EAU

PROJECT ID: 8100-01-72

WITH: N/A

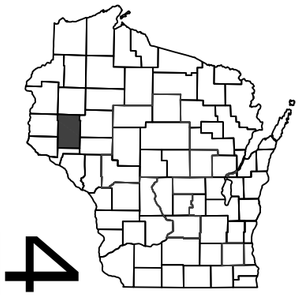
COUNTY: DUNN

JANUARY 2026

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 Sheets (Includes Erosion Control Plans)
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 = 236



48

DESIGN DESIGNATION STH 25

A.A.D.T.	(2026)	=	4,560 - 22,520
A.A.D.T.	(2046)	=	4,560 - 24,310
D.H.V.	(2046)	=	300 - 1,610
D.D.	(%)	=	59/41
T.	(%)	=	6.9 - 19.7
DESIGN SPEED	(MPH)	=	35 - 55
ESALS		=	1,700,000-5,200,000

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MENOMONIE-RIDGELAND

IH 94 TO CTH D

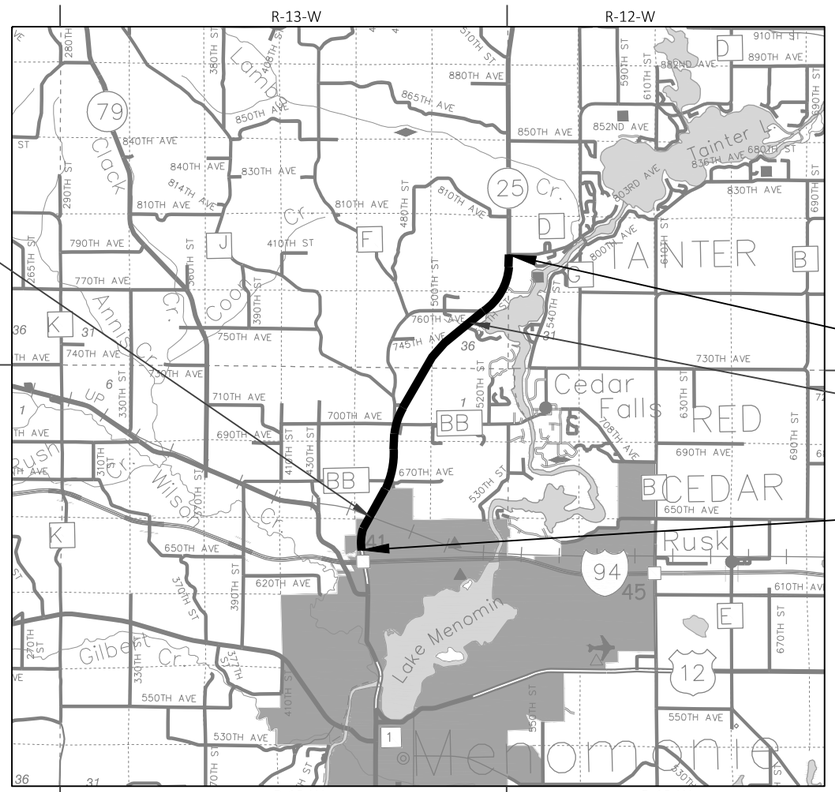
STH 25

DUNN COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8100-01-72	WISC 2026164	1

STATE PROJECT NUMBER

8100-01-72



LAYOUT

SCALE 0 1 MI

NET LENGTH OF CENTERLINE = 4.665 MI

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

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		**UTILITIES**	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
WOODED OR SHRUB AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

ORIGINAL PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
BRIAN J. ST. VINCENT
44329-6
FITCHBURG, WI
PROFESSIONAL ENGINEER

AUGUST 1, 2025 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KL ENGINEERING, INC.
Designer	KL ENGINEERING, INC.
Project Manager	NICHOLAS PITSCH
Regional Examiner	NORTHWEST REGION
Regional Supervisor	NICHOLAS PITSCH

APPROVED FOR THE DEPARTMENT

DATE: 7/17/2025 Nicholas Pitsch (Signature)

E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\010101_TI_25.DWG

PLOT DATE : 7/15/2025 3:27 PM

PLOT BY : KL ENGINEERING

PLOT NAME :

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CBTP	CONCRETE BARRIER TEMPORARY PRECAST
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CIR	COLD IN-PLACE RECYCLING
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
DMS	DYNAMIC MESSAGE SIGN
EAT	ENERGY ABSORBING TERMINAL
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX. OR EXIST	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NB	NORTHBOUND
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PRW	PROPOSED RIGHT-OF-WAY
RAD OR R	RADIUS
R/L	REFERENCE LINE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SB	SOUTHBOUND
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB RAMP DETAILS
CONTROL POINTS AND BENCHMARKS
EXISTING PAVEMENT INFORMATION
TRAFFIC SIGNALS
PERMANENT SIGNING & PAVEMENT MARKING
TRAFFIC CONTROL PLAN
ALIGNMENT DIAGRAM

DESIGN CONTACT

BRIAN ST. VINCENT, P.E.
KL ENGINEERING, INC.
5400 KING JAMES WAY
SUITE 200
MADISON, WI 53719
(608) 663-1218
BSTVINCENT@KLENGINEERING.COM

WISDOT DESIGN CONTACT

NICHOLAS PITSCH
WISCONSIN DEPARTMENT OF TRANSPORTATION
718 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
(715) 392-7976
NICHOLAS.PITSCH@DOT.WI.GOV

DNR LIAISON

LEAH NICOL
DEPARTMENT OF NATURAL RESOURCES
1300 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
(715) 934-9014
LEAH.NICOL@WISCONSIN.GOV

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN IN THE PLAN, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. CONTACT DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO START OF WORK.

UTILITY LOCATION MARKERS ON THE CROSS SECTIONS ARE FOR APPROXIMATE HORIZONTAL REFERENCE ONLY.

REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALT SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

PIPE ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

RADIUS DIMENSIONS FOR CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

STATIONING AND OFFSETS TO APRON ENDWALLS FOR CULVERT PIPES ARE SHOWN TO THE END OF THE PIPE.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND.

NUMBER, LOCATION, AND SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES, AS SHOWN IN THE PLANS, SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

FINAL LOCATIONS OF BASE REPAIR FOR CIR LAYER, ASPHALTIC SURFACE, AND ASPHALTIC SURFACE PATCHING FOR MISCELLANEOUS AND MINOR REPAIRS AND SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. ANTICIPATED LOCATION SHOWN ON PLANS FOR INFORMATION ONLY.

ALL GRADES PROVIDED ALONG RADII ARE ALONG THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

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

THE CONTRACTOR'S HMA PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

MILL AROUND 8"X8"X8" JUNCTION BOXES - PAVE UP TO OR OVERLAY JUNCTION BOXES AS NEEDED. CONTACT NORTHWEST REGION ELECTRICAL FIELD UNIT AT (715) 225-0360 AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF MILLING OPERATIONS TO HAVE JUNCTION BOXES MARKED.

HMA PAVEMENT, WHEN INDICATED ON THE PLANS, SHALL CONSIST OF COURSES AS FOLLOWS:

LOCATION	STA - STA	TOTAL DEPTH	LAYERS	GRADATION	TRAFFIC	BINDER	DESIGNATION	NOTE
STH 25	574+33 - 579+75 574+33"S" - 579+44"S"	2 1/2-INCH	1 1/2-INCH (UPPER LAYER) 1-INCH (LEVELING LAYER*)	5 5	MT MT	58-34 58-34	V V	HMA OVERLAY (PCC MILL)
STH 25	579+75 - 617+50 579+44"S" - 601+29"S"	3 1/2-INCH	1 3/4-INCH (UPPER LAYER) 1 3/4-INCH (LOWER LAYER)	5 5	MT MT	58-34 58-34	V V	HMA OVERLAY (MILL)
STH 25	617+50 - 823+35	2 3/4-INCH	1 1/2-INCH (UPPER LAYER) 1 1/4-INCH (LOWER LAYER)	5 5	MT MT	58-34 58-34	V V	HMA OVERLAY (CIR)
STH 25	617+50 - 823+35	3 1/2-INCH	1 1/2-INCH (UPPER LAYER) 2-INCH (LOWER LAYER)	5 5	MT MT	58-34 58-34	V V	HMA OVERLAY (MILL)

*NOTE: PWL VOLUMETRICS STILL APPLY

2

UTILITY CONTACTS

COMMUNICATIONS

24-7 TELCOM INC.
BRADLEY SCHMIDTKNECHT
912 CRESCENT ST
MENOMONIE, WI 54755
(715) 231-0504
BRADS@WWT.COOP

COMMUNICATIONS

COGENT COMMUNICATIONS
KEVIN PERSON
849 EARL STREET
SAINT PAUL, MN 55106
(612) 275-4131
KPERSON@COGENTCO.COM

ELECTRICITY

XCEL ENERGY
JOHN KELSER
1400 WESTERN AVE
EAU CLAIRE, WI 54701
(715) 737-6020
JOHN.KELSER@XCELENERGY.COM

GAS/PETROLEUM

VIKING GAS TRANSMISSION COMPANY
STEVE KEILEN
2077 70TH AVENUE
OSCEOLA, WI 54020
(715) 417-0735
STEVEN.KEILEN@DTMIDSTREAM.COM

SEWER

CITY OF MENOMONIE
DAVID SCHOFIELD
800 WILSON AVENUE
MENOMONIE, WI 54751
(715) 232-2221 X 1020
DSCHOFIELD@MENOMONIE-WI.GOV

WATER

CITY OF MENOMONIE
DAVID SCHOFIELD
800 WILSON AVENUE
MENOMONIE, WI 54751
(715) 232-2221 X 1020
DSCHOFIELD@MENOMONIE-WI.GOV

COMMUNICATIONS

AT&T WISCONSIN
RICK PODOLAK
4TH FLOOR
304 S DEWEY ST
EAU CLAIRE, WI 54701
(715) 410-0656
RP4514@ATT.COM

COMMUNICATIONS

SPECTRUM
RYAN LUCKEN
1201 MCCANN DR
ALTOONA, WI 54720
(715) 215-0842
RYAN.LUCKEN@CHARTER.COM

ELECTRICITY-TRANSMISSION

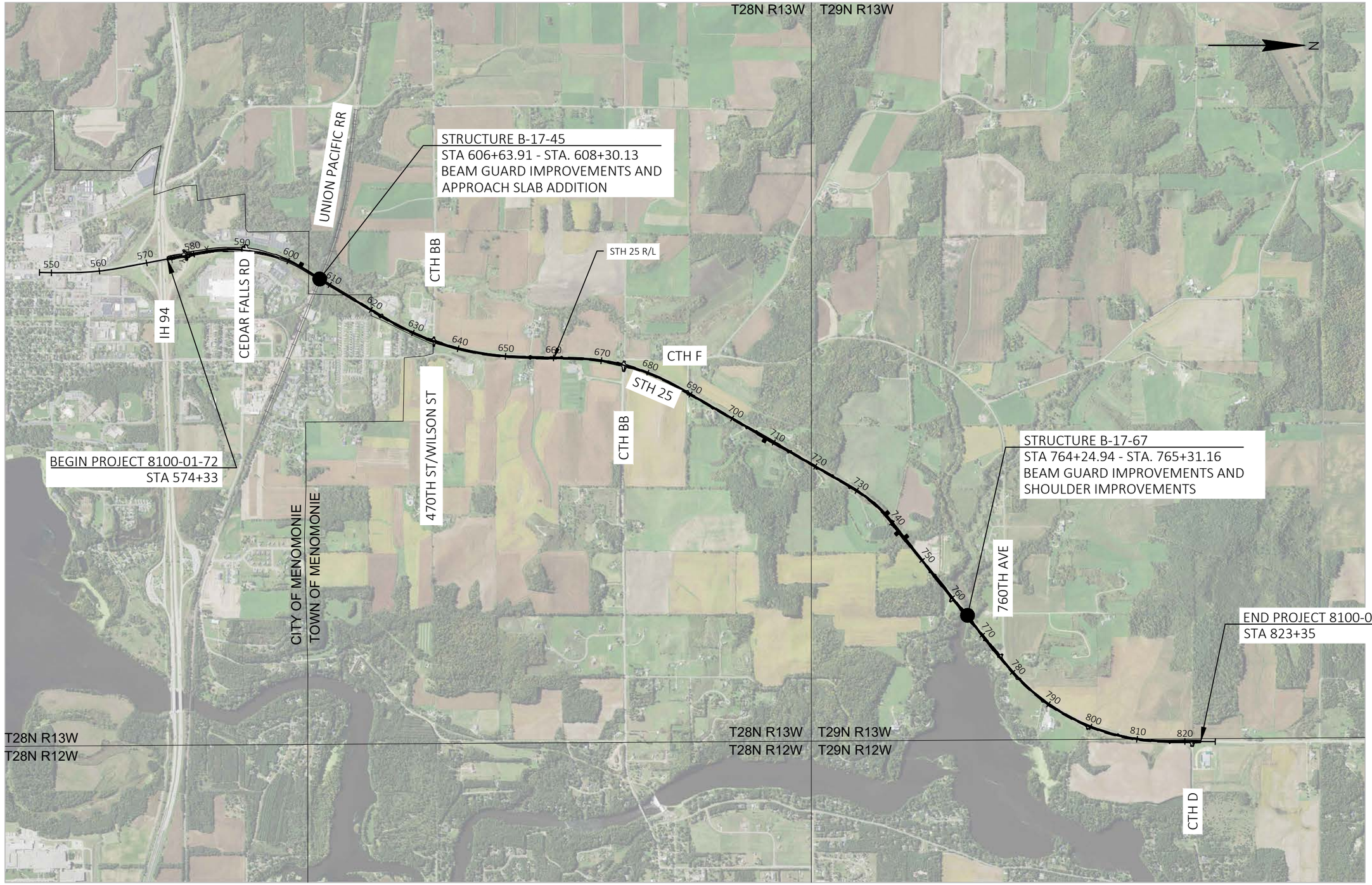
XCEL ENERGY
MITCHELL DIEGER
414 NICOLLET MALL
MINNEAPOLIS, MN 55401
(612) 321-3109
MITCHELL.A.DIEGER@XCELENERGY.COM

GAS/PETROLEUM

XCEL ENERGY
JOHN KELSER
1400 WESTERN AVE
EAU CLAIRE, WI 54701
(715) 737-6020
JOHN.KELSER@XCELENERGY.COM

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

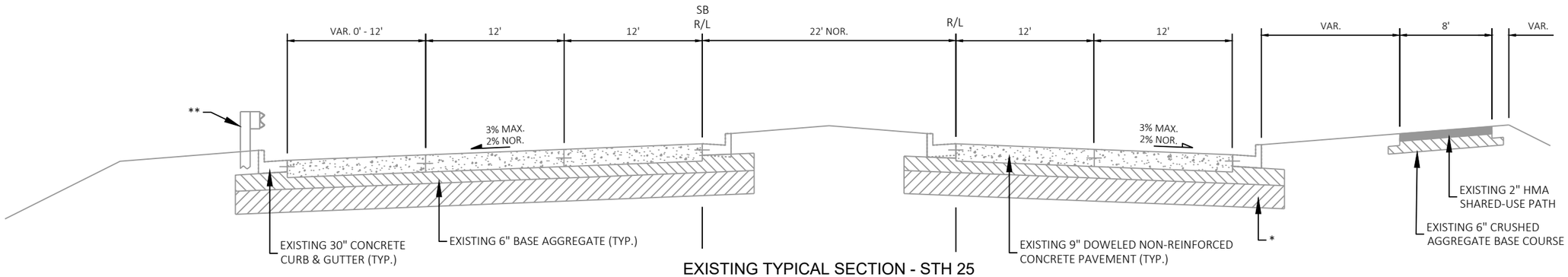
2



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\020201_PO_25.DWG
LAYOUT NAME - Plan 1 IN 200 FT
PLOT DATE : 7/11/2025 8:45 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

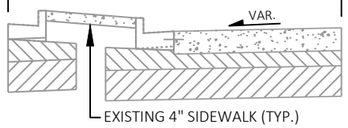


EXISTING TYPICAL SECTION - STH 25

STA 574+33 - STA 579+75
STA 574+33'S' - STA 579+44'S'

RIGHT TURN LANE

STA 578+50'S' - STA 579+44'S'



EXISTING RAISED MEDIAN TYPICAL SECTION - STH 25

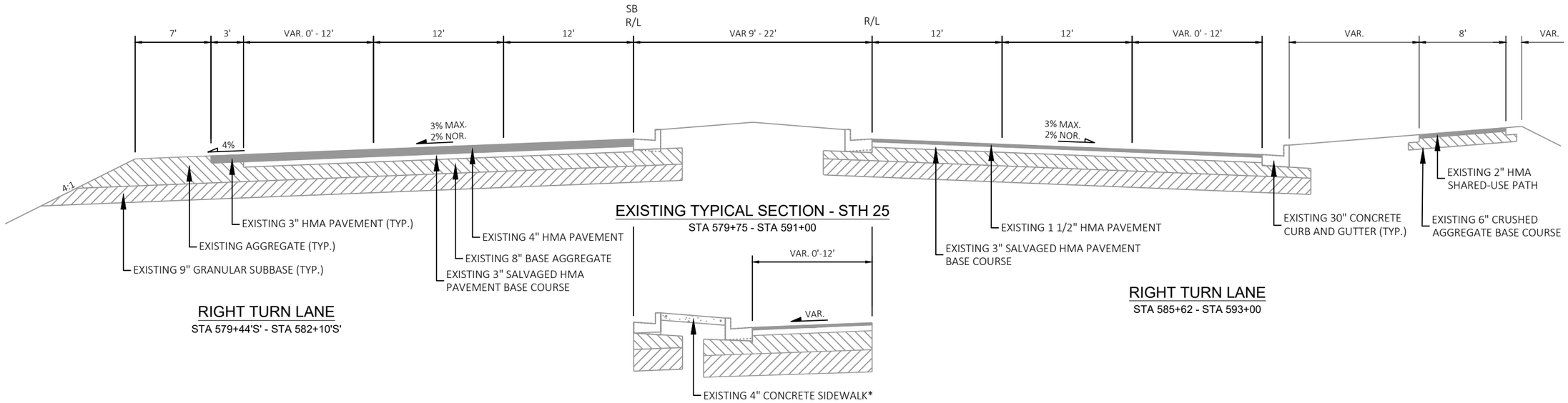
STA 574+33 - STA 577+75

* = EXISTING 12" BREAKER STONE (TYP.)
STA 574+33 - STA 579+55
STA 574+33'S' - STA 579+44'S'

** = BEAMGUARD
STA 574+67'S' - STA 575+49'S'

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 5	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\020301-EXTS_25.DWG
LAYOUT NAME - STH 25 574+00-577+00
PLOT DATE : 7/11/2025 9:29 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT



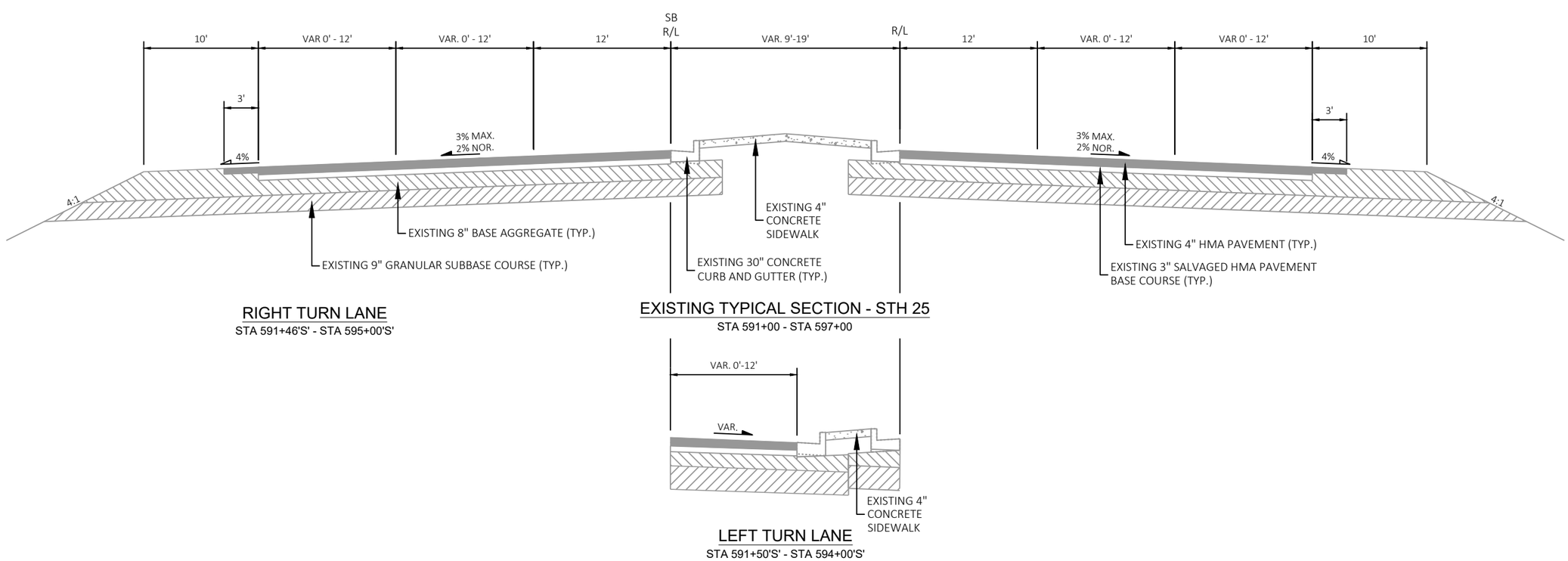
EXISTING TYPICAL SECTION - STH 25
STA 579+75 - STA 591+00

RIGHT TURN LANE
STA 579+44'S' - STA 582+10'S'

RIGHT TURN LANE
STA 585+62 - STA 593+00

LEFT TURN LANE
STA 585+75 - STA 590+25

*NO SIDEWALK IN MEDIAN
STA 585+75 - STA 587+05



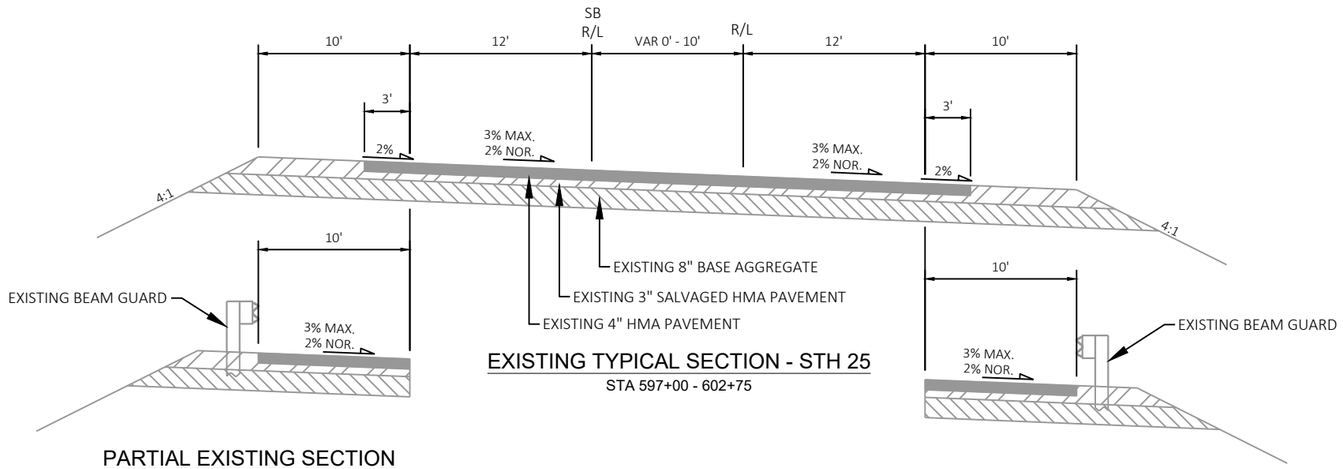
RIGHT TURN LANE
STA 591+46'S' - STA 595+00'S'

EXISTING TYPICAL SECTION - STH 25
STA 591+00 - STA 597+00

LEFT TURN LANE
STA 591+50'S' - STA 594+00'S'

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 6	E

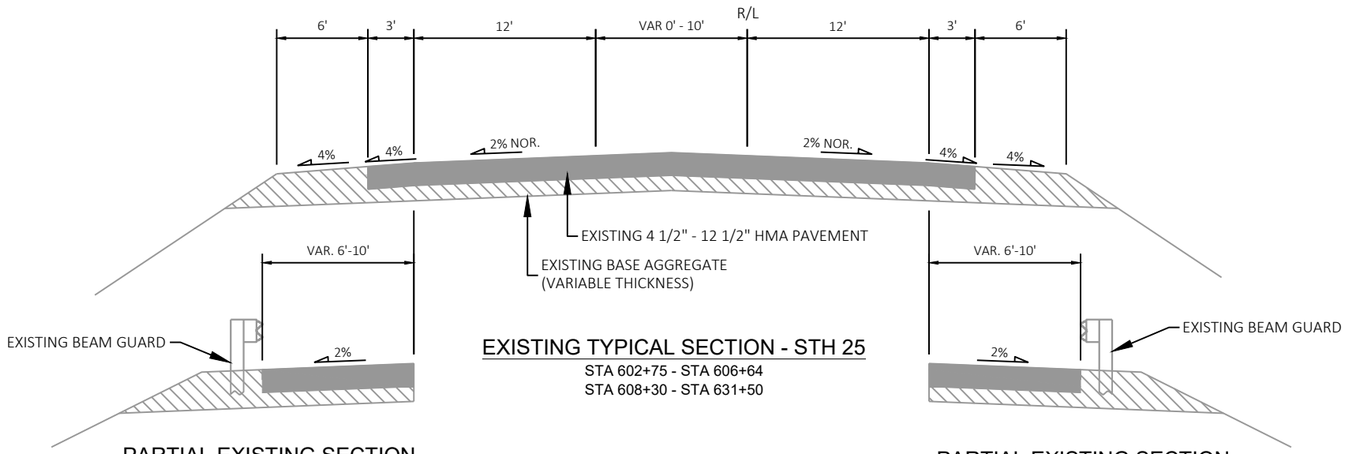
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\020301-EXTS_25.DWG
LAYOUT NAME - STH 25 579+00-597+00
PLOT DATE : 7/11/2025 9:29 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION - STH 25
STA 597+00 - 602+75

PARTIAL EXISTING SECTION
STA 597+19'S' - STA 602+75'S'

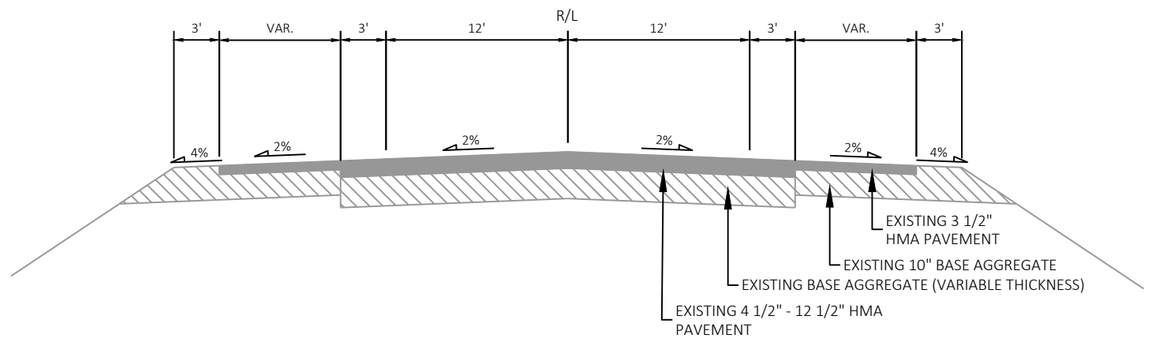
PARTIAL EXISTING SECTION
STA 598+24 - STA 602+75



EXISTING TYPICAL SECTION - STH 25
STA 602+75 - STA 606+64
STA 608+30 - STA 631+50

PARTIAL EXISTING SECTION
STA 602+75'S' - STA 606+55'S'
STA 608+34'S' - STA 616+02'S'

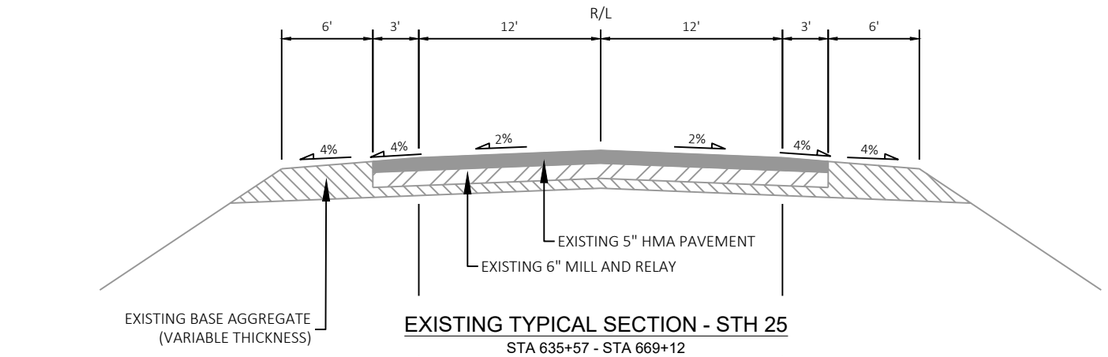
PARTIAL EXISTING SECTION
STA 602+75 - STA 606+60
STA 608+39 - STA 616+08



EXISTING TYPICAL SECTION - STH 25
STA 631+50 - STA 635+57

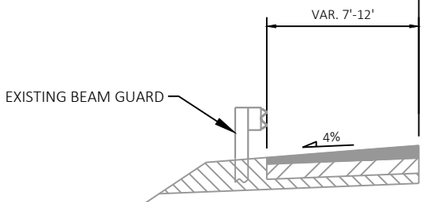
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 7	E

2



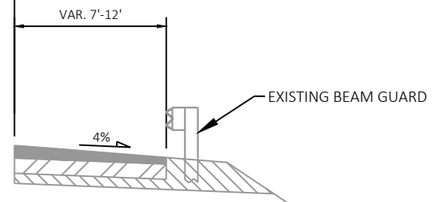
EXISTING TYPICAL SECTION - STH 25

STA 635+57 - STA 669+12
STA 677+91 - STA 759+20
STA 762+75 - STA 773+90
STA 777+45 - STA 797+80
STA 801+35 - STA 815+85



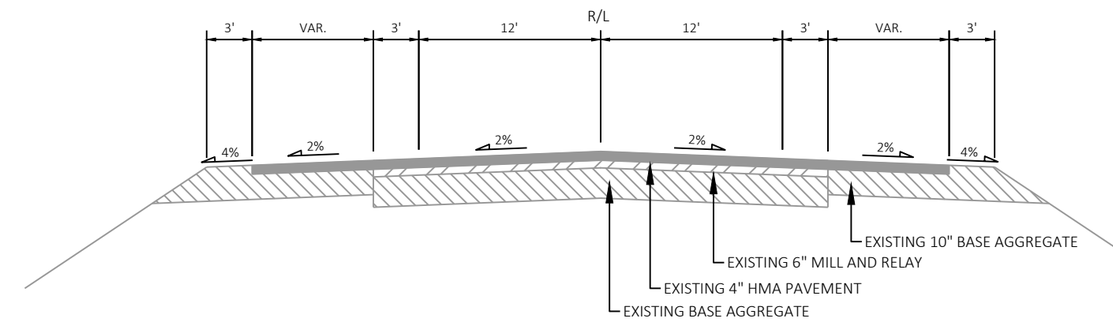
PARTIAL EXISTING SECTION

STA 706+17'S' - STA 711+21'S'
STA 734+35'S' - STA 739+48'S'
STA 740+06'S' - STA 746+36'S'
STA 754+24'S' - STA 757+53'S'
STA 762+99'S' - STA 764+25'S'
STA 765+32'S' - STA 766+58'S'
STA 772+56'S' - STA 774+73'S'



PARTIAL EXISTING SECTION

STA 656+50 - STA 658+79
STA 706+46 - STA 711+51
STA 740+45 - STA 745+99
STA 754+13 - STA 756+68
STA 762+99 - STA 764+25
STA 765+32 - STA 766+58
STA 771+25 - STA 773+80

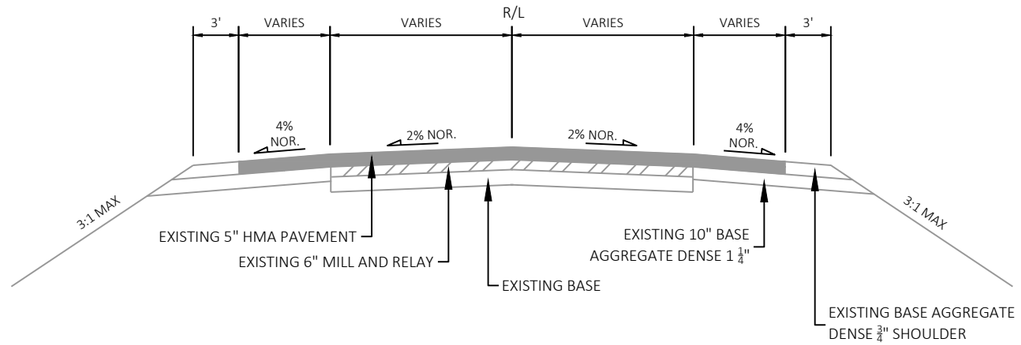


EXISTING TYPICAL SECTION - STH 25

STA 669+12 - STA 677+91
STA 759+20 - STA 762+75
STA 773+90 - STA 777+45
STA 797+80 - STA 801+35
STA 815+85 - STA 823+35

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 8	E

2



EXISTING TYPICAL SECTION - SIDE ROADS

CTH BB, CTH F, 470TH ST/WILSON ST

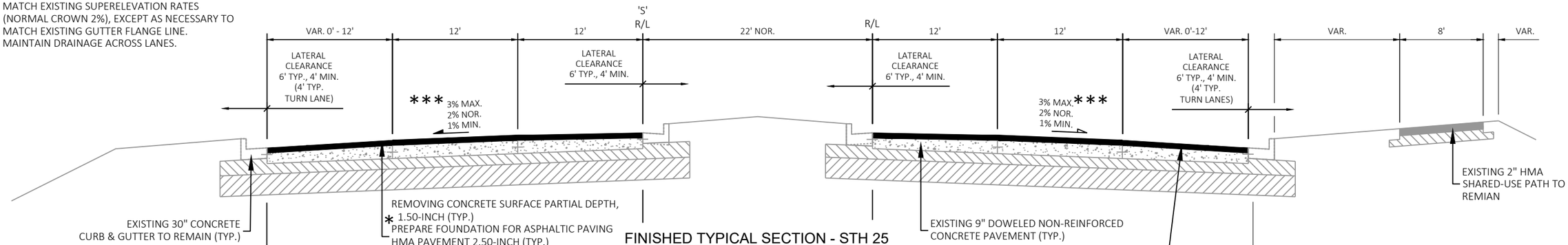
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 9	E

2

* PRIOR TO PLACING LEVELING LAYER, CLEAN ALL JOINTS AND PATCH EXISTING PCC ON MILLED SURFACE AS DIRECTED BY ENGINEER. PAID FOR UNDER THE PREPARE FOUNDATION FOR ASPHALTIC PAVING BID ITEM.

** DRIVEWAY CURB HEAD REQUIRED BETWEEN 25 FT PRIOR TO E.A.T. AND POST #3 OF E.A.T. MINIMUM

*** MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%), EXCEPT AS NECESSARY TO MATCH EXISTING GUTTER FLANGE LINE. MAINTAIN DRAINAGE ACROSS LANES.

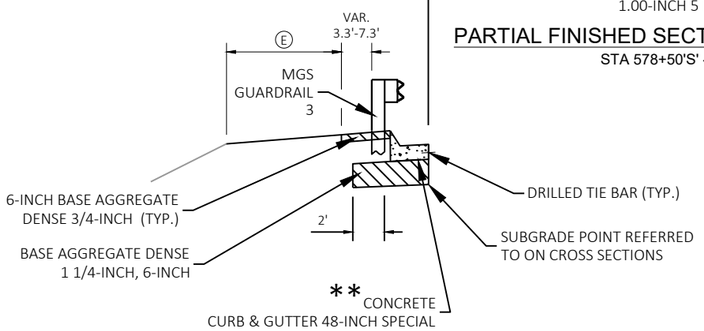


FINISHED TYPICAL SECTION - STH 25

STA 574+33 - STA 579+75
STA 574+33'S' - STA 579+44'S'

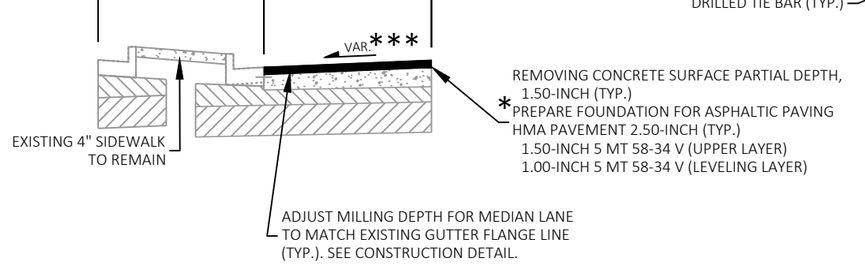
PARTIAL FINISHED SECTION - RIGHT TURN LANE

STA 578+50'S' - STA 579+44'S'



PARTIAL FINISHED SECTION

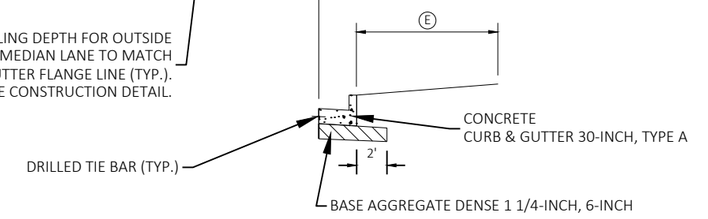
STA 574+67'S' - STA 576+17'S'



FINISHED RAISED MEDIAN TYPICAL SECTION - STH 25

STA 574+33 - STA 577+75

ADJUST MILLING DEPTH FOR OUTSIDE AND MEDIAN LANE TO MATCH EXISTING GUTTER FLANGE LINE (TYP.). SEE CONSTRUCTION DETAIL.



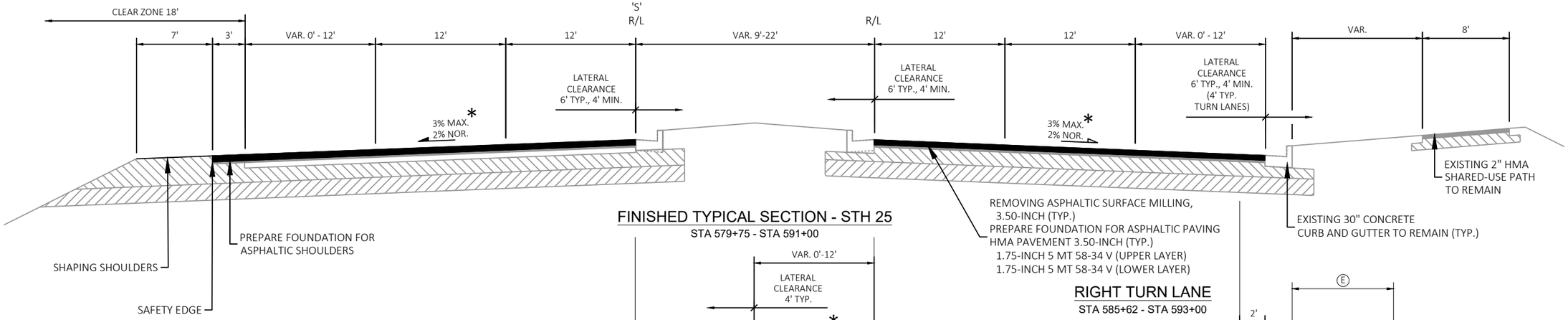
PARTIAL FINISHED SECTION - REPLACE C&G

VARIES - SEE PLAN DETAILS FOR LOCATIONS

Ⓔ SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIX #40, AND MULCH

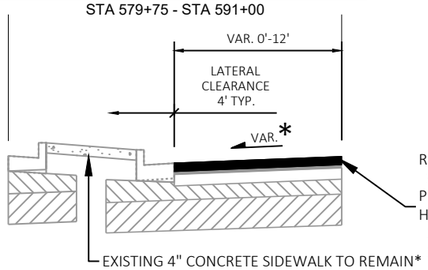
NOTE: USE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIX #40, AND MULCH IN AREAS OF CURB RAMP IMPROVEMENTS

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 10	E



FINISHED TYPICAL SECTION - STH 25
STA 579+75 - STA 591+00

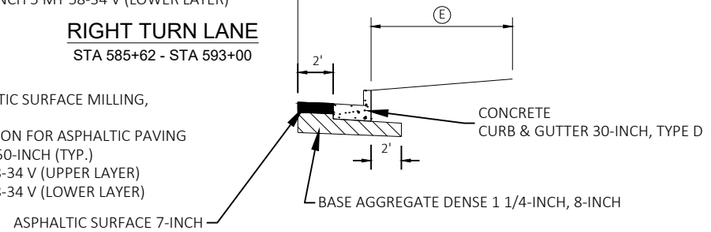
PARTIAL FINISHED SECTION - RIGHT TURN LANE
STA 579+44'S' - STA 582+10'S'



PARTIAL FINISHED SECTION - LEFT TURN LANE
STA 585+75 - STA 590+25

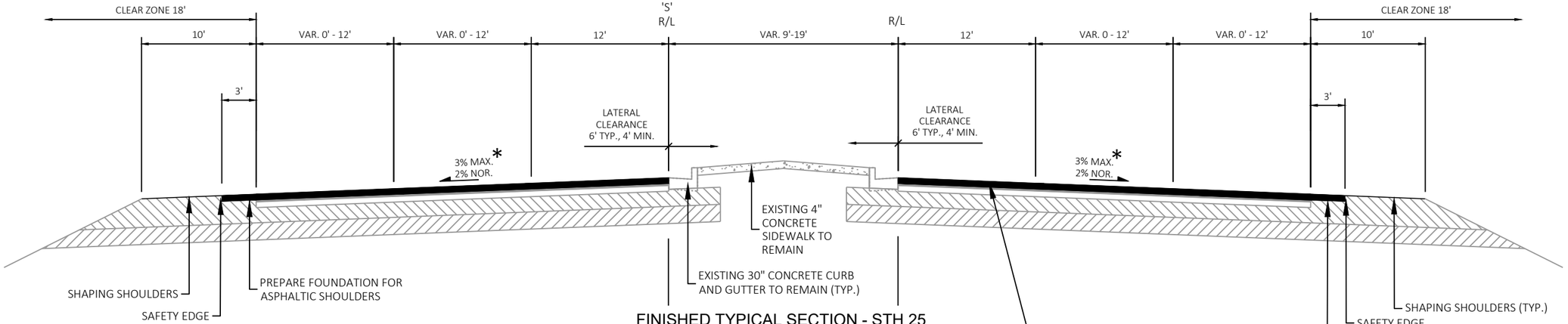
*NO SIDEWALK IN MEDIAN
STA 585+75 - STA 587+05

RIGHT TURN LANE
STA 585+62 - STA 593+00



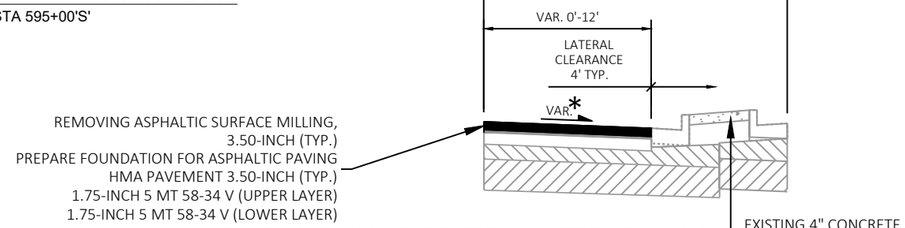
PARTIAL FINISHED SECTION - REPLACE C&G
VARIES - SEE PLAN DETAILS FOR LOCATIONS

* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)



FINISHED TYPICAL SECTION - STH 25
STA 591+00 - STA 597+00

PARTIAL FINISHED SECTION - RIGHT TURN LANE
STA 591+46'S' - STA 595+00'S'



PARTIAL FINISHED SECTION - LEFT TURN LANE
STA 591+50'S' - STA 594+00'S'

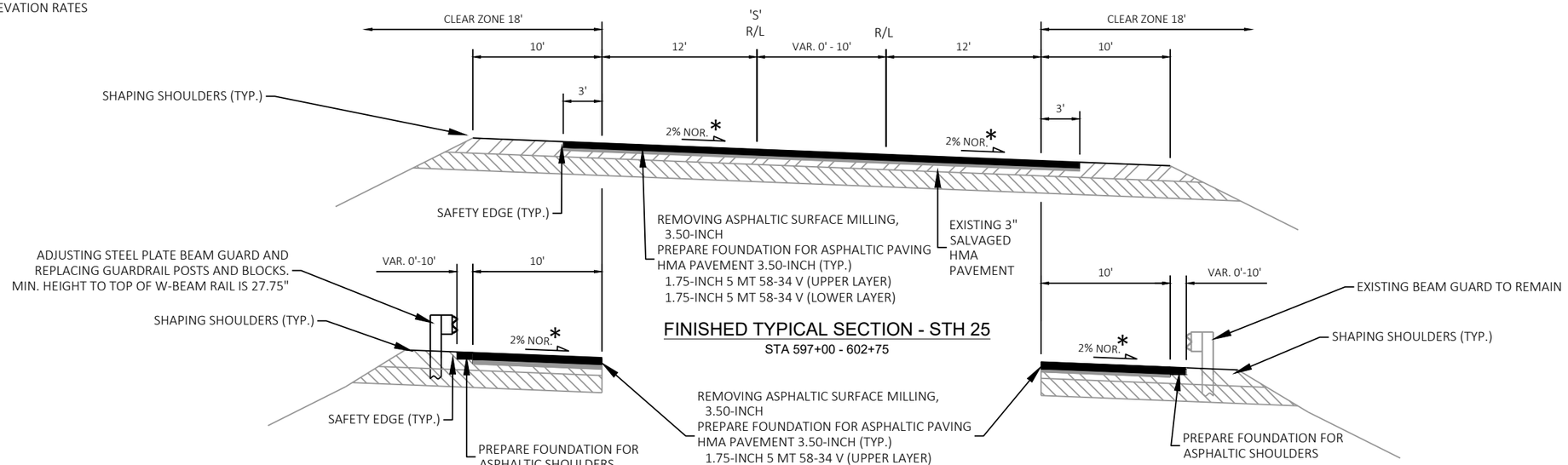
Ⓔ SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIX #40, AND MULCH

NOTES: USE SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIX #40, AND MULCH IN AREAS OF CURB RAMP IMPROVEMENTS.

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING TYPICAL SECTIONS	SHEET 11	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\020301-PTS_25.DWG
LAYOUT NAME - STH 25 579+00-597+00
PLOT DATE : 11/11/2025 11:41 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)



FINISHED TYPICAL SECTION - STH 25

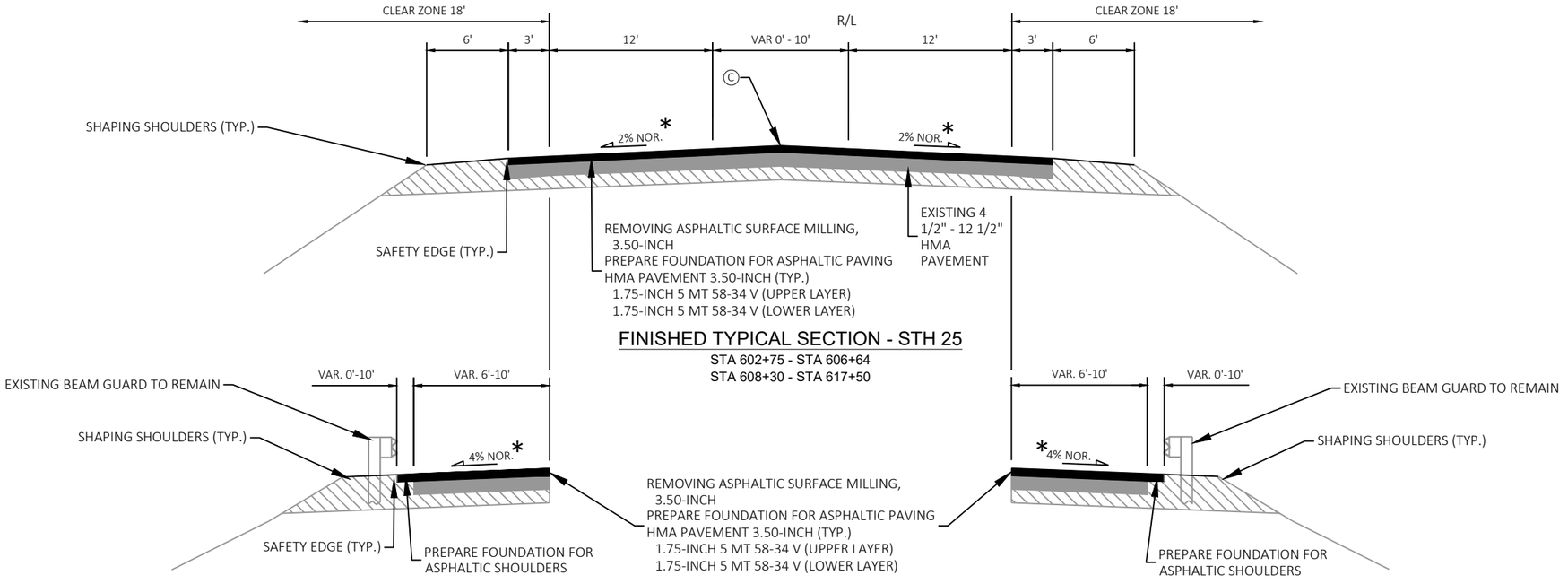
STA 597+00 - 602+75

PARTIAL FINISHED SECTION

STA 597+19'S' - STA 602+75'S'

PARTIAL FINISHED SECTION

STA 598+24 - STA 602+75



FINISHED TYPICAL SECTION - STH 25

STA 602+75 - STA 606+64
STA 608+30 - STA 617+50

PARTIAL FINISHED SECTION

STA 602+75'S' - STA 606+55'S'
STA 608+34'S' - STA 616+02'S'

PARTIAL FINISHED SECTION

STA 602+75 - STA 606+60
STA 608+39 - STA 616+08

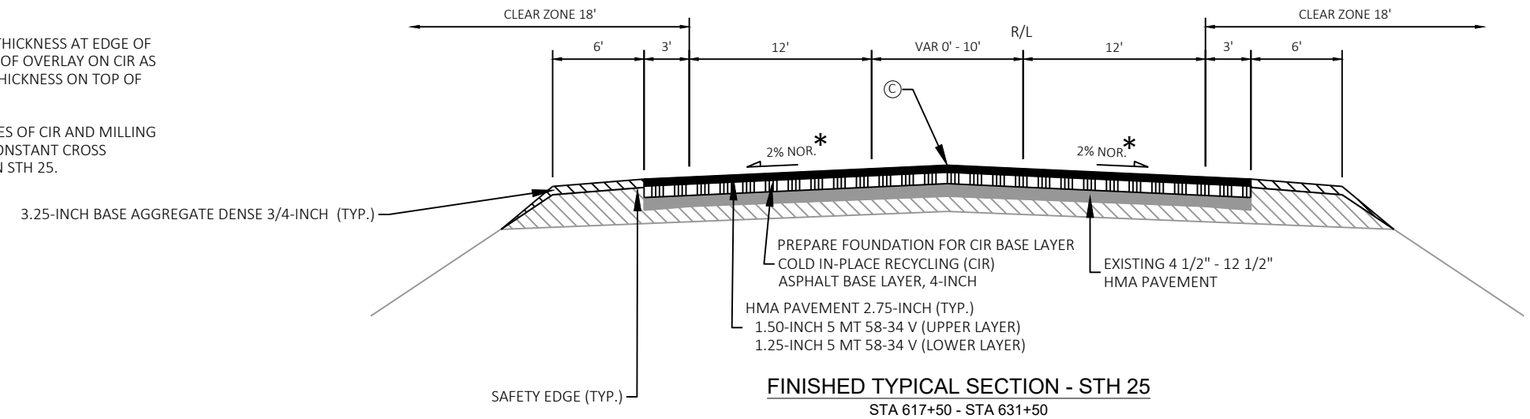
Ⓒ ASPHALTIC RUMBLE STRIPS, CENTERLINE

2

* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)

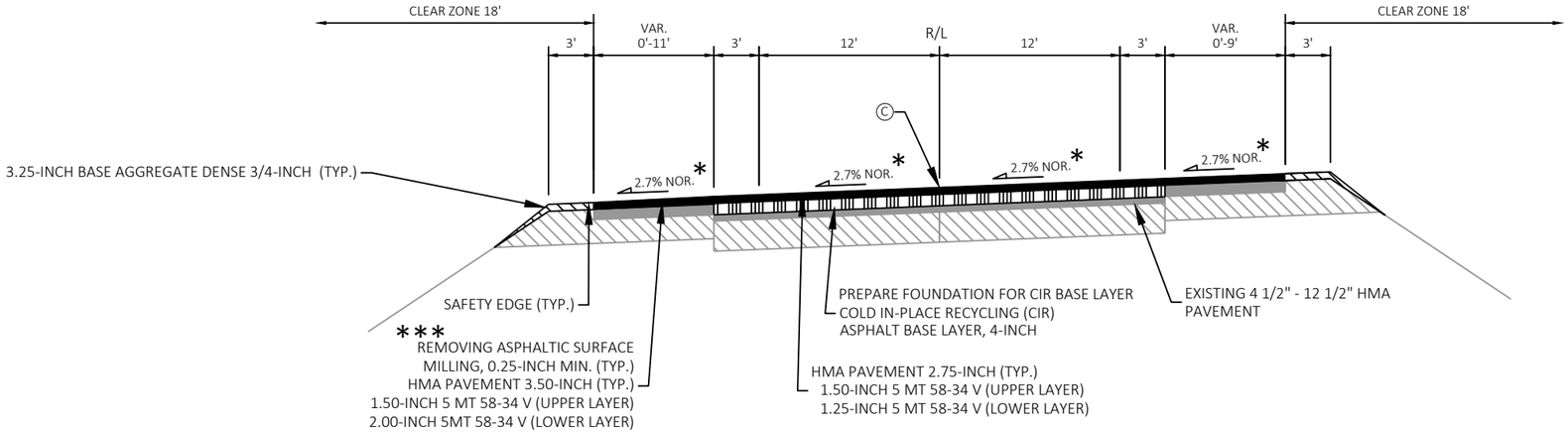
** VARY LOWER HMA LAYER THICKNESS AT EDGE OF CIR LIMITS TO MATCH TOP OF OVERLAY ON CIR AS NEEDED, TAPER TO 2.75" THICKNESS ON TOP OF EXISTING PAVEMENT

*** ADJUST DEPTHS AND SLOPES OF CIR AND MILLING AS NEEDED TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25.



FINISHED TYPICAL SECTION - STH 25

STA 617+50 - STA 631+50



FINISHED TYPICAL SECTION - STH 25

STA 631+50 - STA 638+00

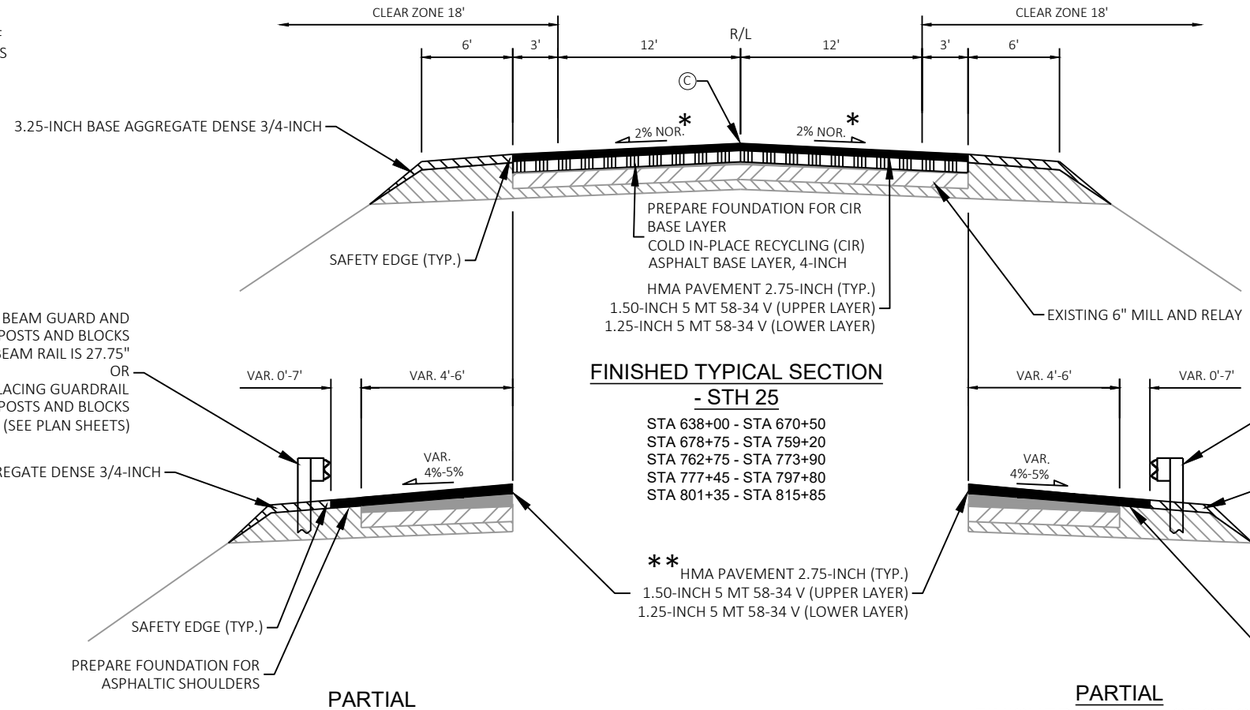
Ⓒ ASPHALTIC RUMBLE STRIPS, CENTERLINE

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 13	E

2

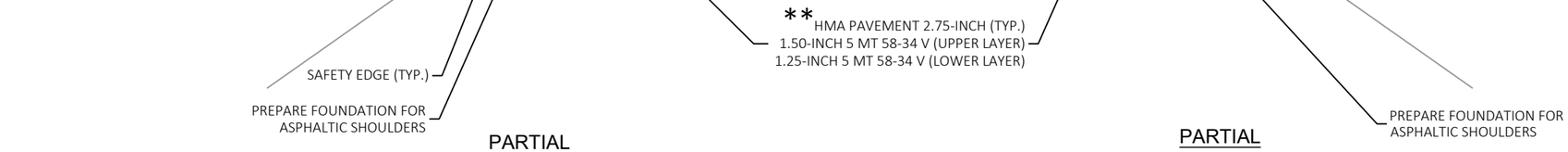
* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)

** VARY LOWER HMA LAYER THICKNESS AT EDGE OF CIR LIMITS TO MATCH TOP OF OVERLAY ON CIR AS NEEDED, TAPER TO 2.75" THICKNESS ON TOP OF EXISTING PAVEMENT



FINISHED TYPICAL SECTION - STH 25

STA 638+00 - STA 670+50
STA 678+75 - STA 759+20
STA 762+75 - STA 773+90
STA 777+45 - STA 797+80
STA 801+35 - STA 815+85



PARTIAL FINISHED TYPICAL SECTION

STA 706+17'S' - STA 711+21'S'
STA 734+35'S' - STA 739+48'S'
STA 740+06'S' - STA 746+36'S'
STA 754+24'S' - STA 757+53'S'
STA 762+99'S' - STA 764+25'S'
STA 765+32'S' - STA 766+58'S'
STA 772+56'S' - STA 774+73'S'

PARTIAL FINISHED TYPICAL SECTION

STA 656+50 - STA 658+79
STA 706+46 - STA 711+51
STA 740+45 - STA 745+99
STA 754+13 - STA 756+68
STA 762+99 - STA 764+25
STA 765+32 - STA 766+58
STA 771+25 - STA 773+80

Ⓒ ASPHALTIC RUMBLE STRIPS, CENTERLINE

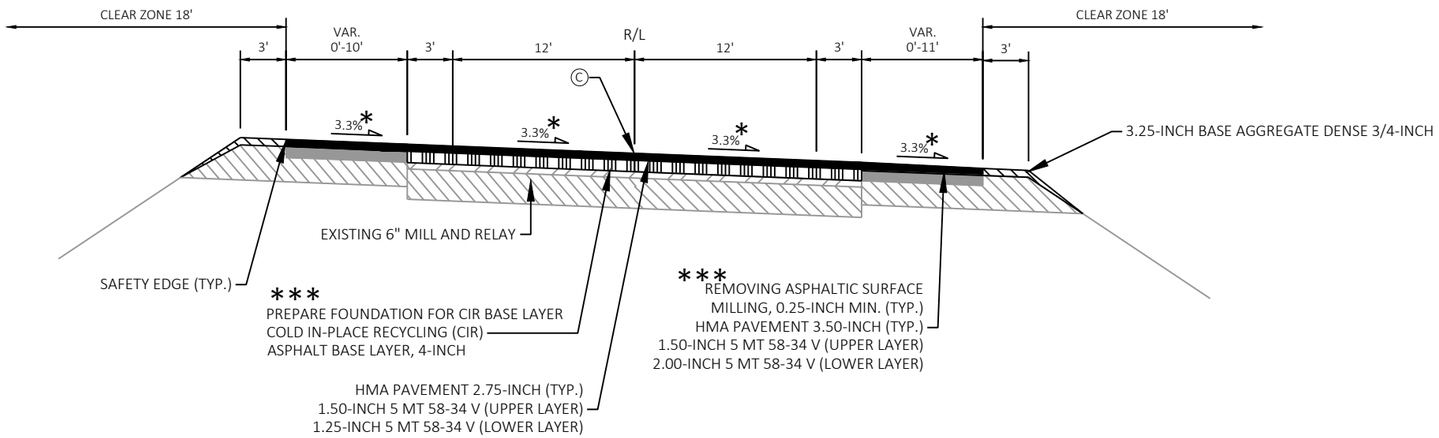
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 14	E

2

* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)

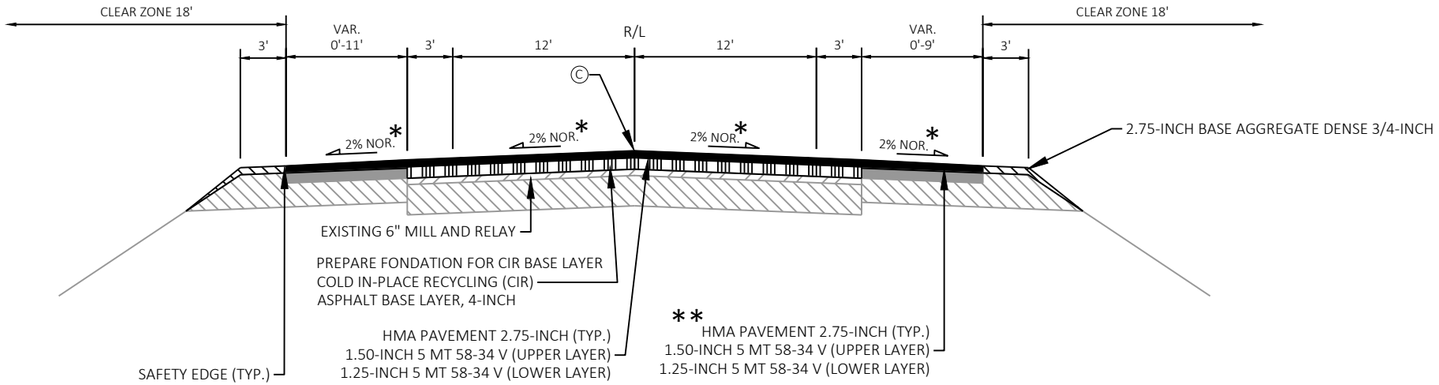
** VARY LOWER HMA LAYER THICKNESS AT EDGE OF CIR LIMITS TO MATCH TOP OF OVERLAY ON CIR AS NEEDED, TAPER TO 2.75" THICKNESS ON TOP OF EXISTING PAVEMENT

*** ADJUST DEPTHS AND SLOPES OF CIR AND MILLING AS NEEDED TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25.



FINISHED TYPICAL SECTION - STH 25

STA 670+50 - STA 678+75



FINISHED TYPICAL SECTION - STH 25

STA 759+20 - STA 762+75
STA 773+90 - STA 777+45
STA 797+80 - STA 801+35

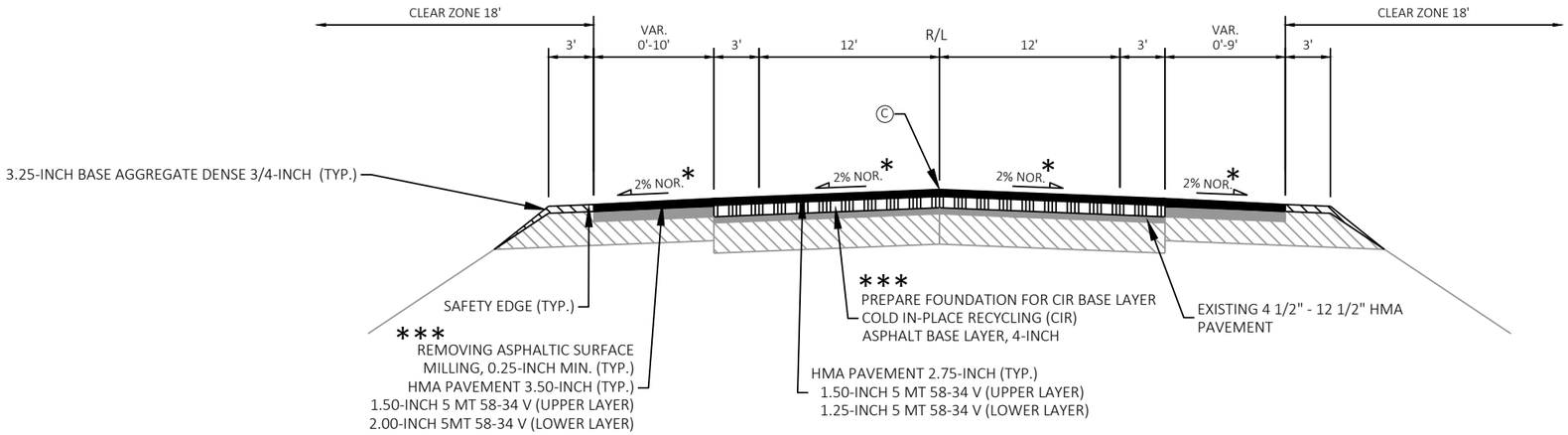
Ⓒ ASPHALTIC RUMBLE STRIPS, CENTERLINE

2

* MATCH EXISTING SUPERELEVATION RATES (NORMAL CROWN 2%)

** VARY LOWER HMA LAYER THICKNESS AT EDGE OF CIR LIMITS TO MATCH TOP OF OVERLAY ON CIR AS NEEDED, TAPER TO 2.75" THICKNESS ON TOP OF EXISTING PAVEMENT

*** ADJUST DEPTHS AND SLOPES OF CIR AND MILLING AS NEEDED TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25.



FINISHED TYPICAL SECTION - STH 25

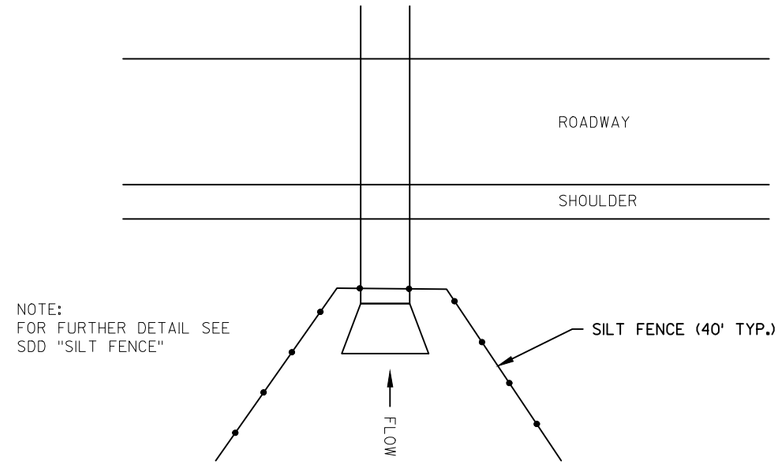
STA 815+85 - STA 823+35

Ⓒ ASPHALTIC RUMBLE STRIPS, CENTERLINE

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	FINISHED TYPICAL SECTIONS	SHEET 16	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\020301-PTS_25.DWG
LAYOUT NAME - STH 25 815-823 (2)
PLOT DATE : 11/11/2025 11:41 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

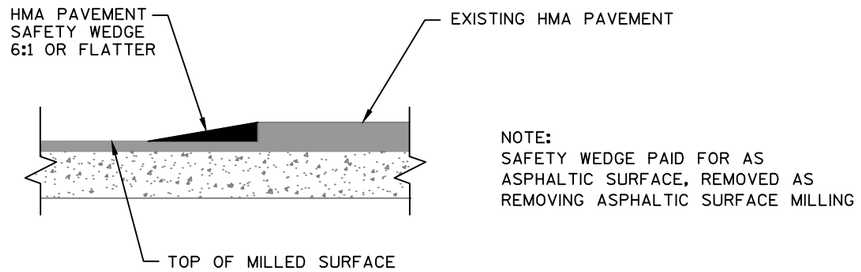


TYPICAL SILT FENCE DETAIL AT PIPE INLET

(SEE PLAN SHEETS FOR LOCATIONS)

	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 = 105.935 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.551 ACRES



NOTE:
SAFETY WEDGE PAID FOR AS ASPHALTIC SURFACE, REMOVED AS REMOVING ASPHALTIC SURFACE MILLING

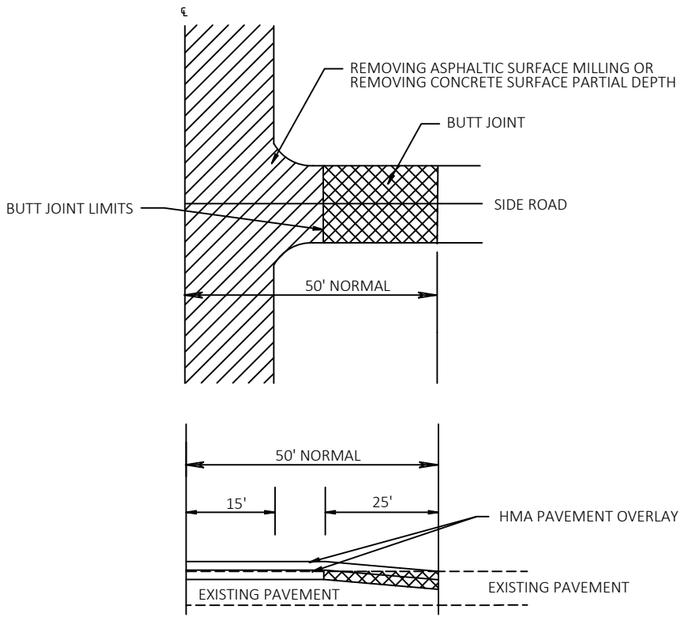
HMA PAVEMENT SAFETY WEDGE

NOTE:
HMA PAVEMENT SAFETY WEDGE TO BE PLACED WHEN UNABLE TO MILL EXISTING PAVEMENT AND PAVE LOWER LAYER OF HMA PAVEMENT ON THE SAME DAY AND DROP OFF BETWEEN LAYERS EXCEEDS 2".

2

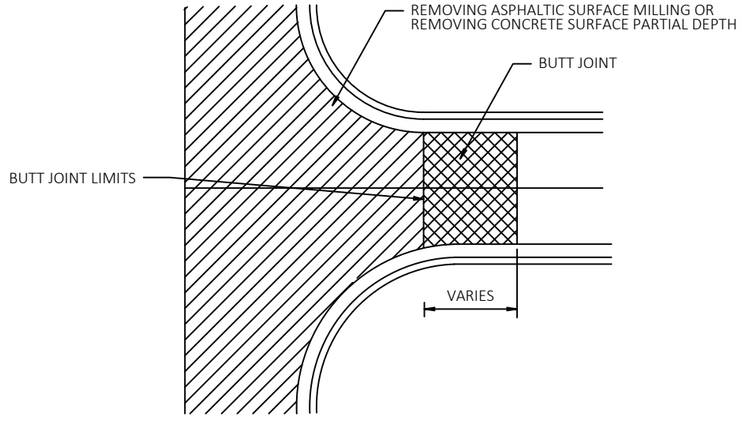
SIDE ROAD DETAIL - NO CURB & GUTTER

NOT TO SCALE

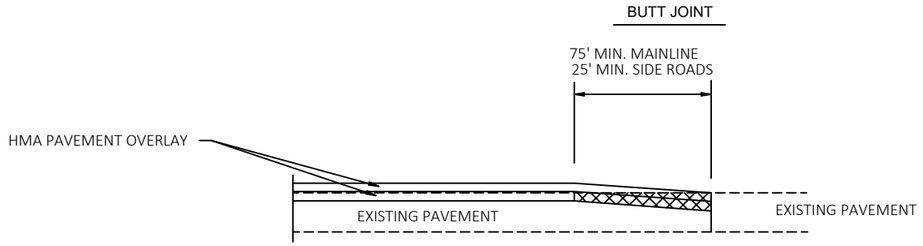


SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

NOT TO SCALE



BUTT JOINT



REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALTIC SURFACE BUTT JOINTS' OR 'REMOVING CONCRETE PAVEMENT BUTT JOINTS'.
MATERIAL SHALL NOT BE REMOVED UNDER THIS ITEM UNTIL 24 HOURS BEFORE SIDEROAD PAVING.

SIDEROAD PAVEMENT DEPTH SHALL MATCH AT MAINLINE PAVEMENT EDGE AND BE TAPERED TO OVERLAY DEPTH MINIMUM AT JOINT

NOTE: ANY SAWCUT USED WILL BE CONSIDERED INCIDENTAL TO THE ITEM "REMOVING ASPHALTIC SURFACE, BUTT JOINTS."

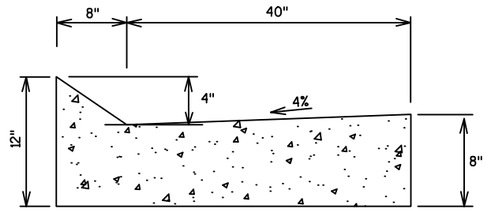
REQUIRED AT BEGIN AND END
PAVING LOCATIONS

PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS
OR REMOVING CONCRETE PAVEMENT BUTT JOINTS

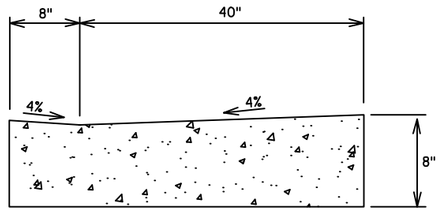
NOTE: ANY SAWCUT USED IN THIS OPERATION
CONSIDERED INCIDENTAL TO THIS ITEM

BUTT JOINT DETAIL

2



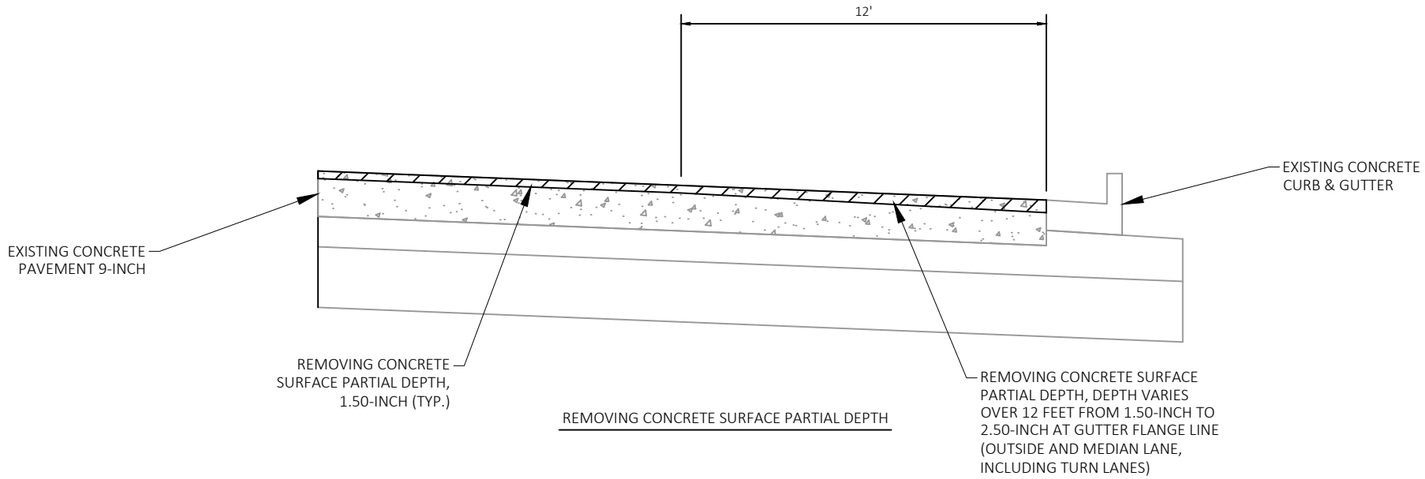
CONCRETE CURB & GUTTER 48-INCH SPECIAL



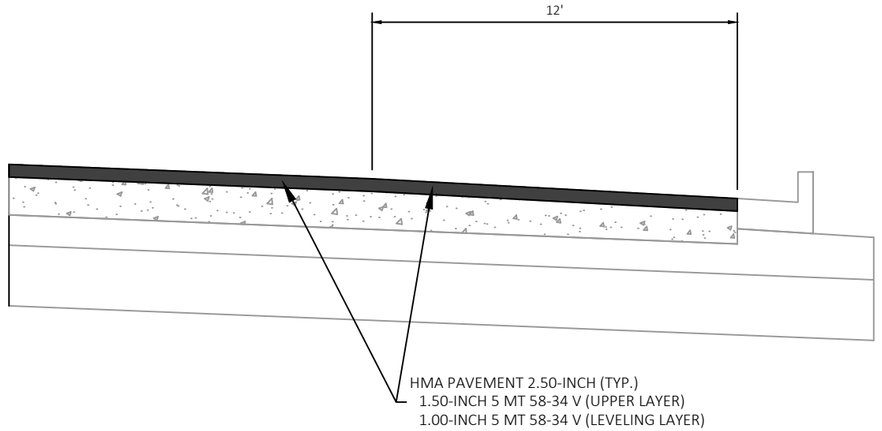
CONCRETE CURB & GUTTER 48-INCH SPECIAL

DRIVEWAY CURB HEAD VERSION

2



REMOVING CONCRETE SURFACE PARTIAL DEPTH

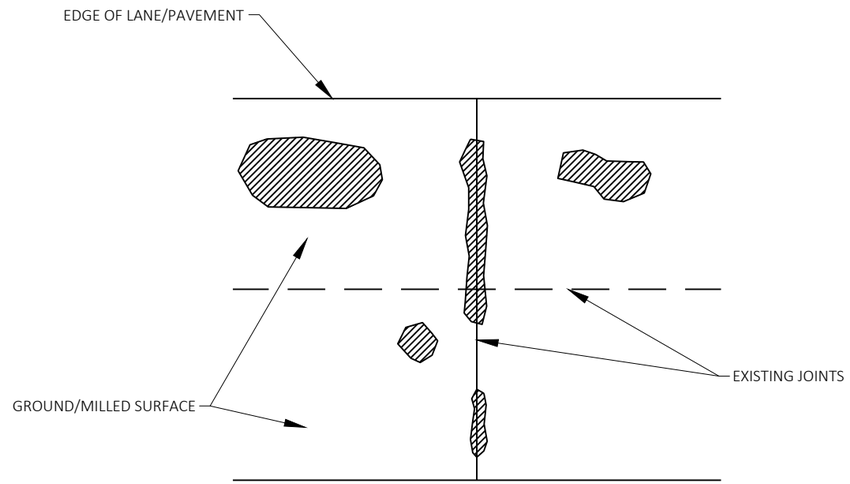


HMA PAVEMENT OVERLAY

MILLING EXISTING CONCRETE PAVEMENT ADJACENT TO CURB LINE

ADJUSTING MILLING DEPTH FOR OUTSIDE AND MEDIAN LANES TO MATCH EXISTING GUTTER FLANGE LINE (TYP. FOR ALL LOCATIONS WITH PROFILE RAISE AND CURB & GUTTER).

2



REPAIR AREAS

PREPARE FOUNDATION FOR ASPHALTIC PAVING REPAIR AREAS DETAIL

NOTES

- AFTER THE EXISTING PAVEMENT IS MILLED/GROUND TO DEPTH SPECIFIED ON THE TYPICAL, REMOVE REMAINDER OF CRACKFILL, PATCHING, AND UNSOUND PCC/HMA TO A MAXIMUM DEPTH OF 4" OR FULL DEPTH OF THE REMAINING PAVEMENT, WHICHEVER IS LESS, PAID FOR UNDER PREPARE FOUNDATION FOR ASPHALTIC PAVING ITEM.
- REPAVE REPAIR AREAS WITH ASPHALTIC SURFACE PATCHING OR ASPHALTIC SURFACE ITEM PAID SEPARATELY.
- SEE PLAN DETAILS AND EROSION CONTROL SHEETS FOR ADDITIONAL INFORMATION.

2

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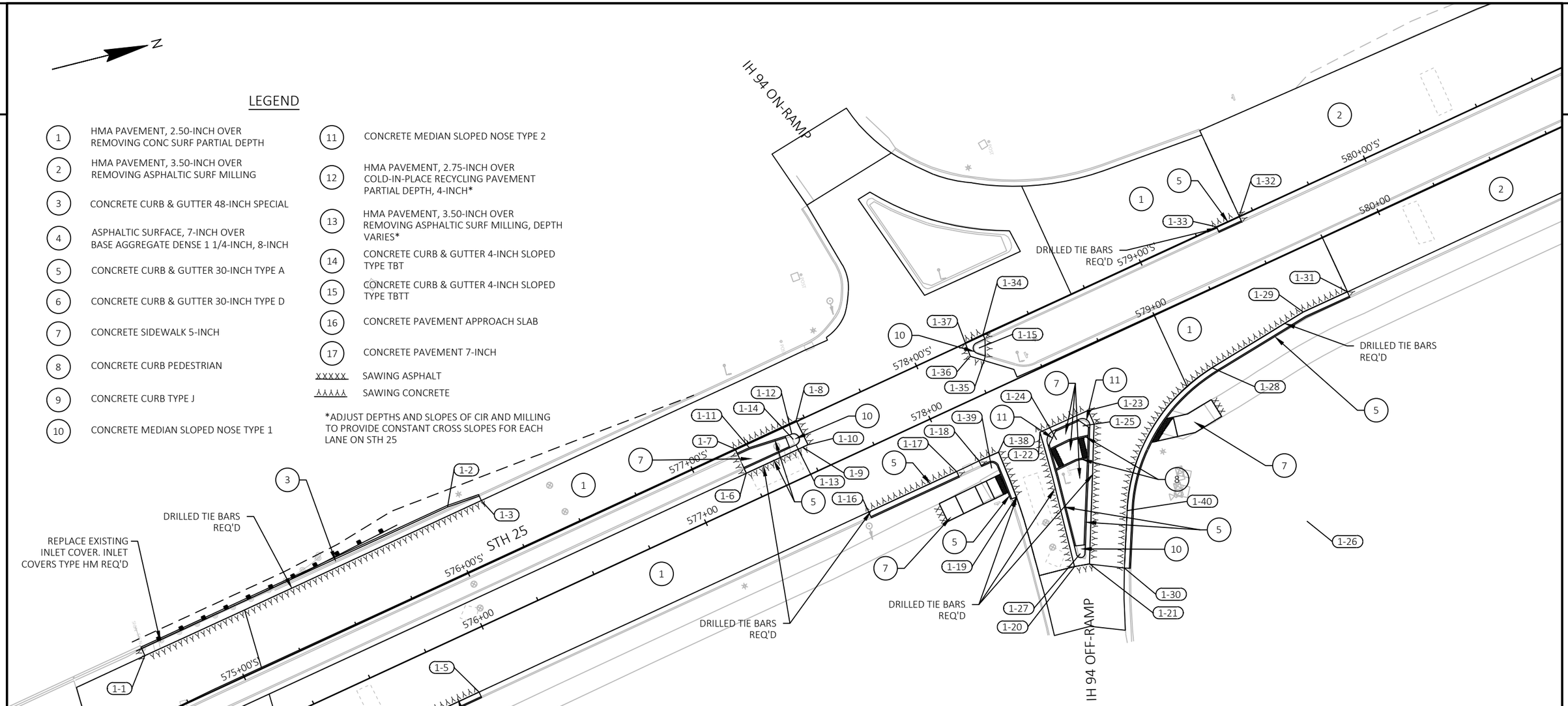
LEGEND

1. HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3. CONCRETE CURB & GUTTER 48-INCH SPECIAL
4. ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5. CONCRETE CURB & GUTTER 30-INCH TYPE A
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. CONCRETE SIDEWALK 5-INCH
8. CONCRETE CURB PEDESTRIAN
9. CONCRETE CURB TYPE J
10. CONCRETE MEDIAN SLOPED NOSE TYPE 1
11. CONCRETE MEDIAN SLOPED NOSE TYPE 2
12. HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16. CONCRETE PAVEMENT APPROACH SLAB
17. CONCRETE PAVEMENT 7-INCH

XXXXX SAWING ASPHALT

AAAAA SAWING CONCRETE

*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25



POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
1-1	574+71.09	46.43' LT	BEGIN CG
1-2	576+07.57	49.64' LT	CG TAPER
1-3	576+21.10	46.30' LT	END CG
1-4	575+27.76	23.77' RT	BEGIN CG
1-5	575+87.76	23.70' RT	END CG
1-6	577+23.20	11.31' LT	BEGIN CG
1-7	577+23.21	22.13' LT	BEGIN CG
1-8	577+50.48	22.24' LT	---
1-9	577+48.35	11.33' LT	---
1-10	577+50.72	11.31' LT	---

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
1-11	577+28.65	20.21' LT	---
1-12	577+46.56	17.97' LT	BEGIN ARC
1-13	577+46.27	13.29' LT	END ARC
1-14	577+46.27	15.64' LT	CENTER 2.4' RADIUS
1-15	578+29.84	17.86' LT	CENTER 2.3' RADIUS
1-16	577+61.61	23.70' RT	BEGIN CG
1-17	578+00.83	23.73' RT	END CG
1-18	578+10.83	23.62' RT	BEGIN CG
1-19	578+18.46	43.35' RT	END CG
1-20	578+28.02	78.73' RT	---

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
1-21	578+33.99	80.31' RT	---
1-22	578+38.14	23.42' RT	---
1-23	578+59.55	23.67' RT	---
1-24	578+43.03	29.23' RT	CENTER 4' RADIUS
1-25	578+54.81	28.36' RT	CENTER 3' RADIUS
1-26	579+21.14	101.40' RT	CENTER 72' RADIUS
1-27	578+32.54	74.91' RT	CENTER 1.8' RADIUS
1-28	579+12.37	29.01' RT	END ARC
1-29	579+55.37	24.00' RT	---
1-30	578+46.12	87.75' RT	BEGIN CG

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
1-31	579+75.05	24.09' RT	END CG
1-32	579+48.04	22.00' LT	END CG
1-33	579+37.94	22.04' LT	BEGIN CG
1-34	578+33.75	22.14' LT	---
1-35	578+29.79	12.35' LT	---
1-36	578+25.40	16.24' LT	---
1-37	578+25.85	22.06' LT	---
1-38	578+19.54	23.77' RT	---
1-39	578+14.22	28.70' RT	CENTER 3' RADIUS
1-40	578+56.91	67.13' RT	BEGIN ARC

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - IH-94 NORTH ON AND OFF RAMPS	SHEET 24	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - PP25 IH94 RAMPS
PLOT DATE : 11/12/2025 12:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

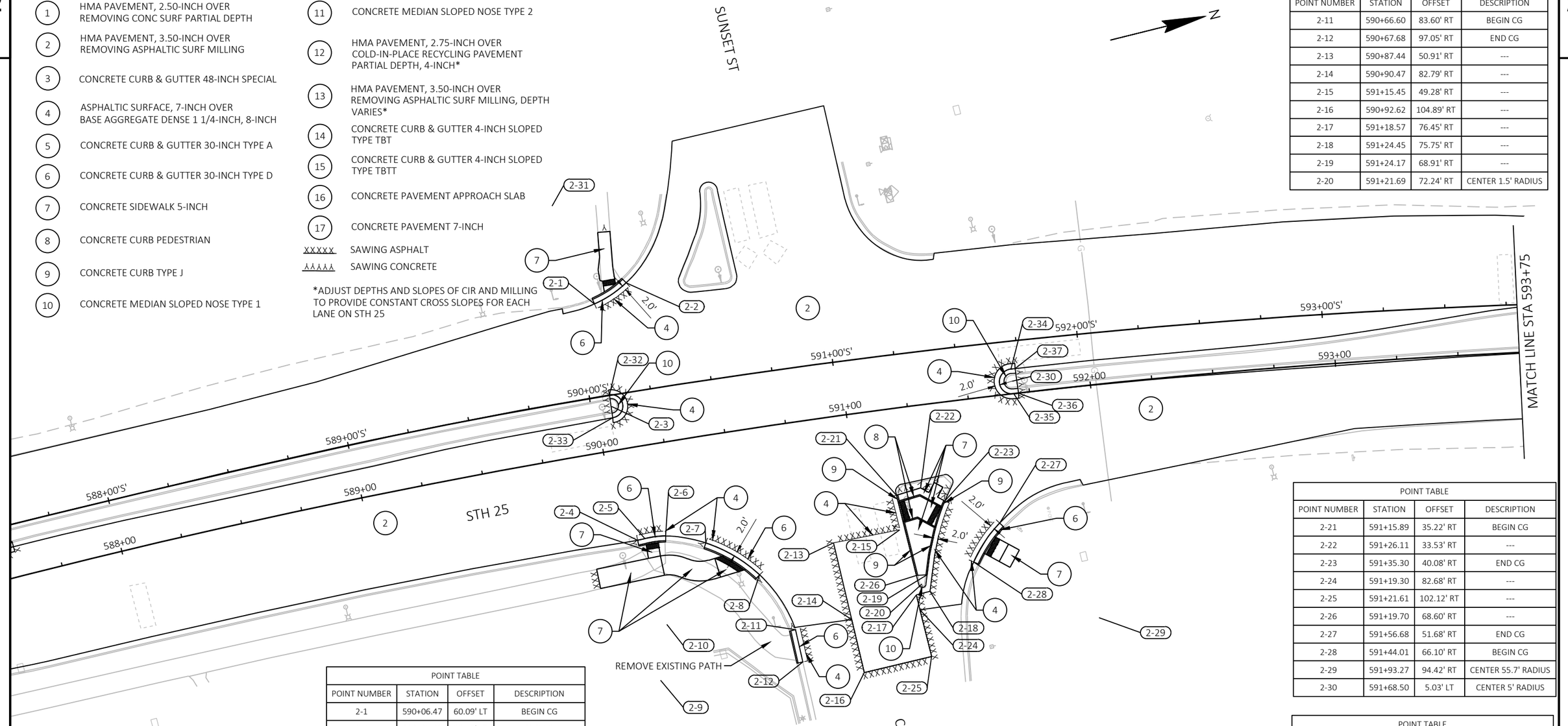
LEGEND

1. HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3. CONCRETE CURB & GUTTER 48-INCH SPECIAL
4. ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5. CONCRETE CURB & GUTTER 30-INCH TYPE A
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. CONCRETE SIDEWALK 5-INCH
8. CONCRETE CURB PEDESTRIAN
9. CONCRETE CURB TYPE J
10. CONCRETE MEDIAN SLOPED NOSE TYPE 1
11. CONCRETE MEDIAN SLOPED NOSE TYPE 2
12. HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16. CONCRETE PAVEMENT APPROACH SLAB
17. CONCRETE PAVEMENT 7-INCH

XXXXX SAWING ASPHALT

ΛΛΛΛΛ SAWING CONCRETE

*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25



POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
2-11	590+66.60	83.60' RT	BEGIN CG
2-12	590+67.68	97.05' RT	END CG
2-13	590+87.44	50.91' RT	---
2-14	590+90.47	82.79' RT	---
2-15	591+15.45	49.28' RT	---
2-16	590+92.62	104.89' RT	---
2-17	591+18.57	76.45' RT	---
2-18	591+24.45	75.75' RT	---
2-19	591+24.17	68.91' RT	---
2-20	591+21.69	72.24' RT	CENTER 1.5' RADIUS

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
2-1	590+06.47	60.09' LT	BEGIN CG
2-2	590+20.29	66.47' LT	END CG
2-3	590+06.29	17.91' LT	CENTER 4.7' RADIUS
2-4	590+07.76	37.61' RT	BEGIN CG
2-5	590+10.78	37.47' RT	BEGIN ARC
2-6	590+19.41	37.76' RT	END CG
2-7	590+35.29	43.20' RT	BEGIN CG
2-8	590+55.24	59.41' RT	END CG
2-9	590+07.42	95.20' RT	CENTER 59.7' RADIUS
2-10	590+13.85	73.21' RT	CENTER 32.2' RADIUS

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
2-21	591+15.89	35.22' RT	BEGIN CG
2-22	591+26.11	33.53' RT	---
2-23	591+35.30	40.08' RT	END CG
2-24	591+19.30	82.68' RT	---
2-25	591+21.61	102.12' RT	---
2-26	591+19.70	68.60' RT	---
2-27	591+56.68	51.68' RT	END CG
2-28	591+44.01	66.10' RT	BEGIN CG
2-29	591+93.27	94.42' RT	CENTER 55.7' RADIUS
2-30	591+68.50	5.03' LT	CENTER 5' RADIUS

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
2-31	589+96.37	102.18' LT	CENTER 43.4' RADIUS
2-32	590+06.31	22.62' LT	---
2-33	590+06.05	13.20' LT	---
2-34	591+68.58	9.99' LT	BEGIN ARC
2-35	591+68.58	0.13' RT	END ARC
2-36	591+70.57	0.13' RT	---
2-37	591+70.28	9.99' LT	---

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - CEDAR FALLS RD & SUNSET ST	SHEET 25	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - CEDAR FALLS
PLOT DATE : 11/12/2025 12:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

LEGEND

1. HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3. CONCRETE CURB & GUTTER 48-INCH SPECIAL
4. ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5. CONCRETE CURB & GUTTER 30-INCH TYPE A
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. CONCRETE SIDEWALK 5-INCH
8. CONCRETE CURB PEDESTRIAN
9. CONCRETE CURB TYPE J
10. CONCRETE MEDIAN SLOPED NOSE TYPE 1
11. CONCRETE MEDIAN SLOPED NOSE TYPE 2
12. HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16. CONCRETE PAVEMENT APPROACH SLAB
17. CONCRETE PAVEMENT 7-INCH

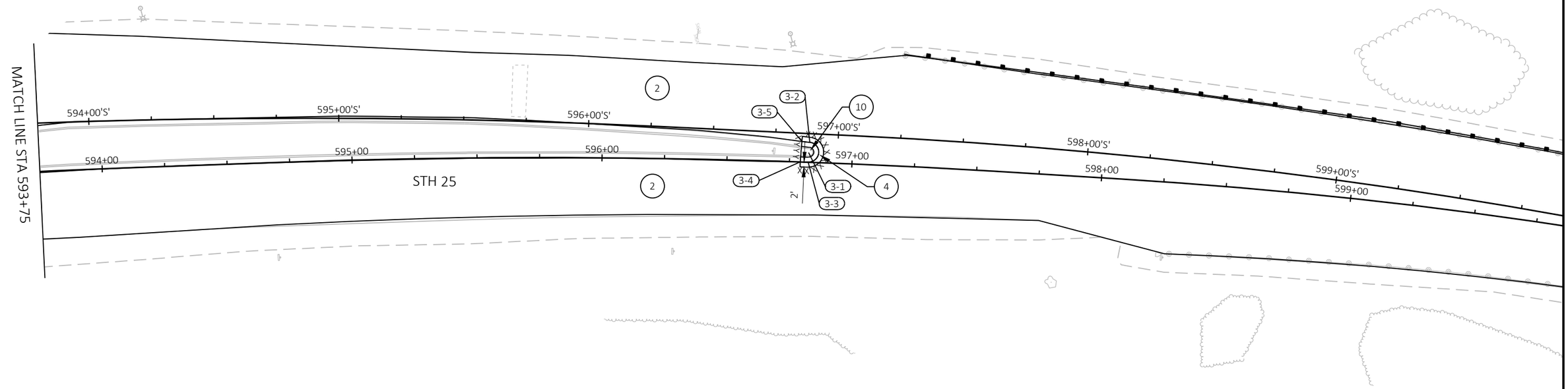
XXXXX SAWING ASPHALT

ΛΛΛΛΛ SAWING CONCRETE

*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25

N

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
3-1	596+82.48	4.01' LT	CENTER 4' RADIUS
3-2	596+82.82	8.00' LT	END ARC
3-3	596+82.46	0.01' LT	BEGIN ARC
3-4	596+79.30	0.03' LT	END CG
3-5	596+79.68	8.27' LT	BEGIN CG



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - CEDAR FALLS RD & SUNSET ST	SHEET 26	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - CEDAR FALLS (2)

PLOT DATE : 11/12/2025 12:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

1. HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3. CONCRETE CURB & GUTTER 48-INCH SPECIAL
4. ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5. CONCRETE CURB & GUTTER 30-INCH TYPE A
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. CONCRETE SIDEWALK 5-INCH
8. CONCRETE CURB PEDESTRIAN
9. CONCRETE CURB TYPE J
10. CONCRETE MEDIAN SLOPED NOSE TYPE 1
11. CONCRETE MEDIAN SLOPED NOSE TYPE 2
12. HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16. CONCRETE PAVEMENT APPROACH SLAB
17. CONCRETE PAVEMENT 7-INCH

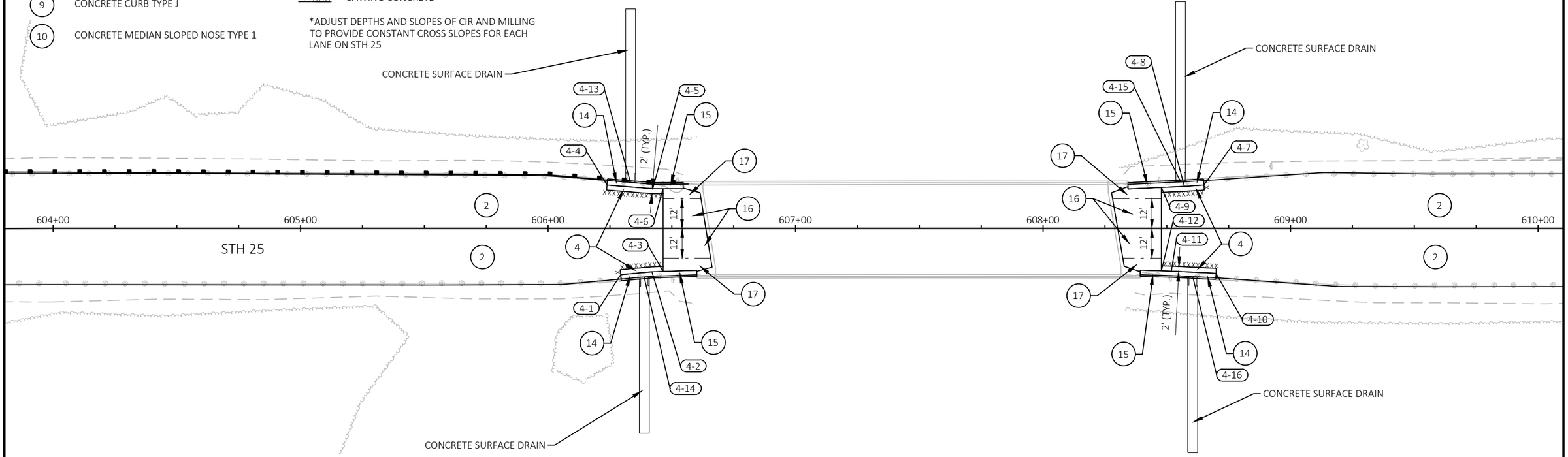
XXXXX SAWING ASPHALT

ΛΛΛΛΛ SAWING CONCRETE

*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
4-1	606+29.39	18.62' RT	BEGIN CG
4-2	606+41.97	17.50' RT	---
4-3	606+46.44	17.35' RT	---
4-4	606+23.81	17.57' LT	BEGIN CG
4-5	606+42.29	16.06' LT	---
4-6	606+46.44	16.07' LT	---
4-7	608+65.02	17.54' LT	END CG
4-8	608+57.08	17.05' LT	---
4-9	608+47.84	16.61' LT	---
4-10	608+69.91	18.10' RT	END CG

POINT TABLE			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
4-11	608+51.84	17.22' RT	---
4-12	608+47.83	17.11' RT	---
4-13	606+33.28	18.63' LT	SURFACE DRAIN
4-14	606+38.81	19.62' RT	SURFACE DRAIN
4-15	608+55.60	18.82' LT	SURFACE DRAIN
4-16	608+60.50	19.49' RT	SURFACE DRAIN



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - CEDAR FALLS RD & SUNSET ST	SHEET 27	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - B-17-45
PLOT DATE : 11/12/2025 12:14 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

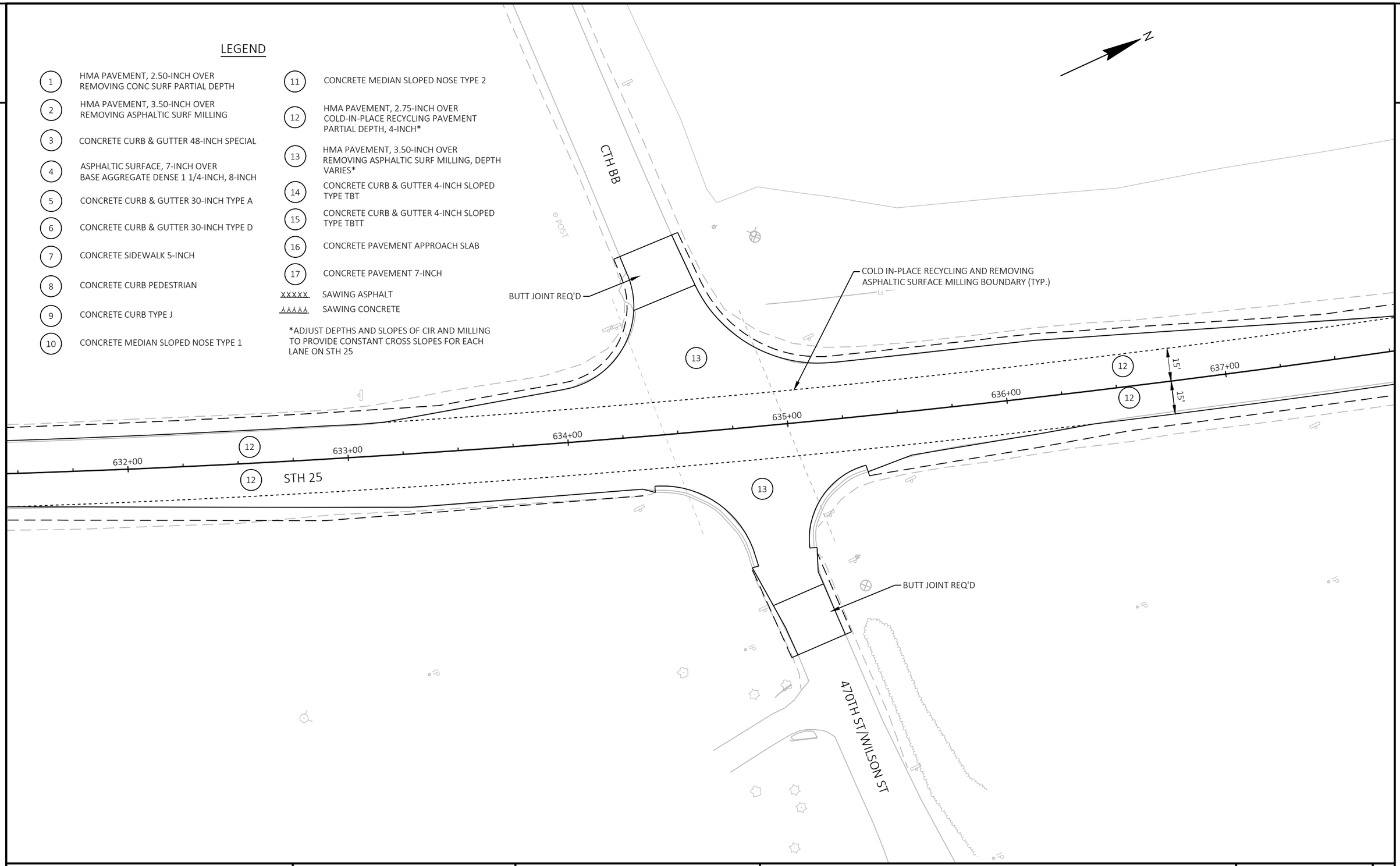
LEGEND

1. HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3. CONCRETE CURB & GUTTER 48-INCH SPECIAL
4. ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5. CONCRETE CURB & GUTTER 30-INCH TYPE A
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. CONCRETE SIDEWALK 5-INCH
8. CONCRETE CURB PEDESTRIAN
9. CONCRETE CURB TYPE J
10. CONCRETE MEDIAN SLOPED NOSE TYPE 1
11. CONCRETE MEDIAN SLOPED NOSE TYPE 2
12. HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13. HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15. CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16. CONCRETE PAVEMENT APPROACH SLAB
17. CONCRETE PAVEMENT 7-INCH

XXXXX SAWING ASPHALT

ΔΔΔΔΔ SAWING CONCRETE

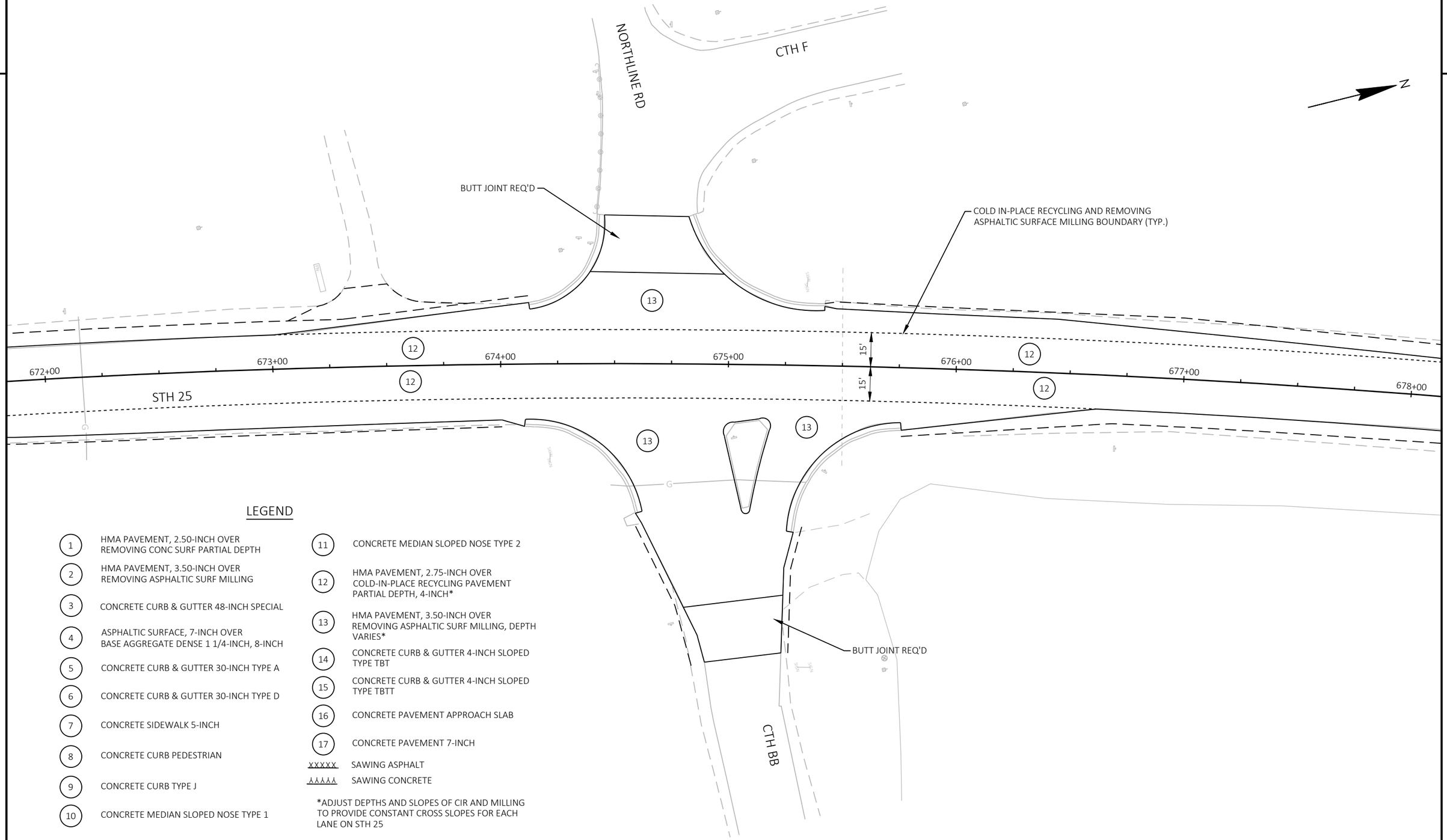
*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - STH 25 & 470TH ST/WILSON ST INTERSECTION	SHEET 28	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - PP25 WILSON RD
PLOT DATE : 11/12/2025 12:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



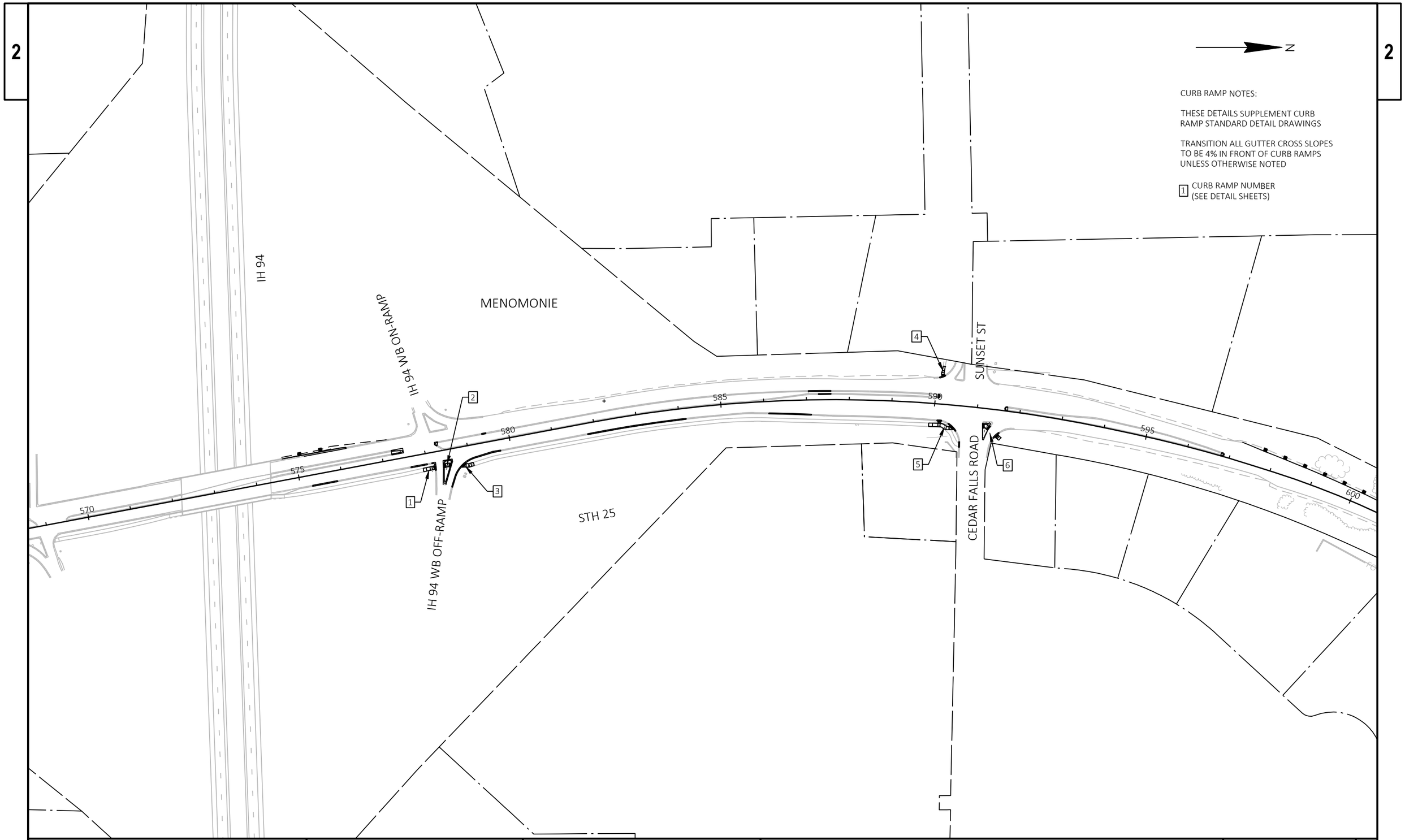
LEGEND

1	HMA PAVEMENT, 2.50-INCH OVER REMOVING CONC SURF PARTIAL DEPTH
2	HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING
3	CONCRETE CURB & GUTTER 48-INCH SPECIAL
4	ASPHALTIC SURFACE, 7-INCH OVER BASE AGGREGATE DENSE 1 1/4-INCH, 8-INCH
5	CONCRETE CURB & GUTTER 30-INCH TYPE A
6	CONCRETE CURB & GUTTER 30-INCH TYPE D
7	CONCRETE SIDEWALK 5-INCH
8	CONCRETE CURB PEDESTRIAN
9	CONCRETE CURB TYPE J
10	CONCRETE MEDIAN SLOPED NOSE TYPE 1
11	CONCRETE MEDIAN SLOPED NOSE TYPE 2
12	HMA PAVEMENT, 2.75-INCH OVER COLD-IN-PLACE RECYCLING PAVEMENT PARTIAL DEPTH, 4-INCH*
13	HMA PAVEMENT, 3.50-INCH OVER REMOVING ASPHALTIC SURF MILLING, DEPTH VARIES*
14	CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBT
15	CONCRETE CURB & GUTTER 4-INCH SLOPED TYPE TBTT
16	CONCRETE PAVEMENT APPROACH SLAB
17	CONCRETE PAVEMENT 7-INCH
XXXXX	SAWING ASPHALT
⅄⅄⅄⅄⅄	SAWING CONCRETE

*ADJUST DEPTHS AND SLOPES OF CIR AND MILLING TO PROVIDE CONSTANT CROSS SLOPES FOR EACH LANE ON STH 25

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION DETAILS - STH 25 & CTH BB INTERSECTION	SHEET 29	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021001_PD_25.DWG
LAYOUT NAME - PP25 CTH BB
PLOT DATE : 11/12/2025 12:14 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	CURB RAMP DETAILS - CURB RAMP OVERVIEW	SHEET 30	E

N

1

STH 25

IH 94 WB OFF-RAMP

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

4B1

CONCRETE CURB & GUTTER 30-INCH TYPE A

MEF

SLOPE INTERCEPTS (TYP.)

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

SLOPE INTERCEPTS (TYP.)

1-1 1-2 1-3 1-4 1-5 1-6 1-7 1-8 1-9 1-10 1-11 1-24

-3.2% -7.0% -3.5% -1.5% -7.0% -1.5% -1.5% -1.5% -7.0% -5.7% -0.1% 8'-0" -7.0% -5.7% -1.0%

POINT REFERENCE TABLE			
POINT	STATION	OFFSET	ELEVATION
1-1	577+88.94	32.6' RT	EXIST
1-2	577+89.08	40.6' RT	EXIST
1-3	577+96.18	32.5' RT	887.06
1-4	577+96.32	40.5' RT	887.05
1-5	578+05.05	32.3' RT	886.55
1-6	578+05.19	40.3' RT	886.44
1-7	578+10.19	40.3' RT	886.36
1-8	578+10.05	32.3' RT	886.48
1-9	578+16.05	32.2' RT	886.20
1-10	578+16.68	40.2' RT	885.91
1-11	578+17.13	32.1' RT	886.18
1-12	578+38.57	31.7' RT	886.10
1-13	578+37.26	39.8' RT	885.81
1-14	578+39.21	39.8' RT	885.79
1-15	578+42.56	31.7' RT	885.97
1-16	578+42.70	39.7' RT	885.75
1-17	578+47.56	31.7' RT	885.90
1-18	578+46.79	39.6' RT	885.68
1-19	578+53.14	32.8' RT	885.50
1-20	578+51.98	40.7' RT	885.31
1-21	578+55.68	33.3' RT	885.46
1-22	578+41.07	31.7' RT	886.07
1-23	578+41.21	39.7' RT	885.77
1-24	578+14.05	32.2' RT	886.34

LEGEND

.XXXXXXXX.	SAWING ASPHALT
^^^^^^^^	SAWING CONCRETE
MEF	DONE TO MAXIMUM EXTENT FEASIBLE

N

2

IH 94 WB OFF-RAMP

CONCRETE CURB & GUTTER 30-INCH TYPE A

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

6

CONCRETE CURB PEDESTRIAN (TYP.)

STH 25

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

1-12 1-13 1-14 1-15 1-16 1-17 1-18 1-19 1-20 1-21 1-22 1-23

-2.0% -1.9% -1.9% -7.0% -7.0% 8'-0" -1.5% -1.5% -3.4% -1.4% -1.2% -6.2% -1.2% -3.7% -1.2% -1.0%

25' 25

MEF

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

IH 94 WB OFF-RAMP

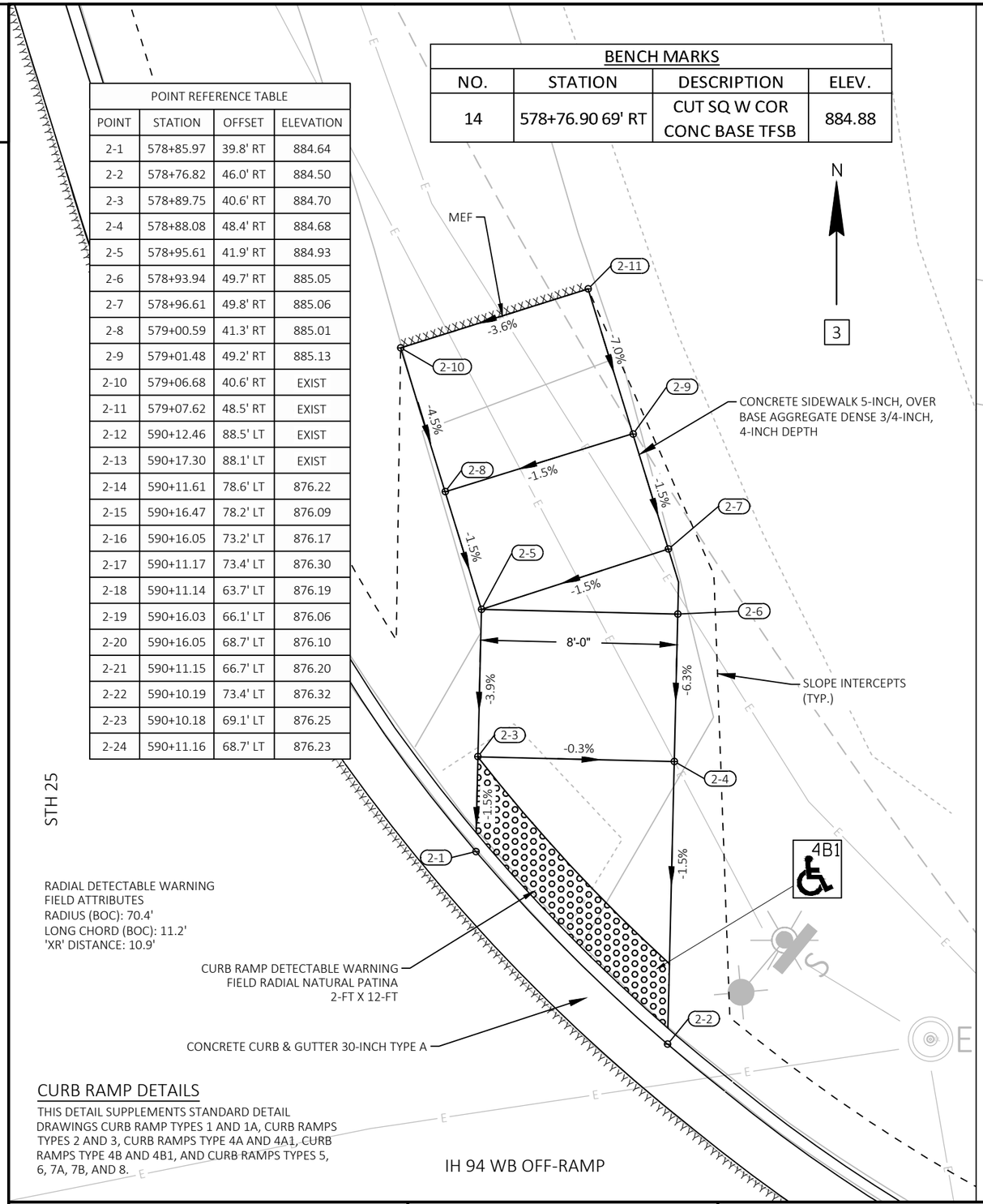
CURB RAMP DETAILS

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMP TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, CURB RAMPS TYPE 4A AND 4A1, CURB RAMPS TYPE 4B AND 4B1, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS - CURB RAMP DETAILS 1 2	SHEET 31 E

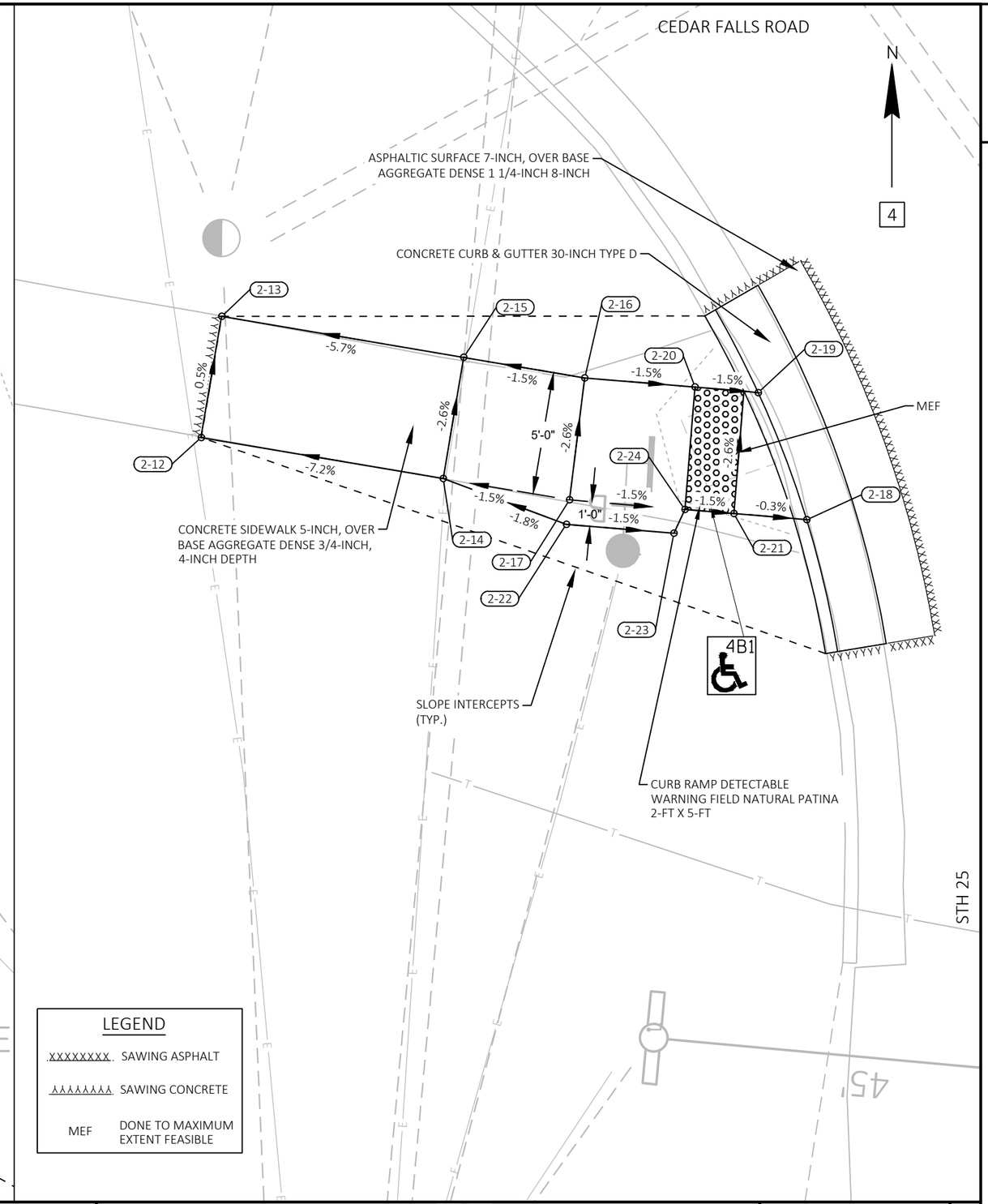
POINT REFERENCE TABLE			
POINT	STATION	OFFSET	ELEVATION
2-1	578+85.97	39.8' RT	884.64
2-2	578+76.82	46.0' RT	884.50
2-3	578+89.75	40.6' RT	884.70
2-4	578+88.08	48.4' RT	884.68
2-5	578+95.61	41.9' RT	884.93
2-6	578+93.94	49.7' RT	885.05
2-7	578+96.61	49.8' RT	885.06
2-8	579+00.59	41.3' RT	885.01
2-9	579+01.48	49.2' RT	885.13
2-10	579+06.68	40.6' RT	EXIST
2-11	579+07.62	48.5' RT	EXIST
2-12	590+12.46	88.5' LT	EXIST
2-13	590+17.30	88.1' LT	EXIST
2-14	590+11.61	78.6' LT	876.22
2-15	590+16.47	78.2' LT	876.09
2-16	590+16.05	73.2' LT	876.17
2-17	590+11.17	73.4' LT	876.30
2-18	590+11.14	63.7' LT	876.19
2-19	590+16.03	66.1' LT	876.06
2-20	590+16.05	68.7' LT	876.10
2-21	590+11.15	66.7' LT	876.20
2-22	590+10.19	73.4' LT	876.32
2-23	590+10.18	69.1' LT	876.25
2-24	590+11.16	68.7' LT	876.23

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
14	578+76.90 69' RT	CUT SQ W COR CONC BASE TFSB	884.88



CURB RAMP DETAILS

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMP TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, CURB RAMPS TYPE 4A AND 4A1, CURB RAMPS TYPE 4B AND 4B1, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.



LEGEND

XXXXXXXX	SAWING ASPHALT
XXXXXXXX	SAWING CONCRETE
MEF	DONE TO MAXIMUM EXTENT FEASIBLE

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS - CURB RAMP DETAILS 3 4	SHEET 32 E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021002_CD_CURB RAMPS 25_25.DWG
LAYOUT NAME - 2
PLOT DATE : 7/30/2025 3:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

N

STH 25

5

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 5-FT

ASPHALTIC SURFACE 7-INCH, OVER BASE AGGREGATE DENSE 1 1/4-INCH 8-INCH

4B1

CONCRETE CURB & GUTTER 30-INCH TYPE D

LEGEND

xxxxxxxx	SAWING ASPHALT
xxxxxxxx	SAWING CONCRETE
MEF	DONE TO MAXIMUM EXTENT FEASIBLE

3-9 -5.0% 3-10

-4.6% -4.6%

3-2 -1.6% -1.6% 3-5 -1.0% 3-7

3-4

-0.5% 8'-0" -1.5% -1.5% -1.5% -2.8%

-0.8% -1.7% -1.0% -4.4%

3-1 3-3 3-6 3-8

3-12 -1.5% -0.8% 3-15

3-14 -5.5%

1.2% 0.9%

3-13

-0.8% -0.8%

3-11 3-16

ASPHALTIC SURFACE 7-INCH, OVER BASE AGGREGATE DENSE 1 1/4-INCH 8-INCH

4B1

CEDAR FALLS ROAD

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

SLOPE INTERCEPTS (TYP.)

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
16	590+33.72 87' RT	CUT SQ SW COR INL	873.84

POINT REFERENCE TABLE			
POINT	STATION	OFFSET	ELEVATION
3-1	589+89.31	54.4' RT	EXIST
3-2	589+89.05	46.4' RT	EXIST
3-3	589+98.41	54.1' RT	874.86
3-4	589+98.12	46.1' RT	874.74
3-5	590+10.90	45.6' RT	874.54
3-6	590+11.22	53.6' RT	874.66
3-7	590+15.98	45.4' RT	874.49
3-8	590+16.31	53.4' RT	874.60
3-9	590+10.92	39.5' RT	874.25
3-10	590+15.97	39.4' RT	874.21

POINT REFERENCE TABLE			
POINT	STATION	OFFSET	ELEVATION
3-11	590+30.80	58.2' RT	873.93
3-12	590+31.93	50.3' RT	874.02
3-13	590+39.11	57.9' RT	873.86
3-14	590+37.99	50.0' RT	873.93
3-15	590+41.72	49.4' RT	873.90
3-16	590+49.84	56.4' RT	873.77

RADIAL DETECTABLE WARNING FIELD ATTRIBUTES
RADIUS (BOC): 56.3'
LONG CHORD (BOC): 10.7'
'XR' DISTANCE: 10.0'

CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA 2-FT X 11-FT

CURB RAMP DETAILS

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMP TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, CURB RAMPS TYPE 4A AND 4A1, CURB RAMPS TYPE 4B AND 4B1, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

STH 25

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

ASPHALTIC SURFACE 7-INCH, OVER BASE AGGREGATE DENSE 1 1/4-INCH 8-INCH

MEF

CONCRETE CURB TYPE J

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

CONCRETE CURB TYPE J

CEDAR FALLS ROAD

N

6

4-1 4-2 4-3 4-4 4-5 4-6 4-15 4-16 4-17 4-18 4-19

-1.5% -0.9% -1.1% -0.8% -1.7% -0.8% -1.5% -2.1% 8'-0"

CONCRETE CURB TYPE J

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

ASPHALTIC SURFACE 7-INCH, OVER BASE AGGREGATE DENSE 1 1/4-INCH 8-INCH

CONCRETE CURB & GUTTER 30-INCH TYPE D

MEF

ASPHALTIC SURFACE 7-INCH, OVER BASE AGGREGATE DENSE 1 1/4-INCH 8-INCH

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 2-FT X 8-FT

4B1

CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA

CONCRETE SIDEWALK 5-INCH, OVER BASE AGGREGATE DENSE 3/4-INCH, 4-INCH DEPTH

4-7 4-8 4-9 4-10 4-11 4-12 4-13 4-14

-6.0% -5.0% -2.5% -2.8% -1.5% -1.5% -5.0% -1.5% -1.5% -1.5% 8'-0"

SLOPE INTERCEPTS (TYP.)

POINT REFERENCE TABLE

POINT	STATION	OFFSET	ELEVATION
4-1	591+17.14	46.2' RT	874.37
4-2	591+16.23	38.2' RT	874.53
4-3	591+23.35	45.1' RT	874.44
4-4	591+25.36	36.7' RT	874.62
4-5	591+33.80	42.7' RT	874.52
4-6	591+30.28	50.1' RT	874.42
4-7	591+53.91	56.9' RT	874.09
4-8	591+48.58	63.0' RT	873.89
4-9	591+59.31	60.6' RT	874.32
4-10	591+54.59	67.2' RT	874.21
4-11	591+58.76	70.1' RT	874.28
4-12	591+63.48	63.5' RT	874.40
4-13	591+55.98	58.3' RT	874.21
4-14	591+49.59	63.7' RT	873.91
4-15	591+28.63	48.9' RT	874.39
4-16	591+20.06	45.7' RT	874.39
4-17	591+18.73	37.8' RT	874.56
4-18	591+31.74	41.3' RT	874.54
4-19	591+26.98	47.7' RT	874.41

LEGEND

XXXXXXXX SAWING ASPHALT

SAWING CONCRETE

MEF DONE TO MAXIMUM EXTENT FEASIBLE

CURB RAMP DETAILS

THIS DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS CURB RAMP TYPES 1 AND 1A, CURB RAMPS TYPES 2 AND 3, CURB RAMPS TYPE 4A AND 4A1, CURB RAMPS TYPE 4B AND 4B1, AND CURB RAMPS TYPES 5, 6, 7A, 7B, AND 8.

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS - CURB RAMP DETAILS 6	SHEET 34	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021002_CD_CURB RAMPS 25_25.DWG
LAYOUT NAME - 4
PLOT DATE : 7/30/2025 3:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

2

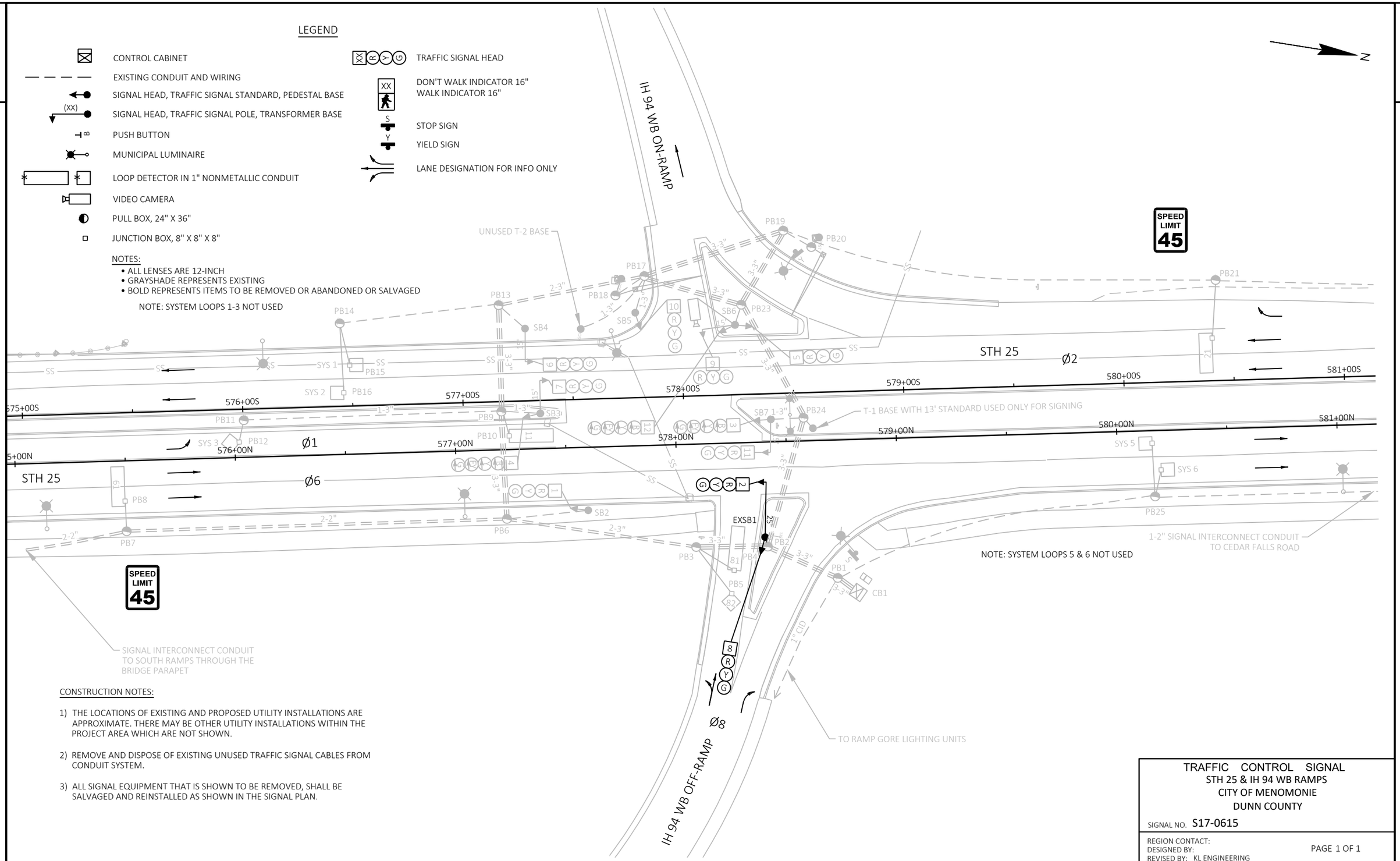
LEGEND

- CONTROL CABINET
- EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B PUSH BUTTON
- MUNICIPAL LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO CAMERA
- PULL BOX, 24" X 36"
- JUNCTION BOX, 8" X 8" X 8"

- TRAFFIC SIGNAL HEAD
- XX DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- S STOP SIGN
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING
- BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED OR SALVAGED

NOTE: SYSTEM LOOPS 1-3 NOT USED



CONSTRUCTION NOTES:

1) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2) REMOVE AND DISPOSE OF EXISTING UNUSED TRAFFIC SIGNAL CABLES FROM CONDUIT SYSTEM.

3) ALL SIGNAL EQUIPMENT THAT IS SHOWN TO BE REMOVED, SHALL BE SALVAGED AND REINSTALLED AS SHOWN IN THE SIGNAL PLAN.

TRAFFIC CONTROL SIGNAL
STH 25 & IH 94 WB RAMPS
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0615

REGION CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 35	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024001-SR.DWG
LAYOUT NAME - STH 25 AND I94 WB RAMP INT
PLOT DATE : 7/31/2025 11:31 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PB PUSH BUTTON
- MUNICIPAL LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO CAMERA
- PULL BOX, 24" X 36"
- JUNCTION BOX, 8" X 8" X 8"
- TRAFFIC SIGNAL HEAD
- XX DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- S STOP SIGN
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY
- RAMP GATE

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

NOTE: THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

NOTE: SYSTEM LOOPS 1-3 NOT USED

NOTE: THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

NOTE: THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

NOTE: SYSTEM LOOPS 5 & 6 NOT USED

NOTE: THE R/W IS OUTSIDE THE SHEET LIMITS IN THIS QUADRANT

IH 94 WB ON-RAMP

IH 94 WB OFF-RAMP

STH 25

UNUSED T-2 BASE

T-1 BASE WITH 13' STANDARD USED ONLY FOR SIGNING

SPEED LIMIT 45

SPEED LIMIT 45

SIGNAL INTERCONNECT CONDUIT TO SOUTH RAMPS THROUGH THE BRIDGE PARAPET

1-2" SIGNAL INTERCONNECT CONDUIT TO CEDAR FALLS ROAD

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL CONDUIT INTO EXISTING ITEM

SEE CONSTRUCTION NOTE 5 FOR INSTALLATION DETAILS

TO RAMP GORE LIGHTING UNITS

MATCH LINE STA 581+00

Ø1 Ø2 Ø6 Ø8

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16 PB17 PB18 PB19 PB20 PB21 PB23 PB24 PB25

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8

SYS 1 SYS 2 SYS 3 SYS 5 SYS 6

CB1

575+00S 576+00S 577+00S 578+00S 579+00S 580+00S

575+00N 576+00N 577+00N 578+00N 579+00N 580+00N

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL CONTACT NWR ELECTRICAL UNIT AT LEAST 5 WORKING DAYS IN ADVANCE OF MILLING OPERATIONS TO ENSURE THAT LOOPS/JUNCTION BOXES ARE LOCATED SO THAT THEY CAN BE AVOIDED DURING MILLING OPERATIONS AND MILLED BY HAND.

2) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS BEFORE PLACING CABLE INTO SYSTEM. CONTACT THE DEPARTMENTS ELECTRICAL SHOP AT (715) 225-0360.

3) THE LOCATIONS OF UTILITY FACILITIES SHOWN ON THE SHEET PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

4) THE ENGINEER MAY ADJUST THE LOCATIONS OF ELECTRICAL ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH UTILITY FACILITIES.

5) THE FINAL LOCATION AND ORIENTATION OF PEDESTRIAN BUTTONS MUST ADHERE TO THE LATEST STANDARDS OF THE AMERICANS WITH DISABILITIES ACT.

6) PLACE NEW TYPE 2 CONCRETE BASE FOR SB1. INSTALL SALVAGED TYPE 2 POLE WITH 25' MAST ARM ON NEW SB1, INCLUDING SIGNAL HEADS, SIGNING, PEDESTRIAN HEAD, AND PUSH BUTTON.

   MOVE EQUIPMENT FROM EXISTING SB1 TO NEW SB1 TO MINIMIZE DOWNTIME. ADJUST SIGNAL HEAD 2 TO CENTER OF RECEIVING LANE, AS NEEDED.

6-1-17 CHANGED HEADS 3 & 4 TO 4-SECTION FYA AND ADDED HEADS 11 & 12.

5-25-17 REPLACED CABINET AND CHANGED RAMP PHASING.

11-19-15 REPLACED CONTROLLER & MMU.

11-10-03 CHANGED CONTROLLER TO EPAC 300 WITH COMMUNICATION & CHANGED TO ALL RED FLASH.

10-30-97 PUT SIGNAL HEAD 9 ON MAST ARM.

REVISION				
REV. NO.	PEDESTRIAN ACCOMODATIONS ON EAST APPROACH			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
4	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 25 & IH 94 WB RAMPS
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0615
CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 7-11-95 WILLARD JOCHIMSEN
REGION TRAFFIC ENGINEER

APPROVED
DATE 7-28-95 R.I. MOE
STATE TRAFFIC ENGINEER

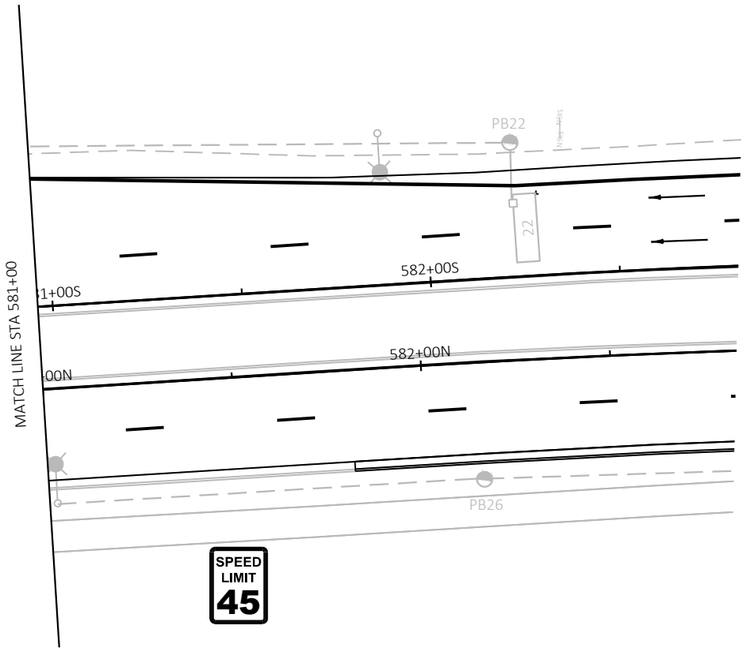
REGION CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC SIGNAL PLAN	SHEET 36	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024201-SP.DWG
PLOT DATE : 7/31/2025 11:33 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL SIGNAL
STH 25 & IH 94 WB RAMPS
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0615

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PAGE 2 OF 3

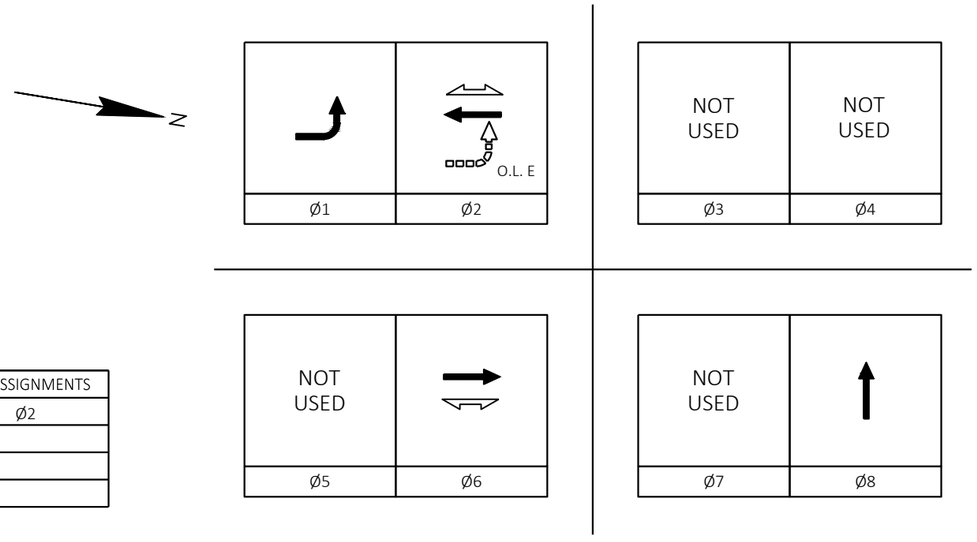
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFIC SIGNAL PLAN	SHEET 37	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024201-SP.DWG PLOT DATE : 7/31/2025 11:33 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	3,4,12	-
Ø2	5,6,7	R
Ø3		
Ø4		
Ø5		
Ø6	1,2,11	R
Ø7		
Ø8	8,9,10	R
Ø2 PED		
Ø4 PED		
Ø6 PED	61,62	
Ø8 PED		

O.L. ASSIGNMENTS			
O.L.E	3,4,12	R ←	Ø2
O.L.F			
O.L.G			
O.L.H			



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
6	X	2	MIN	X
8	X			X

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

*RAMP GORE LIGHTING ONLY

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	
FIBER OPTIC NETWORK	X

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

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

DETECTOR LOGIC

LOOP NUMBER	DETECTOR NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE (FEET)	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			1	1				6X20	
21	2	X			2	2				6X18	
22	3	X			2	2				6X18	
61	4	X			6	6				6X18	
81	5	X			8	8				6X20	
82	6	X			8	8				6X6	

TRAFFIC CONTROL SIGNAL
STH 25 & IH 94 WB RAMPS
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0615

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFIC SIGNAL PLAN	SHEET 38	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024201-SP.DWG PLOT DATE : 7/31/2025 11:33 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ########## WISDOT/CADDS SHEET 42

INTERSECTION:	STH 25 & IH 94 WB RAMPS

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

DATE:	Jul-25

CB1 TO	AWG 14 # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	DWALK	WALK		
SB1	12	2	6	RED	ORG	GRN								
		8	8	RED/BLK	ORG/BLK	GRN/BLK								
		62	6								BLK	BLU		
SB2	7	61	6								RED	GRN		

NOTE: ONLY NEW CABLE RUNS ARE SHOWN.

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3

LOOP DETECTOR LEAD-IN CABLE		
FROM	TO BUTTON ON	PHASE
CB1	SB1	6
CB1	SB2	6

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB2	SB1
PB3	SB2

NOTES:

1. WHITE CONDUCTOR IS USED FOR NEUTRAL CONDUCTOR, NOT GROUNDING, SEPARATE GREEN WIRE IS RUN FOR GROUNDING.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRIC CODE.

TRAFFIC CONTROL SIGNAL
STH 25 & IH 94 WB RAMPS
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0615

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PAGE 1 OF 1

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	CABLE ROUTING	SHEET 39	E

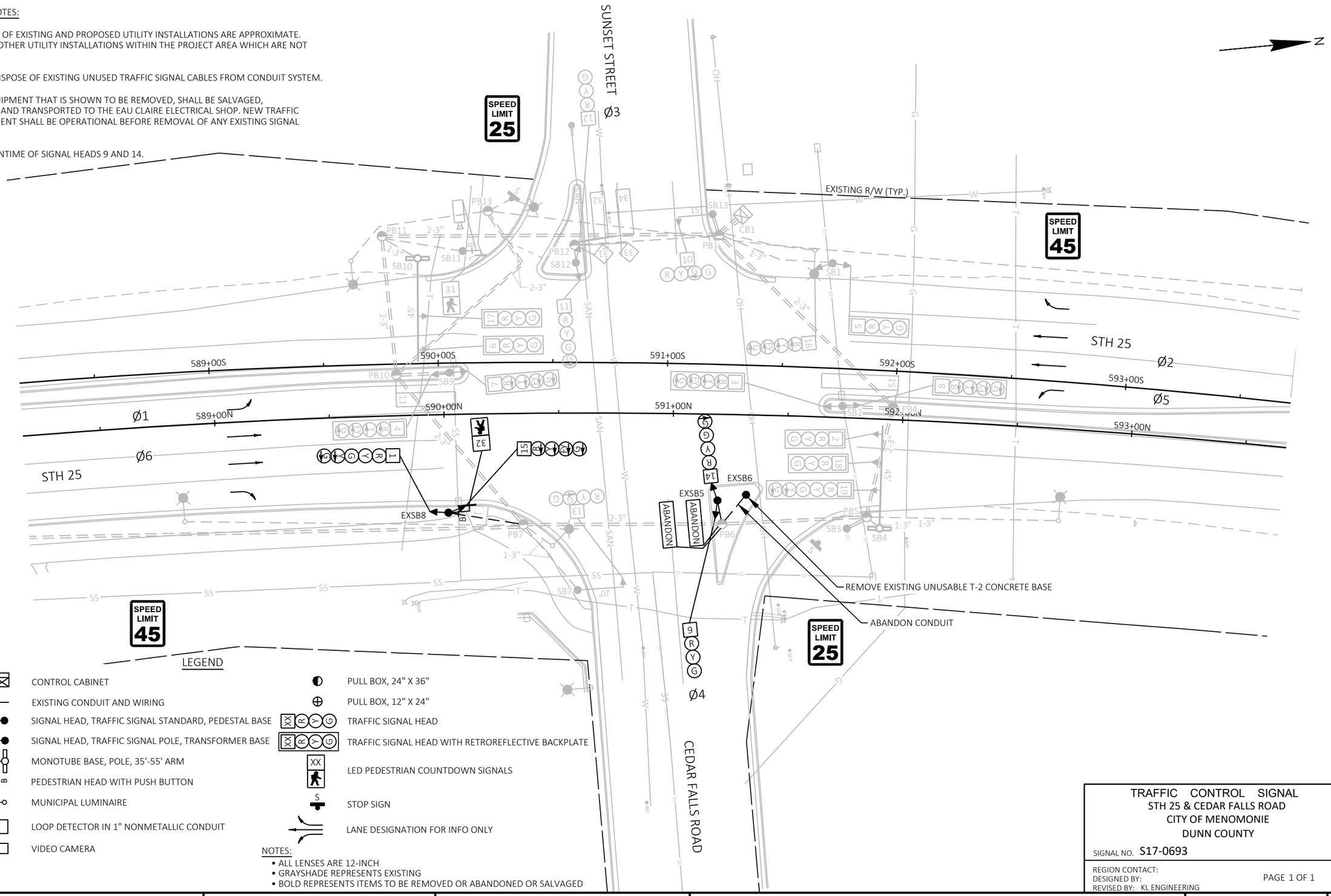
CONSTRUCTION NOTES:

1) THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2) REMOVE AND DISPOSE OF EXISTING UNUSED TRAFFIC SIGNAL CABLES FROM CONDUIT SYSTEM.

3) ALL SIGNAL EQUIPMENT THAT IS SHOWN TO BE REMOVED, SHALL BE SALVAGED, DISASSEMBLED, AND TRANSPORTED TO THE EAU CLAIRE ELECTRICAL SHOP. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL BEFORE REMOVAL OF ANY EXISTING SIGNAL EQUIPMENT.

4) MINIMIZE DOWNTIME OF SIGNAL HEADS 9 AND 14.



LEGEND

- CONTROL CABINET
- EXISTING CONDUIT AND WIRING
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- MUNICIPAL LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE
- XX LED PEDESTRIAN COUNTDOWN SIGNALS
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING
- BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED OR SALVAGED

TRAFFIC CONTROL SIGNAL
STH 25 & CEDAR FALLS ROAD
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0693

REGION CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PAGE 1 OF 1

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 40	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024001-SR.DWG
LAYOUT NAME - STH 25 AND CEDAR FALLS INT

PLOT DATE : 7/31/2025 11:31 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1) THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS BEFORE PLACING CABLE INTO SYSTEM. CONTACT THE DEPARTMENTS ELECTRICAL SHOP AT (715) 225-0360.

2) THE LOCATIONS OF UTILITY FACILITIES SHOWN ON THE SHEET PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

3) THE ENGINEER MAY ADJUST THE LOCATIONS OF ELECTRICAL ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH UTILITY FACILITIES.

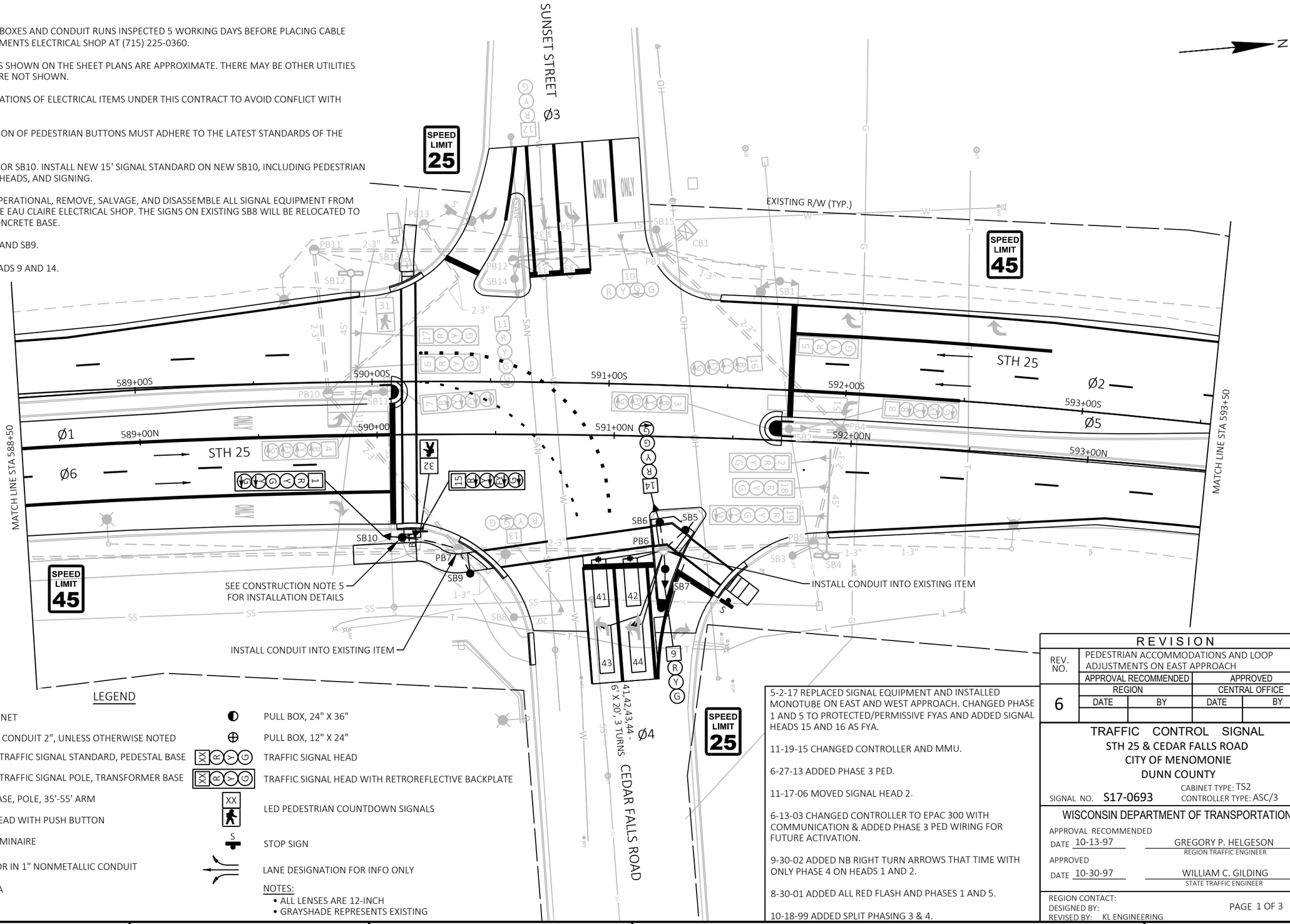
4) THE FINAL LOCATION AND ORIENTATION OF PEDESTRIAN BUTTONS MUST ADHERE TO THE LATEST STANDARDS OF THE AMERICANS WITH DISABILITIES ACT.

5) PLACE NEW TYPE 1 CONCRETE BASE FOR SB10. INSTALL NEW 15' SIGNAL STANDARD ON NEW SB10, INCLUDING PEDESTRIAN HEAD, PEDESTRIAN BUTTON, SIGNAL HEADS, AND SIGNING.

   ONCE NEW SB10 INDICATIONS ARE OPERATIONAL, REMOVE, SALVAGE, AND DISASSEMBLE ALL SIGNAL EQUIPMENT FROM EXISTING SB8 AND TRANSPORT TO THE EAU CLAIRE ELECTRICAL SHOP. THE SIGNS ON EXISTING SB8 WILL BE RELOCATED TO NEW SB10. REMOVE EXISTING SB8 CONCRETE BASE.

6) INSTALL 3.5 FOOT STANDARD AT SB5 AND SB9.

7) MINIMIZE DOWNTIME OF SIGNAL HEADS 9 AND 14.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- MUNICIPAL LUMINAIRE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- VIDEO CAMERA
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE
- XX LED PEDESTRIAN COUNTDOWN SIGNALS
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY

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

5-2-17 REPLACED SIGNAL EQUIPMENT AND INSTALLED MONOTUBE ON EAST AND WEST APPROACH. CHANGED PHASE 1 AND 5 TO PROTECTED/PERMISSIVE FYAS AND ADDED SIGNAL HEADS 15 AND 16 AS FYA.

11-19-15 CHANGED CONTROLLER AND MMU.

6-27-13 ADDED PHASE 3 PED.

11-17-06 MOVED SIGNAL HEAD 2.

6-13-03 CHANGED CONTROLLER TO EPAC 300 WITH COMMUNICATION & ADDED PHASE 3 PED WIRING FOR FUTURE ACTIVATION.

9-30-02 ADDED NB RIGHT TURN ARROWS THAT TIME WITH ONLY PHASE 4 ON HEADS 1 AND 2.

8-30-01 ADDED ALL RED FLASH AND PHASES 1 AND 5.

10-18-99 ADDED SPLIT PHASING 3 & 4.

REVISION				
REV. NO.	PEDESTRIAN ACCOMMODATIONS AND LOOP ADJUSTMENTS ON EAST APPROACH			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
6	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 25 & CEDAR FALLS ROAD
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0693
CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 10-13-97 GREGORY P. HELGESON, REGION TRAFFIC ENGINEER

APPROVED
DATE 10-30-97 WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

REGION CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC SIGNAL PLAN	SHEET 41	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024201-SP.DWG PLOT DATE : 7/31/2025 11:33 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EXISTING R/W (TYP.)

PB2

PB3

SPEED LIMIT 45

MATCH LINE STA 593+50

22

21

594+00S

595+00S

596+00

594+00N

595+00N

596+

SS

588+00S

587+00S

586+00S

588+00N

587+00N

586+00N

MATCH LINE STA 588+50

62

61

PB8

PB9

SPEED LIMIT 45

SIGNAL INTERCONNECT CONDUIT TO IH 94 NORTH RAMPS

EXISTING R/W (TYP.)

TRAFFIC CONTROL SIGNAL
STH 25 & CEDAR FALLS ROAD
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0693

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

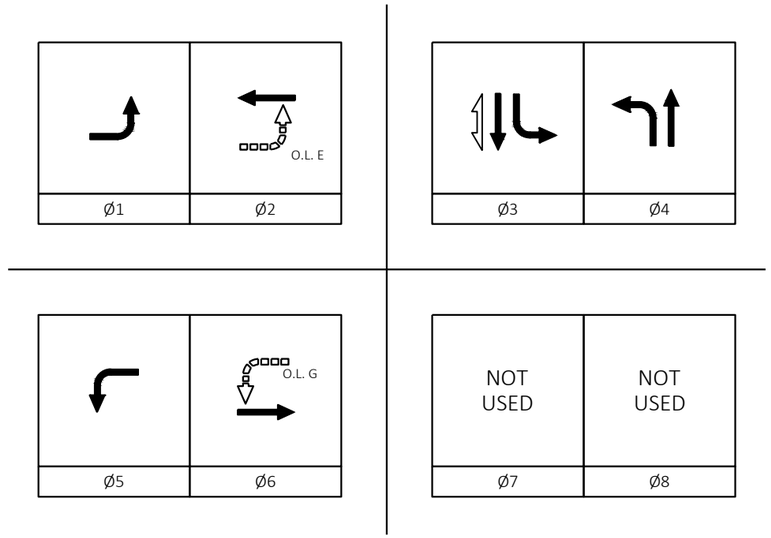
PAGE 2 OF 3

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC SIGNAL PLAN	SHEET 42	E

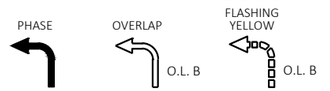
	HEAD NUMBERS	FLASH
Ø1	3,4,16	-
Ø2	5,6,17	R
Ø3	12,13,14	R
Ø4	9,10,11	R
Ø5	7,8,15	-
Ø6	1,2,18,19	R
Ø7		
Ø8		
Ø3 PED	31,32	

O.L. ASSIGNMENTS		
O.L.E	3,4,16	R ←
O.L.F		
O.L.G	7,8,15	R ←
O.L.H		

N



LEGEND



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/I	PHASE RECALL	PHASE ACTIVE
1				X
2		6		X
3				X
4				X
5				X
6		2		X

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

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	X
RADIO	

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

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	X
CELL MODEM	
PHONE	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
DETECTOR #(S)	11	22	32	34	42	44	61									
PHASE CALLED	1	2	3	3	4	4	6									
PHASE EXTENDED	1	2	3	3	4	4	6									
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION																

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
DETECTOR #(S)	21	31	33	41	43	51	62									
PHASE CALLED	2	3	3	4	4	5	6									
PHASE EXTENDED	2	3	3	4	4	5	6									
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION																

TRAFFIC CONTROL SIGNAL
STH 25 & CEDAR FALLS ROAD
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0693

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PROJECT NO: 8100-01-72 | HWY: STH 25 | COUNTY: DUNN | TRAFIC SIGNAL PLAN | SHEET 43 | E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNAL\024201-SP.DWG PLOT DATE : 7/31/2025 11:33 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ##########

INTERSECTION:	STH 25 & CEDAR FALLS ROAD

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

DATE:	Jul-25

CB1 TO	AWG 14 # OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	DWALK	WALK		
SB6	7	14	3	RED	ORG	GRN				GRN				
SB7	7	9	4	RED	ORG	GRN								
SB10	15	1	6	RED	ORG	GRN		BLK		BLU				
		15	5				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
		32	3								BLK/WHT	BLU/WHT		

NOTE: ONLY NEW CABLE RUNS ARE SHOWN.

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11

LOOP DETECTOR LEAD-IN CABLE		
FROM	TO BUTTON ON	PHASE
CB1	SB10	3
CB1	SB13	3

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB6	SB5
PB6	SB6
PB6	SB7
PB7	SB9
PB7	SB10

NOTES:

1. WHITE CONDUCTOR IS USED FOR NEUTRAL CONDUCTOR.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRIC CODE.

TRAFFIC CONTROL SIGNAL
STH 25 & CEDAR FALLS ROAD
CITY OF MENOMONIE
DUNN COUNTY

SIGNAL NO. S17-0693

MUNICIPAL CONTACT:
DESIGNED BY:
REVISED BY: KL ENGINEERING

PAGE 1 OF 1

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

N

IH 94 ON-RAMP

BEGIN PROJECT 8100-01-72
STA. 574+33.39

STH 25

576+00'S'
576+00
578+00'S'
578+00
580+00'S'
580+00

+04.67
-119.55'LT
+65.44
0.00'
+50.49
33.82'LT
+40.99
11.30'LT
+51.95
12.00'RT
+57.45
23.69'RT
+29.94
-22.11'LT
+29.94
45.83'LT
+29.94
33.83'LT
+86.50
45.84'LT
+39.11
12.00'RT
+18.49
44.12'RT
+70.31
48.87'RT
+50.68
45.86'LT
+70.61
57.87'LT

SPEED LIMIT 45 R2-1
EAST INTERSTATE 94 J3-1
DO NOT ENTER R5-1
DO NOT ENTER R5-1
STOP R1-1F
DIVIDED HIGHWAY R6-3
SOUTH ALT 25 INTERSTATE 94 J3-2 48"X57"
NORTH 25 J3-1 24"X57"
SOUTH ALT INTERSTATE 94 NORTH 25

IH 94 OFF-RAMP

MATCHLINE STA 581+00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- X-XX PROPOSED SIGN
- X-XXM EXISTING SIGN TO BE MOVED
- X-XXR EXISTING SIGN TO BE REMOVED
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 45	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 01

PLOT DATE : 11/14/2025 10:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

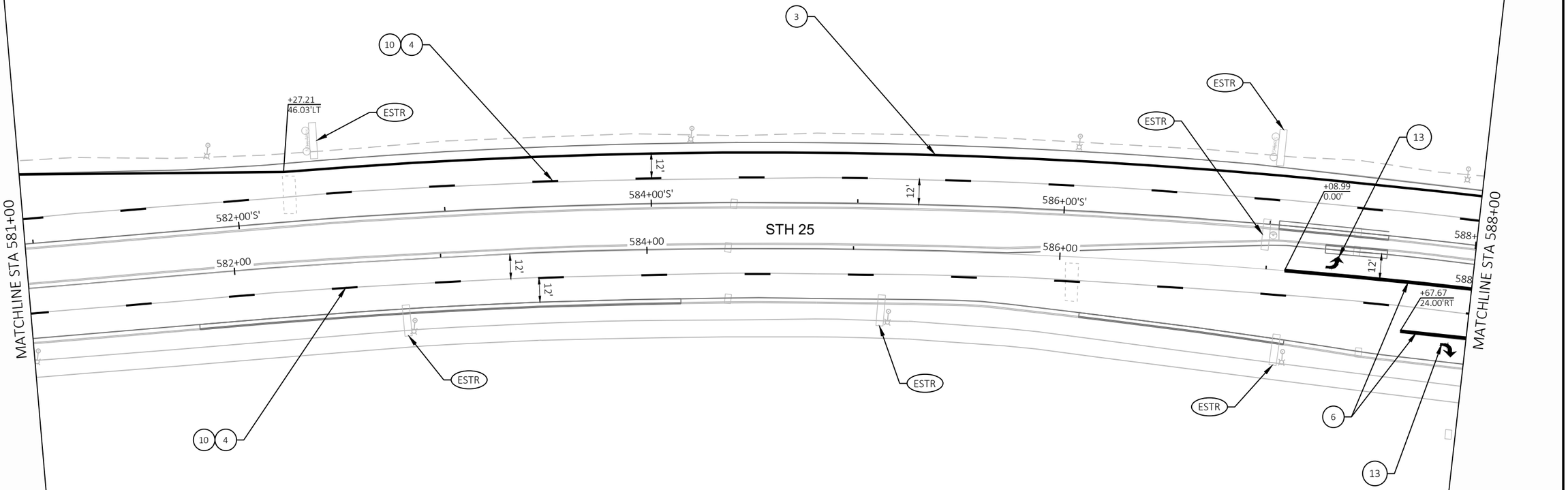
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX PROPOSED SIGN
X-XXM EXISTING SIGN TO BE MOVED
X-XXR EXISTING SIGN TO BE REMOVED
ESTR EXISTING SIGN TO REMAIN

N



LEGEND

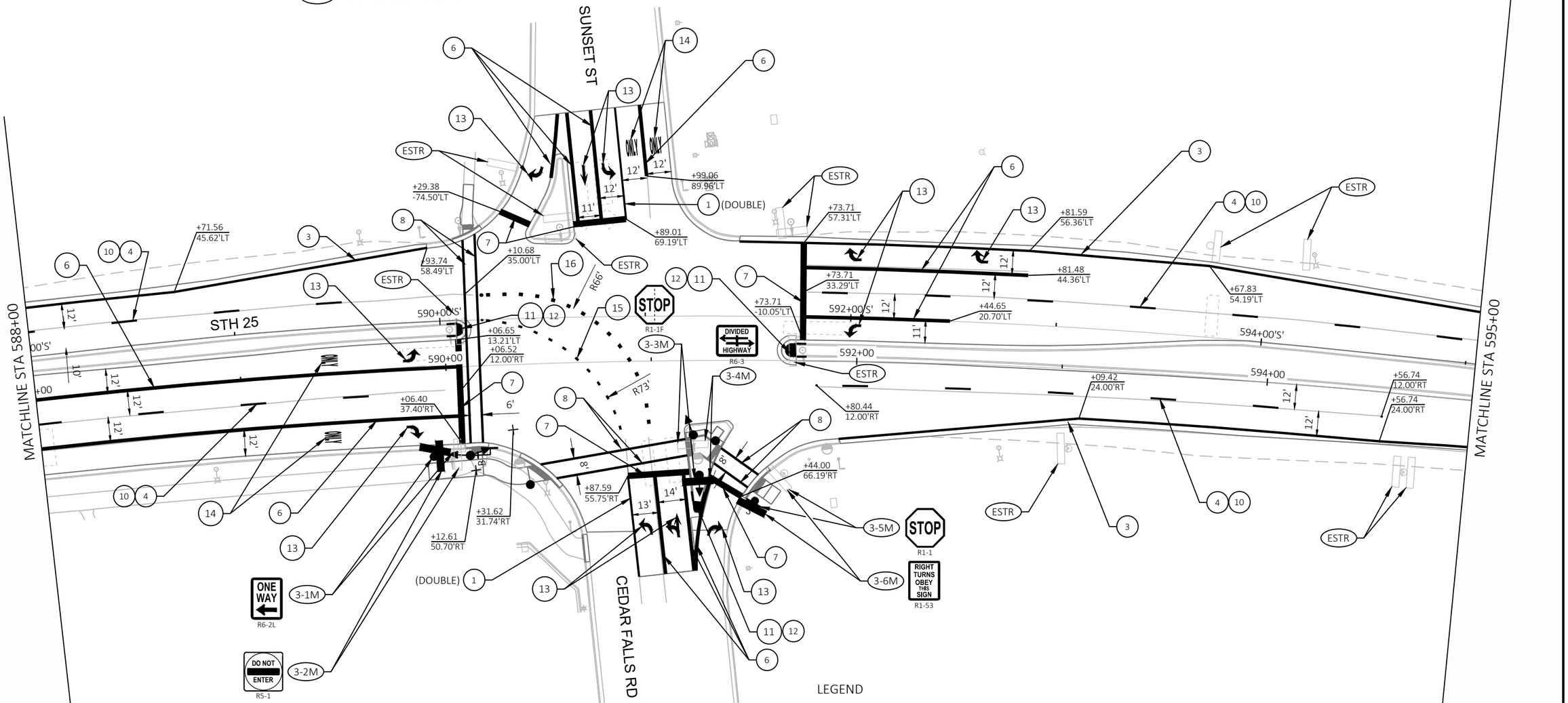
1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
8 MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9 MARKING DIAGONAL EPOXY 12-INCH
10 MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11 MARKING ISLAND NOSE EPOXY
12 MARKING CURB EPOXY
13 MARKING ARROW EPOXY
14 MARKING WORD EPOXY
15 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 46	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 02
PLOT DATE : 11/14/2025 10:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) PROPOSED SIGN
- (X-XXM) EXISTING SIGN TO BE MOVED
- (X-XXR) EXISTING SIGN TO BE REMOVED
- (ESTR) EXISTING SIGN TO REMAIN



LEGEND

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PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 47 E

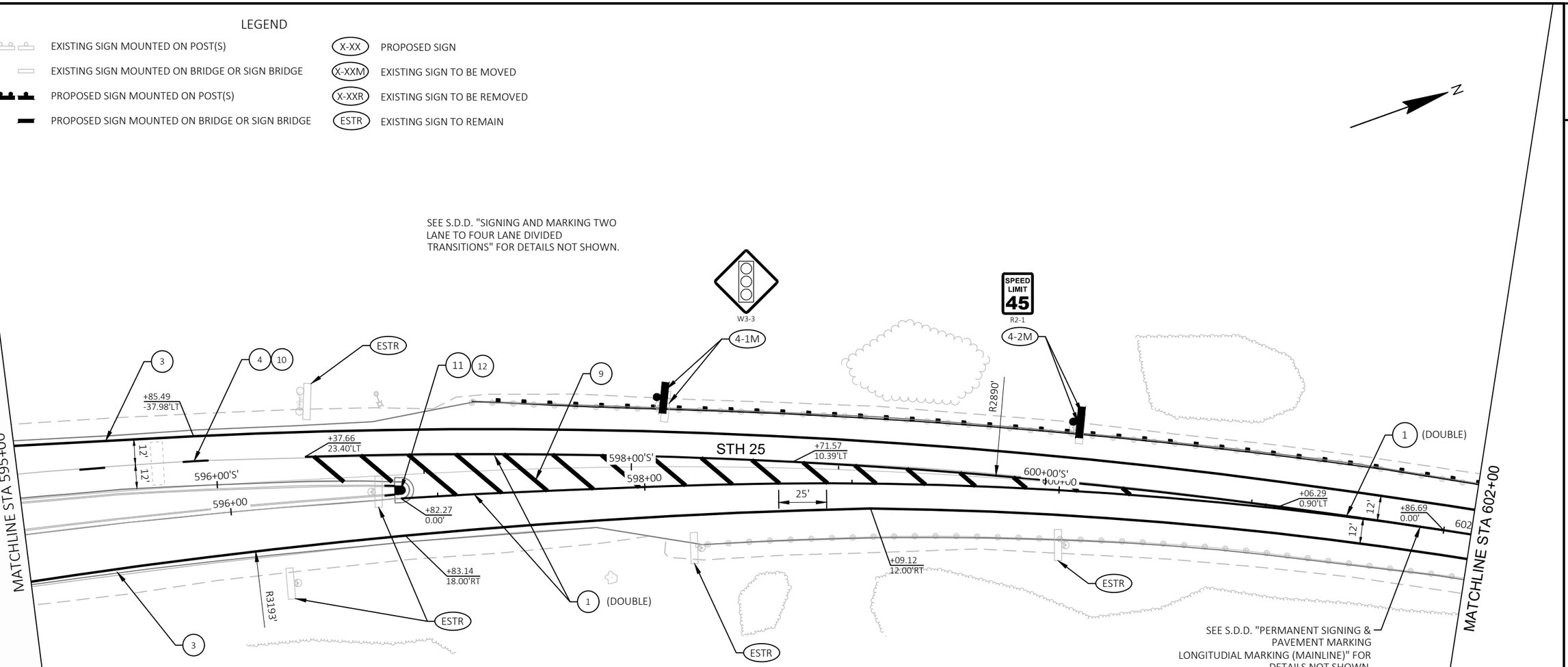
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 03

PLOT DATE : 11/14/2025 10:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- X-XX PROPOSED SIGN
- X-XXM EXISTING SIGN TO BE MOVED
- X-XXR EXISTING SIGN TO BE REMOVED
- ESTR EXISTING SIGN TO REMAIN



LEGEND

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PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 48	E

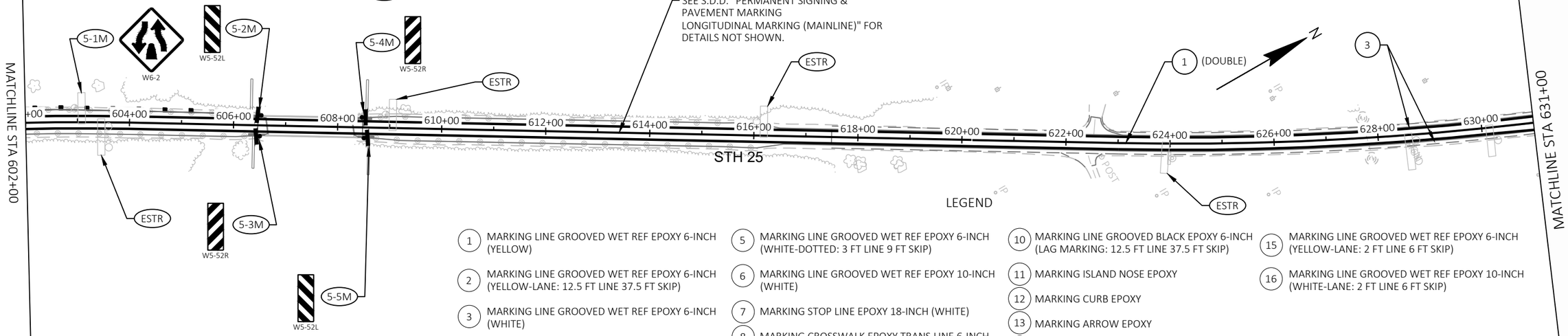
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 04
PLOT DATE : 11/14/2025 10:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

LEGEND

EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX PROPOSED SIGN
X-XXM EXISTING SIGN TO BE MOVED
X-XXR EXISTING SIGN TO BE REMOVED
ESTR EXISTING SIGN TO REMAIN

NOTE: DOCUMENT NO PASSING ZONE LOCATIONS PRIOR TO RESURFACING AND RE-MARK NO PASSING ZONES IN EXISTING LOCATIONS.



LEGEND

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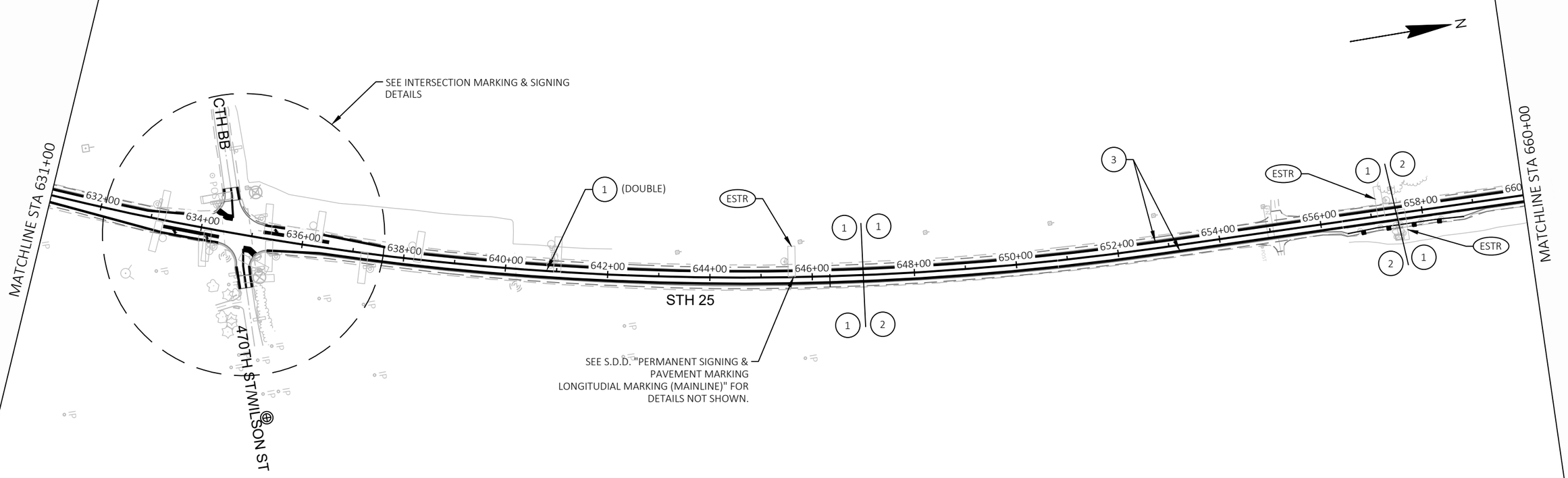


PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 49	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

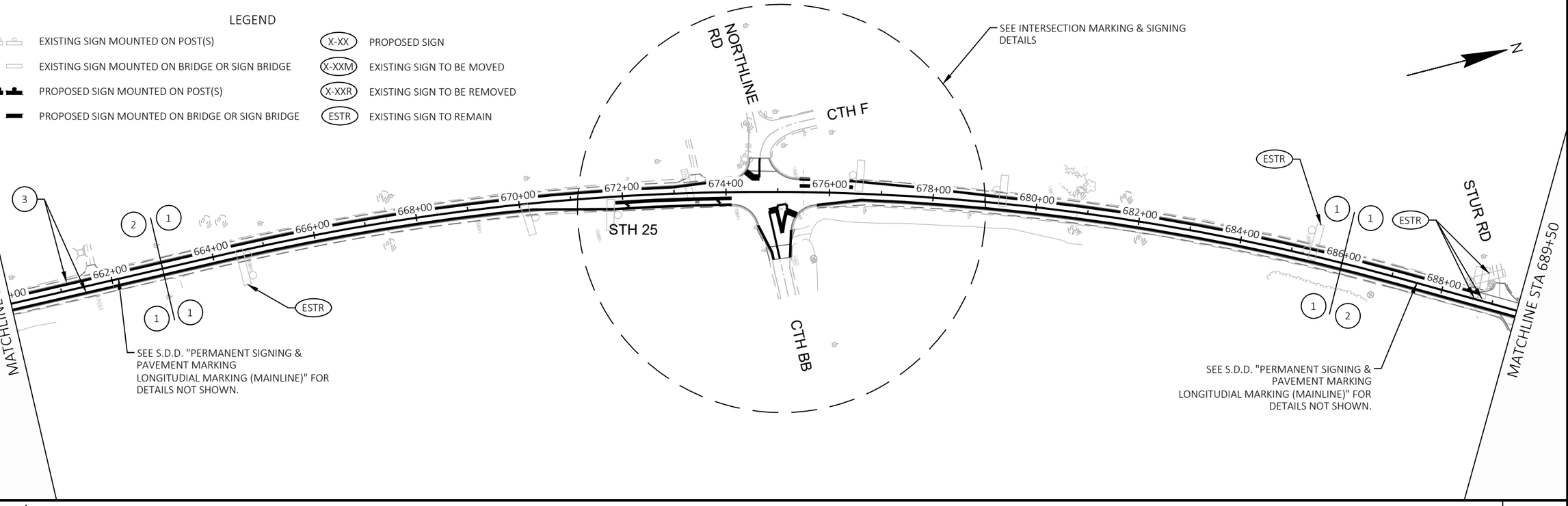
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX PROPOSED SIGN

X-XXM EXISTING SIGN TO BE MOVED

X-XXR EXISTING SIGN TO BE REMOVED

ESTR EXISTING SIGN TO REMAIN



2

LEGEND

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

4 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)

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8 MARKING CROSSWALK EPOXY TRANS LINE 6-INCH

9 MARKING DIAGONAL EPOXY 12-INCH

10 MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)

11 MARKING ISLAND NOSE EPOXY

12 MARKING CURB EPOXY

13 MARKING ARROW EPOXY

14 MARKING WORD EPOXY

15 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)

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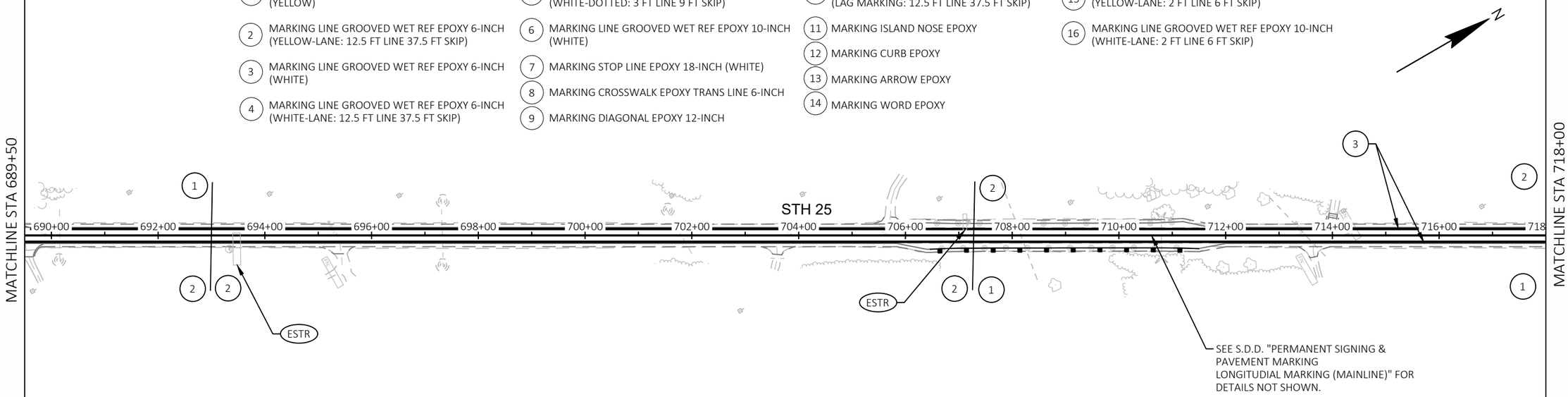


PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 50	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 06

PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

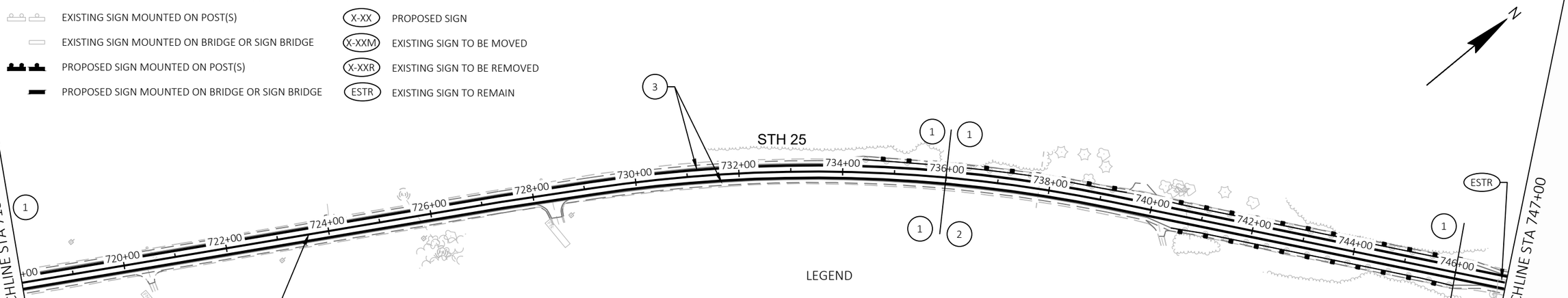
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX PROPOSED SIGN

X-XXM EXISTING SIGN TO BE MOVED

X-XXR EXISTING SIGN TO BE REMOVED

ESTR EXISTING SIGN TO REMAIN



SEE S.D.D. "PERMANENT SIGNING & PAVEMENT MARKING LONGITUDIAL MARKING (MAINLINE)" FOR DETAILS NOT SHOWN.

LEGEND

1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

2 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)

3 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

4 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)

5 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)

6 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)

7 MARKING STOP LINE EPOXY 18-INCH (WHITE)

8 MARKING CROSSWALK EPOXY TRANS LINE 6-INCH

9 MARKING DIAGONAL EPOXY 12-INCH

10 MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)

11 MARKING ISLAND NOSE EPOXY

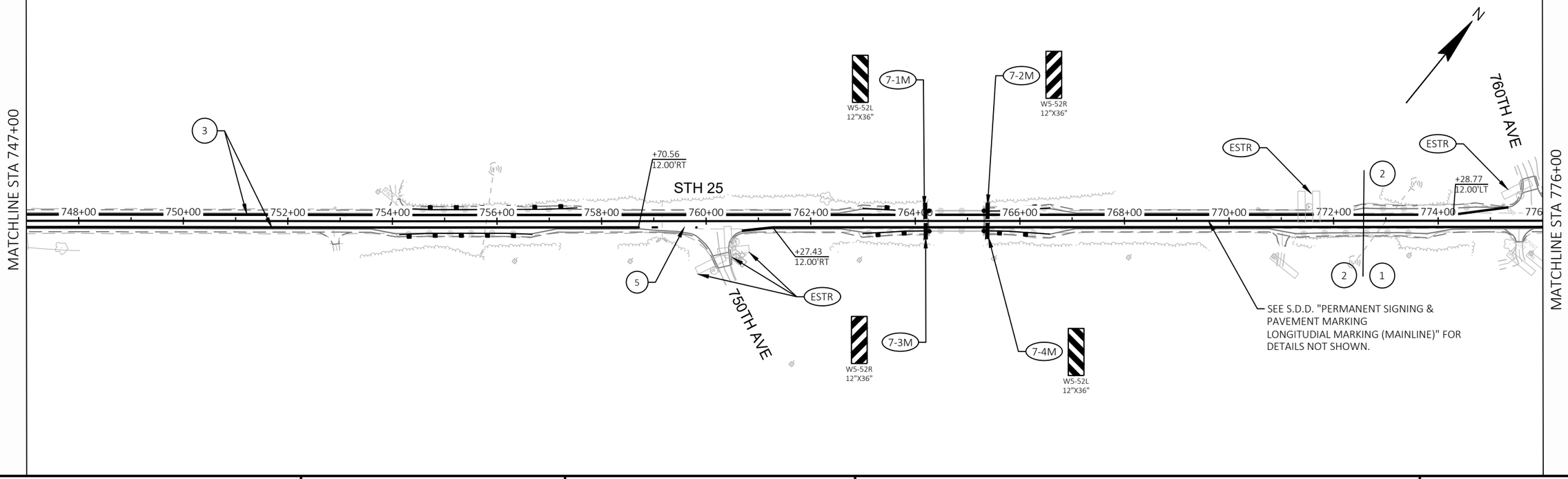
12 MARKING CURB EPOXY

13 MARKING ARROW EPOXY

14 MARKING WORD EPOXY

15 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)

16 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)



SEE S.D.D. "PERMANENT SIGNING & PAVEMENT MARKING LONGITUDIAL MARKING (MAINLINE)" FOR DETAILS NOT SHOWN.

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 51	E

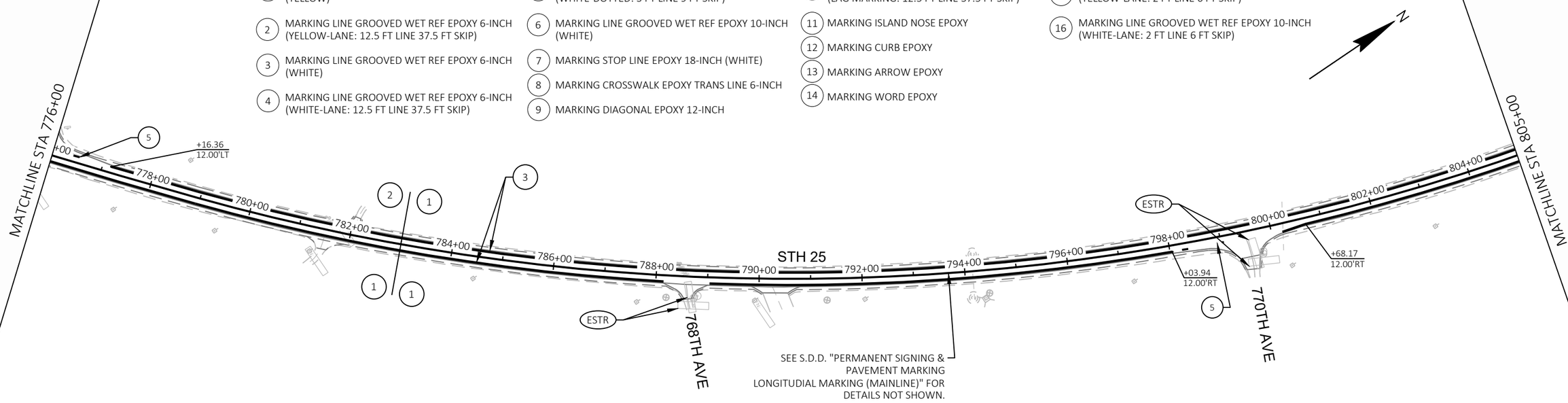
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 07

PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

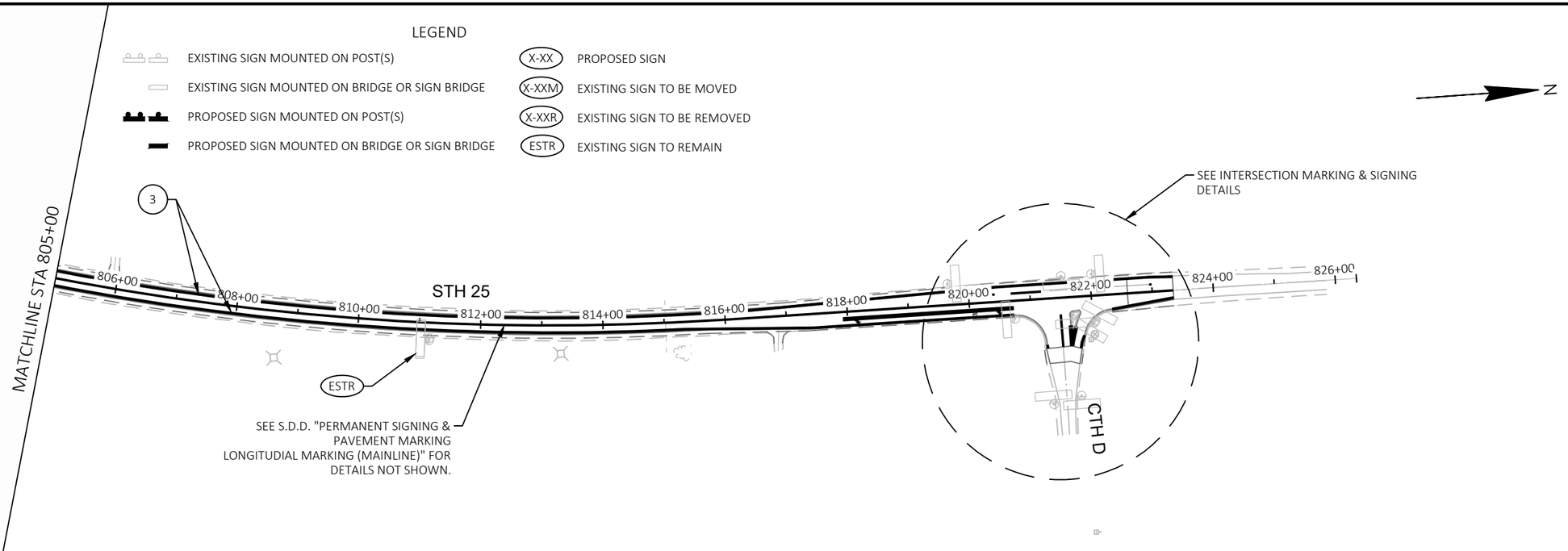
LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- X-XX PROPOSED SIGN
- X-XXM EXISTING SIGN TO BE MOVED
- X-XXR EXISTING SIGN TO BE REMOVED
- ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PERMANENT SIGNING & PAVEMENT MARKING - STH 25	SHEET 52	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25 08

PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

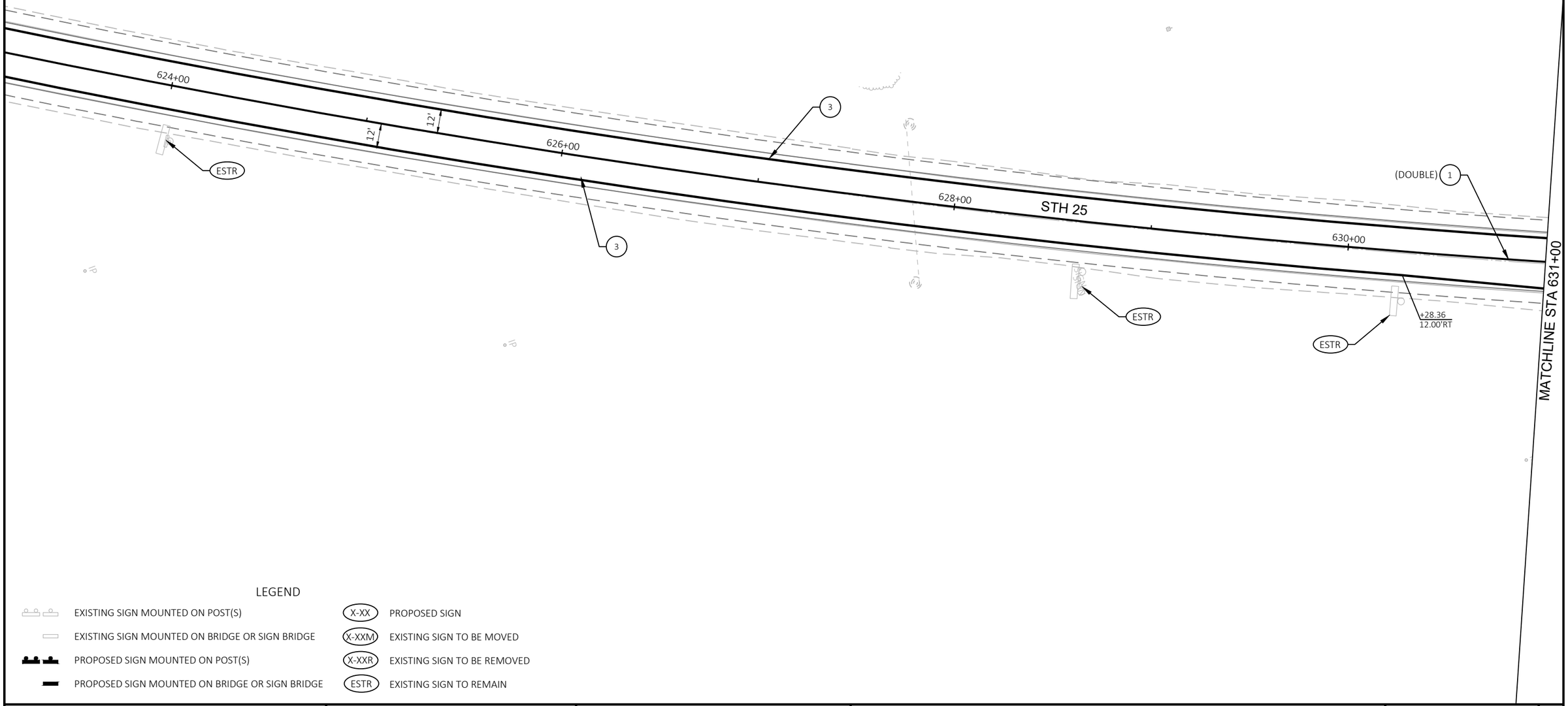
WISDOT/CADDS SHEET 44

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) PROPOSED SIGN
- (X-XXM) EXISTING SIGN TO BE MOVED
- (X-XXR) EXISTING SIGN TO BE REMOVED
- (ESTR) EXISTING SIGN TO REMAIN

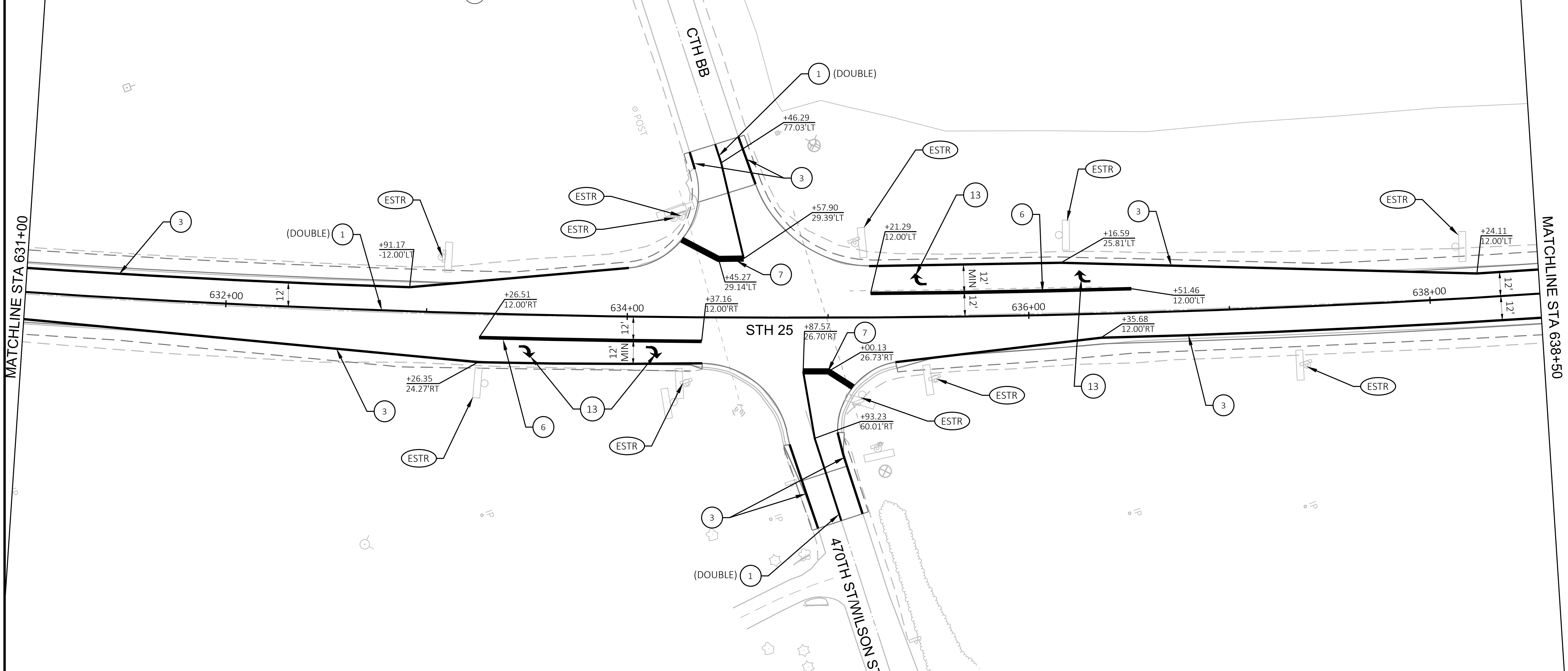
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & 470TH ST/WILSON ST	SHEET 53	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25-CTH BB INT 1

PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)



LEGEND

Symbol	Description	Symbol	Description
	EXISTING SIGN MOUNTED ON POST(S)	X-XX	PROPOSED SIGN
	EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE	X-XXM	EXISTING SIGN TO BE MOVED
	PROPOSED SIGN MOUNTED ON POST(S)	X-XXR	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE	ESTR	EXISTING SIGN TO REMAIN

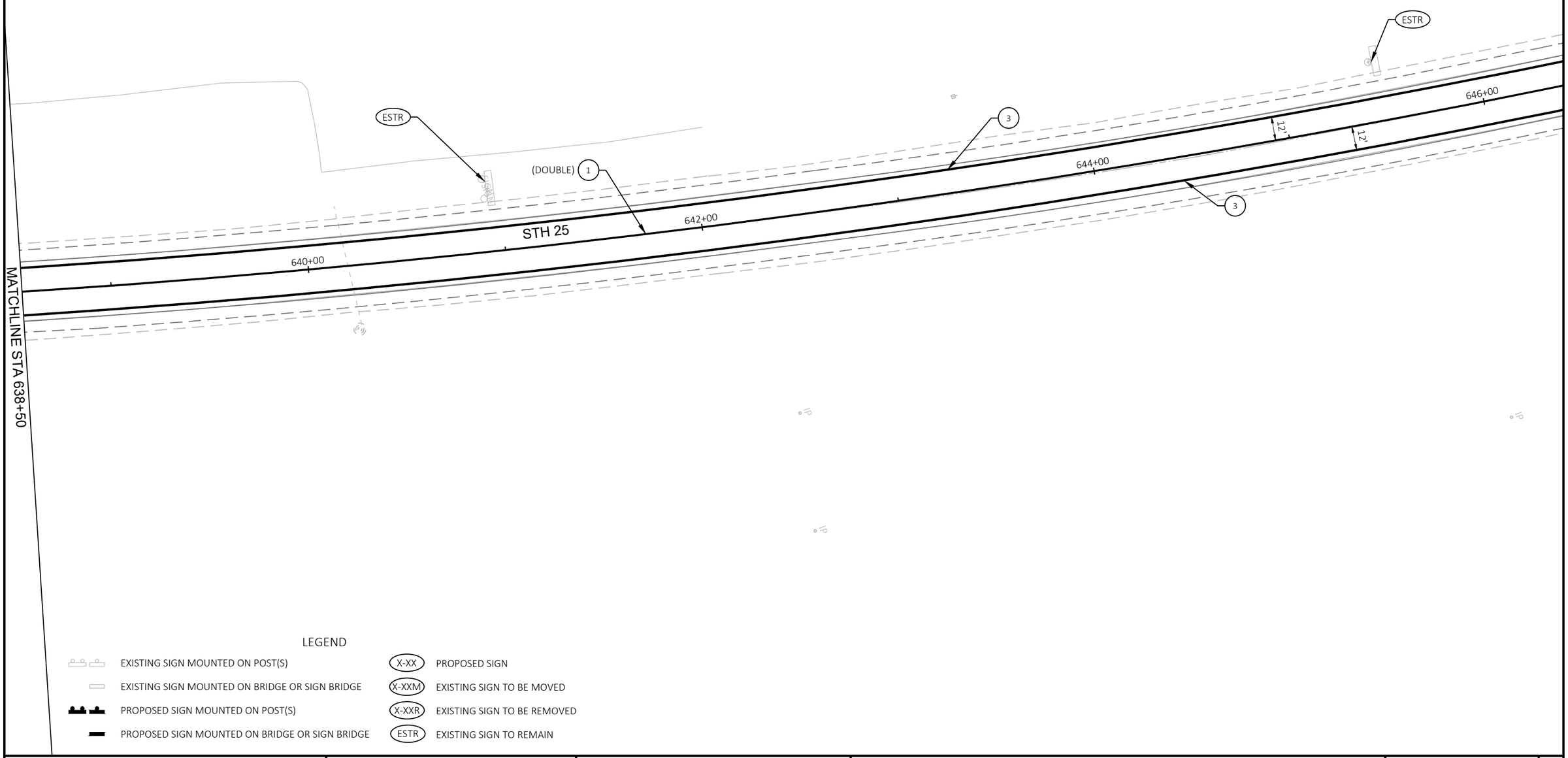
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & 470TH ST/WILSON ST	SHEET 54	E

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- X-XX — PROPOSED SIGN
- X-XXM — EXISTING SIGN TO BE MOVED
- X-XXR — EXISTING SIGN TO BE REMOVED
- ESTR — EXISTING SIGN TO REMAIN

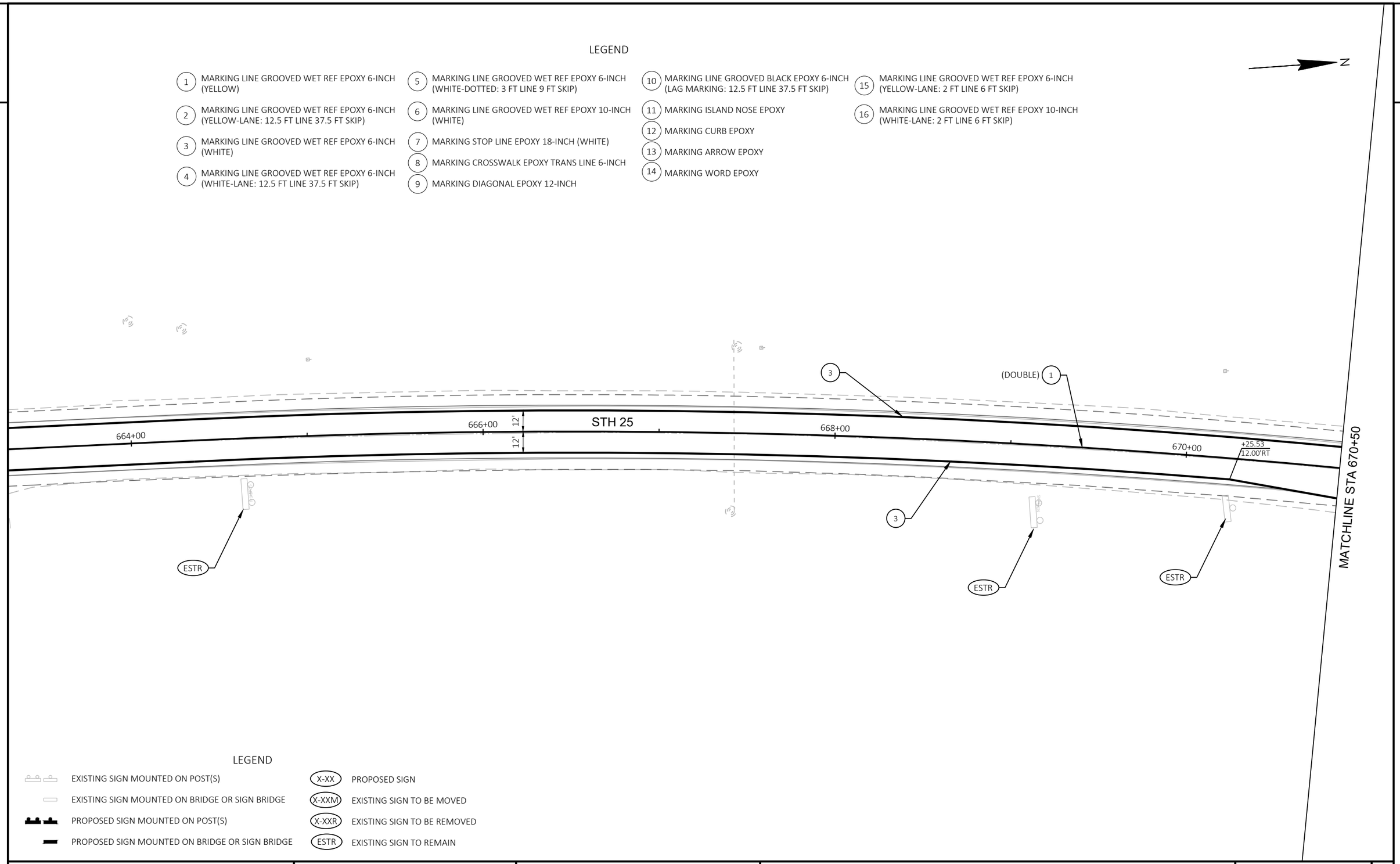
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & 470TH ST/WILSON ST	SHEET 55	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25-CTH BB INT 3
PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) PROPOSED SIGN
- (X-XXM) EXISTING SIGN TO BE MOVED
- (X-XXR) EXISTING SIGN TO BE REMOVED
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & CTH F	SHEET 56	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25-CTH F INT 01

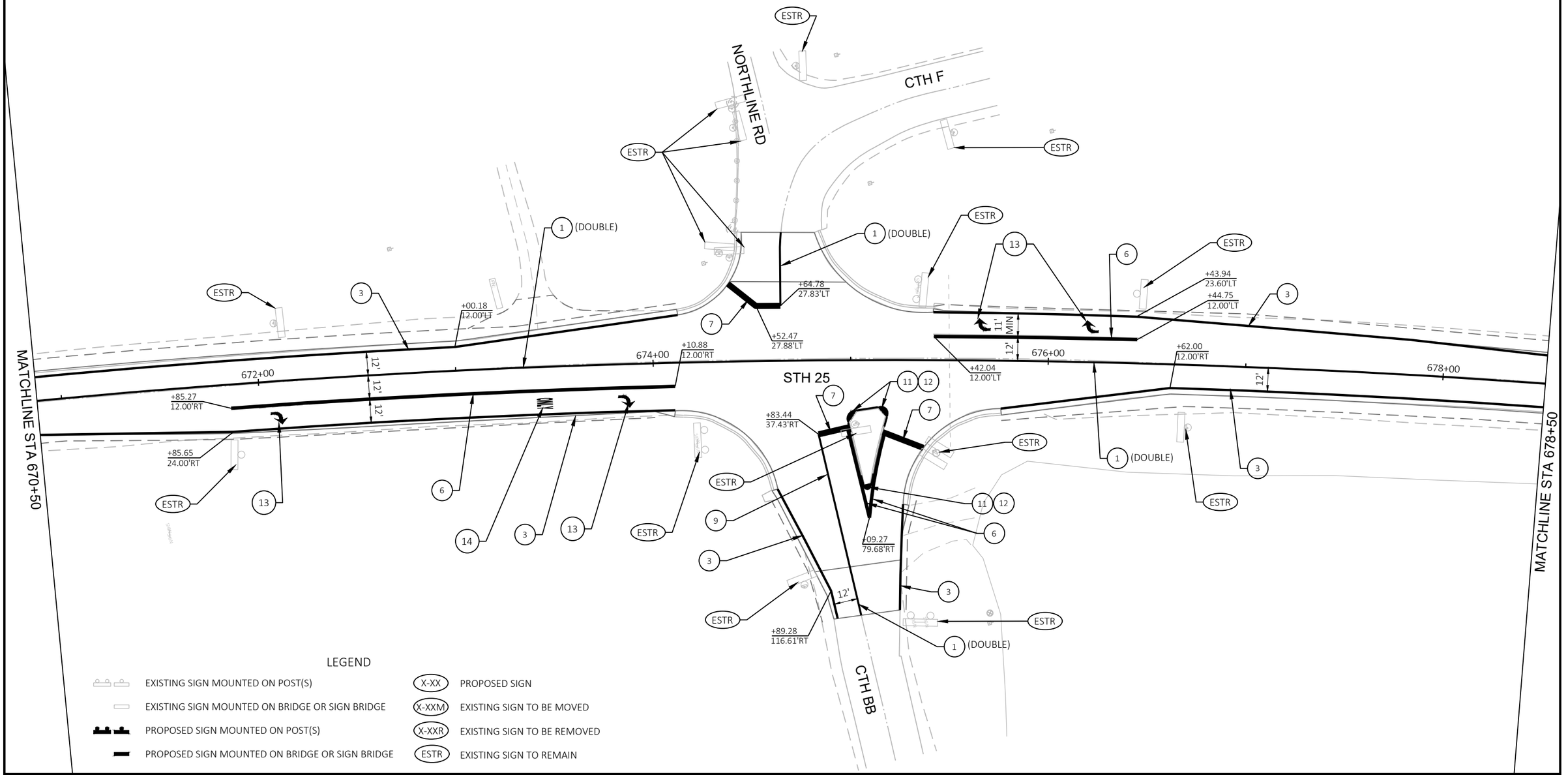
PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- X-XX — PROPOSED SIGN
- X-XXM — EXISTING SIGN TO BE MOVED
- X-XXR — EXISTING SIGN TO BE REMOVED
- ESTR — EXISTING SIGN TO REMAIN

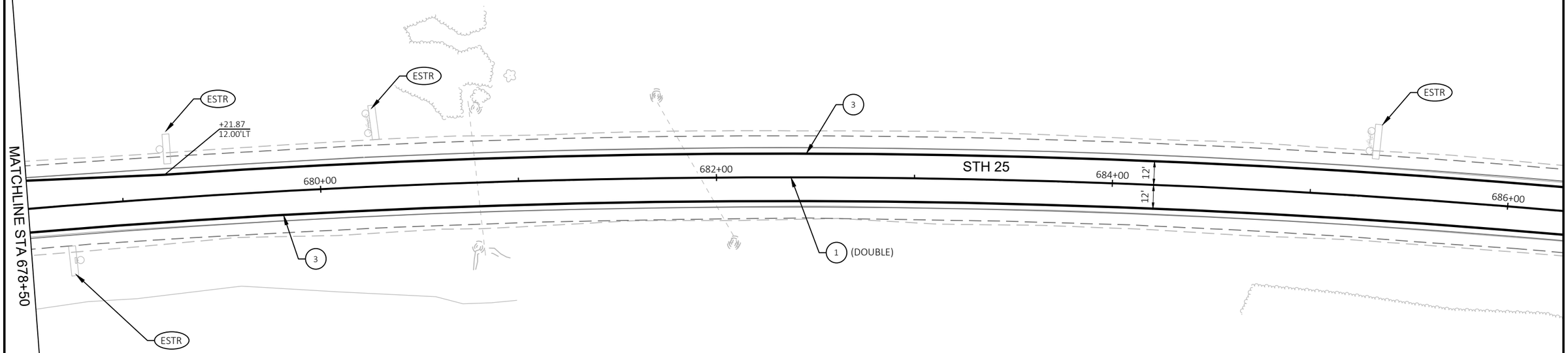
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & CTH F	SHEET 57	E

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) PROPOSED SIGN
- (X-XXM) EXISTING SIGN TO BE MOVED
- (X-XXR) EXISTING SIGN TO BE REMOVED
- (ESTR) EXISTING SIGN TO REMAIN

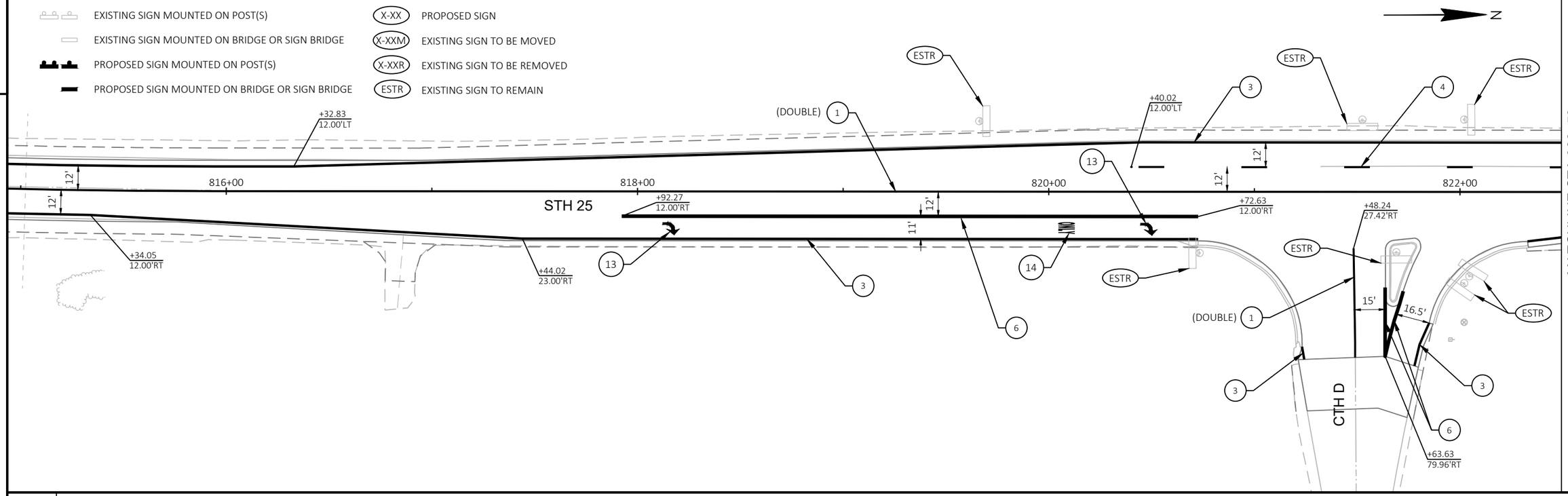
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH BB & CTH F	SHEET 58	E

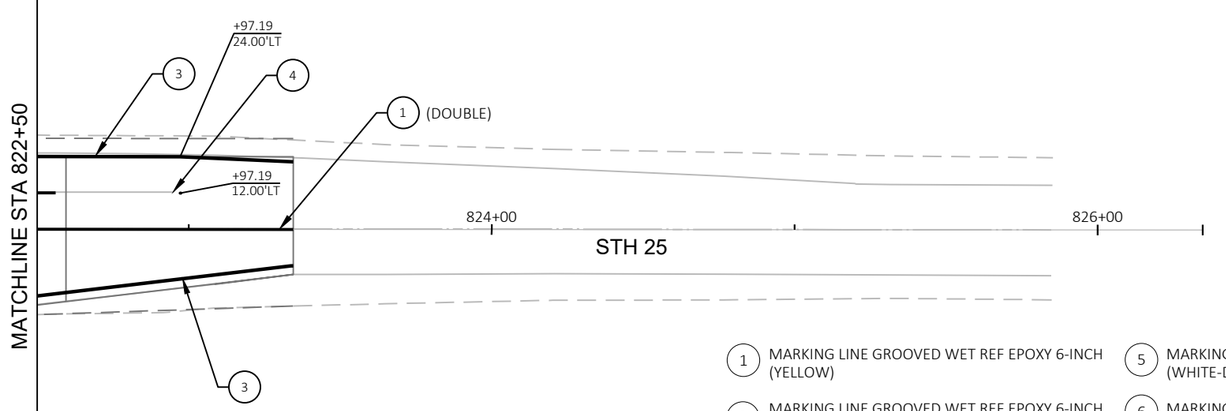
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25-CTH F INT 03

PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) PROPOSED SIGN
- (X-XXM) EXISTING SIGN TO BE MOVED
- (X-XXR) EXISTING SIGN TO BE REMOVED
- (ESTR) EXISTING SIGN TO REMAIN





LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 12.5 FT LINE 37.5 FT SKIP)
3. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-LANE: 12.5 FT LINE 37.5 FT SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE-DOTTED: 3 FT LINE 9 FT SKIP)
6. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING CROSSWALK EPOXY TRANS LINE 6-INCH
9. MARKING DIAGONAL EPOXY 12-INCH
10. MARKING LINE GROOVED BLACK EPOXY 6-INCH (LAG MARKING: 12.5 FT LINE 37.5 FT SKIP)
11. MARKING ISLAND NOSE EPOXY
12. MARKING CURB EPOXY
13. MARKING ARROW EPOXY
14. MARKING WORD EPOXY
15. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW-LANE: 2 FT LINE 6 FT SKIP)
16. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE-LANE: 2 FT LINE 6 FT SKIP)

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	INTERSECTION MARKING & SIGNING DETAILS - CTH D	SHEET 59	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\024502_PM_25.DWG
LAYOUT NAME - PMSTH25-CTH D INT
PLOT DATE : 11/14/2025 10:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

EARLY CLEARING OPERATIONS

- DURING EARLY CLEARING OPERATIONS, ALL ROADWAYS SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES EXCEPT FOR SHOULDER CLOSURES. SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DETAILS.

MAINTENANCE OF TRAFFIC:

STH 25

- STH 25 SHALL REMAIN OPEN TO ALL EXISTING LANES AT ALL TIMES EXCEPT FOR FLAGGING OPERATIONS, SINGLE LANE CLOSURES, AND SHOULDER CLOSURES AS NOTED IN THE CONTRACT SPECIAL PROVISIONS.

LOCAL ROADS AND DRIVEWAYS

- MAINTAIN LOCAL ACCESS AT ALL TIMES.

PEDESTRIANS / SIDEWALKS

- MAINTAIN ACCESS TO BUSINESSES AND RESIDENCES AT ALL TIMES.

CONSTRUCTION TO BE COMPLETED:

STH 25

- MILL OR COLD-IN-PLACE RECYCLING OF EXISTING PAVEMENT & OVERLAY.
- BEAM GUARD IMPROVEMENTS.

NOTES:

REFER TO THE FOLLOWING TRAFFIC CONTROL DETAILS, AS WELL AS STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:

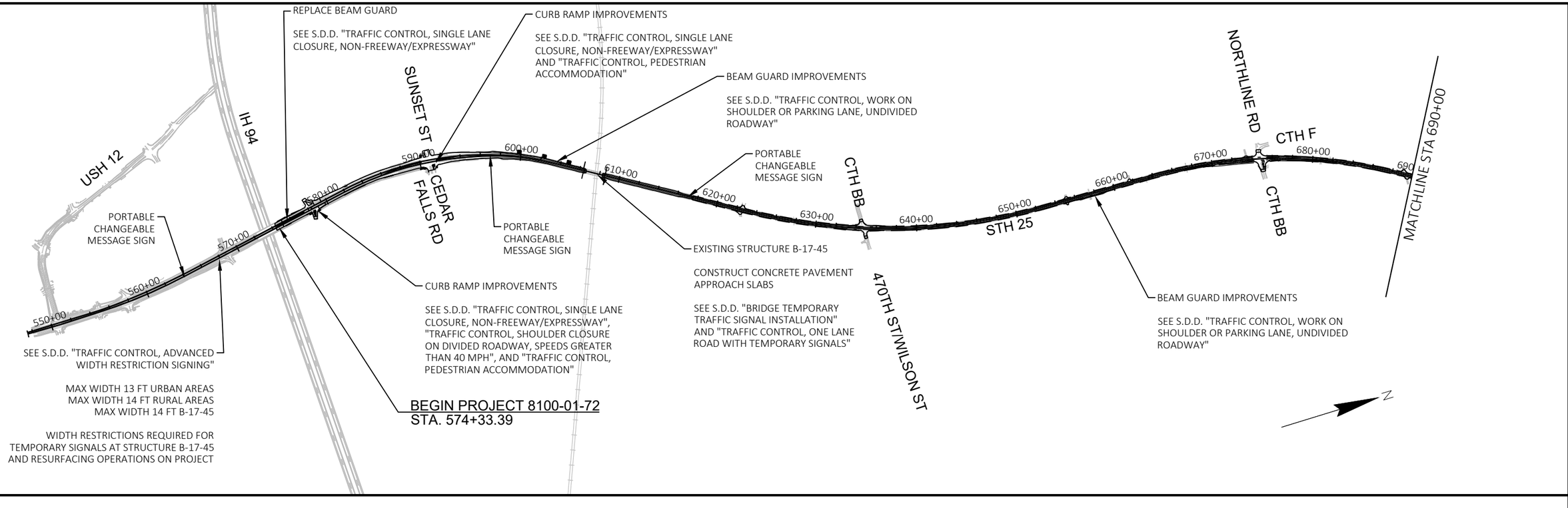
- SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
- SEE S.D.D. "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS"
- SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
- SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
- SEE S.D.D. "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"
- SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"
- SEE S.D.D. "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H."
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
- SEE S.D.D. "TRAFFIC CONTROL FOR DROP-OFF SIGNING"
- SEE S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"
- SEE S.D.D. "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS"
- SEE S.D.D. "BRIDGE TEMPORARY SIGNAL INSTALLATION"

TRAFFIC CONTROL GENERAL NOTES:

- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND OTHER TRAFFIC CONTROL DEVICES SO THE DRIVER HAS A CLEAR VIEW OF THE SIGNS AND OTHER DEVICES.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- MOVE, REMOVE OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION.
- CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CONSTRUCTION CLEAR ZONE WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.
- STAGE CONSTRUCTION OF CURB RAMPS AND SIDEWALK TO ALLOW CONTINUED PEDESTRIAN ACCESS TO EACH CITY BLOCK FROM AT LEAST ONE DIRECTION WHERE APPLICABLE

PCMS MESSAGE PLAN

EVENT/LOCATION	PANEL 1	PANEL 2
STH 25 WORK TO BEGIN - PROJECT PREWARN	ROAD WORK BEGINS	XXXX/DAY XX/XX
B-17-45 WORK TO BEGIN - NEW TEMPORARY SIGNAL	NEW TRAFFIC SIGNAL	BE PREPARED TO STOP



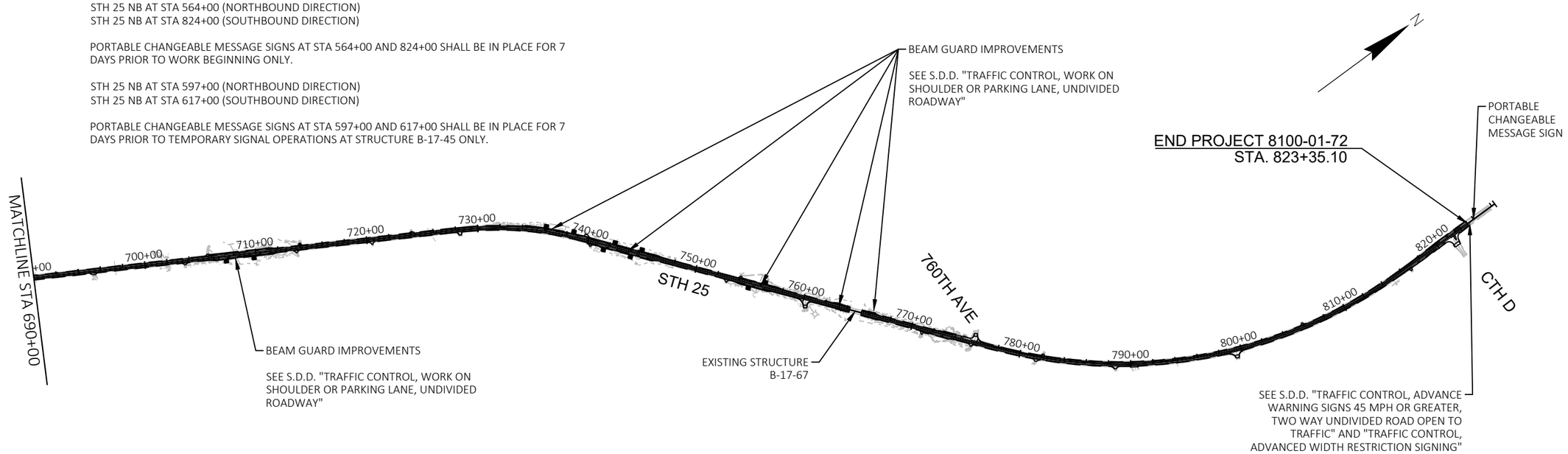
PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:

STH 25 NB AT STA 564+00 (NORTHBOUND DIRECTION)
STH 25 NB AT STA 824+00 (SOUTHBOUND DIRECTION)

PORTABLE CHANGEABLE MESSAGE SIGNS AT STA 564+00 AND 824+00 SHALL BE IN PLACE FOR 7 DAYS PRIOR TO WORK BEGINNING ONLY.

STH 25 NB AT STA 597+00 (NORTHBOUND DIRECTION)
STH 25 NB AT STA 617+00 (SOUTHBOUND DIRECTION)

PORTABLE CHANGEABLE MESSAGE SIGNS AT STA 597+00 AND 617+00 SHALL BE IN PLACE FOR 7 DAYS PRIOR TO TEMPORARY SIGNAL OPERATIONS AT STRUCTURE B-17-45 ONLY.



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL OVERVIEW - STH 25	SHEET 61	E

2

580+00S

580+00

STH 25

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND THE NORTHBOUND INTERSTATE 94 OFF-RAMP. PATH CONSTRUCTION AHEAD. TEMPORARY PATH ROUTE IS OPEN.

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND THE NORTHBOUND INTERSTATE 94 OFF-RAMP. PATH CONSTRUCTION AHEAD. TEMPORARY PATH AND CROSSING ROUTE IS OPEN.

M4-60R
30"X24"

M4-60L
30"X24"

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH) (EXISTING CURB HEAD AND ISLAND SIDEWALK TO BE REMOVED)

TEMPORARY CURB RAMP REQ'D
884.77 EXISTING TOP OF CURB
884.44 EXISTING ROADWAY
MIN LENGTH 4.0 FT AT 8.33%

TEMPORARY PEDESTRIAN BARRICADE REQ'D (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH)

TEMPORARY PEDESTRIAN SURFACE MATTING REQ'D (MATCH EXISTING WIDTH)

6'

13'

13.5'

5'

25'

TEMPORARY PEDESTRIAN SURFACE MATTING REQ'D (MATCH EXISTING WIDTH)

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH)

TEMPORARY CURB RAMP REQ'D
886.05 EXISTING TOP OF CURB
885.57 EXISTING ROADWAY
MIN LENGTH 5.8 FT AT 8.33%

TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)

IH 94 WB OFF-RAMP

N

LEGEND

- WORK AREA
- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

CURB RAMP CONSTRUCTION NOTES:

- PROVIDE TEMPORARY PEDESTRIAN ACCOMMODATION DURING CONSTRUCTION OF PROPOSED CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE, TEMPORARY CURB RAMP, AND TEMPORARY PEDESTRIAN BARRICADE REQUIRED
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY", AND "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH" FOR DETAILS

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL DETAILS - IH 94 WB OFF-RAMP	SHEET 62	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\025002_TC_25.DWG
LAYOUT NAME - I94 PED
PLOT DATE : 11/13/2025 3:31 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- WORK AREA
- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

TEMPORARY PEDESTRIAN SURFACE MATTING REQ'D (MATCH EXISTING WIDTH)

SUNSET ST

N

M4-60L
30"X24"

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND SUNSET STREET. SIDEWALK CONSTRUCTION AHEAD. TEMPORARY SIDEWALK AND CROSSING ROUTE ACROSS WISCONSIN 25 IS OPEN.

4'

13.5'

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH)

TEMPORARY CURB RAMP REQ'D
875.94 EXISTING TOP OF CURB
875.63 EXISTING ROADWAY
MIN LENGTH 3.7 FT AT 8.33%

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND CEDAR FALLS ROAD. PATH CONSTRUCTION AHEAD. TEMPORARY PATH AND CROSSING ROUTES TO CEDAR FALLS ROAD AND SUNSET STREET ARE OPEN.

590+00S

590+00

TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE)

50'

M4-60R
30"X24"

TEMPORARY CURB RAMP REQ'D
874.54 EXISTING TOP OF CURB
874.23 EXISTING ROADWAY
MIN LENGTH 3.7 FT AT 8.33%

4'

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH)

STH 25

TEMPORARY PEDESTRIAN BARRICADE REQ'D (TYP.)

LANE CLOSED
R11-2L
48"X30"

EXISTING SURFACE DRAIN TO REMAIN

TEMPORARY PEDESTRIAN SURFACE MATTING REQ'D (MATCH EXISTING WIDTH)

25'

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND CEDAR FALLS ROAD. SIDEWALK CONSTRUCTION AHEAD. FOR ACCESS TO SUNSET STREET USE TEMPORARY CROSSING HERE. TEMPORARY SIDEWALK AND CROSSING ROUTE ARE OPEN.

CEDAR FALLS RD

CURB RAMP CONSTRUCTION NOTES:

- PROVIDE TEMPORARY PEDESTRIAN ACCOMMODATION DURING CONSTRUCTION OF PROPOSED CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE, TEMPORARY CURB RAMP, AND TEMPORARY PEDESTRIAN BARRICADE REQUIRED
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY", AND "TRAFFIC CONTROL, LANE CLOSURE" FOR DETAILS

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL DETAILS - CEDAR FALLS RD INTERSECTION - A	SHEET 63	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\025002_TC_25.DWG
LAYOUT NAME - CFR PED
PLOT DATE : 11/13/2025 3:31 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:30 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- WORK AREA
- TYPE II BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

N

SUNSET ST

590+00S

590+00

50'

LANE CLOSED
R11-2L
48"X30"

M4-60D
30"X24"

M4-60L
30"X24"

5'

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND CEDAR FALLS ROAD. PATH CONSTRUCTION AHEAD. TEMPORARY PATH ROUTE IS OPEN.

AUDIBLE MESSAGE: ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF WISCONSIN 25 AND CEDAR FALLS ROAD. PATH CONSTRUCTION AHEAD. TEMPORARY PATH ROUTE TO CEDAR FALLS ROAD IS OPEN.

TEMPORARY CURB RAMP REQ'D
874.08 EXISTING TOP OF CURB
873.73 EXISTING ROADWAY
MIN LENGTH 4.2 FT AT 8.33%

TEMPORARY PEDESTRIAN SURFACE MATTING REQ'D (MATCH EXISTING WIDTH)

EXISTING SURFACE DRAIN TO REMAIN

TEMPORARY PEDESTRIAN BARRICADE REQ'D (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLATE REQ'D (MATCH EXISTING WIDTH)

25'

STH 25

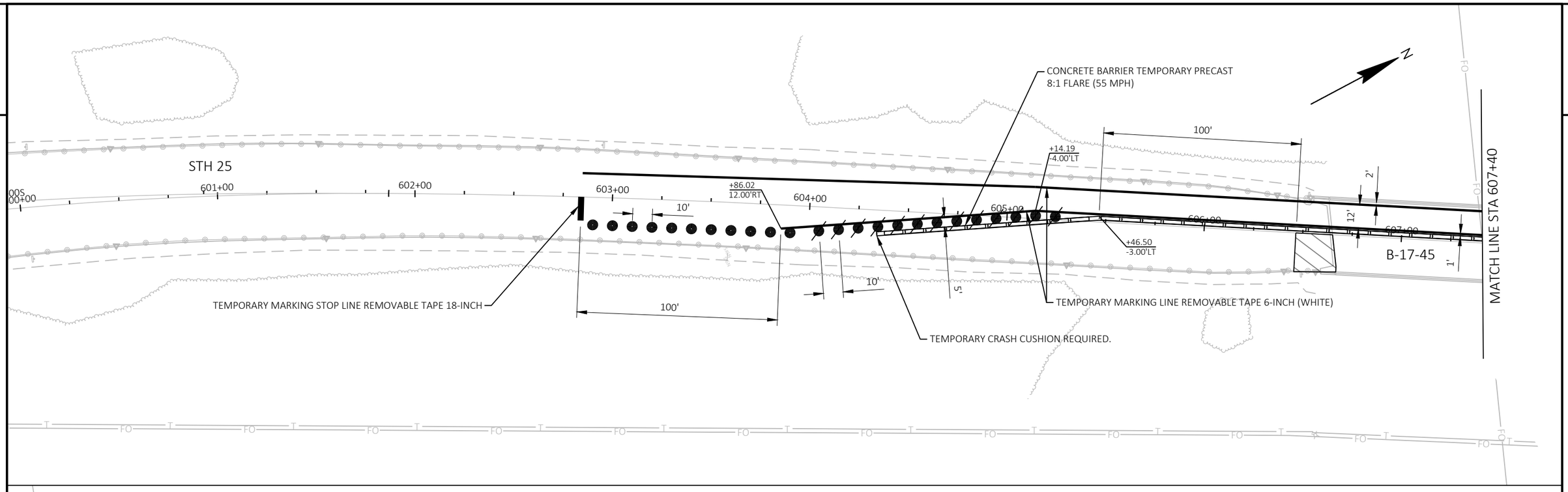
CEDAR FALLS RD

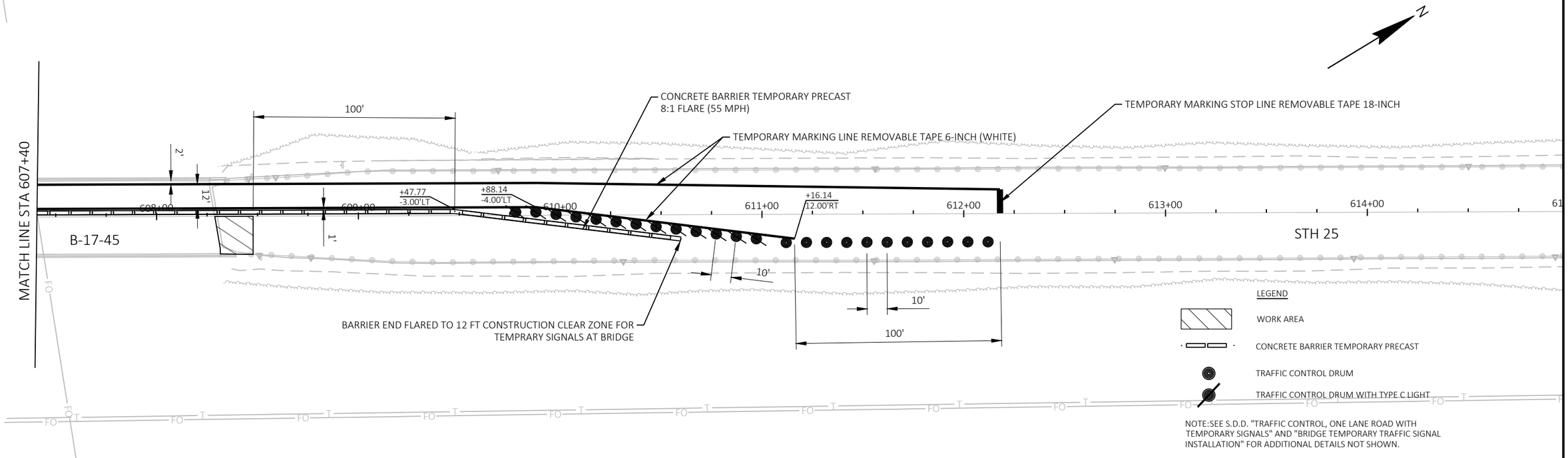
CURB RAMP CONSTRUCTION NOTES:

- PROVIDE TEMPORARY PEDESTRIAN ACCOMMODATION DURING CONSTRUCTION OF PROPOSED CURB RAMPS
- TEMPORARY PEDESTRIAN SURFACE, TEMPORARY CURB RAMP, AND TEMPORARY PEDESTRIAN BARRICADE REQUIRED
- SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY", AND "TRAFFIC CONTROL, LANE CLOSURE" FOR DETAILS

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL DETAILS - CEDAR FALLS RD INTERSECTION - B	SHEET 64	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\025002_TC_25.DWG
LAYOUT NAME - CFR PED (2)
PLOT DATE : 11/13/2025 3:32 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:30 FT
WISDOT/CADDS SHEET 44





LEGEND

- WORK AREA
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT

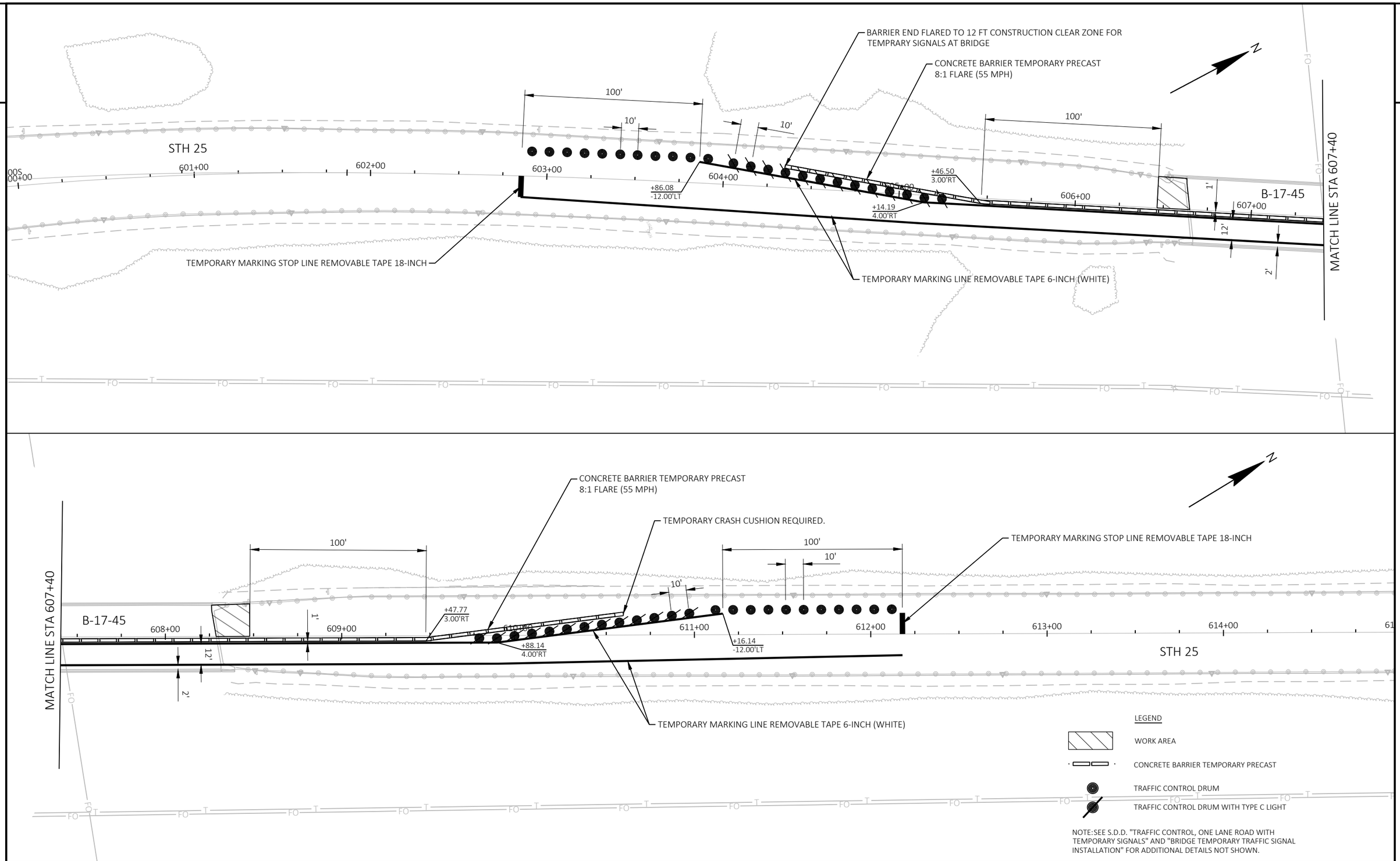
NOTE:SEE S.D.D. "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" AND "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION" FOR ADDITIONAL DETAILS NOT SHOWN.

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL DETAILS - B-17-45 TEMPORARY SIGNAL	SHEET 65	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 1

PLOT DATE : 11/12/2025 9:10 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	TRAFFIC CONTROL DETAILS - B-17-45 TEMPORARY SIGNAL	SHEET 66	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 1 (2)

PLOT DATE : 11/12/2025 9:10 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

PROPOSED TEMPORARY SIGNAL TIMINGS (SEC.)		
PHASE 1 STH 25 NB	PHASE 2 STH 25 SB	PROGRAM TYPE
15	15	MINIMUM GREEN TIME
5	5	MAXIMUM PASSAGE TIME DURING GREEN
3	3	MINIMUM PASSAGE TIME DURING GREEN PHASE
15	15	START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE
0	0	TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE
50	50	MAXIMUM GREEN TIME
4	4	YELLOW
21	21	ALL-RED
NONE	NONE	RECALL MODE

NOTES:

1. CONTRACTORS SHALL REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.
2. TRAFFIC SIGNAL TIMINGS ARE BASED ON 935' STOP BAR TO STOP BAR SPACING. IF SPACING, MEASURED ALONG THE SINGLE LANE VEHICLE PATH, EXCEEDS 935', TRAFFIC SIGNAL TIMINGS SHALL BE ADJUSTED PRIOR TO STARTING OPERATION. NOTIFY THE DEPARTMENT REGARDING TIMING ADJUSTMENTS THAT ARE MADE.

2

BEGIN 'S' ALIGNMENT
STA 547+51.00'S'
Y = 179291.430
X = 160261.875

R/L 'S'
PI STA 547+51.00 'S'
Y: 179291.4299
X: 160261.8750

BP: 547+51.00 'S'

N1°05'53"E
331.51'

550'S'+00

550+00

N0°14'51"E
639.72'

PC: 553+90.72 'S'

555'S'+00

555+00

N0°39'42"W
392.54'

PI: 550+82.51

PC: 554+75.05

Mid: 555+93.85 'S'

S CURVE 1

PT: 557+96.98 'S'

N5°52'41"W
192.22'

PC: 559+89.20 'S'

560'S'+00

560+00

CURVE 1

Mid: 559+46.92

Mid: 562+07.27 'S'

S CURVE 2

PT: 564+25.34 'S'

PT: 564+18.79

565'S'+00

565+00

570'S'+00

570+00

N10°41'01"W
1785.26'

N10°40'30"W
1776.28'

575'S'+00

575+00

B-17-29

MATCH LINE 578+50

STH 25

BEGIN ALIGNMENT
STA 547+51.00
Y = 179291.146
X = 160276.680

R/L
PI STA 547+51.00
Y: 179291.1462
X: 160276.6799

BEGIN PROJECT 8100-01-72
STA 574+33

S CURVE 1
PI STA = 555+94.04
Y = 180134.4667
X = 160265.5164
DELTA = 6°07'32" LT
D = 1°30'28"
T = 203.33'
L = 406.26'
R = 3800.00'
PC STA = 553+90.72
PT STA = 557+96.98

S CURVE 2
PI STA = 562+07.40
Y = 180744.9823
X = 160202.6615
DELTA = 4°48'20" LT
D = 1°06'07"
T = 218.20'
L = 436.14'
R = 5200.00'
PC STA = 559+89.20
PT STA = 564+25.34

CURVE 1
PI STA = 559+48.12
Y = 180488.1520
X = 160273.0376
DELTA = 10°00'48" LT
D = 1°03'40"
T = 473.07'
L = 943.74'
R = 5400.00'
PC STA = 554+75.05
PT STA = 564+18.79

N

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 68	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\027201-AD_25.DWG
LAYOUT NAME - AD-01
PLOT DATE : 7/14/2025 12:35 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

S CURVE 3
PI STA = 582+48.28
Y = 182750.7334
X = 159824.2637
DELTA = 1°27'48" RT
D = 1°56'32"
T = 37.67'
L = 75.34'
R = 2950.00'
PC STA = 582+10.60
PT STA = 582+85.95

S CURVE 4
PI STA = 585+09.50
Y = 183008.5900
X = 159782.4064
DELTA = 9°07'47" RT
D = 2°02'47"
T = 223.56'
L = 446.17'
R = 2800.00'
PC STA = 582+85.95
PT STA = 587+32.12

S CURVE 5
PI STA = 588+14.27
Y = 183314.3003
X = 159781.9238
DELTA = 1°42'15" RT
D = 1°02'14"
T = 82.15'
L = 164.29'
R = 5523.87'
PC STA = 587+32.12
PT STA = 588+96.41

S CURVE 6
PI STA = 589+52.04
Y = 183452.0298
X = 159785.8039
DELTA = 3°11'12" RT
D = 2°51'53"
T = 55.63'
L = 111.23'
R = 2000.00'
PC STA = 588+96.41
PT STA = 590+07.64

S CURVE 7
PI STA = 593+18.54
Y = 183817.2771
X = 159816.4764
DELTA = 12°01'57" RT
D = 1°56'32"
T = 310.90'
L = 619.52'
R = 2950.00'
PC STA = 590+07.64
PT STA = 596+27.16

S CURVE 8
PI STA = 599+10.25
Y = 184385.8207
X = 159988.4843
DELTA = 10°36'16" RT
D = 2°36'16"
T = 204.17'
L = 407.18'
R = 2200.00'
PC STA = 597+06.08
PT STA = 601+13.26

S CURVE 9
PI STA = 601+53.47
Y = 184602.7161
X = 160101.0909
DELTA = 1°01'26" RT
D = 1°16'24"
T = 40.21'
L = 80.42'
R = 4500.00'
PC STA = 601+13.26
PT STA = 601+93.68

END 'S' ALIGNMENT
STA 601+93.68 'S'
Y = 184638.066
X = 160120.254

N10°41'01"W
1785.16'

N16°49'58"E
78.92'

N12°01'46"E
61.11'

N17°36'30"E
51.06'

CURVE 2
PI STA = 588+09.82
Y = 183302.6899
X = 159742.4996
DELTA = 22°42'16" RT
D = 1°52'16"
T = 614.75'
L = 1213.36'
R = 3062.00'
PC STA = 581+95.07
PT STA = 594+08.44

CURVE 3
PI STA = 596+13.28
Y = 184104.2871
X = 159913.3142
DELTA = 5°34'44" RT
D = 1°56'32"
T = 143.73'
L = 287.24'
R = 2950.00'
PC STA = 594+69.55
PT STA = 597+56.79

CURVE 4
PI STA = 599+97.84
Y = 184471.0448
X = 160029.7146
DELTA = 10°51'11" RT
D = 2°51'53"
T = 189.99'
L = 378.84'
R = 2000.00'
PC STA = 598+07.85
PT STA = 601+86.69

CURVE 5
PI STA = 602+92.70
Y = 184731.2632
X = 160170.7735
DELTA = 2°41'56" RT
D = 1°16'24"
T = 106.00'
L = 211.97'
R = 4500.00'
PC STA = 601+86.69
PT STA = 603+98.66

CURVE 6
PI STA = 638+28.84
Y = 187757.2663
X = 162000.5037
DELTA = 29°45'01" LT
D = 0°59'47"
T = 1527.28'
L = 2985.63'
R = 5750.00'
PC STA = 623+01.56
PT STA = 652+87.19

N31°09'36"E
1902.90'

MATCH LINE 578+50
MATCH LINE 609+50
MATCH LINE 609+50
MATCH LINE 640+50

SUNSET ST
CEDAR FALLS RD
STH 25
STH 25
CTH BB
470TH ST/WILSON ST
UNION PACIFIC RR

S CURVE 3
S CURVE 4
S CURVE 5
S CURVE 6
S CURVE 7
S CURVE 8
S CURVE 9
CURVE 2
CURVE 3
CURVE 4
CURVE 5
CURVE 6
B-17-45

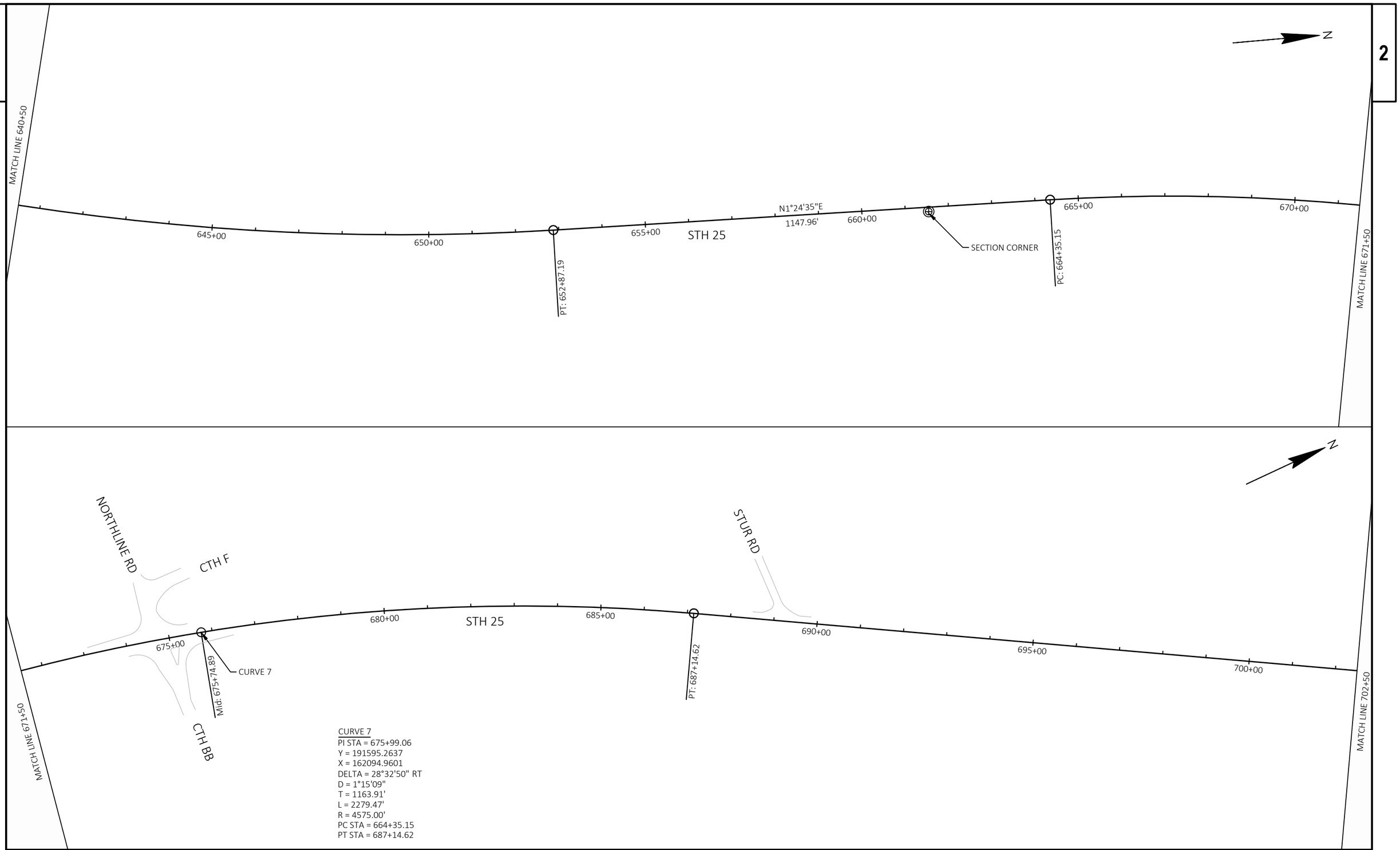
PC: 582+10.60 'S'
Mid: 582+48.27 'S'
PCC: 582+85.95 'S'
PC: 581+95.07
Mid: 585+09.03 'S'
PCC: 587+32.12 'S'
Mid: 588+14.26 'S'
PCC: 588+96.41 'S'
Mid: 589+52.03 'S'
PCC: 590+07.64 'S'
Mid: 588+01.75
Mid: 593+17.40 'S'
PT: 594+08.44
PC: 594+69.55
Mid: 596+13.17
PT: 596+27.16 'S'
PC: 597+06.08 'S'
PT: 597+56.79
PC: 598+07.85
Mid: 599+09.67 'S'
Mid: 599+97.27
PCC: 601+13.26 'S'
Mid: 601+53.47 'S'
EP: 601+93.68 'S'
PCC: 601+86.69
Mid: 602+92.68
PT: 603+98.66
PC: 623+01.56
Mid: 637+94.37

580'S'+00
580+00
585'S'+00
585+00
590'S'+00
590+00
595'S'+00
595+00
600'S'+00
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00

N
N

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 69	E

2



CURVE 7
PI STA = 675+99.06
Y = 191595.2637
X = 162094.9601
DELTA = 28°32'50" RT
D = 1°15'09"
T = 1163.91'
L = 2279.47'
R = 4575.00'
PC STA = 664+35.15
PT STA = 687+14.62

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 70	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\027201-AD_25.DWG
LAYOUT NAME - AD-03
PLOT DATE : 7/14/2025 12:36 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

N

R/L
PI STA 727+36.06
Y: 196087.8546
X: 164684.2760

N29°57'26"E
4021.45'

705+00

710+00

715+00

STH 25

720+00

725+00

N30°54'48"E
178.46'

730+00

PI: 727+36.06

PC: 729+14.52

MATCH LINE 702+50

MATCH LINE 733+50

N

R/L
PI STA 748+04.56
Y: 197550.8591
X: 166121.0691

R/L
PI STA 754+10.32
Y: 197929.9470
X: 166593.5480

CURVE 8

735+00

740+00

N51°07'17"E
884.84'

745+00

STH 25

750+00

N51°15'31"E
605.76'

755+00

760+00

MATCH LINE 764+25

Mid: 734+17.12

PT: 739+19.72

PI: 748+04.56

PI: 754+10.32

750TH AVE

MATCH LINE 733+50

CURVE 8
PI STA = 734+22.40
Y = 196676.6912
X = 165036.8717
DELTA = 20°12'30" RT
D = 2°00'37"
T = 507.87'
L = 1005.20'
R = 2850.00'
PC STA = 729+14.52
PT STA = 739+19.72

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 71	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\027201-AD_25.DWG
LAYOUT NAME - AD-04

PLOT DATE : 7/14/2025 12:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 764+25

765+00

N51°09'08"E

2173.12'

770+00

775+00

760TH AVE

CURVE 9

PC: 775+83.44

Mid: 777+38.70

PCC: 778+93.96

780+00

STH 25

785+00

790+00

795+00

768TH AVE

MATCH LINE 795+50

2

N

CURVE 9
PI STA = 777+38.70
Y = 199390.4314
X = 168406.9316
DELTA = 1°25'24" LT
D = 0°27'30"
T = 155.27'
L = 310.52'
R = 12500.00'
PC STA = 775+83.44
PT STA = 778+93.96

CURVE 10
PI STA = 798+68.21
Y = 200766.9649
X = 170031.7501
DELTA = 49°25'26" LT
D = 1°20'08"
T = 1974.26'
L = 3700.59'
R = 4290.00'
PC STA = 778+93.96
PT STA = 815+94.54

MATCH LINE 795+50

CURVE 10

Mid: 797+44.25

800+00

805+00

810+00

STH 25

815+00

PT: 815+94.54

770TH AVE

820+00

N0°18'19"E

1040.10'

825+00

CTH D

END PROJECT 8100-00-72
STA 823+35

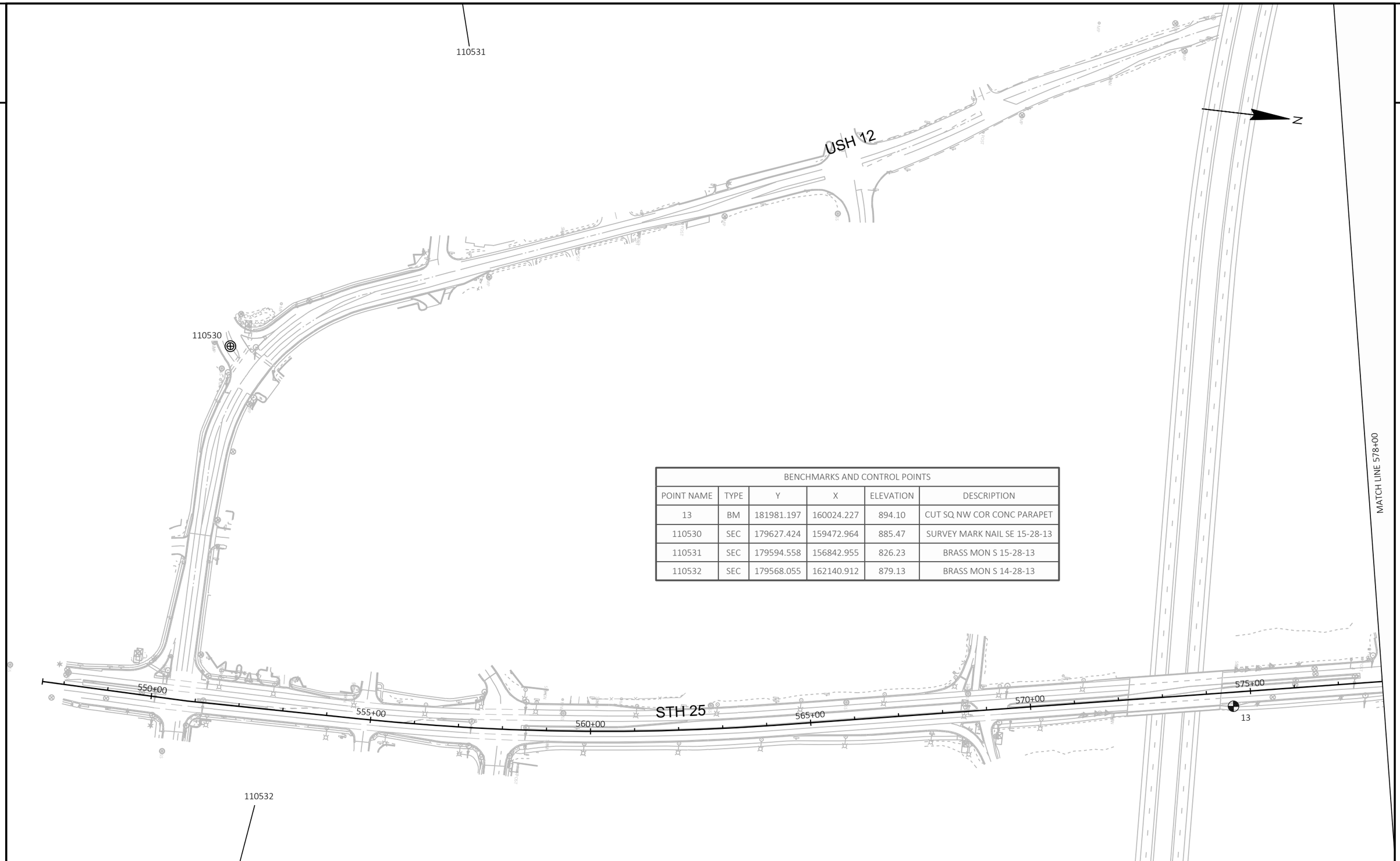
R/L
PI STA 826+34.64
Y: 203781.2813
X: 170047.8084

END ALIGNMENT
STA 826+34.64
Y = 203781.281
X = 170047.808

EP: 826+34.64

N

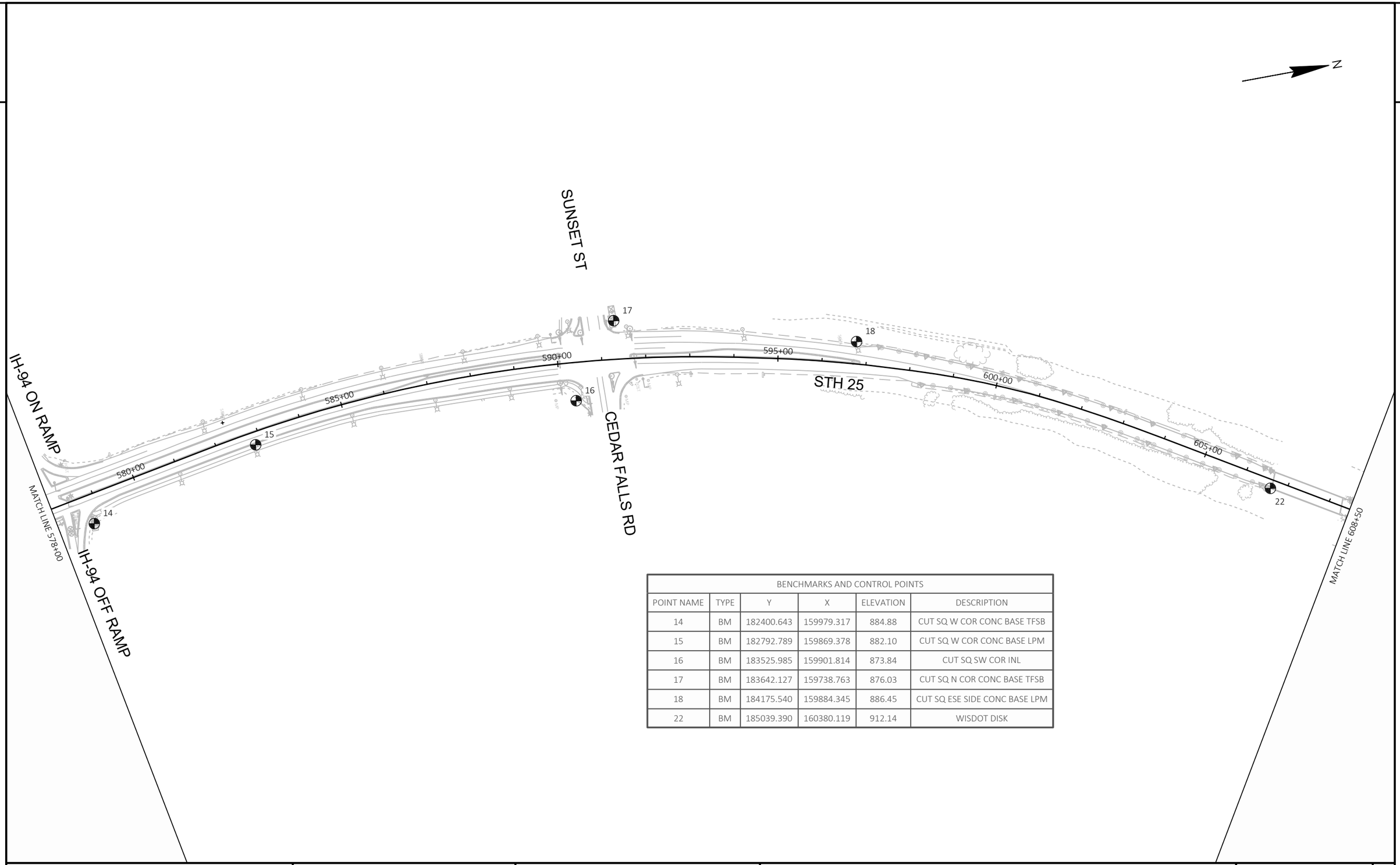
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	ALIGNMENT DIAGRAM	SHEET 72	E



BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
13	BM	181981.197	160024.227	894.10	CUT SQ NW COR CONC PARAPET
110530	SEC	179627.424	159472.964	885.47	SURVEY MARK NAIL SE 15-28-13
110531	SEC	179594.558	156842.955	826.23	BRASS MON S 15-28-13
110532	SEC	179568.055	162140.912	879.13	BRASS MON S 14-28-13

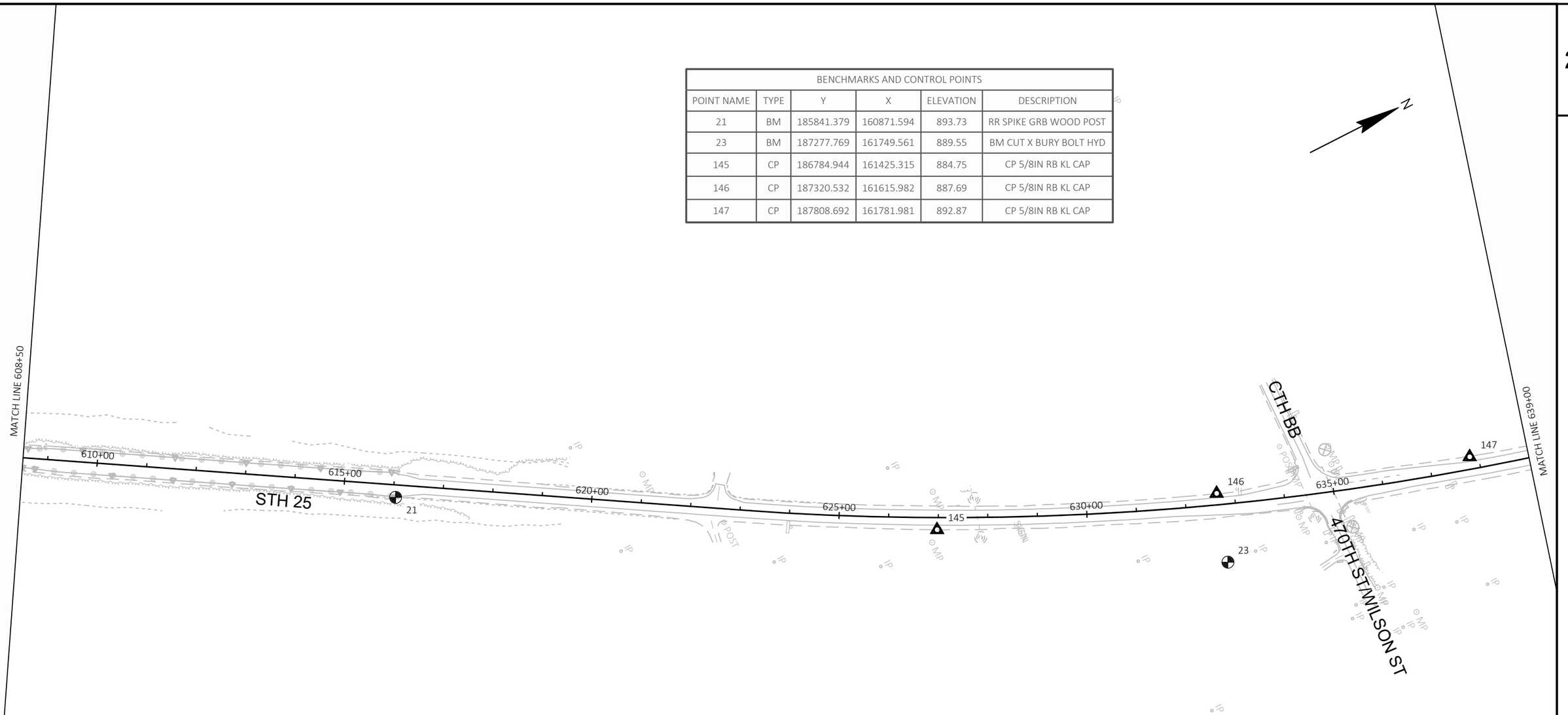
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	BENCHMARKS AND CONTROL POINTS	SHEET 73	E

2



BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
14	BM	182400.643	159979.317	884.88	CUT SQ W COR CONC BASE TFSB
15	BM	182792.789	159869.378	882.10	CUT SQ W COR CONC BASE LPM
16	BM	183525.985	159901.814	873.84	CUT SQ SW COR INL
17	BM	183642.127	159738.763	876.03	CUT SQ N COR CONC BASE TFSB
18	BM	184175.540	159884.345	886.45	CUT SQ ESE SIDE CONC BASE LPM
22	BM	185039.390	160380.119	912.14	WISDOT DISK

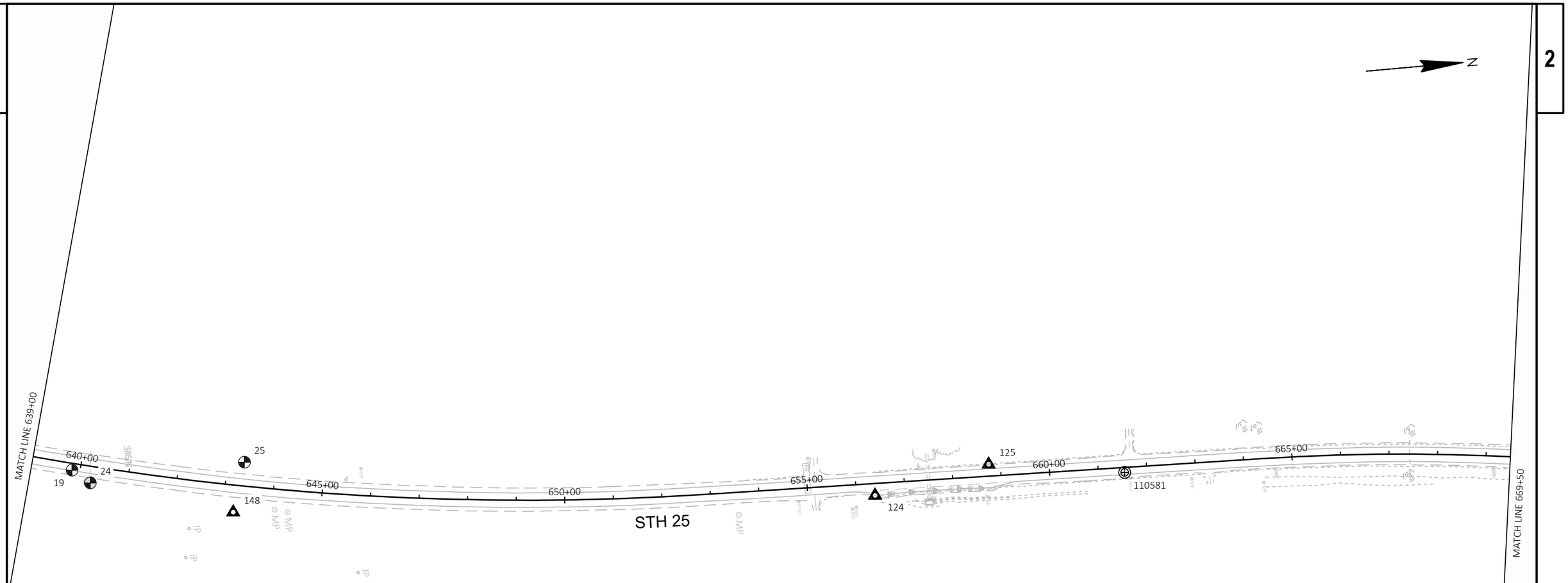
BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
21	BM	185841.379	160871.594	893.73	RR SPIKE GRB WOOD POST
23	BM	187277.769	161749.561	889.55	BM CUT X BURY BOLT HYD
145	CP	186784.944	161425.315	884.75	CP 5/8IN RB KL CAP
146	CP	187320.532	161615.982	887.69	CP 5/8IN RB KL CAP
147	CP	187808.692	161781.981	892.87	CP 5/8IN RB KL CAP



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	BENCHMARKS AND CONTROL POINTS	SHEET 75	E

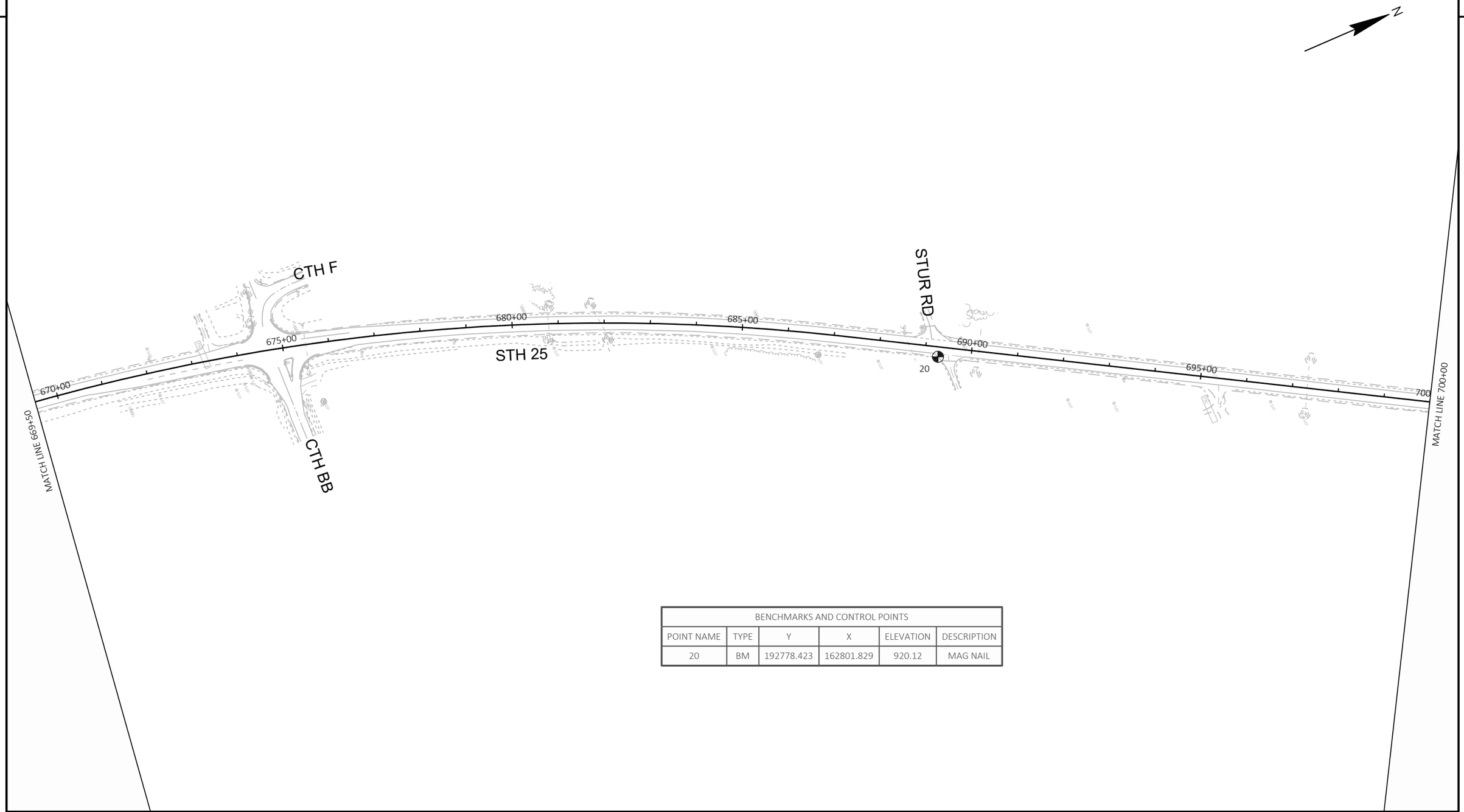
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021004-CP_25.DWG
LAYOUT NAME - BM 03
PLOT DATE : 7/11/2025 4:32 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2



BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
19	BM	187991.993	161872.819	896.43	MAG NAIL
24	BM	188027.198	161902.261	894.81	BM CUT X TOP 24IN CMCP
25	BM	188347.285	161887.943	897.06	BM RR SPIKE PPOL (NO TAG)
124	CP	189634.527	162071.326	900.75	5/8IN RB KL CAP
125	CP	189873.023	162028.244	900.18	5/8IN RB KL CAP
148	CP	188315.037	161988.573	902.50	CP 5/8IN RB KL CAP
110581	SEC	190150.380	162069.661	901.85	MAG NAIL S 02-28-13

2

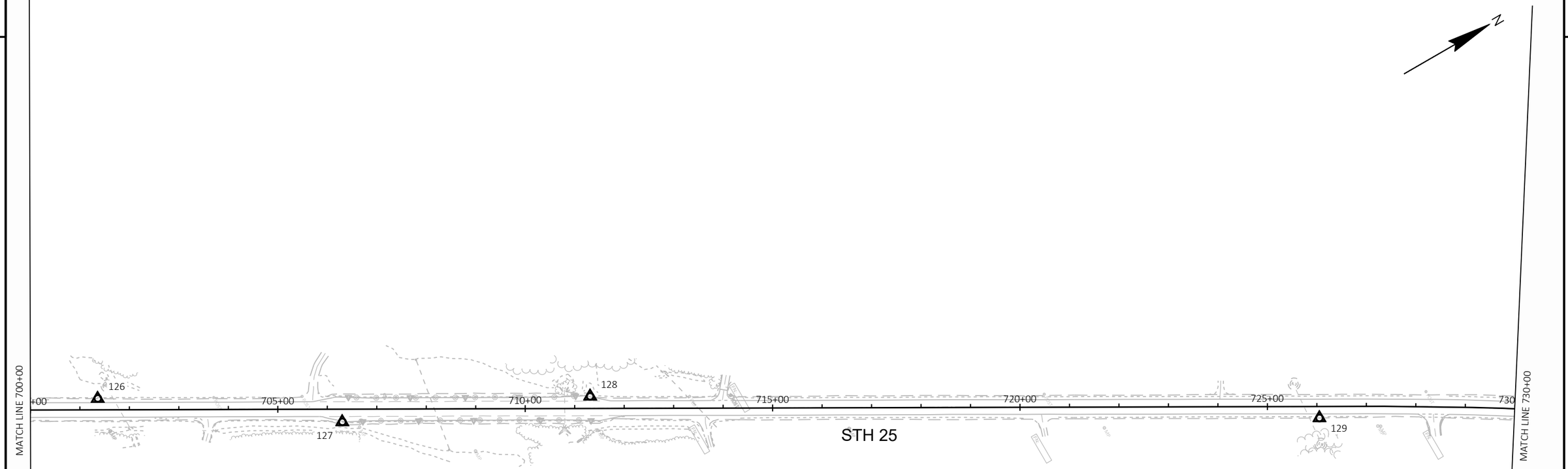


BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
20	BM	192778.423	162801.829	920.12	MAG NAIL

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	BENCHMARKS AND CONTROL POINTS	SHEET 77	E

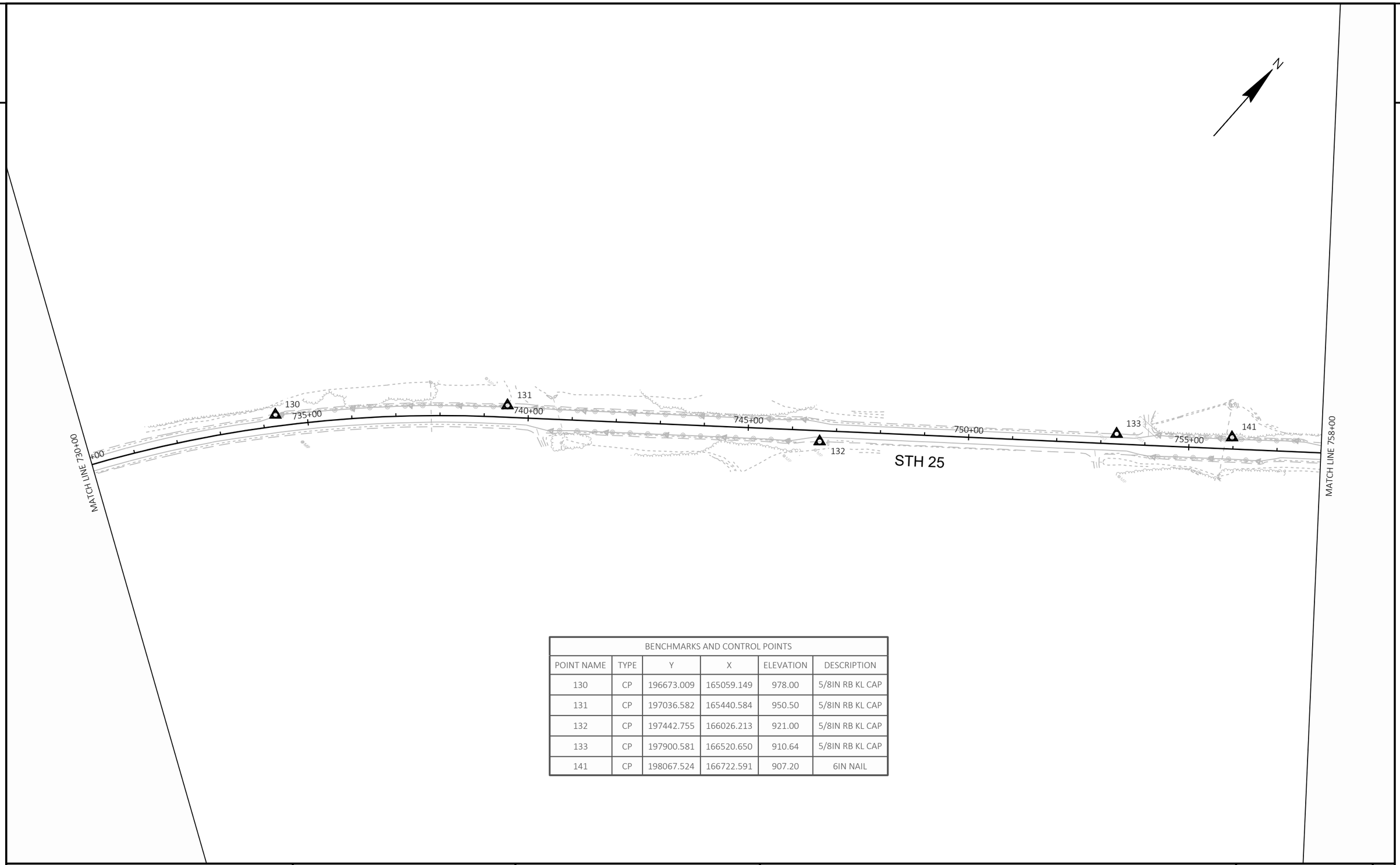
FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021004-CP_25.DWG
LAYOUT NAME - BM 05
PLOT DATE : 7/11/2025 4:32 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



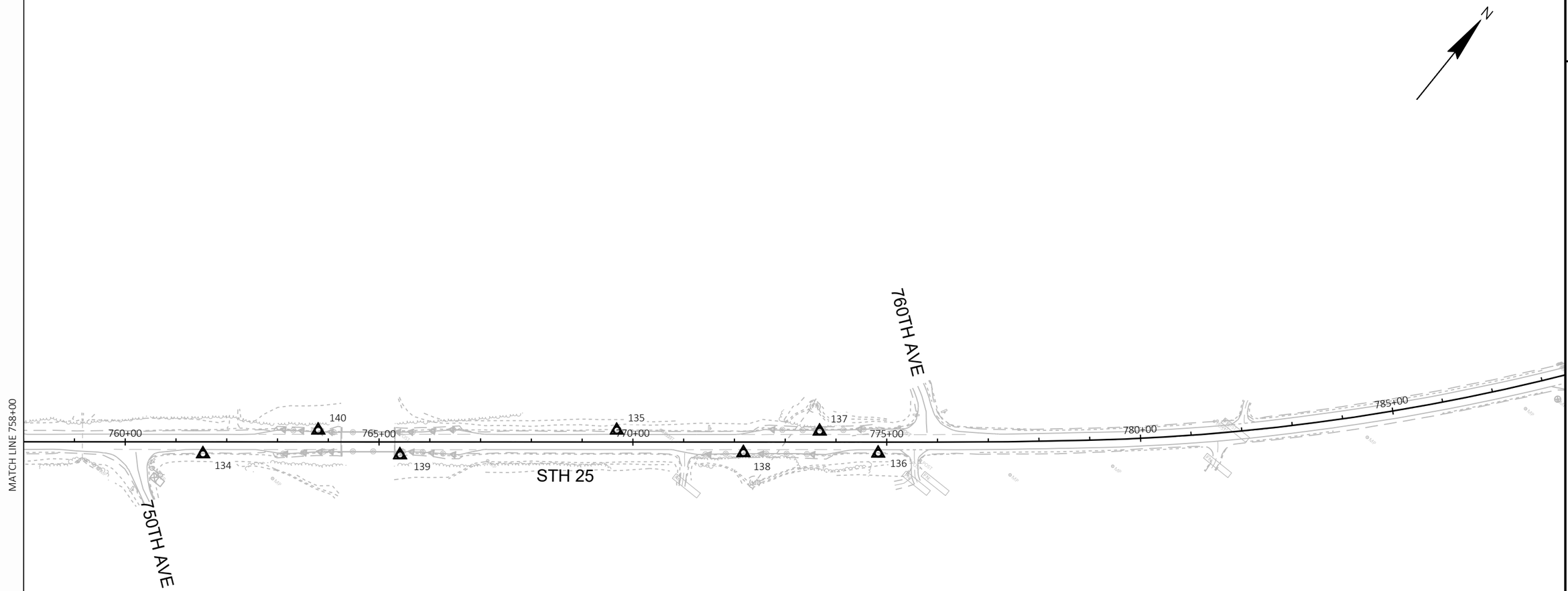
BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
126	CP	193846.471	163366.360	951.32	5/8IN RB KL CAP
127	CP	194250.422	163655.251	968.65	5/8IN RB KL CAP
128	CP	194709.723	163861.726	986.71	5/8IN RB KL CAP
129	CP	195962.804	164639.060	1006.68	5/8IN RB KL CAP

2



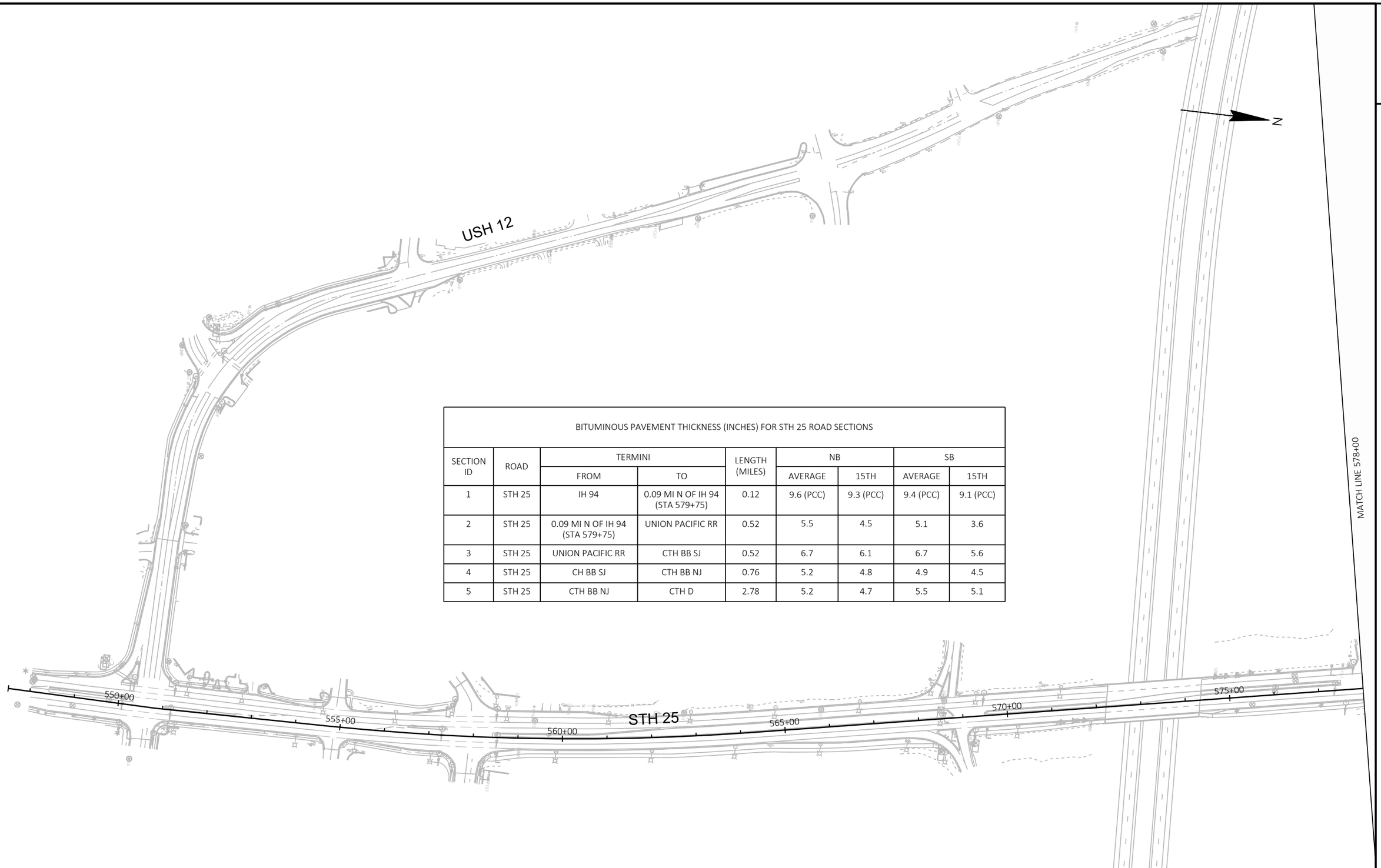
BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
130	CP	196673.009	165059.149	978.00	5/8IN RB KL CAP
131	CP	197036.582	165440.584	950.50	5/8IN RB KL CAP
132	CP	197442.755	166026.213	921.00	5/8IN RB KL CAP
133	CP	197900.581	166520.650	910.64	5/8IN RB KL CAP
141	CP	198067.524	166722.591	907.20	6IN NAIL

2



BENCHMARKS AND CONTROL POINTS					
POINT NAME	TYPE	Y	X	ELEVATION	DESCRIPTION
134	CP	198377.482	167186.995	900.15	5/8IN RB KL CAP
135	CP	198925.161	167792.426	901.24	5/8IN RB KL CAP
136	CP	199213.168	168221.580	906.69	5/8IN RB KL CAP
137	CP	199174.442	168104.706	905.92	MAG NAIL
138	CP	199047.322	168014.371	904.62	MAG NAIL
139	CP	198619.336	167490.465	896.26	6IN NAIL
140	CP	198556.267	167334.405	897.35	6IN NAIL

2



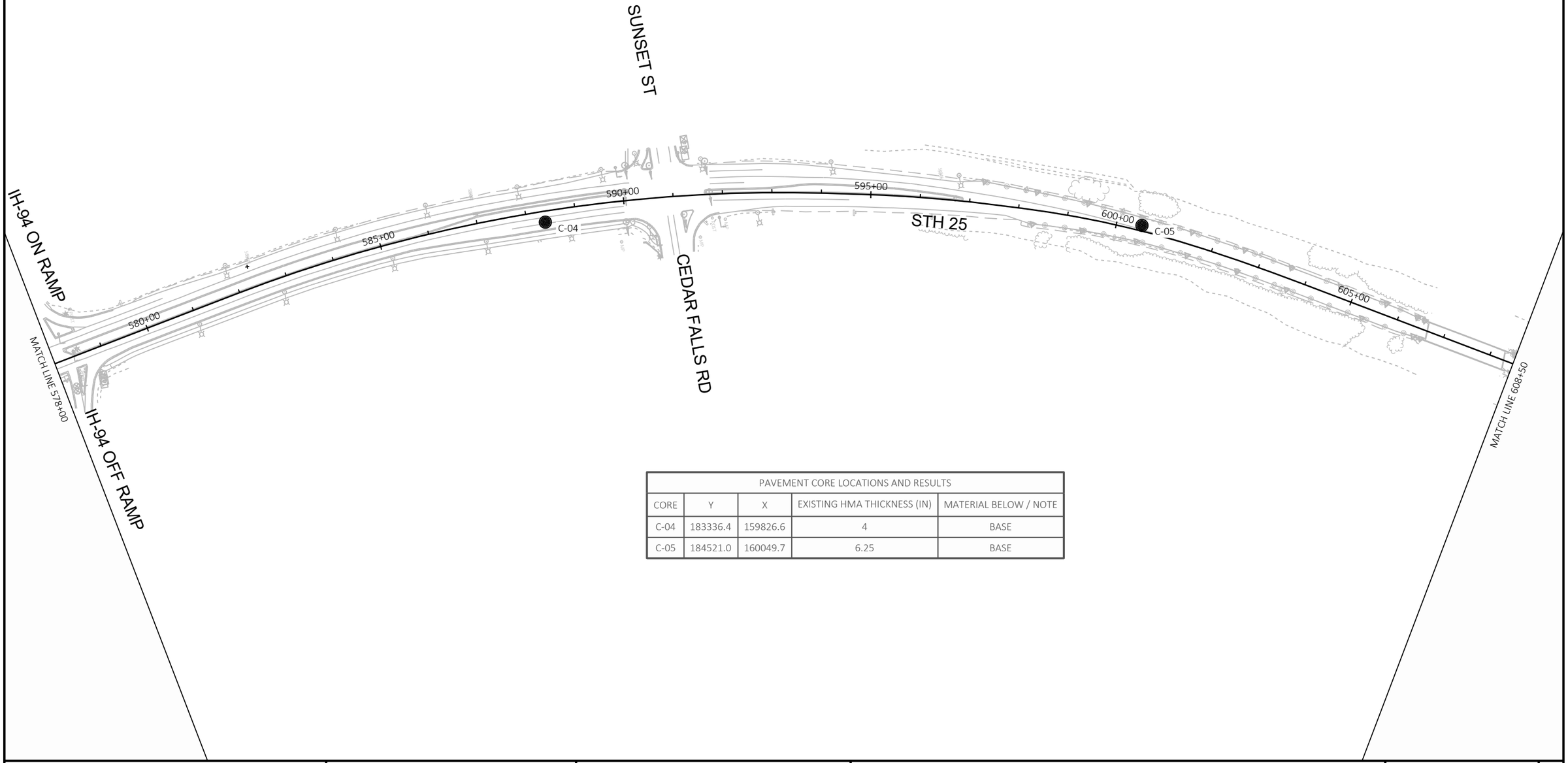
BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS

SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
1	STH 25	IH 94	0.09 MI N OF IH 94 (STA 579+75)	0.12	9.6 (PCC)	9.3 (PCC)	9.4 (PCC)	9.1 (PCC)
2	STH 25	0.09 MI N OF IH 94 (STA 579+75)	UNION PACIFIC RR	0.52	5.5	4.5	5.1	3.6
3	STH 25	UNION PACIFIC RR	CTH BB SJ	0.52	6.7	6.1	6.7	5.6
4	STH 25	CH BB SJ	CTH BB NJ	0.76	5.2	4.8	4.9	4.5
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING PAVEMENT INFORMATION	SHEET 81	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021005-CD_SOIL BORINGS_25.DWG
LAYOUT NAME - BM 01
PLOT DATE : 7/11/2025 4:30 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
1	STH 25	IH 94	0.09 MI N OF IH 94 (STA 579+75)	0.12	9.6 (PCC)	9.3 (PCC)	9.4 (PCC)	9.1 (PCC)
2	STH 25	0.09 MI N OF IH 94 (STA 579+75)	UNION PACIFIC RR	0.52	5.5	4.5	5.1	3.6

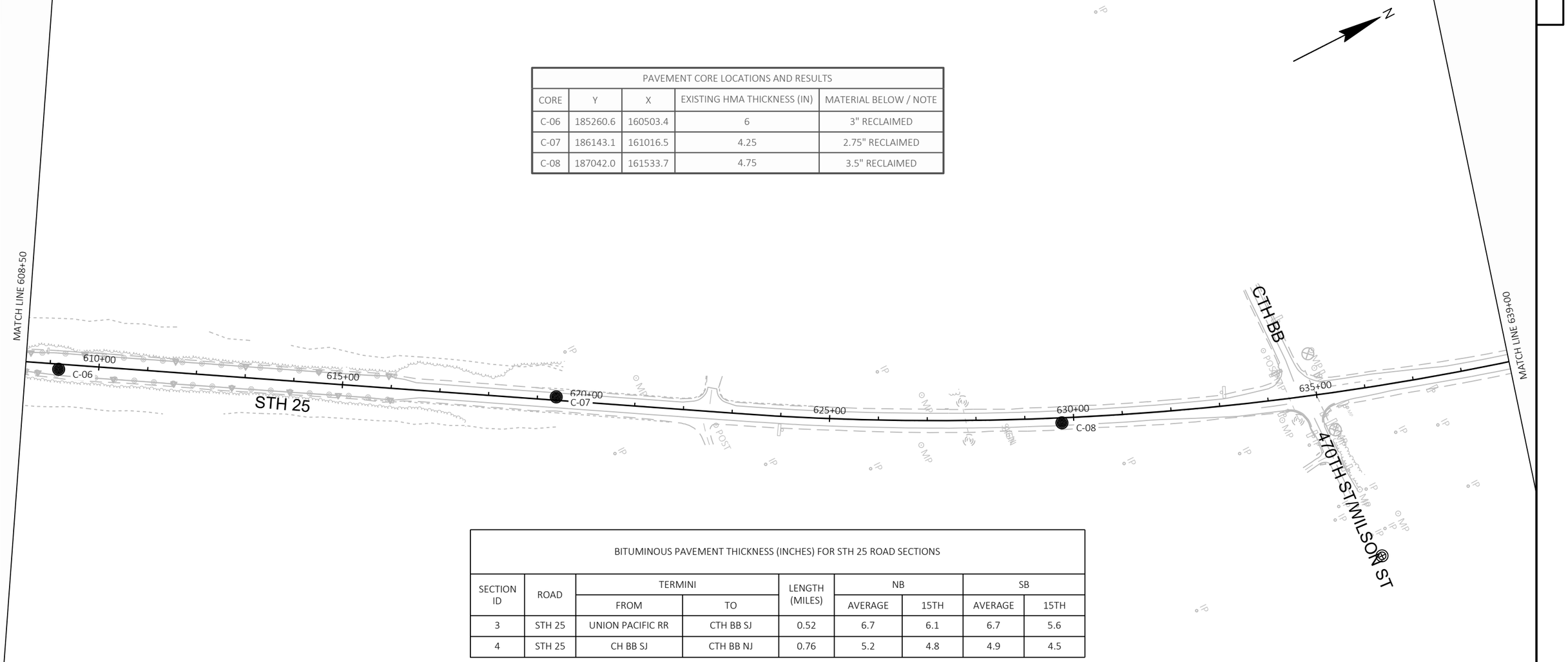


PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-04	183336.4	159826.6	4	BASE
C-05	184521.0	160049.7	6.25	BASE

2

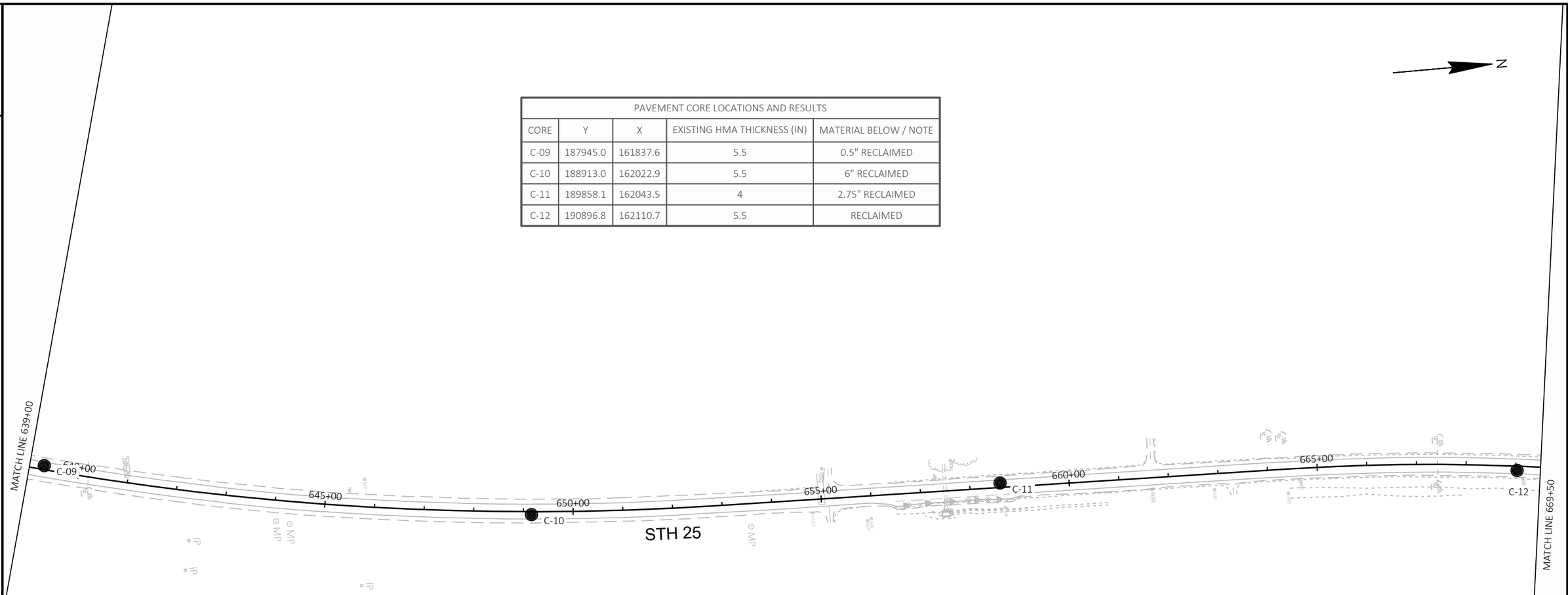
2

PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-06	185260.6	160503.4	6	3" RECLAIMED
C-07	186143.1	161016.5	4.25	2.75" RECLAIMED
C-08	187042.0	161533.7	4.75	3.5" RECLAIMED



BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
3	STH 25	UNION PACIFIC RR	CTH BB SJ	0.52	6.7	6.1	6.7	5.6
4	STH 25	CH BB SJ	CTH BB NJ	0.76	5.2	4.8	4.9	4.5

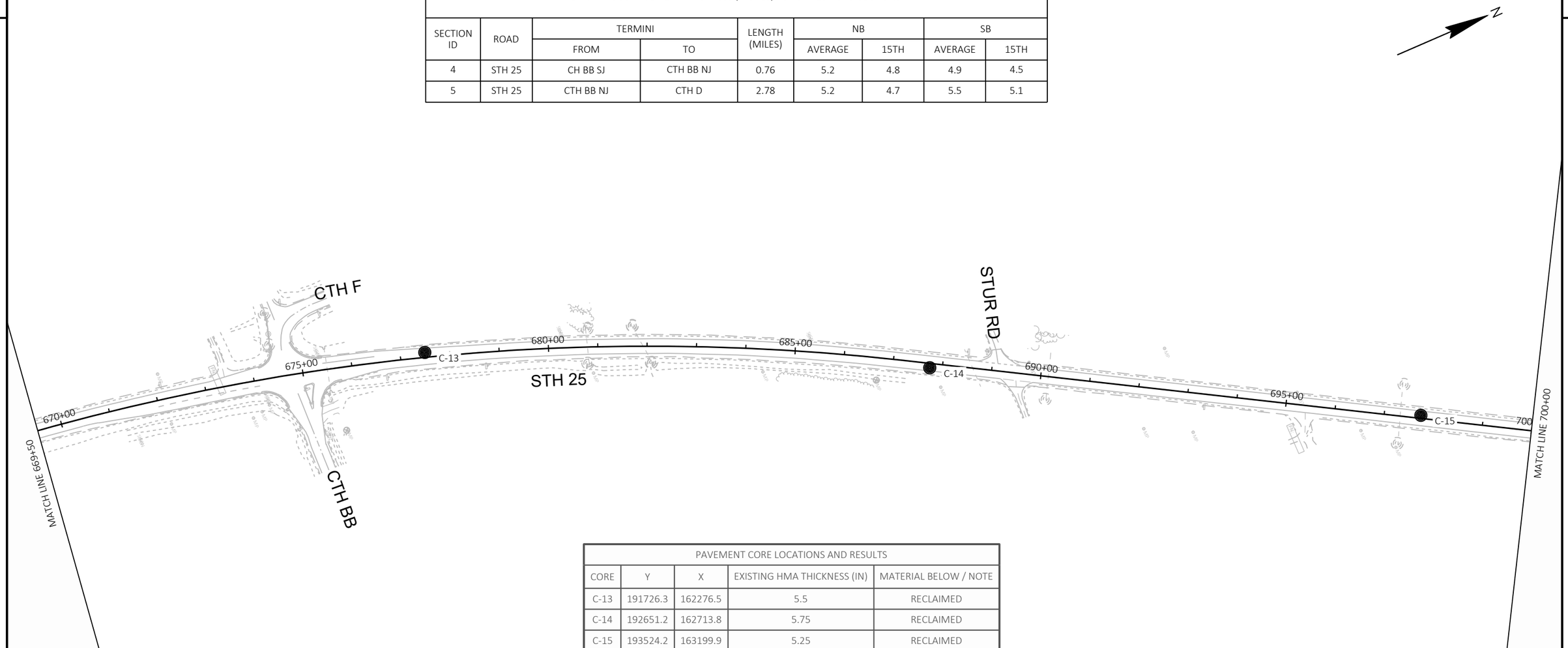
PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-09	187945.0	161837.6	5.5	0.5" RECLAIMED
C-10	188913.0	162022.9	5.5	6" RECLAIMED
C-11	189858.1	162043.5	4	2.75" RECLAIMED
C-12	190896.8	162110.7	5.5	RECLAIMED



BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
4	STH 25	CH BB SJ	CTH BB NJ	0.76	5.2	4.8	4.9	4.5

2

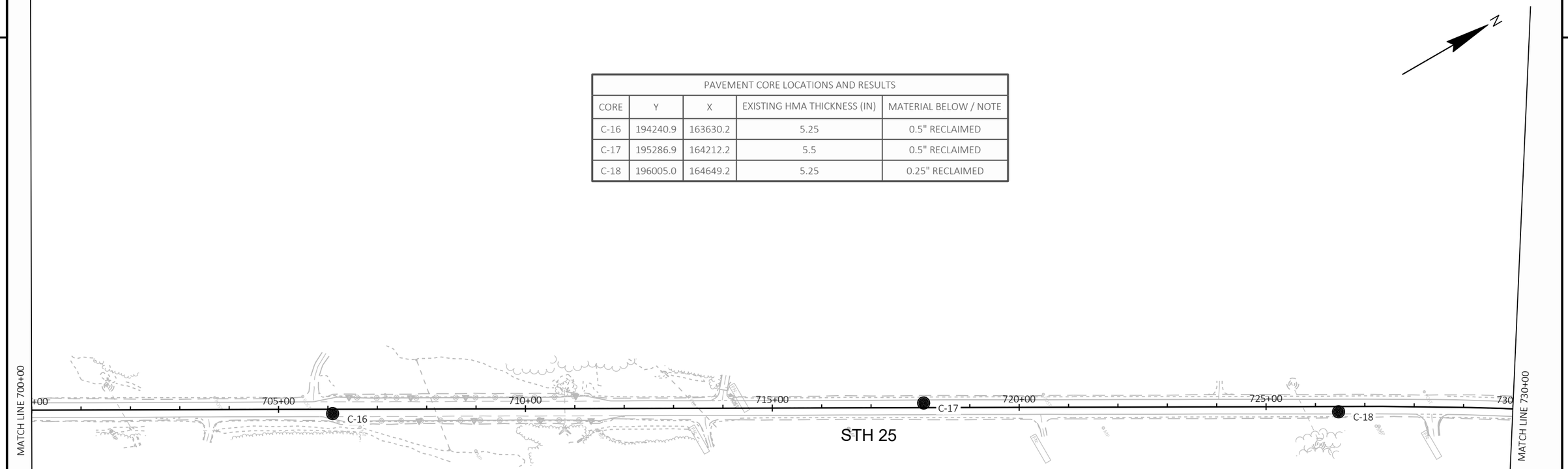
BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
4	STH 25	CH BB SJ	CTH BB NJ	0.76	5.2	4.8	4.9	4.5
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1



PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-13	191726.3	162276.5	5.5	RECLAIMED
C-14	192651.2	162713.8	5.75	RECLAIMED
C-15	193524.2	163199.9	5.25	RECLAIMED

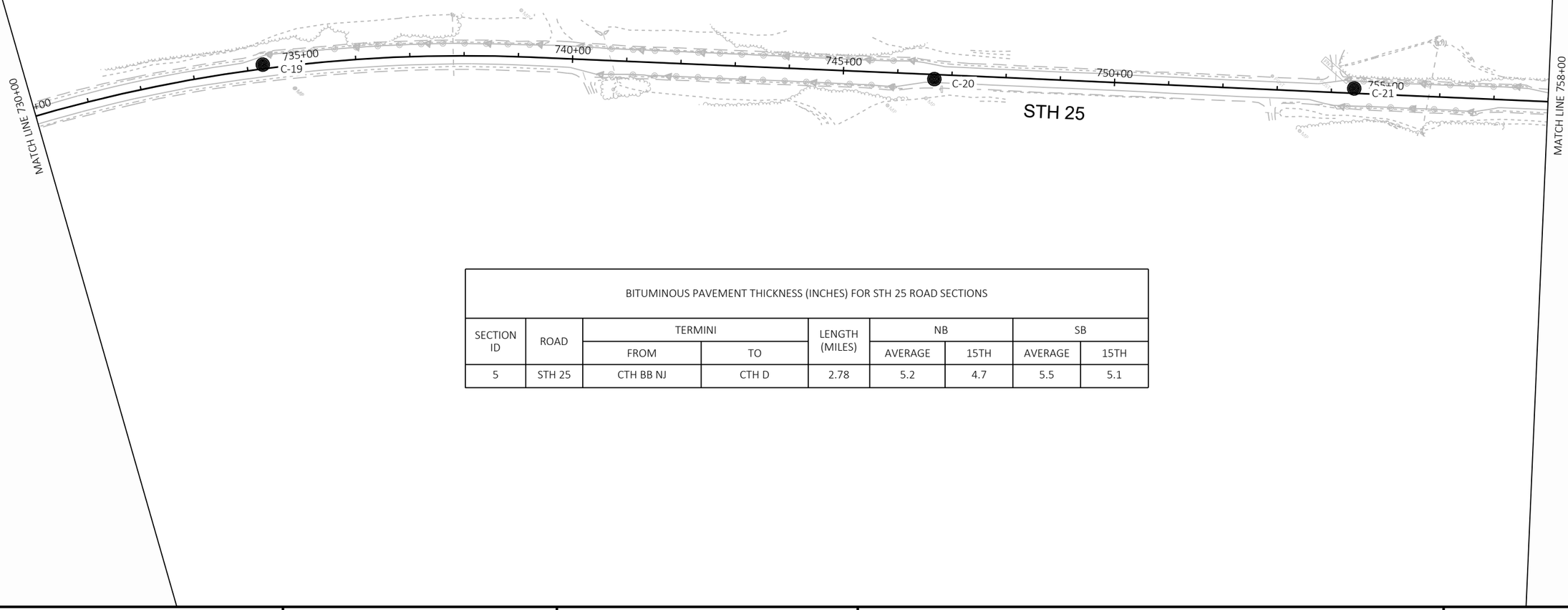
2

PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-16	194240.9	163630.2	5.25	0.5" RECLAIMED
C-17	195286.9	164212.2	5.5	0.5" RECLAIMED
C-18	196005.0	164649.2	5.25	0.25" RECLAIMED



BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1

PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-19	196660.9	165072.7	6.25	2" RECLAIMED
C-20	197458.5	166020.0	5.375	0.5" RECLAIMED
C-21	197956.4	166612.8	5.5	RECLAIMED

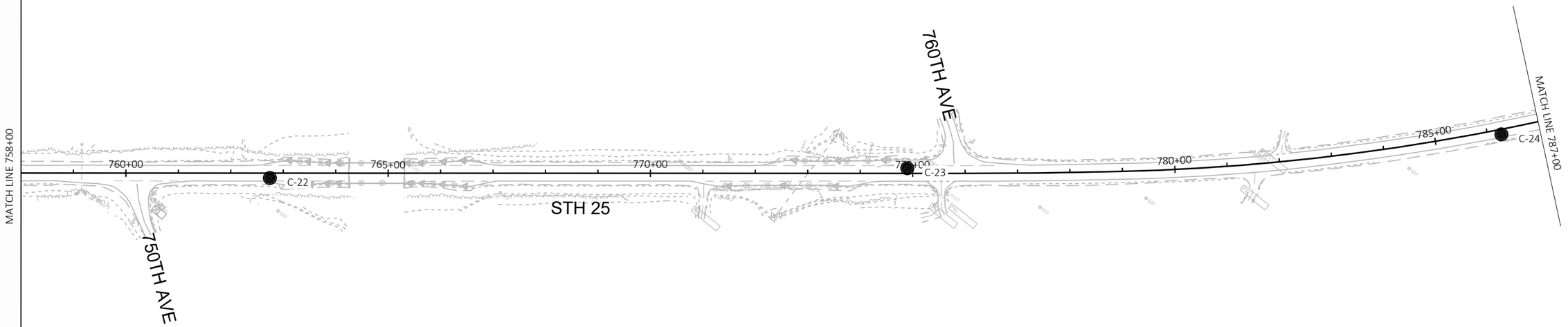


BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021005-CD_SOIL BORINGS_25.DWG
LAYOUT NAME - BM 07
PLOT DATE : 7/11/2025 4:31 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

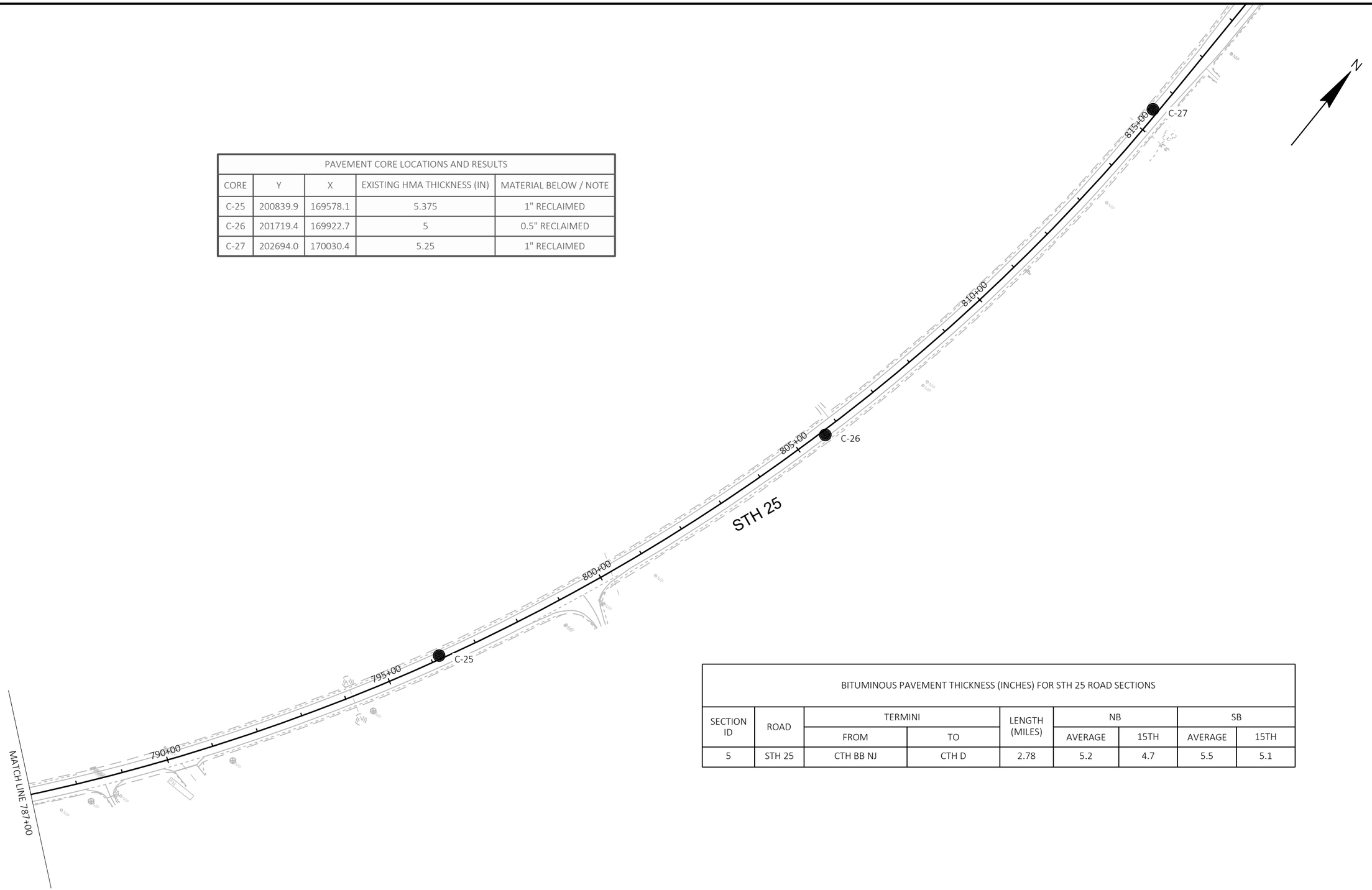
2

PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-22	198464.6	167272.5	4	RECLAIMED
C-23	199241.9	168206.7	5.5	RECLAIMED
C-24	200003.1	169048.2	4.875	RECLAIMED



BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1

PAVEMENT CORE LOCATIONS AND RESULTS				
CORE	Y	X	EXISTING HMA THICKNESS (IN)	MATERIAL BELOW / NOTE
C-25	200839.9	169578.1	5.375	1" RECLAIMED
C-26	201719.4	169922.7	5	0.5" RECLAIMED
C-27	202694.0	170030.4	5.25	1" RECLAIMED



BITUMINOUS PAVEMENT THICKNESS (INCHES) FOR STH 25 ROAD SECTIONS								
SECTION ID	ROAD	TERMINI		LENGTH (MILES)	NB		SB	
		FROM	TO		AVERAGE	15TH	AVERAGE	15TH
5	STH 25	CTH BB NJ	CTH D	2.78	5.2	4.7	5.5	5.1

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	EXISTING PAVEMENT INFORMATION	SHEET 89	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\021005-CD_SOIL BORINGS_25.DWG
LAYOUT NAME - BM 09
PLOT DATE : 7/11/2025 4:31 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

8100-01-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0205	Grubbing	STA	5.000	5.000
0006	204.0100	Removing Concrete Pavement	SY	14.000	14.000
0008	204.0105	Removing Concrete Pavement Butt Joints	SY	1,250.000	1,250.000
0010	204.0109.S	Removing Concrete Surface Partial Depth	SF	27,500.000	27,500.000
0012	204.0110	Removing Asphaltic Surface	SY	440.000	440.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,250.000	2,250.000
0016	204.0120	Removing Asphaltic Surface Milling	SY	40,400.000	40,400.000
0018	204.0150	Removing Curb & Gutter	LF	1,250.000	1,250.000
0020	204.0155	Removing Concrete Sidewalk	SY	160.000	160.000
0022	204.0165	Removing Guardrail	LF	85.000	85.000
0024	204.0180	Removing Delineators and Markers	EACH	20.000	20.000
0026	204.0195	Removing Concrete Bases	EACH	4.000	4.000
0028	205.0100	Excavation Common	CY	59.000	59.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8100-01-72	EACH	1.000	1.000
0032	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	113.000	113.000
0034	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 8100-01-72	EACH	1.000	1.000
0036	211.0800.S	Base Repair for CIR Layer	CY	450.000	450.000
0038	213.0100	Finishing Roadway (project) 01. 8100-01-72	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,810.000	4,810.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,455.000	1,455.000
0044	305.0500	Shaping Shoulders	STA	61.000	61.000
0046	312.0110	Select Crushed Material	TON	30.000	30.000
0048	327.1000.S	CIR Asphaltic Base Layer	SY	68,500.000	68,500.000
0050	415.0070	Concrete Pavement 7-Inch	SY	36.000	36.000
0052	415.0410	Concrete Pavement Approach Slab	SY	96.000	96.000
0054	416.0610	Drilled Tie Bars	EACH	232.000	232.000
0056	416.0620	Drilled Dowel Bars	EACH	12.000	12.000
0058	455.0605	Tack Coat	GAL	15,000.000	15,000.000
0060	455.0770.S	Asphalt Stabilizing Agent	TON	320.000	320.000
0062	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0064	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0066	460.2000	Incentive Density HMA Pavement	DOL	3,200.000	3,200.000
0068	460.2005	Incentive Density PWL HMA Pavement	DOL	8,460.000	8,460.000
0070	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	16,470.000	16,470.000
0072	460.2010	Incentive Air Voids HMA Pavement	DOL	17,650.000	17,650.000
0074	460.6645	HMA Pavement 5 MT 58-34 V	TON	17,650.000	17,650.000
0076	460.9000.S	Material Transfer Vehicle 01. 8100-01-72	EACH	1.000	1.000
0078	465.0105	Asphaltic Surface	TON	590.000	590.000
0080	465.0110	Asphaltic Surface Patching	TON	200.000	200.000
0082	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	110.000	110.000
0084	465.0560	Asphaltic Rumble Strips, Centerline	LF	18,220.000	18,220.000
0086	520.8700	Cleaning Culvert Pipes	EACH	8.000	8.000
0088	520.9700.S	Culvert Pipe Liners (size) 01. 24-Inch	LF	97.000	97.000
0090	520.9700.S	Culvert Pipe Liners (size) 02. 30-Inch	LF	83.000	83.000
0092	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	2.000	2.000
0094	601.0120	Concrete Curb Type J	LF	65.000	65.000
0096	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	485.000	485.000
0098	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	565.000	565.000

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Line	Item	Item Description	Unit	Total	Qty
0100	601.0584	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type TBT	LF	80.000	80.000
0102	601.0586	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type TBTT	LF	50.000	50.000
0104	601.0600	Concrete Curb Pedestrian	LF	70.000	70.000
0106	602.0410	Concrete Sidewalk 5-Inch	SF	2,340.000	2,340.000
0108	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	116.000	116.000
0110	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	45.000	45.000
0112	602.0810	Concrete Driveway 6-Inch	SY	15.000	15.000
0114	602.3010	Concrete Surface Drains	CY	16.000	16.000
0116	603.8000	Concrete Barrier Temporary Precast Delivered	LF	630.000	630.000
0118	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,260.000	1,260.000
0120	606.0200	Riprap Medium	CY	12.000	12.000
0122	611.0627	Inlet Covers Type HM	EACH	1.000	1.000
0124	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0126	611.8115	Adjusting Inlet Covers	EACH	6.000	6.000
0128	611.8120.S	Cover Plates Temporary	EACH	6.000	6.000
0130	614.0400	Adjusting Steel Plate Beam Guard	LF	2,530.000	2,530.000
0132	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0134	614.0920	Salvaged Rail	LF	1,980.000	1,980.000
0136	614.0925	Salvaged Guardrail End Treatments	EACH	19.000	19.000
0138	614.0950	Replacing Guardrail Posts and Blocks	EACH	416.000	416.000
0140	614.0951	Replacing Guardrail Rail and Hardware	LF	2,080.000	2,080.000
0142	614.2300	MGS Guardrail 3	LF	25.000	25.000
0144	614.2500	MGS Thrie Beam Transition	LF	40.000	40.000
0146	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0148	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
0150	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8100-01-72	EACH	1.000	1.000
0152	619.1000	Mobilization	EACH	1.000	1.000
0154	620.0300	Concrete Median Sloped Nose	SF	162.000	162.000
0156	624.0100	Water	MGAL	140.000	140.000
0158	625.0100	Topsoil	SY	50.000	50.000
0160	625.0500	Salvaged Topsoil	SY	1,050.000	1,050.000
0162	627.0200	Mulching	SY	780.000	780.000
0164	628.1504	Silt Fence	LF	2,500.000	2,500.000
0166	628.1520	Silt Fence Maintenance	LF	2,500.000	2,500.000
0168	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0170	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0172	628.2004	Erosion Mat Class I Type B	SY	270.000	270.000
0174	628.7005	Inlet Protection Type A	EACH	5.000	5.000
0176	628.7015	Inlet Protection Type C	EACH	25.000	25.000
0178	628.7555	Culvert Pipe Checks	EACH	270.000	270.000
0180	628.7570	Rock Bags	EACH	50.000	50.000
0182	629.0210	Fertilizer Type B	CWT	1.000	1.000
0184	630.0140	Seeding Mixture No. 40	LB	47.000	47.000
0186	630.0200	Seeding Temporary	LB	29.000	29.000
0188	630.0500	Seed Water	MGAL	60.000	60.000
0190	633.5200	Markers Culvert End	EACH	19.000	19.000
0192	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0194	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0196	637.2210	Signs Type II Reflective H	SF	28.500	28.500

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Line	Item	Item Description	Unit	Total	Qty
0198	638.2102	Moving Signs Type II	EACH	23.000	23.000
0200	638.2602	Removing Signs Type II	EACH	1.000	1.000
0202	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0204	638.4000	Moving Small Sign Supports	EACH	6.000	6.000
0206	642.5001	Field Office Type B	EACH	1.000	1.000
0208	643.0300	Traffic Control Drums	DAY	38,450.000	38,450.000
0210	643.0420	Traffic Control Barricades Type III	DAY	340.000	340.000
0212	643.0705	Traffic Control Warning Lights Type A	DAY	670.000	670.000
0214	643.0715	Traffic Control Warning Lights Type C	DAY	1,510.000	1,510.000
0216	643.0810	Traffic Control Connected Arrow Boards	DAY	150.000	150.000
0218	643.0900	Traffic Control Signs	DAY	9,300.000	9,300.000
0220	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0222	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	300.000	300.000
0224	643.3165	Temporary Marking Line Paint 6-Inch	LF	167,110.000	167,110.000
0226	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	36,180.000	36,180.000
0228	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	3,340.000	3,340.000
0230	643.3265	Temporary Marking Line Paint 10-Inch	LF	5,500.000	5,500.000
0232	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	920.000	920.000
0234	643.3505	Temporary Marking Arrow Paint	EACH	54.000	54.000
0236	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	840.000	840.000
0238	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	48.000	48.000
0240	643.5000	Traffic Control	EACH	1.000	1.000
0242	644.1430	Temporary Pedestrian Surface Plate	SF	260.000	260.000
0244	644.1440	Temporary Pedestrian Surface Matting	SF	2,540.000	2,540.000
0246	644.1601	Temporary Pedestrian Curb Ramp	DAY	70.000	70.000
0248	644.1605	Temporary Pedestrian Detectable Warning Field	SF	100.000	100.000
0250	644.1810	Temporary Pedestrian Barricade	LF	590.000	590.000
0252	644.1900.S	Temporary Audible Message Devices	DAY	80.000	80.000
0254	645.0120	Geotextile Type HR	SY	187.000	187.000
0256	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	920.000	920.000
0258	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	83,550.000	83,550.000
0260	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,745.000	2,745.000
0262	646.5020	Marking Arrow Epoxy	EACH	27.000	27.000
0264	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0266	646.6120	Marking Stop Line Epoxy 18-Inch	LF	420.000	420.000
0268	646.7120	Marking Diagonal Epoxy 12-Inch	LF	310.000	310.000
0270	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	460.000	460.000
0272	646.8120	Marking Curb Epoxy	LF	135.000	135.000
0274	646.8220	Marking Island Nose Epoxy	EACH	12.000	12.000
0276	650.4500	Construction Staking Subgrade	LF	1,062.000	1,062.000
0278	650.5000	Construction Staking Base	LF	992.000	992.000
0280	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	710.000	710.000
0282	650.7000	Construction Staking Concrete Pavement	LF	106.000	106.000
0284	650.8000	Construction Staking Resurfacing Reference	LF	24,630.000	24,630.000
0286	650.8501	Construction Staking Electrical Installations (project) 01. 8100-01-72	EACH	1.000	1.000
0288	650.9000	Construction Staking Curb Ramps	EACH	10.000	10.000
0290	650.9500	Construction Staking Sidewalk (project) 01. 8100-01-72	EACH	1.000	1.000
0292	650.9911	Construction Staking Supplemental Control (project) 01. 8100-01-72	EACH	1.000	1.000
0294	650.9920	Construction Staking Slope Stakes	LF	992.000	992.000

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Line	Item	Item Description	Unit	Total	Qty
0296	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	85.000	85.000
0298	652.0700.S	Install Conduit into Existing Item	EACH	7.000	7.000
0300	652.0800	Conduit Loop Detector	LF	508.000	508.000
0302	654.0101	Concrete Bases Type 1	EACH	6.000	6.000
0304	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0306	655.0230	Cable Traffic Signal 5-14 AWG	LF	221.000	221.000
0308	655.0240	Cable Traffic Signal 7-14 AWG	LF	802.000	802.000
0310	655.0260	Cable Traffic Signal 12-14 AWG	LF	106.000	106.000
0312	655.0270	Cable Traffic Signal 15-14 AWG	LF	414.000	414.000
0314	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,364.000	1,364.000
0316	655.0700	Loop Detector Lead In Cable	LF	2,030.000	2,030.000
0318	655.0800	Loop Detector Wire	LF	1,556.000	1,556.000
0320	657.0100	Pedestal Bases	EACH	6.000	6.000
0322	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0324	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000	2.000
0326	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	3.000	3.000
0328	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0330	658.0173	Traffic Signal Face 3S 12-Inch	EACH	1.000	1.000
0332	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0334	658.0175	Traffic Signal Face 5S 12-Inch	EACH	1.000	1.000
0336	658.0416	Pedestrian Signal Face 16-Inch	EACH	3.000	3.000
0338	658.0500	Pedestrian Push Buttons	EACH	3.000	3.000
0340	658.5070	Signal Mounting Hardware (location) 01. STH 25 & IH 94 WB Ramps	EACH	1.000	1.000
0342	658.5070	Signal Mounting Hardware (location) 02. STH 25 & Cedar Falls Road	EACH	1.000	1.000
0344	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-17-45	EACH	1.000	1.000
0346	680.0100	Public Land Reference Monument Verify and Reset	EACH	4.000	4.000
0348	690.0150	Sawing Asphalt	LF	935.000	935.000
0350	690.0250	Sawing Concrete	LF	835.000	835.000
0352	715.0715	Incentive Flexural Strength Concrete Pavement	DOL	500.000	500.000
0354	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0356	740.0440	Incentive IRI Ride	DOL	20,610.000	20,610.000
0358	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,500.000	1,500.000
0360	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	990.000	990.000
0362	SPV.0060	Special 01. Remove, Salvage, and Reinstall Traffic Sig Equip (STH 25 & IH 94 WB Ramps)	EACH	1.000	1.000
0364	SPV.0060	Special 02. Remove and Salvage Traffic Signals (STH 25 & Cedar Falls Road)	EACH	1.000	1.000
0366	SPV.0090	Special 01. Grading, Shaping, and Finishing Ditch	LF	1,085.000	1,085.000
0368	SPV.0090	Special 02. Concrete Curb & Gutter 48-Inch Special	LF	150.000	150.000

CLEARING AND GRUBBING

	STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
PROJECT 8100-01-72 CATEGORY 0010						
	579+75	-	607+00	STH 25	1	1
	607+00	-	674+50	STH 25	2	2
	674+50	-	765+00	STH 25	2	2
PROJECT TOTALS					5	5

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REMOVING CONCRETE ITEMS

	STATION	-	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0155 REMOVING CONCRETE SIDEWALK SY
PROJECT 8100-01-72 CATEGORY 0010								
	574+33	-	579+75	STH 25	-	1,250	27,500	96
	579+75	-	607+00	STH 25	-	-	-	64
	674+50	-	765+00	STH 25	14	-	-	-
PROJECT TOTALS					14	1,250	27,500	160

REMOVING ASPHALT ITEMS

	STATION	-	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
PROJECT 8100-01-72 CATEGORY 0010							
	574+33	-	579+75	STH 25	22	-	-
	579+75	-	607+00	STH 25	409	-	21,070
	607+00	-	674+50	STH 25	9	539	7,874
	674+50	-	765+00	STH 25	-	696	6,913
	765+00	-	823+35	STH 25	-	1,015	4,543
PROJECT TOTALS					440	2,250	40,400

REMOVING CURB & GUTTER

	STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
PROJECT 8100-01-72 CATEGORY 0010					
	574+33	-	579+75	STH 25	630
	579+75	-	674+50	STH 25	620
PROJECT TOTALS					1,250

REMOVING GUARDRAIL

	STATION	-	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
PROJECT 8100-01-72 CATEGORY 0010					
	574+64	-	575+49	LT	85
PROJECT TOTALS					85

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DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (6)	SELECT CRUSHED MATERIAL	UNEXPANDED FILL	EXPANDED FILL (7)	MASS ORDINATE +/- (8)	WASTE
			CUT (2)	EBS EXCAVATION (3)			FACTOR 1.30	(10) TON		FACTOR 1.30		
1-1	574+71 - 577+17	STH 25	55	4	12	43	5	10	0	0	43	43
GRAND TOTAL			55	4	12	43	5	10	0	0	43	43
TOTAL COMMON EXC			59									

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30. ITEM NUMBER 312.0110

(7) EXPANDED FILL FACTOR = 1.25

(8) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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

(10) SELECT CRUSHED MATERIAL QUANTITY SHOWN HERE FOR INFORMATION ONLY. SEE BASE AGGREGATE DENSE QUANTITY TABLE.

REMOVING DELINEATORS AND MARKERS

	STATION	OFFSET	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	633.5200 MARKERS CULVERT END EACH
PROJECT 8100-01-72 CATEGORY 0010					
	640+20	LT	STH 25	1	1
	657+50	RT	STH 25	2	2
	675+50	LT	STH 25	2	1
	688+51	LT	STH 25	1	1
	690+15	LT	STH 25	1	1
	701+80	RT	STH 25	1	1
	710+80	RT & LT	STH 25	2	2
	713+50	RT & LT	STH 25	2	2
	737+80	RT & LT	STH 25	2	2
	755+80	LT	STH 25	1	1
	759+15	RT	STH 25	1	1
	733+00	LT	STH 25	1	1
	800+25	RT & LT	STH 25	2	2
	815+02	LT	STH 25	1	1
PROJECT TOTALS				20	19

PREPARE FOUNDATION FOR ASPHALT

	STATION	-	STATION	LOCATION	211.0400* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING 8100-01-72 EACH
PROJECT 8100-01-72 CATEGORY 0010						
	579+75	-	607+00	STH 25	40	-
	607+00	-	674+50	STH 25	21	-
	674+50	-	765+00	STH 25	42	-
	765+00	-	823+35	STH 25	10	-
	PROJECT 8100-01-72				-	1
PROJECT TOTALS					113	1

*SEE TYPICAL SECTION SHEETS FOR LOCATIONS

BASE AGGREGATE DENSE

	STATION	-	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	305.0500** SHAPING SHOULDERS STA
PROJECT 8100-01-72 CATEGORY 0010								
	574+33	-	579+75	STH 25	29	120	-	-
	579+75	-	607+00	STH 25	73	279	-	40
	607+00	-	674+50	STH 25	1,308	310	-	21
	674+50	-	765+00	STH 25	2,052	426	10	-
	765+00	-	823+35	STH 25	1,348	235	10	-
	EBS BACKFILL			STH 25	-	-	10	-
PROJECT TOTALS					4,810	1,370	30	61

*ADDITIONAL QUANTITY FOUND IN TEMPORARY PEDESTRIAN ITEMS TABLE

**SEE TYPICAL SECTION SHEETS FOR LOCATIONS

3

COLD-IN-PLACE RECYCLING

	STATION	-	STATION	LOCATION	211.0700.S PREPARE FOUNDATION FOR CIR BASE LAYER EACH	211.0800.S BASE REPAIR FOR CIR LAYER CY	327.1000.S COLD-IN-PLACE RECYCLING (CIR) ASPHALT BASE LAYER SY	455.0770.S ASPHALT STABILIZING AGENT TON
PROJECT 8100-01-72 CATEGORY 0010								
	607+00	-	674+50	STH 25	-	-	19,017	86
	674+50	-	765+00	STH 25	-	-	29,972	135
	765+00	-	823+35	STH 25	-	-	19,101	86
	UNDISTRIBUTED				1	450	410	13
	PROJECT TOTALS				1	450	68,500	320

CONCRETE PAVEMENT

	STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.0070 CONCRETE PAVEMENT 7-INCH SY	602.0810 CONCRETE DRIVEWAY 6-INCH SY
PROJECT 8100-01-72 CATEGORY 0010					
	606+57	STH 25	48	18	-
	608+36	STH 25	48	18	-
	714+00	STH 25	-	-	15
	PROJECT TOTALS		96	36	15

3

DRILLED BARS

	STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS EA	416.0620 DRILLED DOWEL BARS EA
PROJECT 8100-01-72 CATEGORY 0010						
	574+33	-	579+75	STH 25	232	12
	PROJECT TOTALS				232	12

HMA PAVEMENT

	STATION	-	STATION	LOCATION	455.0605 TACK COAT GAL	460.6645 HMA PAVEMENT 5 MT 58-34 V TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND TON	NOTES
PROJECT 8100-01-72 CATEGORY 0010										
	574+33	-	579+75	STH 25	601	601	-	-	-	-
	579+75	-	607+00	STH 25	2,668	3,736	133	-	-	-
	607+00	-	674+50	STH 25	3,568	4,187	4	-	25	-
	674+50	-	765+00	STH 25	4,963	5,522	-	-	47	-
	765+00	-	823+35	STH 25	3,200	3,604	-	-	38	-
	WEDGING				-	-	153	-	-	-
	MODERATE REPAIRS - CIR SECTION				-	-	150	-	-	LEVELING, SPOT FAILURES, EDGE REPAIRS
	MINOR REPAIRS - CIR SECTION				-	-	-	100	-	MINOR FIXES, PATCHING, POT HOLES
	MODERATE REPAIRS - RESURFACING				-	-	150	-	-	LEVELING, SPOT FAILURES, EDGE REPAIRS
	MINOR REPAIRS - RESURFACING				-	-	-	100	-	MINOR FIXES, PATCHING, POT HOLES
	PROJECT TOTALS				15,000	17,650	590	200	110	

PROJECT 8100-01-72 PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QMP TO BE USED	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
STH 25 LANES	574+33 - 579+75	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	236	1.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 LANES	574+33 - 579+75	LOWER LAYER	MILLED SURFACE	5 MT 58-34 V	157	1.00"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
STH 25 SHOULDERS AND TURN LANES	574+33 - 579+75	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	124	1.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 SHOULDERS AND TURN LANES	574+33 - 579+75	LOWER LAYER	MILLED SURFACE	5 MT 58-34 V	84	1.00"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
STH 25 LANES	579+75 - 617+50	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	1,369	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 LANES	579+75 - 617+50	LOWER LAYER	MILLED SURFACE	5 MT 58-34 V	1,369	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 SHOULDERS AND TURN LANES	579+75 - 617+50	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	927	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 SHOULDERS AND TURN LANES	579+75 - 617+50	LOWER LAYER	BASE AGGREGATE / MILLED SURFACE	5 MT 58-34 V	927	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
STH 25 LANES	617+50 - 823+35	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	4,610	1.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
STH 25 LANES	617+50 - 823+35	LOWER LAYER	COLD IN PLACE REC. OR EXISTING PAVEMENT	5 MT 58-34 V	3,841	1.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
STH 25 SHOULDERS AND TURN LANES	617+50 - 823+35	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	1,612	1.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
STH 25 SHOULDERS AND TURN LANES	617+50 - 823+35	LOWER LAYER	BASE AGG, COLD IN PLACE REC., OR EX PAVT	5 MT 58-34 V	1,344	1.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
STH 25 SHOULDERS AND TURN LANES	617+50 - 823+35	UPPER LAYER	5 MT 58-34 V	5 MT 58-34 V	525	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
STH 25 SHOULDERS AND TURN LANES	617+50 - 823+35	LOWER LAYER	BASE AGG, COLD IN PLACE REC., OR EX PAVT	5 MT 58-34 V	525	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE

PWL TEST STRIPS AND INCENTIVES

		460.0105.S	460.0110.S
		HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP	
LOCATION	STATION - STATION	VOLUMETRICS (EACH)	DENSITY (EACH)
PROJECT 8100-01-72			
CATEGORY 0010			
PROJECT	UNDISTRIBUTED	1	2
PROJECT TOTALS		**1**	**2**

RUMBLE STRIPS

	STATION	-	STATION	LOCATION	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
PROJECT 8100-01-72					
CATEGORY 0010					
	579+75	-	607+00	STH 25	430
	607+00	-	674+50	STH 25	5,630
	674+50	-	765+00	STH 25	7,590
	765+00	-	823+35	STH 25	4,570
PROJECT TOTALS					18,220

3

CULVERT PIPE LINERS

	STATION	LOCATION	NOTE	520.9700.S.01 CULVERT PIPE LINERS 24-INCH LF	520.9700.S.02 CULVERT PIPE LINERS 30-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH
PROJECT 8100-01-72						
CATEGORY 0010						
	688+51	STH 25	EXISTING CMCP	-	83	1
	701+80	STH 25	EXISTING CMCP	97	-	1
PROJECT TOTALS				97	83	2

CONCRETE CURB & GUTTER

	STATION	-	STATION	LOCATION	OFFSET	601.0120 CONCRETE CURB TYPE J LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0584 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT LF	601.0586 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBTT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.02 CONCRETE CURB & GUTTER 48-INCH SPECIAL LF
PROJECT 8100-01-72													
CATEGORY 0010													
	574+33	-	579+75	STH 25	LT & RT	-	485	-	-	-	34	-	150
	579+75	-	607+00	STH 25	LT & RT	65		565	40	25	36	670	-
	607+00	-	674+50	STH 25	LT & RT	-	-	-	40	25	-	40	-
PROJECT TOTALS						65	485	565	80	50	70	710	150

SEE INTERSECTION DETAIL AND PLAN DETAIL SHEETS FOR SPECIFIC CURB AND CURB & GUTTER LOCATIONS

3

CONCRETE SIDEWALK

	STATION	-	STATION	LOCATION	602.0410 CONCRETE SIDWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL SF
PROJECT 8100-01-72							
CATEGORY 0010							
	574+33	-	579+75	STH 25	1,010	48	23
	579+75	-	607+00	STH 25	1,330	68	22
	PROJECT TOTALS				2,340	116	45

CONCRETE BARRIER TEMPORARY PRECAST

	LOCATION	NOTE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	Notes
PROJECT 8100-01-72					
CATEGORY 0010					
	STH 25	B-17-45 TEMP SIGNAL	630	1,260	2 STAGES
	PROJECT TOTALS		630	1,260	

3

RIPRAP

	STATION	OFFSET	LOCATION	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
PROJECT 8100-01-72							
CATEGORY 0010							
	606+39	RT	STH 25	4	3	45	CONCRETE SURFACE DRAIN
	606+33	LT	STH 25	4	3	47	CONCRETE SURFACE DRAIN
	608+56	LT	STH 25	4	3	48	CONCRETE SURFACE DRAIN
	608+60	RT	STH 25	4	3	47	CONCRETE SURFACE DRAIN
	PROJECT TOTALS			16	12	187	

INLET COVERS

	STATION	OFFSET	LOCATION	611.0627 INLET COVERS TYPE HM EACH
PROJECT 8100-01-72				
CATEGORY 0010				
	574+77	48.3' LT	STH 25	1
	PROJECT TOTALS			1

3

ADJUSTING COVERS

	STATION	-	STATION	LOCATION	611.8120.S COVER PLATES TEMPORARY EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
PROJECT 8100-01-72 CATEGORY 0010							
	574+33	-	579+75	STH 25	1	3	1
	579+75	-	607+00	STH 25	5	1	5
	PROJECT TOTALS				6	4	6

3

CRASH CUSHIONS TEMPORARY

	STATION	LOCATION	NOTE	614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS	REMARKS
PROJECT 8100-01-72 CATEGORY 0010											
	604+35	STH 25	B-17-45 TEMP SIGNAL	1	2	OM-3R (WO5-58R)	TL-3	BIDIRECTIONAL	L	TEMPORARY BARRIER BRIDGE APPROACH	TRAFFIC SHIFTED LT
	610+60	STH 25	B-17-45 TEMP SIGNAL	1	2	OM-3R (WO5-58R)	TL-3	BIDIRECTIONAL	L	TEMPORARY BARRIER BRIDGE APPROACH	TRAFFIC SHIFTED RT
	PROJECT TOTALS			2							

GUARDRAIL

	STATION	-	STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EACH	614.0951 REPLACING GUARDRAIL RAIL AND HARDWARE LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
PROJECT 8100-01-72 CATEGORY 0010												
	574+67	-	576+17	LT	-	-	-	-	-	25	40	1
	597+25	-	606+57	LT	900	50	1	38	50	-	-	-
	656+50	-	658+79	RT	130	100	2	22	100	-	-	-
	706+46	-	711+50	RT	410	100	2	31	100	-	-	-
	734+35	-	739+48	LT	-	520	2	85	520	-	-	-
	740+06	-	746+36	LT	530	100	2	35	100	-	-	-
	740+45	-	746+00	RT	560	0	2	20	100	-	-	-
	754+23	-	757+53	LT	-	330	2	54	330	-	-	-
	754+13	-	756+67	RT	-	260	2	43	260	-	-	-
	762+99	-	764+25	LT	-	130	1	22	130	-	-	-
	762+99	-	764+25	RT	-	130	1	22	130	-	-	-
	765+31	-	766+58	LT	-	130	1	22	130	-	-	-
	765+31	-	766+58	RT	-	130	1	22	130	-	-	-
	PROJECT TOTALS				2,530	1,980	19	416	2,080	25	40	1

3

FENCE SAFETY

	STATION	-	STATION	NOTE	616.0700.S FENCE SAFETY LF
PROJECT 8100-01-72					
CATEGORY 0010					
	PROJECT 8100-01-72			WETLAND PROTECTION	1,000
PROJECT TOTALS					1,000

CONCRETE MEDIAN SLOPED NOSE

	STATION	OFFSET	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	NOSE TYPE
PROJECT 8100-01-72					
CATEGORY 0010					
	577+46	LT	STH 25	22	1
	578+30	LT	STH 25	24	1
	578+33	RT	STH 25	18	1
	578+41	RT	STH 25	10	2
	578+56	RT	STH 25	9	2
	590+08	LT	STH 25	14	1
	591+22	RT	STH 25	17	1
	591+69	LT	STH 25	29	1
	596+82	LT	STH 25	19	1
PROJECT TOTALS				162	

WATER

	LOCATION	TASK	624.0100 WATER MGAL
PROJECT 8100-01-72			
CATEGORY 0010			
	STH 25	COMPACTION	130
	STH 25	DUST CONTROL	10
PROJECT TOTALS			140

PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

	STATION	OFFSET	LOCATION	ID	DESCRIPTION	680.0100 PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET EA
PROJECT 8100-01-72						
CATEGORY 0010						
	661+54.00	10.3' RT	STH 25	110581	MAG NAIL S 02-28-13	1
	661+00.47	25.4' RT	STH 25	-	3/4IN RB WITNESS MONUMENT	1
	661+53.72	53.9' RT	STH 25	-	3/4IN RB WITNESS MONUMENT	1
	662+09.10	26.5' RT	STH 25	-	3/4IN RB WITNESS MONUMENT	1
PROJECT TOTALS						1

FINISHING ITEMS

	STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
PROJECT 8100-01-72 CATEGORY 0010											
	574+33	-	579+75	STH 25	-	303	303	0.2	13.7	8.2	17.0
	579+75	-	607+00	STH 25	-	417	316	0.3	18.8	11.3	23.4
	607+00	-	674+50	STH 25	-	108	-	0.1	4.9	3.0	6.1
	UNDISTRIBUTED				50	222	161	0.4	9.6	6.5	13.5
PROJECT TOTALS					50	1050	780	1.0	47.0	29.0	60.0

EROSION CONTROL

	STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7570 ROCK BAGS EACH
PROJECT 8100-01-72 CATEGORY 0010										
	574+33	-	579+75	STH 25	-	-	-	2	6	-
	579+75	-	607+00	STH 25	529	529	101	2	12	-
	607+00	-	674+50	STH 25	295	295	108	-	1	-
	674+50	-	765+00	STH 25	358	358	-	-	-	-
	765+00	-	823+35	STH 25	816	816	-	-	-	-
	UNDISTRIBUTED				502	502	61	1	6	50
PROJECT TOTALS					2,500	2,500	270	5	25	50

CULVERT PIPE CHECKS

	STATION	OFFSET	LOCATION	PIPE SIZE (IN)	628.7555 CULVERT PIPE CHECKS EACH
PROJECT 8100-01-72 CATEGORY 0010					
	627+78	RT	STH 25	30	5
	634+44	RT	STH 25	24	3
	635+00	RT	STH 25	20	3
	640+20	RT	STH 25	24	3
	667+43	RT	STH 25	30	5
	675+50	RT	STH 25	24X35	5
	680+79	RT	STH 25	66	24
	681+91	RT	STH 25	24	3
	688+51	RT	STH 25	30	5
	690+15	RT	STH 25	30	5
	697+30	RT	STH 25	30	5
	701+80	RT	STH 25	24	3
	703+90	RT	STH 25	24	3
	708+16	RT	STH 25	20	3
	710+80	LT	STH 25	72	24
	713+50	RT	STH 25	24	3
	714+10	LT	STH 25	24	3
	725+75	LT	STH 25	30	5
	737+80	RT	STH 25	24	3
	740+70	RT	STH 25	72	24
	752+40	RT	STH 25	24	3
	754+00	LT	STH 25	24	3
	755+80	RT	STH 25	24	3
	759+15	RT	STH 25	66	24
	773+00	LT	STH 25	36	7
	775+65	RT	STH 25	24	3
	794+15	LT	STH 25	24	3
	800+25	LT	STH 25	72	24
	815+02	LT	STH 25	32	7
	UNDISTRIBUTED				56
PROJECT TOTALS					270

PERMANENT SIGNING TYPE II

				637.2210	634.0616	634.0618	638.2102	638.4000		
					POSTS WOOD 4X6-INCH					
SIGN #	SIGN CODE	SIGN SIZE	SIZE WXH IN	SIGNS TYPE II REFLECTIVE H SF	16 FT EACH	18 FT EACH	MOVING SIGNS TYPE II EACH	MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 8100-01-72										
CATEGORY 0010										
1-2	J3-2	2M	48X57	19.00	---	1	---	---	---	DIRECTIONAL ASSEMBLY (2 HEADED PANEL)
1-3	J3-1	2M	24X57	9.50	---	1	---	---	---	DIRECTIONAL ASSEMBLY (1 HEAD PANEL)
1-4M	R1-1F	2M	36X36	---	---	---	1	---	SIGNAL	STOP SIGN (FOLDING)
1-5M	R6-3	2M	30X24	---	---	---	1	---	SIGNAL	DIVIDED HIGHWAY SIGN CROSSROAD
1-6M	R2-1	2M	30X36	---	---	---	1	1	---	SPEED LIMIT [__] MPH
1-7M	R5-1	2M	36X36	---	1	---	1	---	---	DO NOT ENTER
1-8M	R5-1	2M	36X36	---	1	---	1	---	---	DO NOT ENTER
1-9M	J3-1	2M	24X57	---	---	---	1	1	---	DIRECTIONAL ASSEMBLY (1 HEAD PANEL)
3-1M	R6-2L	2M	30X36	---	---	1	1	---	---	ONE WAY LEFT ARROW
3-2M	R5-1	2M	36X36	---	---	---	1	---	3-1M	DO NOT ENTER
3-3M	R1-1F	2M	36X36	---	---	---	1	---	SIGNAL	STOP SIGN (FOLDING)
3-4M	R6-3	2M	30X24	---	---	---	1	---	SIGNAL	DIVIDED HIGHWAY SIGN CROSSROAD
3-5M	R1-1	2M	36X36	---	---	---	1	1	---	STOP SIGN
3-6M	R1-53	2M	24X12	---	---	---	1	---	3-5M	RIGHT TURN OBEY THIS SIGN
4-1M	W3-3	2M	36X36	---	---	---	1	1	---	SIGNAL AHEAD
4-2M	R2-1	2M	30X36	---	---	---	1	1	---	SPEED LIMIT [__] MPH
5-1M	W6-2	2S	36X36	---	---	---	1	1	---	DIVIDED HIGHWAY ENDS SYMBOL
5-2M	W5-52L	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN RIGHT
5-3M	W5-52R	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN LEFT
5-4M	W5-52R	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN LEFT
5-5M	W5-52L	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN RIGHT
7-1M	W5-52L	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN RIGHT
7-2M	W5-52R	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN LEFT
7-3M	W5-52R	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN LEFT
7-4M	W5-52L	2S	12X36	---	1	---	1	---	---	CLEARANCE STRIPER DOWN RIGHT
PROJECT TOTALS				28.50	10	3	23	6		

REMOVING SIGNS

		638.2602	638.3000		
SIGN #	SIGN CODE	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 8100-01-72					
CATEGORY 0010					
1-1R	J3-3	1	2	---	DIRECTIONAL ASSEMBLY (3 HEADED PANEL)
PROJECT TOTALS		1	2		

MOBILIZATIONS EROSION CONTROL

	STATION	-	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT 8100-01-72						
CATEGORY 0010						
			PROJECT 8100-01-72		9	5
	PROJECT TOTALS				9	5

CONNECTED ARROW BOARDS

	LOCATION	STAGE	DIRECTION	NOTE	DAYS	643.0810 CONNECTED ARROW BOARDS DAY	643.1220 CONNECTED WORK ZONE START AND END LOCATION MARKERS DAY
PROJECT 8100-01-72							
CATEGORY 0010							
	STH 25	1	NB	MAINLINE	55	55	110
	STH 25	1	SB	MAINLINE	55	55	110
	STH 25	1	NB	PEDESTRIANS	10	20	40
	IH 94 WB OFF-RAMP	1	WB	PEDESTRIANS	10	20	40
	PROJECT TOTALS					150	300

3

TRAFFIC CONTROL

	LOCATION	NOTE	DAYS	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	661.0101.01 TEMPORARY TRAFFIC SIGNAL FOR BRIDGES EACH
PROJECT 8100-01-72										
CATEGORY 0010										
	STH 25	CLEARING	4	110	-	-	-	22	-	-
	STH 25	MAINLINE	110	34,732	249	489	731	8,235	14	-
	STH 25	B-17-45 TEMP SIGNAL	21	1,155	47	93	647	393	14	1
	STH 25	PEDESTRIANS	10	2,453	44	88	132	649	-	-
	PROJECT TOTALS			38,450	340	670	1,510	9,300	28	1

TEMPORARY MARKING

	STATION	-	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) LF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	643.3505 TEMPORARY MARKING ARROW PAINT EACH	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF	NOTE
PROJECT 8100-01-72 CATEGORY 0010														
	574+33	-	607+00	STH 25	3,400	5,075	-	1,741	460	17	290	-	-	MILLED OR CIR SURFACE PRIOR TO OVERLAY
	574+33	-	607+00	STH 25	3,400	5,075	-	1,741	460	17	290	-	-	LOWER HMA LAYER
	574+33	-	607+00	STH 25	-	-	3,400	-	-	-	-	-	-	UPPER HMA PRIOR TO CENTERLINE RUMBLES
	602+00	-	613+00	STH 25	-	-	-	-	-	-	-	3,340	48	B-17-45 TEMPORARY SIGNAL
	607+00	-	674+50	STH 25	12,780	13,390	-	451	-	4	61	-	-	MILLED OR CIR SURFACE PRIOR TO OVERLAY
	607+00	-	674+50	STH 25	12,780	13,390	-	451	-	4	61	-	-	LOWER HMA LAYER
	607+00	-	674+50	STH 25	-	-	12,780	-	-	-	-	-	-	UPPER HMA PRIOR TO CENTERLINE RUMBLES
	674+50	-	765+00	STH 25	10,320	17,740	-	210	-	4	69	-	-	MILLED OR CIR SURFACE PRIOR TO OVERLAY
	674+50	-	765+00	STH 25	10,320	17,740	-	210	-	4	69	-	-	LOWER HMA LAYER
	674+50	-	765+00	STH 25	-	-	10,320	-	-	-	-	-	-	UPPER HMA PRIOR TO CENTERLINE RUMBLES
	765+00	-	823+35	STH 25	9,680	11,170	-	348	-	2	-	-	-	MILLED OR CIR SURFACE PRIOR TO OVERLAY
	765+00	-	823+35	STH 25	9,680	11,170	-	348	-	2	-	-	-	LOWER HMA LAYER
	765+00	-	823+35	STH 25	-	-	9,680	-	-	-	-	-	-	UPPER HMA PRIOR TO CENTERLINE RUMBLES
	PROJECT TOTALS				72,360	94,750	36,180	5,500	920	54	840	3,340	48	
					167,110									

TEMPORARY PEDESTRIAN ITEMS

	LOCATION	NOTE	DURATION DAY	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
PROJECT 8100-01-72 CATEGORY 0010										
	STH 25	IH 94 WB OFF-RAMP	10	44	147	1,317	40	64	230	30
	STH 25	CEDAR FALLS RD A	10	26	60	793	20	20	177	30
	STH 25	CEDAR FALLS RD B	10	15	53	430	10	16	183	20
	PROJECT TOTALS			85	260	2,540	70	100	590	80

*ADDITIONAL QUANTITY FOUND IN BASE AGGREGATE DENSE TABLE

3

PAVEMENT MARKING

					646.2040				646.2025	646.4040		646.5020	646.5120	646.6120	646.7120	646.7420	646.8120	646.8220
					MARKING LINE GROOVED WET REF EPOXY 6-INCH				MARKING LINE GROOVED BLACK EPOXY 6-INCH	MARKING LINE GROOVED WET REF EPOXY 10-INCH		MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CURB EPOXY	MARKING ISLAND NOSE EPOXY
	STATION	- STATION	LOCATION	(WHITE) LF	(DASHED WHITE) LF	(YELLOW) LF	(DASHED YELLOW) LF	LF	(WHITE) LF	(DASHED WHITE) LF	EACH	EACH	LF	(YELLOW) LF	LF	LF	EACH
PROJECT 8100-01-72 CATEGORY 0010																		
	574+33	- 607+00	STH 25	4,132	940	3,369	25	920	1,705	32	17	6	290	310	460	100	9
	607+00	- 663+44	STH 25	11,192	-	9,960	401	-	241	-	4	-	61	-	-	-	-
	663+44	- 686+06	STH 25	4,384	-	4,838	-	-	419	-	4	1	69	-	-	35	3
	686+06	- 765+00	STH 25	15,546	28	6,369	1,525	-	-	-	-	-	-	-	-	-	-
	765+00	- 823+35	STH 25	11,051	113	9,226	451	-	348	-	2	1	-	-	-	-	-
	PROJECT TOTALS			46,305	1,081	33,762	2,402	920	2,713	32	27	8	420	310	460	135	12
					83,550				2,745								

CONSTRUCTION STAKING

				650.4500	650.5000	650.7000	650.8000	650.8501.01	650.9000	650.9500.01	650.9911.01	650.9920
				CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING CONCRETE PAVEMENT	CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 8100-01-72	CONSTRUCTION STAKING CURB RAMPS	CONSTRUCTION STAKING SIDEWALK 8100-01-72	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 8100-01-72	CONSTRUCTION STAKING SLOPE STAKES
	STATION	- STATION	LOCATION	LF	LF	LF	LF	EACH	EACH	EACH	EACH	LF
PROJECT 8100-01-72 CATEGORY 0010												
	574+33	- 579+75	STH 25	400	400	-	524	-	4	-	-	400
	579+75	- 607+00	STH 25	572	572	18	2,707	-	6	-	-	572
	607+00	- 674+50	STH 25	20	20	18	6,620	-	-	-	-	20
	674+50	- 765+00	STH 25	70	-	70	8,975	-	-	-	-	-
	765+00	- 823+35	STH 25	-	-	-	5,804	-	-	-	-	-
		UNDISTRIBUTED		-	-	-	-	1	-	1	1	-
	PROJECT TOTALS			1,062	992	106	24,630	1	10	1	1	992

3

CLEANING CULVERT PIPES

	STATION	LOCATION	SIZE (IN)	LENGTH (FT)	TYPE	520.8700 CLEANING CULVERT PIPES EACH
PROJECT 8100-01-72 CATEGORY 0010						
	634+44	STH 25	24	114	CMCP	1
	635+00	STH 25	20	114	CMCP	1
	640+20	STH 25	24	66	CMCP	1
	657+50	STH 25	44	98	CMCP	1
	657+50	STH 25	44	98	CMCP	1
	680+79	STH 25	66	80	CMCP	1
	681+91	STH 25	24	90	CMCP	1
	690+15	STH 25	30	98	CMCP	1
	PROJECT TOTALS					8

SAWING

	STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PROJECT 8100-01-72 CATEGORY 0010						
	574+33	-	579+75	STH 25	16	727
	579+75	-	607+00	STH 25	875	108
	607+00	-	674+50	STH 25	44	-
	PROJECT TOTALS				935	835

DITCH CLEANING

				ITEMS LISTED FOR INFORMATION ONLY					SPV.0090.01 GRADING, SHAPING, AND FINISHING DITCH LF
	STATION	LOCATION	OFFSET	EXCAVATION COMMON (CY)	SALVAGED TOPSOIL (SY)	FERTILIZER TYPE B (CWT)	SEEDING MIXTURE NO. 40 (LB)	EROSION MAT URBAN CLASS I TYPE B (SY)	
PROJECT 8100-01-72 CATEGORY 0010									
	640+15	STH 25	LT	7	39	0.03	1.8	39	70
	640+25	STH 25	RT	6	31	0.02	1.4	31	55
	657+50	STH 25	LT	6	34	0.03	1.5	34	60
	657+50	STH 25	RT	12	67	0.05	3.0	67	120
	680+75	STH 25	LT	7	42	0.03	1.9	42	75
	681+70	STH 25	LT	51	184	0.12	8.3	184	160
	688+40	STH 25	LT	28	84	0.06	3.8	84	75
	701+55	STH 25	LT	6	31	0.02	1.4	31	55
	702+05	STH 25	RT	5	28	0.02	1.3	28	50
	725+50	STH 25	LT	11	64	0.05	2.9	64	115
	726+10	STH 25	RT	5	28	0.02	1.3	28	50
	740+50	STH 25	LT	10	59	0.04	2.7	59	105
	815+00	STH 25	RT	13	39	0.03	1.8	39	35
	815+00	STH 25	LT	17	67	0.05	3.0	67	60
	PROJECT TOTALS								1,085

3

3

TRAFFIC SIGNAL CONDUIT

LOCATION	FROM	-	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
CATEGORY 0010 STH 25 & IH 94 WB RAMPS					
	PB2	-	SB1	9	1
	PB3	-	SB2	6	1
INTERSECTION TOTAL				15	2
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD					
	PB6	-	SB5	13	1
	PB6	-	SB6	12	1
	PB6	-	SB7	8	1
	PB7	-	SB9	12	1
	PB7	-	SB10	25	1
INTERSECTION TOTAL				70	5
PROJECT TOTALS:				85	7

TRAFFIC SIGNAL HEADS

LOCATION	SIGNAL BASE NO.	HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
CATEGORY 0010 STH 25 & IH 94 WB RAMPS						
	SB1	62	--	--	--	1
	SB2	61	--	--	--	1
INTERSECTION TOTAL			0	0	0	2
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD						
	SB6	14	--	1	--	--
	SB7	9	1	--	--	--
	SB10	1	--	--	1*	--
		15	--	1*	--	--
		32	--	--	--	1
INTERSECTION TOTAL			1	2	1	1
PROJECT TOTALS:			1	2	1	3

*RETROREFLECTIVE BACKPLATE

3

TRAFFIC SIGNAL REMOVALS

LOCATION / ITEM NUMBER	204.0195 REMOVING CONCRETE BASES EACH
CATEGORY 0010 STH 25 & IH 94 WB RAMPS	
EXSB1	1
INTERSECTION TOTAL	1
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD	
EXSB5	1
EXSB6	1
EXSB8	1
INTERSECTION TOTAL	3
PROJECT TOTALS:	4

REMOVE AND SALVAGE TRAFFIC SIGNALS

LOCATION	SPV.0060.01 REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL EQUIPMENT (STH 25 & IH 94 WB RAMPS) EACH	SPV.0060.02 REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT (STH 25 & CEDAR FALLS ROAD) EACH
CATEOGORY 0010		
STH 25 & IH 94 WB RAMPS	1	--
STH 25 & CEDAR FALLS ROAD	--	1
PROJECT TOTALS:	1	1

3

TRAFFIC SIGNAL STRUCTURES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH
CATEGORY 0010 STH 25 & IH 94 WB RAMPS										
SB1	578+45'N'	40.5	RT	--	1	--	1	--	--	--
SB2	578+10'N'	41.1	RT	1	--	1	--	--	1	--
INTERSECTION TOTAL				1	1	1	1	0	1	0
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD										
SB5	591+31'N'	39.2	RT	1	--	1	--	1	--	1
SB6	591+20'N'	36.2	RT	1	--	1	--	--	--	1
SB7	591+23'N'	55.8	RT	1	--	1	--	--	--	--
SB9	590+39'N'	58.7	RT	1	--	1	--	1	--	--
SB10	590+10'N'	43.4	RT	1	--	1	--	--	--	1
INTERSECTION TOTAL				5	0	5	0	2	0	3
PROJECT TOTALS:				6	1	6	1	2	1	3

PEDESTRIAN PUSH BUTTONS

LOCATION / BASE NUMBER	658.0500 PEDESTRIAN PUSH BUTTON EACH
CATEGORY 0010 STH 25 & IH 94 WB RAMPS	
SB1	1
SB2	1
INTERSECTION TOTAL	2
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD	
SB10	1
INTERSECTION TOTAL	1
PROJECT TOTALS:	3

3

TRAFFIC SIGNAL LOOP DETECTORS

LOCATION / LOOP NO.	STATION **	OFFSET	L/R	SIZE FT	SIZE X	SIZE FT	NO. OF TURNS	INSTALLATION METHOD	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD											
41	590+94'N'	52.4	RT	6	X	20	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	110	338	269
42	591+08'N'	51.7	RT	6	X	20	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	142	434	285
43	590+97'N'	80.3	RT	6	X	20	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	138	422	282
44	591+11'N'	79.6	RT	6	X	20	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	118	362	273
INTERSECTION TOTAL									508	1,556	1,109
PROJECT TOTALS:									508	1,556	1,109

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

3

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

LOCATION	FROM	-	TO	655.0240 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 15-14 AWG LF	655.0700* LOOP DETECTOR LEAD IN CABLE LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CATEGORY 0010 STH 25 & IH 94 WB RAMPS								
	CB1	-	SB1	--	106	--	106	106
	CB1	-	SB2	152	--	--	152	--
	SB1	-	SB2	--	--	--	--	92
	SB2	-	SB3	--	--	--	--	176
	PB2	-	SB1	--	--	--	--	31
	PB3	-	SB2	--	--	--	--	29
INTERSECTION TOTAL				152	106	0	258	434
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD								
	CB1	-	SB6	327	--	--	--	--
	CB1	-	SB7	323	--	--	--	--
	CB1	-	SB10	--	--	414	414	--
	CB1	-	SB13	--	--	--	249	--
	SB4	-	SB5	--	--	--	--	130
	SB5	-	SB6	--	--	--	--	56
	SB6	-	SB7	--	--	--	--	51
	SB7	-	SB8	--	--	--	--	178
	SB8	-	SB9	--	--	--	--	81
	SB9	-	SB10	--	--	--	--	68
	SB10	-	SB11	--			--	180
	PB6	-	SB5	--	--	--	--	36
	PB6	-	SB6	--	--	--	--	35
	PB6	-	SB7	--			--	31
	PB7	-	SB9	--	--	--	--	36
	PB7	-	SB10	--	--	--	--	48
INTERSECTION TOTAL				650	0	414	663	930
PROJECT TOTALS:				802	106	414	921	1,364

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

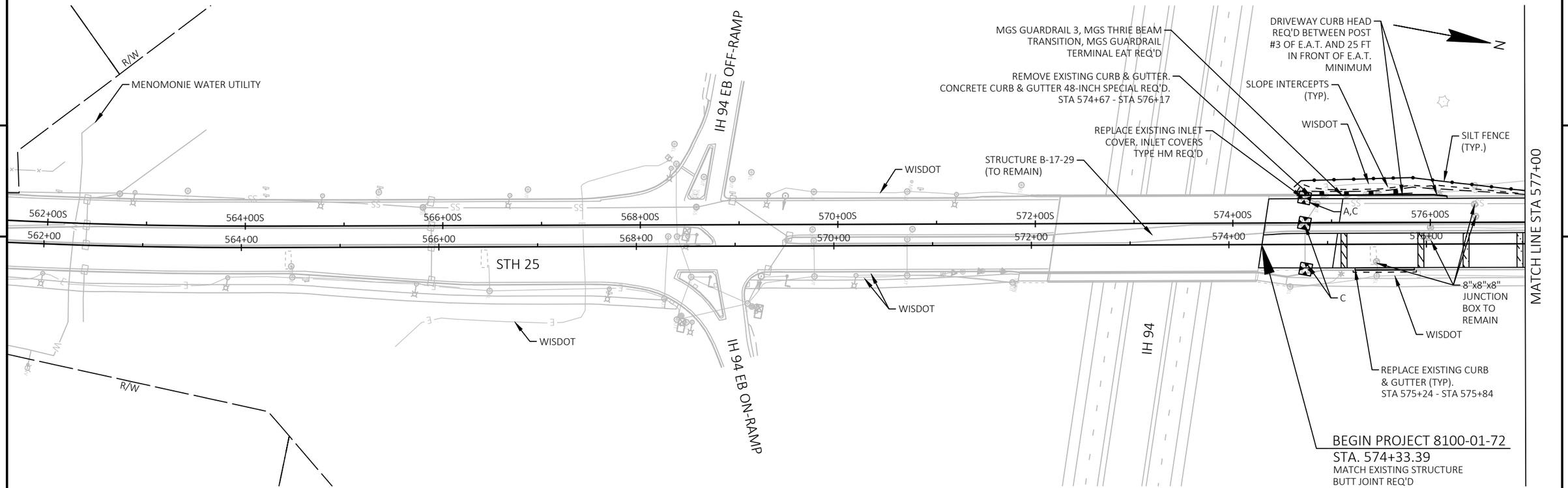
LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
CATEGORY 0010 STH 25 & IH 94 WB RAMPS				
	SB1	-	2	55
		-	62	20
		-	BUTTON	--
	SB2	-	61	20
		-	BUTTON	--
INTERSECTION TOTAL				95
CATEGORY 0010 STH 25 & CEDAR FALLS ROAD				
	SB6	-	14	27
	SB7	-	9	24
	SB10	-	1	28
		-	15	27
		-	32	20
		-	BUTTON	--
INTERSECTION TOTAL				126
PROJECT TOTALS:				221

SIGNAL MOUNTING

LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE (STH 25 & IH 94 WB RAMPS) EACH	658.5070.02 SIGNAL MOUNTING HARDWARE (STH 25 & CEDAR FALLS ROAD) EACH
CATEGORY 0010		
STH 25 & IH 94 WB RAMPS	1	--
STH 25 & CEDAR FALLS ROAD	--	1
PROJECT TOTALS:	1	1

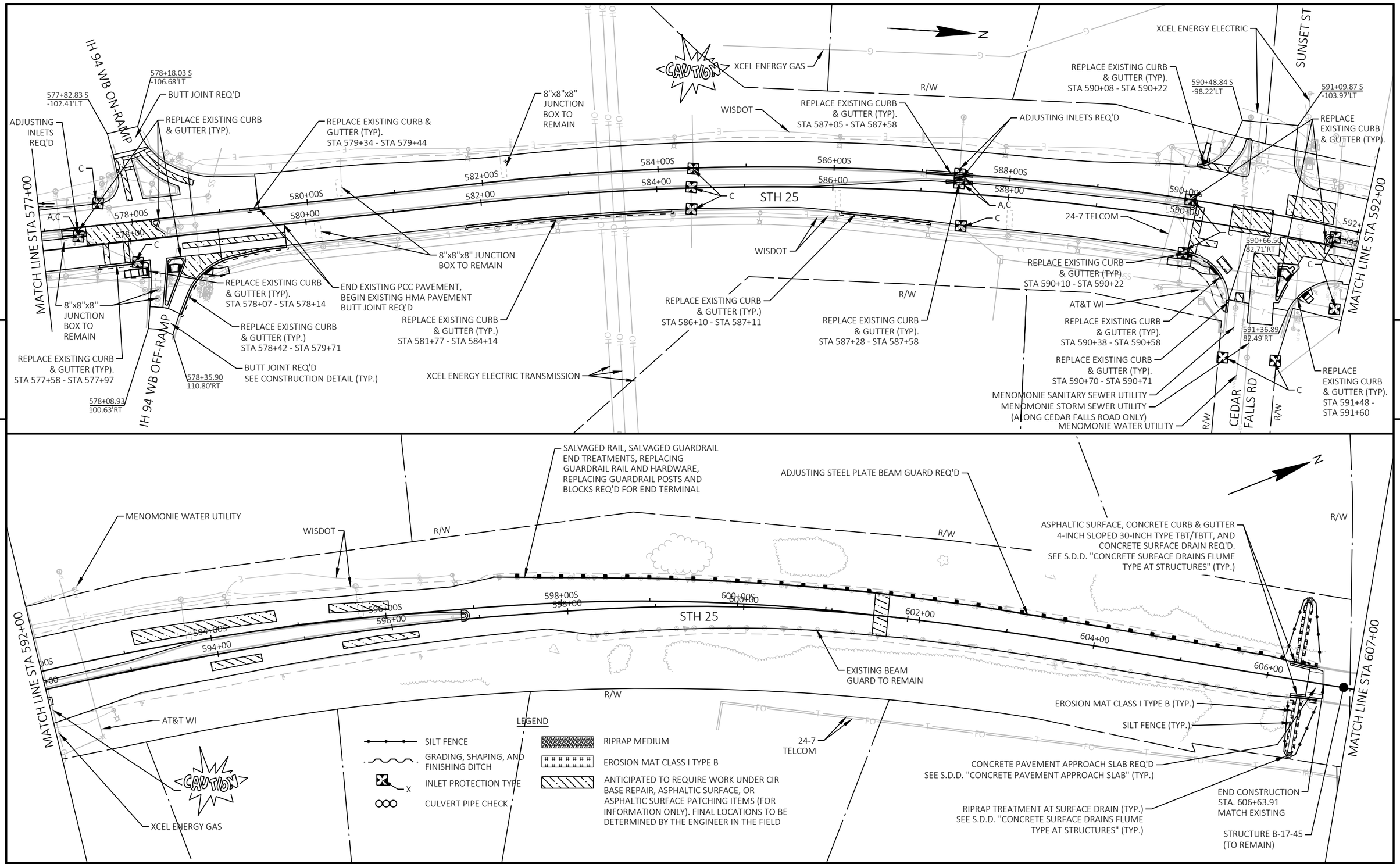
NOTE: MILL AROUND 8"X8"X8" JUNCTION BOXES - PAVE UP TO OR OVERLAY JUNCTION BOXES AS NEEDED. CONTACT NORTHWEST REGION ELECTRICAL FIELD UNIT AT (715) 225-0360 AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF MILLING OPERATIONS TO HAVE JUNCTION BOXES MARKED.

PROPOSED GUARDRAIL TERMINAL POINT TABLE			
TERMINAL	POST	STATION	OFFSET TO FACE
575+86, LT	1	575+86	51.6' LT
	5	575+61	50.6' LT
	9	575+36	49.6' LT



LEGEND

- SILT FENCE
- GRADING, SHAPING, AND FINISHING DITCH
- INLET PROTECTION TYPE X
- CULVERT PIPE CHECK
- RIPRAP MEDIUM
- EROSION MAT CLASS I TYPE B
- ANTICIPATED TO REQUIRE WORK UNDER CIR BASE REPAIR, ASPHALTIC SURFACE, OR ASPHALTIC SURFACE PATCHING ITEMS (FOR INFORMATION ONLY). FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD



PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 113 E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (1)
PLOT DATE : 11/20/2025 2:35 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCH LINE STA 607+00

COGENT COMMUNICATIONS

R/W

STRUCTURE B-17-45
(TO REMAIN)

RIPRAP TREATMENT AT SURFACE DRAIN (TYP.)
SEE S.D.D. "CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES" (TYP.)

ASPHALTIC SURFACE, CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TYPE TBT/TBTT, AND
CONCRETE SURFACE DRAIN REQ'D.
SEE S.D.D. "CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES" (TYP.)

EXISTING BEAM GUARD TO REMAIN

R/W

AT&T WI

XCEL ENERGY ELECTRIC

XCEL ENERGY GAS

608+00 610+00 612+00 614+00 616+00 618+00 620+00 622

STH 25

SILT FENCE (TYP.)

EROSION MAT CLASS I TYPE B (TYP.)

CONCRETE PAVEMENT APPROACH SLAB REQ'D
SEE S.D.D. "CONCRETE PAVEMENT APPROACH SLAB" (TYP.)

EXISTING BEAM GUARD TO REMAIN

R/W

24-7 TELCOM

STA 617+50
TRANSITION FROM MILL AND OVERLAY TO C.I.R.
BUTT JOINT REQ'D

UNION PACIFIC RR

BEGIN CONSTRUCTION
STA. 608+30.13
MATCH EXISTING

R/W

STA. 606+63.91 - STA. 608+30.13
NET EXCEPTION
TO PROJECT LENGTH

MATCH LINE STA 607+00

MATCH LINE STA 622+00

5

5

LEGEND

- SILT FENCE
- GRADING, SHAPING, AND FINISHING DITCH
- INLET PROTECTION TYPE X
- CULVERT PIPE CHECK
- RIPRAP MEDIUM
- EROSION MAT CLASS I TYPE B
- ANTICIPATED TO REQUIRE WORK UNDER CIR BASE REPAIR, ASPHALTIC SURFACE, OR ASPHALTIC SURFACE PATCHING ITEMS (FOR INFORMATION ONLY). FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

STA. 622+56.09, LT.
RECONSTRUCT C.E.
HMA
SEE S.D.D. "DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL" (TYP.)

24-7 TELCOM

BUTT JOINT REQ'D

622+46.97
-49.40'LT

CAUTION

622+65.37
-47.19'LT

R/W

XCEL ENERGY ELECTRIC

24-7 TELCOM

AT&T WI

XCEL ENERGY GAS

624+00 626+00 628+00 630+00 632+00 634+00

STH 25

STA. 627+78
EXISTING 30-INCH CMCP TO REMAIN

STA. 634+44
EXISTING 24-INCH CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)

STA. 635+00
EXISTING 20-INCH LINED CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)

C.I.R. LIMITS (TYP.)

CULVERT PIPE CHECK (TYP.)

STA. 622+36.16, RT.
RECONSTRUCT C.E.
BAD
SEE S.D.D.FOR DETAILS

R/W

MAPLE LANE ESTATES LLC

XCEL ENERGY ELECTRIC

24-7 TELCOM

DENMARK DAIRY LLC

CTH BB

634+54.94
-89.93'LT

BUTT JOINT REQ'D

634+30.33
-82.17'LT

R/W

24-7 TELCOM

AT&T WI

636+00

24-7 TELCOM

AT&T WI

BUTT JOINT REQ'D

635+16.66
97.67'RT

634+94.75
104.89'RT

R/W

CEDARBROOK CHURCH CORP.

470TH ST/WILSON ST

SPECTRUM

24-7 TELCOM

XCEL ENERGY ELECTRIC

SPECTRUM

MATCH LINE STA 622+00

MATCH LINE STA 637+00

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 114	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (2)

PLOT DATE : 11/20/2025 2:35 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE STA 637+00

638+00

640+00

642+00

644+00

646+00

STH 25

648+00

650+00

652

MATCH LINE STA 652+00

N

STA. 640+20
EXISTING 24-INCH CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)
(GRADING, SHAPING, AND FINISHING DITCH REQ'D LT & RT)
(REMOVING DELINEATORS AND MARKERS, MARKERS
CULVERT END REQ'D, LT)

CAUTION

XCEL ENERGY ELECTRIC

24-7 TELCOM

XCEL ENERGY GAS

AT&T WI

R/W

R/L

AT&T
WI

CULVERT PIPE CHECK (TYP.)

24-7 TELCOM

XCEL ENERGY ELECTRIC

AT&T WI

SPECTRUM

SPECTRUM

CAUTION

R/W

5

5

MATCH LINE STA 652+00

654+00

656+00

658+00

660+00

662+00

664+00

666+00

MATCH LINE STA 667+00

STA. 657+50
(2) EXISTING 44-INCH CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)
(GRADING, SHAPING, AND FINISHING DITCH
REQ'D, LT & RT)
(REMOVING DELINEATORS AND MARKERS,
MARKERS CULVERT END REQ'D, RT)

SALVAGED RAIL, SALVAGED GUARDRAIL
END TREATMENTS, REPLACING
GUARDRAIL RAIL AND HARDWARE,
REPLACING GUARDRAIL POSTS AND
BLOCKS REQ'D FOR END TERMINAL

N

XCEL ENERGY ELECTRIC

STA. 655+17.56, LT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

CAUTION

XCEL ENERGY ELECTRIC

R/W

STA. 661+67.79, LT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

24-7 TELCOM

AT&T WI

XCEL ENERGY GAS

R/W

110581

STH 25

R/L

C

ADJUSTING STEEL PLATE BEAM GUARD REQ'D

R/W

SECTION CORNER AND WITNESS MONUMENTS
PUBLIC LAND SURVEY MON. VERIFY AND RESET
REQ'D

AT&T WI

SPECTRUM

C.I.R. LIMITS (TYP.)

R/W

STA. 655+15.75, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

SALVAGED RAIL, SALVAGED GUARDRAIL
END TREATMENTS, REPLACING
GUARDRAIL RAIL AND HARDWARE,
REPLACING GUARDRAIL POSTS AND
BLOCKS REQ'D FOR END TERMINAL

LEGEND

- SILT FENCE
- GRADING, SHAPING, AND FINISHING DITCH
- INLET PROTECTION TYPE X
- CULVERT PIPE CHECK
- RIPRAP MEDIUM
- EROSION MAT CLASS I TYPE B
- ANTICIPATED TO REQUIRE WORK UNDER CIR BASE REPAIR, ASPHALTIC SURFACE, OR ASPHALTIC SURFACE PATCHING ITEMS (FOR INFORMATION ONLY). FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 115	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (3)
PLOT DATE : 11/20/2025 2:35 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCH LINE STA 667+00

STA. 667+43
EXISTING 30-INCH PLASTIC PIPE
TO REMAIN

24-7 TELCOM

AT&T WI

XCEL ENERGY ELECTRIC

R/W

R/L

668+00

670+00

672+00

674+00

676+00

678+00

680+00

682+00

STH 25

NORTHLINE RD

STA. 673+42.21, LT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

674+45.59
-65.28'LT

STA. 674+62.72 =
STA. 26+58.49 'F'

674+82.18
-64.68'LT

BUTT JOINT REQ'D

CTH F

STA. 675+50
EXISTING 24X35-INCH PACS TO REMAIN
(REMOVING DELINEATORS AND MARKERS,
MARKERS CULVERT END REQ'D, RT & LT)

C.I.R. LIMITS (TYP.)

STA. 680+79
EXISTING 66-INCH CMCP TO REMAIN
(GRADING, SHAPING, AND FINISHING DITCH REQ'D, LT)
(CLEANING CULVERT PIPES REQ'D)

N

MATCH LINE STA 682+00

R/W

AT&T
WI

SPECTRUM

XCEL ENERGY GAS

STA. 674+74.93 =
STA. 10+00.00 'BB'

674+90.60
130.82'RT

675+25.11
126.35'RT

BUTT JOINT REQ'D

AT&T WI

XCEL ENERGY GAS

CULVERT PIPE CHECK (TYP.)

CAUTION

ABAD LLC

CTH BB

XCEL ENERGY ELECTRIC
& SPECTRUM

5

5

LEGEND

- SILT FENCE
- GRADING, SHAPING, AND FINISHING DITCH
- INLET PROTECTION TYPE X
- CULVERT PIPE CHECK
- RIPRAP MEDIUM
- EROSION MAT CLASS I TYPE B
- ANTICIPATED TO REQUIRE WORK UNDER CIR BASE REPAIR, ASPHALTIC SURFACE, OR ASPHALTIC SURFACE PATCHING ITEMS (FOR INFORMATION ONLY). FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

MATCH LINE STA 682+00

R/W

688+95.93
-40.86'LT

STUR RD

XCEL ENERGY ELECTRIC

689+13.90
-44.73'LT

BUTT JOINT
REQ'D

STA. 690+15
EXISTING 30-INCH CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)
(REMOVING DELINEATORS AND
MARKERS, MARKERS CULVERT
END REQ'D, LT)

N

CAUTION

VIKING GAS TRANSMISSION COMPANY

AT&T WI

R/W

684+00

686+00

688+00

690+00

692+00

694+00

696+00

STH 25

R/L

689+65.79
40.01'RT

689+46.17
40.03'RT

STA. 681+91
EXISTING 24-INCH CMCP TO REMAIN
(CLEANING CULVERT PIPES REQ'D)
(GRADING, SHAPING, AND FINISHING DITCH REQ'D, LT)

STA. 688+51
EXISTING 30-INCH CMCP TO REMAIN
(REMOVING DELINEATORS AND MARKERS, MARKERS
CULVERT END REQ'D, LT)
(GRADING, SHAPING, AND FINISHING DITCH REQ'D, LT)
(CULVERT PIPE LINERS 30-INCH REQ'D)

STA. 659+53.01, RT.
RECONSTRUCT P.E.
HMA
SEE S.D.D.FOR DETAILS

R/W

AT&T WI

XCEL ENERGY GAS

STA. 695+41.62, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

24-7 TELCOM

BUTT JOINT REQ'D

CAUTION

MATCH LINE STA 697+00

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 116	E

MATCH LINE STA 697+00

MATCH LINE STA 712+00

STA. 697+30
EXISTING 30-INCH CMCP
TO REMAIN

AT&T WI

R/W

STA. 701+80
EXISTING 24-INCH CMCP TO REMAIN
(CULVERT PIPE LINERS 24-INCH REQ'D)
(GRADING, SHAPING, AND FINISHING DITCH
REQ'D, LT & RT)
(REMOVING DELINEATORS AND MARKERS,
MARKERS CULVERT END REQ'D, RT)

XCEL ENERGY ELECTRIC

STA. 705+71.89, LT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

STA. 710+80
EXISTING 72-INCH CMCP
TO REMAIN
(REMOVING DELINEATORS AND
MARKERS, MARKERS CULVERT
END REQ'D, RT & LT)

EXISTING BEAM GUARD TO REMAIN

C.I.R. LIMITS (TYP.)

698+00 700+00 702+00 704+00 706+00 708+00 710+00 712

STH 25

R/L

XCEL ENERGY GAS

AT&T WI

24-7 TELCOM

R/W

STA. 703+61.77, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

CAUTION

STA. 708+16
EXISTING 20-INCH CMCP
TO REMAIN

ADJUSTING STEEL PLATE
BEAM GUARD REQ'D

CULVERT PIPE CHECK (TYP.)

SALVAGED RAIL, SALVAGED GUARDRAIL
END TREATMENTS, REPLACING
GUARDRAIL RAIL AND HARDWARE,
REPLACING GUARDRAIL POSTS AND
BLOCKS REQ'D FOR END TERMINAL

SALVAGED RAIL, SALVAGED GUARDRAIL
END TREATMENTS, REPLACING
GUARDRAIL RAIL AND HARDWARE,
REPLACING GUARDRAIL POSTS AND
BLOCKS REQ'D FOR END TERMINAL

5

5

LEGEND

SILT FENCE

GRADING, SHAPING, AND
FINISHING DITCH

INLET PROTECTION TYPE X

CULVERT PIPE CHECK

RIPRAP MEDIUM

EROSION MAT CLASS I TYPE B

ANTICIPATED TO REQUIRE WORK UNDER CIR
BASE REPAIR, ASPHALTIC SURFACE, OR
ASPHALTIC SURFACE PATCHING ITEMS (FOR
INFORMATION ONLY). FINAL LOCATIONS TO BE
DETERMINED BY THE ENGINEER IN THE FIELD

STA. 724+06.44, LT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

MATCH LINE STA 712+00

MATCH LINE STA 727+00

STA. 713+99.18, LT.
RECONSTRUCT P.E.
HMA & CONCRETE
SEE S.D.D.FOR DETAILS

CONCRETE DRIVEWAY 6-INCH

XCEL ENERGY ELECTRIC

R/W

713+93.99
-41.87'LT
713+92.76
-34.38'LT

714+09.53
-39.10'LT

714+08.31
-31.78'LT

ASPHALTIC SURFACE DWY & FE

AT&T WI

+00 714+00 716+00 718+00 720+00 722+00 724+00 726+00

STH 25

R/L

XCEL ENERGY ELECTRIC

STA. 713+63.50, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

STA. 713+50
EXISTING 24-INCH CMCP
TO REMAIN
(REMOVING DELINEATORS AND
MARKERS, MARKERS CULVERT
END REQ'D, RT & LT)

R/W

CAUTION

STA. 720+46.09, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

AT&T WI

24-7 TELCOM

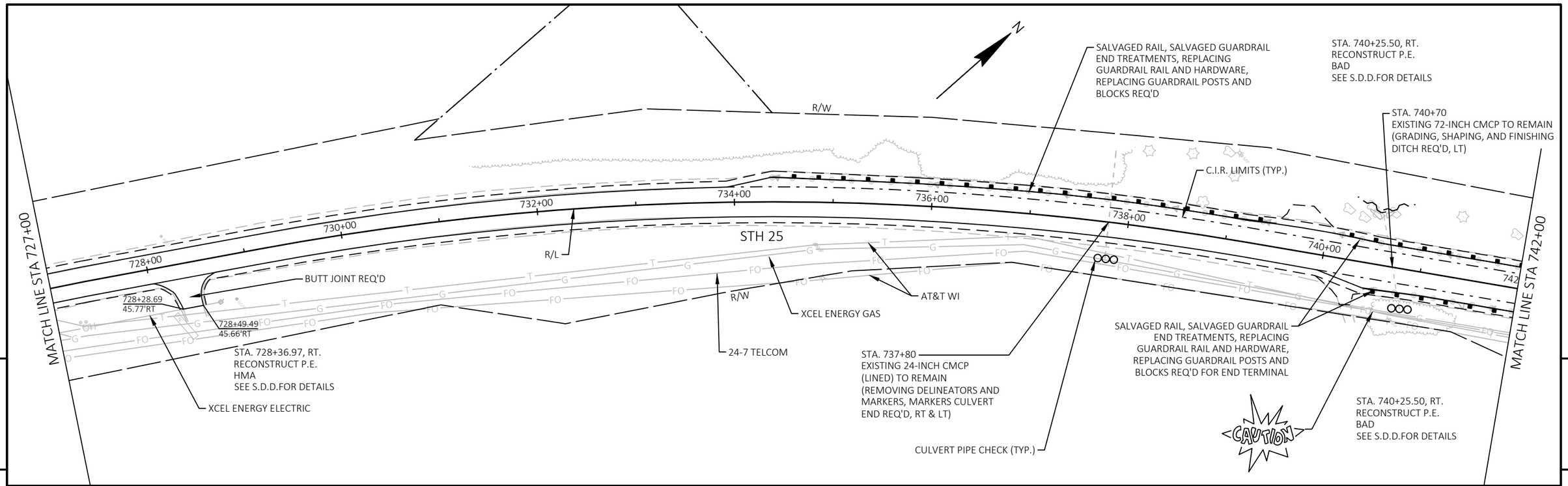
STA. 725+75
EXISTING 30-INCH CMCP
TO REMAIN
(GRADING, SHAPING, AND
FINISHING DITCH REQ'D, LT & RT)

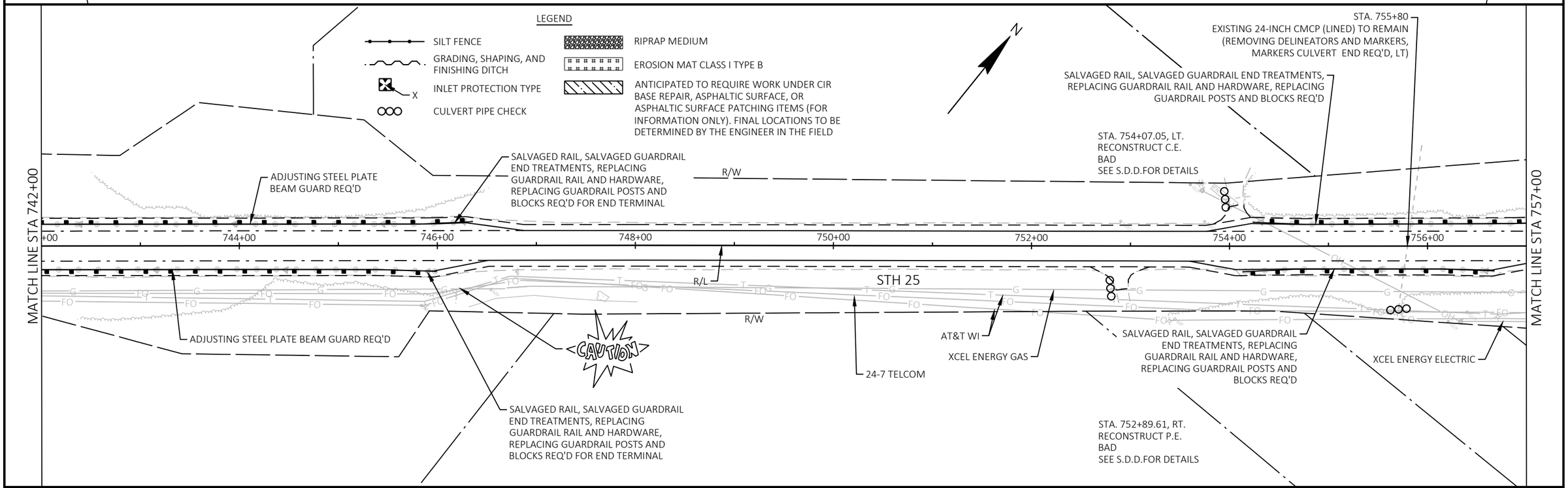
PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 117	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (5)

PLOT DATE : 11/20/2025 2:36 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 118	E

MATCH LINE STA 757+00

MATCH LINE STA 772+00

STA. 759+15
EXISTING 66-INCH CMCP
TO REMAIN
(REMOVING DELINEATORS AND
MARKERS, MARKERS CULVERT END
REQ'D, RT)

SALVAGED RAIL, SALVAGED GUARDRAIL END TREATMENTS, REPLACING GUARDRAIL RAIL AND HARDWARE, REPLACING GUARDRAIL POSTS AND BLOCKS REQ'D

ENVIRONMENTALLY SENSITIVE AREA
(DELINEATED WETLANDS)

SALVAGED RAIL, SALVAGED GUARDRAIL END TREATMENTS, REPLACING GUARDRAIL RAIL AND HARDWARE, REPLACING GUARDRAIL POSTS AND BLOCKS REQ'D

R/W

SILT FENCE REQ'D (TYP.)

24-7 TELCOM

758+00 760+00 762+00 764+00 766+00 768+00 770+00 772

STH 25

R/L

XCEL ENERGY GAS

AT&T WI

760+23.28
89.73'RT

760+46.05
84.35'RT

BUTT JOINT REQ'D

750TH AVE

SALVAGED RAIL, SALVAGED GUARDRAIL END TREATMENTS, REPLACING GUARDRAIL RAIL AND HARDWARE, REPLACING GUARDRAIL POSTS AND BLOCKS REQ'D

XCEL ENERGY ELECTRIC

END CONSTRUCTION
STA. 764+24.94
MATCH EXISTING

STRUCTURE B-17-67
(TO REMAIN)

PLACE SELECT CRUSHED
MATERIAL TO REINFORCE
EXISTING SHOULDERS
BEHIND WINGS

BEGIN CONSTRUCTION
STA. 765+31.16
MATCH EXISTING

SALVAGED RAIL, SALVAGED GUARDRAIL END TREATMENTS, REPLACING GUARDRAIL RAIL AND HARDWARE, REPLACING GUARDRAIL POSTS AND BLOCKS REQ'D

R/W

STA. 771+02.03, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

5

5

LEGEND

- SILT FENCE
- GRADING, SHAPING, AND FINISHING DITCH
- INLET PROTECTION TYPE X
- CULVERT PIPE CHECK
- RIPRAP MEDIUM
- EROSION MAT CLASS I TYPE B
- ANTICIPATED TO REQUIRE WORK UNDER CIR BASE REPAIR, ASPHALTIC SURFACE, OR ASPHALTIC SURFACE PATCHING ITEMS (FOR INFORMATION ONLY). FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

MATCH LINE STA 772+00

MATCH LINE STA 787+00

24-7 TELCOM

760TH AVE

C.I.R. LIMITS (TYP.)

EXISTING BEAM
GUARD TO REMAIN

775+83.45
-85.43'LT

775+61.10
-79.47'LT

BUTT JOINT REQ'D

R/W

774+00 776+00 778+00 780+00 782+00 784+00 786+00

782+02.96
-36.17'LT

782+14.20
-34.01'LT

BUTT JOINT REQ'D

STA. 781+04.99, LT.
RECONSTRUCT P.E.
HMA
SEE S.D.D.FOR DETAILS

775+48.55
39.94'RT

775+61.29
40.00'RT

CULVERT PIPE CHECK (TYP.)

STH 25

R/W

R/L

XCEL ENERGY ELECTRIC

AT&T WI

XCEL ENERGY GAS

24-7 TELCOM

STA. 773+00
EXISTING 36-INCH CMCP
(LINED) TO REMAIN
(REMOVING DELINEATORS AND
MARKERS, MARKERS CULVERT
END REQ'D, LT)

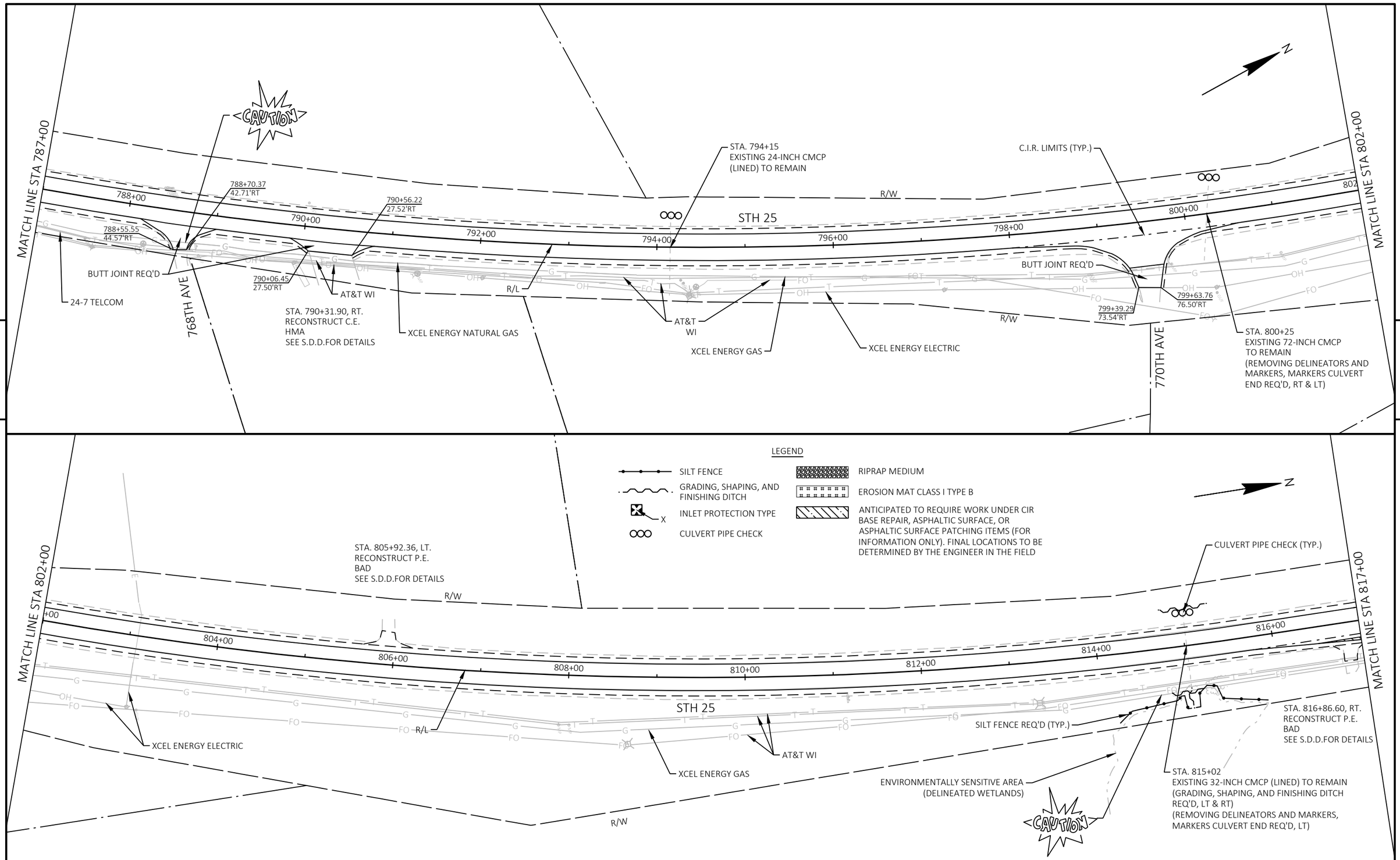
EXISTING BEAM
GUARD TO REMAIN

ENVIRONMENTALLY SENSITIVE AREA
(DELINEATED WETLANDS)

STA. 775+54.59, RT.
RECONSTRUCT P.E.
HMA
SEE S.D.D.FOR DETAILS

STA. 781+53.27, RT.
RECONSTRUCT P.E.
BAD
SEE S.D.D.FOR DETAILS

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 119	E

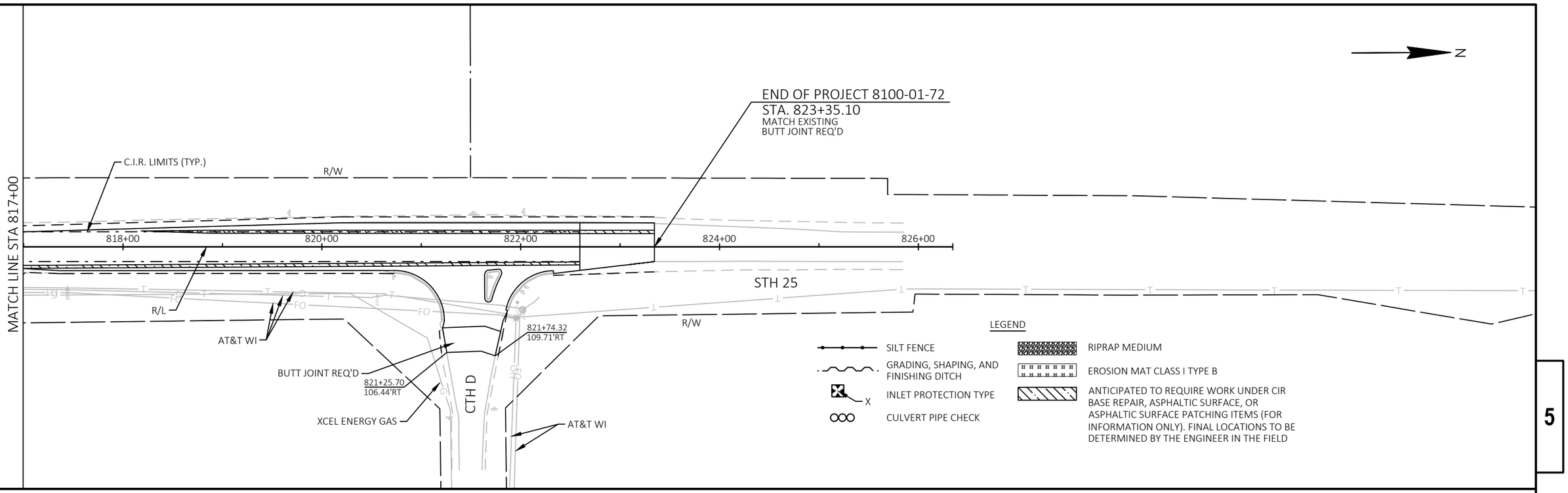


PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 120	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (8)

PLOT DATE : 11/20/2025 2:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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5

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	PLAN DETAILS AND EROSION CONTROL - STH 25	SHEET 121	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\050101_PP_25.DWG
LAYOUT NAME - PP25 (9)
PLOT DATE : 11/20/2025 2:38 PM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
11B02-02	CONCRETE MEDIAN NOSE
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS

6

Standard Detail Drawing List

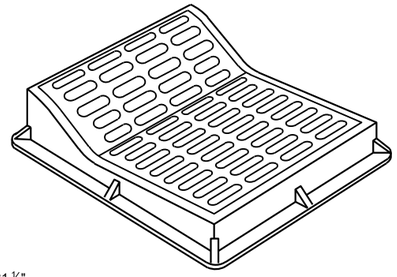
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-10C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-11	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-04	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

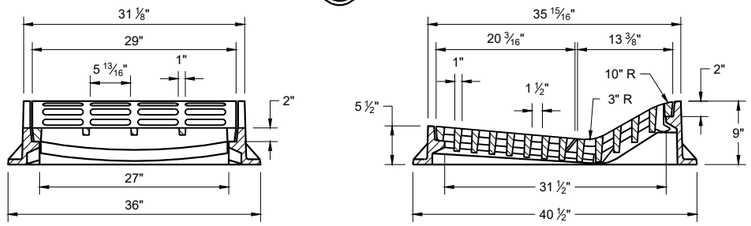
6

GENERAL NOTES

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

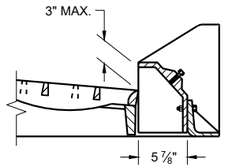
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

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

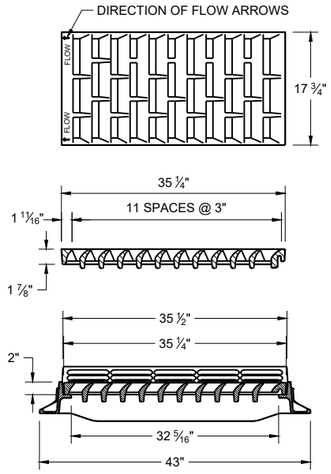


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

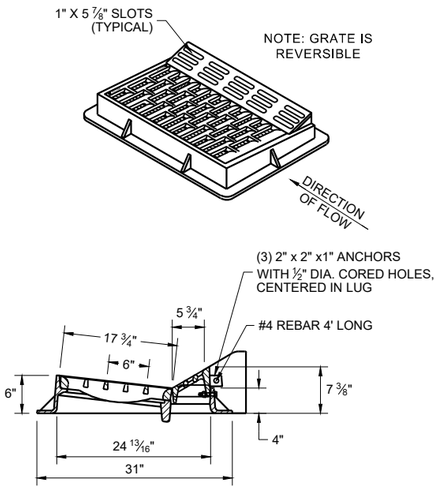
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



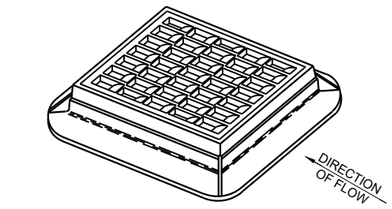
TYPE "HM"

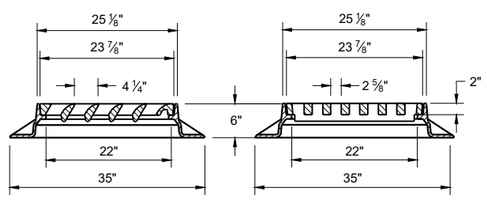
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



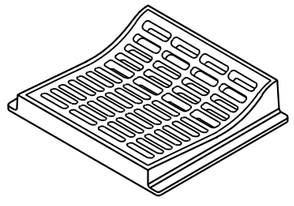
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

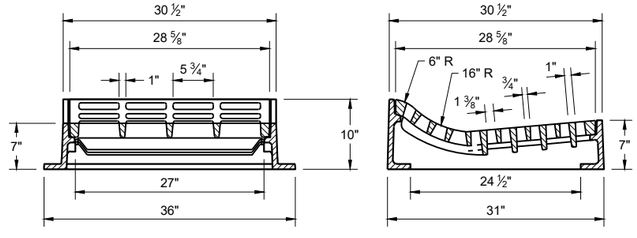
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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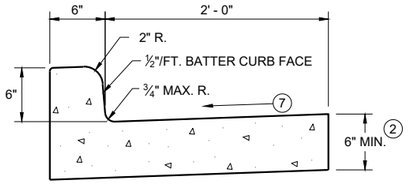
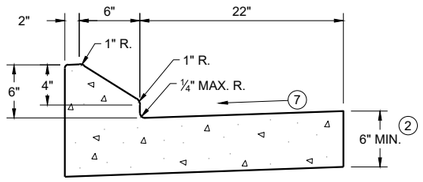
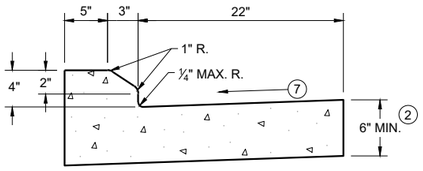
SDD 08A05-21c



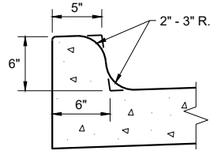
TYPES A (1) & D



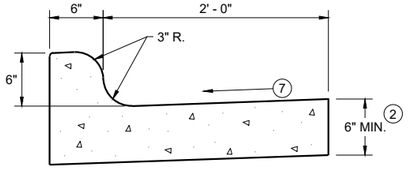
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

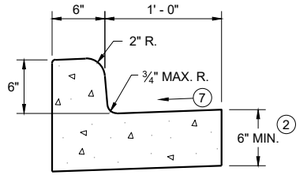


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



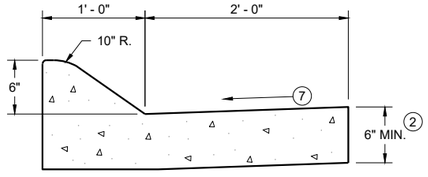
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

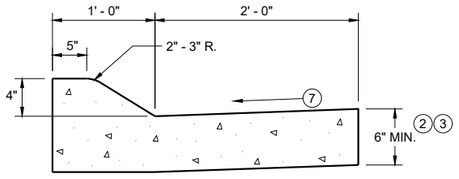


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

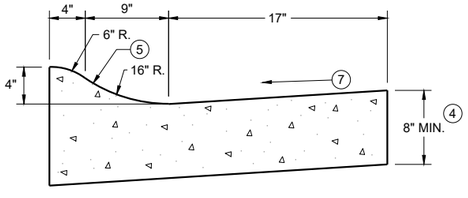


6" SLOPED CURB TYPES A (1) & D



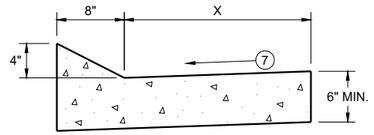
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

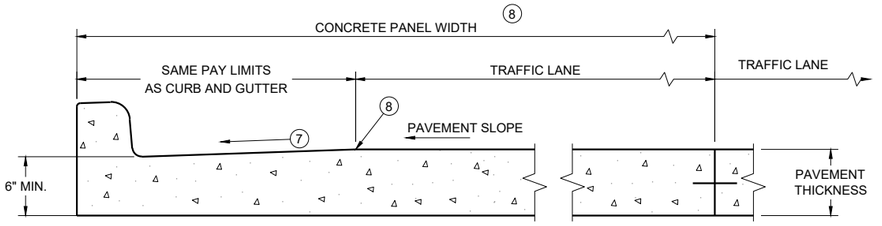


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

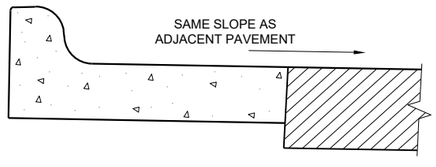
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

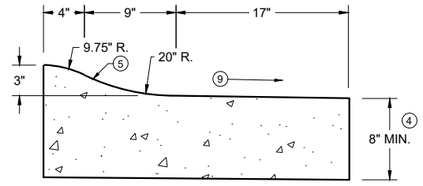
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

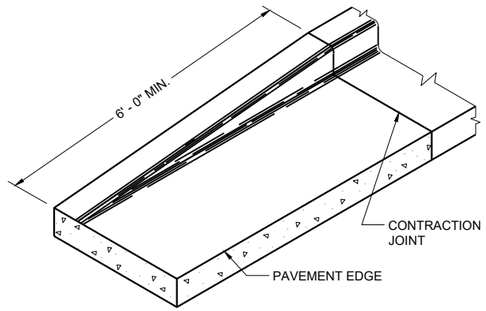
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



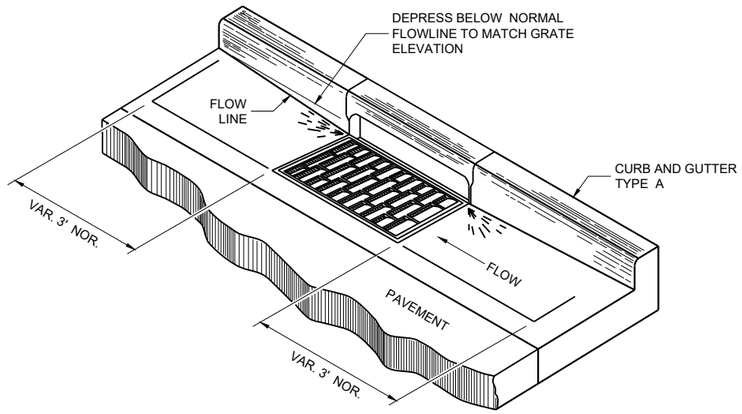
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

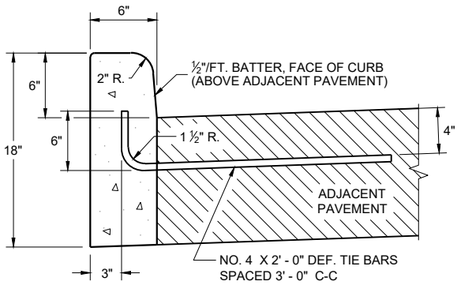
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

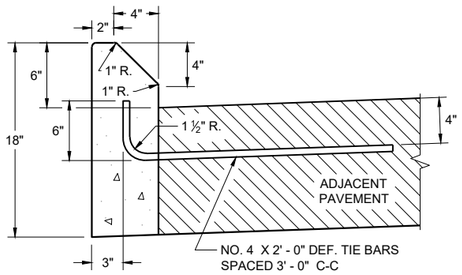
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

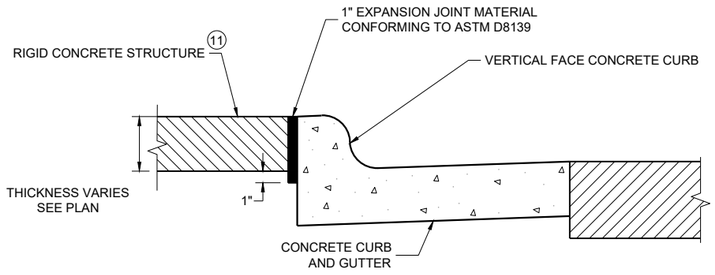


TYPES A (1) & D

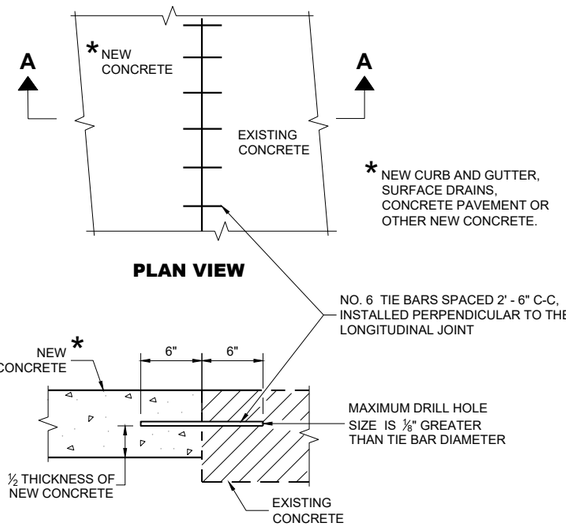


TYPES G (1) & J

CONCRETE CURB



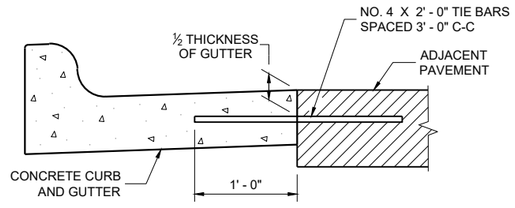
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



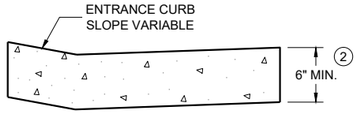
PLAN VIEW

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
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 08D01-24b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

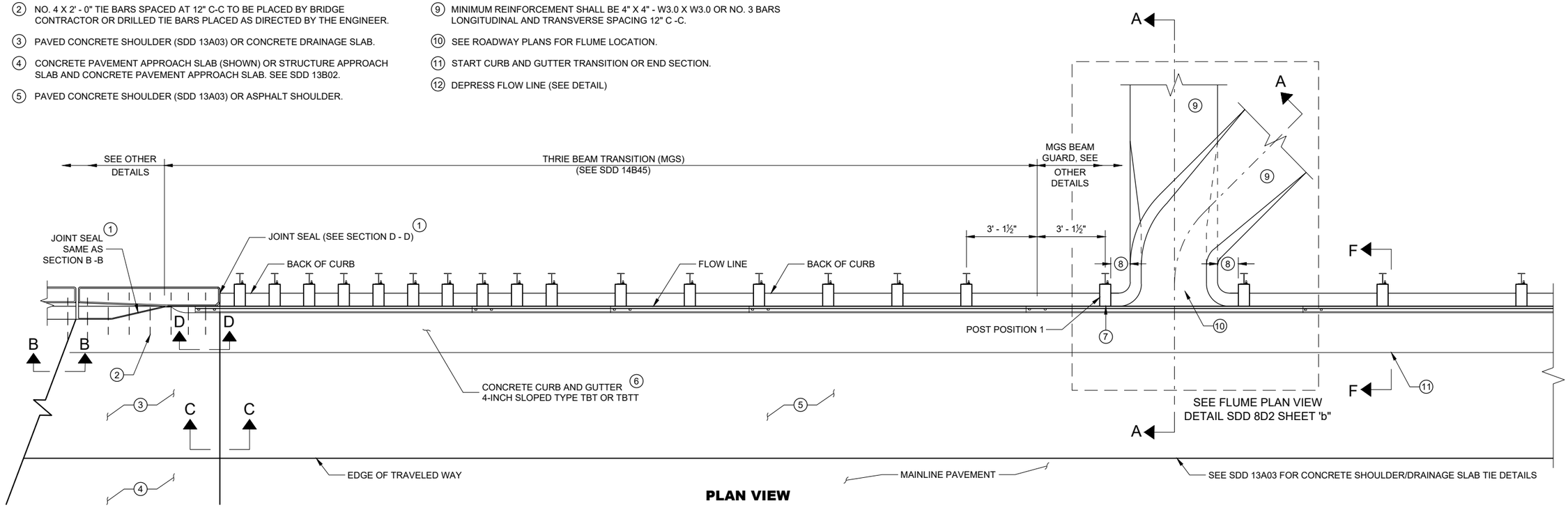
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

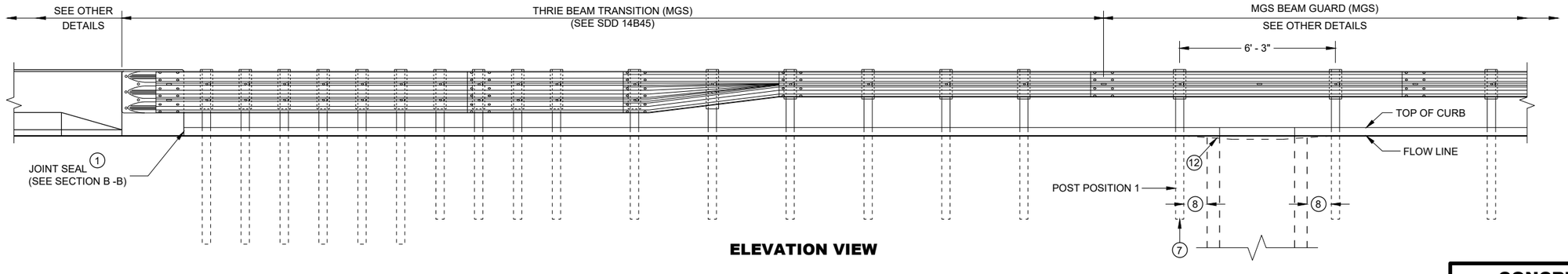
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



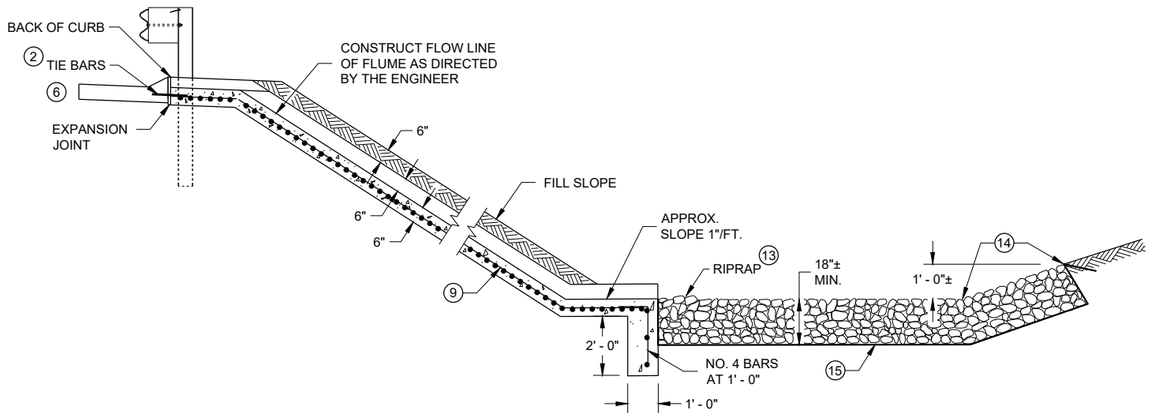
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

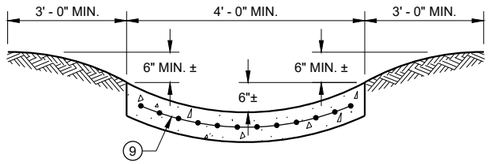
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

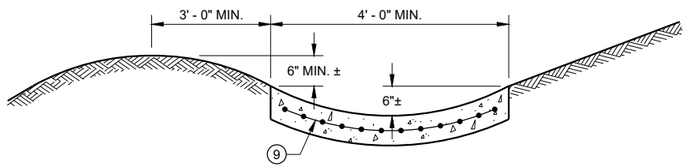
SDD 08D02 - 08a



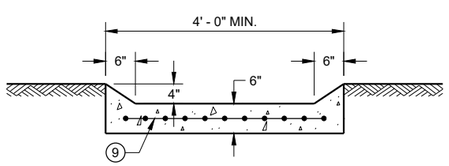
SECTION A - A



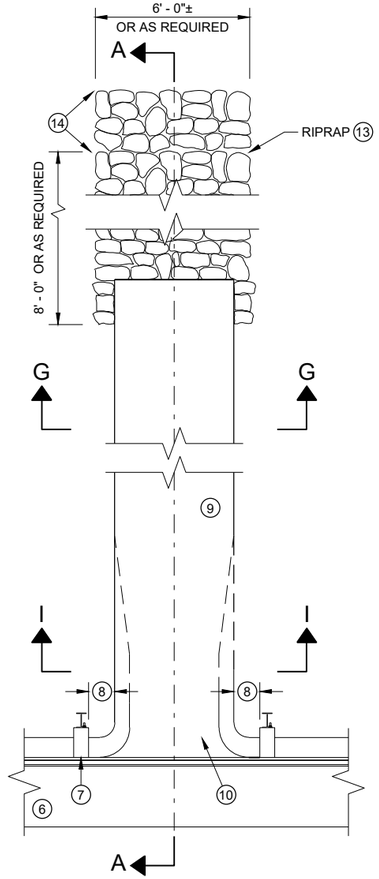
SECTION G - G



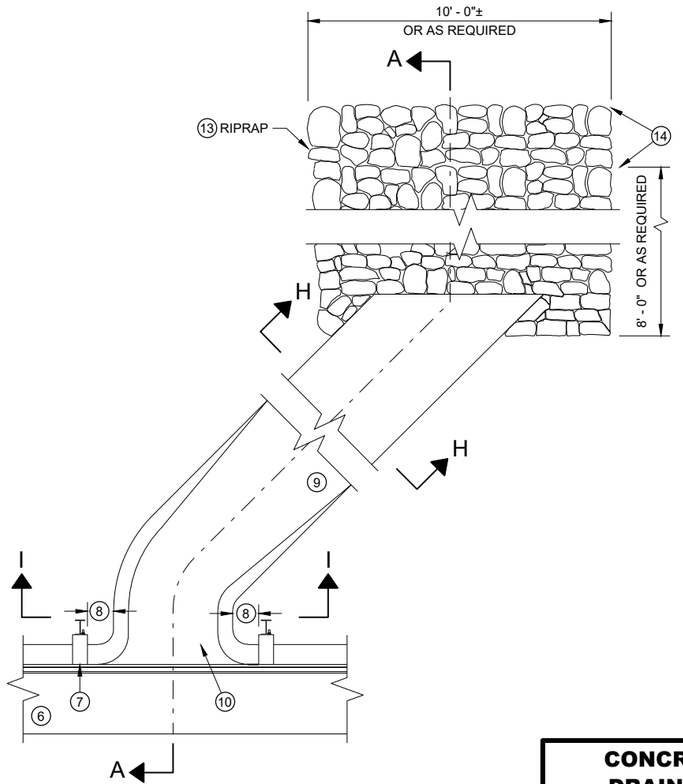
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

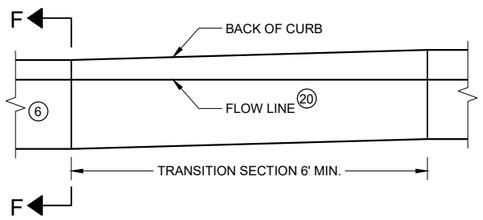
(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.

(15) GEOTEXTILE TYPE HR.

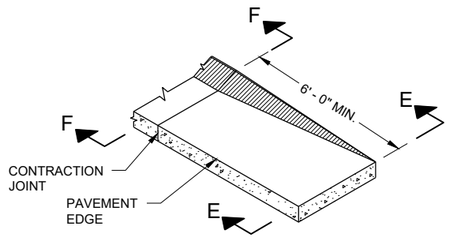
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

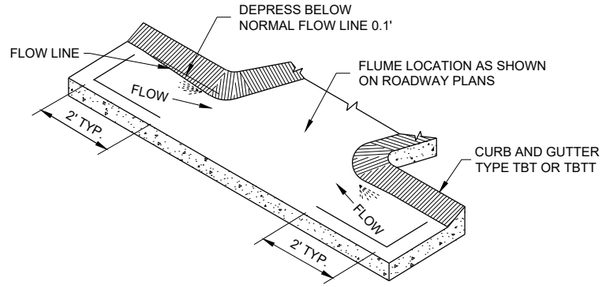
6
SDD 08D02 - 08b



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(15) GEOTEXTILE TYPE HR.

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

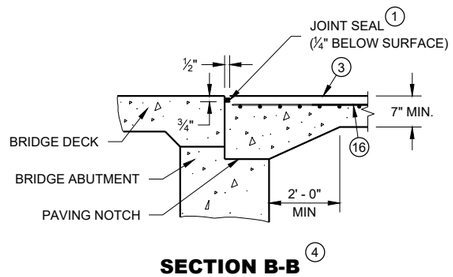
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

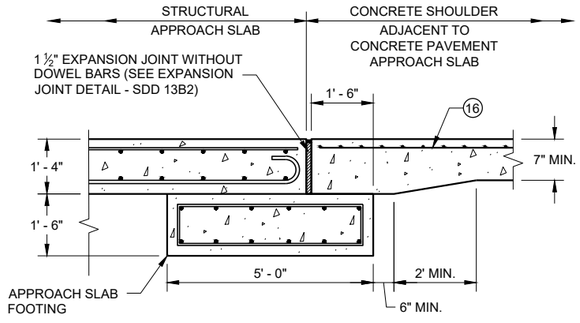
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

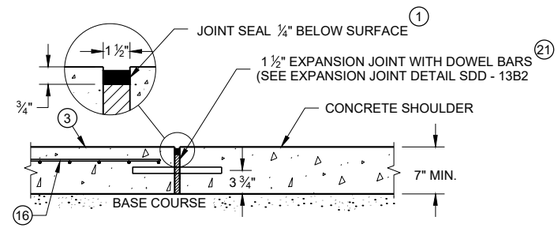
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



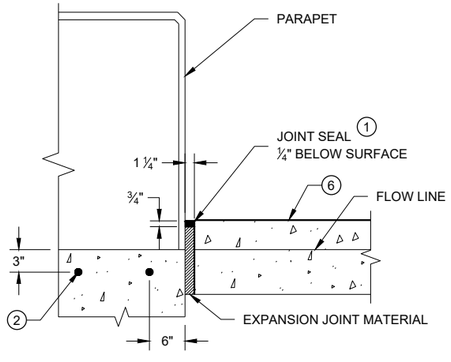
SECTION B-B



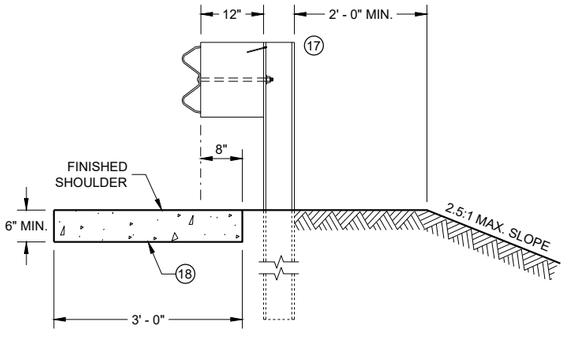
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



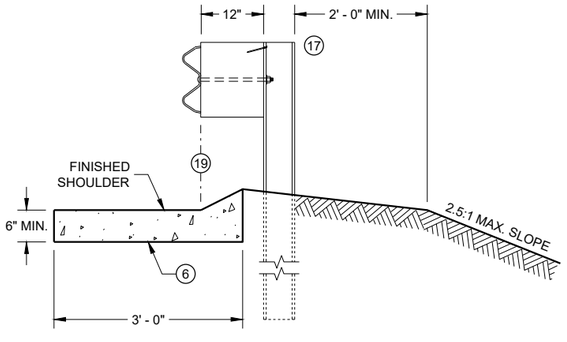
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

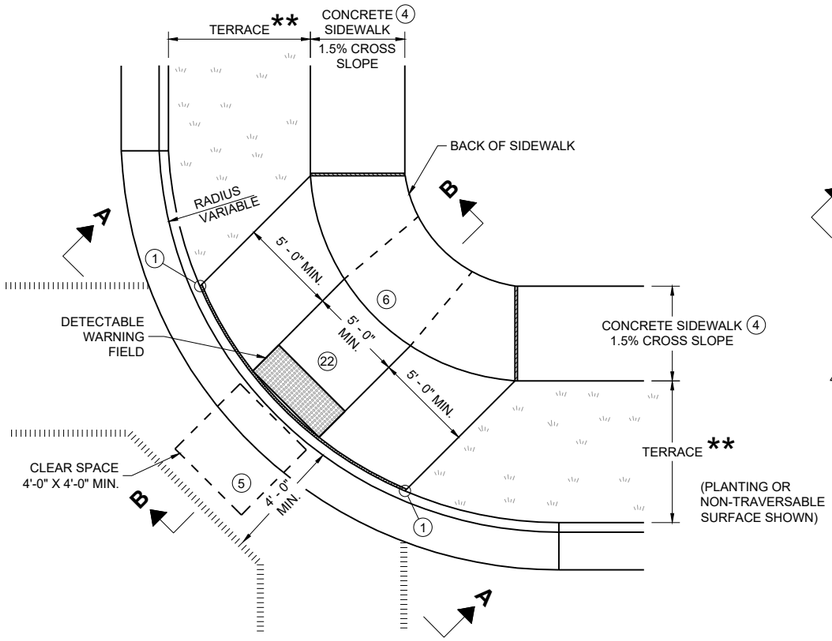
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

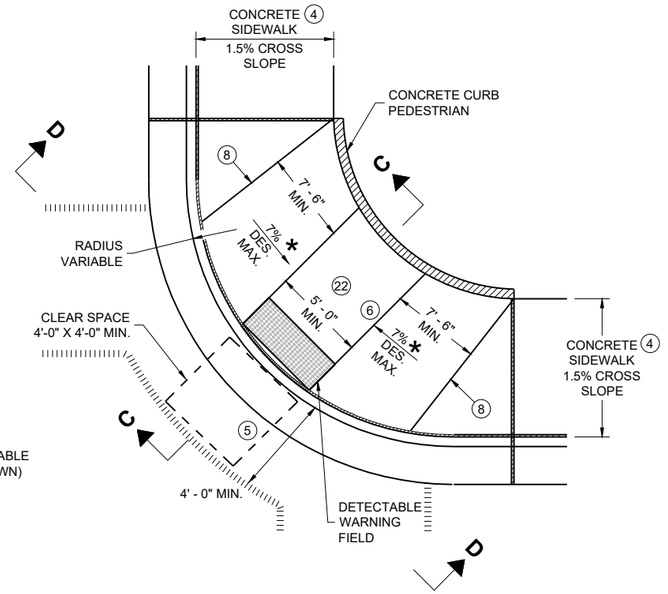
6
SDD 08D02 - 08c



PLAN VIEW

CURB RAMP TYPE 1

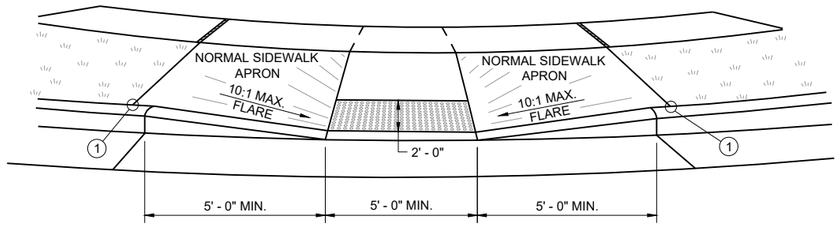
(CENTER OF CORNER RADIUS)



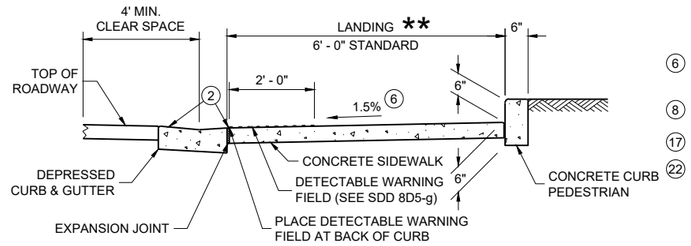
PLAN VIEW

CURB RAMP TYPE 1 - A

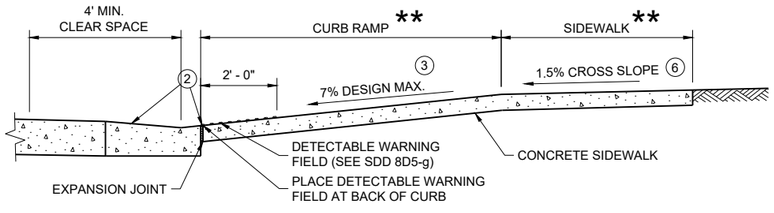
(NO TERRACE)



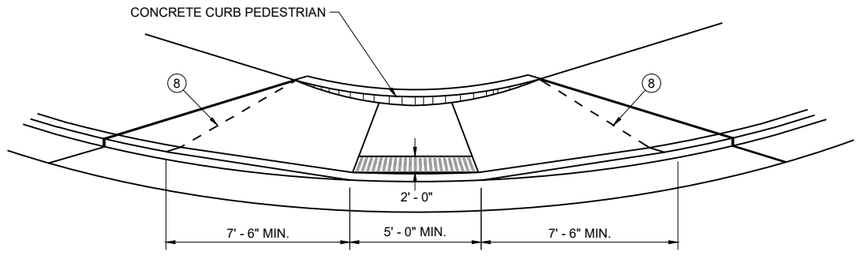
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



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 CURB 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 CURB RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

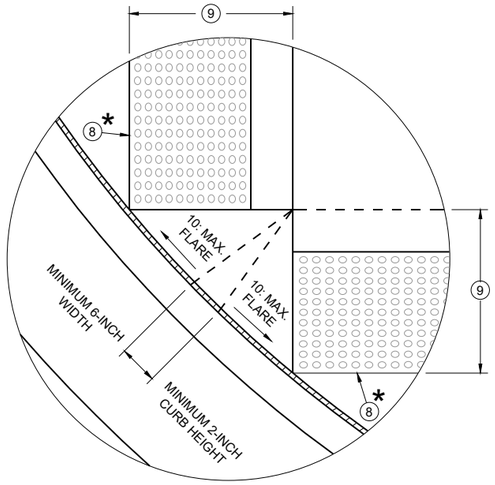
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

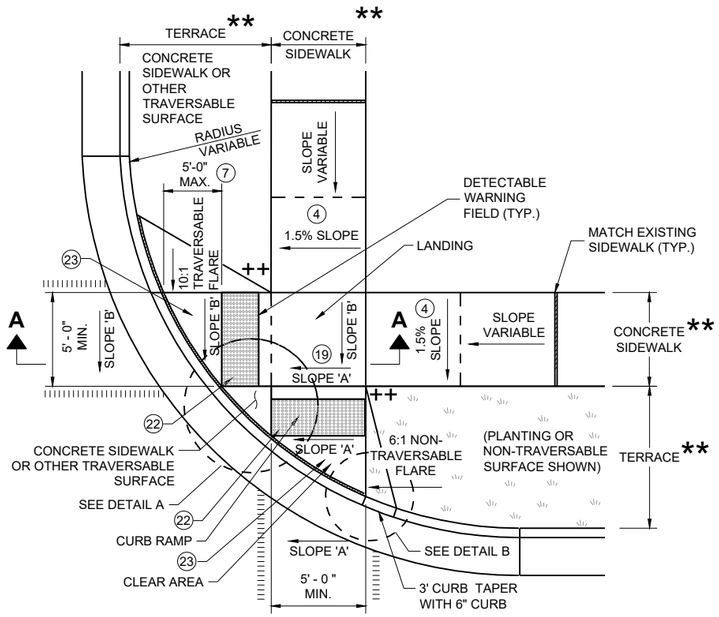
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



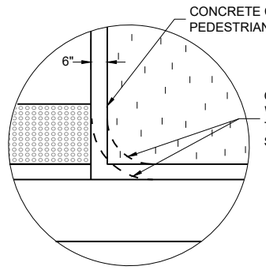
DETAIL A



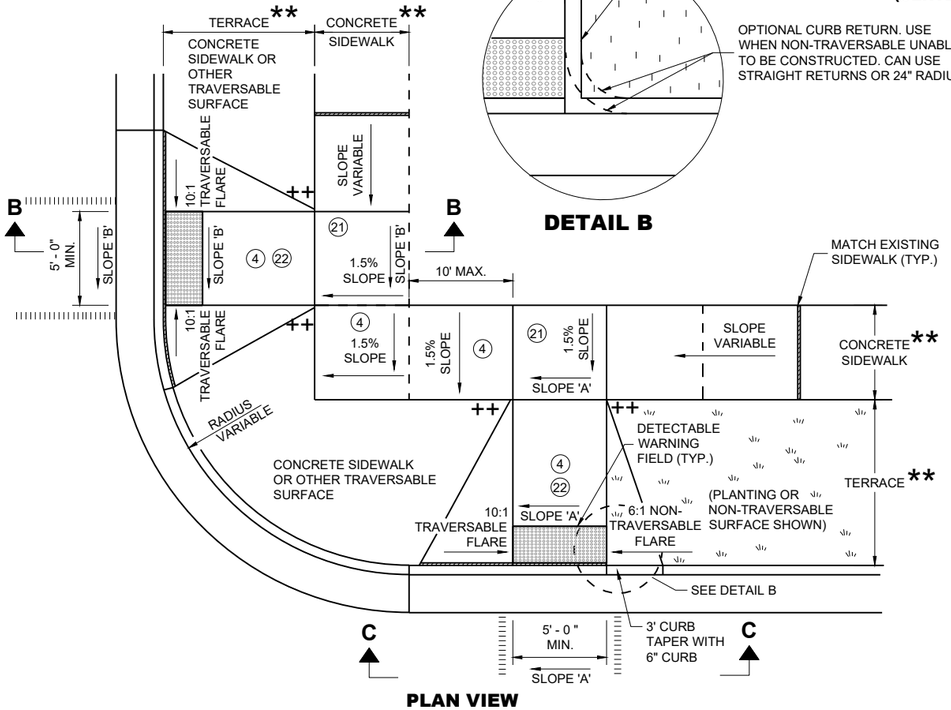
PLAN VIEW

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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

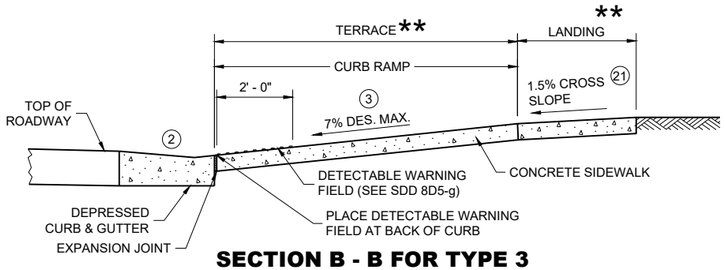
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

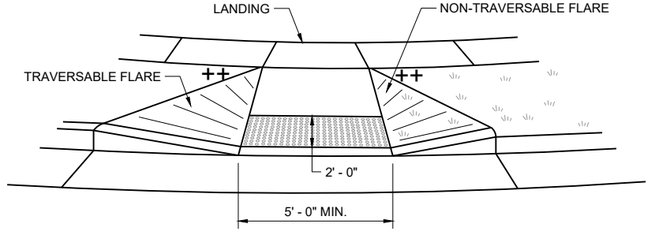
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

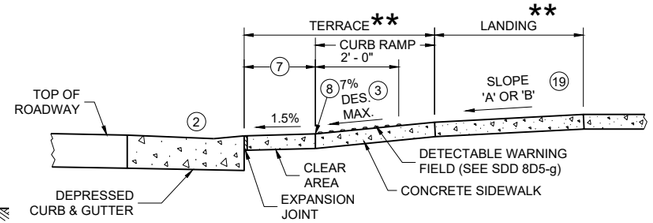
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

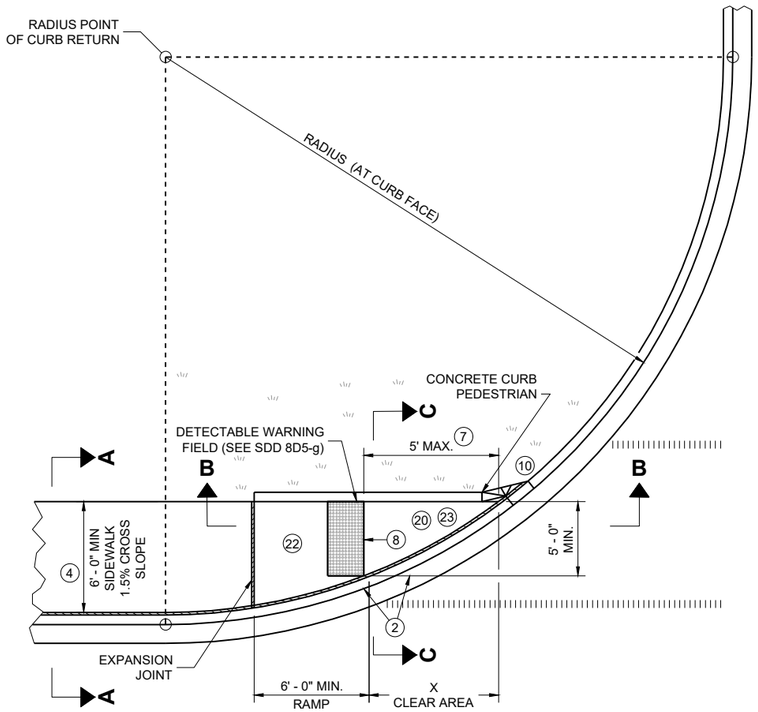
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

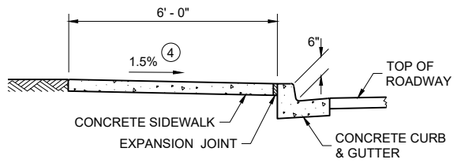
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

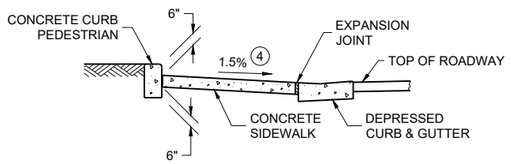


PLAN VIEW

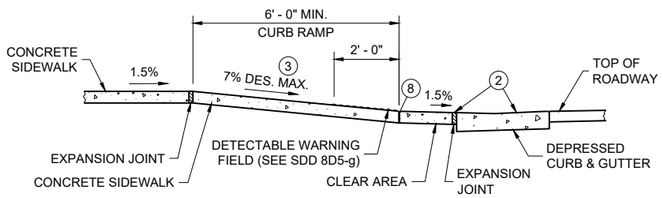
CURB RAMP TYPE 4A



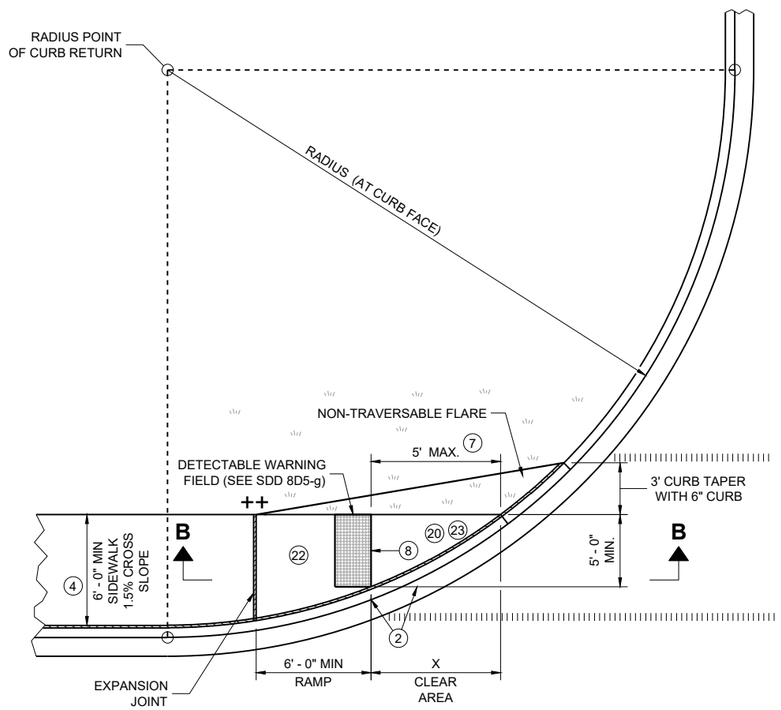
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

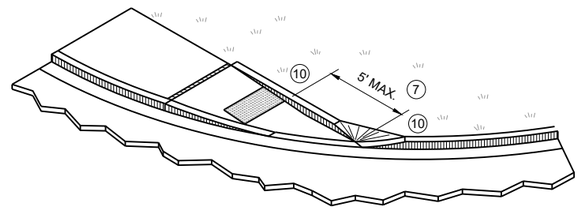
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

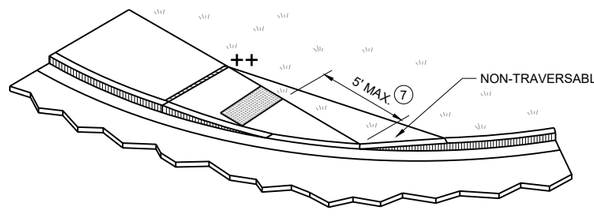
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



ISOMETRIC VIEW FOR TYPE 4A

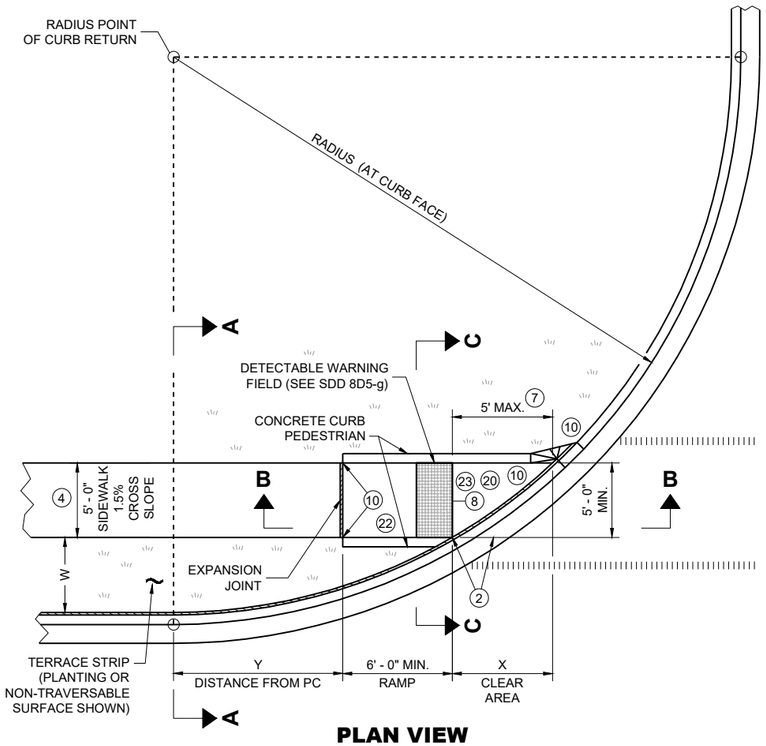


ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

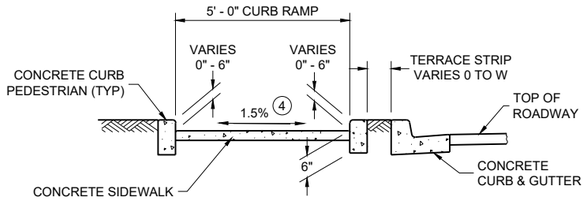
6
SDD 08D05-22c



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

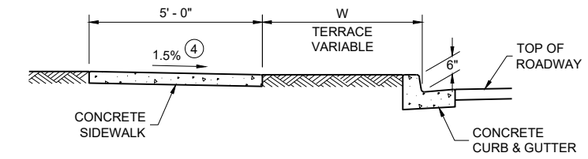
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

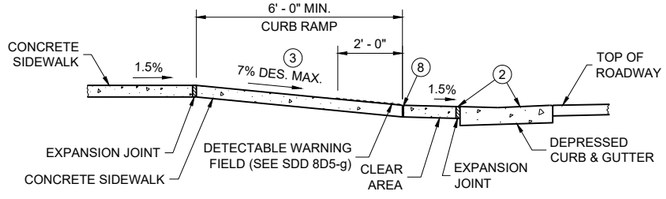
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

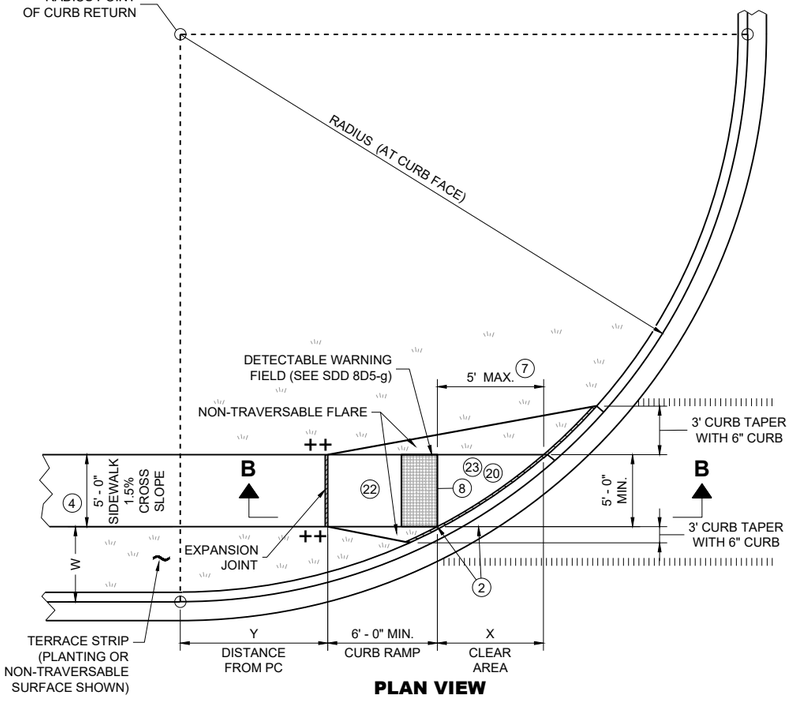
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



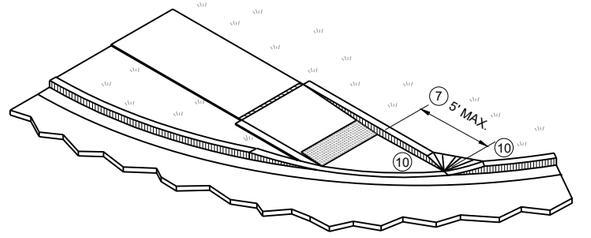
SECTION A - A FOR TYPE 4B



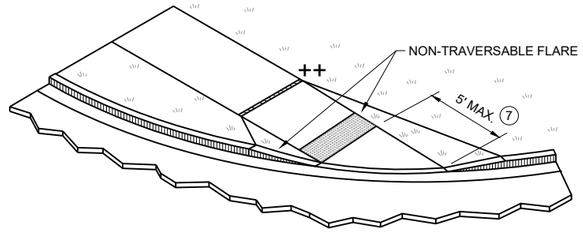
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



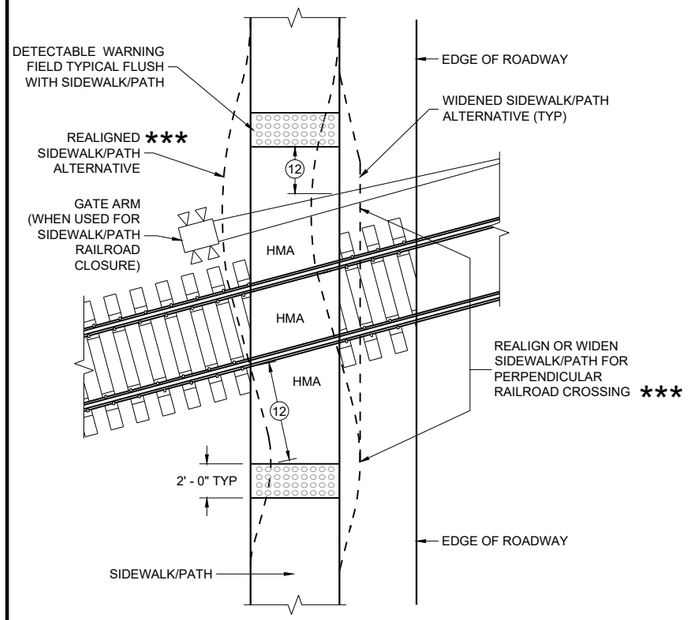
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

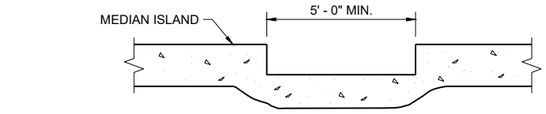
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

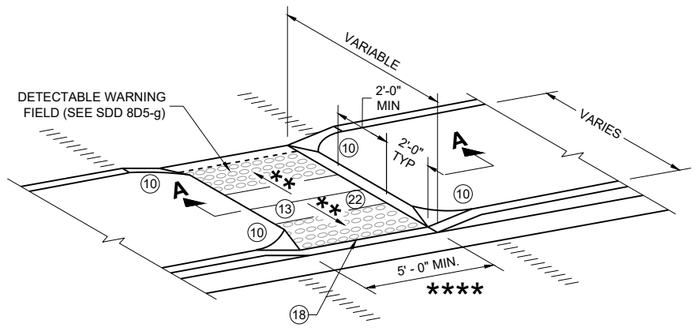


CURB RAMP TYPE 8

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 CURB 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 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

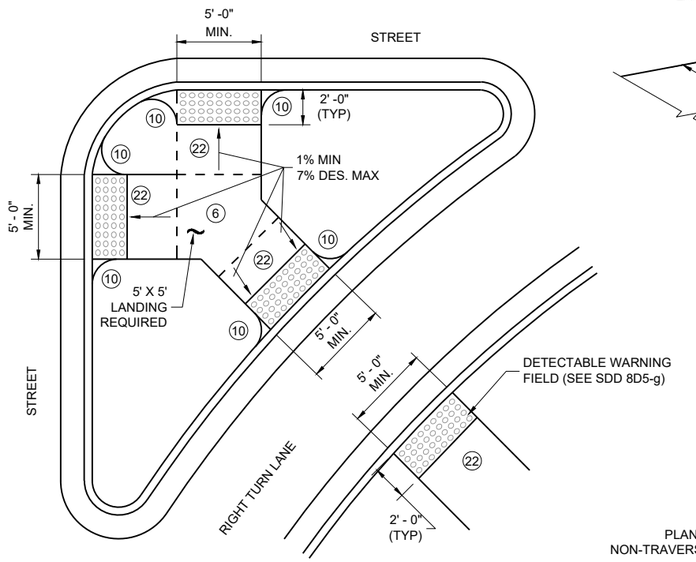
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM 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.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

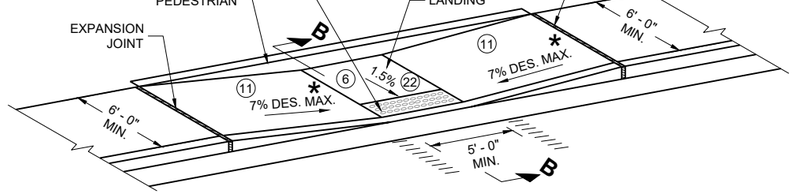
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

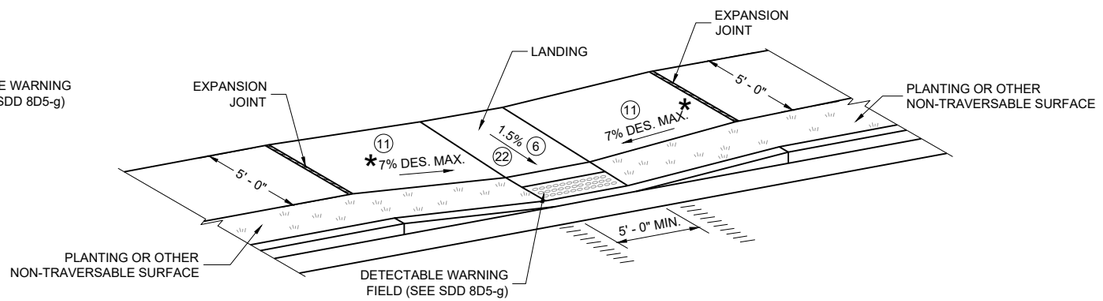
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

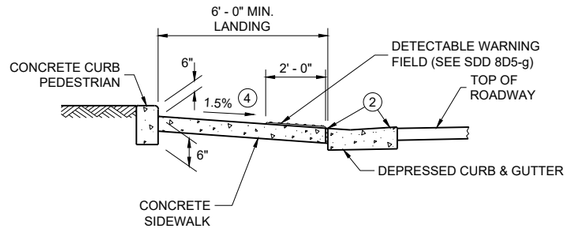


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

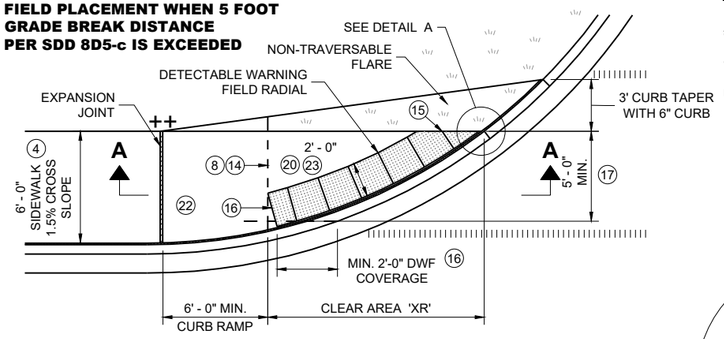


SECTION B - B FOR TYPE 7A

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

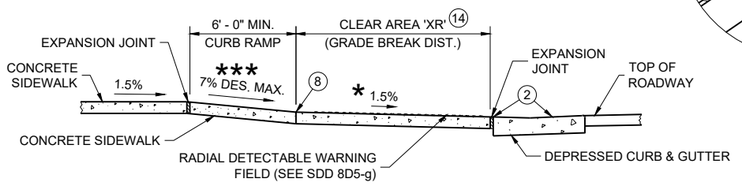
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

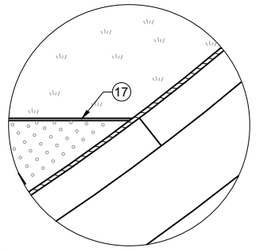
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

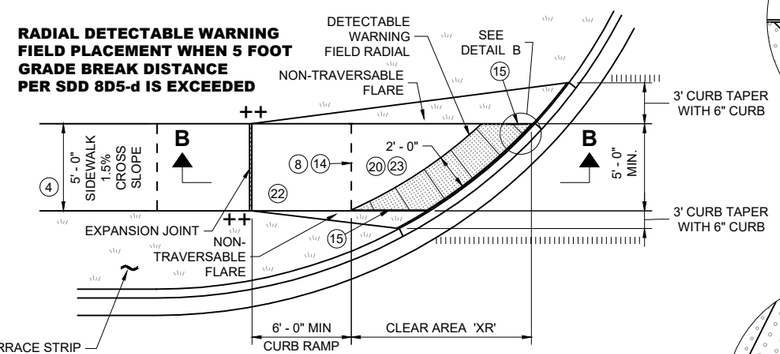
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

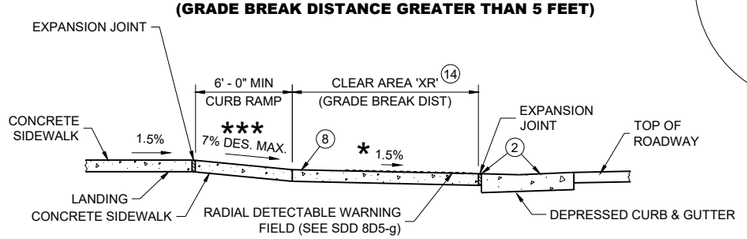
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

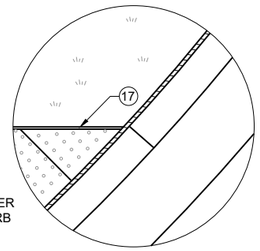


PLAN VIEW

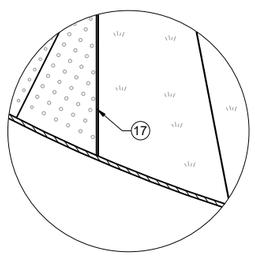
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

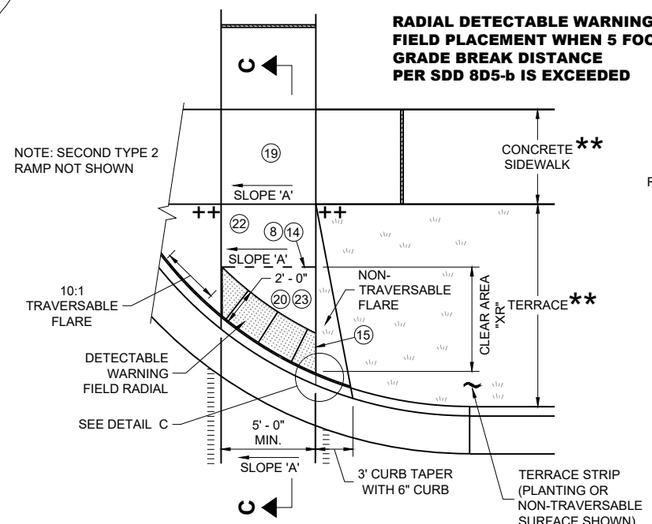


DETAIL B



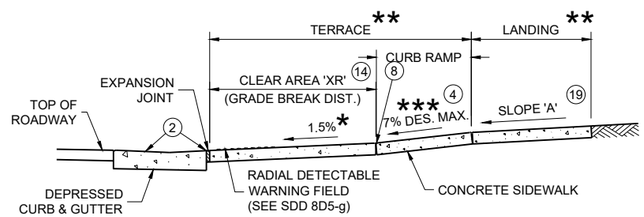
DETAIL C

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)



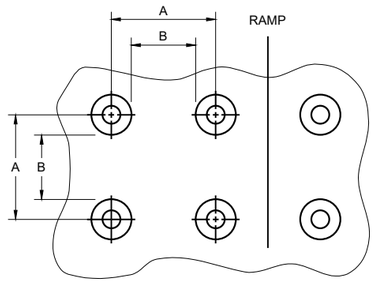
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

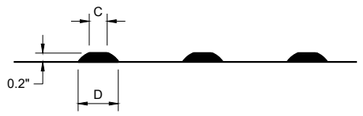
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

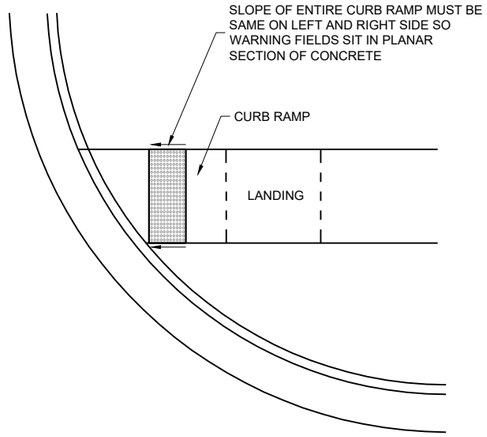
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

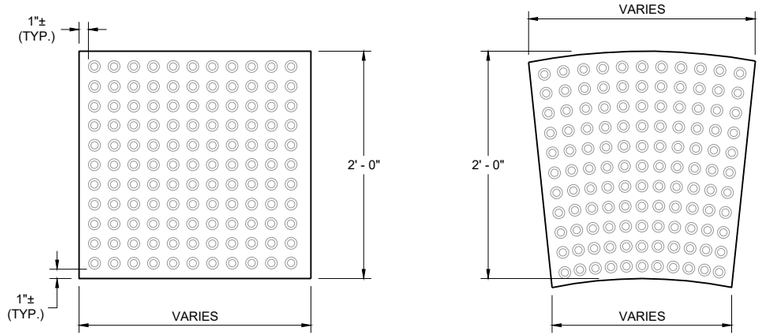
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

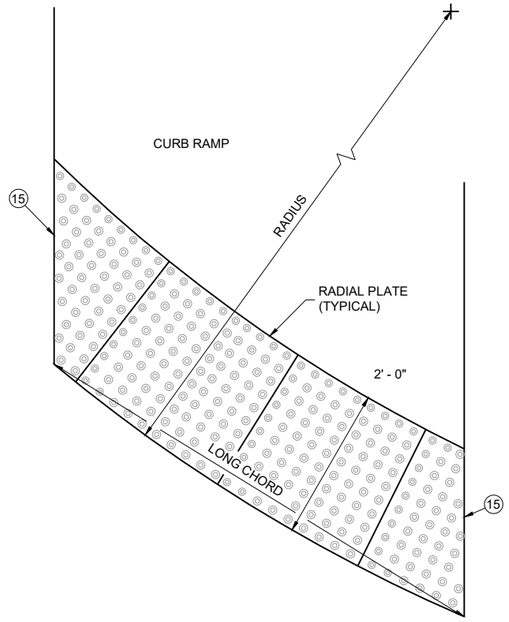
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



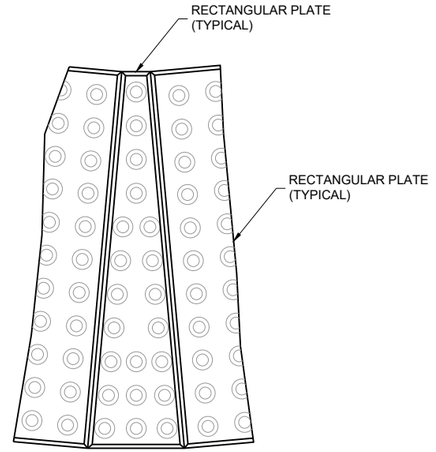
RECTANGULAR PLATES

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
February 2025 — DATE
/S/ Rodney Taylor — <position>

FHWA

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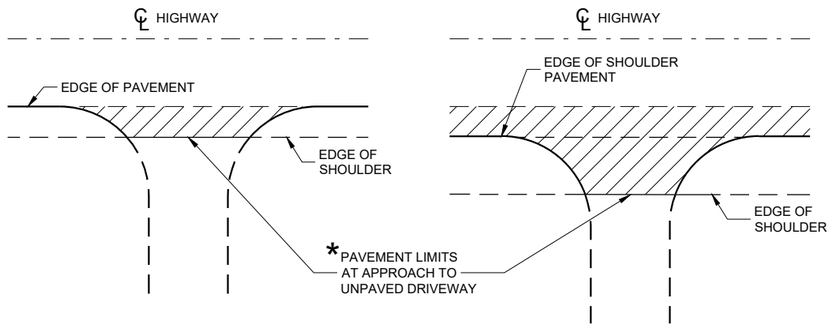
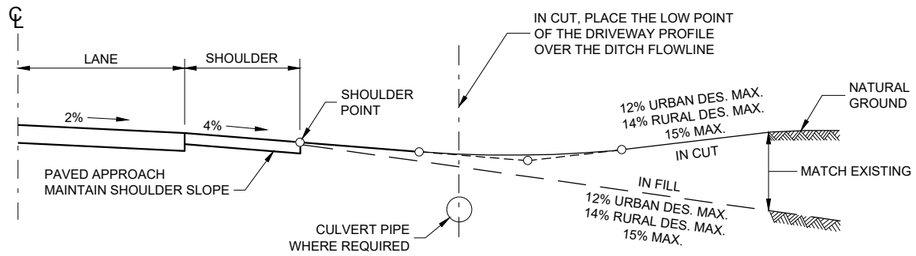
SDD 08D05-22g



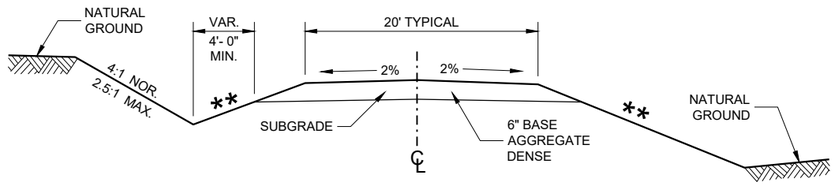
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

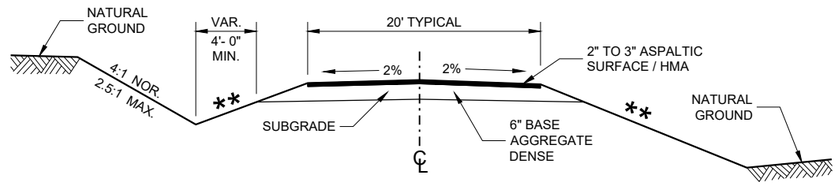


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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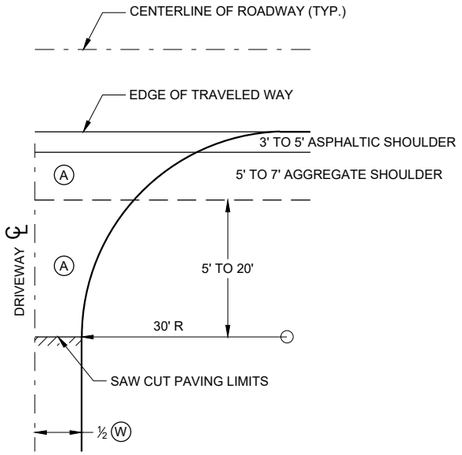
SDD 08D21 - 01

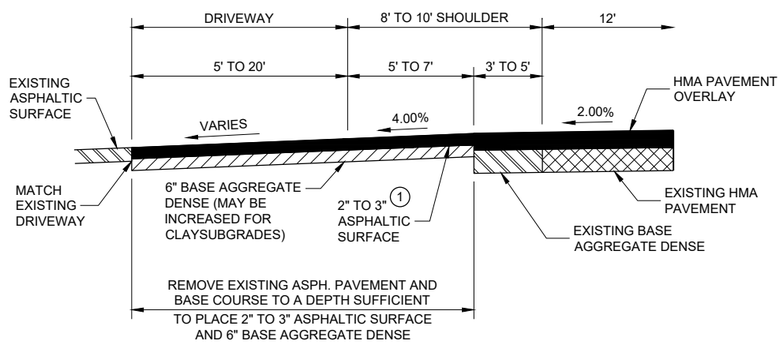
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



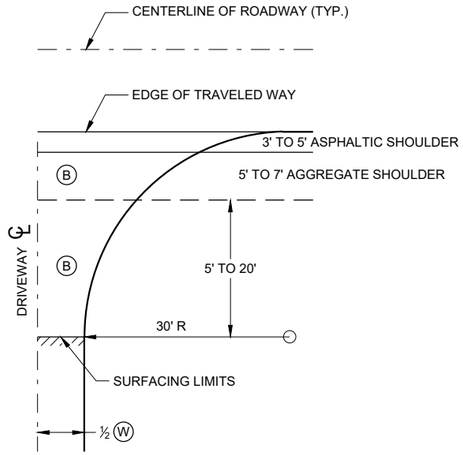
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

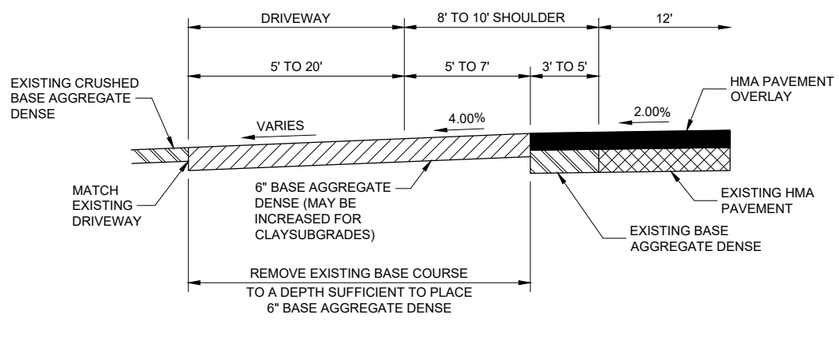
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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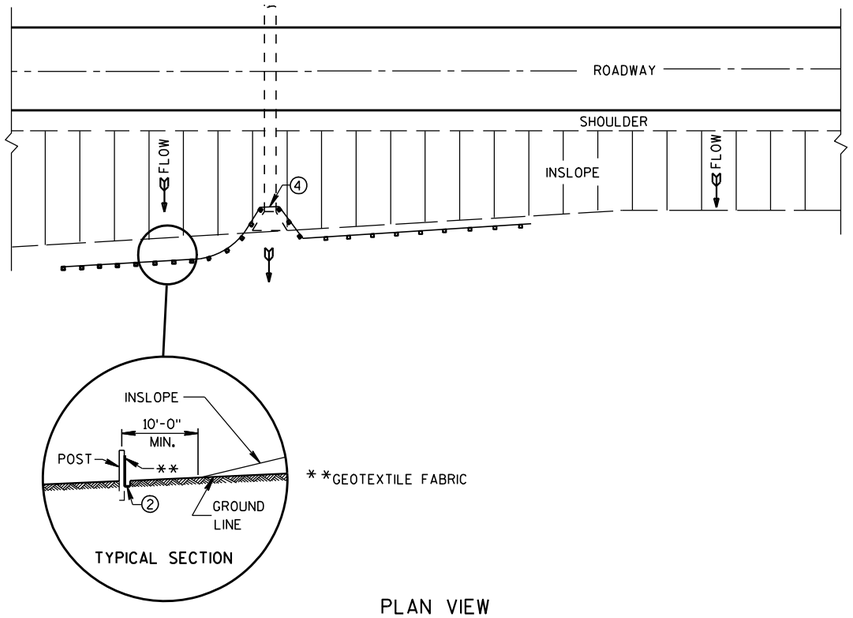
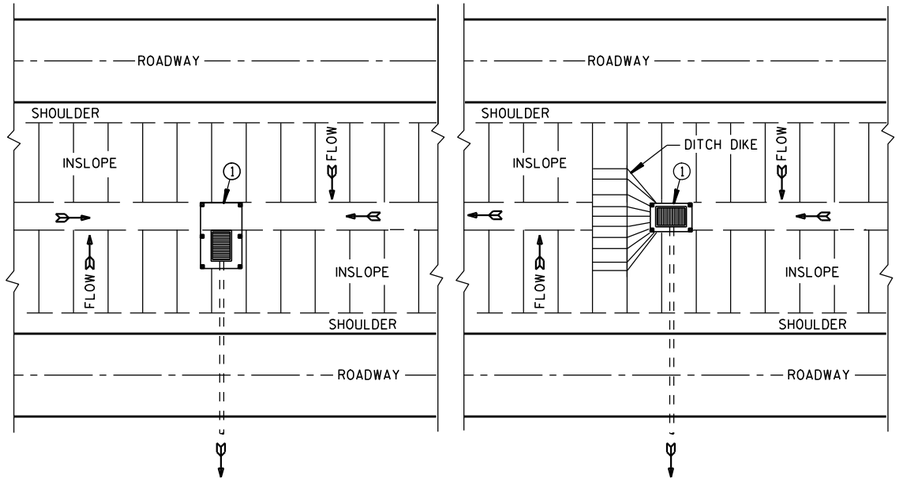
SDD 08D22 - 01



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

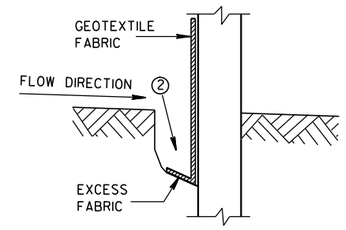
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

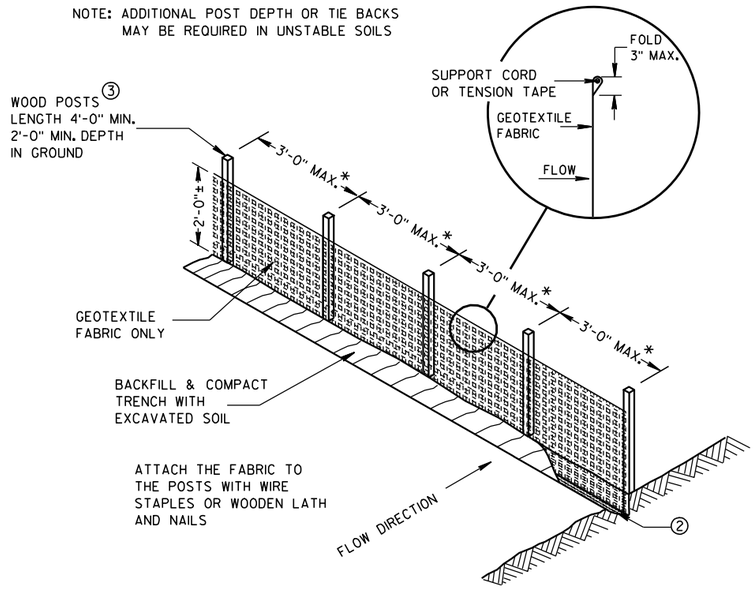
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

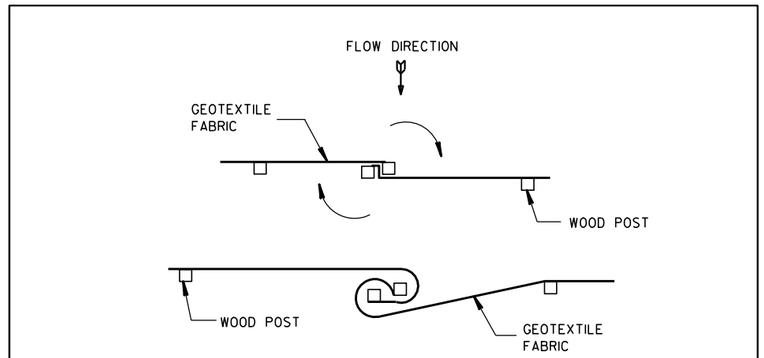
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



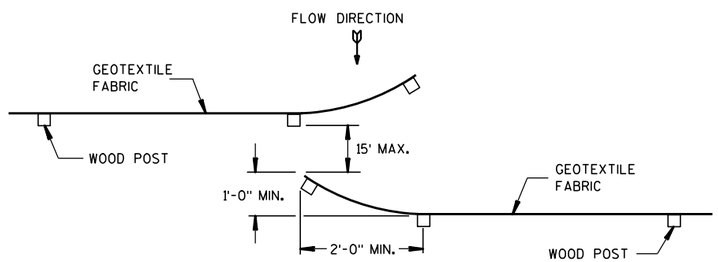
TRENCH DETAIL



SILT FENCE

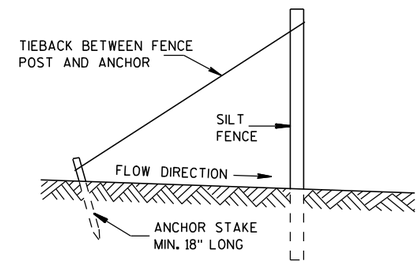


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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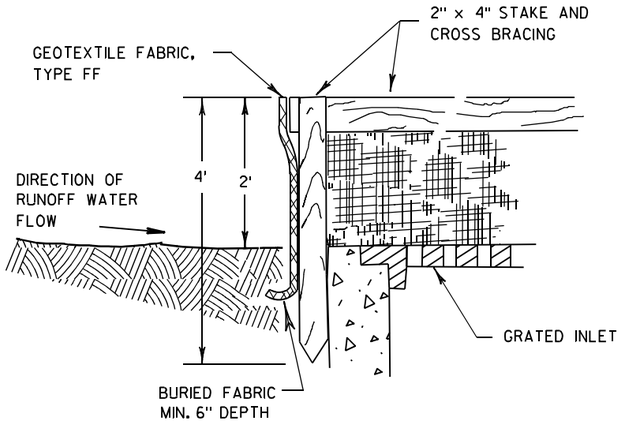
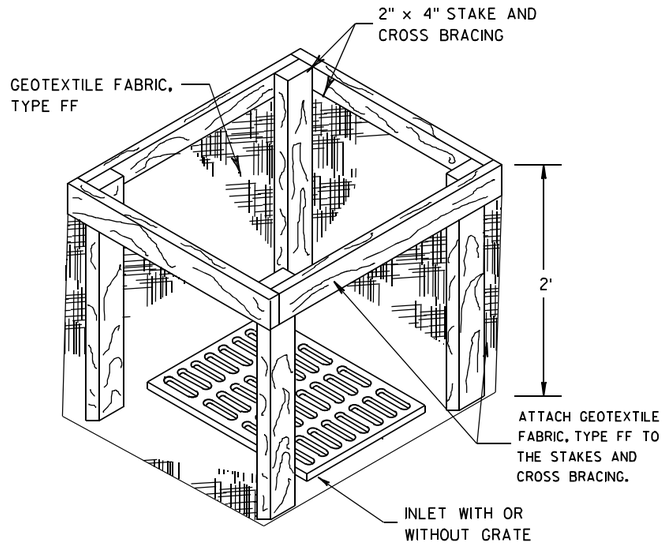
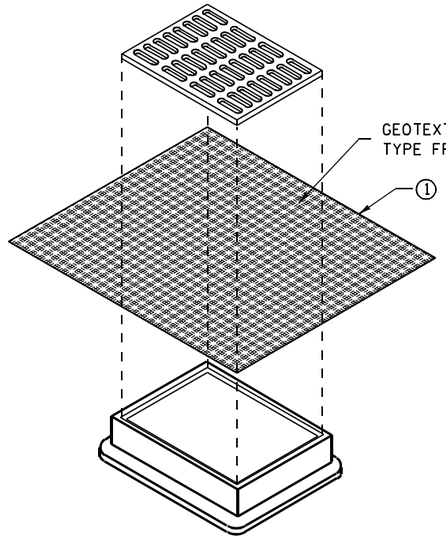
S.D.D. 8 E 9-6



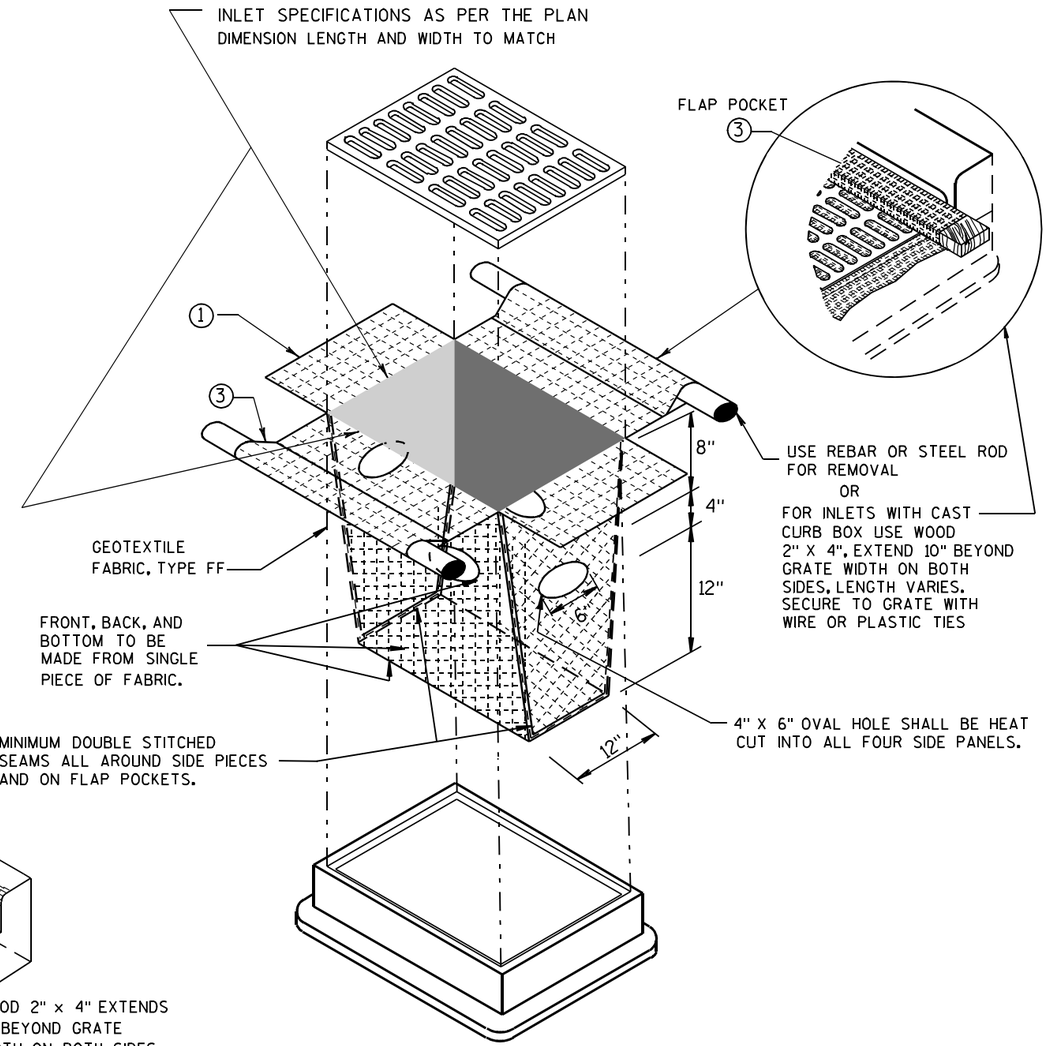


INLET PROTECTION, TYPE A



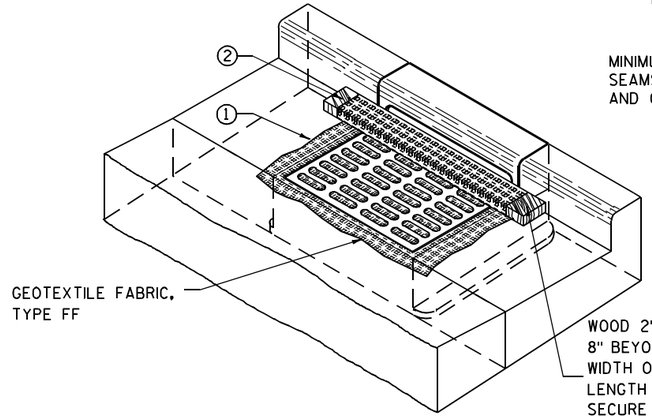
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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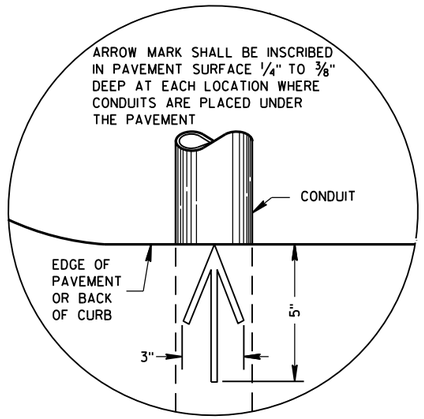
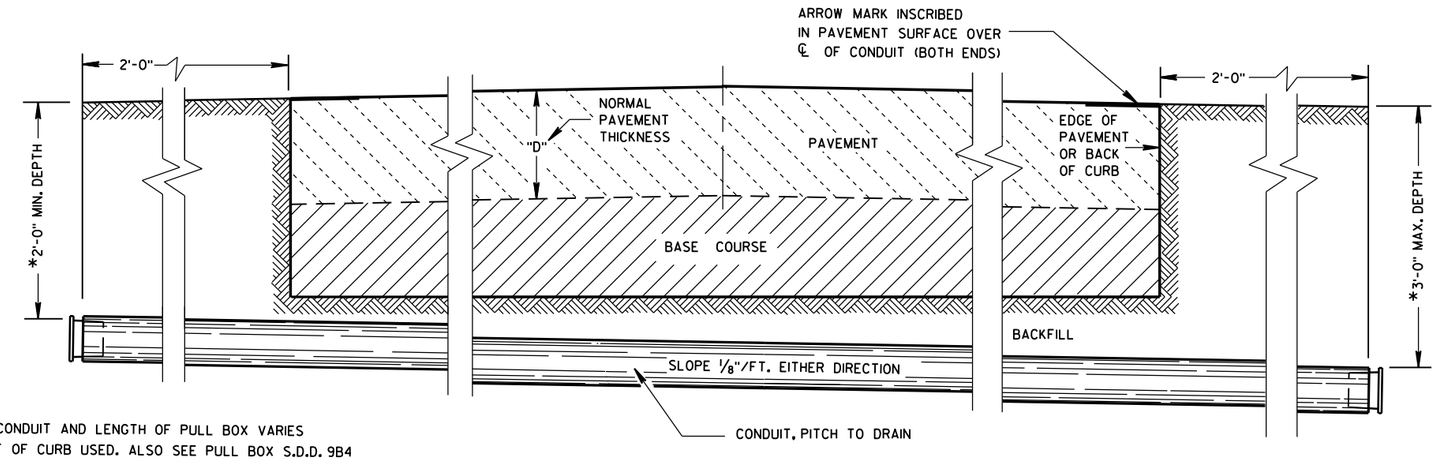
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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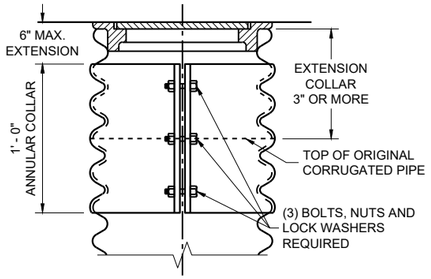
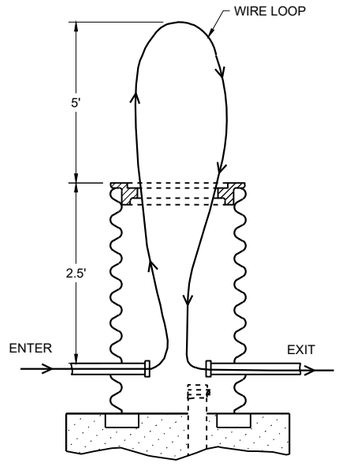
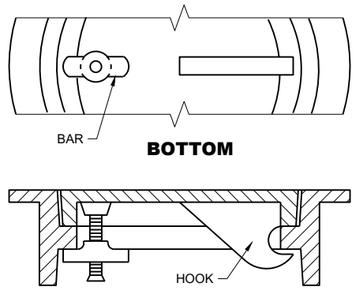
S.D.D. 9 B 2-10



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

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.

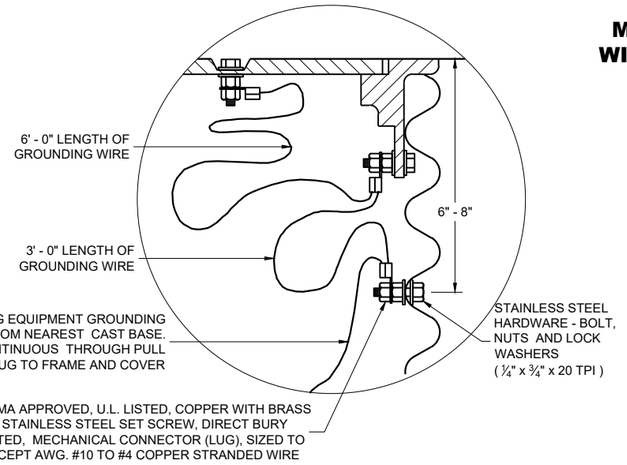
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

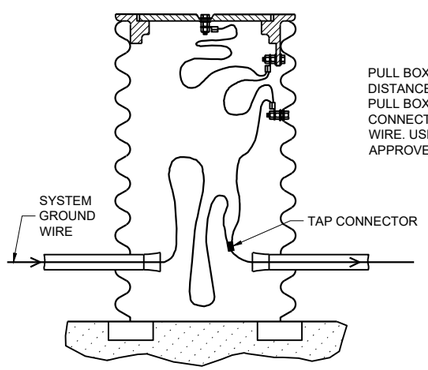
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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.

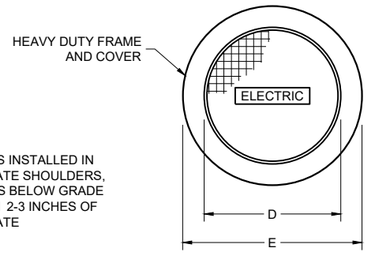


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

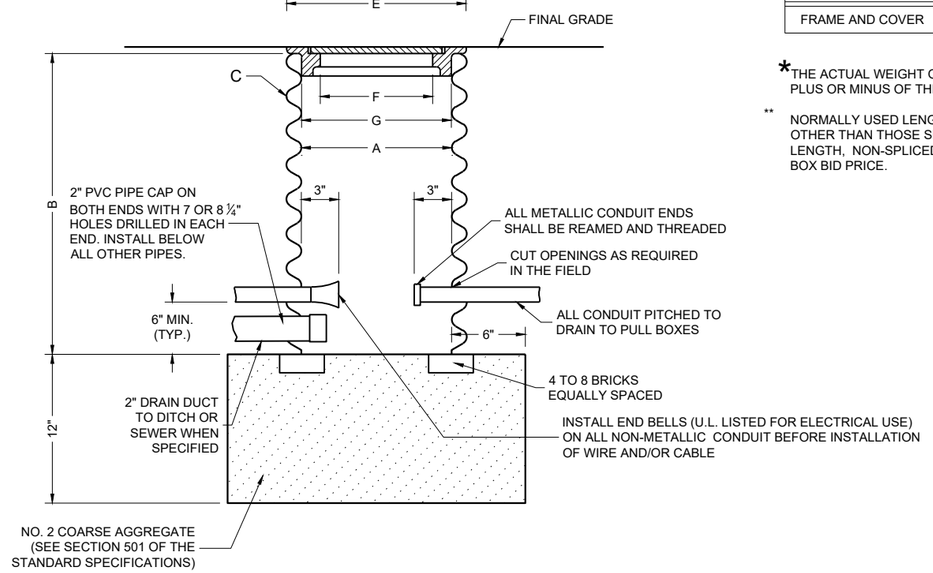


PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

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
November 2024
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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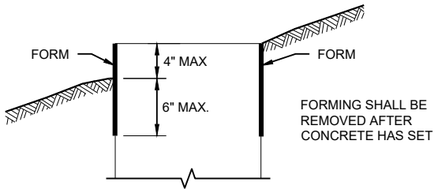
SDD 09B04-13

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.

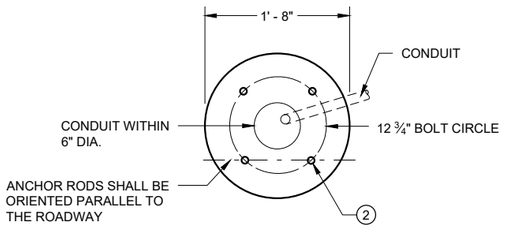
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

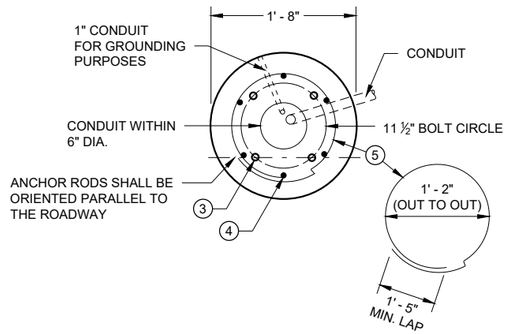
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

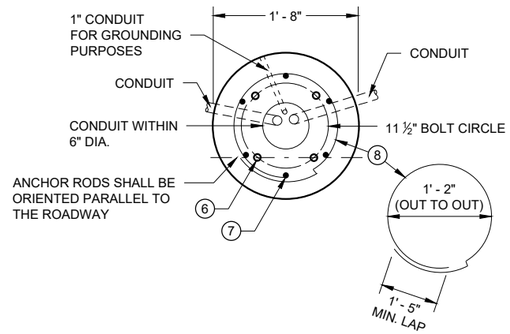
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

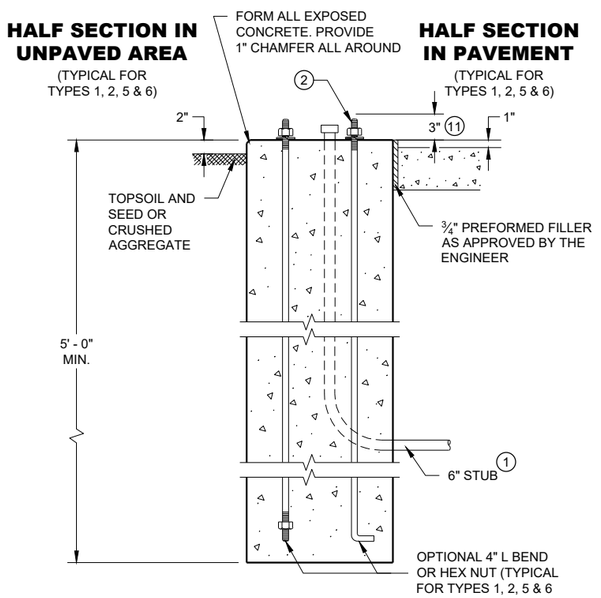
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

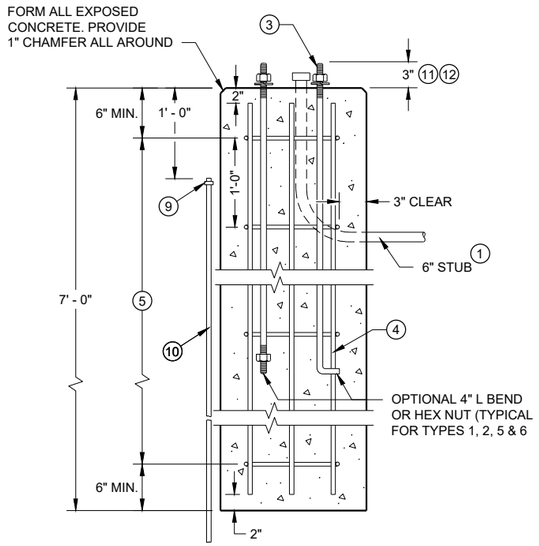




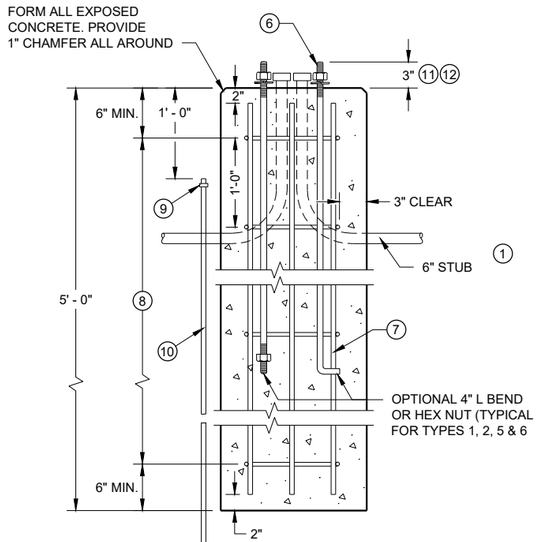




TYPE 1



TYPE 2



TYPE 5 & 6

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.

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

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

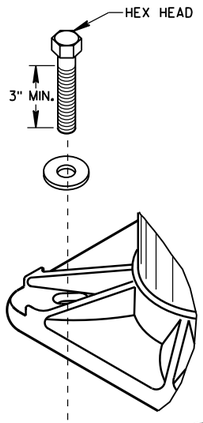
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

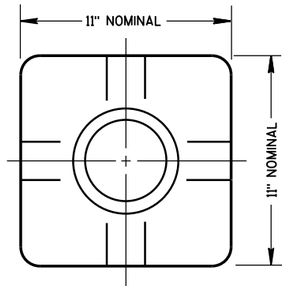
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

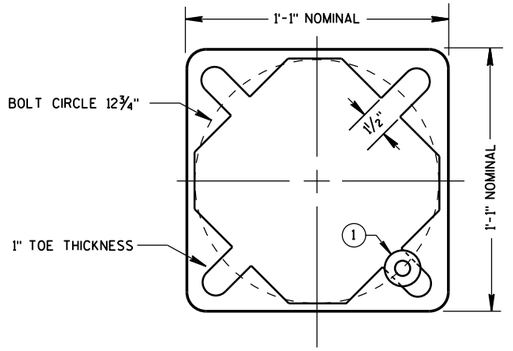
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

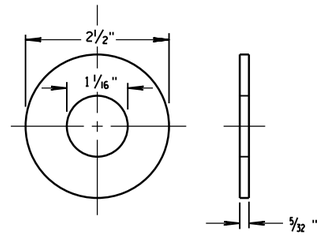




TOP VIEW
(PEDESTAL BASE)

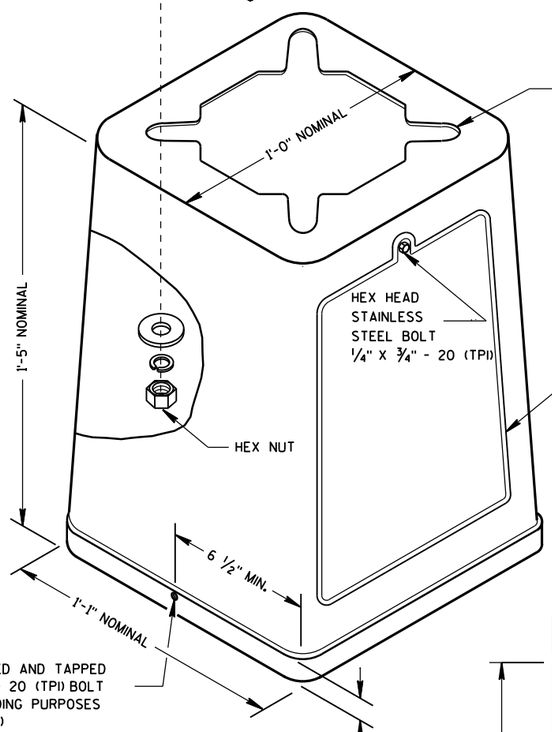


BOTTOM VIEW
(PEDESTAL BASE)

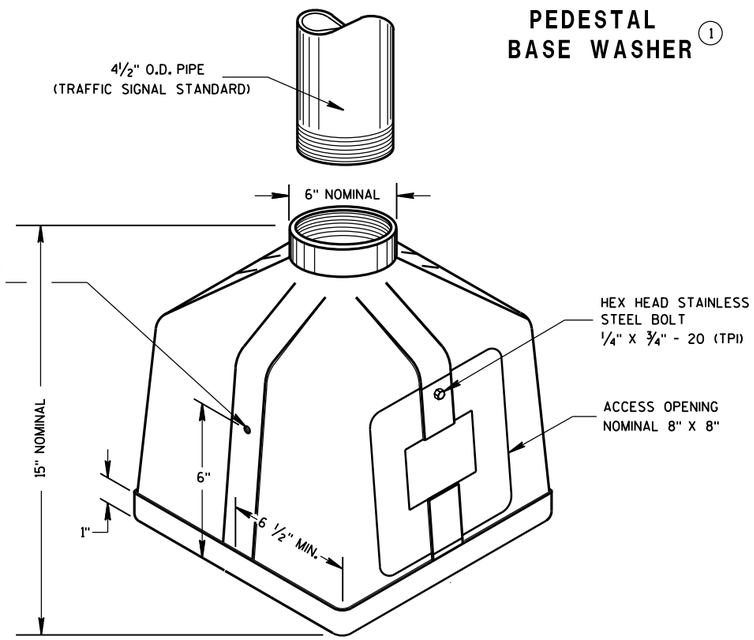


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

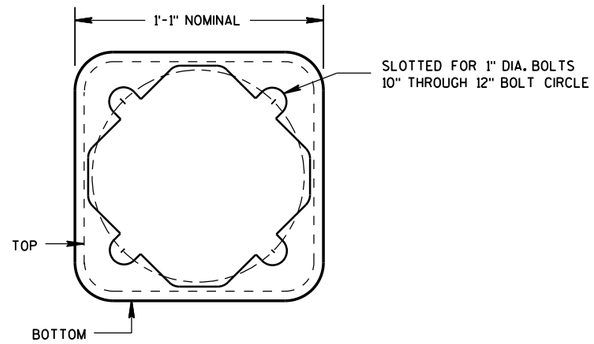


ISOMETRIC VIEW

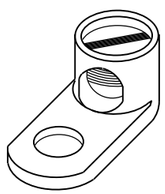


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

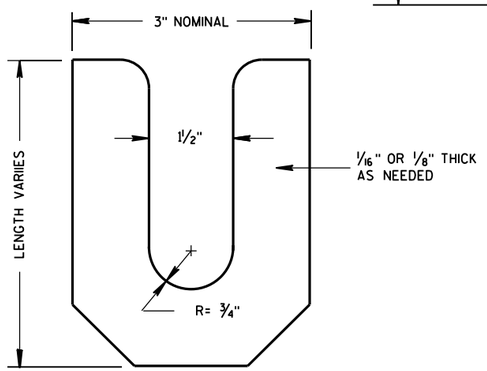


TYPICAL MECHANICAL CONNECTOR LUG

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

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S.D.D. 9 C 3-4

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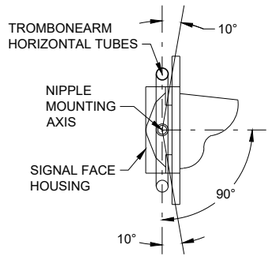
S.D.D. 9 C 3-4

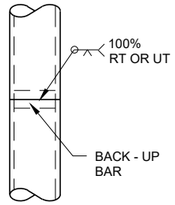


SECTION A-A

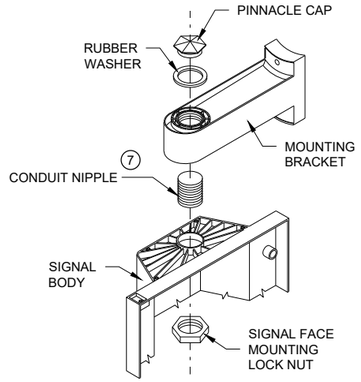
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

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.

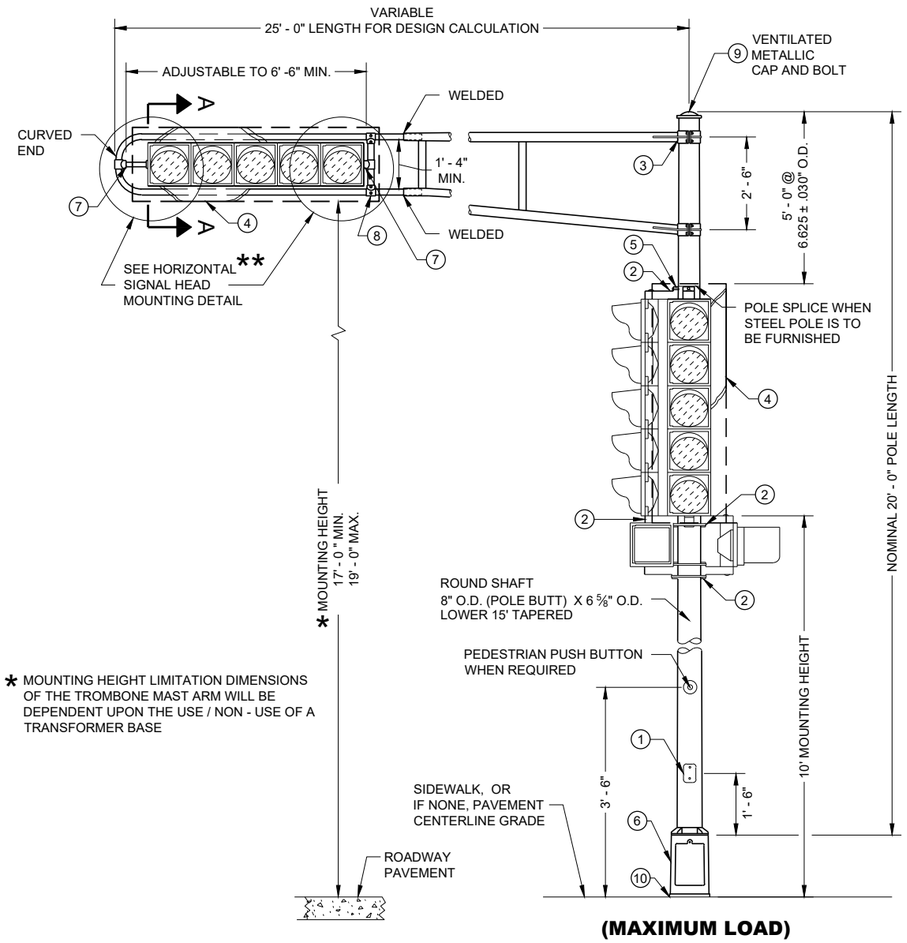
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE 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.

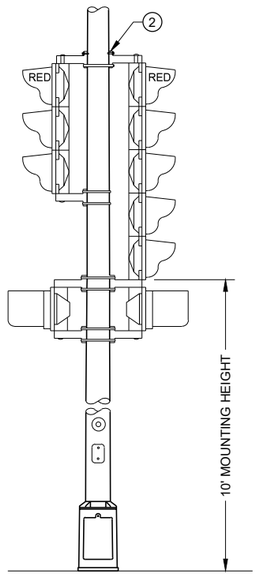
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

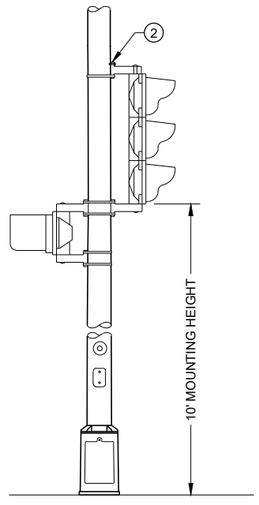


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

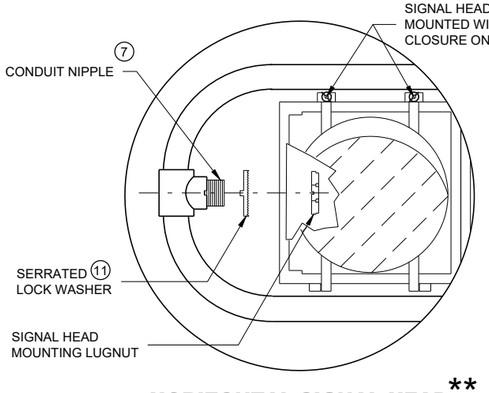
(MAXIMUM LOAD)



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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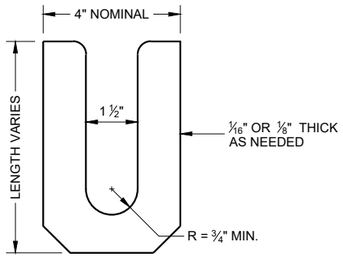
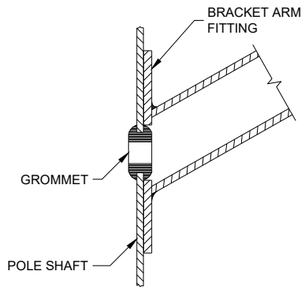
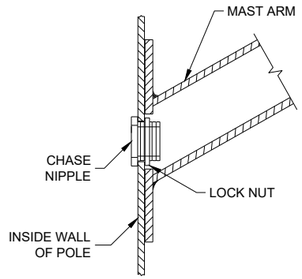


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

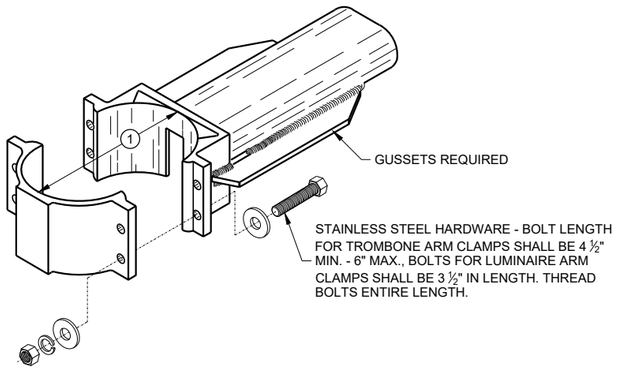
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

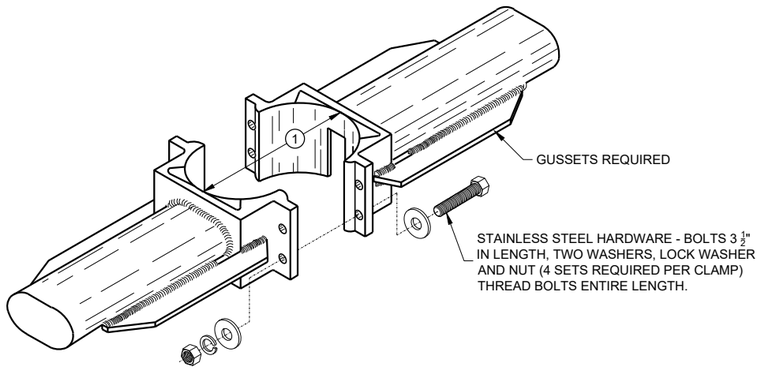
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

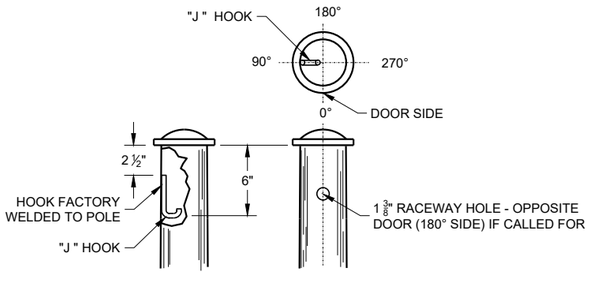
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



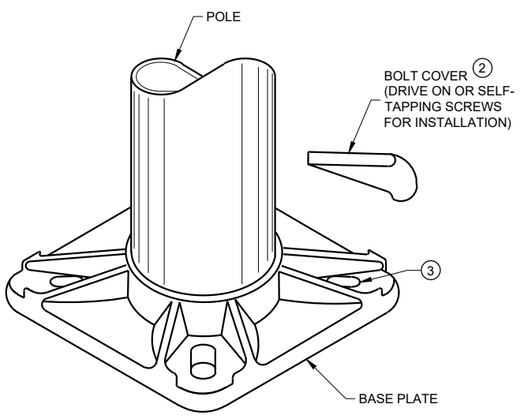
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



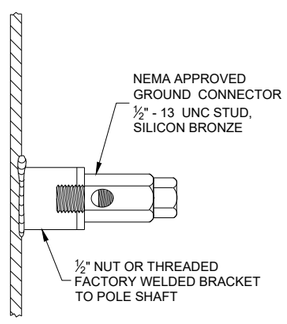
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

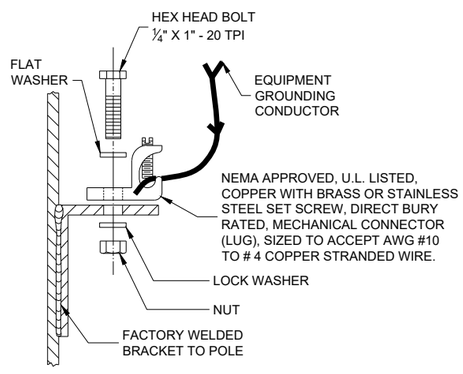


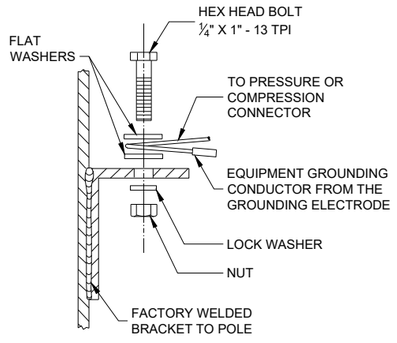
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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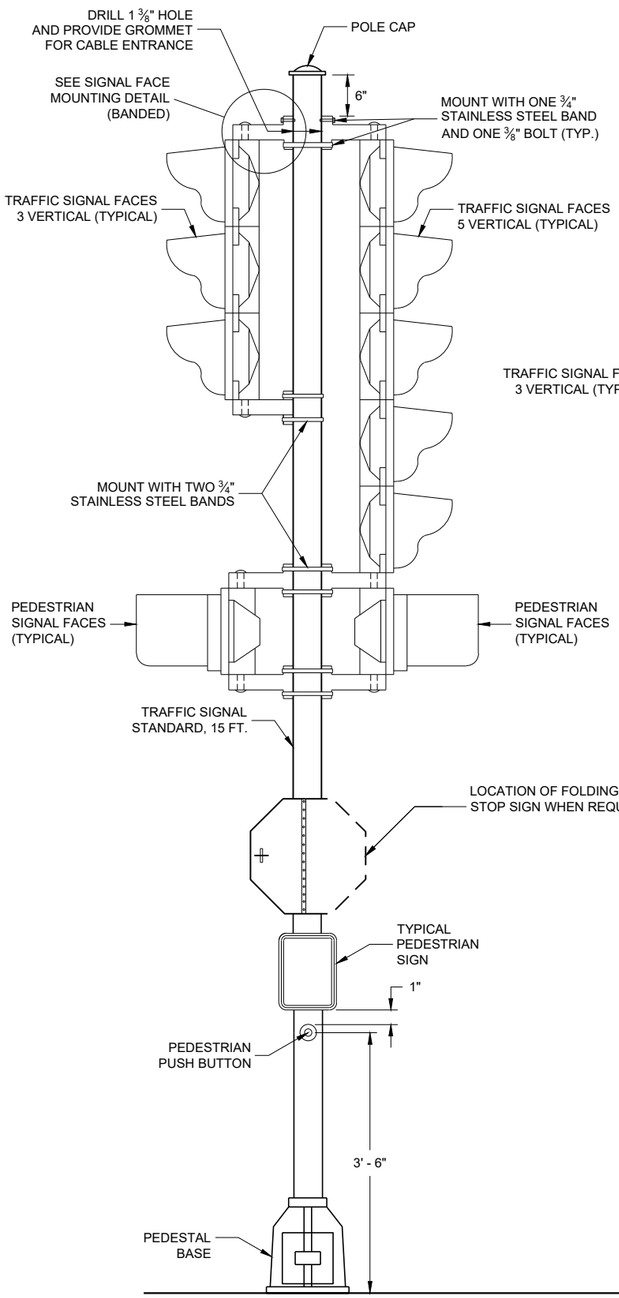
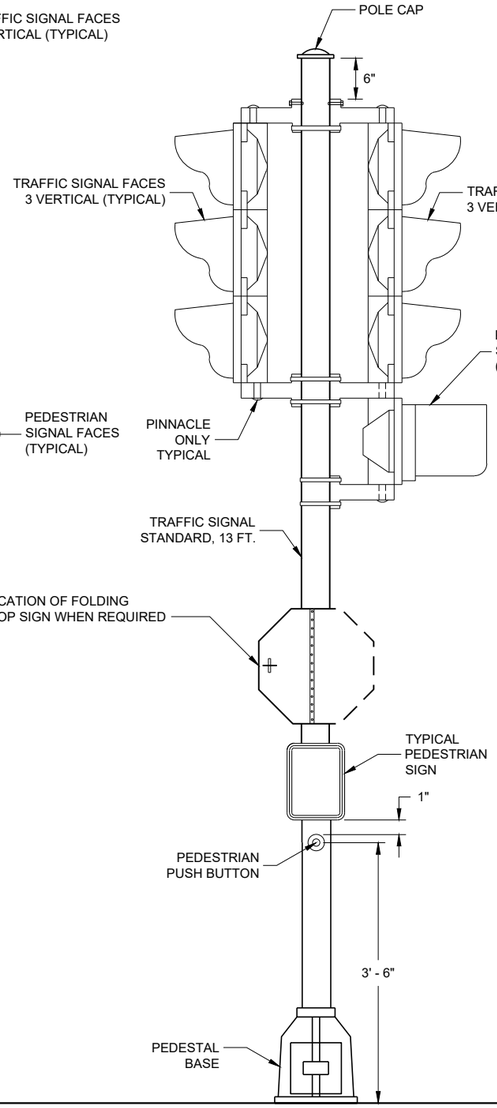
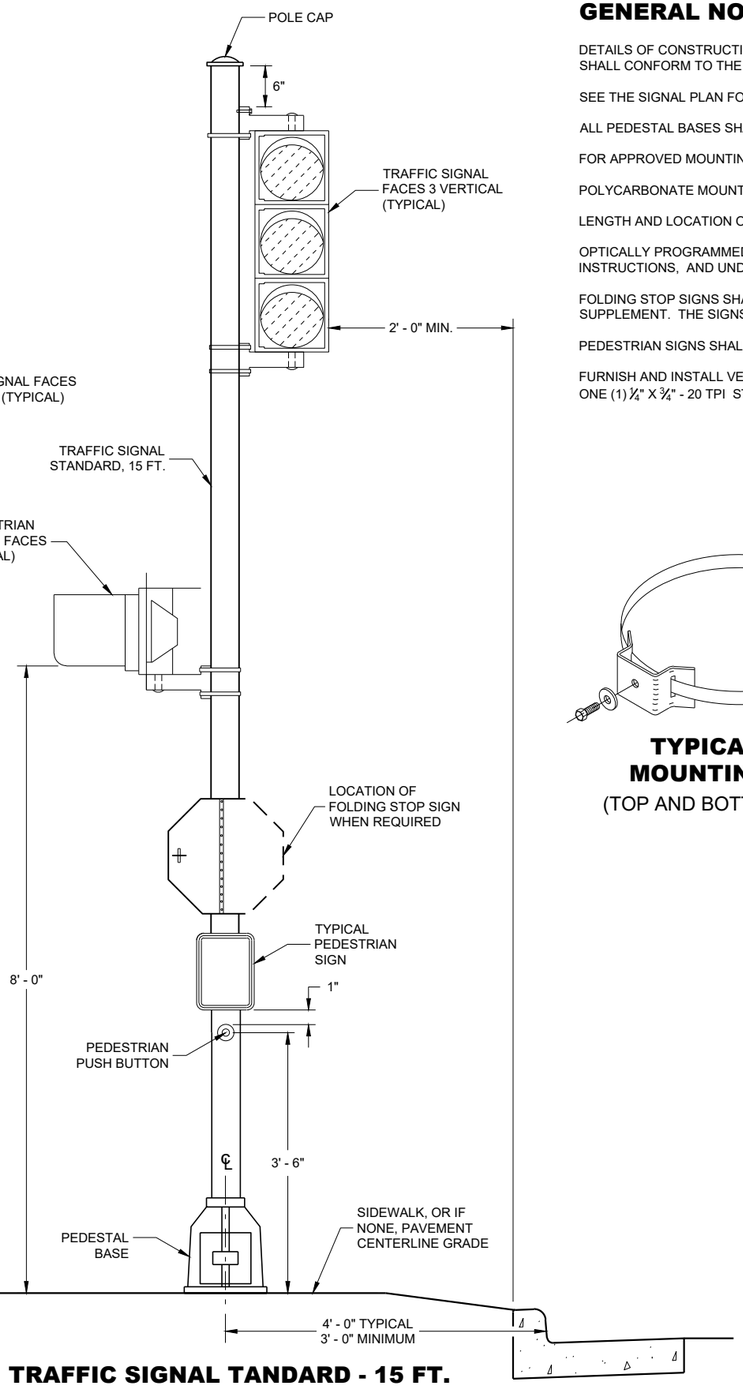


TRAFFIC SIGNAL STANDARD - 15 FT.



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.

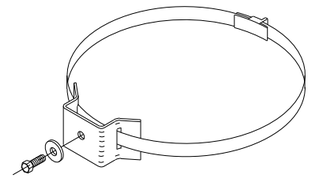
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

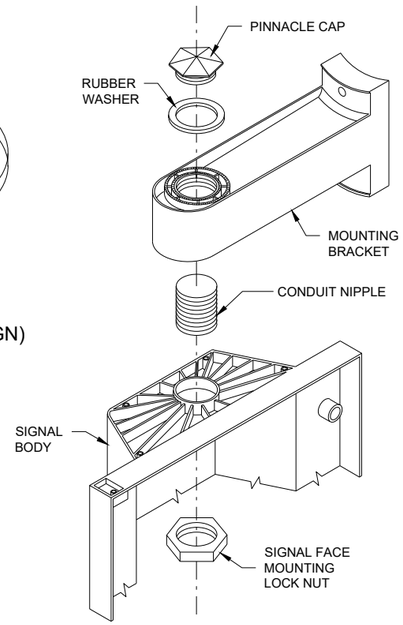
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

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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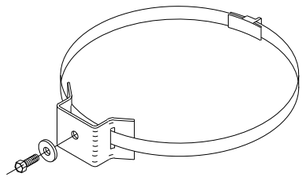
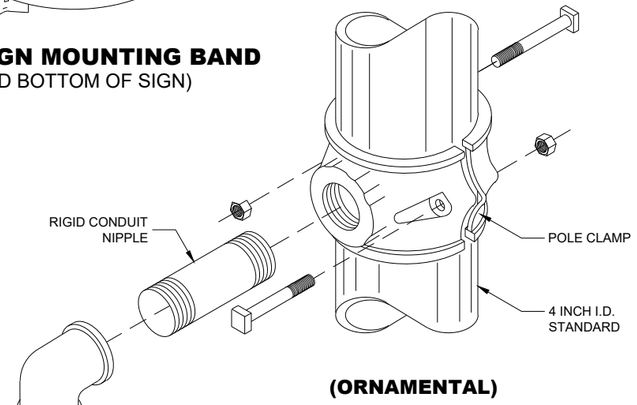
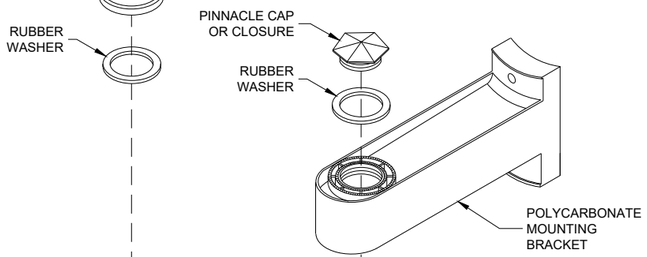


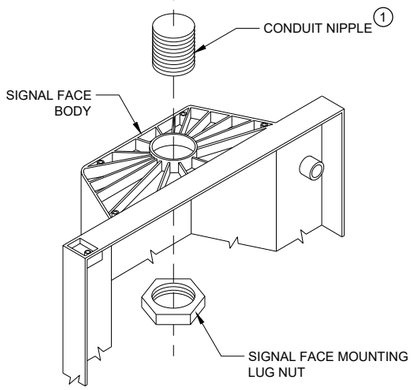
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



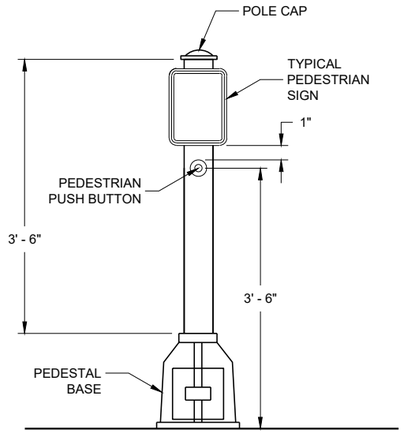
(ORNAMENTAL)



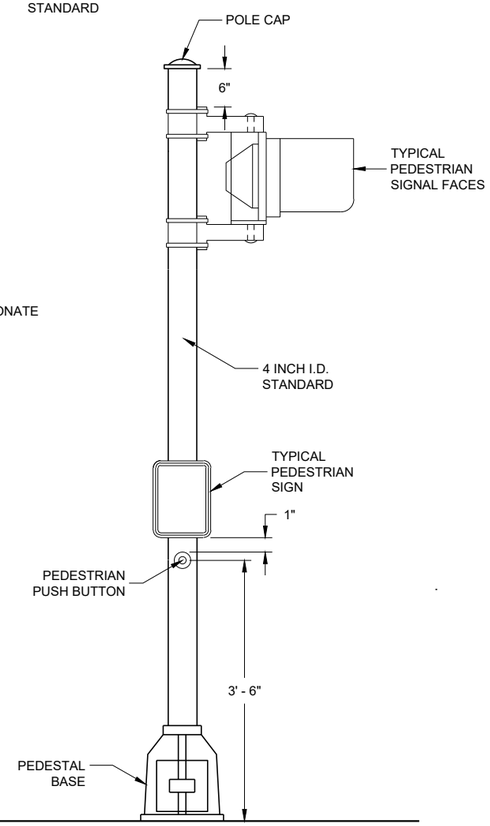
(BANDED)



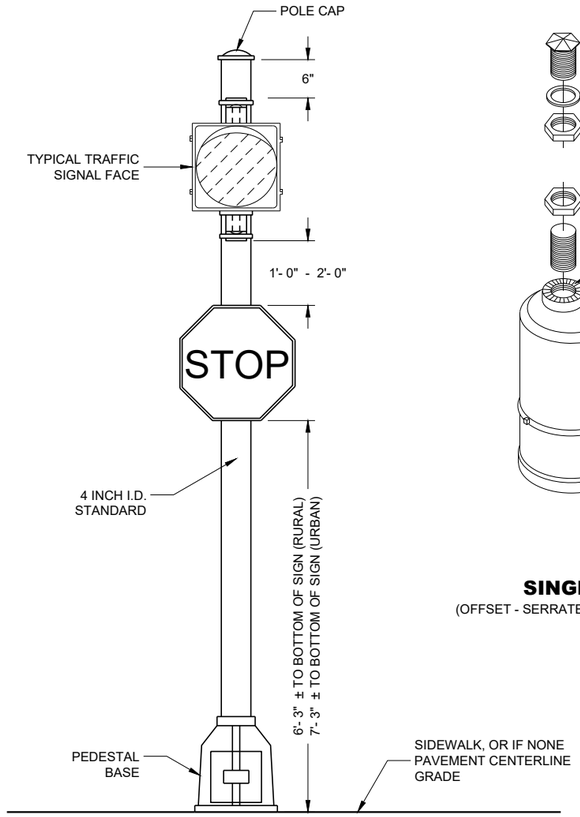
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

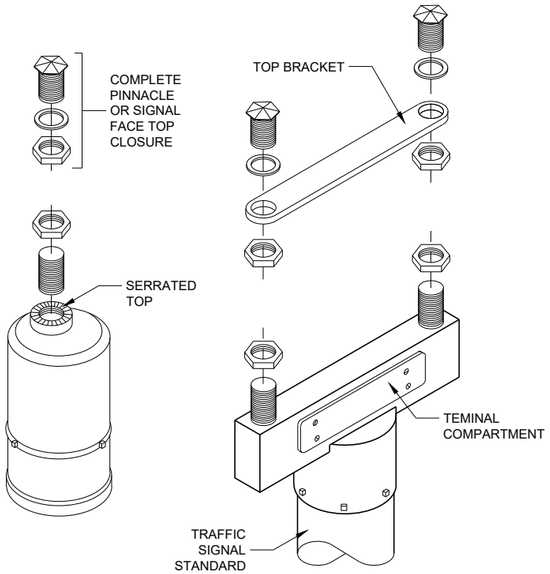
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
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APPROVED
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DATE

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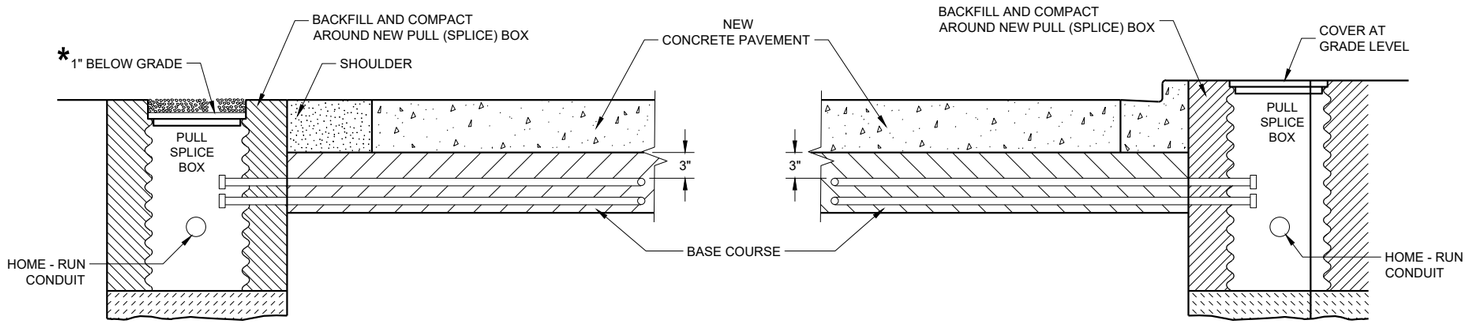


SECTION A - A
NO CURB AND GUTTER

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.

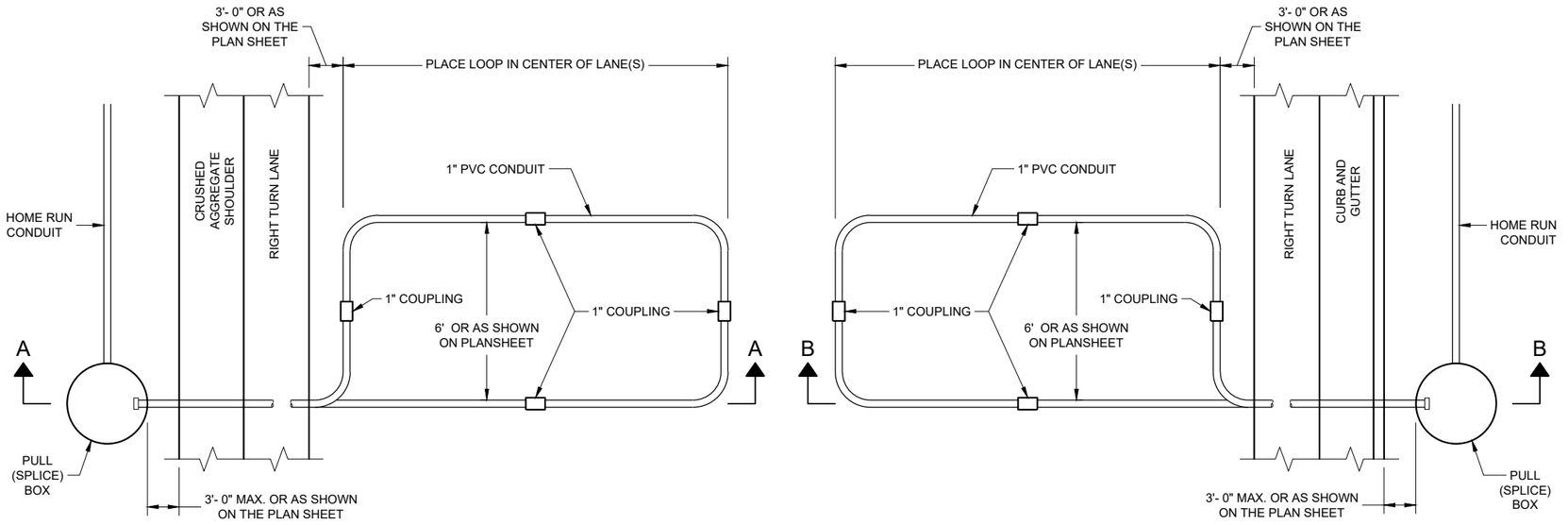
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

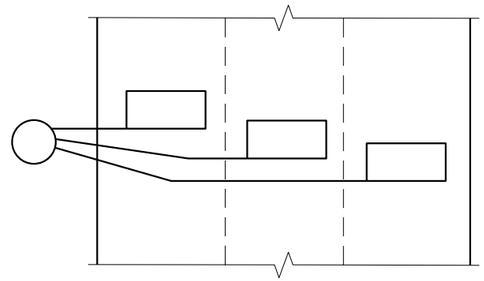
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

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
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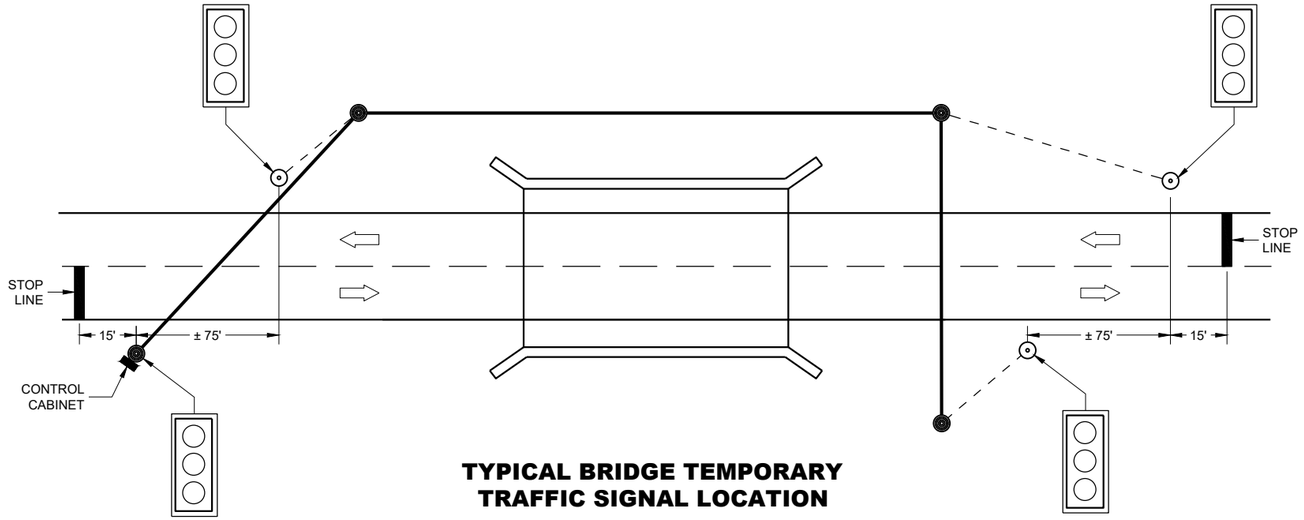


TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

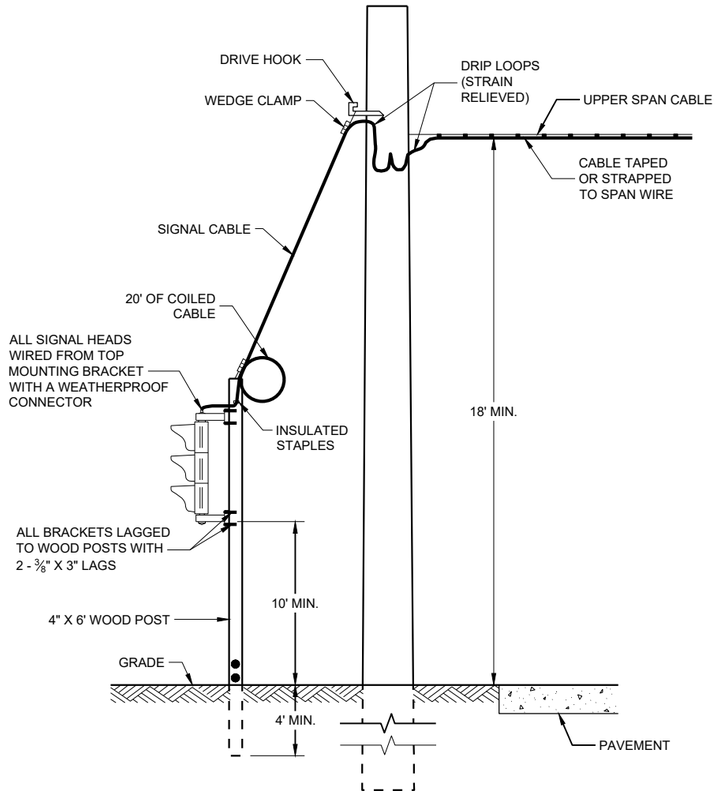
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

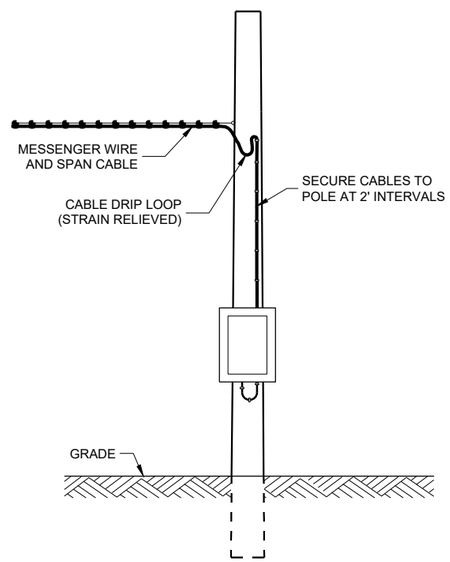
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

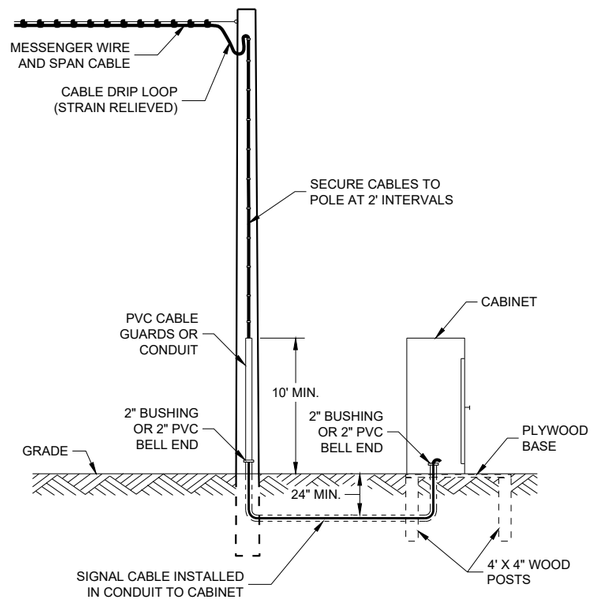
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD09G02 - 05a

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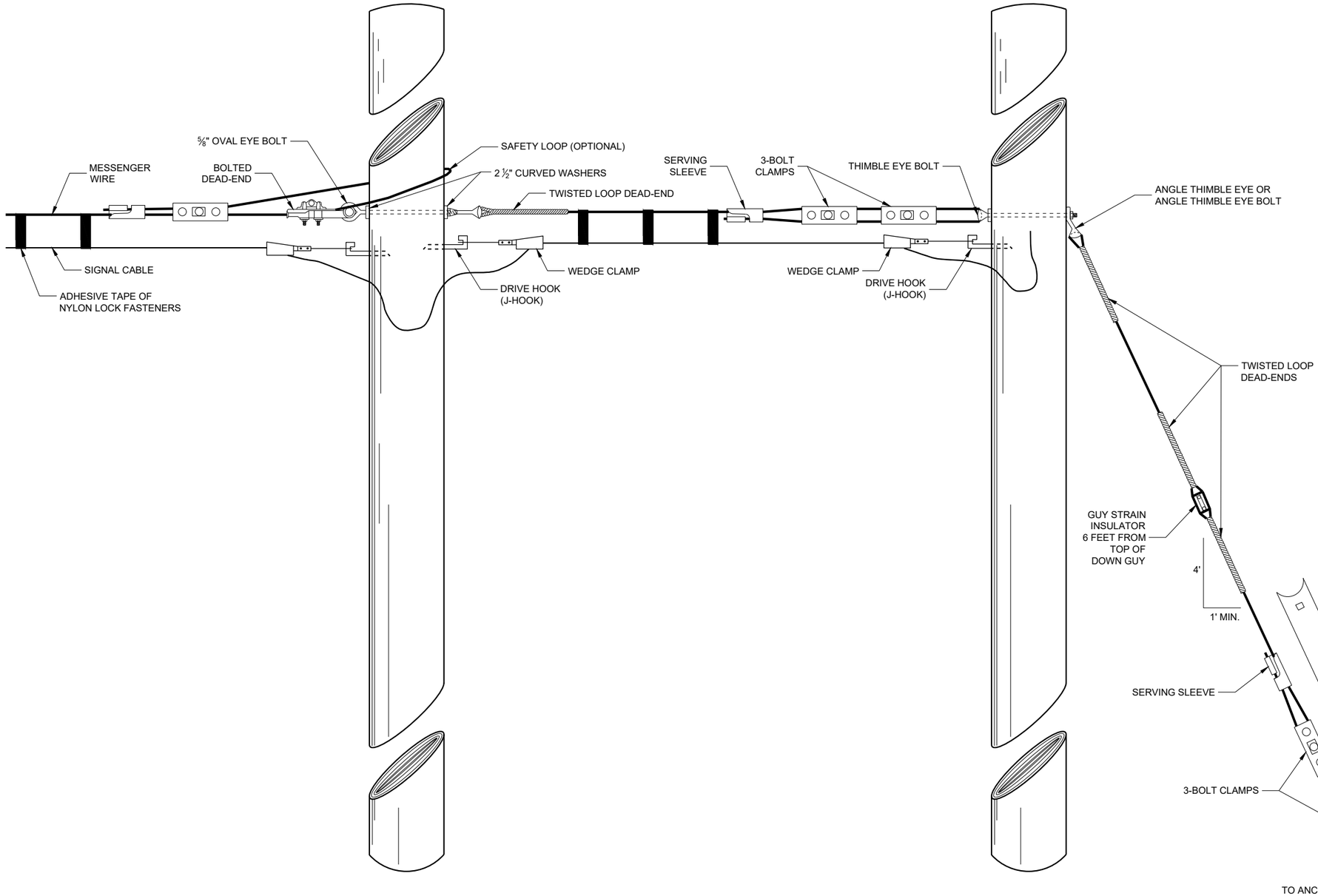
SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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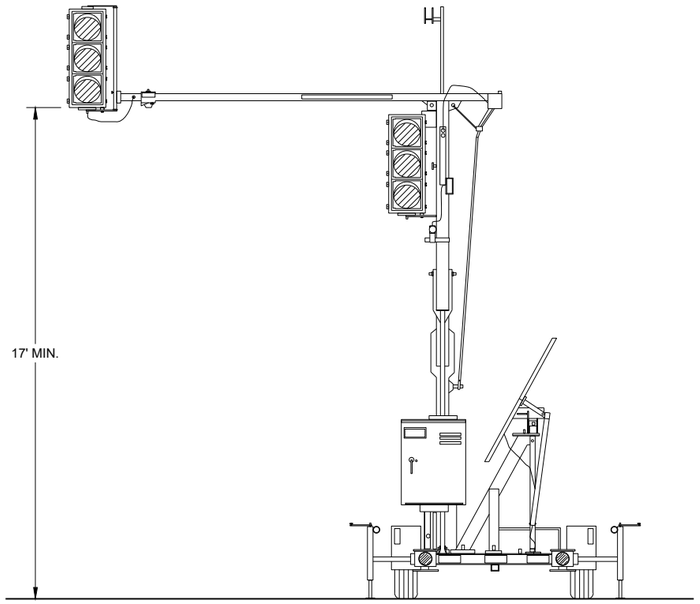
SDD09G02 - 05b

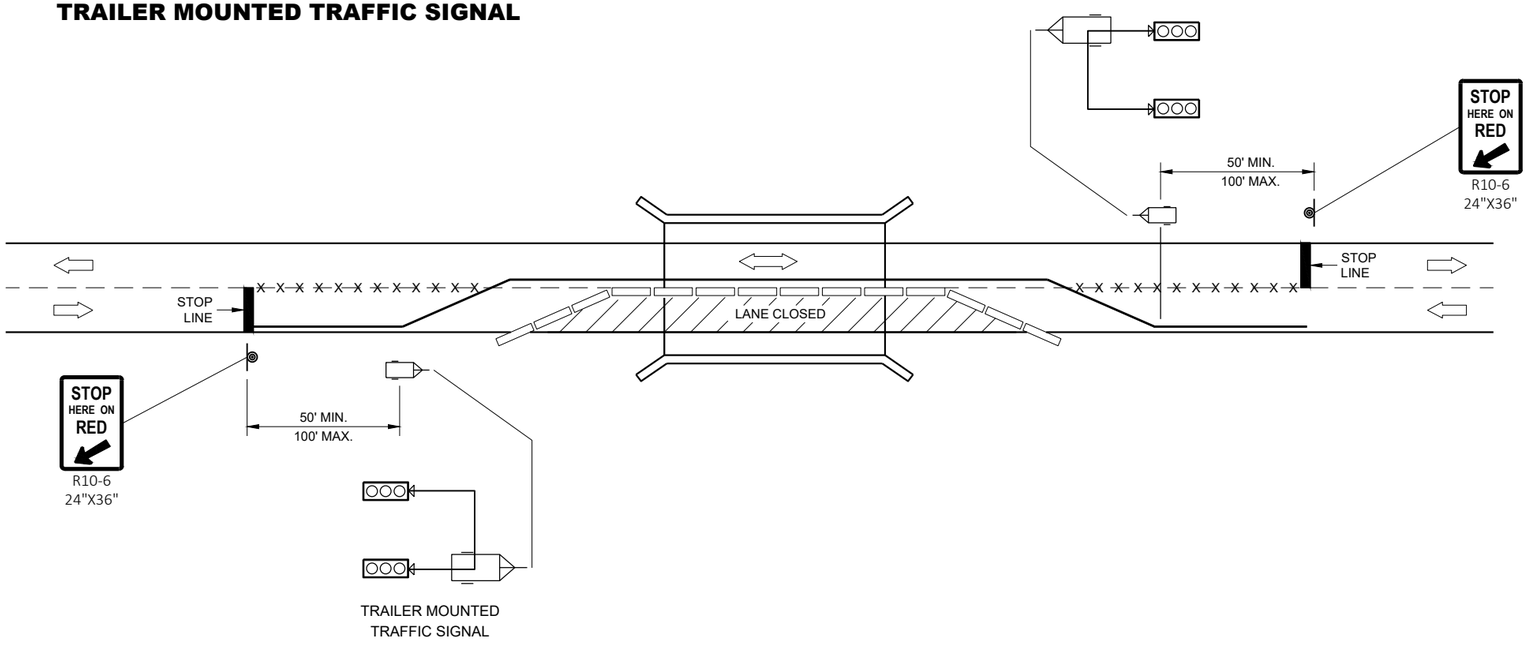


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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SDD09G02 - 05c

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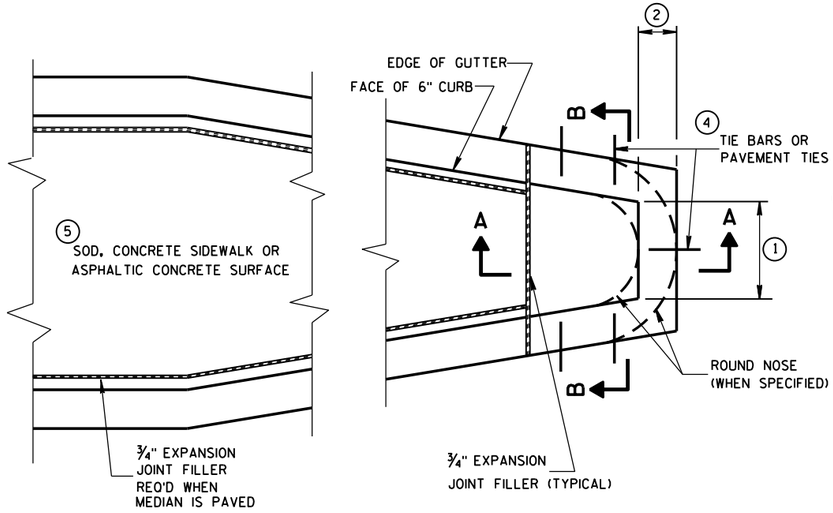
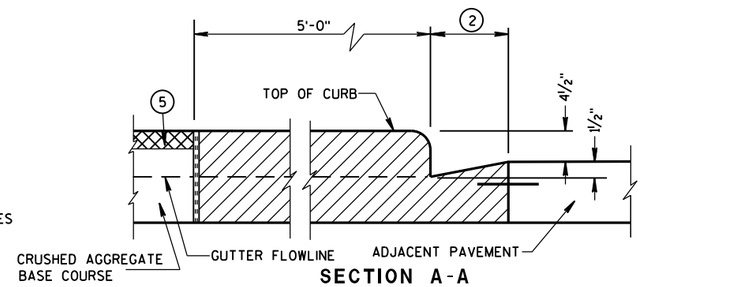
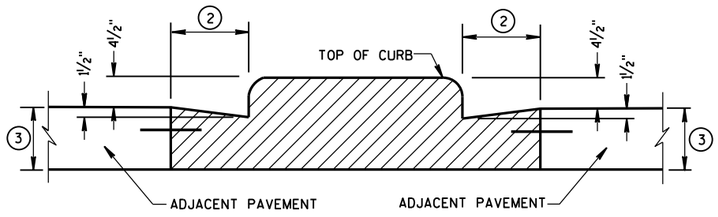
SDD09G02 - 05c







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

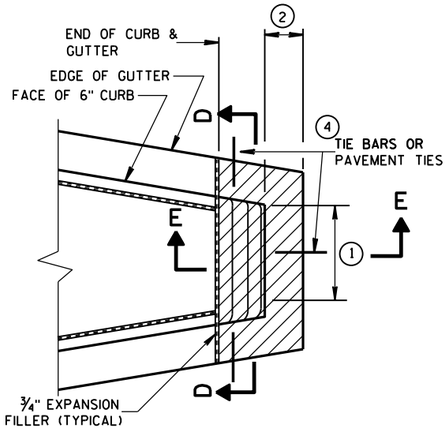
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

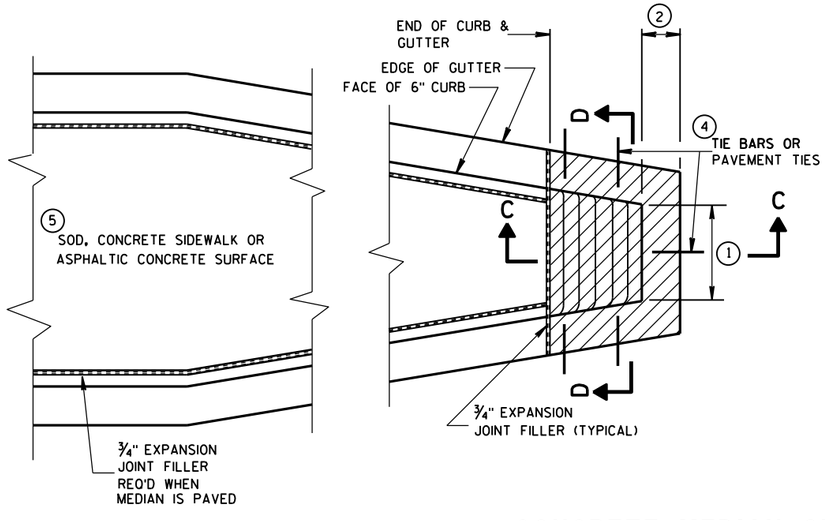
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

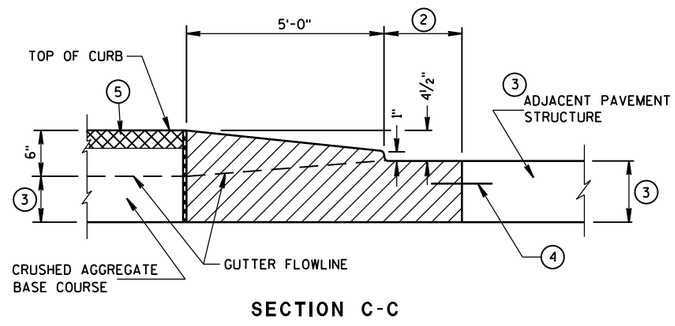
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

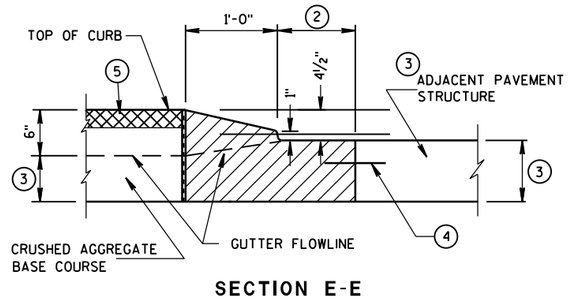
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



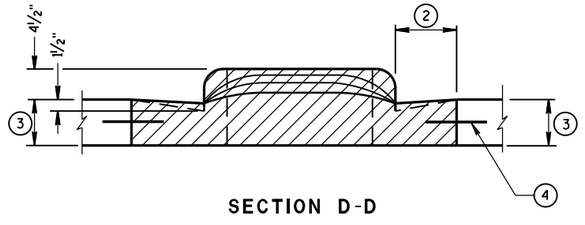






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

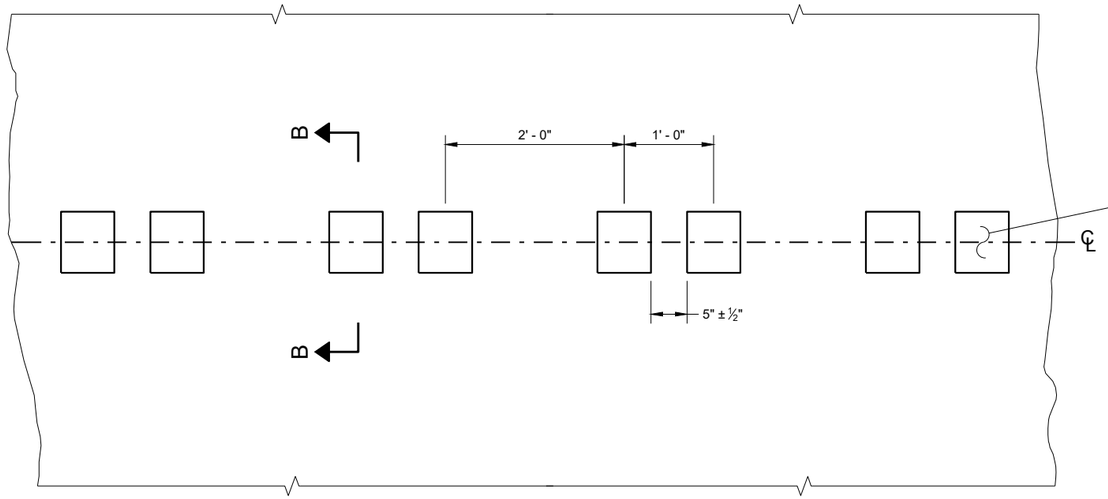
6

S.D.D. 11 B 2-2

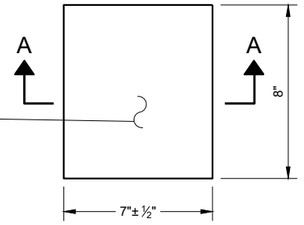
GENERAL NOTES

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

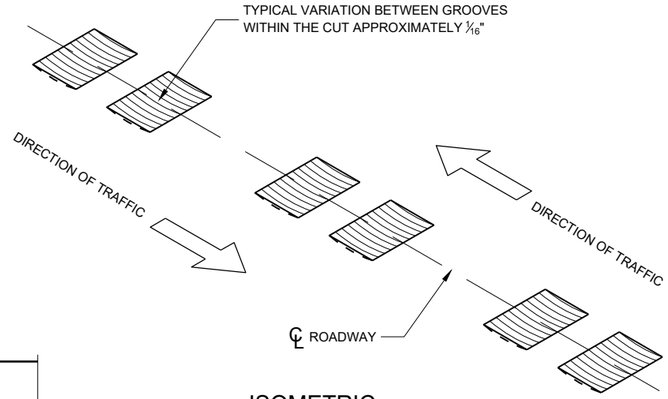
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



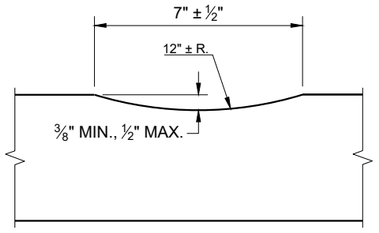
PLAN DETAIL VIEW



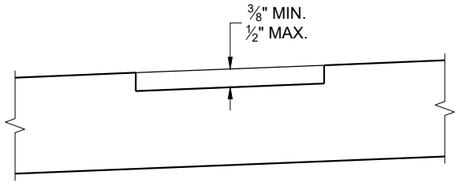
PLAN VIEW
(SINGLE GROOVE)



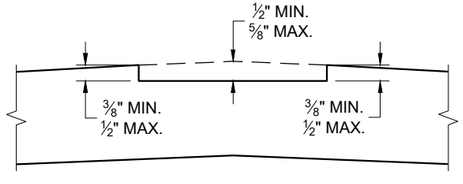
ISOMETRIC



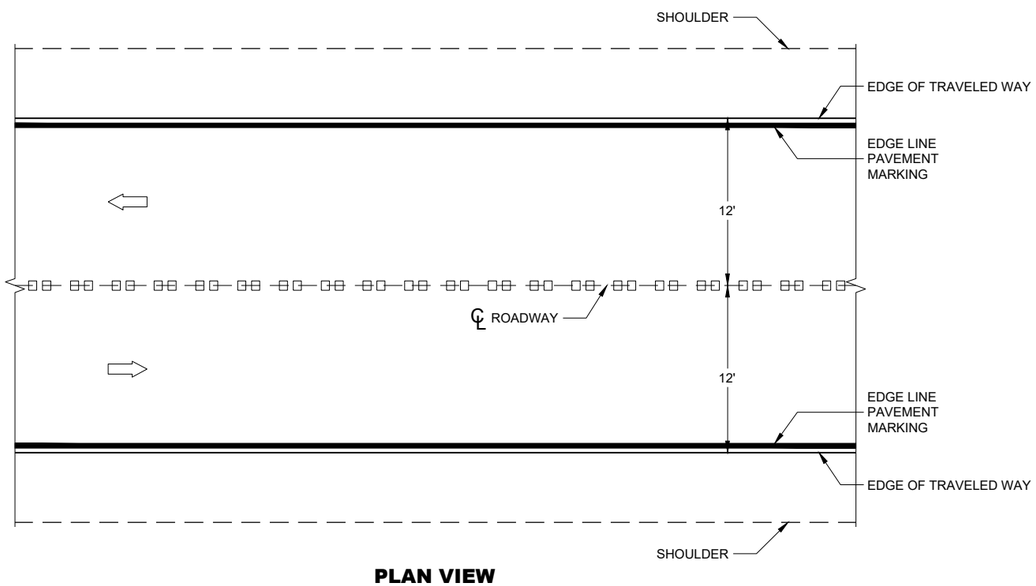
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	154

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SDD 13A11 - 04a

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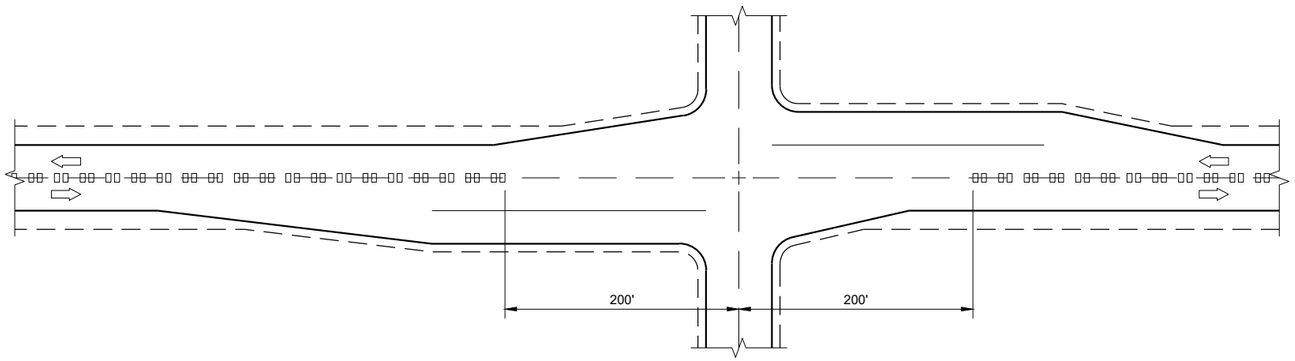
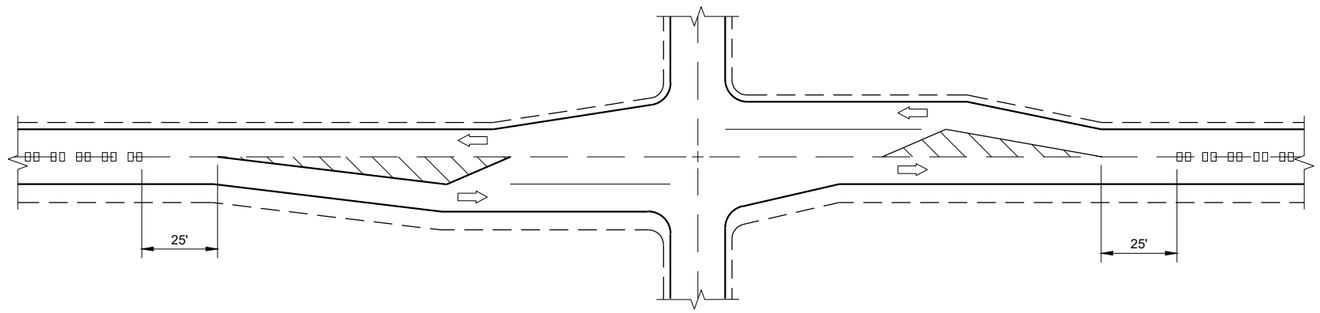
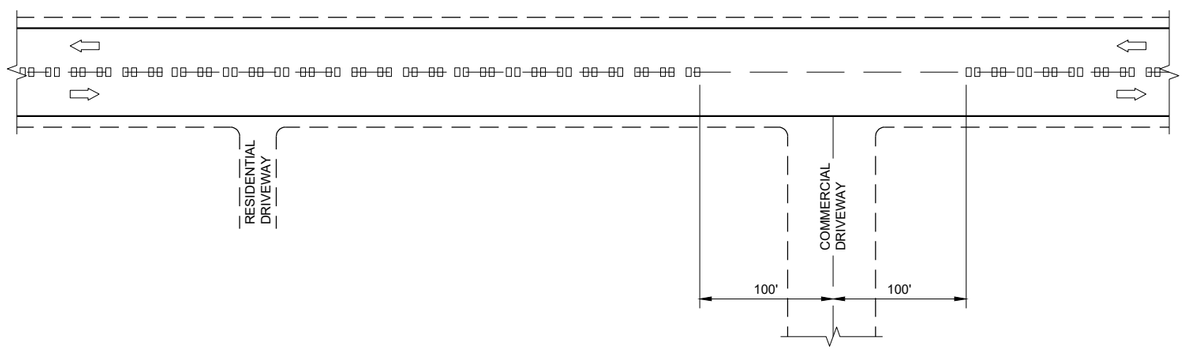
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



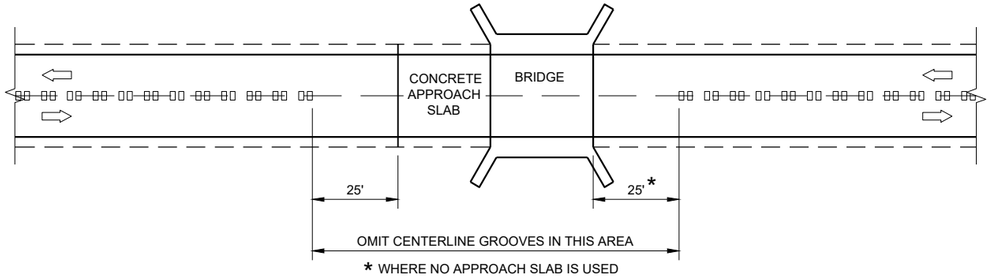
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



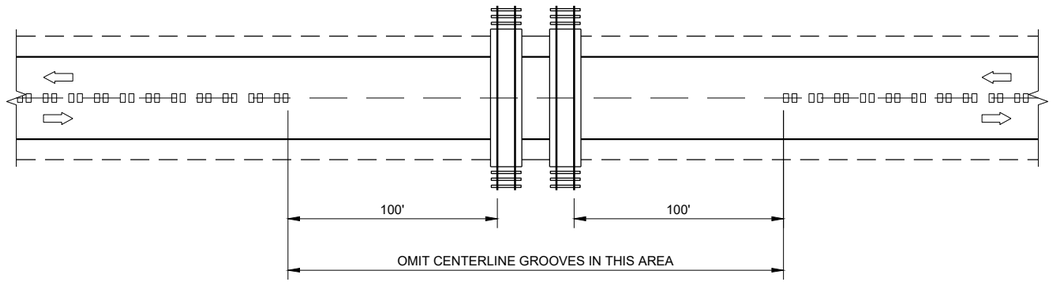
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 13A11 - 04d

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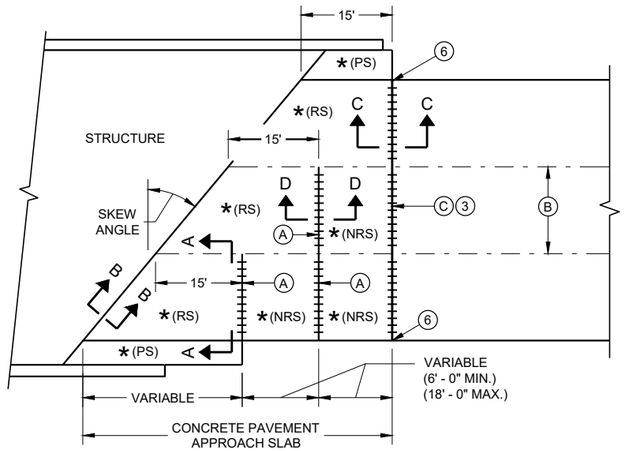
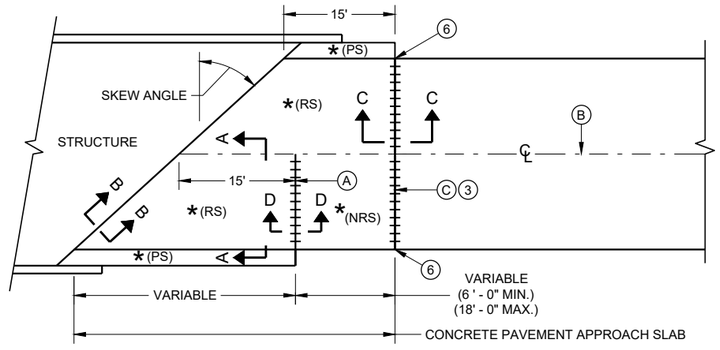
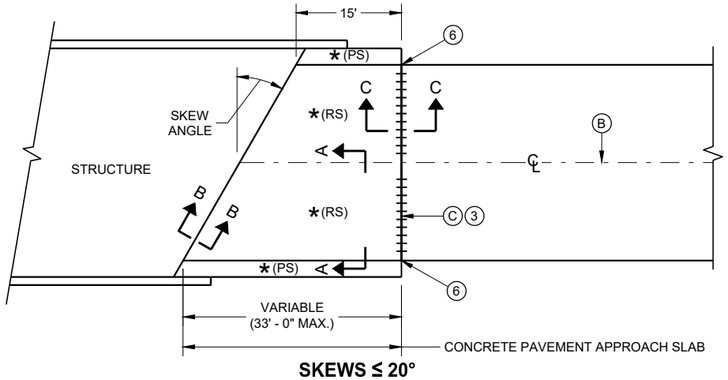
SDD 13A11 - 04d



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

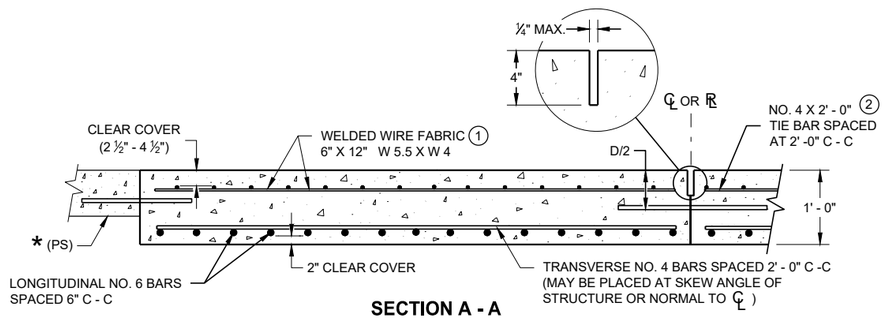
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

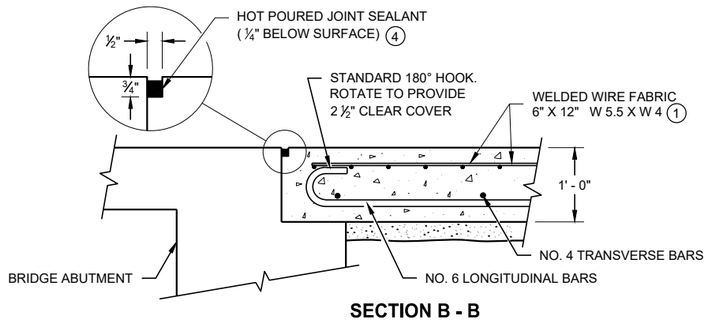
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

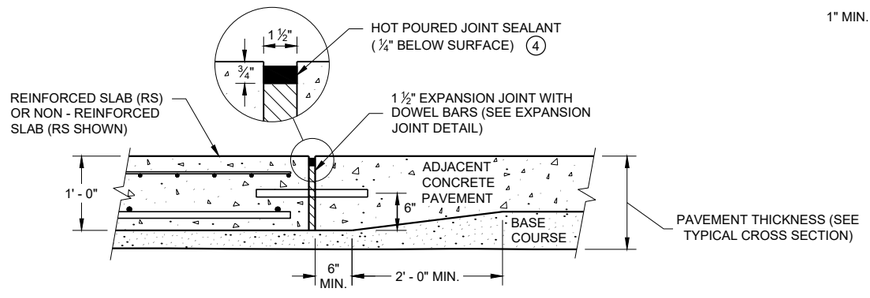
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

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

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

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

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

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

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

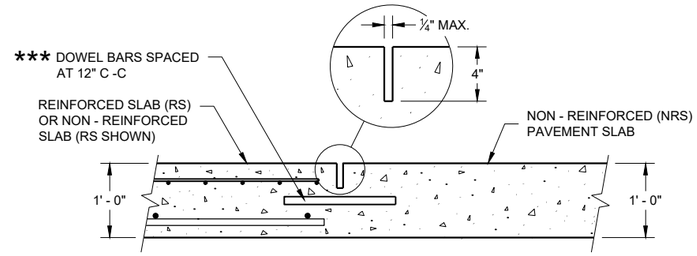
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

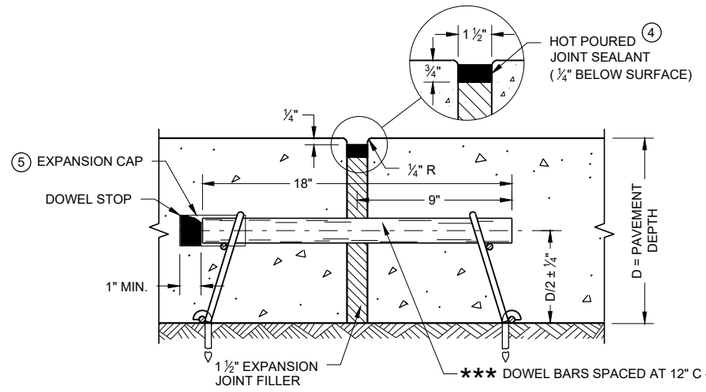
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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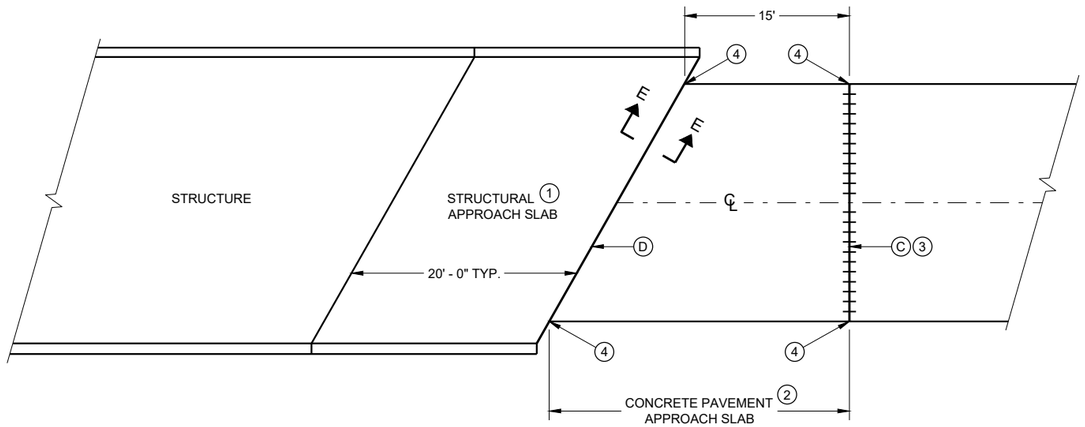
SDD 13B02 - 09a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

(1) SEE BRIDGE PLAN.

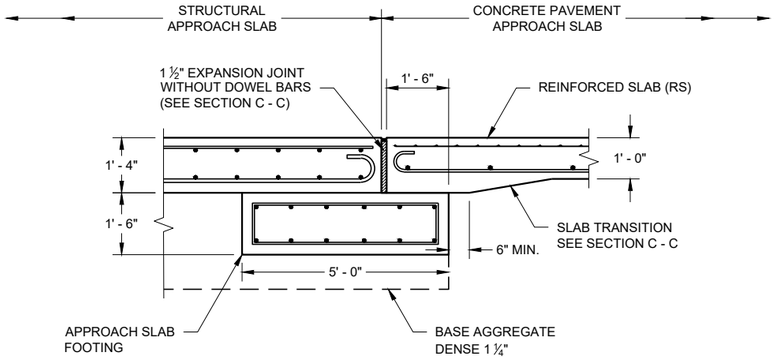
(2) CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS

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

(4) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞.

(D) 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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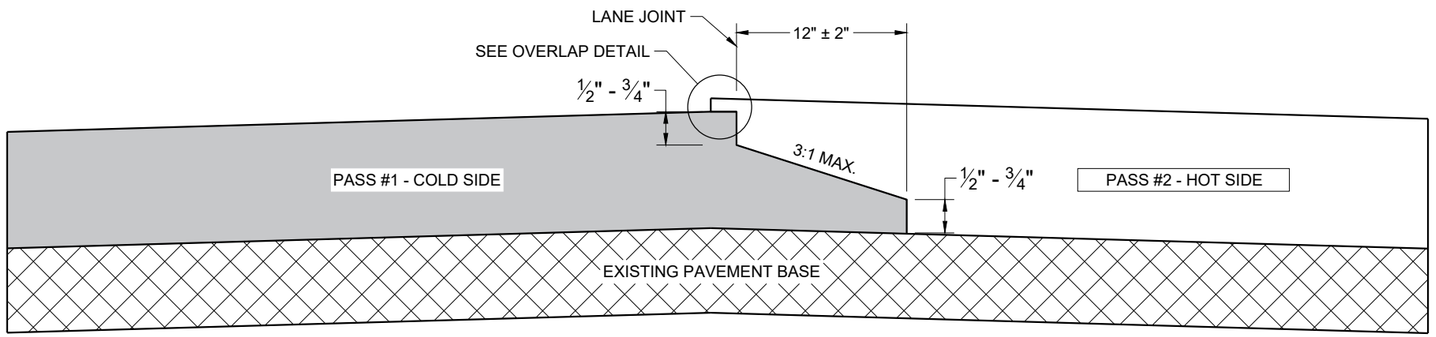
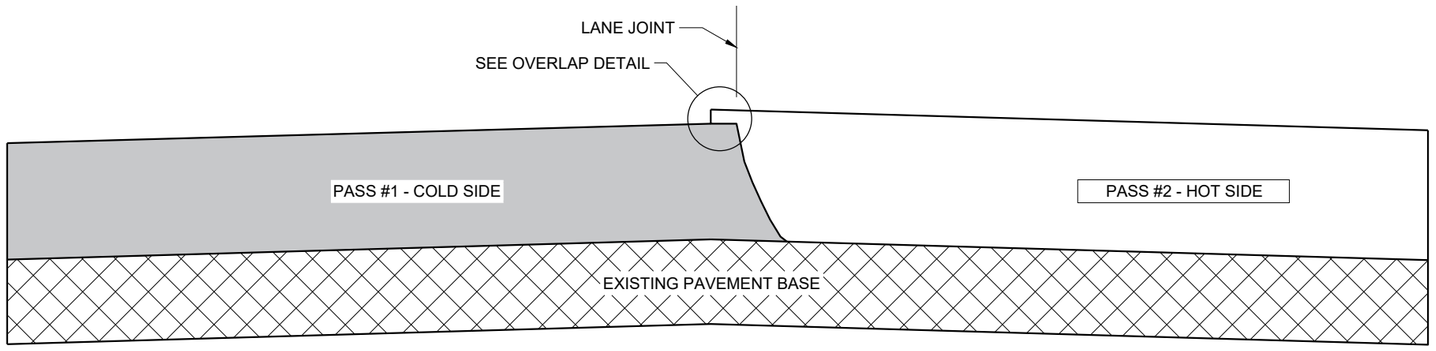
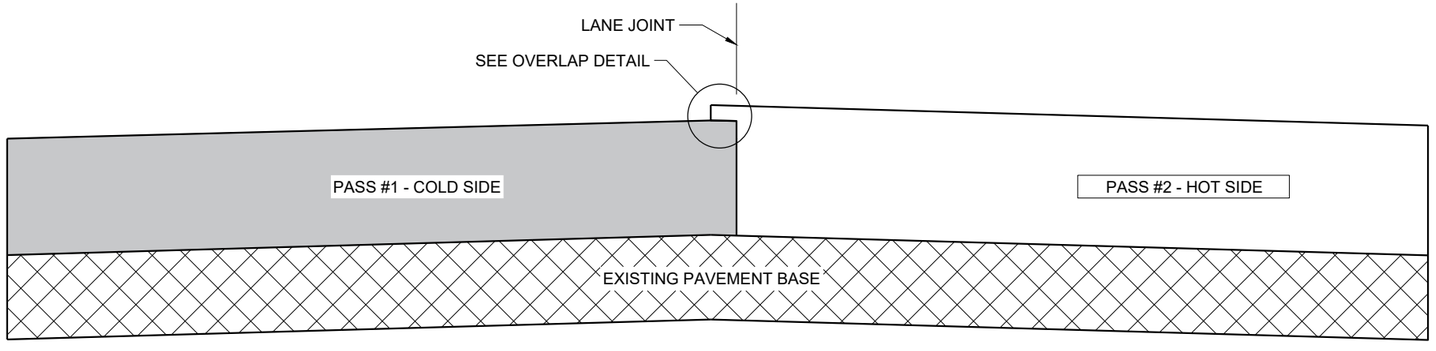
SDD 13B02 - 09b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

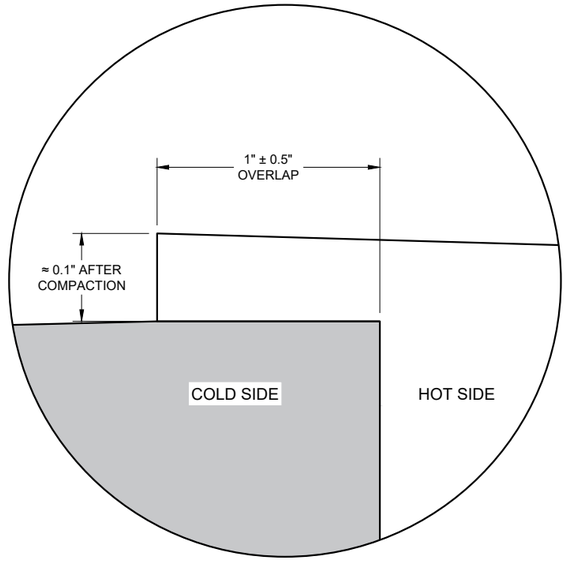
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

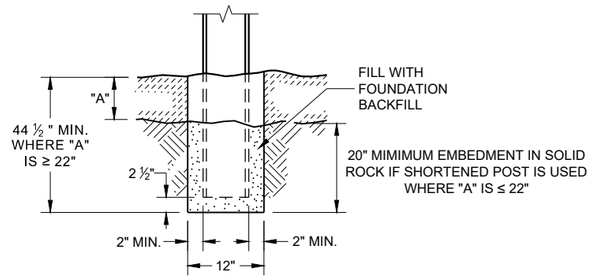
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

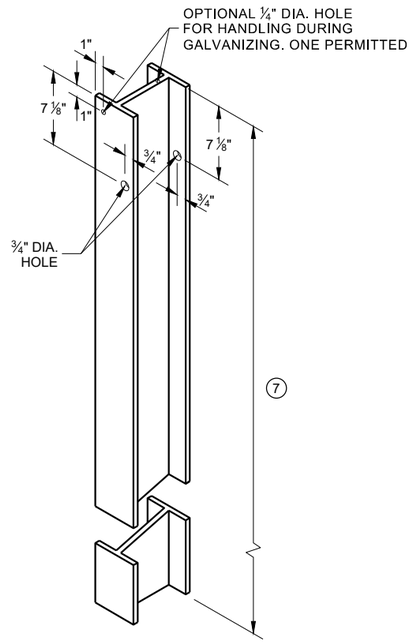
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

6. WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

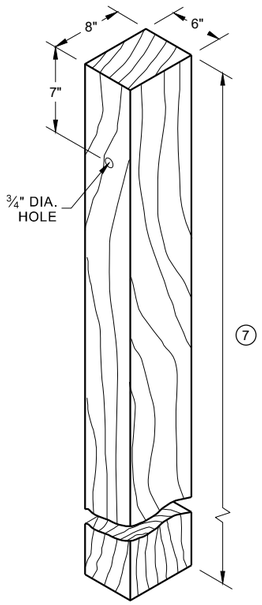
7. TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



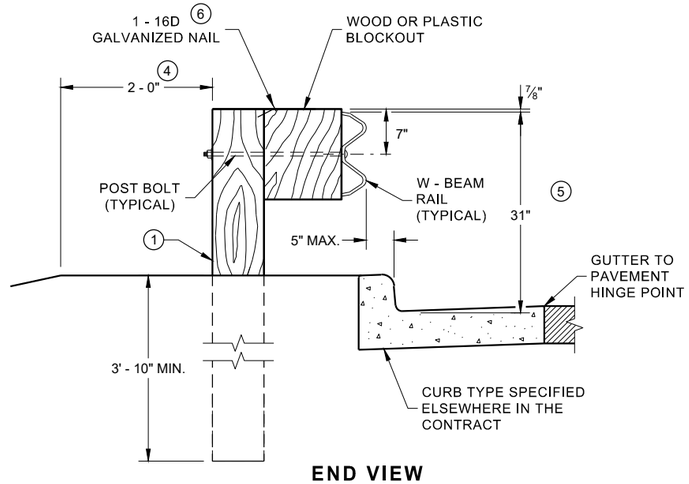
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



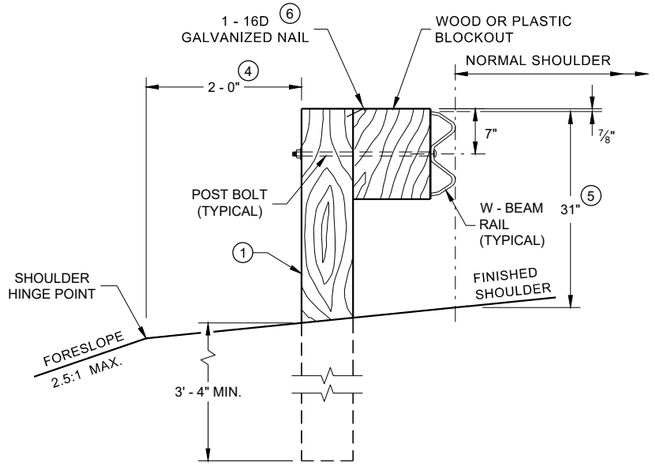
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



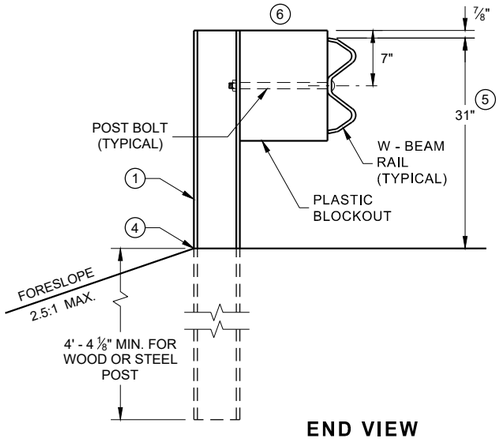
WOOD POST (6" X 8") NOMINAL (1)



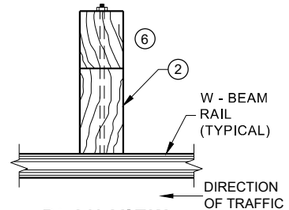
END VIEW
LOCATED ALONG A CURBED ROADWAY



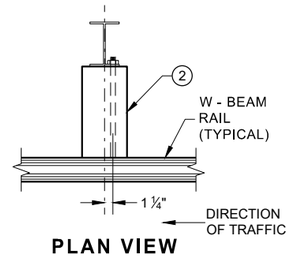
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



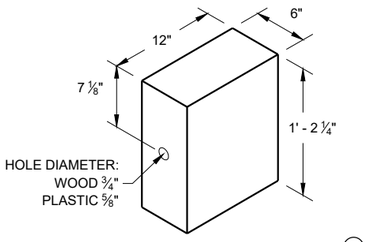
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

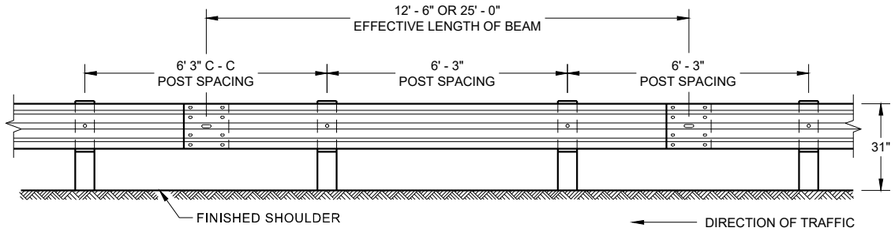
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

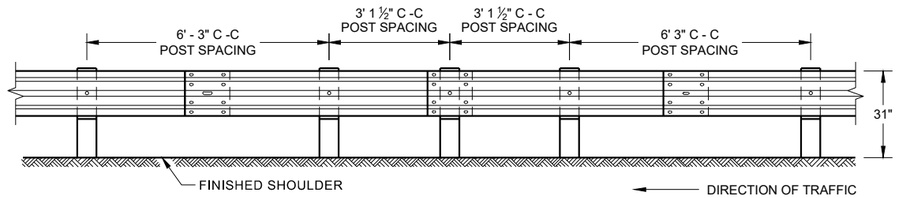
SDD 14B42 - 07a

6

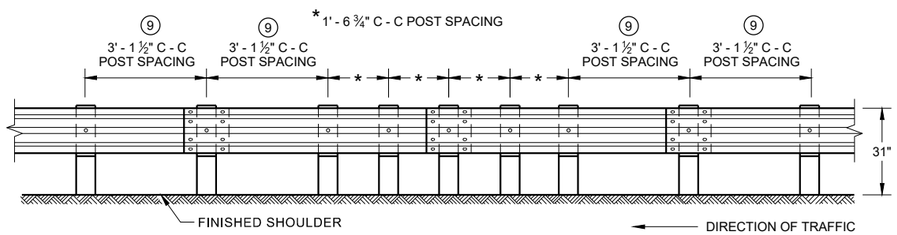
SDD 14B42 - 07a



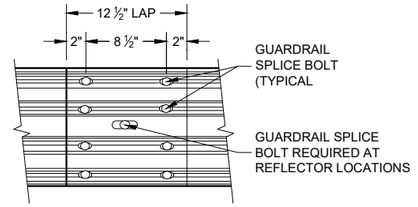
FRONT VIEW
POST SPACING STANDARD INSTALLATION



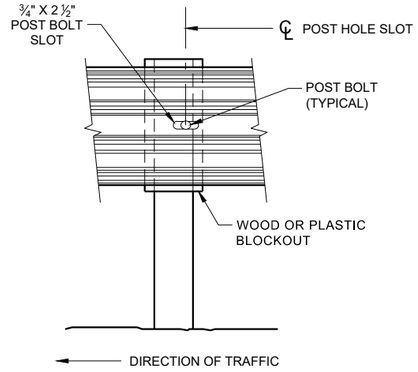
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



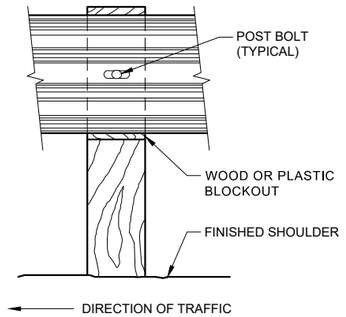
FRONT VIEW
QUARTER POST SPACING (QS)



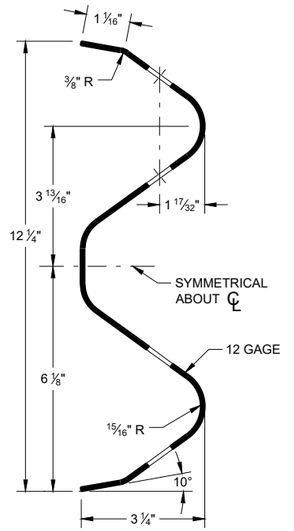
FRONT VIEW
MID-SPAN BEAM SPLICE



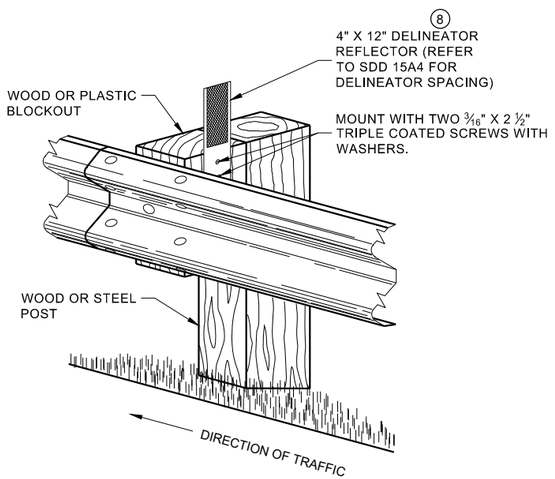
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

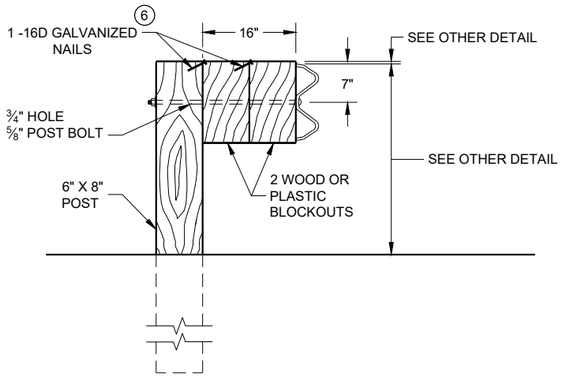
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 07b

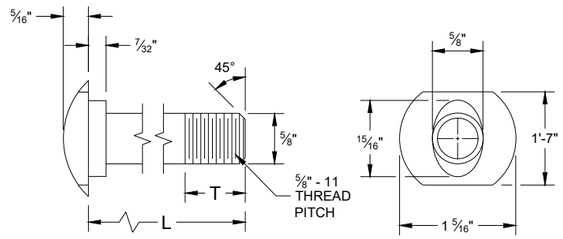


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

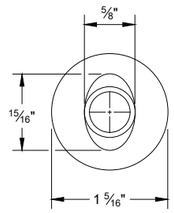
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

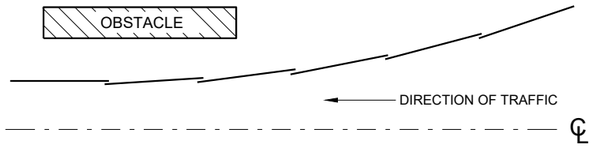


POST BOLT TABLE

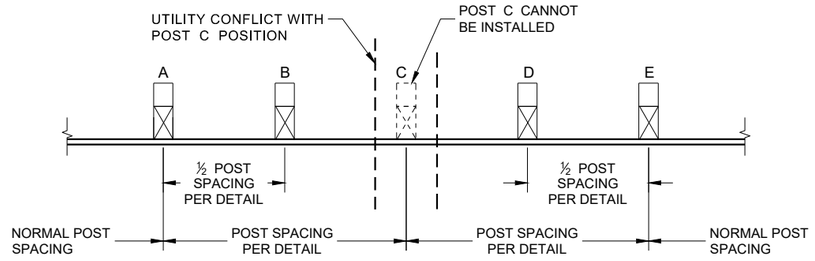
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



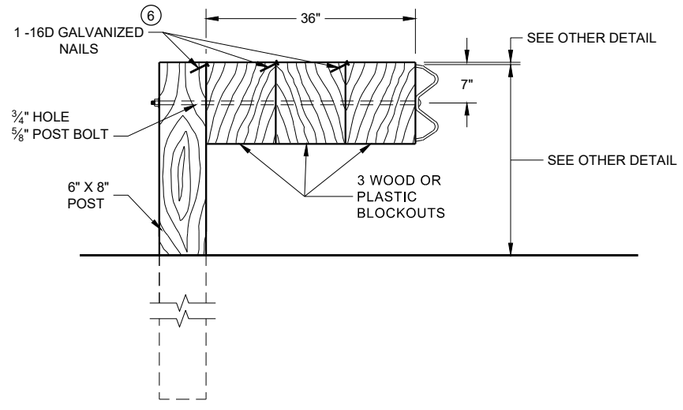
ALTERNATE BOLT HEAD



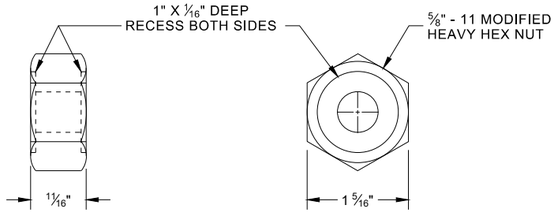
PLAN VIEW
BEAM LAPPING DETAIL



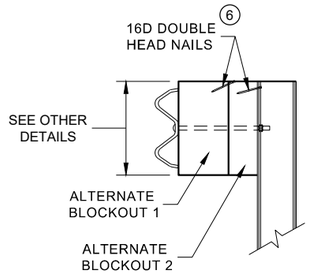
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



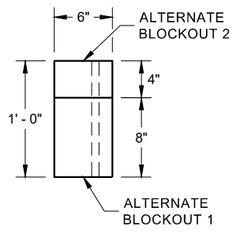
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

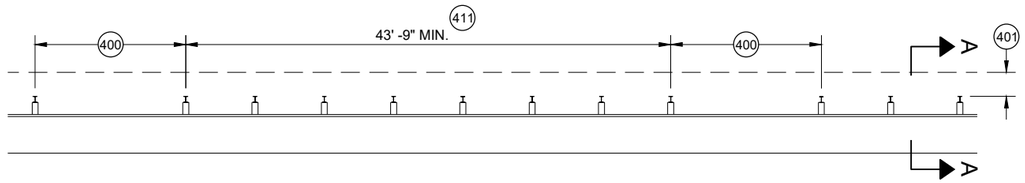
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

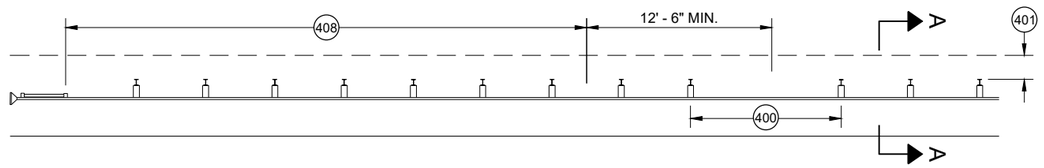
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

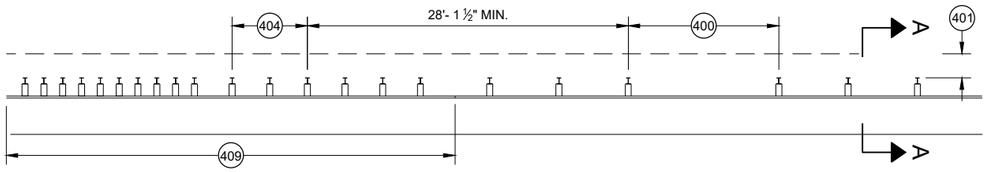
6
SDD 14B42 - 07c



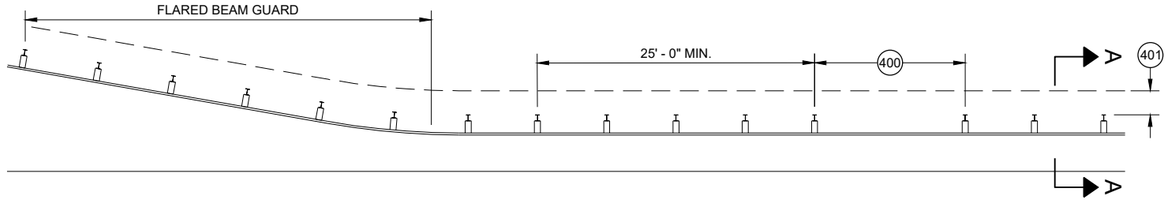
MISSING POST IN MGS GUARDRAIL



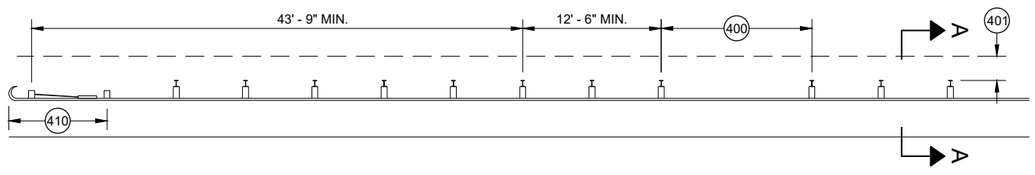
MISSING POST IN MGS GUARDRAIL NEAR EAT



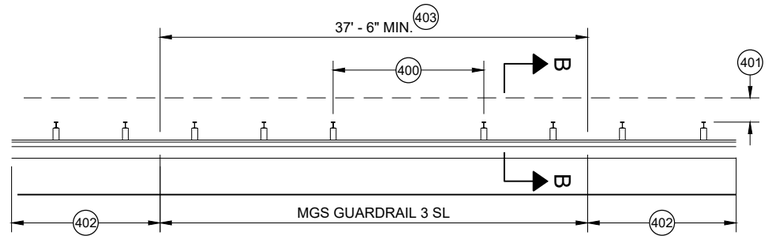
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

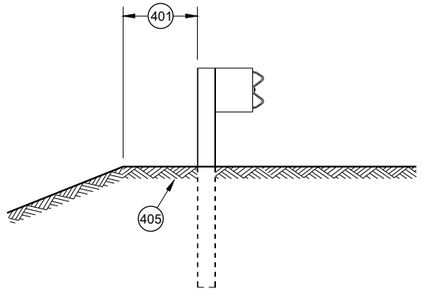


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

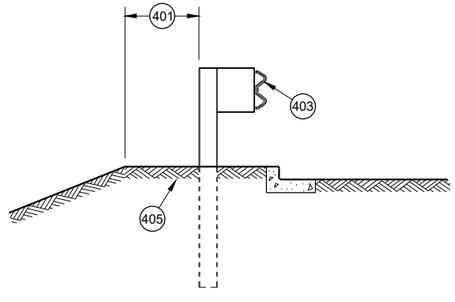


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

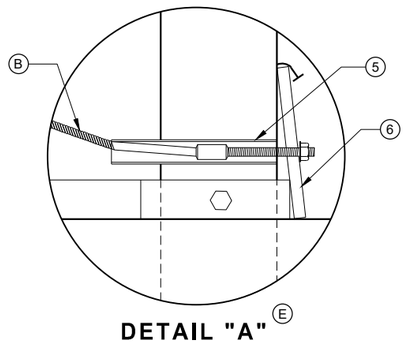
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

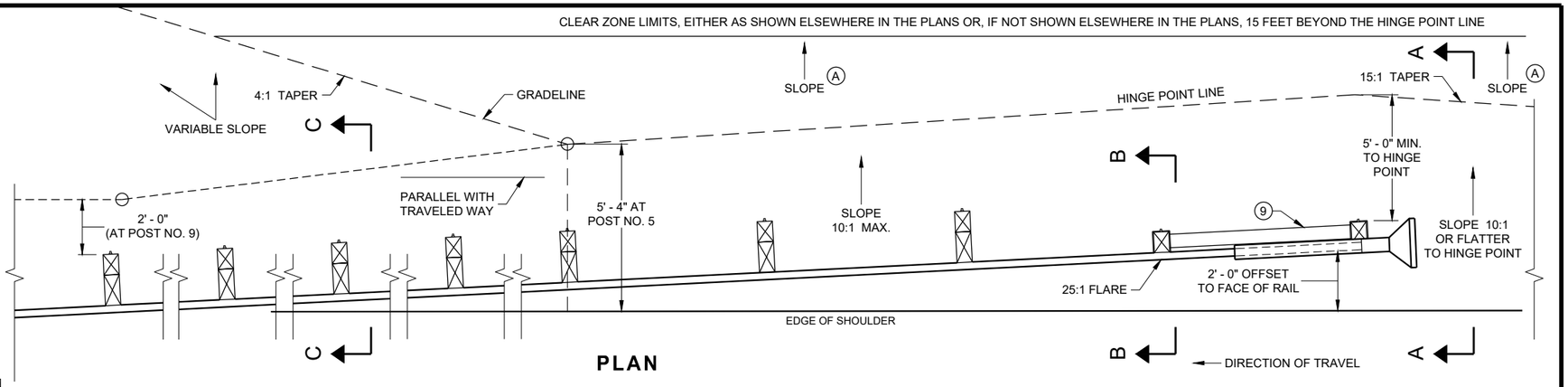
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

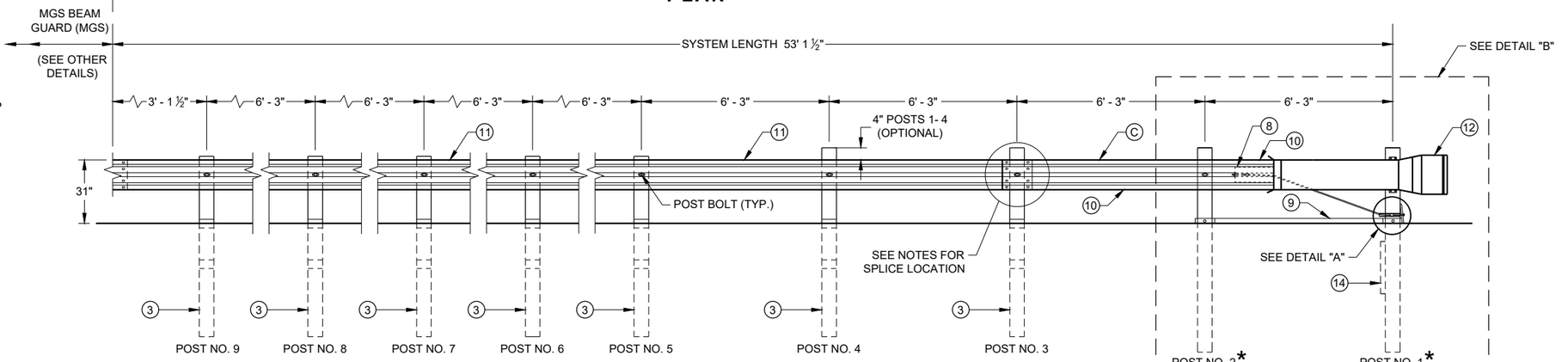
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

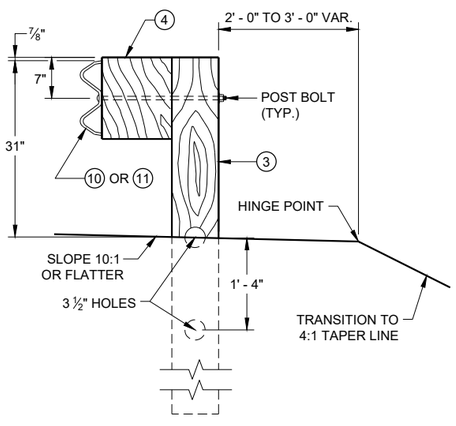
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



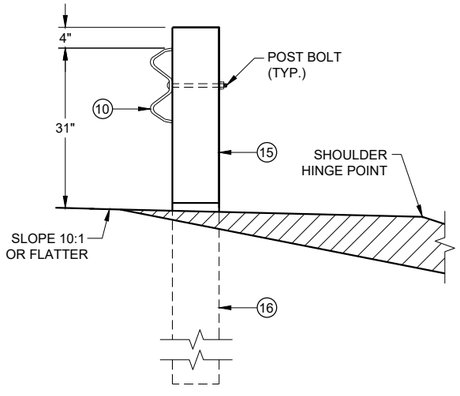
DETAIL "A" (E)



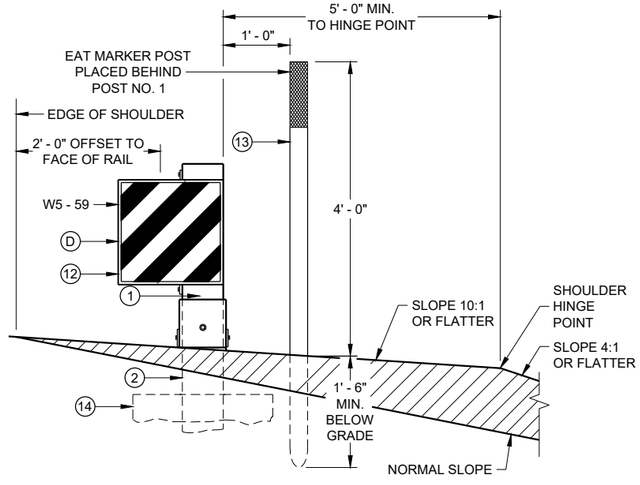




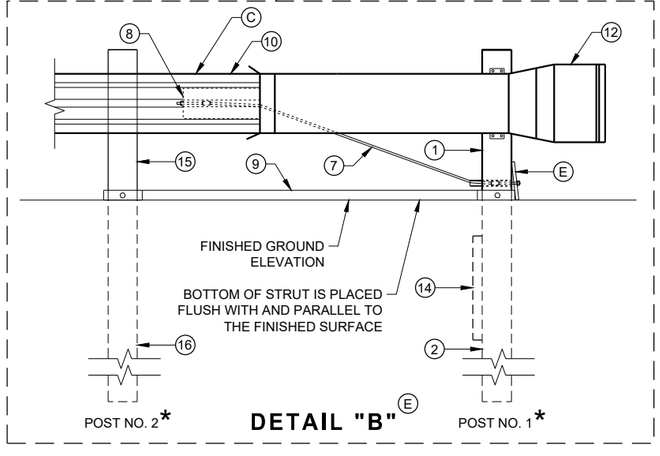
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

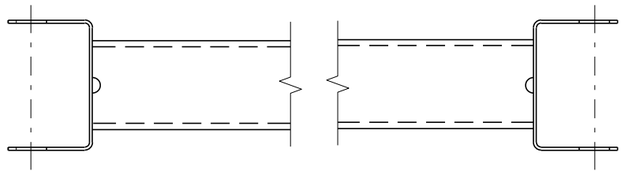


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

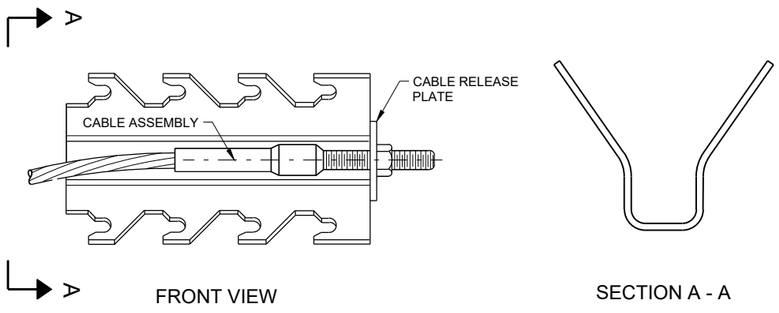
SDD 14B44 - 04a



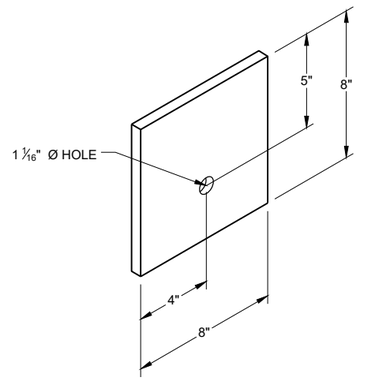
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

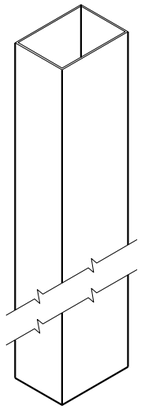
6

SDD 14B44 - 04b

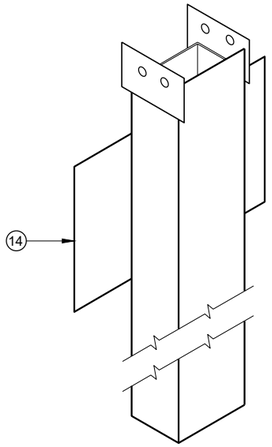
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



UPPER POST NO. 1 (1) (E)



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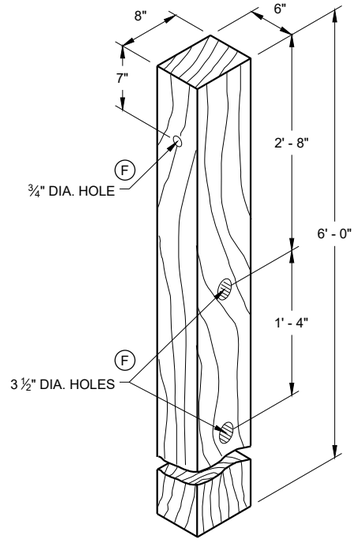
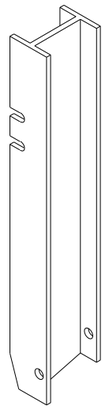
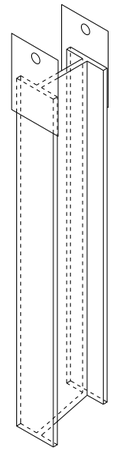


WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



UPPER POST NO. 2 (15) (E)



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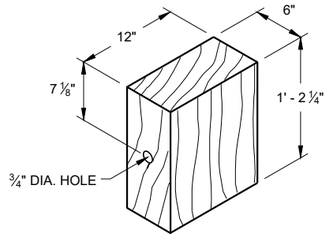
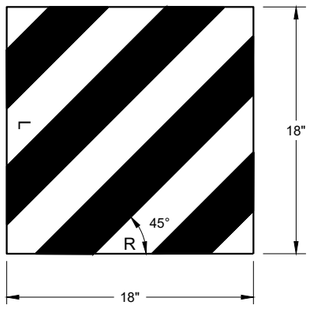
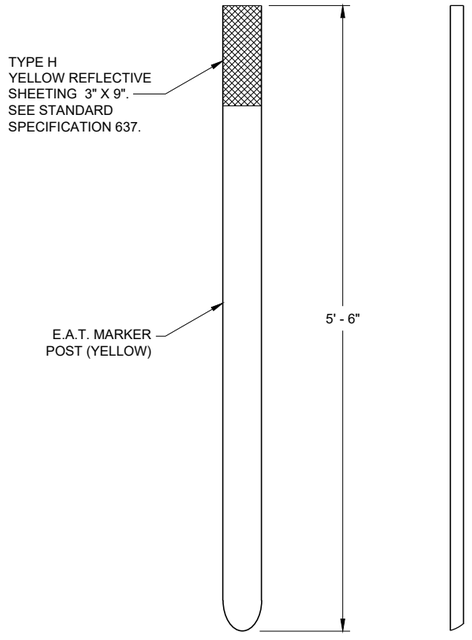


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



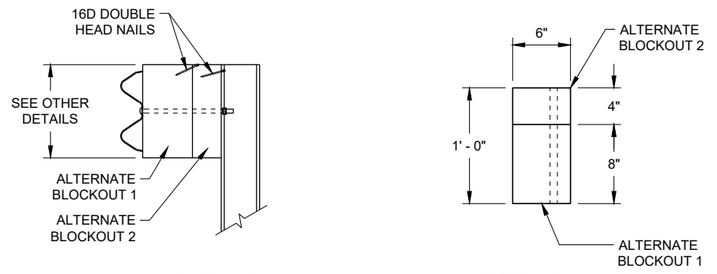
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

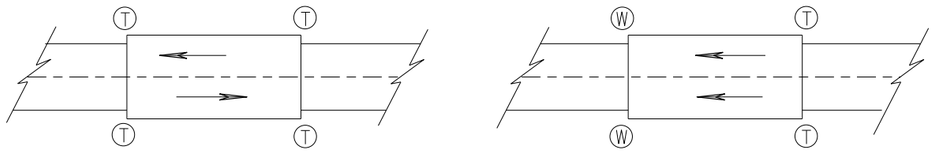
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

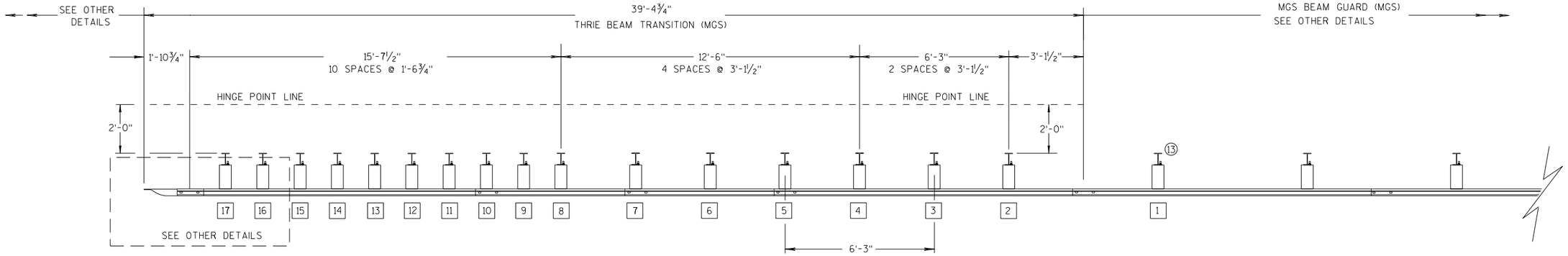
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

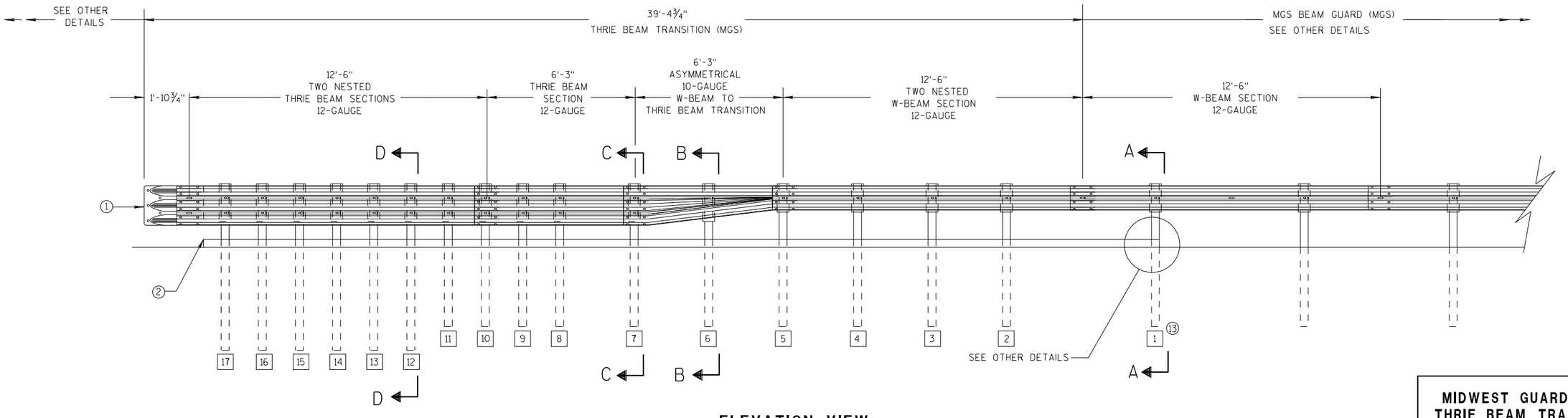
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 45-5a

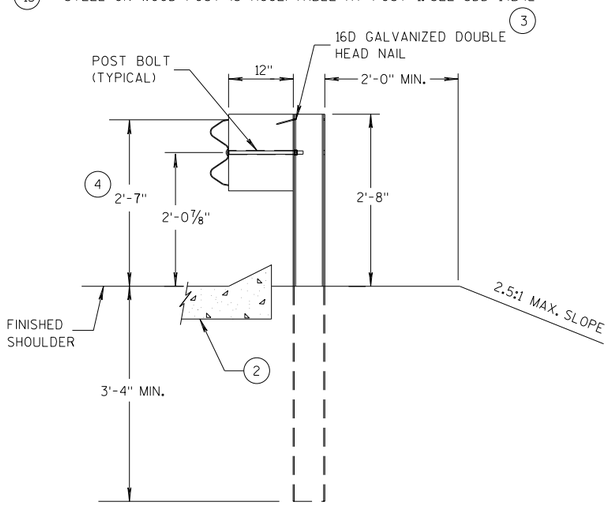
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

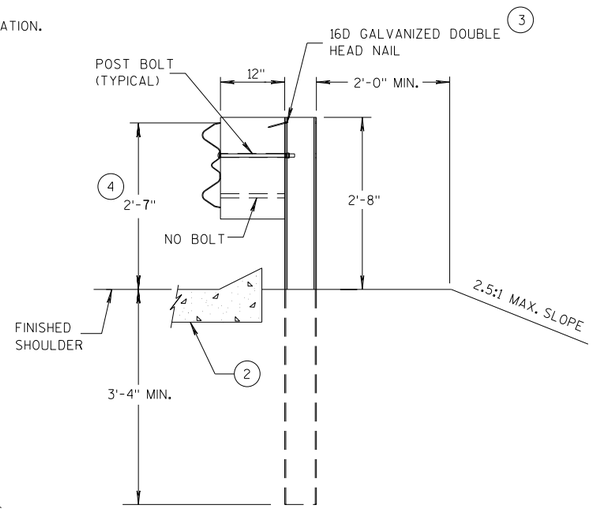
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



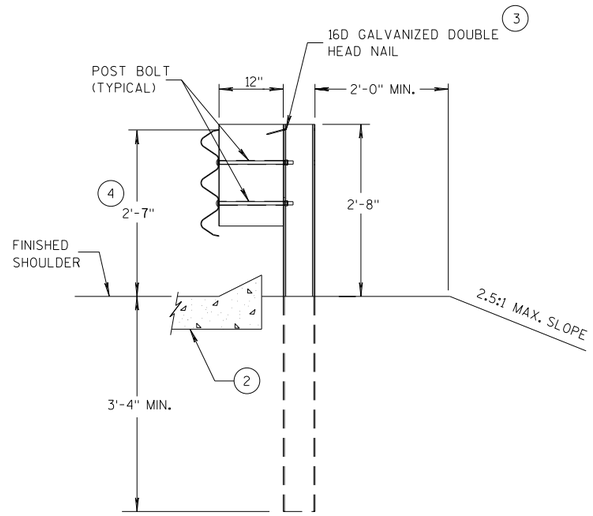
SECTION A-A (13)

POSTS 1-5



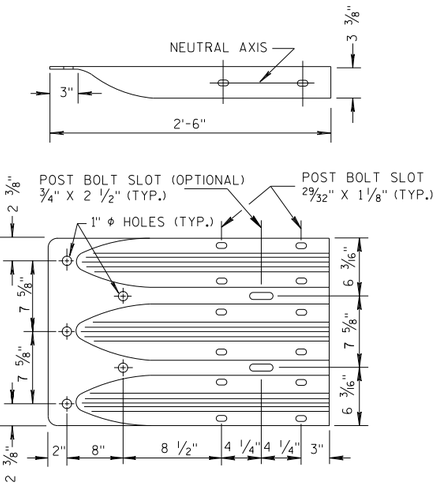
SECTION B-B

POST 6

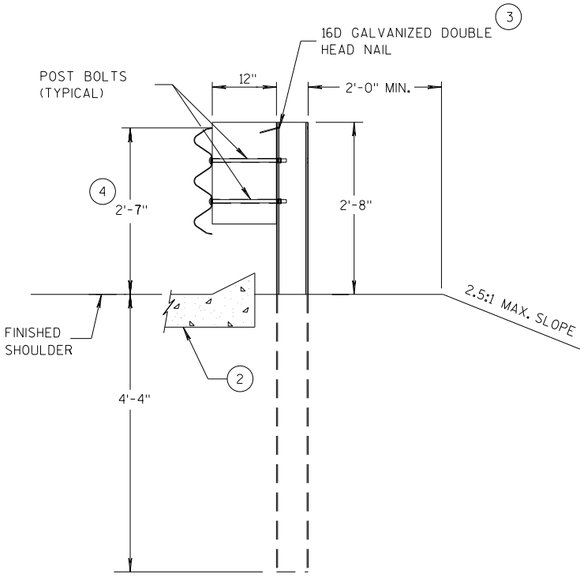


SECTION C-C

POSTS 7-11

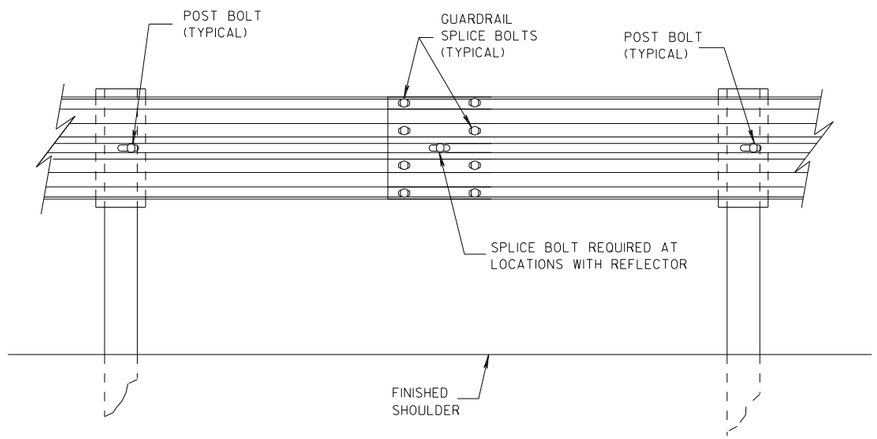


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

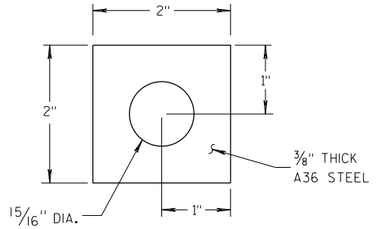
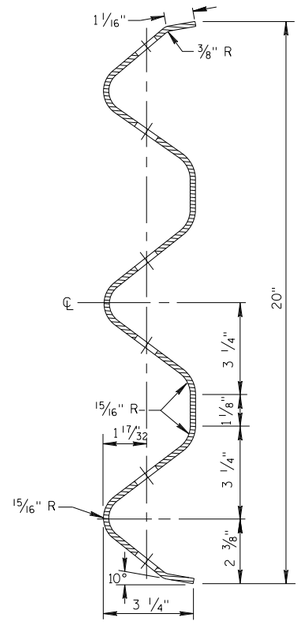


PLATE WASHER DETAIL



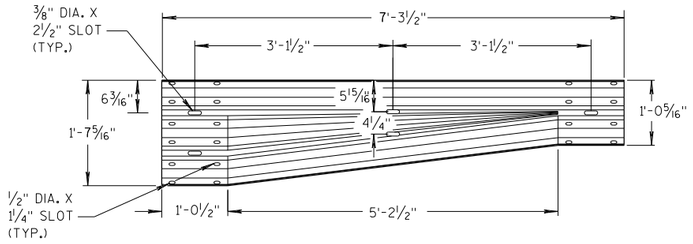
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

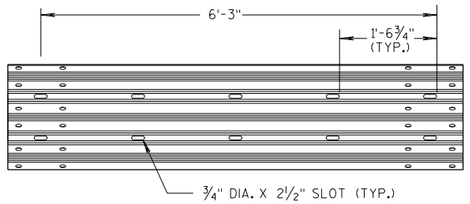
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

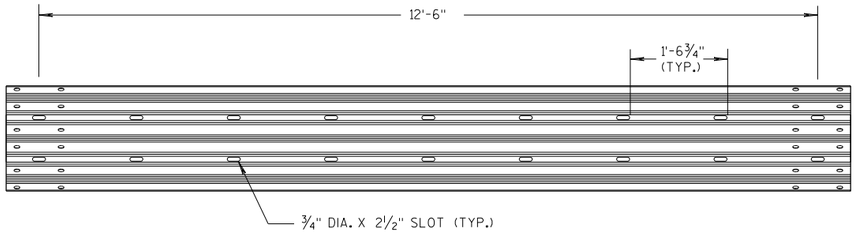
S.D.D. 14 B 45-5b



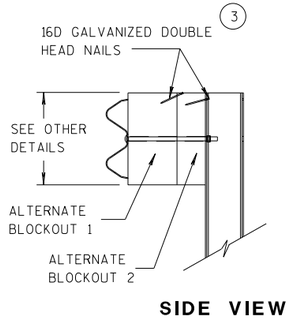
W-BEAM TO THRIE BEAM TRANSITION SECTION



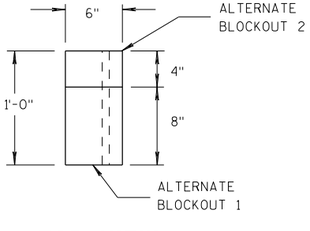
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

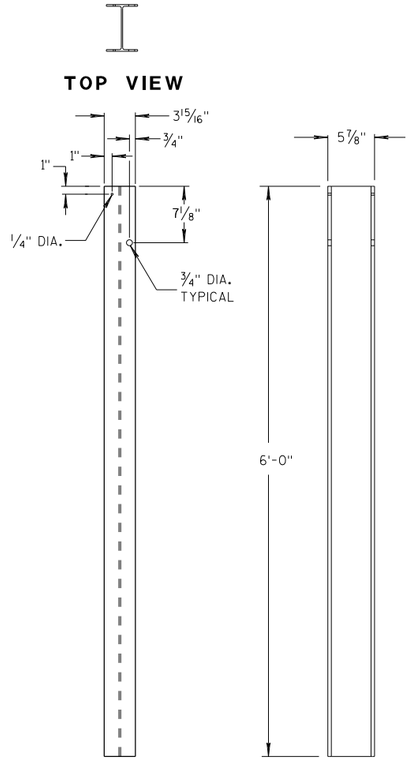


SIDE VIEW



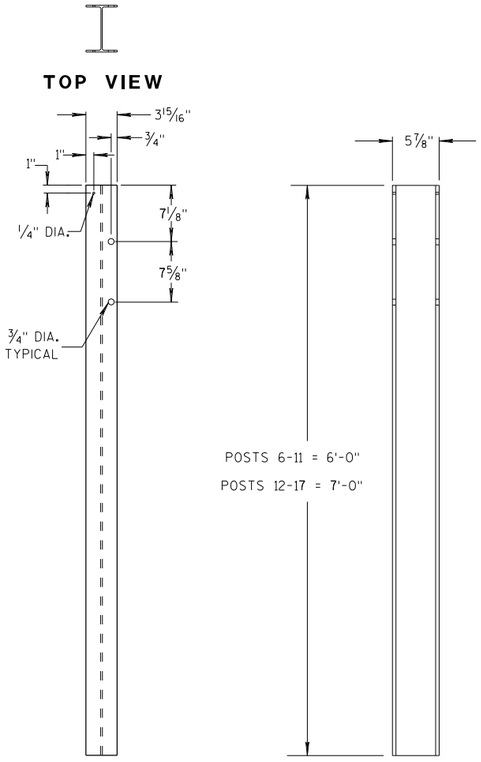
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



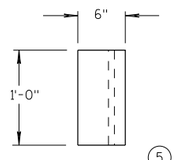
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

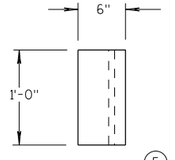


FRONT VIEW SIDE VIEW

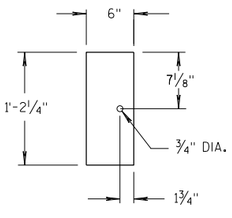
STEEL POSTS 6-17



TOP VIEW (5)

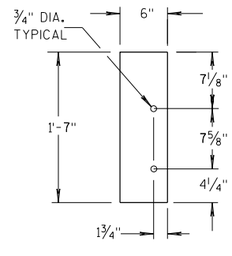


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

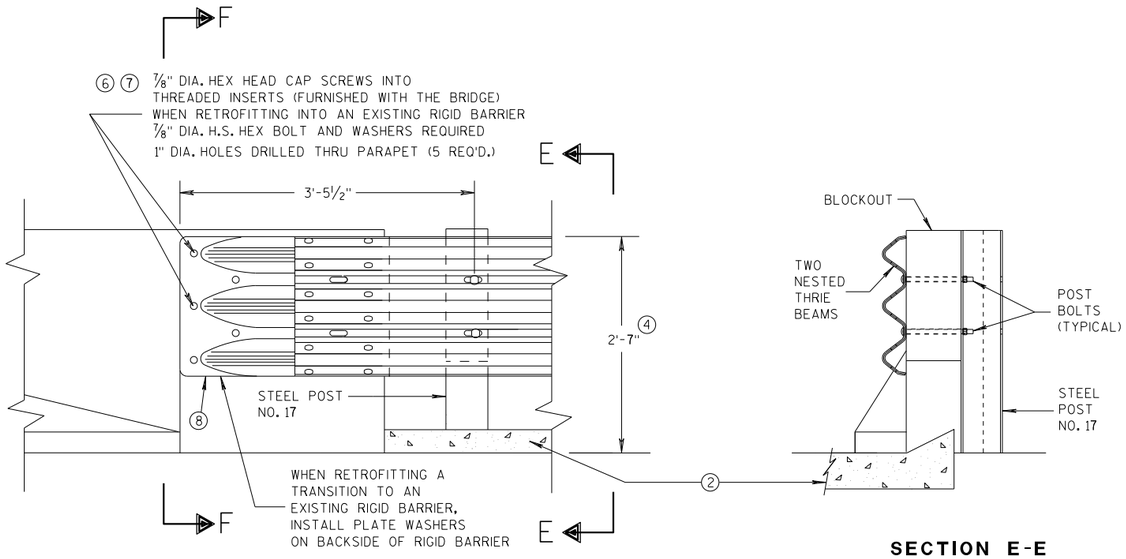
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

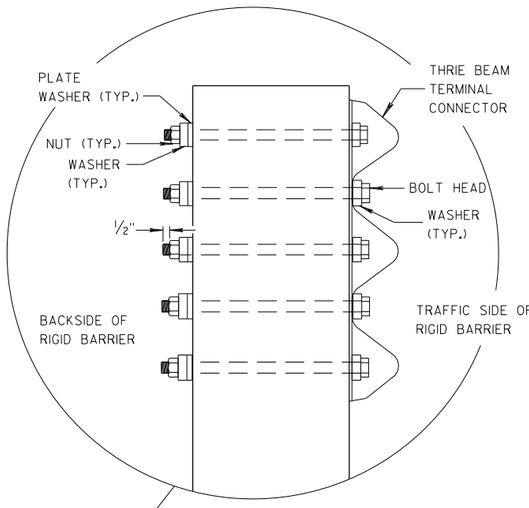
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

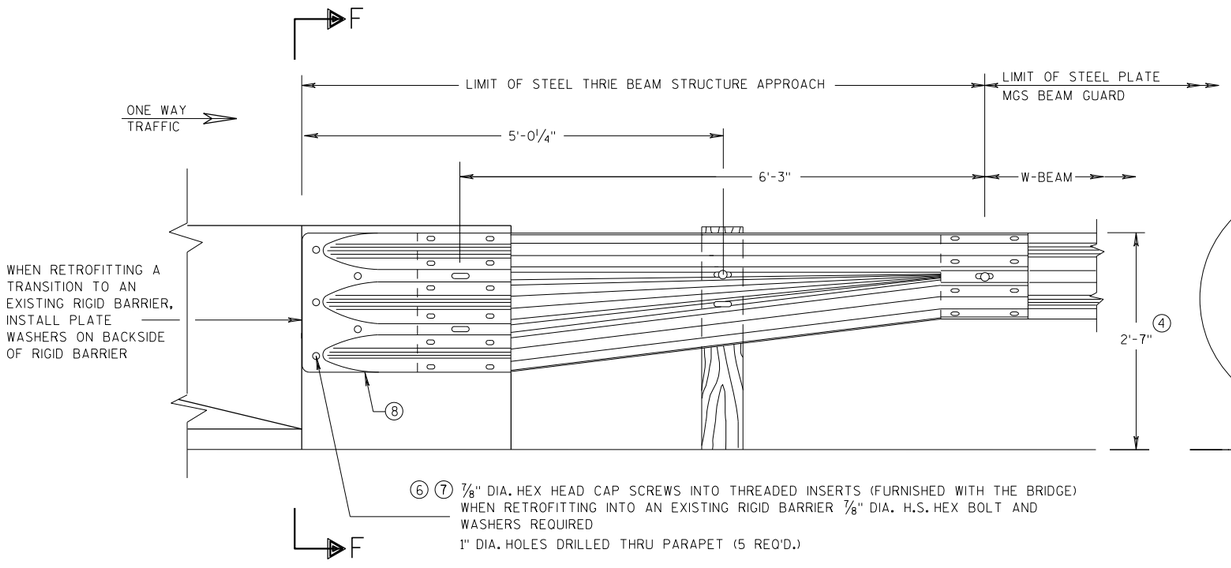
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

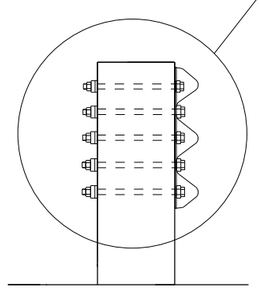
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

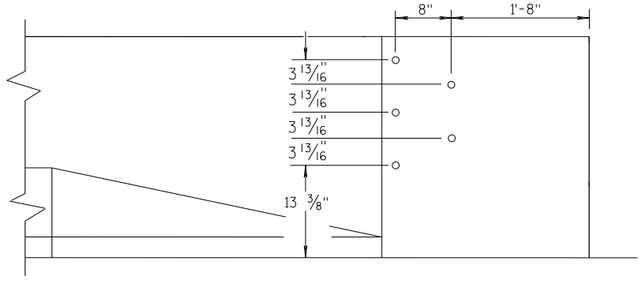




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS ...NT
FHWA

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S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

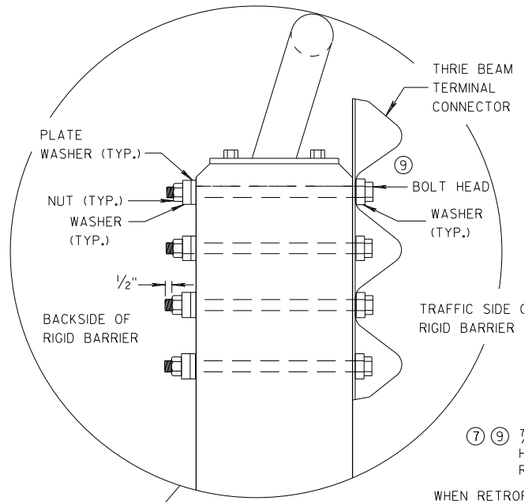
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

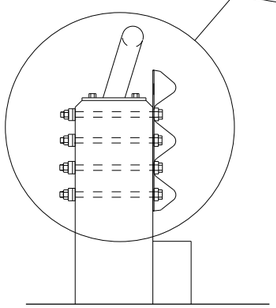
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

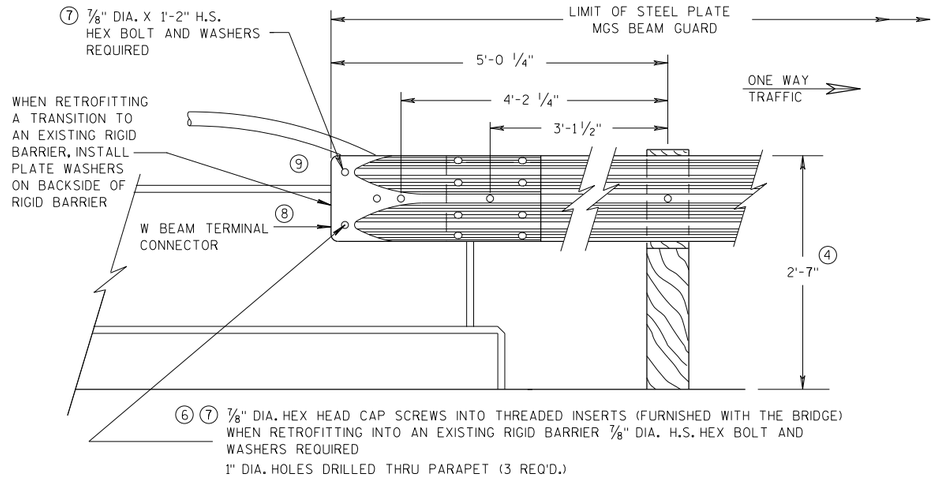
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





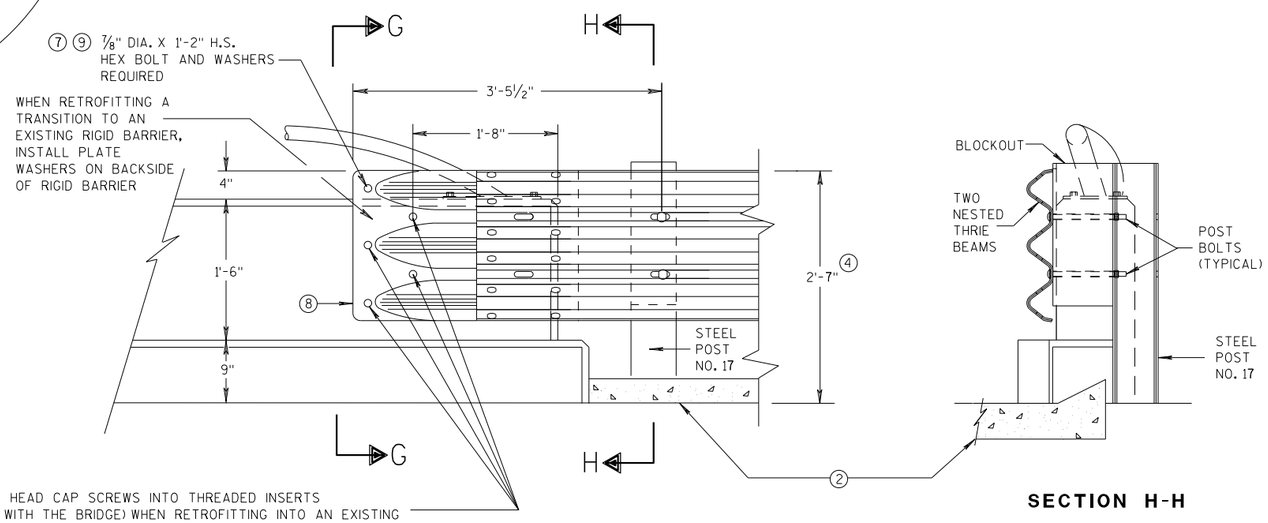
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
FHWA

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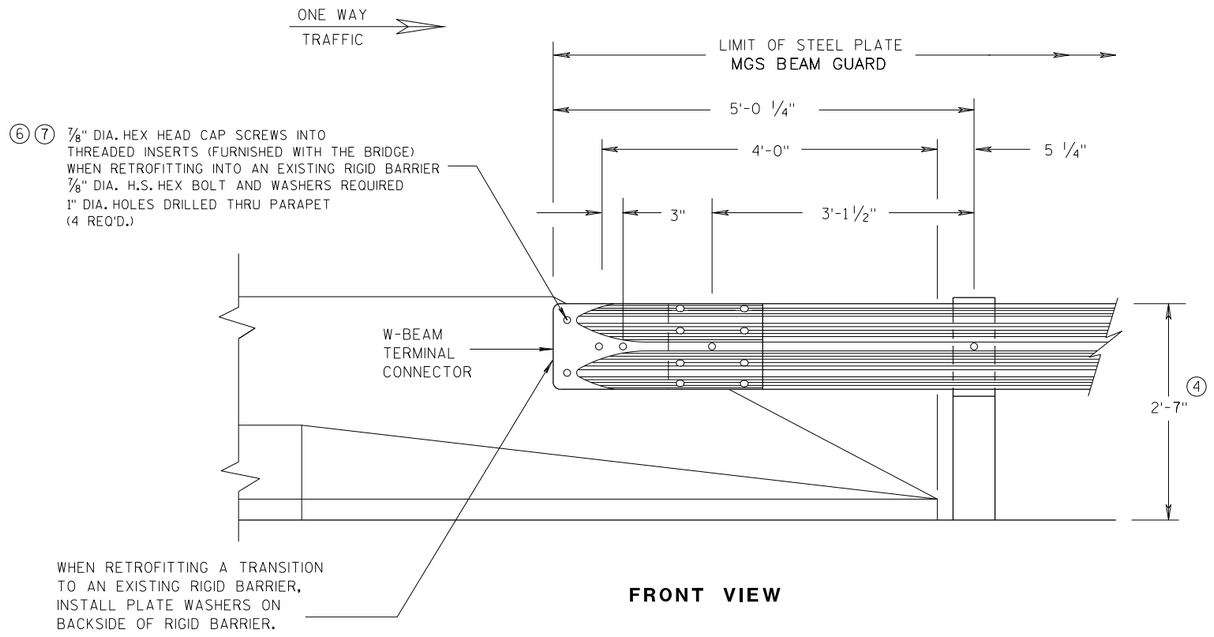
S.D.D. 14 B 45-5e

6

S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

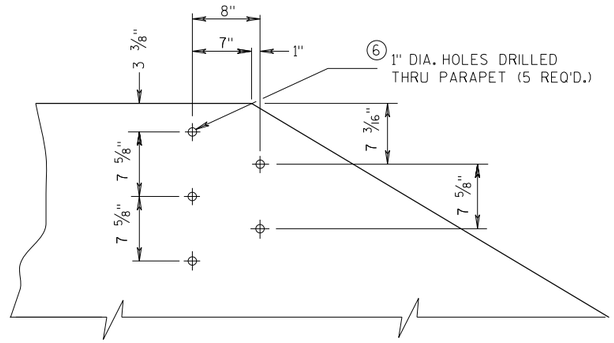
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

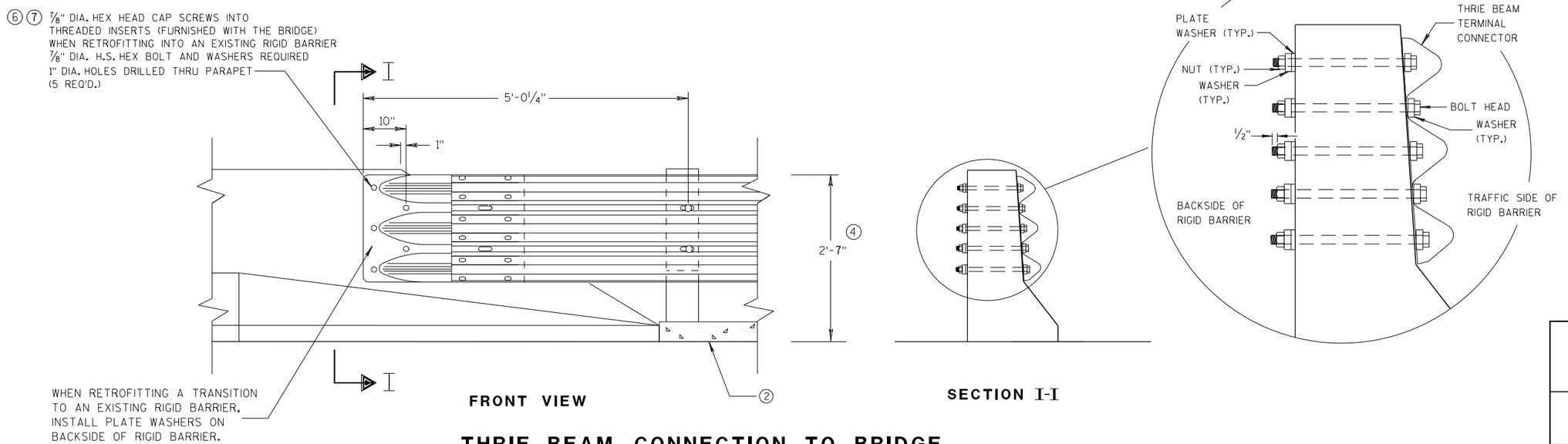
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018
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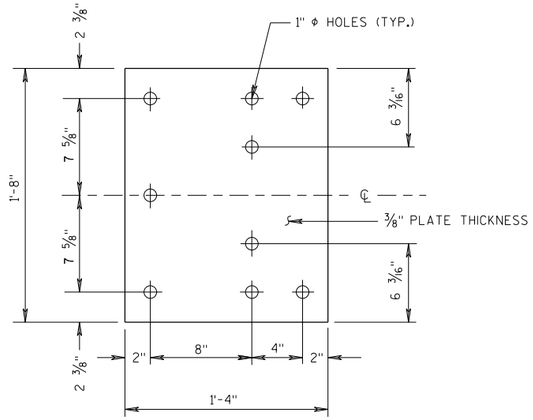
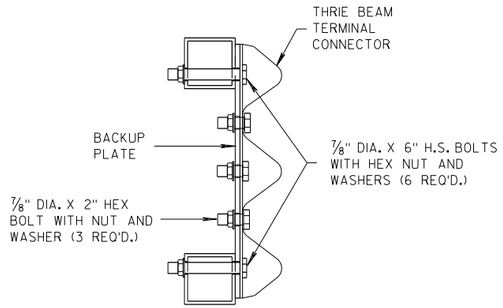
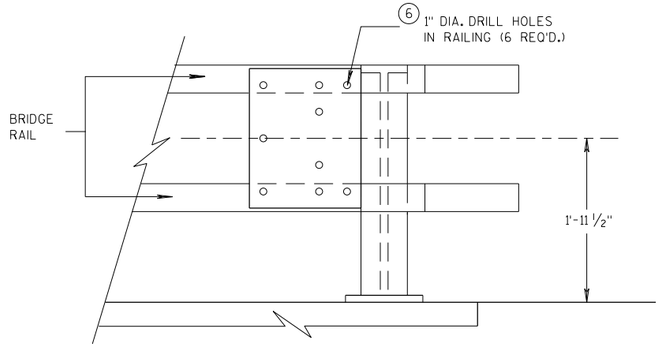


BACK-UP PLATE DETAIL



SECTION J-J

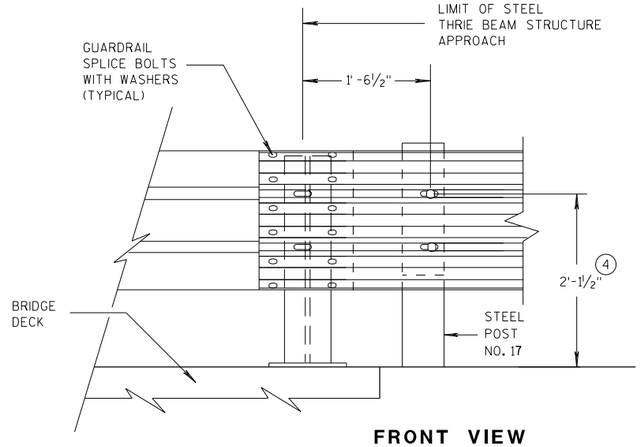


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

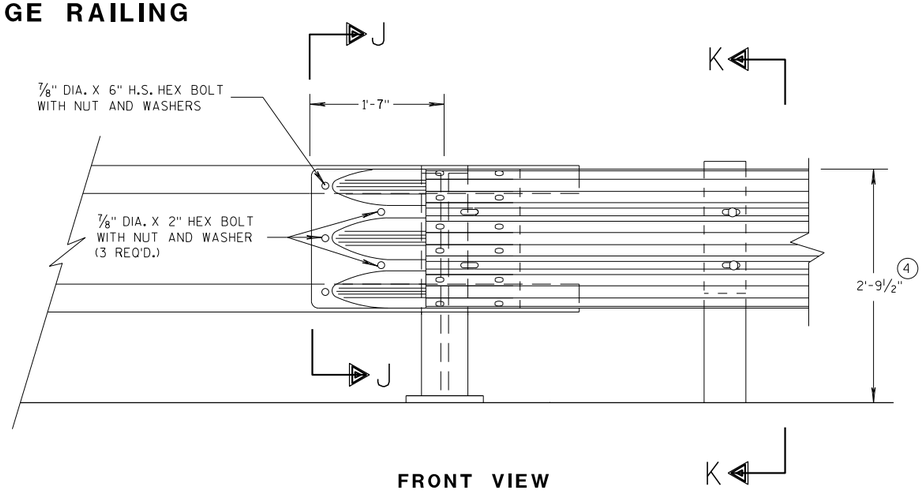
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(6) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

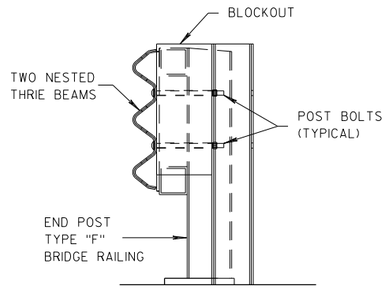


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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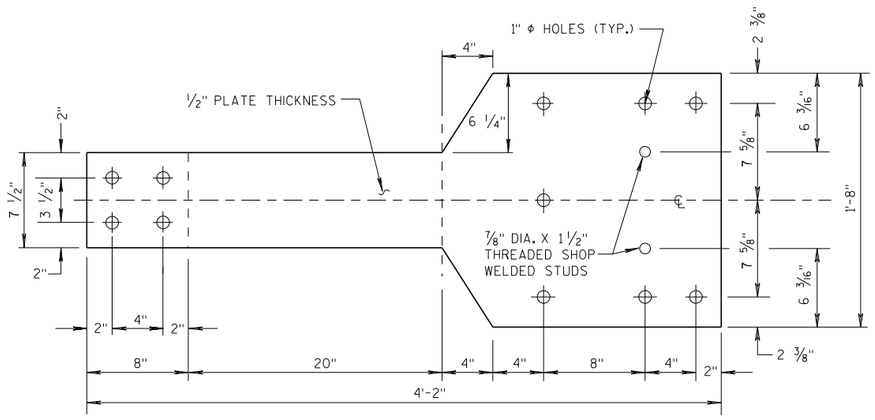
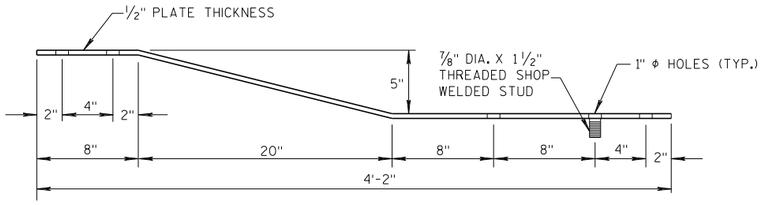
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

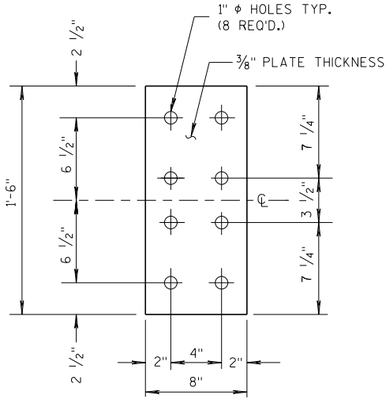


FRONT VIEW



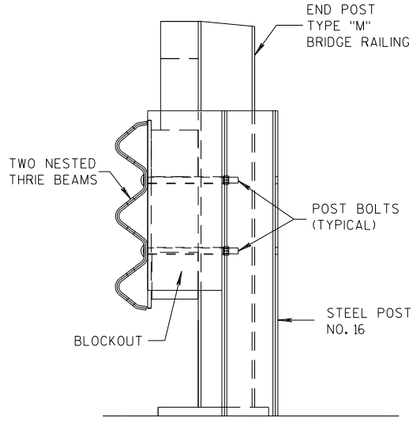
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

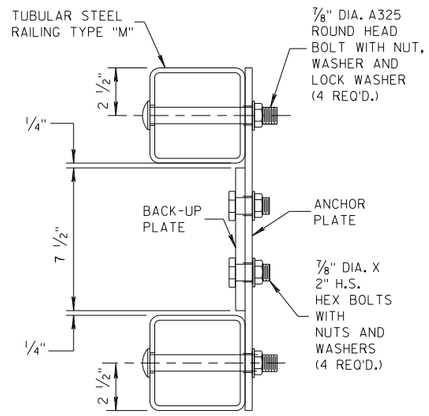


FRONT VIEW

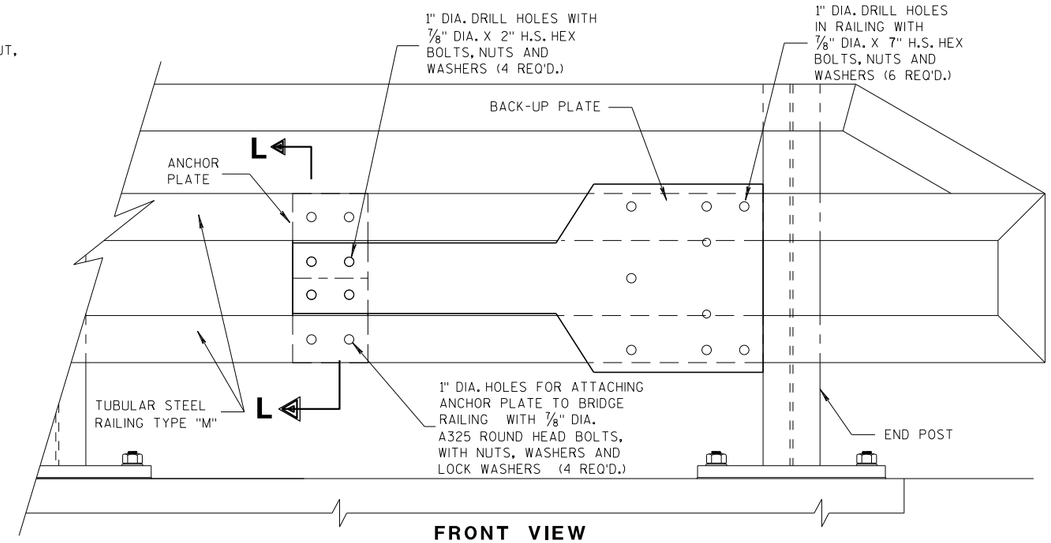
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

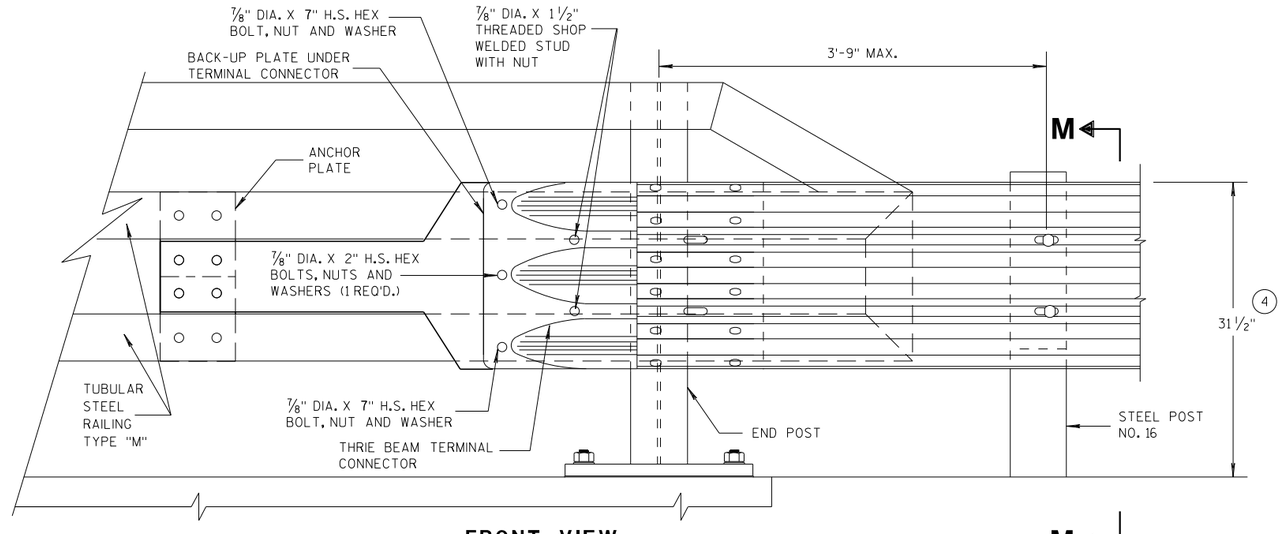


SECTION L-L

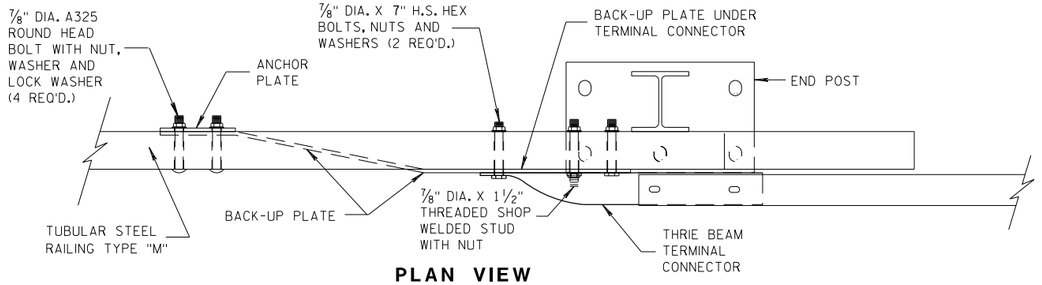


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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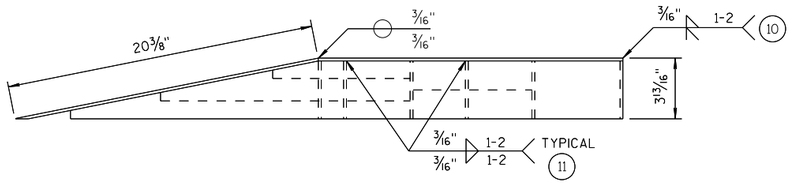

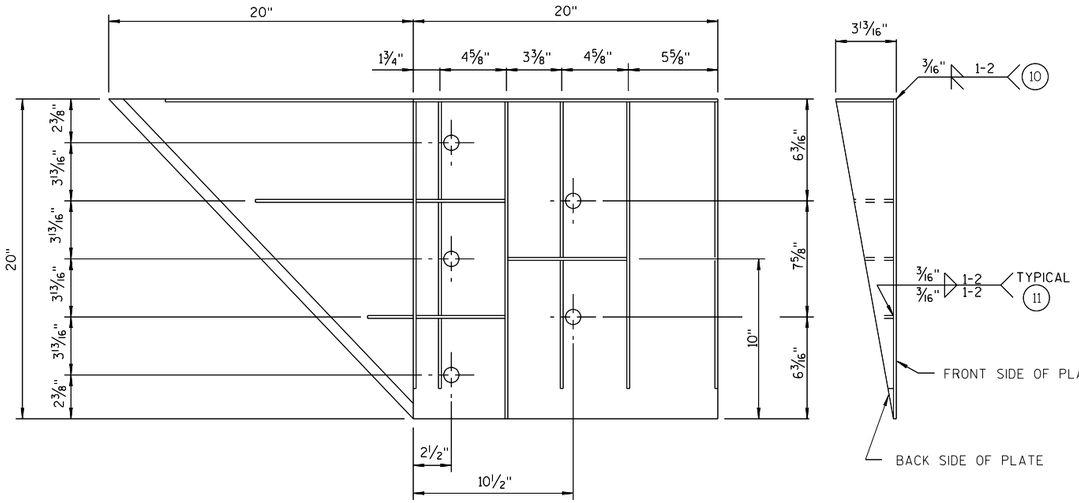

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

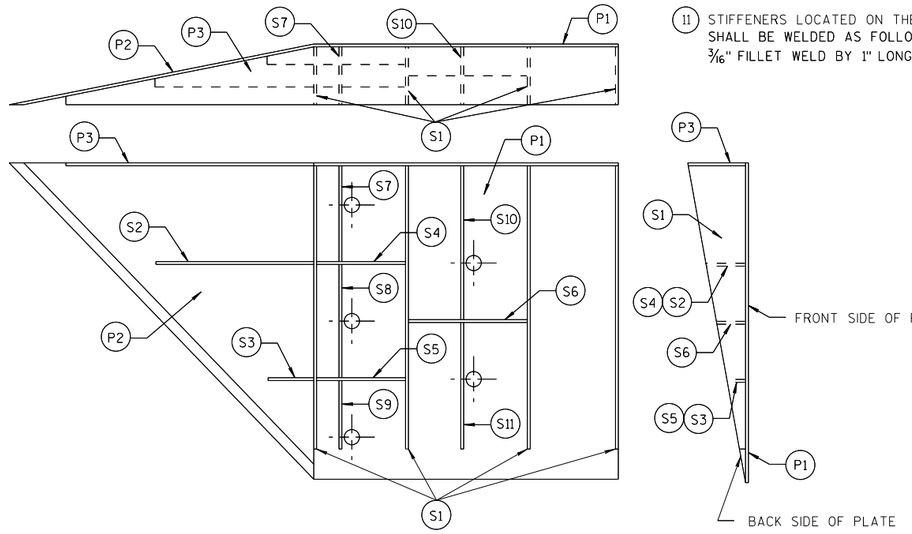

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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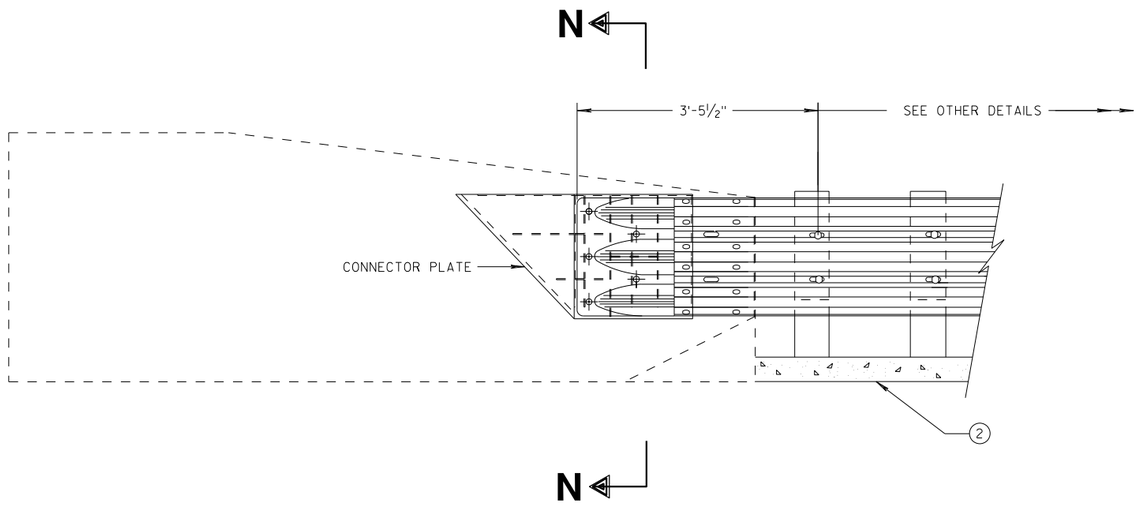
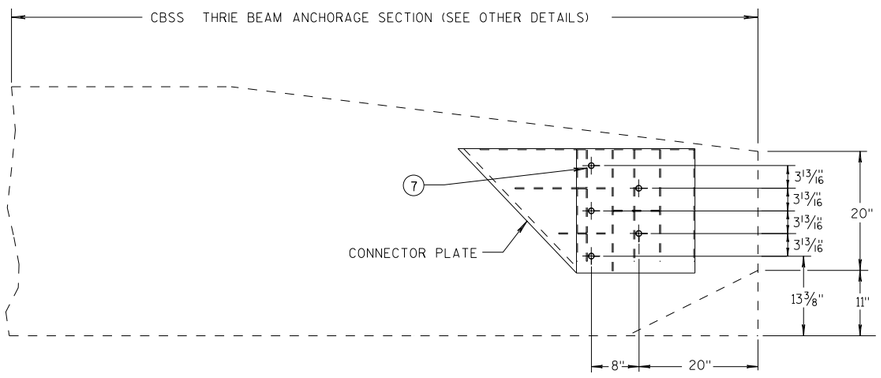


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



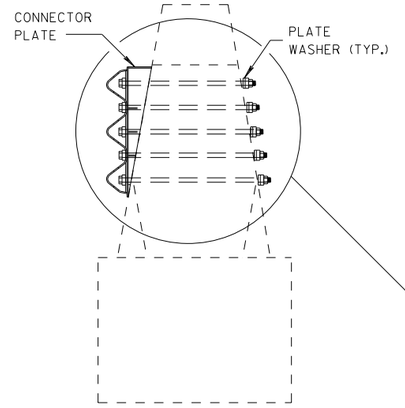
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

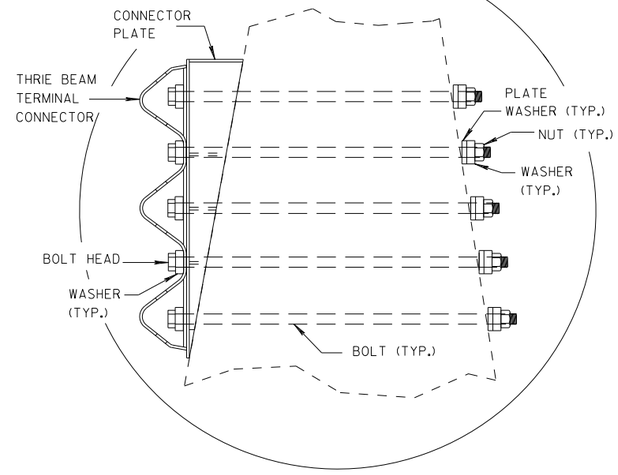
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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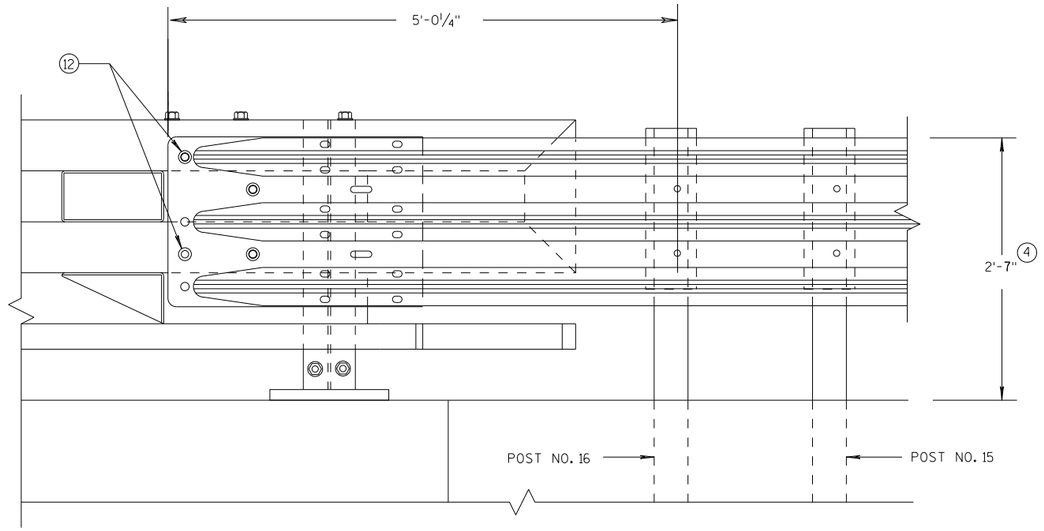
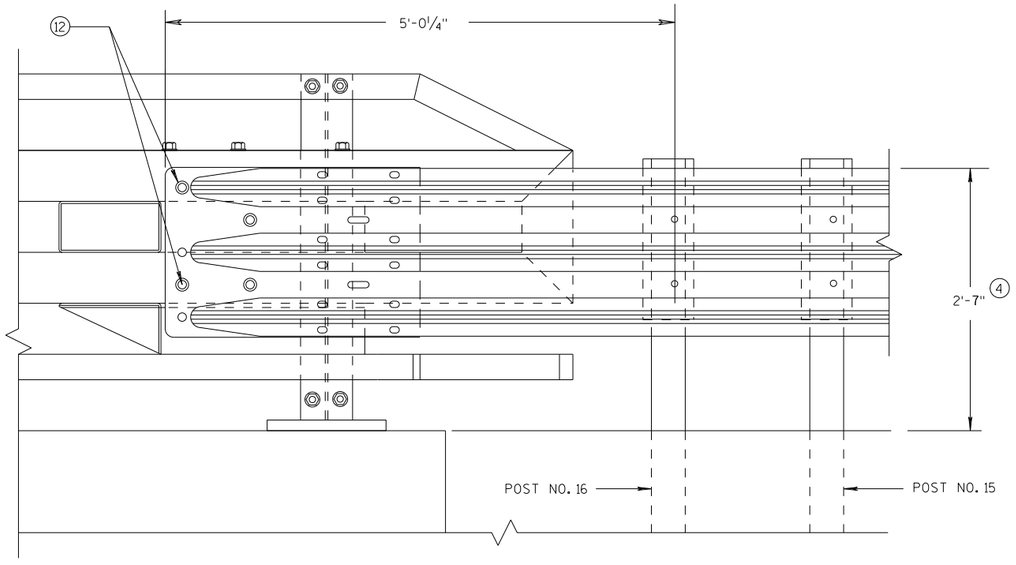


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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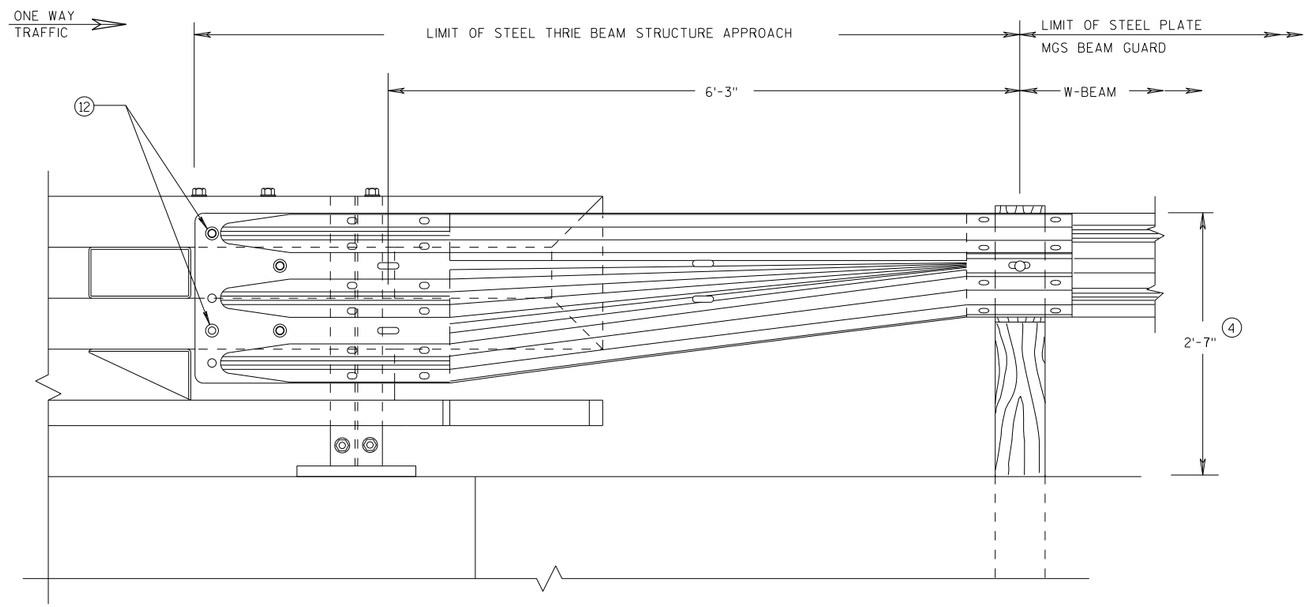


FRONT VIEW

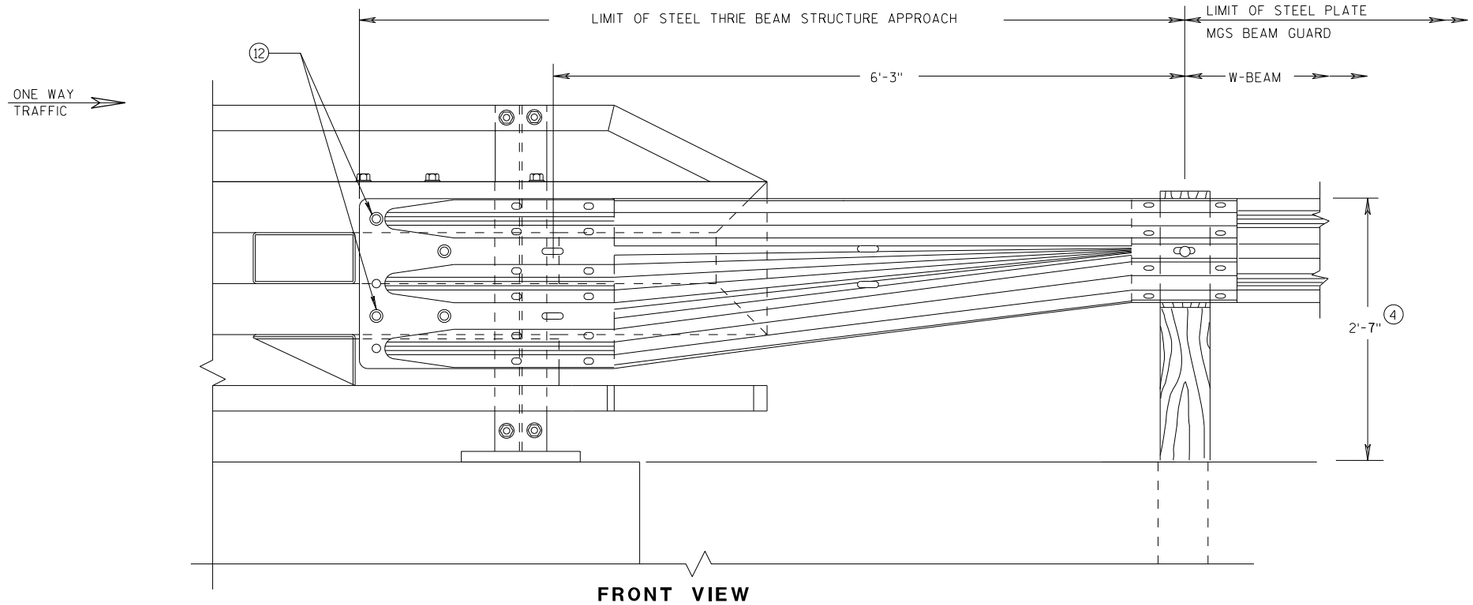
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND $\frac{1}{2}$-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

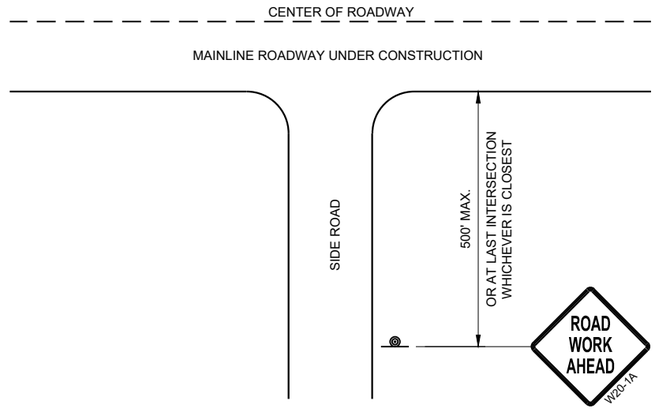
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



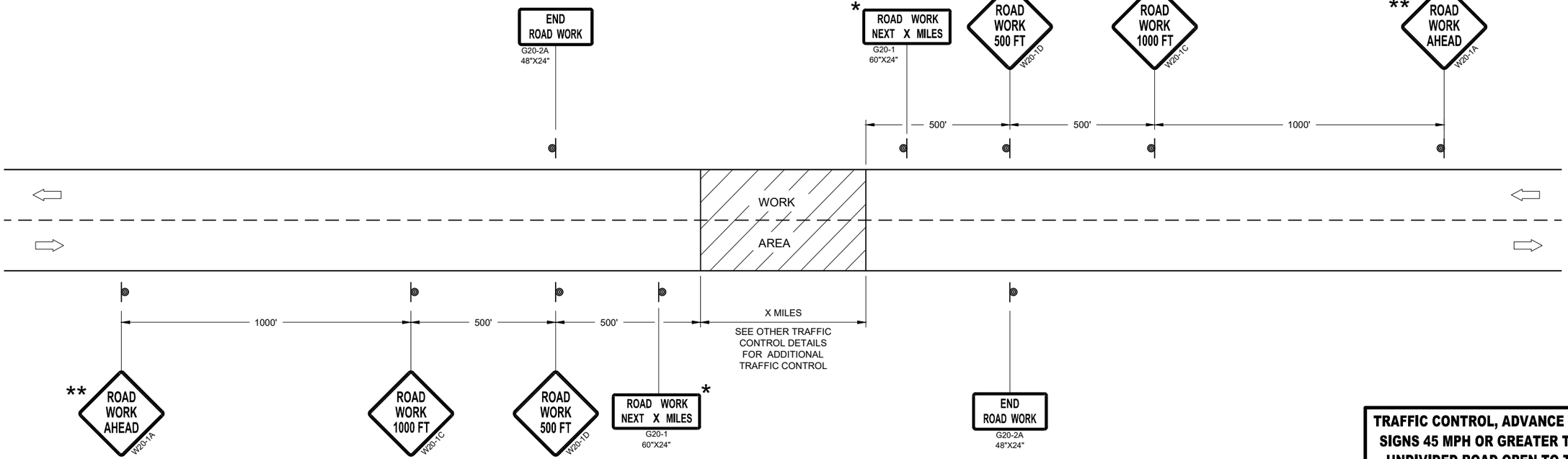
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
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GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

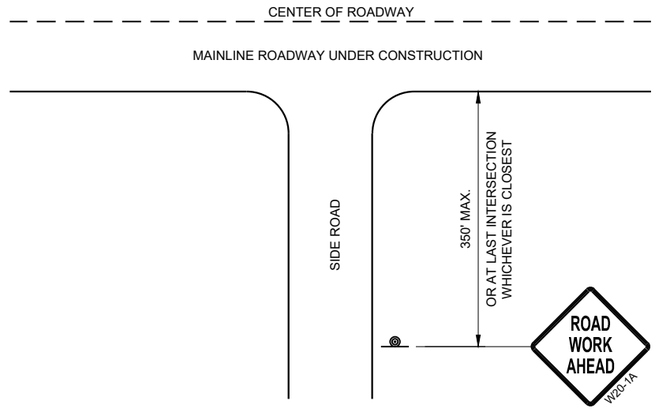
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



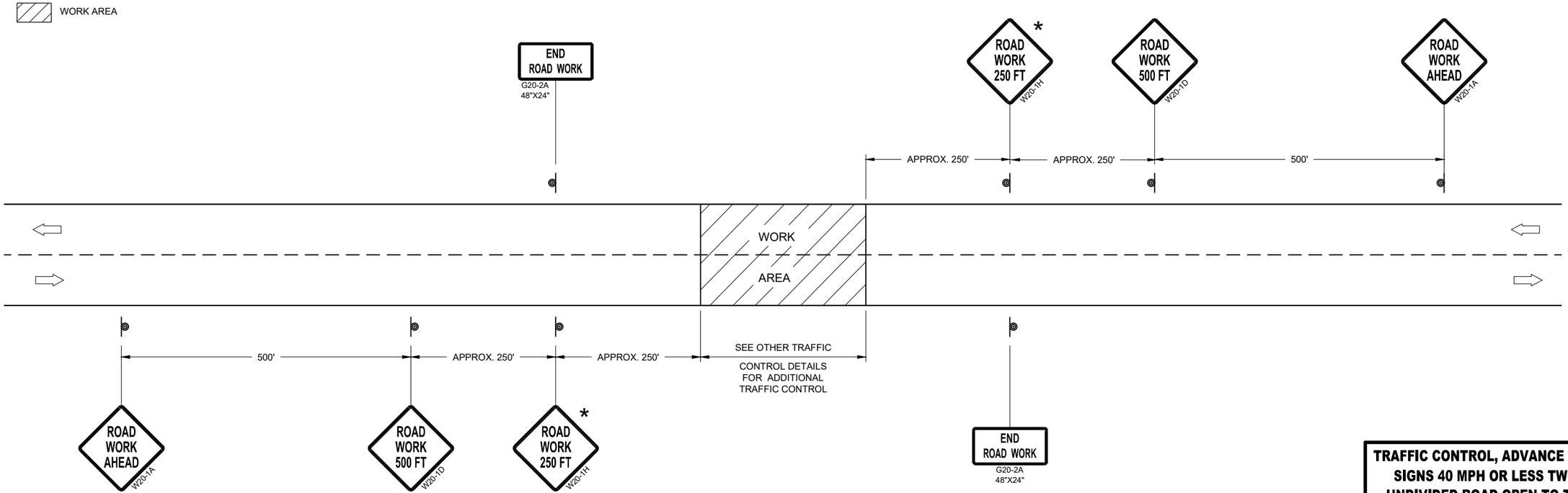
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

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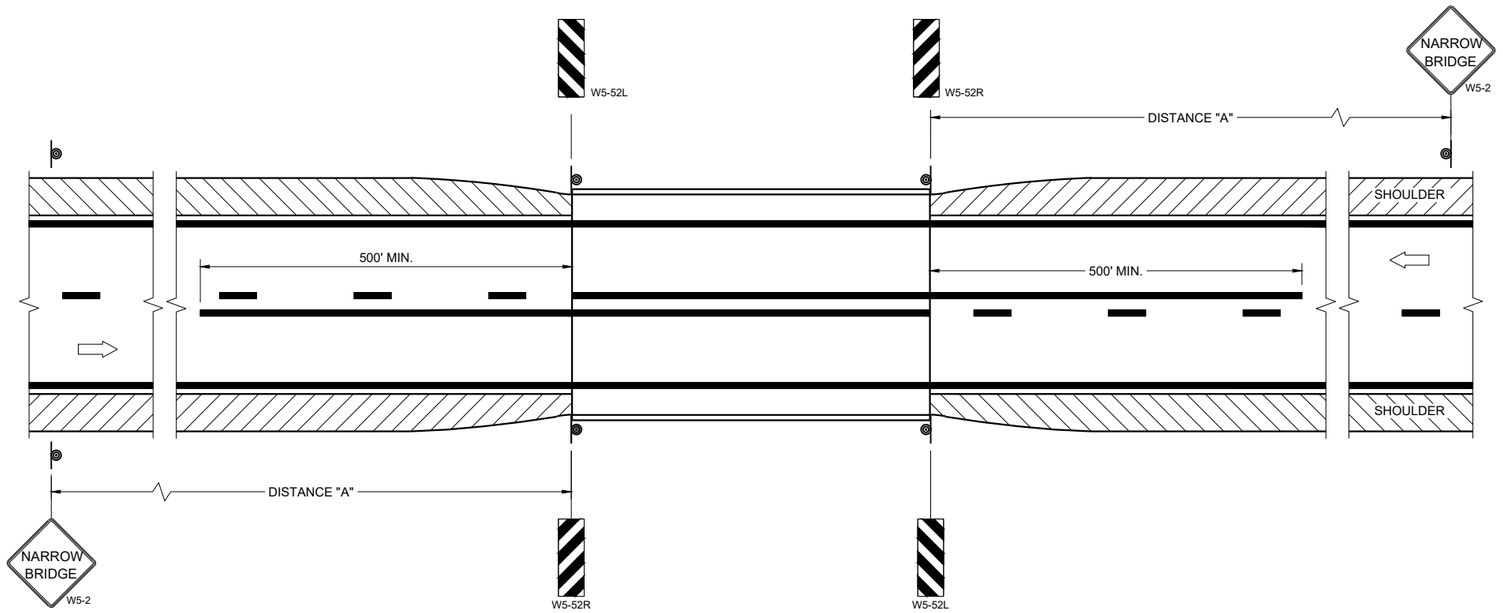
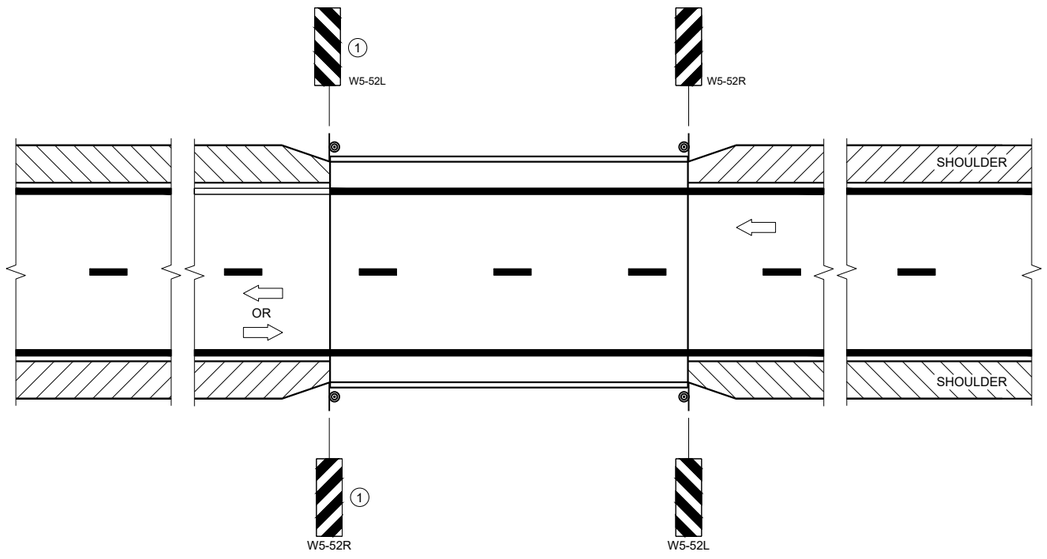


SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THE DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

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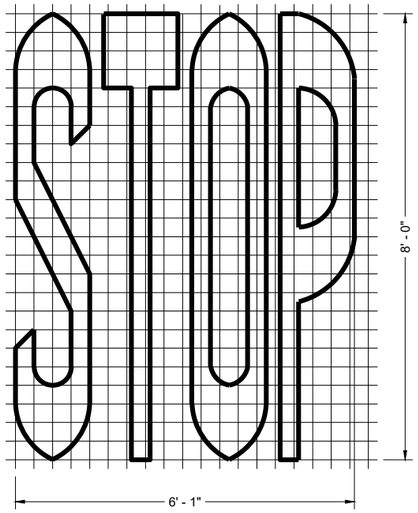
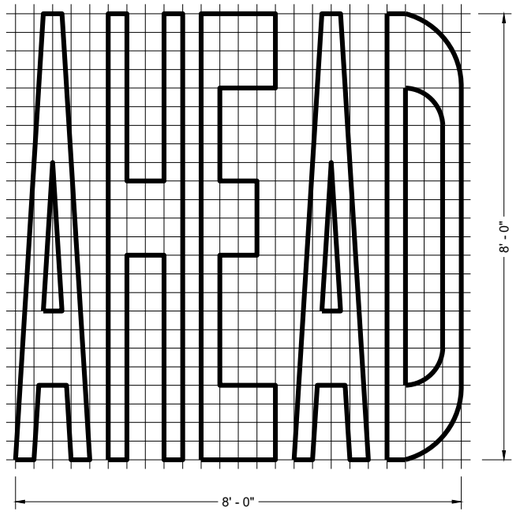
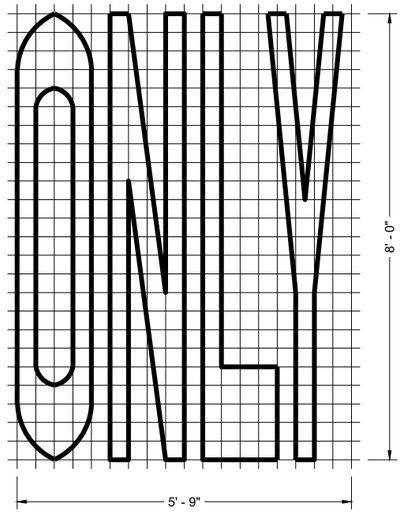
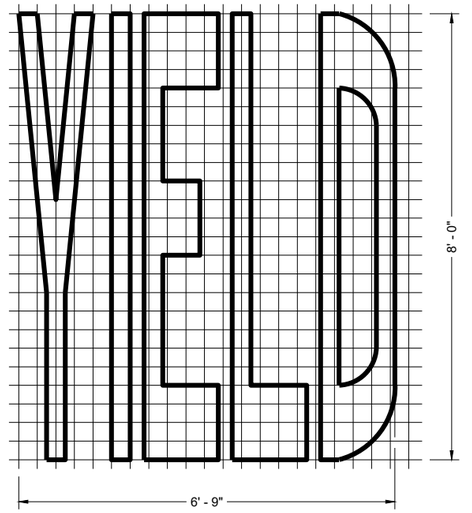
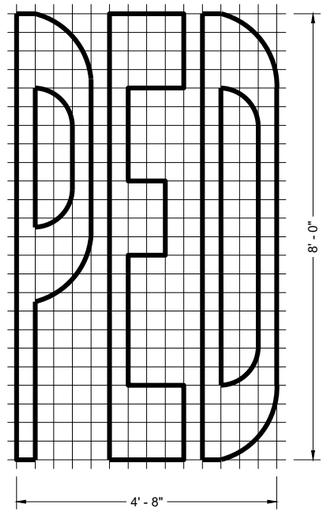
SDD 15C06-12

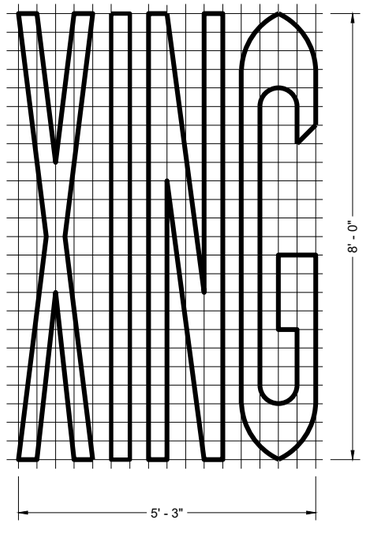


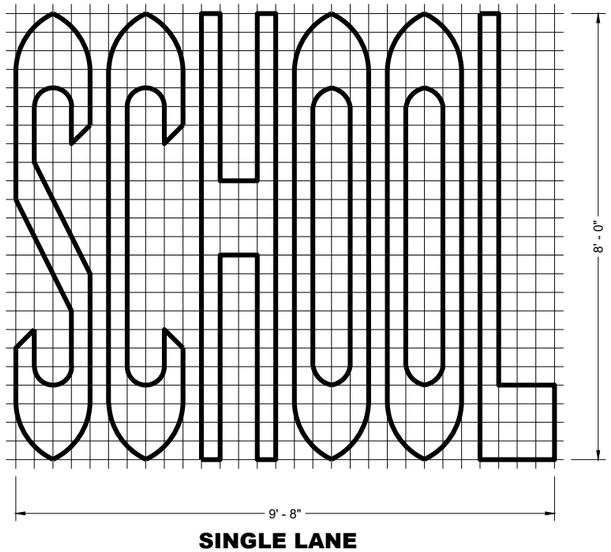




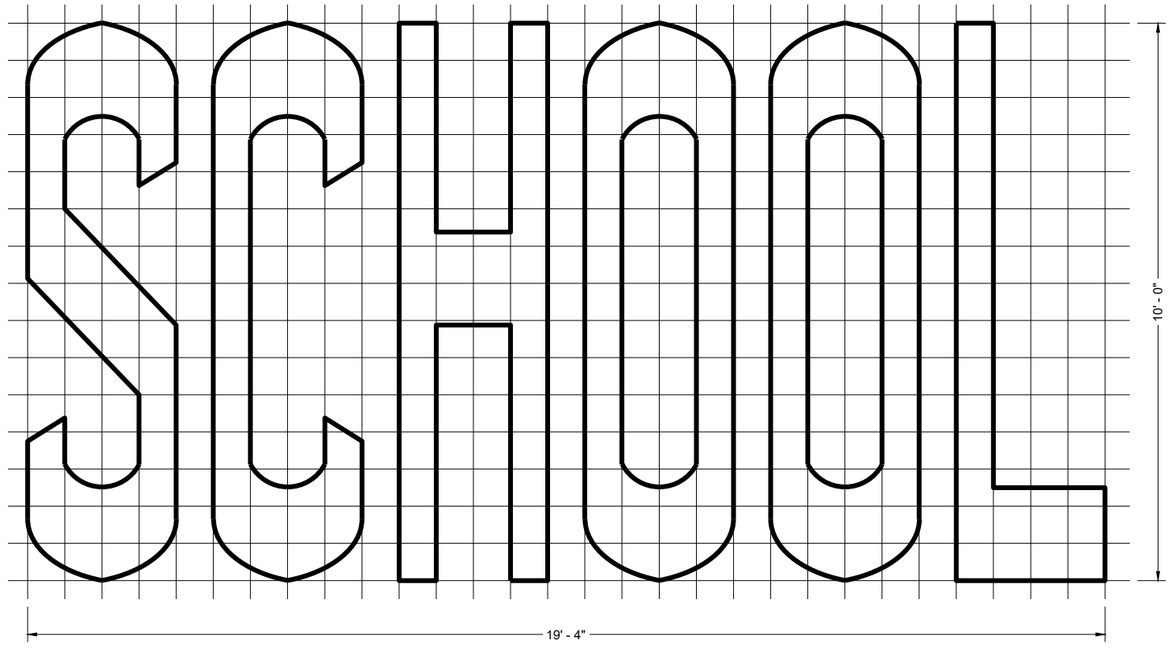








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16b

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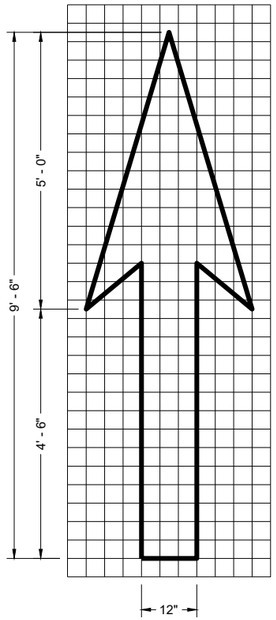
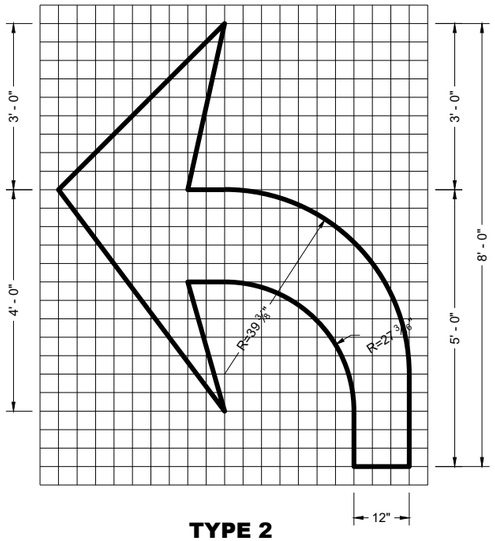
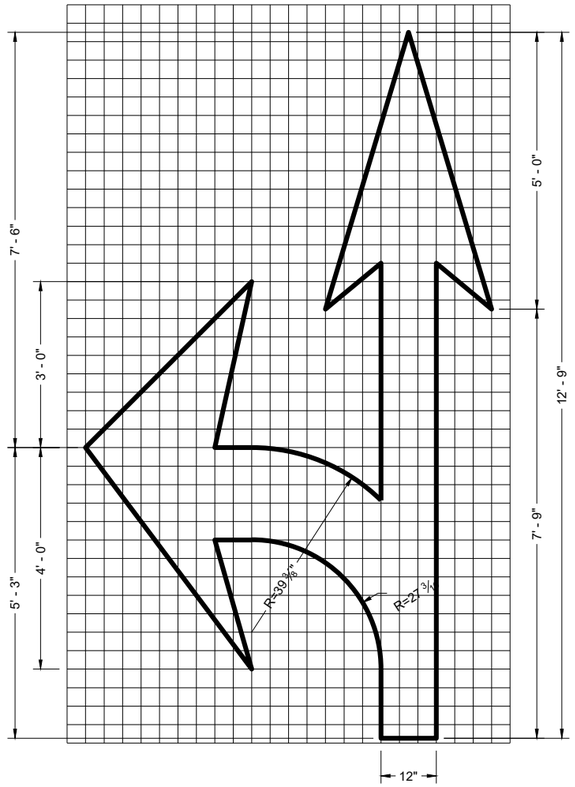
SDD 15C07-16b



TYPE 1



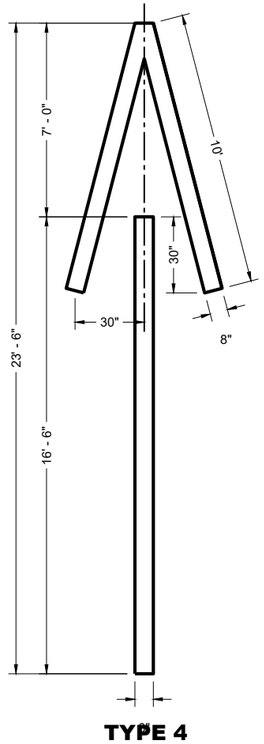
TYPE 2



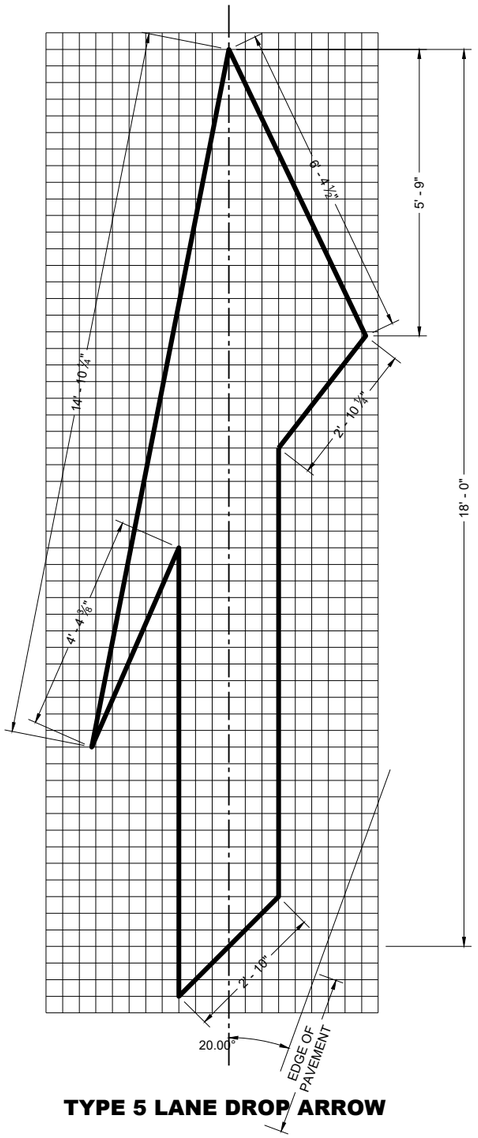
TYPE 3

GENERAL NOTES

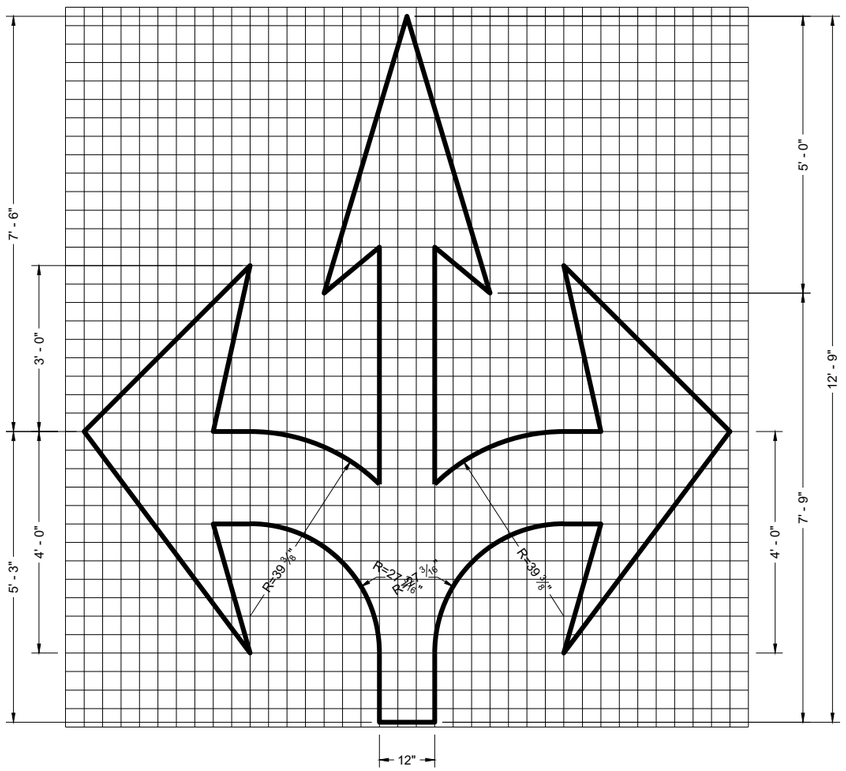
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



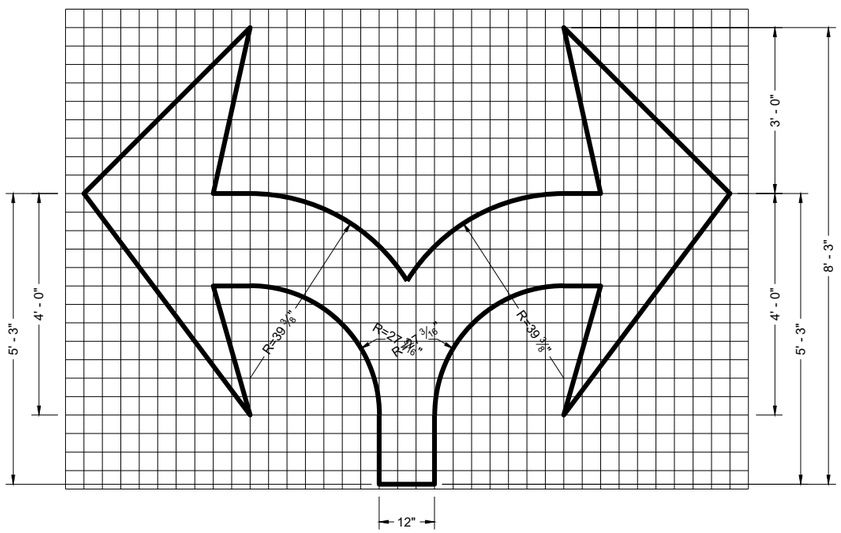
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16c

SDD 15C07-16c

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.

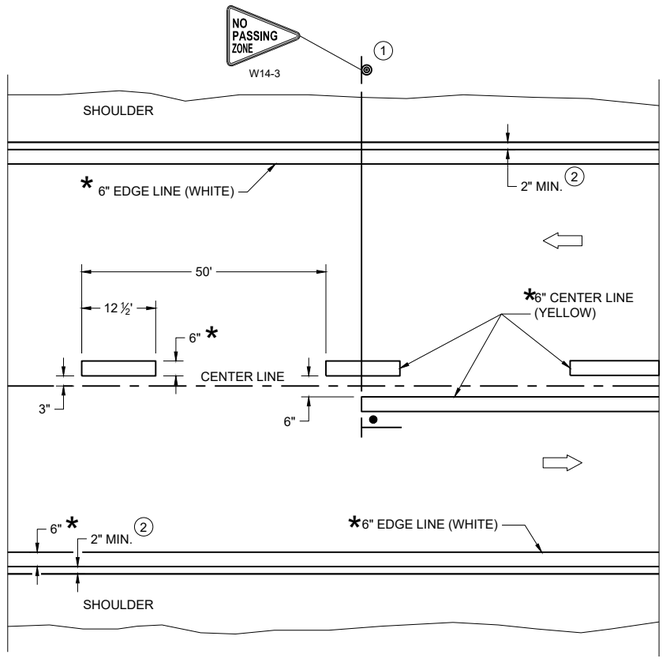
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

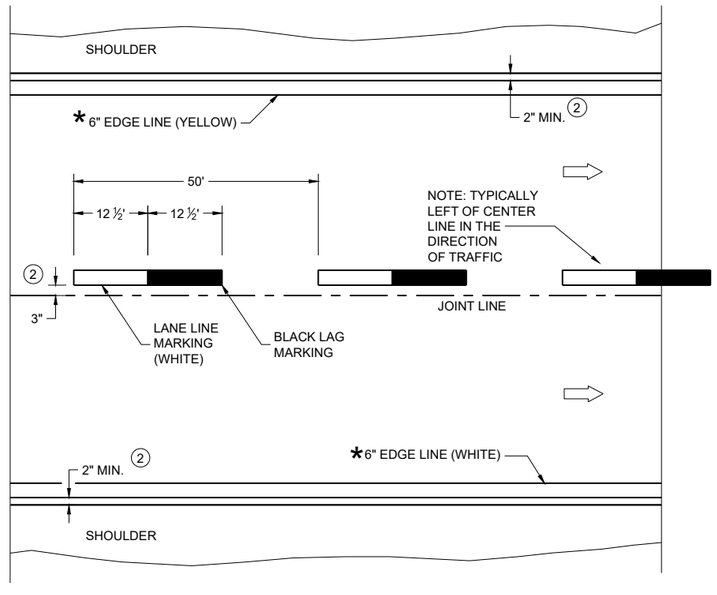
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

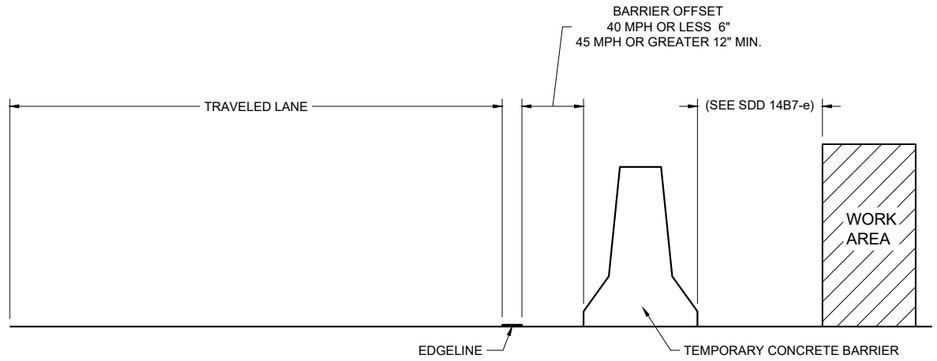
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

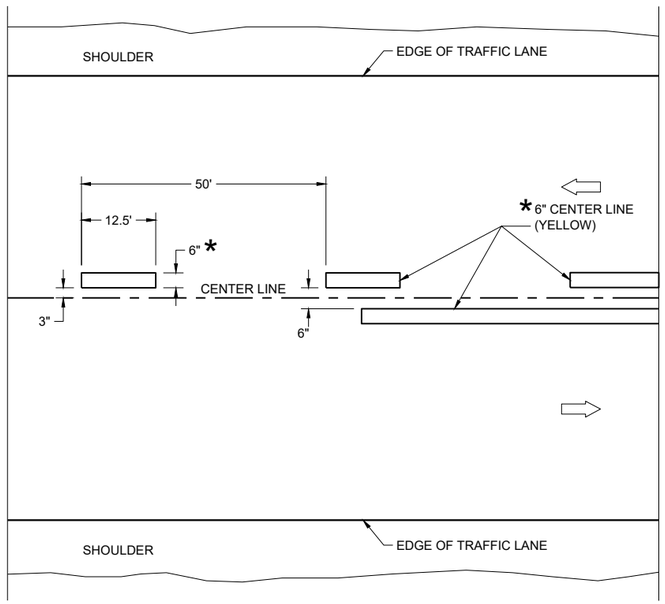
GENERAL NOTES

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

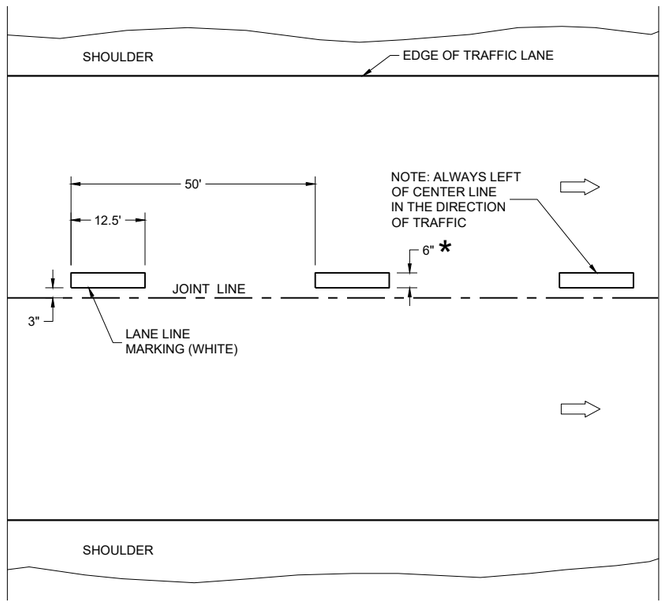
LEGEND

DIRECTION OF TRAFFIC

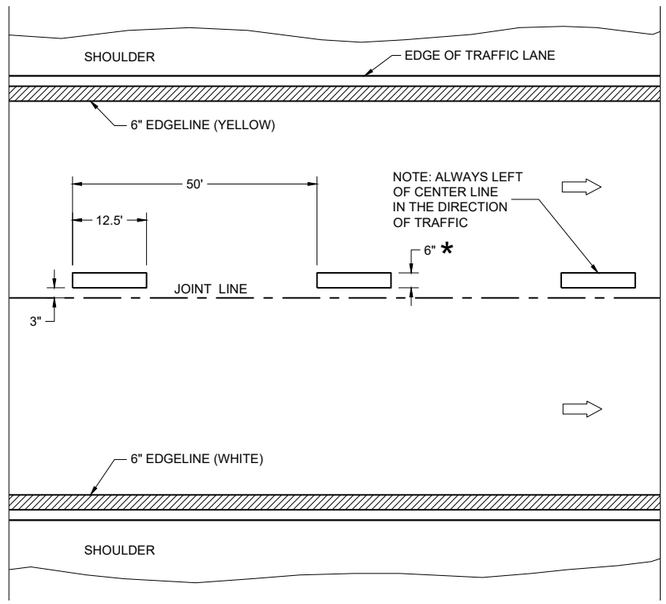
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24b

6

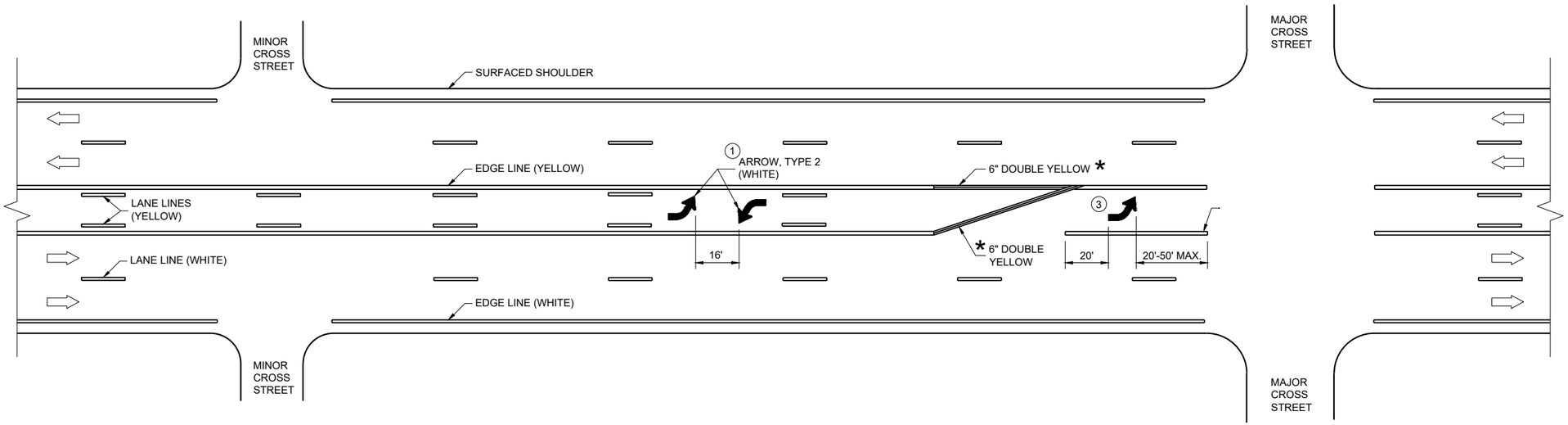
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



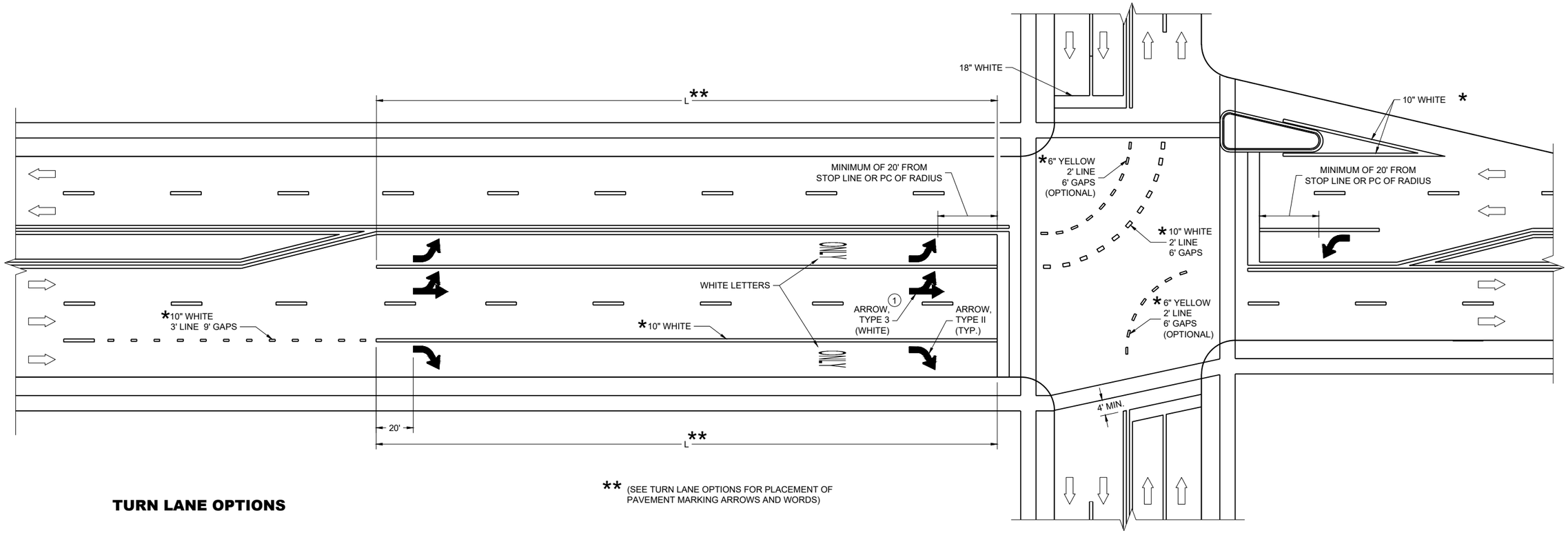
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

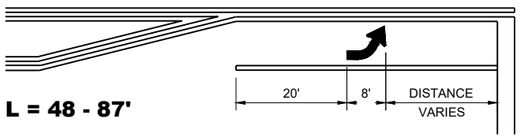
SDD 15C08-24c



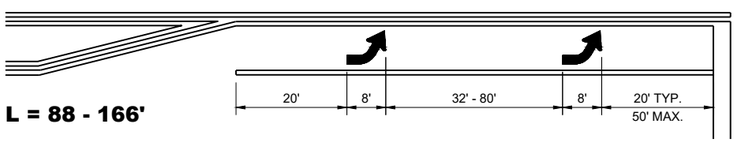
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

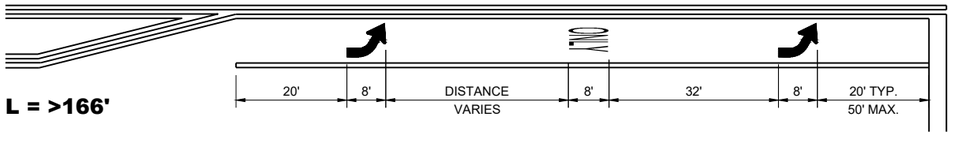
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

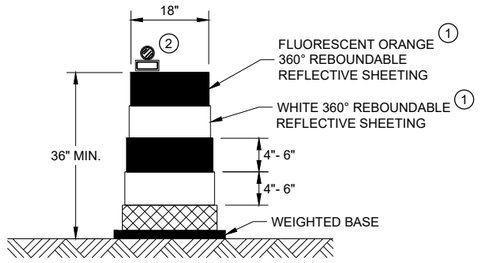
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

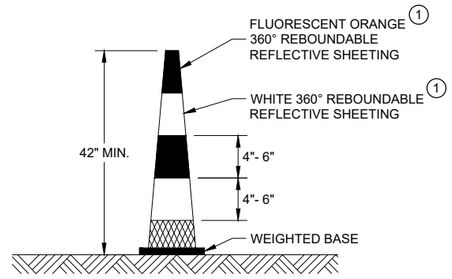
GENERAL NOTES

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

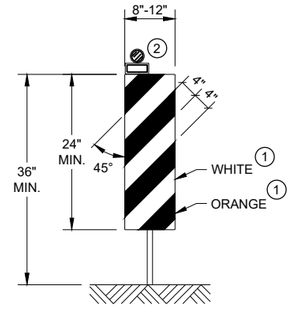
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

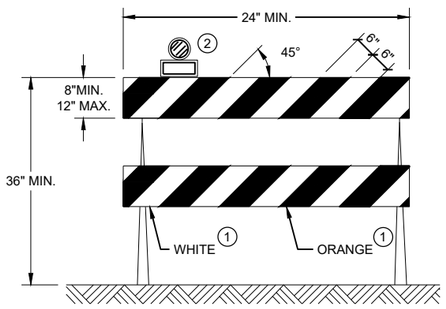
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



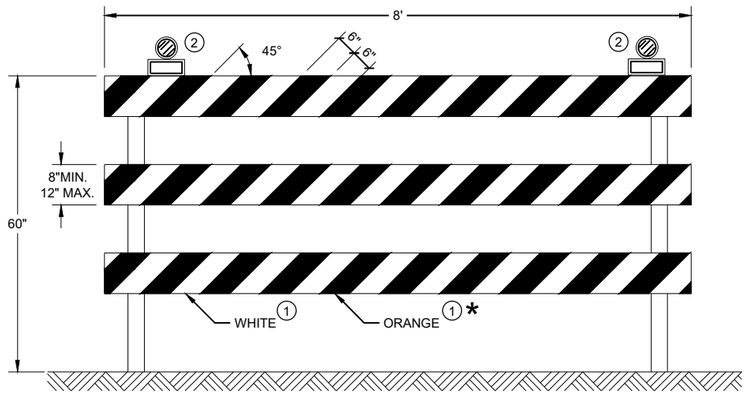
VERTICAL PANEL

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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SDD 15C11 - 10b

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SDD 15C11 - 10b

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

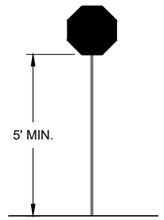
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



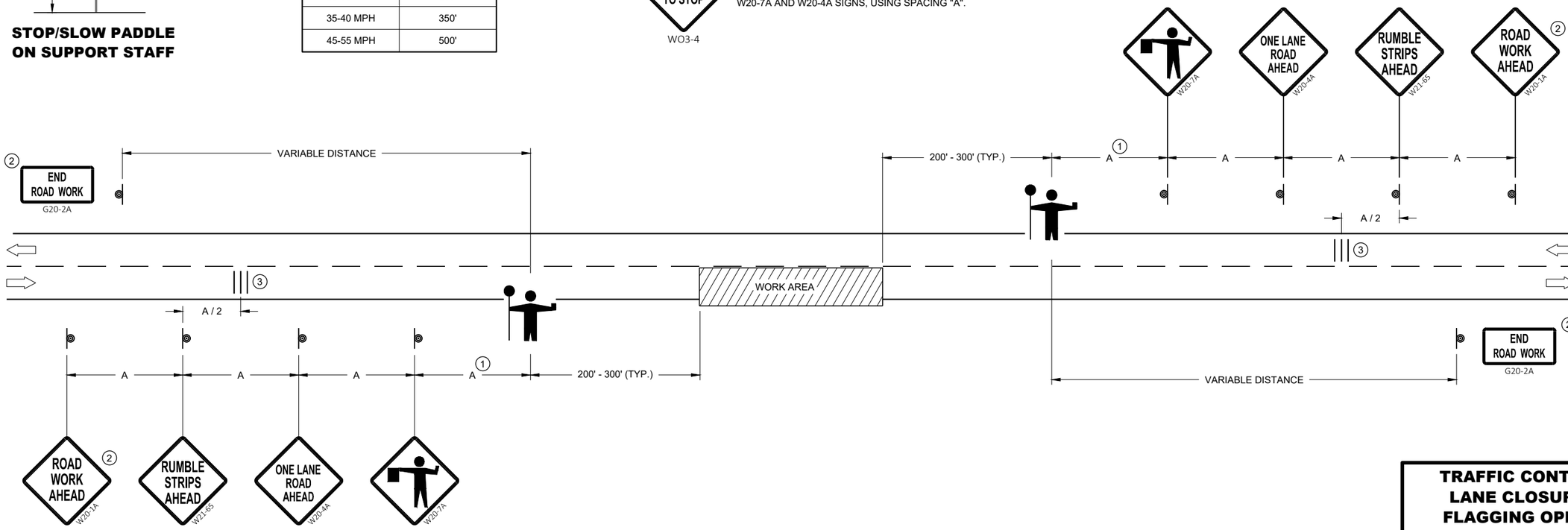
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

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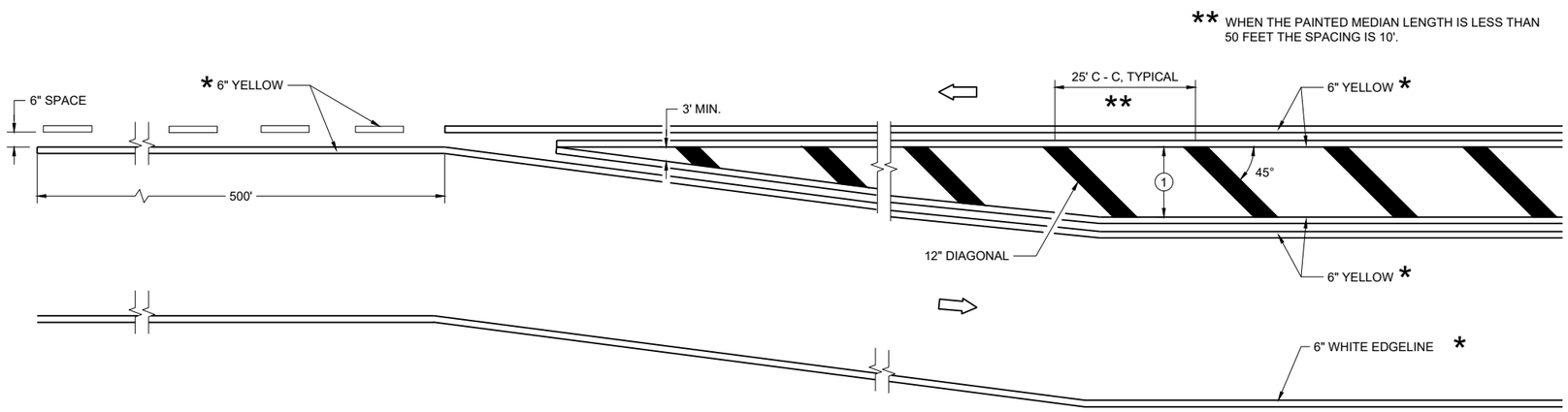
SDD 15C12 - 09a



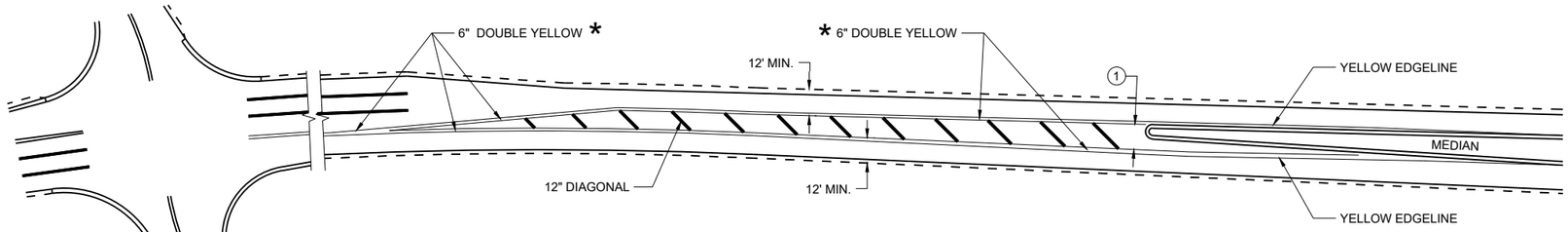
MEDIAN ISLAND DETAIL

GENERAL NOTES

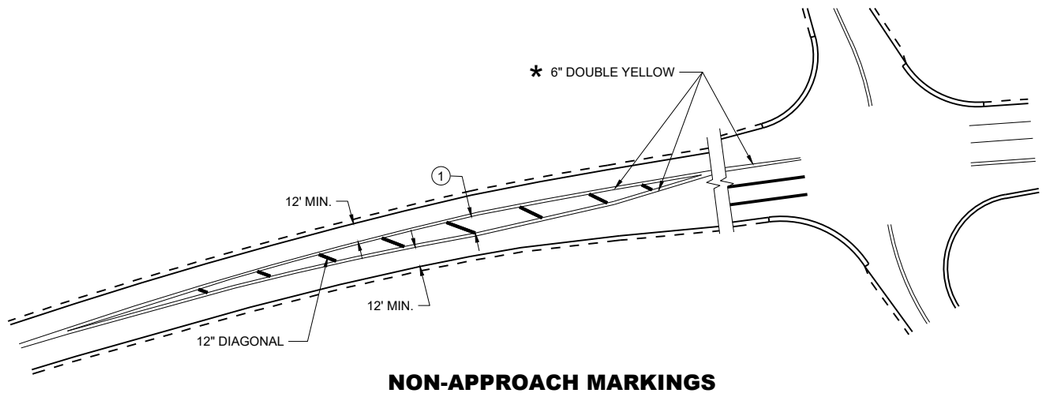
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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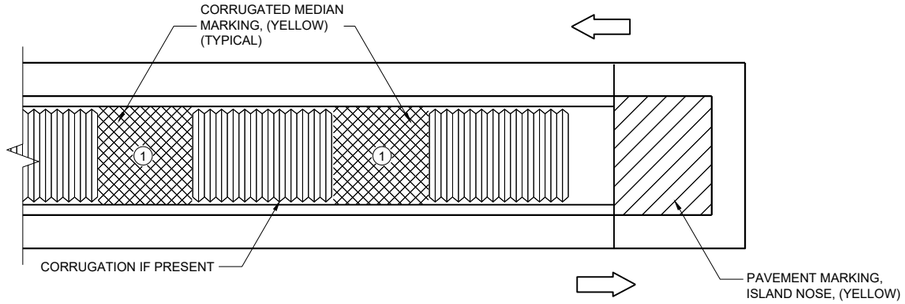
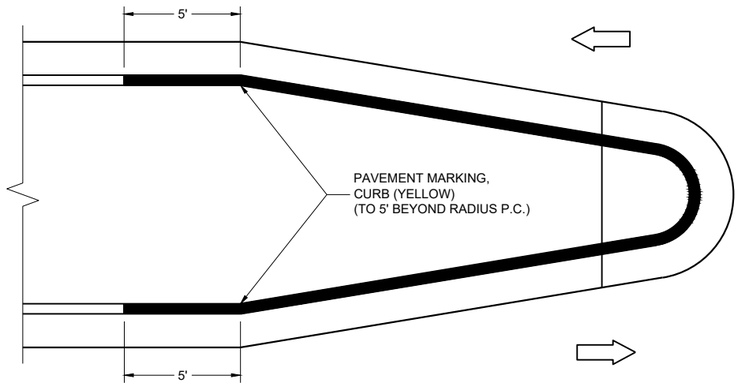
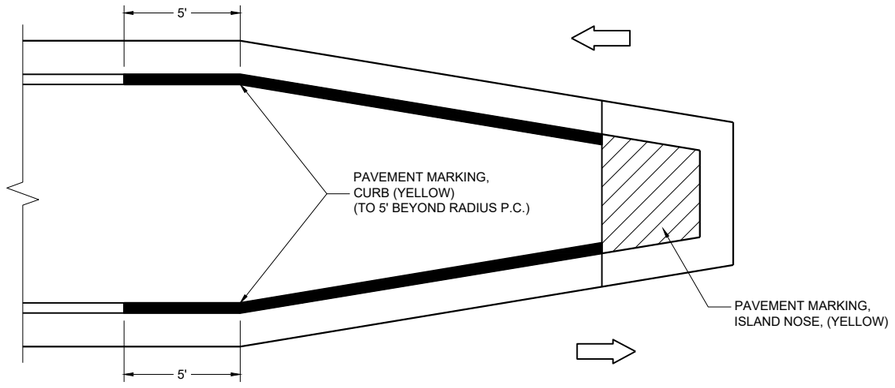
SDD 15C18-09a



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.

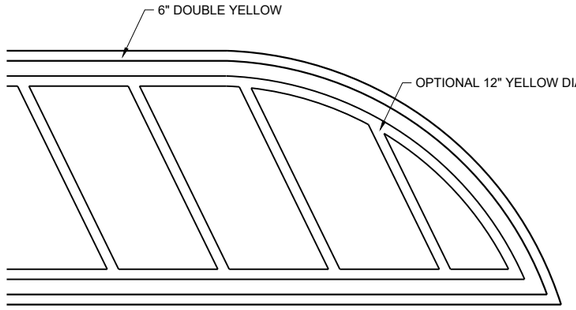
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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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

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

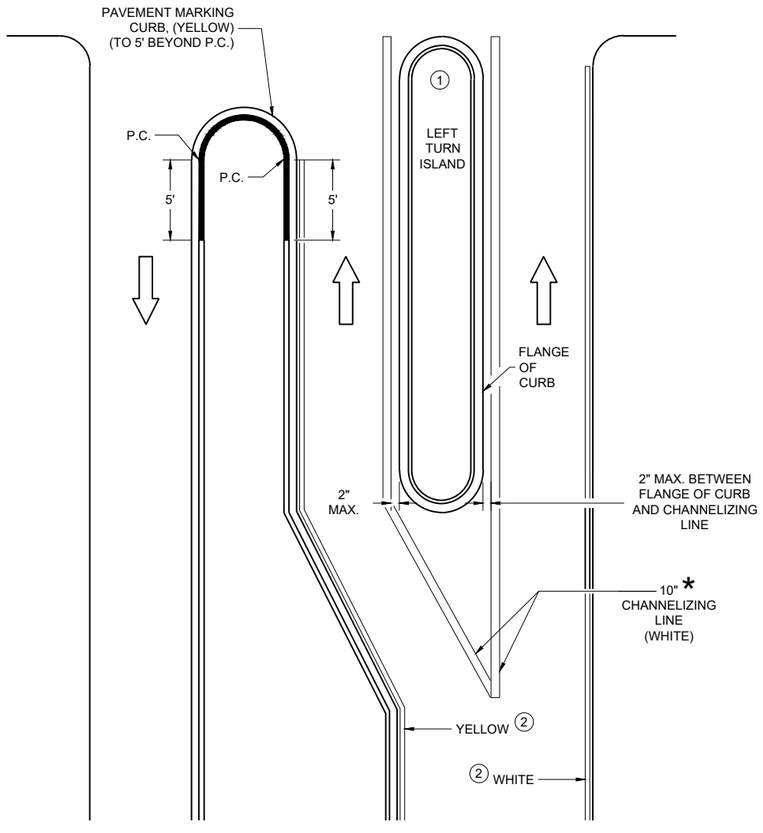
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

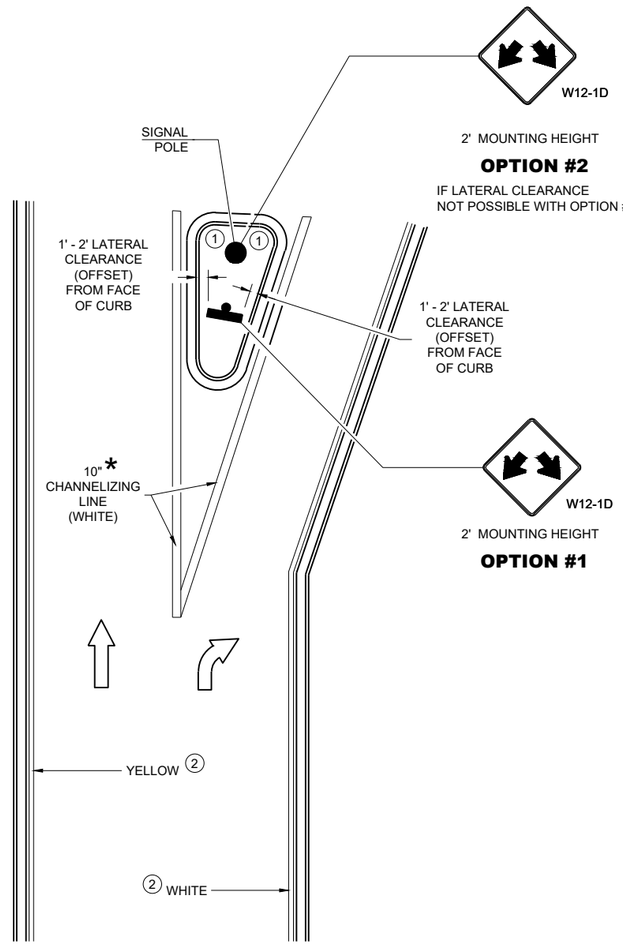
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

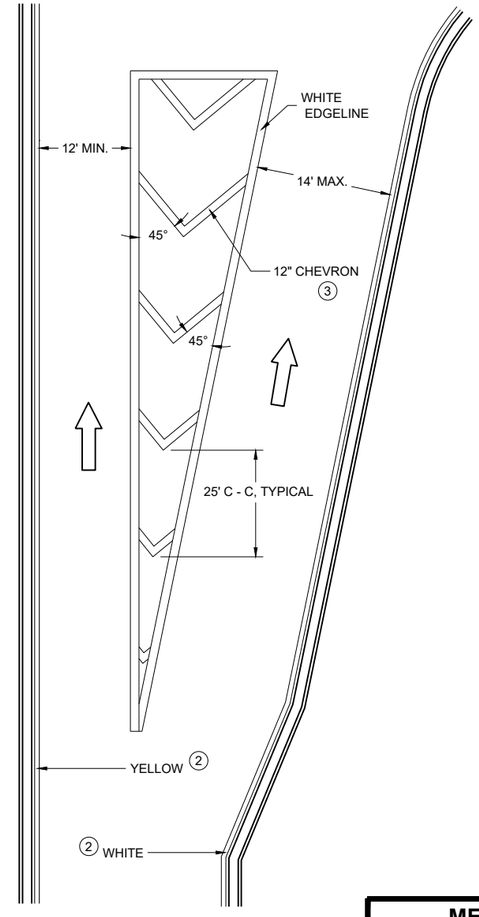
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

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SDD 15C18-09c

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

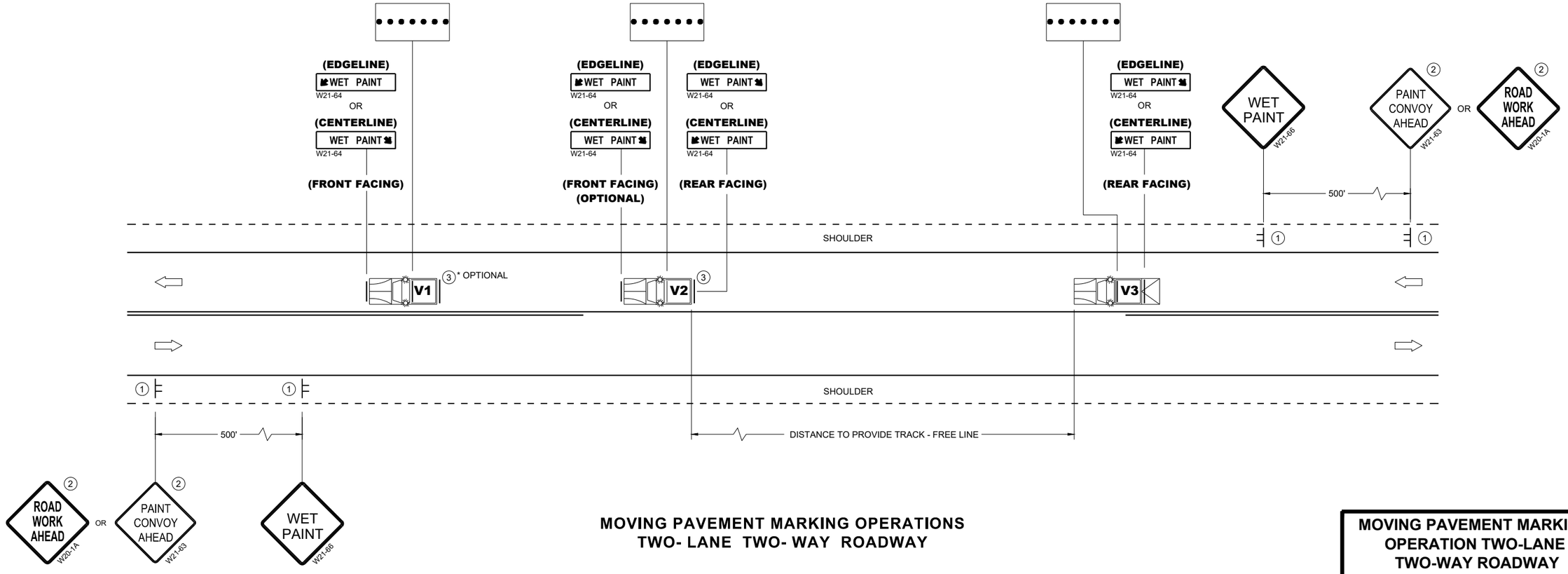
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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SDD 15C19-11a

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LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

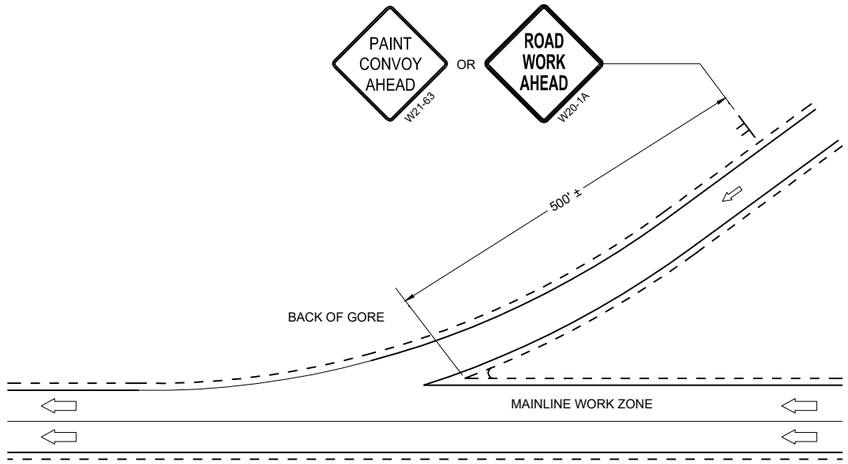
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

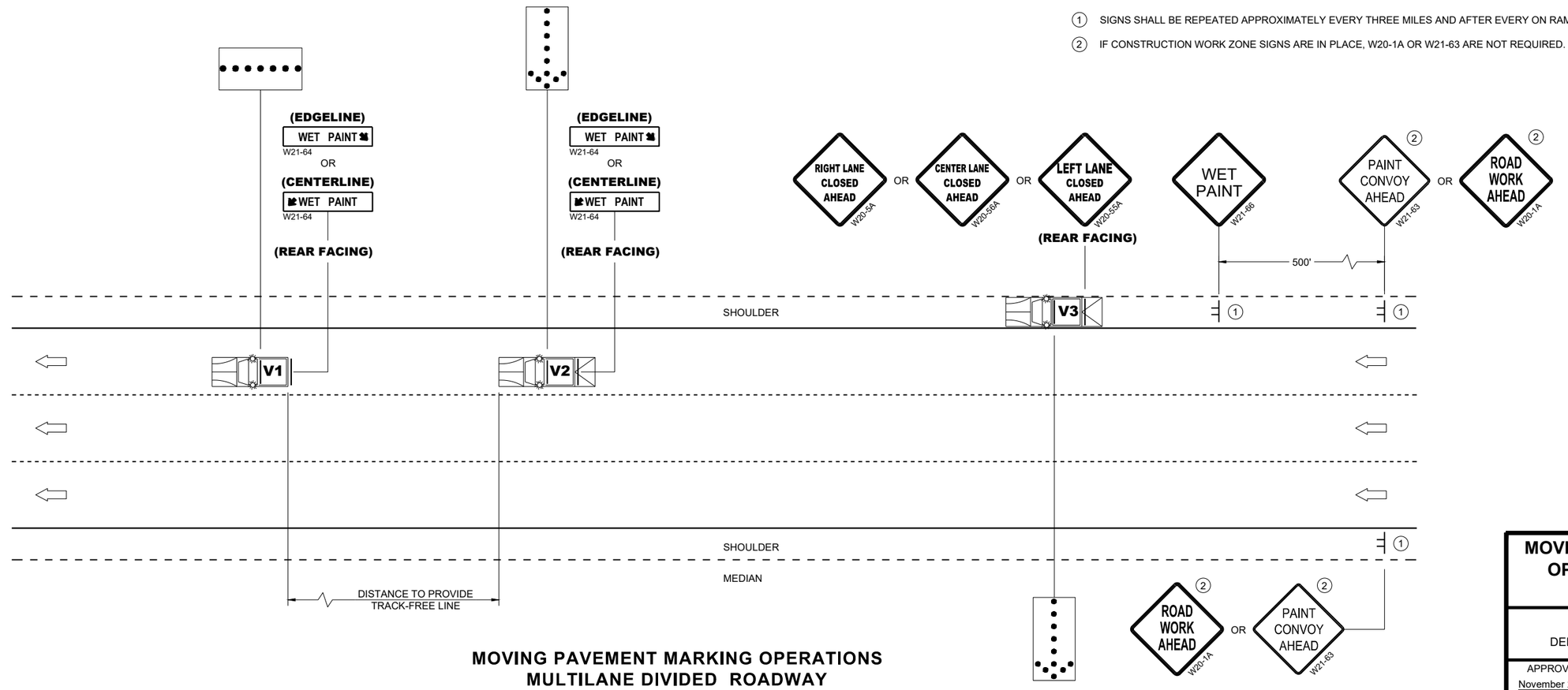
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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SDD 15C19-11c

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SDD 15C19-11c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

*** IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

LEGEND

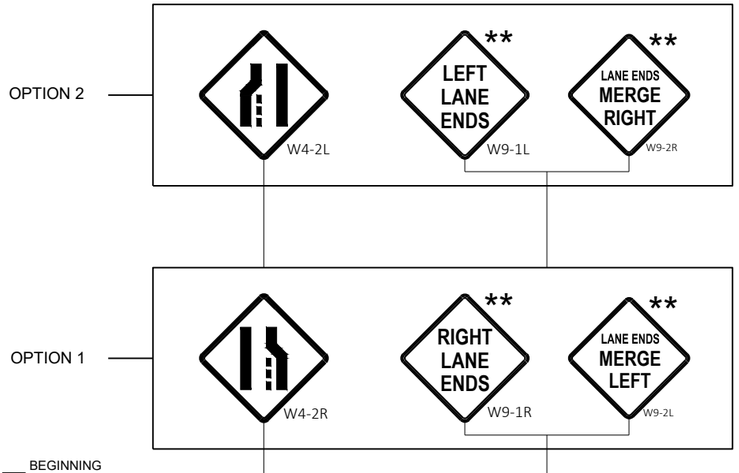
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

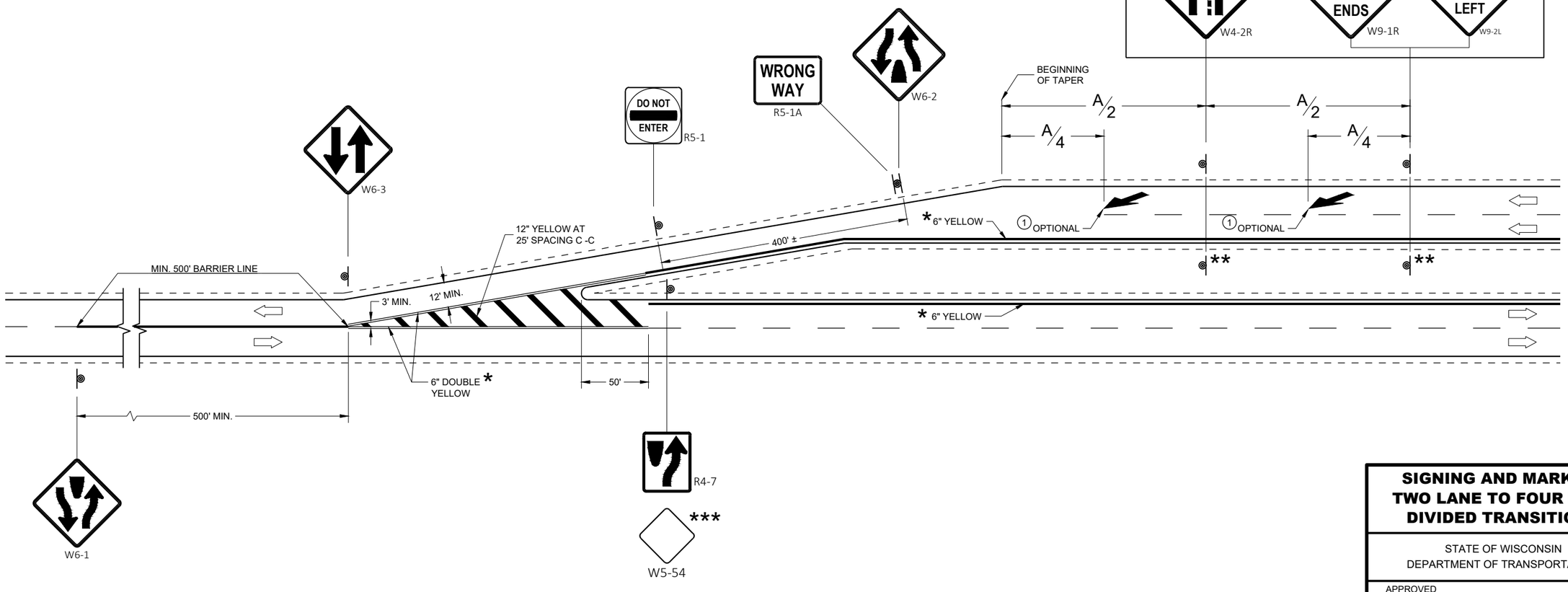
SIGN MOUNTED ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'





SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

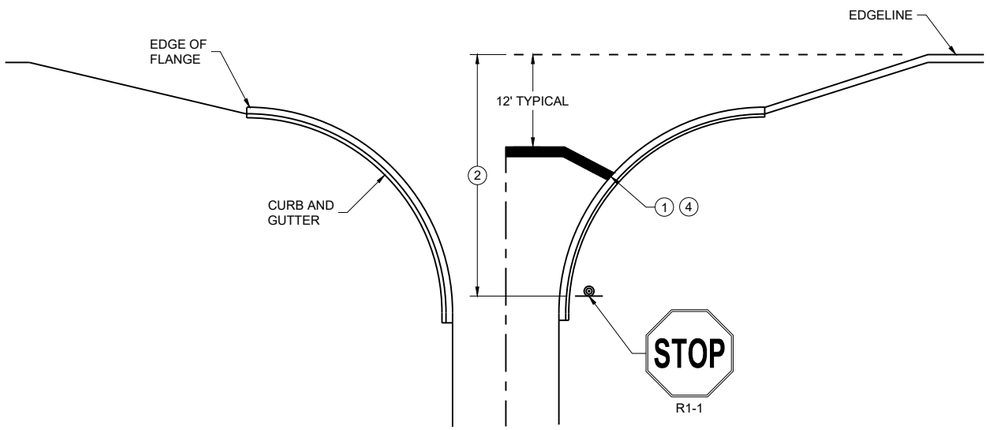
FHWA

6
SDD 15C21-11

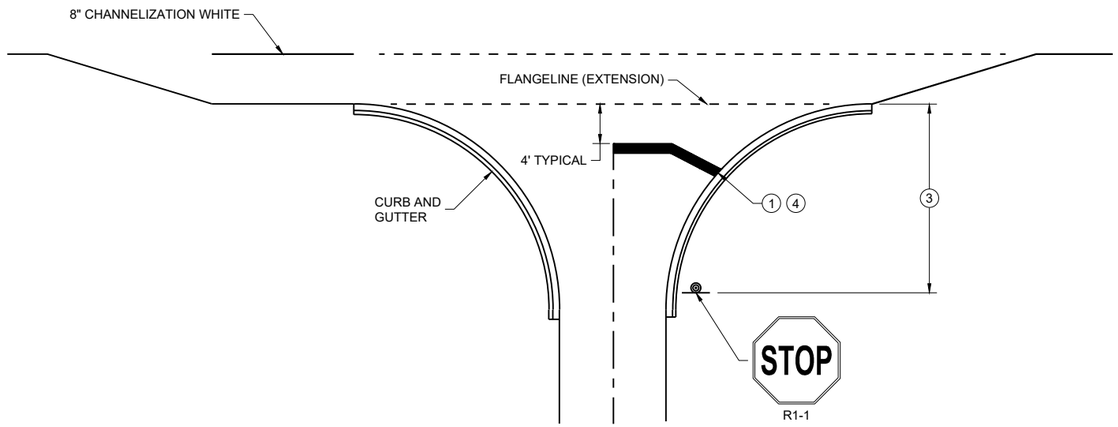
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

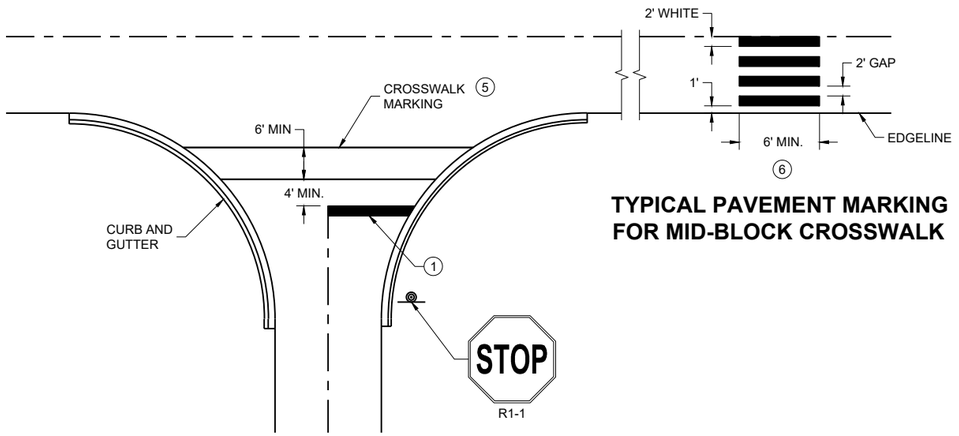
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

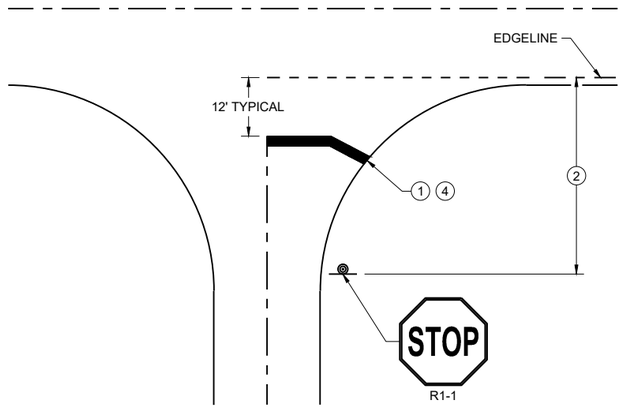


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

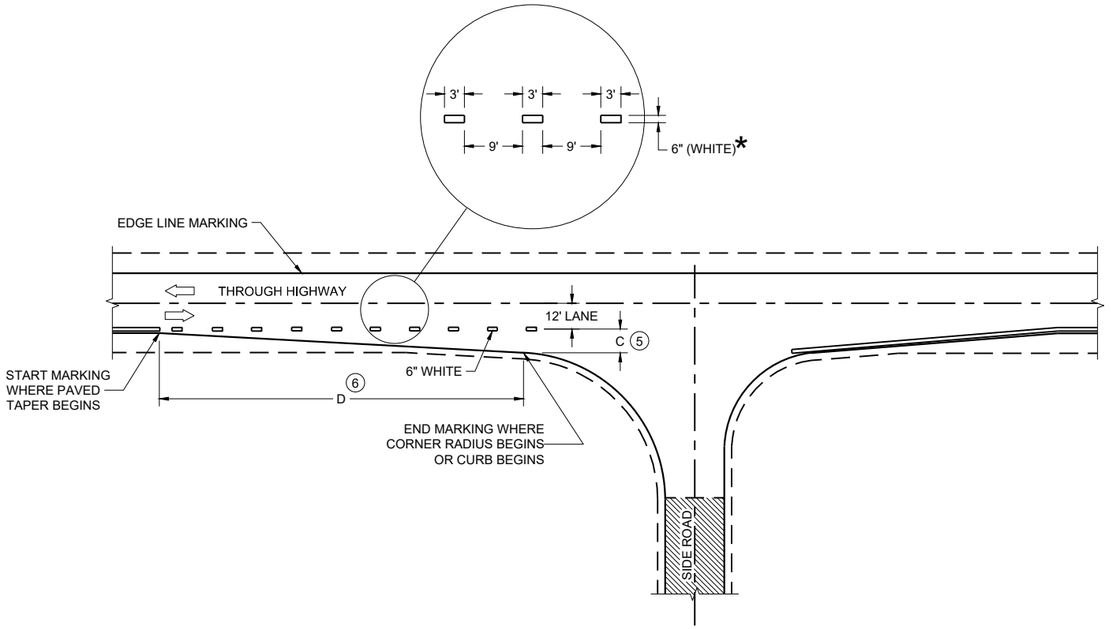
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

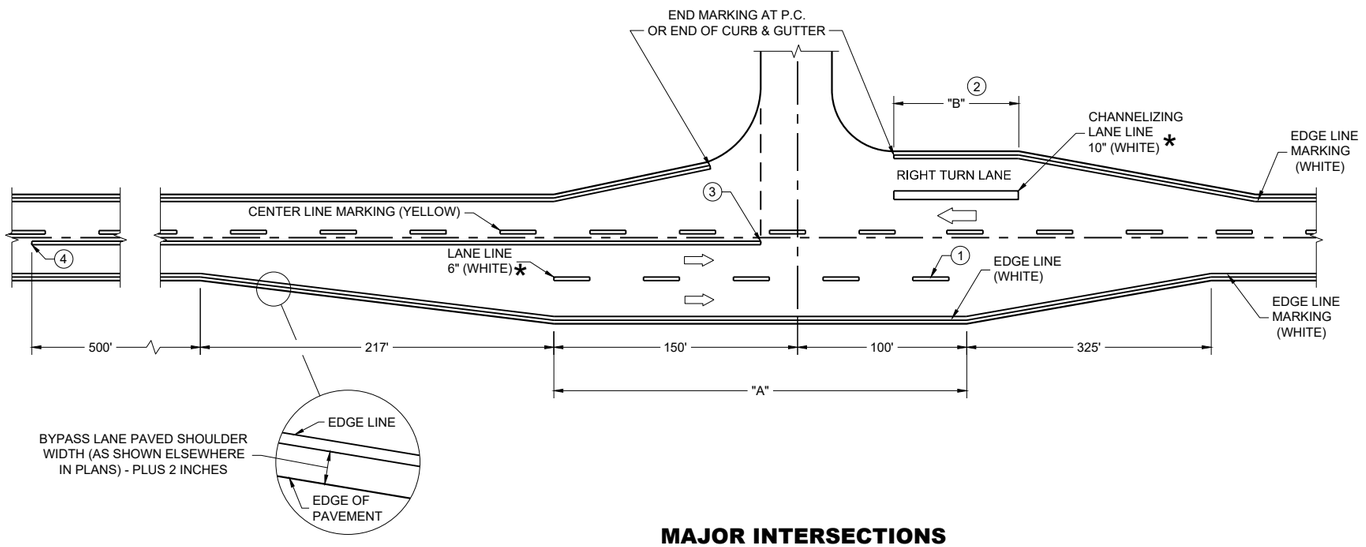
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

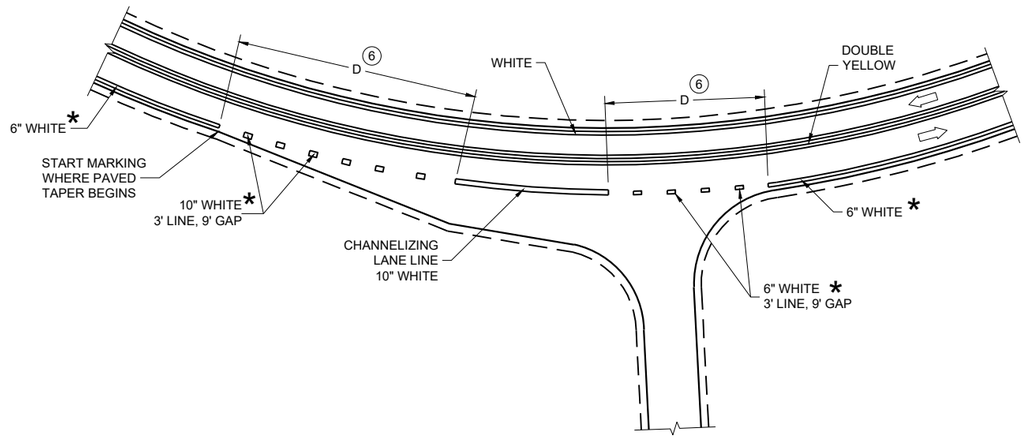
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

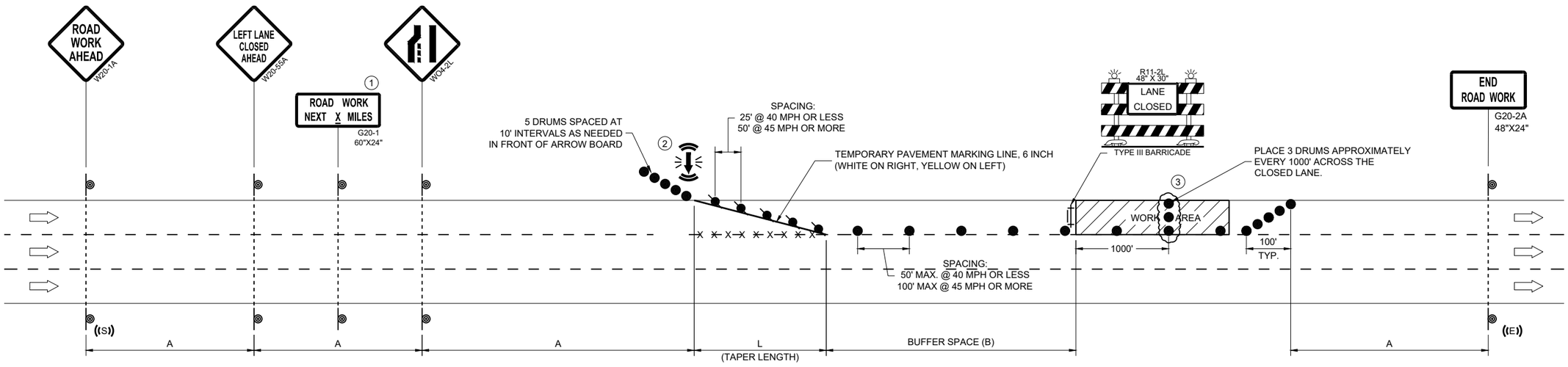
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

(3) DRUMS 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.



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'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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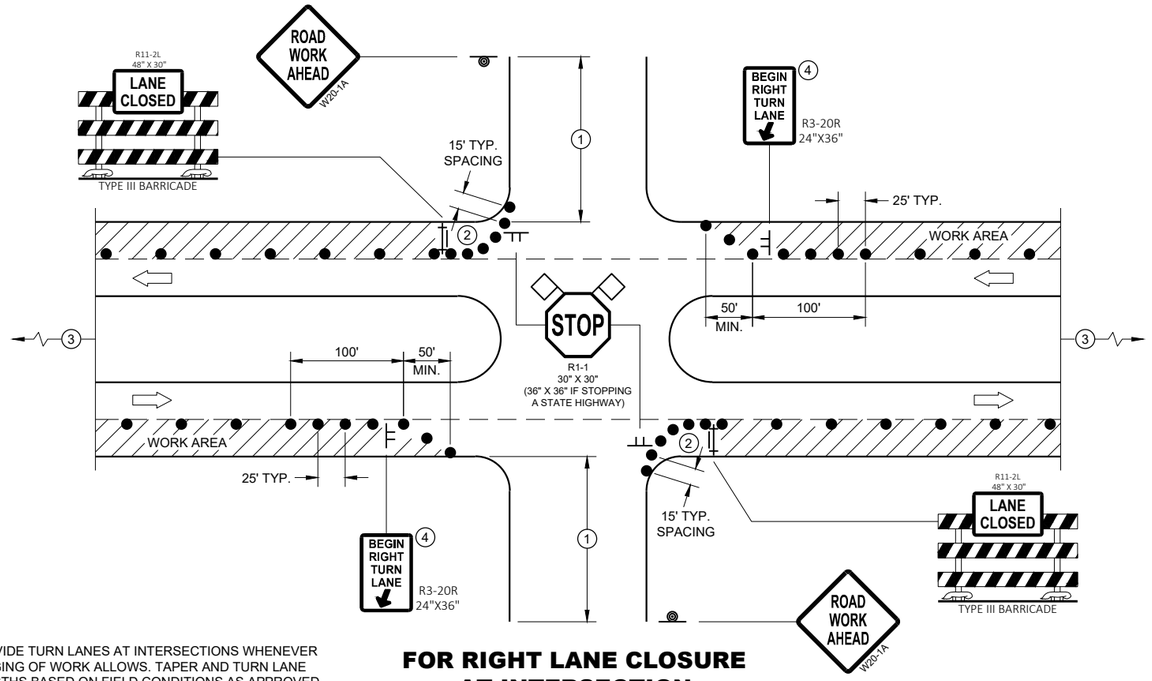
SDD 15D20-11a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

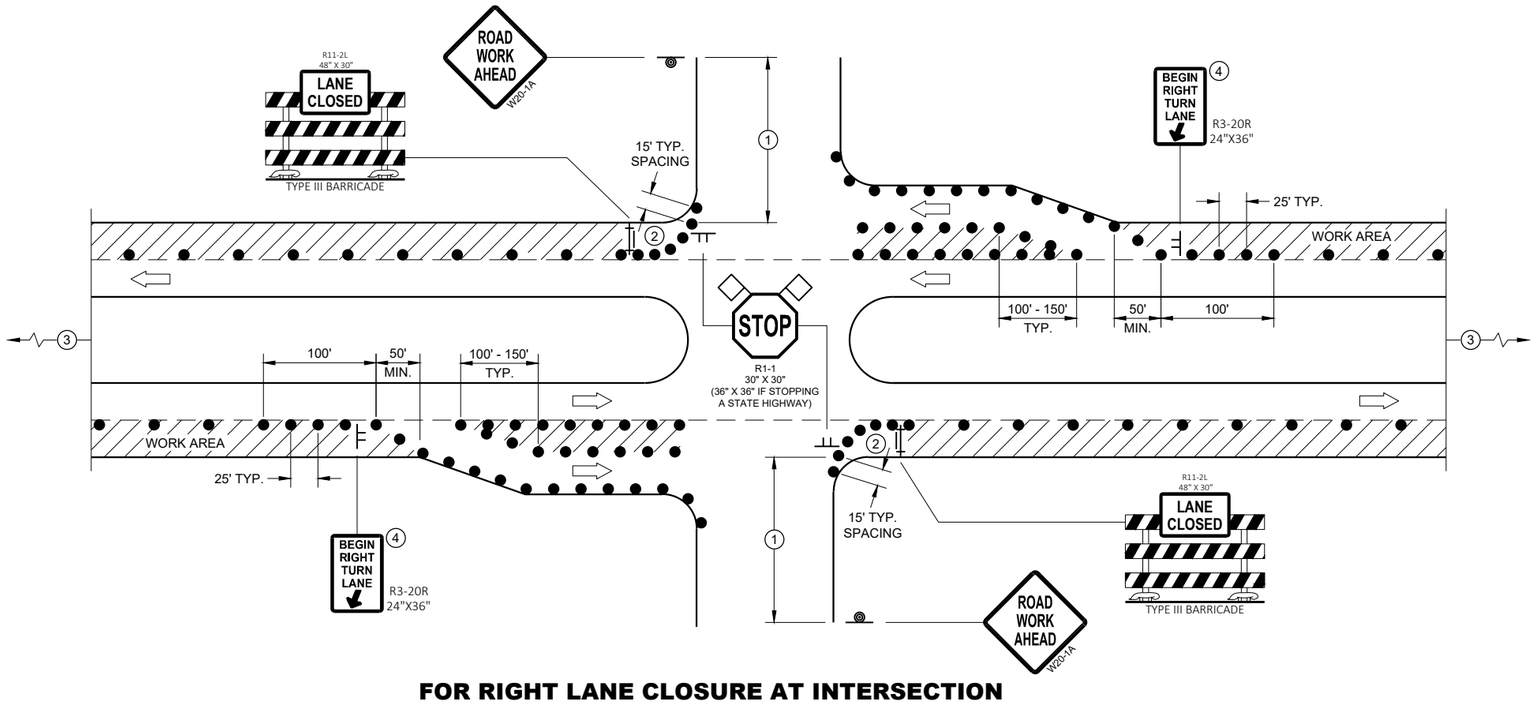
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

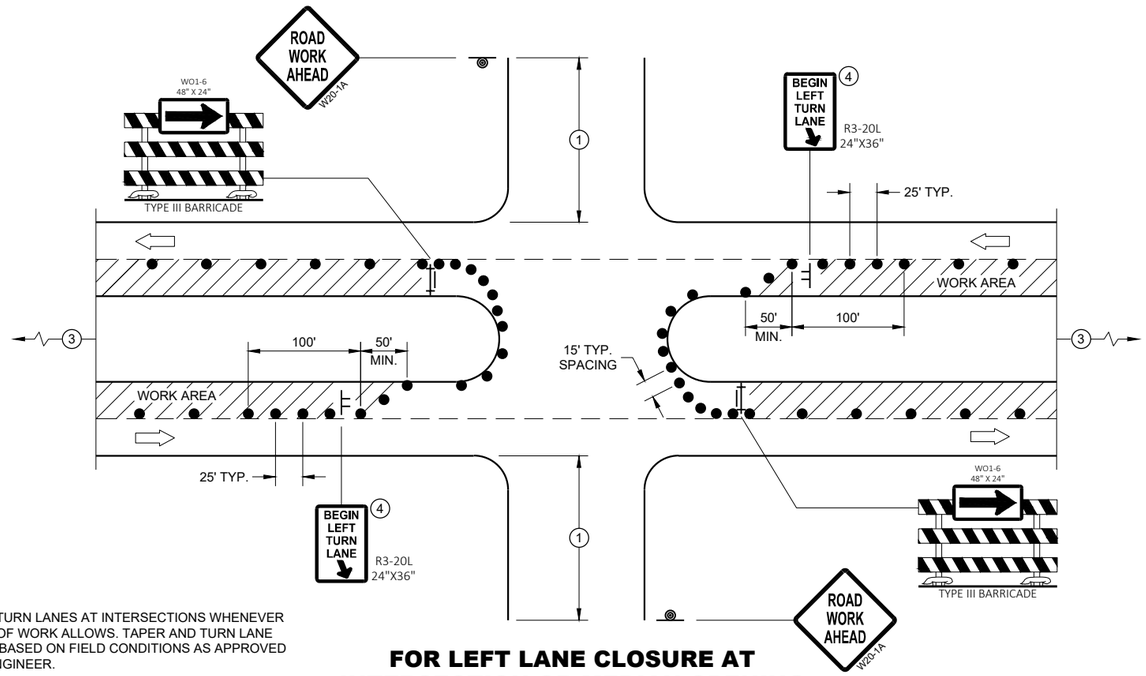
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

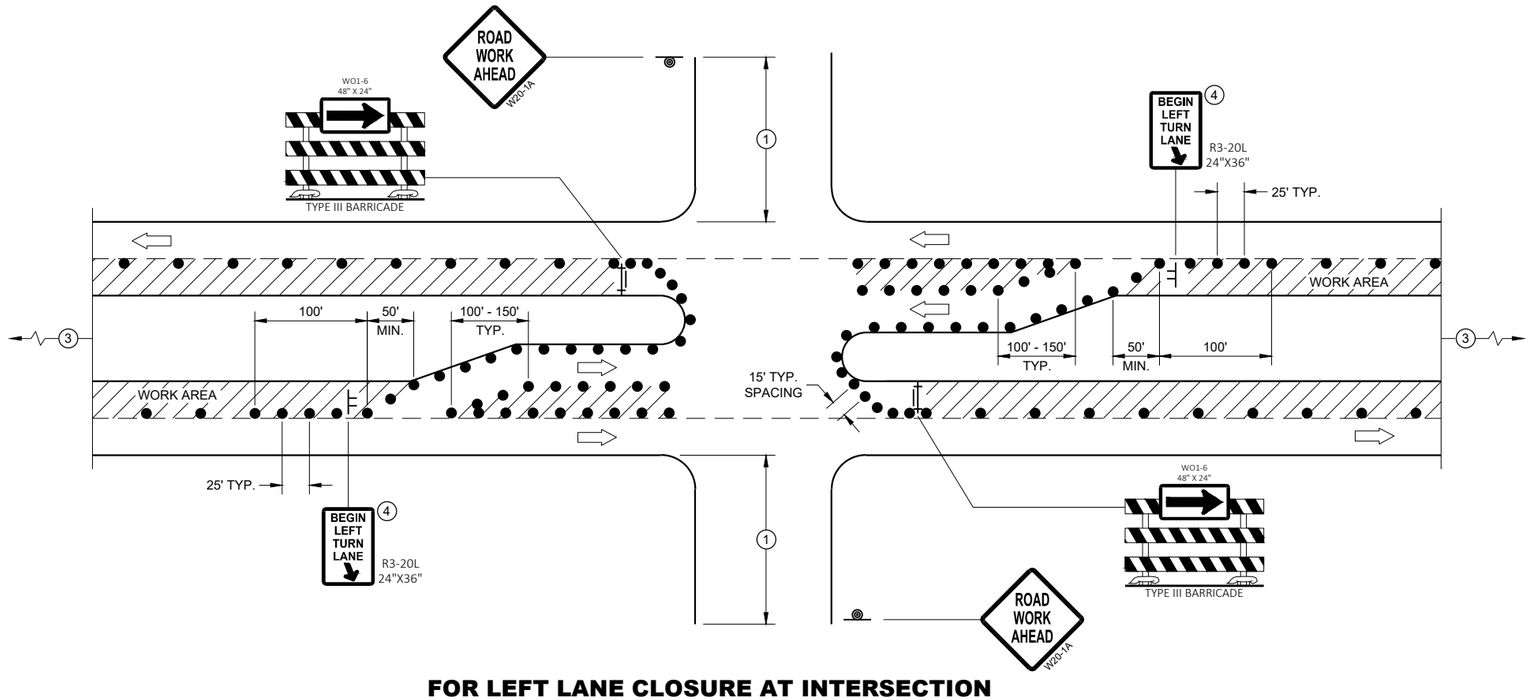
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

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SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

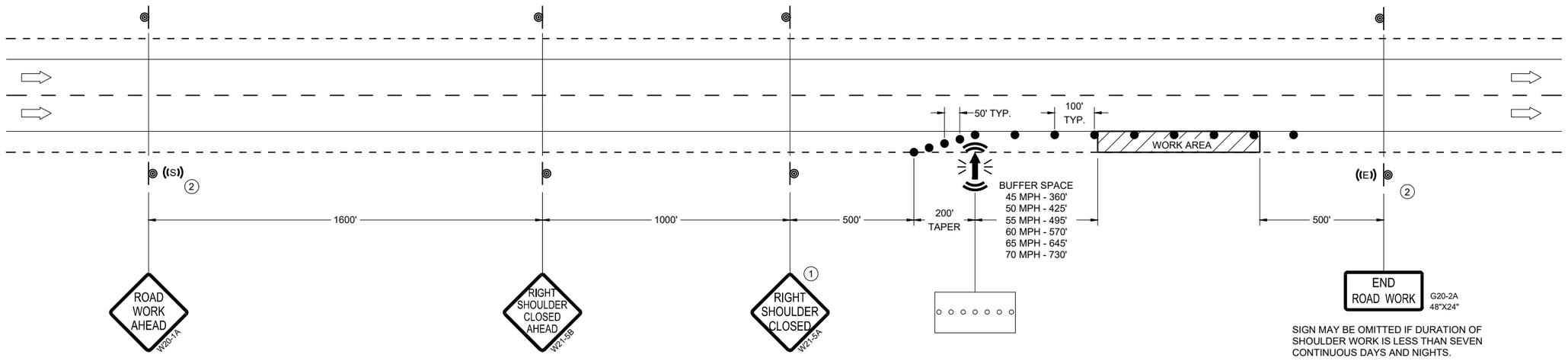
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.



SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Noveber 2025
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6
SDD 15D27-05

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

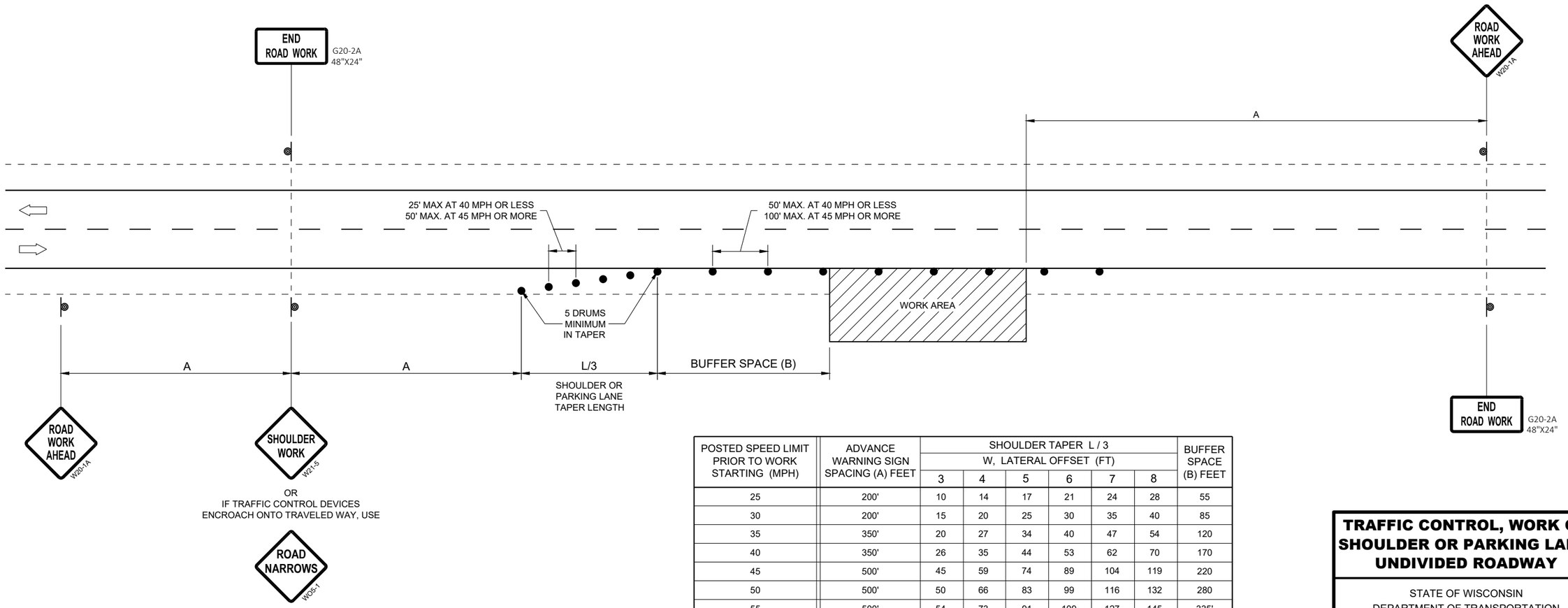
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

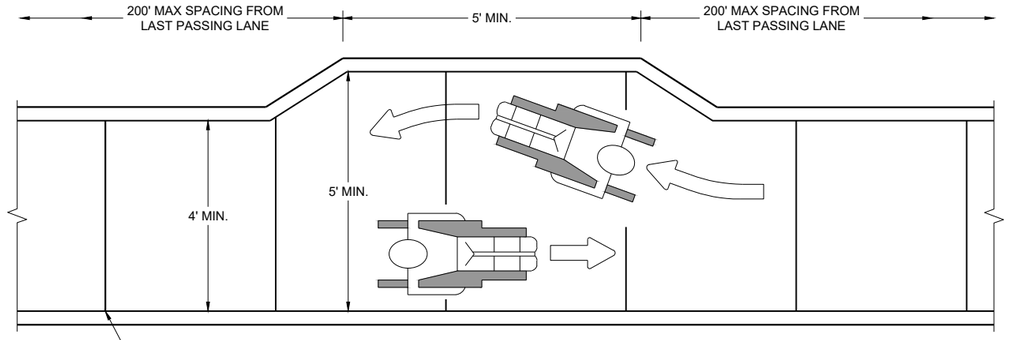
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

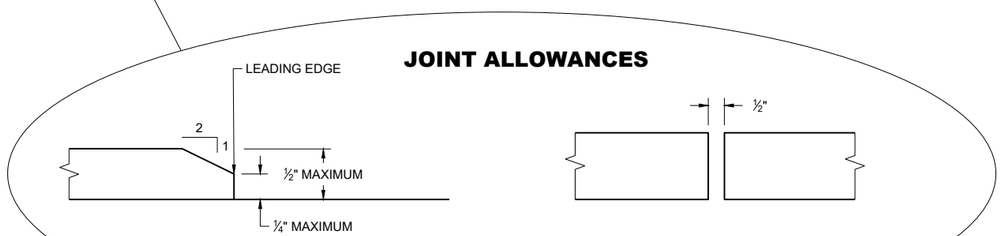
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



NARROW SIDEWALK PASSING DETAIL



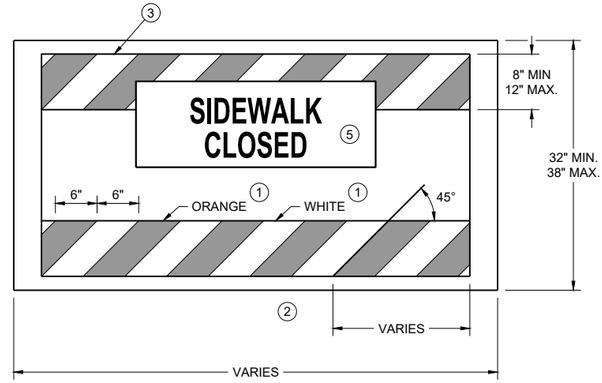
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

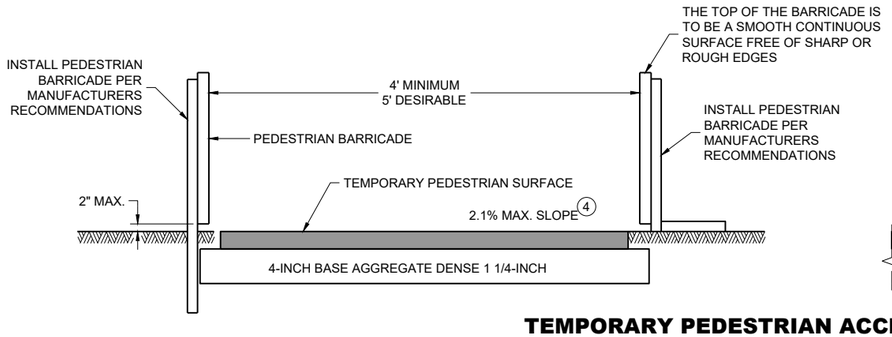
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

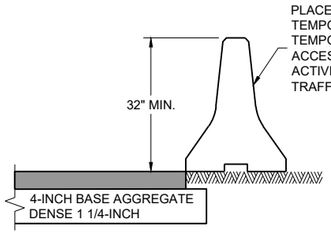
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

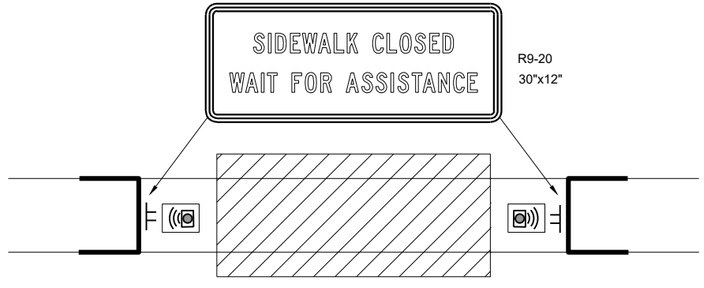


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





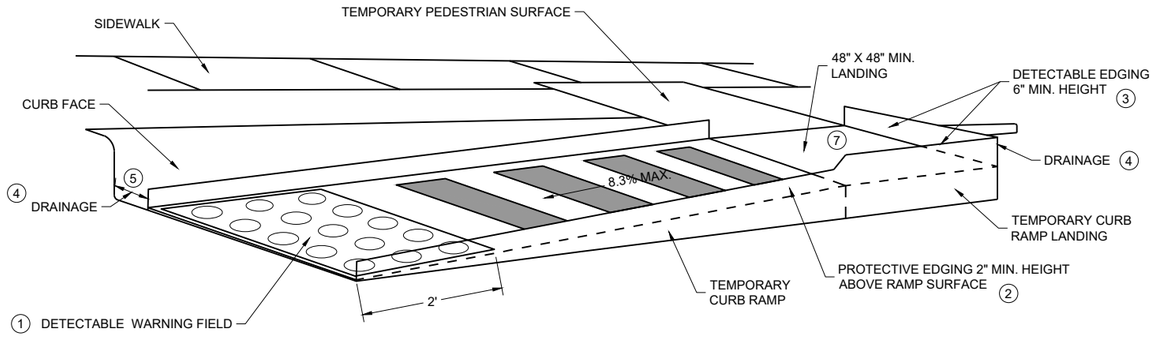
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

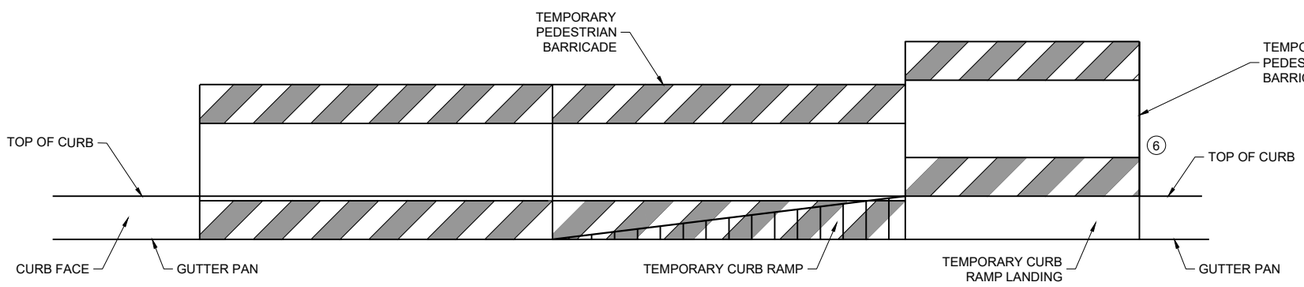
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

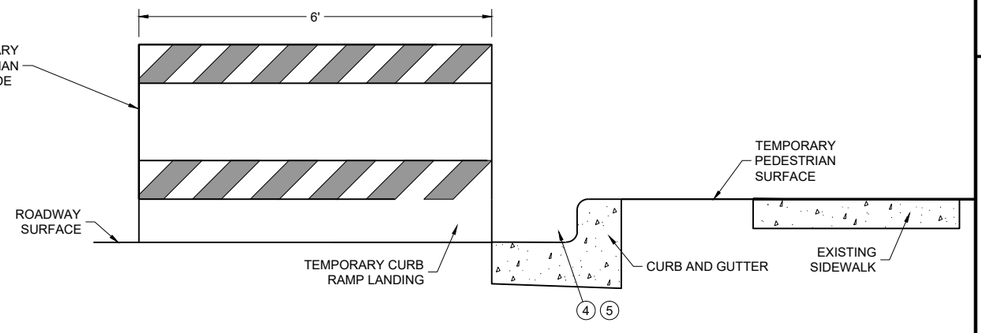
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

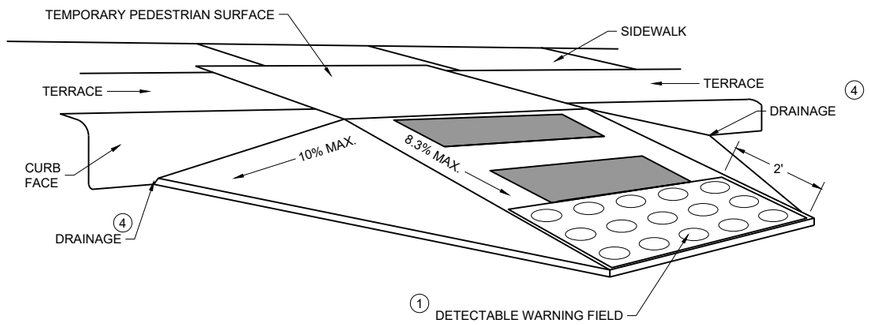
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

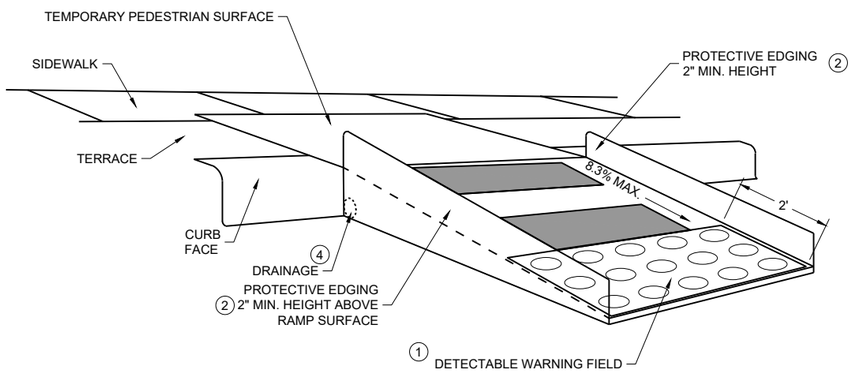
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12b



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 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

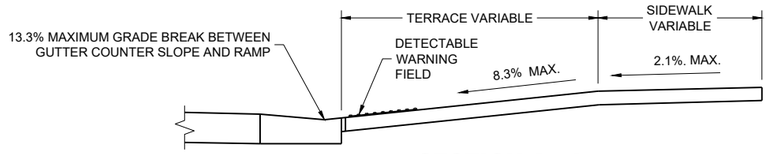
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

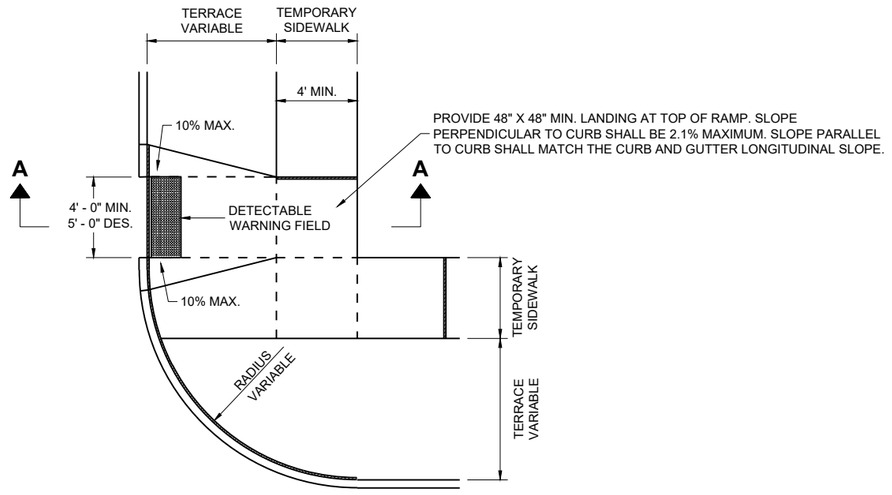
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

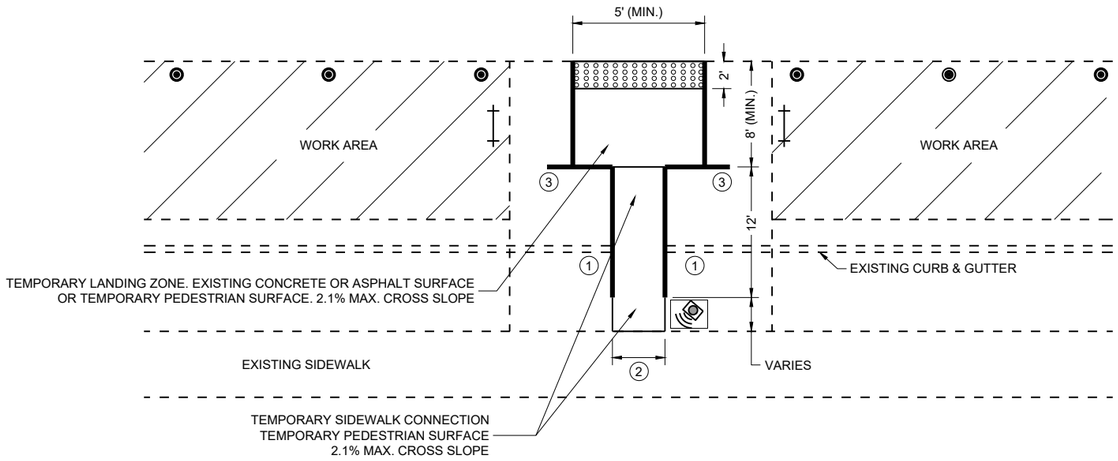
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

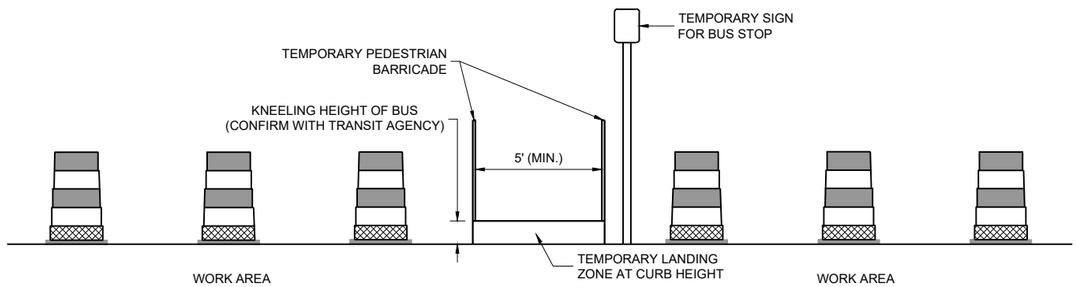
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

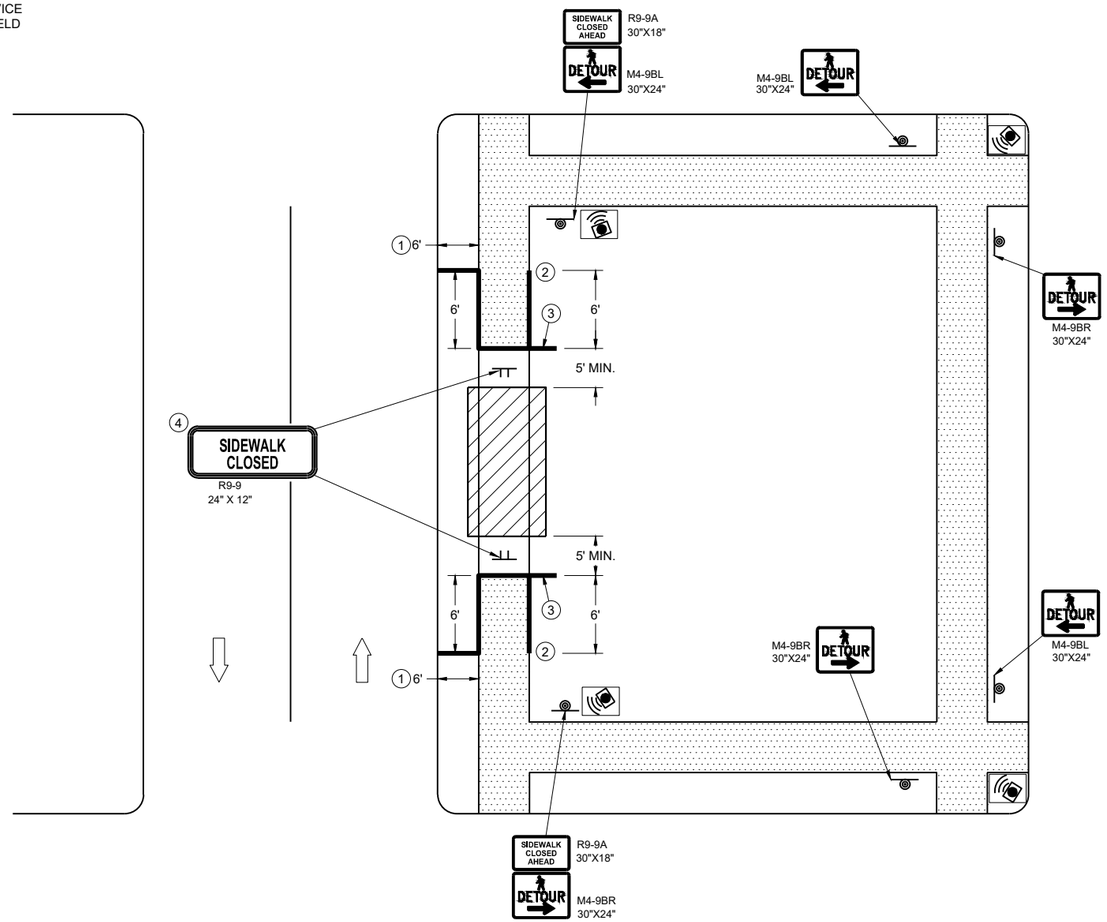
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

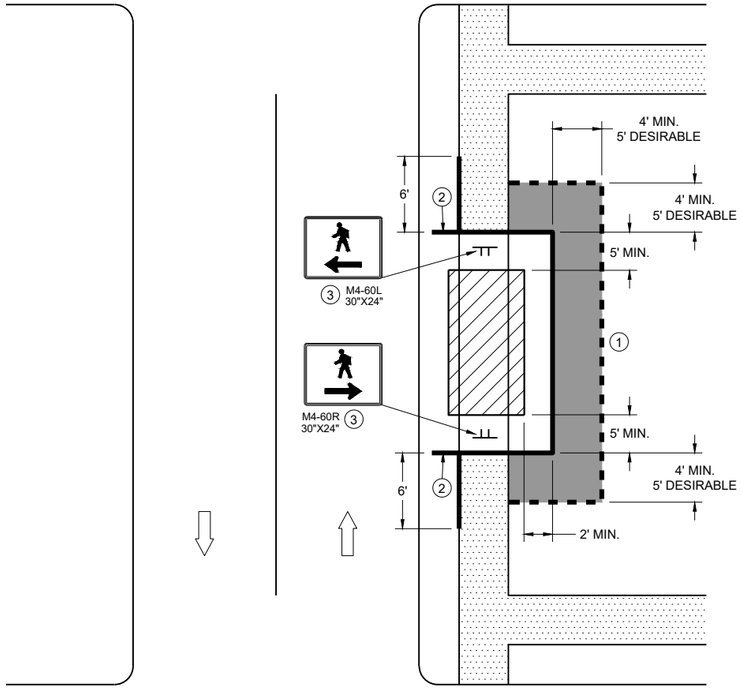
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

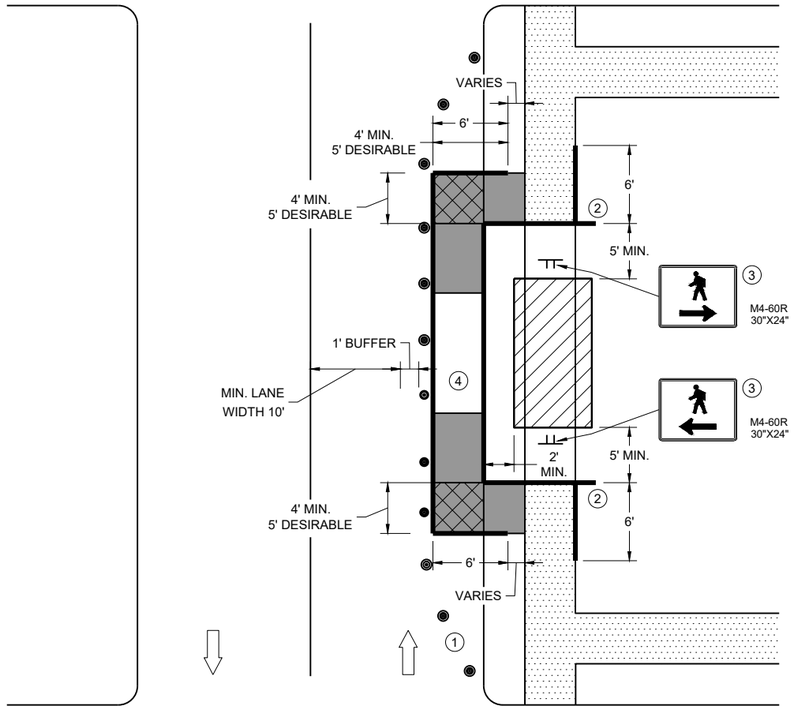
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

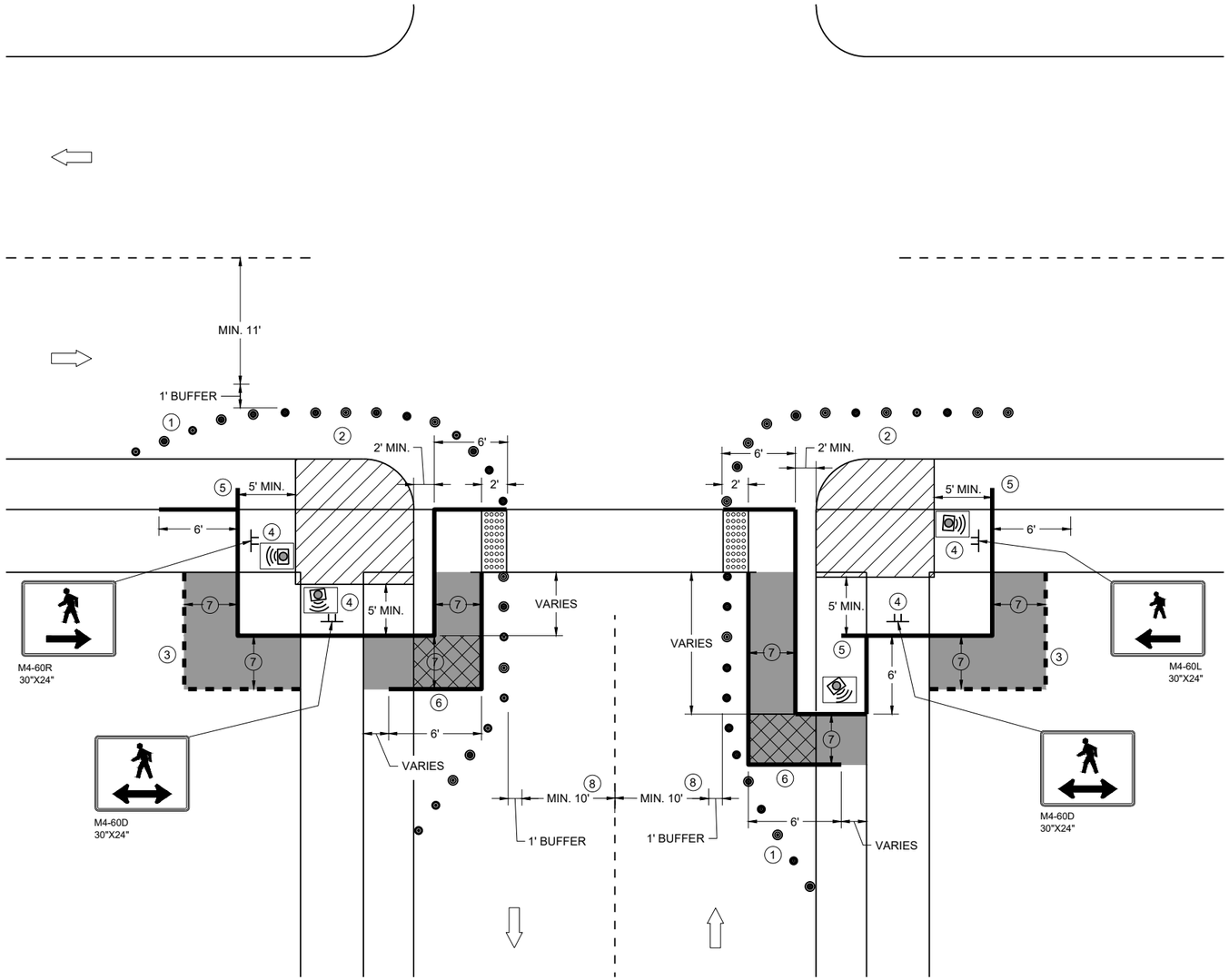
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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.

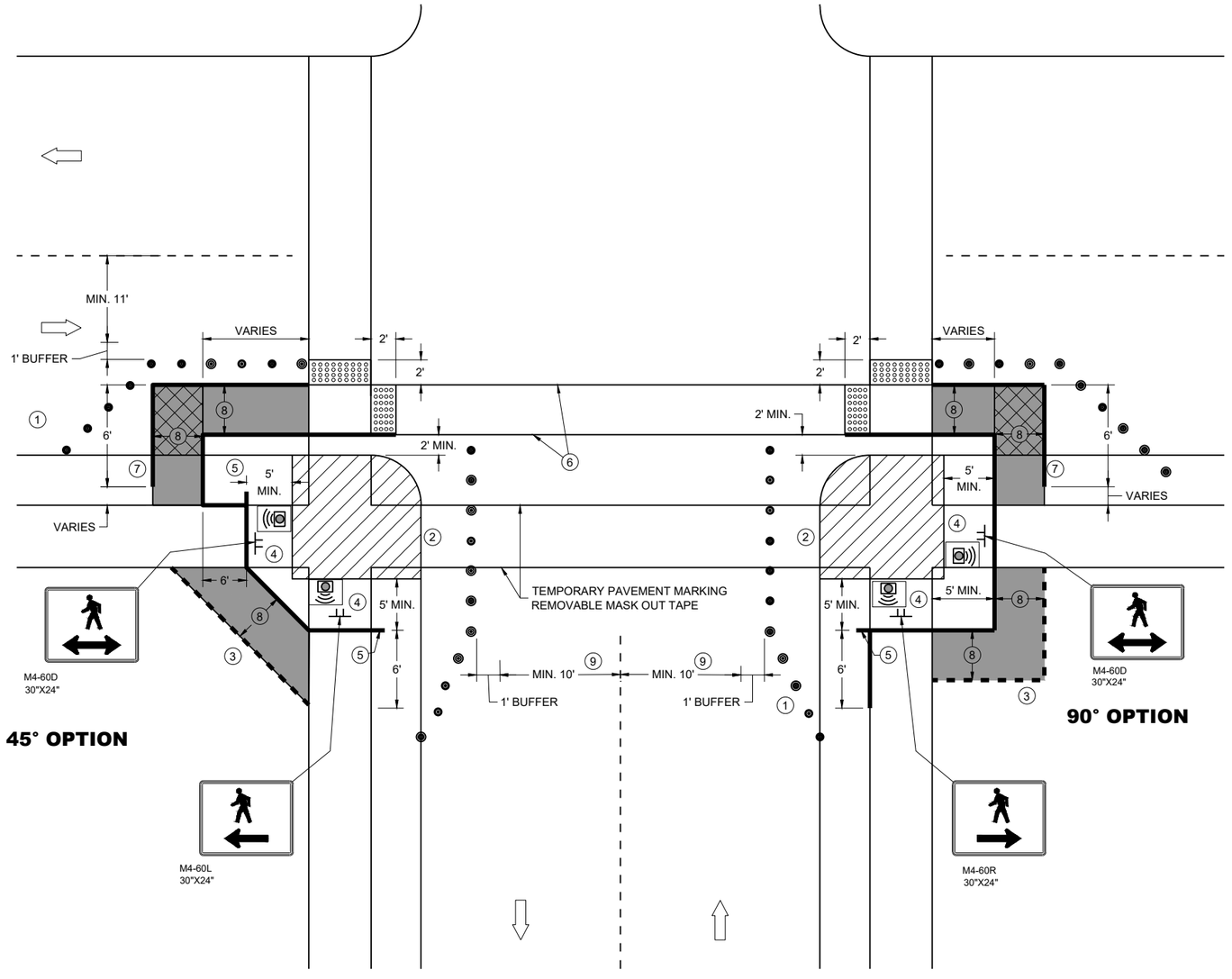
LEGEND

- 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

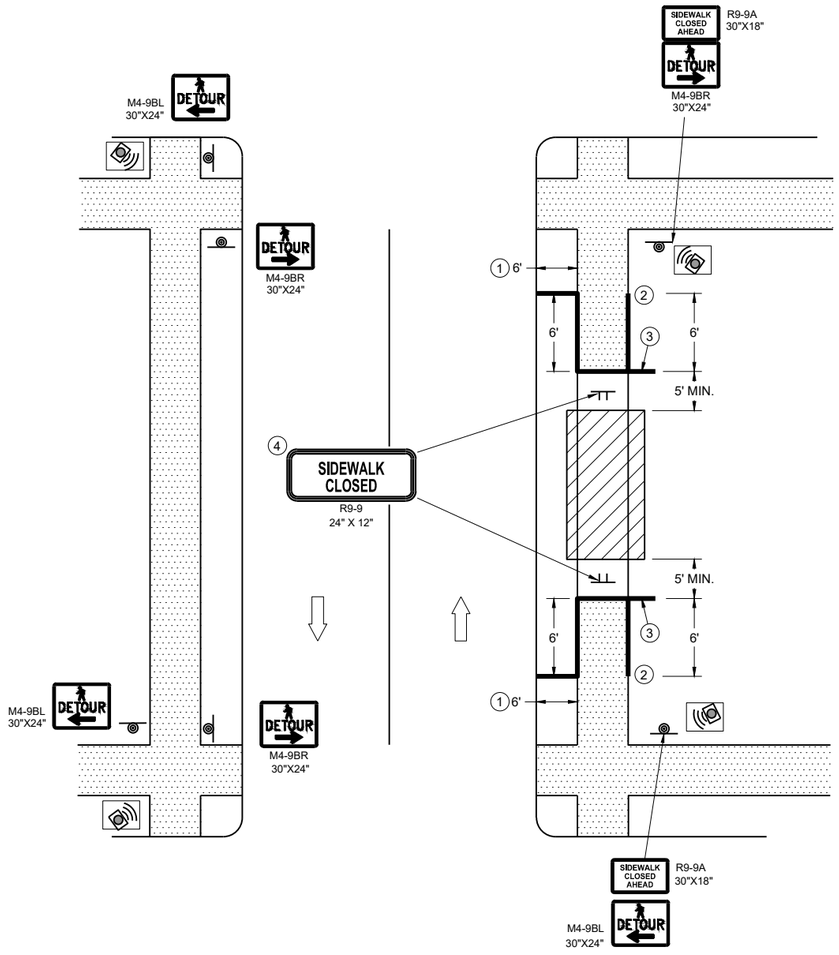
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

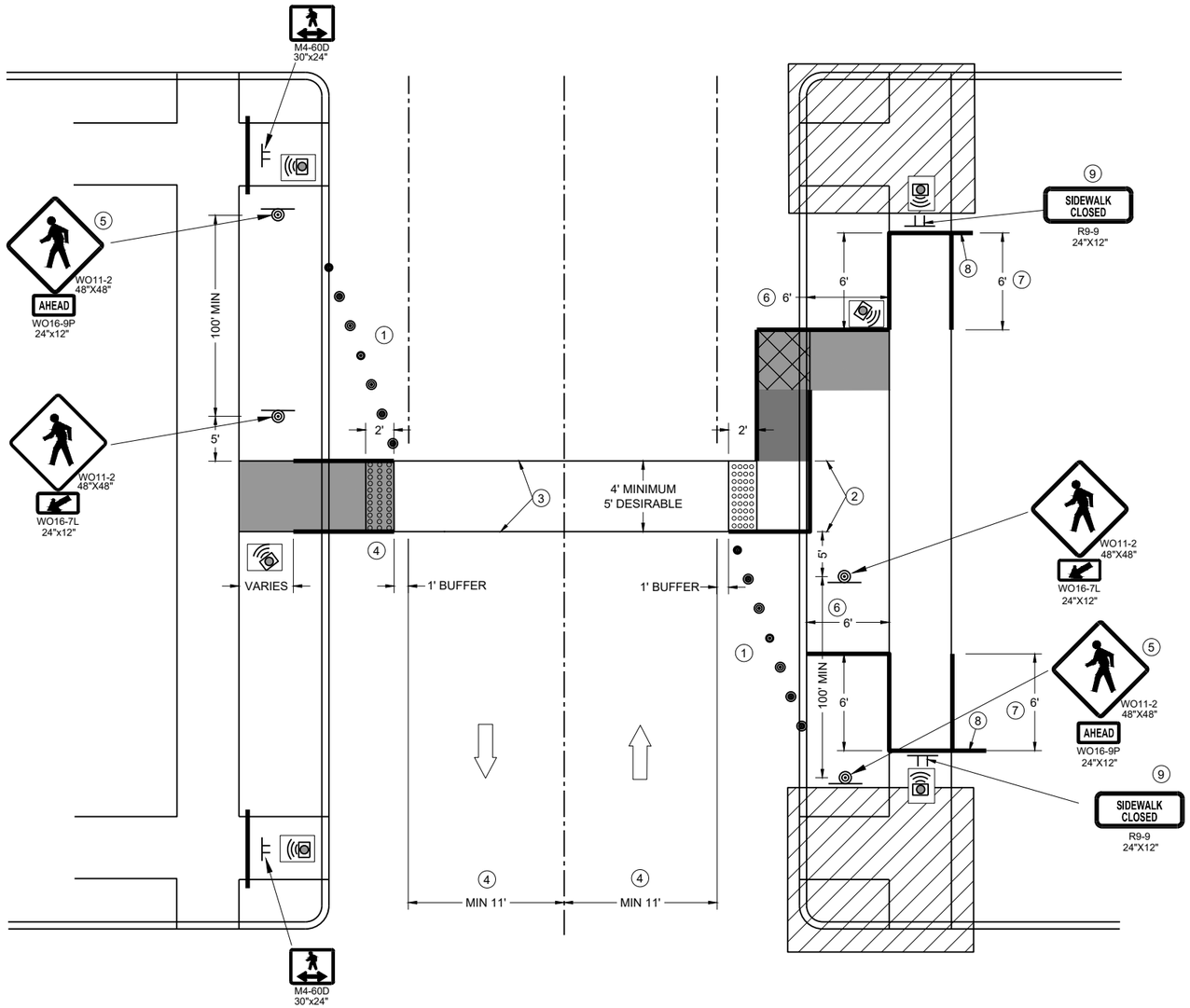
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

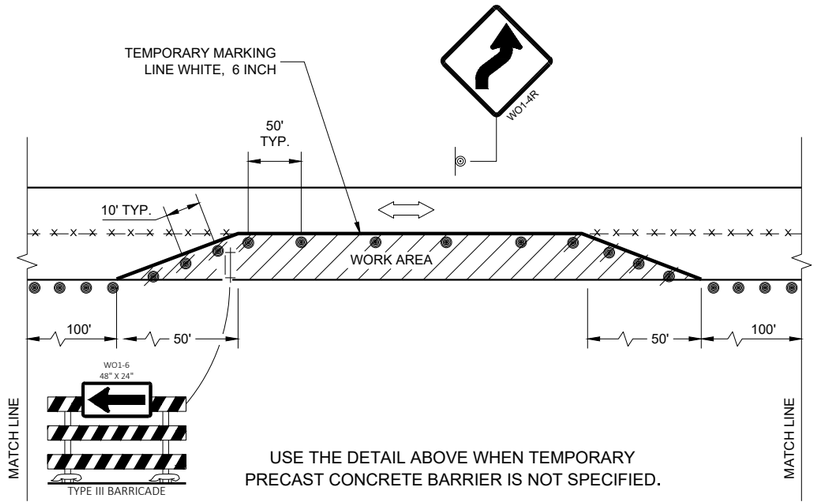
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D30-12I

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

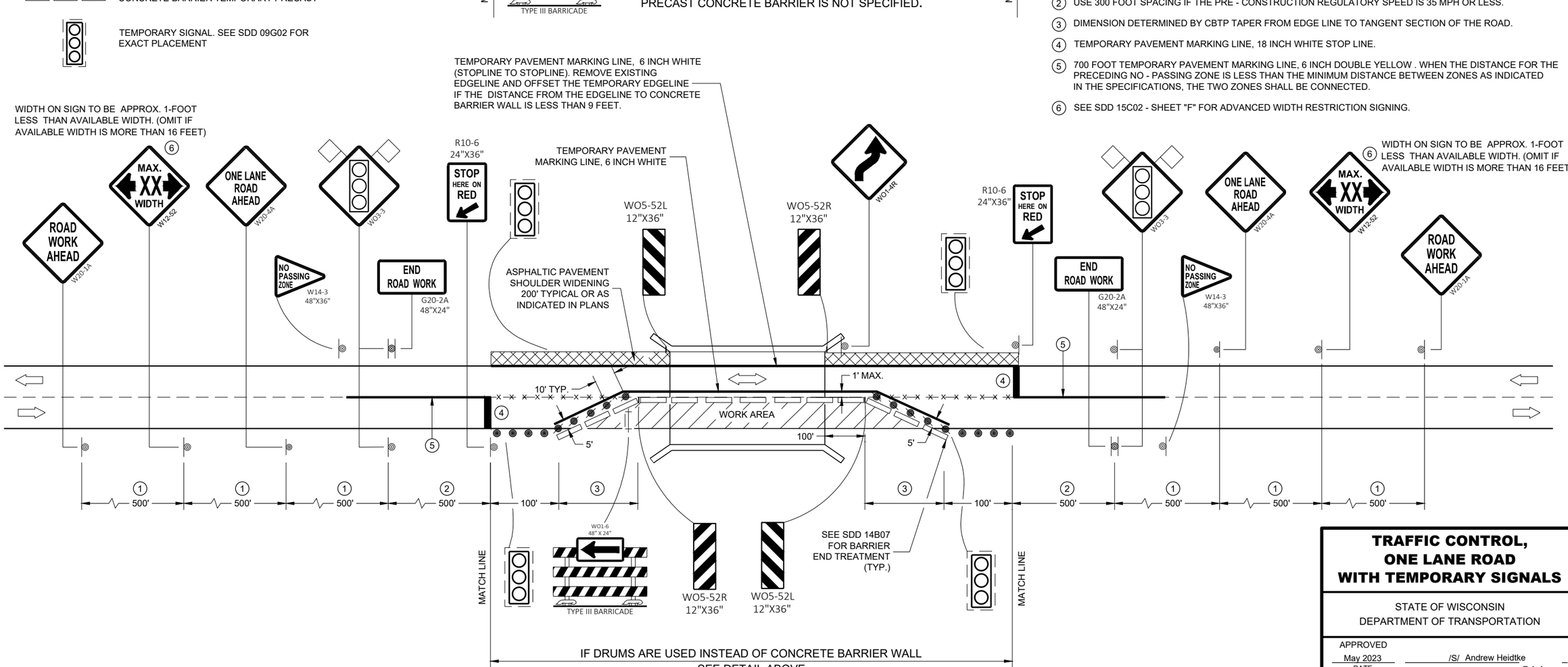
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

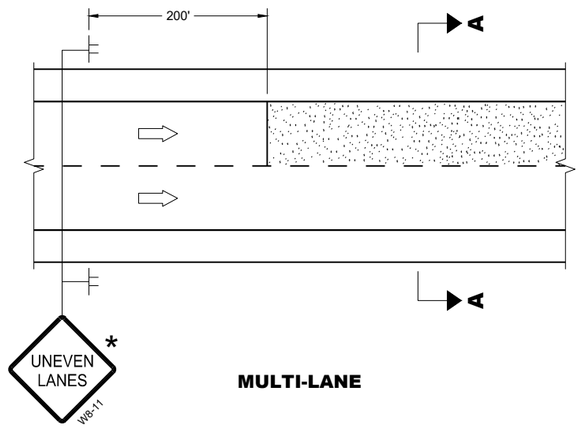
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

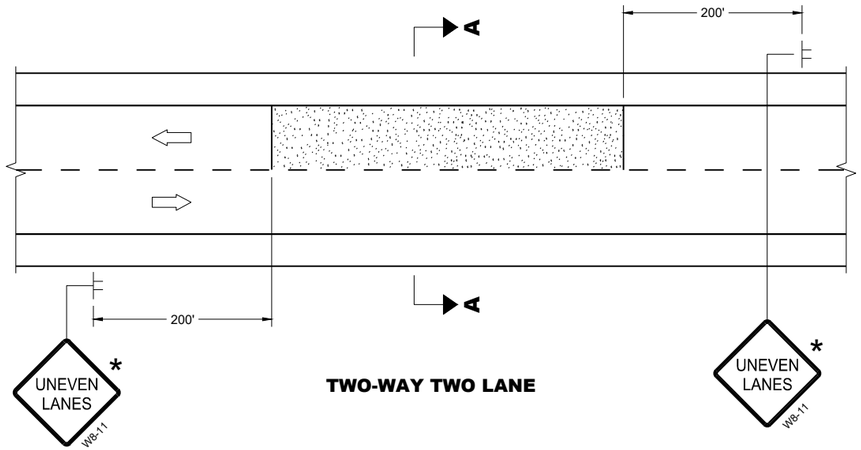
FHWA

SDD 15D33-09

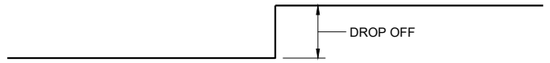
SDD 15D33-09



MULTI-LANE

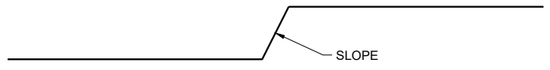


TWO-WAY TWO LANE

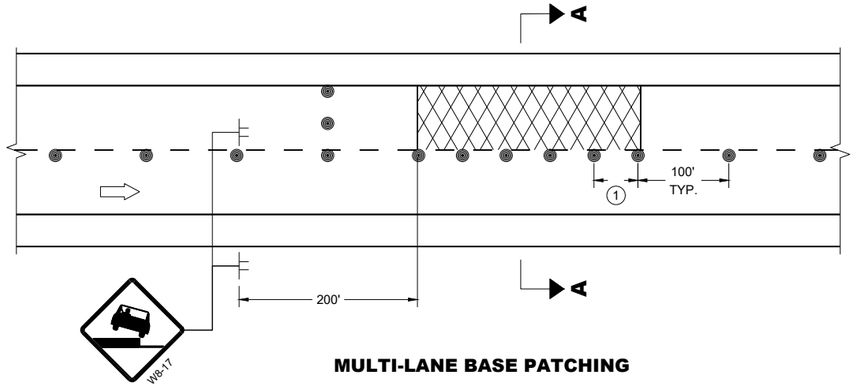


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

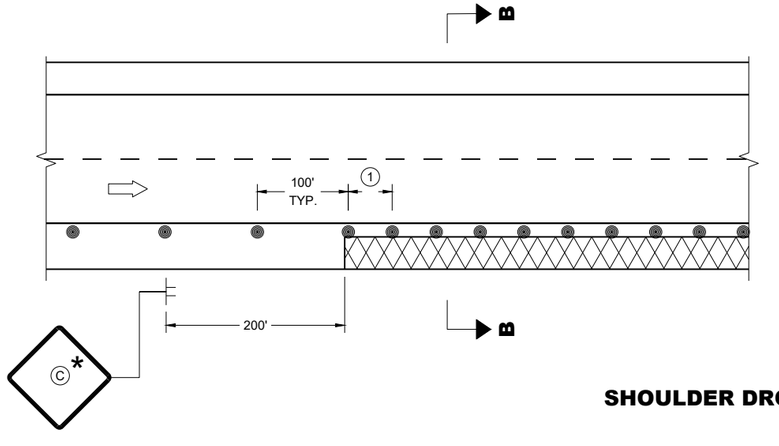
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

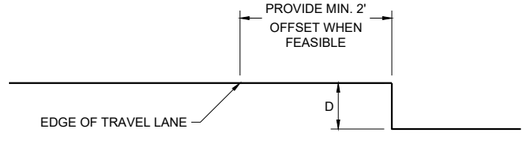
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

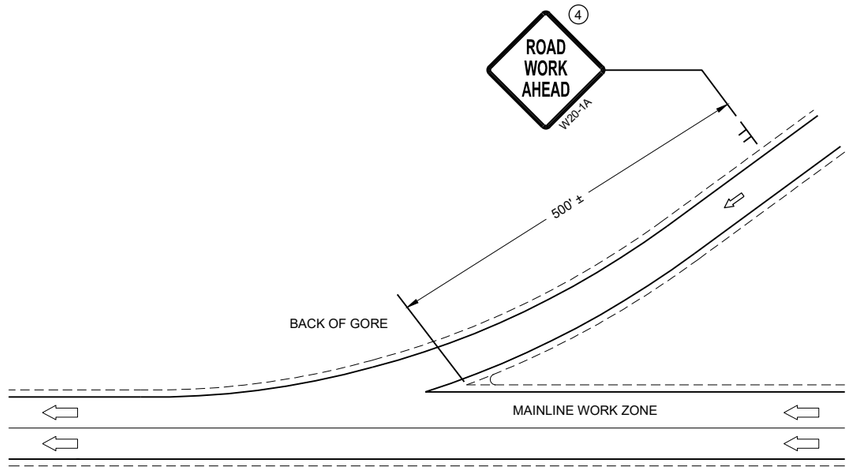
APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D39-03

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- ● TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

(1) DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.

(3) WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.

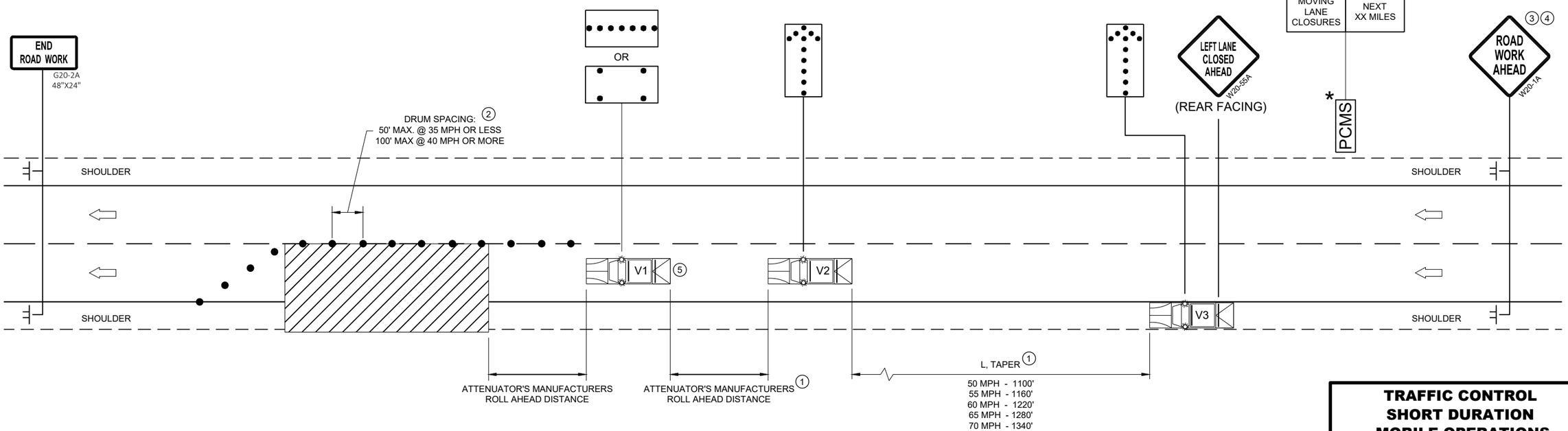
(4) SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(5) SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D43 - 02

6

SDD 15D43 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

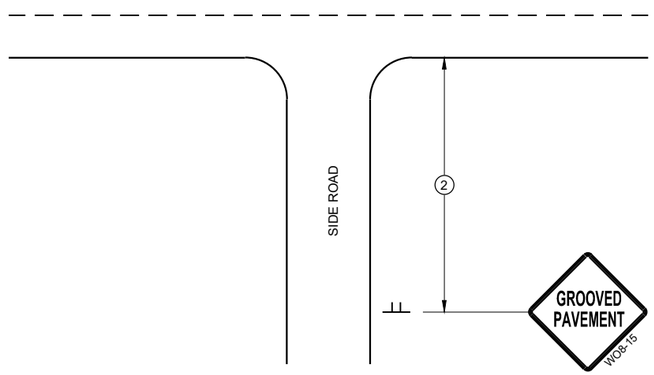
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

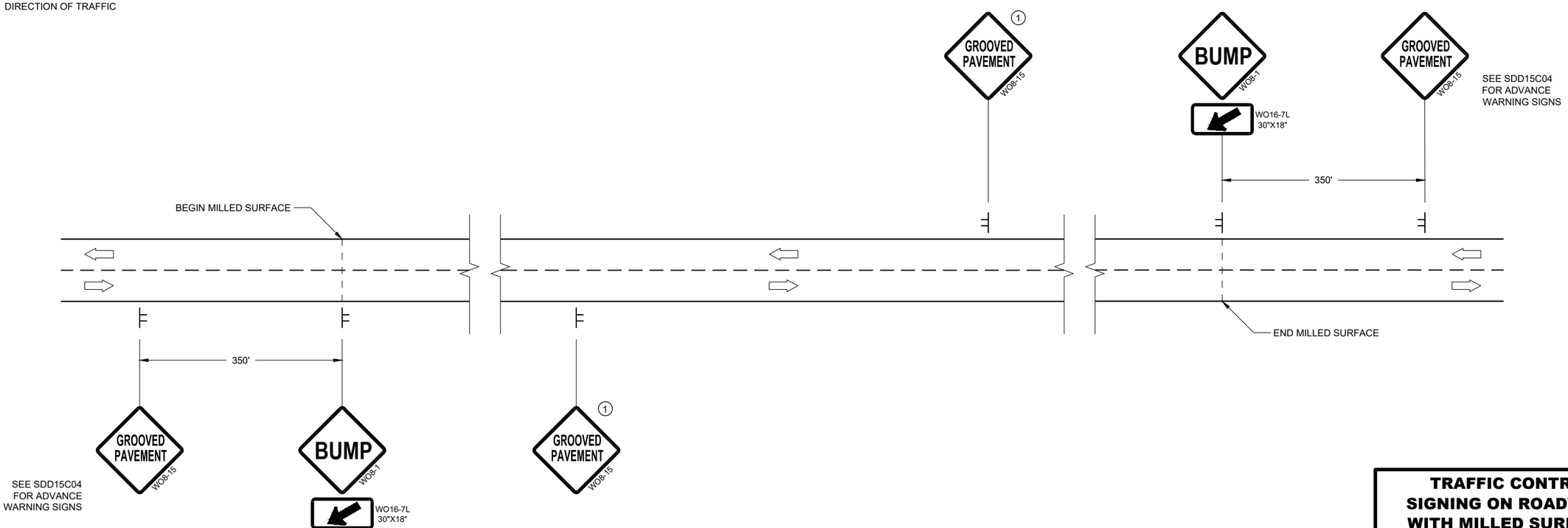
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

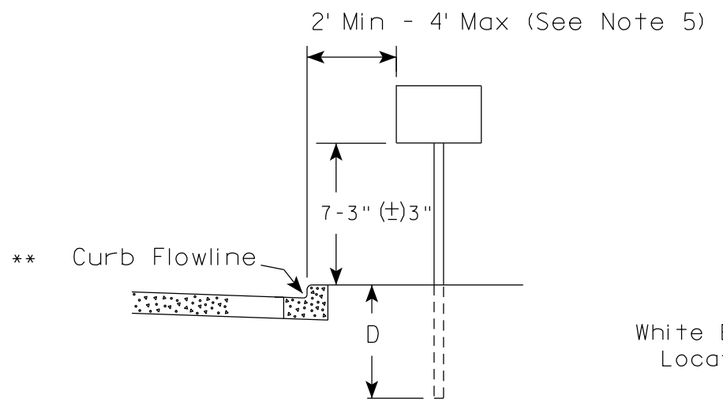
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

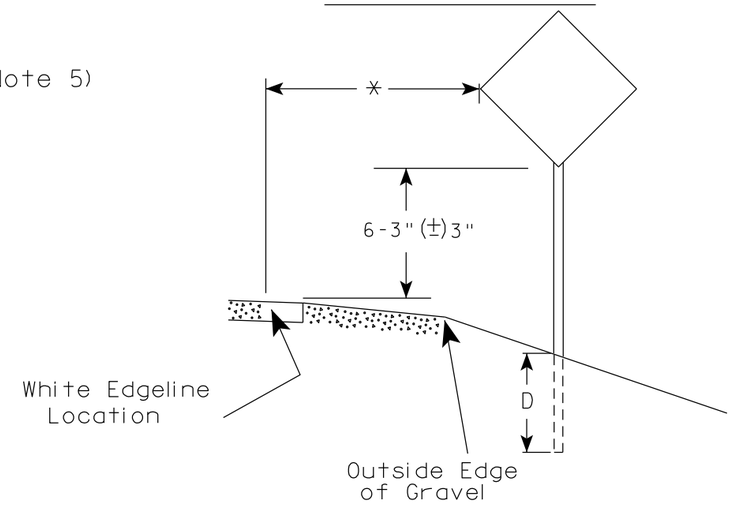
FHWA

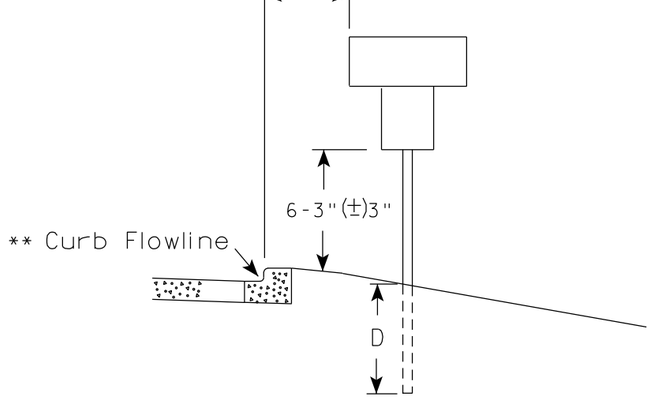
6
SDD 15D44 - 02

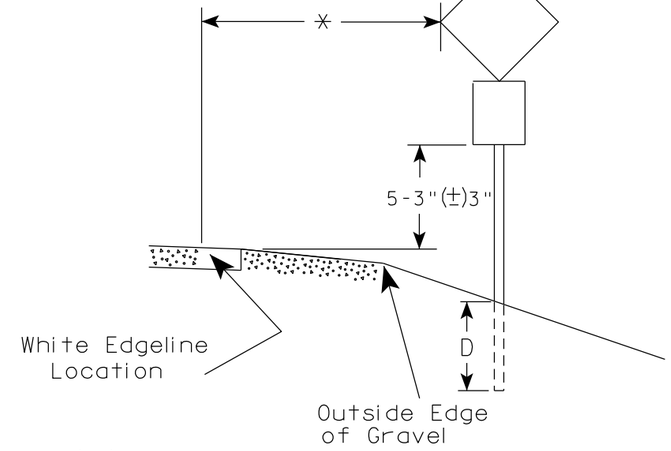
URBAN AREA



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'

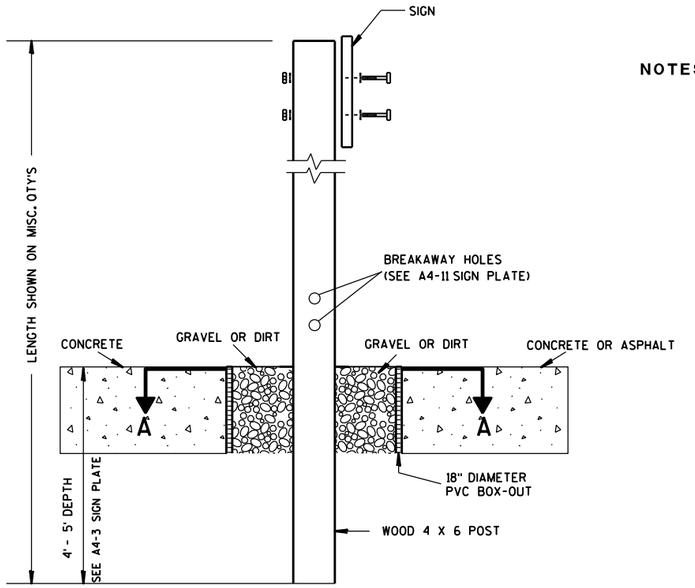
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

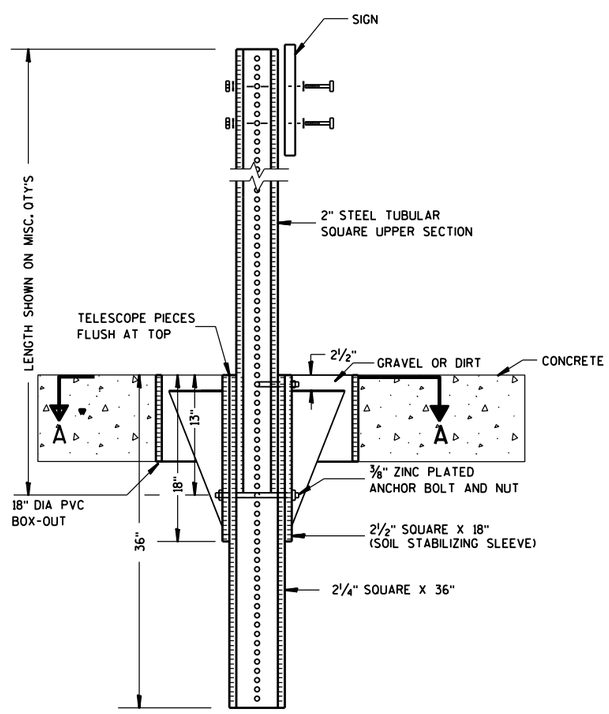
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E



ELEVATION VIEW

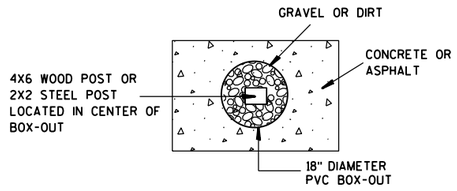
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

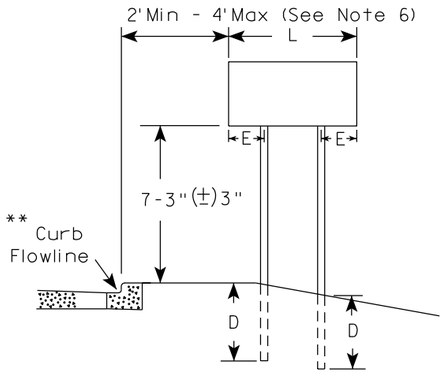
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

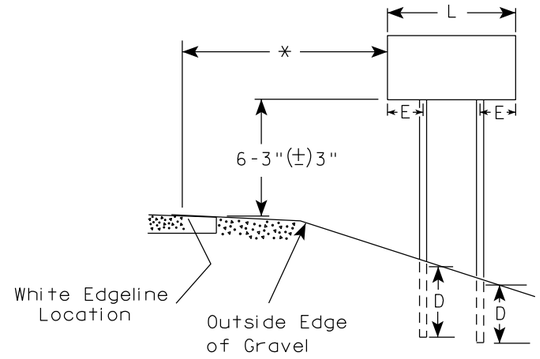
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

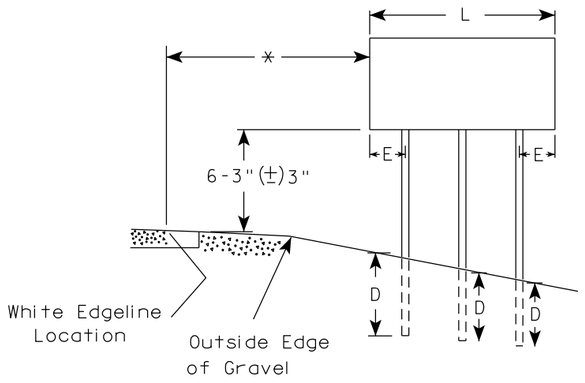
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

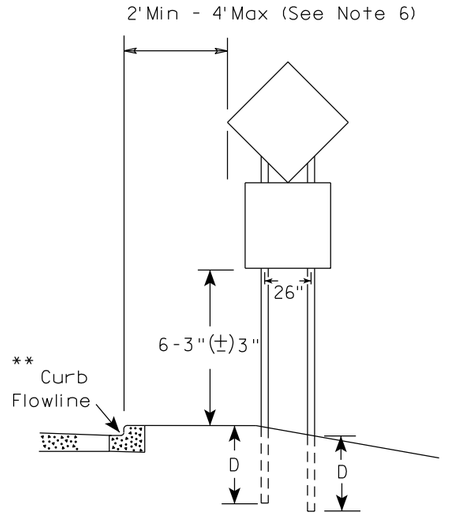
URBAN AREA



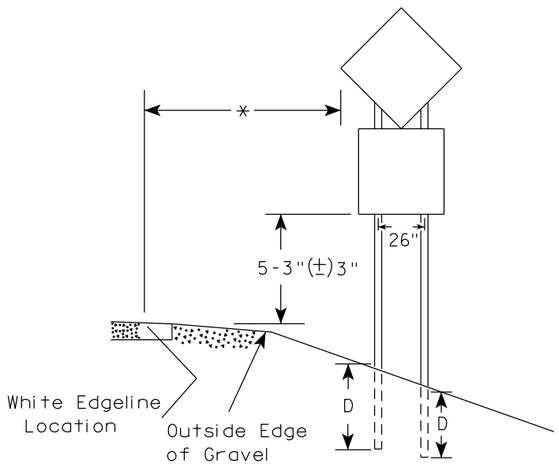
RURAL AREA (See Note 3)







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'

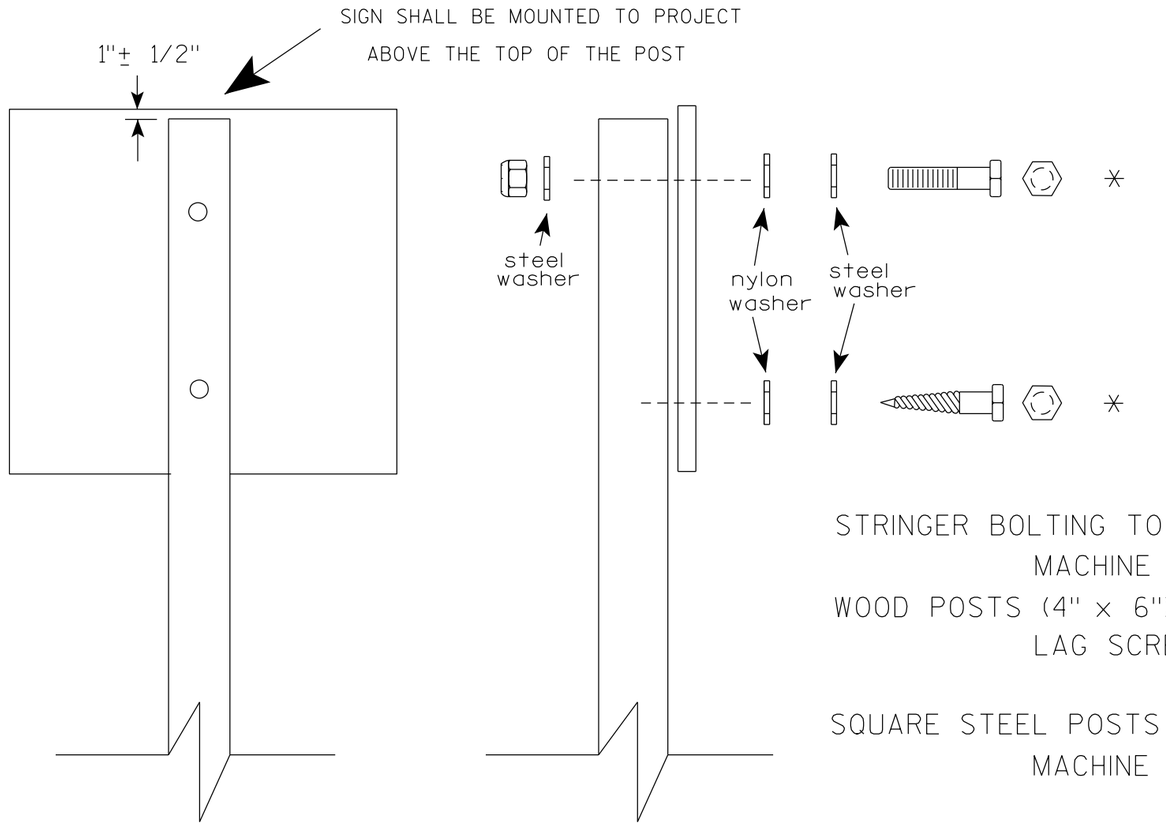
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 220	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

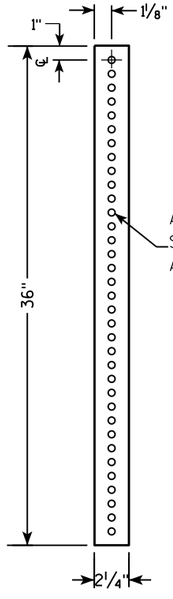
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

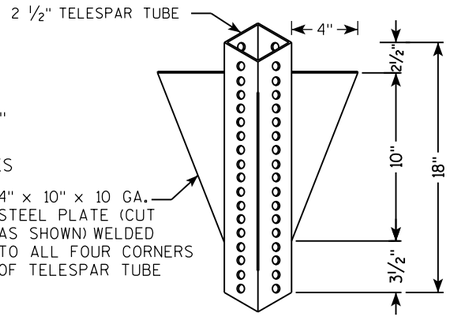
SHEET NO: 221 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

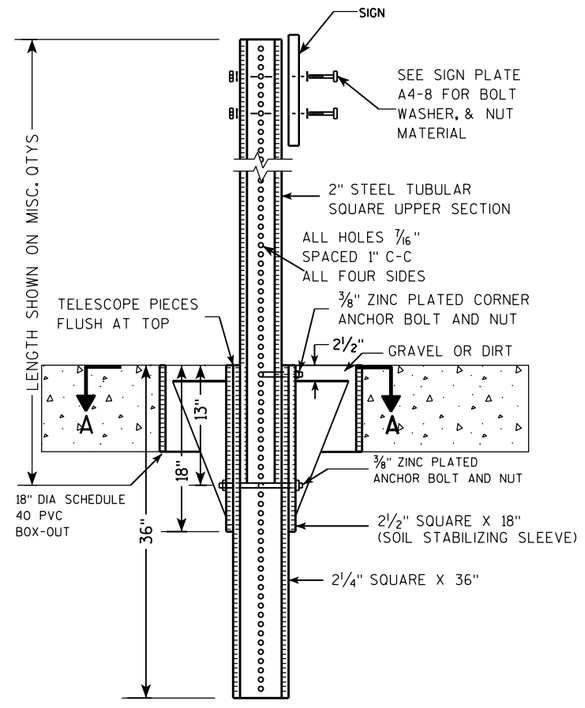
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



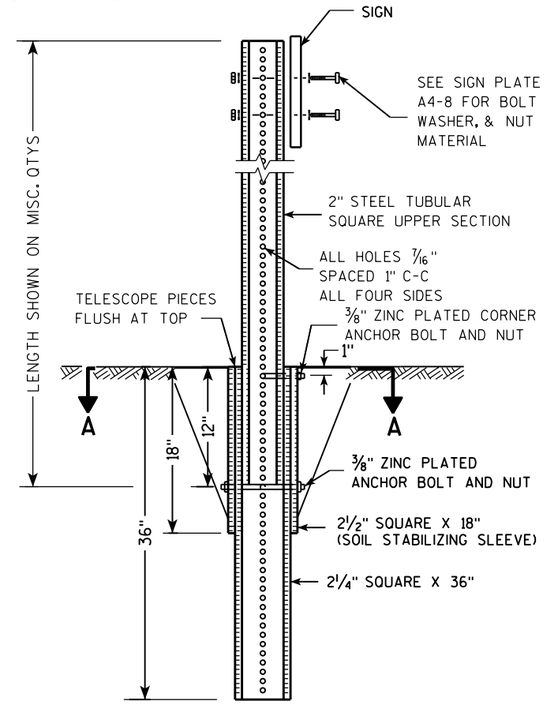
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

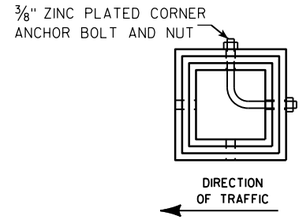


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

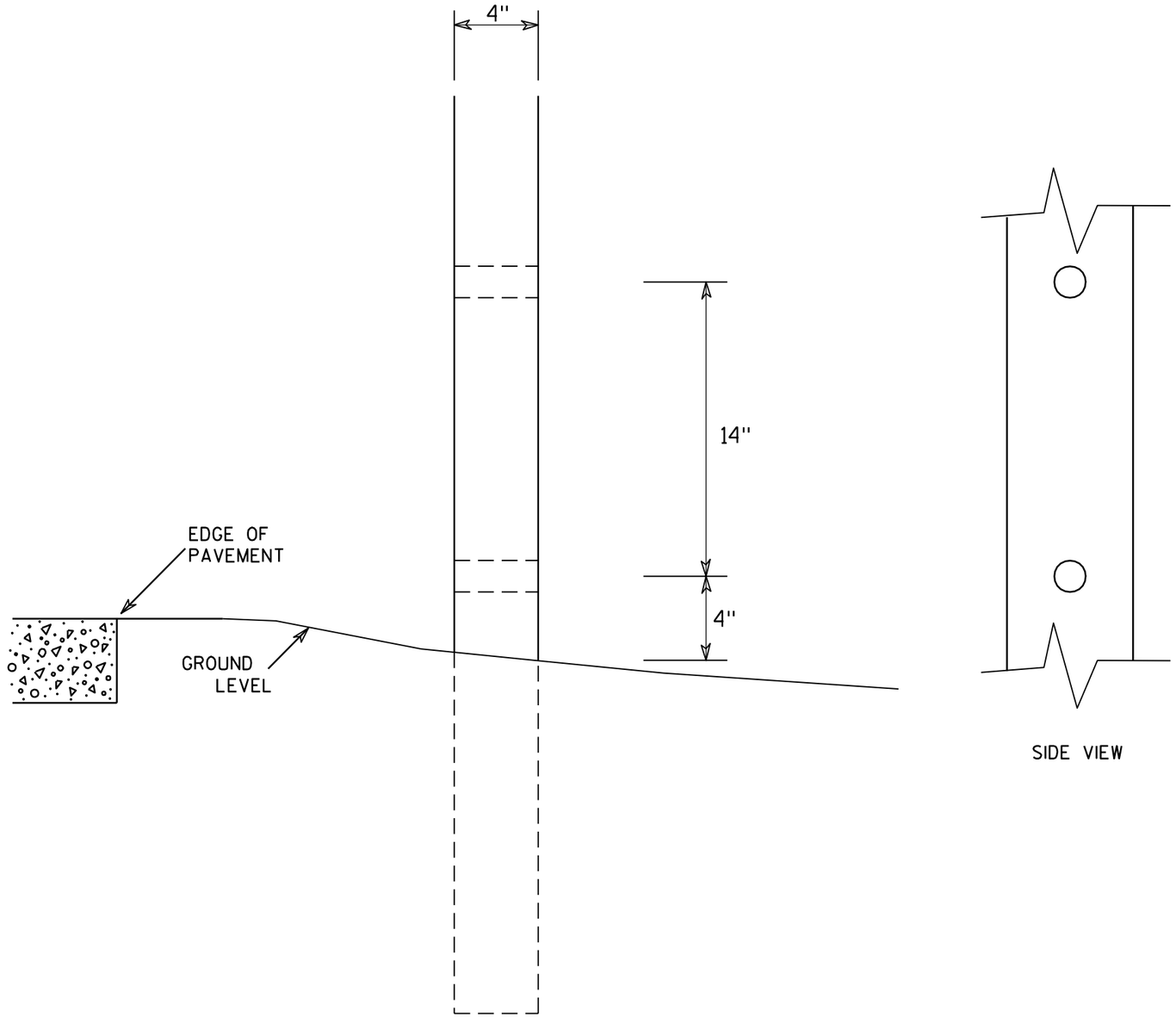
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 222 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

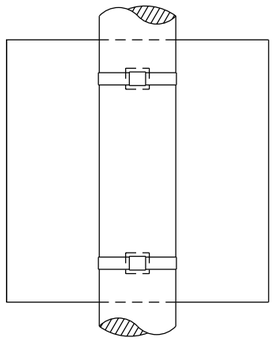
APPROVED Chester J Spang
for State Traffic Engineer

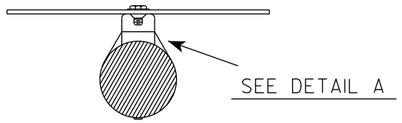
DATE 3/27/97 PLATE NO. A4-11.2

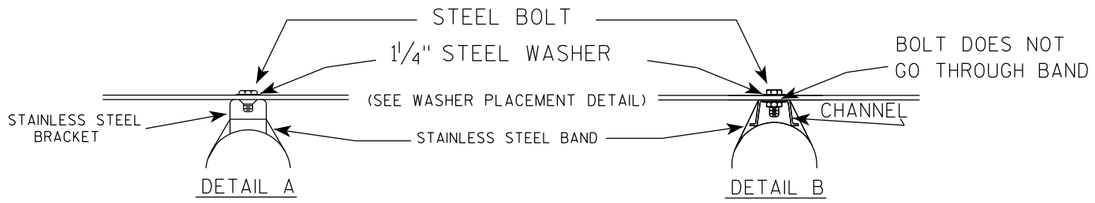
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E

BANDING

SINGLE SIGN



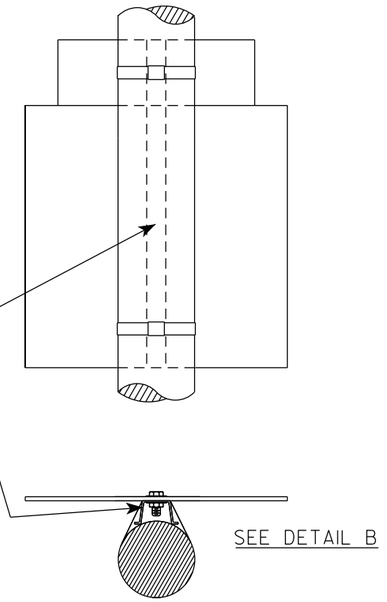




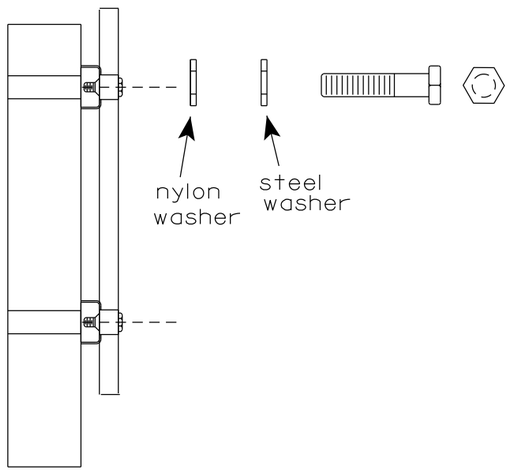
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

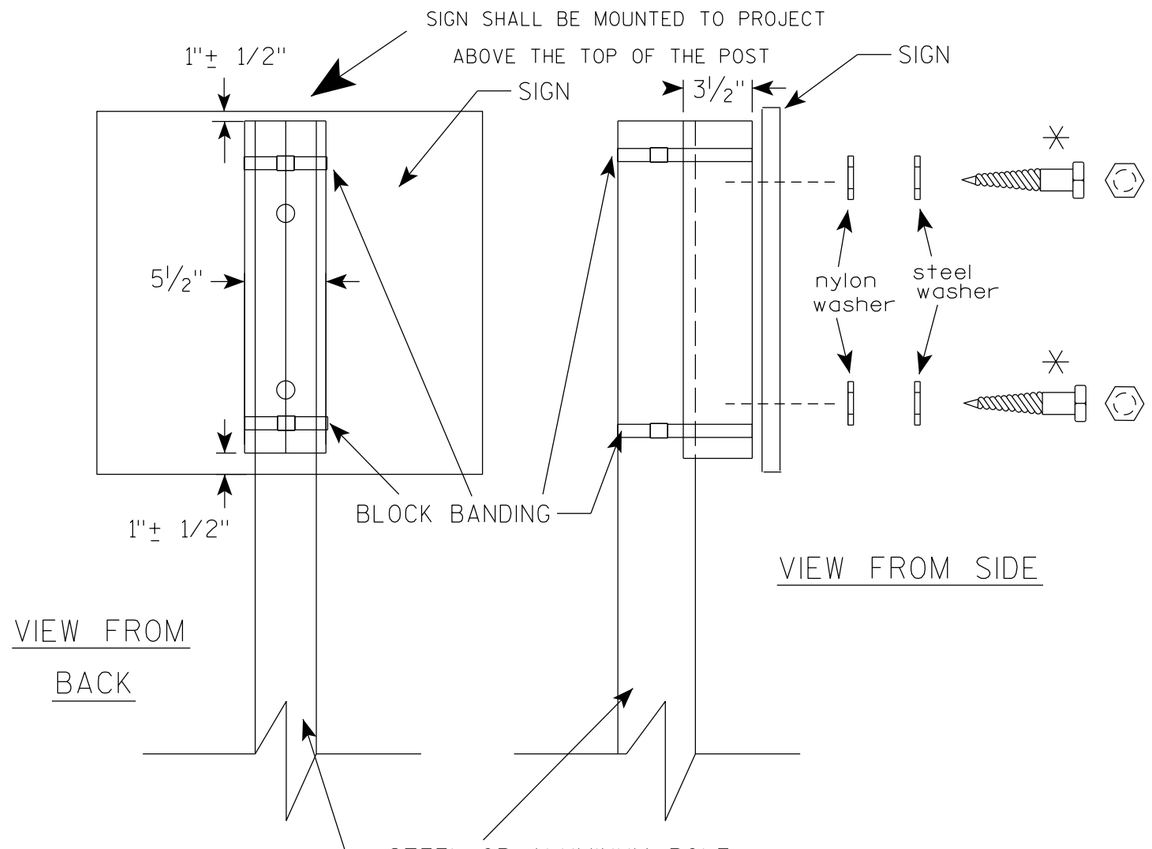
DATE 6/10/19 PLATE NO. A5-9.4

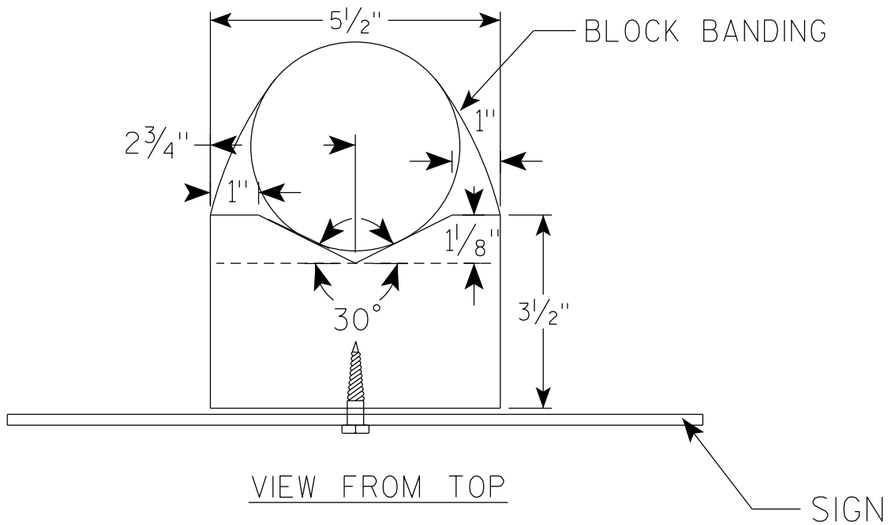
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E

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)

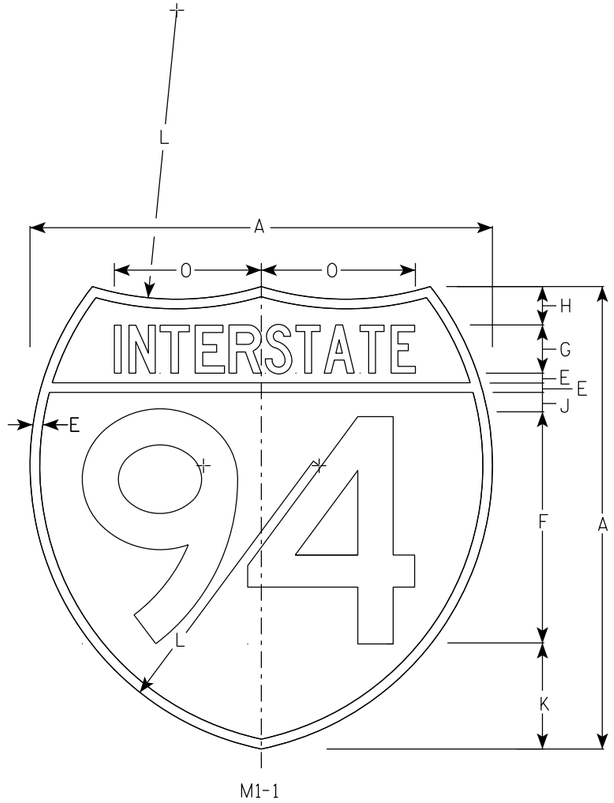
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

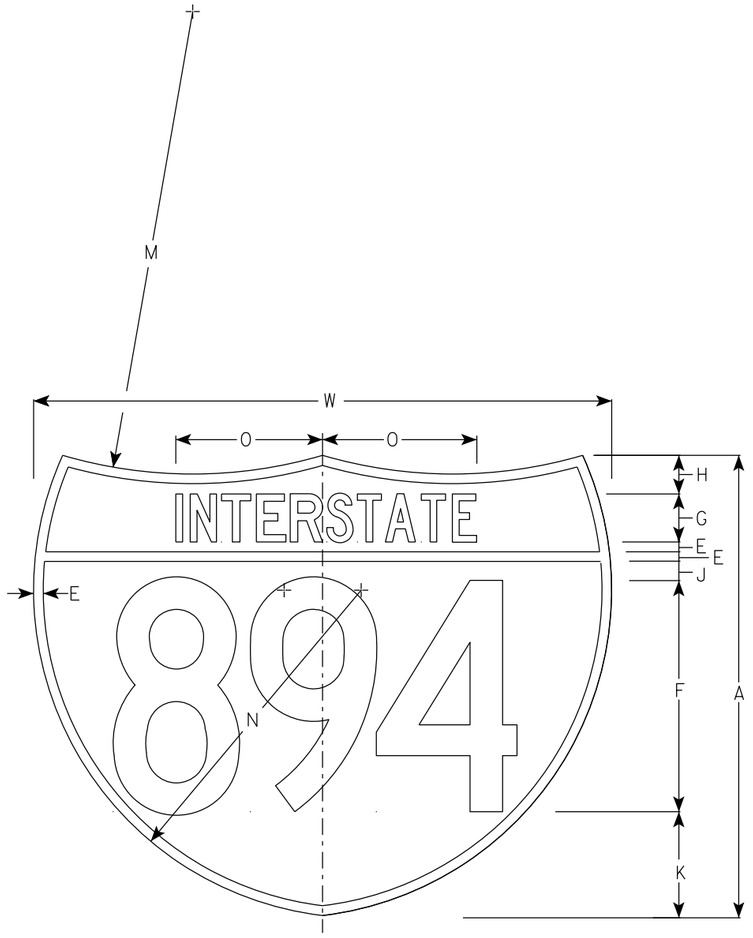
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 225 E



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.
1																											
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79

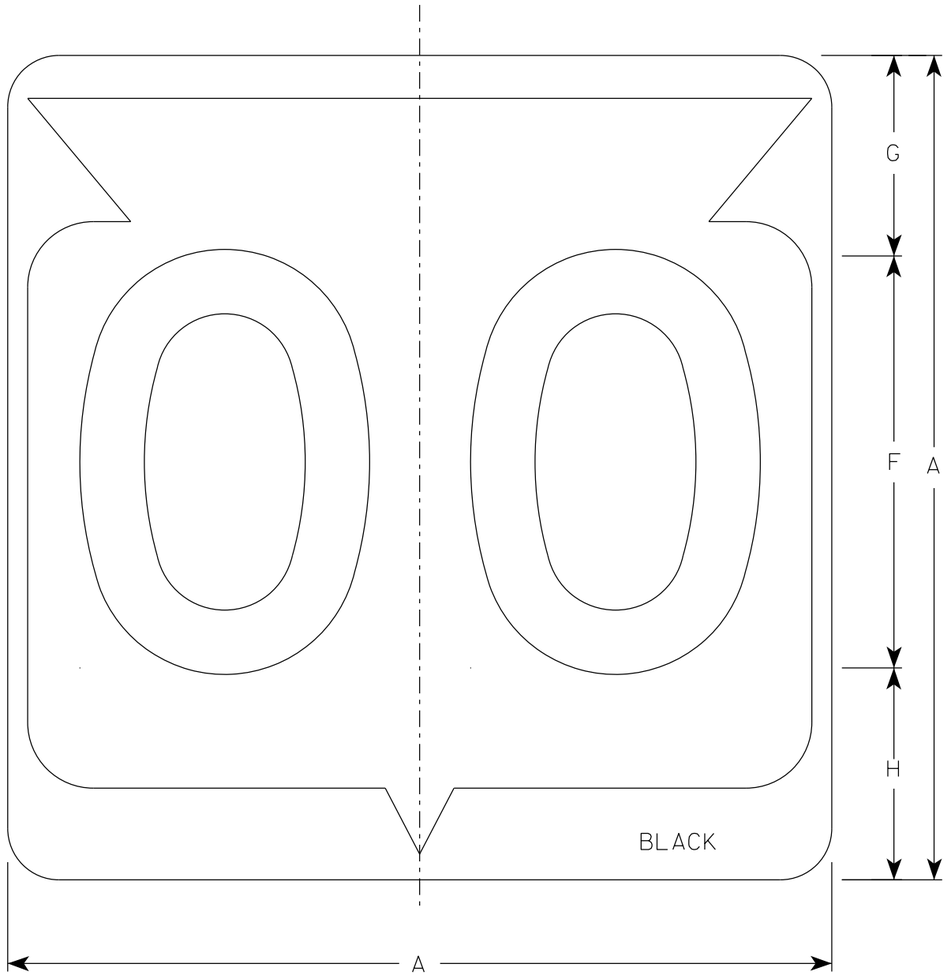
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

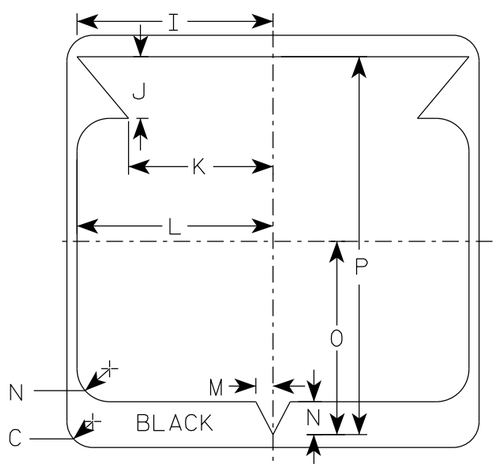
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

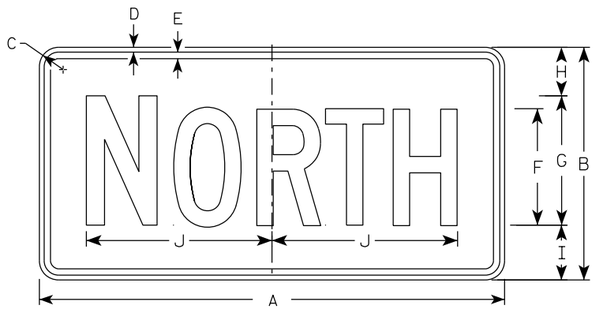
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

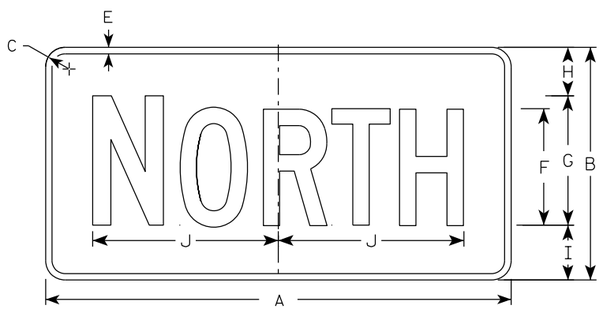
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

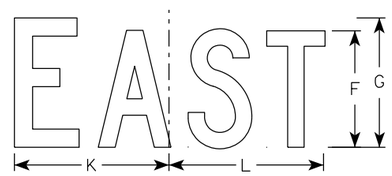
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 227	E



M3-1
MM3-1
MP3-1

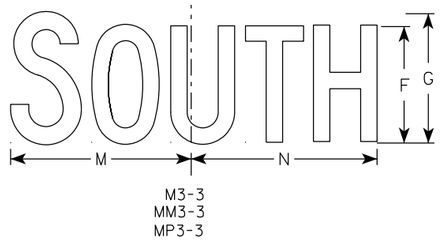


MB3-1
MK3-1
MN3-1

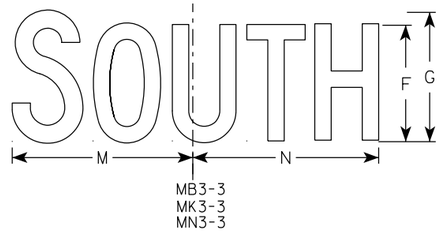


M3-2
MM3-2
MP3-2

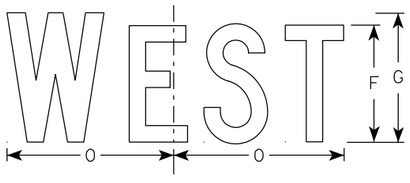
MB3-2
MK3-2
MN3-2



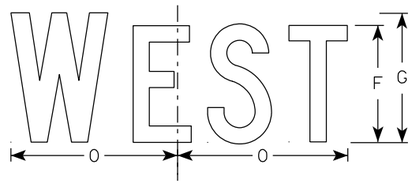
M3-3
MM3-3
MP3-3



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

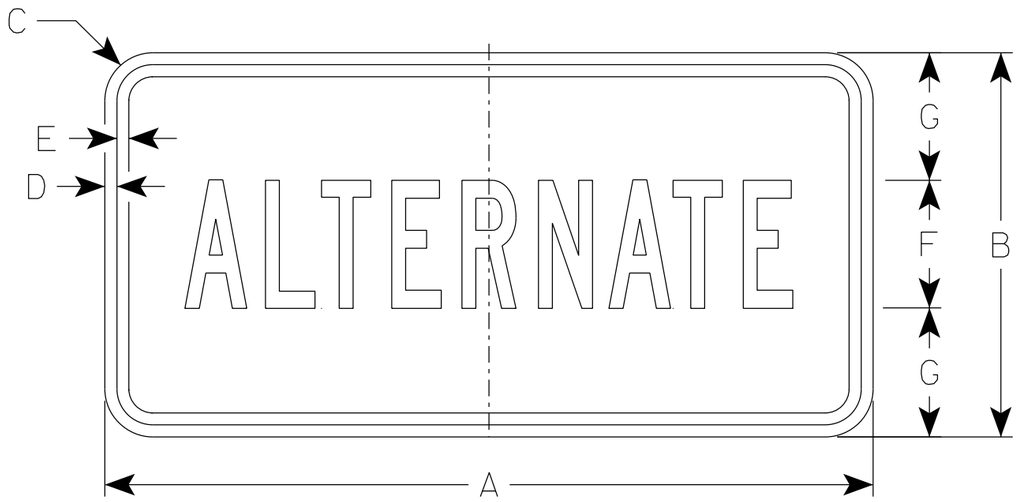
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

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: 228 | E



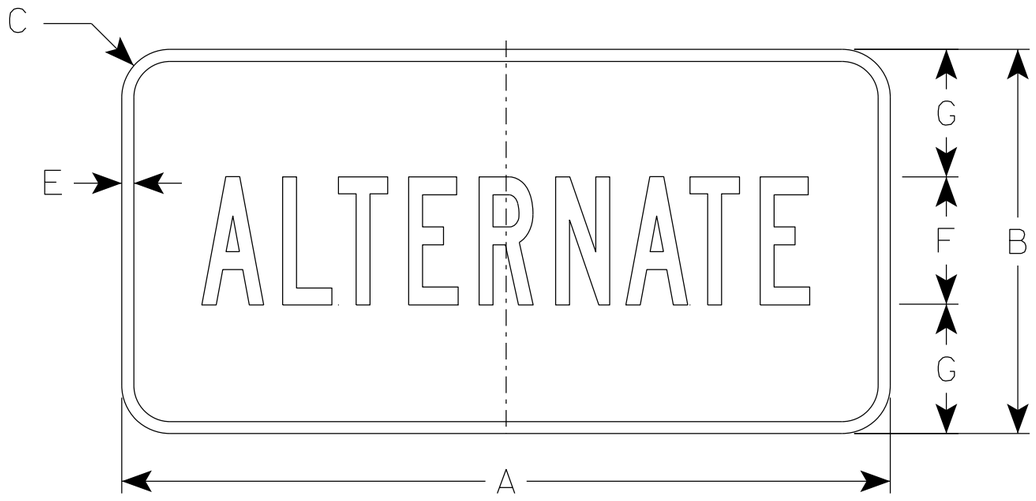
M4-1
MO4-1

NOTES

1. Sign is Type II - Type H Reflective except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
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.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F Reflective
   Message - Black



MB4-1

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	9 1/2																		2.00
2M	24	12	1 1/2	3/8	3/8	4	4	9 3/4	9 1/2																		2.00
3	36	18	1 1/2	3/8	1/2	7	5 1/2	16 3/8	16 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	7	5 1/2	16 3/8	16 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	7	5 1/2	16 3/8	16 1/2																		4.5

STANDARD SIGN
M4-1

WISCONSIN DEPT OF TRANSPORTATION

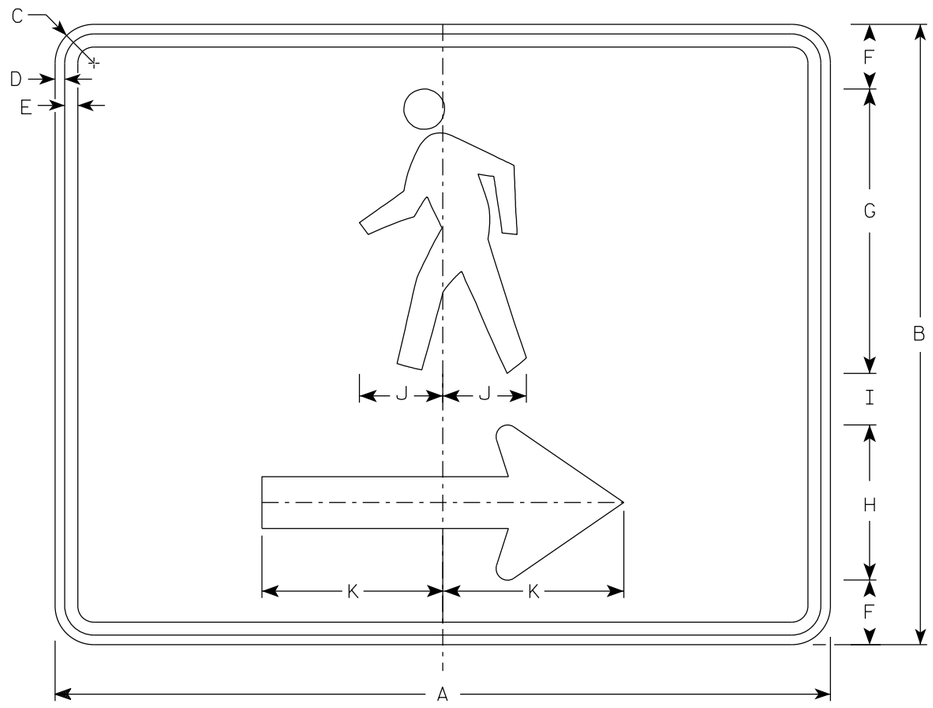
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-1.10

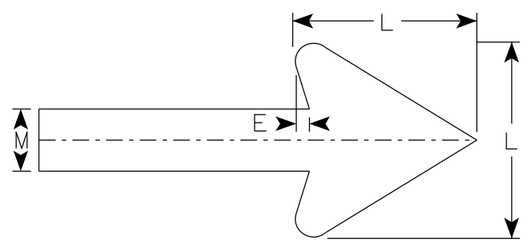
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 229 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

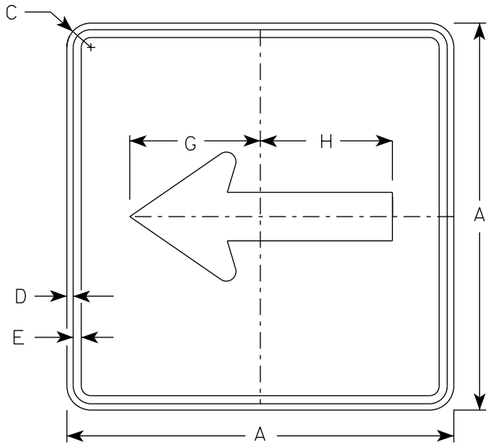
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

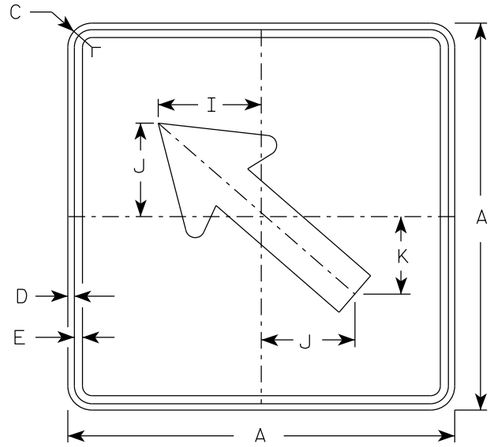
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

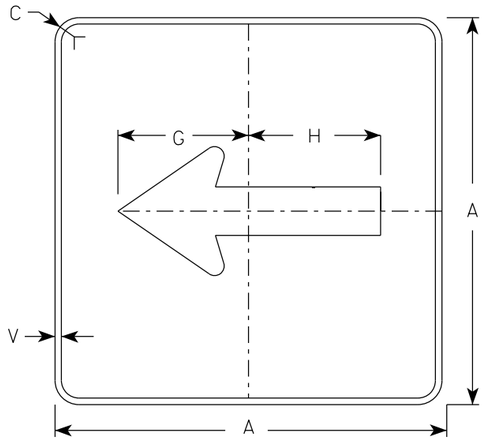
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E



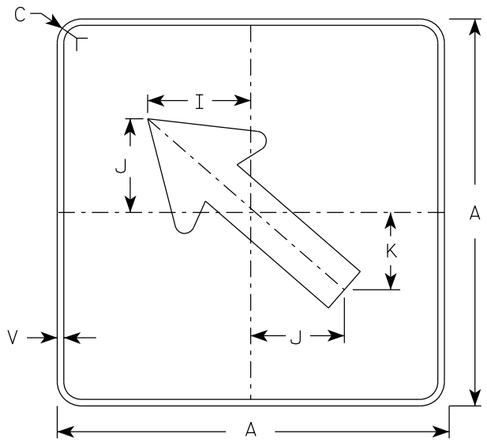
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

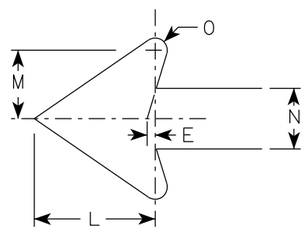


MB6-2
MK6-2
MN6-2
MR6-2

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

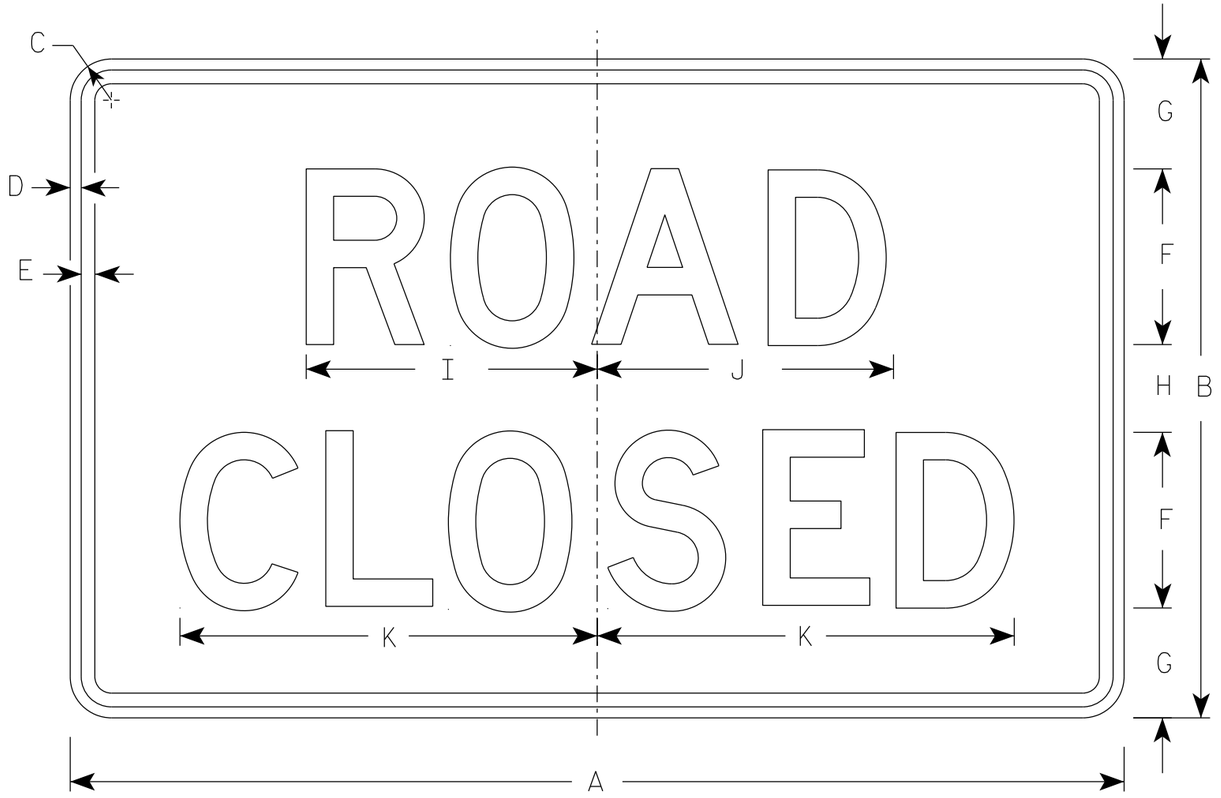
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 | E

7

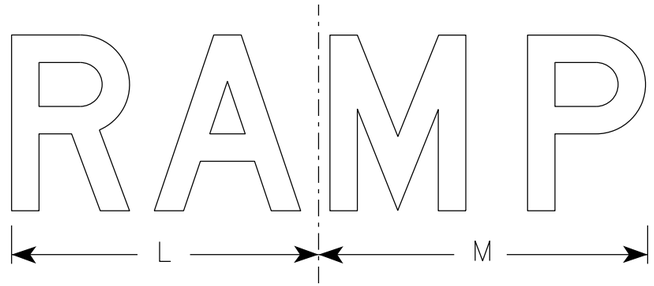
7



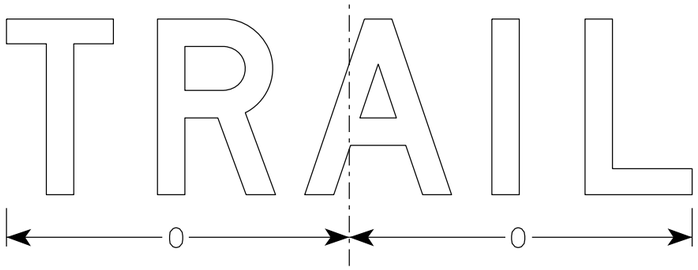
R11-2

NOTES

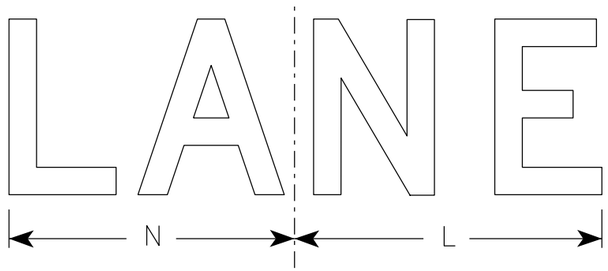
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

DIVISION - ALI-STH 25 NB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	MASS ORDINATE
											1.00	1.30	1.30	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 5
574+71.08	57471.08	0.00	0.00	2.20	0.13	0.00	0	0	0	0	0	0	0	0
575+00.00	57500.00	28.92	7.29	2.20	0.29	0.73	4	2	0	0	4	0	0	2
575+36.02	57536.02	36.02	8.53	2.20	0.04	0.85	11	3	0	1	15	0	1	10
575+50.00	57550.00	13.98	8.86	2.20	0.03	0.89	5	1	0	0	20	0	1	14
575+61.08	57561.08	11.08	8.99	2.20	0.03	0.90	4	1	0	0	24	0	1	17
575+86.13	57586.13	25.05	12.15	2.20	0.00	1.21	10	2	0	1	34	0	3	25
576+00.00	57600.00	13.87	12.13	2.20	0.00	1.21	6	1	0	1	40	0	4	30
576+50.00	57650.00	50.00	2.08	0.00	0.02	0.21	13	2	0	1	53	0	5	41
577+00.00	57700.00	50.00	0.57	0.00	0.00	0.06	2	0	0	0	55	0	5	43
577+17.21	57717.21	17.21	0.00	0.00	0.00	0.00	0	0	0	0	55	0	5	43

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT CRUSHED MATERIAL
5 - MASS ORDINATE	[CUT - SALVAGED PAVT - (FILL * FILL FACTOR)]

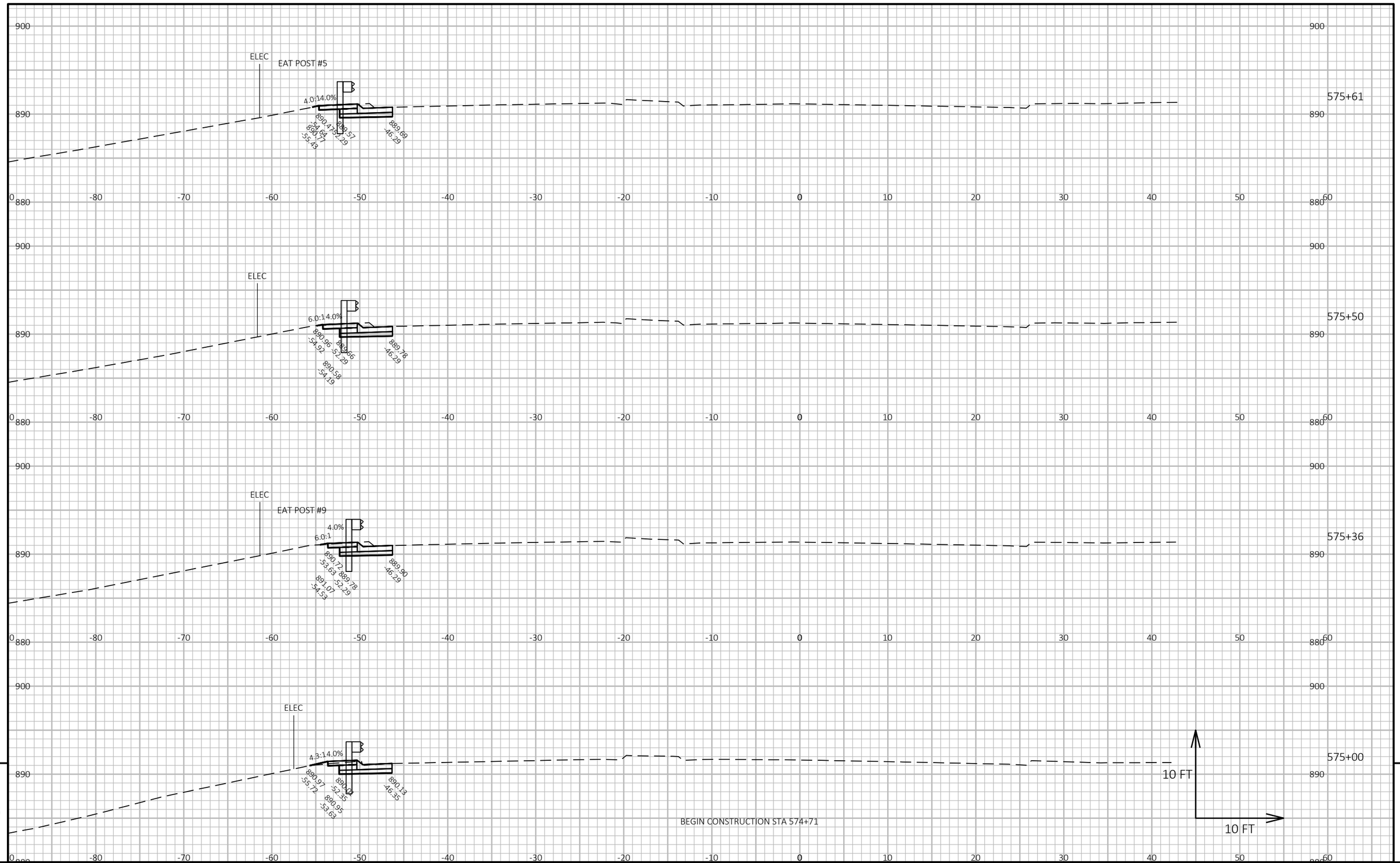
9

9

PROJECT NO: 8100-01-72 | HWY: STH 25 | COUNTY: DUNN | EARTHWORK DATA TABLES | SHEET 233 | E

FILE NAME: PLOT DATE: 7/15/2025 9:29 AM PLOT BY: KL ENGINEERING PLOT NAME: PLOT SCALE: 1"=1'

WISDOT/CADDS SHEET 42



9

9

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	CROSS SECTIONS: STH 25	SHEET 234	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\090101_XS_25_URBAN_25.DWG
LAYOUT NAME - 3

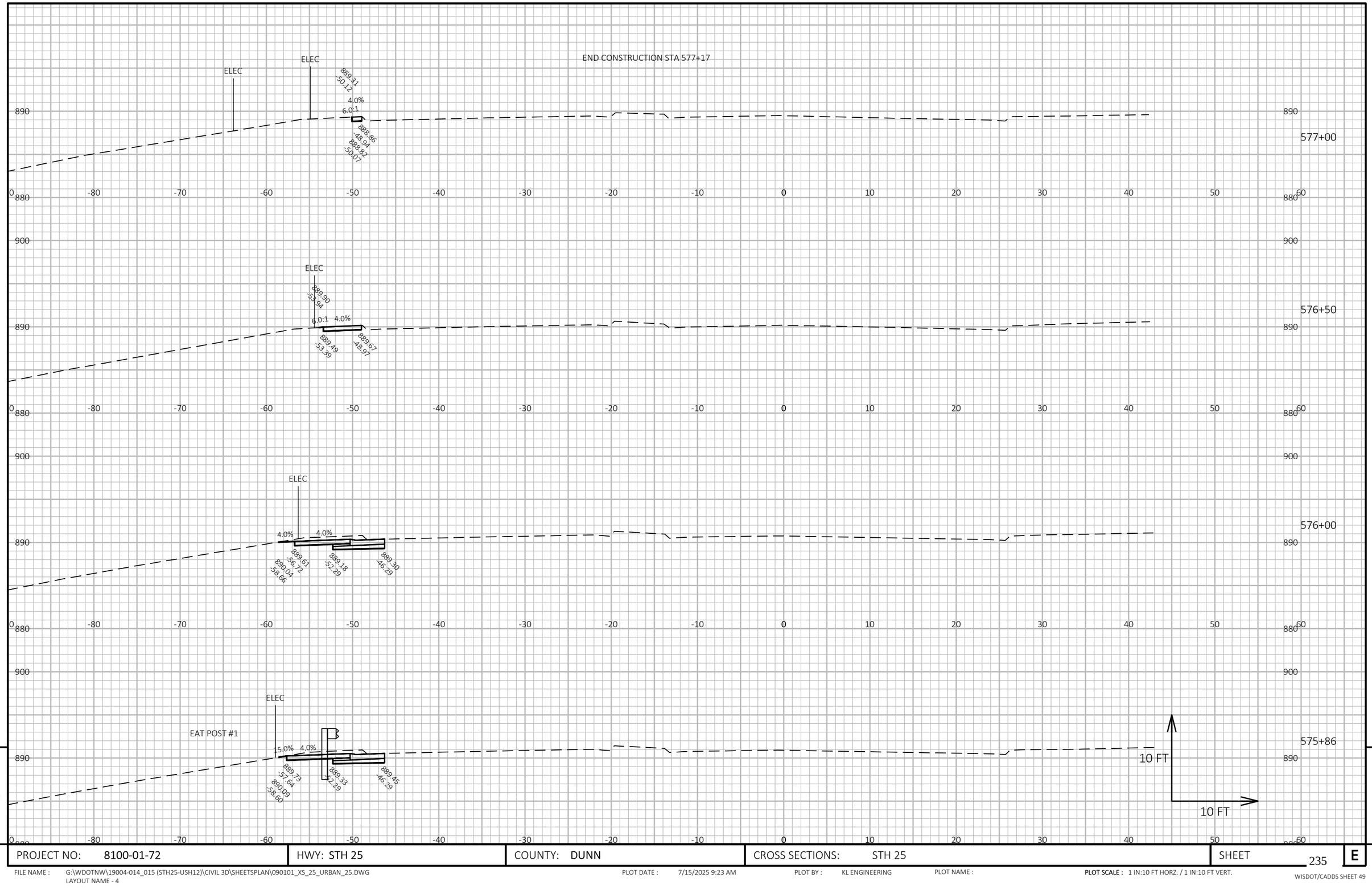
PLOT DATE : 7/15/2025 9:23 AM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8100-01-72	HWY: STH 25	COUNTY: DUNN	CROSS SECTIONS: STH 25	SHEET 235	E

FILE NAME : G:\WDOTNW\19004-014_015 (STH25-USH12)\CIVIL 3D\SHEETSPLAN\090101_XS_25_URBAN_25.DWG
LAYOUT NAME - 4

PLOT DATE : 7/15/2025 9:23 AM

PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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