

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-04-72	WISC 2024079	1

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

### LADYSMITH - HAWKINS

RIVER AVENUE TO PRENTICE STREET

USH 8  
RUSK COUNTY

STATE PROJECT NUMBER  
**1580-04-72**

ORDER OF SHEETS

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

TOTAL SHEETS = 204



**32**

DESIGN DESIGNATION

A.A.D.T. (2024)	=	2,600 - 5,300
A.A.D.T. (2044)	=	3,200 - 6,500
D.H.V.	=	400 - 800
D.D.	=	59/41
T.	=	30.7%
DESIGN SPEED	=	25 MPH - 55 MPH
ESALS	=	750,000

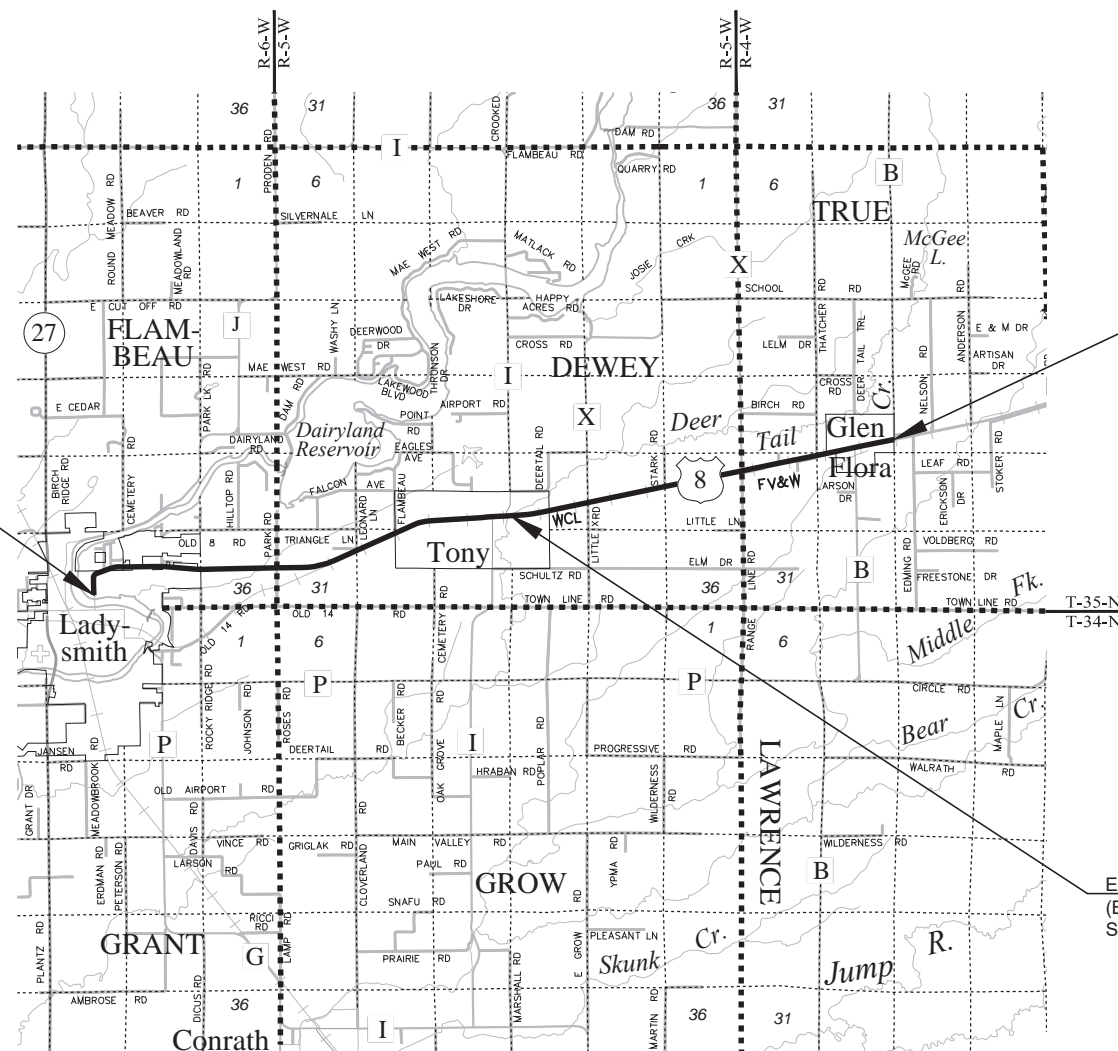
CONVENTIONAL SYMBOLS

<b>PLAN</b>	<b>PROFILE</b>
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	<b>UTILITIES</b>
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

BEGIN PROJECT  
STA 367+23  
Y=564,677.38  
X=813,802.41

END PROJECT  
STA 926+10

EXCEPTION TO NET CL LENGTH  
(B-54-0011)  
STA 673+17 - STA 673+66



LAYOUT  
SCALE 0 2.5 MI  
TOTAL NET LENGTH OF CENTERLINE = 10.575 MI

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

500 North 17th Avenue  
Wausau, WI 54401  
715.845.1081 Fax 715.845.1099



7/13/23 (Date) *Stephanie G. Christensen* (Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	JEFF SAXBY
Regional Examiner	TOU YANG
Regional Supervisor	JEFF OLSON

APPROVED FOR THE DEPARTMENT  
DATE: Jeffrey G. Olson Digitally signed by Jeffrey G. Olson  
Date: 2023.07.13 09:46:10 -05'00'  
(Signature)

**E**

PROJECT ID:  
1580-04-73

1580-04-72

COUNTY:  
RUSK

**GENERAL NOTES**

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

**AS-BUILTS USED FOR PLAN DEVELOPMENT**

- PROJECT NO: 371C, CONSTRUCTION YEAR: 1927
- PROJECT NO: DJ8610, CONSTRUCTION YEAR: 1938
- PROJECT NO: T021-1(16), CONSTRUCTION YEAR: 1959
- PROJECT NO: 1570-11-71, CONSTRUCTION YEAR: 1990
- PROJECT NO: 1580-09-71, CONSTRUCTION YEAR: 1990
- PROJECT NO: 1580-10-72, CONSTRUCTION YEAR: 1993
- PROJECT NO: 1580-13-71, CONSTRUCTION YEAR: 1996
- PROJECT NO: 1580-04-61, CONSTRUCTION YEAR: 2007
- PROJECT NO: 1580-09-73, CONSTRUCTION YEAR: 2016

**ORDER OF SECTION 2 SHEETS**

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PAVING DETAILS
- EROSION CONTROL
- MARKING (AT UNIQUE INTERSECTIONS ONLY)
- TRAFFIC CONTROL

**RUNOFF COEFFICIENT TABLE**

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

TOTAL PROJECT AREA = 170.2 ACRES  
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.8 ACRES

**COMMUNICATIONS**

BRIGHT SPEED  
 425 ELLINGSON AVE  
 HAWKINS, WI 54530  
 PHONE: (608) 615-7347  
 MOBILE PHONE: (715) 563-8294  
 EMAIL: BRIAN.HUHN@LUMEN.COM

SPECTRUM  
 ROBERT STEPHENS  
 1201 MCCANN DR  
 ALTOONA, WI 54720  
 PHONE: (715) 214-1173  
 MOBILE PHONE: (715) 579-5594  
 EMAIL: ROBERT.STEPHENS@CHARTER.COM

**ELECTRIC**

DAIRYLAND POWER COOPERATIVE  
 MIKE LYDON  
 3200 EAST AVENUE SOUTH  
 P.O. BOX 817  
 LA CROSSE, WI 54602-0817  
 PHONE: (608) 787-1381  
 EMAIL: MICHAELLYDON@DAIRYLANDPOWER.COM

JUMP RIVER ELECTRIC COOPERATIVE  
 JORDAN BEHREANDT  
 1102 WEST 9TH ST. NORTH  
 LADYSMITH, WI 54848  
 PHONE: (715) 532-5524  
 MOBILE PHONE: (715) 661-2448  
 EMAIL: JBEHREANDT@JREC.COM

XCEL ENERGY  
 ANDY HALOPKA  
 310 HICKORY HILLS LANE  
 PHILLIPS, WI 54555  
 PHONE: (715) 737-1183  
 MOBILE PHONE: (715) 316-1356  
 EMAIL: ANDREW.A.HALOPKA@XCELENERGY.COM

XCEL ENERGY - TRANSMISSION  
 MITCHELL DIENGER  
 414 NICOLLET MALL 5TH FLOOR  
 MINNEAPOLIS, MN 55401  
 PHONE (612) 321-3109  
 EMAIL: MITCHELL.A.DIENGER@XCELENERGY.COM

**UTILITIES**

**GAS**

WE ENERGIES  
 STEVEN CHAVERS  
 104 W SOUTH ST  
 RICE LAKE, WI 54868  
 PHONE: (715) 234-9605  
 MOBILE PHONE: (715) 213-4327  
 EMAIL: STEVEN.CHAVERS@WE-ENERGIES.COM

**SANITARY SEWER**

CITY OF LADYSMITH  
 KURT GORSEGNER  
 120 MINER AVE W  
 P.O. BOX 431  
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 PHONE: (715) 532-2603  
 MOBILE PHONE: (715) 403-1466  
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VILLAGE OF GLEN FLORA  
 RON MOSER  
 N5746 CEDAR ST  
 GLEN FLORA, WI 54526  
 PHONE: (715) 894-7558  
 EMAIL: RCM0351@GMAIL.COM

VILLAGE OF TONY  
 MONTE GROOTHOUSEN  
 N5387 WALNUT ST, #115  
 TONY, WI 54563-9685  
 PHONE: (715) 403-1849  
 EMAIL: MGROOTHOUSEN@GMAIL.COM

**WATER**

LADYSMITH MUNICIPAL WATER UTILITY  
 KURT GORSEGNER  
 120 MINER AVE W  
 P.O. BOX 431  
 LADYSMITH, WI 54848  
 PHONE: (715) 532-2603  
 MOBILE PHONE: (715) 403-1466  
 EMAIL: KGORSEGNER@CITYOFLADYSMITHWI.COM

VILLAGE OF GLEN FLORA WATER UTILITY  
 RON MOSER  
 N5746 CEDAR ST  
 GLEN FLORA, WI 54526  
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 EMAIL: RCM0351@GMAIL.COM

TONY MUNICIPAL WATER UTILITY  
 MONTE GROOTHOUSEN  
 N5387 WALNUT ST, #115  
 TONY, WI 54563-9685  
 PHONE: (715) 403-1849  
 EMAIL: MGROOTHOUSEN@GMAIL.COM



Dial **811** or (800)242-8511

www.DiggersHotline.com

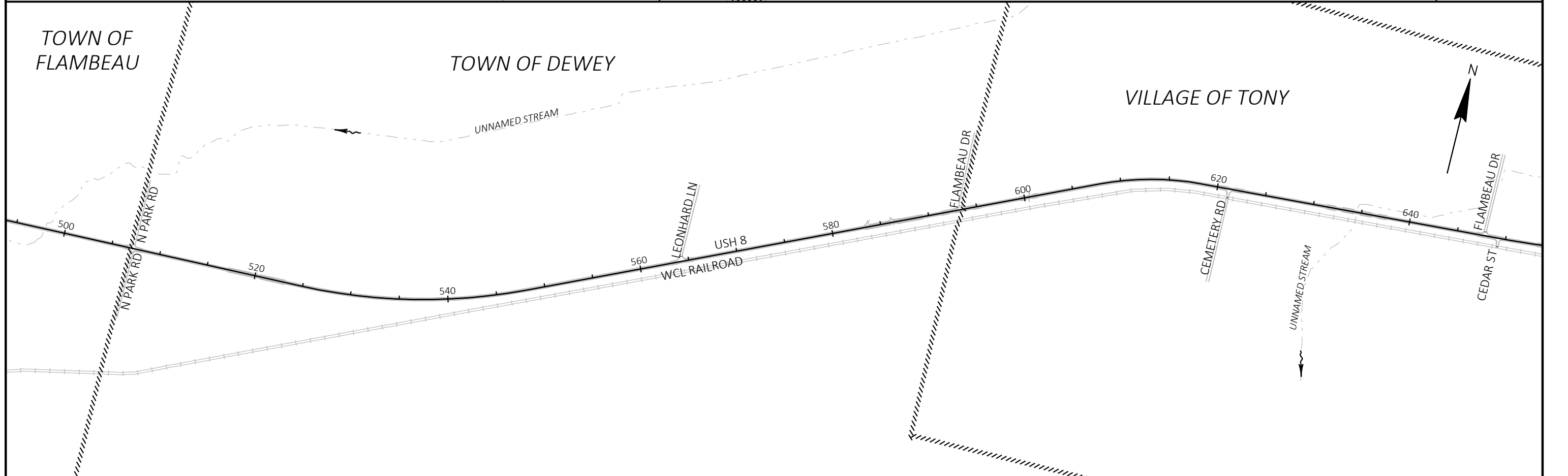
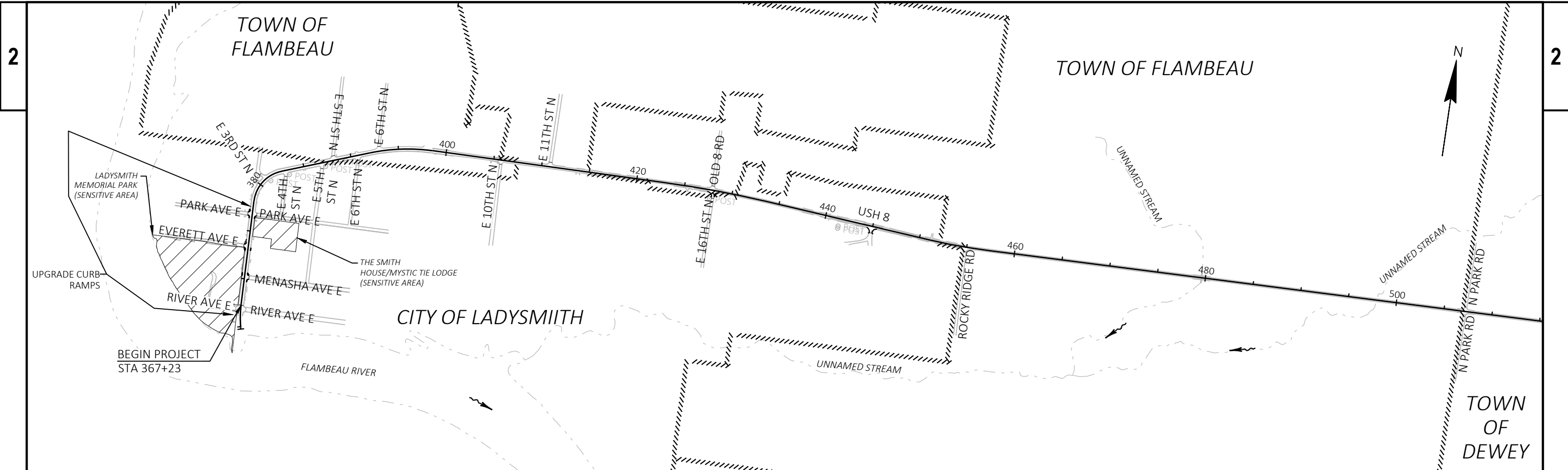
**OTHER CONTACTS**

**DNR LIAISON**

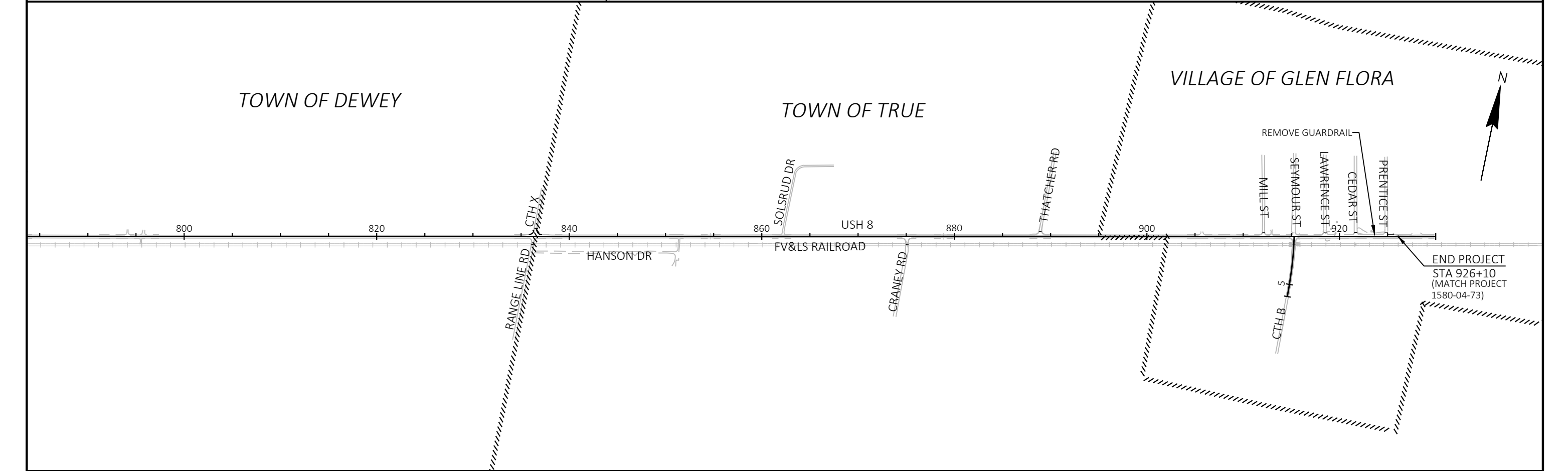
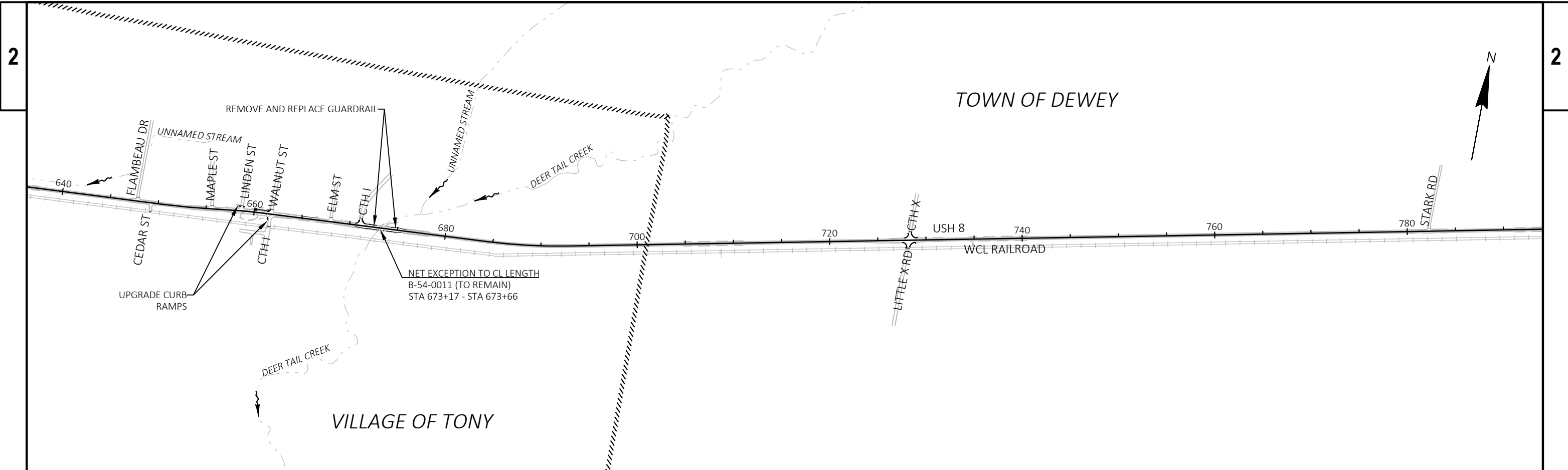
LEAH NICOL  
 DNR WEST CENTRAL REGION HEADQUARTERS  
 1300 WEST CLAIREMONT AVE  
 EAU CLAIRE, WI 54701  
 (715) 934-9014  
 LEAH.NICOL@WISCONSIN.GOV

**DESIGNER CONTACT**

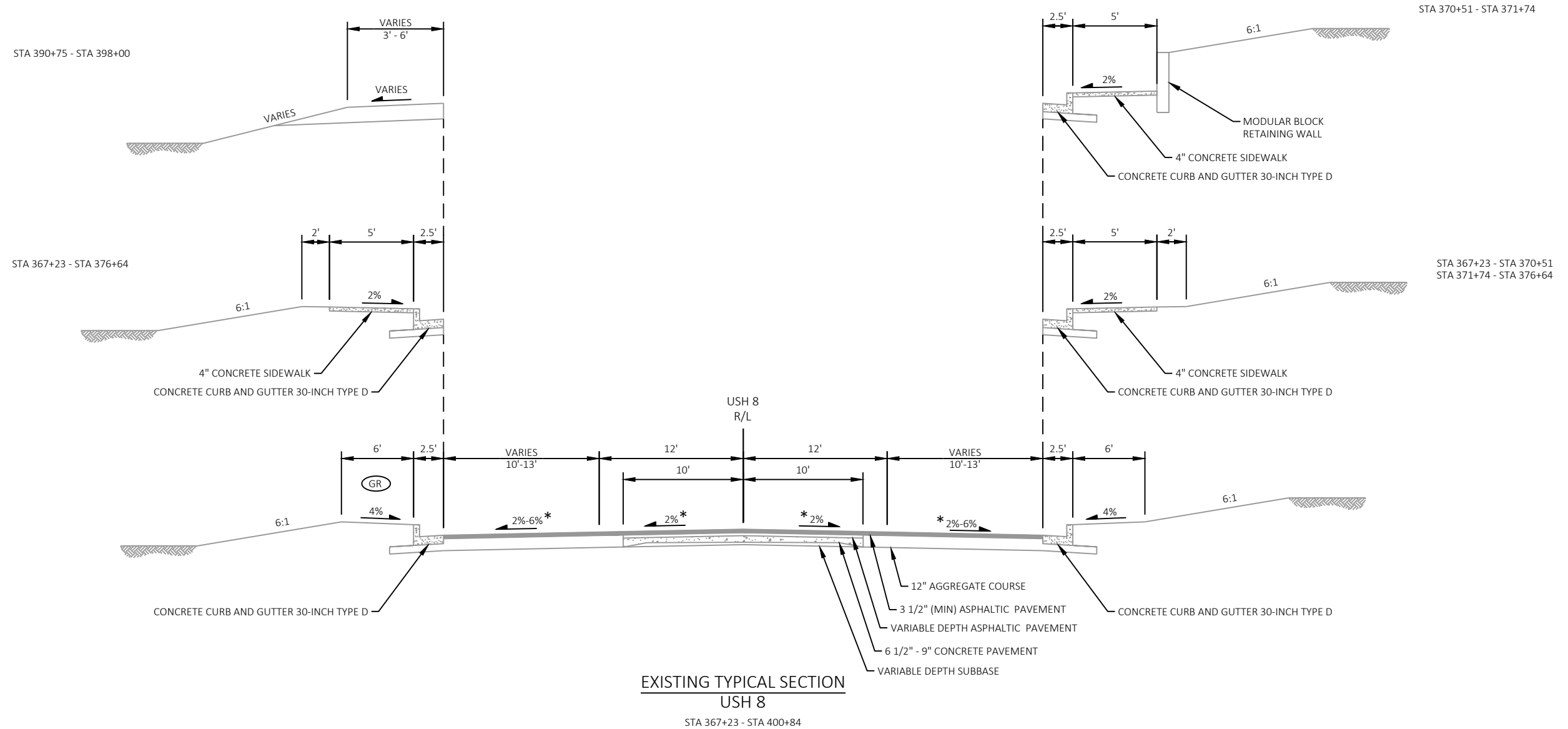
EMCS, INC.  
 500 NORTH 17TH AVENUE  
 WAUSAU, WI 54401  
 OFFICE: 715-845-1081



PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PROJECT OVERVIEW	SHEET	E
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PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PROJECT OVERVIEW	SHEET	<b>E</b>
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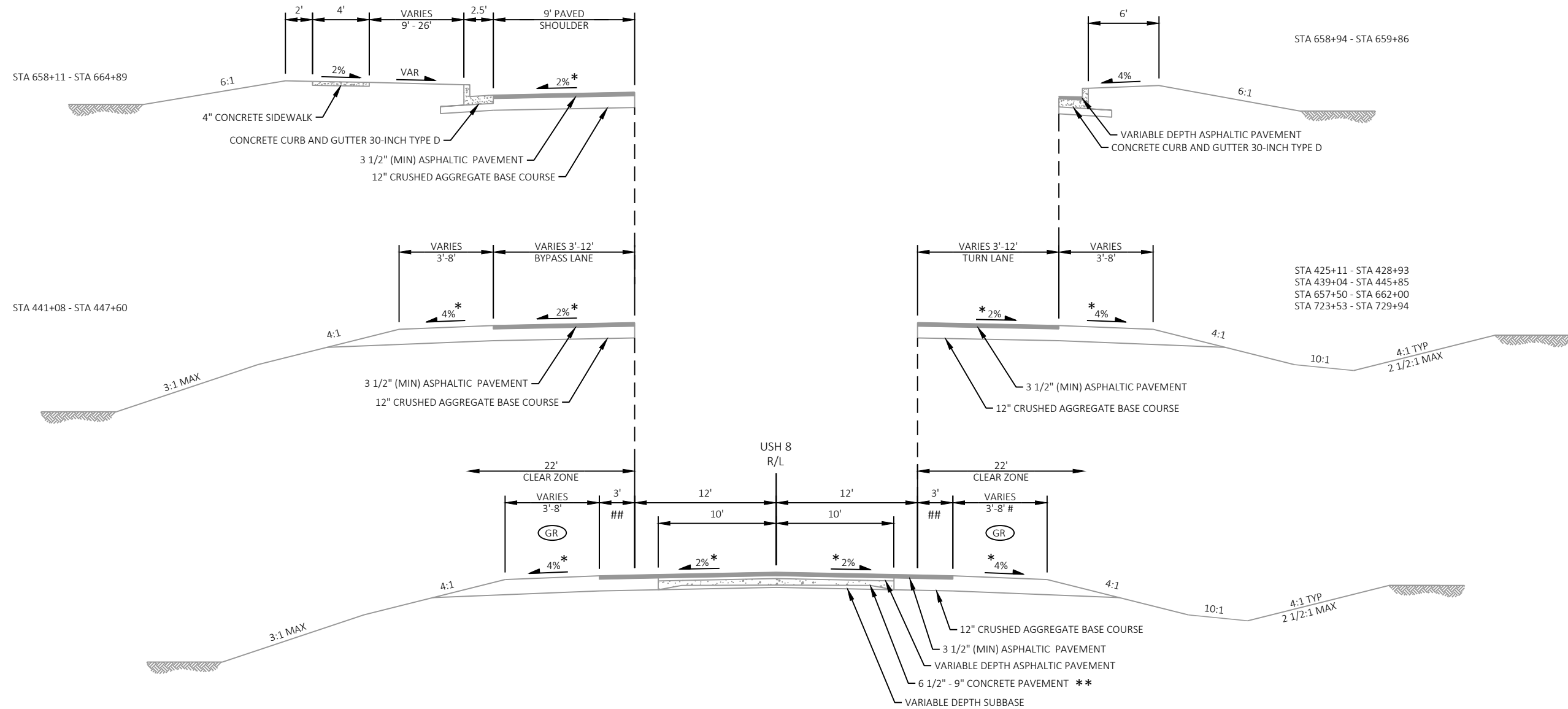


EXISTING TYPICAL SECTION  
 USH 8  
 STA 367+23 - STA 400+84

NOTES

\* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.

(GR) GUARDRAIL IS PRESENT FROM STA 379+18 - STA 381+69, LT

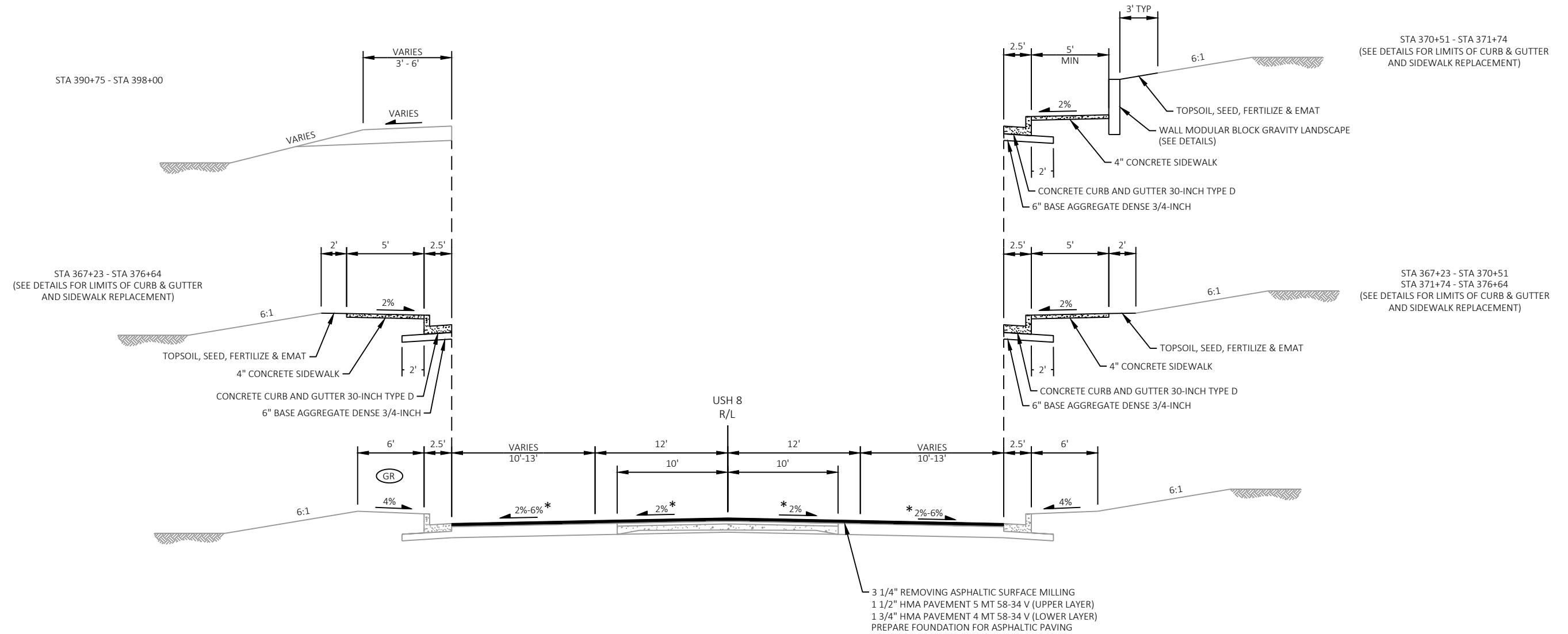


**EXISTING TYPICAL SECTION  
USH 8**

STA 400+84 - STA 673+17 (B-50-0011)  
STA 673+66 (B-50-0011) - STA 926+10

**NOTES**

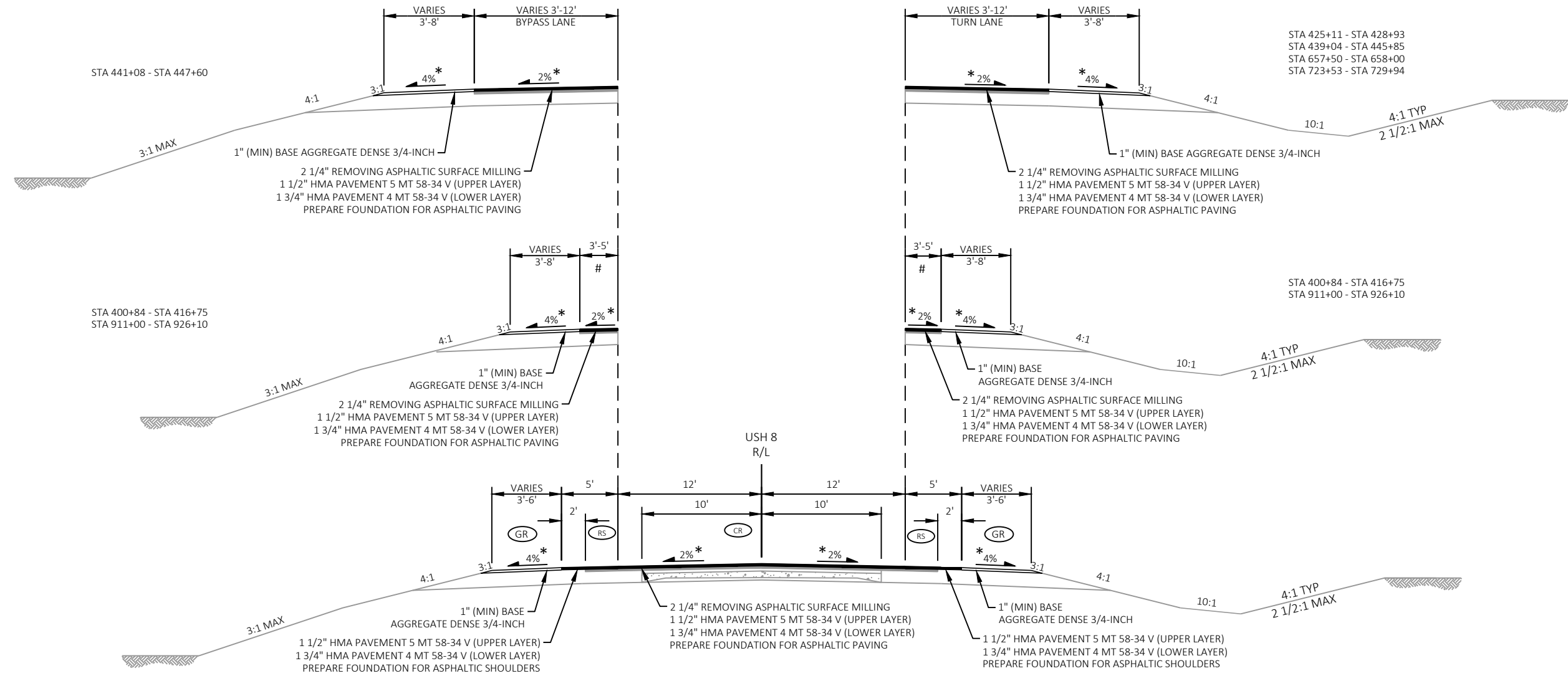
- \* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.
- \*\* LOCATION OF EXISTING CONCRETE PAVEMENT MAY VARY
- (GR) GUARDRAIL IS PRESENT BETWEEN STA 671+79 - STA 674+78, RT; STA 672+05 - STA 675+05, LT; STA 922+58 - STA 924+49, LT.
- # SHOULDER IS 3' PAVED AND 9' AGGREGATE COURSE FROM STA 662+05 - STA 670+63, RT.
- ## FROM STA 400+84 - STA 416+75 THE EXISTING PAVED SHOULDER IS 5'



**PROPOSED TYPICAL SECTION**  
**USH 8**  
 STA 367+23 - STA 400+84

**NOTES**

- \* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.
- (GR) GUARDRAIL IS PRESENT FROM STA 379+18 - STA 381+69, LT (TO REMAIN)
- SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF PROPOSED CURB AND GUTTER AND SIDEWALK.
- MILLING DEPTH REFERENCED AT ROADWAY CENTERLINE.
- SEE CONSTRUCTION DETAIL FOR ANY PATCHING ADJACENT TO CURB AND GUTTER REPLACEMENTS.



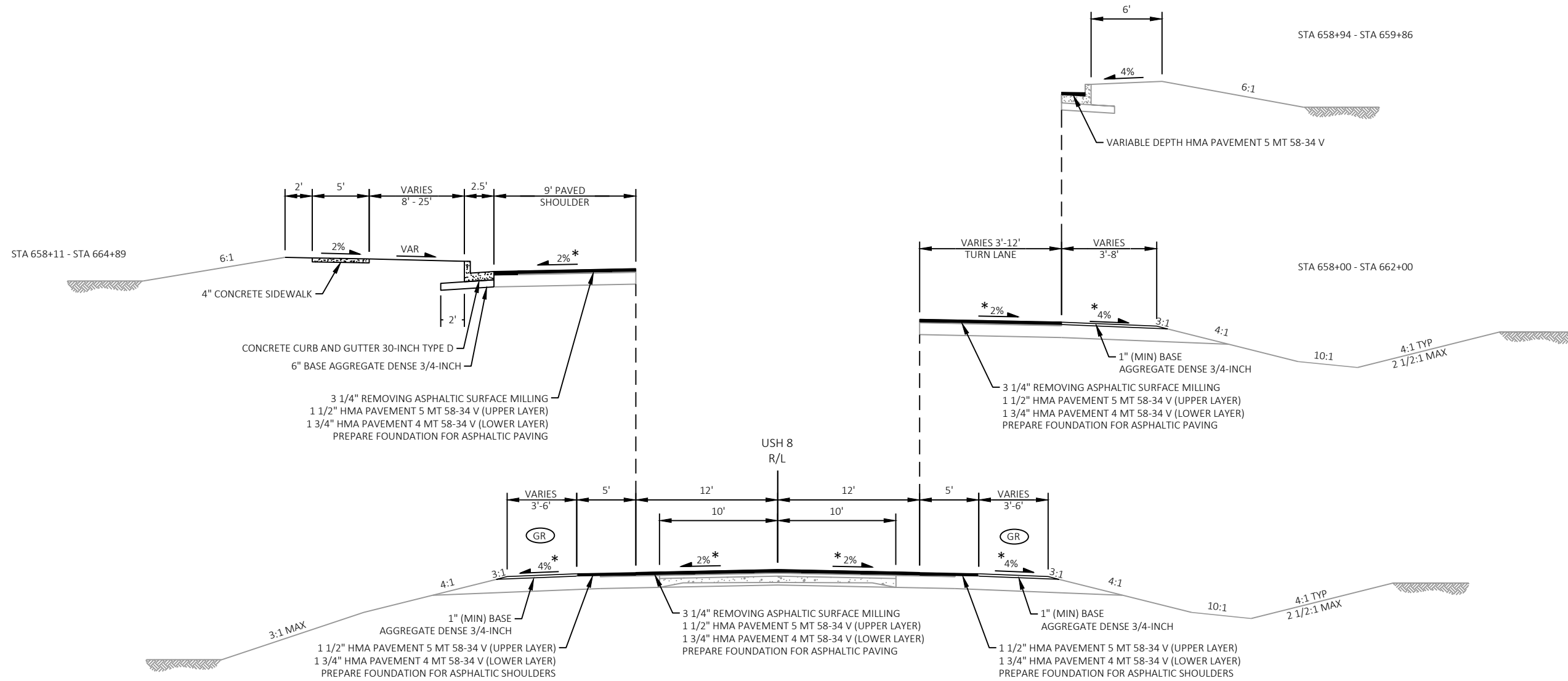
**PROPOSED TYPICAL SECTION**  
**USH 8**

STA 400+84 - STA 658+00  
STA 673+66 (B-54-0011) - STA 926+10

**NOTES**

- \* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.
  - GR NEW GR IS PROPOSED FROM STA 673+66 - STA 674+79, RT AND STA 673+76 - STA 675+18, LT; SEE CROSS SECTIONS AND SDDS FOR ADDITIONAL INFORMATION.
  - CR ASPHALTIC RUMBLE STRIPS, CENTERLINE - SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIPS" FOR ADDITIONAL INFORMATION.
  - RS ASPHALTIC RUMBLE STRIPS, SHOULDER - SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIPS" FOR ADDITIONAL INFORMATION.
- MILLING DEPTH REFERENCED AT ROADWAY CENTERLINE.
- # FROM STA 400+84 - STA 416+75 THE EXISTING AND PROPOSED PAVED SHOULDER IS 5'  
FROM STA 911+00 - STA 926+10 THE EXISTING AND PROPOSED PAVED SHOULDER IS 3'





**PROPOSED TYPICAL SECTION**  
**USH 8**

STA 658+00 - STA 673+17 (B-54-0011)

**NOTES**

\* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.

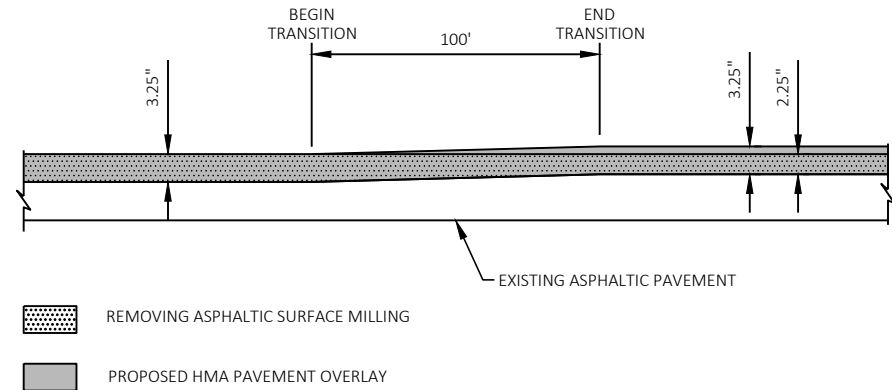
SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF CURB AND GUTTER REPLACEMENT AND SIDEWALK REPLACEMENT.

MILLING DEPTH REFERENCED AT ROADWAY CENTERLINE.

(GR) NEW GR IS PROPOSED FROM STA 671+28 - STA 673+17, RT AND STA 672+04 - STA 673+17, LT; SEE CROSS SECTIONS AND SDDS FOR ADDITIONAL INFORMATION.

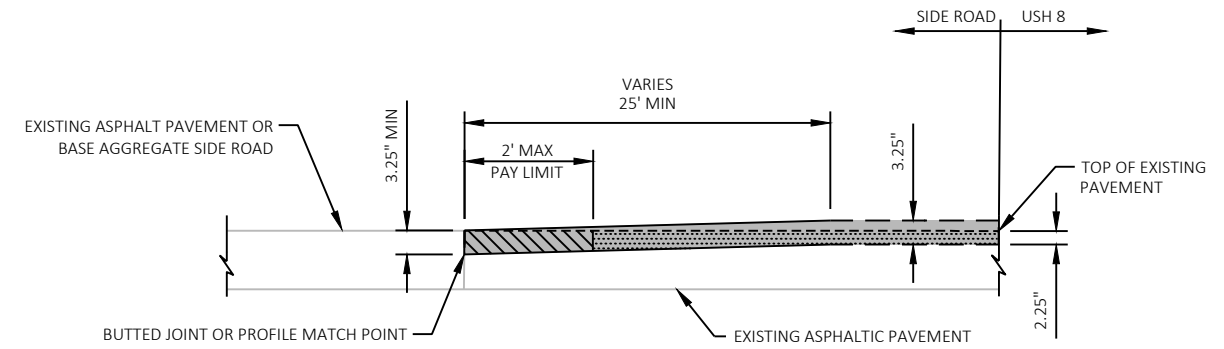
SEE CONSTRUCTION DETAIL FOR ANY PATCHING ADJACENT TO CURB AND GUTTER REPLACEMENTS.

FINISH DISTURBED AREAS OUTSIDE OF AGGREGATE SHOULDERS WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT.



**MILL DEPTH TRANSITION DETAIL**

USH 8  
STA 400+84 TO STA 401+84  
STA 657+00 TO STA 658+00



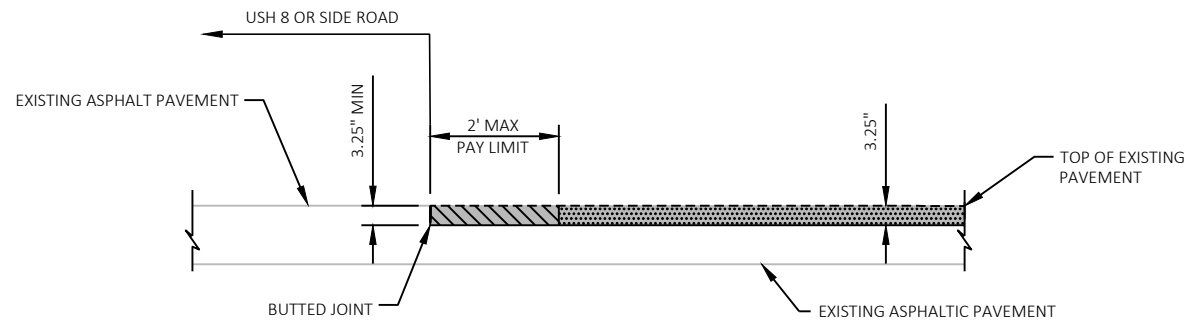
**SIDE ROAD BUTT JOINT AND PROFILE MATCH DETAIL**

- |                                 |                                |
|---------------------------------|--------------------------------|
| STA 405+77, RT (10TH ST)        | STA 728+12, RT (LITTLE X RD)   |
| STA 410+90, LT (11TH ST)        | STA 728+37, LT (CTH X)         |
| STA 427+93, LT (OLD 8 RD)       | STA 782+27, LT (STARK RD)      |
| STA 428+08, RT (16TH ST)        | STA 836+17, RT (RANGE LINE RD) |
| STA 444+94, RT (DRIVEWAY)       | STA 836+48, LT (CTH X)         |
| STA 454+88, RT (ROCKY RIDGE RD) | STA 875+10, RT (CRANEY RD)     |
| STA 507+15, RT (N PARK RD)      | STA 888+92, LT (THATCHER RD)   |
| STA 507+20, LT (N PARK RD)      | STA 912+11, LT (MILL ST)       |
| STA 564+30, LT (LEONHARD LN)    | STA 915+30, LT (SEYMOUR ST)    |
| STA 593+44, LT (FLAMBEAU DR)    | STA 9+20, LT & RT (CTH B)      |
| STA 621+20, RT (CEMETERY RD)    | STA 918+52, LT (LAWRENCE ST)   |
| STA 647+83, LT (FLAMBEAU DR)    | STA 921+69, LT (CEDAR ST)      |
| STA 649+28, LT (CEDAR ST)       | STA 924+85, LT (PRENTICE ST)   |
| STA 655+59, LT (MAPLE ST)       |                                |

**NOTES**

TRANSITION PROFILE TO MATCH EXISTING BASE AGGREGATE SIDE ROADS WITH VARIABLE DEPTH MILLING AS SHOWN. PAYMENT FOR BUTT JOINTS WILL NOT BE PAID AT BASE AGGREGATE SURFACE SIDE ROADS.

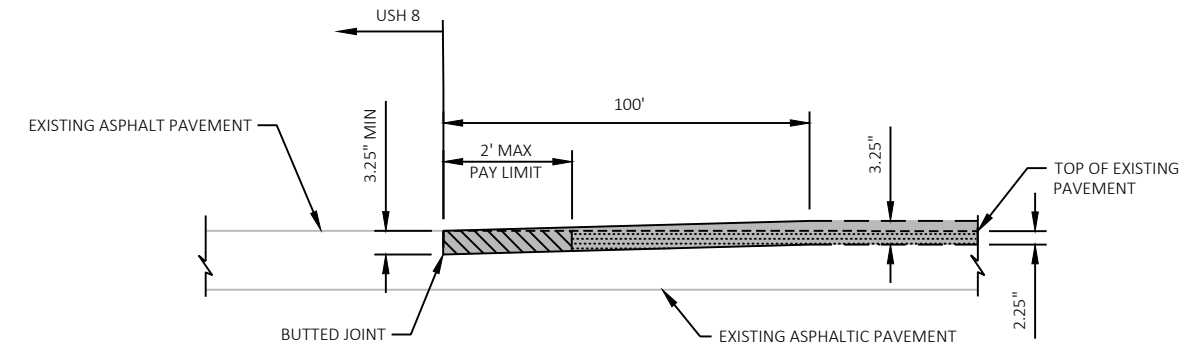
SEE SECTION 5 PLAN SHEETS FOR SIDE ROAD LOCATIONS.



**USH 8 AND SIDE ROAD BUTT JOINT DETAIL**

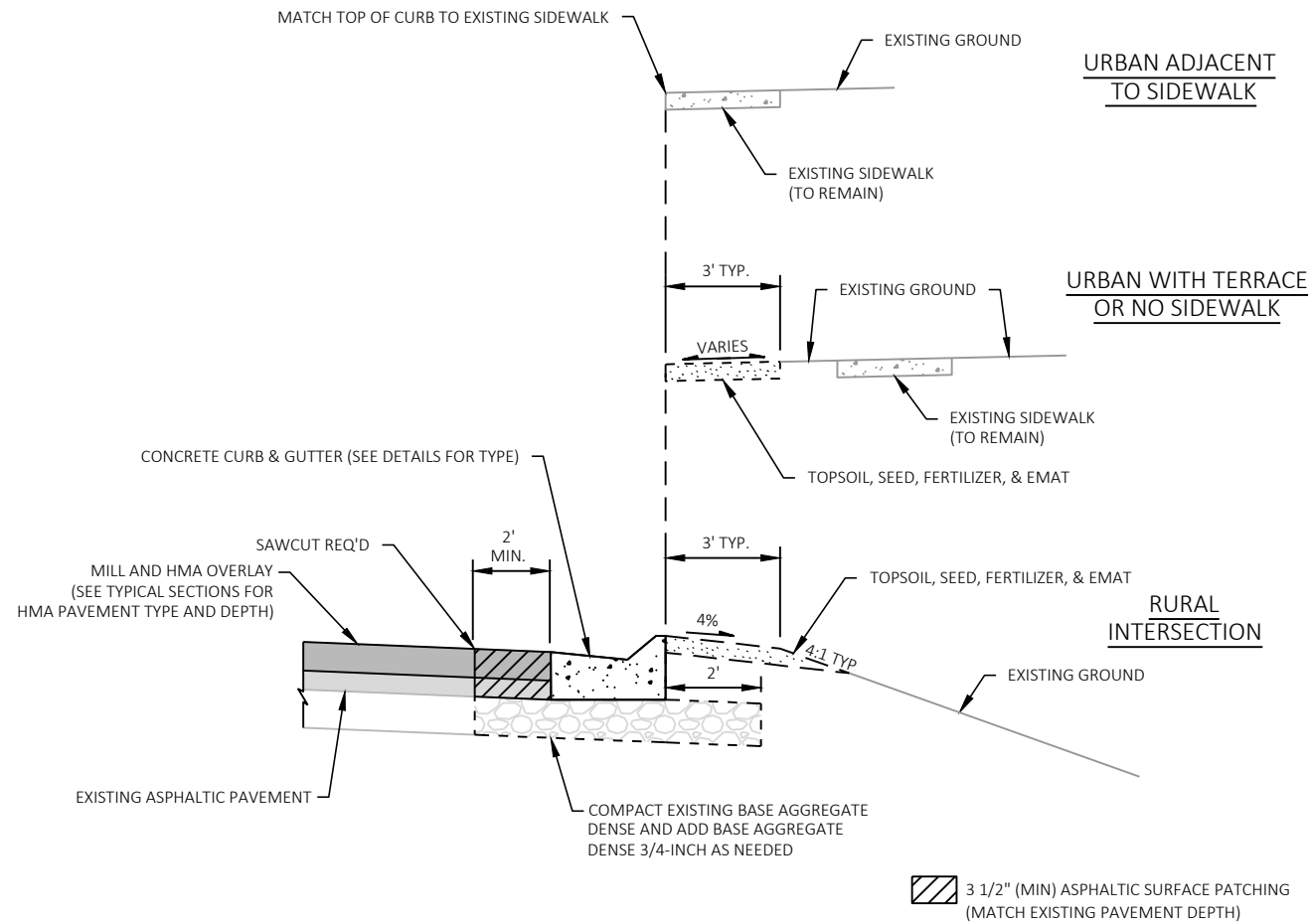
- STA 367+23 (BEGIN PROJECT)
- STA 370+19, RT (MENASHA AVE)
- STA 373+43, LT (EVERETT AVE)
- STA 376+78, LT (PARK AVE)
- STA 376+79, RT (PARK AVE)
- STA 380+08, LT (3RD ST SB)
- STA 380+75, LT (3RD ST NB)
- STA 382+98, RT (4TH ST)
- STA 386+83, RT (5TH ST)
- STA 388+23, LT (5TH ST)
- STA 390+67, RT (6TH ST)
- STA 393+04, LT (6TH ST)
- STA 658+69, LT (LINDEN ST)
- STA 661+67, RT (CTH I)
- STA 661+80, LT (WALNUT ST)
- STA 668+00, LT (ELM ST)
- STA 671+11, LT (CTH I)
- STA 673+17 (B-54-0011)

**NOTE**  
SEE SECTION 5 PLAN SHEETS FOR SIDE ROAD LOCATIONS



**USH 8 BUTT JOINT AND PROFILE MATCH DETAIL**

STA 673+66 (B-54-0011)



**DETAIL OF CURB & GUTTER REPLACEMENT**

SEE INTERSECTION DETAILS, PAVING DETAILS & CURB RAMP DETAILS FOR CURB & GUTTER LOCATIONS

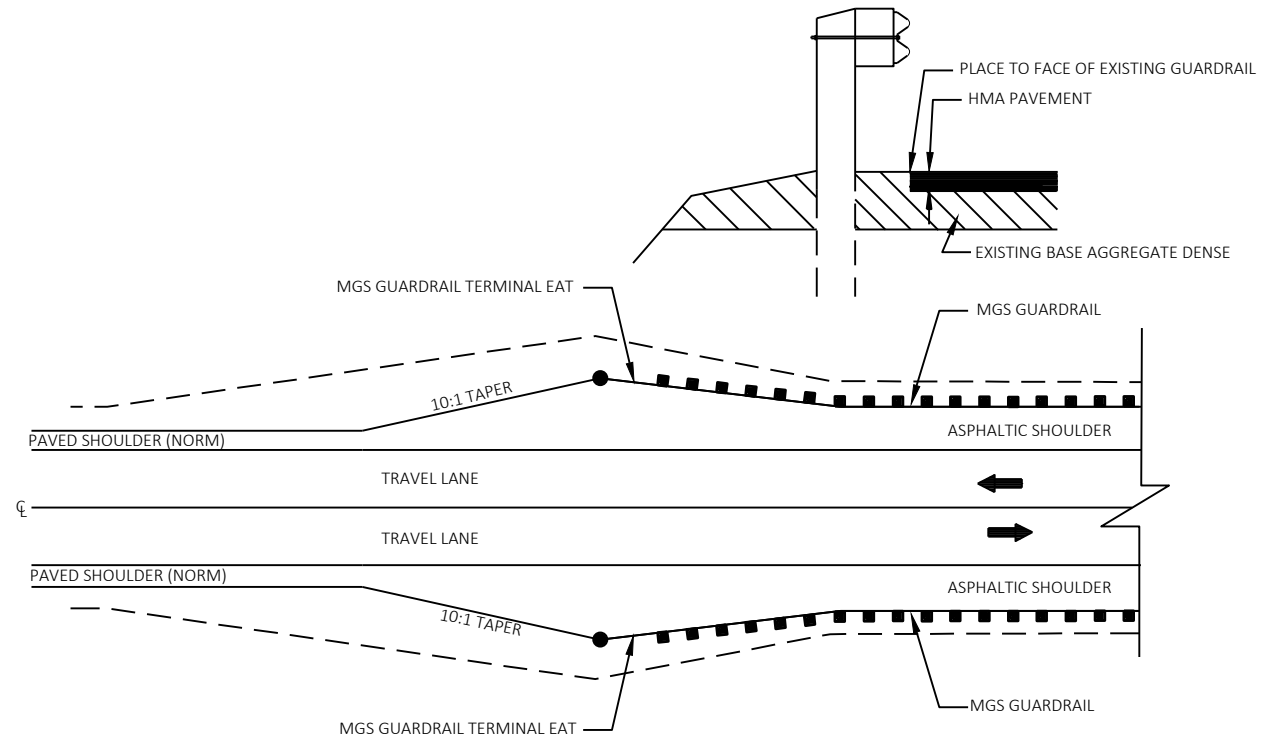
**NOTES**

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF USH 8.

REMOVING ASPHALTIC SURFACE AND REMOVING CURB & GUTTER WILL BE PAID SEPARATELY UNDER THEIR RESPECTIVE BID ITEMS.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES".

SEE INTERSECTION DETAILS, PAVING DETAILS, AND CURB RAMP DETAILS FOR CURB & GUTTER LOCATIONS FOR ADDITIONAL INFORMATION.

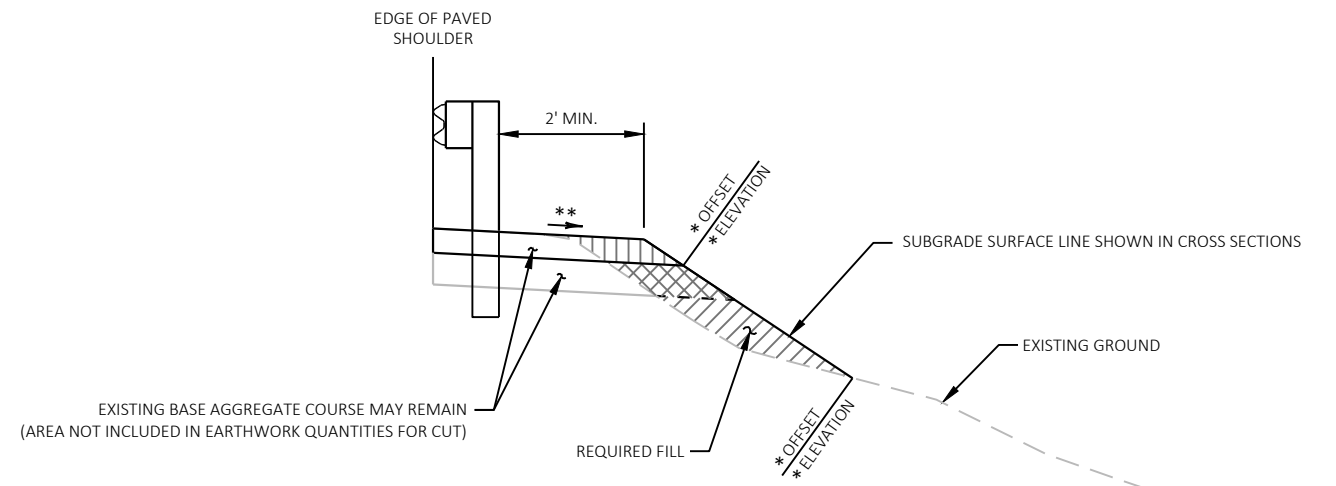


**PAVED SHOULDER AT GUARDRAIL DETAIL**

B-54-0011

**NOTE**

SEE PLAN SHEETS, CROSS SECTIONS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) EAT" FOR ADDITIONAL INFORMATION.



**SHOULDER WIDENING EARTHWORK & BASE AGGREGATE FOR GUARDRAIL DETAIL**

SEE SECTION 5 PLAN SHEETS, CROSS SECTIONS, AND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION

**NOTES**

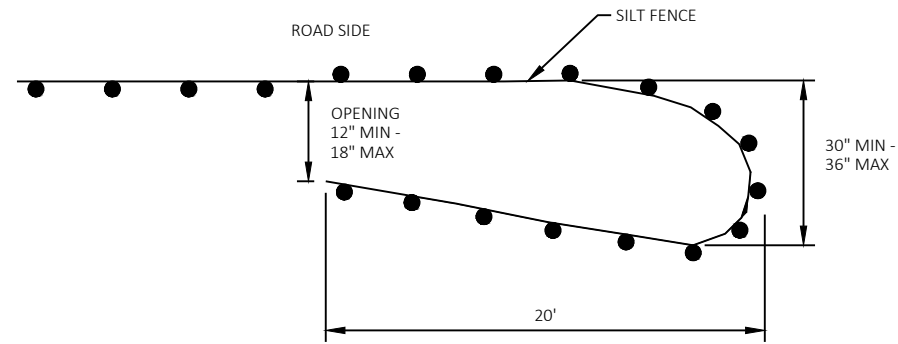
BENCH FILL AS REQUIRED PER STANDARD SPECIFICATION 205.3.2(4).

\*OFFSET AND ELEVATION PROVIDED TO THESE POINTS ON THE CROSS SECTIONS.

\*\*SHOULDER SLOPE PROVIDED ON CROSS SECTIONS.

RESTORE SLOPES WITH TOPSOIL, SEED, FERTILIZER, AND EMAT.

LEGEND	
	NEW BASE AGGREGATE DENSE 3/4-INCH
	NEW BASE AGGREGATE DENSE 1 1/4-INCH
	FILL



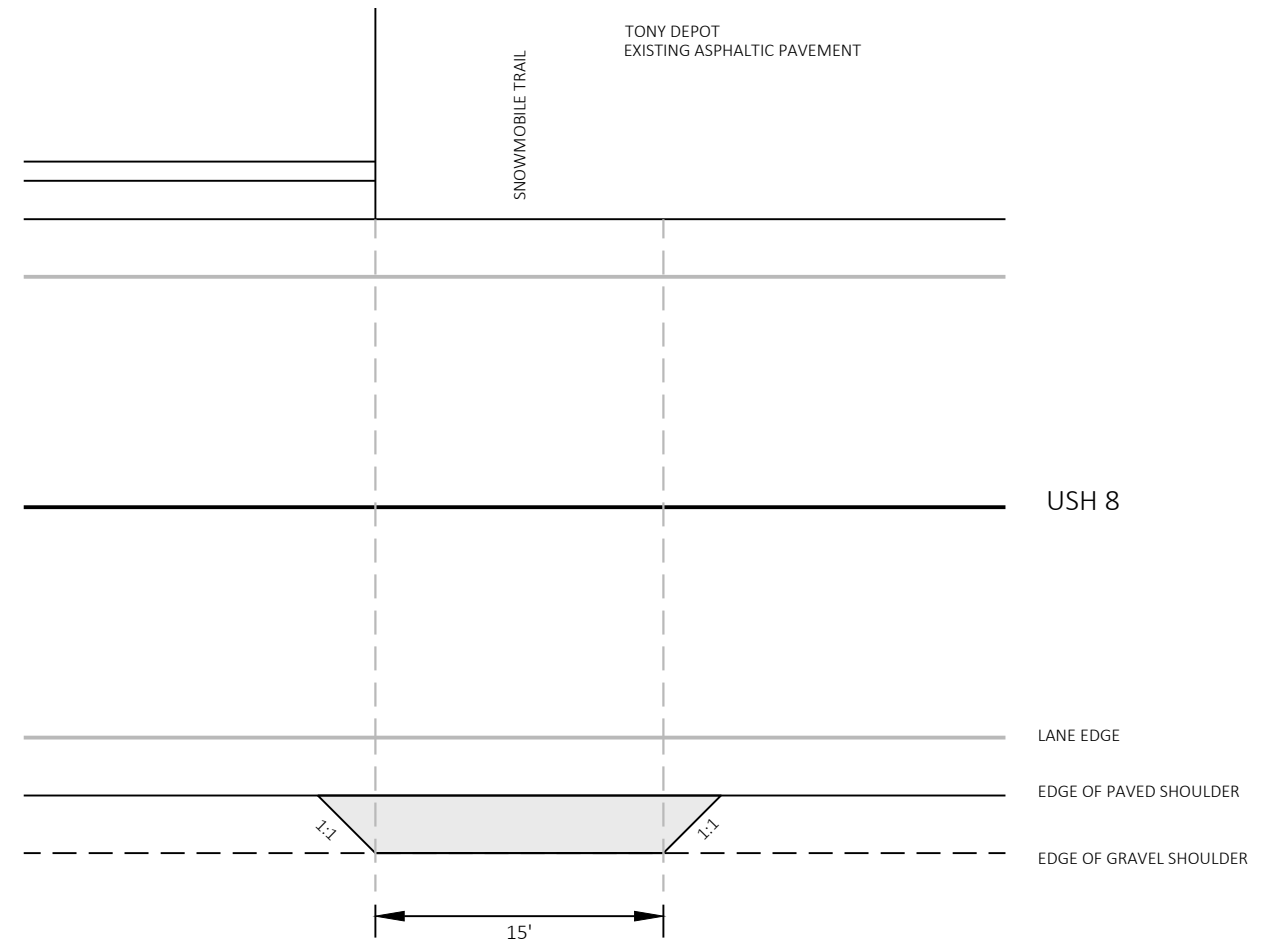
PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND DETAIL

NOTES

SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

SEE EROSION CONTROL PLANS FOR LOCATIONS.



LEGEND

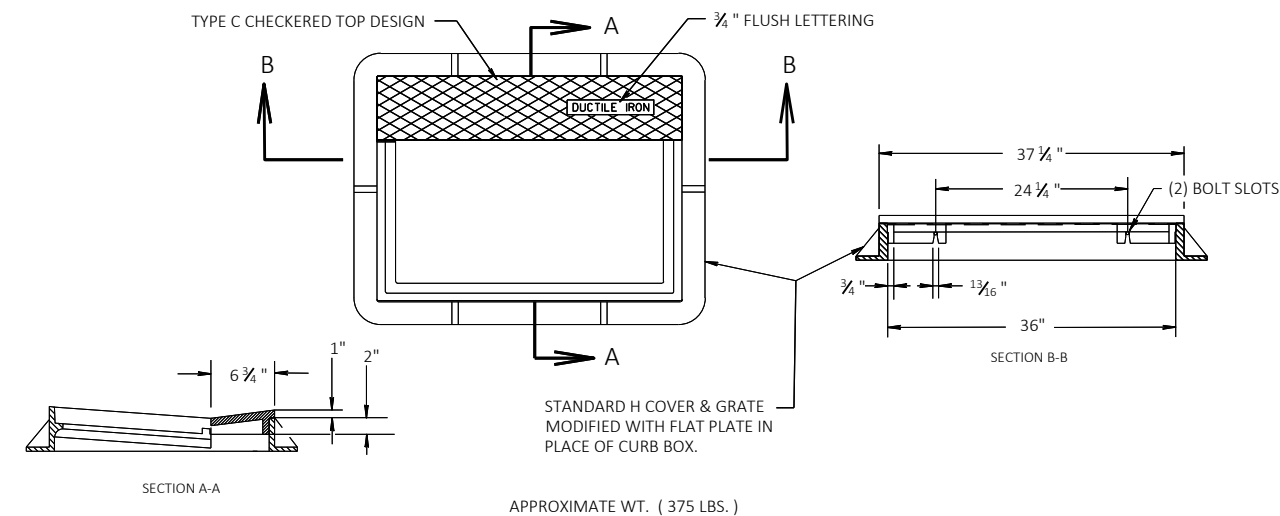
HMA PAVEMENT WIDENING 3 1/2" (MATCH PAVEMENT TYPE ON TYPICAL SECTIONS)

NOTE

PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

SNOWMOBILE TRAIL CROSSING WITH FULL WIDTH SHOULDERS

STA 665+00

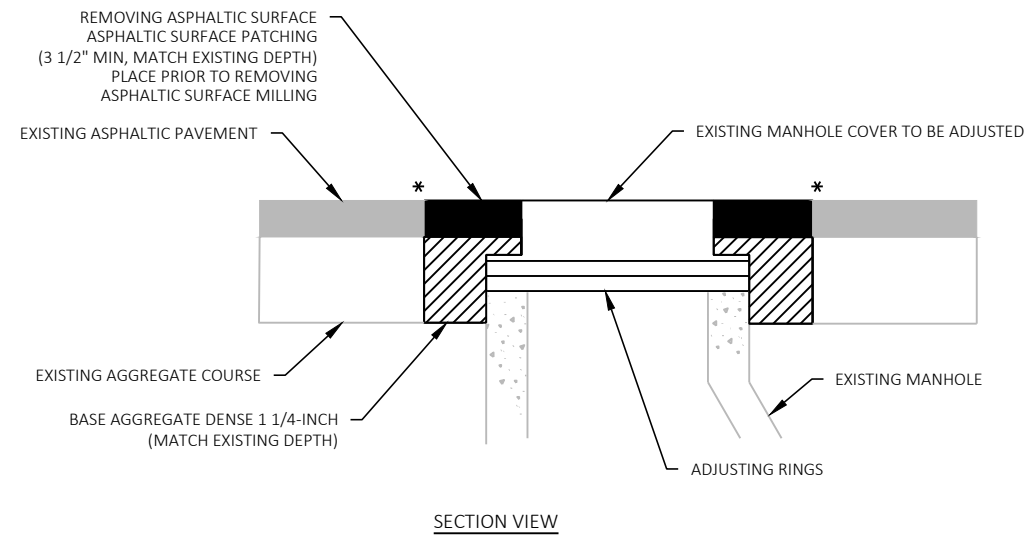
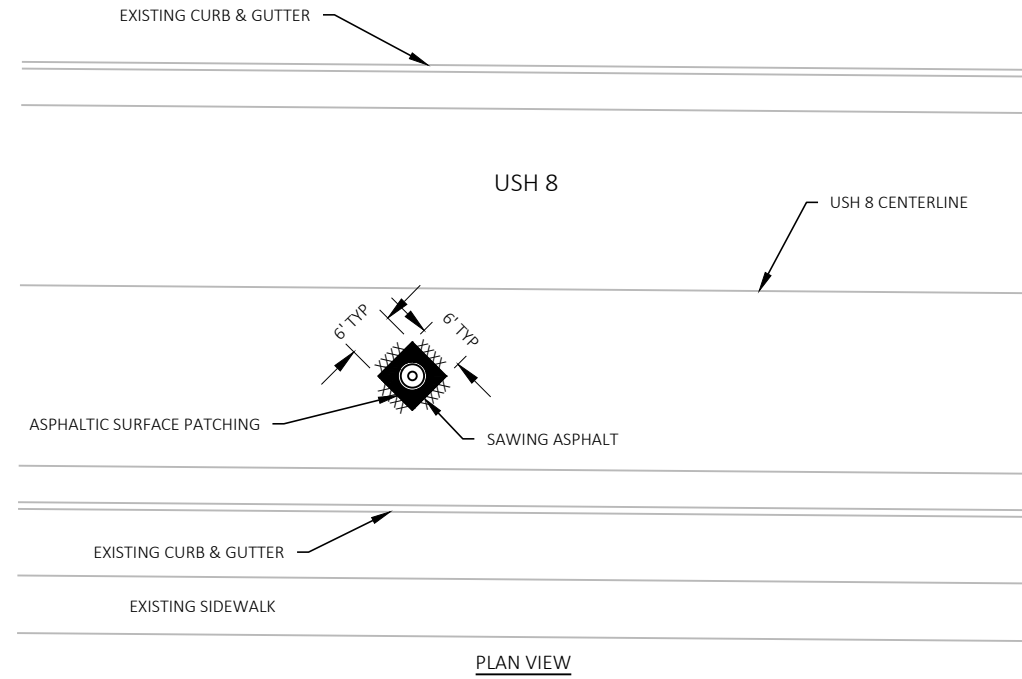


INLET COVER TYPE H-D

(WITH MOUNTABLE CURB PLATE)

STA 377+15, LT

APPROXIMATE WT. ( 375 LBS. )



NOTES

\* SAWCUT REQ'D

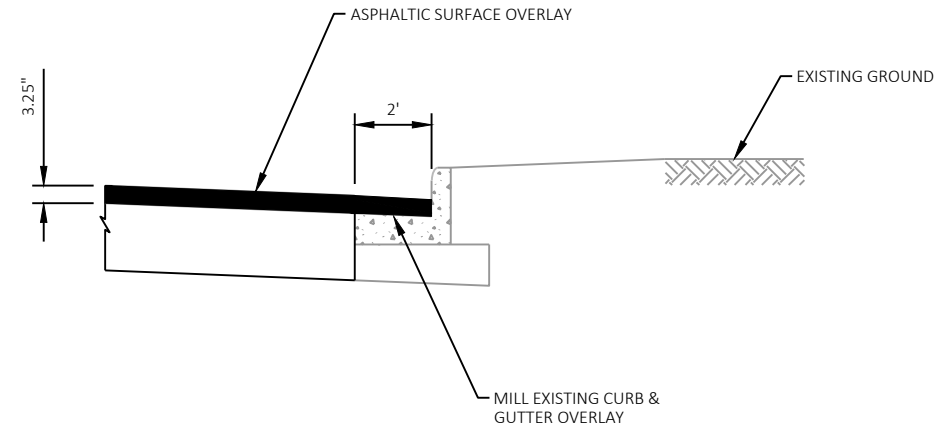
THE PATCHING FOR WATER VALVES SHOULD FOLLOW A SIMILAR DETAIL EXCEPT THAT THE ANTICIPATED PAVEMENT REMOVAL AREA IS ESTIMATED AT 3' X 3'.

THE MANHOLE AT STA 391+92 IS LOCATED IN EXISTING CONCRETE UNDER THE EXISTING ASPHALTIC SURFACE. FOLLOW THE DETAILS ABOVE EXCEPT USE THE SAWING CONCRETE ITEM IN PLACE OF SAWING ASPHALT, AND MATCH THE EXISTING CONCRETE PAVEMENT DEPTH FOR THE ASPHALTIC SURFACE PATCHING (10" MIN).

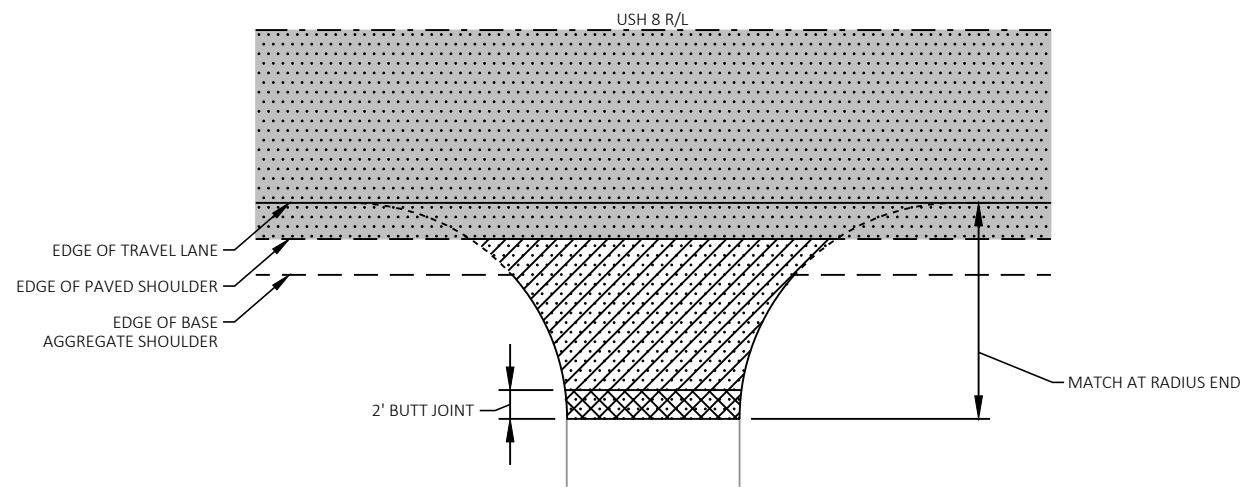
INSTALL CHIMNEY SEAL PER SPECIAL PROVISION REQUIREMENTS.





ADJUSTING MANHOLE COVERS AND ADJUSTING SANITARY SEWER MANHOLE COVERS DETAIL

SEE SECTION 5 PLAN SHEETS FOR LOCATIONS

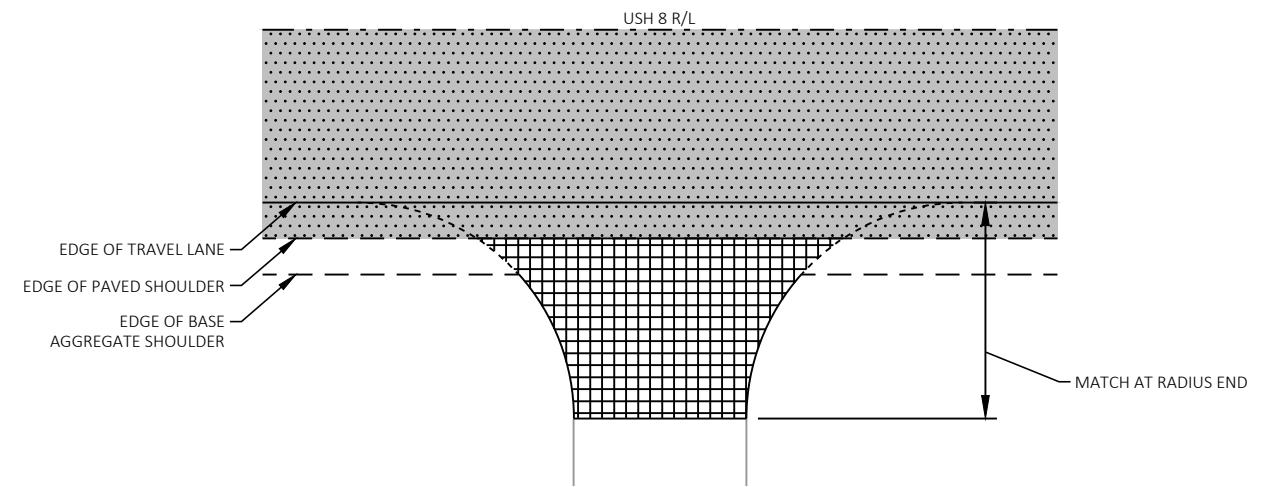





**CURB & GUTTER MILLING & ASPHALTIC SURFACE OVERLAY DETAIL**  
 STA 658+94 - STA 659+86, RT



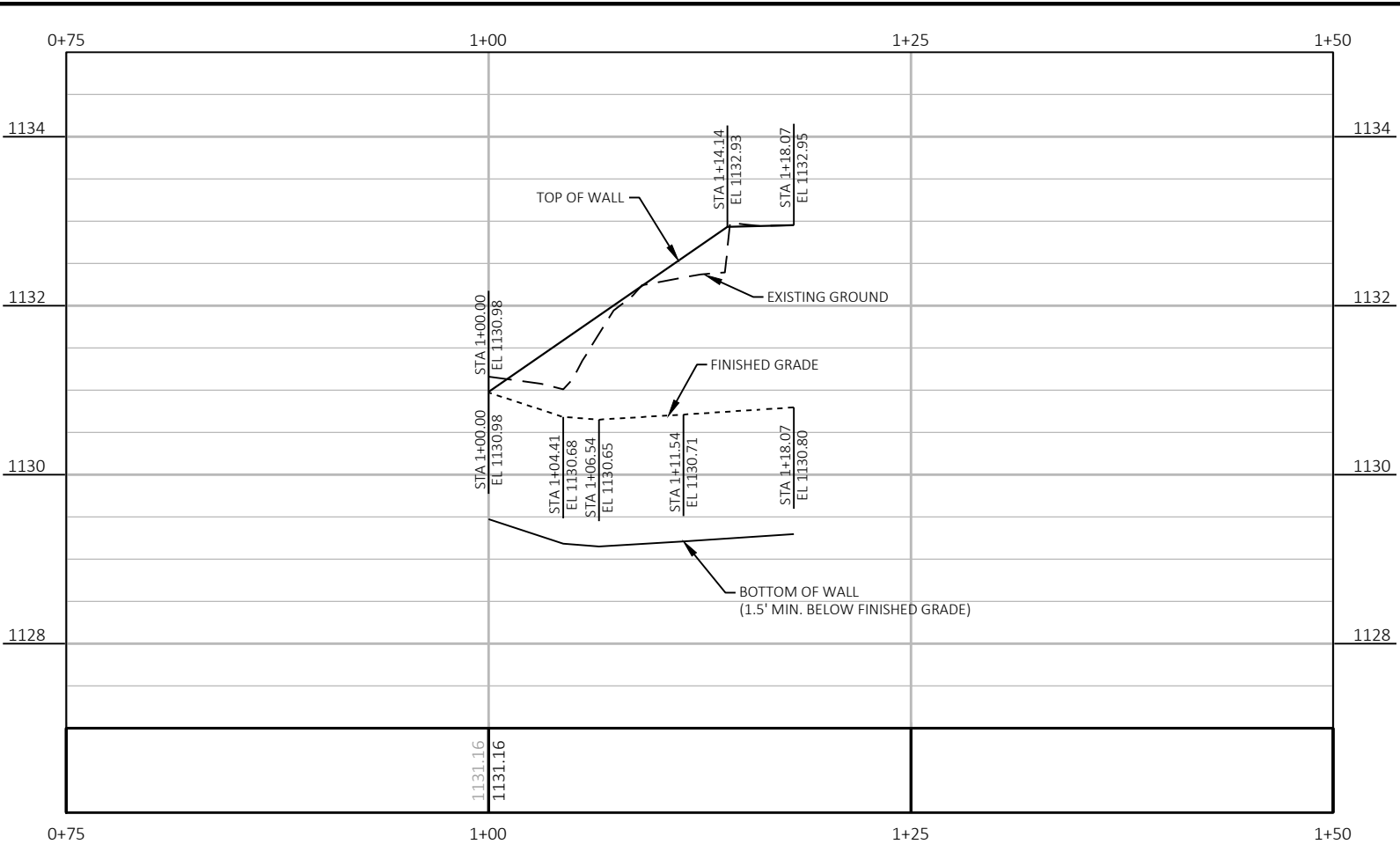
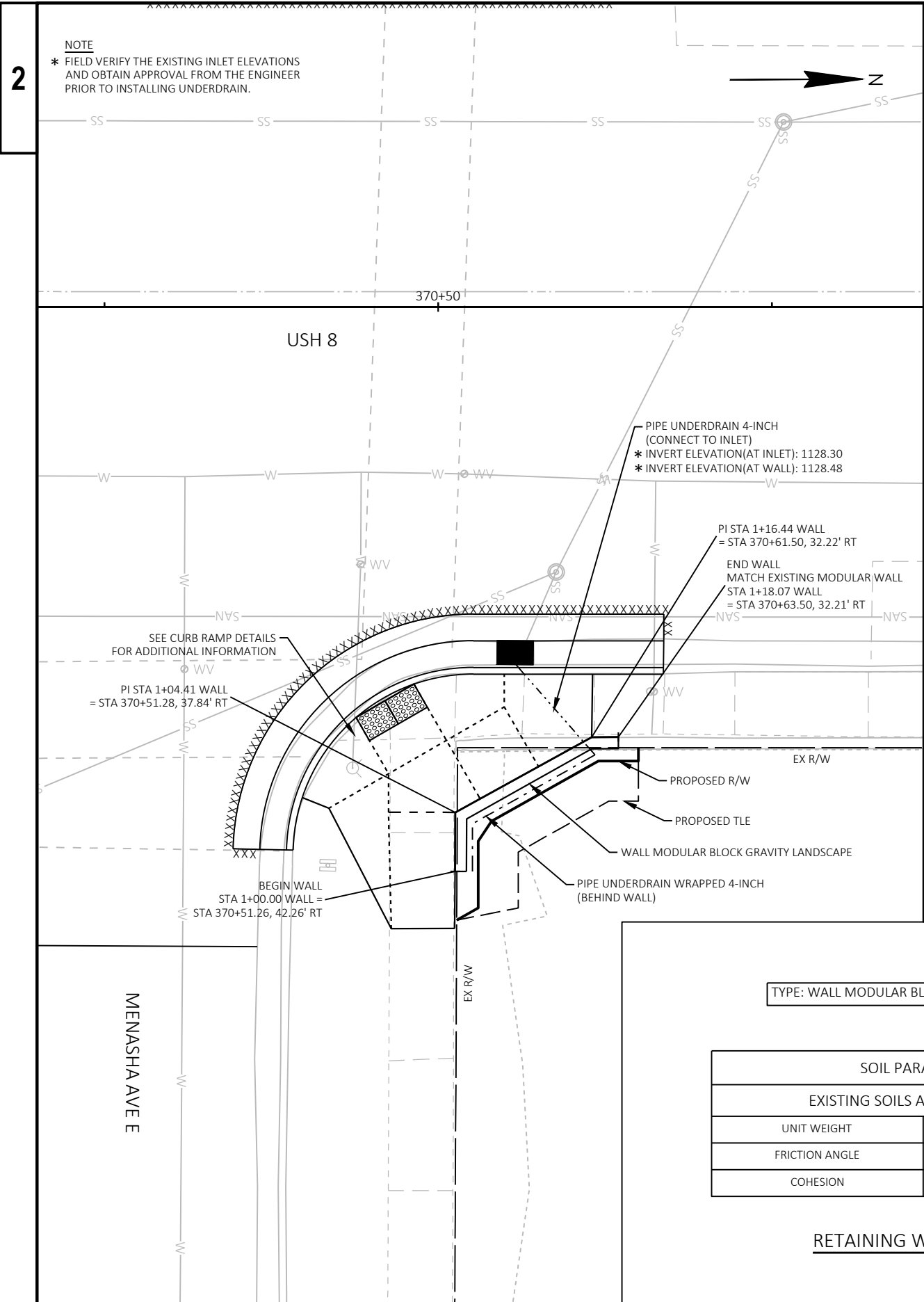
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS  
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING
-  REMOVING ASPHALTIC SURFACE MILLING
-  PROPOSED HMA PAVEMENT OVERLAY
-  PROPOSED 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

**PAVED DRIVEWAY DETAIL**  
 SEE SECTION 5 PLAN SHEETS FOR LOCATIONS

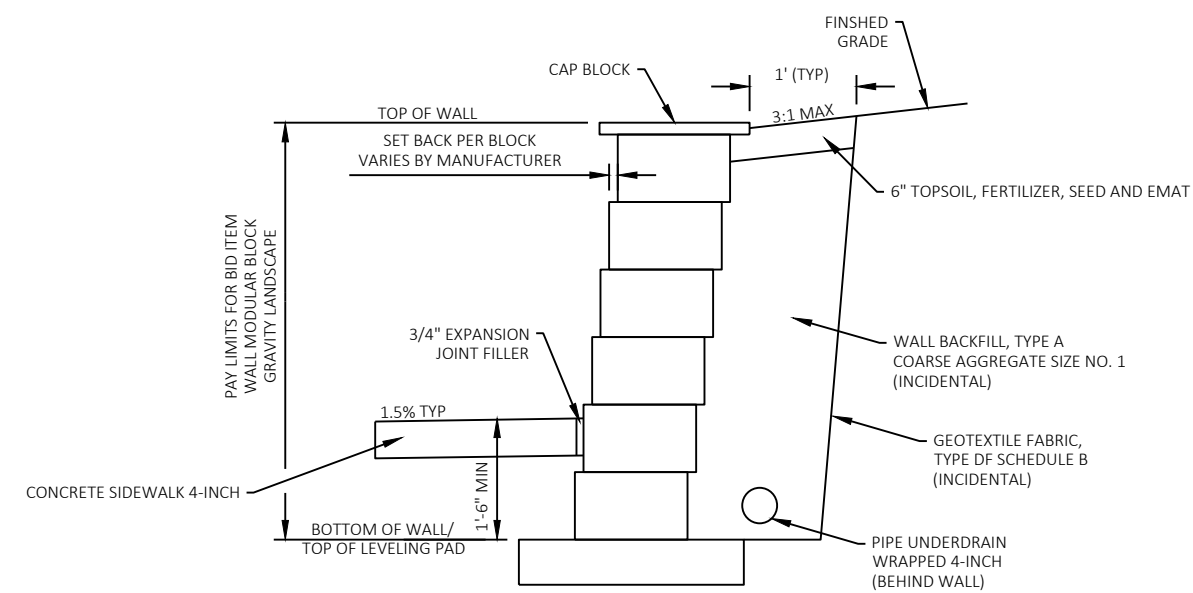


-  VARIABLE DEPTH BASE AGGREGATE DENSE 3/4-INCH
-  REMOVING ASPHALTIC SURFACE MILLING
-  PROPOSED HMA PAVEMENT OVERLAY

**UNPAVED DRIVEWAY DETAIL**  
 SEE SECTION 5 PLAN SHEETS FOR LOCATIONS



**WALL PROFILE**



**TYPICAL CROSS SECTION**

**NOTE**  
MATCH BLOCK SIZE, GRAY COLOR, AND TEXTURE AS CLOSE AS POSSIBLE TO EXISTING CONDITION. SUBMIT FOR APPROVAL BY THE ENGINEER PRIOR TO ORDERING MATERIALS.

TYPE: WALL MODULAR BLOCK GRAVITY LANDSCAPE

SOIL PARAMETERS	
EXISTING SOILS ARE SANDY LOAM	
UNIT WEIGHT	100 LBS/CF
FRICTION ANGLE	30 DEGREES
COHESION	105 LBS/SF

**RETAINING WALL DETAILS**

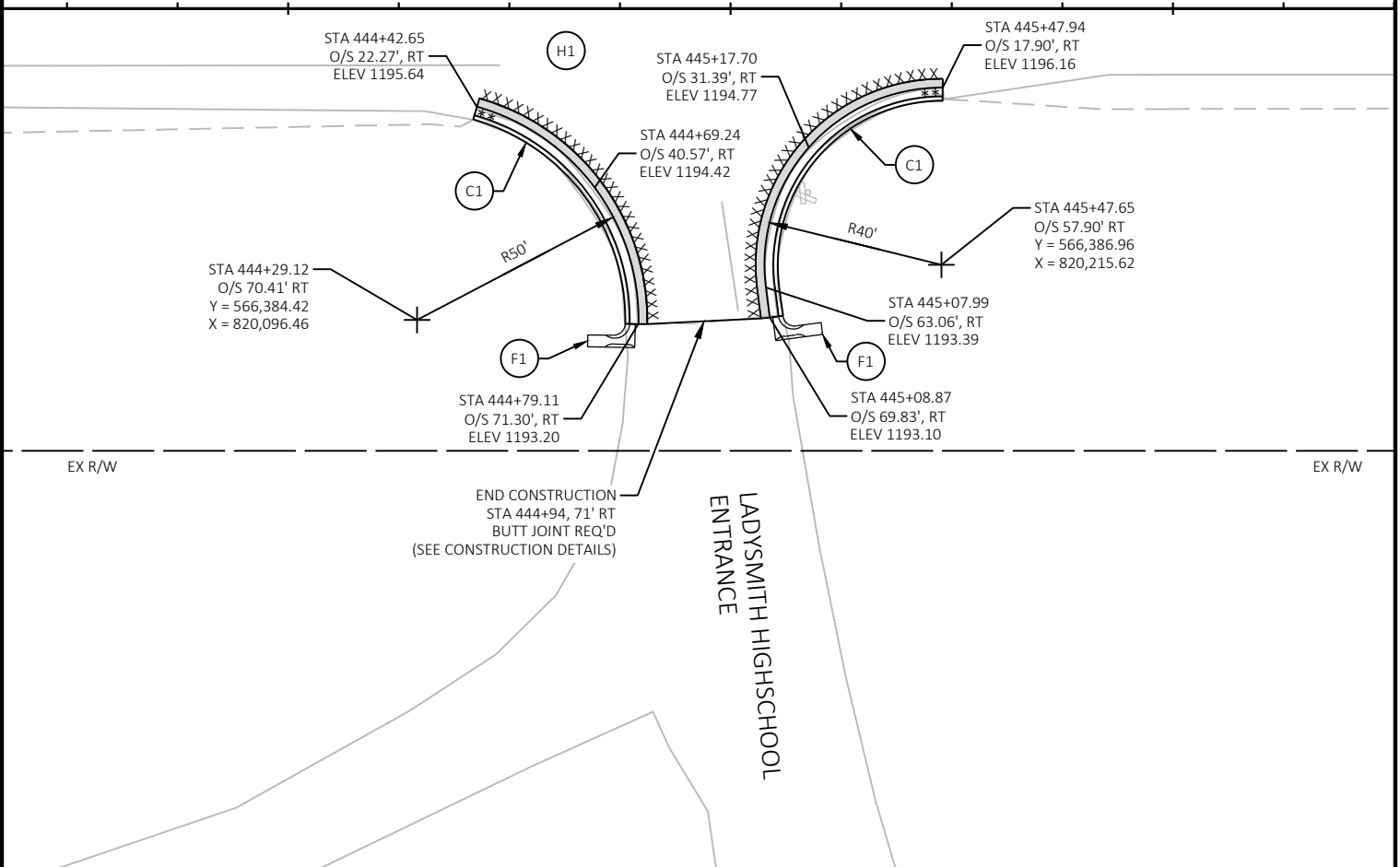
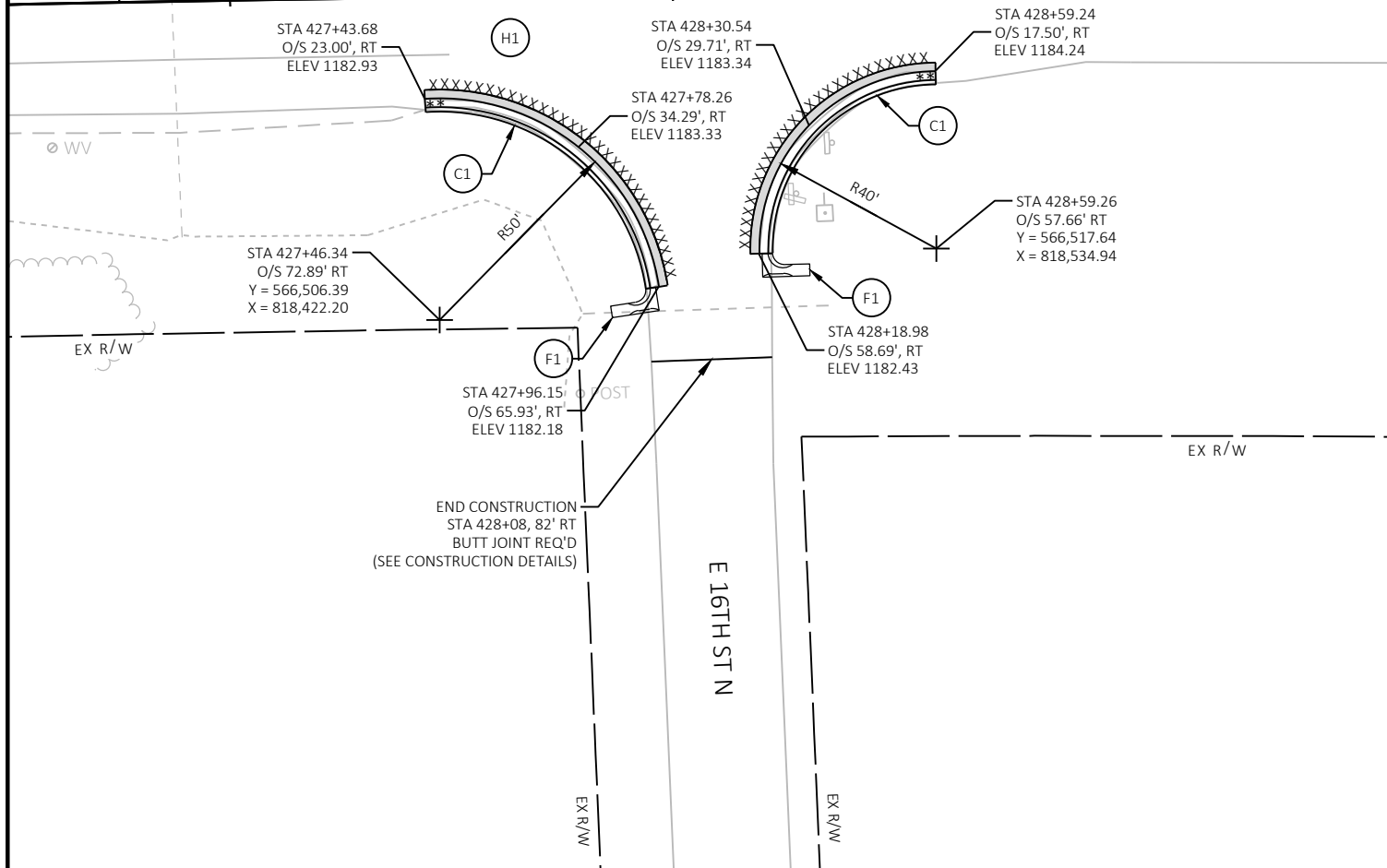
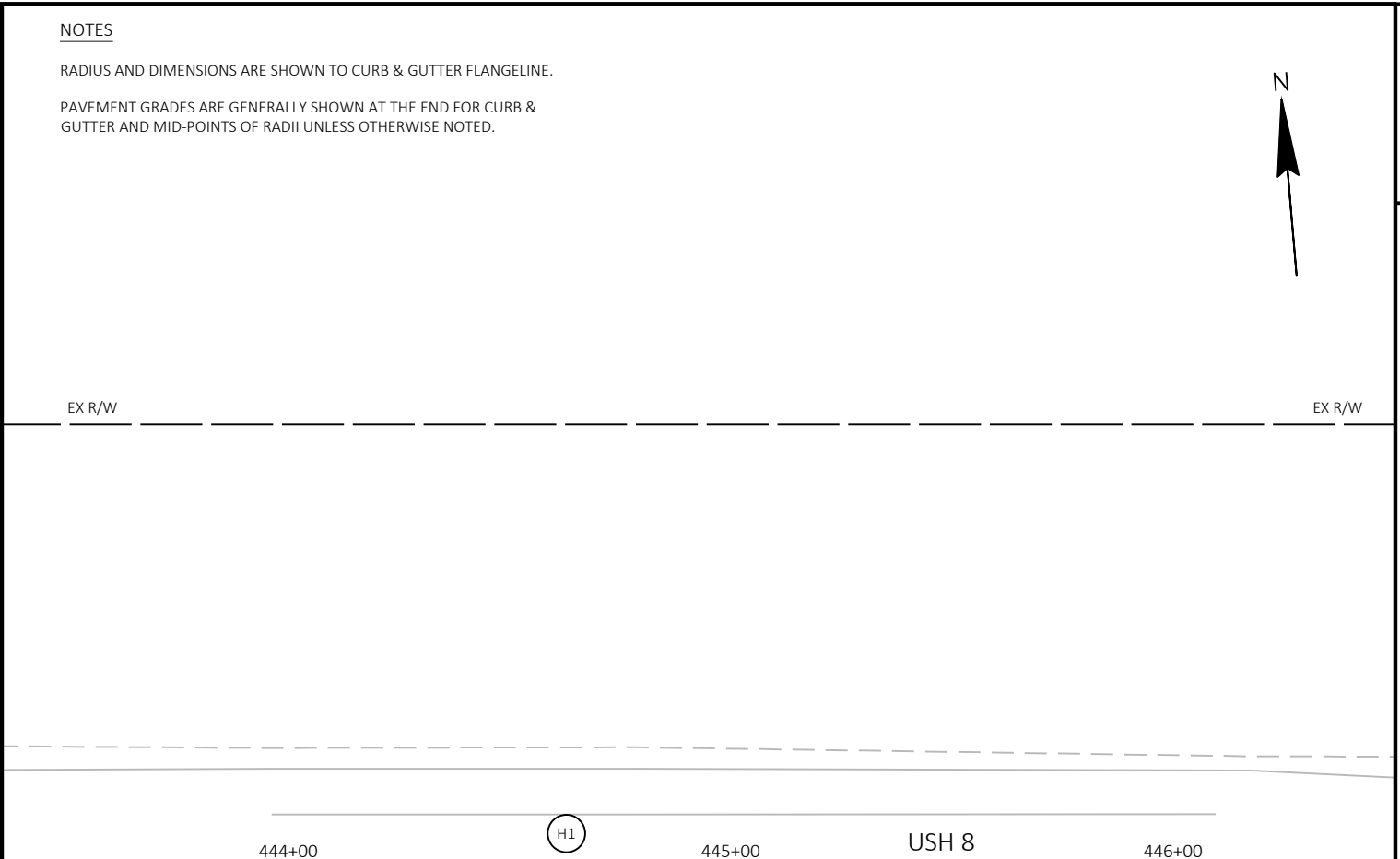
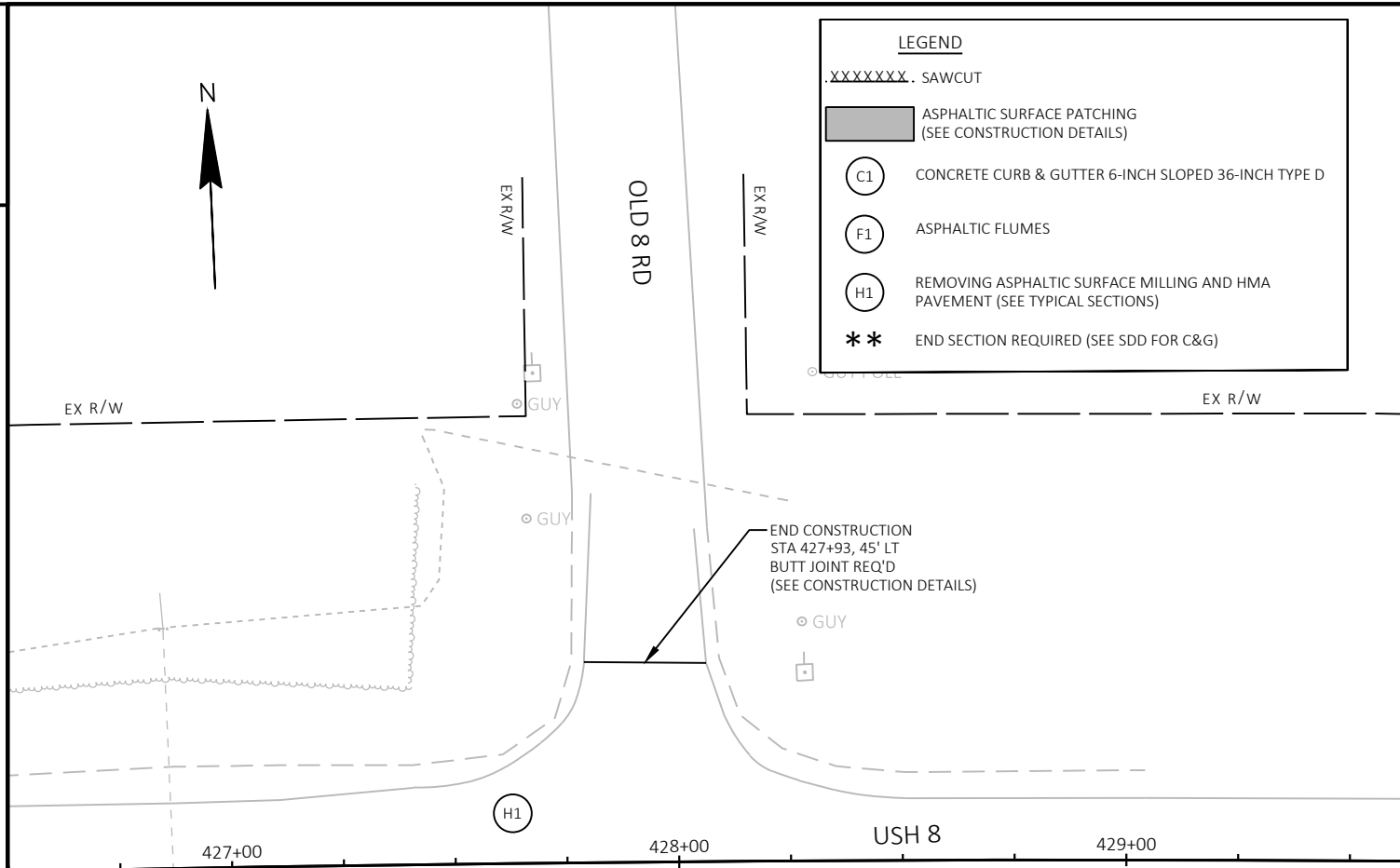
**LEGEND**

- XXXXXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- C1 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- F1 ASPHALTIC FLUMES
- H1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)
- \*\* END SECTION REQUIRED (SEE SDD FOR C&G)

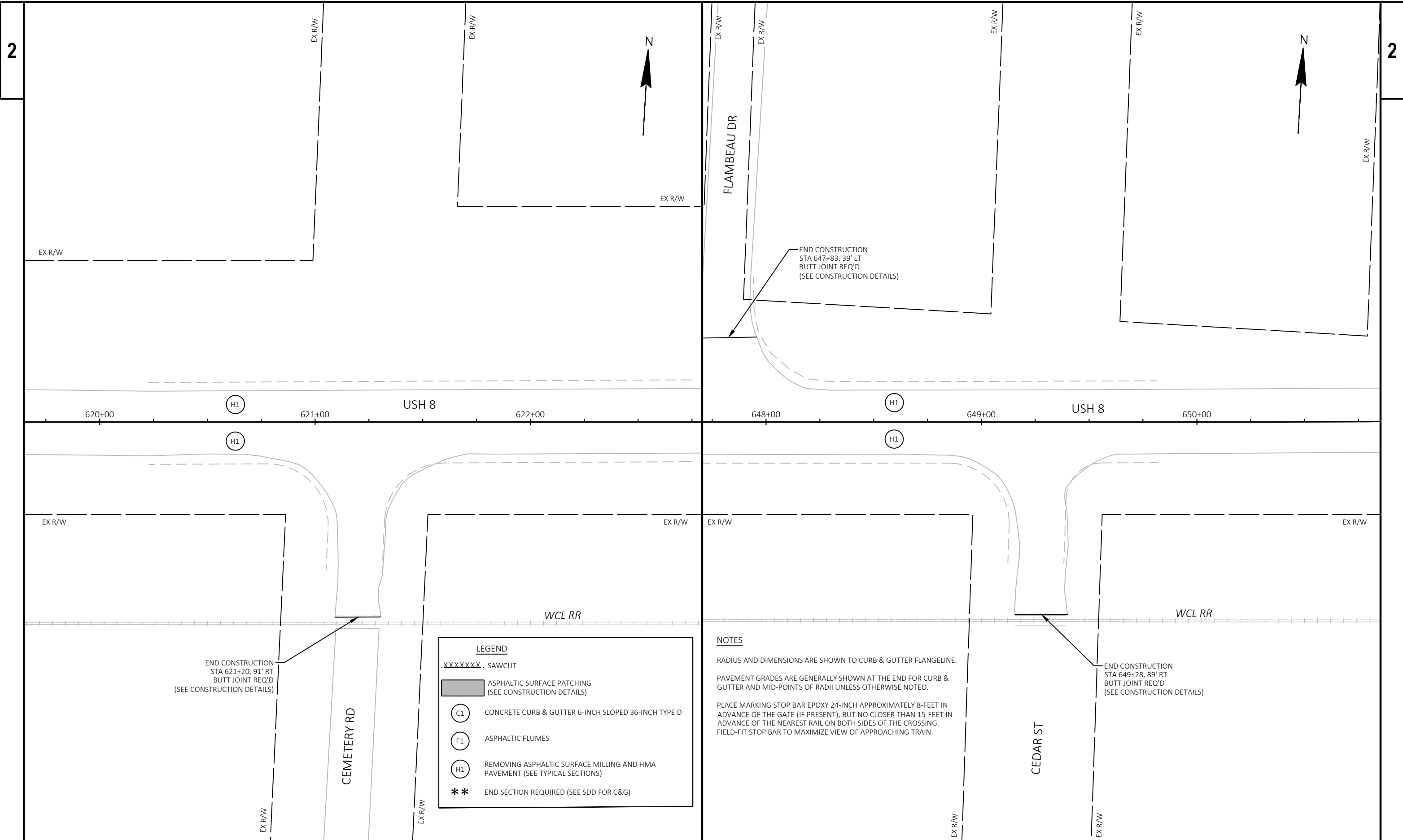
**NOTES**

RADIUS AND DIMENSIONS ARE SHOWN TO CURB & GUTTER FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END FOR CURB & GUTTER AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

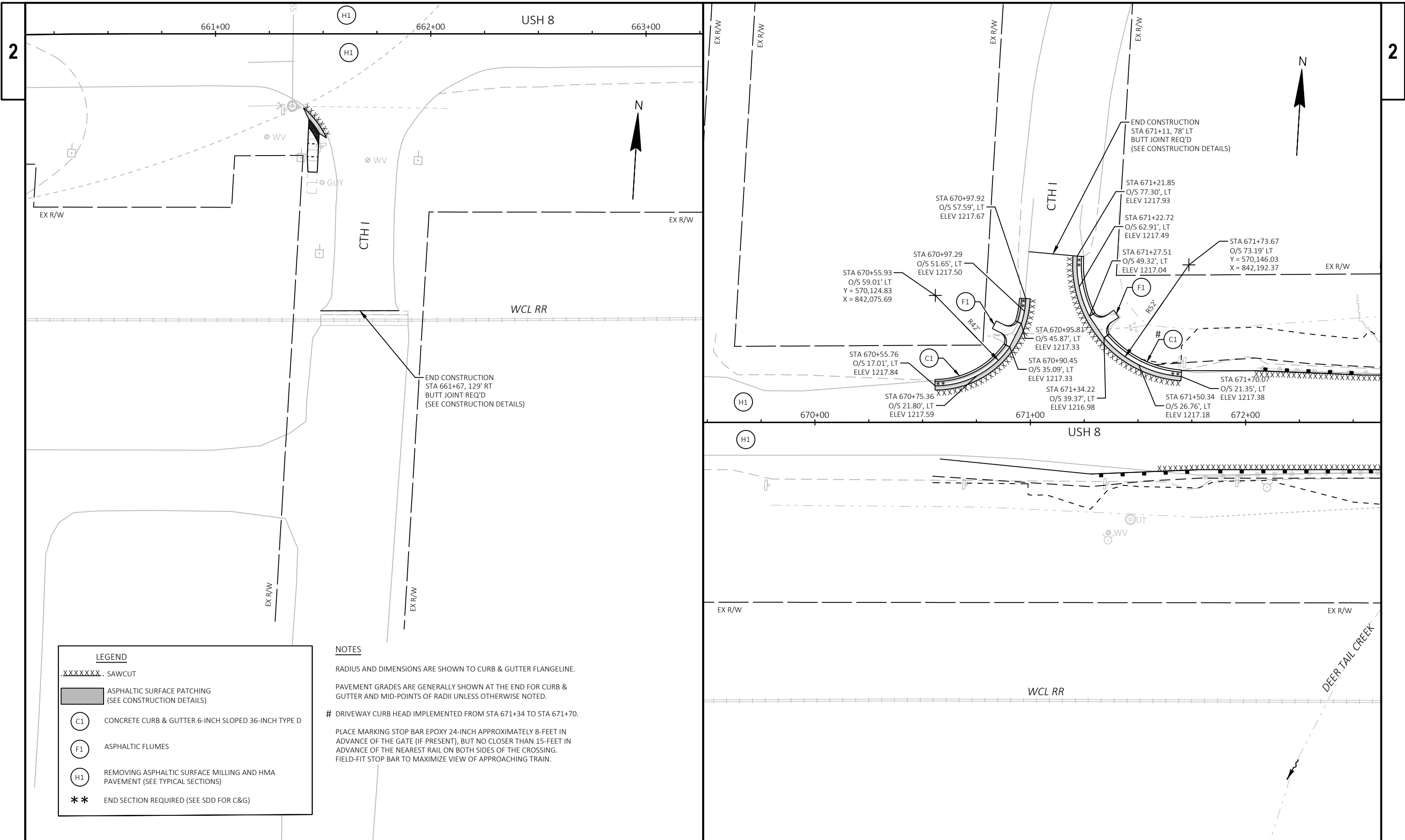






2

2



**LEGEND**

- .XXXXXXXX. SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- C1 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- F1 ASPHALTIC FLUMES
- H1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)
- \*\* END SECTION REQUIRED (SEE SDD FOR C&G)

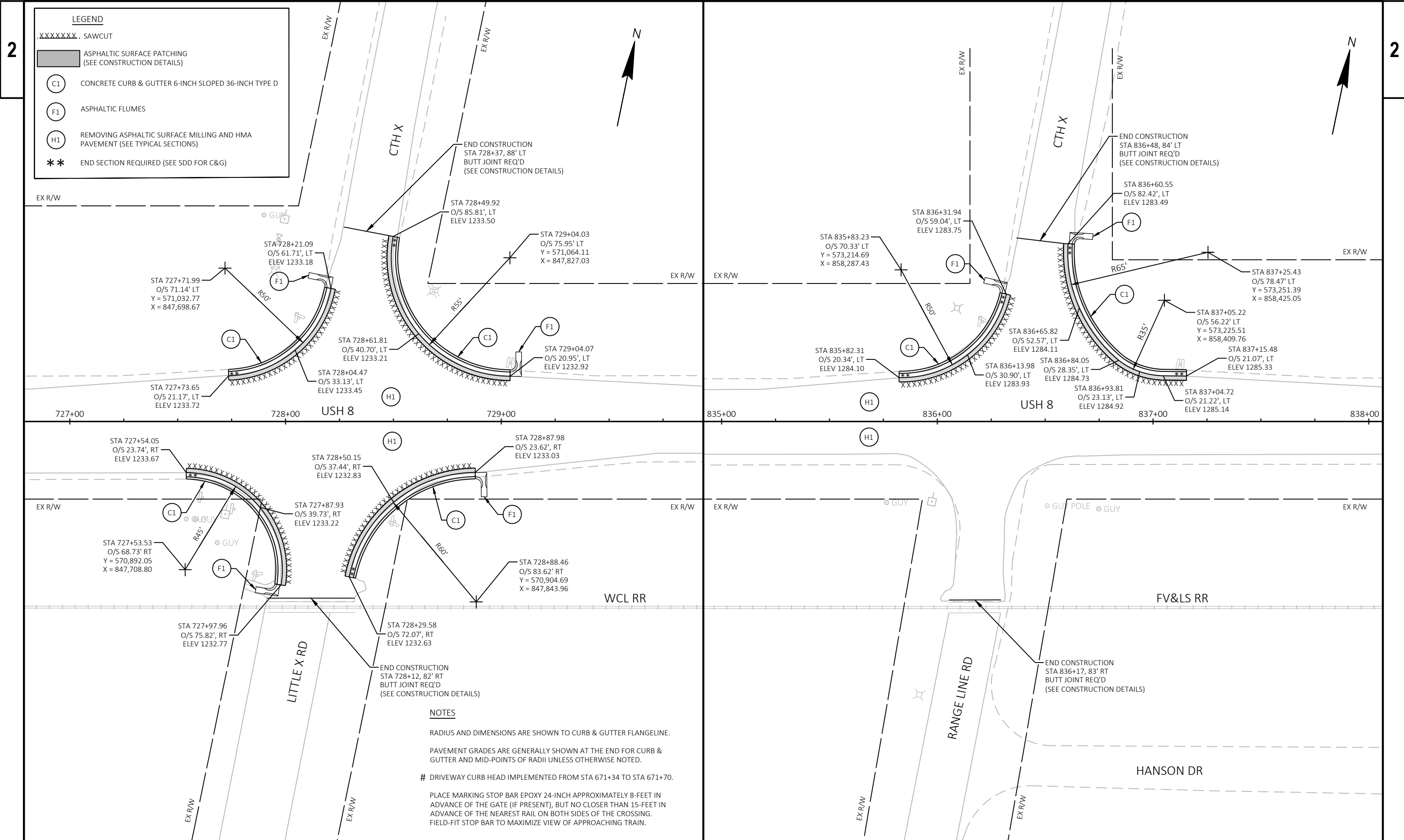
**NOTES**

RADIUS AND DIMENSIONS ARE SHOWN TO CURB & GUTTER FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END FOR CURB & GUTTER AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

# DRIVEWAY CURB HEAD IMPLEMENTED FROM STA 671+34 TO STA 671+70.

PLACE MARKING STOP BAR EPOXY 24-INCH APPROXIMATELY 8-FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15-FEET IN ADVANCE OF THE NEAREST RAIL ON BOTH SIDES OF THE CROSSING. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.



**LEGEND**

- XXXXXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- C1 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- F1 ASPHALTIC FLUMES
- H1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)
- \*\* END SECTION REQUIRED (SEE SDD FOR C&G)

**NOTES**



RADIUS AND DIMENSIONS ARE SHOWN TO CURB & GUTTER FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END FOR CURB & GUTTER AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

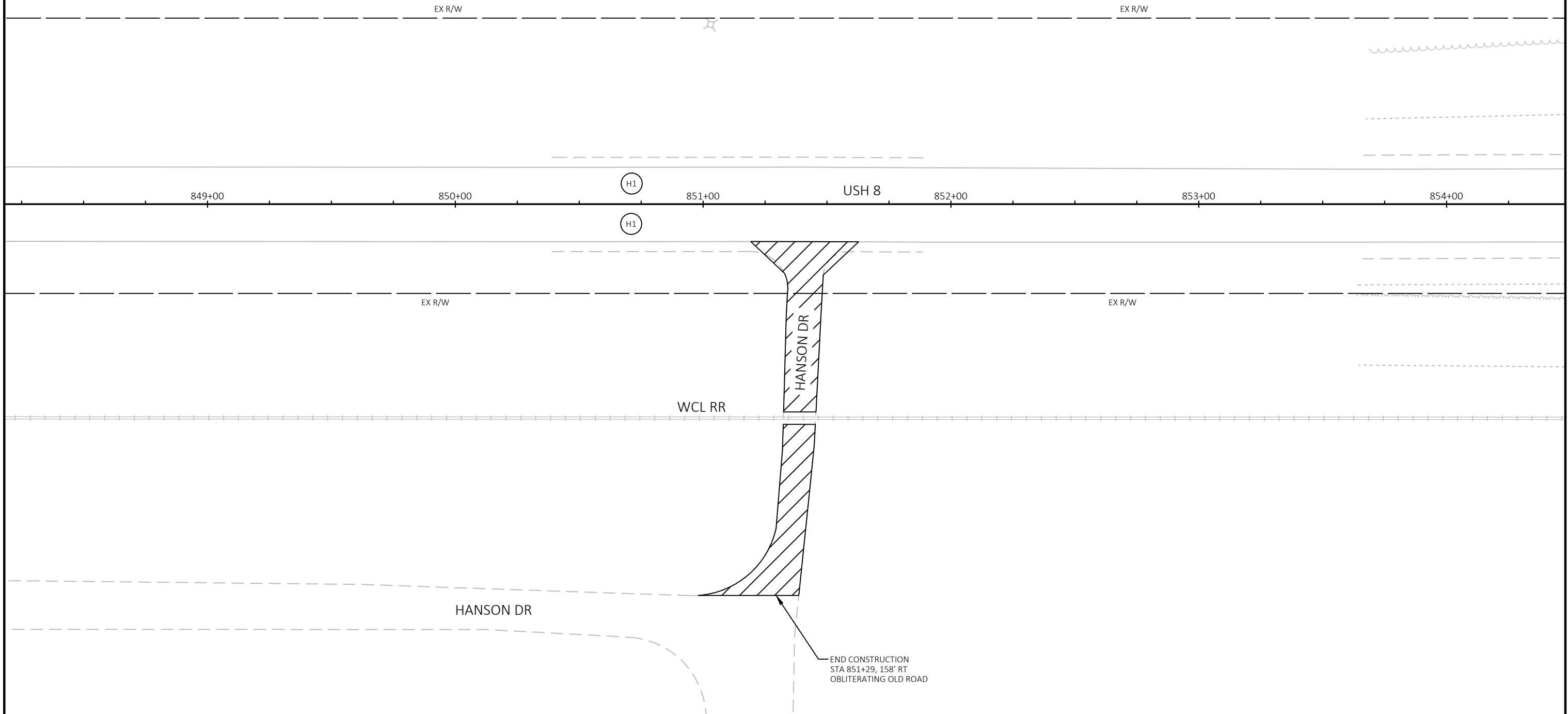
# DRIVEWAY CURB HEAD IMPLEMENTED FROM STA 671+34 TO STA 671+70.

PLACE MARKING STOP BAR EPOXY 24-INCH APPROXIMATELY 8-FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15-FEET IN ADVANCE OF THE NEAREST RAIL ON BOTH SIDES OF THE CROSSING. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

**LEGEND**

-  OBLITERATING OLD ROAD
-  REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)

**NOTE**  
 SHAPE DITCHES ALONG USH 8 TO ENSURE POSITIVE DRAINAGE THROUGH THE OBLITERATED AREA.



PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	INTERSECTION DETAILS	SHEET	<b>E</b>
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**LEGEND**

XXXXXXX . SAWCUT

ASPHALTIC SURFACE PATCHING  
(SEE CONSTRUCTION DETAILS)

C1 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

F1 ASPHALTIC FLUMES

H1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)

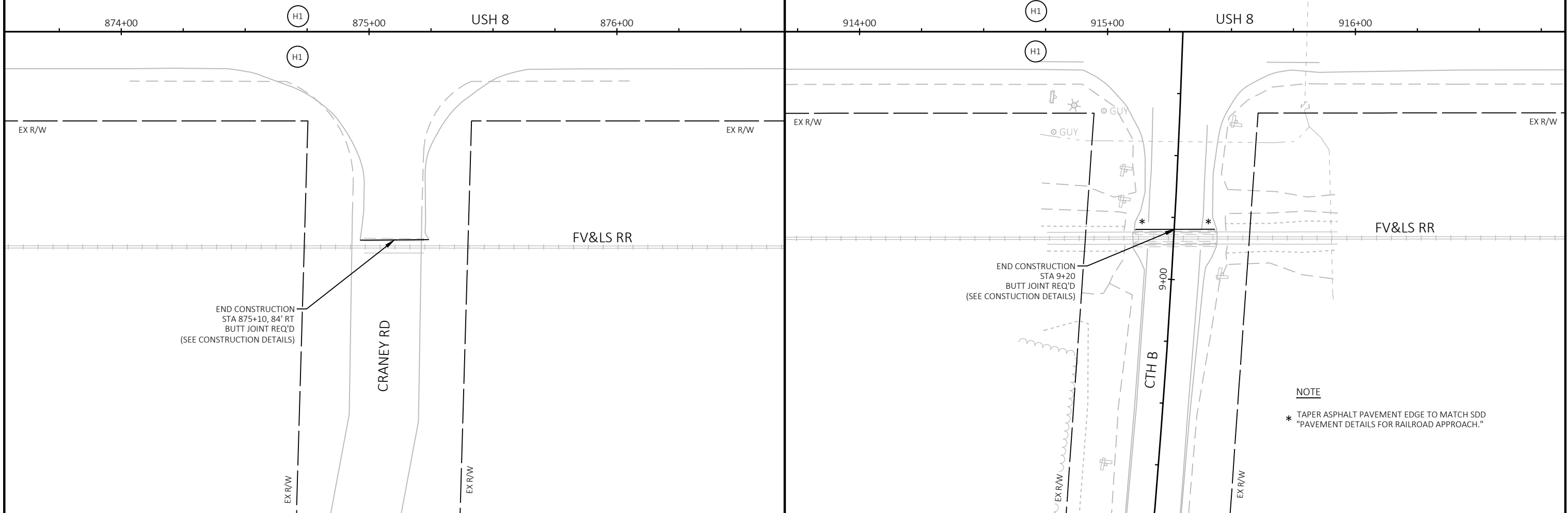
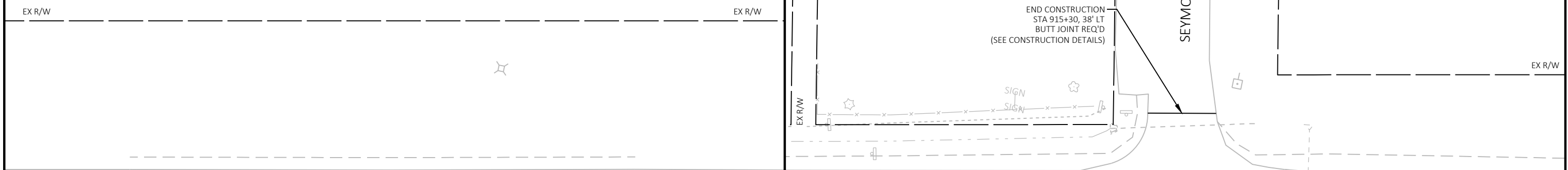
\*\* END SECTION REQUIRED (SEE SDD FOR C&G)

**NOTES**

RADIUS AND DIMENSIONS ARE SHOWN TO CURB & GUTTER FLANGELINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END FOR CURB & GUTTER AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

PLACE MARKING STOP BAR EPOXY 24-INCH APPROXIMATELY 8-FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15-FEET IN ADVANCE OF THE NEAREST RAIL ON BOTH SIDES OF THE CROSSING. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN. SEE SIGNING AND MARKING SHEET FOR CTH B.



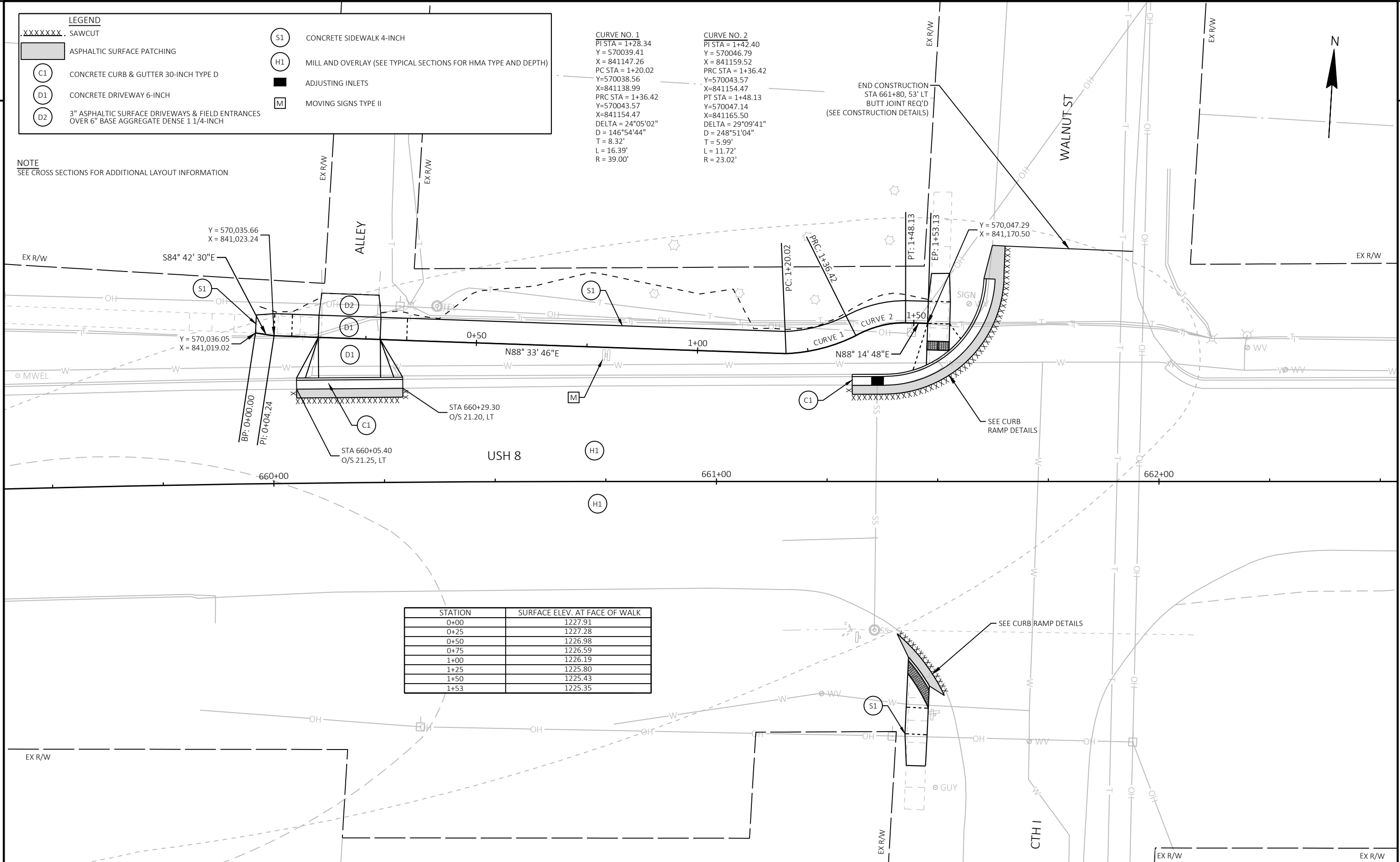
**LEGEND**

- XXXXXXX SAWCUT
- ASPHALTIC SURFACE PATCHING
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- D1 CONCRETE DRIVEWAY 6-INCH
- D2 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- S1 CONCRETE SIDEWALK 4-INCH
- H1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- ADJUSTING INLETS
- M MOVING SIGNS TYPE II

**CURVE NO. 1**  
 PI STA = 1+28.34  
 Y = 570039.41  
 X = 841147.26  
 PC STA = 1+20.02  
 Y = 570038.56  
 X = 841138.99  
 PRC STA = 1+36.42  
 Y = 570043.57  
 X = 841154.47  
 DELTA = 24°05'02"  
 D = 146°54'44"  
 T = 8.32'  
 L = 16.39'  
 R = 39.00'

**CURVE NO. 2**  
 PI STA = 1+42.40  
 Y = 570046.79  
 X = 841159.52  
 PRC STA = 1+36.42  
 Y = 570043.57  
 X = 841154.47  
 PT STA = 1+48.13  
 Y = 570047.14  
 X = 841165.50  
 DELTA = 29°09'41"  
 D = 248°51'04"  
 T = 5.99'  
 L = 11.72'  
 R = 23.02'

**NOTE**  
 SEE CROSS SECTIONS FOR ADDITIONAL LAYOUT INFORMATION



STATION	SURFACE ELEV. AT FACE OF WALK
0+00	1227.91
0+25	1227.28
0+50	1226.98
0+75	1226.59
1+00	1226.19
1+25	1225.80
1+50	1225.43
1+53	1225.35

**NOTES**  
 CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION  
 THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION  
 DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS  
 SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS  
 ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L  
 SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS

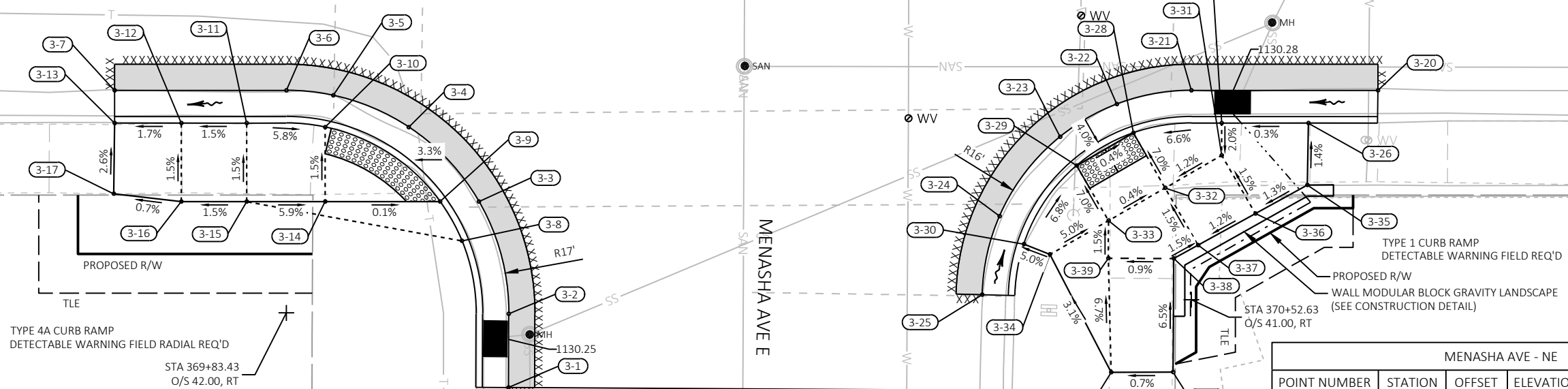
USH 8



369+50

370+00

370+50



MENASHA AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-1	370+00.40	47.71' RT	1130.29	564956.09	813843.38
3-2	370+00.43	42.07' RT	1130.23	564955.97	813837.74
3-3	369+98.15	33.50' RT	1130.14	564953.49	813829.23
3-4	369+92.78	27.81' RT	1130.06	564947.98	813823.67
3-5	369+87.01	25.38' RT	1130.00	564942.15	813821.38
3-6	369+83.43	25.00' RT	1129.94	564938.56	813821.09
3-7	369+70.30	25.00' RT	1129.74	564925.44	813821.41
3-8	369+96.84	36.50' RT	1130.59	564952.26	813832.26
3-9	369+95.17	33.50' RT	1130.05	564950.51	813829.30
3-10	369+86.39	27.81' RT	1129.97	564941.59	813823.82
3-11	369+80.39	27.50' RT	1130.32	564935.59	813823.66
3-12	369+75.39	27.50' RT	1130.24	564930.59	813823.78
3-13	369+70.30	27.50' RT	1130.15	564925.50	813823.91
3-14	369+86.39	33.50' RT	1130.05	564941.73	813829.51
3-15	369+80.39	33.50' RT	1130.41	564935.73	813829.66
3-16	369+75.39	33.50' RT	1130.33	564930.73	813829.78
3-17	369+70.23	32.90' RT	1130.29	564925.56	813829.31

MENASHA AVE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-20	370+66.89	25.00' RT	1130.39	565022.01	813819.07
3-21	370+52.63	25.00' RT	1130.26	565007.75	813819.41
3-22	370+46.93	26.05' RT	1130.28	565002.07	813820.60
3-23	370+42.60	28.55' RT	1130.30	564997.80	813823.21
3-24	370+37.96	34.61' RT	1130.32	564993.32	813829.37
3-25	370+36.64	40.61' RT	1130.34	564992.13	813835.41
3-26	370+61.57	27.50' RT	1130.70	565016.75	813821.70
3-27	370+54.95	27.50' RT	1130.69	565010.13	813821.86
3-28	370+48.19	28.25' RT	1130.24	565003.39	813822.77
3-29	370+43.86	30.74' RT	1130.25	564999.12	813825.36
3-30	370+39.82	36.74' RT	1130.75	564995.23	813831.46
3-31	370+54.95	29.95' RT	1130.64	565010.19	813824.31
3-32	370+50.62	32.45' RT	1130.58	565005.92	813826.91
3-33	370+46.29	34.95' RT	1130.59	565001.65	813829.51
3-34	370+41.81	37.53' RT	1130.85	564997.24	813832.21
3-35	370+61.50	32.22' RT	1130.77	565016.79	813826.42
3-36	370+57.52	34.41' RT	1130.71	565012.87	813828.70
3-37	370+53.14	36.82' RT	1130.65	565008.54	813831.22
3-38	370+51.28	37.84' RT	1130.68	565006.71	813832.29
3-39	370+46.28	37.83' RT	1130.64	565001.71	813832.39
3-40	370+46.49	46.55' RT	1131.22	565002.13	813841.10
3-41	370+51.24	46.53' RT	1131.25	565006.87	813840.97

**LEGEND**

- XXXXXXX SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY

LEGEND

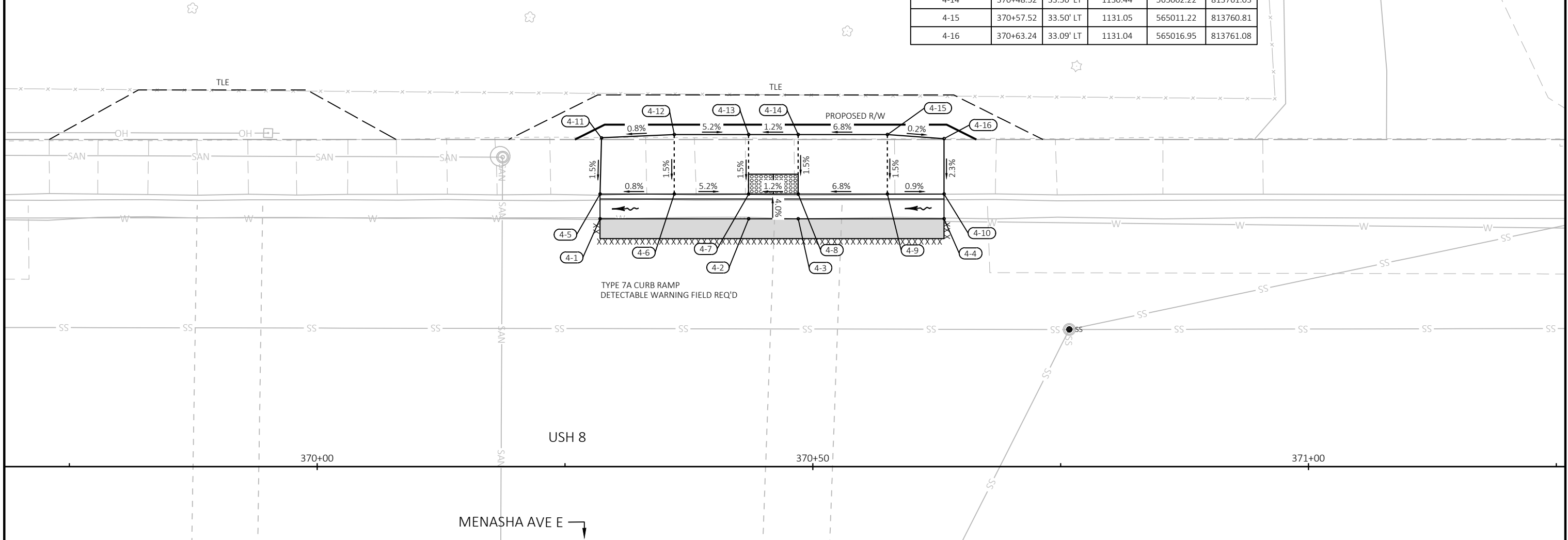
- .XXXXXXXX. SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- ← SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY



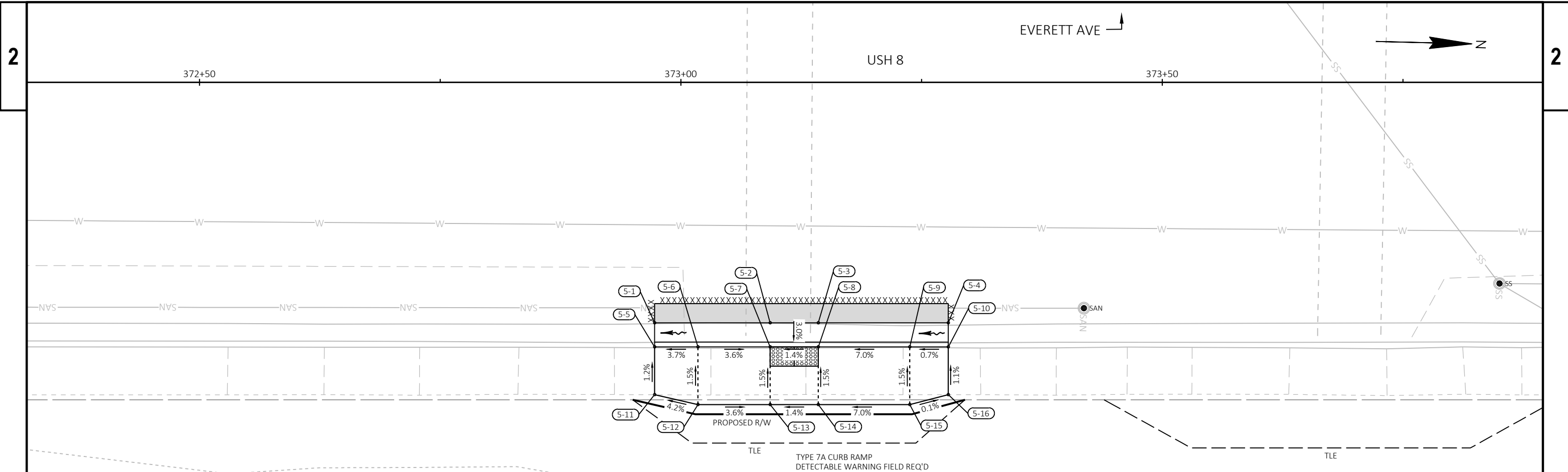
NOTES

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L
- SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS

STA. 370+45 LT - MID-BLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-1	370+28.53	25.00' LT	1130.23	564982.44	813770.01
4-2	370+43.52	25.00' LT	1130.36	564997.43	813769.65
4-3	370+48.52	25.00' LT	1130.42	565002.43	813769.53
4-4	370+63.24	25.00' LT	1130.54	565017.14	813769.17
4-5	370+28.53	27.50' LT	1130.62	564982.38	813767.51
4-6	370+36.02	27.50' LT	1130.68	564989.87	813767.33
4-7	370+43.52	27.50' LT	1130.29	564997.37	813767.15
4-8	370+48.52	27.50' LT	1130.35	565002.37	813767.03
4-9	370+57.52	27.50' LT	1130.96	565011.37	813766.81
4-10	370+63.24	27.50' LT	1130.91	565017.08	813766.67
4-11	370+28.68	33.15' LT	1130.71	564982.39	813761.86
4-12	370+36.02	33.50' LT	1130.77	564989.73	813761.33
4-13	370+43.52	33.50' LT	1130.38	564997.23	813761.15
4-14	370+48.52	33.50' LT	1130.44	565002.22	813761.03
4-15	370+57.52	33.50' LT	1131.05	565011.22	813760.81
4-16	370+63.24	33.09' LT	1131.04	565016.95	813761.08







**LEGEND**

.XXXXXXXX. SAWCUT	CURB RAMP DETECTABLE WARNING FIELD
ASPHALTIC SURFACE PATCHING	CURB RAMP DETECTABLE WARNING FIELD RADIAL
3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH	ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
CONCRETE CURB & GUTTER 30-INCH TYPE D	ADJUSTING MANHOLE COVERS (STORM SEWER)
4-INCH CONCRETE SIDEWALK	ADJUSTING SANITARY MANHOLE COVERS
MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)	ADJUSTING WATER VALVE BOXES
MOVING SIGNS TYPE II	EXISTING RIGHT-OF-WAY
SURFACE WATER FLOW	

**NOTES**

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L

SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS

STA. 373+15 RT - MID-BLOCK

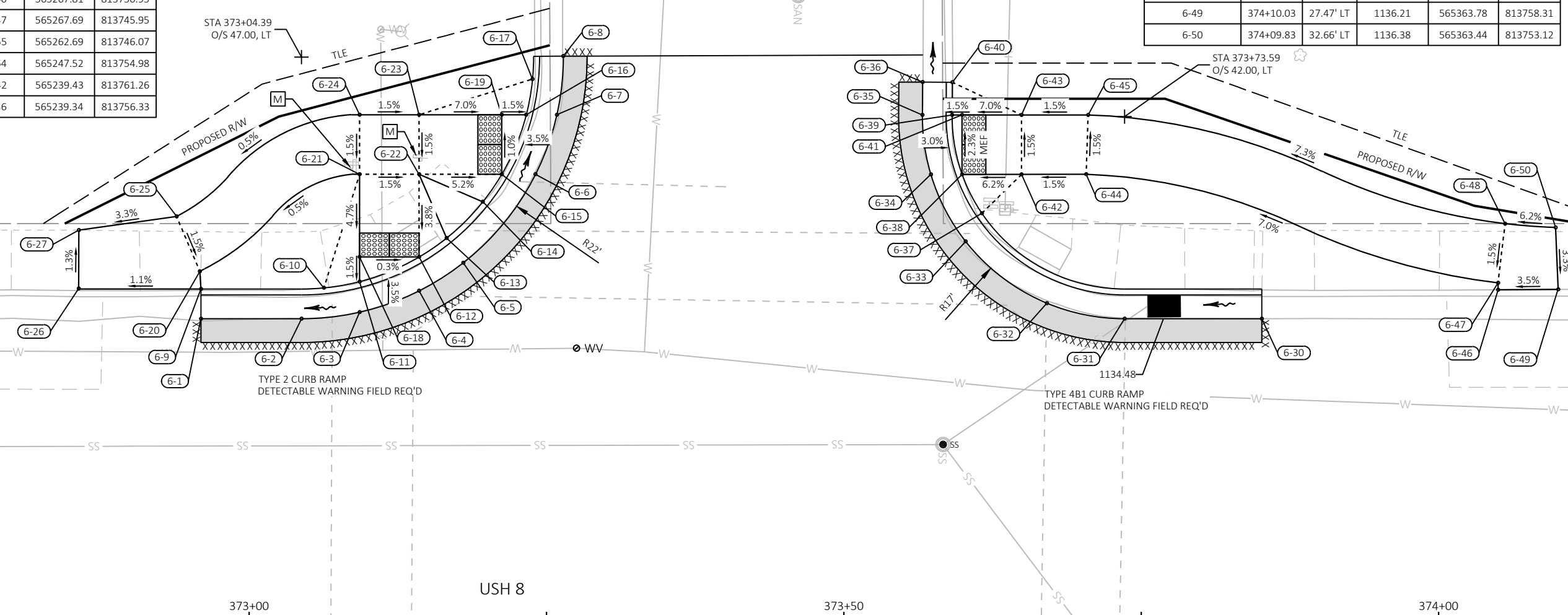
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-1	372+97.28	25.00' RT	1132.29	565252.32	813813.49
5-2	373+09.28	25.00' RT	1132.52	565264.32	813813.20
5-3	373+14.28	25.00' RT	1132.64	565269.32	813813.08
5-4	373+27.78	25.00' RT	1132.91	565282.81	813812.75
5-5	372+97.28	27.50' RT	1132.60	565252.38	813815.99
5-6	373+01.78	27.50' RT	1132.77	565256.88	813815.88
5-7	373+09.28	27.50' RT	1132.50	565264.38	813815.70
5-8	373+14.28	27.50' RT	1132.57	565269.38	813815.58
5-9	373+23.78	27.50' RT	1133.23	565278.88	813815.35
5-10	373+27.78	27.50' RT	1133.26	565282.87	813815.25
5-11	372+97.28	32.47' RT	1132.66	565252.50	813820.96
5-12	373+01.78	33.50' RT	1132.86	565257.03	813821.88
5-13	373+09.28	33.50' RT	1132.59	565264.52	813821.70
5-14	373+14.28	33.50' RT	1132.66	565269.52	813821.57
5-15	373+23.78	33.50' RT	1133.32	565279.02	813821.34
5-16	373+27.78	32.46' RT	1133.32	565282.99	813820.21

EVERETT AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-1	372+95.94	25.00' LT	1132.13	565249.77	813763.54
6-2	373+04.39	25.00' LT	1132.16	565258.23	813763.33
6-3	373+09.28	25.55' LT	1132.19	565263.09	813762.66
6-4	373+14.28	27.34' LT	1132.21	565268.05	813760.75
6-5	373+17.99	29.70' LT	1132.23	565271.70	813758.30
6-6	373+24.06	37.14' LT	1132.09	565277.59	813750.71
6-7	373+25.85	42.14' LT	1132.02	565279.26	813745.67
6-8	373+26.39	47.07' LT	1131.95	565279.69	813740.73
6-9	372+95.94	27.50' LT	1132.54	565249.71	813761.04
6-10	373+06.28	27.59' LT	1132.21	565260.05	813760.70
6-11	373+09.28	28.12' LT	1132.12	565263.03	813760.09
6-12	373+14.28	30.19' LT	1132.13	565267.98	813757.90
6-13	373+16.59	31.78' LT	1132.64	565270.25	813756.25
6-14	373+19.63	34.83' LT	1132.30	565273.22	813753.13
6-15	373+21.22	37.14' LT	1132.04	565274.75	813750.78
6-16	373+23.28	42.14' LT	1131.95	565276.69	813745.74
6-17	373+23.81	45.15' LT	1132.40	565277.14	813742.72
6-18	373+09.28	30.19' LT	1132.15	565262.98	813758.02
6-19	373+21.22	42.14' LT	1131.98	565274.63	813745.79
6-20	372+95.85	28.99' LT	1132.56	565249.59	813759.55
6-21	373+09.28	37.14' LT	1132.47	565262.81	813751.07
6-22	373+14.28	37.14' LT	1132.40	565267.81	813750.95
6-23	373+14.28	42.14' LT	1132.47	565267.69	813745.95
6-24	373+09.28	42.14' LT	1132.55	565262.69	813746.07
6-25	372+93.89	33.60' LT	1132.64	565247.52	813754.98
6-26	372+85.65	27.53' LT	1132.42	565239.43	813761.26
6-27	372+85.68	32.45' LT	1132.36	565239.34	813756.33

EVERETT AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-30	373+85.13	25.00' LT	1134.92	565338.94	813761.38
6-31	373+73.59	25.00' LT	1134.30	565327.40	813761.66
6-32	373+67.06	26.31' LT	1133.94	565320.84	813760.51
6-33	373+60.23	31.49' LT	1133.47	565313.88	813755.49
6-34	373+57.30	37.14' LT	1133.21	565310.82	813749.92
6-35	373+56.59	42.14' LT	1133.00	565309.99	813744.94
6-36	373+56.61	44.89' LT	1132.89	565309.95	813742.18
6-37	373+61.59	33.86' LT	1133.84	565315.19	813753.09
6-38	373+59.93	37.14' LT	1133.15	565313.45	813749.85
6-39	373+59.09	42.14' LT	1133.02	565312.49	813744.87
6-40	373+59.11	44.87' LT	1133.31	565312.45	813742.14
6-41	373+59.93	42.14' LT	1133.03	565313.33	813744.85
6-42	373+64.93	37.14' LT	1133.46	565318.45	813749.73
6-43	373+64.93	42.14' LT	1133.38	565318.33	813744.73
6-44	373+70.36	37.14' LT	1133.54	565323.88	813749.60
6-45	373+70.53	42.14' LT	1133.46	565323.92	813744.60
6-46	374+04.99	27.44' LT	1136.03	565358.73	813758.46
6-47	374+04.99	28.02' LT	1136.04	565358.72	813757.88
6-48	374+05.58	32.98' LT	1136.12	565359.19	813752.90
6-49	374+10.03	27.47' LT	1136.21	565363.78	813758.31
6-50	374+09.83	32.66' LT	1136.38	565363.44	813753.12

**LEGEND**

- .XXXXXXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY
- MEF MAXIMUM EXTENTS FEASIBLE

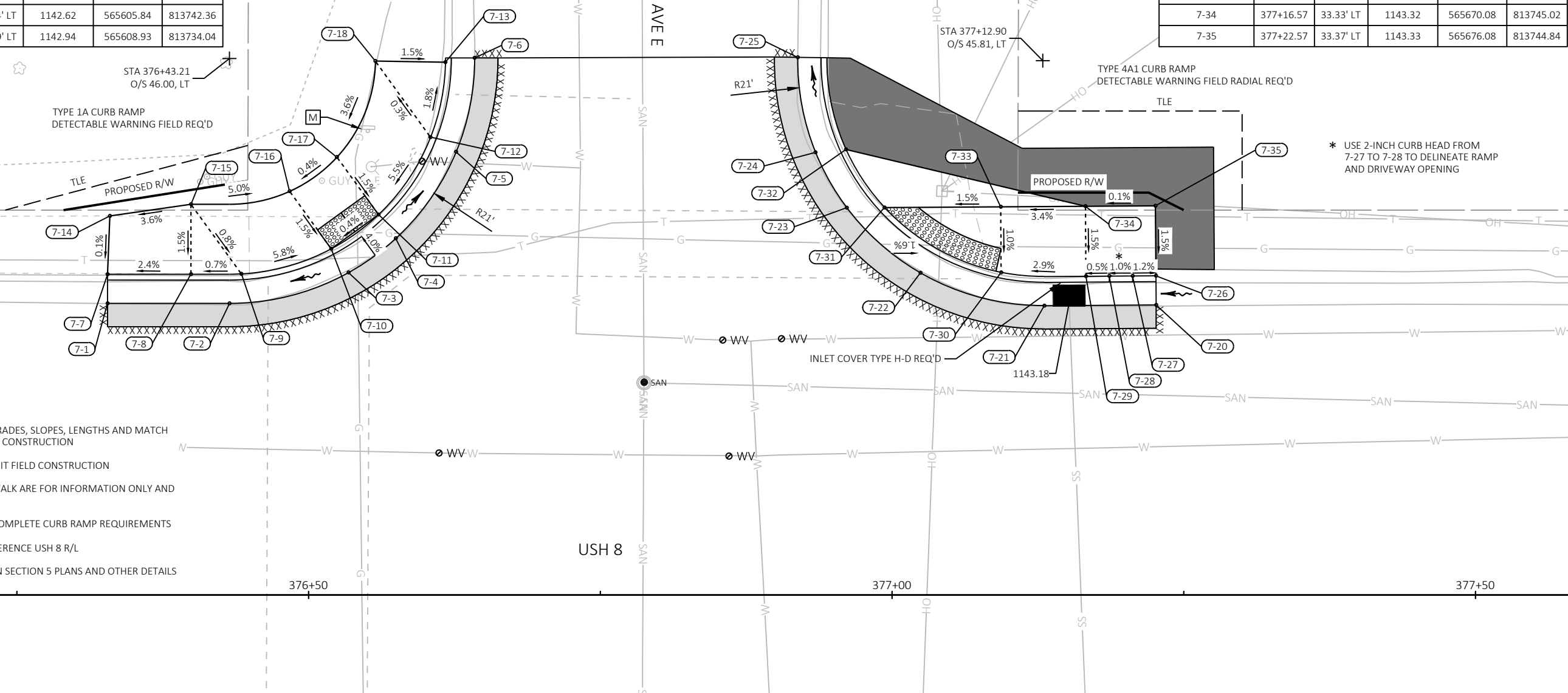


PARK AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-1	376+32.76	25.00' LT	1142.43	565586.50	813755.38
7-2	376+43.21	25.00' LT	1142.54	565596.94	813755.13
7-3	376+53.41	27.64' LT	1142.58	565607.07	813752.24
7-4	376+57.46	30.57' LT	1142.60	565611.05	813749.21
7-5	376+62.62	37.99' LT	1142.55	565616.04	813741.67
7-6	376+64.21	46.05' LT	1142.50	565617.43	813733.58
7-7	376+32.76	27.50' LT	1142.77	565586.44	813752.88
7-8	376+39.91	27.50' LT	1142.94	565593.58	813752.71
7-9	376+44.23	27.53' LT	1142.97	565597.90	813752.57
7-10	376+51.93	29.69' LT	1142.51	565605.55	813750.23
7-11	376+55.98	32.62' LT	1142.53	565609.53	813747.20
7-12	376+60.44	39.25' LT	1142.96	565613.82	813740.46
7-13	376+61.71	45.68' LT	1142.85	565614.93	813734.00
7-14	376+32.97	32.50' LT	1142.77	565586.52	813747.88
7-15	376+39.91	33.50' LT	1143.03	565593.44	813746.71
7-16	376+48.36	34.61' LT	1142.60	565601.86	813745.39
7-17	376+52.41	37.54' LT	1142.62	565605.84	813742.36
7-18	376+55.71	45.79' LT	1142.94	565608.93	813734.04

PARK AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-20	377+22.62	24.87' LT	1143.22	565676.33	813753.34
7-21	377+13.04	24.81' LT	1143.17	565666.75	813753.63
7-22	377+02.42	27.61' LT	1143.10	565656.07	813751.08
7-23	376+96.11	33.20' LT	1142.97	565649.63	813745.65
7-24	376+93.43	37.94' LT	1142.89	565646.84	813740.97
7-25	376+91.91	46.10' LT	1142.77	565645.11	813732.86
7-26	377+22.61	27.37' LT	1143.24	565676.26	813750.84
7-27	377+20.61	27.35' LT	1143.26	565674.26	813750.90
7-28	377+18.61	27.34' LT	1143.24	565672.26	813750.96
7-29	377+16.61	27.33' LT	1143.23	565670.26	813751.02
7-30	377+09.34	27.65' LT	1143.02	565662.99	813750.87
7-31	376+99.34	33.22' LT	1142.93	565652.86	813745.55
7-32	376+96.04	38.20' LT	1143.32	565649.44	813740.65
7-33	377+09.30	33.28' LT	1143.08	565662.82	813745.25
7-34	377+16.57	33.33' LT	1143.32	565670.08	813745.02
7-35	377+22.57	33.37' LT	1143.33	565676.08	813744.84

**LEGEND**

- .XXXXXXXX SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- ~ SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY



**NOTES**

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

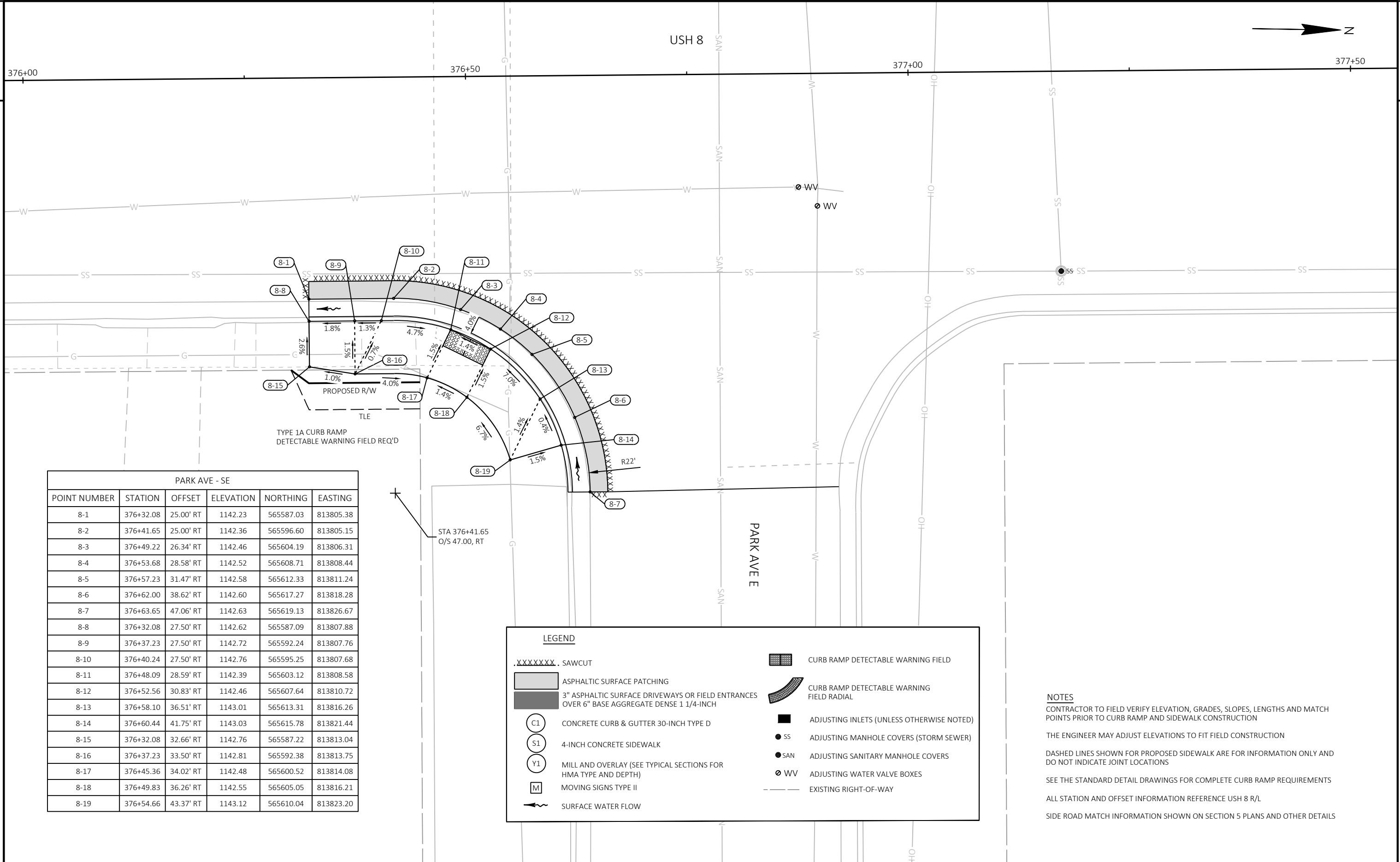
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L

SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS



PARK AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-1	376+32.08	25.00' RT	1142.23	565587.03	813805.38
8-2	376+41.65	25.00' RT	1142.36	565596.60	813805.15
8-3	376+49.22	26.34' RT	1142.46	565604.19	813806.31
8-4	376+53.68	28.58' RT	1142.52	565608.71	813808.44
8-5	376+57.23	31.47' RT	1142.58	565612.33	813811.24
8-6	376+62.00	38.62' RT	1142.60	565617.27	813818.28
8-7	376+63.65	47.06' RT	1142.63	565619.13	813826.67
8-8	376+32.08	27.50' RT	1142.62	565587.09	813807.88
8-9	376+37.23	27.50' RT	1142.72	565592.24	813807.76
8-10	376+40.24	27.50' RT	1142.76	565595.25	813807.68
8-11	376+48.09	28.59' RT	1142.39	565603.12	813808.58
8-12	376+52.56	30.83' RT	1142.46	565607.64	813810.72
8-13	376+58.10	36.51' RT	1143.01	565613.31	813816.26
8-14	376+60.44	41.75' RT	1143.03	565615.78	813821.44
8-15	376+32.08	32.66' RT	1142.76	565587.22	813813.04
8-16	376+37.23	33.50' RT	1142.81	565592.38	813813.75
8-17	376+45.36	34.02' RT	1142.48	565600.52	813814.08
8-18	376+49.83	36.26' RT	1142.55	565605.05	813816.21
8-19	376+54.66	43.37' RT	1143.12	565610.04	813823.20

**LEGEND**

- .XXXXXXX. SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- SURFACE WATER FLOW
- XXXXXXX CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY

**NOTES**

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THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION

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ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L

SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS



WALNUT ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-1	661+30.68	21.67' LT	1225.15	570032.26	841154.32
10-2	661+38.10	21.71' LT	1225.06	570032.74	841161.73
10-3	661+47.37	23.55' LT	1225.11	570035.12	841170.87
10-4	661+52.45	26.33' LT	1225.14	570038.21	841175.78
10-5	661+55.34	28.73' LT	1225.16	570040.77	841178.52
10-6	661+60.79	36.49' LT	1225.21	570048.84	841183.49
10-7	661+62.95	45.71' LT	1225.39	570058.18	841185.10
10-8	661+44.42	25.15' LT	1225.52	570036.55	841167.83
10-9	661+47.45	26.31' LT	1225.04	570037.88	841170.79
10-10	661+52.55	29.57' LT	1225.90	570041.45	841175.68
10-11	661+55.20	32.24' LT	1225.60	570044.27	841178.17
10-12	661+47.55	29.72' LT	1225.09	570041.29	841170.68
10-13	661+52.72	35.57' LT	1225.30	570047.44	841175.50
10-14	661+47.73	35.72' LT	1225.37	570047.29	841170.50
10-15	661+52.87	40.57' LT	1225.37	570052.44	841175.34
10-16	661+47.87	40.71' LT	1225.45	570052.29	841170.34
10-17	661+52.66	47.03' LT	1225.35	570058.88	841174.74
10-18	661+48.60	46.98' LT	1225.46	570058.59	841170.69

**LEGEND**

- .XXXXXXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- S1 4-INCH CONCRETE SIDEWALK
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- M MOVING SIGNS TYPE II
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY



**NOTES**

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

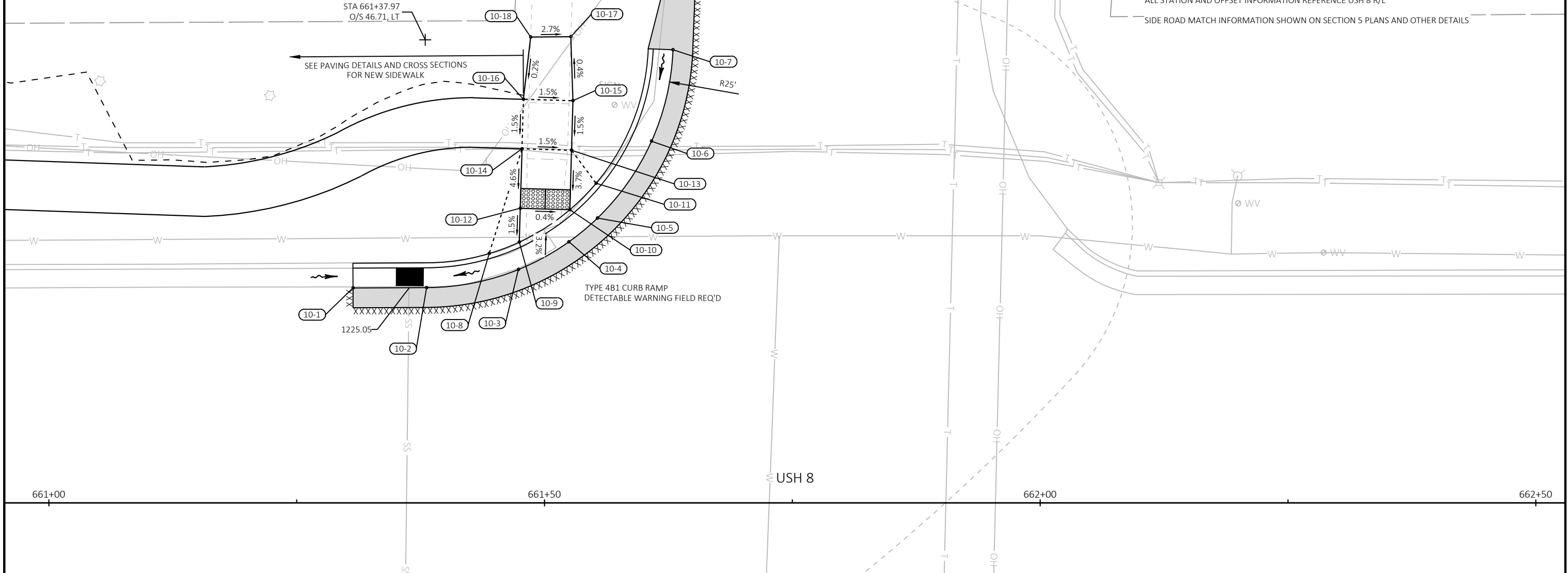
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION

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SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L

SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS

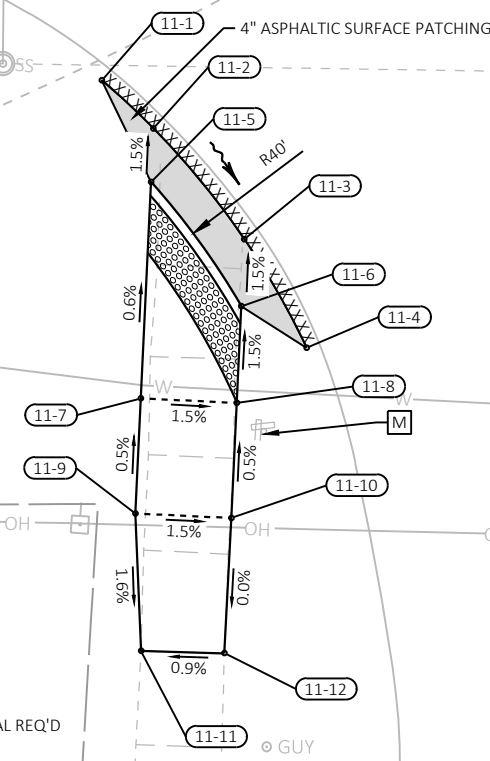


661+00 661+50 662+00 662+50

USH 8

WALNUT ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-1	661+40.85	34.45' RT	1224.84	569976.84	841167.83
11-2	661+43.53	36.95' RT	1224.78	569974.50	841170.66
11-3	661+48.27	42.72' RT	1224.69	569969.03	841175.73
11-4	661+51.51	48.37' RT	1224.74	569963.58	841179.30
11-5	661+43.40	39.74' RT	1224.82	569971.71	841170.69
11-6	661+48.11	46.21' RT	1224.74	569965.54	841175.78
11-7	661+42.88	51.00' RT	1224.89	569960.44	841170.84
11-8	661+47.87	51.24' RT	1224.82	569960.50	841175.84
11-9	661+42.60	57.00' RT	1224.92	569954.44	841170.92
11-10	661+47.59	57.23' RT	1224.85	569954.50	841175.92
11-11	661+42.89	64.16' RT	1224.81	569947.31	841171.64
11-12	661+47.24	64.27' RT	1224.84	569947.46	841175.98

TYPE 4B1 CURB RAMP  
DETECTABLE WARNING FIELD RADIAL REQ'D  
STA 661+13.56  
O/S 66.37, RT



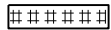
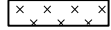
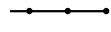
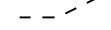
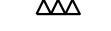
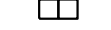


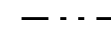


**LEGEND**

- XXXXXXX SAWCUT
- ASPHALTIC SURFACE PATCHING
- 3" ASPHALTIC SURFACE DRIVEWAYS OR FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- (C1) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (S1) 4-INCH CONCRETE SIDEWALK
- (Y1) MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- (M) MOVING SIGNS TYPE II
- ← SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD
- CURB RAMP DETECTABLE WARNING FIELD RADIAL
- ADJUSTING INLETS (UNLESS OTHERWISE NOTED)
- SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- SAN ADJUSTING SANITARY MANHOLE COVERS
- WV ADJUSTING WATER VALVE BOXES
- EXISTING RIGHT-OF-WAY

**NOTES**  
 CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION  
 THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION  
 DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS  
 SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS  
 ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L  
 SIDE ROAD MATCH INFORMATION SHOWN ON SECTION 5 PLANS AND OTHER DETAILS



**LEGEND**

-  EROSION MAT CLASS I TYPE B
-  EROSION MAT URBAN CLASS I TYPE A
-  SILT FENCE
-  SLOPE INTERCEPT
-  TEMPORARY DITCH CHECKS
-  EROSION BALE REINFORCEMENT
-  CULVERT PIPE CHECK
-  SURFACE WATER FLOW
-  DELINEATED WETLAND BOUNDARY
-  INLET PROTECTION TYPE C
-  SMALL ANIMAL TURN AROUND

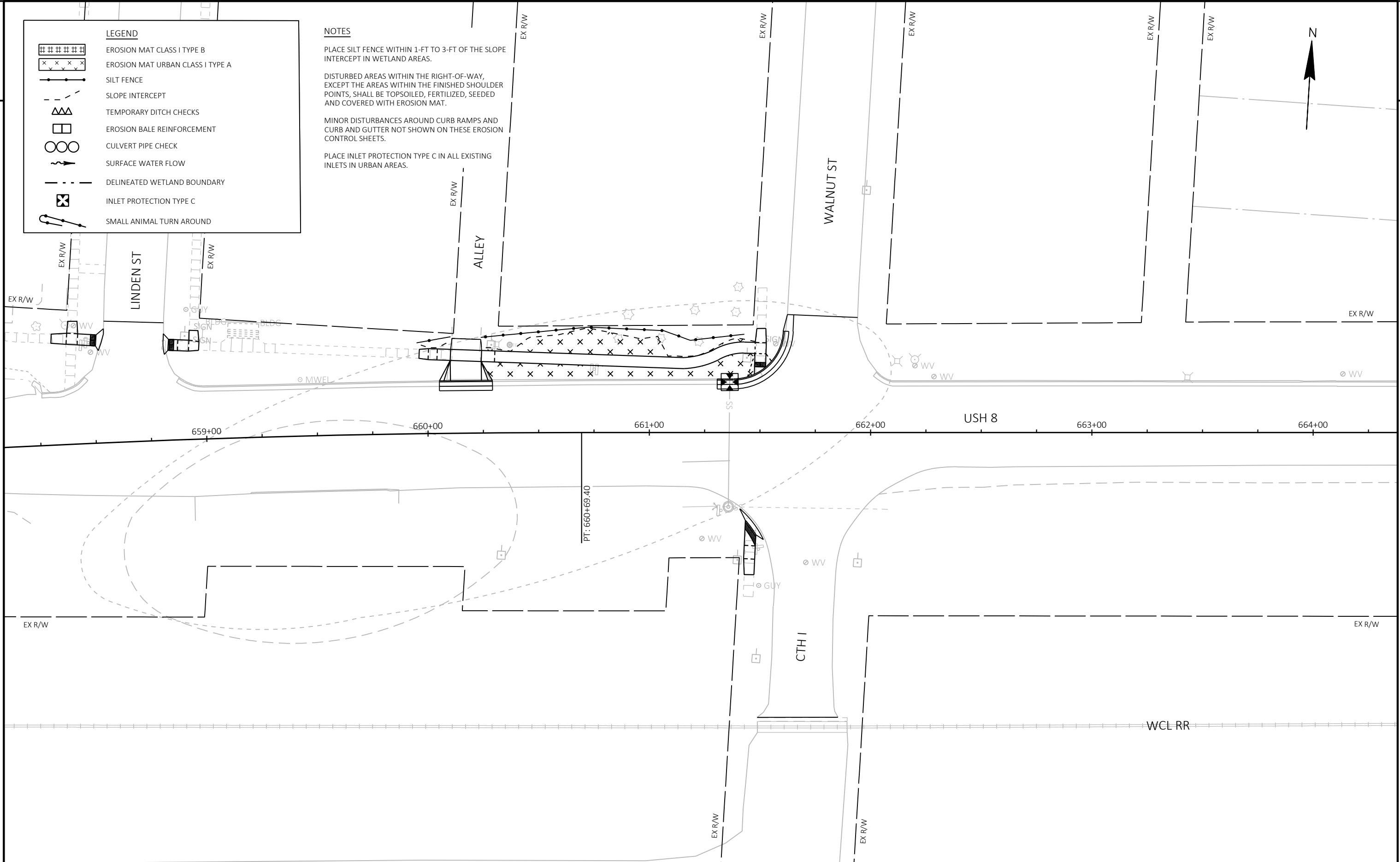
**NOTES**

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

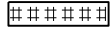
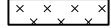
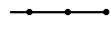
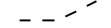
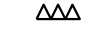
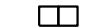





MINOR DISTURBANCES AROUND CURB RAMPS AND CURB AND GUTTER NOT SHOWN ON THESE EROSION CONTROL SHEETS.

PLACE INLET PROTECTION TYPE C IN ALL EXISTING INLETS IN URBAN AREAS.





**LEGEND**

-  EROSION MAT CLASS I TYPE B
-  EROSION MAT URBAN CLASS I TYPE A
-  SILT FENCE
-  SLOPE INTERCEPT
-  TEMPORARY DITCH CHECKS
-  EROSION BALE REINFORCEMENT
-  CULVERT PIPE CHECK
-  SURFACE WATER FLOW
-  DELINEATED WETLAND BOUNDARY
-  INLET PROTECTION TYPE C
-  SMALL ANIMAL TURN AROUND

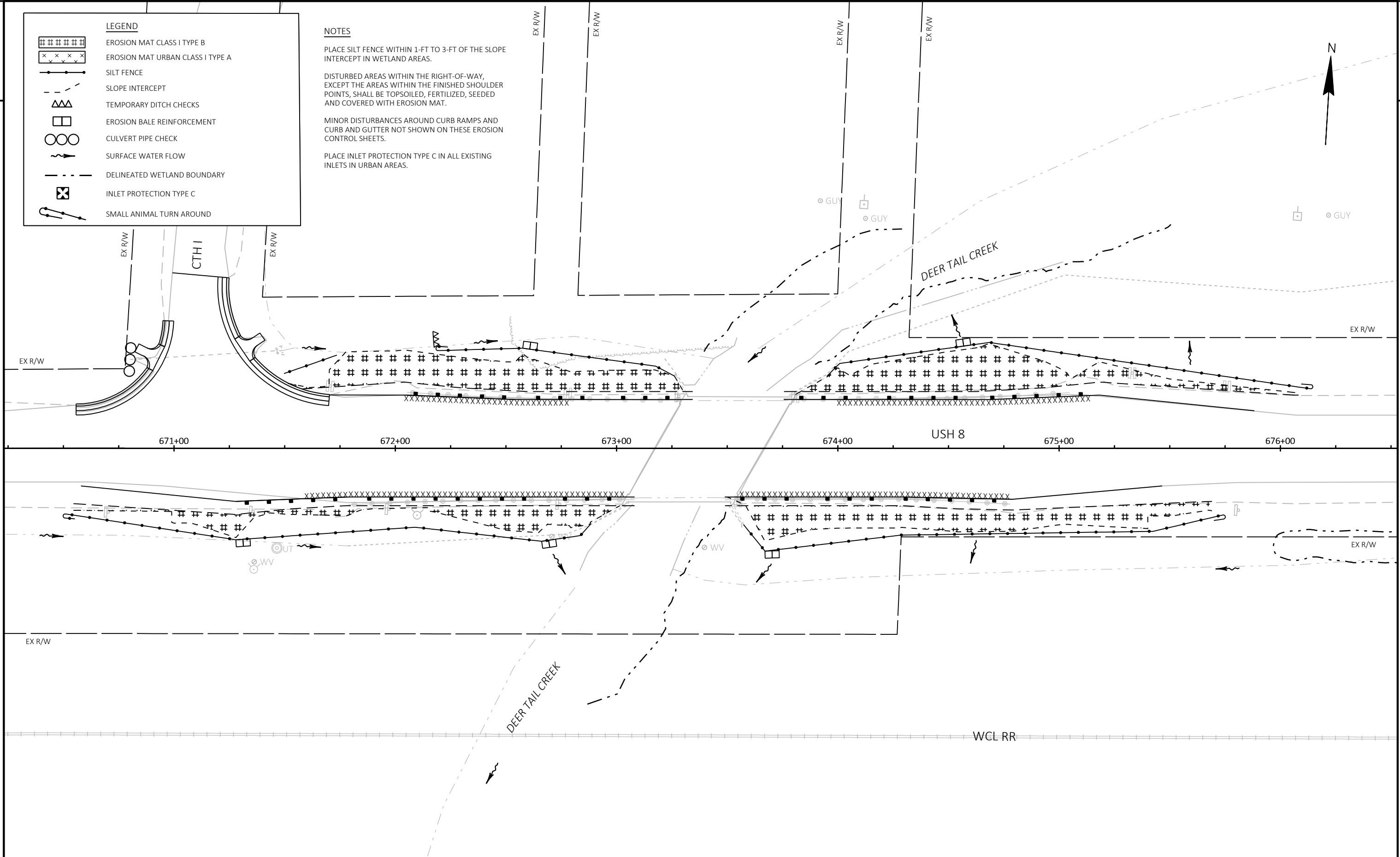
**NOTES**

PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

MINOR DISTURBANCES AROUND CURB RAMP AND CURB AND GUTTER NOT SHOWN ON THESE EROSION CONTROL SHEETS.

PLACE INLET PROTECTION TYPE C IN ALL EXISTING INLETS IN URBAN AREAS.

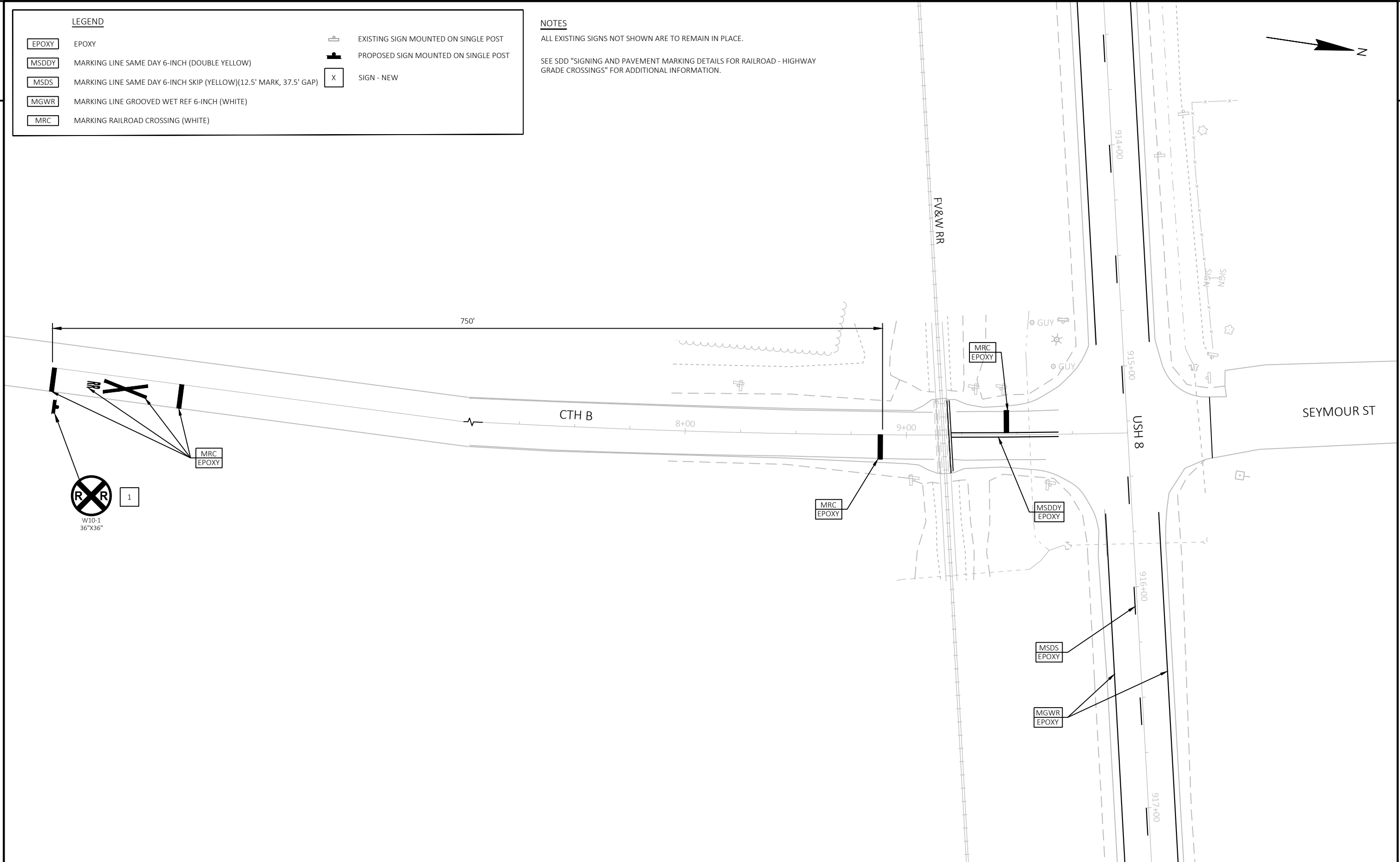


LEGEND	
	EPOXY
	MARKING LINE SAME DAY 6-INCH (DOUBLE YELLOW)
	MARKING LINE SAME DAY 6-INCH SKIP (YELLOW)(12.5' MARK, 37.5' GAP)
	MARKING LINE GROOVED WET REF 6-INCH (WHITE)
	MARKING RAILROAD CROSSING (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	PROPOSED SIGN MOUNTED ON SINGLE POST
	SIGN - NEW

NOTES

ALL EXISTING SIGNS NOT SHOWN ARE TO REMAIN IN PLACE.

SEE SDD "SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS" FOR ADDITIONAL INFORMATION.

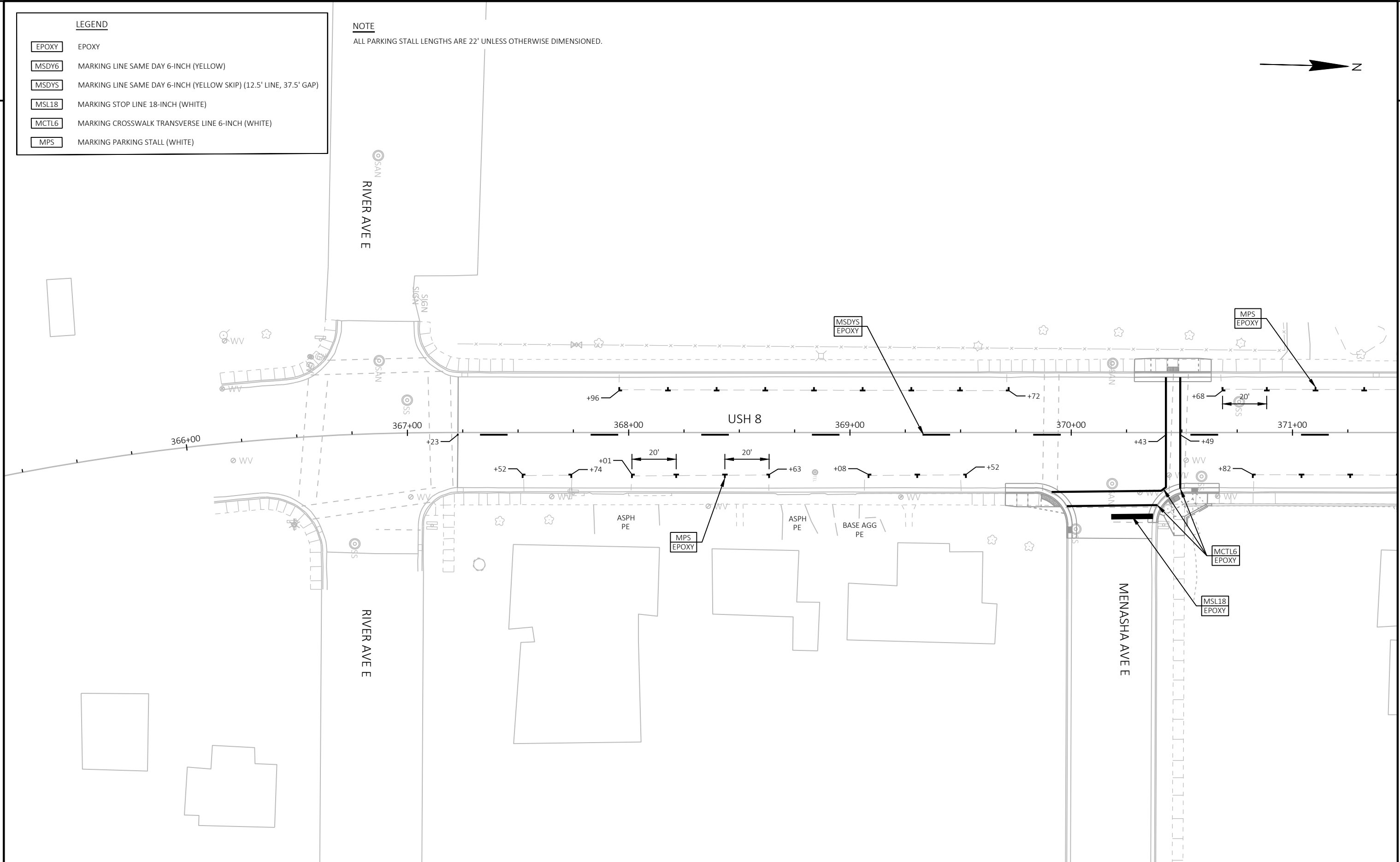
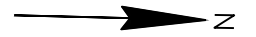


LEGEND

EPOXY	EPOXY
MSDY6	MARKING LINE SAME DAY 6-INCH (YELLOW)
MSDYS	MARKING LINE SAME DAY 6-INCH (YELLOW SKIP) (12.5' LINE, 37.5' GAP)
MSL18	MARKING STOP LINE 18-INCH (WHITE)
MCTL6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH (WHITE)
MPS	MARKING PARKING STALL (WHITE)

NOTE

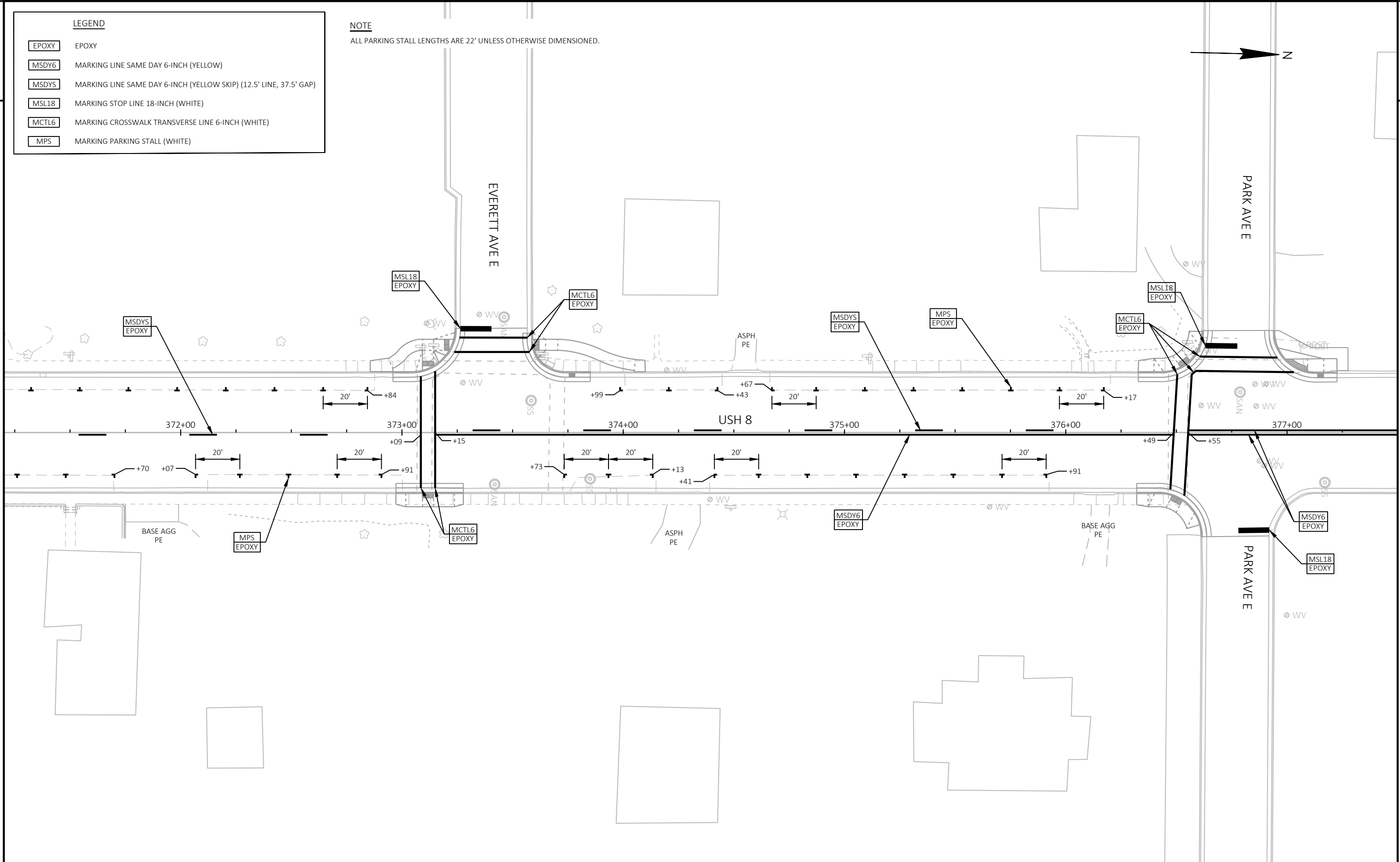
ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED.



**LEGEND**

EPOXY	EPOXY
MSDY6	MARKING LINE SAME DAY 6-INCH (YELLOW)
MSDYS	MARKING LINE SAME DAY 6-INCH (YELLOW SKIP) (12.5' LINE, 37.5' GAP)
MSL18	MARKING STOP LINE 18-INCH (WHITE)
MCTL6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH (WHITE)
MPS	MARKING PARKING STALL (WHITE)

**NOTE**  
ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED.

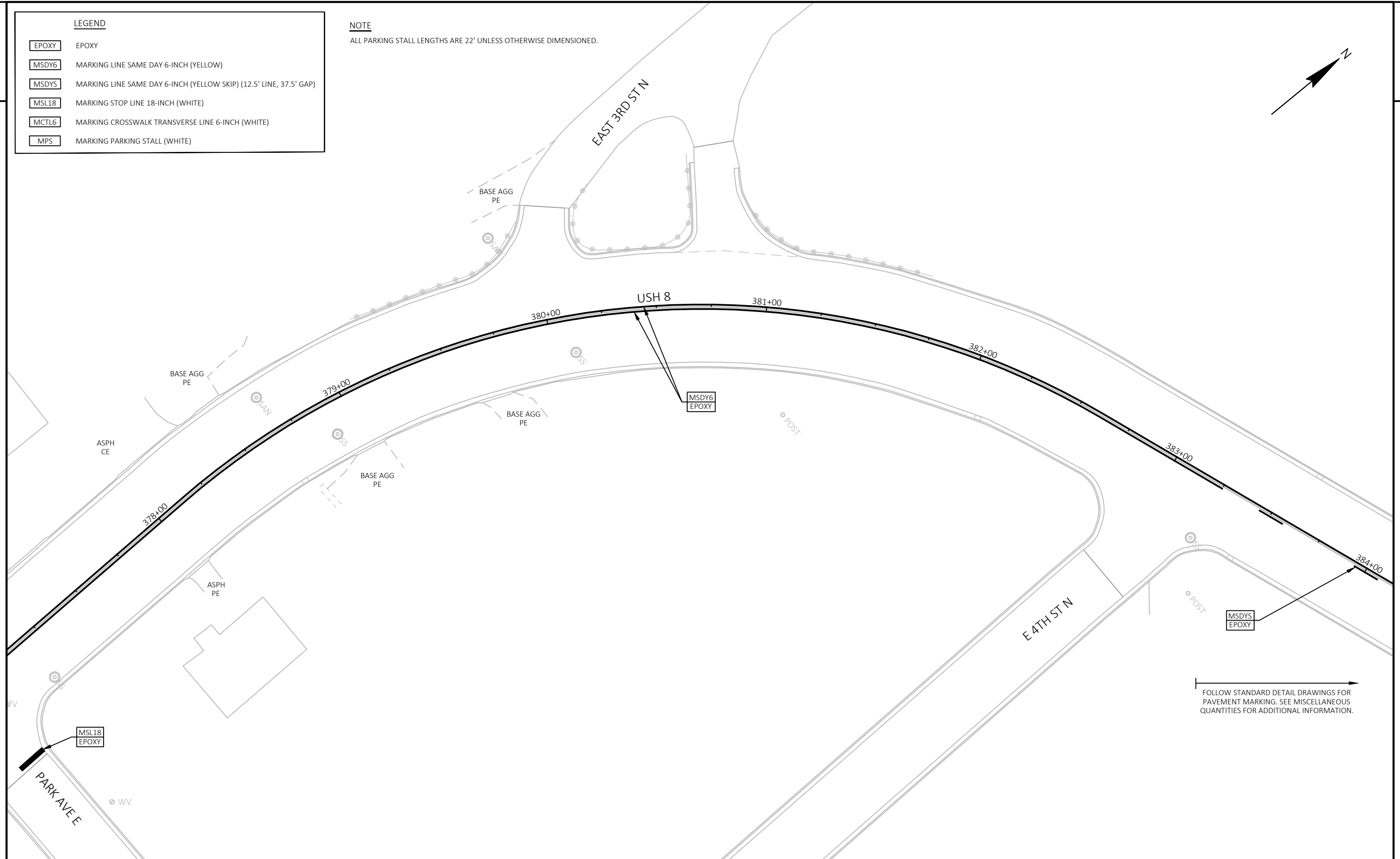
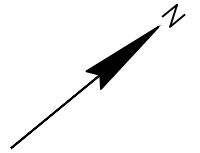


LEGEND

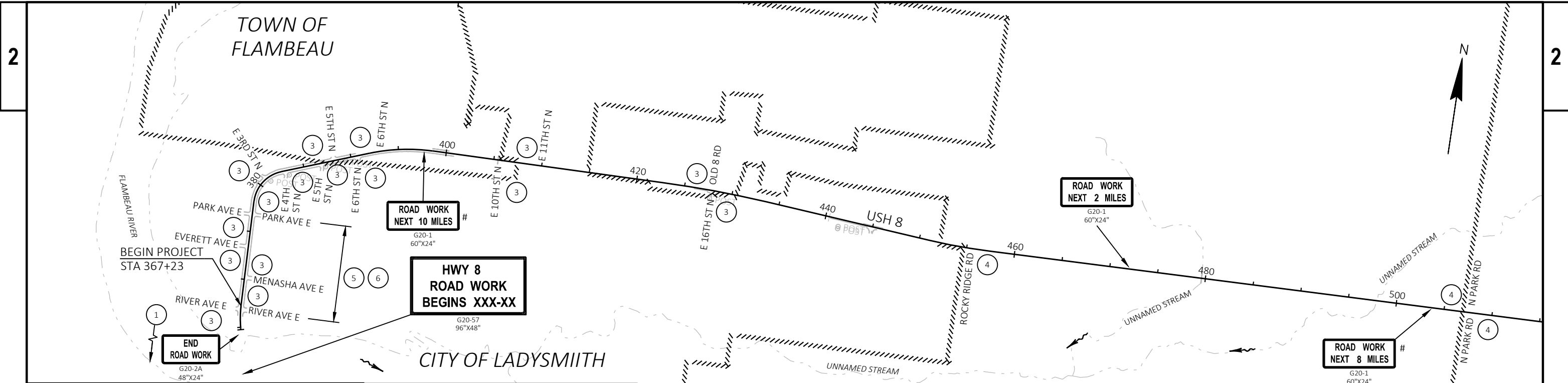
EPOXY	EPOXY
MSDY6	MARKING LINE SAME DAY 6-INCH (YELLOW)
MSDYS	MARKING LINE SAME DAY 6-INCH (YELLOW SKIP) (12.5' LINE, 37.5' GAP)
MSL18	MARKING STOP LINE 18-INCH (WHITE)
MCTL6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH (WHITE)
MPS	MARKING PARKING STALL (WHITE)

NOTE

ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED.



FOLLOW STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING. SEE MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.



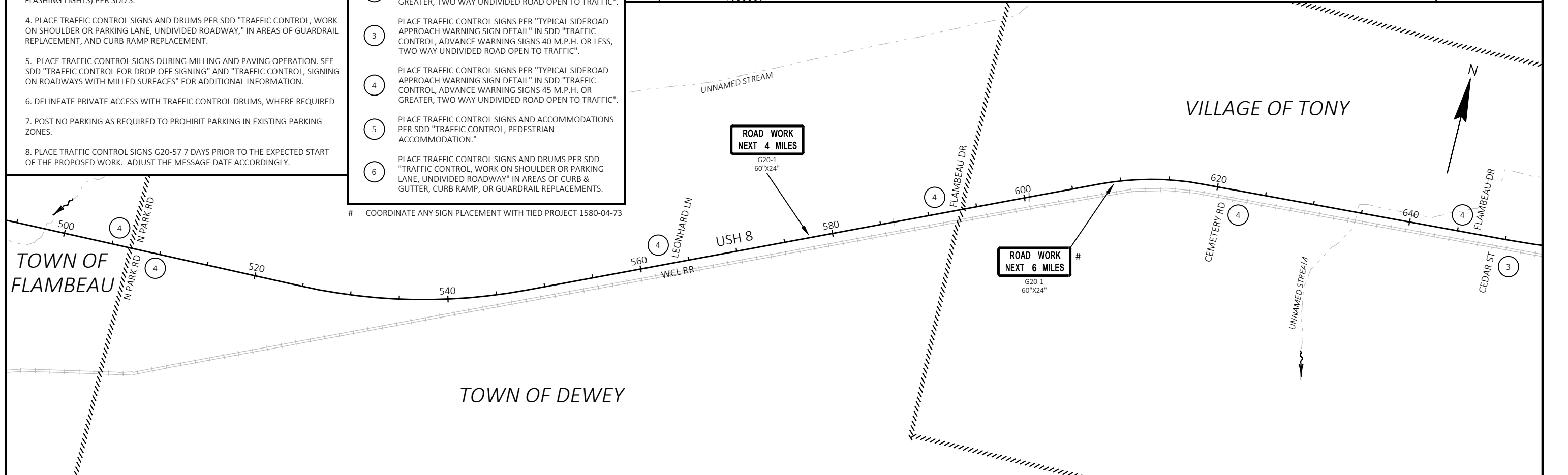
**TRAFFIC CONTROL GENERAL NOTES**

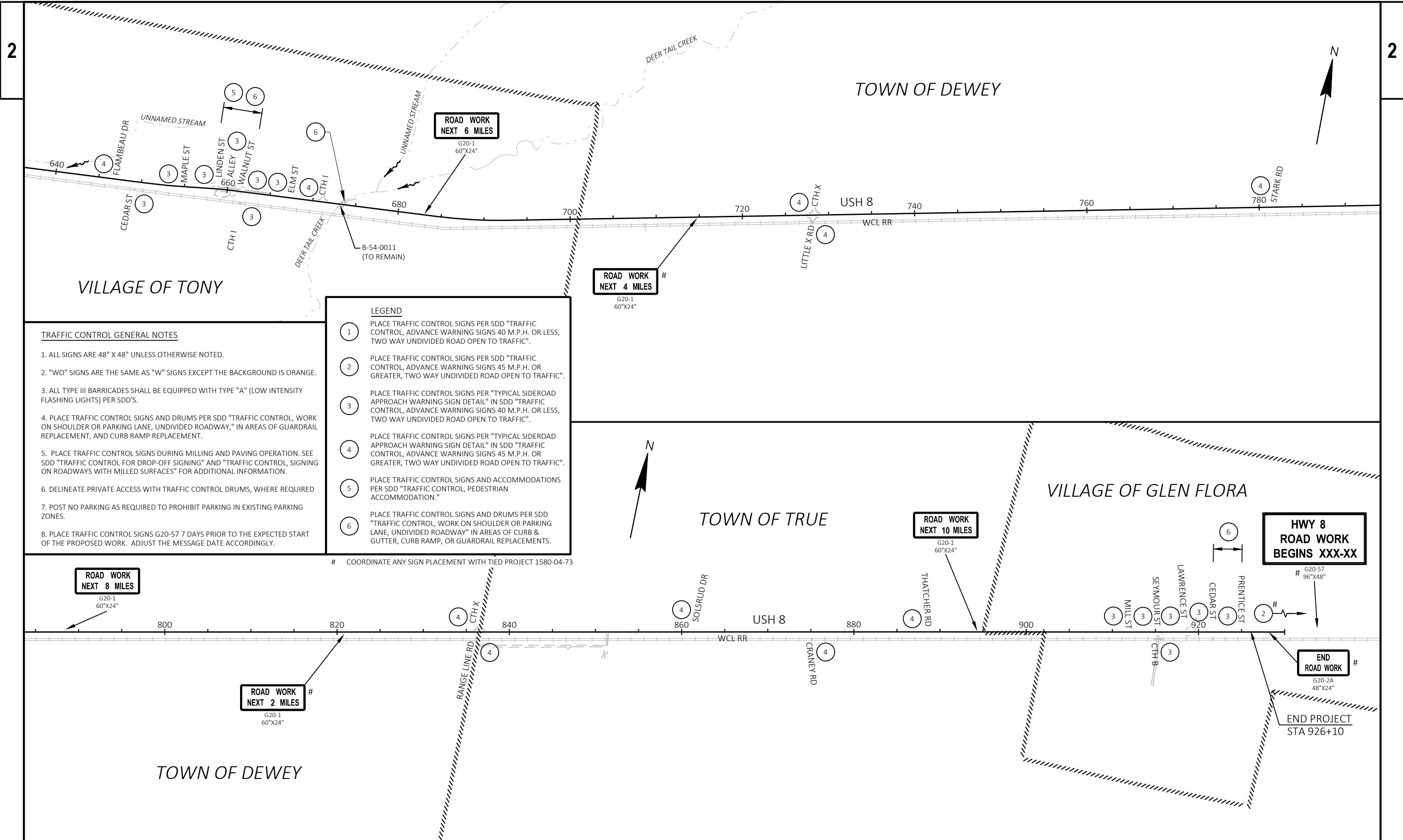
1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING LIGHTS) PER SDD'S.
4. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY," IN AREAS OF GUARDRAIL REPLACEMENT, AND CURB RAMP REPLACEMENT.
5. PLACE TRAFFIC CONTROL SIGNS DURING MILLING AND PAVING OPERATION. SEE SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
6. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED
7. POST NO PARKING AS REQUIRED TO PROHIBIT PARKING IN EXISTING PARKING ZONES.
8. PLACE TRAFFIC CONTROL SIGNS G20-57 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK. ADJUST THE MESSAGE DATE ACCORDINGLY.

**LEGEND**

- 1 PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 2 PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 3 PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 4 PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 5 PLACE TRAFFIC CONTROL SIGNS AND ACCOMMODATIONS PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
- 6 PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB & GUTTER, CURB RAMP, OR GUARDRAIL REPLACEMENTS.

# COORDINATE ANY SIGN PLACEMENT WITH TIED PROJECT 1580-04-73





**TRAFFIC CONTROL GENERAL NOTES**

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING LIGHTS) PER SDD'S.
4. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY," IN AREAS OF GUARDRAIL REPLACEMENT, AND CURB RAMP REPLACEMENT.
5. PLACE TRAFFIC CONTROL SIGNS DURING MILLING AND PAVING OPERATION. SEE SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
6. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED
7. POST NO PARKING AS REQUIRED TO PROHIBIT PARKING IN EXISTING PARKING ZONES.
8. PLACE TRAFFIC CONTROL SIGNS G20-57 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK. ADJUST THE MESSAGE DATE ACCORDINGLY.

**LEGEND**

1	PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
2	PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
3	PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4	PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
5	PLACE TRAFFIC CONTROL SIGNS AND ACCOMMODATIONS PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
6	PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB & GUTTER, CURB RAMP, OR GUARDRAIL REPLACEMENTS.

# COORDINATE ANY SIGN PLACEMENT WITH TIED PROJECT 1580-04-73

**LEGEND**

— PROJECT LIMITS FOR ID 1580-04-72 AND 1580-04-73

▨ WORK AREA WITH WIDTH RESTRICTION

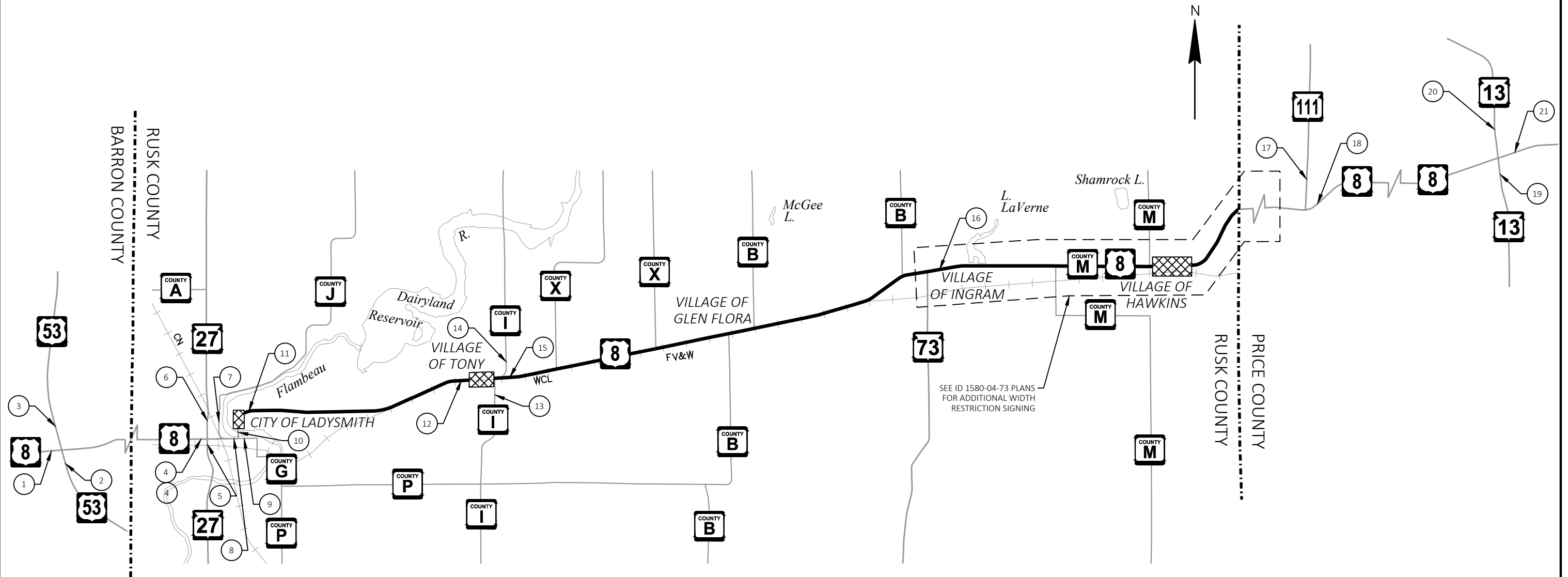
**NOTES**

POST THE WIDTH RESTRICTION ADVANCED WARNING SIGNS AT THE LOCATIONS PROVIDED DURING CURB RAMP WORK IN LADYSMITH AND TONY AND PAVEMENT RECONSTRUCTION IN HAWKINS THAT REQUIRE AVAILABLE WIDTH OF AN USH 8 TRAVEL LANE LESS THAN 16'.

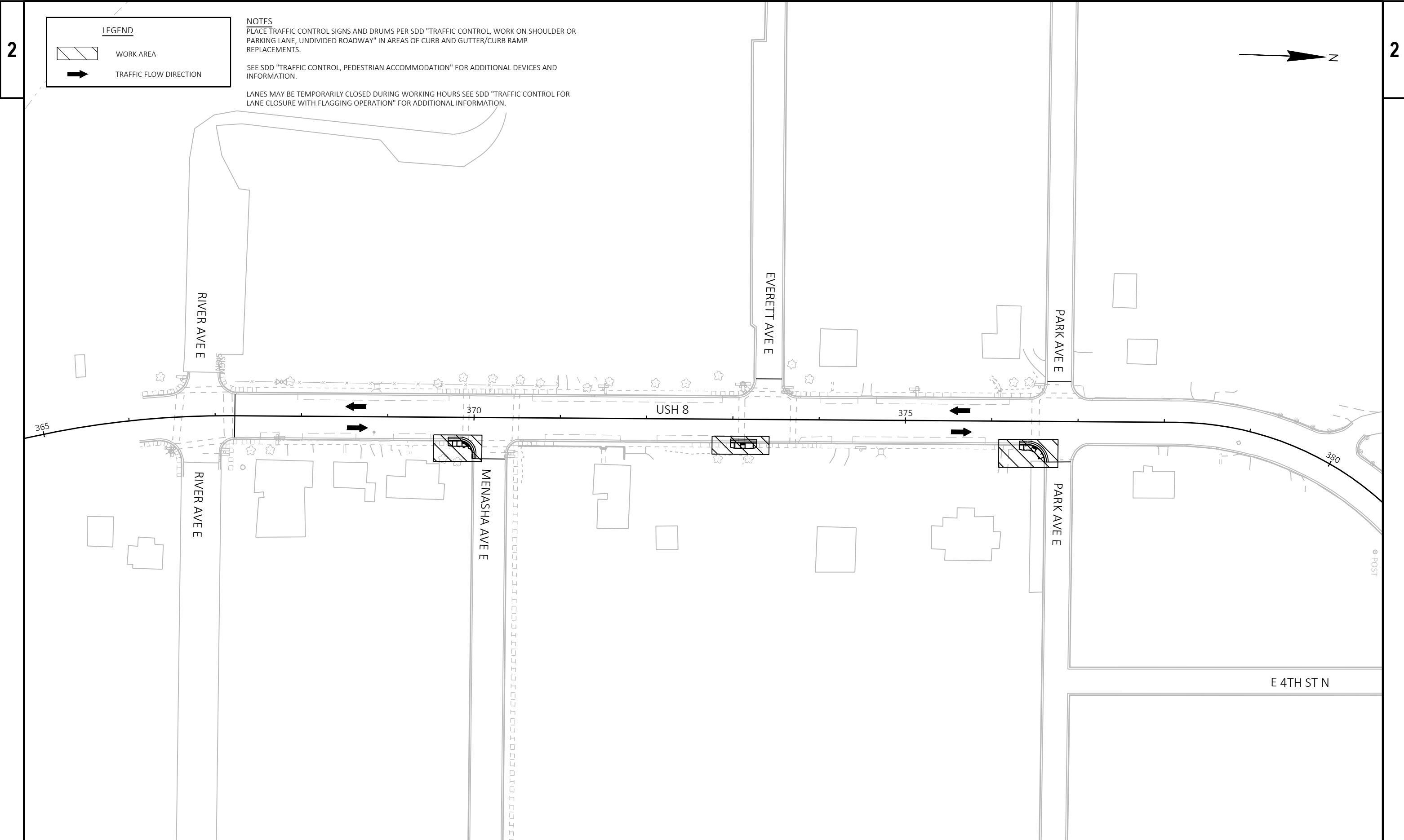
COORDINATE WIDTH RESTRICTION SIGNING WITH WORK DONE IN PROJECT 1580-04-73.

DISTANCES PROVIDED FOR W057-52 ASSUME WIDTH RESTRICTIONS ARE OCCURRING AROUND THE SAME TIME. ADJUST DISTANCES IF REQUIRED.











<p><b>EAST</b> M3-2 24"x12"</p> <p><b>8</b> M1-4 24"x24"</p> <p><b>MAX. 11' WIDTH</b> W12-52 48"x48"</p> <p><b>XX MILES AHEAD</b> W057-52 48"x36"</p>	<p>1 USH 8 EB - 36 1/4 MILES</p> <p>4 USH 8 EB - 1 1/4 MILES</p> <p>5 STH 27 NB - 1 1/4 MILES</p> <p>6 STH 27 SB - 1 1/4 MILES</p> <p>7 CTH J SB - 1 MILE</p> <p>8 USH 8 EB - 1/4 MILES</p> <p>9 CTH G WB - 1/4 MILES</p>	<p><b>EAST</b> M3-4 36"x18"</p> <p><b>8</b> M1-4 36"x36"</p> <p><b>MAX. 11' WIDTH</b> W12-52 48"x48"</p> <p><b>XX MILES AHEAD</b> W057-52 48"x36"</p>	<p>2 USH 53 NB - 36 1/4 MILES</p> <p>3 USH 53 SB - 36 1/4 MILES</p>	<p><b>WEST</b> M3-4 24"x12"</p> <p><b>8</b> M1-4 24"x24"</p> <p><b>MAX. 11' WIDTH</b> W12-52 48"x48"</p> <p><b>XX MILES AHEAD</b> W057-52 48"x36"</p>	<p>10 USH 8 EB</p> <p>11 USH 8 WB</p> <p>12 USH 8 EB</p> <p>15 USH 8 WB</p>	<p>13 CTH I NB - 1/4 MILE</p> <p>14 CTH I SB - 1/2 MILE</p> <p>16 USH 8 WB - 9 MILES</p> <p>17 STH 111 SB - 12 1/4 MILES</p> <p>18 USH 8 WB - 12 1/4 MILES</p> <p>19 STH 13 NB - 20 3/4 MILES</p> <p>20 STH 13 SB - 20 3/4 MILES</p> <p>21 USH 8 WB - 20 3/4 MILES</p>
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LEGEND

-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1A
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY SIGN SUPPORT
-  TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
-  TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
-  TRAFFIC FLOW DIRECTION

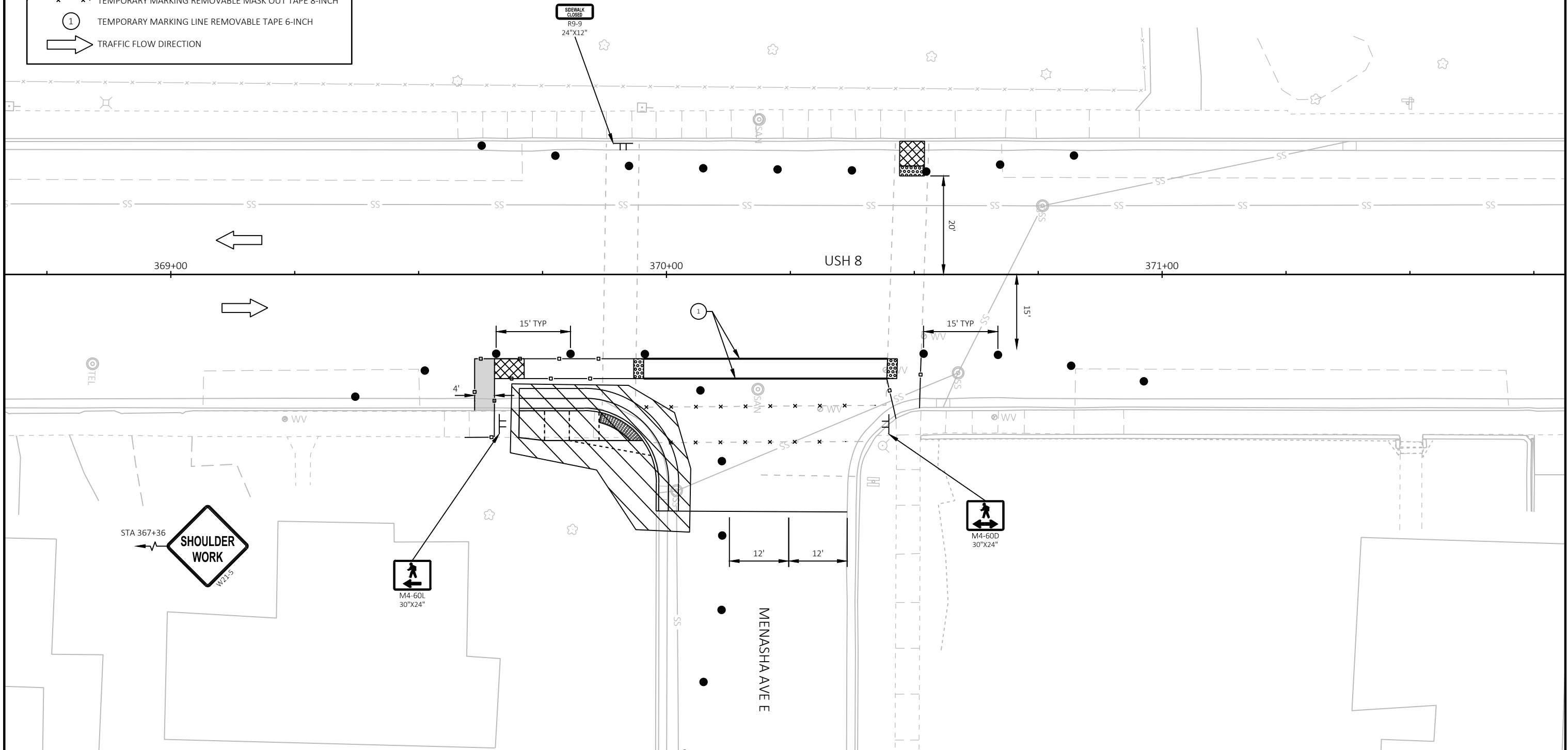
NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.











PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

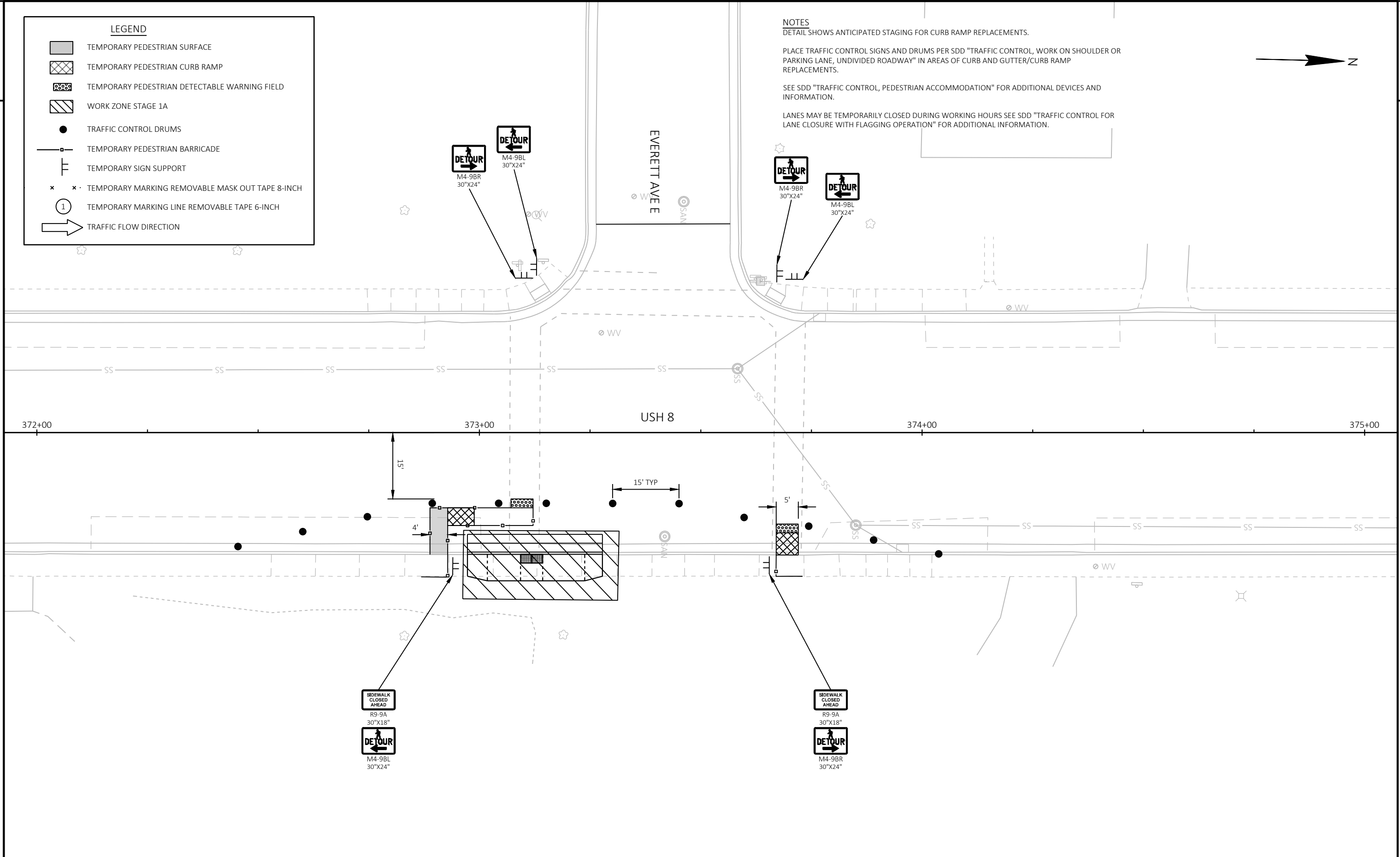
LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.













**LEGEND**

-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1A
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY SIGN SUPPORT
-  TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
-  TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
-  TRAFFIC FLOW DIRECTION

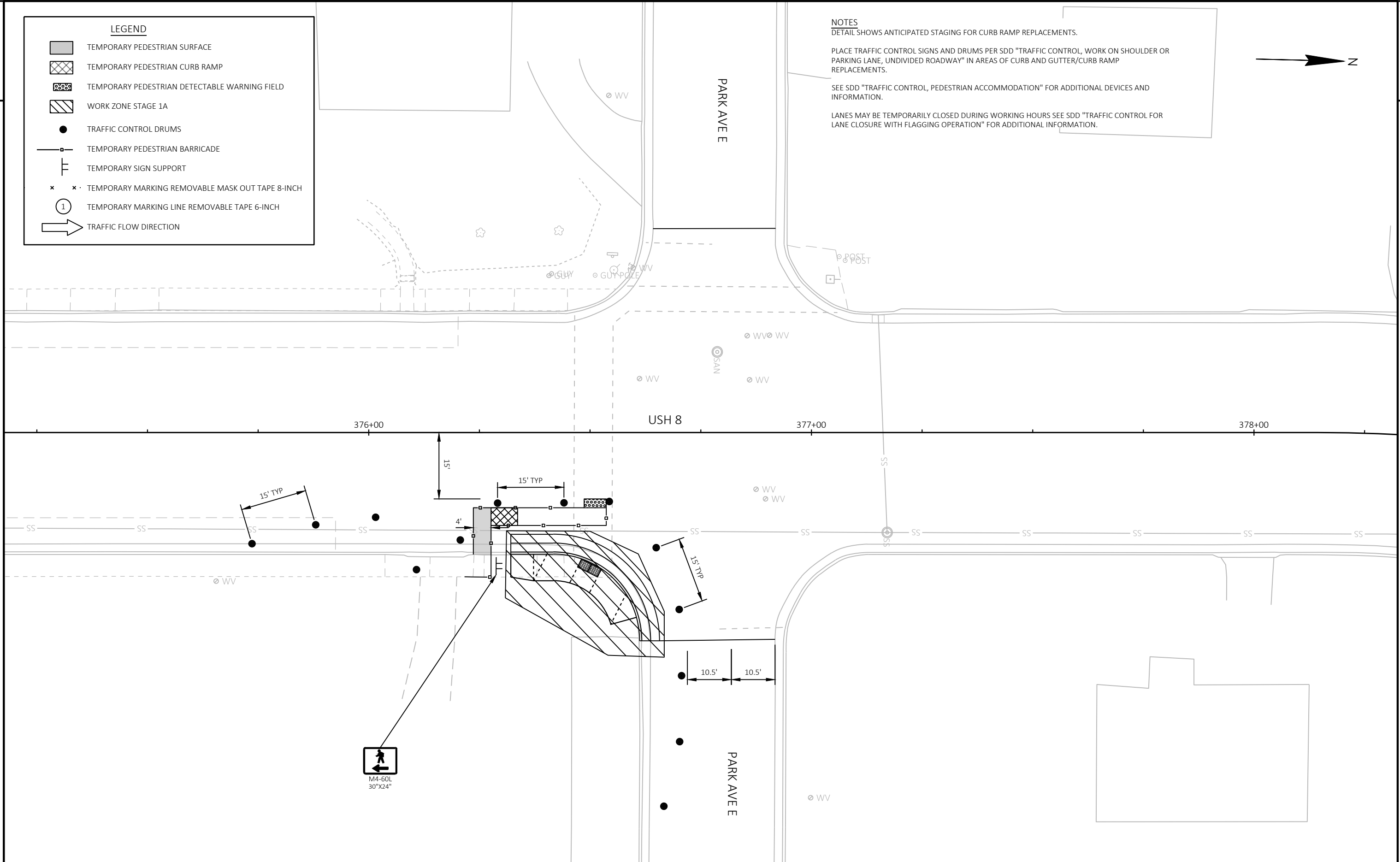
**NOTES**  
 DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.  
 PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.  
 SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.  
 LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.




**LEGEND**


-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1A
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY SIGN SUPPORT
-  TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
-  TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
-  TRAFFIC FLOW DIRECTION

**NOTES**  
 DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.  
 PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.  
 SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.  
 LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.

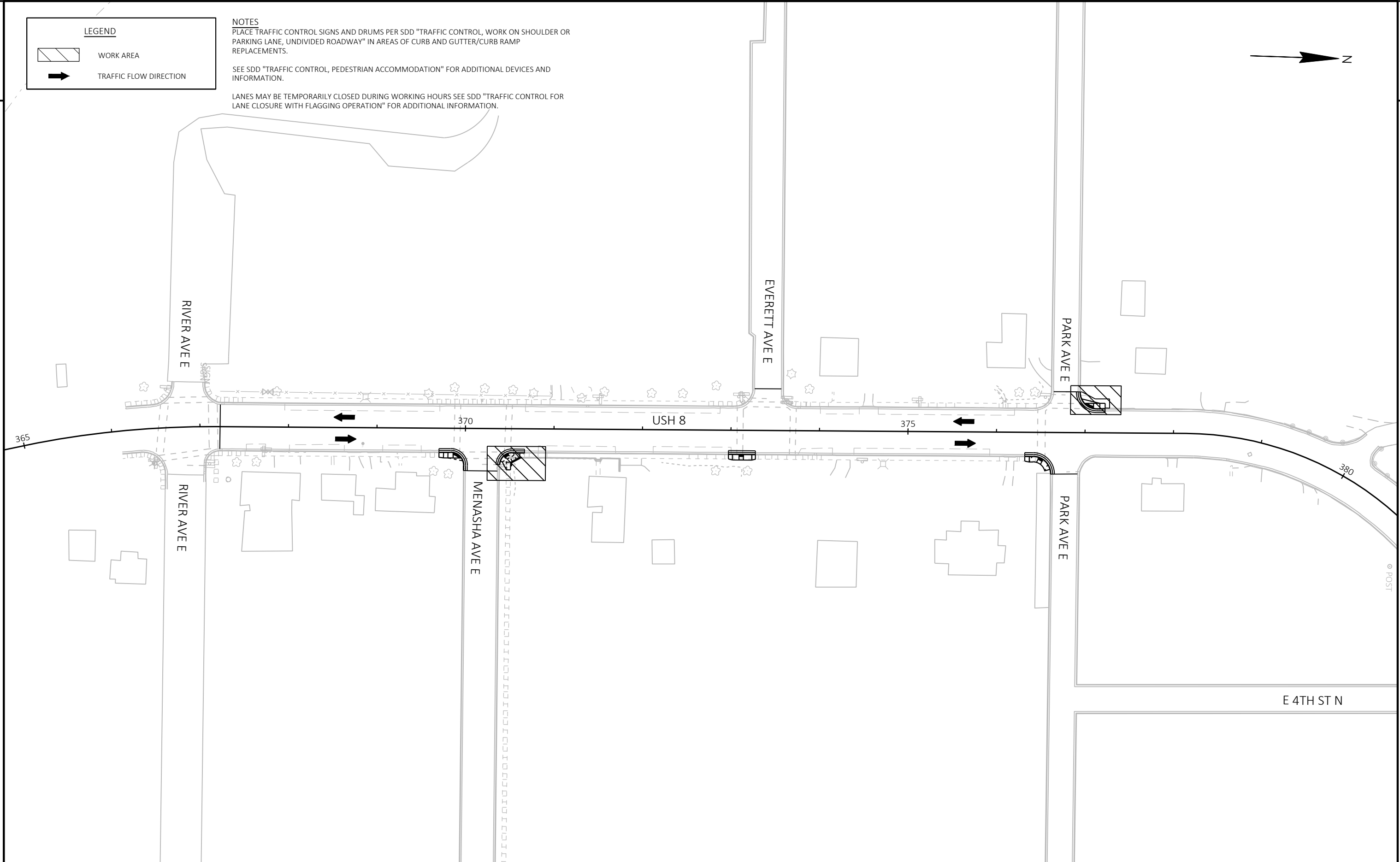


**LEGEND**

 WORK AREA






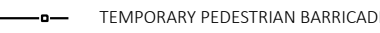

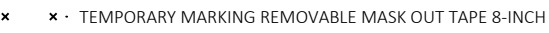

 TRAFFIC FLOW DIRECTION

**NOTES**  
 PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.  
 SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.  
 LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.



PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1B	SHEET <b>E</b>
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LEGEND

-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1B
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY SIGN SUPPORT
-  TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
-  TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH

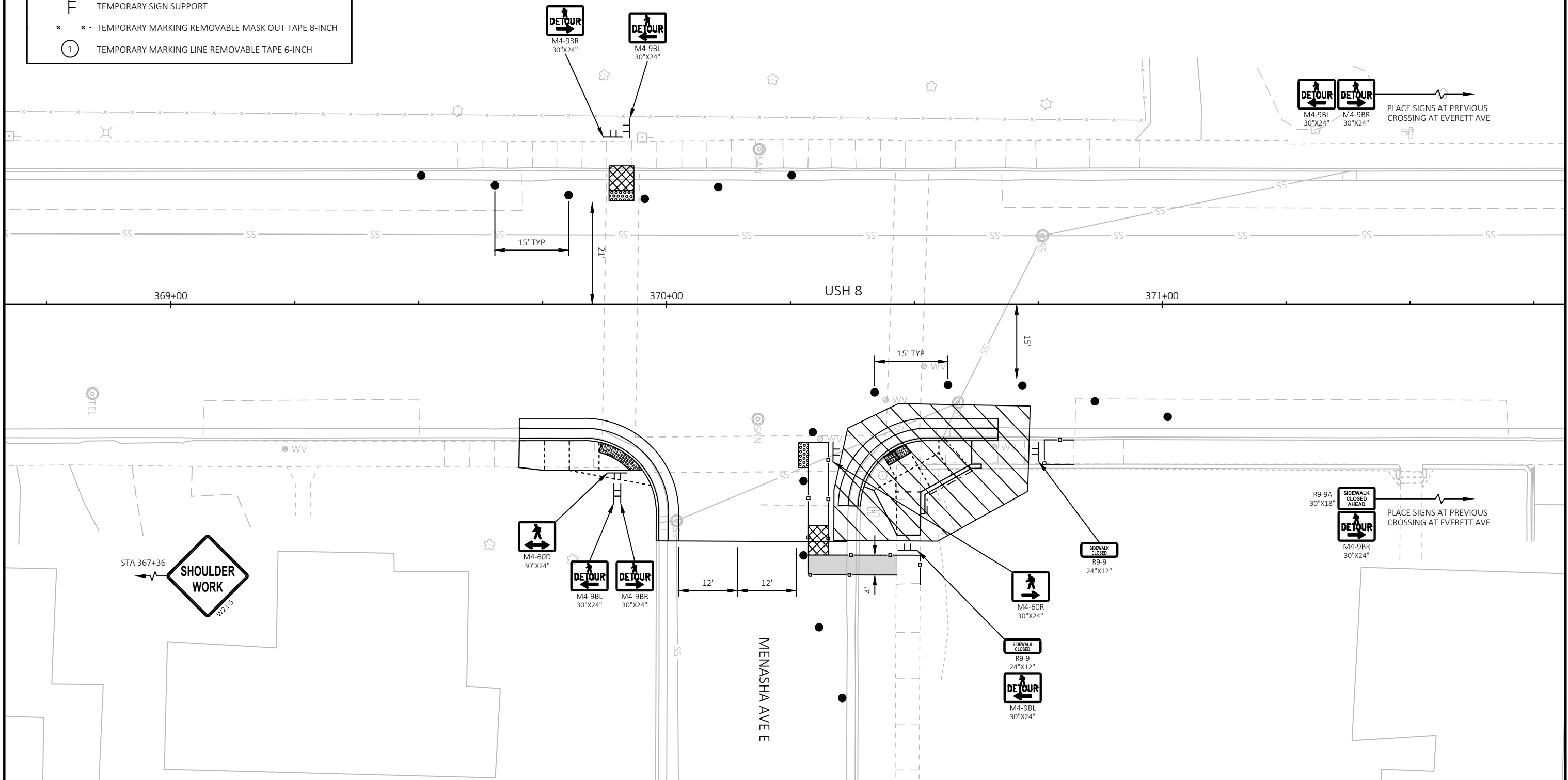
NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.










PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

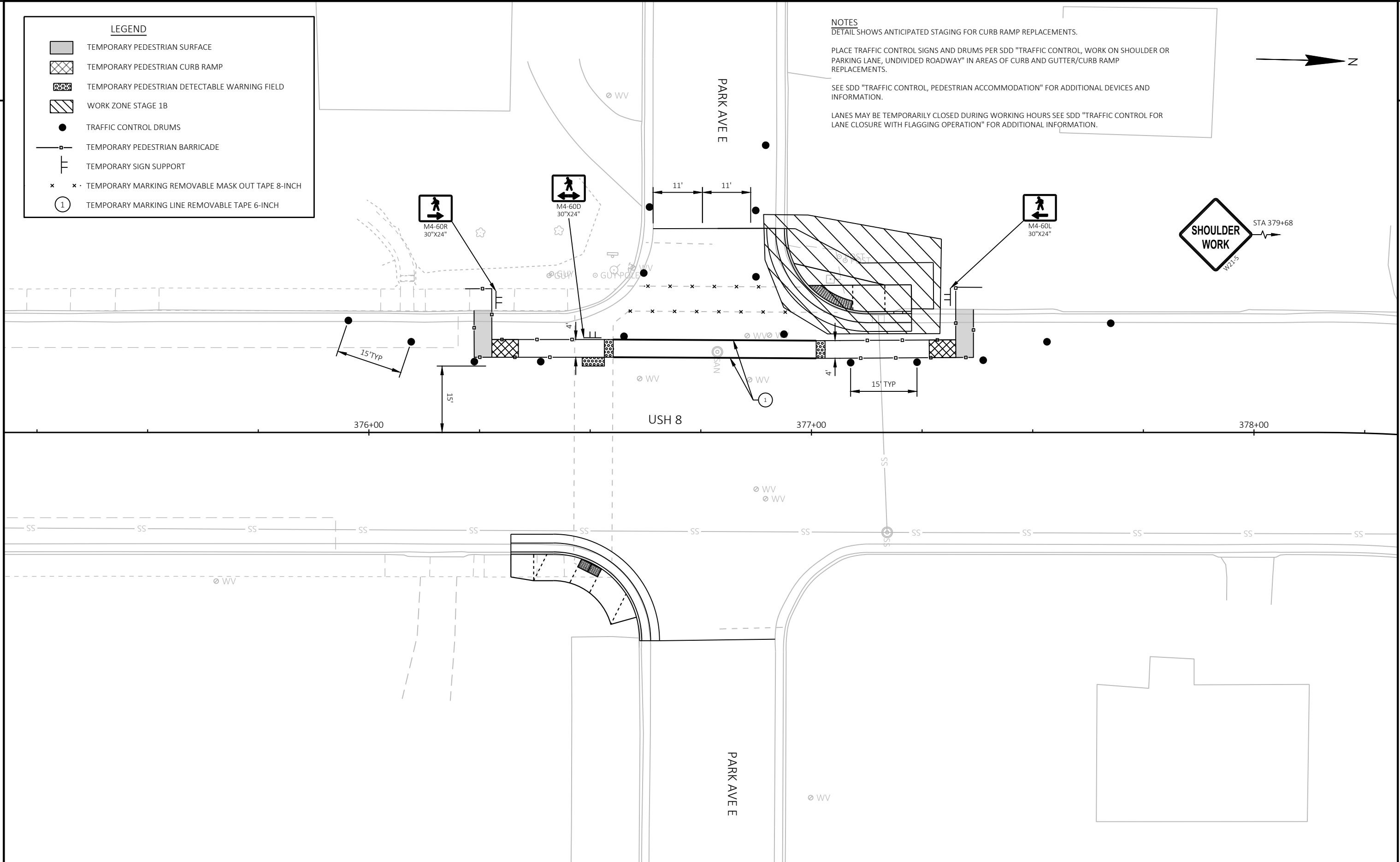
LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.




**LEGEND**


-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1B
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
-  TEMPORARY SIGN SUPPORT
-  TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
-  TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH

**NOTES**  
 DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.  
 PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.  
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**LEGEND**

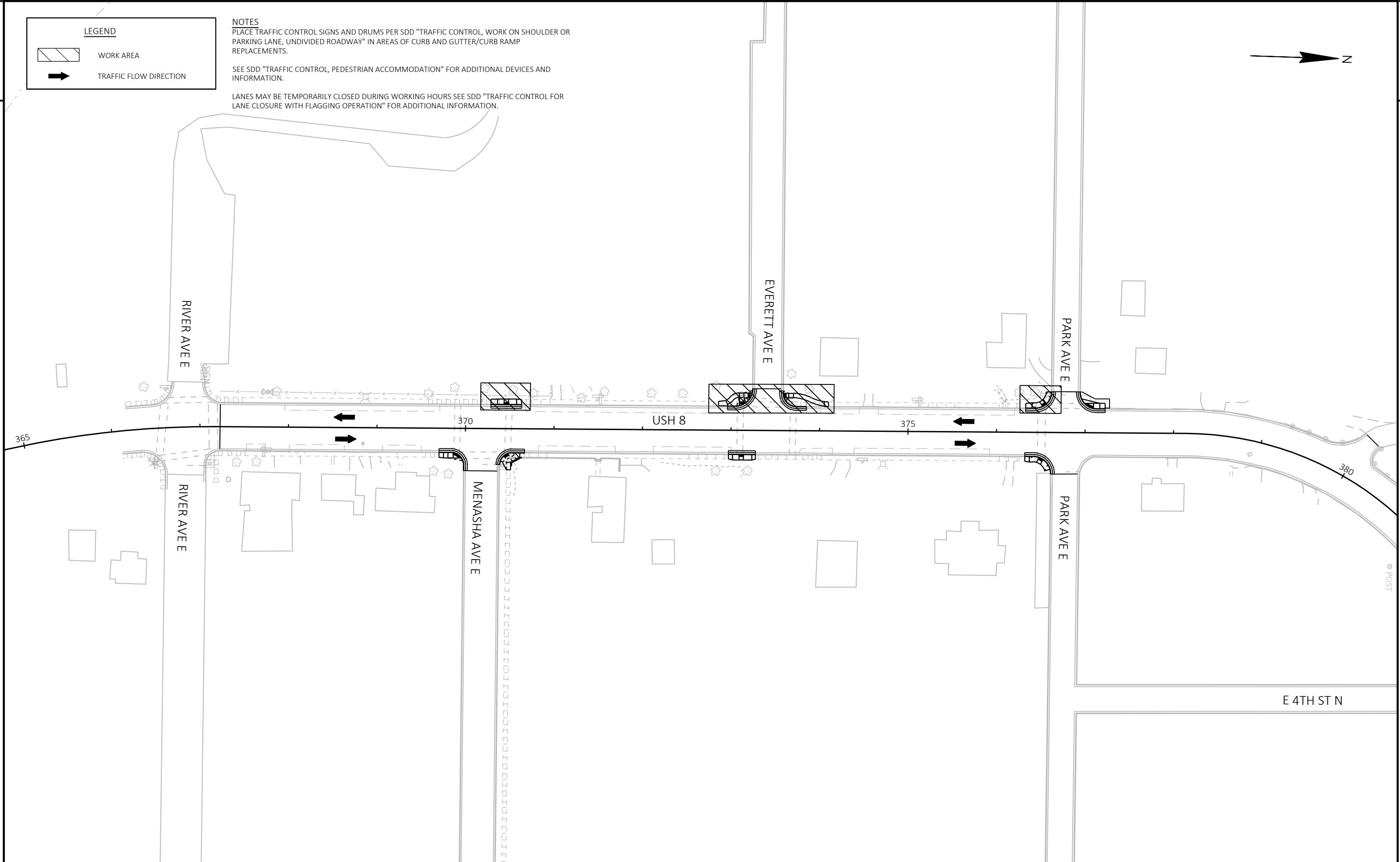
 WORK AREA

 TRAFFIC FLOW DIRECTION

**NOTES**  
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


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PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1C	SHEET <b>E</b>
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LEGEND

-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1C
-  TRAFFIC CONTROL DRUMS
-  TEMPORARY PEDESTRIAN BARRICADE
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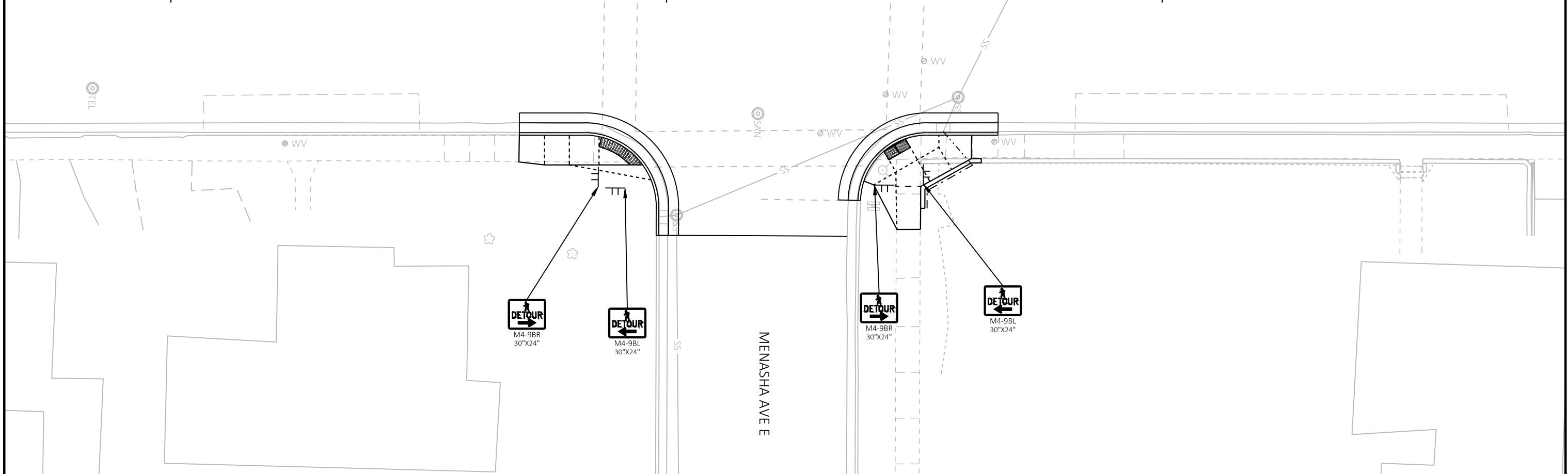
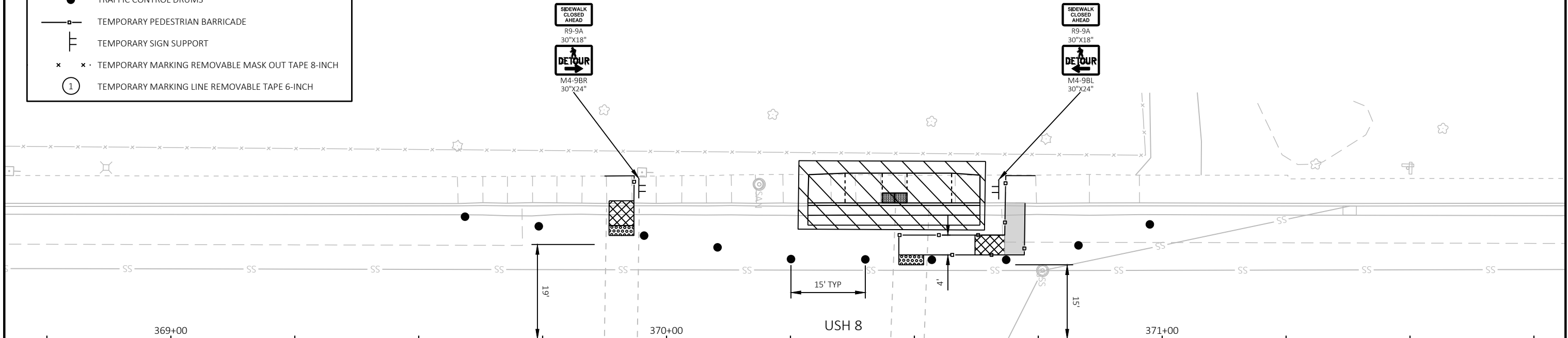
NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.










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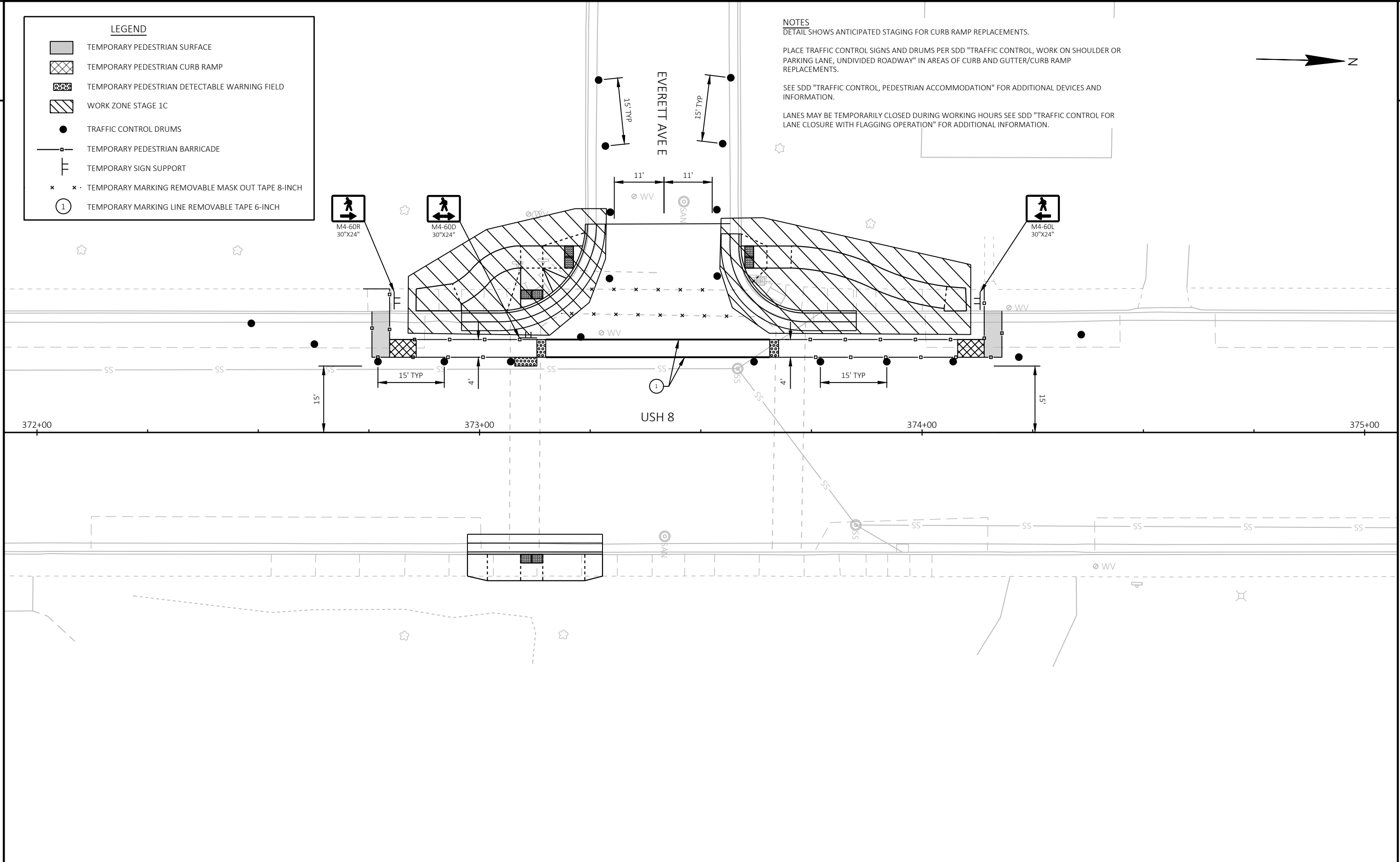
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



**LEGEND**

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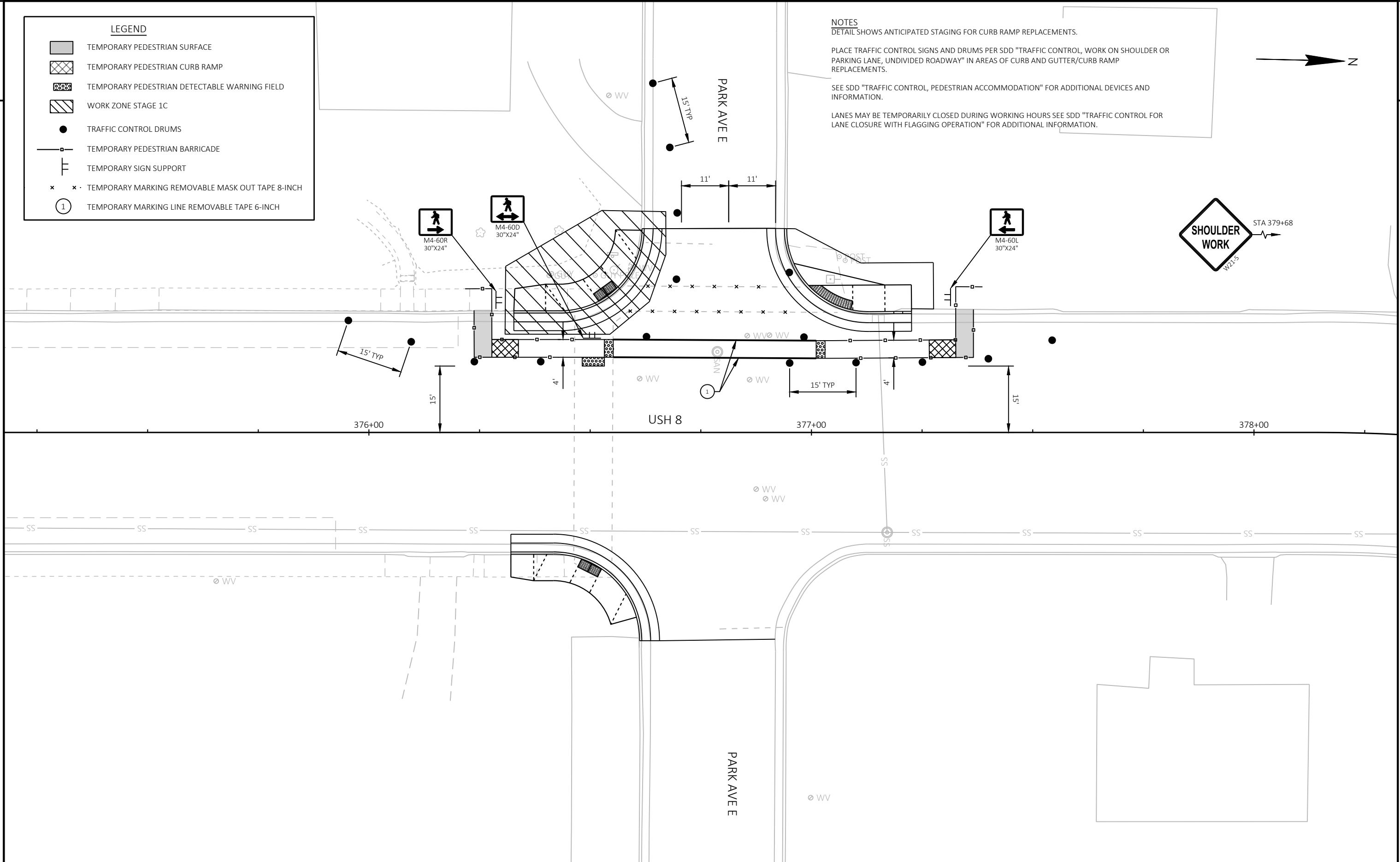
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



**LEGEND**

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-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1C
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-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1
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NOTES

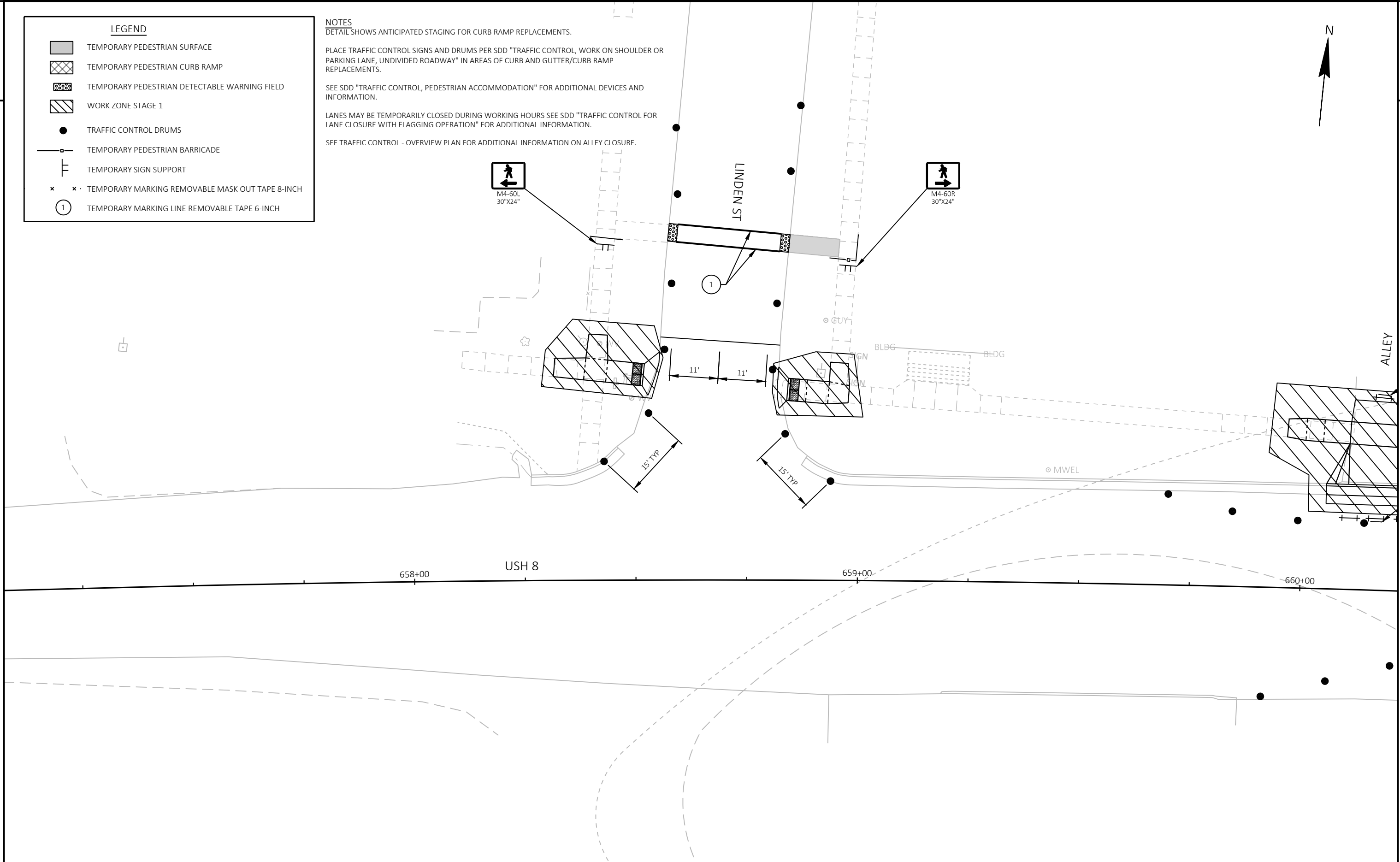
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



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SEE TRAFFIC CONTROL - OVERVIEW PLAN FOR ADDITIONAL INFORMATION ON ALLEY CLOSURE.



LEGEND

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-  TEMPORARY PEDESTRIAN CURB RAMP
-  TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
-  WORK ZONE STAGE 1
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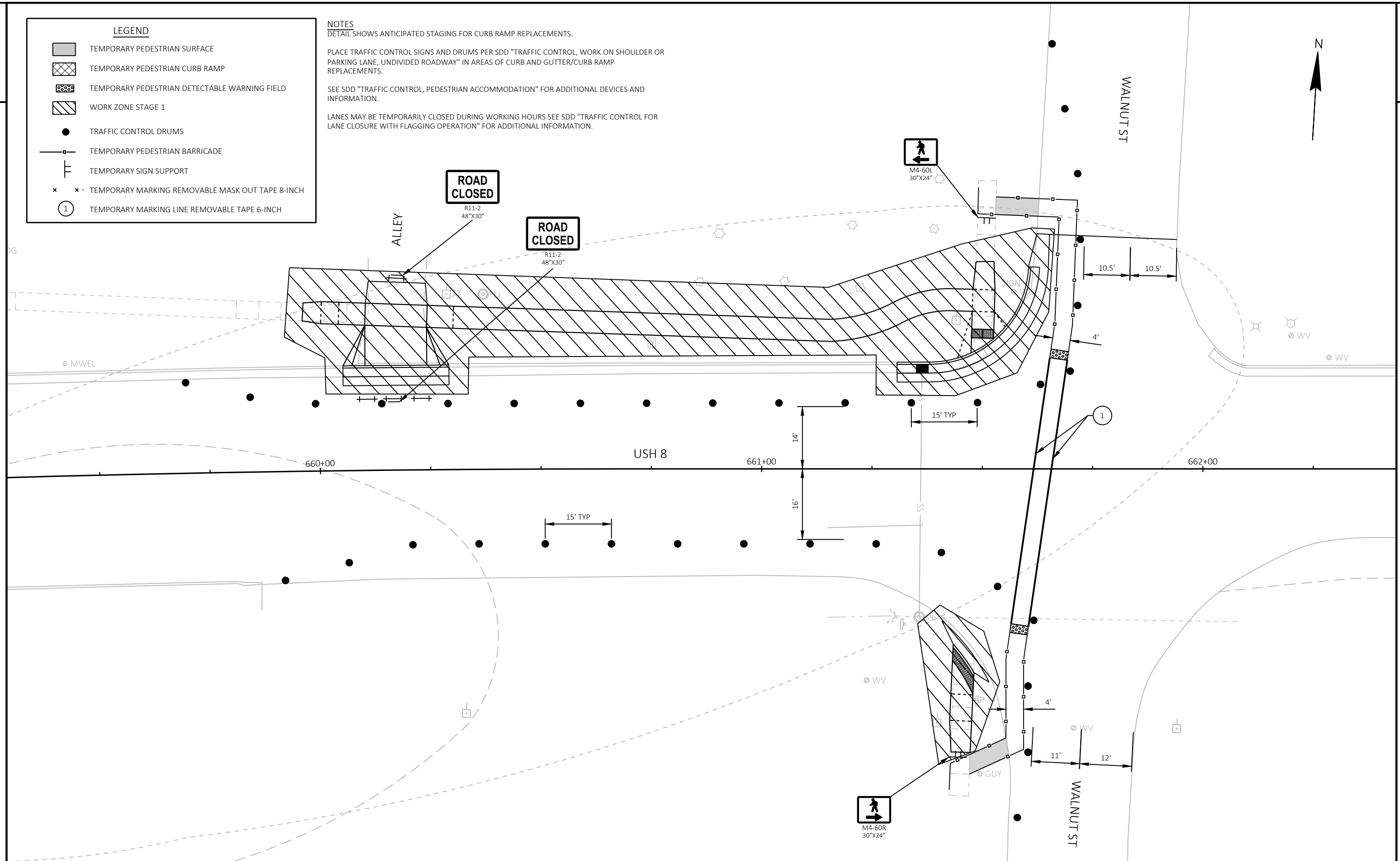
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Estimate Of Quantities By Plan Sets

1580-04-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	4.000	4.000
0004	204.0110	Removing Asphaltic Surface	SY	463.000	463.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	300.000	300.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	205,300.000	205,300.000
0010	204.0150	Removing Curb & Gutter	LF	1,240.000	1,240.000
0012	204.0155	Removing Concrete Sidewalk	SY	200.000	200.000
0014	204.0165	Removing Guardrail	LF	710.000	710.000
0016	205.0100	Excavation Common	CY	44.000	44.000
0018	208.0100	Borrow	CY	85.000	85.000
0020	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1580-04-72	EACH	1.000	1.000
0024	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	945.000	945.000
0026	213.0100	Finishing Roadway (project) 01. 1580-04-72	EACH	1.000	1.000
0030	214.0100	Obliterating Old Road	STA	2.000	2.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,500.000	3,500.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	163.000	163.000
0038	455.0605	Tack Coat	GAL	25,720.000	25,720.000
0040	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0042	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0046	460.2005	Incentive Density PWL HMA Pavement	DOL	26,970.000	26,970.000
0048	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	27,920.000	27,920.000
0050	460.2010	Incentive Air Voids HMA Pavement	DOL	41,210.000	41,210.000
0052	460.6644	HMA Pavement 4 MT 58-34 V	TON	22,190.000	22,190.000
0054	460.6645	HMA Pavement 5 MT 58-34 V	TON	19,020.000	19,020.000
0056	460.9000.S	Material Transfer Vehicle	EACH	0.500	0.500
0058	465.0105	Asphaltic Surface	TON	500.000	500.000
0060	465.0110	Asphaltic Surface Patching	TON	212.000	212.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0064	465.0315	Asphaltic Flumes	SY	60.000	60.000
0066	465.0520	Asphaltic Rumble Strips, Shoulder	LF	89,200.000	89,200.000
0068	465.0560	Asphaltic Rumble Strips, Centerline	LF	41,600.000	41,600.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	410.000	410.000
0072	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	850.000	850.000
0074	602.0405	Concrete Sidewalk 4-Inch	SF	2,945.000	2,945.000
0078	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	110.000	110.000
0080	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	55.000	55.000
0082	602.0810	Concrete Driveway 6-Inch	SY	30.000	30.000
0084	611.8110	Adjusting Manhole Covers	EACH	10.000	10.000
0086	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0088	612.0104	Pipe Underdrain 4-Inch	LF	10.000	10.000
0092	612.0404	Pipe Underdrain Wrapped 4-Inch	LF	15.000	15.000
0096	614.2300	MGS Guardrail 3	LF	175.000	175.000
0098	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600
0100	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0102	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1580-04-72	EACH	1.000	1.000
0106	619.1000	Mobilization	EACH	0.500	0.500
0108	624.0100	Water	MGAL	40.000	40.000
0110	625.0100	Topsoil	SY	2,210.000	2,210.000
0114	628.1104	Erosion Bales	EACH	50.000	50.000
0116	628.1504	Silt Fence	LF	2,810.000	2,810.000

Estimate Of Quantities By Plan Sets

1580-04-72

Line	Item	Item Description	Unit	Total	Qty
0118	628.1520	Silt Fence Maintenance	LF	2,810.000	2,810.000
0120	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0124	628.2004	Erosion Mat Class I Type B	SY	1,770.000	1,770.000
0126	628.2006	Erosion Mat Urban Class I Type A	SY	440.000	440.000
0128	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0130	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0132	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0134	628.7570	Rock Bags	EACH	50.000	50.000
0136	629.0210	Fertilizer Type B	CWT	1.400	1.400
0138	630.0130	Seeding Mixture No. 30	LB	32.000	32.000
0140	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0142	630.0500	Seed Water	MGAL	49.500	49.500
0144	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	6.000	6.000
0146	637.2230	Signs Type II Reflective F	SF	7.070	7.070
0148	638.2102	Moving Signs Type II	EACH	25.000	25.000
0152	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0154	638.4000	Moving Small Sign Supports	EACH	25.000	25.000
0156	642.5201	Field Office Type C	EACH	0.500	0.500
0158	643.0300	Traffic Control Drums	DAY	1,500.000	1,500.000
0160	643.0420	Traffic Control Barricades Type III	DAY	160.000	160.000
0162	643.0705	Traffic Control Warning Lights Type A	DAY	240.000	240.000
0164	643.0900	Traffic Control Signs	DAY	12,570.000	12,570.000
0166	643.1000	Traffic Control Signs Fixed Message	SF	64.000	64.000
0170	643.3165	Temporary Marking Line Paint 6-Inch	LF	63,460.000	63,460.000
0172	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	31,650.000	31,650.000
0174	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	470.000	470.000
0176	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	240.000	240.000
0178	643.5000	Traffic Control	EACH	0.500	0.500
0180	644.1430	Temporary Pedestrian Surface Plate	SF	560.000	560.000
0182	644.1601	Temporary Pedestrian Curb Ramp	DAY	75.000	75.000
0184	644.1605	Temporary Pedestrian Detectable Warning Field	SF	162.000	162.000
0186	644.1810	Temporary Pedestrian Barricade	LF	1,065.000	1,065.000
0188	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	134,000.000	134,000.000
0190	646.4020	Marking Line Epoxy 10-Inch	LF	210.000	210.000
0192	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	800.000	800.000
0194	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	8,500.000	8,500.000
0200	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	60.000	60.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	550.000	550.000
0206	646.8320	Marking Parking Stall Epoxy	LF	220.000	220.000
0208	650.4500	Construction Staking Subgrade	LF	842.000	842.000
0210	650.5000	Construction Staking Base	LF	842.000	842.000
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,260.000	1,260.000
0214	650.8000	Construction Staking Resurfacing Reference	LF	55,900.000	55,900.000
0216	650.9000	Construction Staking Curb Ramps	EACH	14.000	14.000
0218	650.9500	Construction Staking Sidewalk (project) 01. 1580-04-72	EACH	1.000	1.000
0222	650.9911	Construction Staking Supplemental Control (project) 01. 1580-04-72	EACH	1.000	1.000
0226	650.9920	Construction Staking Slope Stakes	LF	1,000.000	1,000.000

Estimate Of Quantities By Plan Sets

1580-04-72

Line	Item	Item Description	Unit	Total	Qty
0228	690.0150	Sawing Asphalt	LF	2,706.000	2,706.000
0230	690.0250	Sawing Concrete	LF	177.000	177.000
0232	740.0440	Incentive IRI Ride	DOL	41,210.000	41,210.000
0234	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,100.000	2,100.000
0236	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	2,400.000	2,400.000
0238	SPV.0060	Special 01. Inlet Covers Type H-D	EACH	1.000	1.000
0240	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	16.000	16.000
0242	SPV.0060	Special 03. Adjusting Sanitary Manhole Covers	EACH	5.000	5.000
0244	SPV.0090	Special 01. Concrete Curb & Gutter Cure and Seal Treatment	LF	1,260.000	1,260.000
0246	SPV.0090	Special 02. Marking Stop Line Epoxy 24-Inch	LF	350.000	350.000
0248	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	2,945.000	2,945.000
0250	SPV.0165	Special 02. Wall Modular Block Gravity Landscape (370+60, RT)	SF	55.000	55.000
0252	SPV.0180	Special 01. Concrete Driveway Cure and Seal Treatment	SY	30.000	30.000



REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	204.0110*	204.0115	204.0120	204.0150	204.0155	204.0165	COMMENTS
					REMOVING ASPHALTIC SURFACE SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE MILLING SY	REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY	REMOVING GUARDRAIL LF	
0010	367+23	-	400+83	LT&RT	--	81	18,490	--	--	--	
	369+70	-	370+00	RT	10	--	--	42	13	--	
	370+29	-	370+63	LT	8	--	--	35	22	--	
	370+37	-	370+67	RT	9	--	--	36	19	--	
	372+86	-	373+26	LT	10	--	--	40	19	--	
	372+97	-	373+28	RT	7	--	--	31	16	--	
	373+57	-	374+10	LT	9	--	--	38	26	--	
	376+32	-	376+64	RT	10	--	--	41	10	--	
	376+33	-	376+64	LT	10	--	--	41	10	--	
	376+92	-	377+28	LT	38	--	--	40	12	--	
	400+83	-	529+50	LT&RT	--	38	46,230	--	--	--	
	427+44	-	427+96	RT	17	--	--	72	--	--	
	428+19	-	428+59	RT	15	--	--	60	--	--	
	444+43	-	444+79	RT	15	--	--	63	--	--	
	445+09	-	445+48	RT	17	--	--	72	--	--	
	529+50	-	658+00	LT&RT	--	29	43,820	--	--	--	
	658+00	-	673+17	LT&RT	--	43	7,550	--	--	--	
	658+32	-	658+55	LT	--	--	--	--	18	--	
	658+82	-	658+98	LT	--	--	--	--	9	--	
	659+96	-	661+63	LT	49	--	--	44	15	--	
	661+42	-	661+48	RT	--	--	--	--	11	--	
	670+56	-	670+98	LT	20	--	--	51	--	--	
	671+22	-	671+70	LT	28	--	--	67	--	--	
	671+79	-	673+08	RT	--	--	--	--	--	130	
	672+05	-	673+34	LT	--	--	--	--	--	130	
	673+66	-	800+00	LT&RT	--	25	43,680	--	--	--	
	673+49	-	674+78	RT	--	--	--	--	--	130	
	673+76	-	675+05	LT	--	--	--	--	--	130	
	727+54	-	727+98	RT	27	--	--	74	--	--	
	727+74	-	728+21	LT	15	--	--	64	--	--	
	728+30	-	728+88	RT	19	--	--	80	--	--	
	728+50	-	729+04	LT	22	--	--	93	--	--	
	800+00	-	926+10	LT&RT	--	84	44,490	--	--	--	
	835+82	-	836+32	LT	15	--	--	65	--	--	
	836+48	-	837+15	LT	24	--	--	91	--	--	
	922+58	-	924+49	LT	--	--	--	--	--	190	
CATEGORY 0010 TOTALS					394	300	204,260	1,240	200	710	
0030	367+23	-	369+83	LT&RT	--	--	350	--	--	--	PARKING LANES
	370+53	-	373+03	LT&RT	--	--	330	--	--	--	PARKING LANES
	373+73	-	376+43	LT&RT	--	--	360	--	--	--	PARKING LANES
CATEGORY 0030 TOTALS					--	--	1,040	--	--	--	
TOTALS					394	300	205,300	1,240	200	710	

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

OBLITERATING OLD ROAD

CATEGORY	LOCATION	214.0100 STA
0010	HANSON DR	2
TOTAL		2

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	305.0110	305.0120*
					BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	367+23	-	400+83	LT&RT	54	8
	400+83	-	529+50	LT&RT	827	--
	529+50	-	658+00	LT&RT	812	--
	658+00	-	673+17	LT&RT	72	11
	670+55	-	673+01	RT	27	29
	671+70	-	673+29	LT	16	20
	673+66	-	800+00	LT&RT	799	--
	673+54	-	675+69	RT	26	25
	673+85	-	676+07	LT	28	29
	800+00	-	926+10	LT&RT	839	--
TOTALS					3,500	122

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE: BASE AGGREGATE DENSE 3/4-INCH INCLUDES QUANTITY FOR UNDER AREAS OF CURB AND GUTTER AS NEEDED.

EARTHWORK SUMMARY											
DIVISION	STATION TO	STATION	LOCATION	205.0100	SALVAGED/UNUSABLE	AVAILABLE	UNEXPANDED	EXPANDED FILL	MASS ORDINATE	208.0100	COMMENTS
				EXCAVATION COMMON (NOTE 1) (CY)	PAVEMENT MATERIAL (NOTE 2) (CY)	MATERIAL (NOTE 3)		FILL		FACTOR (NOTE 4) 1.25	
1	0+00	- 1+53	WALNUT ST SIDEWALK EXTENSION	8	--	8	9	12	-4	4	
	671+51	- 673+29	DEER TAIL CREEK GUARDRAIL NW QUADRANT	3	1	2	31	39	-37	37	
	673+85	- 676+07	DEER TAIL CREEK GUARDRAIL NE QUADRANT	1	1	--	35	44	-44	44	
SUBTOTAL				12	2	10	75	95	-85	85	
2	670+55	- 673+29	DEER TAIL CREEK GUARDRAIL SW QUADRANT	22	3	19	11	13	6	--	
	673+54	- 676+07	DEER TAIL CREEK GUARDRAIL SE QUADRANT	9	1	8	11	14	-6	--	
	SUBTOTAL				31	4	27	22	27	-	--
PROJECT TOTAL				44	6	37	97	122	-85	85	

NOTES  
 1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT  
 2) SALVAGED/UNUSABLE PAVEMENT MATERIAL = (AREA OF PROJECT PAVEMENT) \* (TYPICAL DEPTH)  
 3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL  
 4) EXPANDED FILL = (UNEXPANDED FILL) \* (FILL FACTOR)  
 5) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITH THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

DRIVEWAY, CURB & GUTTER, AND SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	602.0810	465.0110*	465.0120	465.0315	601.0411	601.0557	602.0405	602.0505	602.0605	690.0150*	690.0250*	SPV.0090.01	SPV.0165.01	SPV.0180.01
					CONCRETE DRIVEWAY 6-INCH SY	ASPHALTIC SURFACE PATCHING TON	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	ASPHALTIC FLUMES SY	CONCRETE CURB & GUTTER 30-INCH TYPE D LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	CONCRETE SIDEWALK 4-INCH SF	CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	DETECTABLE WARNING FIELD RADIAL YELLOW SF	SAWING ASPHALT LF	SAWING CONCRETE LF	CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF	CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF	CONCRETE DRIVEWAY CURE AND SEAL TREATMENT SY
0010	369+70	-	370+00	RT	--	2	--	--	42	--	127	--	17	53	11	42	127	--
	370+29	-	370+63	LT	--	2	--	--	35	--	206	10	--	39	16	35	206	--
	370+37	-	370+67	RT	--	2	--	--	36	--	247	10	--	46	18	36	247	--
	372+86	-	373+26	LT	--	2	--	--	40	--	274	20	--	50	21	40	274	--
	372+97	-	373+28	RT	--	1	--	--	31	--	180	10	--	35	16	31	180	--
	373+57	-	374+10	LT	--	2	--	--	38	--	262	10	--	48	10	38	262	--
	376+32	-	376+64	RT	--	2	--	--	41	--	185	10	--	51	10	41	185	--
	376+33	-	376+64	LT	--	2	--	--	40	--	204	10	--	51	10	40	204	--
	376+92	-	377+28	LT	--	2	7	--	40	--	158	--	21	96	5	40	158	--
	427+44	-	427+96	RT	--	3	--	4	--	71	--	--	--	81	--	71	--	--
	428+19	-	428+59	RT	--	3	--	4	--	61	--	--	--	71	--	61	--	--
	444+43	-	444+79	RT	--	3	--	4	--	63	--	--	--	72	--	63	--	--
	445+09	-	445+48	RT	--	3	--	4	--	72	--	--	--	83	--	72	--	--
	658+32	-	658+55	LT	--	1	--	--	--	--	123	10	--	11	8	--	123	--
	658+82	-	658+98	LT	--	1	--	--	--	--	87	10	--	11	8	--	87	--
	659+96	-	661+63	LT	30	4	3	--	24	--	162	10	--	103	16	24	162	30
	661+42	-	661+48	RT	--	1	--	--	43	--	105	--	17	4	43	105	--	--
	670+56	-	670+98	LT	--	3	--	10	--	50	--	--	--	72	--	50	--	--
	671+22	-	671+70	LT	--	4	--	10	--	67	--	--	--	89	--	67	--	--
	727+54	-	727+98	RT	--	3	--	4	--	74	--	--	--	84	--	74	--	--
	727+74	-	728+21	LT	--	3	--	4	--	65	--	--	--	74	--	65	--	--
	728+30	-	728+88	RT	--	4	--	4	--	79	--	--	--	89	--	79	--	--
	728+50	-	729+04	LT	--	4	--	4	--	92	--	--	--	105	--	92	--	--
	835+82	-	836+32	LT	--	4	--	4	--	65	--	--	--	75	--	65	--	--
	836+48	-	837+15	LT	--	5	--	4	--	91	--	--	--	102	--	91	--	--
CATEGORY 0010 TOTALS					30	66	10	60	410	850	2,320	110	55	1,608	153	1,260	2,320	30
0050	659+96	-	370+00	RT	--	--	--	--	--	625	--	--	--	--	--	--	625	--
CATEGORY 0050 TOTALS					--	--	--	--	--	625	--	--	--	--	--	--	625	--
TOTALS					30	66	10	60	410	850	2,945	110	55	1,608	153	1,260	2,945	30

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

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ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	211.0400	455.0605	460.0105.S	460.0110.S	460.6644	460.6645	465.0105	465.0110*	465.0520	465.0560
					PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	TACK COAT GAL	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	HMA PAVEMENT 4 MT 58-34 V TON	HMA PAVEMENT 5 MT 58-34 V TON	ASPHALTIC SURFACE TON	ASPHALTIC SURFACE PATCHING TON	ASPHALTIC RUMBLE STRIPS, SHOULDER LF	ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010	367+23	-	400+84	LT&RT	--	2,220	--	--	1,810	1,550	--	--	--	--
	400+84	-	529+50	LT&RT	--	5,550	--	--	4,530	3,880	--	--	--	9,737
	529+50	-	658+00	LT&RT	--	5,260	--	--	4,290	3,680	--	--	--	10,666
	658+00	-	673+17	LT&RT	--	910	--	--	740	630	--	--	--	--
	673+66	-	800+00	LT&RT	--	5,240	--	--	4,280	3,670	--	--	--	11,817
	800+00	-	926+10	LT&RT	--	5,340	--	--	4,360	3,740	--	--	--	9,380
UNDISTRIBUTED					--	--	1	1	--	--	500	125	--	--
CATEGORY 0010 TOTALS					--	24,520	1	1	20,010	17,150	500	125	--	41,600
0020	416+00	-	529+50	LT&RT	215	250	--	--	480	410	--	--	20,475	--
	529+50	-	658+00	LT&RT	256	280	--	--	560	480	--	--	24,111	--
	673+66	-	800+00	LT&RT	249	270	--	--	530	460	--	--	23,835	--
	800+00	-	918+20	LT&RT	225	260	--	--	500	430	--	--	20,779	--
CATEGORY 0020 TOTALS					945	1,060	--	--	2,070	1,780	--	--	89,200	--
0030	367+23	-	369+83	LT&RT	--	50	--	--	40	30	--	--	--	--
	370+53	-	373+03	LT&RT	--	40	--	--	30	30	--	--	--	--
	373+73	-	376+43	LT&RT	--	50	--	--	40	30	--	--	--	--
CATEGORY 0030 TOTALS					--	140	--	--	110	90	--	--	--	--
TOTALS					945	25,720	1	1	22,190	19,020	500	125	89,200	41,600

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE: UNDISTRIBUTED ASPHALT SURFACE QUANTITY USED FOR ANY REPAIRS REQUIRED AFTER MILLING IS COMPLETE. UNDISTRIBUTED ASPHALT SURFACE PATCHING QUANTITY USED FOR MINOR REPAIRS REQUIRED TO MAINTAIN TRAFFIC. HMA PWL TEST STRIP VOLUMETRICS AND HMA PWL TEST STRIP DENSITY ITEMS ARE SPLIT BETWEEN ID 1580-04-72 AND ID 1580-04-73 FOR A TOTAL OF 2 TEST STRIP VOLUMETRICS AND 2 TEST STRIP DENSITIES ACROSS THE ENTIRE CONTRACT.

HMA ACCEPTANCE TABLE										
LOCATION	STA	TO	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
									MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	367+23	-	926+10	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	12,450	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	367+23	-	926+10	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34V	14,520	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
SHOULDERS, SIDEROADS, TURN LANES	VARIOUS			UPPER LAYER	5 MT 58-34V	5 MT 58-34V	4,800	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, SIDEROADS, TURN LANES	VARIOUS			LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34V	5,600	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
2-FT SHOULDER WIDENING	VARIOUS			UPPER LAYER	5 MT 58-34V	5 MT 58-34V	1,770	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
2-FT SHOULDER WIDENING	VARIOUS			LOWER LAYER	BASE AGGREGATE	4 MT 58-34V	2,070	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
DRIVEWAYS	VARIOUS			UPPER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	10	3"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
CURB & GUTTER REPLACEMENTS, UTILITY ADJUSTMENTS	VARIOUS			PATCHING AFTER REPLACEMENTS	BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	85	3 1/2"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

UTILITY ADJUSTMENT ITEMS

CATEGORY	STATION	OFFSET	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110* REMOVING ASPHALTIC SURFACE SY	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0110* ASPHALTIC SURFACE PATCHING TON	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF	SPV.0060.01 INLET COVERS TYPE H-D EACH	SPV.0060.02 ADJUSTING WATER VALVE BOXES EACH	SPV.0060.03 ADJUSTING SANITARY MANHOLE COVERS EACH
0010	369+99	RT	--	--	--	--	--	1	--	--	--	--	--
	370+02	RT	--	4	2	1	1	--	24	--	--	--	--
	370+56	RT	--	--	--	--	--	1	--	--	--	--	--
	370+59	RT	--	4	2	1	1	--	24	--	--	--	--
	370+76	LT	--	4	2	1	1	--	24	--	--	--	--
	373+58	LT	--	4	2	1	1	--	24	--	--	--	--
	373+77	LT	--	--	--	--	--	1	--	--	--	--	--
	373+85	RT	--	4	2	1	1	--	24	--	--	--	--
	377+15	LT	--	--	--	--	--	--	--	1	--	--	--
	377+17	RT	--	4	2	1	1	--	24	--	--	--	--
	378+90	RT	--	4	2	1	1	--	24	--	--	--	--
	380+10	RT	--	4	2	1	1	--	24	--	--	--	--
	383+24	RT	--	4	2	1	1	--	24	--	--	--	--
	391+92	RT	4	--	--	--	1	--	--	24	--	--	--
	661+36	LT	--	--	--	--	--	1	--	--	--	--	--
CATEGORY 0010 TOTALS			4	36	18	9	10	4	216	24	1	--	--
0030	370+18	RT	--	4	2	1	--	--	24	--	--	--	1
	370+31	RT	--	1	1	0.5	--	--	12	--	--	1	--
	370+44	RT	--	1	1	0.5	--	--	12	--	--	1	--
	370+52	RT	--	1	1	0.5	--	--	12	--	--	1	--
	373+27	LT	--	1	1	0.5	--	--	12	--	--	1	--
	373+42	RT	--	4	2	1	--	--	24	--	--	--	1
	376+60	LT	--	--	--	--	--	--	--	--	--	1	--
	376+61	LT	--	1	1	0.5	--	--	12	--	--	1	--
	376+79	LT	--	4	2	1	--	--	24	--	--	--	1
	376+85	LT	--	1	1	0.5	--	--	12	--	--	1	--
	376+86	LT	--	1	1	0.5	--	--	12	--	--	1	--
	376+87	RT	--	1	1	0.5	--	--	12	--	--	1	--
	376+90	RT	--	1	1	0.5	--	--	12	--	--	1	--
	376+91	LT	--	1	1	0.5	--	--	12	--	--	1	--
	378+67	LT	--	4	2	1	--	--	24	--	--	--	1
	405+77	RT	--	4	2	1	--	--	24	--	--	--	1
CATEGORY 0030 TOTALS			--	30	20	10	--	--	240	--	--	11	5
0040	921+53	LT	--	1	1	0.5	--	--	12	--	--	1	--
	924+65	LT	--	1	1	0.5	--	--	12	--	--	1	--
CATEGORY 0040 TOTALS			--	2	2	1	--	--	24	--	--	2	--
0060	658+42	LT	--	--	--	--	--	--	--	--	--	1	--
	658+49	LT	--	--	--	--	--	--	--	--	--	1	--
	661+71	RT	--	1	1	1	--	--	12	--	--	1	--
CATEGORY 0060 TOTALS			--	1	1	1	--	--	12	--	--	3	--
TOTALS			4	69	41	21	10	4	492	24	1	16	5

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	369+70	-	370+00	RT	14	--	14	0.01	--	0.2	0.3
	370+29	-	370+63	LT	12	--	12	0.01	--	0.2	0.3
	370+37	-	370+67	RT	14	--	14	0.01	--	0.2	0.3
	372+86	-	373+26	LT	25	--	25	0.02	--	0.4	0.6
	372+97	-	373+28	RT	10	--	10	0.01	--	0.2	0.2
	373+57	-	374+10	LT	46	--	46	0.03	--	0.8	1.0
	376+32	-	376+64	RT	12	--	12	0.01	--	0.2	0.3
	376+33	-	376+64	LT	12	--	12	0.01	--	0.2	0.3
	427+44	-	427+96	RT	31	31	--	0.02	0.6	--	0.7
	428+19	-	428+59	RT	27	27	--	0.02	0.5	--	0.6
	444+43	-	444+79	RT	28	28	--	0.02	0.5	--	0.6
	445+09	-	445+48	RT	30	30	--	0.02	0.5	--	0.7
	658+32	-	658+55	LT	14	--	14	0.01	--	0.3	0.3
	658+82	-	658+98	LT	11	--	11	0.01	--	0.2	0.2
	659+96	-	661+63	LT	165	--	165	0.10	--	3.0	3.7
	661+42	-	661+48	RT	16	--	16	0.01	--	0.3	0.4
	670+56	-	670+98	LT	24	24	--	0.02	0.4	--	0.5
	670+56	-	673+02	RT	131	131	--	0.08	2.4	--	2.9
	671+20	-	673+30	LT	246	246	--	0.15	4.4	--	5.5
	673+58	-	675+69	RT	229	229	--	0.14	4.1	--	5.1
	673+83	-	676+08	LT	226	226	--	0.14	4.1	--	5.1
	727+54	-	727+98	RT	31	31	--	0.02	0.5	--	0.7
	727+74	-	728+21	LT	29	29	--	0.02	0.5	--	0.6
	728+30	-	728+88	RT	34	34	--	0.02	0.6	--	0.8
	728+50	-	729+04	LT	38	38	--	0.02	0.7	--	0.8
	835+82	-	836+32	LT	30	30	--	0.02	0.5	--	0.7
	836+48	-	837+15	LT	37	37	--	0.02	0.7	--	0.8
	HANSON DR		LT & RT		243	244	--	0.15	4.5	--	5.5
UNDISTRIBUTED					445	355	89	0.28	6.5	3.8	10.0
TOTALS					2,210	1,770	440	1.40	32.0	10.0	49.5

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EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	628.1104	628.1504	628.1520	628.7504	628.7555	628.7570
					EROSION BALES EACH	SILT FENCE LF	SILT FENCE MAINTENANCE LF	TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	ROCK BAGS EACH
0010	427+44	-	427+96	RT	--	90	90	--	--	--
	428+19	-	428+59	RT	--	70	70	--	--	--
	444+43	-	444+79	RT	--	90	90	--	--	--
	445+09	-	445+48	RT	--	80	80	--	--	--
	670+56	-	670+98	LT	--	70	70	--	6	--
	670+56	-	673+02	RT	16	270	270	--	--	--
	671+20	-	673+30	LT	8	220	220	15	--	--
	673+58	-	675+69	RT	8	250	250	--	--	--
	673+83	-	676+08	LT	8	260	260	--	--	--
	727+54	-	727+98	RT	--	80	80	--	--	--
	727+74	-	728+21	LT	--	80	80	--	--	--
	728+30	-	728+88	RT	--	90	90	--	--	--
	728+50	-	729+04	LT	--	110	110	--	--	--
	835+82	-	836+32	LT	--	80	80	--	--	--
	836+48	-	837+15	LT	--	110	110	--	--	--
	HANSON DR LT & RT				--	300	300	15	--	--
	UNDISTRIBUTED					10	560	30	--	50
TOTALS						50	2,810	60	6	50

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905	628.1910
		MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	5	3
TOTALS		5	3

INLET PROTECTION TYPE C

CATEGORY	STATION	OFFSET	628.7015	
			EACH	
0010	367+24	RT	1	
	367+26	LT	1	
	369+99	RT	1	
	370+56	RT	1	
	371+38	LT	1	
	373+77	LT	1	
	373+96	RT	1	
	377+15	LT	1	
	378+65	RT	1	
	382+09	RT	1	
	383+44	RT	1	
	383+61	LT	1	
	386+48	RT	1	
	387+57	LT&RT	2	
	388+62	LT	1	
	391+01	RT	1	
	661+36	LT	1	
	UNDISTRIBUTED			2
TOTALS				20

3

REMOVING AND MOVING SIGNS

CATEGORY	STATION	OFFSET	638.2102	638.4000	
			MOVING SIGNS TYPE II EACH	MOVING SMALL SIGN SUPPORTS EACH	
0010	373+15	LT	2	2	
	376+55	LT	1	1	
	658+48	LT	2	2	
	660+75	LT	1	1	
	661+49	RT	1	1	
	670+70	RT	1	1	
	671+36	RT	1	1	
	671+71	LT	1	1	
	671+97	RT	1	1	
	672+74	RT	1	1	
	672+78	LT	1	1	
	673+01	RT	1	1	
	673+28	LT	1	1	
	673+55	RT	1	1	
	673+81	LT	1	1	
	675+33	LT	1	1	
	675+76	LT	1	1	
	675+81	RT	1	1	
	UNDISTRIBUTED			5	5
TOTALS				25	25

NOTE: UNDISTRIBUTED QUANTITY INCLUDED FOR DAMAGED POSTS OR LOCATIONS IN WHICH SIGN HEIGHT ADJUSTMENTS REQUIRE A NEW POST

TYPE II SIGNS AND SUPPORTS

CATEGORY	LOCATION	OFFSET	SIGN CODE	SIGN DIMENSION W X H			DESCRIPTION	634.0616	637.2230	638.3000
				IN	X	IN		POSTS WOOD 4X6-INCH X 16-FT EACH	SIGNS TYPE II REFLECTIVE F SF	REMOVING SMALL SIGN SUPPORTS EACH
0010	NB CTH B	RT	W10-1	36	X	36	RAILROAD CROSSING	1	7.07	--
	UNDISTRIBUTED							5	--	5
TOTALS								6	7.07	5

NOTE: UNDISTRIBUTED QUANTITY INCLUDED FOR DAMAGED POSTS OR LOCATIONS IN WHICH SIGN HEIGHT ADJUSTMENTS REQUIRE A NEW POST



3

3

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH		643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH		646.2040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH				646.4020 MARKING LINE EPOXY 10-INCH	646.4040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH	646.4720 MARKING LINE SAME DAY EPOXY 6-INCH		COMMENTS	
				4' LINE 46'		12.5' LINE 37.5'		12.5' LINE 37.5'		12.5' LINE 37.5'		SOLID WHITE	SOLID WHITE	12.5' LINE 37.5'			SOLID YELLOW
				SKIP YELLOW	SOLID YELLOW	SKIP YELLOW	SOLID YELLOW	SKIP YELLOW	SOLID YELLOW	SKIP WHITE	SOLID WHITE			SKIP YELLOW	SOLID YELLOW		
LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF			
0010	367+23	-	416+00	640	9,064	--	--	--	--	--	3,515	--	--	1,000	4,533		
	416+00	-	653+50	2,920	32,020	4,550	16,015	4,550	16,015	75	46,500	--	550	--	--		
	653+50	-	673+17	316	3,934	--	--	--	--	--	2,915	210	--	500	1,967		
	673+66	-	910+00	3,790	10,320	5,925	5,160	5,925	5,160	--	46,560	--	250	--	--		
	910+00	-	926+10	256	--	--	--	--	--	--	2,785	--	--	400	--		
	9+20	-	9+70	--	200	--	--	--	--	--	--	--	--	--	100	CTH B	
CATEGORY 0010 TOTALS				63,460		31,650		134,000		210	800		8,500				

NOTES:  
 PLACE TEMPORARY MARKING LINE PAINT ON MILLED AND ON LOWER LAYER OF HMA PAVEMENT.  
 PLACE TEMPORARY MARKING LINE EPOXY ITEM ON HMA PAVEMENT SURFACE PRIOR TO RUMBLE STRIPS.

GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	614.2300	614.2500	614.2610
					MGS GUARDRAIL 3 LF	MGS THRIE BEAM TRANSITION LF	MGS GUARDRAIL TERMINAL EAT EACH
0010	671+65	-	673+08	RT	50.0	39.4	1
	672+04	-	673+34	LT	37.5	39.4	1
	673+49	-	674+79	RT	37.5	39.4	1
	673+76	-	675+18	LT	50.0	39.4	1
TOTALS					175	157.6	4

WATER

CATEGORY	LOCATION	624.0100 MGAL
0010	UNDISTRIBUTED	40
TOTAL		40

STAKING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (1580-04-72) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (1580-04-72) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	367+23	-	926+10	LT&RT	--	--	1,260	55,900	14	--	--	--
	659+97	-	661+48	RT	--	--	--	--	--	--	--	158
	670+55	-	673+01	RT	246	246	--	--	--	--	--	246
	671+70	-	673+29	LT	159	159	--	--	--	--	--	159
	673+54	-	675+69	RT	215	215	--	--	--	--	--	215
	673+85	-	676+07	LT	222	222	--	--	--	--	--	222
	PROJECT				--	--	--	--	--	1	1	--
TOTALS					842	842	1,260	55,900	14	1	1	1,000

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	OFFSET	690.0150* LF
0010	671+50	-	673+04	RT	154
	672+03	-	673+29	LT	126
	673+55	-	675+45	RT	192
	673+80	-	675+14	LT	134
TOTAL					606

\*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

WALL MODULAR BLOCK GRAVITY LANDSCAPE (370+60, RT) ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	612.0104 PIPE UNDERDRAIN 4-INCH LF	612.0404 PIPE UNDERDRAIN WRAPPED 4-INCH LF	SPV.0165.02 WALL MODULAR BLOCK GRAVITY LANDSCAPE (370+60, RT) SF
0010	370+51	-	370+63	RT	10	15	55
TOTAL					10	15	55



# STATE OF WISCONSIN CITY OF LADYSMITH TRANSPORTATION PROJECT PLAT TITLE SHEET 1580-04-22 LADYSMITH - HAWKINS RIVER AVENUE TO PRENTICE STREET USH 8 RUSK COUNTY



### CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	
QUARTER LINE		SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	
SIXTEENTH LINE		GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	
NEW REFERENCE LINE		SIXTEENTH CORNER MONUMENT		SIGN	
NEW R/W LINE		OFF-PREMISE SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE		NON-COMPENSABLE		NO ACCESS (BY STATUTORY AUTHORITY)	
PROPERTY LINE		ACCESS RESTRICTED BY PREVIOUS PROJECT OR CONTROL		NO ACCESS (NEW HIGHWAY)	
LOT, TIE & OTHER MINOR LINES		NO ACCESS		PARCEL NUMBER	
SLOPE INTERCEPT		PARALLEL OFFSETS		UTILITY NUMBER	
CORPORATE LIMITS		ELECTRIC POLE		TO BE REMOVED	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)		TELEPHONE POLE		BRIDGE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		CULVERT	
TEMPORARY LIMITED EASEMENT AREA		ACCESS RESTRICTED BY ACQUISITION			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		NO ACCESS (BY STATUTORY AUTHORITY)			
TRANSMISSION STRUCTURES		ACCESS RESTRICTED BY PREVIOUS PROJECT OR CONTROL			
		NO ACCESS (NEW HIGHWAY)			

### CONVENTIONAL ABBREVIATIONS

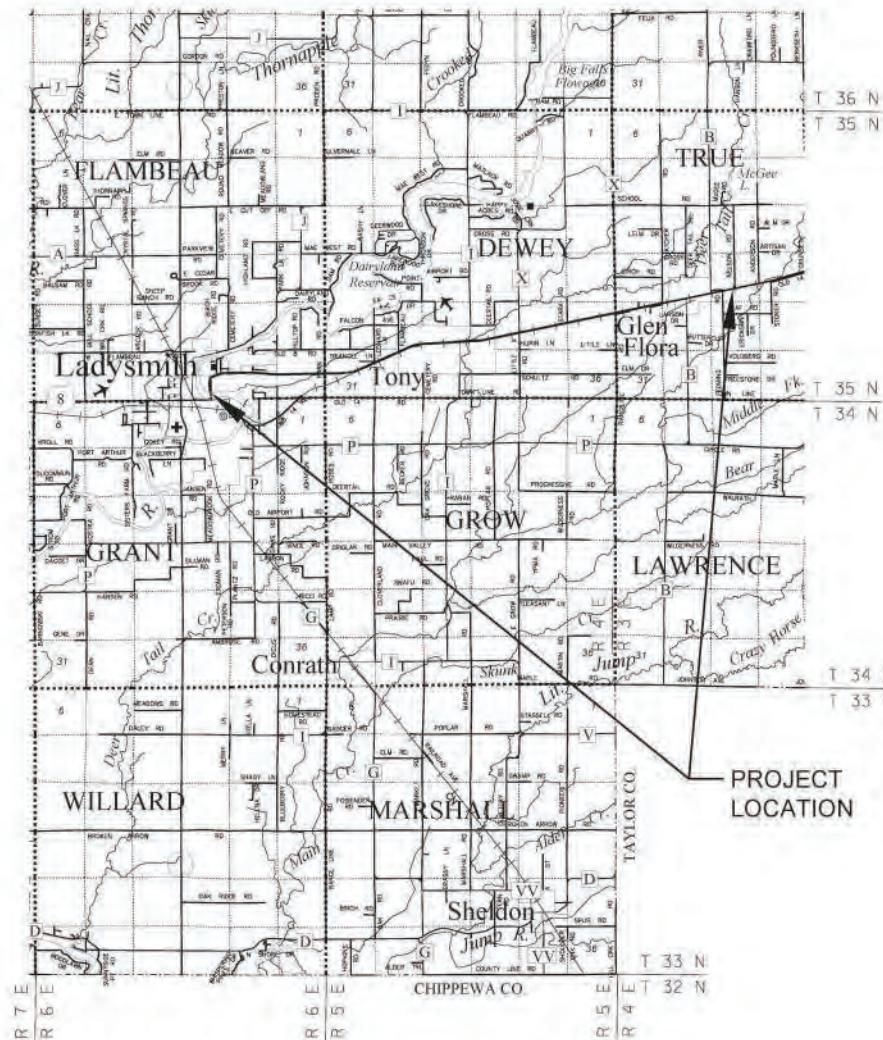
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS (100')	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP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

### CURVE DATA ABBREVIATIONS

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

### CONVENTIONAL UTILITY SYMBOLS

	WATER
	GAS
	TELEPHONE
	OVERHEAD
	TRANSMISSION LINES
	ELECTRIC
	CABLE TELEVISION
	FIBER OPTIC
	SANITARY SEWER
	STORM SEWER



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1580-04-22.

### NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 1580-04-22 -4.01  
SHEET 2 OF 2  
AMENDMENT NO:

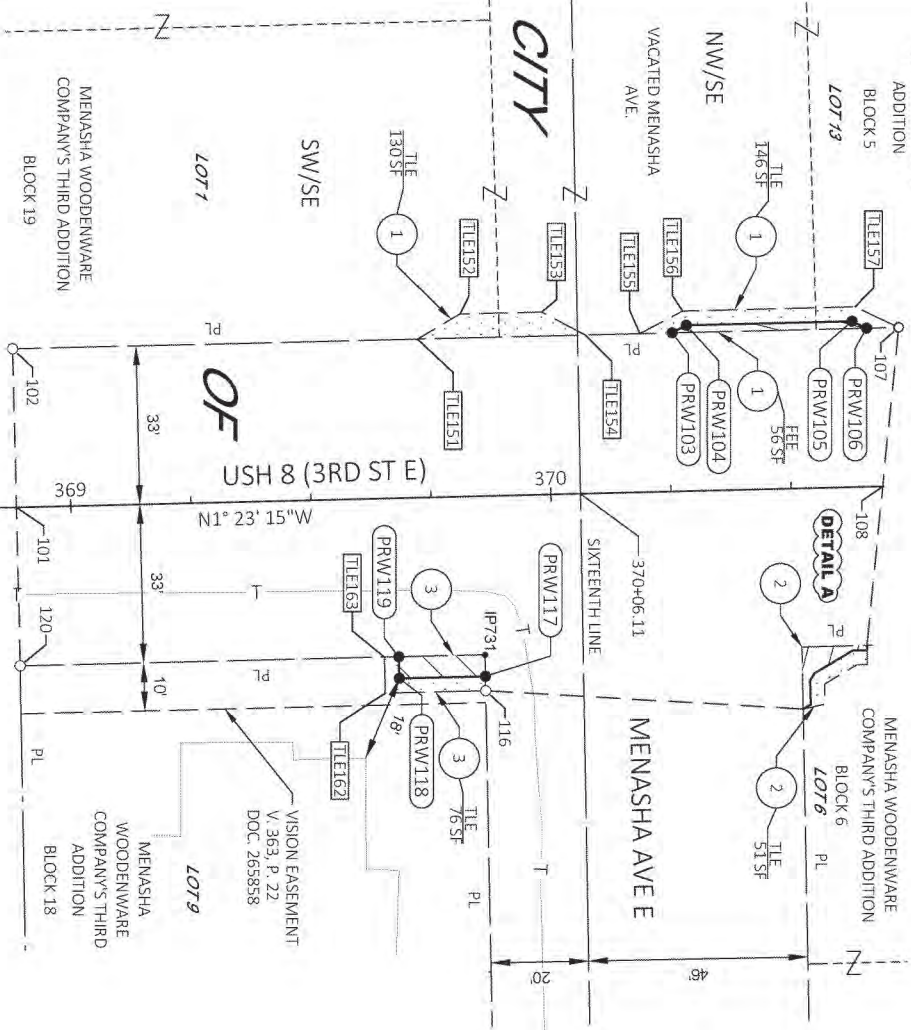
TRANSPORTATION PROJECT PLAT NO: 1580-04-22-4.01 AMENDMENT NO. 1

AMENDMENT AMENDS PARCEL 1, REMOVES PARCEL 4, REMOVES UTILITY NUMBER 201 AND AMENDS UTILITY NUMBER 202 OF TYP 1580-04-22-4.01 RECORDED AS DOCUMENT NUMBER 361479

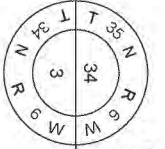
THAT PART OF LOT 1, BLOCK 19 AND PART OF LOT 9, BLOCK 18 OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, LOCATED IN PART OF THE SW1/4 OF THE SE1/4, AND PART OF LOT 13, BLOCK 5, PART OF LOT 6, BLOCK 6, PART OF THE VACATED MENASHA AVENUE, OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, LOCATED IN PART OF THE NW1/4 OF THE SE1/4, ALL IN SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER - USH 8, LADYSMITH - HAWKINS, RIVER AVENUE TO PRENTICE STREET, RUSK COUNTY TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LADYSMITH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 66.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT: 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT 2. THAT PORTION OF INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 66.22, WISCONSIN STATUTES.

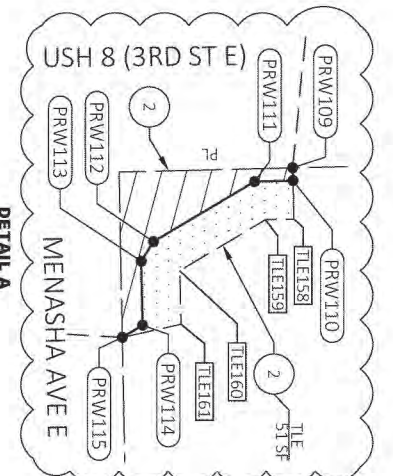


LADYSMITH



PER TIES Y = 563615.277 X = 813234.118 SECTION LINE N89°01'43"E 572.47' MON TO THE LINE N00°22'54"W 1218.26' SECTION LINE TO 101 N1°23'15"W 370' MON TO THE LINE S89°01'43"W 2096.93' MON TO THE LINE

FOUND RUSK CO ALUMINUM CAP MONUMENT Y = 563660.536 X = 815903.133



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH.

Table with 5 columns: PARCEL NUMBER, OWNERS, INTERESTS REQUIRED, R/W SF REQUIRED, TILE SF. Rows include City of Ladysmith, Martin L. Reynolds, and Allen F. Kennon and Julie A. Kennon.

UTILITY INTERESTS REQUIRED

Table with 2 columns: UTILITY NUMBER, OWNERS, INTEREST REQUIRED. Shows CenturyLink (Communications) and Release of Rights.

COURSE TABLE

Table with 4 columns: COURSE, BEARING, DISTANCE, POINT NO. Lists courses for various parcels (101-102, 103-106, 107-108, 109-112, 113-116, 117-119, 120).

STATION & OFFSET TABLE

Table with 5 columns: POINT NO, STATION, OFFSET, INTEREST REQUIRED. Lists stationing and offsets for points 101-120.

TILE STATION & OFFSET TABLE

Table with 5 columns: POINT NO, STATION, OFFSET. Lists stationing and offsets for tile points TLE151-163.

Table with 4 columns: POINT, Y (NORTHING), X (EASTING), DESCRIPTION. Lists points IP731 and 564940.786 with their coordinates and descriptions.

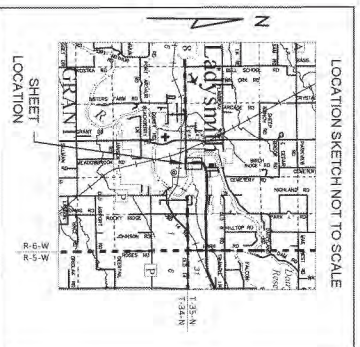
ALL TILES ARE FOR SLOPE GRADING PURPOSES.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. 361479 FOR ADDITIONAL INFORMATION.



I, KEVIN C. BOYER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF LADYSMITH, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Kevin C. Boyer DATE: 01/17/2022 PRINT NAME: KEVIN C. BOYER REGISTRATION NUMBER: S-2675 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH SIGNATURE: [Signature] DATE: 01/17/2022 PRINT NAME: ALAN CHRISTIANSON



REGISTERED FOR REGISTER OF DEEDS PROJECT NUMBER 1580-04-22-4.01 SHEET 1 OF 1 AMENDMENT NO. 1 362761 MANY BERG REGISTER OF DEEDS RUSK COUNTY, WI RECORDED ON 01/18/2022 12:59 PM CABINET 1.1 ENV. 118

SCALE, FEET 0 20 40



NOTES: POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCS). RUSK COUNTY, MAD3 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION. CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH. ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4 X 24" IRON REBAR) UNLESS OTHERWISE NOTED AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT. EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR USH 8: R/W PLAT 1580-10-21, R/W PLAT 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION, CSM 415 AND EXISTING CENTERLINE. EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR MENASHA AVE E (R/W PLAT 1580-10-21), R/W PLAT 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION AND EXISTING CENTERLINE.

TRANSPORTATION PROJECT PLAT NO: 1580-04-22-4.01

THAT PART OF LOT 1 OF CSM 415 BEING PART OF LOT 9, BLOCK 21 OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, PART OF LOT 1, BLOCK 20, PART OF LOT 1 AND 17, BLOCK 19 AND PART OF LOTS 9 AND 10, BLOCK 18 OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, LOCATED IN PART OF THE SW 1/4 OF THE SE 1/4, AND PART OF LOT 13, BLOCK 5, PART OF LOT 6, BLOCK 6, PART OF THE VACATED MENASHA AVENUE, OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, LOCATED IN PART OF THE NW 1/4 OF THE SE 1/4, ALL IN SECTION 34, TOWNSHIP 33 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER - USH 8, LADYSMITH - HAWKINS, RIVER AVENUE TO PRENTICE STREET, RUSK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LADYSMITH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 66.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 66.22, WISCONSIN STATUTES.

PARCEL 4 VACATED PER DOCUMENT #8026248

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED	TILE NUMBER
1	CITY OF LADYSMITH	REQUIRED	108	388
2	MARTIN L. REYNOLDS AND PATRICIA K. REYNOLDS	NEW	55	51
3	ALLEN E. KENYON AND JULIE A. KENYON	FEET/TILE	81	76
4	<del>HAWKINS-MORROW</del>	FEET/TILE	92	132

SCALE, FEET 0 20 40

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK COUNTY, NAD83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBAR) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR USH 8: R/W PLAT 1580-10-21, N/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION, CSM 415 AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR W 2ND ST N: R/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR RIVER AVE E: R/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR MENASHA AVE E: R/W PLAT 1580-10-21, R/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION AND EXISTING CENTERLINE.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	WE ENERGIES(GAS)	RELEASE OF RIGHTS
202	CENTURYLINK (COMMUNICATION)	RELEASE OF RIGHTS

EXISTING MONUMENTS

POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP731	564940.786	813829.073	1.25" O.D. IRON PIPE

(201) WE ENERGIES (GAS)

(202) CENTURYLINK (COMMUNICATIONS)

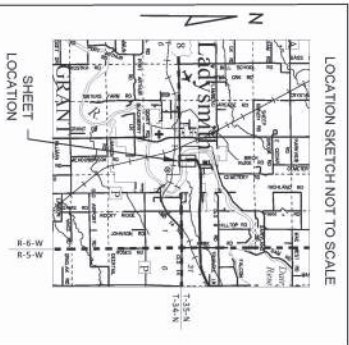
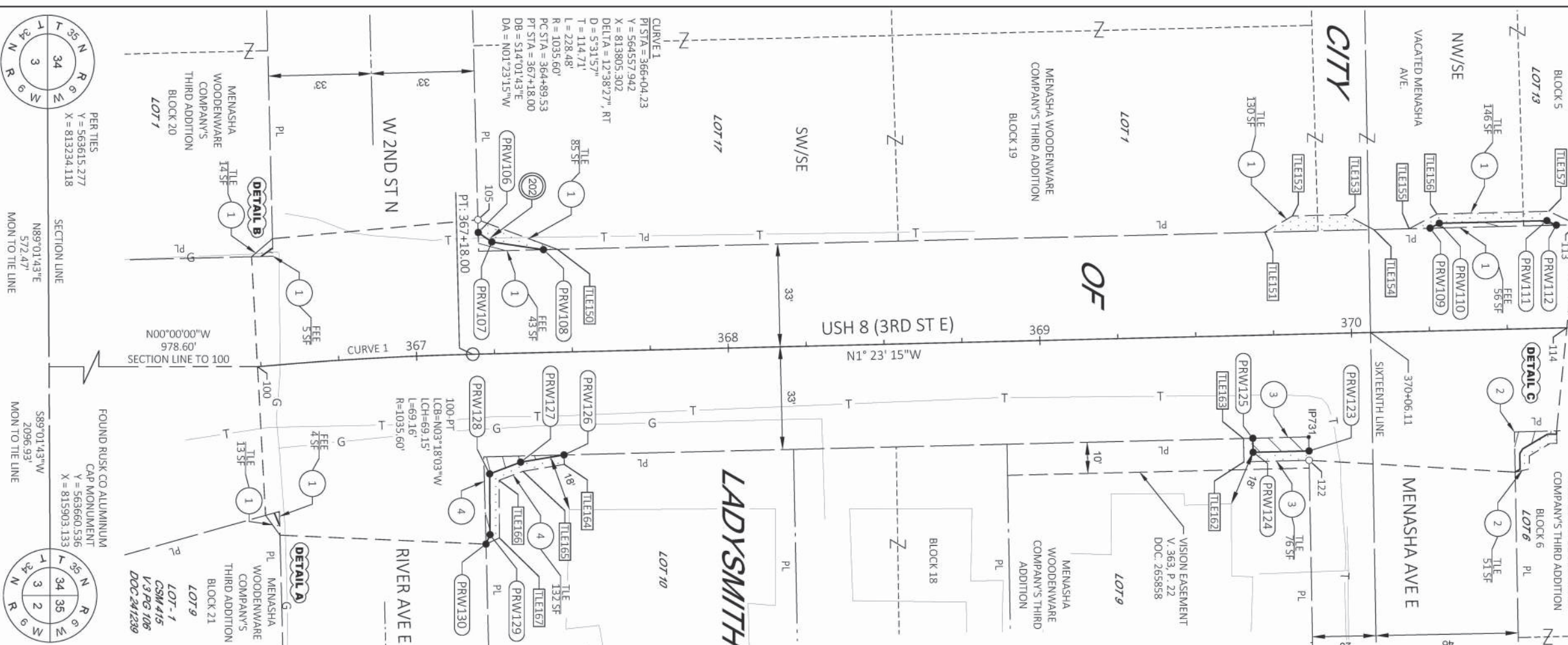
DOC 138902 - PART 1

COURSE TABLE

COURSE	BEARING	DISTANCE
100-101	S86° 53' 53"W	35.32'
101-PRW102	N01° 23' 15"W	3.00'
PRW102-PRW103	N35° 39' 37"W	4.67'
PRW103-104	S88° 33' 30"W	3.00'
104-105	N05° 15' 44"W	66.15'
105-PRW106	N88° 33' 30"E	4.10'
PRW106-PRW107	N34° 35' 48"E	5.32'
PRW107-PRW108	N08° 30' 08"E	16.75'
PRW108-PRW109	N01° 23' 15"W	284.50'
PRW109-PRW110	N27° 57' 10"W	3.35'
PRW110-PRW111	N01° 23' 15"W	34.50'
PRW111-PRW112	N25° 10' 39"E	3.35'
PRW112-113	N01° 23' 15"W	6.71'
113-114	S84° 17' 54"E	33.25'
114-PRW115	S84° 17' 54"E	33.25'
PRW115-PRW116	N88° 36' 45"E	1.00'
PRW116-PRW117	S01° 23' 15"E	3.00'
PRW117-PRW118	S30° 44' 43"E	9.18'
PRW118-PRW119	S57° 41' 51"E	1.80'
PRW119-PRW120	N88° 36' 45"E	5.00'
PRW120-PRW121	S30° 50' 24"E	1.85'
PRW121-122	S03° 17' 59"W	66.19'
122-PRW123	S88° 54' 22"W	3.00'
PRW123-PRW124	S01° 23' 15"E	17.93'
PRW124-PRW125	S88° 36' 45"W	4.50'
PRW125-PRW126	S01° 23' 15"E	221.00'
PRW126-PRW127	S09° 31' 04"E	14.14'
PRW127-PRW128	S20° 40' 40"E	10.59'
PRW128-PRW129	N89° 38' 53"E	19.50'
PRW129-PRW130	S67° 05' 35"E	3.29'
PRW130-131	S02° 28' 45"W	66.15'
131-PRW132	S88° 33' 30"W	3.01'
PRW132-PRW133	S67° 13' 33"W	4.49'
PRW133-134	S15° 40' 55"E	2.91'
134-100	S86° 53' 53"W	47.78'

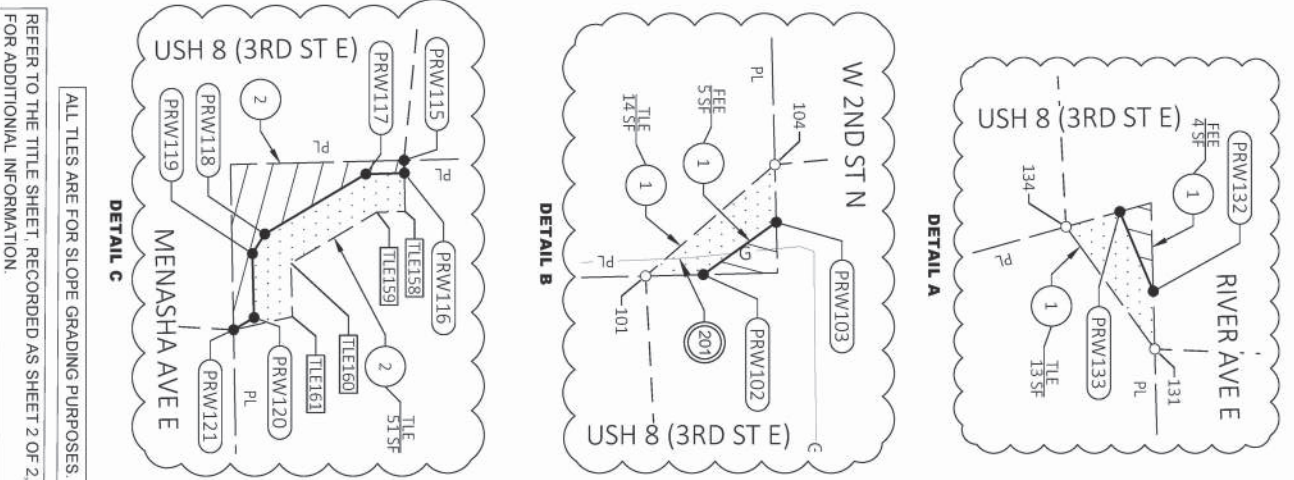
STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
100	366+48.85	0.00'
101	366+50.10	-35.30'
PRW102	366+53.00	-35.11'
PRW103	366+56.88	-37.50'
104	366+57.05	-40.50'
105	367+20.69	-43.10'
PRW106	367+20.70	-39.00'
PRW107	367+25.00	-35.88'
PRW108	367+41.50	-33.00'
PRW109	370+26.00	-34.50'
PRW110	370+29.00	-34.50'
PRW111	370+63.50	-34.50'
PRW112	370+66.50	-33.00'
113	370+73.21	-33.00'
114	370+69.10	0.00'
PRW115	370+65.00	33.00'
PRW116	370+65.00	34.00'
PRW117	370+62.00	34.00'
PRW118	370+54.00	38.50'
PRW119	370+53.00	40.00'
PRW120	370+51.39	45.91'
PRW121	370+51.39	45.91'
122	369+85.42	37.50'
PRW123	369+85.43	37.50'
PRW124	369+67.50	37.50'
PRW125	369+67.50	33.00'
PRW126	367+46.50	33.00'
PRW127	367+42.50	35.00'
PRW128	367+22.50	38.50'
PRW129	367+22.15	58.00'
PRW130	367+20.70	61.00'
131	366+51.23	54.50'
PRW132	366+51.43	51.50'
PRW133	366+50.00	47.22'
134	366+47.00	47.75'



364392  
 KEVIN C. BOYER  
 RUSK COUNTY, WI  
 RECORDED ON  
 18/09/2021 08:42 AM  
 CABINET:1 EMI:7

RECEIVED FOR REGISTER OF DEEDS  
 PROJECT NUMBER 1580-04-22-4.01  
 SHEET 1 OF 2  
 AMENDMENT NO. \_\_\_\_\_



ALL TILES ARE FOR SLOPE GRADING PURPOSES.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, FOR ADDITIONAL INFORMATION.

emcs



SIGNATURE: *Kevin C. Boyer* DATE: 09/28/2021  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2676  
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH  
 SIGNATURE: *Alan Christanson* DATE: 09/28/2021  
 PRINT NAME: ALAN CHRISTANSON

# TRANSPORTATION PROJECT PLAT NO: 1580-04-22-4.02

THAT PART OF LOTS 1 AND 13, BLOCK 5, AND PART OF LOTS 5 AND 6, BLOCK 6 OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, ALL LOCATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER - USH 8, LADYSMITH - HAWKINS, RIVER AVENUE TO PRENTICE STREET, RUSK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF LADYSMITH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 66.22, WISCONSIN STATUTES, THE CITY OF LADYSMITH HEREBY ORDERS THAT:  
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS Laid OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.  
2. THAT PORTION OF INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF LADYSMITH FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF LADYSMITH, PURSUANT TO THE PROVISIONS OF SECTION 66.22, WISCONSIN STATUTES.

### NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISRS), RUSK COUNTY, MAG88 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH.

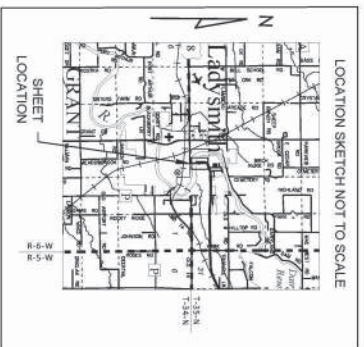
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBAR) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR USH 8: R/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION PLAT AND EXISTING CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR EVERETT AVE: R/W PLAT T 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION PLAT AND EXISTING CENTERLINE.

ALL TILES ARE FOR SLOPE GRADING PURPOSES.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. 361479 FOR ADDITIONAL INFORMATION.



361674  
MARY BERG  
REGISTER OF DEEDS  
RUSK COUNTY, WI  
RECORDED ON  
10/18/2021 09:35 AM  
CMBNET-11 ENV-8

RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 1580-04-22-4.02  
AMENDMENT NO. \_\_\_\_\_

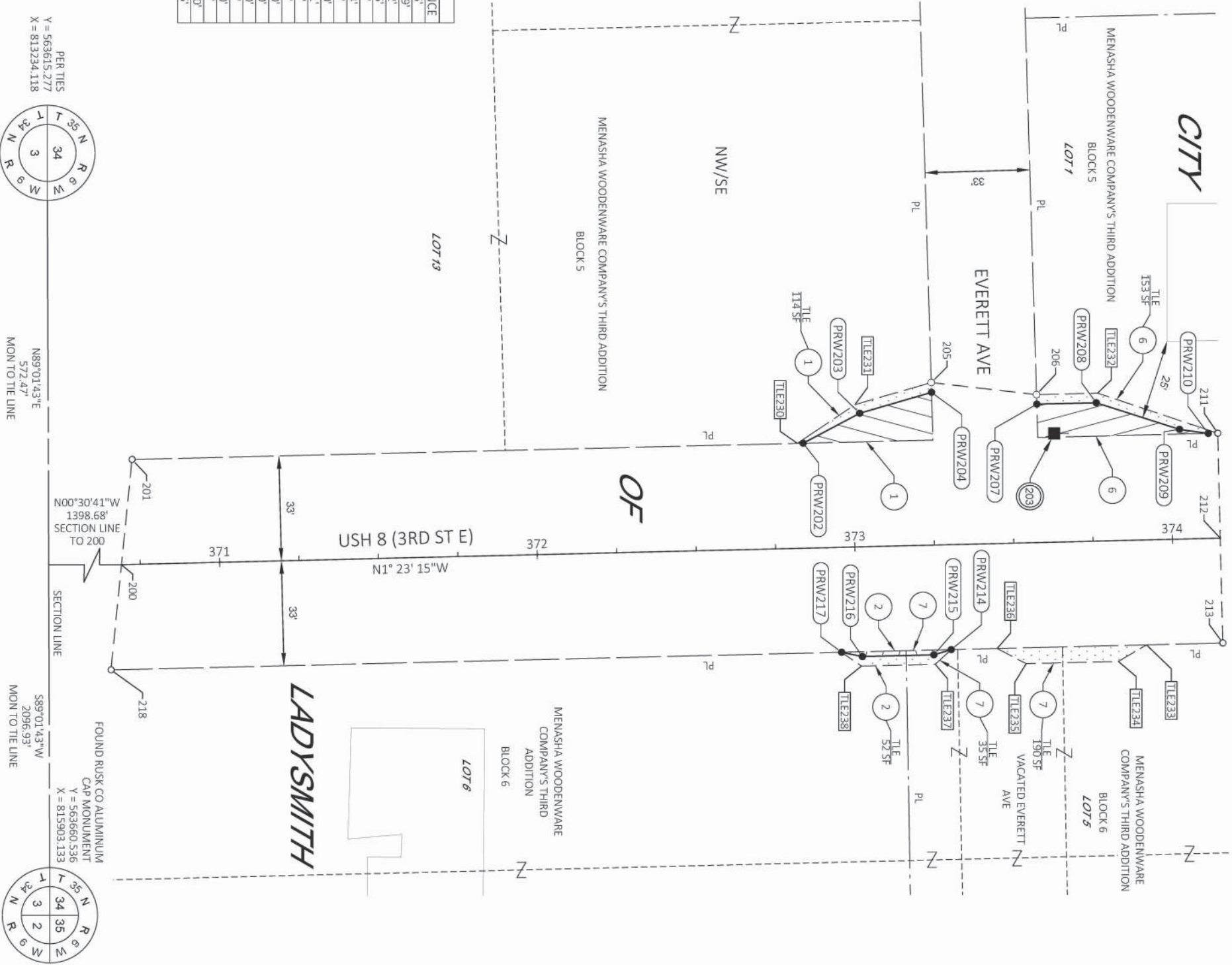
SCALE, FEET 0 20 40



POINT NO.	STATION	OFFSET
200	370+69.10	0.00'
201	370+73.21	-33.00'
PRW202	372+84.50	-33.00'
PRW203	373+02.50	-42.00'
205	373+25.28	-48.00'
206	373+25.26	-51.10'
PRW207	373+58.29	-46.50'
PRW208	373+58.30	-43.50'
PRW209	374+03.00	-43.50'
211	374+12.00	-33.00'
212	374+15.00	-33.00'
213	374+15.00	0.00'
PRW214	374+29.50	33.00'
PRW215	373+24.00	34.50'
PRW216	373+01.50	34.50'
PRW217	372+95.00	33.00'
218	370+65.00	33.00'

POINT NO.	STATION	OFFSET
TL E230	372+82.69	-33.00'
TL E231	373+01.09	-44.73'
TL E232	373+77.50	-46.50'
TL E233	373+91.00	33.00'
TL E234	373+82.00	38.00'
TL E235	373+53.00	38.00'
TL E236	373+43.97	33.00'
TL E237	373+24.40	37.50'
TL E238	373+01.16	37.50'

COURSE	BEARING	DISTANCE
200-201	N84°17'54"W	33.25'
201-PRW202	N01°23'15"W	211.29'
PRW202-PRW203	N27°57'10"W	20.12'
PRW203-PRW204	N16°08'43"W	23.55'
PRW204-205	S88°17'31"W	3.10'
205-206	N06°32'17"E	33.34'
206-PRW207	N88°17'31"E	3.00'
PRW207-PRW208	N01°23'15"W	18.70'
PRW208-PRW209	N17°42'21"E	27.51'
PRW209-PRW210	N08°04'29"E	9.12'
PRW210-211	N01°23'15"W	3.00'
211-212	N88°36'45"E	33.00'
212-213	N88°36'45"E	33.00'
213-PRW214	S01°23'15"E	85.50'
PRW214-PRW215	S16°38'34"E	5.70'
PRW215-PRW216	S01°23'15"E	22.50'
PRW216-PRW217	S11°36'25"W	6.67'
PRW217-218	S01°23'15"E	230.00'
218-200	N84°17'54"W	33.25'



PER TILES  
Y = 563615.277  
X = 813234.118

N89°01'43"E  
572.47'  
MON TO THE LINE



N00°30'41"W  
1398.68'  
SECTION LINE TO 200

S89°01'43"W  
2096.93'  
MON TO THE LINE

### SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W SF REQUIRED	TILE
1	CITY OF LADYSMITH	FEF/TILE	355	114
2	MARTIN L. RENOLDS AND PATRICIA K. RENOLDS	FEF/TILE	26	52
6	KENNETH J. HOES AND JULE A. HOES	FEF/TILE	359	153
7	KENNETH W. SWEENEY AND MARY B. SWEENEY	FEF/TILE	17	225

### UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNERS	INTEREST REQUIRED
202	CENTURYLINK (COMMUNICATIONS)	REQUIRED RELEASE OF RIGHTS
203	XCEL ENERGY (ELECTRIC)	REQUIRED RELEASE OF RIGHTS



I, KEVIN C. BOYER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF LADYSMITH, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Kevin C. Boyer* DATE: 10/04/2021  
 PRINT NAME: KEVIN C. BOYER  
 REGISTRATION NUMBER: S-2675  
 THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH  
 SIGNATURE: *Alan Christianson* DATE: 10/04/2021  
 PRINT NAME: ALAN CHRISTIANSON



TRANSPORTATION PROJECT PLAT NO: 1580-04-22-4.03

THAT PART OF LOT 1, BLOCK 5, PART OF LOT 1, BLOCK 4 AND PART OF LOT 5, BLOCK 6 OF MENASHA WOODENWARE COMPANY'S THIRD ADDITION, ALL LOCATED IN PART OF THE NW1/4 OF THE SE1/4 OF SECTION 34, TOWNSHIP 35 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER - USH 8, LADYSMITH - HAWKINS, RIVER AVENUE TO PRENTICE STREET, RUSK COUNTY TO PROPERTY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE. THE CITY OF LADYSMITH DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

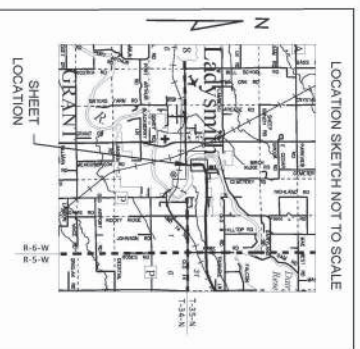
NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF LADYSMITH. ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE A (TYPICALLY 3.47x2.47' IRON REBAR) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR USH 8: R/W PLATT 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION PLAT, FRENCH'S SUBDIVISION AND EXISTING CENTRELINE.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR PARK AVE E: R/W PLATT 021-1 (16), FED AID PROJECT 371C, MENASHA WOODENWARE COMPANY'S 3RD ADDITION PLAT, FRENCH'S SUBDIVISION AND EXISTING CENTRELINE.



361675  
MAYN BERG  
REGISTER OF DEEDS  
RUSK COUNTY, WI  
RECORDED ON  
10/18/2021 09:36 AM  
CABINET: 1  
ENV/88

RESERVED FOR REGISTER OF DEEDS  
PROJECT NUMBER 1580-04-22-4.03  
AMENDMENT NO. \_\_\_\_\_

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNERS(S)	INTEREST REQUIRED
201	WE ENERGIES (GAS)	RELEASE OF RIGHTS

(201) WE ENERGIES (GAS)  
NO RECORD EASEMENT - PAR II

SCALE, FEET 0 20 40



STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
300	374+15.00	0.00'
301	374+15.00	-33.00'
PRW302	376+29.00	-33.00'
PRW303	376+44.79	-35.50'
304	376+44.79	-38.54'
305	377+10.80	-41.50'
PRW306	377+10.78	-34.50'
PRW307	377+22.00	-34.50'
PRW308	377+25.00	-33.00'
309	377+30.00	-33.00'
310	377+30.00	0.00'
311	377+30.00	33.00'
312	377+10.56	33.00'
313	376+44.54	37.50'
PRW314	376+44.55	34.50'
PRW315	376+32.00	34.50'
PRW316	376+30.00	33.00'
317	374+15.00	33.00'

TIE STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
TIE330	376+24.00	-33.00'
TIE331	377+30.00	-41.50'
TIE332	376+32.00	37.50'

COURSE TABLE

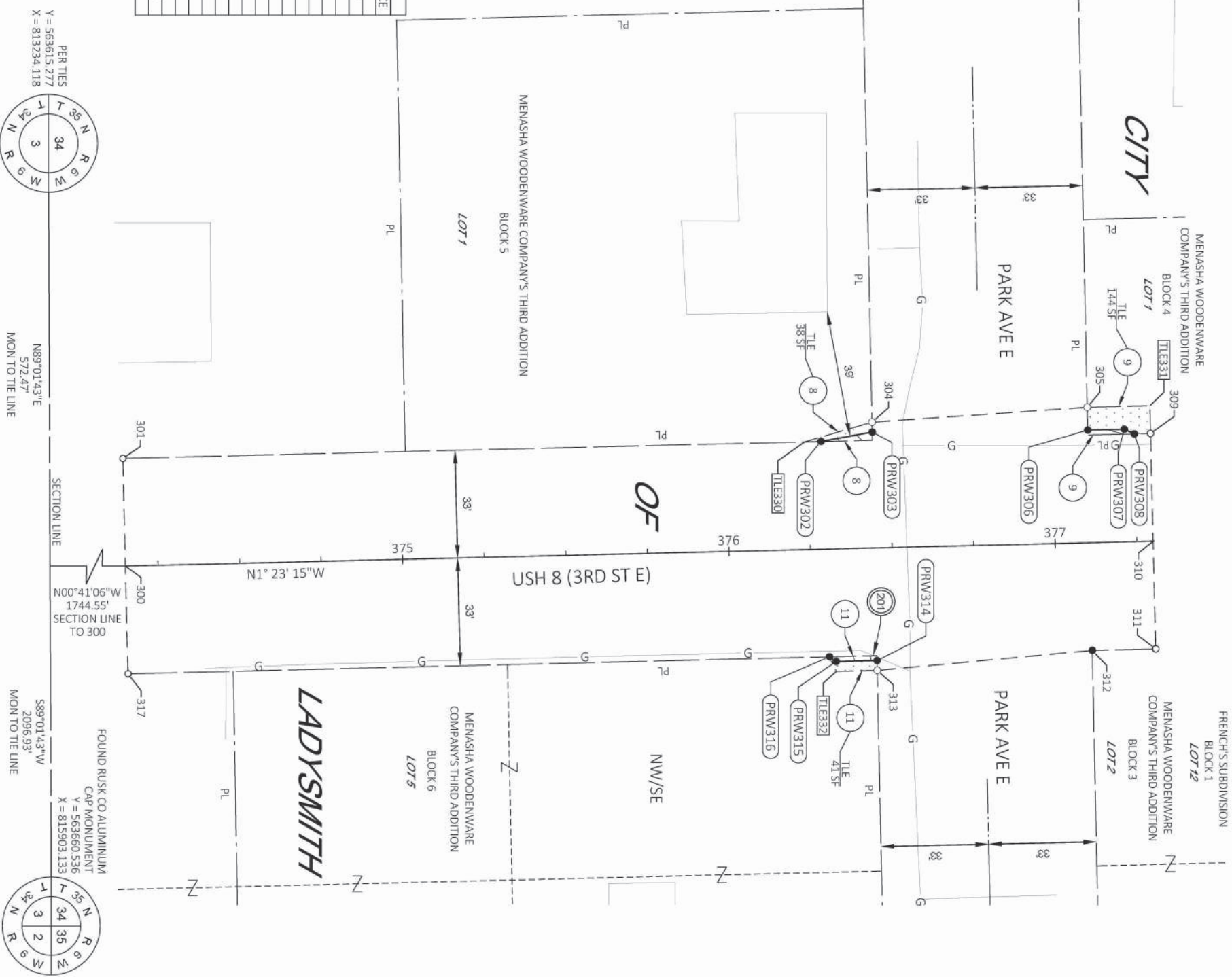
COURSE	BEARING	DISTANCE
300-301	S88°36'45"W	33.00'
301-PRW302	N01°23'15"W	214.00'
PRW302-PRW303	N10°23'27"W	15.98'
303-304	S88°47'54"W	3.04'
304-305	N03°57'22"W	66.08'
305-PRW306	N88°47'54"E	7.00'
PRW306-PRW307	N01°23'15"W	11.22'
PRW307-PRW308	N25°10'39"E	3.35'
PRW308-309	N01°23'15"W	5.00'
309-310	N88°36'45"E	33.00'
310-311	N88°36'45"E	33.00'
311-312	S01°23'15"E	19.44'
312-313	S05°17'14"E	66.17'
313-PRW314	S88°47'54"W	3.00'
PRW314-PRW315	S01°23'15"E	12.55'
PRW315-PRW316	S35°28'56"W	2.50'
PRW316-317	S01°23'15"E	215.00'
317-300	S88°36'45"W	33.00'



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF LADYSMITH.

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	NEW R/W SF REQUIRED	EXISTING TOTAL SF	TIE
8	DONALD A. ANDERSON AND GEORGIANA G. ANDERSON	20	20	38	38
9	CAROLYN STEPHENS AND THOMAS JAMIECZKO	19	19	144	144
11	WSCNSIC THE LODGE NO. 280 F.&M. LADYSMITH WISCONSIN FRATERNAL ORGANIZATION	20	20	41	41



ALL TIES ARE FOR SLOPE GRADING PURPOSES.  
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. 361479 FOR ADDITIONAL INFORMATION.

**emcs**

I, KEVIN C. BOYER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF LADYSMITH, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

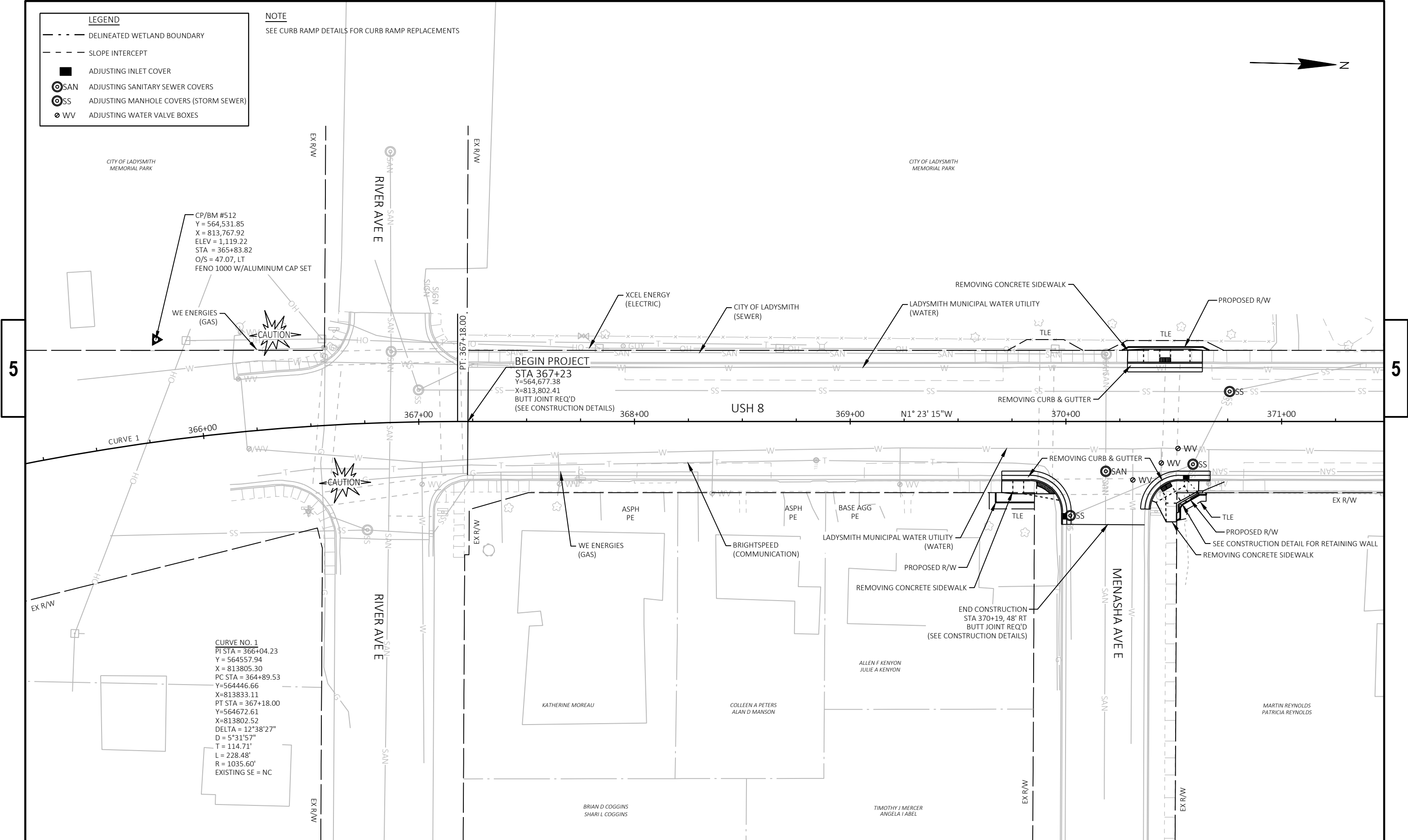
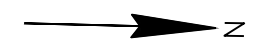
SIGNATURE: *Kevin C. Boyer* DATE: 10/04/2021  
PRINT NAME: KEVIN C. BOYER  
REGISTRATION NUMBER: S-2675

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF LADYSMITH  
SIGNATURE: *Alan Christianson* DATE: 10/04/2021  
PRINT NAME: ALAN CHRISTIANSON

**LEGEND**

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ADJUSTING INLET COVER
- ⊙<sub>SAN</sub> ADJUSTING SANITARY SEWER COVERS
- ⊙<sub>SS</sub> ADJUSTING MANHOLE COVERS (STORM SEWER)
- ⊙<sub>WV</sub> ADJUSTING WATER VALVE BOXES

**NOTE**  
SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS



CP/BM #512  
Y = 564,531.85  
X = 813,767.92  
ELEV = 1,119.22  
STA = 365+83.82  
O/S = 47.07, LT  
FENO 1000 W/ALUMINUM CAP SET

**BEGIN PROJECT**  
STA 367+23  
Y=564,677.38  
X=813,802.41  
BUTT JOINT REQ'D  
(SEE CONSTRUCTION DETAILS)

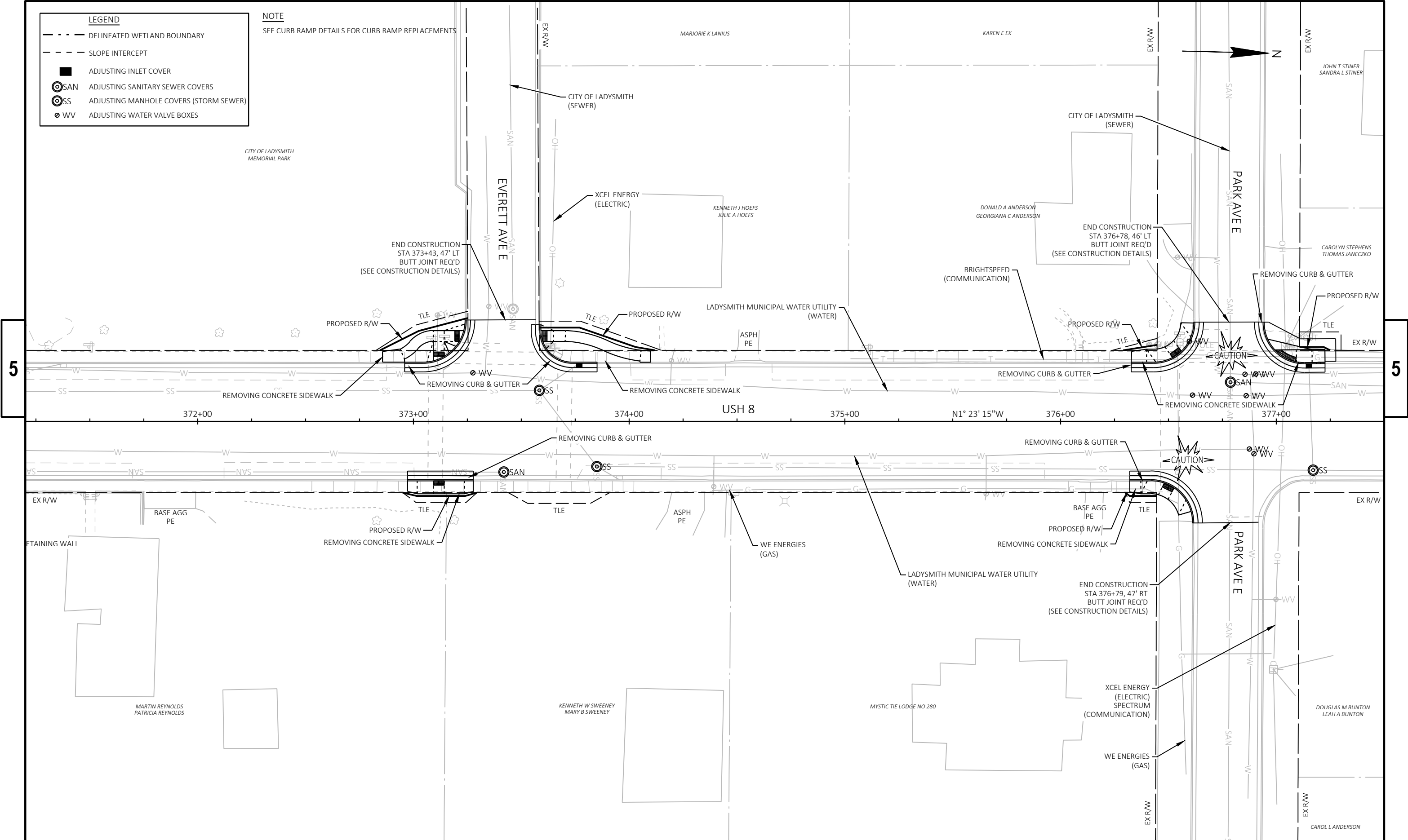
**END CONSTRUCTION**  
STA 370+19, 48' RT  
BUTT JOINT REQ'D  
(SEE CONSTRUCTION DETAILS)

**CURVE NO. 1**  
PI STA = 366+04.23  
Y = 564557.94  
X = 813805.30  
PC STA = 364+89.53  
Y=564446.66  
X=813833.11  
PT STA = 367+18.00  
Y=564672.61  
X=813802.52  
DELTA = 12°38'27"  
D = 5°31'57"  
T = 114.71'  
L = 228.48'  
R = 1035.60'  
EXISTING SE = NC

**LEGEND**

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- ADJUSTING INLET COVER
- ⊙<sub>SAN</sub> ADJUSTING SANITARY SEWER COVERS
- ⊙<sub>SS</sub> ADJUSTING MANHOLE COVERS (STORM SEWER)
- ⊙<sub>WV</sub> ADJUSTING WATER VALVE BOXES

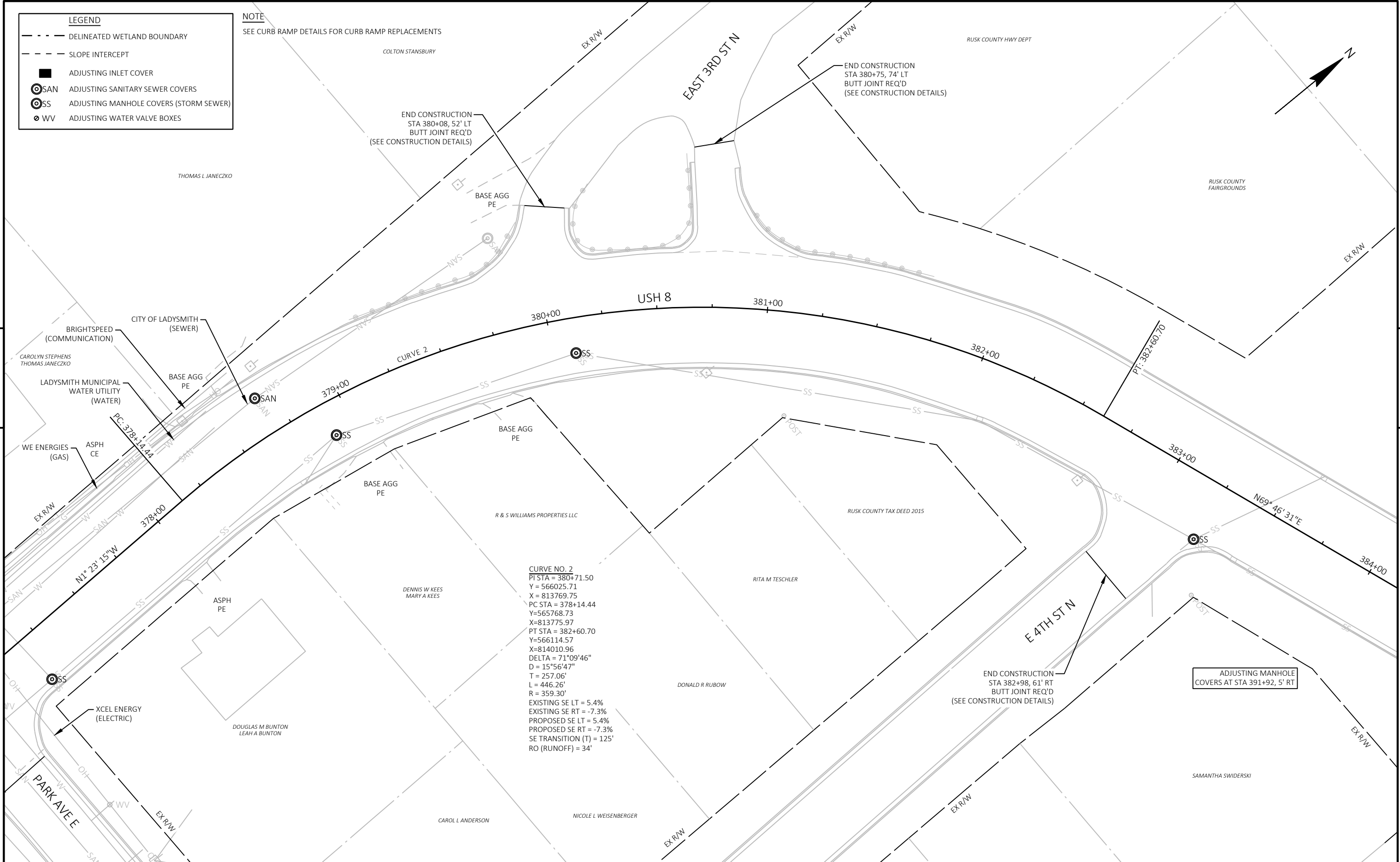
**NOTE**  
SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS



**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT
- ADJUSTING INLET COVER
- ⊙ SAN ADJUSTING SANITARY SEWER COVERS
- ⊙ SS ADJUSTING MANHOLE COVERS (STORM SEWER)
- ⊙ WV ADJUSTING WATER VALVE BOXES

**NOTE**  
SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS



**CURVE NO. 2**  
 PI STA = 380+71.50  
 Y = 566025.71  
 X = 813769.75  
 PC STA = 378+14.44  
 Y = 565768.73  
 X = 813775.97  
 PT STA = 382+60.70  
 Y = 566114.57  
 X = 814010.96  
 DELTA = 71°09'46"  
 D = 15°56'47"  
 T = 257.06'  
 L = 446.26'  
 R = 359.30'  
 EXISTING SE LT = 5.4%  
 EXISTING SE RT = -7.3%  
 PROPOSED SE LT = 5.4%  
 PROPOSED SE RT = -7.3%  
 SE TRANSITION (T) = 125'  
 RO (RUNOFF) = 34'

5

5



**LEGEND**

- DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT

**NOTE**  
 DRIVEWAY LOCATIONS NOT SHOWN, MATCH EXISTING SIZE AND TYPE WITH MILL AND OVERLAY



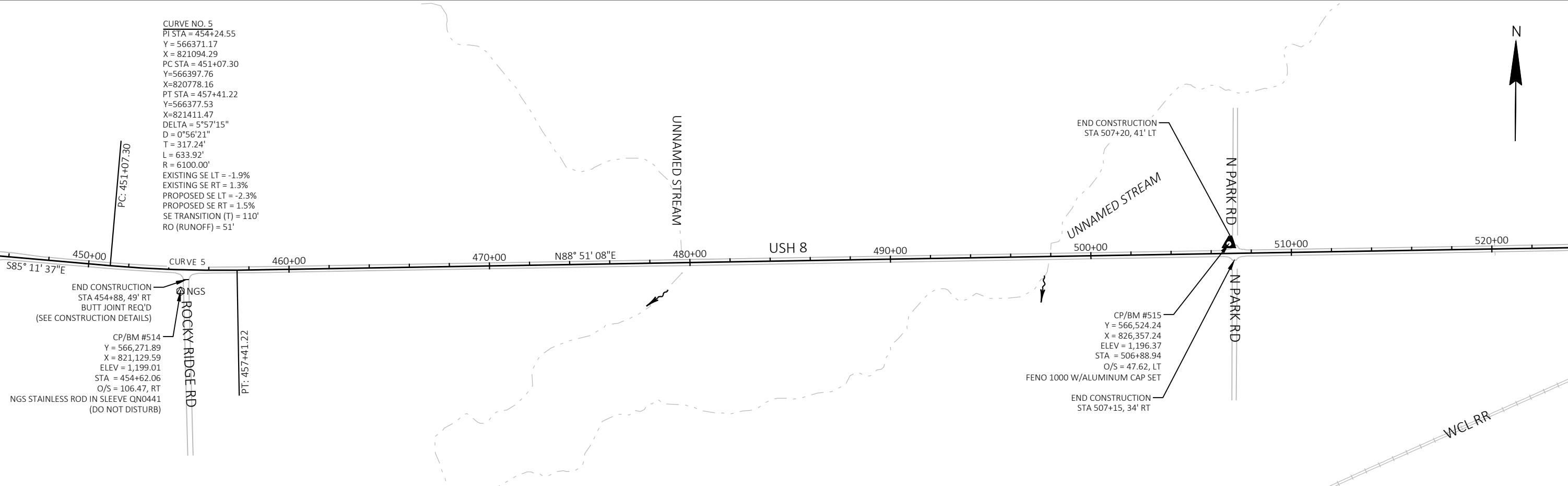
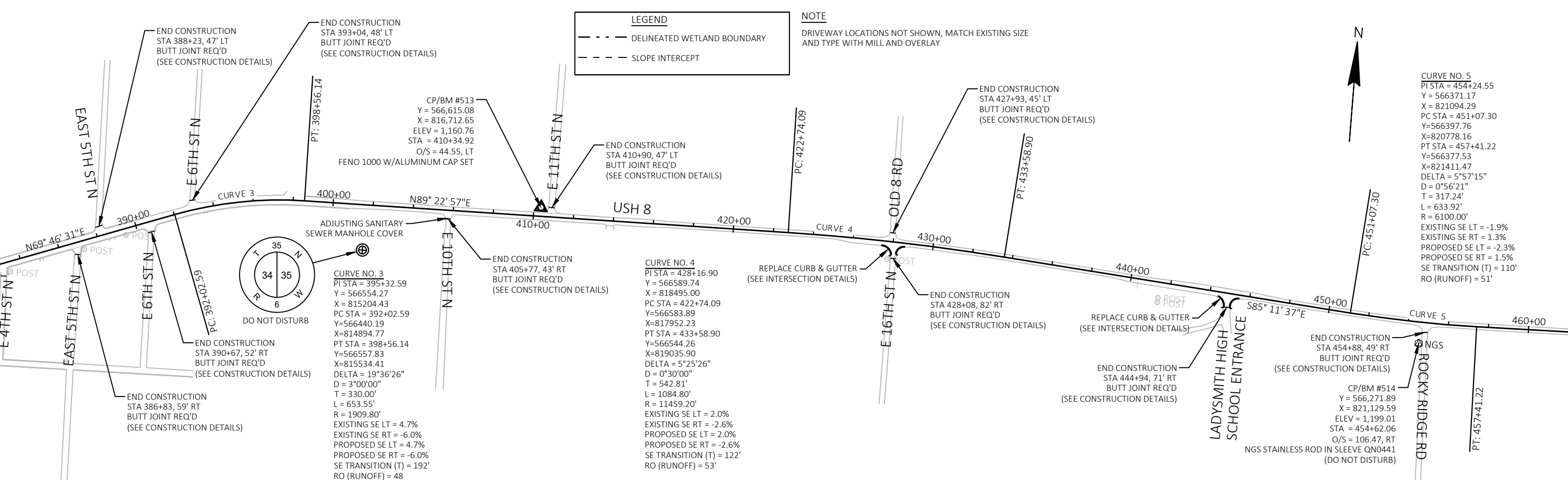
**CURVE NO. 5**  
 PI STA = 454+24.55  
 Y = 566371.17  
 X = 821094.29  
 PC STA = 451+07.30  
 Y = 566397.76  
 X = 820778.16  
 PT STA = 457+41.22  
 Y = 566377.53  
 X = 821411.47  
 DELTA = 5°57'15"  
 D = 0°56'21"  
 T = 317.24'  
 L = 633.92'  
 R = 6100.00'  
 EXISTING SE LT = -1.9%  
 EXISTING SE RT = 1.3%  
 PROPOSED SE LT = -2.3%  
 PROPOSED SE RT = 1.5%  
 SE TRANSITION (T) = 110'  
 RO (RUNOFF) = 51'

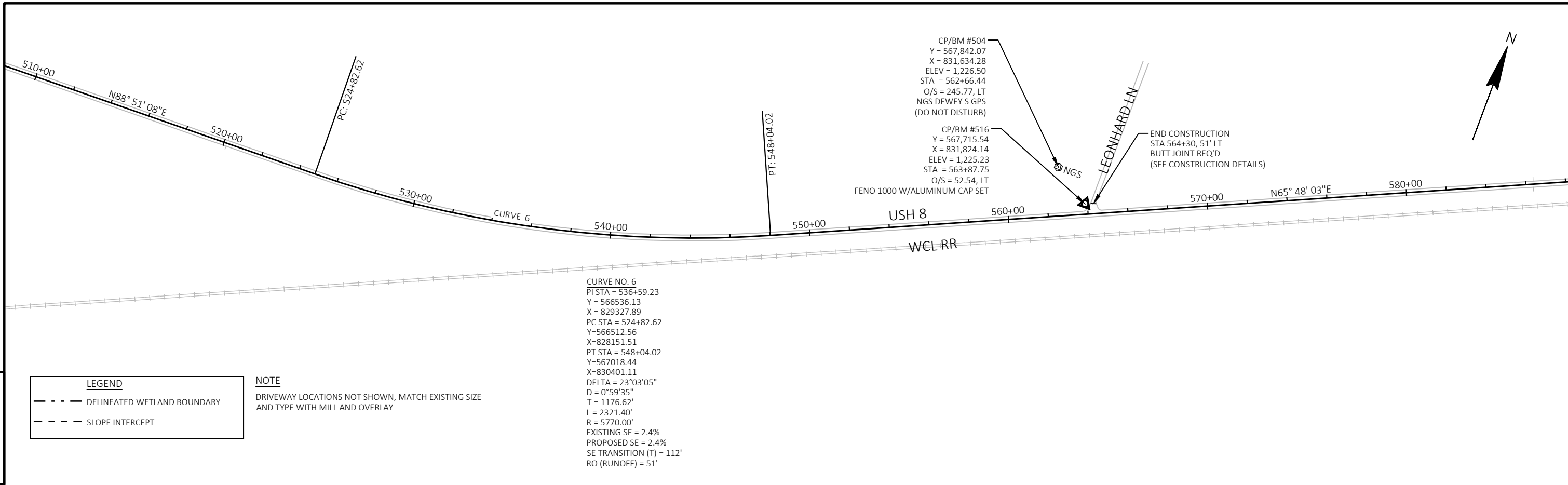
**CURVE NO. 3**  
 PI STA = 395+32.59  
 Y = 566554.27  
 X = 815204.43  
 PC STA = 392+02.59  
 Y = 566440.19  
 X = 814894.77  
 PT STA = 398+56.14  
 Y = 566557.83  
 X = 815534.41  
 DELTA = 19°36'26"  
 D = 3°00'00"  
 T = 330.00'  
 L = 653.55'  
 R = 1909.80'  
 EXISTING SE LT = 4.7%  
 EXISTING SE RT = -6.0%  
 PROPOSED SE LT = 4.7%  
 PROPOSED SE RT = -6.0%  
 SE TRANSITION (T) = 192'  
 RO (RUNOFF) = 48

**CURVE NO. 4**  
 PI STA = 428+16.90  
 Y = 566589.74  
 X = 818495.00  
 PC STA = 422+74.09  
 Y = 566583.89  
 X = 817952.23  
 PT STA = 433+58.90  
 Y = 566544.26  
 X = 819035.90  
 DELTA = 5°25'26"  
 D = 0°30'00"  
 T = 542.81'  
 L = 1084.80'  
 R = 11459.20'  
 EXISTING SE LT = 2.0%  
 EXISTING SE RT = -2.6%  
 PROPOSED SE LT = 2.0%  
 PROPOSED SE RT = -2.6%  
 SE TRANSITION (T) = 122'  
 RO (RUNOFF) = 53'

**CP/BM #514**  
 Y = 566,271.89  
 X = 821,129.59  
 ELEV = 1,199.01  
 STA = 454+62.06  
 O/S = 106.47, RT  
 NGS STAINLESS ROD IN SLEEVE QN0441  
 (DO NOT DISTURB)

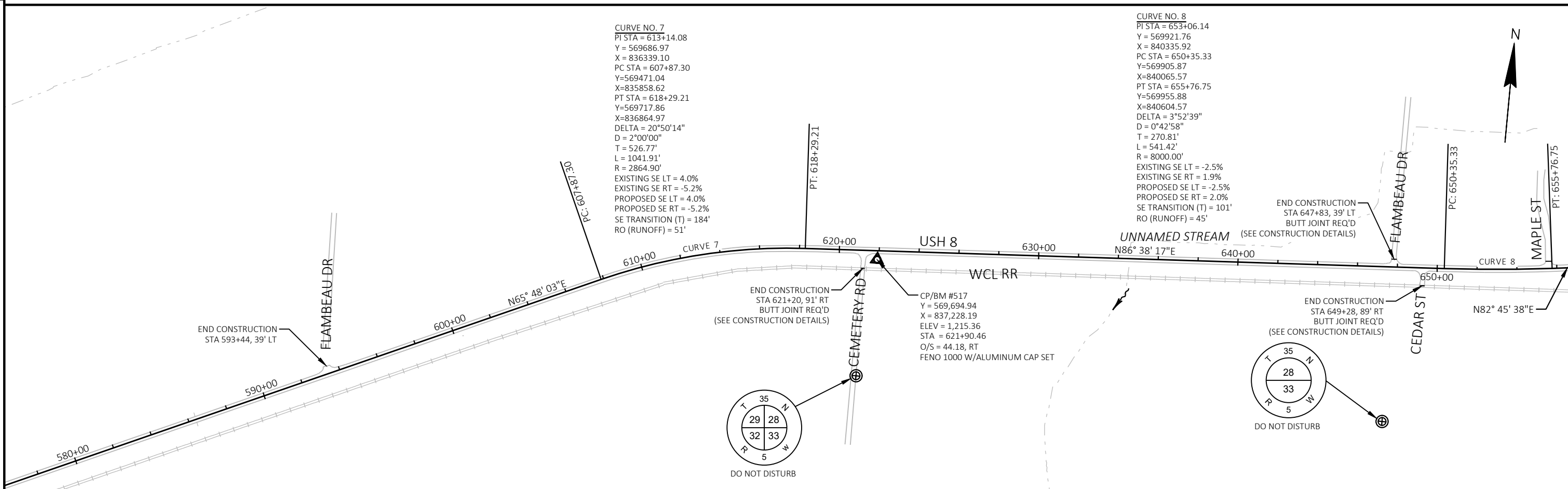
**CURVE NO. 5**  
 PI STA = 454+24.55  
 Y = 566371.17  
 X = 821094.29  
 PC STA = 451+07.30  
 Y = 566397.76  
 X = 820778.16  
 PT STA = 457+41.22  
 Y = 566377.53  
 X = 821411.47  
 DELTA = 5°57'15"  
 D = 0°56'21"  
 T = 317.24'  
 L = 633.92'  
 R = 6100.00'  
 EXISTING SE LT = -1.9%  
 EXISTING SE RT = 1.3%  
 PROPOSED SE LT = -2.3%  
 PROPOSED SE RT = 1.5%  
 SE TRANSITION (T) = 110'  
 RO (RUNOFF) = 51'





5

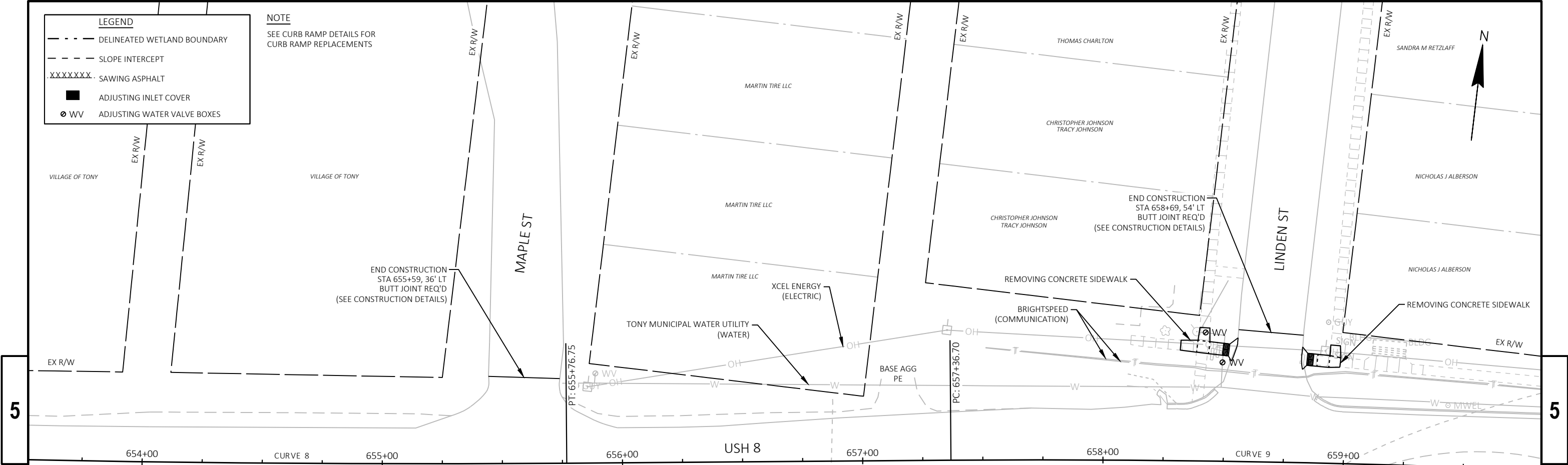
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**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- ADJUSTING INLET COVER
- WV ADJUSTING WATER VALVE BOXES

**NOTE**  
SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS



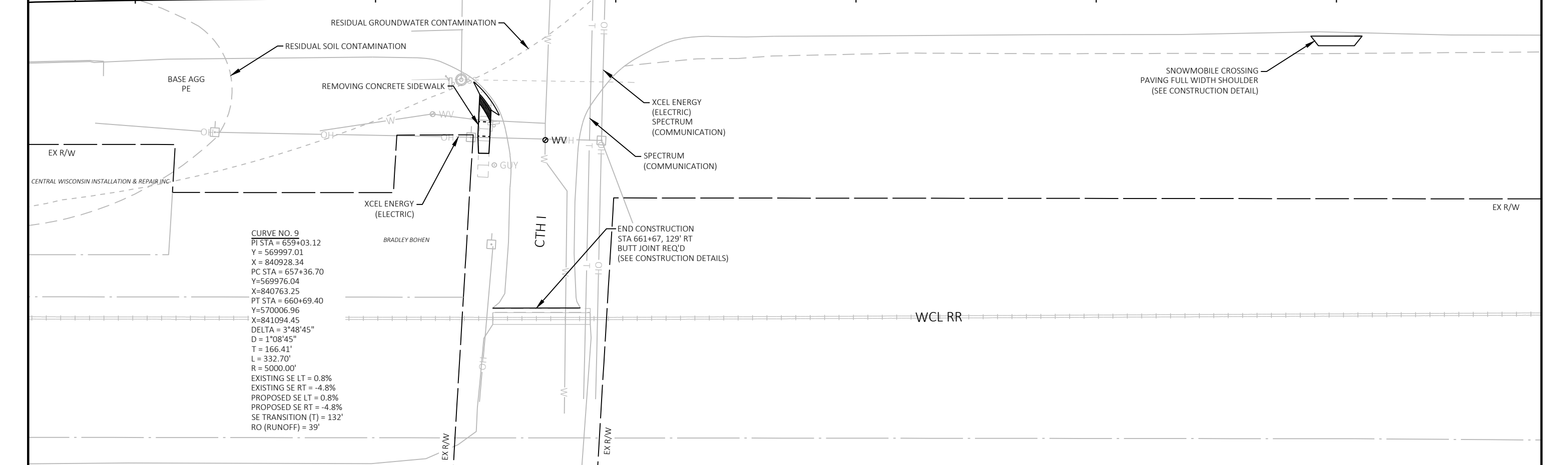
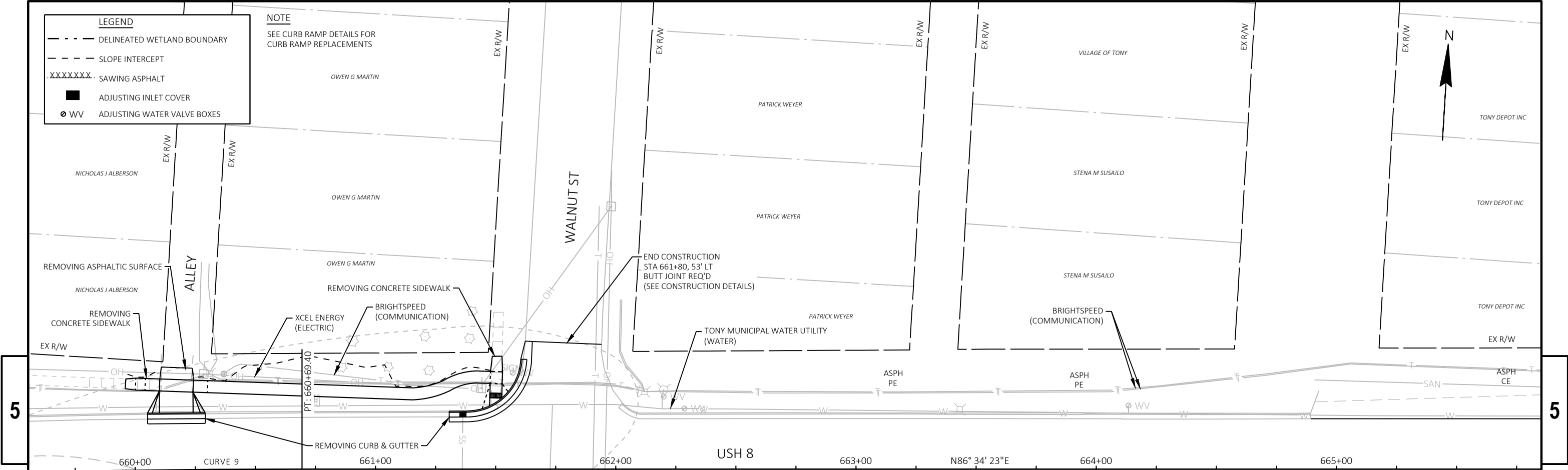
**CURVE NO. 8**  
 PI STA = 653+06.14  
 Y = 569921.76  
 X = 840335.92  
 PC STA = 650+35.33  
 Y = 569905.87  
 X = 840065.57  
 PT STA = 655+76.75  
 Y = 569955.88  
 X = 840604.57  
 DELTA = 3°52'39"  
 D = 0°42'58"  
 T = 270.81'  
 L = 541.42'  
 R = 8000.00'  
 EXISTING SE LT = -2.5%  
 EXISTING SE RT = 1.9%  
 PROPOSED SE LT = -2.5%  
 PROPOSED SE RT = 2.0%  
 SE TRANSITION (T) = 101'  
 RO (RUNOFF) = 45'

**CURVE NO. 9**  
 PI STA = 659+03.12  
 Y = 569997.01  
 X = 840928.34  
 PC STA = 657+36.70  
 Y = 569976.04  
 X = 840763.25  
 PT STA = 660+69.40  
 Y = 570006.96  
 X = 841094.45  
 DELTA = 3°48'45"  
 D = 1°08'45"  
 T = 166.41'  
 L = 332.70'  
 R = 5000.00'  
 EXISTING SE LT = 0.8%  
 EXISTING SE RT = -4.8%  
 PROPOSED SE LT = 0.8%  
 PROPOSED SE RT = -4.8%  
 SE TRANSITION (T) = 132'  
 RO (RUNOFF) = 39'

**LEGEND**

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- ADJUSTING INLET COVER
- WV ADJUSTING WATER VALVE BOXES

**NOTE**  
SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS



**CURVE NO. 9**  
 PI STA = 659+03.12  
 Y = 569997.01  
 X = 840928.34  
 PC STA = 657+36.70  
 Y = 569976.04  
 X = 840763.25  
 PT STA = 660+69.40  
 Y = 570006.96  
 X = 841094.45  
 DELTA = 3°48'45"  
 D = 1°08'45"  
 T = 166.41'  
 L = 332.70'  
 R = 5000.00'  
 EXISTING SE LT = 0.8%  
 EXISTING SE RT = -4.8%  
 PROPOSED SE LT = 0.8%  
 PROPOSED SE RT = -4.8%  
 SE TRANSITION (T) = 132'  
 RO (RUNOFF) = 39'

**LEGEND**

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- XXXXXXX SAWING ASPHALT
- ADJUSTING INLET COVER
- WV ADJUSTING WATER VALVE BOXES
- M MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS

**NOTE**

SEE CURB RAMP DETAILS FOR CURB RAMP REPLACEMENTS

TONY DEPOT INC

TONY DEPOT INC

TONY DEPOT INC

END CONSTRUCTION  
STA 668+00, 45' LT  
BUTT JOINT REQ'D  
(SEE CONSTRUCTION DETAILS)

ELIM ST

SCHOOL DISTRICT OF FLAMBEAU

SCHOOL DISTRICT OF FLAMBEAU

BASE AGG  
PE

BRIGHTSPEED  
(COMMUNICATION)

SCHOOL DISTRICT OF FLAMBEAU

END CONSTRUCTION  
STA 671+11, 78' LT  
BUTT JOINT REQ'D  
(SEE CONSTRUCTION DETAILS)

REPLACE CURB AND GUTTER  
(SEE INTERSECTION DETAILS)

STA 671+70.26  
O/S 24.31, LT

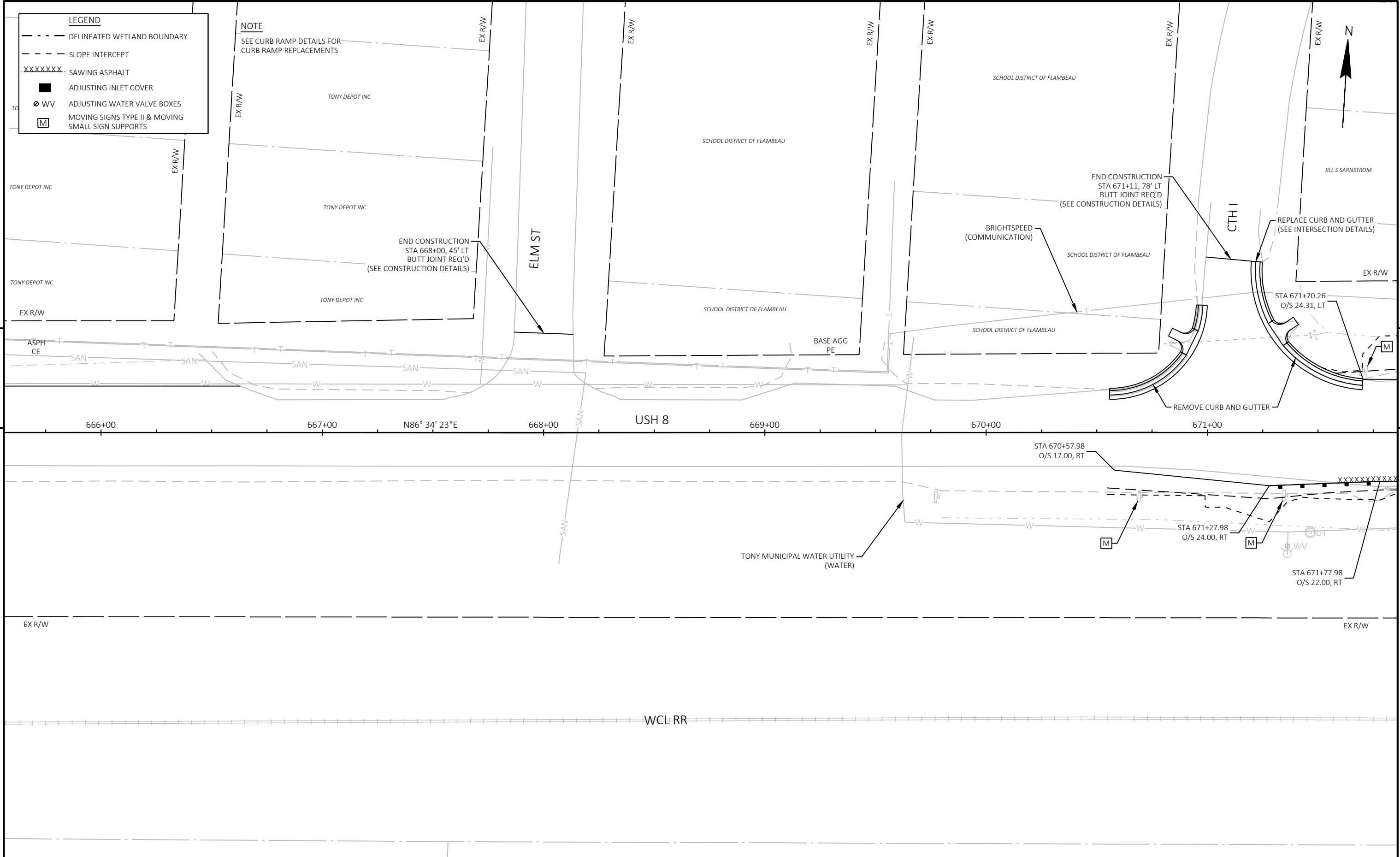
REMOVE CURB AND GUTTER

JILL S SARNSTROM



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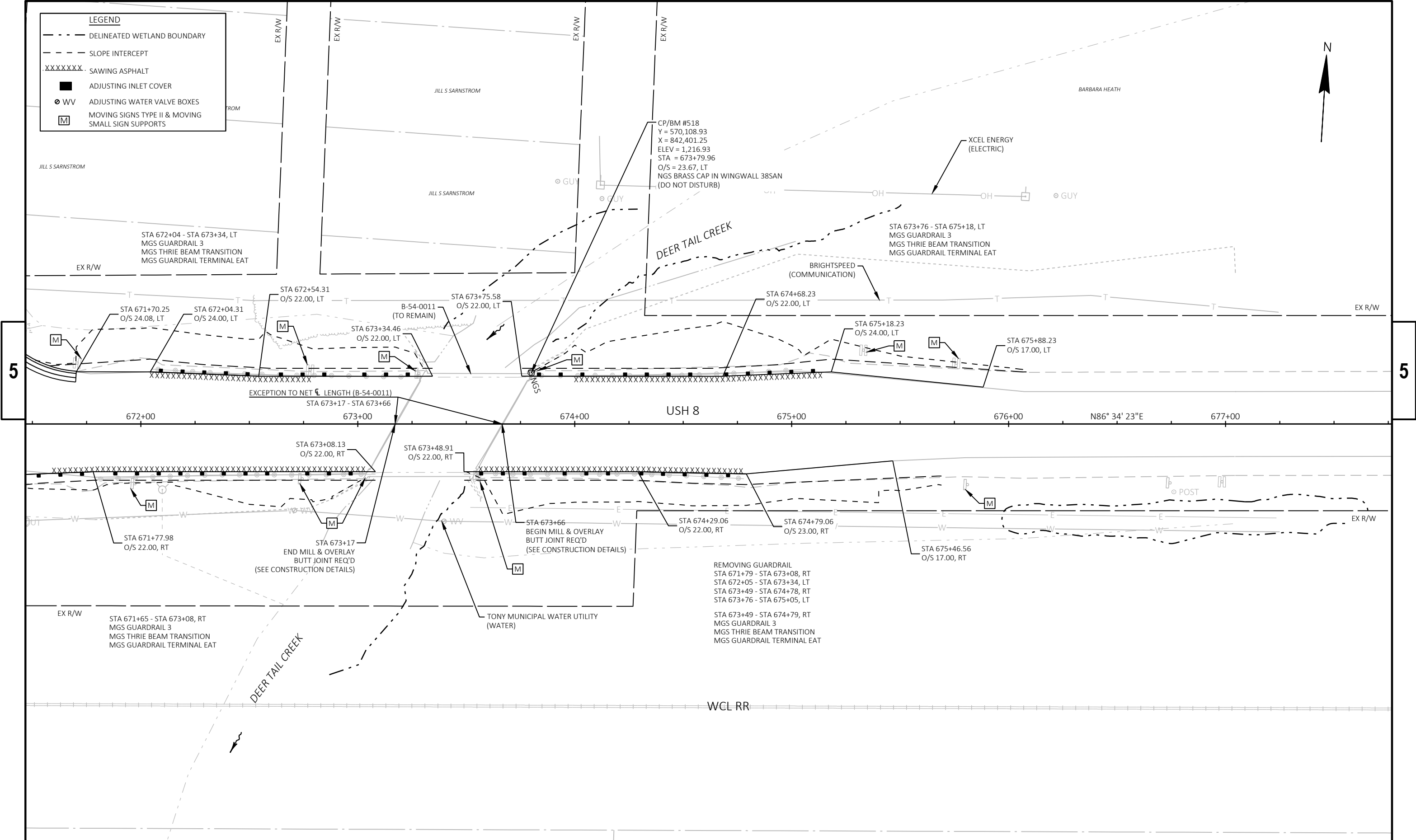
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PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PLAN	SHEET	<b>E</b>
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**LEGEND**

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- XXXXXXX SAWING ASPHALT
- ADJUSTING INLET COVER
- WV ADJUSTING WATER VALVE BOXES
- M MOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS



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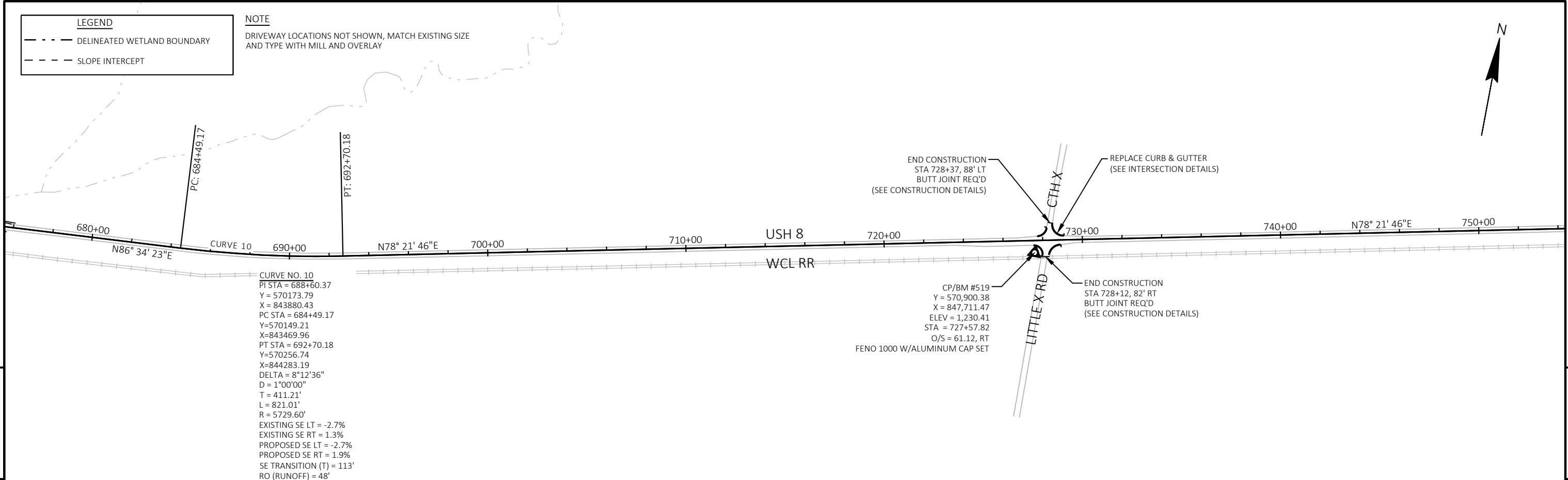
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PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PLAN	SHEET	<b>E</b>
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**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT

**NOTE**  
 DRIVEWAY LOCATIONS NOT SHOWN, MATCH EXISTING SIZE AND TYPE WITH MILL AND OVERLAY

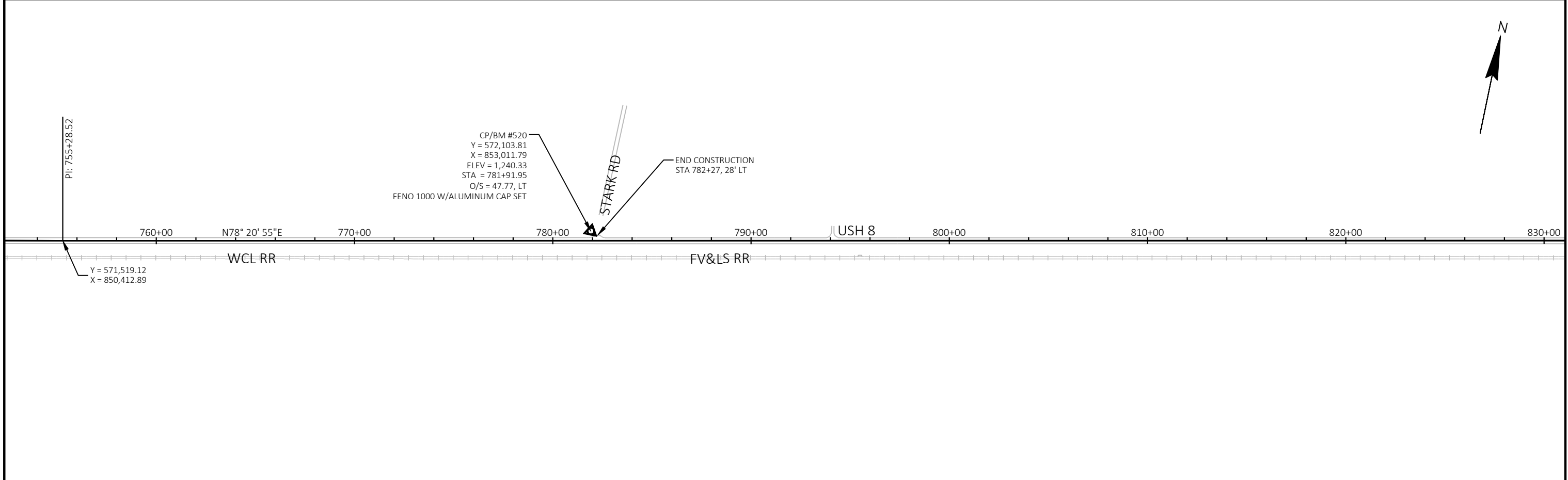


**CURVE NO. 10**  
 PI STA = 688+60.37  
 Y = 570173.79  
 X = 843880.43  
 PC STA = 684+49.17  
 Y = 570149.21  
 X = 843469.96  
 PT STA = 692+70.18  
 Y = 570256.74  
 X = 844283.19  
 DELTA = 8°12'36"  
 D = 1°00'00"  
 T = 411.21'  
 L = 821.01'  
 R = 5729.60'  
 EXISTING SE LT = -2.7%  
 EXISTING SE RT = 1.3%  
 PROPOSED SE LT = -2.7%  
 PROPOSED SE RT = 1.9%  
 SE TRANSITION (T) = 113'  
 RO (RUNOFF) = 48'

CP/BM #519  
 Y = 570,900.38  
 X = 847,711.47  
 ELEV = 1,230.41  
 STA = 727+57.82  
 O/S = 61.12, RT  
 FENO 1000 W/ALUMINUM CAP SET

5

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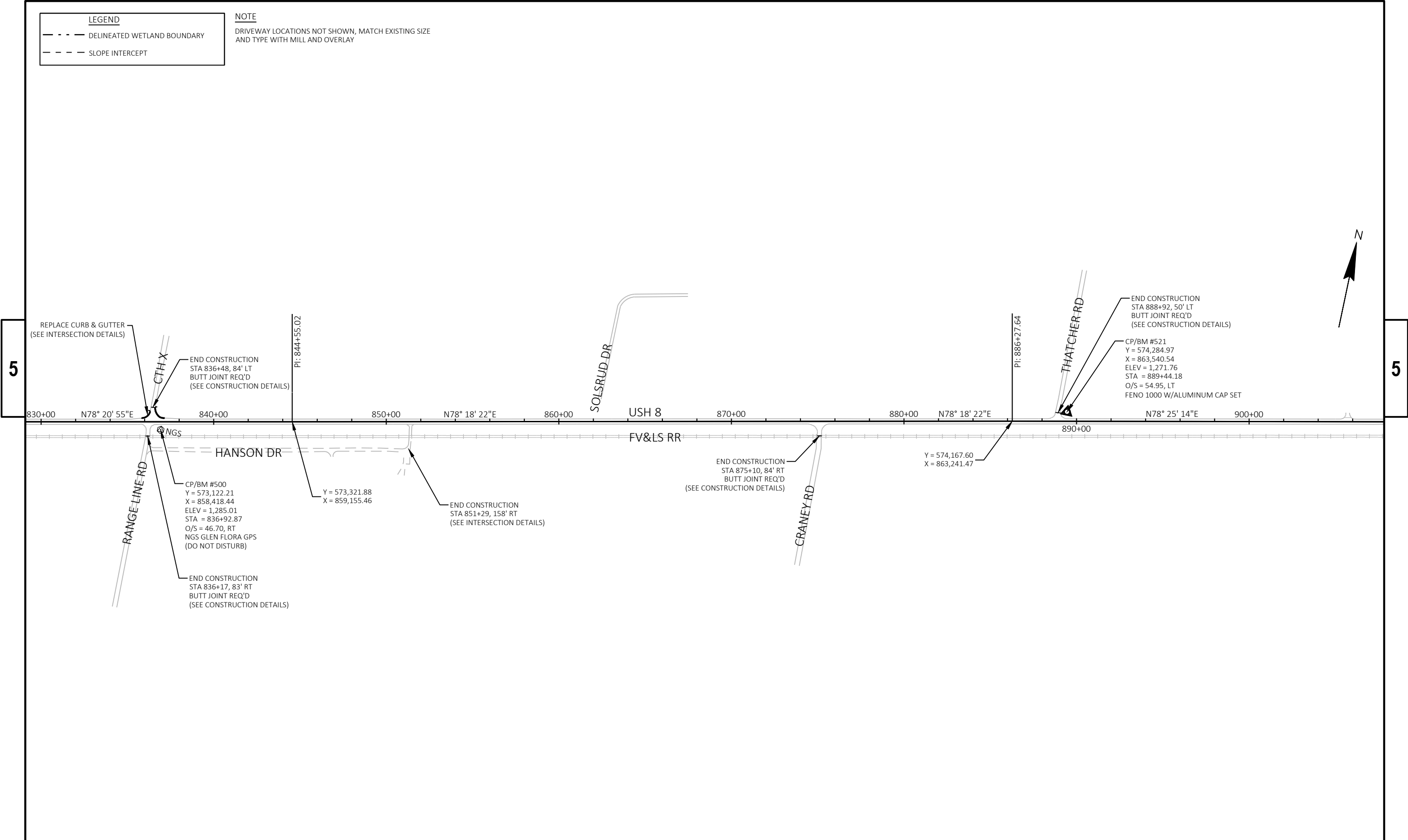
CP/BM #520  
 Y = 572,103.81  
 X = 853,011.79  
 ELEV = 1,240.33  
 STA = 781+91.95  
 O/S = 47.77, LT  
 FENO 1000 W/ALUMINUM CAP SET

Y = 571,519.12  
 X = 850,412.89



LEGEND	
	DELINEATED WETLAND BOUNDARY
	SLOPE INTERCEPT

**NOTE**  
 DRIVEWAY LOCATIONS NOT SHOWN, MATCH EXISTING SIZE AND TYPE WITH MILL AND OVERLAY



PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PLAN	SHEET	E
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**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT
- WV ADJUSTING WATER VALVE BOXES



DONALD E LAMP  
HARVEY F LAMP

RONALD C MOSER  
JOAN B MOSER

BRIGHTSPEED  
(COMMUNICATION)

VILLAGE OF GLEN FLORA WATER UTILITY  
(WATER)

XCEL ENERGY  
(ELECTRIC)

FV&LS RR

USH 8

5

5

EX R/W

EX R/W

905+00

906+00

907+00

908+00

909+00

910+00

N78° 25' 14"E

ASPH  
PE

○ POST

○ WV

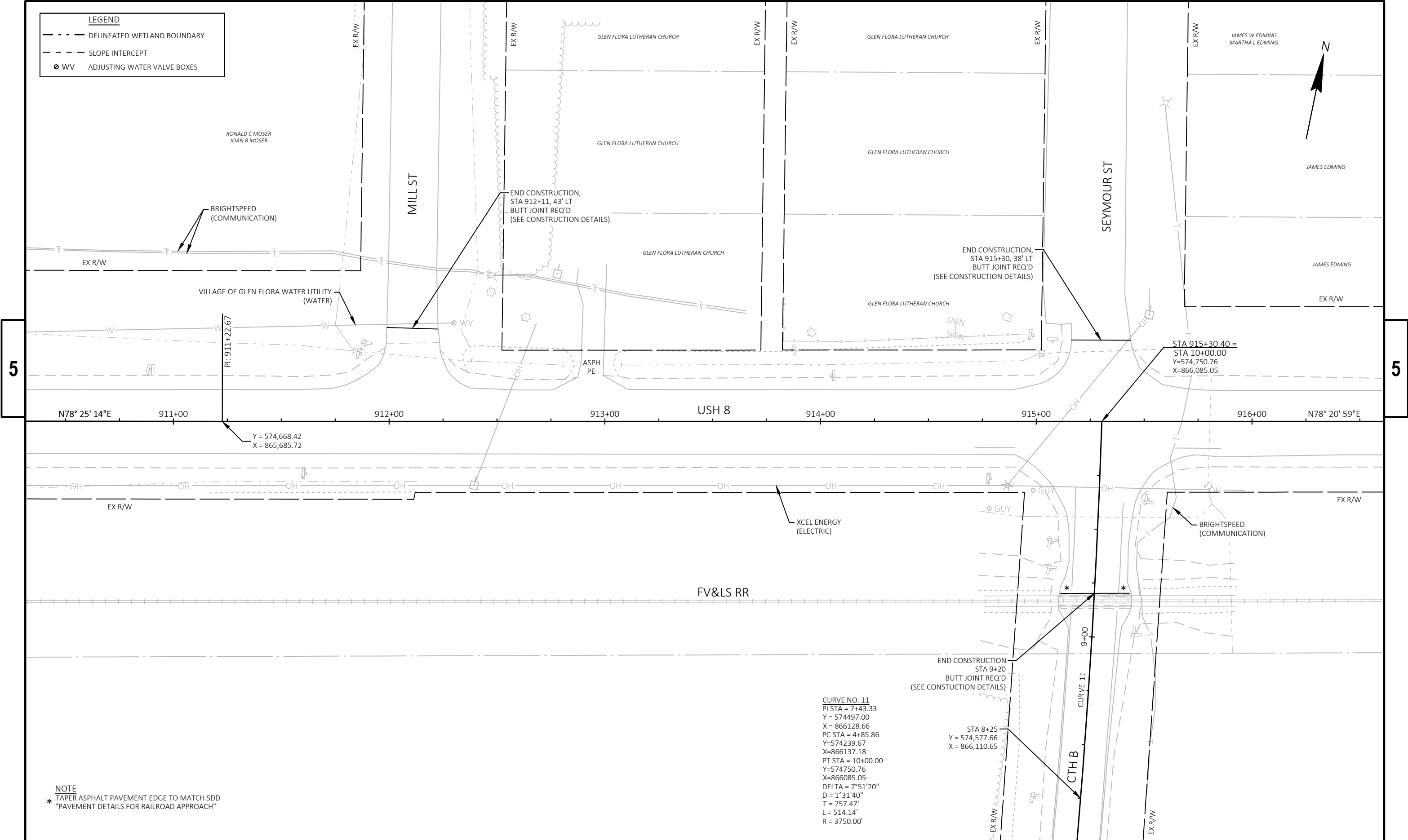
○ POST

EX R/W

EX R/W

**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT
- WV ADJUSTING WATER VALVE BOXES

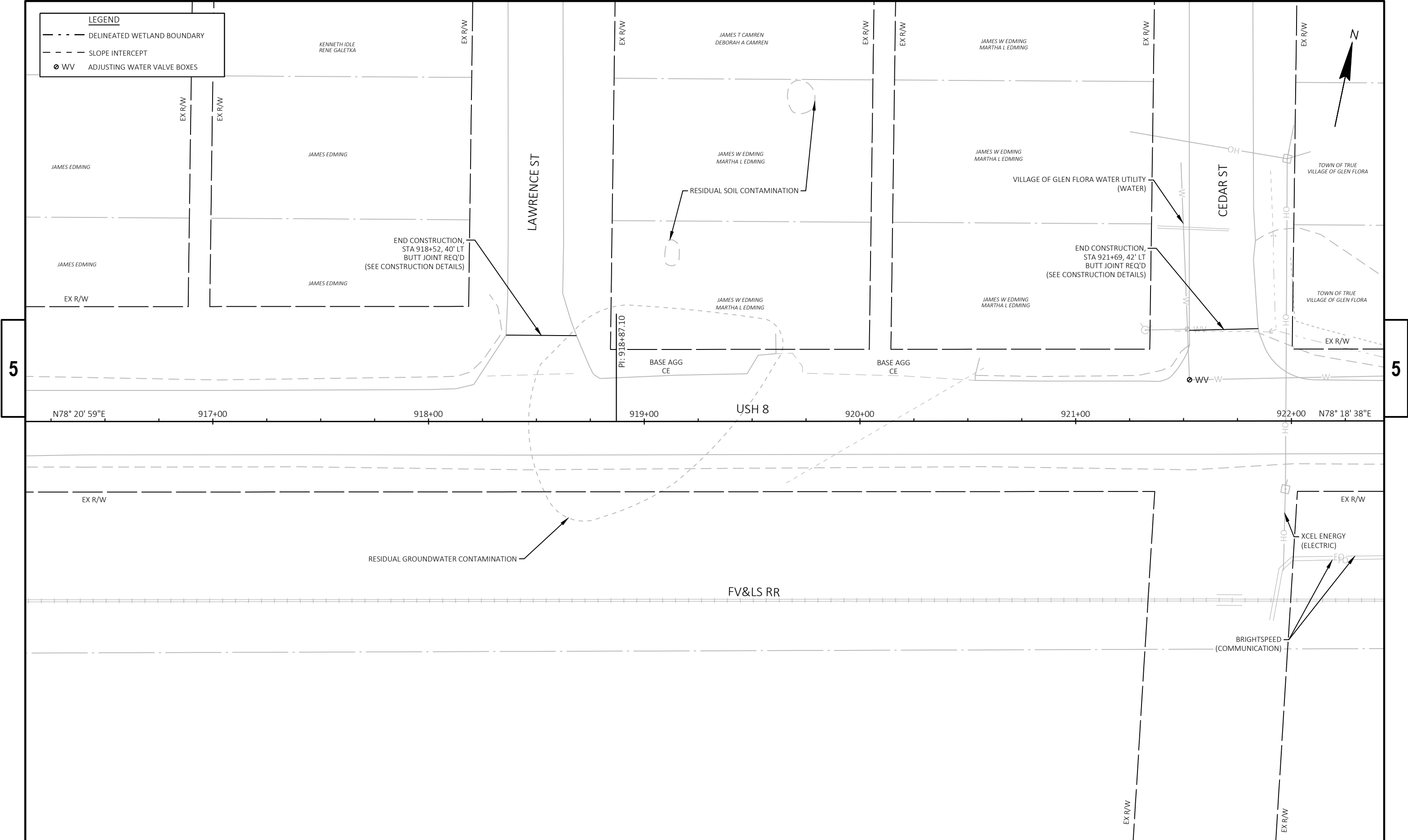


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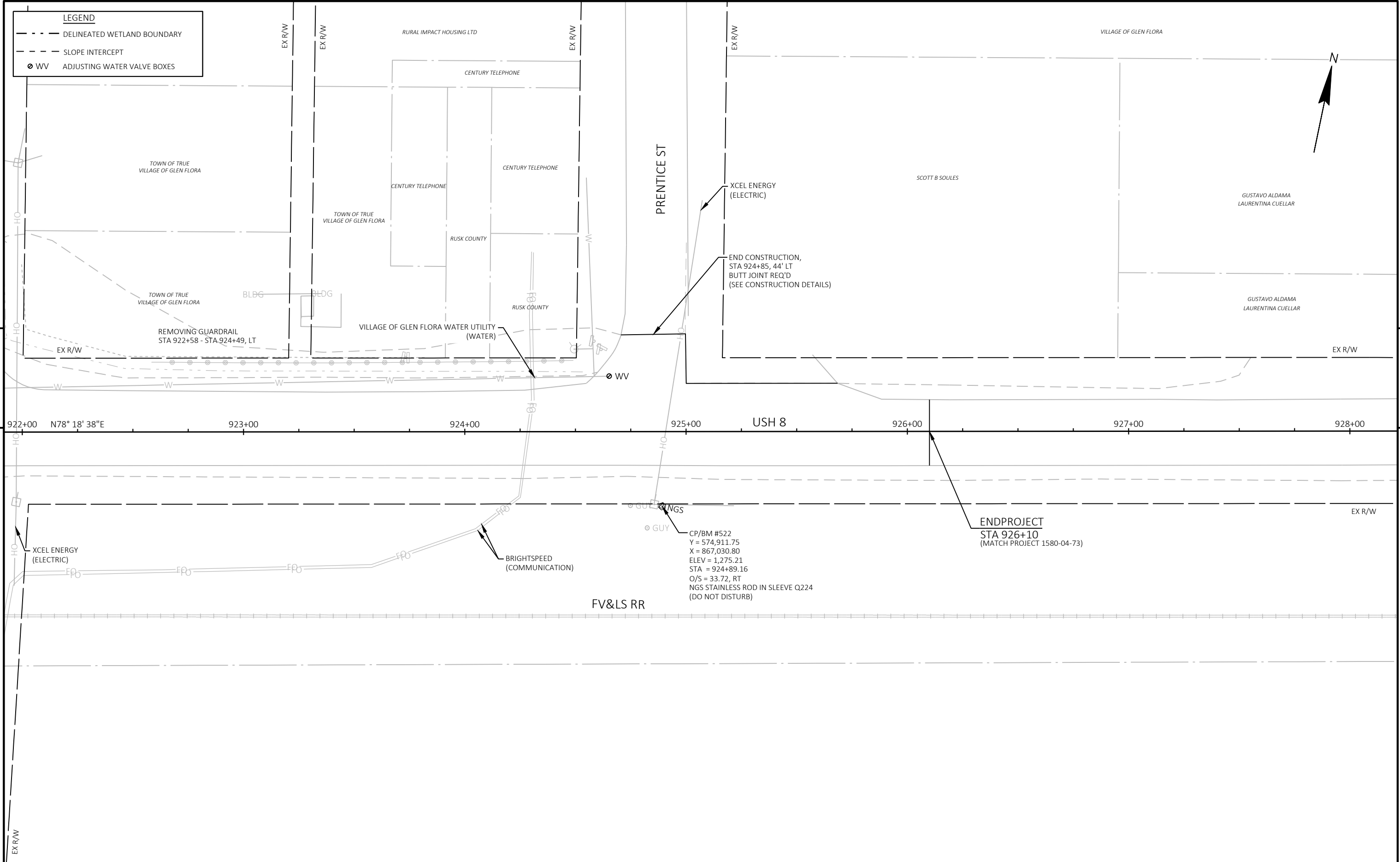
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**LEGEND**

- - - DELINEATED WETLAND BOUNDARY
- - - SLOPE INTERCEPT
- WV ADJUSTING WATER VALVE BOXES



PROJECT NO: 1580-04-72	HWY: USH 8	COUNTY: RUSK	PLAN	SHEET	<b>E</b>
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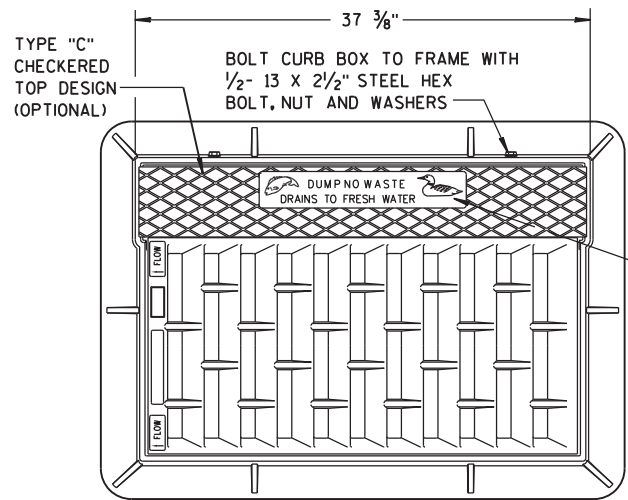
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## Standard Detail Drawing List

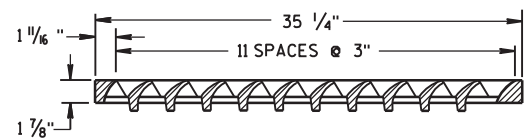
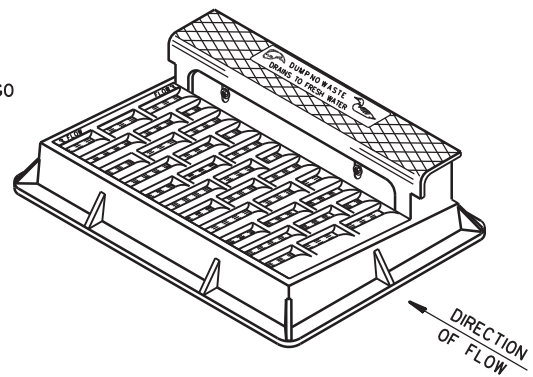
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03B	SHOULDER RUMBLE STRIPS - CONCRETE
13A10-03C	SHOULDER RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A10-03D	SHOULDER RUMBLE STRIPS - CONCRETE SINUSOIDAL
13A10-03E	EDGE LINE RUMBLE STRIPS - ASPHALT
13A10-03F	EDGE LINE RUMBLE STRIPS - CONCRETE
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04B	CENTERLINE RUMBLE STRIPS - CONCRETE
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
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 THREE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THREE BEAM TRANSITION (MGS)
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
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
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING

## Standard Detail Drawing List

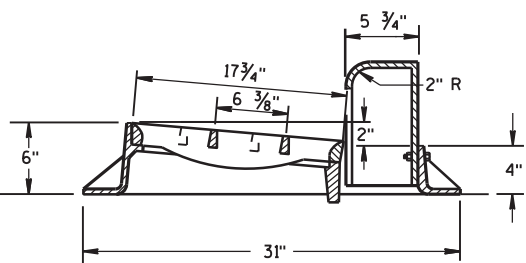
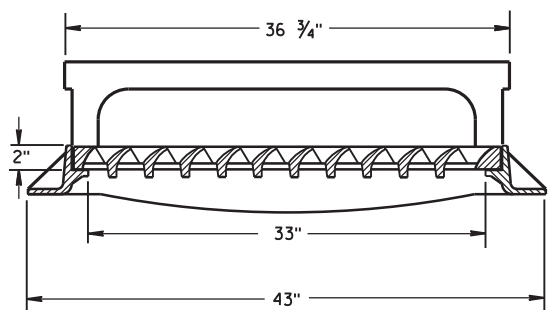
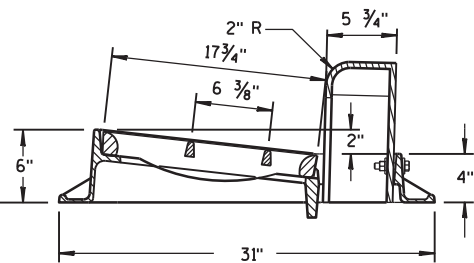
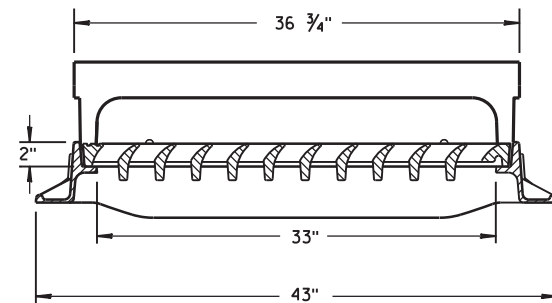
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



**NOTE:  
GRATE IS REVERSIBLE.**

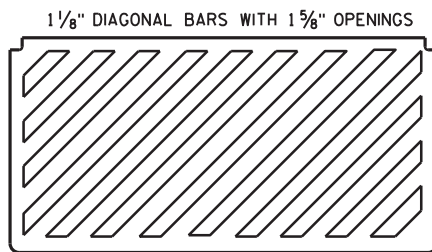


**NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"**



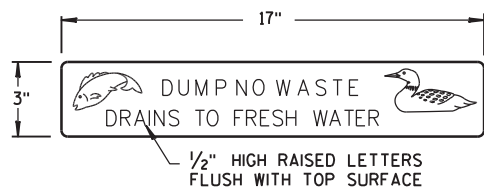
**TYPE "H"**

**NOTE: EITHER CASTING IS ACCEPTABLE**

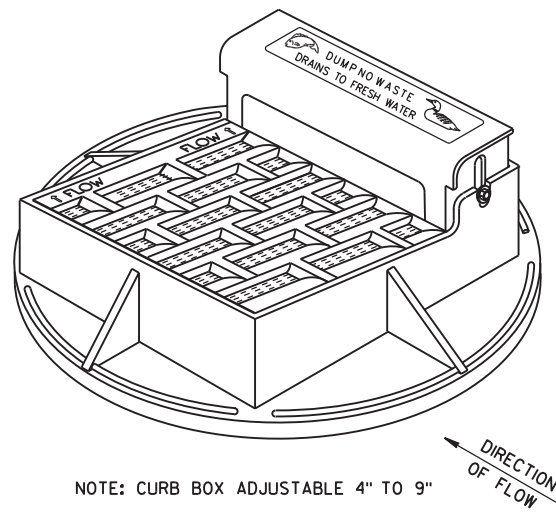


**SPECIAL GRATE FOR  
TYPE "H" COVER**

(MEASURES 35 1/4" X 17 3/4" X 2")  
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

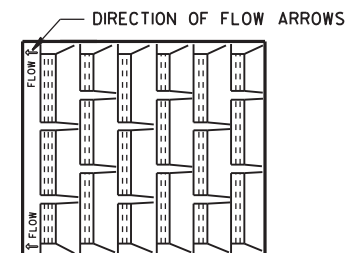


**LOGO DETAIL**

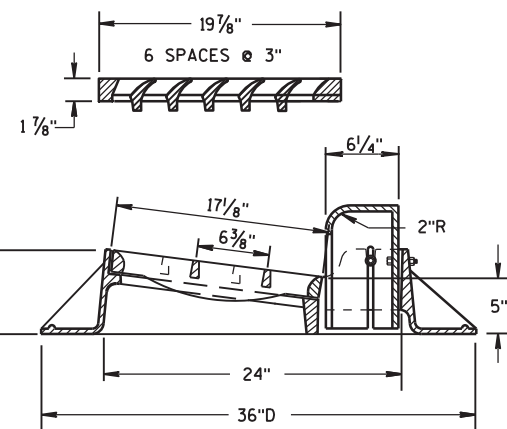
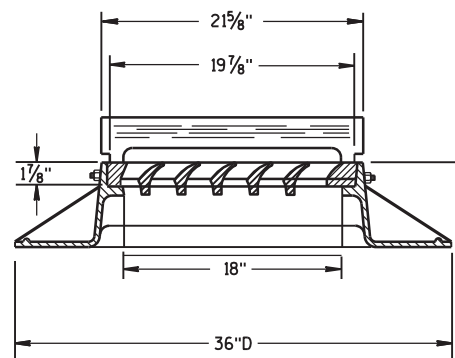


**NOTE: CURB BOX ADJUSTABLE 4" TO 9"**

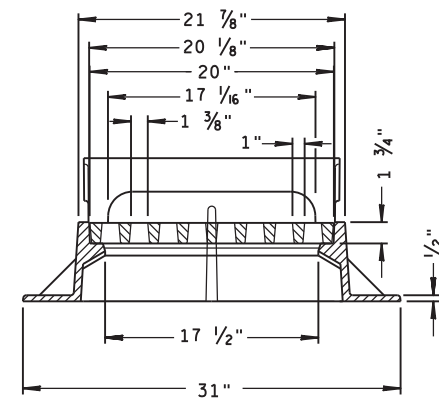
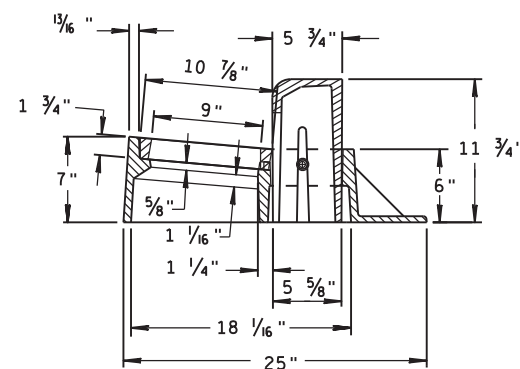
**NOTE:  
GRATE IS REVERSIBLE.**



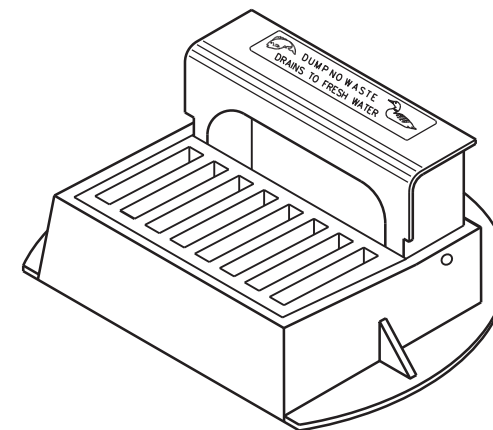
**SPECIAL GRATE FOR  
TYPE "A" COVER**  
(MEASURES 19 3/4" X 17" X 1 1/8")  
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



**TYPE "A"**



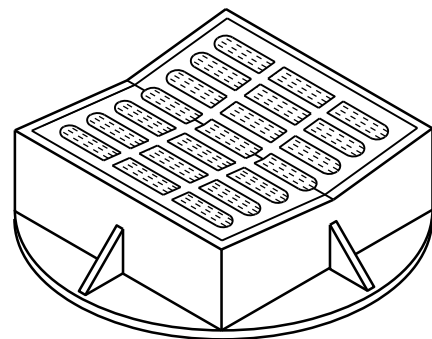
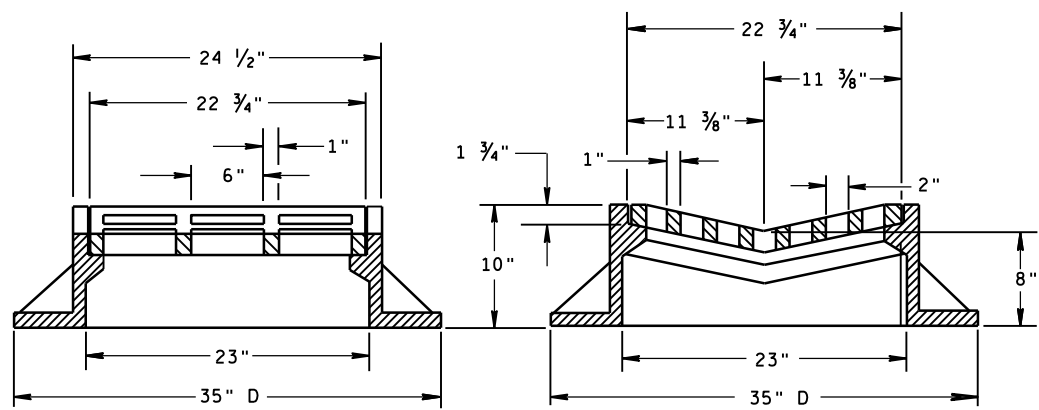
**TYPE "Z"**



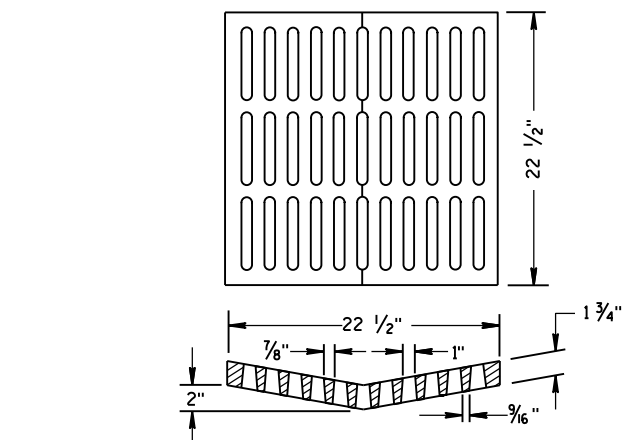
**INLET COVERS  
TYPE A, H, A-S, H-S & Z**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: 11-27-13  
DATE: /S/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT  
ENGINEER  
FHWA

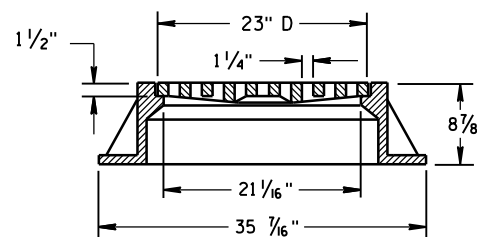
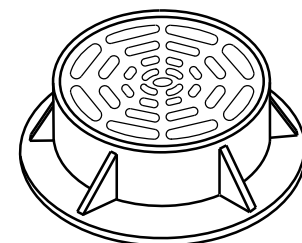
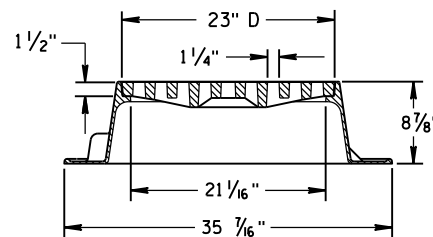
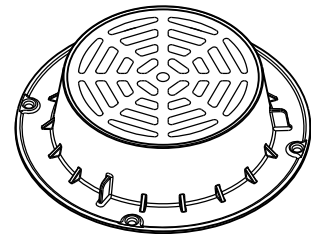


**TYPE "B"**



**ALTERNATIVE GRATE FOR TYPE "B" COVER**

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.  
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



**TYPE "C"**

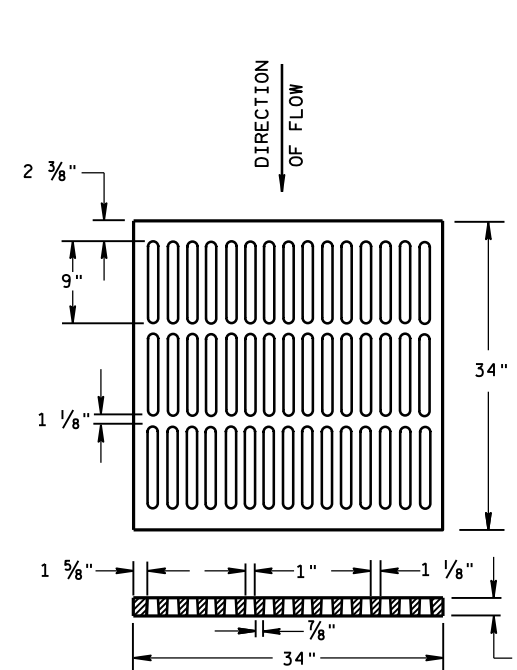
NOTE: EITHER CASTING IS ACCEPTABLE

**GENERAL NOTES**

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

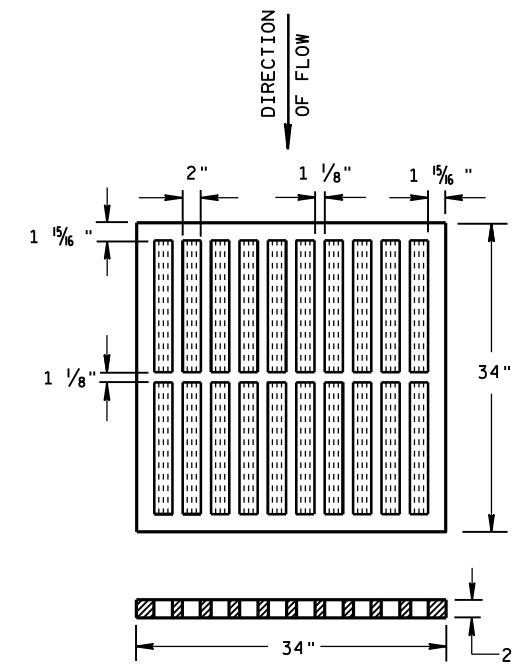
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



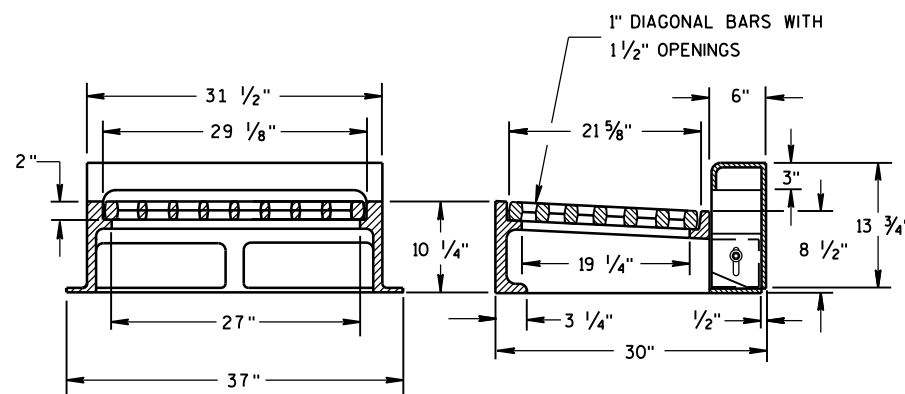
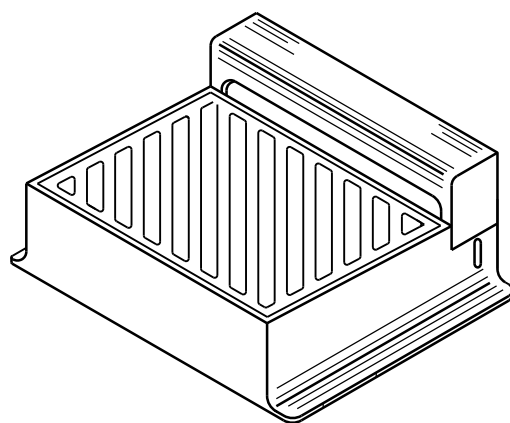
**ALTERNATIVE TYPE "MS"**

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED  
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



**TYPE "MS"**

USE ON FREEWAYS AND EXPRESSWAYS  
NOTED AS TYPE MS ON DRAINAGE TABLE



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

**TYPE "WM"**

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

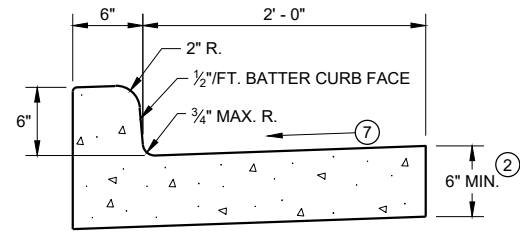
DIRECTION OF FLOW

**INLET COVERS  
TYPE B, B-A, C,  
MS, MS-A, & WM**

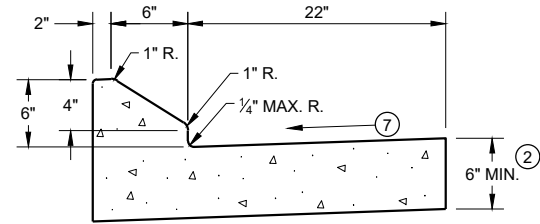
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE 11/27/2013 /S/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT ENGINEER  
FHWA

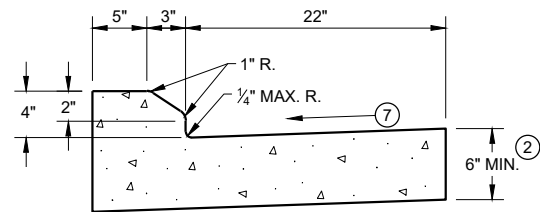




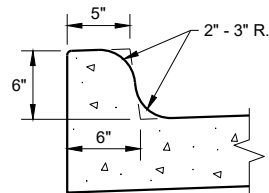
**TYPES A<sup>1</sup> & D**



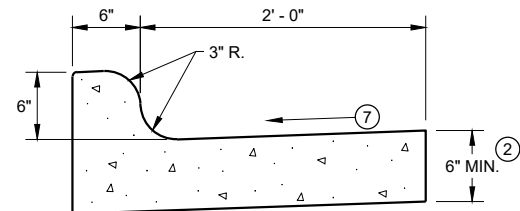
**6" SLOPED CURB TYPES G<sup>1</sup> & J**



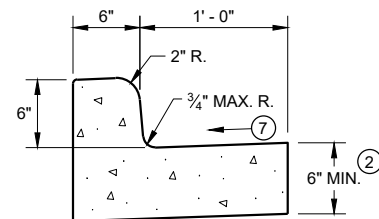
**4" SLOPED CURB TYPES G<sup>1</sup> & J**



**TYPES K<sup>1</sup> & L**  
(OPTIONAL CURB SHAPE)

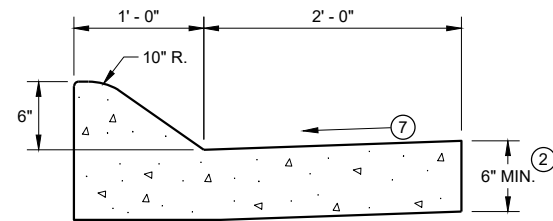


**TYPES K<sup>1</sup> & L**  
**CONCRETE CURB AND GUTTER 30"**

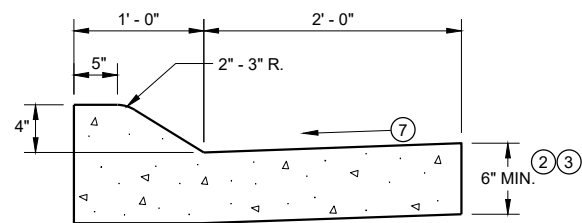


**TYPES A<sup>1</sup> & D**

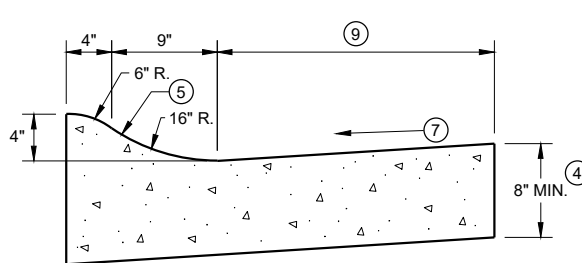
**CONCRETE CURB AND GUTTER 18"**



**6" SLOPED CURB TYPES A<sup>1</sup> & D**

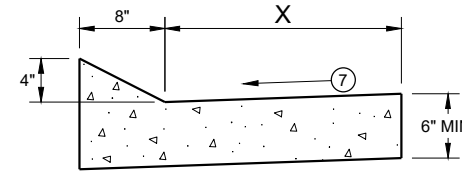


**4" SLOPED CURB TYPES A<sup>1</sup> & D**  
**CONCRETE CURB AND GUTTER 36"**



**4" SLOPED CURB TYPES R<sup>1</sup> & T**

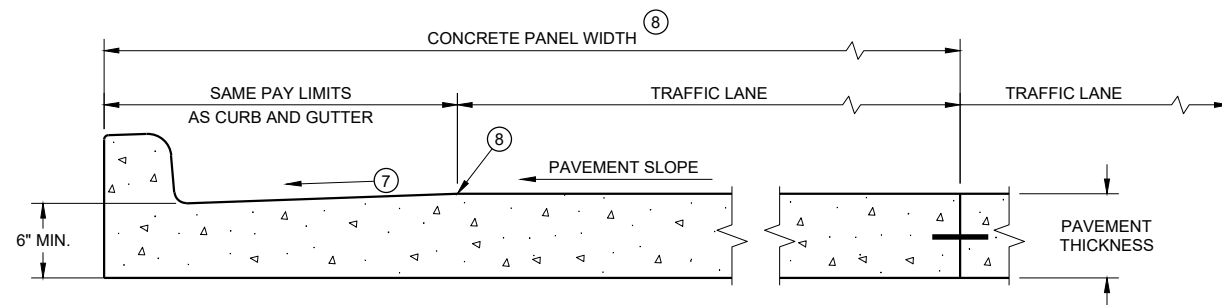
TBT & TBTT	X
30"	22"
36"	28"



**TYPES TBT & TBTT<sup>1</sup>**  
**CONCRETE CURB AND GUTTER**

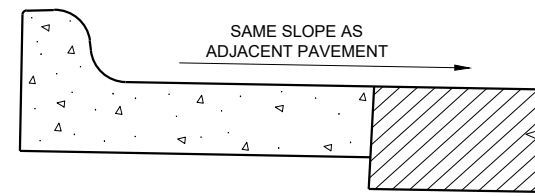
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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<sup>6</sup>**  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

**GENERAL NOTES**

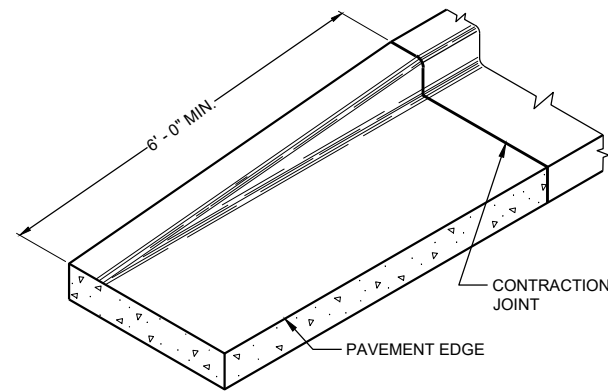
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

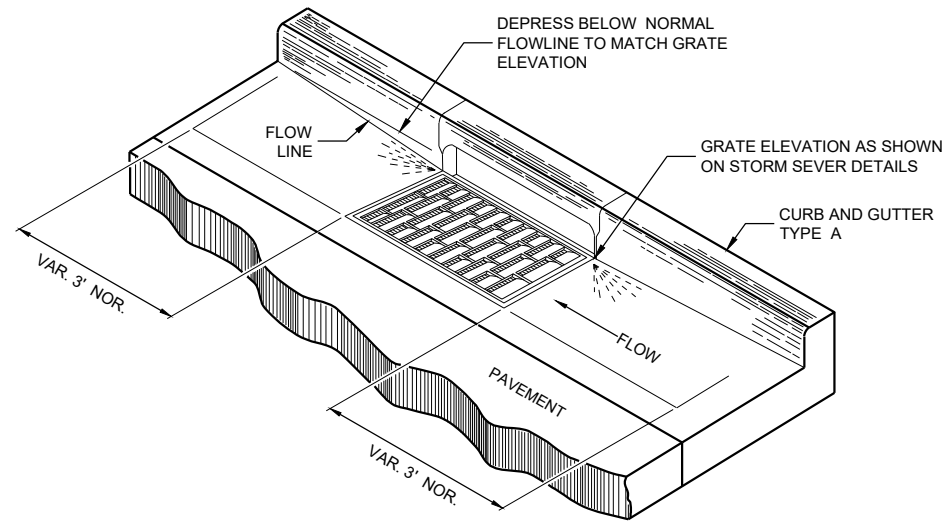
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES  
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



**END SECTION CURB AND GUTTER**



**DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

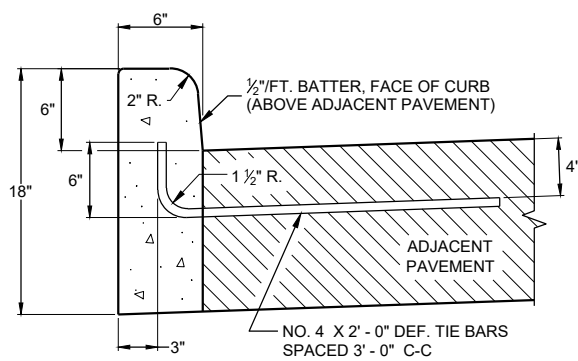
**GENERAL NOTES**

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

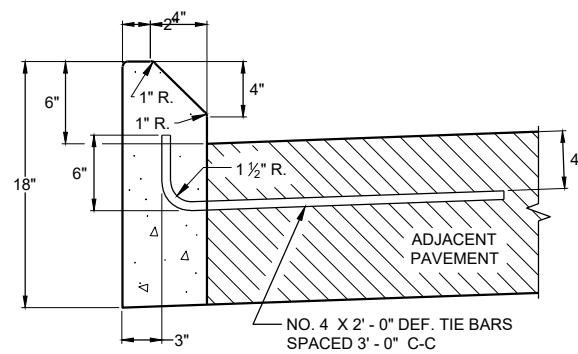
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

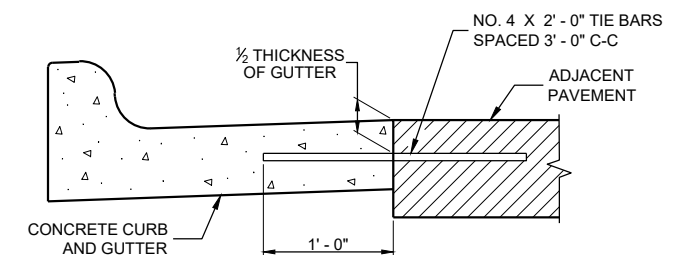
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL 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.



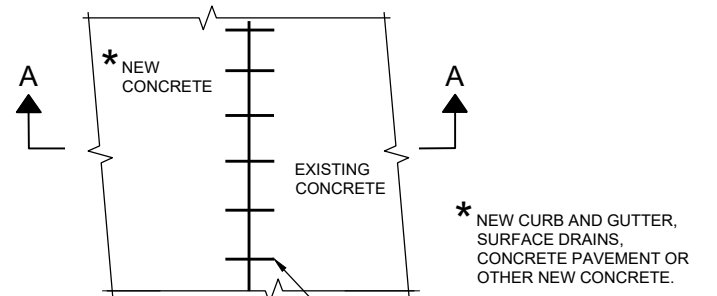
**TYPES A<sup>①</sup> & D**



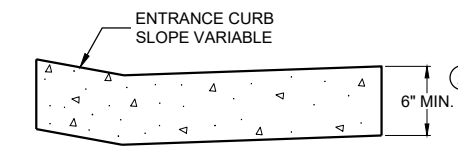
**TYPES G<sup>①</sup> & J  
CONCRETE CURB**



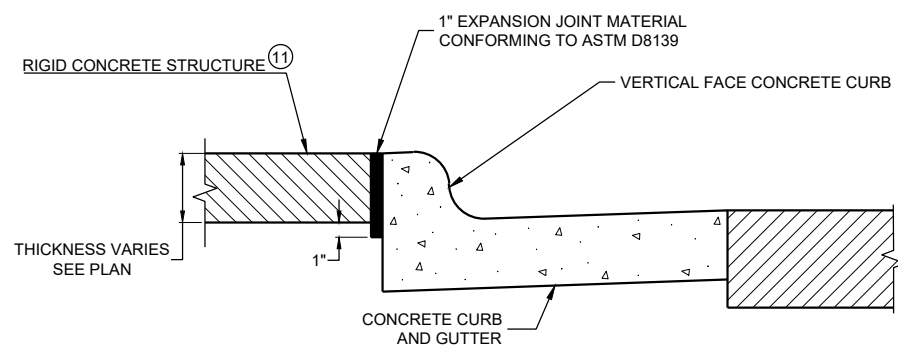
**TYPICAL TIE BAR LOCATION<sup>①</sup>**



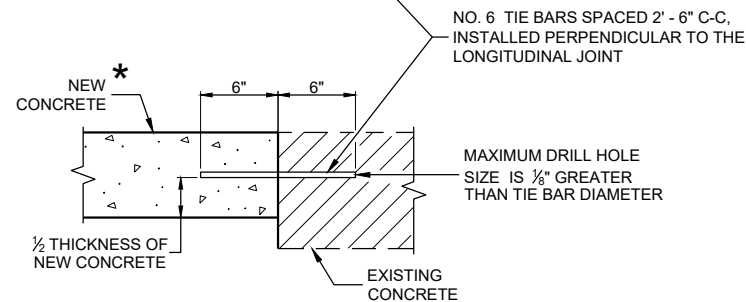
**PLAN VIEW**



**DRIVEWAY ENTRANCE CURB<sup>⑩</sup>  
(WHEN DIRECTED BY THE ENGINEER)**



**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE<sup>⑪</sup>**



**SECTION A - A  
TIE BARS DRILLED INTO EXISTING PAVEMENT**

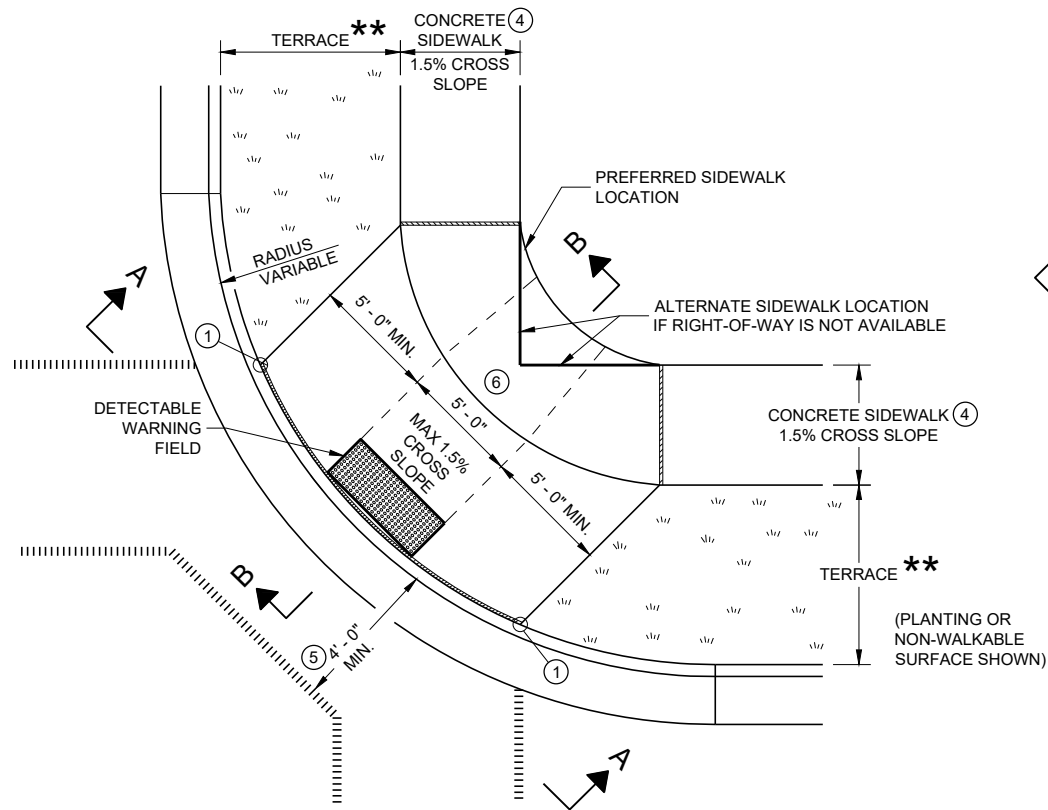
**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

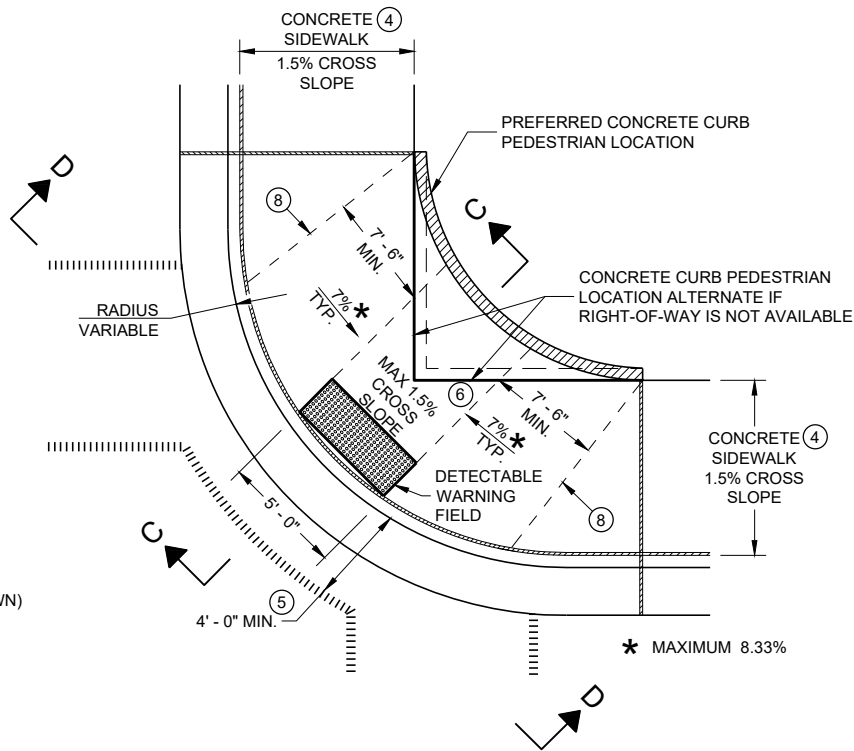
APPROVED  
DATE May 2023 /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

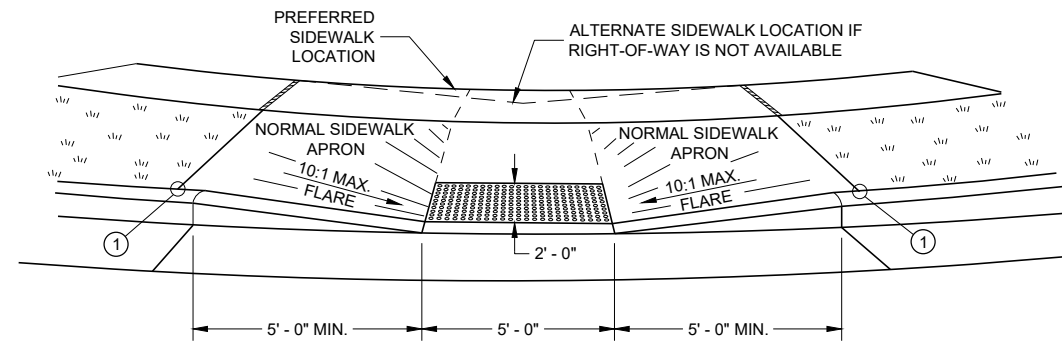




**PLAN VIEW  
CURB RAMP TYPE 1  
(CENTER OF CORNER RADIUS)**

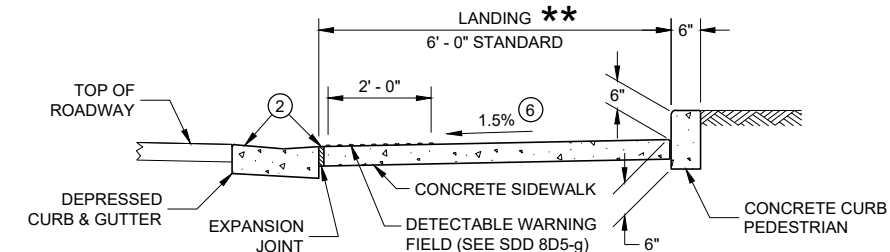


**PLAN VIEW  
CURB RAMP TYPE 1 - A  
(NO TERRACE)**

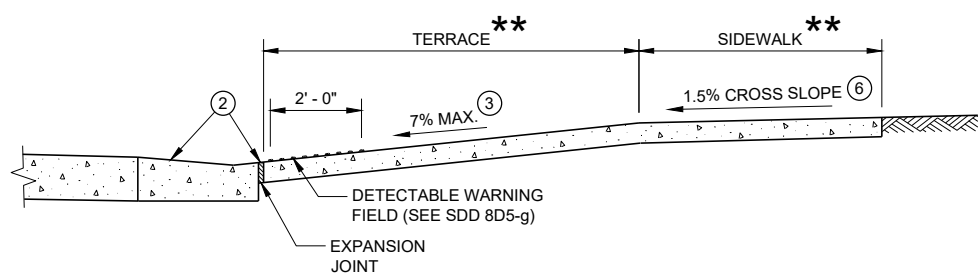


**VIEW A - A FOR TYPE 1**

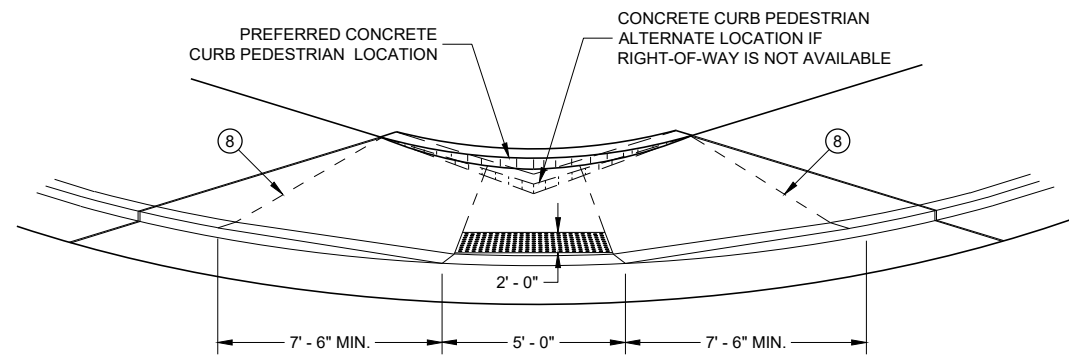
\*\* WIDTH SHOWN ELSEWHERE  
IN THE PLANS



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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.  
 TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

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

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

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

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

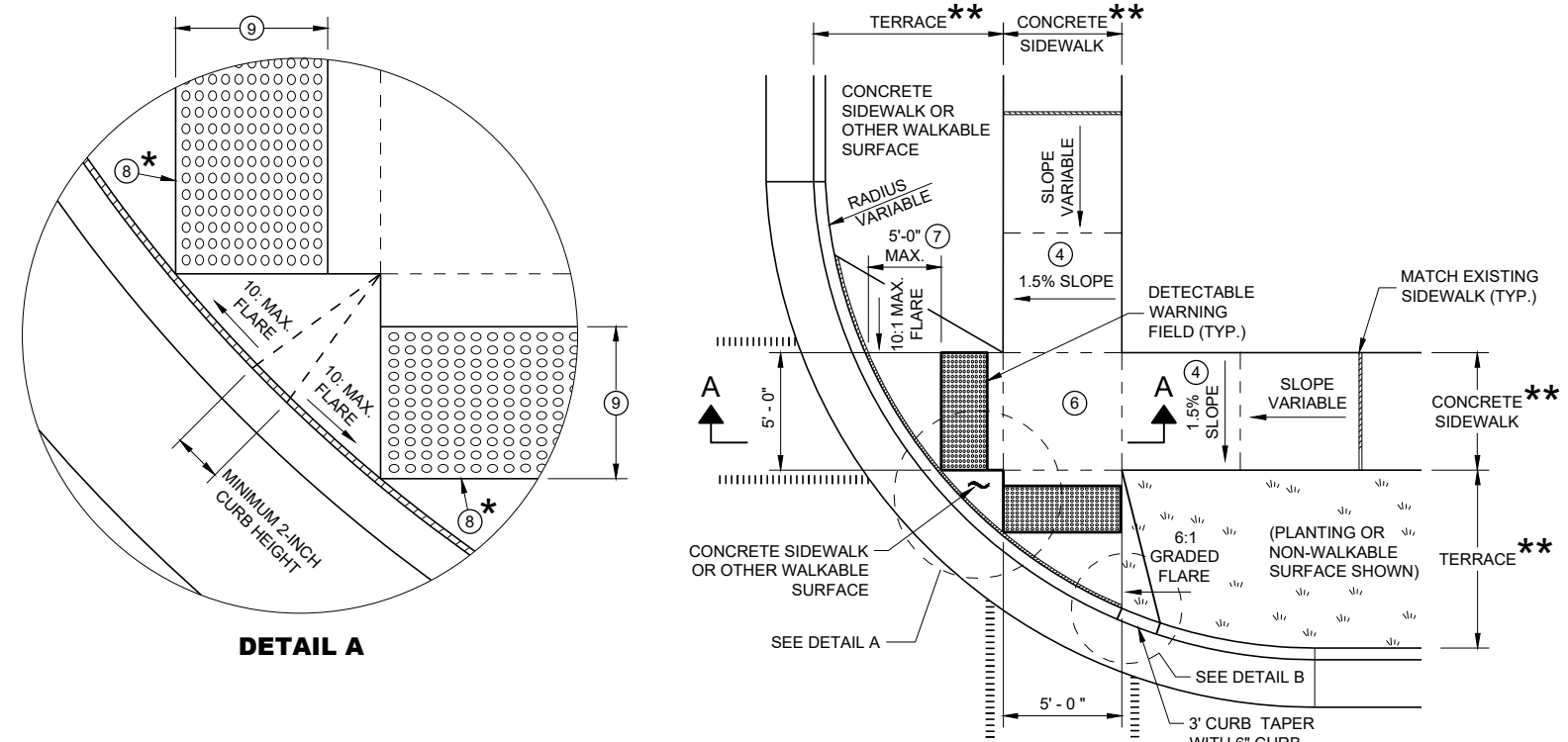
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

**LEGEND**

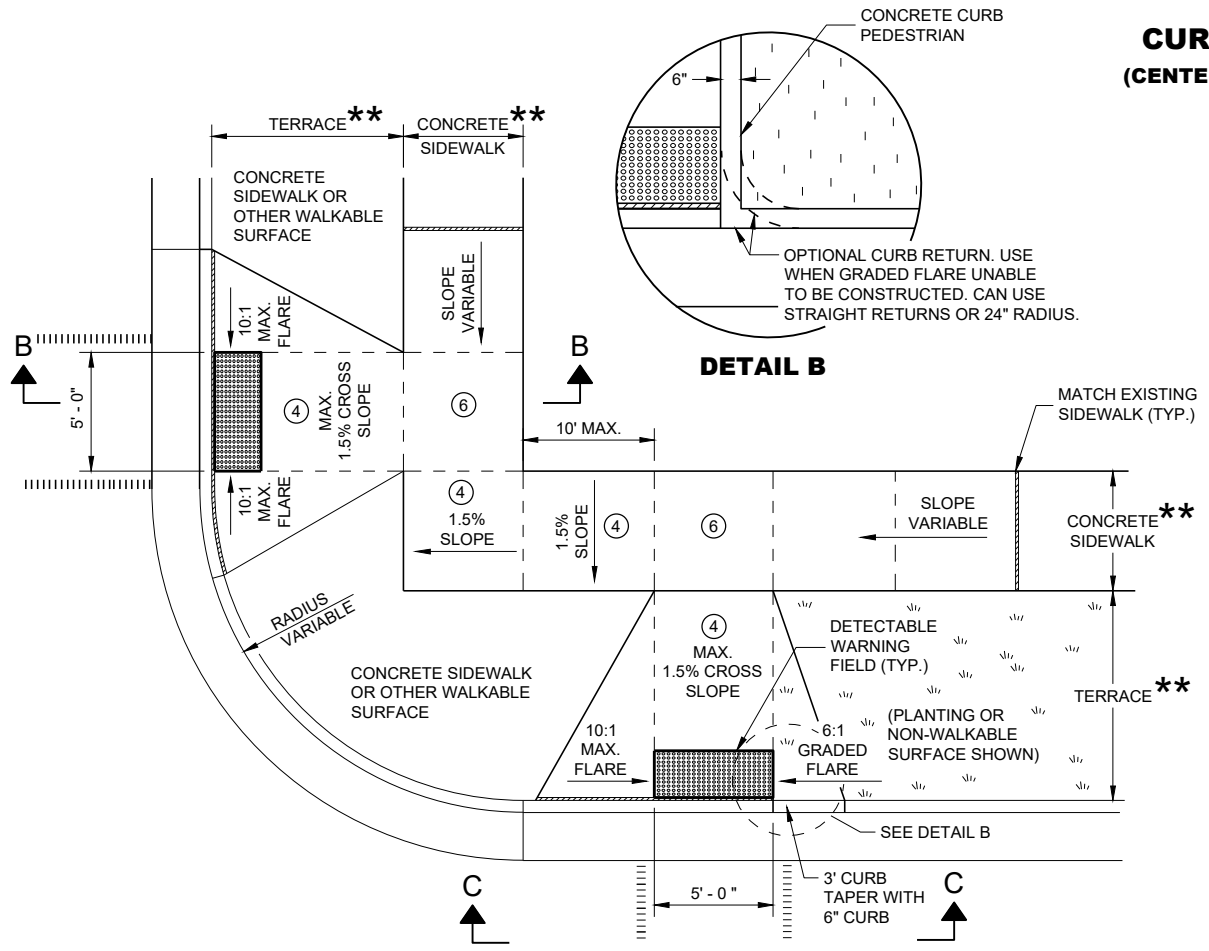
- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS  
TYPE 1 AND 1-A**

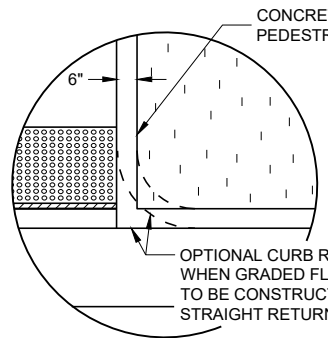
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)**



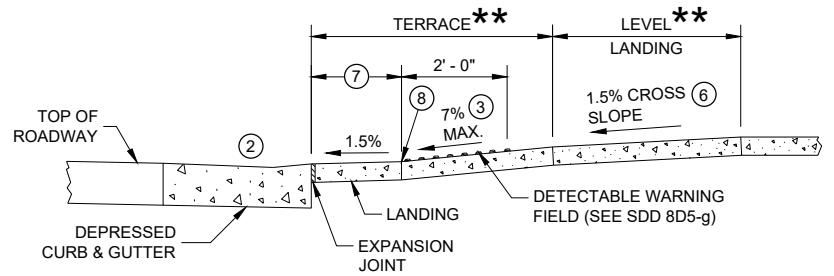
**PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)**



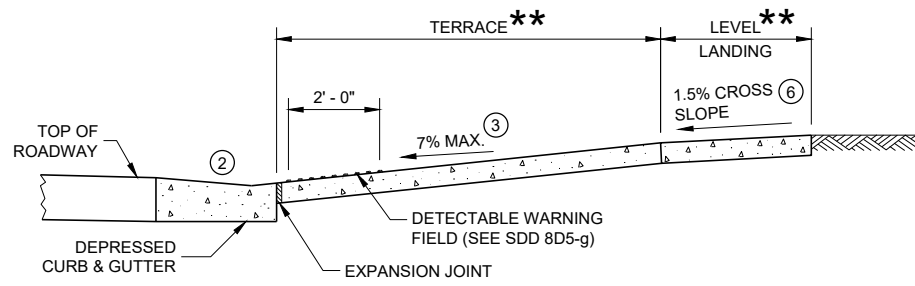
**DETAIL B**

**GENERAL NOTES**

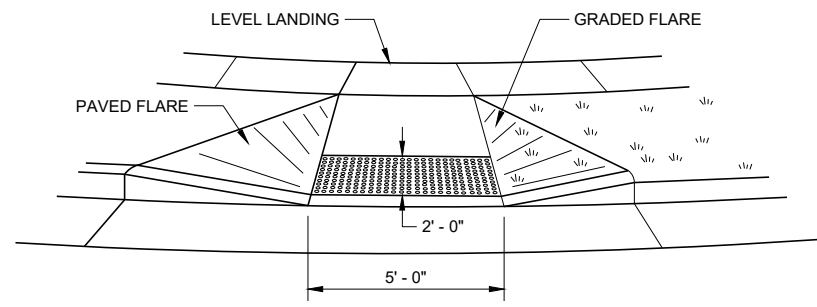
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



**SECTION A - A FOR TYPE 2**



**SECTION B - B FOR TYPE 3**



**VIEW C - C FOR TYPE 3**

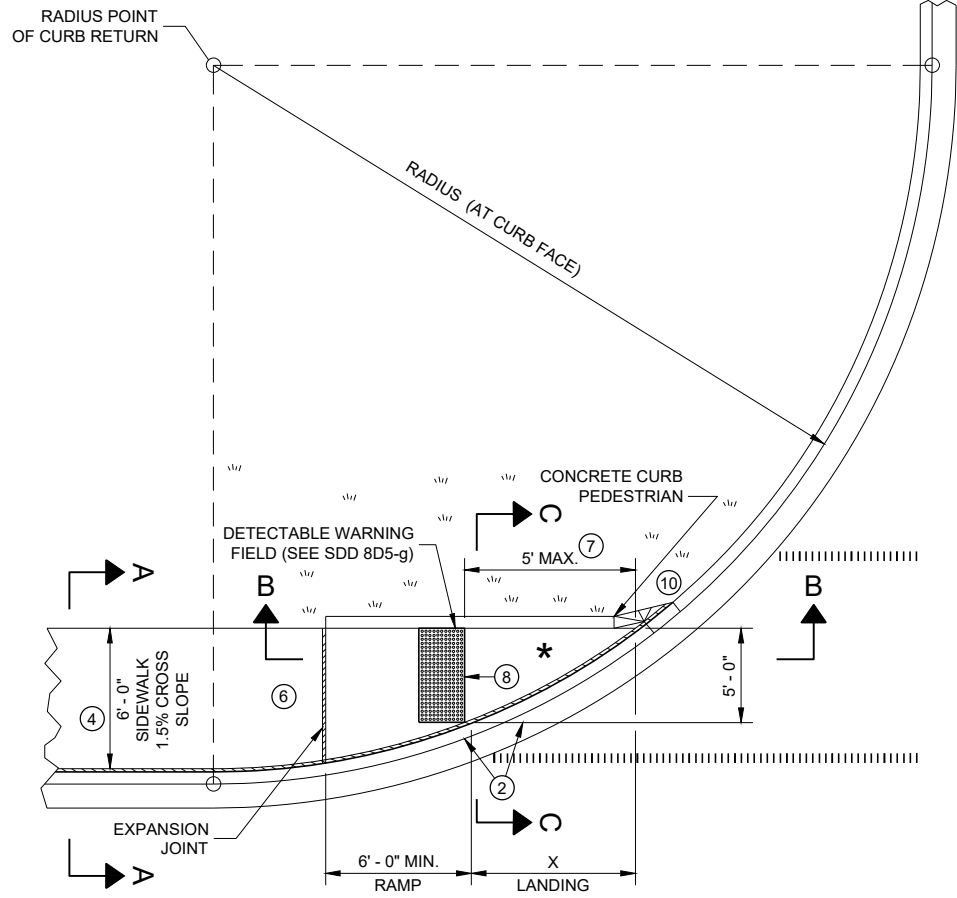
- \* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- \*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS  
TYPE 2 AND 3**

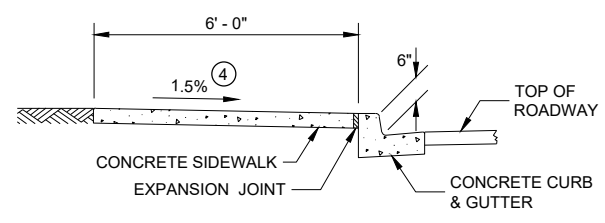
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW  
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



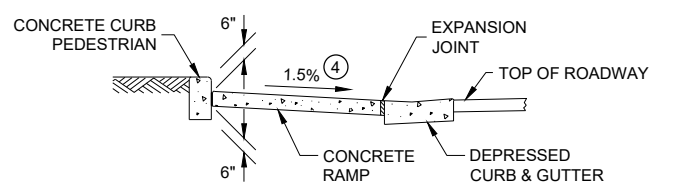
**SECTION A - A FOR TYPE 4A**

**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

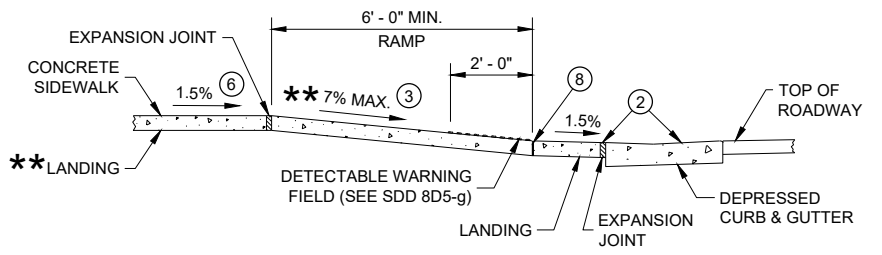
**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



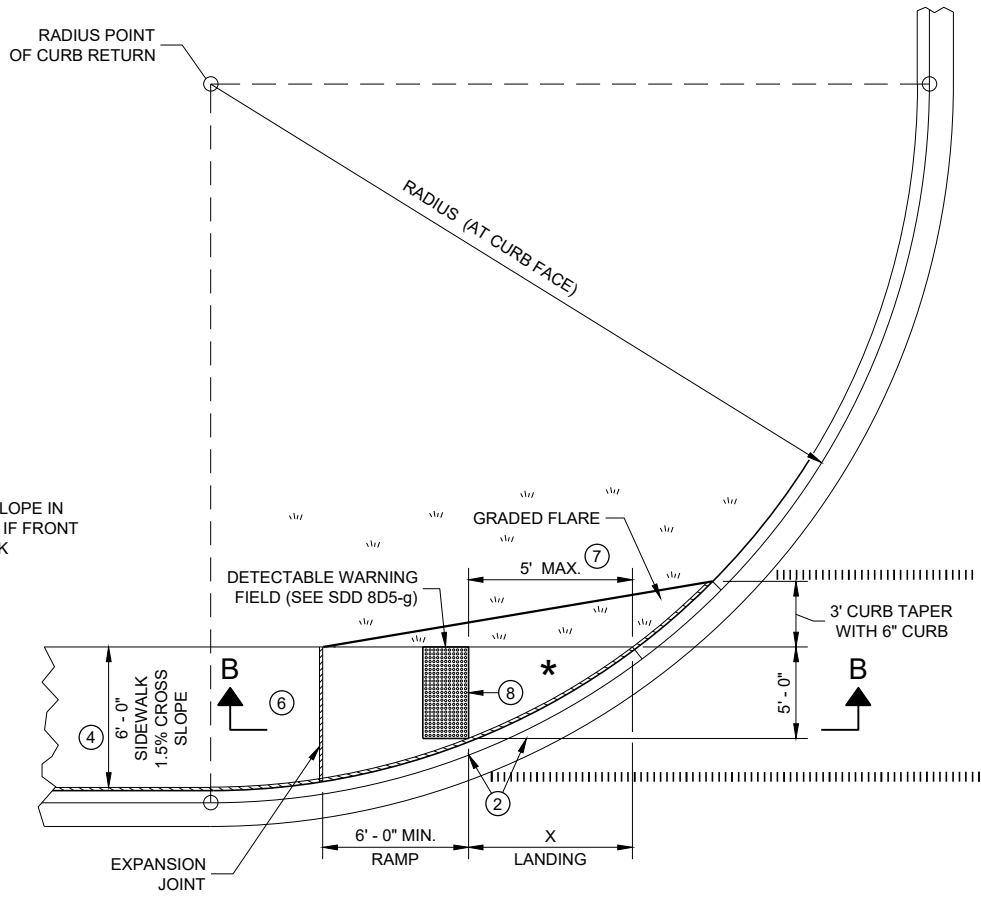
**SECTION C - C FOR TYPE 4A**

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

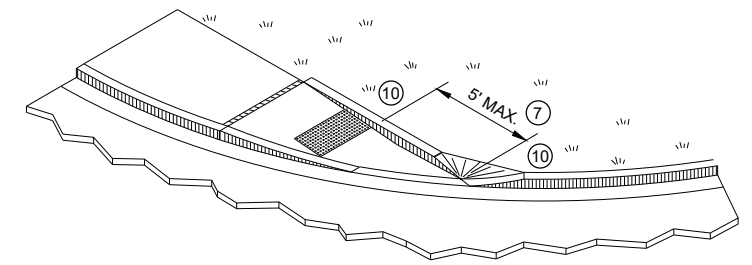


**SECTION B - B FOR  
TYPE 4A AND TYPE 4A1**

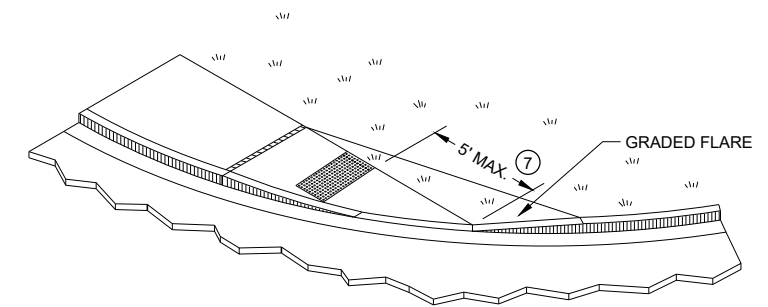
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW  
CURB RAMP TYPE 4A1**



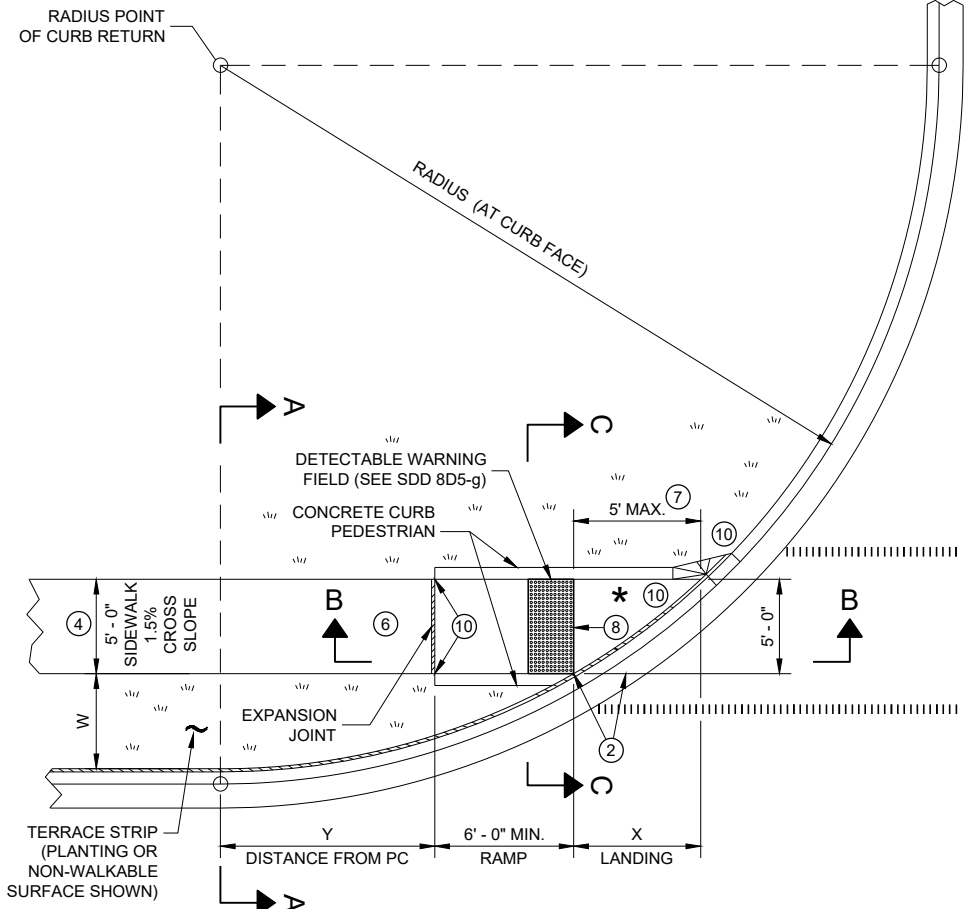
**ISOMETRIC VIEW FOR TYPE 4A**



**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS  
TYPE 4A AND 4A1**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



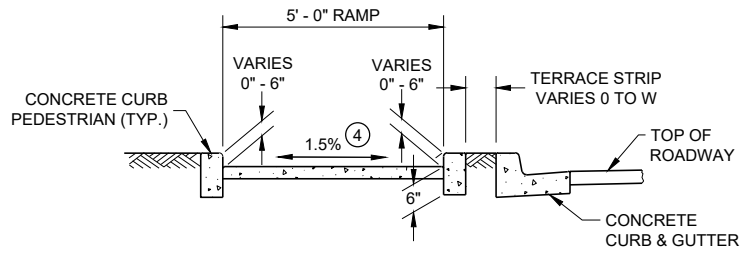
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED  
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH  
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

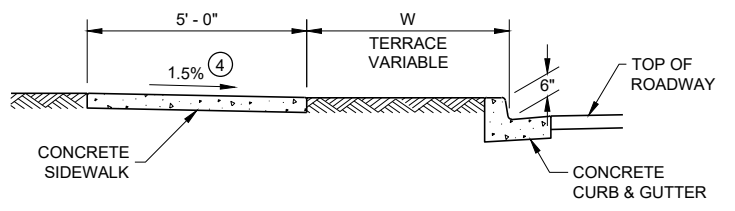
- LEGEND**
- ===== 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 7 WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

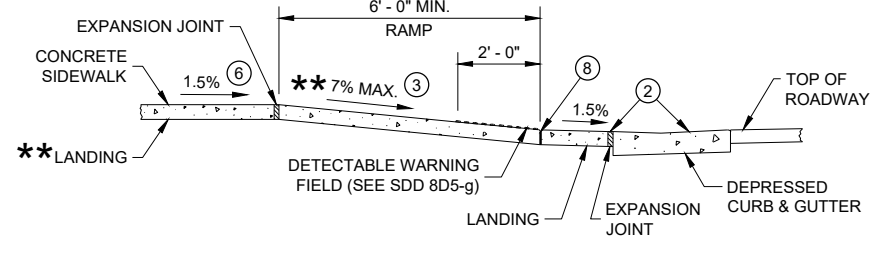


**SECTION C - C FOR TYPE 4B**



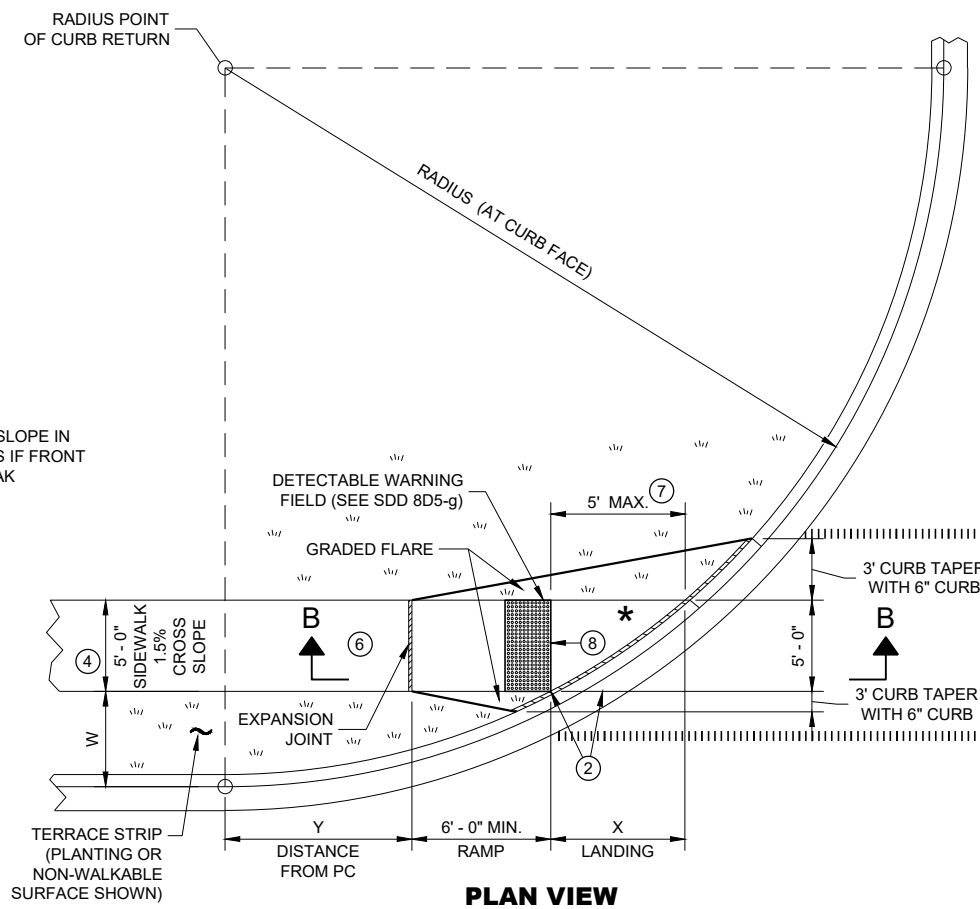
**SECTION A - A FOR TYPE 4B**

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

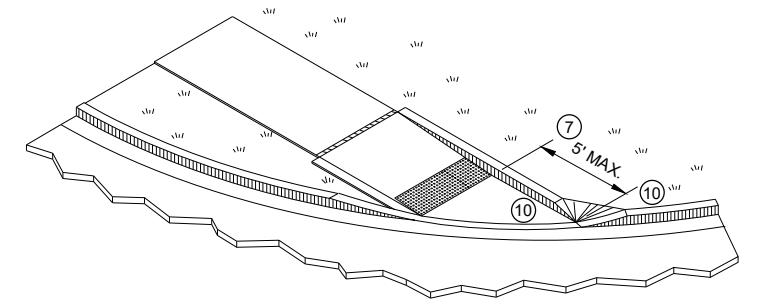


**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

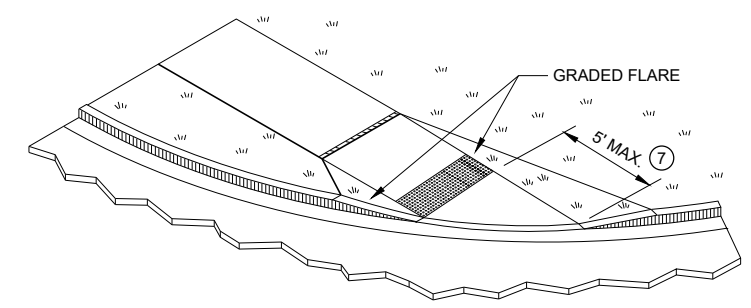
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4B1**



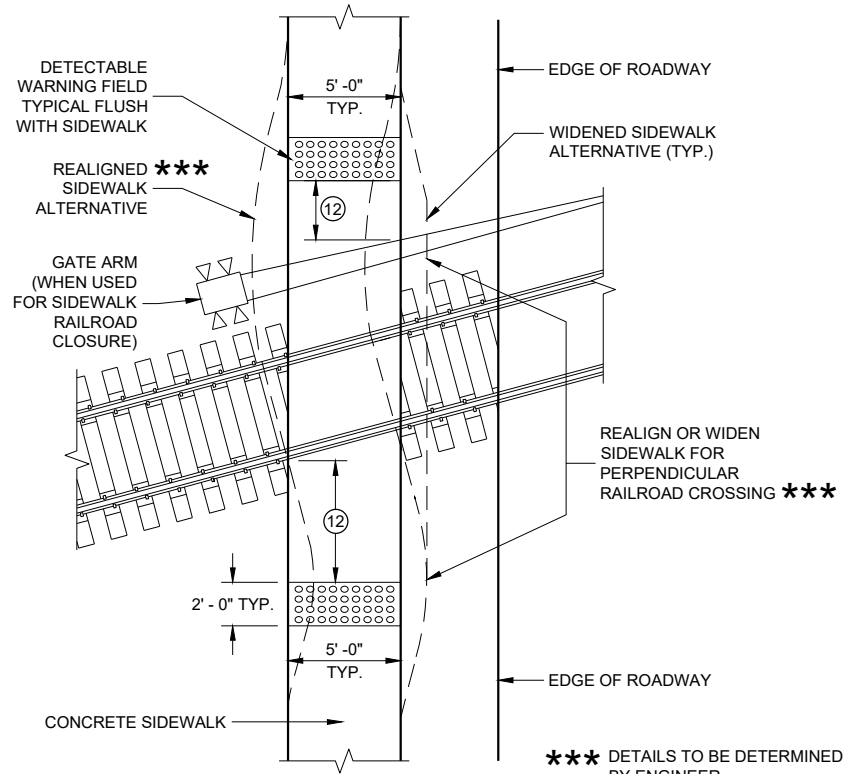
**ISOMETRIC VIEW FOR TYPE 4B**



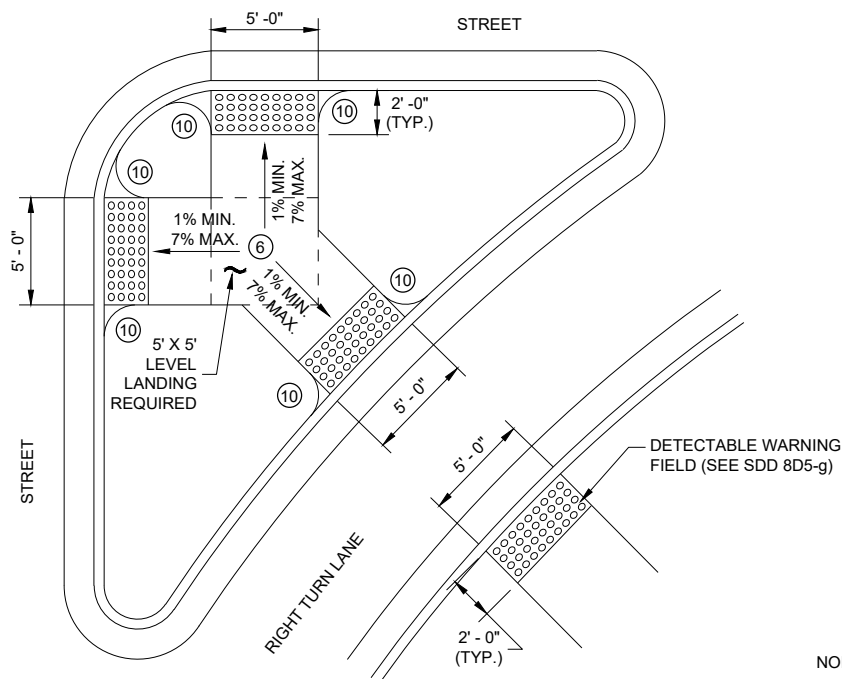
**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

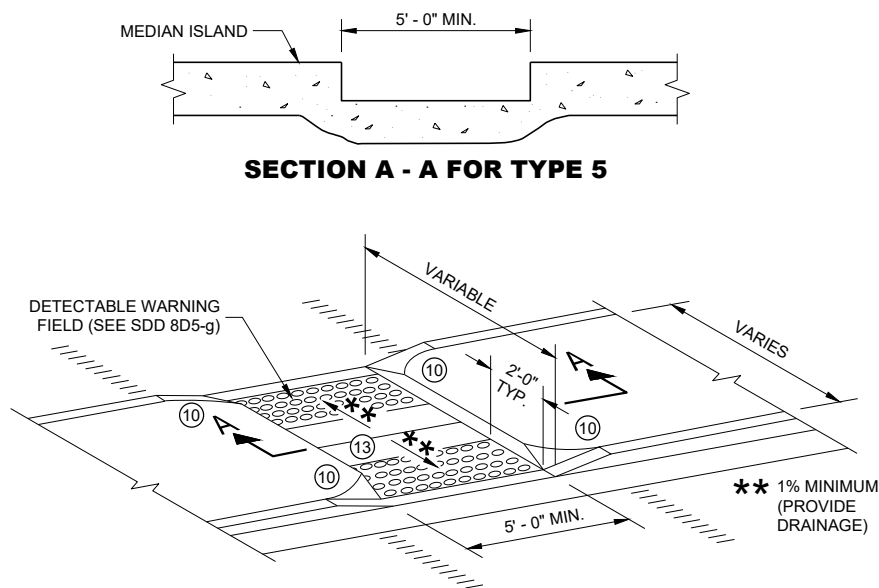


**CURB RAMP TYPE 8**  
DETECTABLE WARNINGS AT RAILROAD CROSSING

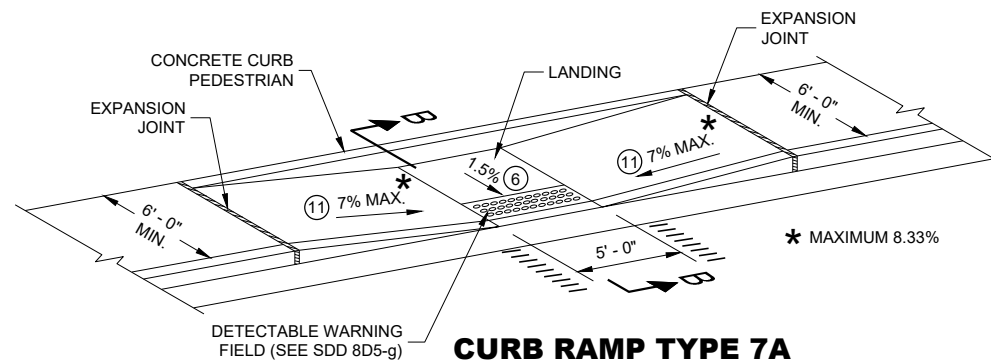


**CURB RAMP TYPE 6**  
DETECTABLE WARNING AT ISLANDS

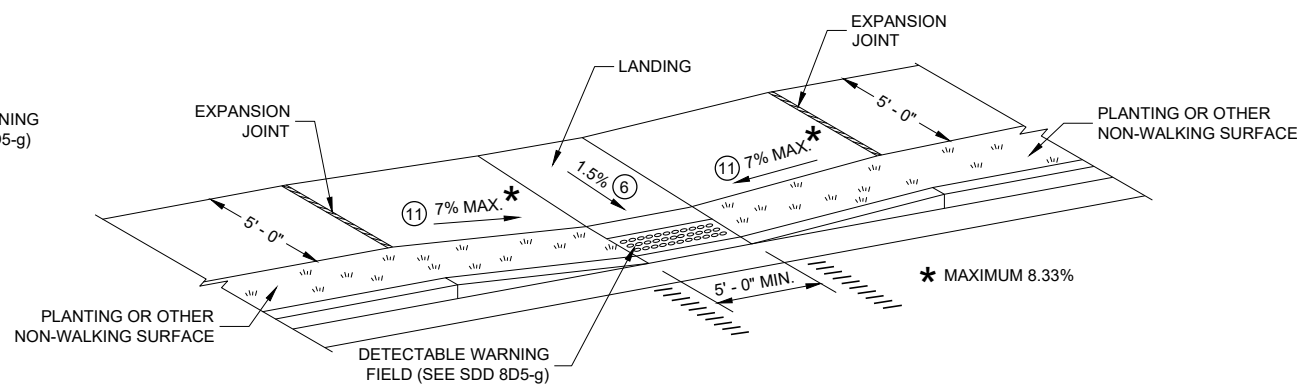
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



**CURB RAMP TYPE 5**  
MEDIAN ISLAND  
NON-ELEVATED PEDESTRIAN CROSSING



**CURB RAMP TYPE 7A**  
MID BLOCK CROSSING



**CURB RAMP TYPE 7B**  
MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**GENERAL NOTES**

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

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

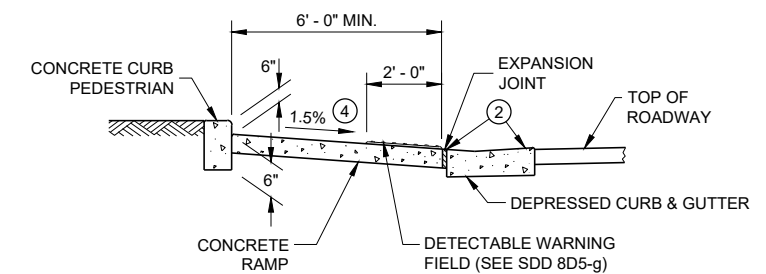
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

**LEGEND**

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)



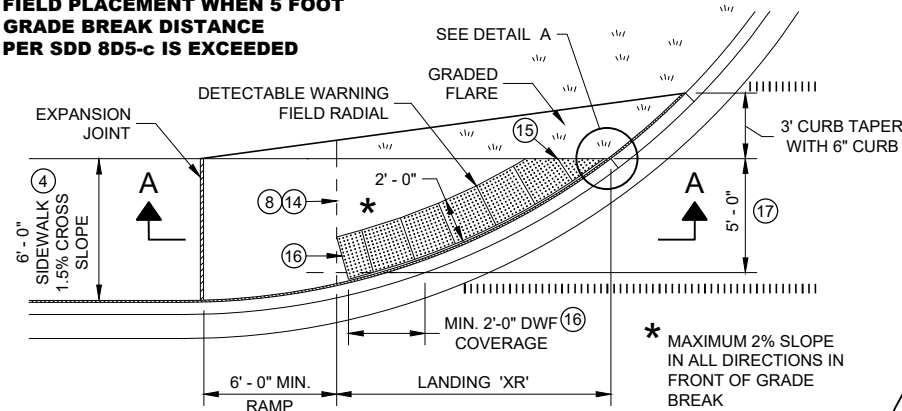
**SECTION B - B FOR TYPE 7A**

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

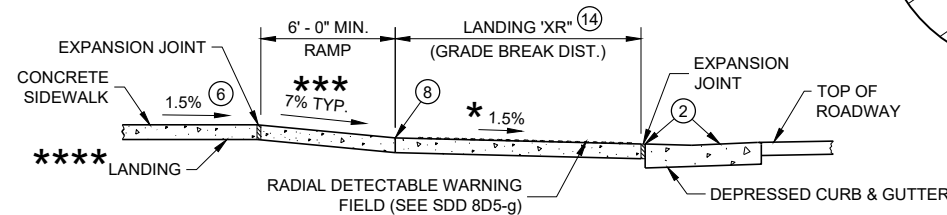
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**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**



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

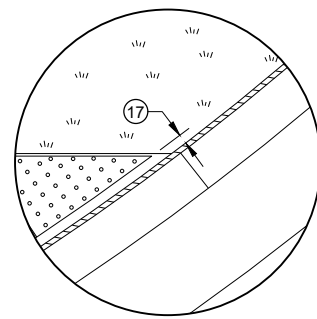


**SECTION A - A FOR TYPE 4A1**

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

\*\*\* MAXIMUM 8.33%

- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

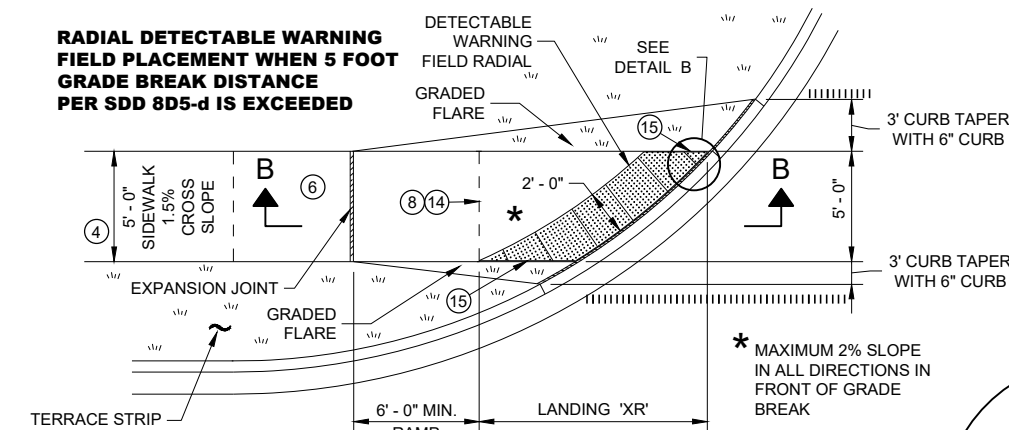


**DETAIL A**

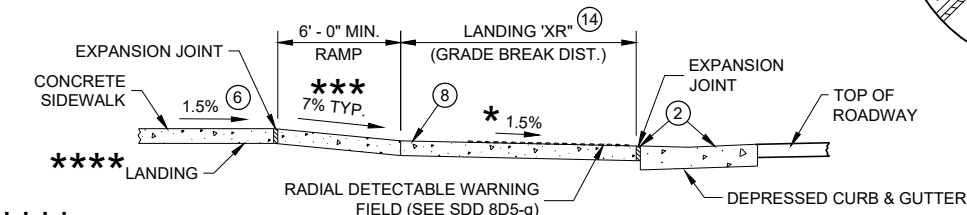
**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- 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 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 AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
  - 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
  - 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
  - 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
  - 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
  - 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
  - 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
  - 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
  - 17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



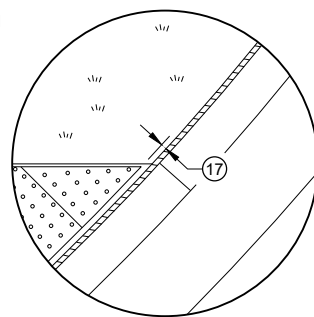
**PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**SECTION B - B FOR TYPE 4B1**

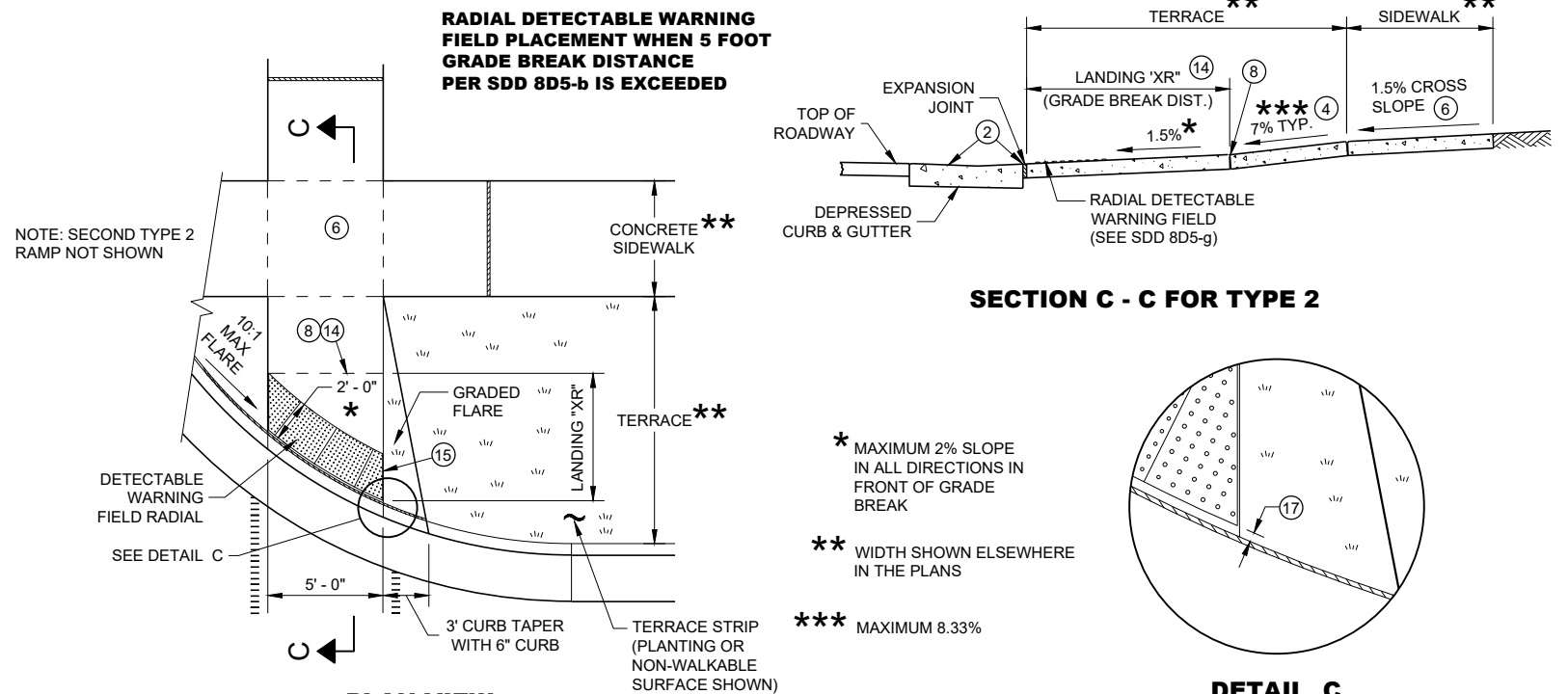
\*\*\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

\*\*\* MAXIMUM 8.33%



**DETAIL B**

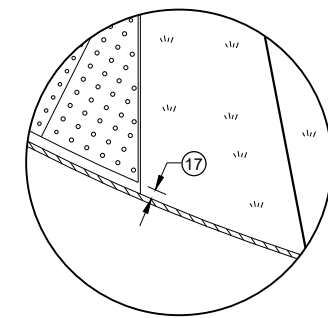
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**



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

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

- \* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- \*\* WIDTH SHOWN ELSEWHERE IN THE PLANS
- \*\*\* MAXIMUM 8.33%



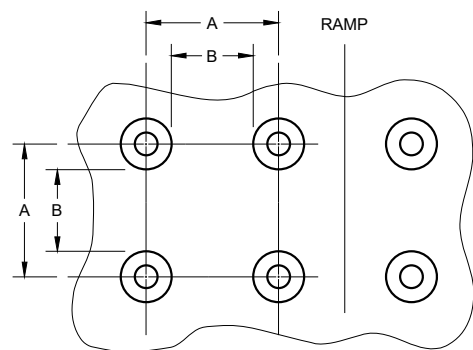
**DETAIL C**

**CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS**

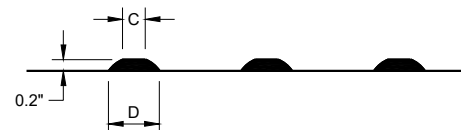
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

	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.

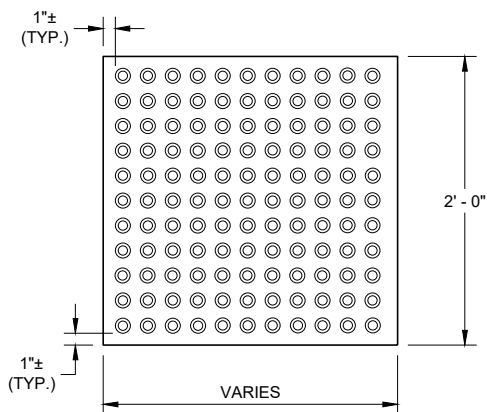


**PLAN VIEW**

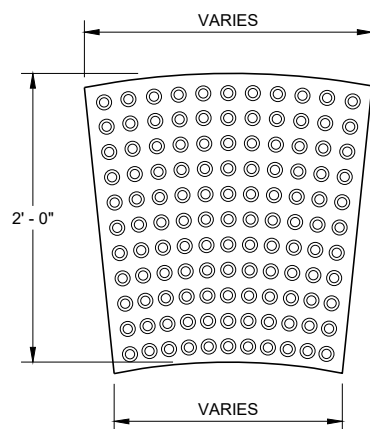


**ELEVATION VIEW**

**TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL**

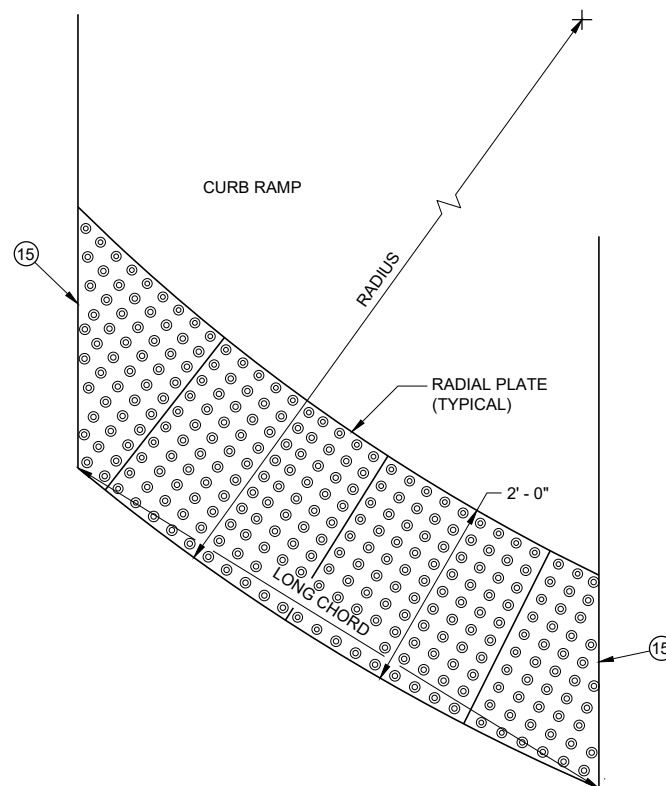


**RECTANGULAR  
PLATES**

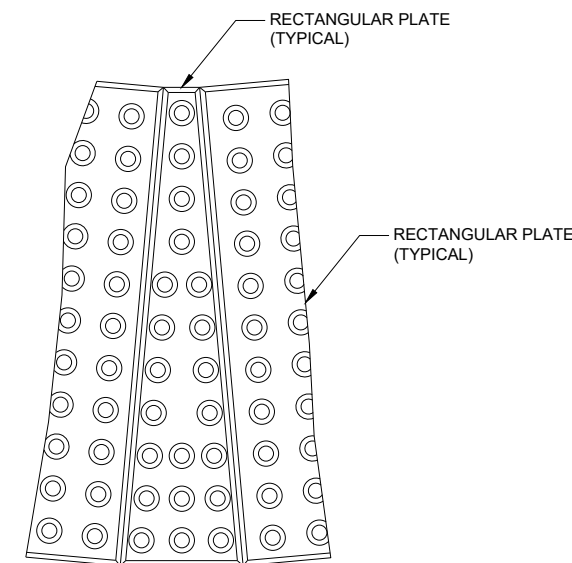


**RADIAL  
PLATES**

**PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)**



**PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES**



**PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL**

**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 FIELD 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.

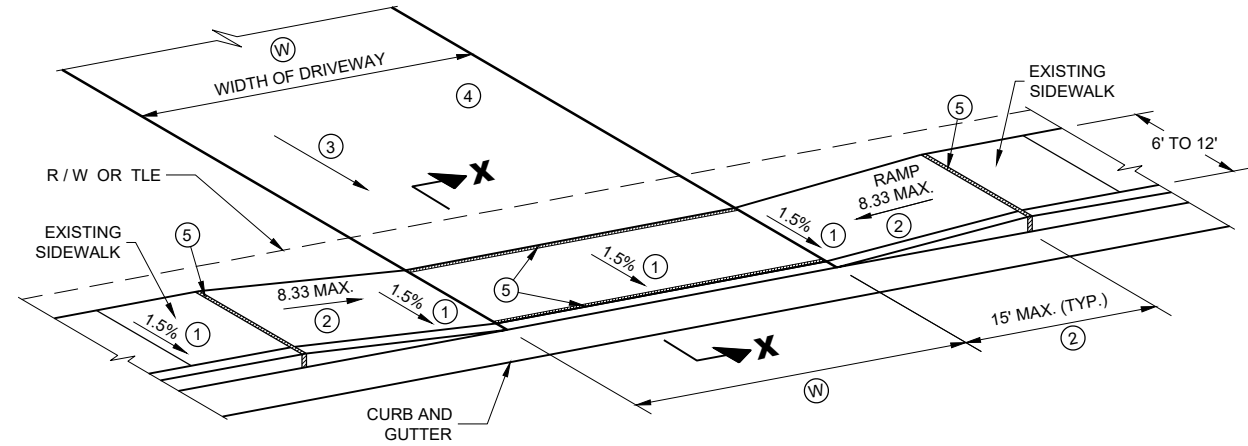
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

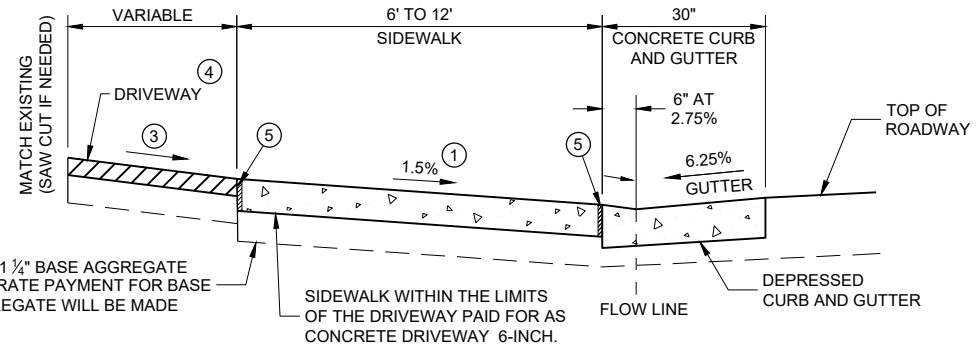
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

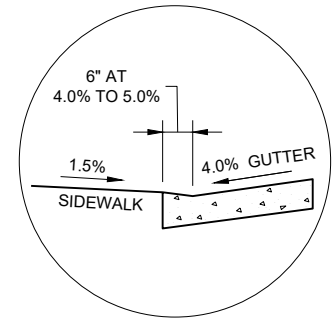
<b>CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	



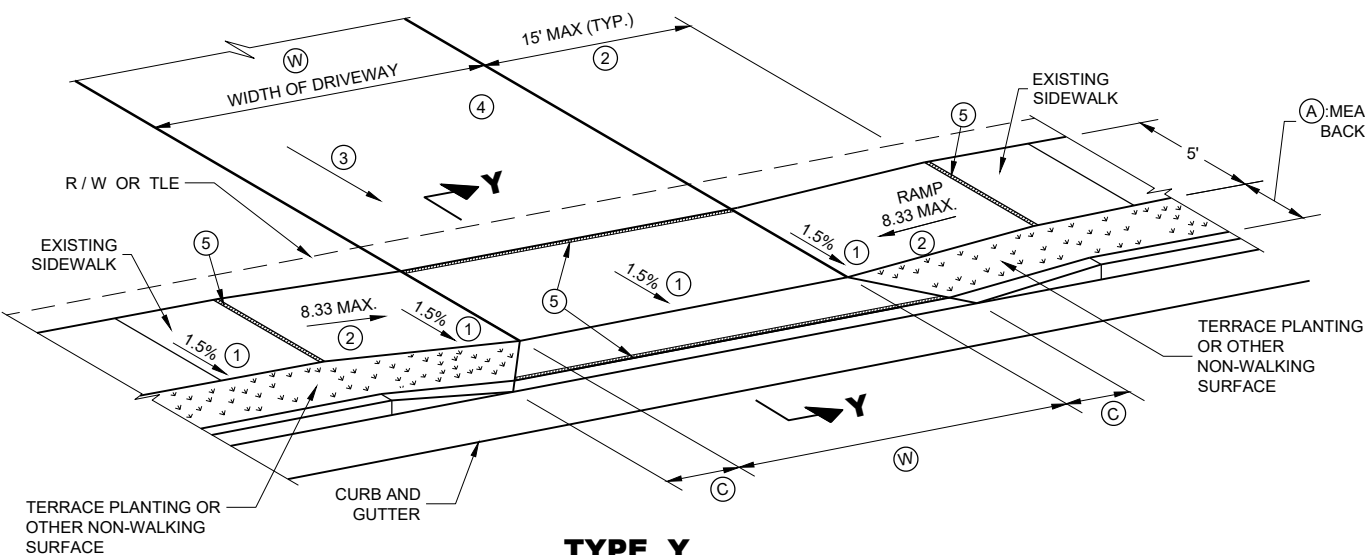
**TYPE X**  
**SIDWALK ABUTS CURB AND GUTTER**  
**TERRACE VARIES 0 TO 3 FEET**



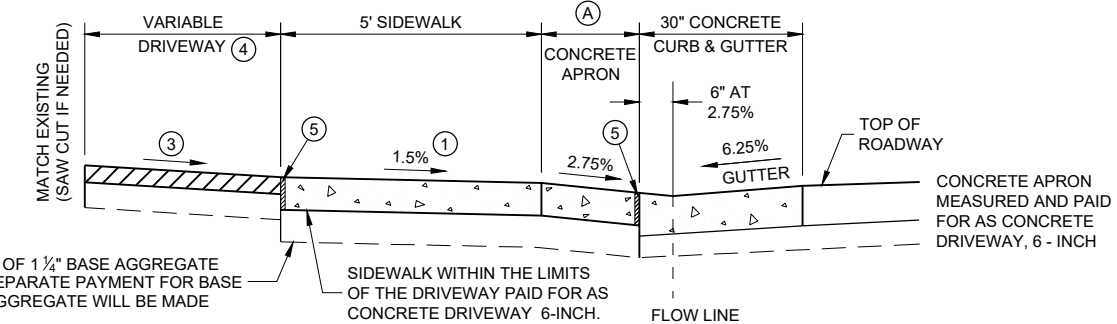
**SECTION X - X**



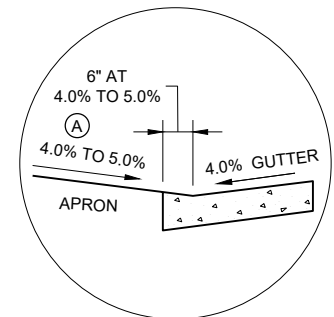
**SECTION X - X**  
**4% GUTTER SLOPE**



**TYPE Y**  
**SIDWALK WITH NARROWER TERRACE**  
**TERRACE VARIES 4 TO 6 FEET**



**SECTION Y - Y**  
**DRIVEWAY DETAIL WITH CONCRETE**  
**CURB AND GUTTER**  
**(URBAN AND SUBURBAN)**



**SECTION Y - Y**  
**4% GUTTER SLOPE**

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)  
 16' MIN. - 35' MAX. COMMERCIAL (CE)

**TABLE Y**

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

(A): MEASURE FROM BACK OF CURB

6" OF 1 1/4" BASE AGGREGATE SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

**GENERAL NOTES**

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM  
 10.5% UP AWAY FROM SIDEWALK (SAG)  
 8.5% DOWN AWAY FROM SIDEWALK (CREST)  
 ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

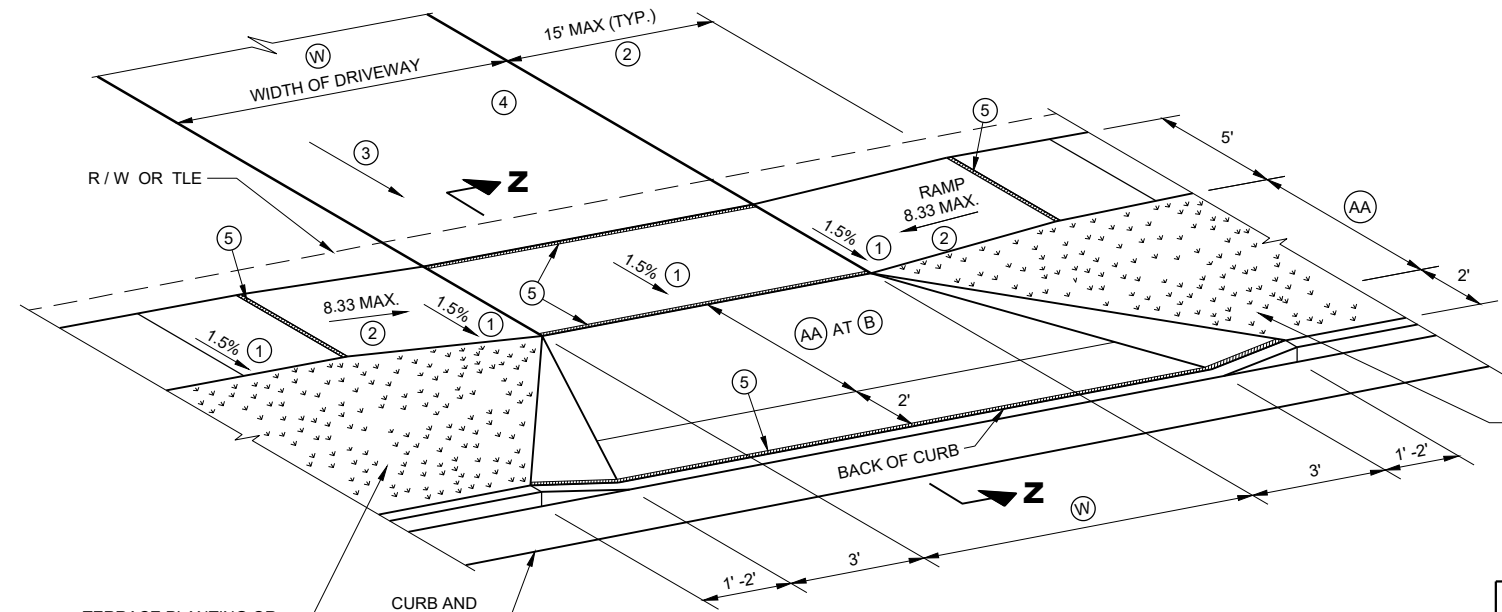
- ④ DRIVEWAY TYPES
  - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
  - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
  - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ 1/2" EXPANSION JOINT FILLER

**DRIVEWAY AND**  
**SIDWALK RAMPS**  
**TYPES X AND Y**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 February 2022 /S/ Rodney Taylor  
 DATE ROADWAY STANDARDS DEVELOPMENT  
 ENGINEER



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

**GENERAL NOTES**

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

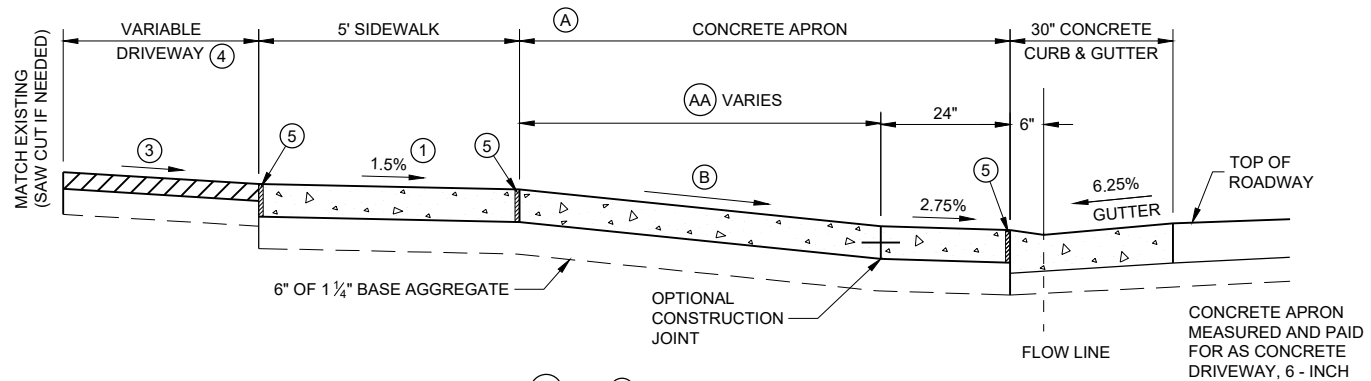
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM  
10.5% UP AWAY FROM SIDEWALK (SAG)  
8.5% DOWN AWAY FROM SIDEWALK (CREST)  
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES  
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE  
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE  
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ ½" EXPANSION JOINT FILLER.

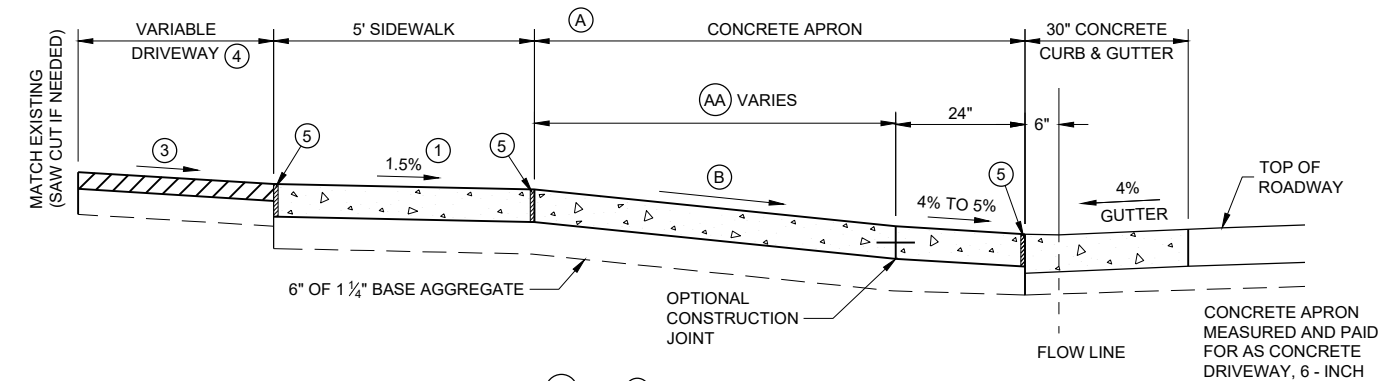
**TABLE Z**

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)  
16' MIN. - 35' MAX. COMMERCIAL (CE)



**6.25% GUTTER SLOPE**



**4% GUTTER SLOPE**

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.  
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.  
SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

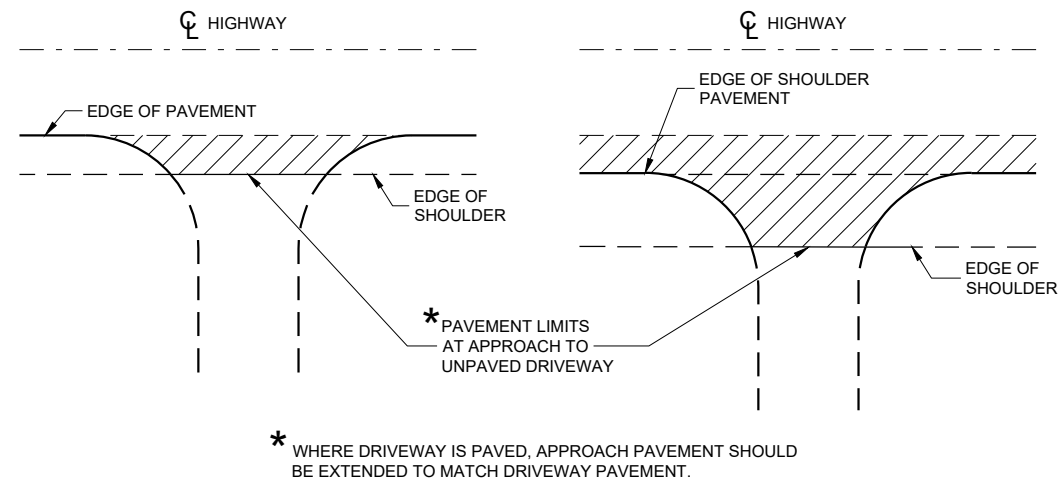
**SECTION Z - Z  
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER  
(URBAN AND SUBURBAN)**

**DRIVEWAY AND  
SIDEWALK RAMPS  
TYPE Z**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2022 DATE /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

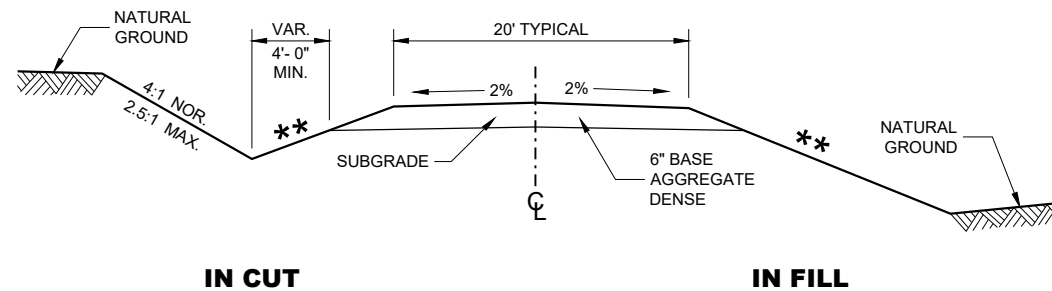
FHWA



**PLAN VIEW**  
(UNPAVED SHOULDER ON HIGHWAY)

**PLAN VIEW**  
(PAVED SHOULDER ON HIGHWAY)

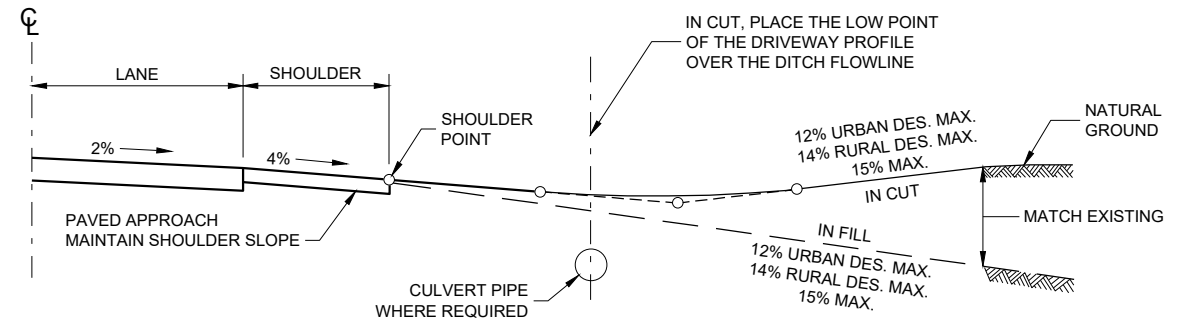
**RURAL DRIVEWAY INTERSECTION DETAIL  
(NO CURB AND GUTTER OR SIDEWALK)**



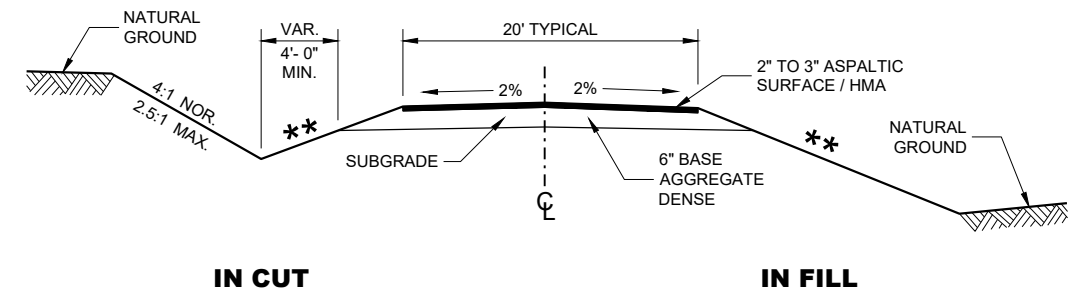
**TYPICAL CROSS SECTION FOR  
PRIVATE DRIVE OR FIELD ENTRANCE  
AGGREGATE SURFACE**

\*\* 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



**TYPICAL DRIVEWAY PROFILES**



**TYPICAL CROSS SECTION FOR  
PRIVATE DRIVE OR FIELD ENTRANCE  
ASPHALTIC SURFACE**

**DRIVEWAYS WITHOUT CURB AND GUTTER**

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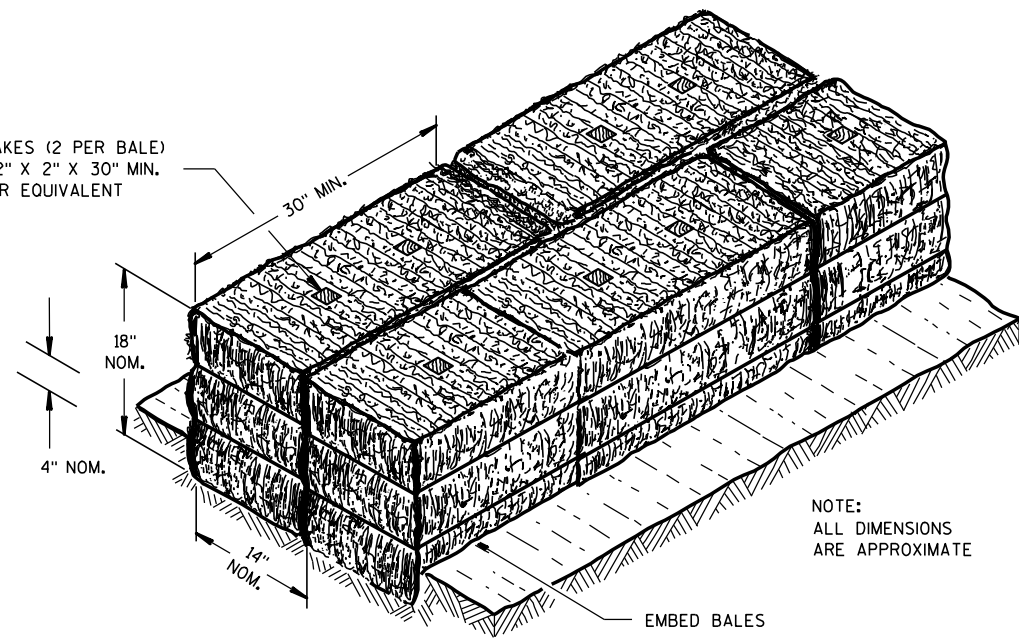
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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APPROVED  
December 2017 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

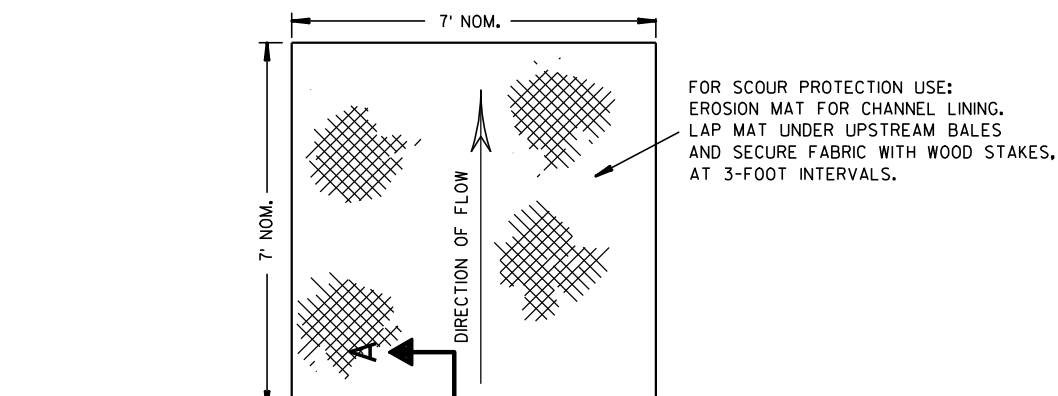
WOOD STAKES (2 PER BALE)  
NOMINAL 2" X 2" X 30" MIN.  
LENGTH OR EQUIVALENT



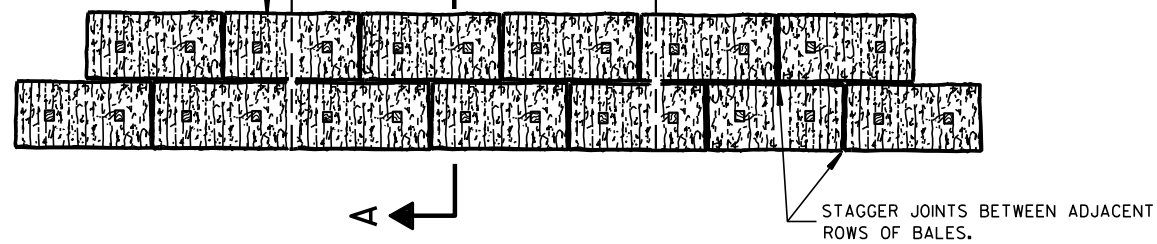
NOTE:  
ALL DIMENSIONS  
ARE APPROXIMATE

EMBED BALES

SECTION A-A



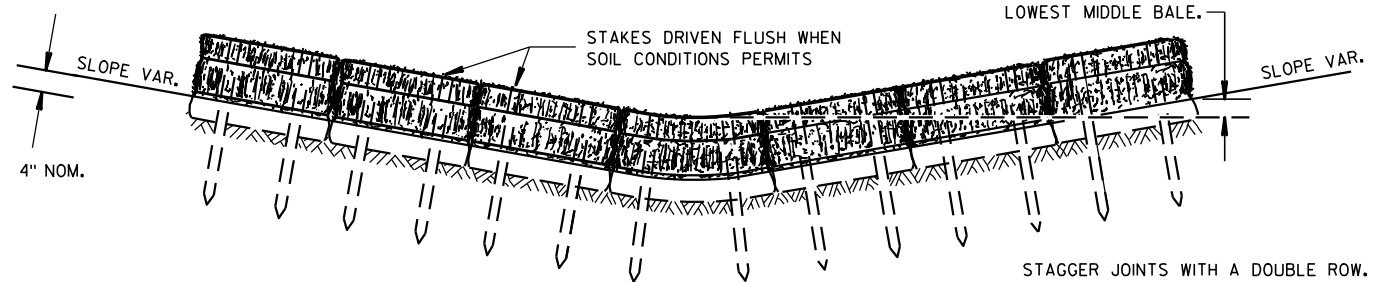
FOR SCOUR PROTECTION USE:  
EROSION MAT FOR CHANNEL LINING.  
LAP MAT UNDER UPSTREAM BALES  
AND SECURE FABRIC WITH WOOD STAKES,  
AT 3-FOOT INTERVALS.



STAGGER JOINTS BETWEEN ADJACENT  
ROWS OF BALES.

PLAN VIEW

BOTTOM ELEVATION OF END BALE SHALL  
BE EQUAL TO OR GREATER THAN TOP OF  
LOWEST MIDDLE BALE.



FRONT ELEVATION

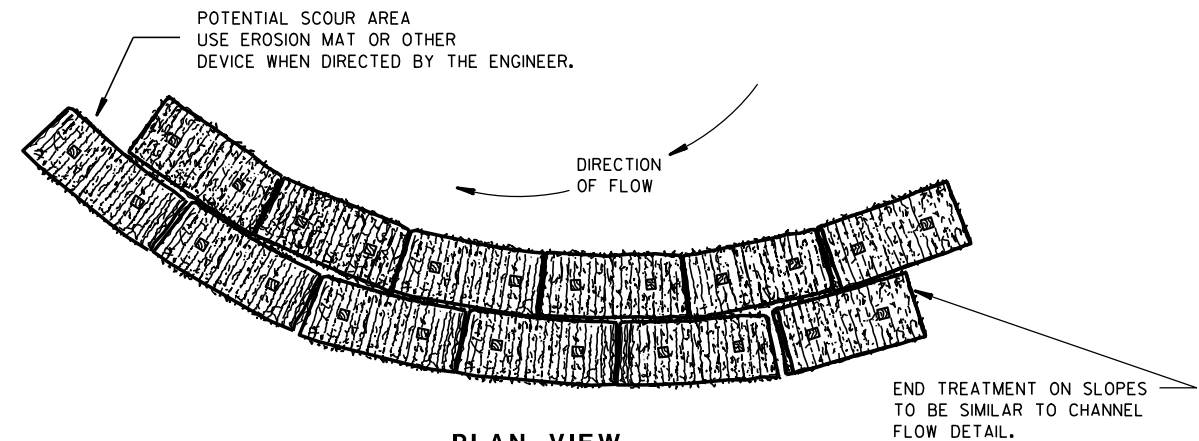
STAGGER JOINTS WITH A DOUBLE ROW.

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

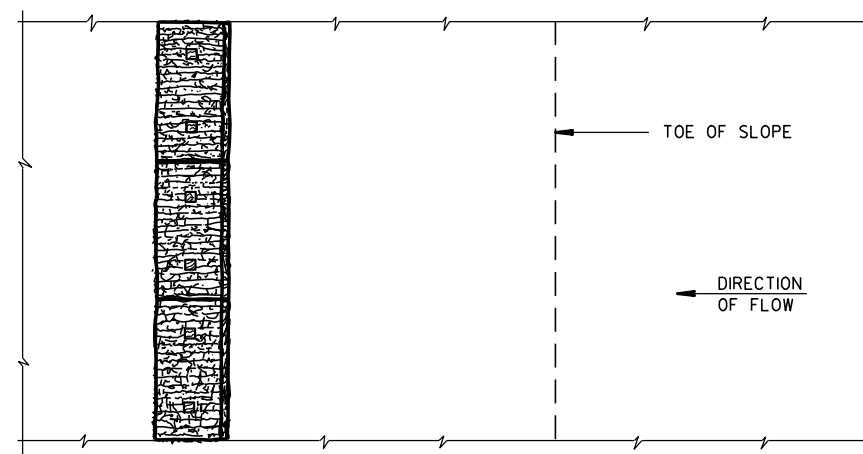
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

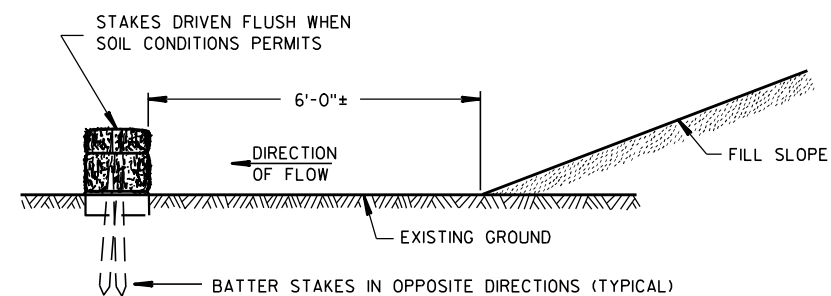


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

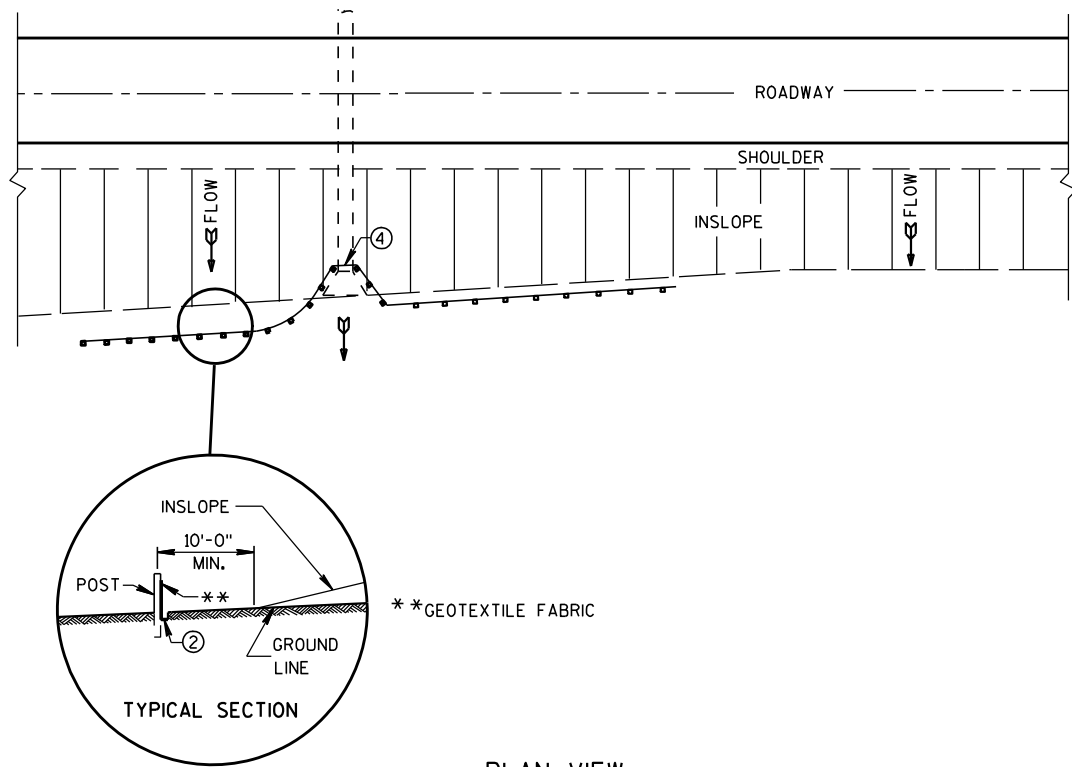
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

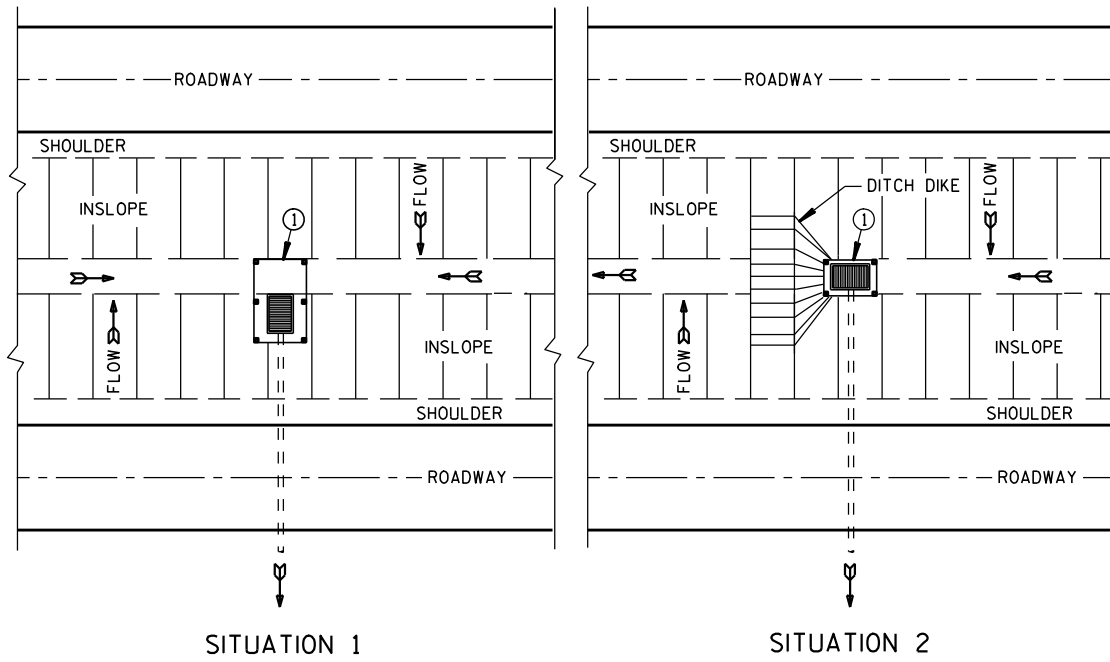
TYPICAL INSTALLATIONS OF  
EROSION BALES / TEMPORARY  
DITCH CHECKS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW  
TYPICAL APPLICATION OF SILT FENCE

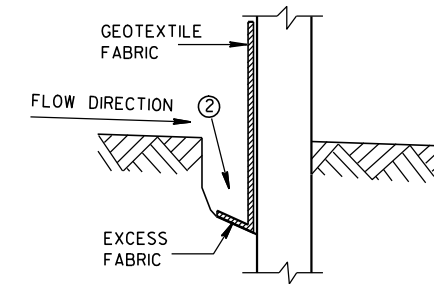


SITUATION 1      SITUATION 2  
PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS

**GENERAL NOTES**

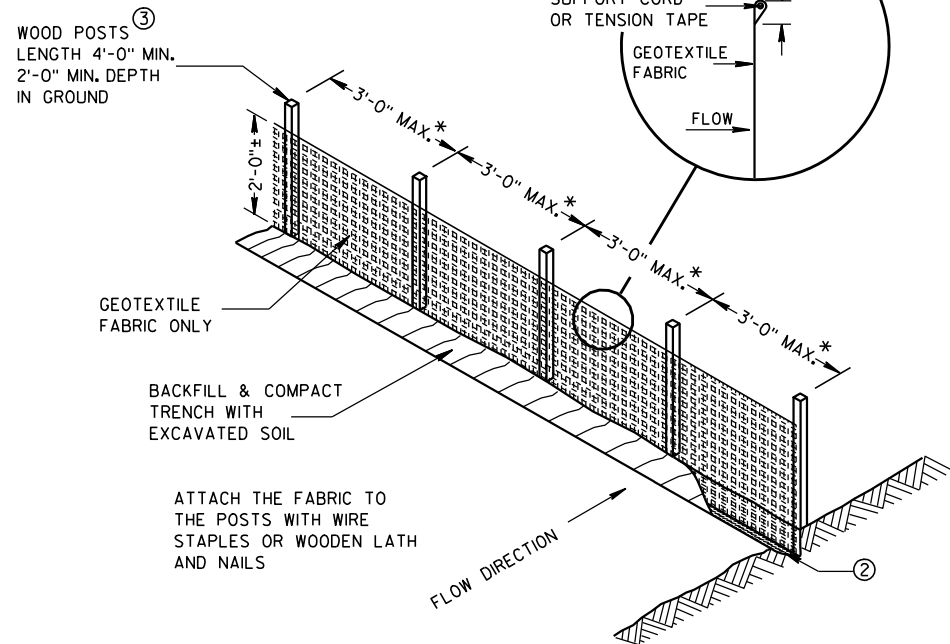
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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 1 1/8" X 1 1/8" 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.



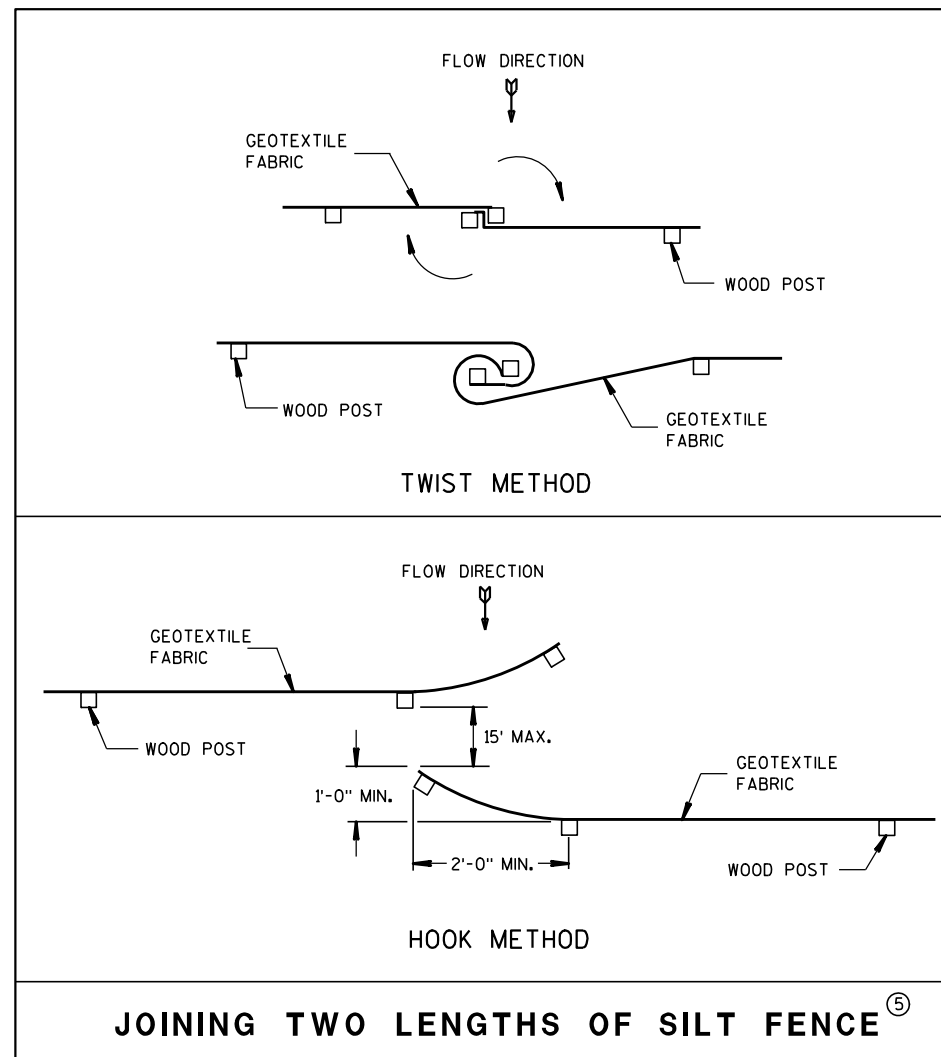
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

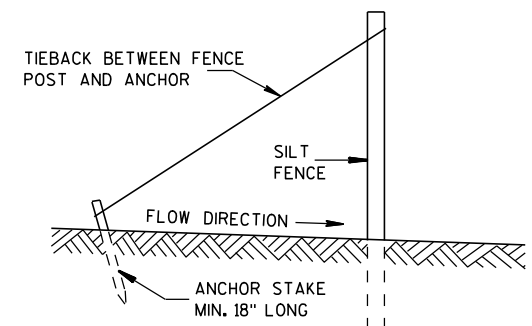


SILT FENCE

\* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

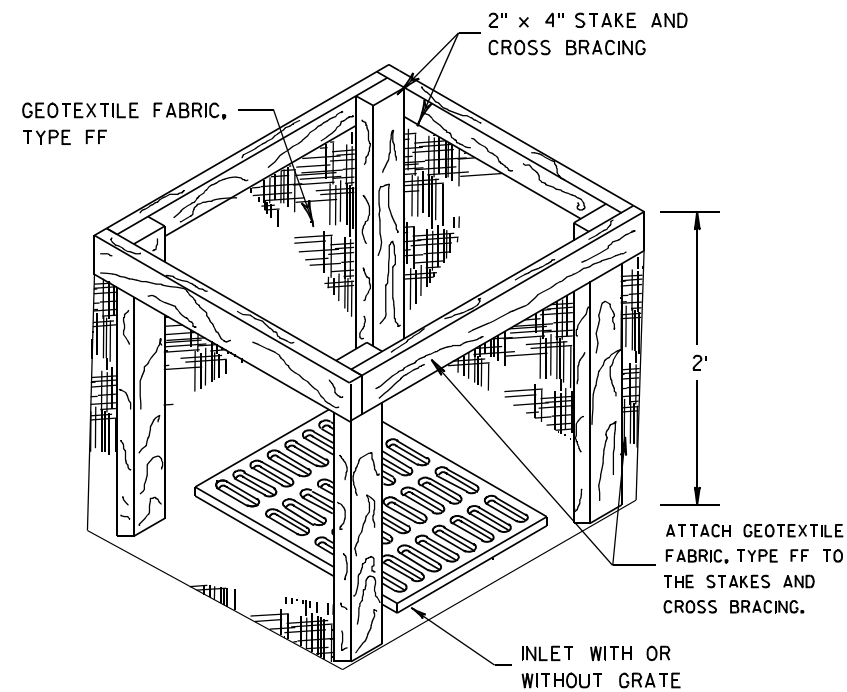
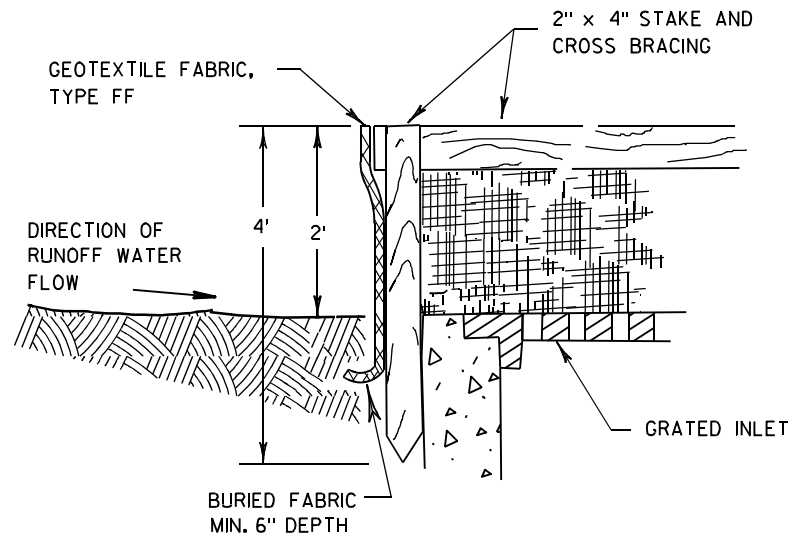


JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK  
(WHEN REQUIRED BY THE ENGINEER)

<b>SILT FENCE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Canestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



**INLET PROTECTION, TYPE A**

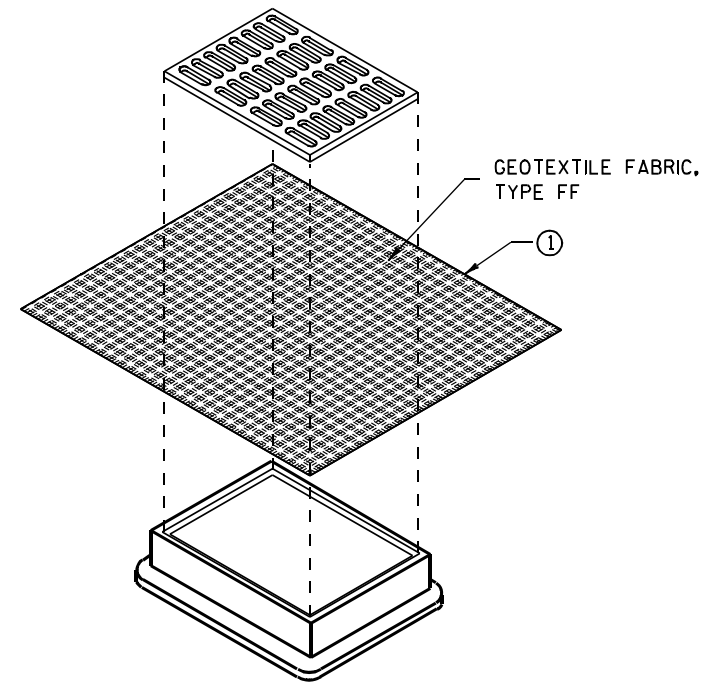
**GENERAL NOTES**

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.

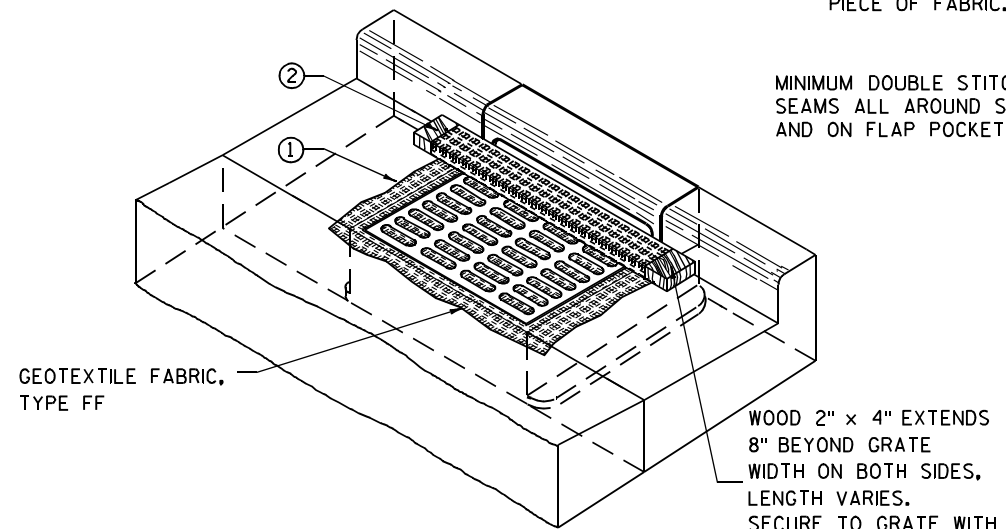
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B  
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

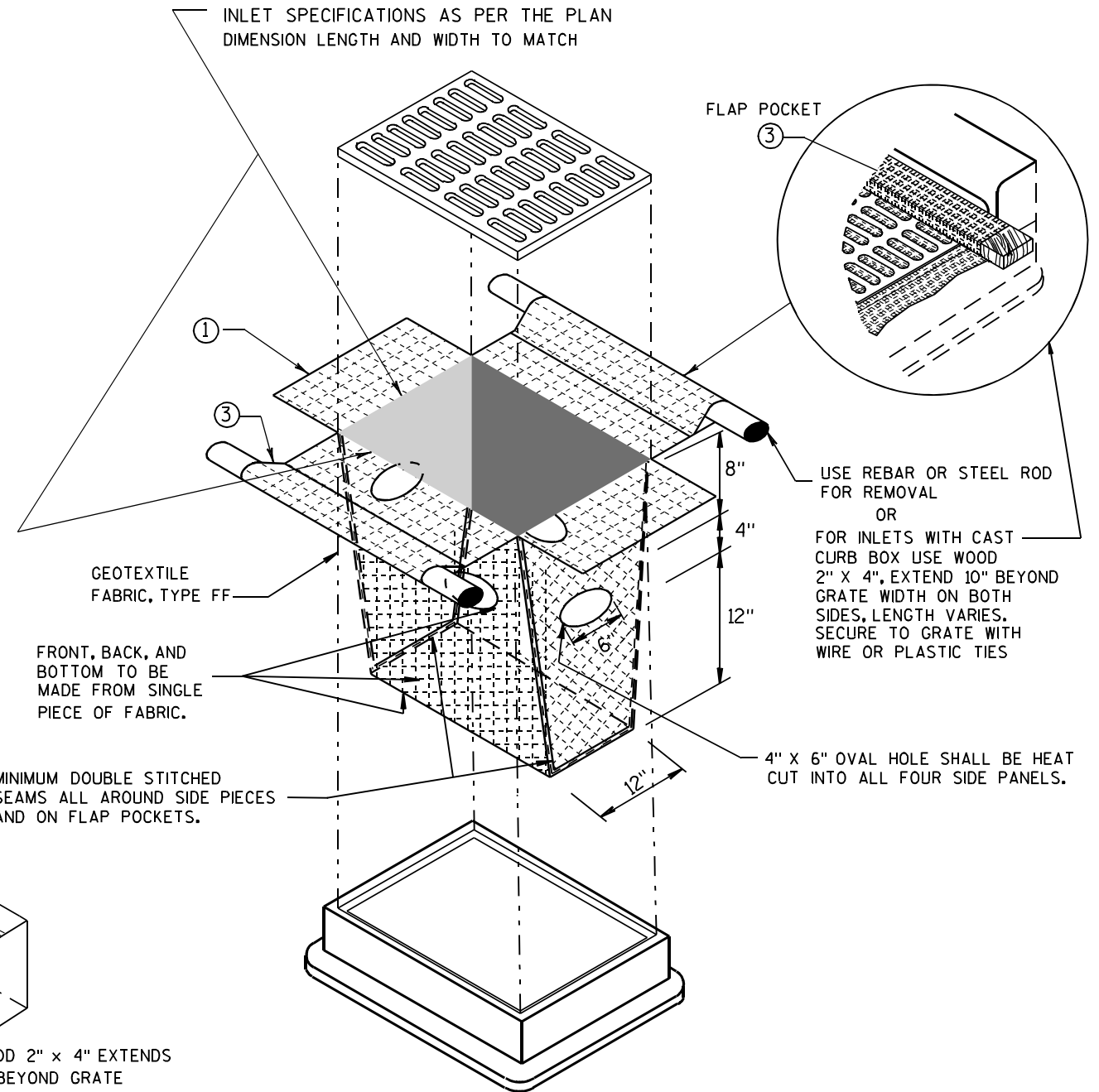
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.

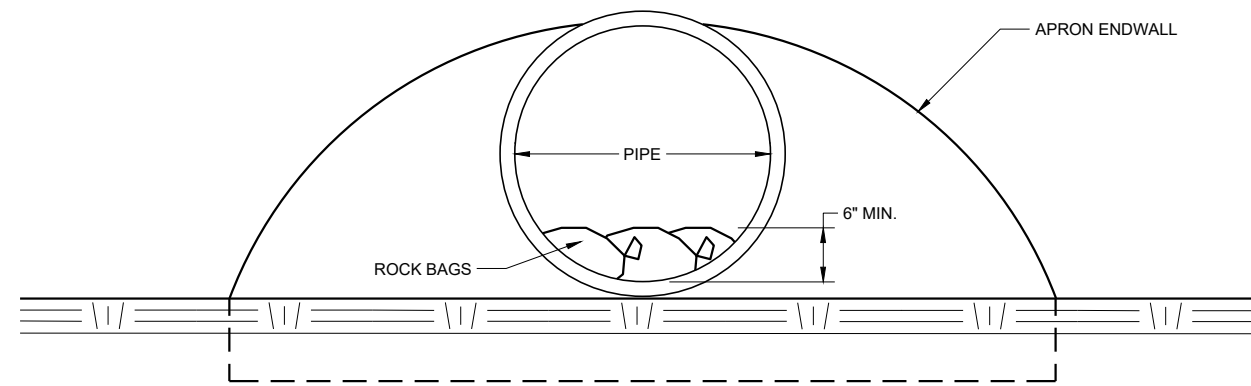


**INLET PROTECTION, TYPE D**

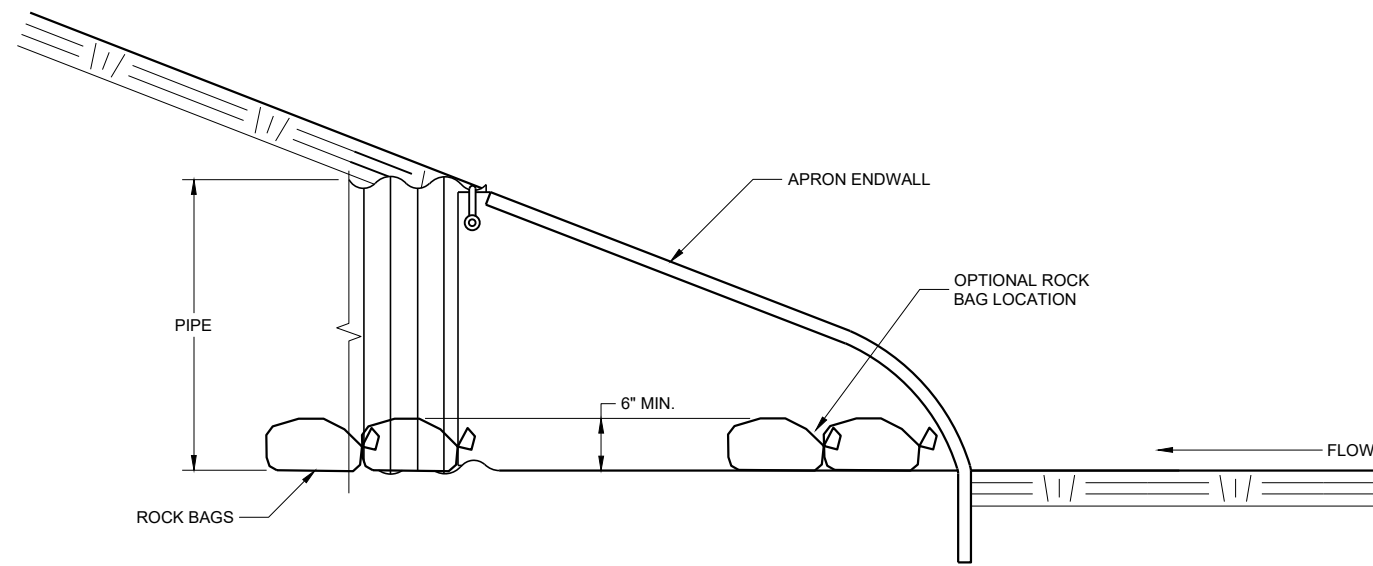
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

<b>INLET PROTECTION TYPE A, B, C, AND D</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Conestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	





**END VIEW**



**SIDE VIEW**

**CULVERT PIPE CHECK**  
(INSTALL ON INLET END ONLY)

**CULVERT PIPE CHECK**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

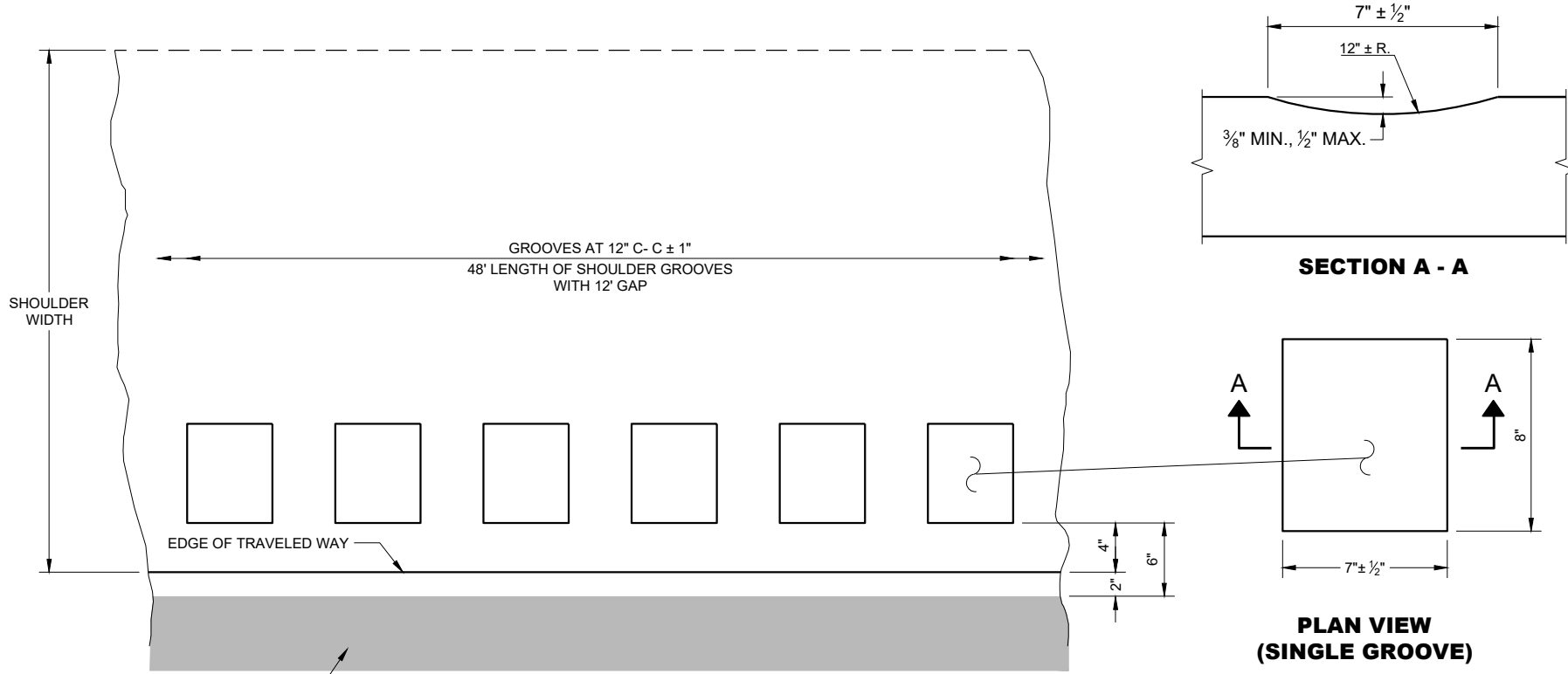
APPROVED  
May 2019 /S/ Daniel Schave  
DATE EROSION CONTROL ENGINEER

FHWA

**GENERAL NOTES**

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

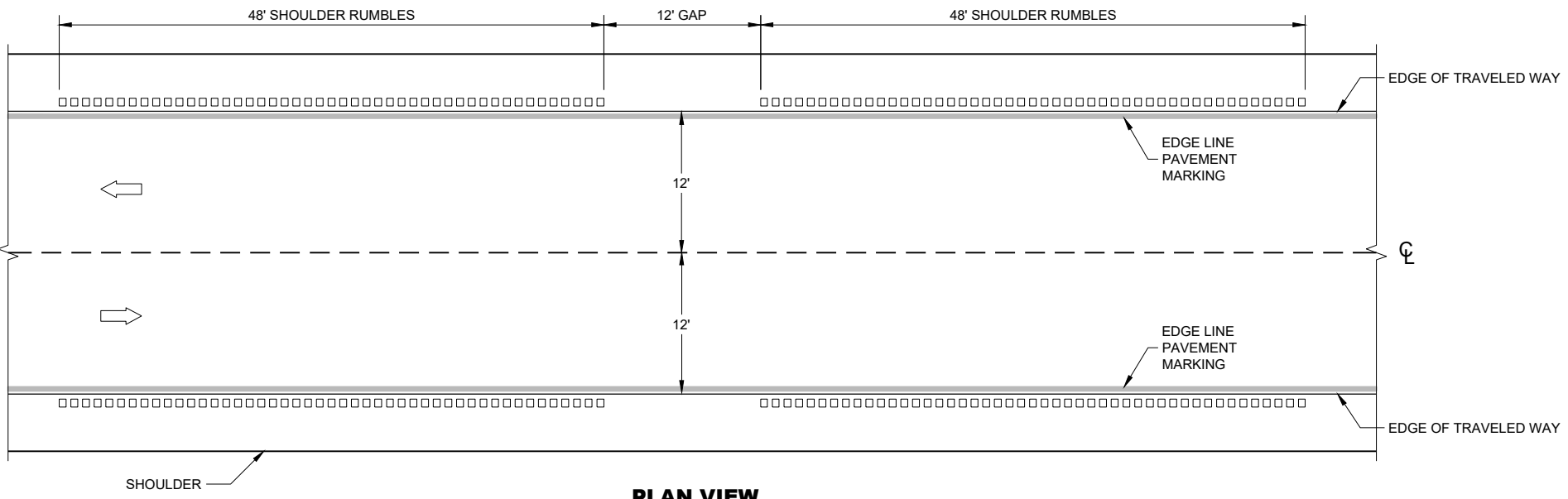
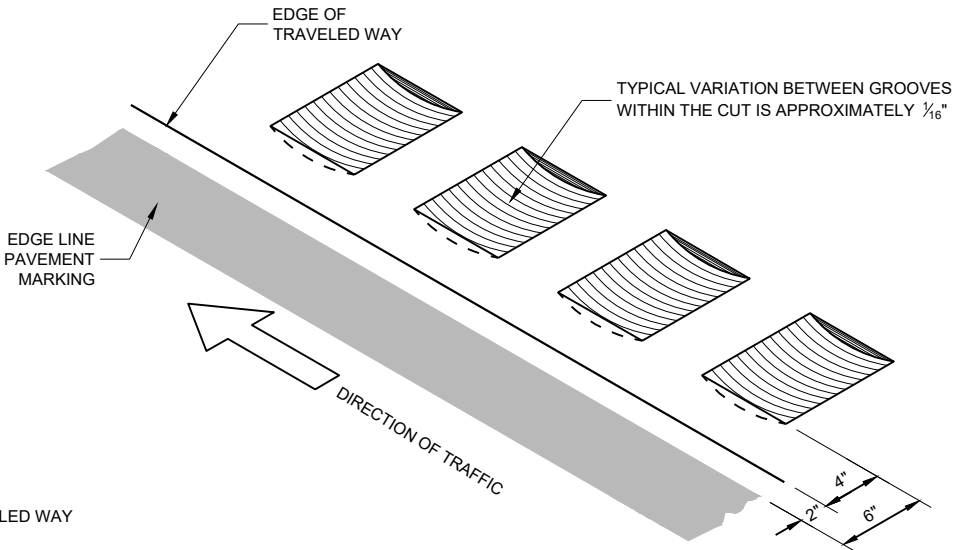
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



**SECTION A - A**

**PLAN VIEW (SINGLE GROOVE)**

**PLAN DETAIL VIEW SHOULDER WITH GROOVES**

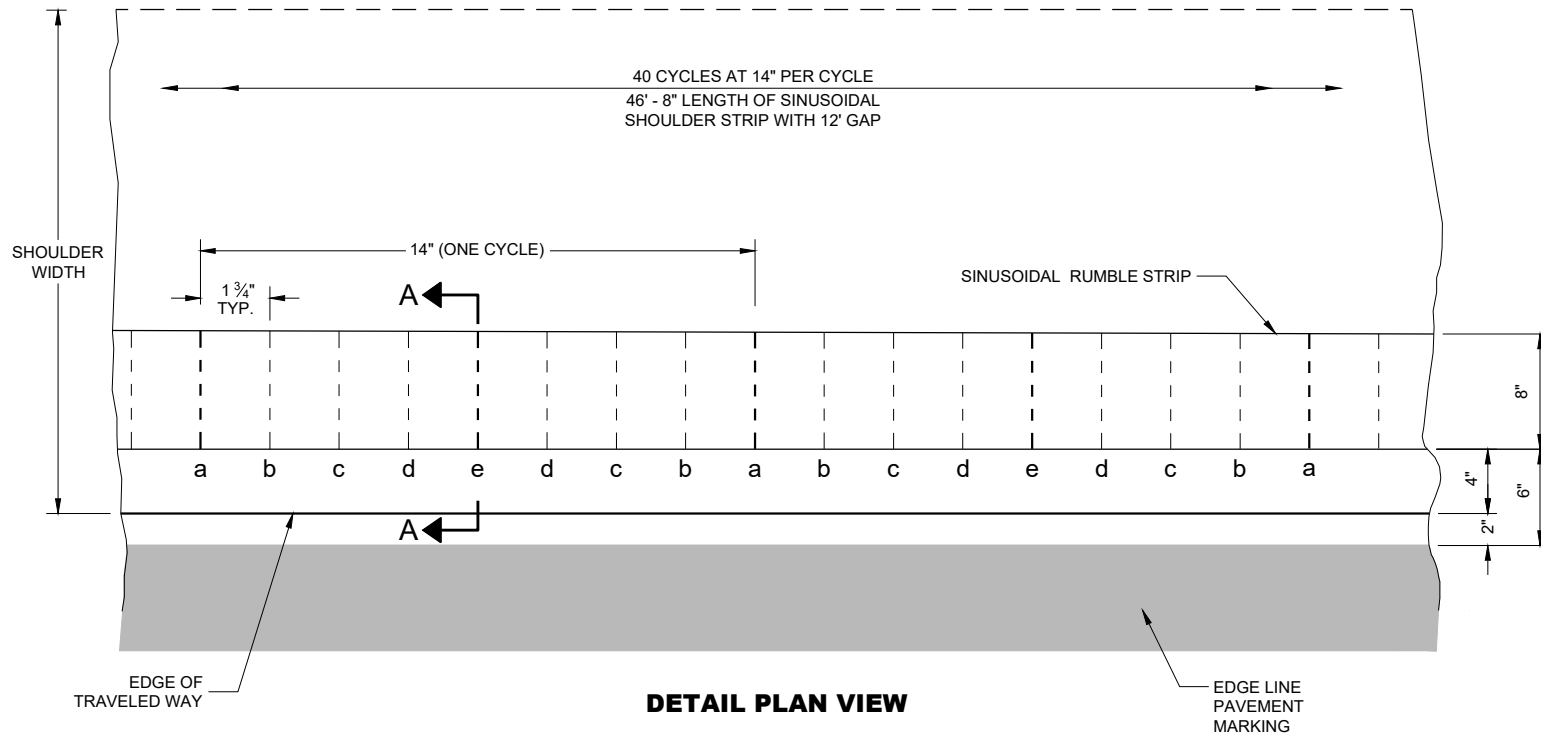


**PLAN VIEW**

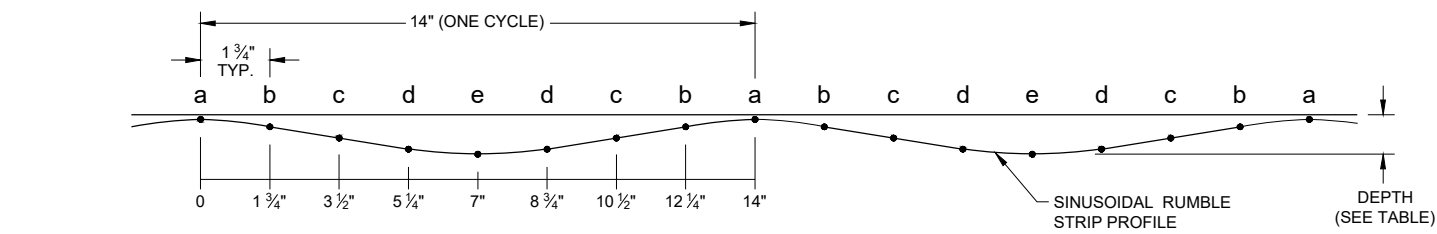
**SHOULDER RUMBLE STRIPS - ASPHALT**

<b>SHOULDER RUMBLE STRIPS ASPHALT</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



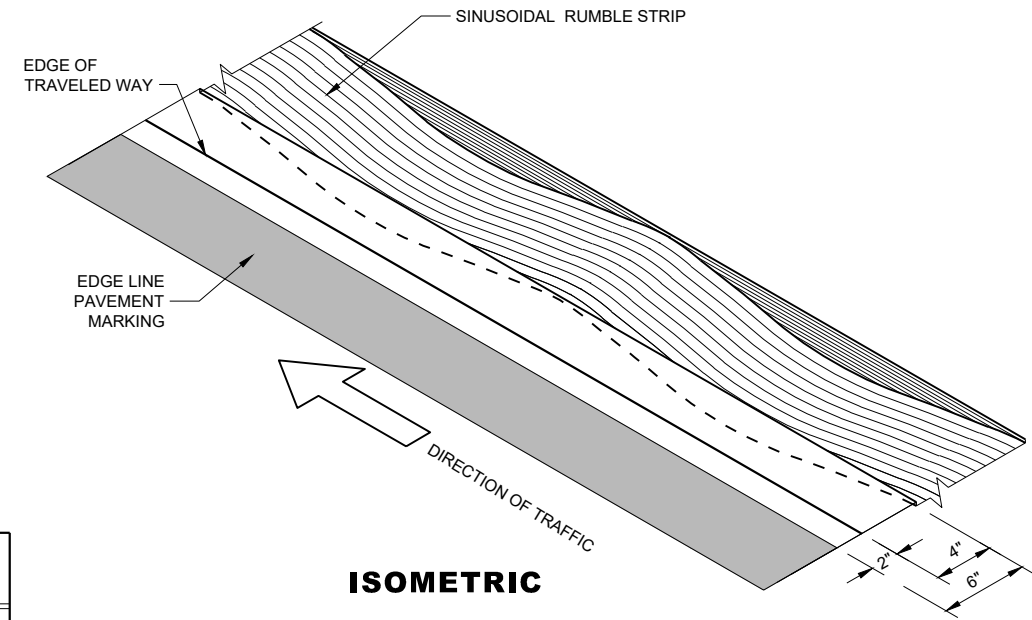


**DETAIL PLAN VIEW**



**PROFILE VIEW**

LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"

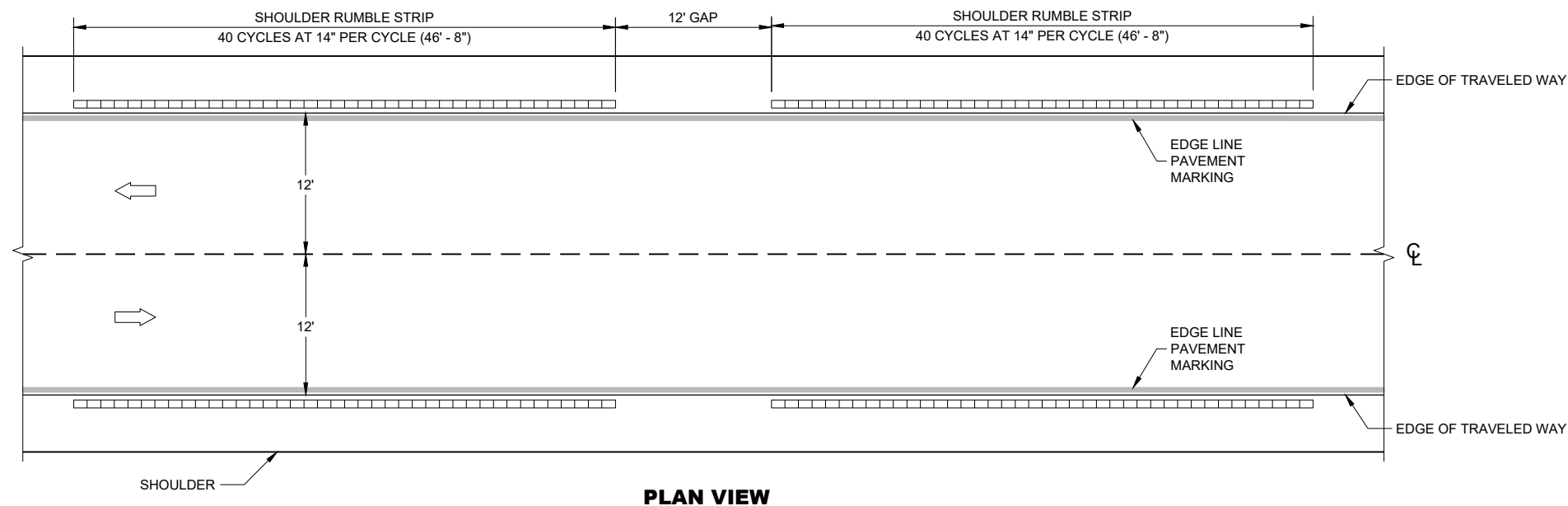


**ISOMETRIC**

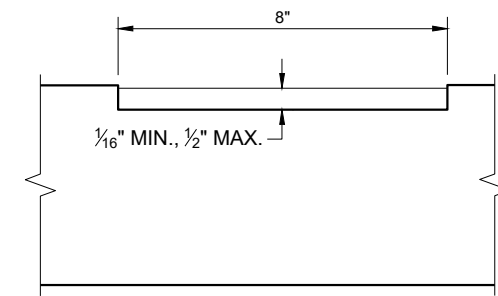
**GENERAL NOTES**

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

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



**PLAN VIEW**



**SECTION A - A**

**SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL**

**SHOULDER RUMBLE STRIPS - ASPHALT, SINUSOIDAL**

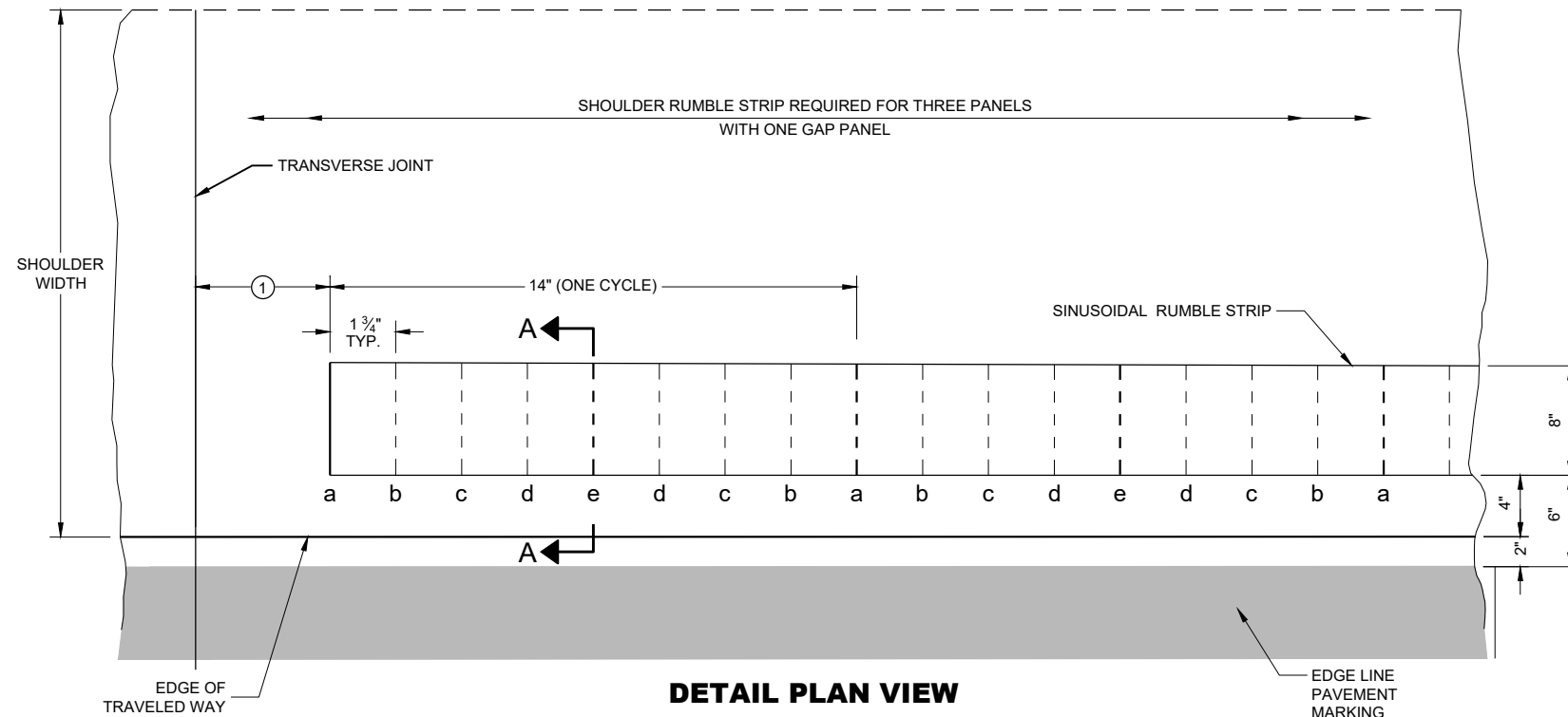
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

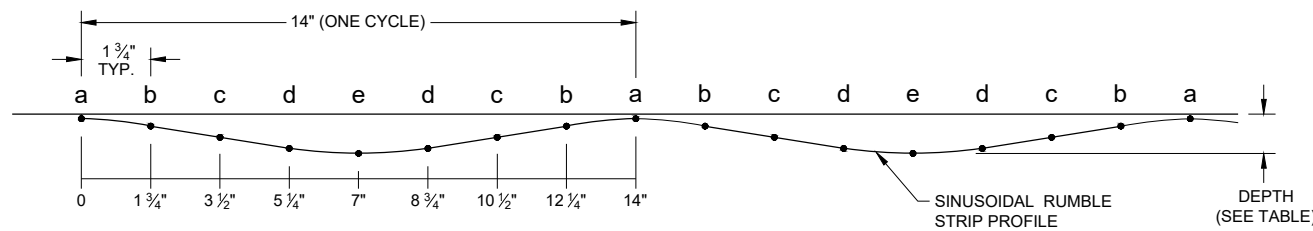
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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

① FOR CONCRETE PAVEMENTS, RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM A TRANSVERSE JOINT.

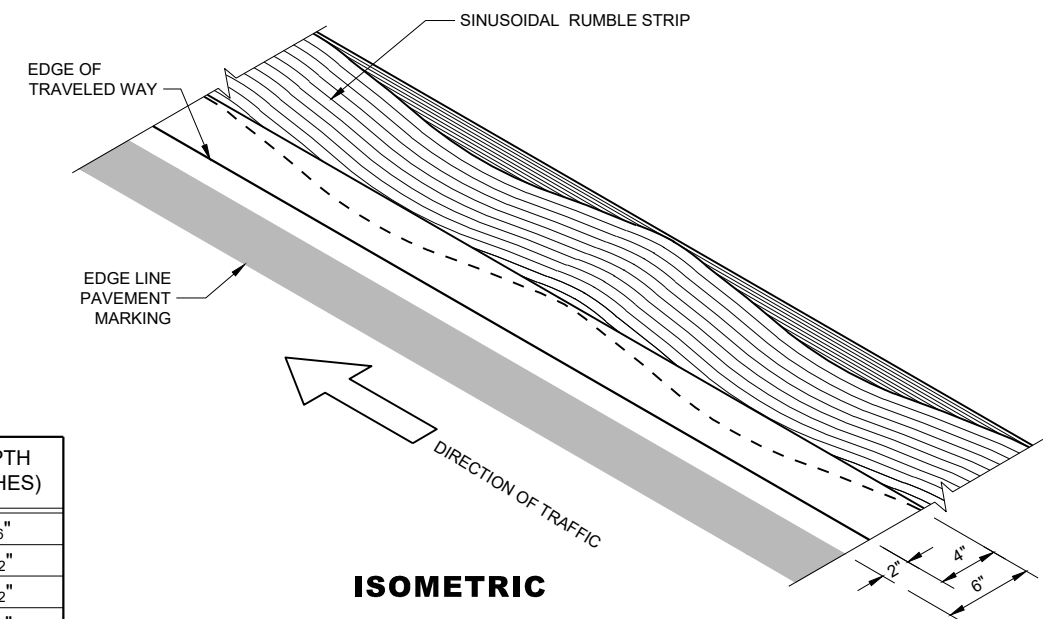


**DETAIL PLAN VIEW**

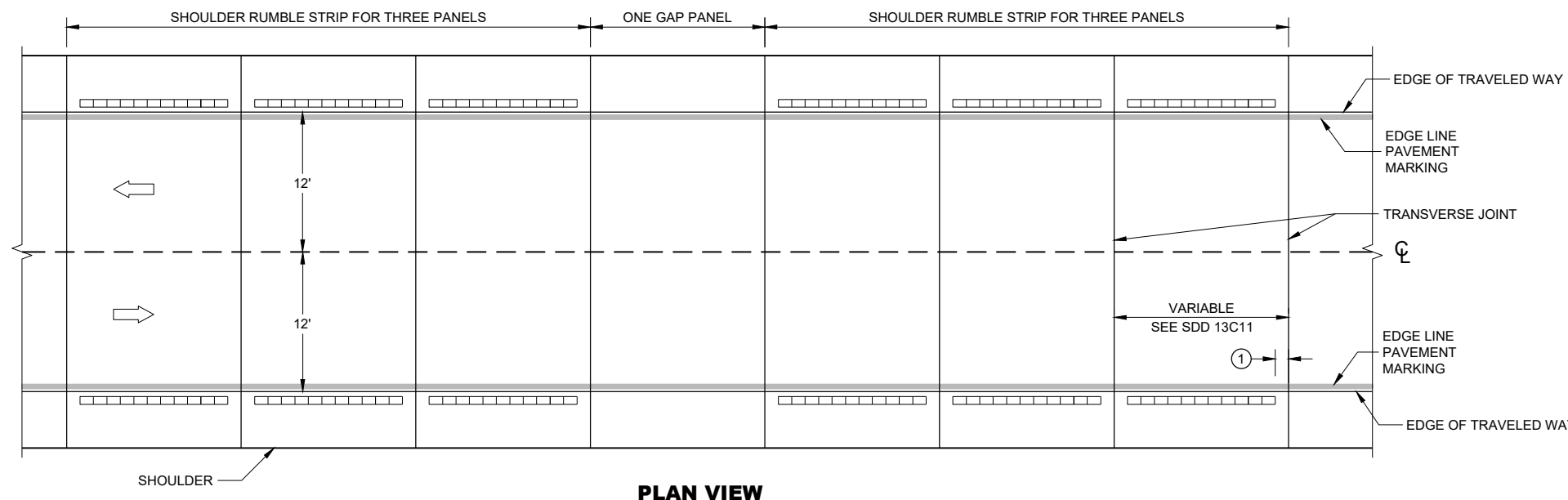


**DETAIL PROFILE VIEW**

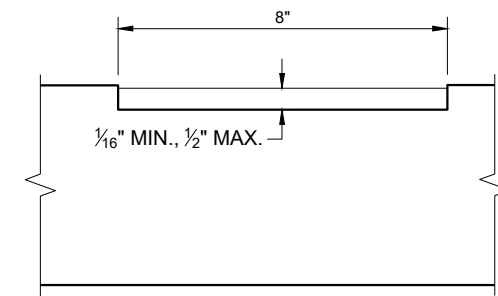
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



**ISOMETRIC**



**PLAN VIEW**



**SECTION A - A**

**SHOULDER RUMBLE STRIPS - CONCRETE, SINUSOIDAL**

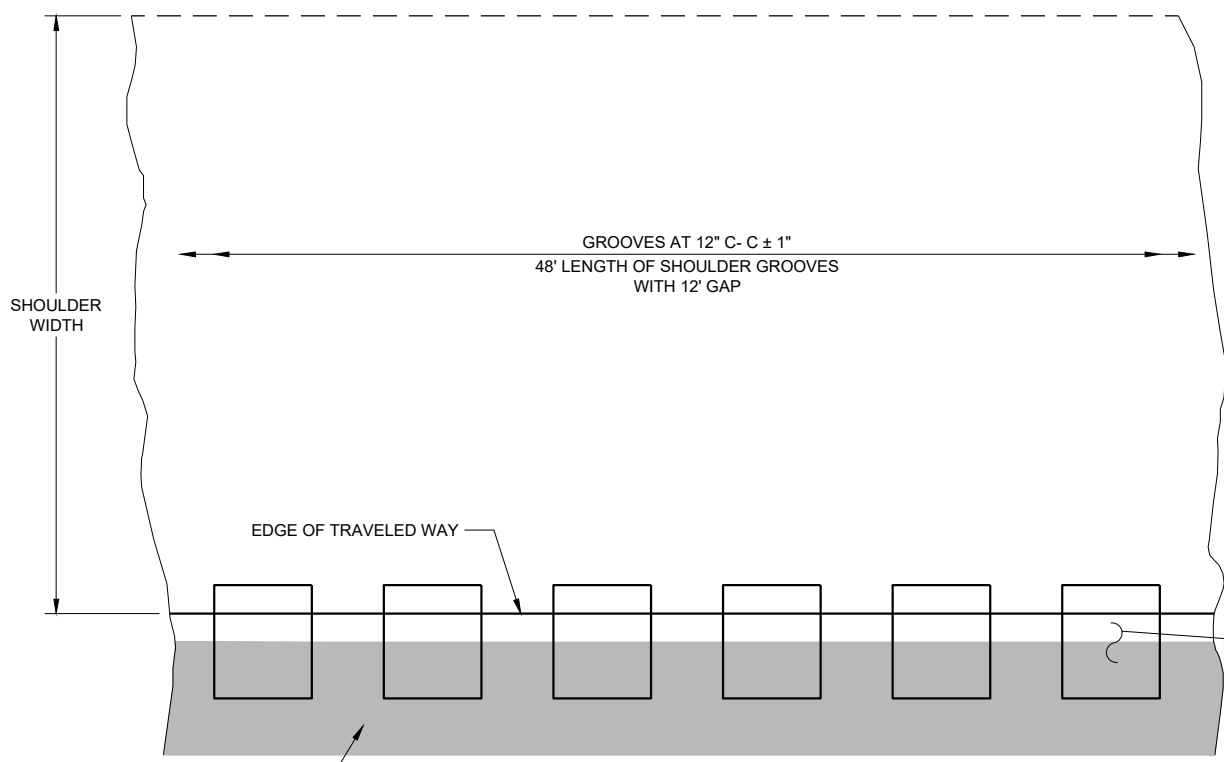
**SHOULDER RUMBLE STRIPS - CONCRETE, SINUSOIDAL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

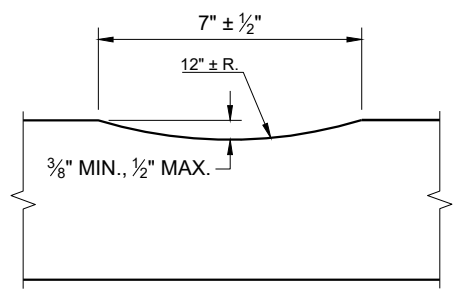
**GENERAL NOTES**

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

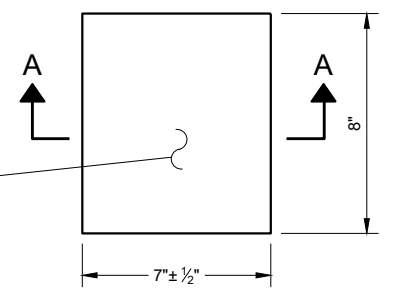
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



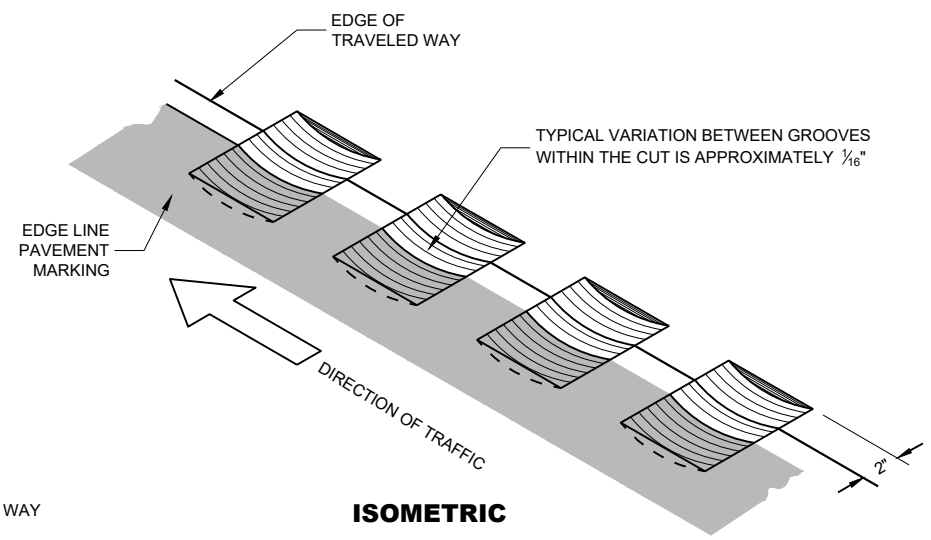
**PLAN DETAIL VIEW  
SHOULDER WITH GROOVES**



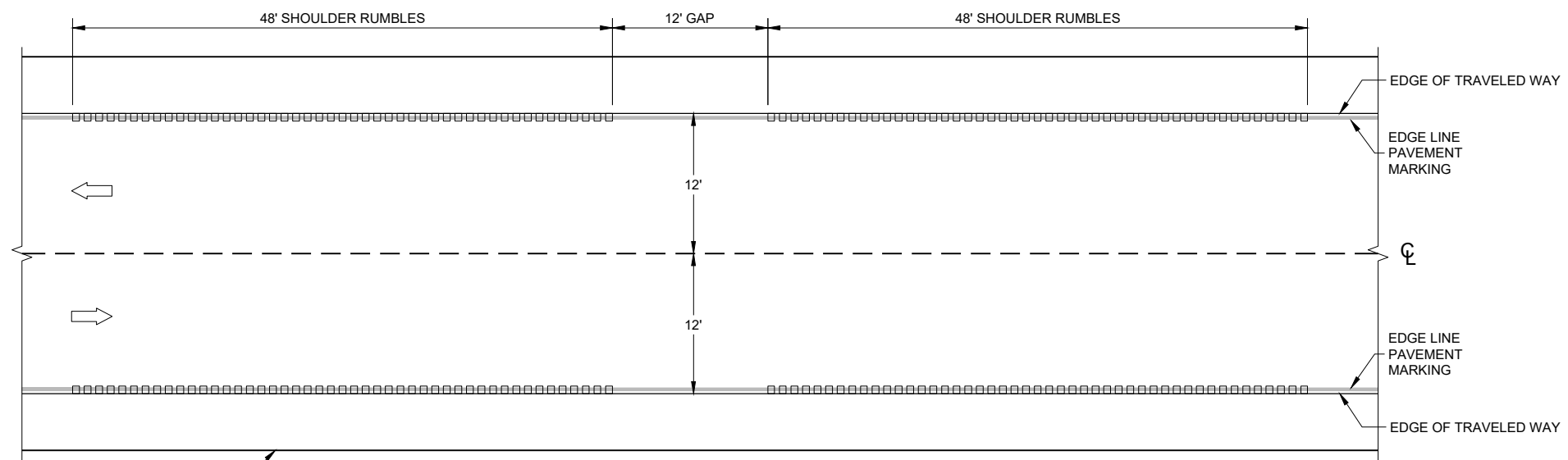
**SECTION A - A**



**PLAN VIEW  
(SINGLE GROOVE)**



**ISOMETRIC**



**PLAN VIEW**

**EDGE LINE RUMBLE STRIPS - ASPHALT**

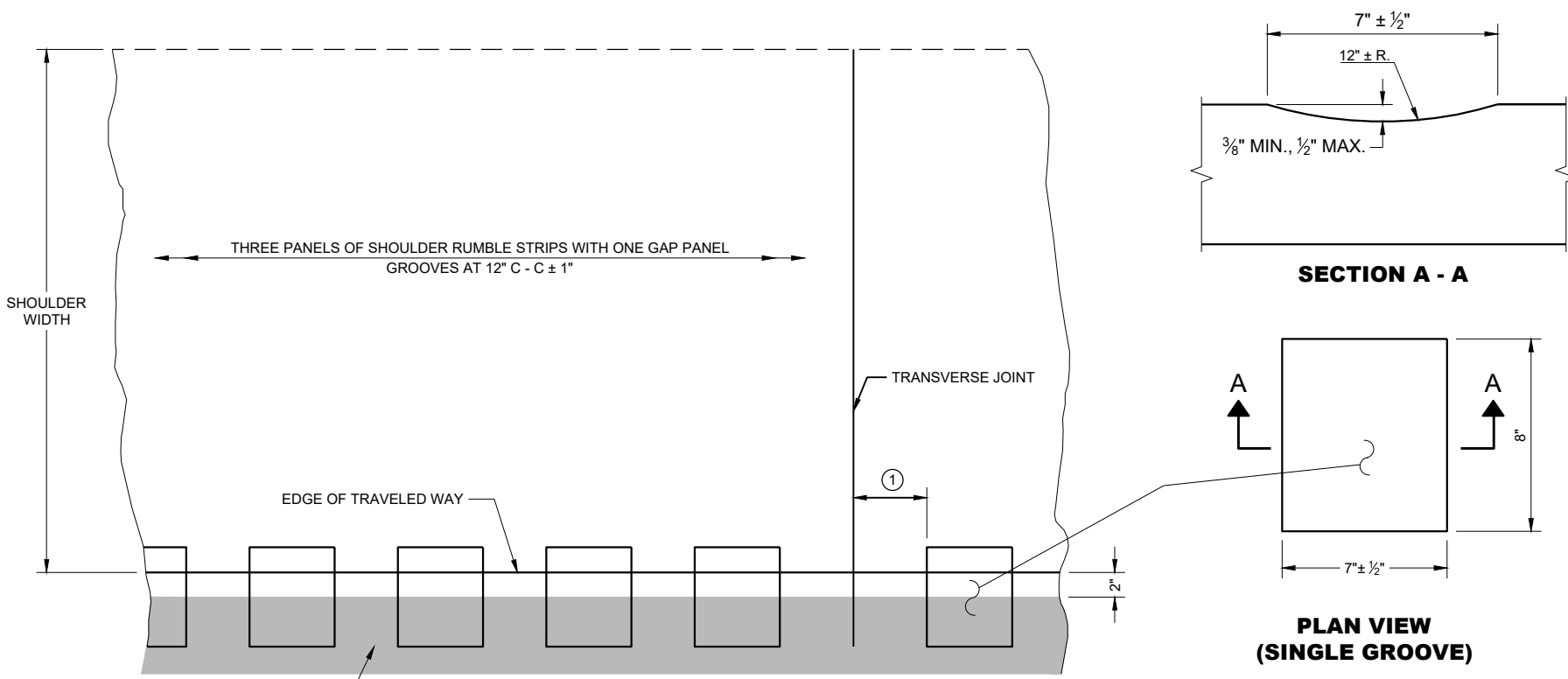
<b>EDGE LINE RUMBLE STRIPS - ASPHALT</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

6

SDD 13A10 - 03e

SDD 13A10 - 03e



**PLAN DETAIL VIEW  
SHOULDER WITH GROOVES**

**SECTION A - A**

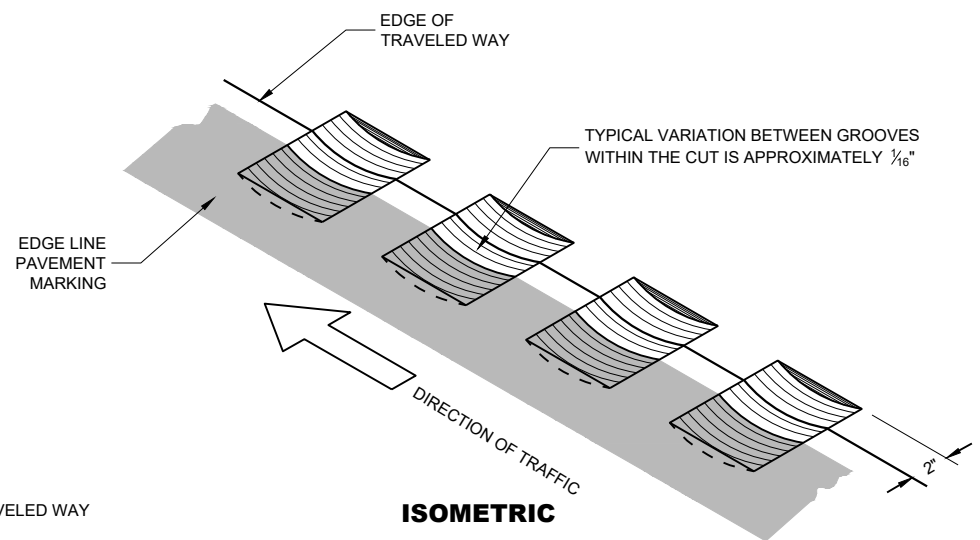
**PLAN VIEW  
(SINGLE GROOVE)**

**GENERAL NOTES**

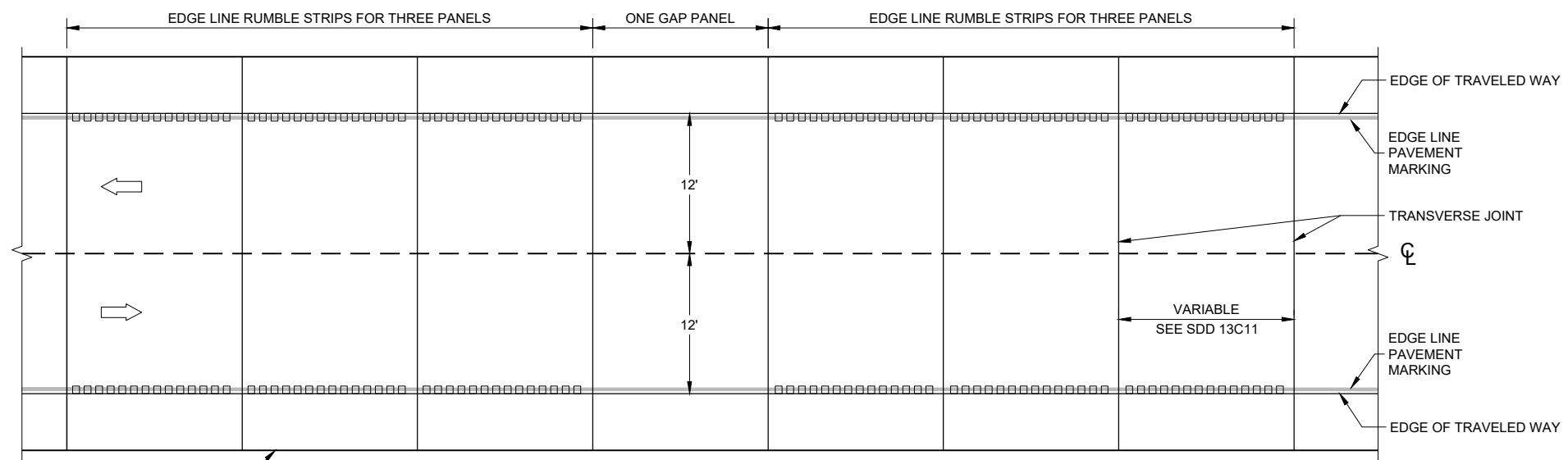
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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

- ① FOR CONCRETE PAVEMENTS, RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM A TRANSVERSE JOINT.



**ISOMETRIC**

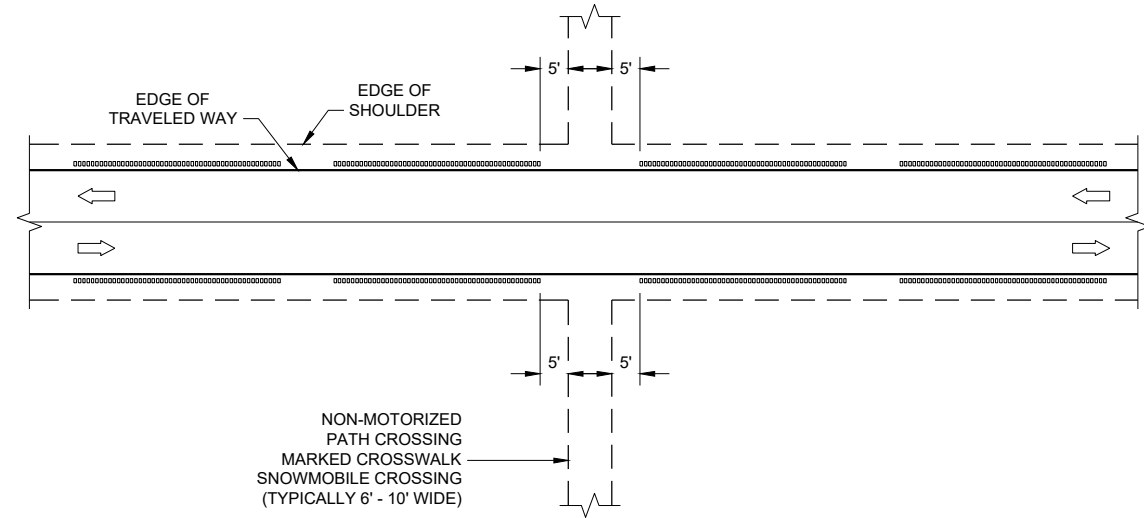


**PLAN VIEW**

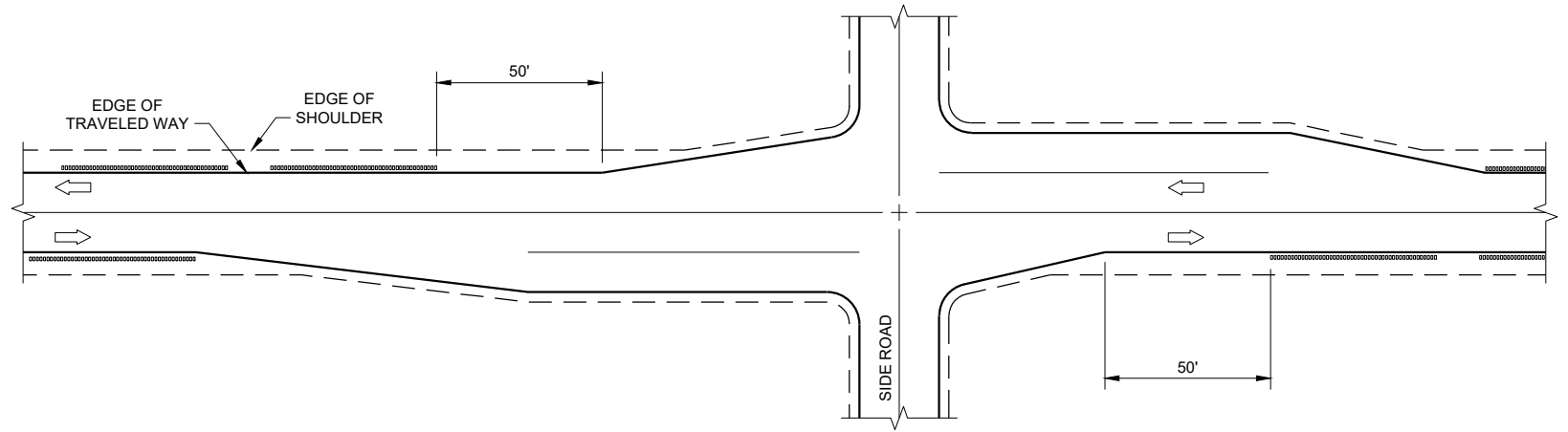
**EDGE LINE RUMBLE STRIPS - CONCRETE**

**EDGE LINE RUMBLE STRIPS - CONCRETE**

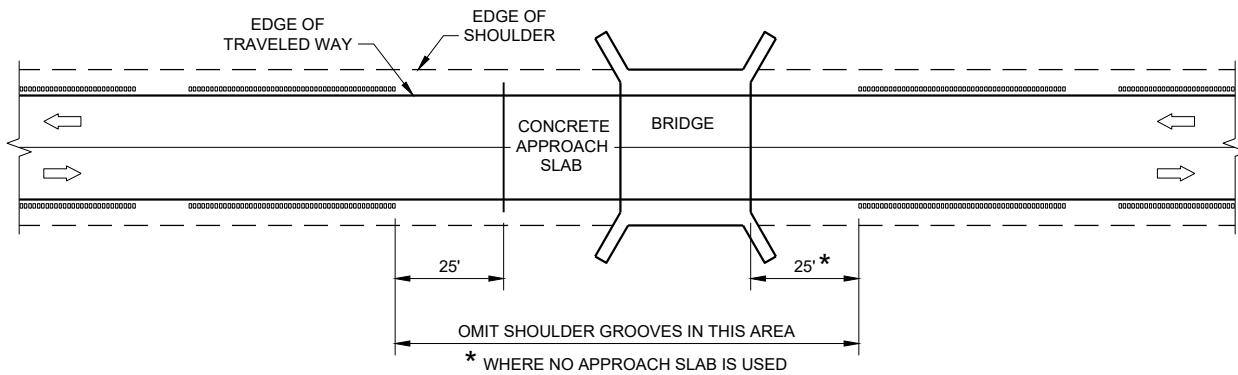
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



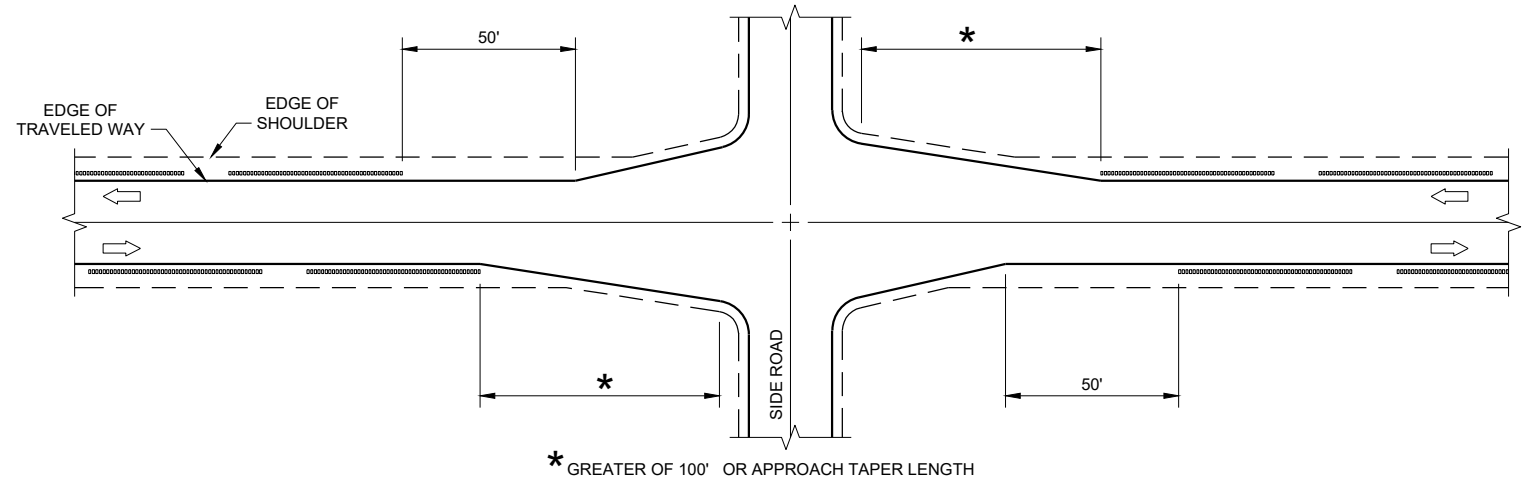
**GROOVES AT MISCELLANEOUS CROSSINGS**



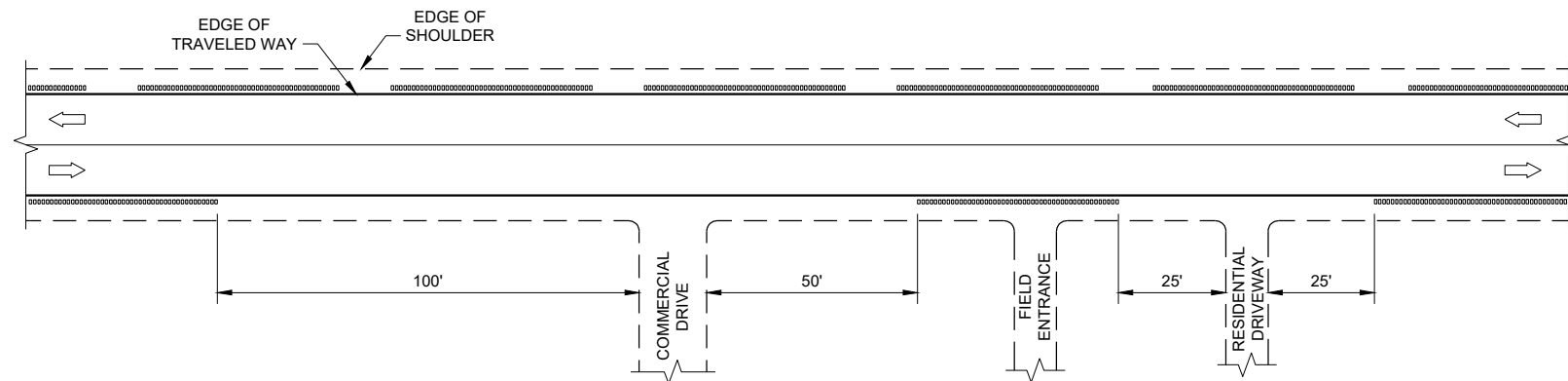
**GROOVES AT RIGHT TURN LANE**



**GROOVES AT BRIDGES**



**GROOVES AT INTERSECTIONS WITH APPROACH TAPER**



**GROOVES AT DRIVEWAYS**

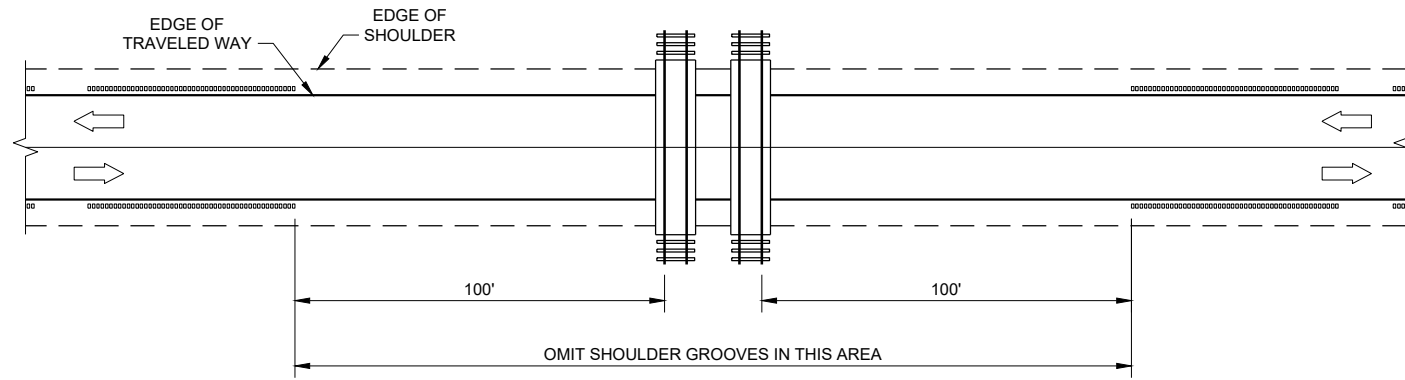
**GENERAL NOTES**

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

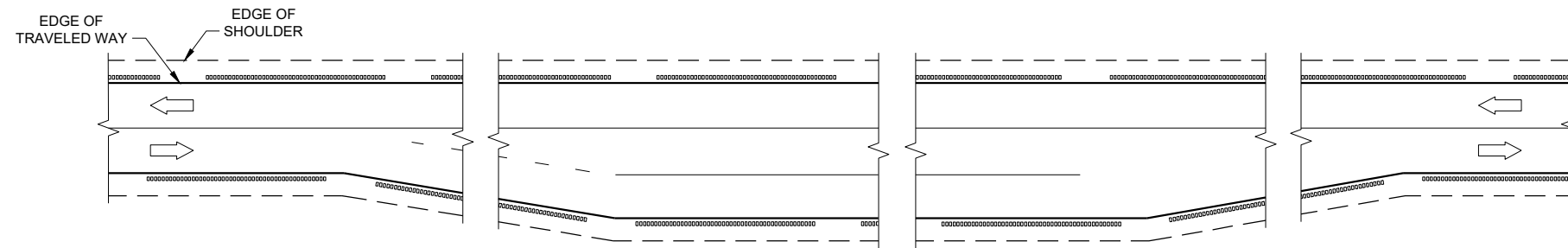
**SHOULDER AND EDGE LINE  
RUMBLE STRIPS  
CROSSINGS, INTERSECTIONS,  
BRIDGES, DRIVEWAYS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

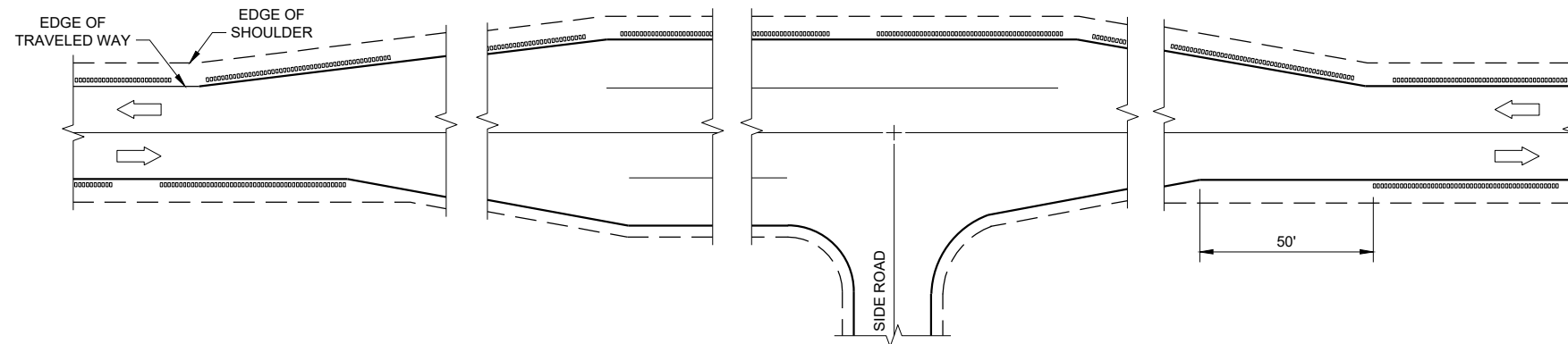




**GROOVES AT RAILROADS**



**GROOVES AT PASSING AND CLIMBING LANES**



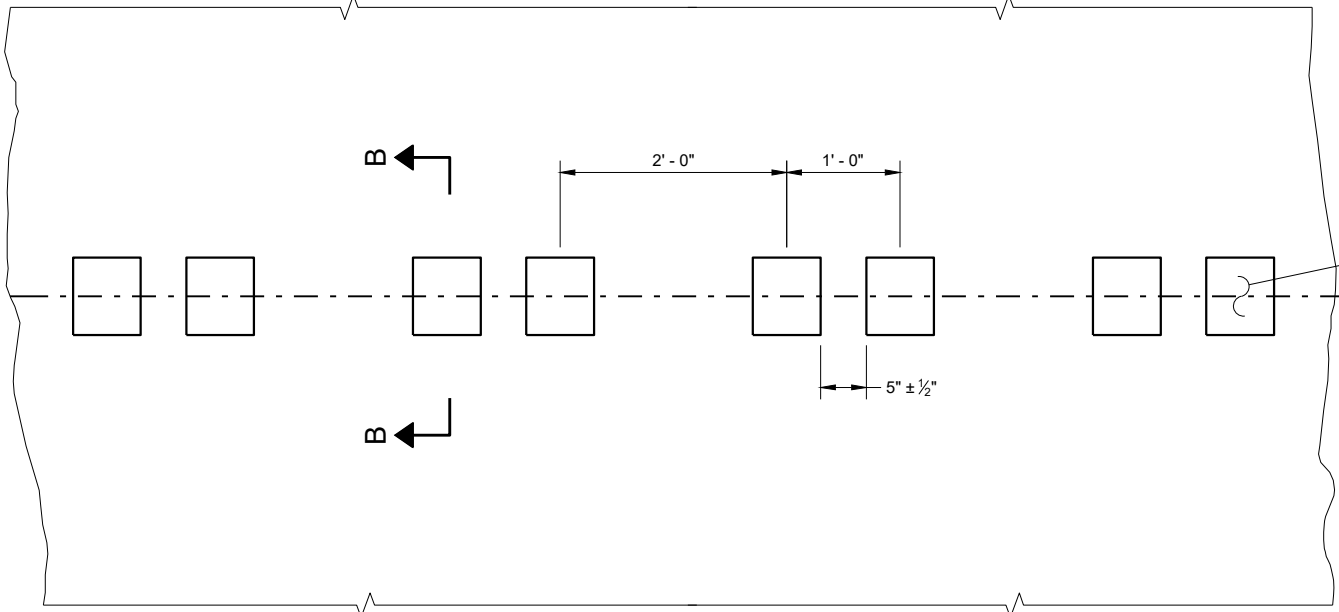
**GROOVES AT BYPASS LANES**

<b>SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ John Jenkins ROADWAY STANDARDS DEVELOPMENT ENGINEER
<small>FHWA</small>	

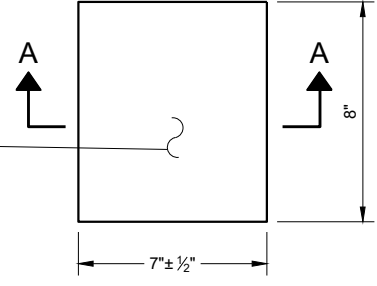
**GENERAL NOTES**

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

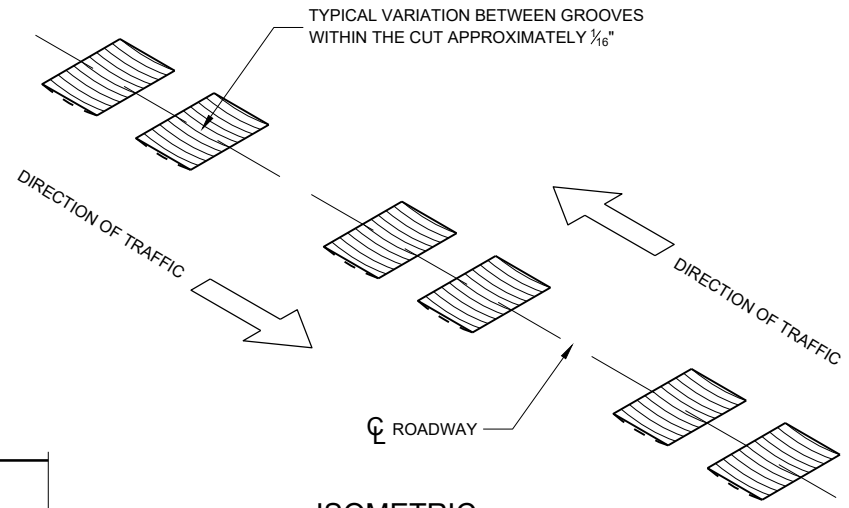
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



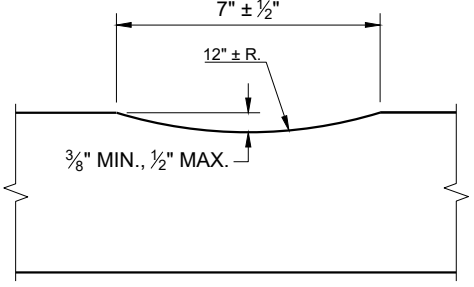
**PLAN DETAIL VIEW**



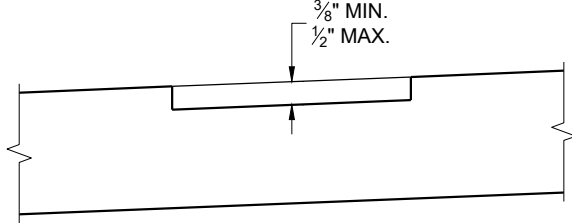
**PLAN VIEW (SINGLE GROOVE)**



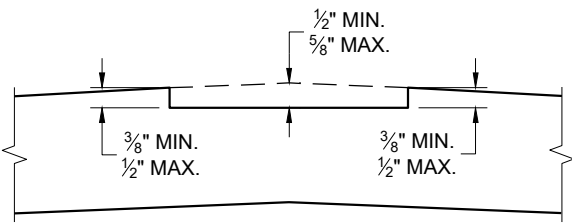
**ISOMETRIC**



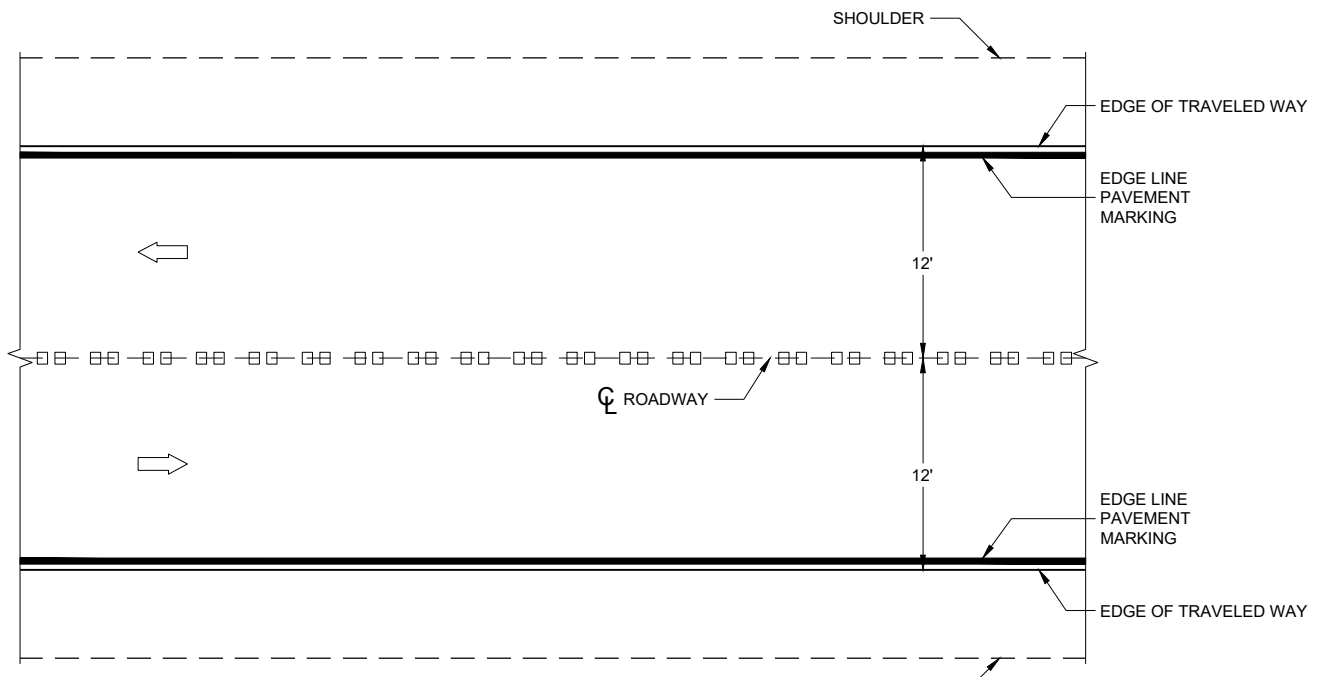
**SECTION A - A**



**SECTION B - B SUPERELEVATED ROADWAY**



**SECTION B - B CROWNED ROADWAY**



**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

<b>CENTERLINE RUMBLE STRIPS - ASPHALT</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

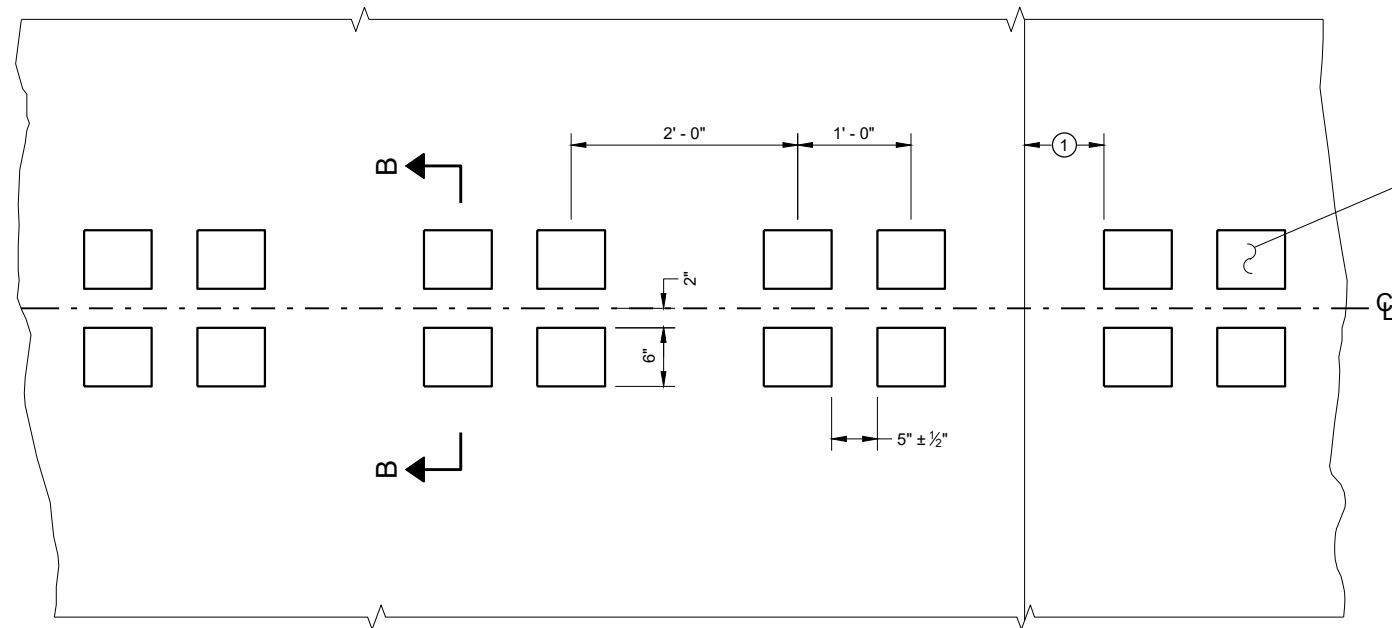
**GENERAL NOTES**

SDD 13A11, SHEET "d" SHOWS THE LOCATION OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

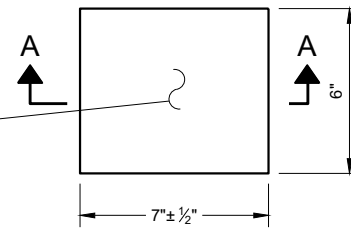
TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

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

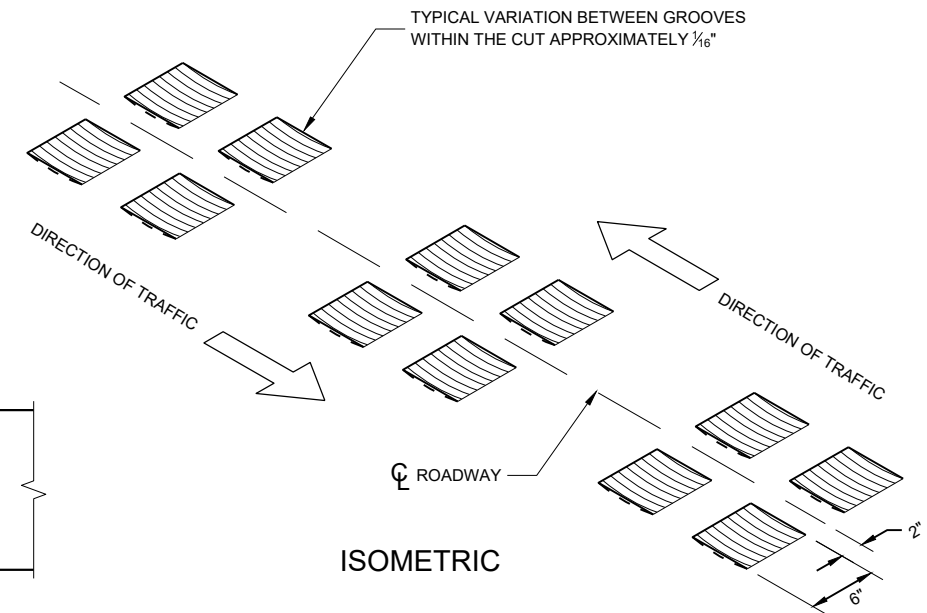
① CONCRETE PAVEMENT RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES FROM TRANSVERSE JOINTS.



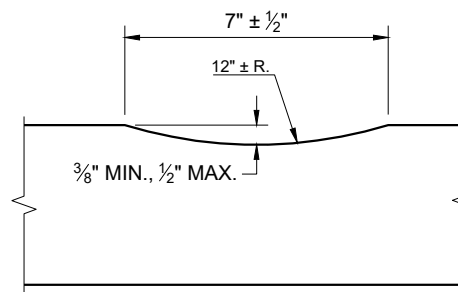
**PLAN DETAIL VIEW**



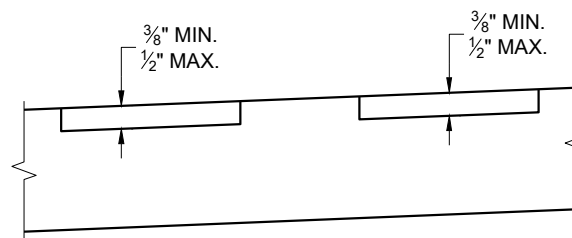
**PLAN VIEW  
(SINGLE GROOVE)**



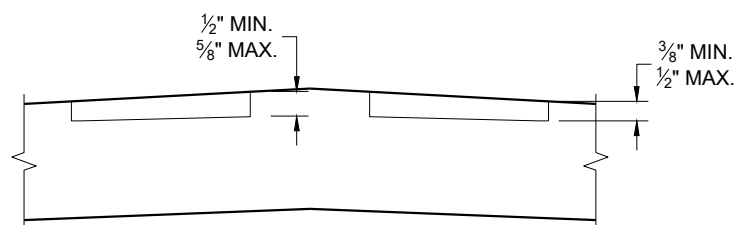
**ISOMETRIC**



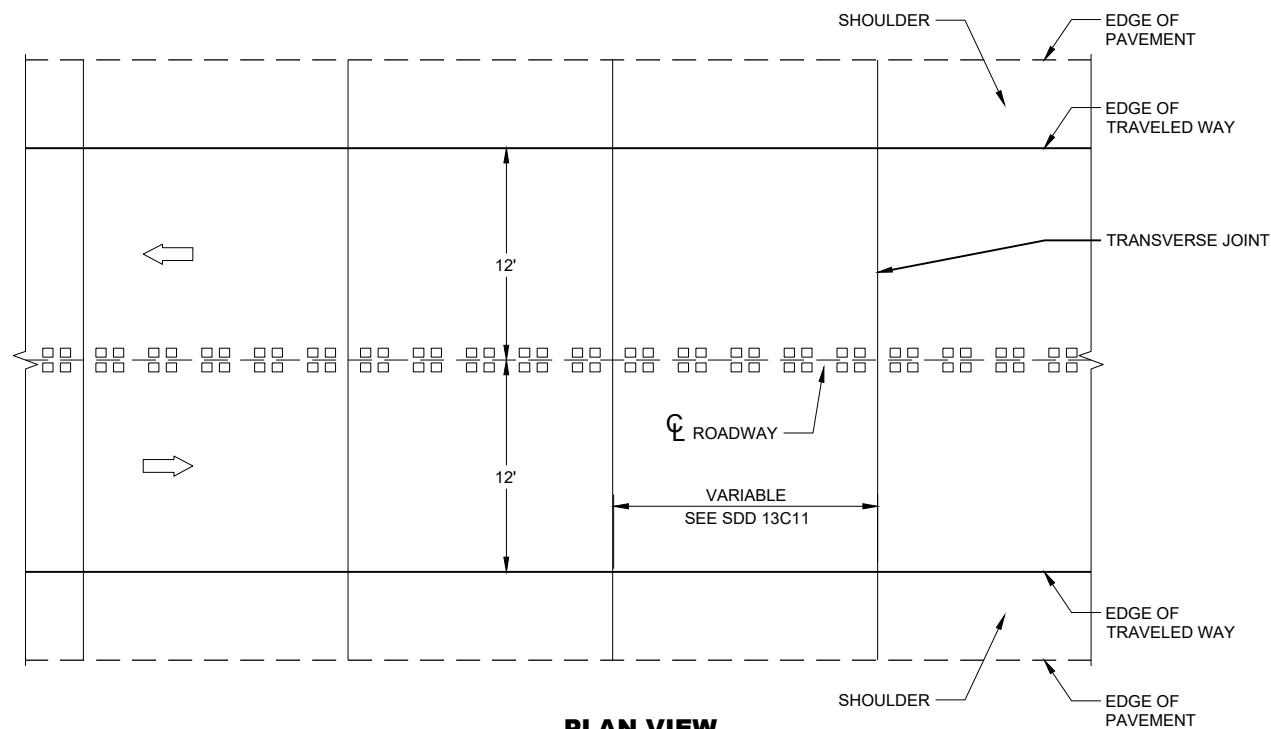
**SECTION A - A**



**SECTION B - B  
SUPERELEVATED ROADWAY**



**SECTION B - B  
CROWNED ROADWAY**

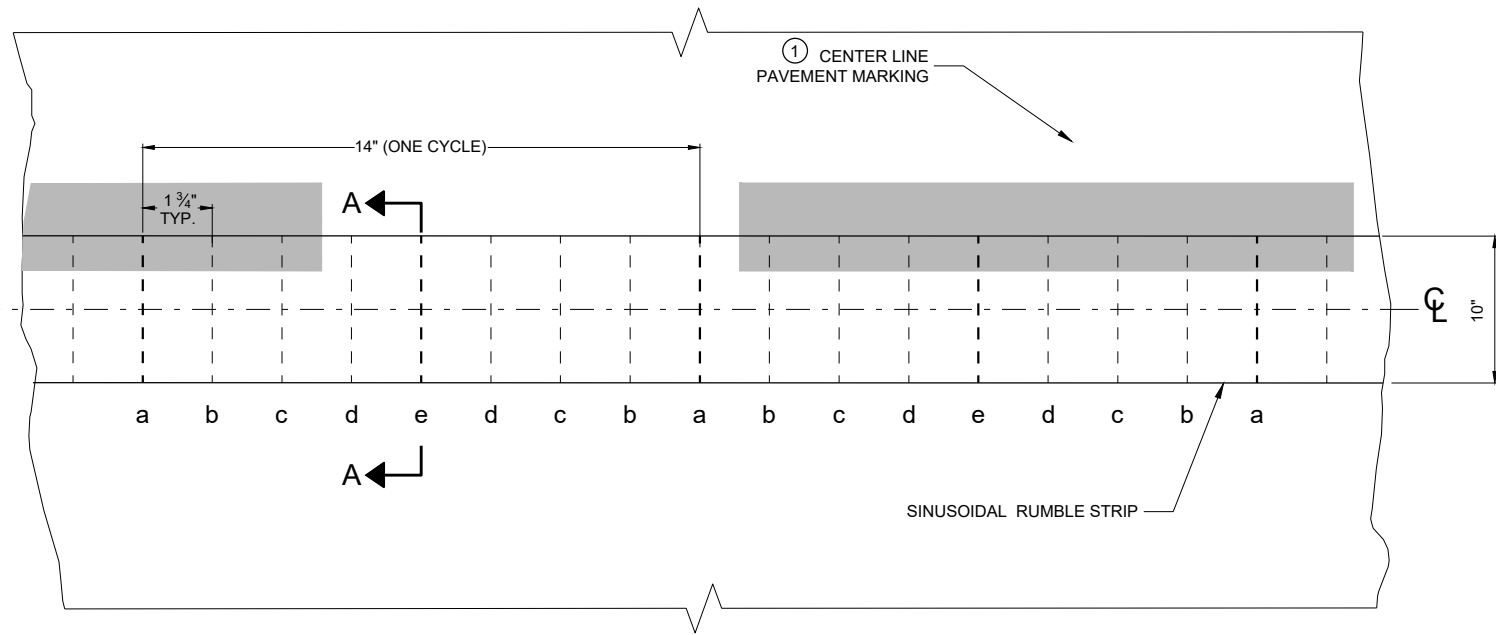


**PLAN VIEW**

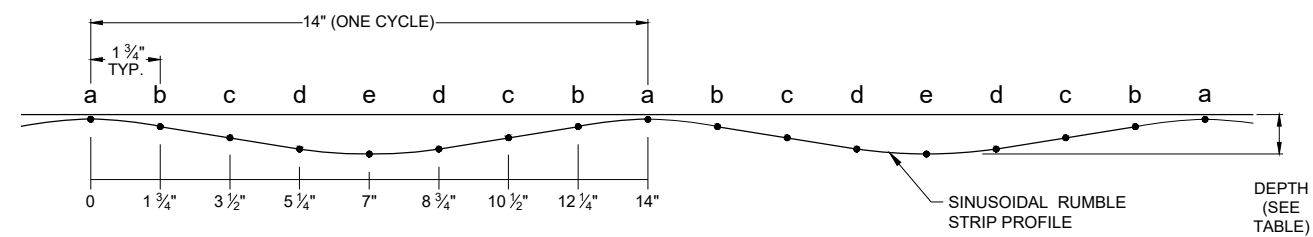
**CENTERLINE RUMBLE STRIPS - CONCRETE**

**CENTERLINE RUMBLE STRIPS - CONCRETE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

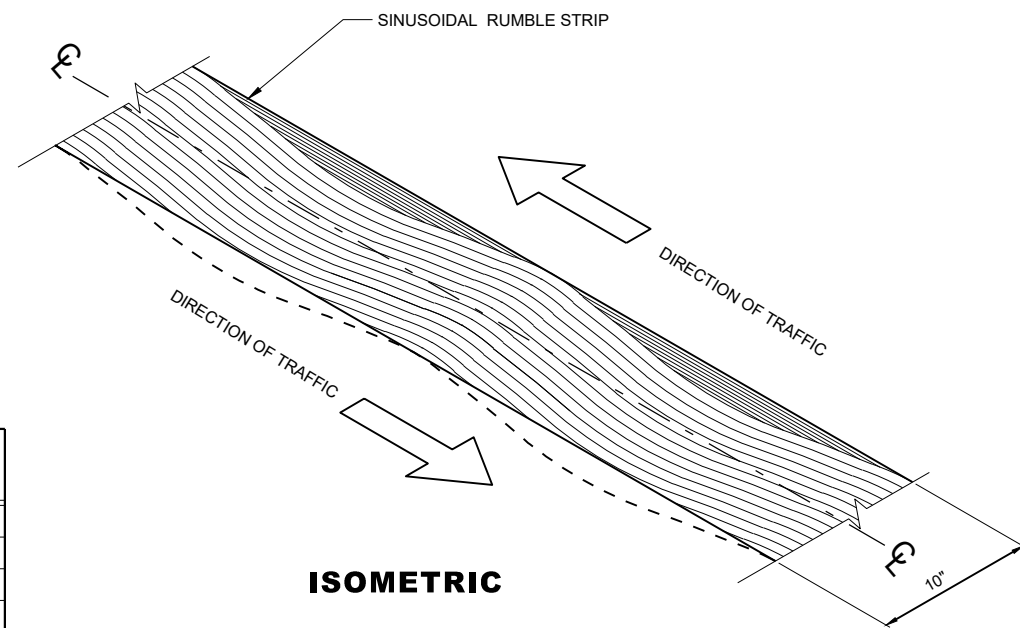


**PLAN DETAIL VIEW**

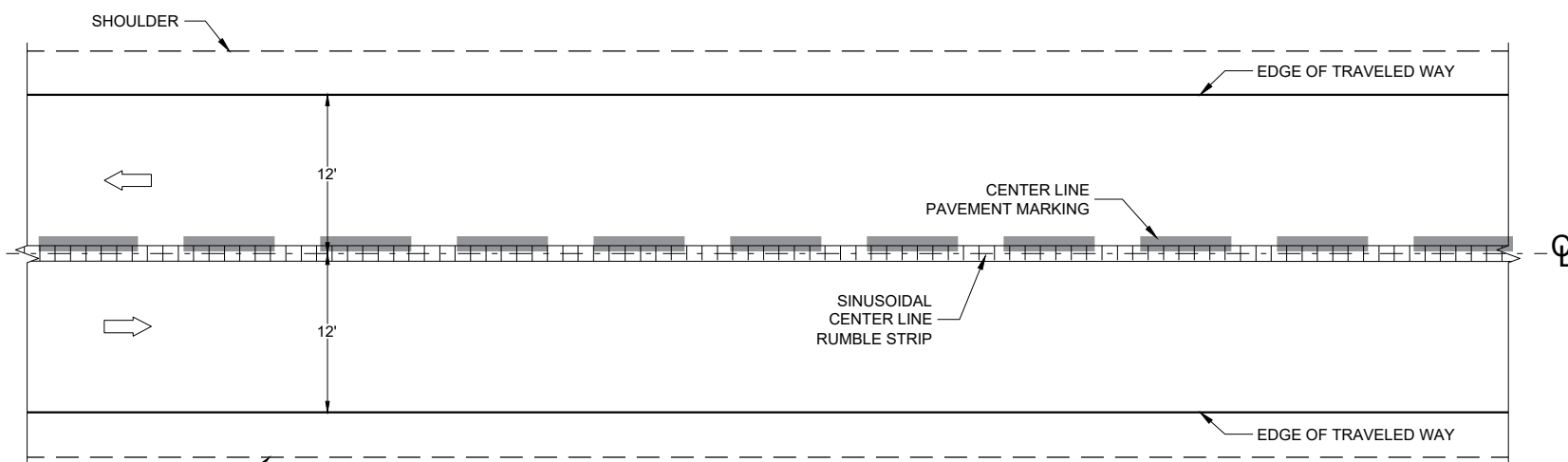


**PROFILE VIEW  
SINUSOIDAL CENTERLINE RUMBLE STRIPS**

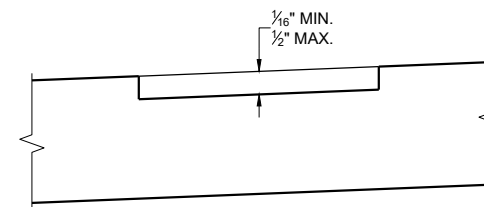
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



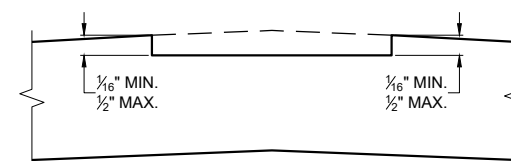
**ISOMETRIC**



**CENTERLINE RUMBLE STRIPS - ASPHALT,  
SINUSOIDAL**



**SECTION A - A  
SUPERELEVATED ROADWAY**



**SECTION A - A  
CROWNED ROADWAY**

**GENERAL NOTES**

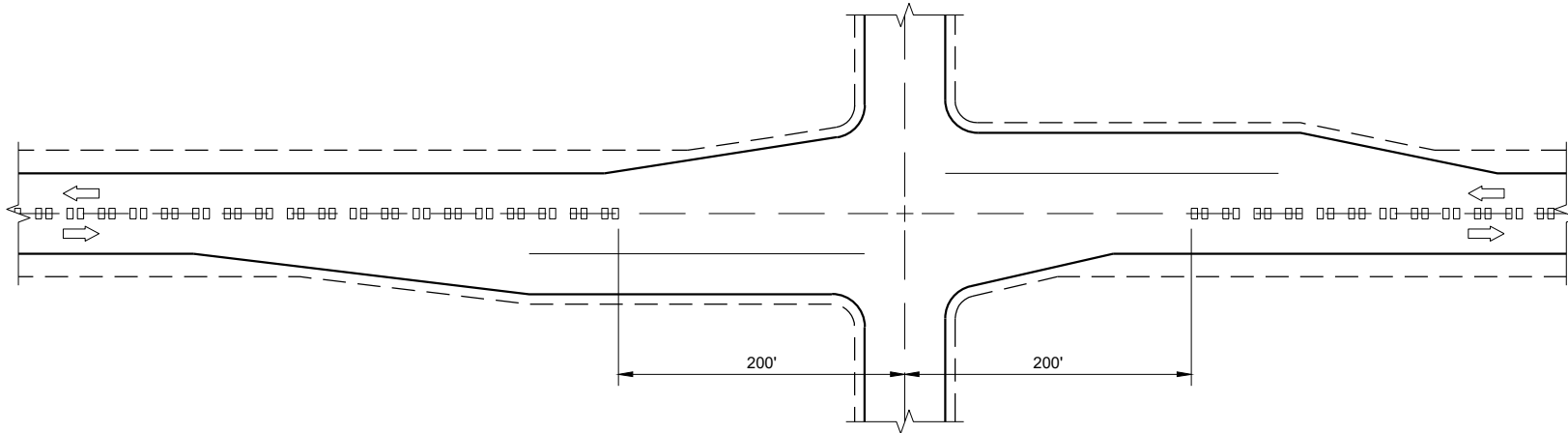
SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

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

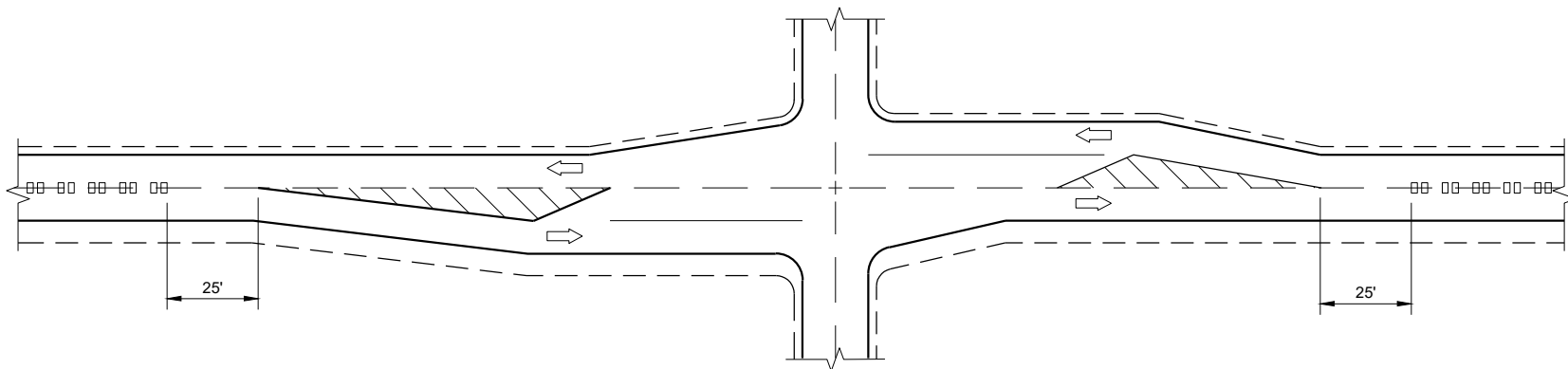
① CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.

**CENTERLINE  
RUMBLE STRIPS - ASPHALT,  
SINUSOIDAL**

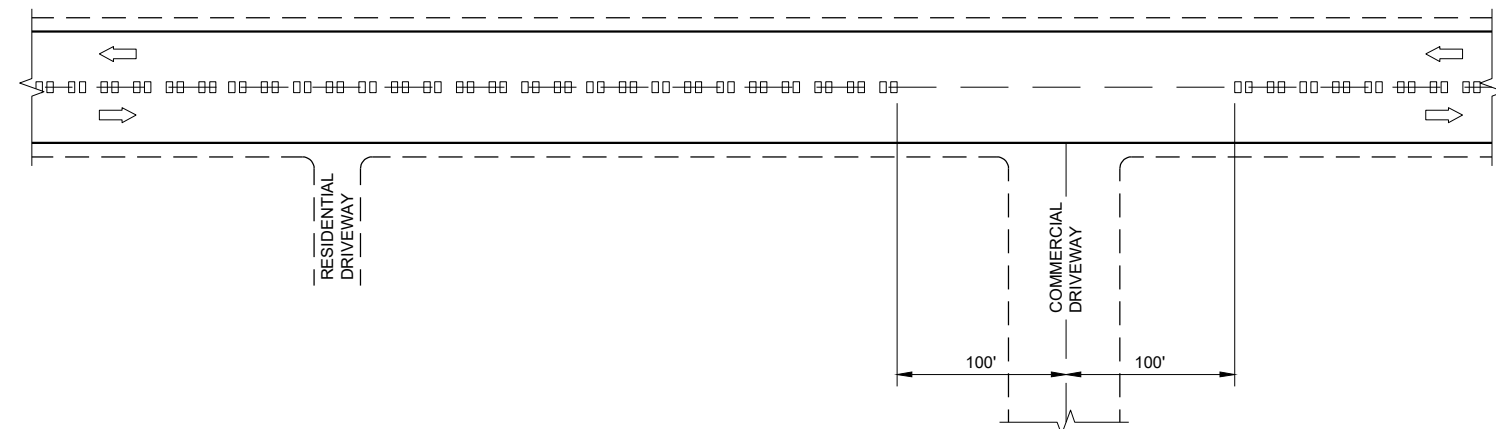
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**CENTERLINE GROOVES AT INTERSECTIONS**



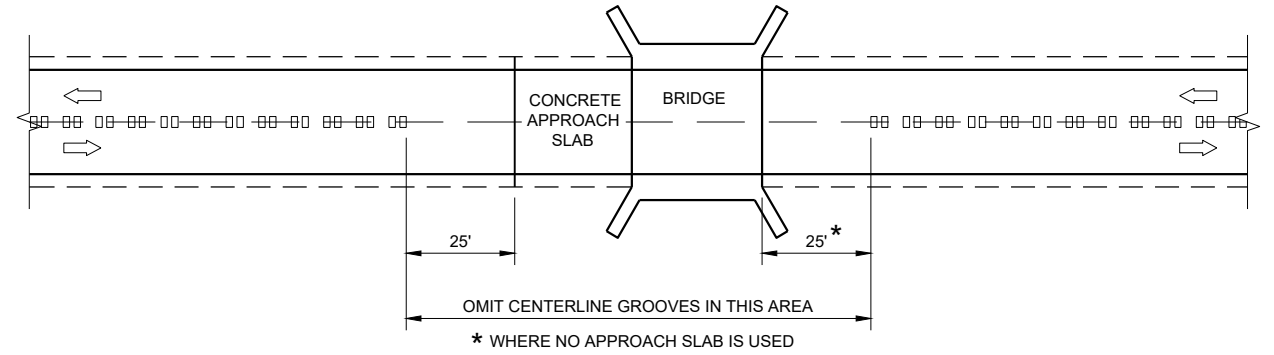
**CENTERLINE GROOVES AT INTERSECTIONS  
(WITH LEFT TURN LANES)**



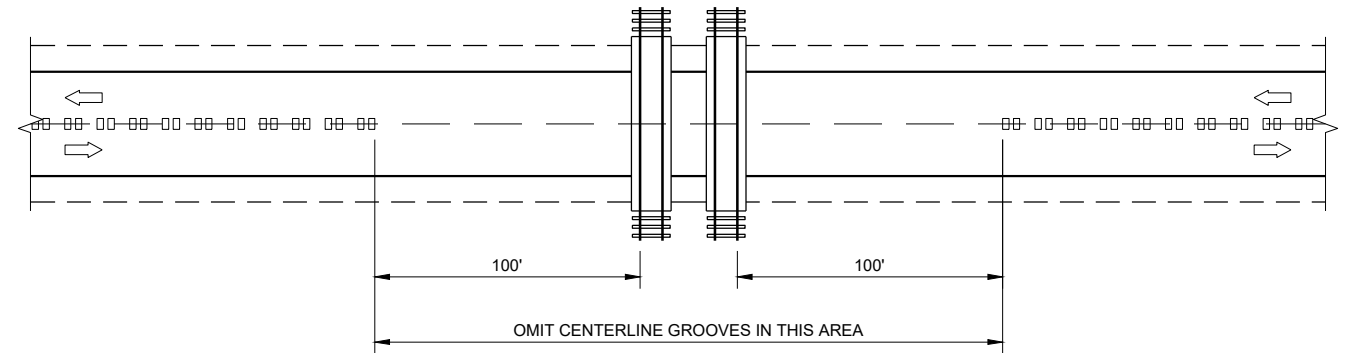
**CENTERLINE GROOVES AT DRIVEWAYS<sup>①</sup>**

**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**

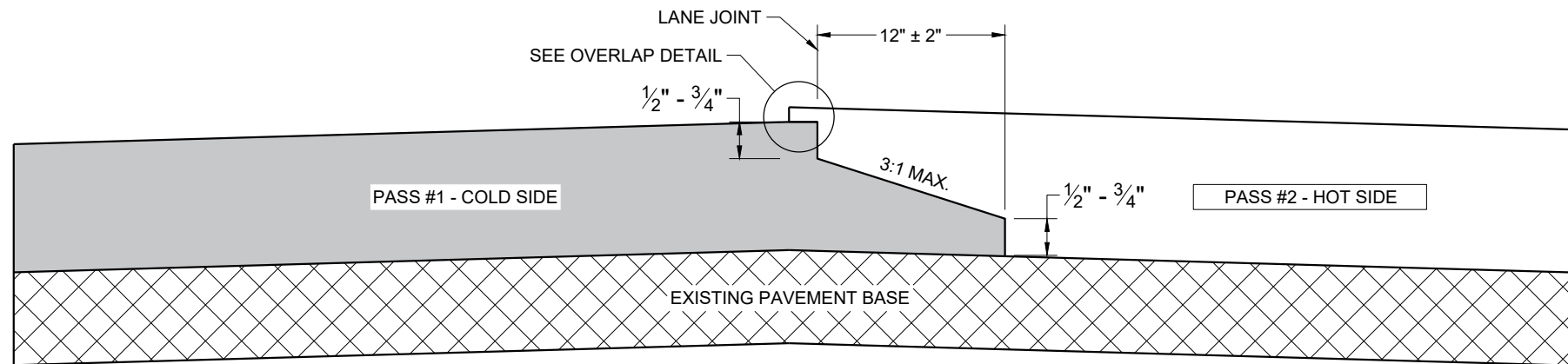
6

6

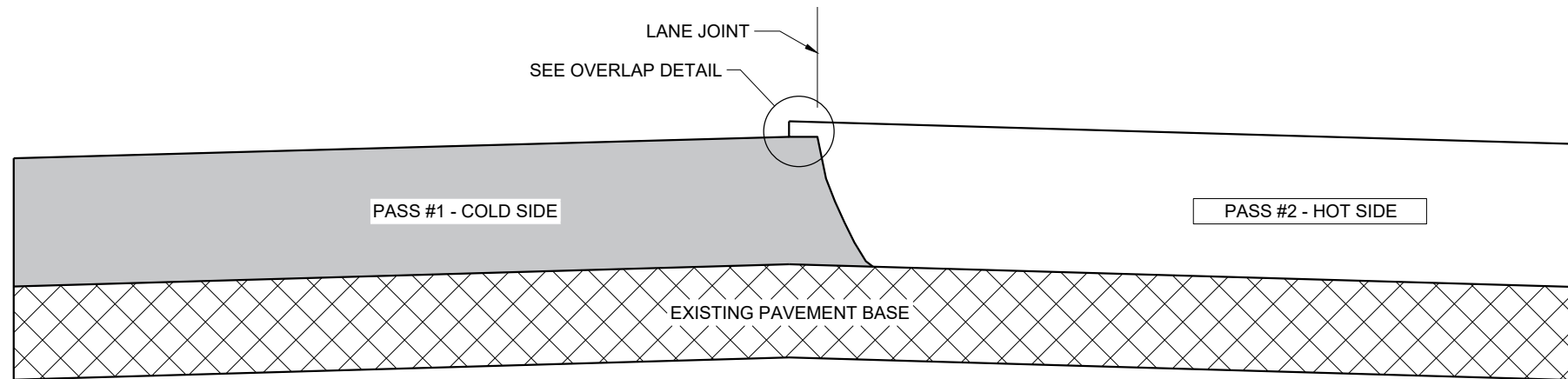
SDD 13A11 - 04d

SDD 13A11 - 04d

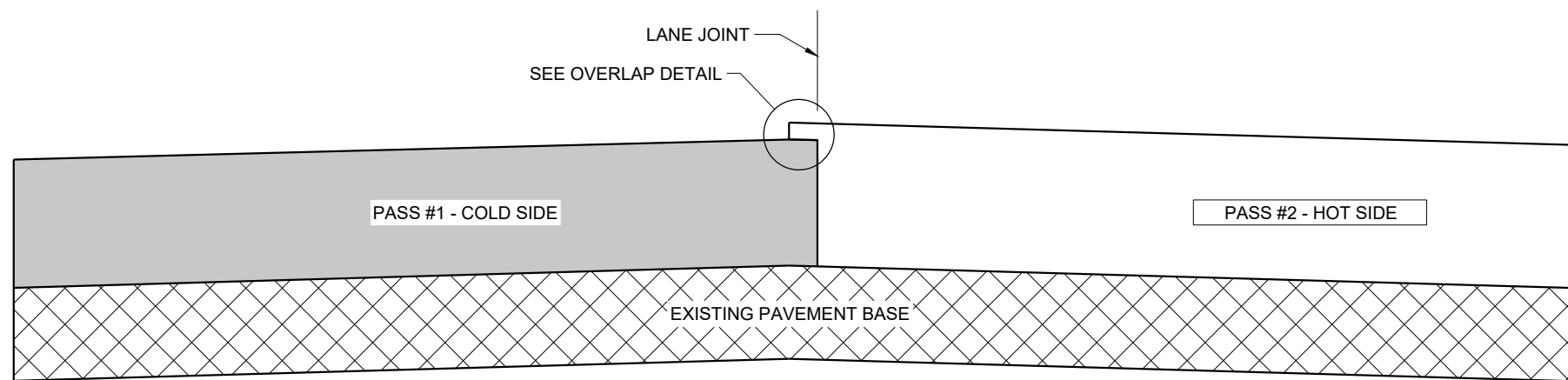
<b>CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ John Jenkins ROADWAY STANDARDS DEVELOPMENT ENGINEER
<small>FHWA</small>	



**TYPICAL PAVEMENT CROSS SECTION NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION VERTICAL JOINT (MILLED)**

**GENERAL NOTES**

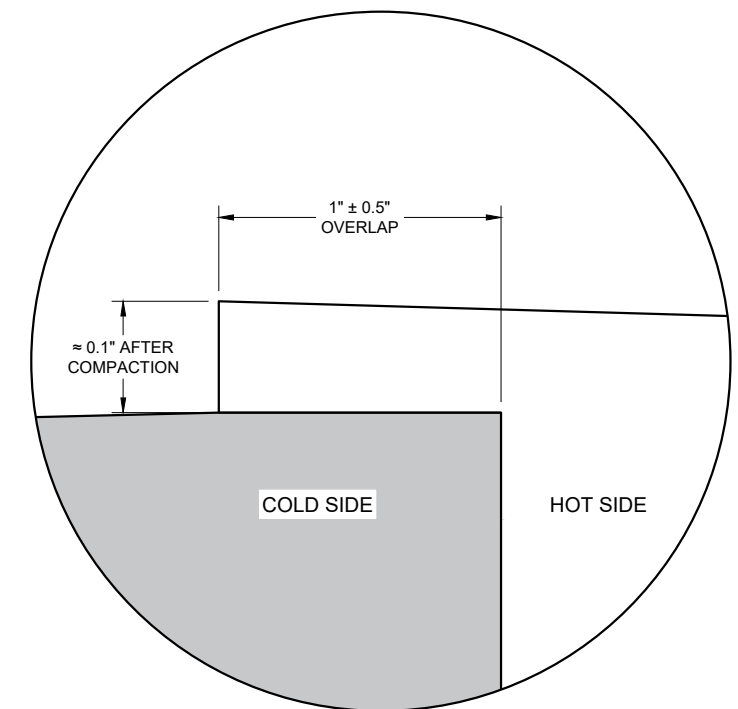
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY  $1" \pm 0.5"$  AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY  $0.1"$  AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO  $2"$  FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



**OVERLAP DETAIL (TYPICAL)**

6

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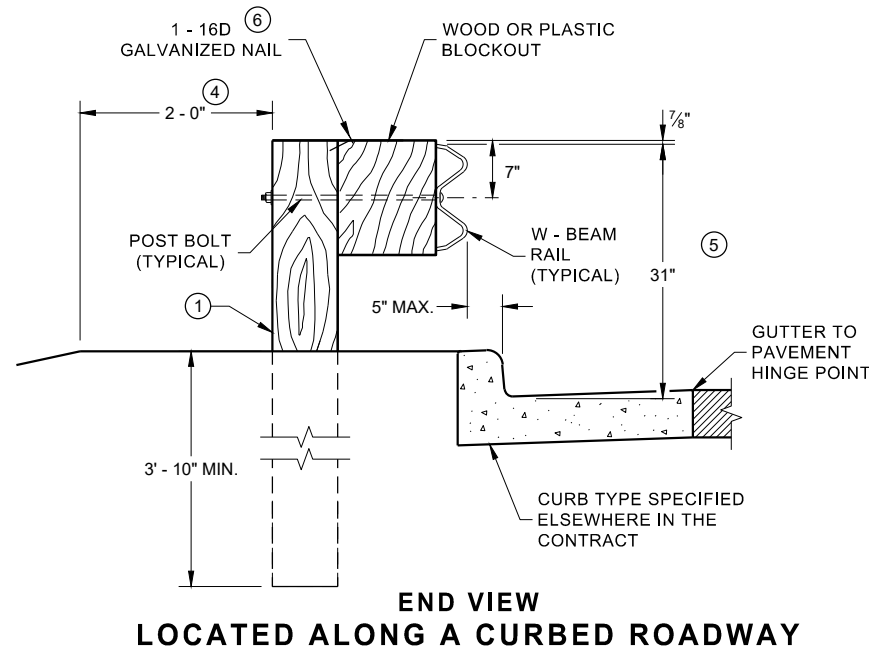
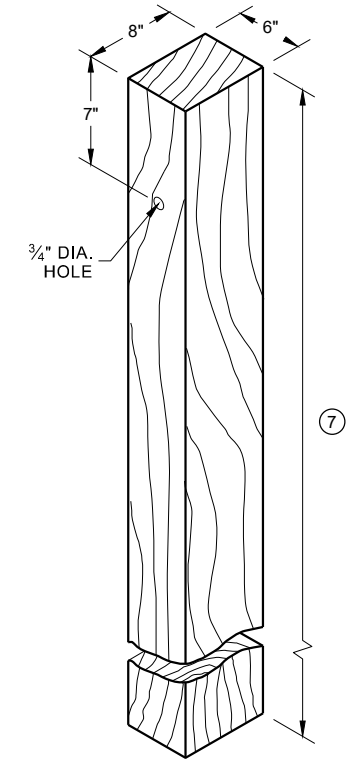
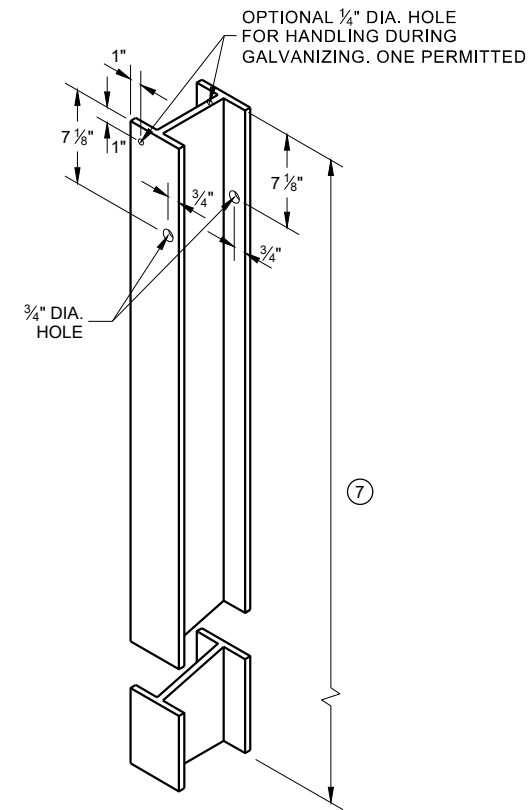
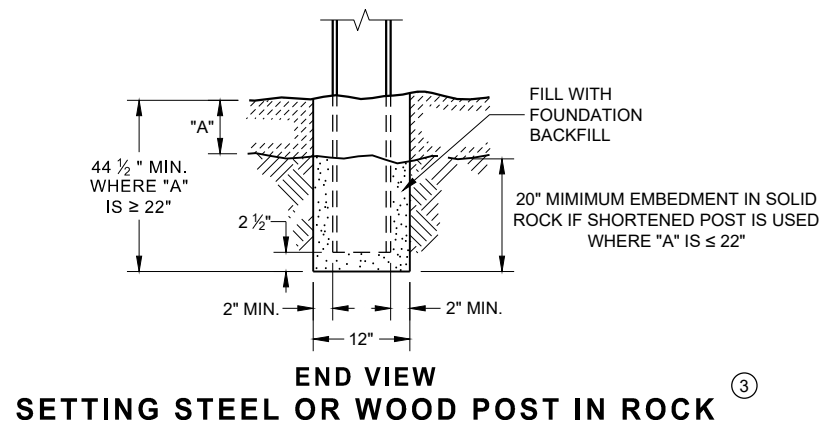
SDD 13C19 - 03

**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

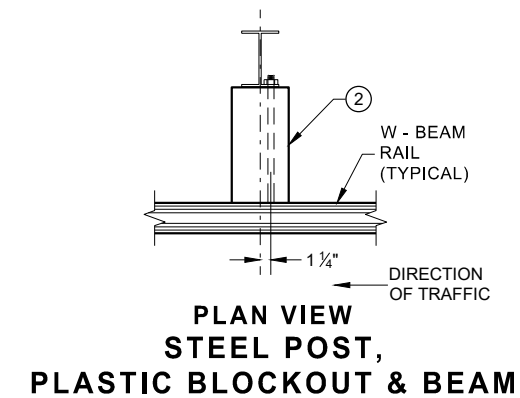
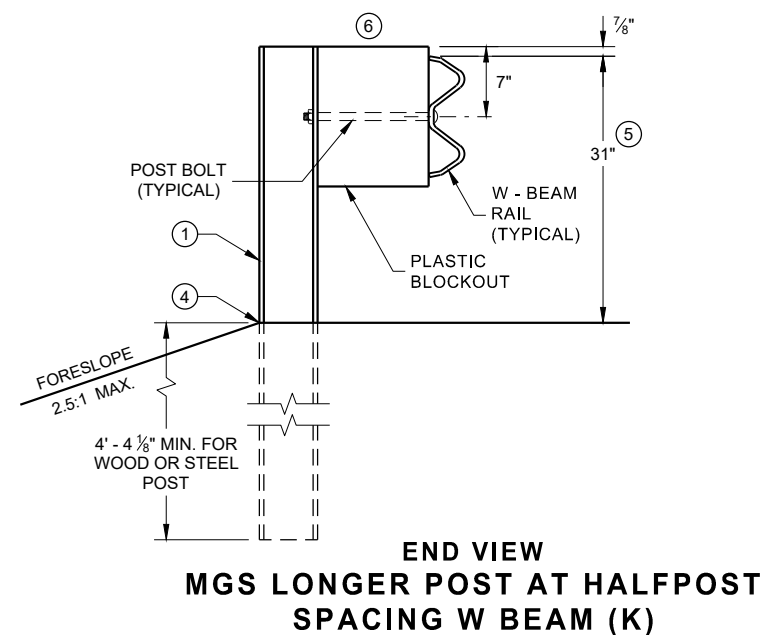
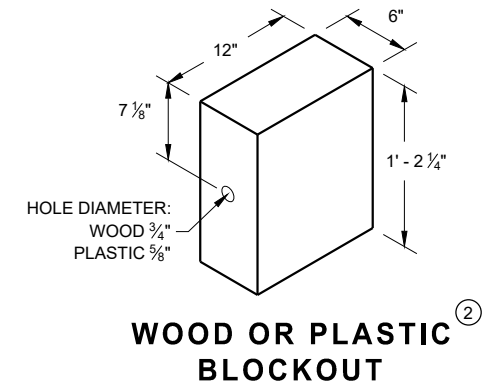
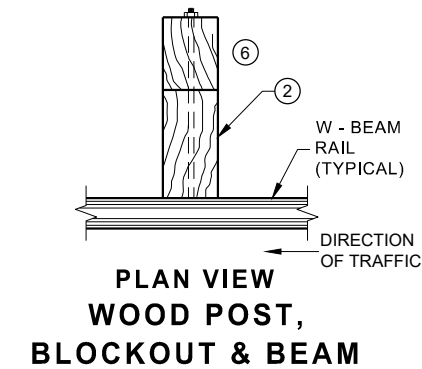
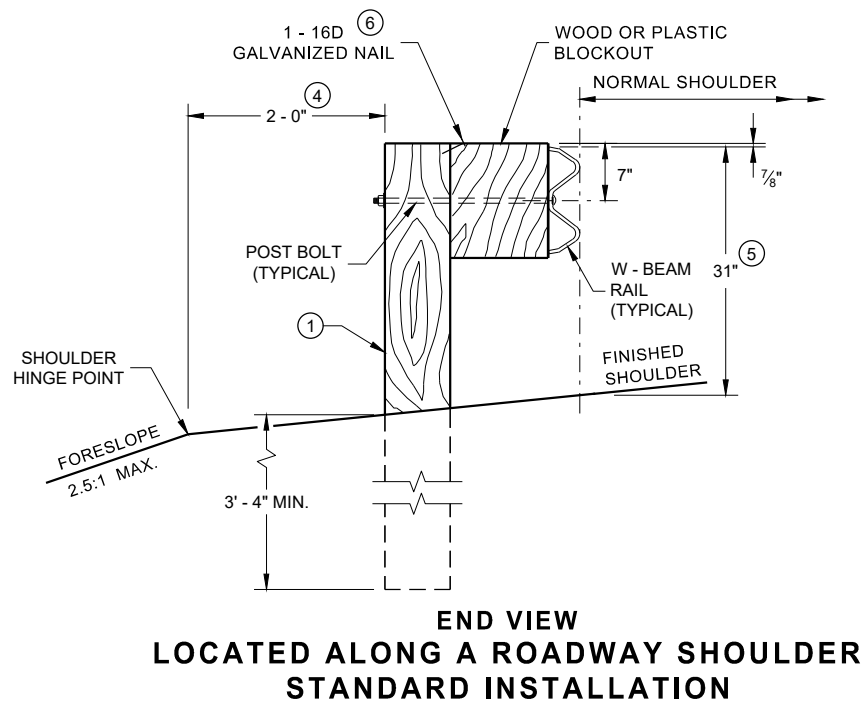
APPROVED  
November 2020 /S/ Steven Hefel  
DATE HMA PAVEMENT ENGINEER  
FHWA

- 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 AND 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  $\pm 1"$ . FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 3/4" 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".



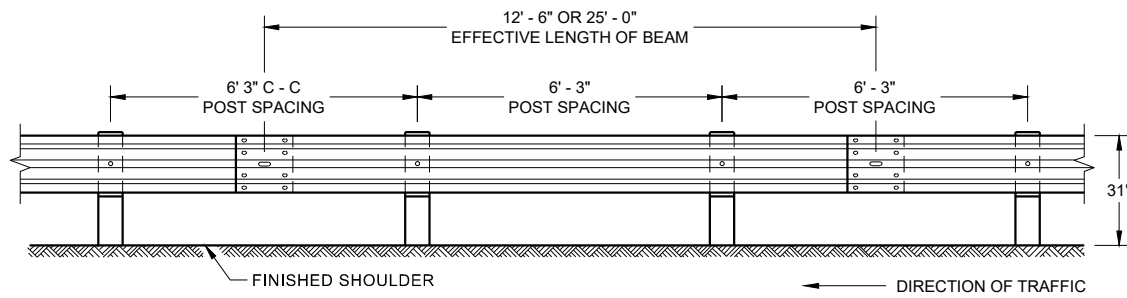
**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** ①

**WOOD POST (6" X 8") NOMINAL** ①

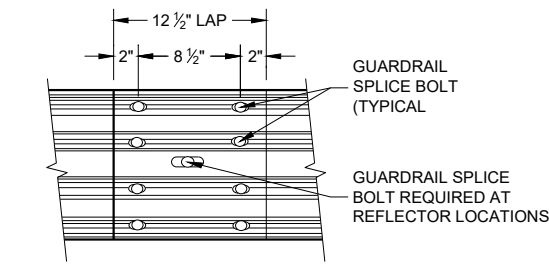


**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



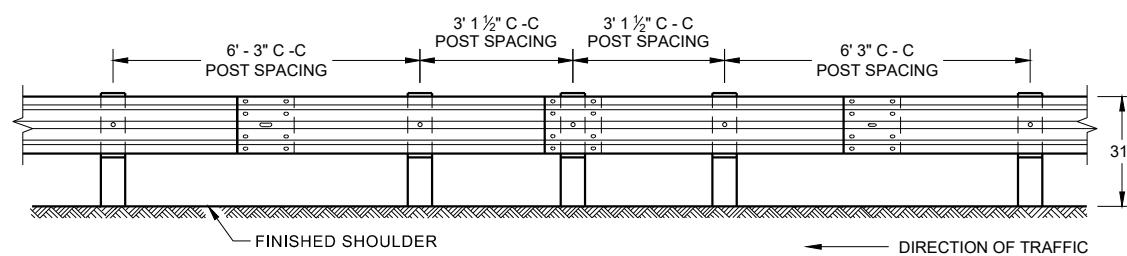
**FRONT VIEW  
POST SPACING STANDARD INSTALLATION**



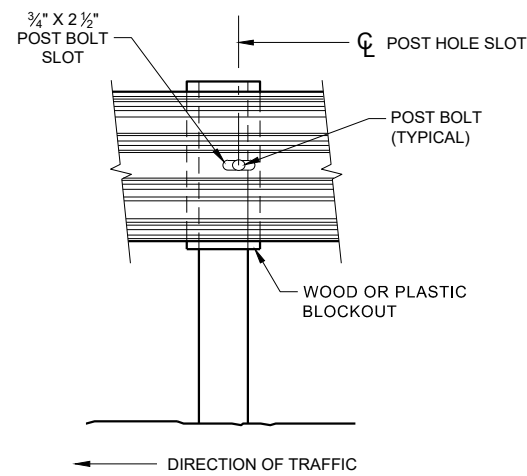
**FRONT VIEW  
MID-SPAN BEAM SPLICE**

**GENERAL NOTES**

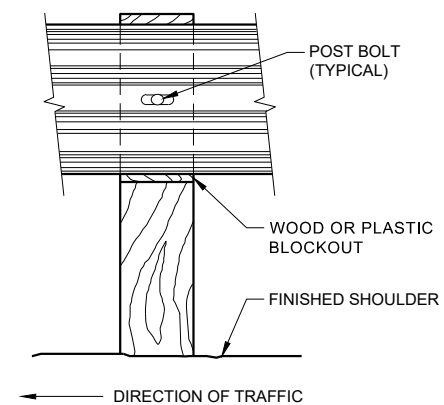
- ⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
  - ⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.
- POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
- GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



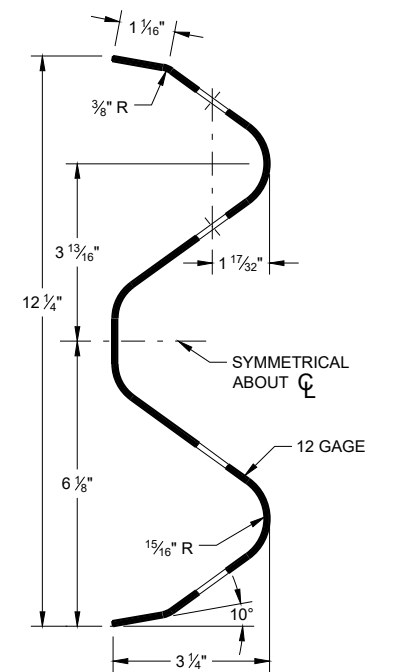
**FRONT VIEW  
HALF POST SPACING (HS) AND  
HALF POST SPACING WITH LONGER POSTS (K)**



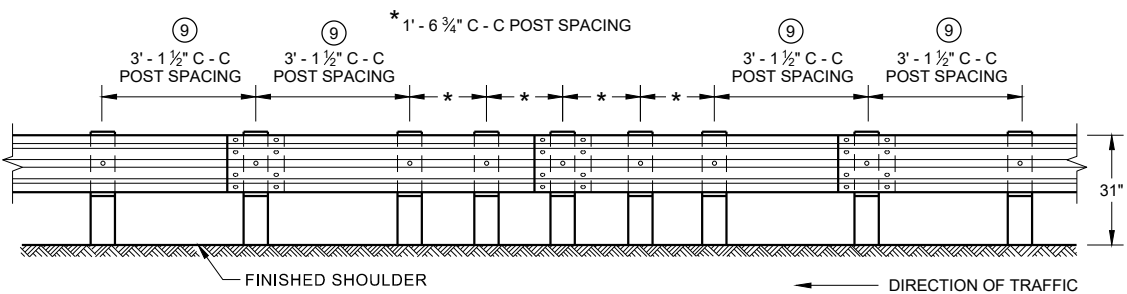
**FRONT VIEW AT STEEL POST**



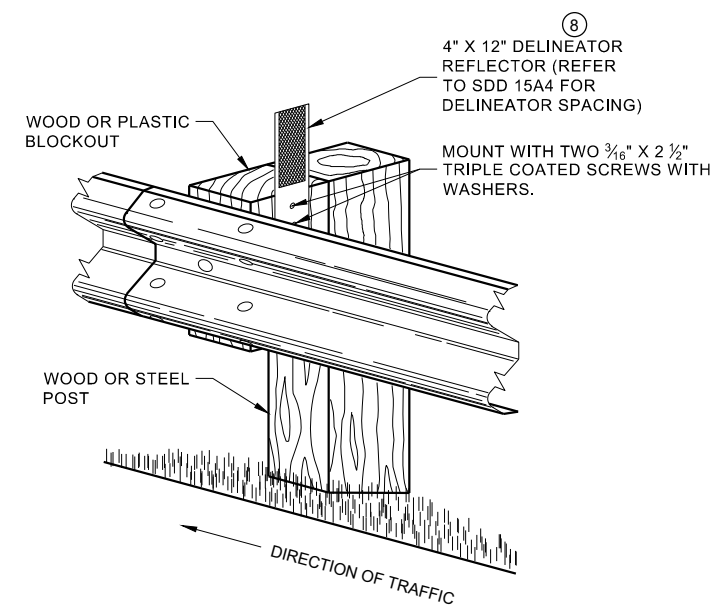
**FRONT VIEW AT WOOD POST**



**SECTION THRU W-BEAM RAIL**



**FRONT VIEW  
QUARTER POST SPACING (QS)**



**ONE SIDED REFLECTOR DETAIL  
AND TYPICAL INSTALLATION**

**MIDWEST GUARDRAIL SYSTEM  
(MGS) GUARDRAIL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

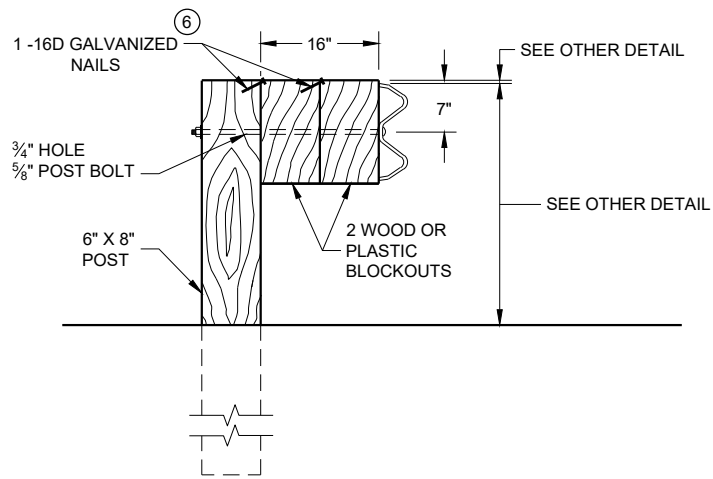
6

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SDD 14B42 - 07b

SDD 14B42 - 07b



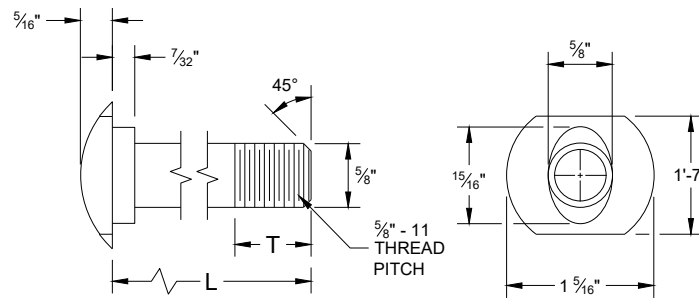


**DETAIL FOR 16" BLOCKOUT DEPTH**

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

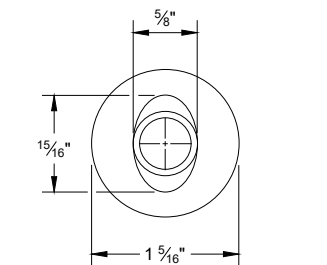
**NOTE:**

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

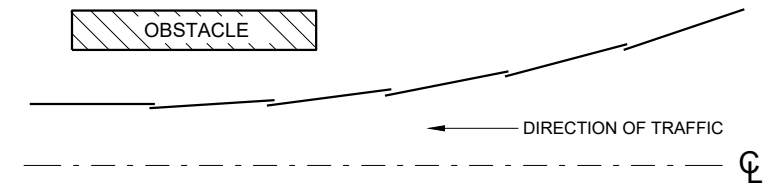


**POST BOLT TABLE**

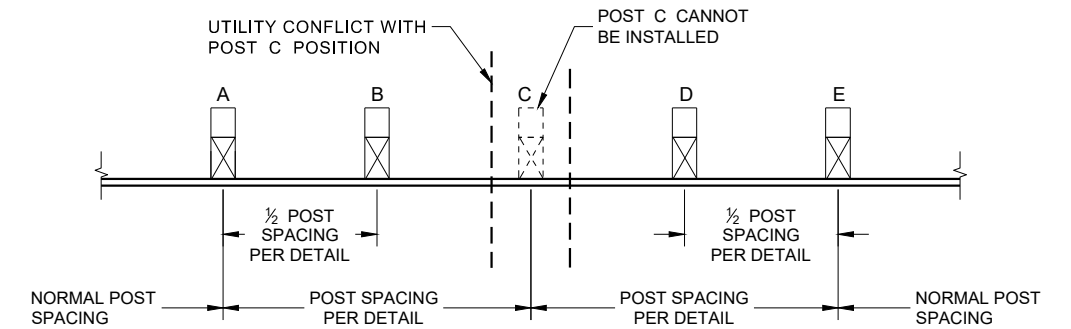
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



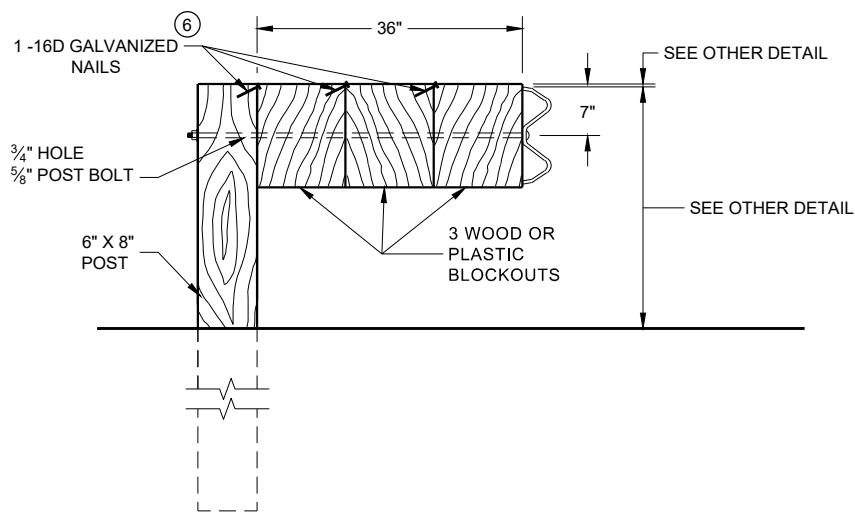
**ALTERNATE BOLT HEAD**



**PLAN VIEW  
BEAM LAPPING DETAIL**

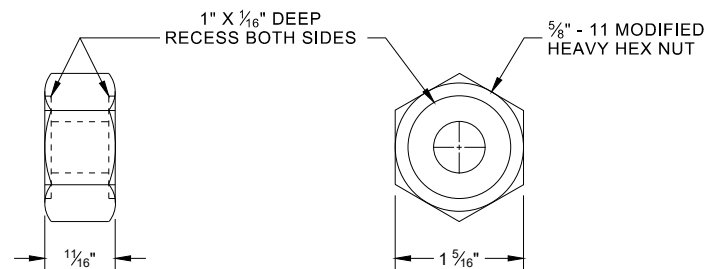


**POST DRIVING FOR CONTINUOUS  
UNDERGROUND OBSTRUCTION**

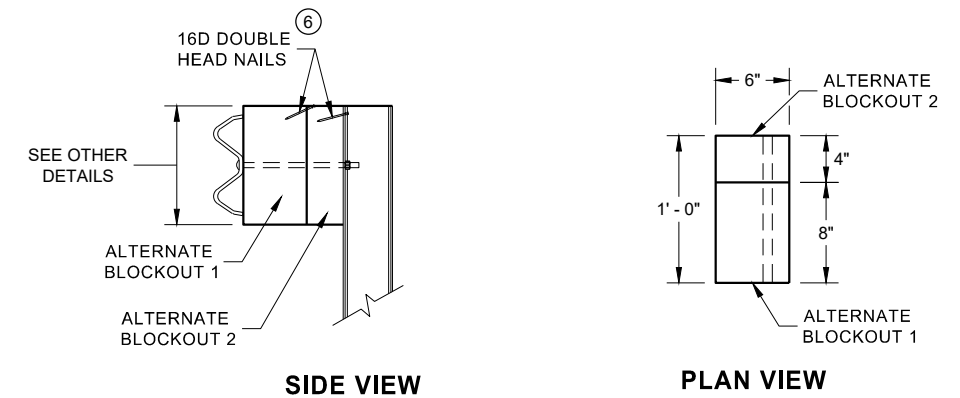


**DETAIL FOR 36" BLOCKOUT DEPTH**

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.



**POST BOLT, SPLICE BOLT  
AND RECESS NUT**

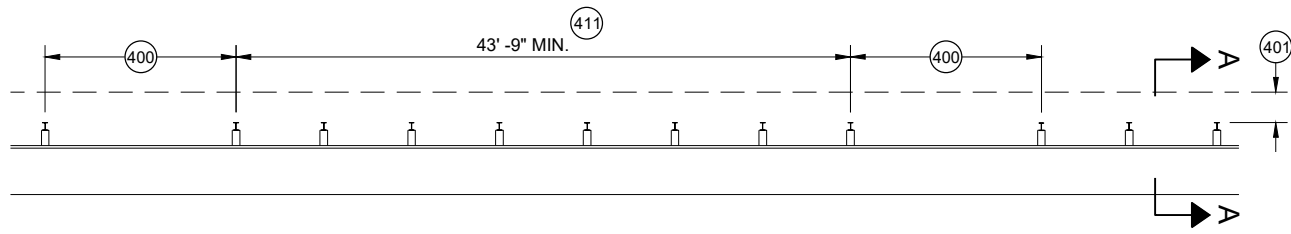


**ALTERNATE WOOD  
BLOCKOUT DETAIL**

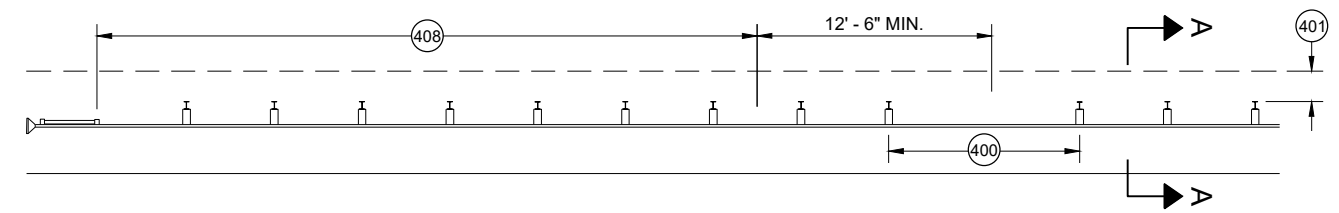
6 WHEN USING STEEL POST AND WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

**MIDWEST GUARDRAIL SYSTEM  
(MGS) GUARDRAIL**

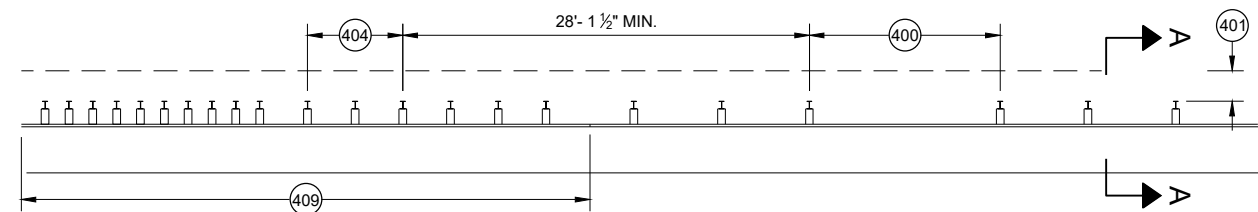
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



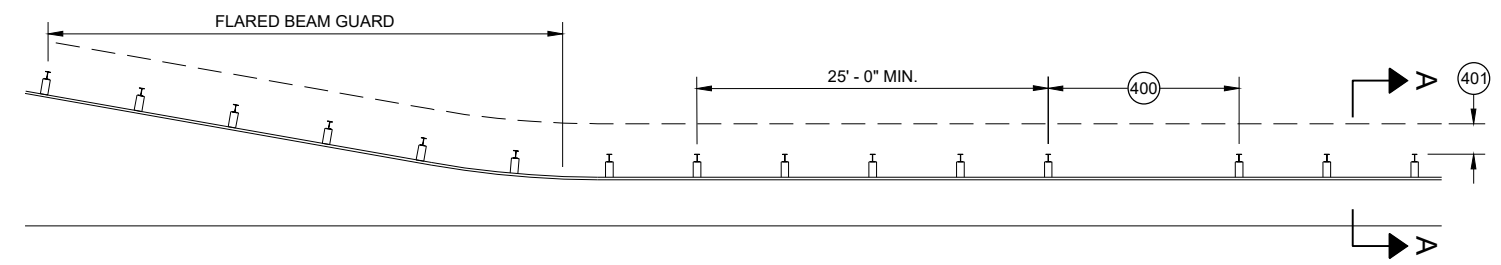
**MISSING POST IN MGS GUARDRAIL**



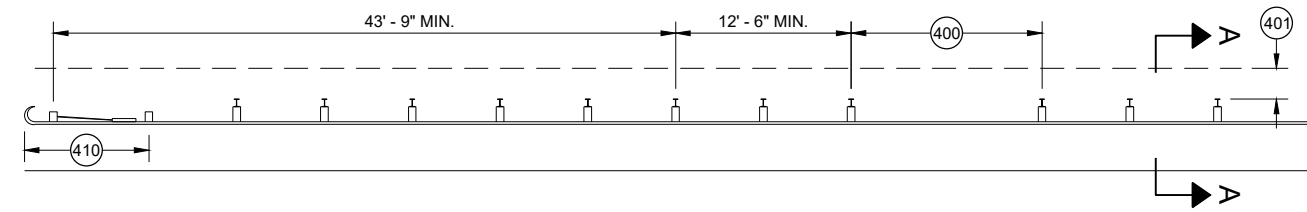
**MISSING POST IN MGS GUARDRAIL NEAR EAT**



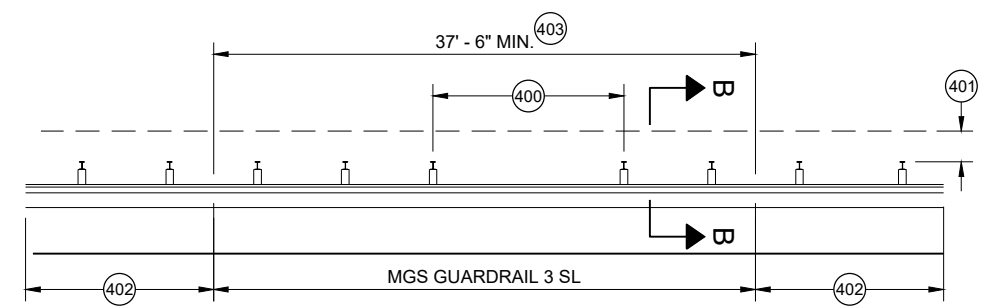
**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**



**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

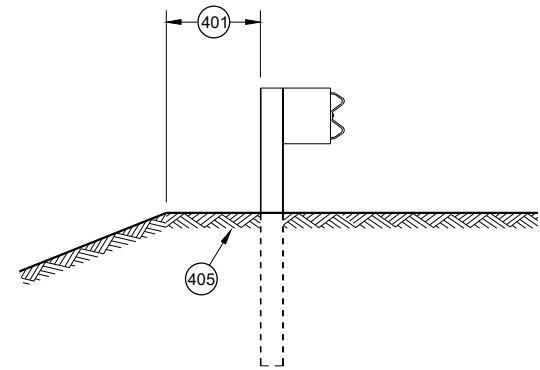


**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

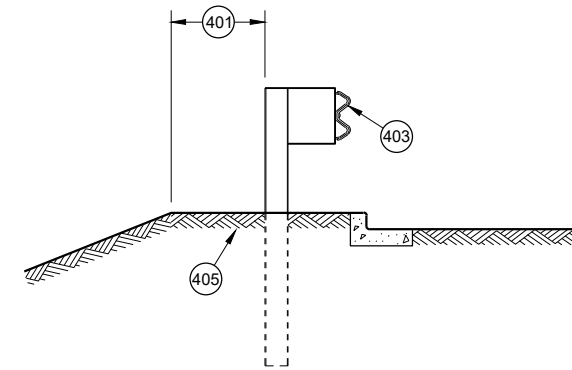


**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)**

- 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**



**SECTION B - B**

<b>MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2021 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	

**GENERAL NOTES**

- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE 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.

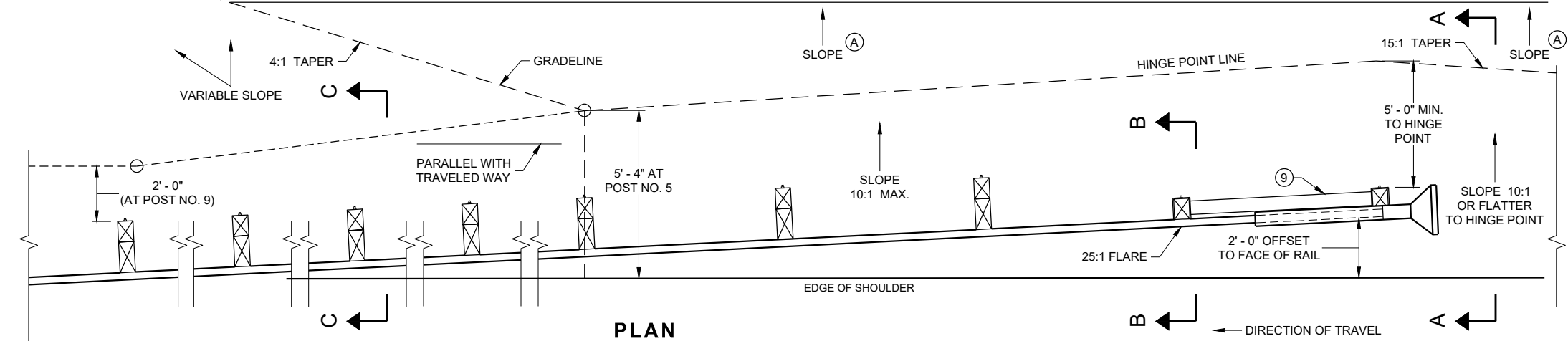
\* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

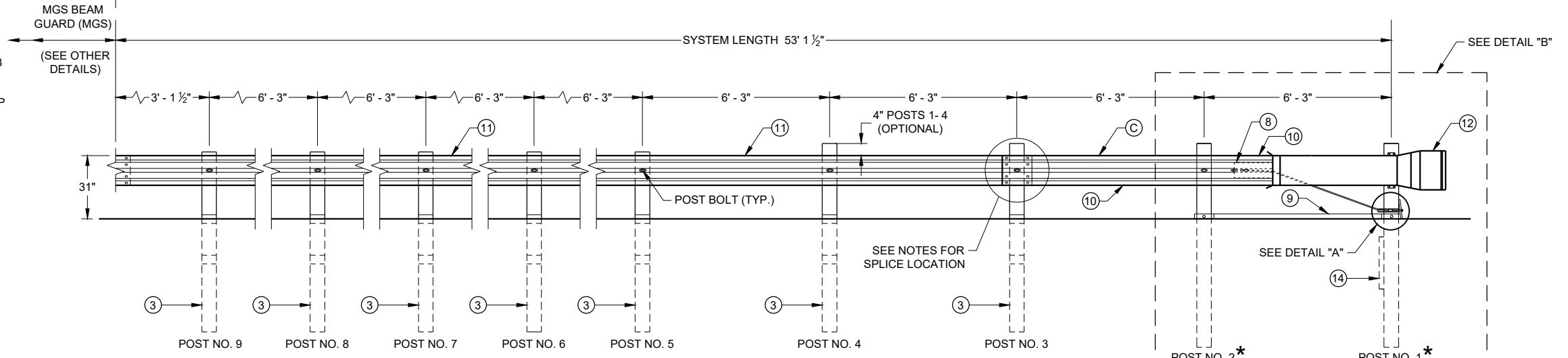
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 1/2" 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.

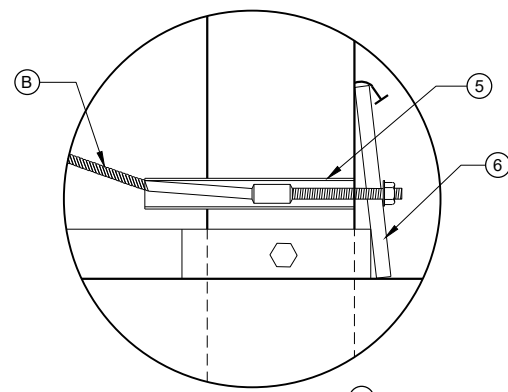
CLEAR ZONE LIMITS, EITHER AS SHOWN ELSEWHERE IN THE PLANS OR, IF NOT SHOWN ELSEWHERE IN THE PLANS, 15 FEET BEYOND THE HINGE POINT LINE



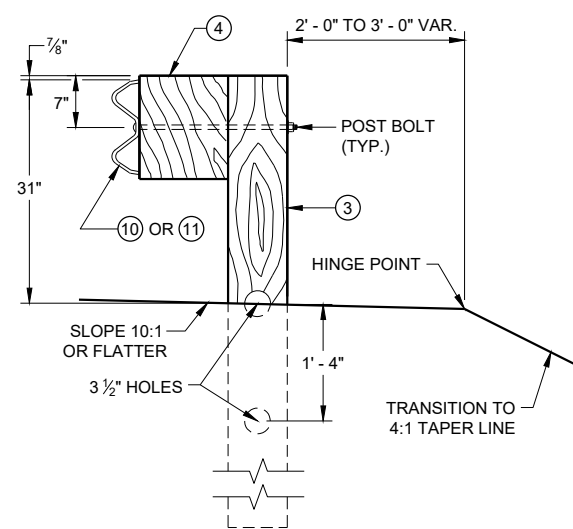
**PLAN**



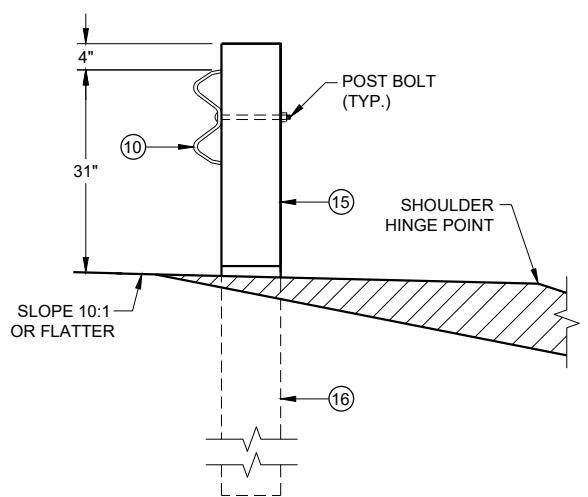
**ELEVATION**



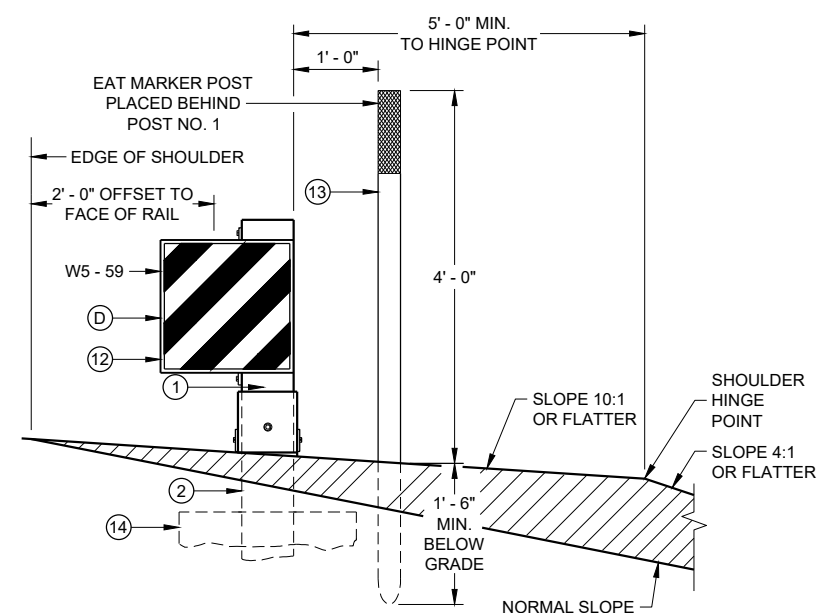
**DETAIL "A"**



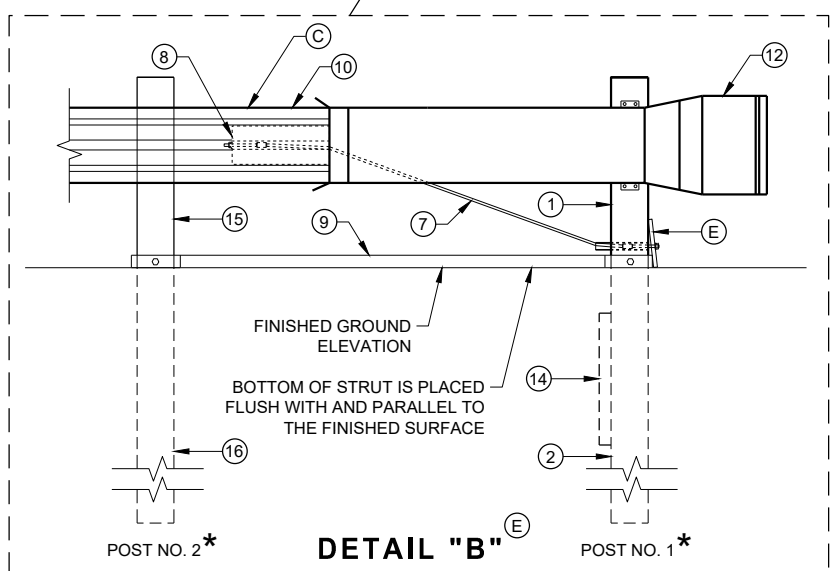
**SECTION C - C  
TYPICAL AT POST NOS. 3 - 9**



**SECTION B - B  
TYPICAL AT POST NO. 2\***



**SECTION A - A  
TYPICAL AT POST NO. 1\***



**DETAIL "B"**

**MIDWEST GUARDRAIL SYSTEM  
ENERGY ABSORBING TERMINAL  
(MGS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

6

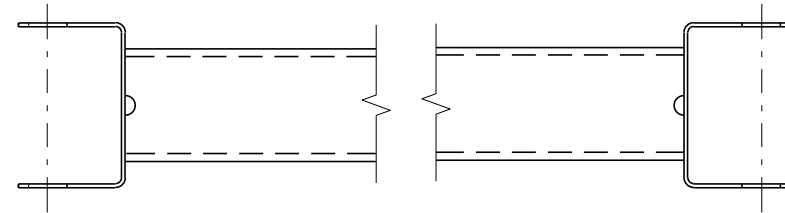
6

SDD 14B44 - 04a

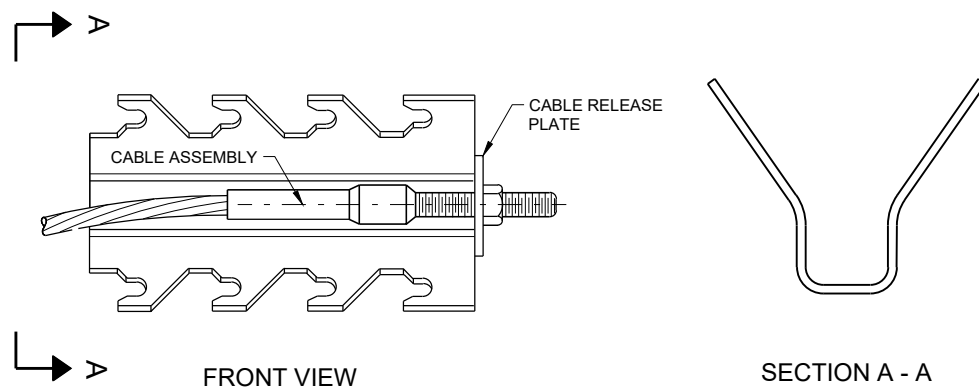
SDD 14B44 - 04a

**BILL OF MATERIALS**

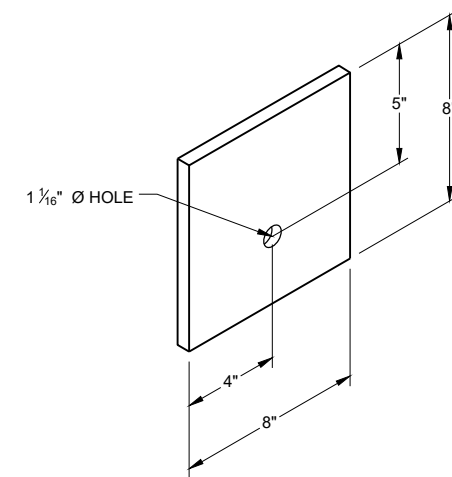
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL 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 GROUND STRUT** ⑨ ⑤



**GENERIC ANCHOR CABLE BOX** ⑨ ⑤



**BEARING PLATE** ⑥ ⑤

6

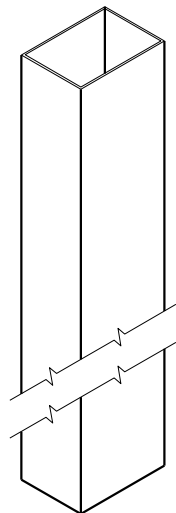
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SDD 14B44 - 04b

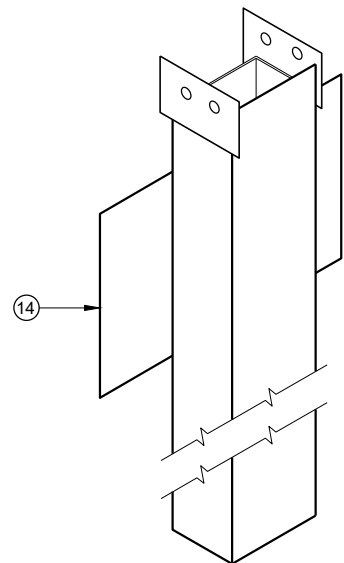
SDD 14B44 - 04b

**MIDWEST GUARDRAIL SYSTEM  
ENERGY ABSORBING TERMINAL  
(MGS)**

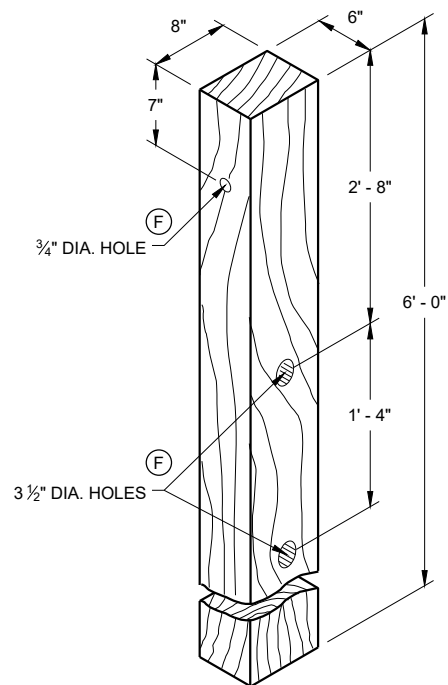
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



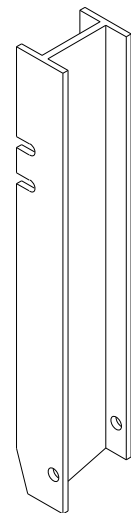
UPPER POST NO. 1 <sup>(1)</sup> (E)



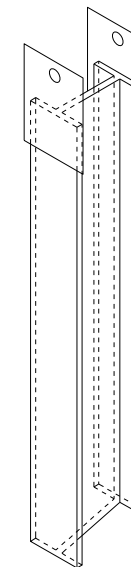
LOWER POST NO. 1 <sup>(2)</sup> (E)



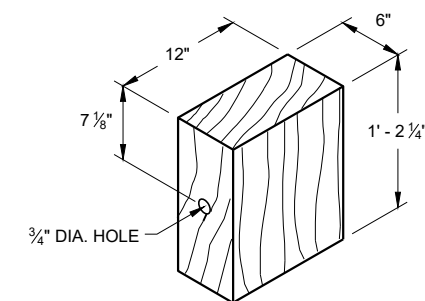
WOOD CRT POST <sup>(3)</sup> (E)  
POSTS NUMBER 3-9



UPPER POST NO. 2 <sup>(15)</sup> (E)

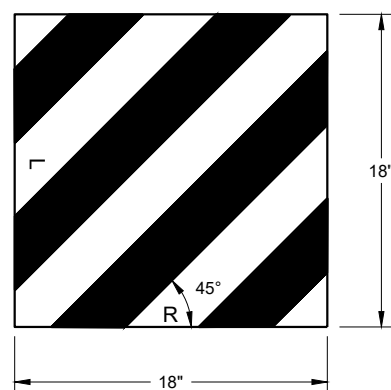


LOWER POST NO. 2 <sup>(16)</sup> (E)



WOOD BLOCKOUT <sup>(4)</sup>  
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

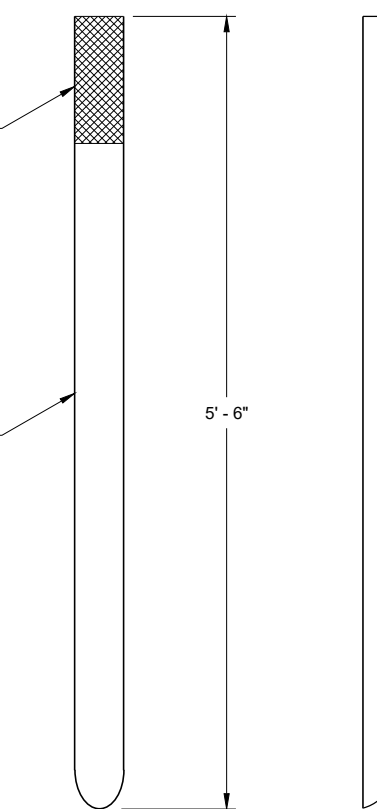
6



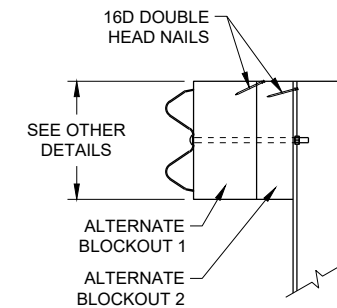
W5 - 59  
REFLECTIVE SHEETING DETAIL <sup>(E)</sup>

TYPE H  
YELLOW REFLECTIVE  
SHEETING 3" X 9".  
SEE STANDARD  
SPECIFICATION 637.

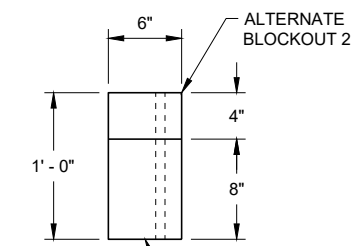
E.A.T. MARKER  
POST (YELLOW)



FRONT VIEW SIDE VIEW  
E.A.T. MARKER POST <sup>(13)</sup>



SIDE VIEW



TOP VIEW

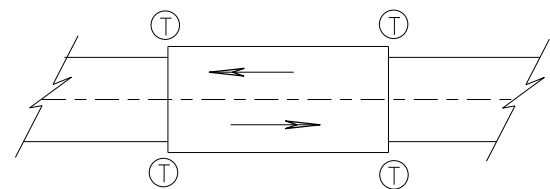
ALTERNATE WOOD  
BLOCKOUT DETAIL

6

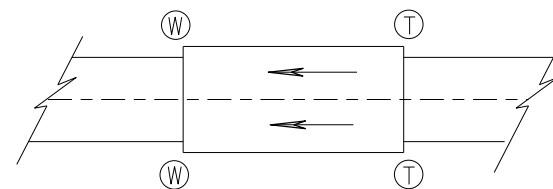
**MIDWEST GUARDRAIL SYSTEM  
ENERGY ABSORBING TERMINAL  
(MGS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
7/2018 DATE /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT  
UNIT SUPERVISOR



**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**

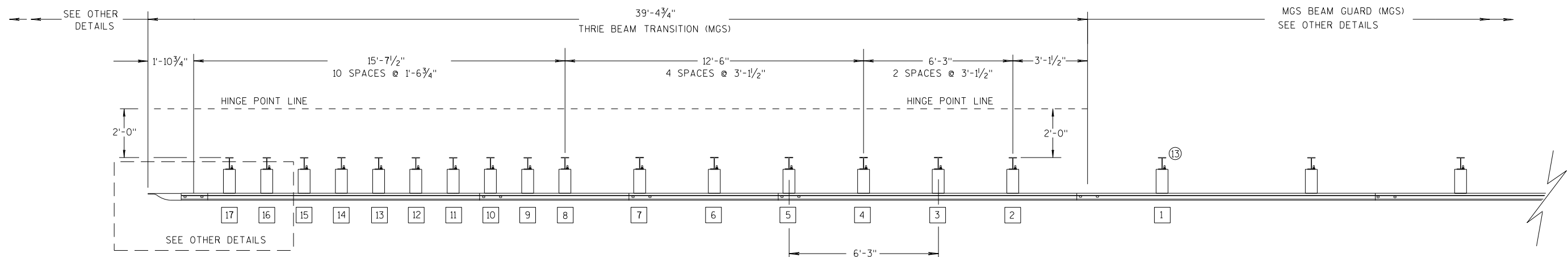
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

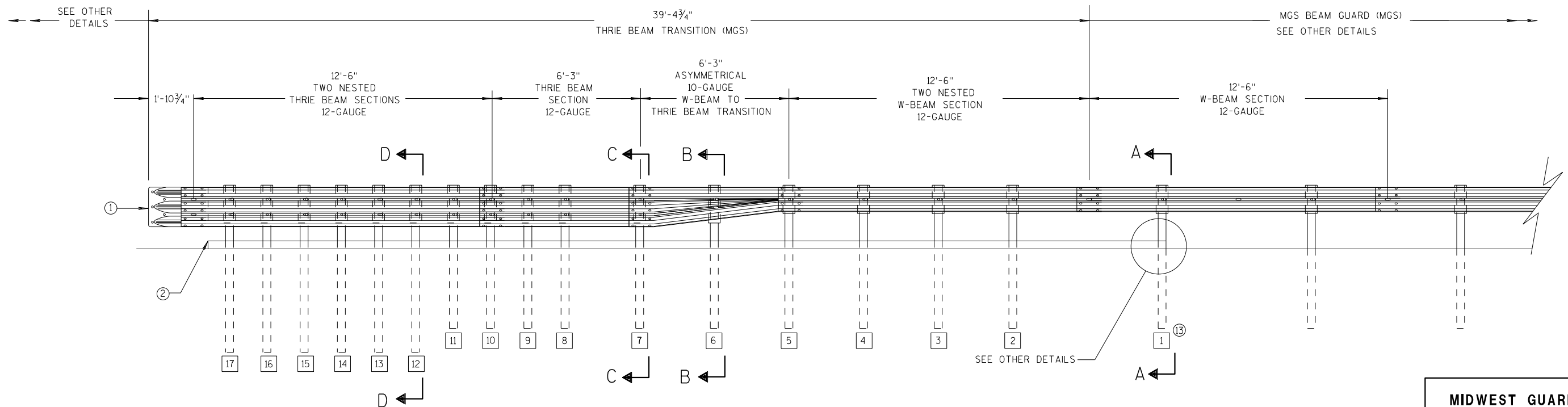
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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**

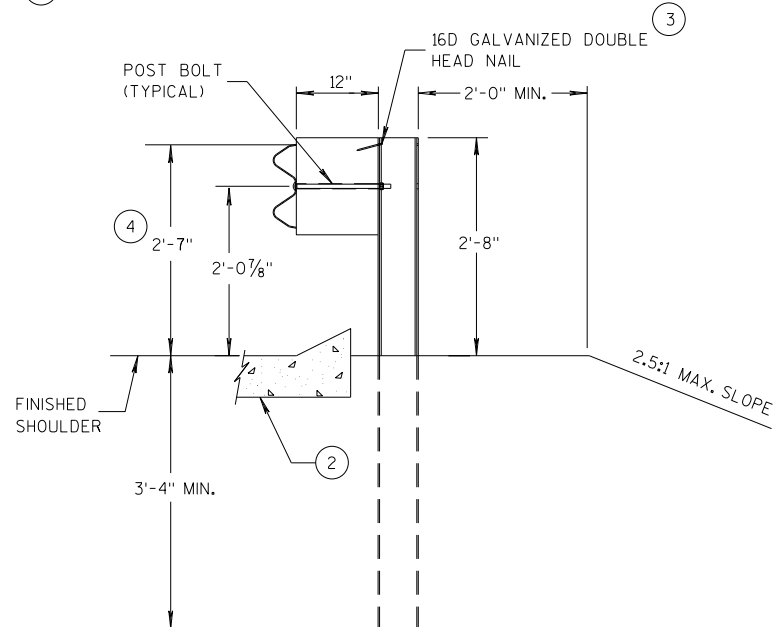
**MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION**

**MIDWEST GUARDRAIL SYSTEM  
THRIE BEAM TRANSITION (MGS)**

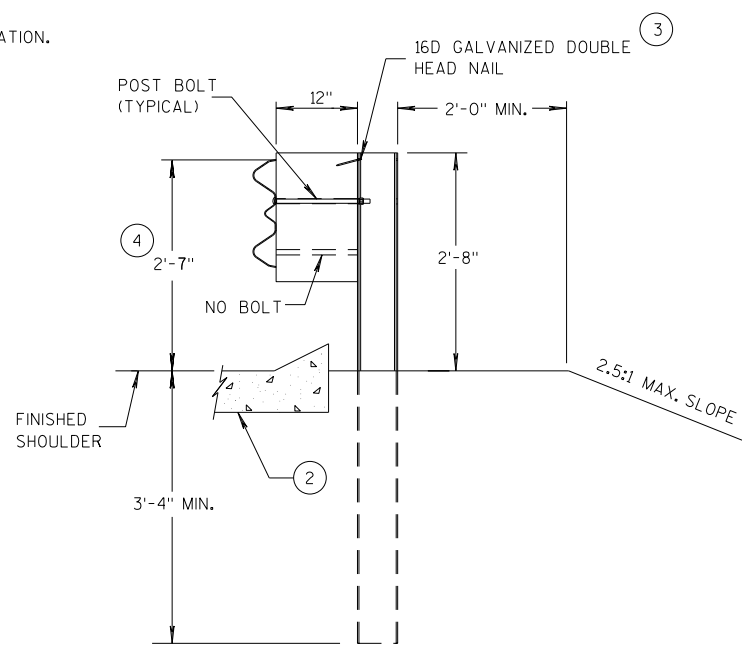
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

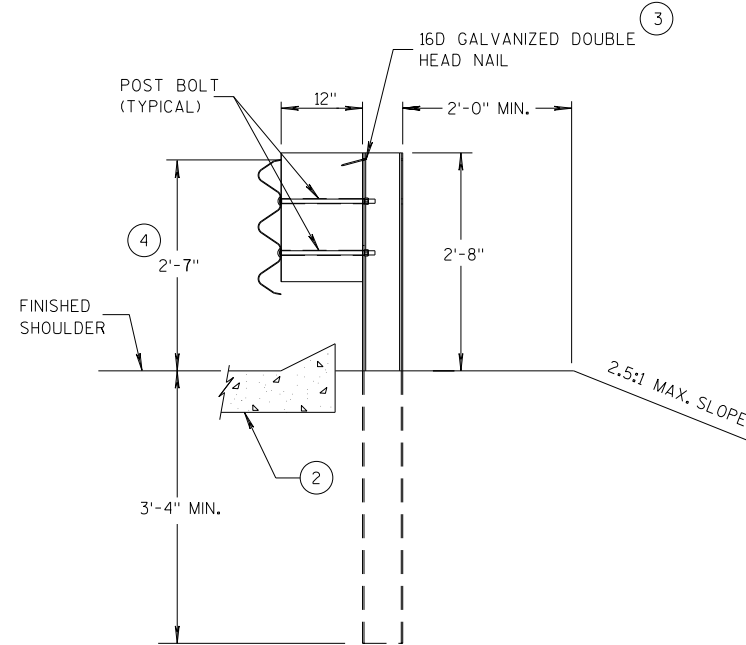
- ② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- ③ WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- ④ TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".
- ⑬ STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



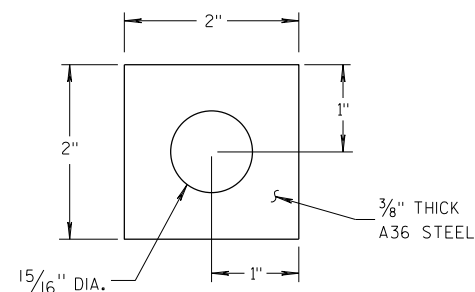
**SECTION A-A  
POSTS 1-5**



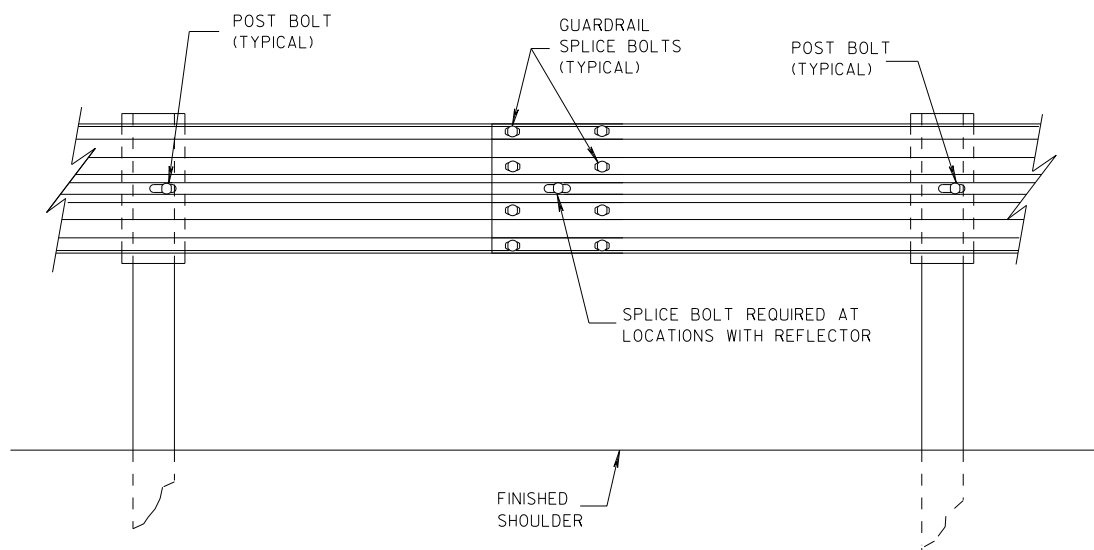
**SECTION B-B  
POST 6**



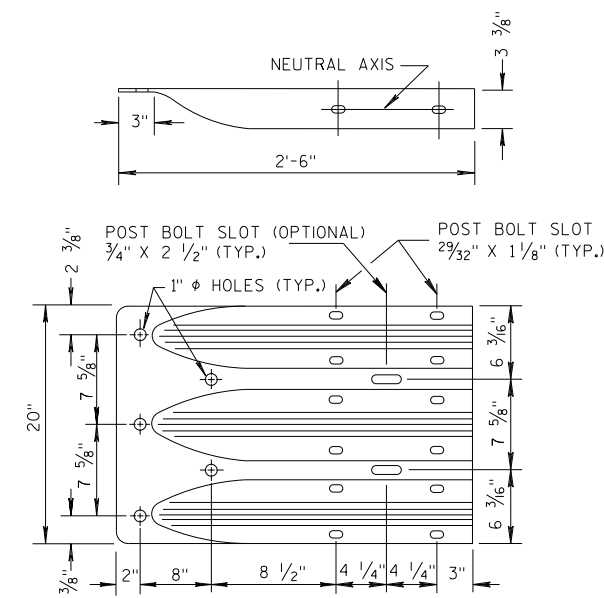
**SECTION C-C  
POSTS 7-11**



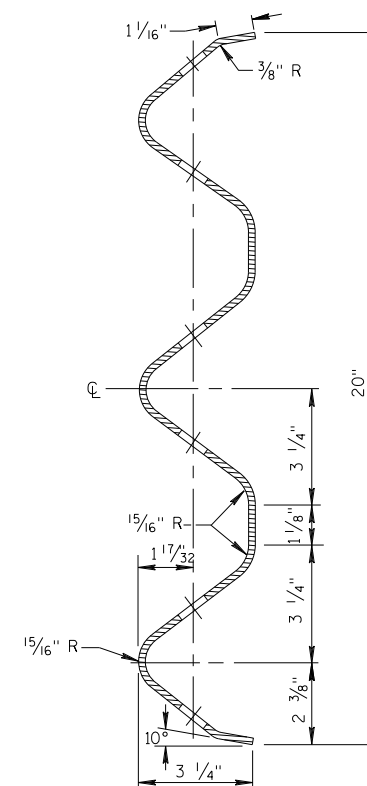
**PLATE WASHER DETAIL**



**SPLICE DETAIL**



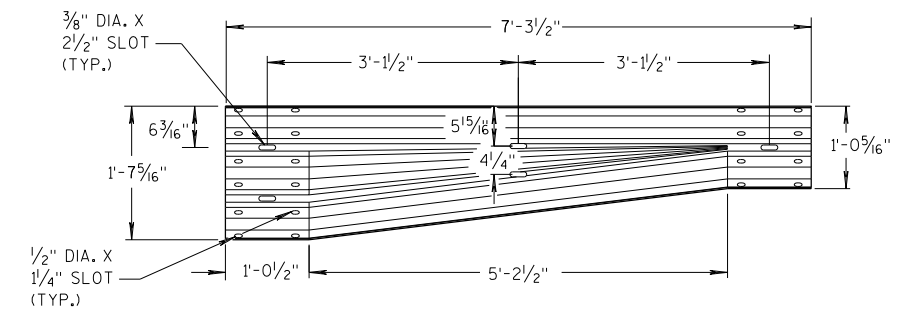
**THRIE BEAM  
TERMINAL CONNECTOR**



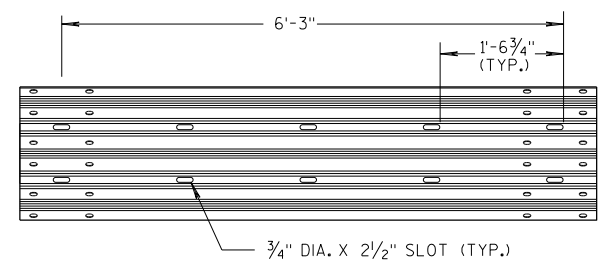
**SECTION THRU THRIE  
BEAM RAIL ELEMENT**

**MIDWEST GUARDRAIL SYSTEM  
THRIE BEAM TRANSITION (MGS)**

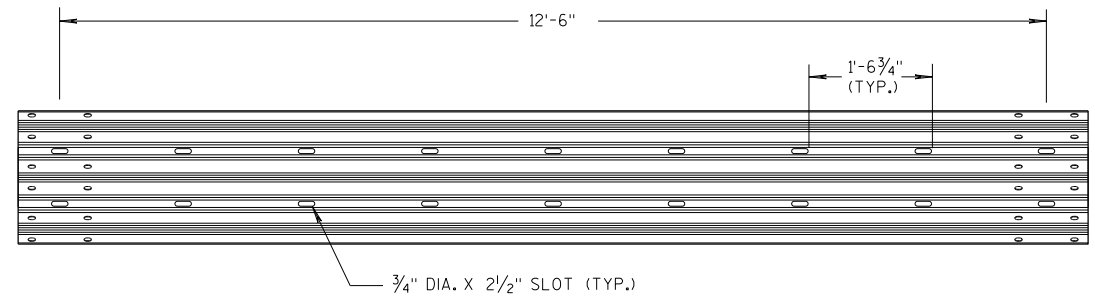
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



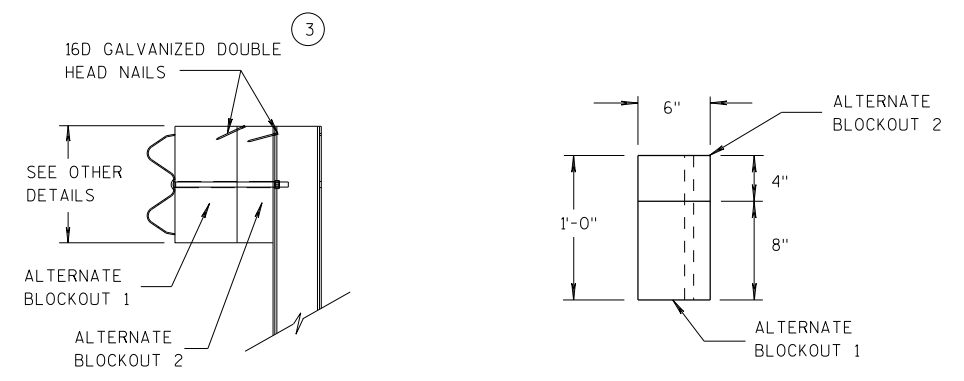
**W-BEAM TO THRIE BEAM TRANSITION SECTION**



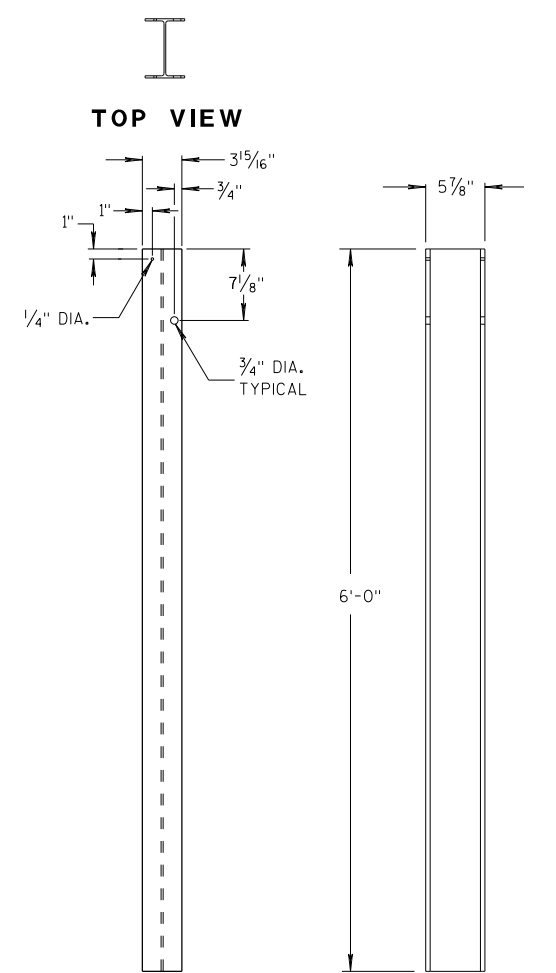
**6'-3\"/>**



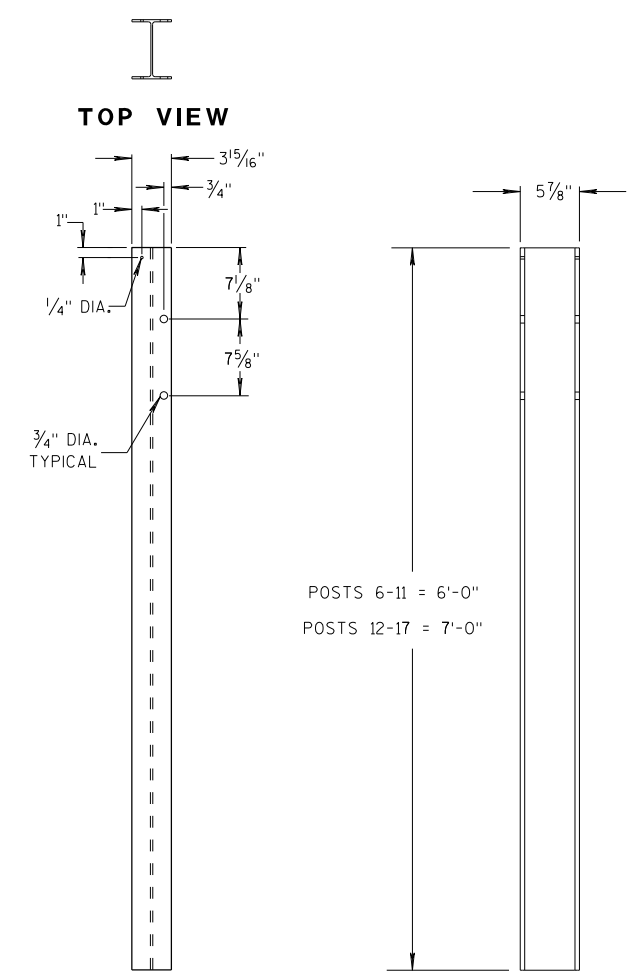
**12'-6\"/>**



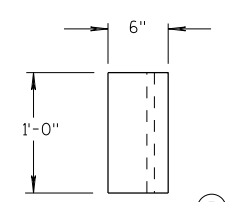
**ALTERNATE WOOD BLOCKOUT DETAIL**



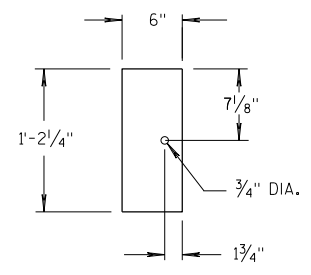
**STEEL POSTS 1-5**



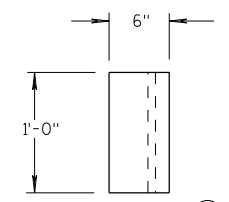
**STEEL POSTS 6-17**



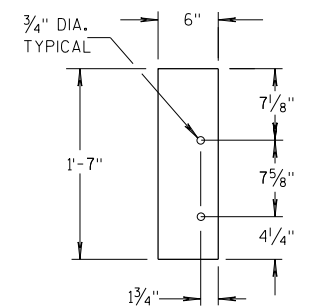
**TOP VIEW**



**BLOCKOUT POSTS 1-5**



**TOP 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 TRANSPORTATION

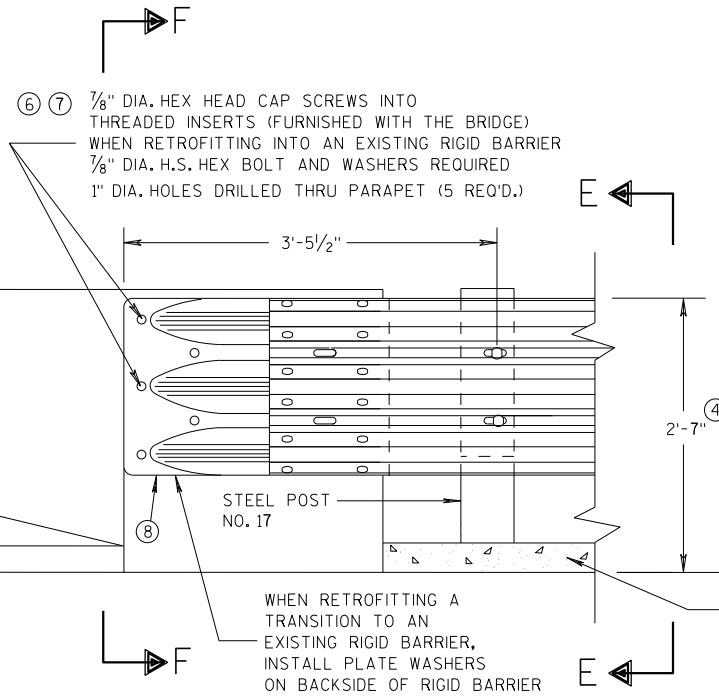
6

6

S.D.D. 14 B 45-5c

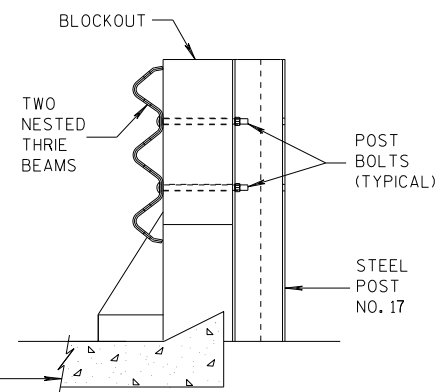
S.D.D. 14 B 45-5c





FRONT VIEW

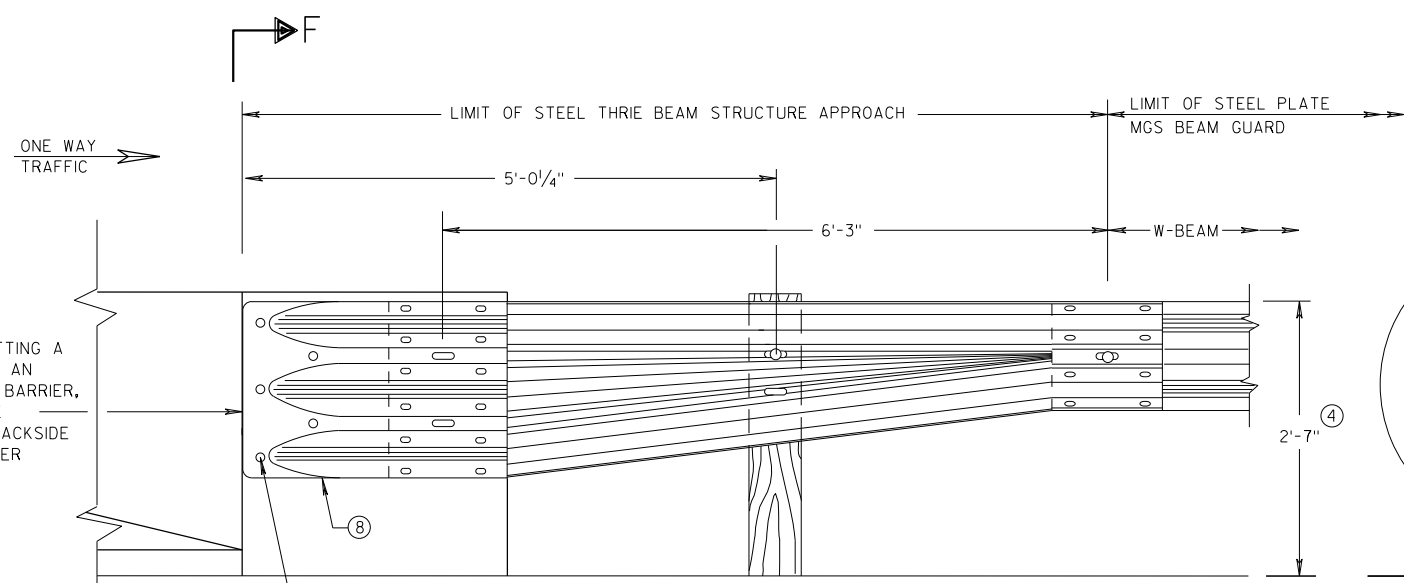
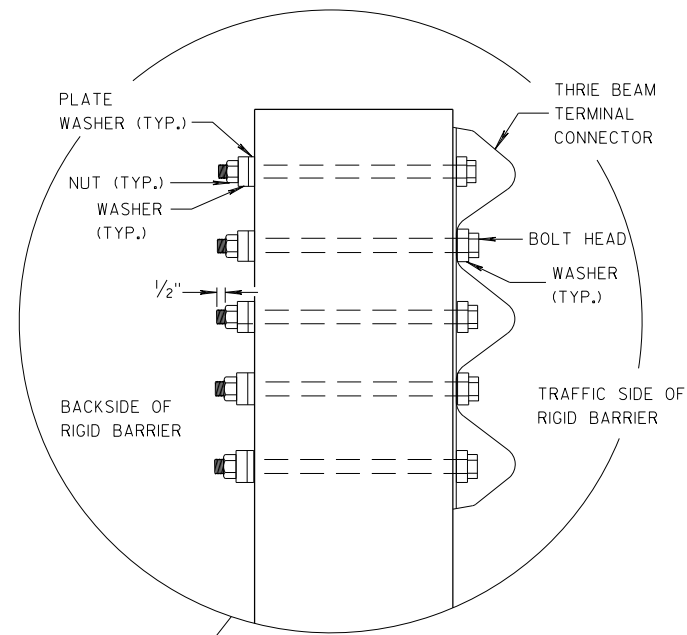
**THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS**



SECTION E-E

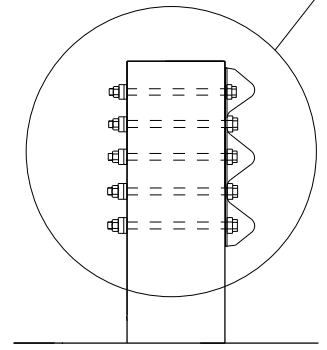
**GENERAL NOTES**

- THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION 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  $\pm 1"$ .
- (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".

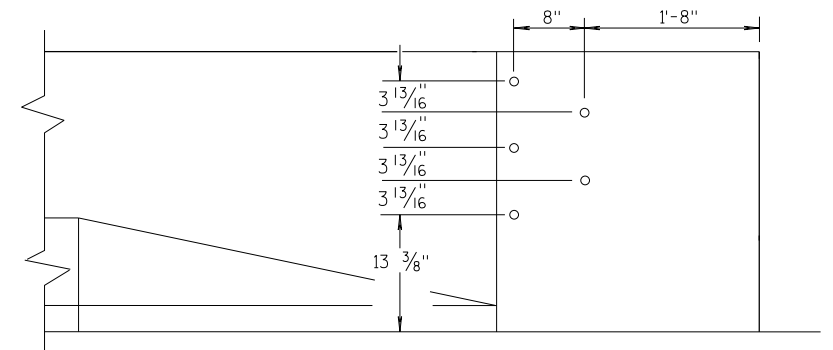


FRONT VIEW

**W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS  
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)**



SECTION F-F



DRILL HOLE LOCATION

6

6

S.D.D. 14 B 45-5d

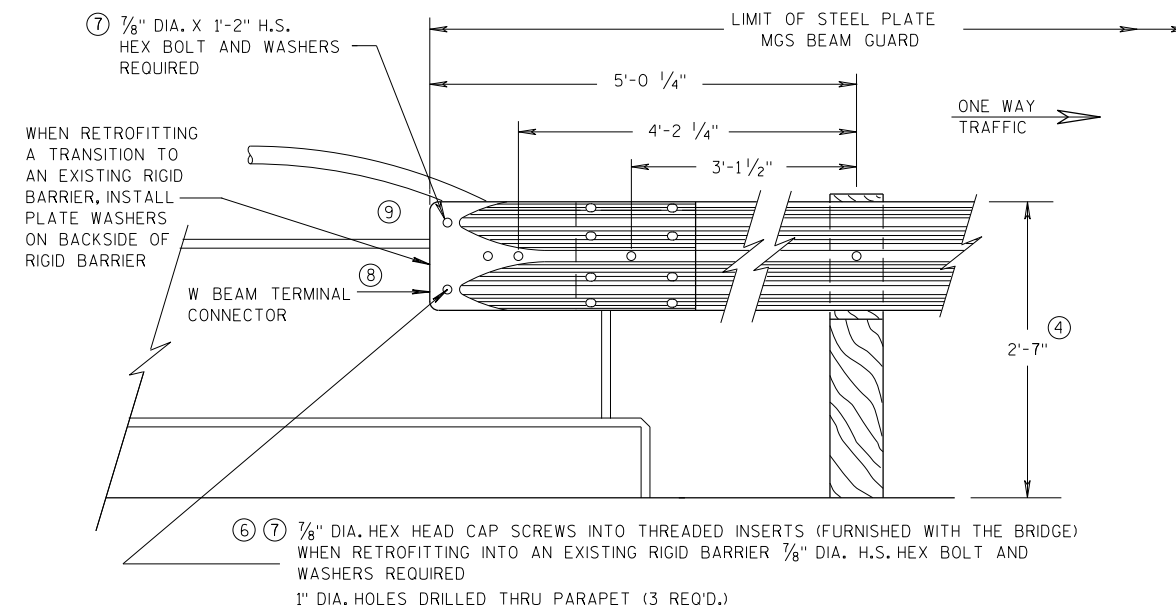
S.D.D. 14 B 45-5d

<b>MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 07/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

## GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

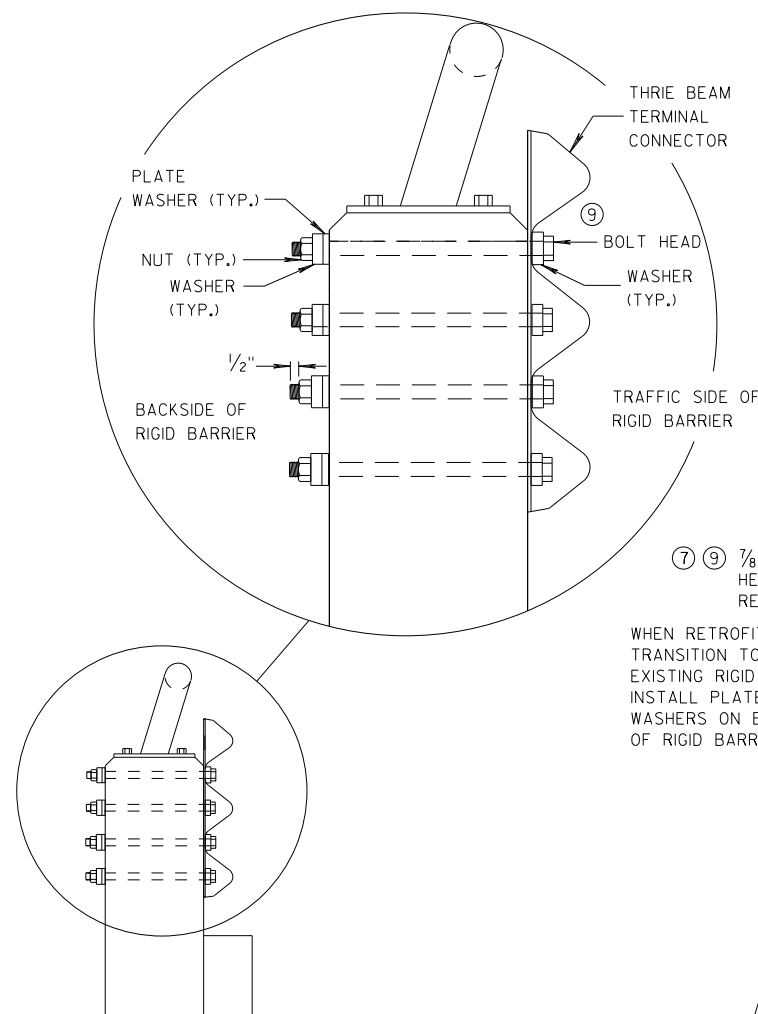
- ② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- ④ TOLERANCE FOR TOP OF BEAM IS  $\pm 1"$ .
- ⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
- ⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH 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".
- 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.



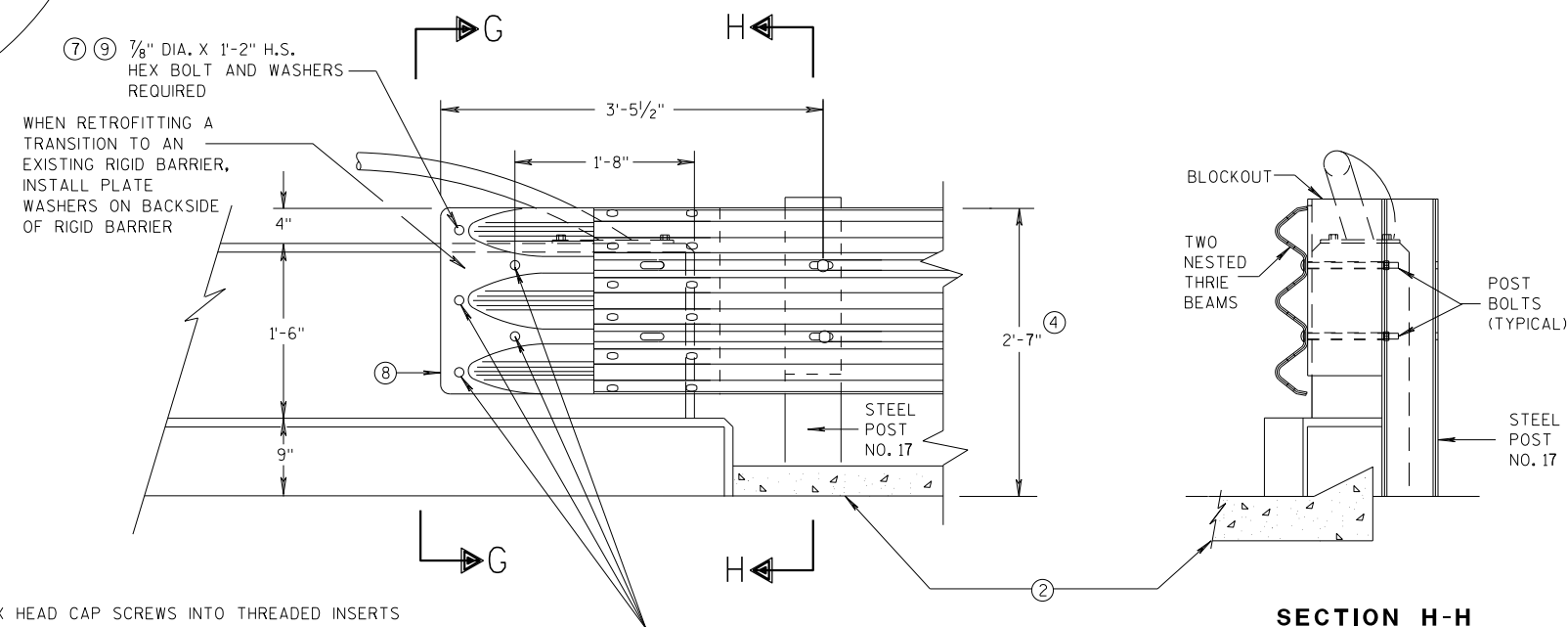
FRONT VIEW

### W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION G-G



FRONT VIEW

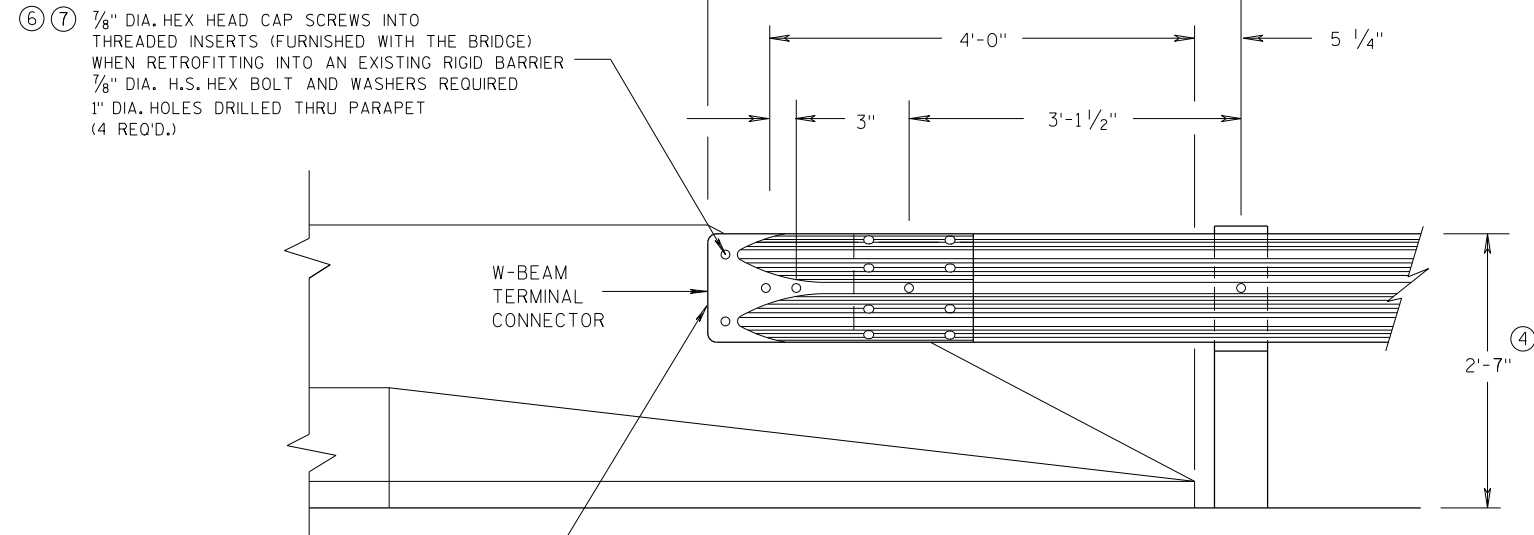
### THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM  
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
07/2018 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
FHWA UNIT SUPERVISOR

ONE WAY  
TRAFFIC



FRONT VIEW

**W BEAM CONNECTION TO  
PARAPETS WITH SLOPED ENDS**

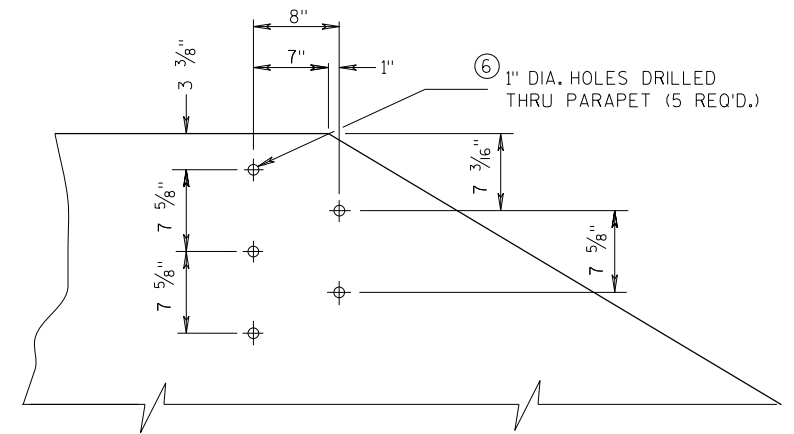
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

WHEN RETROFITTING A TRANSITION  
TO AN EXISTING RIGID BARRIER,  
INSTALL PLATE WASHERS ON  
BACKSIDE OF RIGID BARRIER.

⑥ ⑦ 7/8" DIA. HEX HEAD CAP SCREWS INTO  
THREADED INSERTS (FURNISHED WITH THE BRIDGE)  
WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER  
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED  
1" DIA. HOLES DRILLED THRU PARAPET  
(4 REQ'D.)

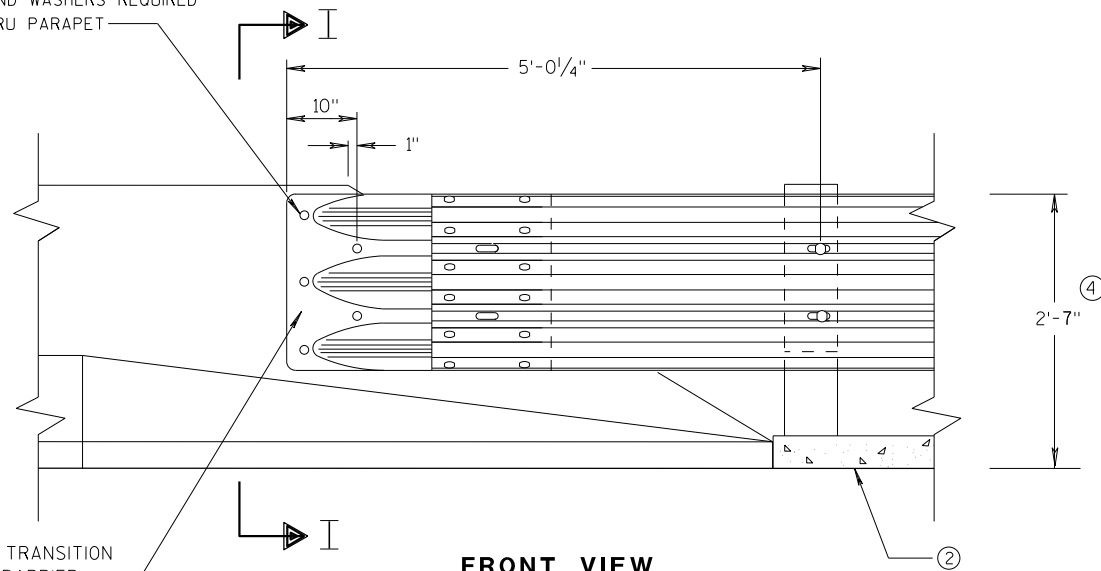
**GENERAL NOTES**

- ② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- ④ TOLERANCE FOR TOP OF BEAM IS  $\pm 1"$ .
- 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

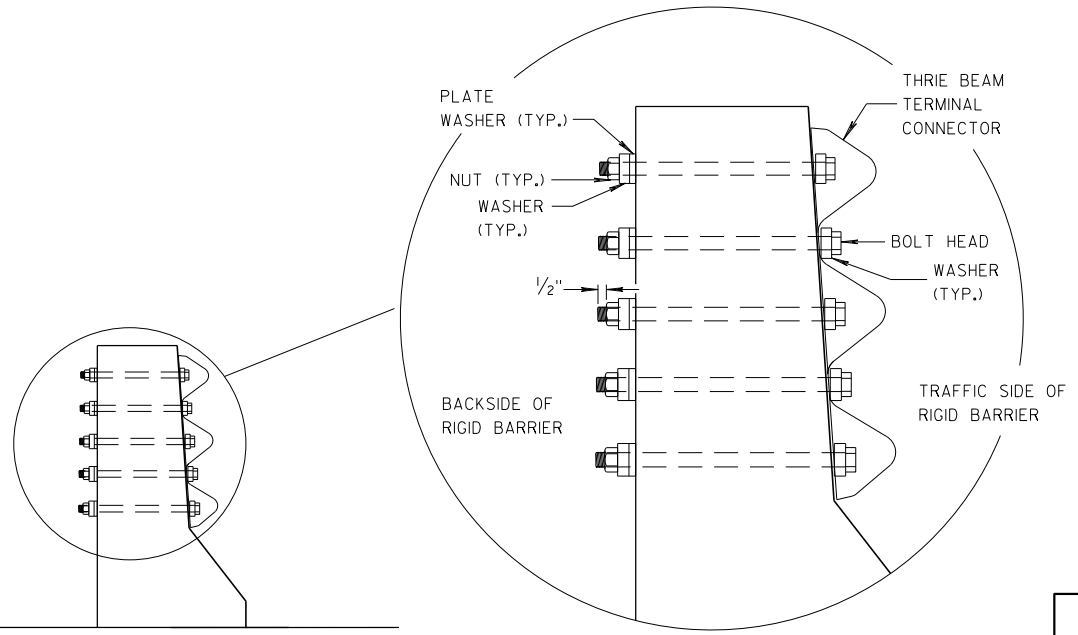
⑥ ⑦ 7/8" DIA. HEX HEAD CAP SCREWS INTO  
THREADED INSERTS (FURNISHED WITH THE BRIDGE)  
WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER  
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED  
1" DIA. HOLES DRILLED THRU PARAPET  
(5 REQ'D.)



FRONT VIEW

**THRIE BEAM CONNECTION TO BRIDGE  
PARAPETS WITH SLOPED ENDS**

WHEN RETROFITTING A TRANSITION  
TO AN EXISTING RIGID BARRIER,  
INSTALL PLATE WASHERS ON  
BACKSIDE OF RIGID BARRIER.

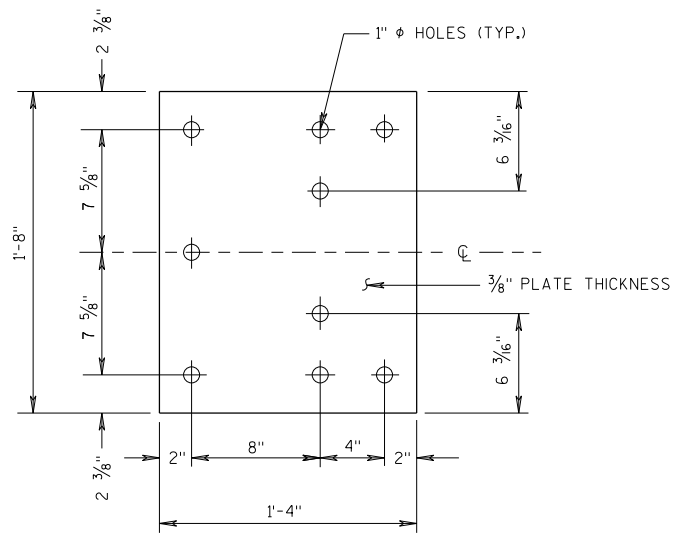


SECTION I-I

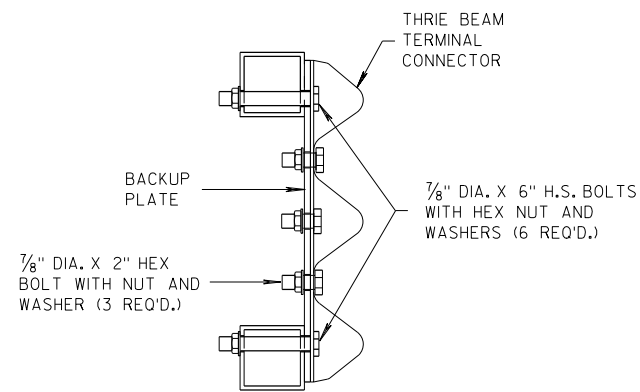
**MIDWEST GUARDRAIL SYSTEM  
THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

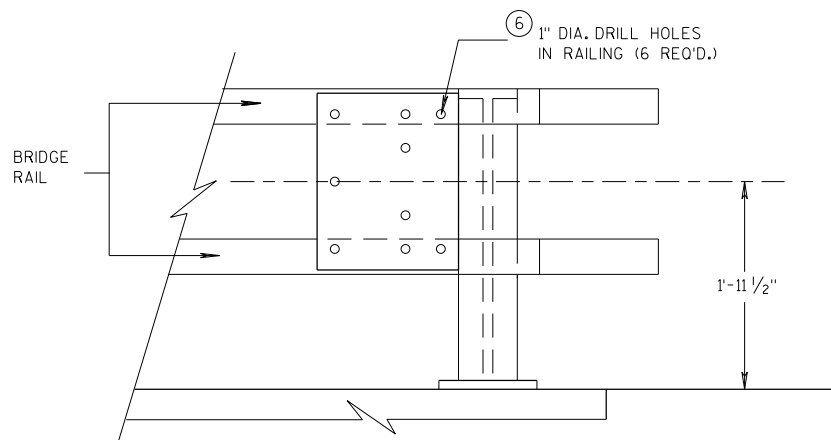
APPROVED  
DATE 07/2018 /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT  
UNIT SUPERVISOR  
FHWA



**BACK-UP PLATE DETAIL**



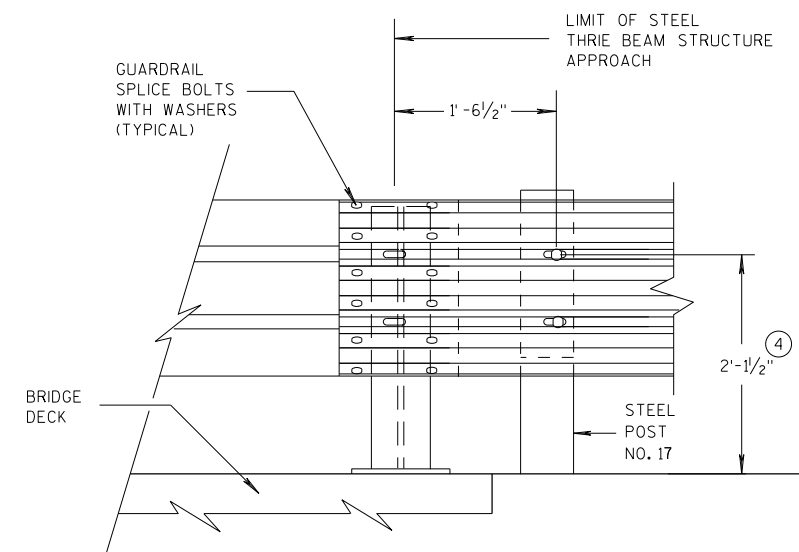
**SECTION J-J**



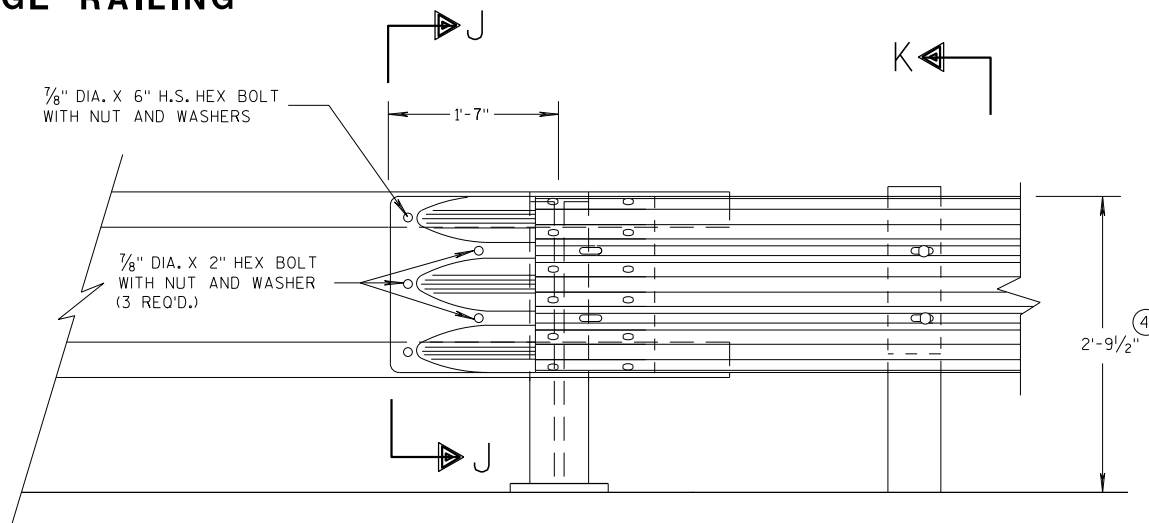
**BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING**

**GENERAL NOTES**

- ④ TOLERANCE FOR TOP OF BEAM IS  $\pm 1'$ .
- ⑥ DRILLING HOLES THROUGH THE PAPER, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

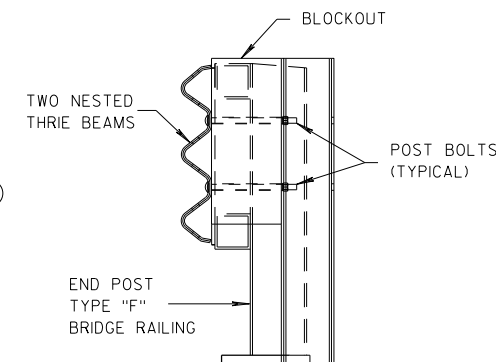


**FRONT VIEW  
THRIE BEAM CONNECTION TO  
STEEL RAILING TYPE "W"**



**FRONT VIEW**

**THRIE BEAM CONNECTION TO  
TUBULAR RAILING TYPE "F"**



**SECTION K-K**

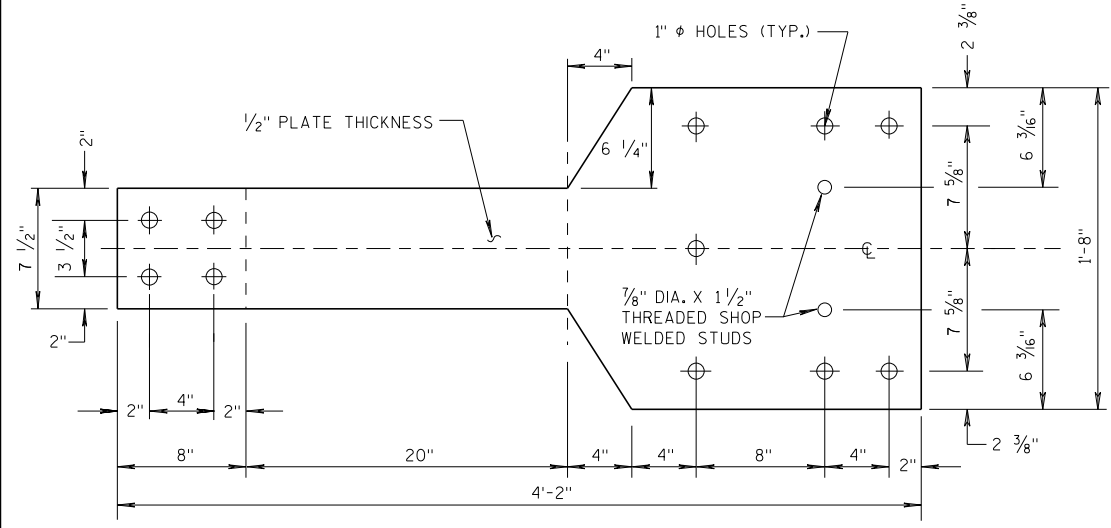
<b>MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 07/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

6

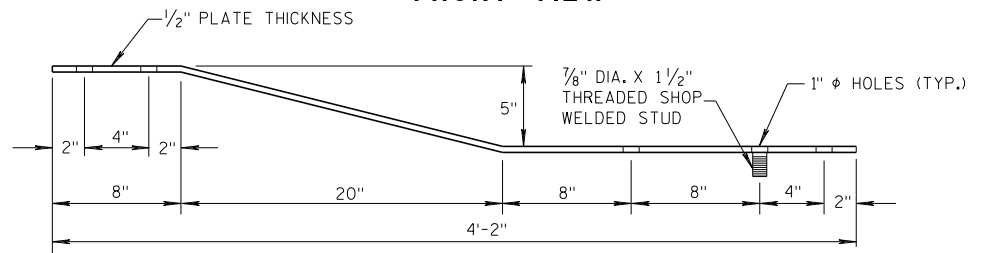
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**GENERAL NOTES**

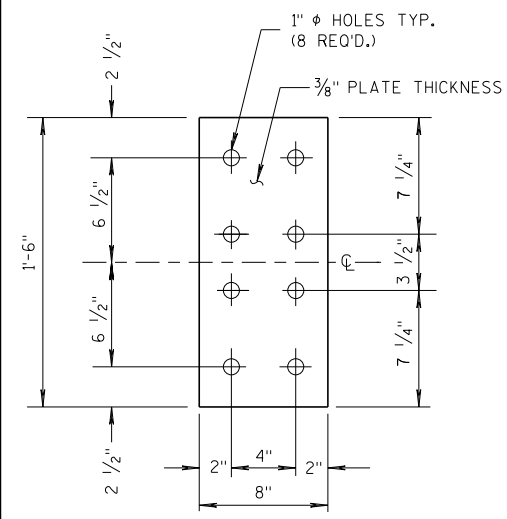
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



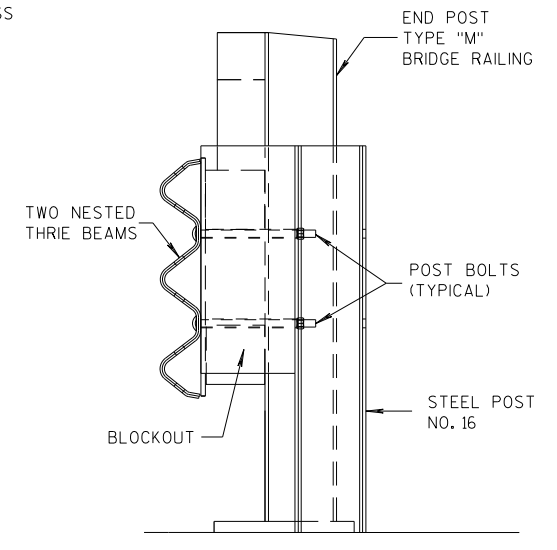
**FRONT VIEW**



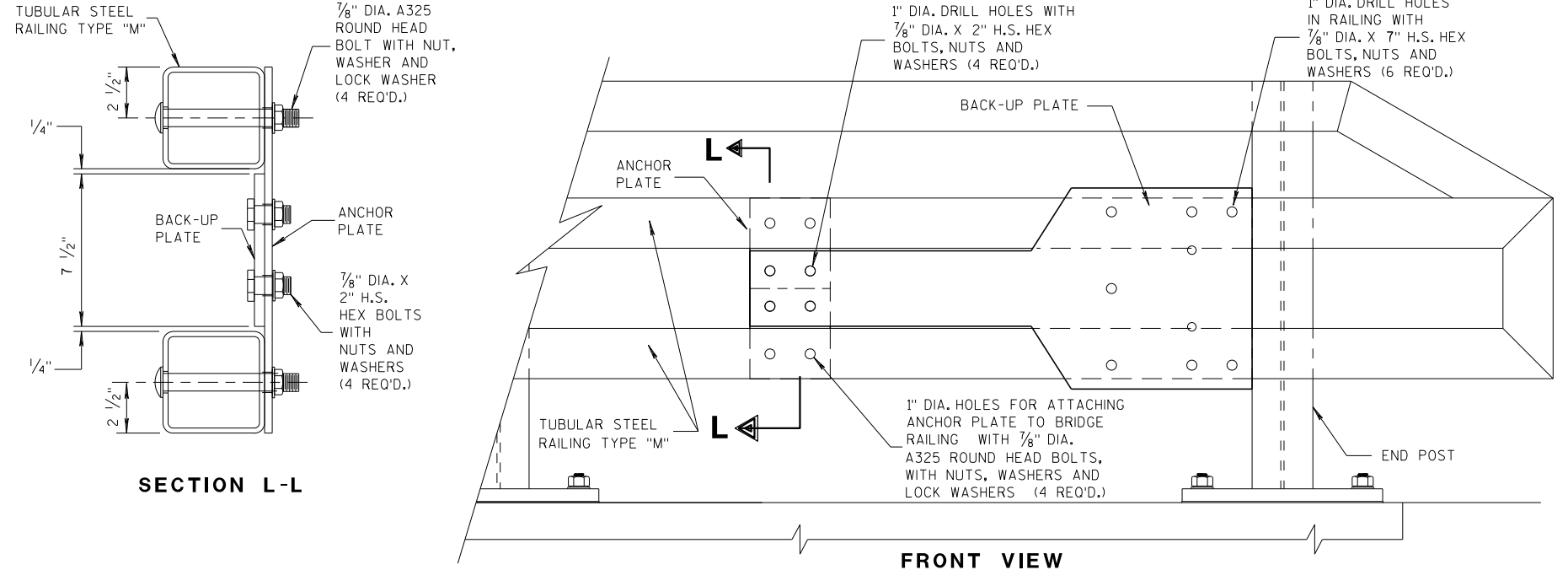
**PLAN VIEW  
BACK-UP PLATE DETAIL, TYPE "M"**



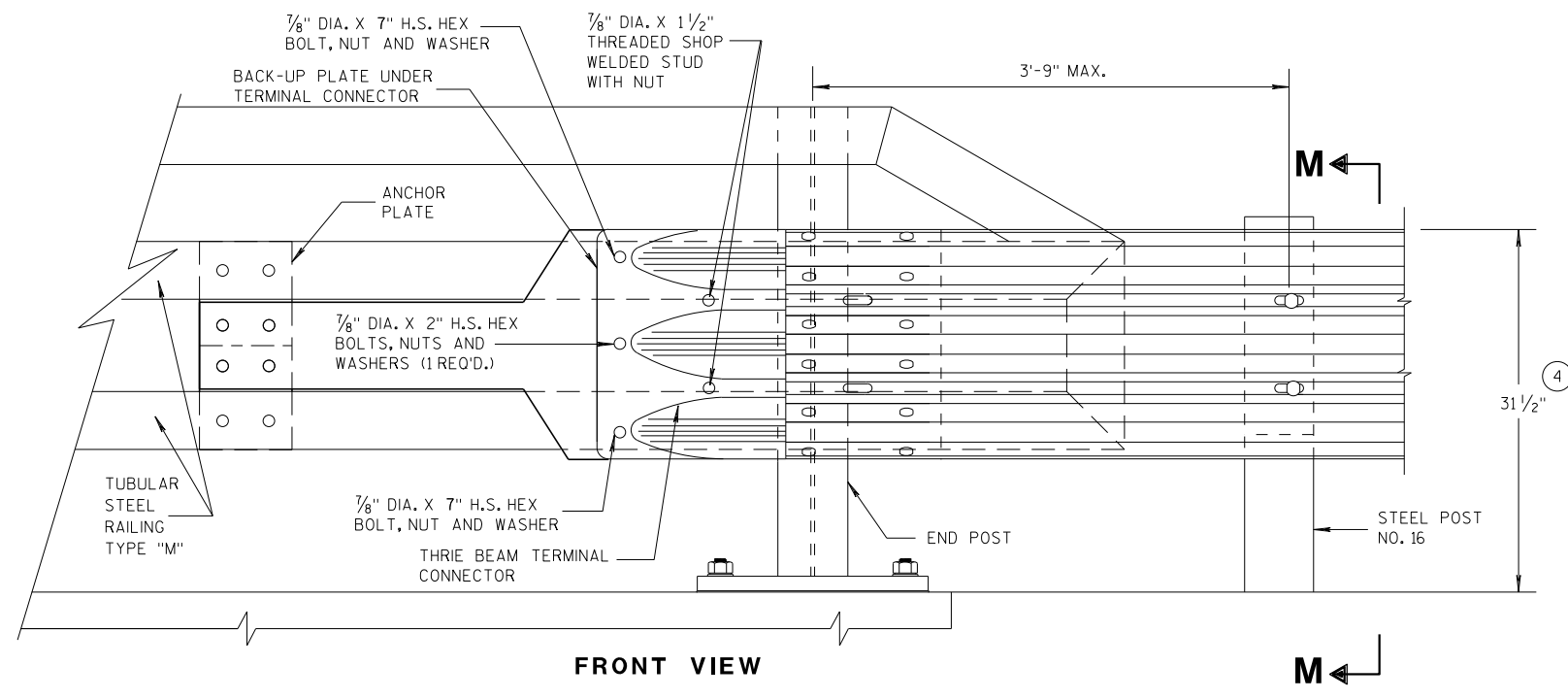
**FRONT VIEW  
ANCHOR PLATE DETAIL, TYPE "M"**



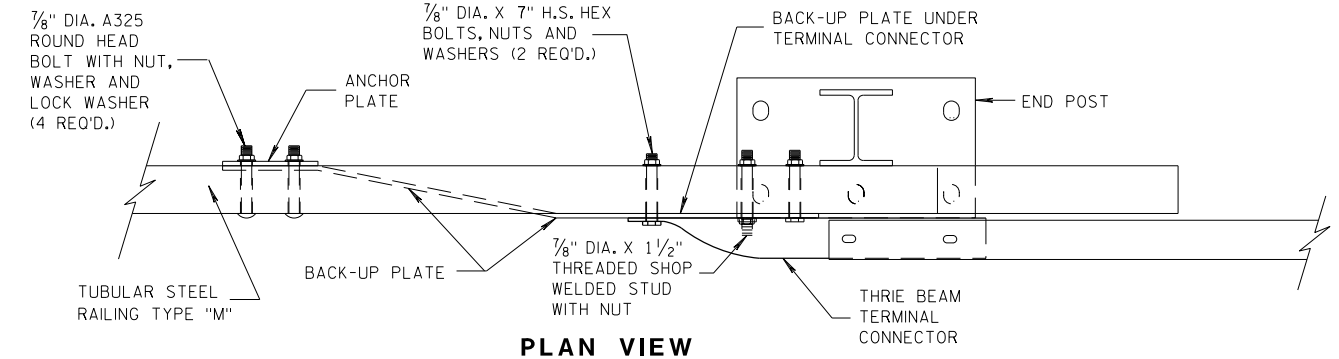
**SECTION M-M**



**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)**

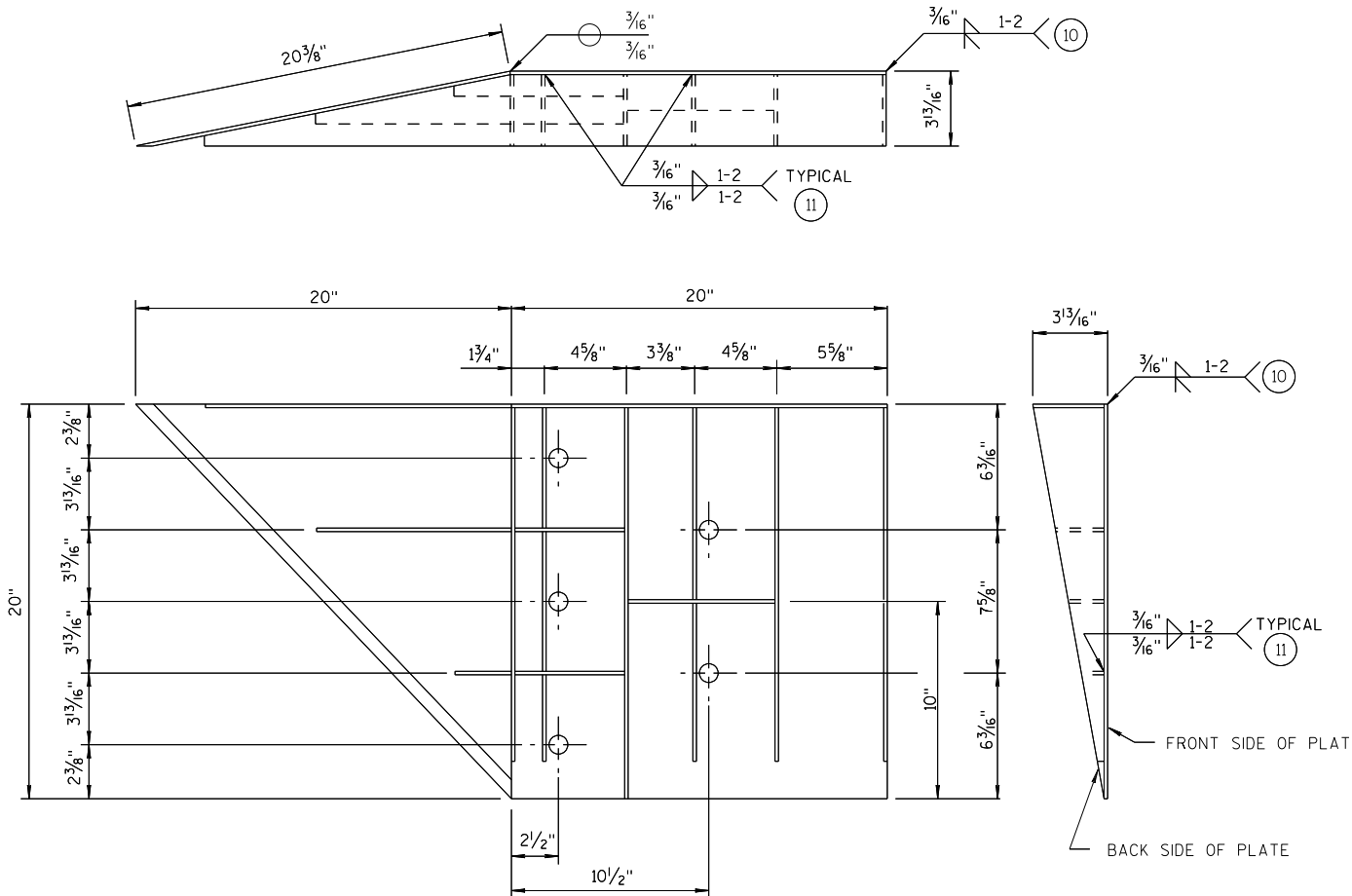
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE 07/2018 /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR  
FHWA

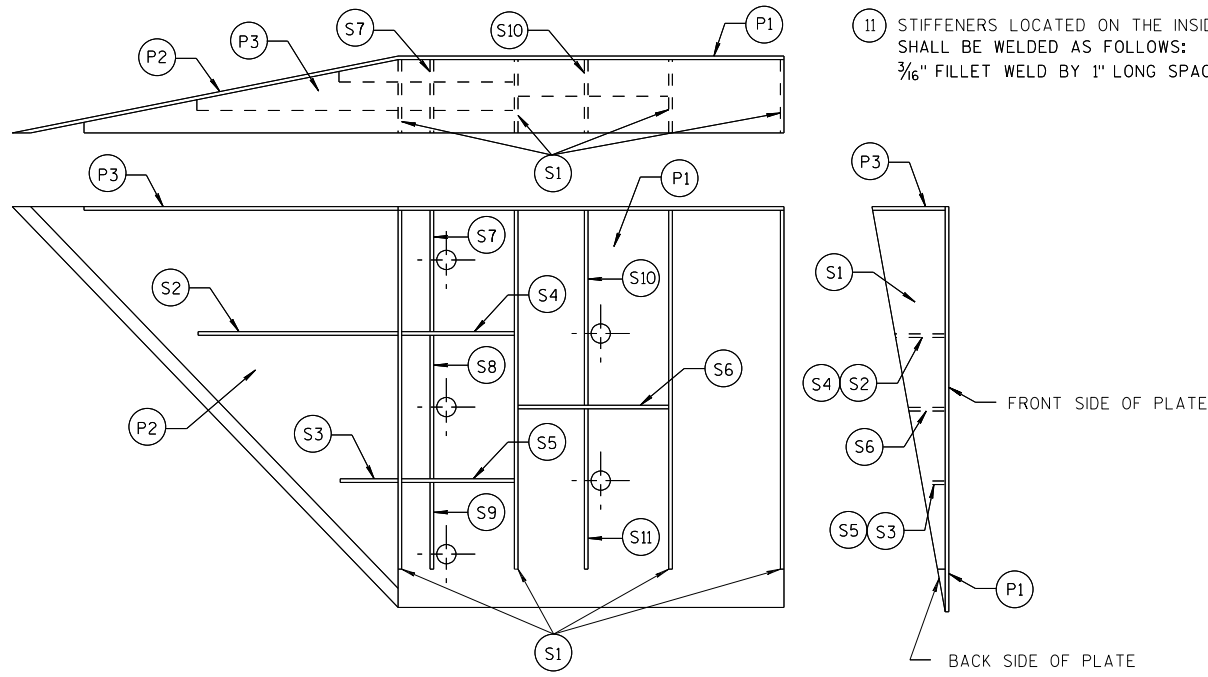
**GENERAL NOTES**

- COVER PLATE PANELS ARE 3/16" THICK.
- ALL STIFFENERS ARE 1/4" THICK.
- CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.
- FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.
- ALL HOLE DIAMETERS SHALL BE 1".
- FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

- (10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:  
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.
- (11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:  
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



**WELDING INSTRUCTION**  
(VIEWED FROM BACK SIDE OF PLATE)



**PLATE AND STIFFENER IDENTIFICATION**  
(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)				
PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 3/16"	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 1/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 3/8" 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 3/16" 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 3/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 3/16"	1/4"

**SINGLE SLOPE CONNECTION PLATE**

**MIDWEST GUARDRAIL SYSTEM  
THREE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
7/2018  
DATE

/S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT  
UNIT SUPERVISOR

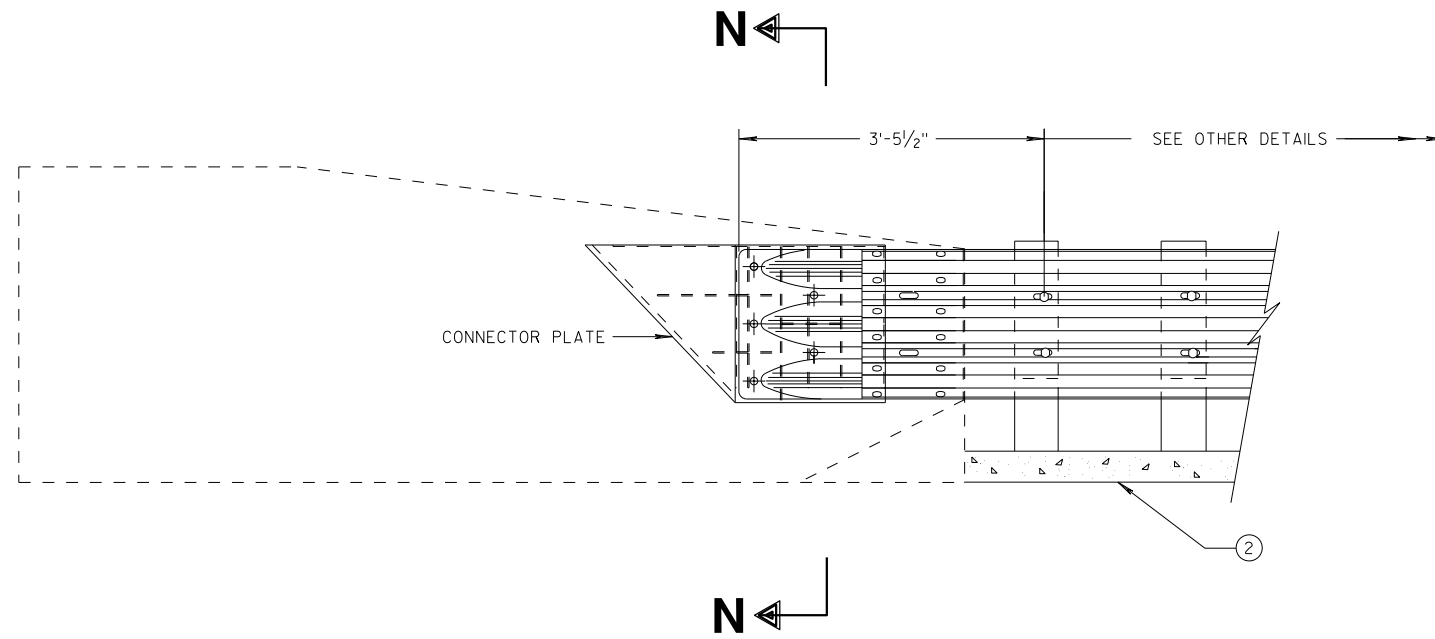
FHWA

**GENERAL NOTES**

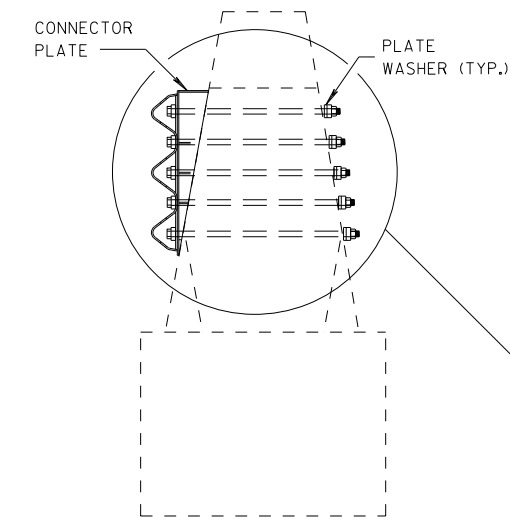
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

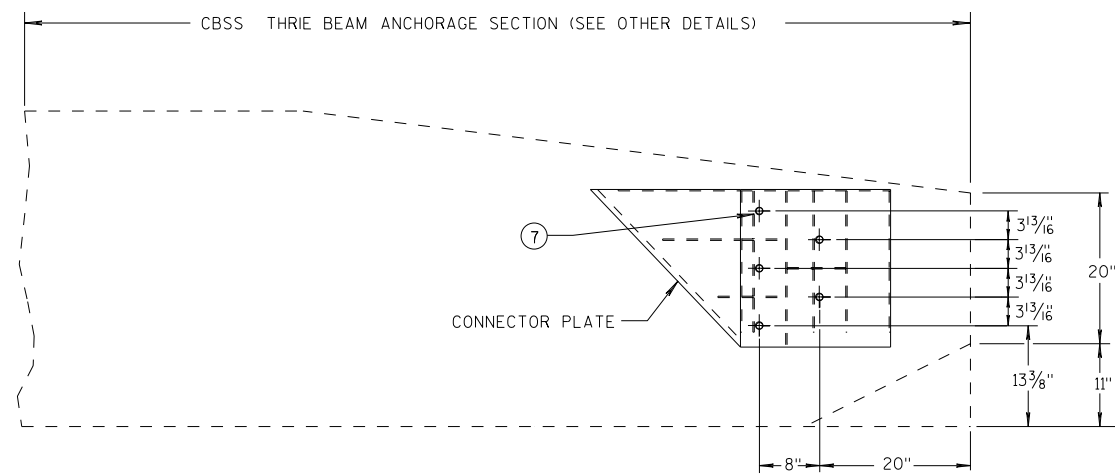
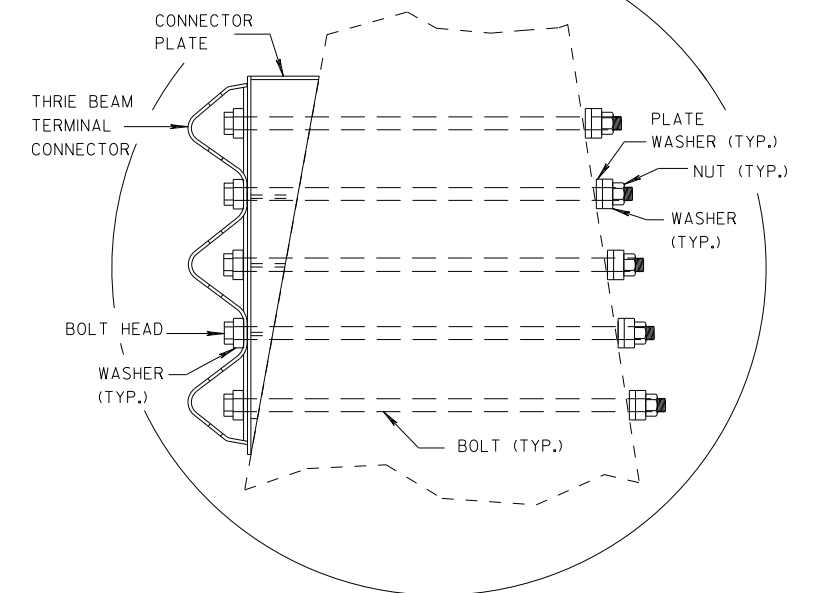
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTION PLATE. 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.



**THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER**



**SECTION N-N**

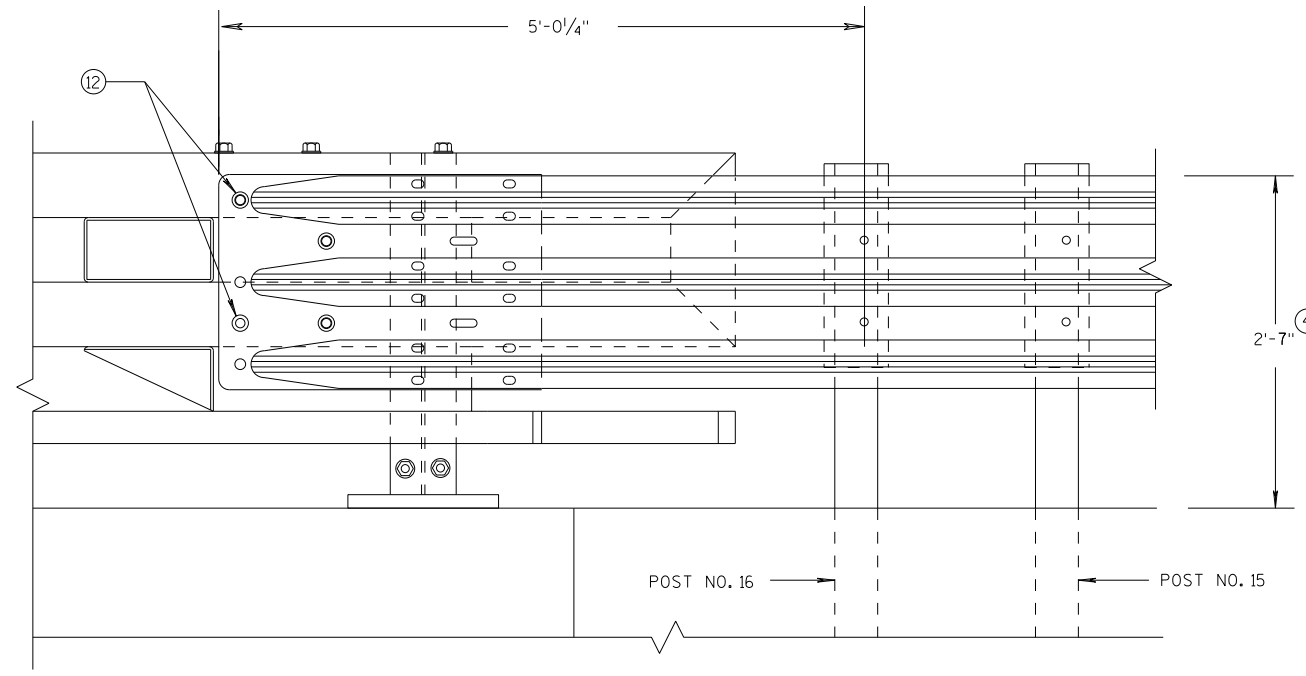


**SINGLE SLOPE CONNECTION PLATE PLACEMENT**

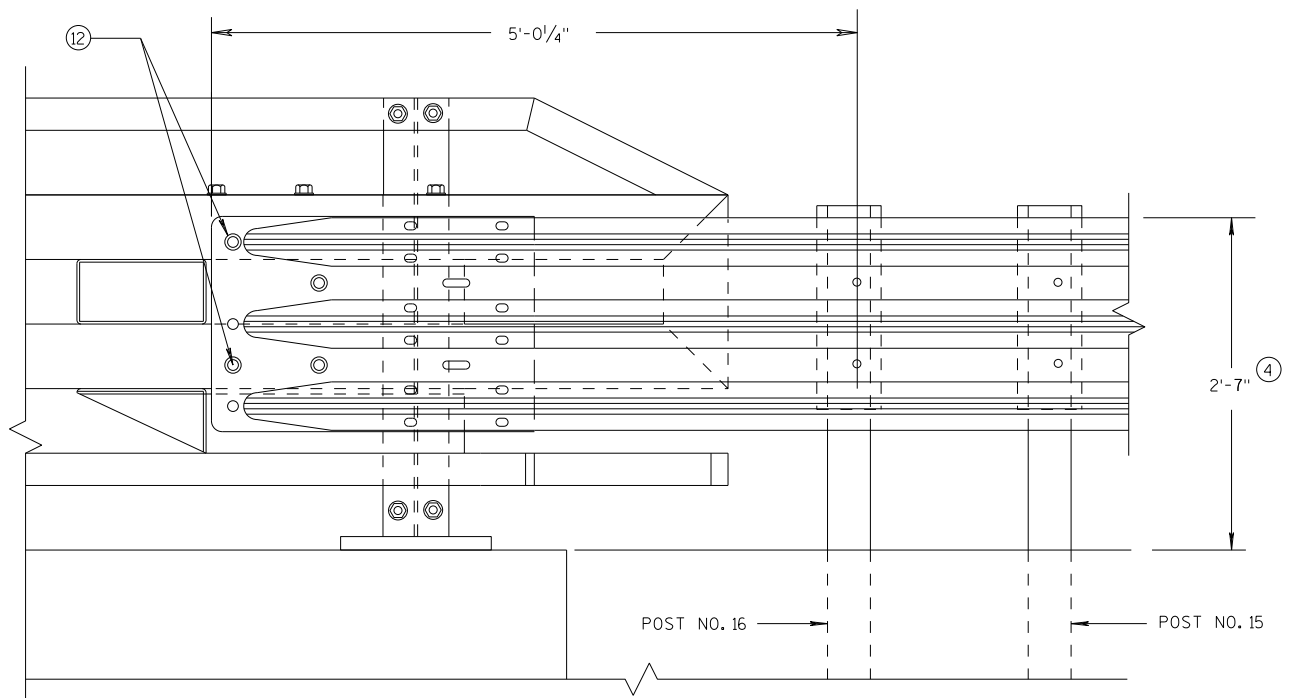
**MIDWEST GUARDRAIL SYSTEM  
THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE 7/2018 /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT  
UNIT SUPERVISOR  
FHWA



**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.

6

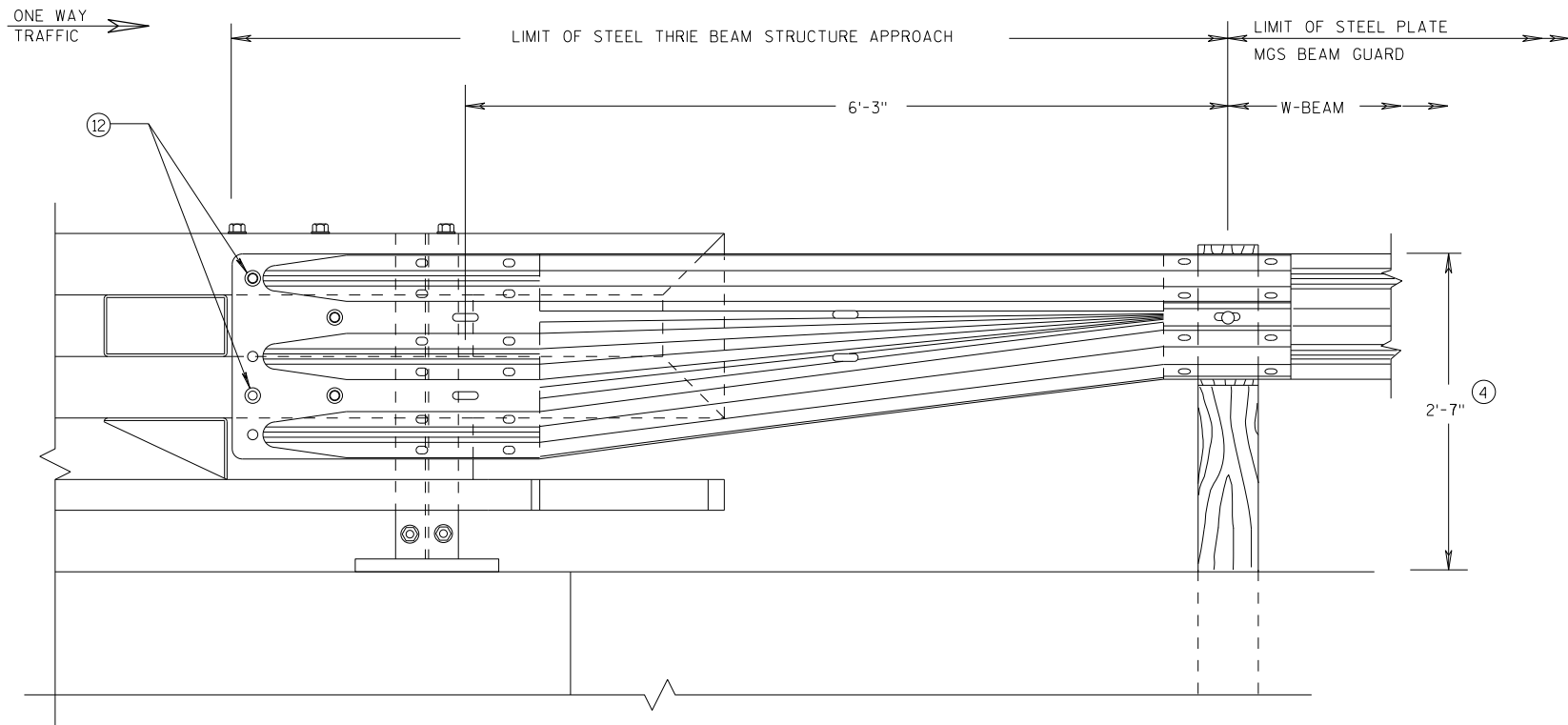
6

S.D.D. 14 B 45-5k

S.D.D. 14 B 45-5k

<b>MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

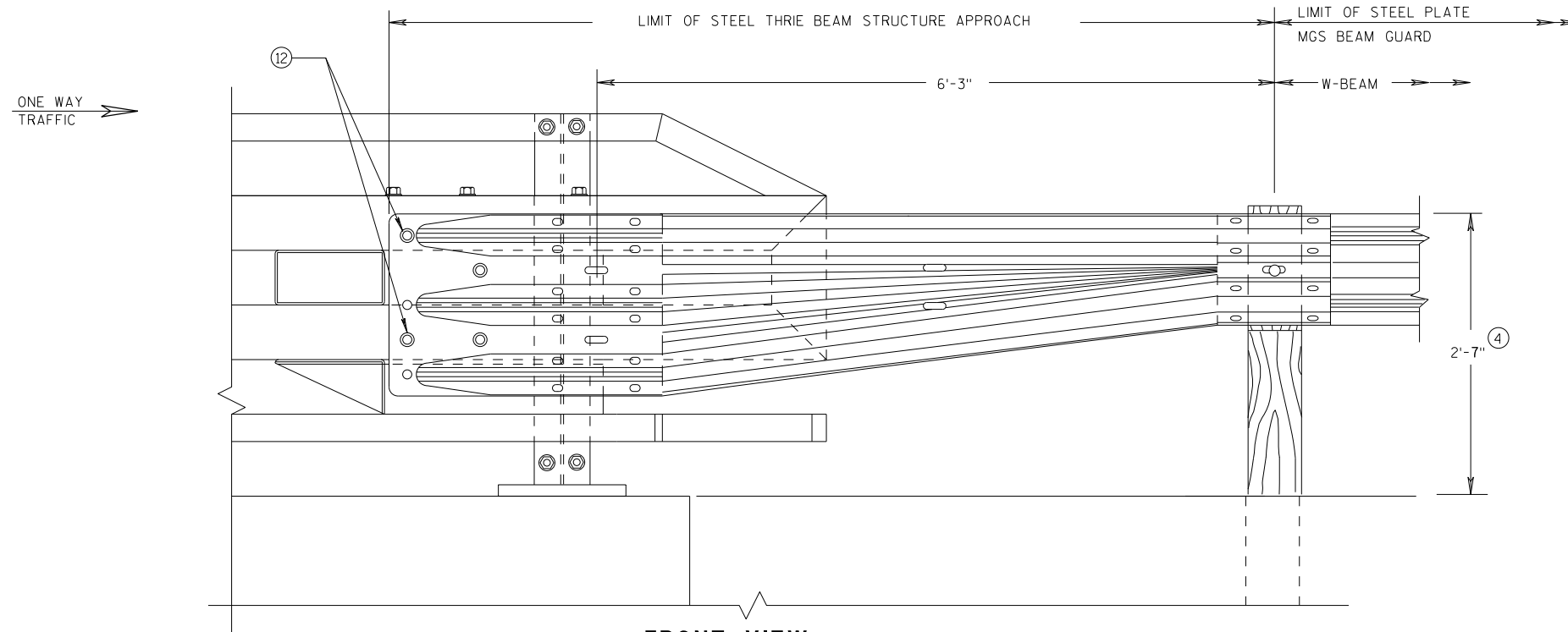




**FRONT VIEW**  
**W BEAM TRANSITION AND**  
**CONNECTION TO BRIDGE RAILING TYPE "NY3"**  
 (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

**GENERAL NOTES**

- ④ TOLERANCE FOR TOP OF BEAM IS  $\pm 1"$ .
- 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.

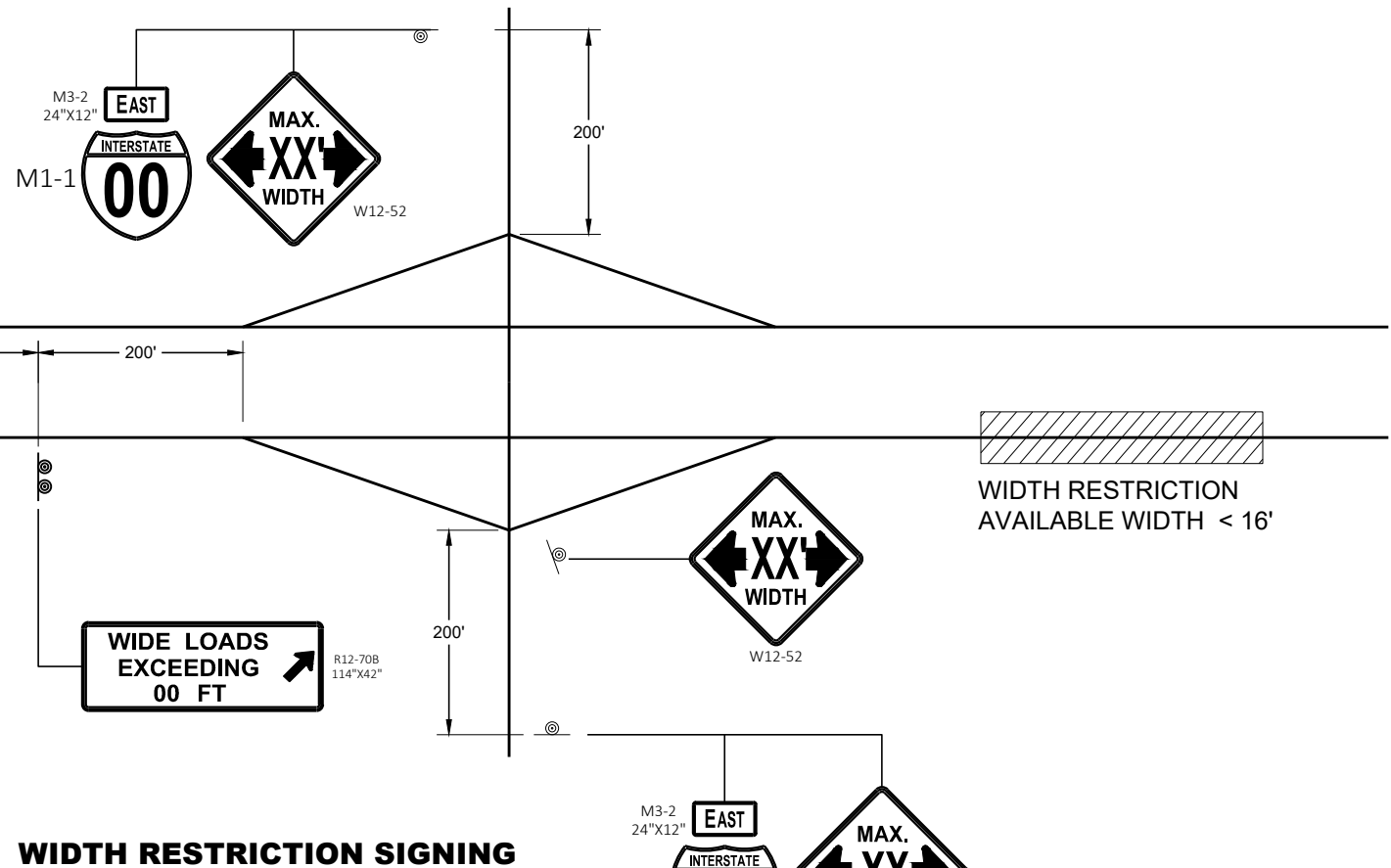


**FRONT VIEW**  
**W BEAM TRANSITION AND**  
**CONNECTION TO BRIDGE RAILING TYPE "NY4"**  
 (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

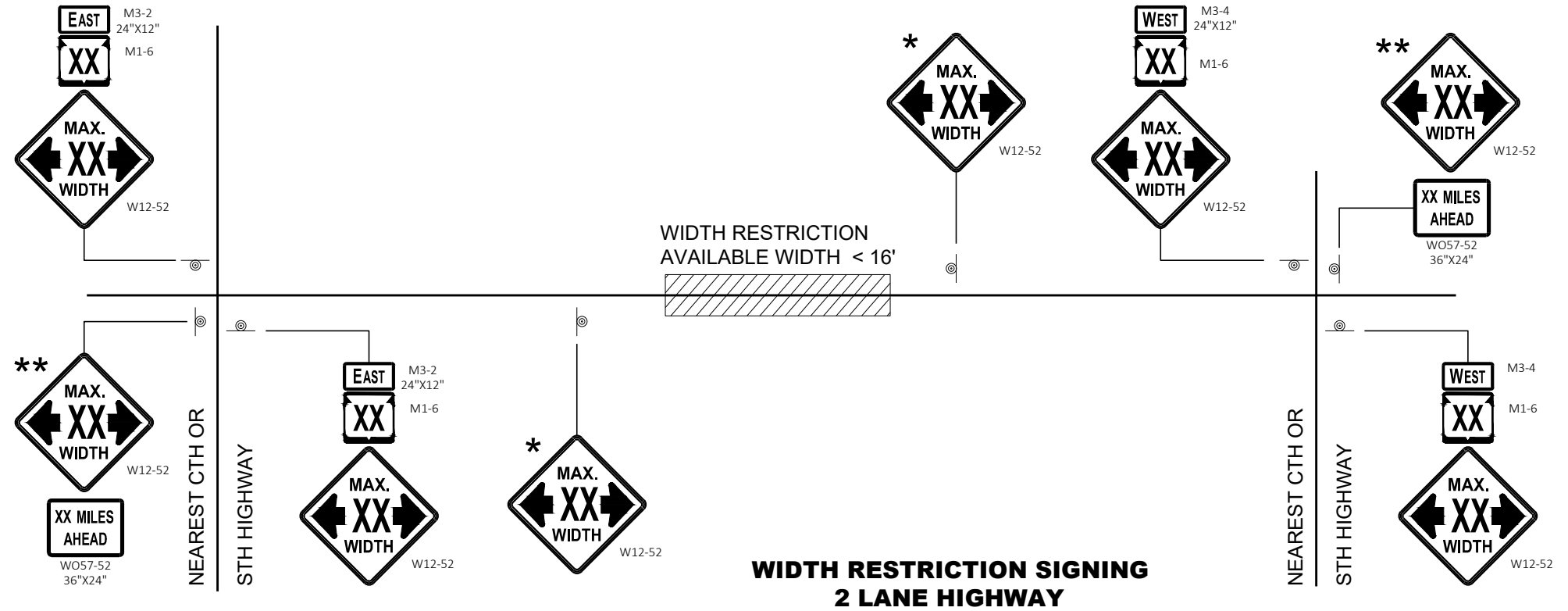
**MIDWEST GUARDRAIL SYSTEM**  
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 DATE 7/2018 /S/ Rodney Taylor  
 ROADWAY STANDARDS DEVELOPMENT  
 UNIT SUPERVISOR  
 FHWA



**WIDTH RESTRICTION SIGNING**



**WIDTH RESTRICTION SIGNING  
2 LANE HIGHWAY**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

\* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

\*\* SIGN SHALL BE VISIBLE FROM ROADWAY.

\*\*\* ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

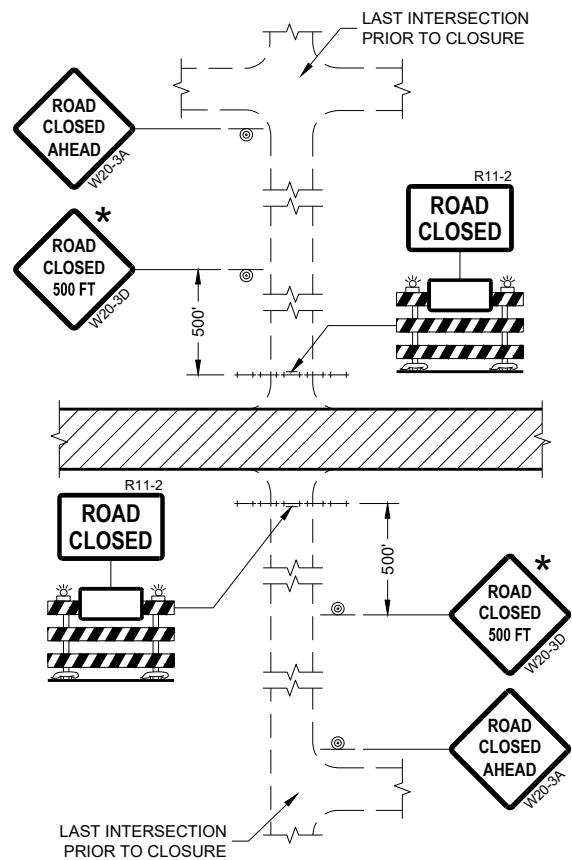


WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

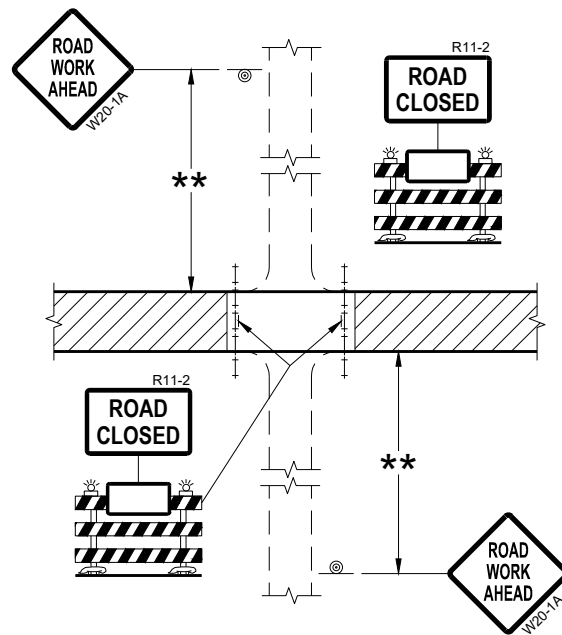
**ADVANCED WIDTH RESTRICTION SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

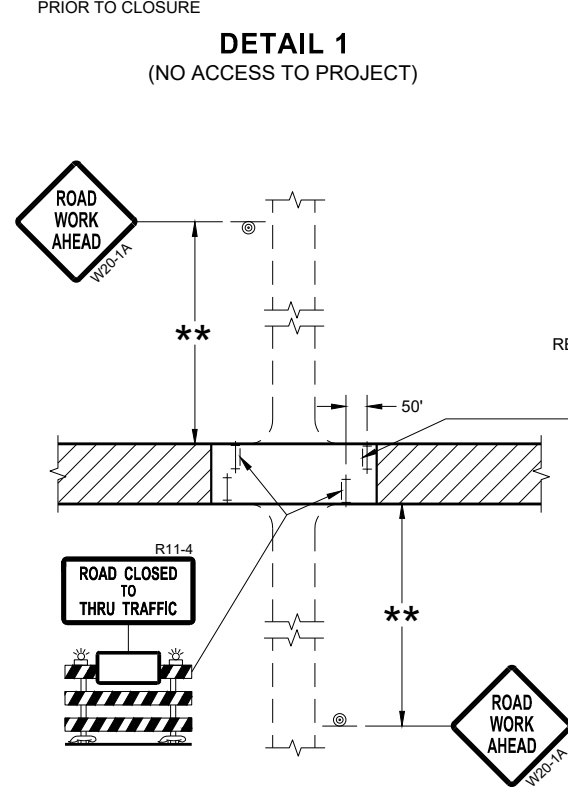
APPROVED	/S/ Andrew Heidtke
DATE	MAY 2023
FHWA	WORK ZONE ENGINEER



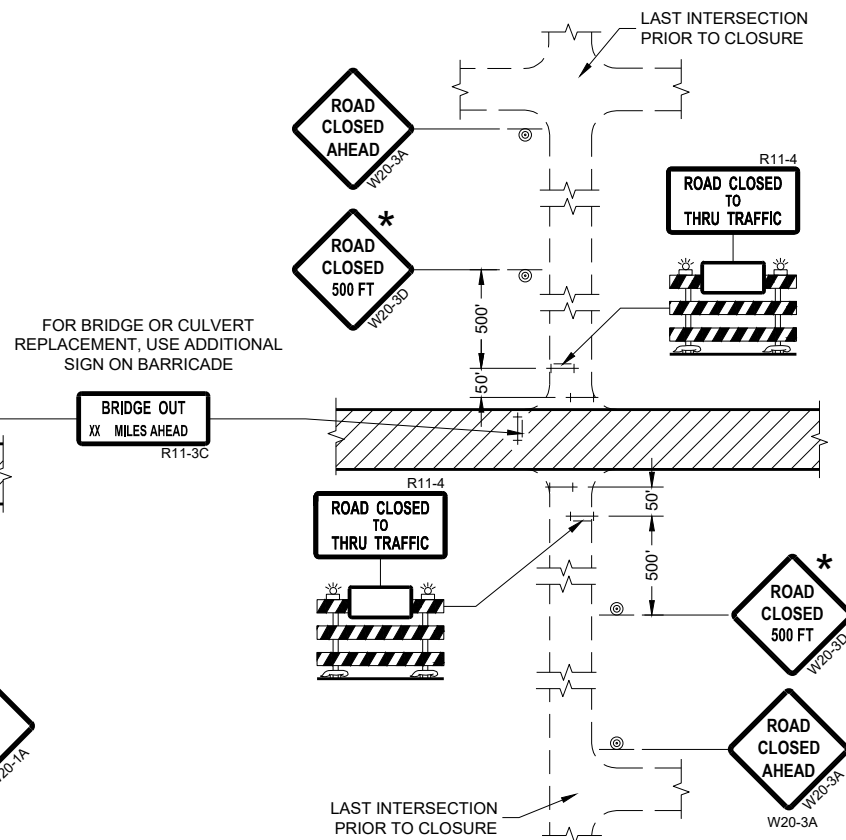
**DETAIL 1**  
(NO ACCESS TO PROJECT)



**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
NO ACCESS TO PROJECT)



**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)



**DETAIL 4**  
(CONTRACTOR, LOCAL BUSINESS AND  
RESIDENT ACCESS TO PROJECT)

**GENERAL NOTES**

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2 SHALL BE 48" X 30".  
R11-4 AND R11-3 SHALL BE 60" X 30".

\* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

\*\* 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

**GENERAL NOTES**

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

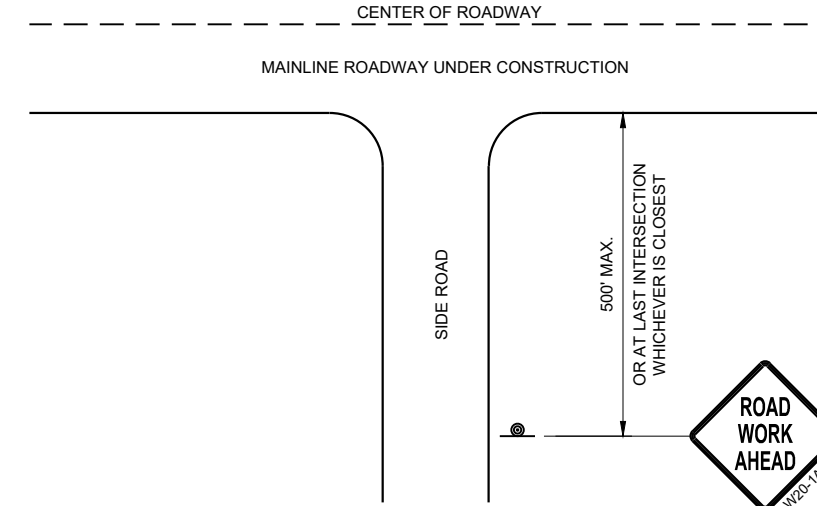
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

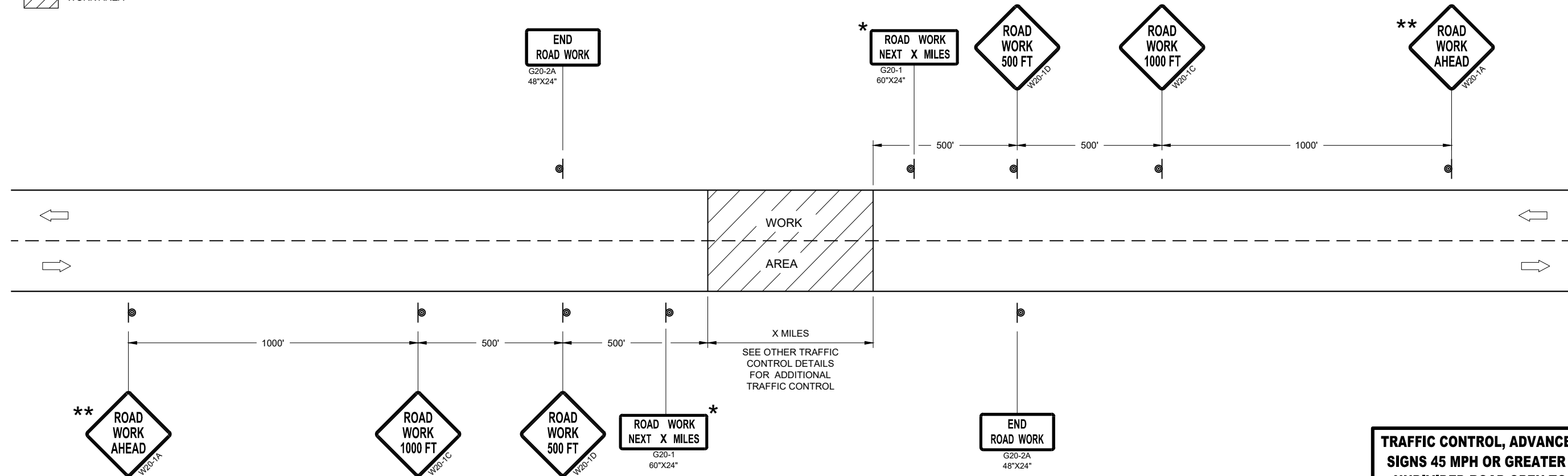
- \* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- \*\* PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



**TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL**

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

**TRAFFIC CONTROL, ADVANCE WARNING  
SIGNS 45 MPH OR GREATER TWO-WAY  
UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE July 2018 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**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.

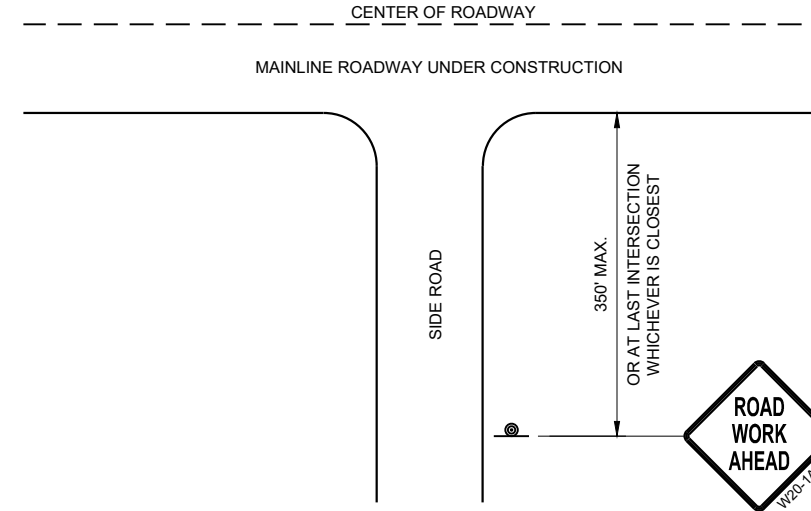
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

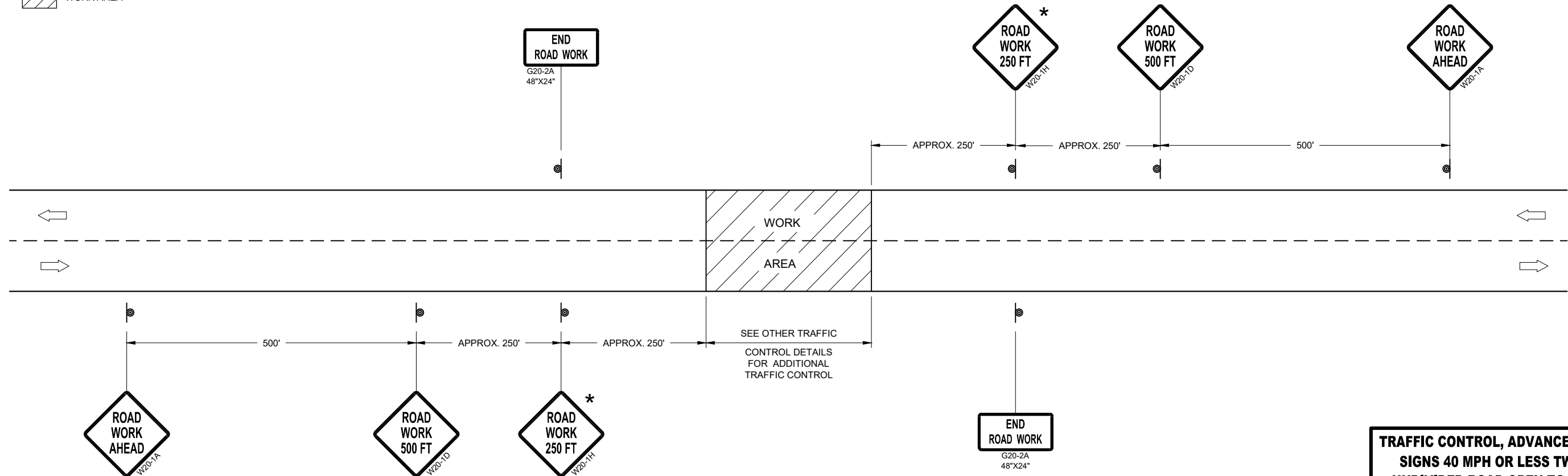
\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



**TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL**



**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

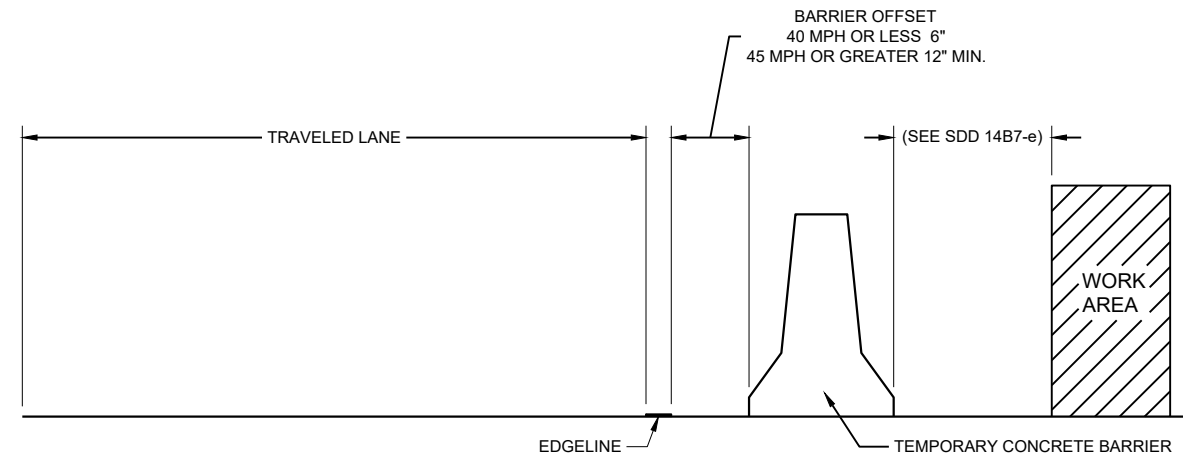
**TRAFFIC CONTROL, ADVANCE WARNING  
SIGNS 40 MPH OR LESS TWO-WAY  
UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
July 2018 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA





**TEMPORARY BARRIER OFFSET FROM EDGE LINE**

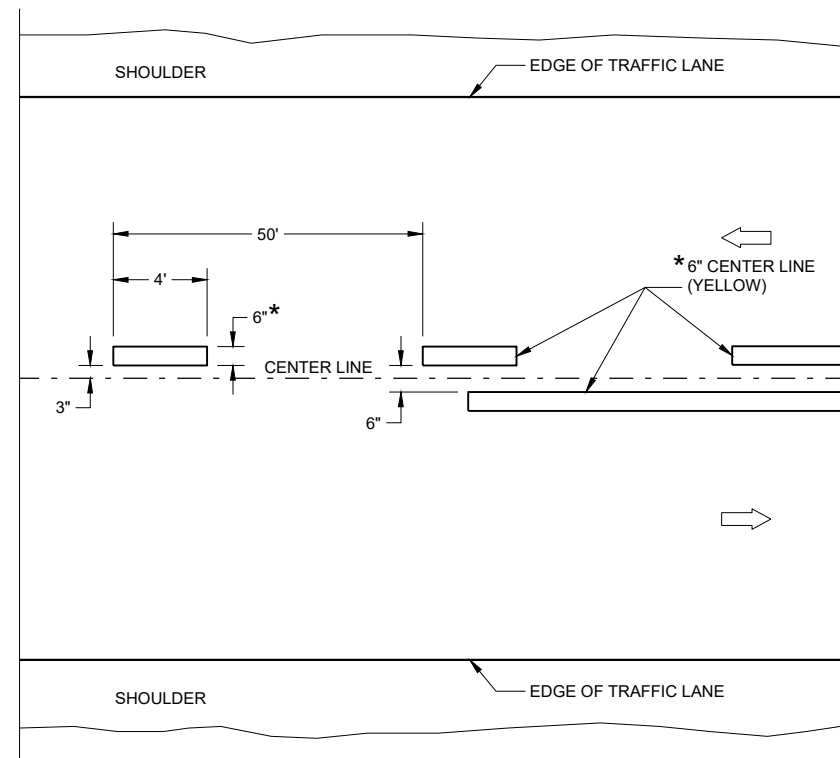
**GENERAL NOTES**

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

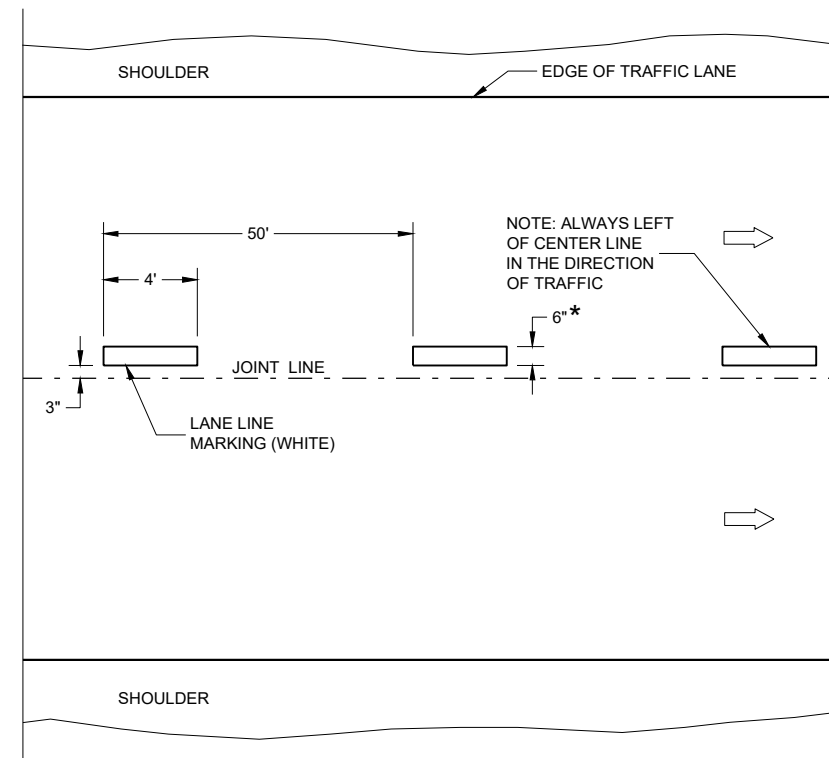
**LEGEND**

➡ DIRECTION OF TRAFFIC

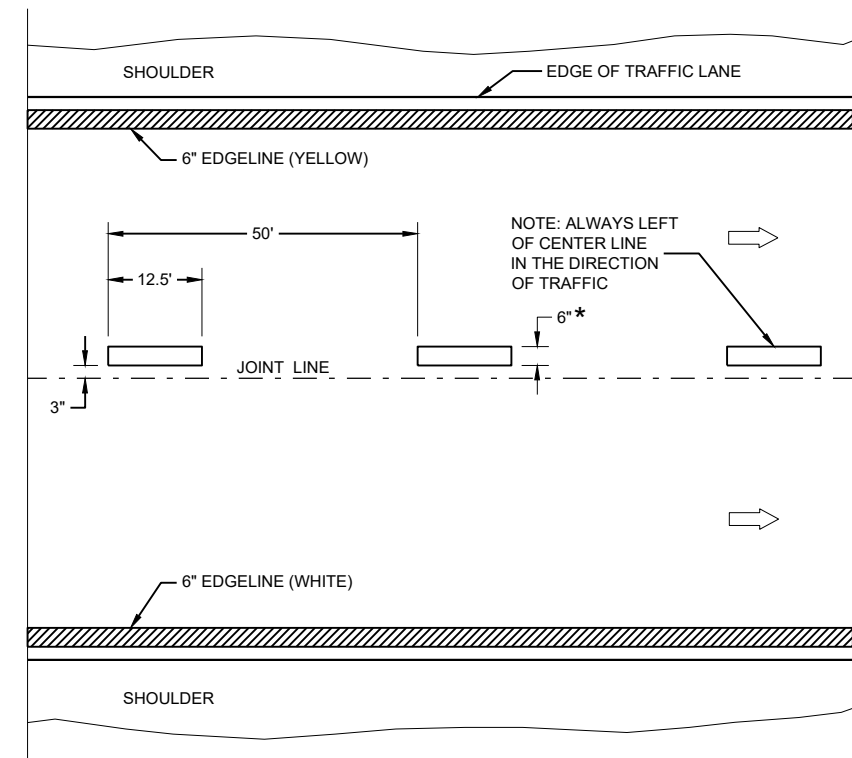
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**



**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

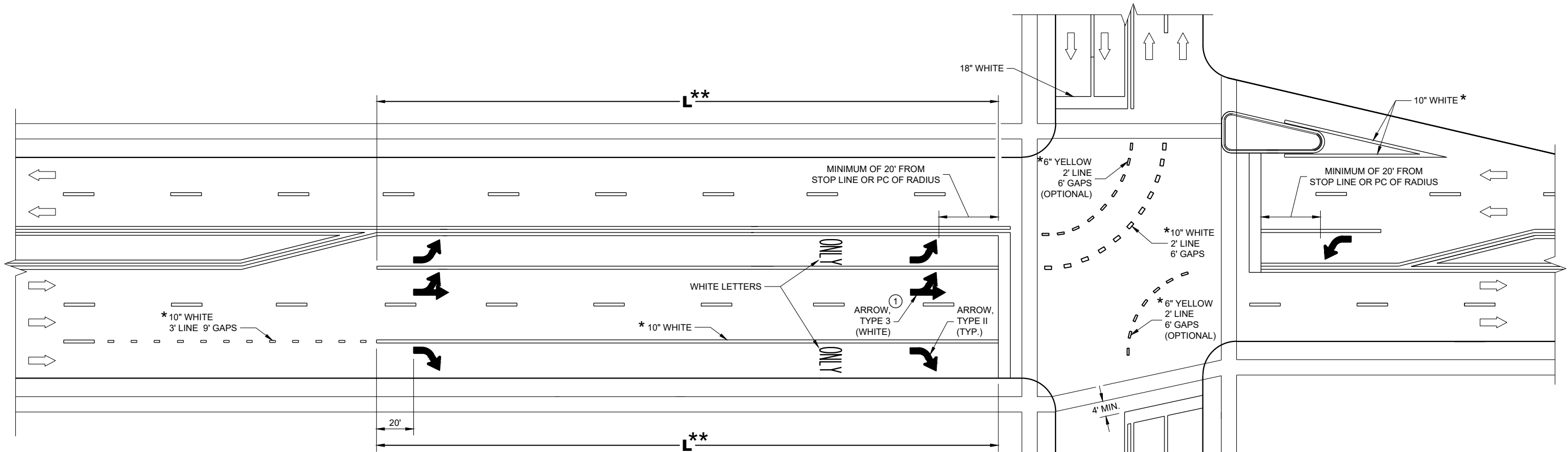
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Jeannie Silver  
DATE STATEWIDE SIGNING AND MARKING  
ENGINEER

FHWA

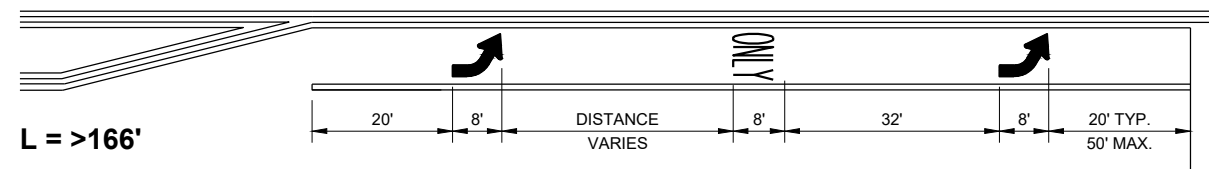
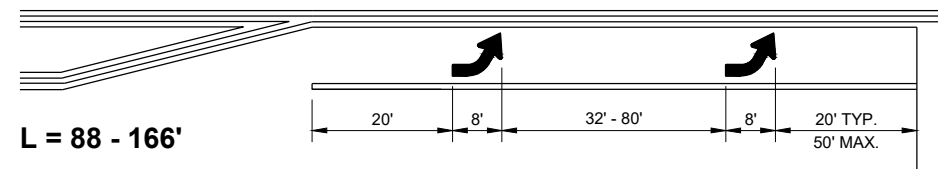
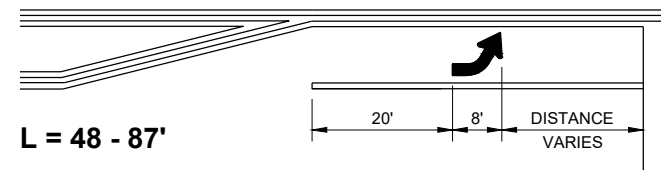






**TURN LANE OPTIONS**

LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



\*\* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

**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.

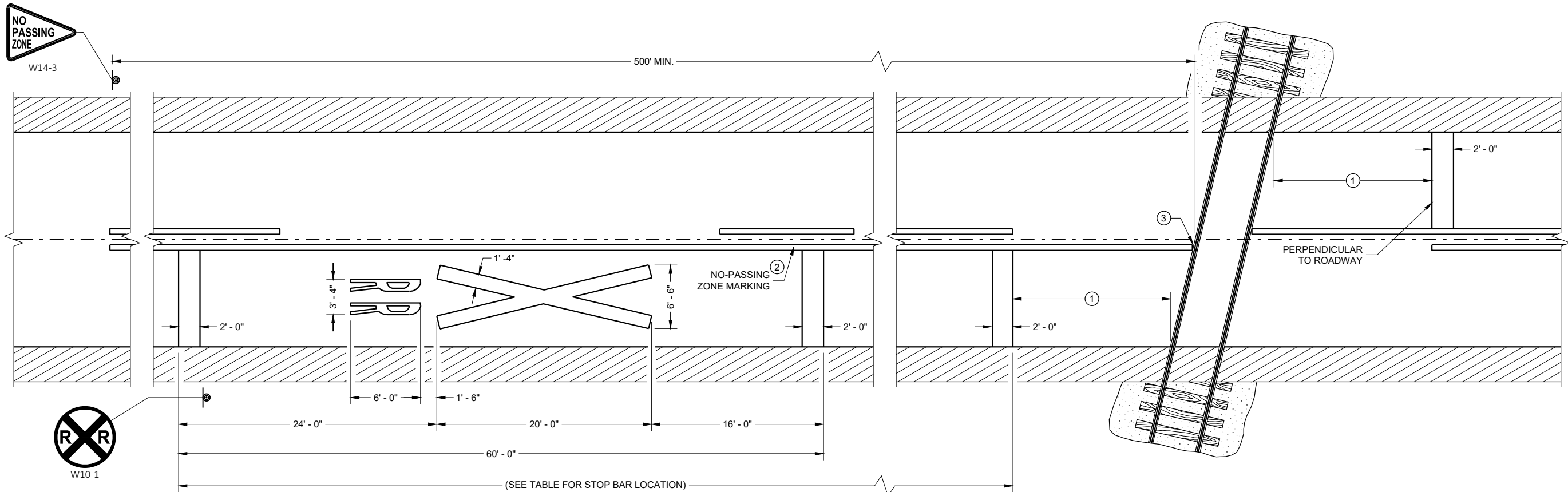
➡ DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING  
(TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PAVEMENT MARKING**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

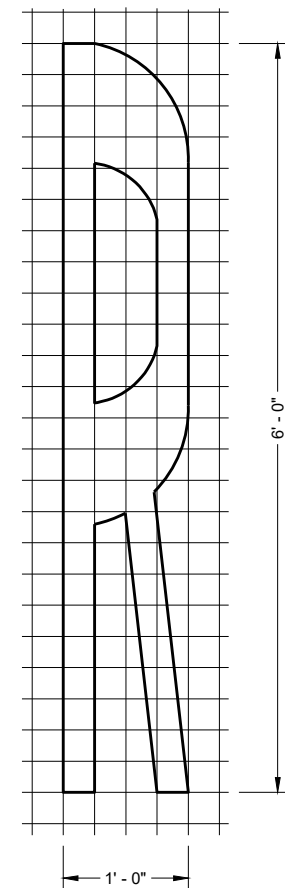
- ① PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

**DISTANCE TABLE**

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

\* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

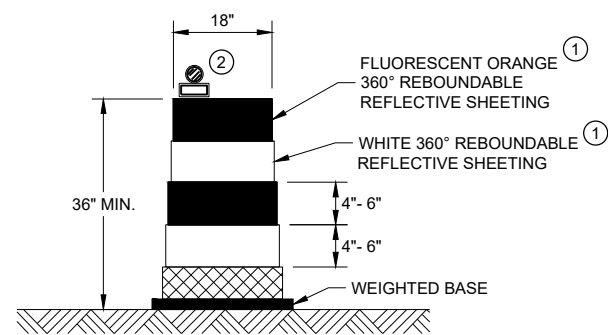


**SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

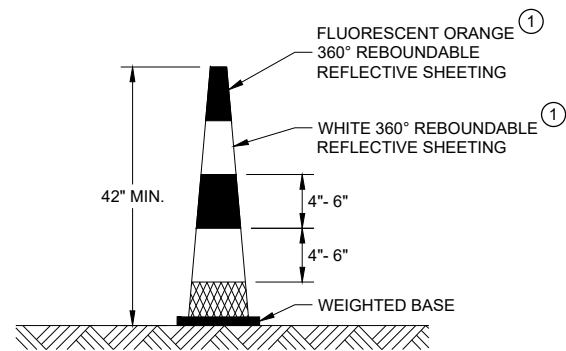
APPROVED  
May 2023 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



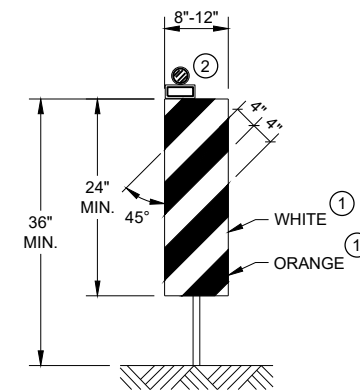
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



**42" CONE**

DO NOT USE IN TAPERS  
½ SPACING OF DRUMS  
BALLAST WIDTHS  
RANGE FROM 14"-20"

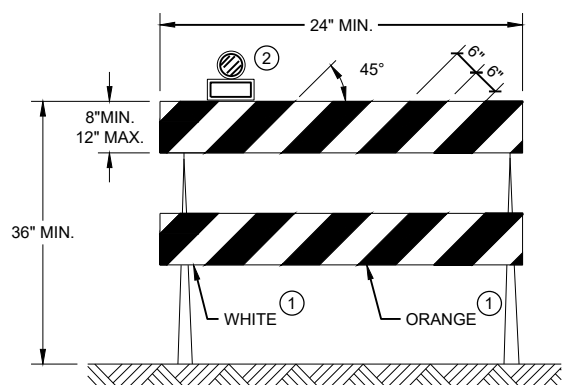


**VERTICAL PANEL**

THE STRIPES SHALL SLOPE DOWNWARD TO  
THE TRAFFIC SIDE FOR CHANNELIZATION.

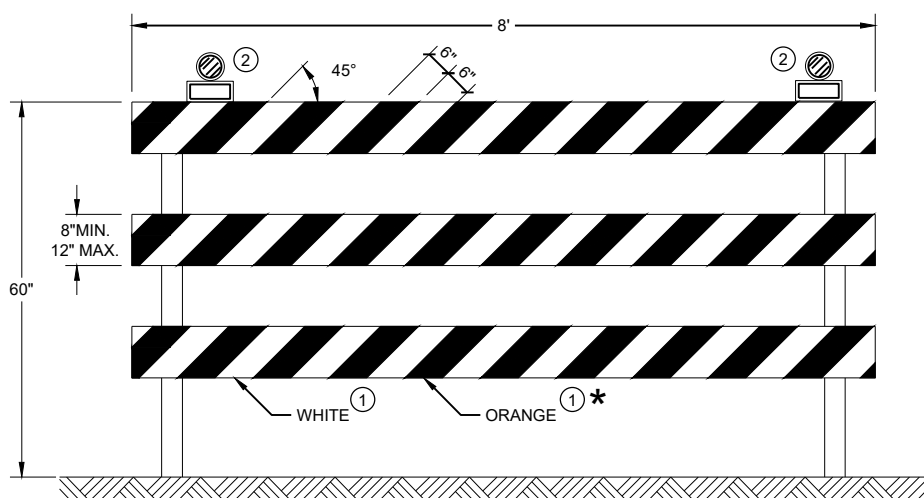
**GENERAL NOTES**

- 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.



**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 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

**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.

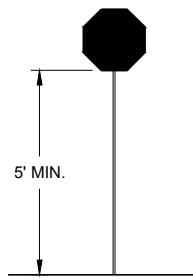
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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**

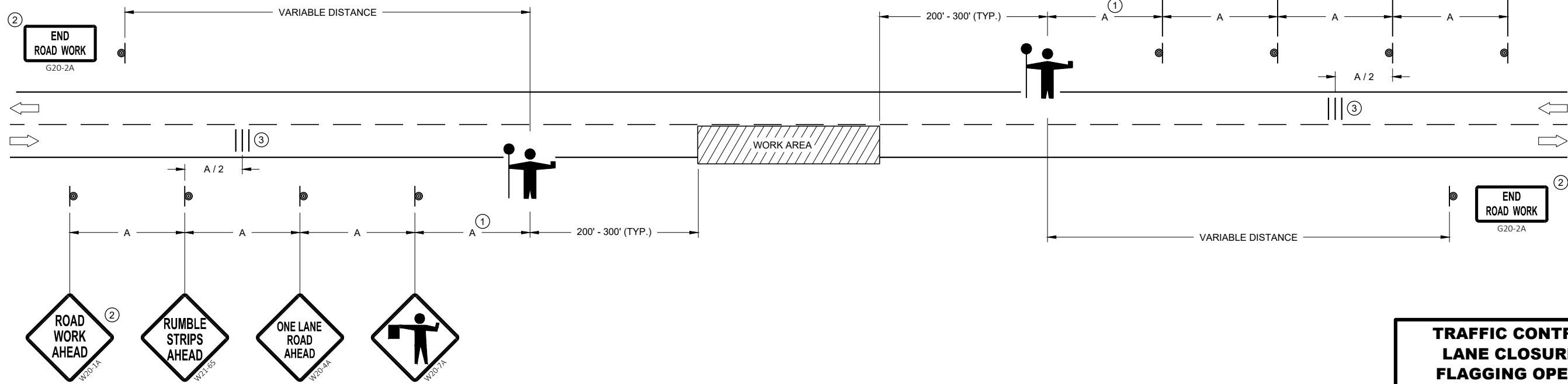
**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W03-4

USE OF W03-4 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  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**GENERAL NOTES**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL CONE 42-INCH
-  TRAFFIC CONTROL DRUM
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  **AFAD** AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**FLAGGING**

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

**TEMPORARY PORTABLE RUMBLE STRIPS**

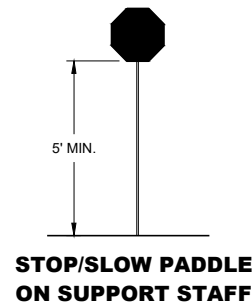
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

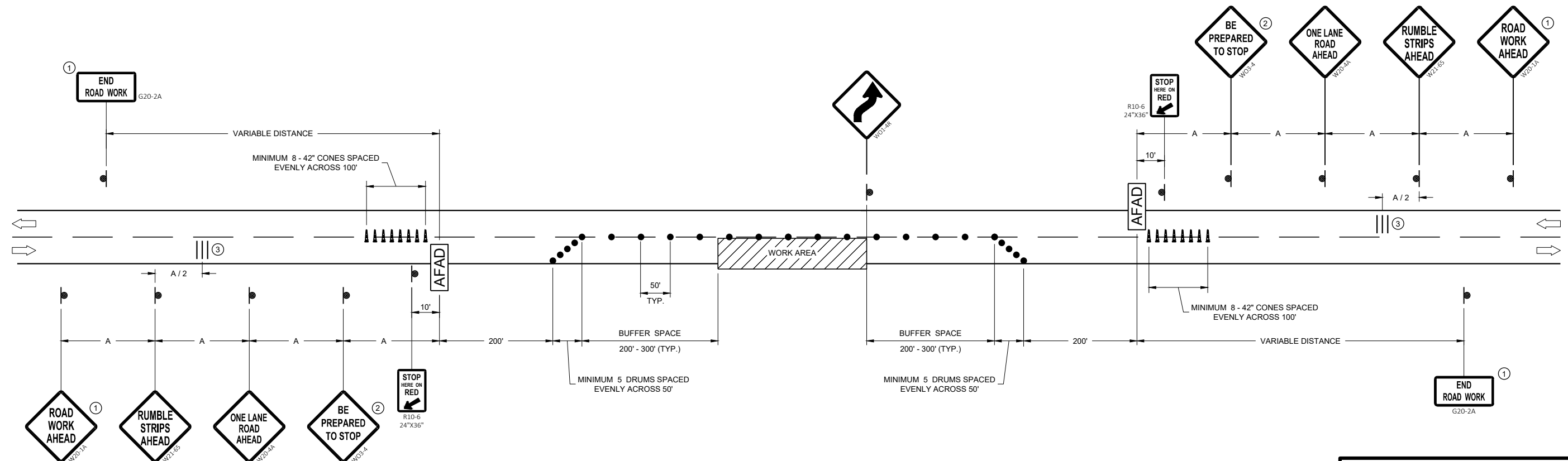
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'







**TRAFFIC CONTROL, LANE  
CLOSURE WITH AUTOMATED  
FLAGGER ASSISTANCE DEVICE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2022 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

**LEGEND**

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

**GENERAL NOTES**

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

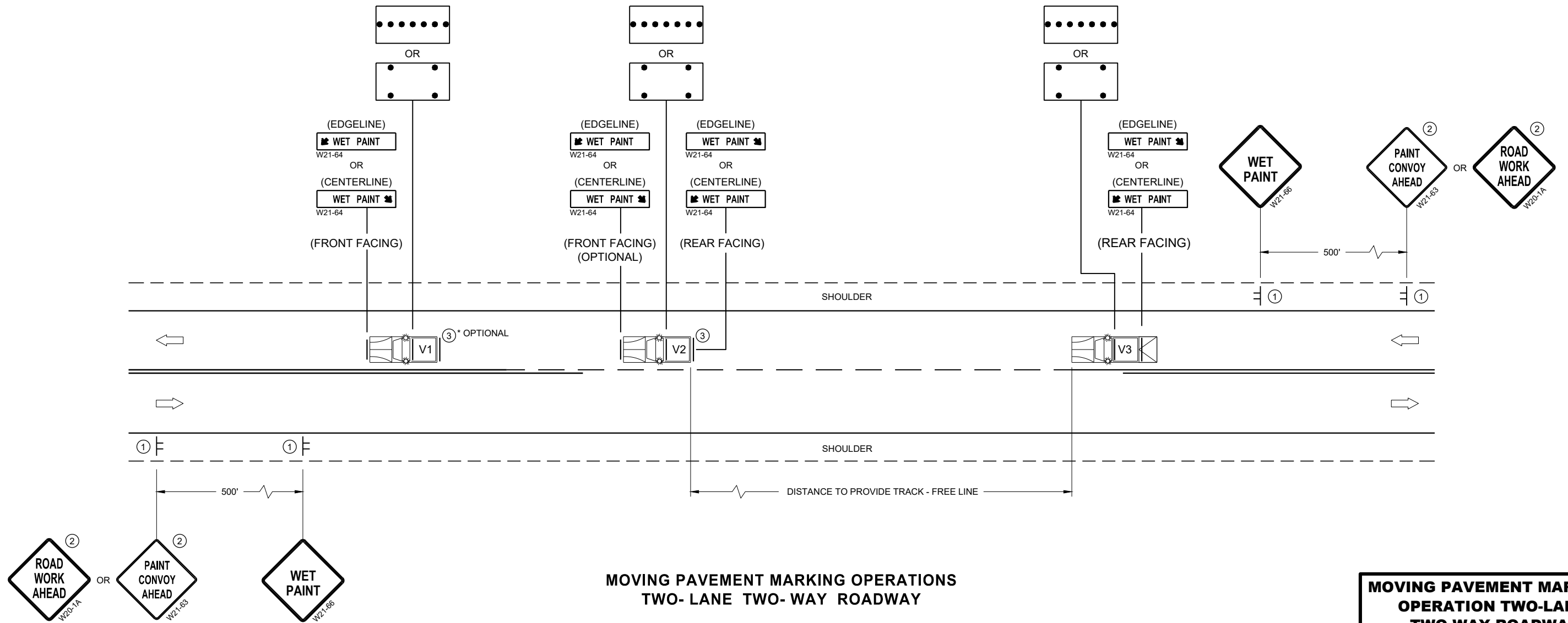
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

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**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

SDD 15C19-08a

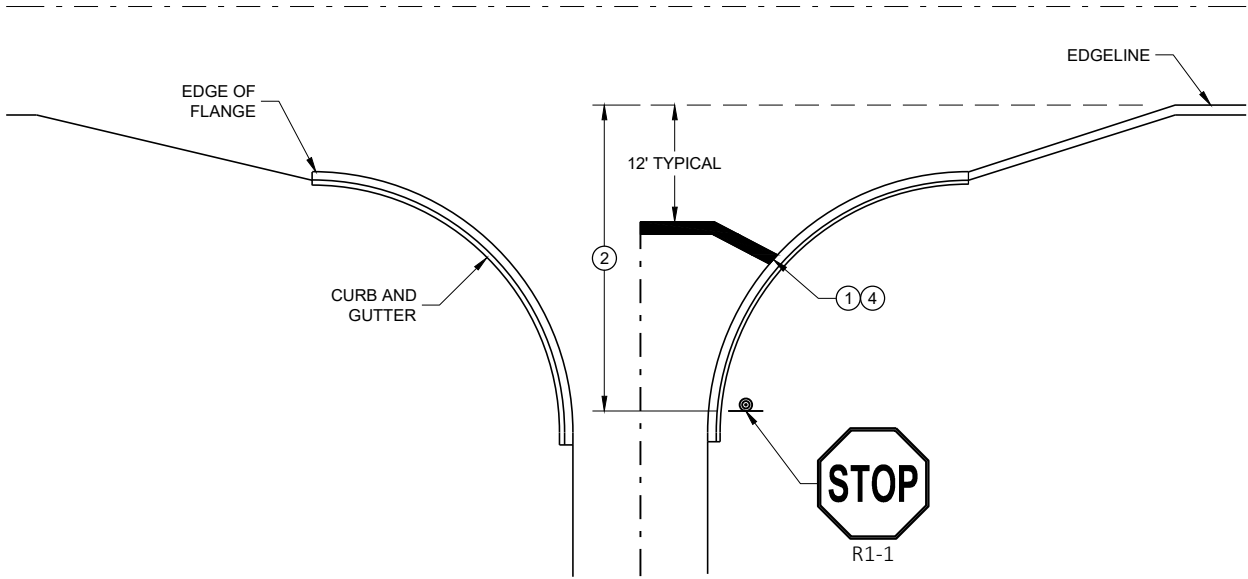
SDD 15C19-08a

<b>MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

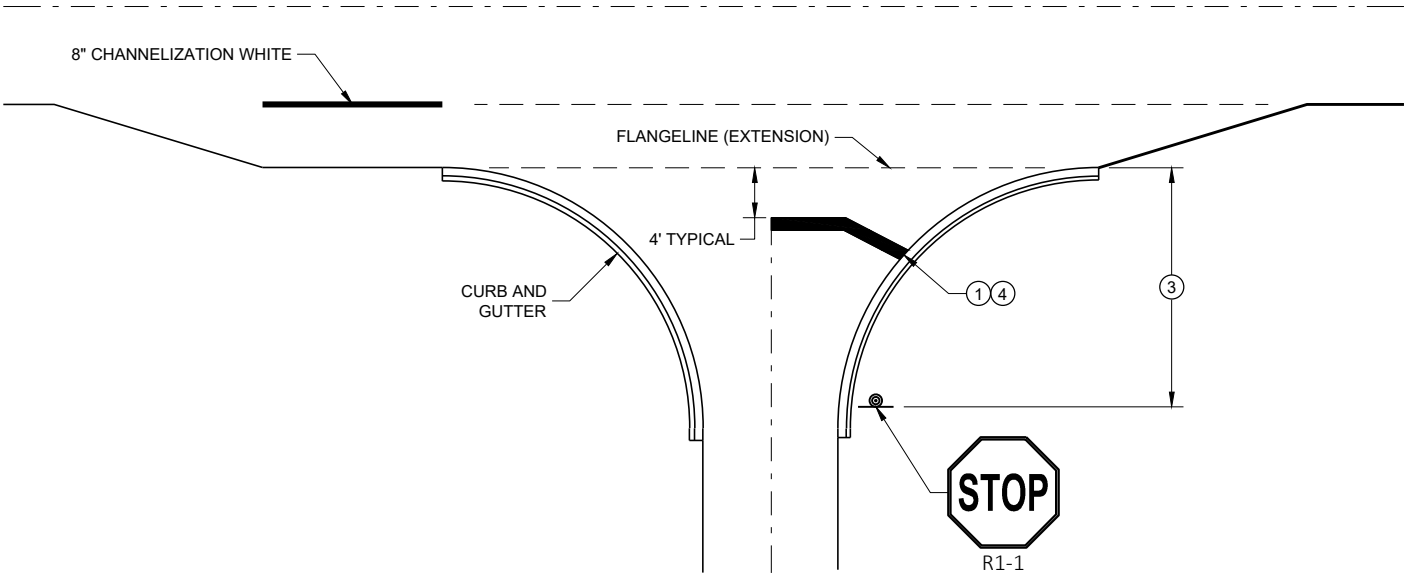
**GENERAL NOTES**

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

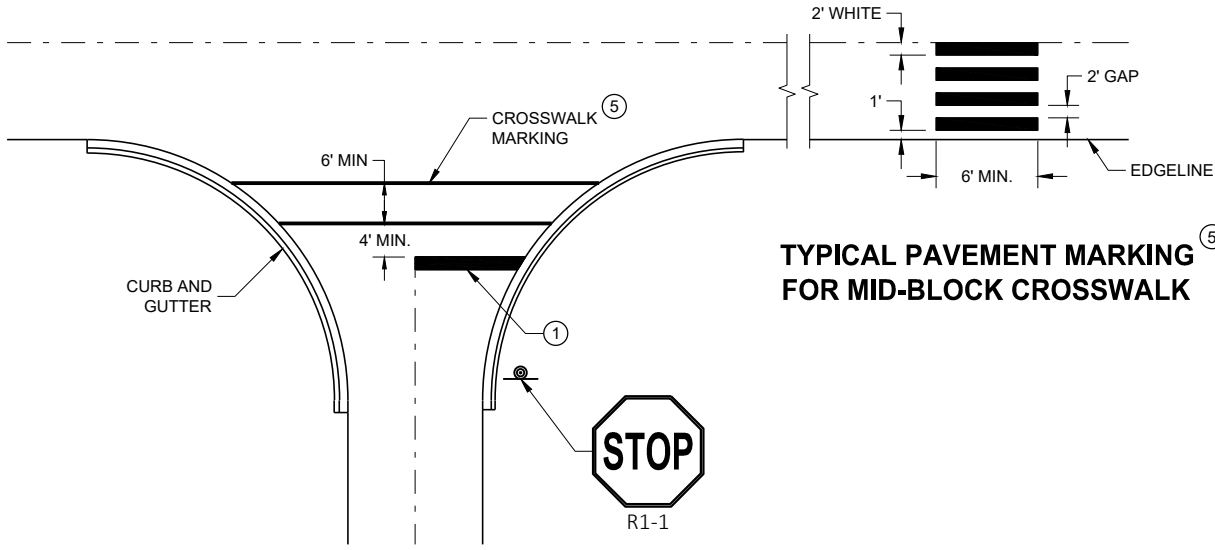
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



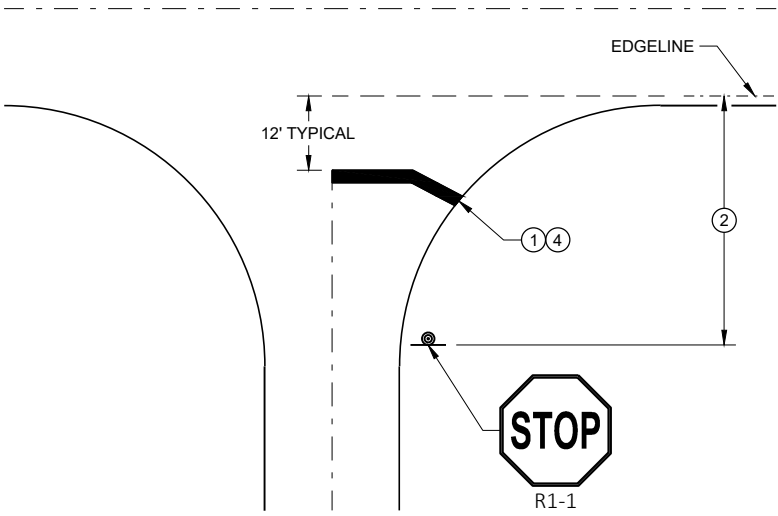
**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**



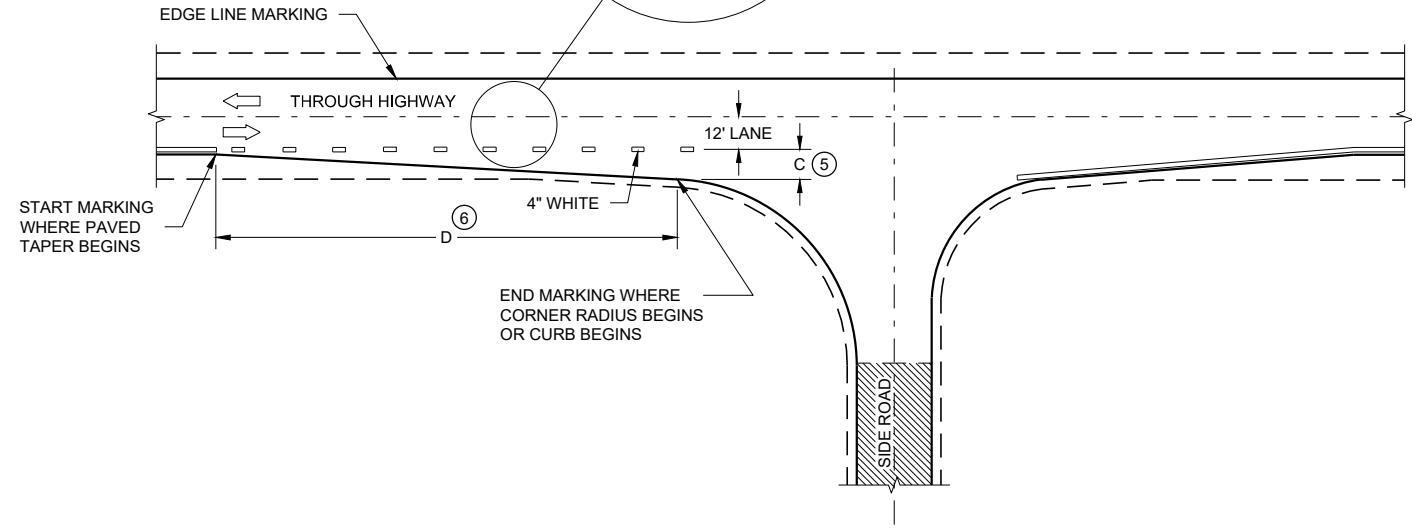
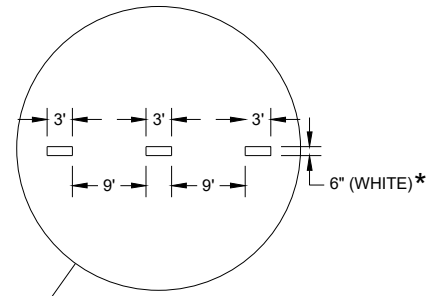
**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



**MINOR INTERSECTION**

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

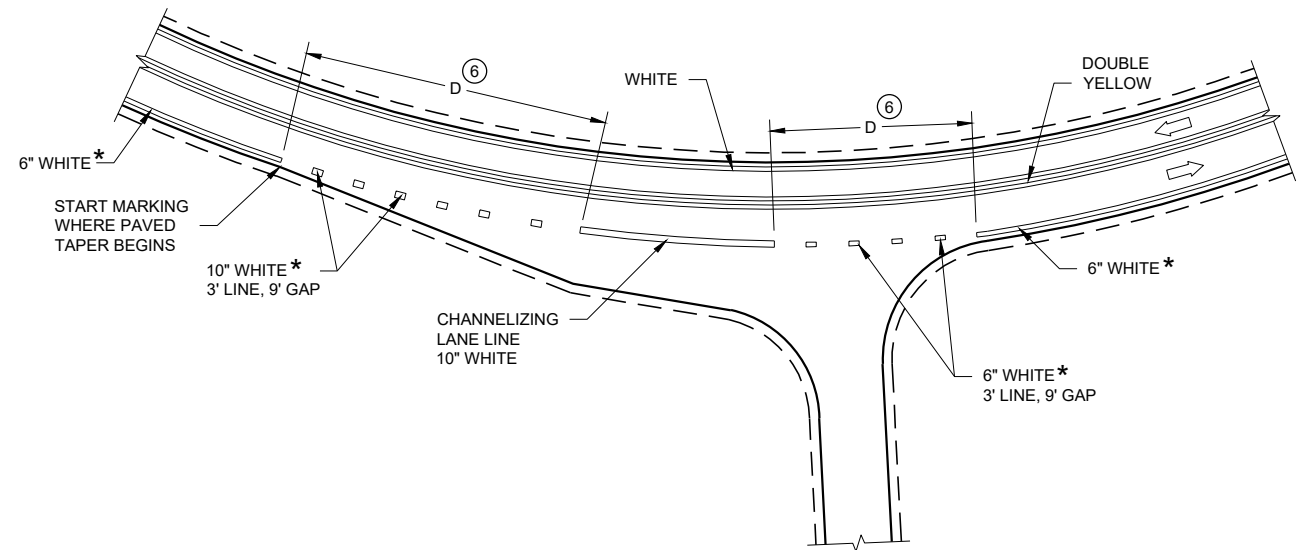
**GENERAL NOTES**

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

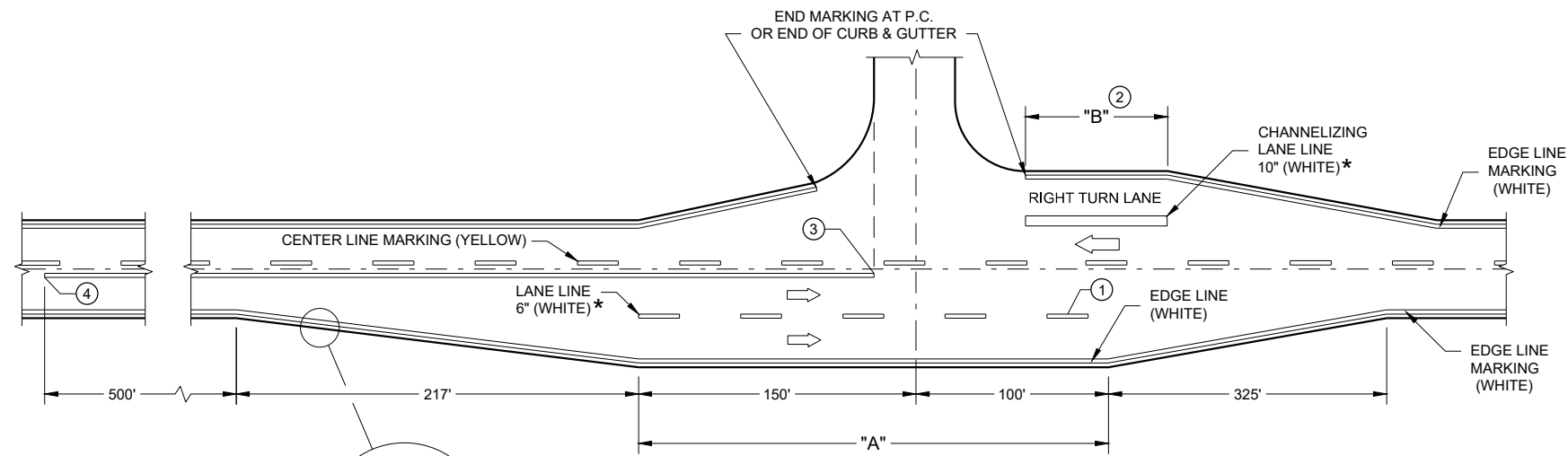
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

**LEGEND**

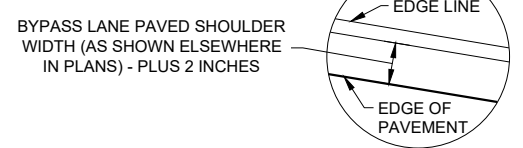
➡ DIRECTION OF TRAVEL



**INTERSECTION ON OUTSIDE OF CURVE**



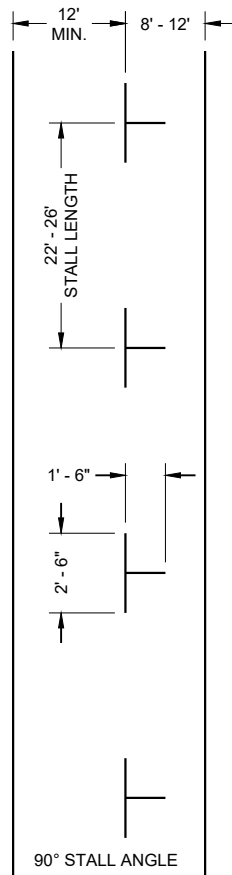
**MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**



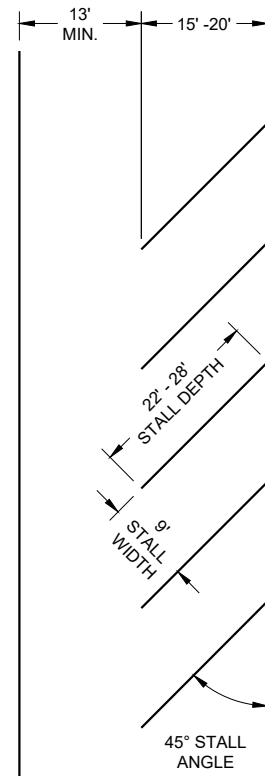
**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



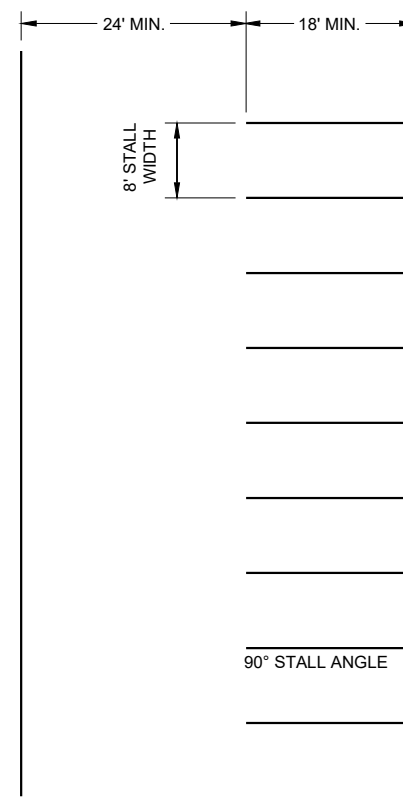
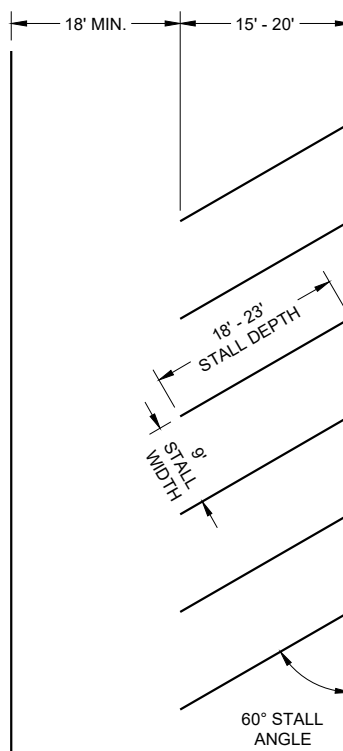


**PARALLEL PARKING**



**ANGLED PARKING**

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



**PARKING LOTS**

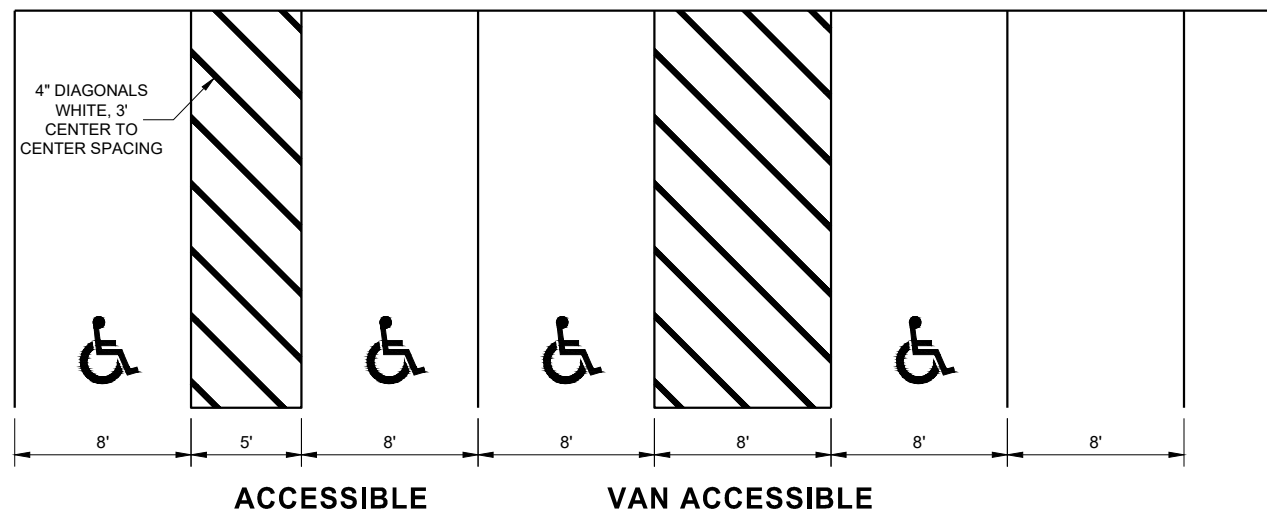
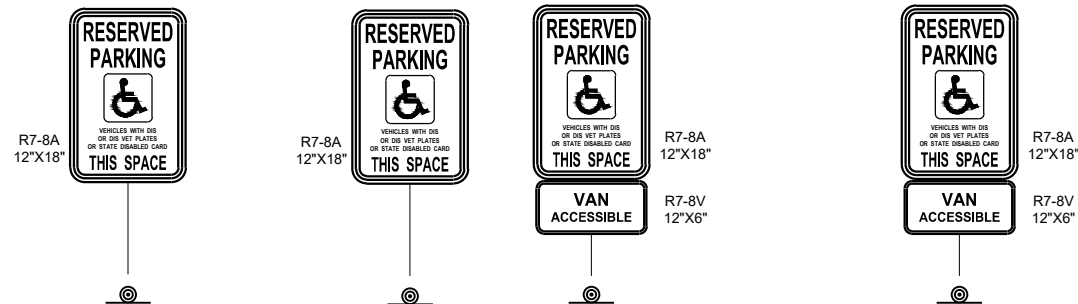
**GENERAL NOTES**

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.





**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT



<b>PARKING STALL MARKING</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2019 DATE	/s/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

**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.

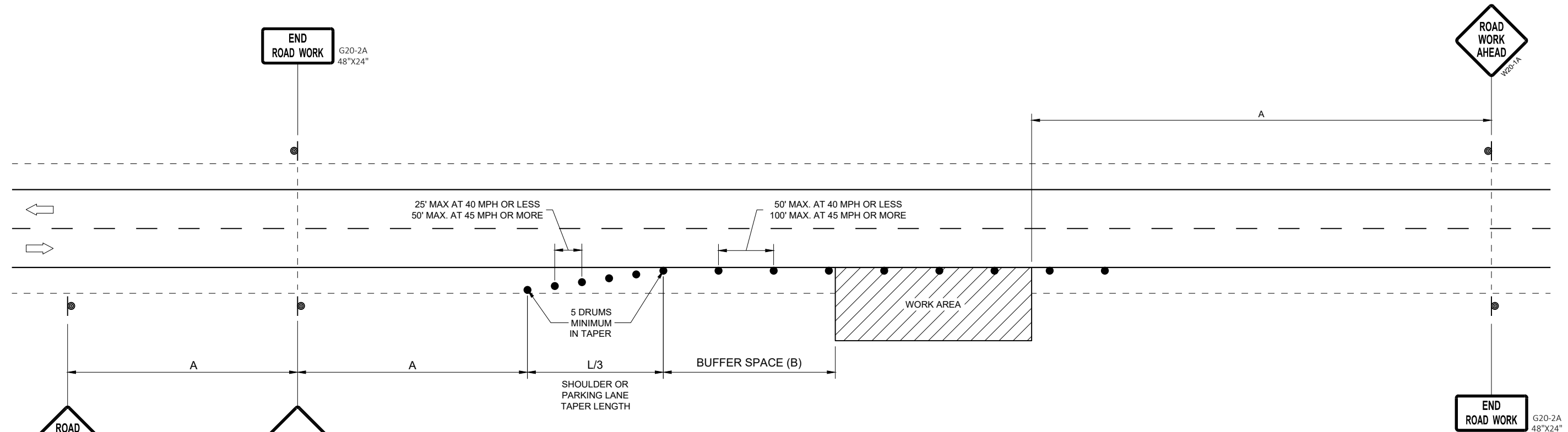
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

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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'

OR  
IF TRAFFIC CONTROL DEVICES  
ENCROACH ONTO TRAVELED WAY, USE



**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

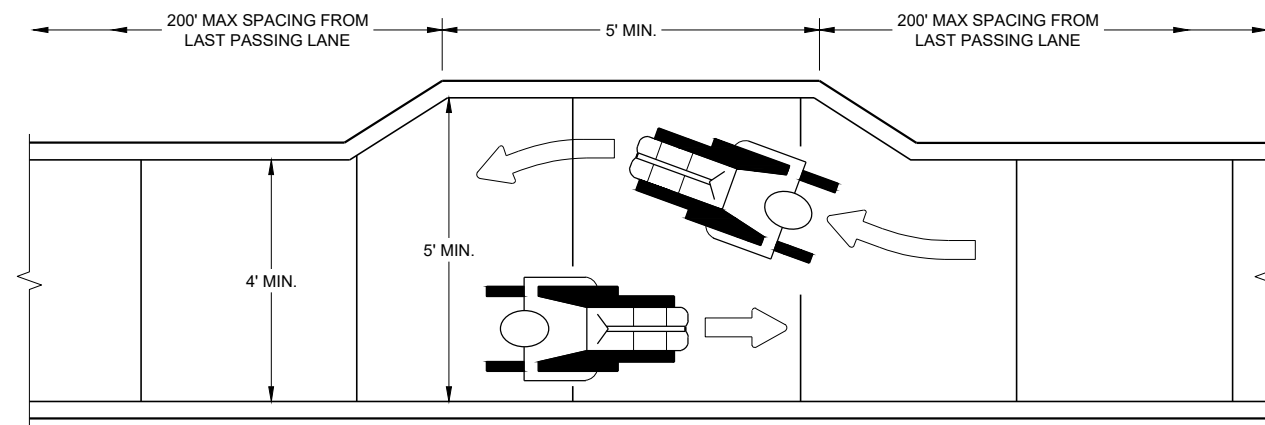
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

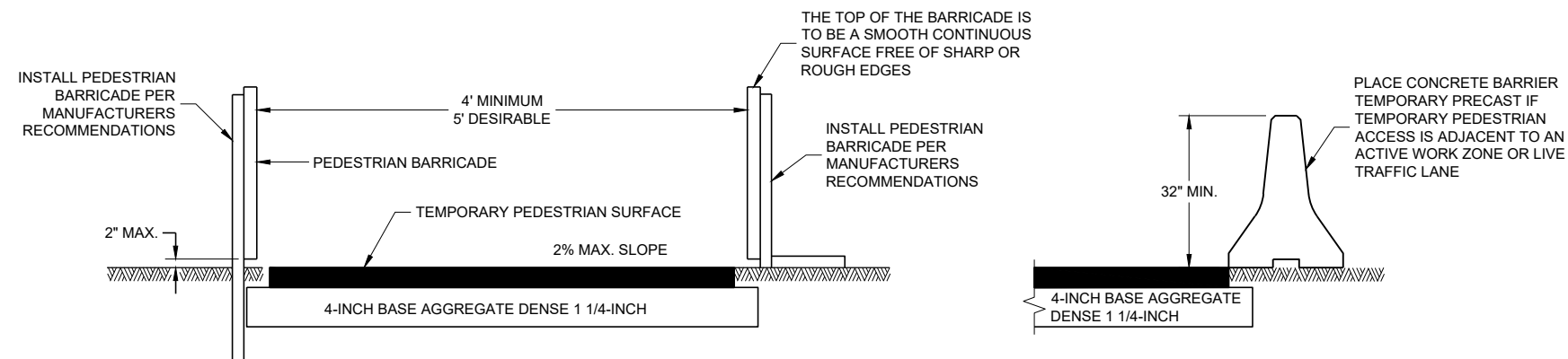
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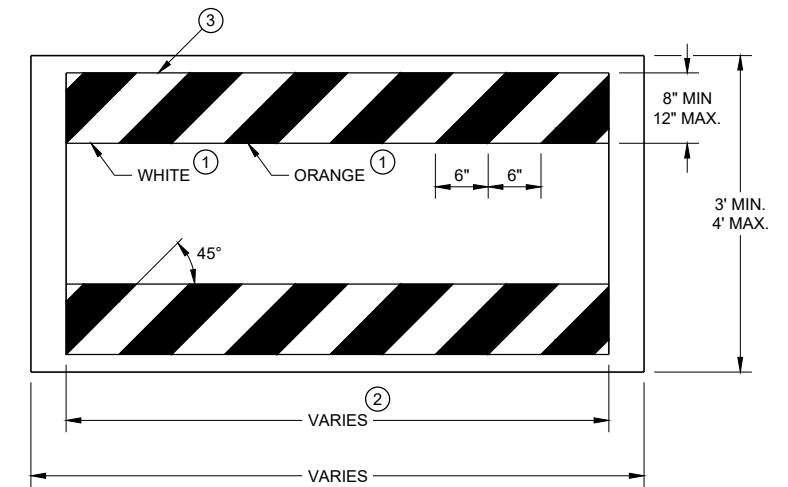
**NARROW SIDEWALK PASSING DETAIL**



**TEMPORARY PEDESTRIAN ACCESS**

**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.

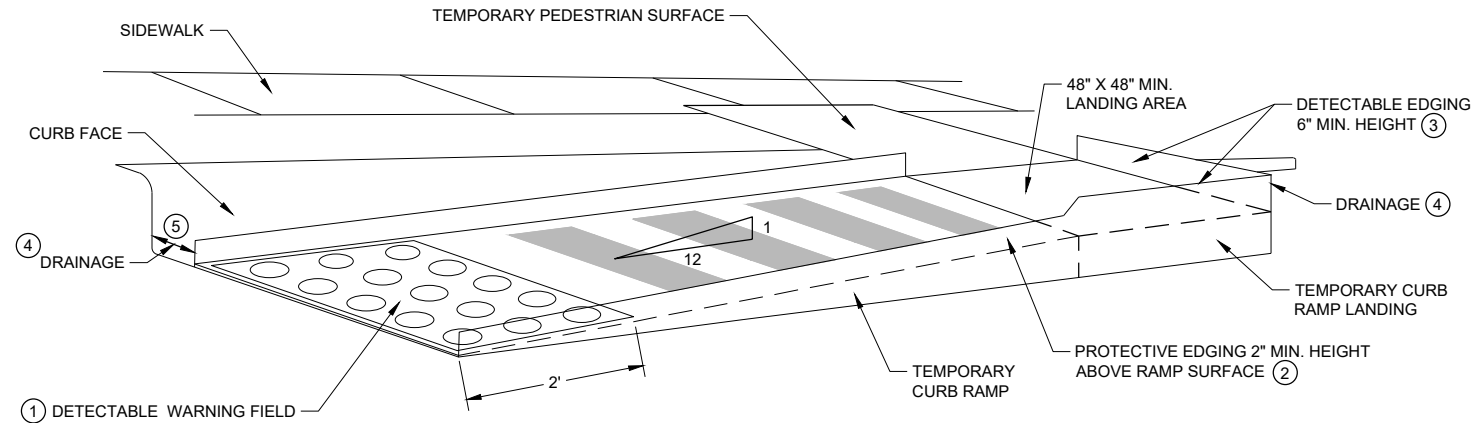


**TEMPORARY PEDESTRIAN BARRICADE\***

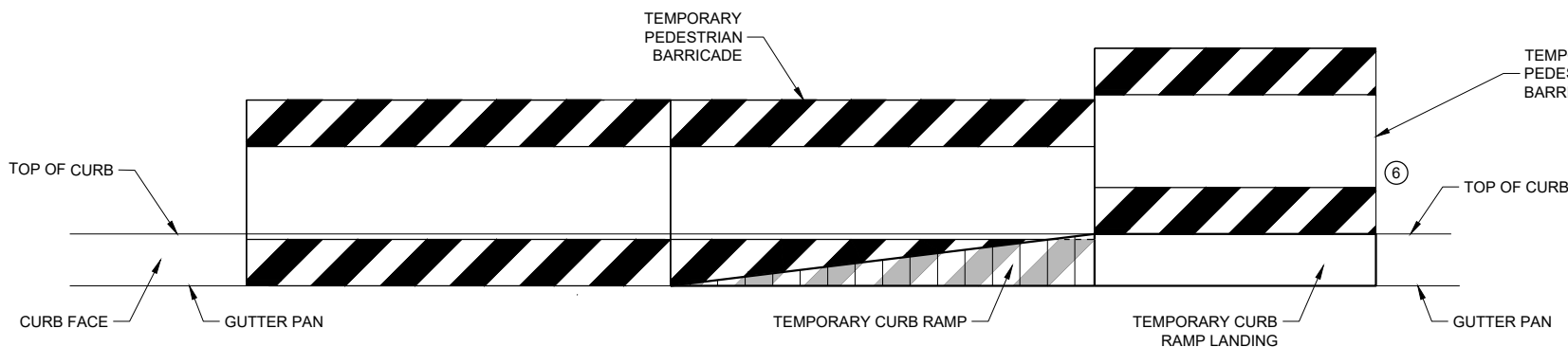
**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.  
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.  
 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.  
 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.  
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

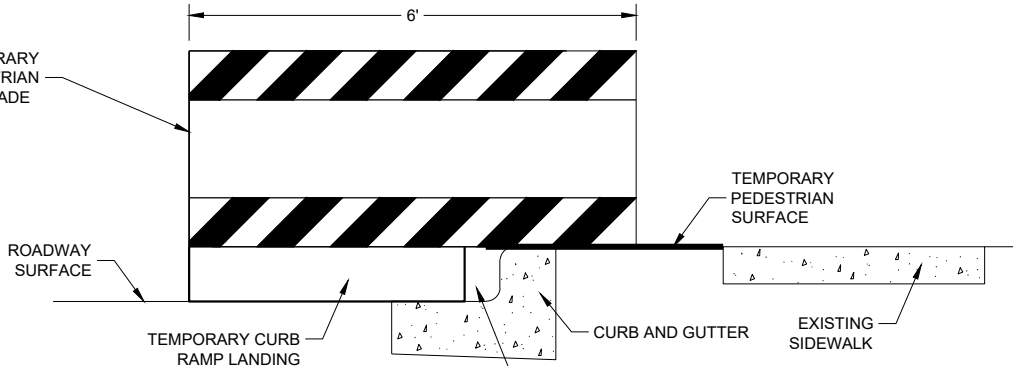
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). 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.



**PERSPECTIVE VIEW**



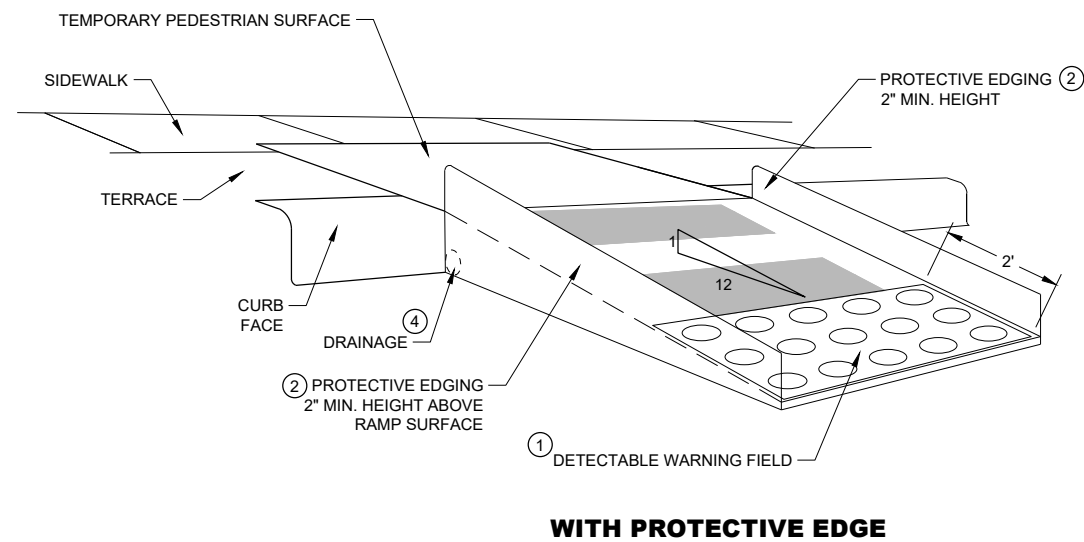
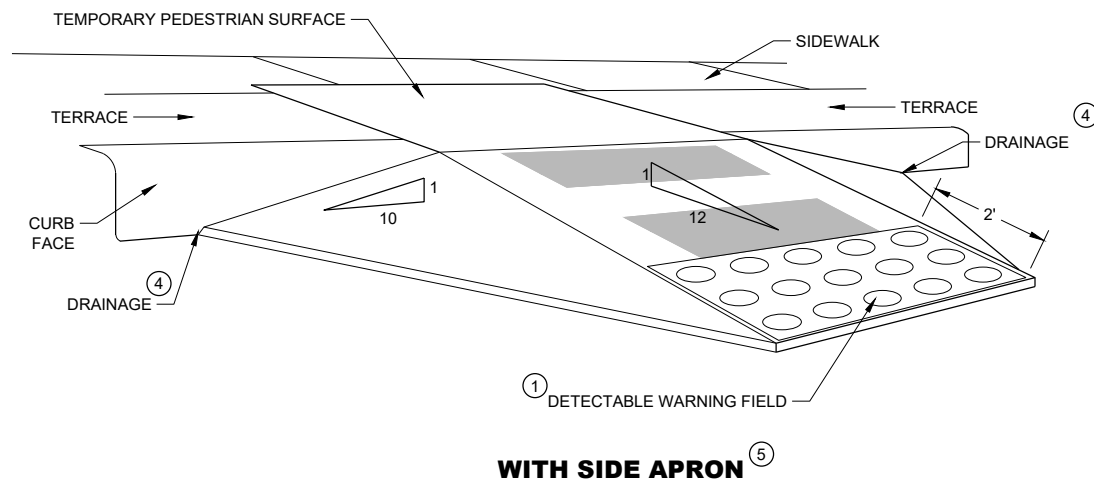
**FRONT VIEW**



**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

<p><b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b></p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

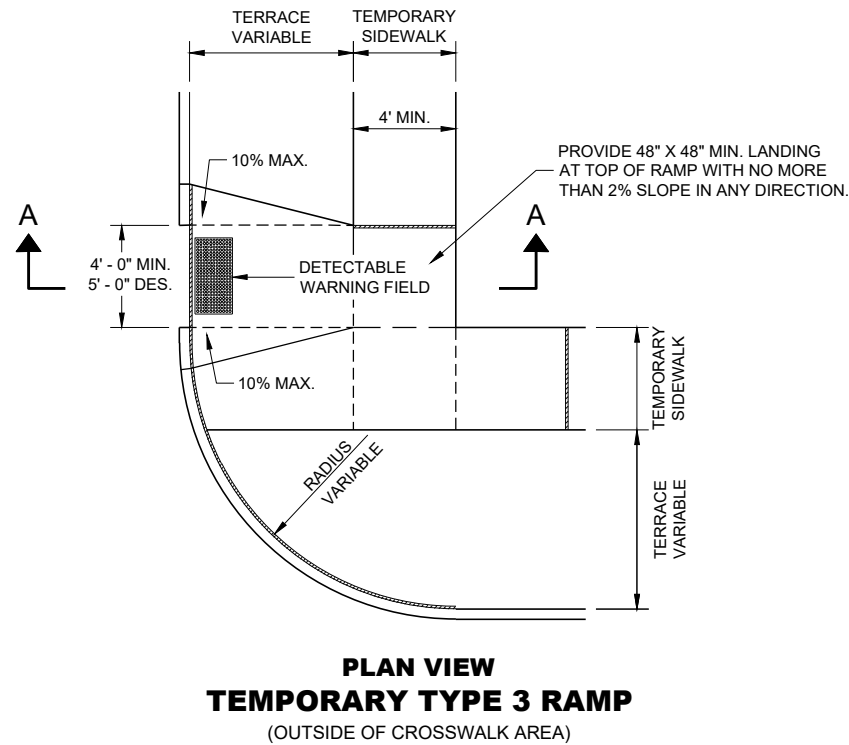
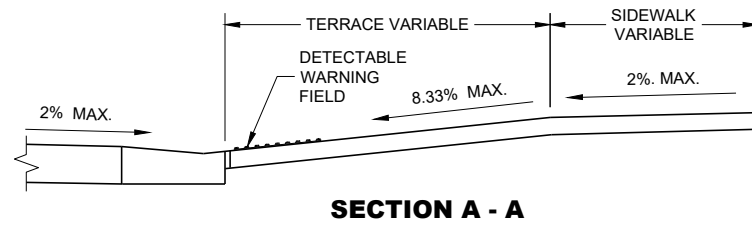
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- (2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- (3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- (4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- (5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

**GENERAL NOTES**

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



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SDD 15D30-09d

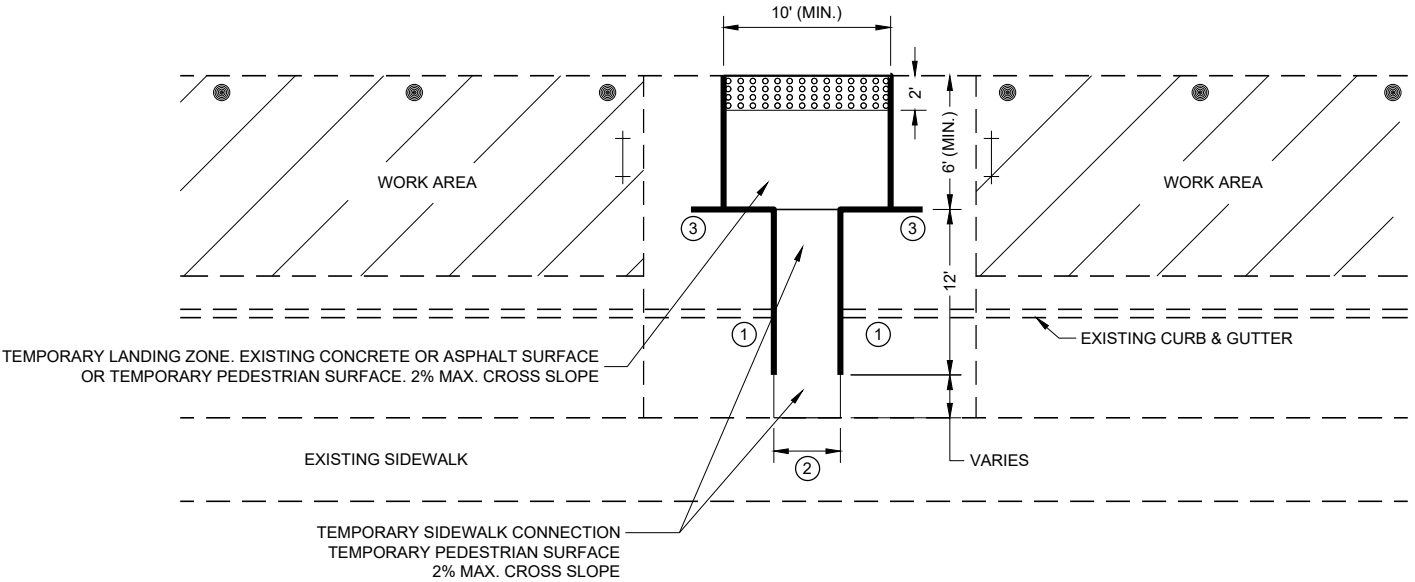
SDD 15D30-09d

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/s/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

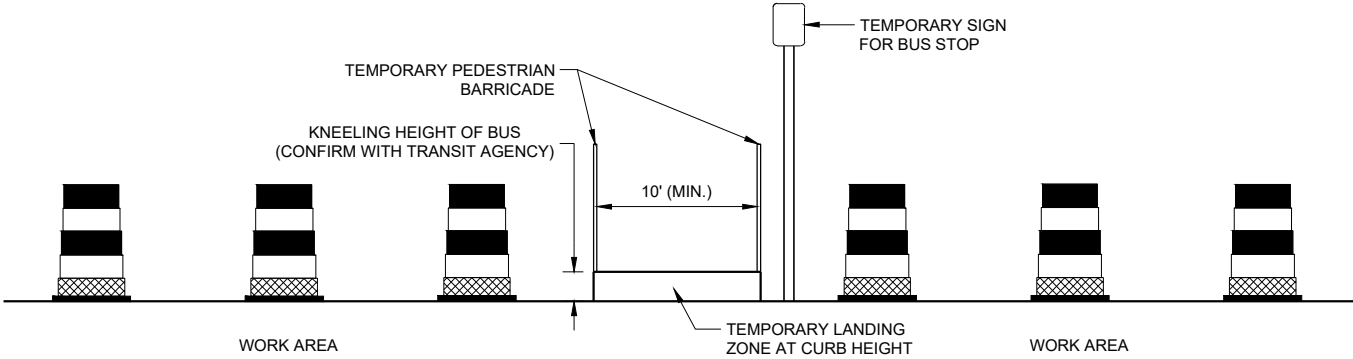
**GENERAL NOTES**

- 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 RAMP 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 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- CURB RAMP AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.



**PLAN VIEW**



**PROFILE VIEW  
TEMPORARY BUS STOP PAD**







**LEGEND**

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ▤ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

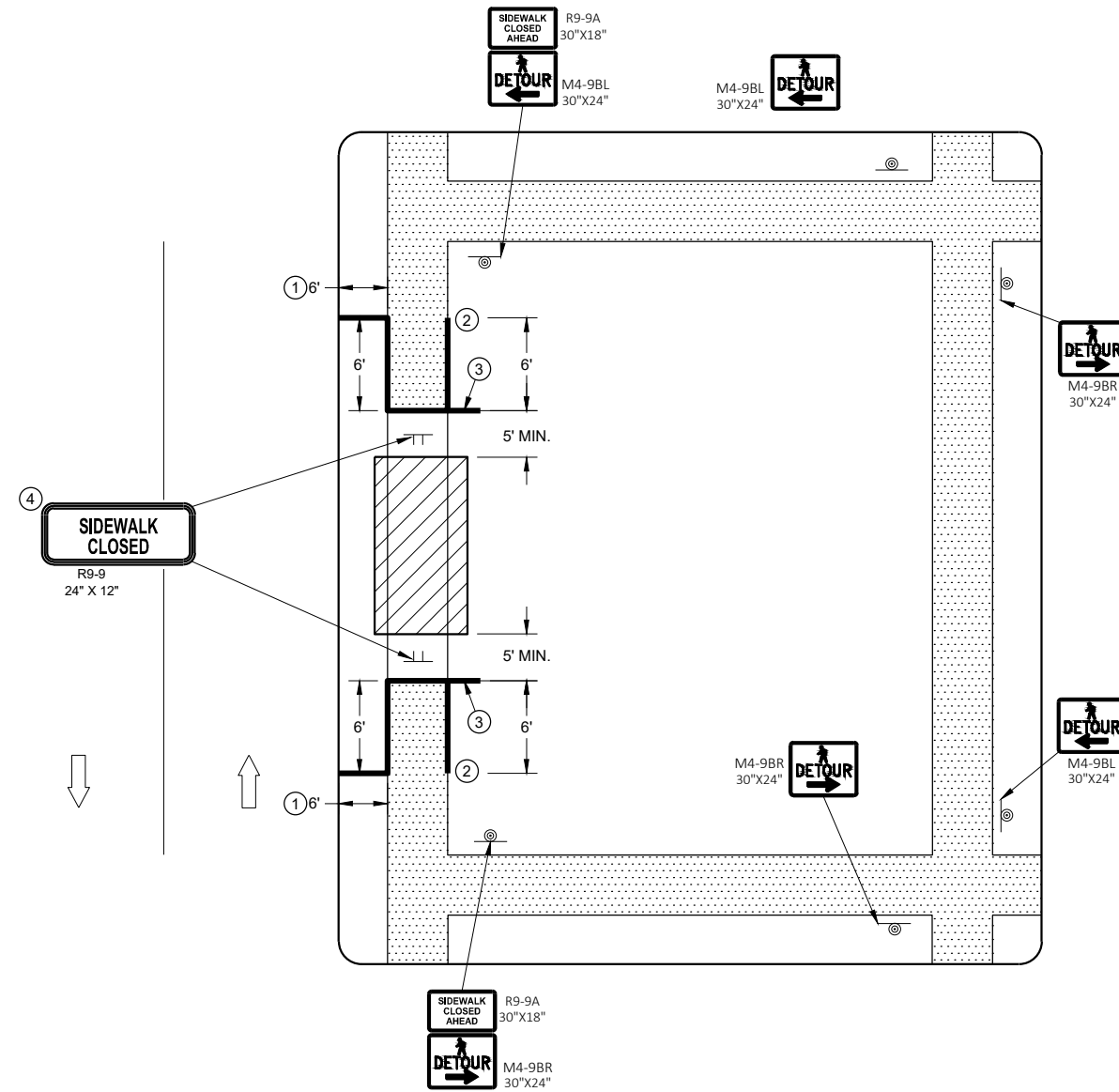
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
  - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
  - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
  - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.










**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

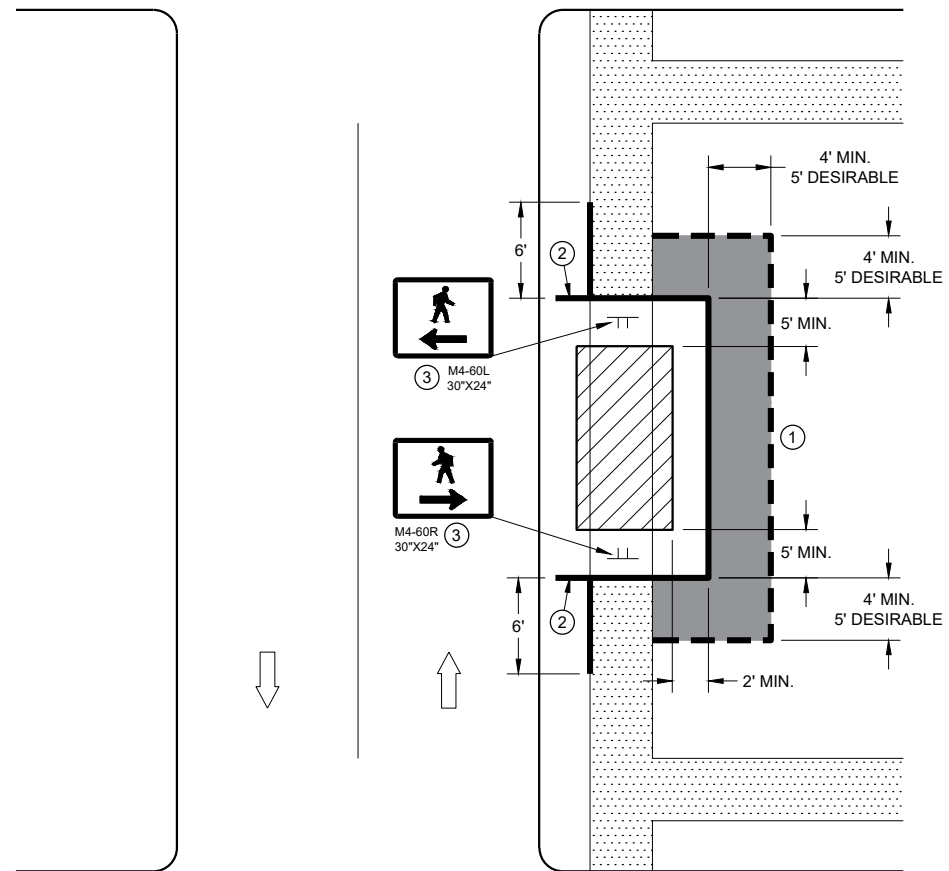


**LEGEND**

-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA
-  UNDER PEDESTRIAN TRAFFIC
-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



**SIDEWALK DIVERSION  
SINGLE SIDE**



### GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.











SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

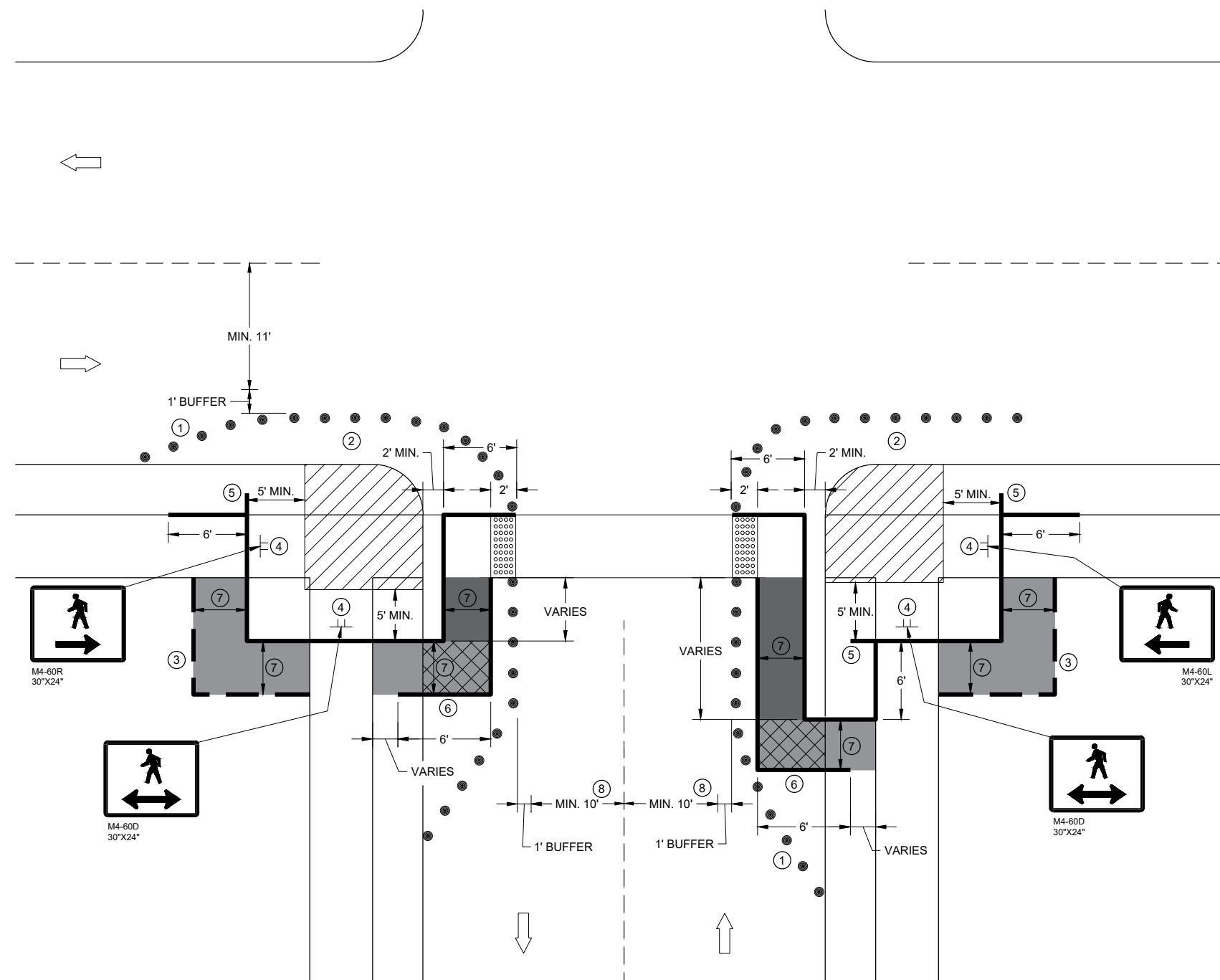
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

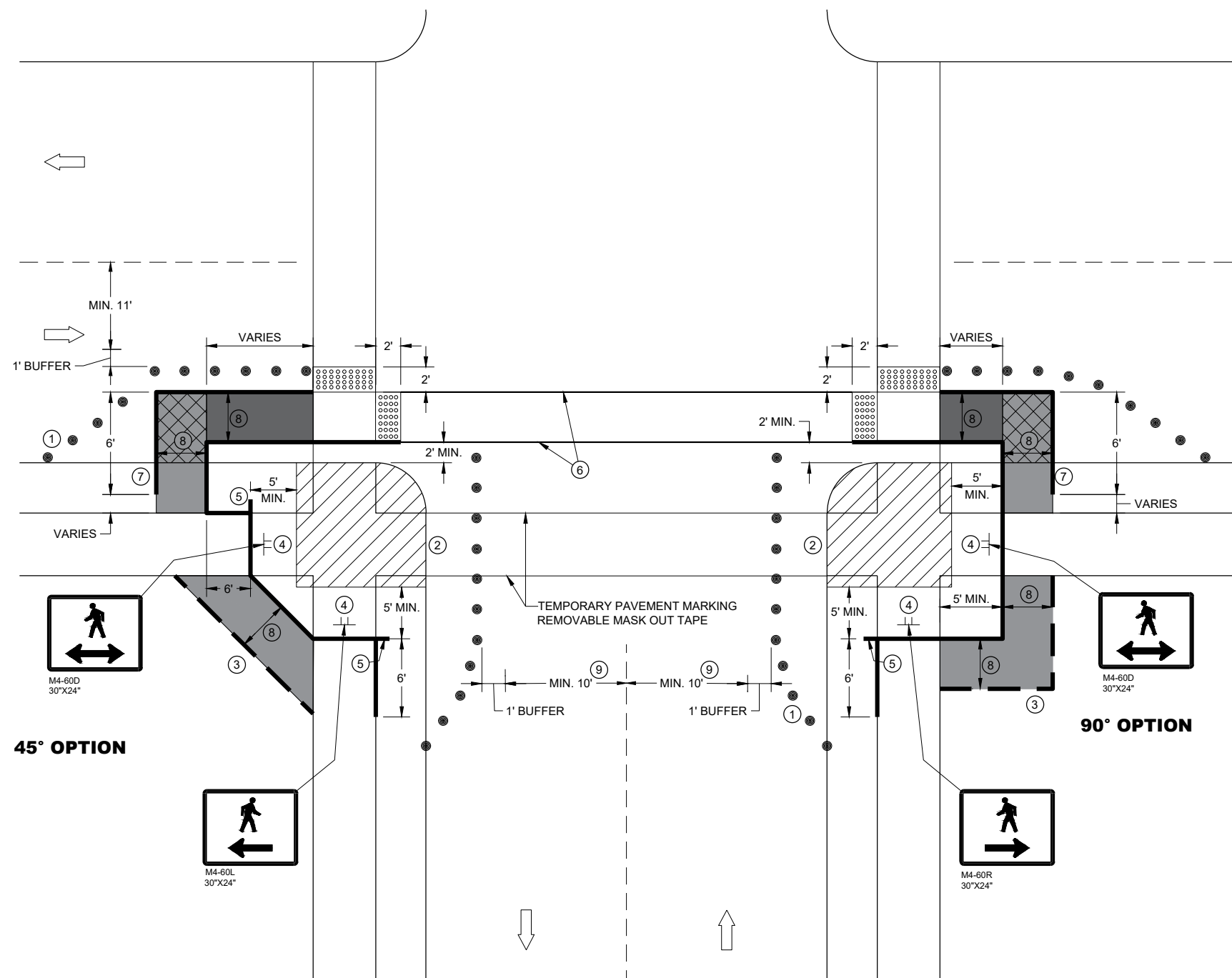
### LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL  
SIDEWALK ON SINGLE SIDE**

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

**GENERAL NOTES**

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.







**LEGEND**

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

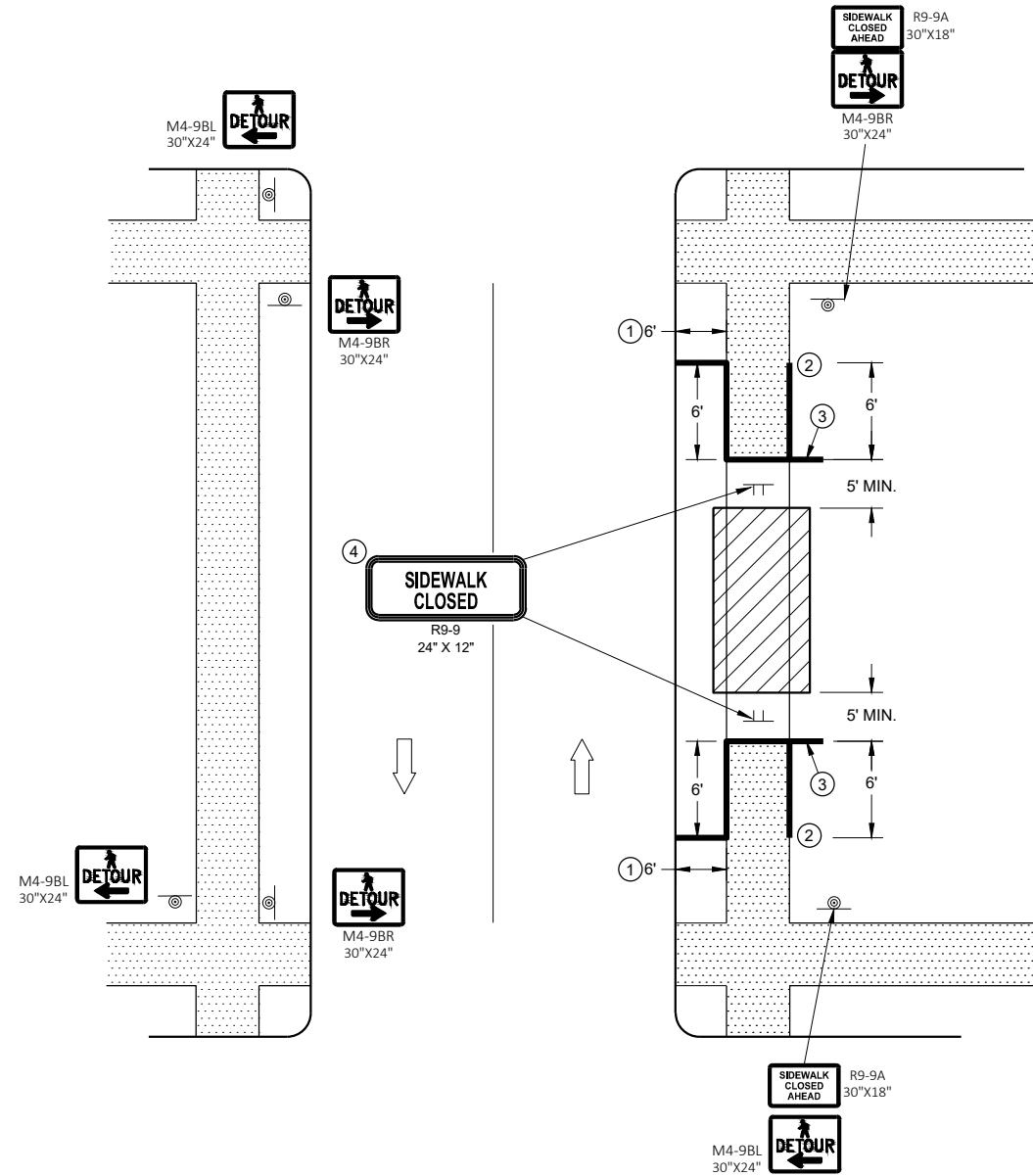
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

**GENERAL NOTES**

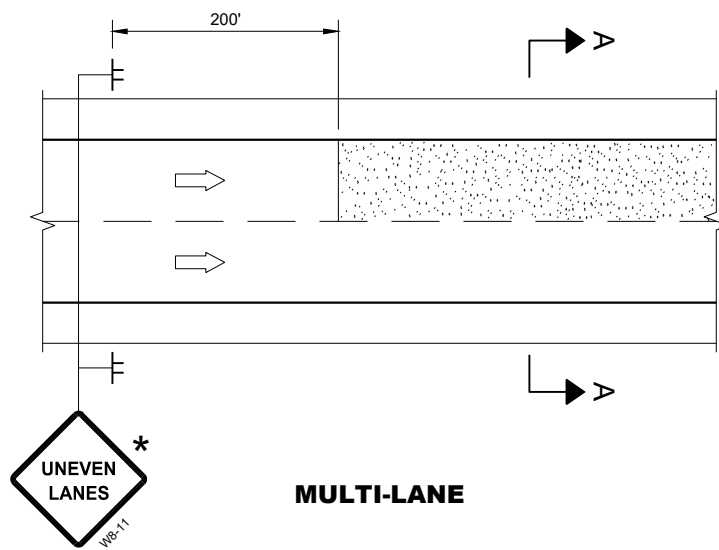
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
  - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
  - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
  - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



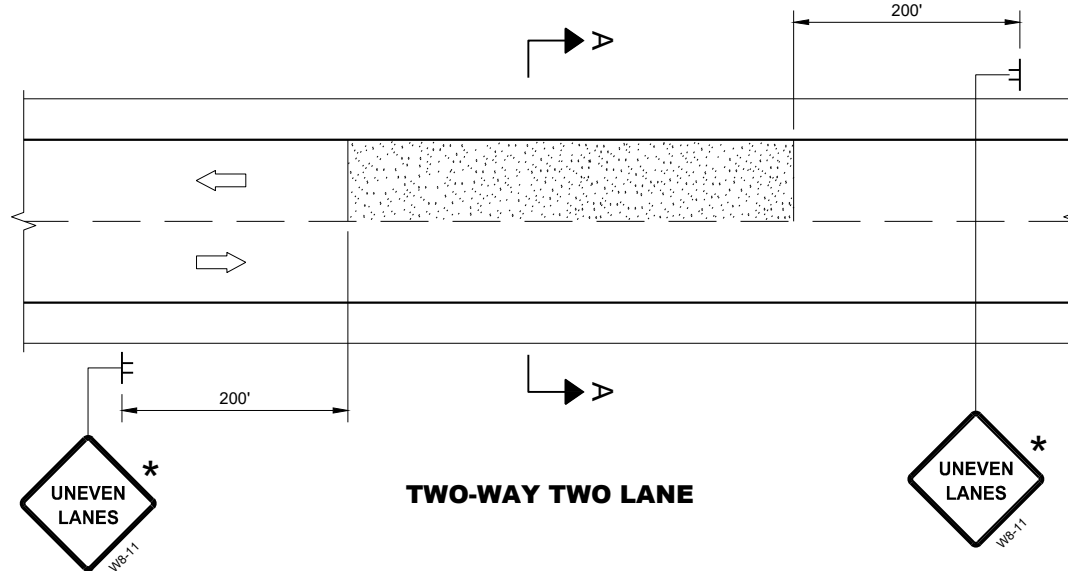
**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

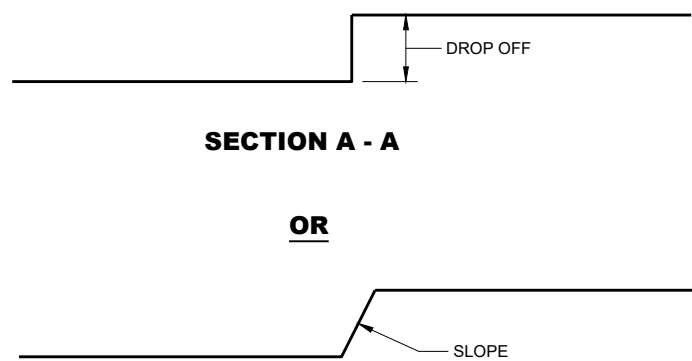




**MULTI-LANE**



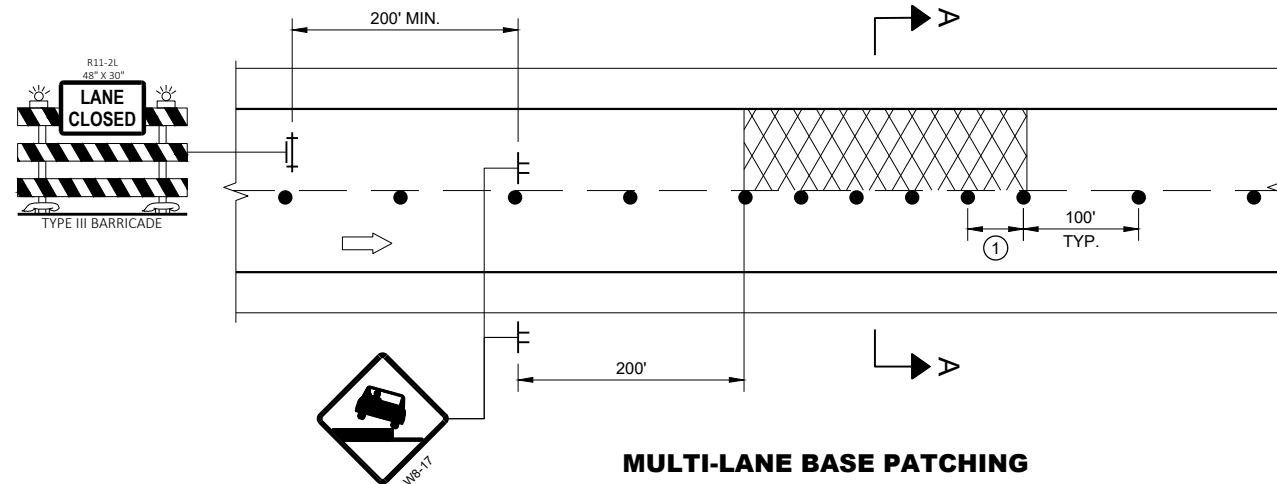
**TWO-WAY TWO LANE**



**SECTION A - A**

**OR**

**SECTION A - A**



**MULTI-LANE BASE PATCHING**

**ADJACENT LANE DROP-OFFS**

**GENERAL NOTES**

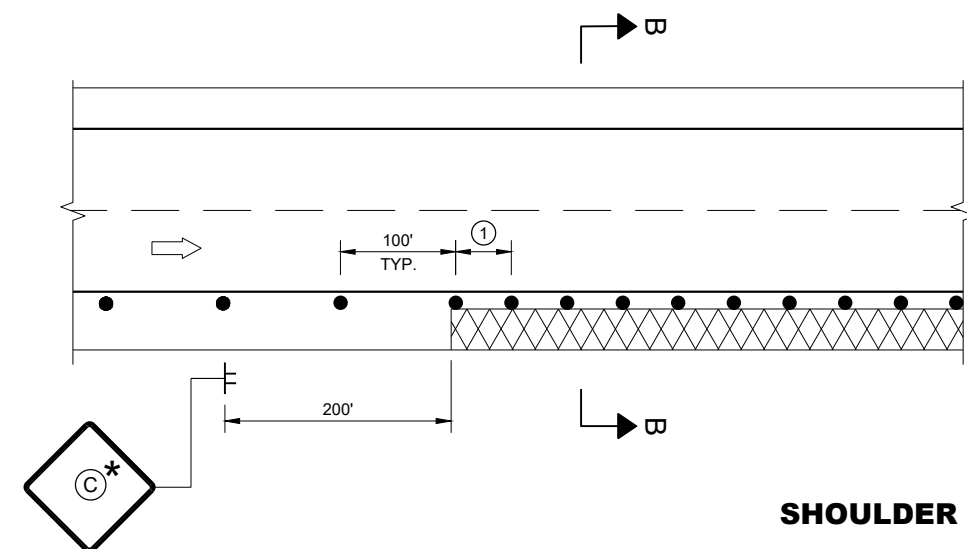
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- \* IF THE DROP-OFF 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**

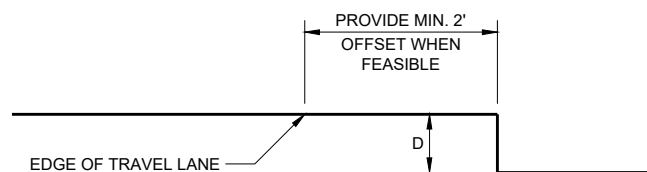
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

6

6



**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

SDD 15D39 - 02

SDD 15D39 - 02

**TRAFFIC CONTROL,  
DROP-OFF SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Andrew Heidtke  
DATE DATE WORK ZONE ENGINEER

FHWA

**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.

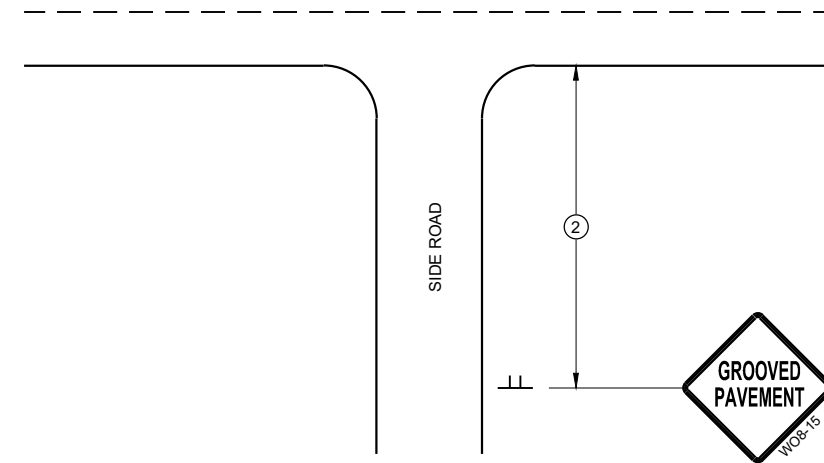
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

- 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.

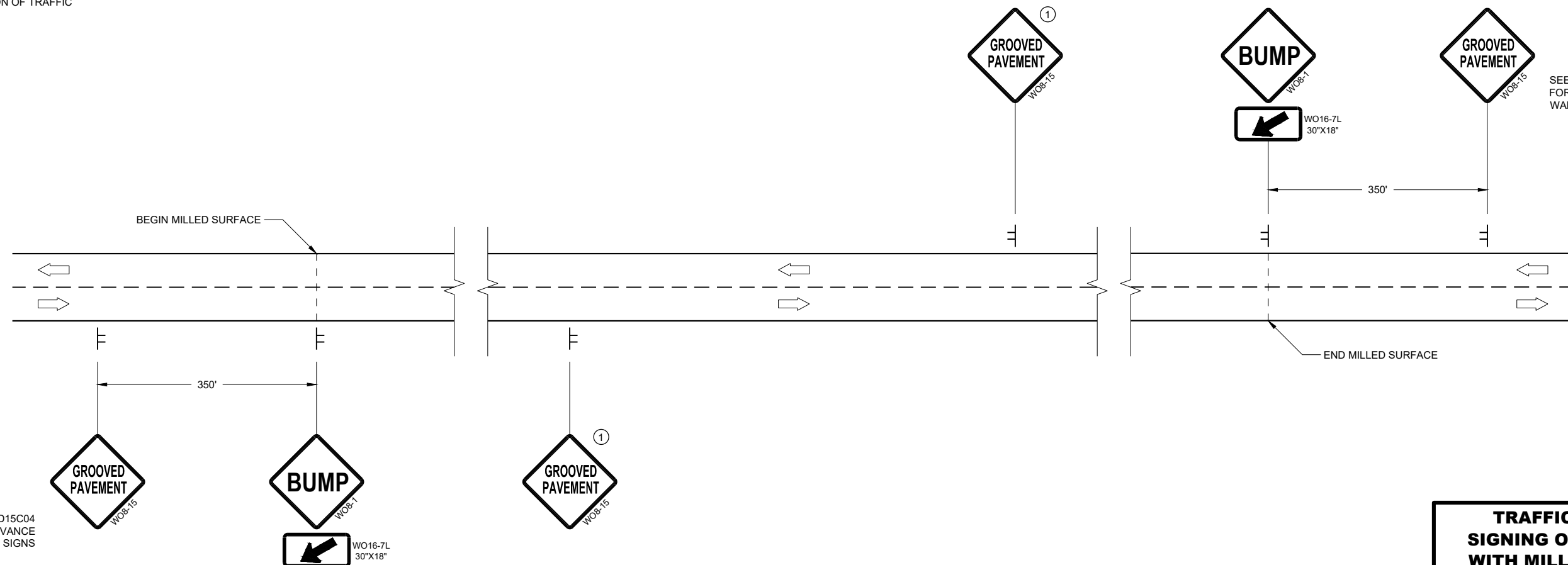
**LEGEND**

⊥ SIGN ON TEMPORARY SUPPORT

⇨ DIRECTION OF TRAFFIC



**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**



**DETAIL FOR SIGNING ON MILLED SURFACES**

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**





STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA



**LEGEND**

- V1 WORK VEHICLE
- V2 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  FLASHING ARROW PANEL (CAUTION)
-  WORK AREA
-  DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

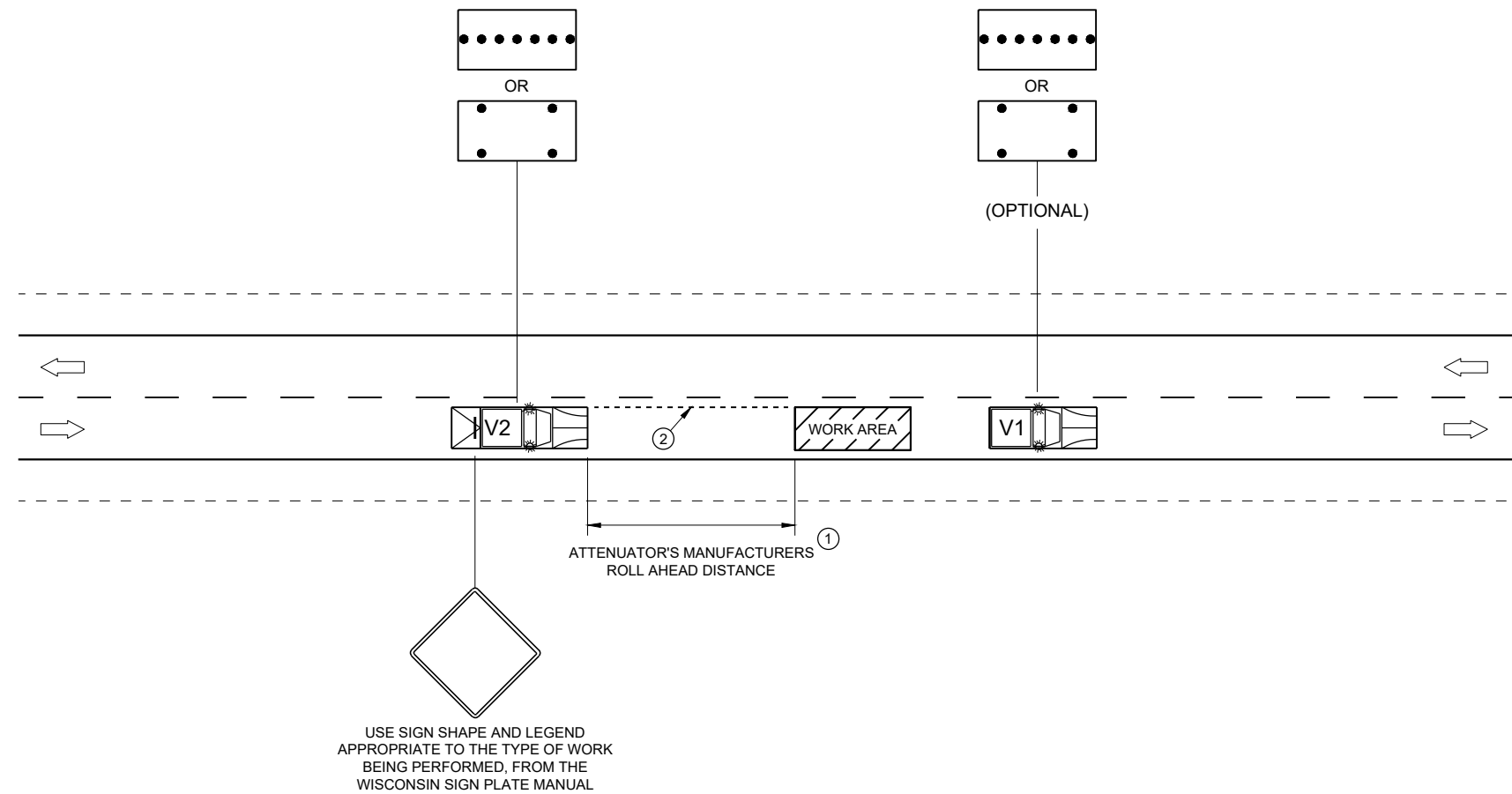
MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

- ① DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



**TRAFFIC CONTROL,  
MOBILE OPERATIONS ON  
AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 DATE /S/ Andrew Heidtke  
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6

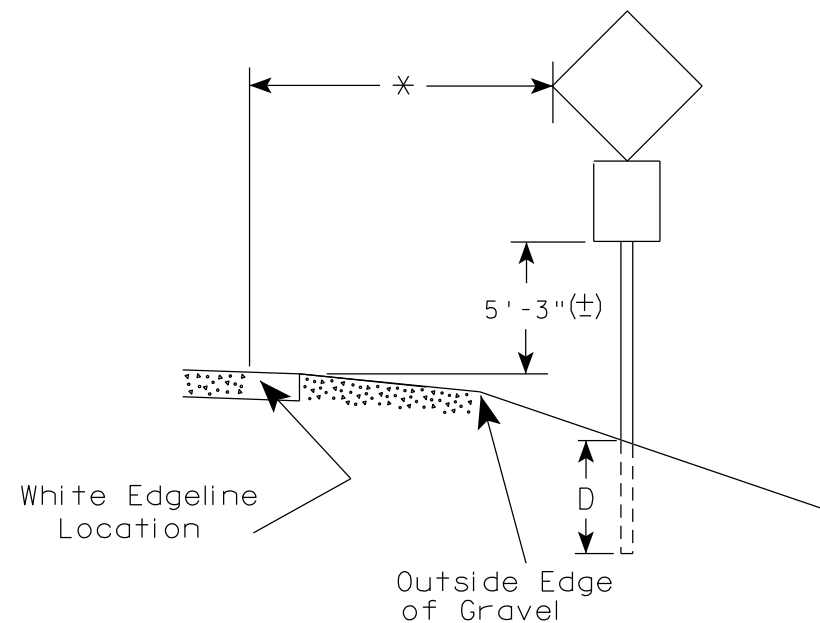
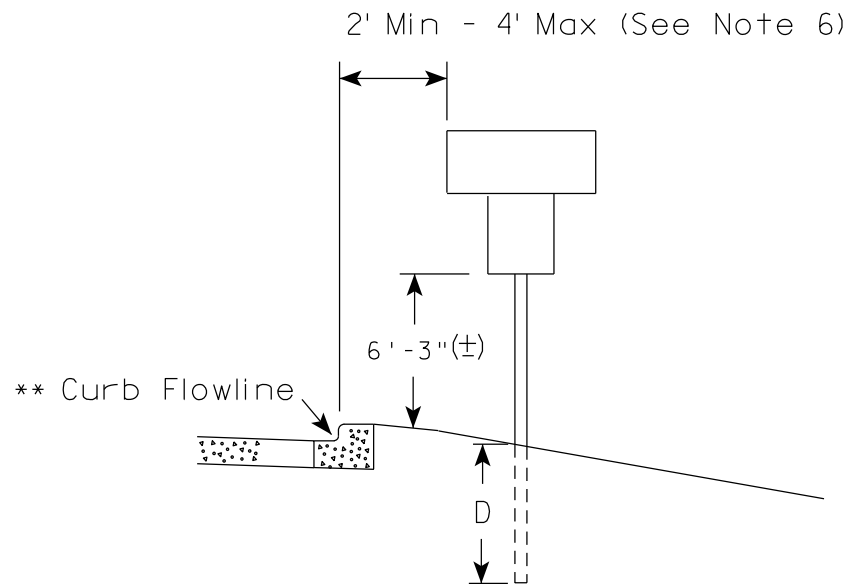
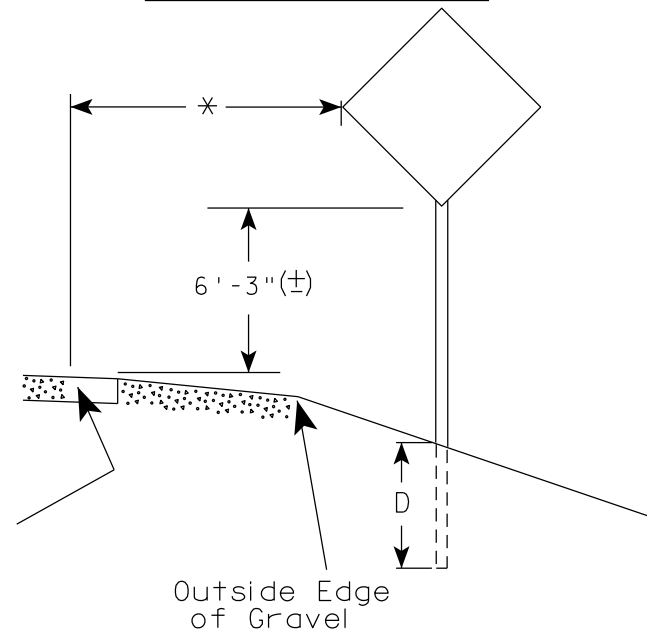
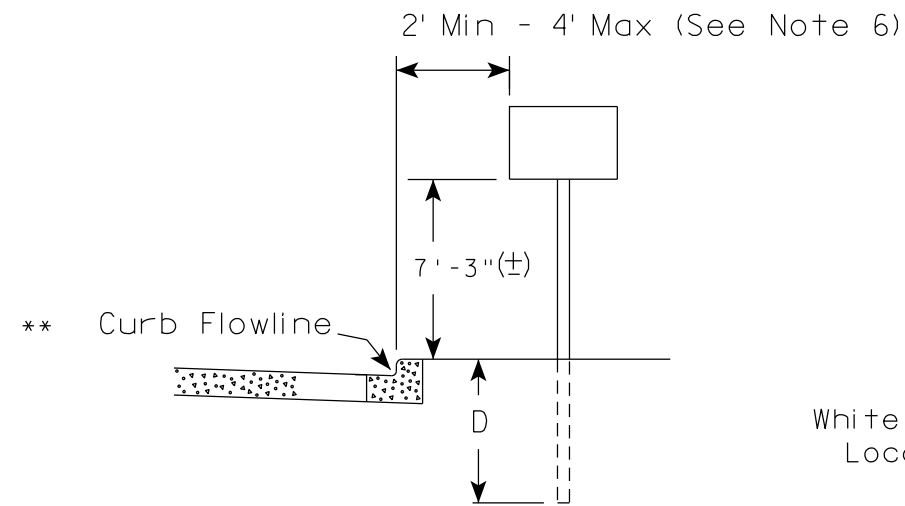
6

SDD 15D51 - 01

SDD 15D51 - 01

URBAN AREA

RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

Area of Sign Installation ( Sq. Ft. )	D ( Min )
20 or Less	4'
Greater than 20	5'

- GENERAL NOTES**
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
  2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.  
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
  3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
  4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
  5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
  6. The (±) tolerance for mounting height is 3 inches.
  7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the 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.

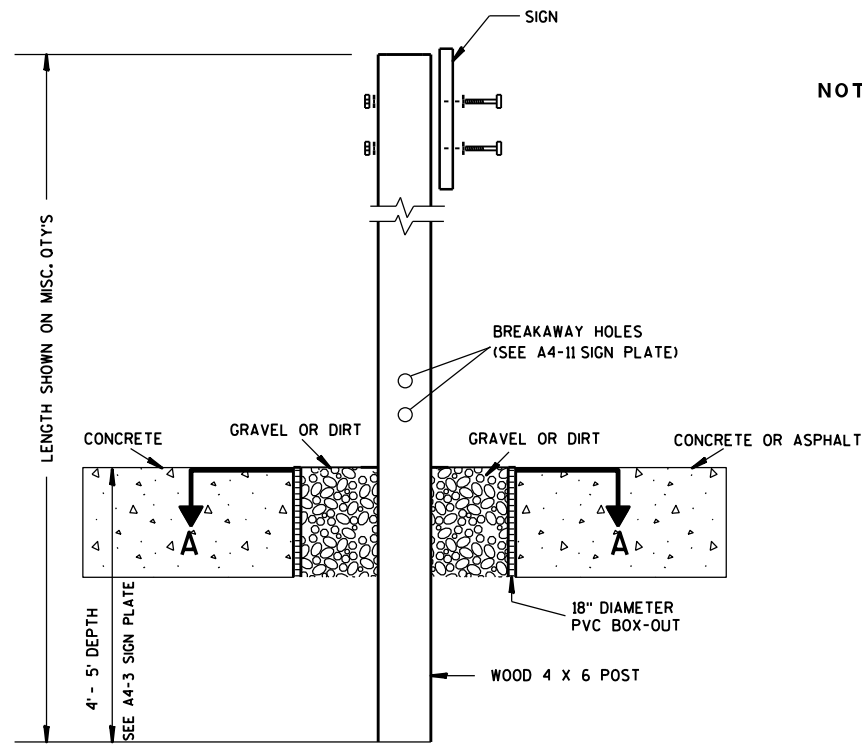
\* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

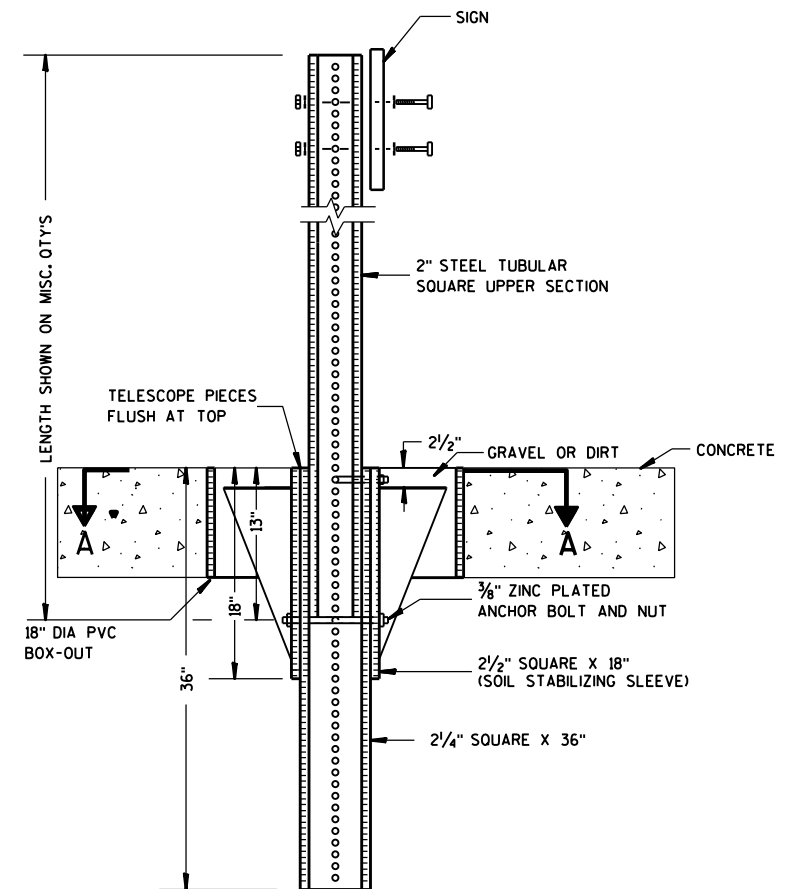
DATE 5/13/2020 PLATE NO. A4-3.22



**ELEVATION VIEW**

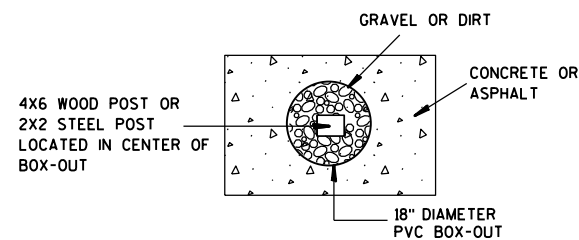
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

- 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**

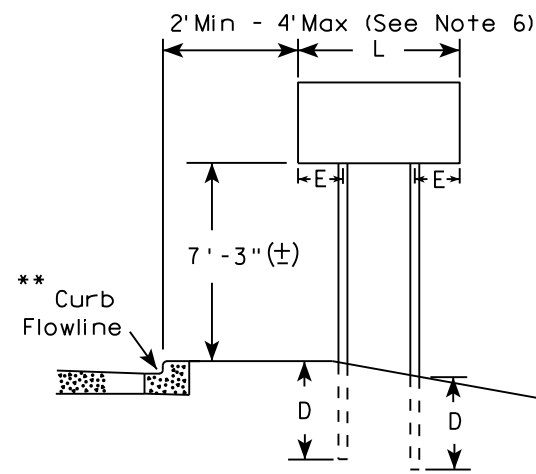
**FOR NEW CONCRETE/ ASPHALT INSTALLATIONS**

<b>SIGN POST BOX-OUTS A4-3B</b>	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
DATE <u>1/27/14</u>	PLATE NO. <u>A4-3B.1</u>

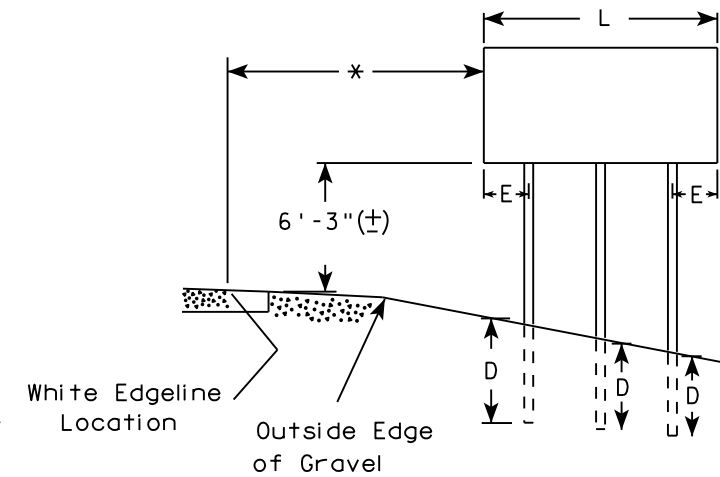
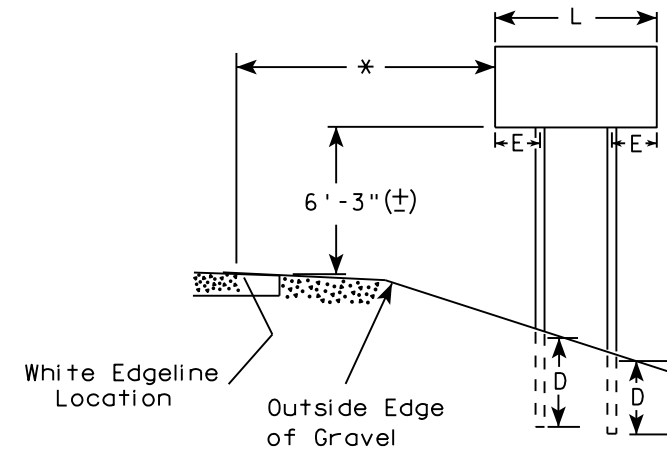
GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

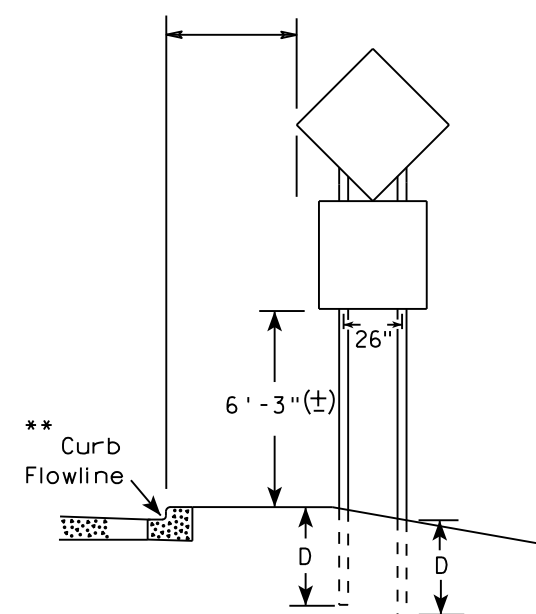
URBAN AREA



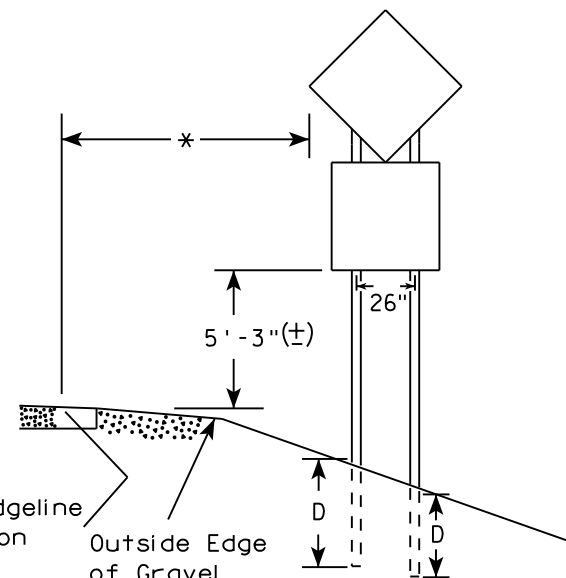
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

\* 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.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

\*\*\*

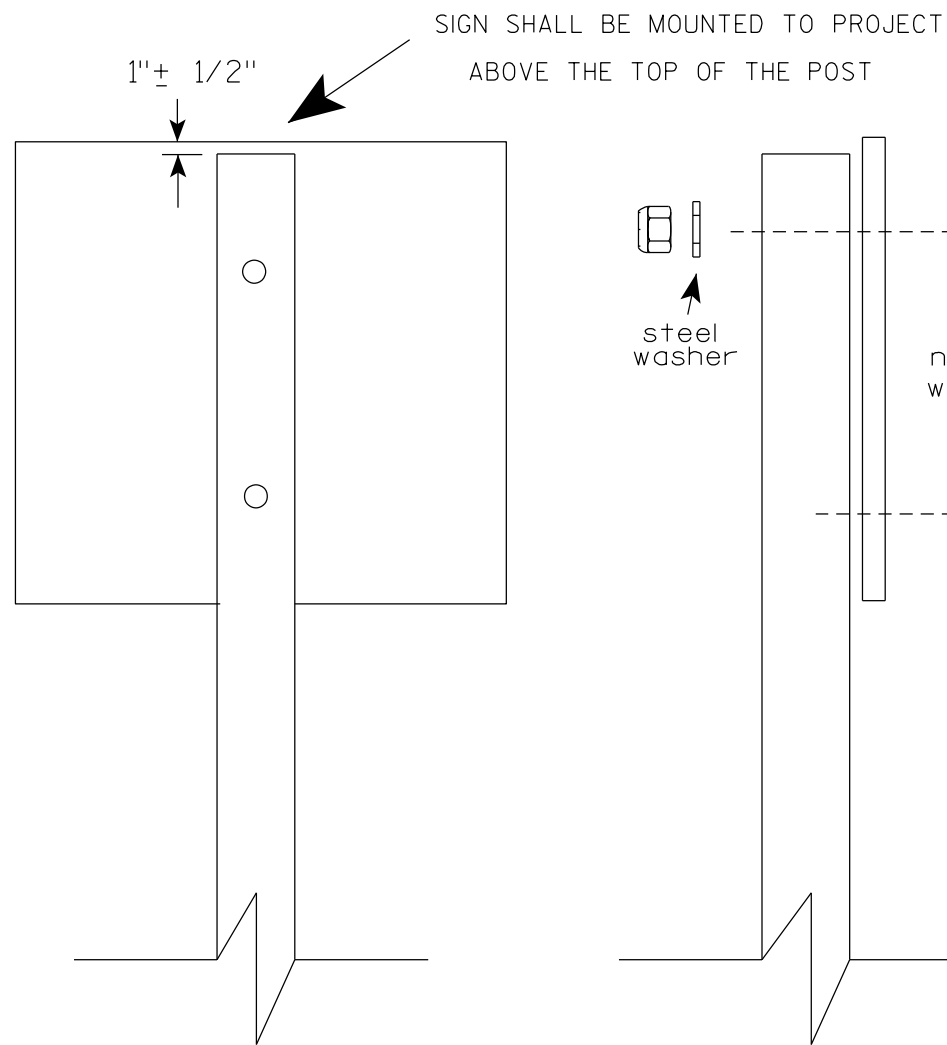
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

Area of Sign Installation ( Sq. Ft. )	D ( Min )
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION  
 APPROVED *Matthew R. Rauch*  
 For State Traffic Engineer  
 DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)  
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)  
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL  
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

\* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS  
TO POSTS

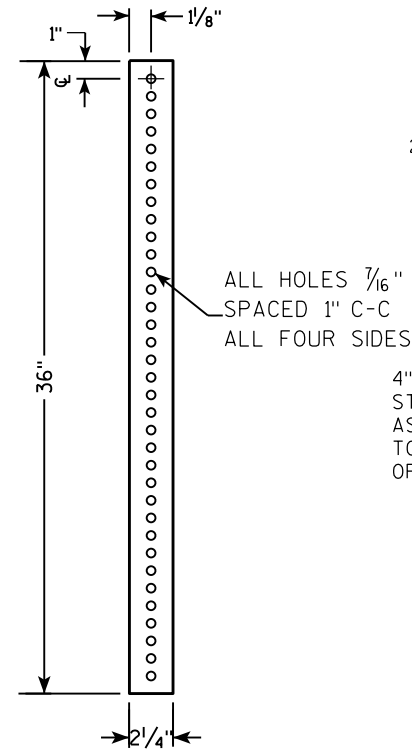
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
For State Traffic Engineer

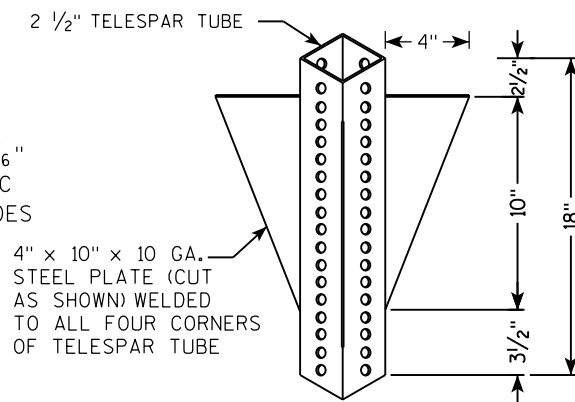
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS  
TWO PIECE SYSTEM**

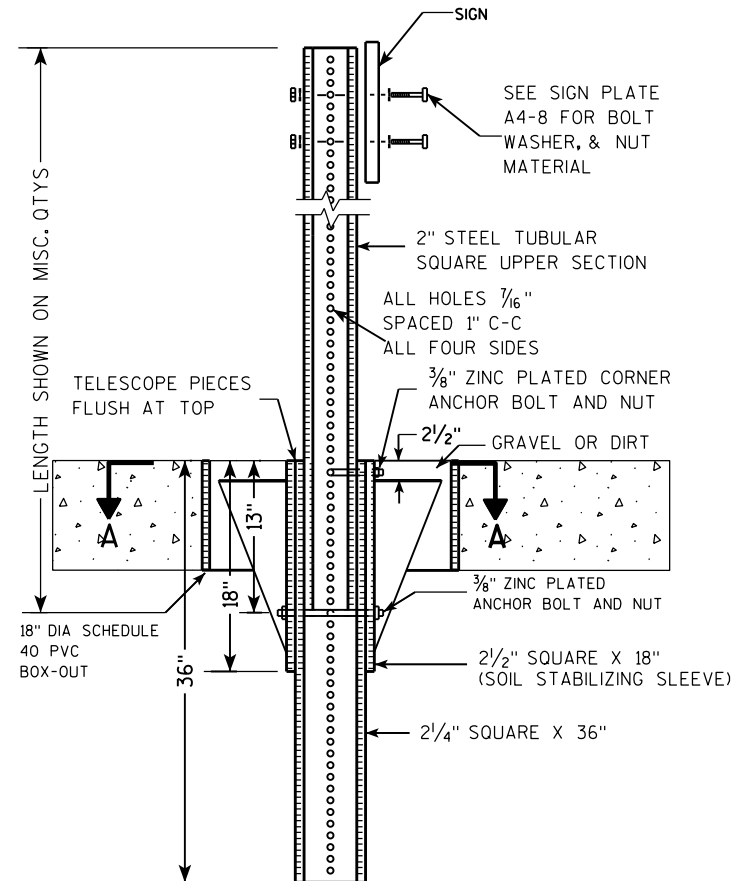
2 1/4" SQUARE  
12 GAUGE  
PERFORATED  
GALVANIZED FINISH



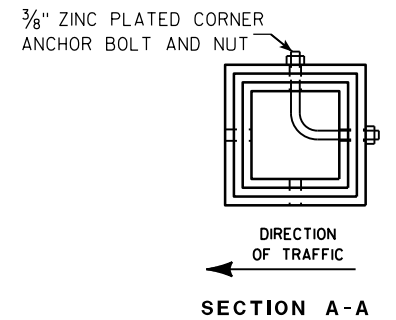
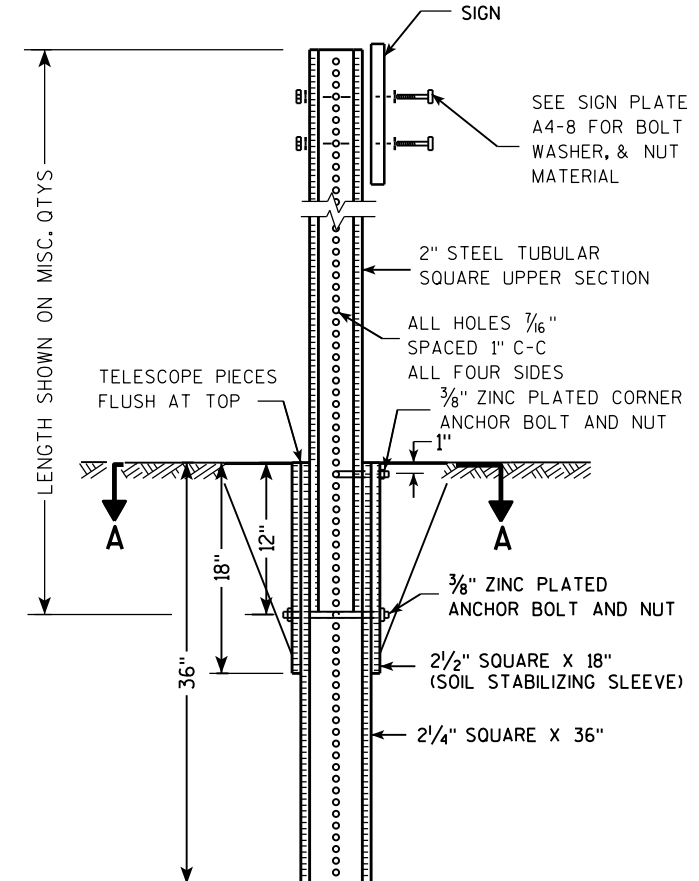
2 1/2" SQUARE  
12 GAUGE  
OMNI-DIRECTIONAL  
PERFORATED  
SOIL STABILIZING SLEEVE  
GALVANIZED FINISH



**DETAIL OF TUBULAR STEEL SIGN POST  
(IN POURED CONCRETE OR ASPHALT)**



**DETAIL OF TUBULAR STEEL SIGN POST  
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**



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

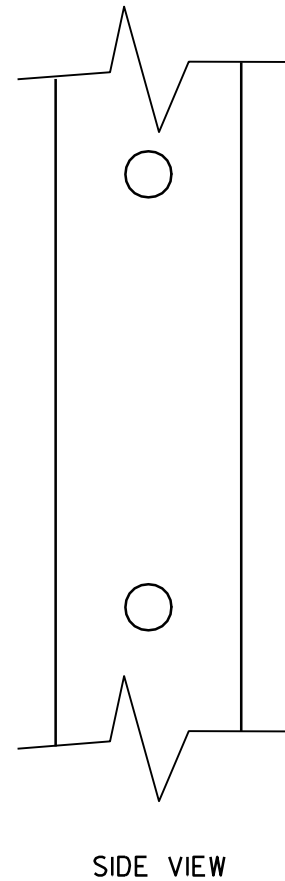
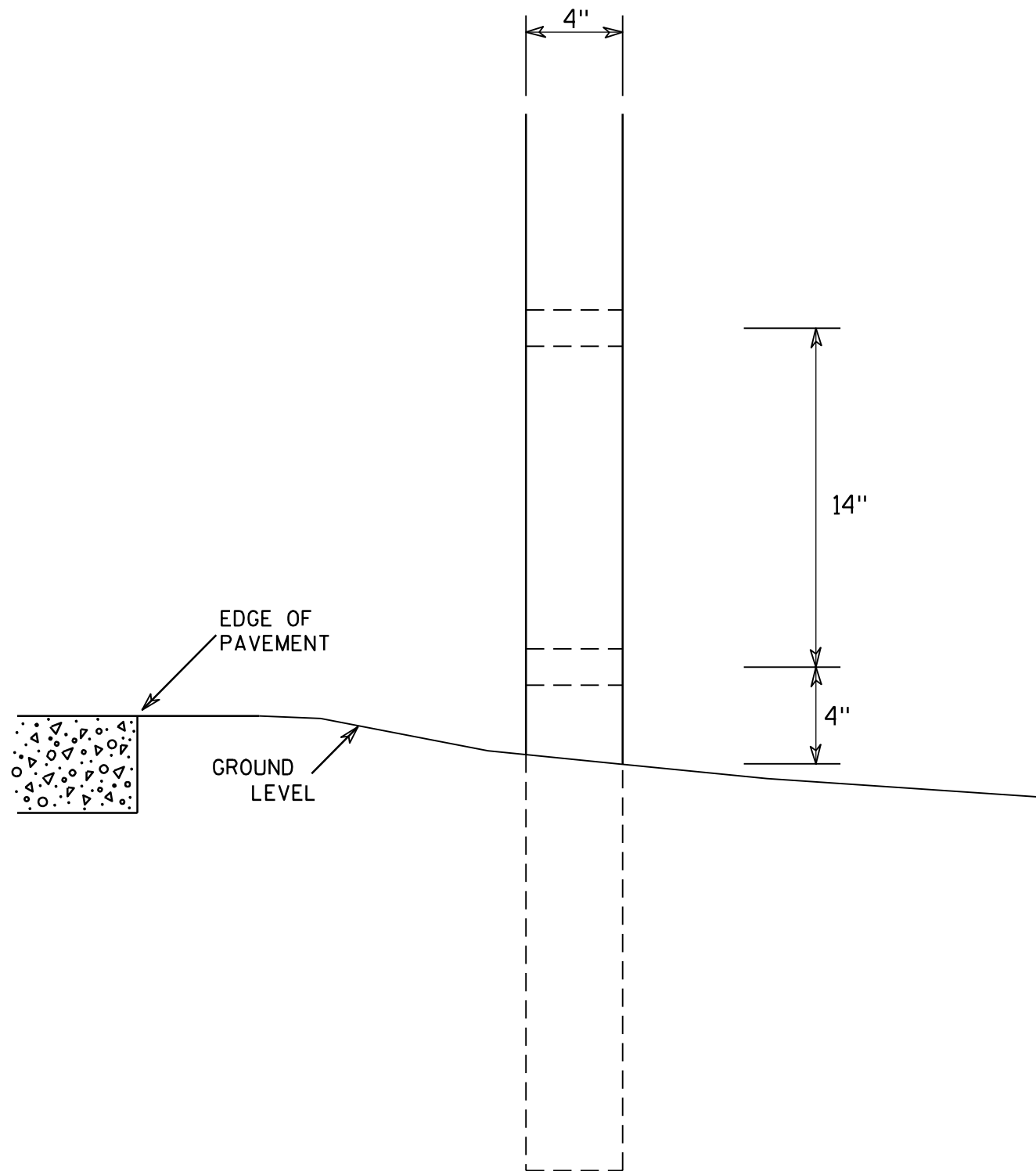
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL  
SIGN POST  
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

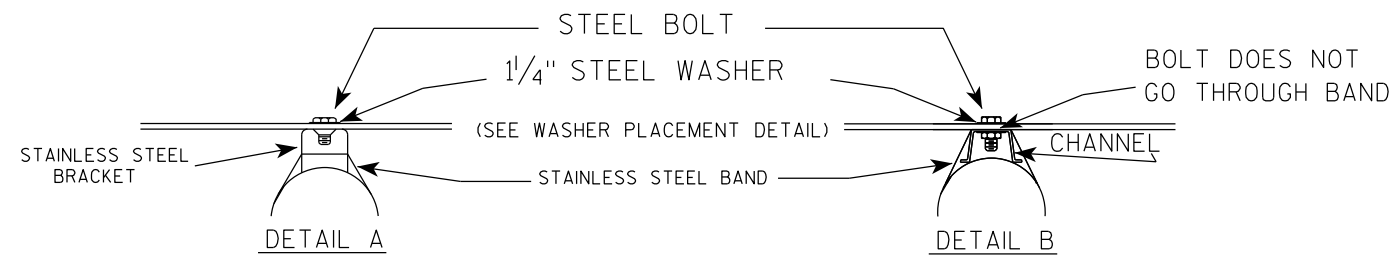
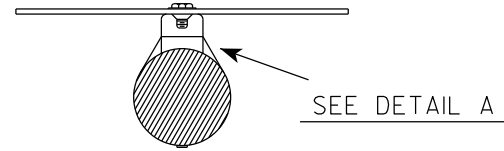
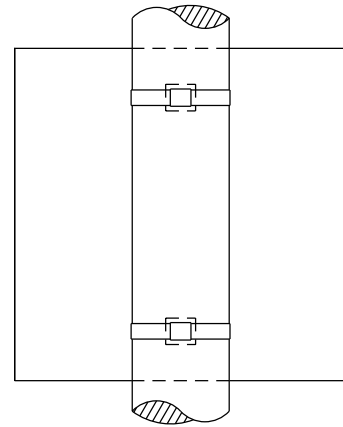
7

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<b>4 X 6 WOOD POST MODIFICATIONS</b>	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

# BANDING

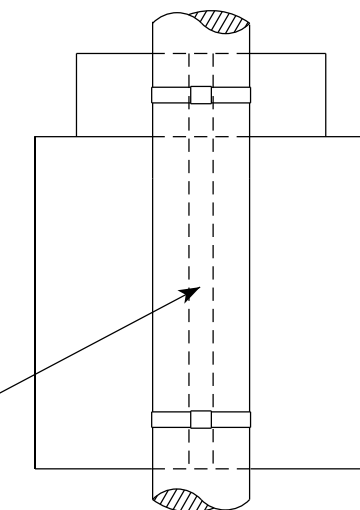
SINGLE SIGN



## 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 3/4" 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

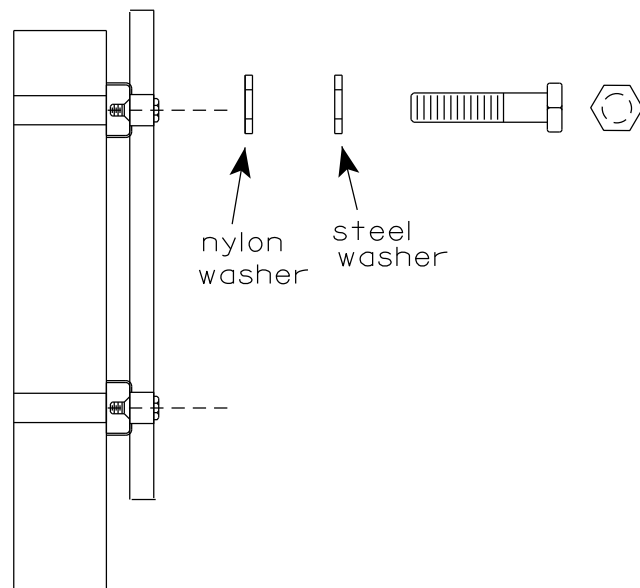
"J" ASSEMBLY



CHANNEL  
SEE TYPICAL PANEL  
INSTALLATION SHEET



WASHER PLACEMENT



WASHERS (ALL POSTS) -  
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL  
1-1/4" O.D. X 3/8" I.D. X .080 NYLON  
FOR ALL TYPE H SIGNS

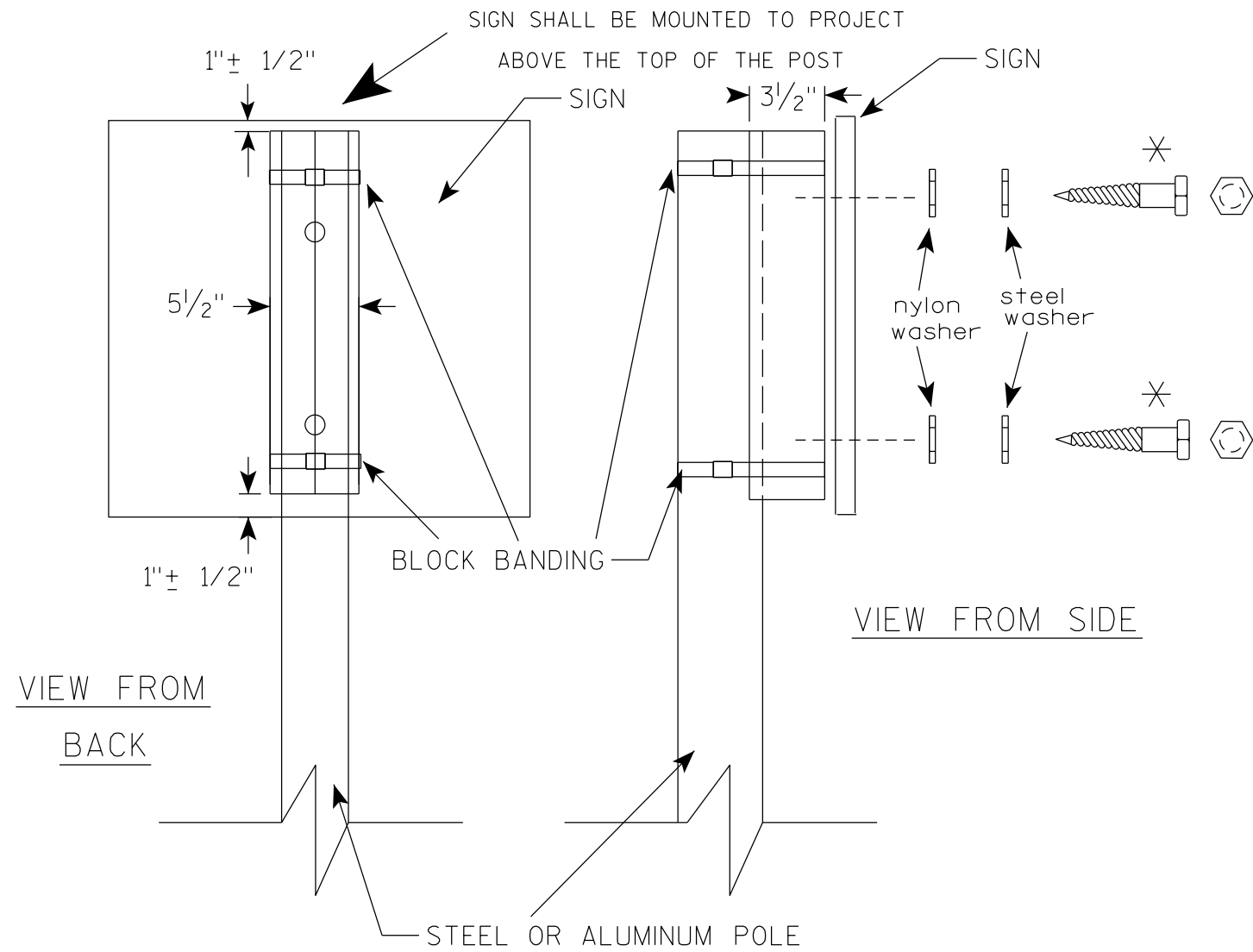
STANDARD SIGN  
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

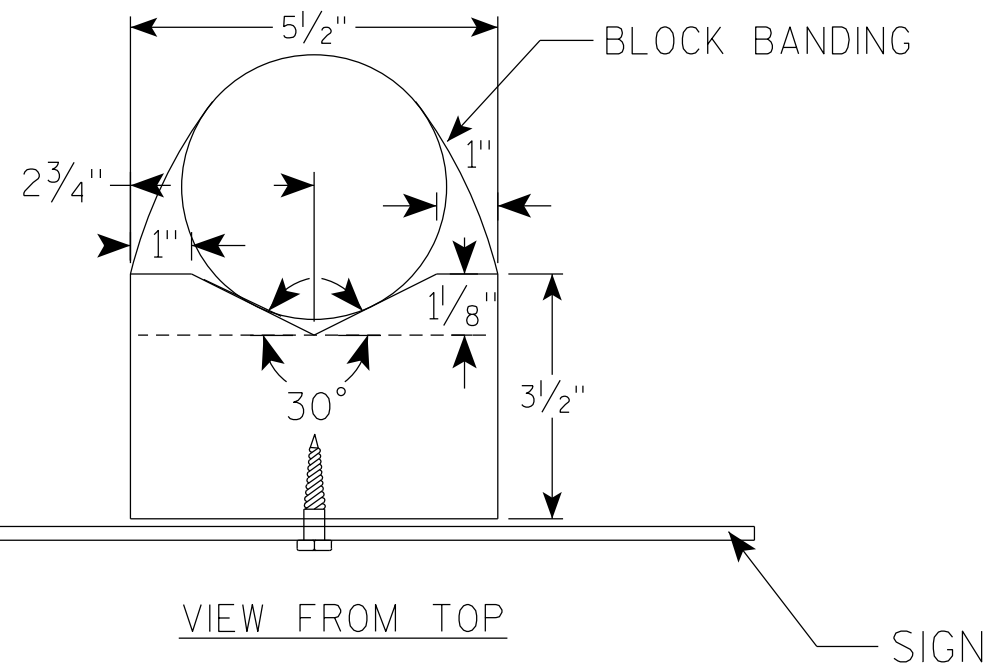




GENERAL NOTES

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, 3/4" 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 NORMALLY 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 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"



BLOCK BANDING DETAIL  
( V-BLOCK OPTION )

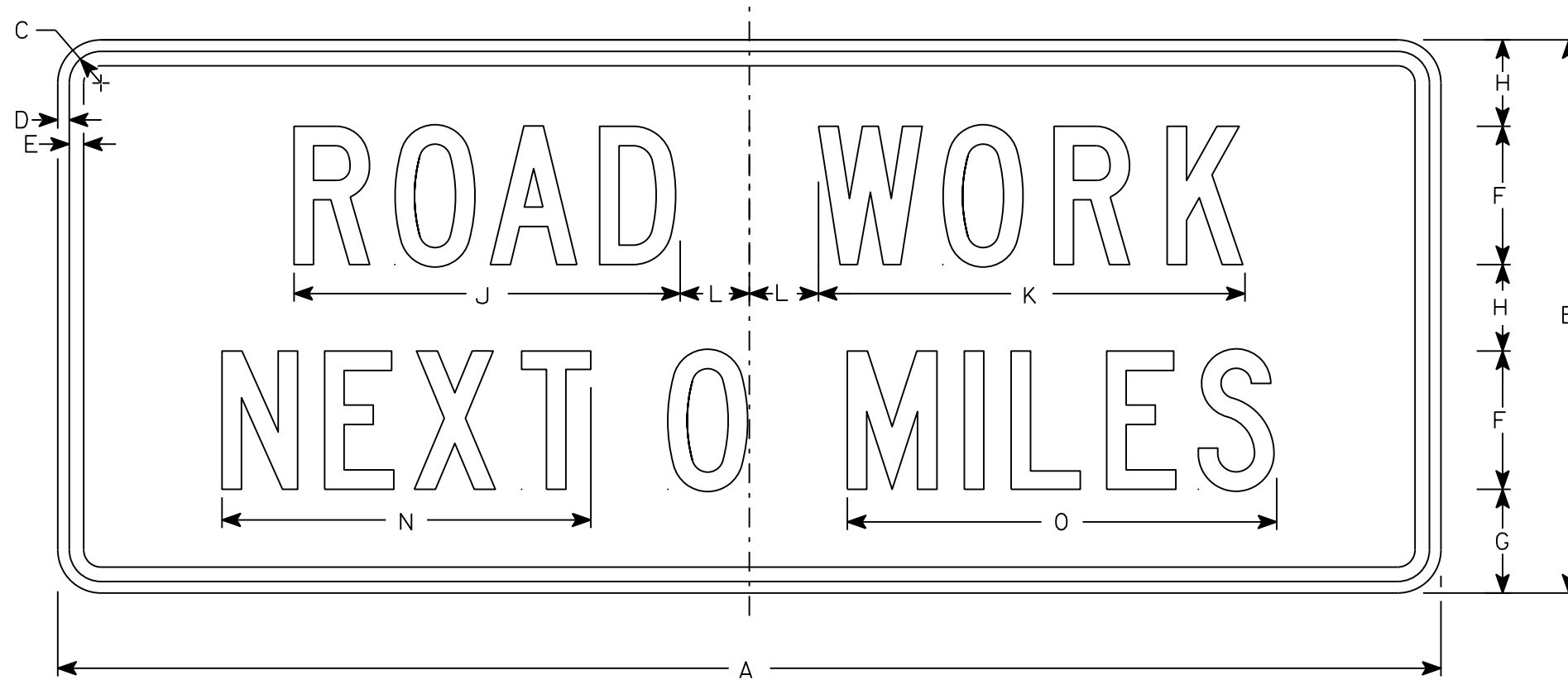
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance



G20-1

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SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

STANDARD SIGN  
G20-1

WISCONSIN DEPT OF TRANSPORTATION

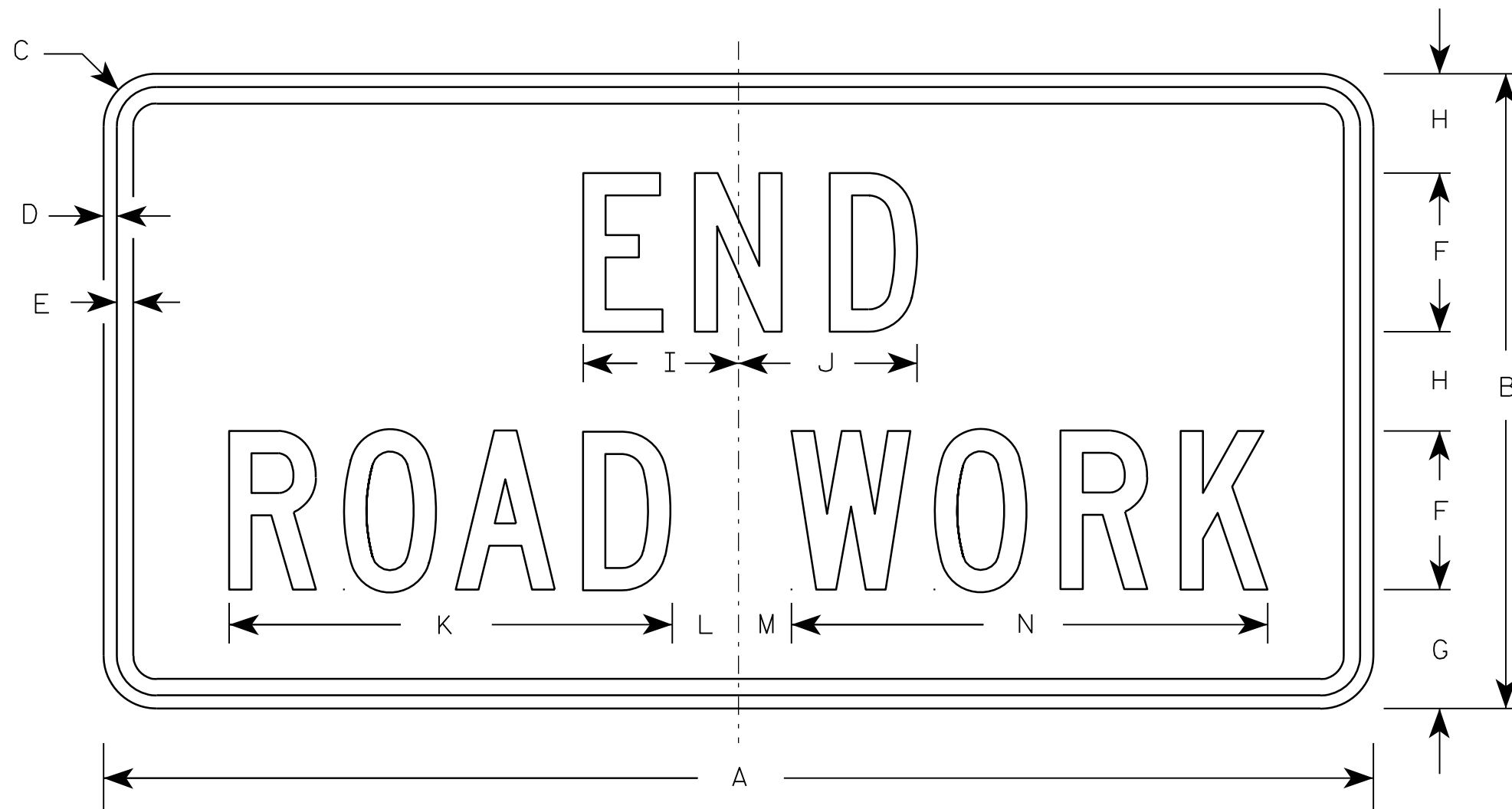
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ **E**

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

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Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

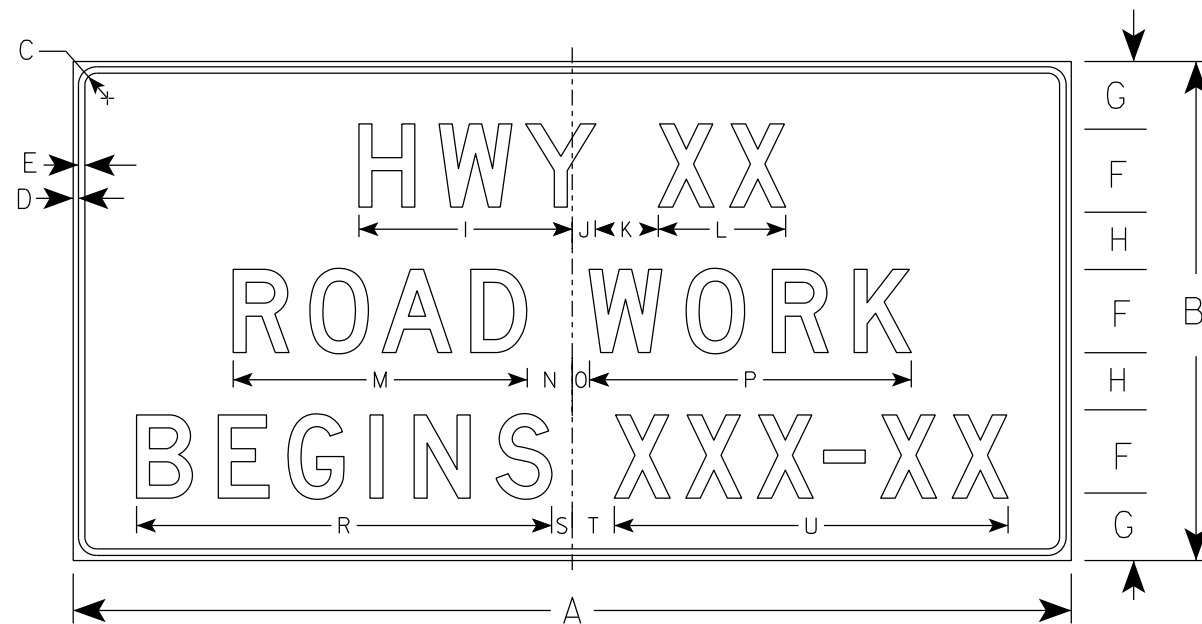
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. m.
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN G20-2A	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/30/09	PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	<b>E</b>
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NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

7

7

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																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN  
G20-57

WISCONSIN DEPT OF TRANSPORTATION

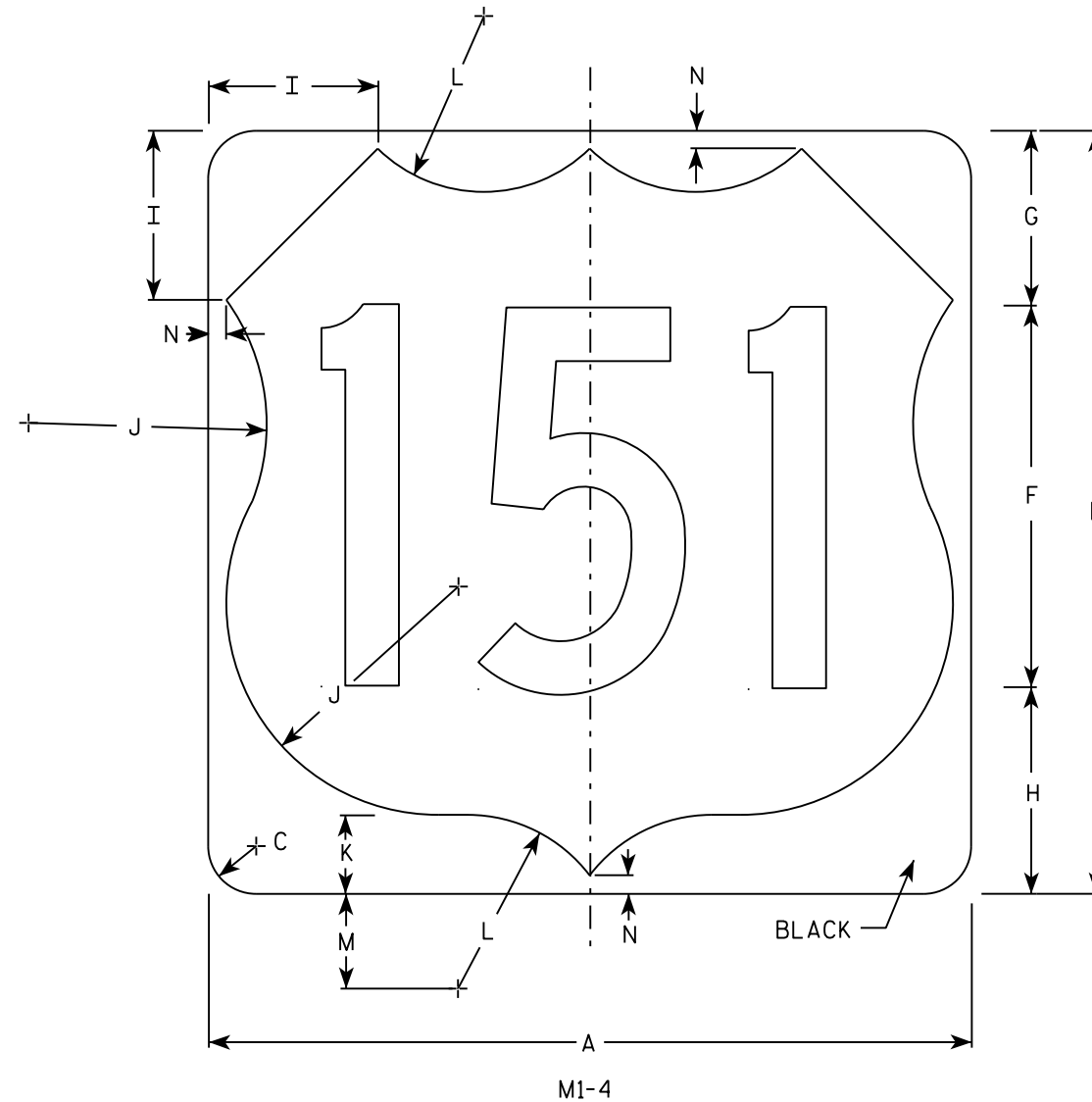
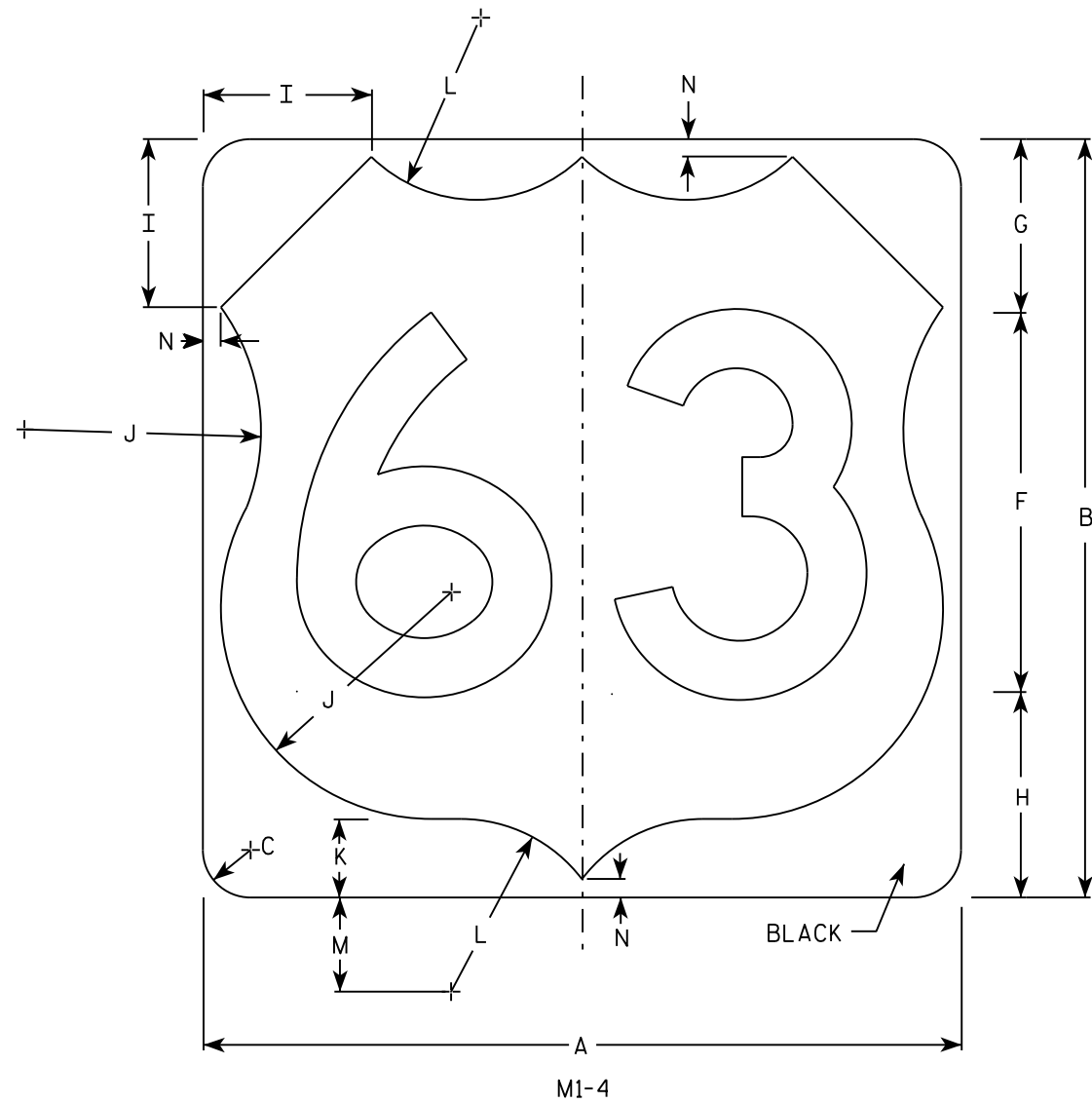
APPROVED *Matthew R Rauch*  
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:  
Background - White  
Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER  
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

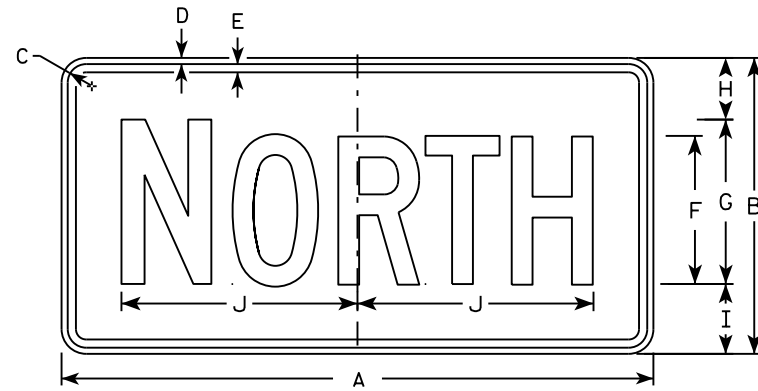
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

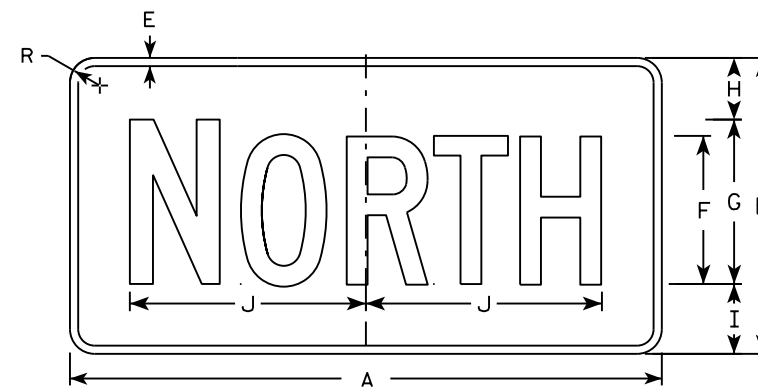
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E

NOTES

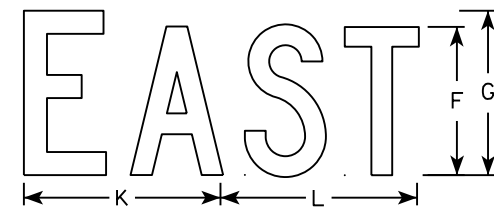
- All Signs Type II - Type H
- Color:
  - Background - See note 5
  - Message - See note 5
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M3-1 thru M3-4 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
- Note the first letter of each direction is larger than the remainder of the message.



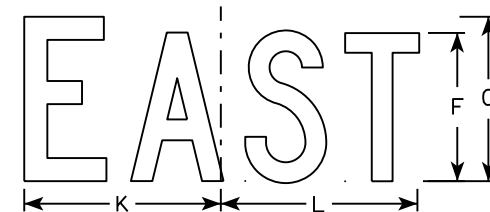
M3-1  
MM3-1  
MP3-1



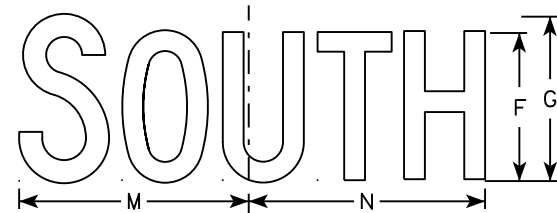
MB3-1  
MK3-1  
MN3-1



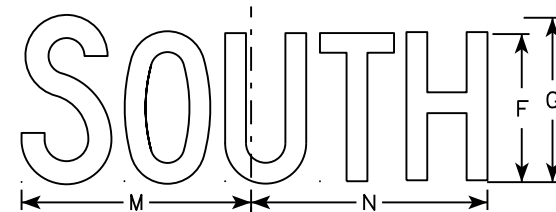
M3-2  
MM3-2  
MP3-2



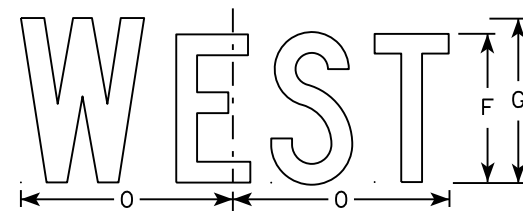
MB3-2  
MK3-2  
MN3-2



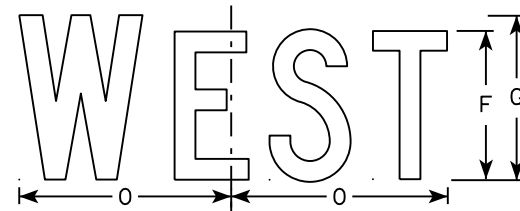
M3-3  
MM3-3  
MP3-3



MB3-3  
MK3-3  
MN3-3



M3-4  
MM3-4  
MP3-4



MB3-4  
MK3-4  
MN3-4

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS  
M3-1 thru M3-4  
SERIES

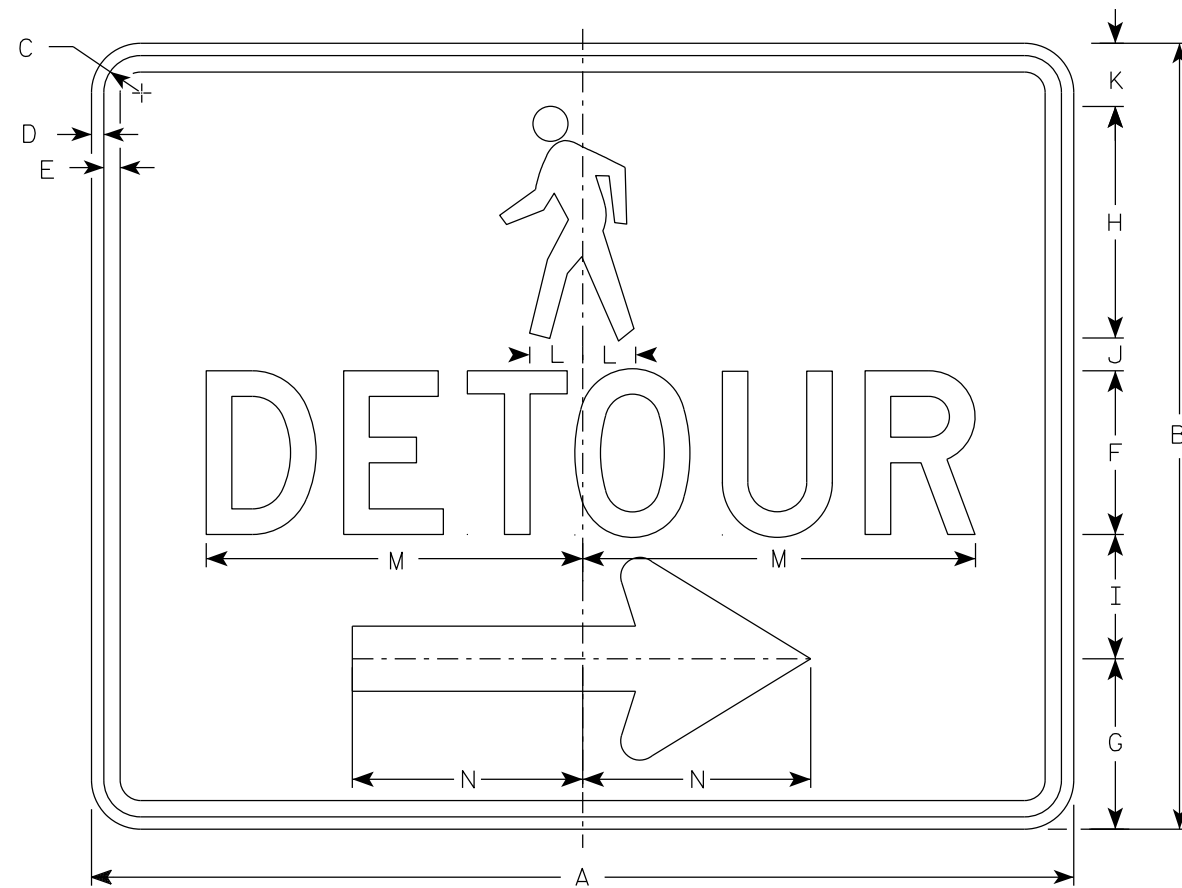
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

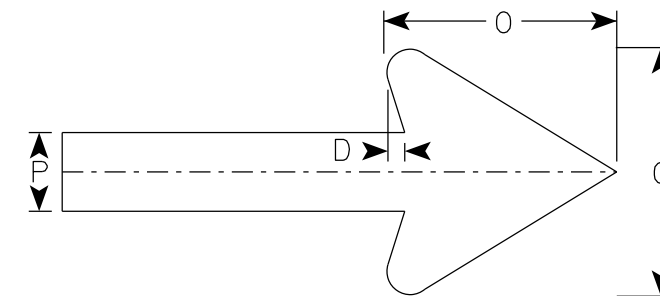
DATE 10/15/15 PLATE NO. M3-1.14

NOTES

1. Sign is Type II-Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



M4 - 9BR



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN  
M4-9B L&R

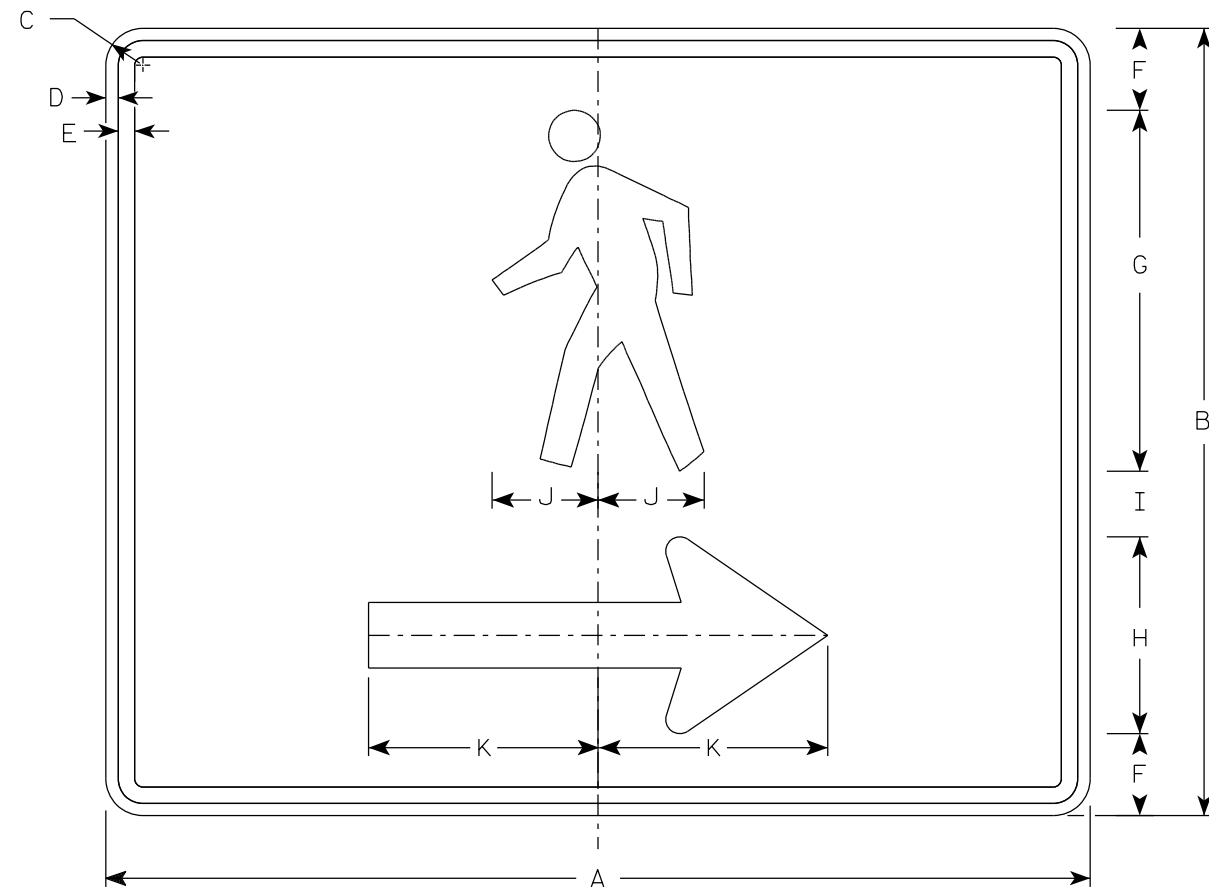
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

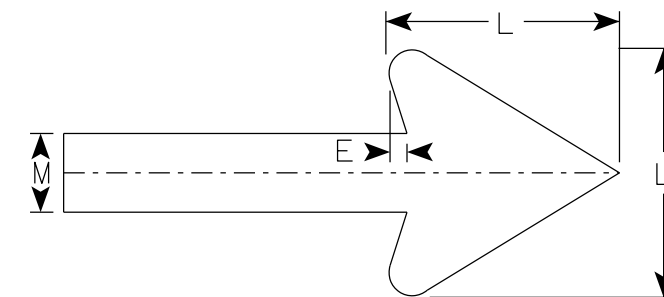
DATE 7/1/19 PLATE NO. M4-9B.2

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																											
2	30	24	1 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

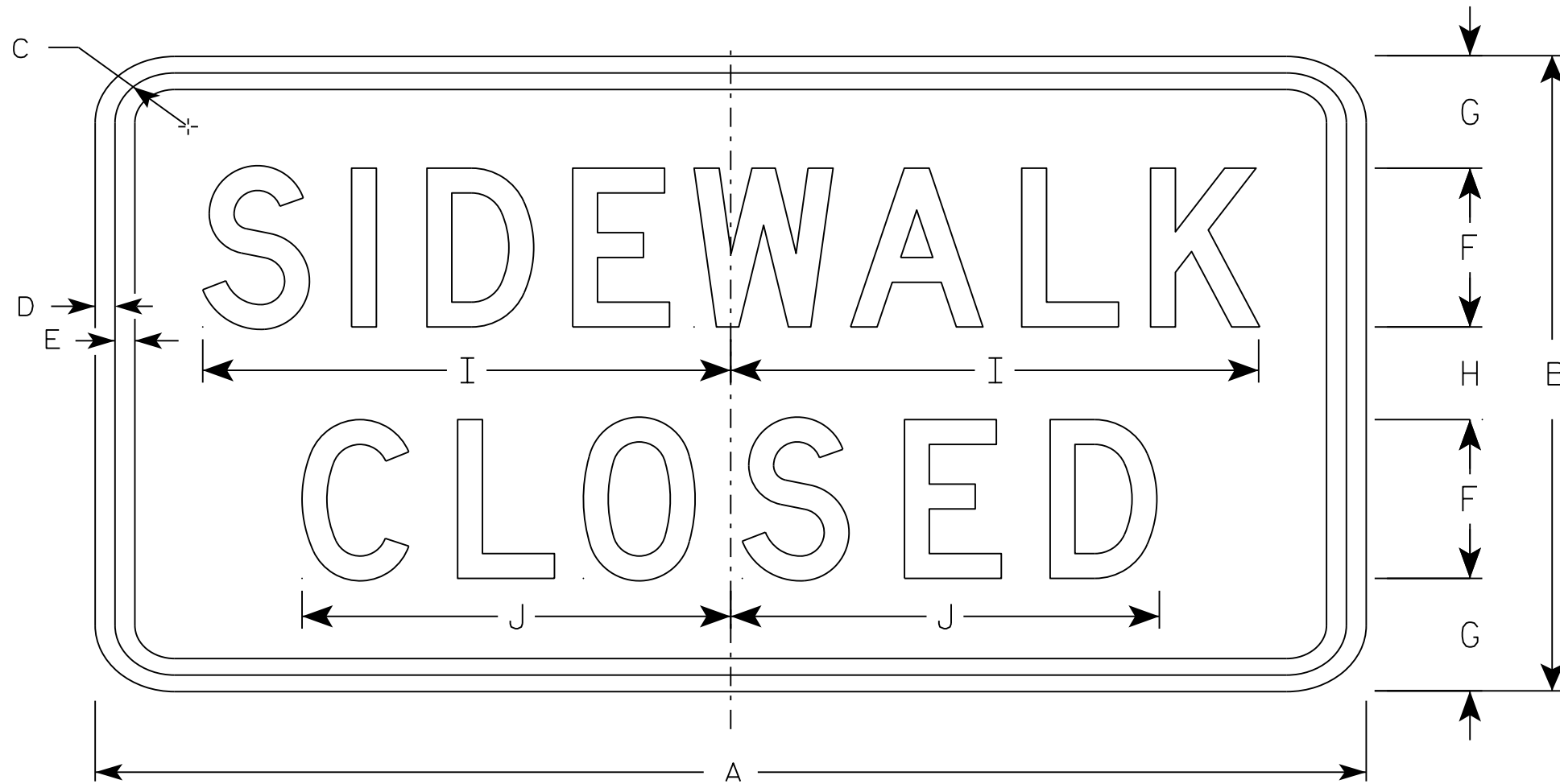
STANDARD SIGN  
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION  
APPROVED *Matthew R Rauch*  
For State Traffic Engineer  
DATE 9/16/2021 PLATE NO. M4-60.1



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-9

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN  
R9-9

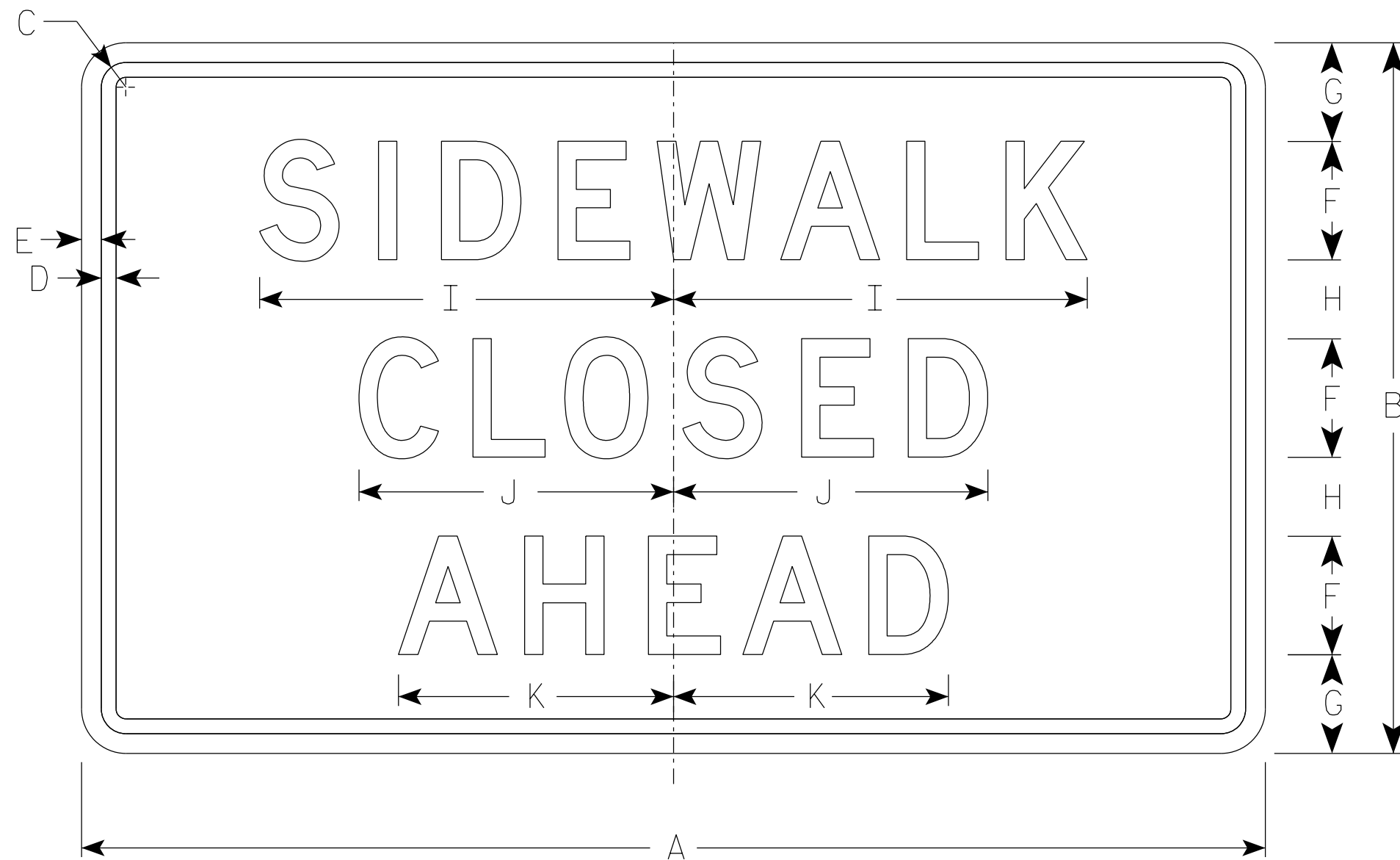
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 8/11/16 PLATE NO. R9-9.6

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.



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

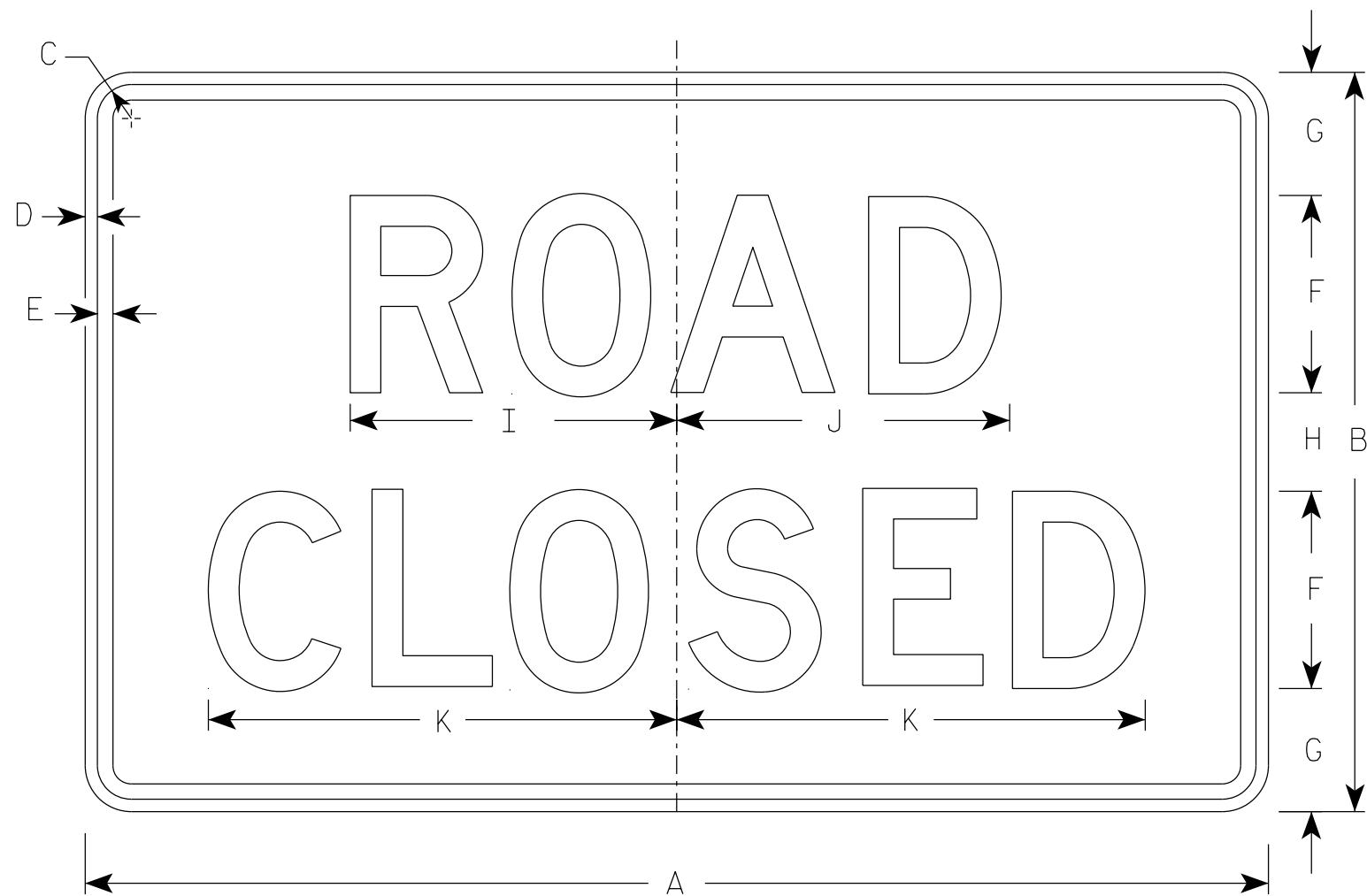
STANDARD SIGN  
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

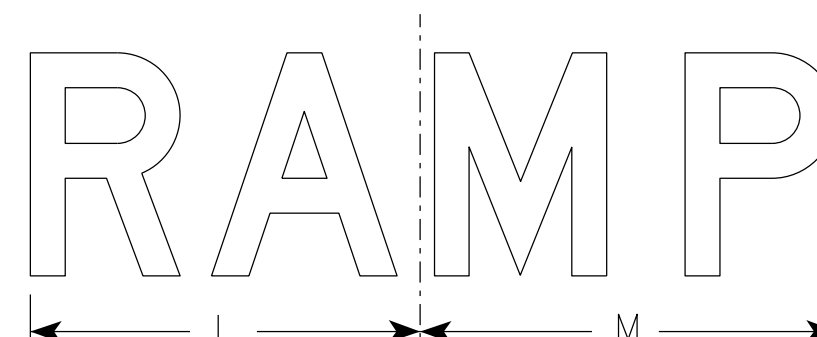
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

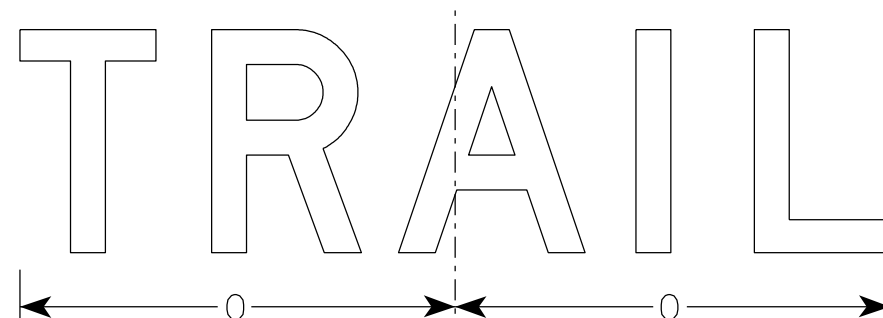
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



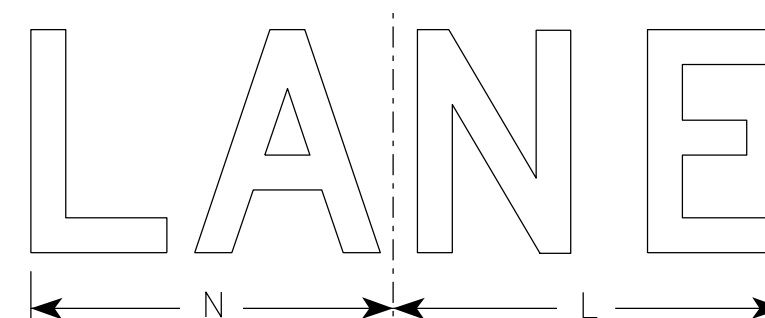
R11-2



R11-2R



R11-2T



R11-2L

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.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

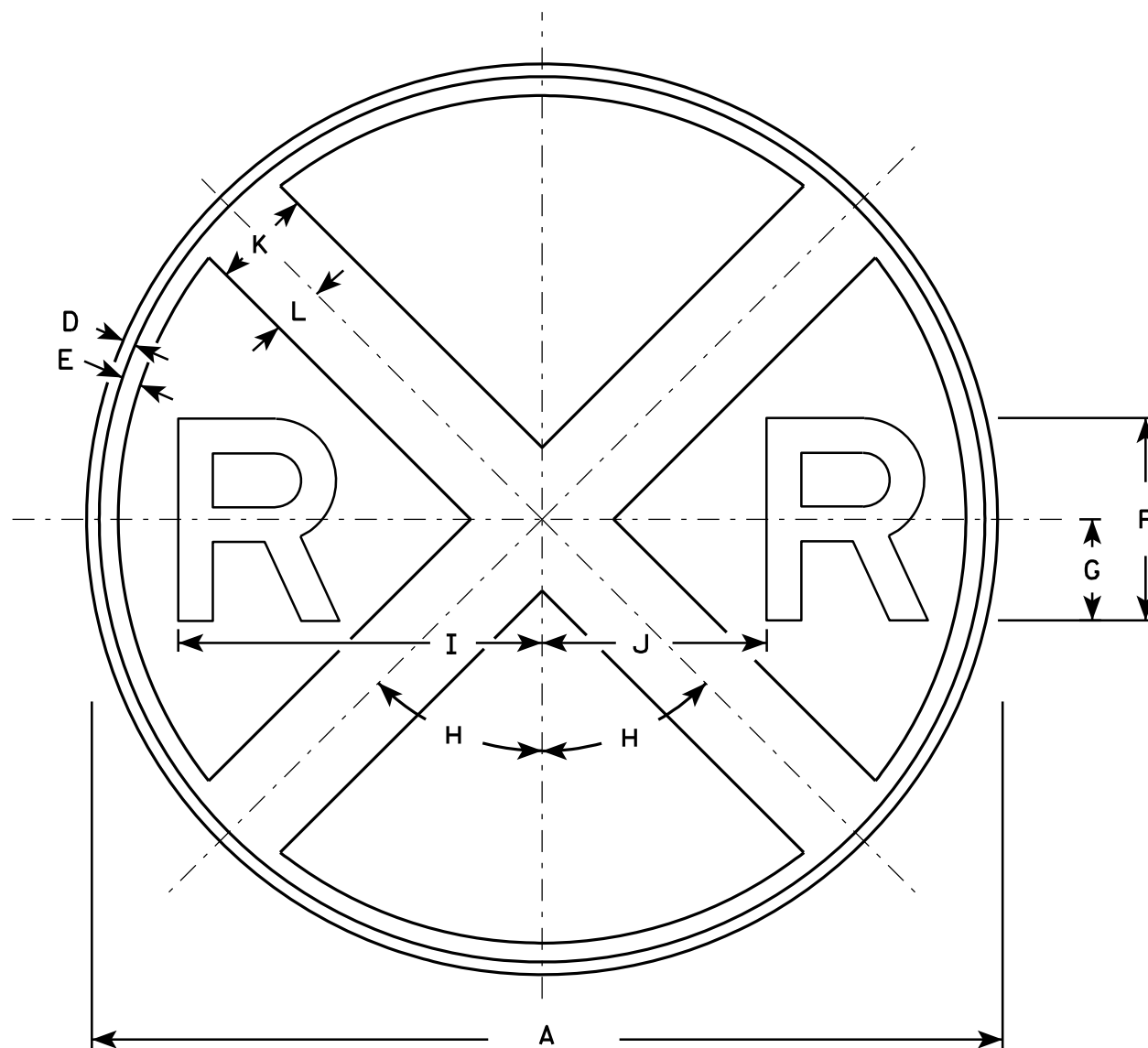
STANDARD SIGN  
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*  
For State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**



W10-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Yellow  
Message - Black
3. Message Series - E

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

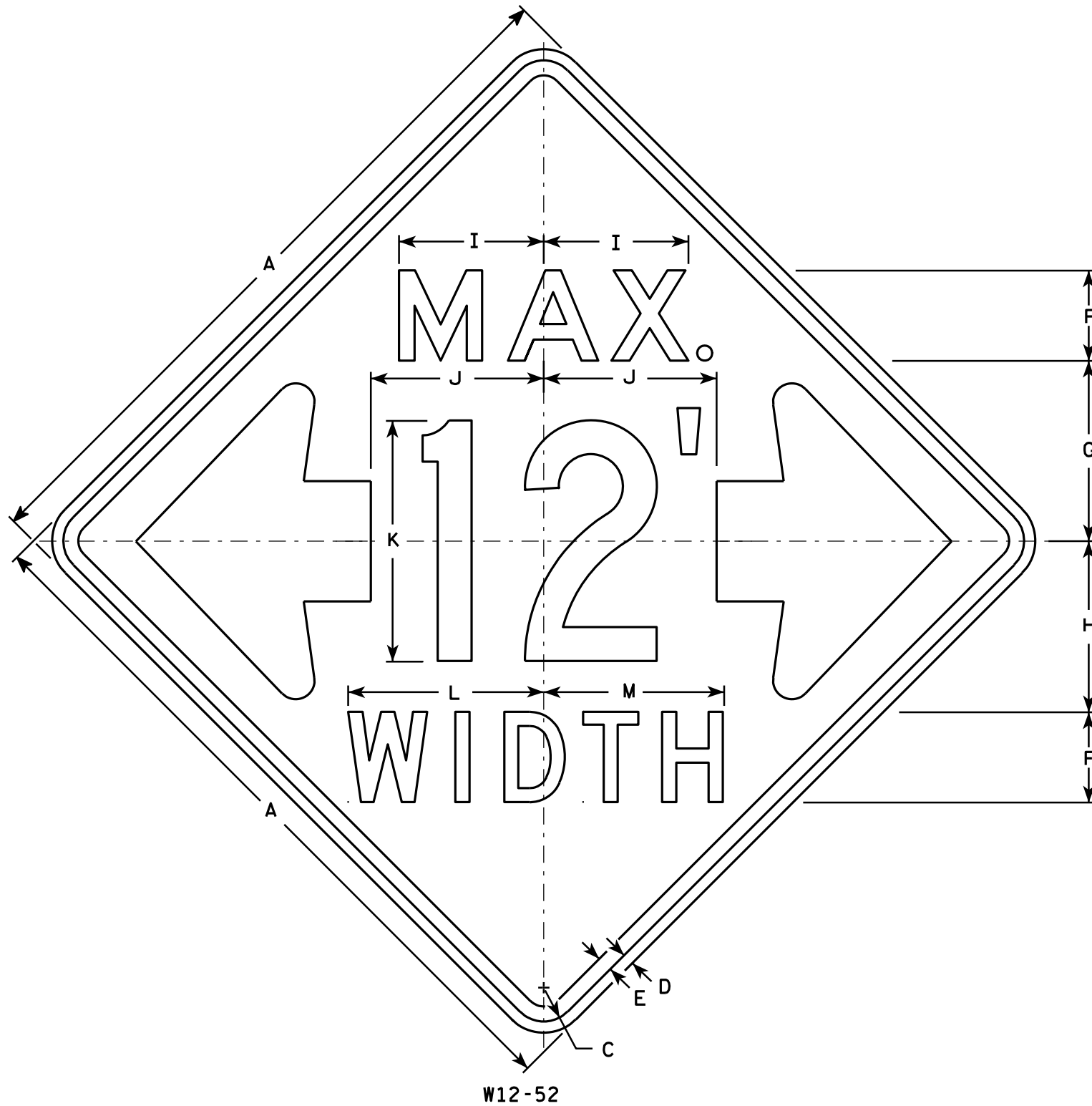
**STANDARD SIGN**  
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

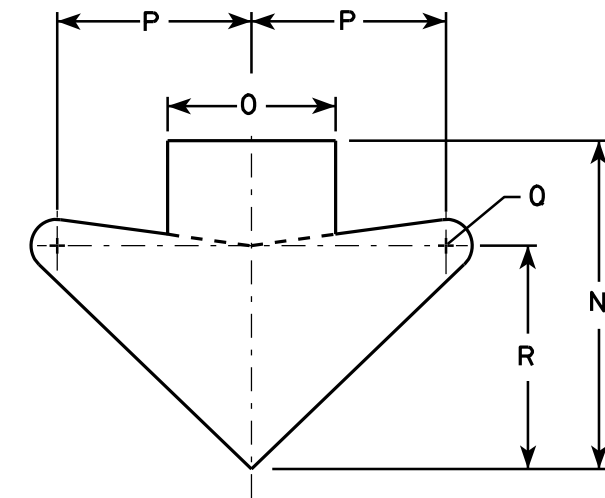
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ E



W12-52

**NOTES**

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



**ARROW DETAIL**

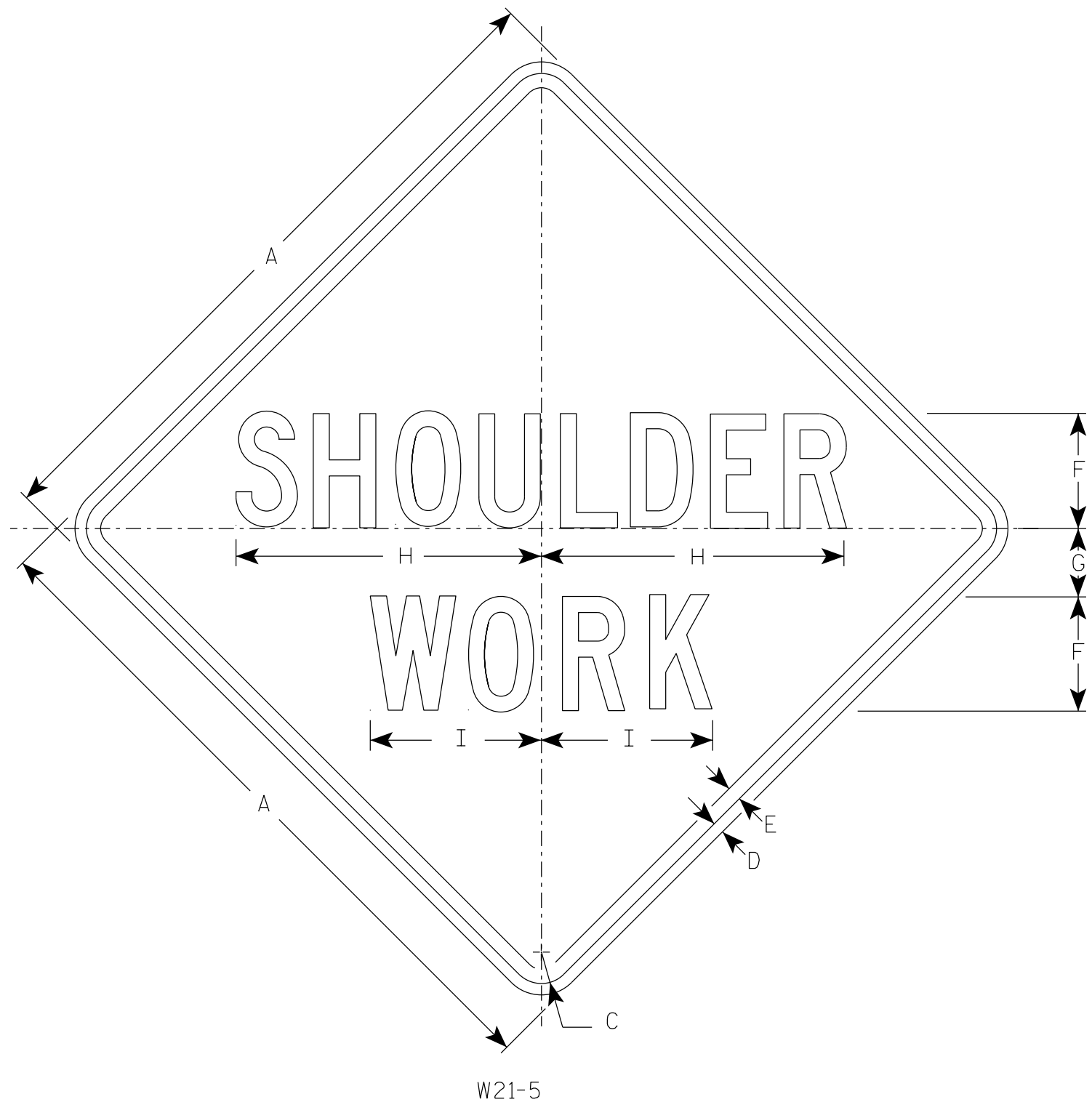
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8								16.0	
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8								16.0	
3																											
4																											
5																											

**STANDARD SIGN**  
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN  
W21-5

WISCONSIN DEPT OF TRANSPORTATION

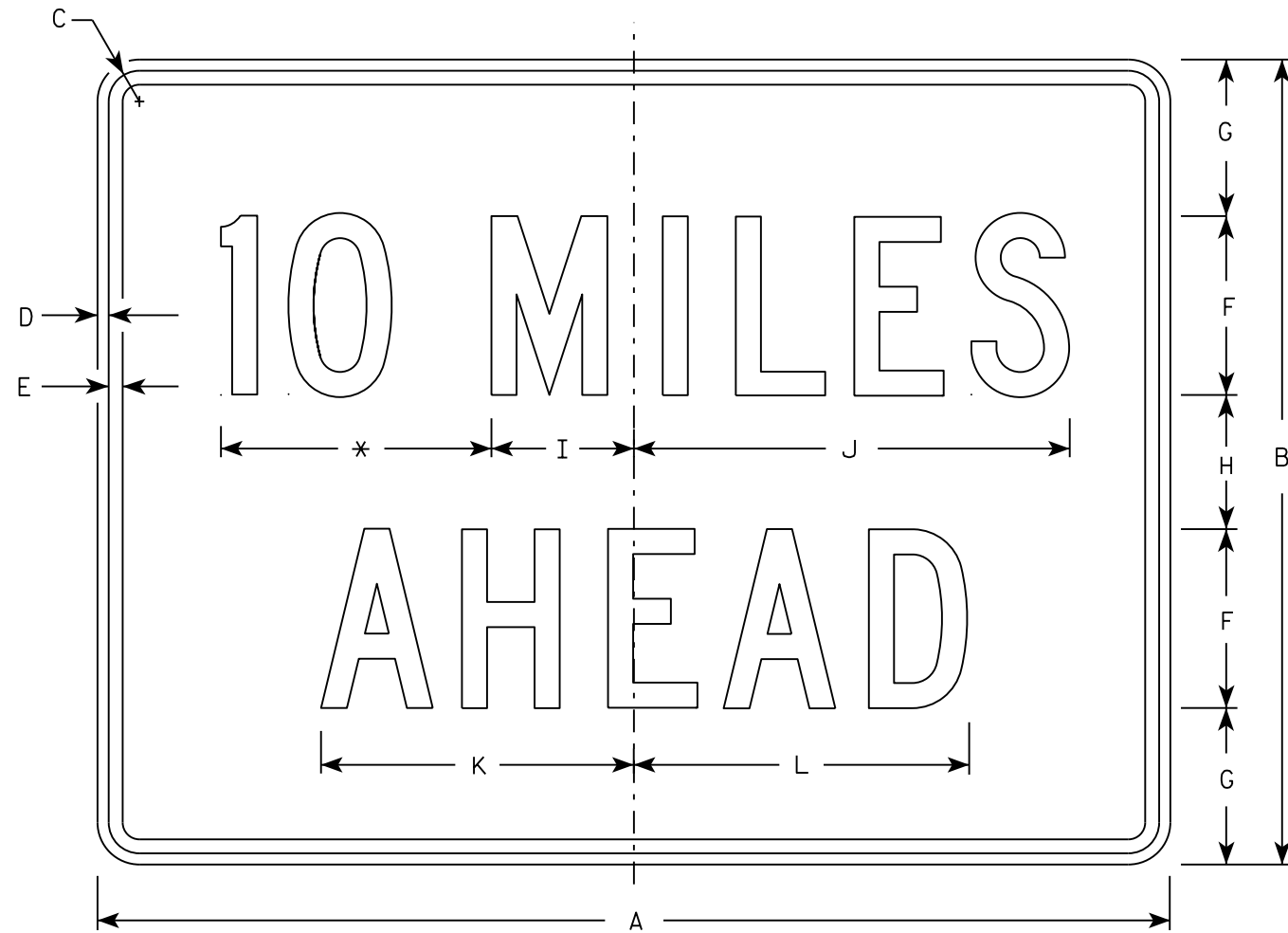
APPROVED *Matthew R Rauch*  
for State Traffic Engineer

DATE 4/30/2020 PLATE NO. W21-5.6

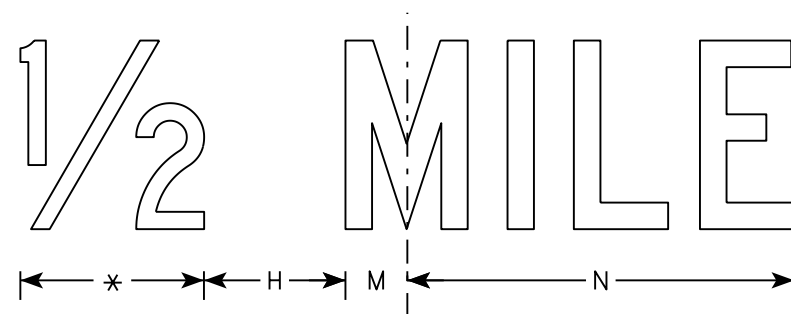
PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

NOTES

1. Sign is Type II - Type F Reflective
2. Color:  
Background - Orange  
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.



W057-52



\* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN  
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO: \_\_\_\_\_ HWY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ SHEET NO: **E**

DIVISION 1 WALNUT ST SIDEWALK EXT											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOLUME (CY) (UNADJUSTED)			CUMULATIVE VOLUME (CY)			MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	
							1.00	1.00	1.25		
0+00 AH	0.00	1.71	0.00	2.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0+25	25.00	2.77	0.00	0.75	2.07	0.00	1.40	2.07	0.00	1.75	0.32
0+50	25.00	0.96	0.00	1.11	1.73	0.00	0.86	3.80	0.00	2.83	0.97
0+75	25.00	0.06	0.00	5.49	0.47	0.00	3.06	4.27	0.00	6.65	-2.38
1+00	25.00	1.42	0.00	1.08	0.69	0.00	3.04	4.96	0.00	10.45	-5.49
1+25	25.00	1.93	0.00	0.08	1.55	0.00	0.54	6.51	0.00	11.12	-4.61
1+50	25.00	1.72	0.00	0.90	1.69	0.00	0.45	8.20	0.00	11.69	-3.49
1+53 BK	3.12	3.01	0.00	0.02	0.27	0.00	0.05	8.47	0.00	11.76	-3.28
					8.47	0.00	9.41				

DIVISION 1 DEER TAIL CREEK NW											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOLUME (CY) (UNADJUSTED)			CUMULATIVE VOLUME (CY)			MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	
							1.00	1.00	1.25		
671+51 AH	0.00	1.34	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
671+53	1.57	1.23	0.00	0.00	0.07	0.00	0.00	0.07	0.00	0.00	0.07
671+70	17.07	0.25	0.00	0.58	0.47	0.00	0.18	0.54	0.00	0.23	0.31
671+78	7.93	0.14	0.00	10.42	0.06	0.00	1.62	0.60	0.00	2.25	-1.65
672+00	22.02	0.32	0.00	8.78	0.19	0.00	7.83	0.79	0.00	12.04	-11.25
672+04	4.31	0.37	0.04	10.04	0.06	0.00	1.50	0.84	0.00	13.91	-13.07
672+29	25.00	0.32	0.11	5.13	0.32	0.07	7.02	1.16	0.07	22.69	-21.60
672+50	20.69	0.36	0.18	3.98	0.26	0.11	3.49	1.42	0.18	27.05	-25.82
672+54	4.31	0.38	0.19	3.93	0.06	0.03	0.63	1.48	0.21	27.84	-26.58
672+71	16.47	0.33	0.05	2.76	0.22	0.07	2.04	1.70	0.29	30.39	-28.98
672+88	17.36	0.45	0.00	3.80	0.25	0.02	2.11	1.95	0.30	33.03	-31.38
673+01	13.34	0.58	0.00	4.66	0.25	0.00	2.09	2.20	0.30	35.64	-33.74
673+29 BK	27.17	0.90	0.00	0.00	0.74	0.00	2.34	2.95	0.30	38.57	-35.93
					2.95	0.30	30.86				

DIVISION 1 DEER TAIL CREEK NE											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOLUME (CY) (UNADJUSTED)			CUMULATIVE VOLUME (CY)			MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	
							1.00	1.00	1.25		
673+85 AH	0.00	0.17	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00
674+00	14.88	0.19	0.00	5.74	0.10	0.00	1.74	0.10	0.00	2.18	-2.08
674+29	29.06	0.24	0.15	5.98	0.23	0.08	6.31	0.33	0.08	10.07	-9.82
674+54	25.00	0.24	0.30	10.39	0.22	0.21	7.58	0.55	0.29	19.54	-19.28
674+68	14.16	0.20	0.38	12.41	0.12	0.18	5.98	0.67	0.47	27.01	-26.81
674+79	10.84	0.13	0.33	7.83	0.07	0.14	4.06	0.73	0.61	32.09	-31.97
674+93	14.16	0.07	0.26	2.61	0.05	0.15	2.74	0.79	0.76	35.51	-35.49
675+00	6.77	0.04	0.24	1.36	0.01	0.06	0.50	0.80	0.83	36.14	-36.16
675+18	18.24	0.00	0.00	3.31	0.01	0.08	1.58	0.81	0.91	38.11	-38.20
675+69	50.84	0.00	0.00	0.66	0.00	0.00	3.74	0.81	0.91	42.78	-42.87
676+00	30.93	0.09	0.00	0.11	0.05	0.00	0.44	0.87	0.91	43.33	-43.37
676+07 BK	6.66	0.00	0.00	0.00	0.01	0.00	0.01	0.88	0.91	43.35	-43.38
					0.88	0.91	34.68				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET. EBS SHOWN ON CROSS SECTIONS IS IN CUT.
2 - FILL	DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT AREA/VOLUME. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
3 - EXPANDED MATERIAL	(UNEXPANDED MATERIAL)*(EXPANSION FACTOR)
4 - MASS ORDINATE	CUT - (EXPANDED FILL); PLUS INDICATES AN EXCESS OF MATERIAL (BORROW)

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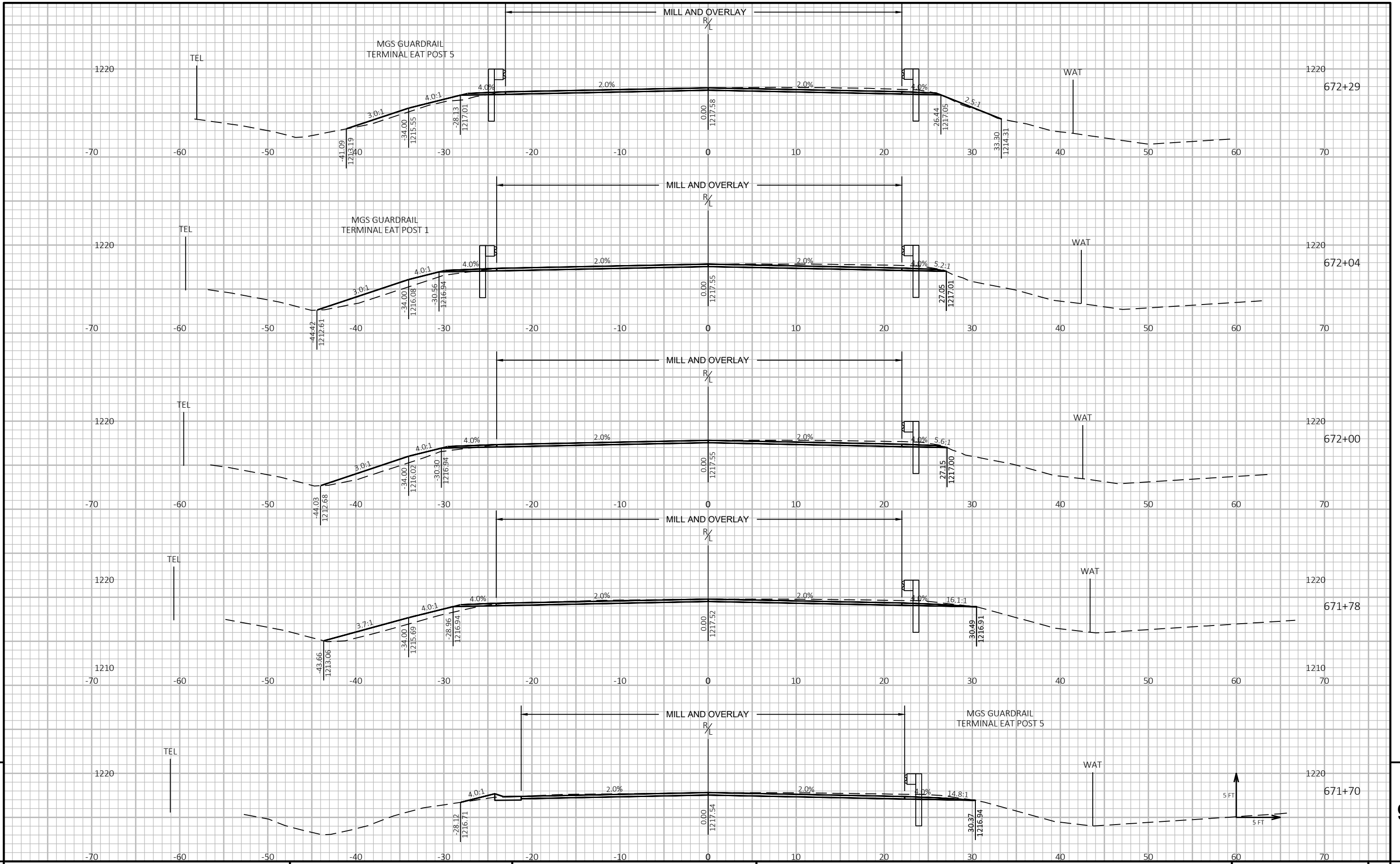


DIVISION 2 DEER TAIL CREEK SW											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOLUME (CY) (UNADJUSTED)			CUMULATIVE VOLUME (CY)			MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	
								1.00	1.00	1.25	
670+55 AH	0.00	3.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
671+00	45.46	2.71	0.00	0.22	5.51	0.00	0.19	5.51	0.00	0.23	5.27
671+28	27.98	1.74	0.00	1.45	2.31	0.00	0.87	7.81	0.00	1.31	6.50
671+51	23.43	2.56	0.00	0.00	1.87	0.00	0.63	9.68	0.00	2.10	7.58
671+53	1.57	2.64	0.00	0.00	0.15	0.00	0.00	9.83	0.00	2.10	7.73
671+70	17.07	3.15	0.54	0.00	1.83	0.17	0.00	11.66	0.17	2.10	9.39
671+78	7.93	3.05	0.69	0.00	0.91	0.18	0.00	12.57	0.35	2.10	10.12
672+00	22.02	2.17	0.61	0.00	2.13	0.53	0.00	14.70	0.88	2.10	11.72
672+04	4.31	2.10	0.60	0.00	0.34	0.10	0.00	15.04	0.98	2.10	11.96
672+29	25.00	1.74	0.51	0.45	1.78	0.51	0.21	16.82	1.49	2.36	12.96
672+50	20.69	1.44	0.44	3.19	1.22	0.36	1.39	18.03	1.86	4.10	12.07
672+54	4.31	1.38	0.43	3.73	0.22	0.07	0.55	18.26	1.93	4.79	11.54
672+71	16.47	1.16	0.36	3.11	0.77	0.24	2.09	19.03	2.17	7.40	9.47
672+88	17.36	1.21	0.32	2.83	0.76	0.22	1.91	19.80	2.38	9.79	7.62
673+01	51.47	0.95	0.08	0.00	2.06	0.38	2.70	21.85	2.77	13.16	5.93
673+29 BK	27.17	0.00	0.00	0.00	0.48	0.04	0.00	22.33	2.81	13.16	6.37
					22.33	2.81	10.53				

DIVISION 2 DEER TAIL CREEK SE											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOLUME (CY) (UNADJUSTED)			CUMULATIVE VOLUME (CY)			MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	
								1.00	1.00	1.25	
673+54 AH	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
673+85	30.71	0.67	0.18	3.34	0.65	0.10	1.90	0.65	0.10	2.37	-1.82
674+00	14.88	0.80	0.18	3.30	0.41	0.10	1.83	1.06	0.20	4.66	-3.80
674+29	29.06	1.28	0.20	2.04	1.12	0.20	2.87	2.18	0.41	8.25	-6.48
674+54	25.00	1.04	0.18	2.17	1.07	0.18	1.95	3.25	0.58	10.69	-8.02
674+68	14.16	0.81	0.11	2.28	0.49	0.08	1.17	3.74	0.66	12.15	-9.07
674+79	10.84	0.70	0.08	0.93	0.30	0.04	0.64	4.04	0.70	12.96	-9.61
674+93	14.16	1.99	0.00	0.14	0.71	0.02	0.28	4.75	0.72	13.31	-9.28
675+00	6.77	2.49	0.00	0.04	0.56	0.00	0.02	5.31	0.72	13.33	-8.74
675+18	18.24	1.44	0.00	0.21	1.33	0.00	0.08	6.64	0.72	13.44	-7.52
675+69	50.84	0.34	0.00	0.29	1.68	0.00	0.47	8.31	0.72	14.03	-6.43
676+00	30.93	0.00	0.00	0.00	0.19	0.00	0.17	8.51	0.72	14.24	-6.45
676+07 BK	6.66	0.00	0.00	0.00	0.00	0.00	0.00	8.51	0.72	14.24	-6.45
					8.51	0.72	11.39				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET. EBS SHOWN ON CROSS SECTIONS IS IN CUT.
2 - FILL	DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT AREA/VOLUME. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
3 - EXPANDED MATERIAL	(UNEXPANDED MATERIAL)*(EXPANSION FACTOR)
4 - MASS ORDINATE	CUT - (EXPANDED FILL); PLUS INDICATES AN EXCESS OF MATERIAL (BORROW)





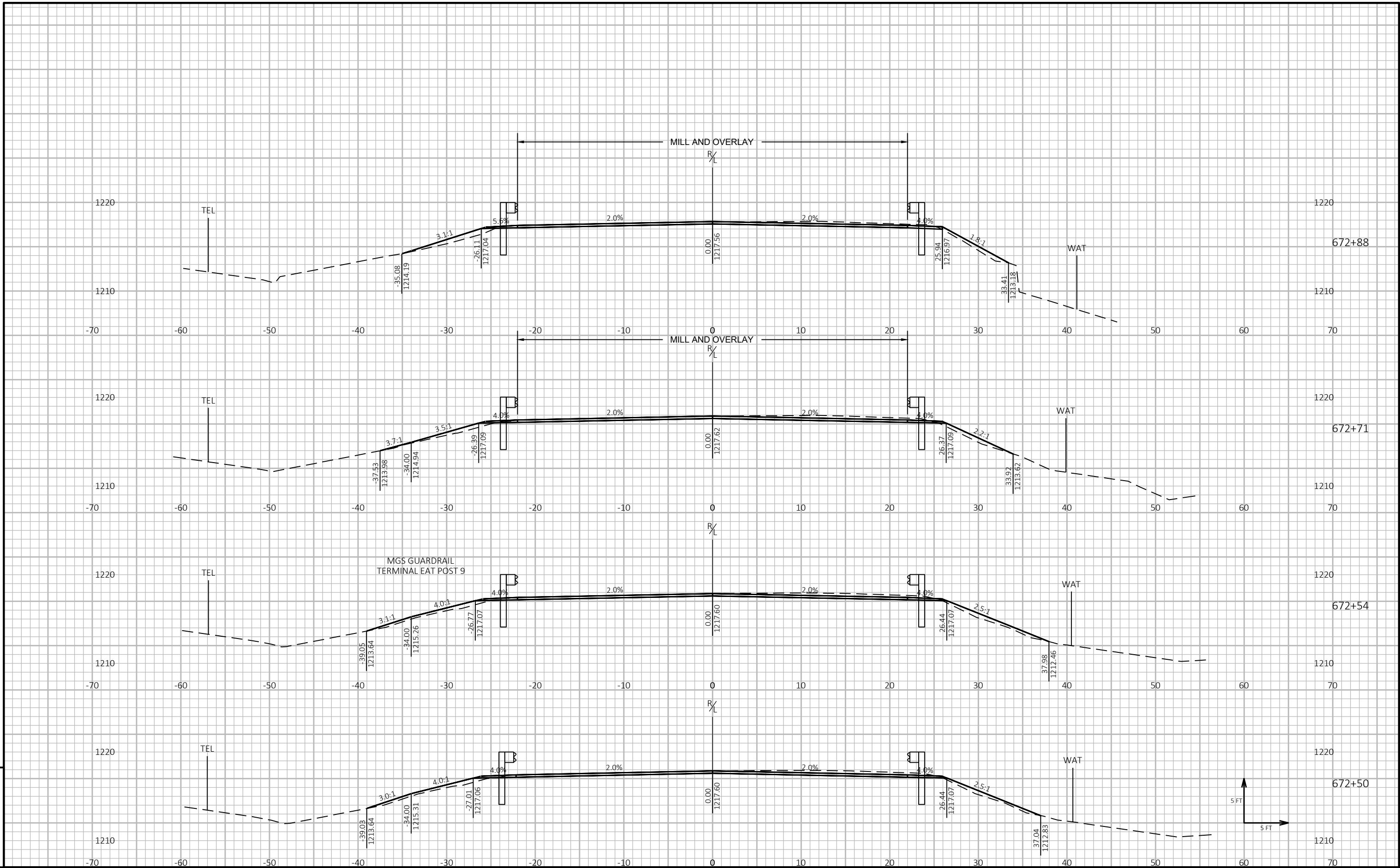
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PROJECT NO: 1580-04-72      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: GUARDRAIL REPLACEMENT      SHEET      E

FILE NAME : Y:\51XX\5198.DP.19.USH8.RSK\CADDS\15800472\SHEETS\PLAN\090201-XS.DWG      PLOT DATE : 4/26/2023 6:22 AM      PLOT BY : NICK MENINGA      PLOT NAME :      PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.      WISDOT/CADDS SHEET 49

LAYOUT NAME - 02



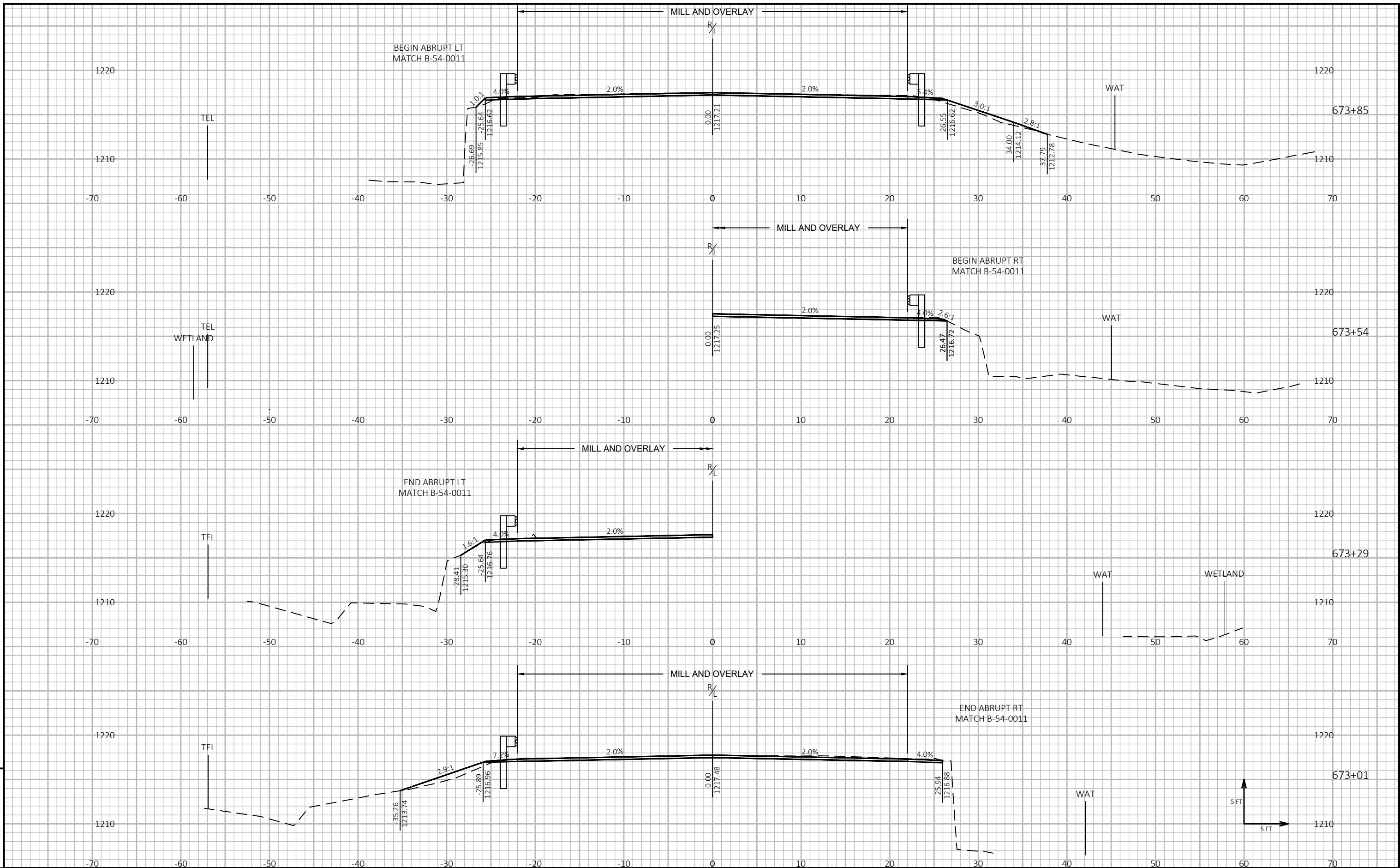
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PROJECT NO: 1580-04-72      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: GUARDRAIL REPLACEMENT      SHEET      E

FILE NAME : Y:\51XX\5198.DP.19.USH8.RSK\CADDS\15800472\SHEETS\PLAN\090201-XS.DWG      PLOT DATE : 4/26/2023 6:22 AM      PLOT BY : NICK MENINGA      PLOT NAME :      PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.      WISDOT/CADDS SHEET 49

LAYOUT NAME - 03



9

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PROJECT NO: 1580-04-72

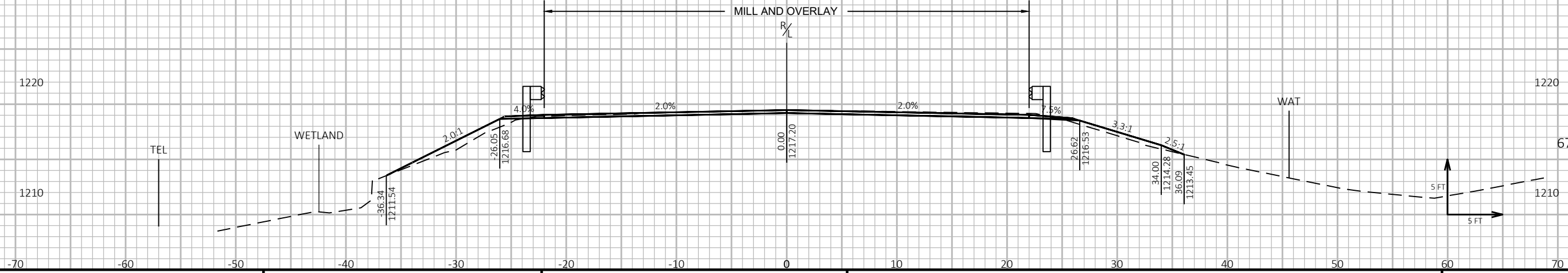
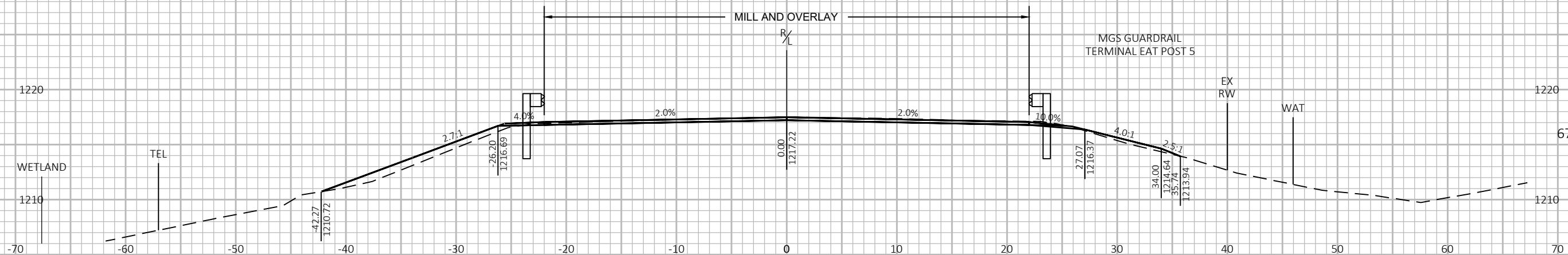
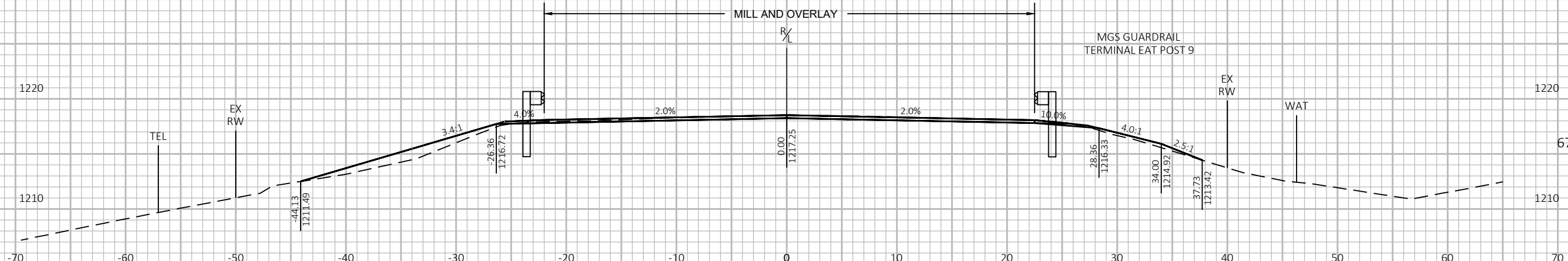
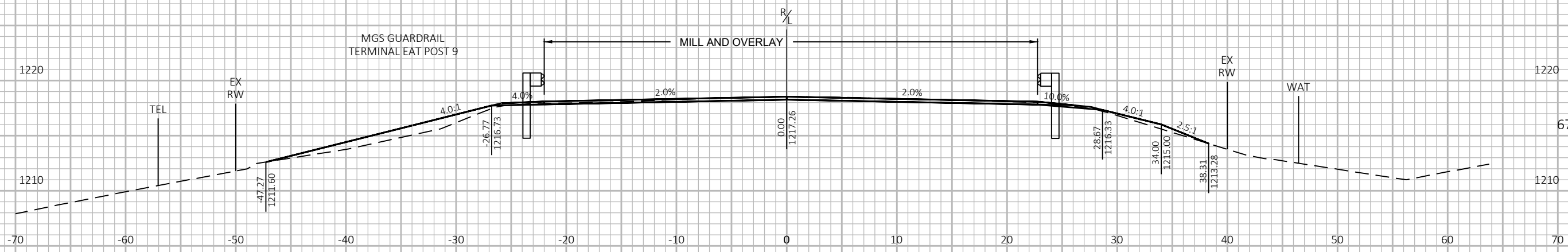
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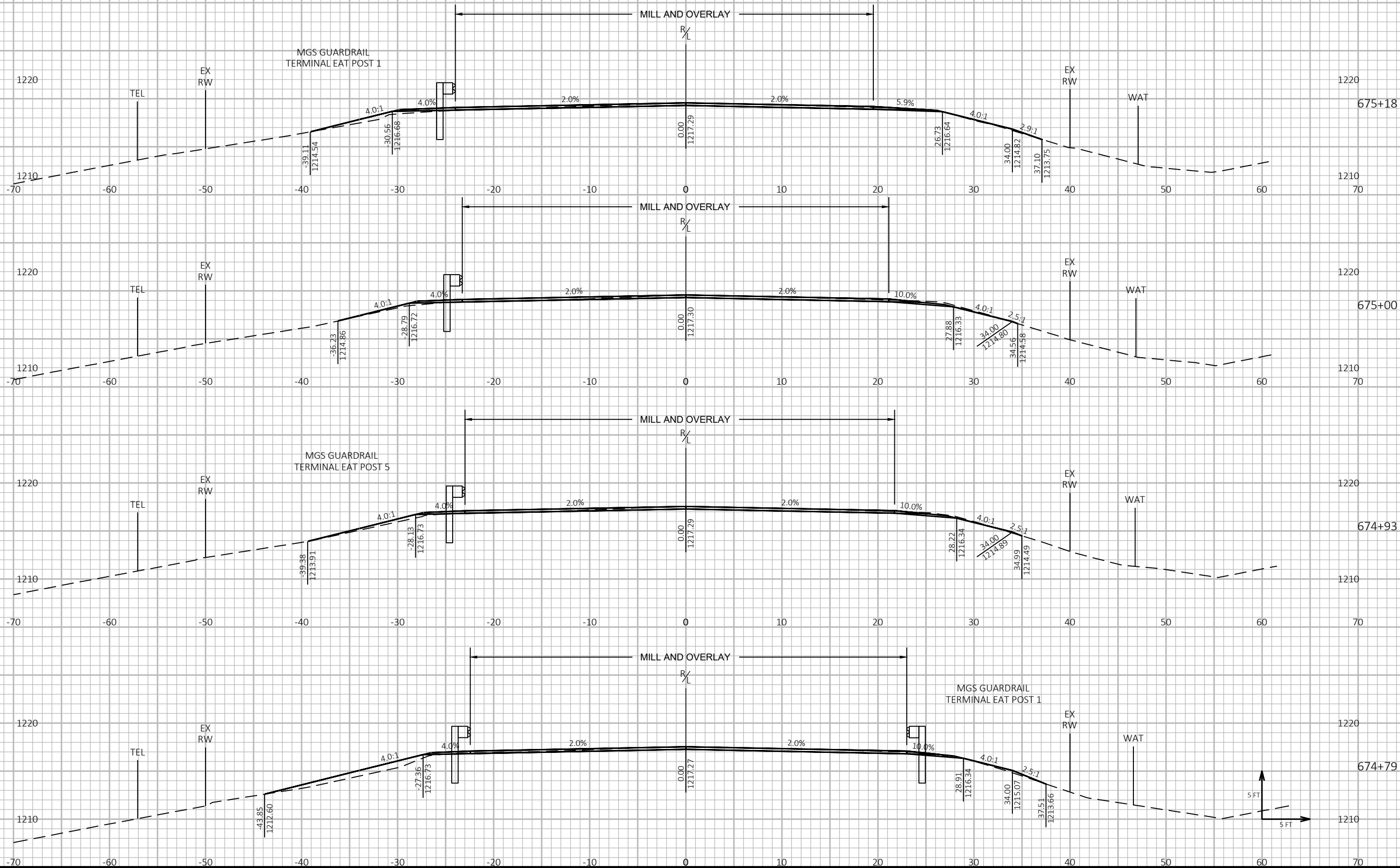
COUNTY: RUSK

CROSS SECTIONS: GUARDRAIL REPLACEMENT

SHEET

E





PROJECT NO: 1580-04-72

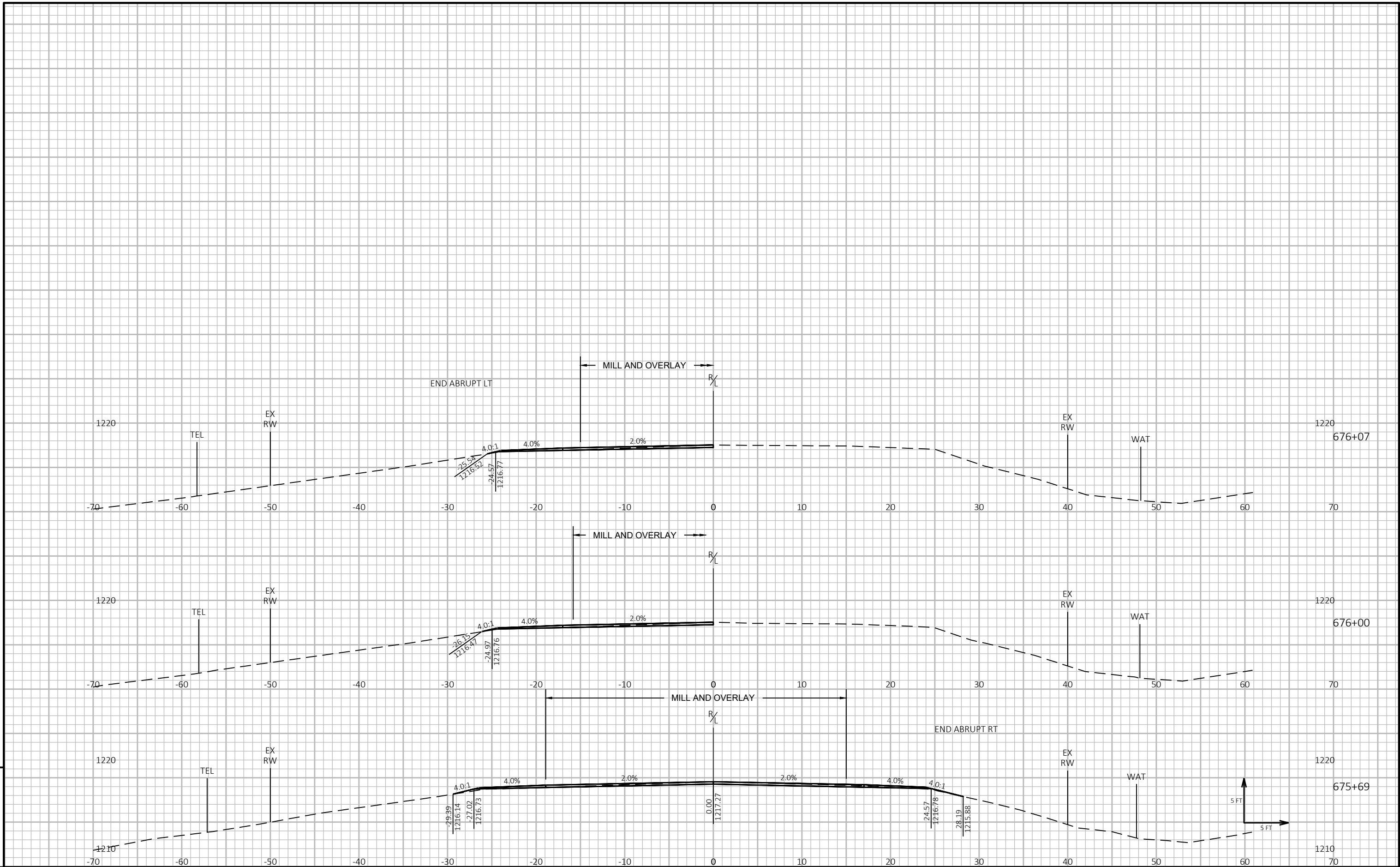
HWY: USH 8

COUNTY: RUSK

CROSS SECTIONS: GUARDRAIL REPLACEMENT

SHEET

E

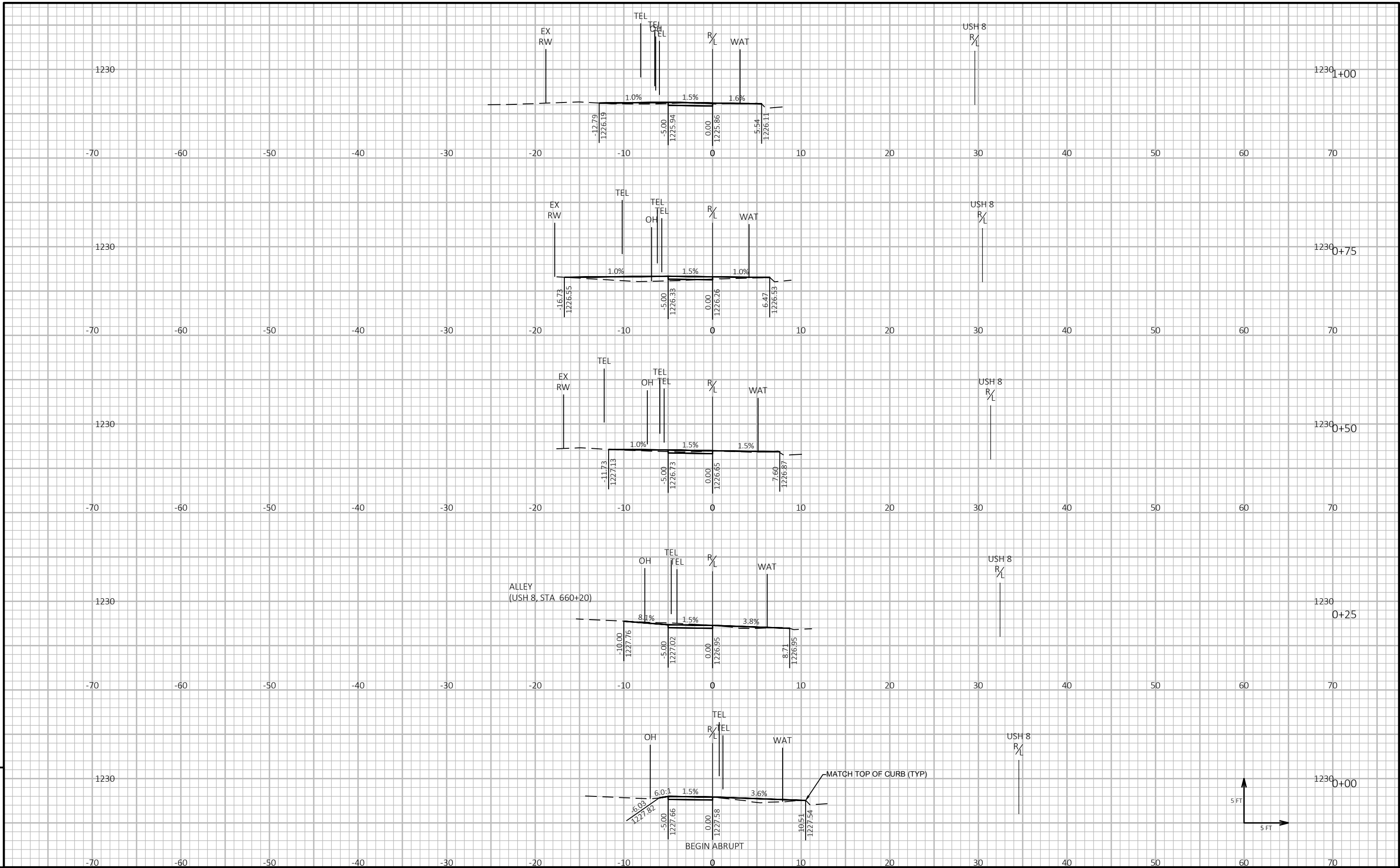


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PROJECT NO: 1580-04-72      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: GUARDRAIL REPLACEMENT      SHEET      E





PROJECT NO: 1580-04-72

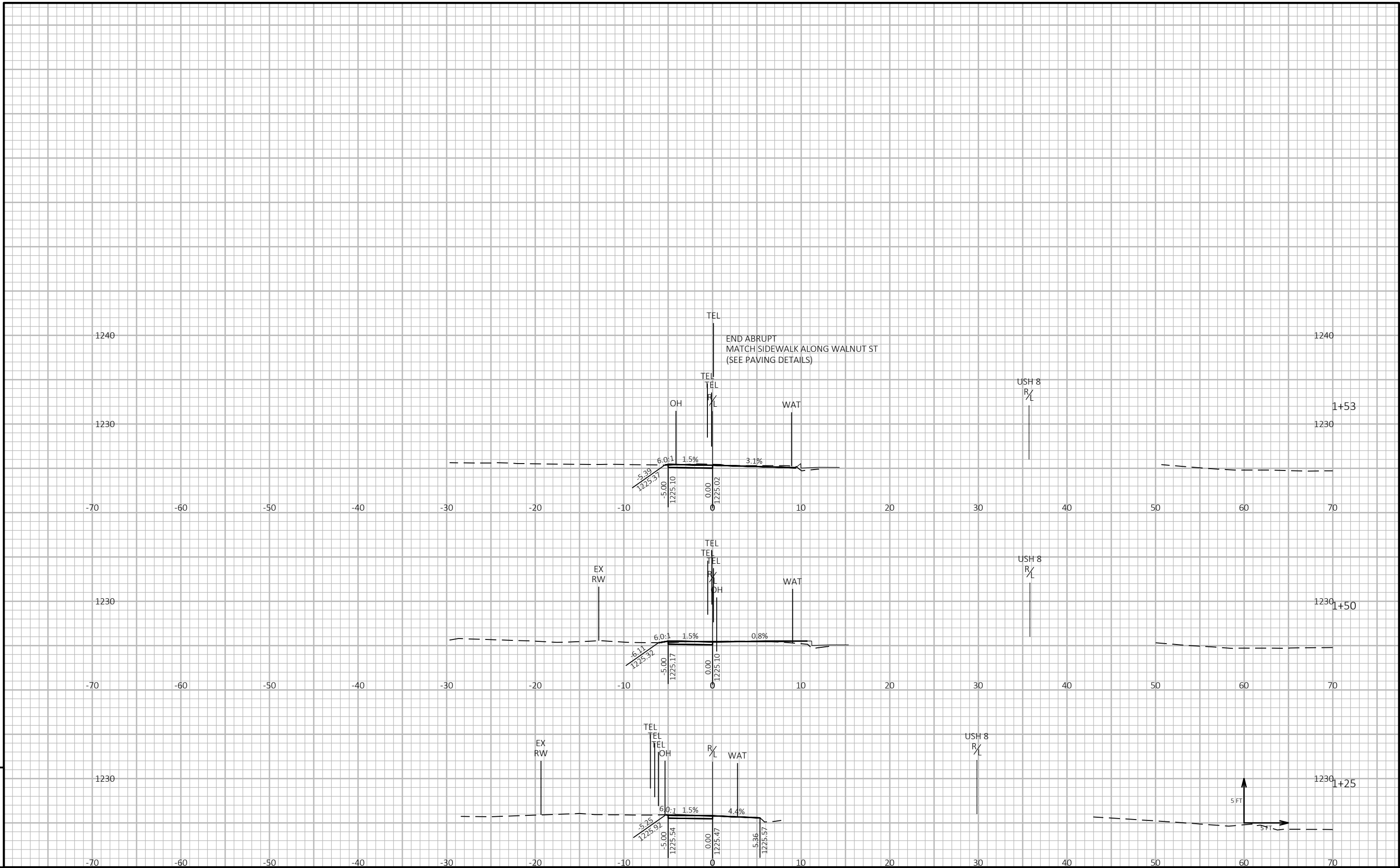
HWY: USH 8

COUNTY: RUSK

CROSS SECTIONS: SIDEWALK

SHEET

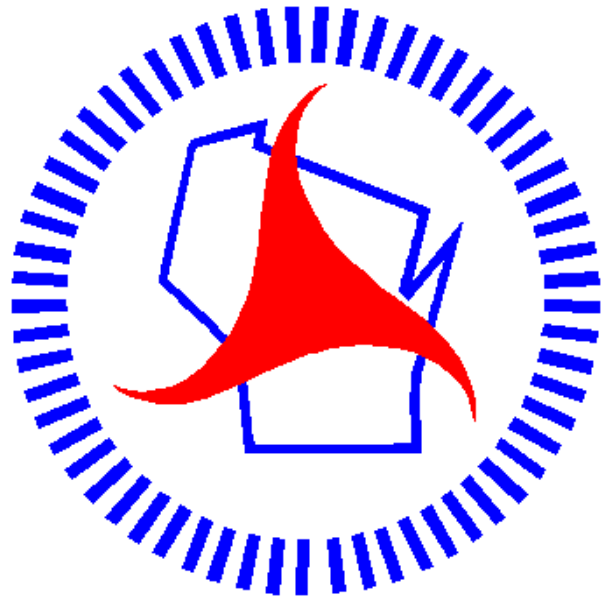
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# Notes



## *Wisconsin Department of Transportation*

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>

SUP

DECEMBER 2023

ORDER OF SHEETS

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

TOTAL SHEETS = 132

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

# LADYSMITH - PRENTICE

PRENTICE STREET TO RUSK/PRICE CO LN

## USH 8 RUSK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-04-73	WISC 2024080	1

STATE PROJECT NUMBER  
**1580-04-73**



# 32

DESIGN DESIGNATION 1580-04-03

A.A.D.T. (2024)	=	2070
A.A.D.T. (2044)	=	2880
D.H.V.	=	
D.D.	=	
T.	=	22.9%
DESIGN SPEED	=	55 MPH
ESALS	=	750,000

**BEGIN PROJECT**  
STA 926+10.00  
X = 867142.30  
Y = 574969.25

**END PROJECT**  
STA 1514+41.86

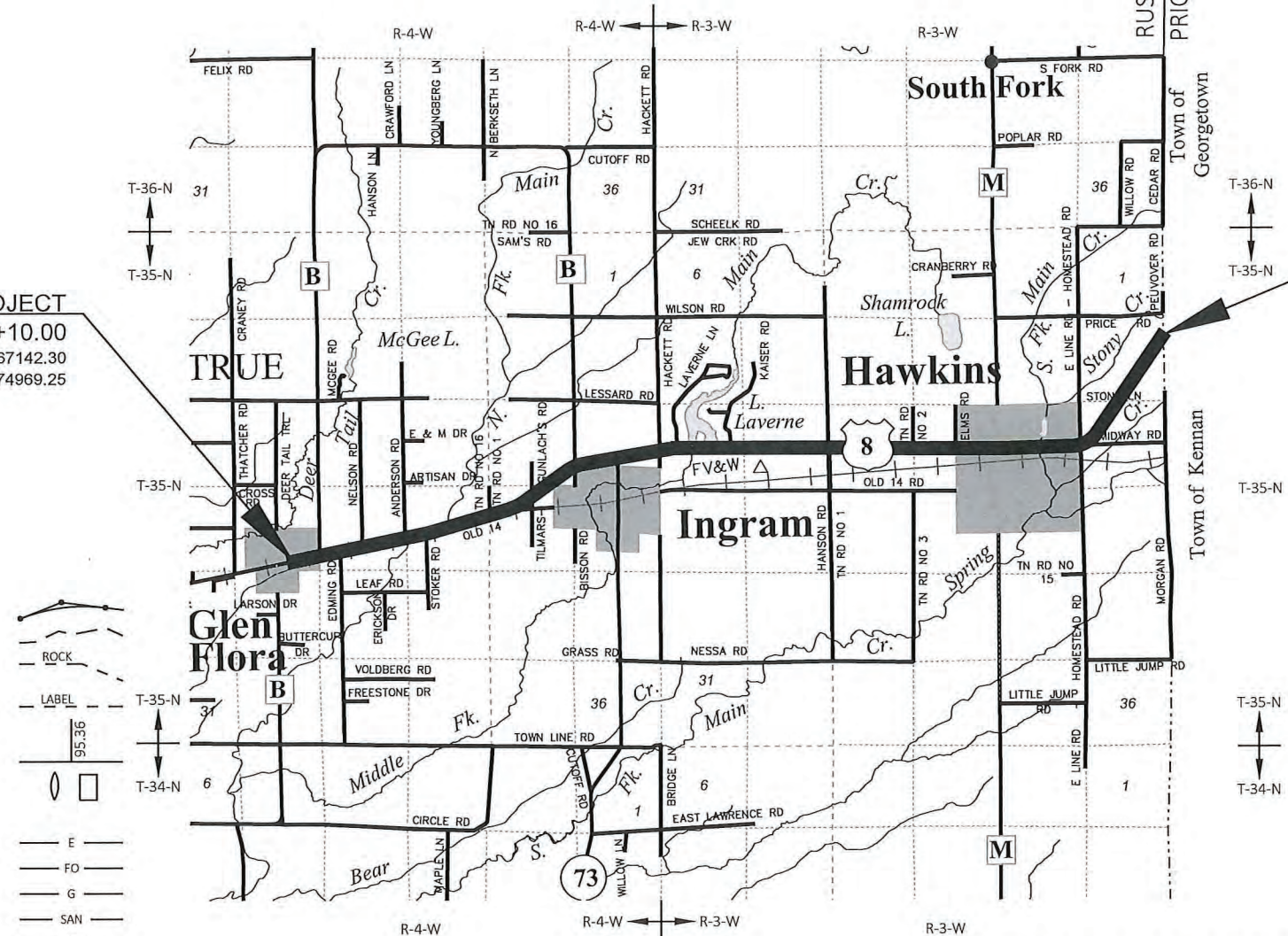
### CONVENTIONAL SYMBOLS

#### PLAN

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

#### PROFILE

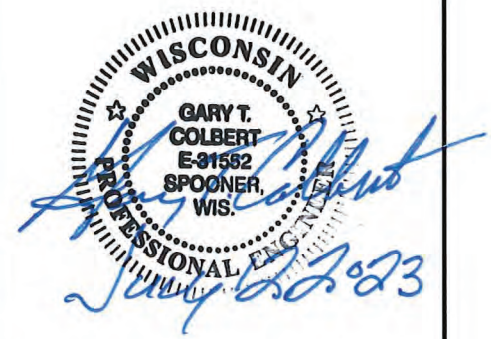
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



LAYOUT  
SCALE 0 2 MI  
TOTAL NET LENGTH OF CENTERLINE = 11.142 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RUSK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY



DATE: \_\_\_\_\_  
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY	GREMMER & ASSOCIATES, INC.
Surveyor	NWBE, INC.
Designer	JEFFREY OLSON, PE
Project Manager	TOU YANG, PE
Regional Examiner	JEFFREY OLSON, PE
Regional Supervisor	

APPROVED FOR THE DEPARTMENT  
**Jeffrey G. Olson** Digitally signed by Jeffrey G. Olson  
DATE: 2023.07.13 09:45:06 -05'00'  
(Signature)

E

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE SEEDED, FERTILIZED, AND COVERED WITH MULCH OR EMAT.

SUPERELEVATION WILL MATCH EXISTING SUPERELEVATION RATES.

CURB AND GUTTER RADII ARE SHOWN TO THE FLAG OF THE GUTTER.

RESTORE SIDE ROAD INTERSECTIONS AND PRIVATE ENTRANCES TO EXISTING CONDITIONS UNLESS OTHERWISE SHOWN.

WORK WITH UTMOST CARE TO PROTECT ALL SURVEY MARKERS AND TIES. REMOVAL OF ANY SURVEY MARKER MUST BE APPROVED BY THE ENGINEER.

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE EXACT LOCATION OF EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

HMA PAVEMENT QUANTITIES ARE BASED ON 112 LBS/SY COMPACTED 1-INCH THICK.

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
INTERSECTION DETAILS
TRAFFIC CONTROL DETAILS

RUNOFF COEFFICIENT TABLE

Table with columns for Land Use, Hydrologic Soil Group (A, B, C, D), and Slope Range (Percent). Rows include Land Use (ROW CROPS, MEDIAN STRIP-TURF, SIDE SLOPE-TURF), Pavement (ASPHALT, CONCRETE, BRICK, DRIVES, WALKS, ROOFS, GRAVEL ROADS, SHOULDERS), and Slope Range (Percent).

TOTAL PROJECT AREA = 49.97 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.45 ACRES

DESIGN CONTACTS

NORTHERN WISCONSIN-BASED ENGINEERS, INC.
ATTN: GARY COLBERT, PE - CONSULTANT DESIGN ENGINEER
P.O. BOX 328
HAYWARD, WI 54843
PHONE: 715-634-4334 OFFICE
715-416-2089 MOBILE
EMAIL: GCOLBERT@NWBEINC.COM

SHORT ELLIOT HENDRICKSON, INC.
ATTN: JEFF SAXBY, PE - CONSULTANT DESIGN PROJECT MANAGER
425 W. WATER ST., SUITE 300
APPLETON, WI 54911
PHONE: 920-380-2805 OFFICE
920-585-9079 MOBILE
EMAIL: JSAXBY@SEHINC.COM

UTILITY CONTACTS

COMMUNICATIONS
BRIGHTSPEED OF NORTHERN WISCONSIN, LLC
ATTN: RANDY DARLING
425 ELLINGSON AVE.
HAWKINS, WI 54530
PHONE: 715-475-2032 OFFICE
608-461-1441 MOBILE
EMAIL: RANDY.T.DARLING@BRIGHTSPEED.COM

ELECTRIC
JUMP RIVER ELECTRIC COOPERATIVE
ATTN: JORDAN BEHREANDT
1102 W. 9TH ST. NORTH
P.O. BOX 99
LADYSMITH, WI 54848
PHONE: 715-532-5524 OFFICE
715-661-2448 MOBILE
EMAIL: JBEHREANDT@JREC.COM

XCEL ENERGY
ATTN: ANDY HALOPKA
310 HICKORY HILLS LANE
PHILLIPS, WI 54555
PHONE: 715-737-1183 OFFICE
715-316-1356 MOBILE
EMAIL: ANDREW.A.HALOPKA@XCELENERGY.COM

SANITARY SEWER
VILLAGE OF GLEN FLORA
ATTN: RON MOSER
N5746 CEDAR ST.
P.O. BOX 163
GLEN FLORA, WI 54526
PHONE: 715-894-7558
EMAIL: RCM0351@GMAIL.COM

VILLAGE OF HAWKINS
ATTN: JOHN BURKMAN
507 MAPLE AVE.
HAWKINS, WI 54530
PHONE: 715-585-6567 OFFICE
715-567-0109 MOBILE
EMAIL: HAWKINSPWD@CENTURYTEL.NET

WATER UTILITY
VILLAGE OF GLEN FLORA WATER UTILITY
ATTN: RON MOSER
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GLEN FLORA, WI 54526
PHONE: 715-894-7558
EMAIL: RCM0351@GMAIL.COM

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ATTN: JOHN BURKMAN
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HAWKINS, WI 54530
PHONE: 715-585-6567 OFFICE
715-567-0109 MOBILE
EMAIL: HAWKINSPWD@CENTURYTEL.NET

WISDOT CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: JEFF OLSON, PE - PROJECT SUPERVISOR
NW REGION - SUPERIOR
1701 N. 4TH STREET
SUPERIOR, WI 54880
PHONE: 715-395-3032 OFFICE
715-225-9453 MOBILE
EMAIL: JEFFREY.OLSON@DOT.WI.GOV

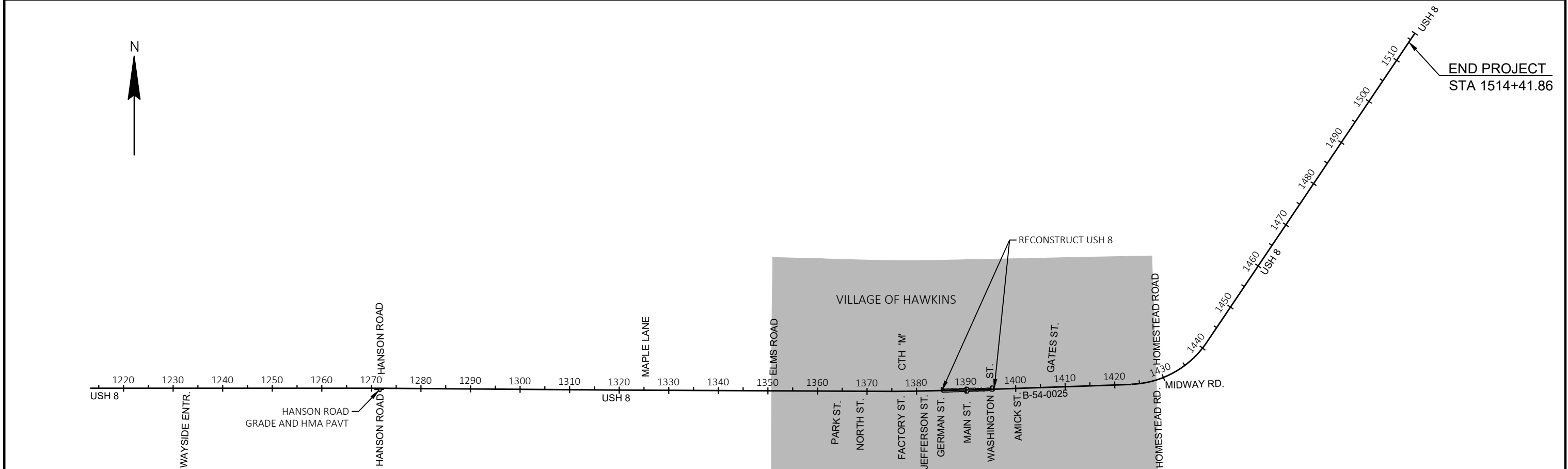
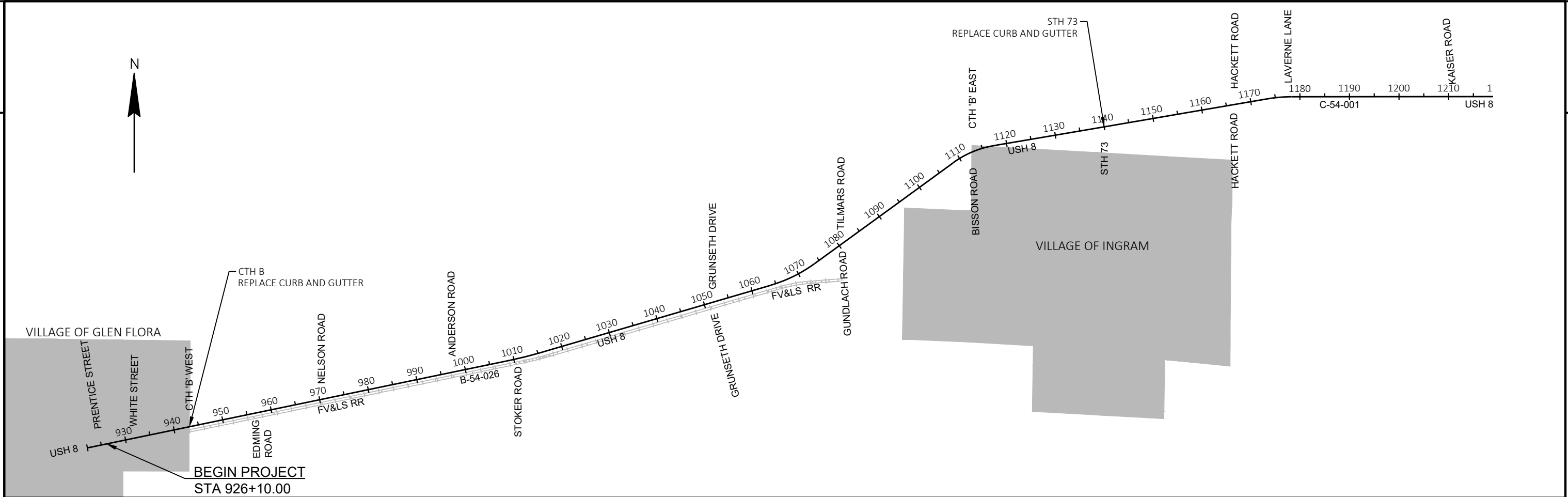
WDNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: LEAH NICOL - LIAISON
WEST CENTRAL REGION HEADQUARTERS
1300 W. CLAIREMONT AVE.
EAU CLAIRE, WI 54701
PHONE: (715) 934-9014 OFFICE
EMAIL: LEAH.NICOL@WISCONSIN.GOV

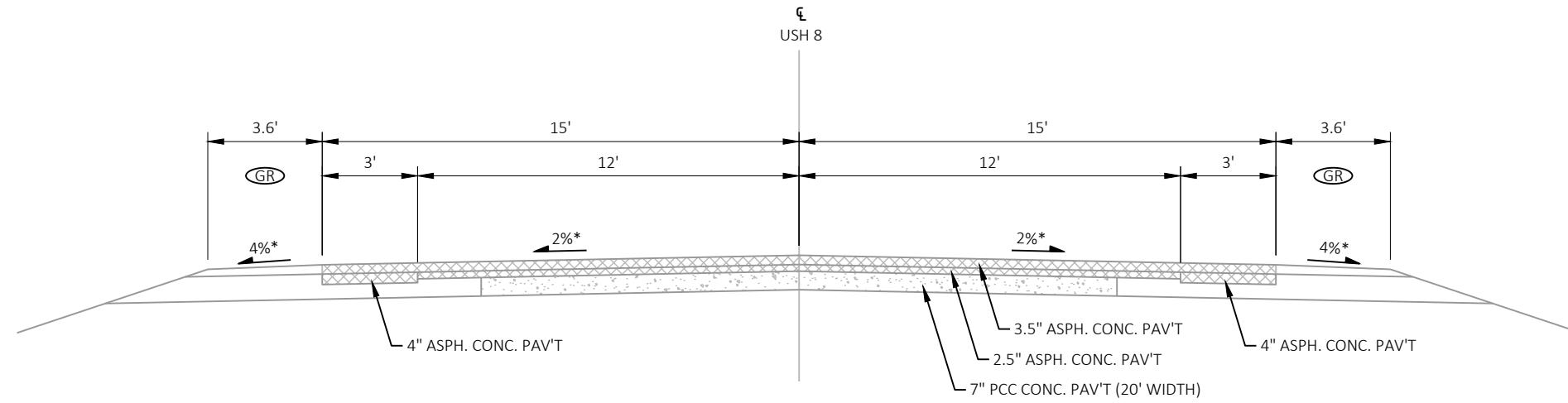


LIST OF STANDARD ABBREVIATIONS

Table listing standard abbreviations for various terms such as ABUTMENT, AGGREGATE, AHEAD, ANNUAL AVERAGE DAILY TRAFFIC, APPROXIMATE, APRON END WALL, ASPHALTIC, BACK, BEGIN, BENCH MARK, CENTER LINE, COMMERCIAL ENTRANCE, CONCRETE, CONSTRUCTION, COUNTY, COUNTY TRUNK HIGHWAY, CROSS SECTION, CRUSHED, CULVERT, DEPARTMENT OF TRANSPORTATION, DESIGN HOUR VOLUME, DIAMETER, DISCHARGE, DISCH. OR DIS., EAST, EAST GRID COORDINATE, EASTBOUND, EACH, ELECTRIC, EL. OR ELEV., EQUIVALENT SINGLE AXLE LOADS, EXCAVATION BELOW SUBGRADE, EXISTING, FERTILIZE, FIELD ENTRANCE, FINISHED, FLOW LINE, HORIZONTAL, INLET, INTERSECTION, INVERT, LEFT, LEFT-HAND FORWARD, LINEAR FOOT, LUMP SUM, MAXIMUM, MISCELLANEOUS, NORTH, NORTH GRID COORDINATE, NORTHEAST, NORTHWEST, PAVEMENT, POINT OF CURVATURE, POINT OF INTERSECTION, POINT OF TANGENCY, PRIVATE ENTRANCE, PROJECT RANGE, REQUIRED, REFERENCE LINE, RIGHT, RIGHT-HAND FORWARD, RIGHT-OF-WAY, ROAD, SHOULDER, SOUTH, STANDARD DETAIL DRAWINGS, STATE TRUNK HIGHWAYS, STATION, TELEPHONE, TEMPORARY, TOWN, TRUCKS (PERCENT OF), TYPICAL, UNDERGROUND, VARIABLE, VERTICAL CURVE, WEST, WESTBOUND, WORKING DAY, WORK ZONE.

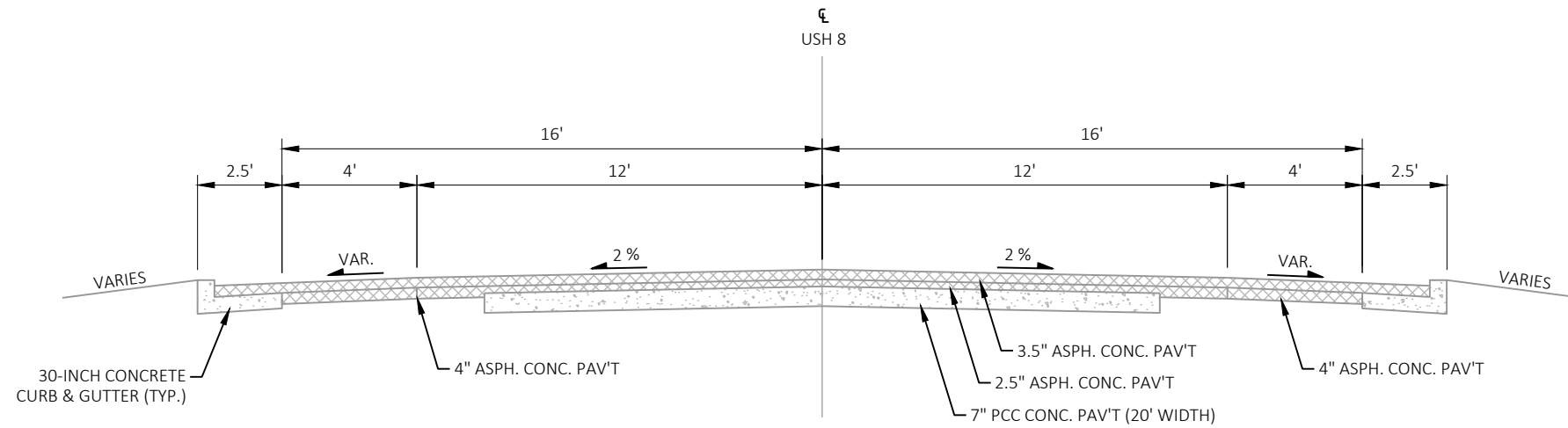


PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PROJECT OVERVIEW	SHEET	<b>E</b>
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**TYPICAL EXISTING SECTION**

STA. 926+10.00 - 1385+11.13 LT  
 STA. 926+10.00 - 1385+11.62 RT  
 STA. 1394+94.00 - 1514+41.86 LT  
 STA. 1394+86.71 - 1514+41.86 RT



**TYPICAL EXISTING SECTION**

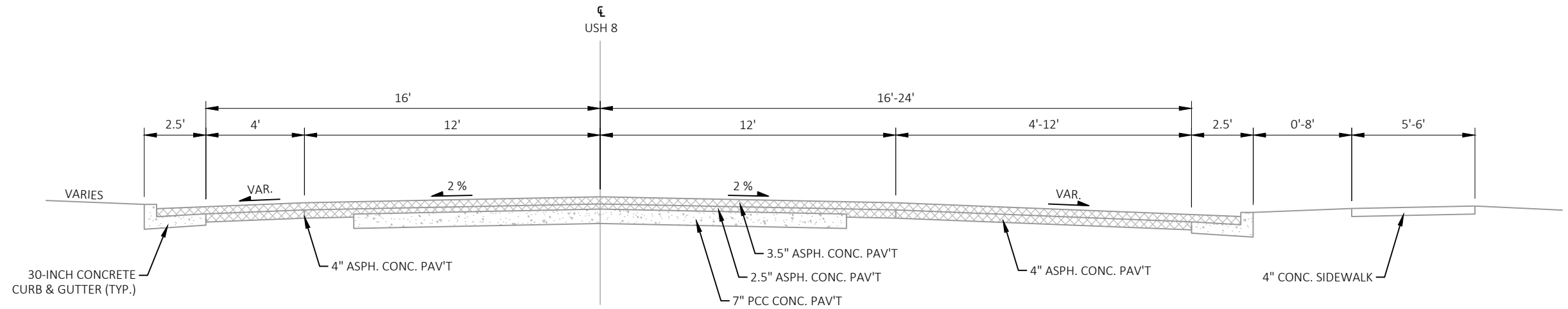
STA. 1385+11.13 - 1390+11.97 LT  
 STA. 1385+11.62 - 1390+11.97 RT

**NOTES**

\* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.

(GR) MIDWEST GUARDRAIL SYSTEM PRESENT:  
 STA. 1001+25.8 - 1004+20.0 LT  
 STA. 1001+18.8 - 1004+00.6 RT  
 STA. 1186+24.8 - 1188+73.0 LT  
 STA. 1186+24.8 - 1188+85.3 RT  
 STA. 1402+75.4 - 1405+19.3 LT  
 STA. 1402+75.2 - 1405+56.6 RT





TYPICAL EXISTING SECTION

STA. 1390+11.97 - 1394+94.00 LT  
STA. 1390+11.97 - 1394+86.71 RT

NOTES

\* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION.

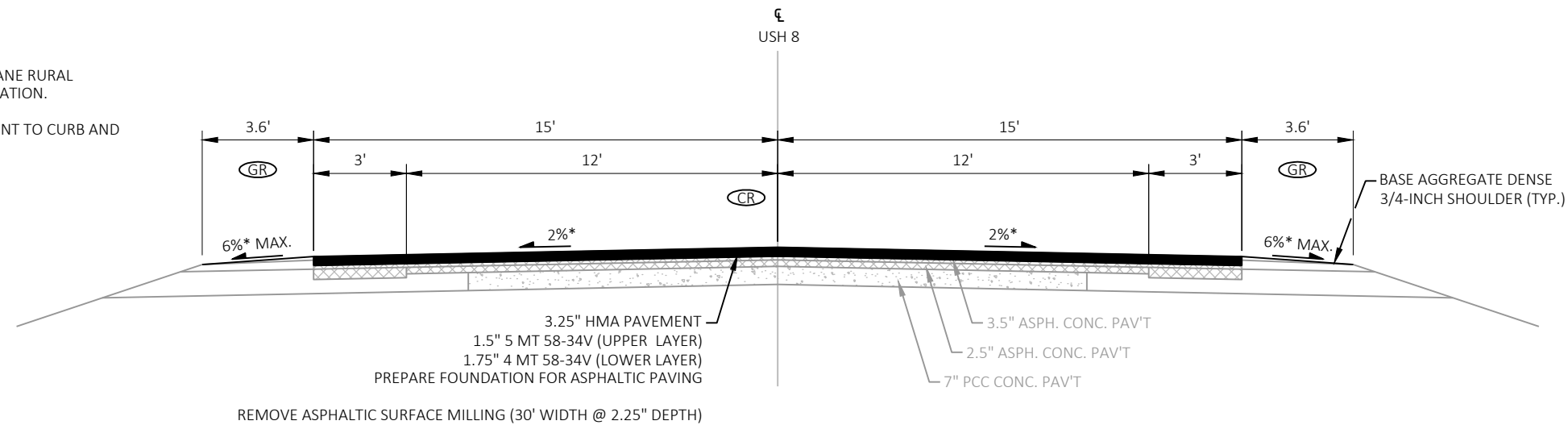
SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF CURB AND GUTTER REPLACEMENT AND SIDEWALK REPLACEMENT.

MILLING DEPTH REFERENCED AT ROADWAY CENTERLINE.

- (GR) MIDWEST GUARDRAIL SYSTEM PRESENT. DO NOT RAISE USH 8 PROFILE GRADE LINE WITHIN GUARDRAIL LIMITS. (SEE USH 8 MILL DEPTH TRANSITION DETAIL)  
STA. 1001+25.8 - 1004+20.0 LT  
STA. 1001+18.8 - 1004+00.6 RT  
STA. 1186+24.8 - 1188+73.0 LT  
STA. 1186+24.8 - 1188+85.3 RT  
STA. 1402+75.4 - 1405+19.3 LT  
STA. 1402+75.2 - 1405+56.6 RT

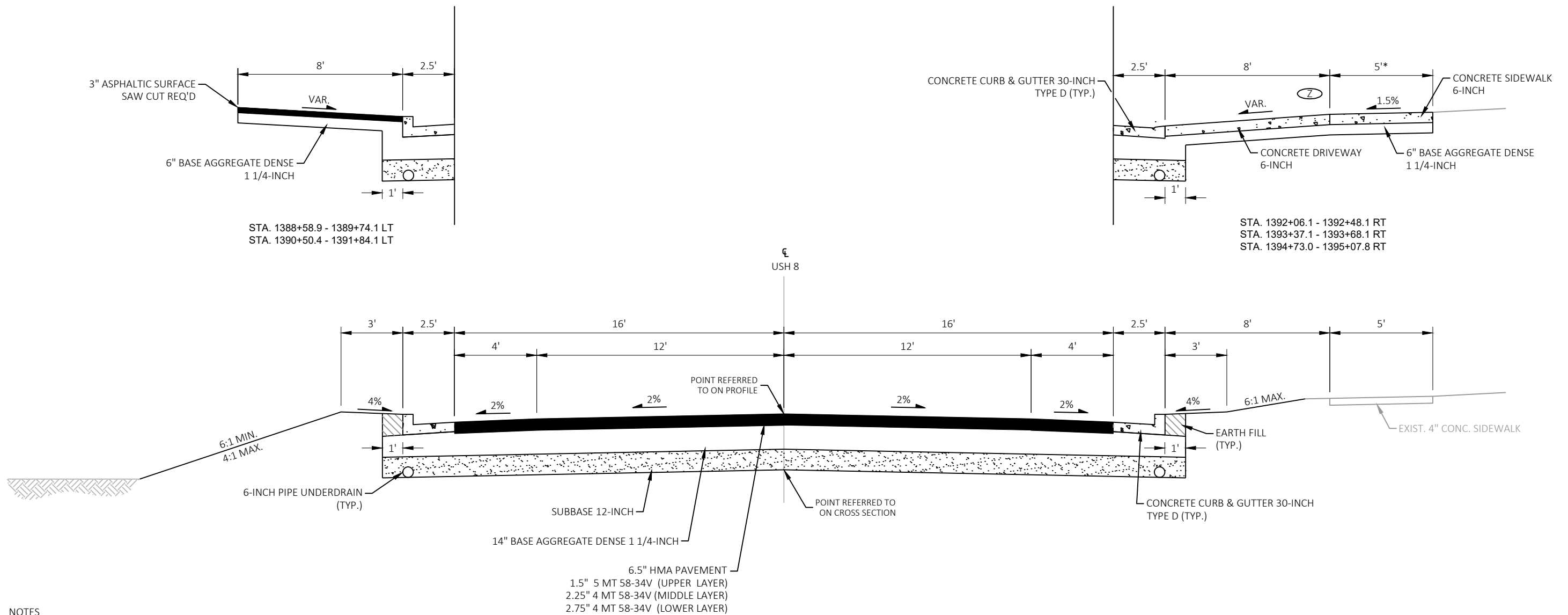
- (CR) ASPHALTIC RUMBLE STRIPS, CENTERLINE - SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIPS" FOR ADDITIONAL INFORMATION.

SEE CONSTRUCTION DETAIL FOR ANY PATCHING ADJACENT TO CURB AND GUTTER REPLACEMENTS.



TYPICAL PROPOSED SECTION - USH 8

STA. 926+10.00 - 1385+11.56 LT & RT  
STA. 1395+55.00 - 1514+41.86 LT  
STA. 1395+62.53 - 1514+41.86 RT



**NOTES**

SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF CURB AND GUTTER REPLACEMENT AND SIDEWALK REPLACEMENT.

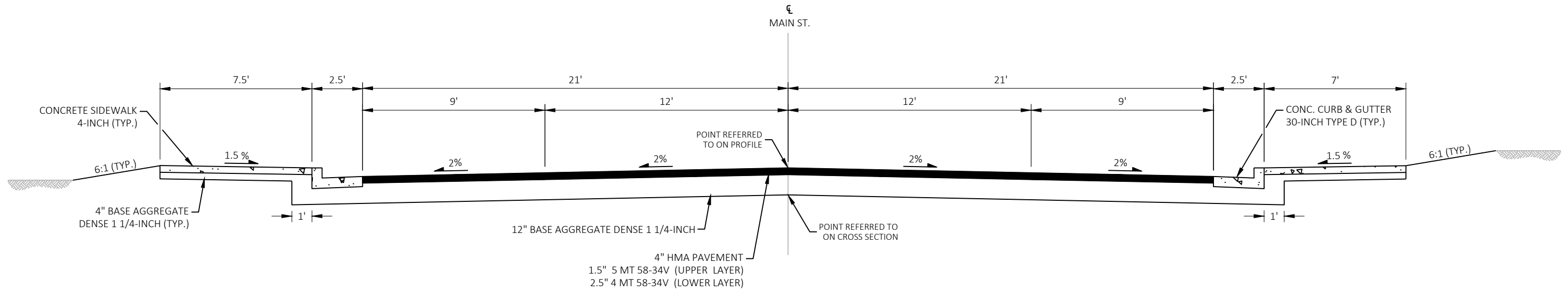
(Z) SEE SDD DRIVEWAY AND SIDEWALK RAMPS TYPE Z.

FINISH DISTURBED AREAS OUTSIDE OF CURB & GUTTER AND PAVEMENT AREAS WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT.

**TYPICAL PROPOSED SECTION - HAWKINS**

STA. 1385+11.56 - 1395+65.5

BORING CORE	STATION	OFFSET	HMA THICKNESS (IN)	CONCRETE THICKNESS (IN)	BASE THICKNESS (IN)
B-1	1388+75	9' LT	5.0	5.5	7.5
B-2	1391+55	13' RT	5.75	NONE	20.25
C-1	1385+76	4' RT	5.375	7.375	---
C-2	1386+95	8' RT	4.75	6.75	---
C-3	1388+01	4' LT	5.375	6.0	---
C-4	1389+31	12' LT	6.5	NONE	---
C-5	1390+85	4' LT	5.0	6.625	---
C-6	1392+71	12' RT	7.5	NONE	---
C-7	1393+55	8' RT	5.125	6.75	---
C-8	1394+20	4' RT	5.5	8.125	---



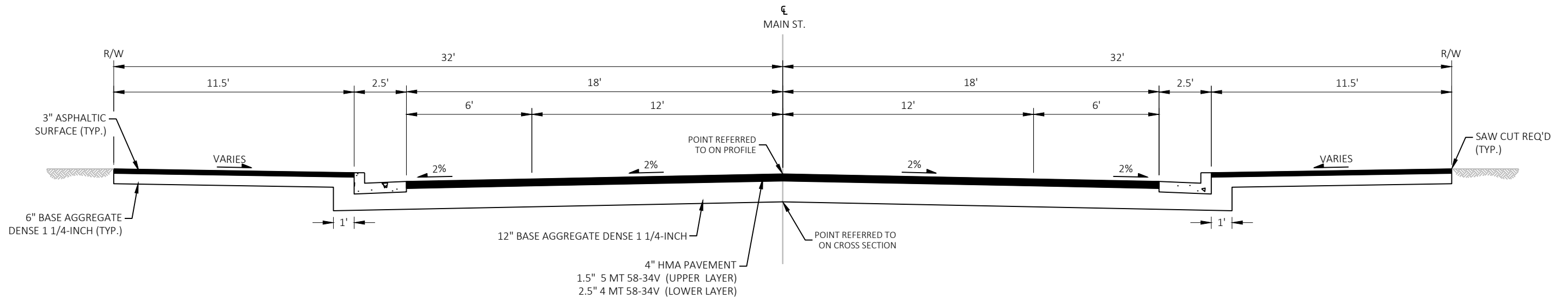
NOTES

SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF CURB AND GUTTER REPLACEMENT AND SIDEWALK REPLACEMENT.

FINISH DISTURBED AREAS OUTSIDE OF CURB & GUTTER AND PAVEMENT AREAS WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT.

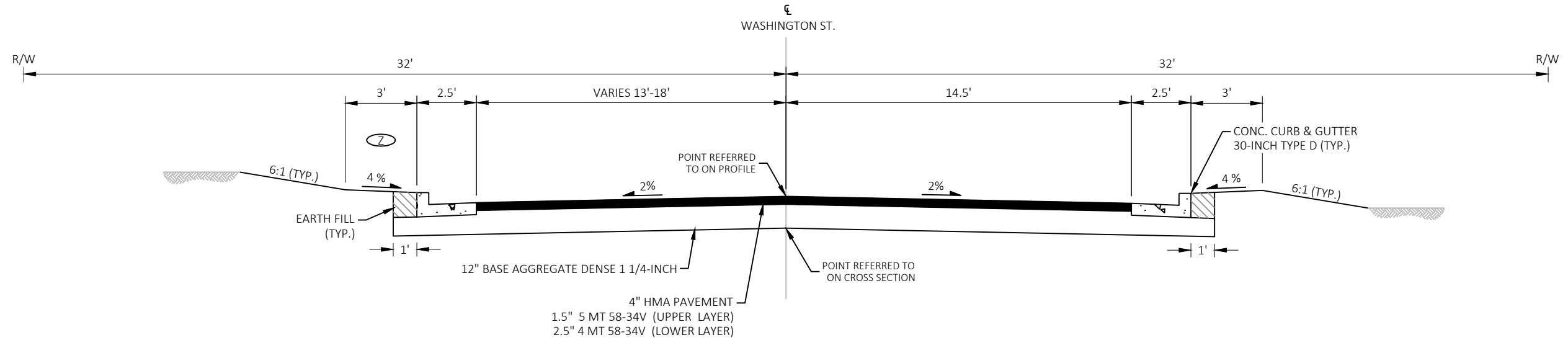
**TYPICAL PROPOSED SECTION - MAIN STREET**

STA. 9+40.0 - 9+63.9



**TYPICAL PROPOSED SECTION - MAIN STREET**

STA. 10+36.3 - 10+55.0



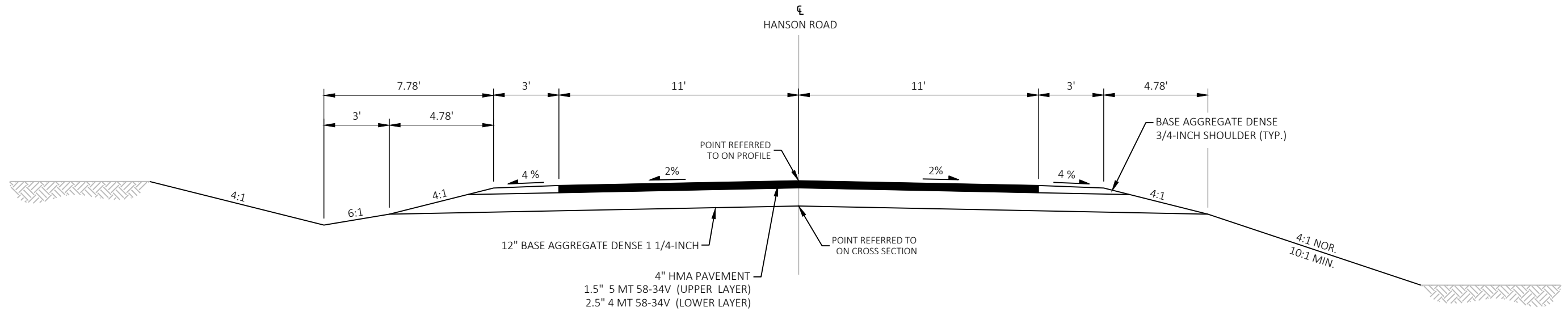
**TYPICAL PROPOSED SECTION - WASHINGTON STREET**  
 STA. 10+34.2 - 10+66.0

**NOTES**

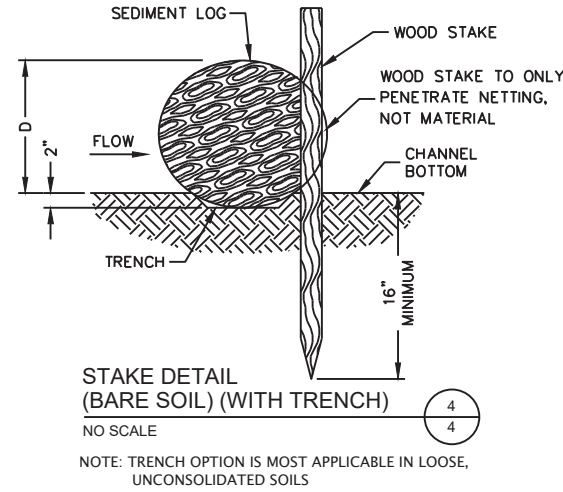
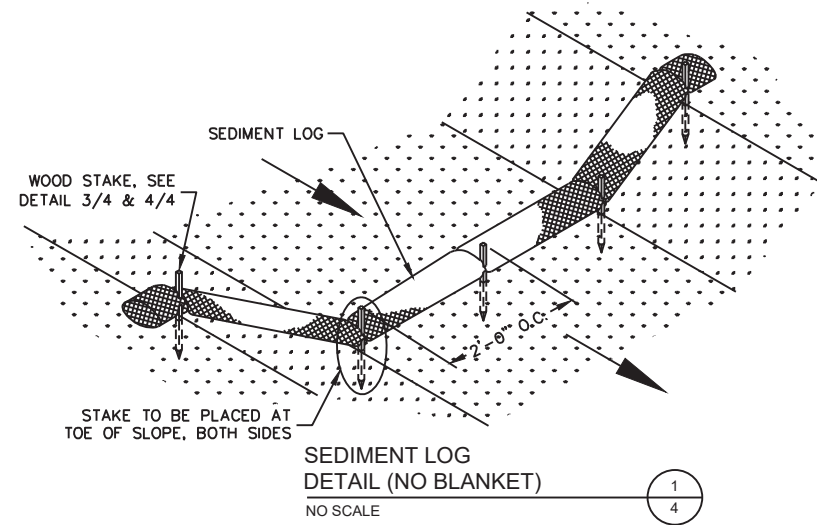
SEE SECTION 5 PLANS AND DETAILS FOR LOCATION OF CURB AND GUTTER REPLACEMENT AND SIDEWALK REPLACEMENT.

(Z) SEE SDD DRIVEWAY AND SIDEWALK RAMPS TYPE Z.

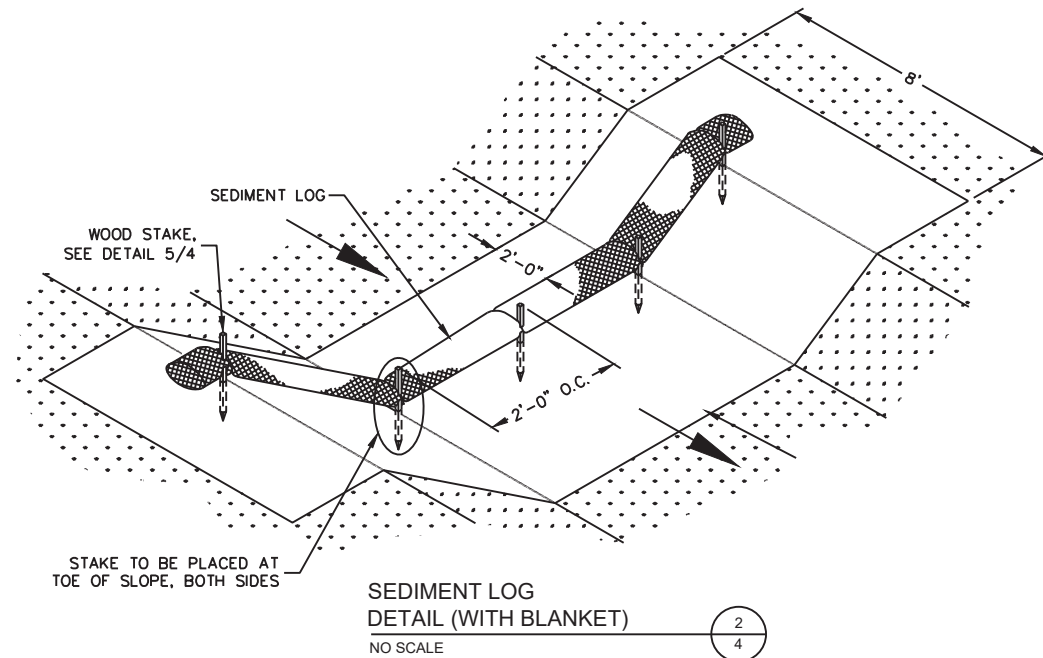
FINISH DISTURBED AREAS OUTSIDE OF GRAVEL SHOULDERS, CURB & GUTTER, AND PAVEMENT AREAS WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT.



**TYPICAL PROPOSED SECTION - HANSON ROAD**  
 STA. 9+34.0 - 9+82.0

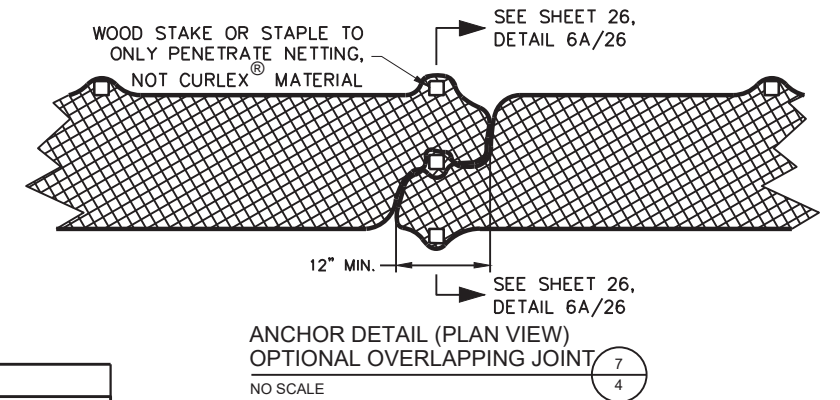
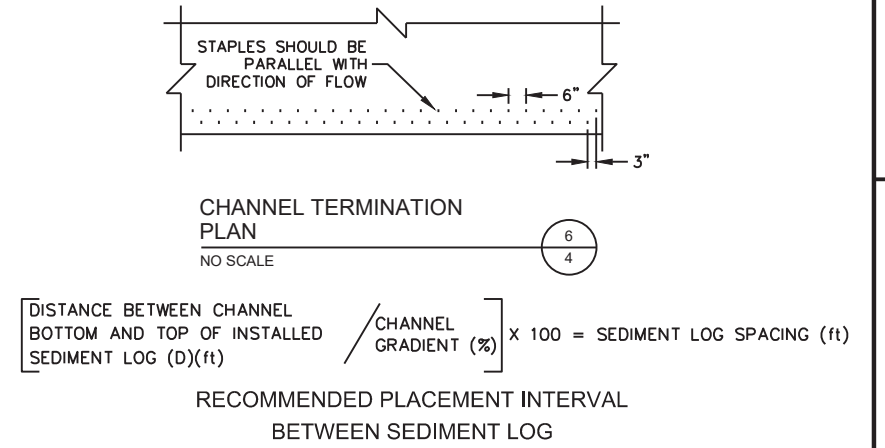


D = 10"



- NOTES:
1. TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.
  2. RECOMMENDED WOODEN STAKES ARE 1 1/8" X 1 1/8" X 30" FOR 6", 9", AND 12" SEDIMENT LOGS.
  3. RECOMMENDED WOODEN STAKES ARE 1 1/8" X 1 1/8" X 48" FOR 20" CURLEX® SEDIMENT LOGS.
  4. SEDIMENT LOG SHALL BE OVERLAPPED IN CHANNELS REQUIRING MORE THAN ONE UNIT ACROSS THE CHANNEL WIDTH (SEE DETAIL 7/17).
  5. OVERLAPS SHALL NOT BE LOCATED IN CRITICAL AREAS SUCH AS CHANNEL CENTER, SIDE SLOPE CHANNEL BOTTOM INTERFACE, ETC.

**TEMPORARY DITCH CHECK  
SEDIMENT LOG TYPE**

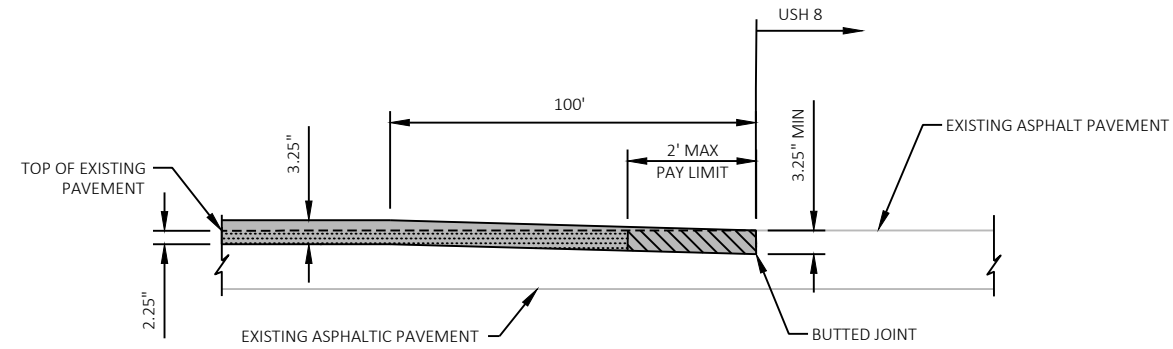





Sediment Log - Recommended Spacing in Channelized Flow Applications

Channel Gradient (%)	Spacing Between Products (ft)			
	6 in Sediment Log	9 in Sediment Log	12 in Sediment Log	20 in Sediment Log
0.5	91.7	136.7	183.3	250.0
1	45.8	68.3	91.7	125.0
1.5	30.6	45.6	61.1	83.3
2	22.9	34.2	45.8	62.5
2.5	18.3	27.3	36.7	50.0
3	15.3	22.8	30.6	41.7
3.5	13.1	19.5	26.2	35.7
4	11.5	17.1	22.9	31.3
4.5	10.2	15.2	20.4	27.8
5	9.2	13.7	18.3	25.0
5.5	8.3	12.4	16.7	22.7
6	7.6	11.4	15.3	20.8
6.5	7.1	10.5	14.1	19.2
7	6.5	9.8	13.1	17.9
7.5	6.1	9.1	12.2	16.7
8	5.7	8.5	11.5	15.6
8.5	5.4	8.0	10.8	14.7
9	5.1	7.6	10.2	13.9
9.5	4.8	7.2	9.6	13.2
10	4.6	6.8	9.2	12.5
11	4.2	6.2	8.3	11.4
12	3.8	5.7	7.6	10.4
13	3.5	5.3	7.1	9.6
14	3.3	4.9	6.5	8.9
15	3.1	4.6	6.1	8.3
16	2.9	4.3	5.7	7.8
17	2.7	4.0	5.4	7.4
18	2.5	3.8	5.1	6.9
19	2.4	3.6	4.8	6.6
20	2.3	3.4	4.6	6.3
25	1.8	2.7	3.7	5.0
30	1.5	2.3	3.1	4.2
35	1.3	2.0	2.6	3.6
40	1.1	1.7	2.3	3.1
45	1.0	1.5	2.0	2.8
50	0.9	1.4	1.8	2.5

Notes:

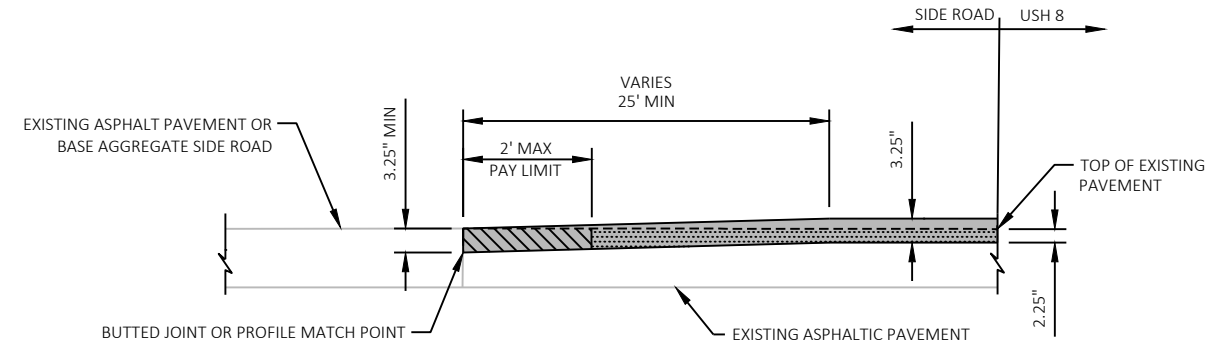
1. Spacing of Sediment Logs is calculated by:  
[Distance between channel bottom and top of installed Curlex Sediment Log(ft)/Channel gradient (%)]\*100= Sediment Log Spacing (ft)
2. Minimum installed heights used for determining spacing values in table. Minimum installed heights of 6 in, 9 in, 12 in, and 20 in Sediment Logs are 5.5 in, 8.2 in, 11.0 in, and 15.0 in, respectively.






-  REMOVING ASPHALTIC SURFACE BUTT JOINTS  
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING
-  REMOVING ASPHALTIC SURFACE MILLING
-  PROPOSED HMA PAVEMENT OVERLAY

**USH 8 BUTT JOINT AND PROFILE MATCH DETAIL**

STA 1514+41.9



-  REMOVING ASPHALTIC SURFACE BUTT JOINTS (EXISTING ASPHALTIC SURFACE SIDE ROADS ONLY)  
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING
-  REMOVING ASPHALTIC SURFACE MILLING
-  PROPOSED HMA PAVEMENT OVERLAY

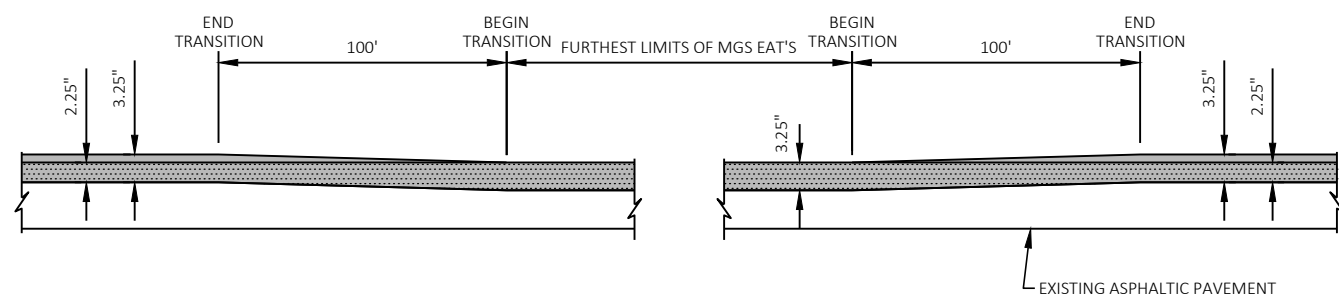
**SIDE ROAD BUTT JOINT AND PROFILE MATCH DETAIL**



- |                                   |                                    |
|-----------------------------------|------------------------------------|
| STA. 931+53 LT - WHITE STREET     | STA. 1232+87 RT - WAYSIDE ENTRANCE |
| STA. 943+15 LT - CTH B (E LIMITS) | STA. 1364+22 RT - PARK STREET      |
| STA. 946+43 RT - EDMING ROAD      | STA. 1368+55 RT - NORTH STREET     |
| STA. 970+20 LT - NELSON ROAD      | STA. 1377+06 LT - CTH M            |
| STA. 997+28 LT - ANDERSON ROAD    | STA. 1377+08 RT - FACTORY STREET   |
| STA. 1010+65 RT - STOKER ROAD     | STA. 1381+55 RT - JEFFERSON STREET |
| STA. 1051+40 RT - GRUNSETH DRIVE  | STA. 1384+79 RT - GERMAN STREET    |
| STA. 1112+73 LT - BISSON ROAD     | STA. 1400+22 RT - AMICK            |
| STA. 1112+73 RT - CTH B (EAST)    | STA. 1406+47 LT - GATES STREET     |
| STA. 1140+01 RT - STH 73          | STA. 1428+55 LT - HOMESTEAD ROAD   |
| STA. 1166+53 LT - HACKET ROAD     | STA. 1428+55 RT - HOMESTEAD ROAD   |

**NOTES**

TRANSITION PROFILE TO MATCH EXISTING BASE AGGREGATE SIDE ROADS WITH VARIABLE DEPTH MILLING AS SHOWN. PAYMENT FOR BUTT JOINTS WILL NOT BE PAID AT BASE AGGREGATE SURFACE SIDE ROADS.

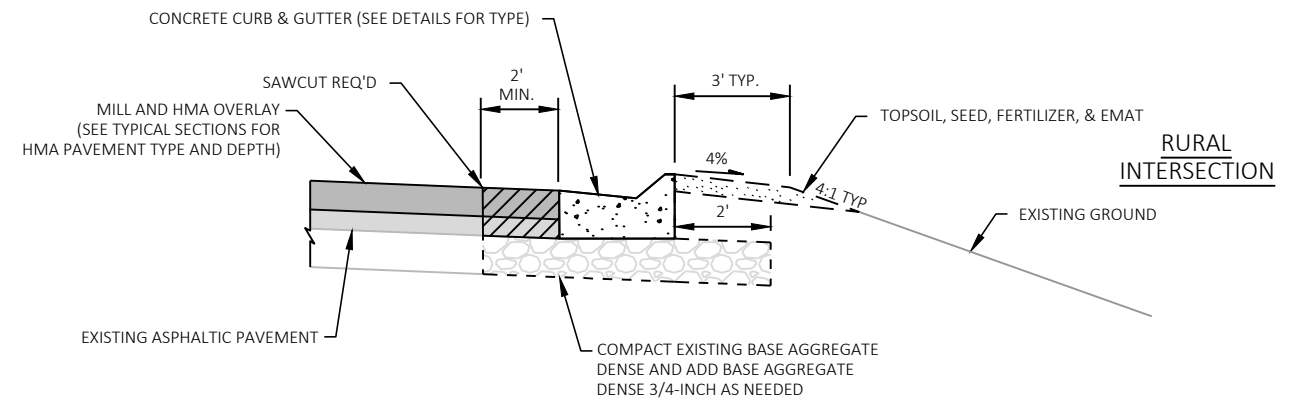
SEE SECTION 5 PLAN SHEETS FOR SIDE ROAD LOCATIONS.



-  REMOVING ASPHALTIC SURFACE MILLING
-  PROPOSED HMA PAVEMENT OVERLAY


**USH 8 MILL DEPTH TRANSITION DETAIL**

- STA. 1001+18.8 - 1004+20.0 (B-54-026)
- STA. 1186+24.8 - 1188+85.3 (C-54-001)
- STA. 1402+75.2 - 1405+56.6 (B-54-025)



**DETAIL OF CURB & GUTTER REPLACEMENT**

SEE INTERSECTION DETAILS, PAVING DETAILS & CURB RAMP DETAILS FOR CURB & GUTTER LOCATIONS

-  3 1/2" (MIN) ASPHALTIC SURFACE PATCHING (MATCH EXISTING PAVEMENT DEPTH)

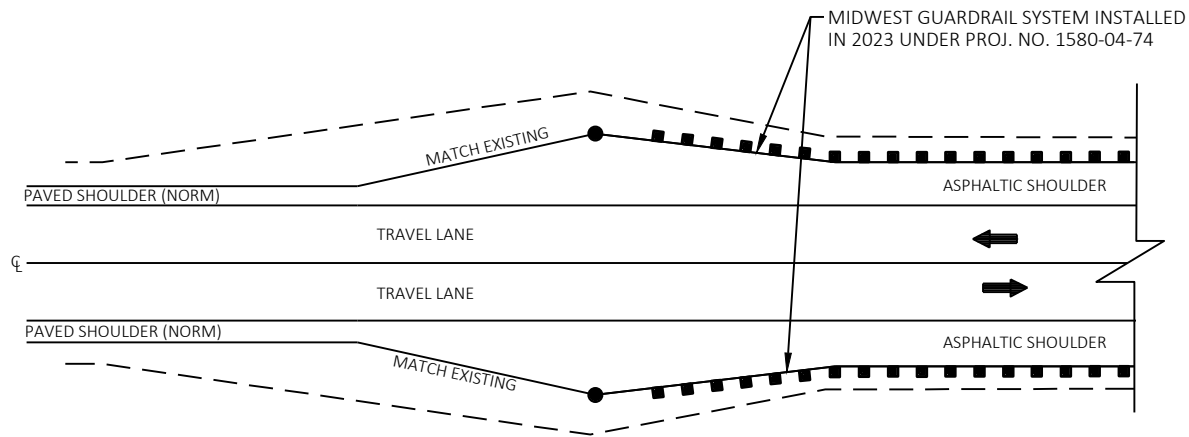
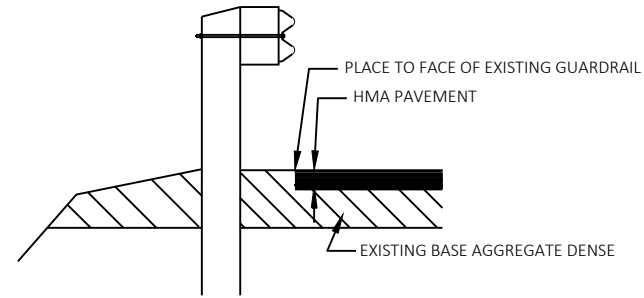
**NOTES**

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF USH 8.

REMOVING ASPHALTIC SURFACE AND REMOVING CURB & GUTTER WILL BE PAID SEPARATELY UNDER THEIR RESPECTIVE BID ITEMS.

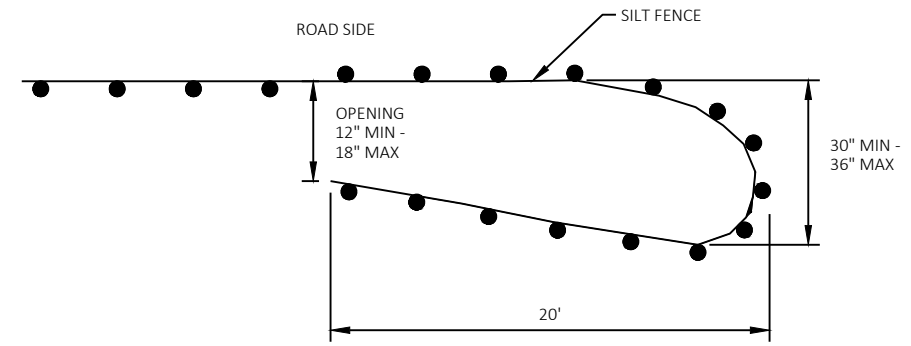
FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES".

SEE INTERSECTION DETAILS, PAVING DETAILS, AND CURB RAMP DETAILS FOR CURB & GUTTER LOCATIONS FOR ADDITIONAL INFORMATION.



PAVED SHOULDER AT GUARDRAIL DETAIL

B-54-026  
C-54-001  
B-54-025

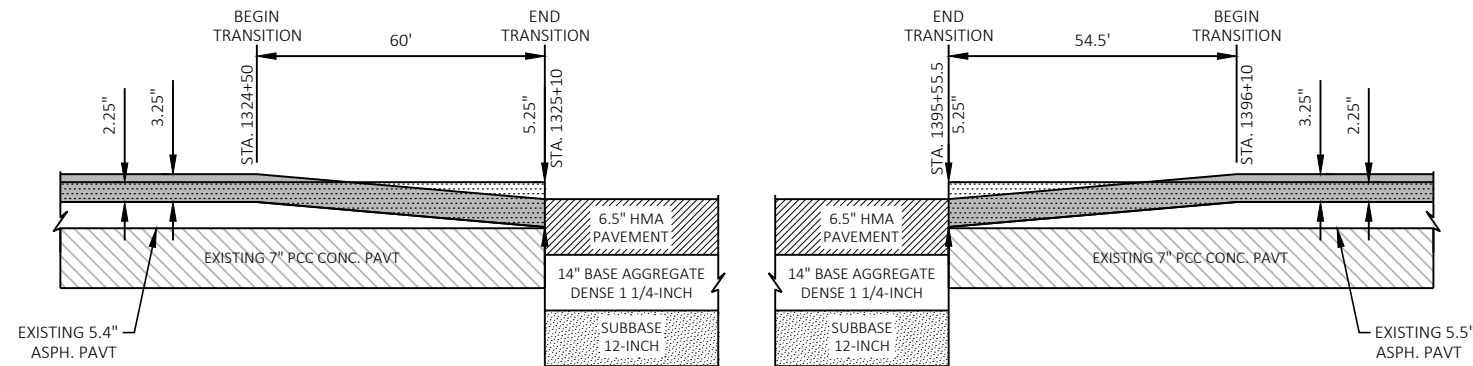


PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND DETAIL

NOTE

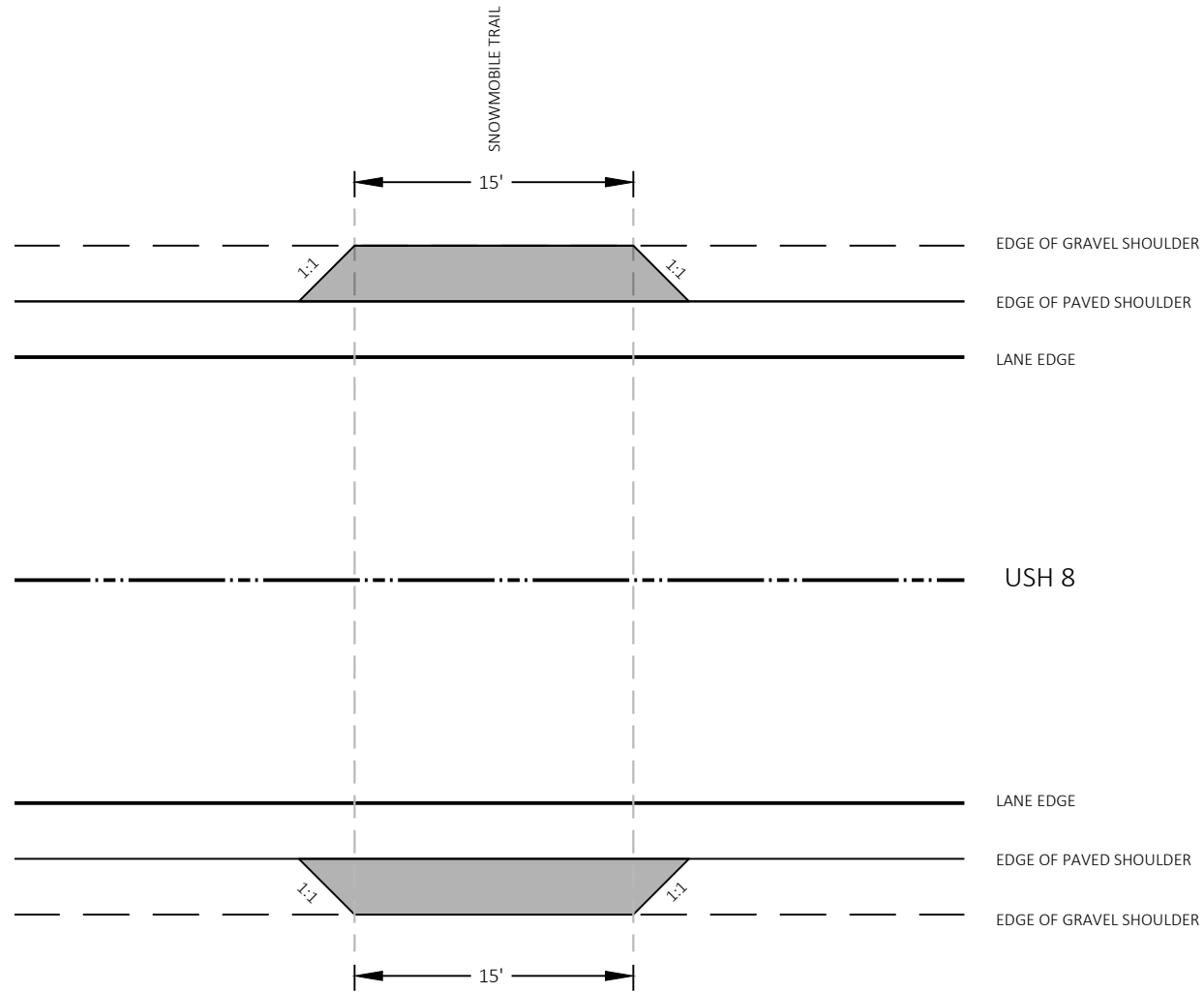
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.



- REMOVING ASPHALTIC SURFACE MILLING
- PROPOSED HMA PAVEMENT OVERLAY

USH 8 MILL DEPTH TRANSITION TO PAVEMENT REPLACEMENT DETAIL

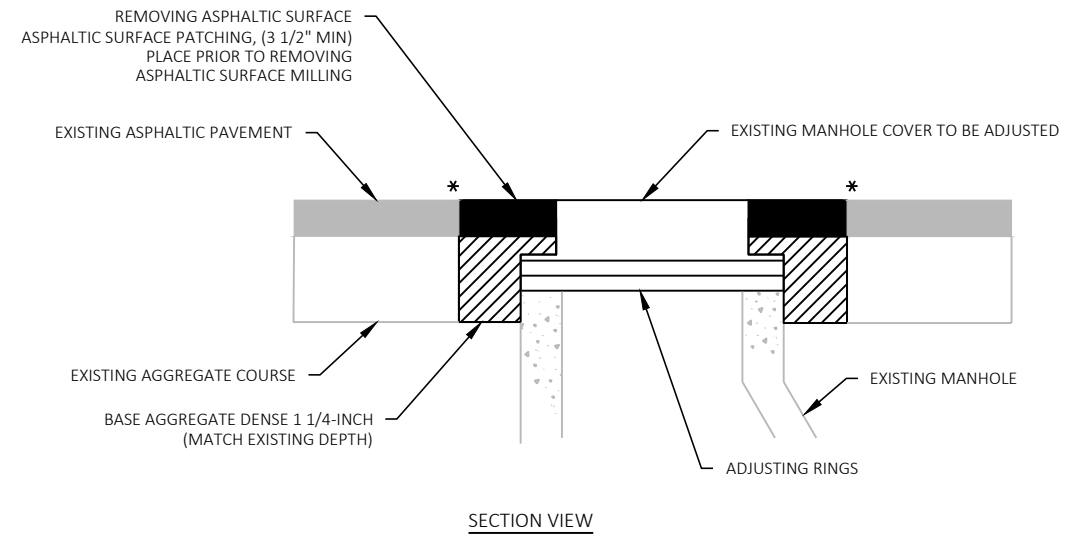
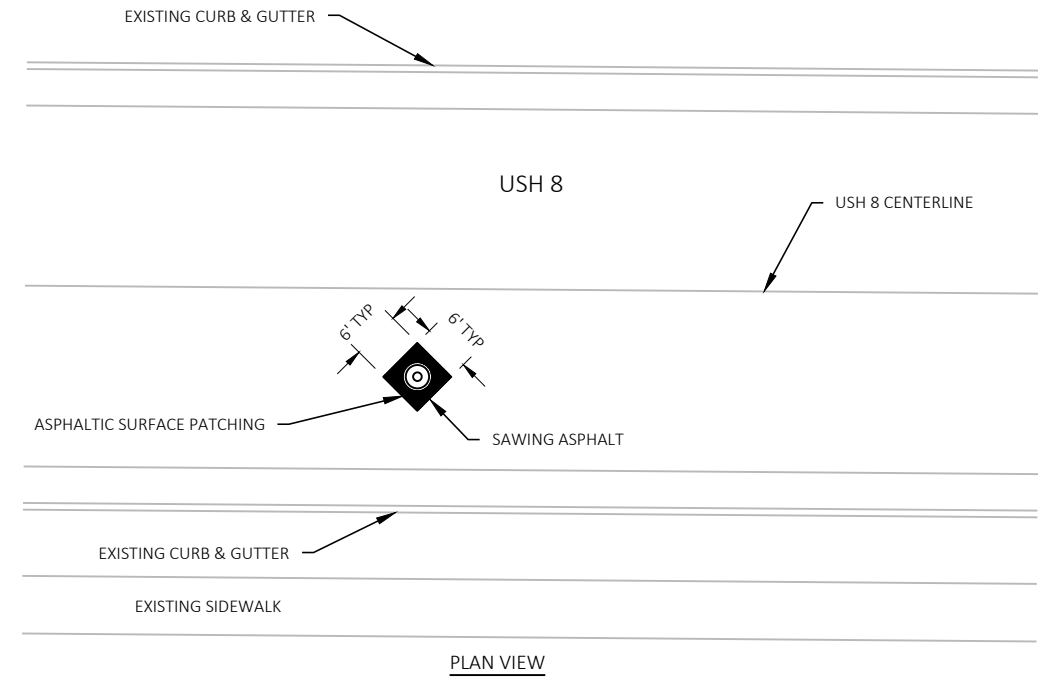
STA. 1384+50.0 - 1385+10.0  
STA. 1395+65.5 - 1396+10.0



ASPHALT PAVEMENT WIDENING TO USE PAY ITEM "ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES" WITH 3-INCH LAYER.

SNOWMOBILE TRAIL CROSSING WITH FULL WIDTH SHOULDERS

STA 1488+30

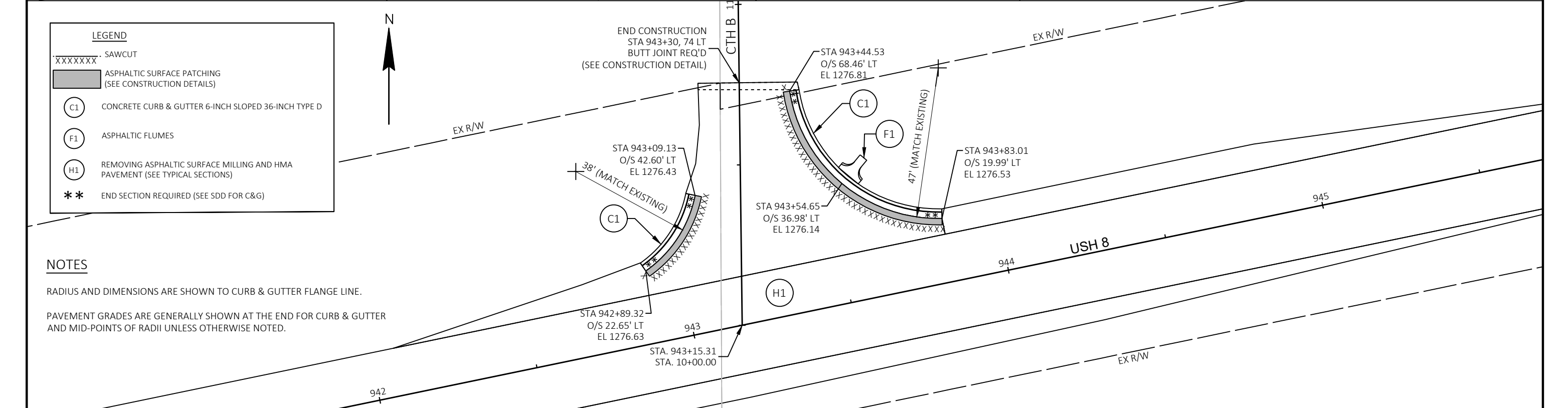
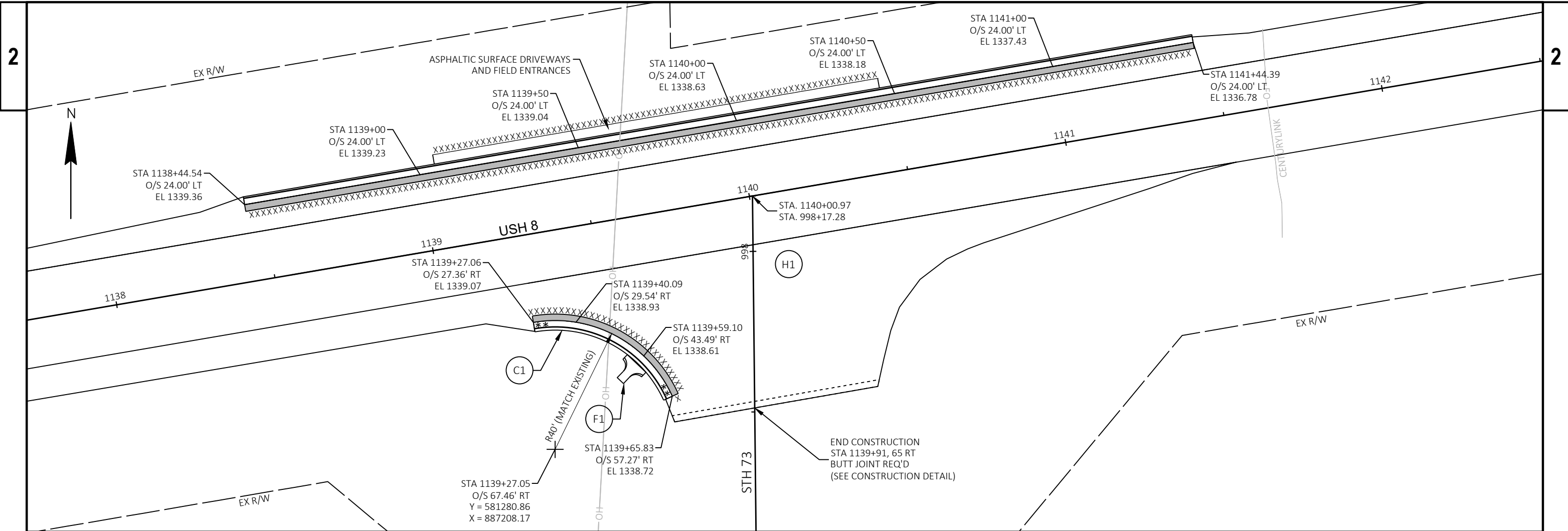


ADJUSTING SANITARY MANHOLE COVERS DETAIL

LEGEND

\* SAWCUT REQ'D





**LEGEND**

- XXXXXXX SAWCUT
- ASPHALIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- (C1) CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (F1) ASPHALIC FLUMES
- (H1) REMOVING ASPHALIC SURFACE MILLING AND HMA PAVEMENT (SEE TYPICAL SECTIONS)
- \*\* END SECTION REQUIRED (SEE SDD FOR C&G)

**NOTES**

RADIUS AND DIMENSIONS ARE SHOWN TO CURB & GUTTER FLANGE LINE.

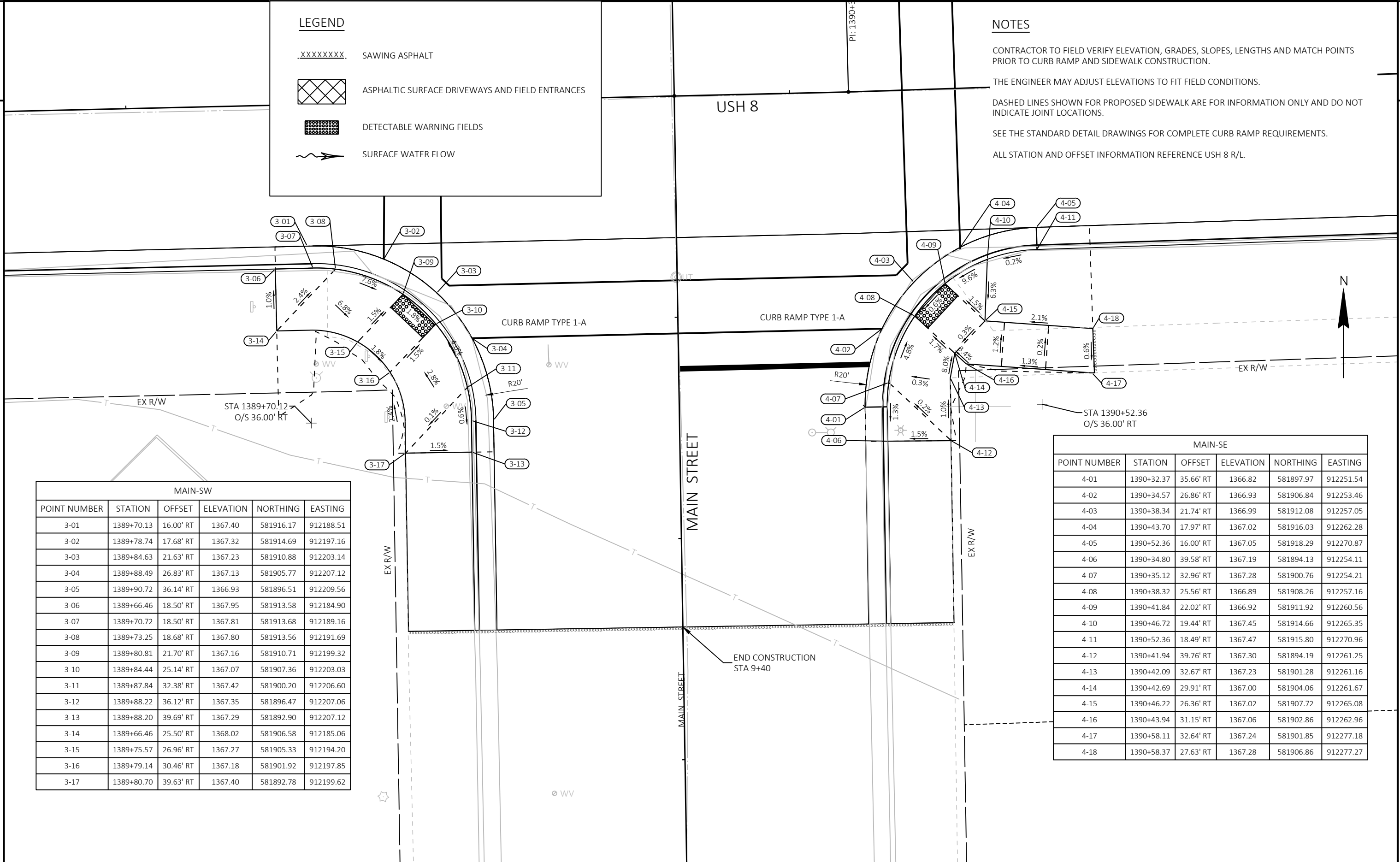
PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END FOR CURB & GUTTER AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

LEGEND

- XXXXXXX SAWING ASPHALT
- ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- DETECTABLE WARNING FIELDS
- SURFACE WATER FLOW

NOTES

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L.



MAIN-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-01	1389+70.13	16.00' RT	1367.40	581916.17	912188.51
3-02	1389+78.74	17.68' RT	1367.32	581914.69	912197.16
3-03	1389+84.63	21.63' RT	1367.23	581910.88	912203.14
3-04	1389+88.49	26.83' RT	1367.13	581905.77	912207.12
3-05	1389+90.72	36.14' RT	1366.93	581896.51	912209.56
3-06	1389+66.46	18.50' RT	1367.95	581913.58	912184.90
3-07	1389+70.72	18.50' RT	1367.81	581913.68	912189.16
3-08	1389+73.25	18.68' RT	1367.80	581913.56	912191.69
3-09	1389+80.81	21.70' RT	1367.16	581910.71	912199.32
3-10	1389+84.44	25.14' RT	1367.07	581907.36	912203.03
3-11	1389+87.84	32.38' RT	1367.42	581900.20	912206.60
3-12	1389+88.22	36.12' RT	1367.35	581896.47	912207.06
3-13	1389+88.20	39.69' RT	1367.29	581892.90	912207.12
3-14	1389+66.46	25.50' RT	1368.02	581906.58	912185.06
3-15	1389+75.57	26.96' RT	1367.27	581905.33	912194.20
3-16	1389+79.14	30.46' RT	1367.18	581901.92	912197.85
3-17	1389+80.70	39.63' RT	1367.40	581892.78	912199.62

MAIN-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-01	1390+32.37	35.66' RT	1366.82	581897.97	912251.54
4-02	1390+34.57	26.86' RT	1366.93	581906.84	912253.46
4-03	1390+38.34	21.74' RT	1366.99	581912.08	912257.05
4-04	1390+43.70	17.97' RT	1367.02	581916.03	912262.28
4-05	1390+52.36	16.00' RT	1367.05	581918.29	912270.87
4-06	1390+34.80	39.58' RT	1367.19	581894.13	912254.11
4-07	1390+35.12	32.96' RT	1367.28	581900.76	912254.21
4-08	1390+38.32	25.56' RT	1366.89	581908.26	912257.16
4-09	1390+41.84	22.02' RT	1366.92	581911.92	912260.56
4-10	1390+46.72	19.44' RT	1367.45	581914.66	912265.35
4-11	1390+52.36	18.49' RT	1367.47	581915.80	912270.96
4-12	1390+41.94	39.76' RT	1367.30	581894.19	912261.25
4-13	1390+42.09	32.67' RT	1367.23	581901.28	912261.16
4-14	1390+42.69	29.91' RT	1367.00	581904.06	912261.67
4-15	1390+46.22	26.36' RT	1367.02	581907.72	912265.08
4-16	1390+43.94	31.15' RT	1367.06	581902.86	912262.96
4-17	1390+58.11	32.64' RT	1367.24	581901.85	912277.18
4-18	1390+58.37	27.63' RT	1367.28	581906.86	912277.27

MAIN-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-01	1389+94.07	35.94' LT	1367.51	581968.65	912211.24
1-02	1389+93.41	30.88' LT	1367.43	581963.58	912210.69
1-03	1389+90.64	24.80' LT	1367.39	581957.43	912208.07
1-04	1389+85.76	19.77' LT	1367.35	581952.29	912203.31
1-05	1389+79.73	16.84' LT	1367.34	581949.22	912197.34
1-06	1389+74.07	16.00' LT	1367.38	581948.25	912191.71
1-07	1389+91.57	35.79' LT	1367.54	581968.44	912208.75
1-08	1389+90.59	30.22' LT	1367.50	581962.85	912207.90
1-09	1389+87.86	25.22' LT	1367.46	581957.79	912205.28
1-10	1389+86.84	24.03' LT	1367.62	581956.57	912204.29
1-11	1389+86.64	23.82' LT	1367.62	581956.36	912204.09
1-12	1389+85.29	22.57' LT	1367.44	581955.08	912202.77
1-13	1389+80.29	19.64' LT	1367.41	581952.03	912197.84
1-14	1389+74.83	18.52' LT	1367.95	581950.78	912192.41
1-15	1389+87.86	30.22' LT	1367.54	581962.78	912205.16
1-16	1389+85.29	30.22' LT	1367.57	581962.72	912202.60
1-17	1389+80.29	30.22' LT	1367.64	581962.61	912197.60
1-18	1389+80.29	25.22' LT	1367.55	581957.61	912197.71
1-19	1389+85.29	25.22' LT	1367.48	581957.73	912202.71
1-20	1389+80.29	22.57' LT	1367.45	581954.96	912197.77

**LEGEND**

XXXXXXX . SAWING ASPHALT

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

REJECT CURB

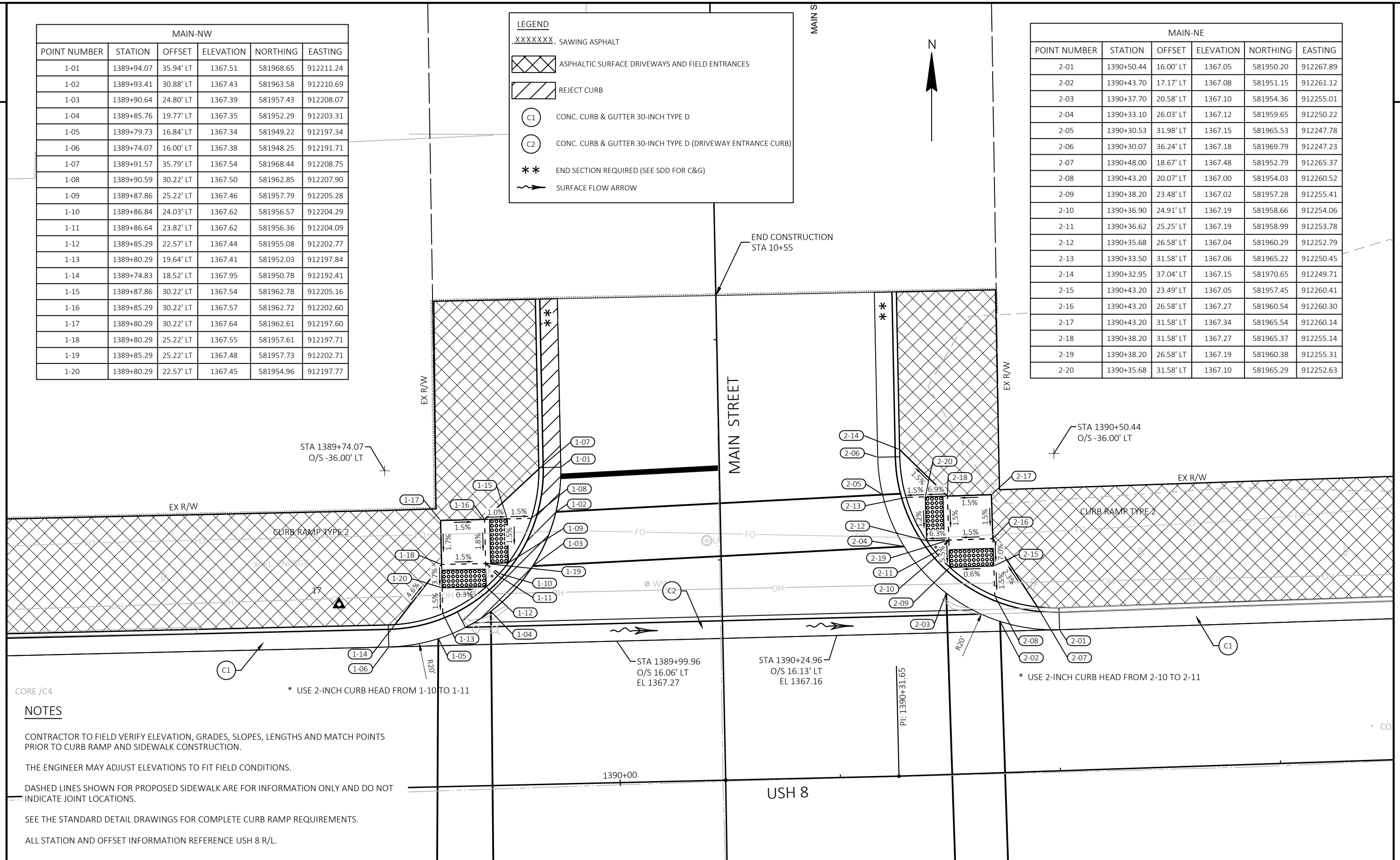
CONC. CURB & GUTTER 30-INCH TYPE D

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

END SECTION REQUIRED (SEE SDD FOR C&G)

SURFACE FLOW ARROW

MAIN-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-01	1390+50.44	16.00' LT	1367.05	581950.20	912267.89
2-02	1390+43.70	17.17' LT	1367.08	581951.15	912261.12
2-03	1390+37.70	20.58' LT	1367.10	581954.36	912255.01
2-04	1390+33.10	26.03' LT	1367.12	581959.65	912250.22
2-05	1390+30.53	31.98' LT	1367.15	581965.53	912247.78
2-06	1390+30.07	36.24' LT	1367.18	581969.79	912247.23
2-07	1390+48.00	18.67' LT	1367.48	581952.79	912265.37
2-08	1390+43.20	20.07' LT	1367.00	581954.03	912260.52
2-09	1390+38.20	23.48' LT	1367.02	581957.28	912255.41
2-10	1390+36.90	24.91' LT	1367.19	581958.66	912254.06
2-11	1390+36.62	25.25' LT	1367.19	581958.99	912253.78
2-12	1390+35.68	26.58' LT	1367.04	581960.29	912252.79
2-13	1390+33.50	31.58' LT	1367.06	581965.22	912250.45
2-14	1390+32.95	37.04' LT	1367.15	581970.65	912249.71
2-15	1390+43.20	23.49' LT	1367.05	581957.45	912260.41
2-16	1390+43.20	26.58' LT	1367.27	581960.54	912260.30
2-17	1390+43.20	31.58' LT	1367.34	581965.54	912260.14
2-18	1390+38.20	31.58' LT	1367.27	581965.37	912255.14
2-19	1390+38.20	26.58' LT	1367.19	581960.38	912255.31
2-20	1390+35.68	31.58' LT	1367.10	581965.29	912252.63



CORE /C4

**NOTES**

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L.

\* USE 2-INCH CURB HEAD FROM 1-10 TO 1-11

\* USE 2-INCH CURB HEAD FROM 2-10 TO 2-11

LEGEND

.XXXXXXXX. SAWING ASPHALT

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

DETECTABLE WARNING FIELDS

SURFACE WATER FLOW

USH 8

1396+00

1395+00

STA 1395+62.53  
O/S 16.86' RT  
EL 1361.64

STA 1395+53.32  
O/S 19.02' RT  
EL 1361.57

STA 1395+45.58  
O/S 24.45' RT  
EL 1361.45

STA 9+67.77  
O/S 15.72' RT  
EL 1361.32

STA 9+58.64  
O/S 13.94' RT  
EL 1361.20

STA 1395+63.55  
O/S 41.84' RT

STA 1394+88.27  
O/S 38.49' RT

VLV  
CURB RAMP TYPE 2

END CONSTRUCTION  
STA 9+59

WASHINGTON STREET



WASHINGTON-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-01	1394+88.27	16.00' RT	1362.18	581932.76	912706.54
5-02	1394+96.91	17.72' RT	1362.00	581931.33	912715.23
5-03	1395+04.22	22.64' RT	1361.73	581926.66	912722.71
5-04	1395+07.72	27.19' RT	1361.60	581922.22	912726.35
5-05	1395+09.86	32.19' RT	1361.50	581917.30	912728.66
5-06	1395+10.77	38.63' RT	1361.33	581910.89	912729.78
5-07	1395+00.66	22.81' RT	1362.10	581926.37	912719.15
5-08	1395+04.76	27.19' RT	1361.55	581922.13	912723.39
5-09	1395+07.24	32.19' RT	1361.43	581917.21	912726.04
5-10	1395+08.16	36.41' RT	1361.82	581913.02	912727.10
5-11	1395+04.76	32.19' RT	1361.47	581917.13	912723.56
5-12	1394+99.60	32.19' RT	1361.78	581916.96	912718.40
5-13	1394+94.60	32.19' RT	1361.83	581916.80	912713.40
5-14	1394+94.60	27.19' RT	1361.75	581921.79	912713.24
5-15	1394+99.60	27.19' RT	1361.70	581921.96	912718.23
5-16	1394+82.60	32.18' RT	1361.77	581916.41	912701.41
5-17	1394+82.60	27.18' RT	1361.68	581921.40	912701.24

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

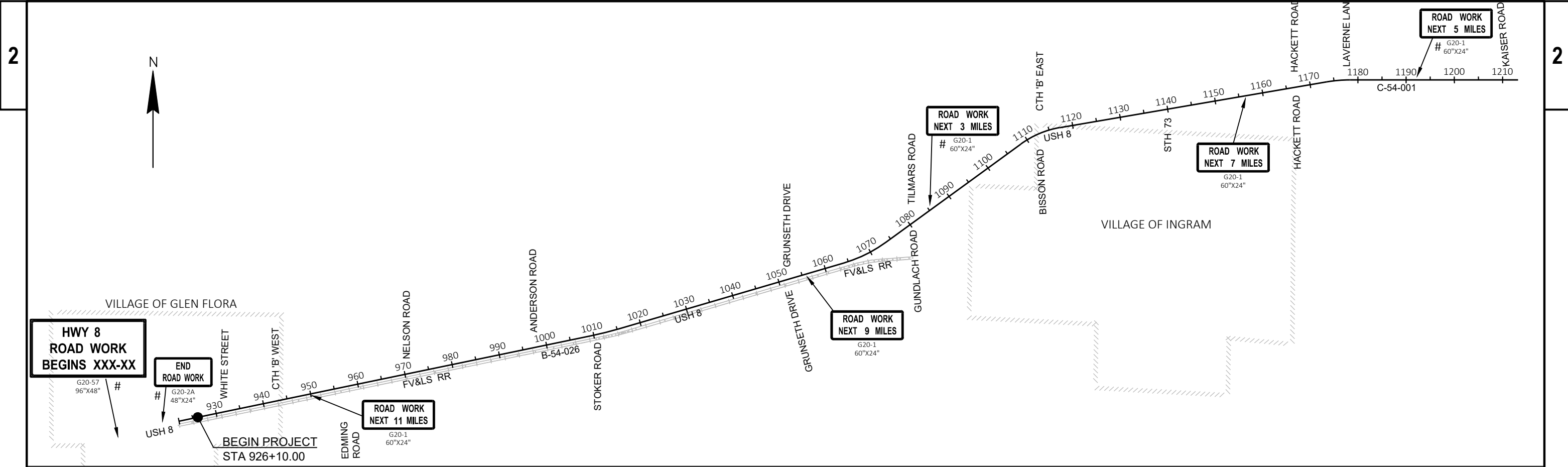
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 R/L.

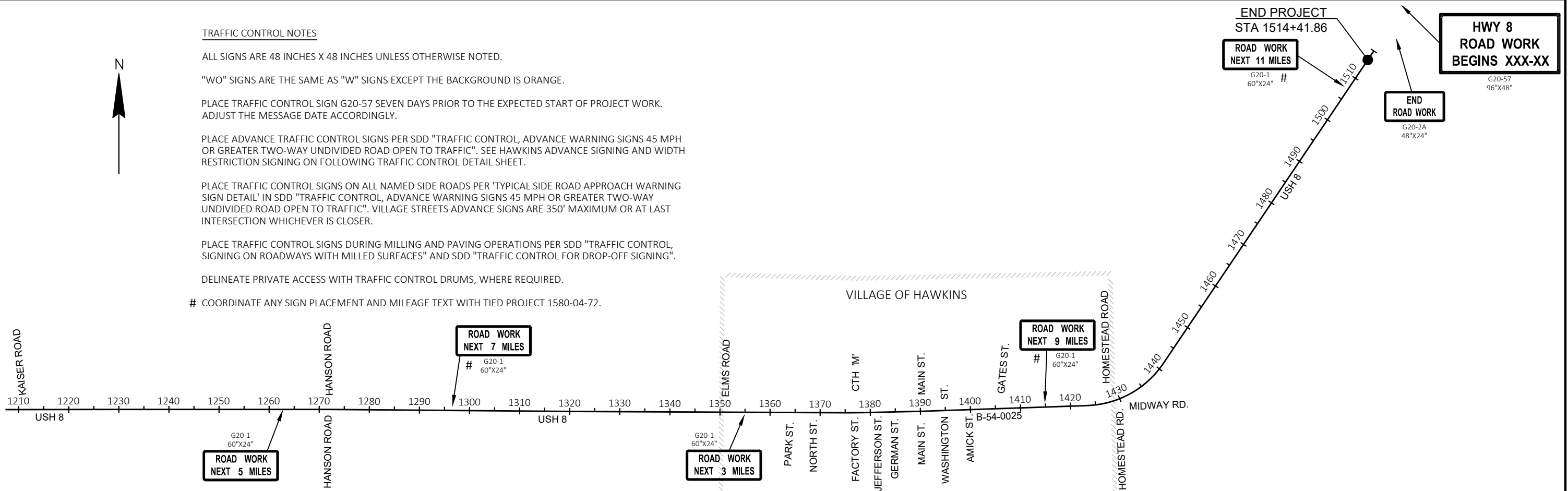




TRAFFIC CONTROL NOTES

- ALL SIGNS ARE 48 INCHES X 48 INCHES UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- PLACE TRAFFIC CONTROL SIGN G20-57 SEVEN DAYS PRIOR TO THE EXPECTED START OF PROJECT WORK. ADJUST THE MESSAGE DATE ACCORDINGLY.
- PLACE ADVANCE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC". SEE HAWKINS ADVANCE SIGNING AND WIDTH RESTRICTION SIGNING ON FOLLOWING TRAFFIC CONTROL DETAIL SHEET.
- PLACE TRAFFIC CONTROL SIGNS ON ALL NAMED SIDE ROADS PER 'TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL' IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC". VILLAGE STREETS ADVANCE SIGNS ARE 350' MAXIMUM OR AT LAST INTERSECTION WHICHEVER IS CLOSER.
- PLACE TRAFFIC CONTROL SIGNS DURING MILLING AND PAVING OPERATIONS PER SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING".
- DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.

# COORDINATE ANY SIGN PLACEMENT AND MILEAGE TEXT WITH TIED PROJECT 1580-04-72.



PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	TRAFFIC CONTROL OVERVIEW	SHEET	E
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LEGEND

- F SIGN ON TEMPORARY SUPPORT
- ▬ SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- ➔ DIRECTION OF TRAFFIC
- ▨ REDUCED WIDTH WORK ZONE

NOTES:

ALL SIGNS ARE 48 INCHES X 48 INCHES UNLESS OTHERWISE NOTED.

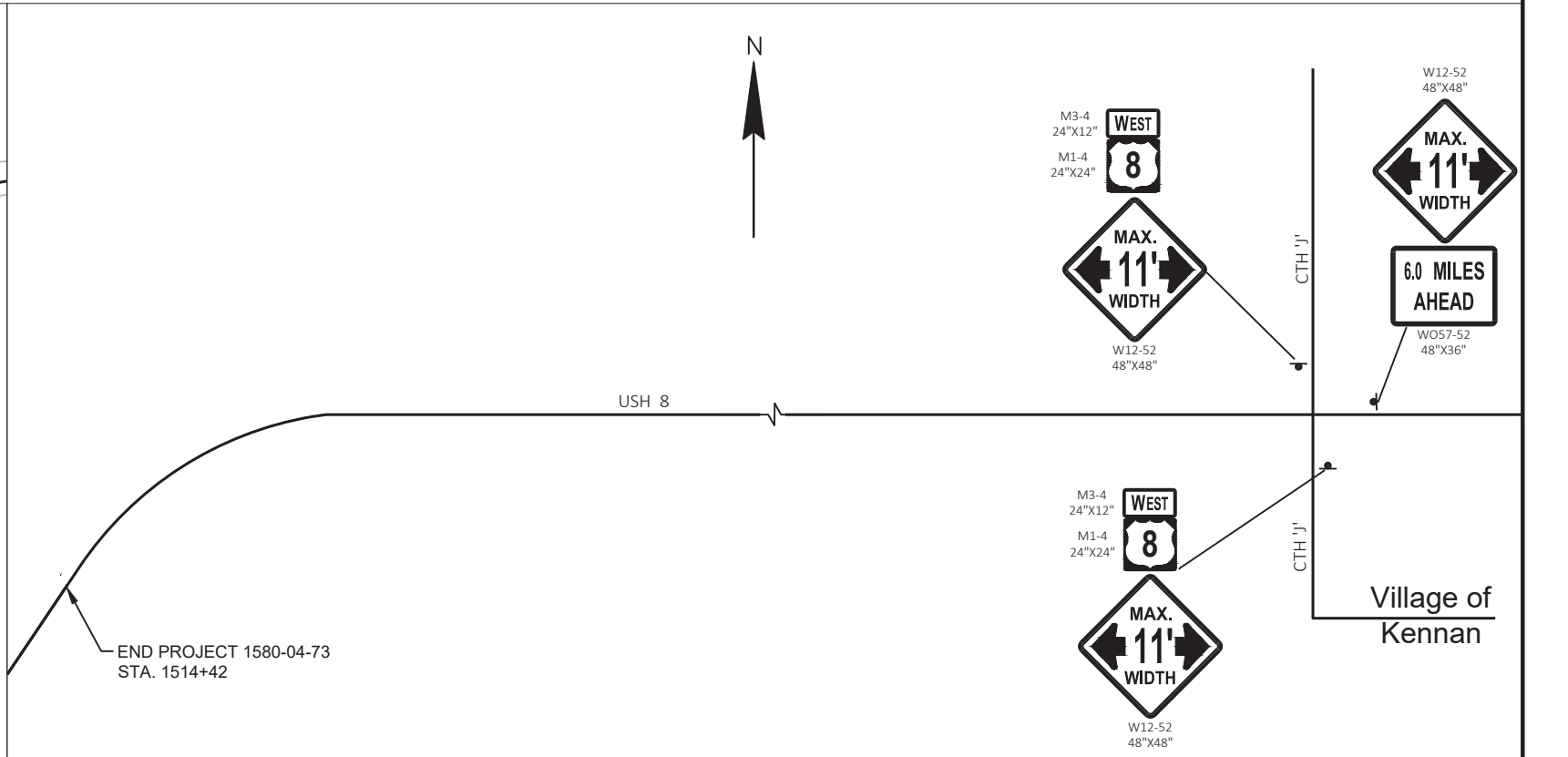
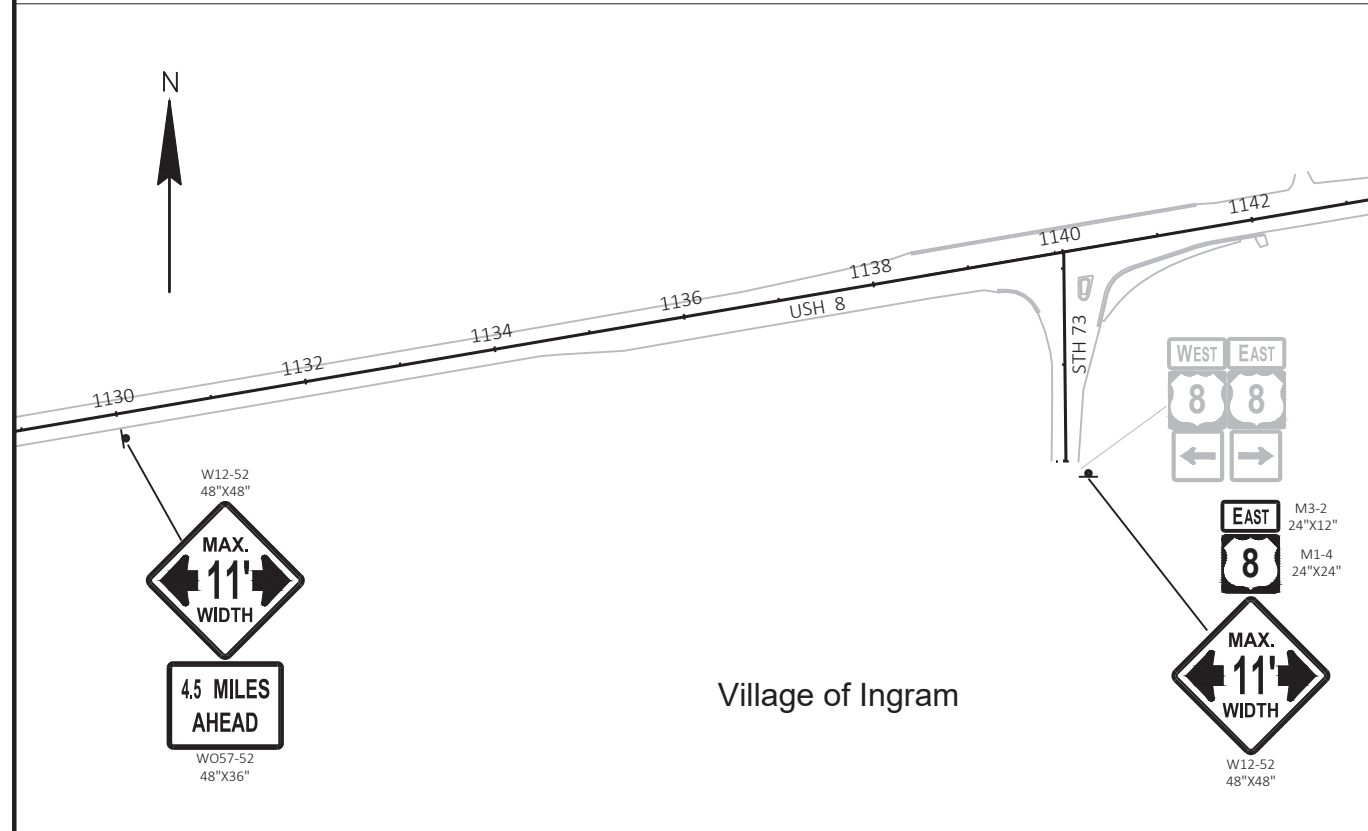
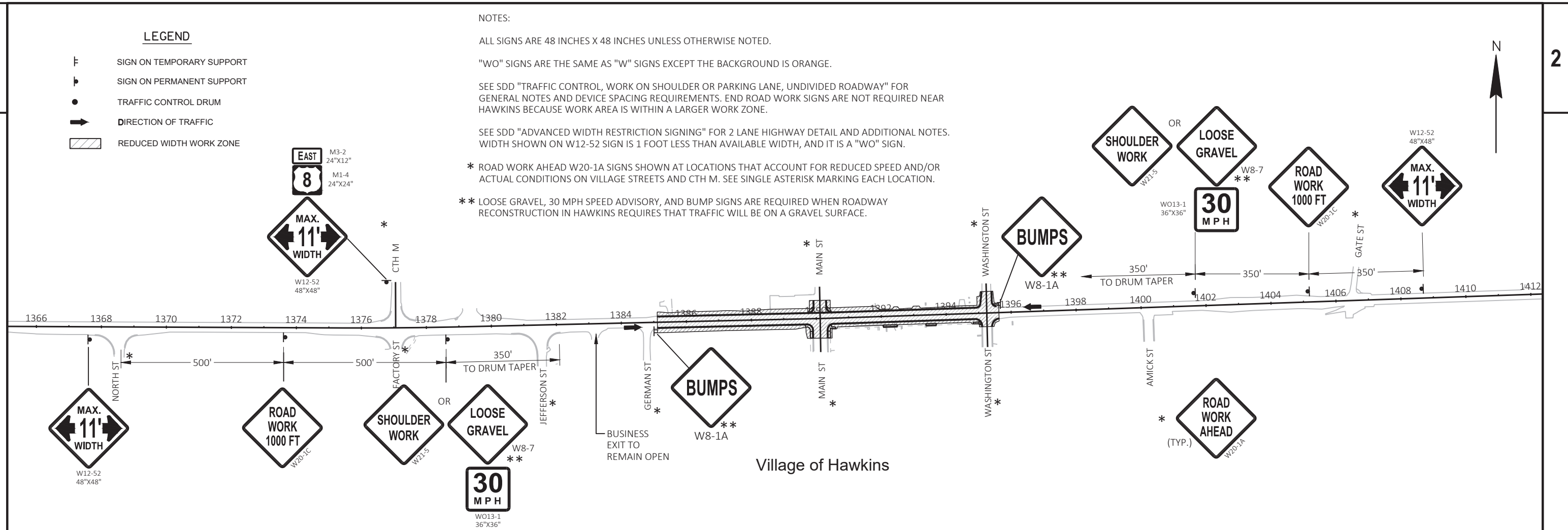
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR GENERAL NOTES AND DEVICE SPACING REQUIREMENTS. END ROAD WORK SIGNS ARE NOT REQUIRED NEAR HAWKINS BECAUSE WORK AREA IS WITHIN A LARGER WORK ZONE.







SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR 2 LANE HIGHWAY DETAIL AND ADDITIONAL NOTES. WIDTH SHOWN ON W12-52 SIGN IS 1 FOOT LESS THAN AVAILABLE WIDTH, AND IT IS A "WO" SIGN.

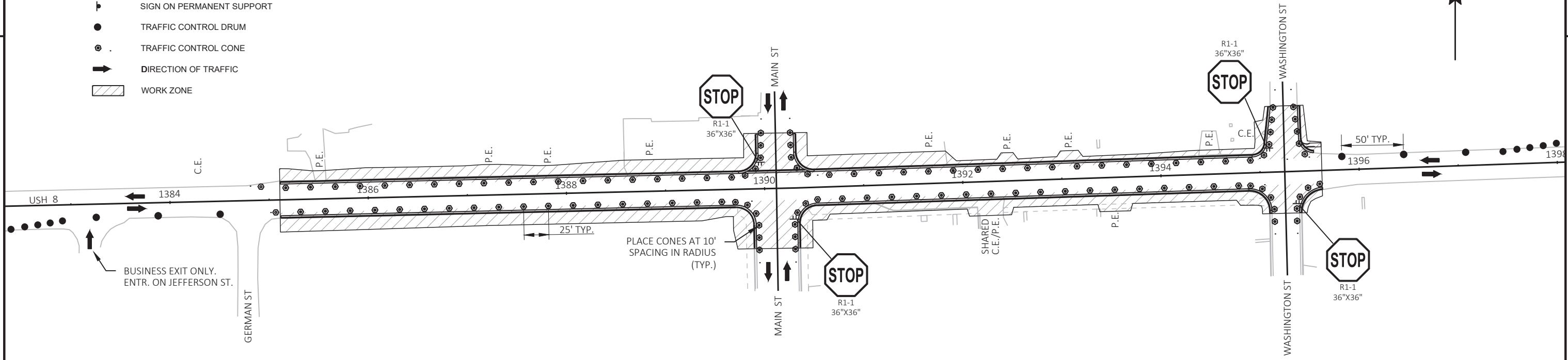
\* ROAD WORK AHEAD W20-1A SIGNS SHOWN AT LOCATIONS THAT ACCOUNT FOR REDUCED SPEED AND/OR ACTUAL CONDITIONS ON VILLAGE STREETS AND CTH M. SEE SINGLE ASTERISK MARKING EACH LOCATION.

\*\* LOOSE GRAVEL, 30 MPH SPEED ADVISORY, AND BUMP SIGNS ARE REQUIRED WHEN ROADWAY RECONSTRUCTION IN HAWKINS REQUIRES THAT TRAFFIC WILL BE ON A GRAVEL SURFACE.



LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL CONE
-  DIRECTION OF TRAFFIC
-  WORK ZONE



STAGE 1  
HAWKINS RECONSTRUCTION

NOTES:

SEE SDD "WORK ON SHOULDER OR PARKING LANE" FOR ADVANCE SIGNING, DRUM TAPER, AND BUFFER SPACE FOR 40 MPH. ALSO SEE PLAN TC SHEET FOR ADVANCE SIGNING PLACEMENT.

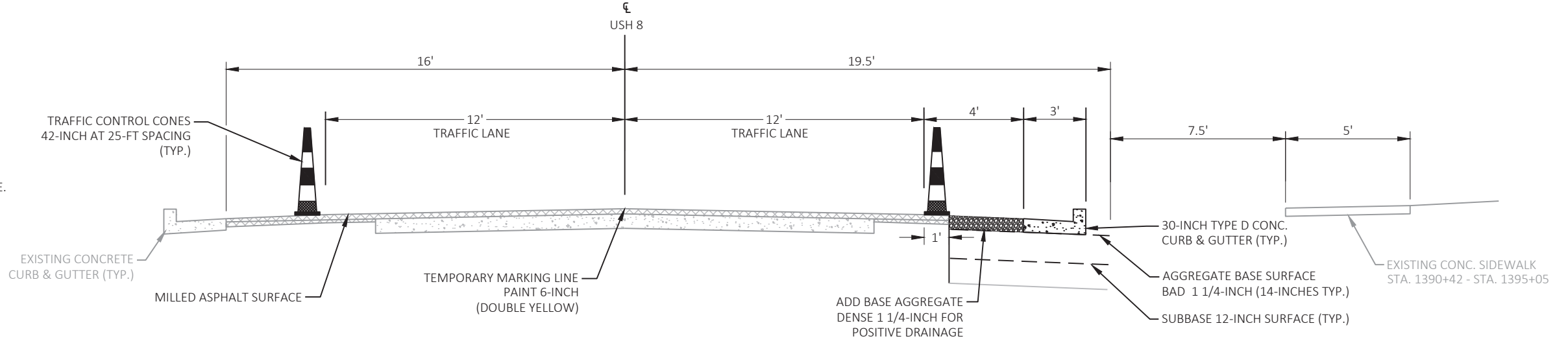
STAGE 1 TRAFFIC IN HAWKINS RECONSTRUCTION IS ON A MILLED SURFACE DURING CURB & GUTTER REPLACEMENT. USE SDD "TC, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR GROOVED PAVEMENT SIGN PLACEMENT.

STAGE 1 RECONSTRUCTION ACTIVITY IS CONCRETE CURB AND GUTTER ON BOTH SIDES OF USH 8.

USE A FLAGGING OPERATION WHEN CONSTRUCTION VEHICLES OR EQUIPMENT ENCROACH INTO A TRAFFIC LANE.

PLACE TEMPORARY STOP SIGN PRIOR TO REMOVAL OF AN EXISTING STOP SIGN.

MAINTAIN ACCESS TO ALL ENTRANCES. ALL BUSINESSES HAVE ACCESS FROM THE NEAREST SIDE STREET.



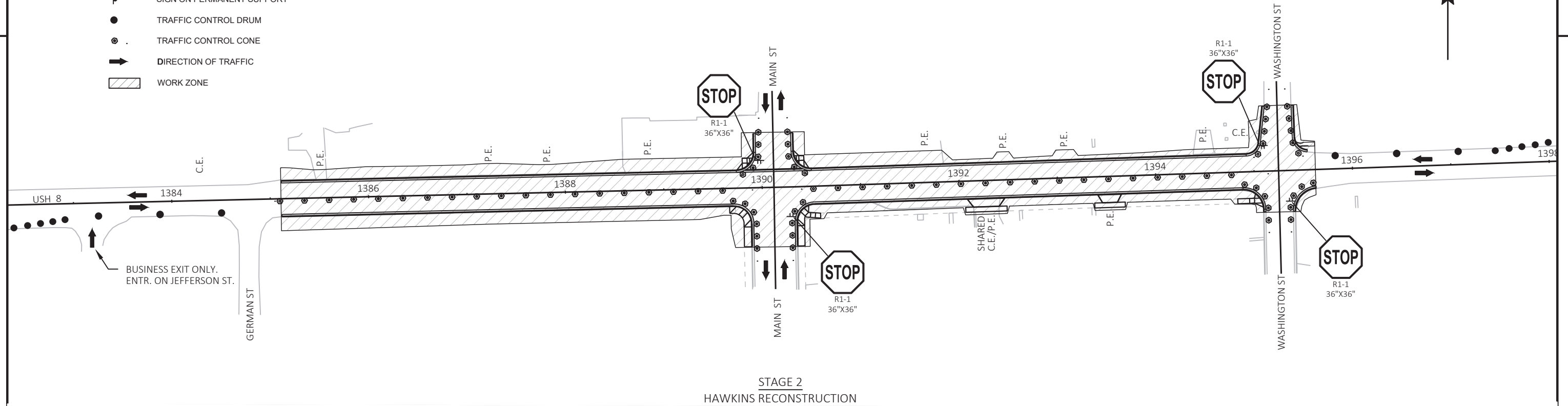
TYPICAL STAGE 1 TRAFFIC LANES  
STA. 1385+10 - STA. 1395+66

PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	TRAFFIC CONTROL - STAGE 1 HAWKINS RECONSTRUCTION	SHEET	E
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LEGEND

- ⊥ SIGN ON TEMPORARY SUPPORT
- ⊥ SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE
- ➔ DIRECTION OF TRAFFIC
- ▨ WORK ZONE



STAGE 2  
HAWKINS RECONSTRUCTION

NOTES:

LOOSE GRAVEL, 30 MPH SPEED ADVISORY, AND BUMP SIGNS ARE REQUIRED WHEN ROADWAY RECONSTRUCTION IN HAWKINS DICTATES THAT TRAFFIC WILL BE ON A GRAVEL SURFACE. SEE PLAN TC SHEET FOR ADVANCE SIGNING.

STAGE 2 TRAFFIC FOR RECONSTRUCTION REQUIRES A SINGLE LANE FLAGGING OPERATION DURING WORK HOURS AND BI-DIRECTIONAL TRAVEL LANES DURING NON-WORK HOURS.

TRAFFIC CONES DELINEATE THE CENTER LINE AND WILL BE ADJUSTED TO ACCOMMODATE WORK ZONE AND TRAVEL LANES.

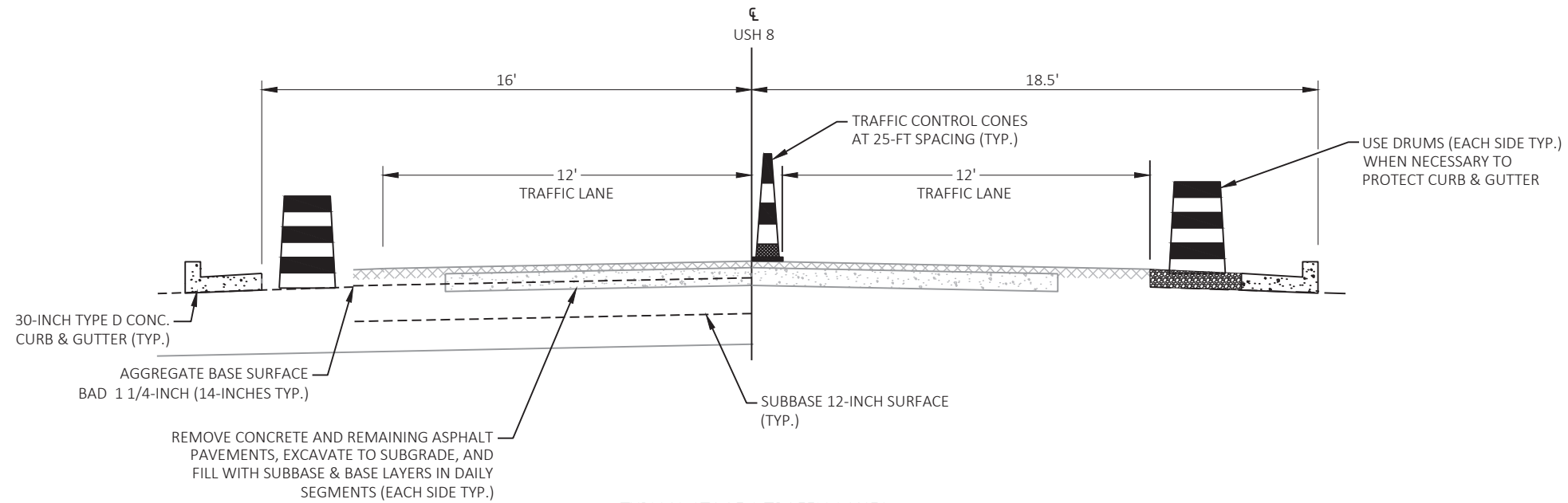
STAGE 2 RECONSTRUCTION IS HALF AT A TIME FULL-DEPTH PAVEMENT STRUCTURE REPLACEMENT.

USE A FLAGGING OPERATION WHEN CONSTRUCTION VEHICLES OR EQUIPMENT ENCR OACH INTO A TRAFFIC LANE.

PLACE TEMPORARY STOP SIGN PRIOR TO REMOVAL OF AN EXISTING STOP SIGN.

MAINTAIN ACCESS TO ALL ENTRANCES. ALL BUSINESSES HAVE ACCESS FROM THE NEAREST SIDE STREET.

PAVE HMA LOWER LAYER(S) BY END OF THE WORK WEEK.



TYPICAL STAGE 2 TRAFFIC LANES  
STA. 1385+10 - STA. 1395+66

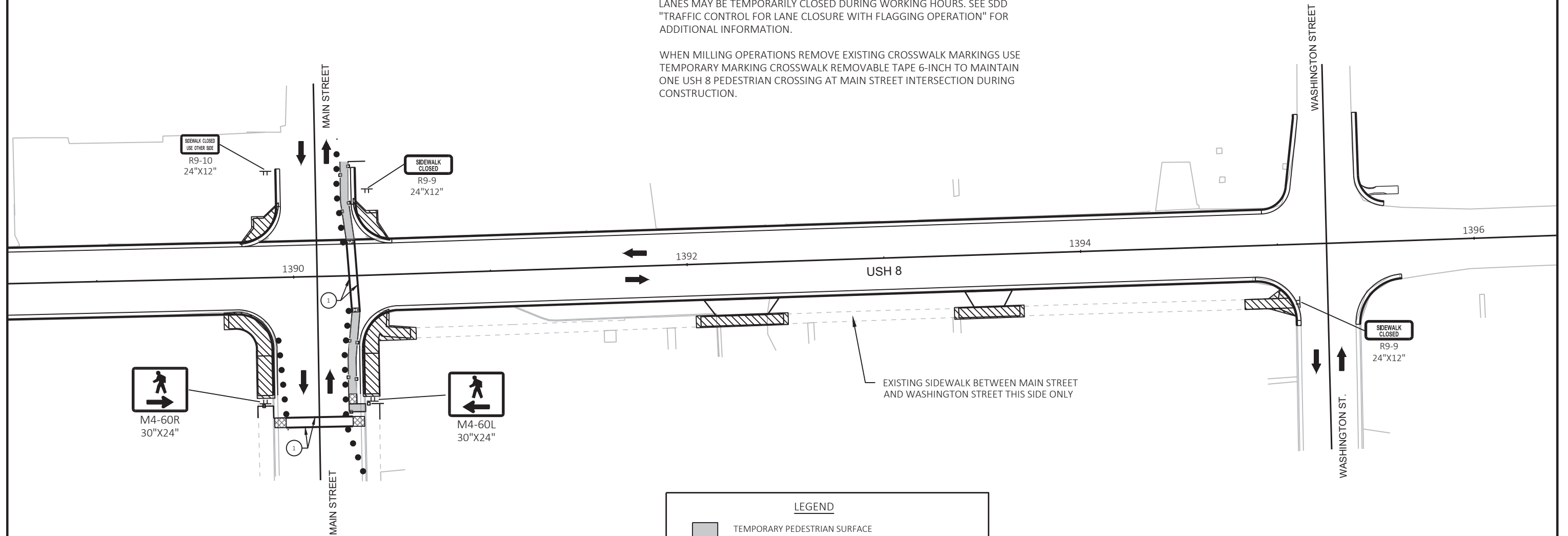
NOTES:

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

LANES MAY BE TEMPORARILY CLOSED DURING WORKING HOURS. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.

WHEN MILLING OPERATIONS REMOVE EXISTING CROSSWALK MARKINGS USE TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH TO MAINTAIN ONE USH 8 PEDESTRIAN CROSSING AT MAIN STREET INTERSECTION DURING CONSTRUCTION.



LEGEND	
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN CURB RAMP
	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	WORK ZONE STAGE 1A
	TRAFFIC CONTROL DRUMS
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY SIGN SUPPORT
	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
	TRAFFIC FLOW DIRECTION

Estimate Of Quantities By Plan Sets

1580-04-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	2,346.000	2,346.000
0004	204.0110	Removing Asphaltic Surface	SY	1,350.000	1,350.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	482.000	482.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	207,371.000	207,371.000
0010	204.0150	Removing Curb & Gutter	LF	2,406.000	2,406.000
0012	204.0155	Removing Concrete Sidewalk	SY	134.000	134.000
0016	205.0100	Excavation Common	CY	5,767.000	5,767.000
0022	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 1580-04-73	EACH	1.000	1.000
0028	213.0100	Finishing Roadway (project) 02. 1580-04-73	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,320.000	2,320.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,705.000	4,705.000
0036	350.0145	Subbase 12-Inch	SY	4,950.000	4,950.000
0038	455.0605	Tack Coat	GAL	25,162.000	25,162.000
0040	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0042	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0044	460.2000	Incentive Density HMA Pavement	DOL	970.000	970.000
0046	460.2005	Incentive Density PWL HMA Pavement	DOL	28,050.000	28,050.000
0048	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	29,420.000	29,420.000
0050	460.2010	Incentive Air Voids HMA Pavement	DOL	37,010.000	37,010.000
0052	460.6644	HMA Pavement 4 MT 58-34 V	TON	21,221.000	21,221.000
0054	460.6645	HMA Pavement 5 MT 58-34 V	TON	17,496.000	17,496.000
0056	460.9000.S	Material Transfer Vehicle	EACH	0.500	0.500
0058	465.0105	Asphaltic Surface	TON	500.000	500.000
0060	465.0110	Asphaltic Surface Patching	TON	125.000	125.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	197.000	197.000
0064	465.0315	Asphaltic Flumes	SY	22.000	22.000
0068	465.0560	Asphaltic Rumble Strips, Centerline	LF	46,604.000	46,604.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,476.000	2,476.000
0072	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	143.000	143.000
0074	602.0405	Concrete Sidewalk 4-Inch	SF	1,076.000	1,076.000
0076	602.0415	Concrete Sidewalk 6-Inch	SF	365.000	365.000
0078	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	70.000	70.000
0082	602.0810	Concrete Driveway 6-Inch	SY	47.000	47.000
0090	612.0106	Pipe Underdrain 6-Inch	LF	2,116.000	2,116.000
0094	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	2.000	2.000
0104	618.0100	Maintenance And Repair of Haul Roads (project) 02. 1580-04-73	EACH	1.000	1.000
0106	619.1000	Mobilization	EACH	0.500	0.500
0108	624.0100	Water	MGAL	114.000	114.000
0110	625.0100	Topsoil	SY	1,794.000	1,794.000
0112	627.0200	Mulching	SY	1,158.000	1,158.000
0116	628.1504	Silt Fence	LF	760.000	760.000
0118	628.1520	Silt Fence Maintenance	LF	760.000	760.000
0120	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0122	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0124	628.2004	Erosion Mat Class I Type B	SY	390.000	390.000
0126	628.2006	Erosion Mat Urban Class I Type A	SY	1,275.000	1,275.000
0128	628.7015	Inlet Protection Type C	EACH	5.000	5.000
0130	628.7504	Temporary Ditch Checks	LF	80.000	80.000
0134	628.7570	Rock Bags	EACH	15.000	15.000

Estimate Of Quantities By Plan Sets

1580-04-73

Line	Item	Item Description	Unit	Total	Qty
0136	629.0210	Fertilizer Type B	CWT	2.100	2.100
0138	630.0130	Seeding Mixture No. 30	LB	6.000	6.000
0140	630.0140	Seeding Mixture No. 40	LB	43.000	43.000
0142	630.0500	Seed Water	MGAL	43.000	43.000
0148	638.2102	Moving Signs Type II	EACH	22.000	22.000
0150	638.2602	Removing Signs Type II	EACH	2.000	2.000
0152	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0154	638.4000	Moving Small Sign Supports	EACH	20.000	20.000
0156	642.5201	Field Office Type C	EACH	0.500	0.500
0158	643.0300	Traffic Control Drums	DAY	1,831.000	1,831.000
0164	643.0900	Traffic Control Signs	DAY	7,484.000	7,484.000
0166	643.1000	Traffic Control Signs Fixed Message	SF	64.000	64.000
0168	643.1070	Traffic Control Cones 42-Inch	DAY	2,043.000	2,043.000
0170	643.3165	Temporary Marking Line Paint 6-Inch	LF	64,414.000	64,414.000
0172	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	38,397.000	38,397.000
0174	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	222.000	222.000
0178	643.5000	Traffic Control	EACH	0.500	0.500
0180	644.1430	Temporary Pedestrian Surface Plate	SF	416.000	416.000
0182	644.1601	Temporary Pedestrian Curb Ramp	DAY	63.000	63.000
0184	644.1605	Temporary Pedestrian Detectable Warning Field	SF	24.000	24.000
0186	644.1810	Temporary Pedestrian Barricade	LF	264.000	264.000
0188	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	152,615.000	152,615.000
0190	646.4020	Marking Line Epoxy 10-Inch	LF	150.000	150.000
0192	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,250.000	1,250.000
0194	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	2,447.000	2,447.000
0196	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0198	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	39.000	39.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	424.000	424.000
0208	650.4500	Construction Staking Subgrade	LF	2,112.000	2,112.000
0210	650.5000	Construction Staking Base	LF	1,056.000	1,056.000
0212	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,619.000	2,619.000
0214	650.8000	Construction Staking Resurfacing Reference	LF	57,776.000	57,776.000
0216	650.9000	Construction Staking Curb Ramps	EACH	5.000	5.000
0220	650.9500	Construction Staking Sidewalk (project) 02. 1580-04-73	EACH	1.000	1.000
0224	650.9911	Construction Staking Supplemental Control (project) 02. 1580-04-73	EACH	1.000	1.000
0226	650.9920	Construction Staking Slope Stakes	LF	1,231.000	1,231.000
0228	690.0150	Sawing Asphalt	LF	1,698.000	1,698.000
0230	690.0250	Sawing Concrete	LF	95.000	95.000
0232	740.0440	Incentive IRI Ride	DOL	44,570.000	44,570.000
0240	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	8.000	8.000
0242	SPV.0060	Special 03. Adjusting Sanitary Manhole Covers	EACH	4.000	4.000
0244	SPV.0090	Special 01. Concrete Curb & Gutter Cure and Seal Treatment	LF	2,619.000	2,619.000
0246	SPV.0090	Special 02. Marking Stop Line Epoxy 24-Inch	LF	69.000	69.000
0248	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	1,441.000	1,441.000
0252	SPV.0180	Special 01. Concrete Driveway Cure and Seal Treatment	SY	47.000	47.000

**REMOVING CONCRETE PAVEMENT**

CAT 0010			204.0100
			REMOVING CONCRETE PAVEMENT
STATION	-	STATION	LOCATION
1385+10	-	1395+65.5	USH 8 RECONSTRUCTION
			SY
			2,346
PROJECT TOTAL			2,346

**REMOVING ASPHALTIC SURFACE ITEMS**

CAT 0010			204.0120	204.0115	204.0110	COMMENTS
STATION	-	STATION	REMOVING ASPHALTIC SURFACE MILLING	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE	
926+10	-	1514+40	USH 8	196357	-	FULL ROADWAY WIDTH
10+15	-	10+61	WHITE STREET	382	9	
940+47	-	946+21	USH 8 RT	332	-	EXISTING BYPASS LANE WITH TAPERS
10+15	-	10+76	CTH 'B' /E. LIMITS ST	366	8	
943+83	-	946+03	USH 8 LT	142	-	TAPER & RT TURN LANE TO CTH 'B' WEST
9+21	-	9+85	EDMING RD.	324	7	BUTT JOINT @ NORTHERLY RR TIMBERS
956+14	-	957+38	2ND ST. EXTENSION	94	-	EXISTING PAVED APRON LT
10+15	-	10+39	NELSON RD.	147	7	
976+54	-	977+09	P.E. LT	-	-	36
10+15	-	10+47	ANDERSON RD.	206	7	
1000+22	-	1005+03	GUARDRAIL RT	301	-	MILL TAPERS & TO FACE OF GUARDRAIL
1000+34	-	1005+02	GUARDRAIL LT	270	-	MILL TAPERS & TO FACE OF GUARDRAIL
9+19	-	9+85	STOKER RD.	284	8	BUTT JOINT @ NORTHERLY RR TIMBERS
9+04	-	9+85	GRUNSETH RD.	249	5	BUTT JOINT @ NORTHERLY RR TIMBERS
10+15	-	10+47	GRUNSETH RD.	108	-	EXISTING PAVED APRON LT
9+67	-	9+85	GUNDLACH RD.	119	-	EXISTING PAVED APRON RT
10+15	-	10+45	TILMARS RD.	115	-	EXISTING PAVED APRON LT
9+54	-	9+85	BISSON RD.	151	6	
10+15	-	10+84	CTH 'B' EAST	416	7	
1134+44	-	1139+27	USH 8 RT	477	-	TAPER & RT TURN LANE TO STH 73
1136+60	-	1145+16	USH 8 LT	657	-	EXISTING BYPASS LANE WITH TAPERS
997+51	-	998+02	STH 73	545	15	
1142+42	-	1142+72	P.E. LT	-	-	21
9+63	-	9+85	HACKETT RD.	96	-	EXISTING PAVED APRON RT
10+15	-	10+52	HACKETT RD.	230	8	
10+15	-	10+47	LAVERNE LANE	129	-	EXISTING PAVED APRON LT
1185+40	-	1189+77	GUARDRAIL RT	254	-	MILL TAPERS & TO FACE OF GUARDRAIL
1185+49	-	1189+55	GUARDRAIL LT	201	-	MILL TAPERS & TO FACE OF GUARDRAIL
10+15	-	10+43	KAISER RD.	109	-	EXISTING PAVED APRON LT
1227+47	-	1232+34	USH 8 RT	339	-	TAPER & RT TURN LANE TO WAYSIDE
9+57	-	9+85	WAYSIDE ENTR.	286	10	
9+64	-	9+88	HANSON RD.	-	-	192
10+12	-	10+22	HANSON RD.	-	-	110
10+15	-	10+42	ELMS RD.	177	-	EXISTING PAVED APRON LT
9+55	-	9+85	PARK ST.	130	5	
1364+86	-	1367+81	USH 8 RT	241	-	TAPER & RT TURN LANE TO NORTH STREET
9+74	-	9+85	NORTH ST.	194	25	9' WIDTH FLAG TO FLAG & TAPER RT
10+15	-	10+66	CTH 'M' NORTH	336	7	TAPER & ALONG GUTTER FLAG EACH SIDE
1374+29	-	1376+45	USH 8 RT	164	-	TAPER & RT TURN LANE TO FACTORY STREET
9+73	-	9+85	FACTORY ST.	128	24	10' WIDTH FLAG TO FLAG RT
1378+21	-	1381+10	C.E. LT	169	43	BUTT JOINT REQUIRED
1377+64	-	1380+62	USH 8 RT	312	-	WIDE SHOULDER/RT TURN LANE TO JEFFERSON ST
9+74	-	9+85	JEFFERSON ST.	234	25	9' WIDTH FLAG TO FLAG & WIDE SHOULDER
1382+92	-	1383+58	C.E. RT	82	8	BUTT JOINT REQUIRED
9+67	-	9+84	GERMAN ST.	65	6	

**REMOVING ASPHALTIC SURFACE ITEMS CONT'D**

CAT 0010			204.0120	204.0115	204.0110	COMMENTS
STATION	STATION	LOCATION	REMOVING ASPHALTIC SURFACE MILLING SY	REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMOVING ASPHALTIC SURFACE SY	
1390+30	1391+90	USH 8 LT	-	-	263	ASPHALT BEHIND C&G INCLUDING C.E.
1391+11	1392+14	USH 8 RT	-	-	87	REMOVE PARKING LANE ASPHALT
1392+14	1392+41	C.E. RT	-	-	53	
1393+44	1393+61	P.E. RT	-	-	19	
1394+38	1394+61	P.E. LT	-	-	15	
9+59	9+85	WASHINGTON ST.	-	-	113	
10+15	10+66	WASHINGTON ST.	-	-	193	
9+66	9+85	AMICK ST.	81	8	-	
1401+93	1405+81	GUARDRAIL RT	230	-	-	MILL TAPERS & TO FACE OF GUARDRAIL
1401+89	1405+59	GUARDRAIL LT	193	-	-	MILL TAPERS & TO FACE OF GUARDRAIL
1405+81	1407+18	UTILITY ENTR.	85	-	-	
10+15	10+34	GATES ST.	53	5	-	
1406+74	1407+10	FLUME LT	17	-	-	
1411+71	1412+03	P.E. LT	-	-	21	
1414+61	1414+97	P.E. LT	-	-	23	
9+44	9+85	HOMESTEAD RD.	256	8	-	
10+15	10+59	HOMESTEAD RD.	334	10	-	
1514+40	1514+42	USH 8	-	7	-	EOP BUTT JOINT
PROJECT TOTALS			207,371	482	1,350	

**REMOVING CURB & GUTTER**

CAT 0010			204.0150
STATION	STATION	LOCATION	REMOVING CURB & GUTTER LF
942+88	943+07	CTH B WEST - NW RAD.	27
943+46	943+75	CTH B WEST - NE RAD.	40
1139+27	1139+64	STH 73 - SW RAD.	50
1138+44	1141+44	USH 8 LT	300
1385+11	1389+87	USH 8 LT	476
1385+12	1389+88	USH 8 RT	476
9+40	9+75	MAIN ST LT	35
9+40	9+75	MAIN ST RT	35
1390+37	1394+94	USH 8 LT	457
1390+34	1395+09	USH 8 RT	475
1395+40	1395+62	USH 8 RT	35
PROJECT TOTAL			2,406

**EARTHWORK SUMMARY**

DIVISION	FROM/TO STATION	205.0100	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE (15)	BORROW	COMMENT
		COMMON EXCAVATION CY (1)				FACTOR 1.18				
DIVISION 1										
US8 STAGE1 LT	1385+10.00/1395+65.50	1,111	171	940	40	47	1,064	1,064	0	
US8 STAGE1 RT	1385+10.00/1395+65.50	999	176	823	141	166	833	833	0	
HANSON RD	9+33.95/9+91.36	126	0	126	0	0	126	126	0	
MAIN ST (S)	9+40.01/9+63.21	70	15	55	0	0	70	70	0	
MAIN ST (N)	10+36.79/10+55.01	54	14	40	0	0	54	54	0	
WASHINGTON ST (N)	10+34.53/10+65.86	76	12	64	6	7	69	69	0	
DIVISION 1 SUBTOTAL		2,436	388	2,048	187	221	2,215	2,215	0	
DIVISION 2										
US8-STAGE 2	1385+10.00/1395+65.50	3,331	0	3,331	0	0	3,331	3,331	0	
DIVISION 2 SUBTOTAL		3,331	0	3,331	0	0	3,331	3,331	0	
GRAND TOTAL		5,767	388	5,379	187	221	5,546	5,546	0	

**NOTES:**

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR = 1.18
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

**REMOVING CONCRETE SIDEWALK**

CAT 0010				204.0155 REMOVING CONCRETE SIDEWALK
STATION	-	STATION	LOCATION	SY
1389+72	-	1389+88	USH 8 RT	36
1390+38	-	1390+58	USH 8 RT	39
1392+06	-	1392+48	USH 8 RT	24
1393+37	-	1393+68	USH 8 RT	18
1394+83	-	1395+08	USH 8 RT	17
PROJECT TOTAL				134

**BASE AGGREGATE DENSE 3/4-INCH**

CAT 0010				305.0110 BASE AGGREGATE DENSE 3/4-INCH	COMMENT
STATION	-	STATION	LOCATION	TON	
926+10	-	1385+10	USH 8 RT & LT	1543	
1395+65	-	1514+42	USH 8 RT & LT	400	
10+15	-	10+63	HANSON RD LT	18	
9+16	-	9+85	HANSON RD RT	30	
			SIDE ROAD APRON	54	9 APRONS @ 6 TON EACH
			C.E./P.E./F.E.	275	55 ENTRANCES @ 5 TON EACH
PROJECT TOTAL				2320	

**BASE AGGREGATE DENSE 1 1/4-INCH**

CAT 0010				305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	624.0100 WATER	COMMENTS
STATION	-	STATION	LOCATION	TON	MGAL	
1385+10	-	1395+66	USH 8	3653	74	HAWKINS RECONSTRUCTION 14-INCH LAYER
9+40	-	9+64	MAIN ST	83	2	MAIN STREET RT 12-INCH LAYER
10+36	-	10+55	MAIN ST	57	2	MAIN STREET LT 12-INCH LAYER
10+36	-	10+55	WASHINGTON ST	66	2	WASHINGTON STREET LT 12-INCH LAYER
938+76	-	939+40	C.E. LT	17	1	NEW ENTRANCE APRON TO 23' LT
944+62	-	944+83	P.E. LT	3	1	EXISTING DRIVEWAY 28.6' LT
976+54	-	977+09	P.E. LT	11	1	EXISTING DRIVEWAY 23' LT
1142+42	-	1142+72	P.E. LT	7	1	EXISTING DRIVEWAY 32' LT
9+34	-	9+82	HANSON RD	133	3	HANSON ROAD RT 12-INCH LAYER
10+15	-	10+33	MAPLE LANE	5	1	PAVE APRON TO 23' LT
1378+20	-	1381+10	C.E. LT	67	2	EXISTING ENTRANCE 23' LT
1382+91	-	1383+58	C.E. RT	28	1	EXISTING ENTRANCE 31' RT
1385+42	-	1385+63	P.E. LT	6	1	EXISTING DRIVEWAY 28.5' LT
1388+59	-	1389+02	P.E. LT	20	1	EXISTING DRIVEWAY 31.5' LT
1389+02	-	1389+94	PAVED TERRACE LT	45	1	SAWCUT 32' LT
1390+30	-	1391+43	PAVED TERRACE LT	58	2	SAWCUT 32' LT
1391+43	-	1391+90	P.E. LT	18	1	EXISTING DRIVEWAY 32' LT
1394+30	-	1394+74	P.E./C.E. LT	8	1	SAWCUT 24.5' LT
1394+74	-	1395+05	PAVED TERRACE LT	4	1	3 FEET BEHIND CURB
10+30	-	10+52	C.E. LT	8	1	ENTRANCE WEST OF WASHINGTON ST.
1405+81	-	1407+18	UTILITY ENTR.	27	1	EXISTING ENTRANCE 20.6' RT
1411+71	-	1412+03	P.E. LT	6	1	EXISTING DRIVEWAY 23' LT
1414+61	-	1414+97	P.E. LT	7	1	EXISTING DRIVEWAY 23' LT
1488+23	-	1488+38	F.E. RT/LT	6	1	SNOMOBILE TRAIL APRON TO 20' RT & 20' LT
1385+10	-	1395+66	USH 8 RT & LT	254	6	HAWKINS RECONSTRUCTION STAGING
			CURB & GUTTER	55	2	6-INCH LAYER FOR REPLACEMENT C&G
			4-INCH CONCRETE	25	1	4-INCH LAYER UNDER SIDEWALK
			6-INCH CONCRETE	28	1	6-INCH LAYER UNDER DRIVEWAYS
PROJECT TOTAL				4705	114	

NOTE: ENTRANCES/TERRACES ARE COMPUTED WITH A 6-INCH LAYER

**HMA ACCEPTANCE TABLE**

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR PROJECT 1580-04-73:

LOCATION	STA	TO	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
									MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	926+10	-	1385+10	UPPER LAYER	4 MT 58-34V	5 MT 58-34V	10,282	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	926+10	-	1385+10	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34V	11,995	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	1395+66	-	1514+42	UPPER LAYER	4 MT 58-34V	5 MT 58-34V	2,660	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	1395+66	-	1514+42	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34V	3,104	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
SHOULDERS, SIDEROADS, TURN LANES		VARIOUS		UPPER LAYER	4 MT 58-34V	5 MT 58-34V	4,181	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS, SIDEROADS, TURN LANES		VARIOUS		LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34V	4,918	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
HAWKINS RECONSTRUCTION		VARIOUS		UPPER LAYER	4 MT 58-34V	5 MT 58-34V	373	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
HAWKINS RECONSTRUCTION		VARIOUS		LOWER LAYER	BASE AGGREGATE	4 MT 58-34V	1,204	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
DRIVEWAYS		VARIOUS		UPPER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	197	3"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		VARIOUS		REPAIRS TO MAINTAIN TRAFFIC	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE PATCHING	125	VARIES	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		VARIOUS		REPAIRS AFTER MILLING	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE	500	VARIES	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

HMA PAVEMENT AND TACK COAT

CAT 0010			460.6644 HMA PAVEMENT 4 MT 58-34 V	460.6645 HMA PAVEMENT 5 MT 58-34 V	455.0605* TACK COAT	COMMENT
STATION	- STATION	LOCATION	TON	TON	GAL	
926+10	- 1385+10	USH 8 LT & RT	14996	---	10712	LOWER LAYER INCLUDING 3-FT SHOULDERS
926+10	- 1385+10	USH 8 LT & RT	---	12853	7651	UPPER LAYER INCLUDING 3-FT SHOULDERS
1395+66	- 1514+42	USH 8 LT & RT	3882	---	2773	LOWER LAYER INCLUDING 3-FT SHOULDERS
1395+66	- 1514+42	USH 8 LT & RT	---	3327	1981	UPPER LAYER INCLUDING 3-FT SHOULDERS
10+15	- 10+61	WHITE STREET	38	33	48	
10+15	- 10+76	CTH 'B' WEST	36	31	46	
939+84	- 946+22	USH 8 RT	34	29	44	CTH 'B' BYPASS LANE WITH TAPERS
943+83	- 946+03	USH 8 LT	14	12	18	TAPER & RT TURN LANE TO CTH 'B' WEST
9+21	- 9+85	EDMING RD.	32	28	40	PAVE TO NORTHERLY RR TIMBERS
10+15	- 10+29	2ND ST. EXTENSION	9	8	12	PAVE APRON TO 29' LT
10+15	- 10+39	NELSON RD.	15	13	20	
1000+22	- 1005+03	GUARDRAIL RT	29	25	38	TAPERS & WIDENING AT GUARDRAIL
1000+34	- 1005+02	GUARDRAIL LT	26	23	34	TAPERS & WIDENING AT GUARDRAIL
10+15	- 10+47	ANDERSON RD.	20	17	26	
9+19	- 9+85	STOKER RD.	28	24	34	PAVE TO NORTHERLY RR TIMBERS
9+04	- 9+85	GRUNSETH RD.	25	21	32	PAVE TO NORTHERLY RR TIMBERS
10+15	- 10+47	GRUNSETH RD.	11	9	14	PAVE APRON TO 47' LT
9+67	- 9+85	GUNDLACH RD.	12	10	16	PAVE APRON TO 33' RT
10+15	- 10+45	TILMARS RD.	11	10	14	PAVE APRON TO 45' LT
9+54	- 9+85	BISSON RD.	15	13	20	WITH BUTT JOINT TO 46' RT
10+15	- 10+84	CTH 'B' EAST	41	36	52	
1134+06	- 1139+27	USH 8 RT	49	42	60	TAPER & RT TURN LANE TO STH 73
1135+76	- 1145+17	USH 8 LT	69	59	86	STH 73 BYPASS LANE WITH TAPERS
997+51	- 998+02	STH 73	55	47	68	
1185+40	- 1189+77	GUARDRAIL RT	25	21	32	TAPERS & WIDENING AT GUARDRAIL
1185+49	- 1189+55	GUARDRAIL LT	20	17	26	TAPERS & WIDENING AT GUARDRAIL
10+15	- 10+52	HACKETT RD.	23	20	30	
9+63	- 9+85	HACKETT RD.	9	8	12	PAVE APRON TO 37' RT
10+15	- 10+47	LAVERNE LANE	13	11	16	PAVE APRON TO 47' LT
10+15	- 10+43	KAISER RD.	11	9	14	PAVE APRON TO 43' LT
1227+47	- 1232+34	USH 8 RT	34	29	42	TAPER & RT TURN LANE TO WAYSIDE ENTRANCE
9+57	- 9+85	WAYSIDE ENTR.	28	24	36	
9+34	- 9+82	HANSON RD.	28	17	24	PAVE 4-INCH APRON TO 66' RT
9+82	- 9+88	HANSON RD.	28	9	7	PAVE 6.25-INCH TO MATCH MAINLINE
10+18	- 10+47	HANSON RD.	10	8	14	PAVE 3.25-INCH APRON TO 47' LT
10+12	- 10+18	HANSON RD.	24	8	6	PAVE 6.25-INCH TO MATCH MAINLINE
10+15	- 10+42	ELMS RD.	16	14	20	PAVE APRON TO 42' LT
9+55	- 9+85	PARK ST.	13	11	18	
1364+86	- 1367+81	USH 8 RT	24	20	30	TAPER & RT TURN LANE TO NORTH STREET
1367+81	- 1370+14	USH 8 RT	21	18	28	NORTH STREET THROAT & RT TAPER
1373+93	- 1376+45	USH 8 RT	18	16	24	TAPER & RT TURN LANE TO FACTORY STREET
1376+45	- 1377+77	USH 8 RT	15	13	20	FACTORY STREET THROAT
10+15	- 10+66	CTH 'M' NORTH	34	29	42	
1377+77	- 1380+62	USH 8 RT	31	26	38	RT TURN LANE TO JEFFERSON STREET
1380+62	- 1382+92	USH 8 RT	25	22	32	JEFFERSON STREET THROAT & RT TAPER
9+67	- 9+85	GERMAN ST.	7	6	10	
1385+10	- 1395+66	USH 8 LT & RT	640	---	---	LOWER LAYER RECONSTRUCTION SEGMENT
1385+10	- 1395+66	USH 8 LT & RT	523	---	250	MIDDLE LAYER RECONSTRUCTION SEGMENT
1385+10	- 1395+66	USH 8 LT & RT	---	349	208	UPPER LAYER RECONSTRUCTION SEGMENT
9+40	- 9+64	MAIN STREET	16	9	7	MAIN STREET RT 4-INCH LAYER
10+36	- 10+55	MAIN STREET	10	6	5	MAIN STREET LT 4-INCH LAYER
10+34	- 10+66	WASHINGTON STREET	15	9	6	WASHINGTON STREET LT 4-INCH LAYER
1401+93	- 1405+81	GUARDRAIL RT	22	19	28	TAPERS & WIDENING AT GUARDRAIL
1401+89	- 1405+59	GUARDRAIL LT	19	16	24	TAPERS & WIDENING AT GUARDRAIL
9+66	- 9+85	AMICK ST	9	8	12	
1406+33	- 1406+74	GATES ST.	6	5	8	
9+44	- 9+85	HOMESTEAD RD.	26	22	32	
10+15	- 10+59	HOMESTEAD RD.	34	29	42	
PROJECT TOTALS			21,221	17,496	24,982	

\*SEE ADDITIONAL TACK COAT QUANTITY IN ASPHALTIC SURFACE TABLE.

SUB-BASE 12-INCH

CAT 0010			350.0145 SUB-BASE 12-INCH SY	COMMENT
STATION	- STATION	LOCATION		
1385+10	- 1395+66	USH 8	4950	HAWKINS RECONSTRUCTION
PROJECT TOTAL			4950	

CONCRETE DRIVEWAY 6-INCH

CAT 0010			602.0810 CONCRETE DRIVEWAY 6-INCH SY
STATION	- STATION	LOCATION	
1392+08	- 1392+46	USH 8 RT	29
1393+40	- 1393+65	USH 8 RT	18
PROJECT TOTAL			47

PROJECT NO: 1580-04-73

HWY: USH 8

COUNTY: RUSK

MISCELLANEOUS QUANTITIES

SHEET

E



**ASPHALTIC SURFACE ITEMS AND TACK COAT**

CAT 0010			465.0105 ASPHALTIC SURFACE	465.0110 ASPHALTIC SURFACE PATCHING	465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES	455.0605* TACK COAT	COMMENT	
STATION	-	STATION	LOCATION	TON	TON	TON	GAL	
938+76	-	939+40	C.E. LT	-	-	9	-	NEW ENTRANCE APRON TO 23' LT
944+62	-	944+83	P.E. LT	-	-	2	-	MATCH EXISTING DRIVEWAY 28.6' LT
976+54	-	977+09	P.E. LT	-	-	6	-	MATCH EXISTING DRIVEWAY 23' LT
1139+05	-	1140+45	LT	-	-	8	-	BEHIND CURB & GUTTER REPLACEMENT
1142+42	-	1142+72	P.E. LT	-	-	4	-	MATCH EXISTING DRIVEWAY 32' LT
10+15	-	10+33	MAPLE LANE	-	-	3	-	PAVE APRON TO 23' LT
1378+20	-	1381+10	C.E. LT	-	-	35	-	MATCH EXISTING ENTRANCE 23' LT
1382+91	-	1383+58	C.E. RT	-	-	15	-	MATCH EXISTING ENTRANCE 31' RT
1385+42	-	1385+63	P.E. LT	-	-	3	-	MATCH EXISTING DRIVEWAY 28.5' LT
1388+59	-	1389+02	P.E. LT	-	-	10	-	MATCH EXISTING DRIVEWAY 31.5' LT
1389+02	-	1389+94	PAVED TERRACE LT	-	-	24	-	MATCH SAWCUT 31.5' LT
1390+30	-	1391+43	PAVED TERRACE LT	-	-	31	-	MATCH SAWCUT 32' LT
1391+43	-	1391+90	P.E. LT	-	-	10	-	MATCH EXISTING DRIVEWAY 32' LT
1394+30	-	1394+74	P.E./C.E. LT	-	-	4	-	MATCH SAWCUT 24.5' LT
1394+74	-	1395+05	PAVED TERRACE LT	-	-	2	-	PAVE 3' BEHIND CURB
10+30	-	10+52	C.E. LT	-	-	4	-	ENTRANCE WEST OF WASHINGTON ST.
1405+81	-	1407+18	UTILITY ENTR.	-	-	14	-	MATCH EXISTING ENTRANCE 20.6' RT
1406+74	-	1407+10	WIDENING LT	-	-	3	-	MATCH EXISTING SAWCUT 19' LT
1411+71	-	1412+03	P.E. LT	-	-	3	-	MATCH EXISTING DRIVEWAY 23' LT
1414+61	-	1414+97	P.E. LT	-	-	4	-	MATCH EXISTING DRIVEWAY 23' LT
1488+23	-	1488+38	F.E. RT/LT	-	-	3	-	SNOMOBILE TRAIL APRON TO 20' RT & 20' LT
			UNDISTRIBUTED	500	125	-	180	SEE NOTES BELOW
			PROJECT TOTALS	500	125	197	180	

NOTES:  
 UNDISTRIBUTED ASPHALTIC SURFACE QUANTITY USED FOR ANY REPAIRS REQUIRED AFTER MILLING IS COMPLETE.  
 UNDISTRIBUTED ASPHALTIC SURFACE PATCHING QUANTITY USED FOR MINOR REPAIRS REQUIRED TO MAINTAIN TRAFFIC.  
 ITEM FOR DRIVEWAYS IS COMPUTED AT 3 INCHES ASPHALT OVER 6 INCHES BASE AGGREGATE DENSE.  
 \* SEE ADDITIONAL TACK COAT QUANTITY IN HMA PAVEMENT TABLE.

**ASPHALTIC FLUMES**

CAT 0010			465.0315 ASPHALTIC FLUMES	COMMENT
STATION	-	STATION	LOCATION	SY
943+57	-		USH 8 LT	6
1139+56	-		USH 8 RT	8
1395+45	-	1395+62	USH 8 LT	8
			PROJECT TOTAL	22

**ASPHALTIC RUMBLE STRIPS**

CAT 0010			465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE
STATION	-	STATION	LOCATION
945+64	-	1374+56	USH 8
1417+30	-	1514+42	USH 8
			13 GAPS @ 400'
			4 GAPS @ 200'
			PROJECT TOTAL

CONCRETE CURB & GUTTER TYPE D

CAT 0010			601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D	
STATION	-	STATION	LOCATION	LF	LF
942+88	-	943+07	CTH B WEST - NW RAD.	-	28
943+46	-	943+75	CTH B WEST - NE RAD.	-	65
1139+27	-	1139+64	STH 73 - SW RAD.	-	50
1138+44	-	1141+44	USH 8 LT	300	-
1385+11	-	1389+74	USH 8 LT	463	-
1385+12	-	1389+70	USH 8 RT	458	-
1389+74	-	10+36	MAIN ST - NW RAD.	28	-
10+36	-	10+55	MAIN ST LT	19	-
1389+70	-	9+64	MAIN ST - SW RAD.	28	-
9+40	-	9+64	MAIN ST LT	24	-
9+40	-	9+64	MAIN ST RT	24	-
9+64	-	1390+52	MAIN ST - SE RAD.	28	-
10+36	-	10+55	MAIN ST RT	19	-
10+36	-	1390+50	MAIN ST - NE RAD.	28	-
1390+50	-	1394+92	USH 8 LT	442	-
1390+52	-	1394+88	USH 8 RT	436	-
1394+88	-	9+58	WASH. ST - SW RAD.	35	-
9+58	-	1395+63	WASH. ST - SE RAD.	35	-
1394+92	-	10+66	WASH. ST - NW RAD.&SIDE	56	-
10+66	-	1395+55	WASH. ST - NE RAD.&SIDE	53	-
PROJECT TOTALS				2,476	143

CONCRETE SIDEWALK & CURB RAMP

CAT 0010			602.0405 CONCRETE SIDEWALK 4-INCH	602.0415 CONCRETE SIDEWALK 6-INCH	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW	
STATION	-	STATION	LOCATION	SF	SF	SF
1389+66	-	9+60	USH 8 RT, CURB RAMP	219	---	10
9+40	-	9+60	MAIN ST LT	151	---	---
1389+75	-	10+36	USH 8 LT, CURB RAMP	103	---	20
10+37	-	1390+48	USH 8 LT, CURB RAMP	103	---	20
9+60	-	1390+58	USH 8 RT, CURB RAMP	206	---	10
9+40	-	9+60	MAIN ST RT	148	---	---
1392+06	-	1392+48	USH 8 RT	---	210	-
1393+37	-	1393+68	USH 8 RT	---	155	-
1394+83	-	1395+08	USH 8 RT, CURB RAMP	146	-	10
PROJECT TOTALS			1,076	365	70	

PIPE UNDERDRAIN 6-INCH

CAT 0010			612.0106 PIPE UNDERDRAIN 6-INCH	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	
STATION	-	STATION	LOCATION	LF	EACH
1385+11	-	1395+69	USH 8 LT	1,058	1
1385+11	-	1395+69	USH 8 RT	1,058	1
PROJECT TOTALS				2,116	2

MAINTENANCE AND REPAIR OF HAUL ROADS

CAT 0010			618.0100.02 MAINTENANCE AND REPAIR OF HAUL ROADS
LOCATION	EACH		
PROJ 1580-04-73	USH 8	1	
PROJECT TOTAL		1	

MOBILIZATION

CAT 0010			619.1000 MOBILIZATION
LOCATION	EACH		
PROJ 1580-04-73	USH 8	0.5	
PROJECT TOTAL		0.5	

**LANDSCAPING ITEMS**

CAT 0010				625.0100	627.0200	629.0210	630.0130	630.0140	630.0500	COMMENT
STATION	-	STATION	LOCATION	TOPSOIL	MULCHING	FERTILIZER TYPE B	SEEDING MIXTURE NO.	SEEDING MIXTURE NO.	SEED WATER	
				SY	SY	CWT	LB	LB	MGAL	
942+89	-	943+83	US 8 LT	42	-	0.1	1	-	1	C&G REPLACEMENT CTH B (WEST)
1138+45	-	1141+44	US 8 LT & RT	74	-	0.1	2	-	2	C&G REPLACEMENT STH 73
1385+10	-	1395+66	US 8 LT	329	244	0.5	-	13	8	V. HAWKINS RECONSTRUCTION
1385+10	-	1395+66	US 8 RT	945	620	0.9	-	21	22	V. HAWKINS RECONSTRUCTION
9+34	-	9+82	HANSON RD LT & RT	56	78	0.1	2	-	2	
UNDISTRIBUTED				348	216	0.4	1	9	8	
PROJECT TOTALS				1,794	1,158	2.1	6	43	43	

**SILT FENCE**

CAT 0010				628.1504	628.1520
STATION	-	STATION	LOCATION	SILT FENCE	SILT FENCE MAINTENANCE
				LF	LF
1385+04	-	1388+59	USH 8 LT	355	355
1385+05	-	1386+60	USH 8 RT	155	155
1388+23	-	1389+48	USH 8 RT	125	125
UNDISTRIBUTED				125	125
PROJECT TOTALS				760	760

**MOBILIZATIONS EROSION CONTROL**

CAT 0010		628.1905	628.1910
LOCATION		MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL
		EACH	EACH
PROJECT LIMITS	USH 8	4	3
PROJECT TOTALS		4	3

**EROSION MAT**

CAT 0010				ESTIMATED	628.2004	628.2006	COMMENTS
STATION	-	STATION	LOCATION	EMAT WIDTH	EROSION MAT CLASS I TYPE B	EROSION MAT URBAN CLASS I TYPE A	
				LF	SY	SY	
10+17	-	10+41	CTH B (WEST) LT	4	12	-	NW QUAD. BEHIND C&G
10+32	-	10+73	CTH B (WEST) RT	4	28	-	NE QUAD. BEHIND C&G
1138+44	-	1139+05	US 8 LT	4	28	-	BEHIND C&G
1140+45	-	1141+44	US 8 LT	4	44	-	BEHIND C&G
997+53	-	997+76	STH 73 LT	4	20	-	SW QUAD. BEHIND C&G
9+34	-	9+82	HANSON RD LT	7.5	100	-	SW QUAD.
9+34	-	9+82	HANSON RD RT	7.5	80	-	SE QUAD.
1385+10	-	1389+66	US 8 LT	7.5	-	380	BEHIND C&G
1390+48	-	1392+10	US 8 LT	7.5	-	135	BEHIND C&G
1392+43	-	1393+43	US 8 LT	7.5	-	84	BEHIND C&G
1392+62	-	1395+04	US 8 LT	7.5	-	202	BEHIND C&G
1385+10	-	1385+44	US 8 RT	7.5	-	29	BEHIND C&G
1385+60	-	1387+15	US 8 RT	7.5	-	130	BEHIND C&G
1387+35	-	1387+72	US 8 RT	7.5	-	31	BEHIND C&G
1387+90	-	1388+59	US 8 RT	7.5	-	58	BEHIND C&G
1391+85	-	1392+39	US 8 RT	7.5	-	45	BEHIND C&G
1392+53	-	1392+98	US 8 RT	7.5	-	38	BEHIND C&G
1393+18	-	1394+32	US 8 RT	7.5	-	95	BEHIND C&G
9+59	-	9+80	WASHINGTON ST RT	4	-	10	BEHIND C&G
10+21	-	10+66	WASHINGTON ST RT	7.5	-	38	BEHIND C&G
UNDISTRIBUTED					78	-	
PROJECT TOTALS					390	1,275	

**INLET PROTECTION**

CAT 0010		628.7015 INLET PROTECTION TYPE C
LOCATION	LOCATION	EACH
MAIN ST / SCANDINAVIA AVE	NW QUAD.	1
MAIN ST / AMHERST AVE	NE QUAD.	1
WASHINGTON ST	±120 S. OF US 8, LT & RT	2
UNDISTRIBUTED		1
PROJECT TOTAL		5

**TEMPORARY DITCH CHECKS**

CAT 0010		628.7504 TEMPORARY DITCH CHECKS	
STATION	LOCATION	NO. OF DITCH CHECKS EACH	ESTIMATED LENGTH PER DITCH CHECK FT
9+00	HANSON ROAD	2	10
1270+50	US 8	1	10
1395+81	US 8	2	10
1396+30	US 8	2	10
UNDISTRIBUTED			10
PROJECT TOTAL			80

**ROCK BAGS**

CAT 0010		628.7570 ROCK BAGS
STATION	LOCATION	EACH
9+30	MAIN ST	6
9+45	WASHINGTON ST	6
UNDISTRIBUTED		3
PROJECT TOTAL		15

**MOVING SIGNS TYPE II ITEMS**

CAT 0010		638.2102 MOVING SIGNS TYPE II	638.4000 MOVING SMALL SIGN SUPPORTS	COMMENT
STATION	LOCATION	EACH	EACH	
1385+22	USH 8 RT	3	2	2 POSTS WITH 3 SIGNS
1385+35	USH 8 LT	1	1	NO PARKING SIGN
1386+50	USH 8 LT	1	1	JCT M ASSEMBLY
1386+86	USH 8 RT	1	1	MOVE SPEED LIMIT 5' RIGHT
1388+30	USH 8 LT	2	1	MOVE SPEED LIMIT 5' LEFT
1388+87	USH 8 RT	1	1	NO PARKING SIGN
1389+48	USH 8 LT	1	1	NO PARKING SIGN
1389+64	USH 8 RT	1	1	PED CROSSING WARNING
10+36	MAIN ST LT	1	1	STOP SIGN
09+67	MAIN ST RT	1	1	STOP SIGN
1390+45	USH 8 LT	1	1	NO PARKING SIGN
1390+60	USH 8 LT	1	1	PED CROSSING WARNING
1390+93	USH 8 LT	1	1	NO PARKING SIGN
1391+40	USH 8 LT	1	1	NO PARKING SIGN
1392+00	USH 8 LT	1	1	NO PARKING SIGN
1393+85	USH 8 LT	1	1	NO PARKING SIGN
10+26	WASHINGTON ST LT	1	1	STOP SIGN
10+31	WASHINGTON ST RT	1	1	ATV & 10 MPH SIGNS
10+33	WASHINGTON ST RT	1	1	STOP SIGN
PROJECT TOTALS		22	20	

**REMOVING SIGNS TYPE II ITEMS**

CAT 0010		638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	COMMENT
STATION	LOCATION	EACH	EACH	
1391+03	USH 8 RT	1	1	15 MINUTE PARKING SIGN
1392+10	USH 8 RT	1	1	15 MINUTE PARKING SIGN
PROJECT TOTALS		2	2	

**FIELD OFFICE**

CAT 0010		642.5201 FIELD OFFICE TYPE C
LOCATION	EACH	
PROJ 1580-04-73	0.5	
PROJECT TOTAL	0.5	

**TEMPORARY MARKING LINE REMOVABLE TAPE**

CAT 0010			643.3180
			TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
STATION	LOCATION	LF	
1390+30	USH 8	74	
9+26	MAIN ST	68	
	UNDISTRIBUTED	80	
PROJECT TOTAL		222	

**TEMPORARY PEDESTRIAN ITEMS**

CAT 0010		644.1430	644.1605	644.1810
		TEMPORARY PEDESTRIAN SURFACE PLATE	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE
STATION	LOCATION	SF	SF	LF
1390+30	USH 8 RT	192	8	102
1390+30	USH 8 LT	160	8	90
9+33	MAIN ST RT	32	---	18
9+34	MAIN ST LT	---	---	30
	UNDISTRIBUTED	32	8	24
PROJECT TOTALS		416	24	264

**TRAFFIC CONTROL & DEVICE DAY ITEMS**

CAT 0010	LOCATION	DAYS (CALENDAR)	643.5000	643.0300	643.0900	643.1070	644.1601	COMMENT
			TRAFFIC CONTROL EACH	TRAFFIC CONTROL DRUMS (COUNT)	TRAFFIC CONTROL SIGNS (COUNT)	42-INCH CONES (COUNT)	TRAFFIC CONTROL CONES (COUNT)	
PROJECT		-	0.5	-	-	-	-	PRO-RATED WITH TIED PROJECT
ADVANCE SIGNING		128	-	-	15	1,920	-	FOR RESURFACING WORK
SIDE ROAD ADVANCE SIGNING		128	-	-	32	4,096	-	INCLUDES ALL PUBLIC ROADS
MILLED SURFACE/UNEVEN LANES		30	-	-	18	540	-	FOR RESURFACING WORK
WIDTH RESTRICTION DEVICES		21	-	50	27	567	79	HAWKINS CONCRETE REPLACEMENT
PEDESTRIAN DEVICES		21	-	25	5	105	-	HAWKINS SIDEWALK CLOSURES
UNDISTRIBUTED		128	-	2	256	256	384	---
PROJECT TOTALS			0.5	1,831	7,484	2,043	63	

**TRAFFIC CONTROL SIGNS FIXED MESSAGE**

CAT 0010					643.1000
					TRAFFIC CONTROL SIGNS FIXED MESSAGE
LOCATION	SIGN SIZE	W X H	IN X IN	SF	SIGN MESSAGE
WEST PROJECT LIMIT	96" X 48"			32.00	HWY 8 / ROAD WORK / BEGINS XXX-XXX
EAST PROJECT LIMIT	96" X 48"			32.00	HWY 8 / ROAD WORK / BEGINS XXX-XXX
PROJECT TOTAL				64.00	

**MARKING LINE ITEMS**

CAT0010			646.2040	646.4720	643.3170	* 643.3165	
			MARKING LINE GROOVED	MARKING LINE	TEMPORARY	TEMPORARY	
			WET REFLECTIVE EPOXY	SAME DAY EPOXY	MARKING LINE	MARKING LINE	
STATION	STATION	LOCATION	6-INCH	6-INCH	EPOXY 6-INCH	PAINT 6-INCH	COMMENT
			LF	LF	LF	LF	
926+10	- 1514+52	RT, USH 8 EDGELINE	56856	--	--	--	LESS SIDE ROAD GAPS
926+10	- 1514+52	LT, USH 8 EDGELINE	57119	--	--	--	LESS SIDE ROAD GAPS
926+10	- 934+02	USH 8 CENTERLINE	--	198	--	63	PASSING BOTH DIRECTONS
934+02	- 943+00	USH 8 CENTERLINE	--	1123	--	970	PASSING ONE DIRECTON
941+65	- 944+18	RT, USH 8 BYPASS SKIPS	63	--	--	--	
943+00	- 945+64	USH 8 CENTERLINE	--	66	--	21	PASSING BOTH DIRECTONS
945+64	- 983+18	USH 8 CENTERLINE	939	--	939	300	PASSING BOTH DIRECTONS
983+18	- 990+57	USH 8 CENTERLINE	924	--	924	798	PASSING ONE DIRECTON
990+57	- 994+79	USH 8 CENTERLINE	106	--	106	34	PASSING BOTH DIRECTONS
994+79	- 1001+13	USH 8 CENTERLINE	793	--	793	685	PASSING ONE DIRECTON
1001+13	- 1024+36	USH 8 CENTERLINE	581	--	581	186	PASSING BOTH DIRECTONS
1024+36	- 1029+69	USH 8 CENTERLINE	666	--	666	576	PASSING ONE DIRECTON
1029+69	- 1035+50	USH 8 CENTERLINE	145	--	145	46	PASSING BOTH DIRECTONS
1035+50	- 1040+78	USH 8 CENTERLINE	660	--	660	570	PASSING ONE DIRECTON
1040+78	- 1058+20	USH 8 CENTERLINE	436	--	436	139	PASSING BOTH DIRECTONS
1058+20	- 1068+76	USH 8 CENTERLINE	1320	--	1320	1140	PASSING ONE DIRECTON
1068+76	- 1069+82	USH 8 CENTERLINE	212	--	212	212	NO PASSING
1069+82	- 1080+91	USH 8 CENTERLINE	1386	--	1386	1198	PASSING ONE DIRECTON
1080+91	- 1101+55	USH 8 CENTERLINE	516	--	516	165	PASSING BOTH DIRECTONS
1101+55	- 1112+64	USH 8 CENTERLINE	1386	--	1386	1198	PASSING ONE DIRECTON
1112+64	- 1114+75	USH 8 CENTERLINE	422	--	422	422	NO PASSING
1114+75	- 1139+04	USH 8 CENTERLINE	3036	--	3036	2623	PASSING ONE DIRECTON
1139+04	- 1140+62	USH 8 CENTERLINE	316	--	316	316	NO PASSING
1138+42	- 1142+42	LT, USH 8 BYPASS SKIPS	100	--	--	--	
1140+62	- 1150+12	USH 8 CENTERLINE	1188	--	1188	1026	PASSING ONE DIRECTON
1150+12	- 1152+76	USH 8 CENTERLINE	66	--	66	21	PASSING BOTH DIRECTONS
1152+76	- 1158+04	USH 8 CENTERLINE	660	--	660	570	PASSING ONE DIRECTON
1158+04	- 1164+38	USH 8 CENTERLINE	159	--	159	51	PASSING BOTH DIRECTONS
1164+38	- 1168+08	USH 8 CENTERLINE	463	--	463	400	PASSING ONE DIRECTON
1168+08	- 1169+66	USH 8 CENTERLINE	316	--	316	316	NO PASSING
1169+66	- 1189+78	USH 8 CENTERLINE	2515	--	2515	2173	PASSING ONE DIRECTON
1189+78	- 1199+28	USH 8 CENTERLINE	238	--	238	76	PASSING BOTH DIRECTONS
1199+28	- 1229+91	USH 8 CENTERLINE	3829	--	3829	3308	PASSING ONE DIRECTON
1229+91	- 1232+55	USH 8 CENTERLINE	66	--	66	21	PASSING BOTH DIRECTONS
1232+55	- 1241+00	USH 8 CENTERLINE	1056	--	1056	913	PASSING ONE DIRECTON
1241+00	- 1248+39	USH 8 CENTERLINE	185	--	185	59	PASSING BOTH DIRECTONS
1248+39	- 1253+72	USH 8 CENTERLINE	666	--	666	576	PASSING ONE DIRECTON
1253+72	- 1260+58	USH 8 CENTERLINE	172	--	172	55	PASSING BOTH DIRECTONS
1260+58	- 1265+86	USH 8 CENTERLINE	660	--	660	570	PASSING ONE DIRECTON
1265+86	- 1374+56	USH 8 CENTERLINE	2718	--	2718	870	PASSING BOTH DIRECTONS
1374+56	- 1416+97	USH 8 CENTERLINE	--	1060	--	339	PASSING BOTH DIRECTONS
1416+97	- 1428+06	USH 8 CENTERLINE	1386	--	1386	1198	PASSING ONE DIRECTON
1428+06	- 1438+62	USH 8 CENTERLINE	2112	--	2112	2112	NO PASSING
1438+62	- 1450+24	USH 8 CENTERLINE	1453	--	1453	1255	PASSING ONE DIRECTON
1450+24	- 1478+28	USH 8 CENTERLINE	701	--	701	224	PASSING BOTH DIRECTONS
1478+28	- 1486+73	USH 8 CENTERLINE	1056	--	1056	913	PASSING ONE DIRECTON
1486+73	- 1489+37	USH 8 CENTERLINE	66	--	66	21	PASSING BOTH DIRECTONS
1489+37	- 1497+82	USH 8 CENTERLINE	1056	--	1056	913	PASSING ONE DIRECTON
1497+82	- 1502+04	USH 8 CENTERLINE	106	--	106	34	PASSING BOTH DIRECTONS
1502+04	- 1513+13	USH 8 CENTERLINE	1386	--	1386	1198	PASSING ONE DIRECTON
1513+13	- 1514+52	USH 8 CENTERLINE	278	--	278	278	NO PASSING
1385+10	- 1395+66	USH 8 CENTERLINE	--	--	--	2112	STAGE 1 - HAWKINS DOUBLE YELLOW
		STH 73 CENTERLINE	80	--	--	--	NO PASSING
SUBTOTALS			--	--	--	33,263	
PROJECT TOTALS			152,615	2,447	38,397	64,414	

NOTES: TEMPORARY MARKING LINE EPOXY ITEM IS FOR FINAL SURFACE APPLICATION PRIOR TO RUMBLE STRIPS.  
 \*TEMPORARY MARKING LINE PAINT ITEM TOTAL INCLUDES ONE APPLICATION ON MILLED SURFACE AND ONE ON LOWER LAYER ASPHALT SURFACE.  
 STAGE 1 DOUBLE YELLOW PAINT IN HAWKINS IS A SINGLE APPLICATION ON A MILLED SURFACE.

3

3

3

TURN LANE MARKING, ARROWS & WORDS

Table with columns: STATION, LOCATION, LF, LF, EACH, EACH. Includes project totals: 150, 1,250, 12, 2.

CONSTRUCTION STAKING RESURFACING REFERENCE

Table with columns: STATION, LOCATION, LF. Includes project total: 57,776.

3

MARKING CROSSWALK & STOP LINE

Table with columns: STATION, LOCATION, LF, LF, LF. Includes project totals: 424, 39, 69.

NOTE: PLACE MARKING STOP LINE EPOXY 24-INCH NO CLOSER THAN 15- FEET IN ADVANCE OF THE NEAREST RAIL ON BOTH SIDES OF THE CROSSING. FIELD FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

CONSTRUCTION STAKING CONCRETE ITEMS

Table with columns: STATION, LOCATION, LF, EACH, EACH, COMMENT. Includes project totals: 2,619, 5, 1.

CONSTRUCTION STAKING MATERIAL ITEMS

Table with columns: STATION, LOCATION, LF, LF, LF, COMMENT. Includes project totals: 2,112, 1,056, 1,231.

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

Table with columns: LOCATION, EACH. Includes project total: 1.

**SAWING ASPHALT AND CONCRETE**

CAT 0010	STATION	STATION/LOCATION	690.0150	690.0250	COMMENT
			SAWING ASPHALT	SAWING CONCRETE	
			LF	LF	
	976+83	USH 8 LT, P.E.	27	---	
	1142+58	USH 8 LT, P.E.	19	---	
	942+96	CTH B 'WEST'	28	---	CURB & GUTTER REPLACEMENT
	943+61	CTH B 'WEST'	65	---	CURB & GUTTER REPLACEMENT
	1139+45	STH 73	50	---	CURB & GUTTER REPLACEMENT
	1138+44	- 1141+44	300	---	CURB & GUTTER REPLACEMENT
	1139+04	- 1140+45	141	---	CURB & GUTTER REPLACEMENT
	1270+69	- 1272+48	185	---	HANSON ROAD, 12' RT
	1271+06	- 1272+56	156	---	HANSON ROAD, 12' LT
	1385+10	USH 8	37	20	FULL DEPTH TRANSVERSE CUTS
	1385+52	USH 8 LT, P.E.	13	---	
	1388+59	- 1389+80	121	---	C.E. & PARKING LOT, 32' LT
	10+32	- 10+55	23	---	PARKING LOT, 32' LT
	1389+80	- 1390+44	64	---	PAVED TERRACES & STREET, 55' LT
	10+52	- 10+55	3	---	PARKING LOT, 32' RT
	1391+14	- 1391+84	70	---	PARKING LOT & C.E., 32' LT
	1389+90	- 1390+32	42	---	MAIN STREET, 40' RT
	9+40	MAIN ST LT	---	10	SIDEWALK / CURB & GUTTER
	9+40	MAIN ST RT	---	10	SIDEWALK / CURB & GUTTER
	1390+58	USH 8 RT	---	5	SIDEWALK
	1392+06	USH 8 RT	---	5	SIDEWALK
	1392+48	USH 8 RT	---	5	SIDEWALK
	1392+27	USH 8 RT, P.E./C.E.	26	---	
	1393+53	USH 8 RT, P.E.	14	---	
	1393+37	USH 8 RT	---	5	SIDEWALK
	1393+68	USH 8 RT	---	5	SIDEWALK
	1394+50	USH 8 LT, P.E.	20	---	
	1394+82	USH 8 RT	---	5	SIDEWALK
	9+59	WASHINGTON ST RT	28	5	CURB & GUTTER
	10+66	WASHINGTON ST LT	28	---	
	1395+66	USH 8	37	20	FULL DEPTH TRANSVERSE CUTS
	1406+17	- 1406+88	71	---	UTILITY ENTRANCE, 20.6' RT
	1406+71	- 1407+08	37	---	FLUME WIDENING, 19' LT
	1411+89	USH 8 LT, P.E.	16	---	
	1414+79	USH 8 LT, P.E.	17	---	
	1514+42	USH 8	30	---	END OF PROJECT
		SUB-TOTAL 0010	1,668	95	
CAT 0020					
	1377+13	LT, USH 8 & CTH M	24	---	ADJUSTING MH PATCH CUTS
		UNDISTRIBUTED	6	---	
		SUB-TOTAL 0020	30	0	
		PROJECT TOTALS	1,698	95	

**ADJUSTING WATER VALVE BOXES**

CAT 0020	STATION	LOCATION	SPV.0060.02
			ADJUSTING WATER VALVE BOXES EACH
	1389+85	USH 8 34.5' RT	1
	1389+97	USH 8 30' RT	1
	1390+04	USH 8 22.5' LT	1
	1391+15	USH 8 27' LT	1
	1395+30	USH 8 20' LT	1
	1395+32	USH 8 18' LT	1
	1395+37	USH 8 25.5' LT	1
	1395+53	USH 8 21' LT	1
		PROJECT TOTAL	8

**ADJUSTING SANITARY MANHOLE COVERS**

CAT 0020	STATION	LOCATION	SPV.0060.03
			ADJUSTING SANITARY MANHOLE COVERS EACH
	1377+13	USH 8 23.5' LT	1
	1390+10	USH 8 27' LT	1
	1390+12	USH 8 20.5' RT	1
	1394+82	USH 8 16' RT	1
		PROJECT TOTAL	4



CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT

CAT 0010				SPV.0090.01 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT
STATION	-	STATION	LOCATION	LF
942+88	-	943+07	CTH B WEST - NW RAD.	28
943+46	-	943+75	CTH B WEST - NE RAD.	65
1139+27	-	1139+64	STH 73 - SW RAD.	50
1138+44	-	1141+44	USH 8 LT	300
1385+11	-	1389+74	USH 8 LT	463
1385+12	-	1389+70	USH 8 RT	458
1389+74	-	10+36	MAIN ST - NW RAD.	28
10+36	-	10+55	MAIN ST LT	19
1389+70	-	9+64	MAIN ST - SW RAD.	28
9+40	-	9+64	MAIN ST LT	24
9+40	-	9+64	MAIN ST RT	24
9+64	-	1390+52	MAIN ST - SE RAD.	28
10+36	-	10+55	MAIN ST RT	19
10+36	-	1390+50	MAIN ST - NE RAD.	28
1390+50	-	1394+92	USH 8 LT	442
1390+52	-	1394+88	USH 8 RT	436
1394+88	-	9+58	WASH. ST - SW RAD.	35
9+58	-	1395+63	WASH. ST - SE RAD.	35
1394+92	-	10+66	WASH. ST - NW RAD.&SIDE	56
10+66	-	1395+55	WASH. ST - NE RAD.&SIDE	53
PROJECT TOTAL				2,619

CONCRETE SIDEWALK CURE AND SEAL TREATMENT

CAT 0010				SPV.0165.01 CONCRETE SIDEWALK CURE AND SEAL TREATMENT
STATION	-	STATION	LOCATION	SF
1389+66	-	9+60	USH 8 RT, CURB RAMP	219
9+40	-	9+60	MAIN ST LT	151
1389+75	-	10+36	USH 8 LT, CURB RAMP	103
10+37	-	1390+48	USH 8 LT, CURB RAMP	103
9+60	-	1390+58	USH 8 RT, CURB RAMP	206
9+40	-	9+60	MAIN ST RT	148
1392+06	-	1392+48	USH 8 RT	210
1393+37	-	1393+68	USH 8 RT	155
1394+83	-	1395+08	USH 8 RT, CURB RAMP	146
PROJECT TOTAL				1,441

CONCRETE DRIVEWAY CURE AND SEAL TREATMENT

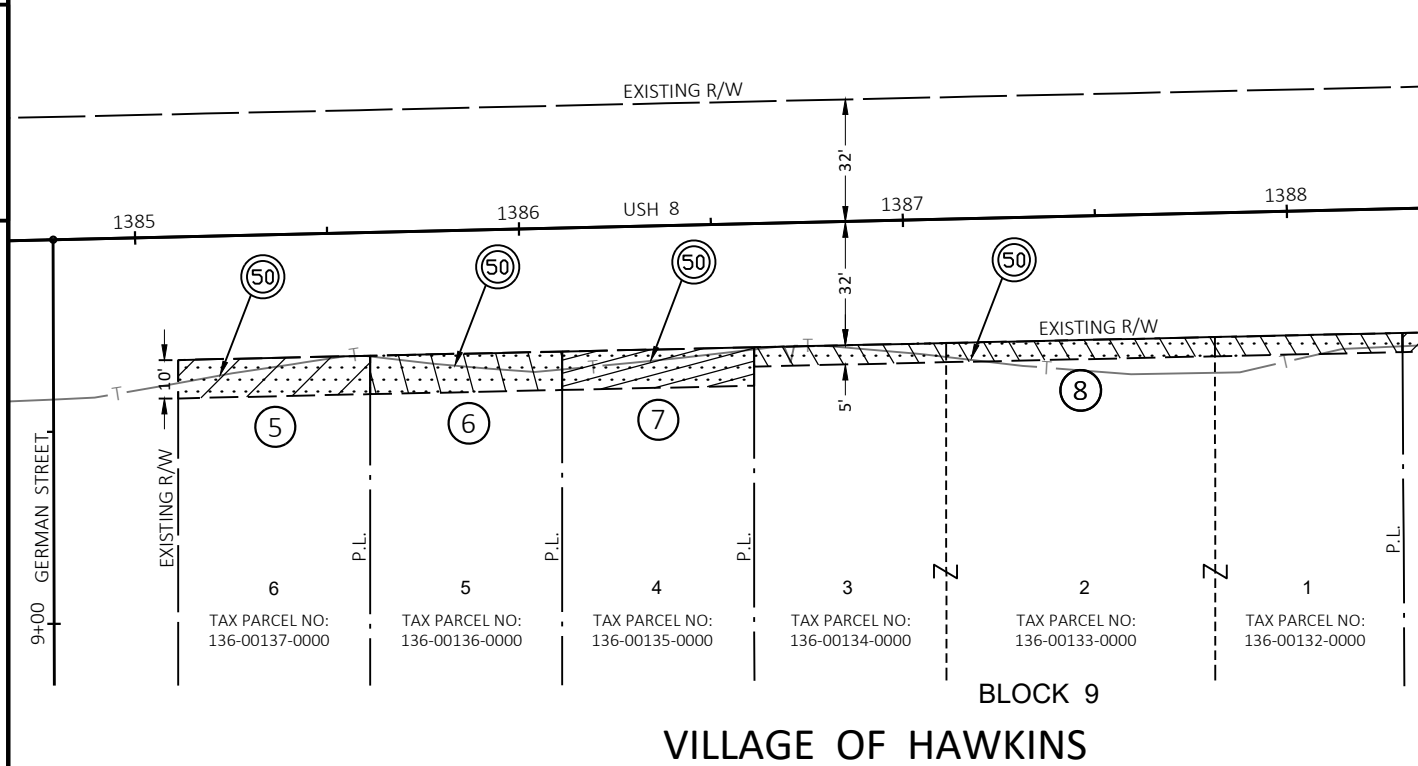
CAT 0010				SPV.0180.01 CONCRETE DRIVEWAY CURE AND SEAL TREATMENT
STATION	-	STATION	LOCATION	SY
1392+08	-	1392+46	USH 8 RT	29
1393+40	-	1393+65	USH 8 RT	18
PROJECT TOTAL				47

NOTES:  
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.  
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1580-04-23 EXHIBIT NUMBER: 01  
TLE ACQUISITION EXHIBIT  
LADYSMITH - PRENTICE  
PRENTICE STREET TO RUSK/PRICE COUNTY LINE  
RUSK COUNTY  
PART OF LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 9, ORIGINAL PLAT OF VILLAGE OF HAWKINS, SECTION 14, T 35 N, R 3 W, RUSK COUNTY, WISCONSIN

ORIGINAL PLAT OF  
BLOCK 10



**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
5	ALLEN MOYER	TLE	500
6	ROSEY BEST	TLE	500
7	LORI A. GEHRING	TLE	500
8	FREDRICK W. VOLLENDORF-LIFE ESTATE	TLE	844

**UTILITY INTEREST TABLE**

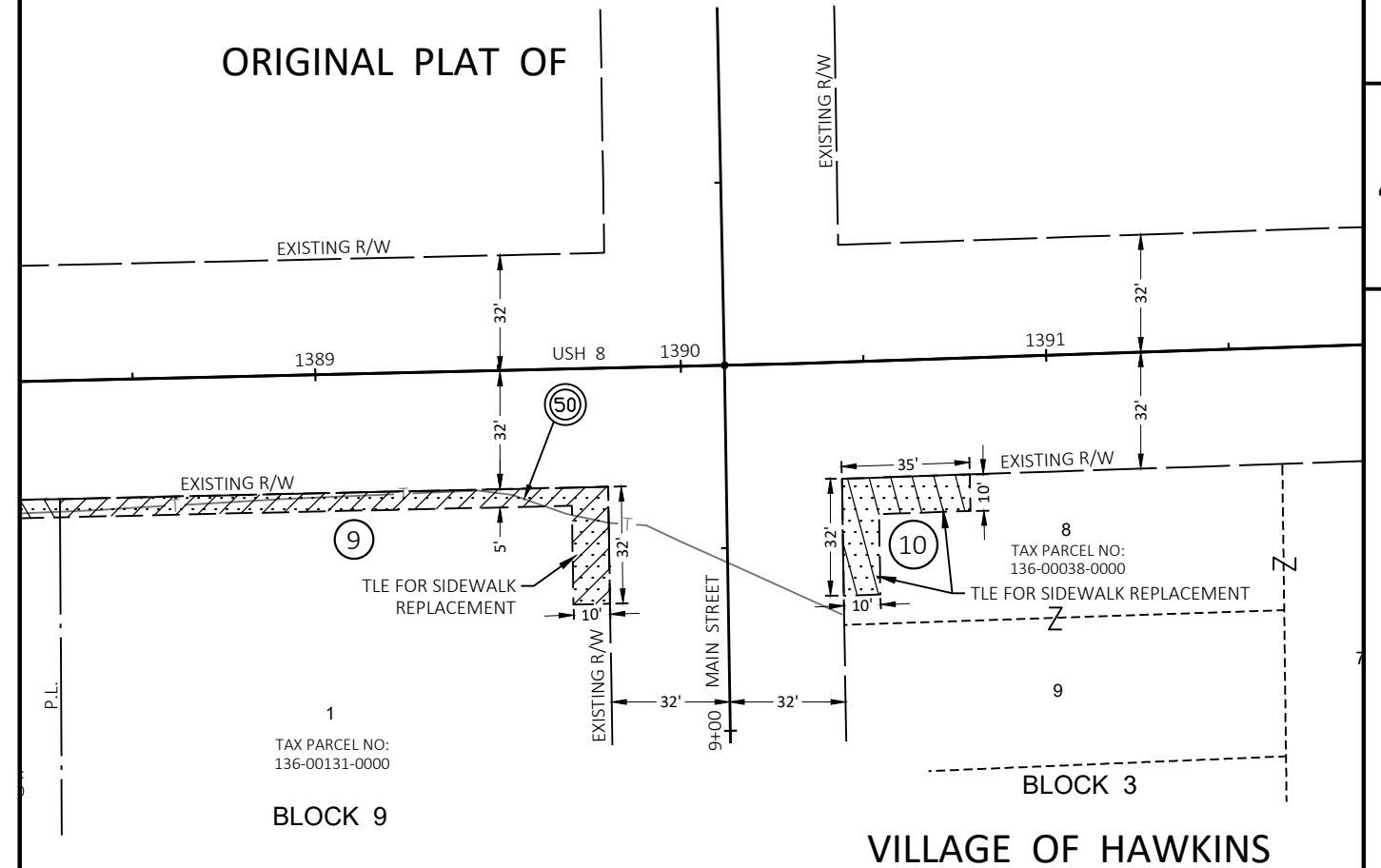
UTILITY NUMBER	PARCEL	UTILITY OWNER	INTEREST DESCRIPTION	INTEREST REQUIRED
50	5, 6, 7, 8	CENTURYLINK	PRESCRIPTIVE RIGHTS	RELEASE OF RIGHTS

NOTES:  
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.  
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1580-04-23 EXHIBIT NUMBER: 02  
TLE ACQUISITION EXHIBIT  
LADYSMITH - PRENTICE  
PRENTICE STREET TO RUSK/PRICE COUNTY LINE  
RUSK COUNTY  
PART OF LOT 1, BLOCK 9 AND LOT 8, BLOCK 3, ORIGINAL PLAT OF VILLAGE OF HAWKINS, SECTION 14, T 35 N, R 3 W, RUSK COUNTY, WISCONSIN

ORIGINAL PLAT OF



**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
9	BETHEL LUTHERAN CHURCH	TLE	1020
10	CENTURY TELEPHONE	TLE	570

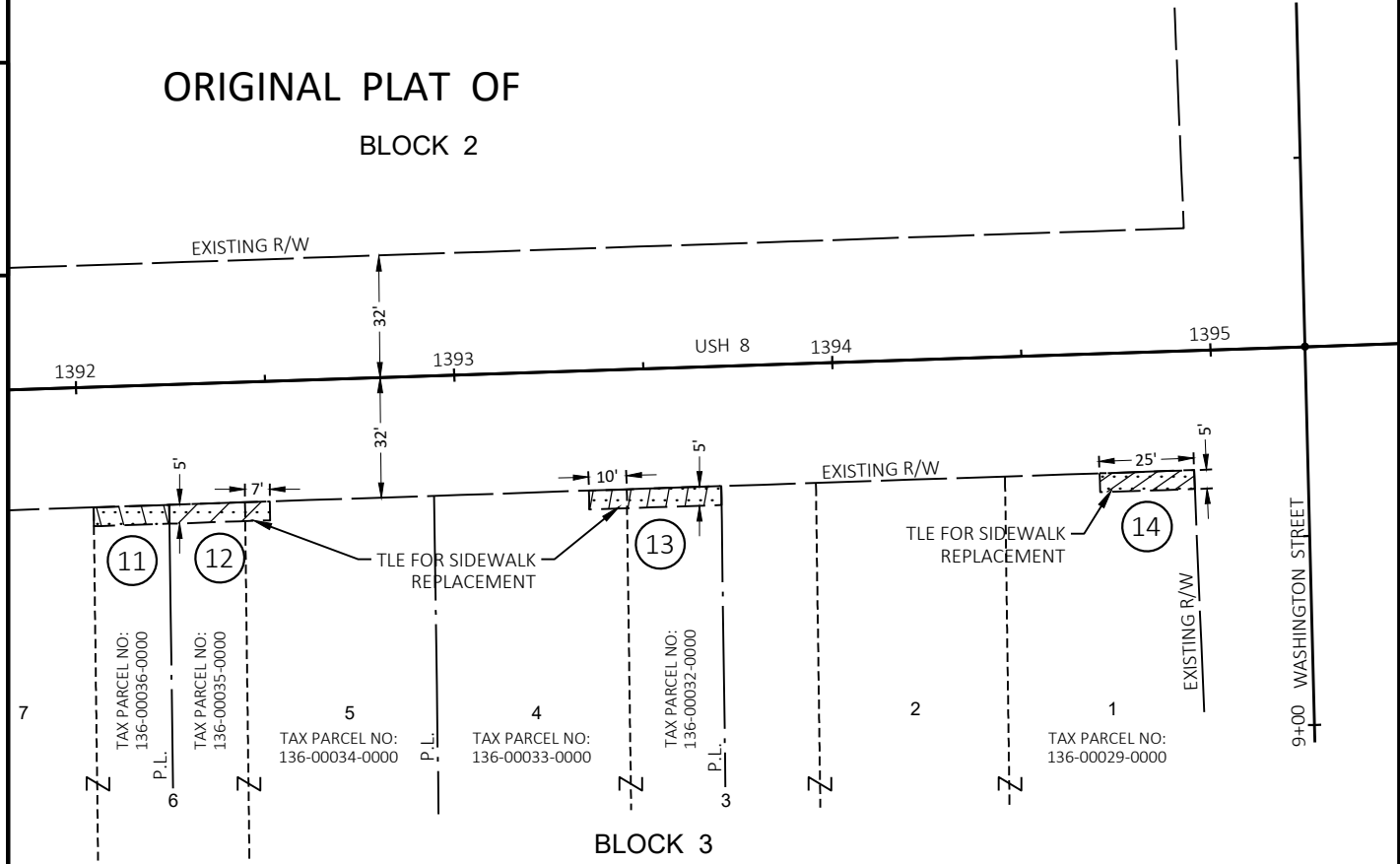
**UTILITY INTEREST TABLE**

UTILITY NUMBER	PARCEL	UTILITY OWNER	INTEREST DESCRIPTION	INTEREST REQUIRED
50	9	CENTURYLINK	PRESCRIPTIVE RIGHTS	RELEASE OF RIGHTS

NOTES:  
 THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.  
 REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.  
 PURPOSE OF ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1580-04-23      EXHIBIT NUMBER: 03  
 TLE ACQUISITION EXHIBIT  
 LADYSMITH - PRENTICE  
 PRENTICE STREET TO RUSK/PRICE COUNTY LINE  
 USH 8      RUSK COUNTY  
 PART OF LOTS 1, 3, 4, 5 AND 6, BLOCK 3, ORIGINAL PLAT OF VILLAGE OF HAWKINS, SECTION 14, T 35 N, R 3 W, RUSK COUNTY, WISCONSIN

ORIGINAL PLAT OF  
 BLOCK 2



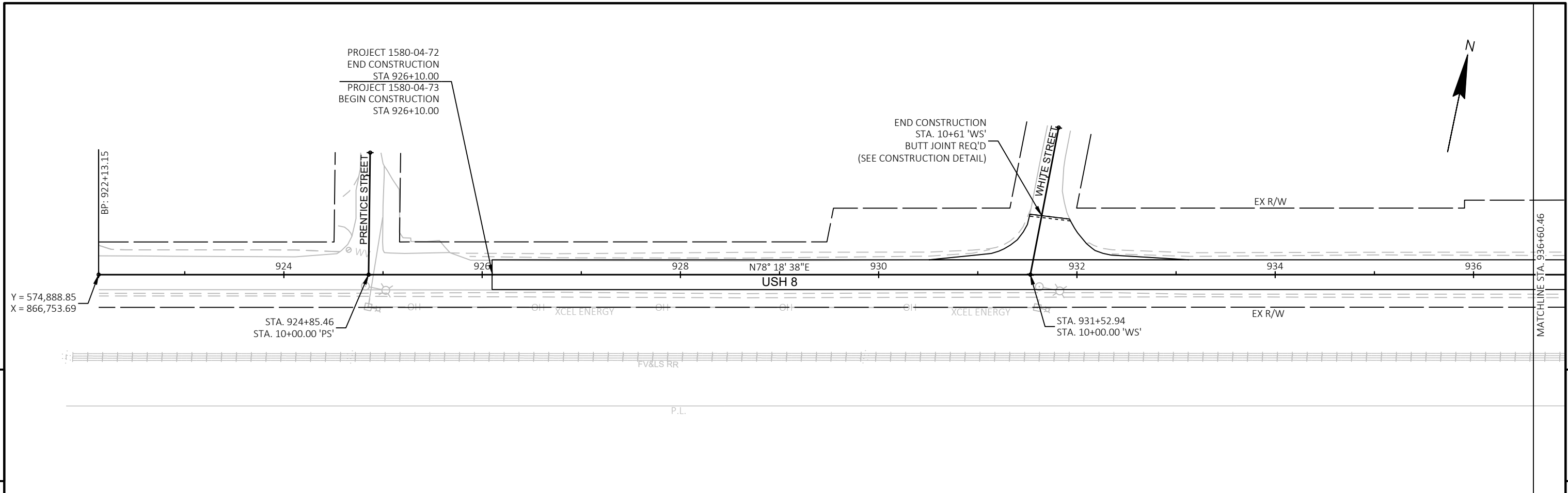
**SCHEDULE OF LANDS & INTERESTS REQUIRED**

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
11	CENTURY TELEPHONE	TLE	100
12	R&S WILLIAMS PROPERTIES, LLC	TLE	133
13	MAX W. SIDENBENDER	TLE	175
14	LYNDON C. SCHANCER	TLE	125

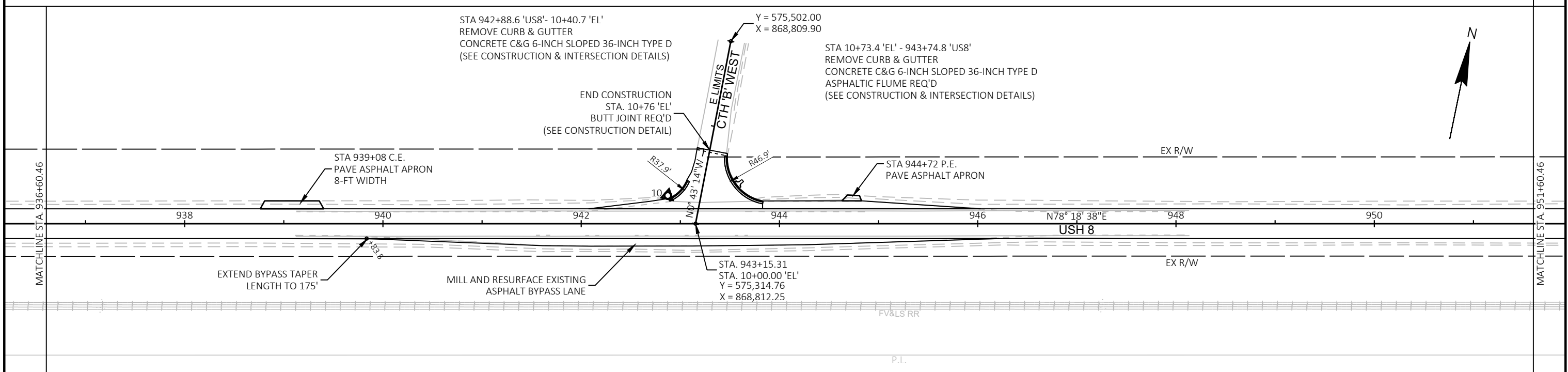
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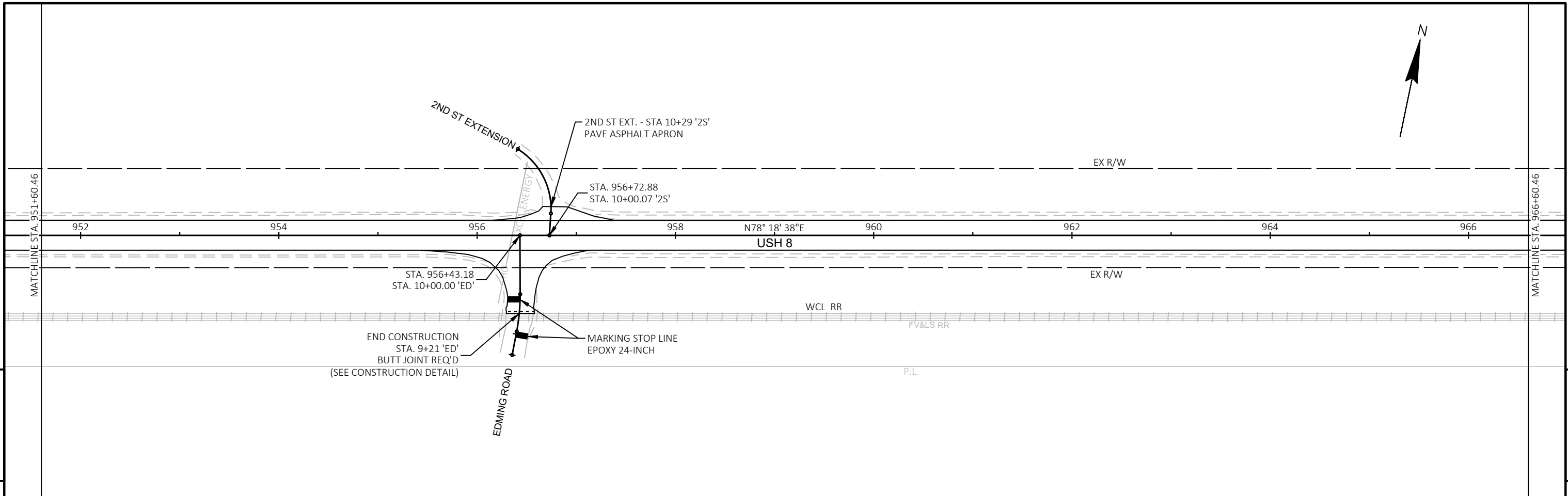


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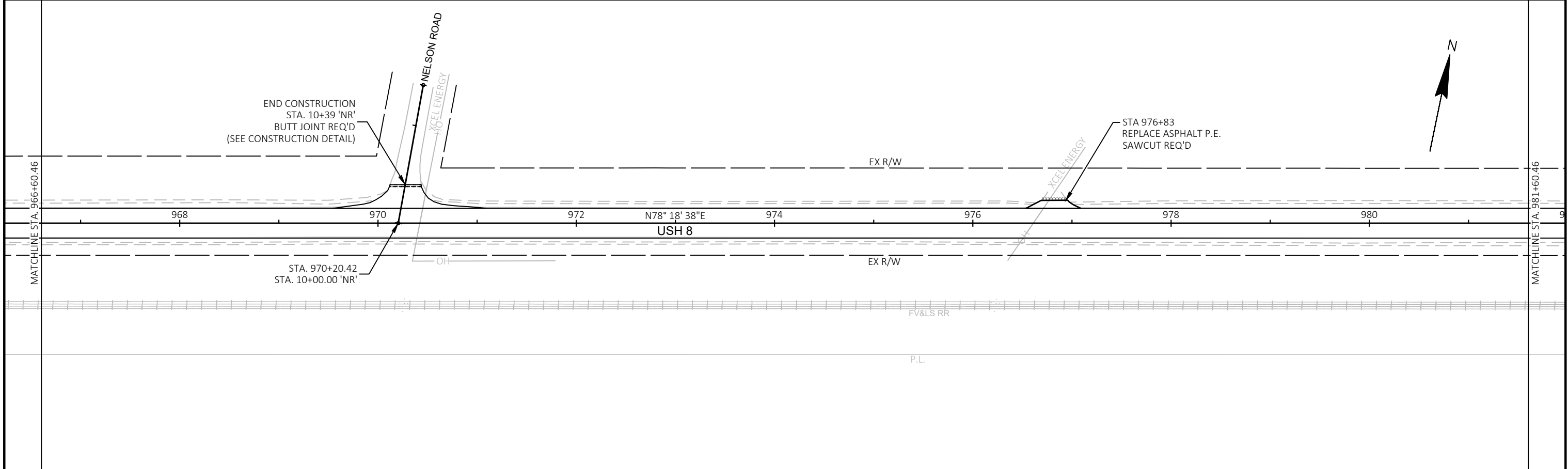


CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
10	942+87.30	28.35 LT	575336.84	868779.08	1276.64	CP IP W/CAP
11	943+83.81	290.16 LT	575612.78	868820.54	1284.87	CP MAG

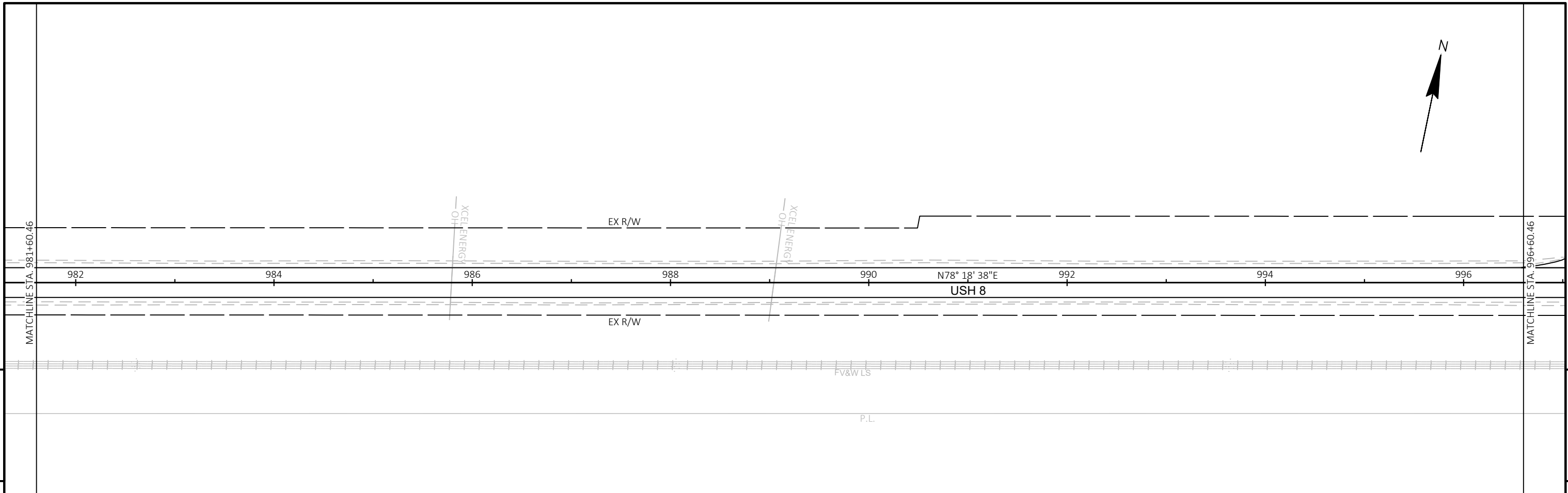


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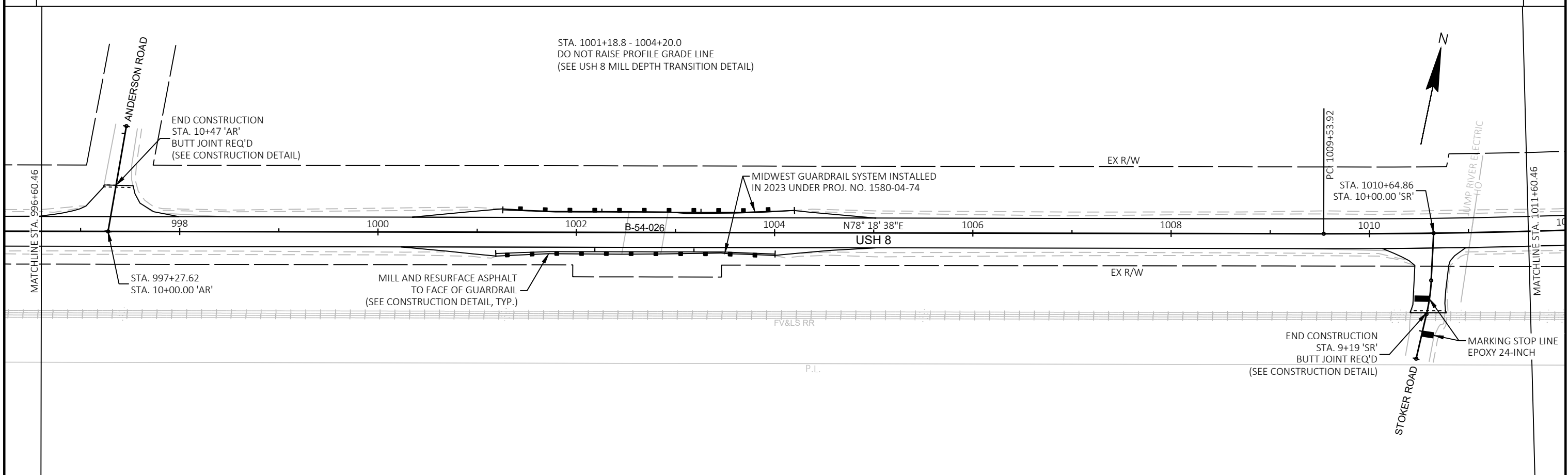


PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	E
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PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	E
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PI STA = 1012+48.59  
 Y = 576719.469  
 X = 875601.737  
 DELTA = 4°37'57"  
 D = 0°47'11"  
 T = 294.66'  
 L = 589.00'  
 R = 7284.96'  
 PC STA = 1009+53.92  
 Y = 576659.769  
 X = 875313.185  
 PT STA = 1015+42.93  
 Y = 576802.278  
 X = 875884.524  
 BK = N78°18'38.5"E  
 AH = N73°40'41.6"E  
 SE = 0.029'/' (MATCH EXISTING)  
 SE TRANS. = 113' (ASSUMED)  
 SE RUNOFF = 59' (ASSUMED)



MATCHLINE STA. 1011+60.46

MATCHLINE STA. 1026+60.46

1012 1014 1016 1018 1020 1022 1024 1026

USH 8

EX R/W

FV&LS RR

P.L

5

5

MATCHLINE STA. 1026+60.46

MATCHLINE STA. 1041+60.46

1028 1030 1032 1034 1036 1038 1040

USH 8

EX R/W

FV&LS RR

P.L



PROJECT NO: 1580-04-73

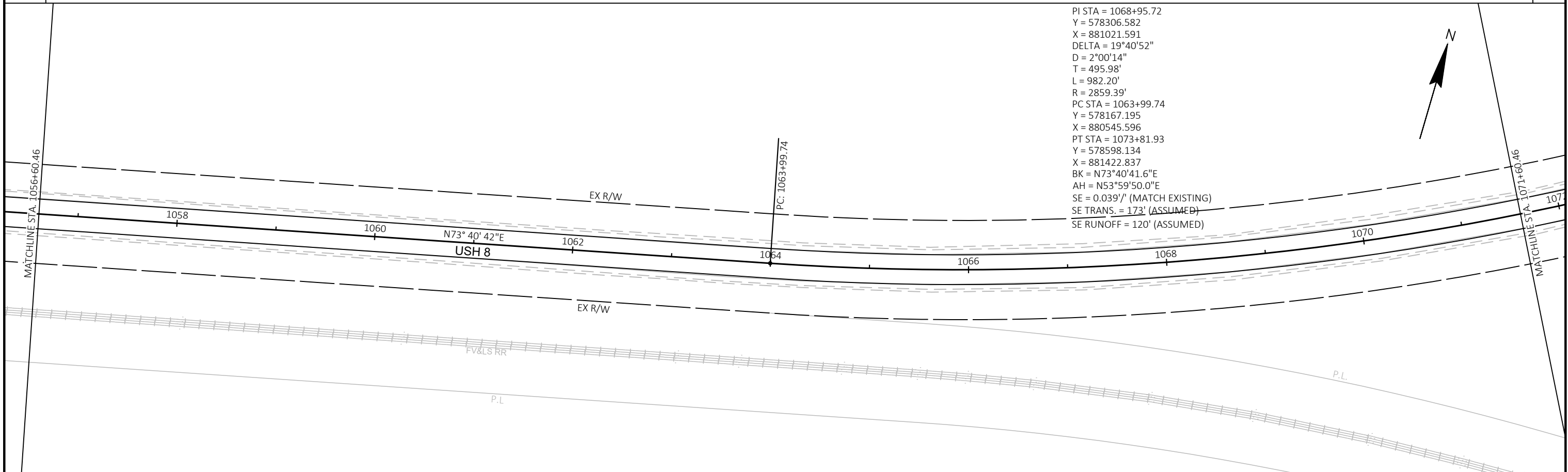
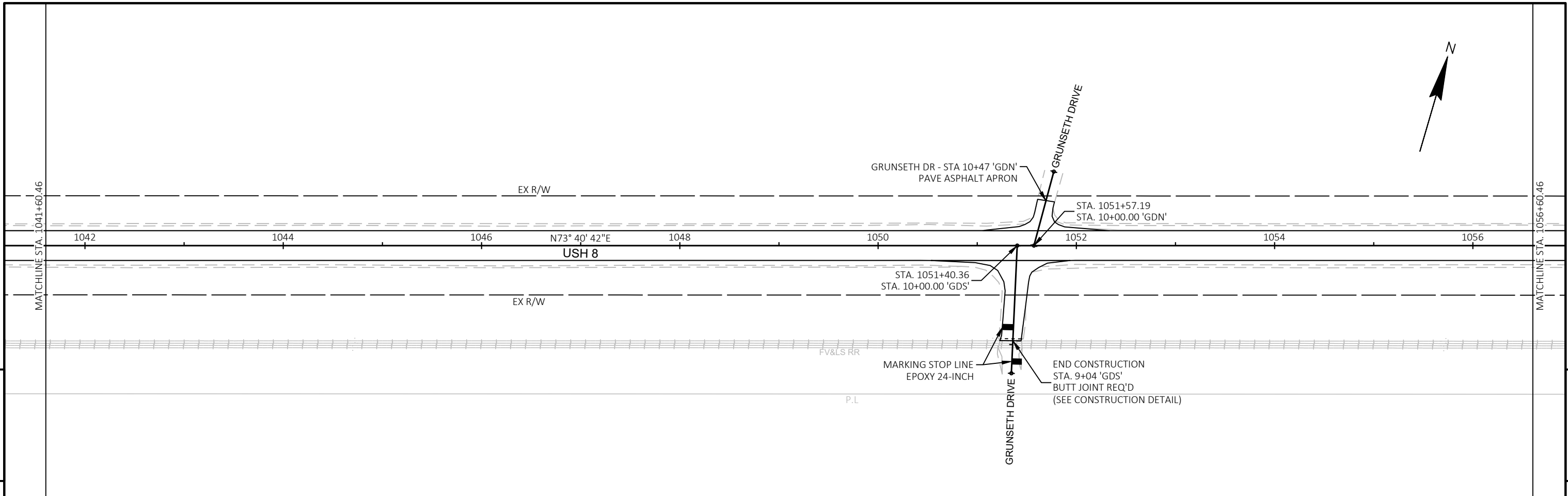
HWY: USH 8

COUNTY: RUSK

PLAN - USH 8

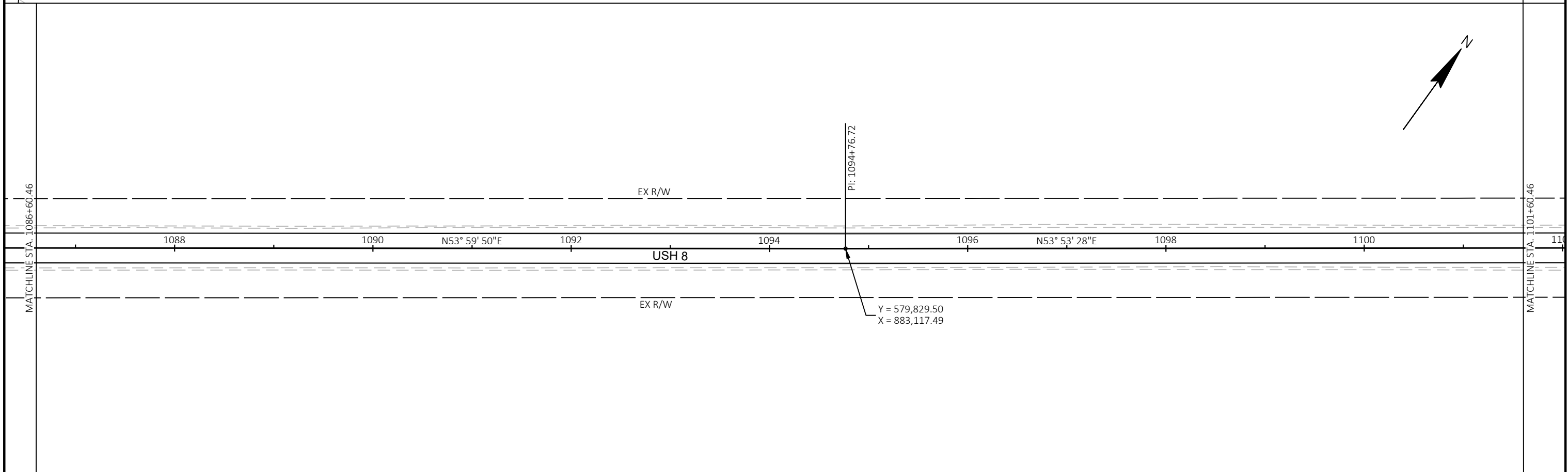
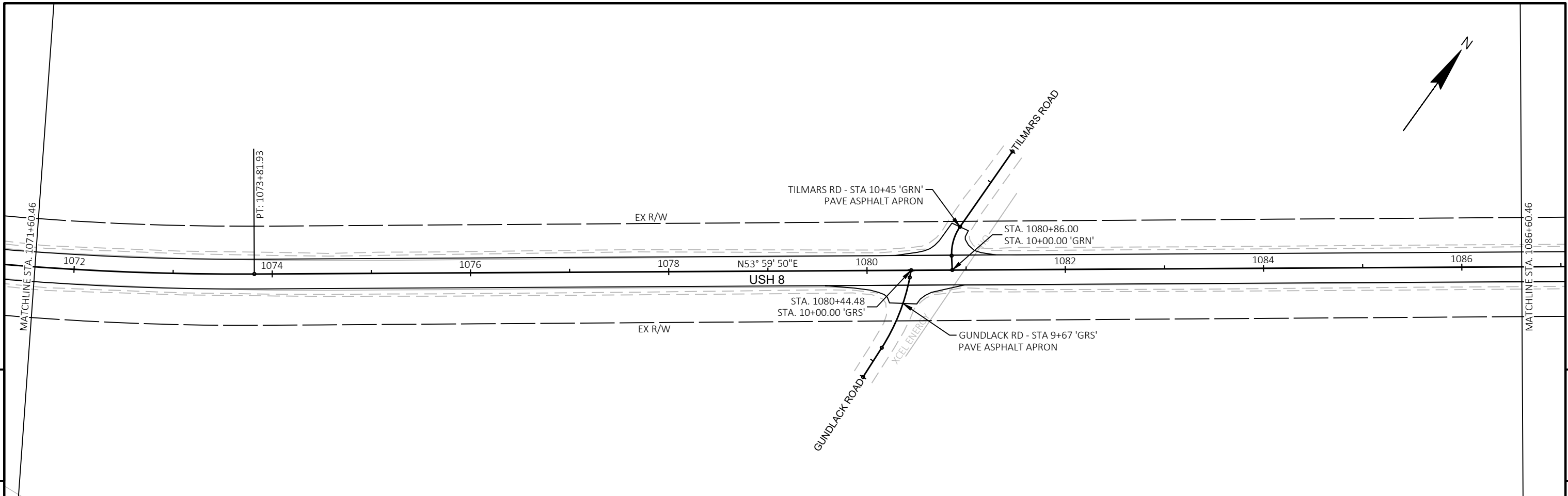
SHEET

E



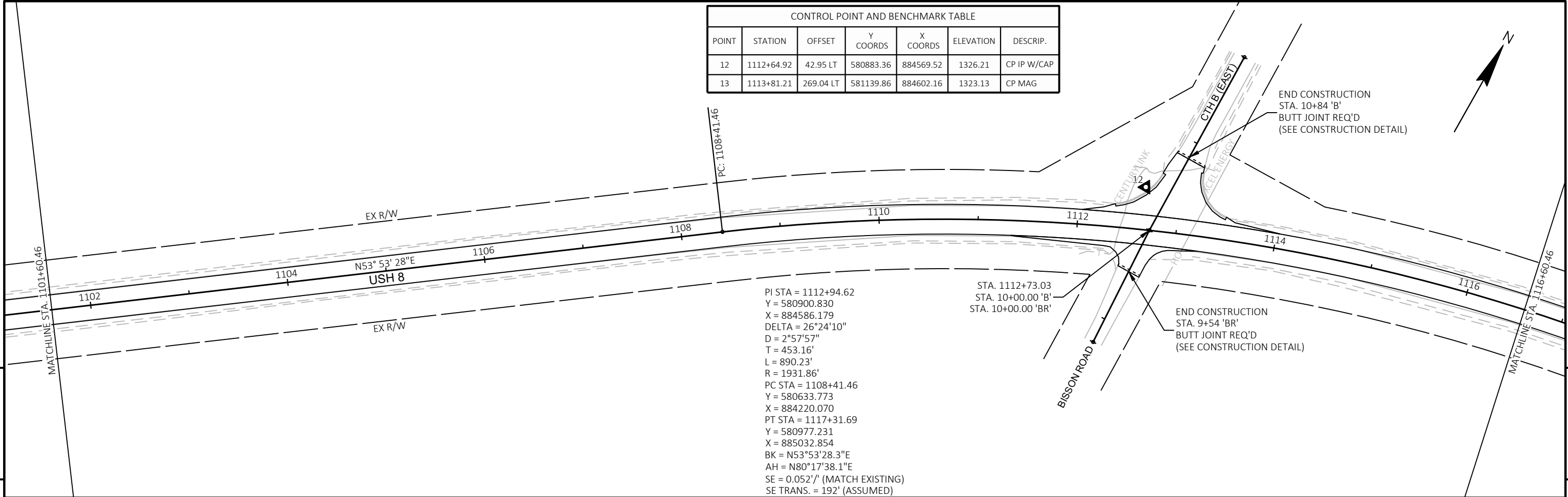
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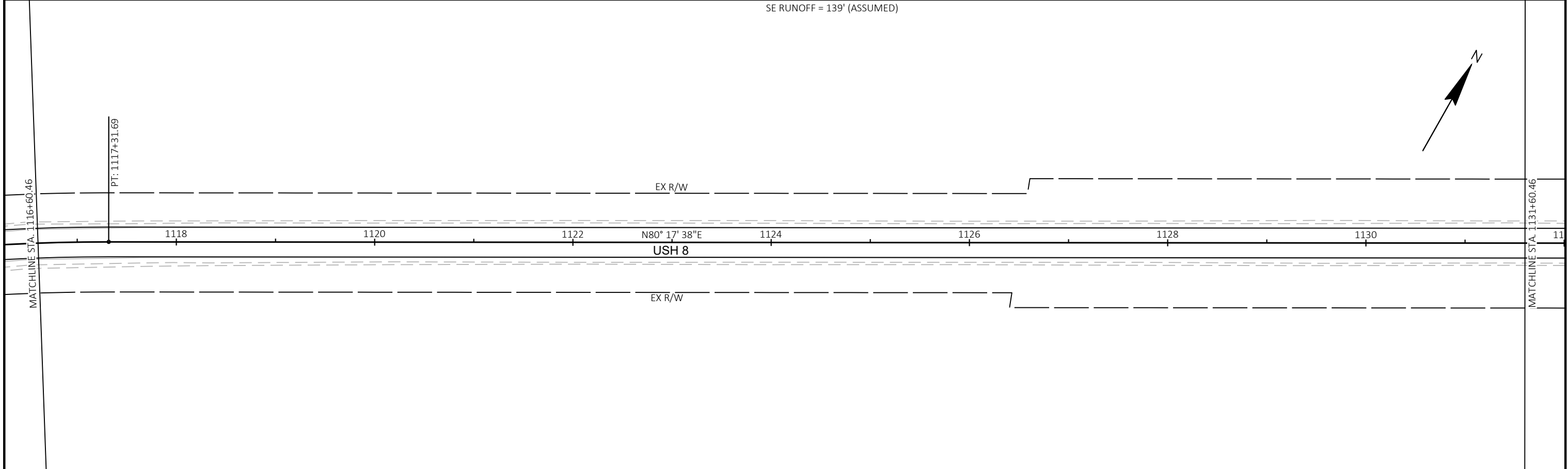


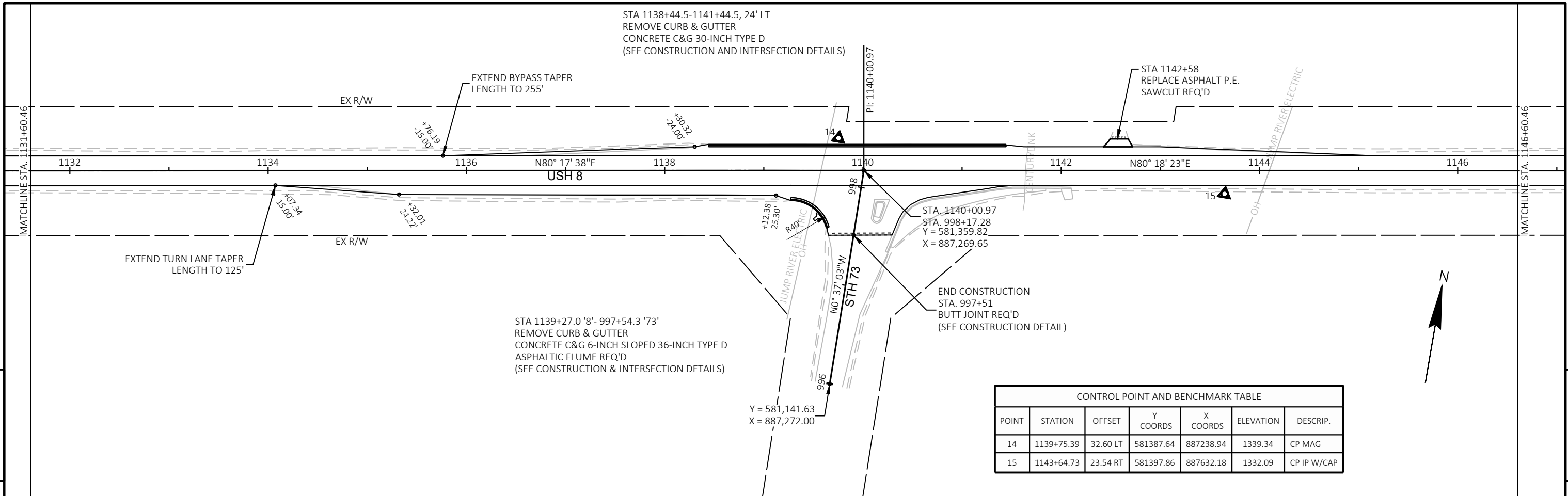
PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	<b>E</b>
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CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
12	1112+64.92	42.95 LT	580883.36	884569.52	1326.21	CP IP W/CAP
13	1113+81.21	269.04 LT	581139.86	884602.16	1323.13	CP MAG



PI STA = 1112+94.62  
 Y = 580900.830  
 X = 884586.179  
 DELTA = 26°24'10"  
 D = 2°57'57"  
 T = 453.16'  
 L = 890.23'  
 R = 1931.86'  
 PC STA = 1108+41.46  
 Y = 580633.773  
 X = 884220.070  
 PT STA = 1117+31.69  
 Y = 580977.231  
 X = 885032.854  
 BK = N53°53'28.3"E  
 AH = N80°17'38.1"E  
 SE = 0.052'/' (MATCH EXISTING)  
 SE TRANS. = 192' (ASSUMED)  
 SE RUNOFF = 139' (ASSUMED)





STA 1139+27.0 '8'- 997+54.3 '73'  
 REMOVE CURB & GUTTER  
 CONCRETE C&G 6-INCH SLOPED 36-INCH TYPE D  
 ASPHALTIC FLUME REQ'D  
 (SEE CONSTRUCTION & INTERSECTION DETAILS)

STA 1138+44.5-1141+44.5, 24' LT  
 REMOVE CURB & GUTTER  
 CONCRETE C&G 30-INCH TYPE D  
 (SEE CONSTRUCTION AND INTERSECTION DETAILS)

STA 1142+58  
 REPLACE ASPHALT P.E.  
 SAWCUT REQ'D

END CONSTRUCTION  
 STA. 997+51  
 BUTT JOINT REQ'D  
 (SEE CONSTRUCTION DETAIL)

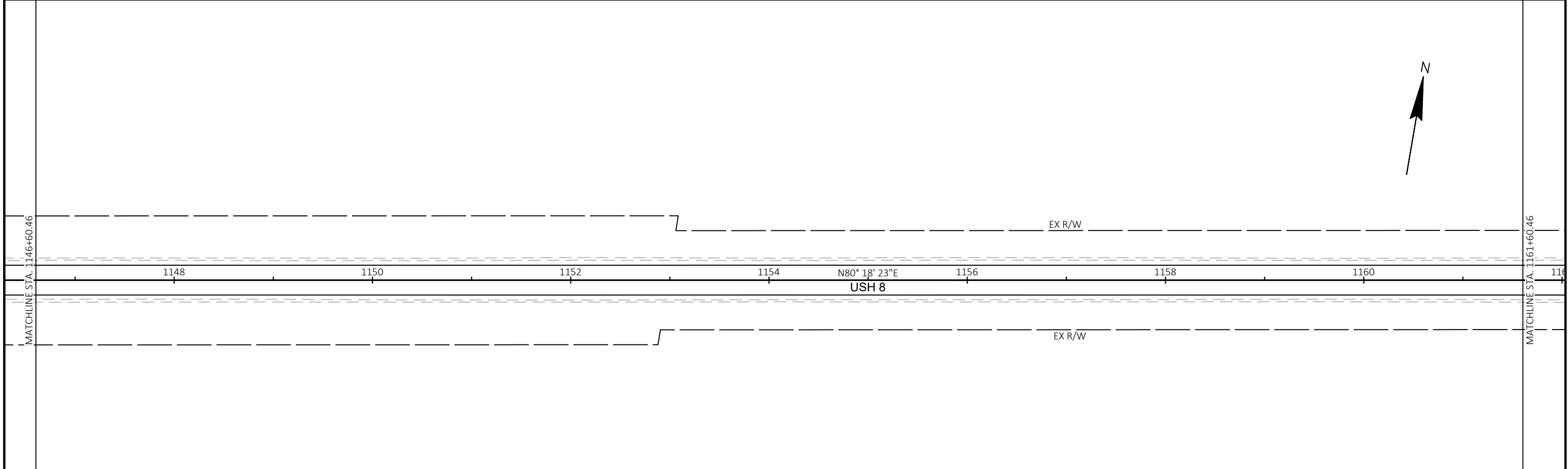
STA. 1140+00.97  
 STA. 998+17.28  
 Y = 581,359.82  
 X = 887,269.65

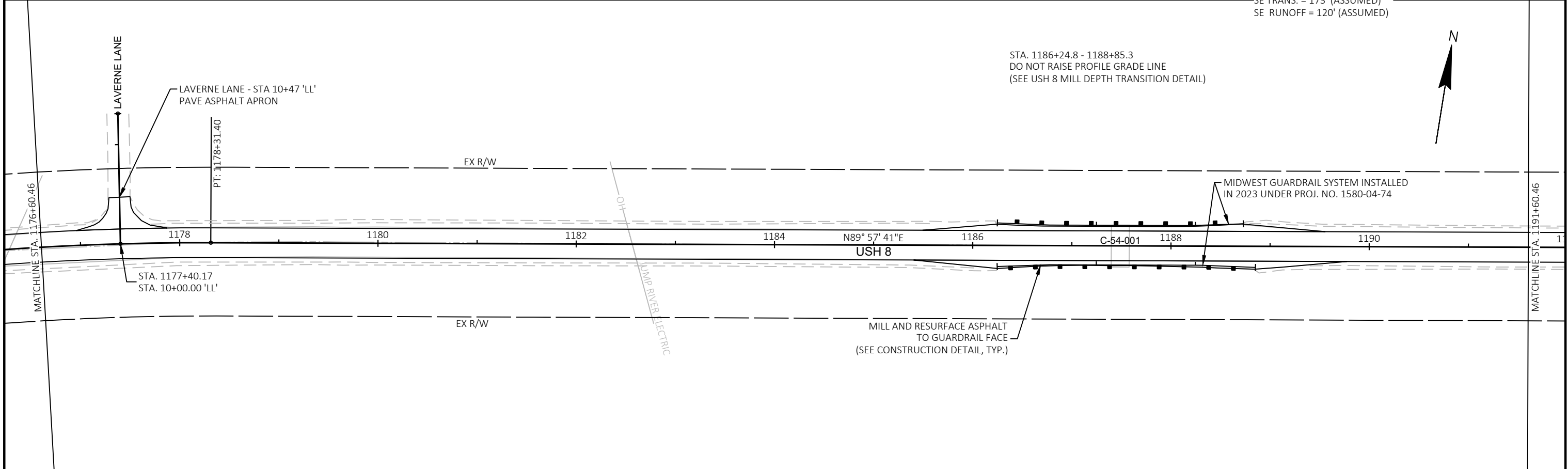
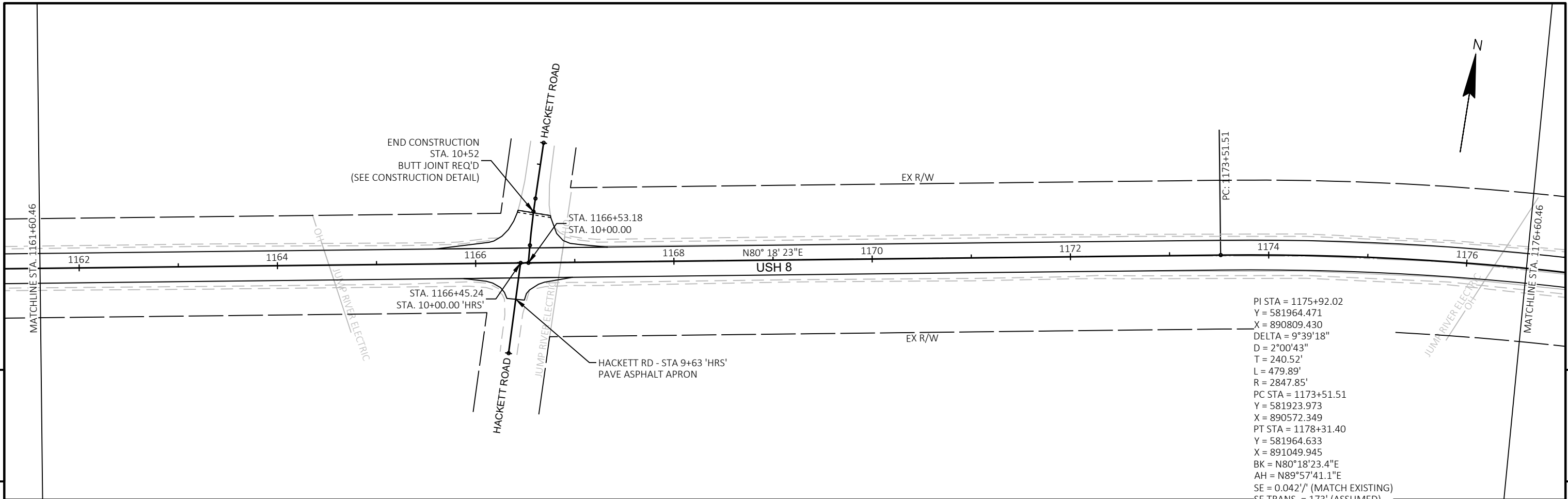
Y = 581,141.63  
 X = 887,272.00

CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
14	1139+75.39	32.60 LT	581387.64	887238.94	1339.34	CP MAG
15	1143+64.73	23.54 RT	581397.86	887632.18	1332.09	CP IP W/CAP

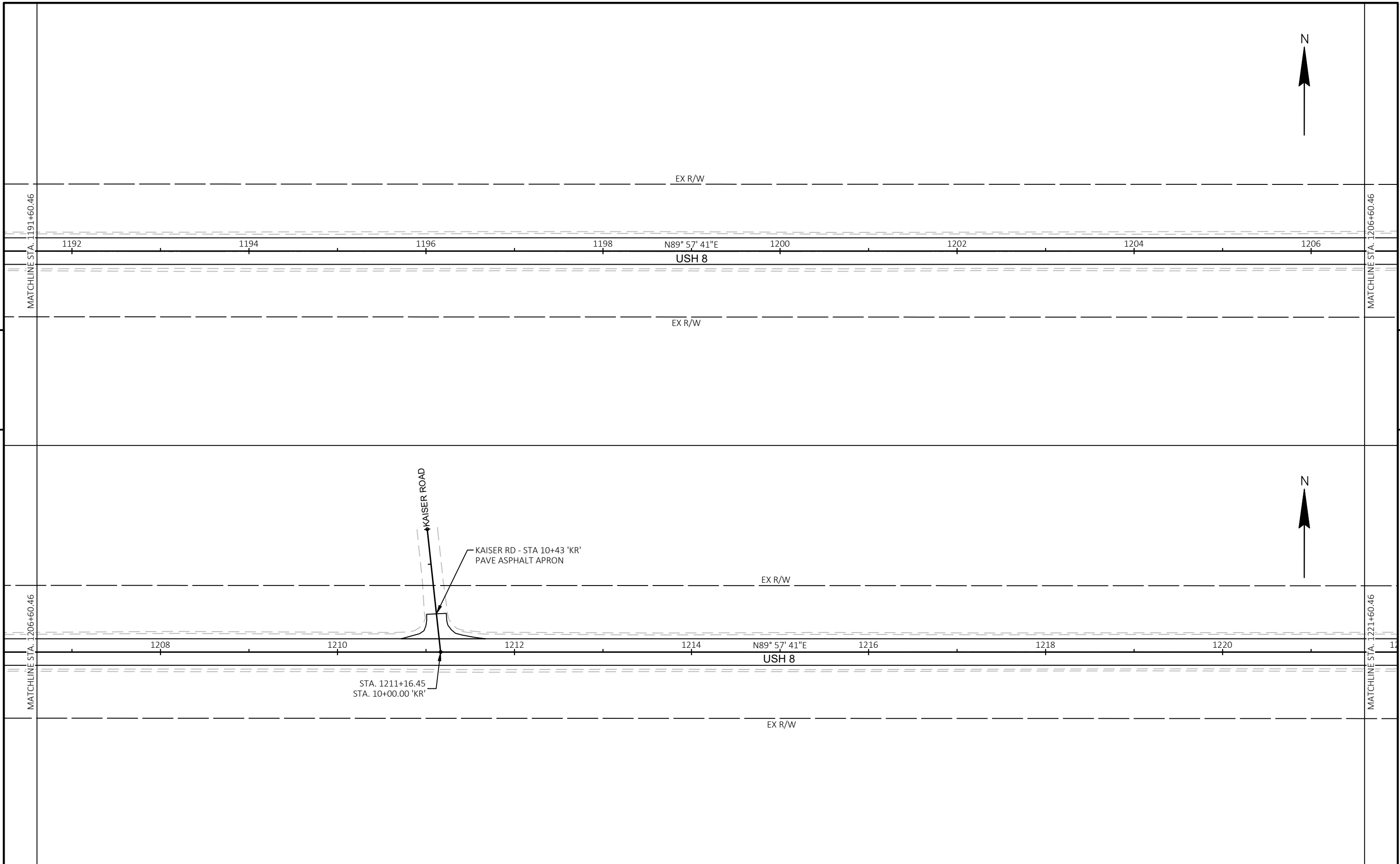
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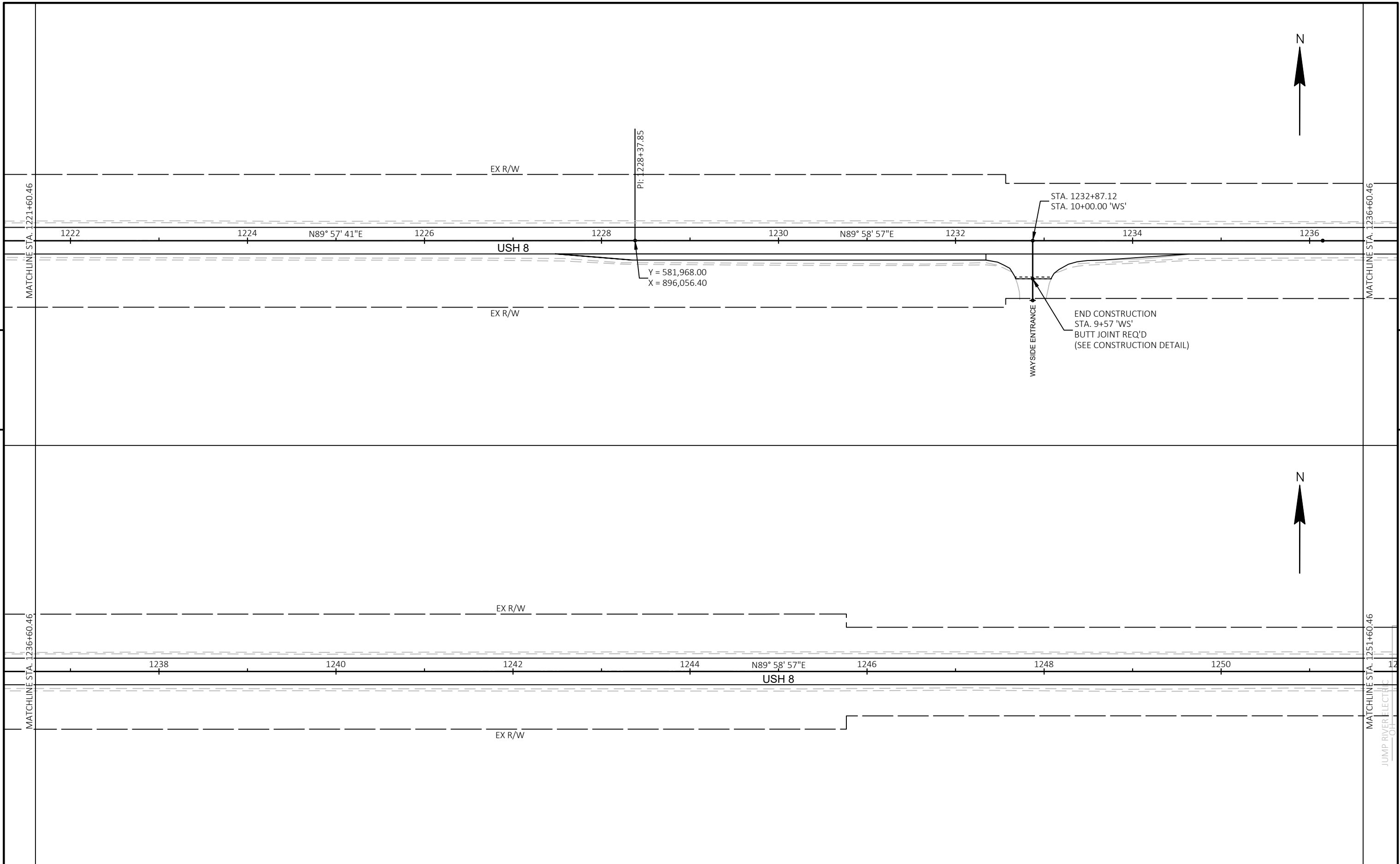




PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	E
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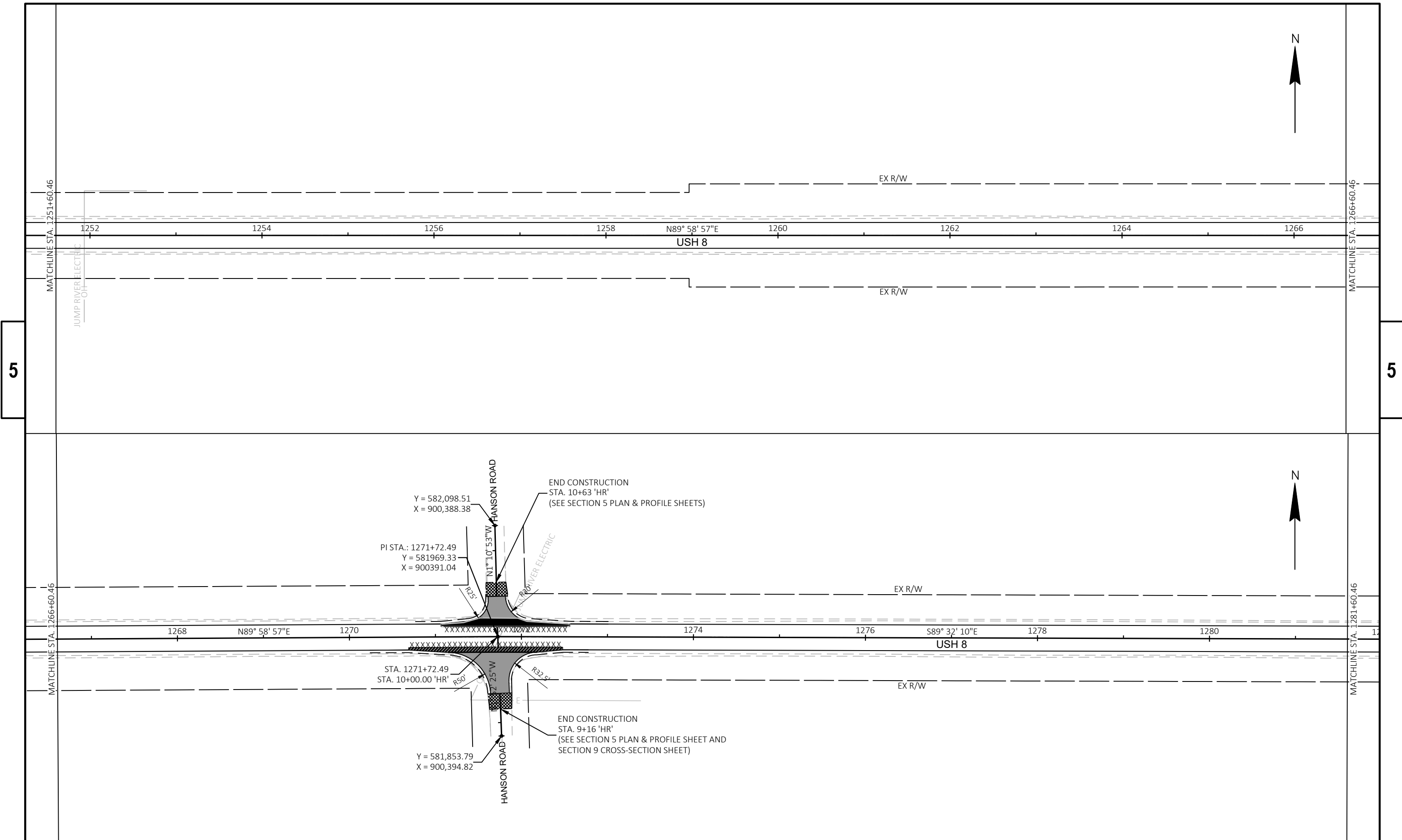
PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	<b>E</b>
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PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	E
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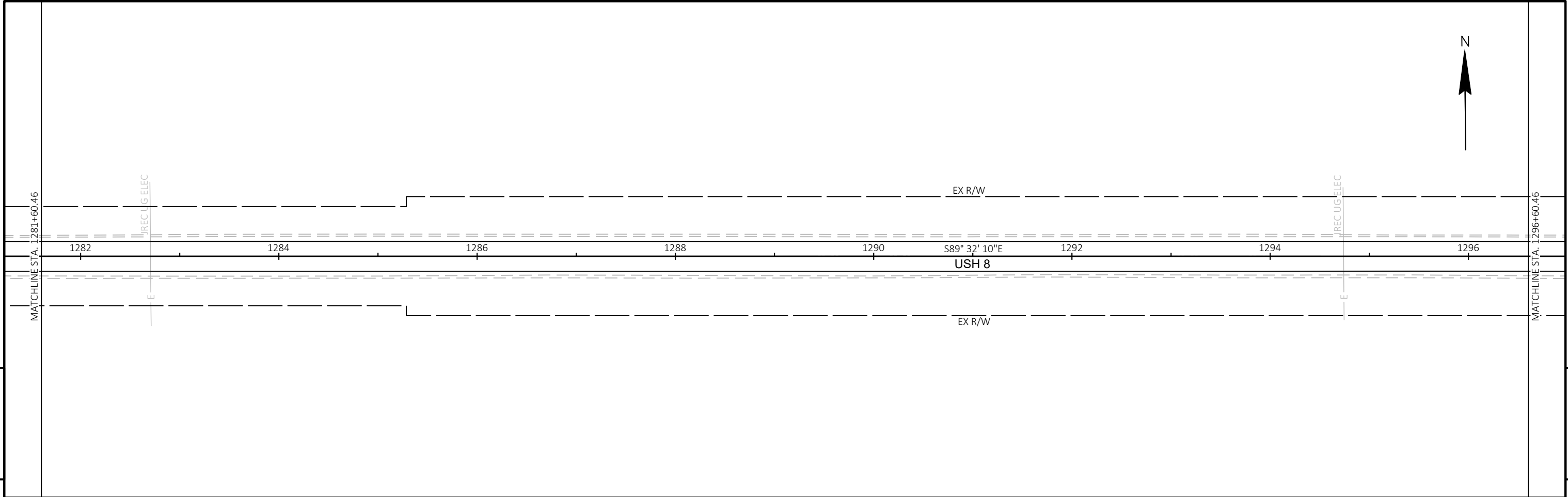


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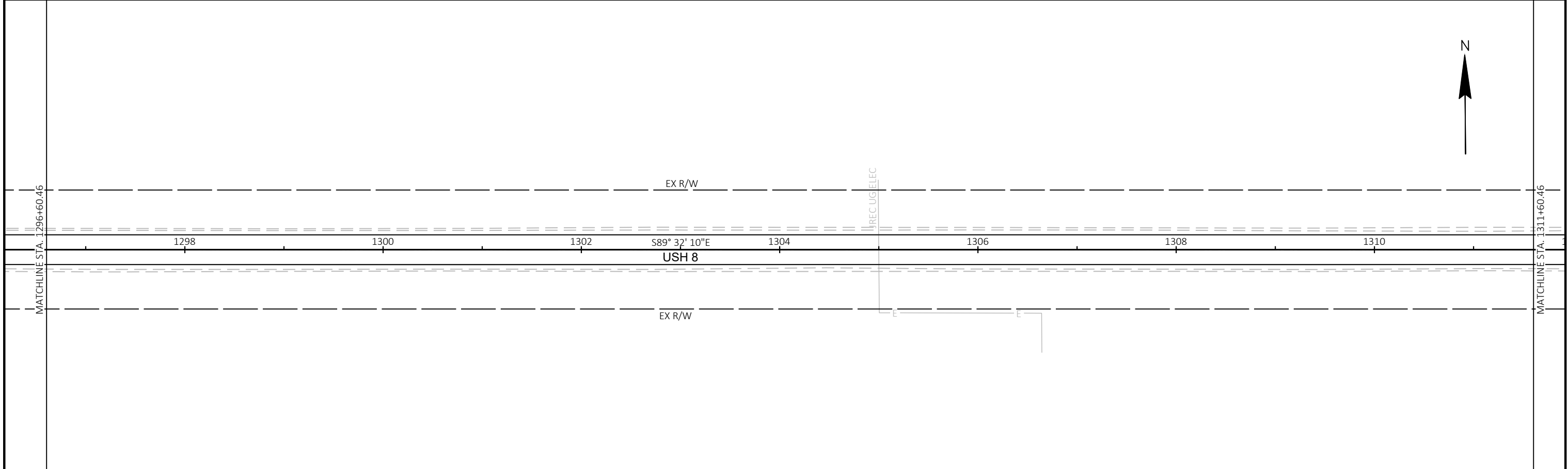
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PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	E
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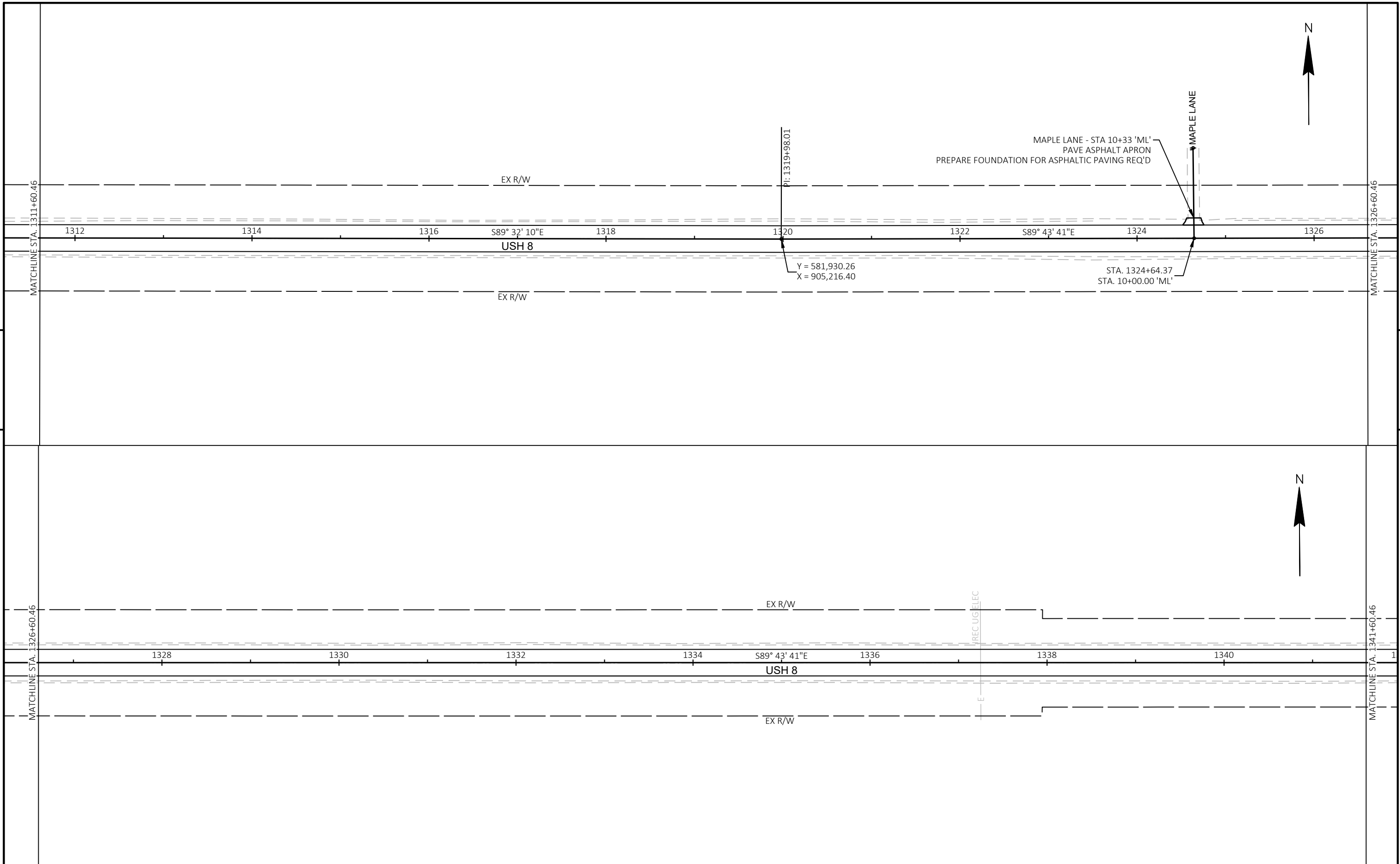


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PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	<b>E</b>
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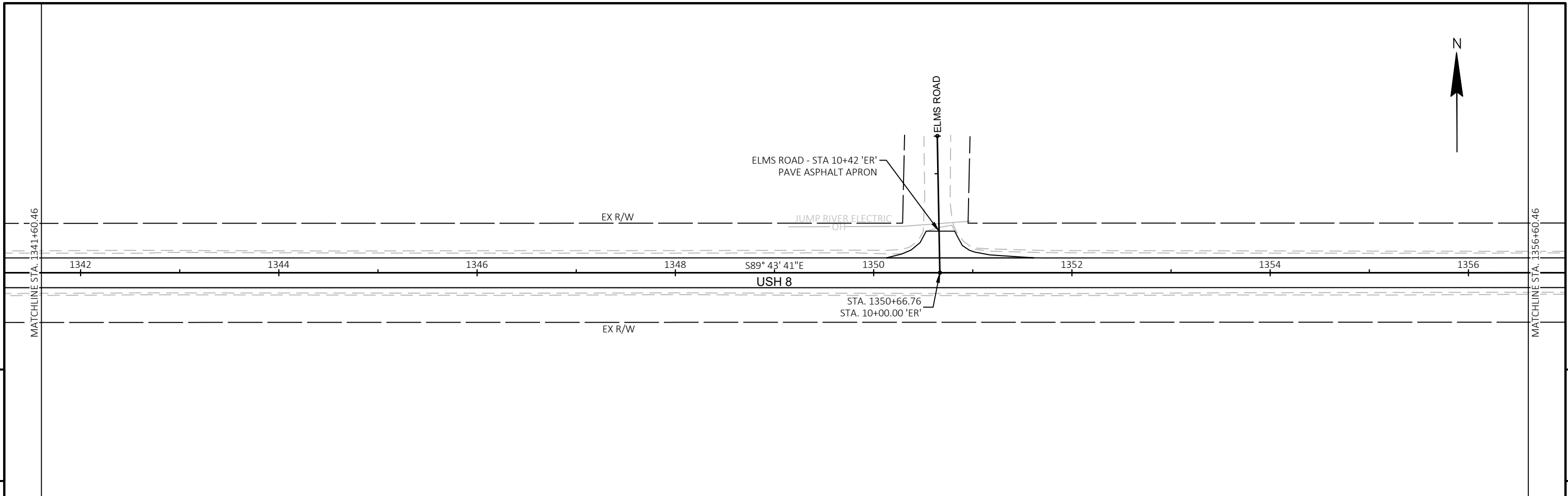




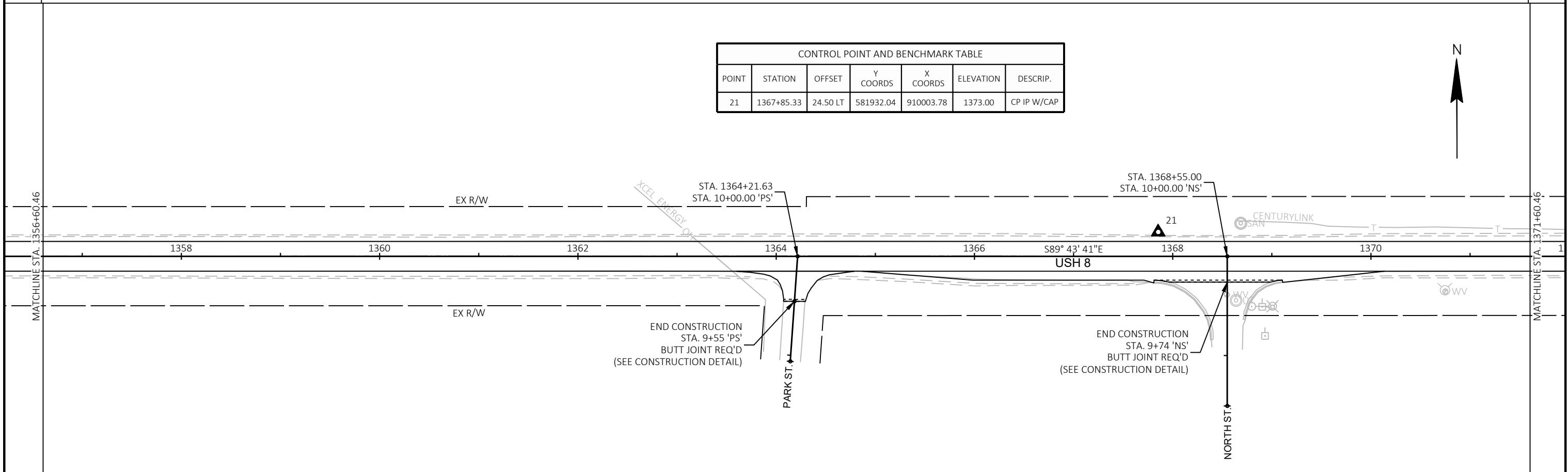
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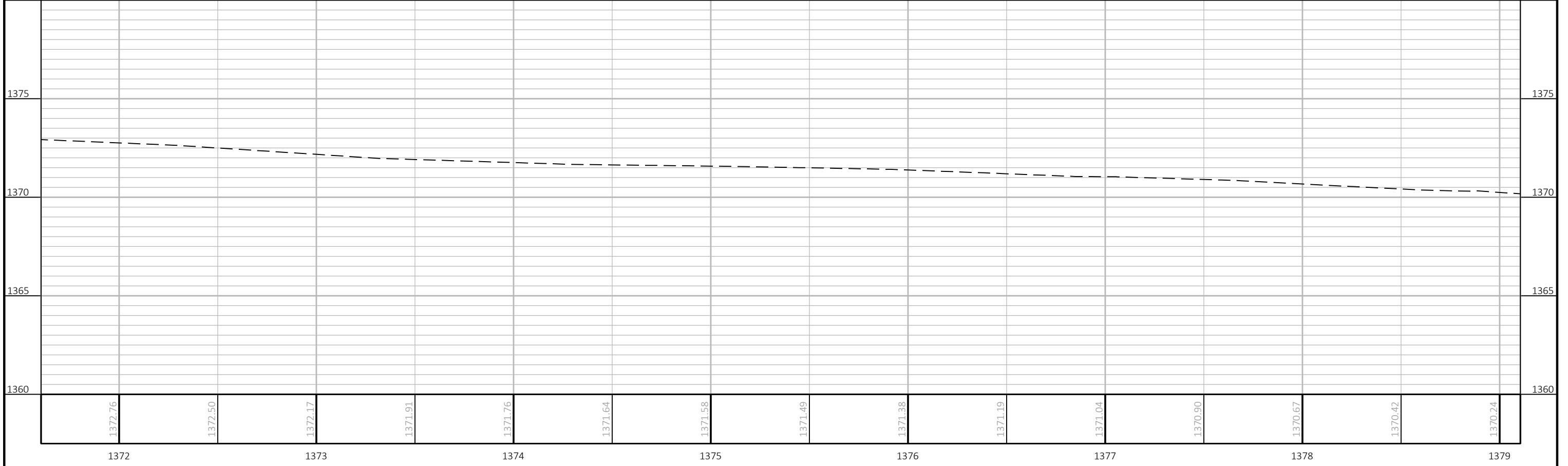
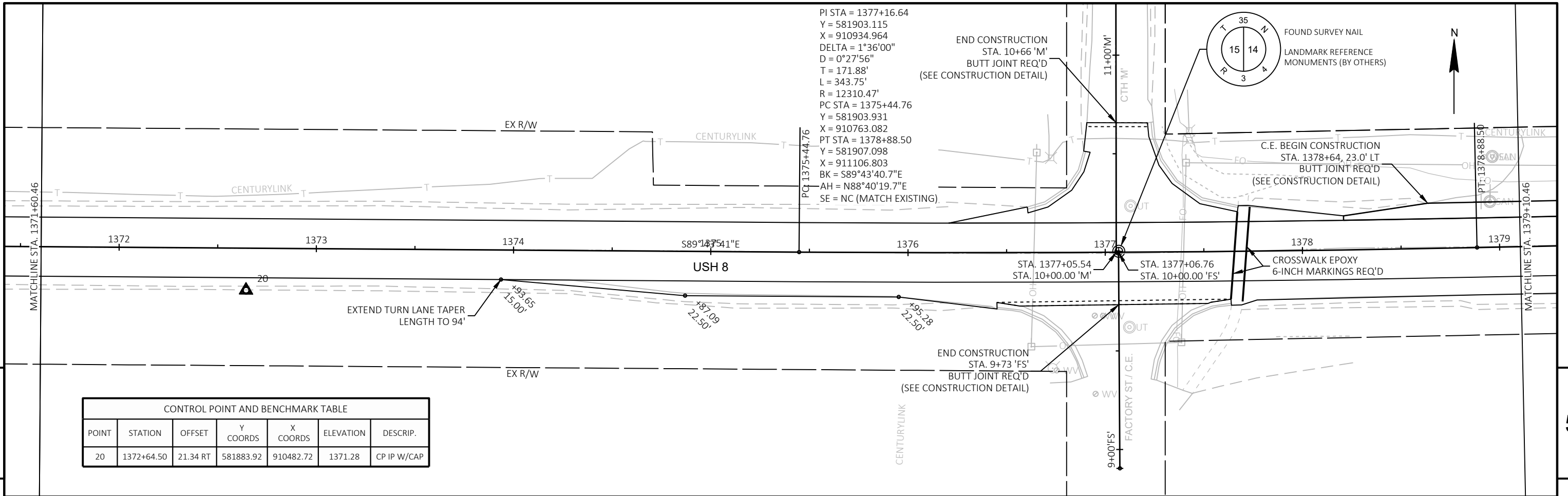
PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	<b>E</b>
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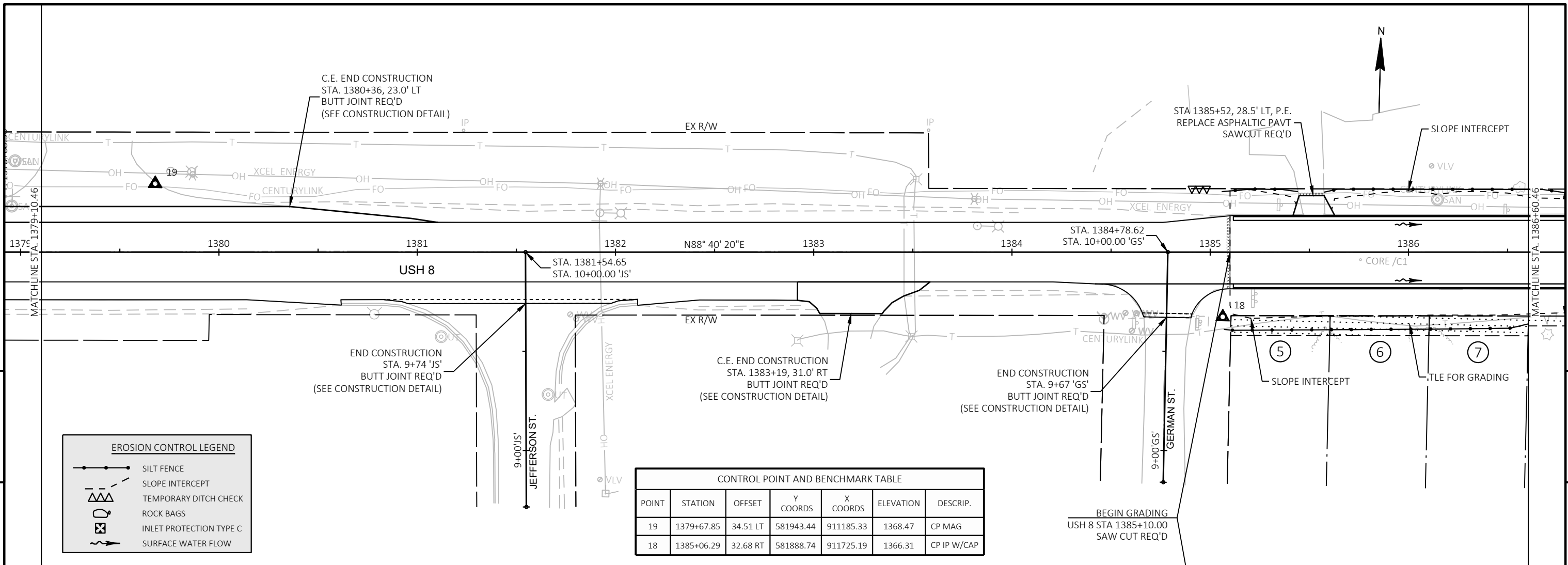
CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
21	1367+85.33	24.50 LT	581932.04	910003.78	1373.00	CP IP W/CAP



PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      PLAN - USH 8      SHEET      E



PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      PLAN AND PROFILE: USH 8      SHEET: E

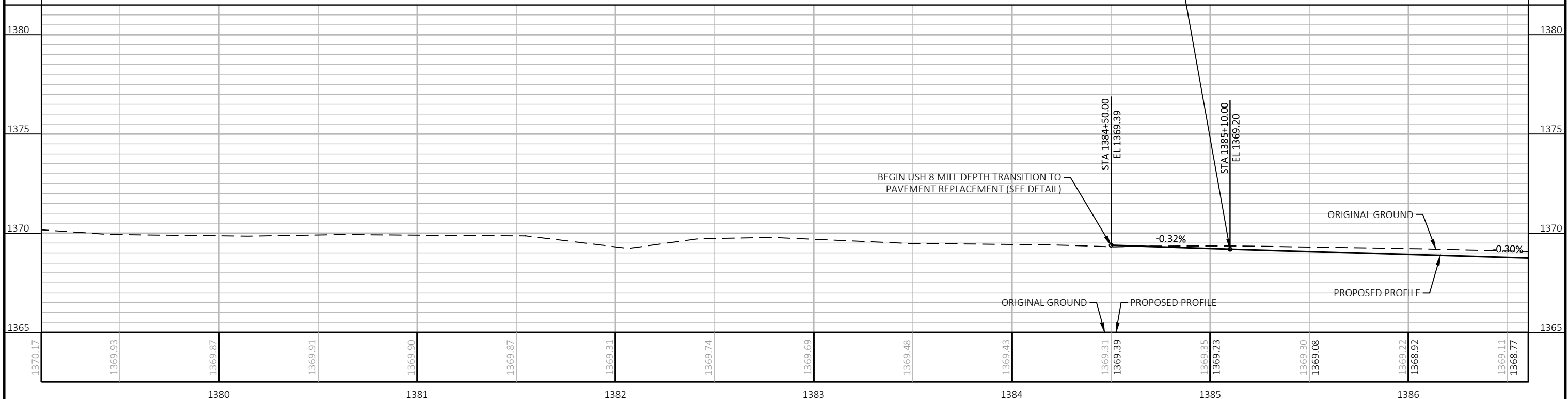


**EROSION CONTROL LEGEND**

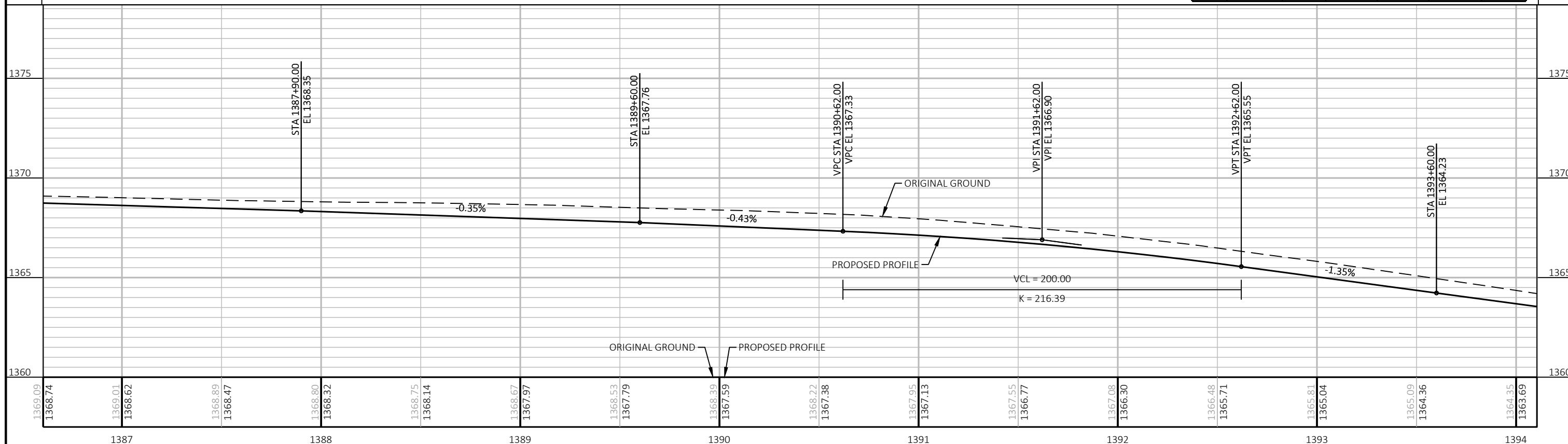
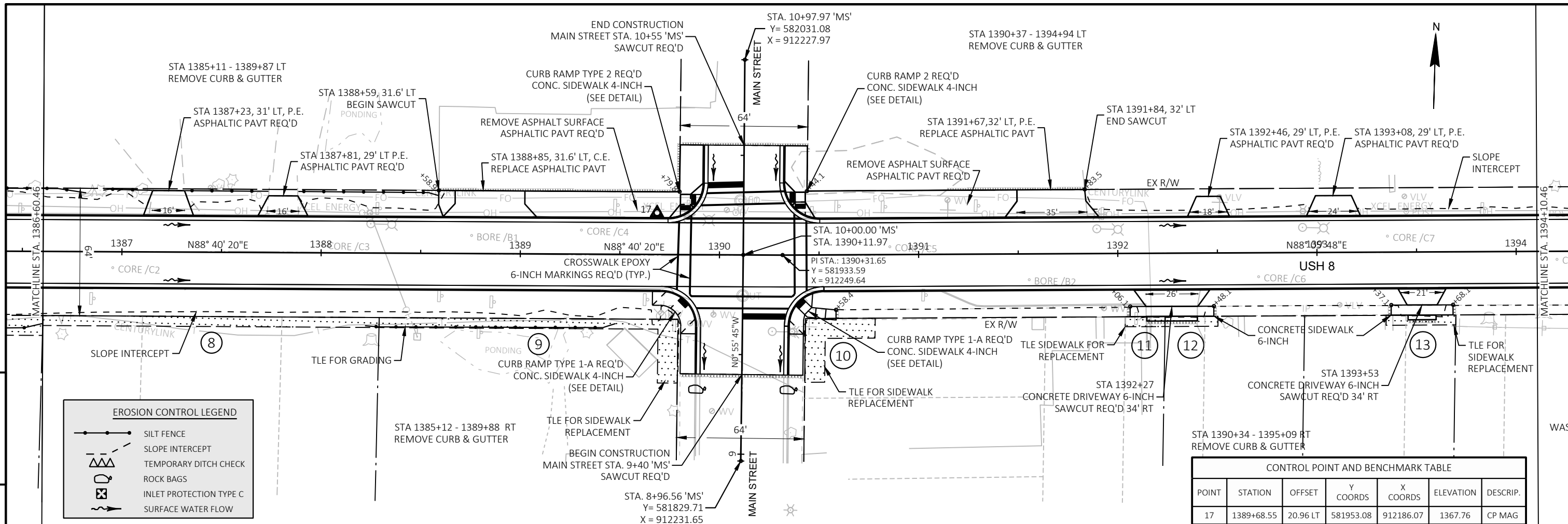
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- ROCK BAGS
- INLET PROTECTION TYPE C
- SURFACE WATER FLOW

**CONTROL POINT AND BENCHMARK TABLE**

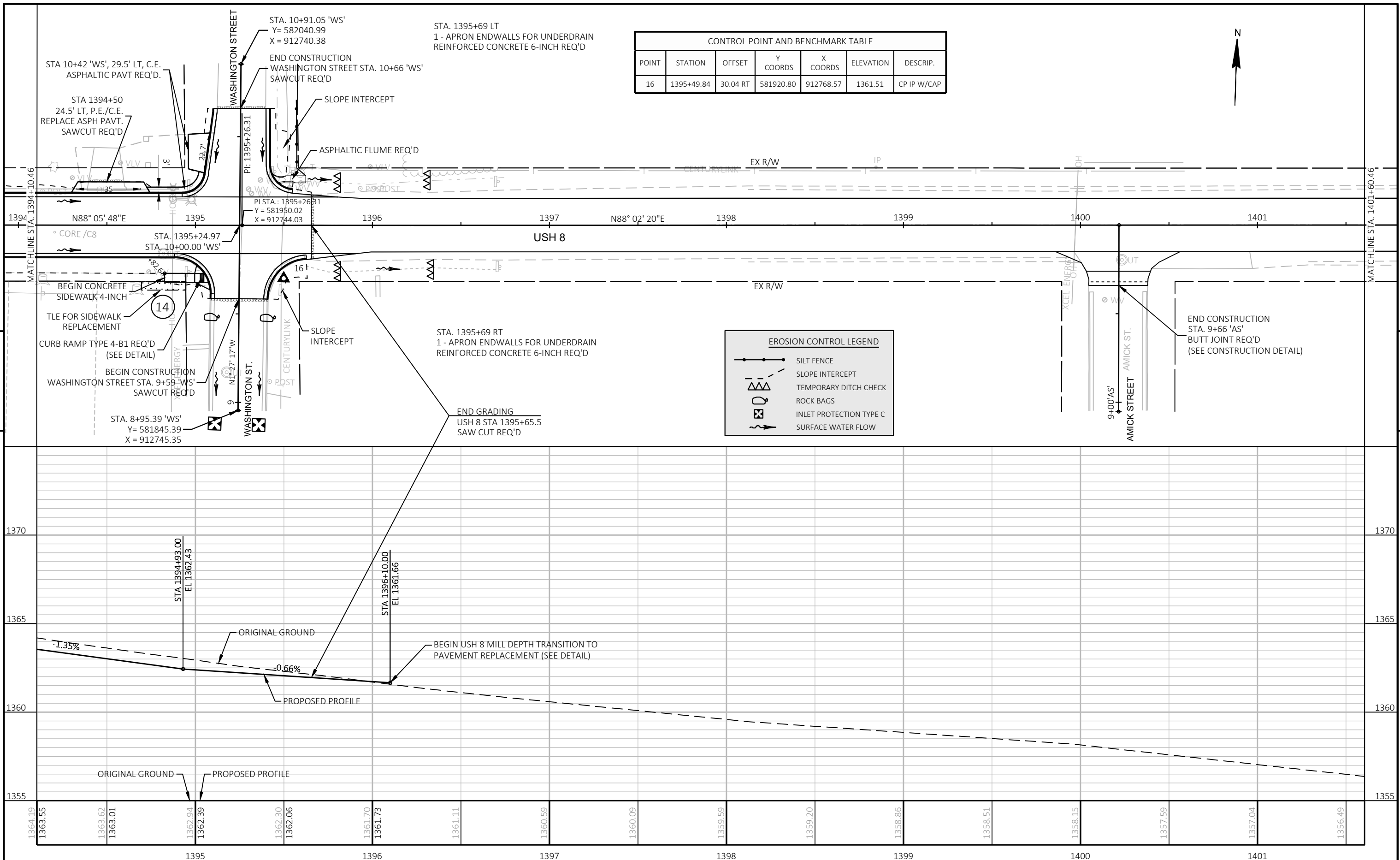
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
19	1379+67.85	34.51 LT	581943.44	911185.33	1368.47	CP MAG
18	1385+06.29	32.68 RT	581888.74	911725.19	1366.31	CP IP W/CAP



PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN AND PROFILE: USH 8
SHEET			<b>E</b>



PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN AND PROFILE: USH 8	SHEET	<b>E</b>
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CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
16	1395+49.84	30.04 RT	581920.80	912768.57	1361.51	CP IP W/CAP

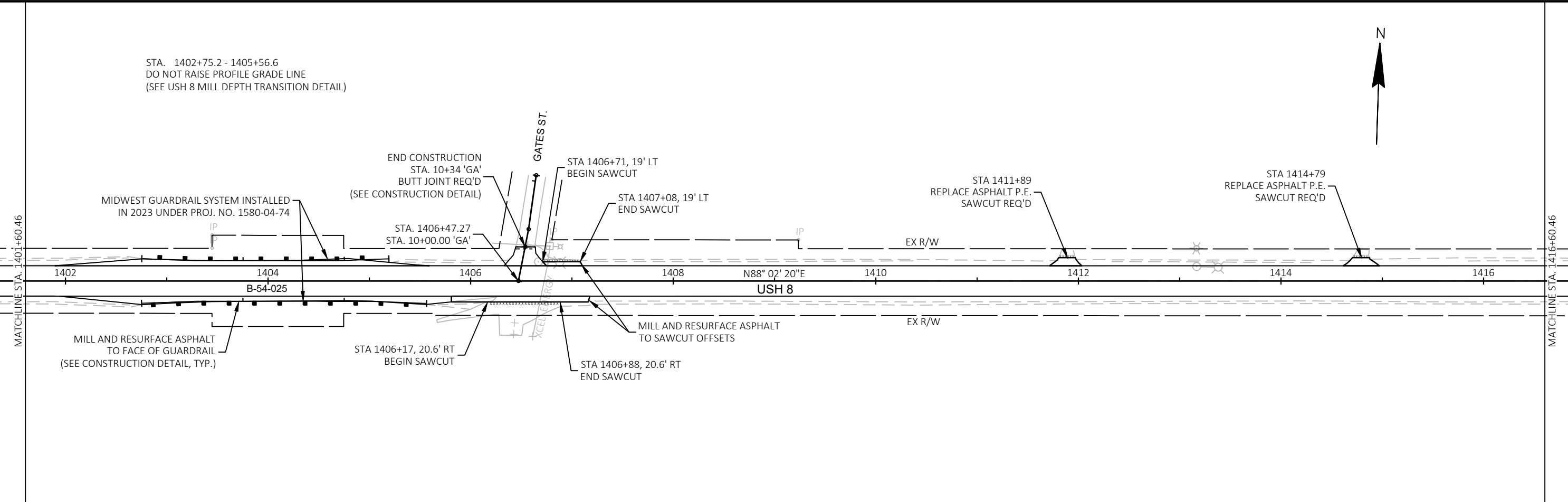
EROSION CONTROL LEGEND	
	SILT FENCE
	SLOPE INTERCEPT
	TEMPORARY DITCH CHECK
	ROCK BAGS
	INLET PROTECTION TYPE C
	SURFACE WATER FLOW

5

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PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      PLAN AND PROFILE: USH 8      SHEET: E

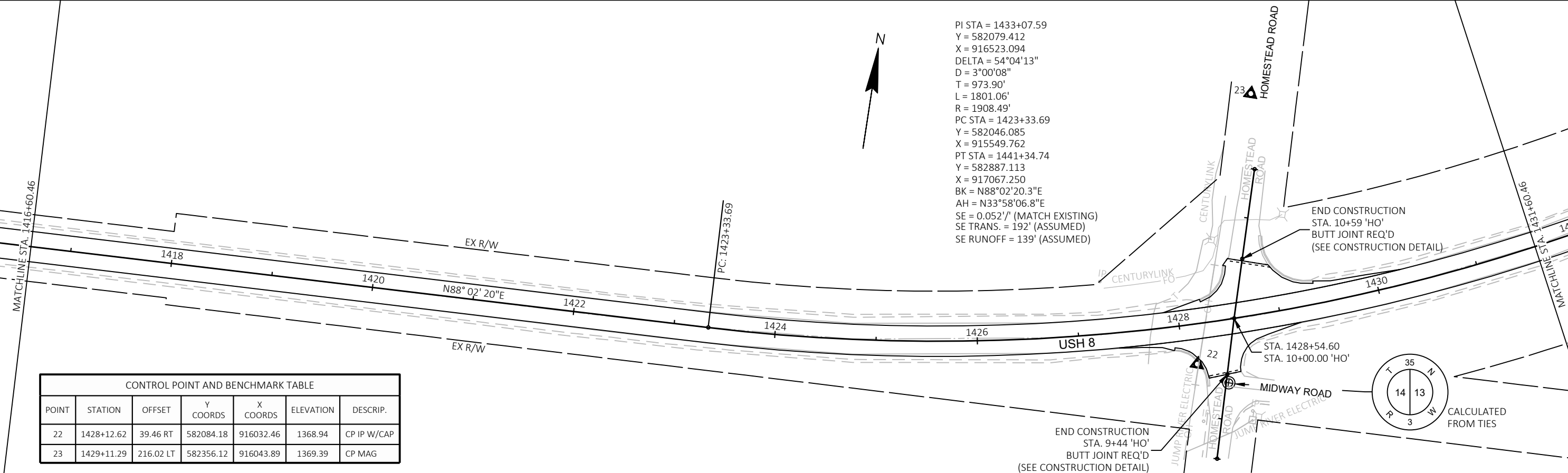
STA. 1402+75.2 - 1405+56.6  
DO NOT RAISE PROFILE GRADE LINE  
(SEE USH 8 MILL DEPTH TRANSITION DETAIL)



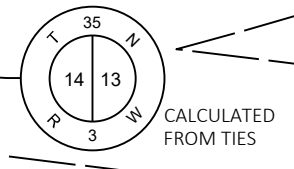
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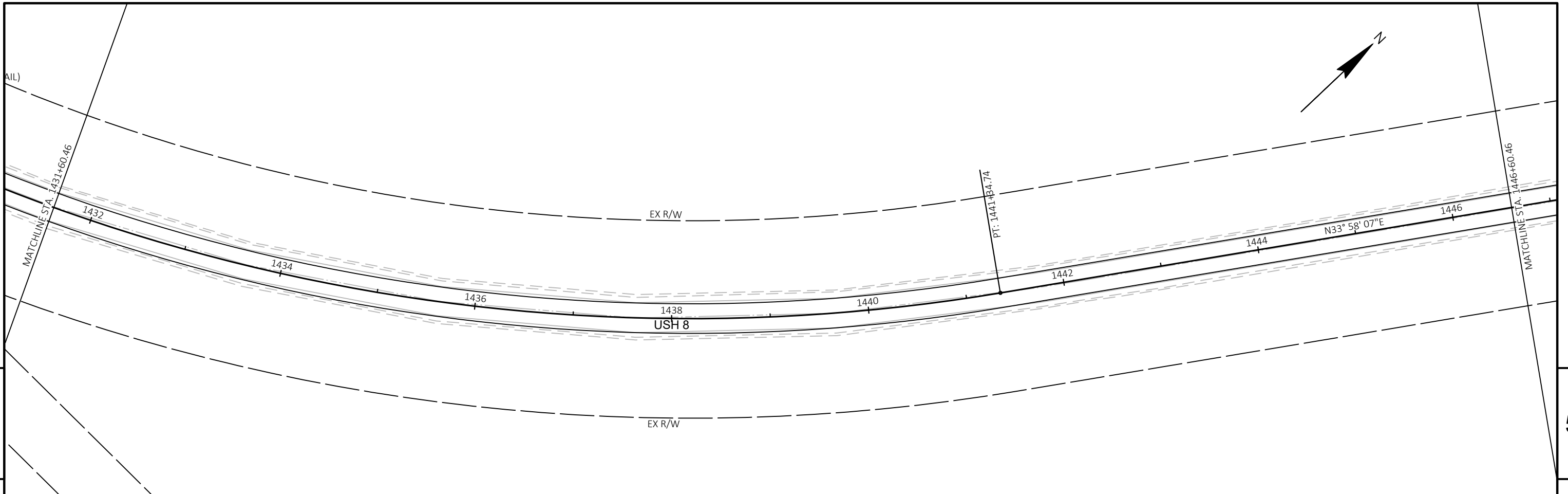
5

PI STA = 1433+07.59  
Y = 582079.412  
X = 916523.094  
DELTA = 54°04'13"  
D = 3°00'08"  
T = 973.90'  
L = 1801.06'  
R = 1908.49'  
PC STA = 1423+33.69  
Y = 582046.085  
X = 915549.762  
PT STA = 1441+34.74  
Y = 582887.113  
X = 917067.250  
BK = N88°02'20.3"E  
AH = N33°58'06.8"E  
SE = 0.052'/' (MATCH EXISTING)  
SE TRANS. = 192' (ASSUMED)  
SE RUNOFF = 139' (ASSUMED)



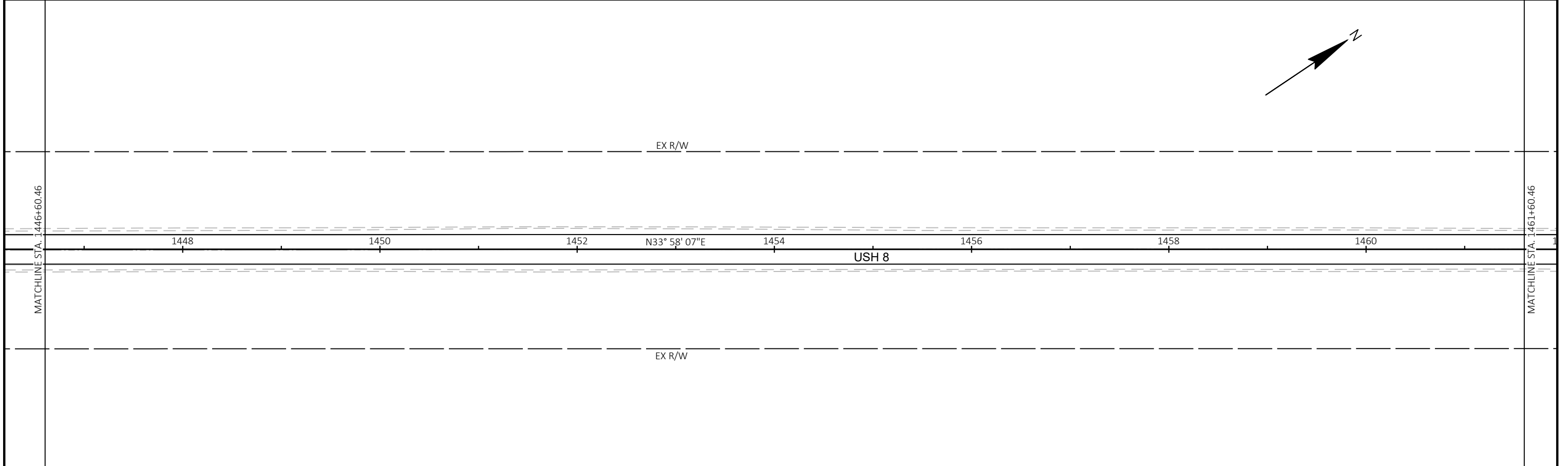
CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
22	1428+12.62	39.46 RT	582084.18	916032.46	1368.94	CP IP W/CAP
23	1429+11.29	216.02 LT	582356.12	916043.89	1369.39	CP MAG





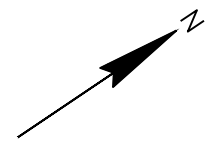
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PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN - USH 8	SHEET	<b>E</b>
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EX R/W

MATCHLINE STA. 1461+60.46

1462 1464 1466 1468 N33° 58' 07"E 1470 1472 1474 1476

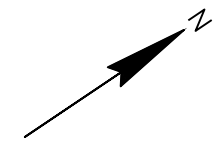
USH 8

MATCHLINE STA. 1476+60.46

EX R/W

5

5



EX R/W

MATCHLINE STA. 1476+60.46

1478 1480 1482 1484 N33° 58' 07"E 1486 1488 1490

USH 8

USH 8

MATCHLINE STA. 1491+60.46

EX R/W

PROJECT NO: 1580-04-73

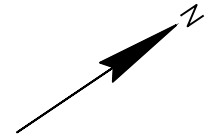
HWY: USH 8

COUNTY: RUSK

PLAN - USH 8

SHEET

E



EX R/W

1492 1494 1496 1498 N33° 58' 07"E 1500 1502 1504 1506

USH 8

EX R/W

5

5

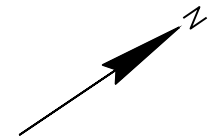
END CONSTRUCTION  
STA. 1514+42  
BUTT JOINT REQ'D  
(SEE CONSTRUCTION DETAIL)

RUSK CO.  
PRICE CO.

EP: 1516+56.37

Y = 589,125.13  
X = 921,269.87

EX R/W



1508 N33° 58' 07"E 1510 1512 1514 1516

USH 8

EX R/W

PROJECT NO: 1580-04-73

HWY: USH 8

COUNTY: RUSK

PLAN - USH 8

SHEET

E

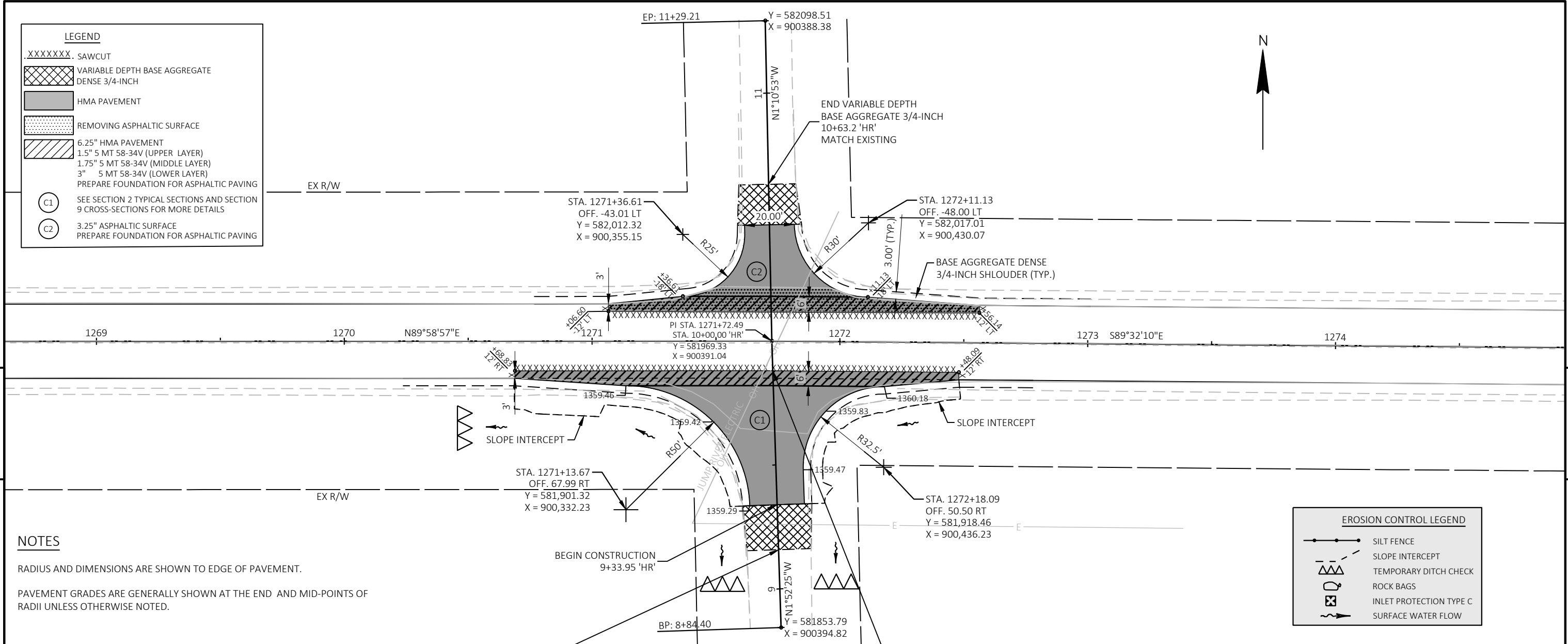
**LEGEND**

- ..... SAWCUT
- VARIABLE DEPTH BASE AGGREGATE DENSE 3/4-INCH
- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE
- 6.25" HMA PAVEMENT
- 1.5" 5 MT 58-34V (UPPER LAYER)
- 1.75" 5 MT 58-34V (MIDDLE LAYER)
- 3" 5 MT 58-34V (LOWER LAYER)
- PREPARE FOUNDATION FOR ASPHALTIC PAVING
- SEE SECTION 2 TYPICAL SECTIONS AND SECTION 9 CROSS-SECTIONS FOR MORE DETAILS
- 3.25" ASPHALTIC SURFACE PREPARE FOUNDATION FOR ASPHALTIC PAVING



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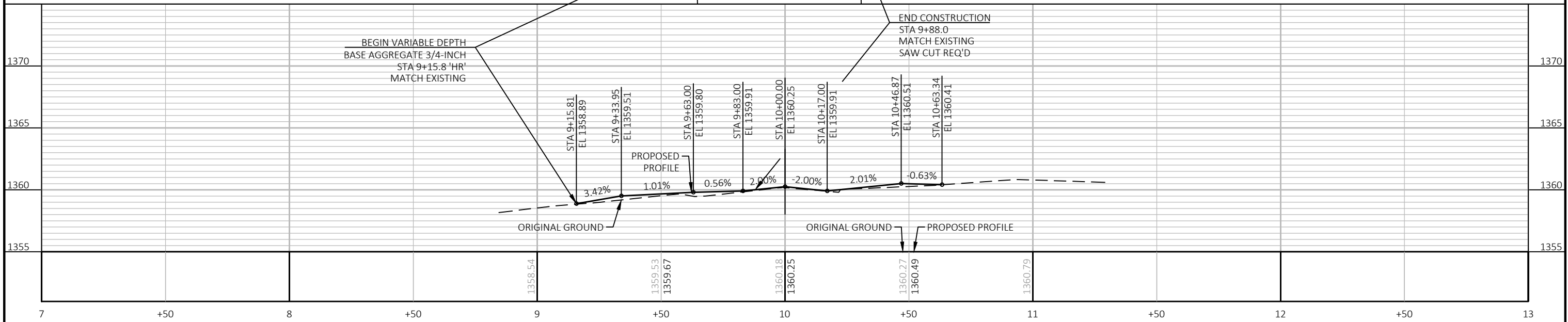


**NOTES**

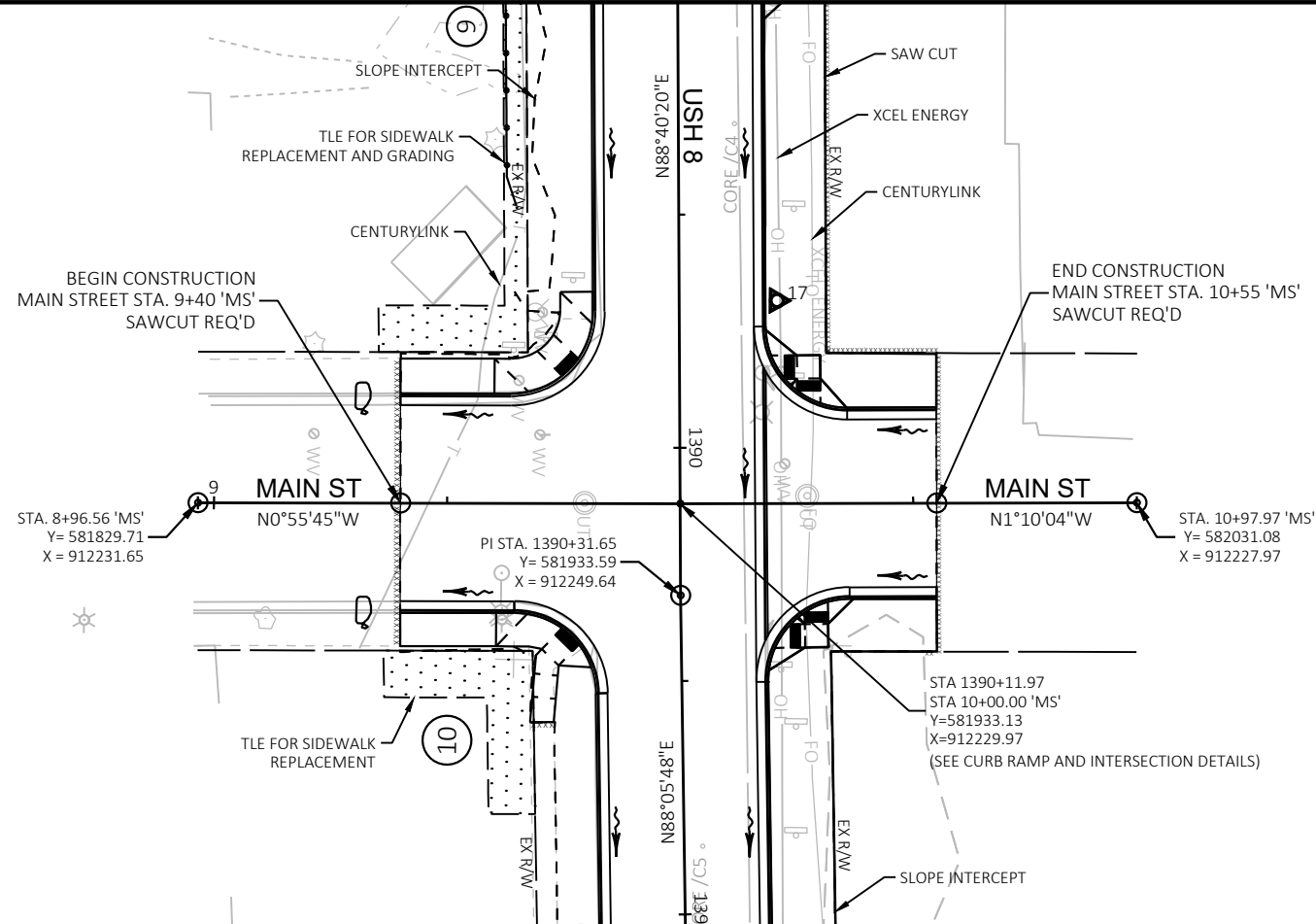
RADIUS AND DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.  
 PAVEMENT GRADES ARE GENERALLY SHOWN AT THE END AND MID-POINTS OF RADII UNLESS OTHERWISE NOTED.

**EROSION CONTROL LEGEND**

- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- ROCK BAGS
- INLET PROTECTION TYPE C
- SURFACE WATER FLOW



PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN AND PROFILE: HANSON ROAD
SHEET			<b>E</b>

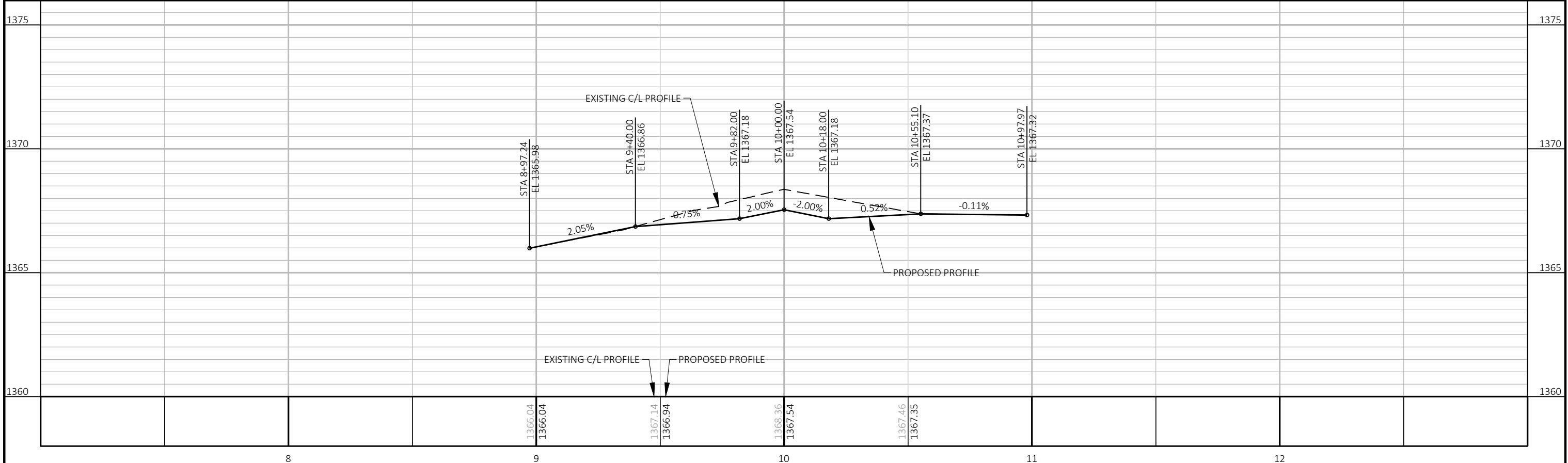


**EROSION CONTROL LEGEND**

	SILT FENCE
	SLOPE INTERCEPT
	TEMPORARY DITCH CHECK
	ROCK BAGS
	INLET PROTECTION TYPE C
	SURFACE WATER FLOW

**CONTROL POINT AND BENCHMARK TABLE**

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
17	1389+68.55	20.96 LT	581953.08	912186.07	1367.76	CP MAG



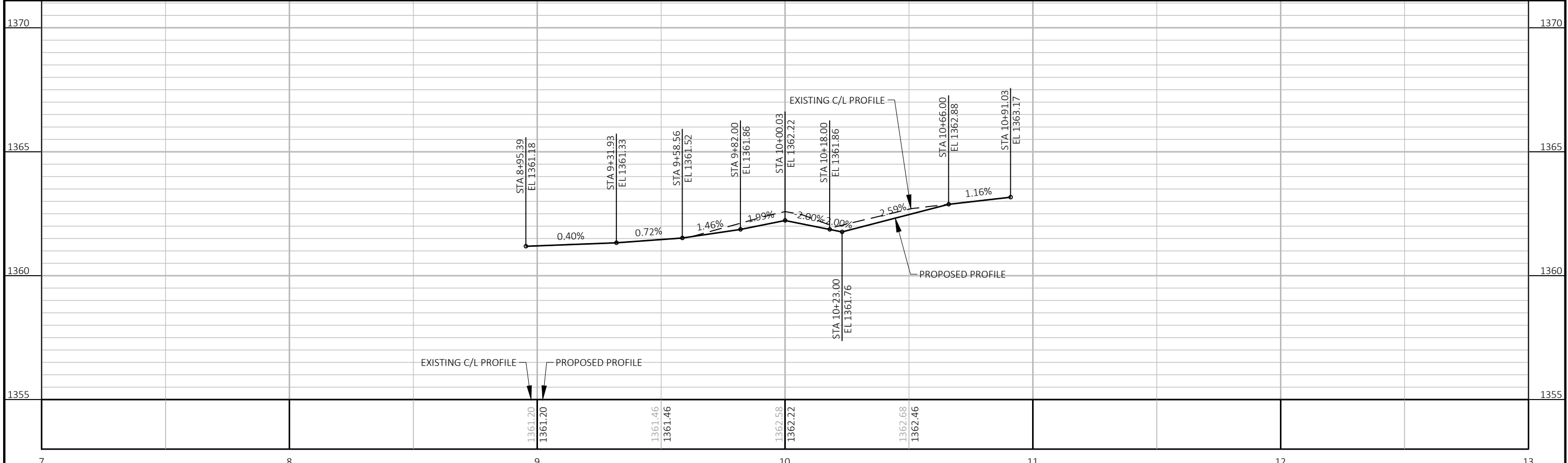
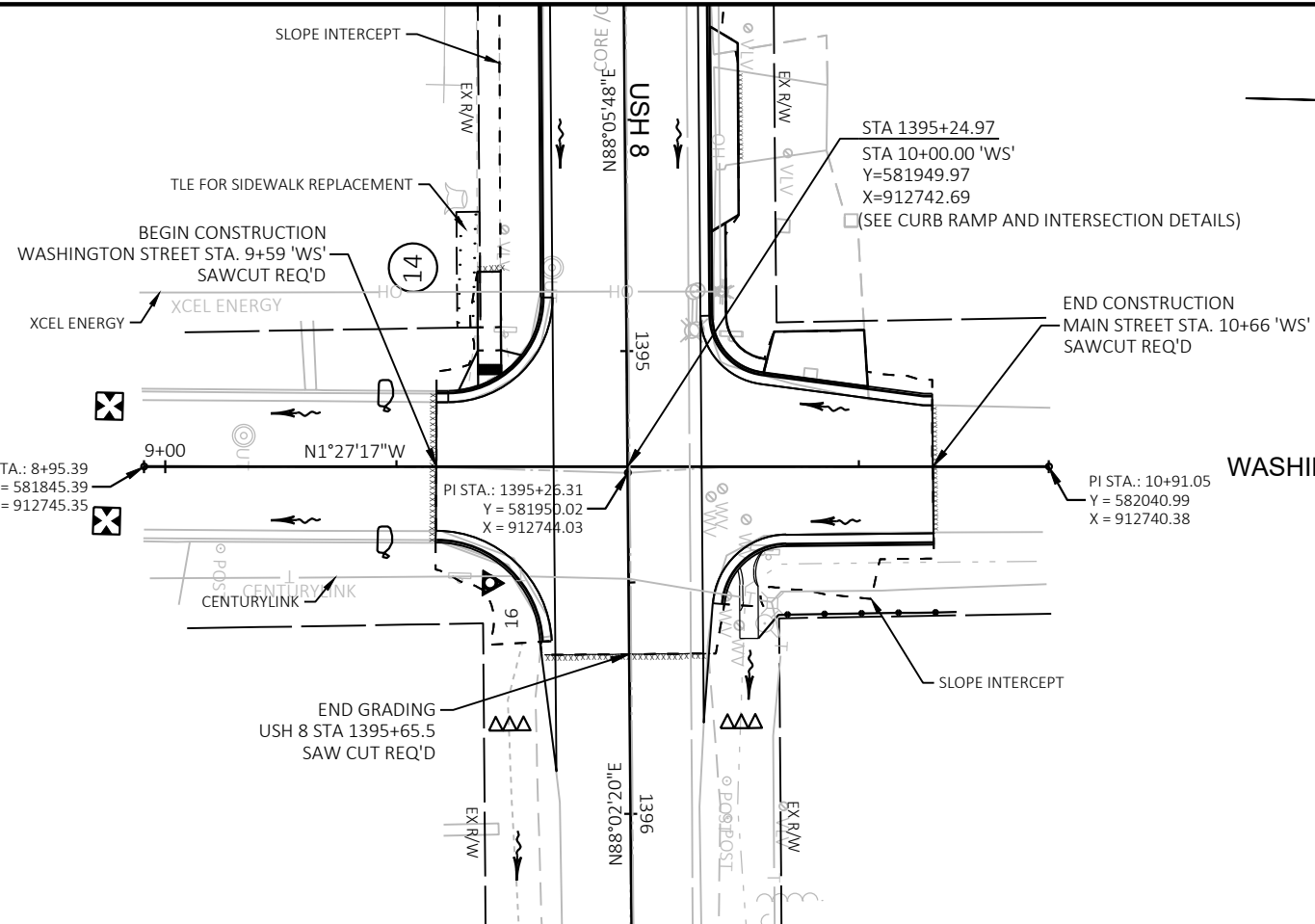
PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      PLAN AND PROFILE: MAIN STREET      SHEET: **E**

CONTROL POINT AND BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIP.
16	1395+49.84	30.04 RT	581920.80	912768.57	1361.51	CP IP W/CAP

WASHINGTON STREET

WASHINGTON STREET

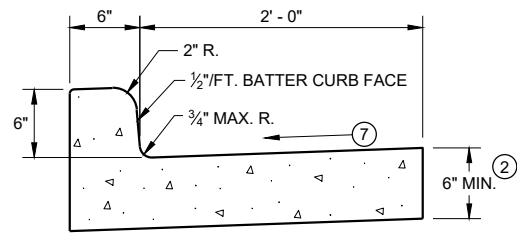
EROSION CONTROL LEGEND	
	SILT FENCE
	SLOPE INTERCEPT
	TEMPORARY DITCH CHECK
	ROCK BAGS
	INLET PROTECTION TYPE C
	SURFACE WATER FLOW



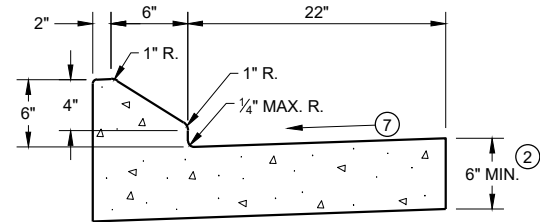
PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	PLAN AND PROFILE: WASHINGTON STREET	SHEET: E
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## Standard Detail Drawing List

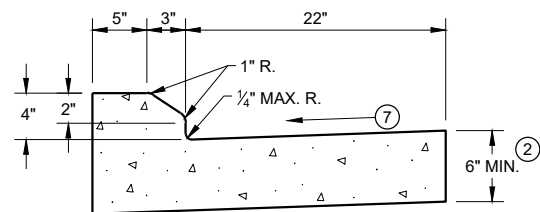
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
12A03-10	NAME PLATE (STRUCTURES)
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04B	CENTERLINE RUMBLE STRIPS - CONCRETE
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



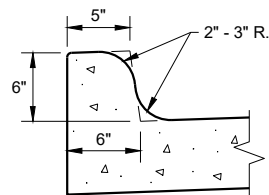
**TYPES A<sup>1</sup> & D**



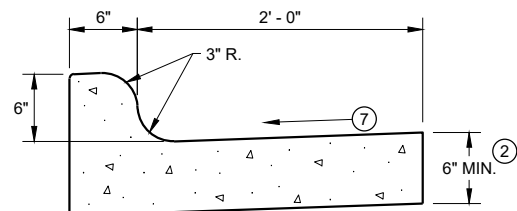
**6" SLOPED CURB TYPES G<sup>1</sup> & J**



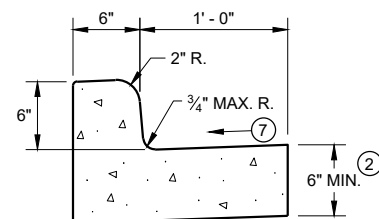
**4" SLOPED CURB TYPES G<sup>1</sup> & J**



**TYPES K<sup>1</sup> & L**  
(OPTIONAL CURB SHAPE)

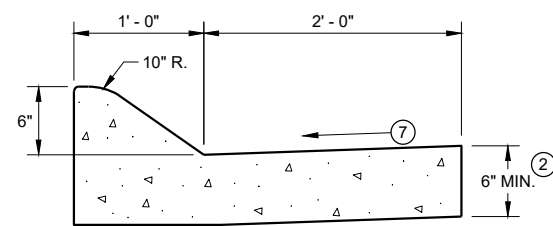


**TYPES K<sup>1</sup> & L**  
**CONCRETE CURB AND GUTTER 30"**

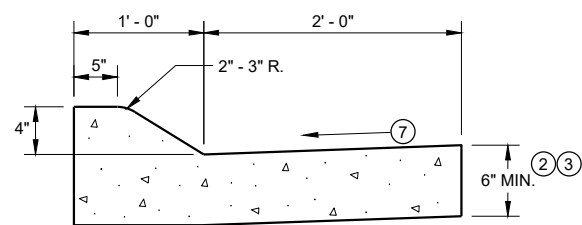


**TYPES A<sup>1</sup> & D**

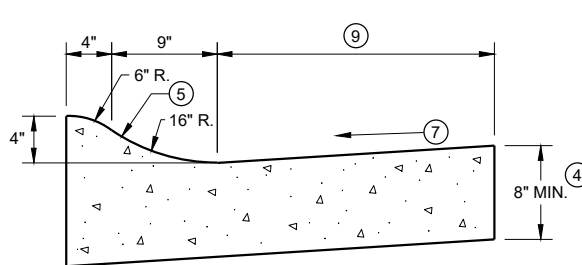
**CONCRETE CURB AND GUTTER 18"**



**6" SLOPED CURB TYPES A<sup>1</sup> & D**

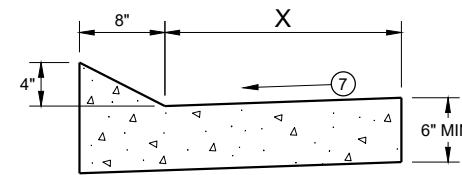


**4" SLOPED CURB TYPES A<sup>1</sup> & D**  
**CONCRETE CURB AND GUTTER 36"**



**4" SLOPED CURB TYPES R<sup>1</sup> & T**

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

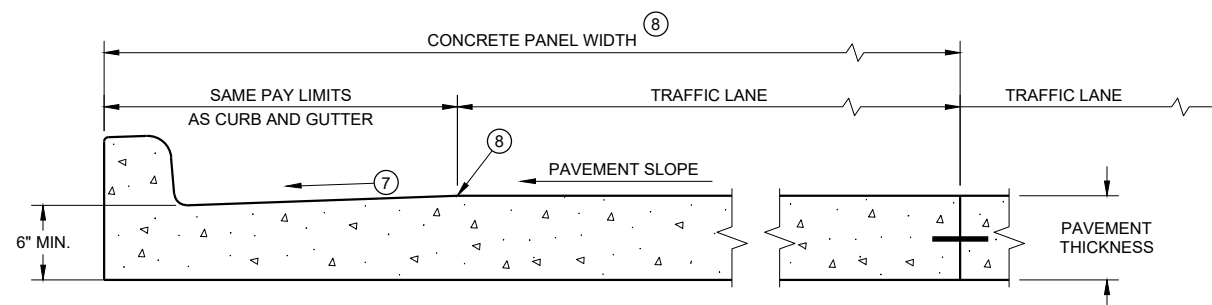


**TYPES TBT & TBTT<sup>1</sup>**

**CONCRETE CURB AND GUTTER**

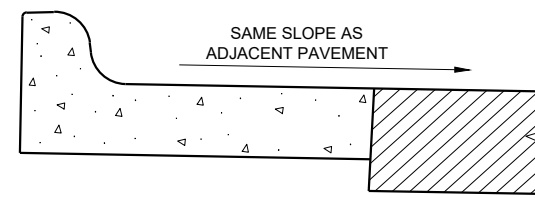
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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<sup>6</sup>**  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

**GENERAL NOTES**

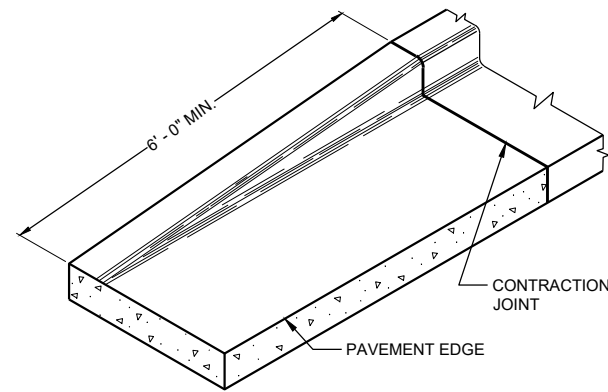
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

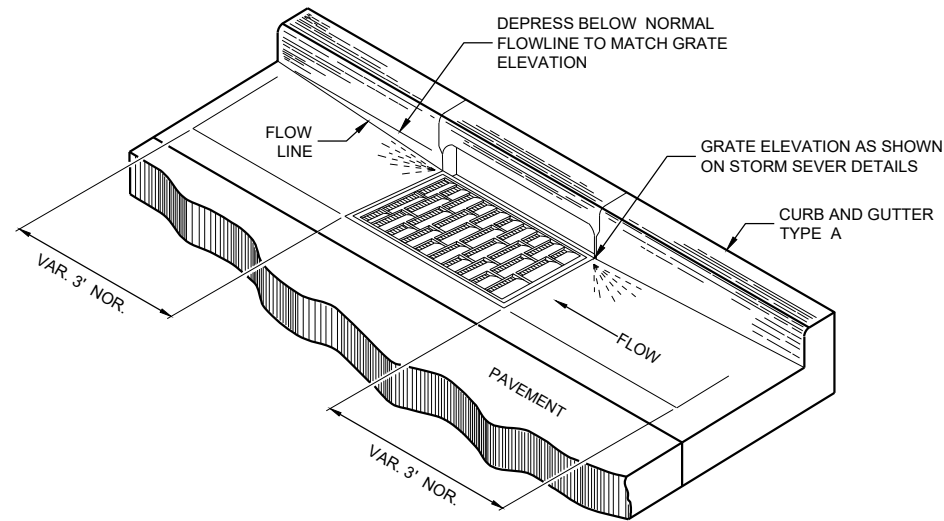
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES  
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



**END SECTION CURB AND GUTTER**



**DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

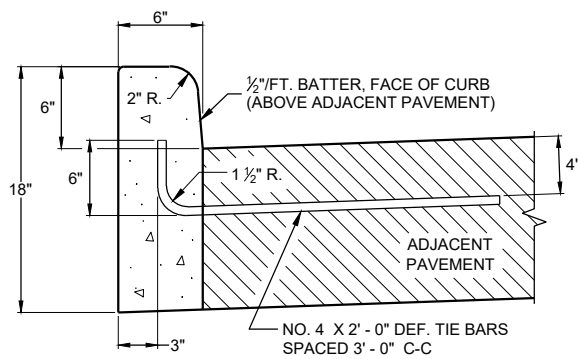
**GENERAL NOTES**

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

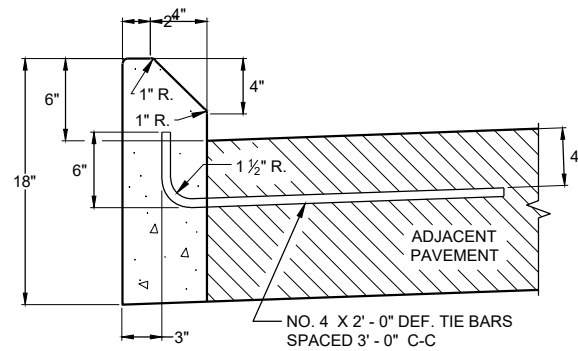
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

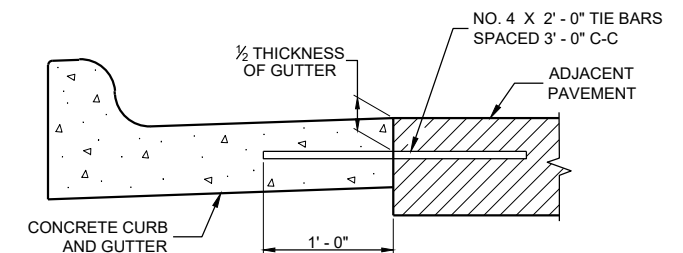
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL 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.



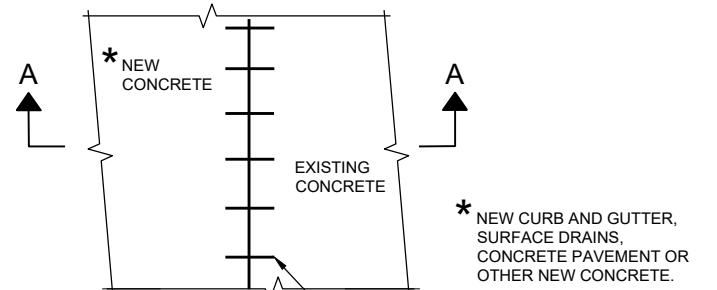
**TYPES A<sup>①</sup> & D**



**TYPES G<sup>①</sup> & J  
CONCRETE CURB**

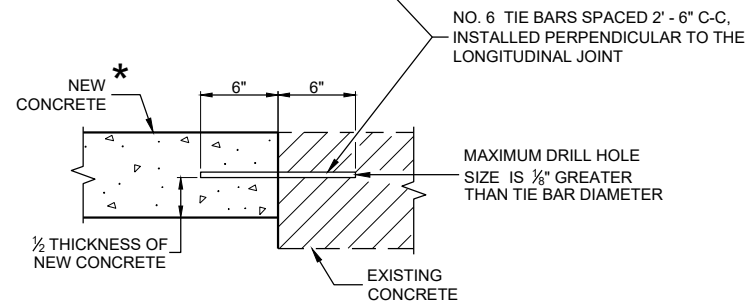


**TYPICAL TIE BAR LOCATION<sup>①</sup>**

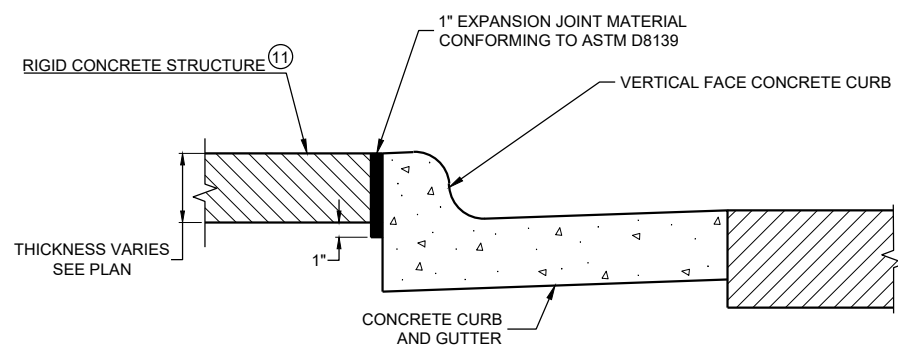


**PLAN VIEW**

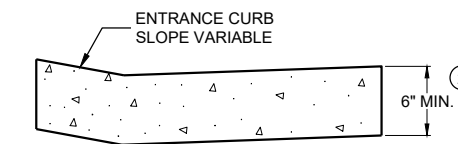
\* NEW CURB AND GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



**SECTION A - A  
TIE BARS DRILLED INTO EXISTING PAVEMENT**



**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE<sup>⑪</sup>**



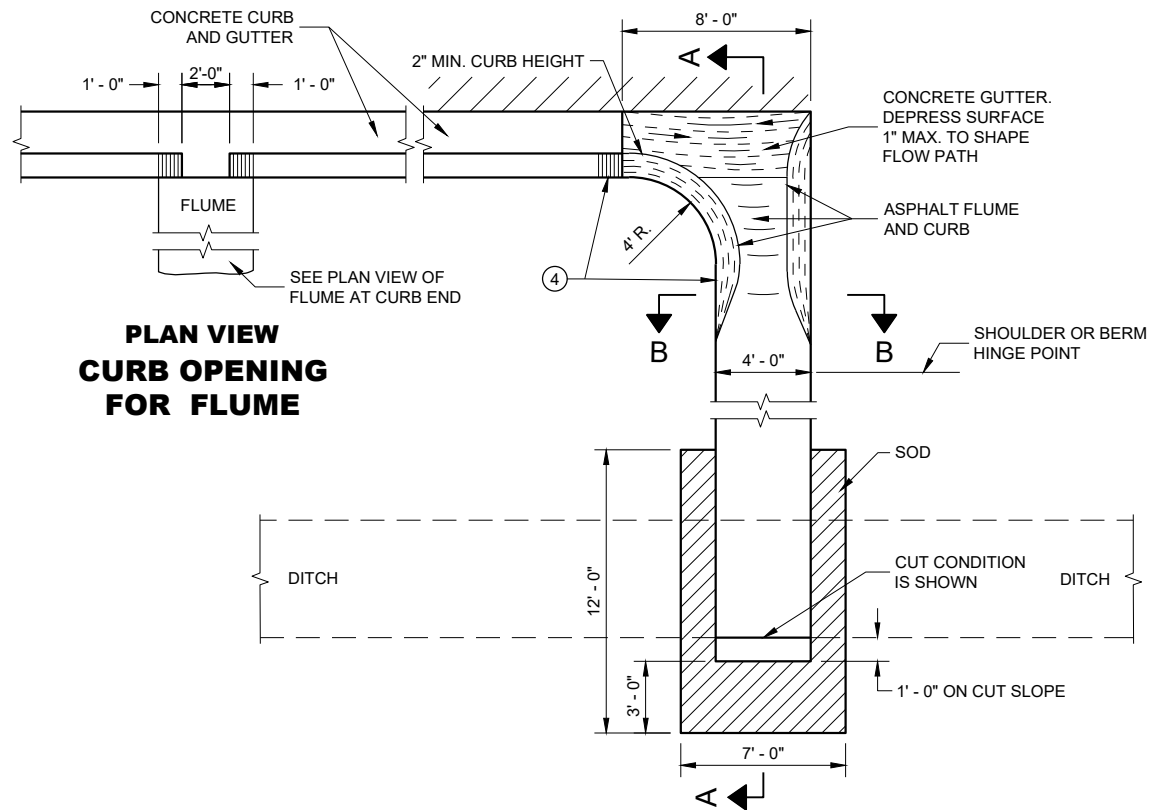
**DRIVEWAY ENTRANCE CURB<sup>⑩</sup>  
(WHEN DIRECTED BY THE ENGINEER)**

<b>CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



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

### ASPHALTIC FLUME



**PLAN VIEW  
CURB OPENING  
FOR FLUME**

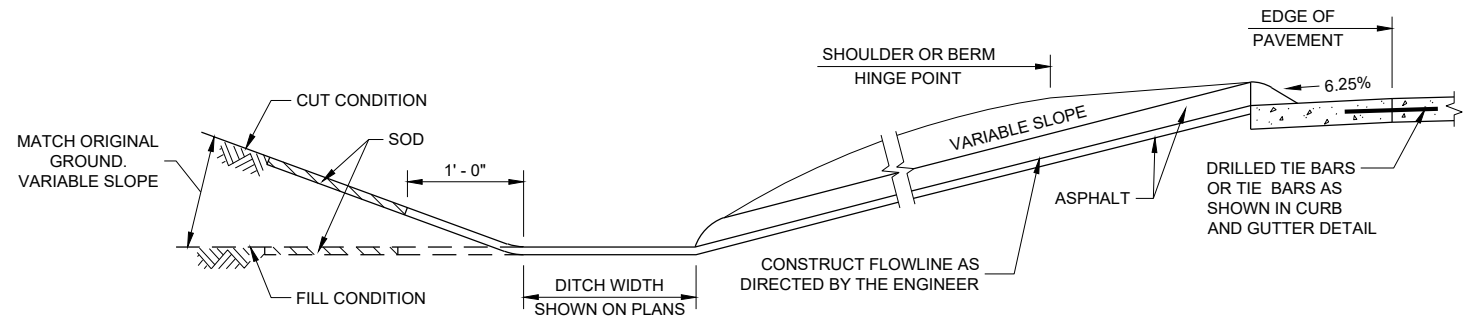
**PLAN VIEW  
FLUME AT CURB END**

### GENERAL NOTES

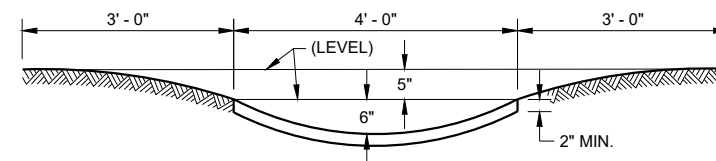
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

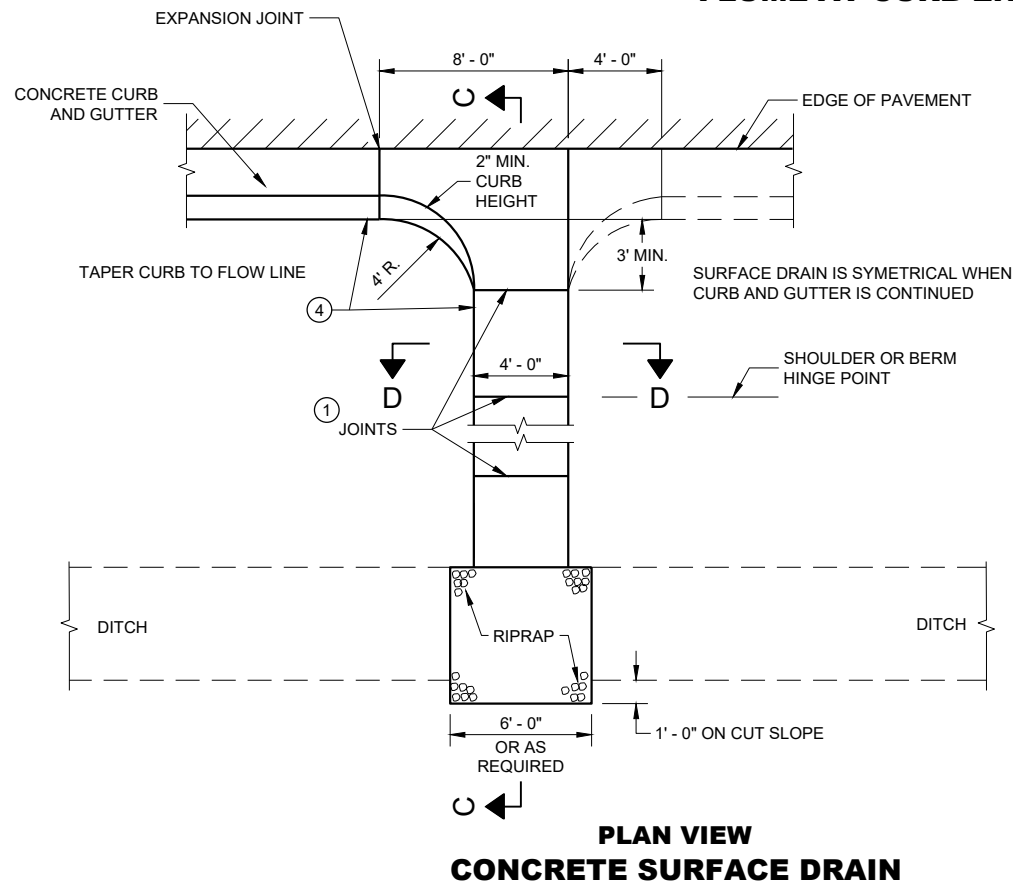
- ① JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- ④ ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



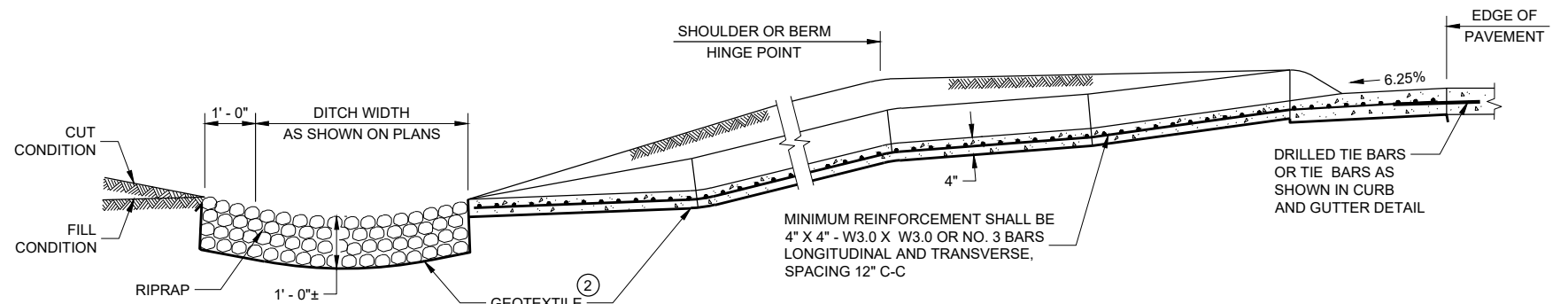
**SECTION A - A**



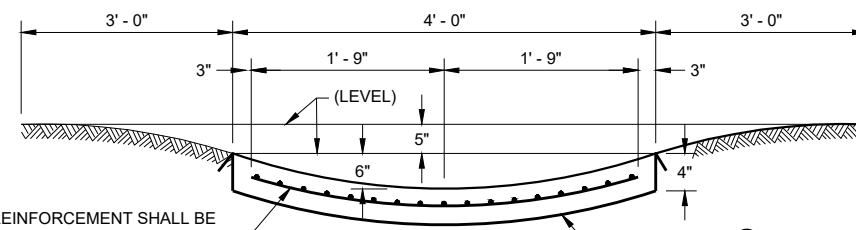
**SECTION B - B**



**PLAN VIEW  
CONCRETE SURFACE DRAIN**



**SECTION C - C**



**SECTION D - D**

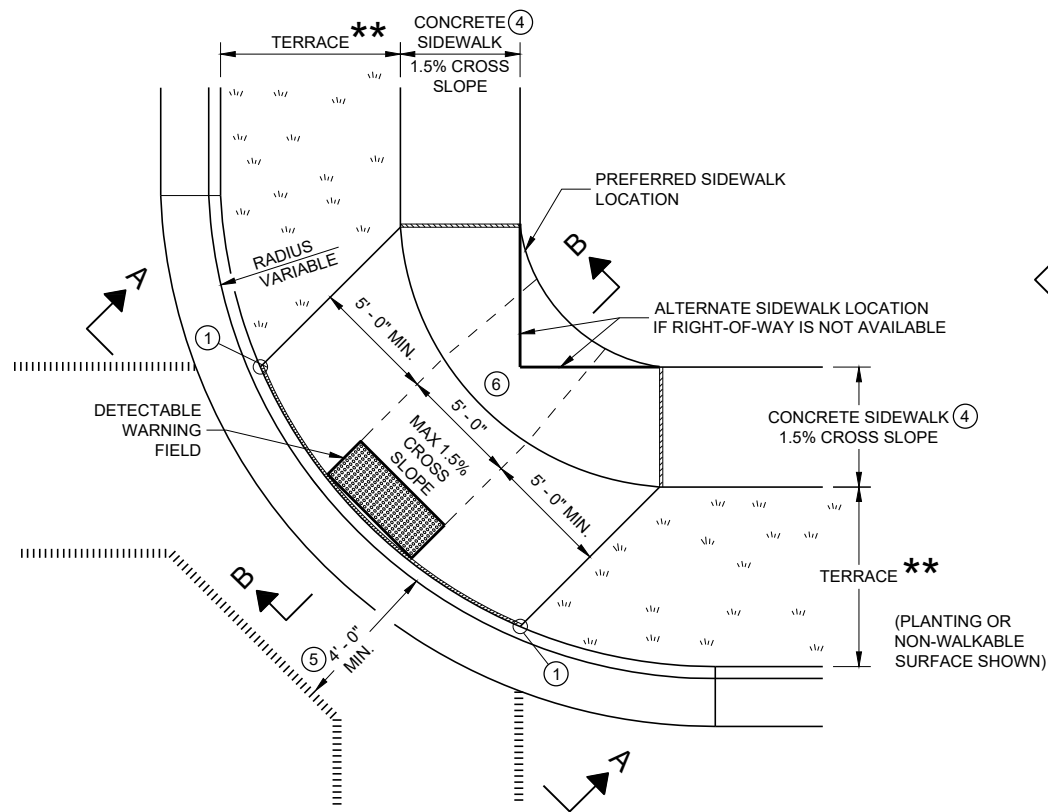
MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE, SPACING 12" C-C

### CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

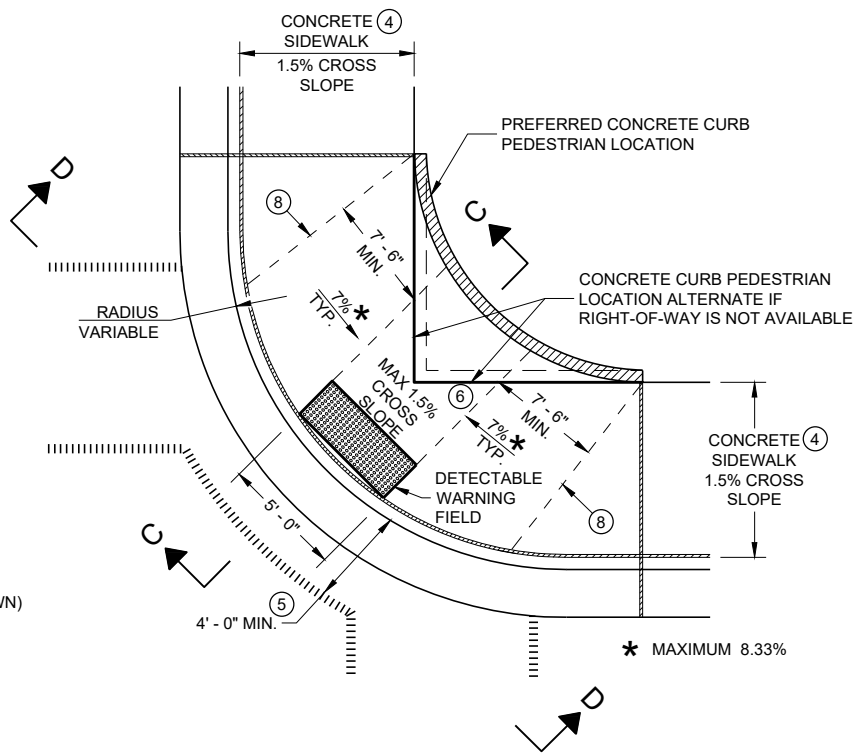
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

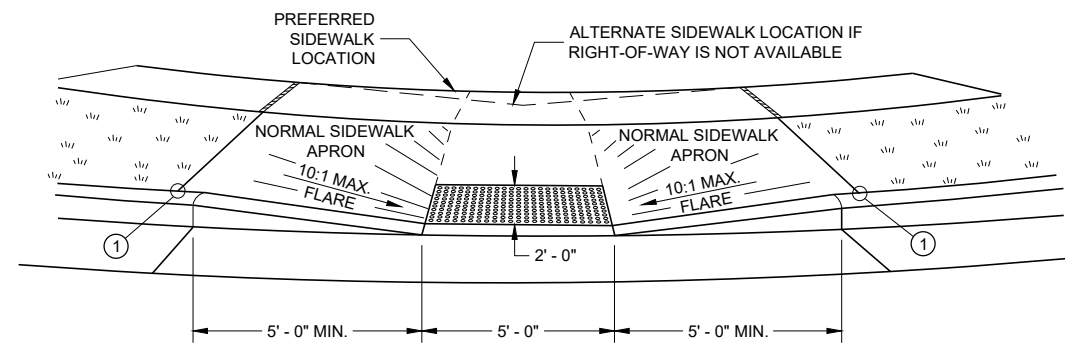
FHWA



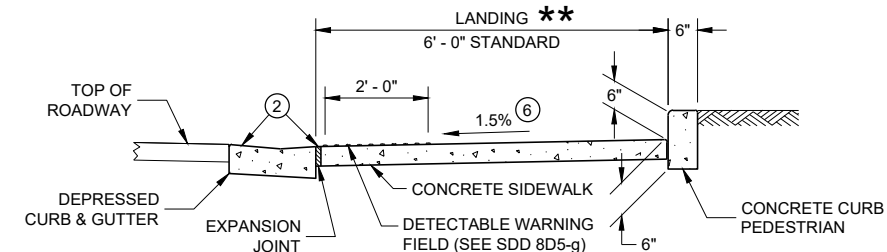
**PLAN VIEW  
CURB RAMP TYPE 1  
(CENTER OF CORNER RADIUS)**



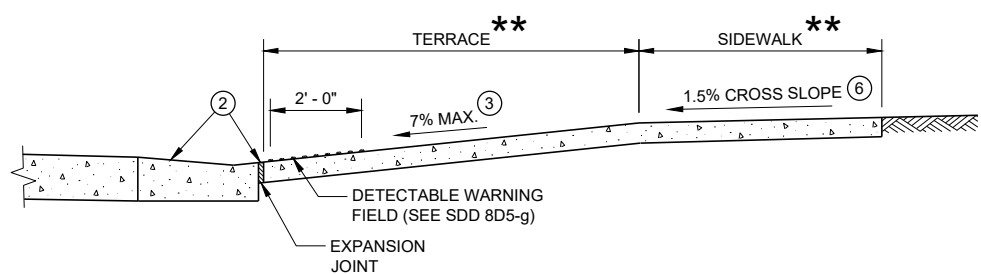
**PLAN VIEW  
CURB RAMP TYPE 1 - A  
(NO TERRACE)**



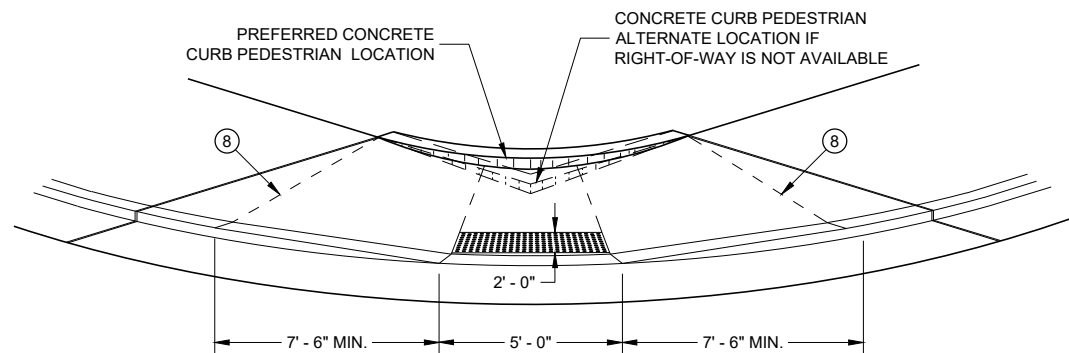
**VIEW A - A FOR TYPE 1**



**SECTION C - C FOR TYPE 1 - A**



**SECTION B - B FOR TYPE 1**



**VIEW D - D FOR TYPE 1 - A**

**GENERAL NOTES**

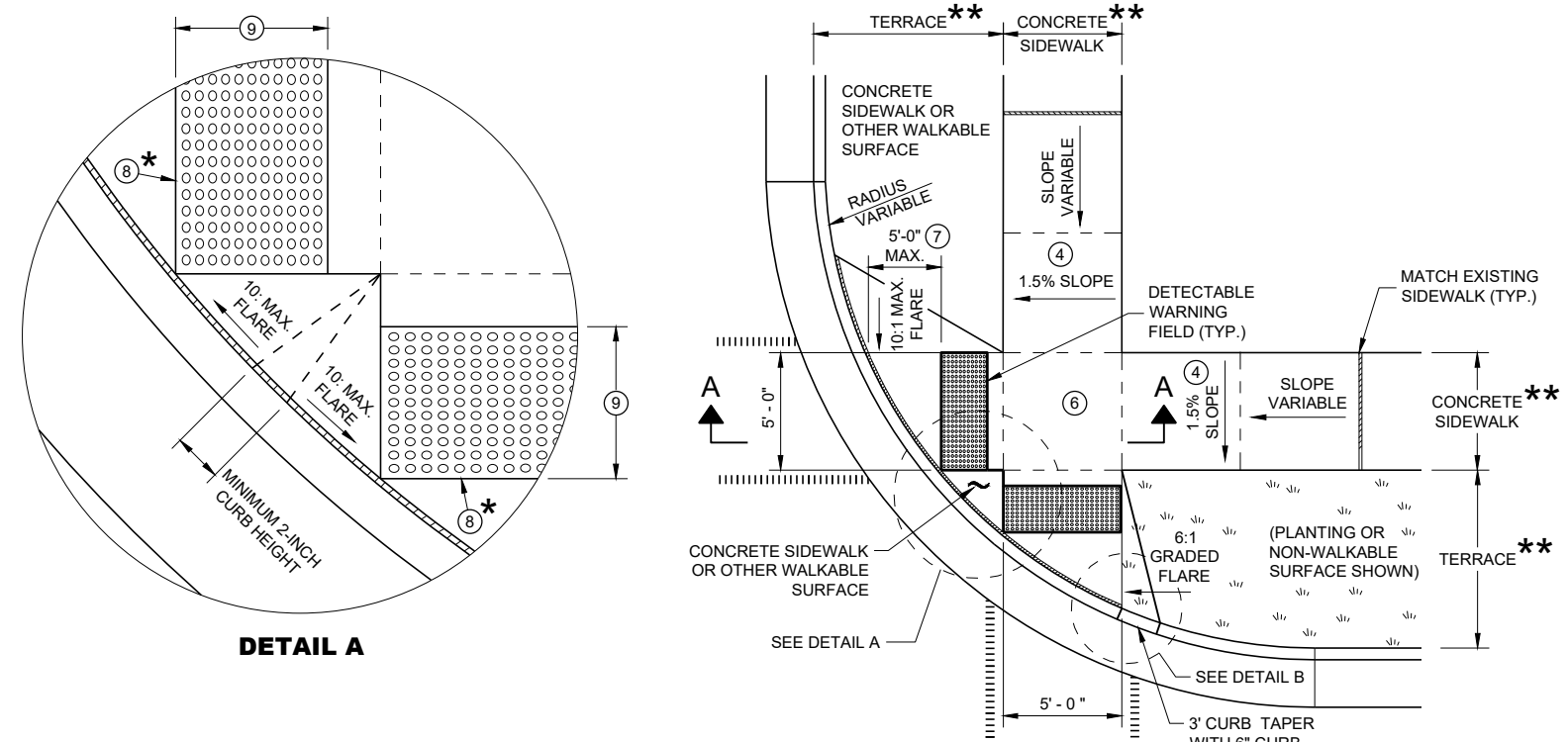
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

**LEGEND**

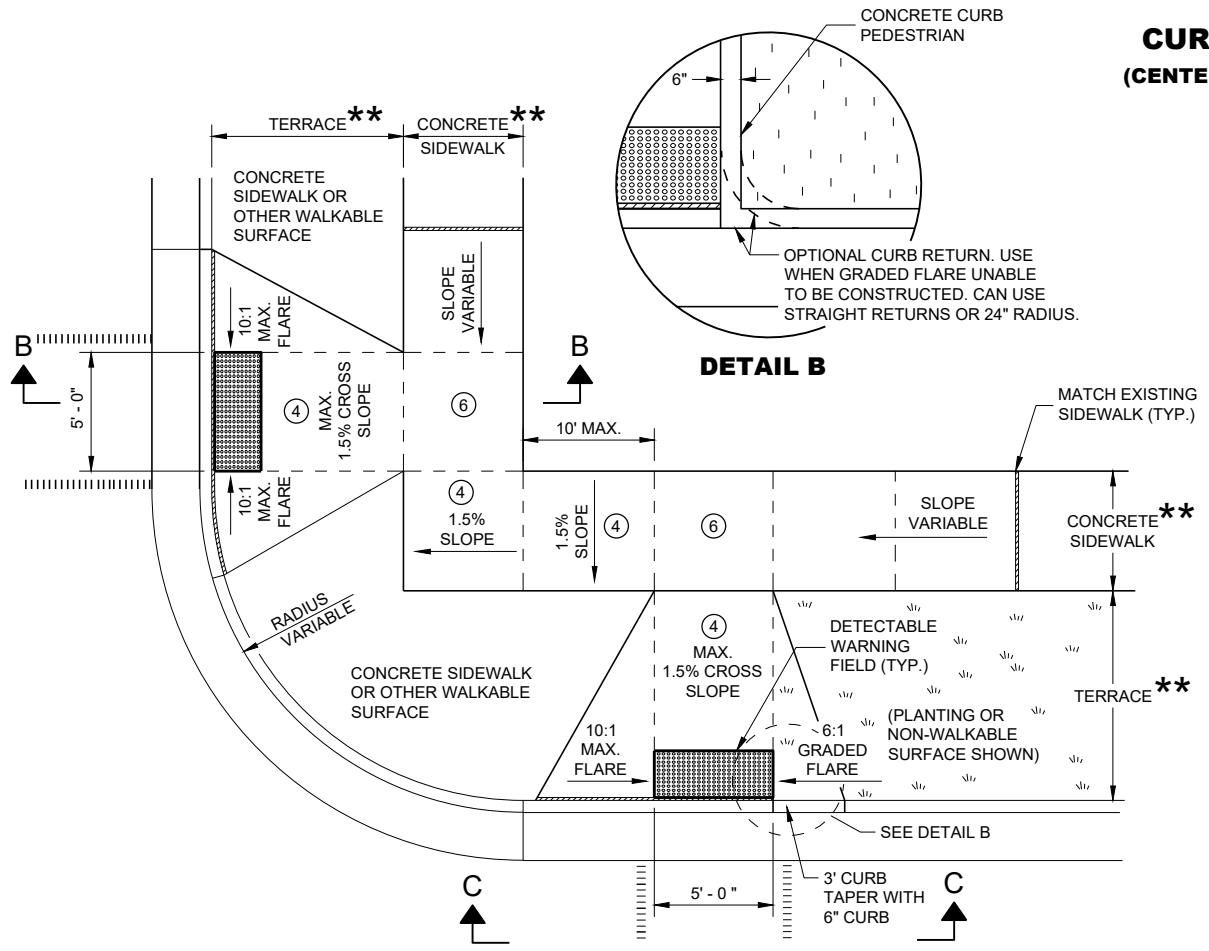
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS  
TYPE 1 AND 1-A**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



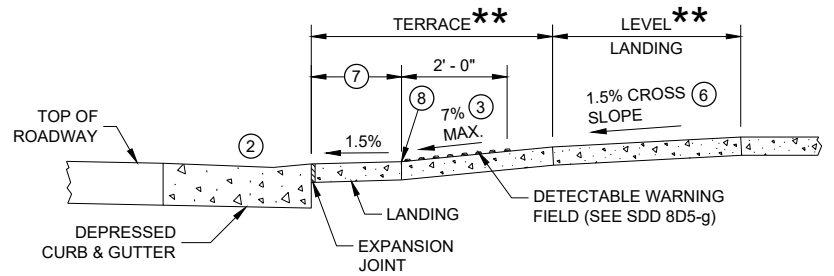
**PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)**



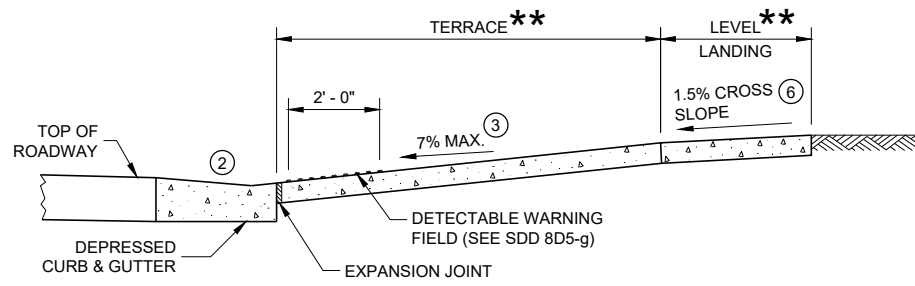
**PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)**

**GENERAL NOTES**

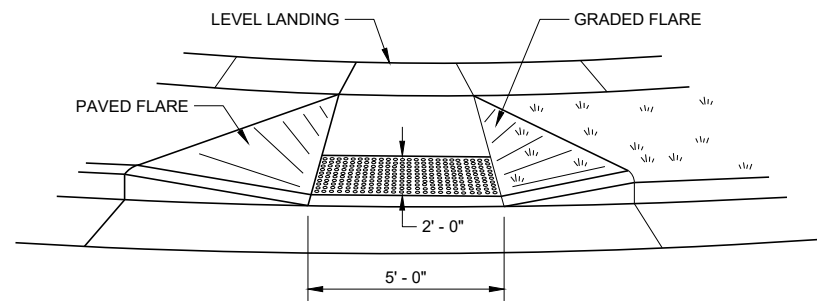
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



**SECTION A - A FOR TYPE 2**



**SECTION B - B FOR TYPE 3**



**VIEW C - C FOR TYPE 3**

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

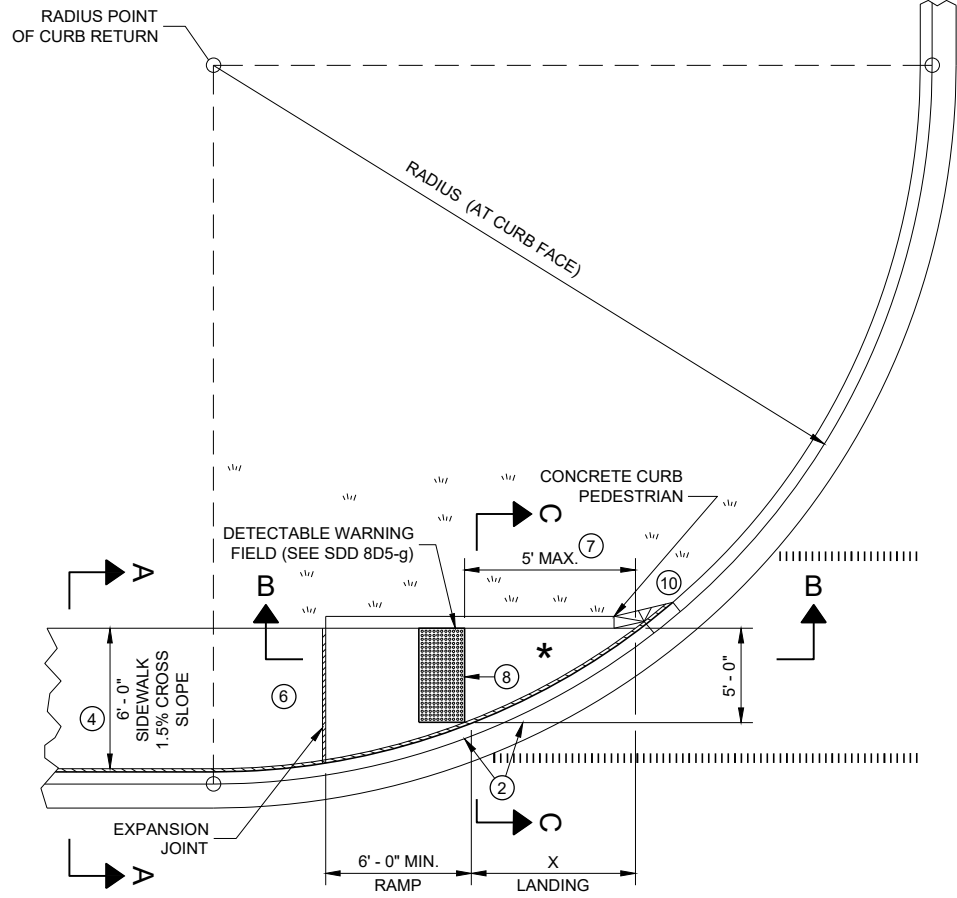
\*\* WIDTH SHOWN ELSEWHERE IN THE PLANS

**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS TYPE 2 AND 3**

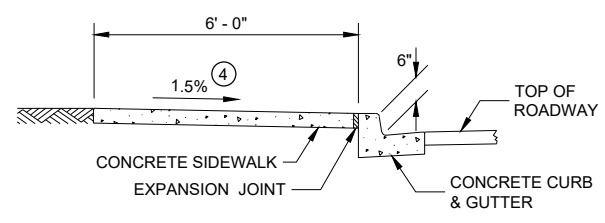
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW  
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



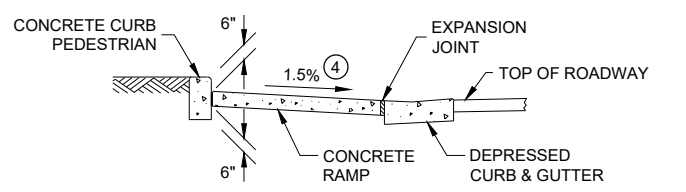
**SECTION A - A FOR TYPE 4A**

**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

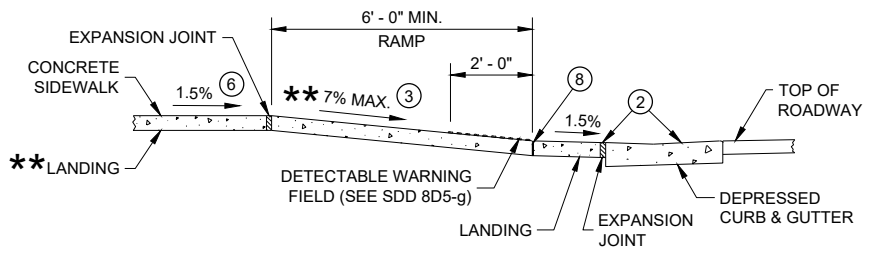
**LEGEND**

- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



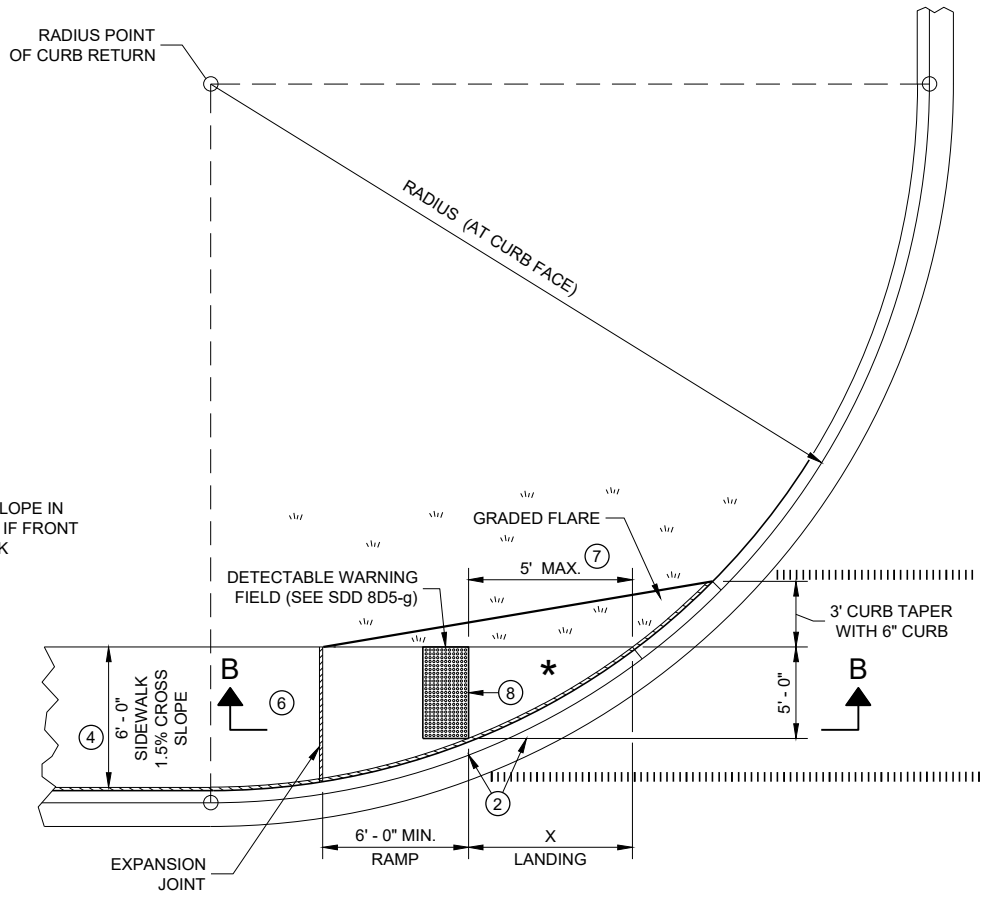
**SECTION C - C FOR TYPE 4A**

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

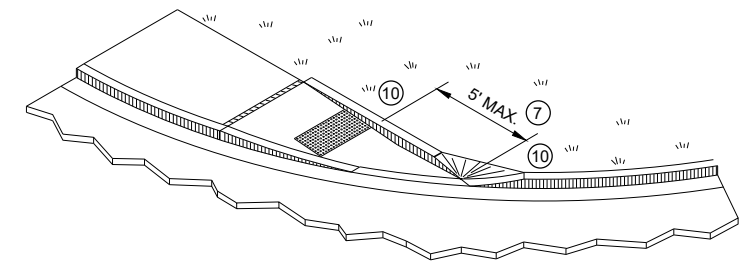


**SECTION B - B FOR  
TYPE 4A AND TYPE 4A1**

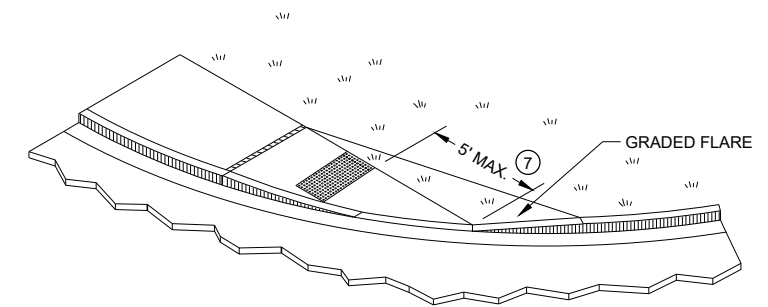
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW  
CURB RAMP TYPE 4A1**



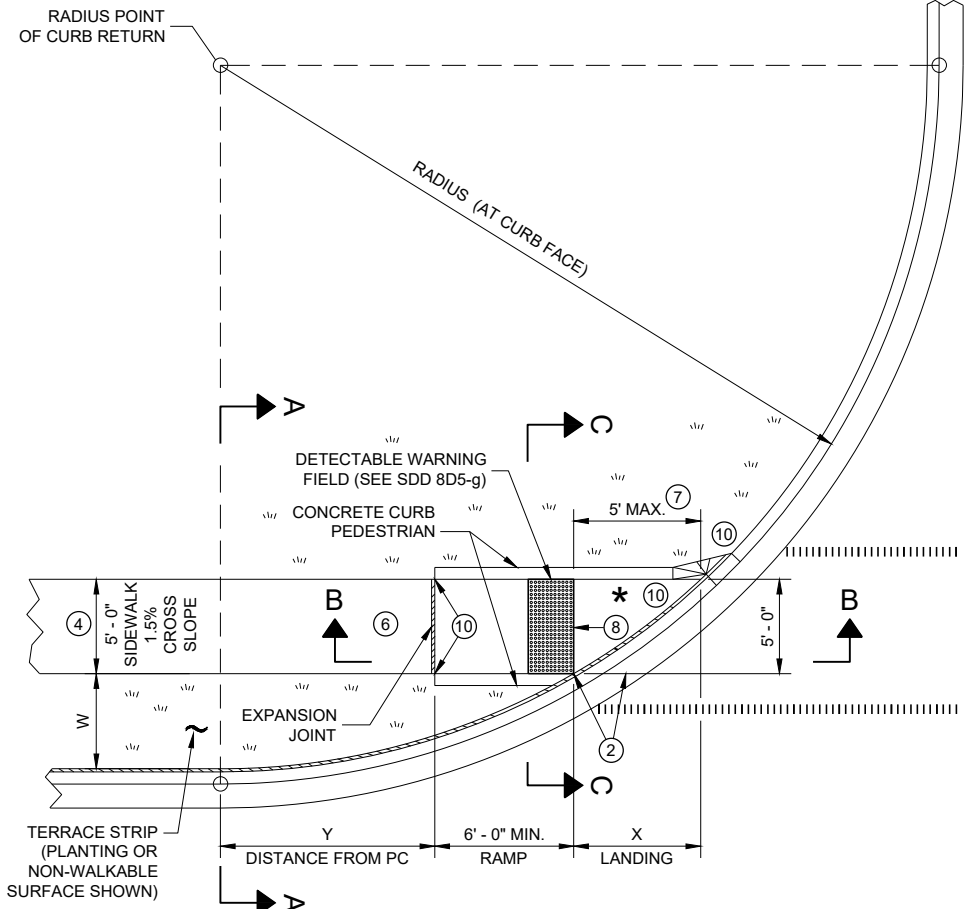
**ISOMETRIC VIEW FOR TYPE 4A**



**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS  
TYPE 4A AND 4A1**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW CURB RAMP TYPE 4B**

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

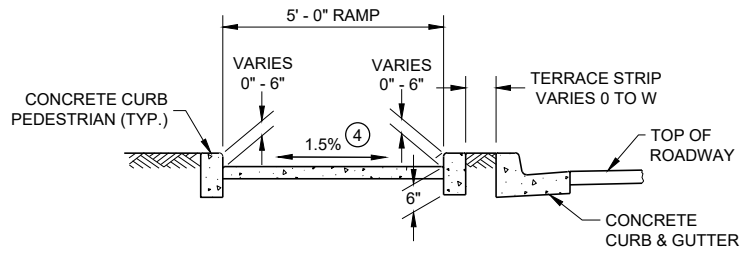
INTERMEDIATE RADII CAN BE INTERPOLATED  
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH  
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

**LEGEND**

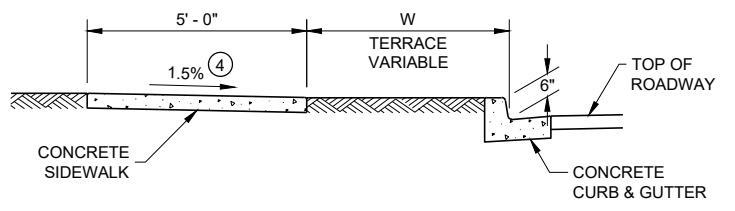
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

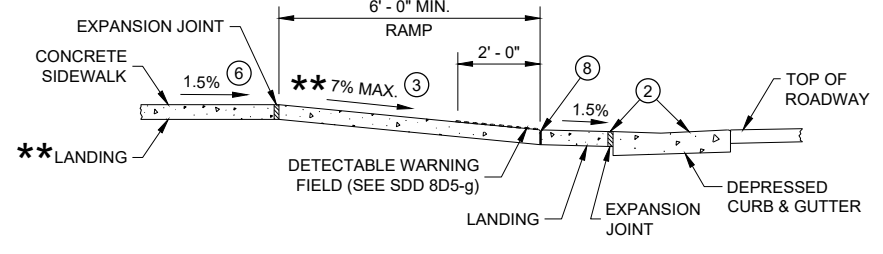


**SECTION C - C FOR TYPE 4B**



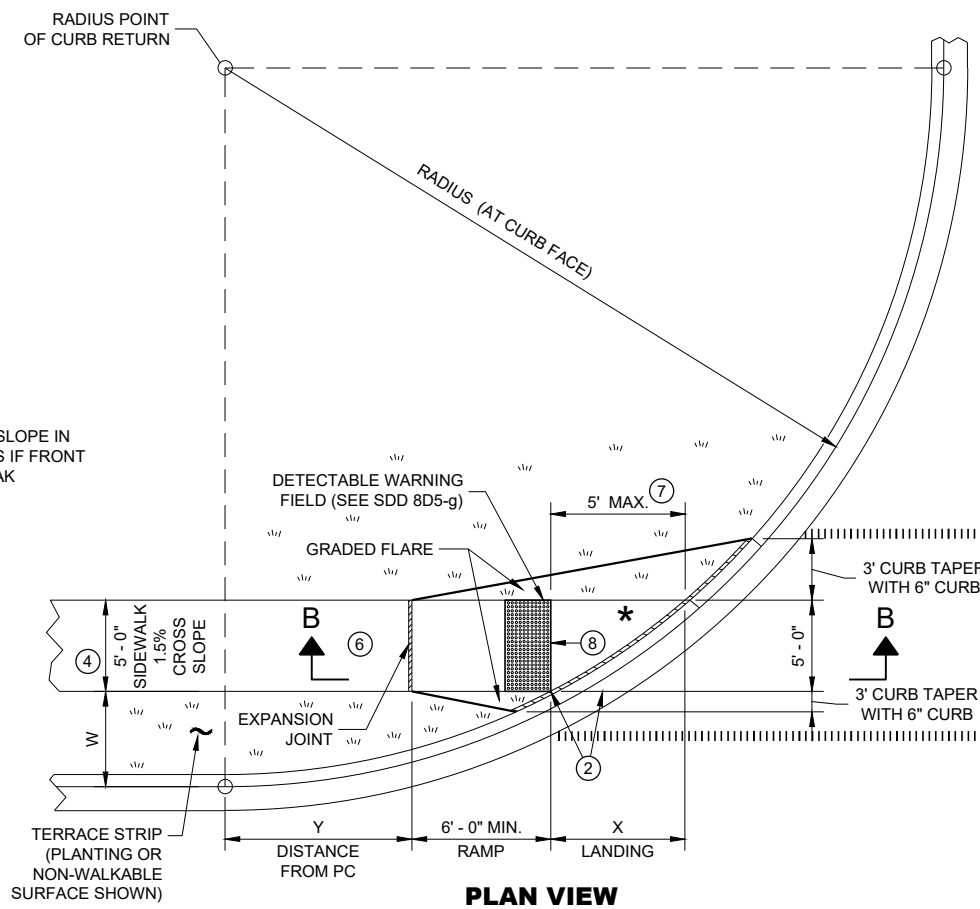
**SECTION A - A FOR TYPE 4B**

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

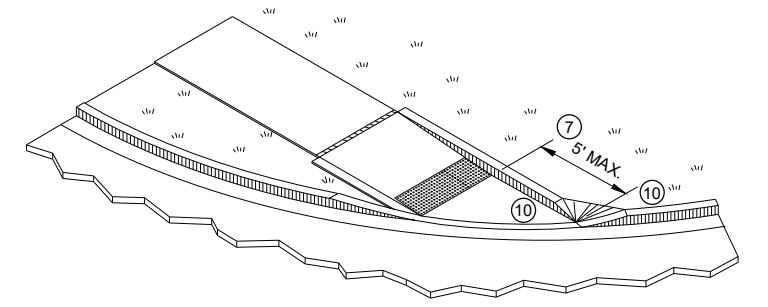


**SECTION B - B FOR TYPE 4B AND TYPE 4B1**

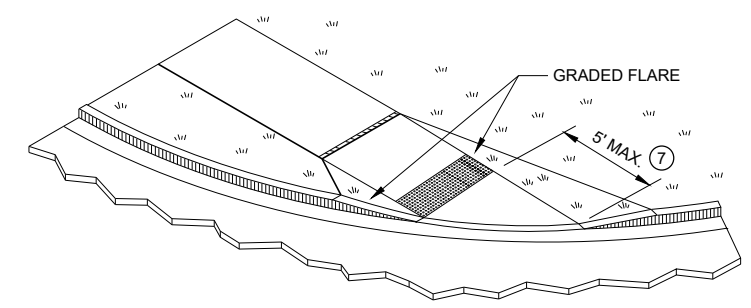
\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW CURB RAMP TYPE 4B1**



**ISOMETRIC VIEW FOR TYPE 4B**



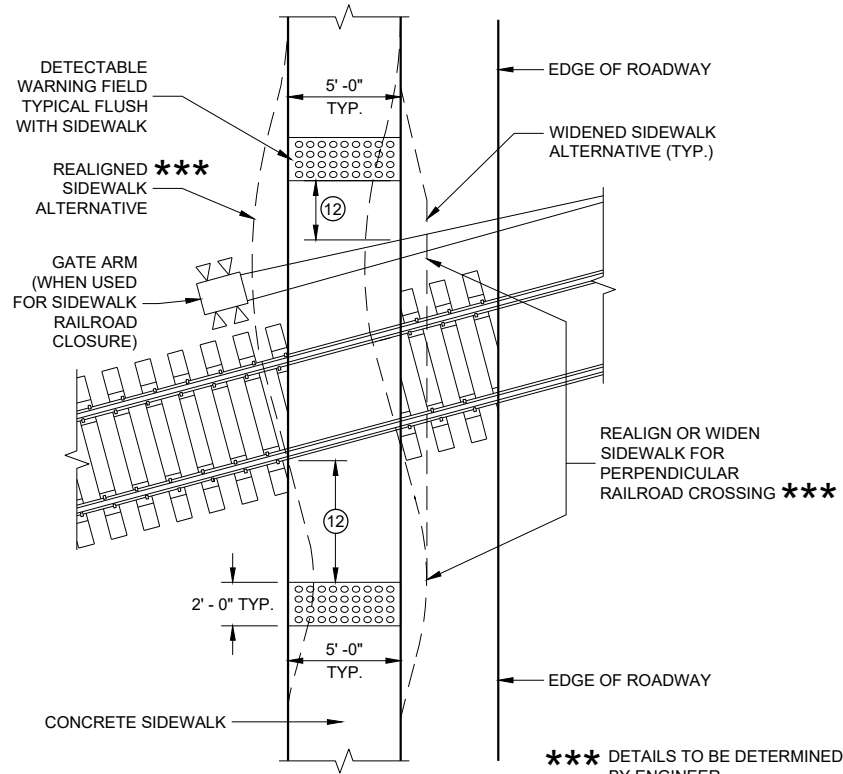
**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS  
TYPE 4B AND 4B1**

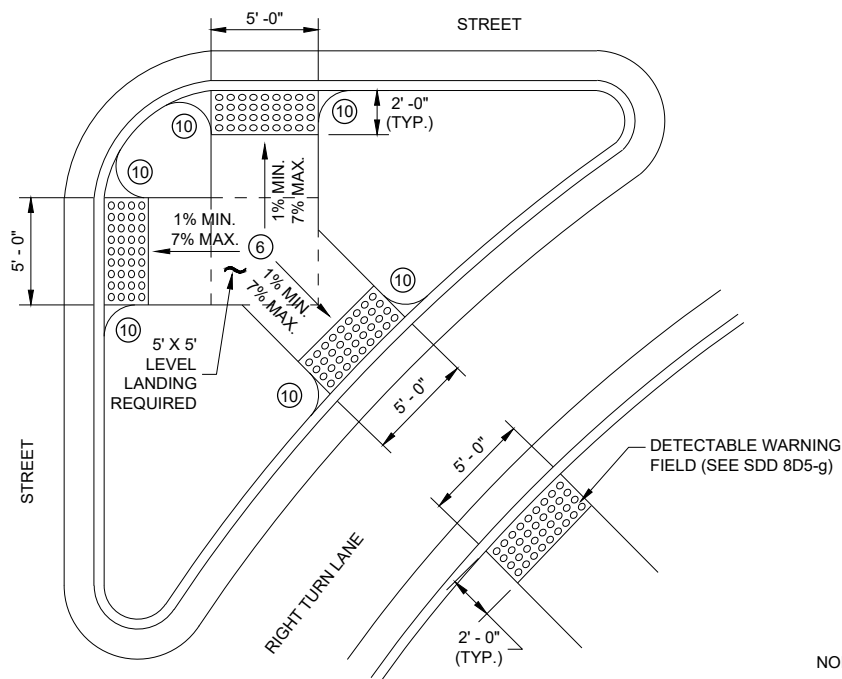
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20d

SDD 08D05 - 20d

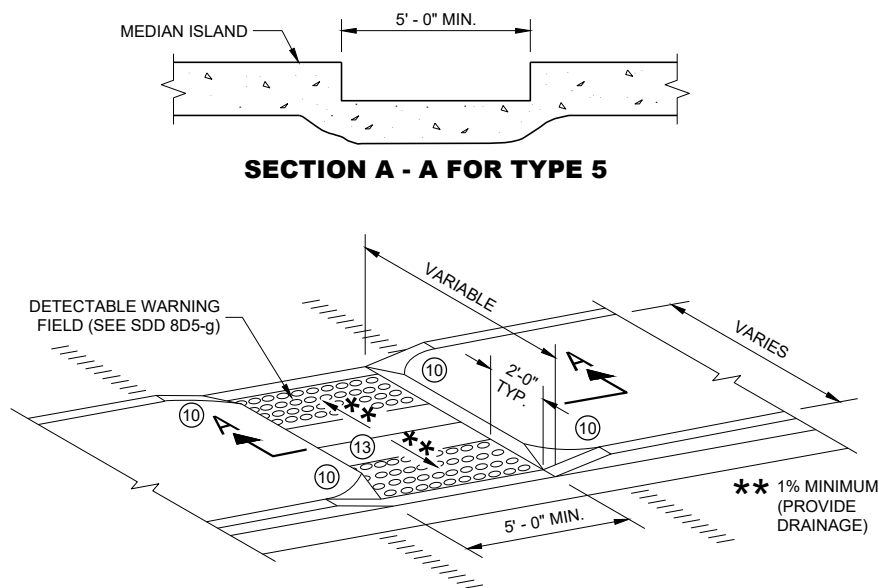


**CURB RAMP TYPE 8**  
**DETECTABLE WARNINGS**  
**AT RAILROAD CROSSING**

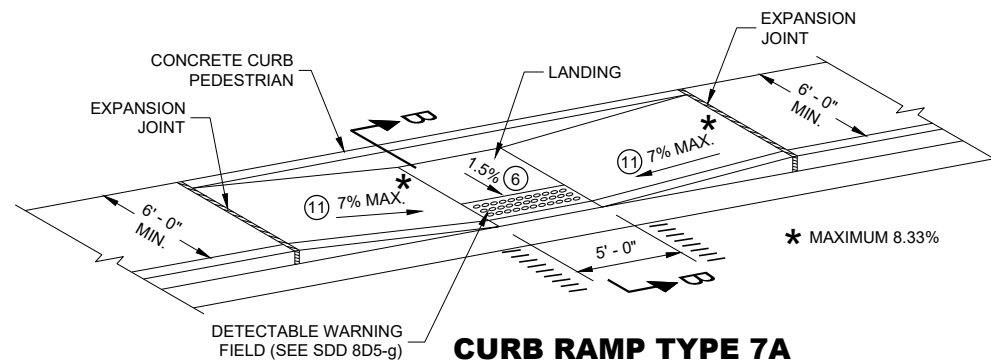


**CURB RAMP TYPE 6**  
**DETECTABLE WARNING AT ISLANDS**

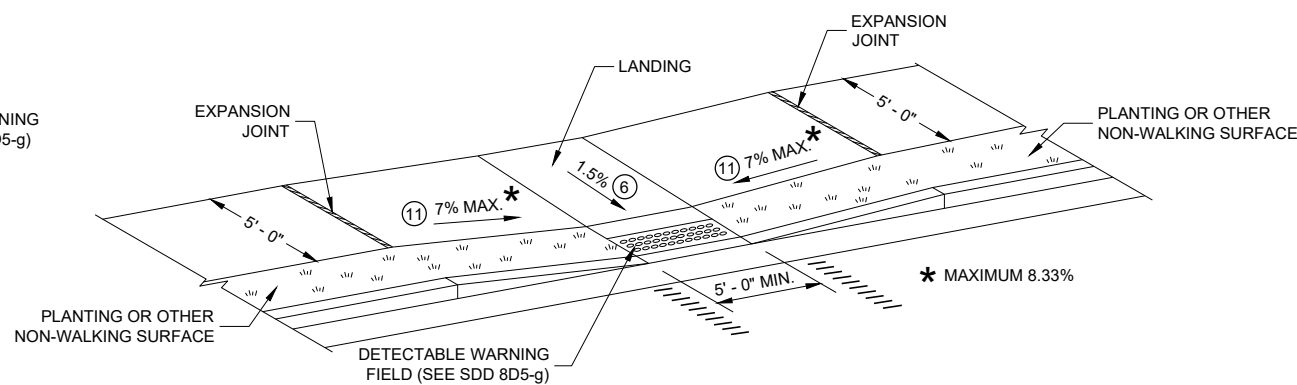
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



**CURB RAMP TYPE 5**  
**MEDIAN ISLAND**  
**NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A**  
**MID BLOCK CROSSING**



**CURB RAMP TYPE 7B**  
**MID BLOCK CROSSING**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**GENERAL NOTES**

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

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

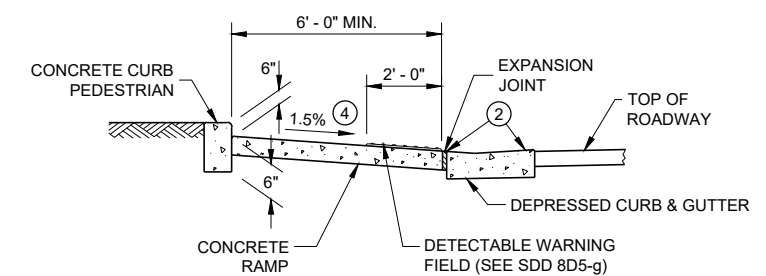
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

**LEGEND**

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

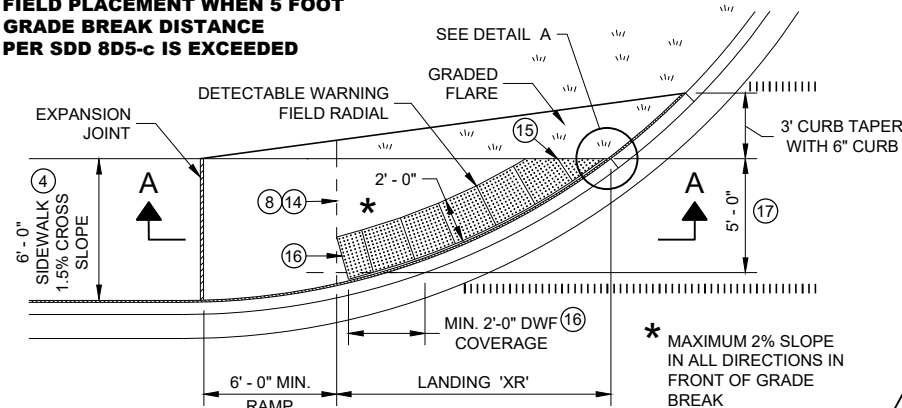


**SECTION B - B FOR TYPE 7A**

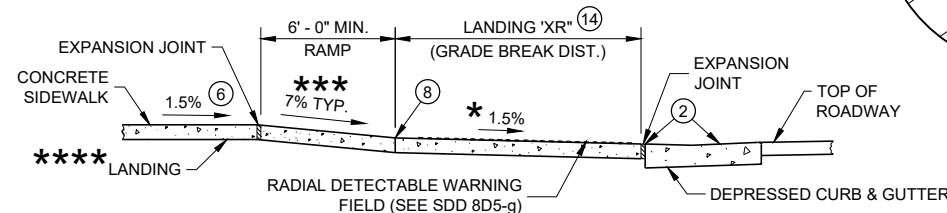
**CURB RAMPS**  
**TYPE 5, 6, 7A, 7B & 8**

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)**

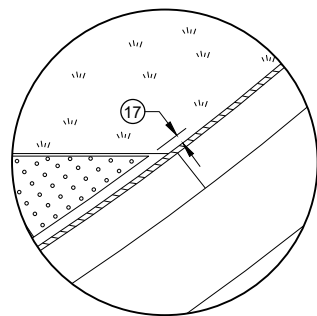


**SECTION A - A FOR TYPE 4A1**

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

\*\*\* MAXIMUM 8.33%

- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

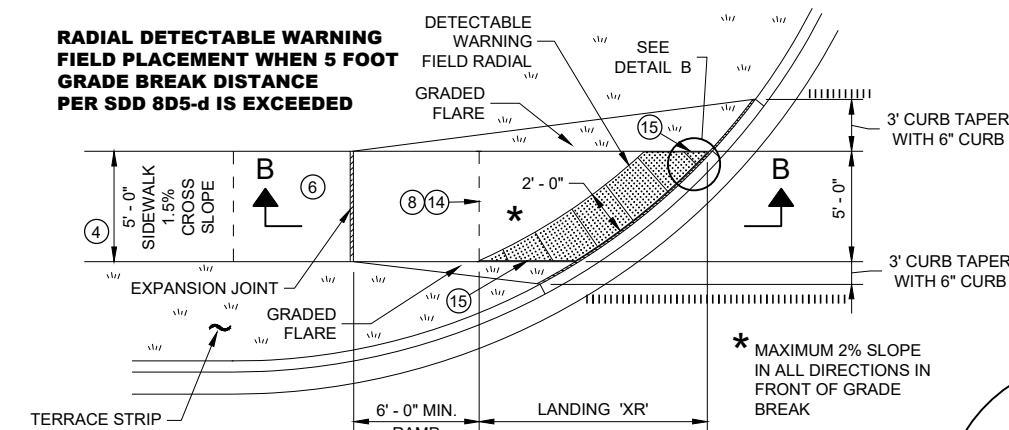


**DETAIL A**

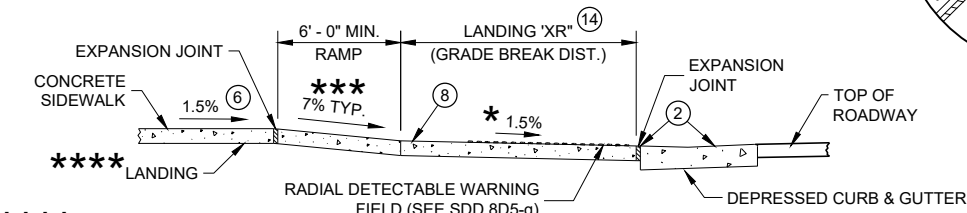
**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- 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 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 AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
  - 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
  - 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
  - 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
  - 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
  - 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
  - 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
  - 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
  - 17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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



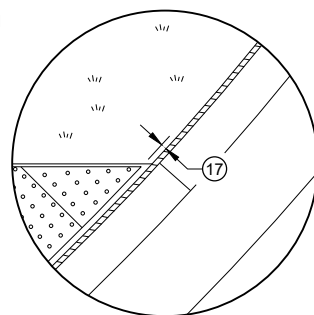
**PLAN VIEW CURB RAMP TYPE 4B1 (GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



**SECTION B - B FOR TYPE 4B1**

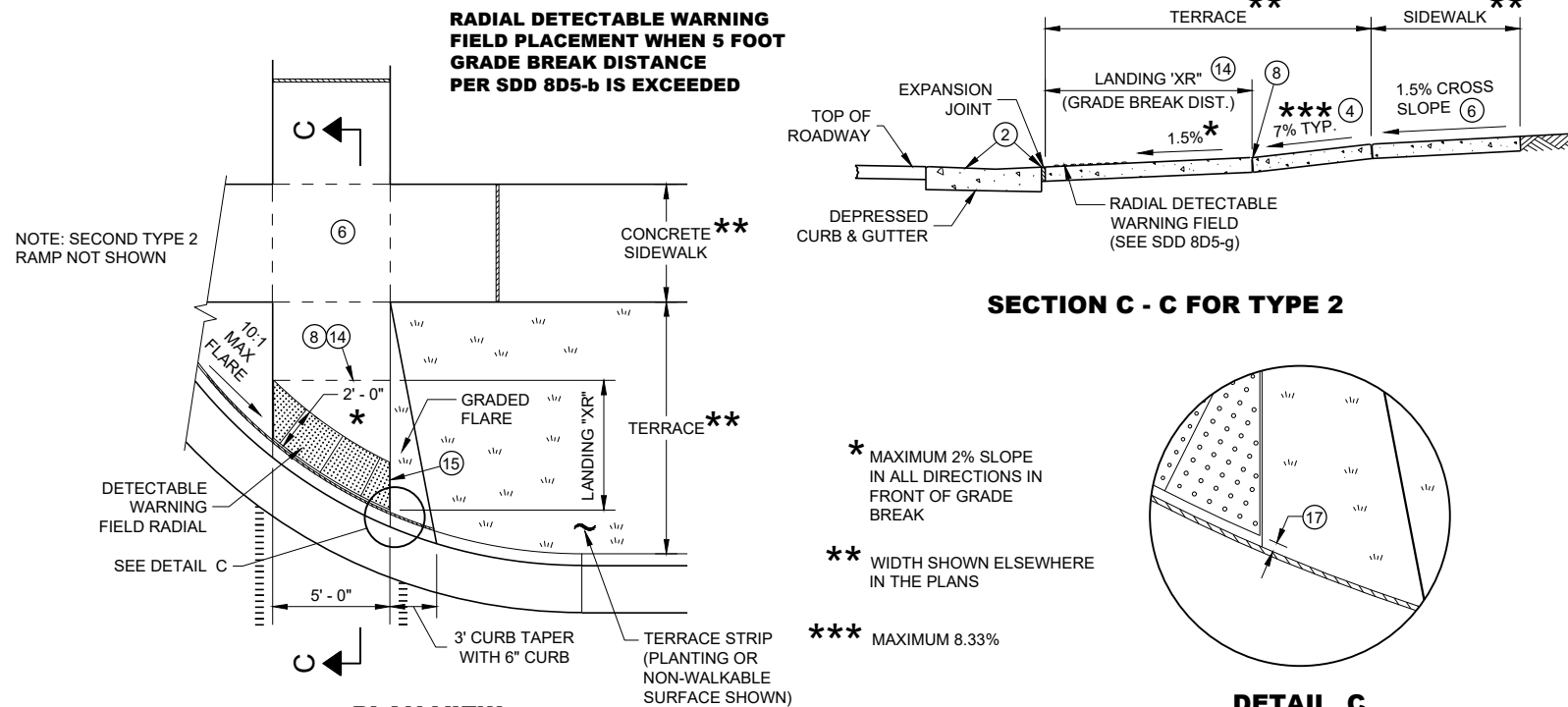
\*\*\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

\*\*\* MAXIMUM 8.33%



**DETAIL B**

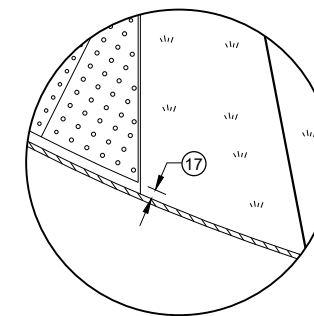
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**



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

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

- \* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- \*\* WIDTH SHOWN ELSEWHERE IN THE PLANS
- \*\*\* MAXIMUM 8.33%



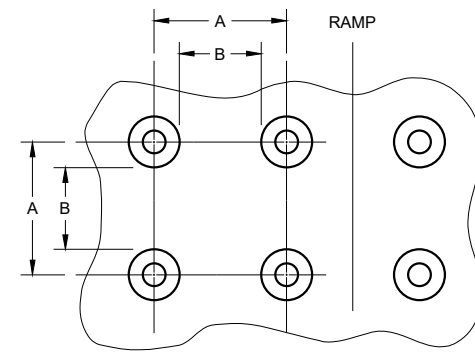
**DETAIL C**

**CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS**

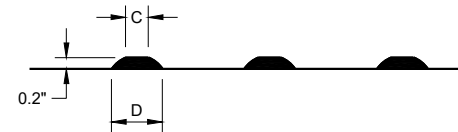
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

	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.

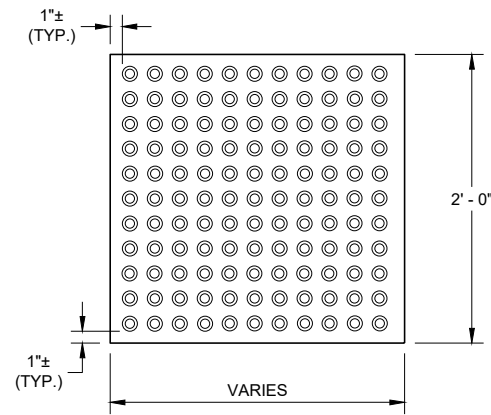


PLAN VIEW

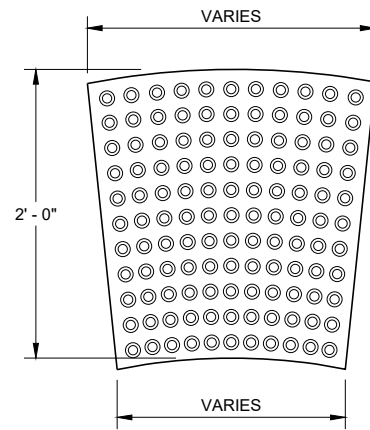


ELEVATION VIEW

**TRUNCATED DOMES  
DETECTABLE WARNING PATTERN DETAIL**

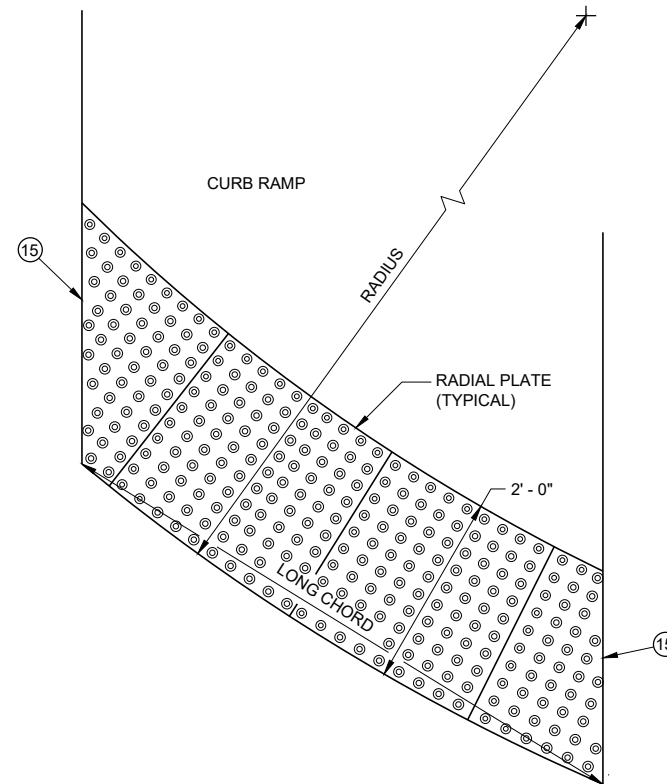


RECTANGULAR  
PLATES

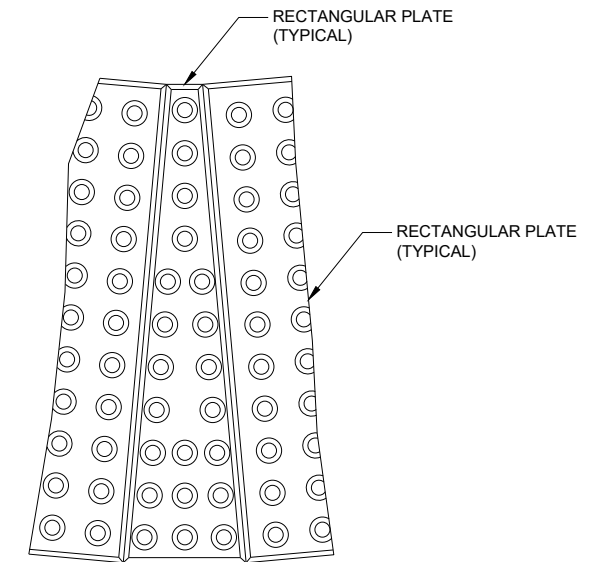


RADIAL  
PLATES

PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES



PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL

**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 FIELD 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.

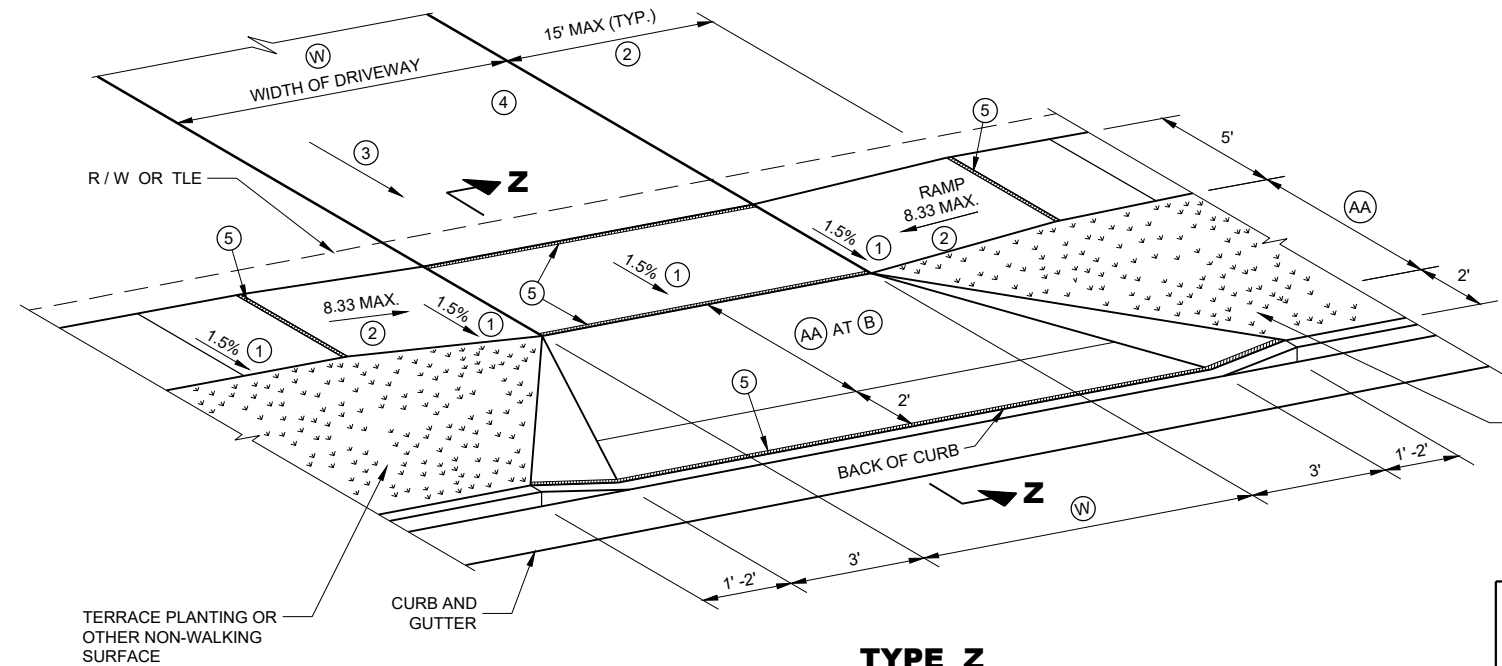
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

<b>CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	





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

**GENERAL NOTES**

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

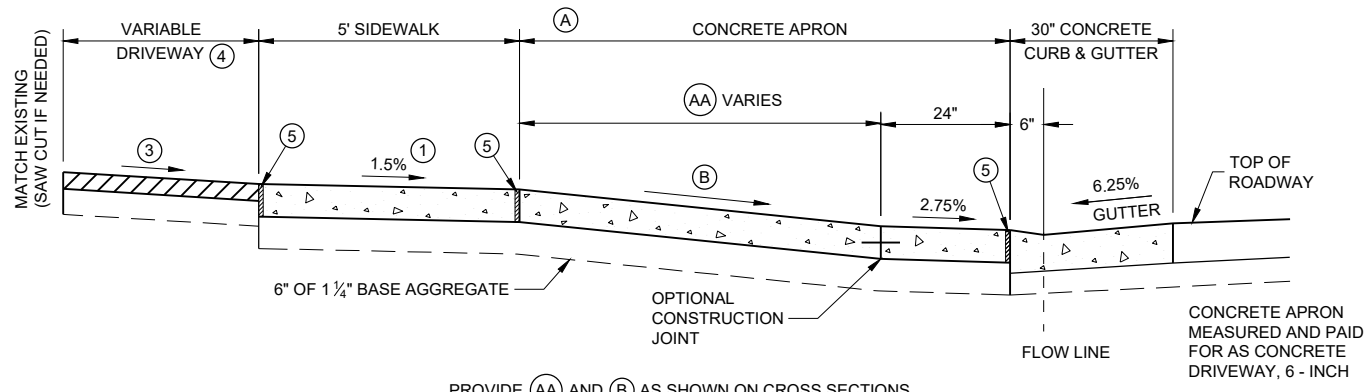
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM  
10.5% UP AWAY FROM SIDEWALK (SAG)  
8.5% DOWN AWAY FROM SIDEWALK (CREST)  
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES  
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE  
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE  
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ ½" EXPANSION JOINT FILLER.

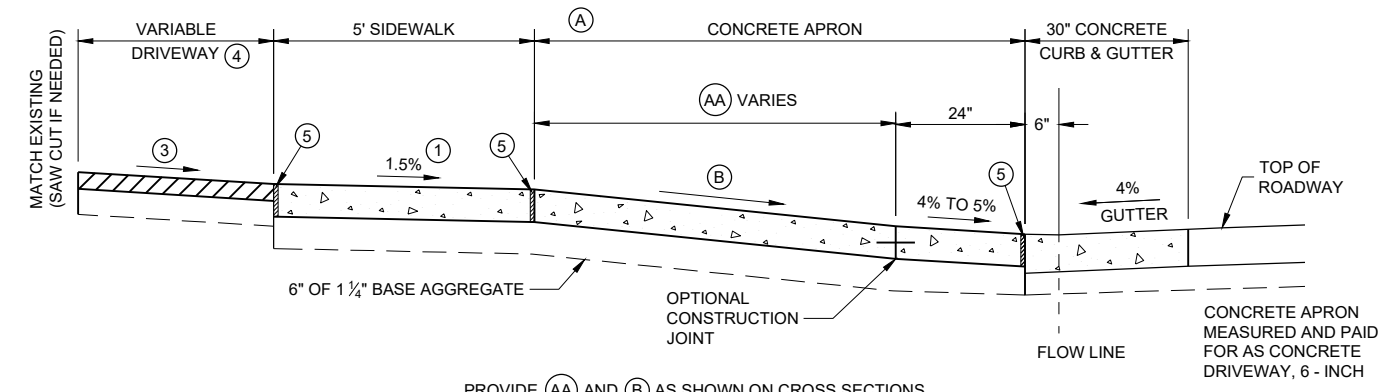
**TABLE Z**

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)  
16' MIN. - 35' MAX. COMMERCIAL (CE)



**6.25% GUTTER SLOPE**



**4% GUTTER SLOPE**

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.  
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.  
SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

**SECTION Z - Z  
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER  
(URBAN AND SUBURBAN)**

**DRIVEWAY AND  
SIDEWALK RAMPS  
TYPE Z**

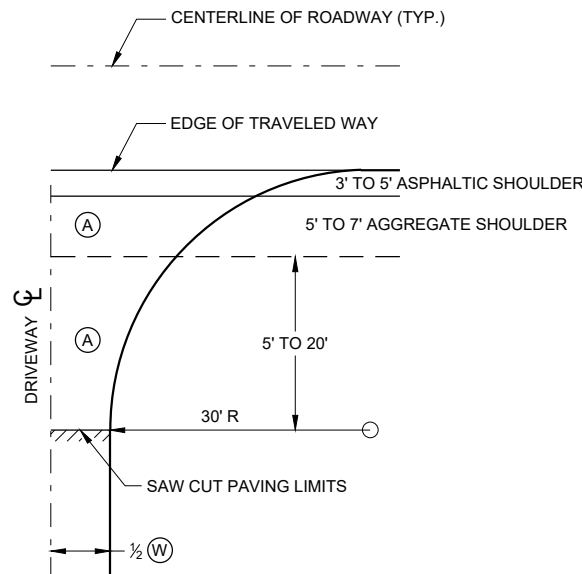
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2022 DATE /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

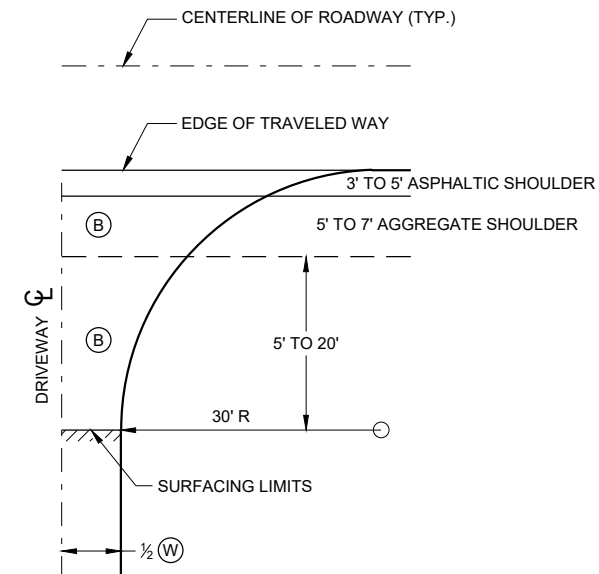
**GENERAL NOTES**

- ① DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.

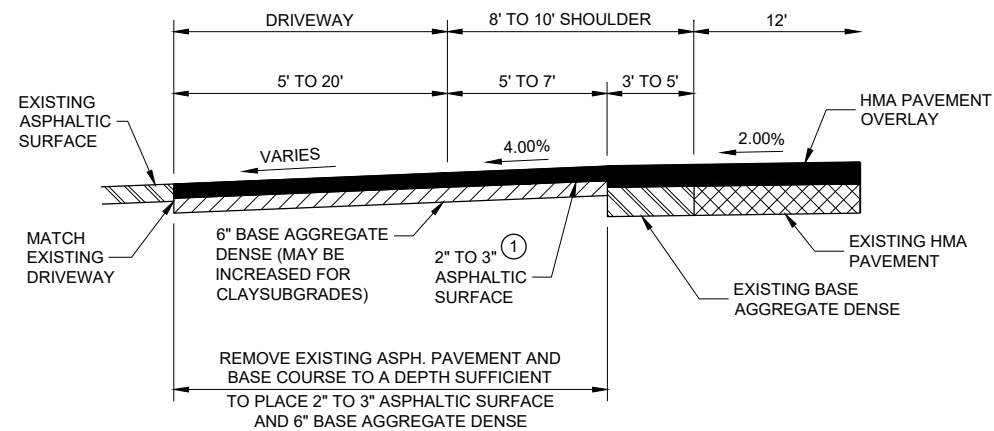


- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.

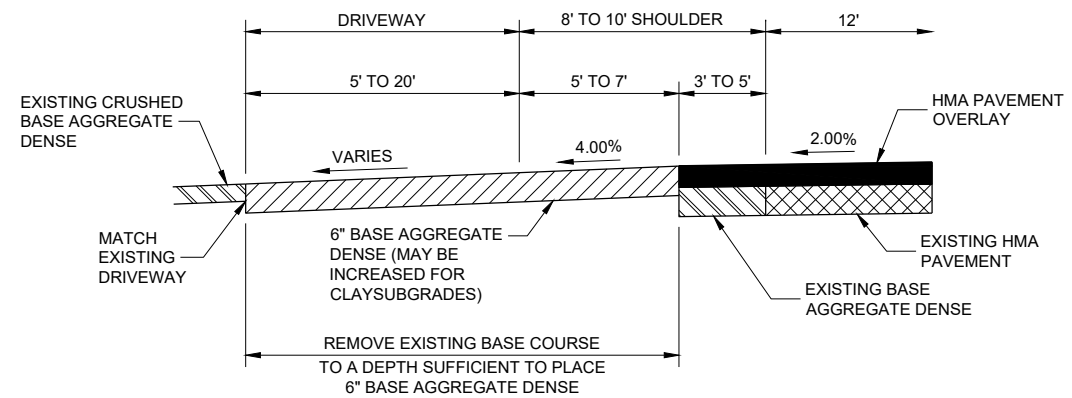
**PLAN VIEW  
HALF SECTION**



**PLAN VIEW  
HALF SECTION**



**PROFILE VIEW  
RURAL ENTRANCE  
WITH ASPHALTIC SURFACE  
RESURFACING PROJECTS**



**PROFILE VIEW  
RURAL ENTRANCE  
WITH AGGREGATE SURFACE  
6" BASE AGGREGATE DENSE  
RESURFACING PROJECTS**

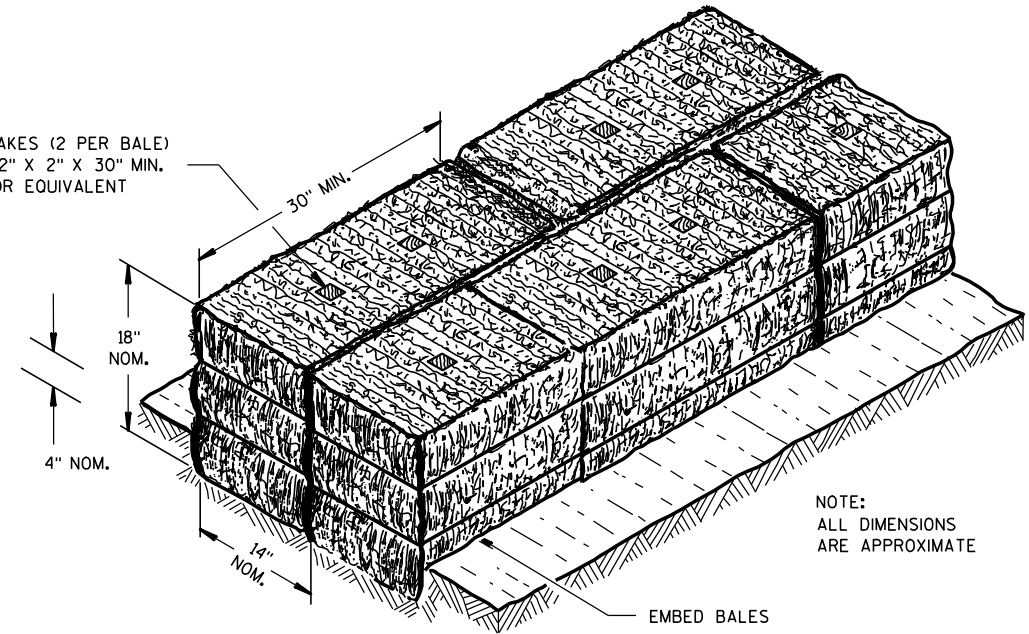
**DRIVEWAYS WITHOUT CURB  
AND GUTTER RESURFACING  
PROJECTS RURAL**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
December 2016 /S/ Rodney Taylor  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

FHWA

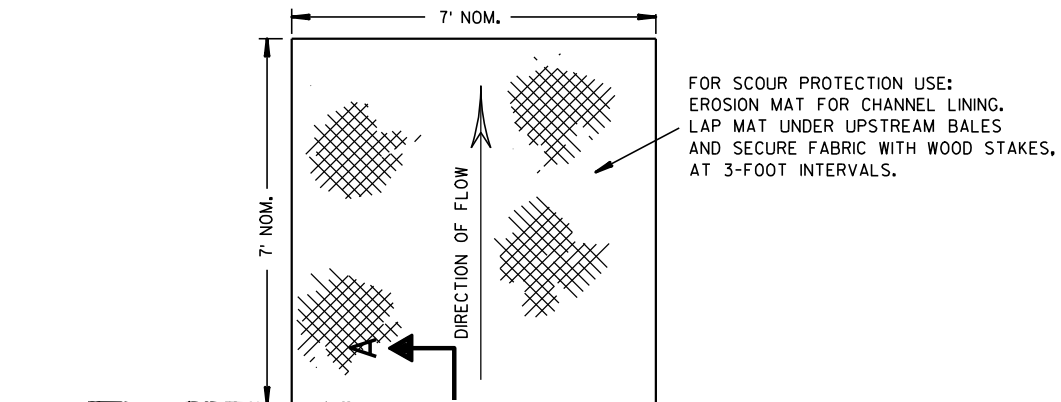
WOOD STAKES (2 PER BALE)  
NOMINAL 2" X 2" X 30" MIN.  
LENGTH OR EQUIVALENT



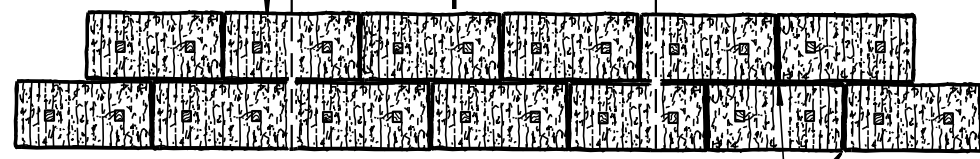
NOTE:  
ALL DIMENSIONS  
ARE APPROXIMATE

EMBED BALES

SECTION A-A



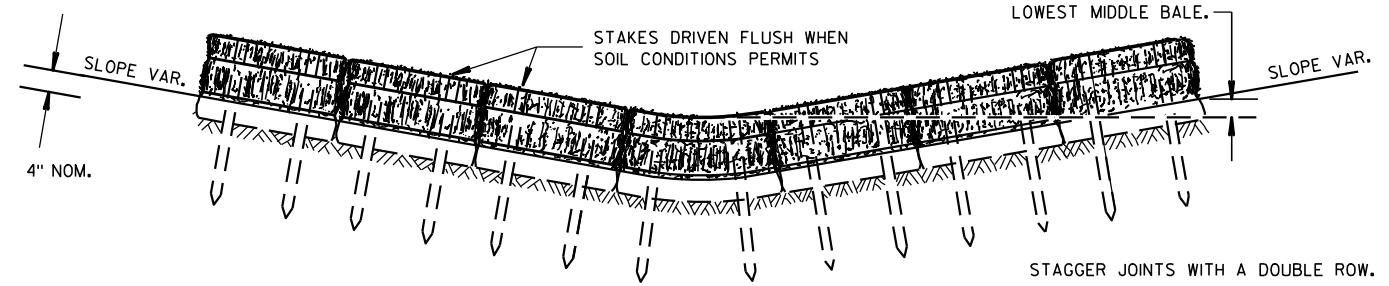
FOR SCOUR PROTECTION USE:  
EROSION MAT FOR CHANNEL LINING.  
LAP MAT UNDER UPSTREAM BALES  
AND SECURE FABRIC WITH WOOD STAKES,  
AT 3-FOOT INTERVALS.



STAGGER JOINTS BETWEEN ADJACENT  
ROWS OF BALES.

PLAN VIEW

BOTTOM ELEVATION OF END BALE SHALL  
BE EQUAL TO OR GREATER THAN TOP OF  
LOWEST MIDDLE BALE.



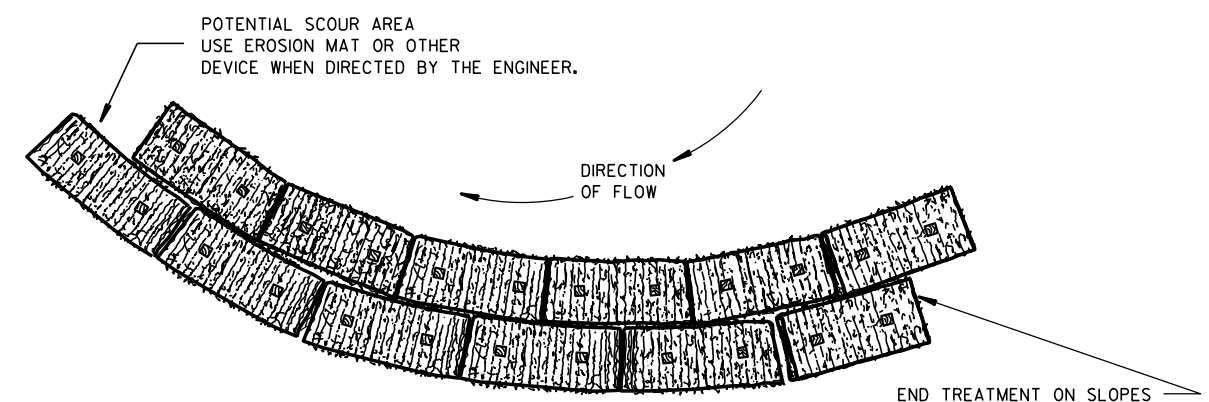
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

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

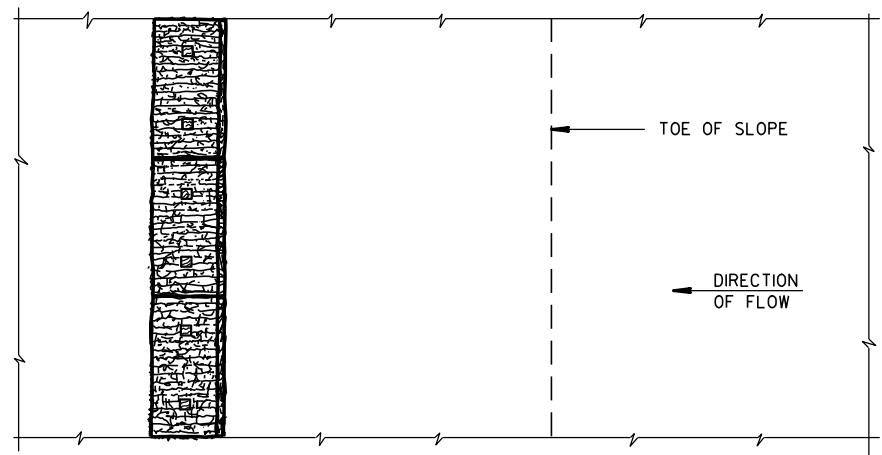
- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



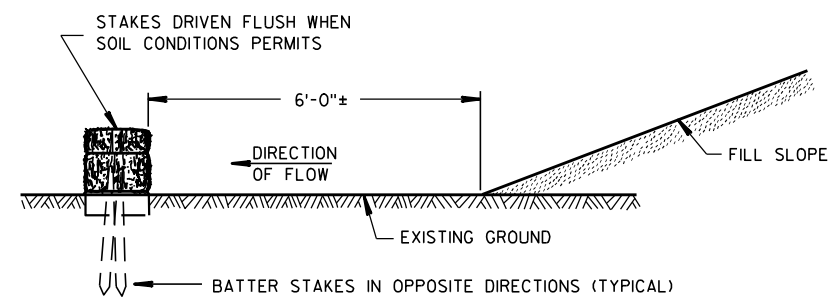
END TREATMENT ON SLOPES  
TO BE SIMILAR TO CHANNEL  
FLOW DETAIL.

PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

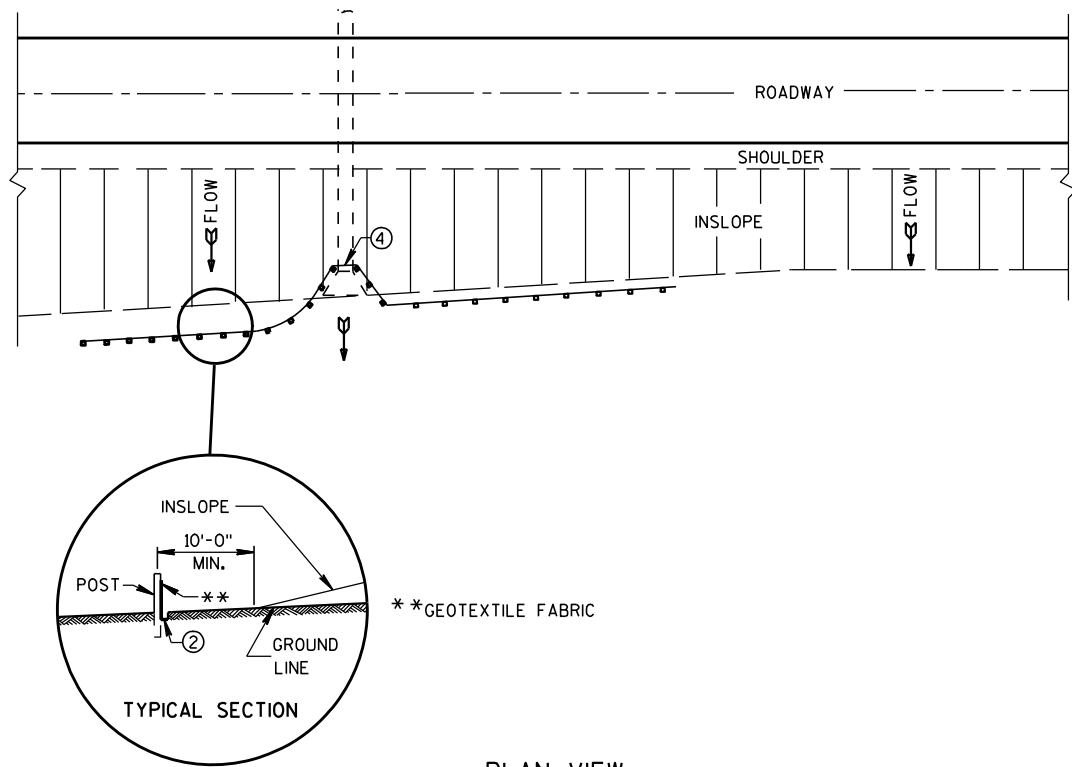
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

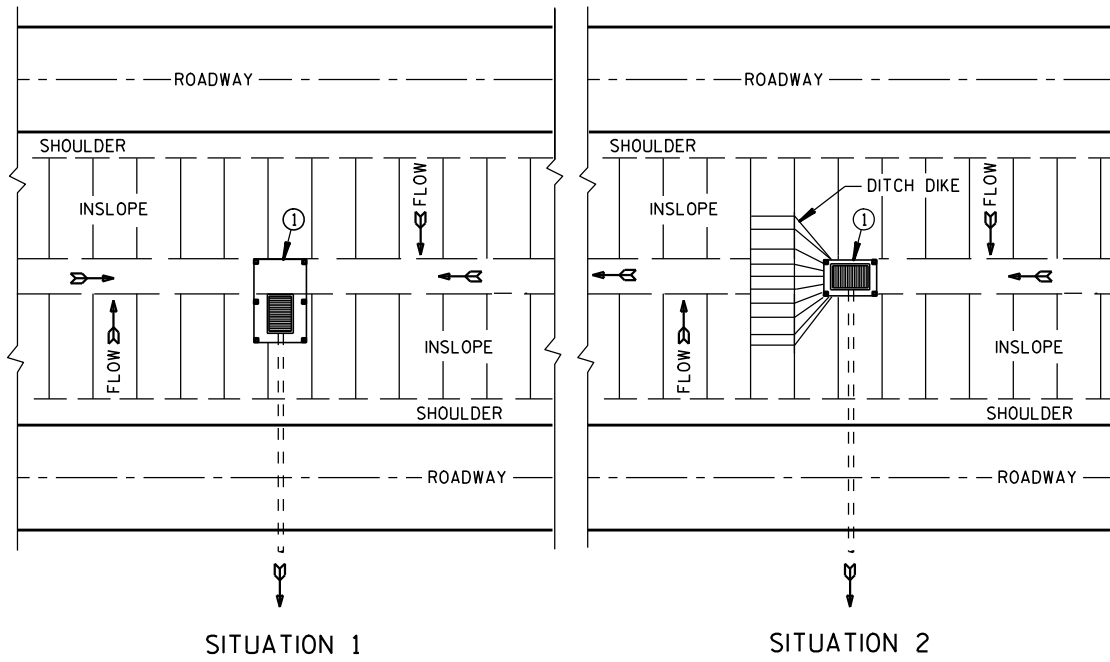
TYPICAL INSTALLATIONS OF  
EROSION BALES / TEMPORARY  
DITCH CHECKS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW  
TYPICAL APPLICATION OF SILT FENCE

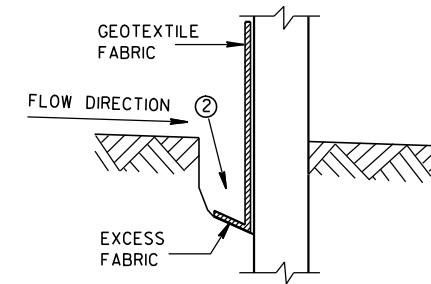


SITUATION 1 SITUATION 2  
PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS

**GENERAL NOTES**

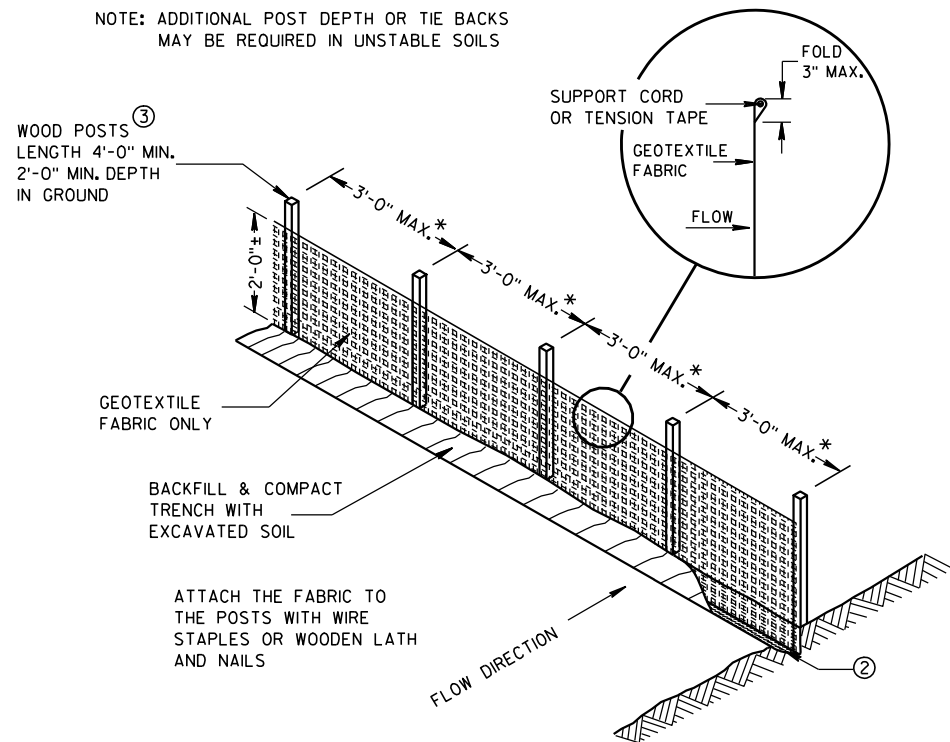
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- 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 1 1/8" X 1 1/8" 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.



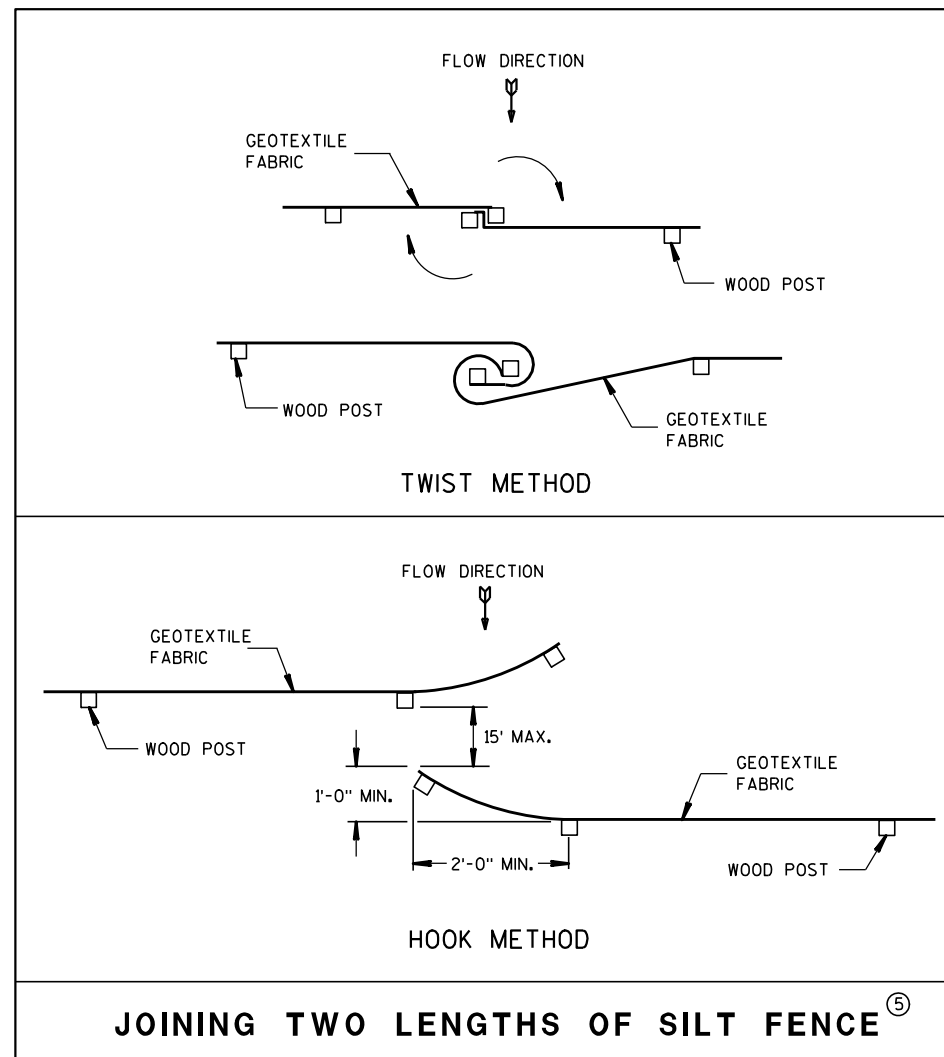
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

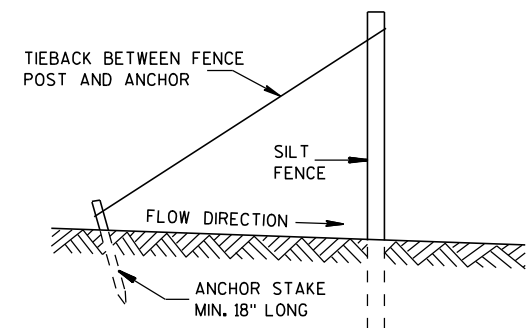


SILT FENCE

\* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK  
(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

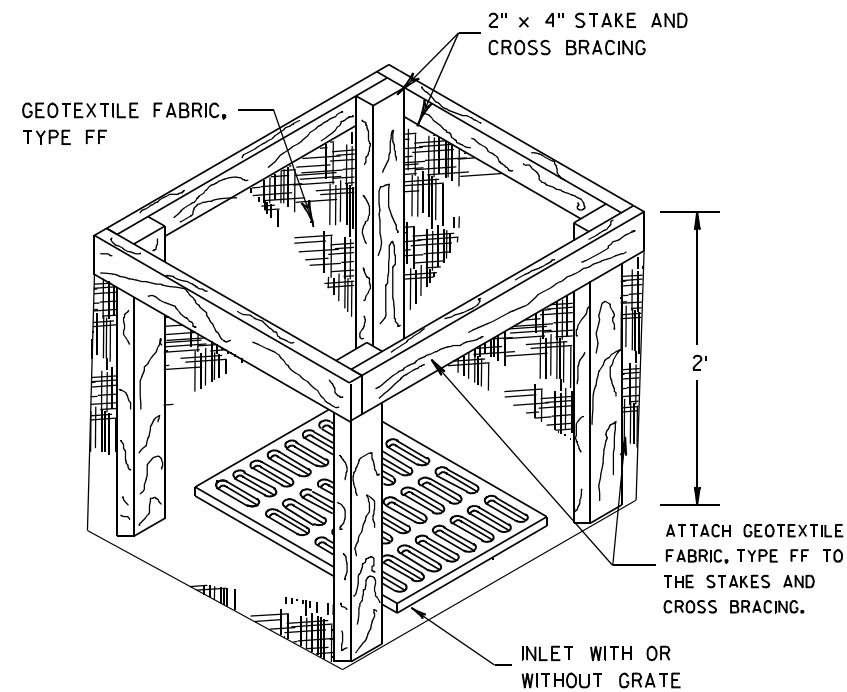
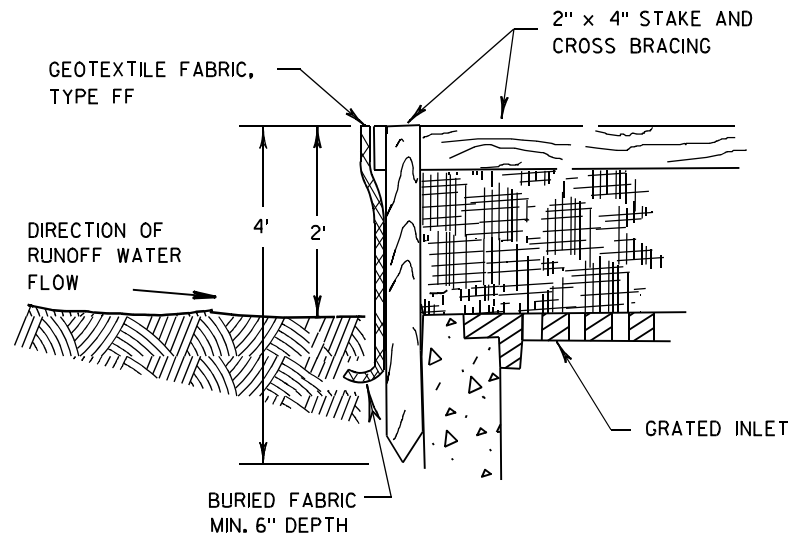
APPROVED

4-29-05

DATE

FHWA

/S/ Beth Canestra  
CHIEF ROADWAY DEVELOPMENT ENGINEER



**INLET PROTECTION, TYPE A**

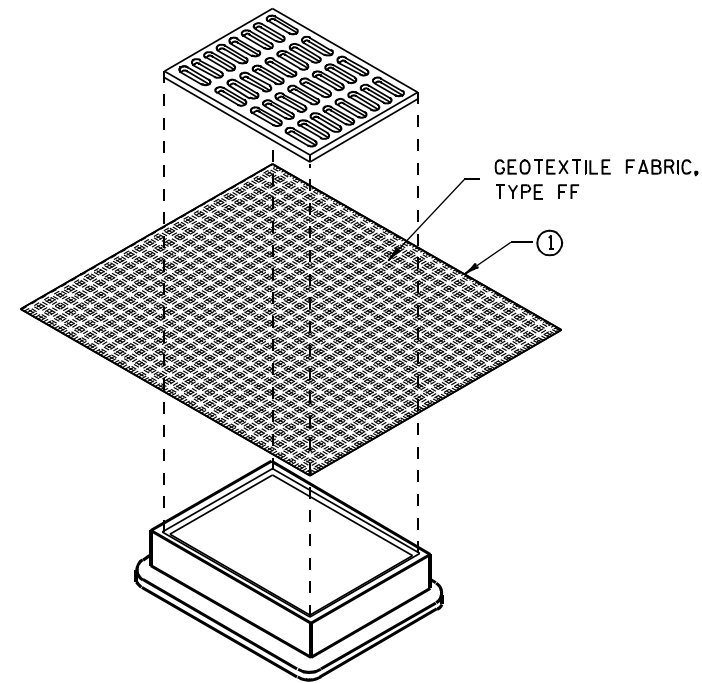
**GENERAL NOTES**

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.

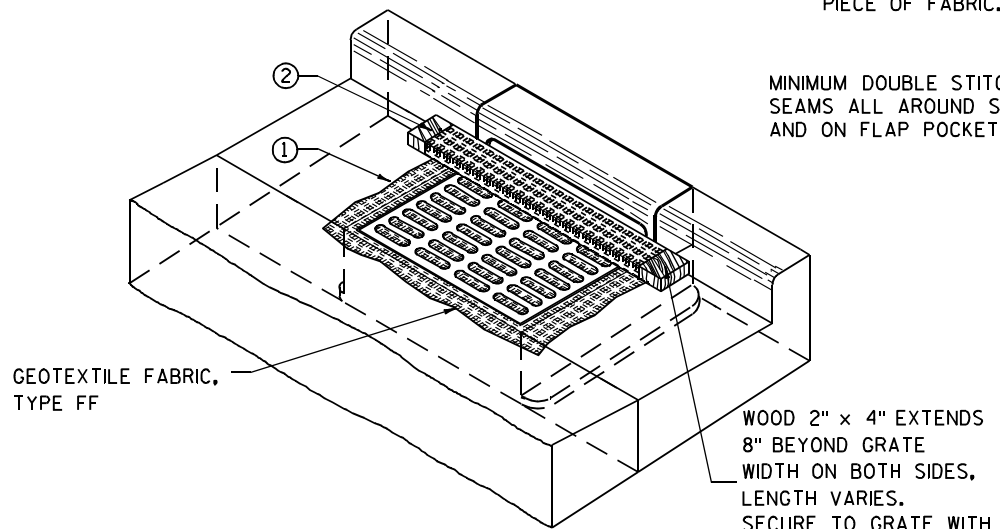
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B  
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



**INLET PROTECTION, TYPE C (WITH CURB BOX)**

**INSTALLATION NOTES**

**TYPE B & C**

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

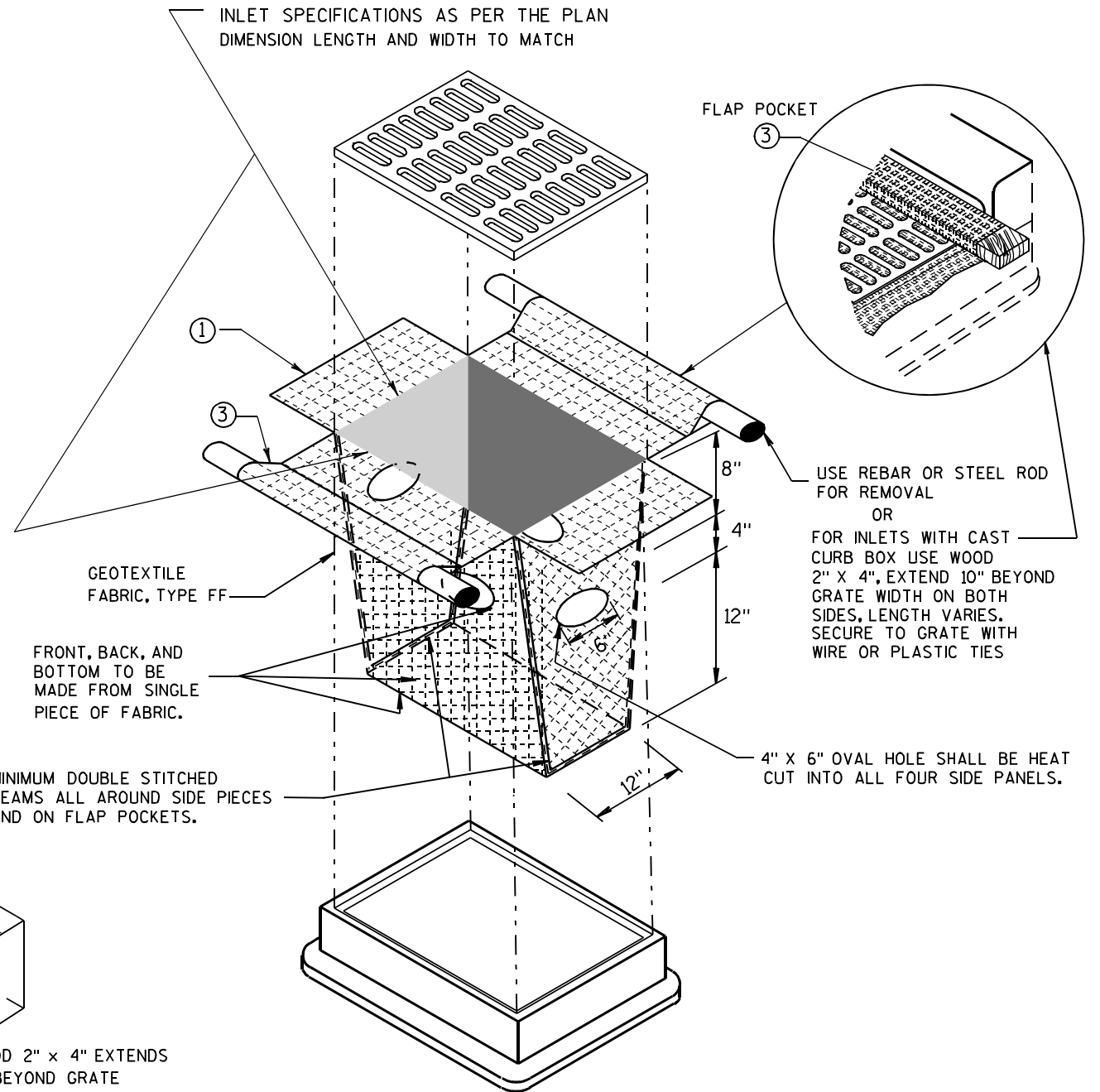
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.

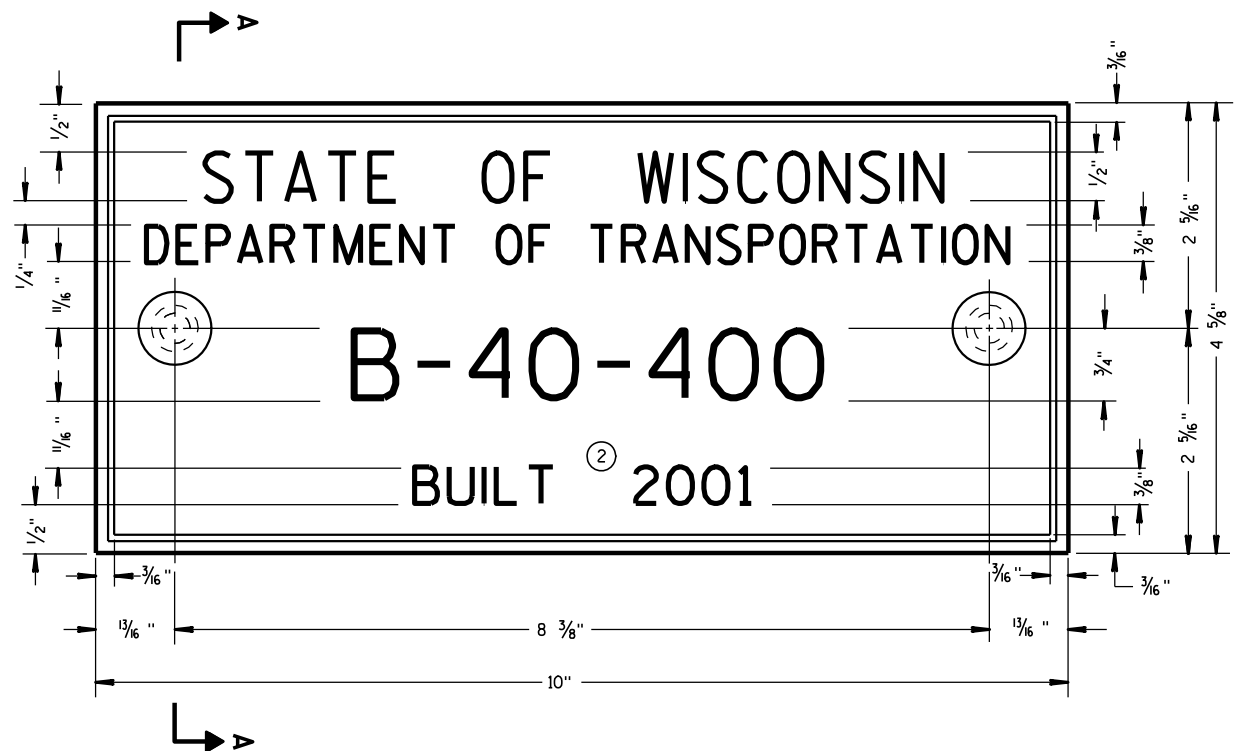
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



**INLET PROTECTION, TYPE D**

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

<b>INLET PROTECTION TYPE A, B, C, AND D</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Connestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



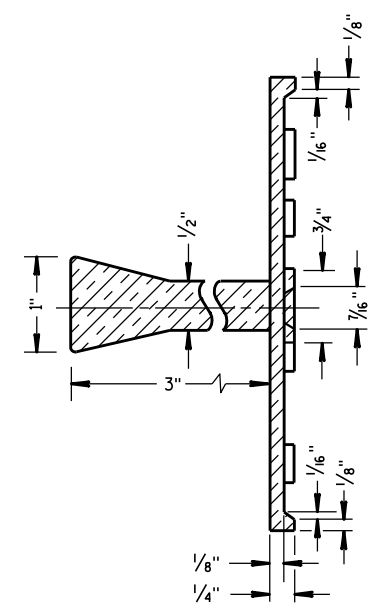
**TYPICAL NAME PLATE**  
(BRIDGES, CULVERTS, AND RETAINING WALLS)

**GENERAL NOTES**

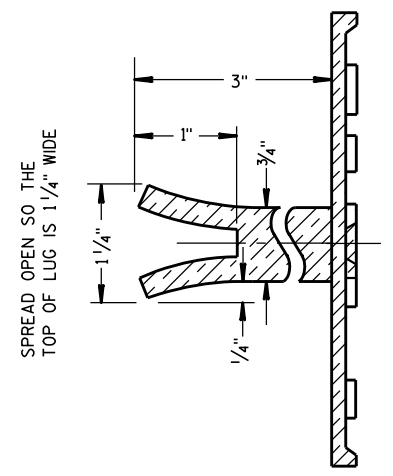
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

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

- ① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- ② REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



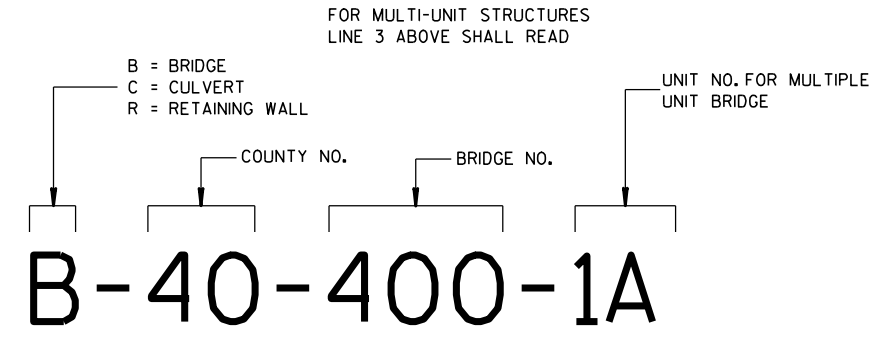
**SECTION A-A**



**ALTERNATE LUG**

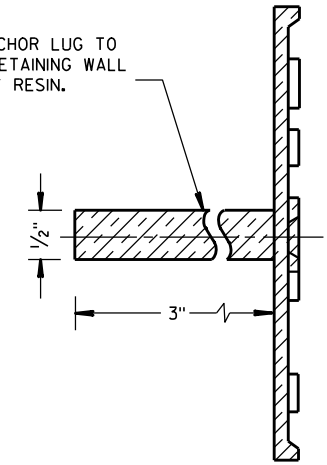
6

6



**NUMBERING DESIGNATION  
MULTI-UNIT STRUCTURES**

- ① ADHERE ANCHOR LUG TO PRECAST RETAINING WALL WITH EPOXY RESIN.



**ALTERNATE LUG**  
(FOR ATTACHMENT TO PRECAST STRUCTURES)

S.D.D. 12 A 3-10

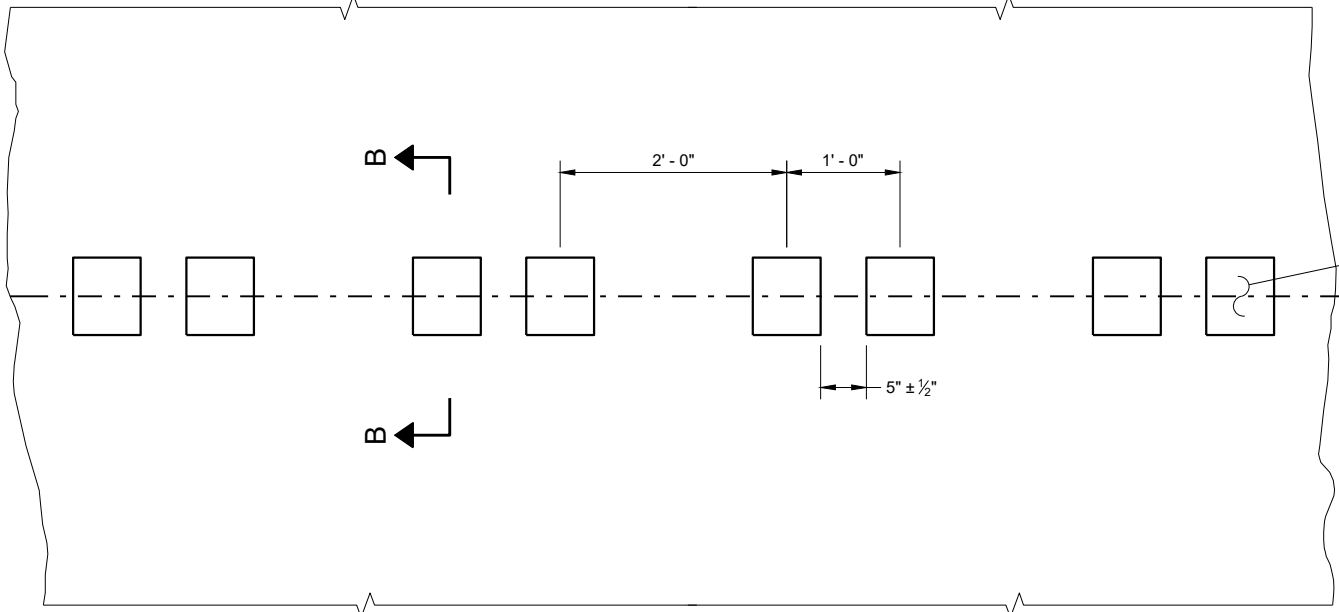
S.D.D. 12 A 3-10

<b>NAME PLATE (STRUCTURES)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 3/26/10	/S/ Scot Becker CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA	

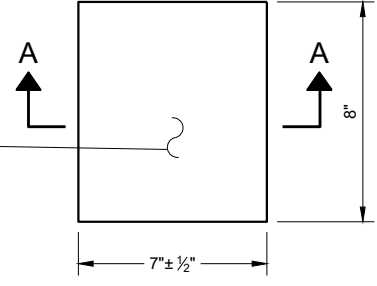
**GENERAL NOTES**

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

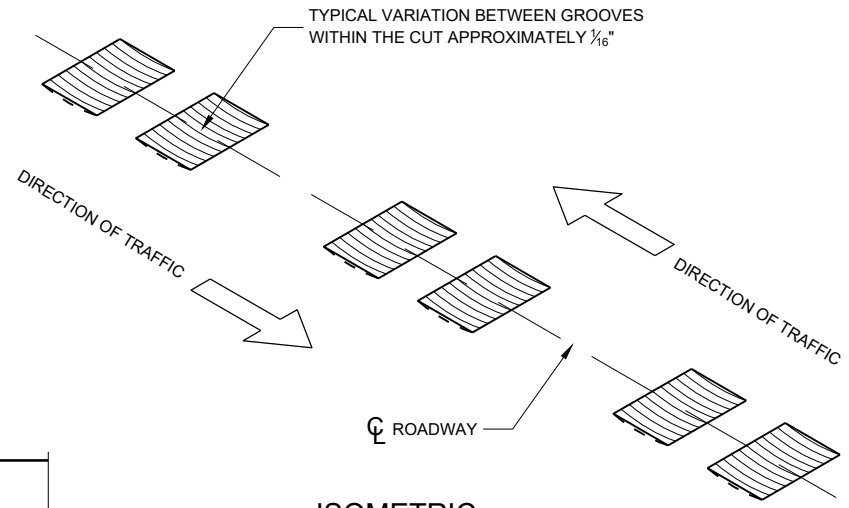
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



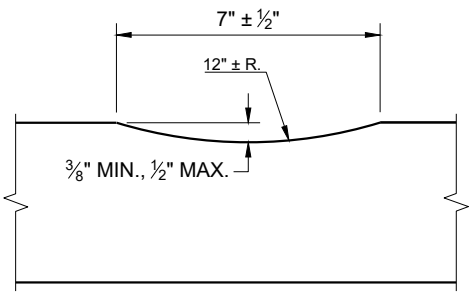
**PLAN DETAIL VIEW**



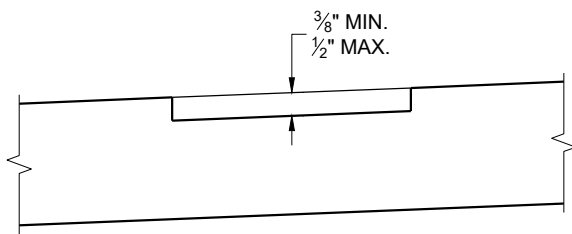
**PLAN VIEW (SINGLE GROOVE)**



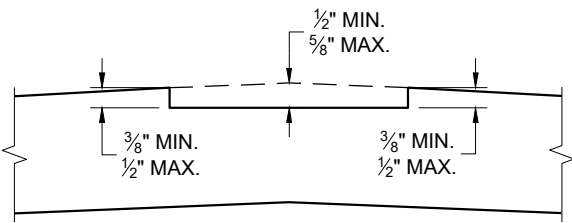
**ISOMETRIC**



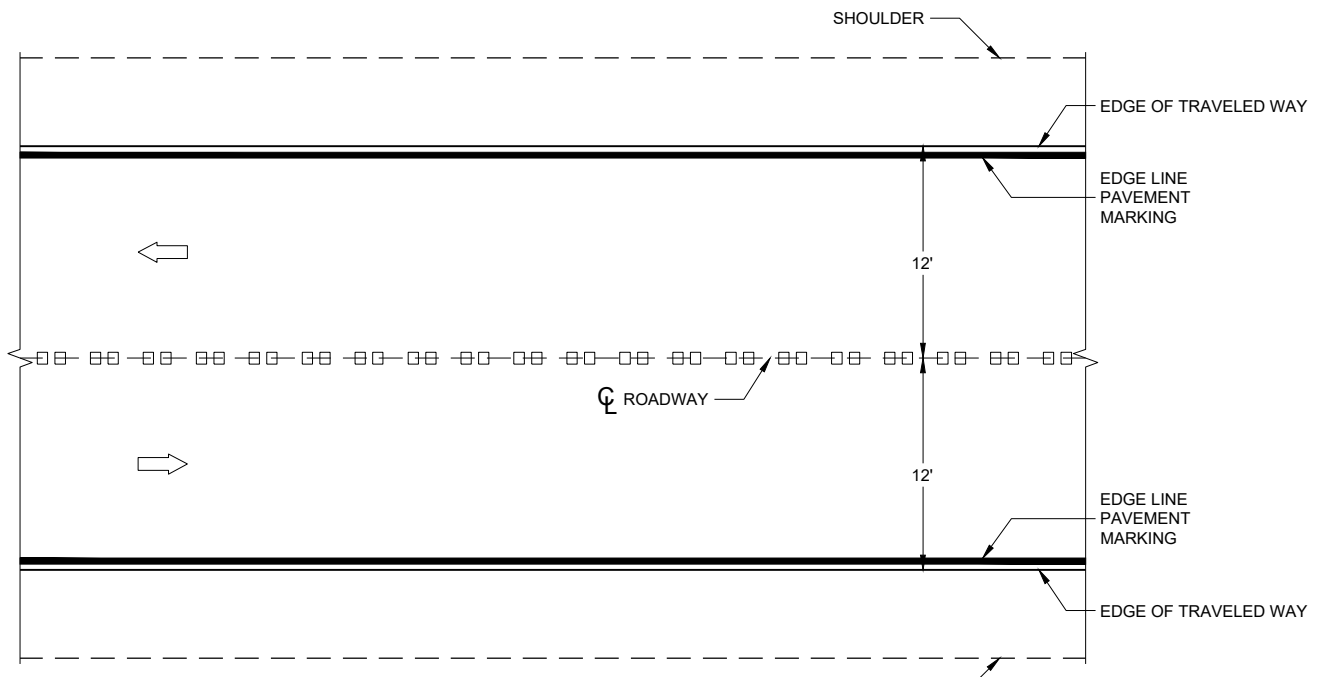
**SECTION A - A**



**SECTION B - B SUPERELEVATED ROADWAY**



**SECTION B - B CROWNED ROADWAY**



**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

<b>CENTERLINE RUMBLE STRIPS - ASPHALT</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

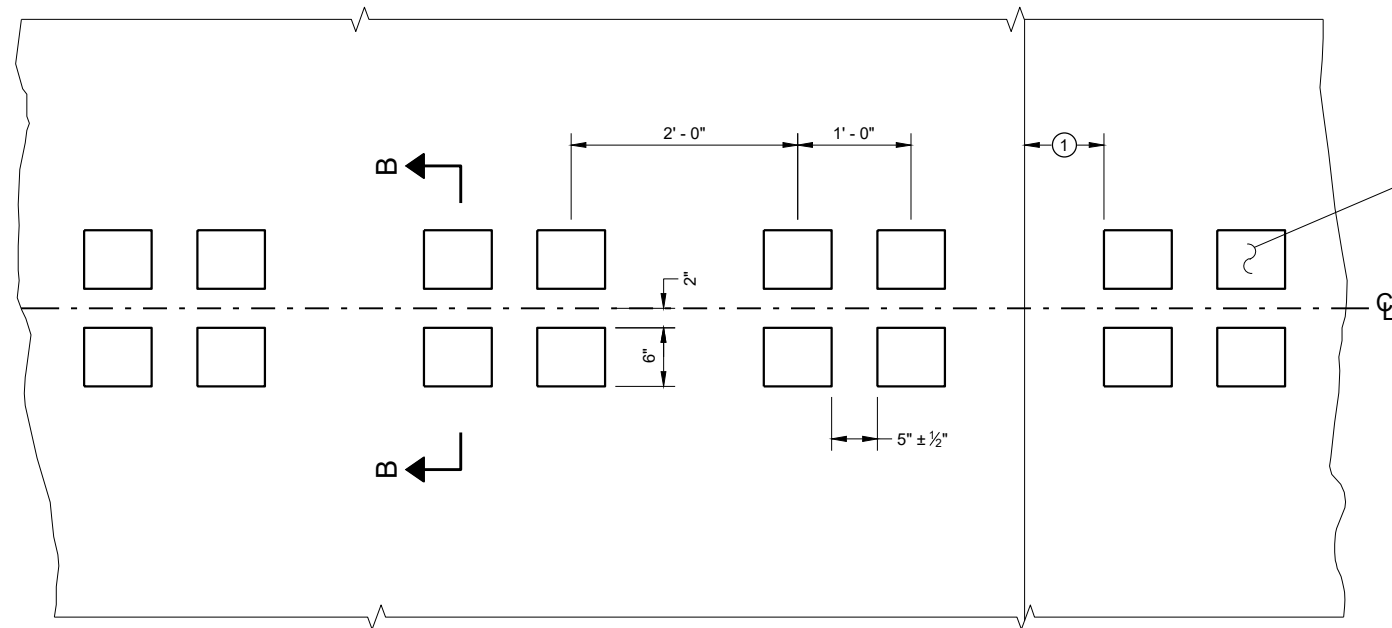
**GENERAL NOTES**

SDD 13A11, SHEET "d" SHOWS THE LOCATION OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

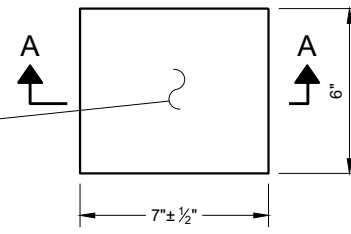
TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

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

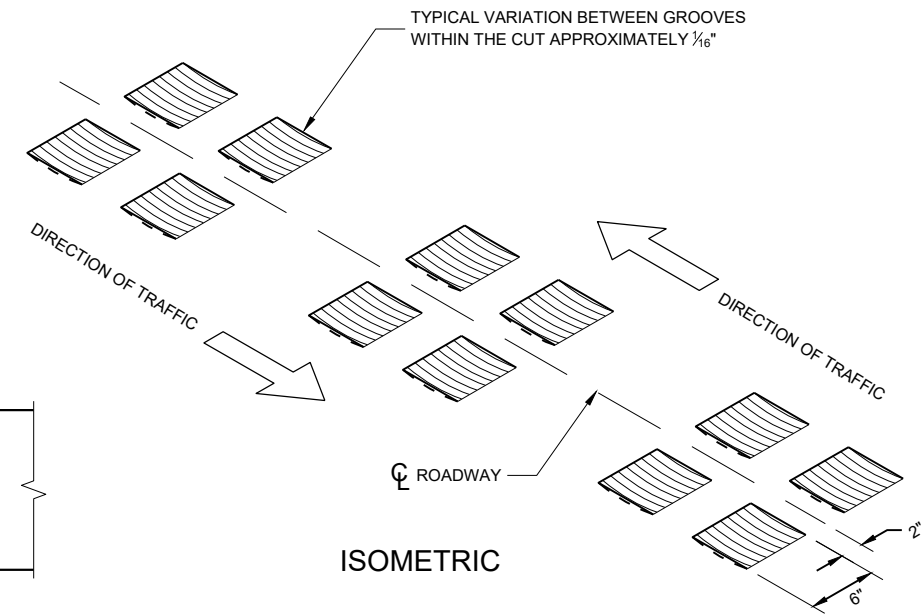
① CONCRETE PAVEMENT RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES FROM TRANSVERSE JOINTS.



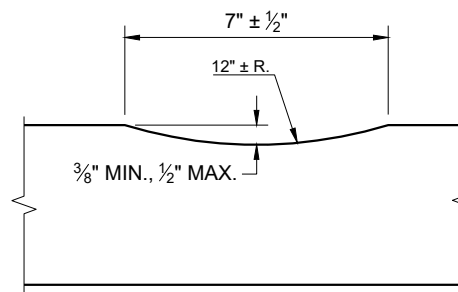
**PLAN DETAIL VIEW**



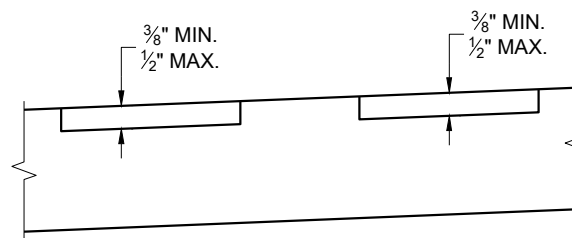
**PLAN VIEW  
(SINGLE GROOVE)**



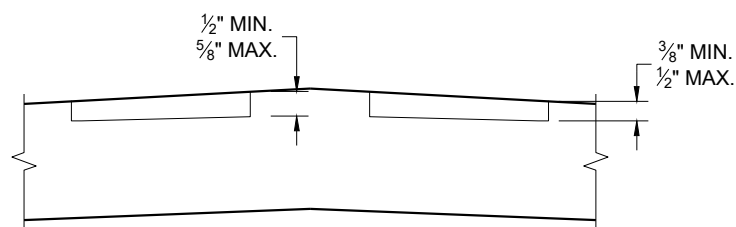
**ISOMETRIC**



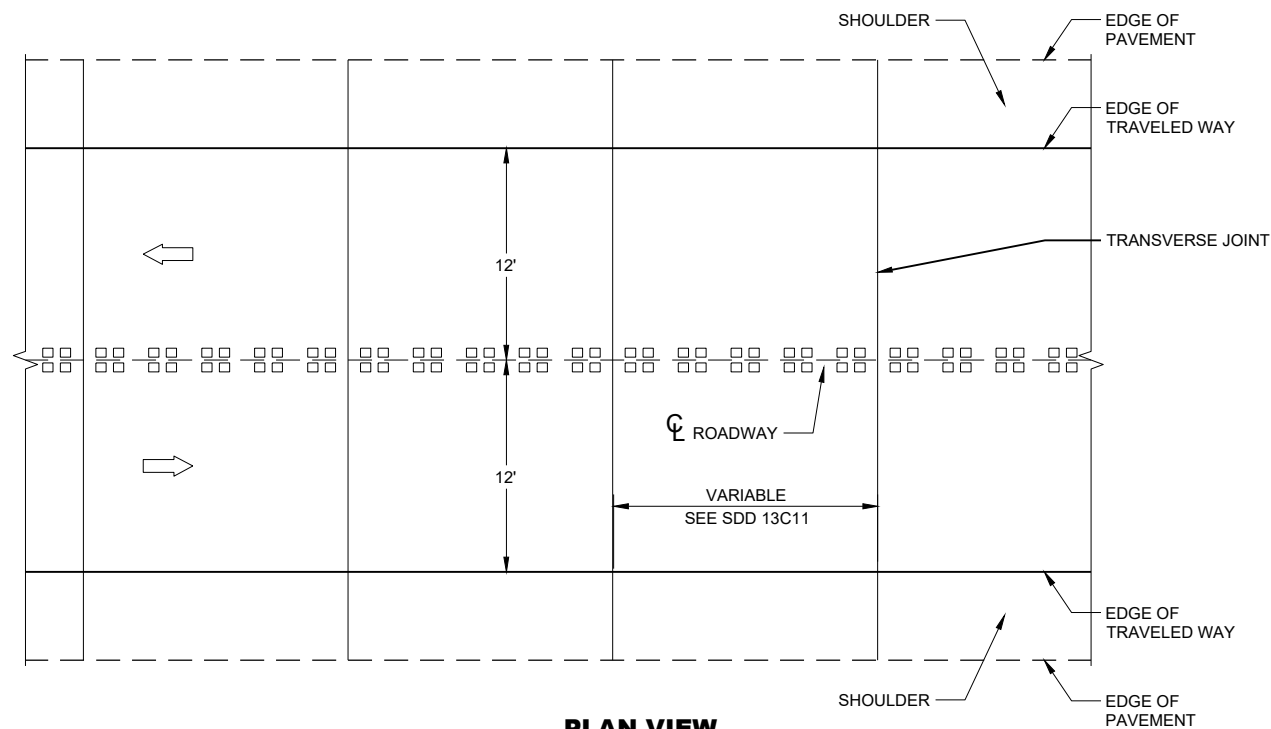
**SECTION A - A**



**SECTION B - B  
SUPERELEVATED ROADWAY**



**SECTION B - B  
CROWNED ROADWAY**



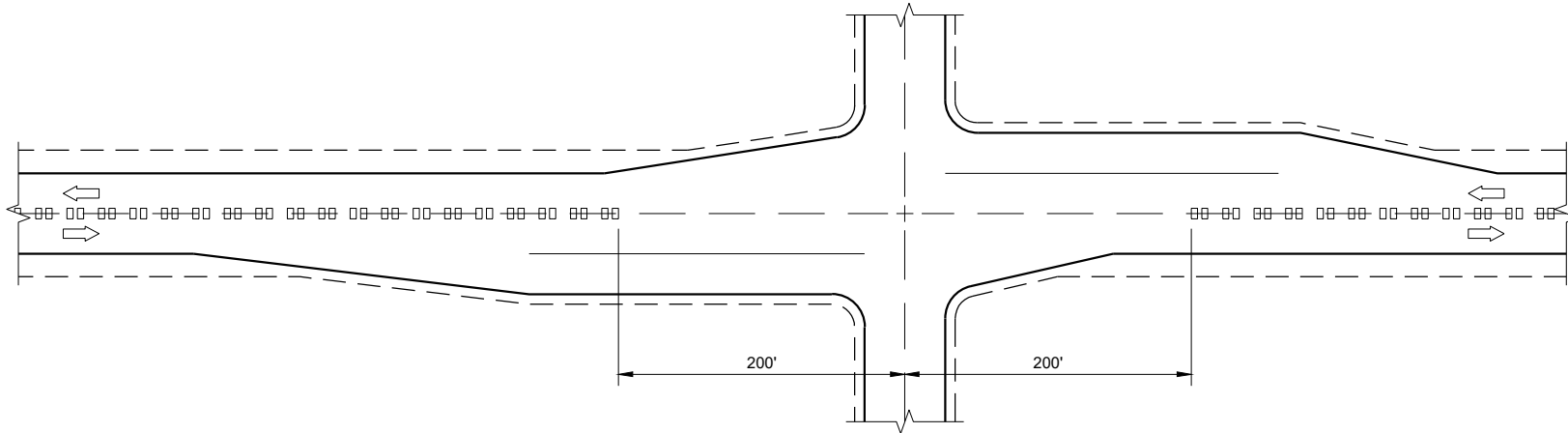
**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - CONCRETE**

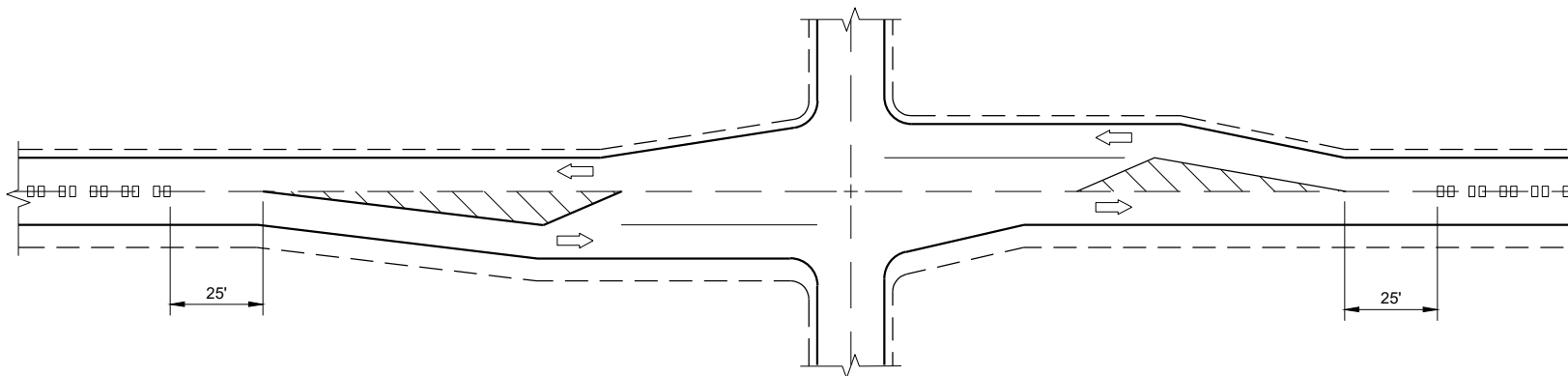
**CENTERLINE RUMBLE STRIPS - CONCRETE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

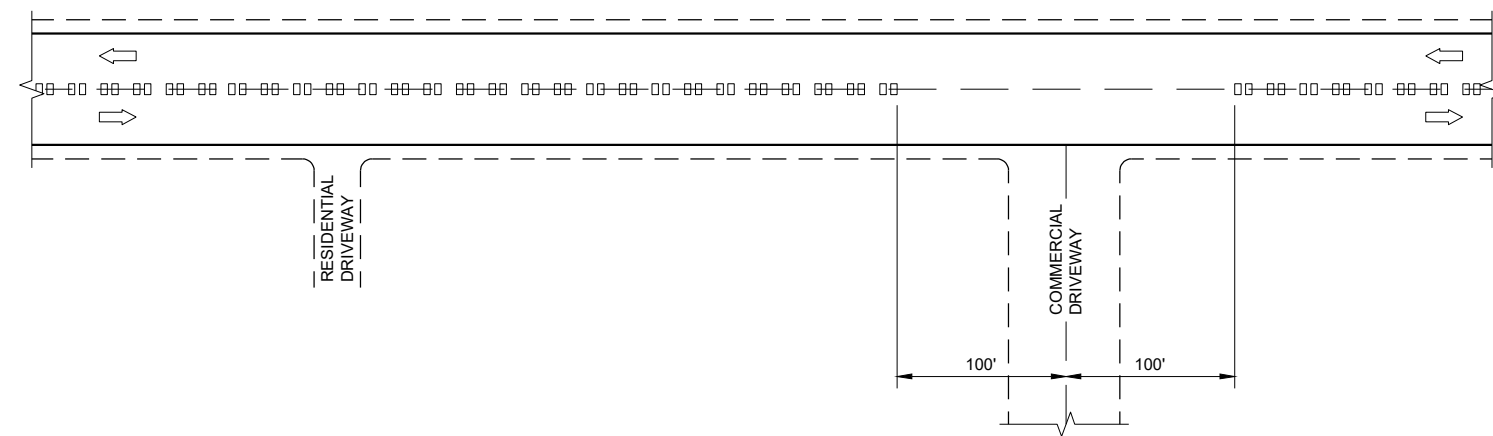




**CENTERLINE GROOVES AT INTERSECTIONS**



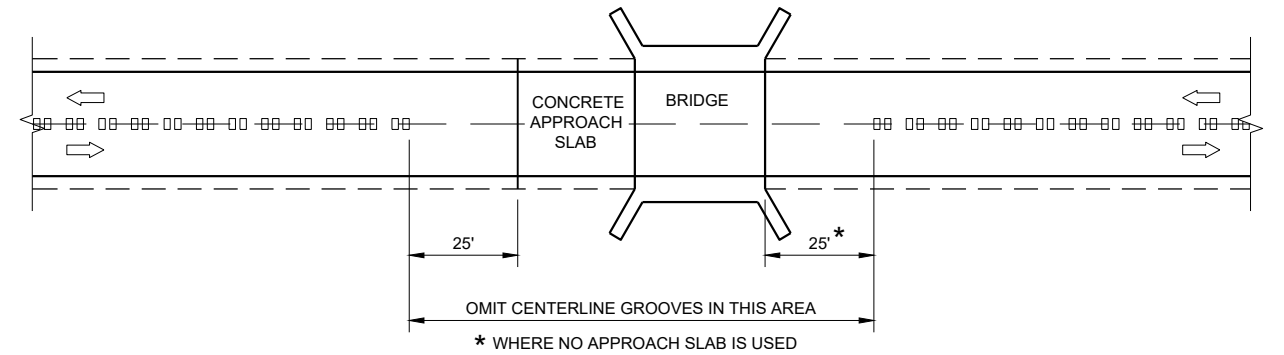
**CENTERLINE GROOVES AT INTERSECTIONS  
(WITH LEFT TURN LANES)**



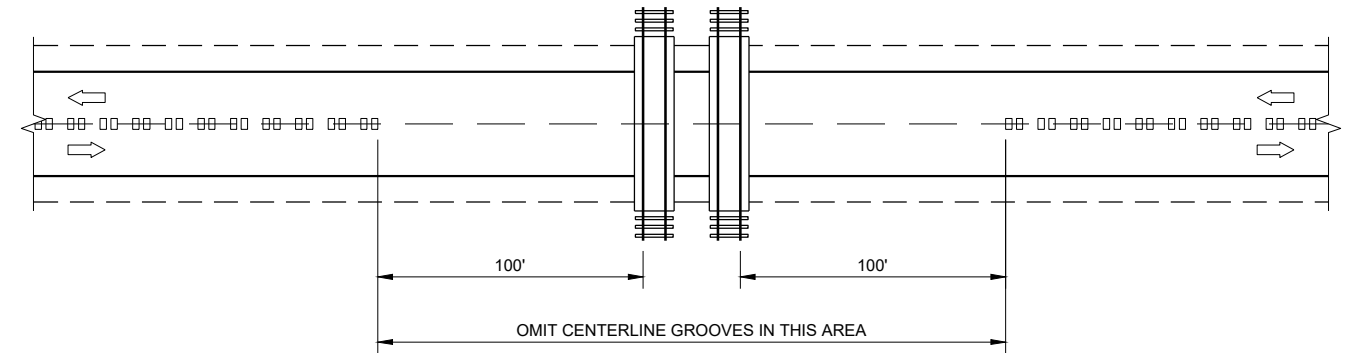
**CENTERLINE GROOVES AT DRIVEWAYS<sup>①</sup>**

**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**

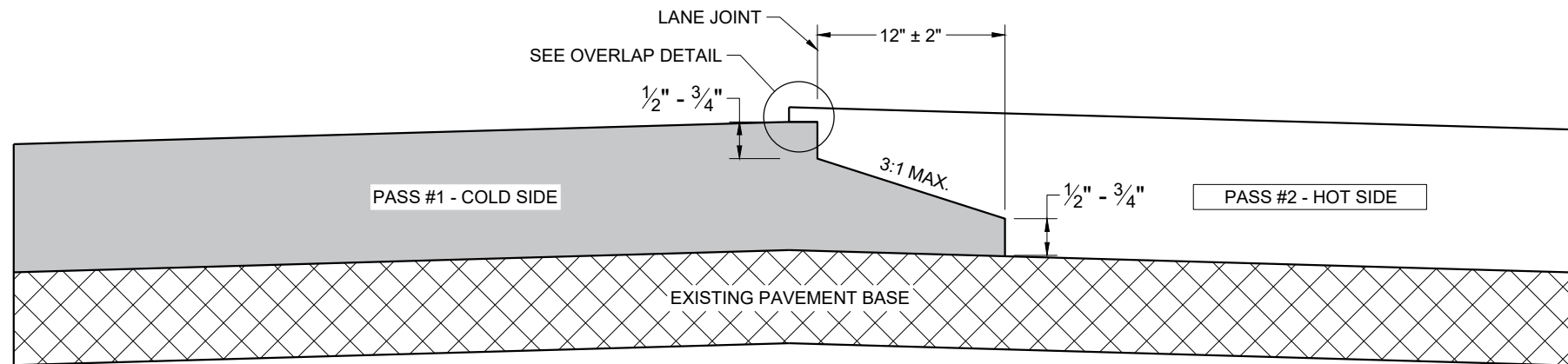
6

6

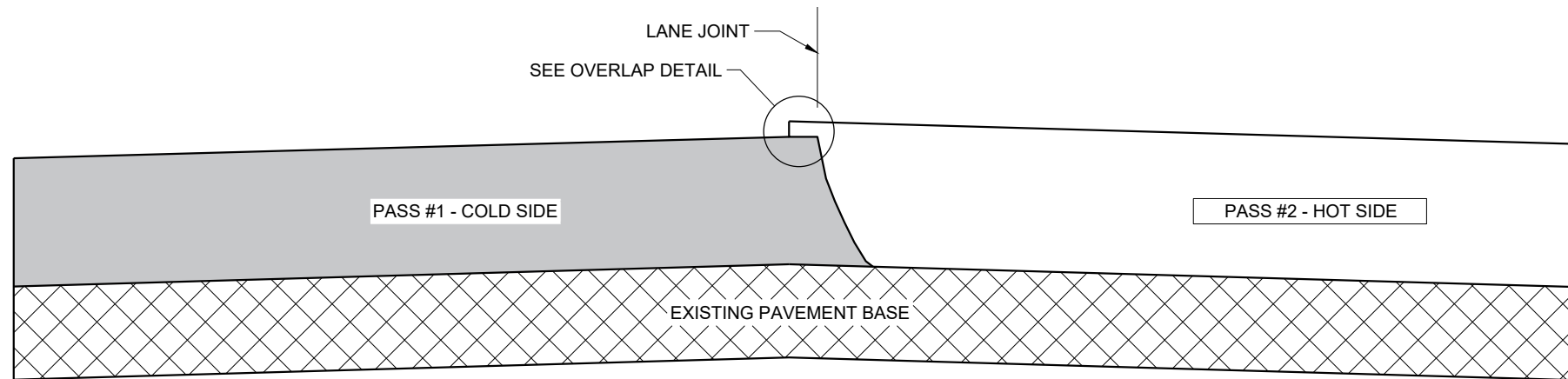
SDD 13A11 - 04d

SDD 13A11 - 04d

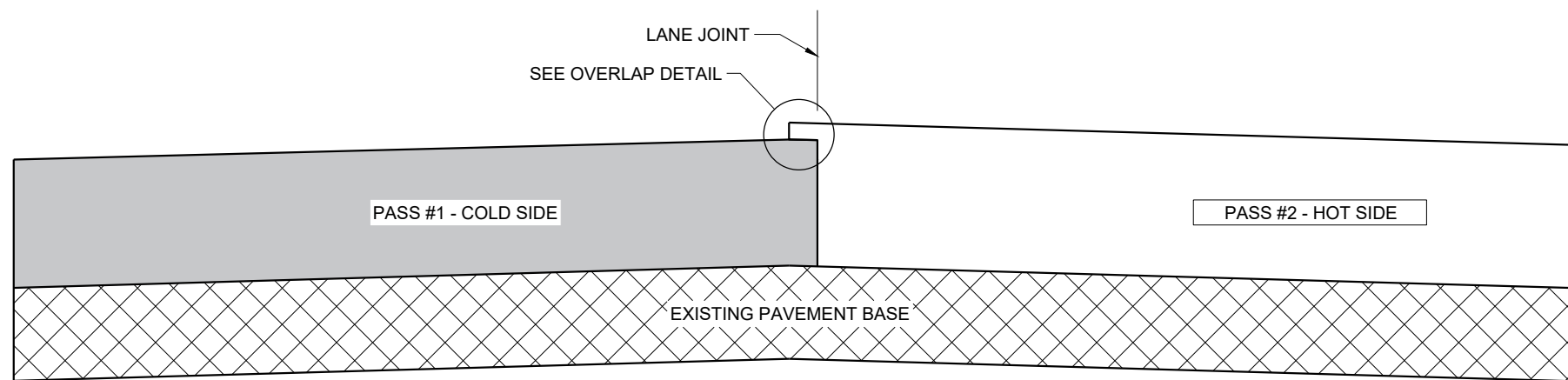
<b>CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ John Jenkins ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



**TYPICAL PAVEMENT CROSS SECTION  
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION  
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION  
VERTICAL JOINT (MILLED)**

**GENERAL NOTES**

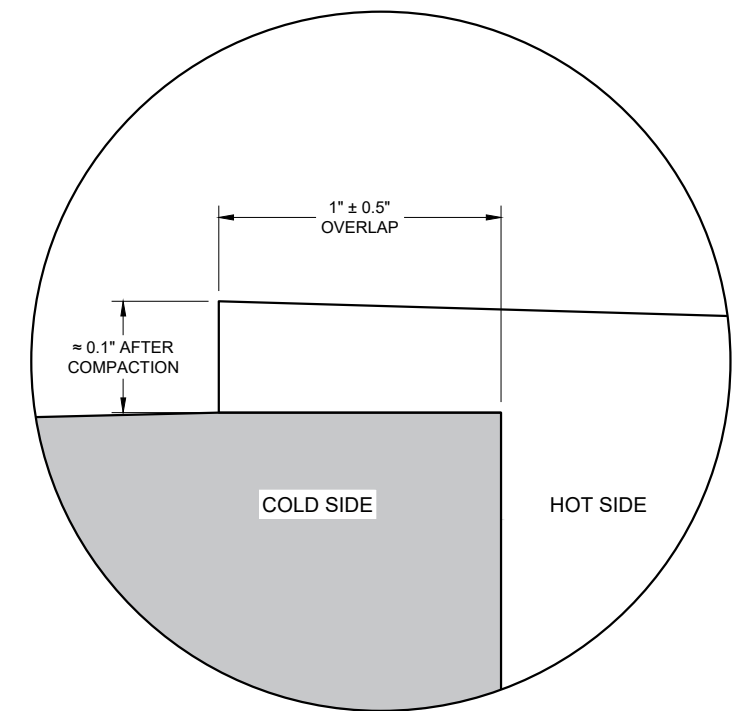
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY  $1" \pm 0.5"$  AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



**OVERLAP DETAIL (TYPICAL)**

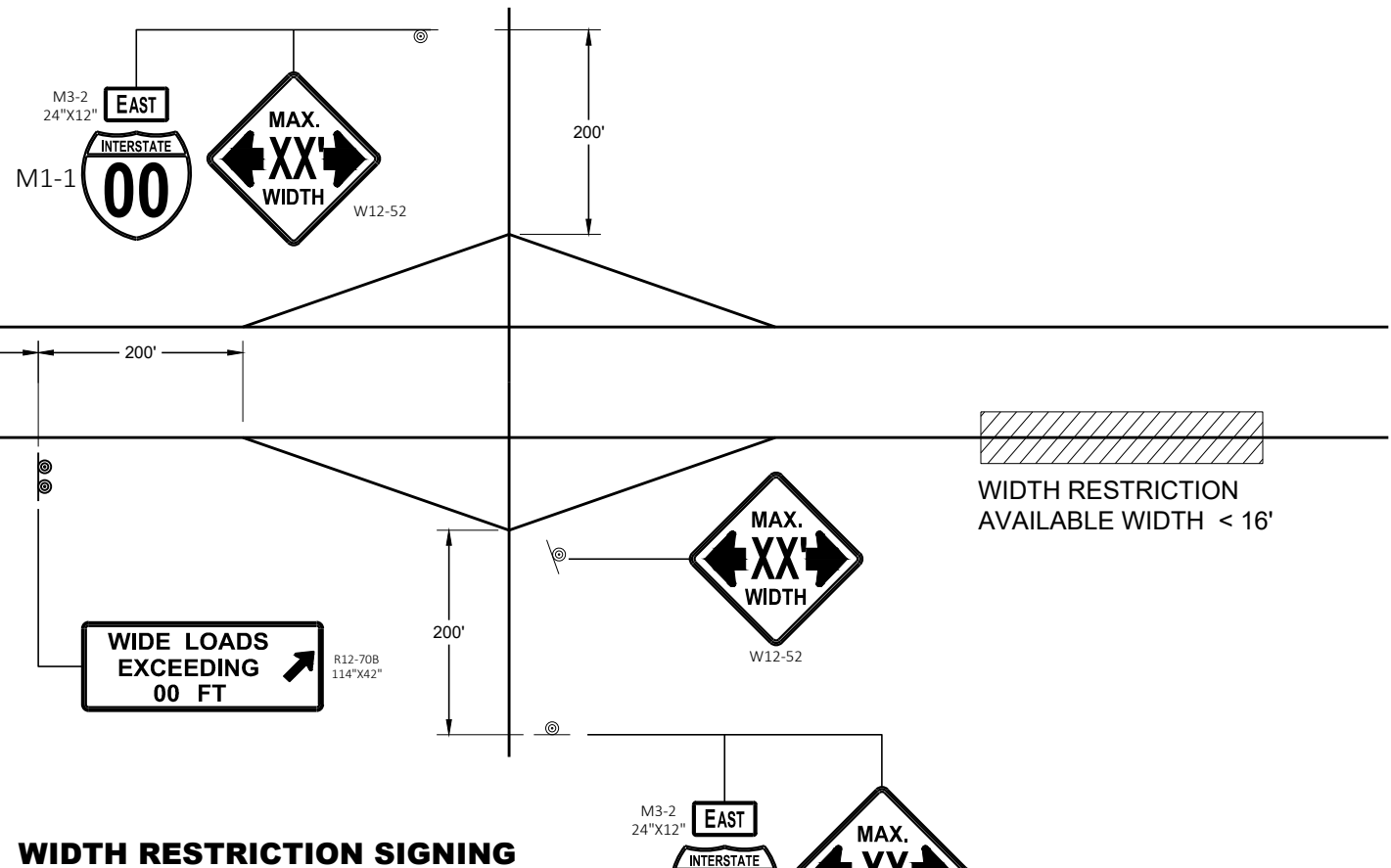
6

6

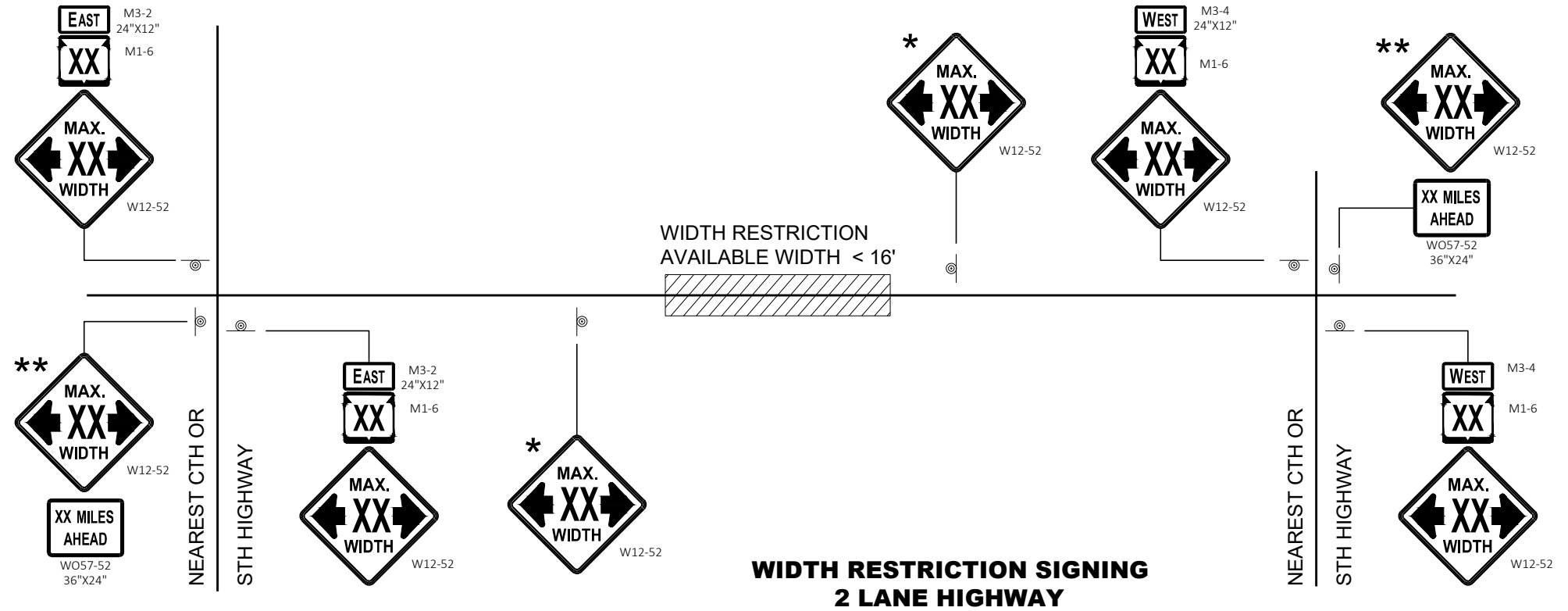
SDD 13C19 - 03

SDD 13C19 - 03

<b>HMA LONGITUDINAL JOINTS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
FHWA	



**WIDTH RESTRICTION SIGNING**



**WIDTH RESTRICTION SIGNING  
2 LANE HIGHWAY**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

\* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

\*\* SIGN SHALL BE VISIBLE FROM ROADWAY.

\*\*\* ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

**ADVANCED WIDTH  
RESTRICTION SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED	/S/ Andrew Heidtke
DATE	May 2023
FHWA	WORK ZONE ENGINEER

**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.

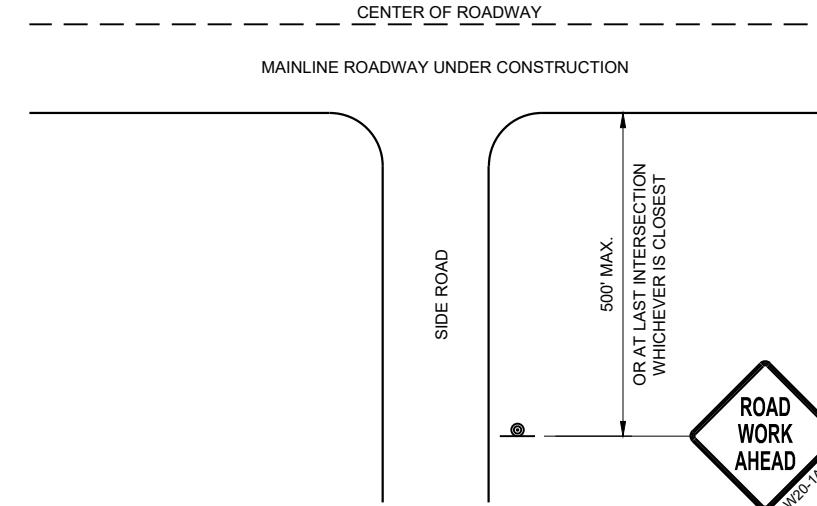
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

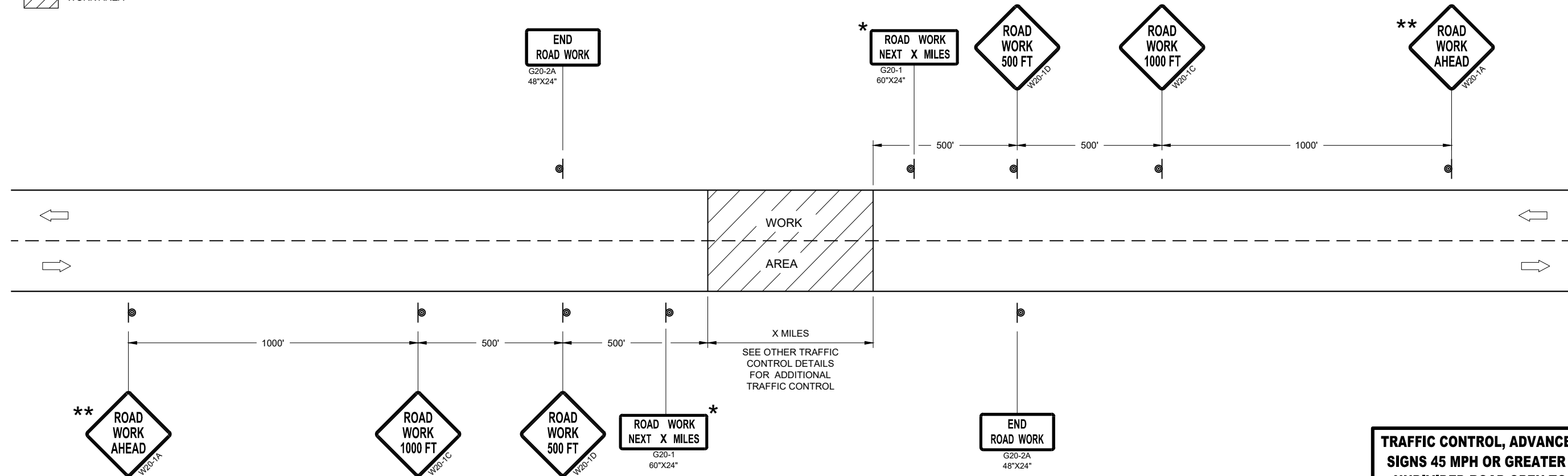
- \* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- \*\* PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA



**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**



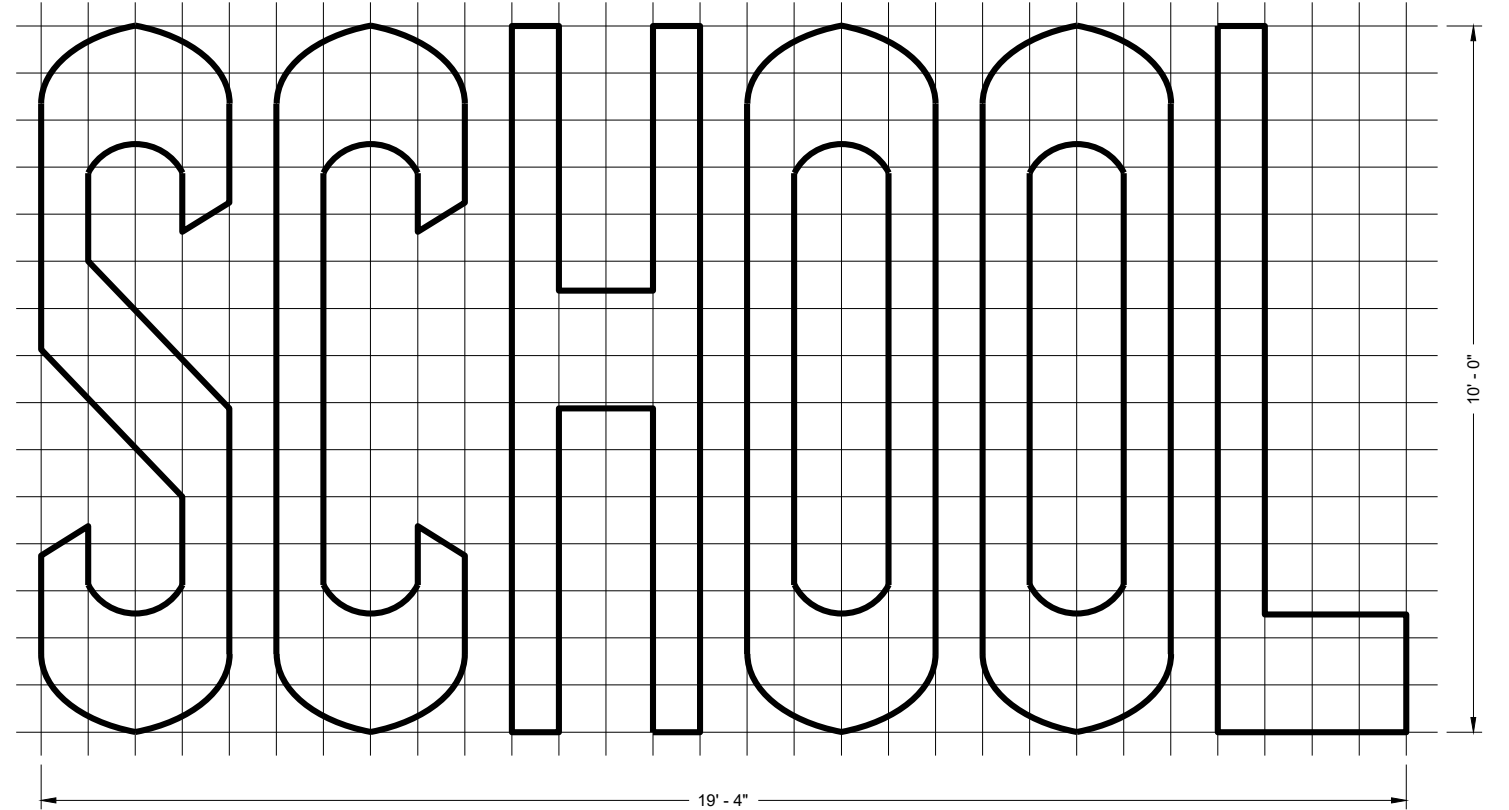
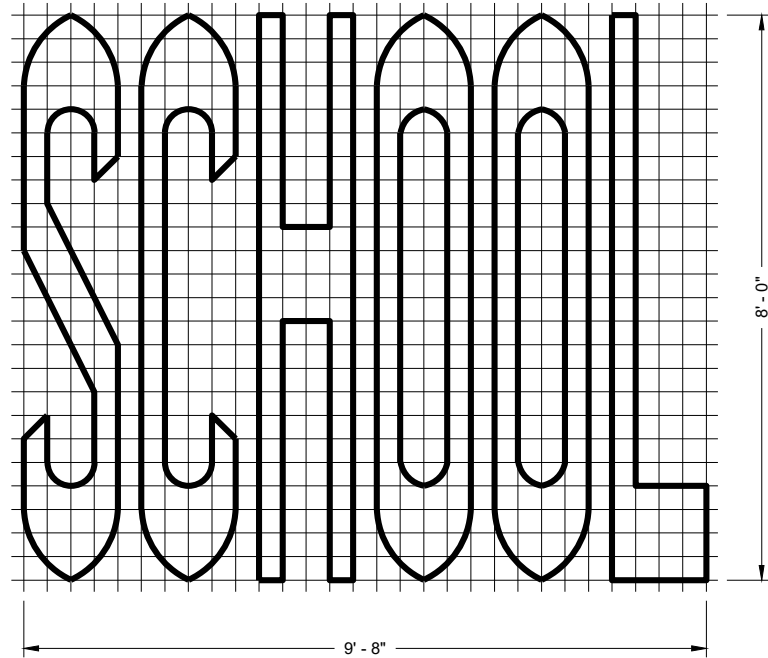
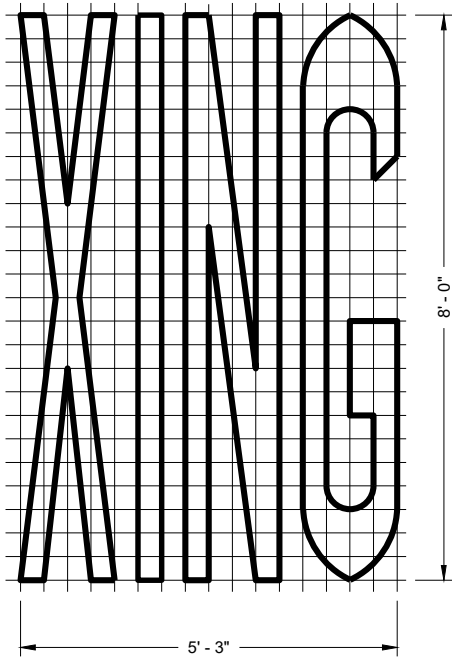
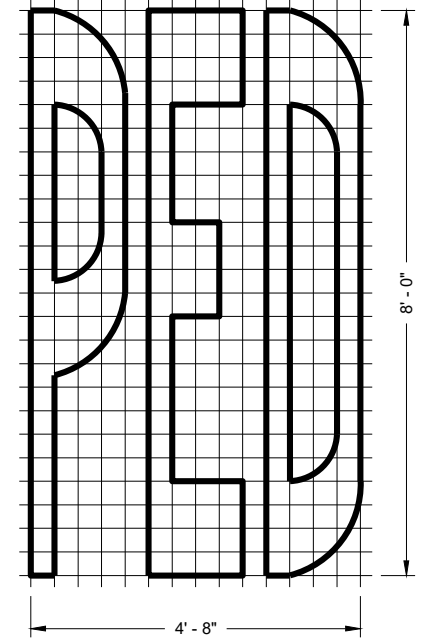
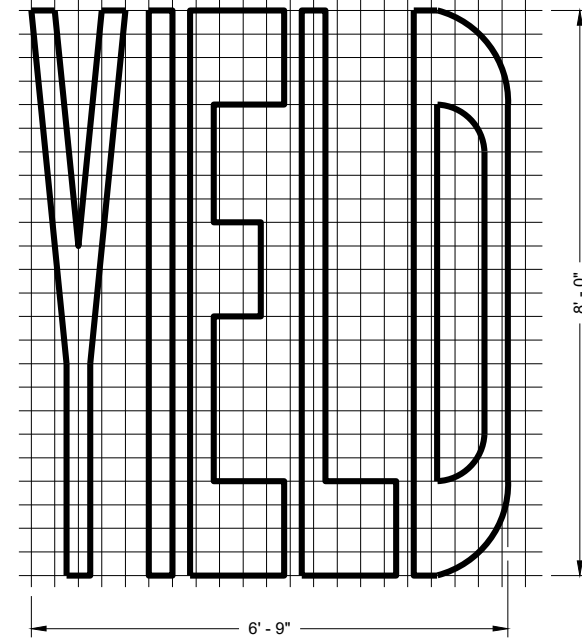
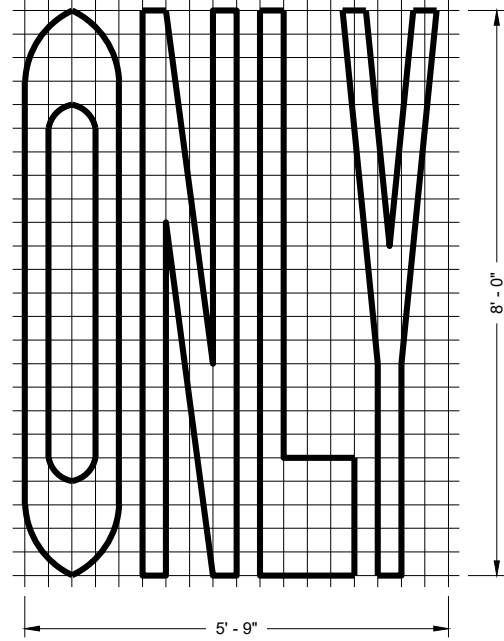
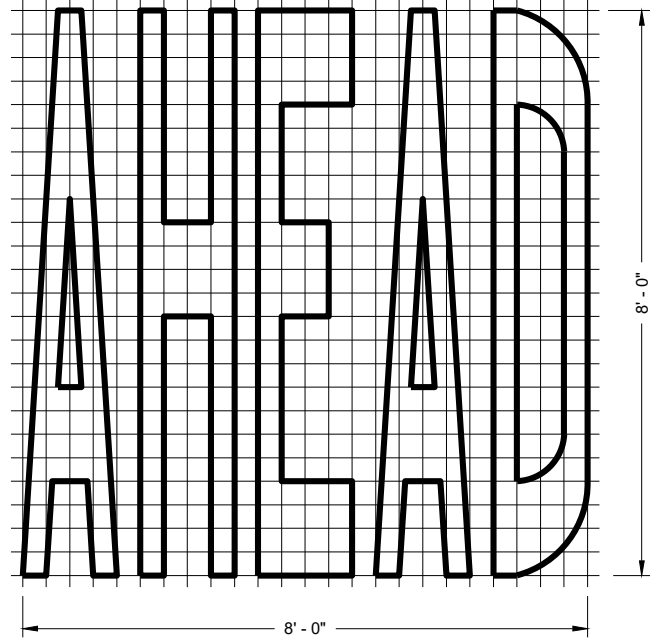
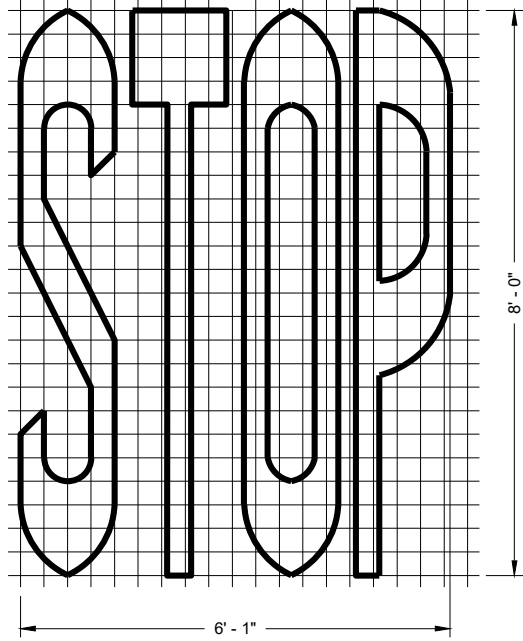
**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE July 2018 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA



SINGLE LANE

TWO - LANE

**GENERAL NOTES**

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

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

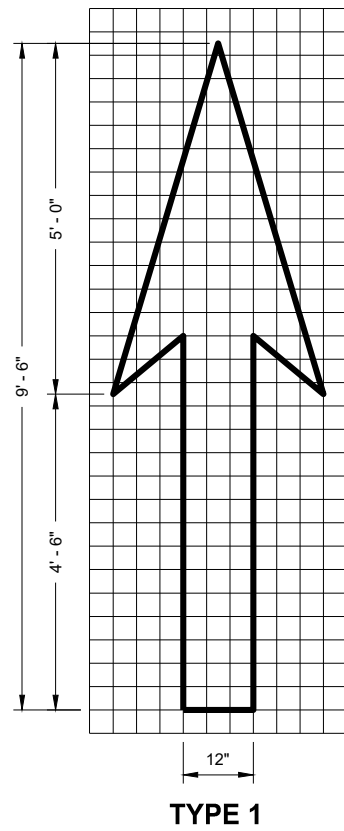
APPROVED

November 2019

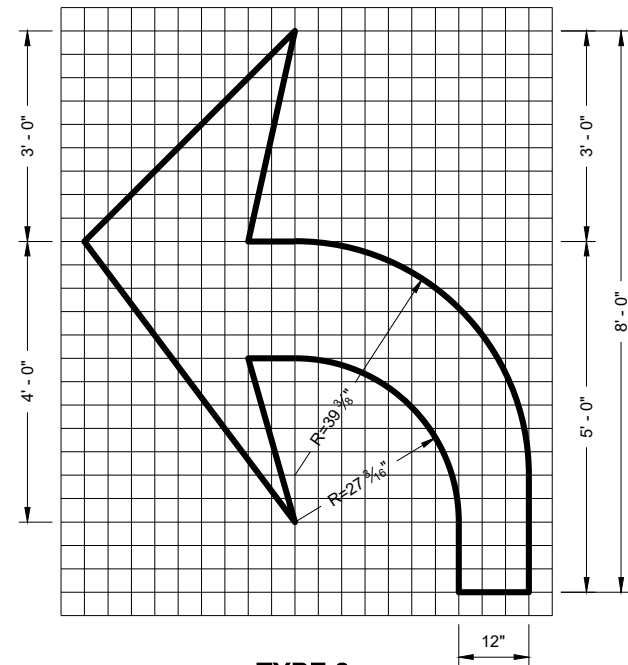
DATE

FHWA

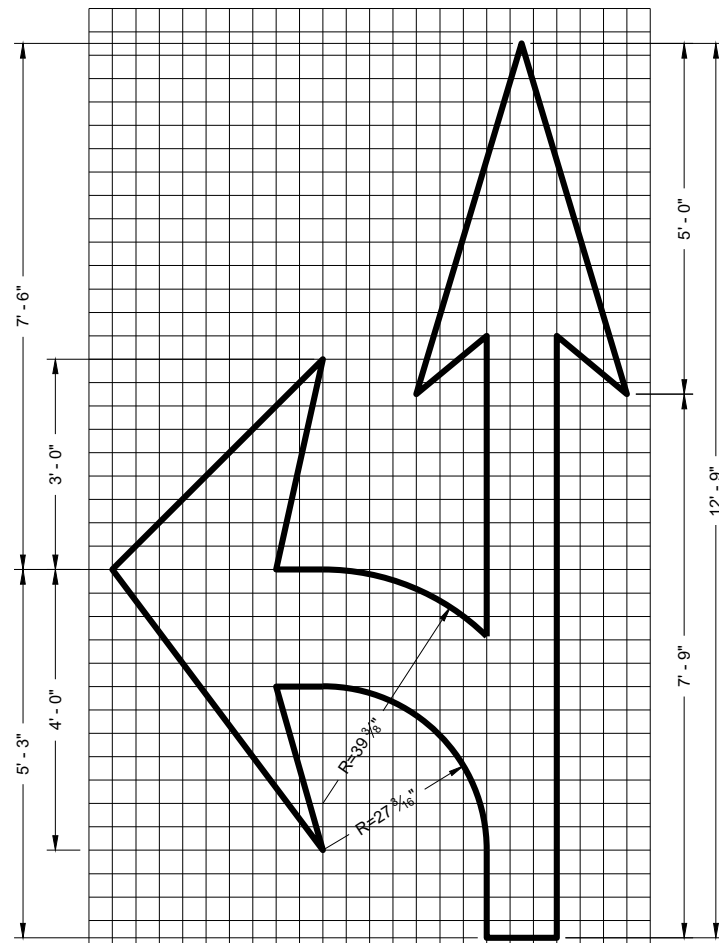
/S/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER



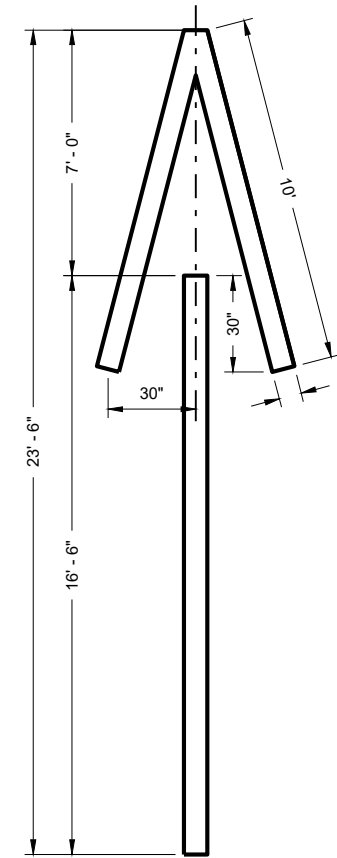
TYPE 1



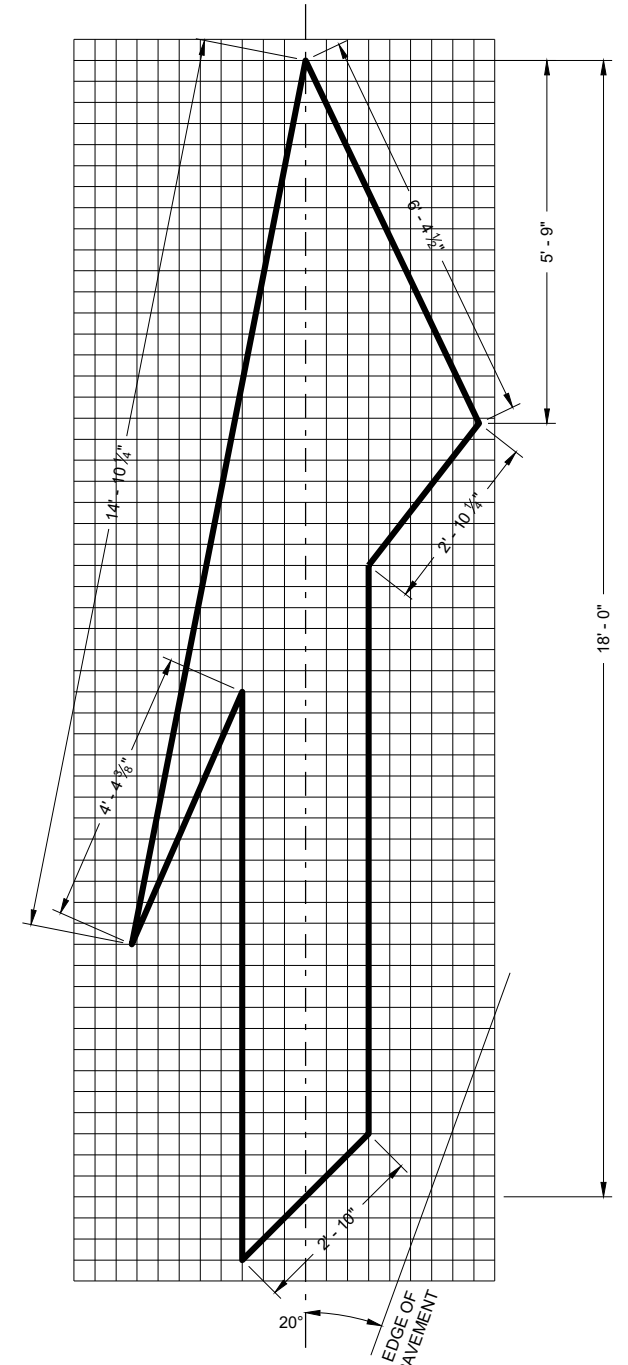
TYPE 2



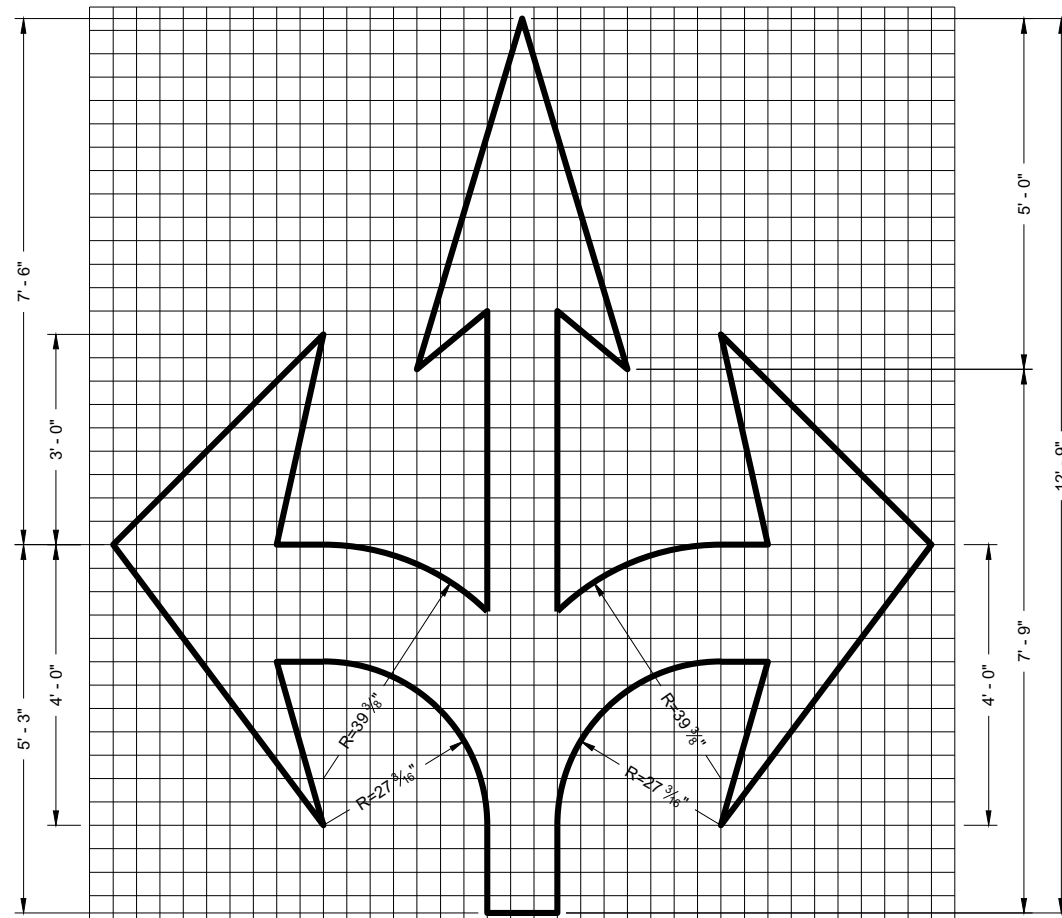
TYPE 3



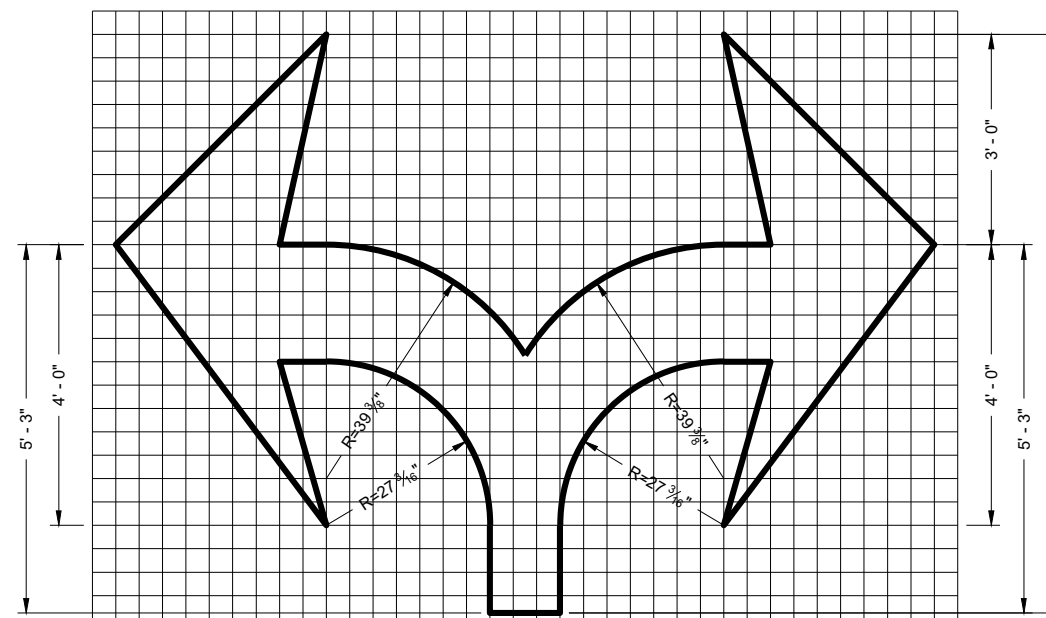
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

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 ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

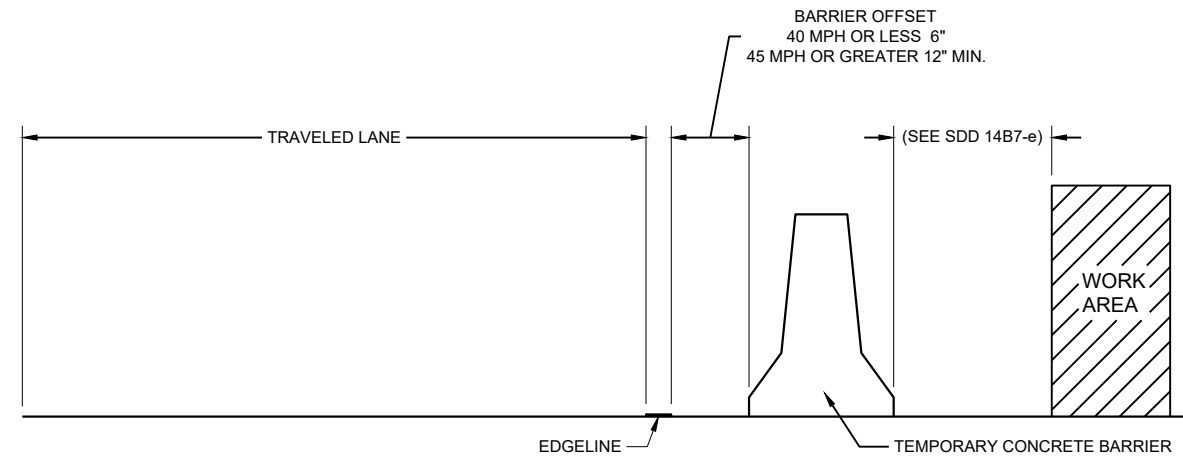
November 2019

DATE

FHWA

/s/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER





**TEMPORARY BARRIER OFFSET FROM EDGE LINE**

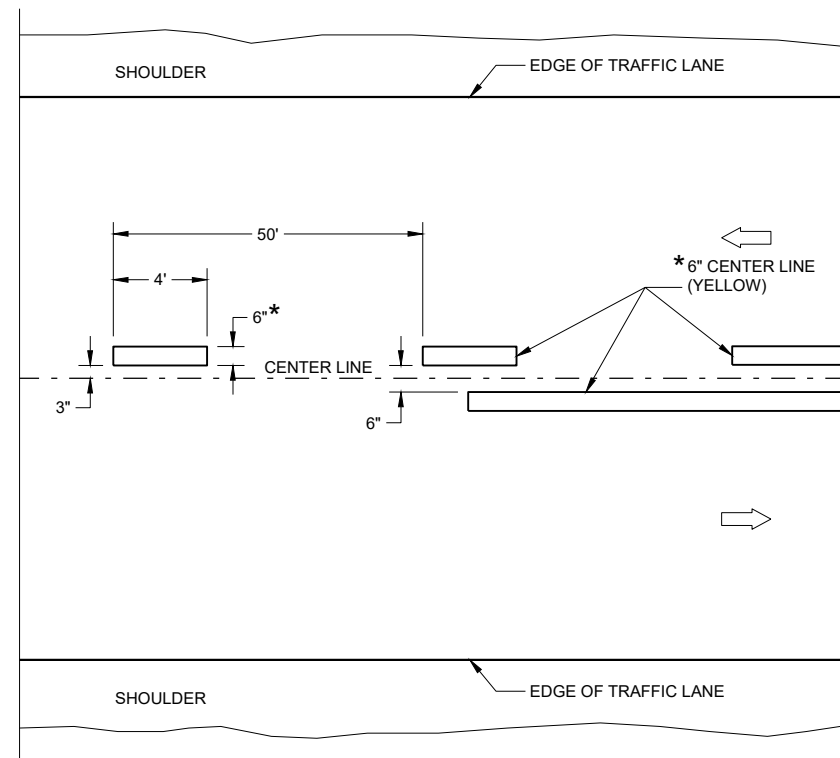
**GENERAL NOTES**

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

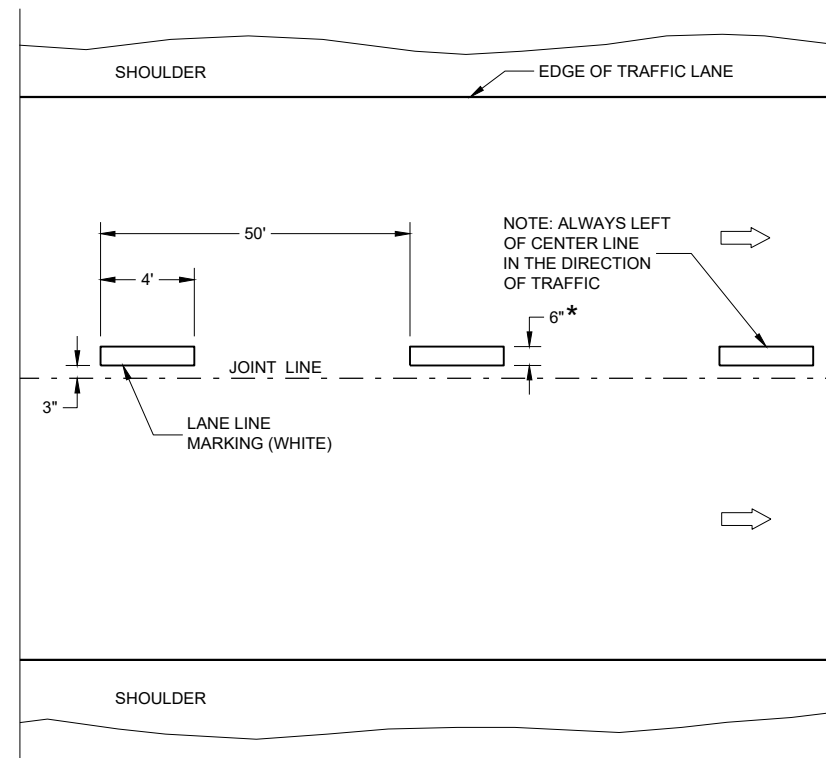
**LEGEND**

➡ DIRECTION OF TRAFFIC

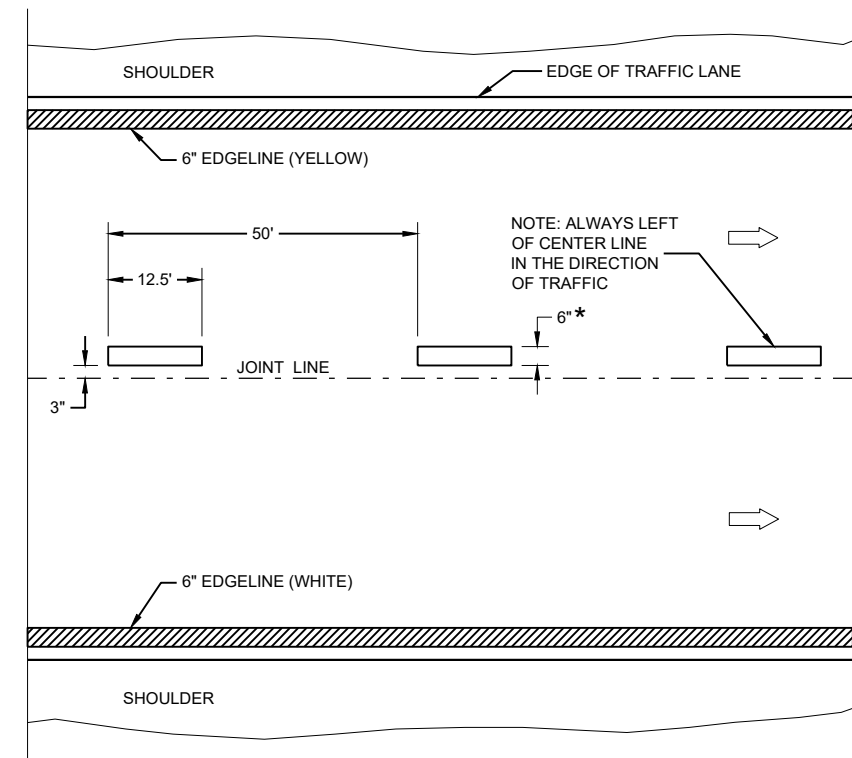
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**



**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Jeannie Silver  
DATE STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

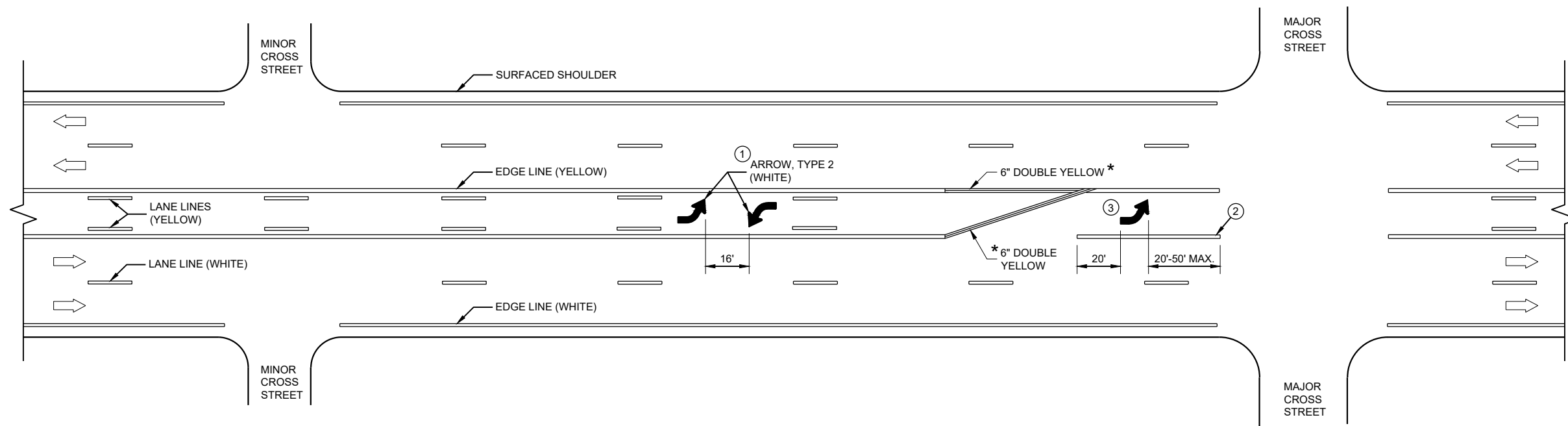


**GENERAL NOTES**

- 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

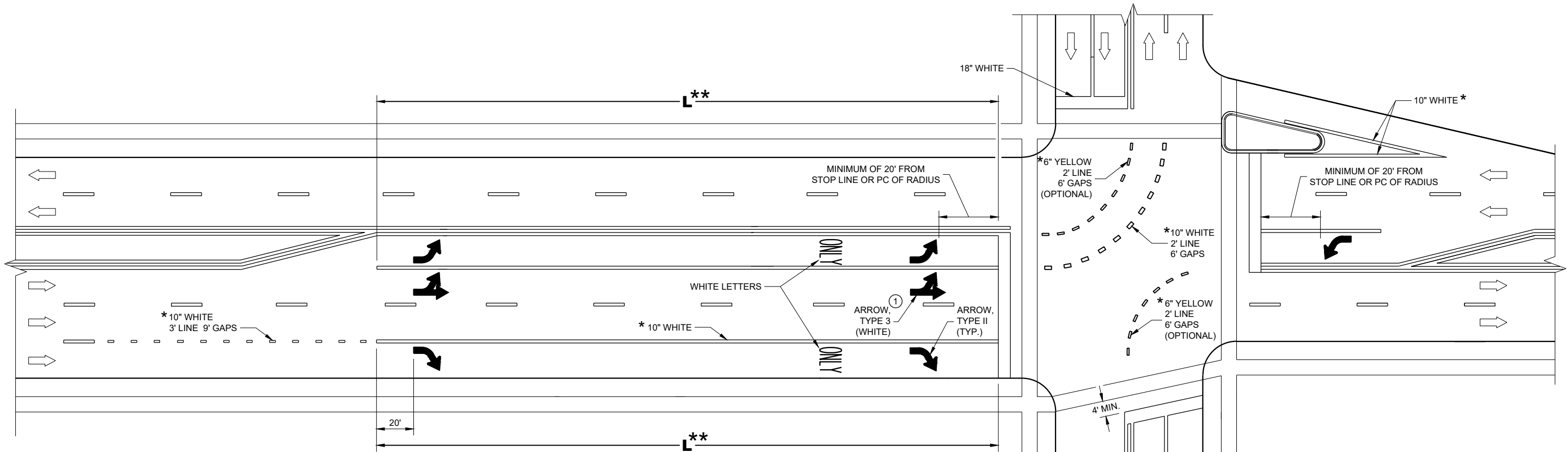
\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



**TWO WAY LEFT TURN LANE**

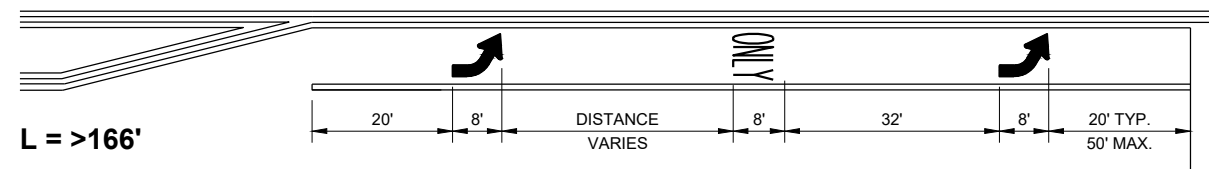
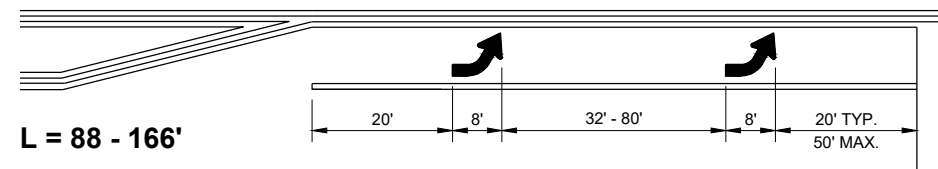
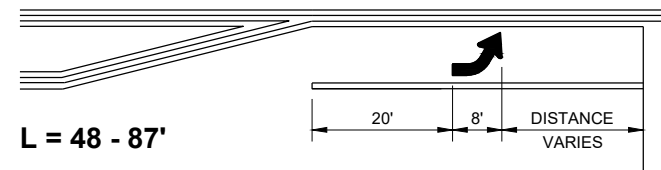
**PAVEMENT MARKING  
(TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**TURN LANE OPTIONS**

LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



\*\* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

**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.

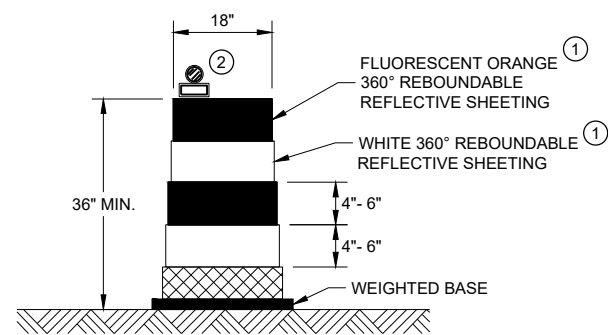
➡ DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

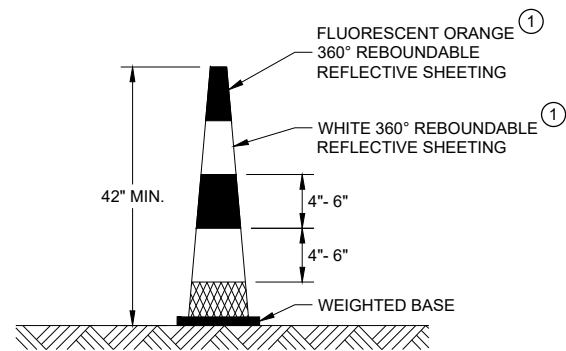
**PAVEMENT MARKING  
(TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



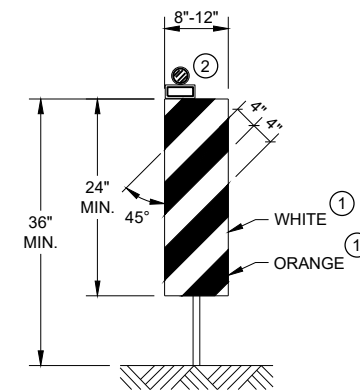
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



**42" CONE**

DO NOT USE IN TAPERS  
½ SPACING OF DRUMS  
BALLAST WIDTHS  
RANGE FROM 14"-20"

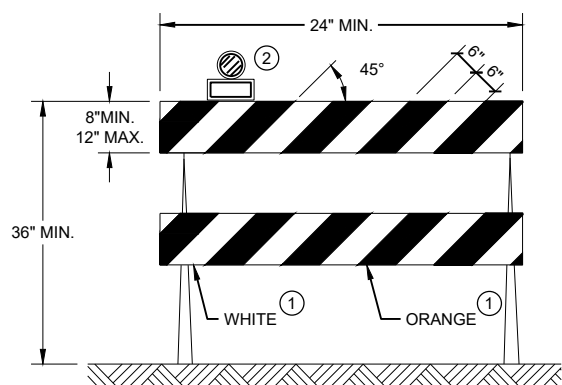


**VERTICAL PANEL**

THE STRIPES SHALL SLOPE DOWNWARD TO  
THE TRAFFIC SIDE FOR CHANNELIZATION.

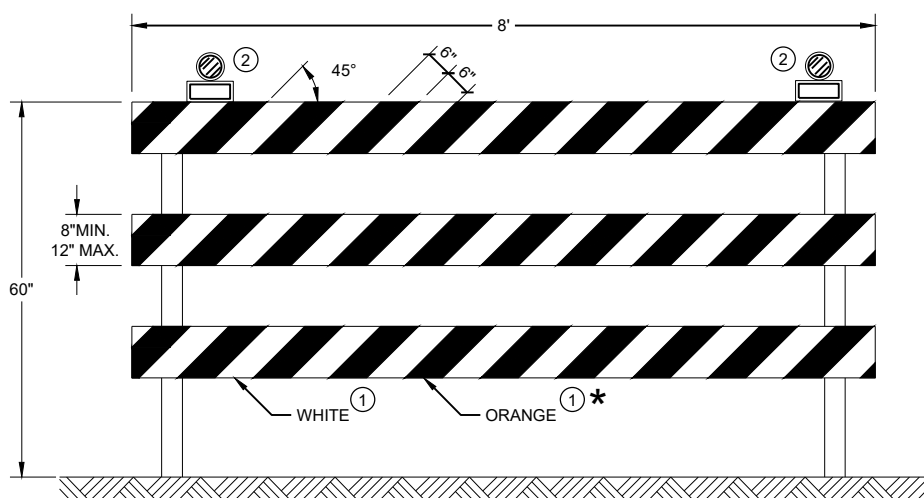
**GENERAL NOTES**

- 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.



**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 /S/ Andrew Heidtke  
 DATE WORK ZONE ENGINEER  
 FHWA

**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.

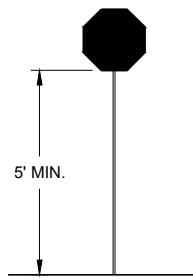
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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**

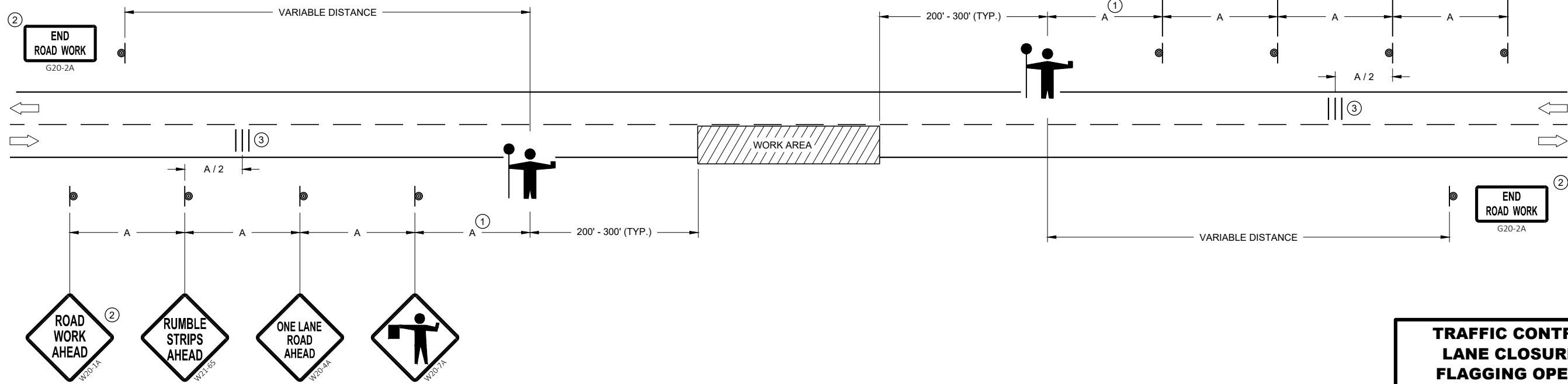
**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W03-4

USE OF W03-4 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  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**GENERAL NOTES**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL CONE 42-INCH
-  TRAFFIC CONTROL DRUM
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  **AFAD** AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**FLAGGING**

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

- ① SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ② IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

**TEMPORARY PORTABLE RUMBLE STRIPS**

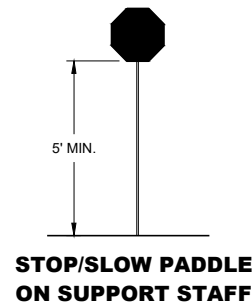
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

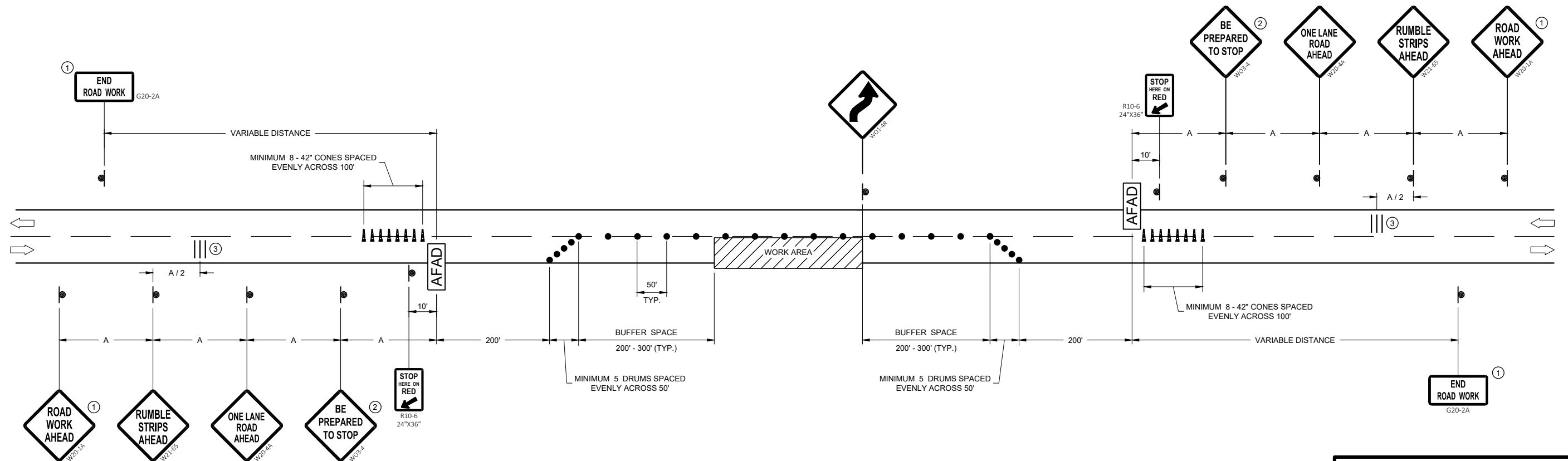
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'







**TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2022 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

**LEGEND**

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

**GENERAL NOTES**

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

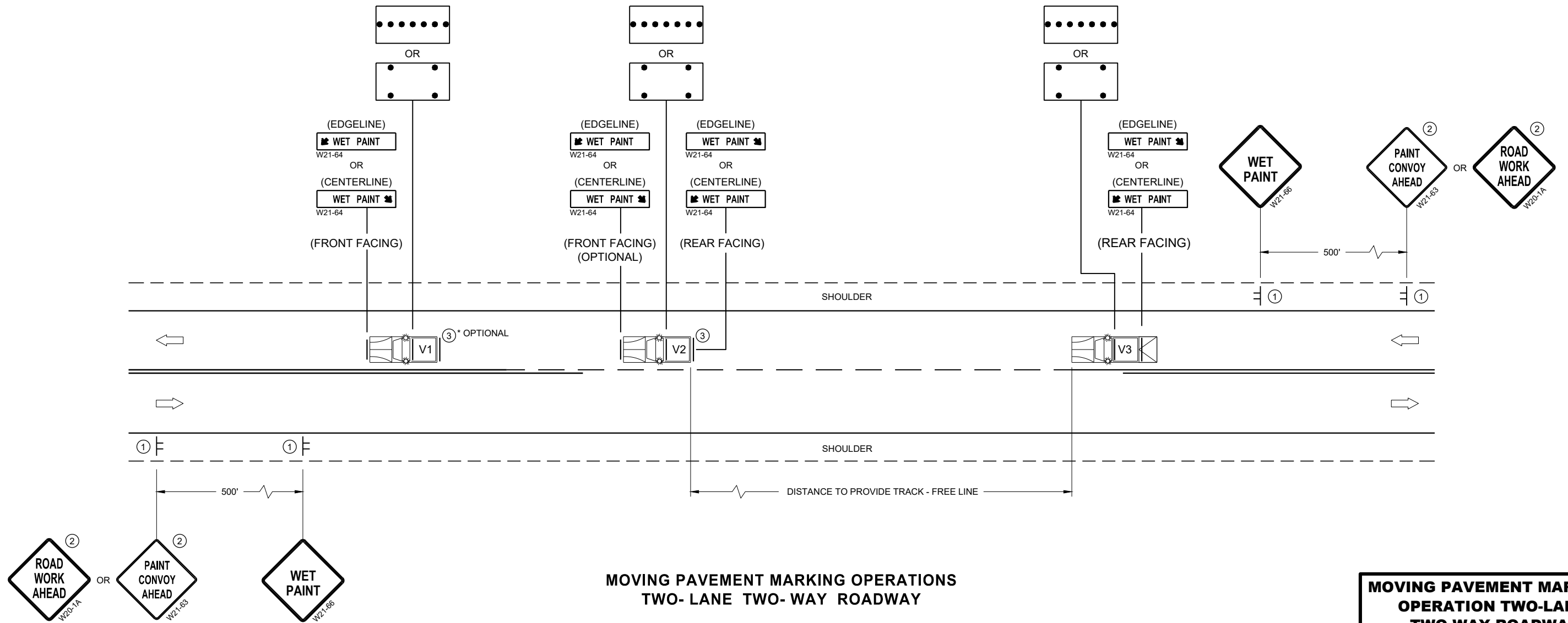
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.

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**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

SDD 15C19-08a

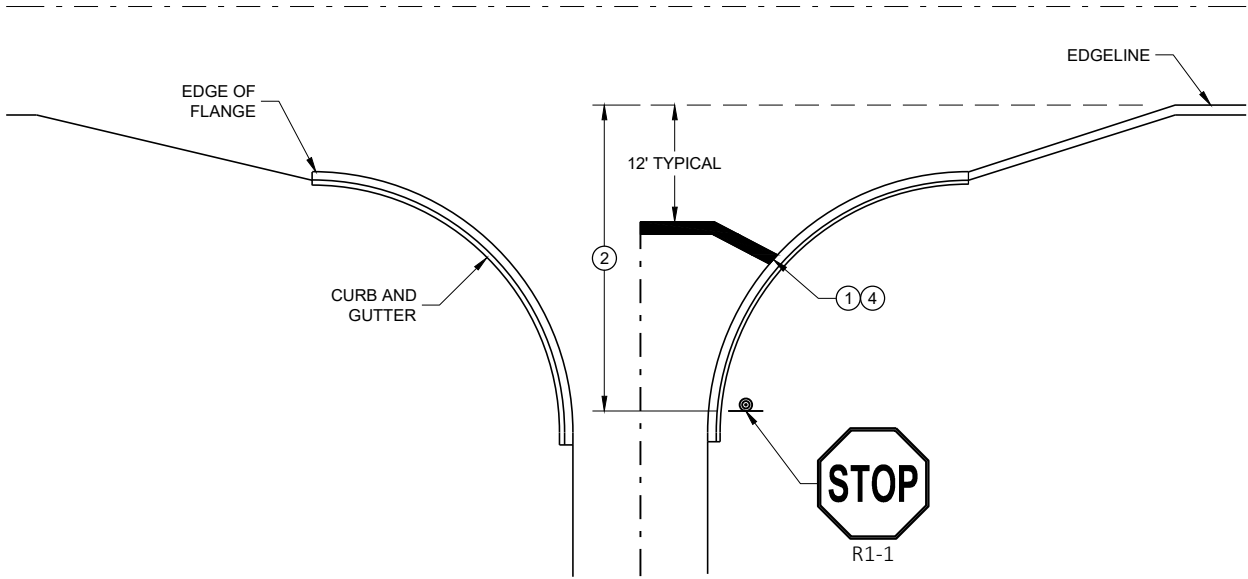
SDD 15C19-08a

<b>MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

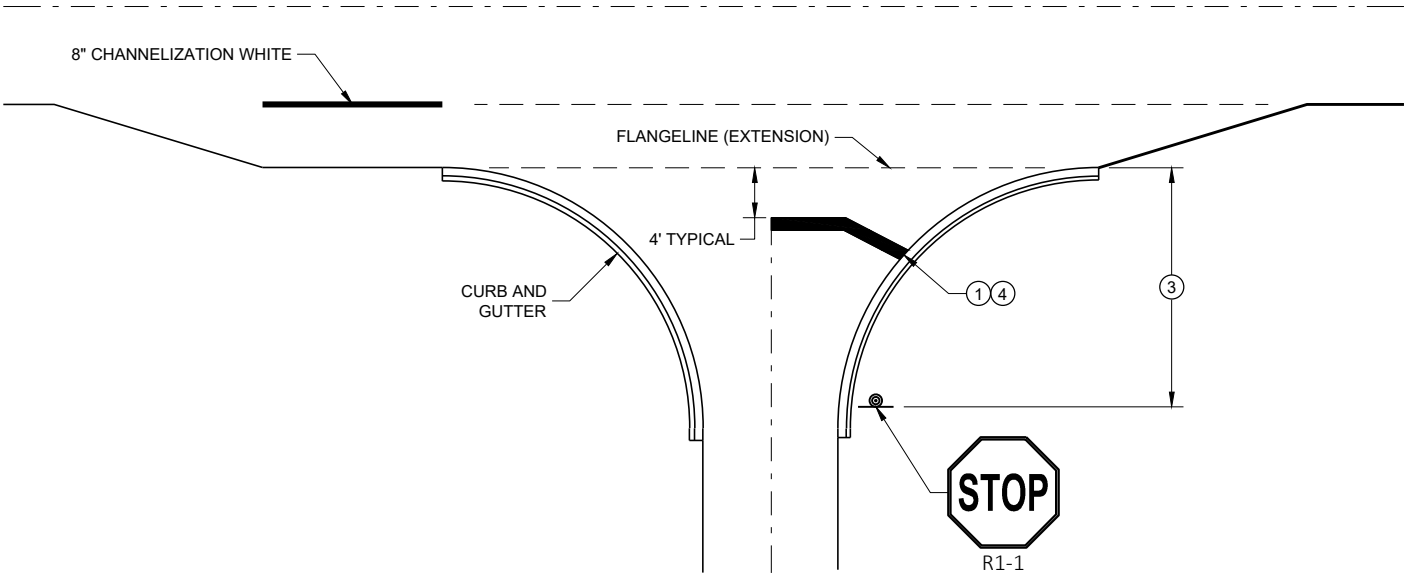
**GENERAL NOTES**

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

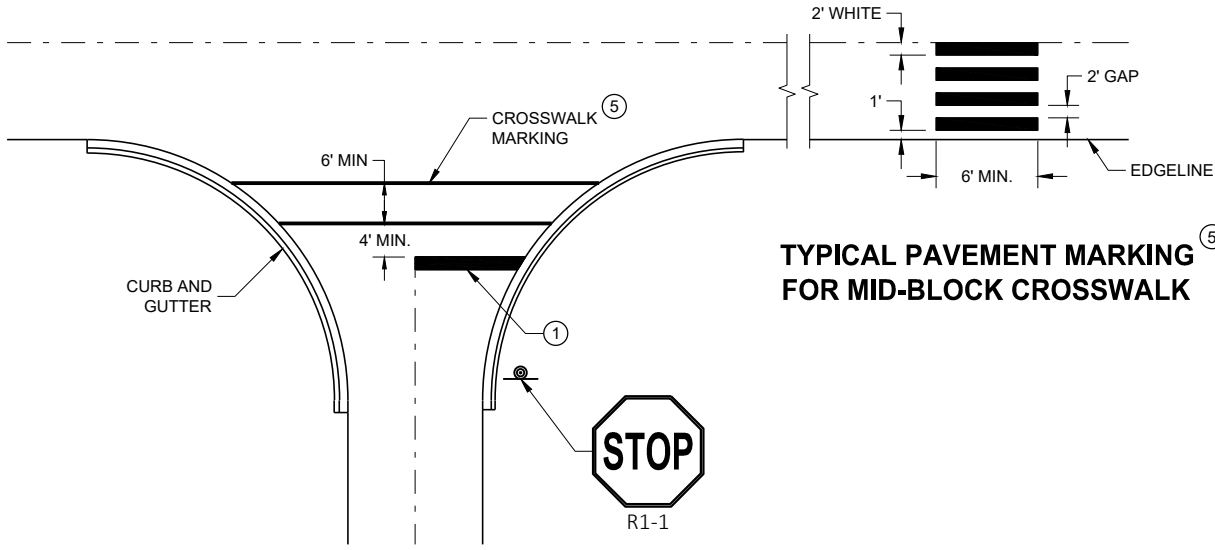
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

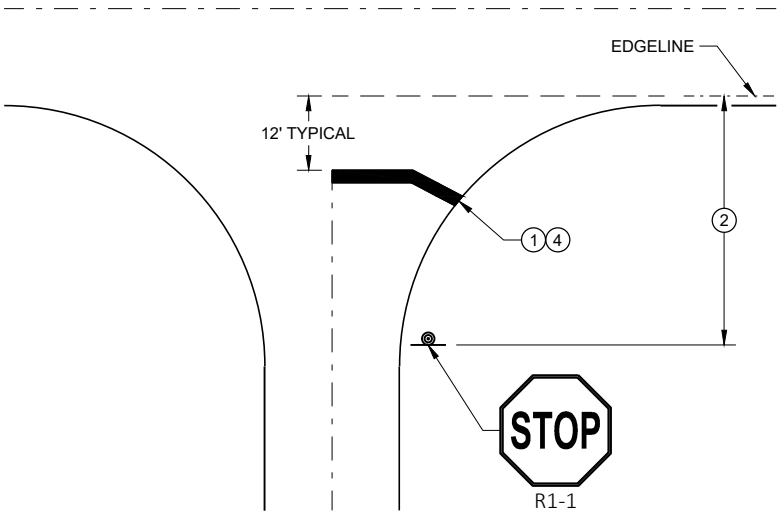


**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**

**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK**



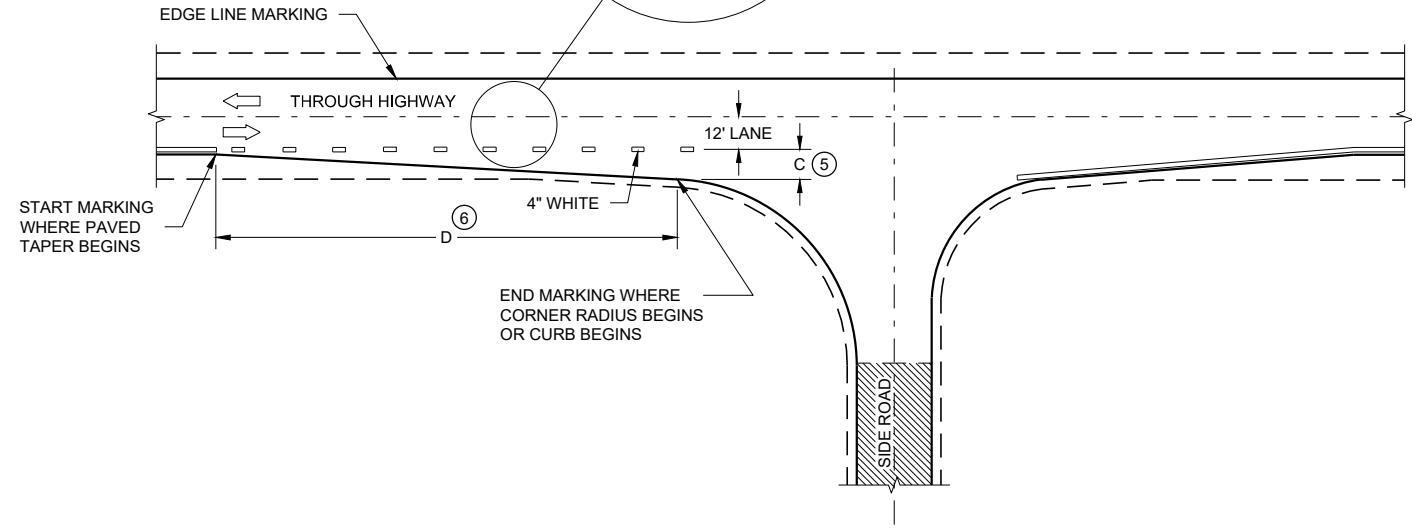
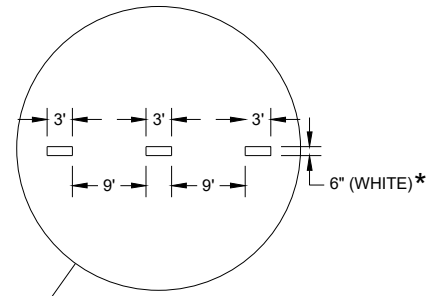
**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



**MINOR INTERSECTION**

\* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

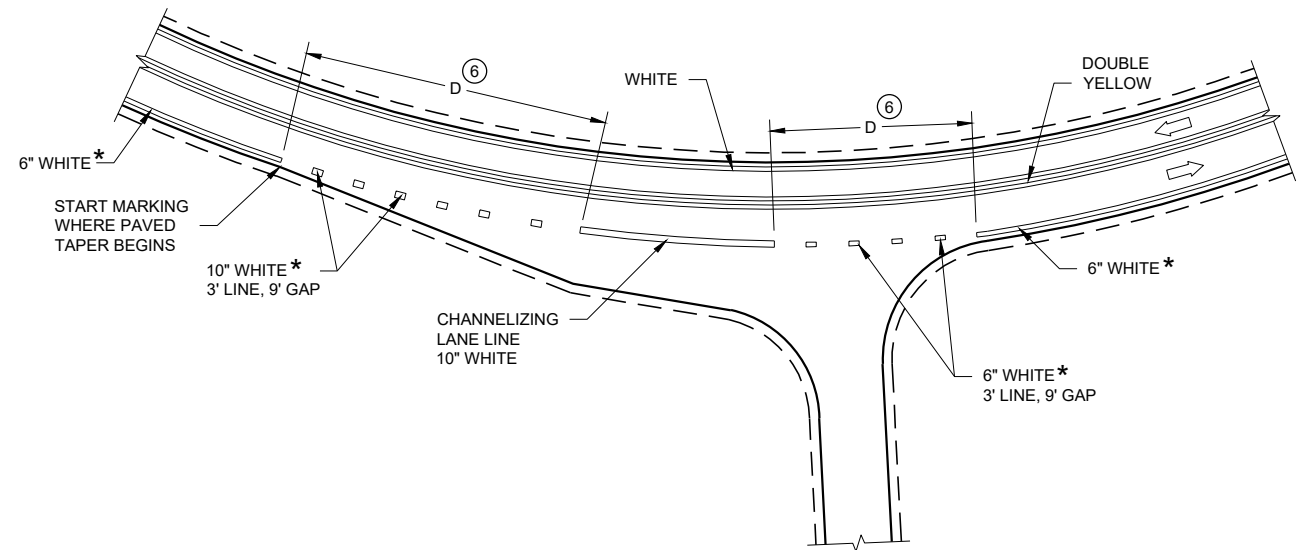
**GENERAL NOTES**

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

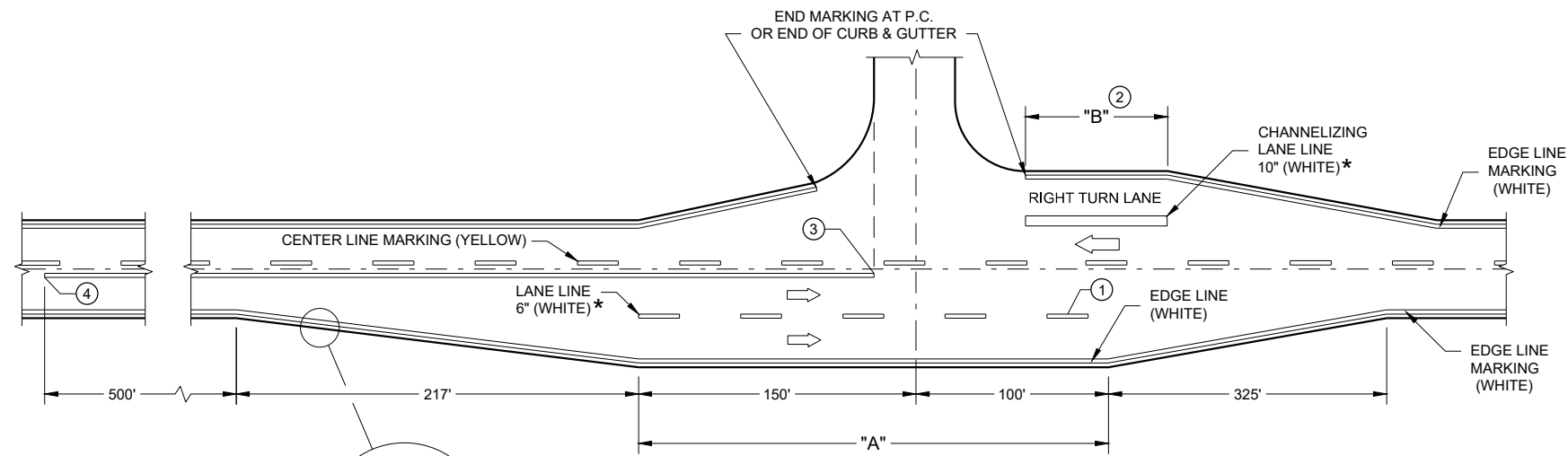
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

**LEGEND**

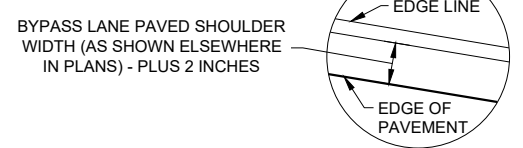
➔ DIRECTION OF TRAVEL



**INTERSECTION ON OUTSIDE OF CURVE**



**MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**







BYPASS LANE PAVED SHOULDER WIDTH (AS SHOWN ELSEWHERE IN PLANS) - PLUS 2 INCHES

**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**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.

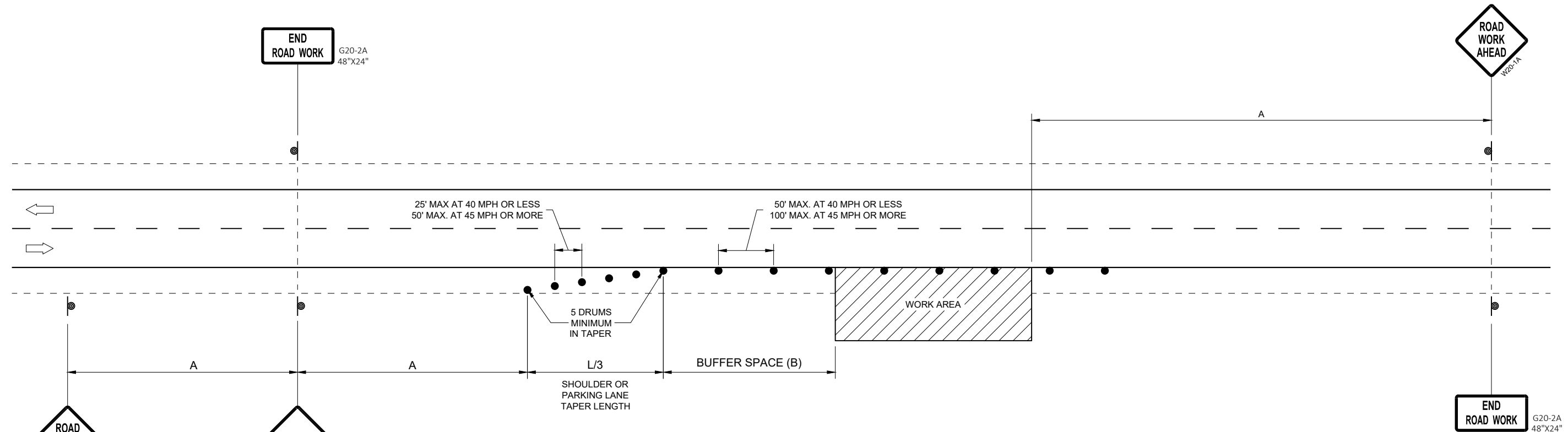
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

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OR  
IF TRAFFIC CONTROL DEVICES  
ENCROACH ONTO TRAVELED WAY, USE

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'

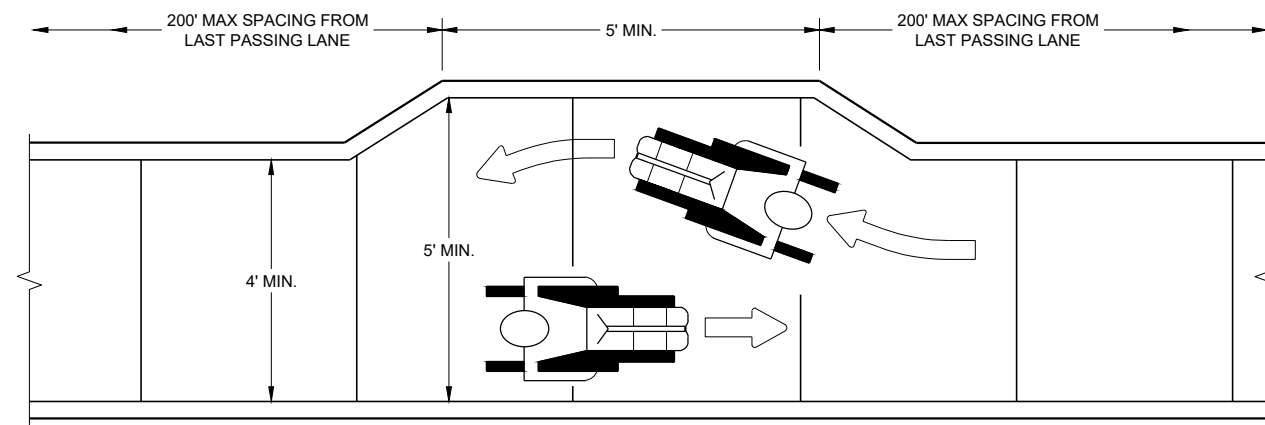
**TRAFFIC CONTROL, WORK ON  
SHOULDER OR PARKING LANE,  
UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

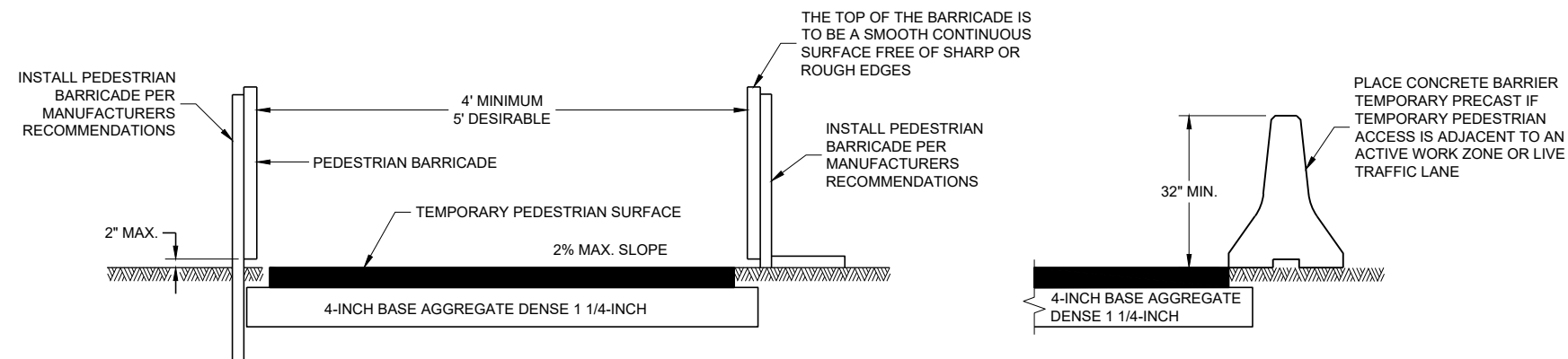
APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC  
SAFETY ENGINEER

SDD 15D28 - 04

SDD 15D28 - 04



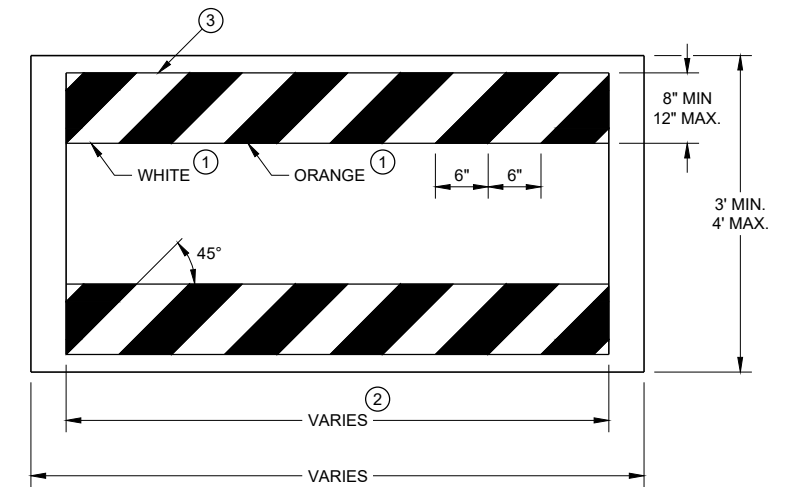
**NARROW SIDEWALK PASSING DETAIL**



**TEMPORARY PEDESTRIAN ACCESS**

**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.

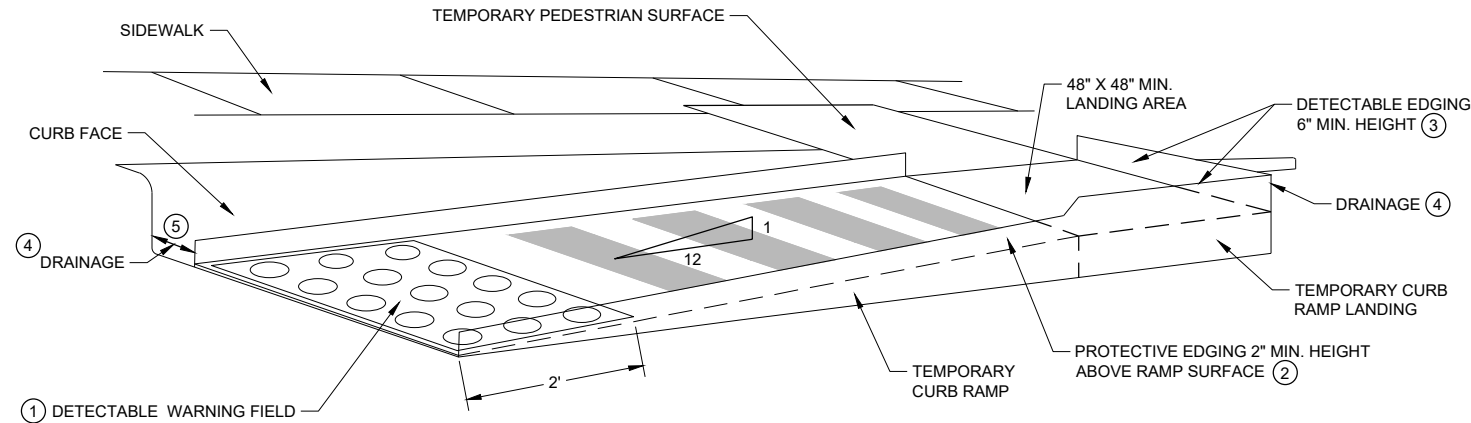


**TEMPORARY PEDESTRIAN BARRICADE\***

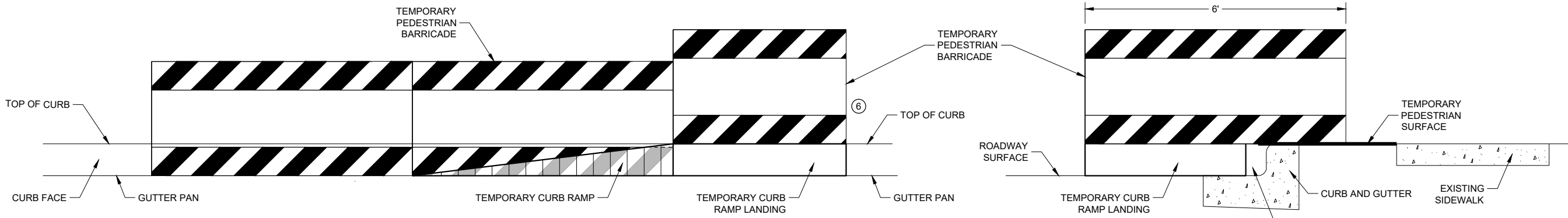
**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.  
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.  
 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.  
 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.  
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- 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.



**PERSPECTIVE VIEW**

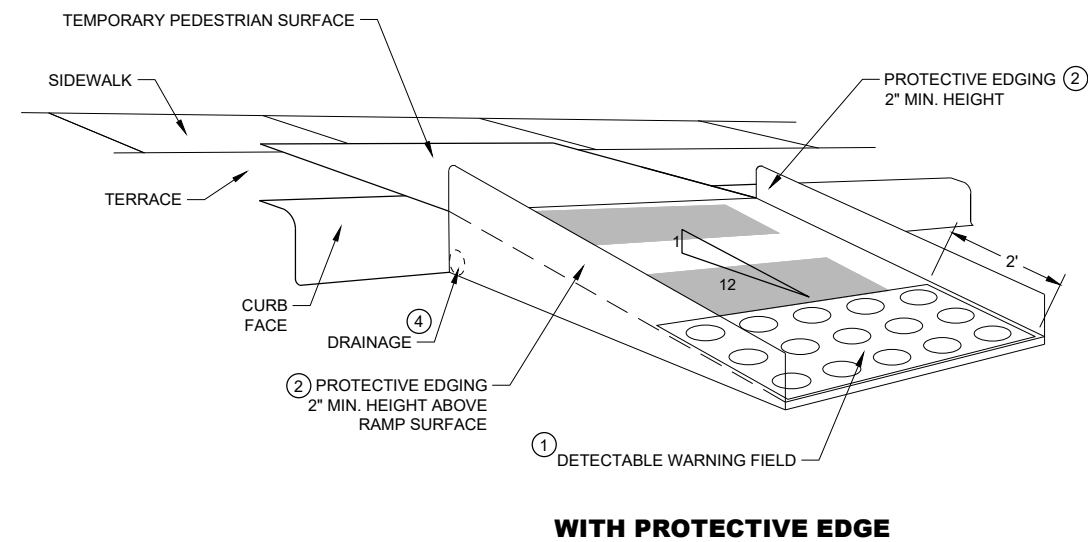
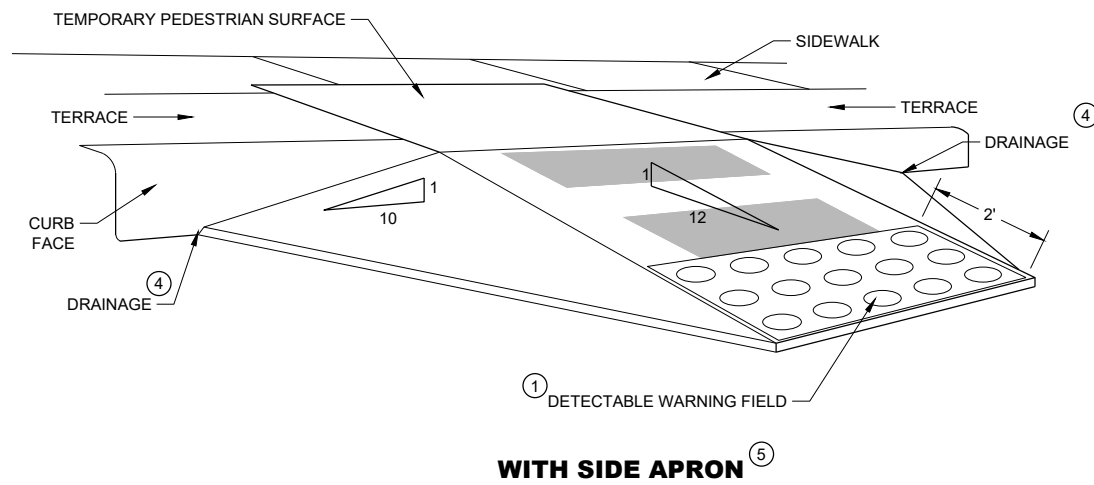


**FRONT VIEW**

**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

<p><b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b></p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

**GENERAL NOTES**

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

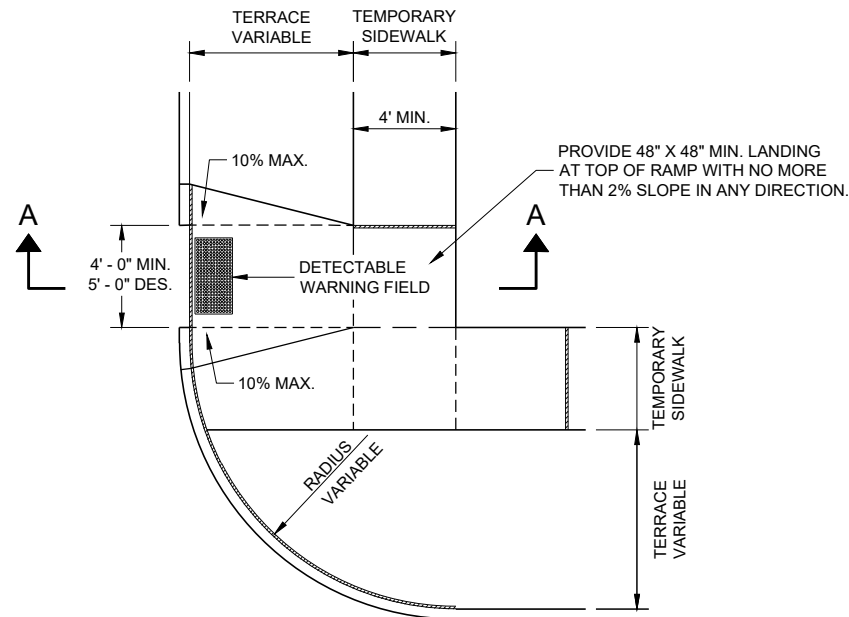
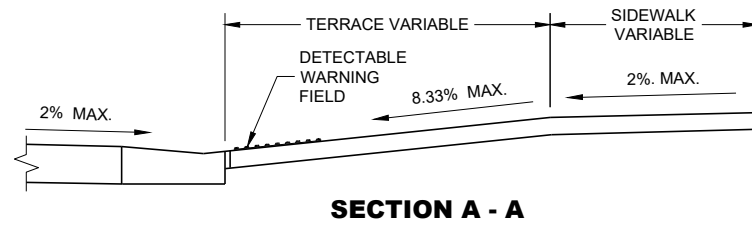
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

**GENERAL NOTES**

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



**PLAN VIEW**  
**TEMPORARY TYPE 3 RAMP**  
 (OUTSIDE OF CROSSWALK AREA)

6

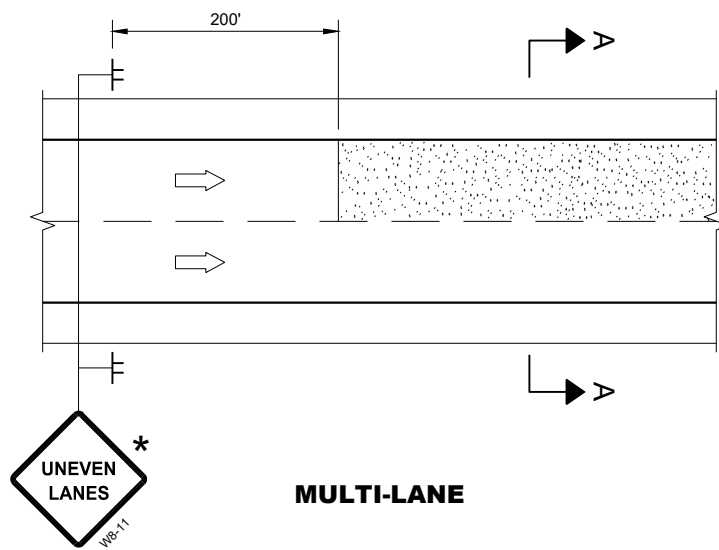
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SDD 15D30-09d

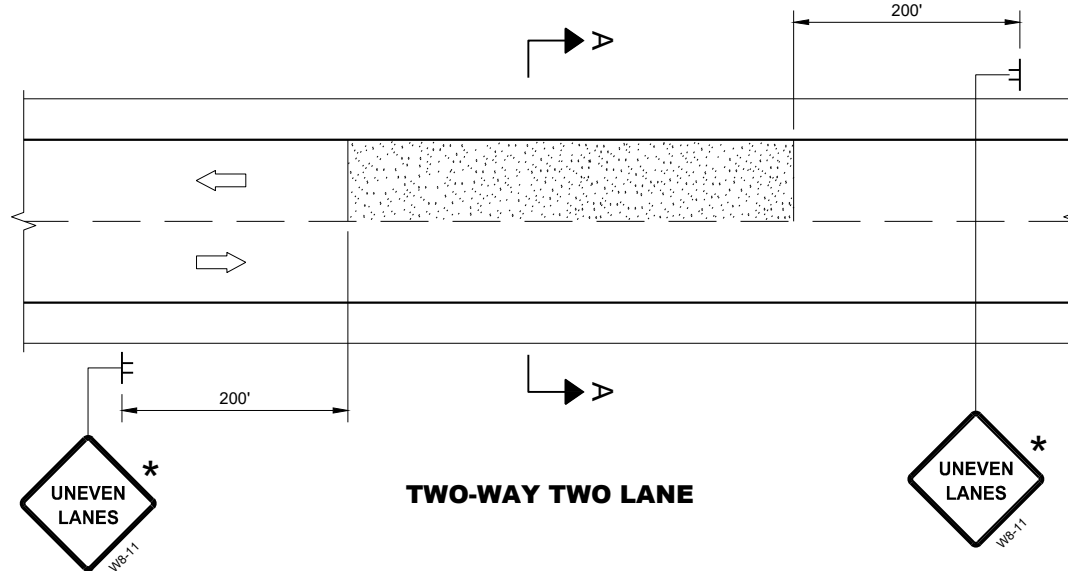
SDD 15D30-09d

<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

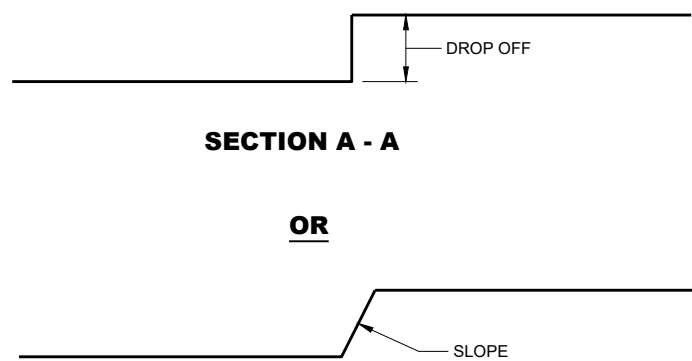




**MULTI-LANE**



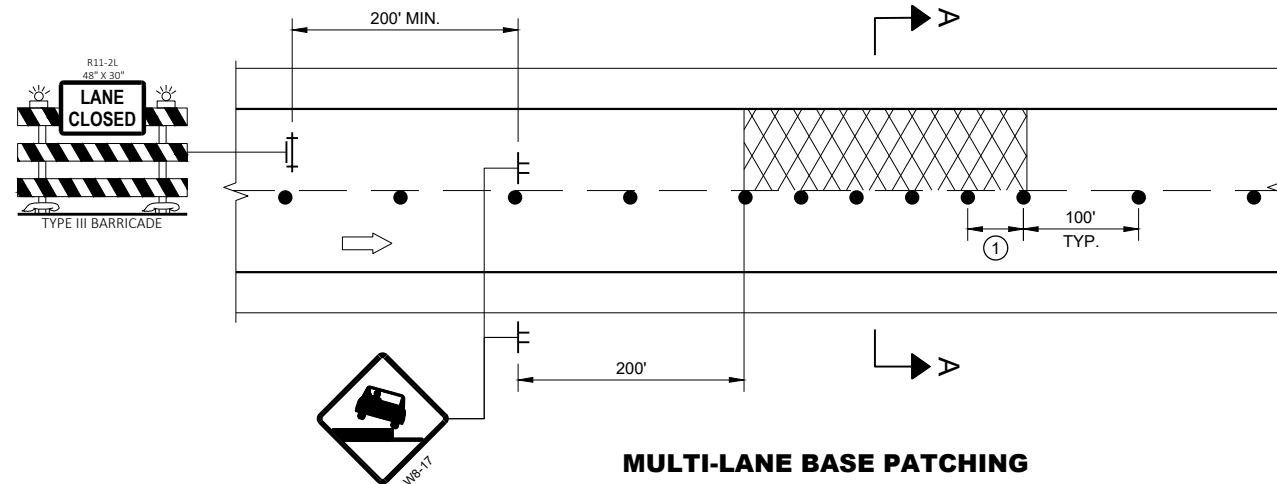
**TWO-WAY TWO LANE**



**SECTION A - A**

**OR**

**SECTION A - A**



**MULTI-LANE BASE PATCHING**

**ADJACENT LANE DROP-OFFS**

**GENERAL NOTES**

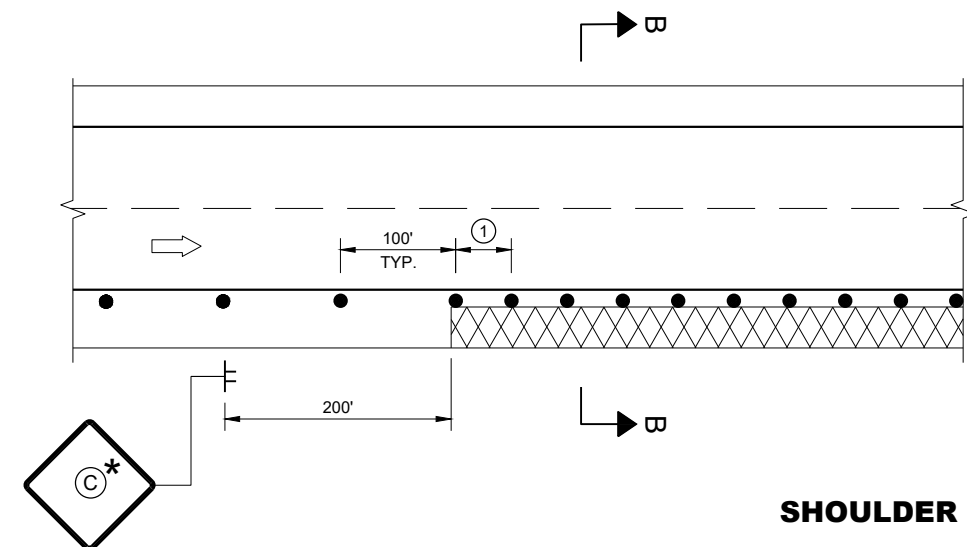
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- \* IF THE DROP-OFF 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**

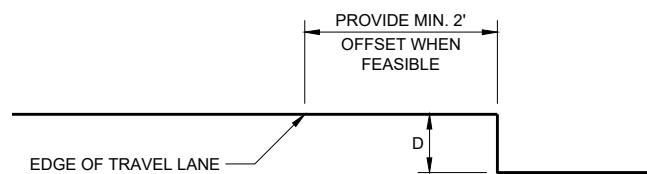
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

6

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**SHOULDER DROP-OFFS**



**SECTION B - B**

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	 W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	 W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

SDD 15D39 - 02

SDD 15D39 - 02

**TRAFFIC CONTROL,  
DROP-OFF SIGNING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
March 2018 /S/ Andrew Heidtke  
DATE DATE WORK ZONE ENGINEER

FHWA

**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.

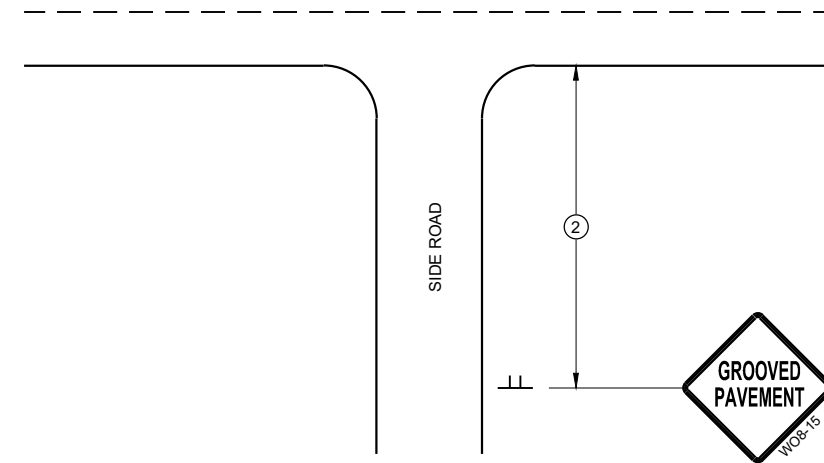
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

- 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.

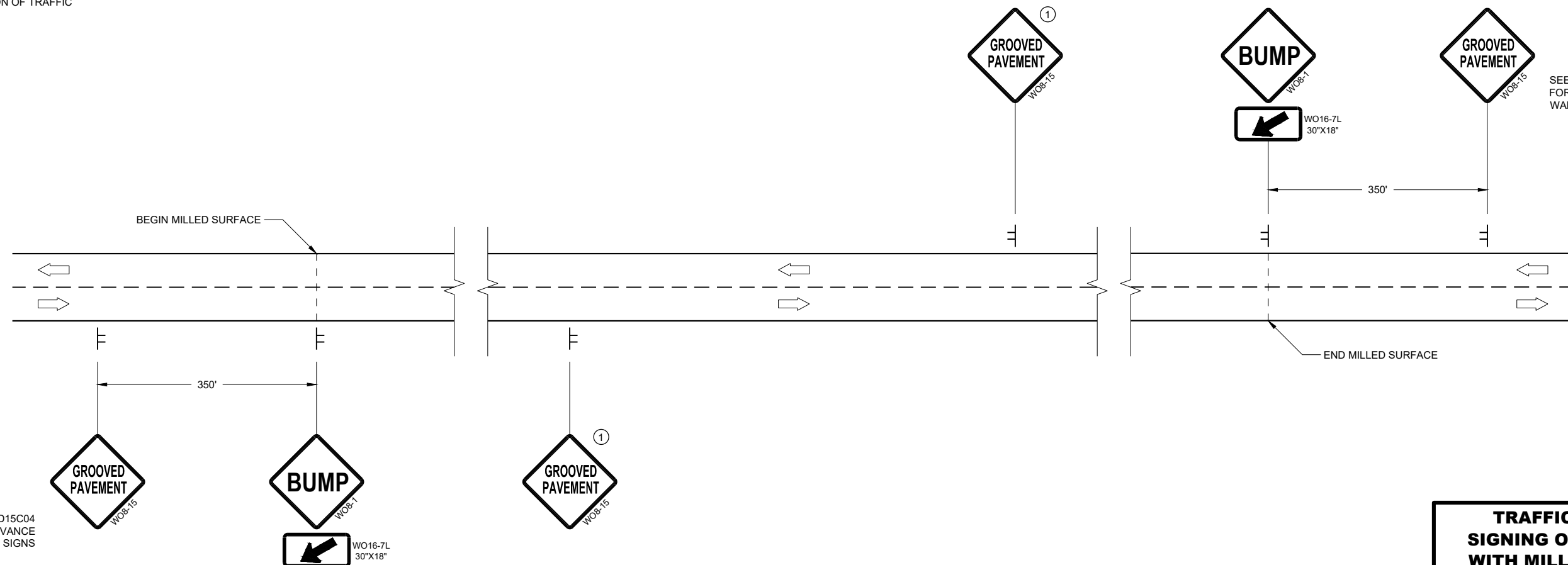
**LEGEND**

⊥ SIGN ON TEMPORARY SUPPORT

⇨ DIRECTION OF TRAFFIC



**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**



SEE SDD15C04 FOR ADVANCE WARNING SIGNS

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA



**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.

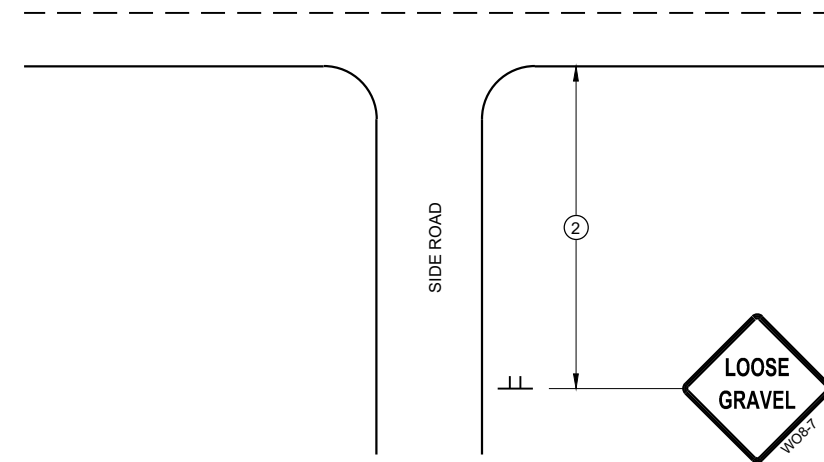
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

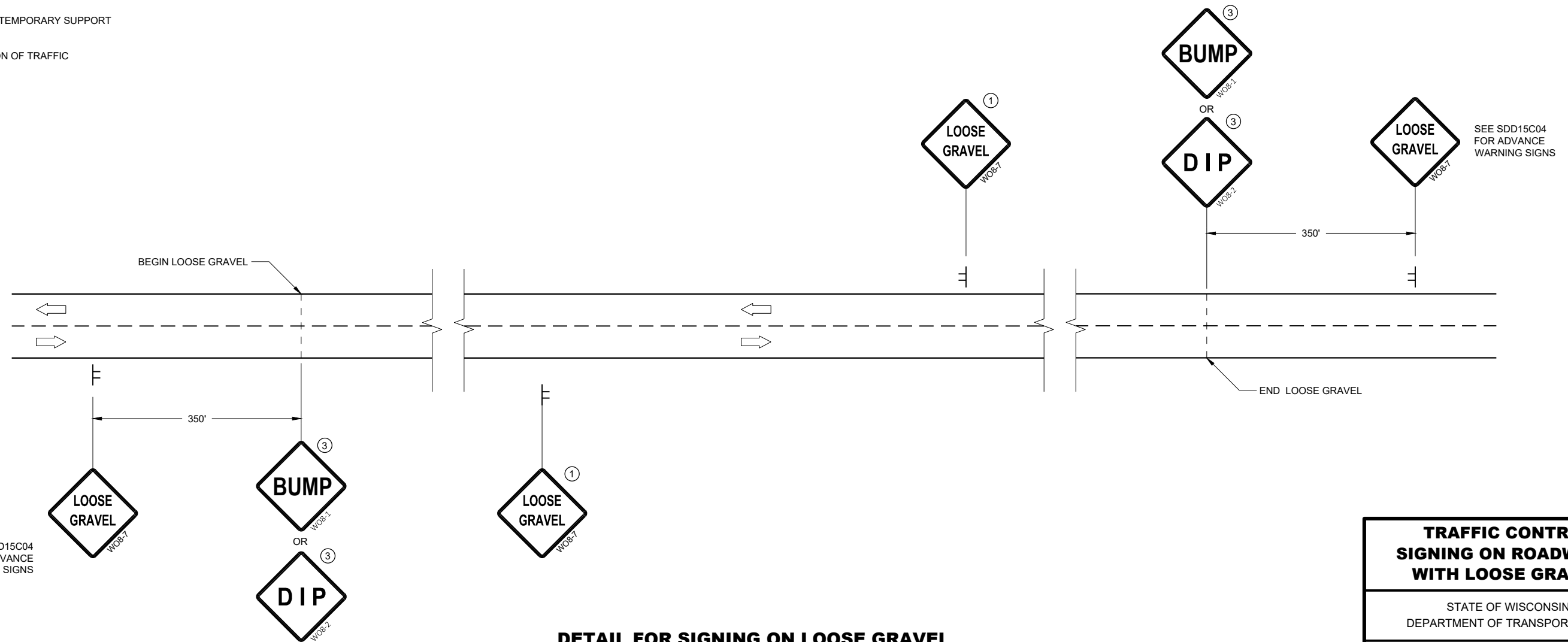
- ① PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- ③ ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

**LEGEND**

- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC







**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**



**DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES**

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

- V1 WORK VEHICLE
- V2 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  FLASHING ARROW PANEL (CAUTION)
-  WORK AREA
-  DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

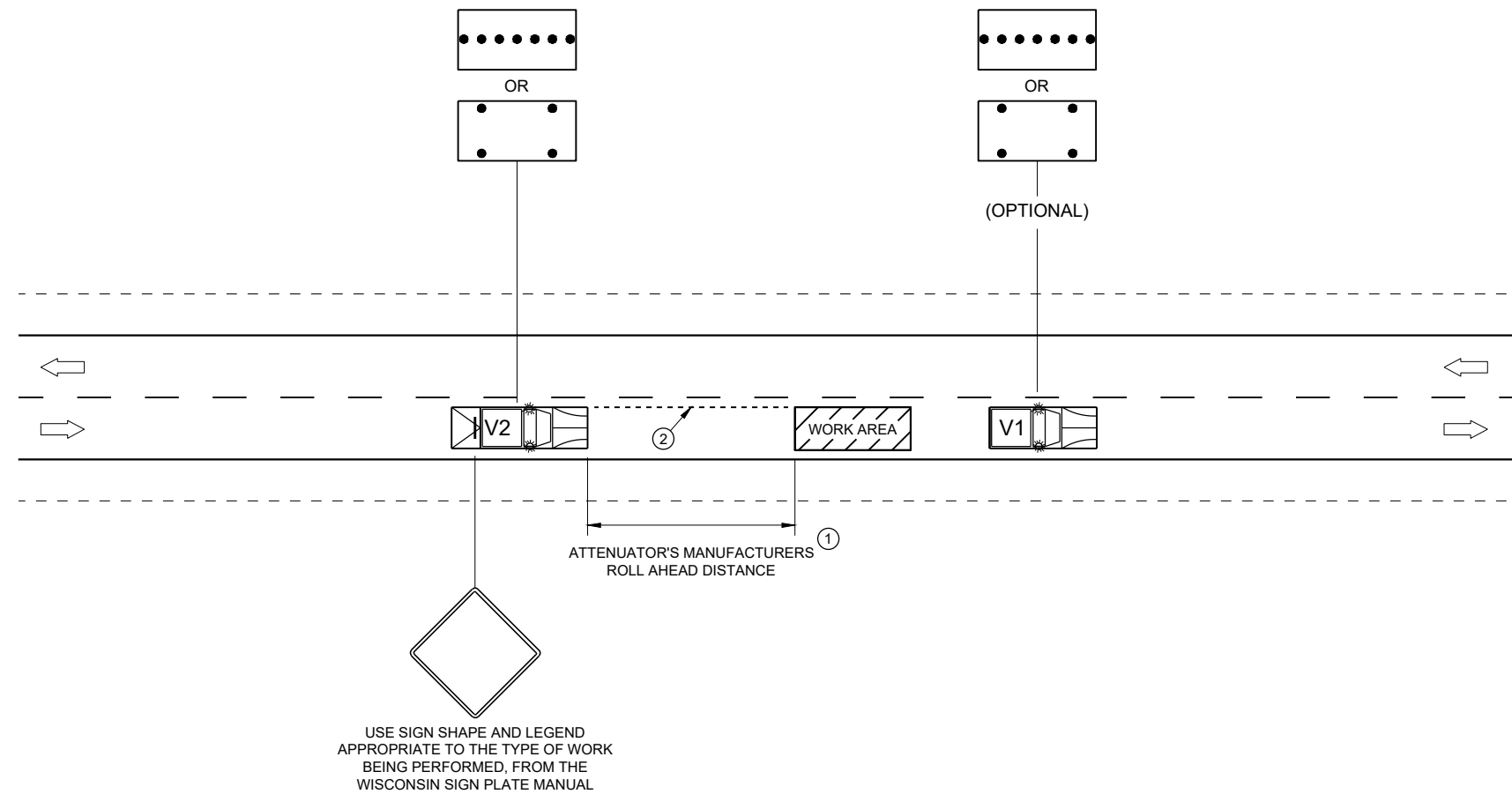
MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

- ① DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



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SDD 15D51 - 01

SDD 15D51 - 01

**TRAFFIC CONTROL,  
MOBILE OPERATIONS ON  
AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

DIVISION 1 - US8 - STAGE 1 -L

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL		MASS ORDNATE
										1.00	1.18	
			NOTE 1	NOTE 2	NOTE 3	NOTE 1						
1385+10.00	138510.00	0.00	14.27	0.00	0.00	0	0	0	0	0	0	
1385+11.56	138511.56	1.56	17.09	0.00	3.81	1	0	0	1	0	1	
1385+25.00	138525.00	13.44	17.06	0.00	6.62	9	0	3	10	4	6	
1385+50.00	138550.00	25.00	22.75	0.00	0.00	18	0	3	28	7	21	
1385+52.27	138552.27	2.27	22.65	0.00	0.00	2	0	0	30	7	23	
1385+75.00	138575.00	22.73	17.57	0.00	4.58	17	0	2	47	9	38	
1386+00.00	138600.00	25.00	17.58	0.00	7.20	16	0	5	63	15	48	
1386+25.00	138625.00	25.00	17.83	0.00	4.88	16	0	6	79	22	57	
1386+50.00	138650.00	25.00	18.17	0.00	4.33	17	0	4	96	27	69	
1386+75.00	138675.00	25.00	18.23	0.00	2.95	17	0	3	113	31	82	
1387+00.00	138700.00	25.00	18.54	0.00	6.76	17	0	4	130	35	95	
1387+23.27	138723.27	23.27	26.79	0.00	0.00	20	0	3	150	39	111	
1387+25.00	138725.00	1.73	27.02	0.00	0.00	2	0	0	152	39	113	
1387+50.00	138750.00	25.00	19.03	0.00	1.47	21	0	1	173	40	133	
1387+75.00	138775.00	25.00	25.69	0.00	0.00	21	0	1	194	41	153	
1387+80.76	138780.76	5.76	26.70	0.00	0.00	6	0	0	200	41	159	
1388+00.00	138800.00	19.24	19.44	0.00	2.65	16	0	1	216	42	174	
1388+25.00	138825.00	25.00	19.79	0.00	0.19	18	0	1	234	44	190	
1388+50.00	138850.00	25.00	20.32	0.00	0.00	19	0	0	253	44	209	
1388+75.00	138875.00	25.00	30.84	0.00	0.00	24	0	0	277	44	233	
1388+84.67	138884.67	9.67	30.96	0.00	0.00	11	0	0	288	44	244	
1389+00.00	138900.00	15.33	32.55	0.00	0.00	18	0	0	306	44	262	
1389+25.00	138925.00	25.00	30.73	0.00	0.00	29	0	0	335	44	291	
1389+50.00	138950.00	25.00	29.95	0.00	0.00	28	0	0	363	44	319	
1389+75.00	138975.00	25.00	29.39	0.00	0.00	27	0	0	390	44	346	
1389+88.20	138988.20	13.20	53.29	0.00	0.00	20	0	0	410	44	366	
1389+94.07	138994.07	5.87	71.73	0.00	0.00	14	0	0	424	44	380	
1390+00.00	139000.00	5.93	72.52	0.00	0.00	16	0	0	440	44	396	
1390+11.97	139011.97	11.97	80.34	0.00	0.00	34	0	0	474	44	430	
1390+25.00	139025.00	13.03	77.31	0.00	0.00	38	0	0	512	44	468	
1390+30.07	139030.07	5.07	76.21	0.00	0.00	14	0	0	526	44	482	
1390+36.22	139036.22	6.15	57.47	0.00	0.00	15	0	0	541	44	497	
1390+50.00	139050.00	13.78	32.65	0.00	0.00	23	0	0	564	44	520	
1390+75.00	139075.00	25.00	31.47	0.00	0.00	30	0	0	594	44	550	
1391+00.00	139100.00	25.00	31.79	0.00	0.00	29	0	0	623	44	579	
1391+25.00	139125.00	25.00	31.36	0.00	0.00	29	0	0	652	44	608	
1391+50.00	139150.00	25.00	34.06	0.00	0.00	30	0	0	682	44	638	
1391+67.03	139167.03	17.03	33.48	0.00	0.00	21	0	0	703	44	659	
1391+75.00	139175.00	7.97	33.26	0.00	0.00	10	0	0	713	44	669	
1392+00.00	139200.00	25.00	21.14	0.00	0.00	25	0	0	738	44	694	
1392+25.00	139225.00	25.00	20.93	0.00	0.00	19	0	0	757	44	713	
1392+45.61	139245.61	20.61	29.47	0.00	0.00	19	0	0	776	44	732	
1392+50.00	139250.00	4.39	29.82	0.00	0.00	5	0	0	781	44	737	
1392+75.00	139275.00	25.00	21.35	0.00	0.00	24	0	0	805	44	761	
1393+00.00	139300.00	25.00	29.07	0.00	0.00	23	0	0	828	44	784	

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	INCLUDES UNUSABLE PAVEMENT EXC VOLUME

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DIVISION 1 - US8 - STAGE 1 - L CONT'D

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1393+08.39	139308.39	8.39	29.24	0.00	0.00	9	0	0	837	44	793
1393+25.00	139325.00	16.61	20.50	0.00	0.04	15	0	0	852	44	808
1393+50.00	139350.00	25.00	20.75	0.00	0.00	19	0	0	871	44	827
1393+75.00	139375.00	25.00	20.83	0.00	0.00	19	0	0	890	44	846
1394+00.00	139400.00	25.00	20.33	0.00	0.02	19	0	0	909	44	865
1394+25.00	139425.00	25.00	19.96	0.00	0.00	19	0	0	928	44	884
1394+50.00	139450.00	25.00	24.06	0.00	0.00	20	0	0	948	44	904
1394+50.96	139450.96	0.96	24.07	0.00	0.00	1	0	0	949	44	905
1394+75.00	139475.00	24.04	21.36	0.00	0.00	20	0	0	969	44	925
1394+92.48	139492.48	17.48	22.09	0.00	0.00	14	0	0	983	44	939
1395+00.00	139500.00	7.52	34.40	0.00	0.00	8	0	0	991	44	947
1395+02.33	139502.33	2.33	44.65	0.00	0.00	3	0	0	994	44	950
1395+08.10	139508.10	5.77	64.48	0.00	0.00	12	0	0	1,006	44	962
1395+25.00	139525.00	16.90	63.39	0.00	0.00	40	0	0	1,046	44	1,002
1395+39.97	139539.97	14.97	62.80	0.00	0.00	35	0	0	1,081	44	1,037
1395+44.21	139544.21	4.24	49.00	0.00	3.15	9	0	0	1,090	44	1,046
1395+50.00	139550.00	5.79	29.73	0.00	3.66	8	0	1	1,098	45	1,053
1395+54.46	139554.46	4.46	25.03	0.00	2.71	5	0	1	1,103	46	1,057
1395+65.50	139565.50	11.04	15.96	0.00	0.00	8	0	1	1,111	47	1,064

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1385+10.00	138510.00	0.00	14.64	0.00	0.00	0	0	0	0	0	0
1385+11.56	138511.56	1.56	16.90	0.00	6.18	1	0	0	1	0	1
1385+25.00	138525.00	13.44	17.08	0.00	11.62	8	0	4	9	5	4
1385+50.00	138550.00	25.00	17.24	0.00	11.03	16	0	10	25	17	8
1385+52.27	138552.27	2.27	17.24	0.00	11.00	1	0	1	26	18	8
1385+75.00	138575.00	22.73	17.24	0.00	11.39	15	0	9	41	28	13
1386+00.00	138600.00	25.00	17.39	0.00	11.57	16	0	11	57	41	16
1386+25.00	138625.00	25.00	17.72	0.00	11.90	16	0	11	73	54	19
1386+50.00	138650.00	25.00	17.66	0.00	11.21	16	0	11	89	67	22
1386+75.00	138675.00	25.00	17.83	0.00	9.36	16	0	10	105	79	26
1387+00.00	138700.00	25.00	18.00	0.00	8.51	17	0	8	122	89	34
1387+23.27	138723.27	23.27	18.30	0.00	8.24	16	0	7	138	97	41
1387+25.00	138725.00	1.73	18.33	0.00	8.24	1	0	1	139	98	41
1387+50.00	138750.00	25.00	18.57	0.00	7.75	17	0	7	156	106	50
1387+75.00	138775.00	25.00	18.65	0.00	7.13	17	0	7	173	114	59
1387+80.76	138780.76	5.76	18.67	0.00	7.05	4	0	2	177	117	60
1388+00.00	138800.00	19.24	18.72	0.00	6.75	13	0	5	190	123	67
1388+25.00	138825.00	25.00	19.06	0.00	6.08	17	0	6	207	130	77
1388+50.00	138850.00	25.00	19.63	0.00	4.75	18	0	5	225	136	89
1388+75.00	138875.00	25.00	19.95	0.00	4.13	18	0	4	243	140	103
1388+84.67	138884.67	9.67	20.08	0.00	4.49	7	0	2	250	143	107
1389+00.00	138900.00	15.33	20.24	0.00	2.68	11	0	2	261	145	116
1389+25.00	138925.00	25.00	20.58	0.00	4.60	19	0	3	280	149	131
1389+50.00	138950.00	25.00	20.77	0.00	1.23	19	0	3	299	152	147
1389+70.74	138970.74	20.74	24.88	0.00	0.50	18	0	1	317	153	164
1389+74.07	138974.07	3.33	27.10	0.00	0.03	3	0	0	320	153	167
1389+75.00	138975.00	0.93	28.27	0.00	0.02	1	0	0	321	153	168
1389+84.91	138984.91	9.91	50.25	0.00	0.00	14	0	0	335	153	182
1389+90.72	138990.72	5.81	69.02	0.00	0.00	13	0	0	348	153	195
1390+00.00	139000.00	9.28	74.38	0.00	0.00	25	0	0	373	153	220

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PROJECT NO: 1580-04-73

HWY: USH 8

COUNTY: RUSK

EARTHWORK DATA

SHEET

E

DIVISION 1 - US8 - STAGE 1 - R CONT'D

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
1390+11.97	139011.97	11.97	79.66	0.00	0.00	34	0	0	407	153	254
1390+25.00	139025.00	13.03	78.32	0.00	0.00	38	0	0	445	153	292
1390+32.37	139032.37	7.37	73.66	0.00	0.00	21	0	0	466	153	313
1390+38.14	139038.14	5.77	52.40	0.00	0.00	13	0	0	479	153	326
1390+50.00	139050.00	11.86	26.85	0.00	0.09	17	0	0	496	153	343
1390+50.44	139050.44	0.44	26.74	0.00	0.11	0	0	0	496	153	343
1390+52.36	139052.36	1.92	21.24	0.00	0.18	2	0	0	498	153	345
1390+75.00	139075.00	22.64	23.00	0.00	0.00	19	0	0	517	153	364
1391+00.00	139100.00	25.00	23.11	0.00	0.00	21	0	0	538	153	385
1391+25.00	139125.00	25.00	21.70	0.00	0.67	21	0	0	559	153	406
1391+50.00	139150.00	25.00	21.97	0.00	0.68	20	0	1	579	155	424
1391+75.00	139175.00	25.00	21.96	0.00	0.80	20	0	1	599	156	443
1392+00.00	139200.00	25.00	22.23	0.00	0.45	20	0	1	619	157	462
1392+25.00	139225.00	25.00	35.89	0.00	0.00	27	0	0	646	157	489
1392+27.06	139227.06	2.06	35.78	0.00	0.00	3	0	0	649	157	492
1392+50.00	139250.00	22.94	21.47	0.00	0.00	24	0	0	673	157	516
1392+75.00	139275.00	25.00	21.81	0.00	0.00	20	0	0	693	157	536
1393+00.00	139300.00	25.00	21.47	0.00	0.00	20	0	0	713	157	556
1393+25.00	139325.00	25.00	20.58	0.00	0.00	19	0	0	732	157	575
1393+50.00	139350.00	25.00	33.66	0.00	0.00	25	0	0	757	157	600
1393+52.63	139352.63	2.63	33.70	0.00	0.00	3	0	0	760	157	603
1393+75.00	139375.00	22.37	20.17	0.00	0.41	22	0	0	782	157	625
1394+00.00	139400.00	25.00	20.10	0.00	0.70	19	0	1	801	158	643
1394+25.00	139425.00	25.00	19.73	0.00	1.49	18	0	1	819	159	660
1394+50.00	139450.00	25.00	19.43	0.00	0.47	18	0	1	837	160	677
1394+88.26	139488.26	38.26	12.26	0.00	3.03	22	0	2	859	163	696
1394+92.48	139492.48	4.22	20.40	0.00	3.17	3	0	0	862	163	699
1395+00.00	139500.00	7.52	30.71	0.00	2.05	7	0	1	869	164	705
1395+04.24	139504.24	4.24	42.94	0.00	3.71	6	0	0	875	164	711
1395+10.75	139510.75	6.51	78.24	0.00	0.00	15	0	0	890	164	726
1395+24.97	139524.97	14.22	60.58	0.00	0.00	37	0	0	927	164	763
1395+25.00	139525.00	0.03	60.57	0.00	0.00	0	0	0	927	164	763
1395+38.55	139538.55	13.55	78.01	0.00	0.00	35	0	0	962	164	798
1395+45.63	139545.63	7.08	46.45	0.00	3.44	16	0	0	978	164	814
1395+50.00	139550.00	4.37	33.87	0.00	1.80	6	0	0	984	164	820
1395+62.53	139562.53	12.53	20.31	0.00	5.16	13	0	2	997	166	831
1395+65.50	139565.50	2.97	16.37	0.00	0.00	2	0	0	999	166	833

DIVISION 1 - LCL20-HANSON

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
9+33.95	933.95	0.00	26.99	0.00	0.01	0	0	0	0	0	0
9+50.00	950.00	16.05	36.58	0.00	0.00	19	0	0	19	0	19
9+75.00	975.00	25.00	78.26	0.00	0.41	53	0	0	72	0	72
9+81.93	981.93	6.93	168.16	0.00	0.00	32	0	0	104	0	104
9+84.99	984.99	3.06	102.36	0.00	0.00	15	0	0	119	0	119
9+87.99	987.99	3.00	12.73	0.00	0.00	6	0	0	125	0	125
9+91.36	991.36	3.37	0.00	0.00	0.00	1	0	0	126	0	126

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DIVISION 1 - LCL28-MAIN

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.18	NOTE 8
9+40.01	940.01	0.00	74.24	0.00	0.18	0	0	0	0	0	0
9+50.00	950.00	9.99	80.90	0.00	0.11	29	0	0	29	0	29
9+63.21	963.21	13.21	88.21	0.00	0.07	41	0	0	70	0	70

DIVISION 1 - LCL28-MAIN

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.18	NOTE 8
10+36.79	1036.79	0.00	87.32	0.00	0.00	0	0	0	0	0	0
10+50.00	1050.00	13.21	76.53	0.00	0.00	40	0	0	40	0	40
10+55.01	1055.01	5.01	73.12	0.00	0.00	14	0	0	54	0	54

DIVISION 1 - LCL29-WASHINGTON

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.18	NOTE 8
10+34.53	1034.53	0.00	96.47	0.00	4.03	0	0	0	0	0	0
10+50.00	1050.00	15.47	65.54	0.00	6.10	46	0	3	46	4	42
10+52.19	1052.19	2.19	57.04	0.00	6.46	5	0	1	51	5	46
10+65.86	1065.86	13.67	40.93	0.00	0.92	25	0	2	76	7	69

DIVISION 2 - US 8 - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL		MASS ORDINATE
										1.00	1.18	
			NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8			
1385+10.00	138510.00	0.00	74.35	0.00	0.00	0	0	0	0	0	0	
1385+11.56	138511.56	1.56	74.45	0.00	0.00	4	0	0	4	0	4	
1385+25.00	138525.00	13.44	74.95	0.00	0.00	37	0	0	41	0	41	
1385+50.00	138550.00	25.00	75.90	0.00	0.00	70	0	0	111	0	111	
1385+52.27	138552.27	2.27	75.99	0.00	0.00	6	0	0	117	0	117	
1385+75.00	138575.00	22.73	76.69	0.00	0.00	64	0	0	181	0	181	
1386+00.00	138600.00	25.00	77.46	0.00	0.00	71	0	0	252	0	252	
1386+25.00	138625.00	25.00	78.08	0.00	0.00	72	0	0	324	0	324	
1386+50.00	138650.00	25.00	78.54	0.00	0.00	73	0	0	397	0	397	
1386+75.00	138675.00	25.00	79.30	0.00	0.00	73	0	0	470	0	470	
1387+00.00	138700.00	25.00	79.86	0.00	0.00	74	0	0	544	0	544	
1387+23.27	138723.27	23.27	80.31	0.00	0.00	69	0	0	613	0	613	
1387+25.00	138725.00	1.73	80.34	0.00	0.00	5	0	0	618	0	618	
1387+50.00	138750.00	25.00	80.89	0.00	0.00	75	0	0	693	0	693	
1387+75.00	138775.00	25.00	81.78	0.00	0.00	75	0	0	768	0	768	
1387+80.76	138780.76	5.76	81.97	0.00	0.00	17	0	0	785	0	785	
1388+00.00	138800.00	19.24	82.62	0.00	0.00	59	0	0	844	0	844	
1388+25.00	138825.00	25.00	83.97	0.00	0.00	77	0	0	921	0	921	
1388+50.00	138850.00	25.00	85.62	0.00	0.00	79	0	0	1,000	0	1,000	
1388+75.00	138875.00	25.00	86.86	0.00	0.00	80	0	0	1,080	0	1,080	
1388+84.67	138884.67	9.67	87.34	0.00	0.00	31	0	0	1,111	0	1,111	
1389+00.00	138900.00	15.33	87.97	0.00	0.00	50	0	0	1,161	0	1,161	
1389+25.00	138925.00	25.00	88.57	0.00	0.00	82	0	0	1,243	0	1,243	
1389+50.00	138950.00	25.00	88.87	0.00	0.00	82	0	0	1,325	0	1,325	
1389+70.74	138970.74	20.74	89.38	0.00	0.00	68	0	0	1,393	0	1,393	
1389+74.07	138974.07	3.33	89.52	0.00	0.00	11	0	0	1,404	0	1,404	
1389+75.00	138975.00	0.93	89.57	0.00	0.00	3	0	0	1,407	0	1,407	
1390+00.00	139000.00	25.00	91.25	0.00	0.00	84	0	0	1,491	0	1,491	
1390+11.97	139011.97	11.97	91.81	0.00	0.00	41	0	0	1,532	0	1,532	
1390+25.00	139025.00	13.03	92.24	0.00	0.00	44	0	0	1,576	0	1,576	
1390+50.00	139050.00	25.00	92.13	0.00	0.00	85	0	0	1,661	0	1,661	
1390+50.44	139050.44	0.44	92.12	0.00	0.00	2	0	0	1,663	0	1,663	
1390+52.36	139052.36	1.92	92.08	0.00	0.00	7	0	0	1,670	0	1,670	
1390+75.00	139075.00	22.64	91.37	0.00	0.00	77	0	0	1,747	0	1,747	
1391+00.00	139100.00	25.00	90.86	0.00	0.00	84	0	0	1,831	0	1,831	
1391+25.00	139125.00	25.00	90.28	0.00	0.00	84	0	0	1,915	0	1,915	
1391+50.00	139150.00	25.00	90.12	0.00	0.00	84	0	0	1,999	0	1,999	
1391+67.03	139167.03	17.03	89.75	0.00	0.00	57	0	0	2,056	0	2,056	
1391+75.00	139175.00	7.97	89.72	0.00	0.00	26	0	0	2,082	0	2,082	
1392+00.00	139200.00	25.00	89.50	0.00	0.00	83	0	0	2,165	0	2,165	
1392+25.00	139225.00	25.00	89.42	0.00	0.00	83	0	0	2,248	0	2,248	
1392+27.06	139227.06	2.06	89.44	0.00	0.00	7	0	0	2,255	0	2,255	
1392+46.06	139246.06	19.00	89.58	0.00	0.00	63	0	0	2,318	0	2,318	
1392+50.00	139250.00	3.94	89.50	0.00	0.00	13	0	0	2,331	0	2,331	
1392+75.00	139275.00	25.00	89.31	0.00	0.00	83	0	0	2,414	0	2,414	
1393+00.00	139300.00	25.00	89.32	0.00	0.00	83	0	0	2,497	0	2,497	
1393+08.39	139308.39	8.39	89.21	0.00	0.00	28	0	0	2,525	0	2,525	
1393+25.00	139325.00	16.61	88.86	0.00	0.00	55	0	0	2,580	0	2,580	
1393+50.00	139350.00	25.00	88.25	0.00	0.00	82	0	0	2,662	0	2,662	
1393+52.63	139352.63	2.63	88.16	0.00	0.00	9	0	0	2,671	0	2,671	
1393+52.63	139352.63	0.00	88.16	0.00	0.00	0	0	0	2,671	0	2,671	
1393+75.00	139375.00	22.37	87.41	0.00	0.00	73	0	0	2,744	0	2,744	
1394+00.00	139400.00	25.00	86.47	0.00	0.00	80	0	0	2,824	0	2,824	
1394+25.00	139425.00	25.00	85.47	0.00	0.00	80	0	0	2,904	0	2,904	
1394+50.00	139450.00	25.00	85.00	0.00	0.00	79	0	0	2,983	0	2,983	

DIVISION 2 - US 8 - STAGE 2 CONT'D

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1394+50.96	139450.96	0.96	84.98	0.00	0.00	3	0	0	2,986	0	2,986
1394+75.00	139475.00	24.04	84.56	0.00	0.00	75	0	0	3,061	0	3,061
1394+88.37	139488.37	13.37	84.68	0.00	0.00	42	0	0	3,103	0	3,103
1394+92.48	139492.48	4.11	84.82	0.00	0.00	13	0	0	3,116	0	3,116
1394+92.48	139492.48	0.00	84.82	0.00	0.00	0	0	0	3,116	0	3,116
1395+00.00	139500.00	7.52	84.12	0.00	0.00	24	0	0	3,140	0	3,140
1395+24.97	139524.97	24.97	79.30	0.00	0.00	76	0	0	3,216	0	3,216
1395+50.00	139550.00	25.03	76.08	0.00	0.00	72	0	0	3,288	0	3,288
1395+54.64	139554.64	4.64	75.55	0.00	0.00	13	0	0	3,301	0	3,301
1395+62.53	139562.53	7.89	74.63	0.00	0.00	22	0	0	3,323	0	3,323
1395+62.53	139562.53	0.00	74.63	0.00	0.00	0	0	0	3,323	0	3,323
1395+65.50	139565.50	2.97	74.23	0.00	0.00	8	0	0	3,331	0	3,331

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PROJECT NO: 1580-04-73

HWY: USH 8

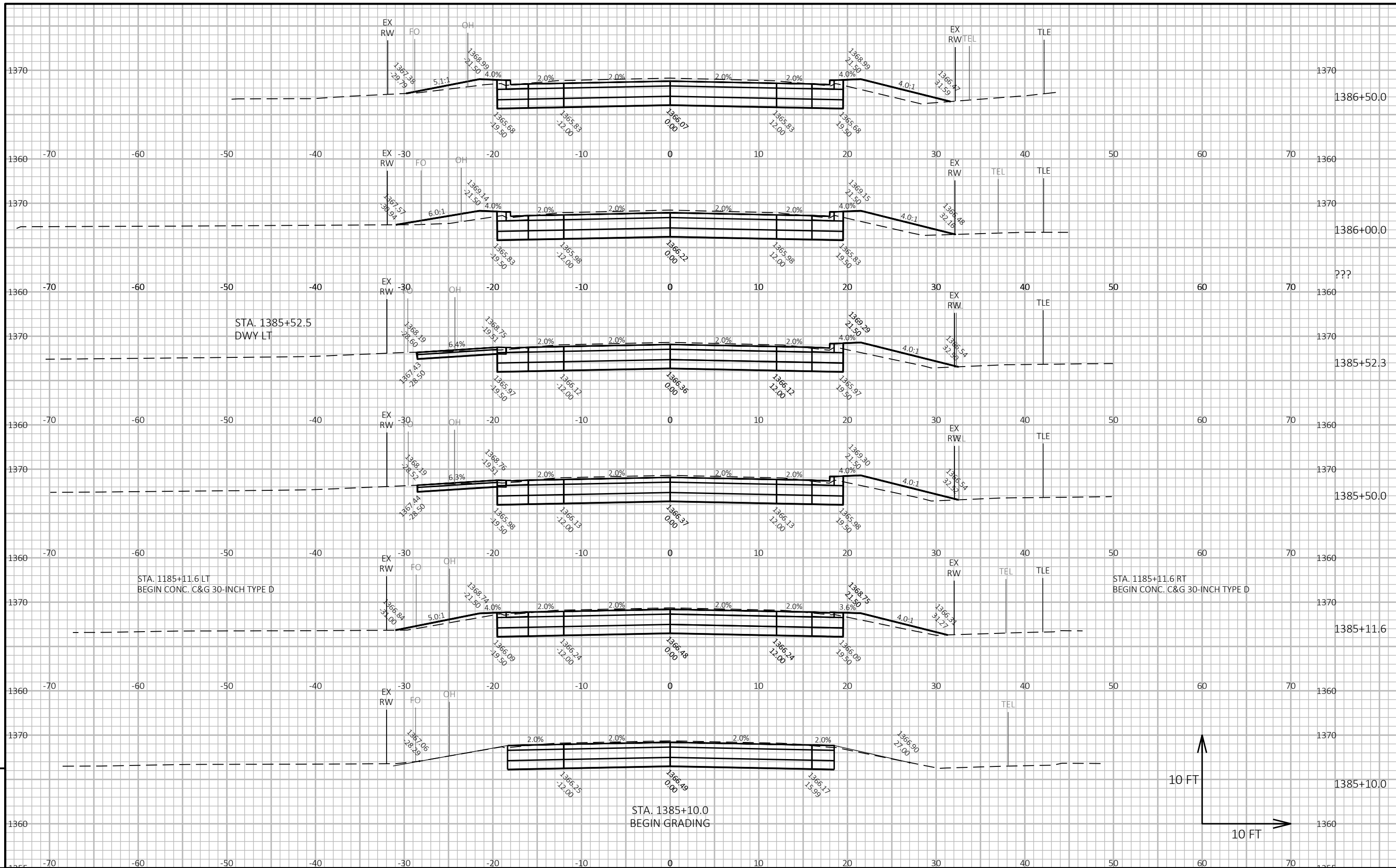
COUNTY: RUSK

EARTHWORK DATA

SHEET

E





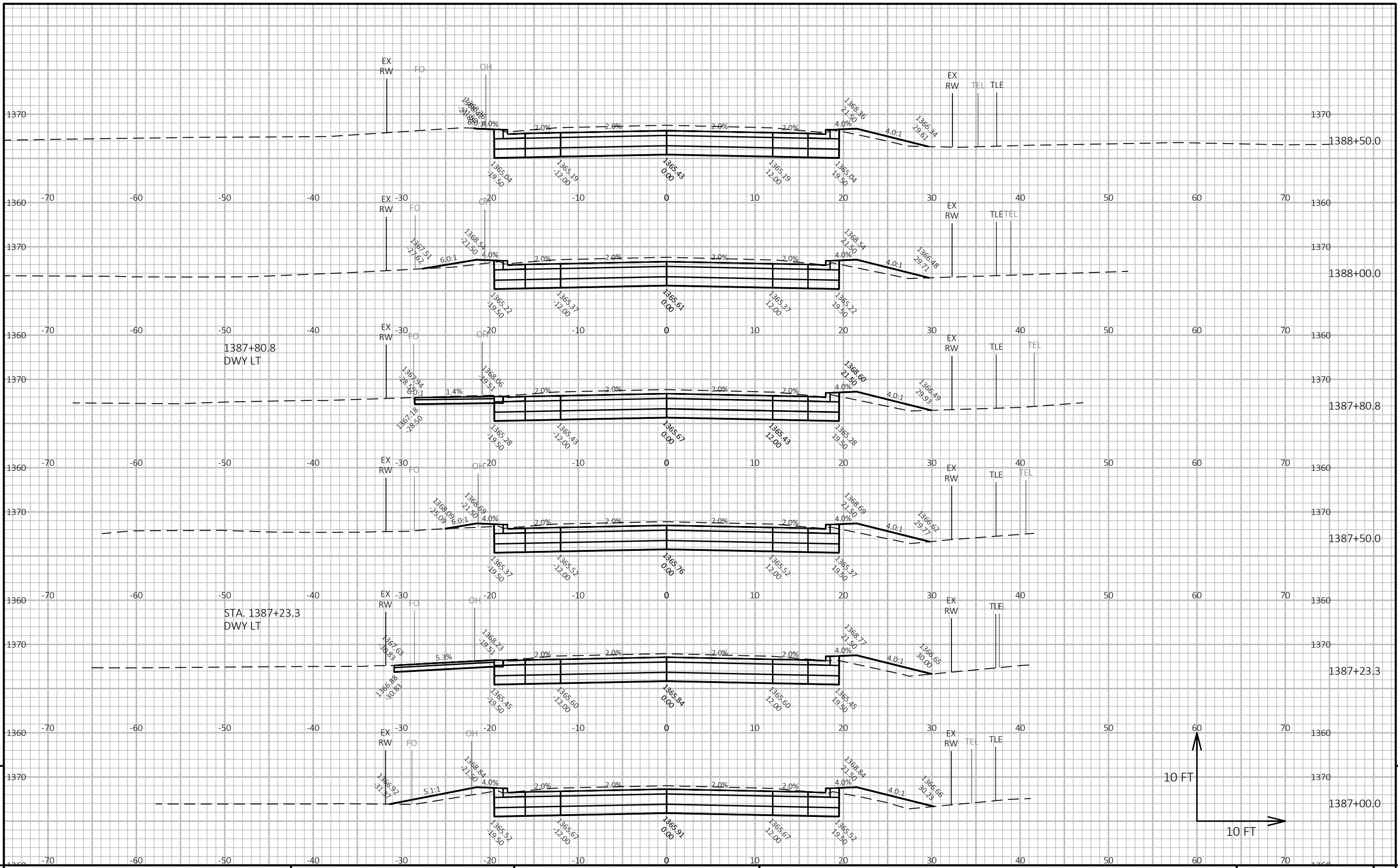
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PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: V. OF HAWKINS - STA. 1385+10.0 - 1395+65.5      SHEET      E

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LAYOUT NAME: Hawkins\_xs-01



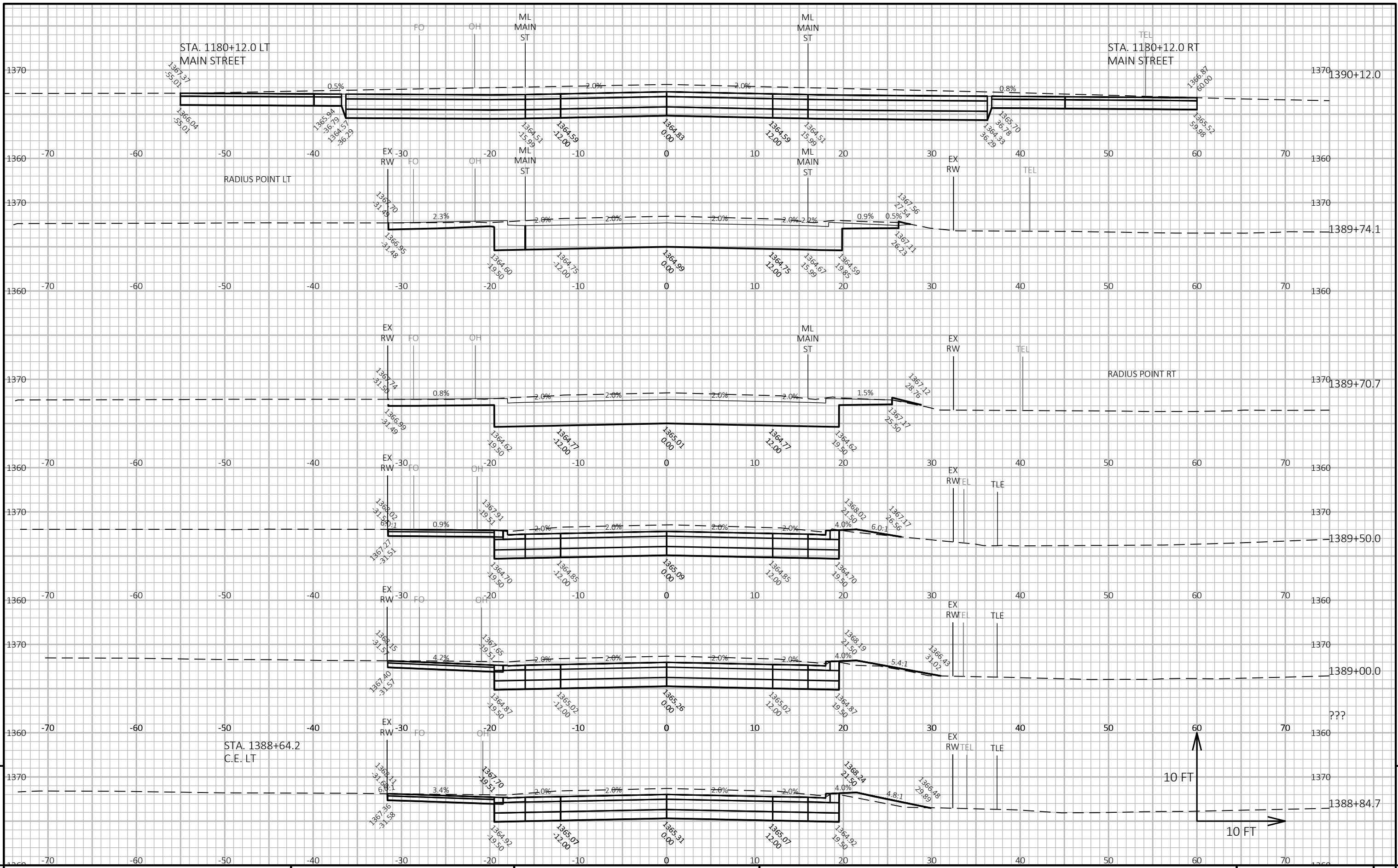
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PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: V. OF HAWKINS - STA. 1385+10.0 - 1395+65.5      SHEET      E

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LAYOUT NAME: Hawkins\_xs-02



PROJECT NO: 1580-04-73

HWY: USH 8

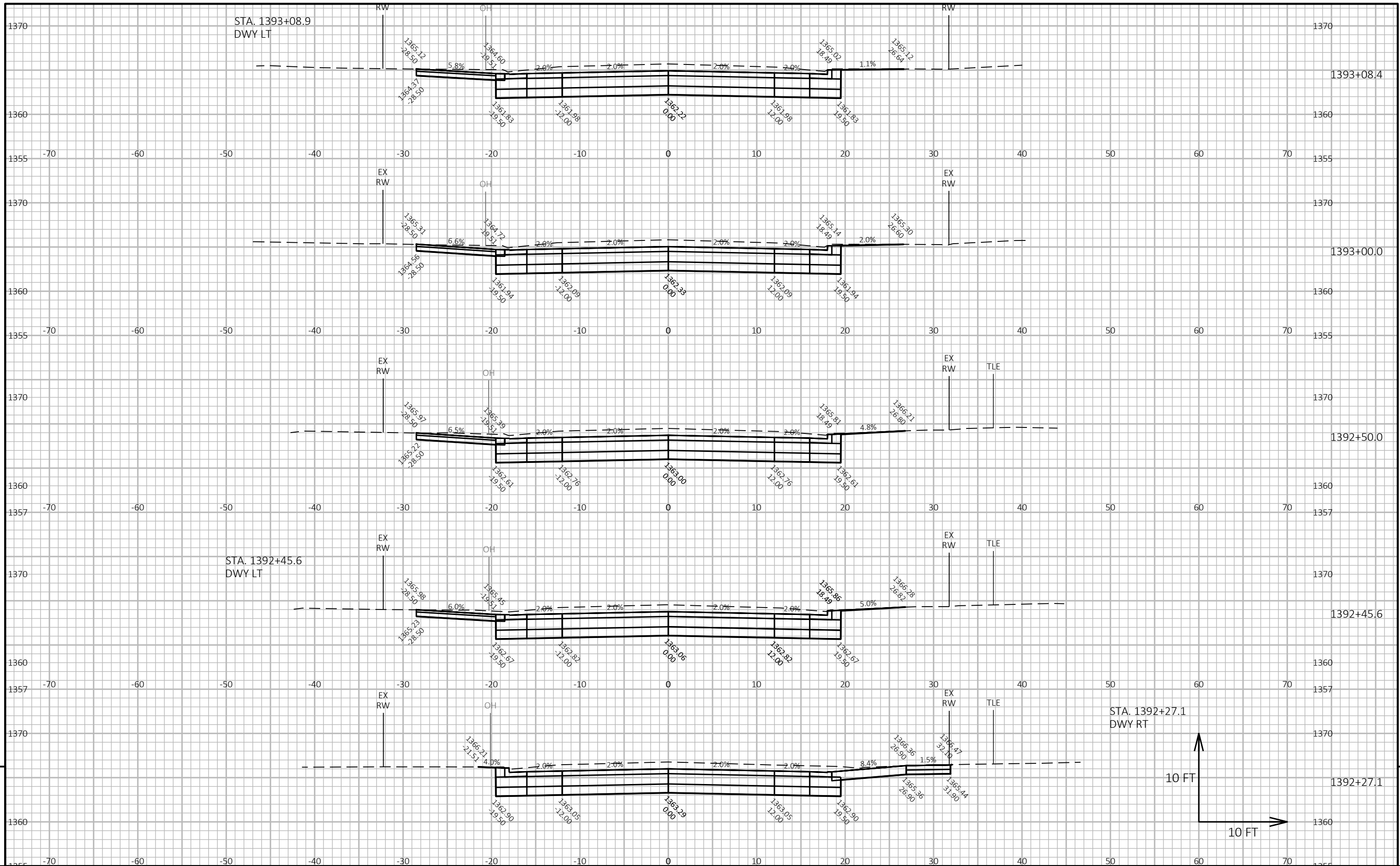
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CROSS SECTIONS: V. OF HAWKINS - STA. 1385+10.0 - 1395+65.5

SHEET

E





PROJECT NO: 1580-04-73

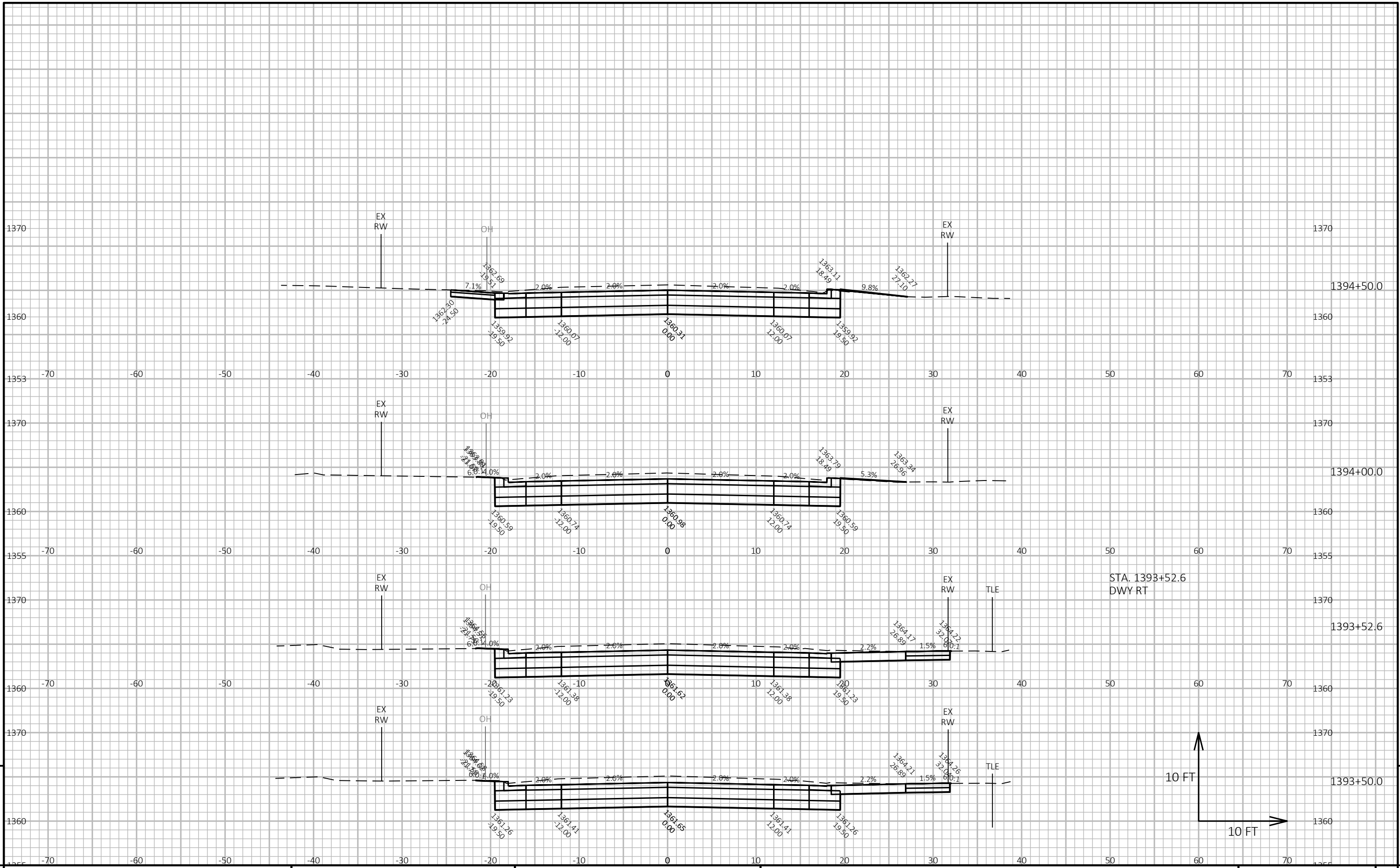
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COUNTY: RUSK

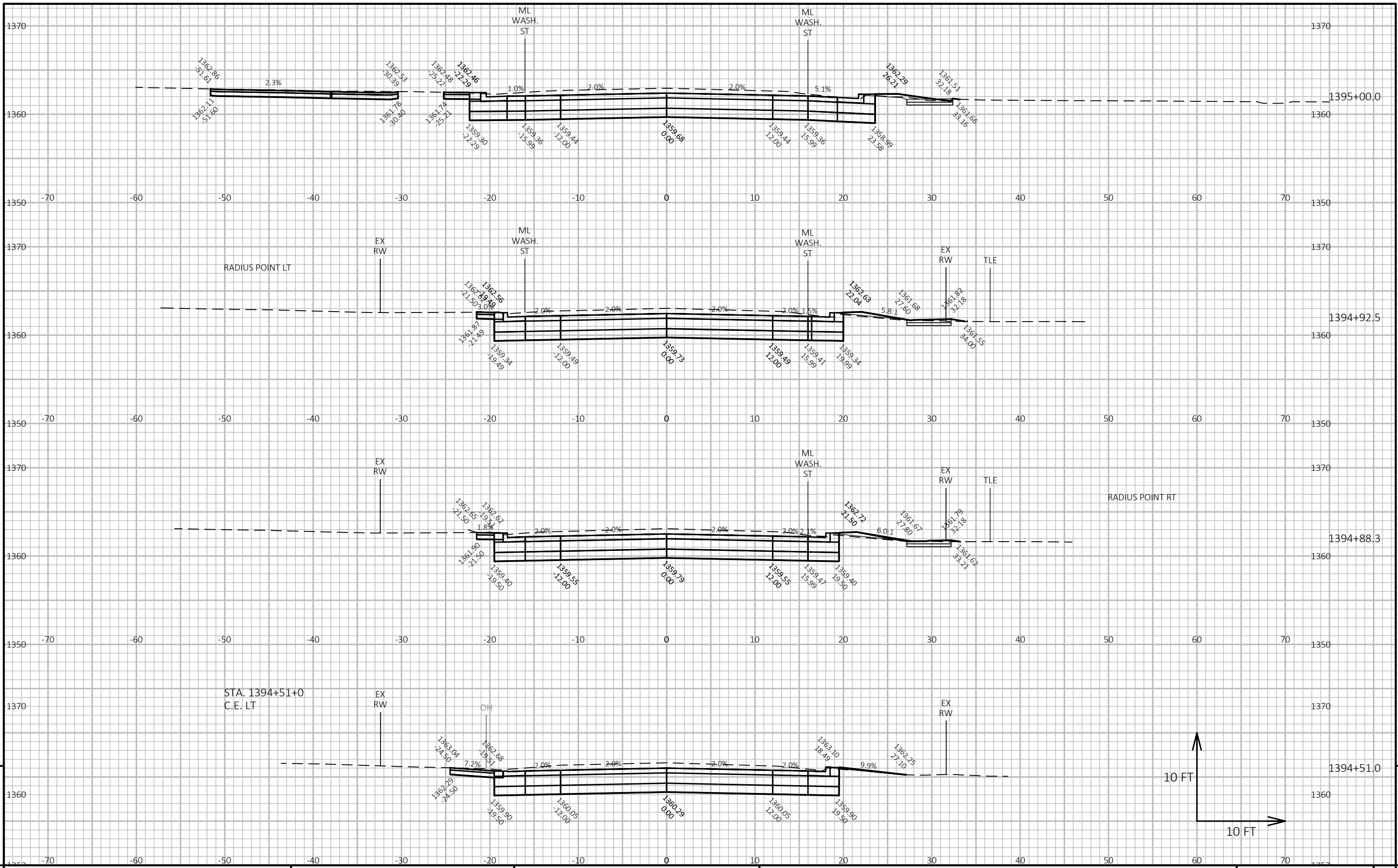
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SHEET

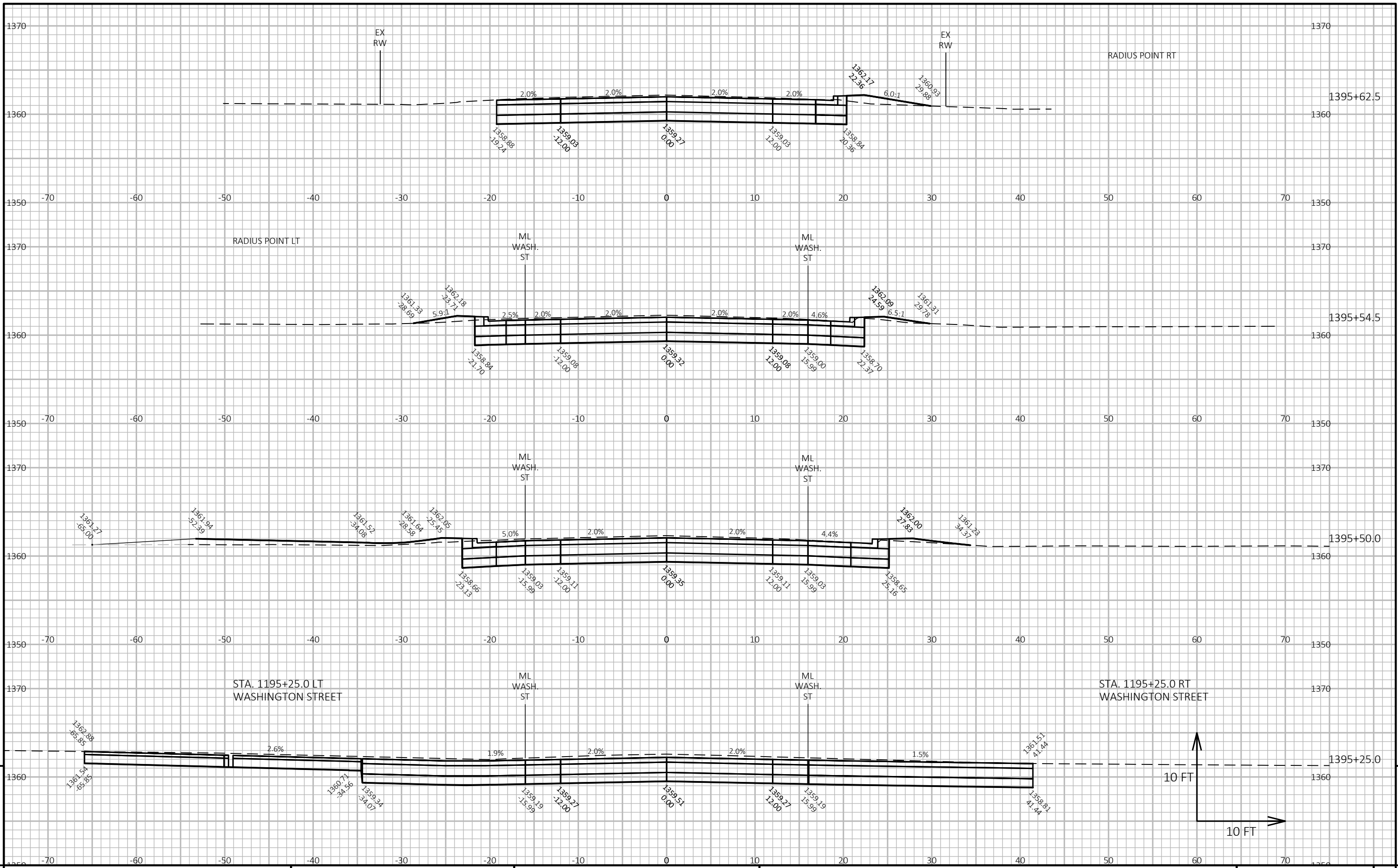
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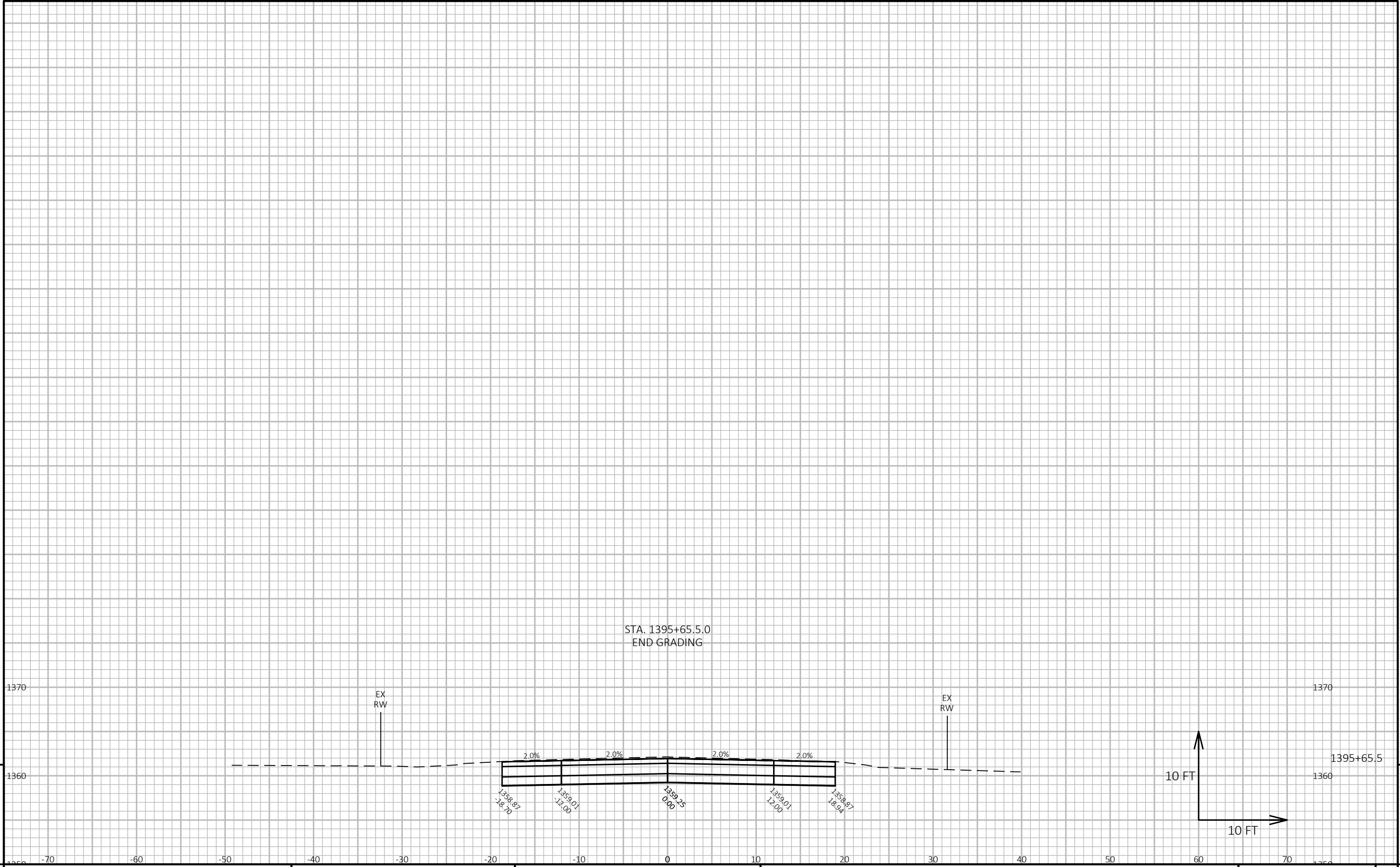


PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: V. OF HAWKINS - STA. 1385+10.0 - 1395+65.5      SHEET      E



PROJECT NO: 1580-04-73	HWY: USH 8	COUNTY: RUSK	CROSS SECTIONS: V. OF HAWKINS - STA. 1385+10.0 - 1395+65.5	SHEET	<b>9</b>
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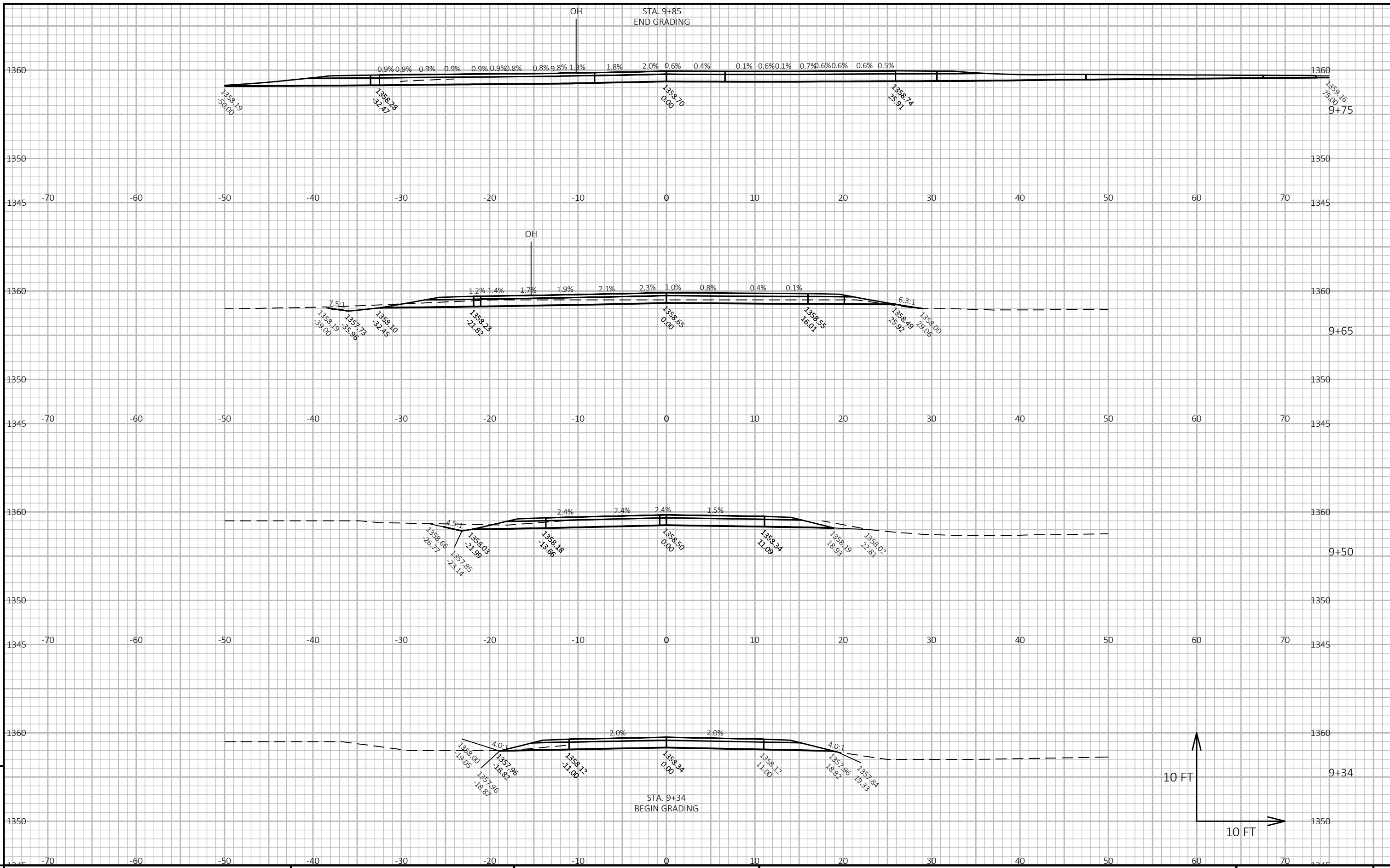
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LAYOUT NAME - Hawkins\_xs-09



PROJECT NO: 1580-04-73

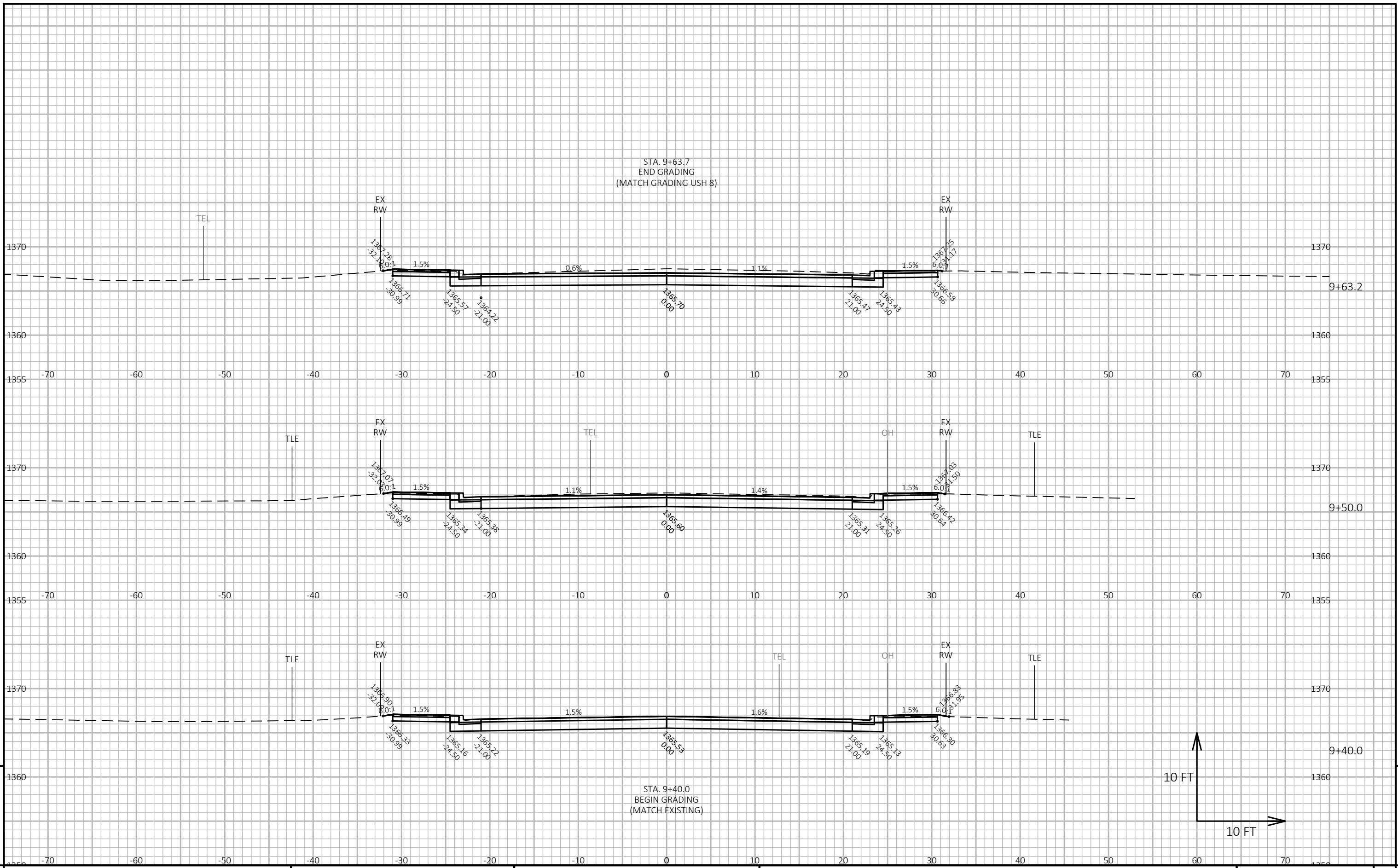
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COUNTY: RUSK

CROSS SECTIONS: HANSON ROAD

SHEET

E



PROJECT NO: 1580-04-73

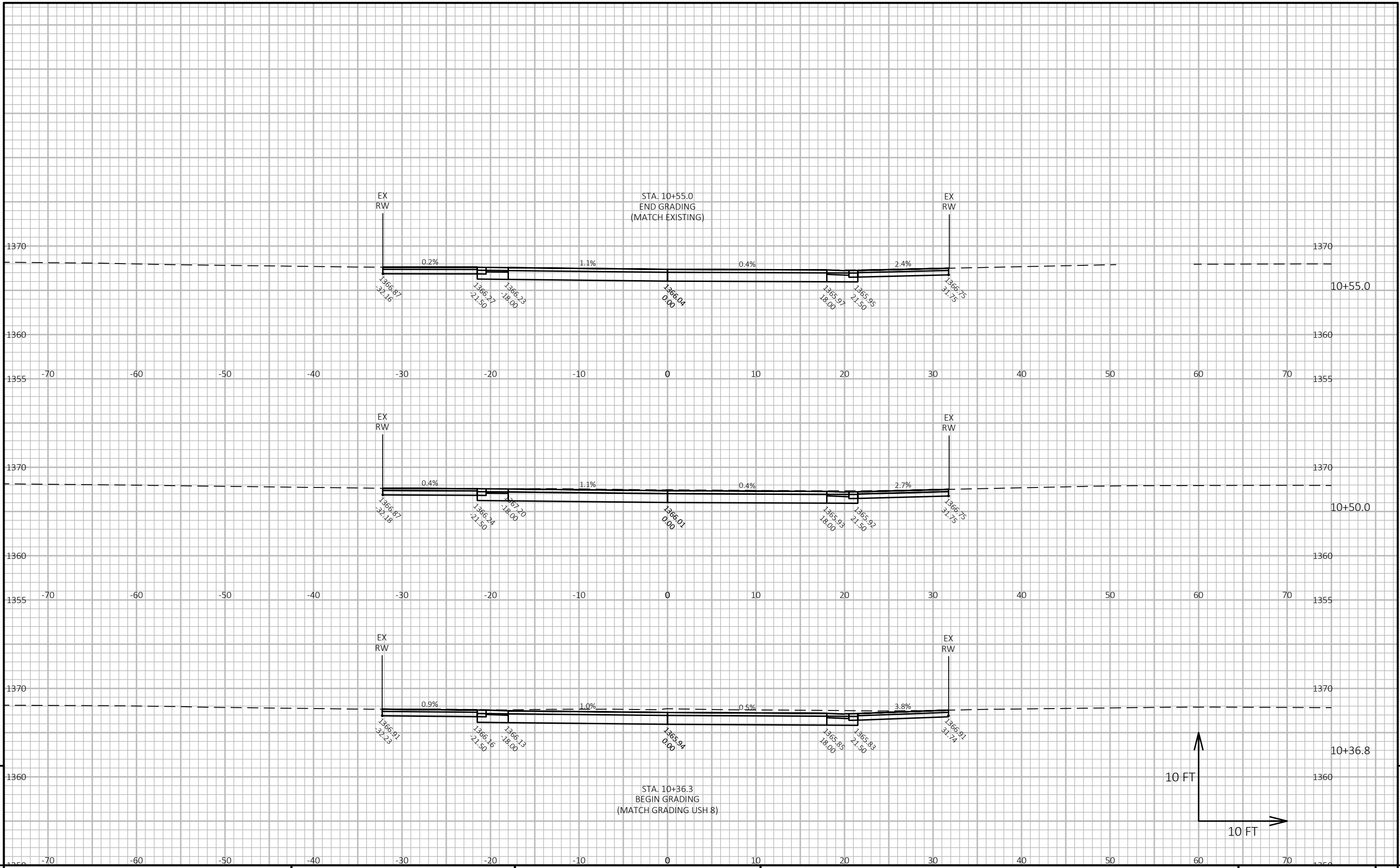
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COUNTY: RUSK

CROSS SECTIONS: MAIN STREET - (SOUTH)

SHEET

E

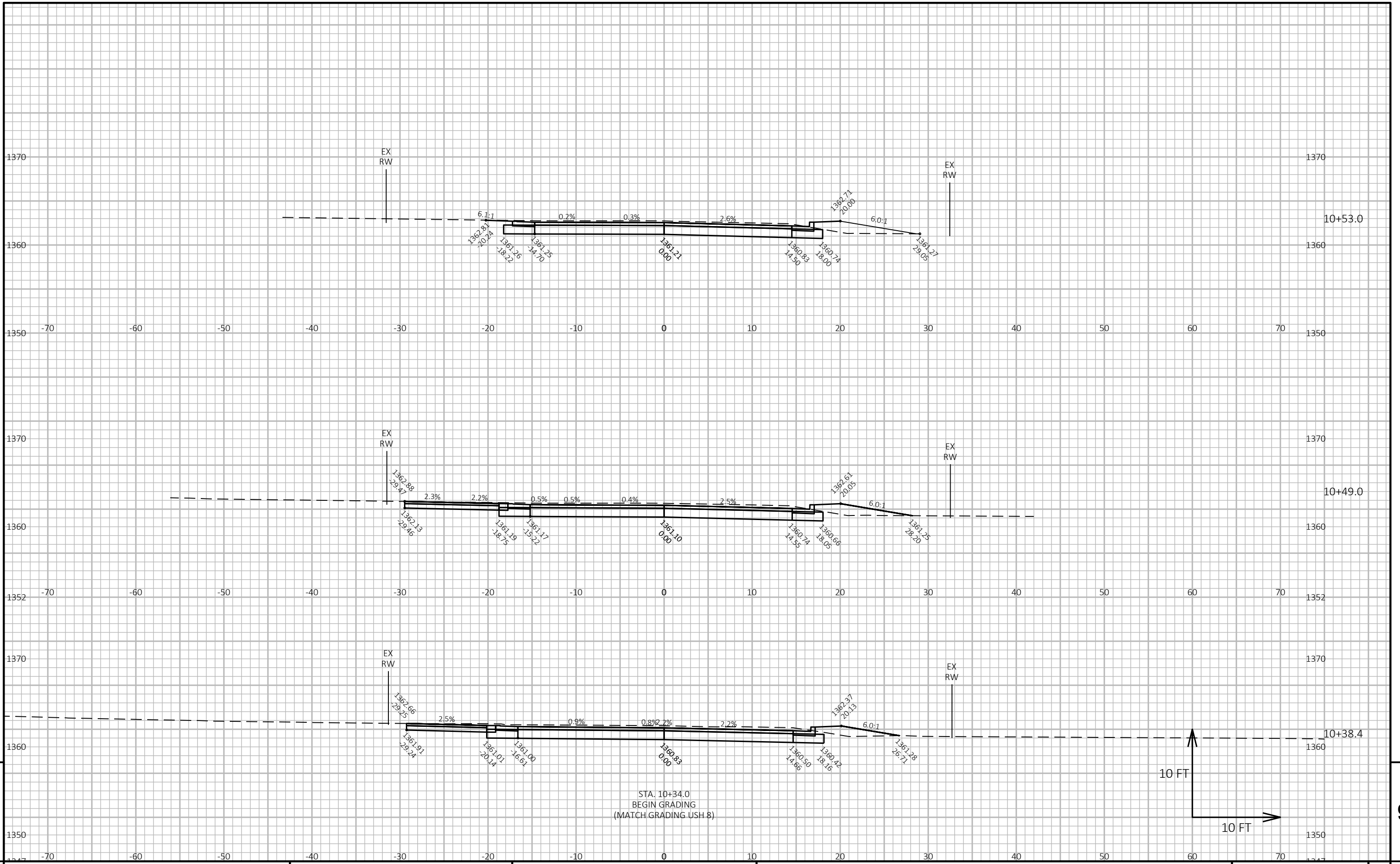


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PROJECT NO: 1580-04-73      HWY: USH 8      COUNTY: RUSK      CROSS SECTIONS: MAIN STREET - (NORTH)      SHEET      E

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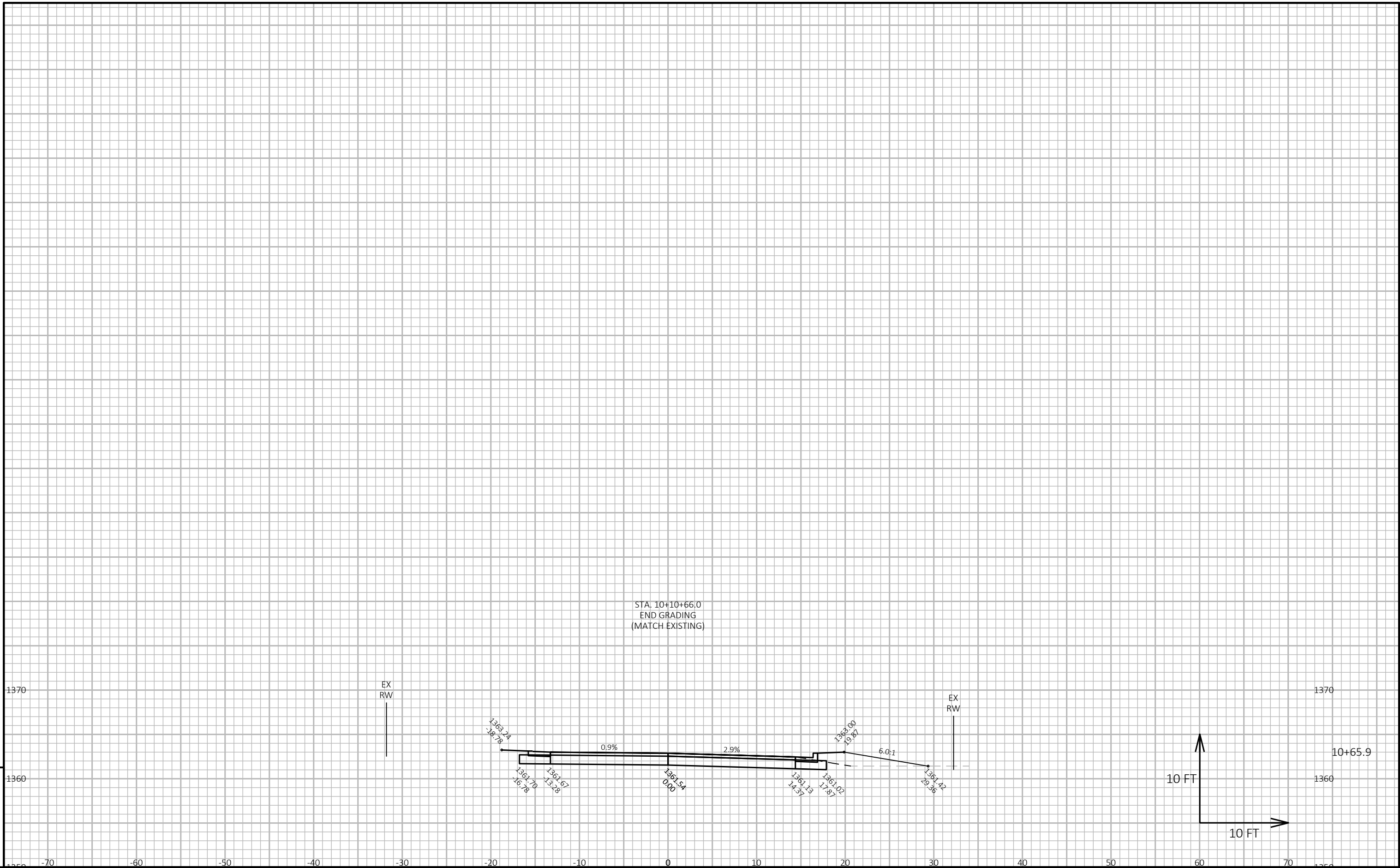
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LAYOUT NAME - Washington\_xs-01



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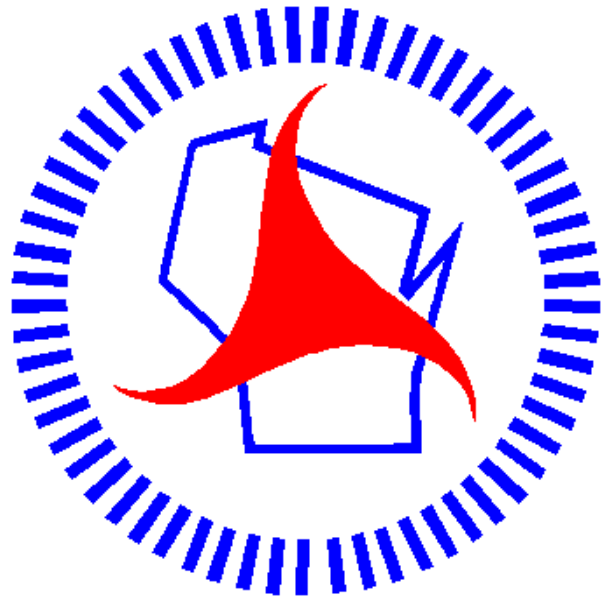
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LAYOUT NAME - Washington\_xs-02

# Notes



## *Wisconsin Department of Transportation*

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