

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 Platas
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 36



DESIGN DESIGNATION

A.A.D.T. 2024	=	16600
A.A.D.T. 2044	=	20300
D.H.V.	=	1660
D.D.	=	50/50
T.	=	8.0%
DESIGN SPEED	=	45 MPH
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN	PROFILE
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	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

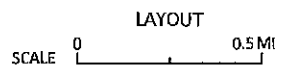
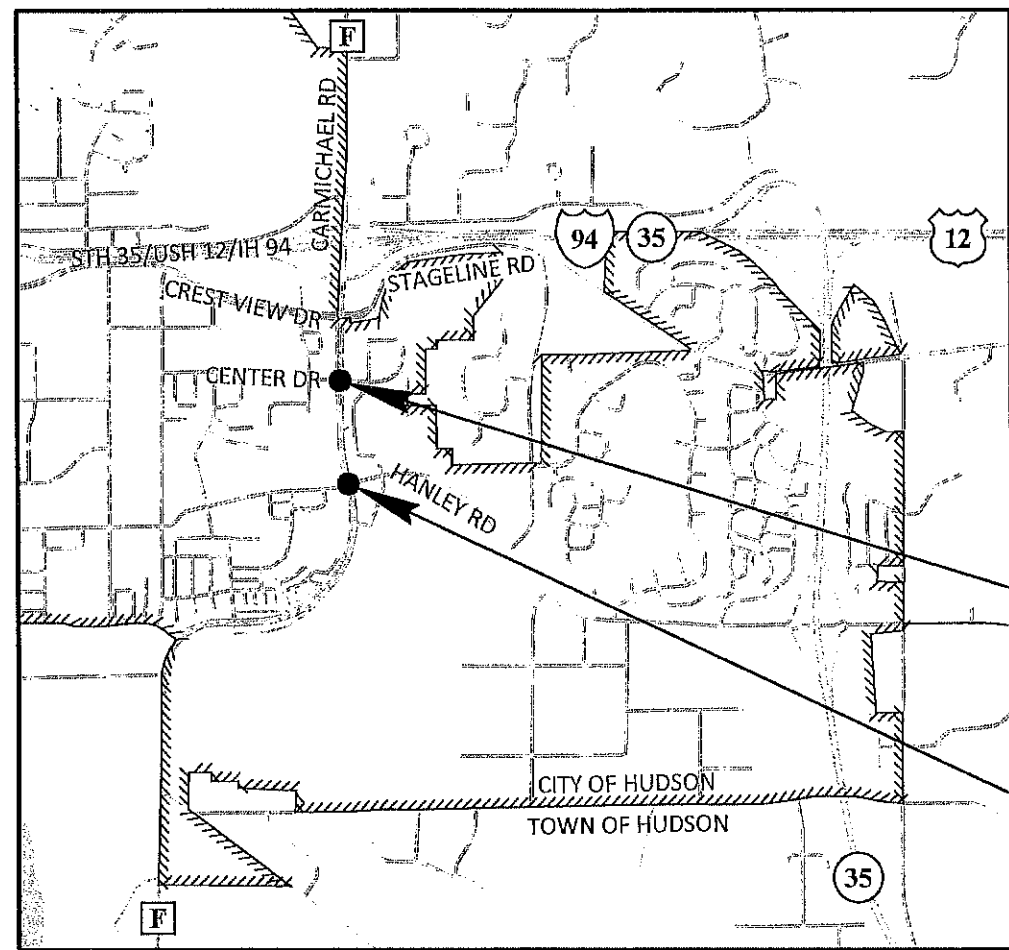
PLAN OF PROPOSED IMPROVEMENT

C HUDSON, CARMICHAEL ROAD

CENTER DRIVE & HANLEY ROAD INTERSECTIONS

LOCAL STREET
ST CROIX COUNTY

STATE PROJECT NUMBER
1020-02-85



TOTAL NET LENGTH OF CENTERLINE = 0.000 MI

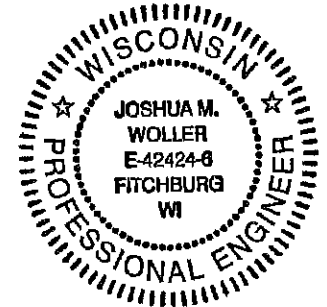
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ST CROIX COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012), GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1020-02-85	WISC 2024030	1

ACCEPTED FOR
CITY OF HUDSON
Date: 7-26-23
[Signature] DPW
(Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
SEH Short Elliott Hendrickson Inc.
6608 Odana Road, Suite 200
Madison, WI 53719-1137
Building a Better World for All of Us™ 800.620.6199 main | 888.908.8188 fax
800.732.4362 toll free | www.sehinc.com



07-26-2023
(Date) *[Signature]*
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NA
Designer	SEH
Project Manager	MATTHEW BERG, PE
Regional Examiner	TOU YANG, PE
Regional Supervisor	TYLER RONGSTAD, PE

APPROVED FOR THE DEPARTMENT
DATE: 7/26/2023
[Signature]
(Signature)

E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	ID	INSIDE DIAMETER
AC	ACRE	INV	INVERT
AGG	AGGREGATE	IP	IRON PIPE ON PIN
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE	LHF	LEFT-HAND FORWARD
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL	L	LENGTH OF CURVE
ASPH	ASPHALTIC	LF	LINEAR FOOT
AVG	AVERAGE	LC	LONG CHORD OF CURVE
ADT	AVERAGE DAILY TRAFFIC	LS	LUMP SUM
BF	BACK FACE	MH	MANHOLE
BM	BENCH MARK	MOR	MID POINT OF RADIUS
BR	BRIDGE	NC	NORMAL CROWN
CE	COMMERCIAL ENTRANCE	NO	NUMBER
C/L	CENTER LINE	OBLIT	OBLITERATE
Δ	CENTRAL ANGLE OR DELTA	PAVT	PAVEMENT
COB	CENTER OF BARRIER	PE	PRIVATE ENTRANCE
CONC	CONCRETE	PVRC	POINT OF VERTICAL REVERSE CURVE
CPRC	CULVERT PIPE REINFORCED CONCRETE	QOR	QUARTER POINT OF RADIUS
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	R	RADIUS
CR	CREEK	REQ'D	REQUIRED
CY	CUBIC YARD	RES	RESIDENCE OR RESIDENTIAL
C&G	CURB AND GUTTER	RHF	RIGHT-HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT-OF-WAY
DHV	DESIGN HOUR VOLUME	R	RIVER
DISCH	DISCHARGE	RDWY	ROADWAY
DG	DITCH GRADE	R/L	REFERENCE LINE
DWY	DRIVEWAY	SALV	SALVAGED
X	EAST GRID COORDINATE	SAN	SANITARY SEWER
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	SF	SQUARE FEET
EOR	END POINT OF RADIUS	SY	SQUARE YARD
EL	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ENT	ENTRANCE	STA	STATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	SS	STORM SEWER
EXC	EXCAVATION	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION RATE
EXIST	EXISTING	TC	TOP OF CURB
FC	FACE OF CURB	T OR TN	TOWN
FF	FACE TO FACE	T	TRUCKS (PERCENT OF)
FERT	FERTILIZE	TYP	TYPICAL
FE	FIELD ENTRANCE	VAR	VARIABLE
FL	FLOW LINE	VC	VERTICAL CURVE
FO	FIBER OPTIC	Y	NORTH GRID COORDINATE
CWT	HUNDREDWEIGHT	YD	YARD
HYD	HYDRANT		

CITY COUNTY:

DIRECTOR OF PUBLIC WORKS
505 THIRD STREET
HUDSON, WI 54016
TELEPHONE: 715.716.5746
ATTENTION: MIKE MROZ
EMAIL: MMROZ@HUDSONWI.GOV

DNR AREA LIAISON:

WI DEPT OF NATURAL RESOURCES
DNR SERVICE CENTER
1300 WEST CLAIREMONT AVE
EAU CLAIRE, WI 54701
TELEPHONE: 715.495.1903
ATTENTION: AMY LESIK
EMAIL: AMY.LESIK@WISCONSIN.GOV

UTILITY CONTACT LIST:

AT&T WISCONSIN - COMMUNICATION LINE
304 S DEWEY ST
EAU CLAIRE, WI 54701
ATTENTION: RICK PODOLAK
TELEPHONE: 715.839.5565
EMAIL: RP4514@ATT.COM

BALDWIN TELECOM - COMMUNICATION LINE
930 MAPLE ST
BALDWIN, WI 54002
ATTENTION: MATT KNEGENDORF
TELEPHONE: 715.684.3346
EMAIL: MKNEGENDORF@LSWI.NET

COMCAST - COMMUNICATION LINE
4255 LEXINGTON AVE N
ARDEN HILLS, MN 55126
ATTENTION: BEN UELAND
TELEPHONE: 651.493.5158
EMAIL: BENJAMIN_UELAND@COMCAST.COM

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
NORTHWEST REGION
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
TELEPHONE: 920.492.4147
ATTENTION: MATTHEW BERG, PE
EMAIL: MATTHEW.BERG@DOT.WI.GOV

DESIGN CONTACT:

SEH INC.
6808 ODANA ROAD, SUITE 200
MADISON, WI 53719
TELEPHONE: 608.620.6176
ATTENTION: JOSHUA WOLLER
EMAIL: JWOLLER@SEHINC.COM

GENERAL NOTES:







1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
3. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. ALL KNOWN UTILITIES, BASED ON FACILITY MAPS RECEIVED OR DIGGERS DOCUMENTATION, ARE TO BE LISTED IN THE UTILITY CONTACTS SECTION OF THE GENERAL NOTES SHEET.

DIGGERS HOTLINE

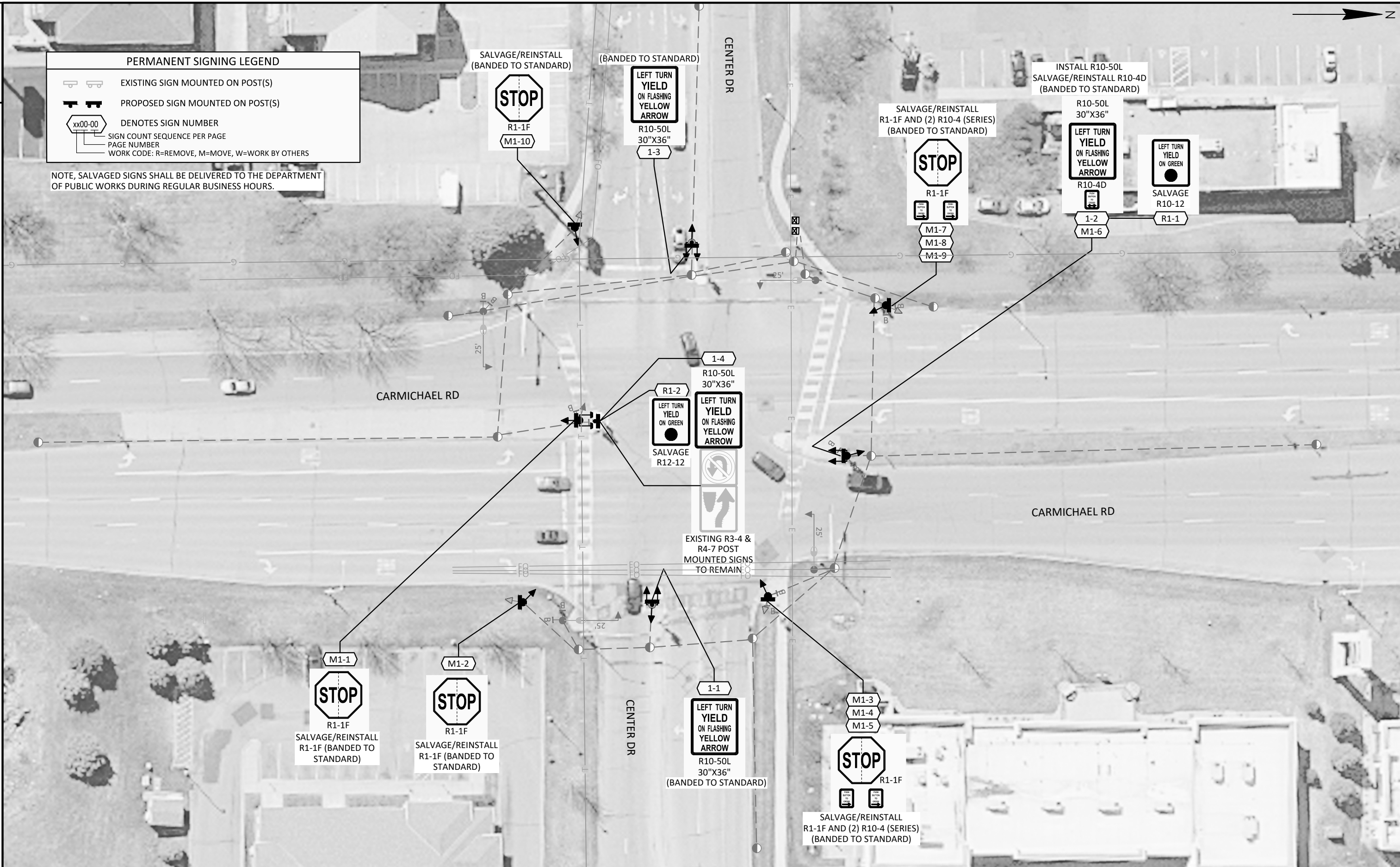
Dial **811** or (800)242-8511

www.DiggersHotline.com







PERMANENT SIGNING LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  DENOTES SIGN NUMBER
-  SIGN COUNT SEQUENCE PER PAGE
-  PAGE NUMBER
-  WORK CODE: R=REMOVE, M=MOVE, W=WORK BY OTHERS

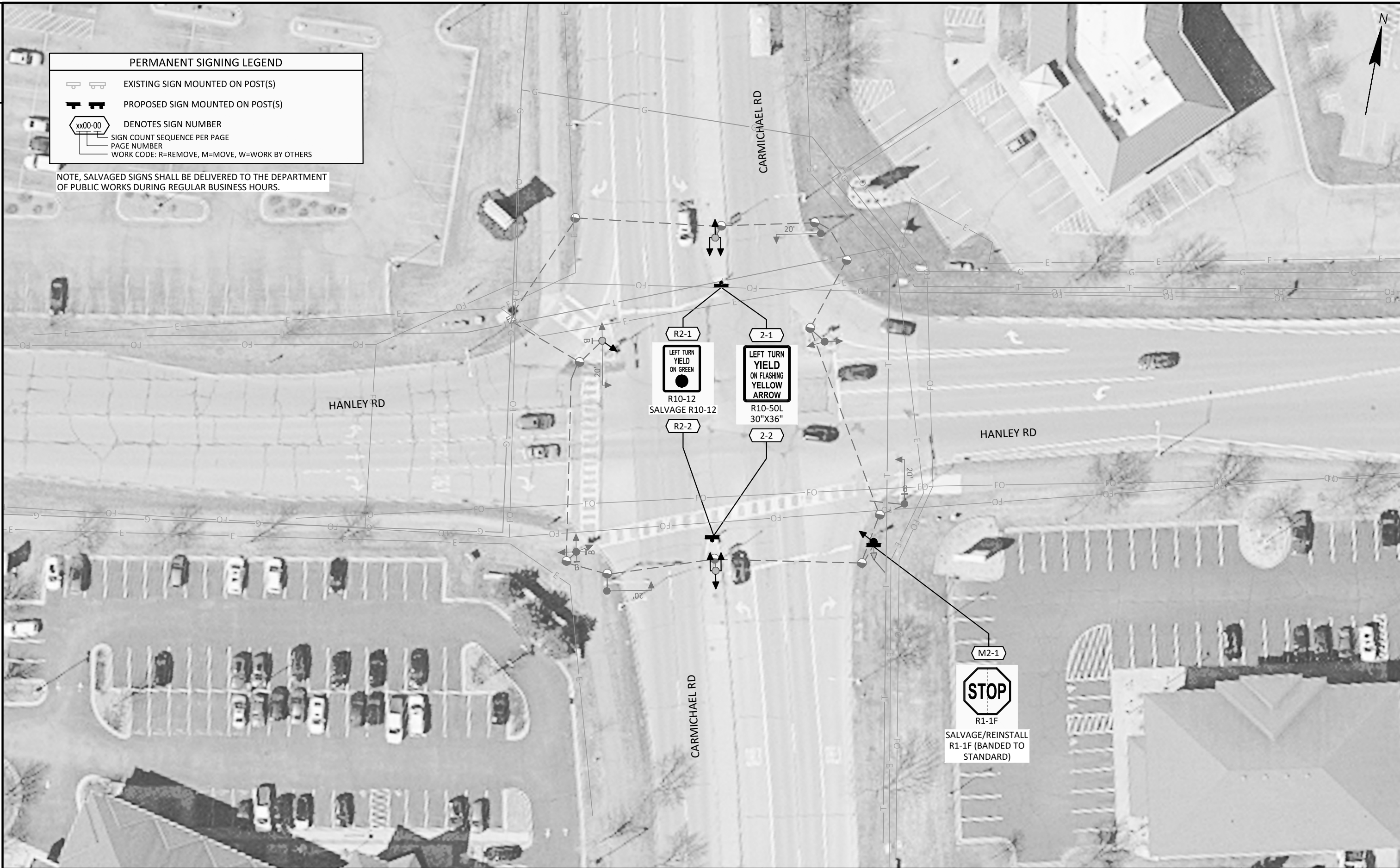
NOTE, SALVAGED SIGNS SHALL BE DELIVERED TO THE DEPARTMENT OF PUBLIC WORKS DURING REGULAR BUSINESS HOURS.

















PERMANENT SIGNING LEGEND

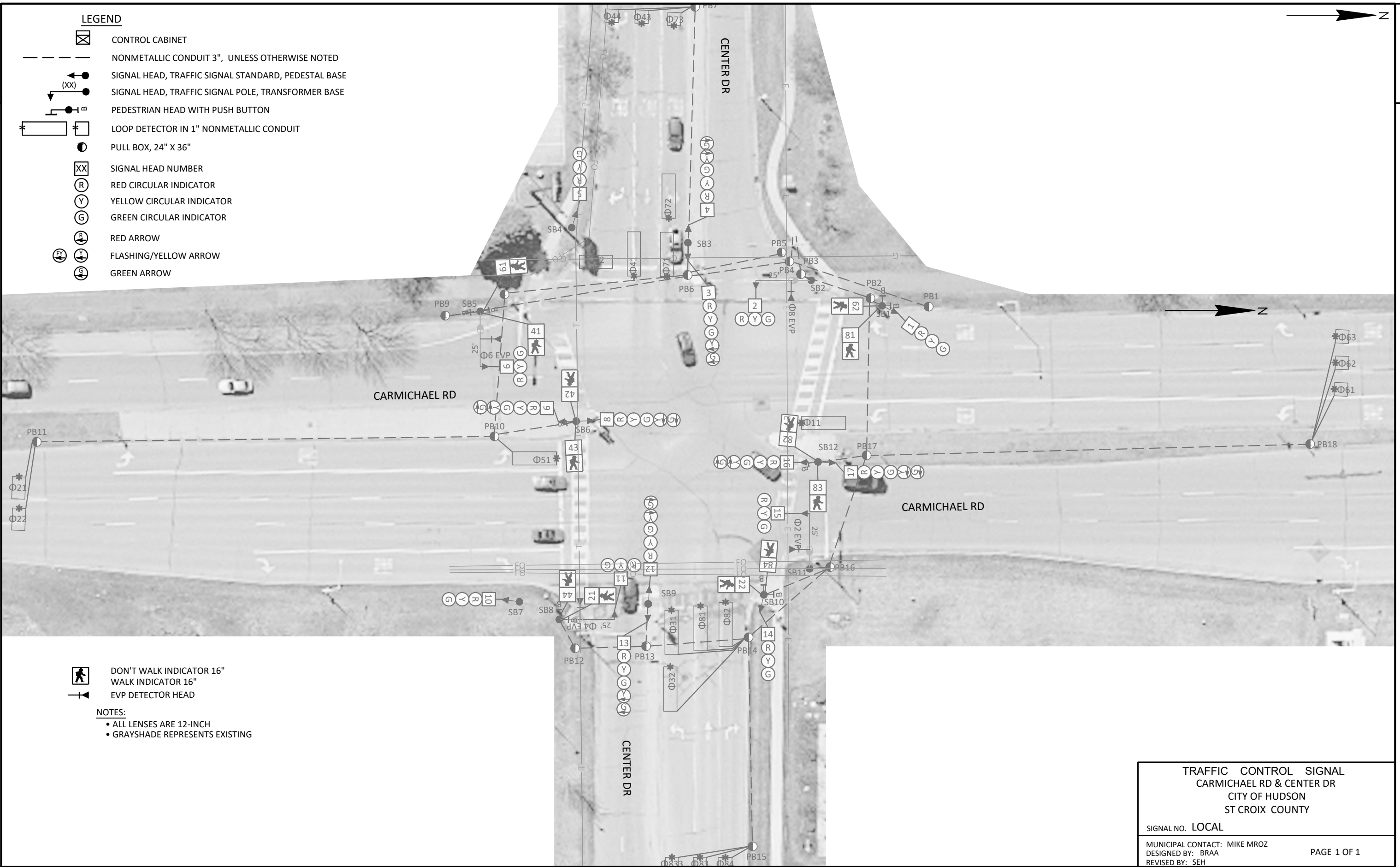
-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  DENOTES SIGN NUMBER
-  SIGN COUNT SEQUENCE PER PAGE
-  PAGE NUMBER
-  WORK CODE: R=REMOVE, M=MOVE, W=WORK BY OTHERS




NOTE, SALVAGED SIGNS SHALL BE DELIVERED TO THE DEPARTMENT OF PUBLIC WORKS DURING REGULAR BUSINESS HOURS.



LEGEND

-  CONTROL CABINET
-  NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
-  SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
-  SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
-  PEDESTRIAN HEAD WITH PUSH BUTTON
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
-  PULL BOX, 24" X 36"
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  FLASHING/YELLOW ARROW
-  GREEN ARROW








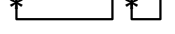








-  DON'T WALK INDICATOR 16"
-  WALK INDICATOR 16"
-  EVP DETECTOR HEAD

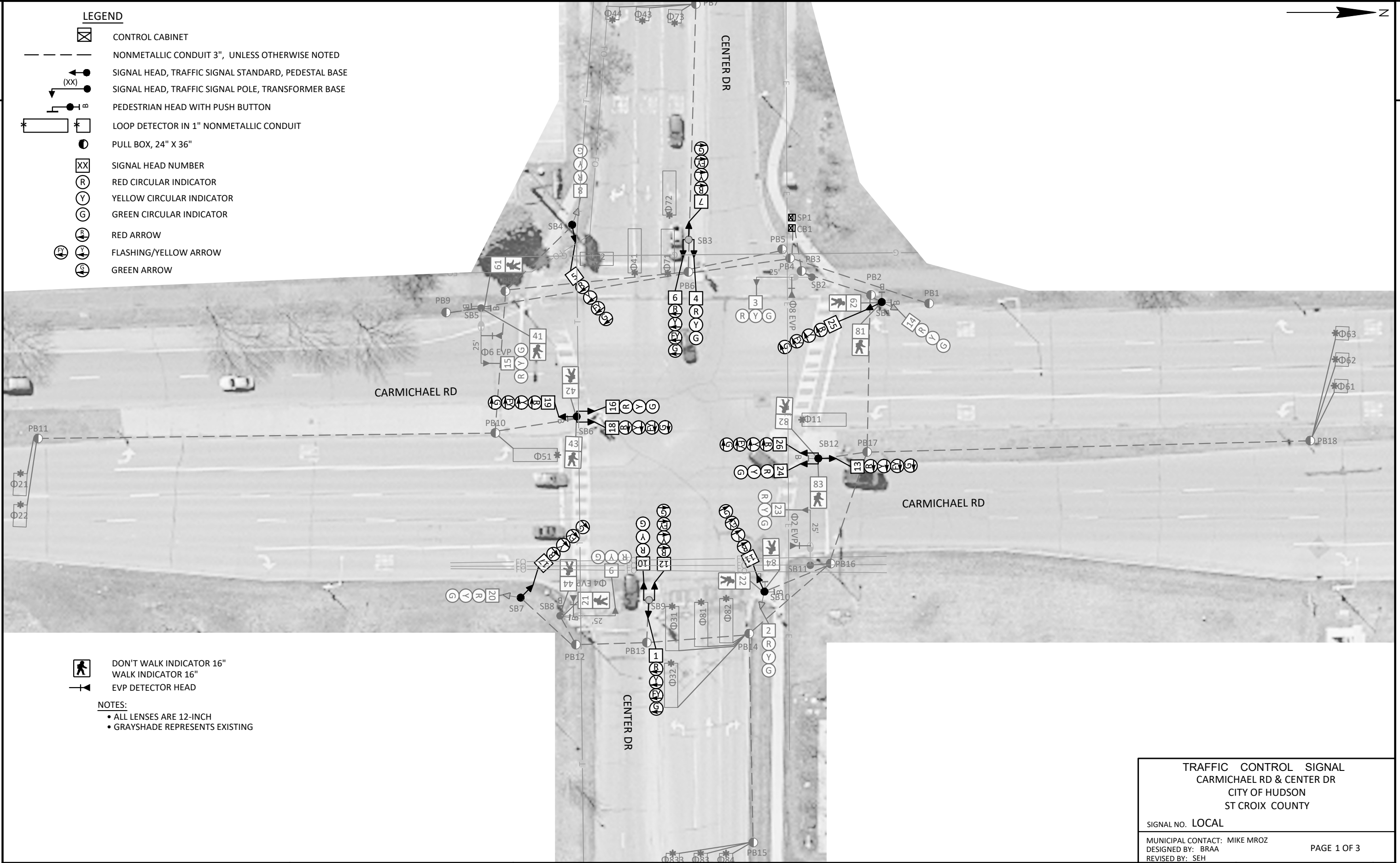
NOTES:




- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

<p>TRAFFIC CONTROL SIGNAL CARMICHAEL RD & CENTER DR CITY OF HUDSON ST CROIX COUNTY</p>	
SIGNAL NO. LOCAL	
MUNICIPAL CONTACT: MIKE MROZ	PAGE 1 OF 1
DESIGNED BY: BRAA	
REVISED BY: SEH	

LEGEND

-  CONTROL CABINET
-  NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
-  SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
-  SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
-  PEDESTRIAN HEAD WITH PUSH BUTTON
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
-  PULL BOX, 24" X 36"
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  FLASHING/YELLOW ARROW
-  GREEN ARROW



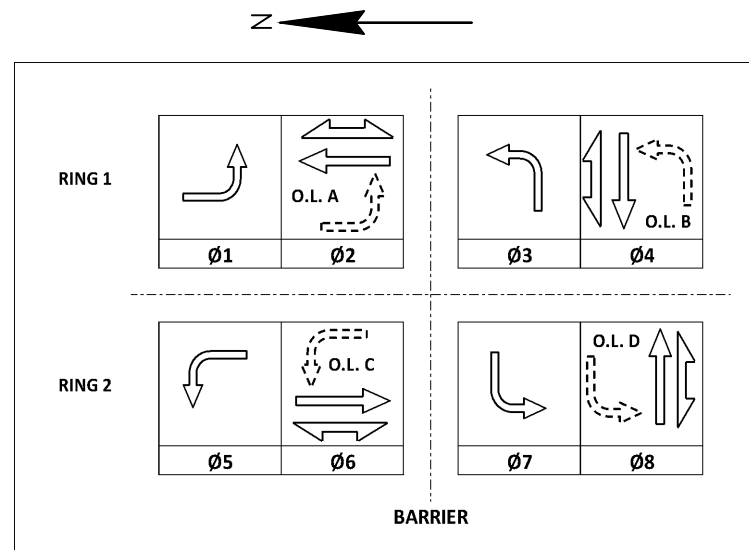
-  DON'T WALK INDICATOR 16"
-  WALK INDICATOR 16"
-  EVP DETECTOR HEAD

NOTES:

- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

<p>TRAFFIC CONTROL SIGNAL CARMICHAEL RD & CENTER DR CITY OF HUDSON ST CROIX COUNTY</p>	
SIGNAL NO. LOCAL	
MUNICIPAL CONTACT: MIKE MROZ	PAGE 1 OF 3
DESIGNED BY: BRAA	
REVISED BY: SEH	

	HEAD NUMBERS	FLASH
Ø1	13,17,18	R
Ø2	20,23,24	R
Ø3	1,5,6	R
Ø4	8,9,10	R
Ø5	19,25,26	R
Ø6	14,15,16	R
Ø7	7,11,12	R
Ø8	2,3,4	R
Ø2P	21,22	
Ø4P	41,42,43,44	
Ø6P	61,62	
Ø8P	81,82,83,84	
OLA	13,17,18	-
OLB	1,5,6	-
OLC	19,25,26	-
OLD	7,11,12	-



CONTROLLER LOGIC

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

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

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

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

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

DETECTOR LOGIC*

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)								
ASSIGNED PHASE								
OPERATION MODE								
SWITCH								
EXTEND								
DELAY								

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

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

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

*USE EXISTING DETECTOR LOGIC

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

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

CARMICHAEL ROAD & CENTER DRIVE	
CITY OF HUDSON	
ST CROIX COUNTY	
SIGNAL NO: LOCAL	CABINET TYPE:
CONTROLLER TYPE: EPAC	
DATE: 07/23	PAGE NO. 2 OF 2

PROJECT ID: 1020-02-15
 INTERSECTION: CARMICHAEL ROAD & CENTER DRIVE


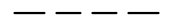



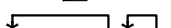








SIGNAL WIRE COLOR CODING	BLK - BLACK	RED - RED	GRN - GREEN
	WHT - WHITE	BLU - BLUE	ORG - ORANGE

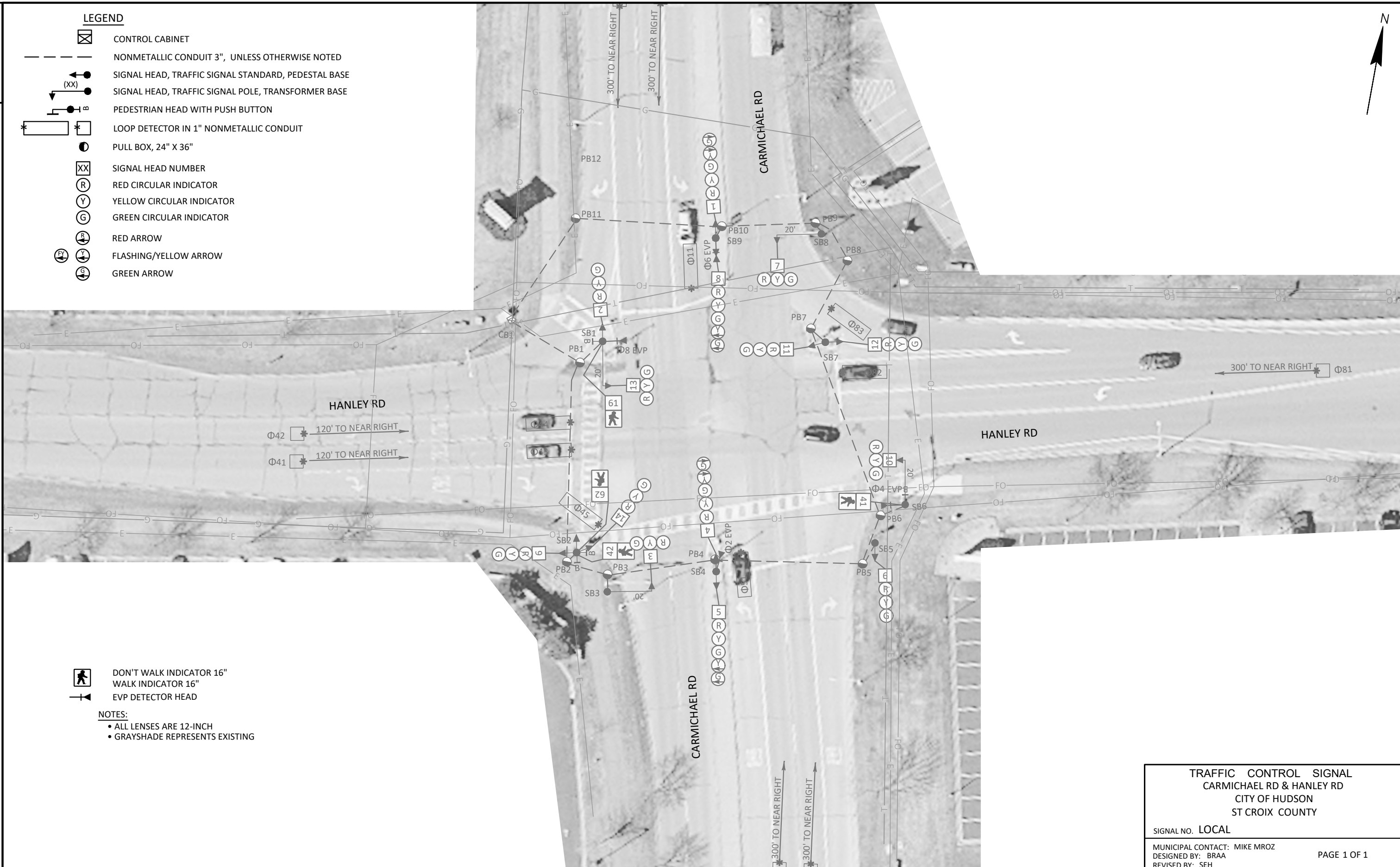
CB_TO	AWG 14 # OF	HEAD NO.	SIGNAL INDICATION WIRE COLOR								D/WALK	WALK	PED BUTTON
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING> <YELLOW>				
SB1	12	10	RED	ORG	GRN								
		12				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		15 BUTTON								BLK	BLU	WHT/BLK	
SB2	12	8	RED	ORG	GRN								
		9	RED	ORG	GRN								
		11				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB3	12	16 BUTTON								BLK	BLU	WHT/BLK	
		4	RED	ORG	GRN								
		17 BUTTON								BLK	BLU	WHT/BLK	
SB5	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								




*USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
 *ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
 *AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRAIN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
 "OTHER" COLUMN MAY INCLUDE SHADOW BOX SIGN

TRAFFIC CONTROL SIGNAL
 CARMICHAEL RD & CENTER DR
 CITY OF HUDSON
 ST CROIX COUNTY
 SIGNAL NO. LOCAL
 MUNICIPAL CONTACT: MIKE MROZ
 DESIGNED BY: BRAA
 REVISED BY: SEH

LEGEND

-  CONTROL CABINET
-  NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
-  SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
-  SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
-  PEDESTRIAN HEAD WITH PUSH BUTTON
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
-  PULL BOX, 24" X 36"
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  FLASHING/YELLOW ARROW
-  GREEN ARROW




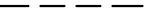



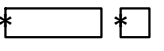








-  DON'T WALK INDICATOR 16"
-  WALK INDICATOR 16"
-  EVP DETECTOR HEAD

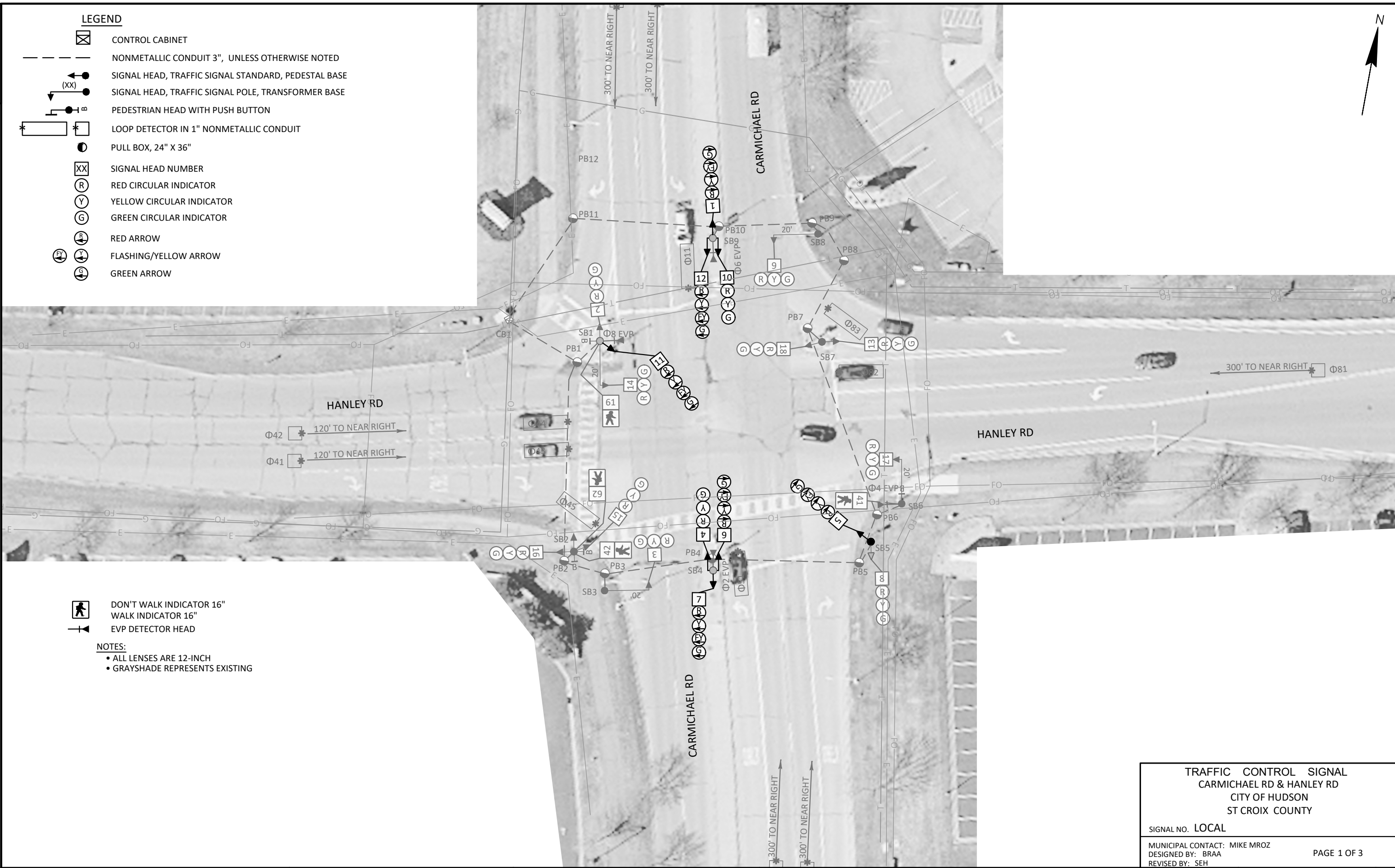
NOTES:




- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

<p>TRAFFIC CONTROL SIGNAL CARMICHAEL RD & HANLEY RD CITY OF HUDSON ST CROIX COUNTY</p>	
SIGNAL NO. LOCAL	
MUNICIPAL CONTACT: MIKE MROZ	PAGE 1 OF 1
DESIGNED BY: BRAA	
REVISED BY: SEH	

LEGEND

-  CONTROL CABINET
-  NONMETALLIC CONDUIT 3", UNLESS OTHERWISE NOTED
-  SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
-  SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
-  PEDESTRIAN HEAD WITH PUSH BUTTON
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
-  PULL BOX, 24" X 36"
-  SIGNAL HEAD NUMBER
-  RED CIRCULAR INDICATOR
-  YELLOW CIRCULAR INDICATOR
-  GREEN CIRCULAR INDICATOR
-  RED ARROW
-  FLASHING/YELLOW ARROW
-  GREEN ARROW



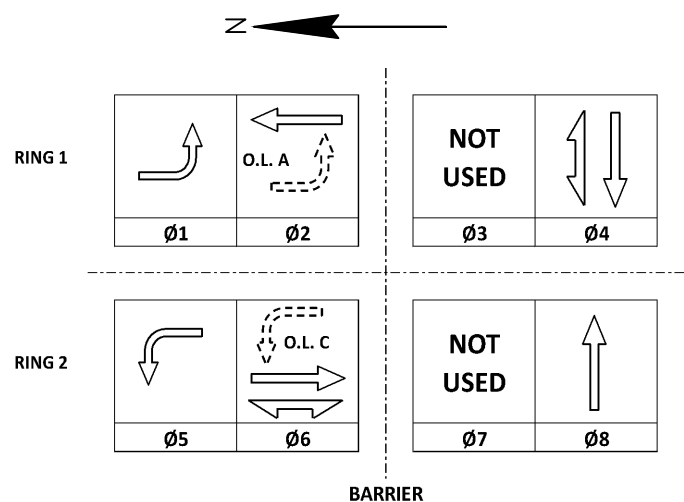
-  DON'T WALK INDICATOR 16"
-  WALK INDICATOR 16"
-  EVP DETECTOR HEAD

NOTES:

- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

<p>TRAFFIC CONTROL SIGNAL CARMICHAEL RD & HANLEY RD CITY OF HUDSON ST CROIX COUNTY</p>	
SIGNAL NO. LOCAL	
MUNICIPAL CONTACT: MIKE MROZ	PAGE 1 OF 3
DESIGNED BY: BRAA	
REVISED BY: SEH	

	HEAD NUMBERS	FLASH
Ø1	1,5,6	R
Ø2	8,9,10	R
Ø3		
Ø4	16,17,18	R
Ø5	7,11,12	R
Ø6	2,3,4	R
Ø7		
Ø8	13,14,15	R
Ø2P		
Ø4P	41,42	
Ø6P	61,62	
Ø8P		
OLA	1,5,6	-
OLB		
OLC	7,11,12	-
OLD		



CONTROLLER LOGIC

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

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

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

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

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

DETECTOR LOGIC*

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)								
ASSIGNED PHASE								
OPERATION MODE								
SWITCH								
EXTEND								
DELAY								

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

*USE EXISTING DETECTOR LOGIC

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

CARMICHAEL ROAD & HANLEY ROAD	
CITY OF HUDSON	
ST CROIX COUNTY	
SIGNAL NO: LOCAL	CABINET TYPE:
CONTROLLER TYPE: EPAC	
DATE: 07/23	PAGE NO. 2 OF 2

PROJECT ID: 1020-02-15
 INTERSECTION: CARMICHAEL ROAD & HANLEY ROAD

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

CB_TO	AWG 14 # OF	HEAD NO.	SIGNAL INDICATION WIRE COLOR								D/WALK	WALK	PED BUTTON
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING> <YELLOW>				
SB1	12	10	RED	ORG	GRN								
		12				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		15 BUTTON								BLK	BLU	WHT/BLK	
SB2	12	8	RED	ORG	GRN								
		9	RED	ORG	GRN								
		11				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB3	12	16 BUTTON								BLK	BLU	WHT/BLK	
SB4	12	4	RED	ORG	GRN								
		17								BLK	BLU		
		BUTTON										WHT/BLK	
SB5	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								

- *USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS
- *ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
- *AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRAIN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART. CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
- "OTHER" COLUMN MAY INCLUDE SHADOW BOX SIGN

TRAFFIC CONTROL SIGNAL
 CARMICHAEL RD & HANLEY RD
 CITY OF HUDSON
 ST CROIX COUNTY

SIGNAL NO. LOCAL

MUNICIPAL CONTACT: MIKE MROZ
 DESIGNED BY: BRAA
 REVISED BY: SEH

PAGE 3 OF 3

Estimate Of Quantities

1020-02-85

Line	Item	Item Description	Unit	Total	Qty
0002	619.1000	Mobilization	EACH	1.000	1.000
0004	637.2210	Signs Type II Reflective H	SF	45.000	45.000
0006	638.2102	Moving Signs Type II	EACH	13.000	13.000
0008	638.2602	Removing Signs Type II	EACH	4.000	4.000
0010	643.0300	Traffic Control Drums	DAY	600.000	600.000
0012	643.0420	Traffic Control Barricades Type III	DAY	15.000	15.000
0014	643.0705	Traffic Control Warning Lights Type A	DAY	30.000	30.000
0016	643.0715	Traffic Control Warning Lights Type C	DAY	75.000	75.000
0018	643.0800	Traffic Control Arrow Boards	DAY	15.000	15.000
0020	643.0900	Traffic Control Signs	DAY	225.000	225.000
0022	643.5000	Traffic Control	EACH	1.000	1.000
0024	655.0230	Cable Traffic Signal 5-14 AWG	LF	291.000	291.000
0026	655.0240	Cable Traffic Signal 7-14 AWG	LF	135.000	135.000
0028	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,063.000	1,063.000
0030	655.0270	Cable Traffic Signal 15-14 AWG	LF	907.000	907.000
0032	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	5.000	5.000
0034	658.0173	Traffic Signal Face 3S 12-Inch	EACH	6.000	6.000
0036	658.0174	Traffic Signal Face 4S 12-Inch	EACH	18.000	18.000
0038	658.5070	Signal Mounting Hardware (location) 01. Carmichael Road & Hanley Road	EACH	1.000	1.000
0040	658.5070	Signal Mounting Hardware (location) 02. Carmichael Road & Center Drive	EACH	1.000	1.000
0042	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0044	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0046	SPV.0060	Special 01. Salvage Traffic Signal Standards Aluminum 13-FT	EACH	5.000	5.000
0048	SPV.0060	Special 02. Salvage and Reinstall Pedstrian Push Buttons	EACH	4.000	4.000
0050	SPV.0060	Special 03. Salvage and Reinstall Traffic Signal Face 3S-12 Inch	EACH	5.000	5.000
0052	SPV.0060	Special 04. Salvage and Reinstall Pedestrian Head	EACH	4.000	4.000
0054	SPV.0060	Special 05. Salvage Traffic Signal Face 5S-12 Inch	EACH	12.000	12.000
0056	SPV.0060	Special 06. Interconnect Communications Modifications	EACH	2.000	2.000
0058	SPV.0060	Special 07. Replace Control Cabinet and Internal Equipment	EACH	1.000	1.000
0060	SPV.0060	Special 08. Control Cabinet Modifications	EACH	1.000	1.000

TRAFFIC SIGNAL CABLE NO. 14 (ABOVE GROUND)

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5 - 14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7 - 14 AWG LF
IAEL ROAD & CENTER DRIVE			
SB1	HEAD 14	21	--
SB1	HEAD 25	--	22
SB1	HEAD 62	15	--
SB1	HEAD 81	15	--
SB3	HEAD 4	21	--
SB4	HEAD 5	--	22
SB4	HEAD 8	21	--
SB6	HEAD 16	21	--
SB7	HEAD 17	--	22
SB7	HEAD 20	21	--
SB9	HEAD 10	21	--
SB10	HEAD 2	21	--
SB10	HEAD 11	--	22
SB10	HEAD 22	15	--
SB10	HEAD 84	15	--
SB12	HEAD 24	21	--
INTERSECTION TOTAL		228	88

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5 - 14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7 - 14 AWG LF
CARMICHAEL ROAD & HANELY ROAD			
SB1	HEAD 11	--	25
SB4	HEAD 4	21	--
SB5	HEAD 5	--	22
SB5	HEAD 8	21	--
SB9	HEAD 10	21	--
INTERSECTION TOTAL		63	47
ITEM TOTALS		291	135

FROM	TO	CABLE TRAFFIC SIGNAL 12 - 14 AWG LF	CABLE TRAFFIC SIGNAL 15 - 14 AWG LF
CHAE ROAD & CENTER DRIVE			
CB1	SB1	--	100
CB1	SB4	243	--
CB1	SB6	--	320
CB1	SB7	458	--
CB1	SB10	--	283
CB1	SB12	--	204
INTERSECTION TOTAL		701	907
CARMICHAEL ROAD & HANLEY ROAD			
CB1	SB5	362	--
INTERSECTION TOTAL		362	0
ITEM TOTALS		1063	907

CAST BASES, POLES, MONOTUBE ARMS, LUMINAIRES, AND PUSH BUTTONS

SIGNAL BASE NUMBER	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15 - FT EACH	SPV.0060.01 SALVAGE TRAFFIC SIGNAL STANDARDS ALUMINUM 13 - FT EACH	SPV.0060.02 SALVAGE AND REINSTALL PEDESTRIAN PUSH BUTTONS EACH
CARMICHAEL ROAD & HANLEY ROAD			
SB5	1	1	--
INTERSECTION TOTAL		1	0
CARMICHAEL ROAD & CENTER DRIVE			
SB1	1	1	2
SB4	1	1	--
SB7	1	1	--
SB10	1	1	2
INTERSECTION TOTAL		4	4
ITEM TOTALS		5	4

TRAFFIC SIGNAL AND PEDESTRIAN FACES, AND BACKPLATES

SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S-12 INCH EACH	SPV.0060.03 SALVAGE AND REINSTALL TRAFFIC SIGNAL FACE 3S-12 INCH EACH	SPV.0060.04 SALVAGE AND REINSTALL PEDESTRIAN HEAD EACH	SPV.0060.05 SALVAGE TRAFFIC SIGNAL FACE 5S-12 INCH EACH
CARMICHAEL ROAD & HANLEY ROAD					
SB1	--	1	--	--	--
SB4	1	2	--	--	2
SB5	--	1	1	--	--
SB9	1	2	--	--	2
INTERSECTION TOTAL		2	6	1	4

SIGNAL BASE NUMBER	658.0173 TRAFFIC SIGNAL FACE 3S-12 INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S-12 INCH EACH	SPV.0060.03 SALVAGE AND REINSTALL TRAFFIC SIGNAL FACE 3S-12 INCH EACH	SPV.0060.04 SALVAGE AND REINSTALL PEDESTRIAN HEAD EACH	SPV.0060.05 SALVAGE TRAFFIC SIGNAL FACE 5S-12 INCH EACH
CARMICHAEL ROAD & CENTER DRIVE					
SB1	--	1	1	2	--
SB3	1	2	--	--	2
SB4	--	1	1	--	--
SB6	1	2	--	--	2
SB7	--	1	1	--	--
SB9	1	2	--	--	2
SB10	--	1	1	2	--
SB12	1	2	--	--	2
INTERSECTION TOTAL		4	12	4	8
ITEM TOTAL		6	18	5	12

3

3

SIGNING ITEMS

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIGN SIZE W X H (INCHES)	637.2210	638.2102	638.2602
				SIGNS REFLECTIVE H SF	MOVING SIGNS TYPE II EACH	REMOVING SIGNS TYPE II EACH
CHARMICHAEL ROAD & CENTER DRIVE						
M1-1	R1-1F	STOP	-	-	1	-
M1-2	R1-1F	STOP	-	-	1	-
M1-3	R1-1F	STOP	-	-	1	-
M1-4	R10-4	PUSH BUTTON TO CROSS	-	-	1	-
M1-5	R10-4	PUSH BUTTON TO CROSS	-	-	1	-
M1-6	R10-4D	PUSH BUTTON TO CROSS	-	-	1	-
M1-7	R1-1F	STOP	-	-	1	-
M1-8	R10-4	PUSH BUTTON TO CROSS	-	-	1	-
M1-9	R10-4	PUSH BUTTON TO CROSS	-	-	1	-
M1-10	R1-1F	STOP	-	-	1	-
R1-1	R10-12	LEFT TURN YIELD ON GREEN	-	-	-	1
R1-2	R12-12	LEFT TURN YIELD ON GREEN	-	-	1	1
1-1	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	1	-
1-2	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	-	-
1-3	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	-	-
1-4	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	-	-
INTERSECTION TOTAL				30	12	2
CARMICHAEL ROAD & HANLEY ROAD						
2-1	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	-	-
2-2	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.5	-	-
M2-1	R1-1F	STOP	-	-	1	-
R2-1	R10-12	LEFT TURN YIELD ON GREEN	-	-	-	1
R2-2	R10-12	LEFT TURN YIELD ON GREEN	-	-	-	1
INTERSECTION TOTAL				15	1	2
ITEM TOTALS				45	13	4

CONTROL CABINET MODIFICATIONS

LOCATION	SPV.0060.07	SPV.0060.08
	REPLACE CONTROL CABINET AND INTERNAL EQUIPMENT EACH	CONTROL CABINET MODIFICATIONS EACH
CARMICHAEL ROAD & HANLEY ROAD	--	1
CARMICHAEL ROAD & CENTER DRIVE	1	--
ITEM TOTALS	1	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5070.01	658.5070.02
	SIGNAL MOUNTING HARDWARE EACH	SIGNAL MOUNTING HARDWARE EACH
CARMICHAEL ROAD & HANLEY ROAD	1	--
CARMICHAEL ROAD & CENTER DRIVE	--	1
ITEM TOTALS	1	1

TRAFFIC CONTROL

LOCATION	APPROX. SERVICE PERIOD	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		NOTES
		DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	DAYS	QTY.	
CARMICHAEL & CENTER DR	8	40	320	1	8	2	16	5	40	1	8	15	120	-
CARMICHAEL & HANLEY RD	7	40	280	1	7	2	14	5	35	1	7	15	105	-
SUBTOTAL			600		15		30		75		15		225	
PROJECT TOTALS			600		15		30		75		15		225	

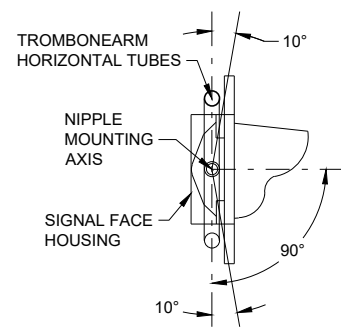
INTERCONNECT

LOCATION	SPV.0060.06
	INTERCONNECT COMMUNICATIONS MODIFICATIONS EACH
INTERCONNECT	
CARMICHAEL ROAD & HANLEY ROAD	1
CARMICHAEL ROAD & CENTER DRIVE	1
ITEM TOTALS	2

****REPULL EXISTING CABLE

Standard Detail Drawing List

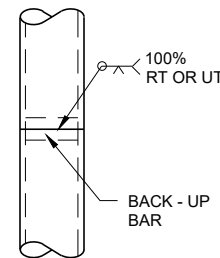
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE



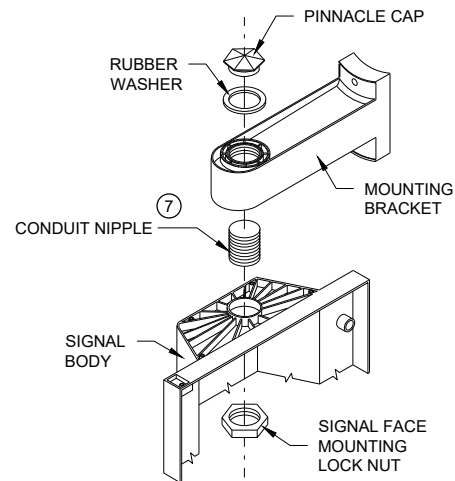
SECTION A-A
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL (BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

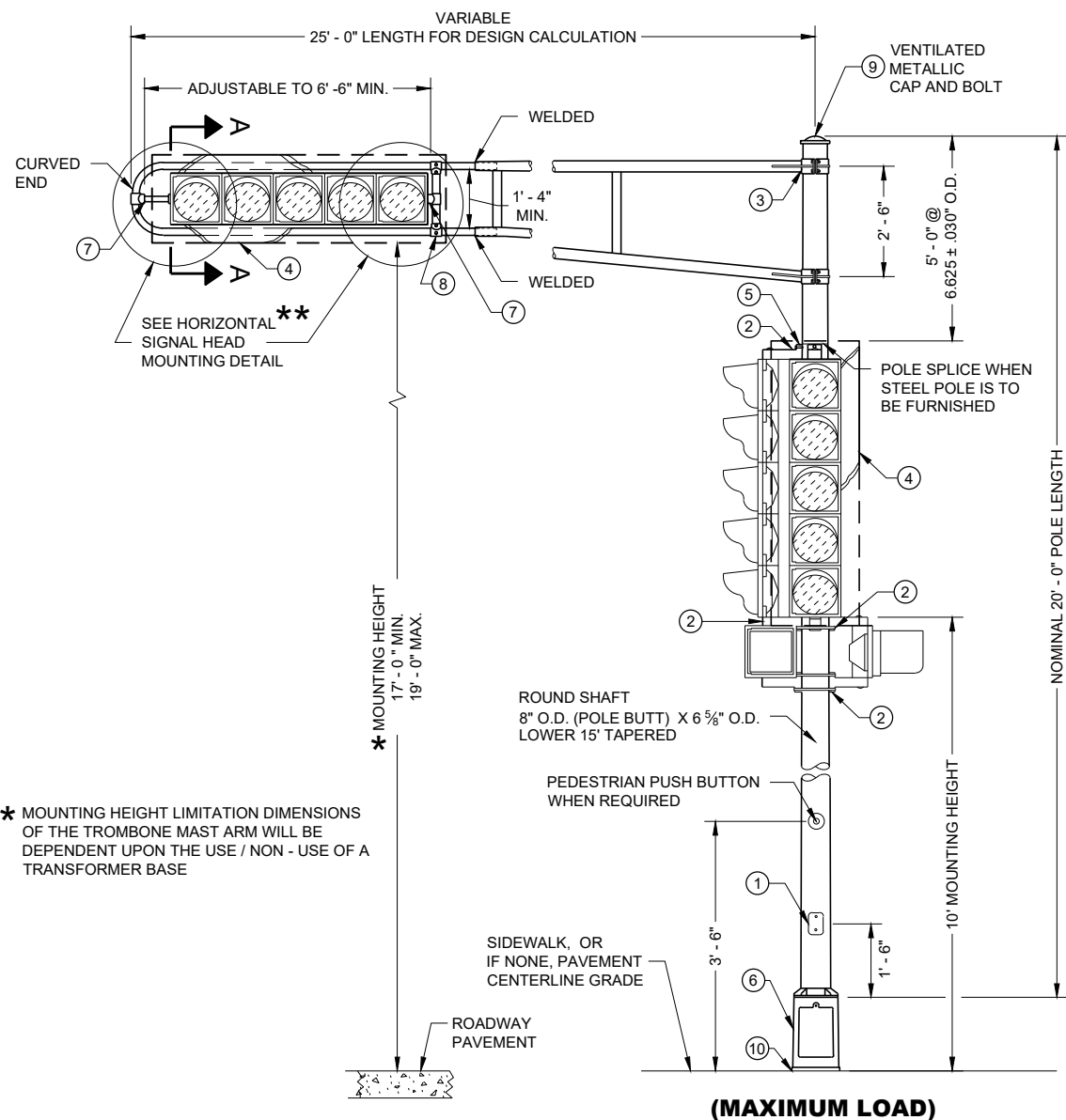
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

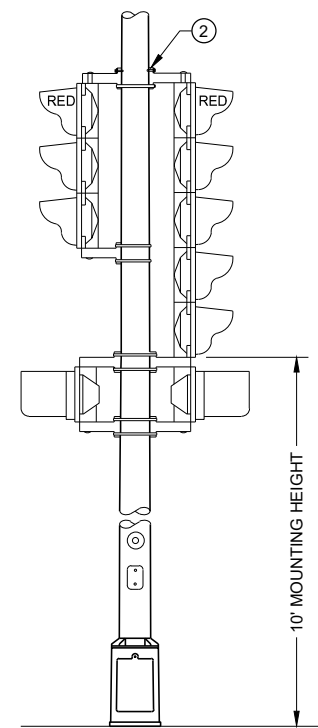
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

- ① 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4" X 3/4" - 20 TPI, STAINLESS STEEL, HEX HEAD BOLTS.
- ② SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- ③ GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.
- ④ SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
- ⑤ POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
- ⑥ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- ⑦ USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.
- ⑧ VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
- ⑨ FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
- ⑩ SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.
- ⑪ USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

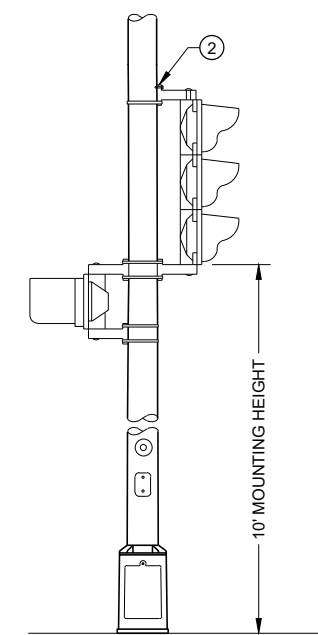


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

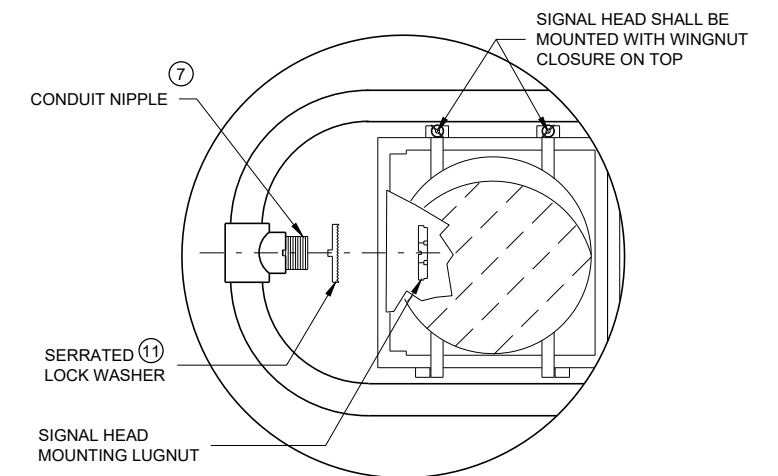
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

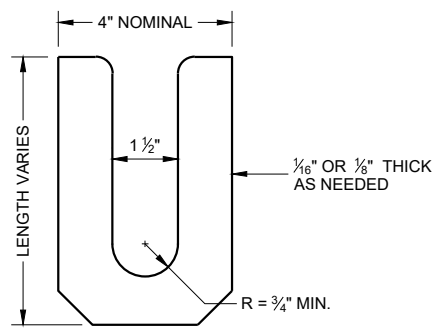


HORIZONTAL SIGNAL HEAD MOUNTING DETAIL

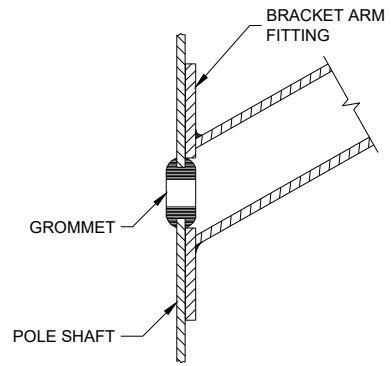
** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

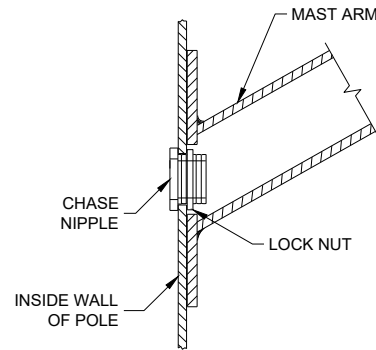
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



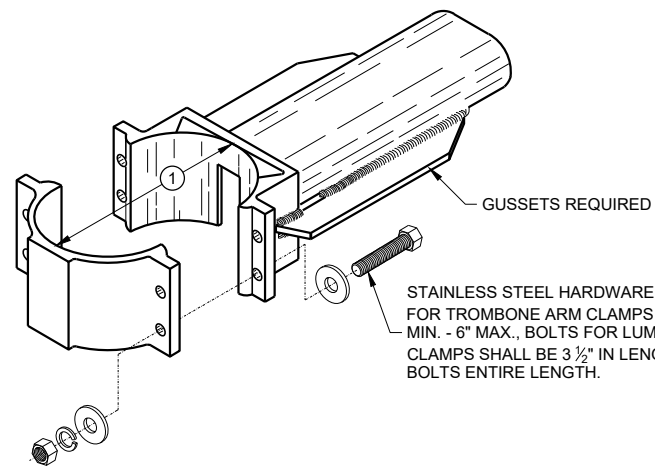
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

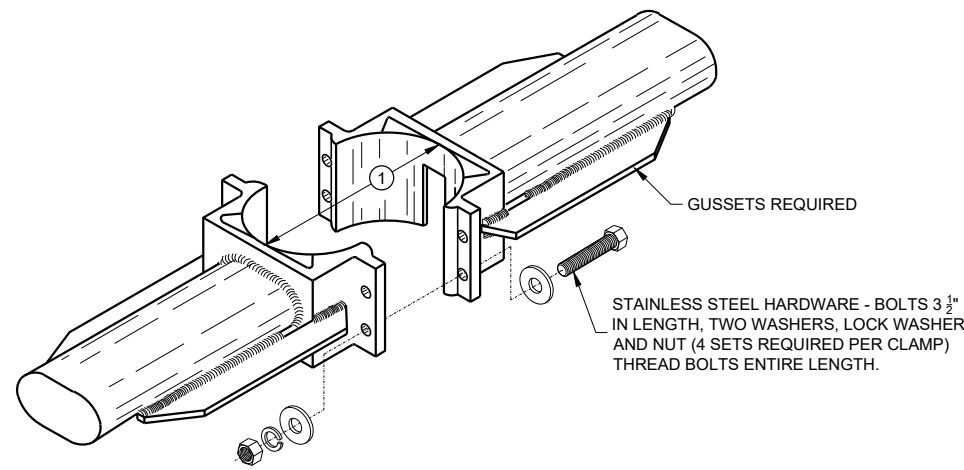
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

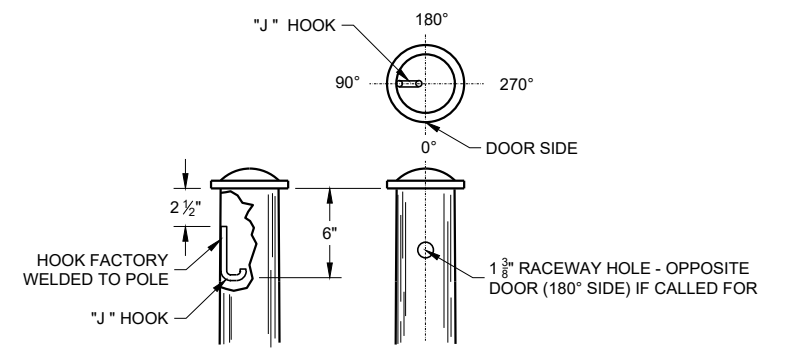
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



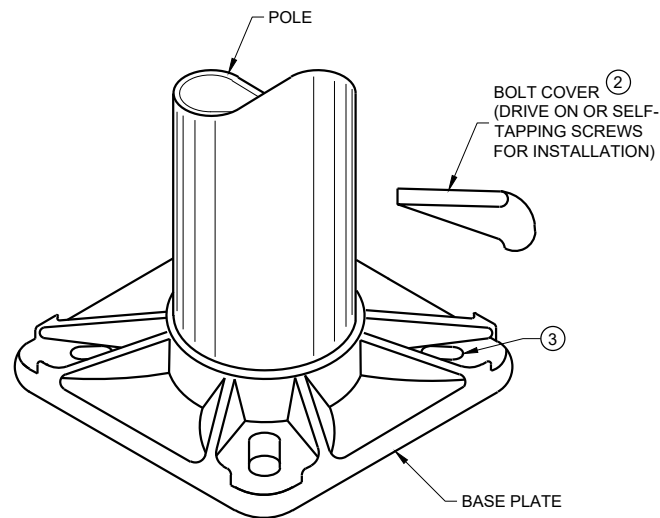
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



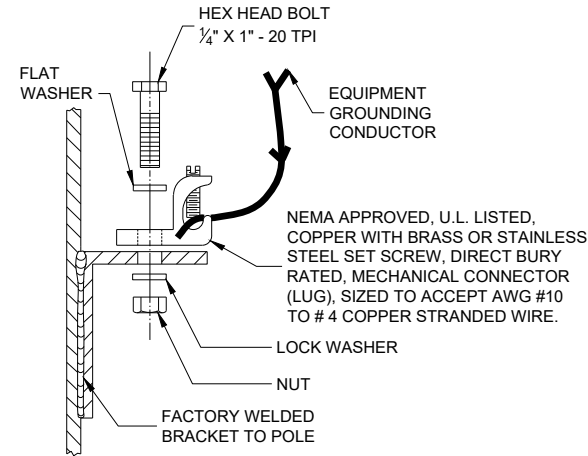
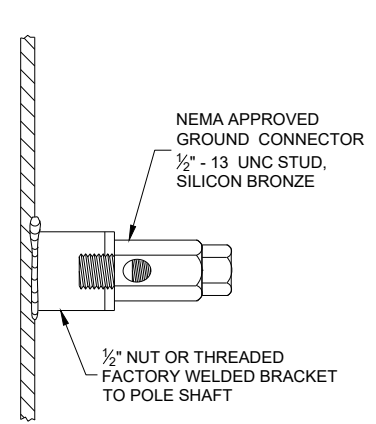
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



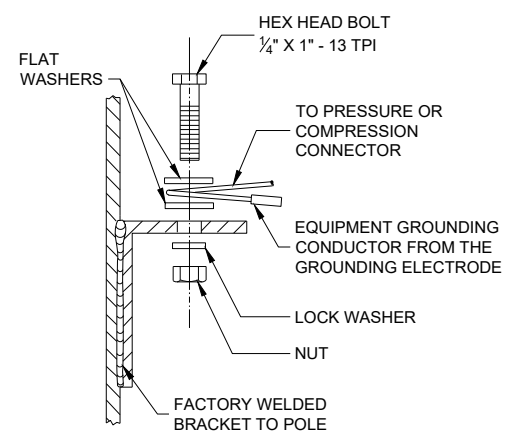
TYPICAL "J" HOOK LOCATION



BASE PLATE



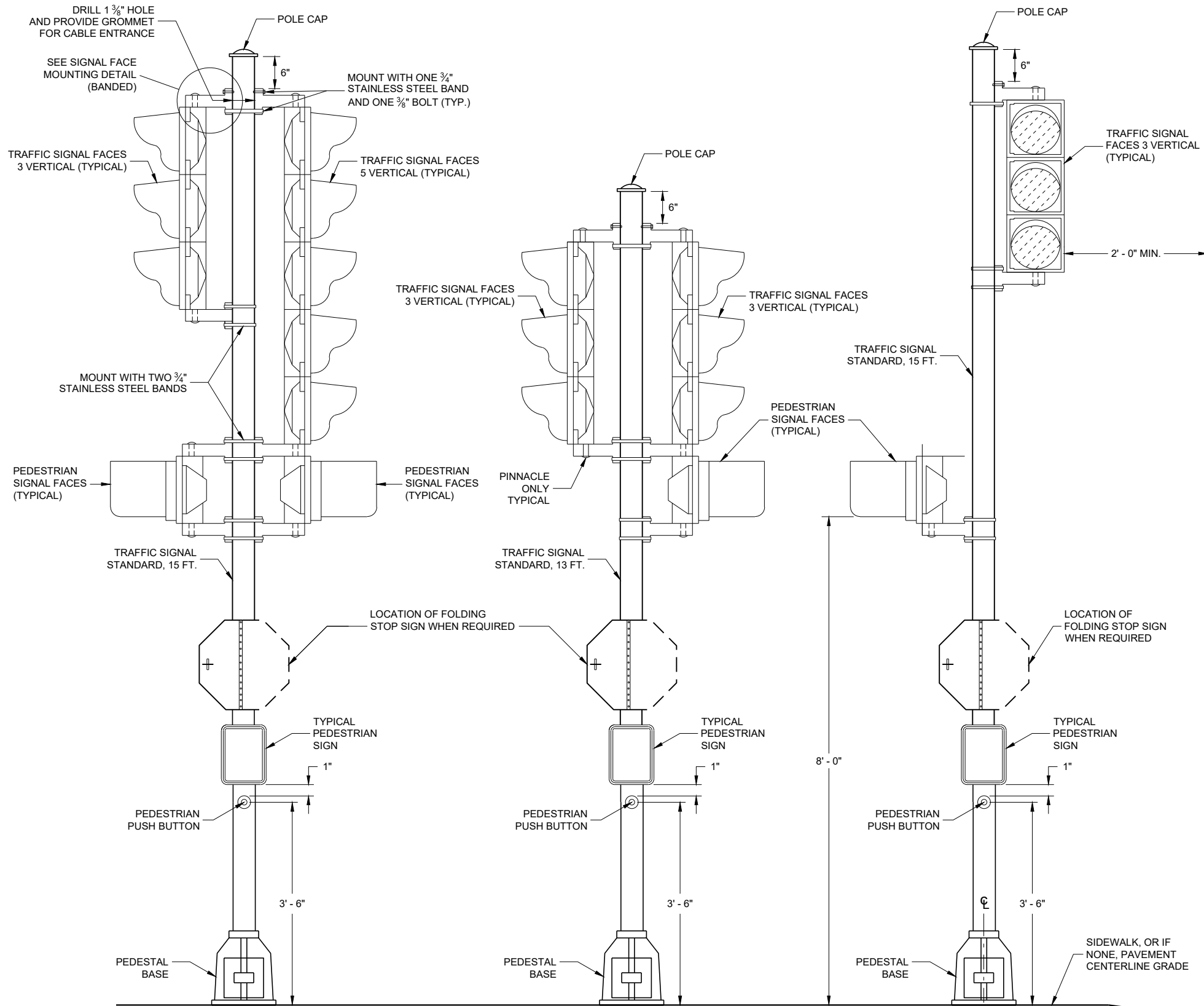
TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA



GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

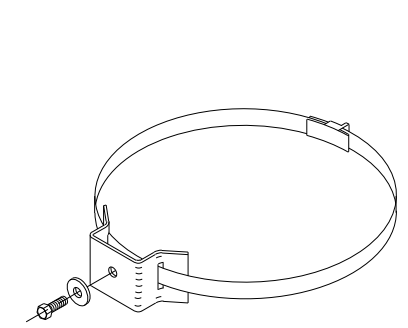
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

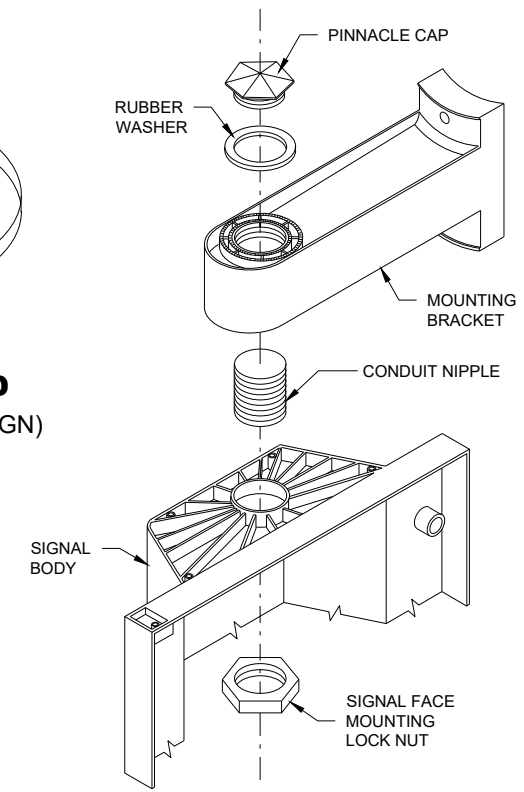
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD - 15 FT.

TRAFFIC SIGNAL STANDARD - 13 FT.

TRAFFIC SIGNAL STANDARD - 15 FT. 3M MOUNTING (TYPICAL)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 DATE /S/ Ahmet Demirelek
STATE ELECTRICAL ENGINEER

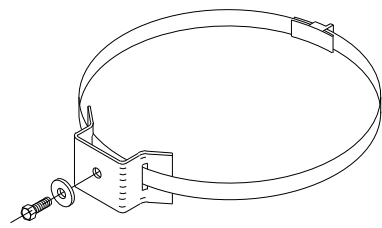
FHWA

6

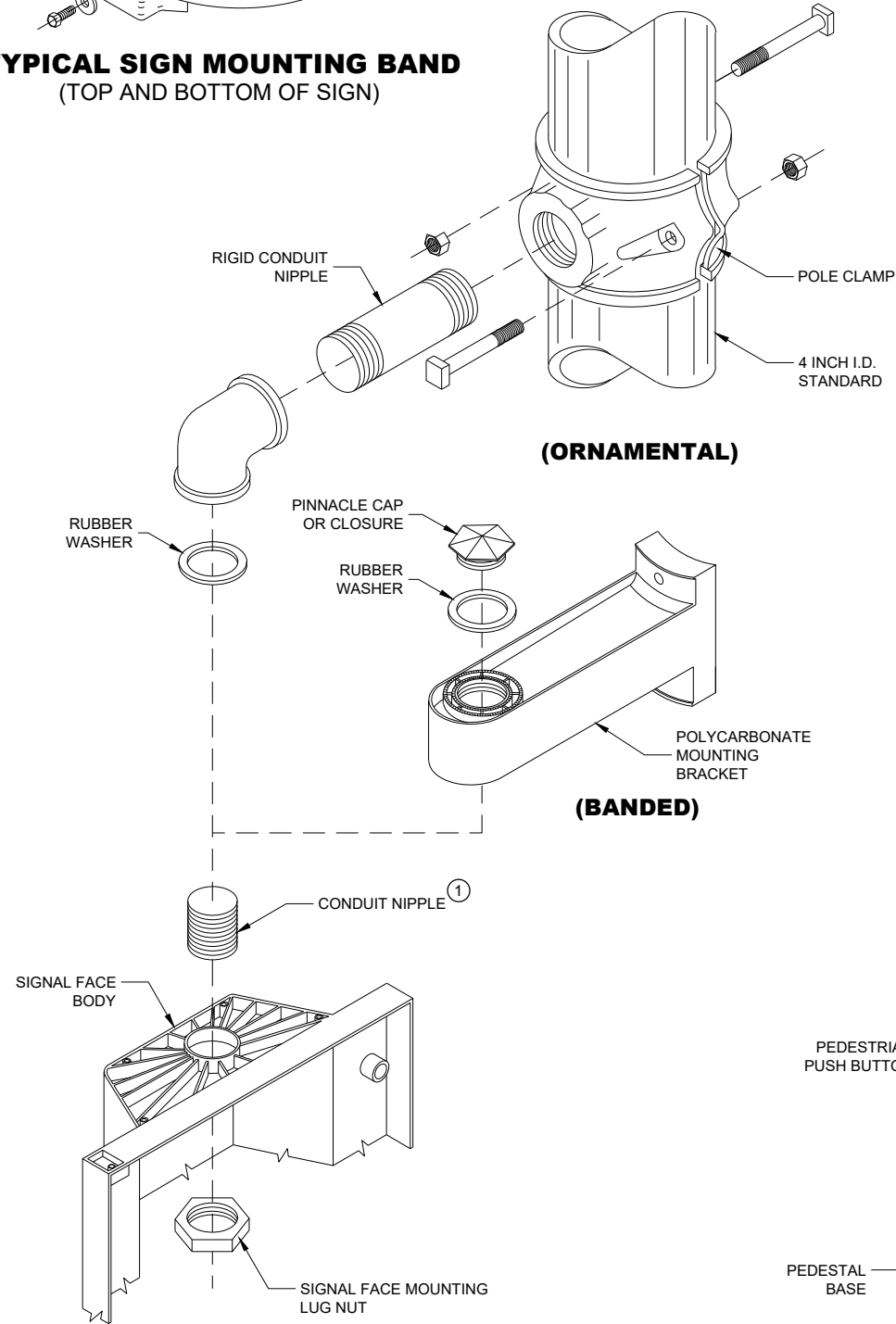
6

SDD 09E06 - 05

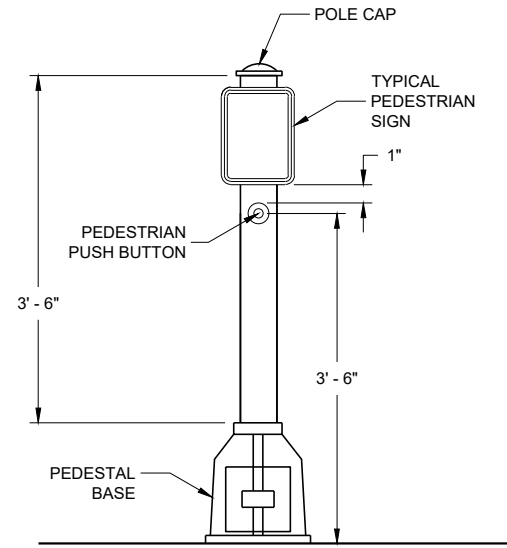
SDD 09E06 - 05



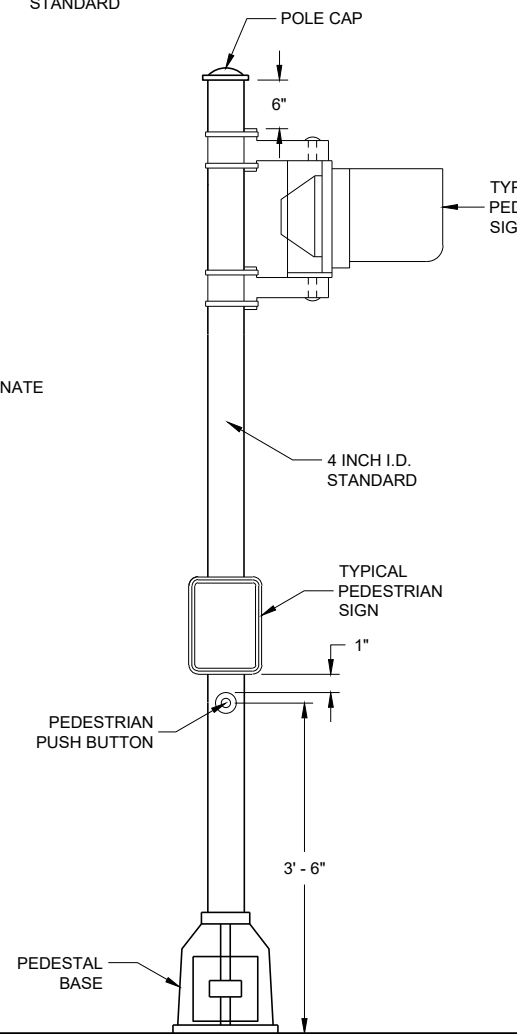
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



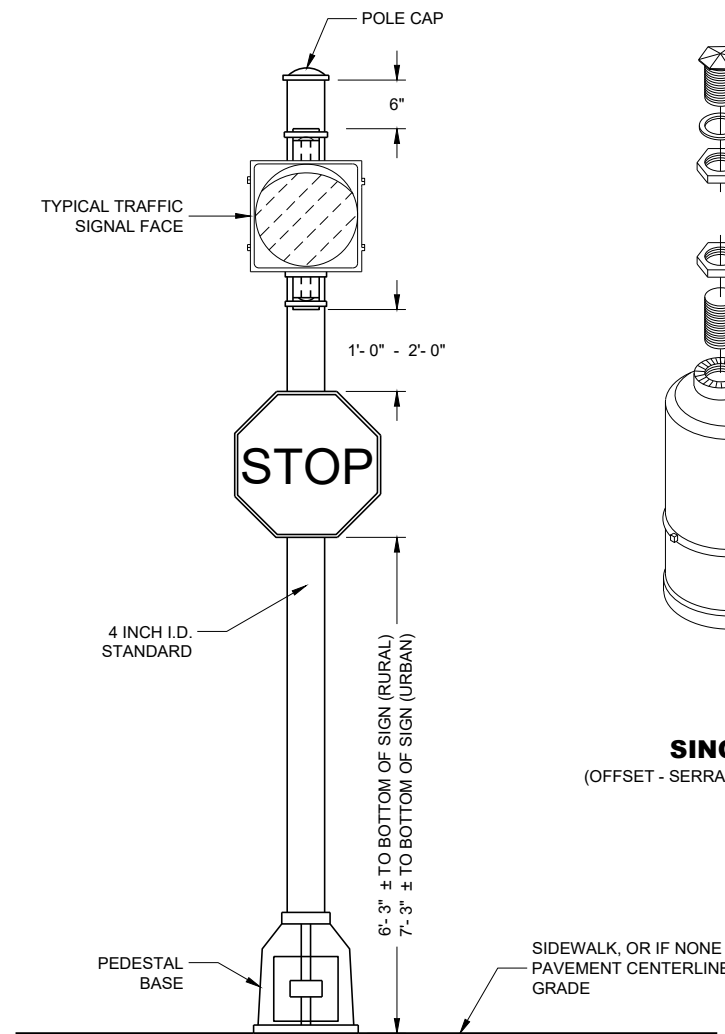
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

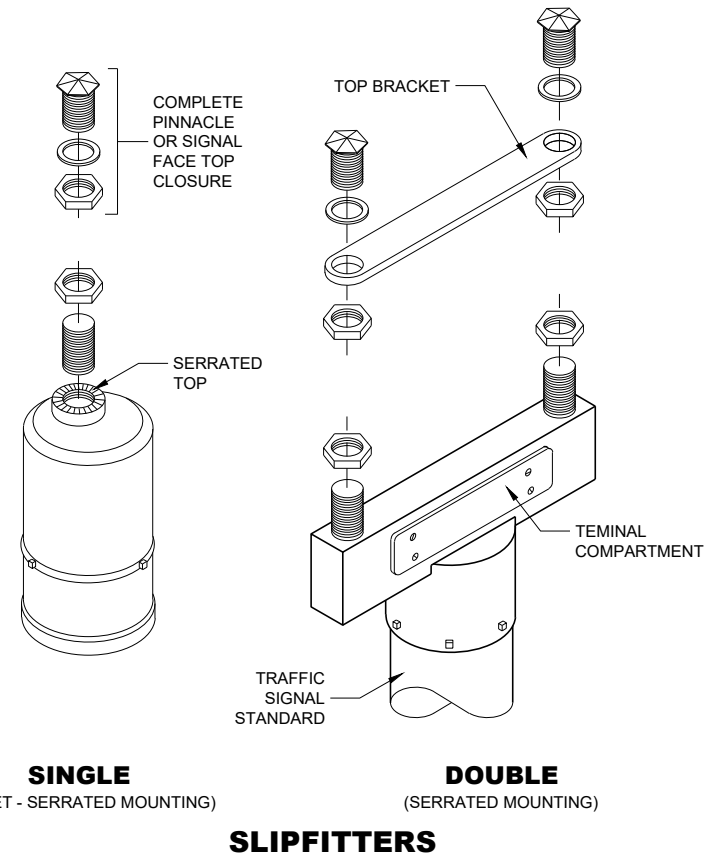
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

① USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL 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.

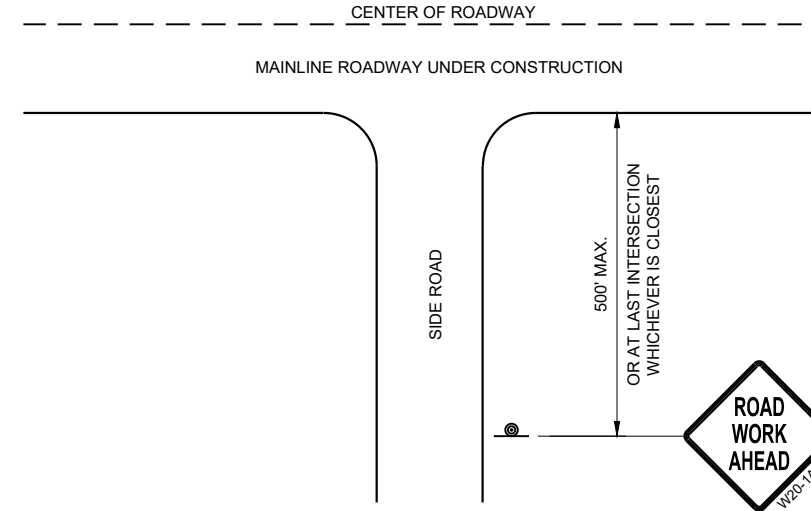
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

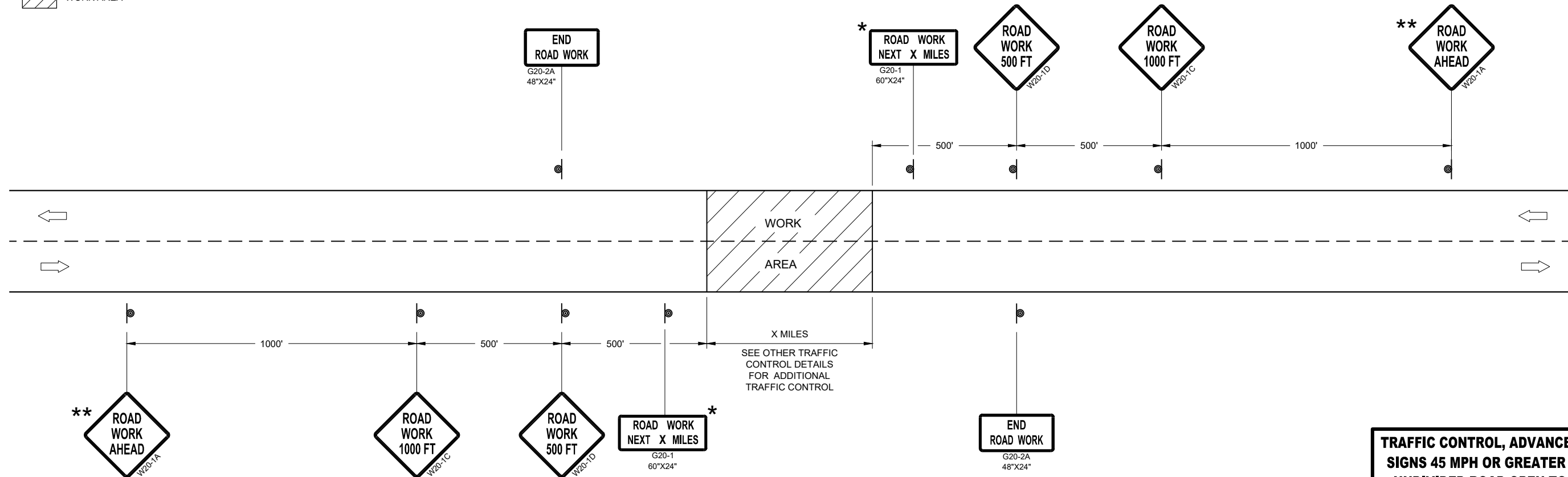
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

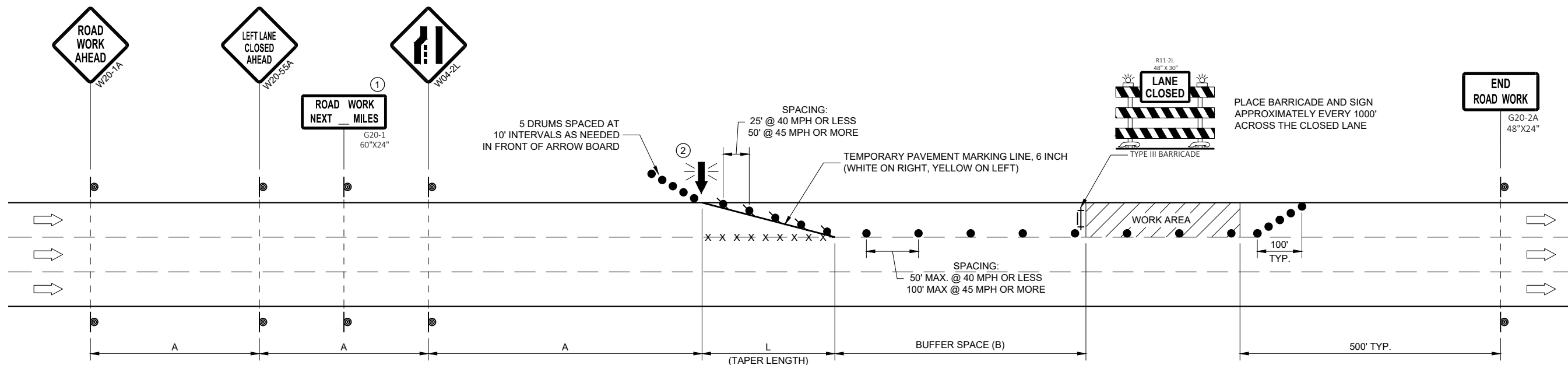
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'










TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

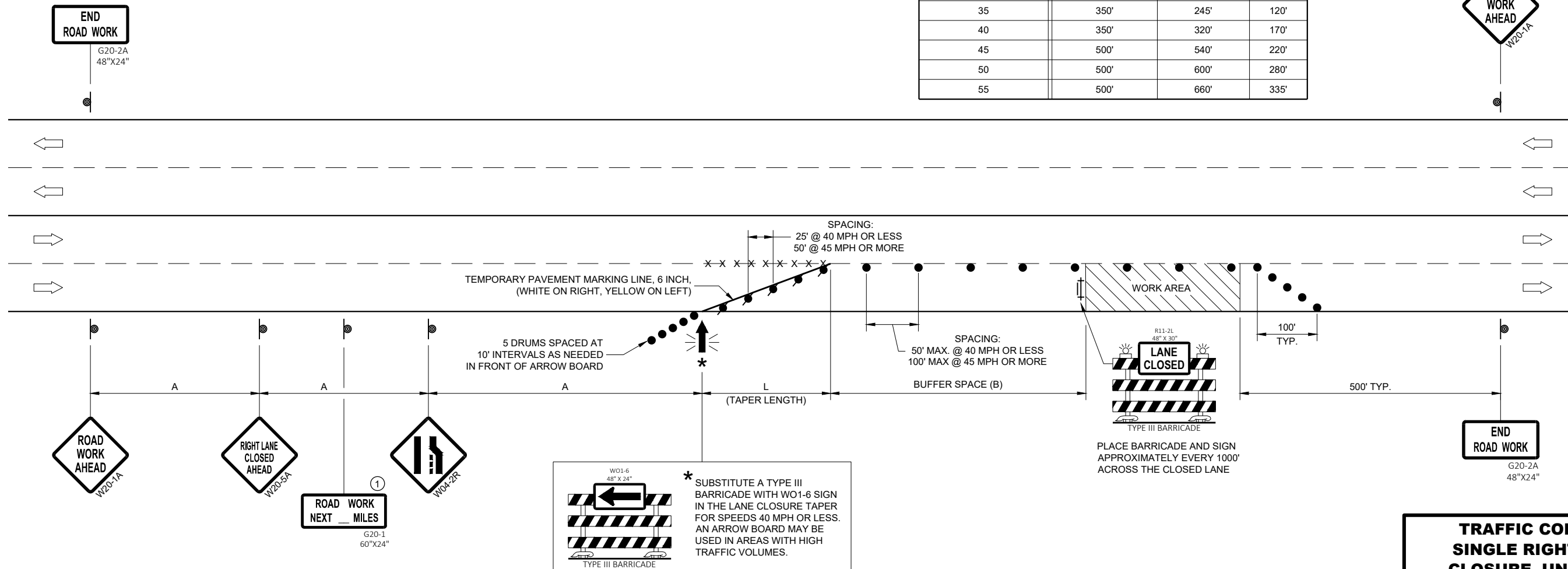
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



6

6



* SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

**TRAFFIC CONTROL,
SINGLE RIGHT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION










APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

SDD 15D20-07b

SDD 15D20-07b

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

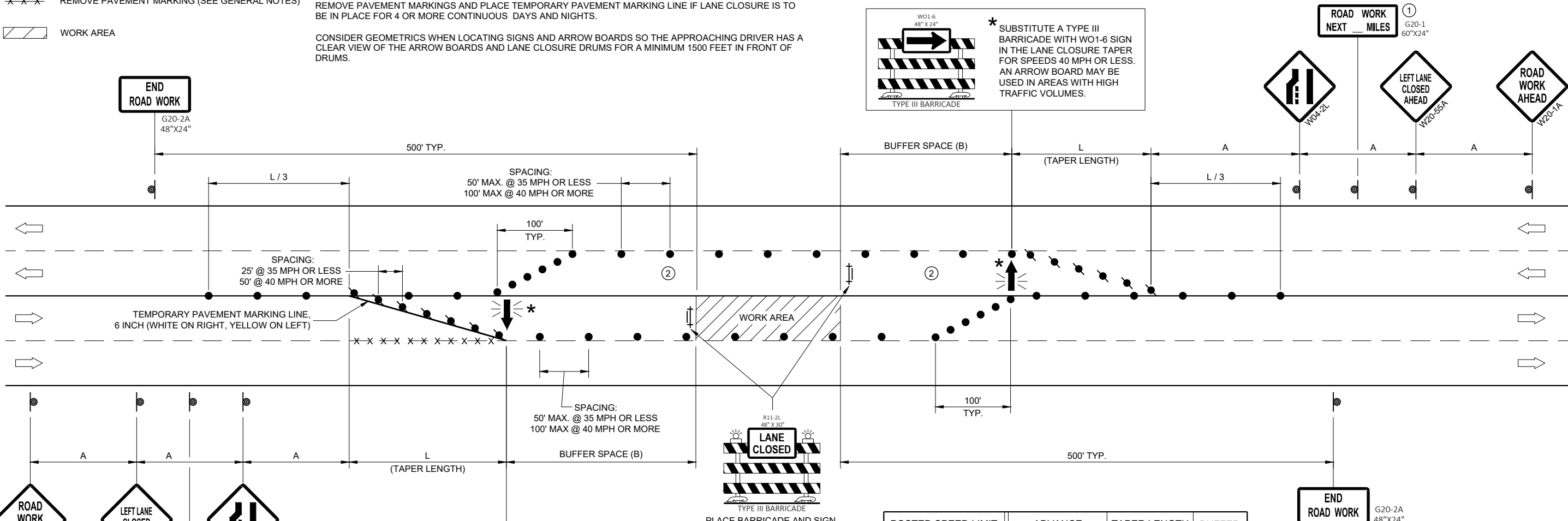
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



W01-6
48" X 24"

*** SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**

TYPE III BARRICADE

W01-6
48" X 24"

*** SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

**TRAFFIC CONTROL,
SINGLE LEFT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2023 /S/ Andrew Heidtke
WORK ZONE ENGINEER

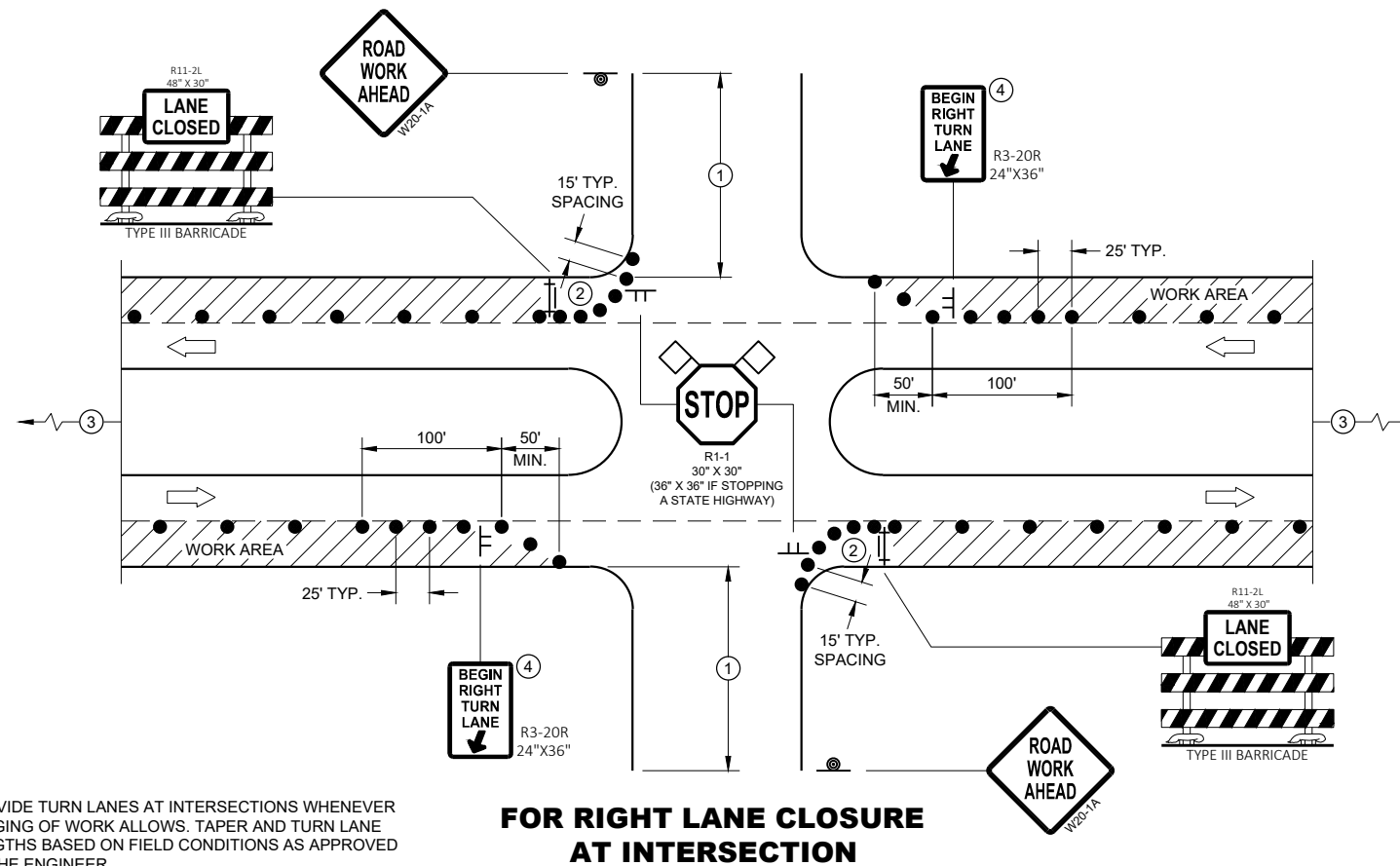
FHWA

6

6

SDD 15D20-07C

SDD 15D20-07C



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

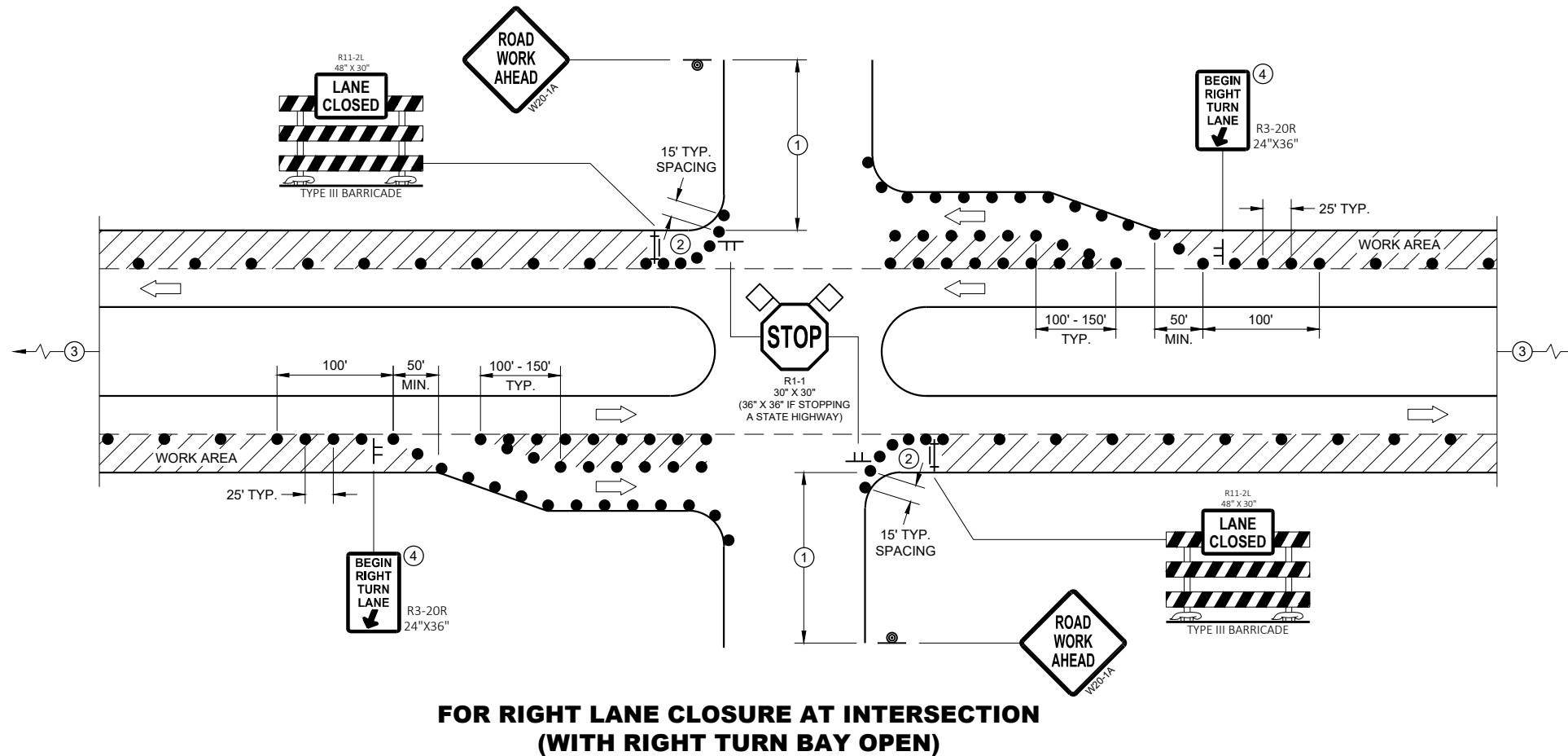
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

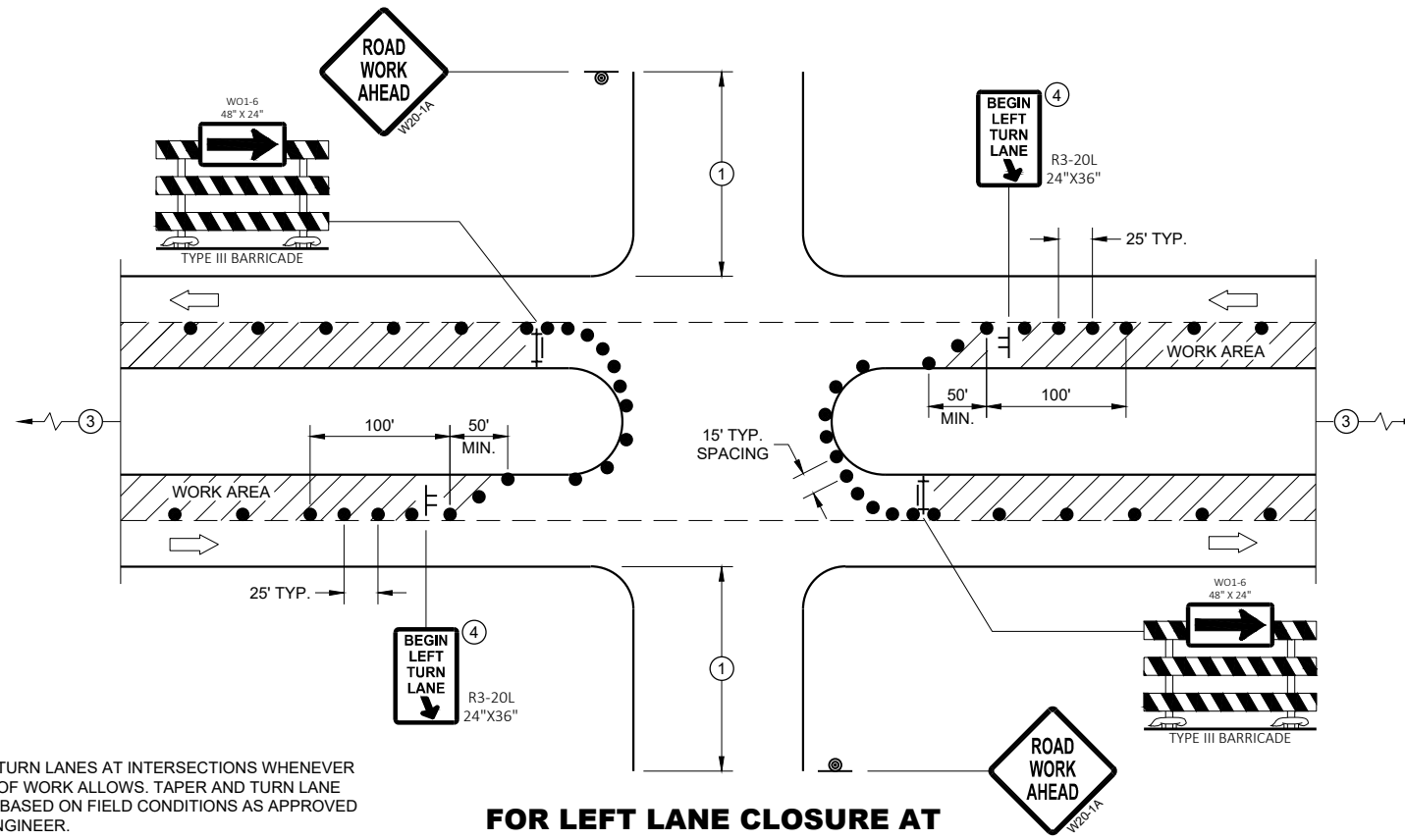


LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

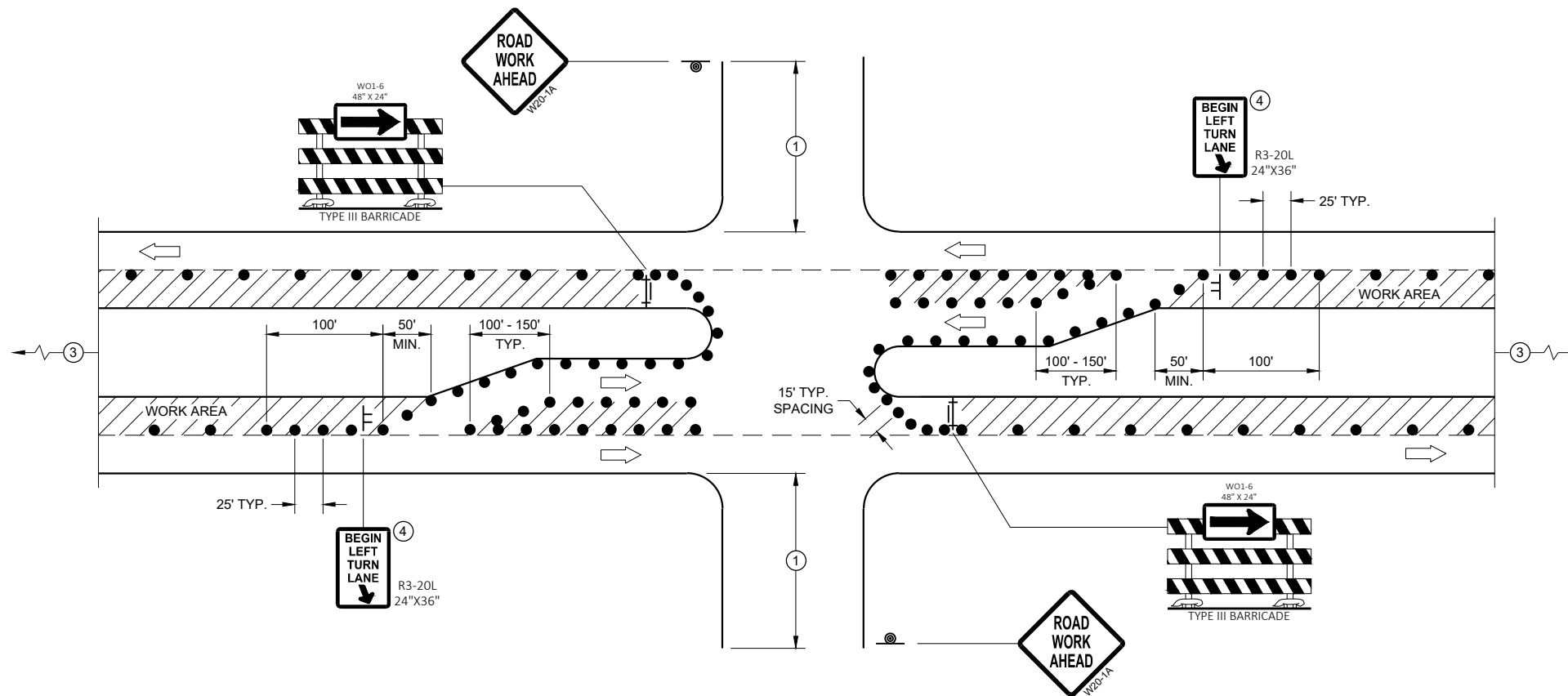
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

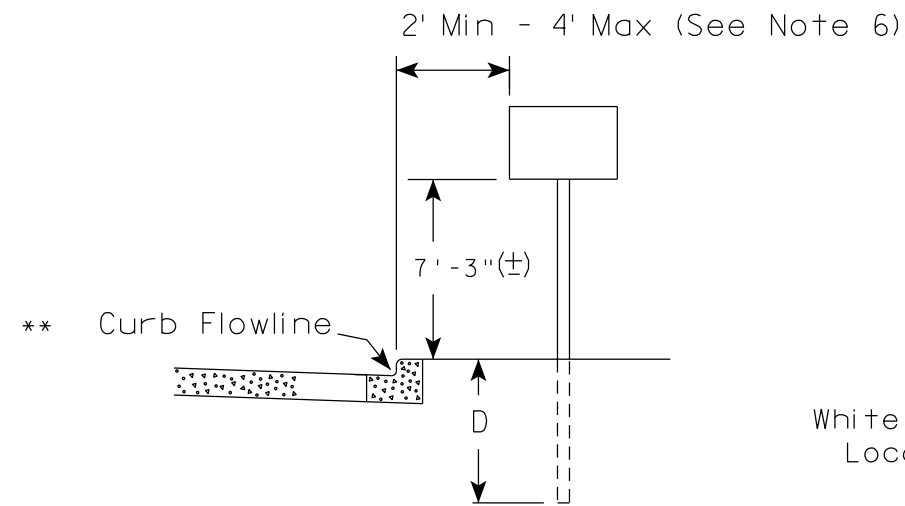
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

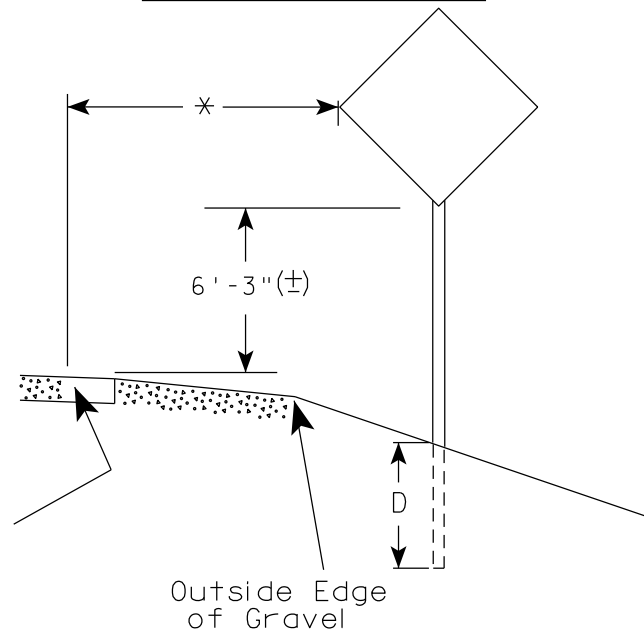
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

URBAN AREA

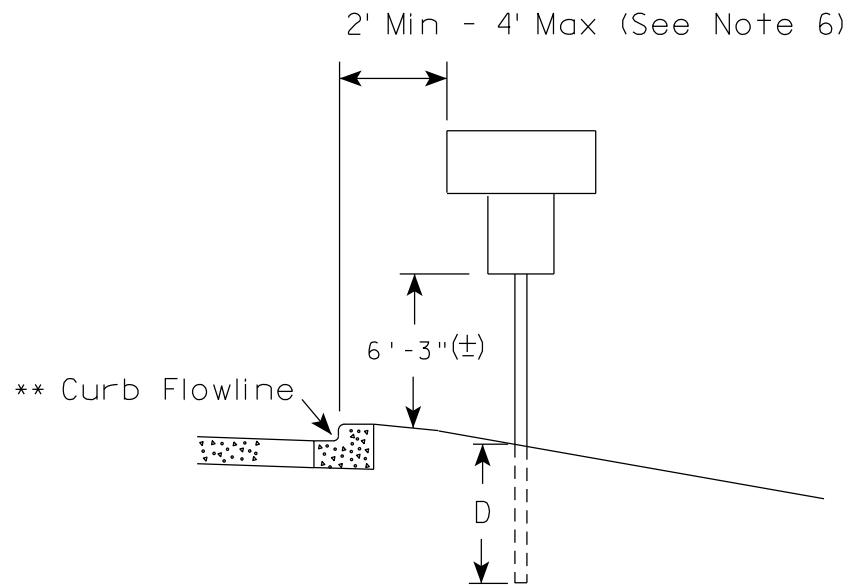
RURAL AREA (See Note 2)



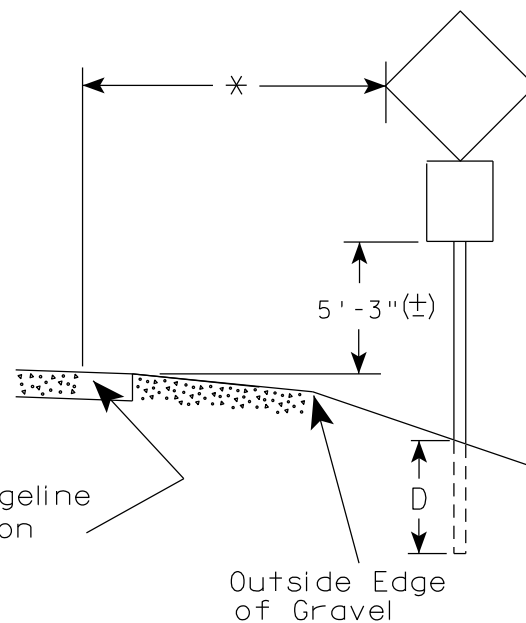
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

* * 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.

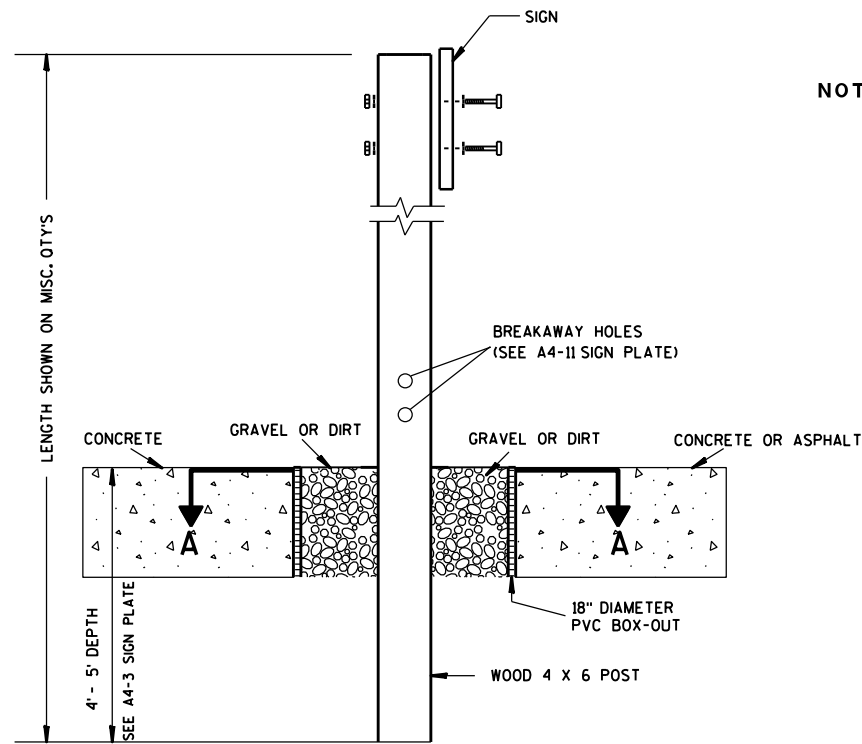
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

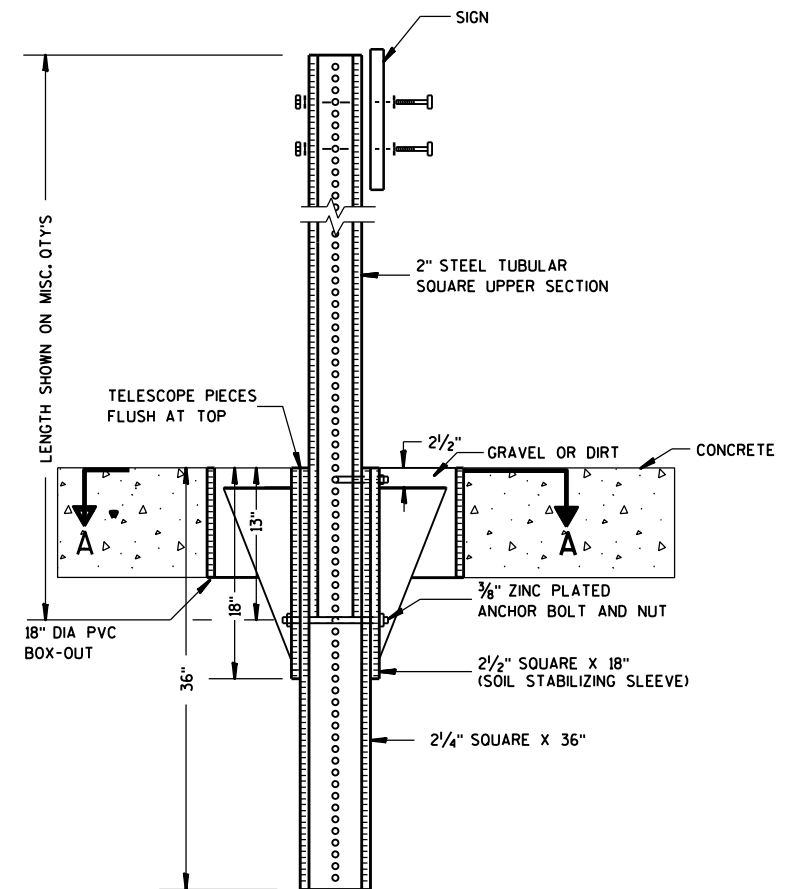
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

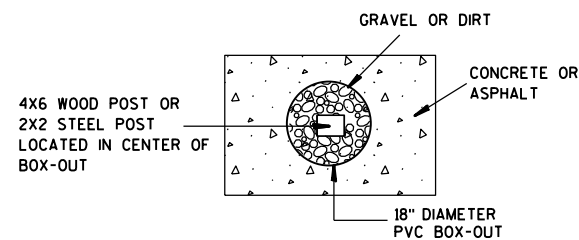
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

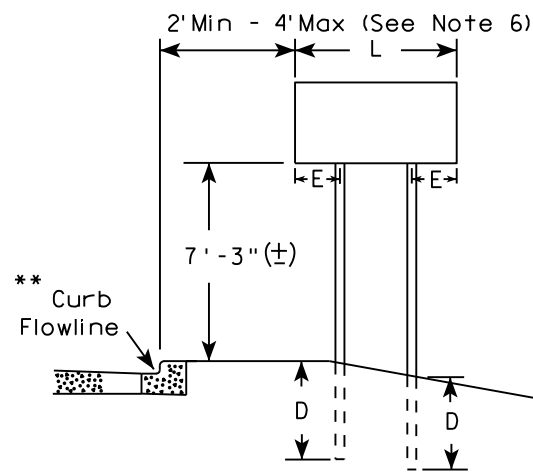
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<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>

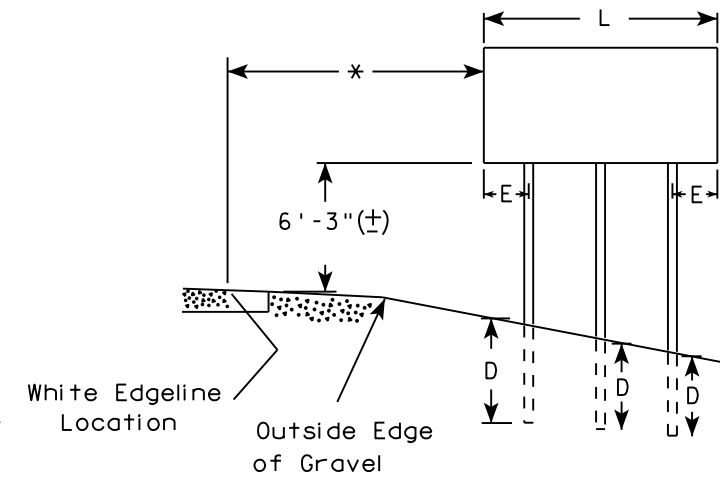
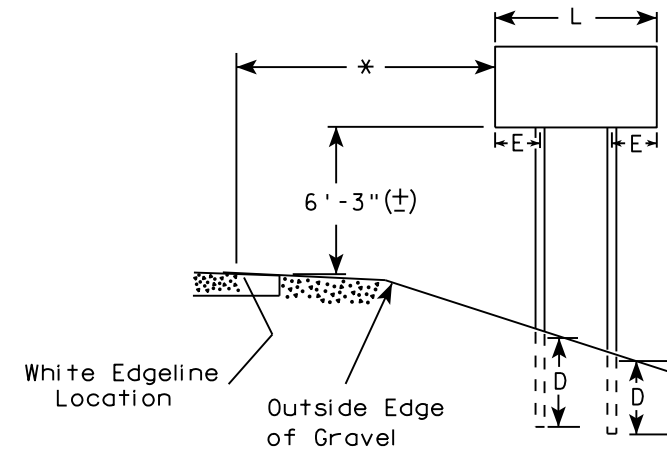
GENERAL NOTES

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" (±).

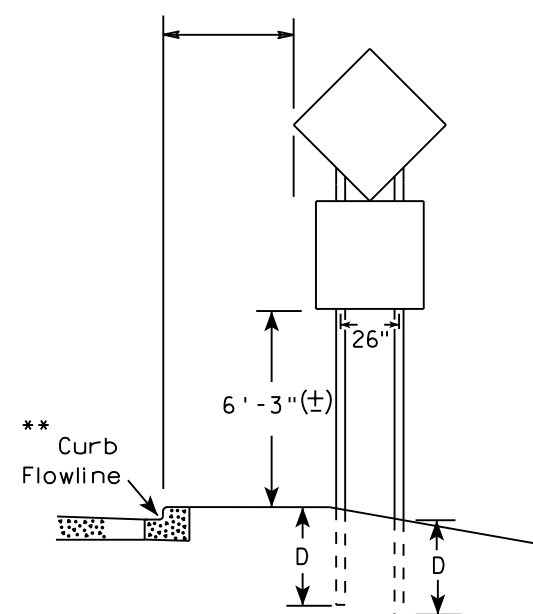
URBAN AREA



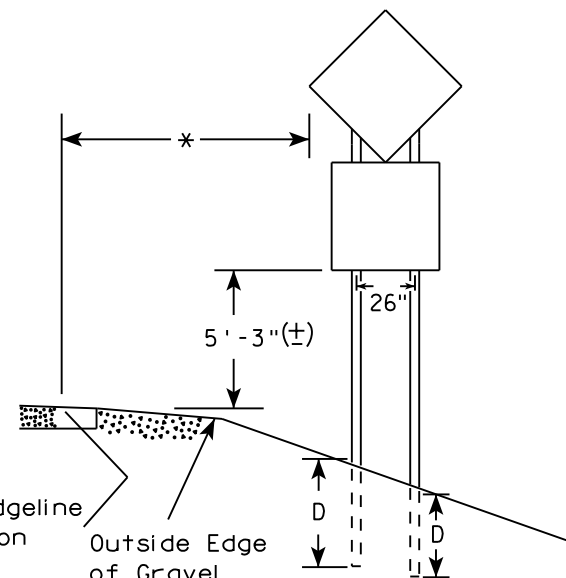
RURAL AREA (See Note 3)



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

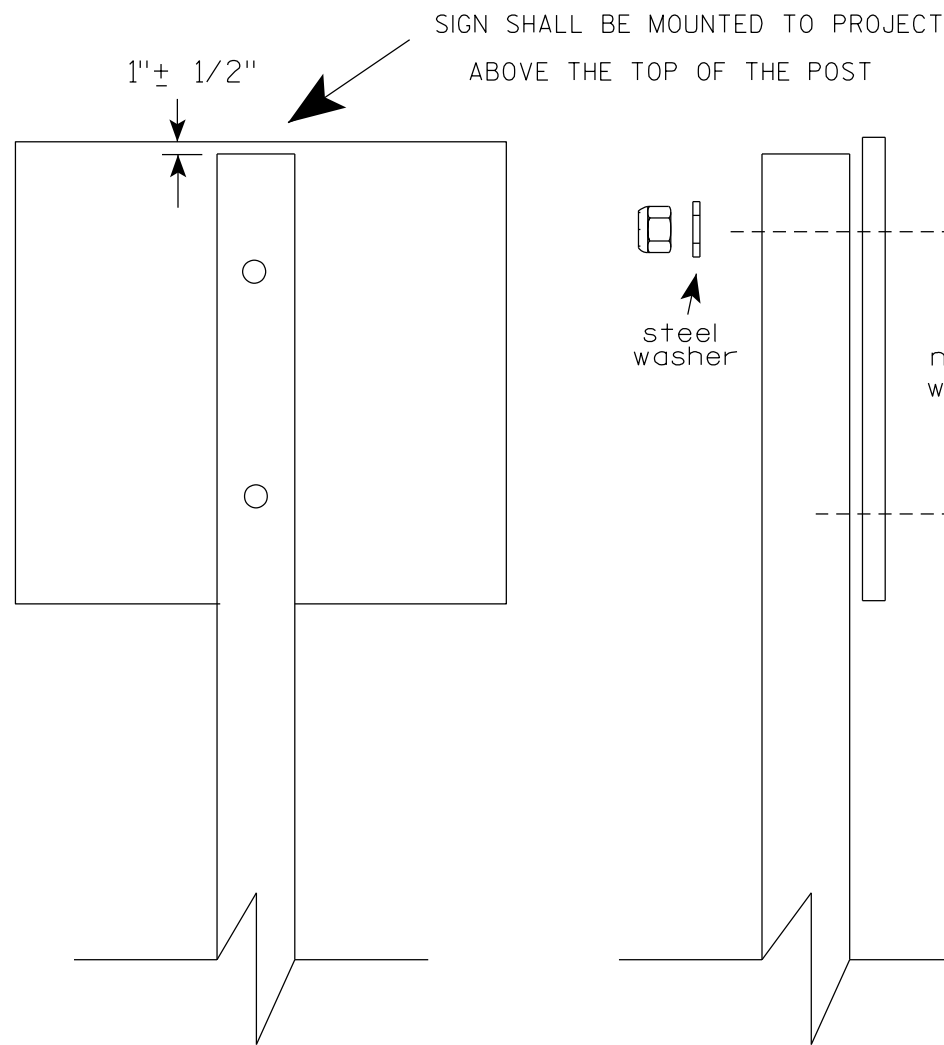
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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

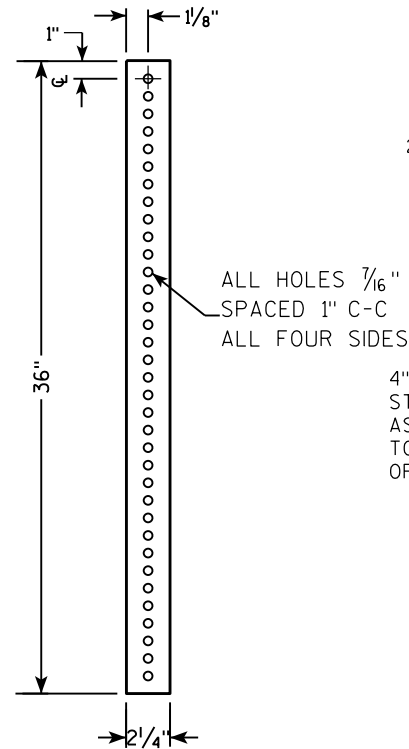
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

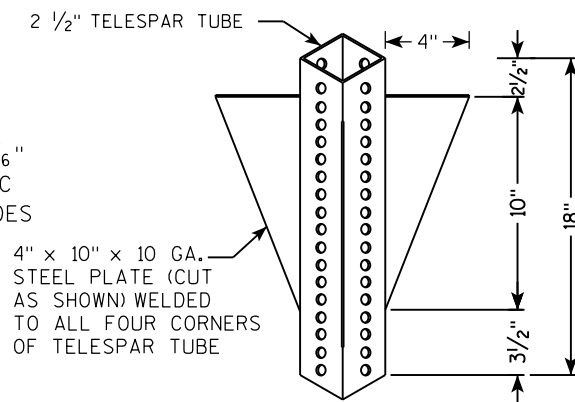
DATE 4/1/2020 PLATE NO. A4-8.9

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

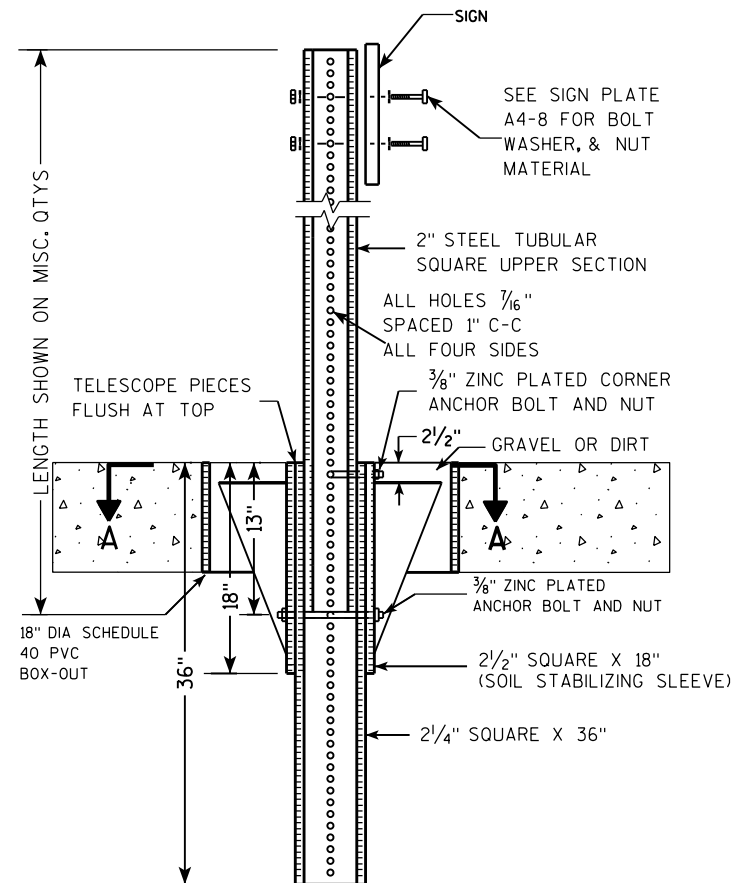
**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



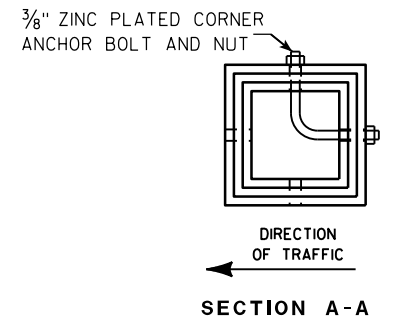
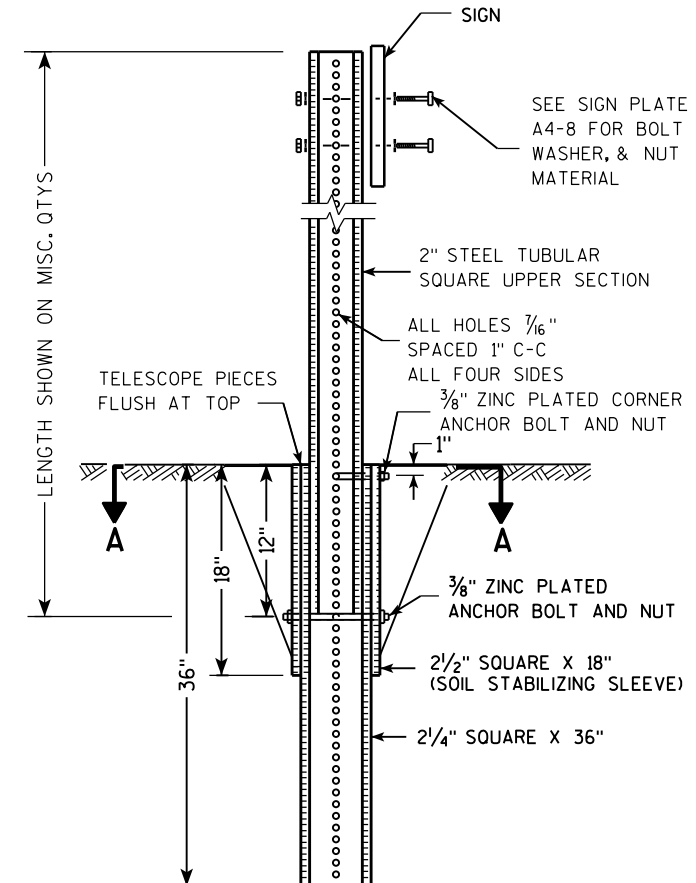
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



**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

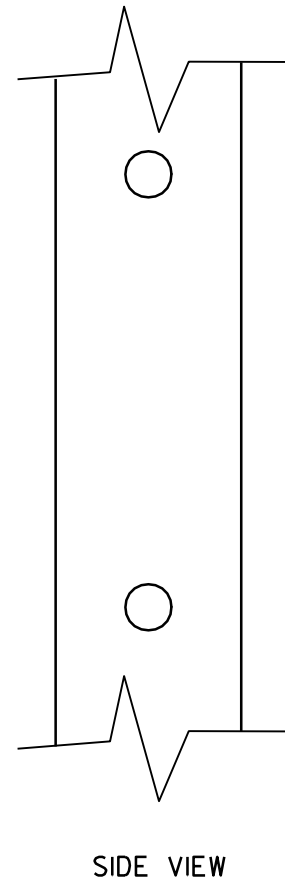
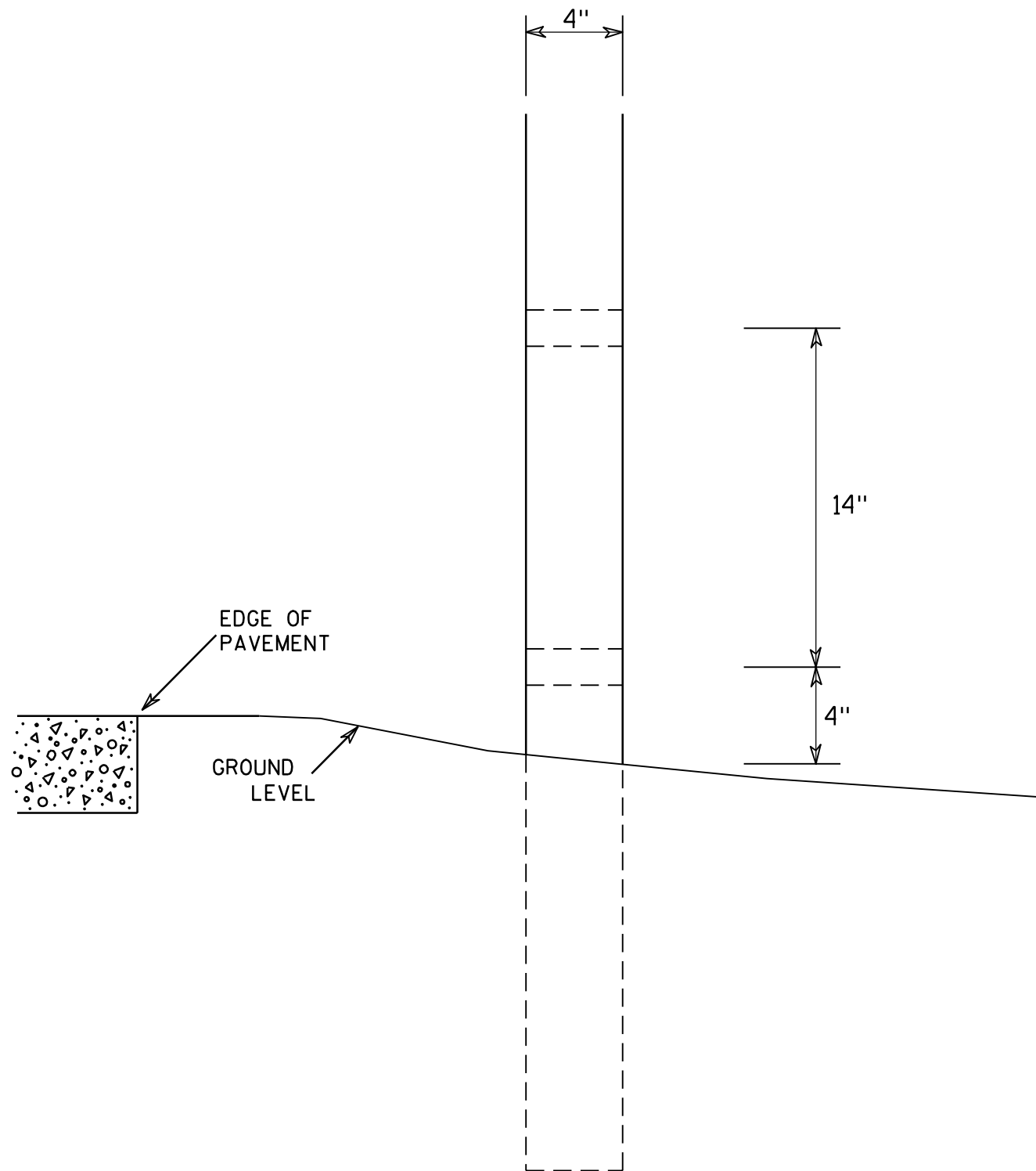
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

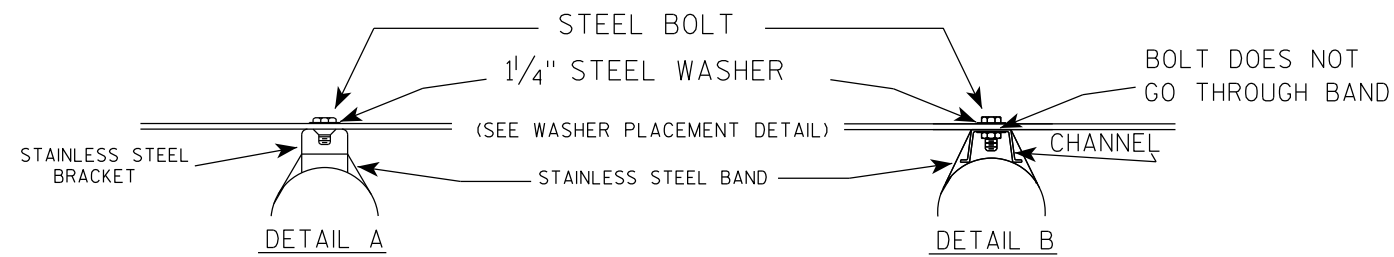
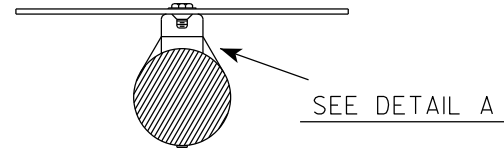
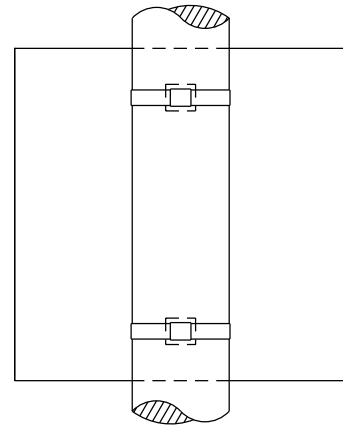
7

7

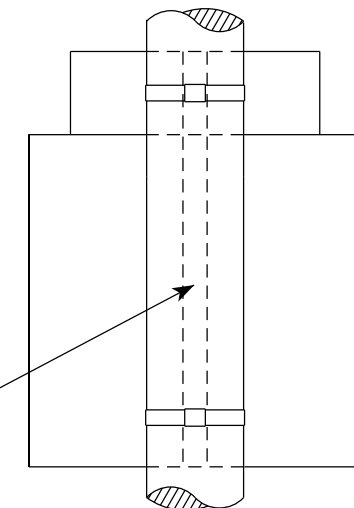
4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

BANDING

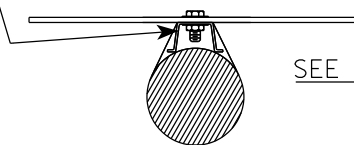
SINGLE SIGN



"J" ASSEMBLY

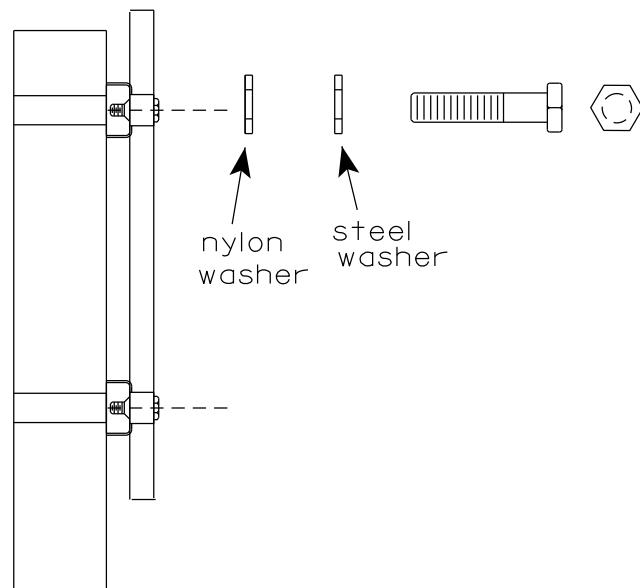


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



- 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 $\frac{3}{4}$ " 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

WASHER PLACEMENT



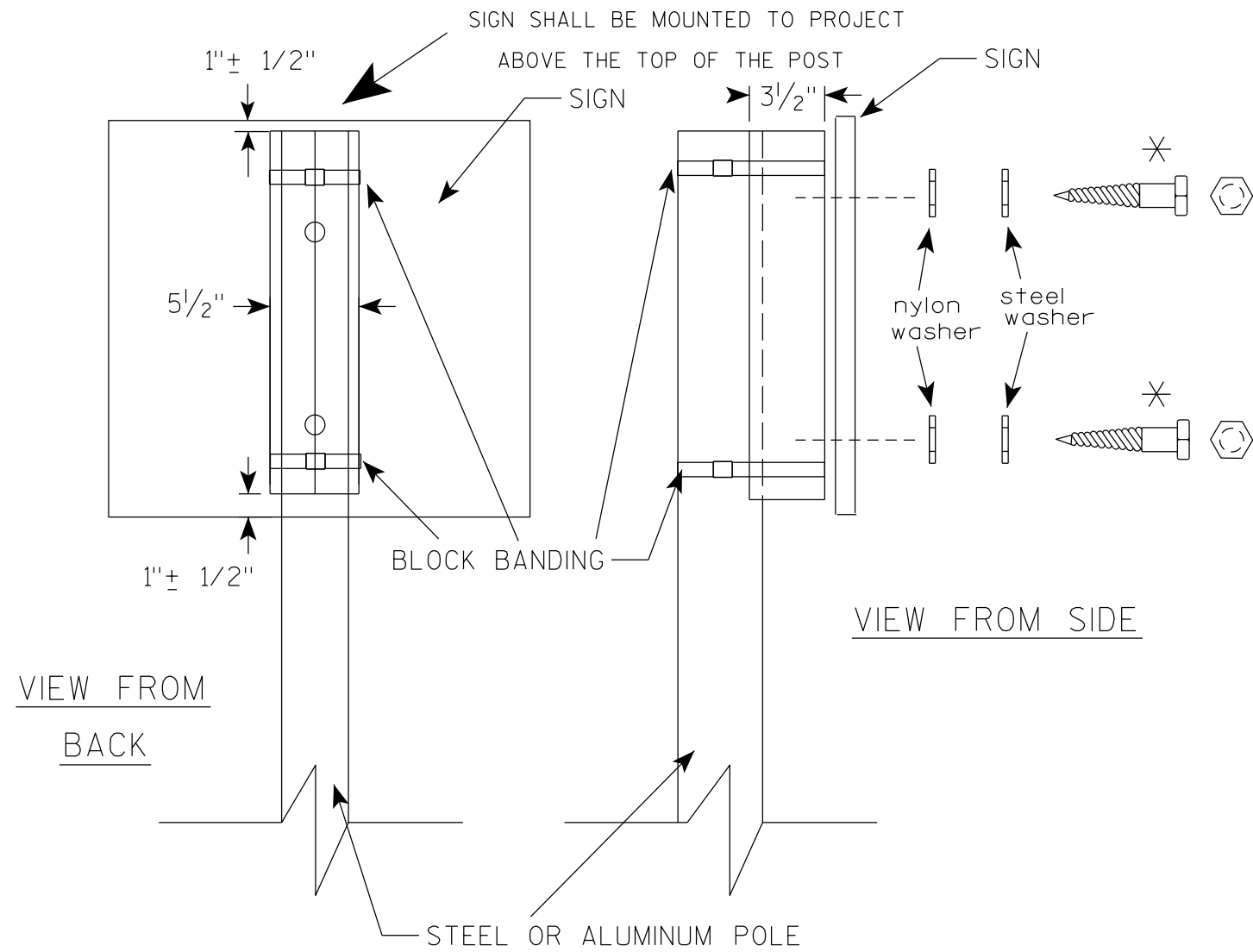
WASHERS (ALL POSTS) -
 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON
 FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

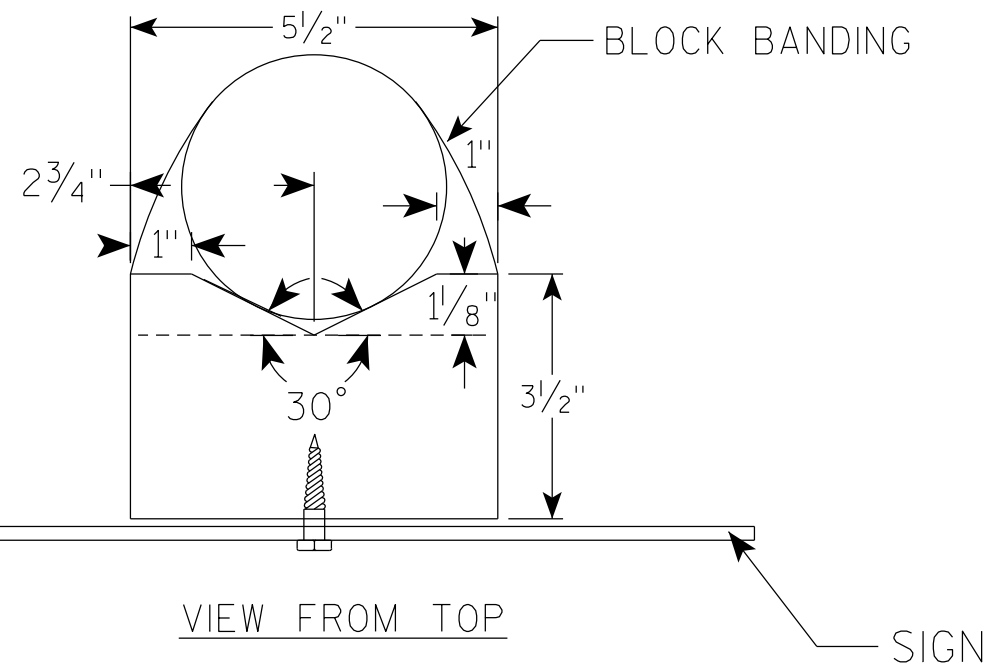
DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE

STEEL OR ALUMINUM POLE



VIEW FROM TOP

SIGN

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

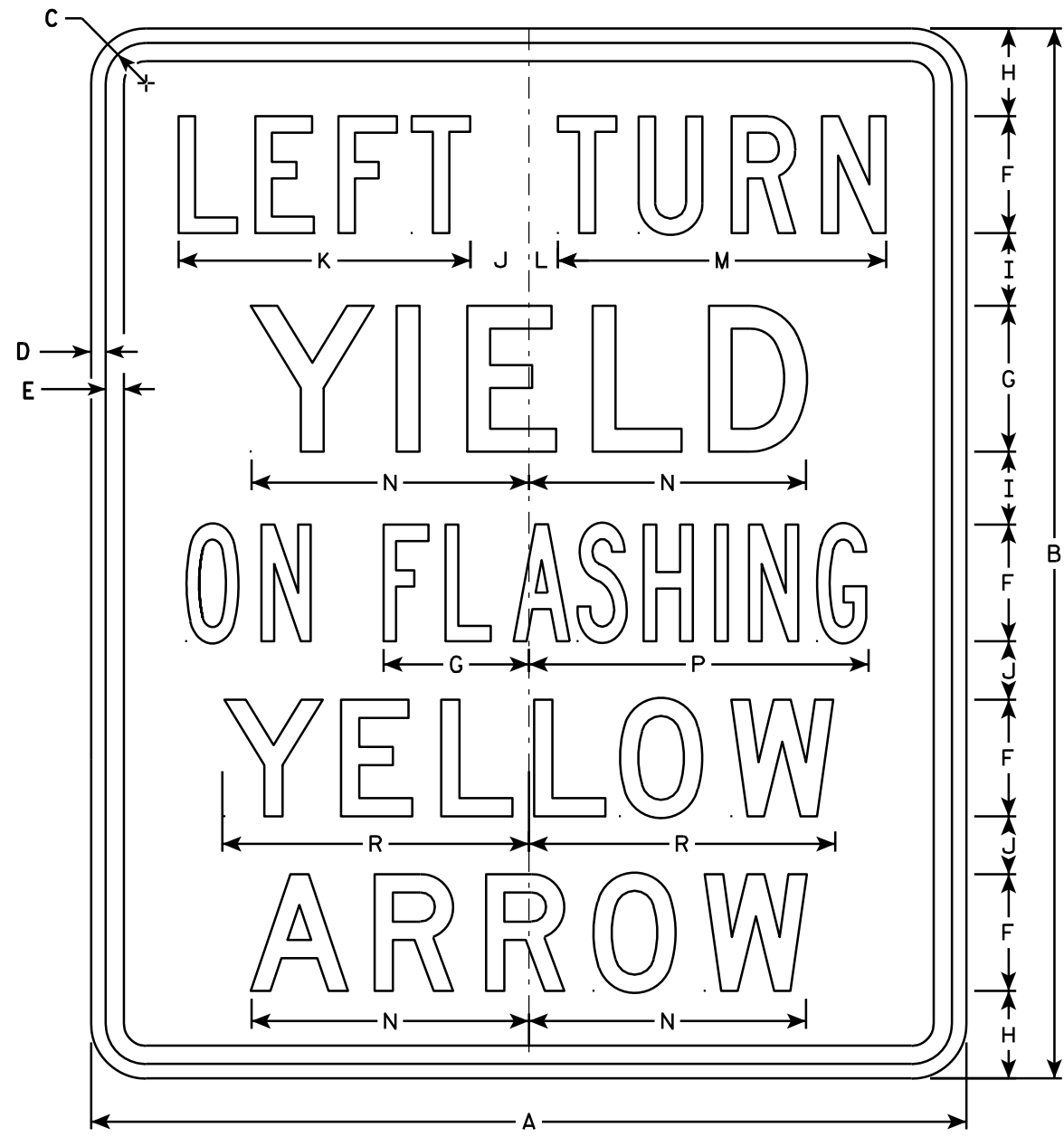
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO:

E

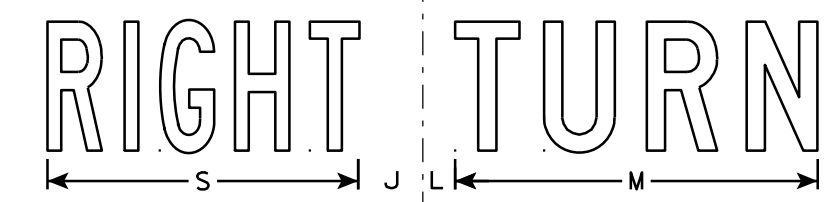


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
Lines 2, 4 and 5 are Series D.
Line 3 is Series B.

"RIGHT" is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>