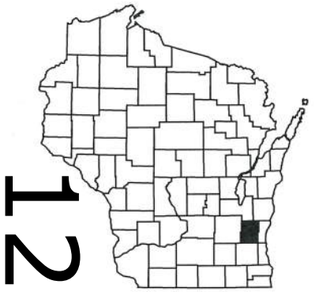
WKE

MARCH 2025

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 = 466



12

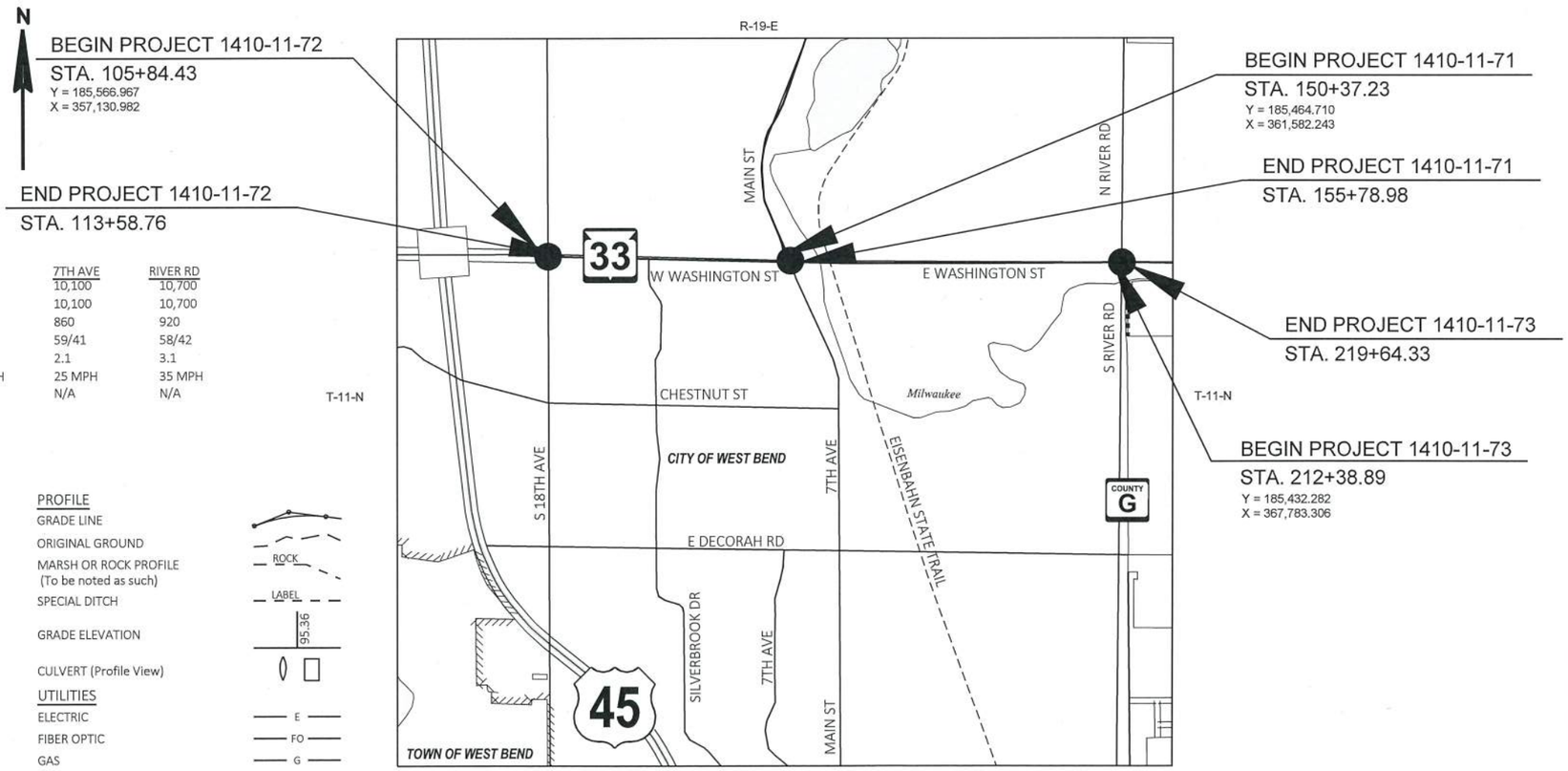
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1410-11-71	WISC 2025367	1
1410-11-72	WISC 2025368	
1410-11-73	WISC 2025369	

C WEST BEND, E/W WASHINGTON ST

INTERSECTION WITH 7TH AVE/MAIN ST	INTERSECTION WITH 18TH AVE	INTERSECTION WITH RIVER RD
STH 33	STH 33	STH 33
WASHINGTON COUNTY	WASHINGTON COUNTY	WASHINGTON COUNTY
STATE PROJECT NUMBER 1410-11-71	STATE PROJECT NUMBER 1410-11-72	STATE PROJECT NUMBER 1410-11-73



DESIGN DESIGNATION

			STH 33	18TH AVE	7TH AVE	RIVER RD
A.A.D.T.	(2024)	=	23,100	8,300	10,100	10,700
A.A.D.T.	(2044)	=	23,100	8,300	10,100	10,700
D.H.V.		=	2470	780	860	920
D.D.		=	59/41	55/45	59/41	58/42
T.		=	6.1	2.1	2.1	3.1
DESIGN SPEED		=	40/30 MPH	25 MPH	25 MPH	35 MPH
ESALS		=	N/A	N/A	N/A	N/A

CONVENTIONAL SYMBOLS

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

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

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

TOTAL NET LENGTH OF CENTERLINE (PROJECT ID 1410-11-71) = 0.103 MI
TOTAL NET LENGTH OF CENTERLINE (PROJECT ID 1410-11-72) = 0.147 MI
TOTAL NET LENGTH OF CENTERLINE (PROJECT ID 1410-11-73) = 0.137 MI

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

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

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

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

10/21/2024 (DATE) (SIGNATURE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	MARTIN VILLACA
Regional Examiner	
Regional Supervisor	JOSH LEVEQUE

APPROVED FOR THE DEPARTMENT

DATE: 10/21/24 Martin B Villaca (Signature)

E

PROJECT ID: 1410-11-71. 1410-11-72 & 1410-11-73

COUNTY: WASHINGTON

WITH: N/A

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\010101-TI.DWG

PLOT DATE : 10/21/2024 9:02 AM

PLOT BY : GEHRING, ALEX

PLOT NAME :

DESIGN CONSULTANT

JOHN BRUGGEMAN, P.E., PTOE
raSmith
16745 W BLUEMOUND ROAD
BROOKFIELD, WI 53005-5938
(262) 781-1000
JOHN.BRUGGEMAN@RASMITH.COM

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WASHINGTON COUNTY CONTACT

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WASHINGTON COUNTY HWY COMMISSIONER
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BENTON.STELZEL@WISCONSIN.GOV

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UTILITIES

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SB7561@ATT.COM

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THULLT@CI.WEST-BEND.WI.US

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SPECTRUM - COMMUNICATION
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(920) 793-2216
NICK.FRASE@CHARTER.COM

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WE ENERGIES - GAS
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(920) 410-6902
LORI.KETTER@WINDSTREAM.COM

GENERAL NOTES

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

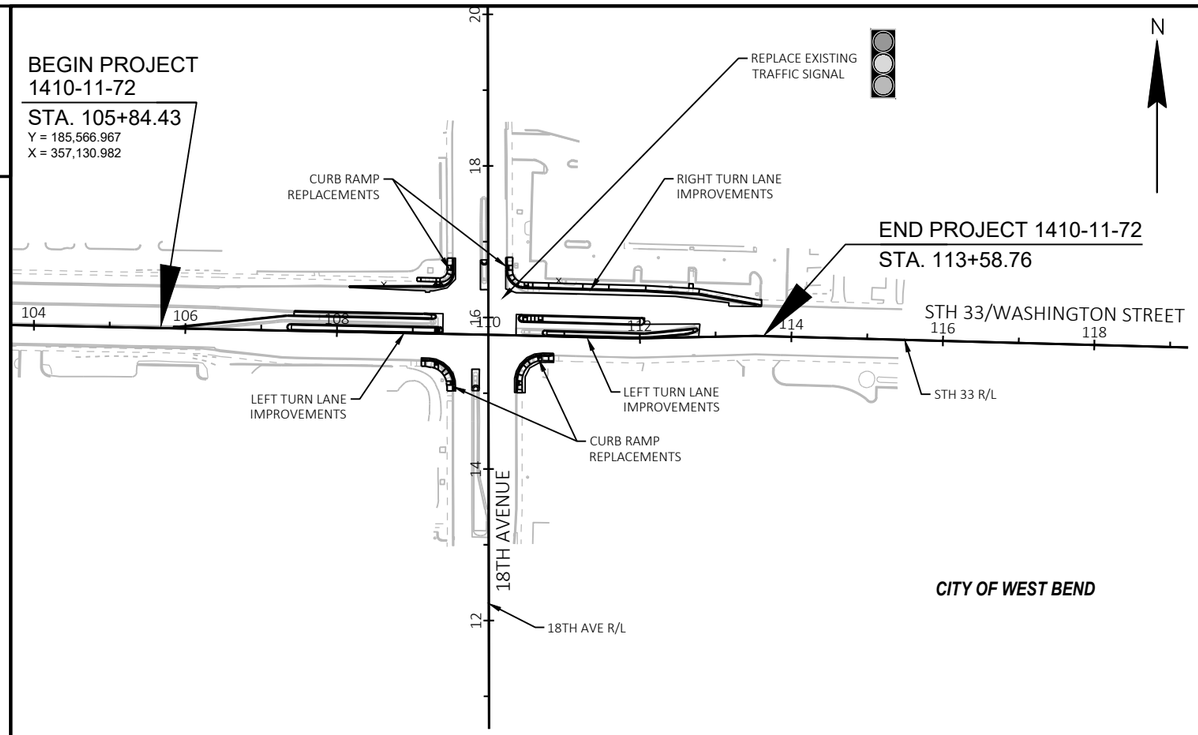
ORDER OF SECTION 2 SHEETS

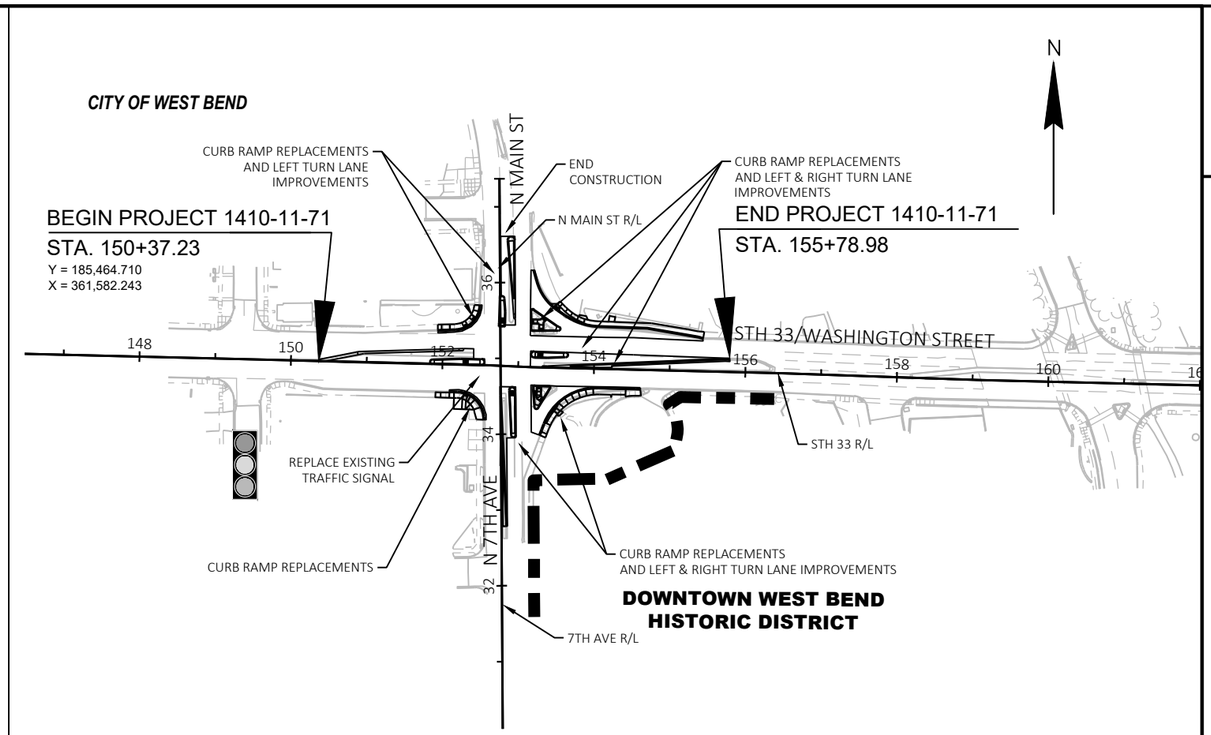
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
STORM SEWER
SIGNING AND PAVEMENT MARKING
SIGNAL PLANS - WASHINGTON(STH 33) & 18TH AVE
SIGNAL PLANS - WASHINGTON(STH 33) & 7TH ST/MAIN ST
SIGNAL PLANS - WASHINGTON(STH 33) & RIVER RD
TRAFFIC CONTROL

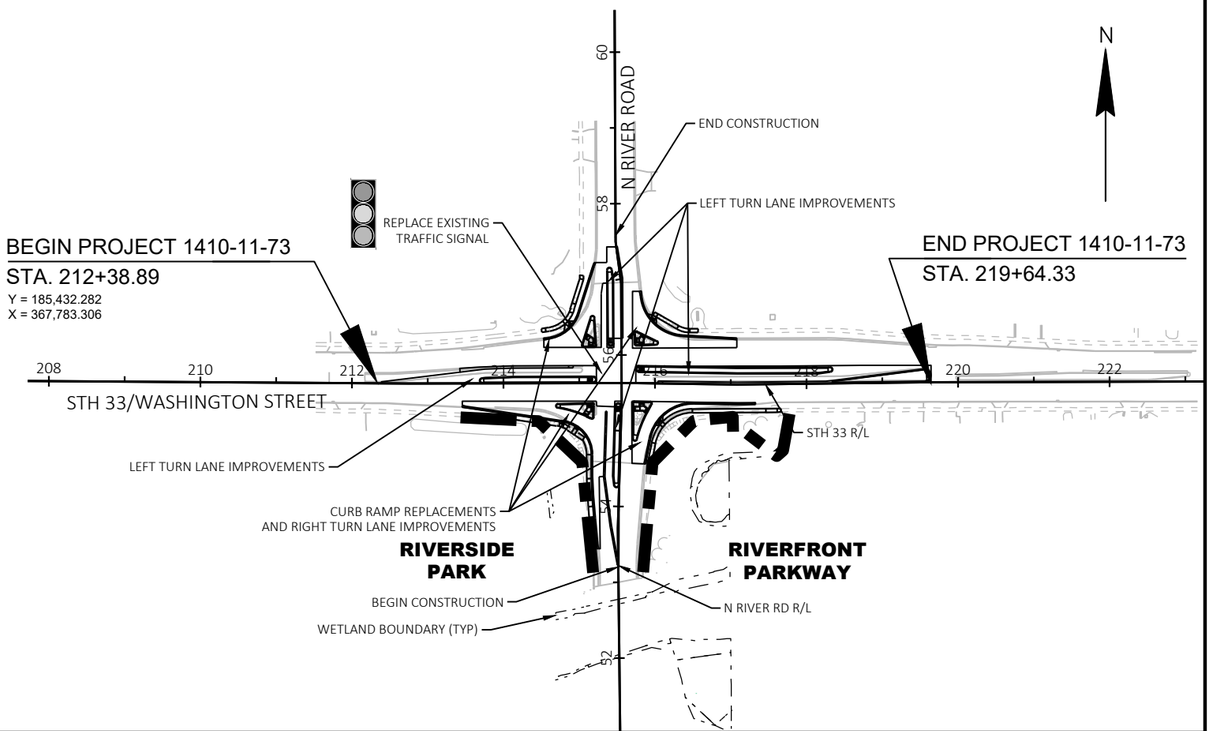
BORING SUMMARY (APPROXIMATE LOCATIONS)

BORING NUMBER	STATION (ALIGNMENT)	OFFSET	STRATUM INFORMATION
B-1	109+09 (STH 33)	67.0' LT	6" TOPSOIL OVER SANDY LEAN CLAY AND POORLY-GRADED SAND
B-2	110+54 (STH 33)	60.1' LT	5" CONCRETE OVER 5" BASE AGGREGATE OVER SAND & GRAVEL
B-3	109+31 (STH 33)	57.1' RT	4" TOPSOIL OVER PEAT OVER CLAY, SAND, AND GRAVEL
B-4	110+50 (STH 33)	66.4' RT	3" ASPHALT OVER 9" BASE AGGREGATE OVER SAND, SILT, & GRAVEL
B-5	152+35 (STH 33)	65.6' LT	4" TOPSOIL OVER SILT AND LEAN CLAY
B-6	153+47 (STH 33)	92.6' LT	4" TOPSOIL OVER SILT, GRAVEL AND SAND
B-7	152+42 (STH 33)	144.5' RT	3" ASPHALT OVER 5" BASE AGGREGATE OVER SAND
B-8	153+56 (STH 33)	65.5' RT	5" TOPSOIL OVER POORLY-GRADED SAND WITH GRAVEL
B-9	152+79 (STH 33)	102.3' LT	10" CONCRETE OVER CLAY AND SAND
B-10	152+94 (STH 33)	91.7' RT	8" CONCRETE OVER 8" BASE AGGREGATE OVER SILT
B-11	215+05 (STH 33)	110.2' LT	6" TOPSOIL OVER POORLY-GRADED SAND
B-12	215+92 (STH 33)	96.0' LT	10" TOPSOIL OVER SAND AND GRAVEL
B-13	214+92 (STH 33)	80.4' RT	8" TOPSOIL OVER SAND AND GRAVEL
B-14	216+06 (STH 33)	83.3' RT	5" TOPSOIL OVER WELL-GRADED SAND WITH GRAVEL
B-15	215+50 (STH 33)	135.6' LT	4" ASPHALT OVER 10" BASE AGGREGATE OVER SAND
B-16	215+50 (STH 33)	92.1' RT	10" CONCRETE OVER 6" BASE AGGREGATE OVER SAND

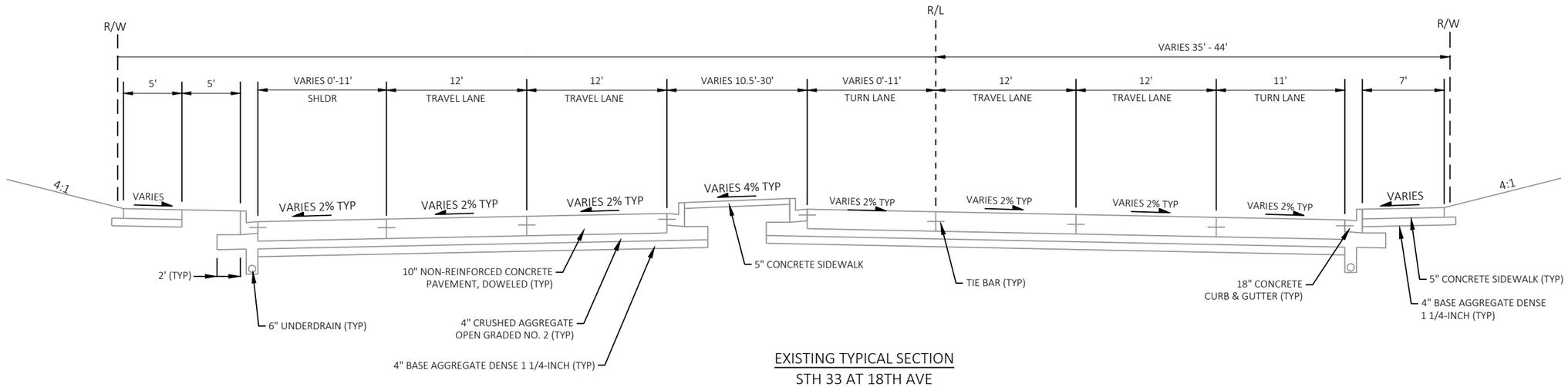
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com



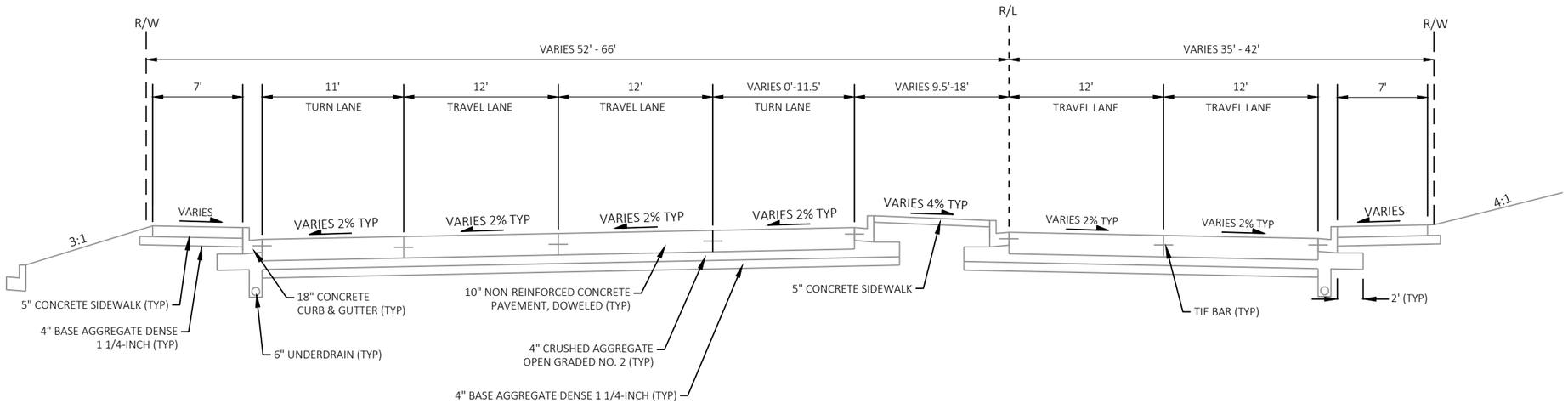




PROJECT NO: 1410-11-71/72/73	HWY: STH 33	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION
STH 33 AT 18TH AVE
STA 104+00 TO STA 109+30



EXISTING TYPICAL SECTION
STH 33 AT 18TH AVE
STA 110+50 TO STA 112+70

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 4	E

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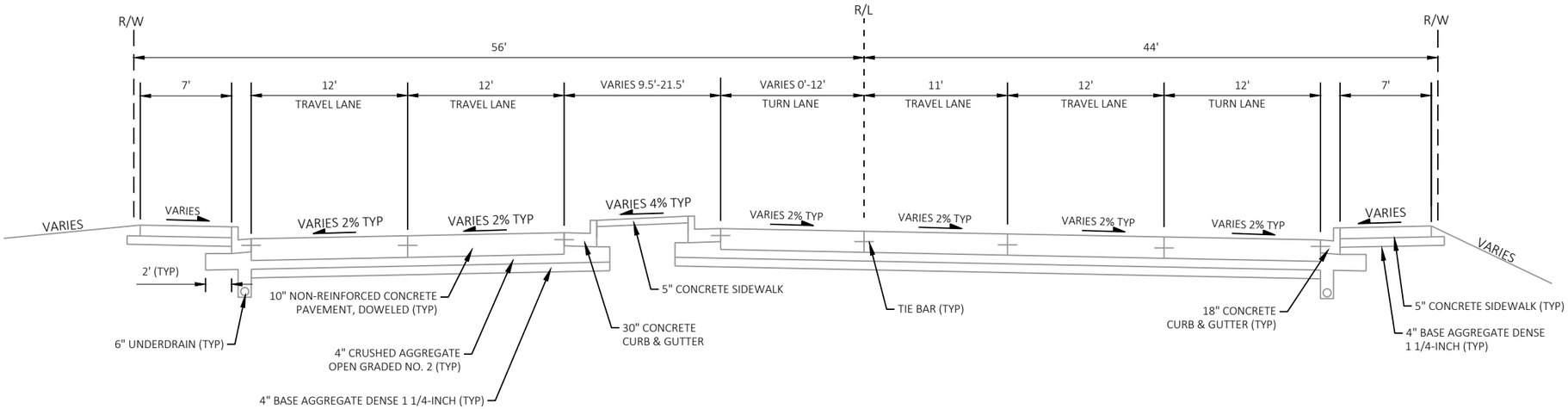
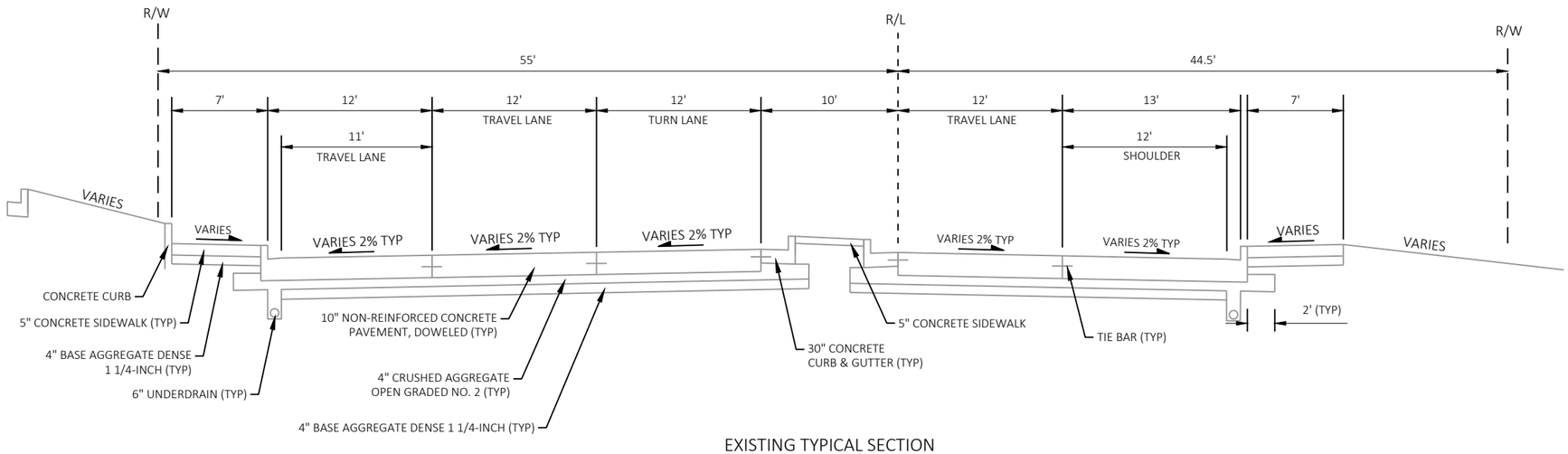
LAYOUT NAME - 01-10ft
PLOT DATE : 10/20/2024 8:13 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

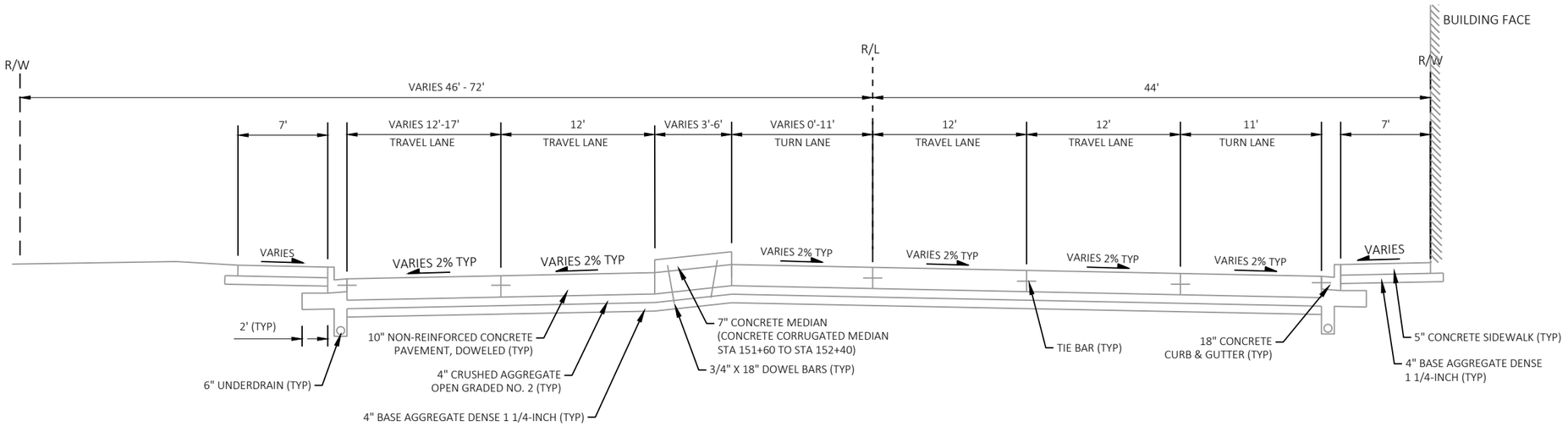


EXISTING TYPICAL SECTION
18TH AVENUE
STA 13+50 TO STA 15+30

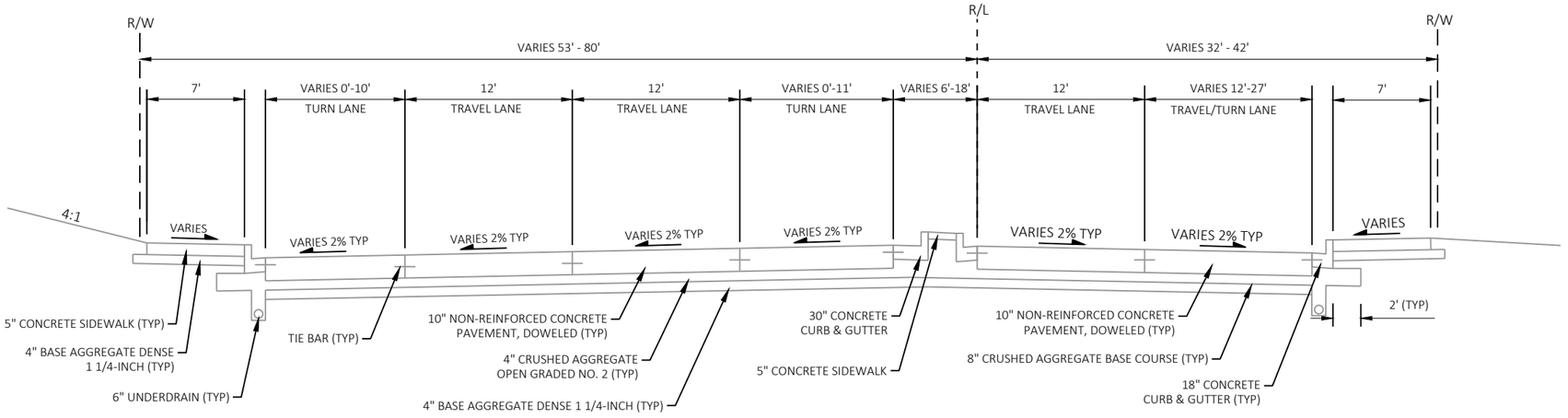


EXISTING TYPICAL SECTION
18TH AVENUE
STA 16+50 TO STA 17+50

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E



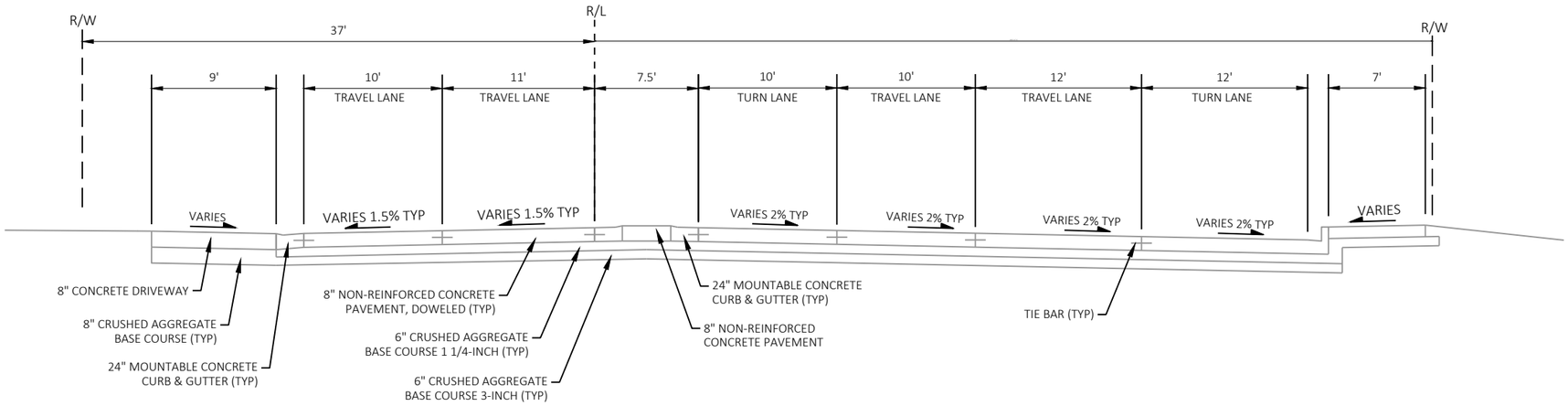
EXISTING TYPICAL SECTION
STH 33 AT 7TH AVE/MAIN ST
STA 150+40 TO STA 152+40



EXISTING TYPICAL SECTION
STH 33 AT 7TH AVE/MAIN ST
STA 153+40 TO STA 155+40

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 6	E

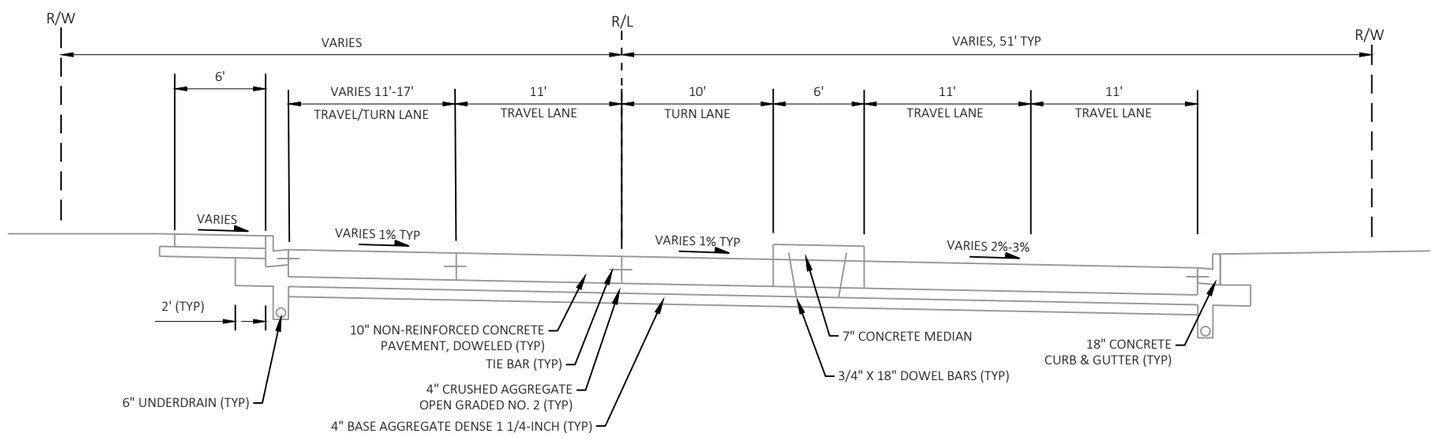
2



EXISTING TYPICAL SECTION

7TH AVENUE

STA 33+50 TO STA 34+50

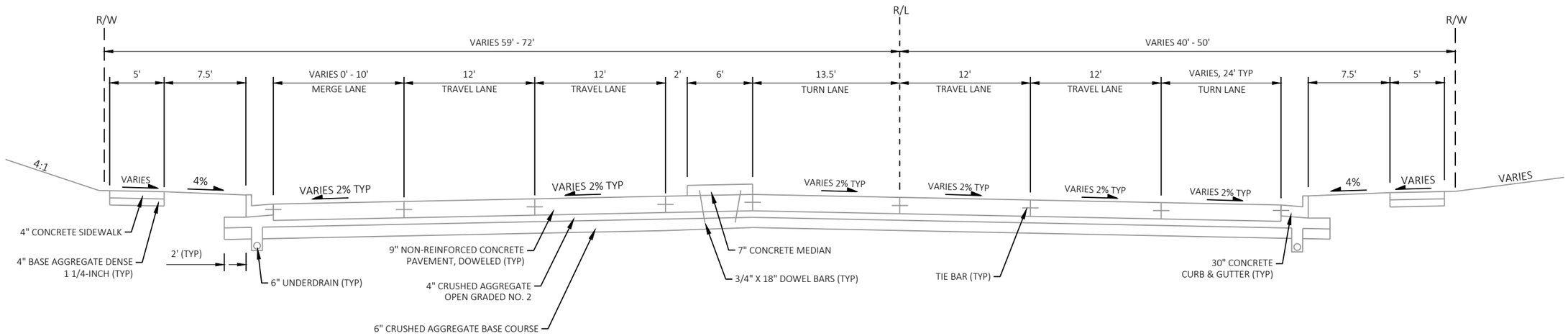


EXISTING TYPICAL SECTION

MAIN ST

STA 35+50 TO STA 36+50

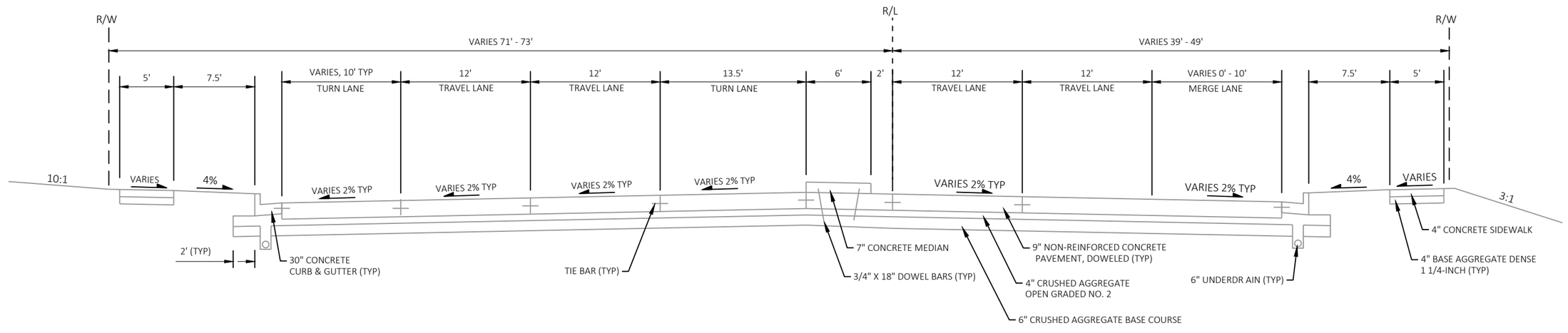
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 7	E



EXISTING TYPICAL SECTION

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00



EXISTING TYPICAL SECTION

STH 33 AT RIVER RD

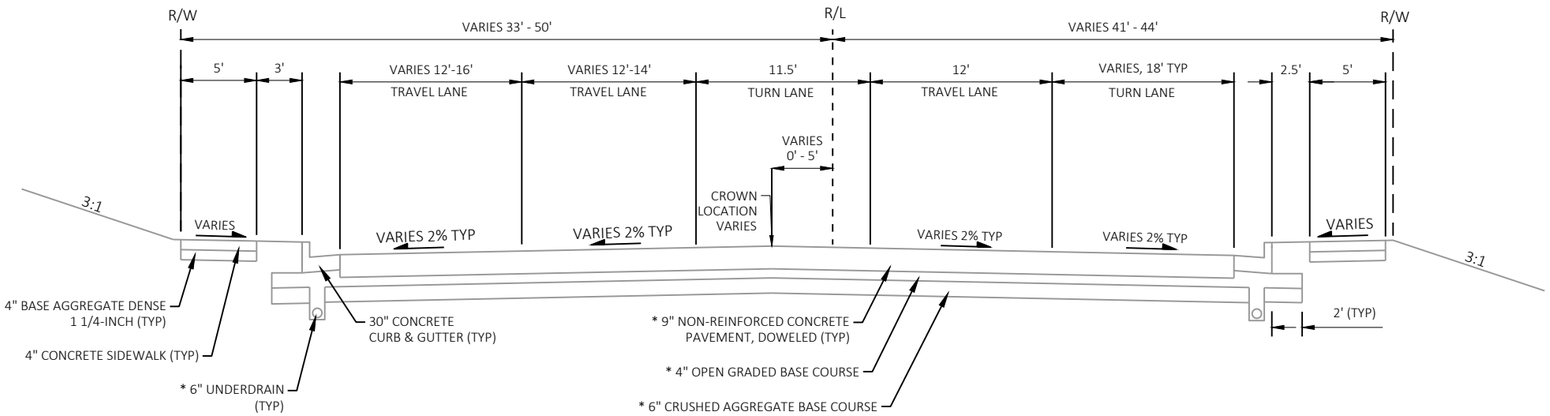
STA 216+00 TO STA 218+50

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 8	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\020301-TS.DWG
LAYOUT NAME - 05-10ft

PLOT DATE : 10/20/2024 8:13 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

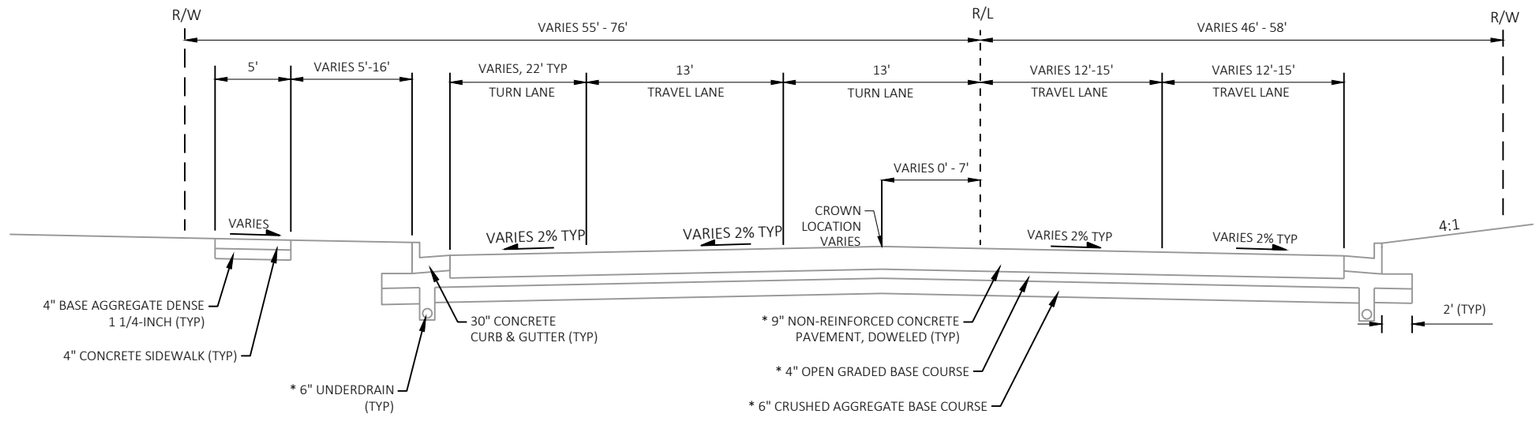
2



EXISTING TYPICAL SECTION

RIVER RD

STA 53+70 TO STA 55+30



EXISTING TYPICAL SECTION

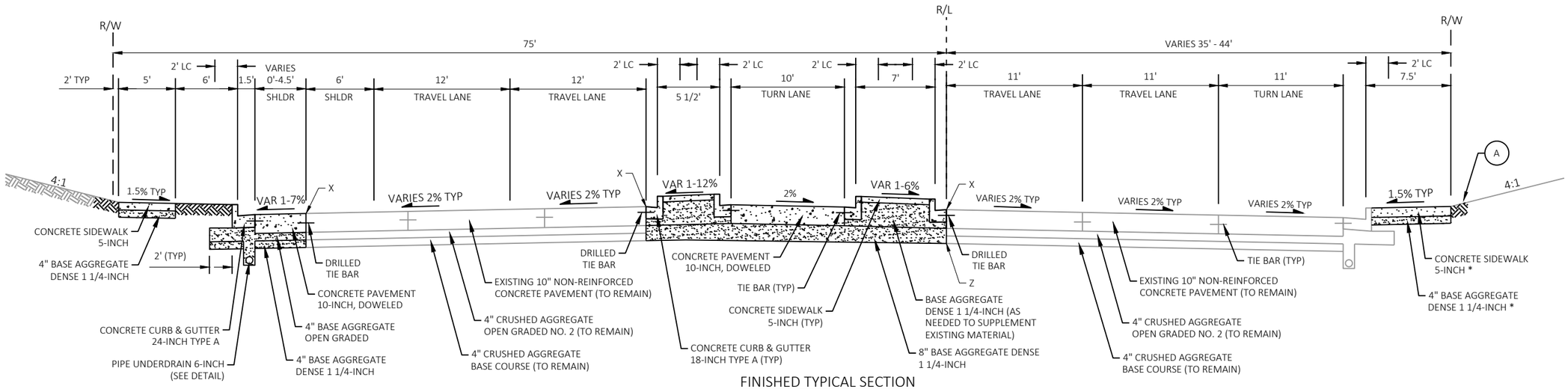
RIVER RD

STA 56+20 TO STA 57+50

LEGEND

* 6" ASPHALT OVER 8" CRUSHED AGGREGATE BASE AND NO UNDERDRAIN STA 53+70 TO STA 54+58 AND STA 56+97 TO STA 57+50.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 9	E

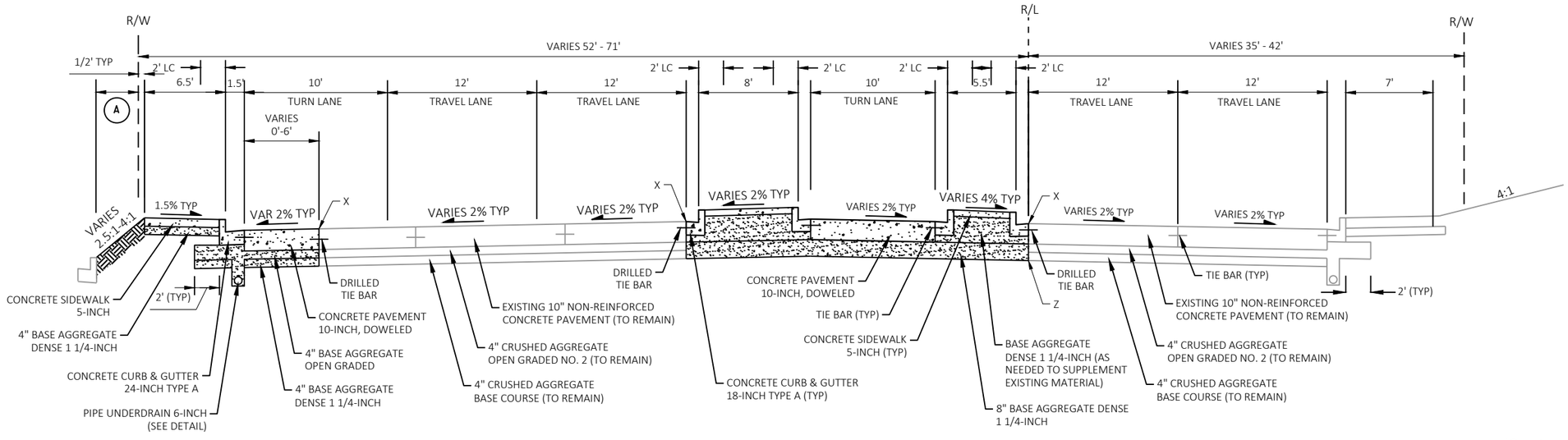


FINISHED TYPICAL SECTION

STH 33 AT 18TH AVE

STA 104+00 TO STA 109+30

V = 40 MPH



FINISHED TYPICAL SECTION

STH 33 AT 18TH AVE

STA 110+50 TO STA 112+70

V = 35 MPH

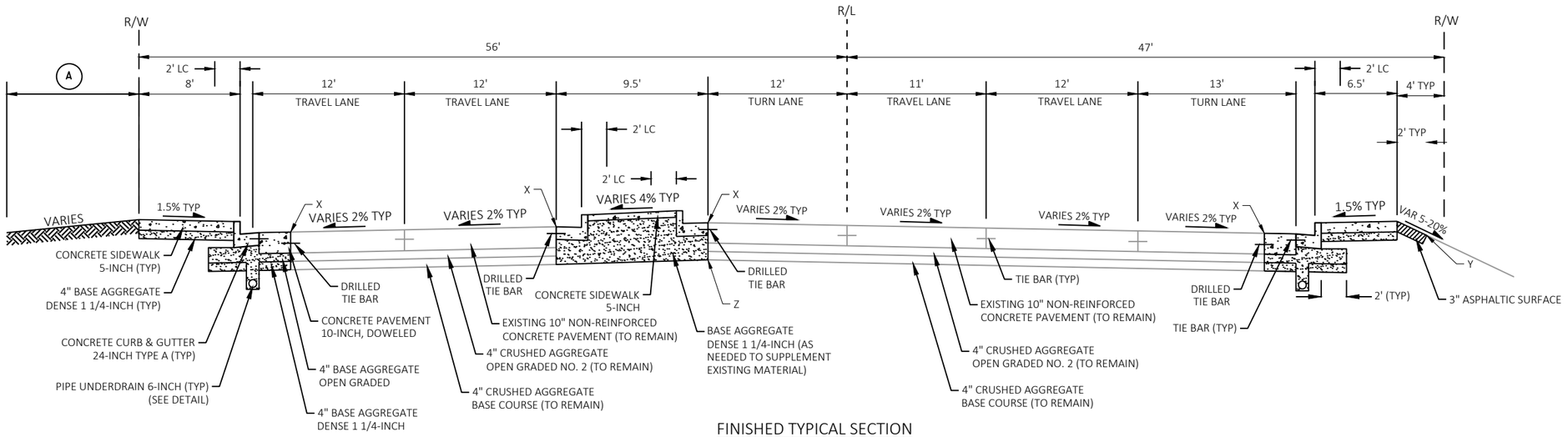
LEGEND

* SEE PLAN FOR SIDEWALK REPLACEMENT LOCATIONS.

X = SAWING CONCRETE
Y = SAWING ASPHALT
Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

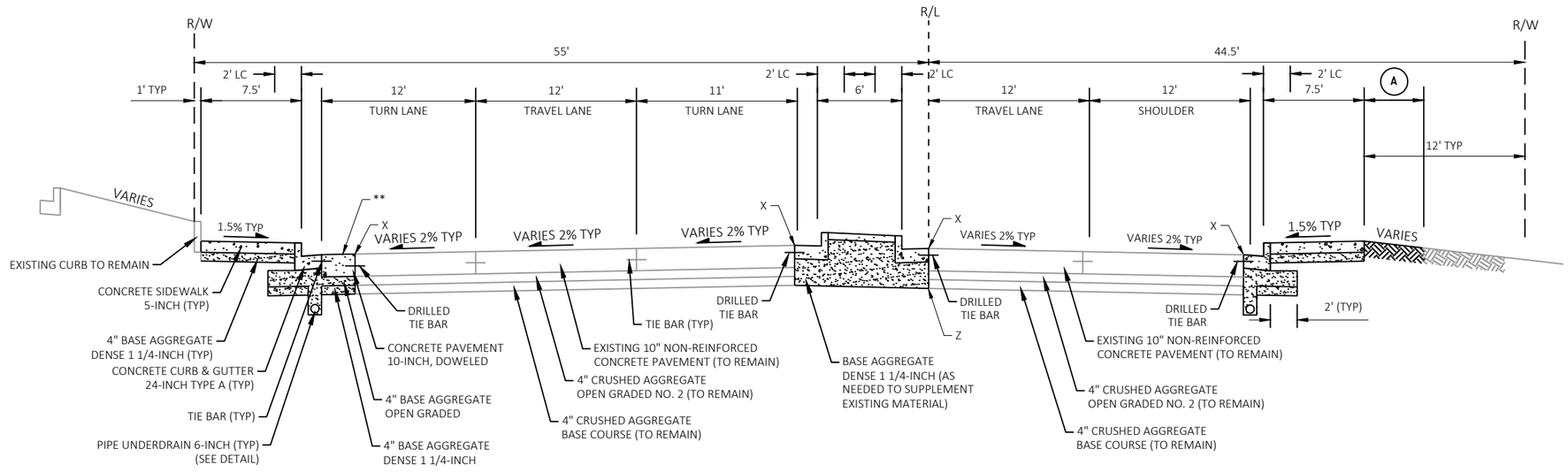
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 10	E



FINISHED TYPICAL SECTION

18TH AVE

STA 13+50 TO STA 15+30
V = 30 MPH



FINISHED TYPICAL SECTION

18TH AVE

STA 16+50 TO STA 17+50
V = 30 MPH

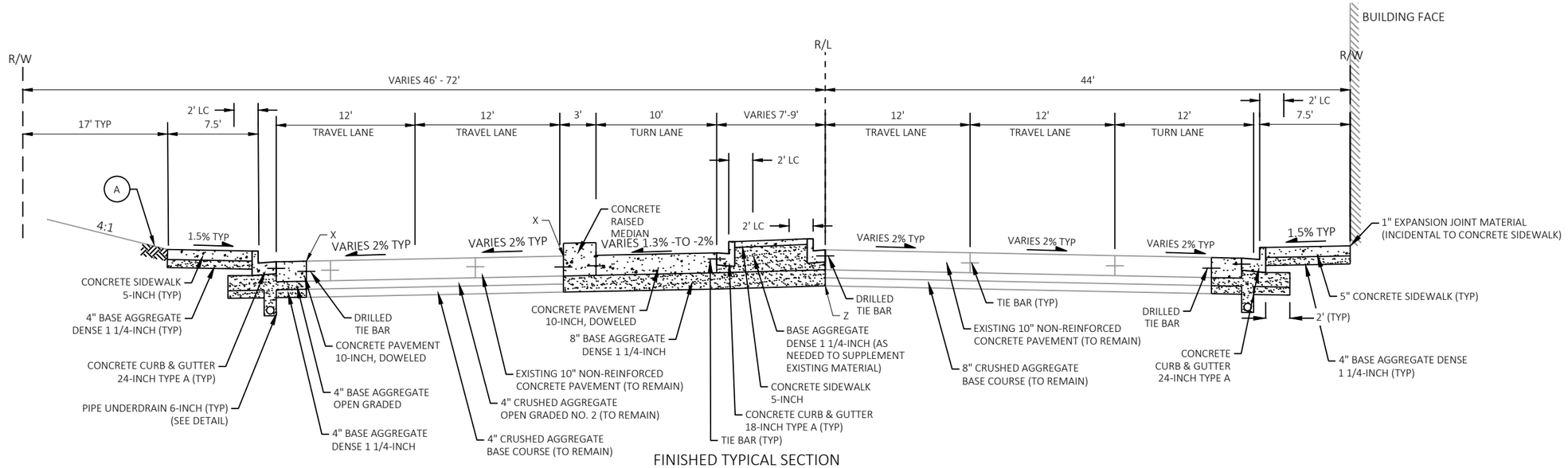
LEGEND

** SLOPE VARIES 0-2%
X = SAWING CONCRETE
Y = SAWING ASPHALT
Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

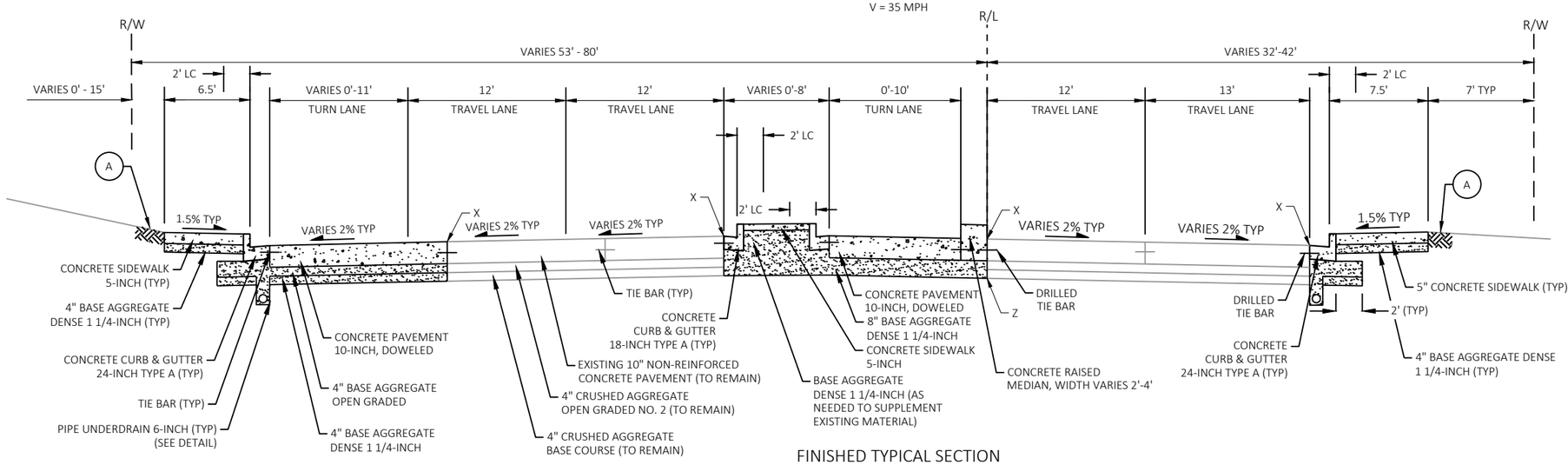
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 11	E

2



FINISHED TYPICAL SECTION
STH 33 AT 7TH AVE/MAIN ST

STA 150+40 TO STA 152+40
V = 35 MPH



FINISHED TYPICAL SECTION
STH 33 AT 7TH AVE/MAIN ST

STA 153+40 TO STA 155+40
V = 35 MPH

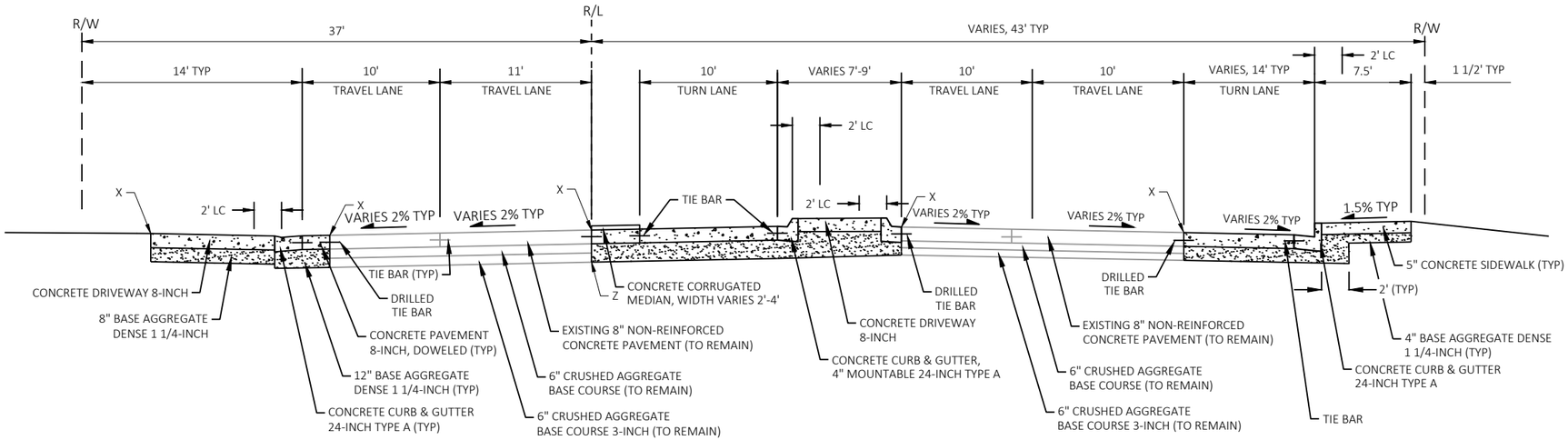
LEGEND

X = SAWING CONCRETE

Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

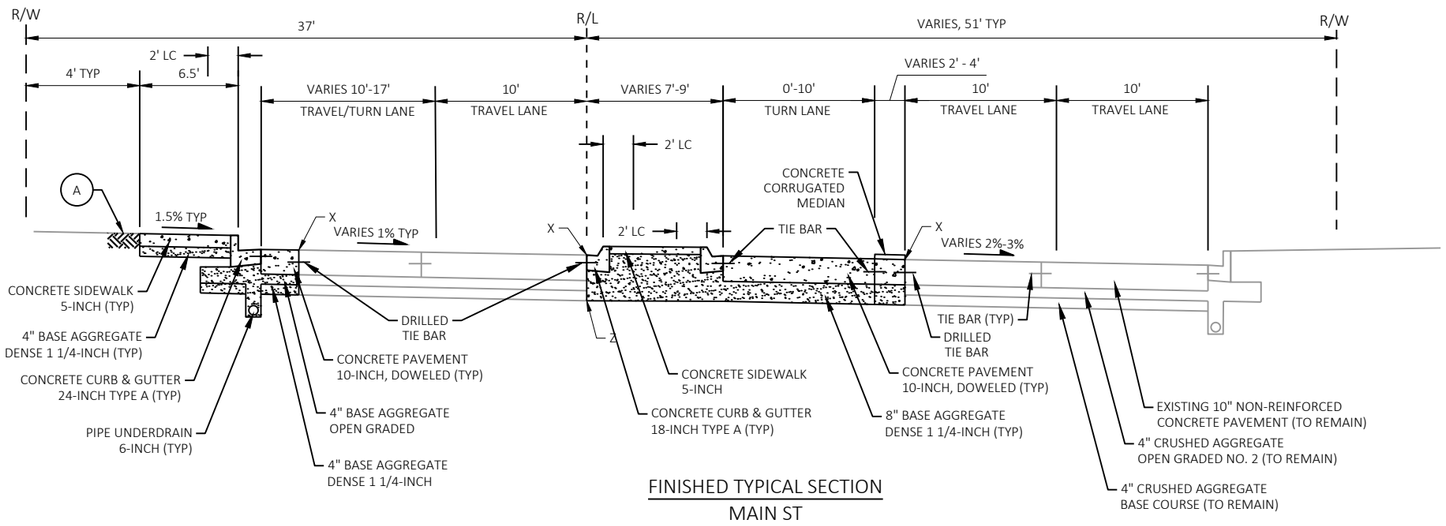
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 12	E



FINISHED TYPICAL SECTION

7TH AVE

STA 33+50 TO STA 34+50
V = 30 MPH



FINISHED TYPICAL SECTION

MAIN ST

STA 35+50 TO STA 36+50
V = 35 MPH

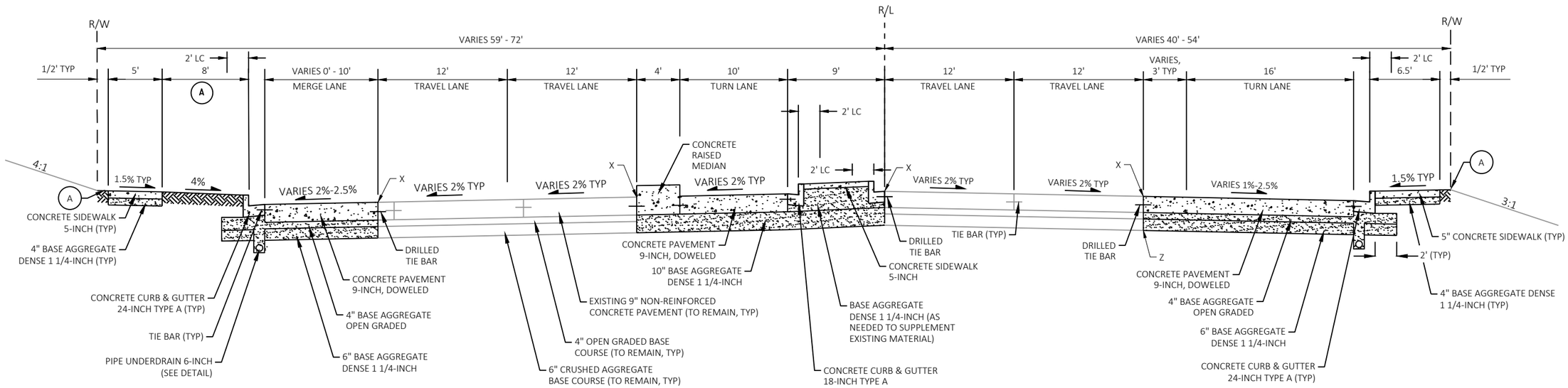
LEGEND

X = SAWING CONCRETE

Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

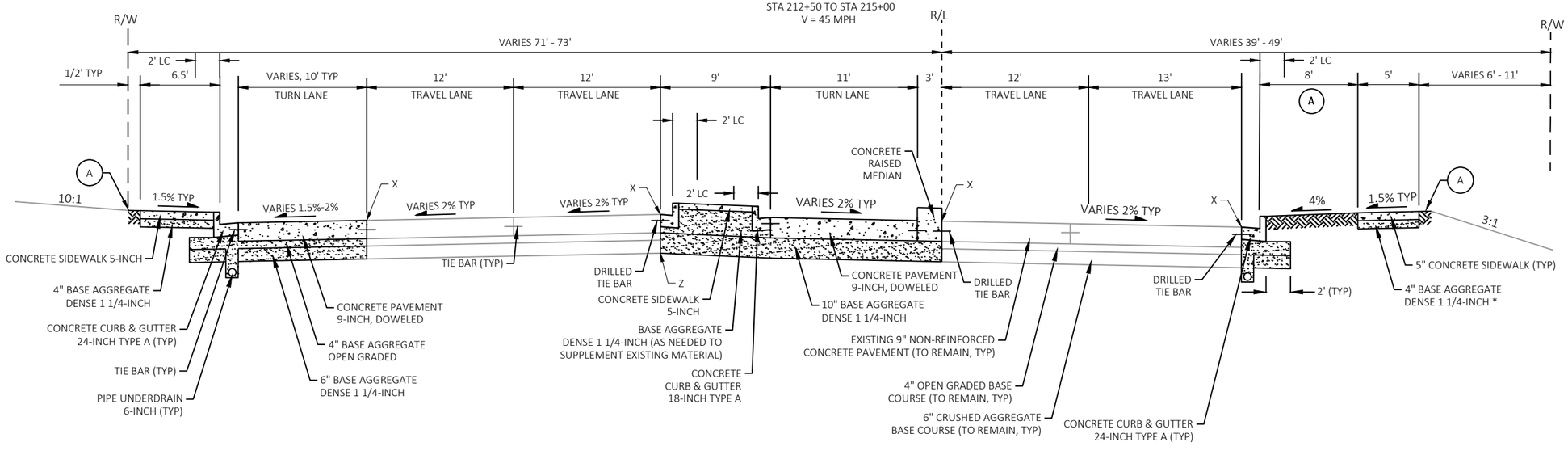
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 13	E



FINISHED TYPICAL SECTION

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00
V = 45 MPH



FINISHED TYPICAL SECTION

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00
V = 45 MPH

LEGEND

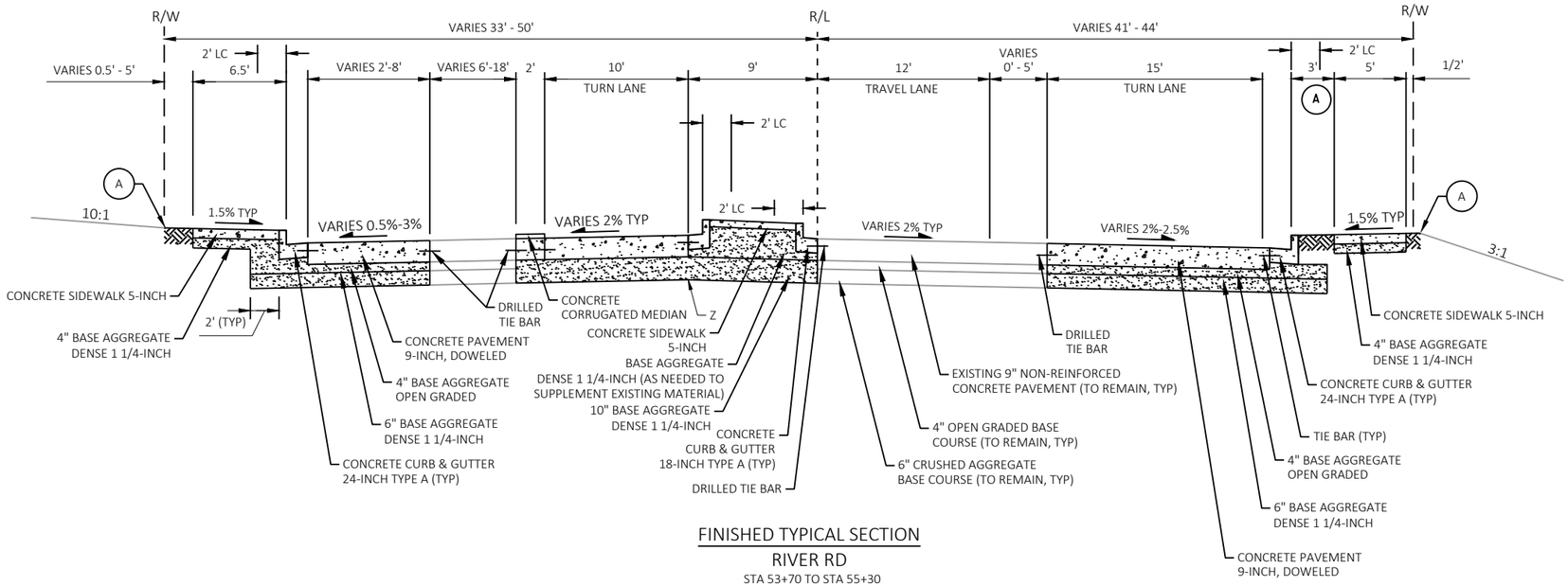
X = SAWING CONCRETE

Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 14	E

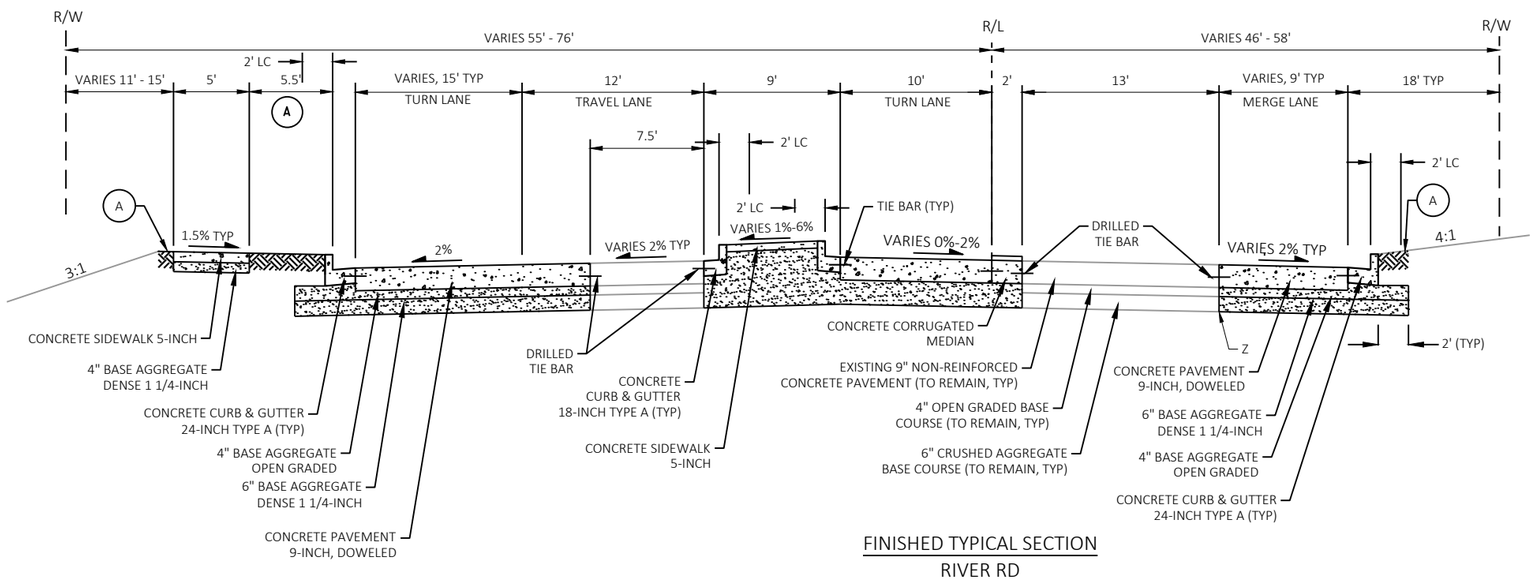
2



FINISHED TYPICAL SECTION

RIVER RD

STA 53+70 TO STA 55+30
V = 40 MPH



FINISHED TYPICAL SECTION

RIVER RD

STA 56+20 TO STA 57+50
V = 40 MPH

LEGEND

X = SAWING CONCRETE

Z = POINT REFERRED TO ON CROSS SECTIONS (TYP)

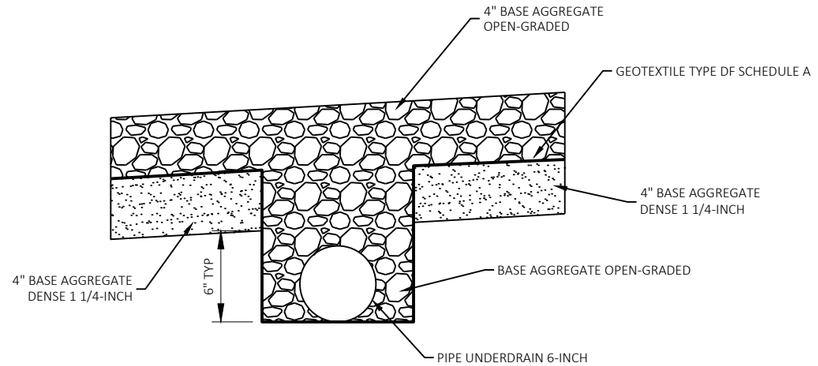
(A) TOPSOIL, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B, AND SEEDING MIXTURE NO. 40

2

RUNOFF COEFFICIENT TABLE

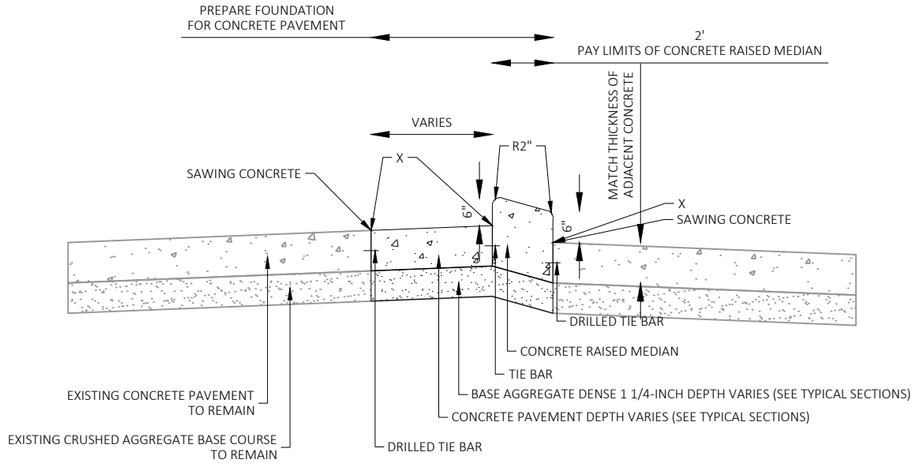
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 6.81 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.15 ACRES



UNDERDRAIN TRENCH DETAIL

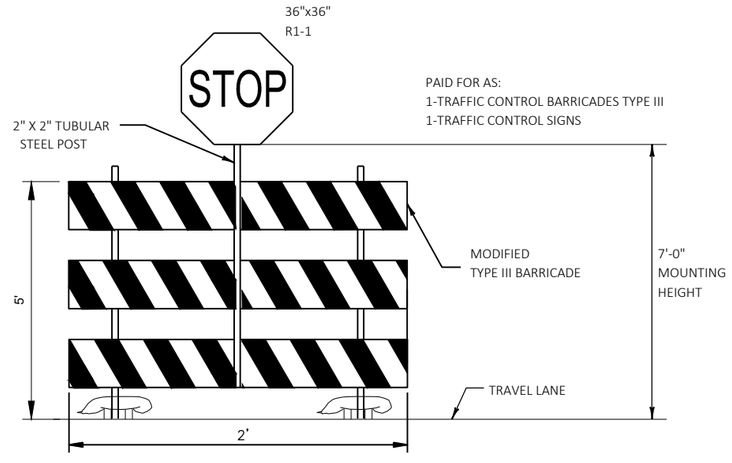
CONNECT EDGEDRAIN TO CATCH BASINS (SEE OTHER DETAILS)
CONNECT TO EXISTING UNDERDRAIN AT MATCH POINTS
(INCLUDED IN PAYMENT FOR PIPE UNDERDRAIN ITEM)



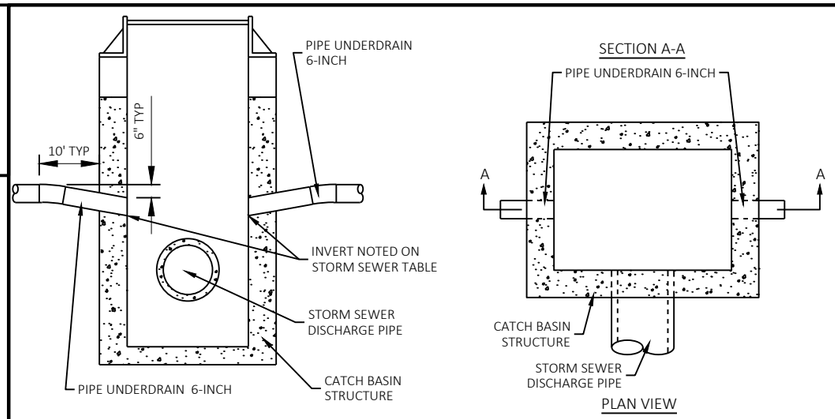
CONCRETE RAISED MEDIAN DETAIL

SEE PLANS FOR LOCATIONS

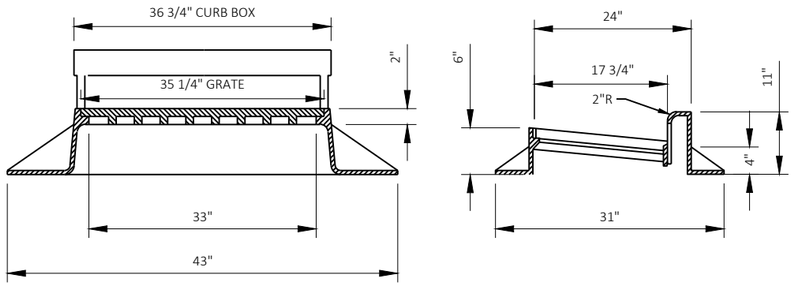
X = LOCATION OF PAVING GRADE SHOWN ON PAVEMENT DETAIL SHEETS



TEMPORARY STOP SIGN

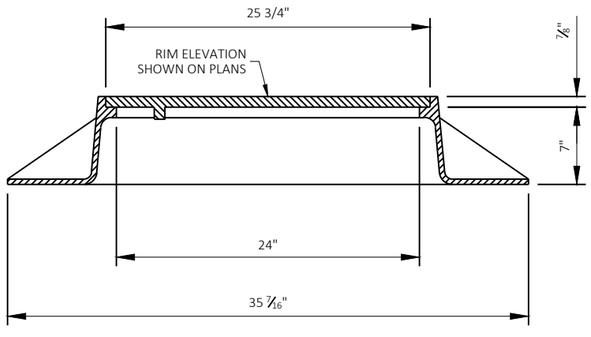


UNDERDRAIN OUTFALL DETAIL



INLET COVERS TYPE WB

NEENAH R-3067-L

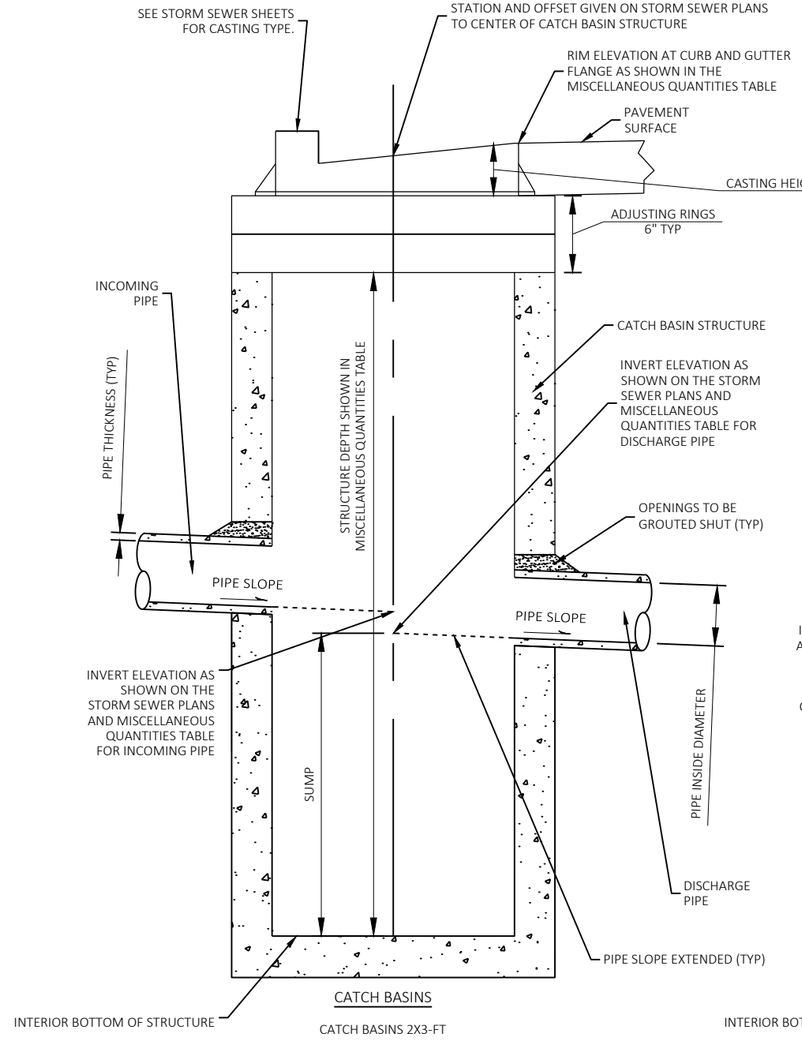


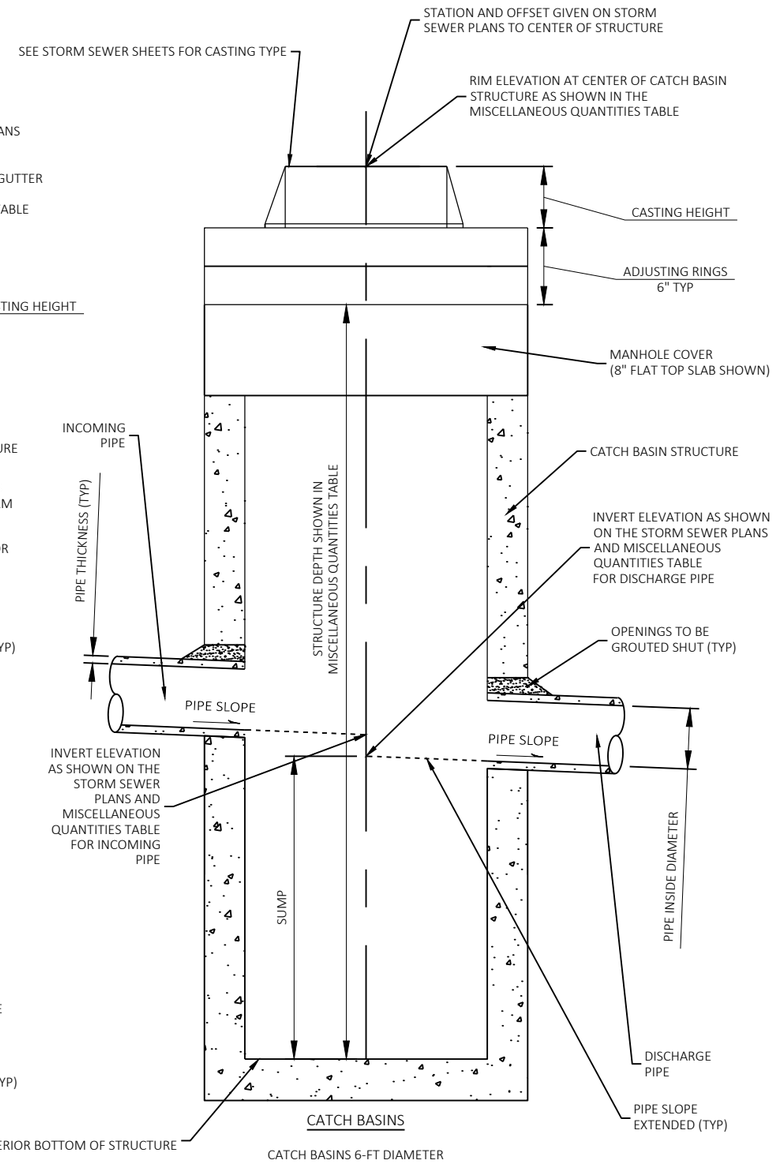
MANHOLE COVERS TYPE WB

NEENAH R-1733
VENTED LID WITH TWO PICK HOLES

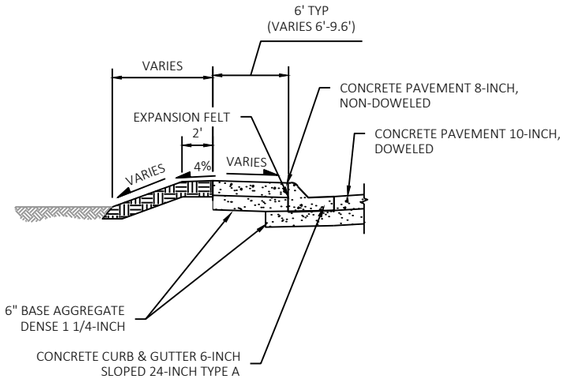
NOTES:

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



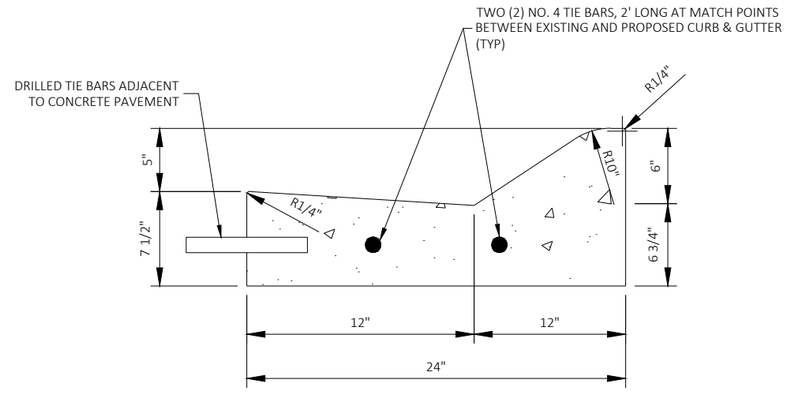


STRUCTURE DEPTH DEFINITION DETAIL

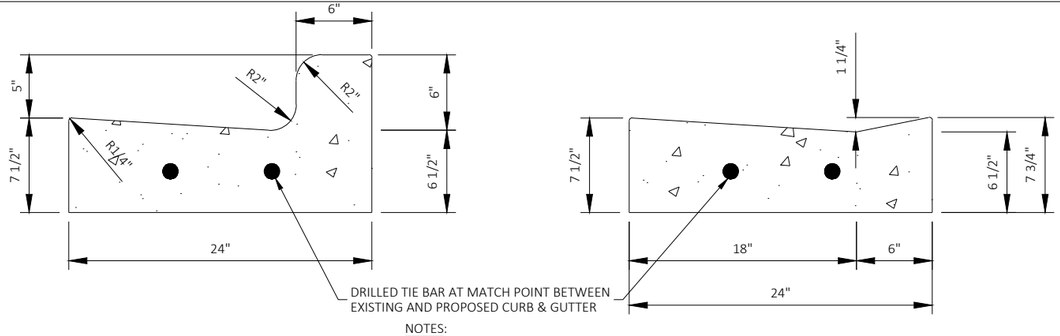


DETAIL FOR SOUTHWEST QUADRANT OF STH 33 & RIVER ROAD

STA 54+36, 34.5' LT RIVER RD TO STA 214+80, 49.5' RT STH 33



DETAIL FOR CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A



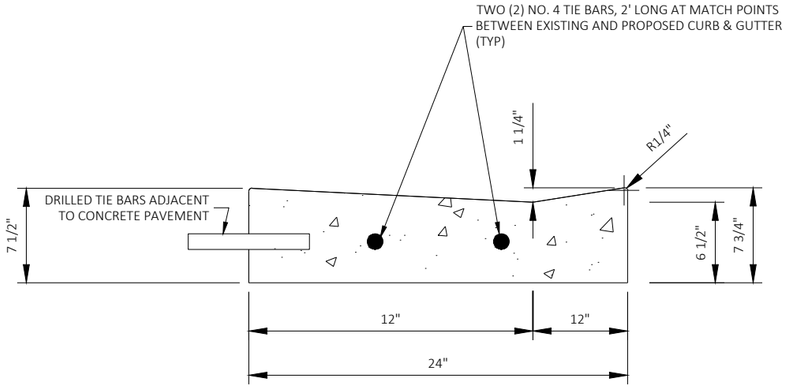
STANDARD CURB & GUTTER

DRIVEWAY CURB & GUTTER

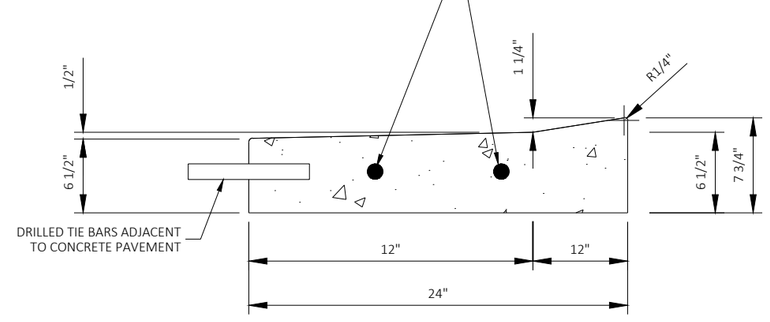
NOTES:

1. TIE BARS ARE REQUIRED.
2. USE 4.00% GUTTER CROSS SLOPE.

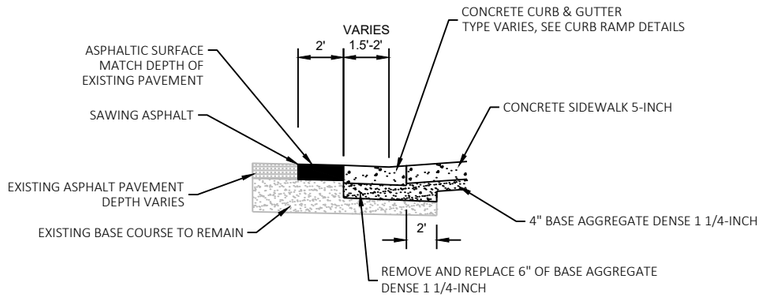
CONCRETE CURB & GUTTER 24-INCH



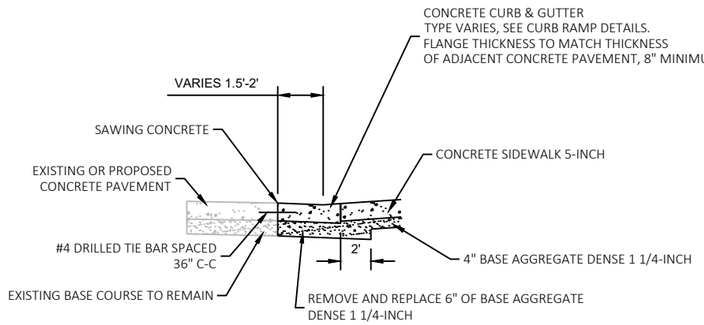
DETAIL FOR CURB & GUTTER 1 1/4" MOUNTABLE 24-INCH TYPE A



DETAIL FOR CURB & GUTTER 1 1/4" MOUNTABLE 24-INCH TYPE A REVERSE SLOPE

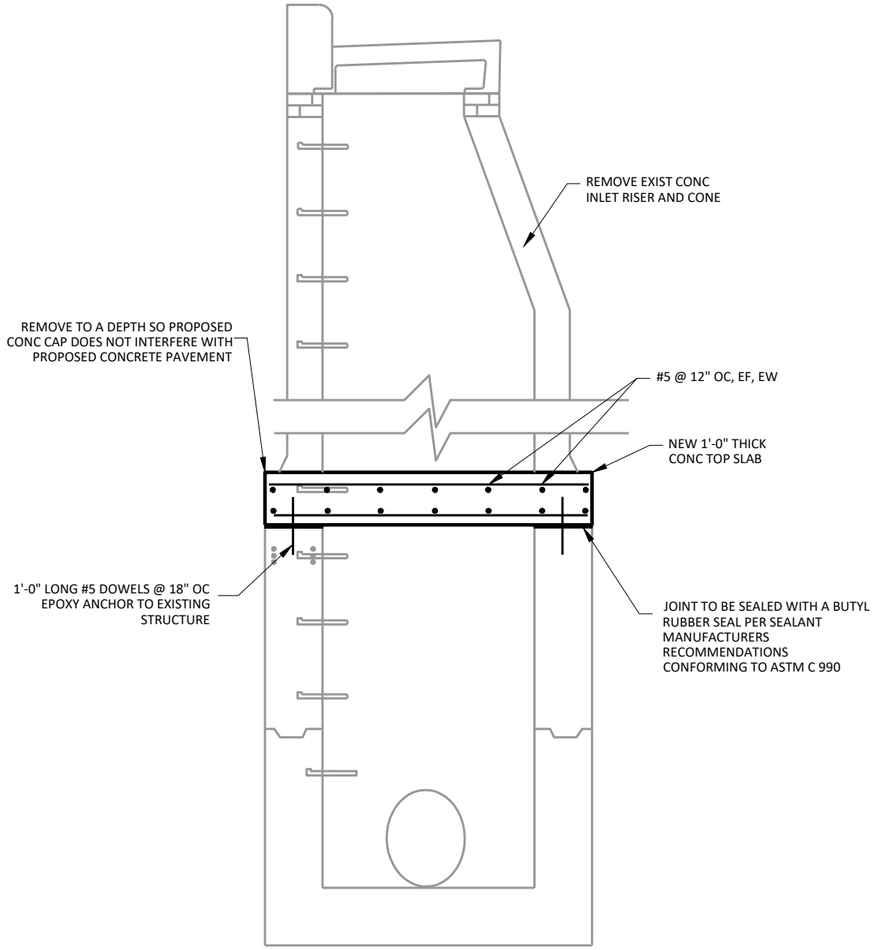


SECTION A-A
ASPHALT PAVEMENT



SECTION A-A
CONCRETE PAVEMENT

CURB & GUTTER AND CURB RAMP REPLACEMENT DETAILS

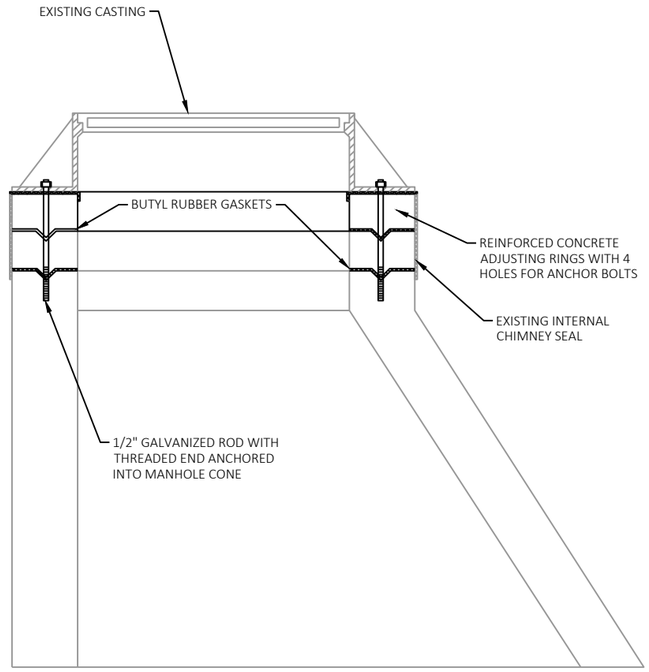


SECTION

REMOVE AND CAP EXISTING DRAINAGE STRUCTURE DETAIL

STA 153+43, 51'LT

2



NOTES:
1. REUSE EXISTING MATERIALS.
2. REMOVE CHIMNEY SEAL IF NECESSARY FOR ADJUSTMENT AND REPLACE ONCE COMPLETE.
3. REPLACE ANCHOR BOLTS AS NECESSARY TO ADEQUATELY ANCHOR TO EXISTING STRUCTURE. INCIDENTAL TO THE ADJUSTING MANHOLES BID ITEM.

ADJUSTING SANITARY MANHOLES DETAIL

2

N

N MAIN ST

N 7TH AVE

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

J + K BUTZ LLC

J + K BUTZ LLC

DISTRICT WB LLC

CITY OF WEST BEND

LAWRENCE T PORTER

HOCHREIN CAPITAL LP

HOCHREIN CAPITAL LP

AREA 1 - HAZMAT SOILS
FROM 4' TO 10' DEPTH
BELOW GROUND SURFACE

AREA 2 - HAZMAT SOILS
FROM 8' TO MAXIMUM EXCAVATION
DEPTH BELOW GROUND SURFACE

AREA 3 - HAZMAT SOILS
FROM 1' TO MAXIMUM EXCAVATION
DEPTH BELOW GROUND SURFACE

SLOPE INTERCEPT

SLOPE INTERCEPT

WASHINGTON ST R/L

7TH AVE R/L

R/W

TLE

RIM = 908.05
12" CONC E = 905.63
12" CONC SW = 905.75

RIM = 909.33
12" CONC NE = 906.00

RIM = 908.82
E = 901.82±
S = 901.82±
W = 901.82±
NW = 902.72±

RIM = 910.10
12" CONC SE = 905.65

12" CLAY N = 902.38
18" CLAY E = 901.83
12" CLAY SE = 901.94
18" CLAY W = 901.93

RIM = 908.18
FABRIC

RIM = 909.51
12" CONC NW = 905.51
12" CONC E = 905.41

RIM = 912.70
12" CONC S = 908.70

RIM = 913.37
FABRIC

RIM = 912.68
12" CONC NE = 907.35±

RIM = 907.84

RIM = 904.44
INACCESSIBLE

12" CONC SE = 900.83

RIM = 906.85

RIM = 908.81

RIM = 904.55

150 151 152 153 154 155 156

34 35 36 37

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAILS - HAZMAT SOILS	SHEET 21	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021002-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/20/2024 9:09 AM

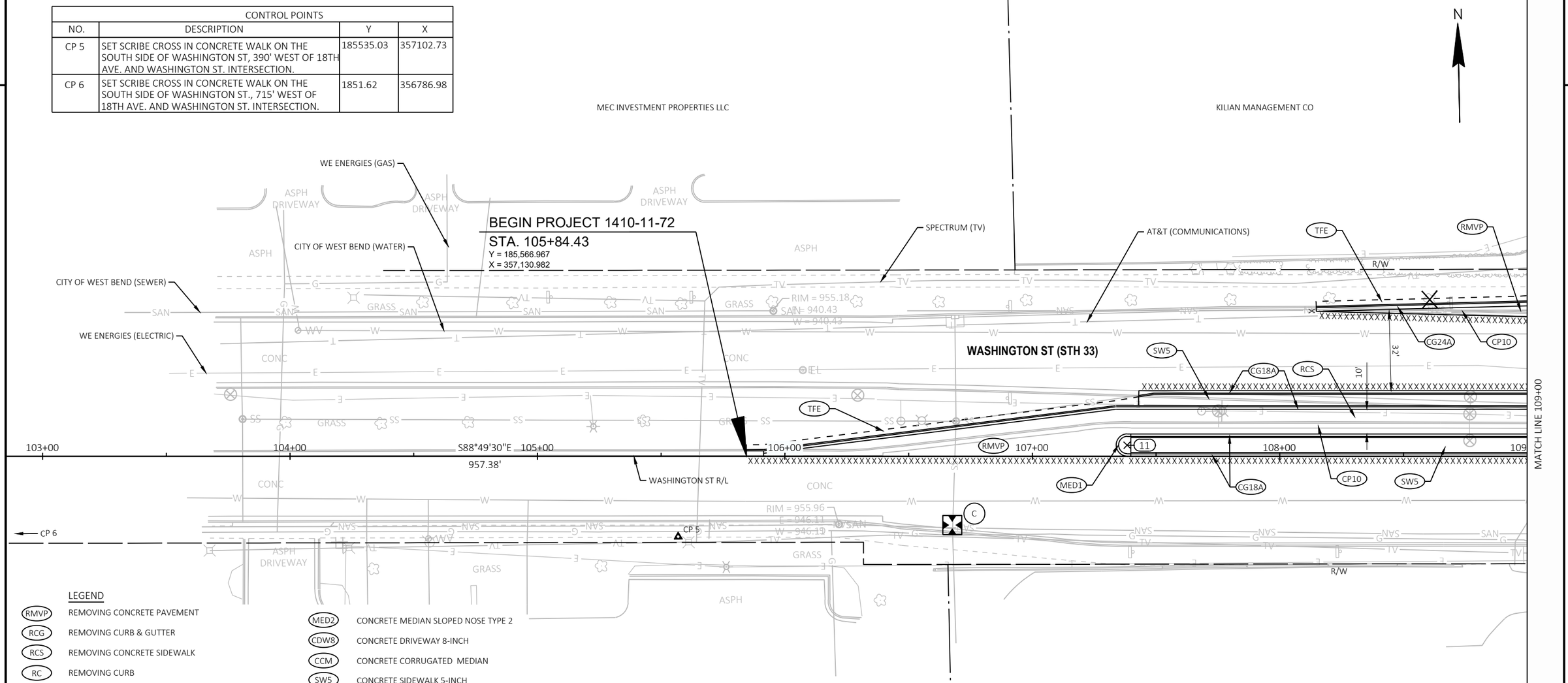
PLOT BY : GEHRING, ALEX

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONTROL POINTS			
NO.	DESCRIPTION	Y	X
CP 5	SET SCRIBE CROSS IN CONCRETE WALK ON THE SOUTH SIDE OF WASHINGTON ST, 390' WEST OF 18TH AVE. AND WASHINGTON ST. INTERSECTION.	185535.03	357102.73
CP 6	SET SCRIBE CROSS IN CONCRETE WALK ON THE SOUTH SIDE OF WASHINGTON ST., 715' WEST OF 18TH AVE. AND WASHINGTON ST. INTERSECTION.	1851.62	356786.98



LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
RC	REMOVING CURB
RBP	REMOVING BRICK PAVERS
ASPH	ASPHALTIC SURFACE (3-INCH DEPTH)
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED
CP09	CONCRETE PAVEMENT 9-INCH, DOWELED
CP08	CONCRETE PAVEMENT 8-INCH, DOWELED
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24S	CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CRM	CONCRETE RAISED MEDIAN
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CDW8	CONCRETE DRIVEWAY 8-INCH
CCM	CONCRETE CORRUGATED MEDIAN
SW5	CONCRETE SIDEWALK 5-INCH
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
YYYYYYY	SAWING ASPHALT
XXXXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

NOTES:
SEE CURB RAMP DETAILS AND PAVING GRADES FOR ADDITIONAL INFORMATION.
SEE STORM SEWER PLANS FOR STORM SEWER REMOVALS.
WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

RADIUS TABLE - STH 33 & 18TH AVE					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
11	107+38.34	4.50' LT	185568.31	357284.95	3.5' R

CONTROL POINTS			
NO.	DESCRIPTION	Y	X
CP 3	SET SCRIBE CROSS IN CONCRETE WALK ON THE SOUTH SIDE OF WASHINGTON ST., 450' EAST OF 18TH AVE. AND WASHINGTON ST. INTERSECTION.	185522.35	358049.10
CP 4	SET SCRIBE CROSS IN CONCRETE WALK ON THE SOUTH SIDE OF WASHINGTON ST, 830' EAST OF 18TH AVE AND WASHINGTON INTERSECTION.	185513.38	358422.00

NOTES:
SEE CURB RAMP DETAILS AND PAVING GRADES FOR ADDITIONAL INFORMATION.
SEE STORM SEWER PLANS FOR STORM SEWER REMOVALS.
WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

PLACE AT FIRST INLET DOWNSTREAM ON NORTHBOUND AND SOUTHBOUND 18TH AVE TRAVEL LANES.

PLACE AT FIRST INLET DOWNSTREAM ON EASTBOUND AND WESTBOUND STH 33 TRAVEL LANES.

KILIAN MANAGEMENT CO

WHITNALL GARDEN WB LLC, LAYTON SOUTH WB LLC

RANDY J SIMON, BRENDA L SIMON

KWIK TRIP INC

FIRST BANK FINANCIAL CENTRE, BANK FIVE NINE

WEST BEND ENTERPRISES LLC

CONTACT THE WASHINGTON COUNTY SURVEYOR BEFORE REMOVING MONUMENTS.

AT&T (COMMUNICATIONS)

SPECTRUM (TV)

WE ENERGIES (GAS)

WE ENERGIES (ELECTRIC)

CUTTING AND CAPPING EXISTING SPRINKLER SYSTEM

CITY OF WEST BEND (SEWER)

CITY OF WEST BEND (WATER)

SECTION CORNER WISDOT PID 1119061.

18TH AVE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

18TH AVE R/L

MATCH LINE 109+00

S88°54'17"E 66.56'

110+00

S88°26'43"E 168.61'

111+00

112+00

113+00 N88°47'53"E 160.62'

114+00 S88°27'43"E 688.84'

115+00

END PROJECT 1410-11-72
STA. 113+58.76

N0°05'53"W 1158.45'

RIM = 949.59
N = 932.85
W = 933.14

RIM = 949.80
N = 932.85
W = 933.64

R/W

TLE

RADIUS TABLE - STH 33 & 18TH AVE					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
1	109+33.44	80.50' LT	185640.30	357481.56	18.0' R
2	110+45.06	86.50' LT	185643.94	357593.86	23.0' R
3	110+72.55	59.00' RT	185497.75	357617.39	33.0' R
4	109+21.75	68.86' RT	185491.21	357466.82	33.0' R
5	109+27.43	22.18' LT	185582.11	357474.36	2.0' R
6	109+35.23	4.50' LT	185564.27	357481.80	3.5' R
7	110+43.96	22.50' LT	185580.00	357591.02	4.0' R
8	110+74.84	3.75' LT	185560.42	357621.38	2.8' R
9	112+73.97	9.51' LT	185564.69	357820.15	1.5' R
10	112+55.08	53.20' LT	185607.97	357800.35	49.0' R
12	109+13.72	48.50' RT	185511.73	357459.21	74.0' R
13	112+01.41	22.10' LT	185575.75	357747.34	4.0' R
14	109+35.87	83.50' LT	185643.24	357484.06	0.0' R
15	109+33.87	83.50' LT	185643.29	357482.06	0.0' R

LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
RC	REMOVING CURB
RBP	REMOVING BRICK PAVERS
ASPH	ASPHALTIC SURFACE (3-INCH DEPTH)
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED
CP09	CONCRETE PAVEMENT 9-INCH, DOWELED
CP08	CONCRETE PAVEMENT 8-INCH, DOWELED
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24S	CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CRM	CONCRETE RAISED MEDIAN
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CDW8	CONCRETE DRIVEWAY 8-INCH
CCM	CONCRETE CORRUGATED MEDIAN
SW5	CONCRETE SIDEWALK 5-INCH
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
YYYYYYY	SAWING ASPHALT
XXXXXXX	SAWING CONCRETE
- - - -	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 23	E

2

CONTROL POINTS			
NO.	DESCRIPTION	Y	X
CP 2	SET SCRIBE CROSS IN CONCRETE WALK AT THE SE QUADRANT OF N. 7TH AVE. AND WASHINGTON ST. INTERSECTION.	185399.56	361902.10

LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
RC	REMOVING CURB
RBP	REMOVING BRICK PAVERS
ASPH	ASPHALTIC SURFACE (3-INCH DEPTH)
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED
CP09	CONCRETE PAVEMENT 9-INCH, DOWELED
CP08	CONCRETE PAVEMENT 8-INCH, DOWELED
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24S	CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CRM	CONCRETE RAISED MEDIAN
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CDW8	CONCRETE DRIVEWAY 8-INCH
CCM	CONCRETE CORRUGATED MEDIAN
SW5	CONCRETE SIDEWALK 5-INCH
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
YYYYYYY	SAWING ASPHALT
XXXXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

NOTES:
SEE CURB RAMP DETAILS AND PAVING GRADES FOR ADDITIONAL INFORMATION.
SEE STORM SEWER PLANS FOR STORM SEWER REMOVALS.
WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

RADIUS TABLE - STH 33 & 7TH ST					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
20	152+13.85	78.96' LT	185540.27	361760.76	33.0' R
21	153+87.52	132.98' LT	185588.88	361935.70	68.0' R
22	154+05.13	99.00' RT	185356.54	361947.57	73.0' R
23	152+20.80	71.88' RT	185389.31	361764.01	35.0' R
24	152+51.01	3.62' LT	185464.05	361796.07	4.0' R
25	151+86.65	2.62' LT	185464.62	361731.70	2.5' R
26	152+76.33	56.29' LT	185515.63	361823.60	3.5' R
27	152+74.95	88.78' LT	185548.15	361823.57	2.5' R
28	153+17.17	50.19' LT	185507.84	361864.15	2.0' R
29	153+16.24	73.67' LT	185531.34	361864.20	2.0' R
30	153+51.81	51.23' LT	185508.04	361897.97	2.0' R
31	153+20.71	16.53' LT	185474.12	361866.03	3.5' R
32	153+62.17	17.08' LT	185473.65	361907.49	2.5' R
33	153+22.75	27.00' RT	185430.55	361867.00	2.0' R
34	153+41.05	26.50' RT	185430.60	361885.30	1.5' R
35	153+25.31	52.64' RT	185404.86	361868.92	2.0' R
36	152+93.26	31.62' RT	185427.08	361836.89	3.5' R

J + K BUTZ LLC

DISTRICT WB LLC

CITY OF WEST BEND (SEWER)

CITY OF WEST BEND (WATER)

TRANSITION CRM TO CG18A IN 10'

N MAIN ST

N 7TH AVE

WASHINGTON ST (STH 33)

N0°20'27"W 737.00'

S87°37'54"E 66.75'

S88°35'06"E 330.97'

BEGIN PROJECT
1410-11-71
STA. 150+37.23
Y = 185,464.710
X = 361,582.243

END PROJECT 1410-11-71
STA. 155+78.98

PLACE AT FIRST INLET IN MEDIAN DOWNSTREAM ON EASTBOUND AND WESTBOUND STH 33 TRAVEL LANES.

WE ENERGIES (GAS)

AT&T (COMMUNICATIONS)

WASHINGTON ST R/L

7TH AVE R/L

CITY OF WEST BEND

WEST BEND FIRE STATION

LAWRENCE T PORTER

AREA UNDER CONSTRUCTION DURING DESIGN. VERIFY GRADES AND LAYOUT PRIOR TO CONSTRUCTION.

DOWNTOWN WEST BEND HISTORIC DISTRICT

HOCHREIN CAPITAL LP

WE ENERGIES (ELECTRIC)

MATCH LINE 34+00

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS	SHEET 24	E

MATCH LINE 34+00

NOTES:
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WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

CITY OF WEST BEND

WEST BEND FIRE STATION

CEDAR ST

N 7TH AVE

DOWNTOWN WEST BEND HISTORIC DISTRICT

LAWRENCE T PORTER

LAWRENCE T PORTER

AT&T (COMMUNICATIONS)

WE ENERGIES (ELECTRIC)

SPECTRUM (TV)

WE ENERGIES (GAS)

CITY OF WEST BEND (WATER)

CITY OF WEST BEND (SEWER)

7TH AVE R/L

N0°20'27"W 737.00'

CP 1

CONTROL POINTS			
NO.	DESCRIPTION	Y	X
CP 1	SET SCRIBE CROSS IN CONCRETE WALK NORTH SIDE OF CEDAR ST., 35 FT WEST OF NORTH 7TH AVE. AND CEDAR ST. INTERSECTION.	185217.06	361765.10

RADIUS TABLE - STH 33 & 7TH ST					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
37	152+97.37	90.68' RT	185367.91	361838.56	2.5' R

LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
RC	REMOVING CURB
RBP	REMOVING BRICK PAVERS
ASPH	ASPHALTIC SURFACE (3-INCH DEPTH)
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED
CP09	CONCRETE PAVEMENT 9-INCH, DOWELED
CP08	CONCRETE PAVEMENT 8-INCH, DOWELED
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24S	CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CRM	CONCRETE RAISED MEDIAN
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CDW8	CONCRETE DRIVEWAY 8-INCH
CCM	CONCRETE CORRUGATED MEDIAN
SW5	CONCRETE SIDEWALK 5-INCH
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
YYYYYYY	SAWING ASPHALT
XXXXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

RADIUS TABLE - STH 33 & RIVER RD					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
50	214+53.08	106.99' LT	185539.41	367997.25	48.0' R
51	216+37.84	121.84' LT	185553.40	368184.19	58.0' R
52	216+51.82	84.00' RT	185347.36	368194.88	58.0' R
53	214+72.81	94.04' RT	185338.44	368017.44	43.5' R
54	215+18.21	4.50' LT	185437.08	368062.61	3.5' R
55	213+71.52	3.50' LT	185435.74	367915.93	2.5' R
56	215+19.65	50.00' LT	185482.58	368063.95	2.0' R
57	215+06.22	50.00' LT	185482.55	368050.52	2.0' R
58	215+17.66	85.70' LT	185518.28	368061.88	2.0' R
59	215+41.31	53.01' LT	185485.64	368085.60	3.5' R
60	215+40.16	148.92' LT	185581.55	368084.24	2.5' R
61	215+74.86	52.15' LT	185484.72	368120.11	2.0' R
62	215+74.60	65.27' LT	185497.84	368120.06	2.0' R

RADIUS TABLE - STH 33 & RIVER RD					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
63	216+00.13	53.37' LT	185485.54	368145.40	2.0' R
64	215+79.03	18.50' LT	185451.01	368123.74	3.5' R
67	217+20.61	108.59' RT	185322.03	368266.38	151.0' R
68	215+93.41	27.00' RT	185405.28	368137.40	2.0' R
69	215+73.45	27.00' RT	185405.60	368117.44	2.0' R
70	215+74.68	73.58' RT	185359.01	368117.92	2.0' R
71	215+51.20	31.07' RT	185401.58	368095.68	3.5' R
72	215+48.85	134.71' RT	185297.94	368093.57	2.5' R
73	215+16.74	29.08' RT	185403.50	368061.23	2.0' R
74	215+16.24	44.59' RT	185387.98	368060.76	2.0' R
75	214+71.83	30.17' RT	185402.30	368016.32	2.0' R
76	216+44.50	102.74' LT	185534.19	368190.55	35.0' R
77	216+51.12	87.96' RT	185343.41	368194.12	55.0' R

ST VINCENT DE PAUL

PCS WEALTH LLC

ST VINCENT DE PAUL

CONTACT THE WASHINGTON COUNTY SURVEYOR BEFORE REMOVING MONUMENTS.

HETZEL HOLDINGS LLC

CONTACT THE WASHINGTON COUNTY SURVEYOR BEFORE REMOVING MONUMENTS.

CITY OF WEST BEND (WATER)

WASHINGTON ST (STH 33)

BEGIN PROJECT 1410-11-73
STA. 212+38.89
Y = 185,432.282
X = 367,783.306

211+00 212+00 213+00 214+00 N89°52'08"E 292.60' 215+00 216+00 S89°05'07"E 140.57' 217+00

WASHINGTON ST R/L

WE ENERGIES (GAS)

AT&T (COMMUNICATIONS)

CITY OF WEST BEND (SEWER)

WE ENERGIES (ELECTRIC)

W7 PROPERTIES LLC

N7°40'59"W 55.39'

N0°13'10"W 155.67'

N RIVER RD

S RIVER RD

N1°43'13"E 168.08'

SECTION CORNER
WISDOT PID 1119065

RIVERSIDE PARK

RIVERFRONT PARKWAY

CITY OF WEST BEND

PARKLAND BOUNDARY

WETLAND BOUNDARY

RIVER RD R/L

TO 67

MATCH LINE 54+00

MATCH LINE 217+00

LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
RC	REMOVING CURB
RBP	REMOVING BRICK PAVERS
ASPH	ASPHALTIC SURFACE (3-INCH DEPTH)
CP10	CONCRETE PAVEMENT 10-INCH, DOWELED
CP09	CONCRETE PAVEMENT 9-INCH, DOWELED
CP08	CONCRETE PAVEMENT 8-INCH, DOWELED
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24S	CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
CCP	CONCRETE CURB PEDESTRIAN
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CRM	CONCRETE RAISED MEDIAN
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CDW8	CONCRETE DRIVEWAY 8-INCH
CCM	CONCRETE CORRUGATED MEDIAN
SW5	CONCRETE SIDEWALK 5-INCH
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
	SAWING ASPHALT
	SAWING CONCRETE
	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

NOTES:
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WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

2

MATCH LINE 54+00

RIVERSIDE PARK

RIVERFRONT PARKWAY

S RIVER RD

PARKLAND BOUNDARY

RCS
SW5
RCG
TFE
CP09
CG24A
R/W
CCM
BM 5000
+51.06
252.99' RT
RIVER RD R/L
WE ENERGIES (GAS)
WE ENERGIES (ELECTRIC)
WETLAND BOUNDARY
WETLAND BOUNDARY
N0°39'23"W
371.00'
BM 5001

53
52
51

N

NOTES:
SEE CURB RAMP DETAILS AND PAVING GRADES FOR ADDITIONAL INFORMATION.
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WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

BENCHMARKS		
NO.	DESCRIPTION	ELEVATION
BM 5000	HMOD LOCATED IN SW QUADRANT ON THE WEST SIDE OF SOUTH RIVER RD., 215' SOUTH OF WASHINGTON ST. AND RIVER RD. INTERSECTION. Y=185177.14, X=368063.44	887.05
BM 5001	RBM CONCRETE MONUMENT WITH BRASS CAP ON SOUTH RIVER RD, LOCATED SW 1/4 NW 1/4 SECTION 13 T11N R19E. Y=182772.52, X=368086.63	921.37

LEGEND

- RMVP — REMOVING CONCRETE PAVEMENT
- RCG — REMOVING CURB & GUTTER
- RCS — REMOVING CONCRETE SIDEWALK
- RC — REMOVING CURB
- RBP — REMOVING BRICK PAVERS
- ASPH — ASPHALTIC SURFACE (3-INCH DEPTH)
- CP10 — CONCRETE PAVEMENT 10-INCH, DOWELED
- CP09 — CONCRETE PAVEMENT 9-INCH, DOWELED
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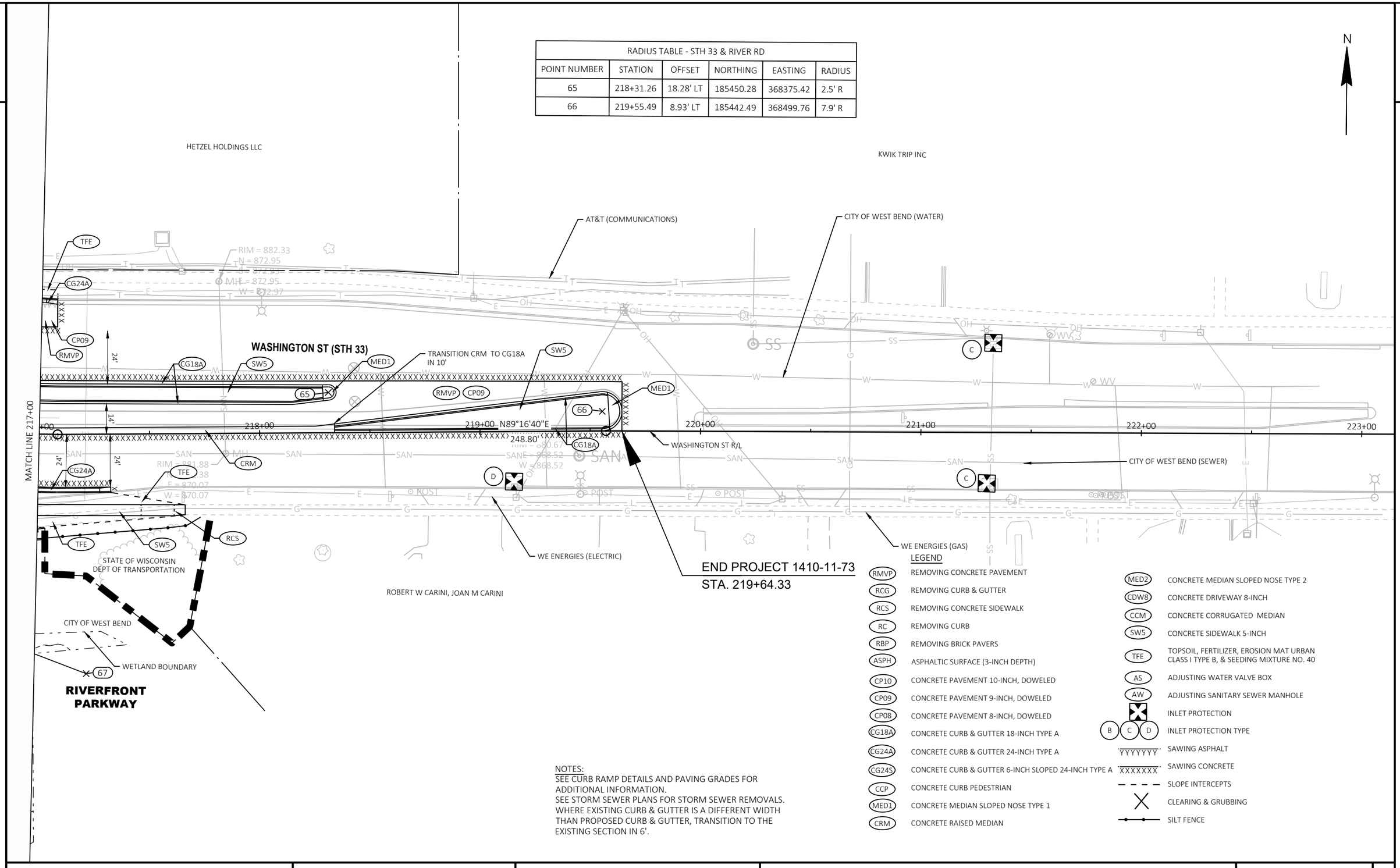
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG24S — CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A
- CCP — CONCRETE CURB PEDESTRIAN
- MED1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CRM — CONCRETE RAISED MEDIAN
- MED2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CDW8 — CONCRETE DRIVEWAY 8-INCH
- CCM — CONCRETE CORRUGATED MEDIAN
- SW5 — CONCRETE SIDEWALK 5-INCH
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
- AS — ADJUSTING WATER VALVE BOX
- AW — ADJUSTING SANITARY SEWER MANHOLE
- INLET PROTECTION
- B C D — INLET PROTECTION TYPE
- YYYYYYY — SAWING ASPHALT
- XXXXXXX — SAWING CONCRETE
- SLOPE INTERCEPTS
- CLEARING & GRUBBING
- SILT FENCE

RADIUS TABLE - STH 33 & RIVER RD					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
65	218+31.26	18.28' LT	185450.28	368375.42	2.5' R
66	219+55.49	8.93' LT	185442.49	368499.76	7.9' R



NOTES:
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SEE STORM SEWER PLANS FOR STORM SEWER REMOVALS.
WHERE EXISTING CURB & GUTTER IS A DIFFERENT WIDTH THAN PROPOSED CURB & GUTTER, TRANSITION TO THE EXISTING SECTION IN 6'.

LEGEND

RMVP	REMOVING CONCRETE PAVEMENT
RCG	REMOVING CURB & GUTTER
RCS	REMOVING CONCRETE SIDEWALK
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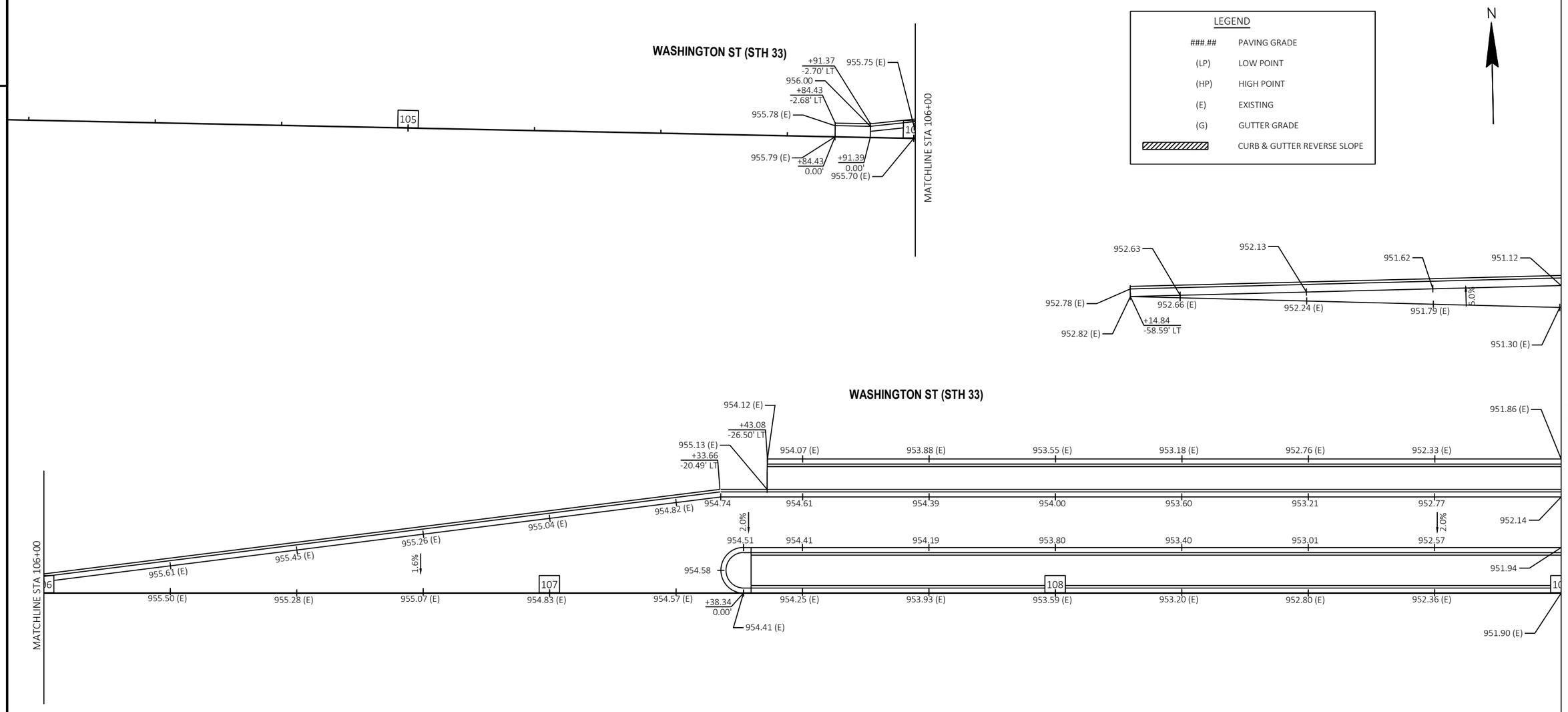
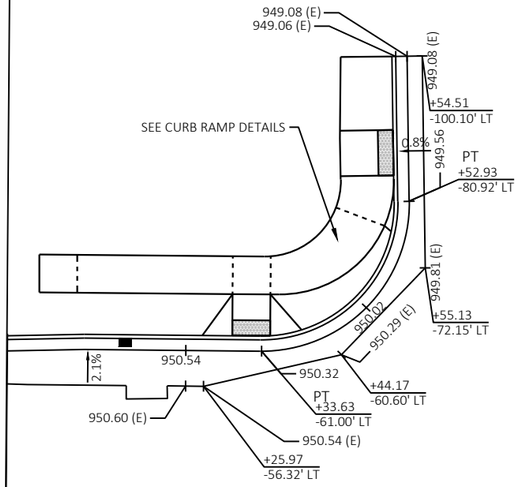
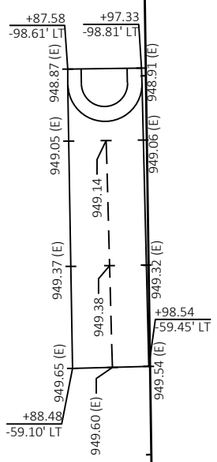
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, & SEEDING MIXTURE NO. 40
AS	ADJUSTING WATER VALVE BOX
AW	ADJUSTING SANITARY SEWER MANHOLE
	INLET PROTECTION
B C D	INLET PROTECTION TYPE
YYYYYYY	SAWING ASPHALT
XXXXXXX	SAWING CONCRETE
	SLOPE INTERCEPTS
	CLEARING & GRUBBING
	SILT FENCE

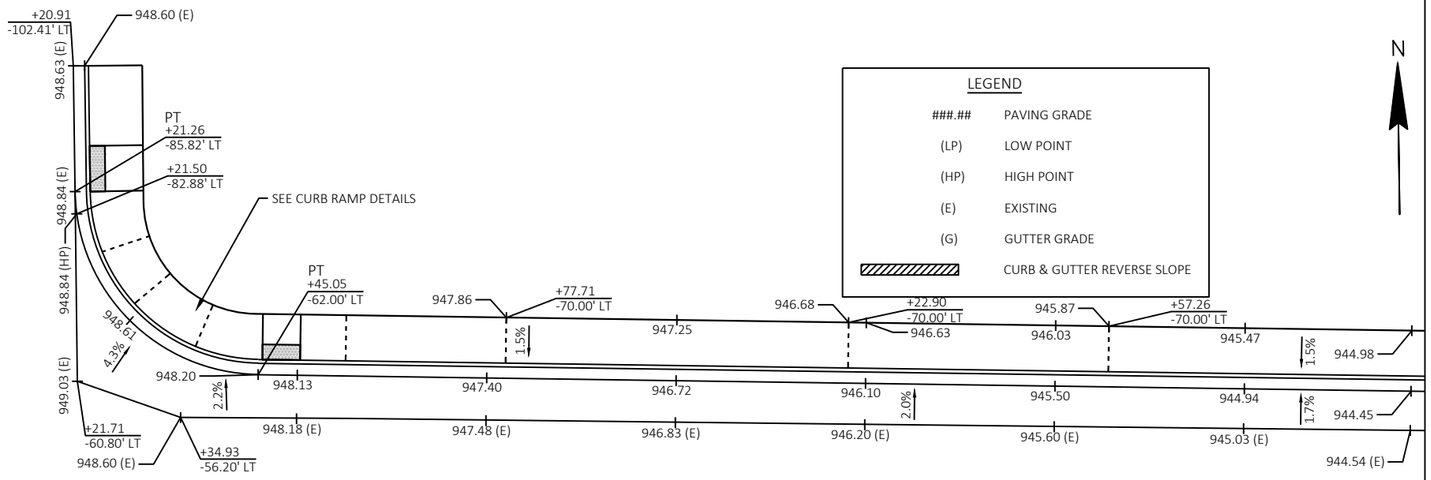
2

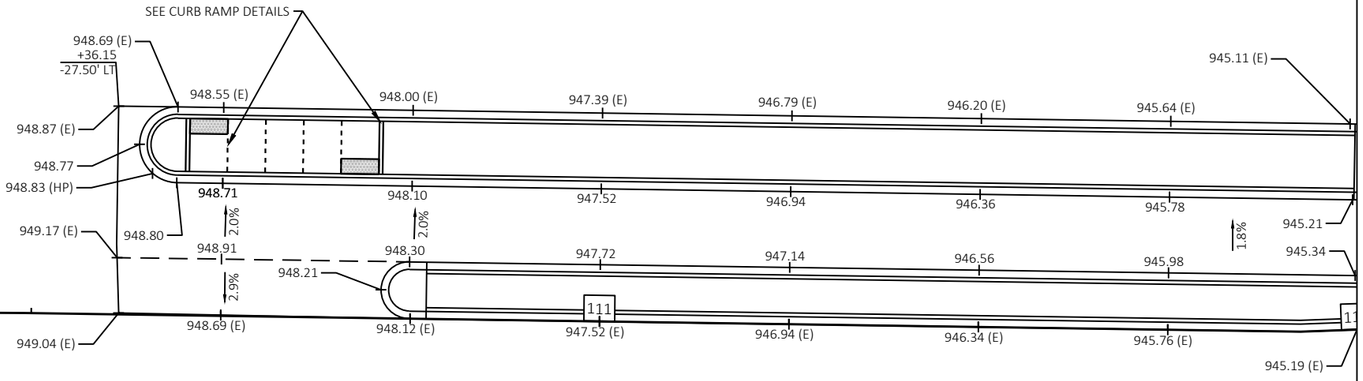


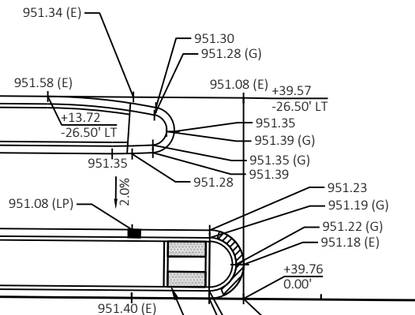
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 29	E

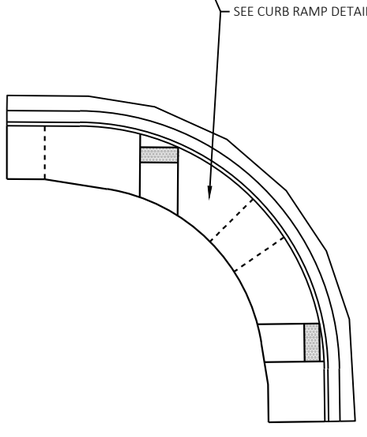


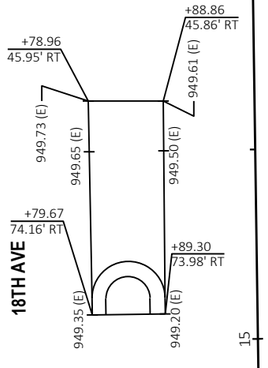


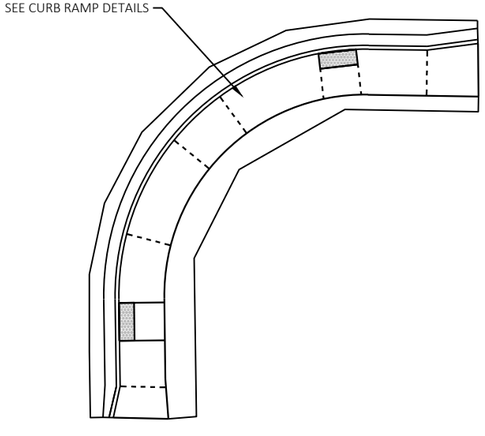












MATCH LINE 109+00

MATCHLINE STA 112+00

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 30	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021201-PG.DWG
LAYOUT NAME - 02

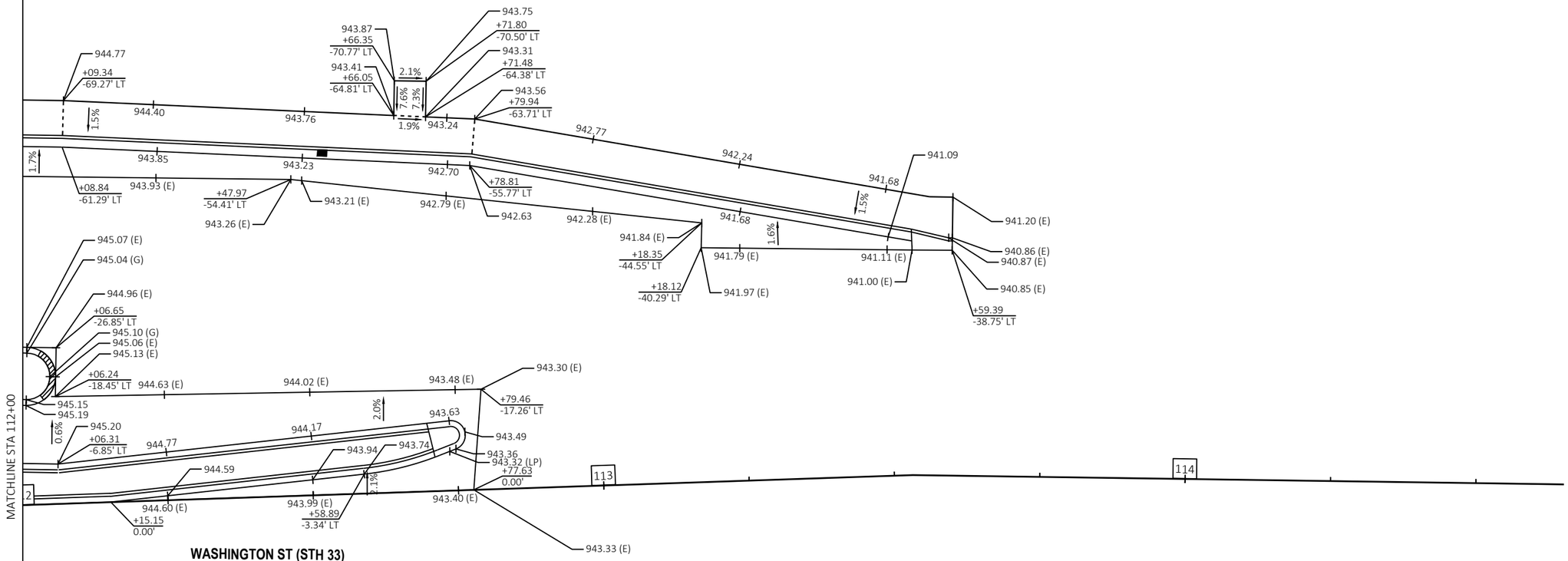
PLOT DATE : 10/29/2024 12:46 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

LEGEND

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



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 31 E

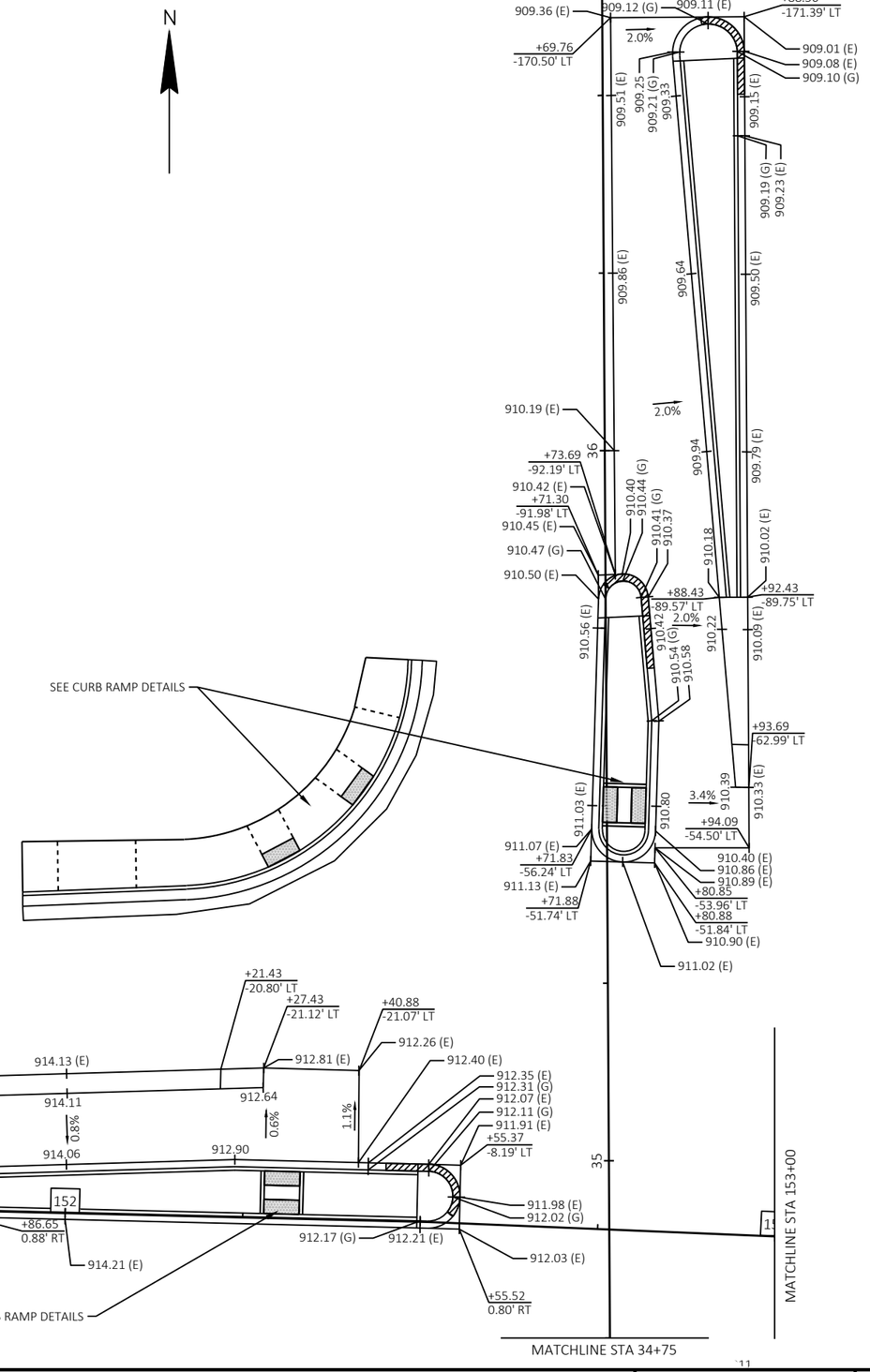
FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021201-PG.DWG
LAYOUT NAME - 02B
PLOT DATE : 10/20/2024 10:41 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

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

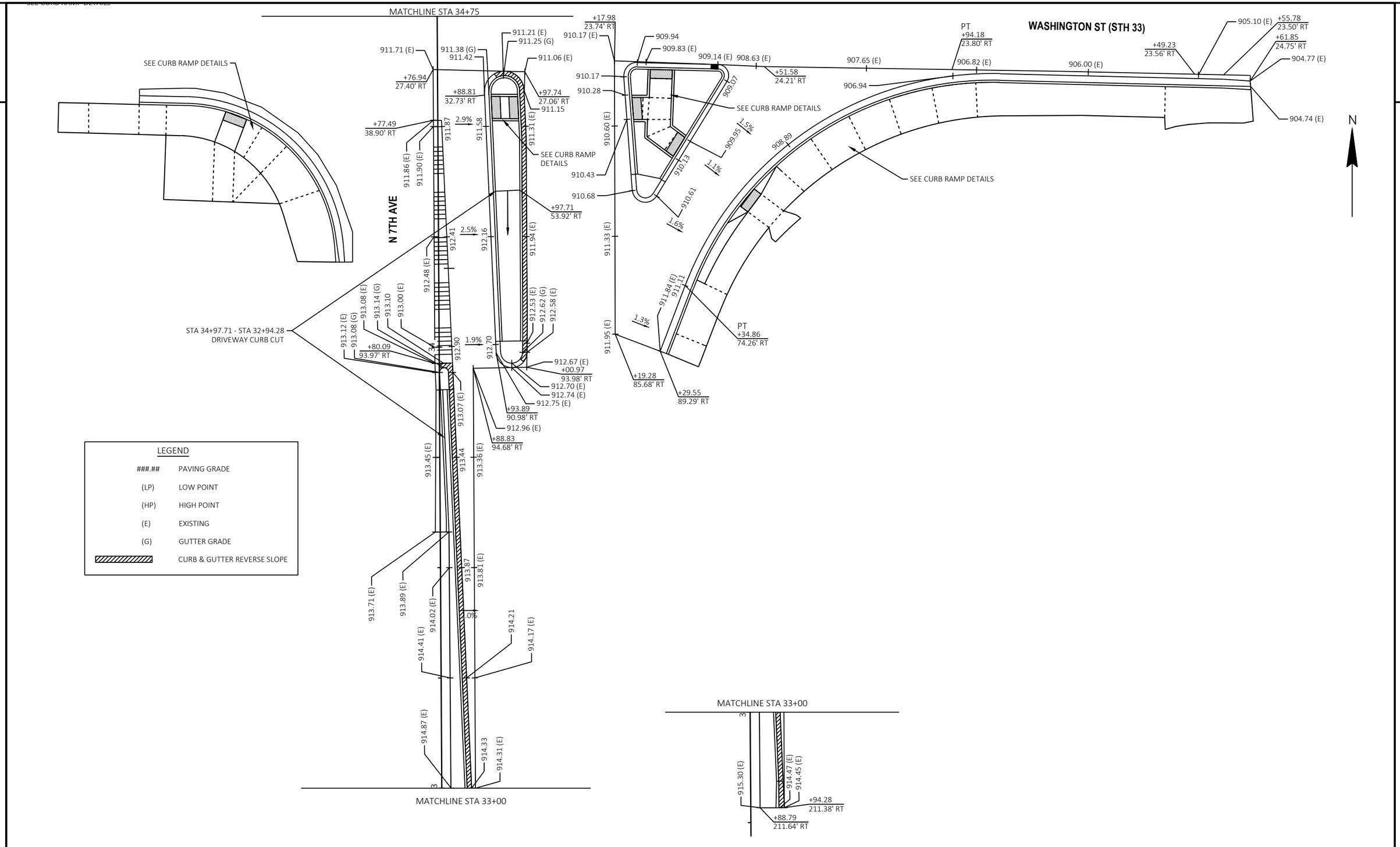
N



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 32	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021201-PG.DWG
LAYOUT NAME - 04

PLOT DATE : 10/20/2024 10:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT



LEGEND

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

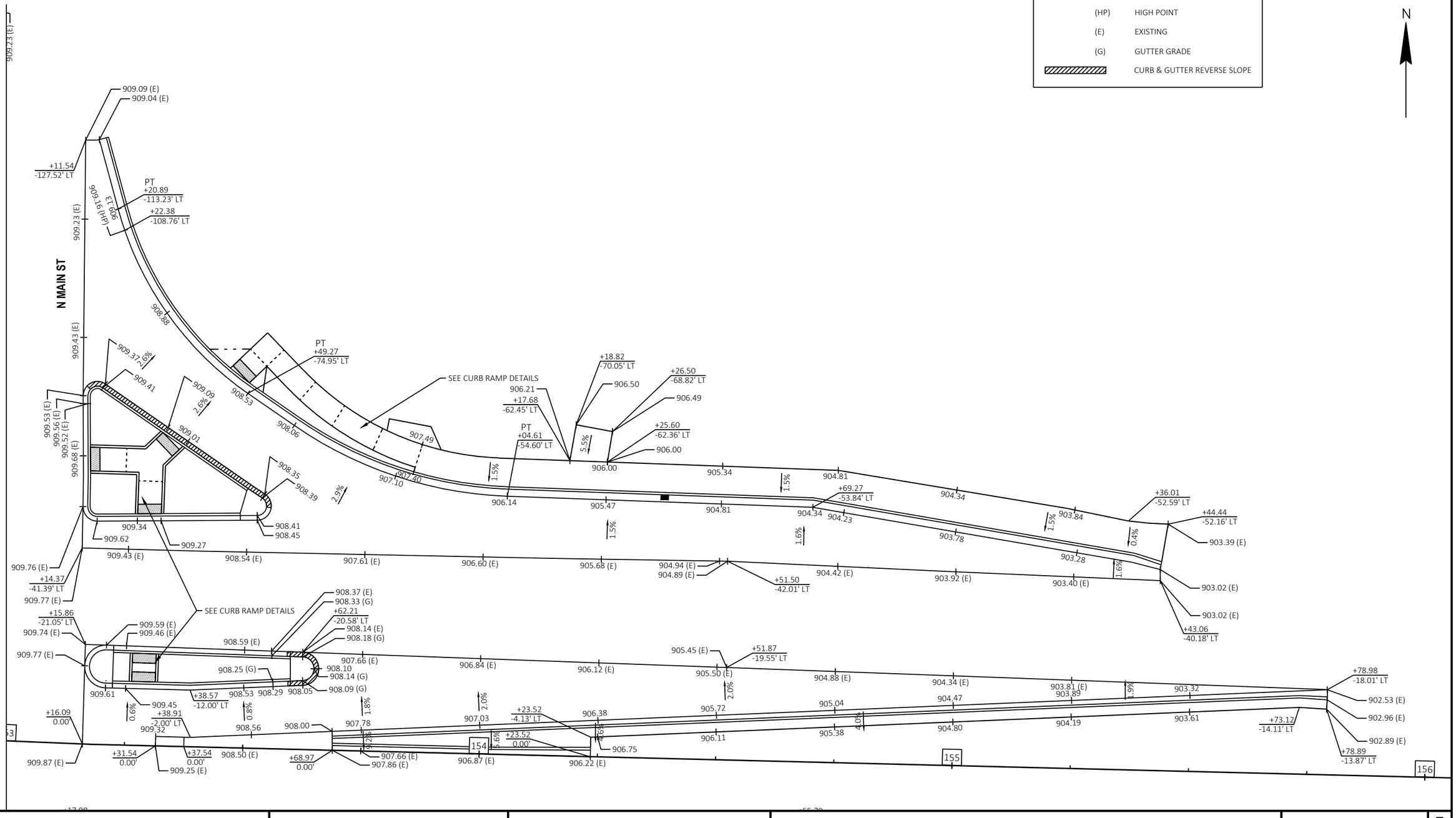
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 33	E

2

LEGEND

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

N

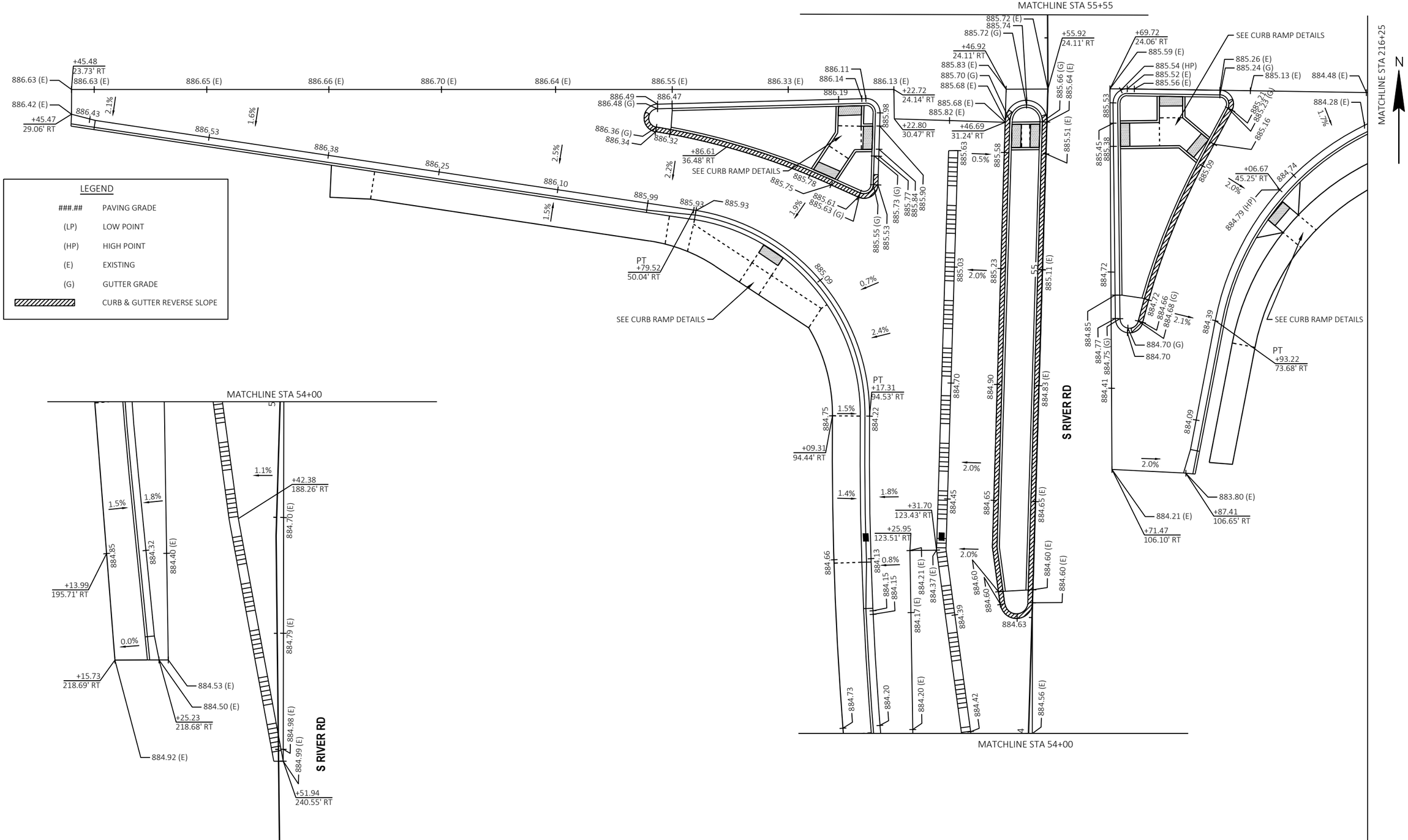


PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 34	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021201-PG.DWG
LAYOUT NAME - 03

PLOT DATE : 10/20/2024 10:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 35 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021201-PG.DWG
LAYOUT NAME - 07

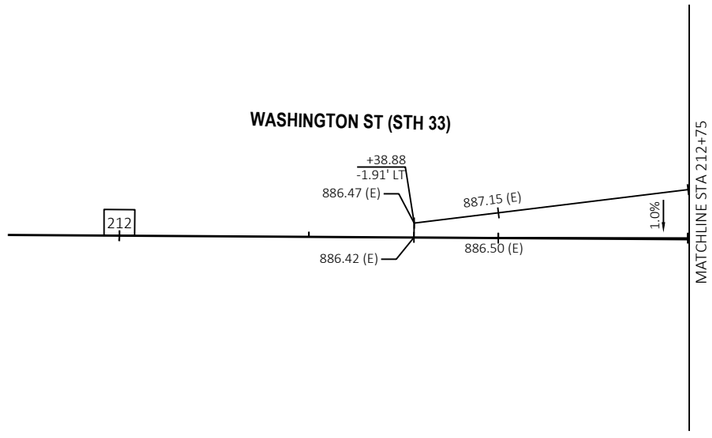
PLOT DATE : 10/20/2024 10:41 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT

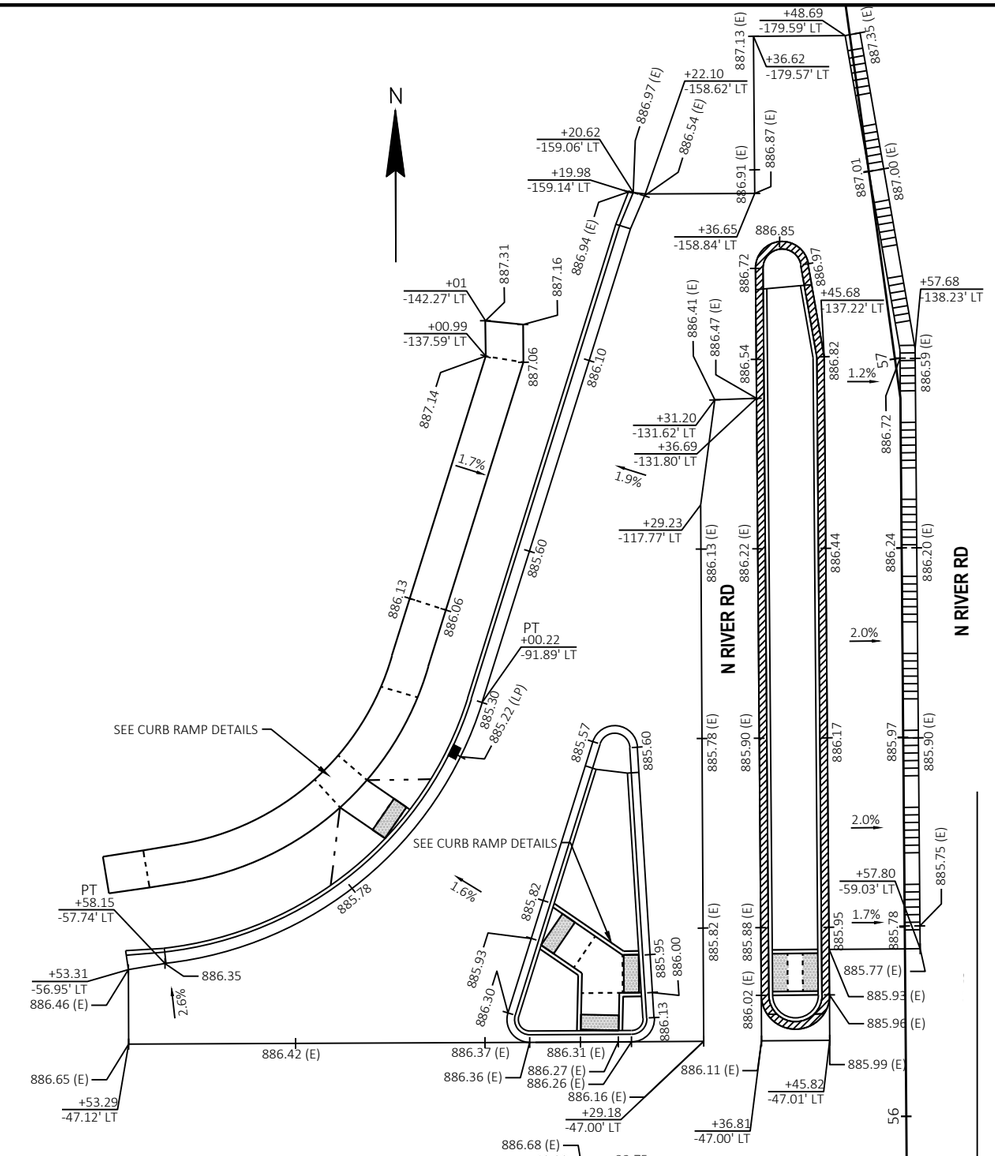
WISDOT/CADDS SHEET 42

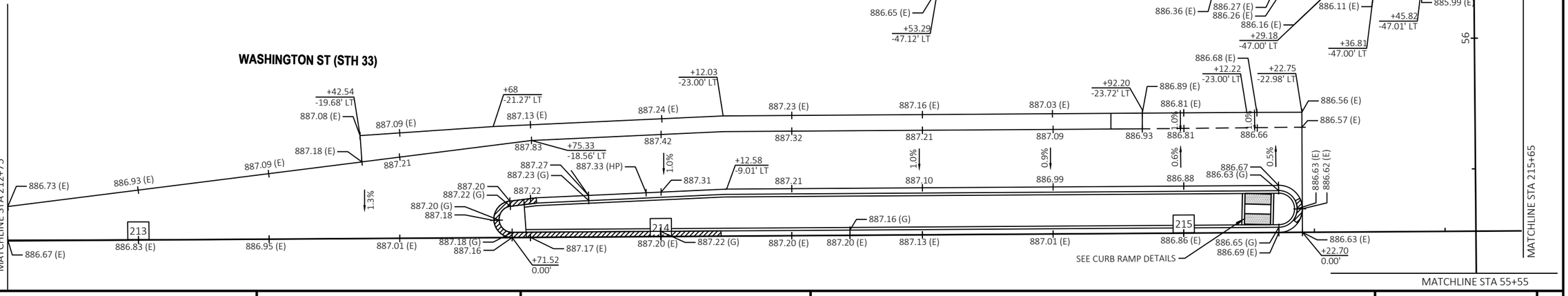
2

LEGEND

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







PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 36 E

2

N RIVER RD

LEGEND

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

N

SEE CURB RAMP DETAILS

SEE CURB RAMP DETAILS

MATCHLINE STA 218+50

WASHINGTON ST (STH 33)

MATCHLINE STA 215+65

MATCHLINE STA 216+25

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVING GRADES	SHEET 37	E

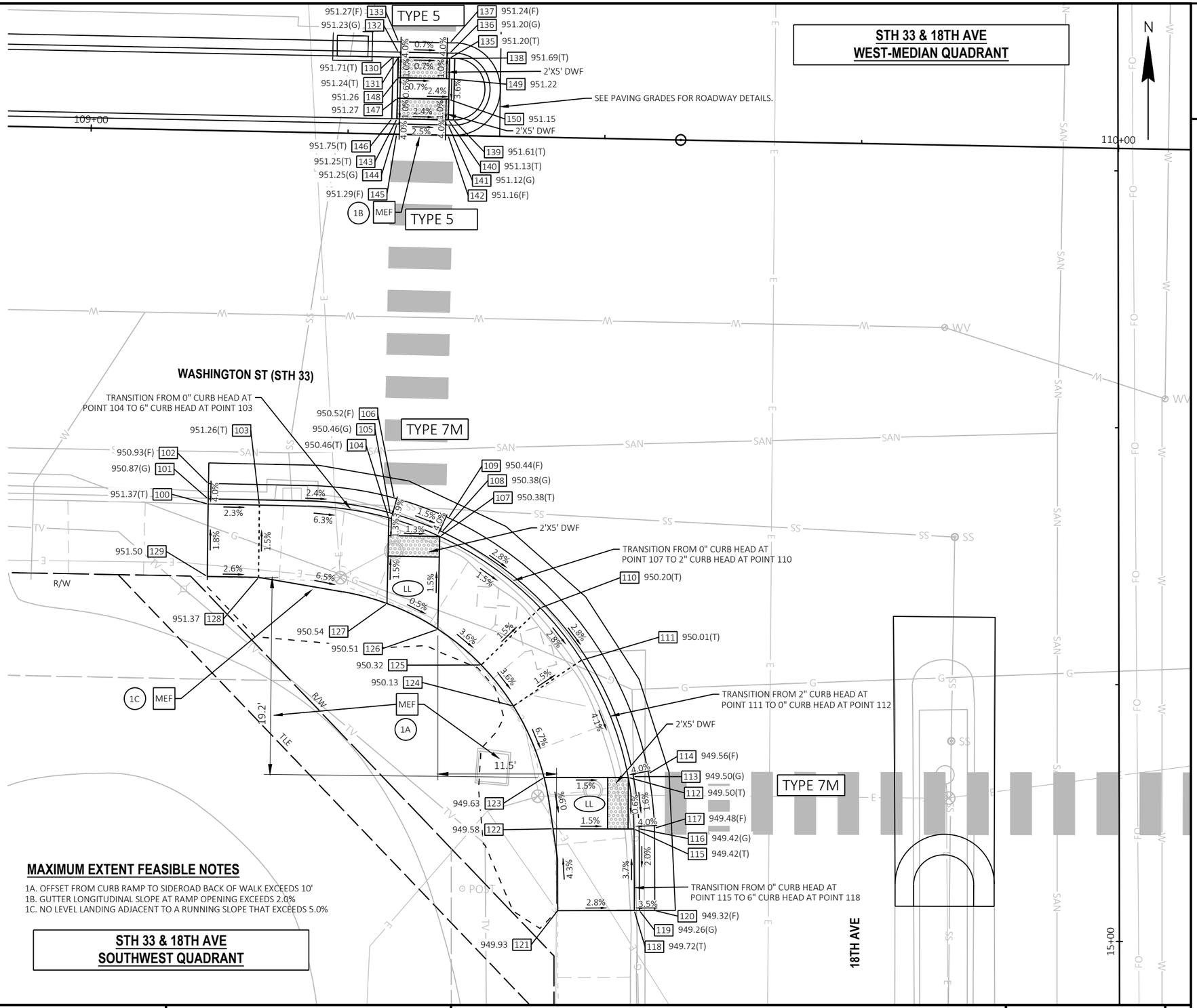
2

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)



MAXIMUM EXTENT FEASIBLE NOTES

1A. OFFSET FROM CURB RAMP TO SIDEROAD BACK OF WALK EXCEEDS 10'
1B. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%
1C. NO LEVEL LANDING ADJACENT TO A RUNNING SLOPE THAT EXCEEDS 5.0%

STH 33 & 18TH AVE
SOUTHWEST QUADRANT

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 38	E

2

N

18th Ave - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	109+12.12	36.36' R	951.37	185523.90	357457.85
101	109+12.12	35.86' R	950.87	185524.40	357457.86
102	109+12.12	34.36' R	950.93	185525.90	357457.89
103	109+17.12	36.36' R	951.26	185523.79	357462.85
104	109+29.73	37.35' R	950.46	185522.54	357475.44
105	109+29.85	36.87' R	950.46	185523.02	357475.57
106	109+30.22	35.41' R	950.52	185524.47	357475.97
107	109+34.73	39.06' R	950.38	185520.73	357480.41
108	109+34.93	38.60' R	950.38	185521.18	357480.61
109	109+35.53	37.23' R	950.44	185522.55	357481.24
110	109+44.65	45.80' R	950.20	185513.80	357490.18
111	109+48.78	50.80' R	950.01	185508.70	357494.21
112	109+53.55	62.13' R	949.50	185497.28	357498.75
113	109+54.04	62.03' R	949.50	185497.37	357499.24
114	109+55.50	61.72' R	949.56	185497.65	357500.71
115	109+54.20	67.12' R	949.42	185492.28	357499.30
116	109+54.70	67.10' R	949.42	185492.29	357499.80
117	109+56.20	67.01' R	949.48	185492.34	357501.30
118	109+54.40	75.06' R	949.72	185484.33	357499.33
119	109+54.90	75.05' R	949.26	185484.34	357499.83
120	109+56.40	75.02' R	949.32	185484.34	357501.33
121	109+46.95	75.23' R	949.93	185484.32	357491.88
122	109+46.34	67.27' R	949.58	185492.29	357491.43

18th Ave - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
123	109+45.36	62.29' R	949.63	185497.29	357490.55
124	109+42.22	55.40' R	950.13	185504.24	357487.56
125	109+39.01	51.47' R	950.32	185508.24	357484.43
126	109+34.73	48.08' R	950.51	185511.72	357480.22
127	109+29.73	45.69' R	950.54	185514.20	357475.27
128	109+17.18	43.39' R	951.37	185516.76	357462.77
129	109+12.18	43.40' R	951.50	185516.86	357457.77
130	109+29.23	7.50' L	951.71	185567.40	357475.86
131	109+29.73	7.50' L	951.24	185567.39	357476.36
132	109+29.73	8.00' L	951.23	185567.89	357476.37
133	109+29.73	9.00' L	951.27	185568.88	357476.39
135	109+34.73	7.50' L	951.20	185567.28	357481.36
136	109+34.73	8.00' L	951.20	185567.78	357481.37
137	109+34.73	9.00' L	951.24	185568.78	357481.39
138	109+35.24	7.50' L	951.69	185567.27	357481.87
139	109+35.23	1.50' L	951.61	185561.27	357481.74
140	109+34.73	1.50' L	951.13	185561.28	357481.24
141	109+34.73	1.00' L	951.12	185560.78	357481.23
142	109+34.73	0.00'	951.16	185559.78	357481.21
143	109+29.73	1.50' L	951.25	185561.39	357476.24
144	109+29.73	1.00' L	951.25	185560.89	357476.23
145	109+29.73	0.00'	951.29	185559.89	357476.21
146	109+29.23	1.50' L	951.75	185561.40	357475.74

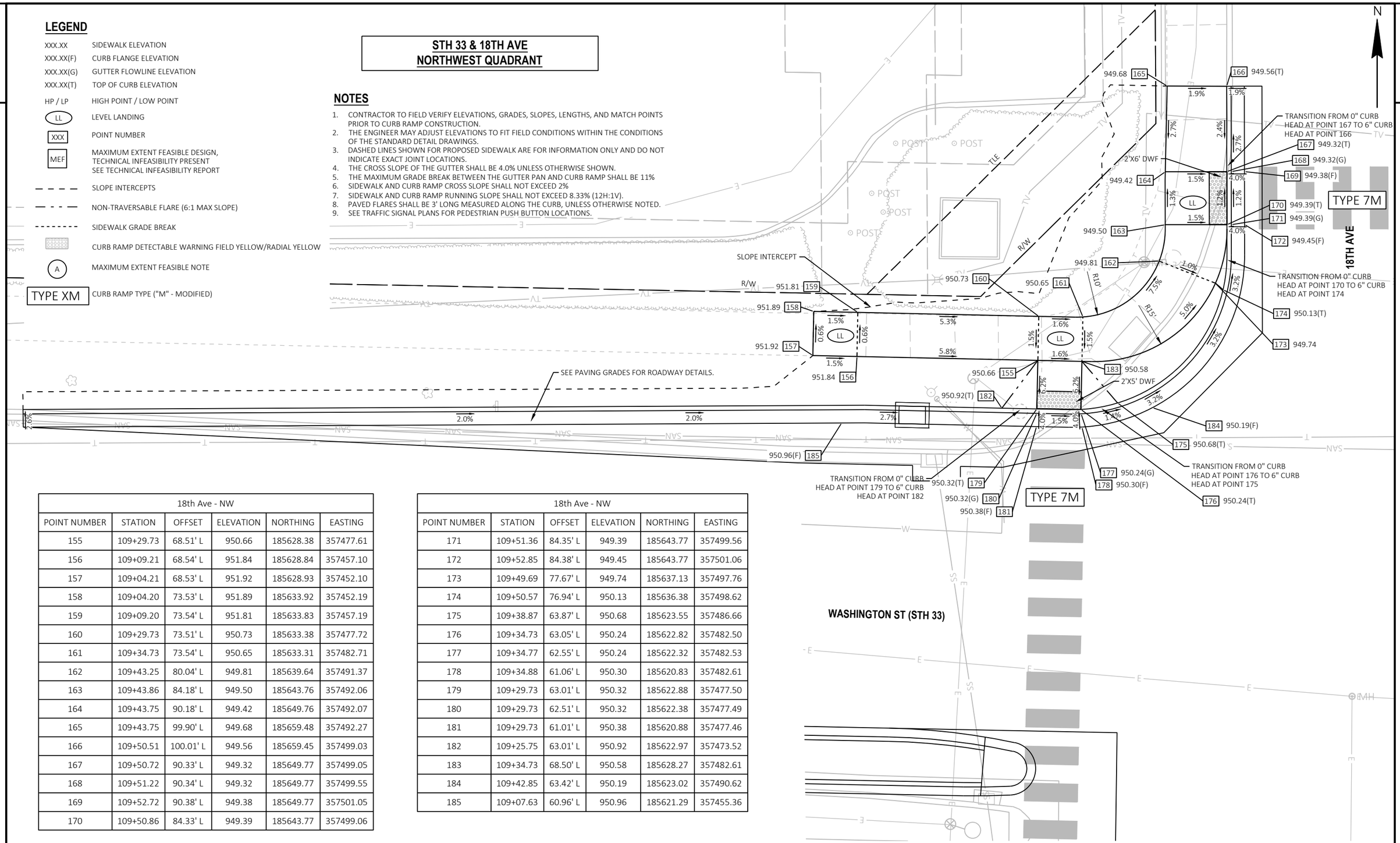
LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

STH 33 & 18TH AVE
NORTHWEST QUADRANT

NOTES

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

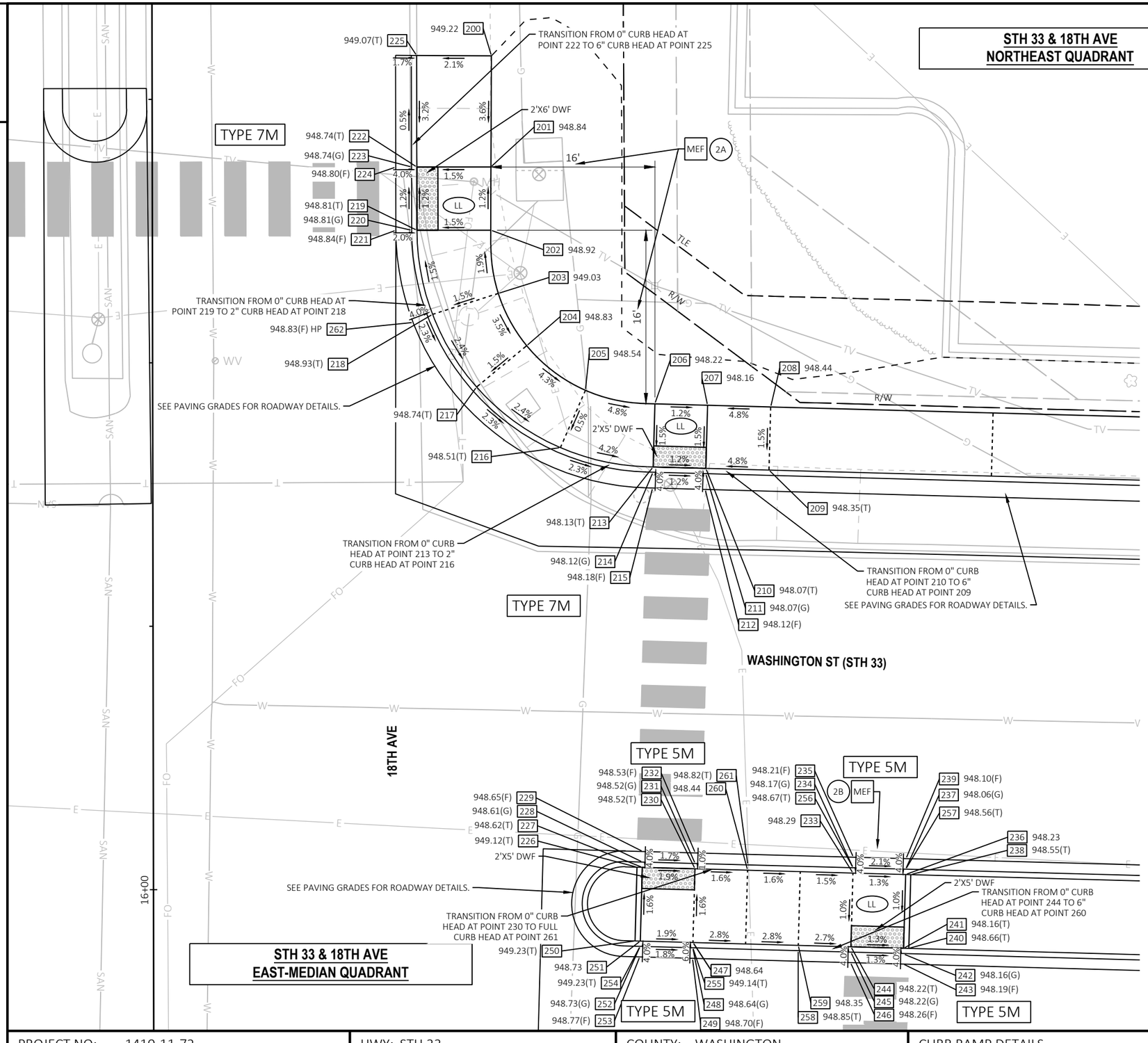


18th Ave - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
155	109+29.73	68.51' L	950.66	185628.38	357477.61
156	109+09.21	68.54' L	951.84	185628.84	357457.10
157	109+04.21	68.53' L	951.92	185628.93	357452.10
158	109+04.20	73.53' L	951.89	185633.92	357452.19
159	109+09.20	73.54' L	951.81	185633.83	357457.19
160	109+29.73	73.51' L	950.73	185633.38	357477.72
161	109+34.73	73.54' L	950.65	185633.31	357482.71
162	109+43.25	80.04' L	949.81	185639.64	357491.37
163	109+43.86	84.18' L	949.50	185643.76	357492.06
164	109+43.75	90.18' L	949.42	185649.76	357492.07
165	109+43.75	99.90' L	949.68	185659.48	357492.27
166	109+50.51	100.01' L	949.56	185659.45	357499.03
167	109+50.72	90.33' L	949.32	185649.77	357499.05
168	109+51.22	90.34' L	949.32	185649.77	357499.55
169	109+52.72	90.38' L	949.38	185649.77	357501.05
170	109+50.86	84.33' L	949.39	185643.77	357499.06

18th Ave - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
171	109+51.36	84.35' L	949.39	185643.77	357499.56
172	109+52.85	84.38' L	949.45	185643.77	357501.06
173	109+49.69	77.67' L	949.74	185637.13	357497.76
174	109+50.57	76.94' L	950.13	185636.38	357498.62
175	109+38.87	63.87' L	950.68	185623.55	357486.66
176	109+34.73	63.05' L	950.24	185622.82	357482.50
177	109+34.77	62.55' L	950.24	185622.32	357482.53
178	109+34.88	61.06' L	950.30	185620.83	357482.61
179	109+29.73	63.01' L	950.32	185622.88	357477.50
180	109+29.73	62.51' L	950.32	185622.38	357477.49
181	109+29.73	61.01' L	950.38	185620.88	357477.46
182	109+25.75	63.01' L	950.92	185622.97	357473.52
183	109+34.73	68.50' L	950.58	185628.27	357482.61
184	109+42.85	63.42' L	950.19	185623.02	357490.62
185	109+07.63	60.96' L	950.96	185621.29	357455.36

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 40	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 01NW
PLOT DATE : 10/20/2024 11:04 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



MAXIMUM EXTENT FEASIBLE NOTES

2A. OFFSET FROM CURB RAMP TO SIDEROAD BACK OF WALK EXCEEDS 10'
2B. NON-STANDARD MODIFICATION TO TYPE 5 CURB RAMP

NOTES

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

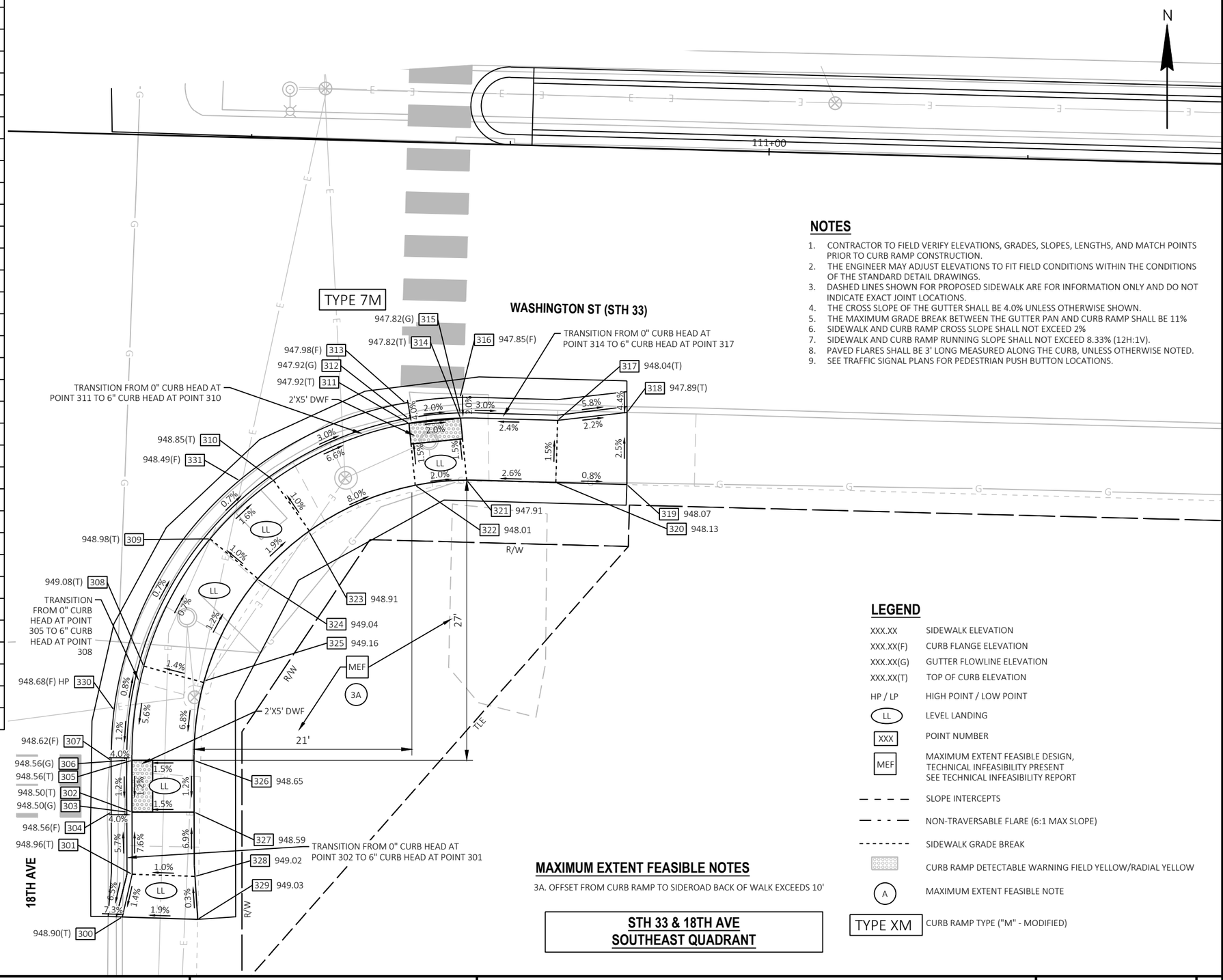
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 41	E

18th Ave - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	110+29.19	102.57' L	949.22	185660.44	357578.43
201	110+29.42	92.04' L	948.84	185649.91	357578.38
202	110+29.57	86.04' L	948.92	185643.91	357578.36
203	110+30.43	80.06' L	949.03	185637.90	357579.06
204	110+33.27	75.16' L	948.83	185632.93	357581.77
205	110+38.97	71.10' L	948.54	185628.71	357587.35
206	110+45.59	70.00' L	948.22	185627.43	357593.94
207	110+50.59	70.00' L	948.16	185627.30	357598.94
208	110+56.59	70.00' L	948.44	185627.14	357604.94
209	110+56.59	64.00' L	948.35	185621.14	357604.77
210	110+50.59	64.00' L	948.07	185621.30	357598.78
211	110+50.59	63.50' L	948.07	185620.80	357598.76
212	110+50.59	62.00' L	948.12	185619.30	357598.72
213	110+45.59	64.00' L	948.13	185621.44	357593.78
214	110+45.59	63.50' L	948.12	185620.94	357593.76
215	110+45.59	62.00' L	948.18	185619.44	357593.72
216	110+36.74	65.60' L	948.51	185623.27	357584.97
217	110+28.63	71.13' L	948.74	185629.03	357577.02
218	110+24.27	77.91' L	948.93	185635.92	357572.84
219	110+23.26	85.85' L	948.81	185643.89	357571.36
220	110+22.76	85.84' L	948.81	185643.89	357570.86
221	110+21.26	85.82' L	948.84	185643.90	357569.36

18th Ave - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
222	110+23.14	91.85' L	948.74	185649.89	357571.35
223	110+22.64	91.84' L	948.74	185649.89	357570.85
224	110+21.14	91.81' L	948.80	185649.89	357569.35
225	110+22.91	102.43' L	949.07	185660.48	357571.33
226	110+45.09	26.00' L	949.12	185583.46	357592.25
227	110+45.59	26.00' L	948.62	185583.45	357592.75
228	110+45.59	26.50' L	948.61	185583.95	357592.76
229	110+45.59	27.50' L	948.65	185584.95	357592.79
230	110+50.59	26.00' L	948.52	185583.31	357597.75
231	110+50.59	26.50' L	948.52	185583.81	357597.76
232	110+50.59	27.50' L	948.53	185584.81	357597.79
233	110+65.59	26.00' L	948.29	185582.91	357612.74
234	110+65.59	26.50' L	948.17	185583.41	357612.75
235	110+65.59	27.50' L	948.21	185584.41	357612.78
236	110+70.59	26.00' L	948.23	185582.77	357617.74
237	110+70.59	26.50' L	948.06	185583.27	357617.75
238	110+71.09	26.00' L	948.55	185582.76	357618.24
239	110+70.59	27.50' L	948.10	185584.27	357617.78
240	110+71.09	19.00' L	948.66	185575.76	357618.05
241	110+70.59	19.00' L	948.16	185575.77	357617.55
242	110+70.61	18.45' L	948.16	185575.22	357617.55
243	110+70.59	17.50' L	948.19	185574.28	357617.51

18th Ave - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
244	110+65.59	19.00' L	948.22	185575.91	357612.55
245	110+65.59	18.50' L	948.22	185575.41	357612.54
246	110+65.59	17.50' L	948.26	185574.41	357612.51
247	110+50.59	19.00' L	948.64	185576.32	357597.56
248	110+50.59	18.50' L	948.64	185575.82	357597.54
249	110+50.59	17.50' L	948.70	185574.82	357597.51
250	110+45.09	19.00' L	949.23	185576.47	357592.06
251	110+45.59	19.00' L	948.73	185576.45	357592.56
252	110+45.59	18.50' L	948.73	185575.95	357592.54
253	110+45.59	17.50' L	948.77	185574.95	357592.52
254	110+45.59	18.51' L	949.23	185575.96	357592.54
255	110+50.59	18.51' L	949.14	185575.83	357597.54
256	110+65.59	26.49' L	948.67	185583.40	357612.75
257	110+70.59	26.49' L	948.56	185583.26	357617.75
258	110+60.59	18.50' L	948.35	185575.55	357607.54
259	110+60.59	19.00' L	948.35	185576.05	357607.55
260	110+55.59	26.00' L	948.44	185583.18	357602.74
261	110+55.59	26.50' L	948.38	185583.68	357602.76
262	110+23.06	77.10' L	948.83	185635.15	357570.99

18th Ave - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	110+39.56	75.60' R	948.90	185482.05	357583.96
301	110+40.39	71.45' R	948.96	185486.18	357584.91
302	110+40.22	65.44' R	948.50	185492.19	357584.90
303	110+39.72	65.46' R	948.50	185492.19	357584.40
304	110+38.22	65.50' R	948.56	185492.18	357582.90
305	110+40.09	60.44' R	948.56	185497.19	357584.90
306	110+39.58	60.46' R	948.56	185497.19	357584.39
307	110+38.08	60.50' R	948.62	185497.18	357582.89
308	110+40.97	51.33' R	949.08	185506.28	357586.03
309	110+47.05	38.85' R	948.98	185518.58	357592.44
310	110+53.01	33.03' R	948.85	185524.24	357598.56
311	110+65.94	27.18' R	947.92	185529.74	357611.65
312	110+65.84	26.69' R	947.92	185530.23	357611.56
313	110+65.53	25.22' R	947.98	185531.71	357611.29
314	110+70.90	26.54' R	947.82	185530.24	357616.62
315	110+70.88	26.04' R	947.82	185530.74	357616.61
316	110+70.80	24.54' R	947.85	185532.24	357616.57
317	110+80.29	26.50' R	948.04	185530.03	357626.01
318	110+86.97	25.55' R	947.89	185530.80	357632.71
319	110+87.14	32.52' R	948.07	185523.83	357632.69
320	110+80.28	32.51' R	948.13	185524.02	357625.83
321	110+71.67	32.51' R	947.91	185524.25	357617.23
322	110+66.71	33.15' R	948.01	185523.75	357612.25
323	110+56.55	37.88' R	948.91	185519.30	357601.97
324	110+51.72	42.62' R	949.04	185514.69	357597.01
325	110+46.83	52.60' R	949.16	185504.85	357591.86
326	110+46.07	60.29' R	948.65	185497.18	357590.89
327	110+46.22	65.29' R	948.59	185492.18	357590.90
328	110+46.46	71.49' R	949.02	185485.97	357590.98
329	110+46.84	75.63' R	949.03	185481.82	357591.24
330	110+38.21	55.64' R	948.68	185502.04	357583.16
331	110+49.72	33.14' R	948.49	185524.22	357595.27



TYPE 7M

NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

MAXIMUM EXTENT FEASIBLE NOTES

3A. OFFSET FROM CURB RAMP TO SIDEROAD BACK OF WALK EXCEEDS 10'

STH 33 & 18TH AVE
SOUTHEAST QUADRANT

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 43	E

2

LEGEND

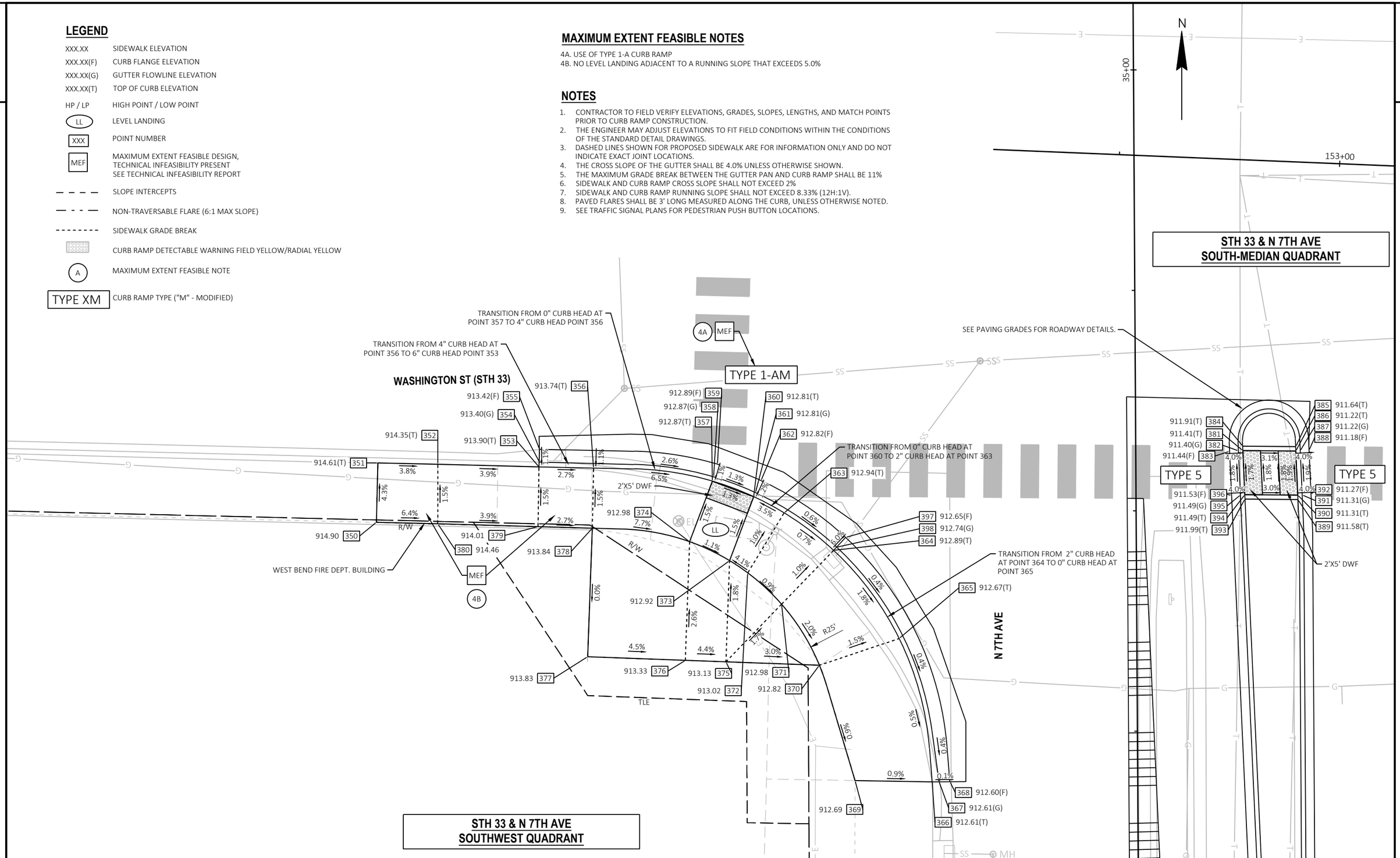
XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
— — —	SLOPE INTERCEPTS
— - - —	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
--------	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

MAXIMUM EXTENT FEASIBLE NOTES

4A. USE OF TYPE 1-A CURB RAMP
4B. NO LEVEL LANDING ADJACENT TO A RUNNING SLOPE THAT EXCEEDS 5.0%

NOTES

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



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 44 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 02SW
PLOT DATE : 10/20/2024 11:04 AM
PLOT BY : GEHRING, ALEX
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

7th Ave - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	151+91.77	44.15' R	914.90	185417.74	361735.67
351	151+91.77	37.41' R	914.61	185424.47	361735.84
352	151+98.57	37.42' R	914.35	185424.30	361742.64
353	152+10.05	37.42' R	913.90	185424.02	361754.11
354	152+10.09	36.87' R	913.40	185424.57	361754.17
355	152+10.05	35.42' R	913.42	185426.02	361754.16
356	152+16.24	37.40' R	913.74	185423.89	361760.30
357	152+29.75	38.56' R	912.87	185422.40	361773.78
358	152+29.87	38.08' R	912.87	185422.88	361773.92
359	152+30.26	36.63' R	912.89	185424.32	361774.34
360	152+34.47	40.20' R	912.81	185420.64	361778.46
361	152+34.66	39.74' R	912.81	185421.09	361778.66
362	152+35.26	38.37' R	912.82	185422.46	361779.29
363	152+37.97	41.95' R	912.94	185418.80	361781.91
364	152+43.68	46.06' R	912.89	185414.56	361787.52
365	152+52.31	55.86' R	912.67	185404.56	361794.97
366	152+56.71	71.88' R	912.61	185388.38	361798.70
367	152+57.49	71.86' R	912.61	185388.36	361799.48
368	152+58.72	71.85' R	912.60	185388.33	361800.71
369	152+46.76	72.09' R	912.69	185388.46	361789.96
370	152+42.39	59.12' R	912.82	185401.53	361785.91
371	152+37.93	52.31' R	912.98	185408.45	361781.62
372	152+34.01	48.85' R	913.02	185412.00	361777.78
373	152+31.92	47.52' R	912.92	185413.38	361775.73
374	152+27.33	45.48' R	912.98	185415.53	361771.20
375	152+31.78	59.00' R	913.13	185401.92	361775.31
376	152+27.17	58.94' R	913.33	185402.09	361770.70

7th Ave - SW SS					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
377	152+16.10	58.81' R	913.83	185402.49	361759.63
378	152+16.27	44.22' R	913.84	185417.07	361760.16
379	152+10.11	44.19' R	914.01	185417.26	361754.00
380	151+98.73	44.15' R	914.46	185417.57	361742.63
381	152+90.36	32.96' R	911.41	185425.87	361833.94
382	152+89.87	33.00' R	911.40	185425.85	361833.44
383	152+88.87	33.09' R	911.44	185425.80	361832.44
384	152+90.35	32.46' R	911.91	185426.37	361833.94
385	152+96.35	32.25' R	911.64	185426.33	361839.95
386	152+96.37	32.75' R	911.22	185425.83	361839.95
387	152+96.87	32.71' R	911.22	185425.85	361840.45
388	152+97.86	32.62' R	911.18	185425.90	361841.44
389	152+96.82	38.24' R	911.58	185420.33	361840.17
390	152+96.80	37.74' R	911.31	185420.83	361840.17
391	152+97.30	37.70' R	911.31	185420.85	361840.67
392	152+98.30	37.61' R	911.27	185420.90	361841.67
393	152+90.81	38.45' R	911.99	185420.37	361834.16
394	152+90.80	37.95' R	911.49	185420.87	361834.16
395	152+90.30	37.99' R	911.49	185420.85	361833.66
396	152+89.30	38.08' R	911.53	185420.80	361832.67
397	152+45.01	44.56' R	912.65	185416.02	361788.89
398	152+44.01	45.69' R	912.74	185414.92	361787.86

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

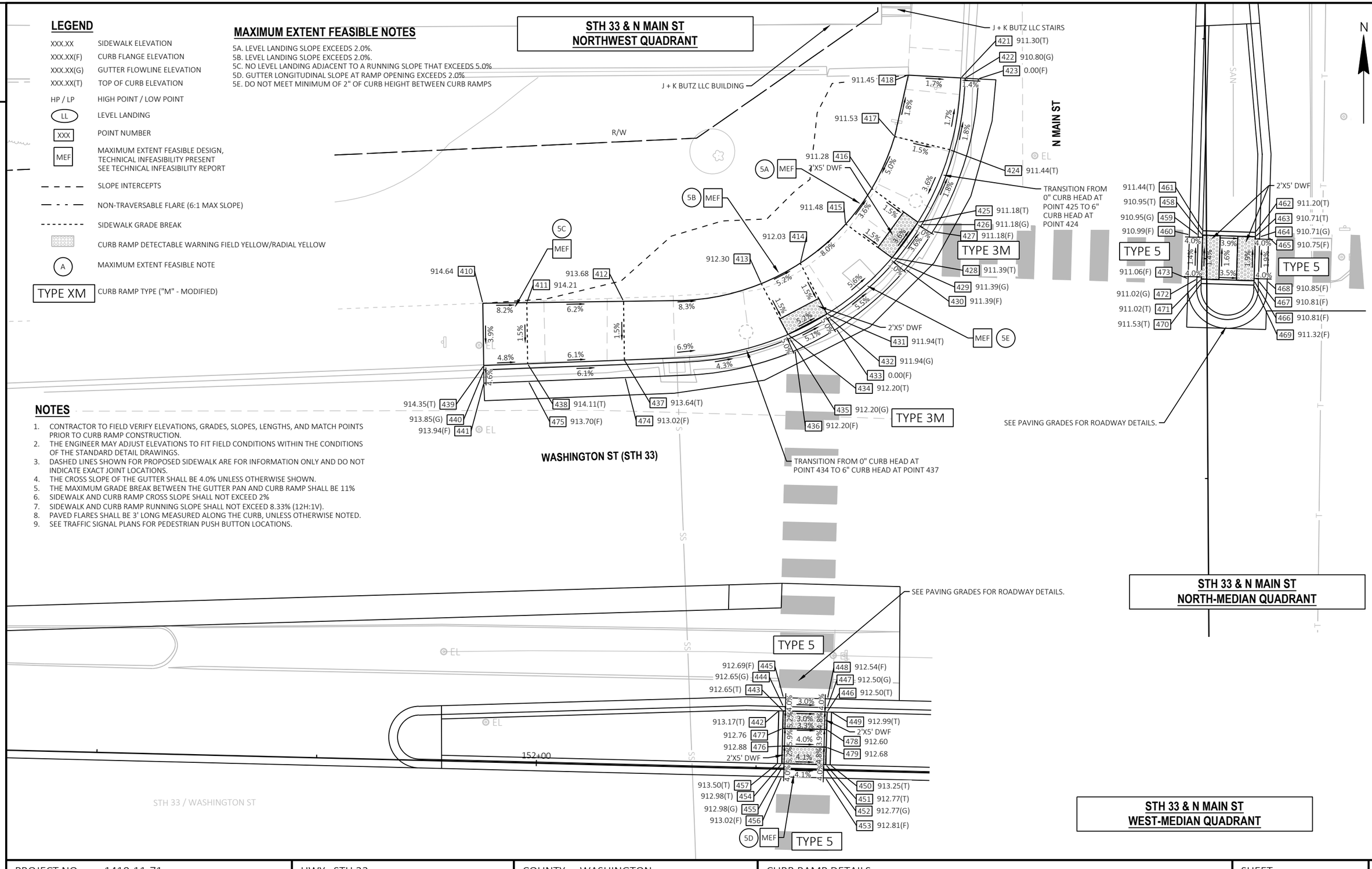
MAXIMUM EXTENT FEASIBLE NOTES

5A. LEVEL LANDING SLOPE EXCEEDS 2.0%.
5B. LEVEL LANDING SLOPE EXCEEDS 2.0%.
5C. NO LEVEL LANDING ADJACENT TO A RUNNING SLOPE THAT EXCEEDS 5.0%
5D. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%
5E. DO NOT MEET MINIMUM OF 2" OF CURB HEIGHT BETWEEN CURB RAMPS

NOTES

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

STH 33 & N MAIN ST NORTHWEST QUADRANT



STH 33 & N MAIN ST NORTH-MEDIAN QUADRANT

STH 33 & N MAIN ST WEST-MEDIAN QUADRANT

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 46	E

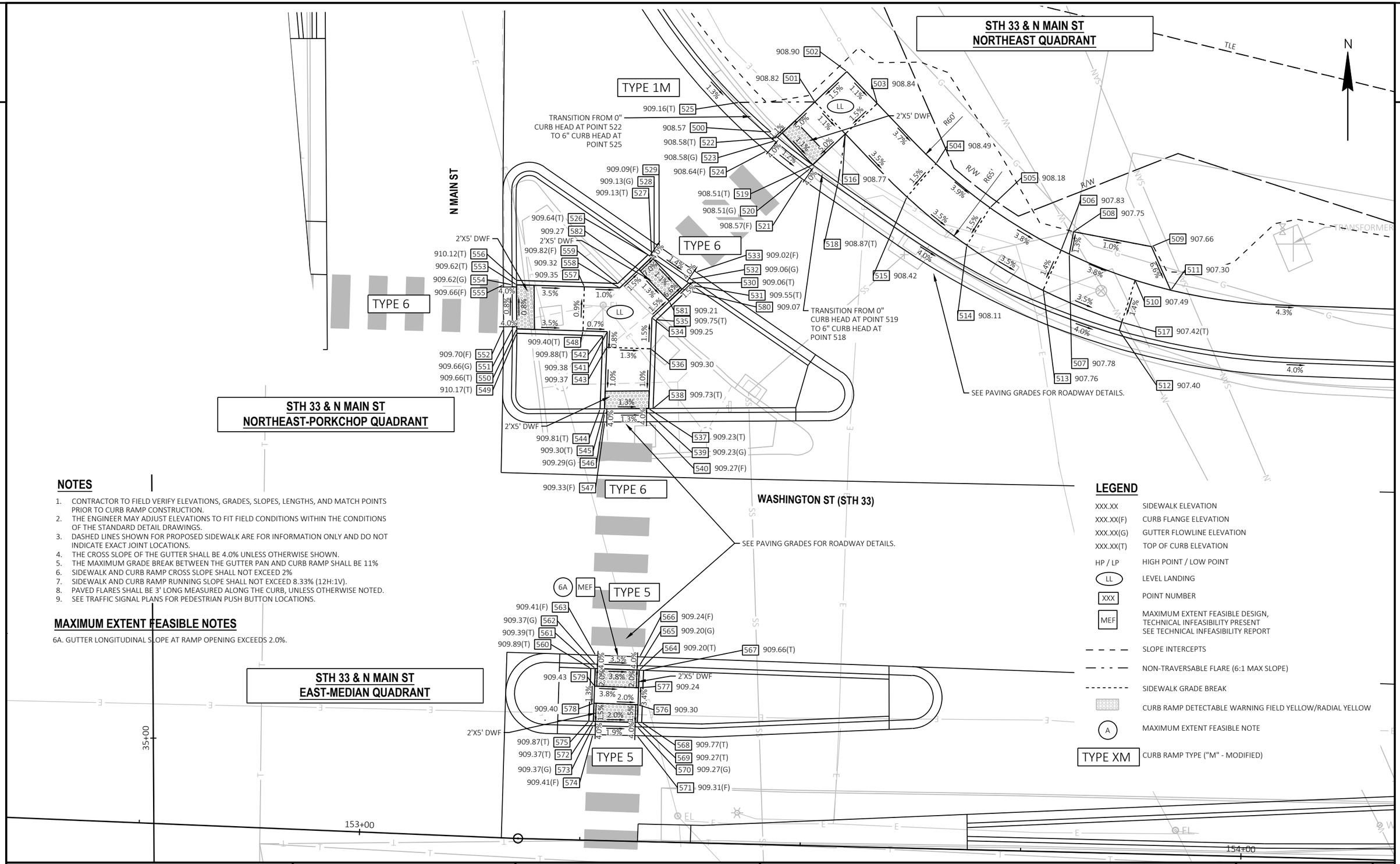
FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 02NW
PLOT DATE : 10/20/2024 11:05 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

Main St - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
410	35+45.41	82.37' L	914.64	185513.97	361738.90
411	35+45.45	77.37' L	914.21	185514.04	361743.90
412	35+45.56	66.36' L	913.68	185514.21	361754.91
413	35+47.46	50.68' L	912.30	185516.21	361770.58
414	35+49.76	46.23' L	912.03	185518.53	361775.01
415	35+54.16	41.05' L	911.48	185522.96	361780.17
416	35+58.19	38.05' L	911.28	185527.01	361783.15
417	35+64.10	35.41' L	911.53	185532.94	361785.75
418	35+71.08	33.87' L	911.45	185539.92	361787.24
421	35+70.72	27.85' L	911.30	185539.60	361793.27
422	35+70.69	27.35' L	910.80	185539.57	361793.77
423	35+70.60	25.85' L	0.00	185539.49	361795.27
424	35+62.56	29.13' L	911.44	185531.43	361792.04
425	35+54.33	32.81' L	911.18	185523.18	361788.40
426	35+54.06	32.39' L	911.18	185522.92	361788.83
427	35+53.27	31.12' L	911.18	185522.13	361790.10
428	35+50.31	35.79' L	911.39	185519.14	361785.46
429	35+49.98	35.41' L	911.39	185518.82	361785.83
430	35+49.00	34.27' L	911.39	185517.84	361786.97
431	35+43.96	43.24' L	911.94	185512.75	361778.04
432	35+43.53	42.97' L	911.94	185512.32	361778.31
433	35+42.26	42.18' L	0.00	185511.05	361779.11
434	35+41.66	47.68' L	912.20	185510.42	361773.62

Main St - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
435	35+41.20	47.48' L	912.20	185509.96	361773.81
436	35+39.82	46.90' L	912.20	185508.58	361774.41
437	35+38.87	66.30' L	913.64	185507.52	361755.01
438	35+38.50	77.31' L	914.11	185507.08	361744.00
439	35+38.33	82.29' L	914.35	185506.89	361739.02
440	35+37.83	82.28' L	913.85	185506.39	361739.04
441	35+36.33	82.31' L	913.94	185504.89	361739.02
442	34+98.87	48.98' L	913.17	185467.62	361772.57
443	34+98.85	48.48' L	912.65	185467.61	361773.07
444	34+99.35	48.46' L	912.65	185468.11	361773.08
445	35+00.35	48.43' L	912.69	185469.11	361773.10
446	34+98.70	43.48' L	912.50	185467.49	361778.07
447	34+99.20	43.47' L	912.50	185467.99	361778.08
448	35+00.20	43.44' L	912.54	185468.99	361778.10
449	34+98.68	42.98' L	912.99	185467.48	361778.57
450	34+92.69	43.16' L	913.25	185461.48	361778.42
451	34+92.70	43.66' L	912.77	185461.49	361777.92
452	34+92.20	43.68' L	912.77	185460.99	361777.91
453	34+91.20	43.71' L	912.81	185459.99	361777.88
454	34+92.85	48.66' L	912.98	185461.61	361772.92
455	34+92.35	48.68' L	912.98	185461.11	361772.91
456	34+91.35	48.71' L	913.02	185460.11	361772.88
457	34+92.87	49.16' L	913.50	185461.63	361772.42

Main St - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
458	35+52.67	0.45' L	910.95	185521.71	361820.78
459	35+52.69	0.95' L	910.95	185521.73	361820.28
460	35+52.72	1.94' L	910.99	185521.76	361819.28
461	35+53.17	0.43' L	911.44	185522.21	361820.80
462	35+52.95	5.57' R	911.20	185522.03	361826.79
463	35+52.45	5.55' R	910.71	185521.53	361826.78
464	35+52.44	6.05' R	910.71	185521.52	361827.28
465	35+52.40	7.05' R	910.75	185521.49	361828.28
466	35+47.46	5.37' R	910.81	185516.54	361826.63
467	35+47.44	5.87' R	910.81	185516.52	361827.13
468	35+47.40	6.87' R	910.85	185516.49	361828.13
469	35+46.96	5.35' R	911.32	185516.04	361826.61
470	35+47.17	0.64' L	911.53	185516.22	361820.62
471	35+47.67	0.62' L	911.02	185516.72	361820.63
472	35+47.69	1.12' L	911.02	185516.73	361820.13
473	35+47.73	2.12' L	911.06	185516.76	361819.13
474	35+36.87	66.23' L	913.02	185505.52	361755.09
475	35+36.50	77.23' L	913.70	185505.09	361744.09
476	34+94.85	48.60' L	912.88	185463.61	361772.97
477	34+96.85	48.54' L	912.76	185465.61	361773.02
478	34+96.70	43.54' L	912.60	185465.49	361778.02
479	34+94.70	43.60' L	912.68	185463.49	361777.97

2



NOTES

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

MAXIMUM EXTENT FEASIBLE NOTES

6A. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 48	E

Main St - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	153+45.99	80.73' L	908.57	185537.67	361892.88
501	153+49.59	84.34' L	908.82	185541.19	361896.58
502	153+53.13	87.87' L	908.90	185544.64	361900.20
503	153+56.66	84.34' L	908.84	185541.02	361903.65
504	153+63.49	77.67' L	908.49	185534.18	361910.31
505	153+69.74	72.84' L	908.18	185529.20	361916.43
506	153+77.92	68.22' L	907.83	185524.38	361924.50
507	153+78.86	67.79' L	907.78	185523.93	361925.43
508	153+79.29	70.35' L	907.75	185526.47	361925.92
509	153+88.15	68.86' L	907.66	185524.77	361934.74
510	153+86.40	65.03' L	907.49	185520.98	361932.90
511	153+90.46	63.99' L	907.30	185519.84	361936.93
512	153+84.74	59.26' L	907.40	185515.26	361931.09
513	153+76.01	63.68' L	907.76	185519.88	361922.47
514	153+67.21	68.51' L	908.11	185524.94	361913.80
515	153+60.28	73.83' L	908.42	185530.42	361907.00
516	153+53.13	80.80' L	908.77	185537.57	361900.02
517	153+85.00	60.23' L	907.42	185516.21	361931.38
518	153+52.45	75.26' L	908.87	185532.05	361899.21
519	153+49.52	77.19' L	908.51	185534.05	361896.33
520	153+49.24	76.78' L	908.51	185533.65	361896.04
521	153+48.39	75.54' L	908.57	185532.43	361895.16
522	153+45.45	80.20' L	908.58	185537.15	361892.33
523	153+45.14	79.80' L	908.58	185536.77	361892.01
524	153+44.20	78.63' L	908.64	185535.62	361891.05
525	153+40.99	84.08' L	909.16	185541.15	361887.97
526	153+31.09	66.55' L	909.64	185523.86	361877.64
527	153+31.52	66.27' L	909.13	185523.57	361878.06
528	153+31.79	66.68' L	909.13	185523.98	361878.34

Main St - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
529	153+32.34	67.52' L	909.09	185524.81	361878.91
530	153+35.79	63.47' L	909.06	185520.67	361882.26
531	153+36.21	63.19' L	909.55	185520.38	361882.68
532	153+36.06	63.88' L	909.06	185521.08	361882.55
533	153+36.61	64.72' L	909.02	185521.90	361883.11
534	153+31.72	59.40' L	909.25	185516.70	361878.10
535	153+32.22	59.19' L	909.75	185516.48	361878.59
536	153+31.68	55.88' L	909.30	185513.19	361877.97
537	153+31.60	49.11' L	909.23	185506.42	361877.72
538	153+32.10	49.13' L	909.73	185506.42	361878.22
539	153+31.62	48.61' L	909.23	185505.92	361877.73
540	153+31.65	47.61' L	909.27	185504.92	361877.73
541	153+26.70	57.72' L	909.38	185515.15	361873.04
542	153+26.20	57.22' L	909.88	185514.66	361872.52
543	153+26.68	55.94' L	909.37	185513.37	361872.97
544	153+26.10	48.94' L	909.81	185506.39	361872.22
545	153+26.60	48.96' L	909.30	185506.39	361872.72
546	153+26.62	48.46' L	909.29	185505.89	361872.72
547	153+26.65	47.46' L	909.33	185504.89	361872.73
548	153+23.94	57.74' L	909.40	185515.23	361870.27
549	153+15.49	57.24' L	910.17	185514.96	361862.77
550	153+15.46	57.74' L	909.66	185515.46	361862.76
551	153+14.96	57.72' L	909.66	185515.45	361862.26
552	153+13.97	57.67' L	909.70	185515.45	361861.26
553	153+15.23	62.74' L	909.62	185520.46	361862.73
554	153+14.73	62.71' L	909.62	185520.46	361862.23
555	153+13.73	62.67' L	909.66	185520.45	361861.23
556	153+15.20	63.24' L	910.12	185520.96	361862.73
557	153+23.96	62.74' L	909.35	185520.23	361870.42

Main St - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
558	153+27.97	62.71' L	909.32	185520.11	361874.42
559	153+27.76	63.22' L	909.82	185520.62	361874.23
560	153+25.76	19.50' L	909.89	185476.96	361871.15
561	153+26.26	19.49' L	909.39	185476.94	361871.65
562	153+26.26	19.99' L	909.37	185477.44	361871.67
563	153+26.28	20.99' L	909.41	185478.44	361871.71
564	153+31.26	19.44' L	909.20	185476.76	361876.65
565	153+31.27	19.94' L	909.20	185477.26	361876.67
566	153+31.28	20.93' L	909.24	185478.26	361876.71
567	153+31.76	19.43' L	909.66	185476.74	361877.15
568	153+31.70	13.49' L	909.77	185470.81	361876.94
569	153+31.20	13.50' L	909.27	185470.83	361876.44
570	153+31.20	13.00' L	909.27	185470.33	361876.42
571	153+31.20	12.00' L	909.31	185469.33	361876.40
572	153+26.19	13.50' L	909.37	185470.95	361871.44
573	153+26.19	13.00' L	909.37	185470.45	361871.43
574	153+26.19	12.00' L	909.41	185469.45	361871.40
575	153+25.69	13.51' L	909.87	185470.97	361870.94
576	153+31.22	15.50' L	909.30	185472.83	361876.51
577	153+31.24	17.44' L	909.24	185474.76	361876.58
578	153+26.22	15.56' L	909.40	185473.01	361871.51
579	153+26.24	17.49' L	909.43	185474.94	361871.58
580	153+35.05	62.73' L	909.07	185519.95	361881.51
581	153+33.64	61.32' L	909.21	185518.57	361880.06
582	153+30.10	64.85' L	909.27	185522.19	361876.61

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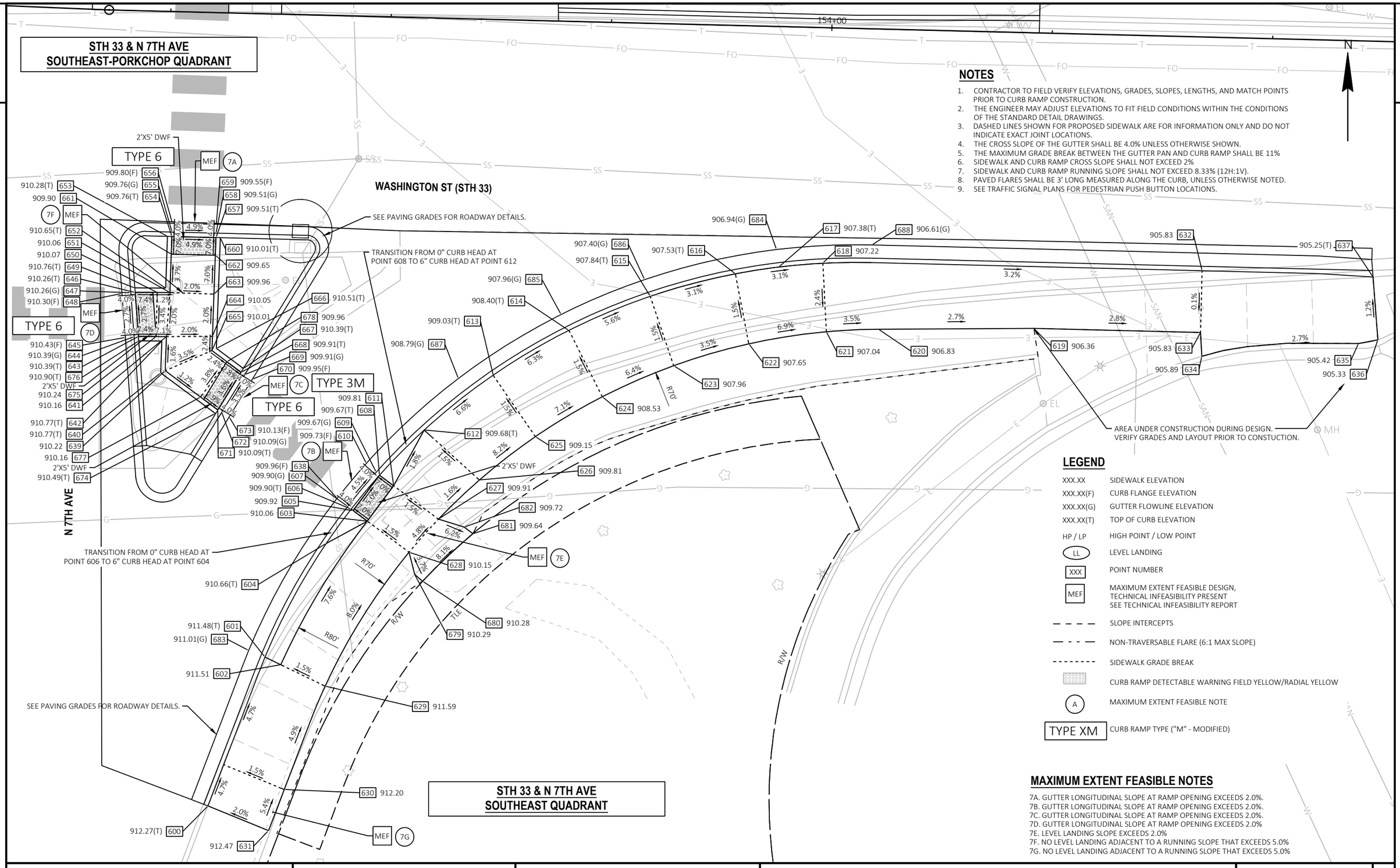
STH 33 & N 7TH AVE
SOUTHEAST-PORKCHOP QUADRANT



NOTES

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. SEE TRAFFIC SIGNAL PLANS FOR PEDESTRIAN PUSH BUTTON LOCATIONS.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

MAXIMUM EXTENT FEASIBLE NOTES

7A. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%.
7B. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%.
7C. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%.
7D. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%
7E. LEVEL LANDING SLOPE EXCEEDS 2.0%
7F. NO LEVEL LANDING ADJACENT TO A RUNNING SLOPE THAT EXCEEDS 5.0%
7G. NO LEVEL LANDING ADJACENT TO A RUNNING SLOPE THAT EXCEEDS 5.0%

STH 33 & N 7TH AVE
SOUTHEAST QUADRANT

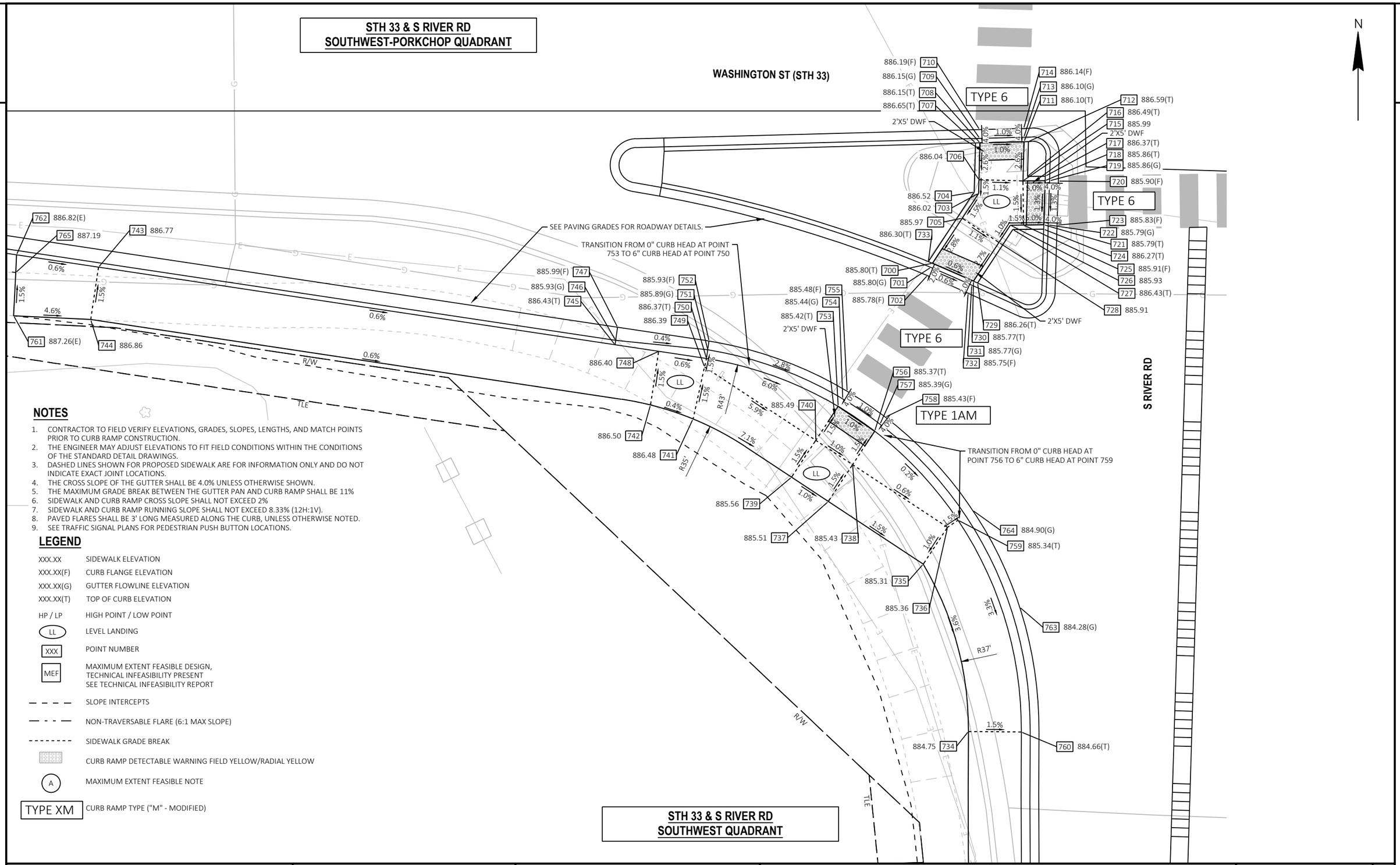
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 50	E

7th Ave - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	153+31.44	89.96' R	912.27	185367.40	361874.13
601	153+37.48	72.92' R	911.48	185384.28	361880.59
602	153+39.29	73.74' R	911.51	185383.42	361882.37
603	153+48.69	57.22' R	910.06	185399.70	361892.18
604	153+44.09	59.88' R	910.66	185397.15	361887.52
605	153+47.06	56.07' R	909.92	185400.89	361890.58
606	153+46.83	55.90' R	909.90	185401.06	361890.35
607	153+46.43	55.61' R	909.90	185401.37	361889.96
608	153+49.94	51.98' R	909.67	185404.90	361893.56
609	153+49.56	51.66' R	909.67	185405.24	361893.19
610	153+48.42	50.69' R	909.73	185406.24	361892.07
611	153+51.58	53.14' R	909.81	185403.71	361895.17
612	153+54.89	46.73' R	909.68	185410.03	361898.63
613	153+62.59	40.37' R	909.03	185416.20	361906.49
614	153+71.04	35.06' R	908.40	185421.30	361915.07
615	153+80.14	30.94' R	907.84	185425.19	361924.27
616	153+89.74	28.15' R	907.53	185427.74	361933.93
617	153+94.62	27.27' R	907.38	185428.51	361938.84
618	153+99.63	26.71' R	907.22	185428.94	361943.85
619	154+23.74	33.50' R	906.36	185421.56	361967.79
620	154+06.13	34.03' R	906.83	185421.46	361950.18
621	154+00.22	34.46' R	907.04	185421.18	361944.25
622	153+91.46	36.05' R	907.65	185419.80	361935.45
623	153+83.01	38.74' R	907.96	185417.33	361926.94
624	153+74.99	42.46' R	908.53	185413.80	361918.84
625	153+67.52	47.17' R	909.15	185409.28	361911.25
626	153+61.30	52.24' R	909.81	185404.37	361904.90
627	153+56.76	56.80' R	909.91	185399.92	361900.26
628	153+53.52	60.63' R	910.15	185396.17	361896.93
629	153+44.38	76.05' R	911.59	185380.99	361887.41
630	153+40.03	87.88' R	912.20	185369.26	361882.77

7th Ave - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
631	153+38.36	92.60' R	912.47	185364.59	361880.98
632	154+42.65	26.50' R	905.83	185428.09	361986.87
633	154+42.65	33.50' R	905.83	185421.09	361986.69
634	154+42.85	36.20' R	905.89	185418.39	361986.83
635	154+60.58	34.30' R	905.42	185419.85	362004.60
636	154+62.77	33.84' R	905.33	185420.26	362006.80
637	154+62.05	26.72' R	905.25	185427.39	362006.26
638	153+45.22	54.72' R	909.96	185402.29	361888.77
639	153+25.36	40.74' R	910.22	185416.75	361869.26
640	153+24.86	41.00' R	910.77	185416.51	361868.75
641	153+25.40	36.87' R	910.16	185420.62	361869.40
642	153+24.90	37.37' R	910.77	185420.13	361868.89
643	153+22.23	36.92' R	910.39	185420.65	361866.23
644	153+21.74	36.97' R	910.39	185420.61	361865.73
645	153+20.74	37.07' R	910.43	185420.53	361864.74
646	153+21.74	31.95' R	910.26	185425.63	361865.86
647	153+21.24	32.00' R	910.26	185425.59	361865.36
648	153+20.25	32.09' R	910.30	185425.52	361864.36
649	153+21.73	31.45' R	910.76	185426.13	361865.86
650	153+24.24	31.89' R	910.07	185425.63	361868.36
651	153+25.68	31.86' R	910.06	185425.62	361869.80
652	153+25.18	31.37' R	910.65	185426.12	361869.32
653	153+25.25	25.50' R	910.28	185431.99	361869.53
654	153+25.75	25.50' R	909.76	185431.98	361870.03
655	153+25.75	25.00' R	909.76	185432.48	361870.04
656	153+25.75	24.00' R	909.80	185433.48	361870.06
657	153+30.75	25.50' R	909.51	185431.85	361875.03
658	153+30.75	25.00' R	909.51	185432.35	361875.04
659	153+30.75	24.00' R	909.55	185433.35	361875.06
660	153+31.25	25.51' R	910.01	185431.84	361875.53
661	153+25.73	27.50' R	909.90	185429.98	361869.96

7th Ave - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
662	153+30.73	27.50' R	909.65	185429.85	361874.95
663	153+30.67	31.92' R	909.96	185425.44	361874.79
664	153+30.62	36.70' R	910.05	185420.66	361874.62
665	153+30.60	38.32' R	910.01	185419.04	361874.56
666	153+31.10	38.06' R	910.51	185419.29	361875.07
667	153+34.22	40.26' R	910.39	185417.01	361878.13
668	153+33.97	40.70' R	909.91	185416.58	361877.87
669	153+34.40	40.95' R	909.91	185416.32	361878.30
670	153+35.27	41.45' R	909.95	185415.80	361879.15
671	153+31.45	45.04' R	910.09	185412.30	361875.24
672	153+31.88	45.29' R	910.09	185412.04	361875.67
673	153+32.75	45.79' R	910.13	185411.52	361876.52
674	153+31.16	45.45' R	910.49	185411.90	361874.95
675	153+24.24	36.89' R	910.24	185420.63	361868.24
676	153+22.28	37.42' R	910.90	185420.15	361866.27
677	153+29.44	43.62' R	910.16	185413.77	361873.28
678	153+32.33	39.54' R	909.96	185417.78	361876.26
679	153+54.23	63.15' R	910.29	185393.64	361897.57
680	153+55.14	63.88' R	910.28	185392.88	361898.46
681	153+60.71	58.34' R	909.64	185398.28	361904.17
682	153+59.70	57.63' R	909.72	185399.02	361903.17
683	153+35.62	72.21' R	911.01	185385.04	361878.74
684	153+94.33	25.29' R	906.94	185430.50	361938.60
685	153+70.08	33.26' R	907.96	185423.13	361914.16
686	153+79.44	29.04' R	907.40	185427.12	361923.62
687	153+58.63	40.79' R	908.79	185415.88	361902.53
688	154+05.13	24.50' R	906.61	185431.02	361949.41

STH 33 & S RIVER RD
SOUTHWEST-PORKCHOP QUADRANT



NOTES

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4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. SEE TRAFFIC SIGNAL PLANS FOR PEDESTRIAN PUSH BUTTON LOCATIONS.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

STH 33 & S RIVER RD
SOUTHWEST QUADRANT

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 52	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 03SW

PLOT DATE : 10/20/2024 11:05 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

River Rd - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	215+05.36	41.36' R	885.80	185391.19	368049.87
701	215+05.16	41.82' R	885.80	185390.73	368049.68
702	215+04.78	42.75' R	885.78	185389.80	368049.29
703	215+10.60	33.46' R	886.02	185399.10	368055.09
704	215+10.10	33.30' R	886.52	185399.26	368054.59
705	215+08.74	36.26' R	885.97	185396.29	368053.24
706	215+10.64	31.91' R	886.04	185400.65	368055.13
707	215+10.26	27.73' R	886.65	185404.83	368054.74
708	215+10.76	27.72' R	886.15	185404.84	368055.24
709	215+10.75	27.22' R	886.15	185405.34	368055.23
710	215+10.72	26.22' R	886.19	185406.34	368055.20
711	215+15.77	27.60' R	886.10	185404.97	368060.25
712	215+16.27	27.59' R	886.59	185404.99	368060.75
713	215+15.75	27.10' R	886.10	185405.47	368060.23
714	215+15.73	26.10' R	886.14	185406.47	368060.21
715	215+15.64	32.05' R	885.99	185400.52	368060.13
716	215+16.15	31.54' R	886.49	185401.03	368060.64
717	215+18.17	31.52' R	886.37	185401.05	368062.65
718	215+18.15	32.02' R	885.86	185400.55	368062.64
719	215+18.65	32.04' R	885.86	185400.54	368063.14
720	215+19.65	32.07' R	885.90	185400.51	368064.14
721	215+17.99	37.03' R	885.79	185395.55	368062.49

River Rd - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
722	215+18.49	37.04' R	885.79	185395.54	368062.99
723	215+19.49	37.08' R	885.83	185395.51	368063.99
724	215+17.97	37.53' R	886.27	185395.05	368062.47
725	215+15.69	37.05' R	885.91	185395.52	368060.19
726	215+14.20	37.06' R	885.93	185395.51	368058.70
727	215+14.47	37.56' R	886.43	185395.01	368058.98
728	215+12.90	39.03' R	885.91	185393.54	368057.41
729	215+10.47	43.61' R	886.26	185388.95	368054.98
730	215+10.00	43.40' R	885.77	185389.16	368054.52
731	215+09.80	43.85' R	885.77	185388.71	368054.31
732	215+09.38	44.76' R	885.75	185387.79	368053.90
733	215+04.89	41.17' R	886.30	185391.38	368049.40
734	215+09.31	94.44' R	884.75	185338.12	368053.94
735	215+04.23	75.46' R	885.31	185357.09	368048.82
736	215+06.99	71.29' R	885.36	185361.26	368051.57
737	214+93.48	68.33' R	885.51	185364.19	368038.05
738	214+96.24	64.16' R	885.43	185368.36	368040.80
739	214+89.31	65.57' R	885.56	185366.94	368033.88
740	214+92.07	61.40' R	885.49	185371.12	368036.63
741	214+78.16	58.95' R	886.48	185373.53	368022.71
742	214+73.34	57.36' R	886.50	185375.12	368017.89
743	214+10.78	41.59' R	886.77	185390.75	367955.29

River Rd - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
744	214+09.87	47.52' R	886.86	185384.81	367954.40
745	214+69.33	50.51' R	886.43	185381.95	368013.86
746	214+69.40	50.02' R	885.93	185382.45	368013.93
747	214+69.63	48.54' R	885.99	185383.93	368014.16
748	214+74.27	51.27' R	886.40	185381.21	368018.80
749	214+79.48	53.05' R	886.39	185379.44	368024.01
750	214+79.69	52.10' R	886.37	185380.39	368024.23
751	214+79.84	51.11' R	885.89	185381.38	368024.38
752	214+79.99	50.12' R	885.93	185382.37	368024.52
753	214+94.62	57.56' R	885.42	185374.97	368039.17
754	214+95.13	56.70' R	885.44	185375.82	368039.68
755	214+95.65	55.84' R	885.48	185376.68	368040.19
756	214+98.75	60.37' R	885.37	185372.16	368043.31
757	214+99.36	59.58' R	885.39	185372.95	368043.92
758	214+99.97	58.79' R	885.43	185373.75	368044.52
759	215+08.19	70.49' R	885.34	185362.07	368052.77
760	215+15.31	94.51' R	884.66	185338.06	368059.94
761	214+01.13	47.07' R	887.26	185385.24	367945.66
762	214+01.48	40.17' R	886.82	185392.14	367945.99
763	215+15.16	80.37' R	884.28	185352.20	368059.76
764	215+09.85	69.38' R	884.90	185363.18	368054.43
765	214+01.38	42.17' R	887.19	185390.14	367945.90

2

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

STH 33 & N RIVER RD NORTHWEST QUADRANT

STH 33 & N RIVER RD NORTHWEST-PORKCHOP QUADRANT

STH 33 & N RIVER RD NORTHMEDIAN QUADRANT

N RIVER RD

WASHINGTON ST (STH 33)

TYPE 1 | TYPE 5 | TYPE 6

SEE PAVING GRADES FOR ROADWAY DETAILS.

TRANSITION FROM 0" CURB HEAD AT POINT 915 TO 6" CURB HEAD AT POINT 919

TRANSITION FROM 0" CURB HEAD AT POINT 912 TO 6" CURB HEAD AT POINT 910

886.96 902 | 887.21 901 | 887.08 900 | 982 886.88 | 981 886.00(G)

886.13 906 | 907 886.06 | 886.05 905 | 908 885.97 | 885.87 904 | 885.94 903 | 885.86 918 | 886.26(T) 919 | 2'X5' DWF | 915 885.53(T) | 916 885.53(G) | 917 885.59(F)

980 885.44(G) | 979 885.22(F) | 910 885.75(T) | 909 885.79 | 971 885.54 | 911 885.45 | 912 885.44(T) | 913 885.44(G) | 914 885.50(F)

885.91 974 | 2'X5' DWF | 886.28(T) 927 | 885.79(T) 924 | 885.79(G) 925 | 885.83(F) 926 | 885.91(T) 921 | 885.91(G) 922 | 885.94(F) 923

886.42(T) 920 | 886.00 973 | 886.13 972 | 886.63 954 | 886.15 953 | 886.11 952 | 886.85(T) 948 | 886.28(T) 949 | 886.27(G) 950 | 886.31(F) 951

928 886.07 | 930 886.50(T) | 929 886.00 | 931 886.39(T) | 932 885.91(T) | 933 885.91(G) | 934 885.95(F) | 938 886.00(F) | 886.02(G) 969 | 937 885.96(G) | 936 885.97(T) | 935 885.98 | 939 886.48(T) | 2'X5' DWF | 940 886.06 | 941 886.06 | 942 886.56(F) | 943 886.74(T) | 944 886.25(T) | 945 886.25(G) | 946 886.27(F)

886.00 977 | 886.46(T) 955 | 885.96(T) 956 | 885.96(G) 957 | 885.94(F) 958 | 886.00(F) 970 | 978 885.99 | 2'X5' DWF | 959 886.45(T) | 960 885.95(T) | 961 885.95(G) | 962 885.93(F) | 966 885.96(F) | 965 885.98(G) | 964 885.98(T) | 963 886.48(T) | 976 886.02 | 975 886.06 | 2'X5' DWF | 968 886.02(T) | 967 886.52(T)

56+00

NOTES

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

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 54	E

River Rd - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	214+50.81	67.05' L	887.08	185499.47	367995.08
901	214+50.04	71.88' L	887.21	185504.30	367994.29
902	214+55.36	72.66' L	886.96	185505.09	367999.61
903	214+78.05	81.89' L	885.94	185514.38	368022.28
904	214+81.18	85.05' L	885.87	185517.54	368025.40
905	214+86.88	94.08' L	886.05	185526.58	368031.08
906	214+90.76	105.68' L	886.13	185538.19	368034.94
907	214+95.51	104.13' L	886.06	185536.66	368039.69
908	214+91.70	92.63' L	885.97	185525.15	368035.90
909	214+84.99	81.74' L	885.79	185514.24	368029.22
910	214+93.35	81.81' L	885.75	185514.33	368037.58
911	214+90.15	78.15' L	885.45	185510.67	368034.39
912	214+90.59	77.85' L	885.44	185510.36	368034.83
913	214+90.98	77.54' L	885.44	185510.06	368035.22
914	214+92.17	76.62' L	885.50	185509.14	368036.41
915	214+87.30	74.05' L	885.53	185506.55	368031.55
916	214+87.67	73.71' L	885.53	185506.21	368031.91
917	214+88.74	72.66' L	885.59	185505.17	368032.99
918	214+81.38	78.16' L	885.86	185510.65	368025.61
919	214+80.08	67.91' L	886.26	185500.40	368024.34
920	215+07.64	59.33' L	886.42	185491.88	368051.92
921	215+07.80	59.83' L	885.91	185492.38	368052.08
922	215+07.32	59.98' L	885.91	185492.53	368051.60
923	215+06.37	60.28' L	885.94	185492.84	368050.65
924	215+09.39	64.80' L	885.79	185497.36	368053.66
925	215+08.91	64.95' L	885.79	185497.51	368053.18
926	215+07.96	65.26' L	885.83	185497.82	368052.23
927	215+09.55	65.30' L	886.28	185497.86	368053.82

River Rd - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
928	215+14.96	60.94' L	886.07	185493.51	368059.23
929	215+18.52	58.47' L	886.00	185491.05	368062.80
930	215+18.68	58.97' L	886.50	185491.55	368062.96
931	215+20.65	58.97' L	886.39	185491.56	368064.93
932	215+20.65	58.42' L	885.91	185491.00	368064.93
933	215+21.18	58.50' L	885.91	185491.09	368065.46
934	215+22.18	58.56' L	885.95	185491.15	368066.46
935	215+20.69	53.47' L	885.98	185486.06	368064.98
936	215+20.96	53.47' L	885.97	185486.06	368065.25
937	215+21.46	53.50' L	885.96	185486.09	368065.75
938	215+22.45	53.56' L	886.00	185486.15	368066.75
939	215+20.98	52.97' L	886.48	185485.56	368065.28
940	215+18.53	53.47' L	886.06	185486.05	368062.82
941	215+18.09	53.47' L	886.06	185486.05	368062.39
942	215+18.58	52.97' L	886.56	185485.55	368062.87
943	215+18.45	48.50' L	886.74	185481.08	368062.76
944	215+17.95	48.50' L	886.25	185481.08	368062.25
945	215+17.95	48.00' L	886.25	185480.58	368062.26
946	215+17.95	47.00' L	886.27	185479.58	368062.26
947	215+12.45	48.50' L	886.85	185481.07	368056.75
948	215+12.45	48.50' L	886.85	185481.07	368056.75
949	215+12.95	48.50' L	886.28	185481.07	368057.25
950	215+12.95	48.00' L	886.27	185480.57	368057.25
951	215+12.95	47.00' L	886.31	185479.57	368057.26
952	215+13.09	53.46' L	886.11	185486.03	368057.38
953	215+13.17	56.10' L	886.15	185488.67	368057.45
954	215+12.66	55.84' L	886.63	185488.41	368056.95
955	215+38.30	59.00' L	886.46	185491.63	368082.58

River Rd - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
956	215+38.30	58.50' L	885.96	185491.13	368082.58
957	215+37.80	58.50' L	885.96	185491.12	368082.08
958	215+36.80	58.50' L	885.94	185491.12	368081.08
959	215+44.30	59.01' L	886.45	185491.65	368088.58
960	215+44.30	58.51' L	885.95	185491.15	368088.58
961	215+44.80	58.51' L	885.95	185491.15	368089.08
962	215+45.80	58.51' L	885.93	185491.15	368090.08
963	215+44.31	53.01' L	886.48	185485.65	368088.60
964	215+44.31	53.57' L	885.98	185486.21	368088.60
965	215+44.81	53.51' L	885.98	185486.15	368089.10
966	215+45.81	53.51' L	885.96	185486.15	368090.10
967	215+38.31	53.00' L	886.52	185485.63	368082.60
968	215+38.31	53.50' L	886.02	185486.13	368082.60
969	215+37.81	53.50' L	886.02	185486.12	368082.10
970	215+36.81	53.50' L	886.00	185486.12	368081.10
971	214+88.51	79.29' L	885.54	185511.80	368032.74
972	215+12.11	56.84' L	886.13	185489.40	368056.39
973	215+09.44	58.69' L	886.00	185491.24	368053.72
974	215+12.29	62.79' L	885.91	185495.36	368056.56
975	215+40.31	53.50' L	886.06	185486.13	368084.60
976	215+42.31	53.51' L	886.02	185486.14	368086.60
977	215+40.30	58.50' L	886.00	185491.13	368084.58
978	215+42.30	58.51' L	885.99	185491.14	368086.58
979	214+97.23	84.61' L	885.22	185517.14	368041.45
980	215+03.89	103.35' L	885.44	185535.89	368048.07
981	214+75.09	62.65' L	886.00	185495.13	368019.36
982	214+56.17	67.78' L	886.88	185500.22	368000.43

2

2

STH 33 & N RIVER RD
NORTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

885.46 1001
1002 885.43
885.75(T) 1017
885.39 1000
TRANSITION FROM 0" CURB HEAD AT POINT 1014 TO 6" CURB HEAD AT POINT 1017
2'X5' DWF
885.16(T) 1014
885.16(G) 1015
885.22(F) 1016
885.11(T) 1011
885.11(G) 1012
885.17(F) 1013
TYPE 1M
1009 885.35
1049 885.13
1010 885.47(T)
TLE
R/W
R30'
R35'
1003 884.80
1004 884.53
1005 884.41
1008 884.73
1007 884.45
1006 884.29
TRANSITION FROM 0" CURB HEAD AT POINT 1011 TO 6" CURB HEAD AT POINT 1010
1018 885.97(T)
1019 885.46(T)
1020 885.46(G)
1021 885.44(F)
1024 885.35(F)
1023 885.37(G)
1022 885.37(T)
1025 885.86(T)
2'X5' DWF
886.16(T) 1053
885.60 1052
885.66 1050
885.67 1051
2'X5' DWF
886.12(T) 1047
885.63(T) 1044
885.63(G) 1045
N RIVER RD
885.61(F) 1046
885.63(F) 1043
885.65(G) 1042
885.65(T) 1041
886.16(T) 1048
885.70 1040
885.69 1038
886.19(T) 1039
TYPE 6
1026 885.54
1028 886.07(T)
1027 885.57
1029 885.62
SEE PAVING GRADES FOR ROADWAY DETAILS.
1030 886.02(T)
1031 885.53(T)
1032 885.53(G)
1033 885.51(F)
2'X5' DWF
886.10(T) 1034
885.59(T) 1035
885.59(G) 1036
885.57(F) 1037

STH 33 & N RIVER RD
NORTHEAST-PORKCHOP QUADRANT

WASHINGTON ST (STH 33)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
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6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. SEE TRAFFIC SIGNAL PLANS FOR PEDESTRIAN PUSH BUTTON LOCATIONS.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 56	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 03NE
PLOT DATE : 10/20/2024 11:06 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

River Rd - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	215+95.80	89.66' L	885.39	185521.90	368141.65
1001	215+98.22	94.04' L	885.46	185526.23	368144.13
1002	216+02.60	91.62' L	885.43	185523.75	368148.47
1003	216+29.99	76.48' L	884.80	185508.17	368175.62
1004	216+44.95	72.74' L	884.53	185504.19	368190.52
1005	216+55.68	72.90' L	884.41	185504.18	368201.25
1006	216+55.76	67.90' L	884.29	185499.18	368201.25
1007	216+45.03	67.74' L	884.45	185499.19	368190.51
1008	216+27.57	72.11' L	884.73	185503.83	368173.13
1009	216+00.18	87.25' L	885.35	185519.41	368145.98
1010	216+00.29	78.30' L	885.47	185510.46	368145.95
1011	215+96.95	81.41' L	885.11	185513.63	368142.67
1012	215+96.60	81.06' L	885.11	185513.28	368142.30
1013	215+95.53	80.01' L	885.17	185512.24	368141.22
1014	215+93.41	85.34' L	885.16	185517.61	368139.19
1015	215+93.02	85.02' L	885.16	185517.30	368138.79
1016	215+91.87	84.07' L	885.22	185516.36	368137.62
1017	215+89.10	91.34' L	885.75	185523.67	368134.97
1018	215+81.01	63.94' L	885.97	185496.41	368126.45
1019	215+81.47	63.73' L	885.46	185496.19	368126.90
1020	215+81.68	64.18' L	885.46	185496.64	368127.12

River Rd - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1021	215+82.10	65.09' L	885.44	185497.54	368127.55
1022	215+86.01	61.61' L	885.37	185494.00	368131.41
1023	215+86.22	62.06' L	885.37	185494.45	368131.62
1024	215+86.64	62.97' L	885.35	185495.35	368132.06
1025	215+86.46	61.40' L	885.86	185493.78	368131.86
1026	215+84.80	59.43' L	885.54	185491.84	368130.16
1027	215+83.76	57.53' L	885.57	185489.96	368129.09
1028	215+84.26	57.41' L	886.07	185489.83	368129.59
1029	215+83.83	53.88' L	885.62	185486.30	368129.10
1030	215+84.38	51.10' L	886.02	185483.52	368129.61
1031	215+83.88	51.08' L	885.53	185483.51	368129.11
1032	215+83.91	50.58' L	885.53	185483.01	368129.13
1033	215+83.96	49.58' L	885.51	185482.01	368129.16
1034	215+78.39	50.81' L	886.10	185483.33	368123.61
1035	215+78.89	50.84' L	885.59	185483.35	368124.11
1036	215+78.91	50.34' L	885.59	185482.85	368124.13
1037	215+78.96	49.34' L	885.57	185481.85	368124.16
1038	215+78.84	53.78' L	885.69	185486.28	368124.11
1039	215+78.34	53.27' L	886.19	185485.78	368123.60
1040	215+78.08	53.76' L	885.70	185486.28	368123.35
1041	215+73.33	53.67' L	885.65	185486.26	368118.60

River Rd - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1042	215+72.83	53.66' L	885.65	185486.26	368118.10
1043	215+71.83	53.64' L	885.63	185486.26	368117.10
1044	215+73.23	58.67' L	885.63	185491.26	368118.58
1045	215+72.73	58.66' L	885.63	185491.26	368118.08
1046	215+71.73	58.64' L	885.61	185491.26	368117.08
1047	215+73.22	59.17' L	886.12	185491.76	368118.58
1048	215+73.34	53.17' L	886.16	185485.76	368118.60
1049	215+97.79	82.92' L	885.13	185515.12	368143.52
1050	215+78.73	58.78' L	885.66	185491.28	368124.08
1051	215+77.98	58.76' L	885.67	185491.28	368123.33
1052	215+80.43	61.84' L	885.60	185494.32	368125.83
1053	215+78.43	59.27' L	886.16	185491.78	368123.79

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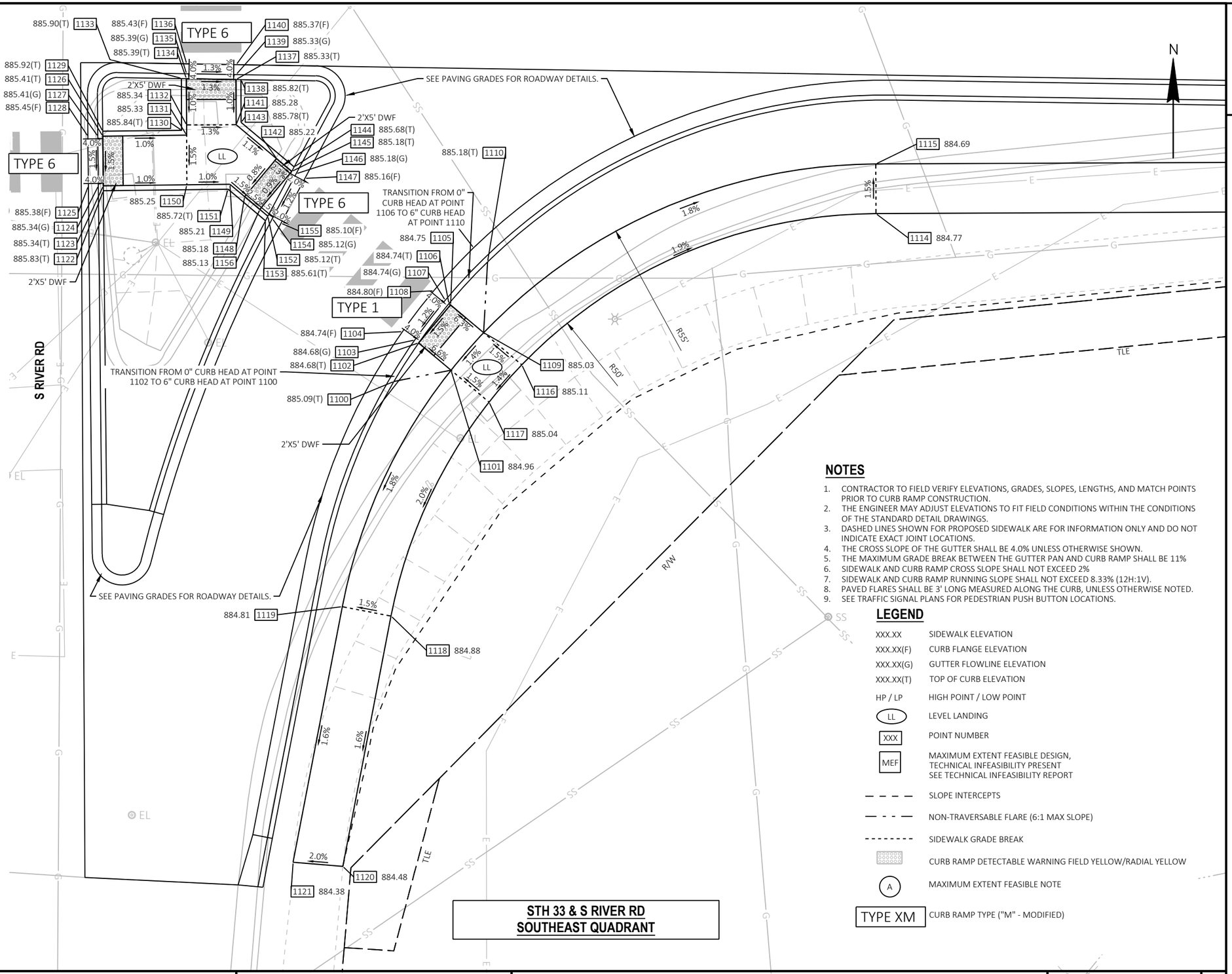
2

STH 33 & S RIVER RD
SOUTHEAST-PORKCHOP QUADRANT



NOTES

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

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

STH 33 & S RIVER RD
SOUTHEAST QUADRANT

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS	SHEET 58	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\021301-CR.DWG
LAYOUT NAME - 03SE
PLOT DATE : 10/20/2024 11:06 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

River Rd - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	216+01.79	55.65' R	885.09	185376.50	368145.32
1101	216+07.53	54.42' R	884.96	185377.64	368151.07
1102	216+04.22	51.73' R	884.68	185380.38	368147.81
1103	216+03.81	51.45' R	884.68	185380.67	368147.40
1104	216+02.57	50.61' R	884.74	185381.53	368146.17
1105	216+07.38	47.86' R	884.75	185384.21	368151.03
1106	216+07.21	47.72' R	884.74	185384.35	368150.86
1107	216+06.82	47.40' R	884.74	185384.67	368150.48
1108	216+05.66	46.46' R	884.80	185385.64	368149.33
1109	216+10.76	50.60' R	885.03	185381.41	368154.36
1110	216+11.03	43.47' R	885.18	185388.54	368154.75
1111	217+66.02	32.24' R	882.59	185398.94	368310.82
1112	217+65.99	36.74' R	882.61	185394.44	368310.84
1113	217+60.98	37.20' R	882.69	185393.92	368305.84
1114	216+50.09	37.97' R	884.77	185393.41	368193.89
1115	216+49.99	32.98' R	884.69	185398.41	368193.87
1116	216+14.64	53.77' R	885.11	185378.18	368158.20
1117	216+11.41	57.58' R	885.04	185374.42	368154.90
1118	216+01.88	79.29' R	884.88	185352.87	368145.02
1119	215+96.95	78.42' R	884.81	185353.81	368140.11
1120	215+97.42	104.57' R	884.48	185327.66	368140.17
1121	215+92.40	104.24' R	884.38	185328.07	368135.15
1122	215+72.21	36.92' R	885.83	185395.70	368116.04

River Rd - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1123	215+72.20	36.42' R	885.34	185396.20	368116.03
1124	215+71.70	36.43' R	885.34	185396.20	368115.53
1125	215+70.70	36.46' R	885.38	185396.19	368114.53
1126	215+72.07	31.42' R	885.41	185401.20	368115.98
1127	215+71.57	31.44' R	885.41	185401.20	368115.48
1128	215+70.57	31.46' R	885.45	185401.19	368114.48
1129	215+72.05	30.92' R	885.92	185401.70	368115.98
1130	215+80.00	30.70' R	885.84	185401.80	368123.93
1131	215+80.51	31.18' R	885.33	185401.31	368124.43
1132	215+80.49	30.15' R	885.34	185402.34	368124.42
1133	215+79.90	25.50' R	885.90	185407.00	368123.91
1134	215+80.40	25.50' R	885.39	185406.99	368124.41
1135	215+80.40	25.00' R	885.39	185407.49	368124.41
1136	215+80.40	24.00' R	885.43	185408.49	368124.43
1137	215+85.40	25.50' R	885.33	185406.91	368129.41
1138	215+85.90	25.50' R	885.82	185406.90	368129.91
1139	215+85.40	25.00' R	885.33	185407.41	368129.41
1140	215+85.40	24.00' R	885.37	185408.41	368129.43
1141	215+85.49	30.05' R	885.28	185402.36	368129.42
1142	215+89.61	33.40' R	885.22	185398.94	368133.49
1143	215+85.99	29.81' R	885.78	185402.59	368129.92
1144	215+91.39	34.21' R	885.68	185398.11	368135.26
1145	215+91.16	34.67' R	885.18	185397.66	368135.02

River Rd - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1146	215+91.61	34.89' R	885.18	185397.42	368135.46
1147	215+92.49	35.35' R	885.16	185396.95	368136.34
1148	215+86.45	37.28' R	885.18	185395.11	368130.27
1149	215+84.95	36.06' R	885.21	185396.36	368128.79
1150	215+80.61	36.18' R	885.25	185396.31	368124.45
1151	215+84.78	36.57' R	885.72	185395.86	368128.61
1152	215+88.82	39.21' R	885.12	185393.15	368132.61
1153	215+88.59	39.67' R	885.61	185392.70	368132.37
1154	215+89.27	39.44' R	885.12	185392.91	368133.05
1155	215+90.16	39.89' R	885.10	185392.44	368133.94
1156	215+88.01	38.54' R	885.13	185393.83	368131.80
1157	216+09.61	42.06' R	884.74	185389.97	368153.35

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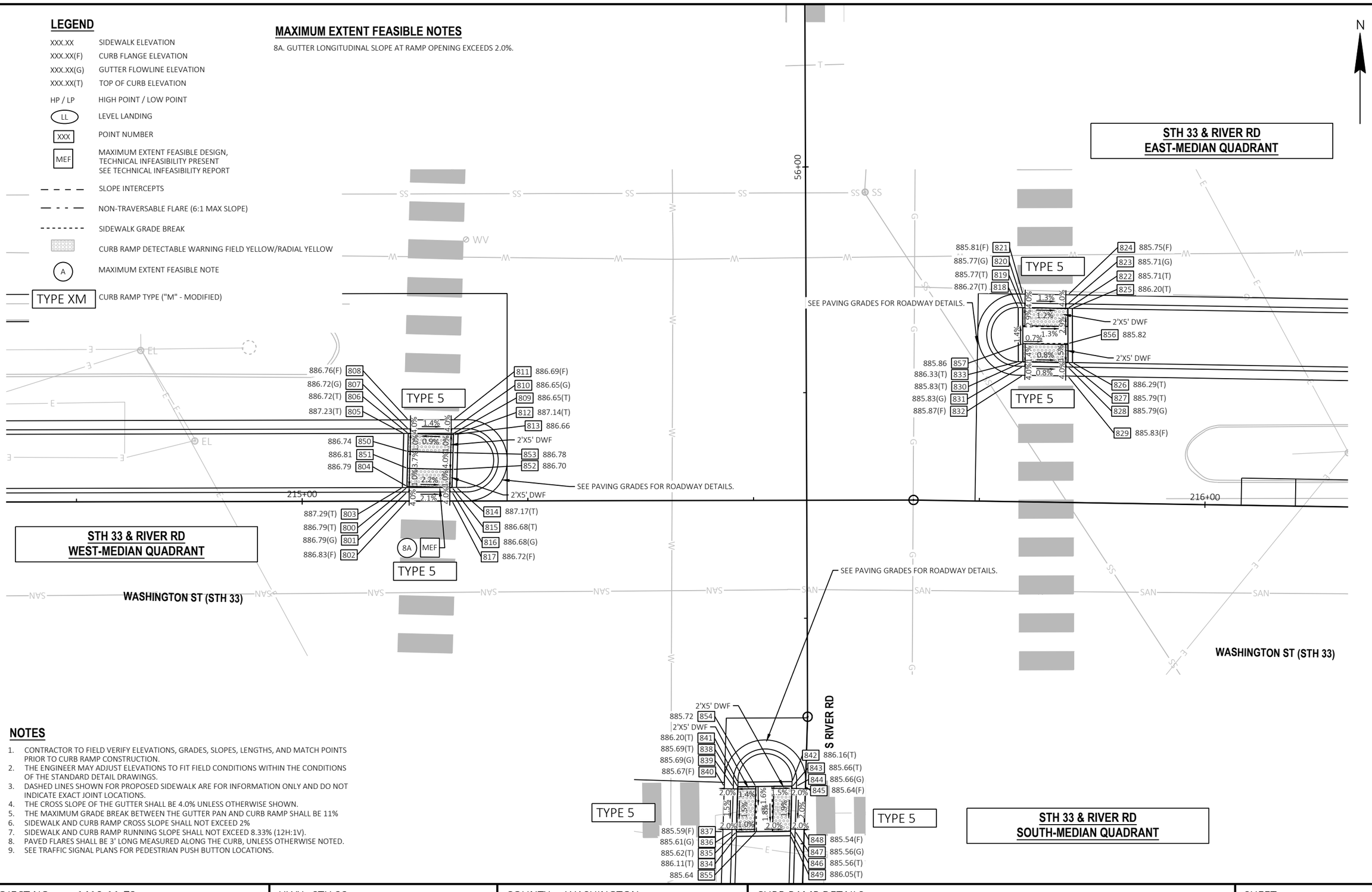
LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
XXX	POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT SEE TECHNICAL INFEASIBILITY REPORT
	SLOPE INTERCEPTS
	NON-TRAVERSABLE FLARE (6:1 MAX SLOPE)
	SIDEWALK GRADE BREAK
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/RADIAL YELLOW
A	MAXIMUM EXTENT FEASIBLE NOTE
TYPE XM	CURB RAMP TYPE ("M" - MODIFIED)

MAXIMUM EXTENT FEASIBLE NOTES

8A. GUTTER LONGITUDINAL SLOPE AT RAMP OPENING EXCEEDS 2.0%.



NOTES

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3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. SEE TRAFFIC SIGNAL PLANS FOR PEDESTRIAN PUSH BUTTON LOCATIONS.

River Rd - Medians					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	215+11.60	1.50' L	886.79	185434.06	368056.01
801	215+11.60	1.00' L	886.79	185433.56	368056.01
802	215+11.60	0.00'	886.83	185432.56	368056.02
803	215+11.10	1.50' L	887.29	185434.06	368055.51
804	215+11.60	1.64' L	886.79	185434.21	368056.02
805	215+11.27	7.50' L	887.23	185440.06	368055.67
806	215+11.77	7.50' L	886.72	185440.06	368056.17
807	215+11.77	8.00' L	886.72	185440.56	368056.17
808	215+11.77	9.00' L	886.76	185441.56	368056.17
809	215+16.77	7.50' L	886.65	185440.08	368061.17
810	215+16.77	8.00' L	886.65	185440.58	368061.17
811	215+16.77	9.00' L	886.69	185441.58	368061.17
812	215+17.27	7.50' L	887.14	185440.08	368061.67
813	215+16.77	7.36' L	886.66	185439.93	368061.16
814	215+17.10	1.50' L	887.17	185434.08	368061.51
815	215+16.60	1.50' L	886.68	185434.07	368061.01
816	215+16.60	1.00' L	886.68	185433.57	368061.01
817	215+16.60	0.00'	886.72	185432.57	368061.02
818	215+78.97	21.50' L	886.27	185454.01	368123.73
819	215+79.47	21.50' L	885.77	185454.00	368124.23
820	215+79.47	22.00' L	885.77	185454.50	368124.23
821	215+79.47	23.00' L	885.81	185455.50	368124.25
822	215+84.47	21.50' L	885.71	185453.92	368129.23
823	215+84.47	22.00' L	885.71	185454.42	368129.23
824	215+84.47	23.00' L	885.75	185455.42	368129.25

River Rd - Medians					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
825	215+84.97	21.50' L	886.20	185453.91	368129.73
826	215+85.09	15.50' L	886.29	185447.91	368129.75
827	215+84.59	15.50' L	885.79	185447.92	368129.25
828	215+84.59	15.00' L	885.79	185447.42	368129.24
829	215+84.59	14.00' L	885.83	185446.42	368129.23
830	215+79.59	15.50' L	885.83	185448.00	368124.25
831	215+79.59	15.00' L	885.83	185447.50	368124.24
832	215+79.59	14.00' L	885.87	185446.50	368124.23
833	215+79.09	15.50' L	886.33	185448.01	368123.75
834	215+48.00	37.23' R	886.11	185395.42	368092.50
835	215+48.01	36.73' R	885.62	185395.92	368092.51
836	215+47.51	36.71' R	885.61	185395.93	368092.01
837	215+46.51	36.68' R	885.59	185395.96	368091.01
838	215+48.17	31.73' R	885.69	185400.92	368092.66
839	215+47.67	31.71' R	885.69	185400.93	368092.16
840	215+46.68	31.68' R	885.67	185400.96	368091.16
841	215+48.19	31.23' R	886.20	185401.42	368092.68
842	215+54.20	31.17' R	886.16	185401.49	368098.68
843	215+54.19	31.72' R	885.66	185400.94	368098.68
844	215+54.68	31.68' R	885.66	185400.98	368099.17
845	215+55.68	31.72' R	885.64	185400.95	368100.17
846	215+54.02	36.67' R	885.56	185395.99	368098.52
847	215+54.52	36.69' R	885.56	185395.98	368099.02
848	215+55.52	36.72' R	885.54	185395.95	368100.02
849	215+54.00	37.17' R	886.05	185395.49	368098.50

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N

SLOPE INTERCEPT

STA 109+16, 62.0' LT
CATCH BASINS 2x3-WB (10)

R/W

REMOVING STORM SEWER 12-INCH 5.4 LF

STA 109+18.27, -57.66' LT
REMOVING CATCH BASIN

SSPRC CLASS IV 12-INCH
6.0 LF

STA 109+18, 56.7' LT
MANHOLES 4-WB (9)

WASHINGTON ST (STH 33)

STA 109+24.92, -19.00' LT
ADJUSTING CATCH BASIN

SSPRC CLASS IV 12-INCH
10.5 LF

REMOVING STORM SEWER 12-INCH 10.5 LF

STA 109+25.83, -13.29' LT
REMOVING CATCH BASIN

108+00

109+00

STA 109+25, 8.5' LT
CATCH BASINS 2x3-WB (11)

STA 109+20.31, 33.46' RT
ADJUSTING CATCH BASIN
INLET COVERS TYPE BW

R/W

TLE

SLOPE INTERCEPT

17+00

16+00

15+00

14+00

18TH AVE

18TH AVE R/L

RIM = 949.59
N = 932.34
S = 932.64
W = 933.14

RIM = 949.80
N = 932.85
S = 932.85
W = 933.65

RIM = 948.67
N = 933.34

110+00

111+00

112+00

113+00

SLOPE INTERCEPT

TLE

R/W

STA 112+53, 58.8' LT
CATCH BASINS 2x3-WB (12)

STA 112+55.59, -54.41' LT
REMOVING CATCH BASIN

STA 112+55.50, -53.40' LT
CONCRETE COLLAR REQ'D

REMOVING STORM SEWER
12-INCH 5.7 LF

SSPRC CLASS IV 12-INCH
5.7 LF

STA 112+73.05, -7.58' LT
ADJUSTING CATCH BASIN

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

R/W

TLE

STORM SEWER GENERAL NOTES:

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

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	STORM SEWER	SHEET 62	E

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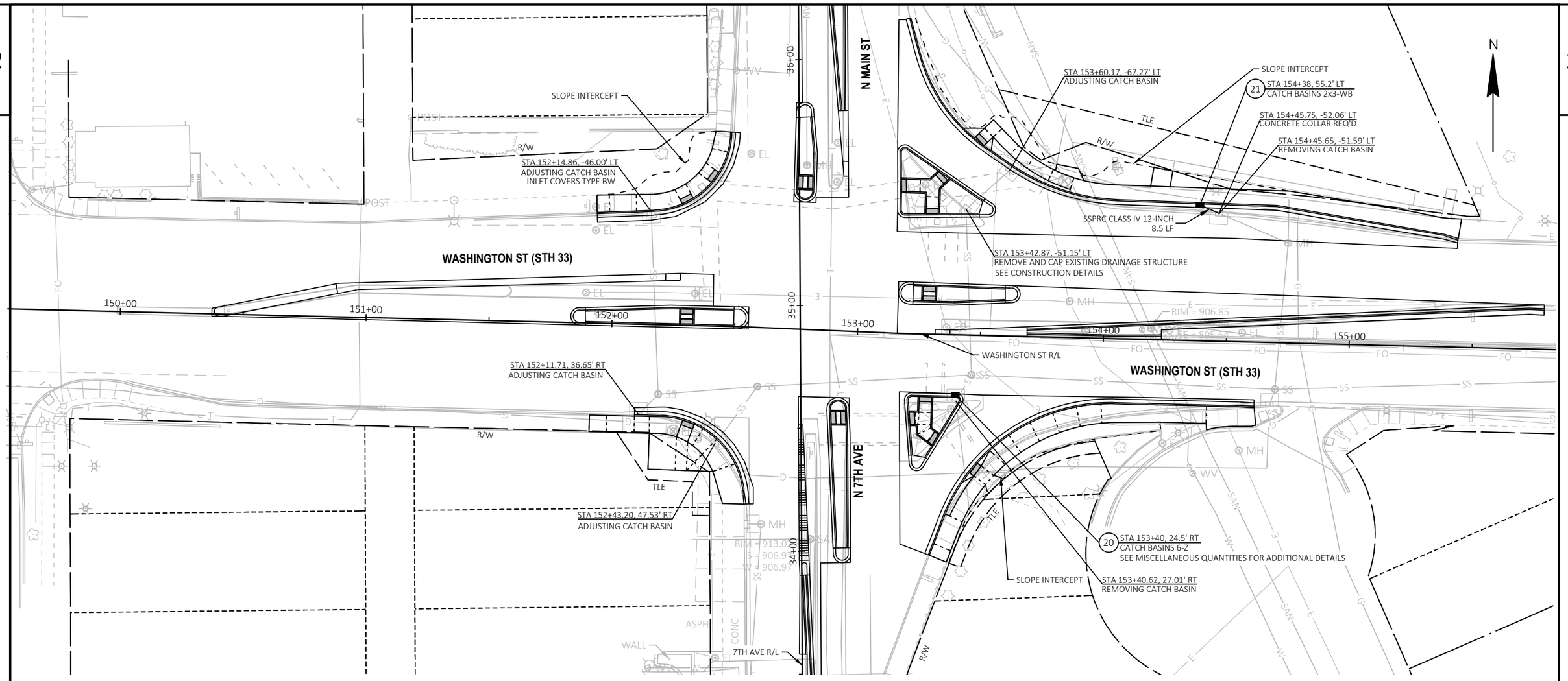

STORM SEWER GENERAL NOTES:

- ALL STA/OFFSET ARE MEASURED TO THE CENTER OF STRUCTURE.
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE.
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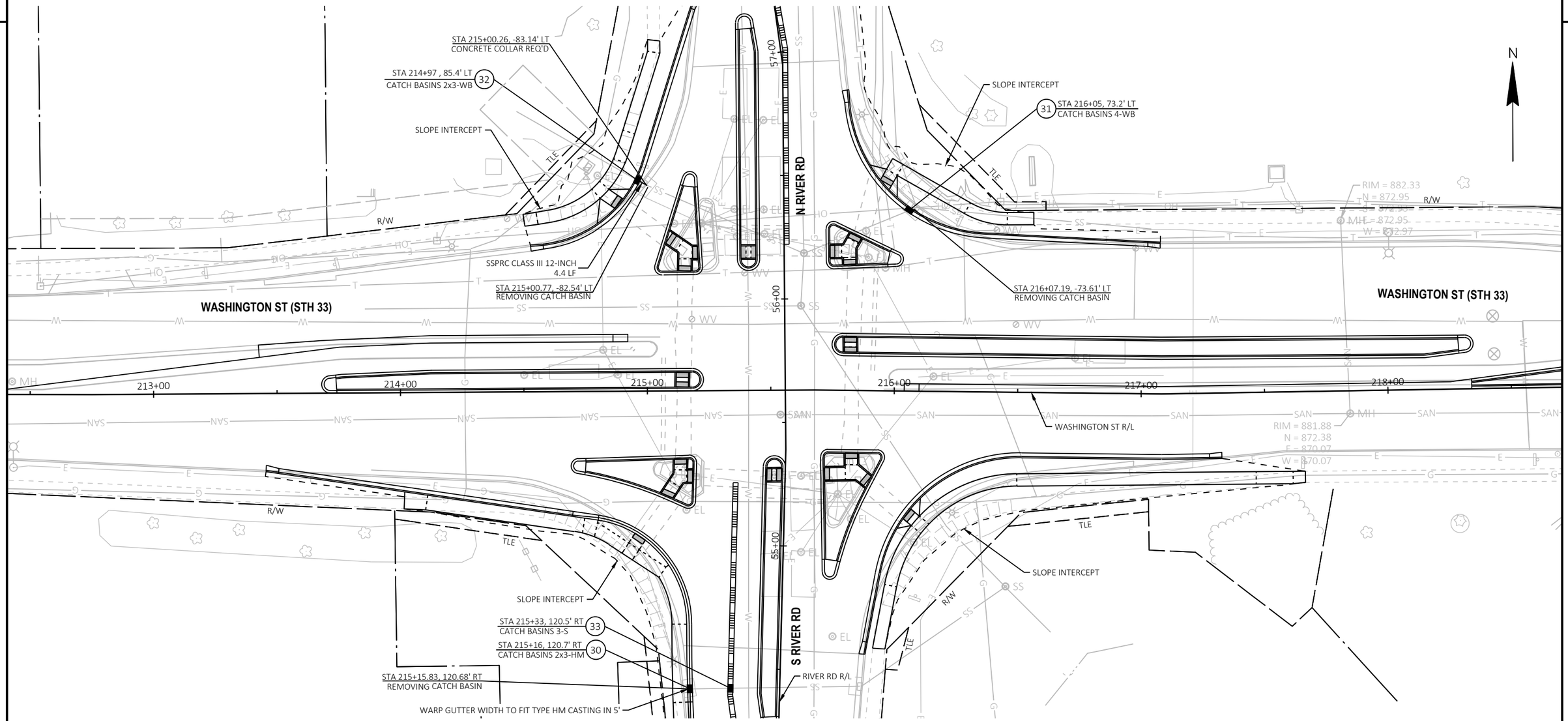

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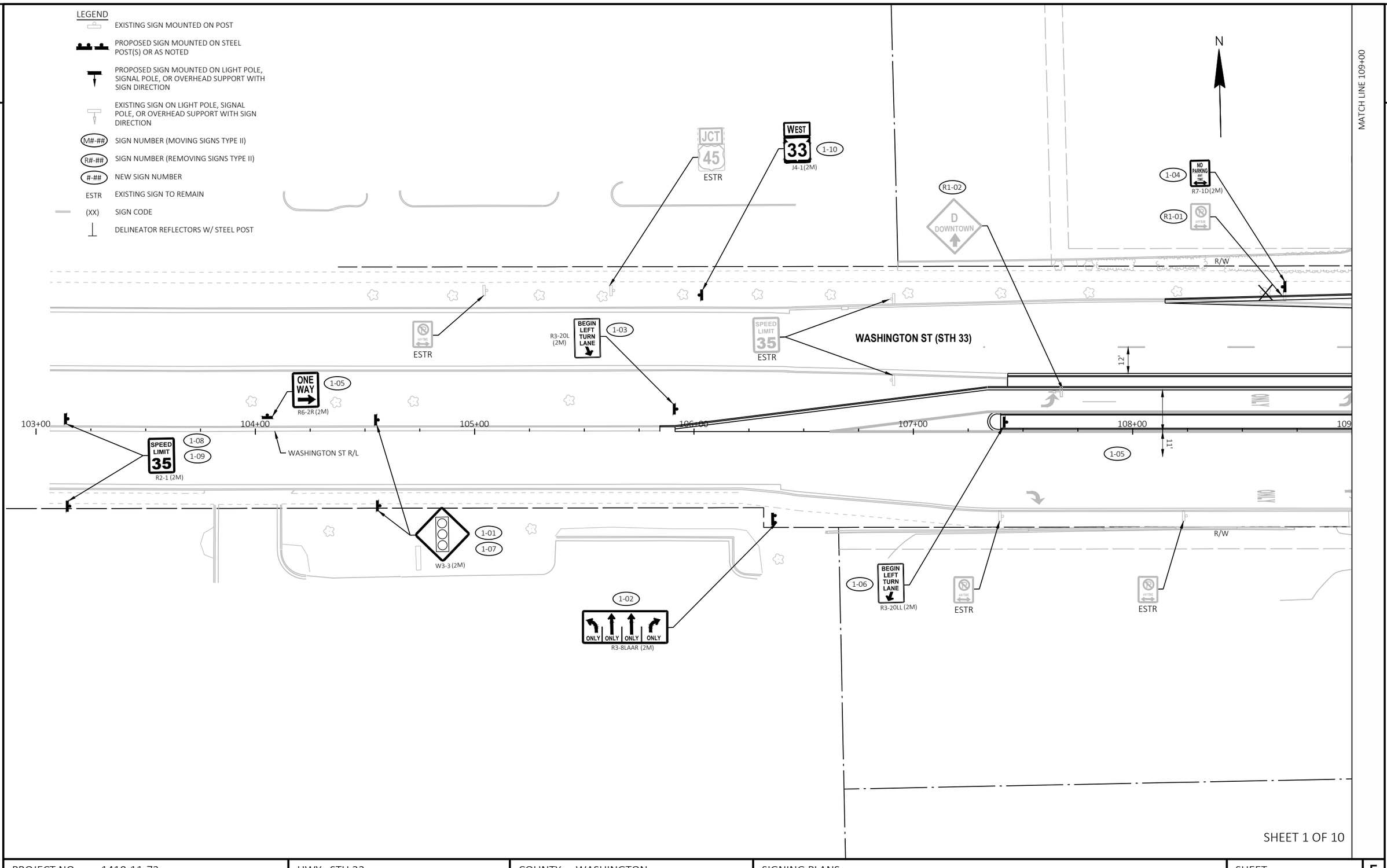
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE.
- PIPE LENGTHS REPRESENT THE LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- VERIFY THE EXISTING STORM SEWER CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS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

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST



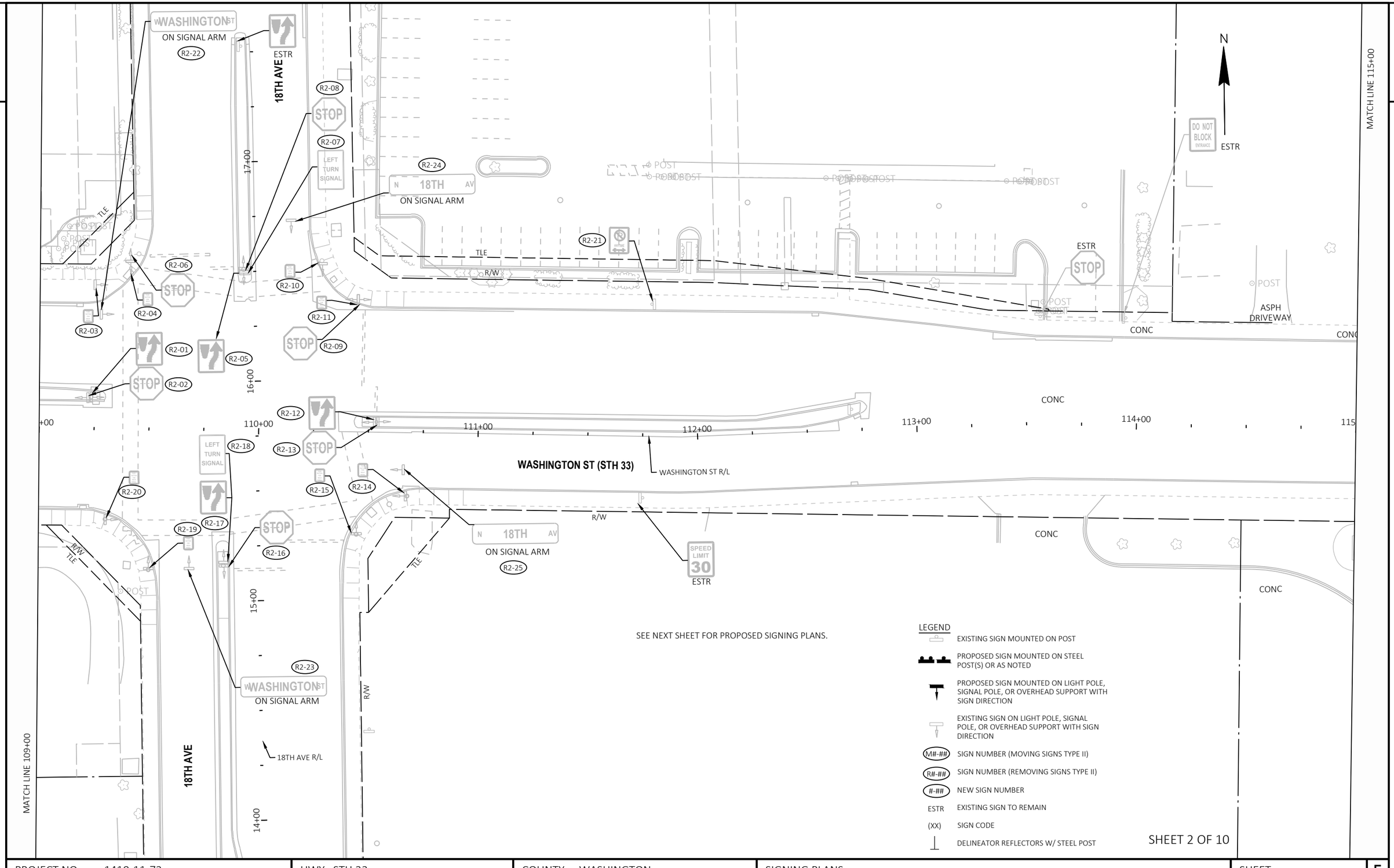
SHEET 1 OF 10

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 65	E

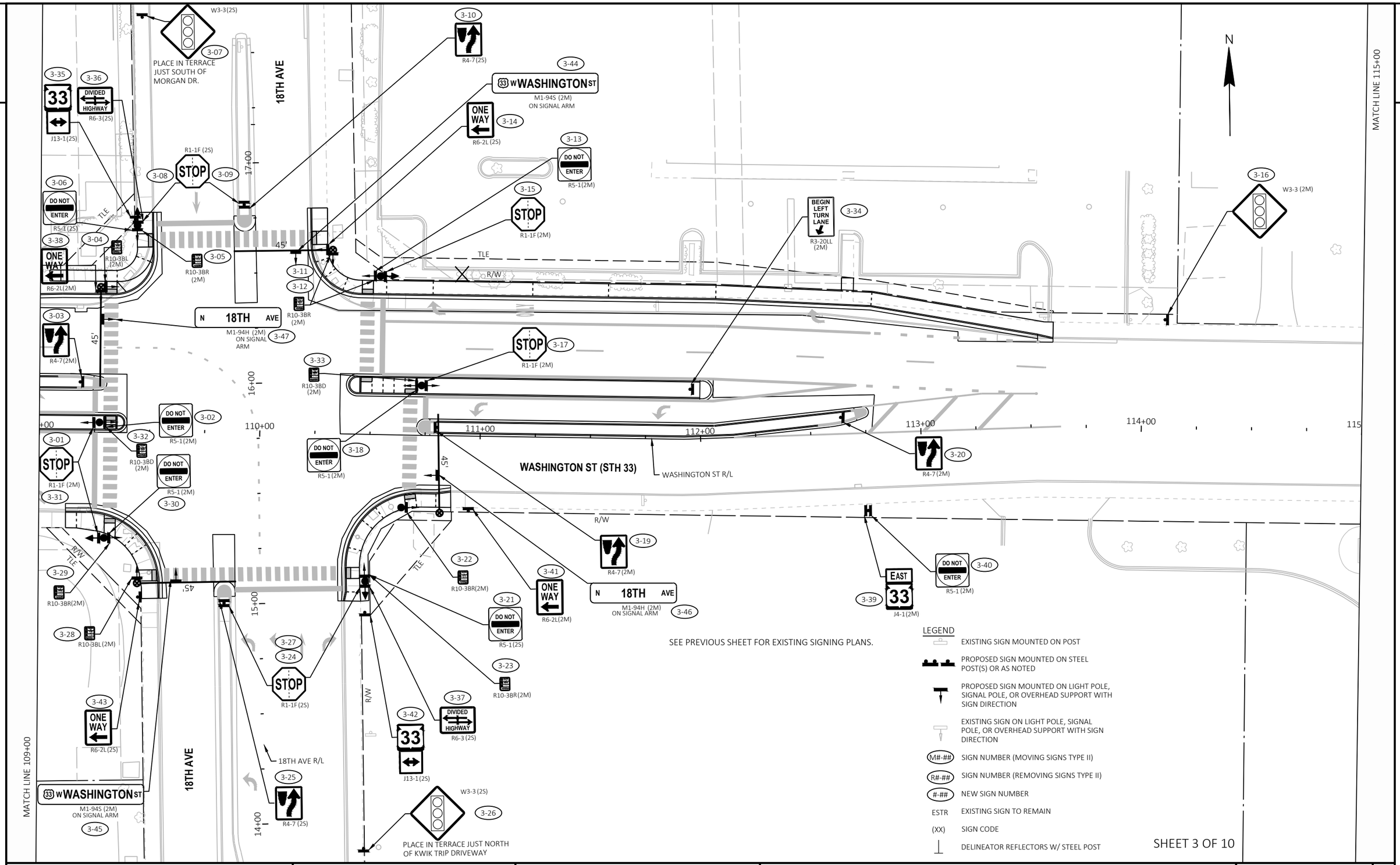
FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 9:18 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 66	E



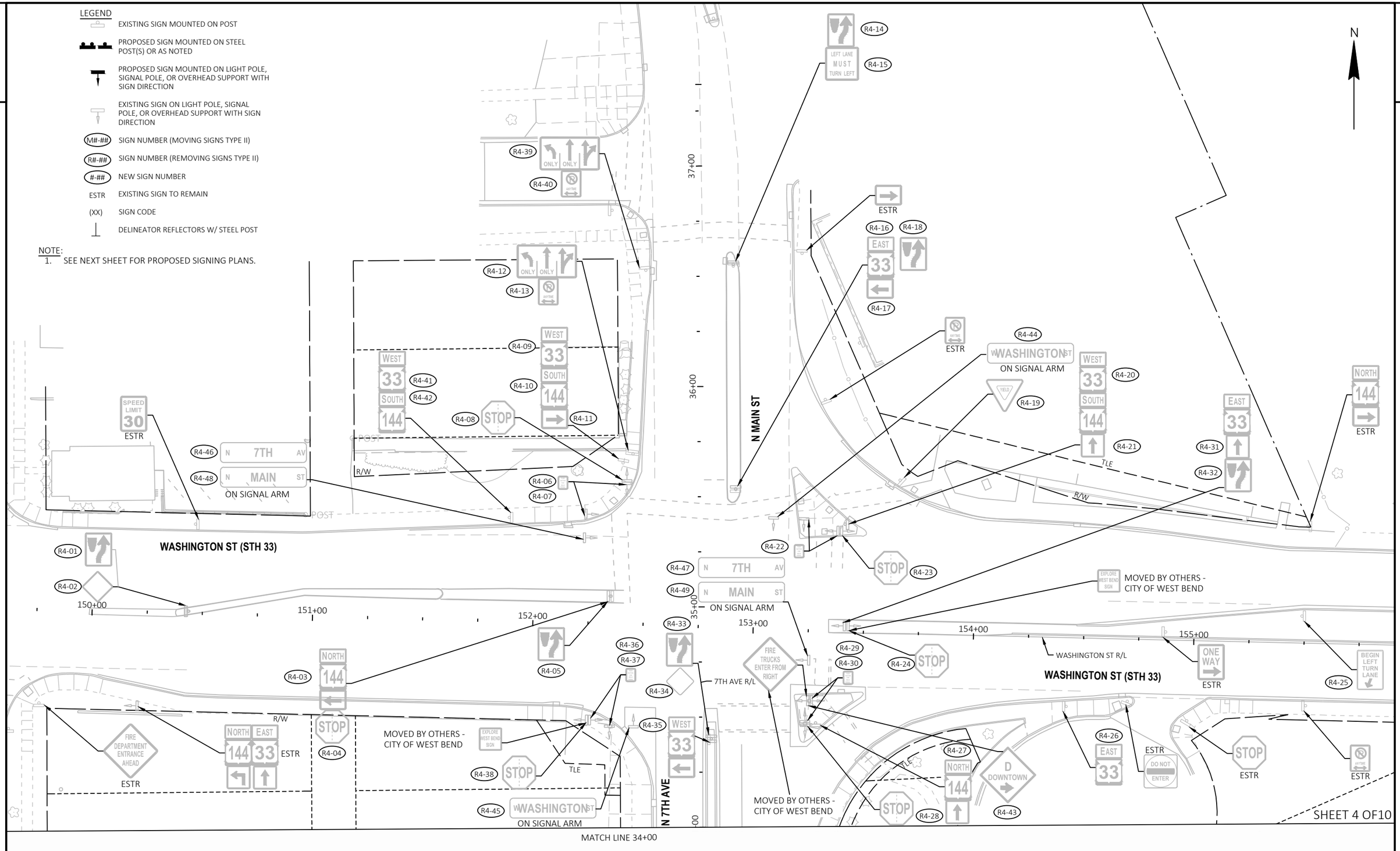
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 67	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 02-P
PLOT DATE : 10/24/2024 9:19 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

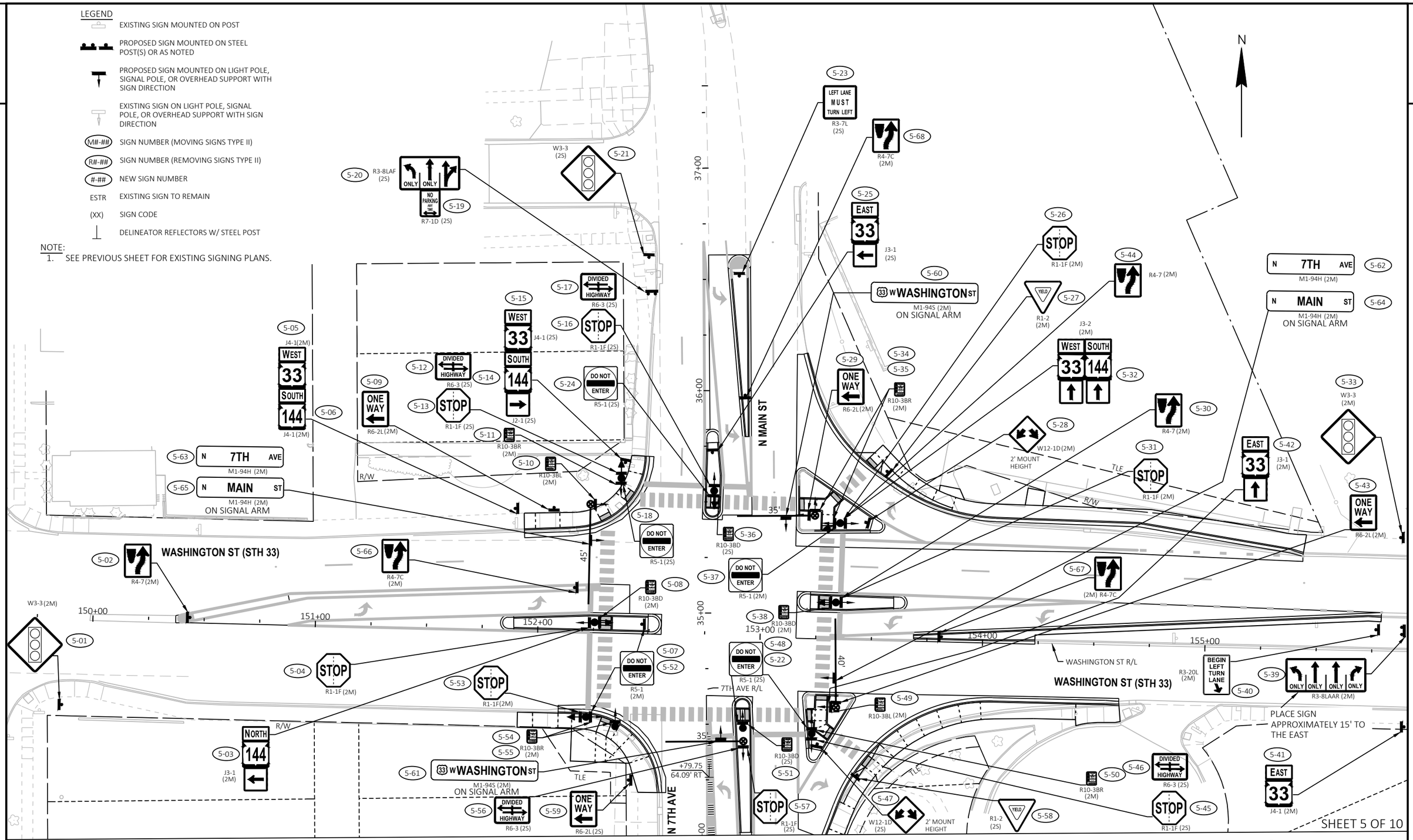
NOTE:
1. SEE NEXT SHEET FOR PROPOSED SIGNING PLANS.



LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

NOTE:
1. SEE PREVIOUS SHEET FOR EXISTING SIGNING PLANS.



SHEET 5 OF 10

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 69	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 04-P

PLOT DATE : 10/24/2024 9:19 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 34+00

N 7TH AVE

34+00

33+00

32+00

31+00

CEDAR ST

R/W

ESTR

NO TRUCKS IN EXCESS OF 8,000 LBS EXCEPT FOR LOCAL TRAFFIC

ANYTIME

EAST 33 ESTR

ONLY ONLY ESTR

ESTR

6-01

W3-3 (2S)

7TH AVE R/L

LEFT LANE MUST TURN LEFT ESTR

ESTR

TO 45 ESTR

WEST 33 EAST 33

NORTH 144 6-02

J3-1 (2S)

LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

N

SHEET 6 OF 10

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 70	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/24/2024 9:19 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
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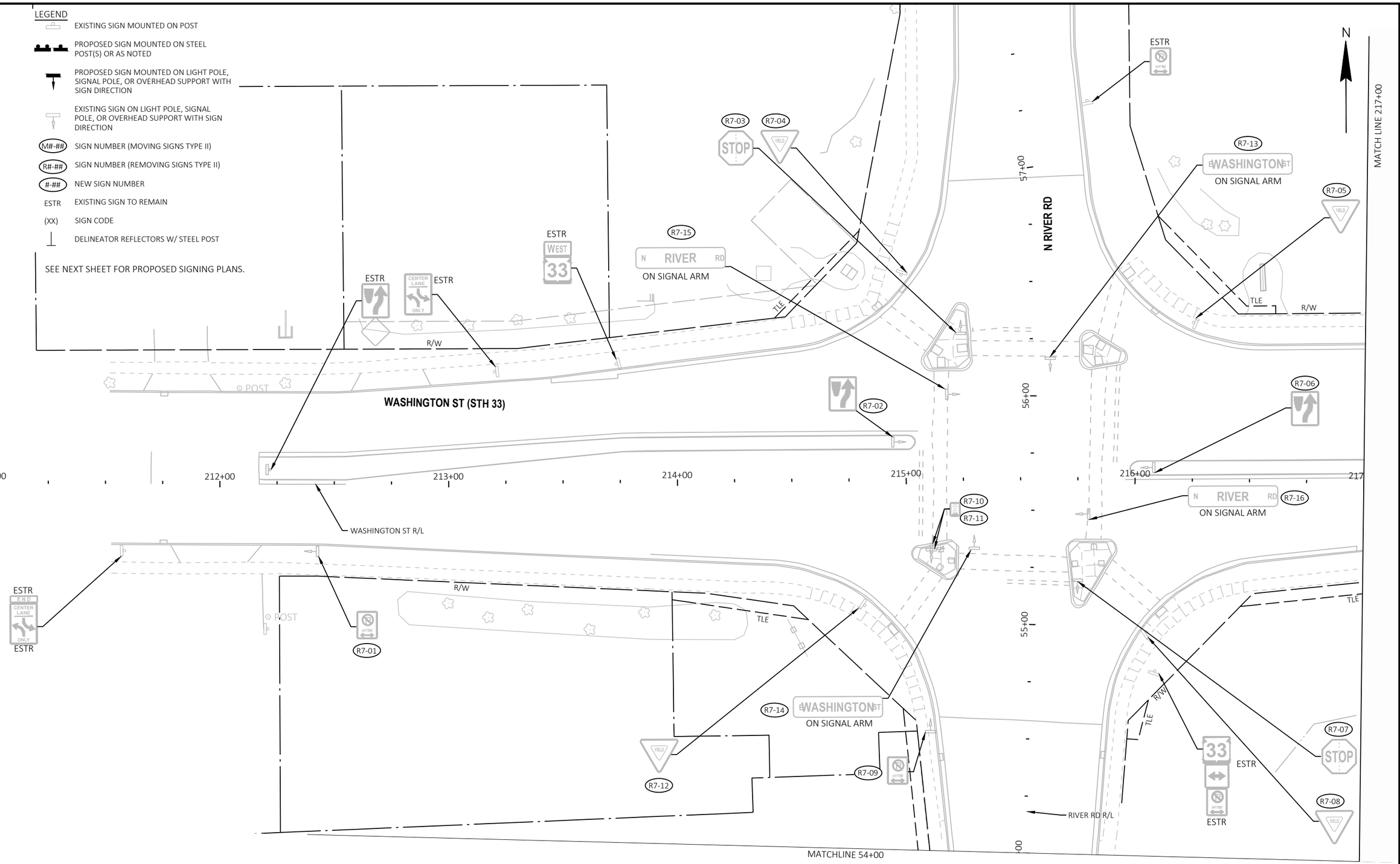
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

SEE NEXT SHEET FOR PROPOSED SIGNING PLANS.



SHEET 7 OF 10

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 71	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 05-E

PLOT DATE : 10/24/2024 9:19 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- (M#-##) SIGN NUMBER (MOVING SIGNS TYPE II)
- (R#-##) SIGN NUMBER (REMOVING SIGNS TYPE II)
- (#-##) NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

SEE PREVIOUS SHEET FOR EXISTING SIGNING PLANS.

8-01 BEGIN LEFT TURN LANE — R3-20L (2M)

8-02 R3-8LAF (2M) ONLY ONLY — MOUNT ON LIGHT POLE

8-03 STOP — R1-1F (2M)

8-04 R10-3BD (2M)

8-05 ONE WAY — R6-2L(2M)

8-06 DO NOT ENTER — R5-1 (2M)

8-07 R10-3BL(2M)

8-08 R10-3BR (2M)

8-09 STOP — R1-1F (2M)

8-10 DIVIDED HIGHWAY — R6-3 (2M)

8-11 YIELD — R1-2 (2M)

8-12 W3-3 (2M) — PLACE JUST SOUTH OF LANG ST.

8-13 W12-1D (2M) 2' MOUNT HEIGHT

8-14 STOP — R1-1F (2M)

8-15 DIVIDED HIGHWAY — R6-3 (2M)

8-16 R3-8LAR (2M) ONLY ONLY ONLY

8-17 ONE WAY — R6-2L(2M)

8-18 STOP — R1-1F (2M)

8-19 YIELD — R1-2 (2M)

8-20 W12-1D (2M) 2' MOUNT HEIGHT

8-21 R10-3BR (2M)

8-22 R10-3BL(2M)

8-23 DO NOT ENTER — R5-1(2M)

8-24 R10-3BD (2M)

8-25 R10-3BD (2M)

8-26 STOP — R1-1F (2M)

8-27 R10-3BL(2M)

8-28 R10-3BR (2M)

8-29 ONE WAY — R6-2L (2M)

8-30 DO NOT ENTER — R5-1(2M)

8-31 STOP — R1-1F (2M)

8-33 YIELD — R1-2 (2M)

8-34 W12-1D (2M) 2' MOUNT HEIGHT

8-35 STOP — R1-1F (2M)

8-36 R3-8LAR (2M) ONLY ONLY ONLY

8-37 R10-3BD (2M)

8-38 R10-3BR (2M)

8-39 R10-3BL(2M)

8-40 R1-1F (2M)

8-41 YIELD — R1-2 (2M)

8-42 W12-1D (2M) 2' MOUNT HEIGHT

8-43 DO NOT ENTER — R5-1 (2M)

8-44 BEGIN LEFT TURN LANE — R3-20LL (2M)

8-45 BEGIN LEFT TURN LANE — R3-20LL (2M)

8-46 BEGIN LEFT TURN LANE — R3-20LL (2M)

8-47 DIVIDED HIGHWAY — R6-3 (2M)

8-48 ONE WAY — R6-2L(2M)

8-49 R10-3BD (2M)

8-50 R10-3BD (2M)

8-51 DO NOT ENTER — R5-1 (2M)

8-52 R10-3BD (2M)

8-53 33 W WASHINGTON ST — M1-94S (2M) ON SIGNAL ARM

8-54 33 W WASHINGTON ST — M1-94S (2M) ON SIGNAL ARM

8-55 N RIVER RD — M1-94H (2M) ON SIGNAL ARM

8-56 N RIVER RD — M1-94H (2M) ON SIGNAL ARM

8-57 R4-7C (2M)

8-58 R4-7C (2M)

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

RIVER RD R/L

N RIVER RD

MATCHLINE 54+00

MATCH LINE 217+00

211+00 212+00 213+00 214+00 215+00 216+00 217

+56.75 -60.83' LT

+35.45 38.49' RT

57+00 56+00 55+00

45'

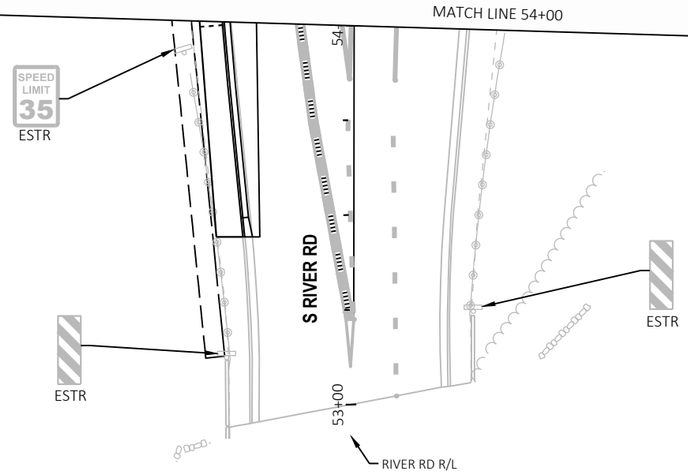
R/W

TLE

N

SHEET 8 OF 10

2



LEGEND

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- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

N

SHEET 9 OF 10

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 73	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/24/2024 9:19 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE 217+00

218+00

219+00

220+00

221+00

222+00

223+00

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

10-05
BEGIN LEFT TURN LANE
R3-20LL (2M)

ESTR

10-02
ONLY ONLY ONLY ONLY
R3-8LAAR (2M)

10-01
R4-7 (2M)

R3-20L (2M)
10-03
BEGIN LEFT TURN LANE

ESTR
END CENTER LANE ONLY
ESTR

ESTR

10-04
R4-7 (2M)

ESTR
EAST 33
ESTR

SPEED LIMIT 40
ESTR

ESTR

10-06
DO NOT ENTER
R5-1 (2M)

ESTR
CENTER LANE ONLY
ESTR

LEGEND

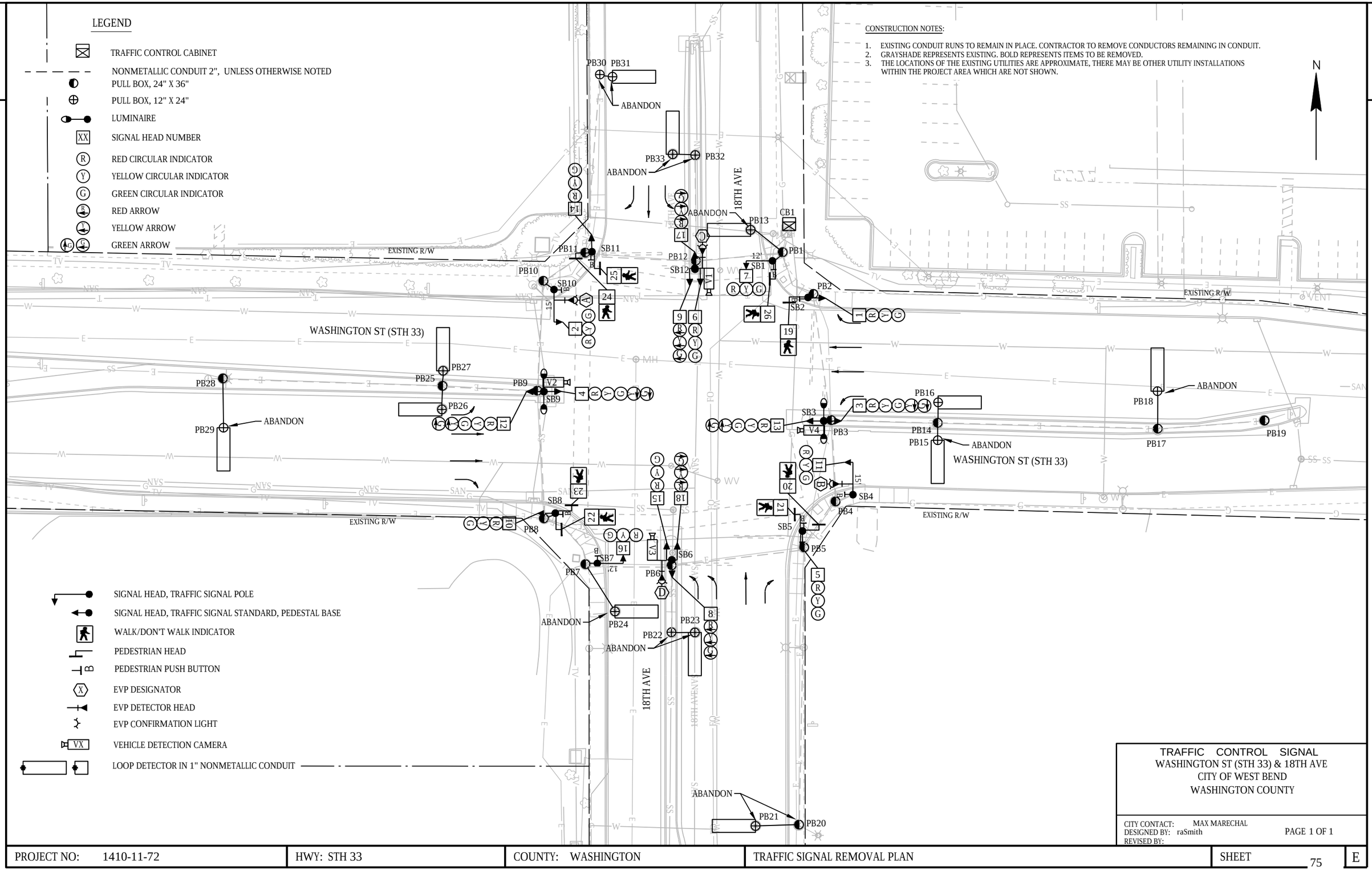
- EXISTING SIGN MOUNTED ON POST
- PROPOSED SIGN MOUNTED ON STEEL POST(S) OR AS NOTED
- PROPOSED SIGN MOUNTED ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- EXISTING SIGN ON LIGHT POLE, SIGNAL POLE, OR OVERHEAD SUPPORT WITH SIGN DIRECTION
- M#-## SIGN NUMBER (MOVING SIGNS TYPE II)
- R#-## SIGN NUMBER (REMOVING SIGNS TYPE II)
- #-## NEW SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- (XX) SIGN CODE
- DELINEATOR REFLECTORS W/ STEEL POST

SHEET 10 OF 10

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	SIGNING PLANS	SHEET 74	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\023201-PS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/24/2024 9:19 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT



TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 1 OF 1

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 75	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024001-SR.DWG
LAYOUT NAME - 18TH-AVE
PLOT DATE : 10/23/2024 1:33 PM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

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

CONSTRUCTION NOTES:

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

N

18TH AVE

WP1

WP2

WP3

WP4

WP5

EXISTING R/W

WASHINGTON ST (STH 33)

- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 1 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - PRE-CONSTRUCTION STAGE	SHEET 76	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024100-ST-SPRE (BACKUP).DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:33 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

N

18TH AVE

EXISTING R/W

WP1

WP2

WP3

WP4

WP5

WASHINGTON ST (STH 33)

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 2 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 77	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024101-ST-S1.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:33 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

N

18TH AVE

WASHINGTON ST (STH 33)

EXISTING R/W

WP1 WP2 WP3 WP4 WP5

EVP DESIGNATOR

EVP DETECTOR HEAD

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 3 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 78	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024102-ST-S2.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:34 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

N

18TH AVE

WASHINGTON ST (STH 33)

EXISTING R/W

WP1 WP2 WP3 WP4 WP5

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 4 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 79	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024103-ST-S3.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:34 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

N

18TH AVE

WASHINGTON ST (STH 33)

EXISTING R/W

WP1

WP2

WP3

WP4

WP5

EVP DESIGNATOR

EVP DETECTOR HEAD

SIGNAL HEAD TO BE BAGGED

WORK ZONE

TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

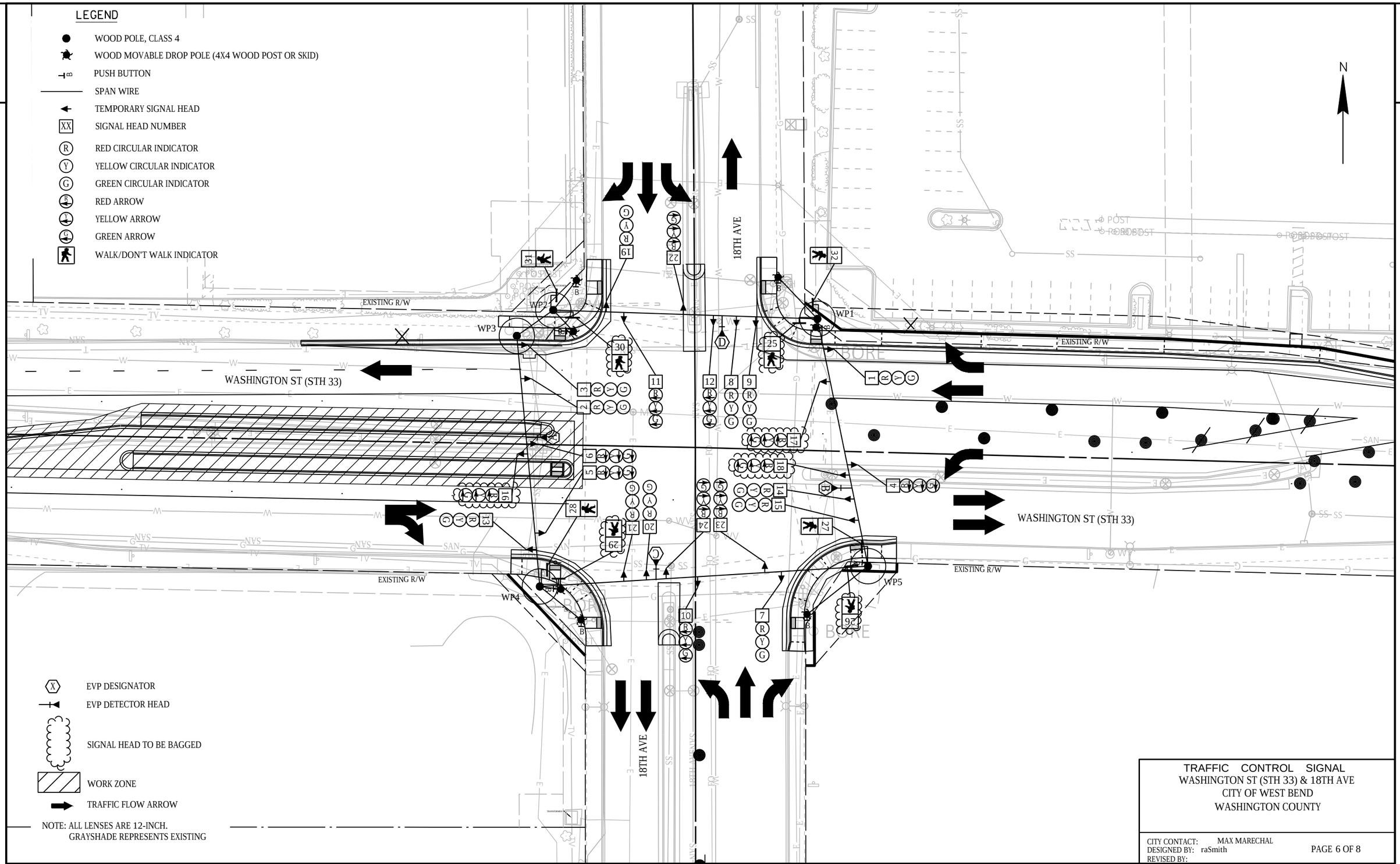
PAGE 5 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 80	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024104-ST-S4.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:34 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 6 OF 8

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET 81	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024105-ST-S5.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:34 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

18TH AVE

WASHINGTON ST (STH 33)

EXISTING R/W

WP1

WP2

WP3

WP4

WP5

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 7 OF 8

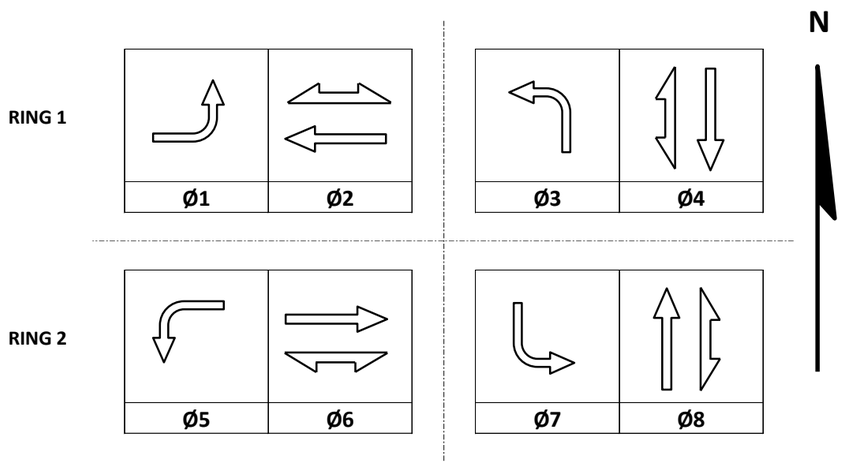
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6	SHEET 82	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024106-ST-S6.DWG
LAYOUT NAME - 18TH-AVE

PLOT DATE : 10/23/2024 1:36 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



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

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

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

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

GENERAL NOTES:

1. LEFT TURN PHASES TO RUN LEAD-LAG DURING CONSTRUCTION

WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: NOVEMBER 2024 PAGE NUMBER: 8 OF 8

FILE NAME: \\rasmith.com\Brookfield\Transportation\1222711\Traffic\Signal Design\Sequence Sheets\TS2-S_FYA_ABCD_EPAC_SEQ - WASHINGTON ST (STH 33) & 18 PLOT DATE: 6/14/2024 PLOT NAME: TS2-S_FYA_ABCD_EPAC_SEQ - WASHI PLOT BY: _____ PLOT SCALE: 1:1

2

LEGEND

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

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

CONSTRUCTION NOTES:

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

EVP CONSTRUCTION NOTES

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

N

WASHINGTON ST (STH 33)
18TH AVE
EXISTING R/W
POSTED SPEED LIMIT = 35 MPH
POSTED SPEED LIMIT = 25 MPH
250' TO NEAR RIGHT SIGNAL
108+00
109+00
110+00
111+00
112+00
113+00
PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13
SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11
CB1
45'
2-3"
3"

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

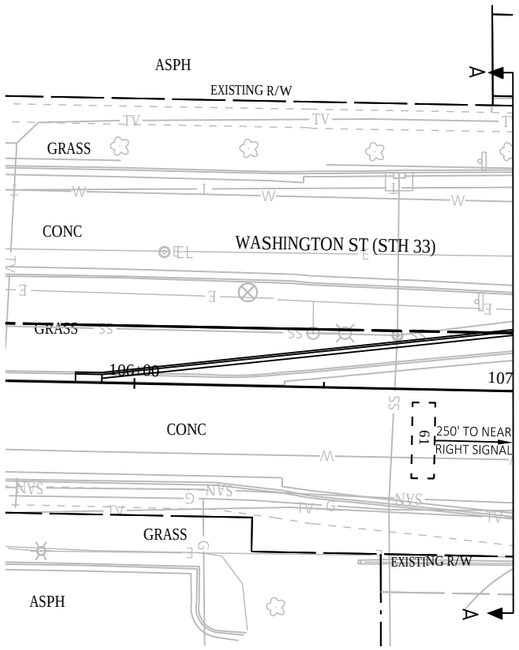
CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

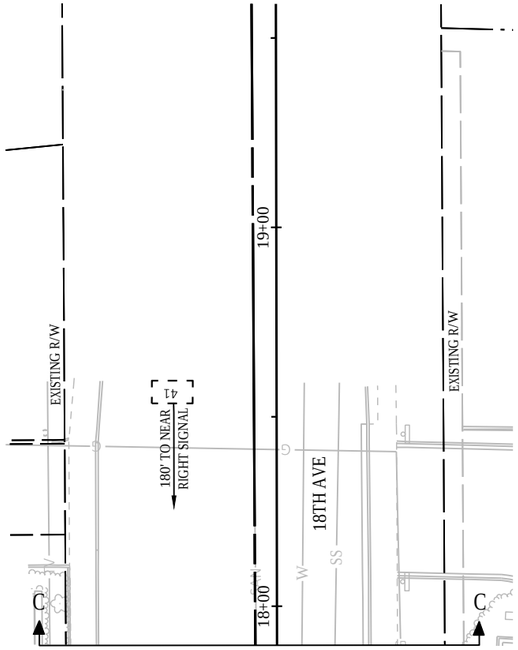
PAGE 1 OF 3

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 84	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - 18TH-AVE
PLOT DATE : 10/23/2024 1:36 PM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2





N

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

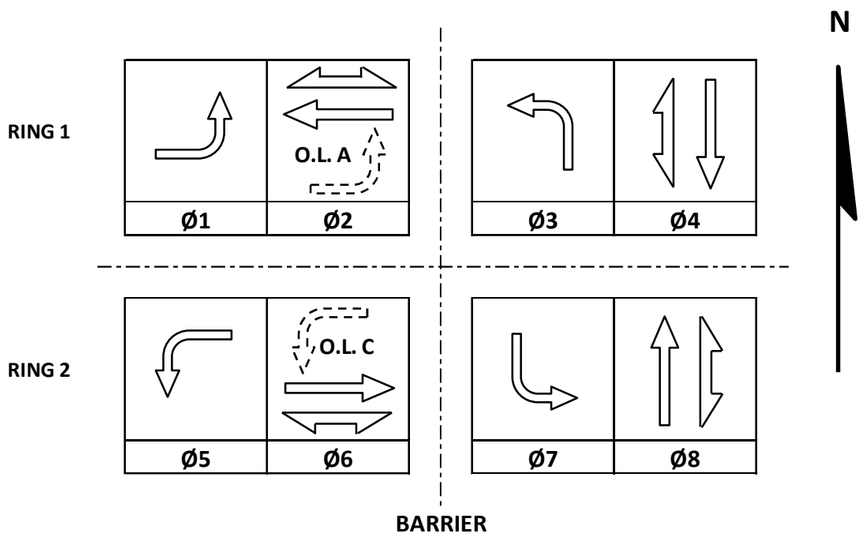
PAGE 2 OF 3

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 85	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - 18TH-AVE (2)

PLOT DATE : 10/23/2024 1:36 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	31	41	43	51	61	71	81	83							PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	3	4	4	5	6	7	8	8							ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND				X					X								EXTEND
DELAY					X					X							DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)			32	42					82								PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE			3	4					8								ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

WASHINGTON ST (STH 33) & 18TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

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

FILE NAME: \\rasmith.com\Brookfield\Transportation\1222711\Traffic\Signal Design\Sequence Sheets\TS2-S_FYA_ABCD_EPAC_SEQ - WASHINGTON ST (STH 33) & 18 PLOT DATE: 6/14/2024 PLOT NAME: TS2-S_FYA_ABCD_EPAC_SEQ - WASHI PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	1410-11-72
INTERSECTION:	WASHINGTON ST (STH 33) & 18TH AVE

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

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

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

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB6
PB6	SB7
PB7	SB7
PB8	SB8
PB9	SB9
PB10	SB9
PB11	SB10
PB12	SB11
PB13	CB1

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB10)
CB1	HEAD B (SB5)
CB1	HEAD C (SB7)
CB1	HEAD D (SB1)

Video Detection Cable	
From	To
CB1	V1 (SB1)
CB1	V2 (SB10)
CB1	V3 (SB7)
CB1	V4 (SB5)

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

2

2

LEGEND

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

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
2. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
3. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. REMOVE AND SALVAGE PREEMPTION CABLE TO PB15.

N

WASHINGTON ST (STH 33)

STH 33 / WASHINGTON ST

N MAIN ST

N 7TH AVE

EXISTING R/W

ABANDON

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16 PB17 PB18 PB19 PB20 PB21 PB22 PB23 PB24 PB25 PB26

CB1

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8

V1 V2 V3 V4

BORE

ASPH CONC WALL

- RADIO INTERCONNECT ANTENNA
- SIGNAL HEAD, TRAFFIC SIGNAL POLE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- WALK/DON'T WALK INDICATOR
- PEDESTRIAN HEAD
- B PEDESTRIAN PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- VX VEHICLE DETECTION CAMERA
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & N 7TH AVE / N MAIN ST
CITY OF WEST BEND
WASHINGTON COUNTY

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

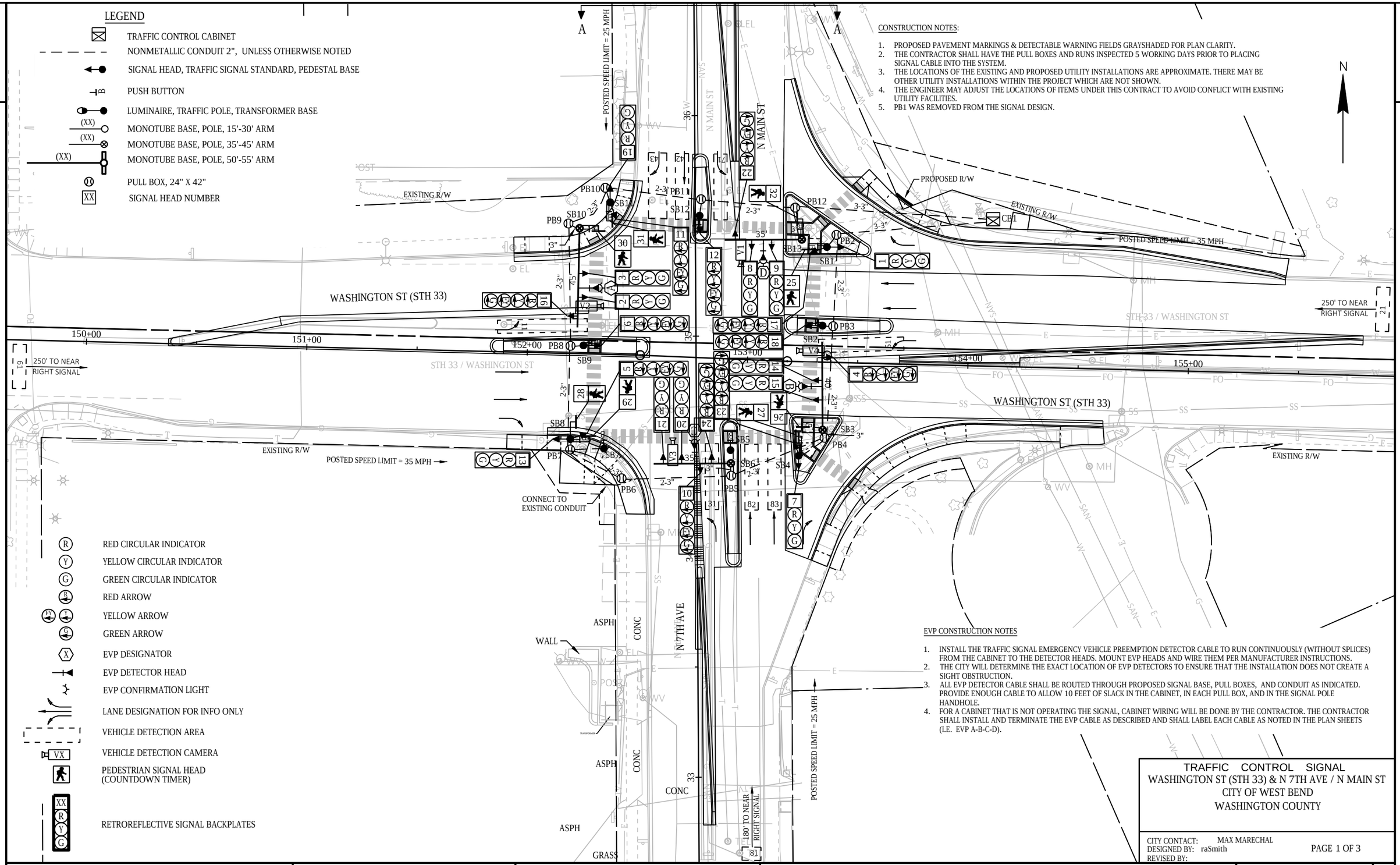
PAGE 1 OF 1

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 88	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024001-SR.DWG
LAYOUT NAME - 7TH ST

PLOT DATE : 10/23/2024 1:38 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

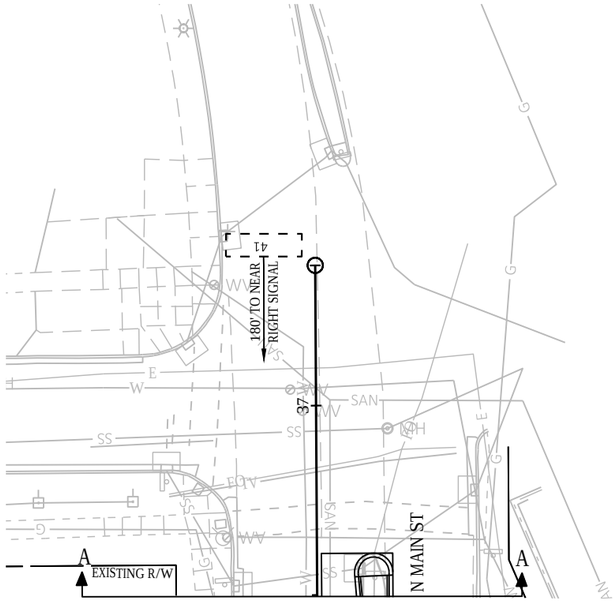


PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 89	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - 7TH ST
PLOT DATE : 10/23/2024 1:38 PM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N



TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & N 7TH AVE/MAIN ST
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 2 OF 3

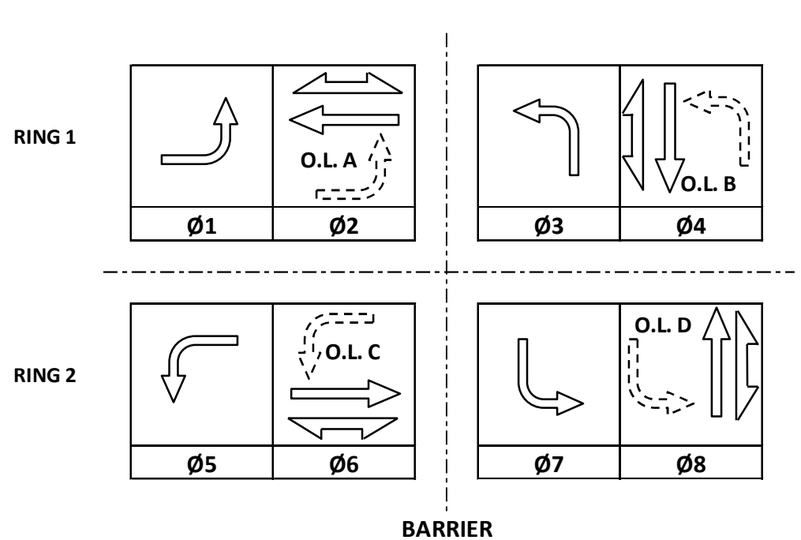
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 90	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - 7TH ST (2)

PLOT DATE : 10/23/2024 1:38 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	31	41	43	51	61	71	81	83							PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	3	4	4	5	6	7	8	8							ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH			8					4									SWITCH
EXTEND				X					X								EXTEND
DELAY					X												DELAY

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

WASHINGTON ST (STH 33) & N 7TH AVE/MAIN ST
CITY OF WEST BEND
WASHINGTON COUNTY

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

FILE NAME: \\rasmith.com\Brookfield\Transportation\1222711\Traffic\Signal Design\Sequence Sheets\TS2-S_FYA_ABCD_EPAC_SEQ - WASHINGTON ST (STH 33) & N PLOT DATE: 6/14/2024 PLOT NAME: TS2-S_FYA_ABCD_EPAC_SEQ - WASH PLOT BY: _____ PLOT SCALE: 1:1

PROJECT ID:	1410-11-71
INTERSECTION:	WASHINGTON ST (STH 33) & N 7TH AVE / N MAIN ST

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

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

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

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB2	SB1
PB3	SB2
PB4	SB3
PB5	SB6
PB6	SB8
PB7	SB8
PB8	SB9
PB9	SB10
PB10	SB11
PB11	SB12
PB12	SB13

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB10)
CB1	HEAD B (SB3)
CB1	HEAD C (SB6)
CB1	HEAD D (SB13)
CB1	FIRE STATION

Video Detection Cable	
From	To
CB1	V1 (SB13)
CB1	V2 (SB10)
CB1	V3 (SB6)
CB1	V4 (SB3)

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

2

LEGEND

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

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO REMAIN IN PLACE. CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
2. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
3. THE LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

N

A

A

B

B

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

STH 33 / WASHINGTON ST

EXISTING R/W

CB1 PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11 PB12 PB13 PB14 PB15 PB16 PB17 PB18 PB19 PB20 PB21 PB22 PB23 PB24 PB25 PB26 PB27 PB28 PB29 PB30

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8

ABANDON

20'

SIGNAL HEAD, TRAFFIC SIGNAL POLE

SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE

WALK/DON'T WALK INDICATOR

PEDESTRIAN HEAD

B PEDESTRIAN PUSH BUTTON

X EVP DESIGNATOR

EVP DETECTOR HEAD

EVP CONFIRMATION LIGHT

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 1 OF 2

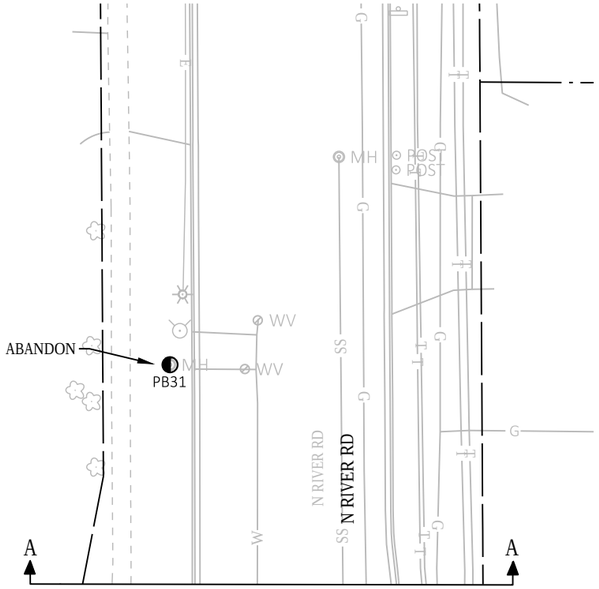
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 93	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024001-SR.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



N

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 2 OF 2

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 94	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024001-SR.DWG
LAYOUT NAME - RIVER RD (2)

PLOT DATE : 10/23/2024 1:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

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

CONSTRUCTION NOTES:

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

N

WP1 WP2 WP3 WP4 WP5

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

STH 33 / WASHINGTON ST

EXISTING R/W

- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

SUMMARY OF MATERIALS
(FOR INFORMATION ONLY)

QUANTITY	UNIT	DESCRIPTION
5	EA	CLASS 4 WOOD POLES
4	EA	WOOD MOVEABLE DROP POLES
807	LF	SPAN WIRE
18	EA	SIGNAL HEADS
8	EA	PEDESTRIAN HEADS
4	EA	EVP DETECTOR HEADS

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 1 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - PRE-CONSTRUCTION STAGE	SHEET 95	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024100-ST-SPRE (BACKUP).DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

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

N

WP1
WP2
WP3
WP4
WP5

N RIVER RD
S RIVER RD

WASHINGTON ST (STH 33)
STH 33 / WASHINGTON ST

EXISTING R/W

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 2 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 96	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024101-ST-S1.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:39 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

WP1
WP2
WP3
WP4
WP5
N RIVER RD
S RIVER RD
EXISTING R/W
WASHINGTON ST (STH 33)
STH 33 / WASHINGTON ST
N

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 3 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 97	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024102-ST-S2.DWG
LAYOUT NAME - RIVER RD
PLOT DATE : 10/23/2024 1:40 PM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

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

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

STH 33 / WASHINGTON ST

EXISTING R/W

WP1

WP2

WP3

WP4

WP5

- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

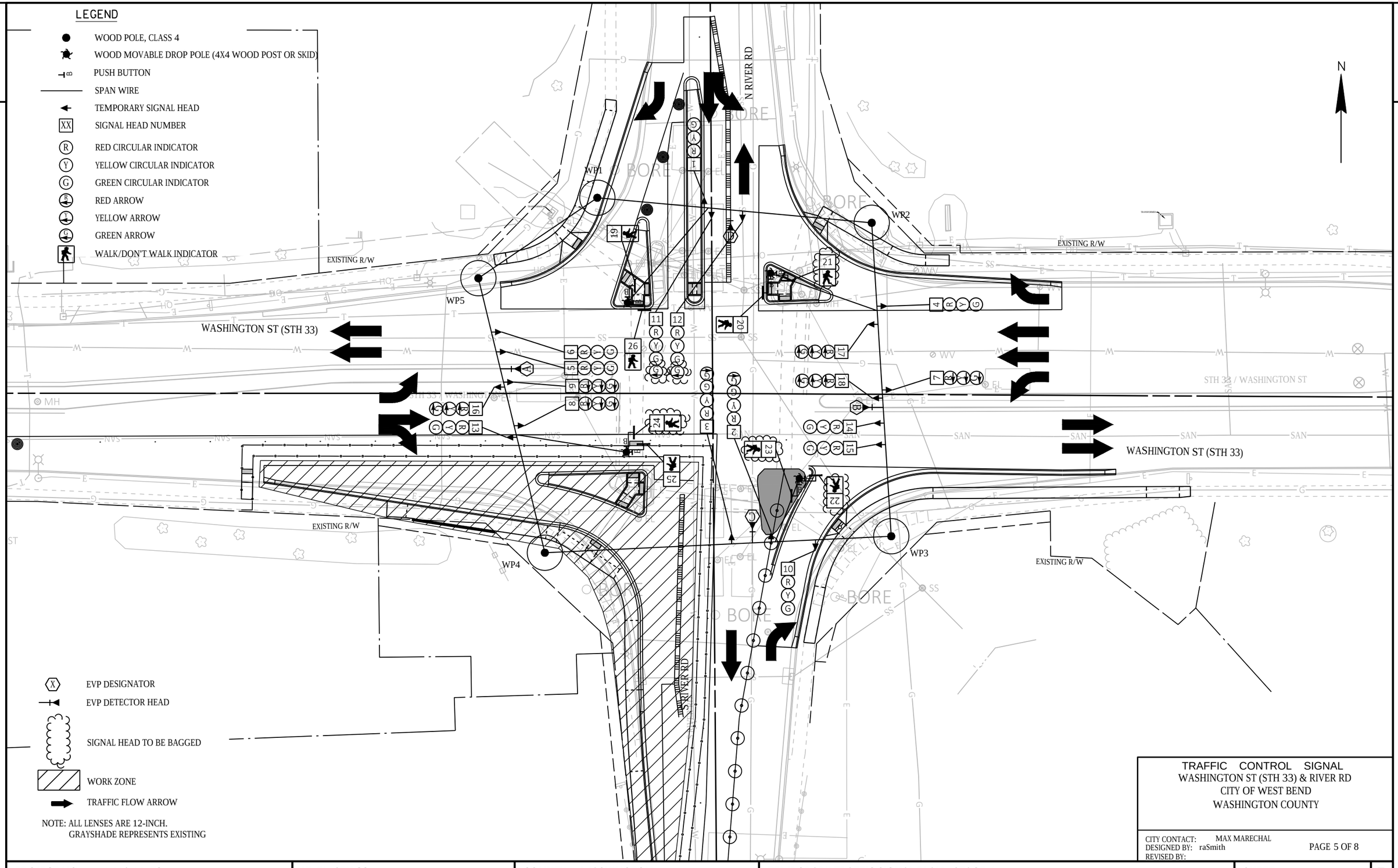
PAGE 4 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 98	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024103-ST-S3.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:40 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 5 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 99	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024104-ST-S4.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:40 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

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

- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD TO BE BAGGED
- WORK ZONE
- TRAFFIC FLOW ARROW

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

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

STH 33 / WASHINGTON ST

EXISTING R/W

WP1

WP2

WP3

WP4

WP5

TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

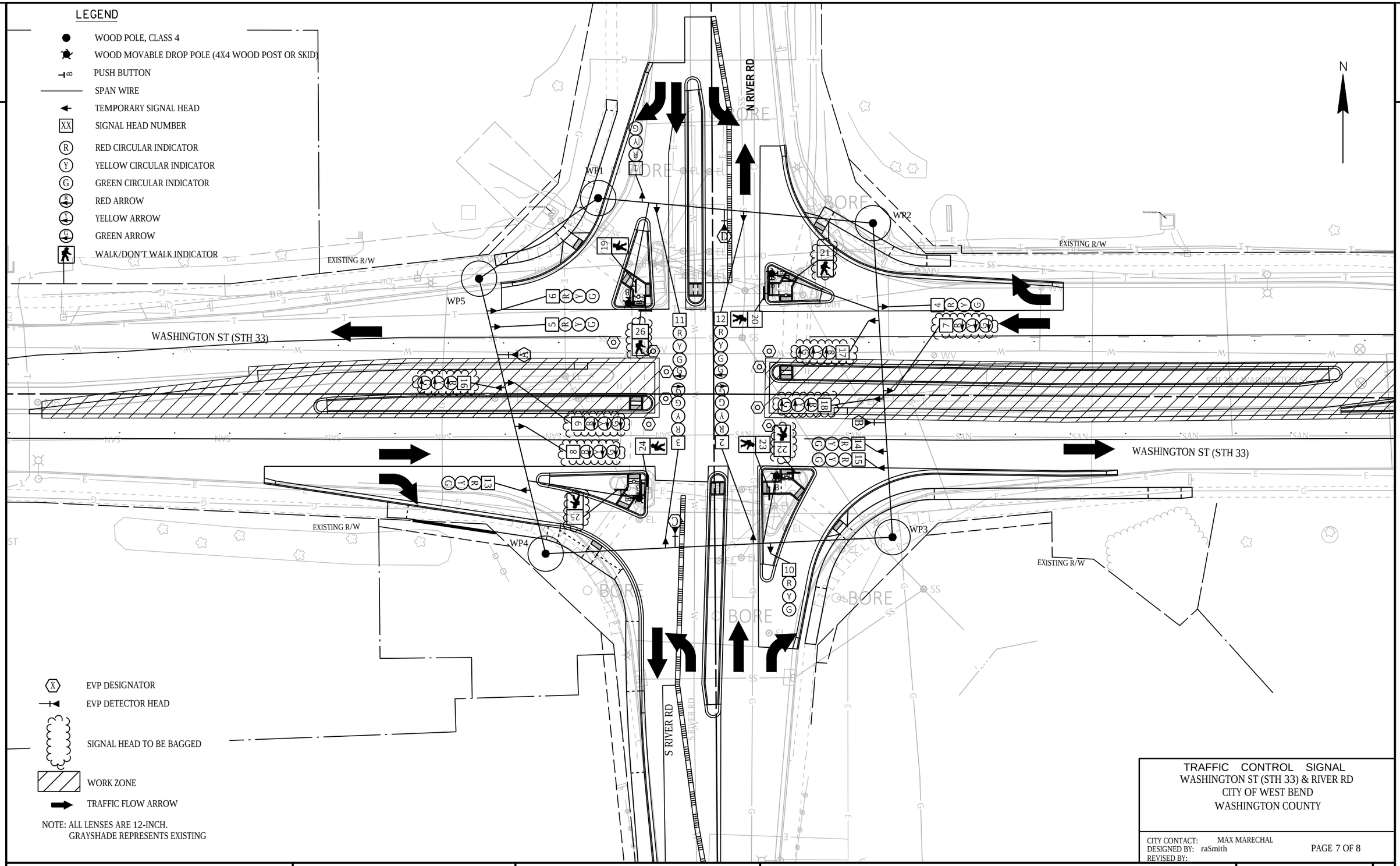
PAGE 6 OF 8

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5	SHEET 100	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024105-ST-S5.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:40 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

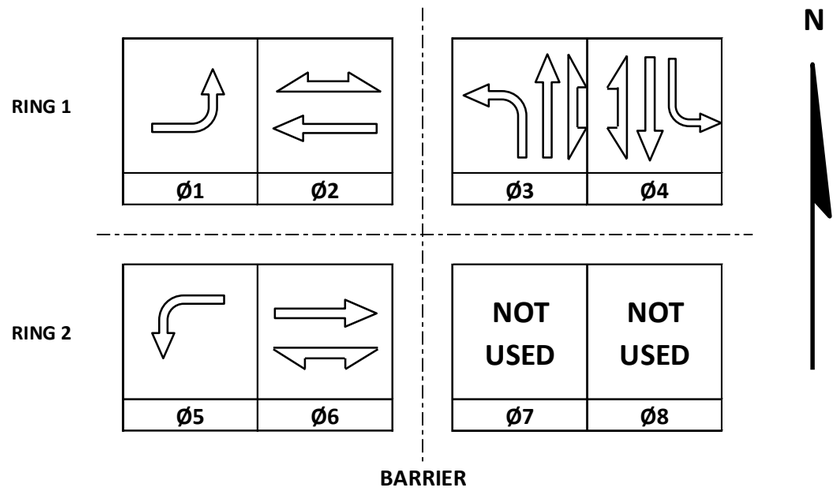
CITY CONTACT: MAX MARECHAL
DESIGNED BY: raSmith
REVISED BY:

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6	SHEET 101	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024106-ST-S6.DWG
LAYOUT NAME - RIVER RD

PLOT DATE : 10/23/2024 1:41 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	16,17,18	R ←
Ø2	4,5,6	R
Ø3	10,11,12	-
Ø4	1,2,3	R
Ø5	7,8,9	R ←
Ø6	13,14,15	R
Ø7		
Ø8		
Ø2P	19,20	
Ø3P	21,22	
Ø4P	25,26	
Ø6P	23,24	
OLA		
OLB		
OLC		
OLD		



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

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

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

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

CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

AFTER PREEMPTION SEQUENCE 3, CONTROLLER SHALL RETURN TO PHASE 3.

AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 4.

GENERAL NOTES:

1. EASTBOUND AND WESTBOUND LEFT TURN PHASES TO RUN LEAD-LAG DURING CONSTRUCTION

WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO: CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: NOVEMBER 2024 PAGE NUMBER: 8 OF 8

FILE NAME: \\rasmith.com\Brookfield\Transportation\1222711\Traffic\Signal Design\Sequence Sheets\TS2-S_FYA_ABCD_EPAC_SEQ - WASHINGTON ST (STH 33) & 18 PLOT DATE: 6/14/2024 PLOT NAME: TS2-S_FYA_ABCD_EPAC_SEQ - WASHI PLOT BY: _____ PLOT SCALE: 1:1

2

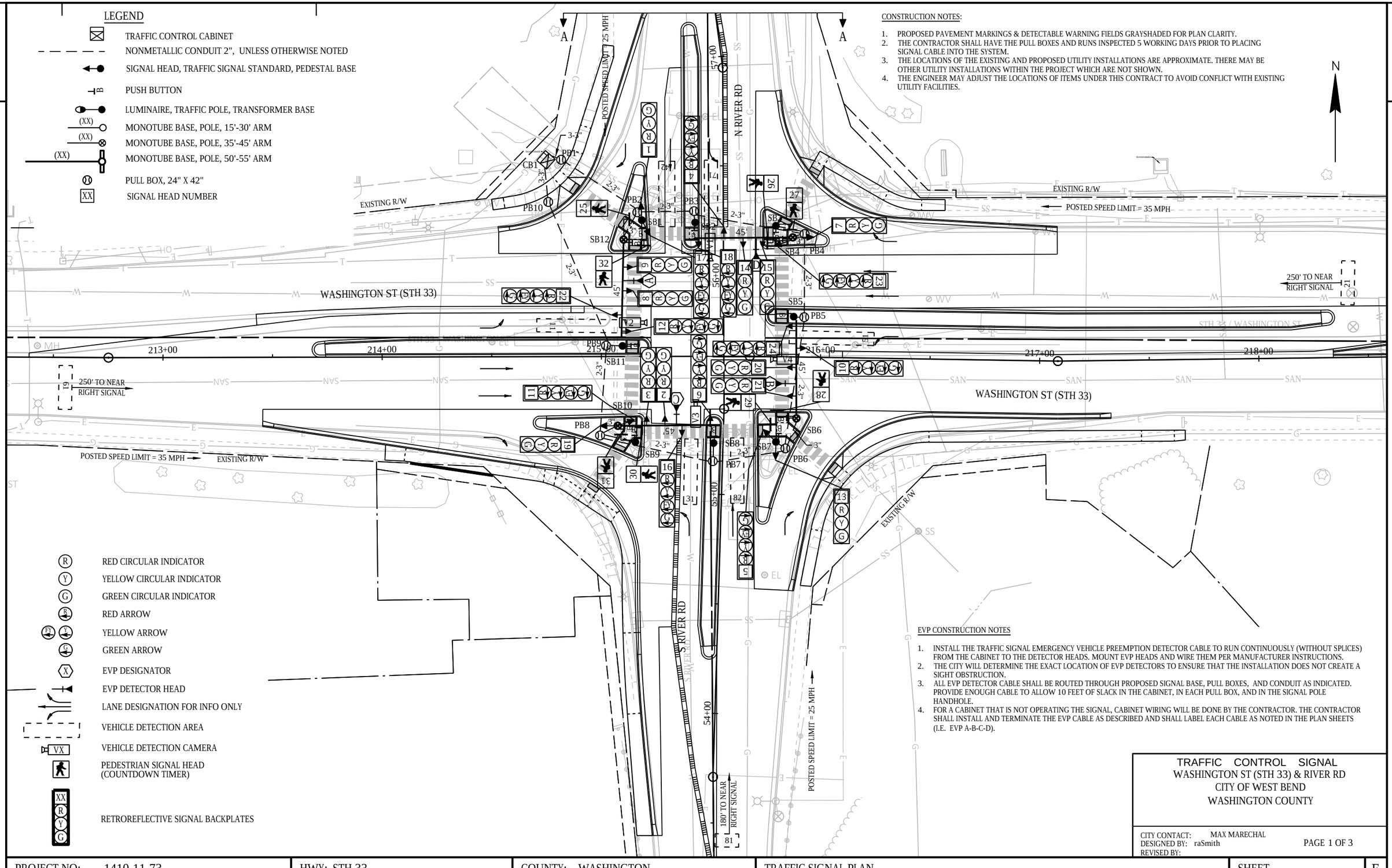
2

LEGEND

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

CONSTRUCTION NOTES:

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



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

EVP CONSTRUCTION NOTES

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

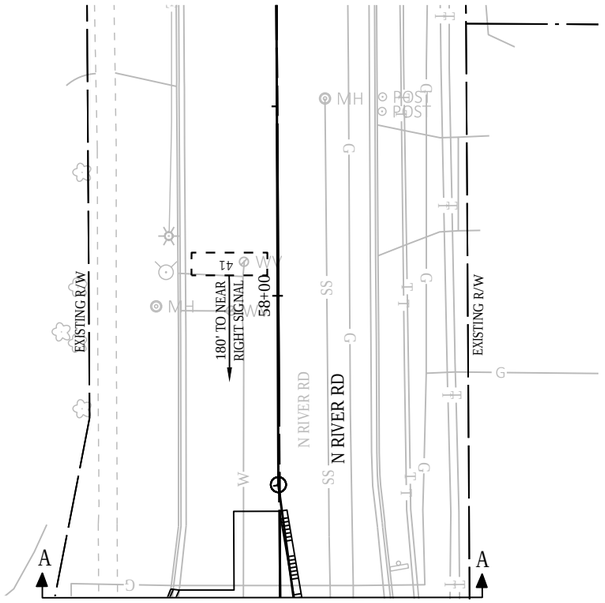
TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 103	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - RIVER RD
PLOT DATE : 10/23/2024 1:41 PM
PLOT BY : LEE, JESSICA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



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TRAFFIC CONTROL SIGNAL
WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY

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

PAGE 2 OF 3

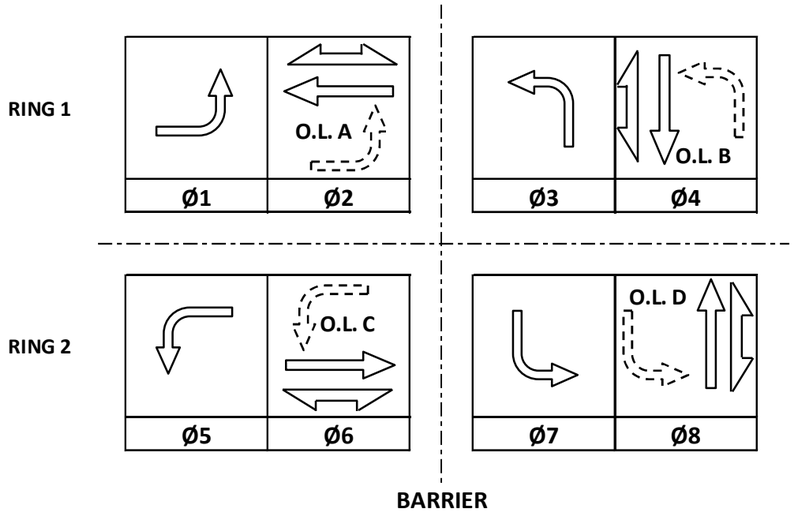
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 104	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024201-SP.DWG
LAYOUT NAME - RIVER RD (2)

PLOT DATE : 10/23/2024 1:41 PM PLOT BY : LEE, JESSICA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

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



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

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

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

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

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

DETECTOR LOGIC

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

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)				42				82
ASSIGNED PHASE				4				8
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND								
DELAY								

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

WASHINGTON ST (STH 33) & RIVER RD
CITY OF WEST BEND
WASHINGTON COUNTY COUNTY

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

PROJECT ID:	1410-11-73
INTERSECTION:	WASHINGTON ST (STH 33) & RIVER RD

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

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

Equipment

Grounding Conductor
10 AWG Green XLP

From	To
CB1	SB12
SB12	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	CB1

Pull Box

Bonding Jumper
10 AWG Green XLP

From	To
PB1	CB1
PB2	SB1
PB3	SB2
PB4	SB4
PB5	SB5
PB6	SB7
PB7	SB8
PB8	SB10
PB9	SB11
PB10	CB1

Emergency

Vehicle
Preemption

From	To
CB1	HEAD A (SB12)
CB1	HEAD B (SB6)
CB1	HEAD C (SB10)
CB1	HEAD D (SB4)

Video

Detection
Cable

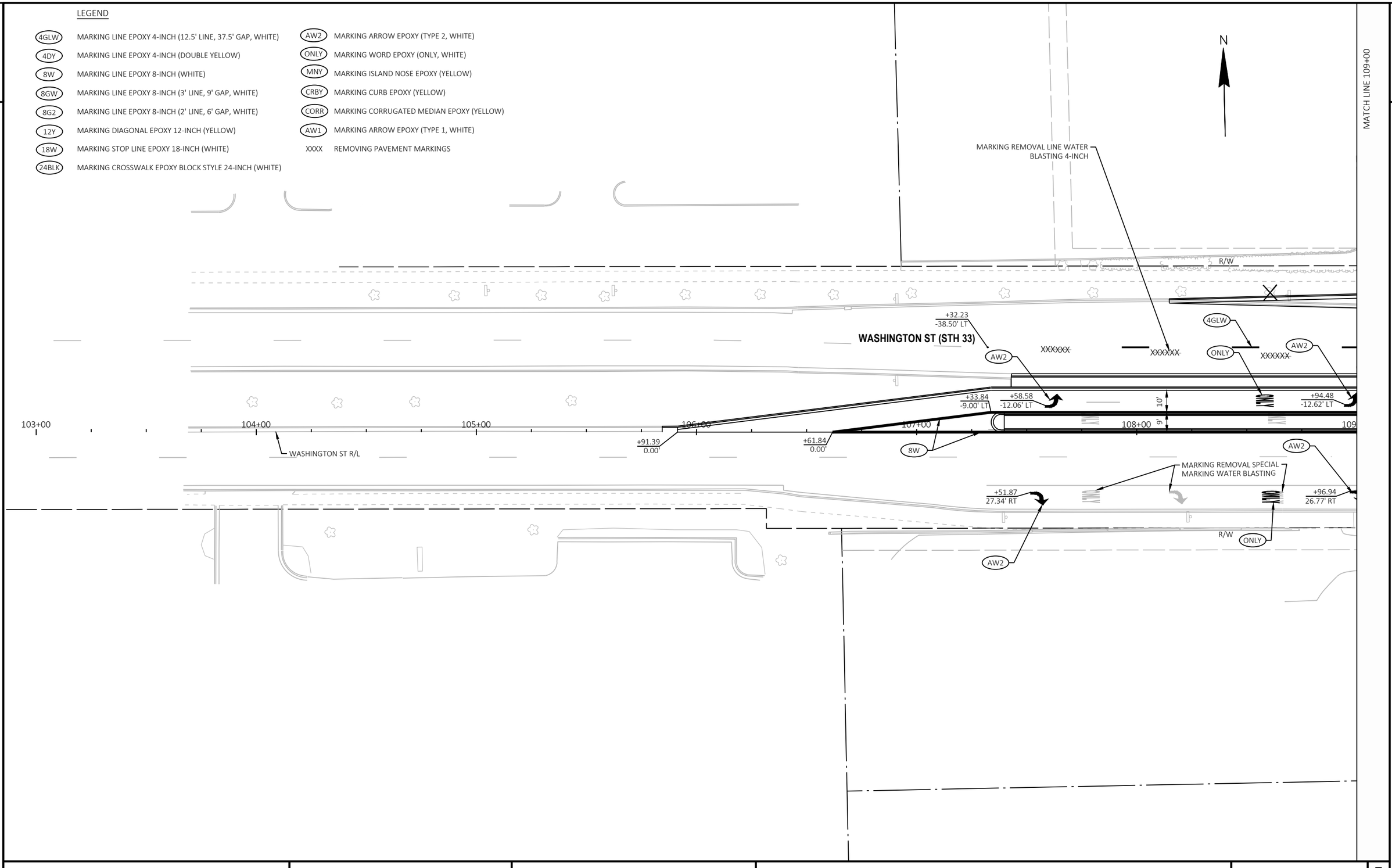
From	To
CB1	V1 (SB4)
CB1	V2 (SB12)
CB1	V3 (SB10)
CB1	V4 (SB6)

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

2

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
ONLY	MARKING WORD EPOXY (ONLY, WHITE)
MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
XXXX	REMOVING PAVEMENT MARKINGS



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 107 E

2

N

MATCH LINE 115+00

18TH AVE

MARKING REMOVAL LINE WATER BLASTING 4-INCH

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

MARKING REMOVAL LINE WATER BLASTING WIDE

MARKING REMOVAL LINE WATER BLASTING 6-INCH

MARKING REMOVAL LINE WATER BLASTING 8-INCH

MARKING REMOVAL LINE WATER BLASTING 4-INCH

17+00

16+00

15+00

14+00

110+00

111+00

112+00

113+00

114+00

115

TLE

R/W

ONLY

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

18TH AVE R/L

MARKING REMOVAL LINE WATER BLASTING WIDE

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

MATCH LINE 109+00

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	ONLY	MARKING WORD EPOXY (ONLY, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CRBY	MARKING CURB EPOXY (YELLOW)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)	CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)	XXXX	REMOVING PAVEMENT MARKINGS
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)		

SEE NEXT SHEET FOR PERMANENT PAVEMENT MARKING PLANS.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 108	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 02-Mrk-E
PLOT DATE : 10/24/2024 7:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

MATCH LINE 115+00

N

18TH AVE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

18TH AVE R/L

R/W

TLE

+70.07 -109.22' LT
CRBY
+87.74 -94.61' LT
AW1
17+00
MNY
24BLK
18W
+55.09 -51.50' LT
+83.30 -55.50' LT
ONLY
8W
+08.36 -50.79' LT
AW2
4GLW
+58.34 -37.56' LT
+51.09 -27.50' LT
+45.09 -27.50' LT
+55.09 -27.50' LT
+71.09 -17.50' LT
+75.09 -17.50' LT
+07.41 -38.83' LT
+57.87 -51.26' LT
+77.96 -45.31' LT
8GW
+06.65 -26.85' LT
+70.80 -21.80' LT
+28.18 -16.16' LT
+55.88 -27.20' LT
+52.80 -15.35' LT
4DY
+63.62 -0.50' LT
+25.23 -19.00' LT
R45'
16+00
+65.09 -17.50' LT
+02.97 -14.18' LT
+85.90 -14.01' LT
+06.17 -16.86' LT
CRBY
+25.23 -9.00' LT
+25.23 0.00'
110+00
111+00
112+00
113+00
114+00
115
+99.43 5.64' RT
8G2
+75.09 -7.50' LT
12Y
+25.23 34.03' RT
15+00
+89.18 70.98' RT
+97.68 98.67' RT
+10.70 98.59' RT
+30.71 98.30' RT
+19.91 100.31' RT
14+00
+98.62 161.42' RT
+11.17 210.19' RT
+33.60 210.29' RT

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
ONLY	MARKING WORD EPOXY (ONLY, WHITE)
MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
XXXX	REMOVING PAVEMENT MARKINGS

SEE PREVIOUS SHEET FOR PAVEMENT MARKING REMOVALS.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 109	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 02-Mrk-P
PLOT DATE : 10/24/2024 7:43 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)
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ONLY	MARKING WORD EPOXY (ONLY, WHITE)
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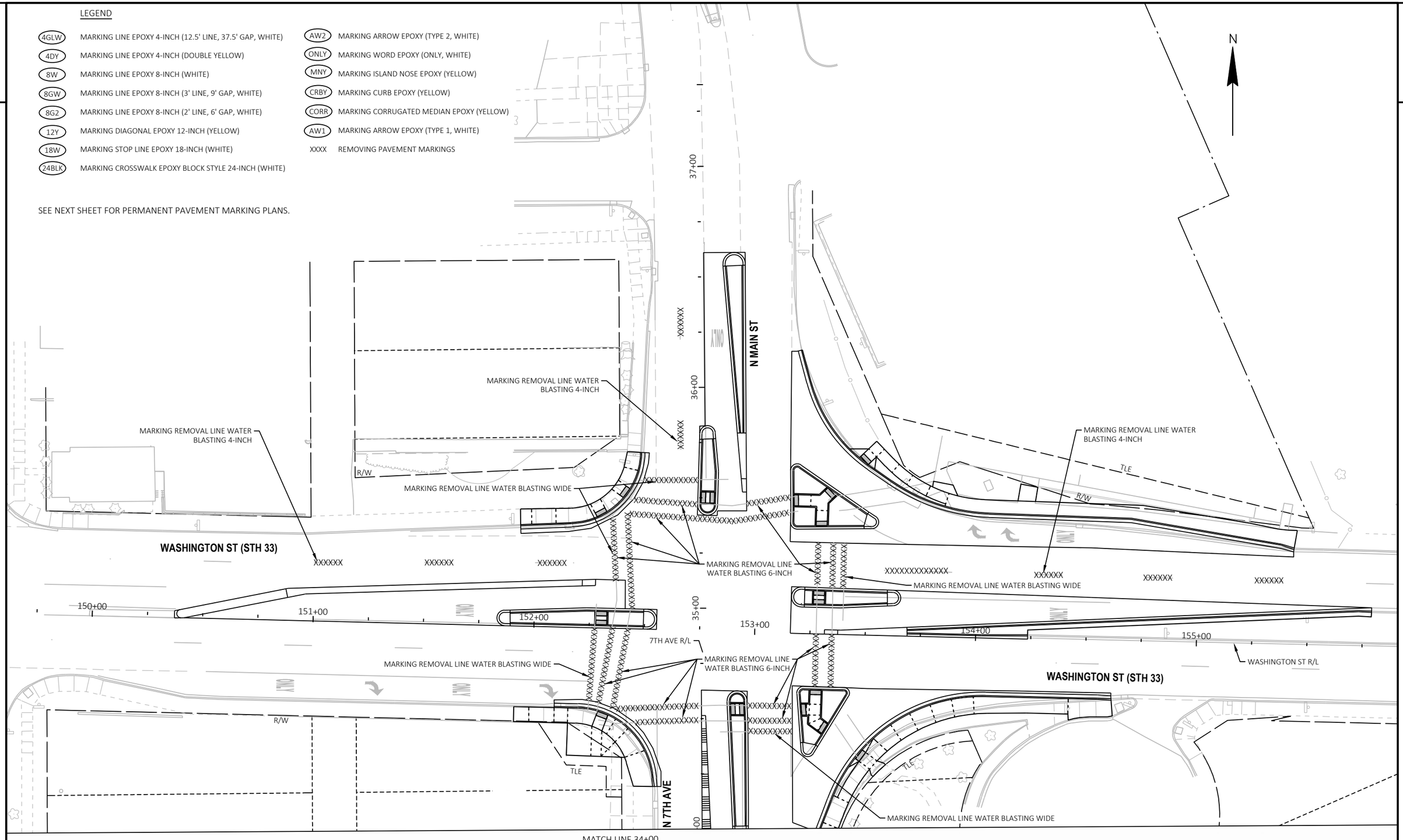
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
XXXX	REMOVING PAVEMENT MARKINGS

SEE NEXT SHEET FOR PERMANENT PAVEMENT MARKING PLANS.



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 110 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 04-Mrk-E

PLOT DATE : 10/24/2024 7:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)
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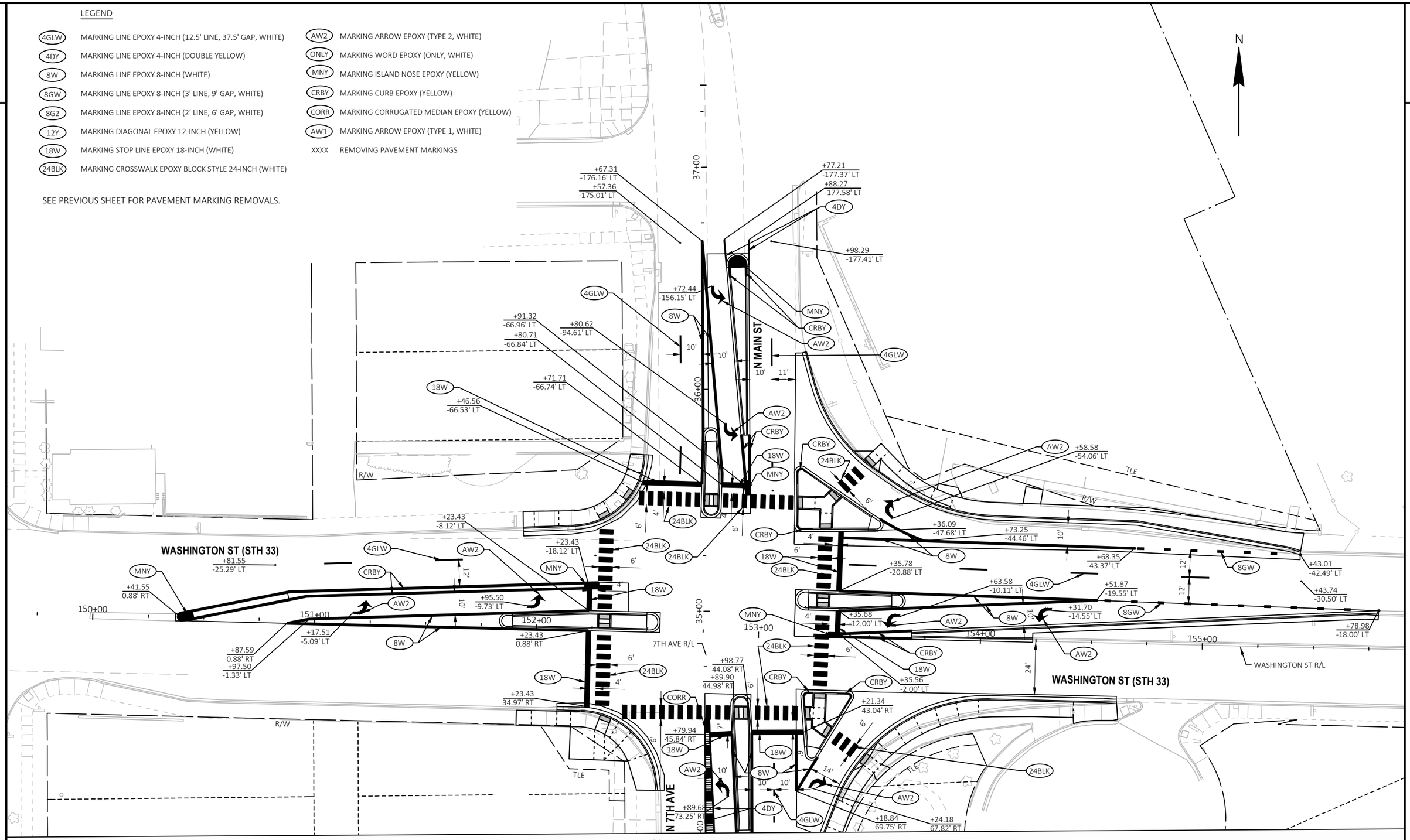
ONLY	MARKING WORD EPOXY (ONLY, WHITE)
MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
XXXX	REMOVING PAVEMENT MARKINGS

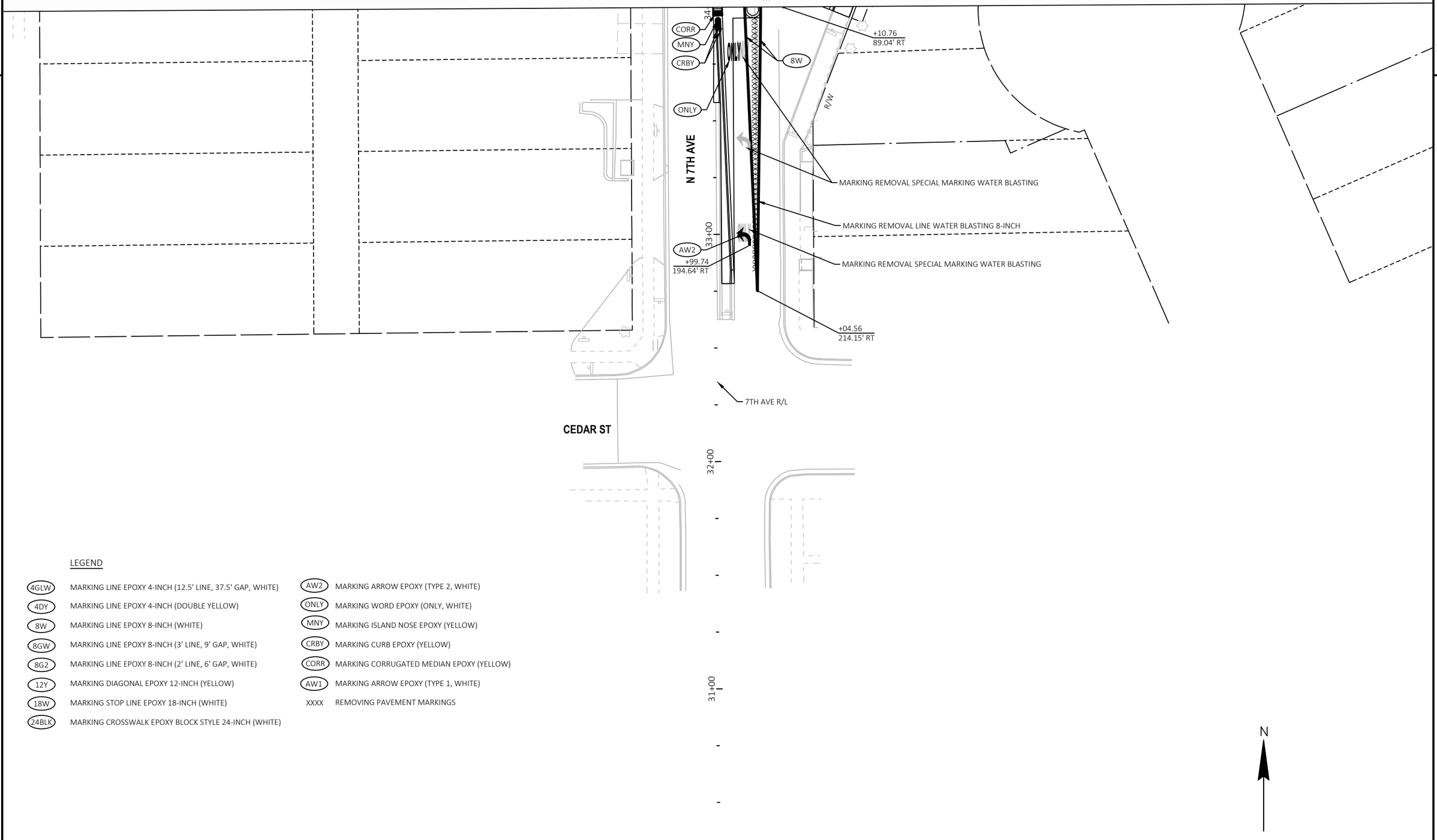
SEE PREVIOUS SHEET FOR PAVEMENT MARKING REMOVALS.



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 111 E

2

MATCH LINE 34+00



LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	ONLY	MARKING WORD EPOXY (ONLY, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CRBY	MARKING CURB EPOXY (YELLOW)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)	CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)	XXXX	REMOVING PAVEMENT MARKINGS
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)		

N

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 112	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 10/24/2024 7:43 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	ONLY	MARKING WORD EPOXY (ONLY, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CRBY	MARKING CURB EPOXY (YELLOW)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)	CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)	XXXX	REMOVING PAVEMENT MARKINGS
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)		

SEE NEXT SHEET FOR PERMANENT PAVEMENT MARKING PLANS.

WASHINGTON ST (STH 33)

MARKING REMOVAL LINE WATER BLASTING 4-INCH

MARKING REMOVAL LINE WATER BLASTING WIDE

MARKING REMOVAL LINE WATER BLASTING 6-INCH

MARKING REMOVAL LINE WATER BLASTING 8-INCH

WASHINGTON ST R/L

RIVER RD R/L

N RIVER RD

MATCH LINE 217+00

MATCHLINE 54+00

211+00 212+00 213+00 214+00 215+00 216+00 217 57+00 56+00 55+00 54+00

R/W TLE XXXXXX ONLY

N

2

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 113 E

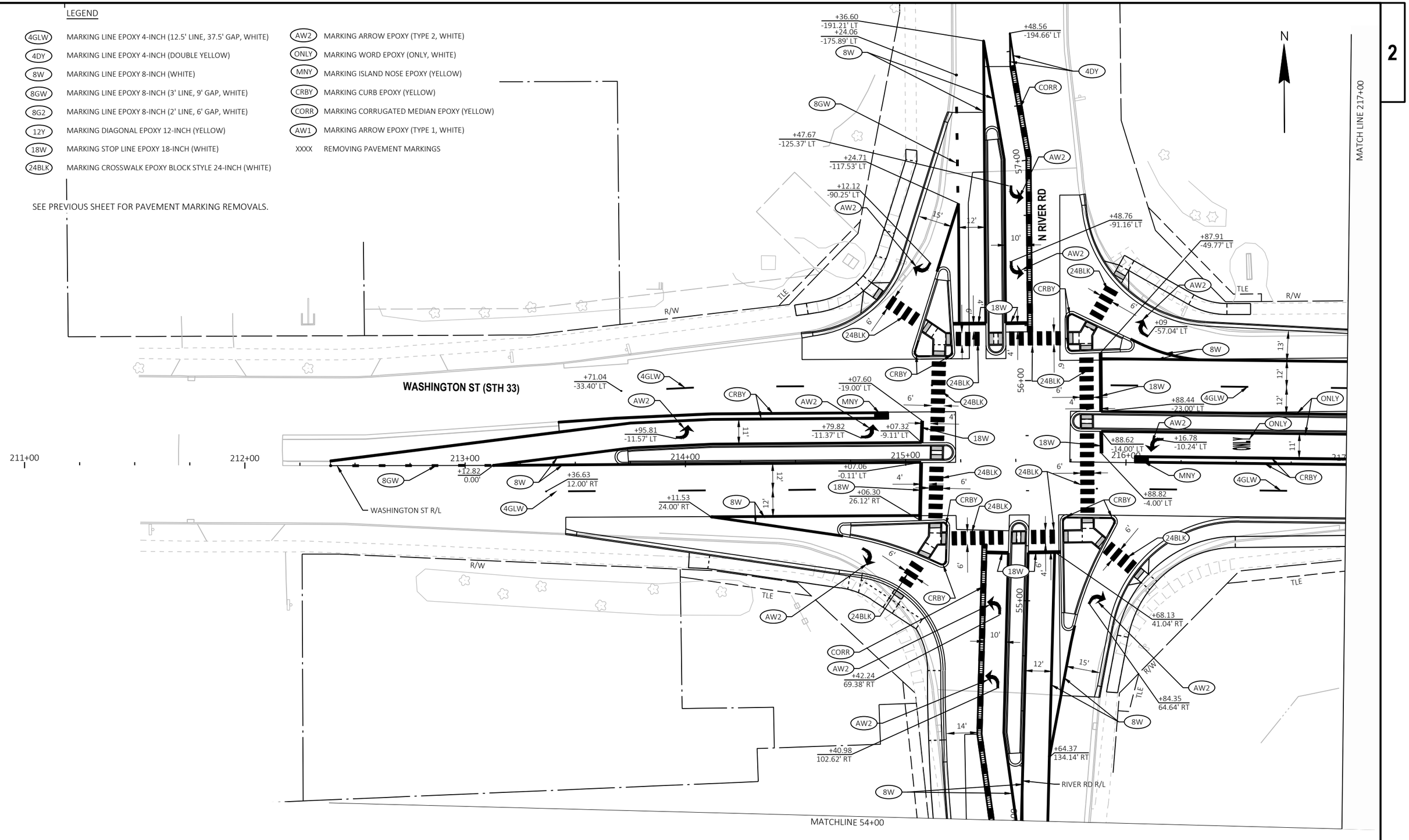
FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 05-Mrk-E

PLOT DATE : 10/24/2024 7:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	ONLY	MARKING WORD EPOXY (ONLY, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CRBY	MARKING CURB EPOXY (YELLOW)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)	CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)	XXXX	REMOVING PAVEMENT MARKINGS
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)		

SEE PREVIOUS SHEET FOR PAVEMENT MARKING REMOVALS.

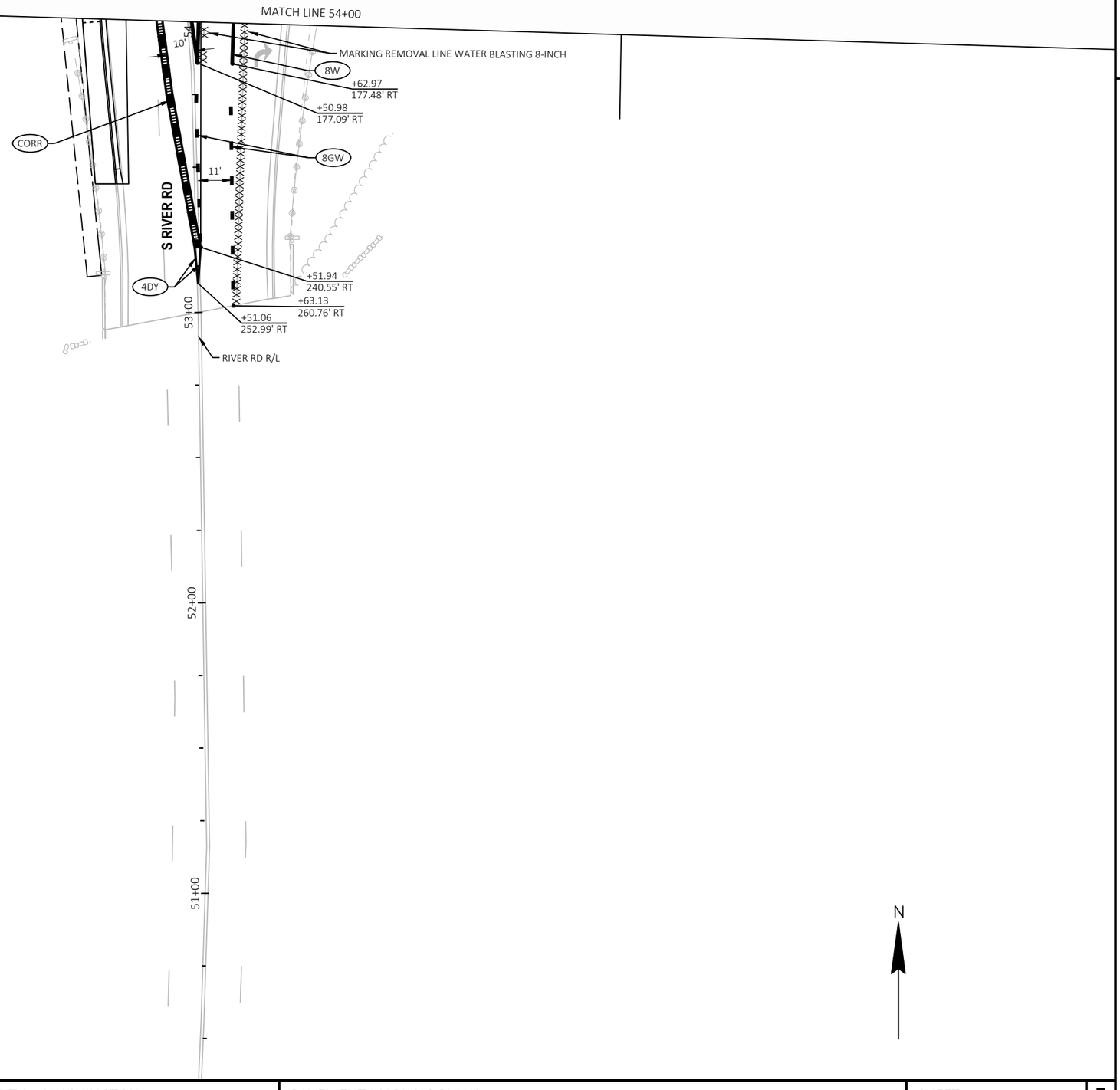


PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 114	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\024501-PM.DWG
LAYOUT NAME - 05-Mrk-P

PLOT DATE : 10/24/2024 7:43 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
ONLY	MARKING WORD EPOXY (ONLY, WHITE)
MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
CRBY	MARKING CURB EPOXY (YELLOW)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
XXXX	REMOVING PAVEMENT MARKINGS

2

N

MARKING REMOVAL LINE WATER BLASTING 8-INCH

MARKING REMOVAL LINE WATER BLASTING 4-INCH

MATCH LINE 217+00

8GW

8W

+28.34
-45.77' LT

4GLW

+48.03
-34.34' LT

XXXXXX

XXX

WASHINGTON ST (STH 33)

12'

11'

+95.20
-22.09' LT

AW2

+95.06
-9.75' LT

CRBY

MNY

218+00

219+00

220+00

221+00

222+00

223+00

WASHINGTON ST R/L

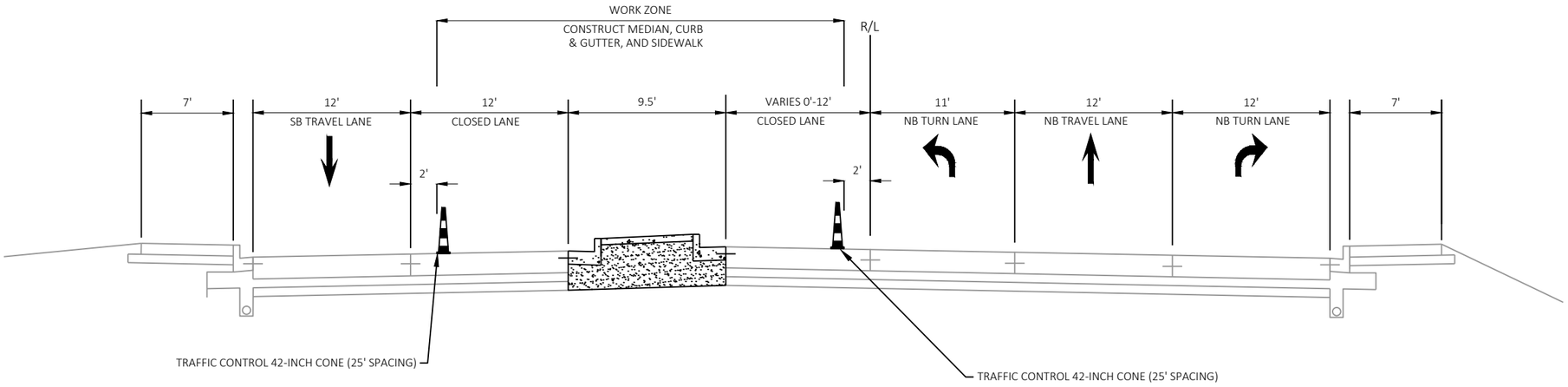
+84.54
11.72' RT

MARKING REMOVAL LINE WATER BLASTING 4-INCH

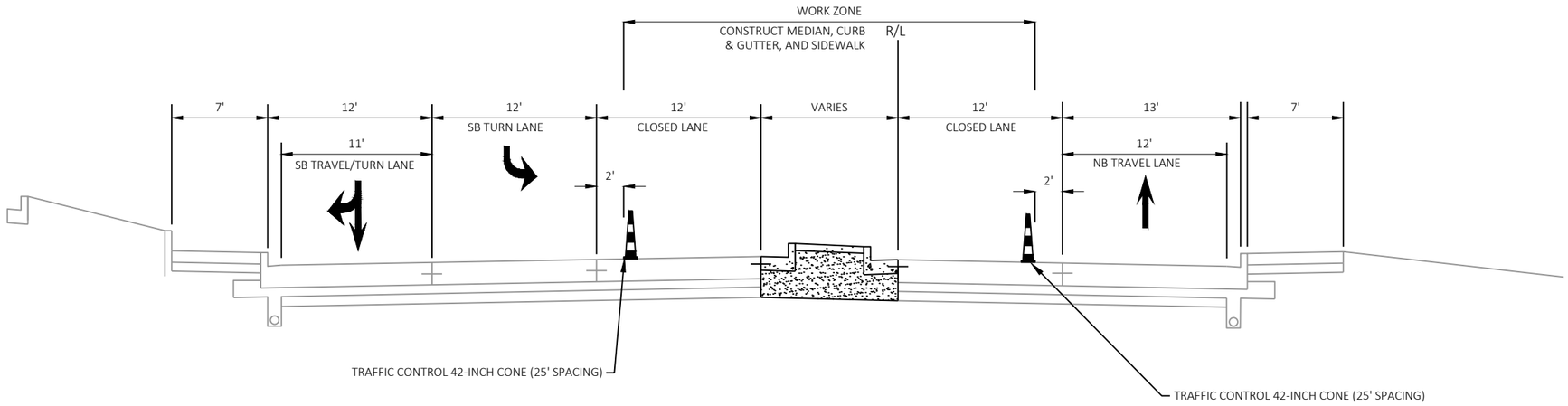
LEGEND

4GLW	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	AW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	ONLY	MARKING WORD EPOXY (ONLY, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	MNY	MARKING ISLAND NOSE EPOXY (YELLOW)
8GW	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	CRBY	MARKING CURB EPOXY (YELLOW)
8G2	MARKING LINE EPOXY 8-INCH (2' LINE, 6' GAP, WHITE)	CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	AW1	MARKING ARROW EPOXY (TYPE 1, WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)	XXXX	REMOVING PAVEMENT MARKINGS
24BLK	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)		

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	PAVEMENT MARKING PLANS	SHEET 116	E



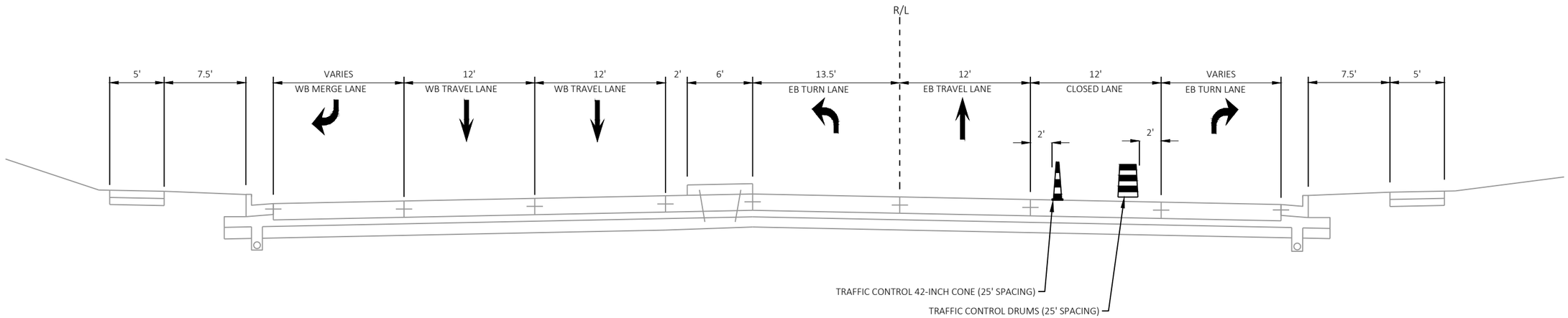
PRE-CONSTRUCTION STAGE
18TH AVENUE
STA 13+50 TO STA 15+30



PRE-CONSTRUCTION STAGE
18TH AVENUE
STA 16+50 TO STA 17+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

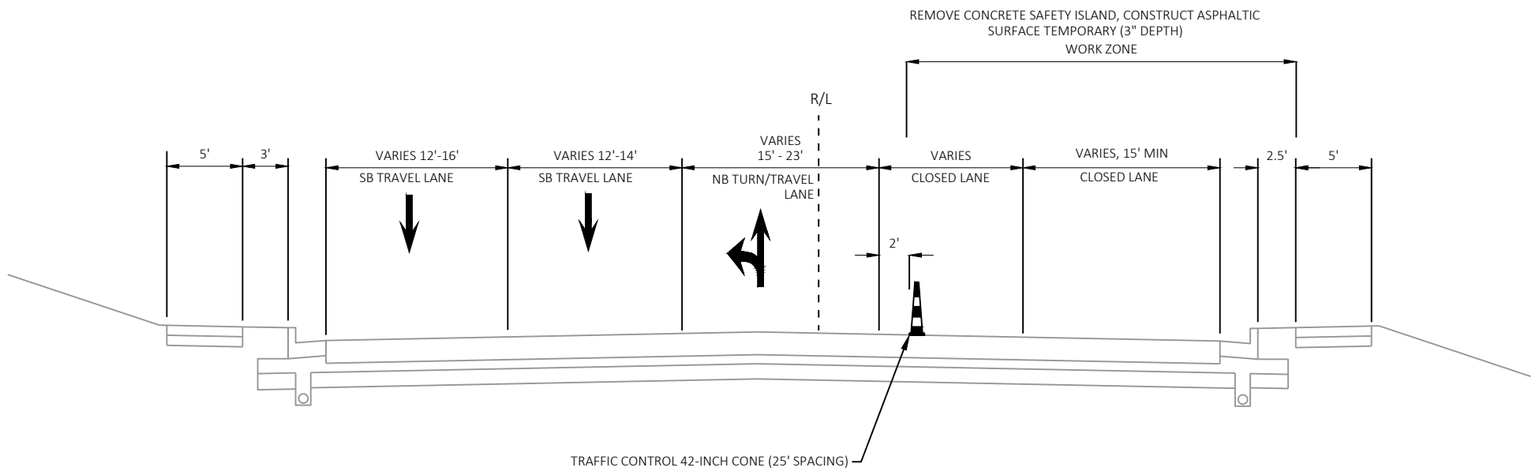
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 117	E



PRE-CONSTRUCTION STAGE

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00



PRE-CONSTRUCTION STAGE

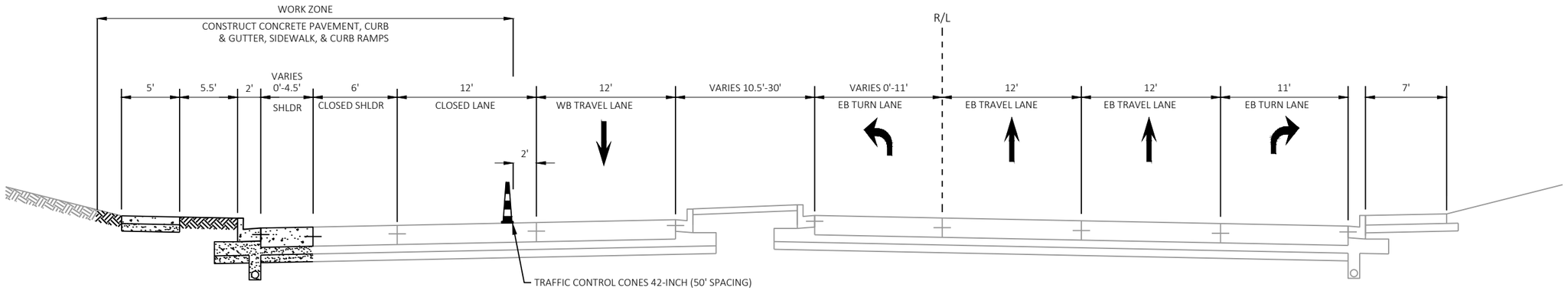
RIVER RD

STA 53+70 TO STA 55+30

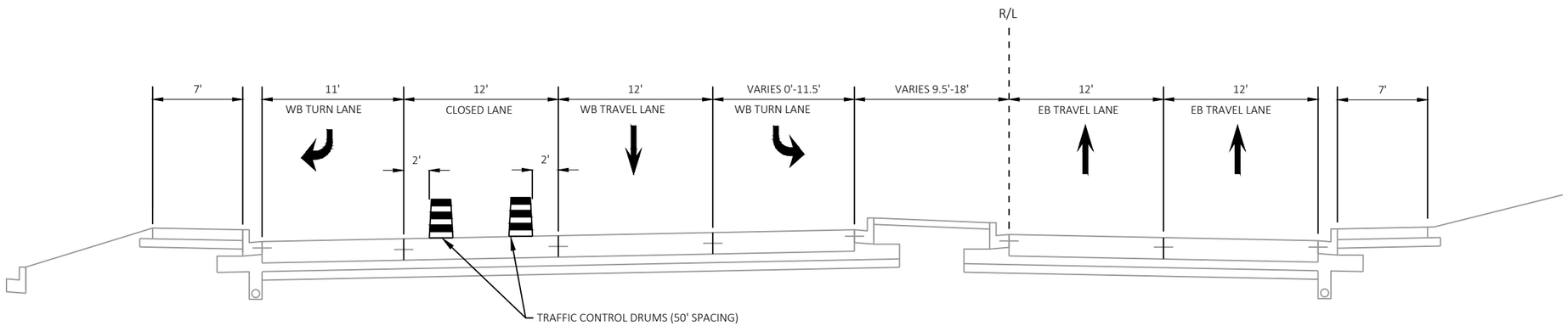
ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 118	E

2



STAGE 1
STH 33 AT 18TH AVE
STA 104+00 TO STA 109+30

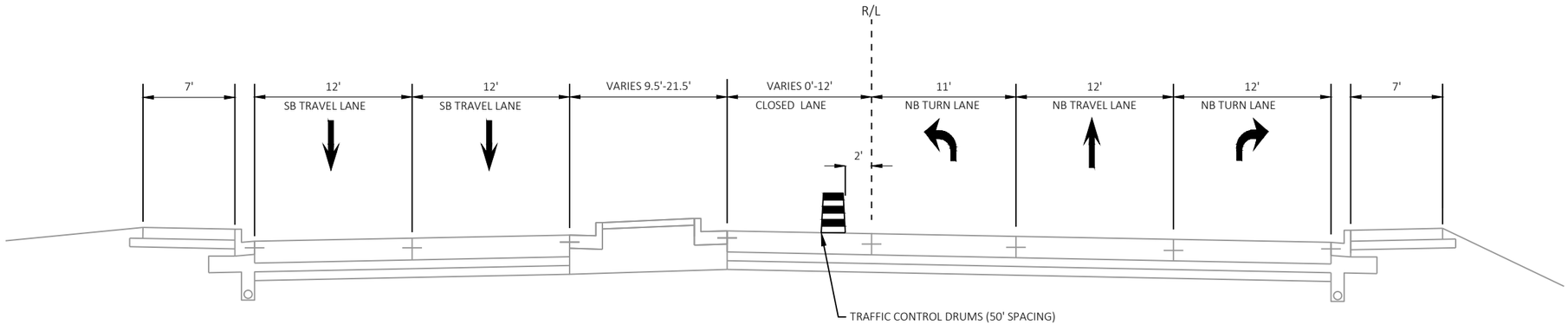


STAGE 1
STH 33 AT 18TH AVE
STA 110+50 TO STA 112+70

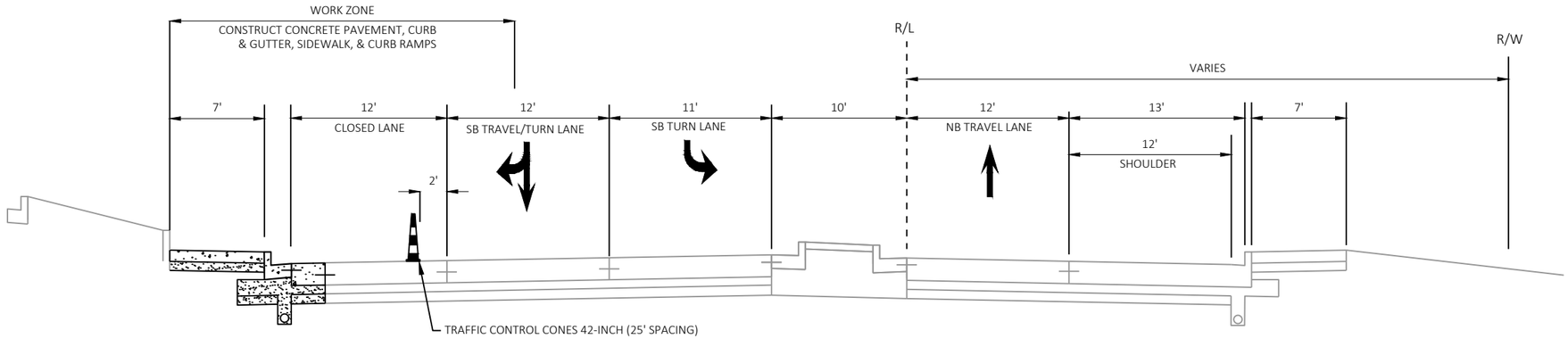
ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 119	E

2



STAGE 1
18TH AVENUE
STA 13+50 TO STA 15+30

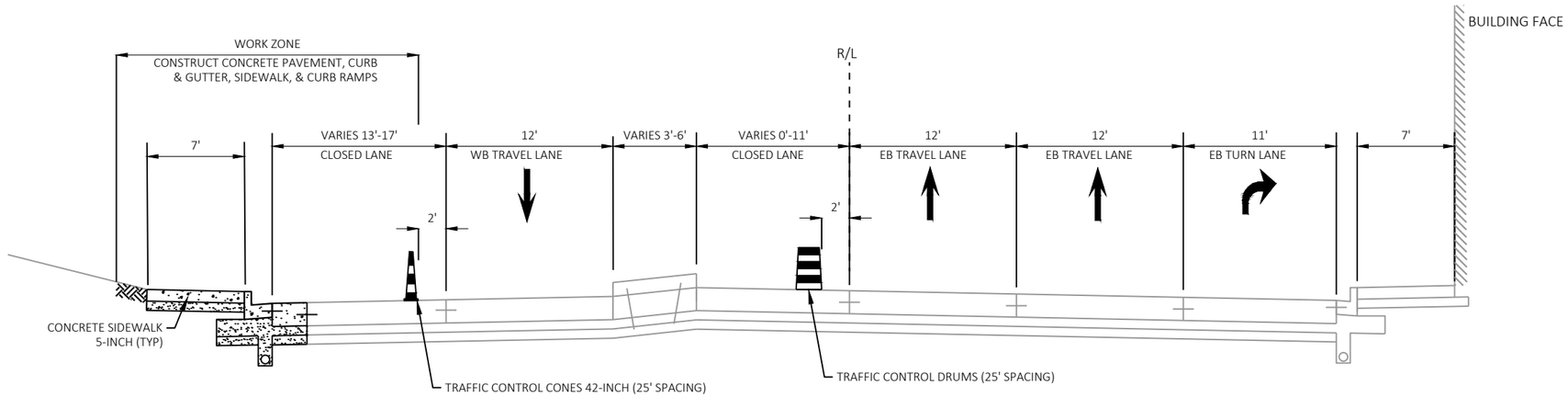


STAGE 1
18TH AVENUE
STA 16+50 TO STA 17+50

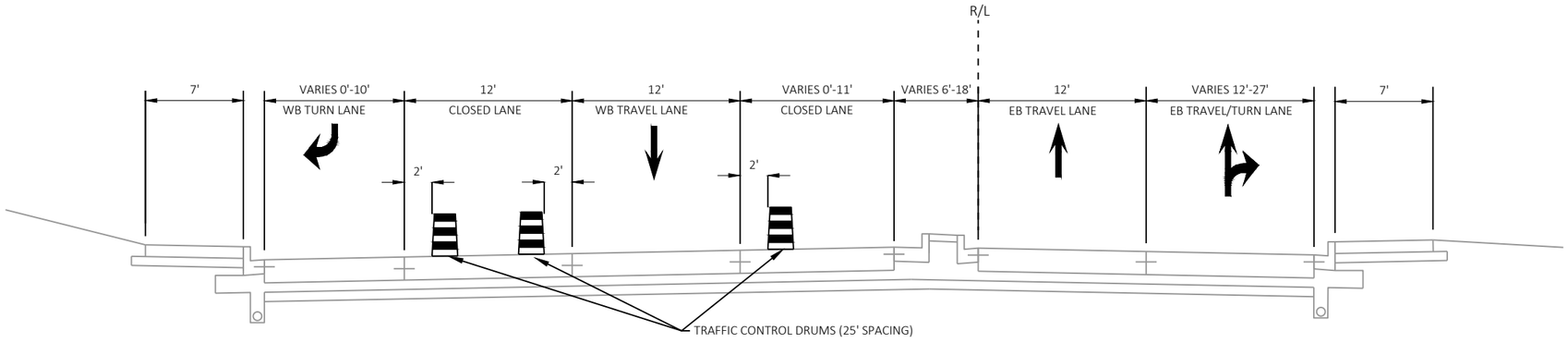
ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 120	E

2



STAGE 1
STH 33 AT 7TH AVE/MAIN ST
STA 150+40 TO STA 152+40

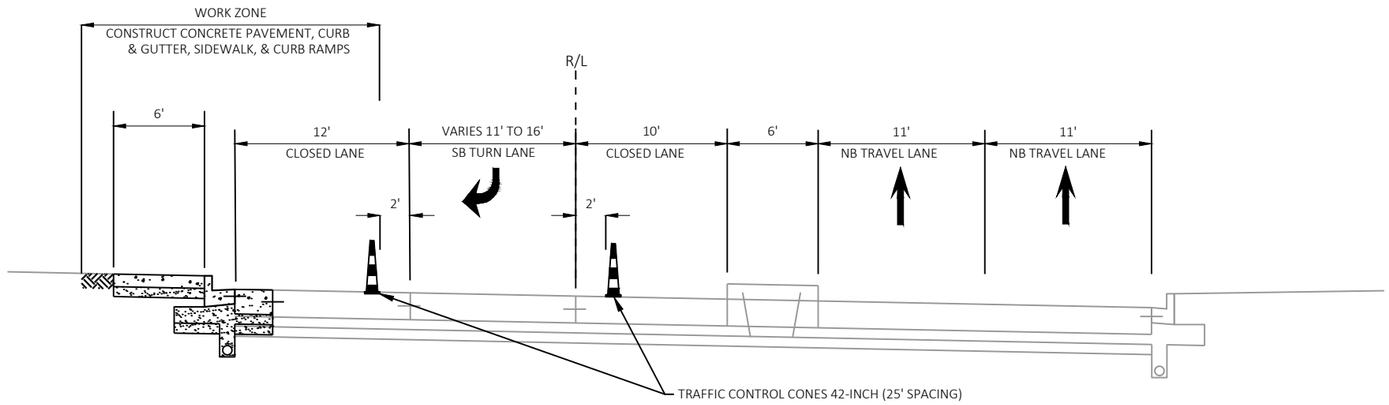


STAGE 1
STH 33 AT 7TH AVE/MAIN ST
STA 153+40 TO STA 155+40

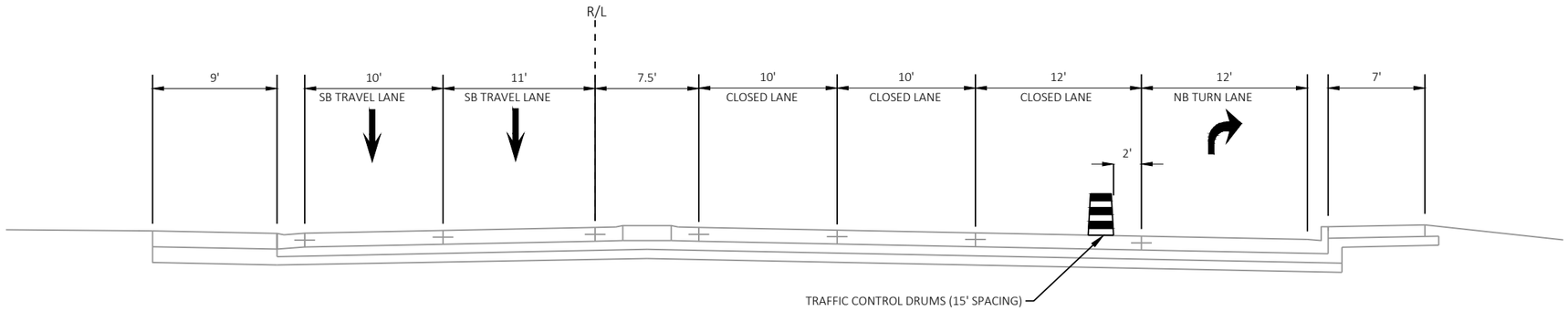
ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 121	E

2



STAGE 1
MAIN ST
STA 35+50 TO STA 36+50

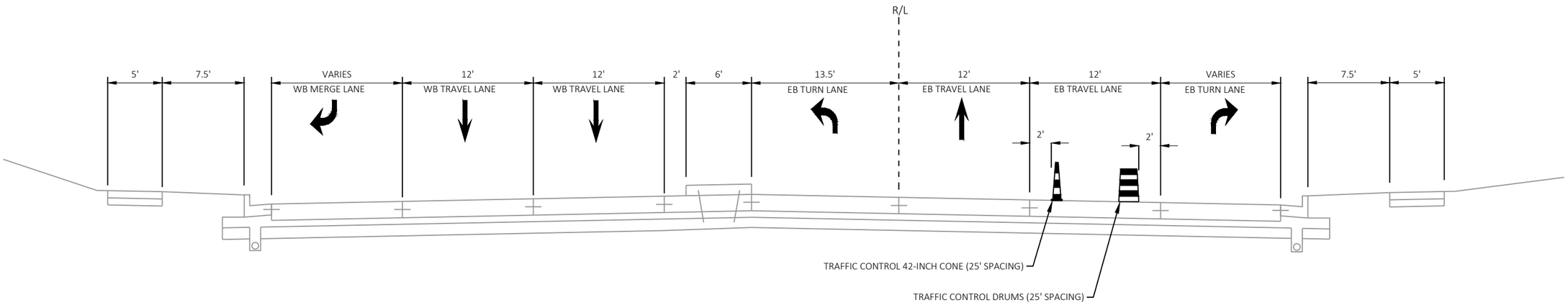


STAGE 1
7TH AVENUE
STA 33+50 TO STA 34+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 122	E

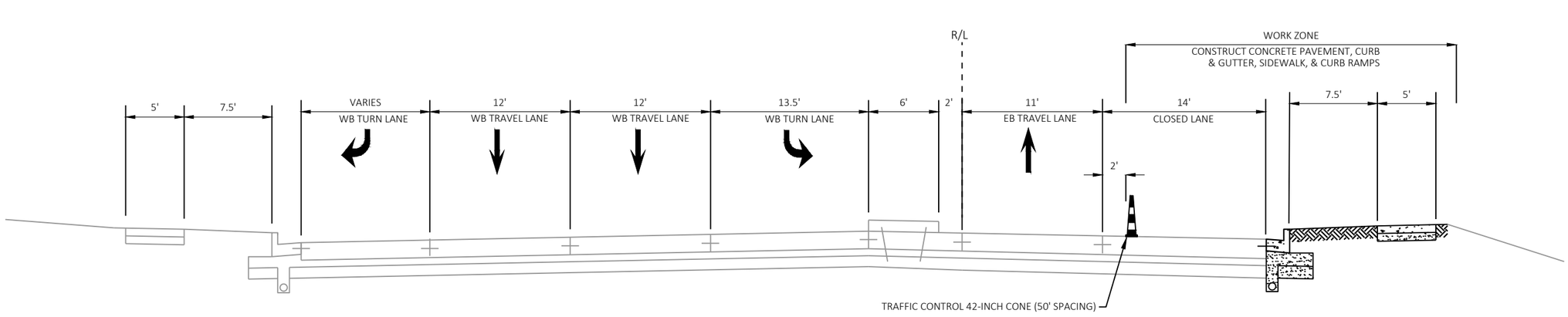
2



STAGE 1

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00



STAGE 1

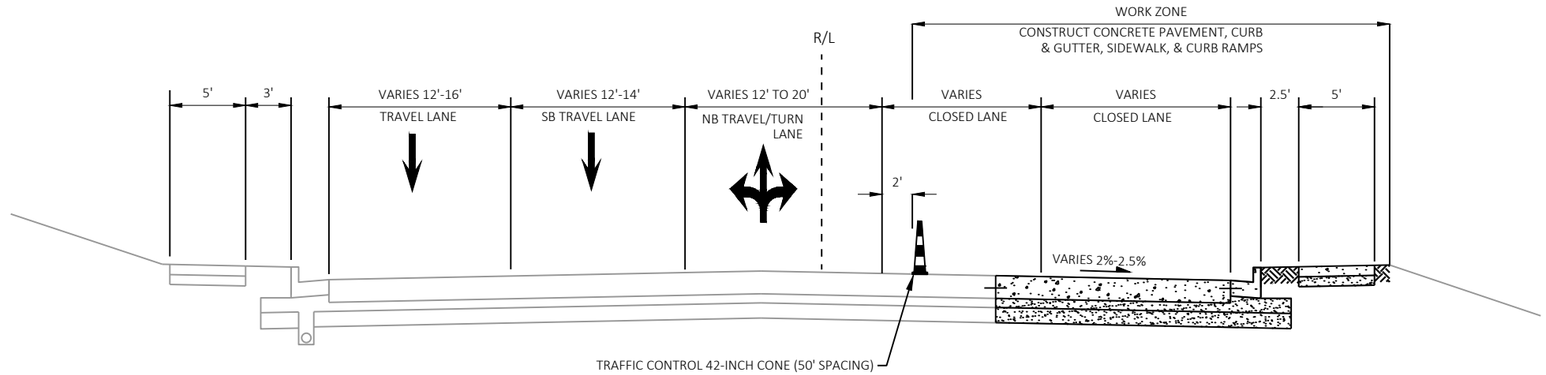
STH 33 AT RIVER RD

STA 216+00 TO STA 218+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 123	E

2



STAGE 1

RIVER RD

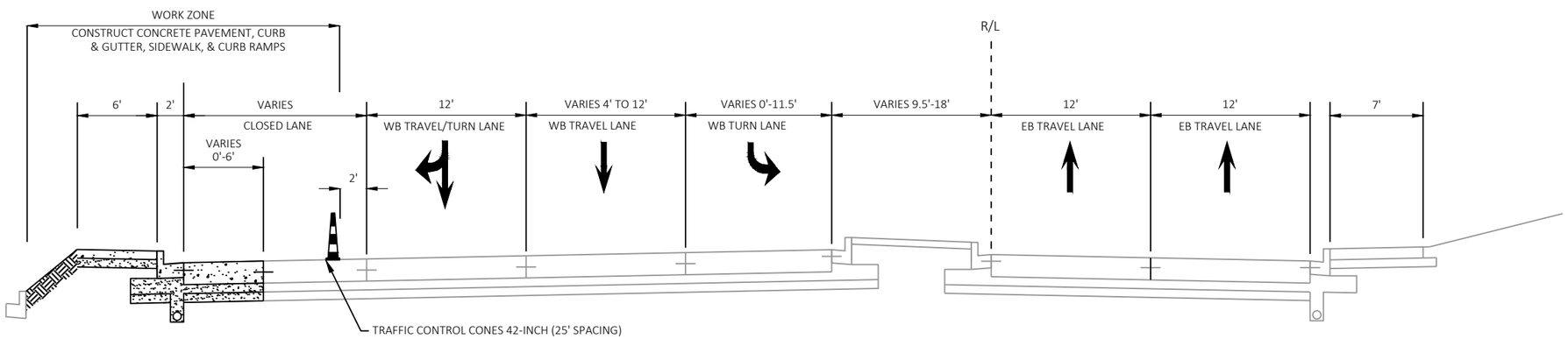
STA 53+70 TO STA 55+30

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 124	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025501-TCTYP1.DWG
LAYOUT NAME - 06-10ft
PLOT DATE : 10/17/2024 11:20 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



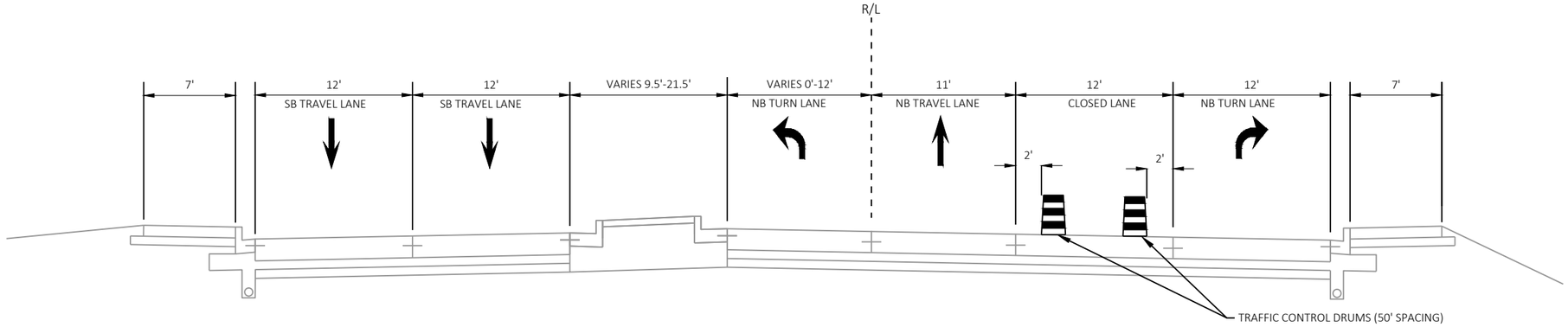
STAGE 2

STH 33 AT 18TH AVE

STA 110+50 TO STA 112+70

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

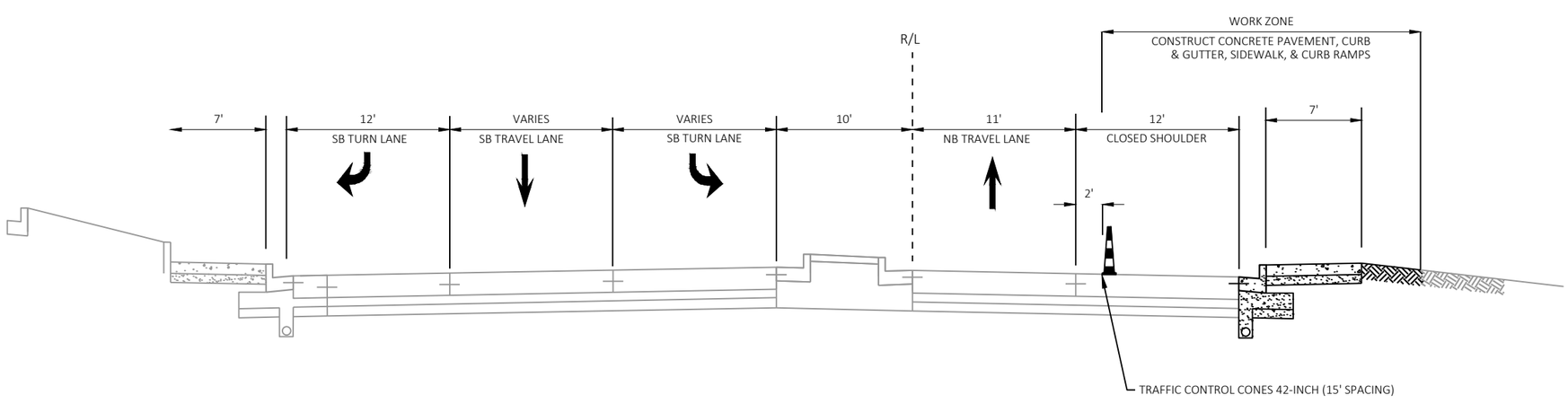
2



STAGE 2

18TH AVENUE

STA 13+50 TO STA 15+30



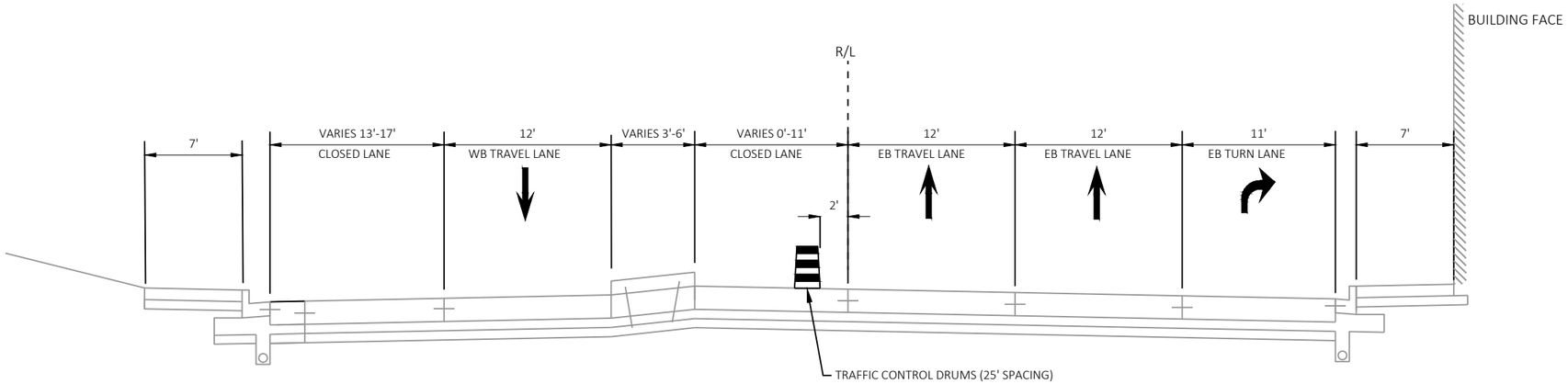
STAGE 2

18TH AVENUE

STA 16+50 TO STA 17+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

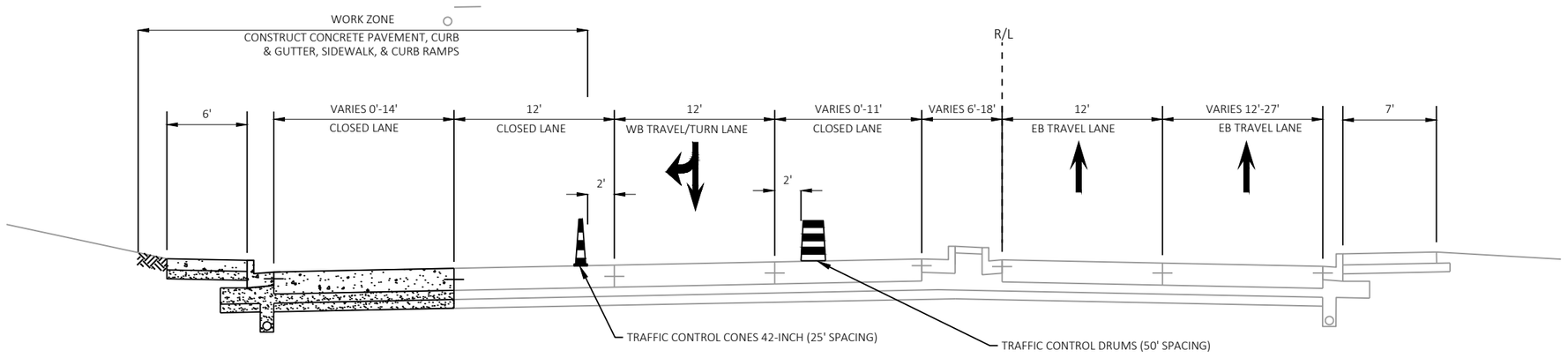
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 126	E



STAGE 2

STH 33 AT 7TH AVE/MAIN ST

STA 150+40 TO STA 152+40



STAGE 2

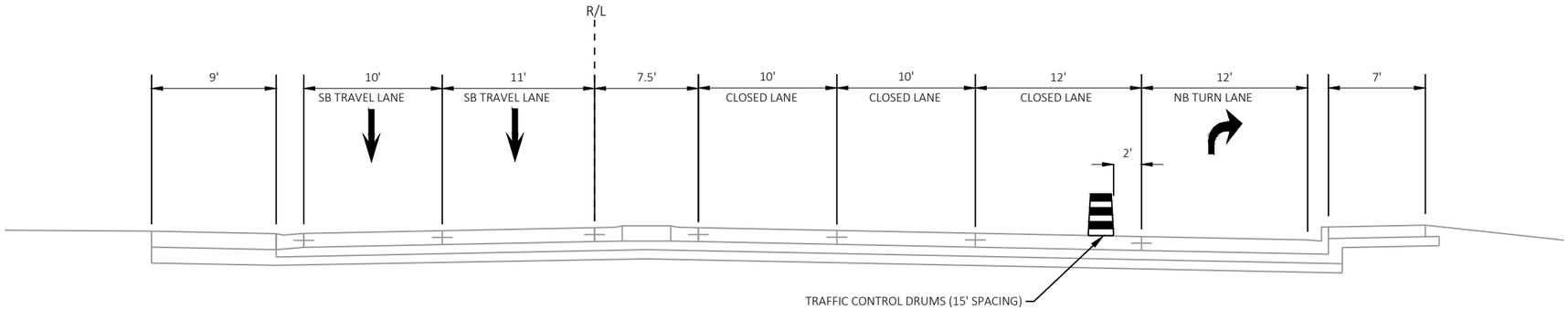
STH 33 AT 7TH AVE/MAIN ST

STA 153+40 TO STA 155+40

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 127	E

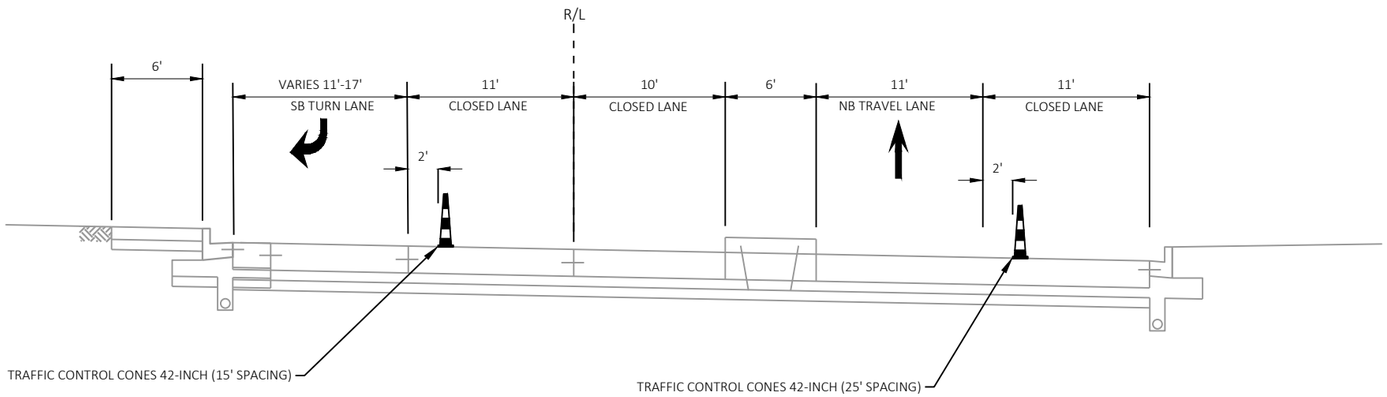
2



STAGE 2

7TH AVENUE

STA 33+50 TO STA 34+50



STAGE 2

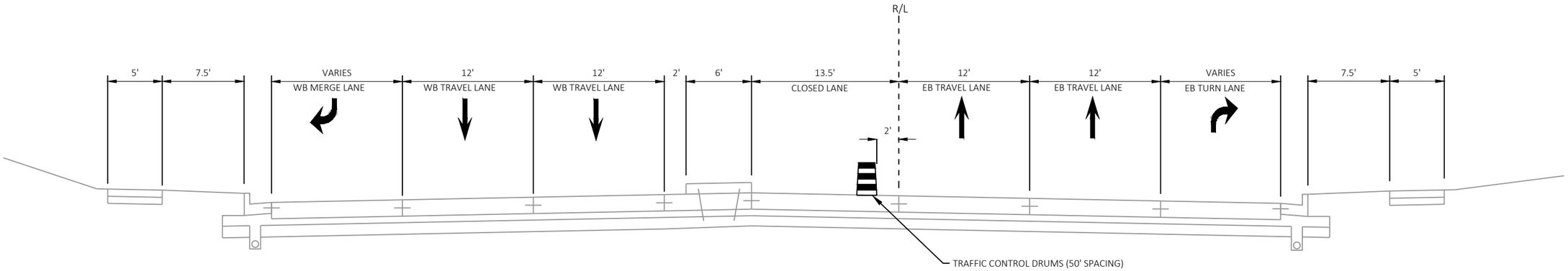
MAIN ST

STA 35+50 TO STA 36+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 128	E

2



STAGE 2

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00

STAGE 2

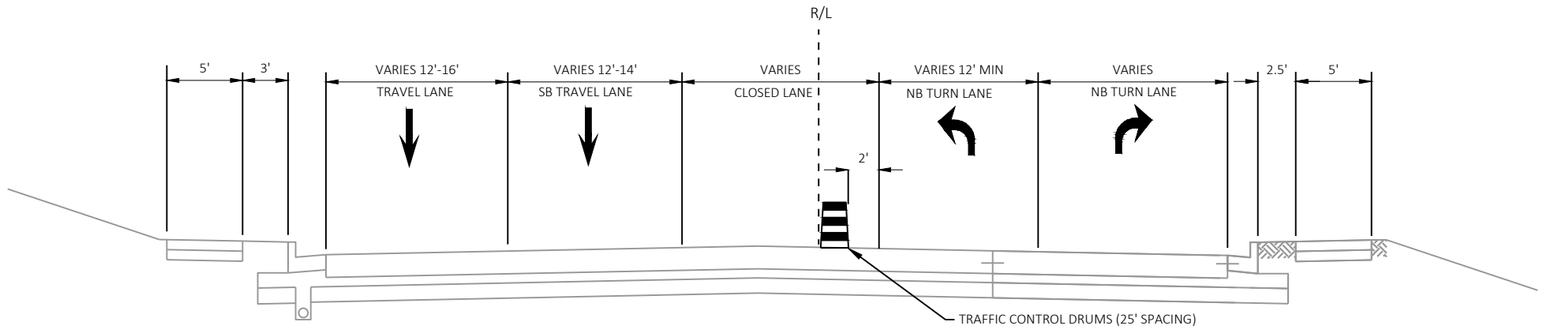
STH 33 AT RIVER RD

STA 216+00 TO STA 218+50

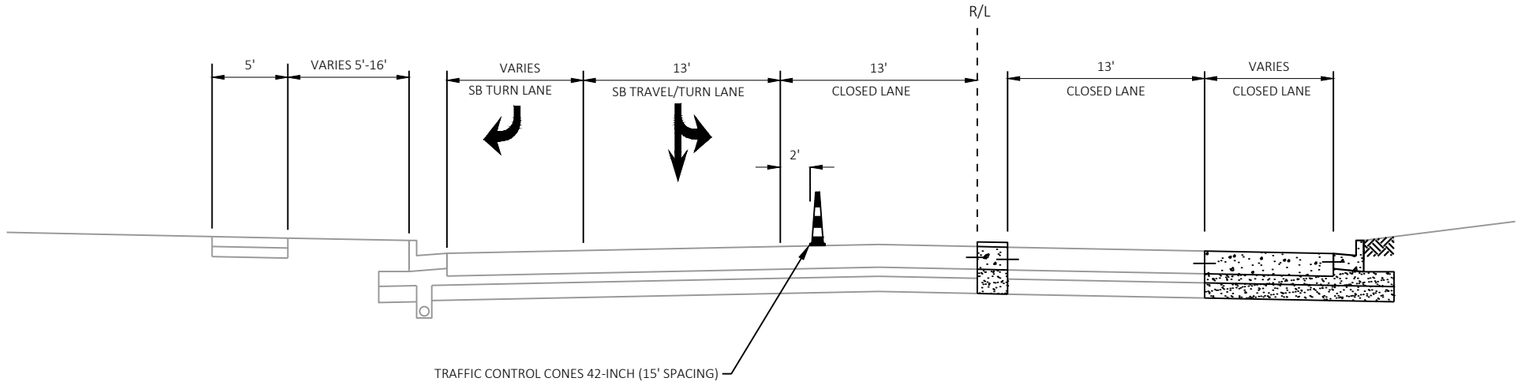
ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 129	E

2



STAGE 2
RIVER RD
STA 53+70 TO STA 55+30

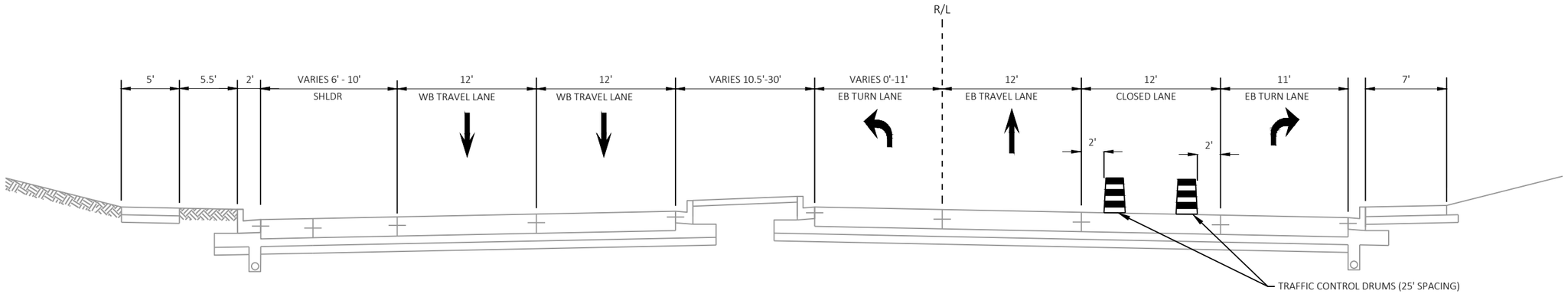


STAGE 2
RIVER RD
STA 56+20 TO STA 57+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 130	E

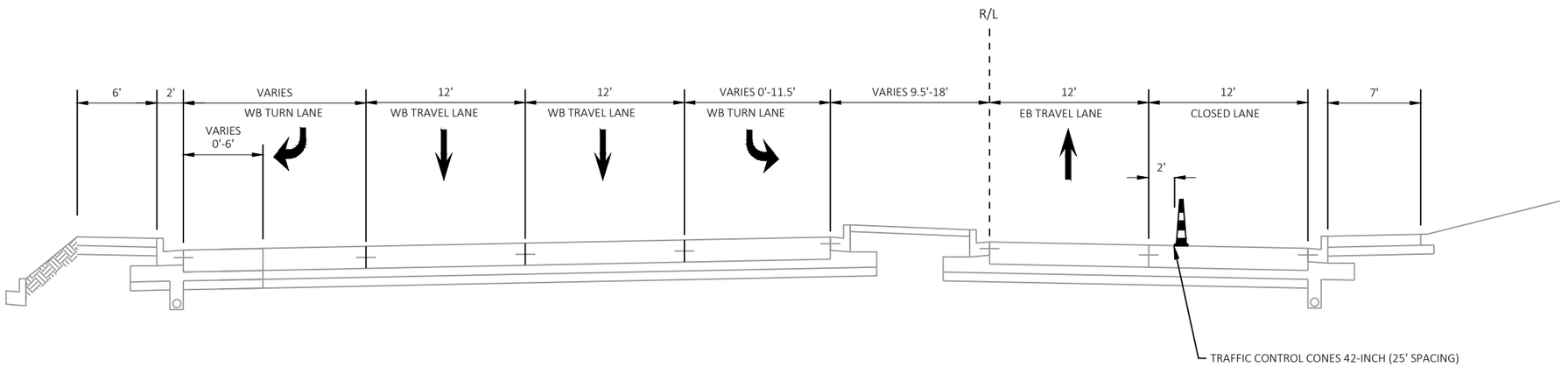
2



STAGE 3

STH 33 AT 18TH AVE

STA 104+00 TO STA 109+30



STAGE 3

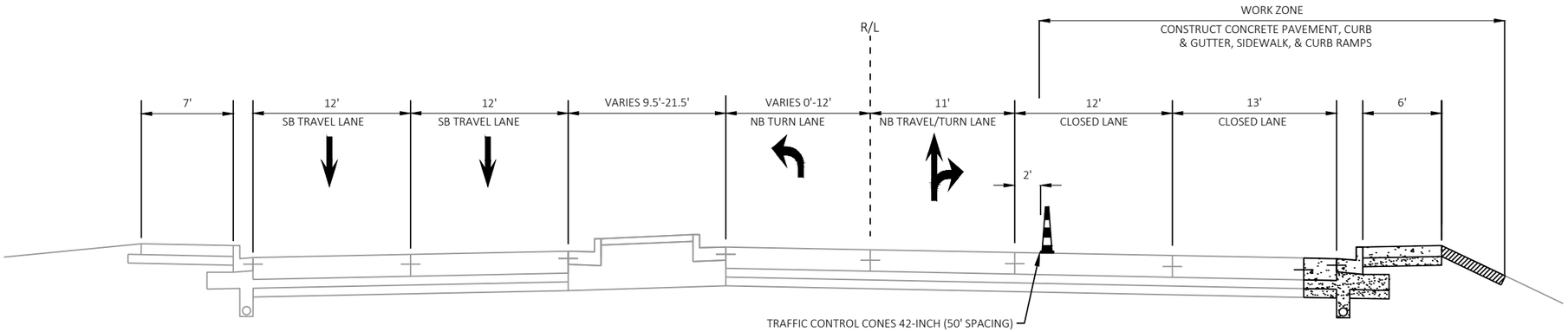
STH 33 AT 18TH AVE

STA 110+50 TO STA 112+70

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 131	E

2



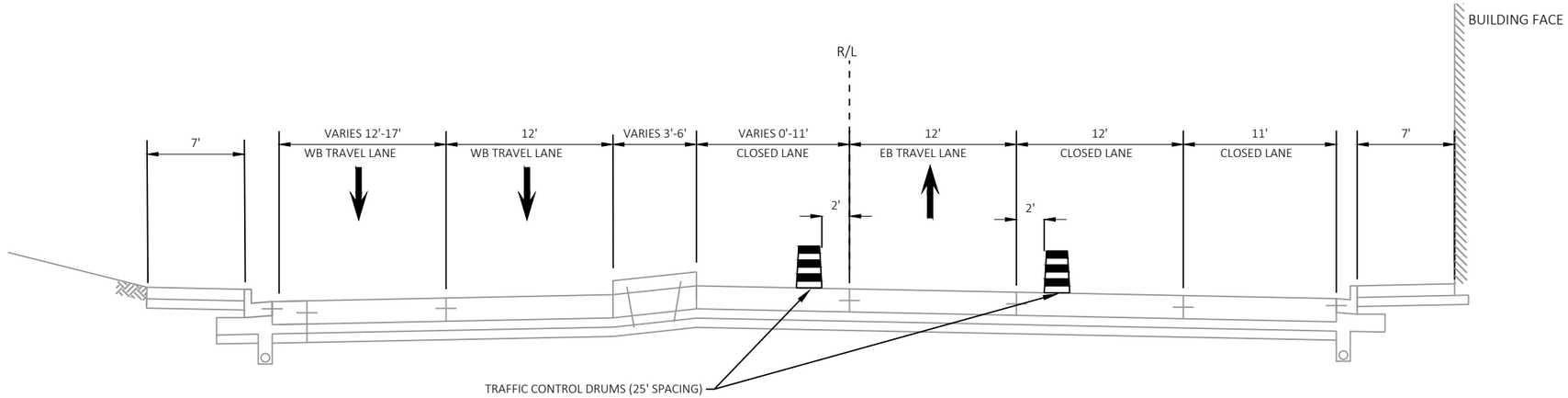
STAGE 3

18TH AVENUE

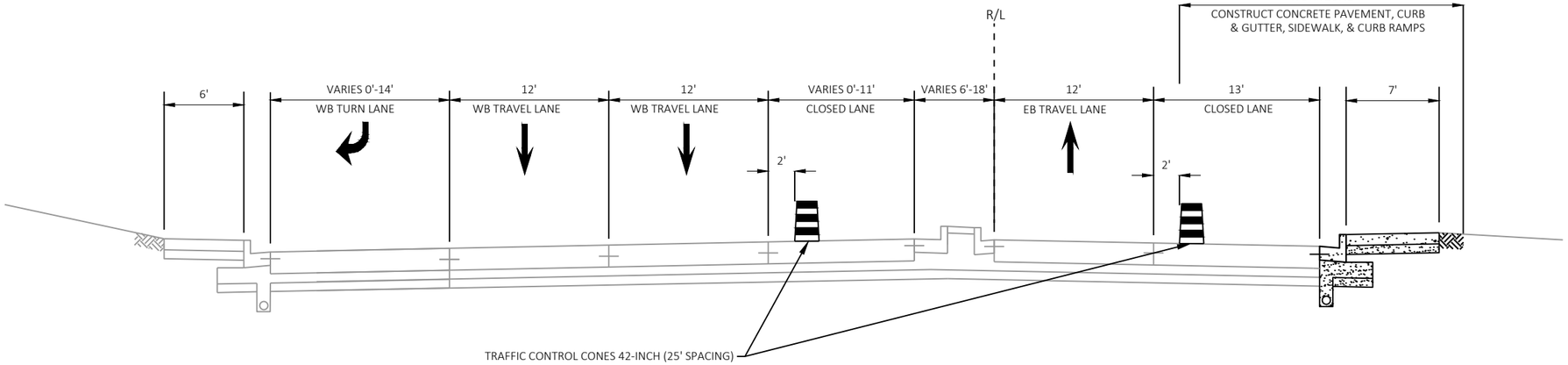
STA 13+50 TO STA 15+30

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 132	E



STAGE 3
STH 33 AT 7TH AVE/MAIN ST
STA 150+40 TO STA 152+40

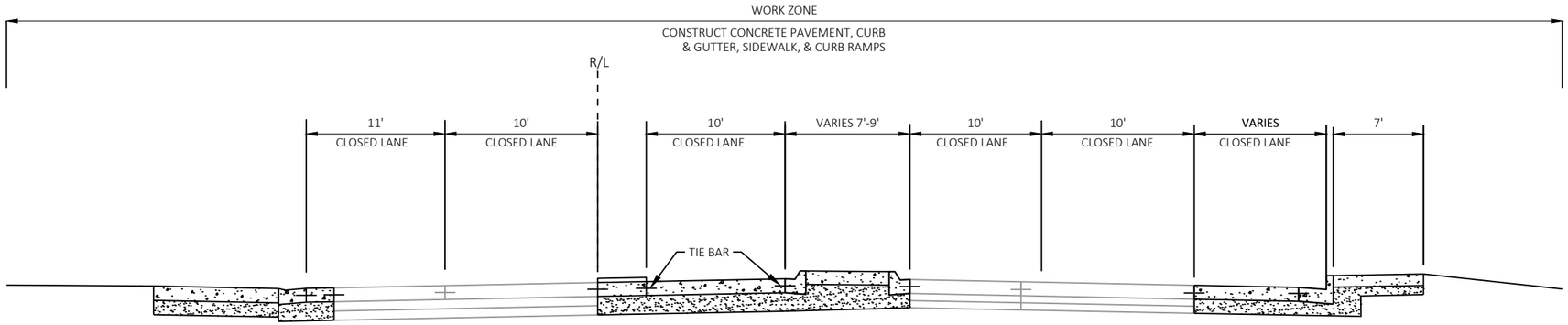


STAGE 3
STH 33 AT 7TH AVE/MAIN ST
STA 153+40 TO STA 155+40

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 133	E

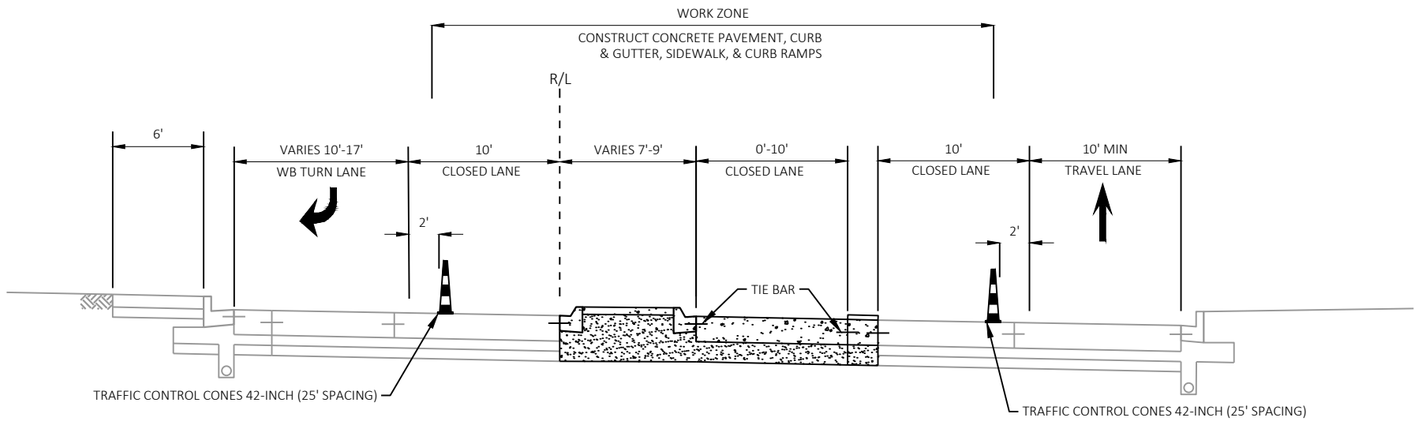
2



STAGE 3

7TH AVENUE

STA 33+50 TO STA 34+50



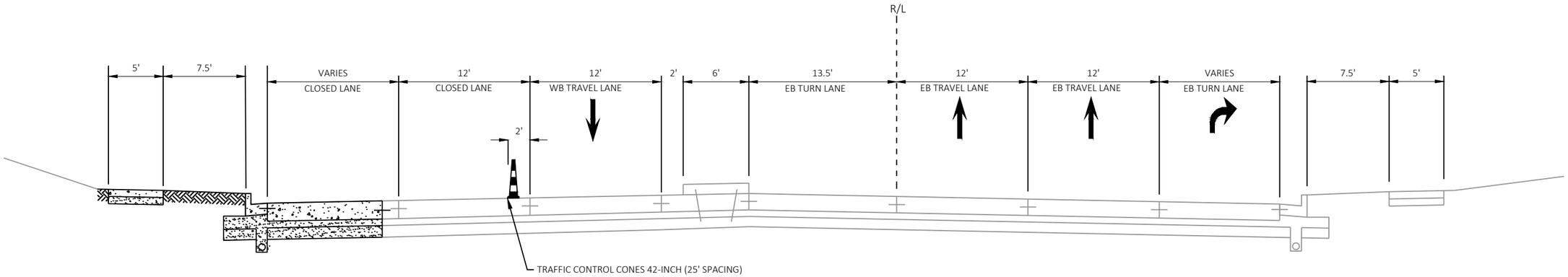
STAGE 3

MAIN ST

STA 35+50 TO STA 36+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

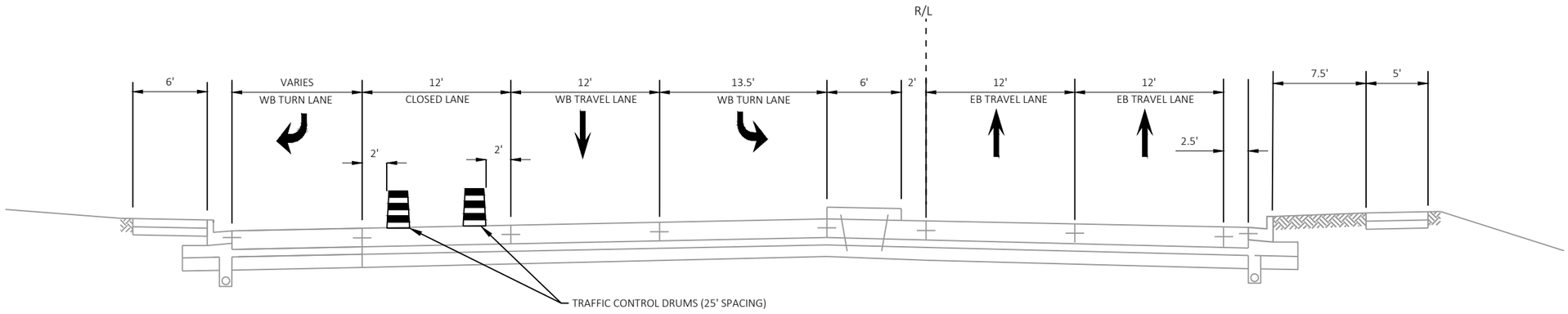
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 134	E



STAGE 3

STH 33 AT RIVER RD

STA 212+50 TO STA 215+00



STAGE 3

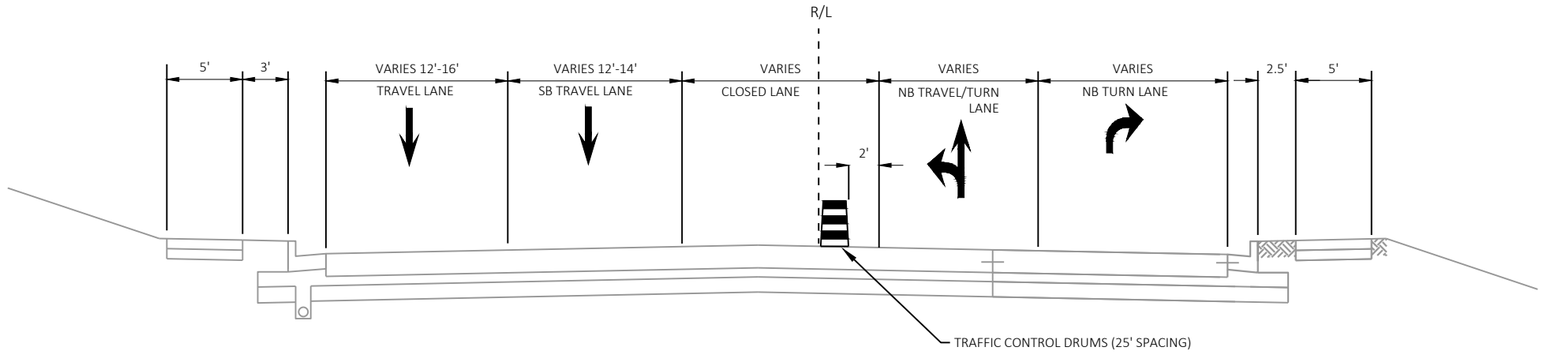
STH 33 AT RIVER RD

STA 216+00 TO STA 218+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 135	E

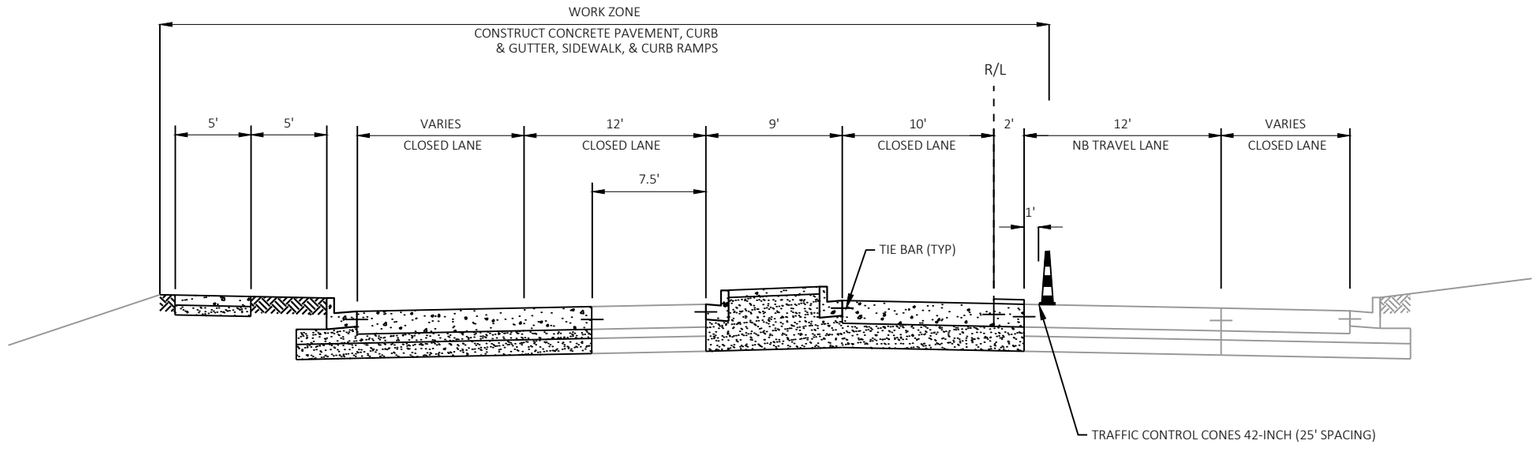
2



STAGE 3

RIVER RD

STA 53+70 TO STA 55+30



STAGE 3

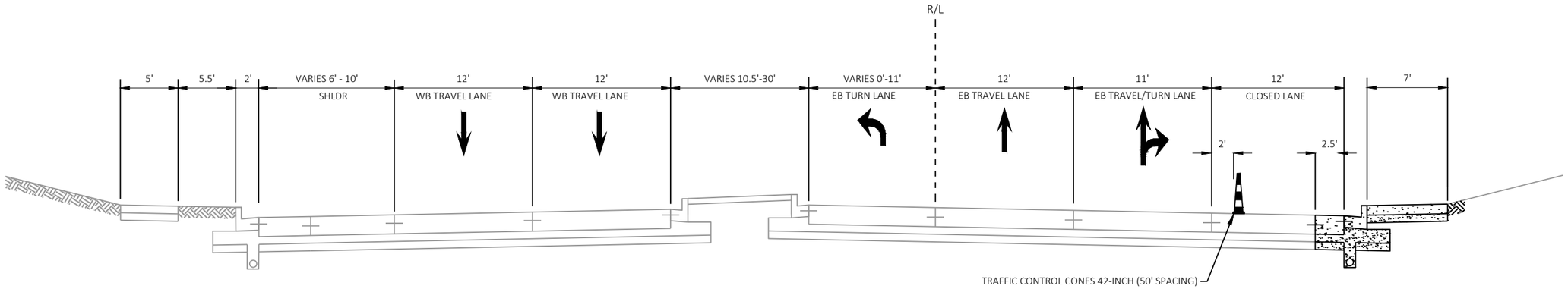
RIVER RD

STA 56+20 TO STA 57+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 136	E

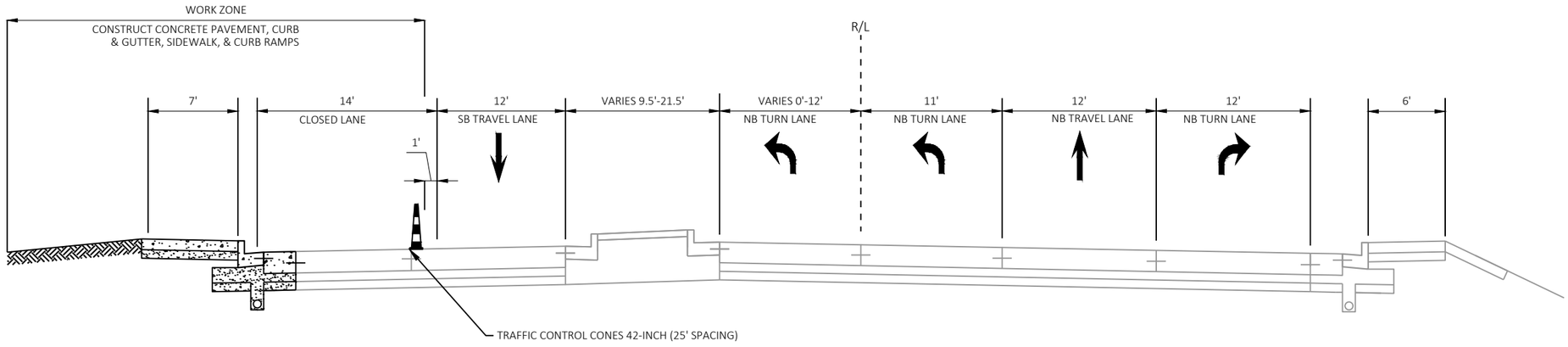
2



STAGE 4

STH 33 AT 18TH AVE

STA 104+00 TO STA 109+30



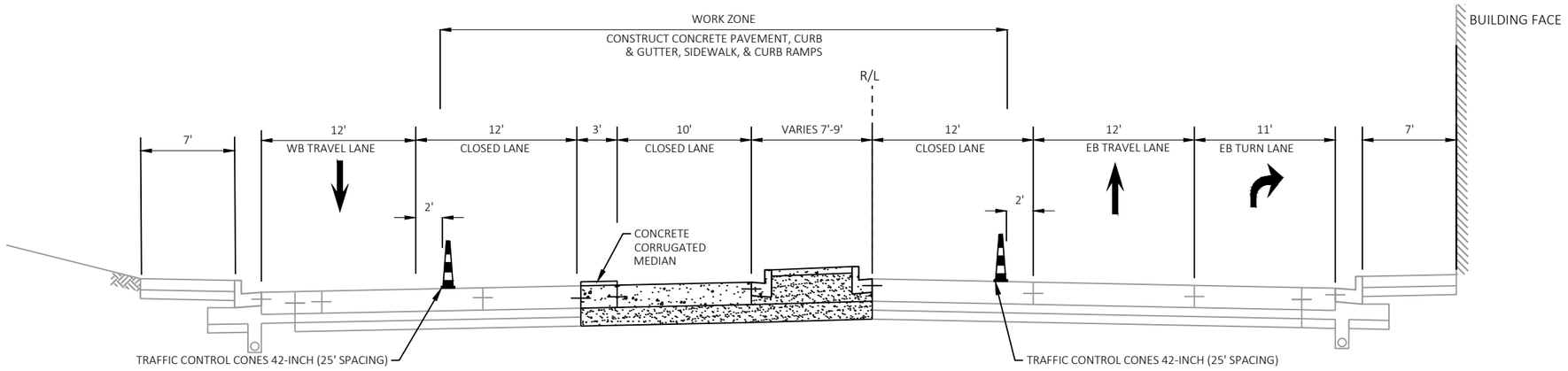
STAGE 4

18TH AVENUE

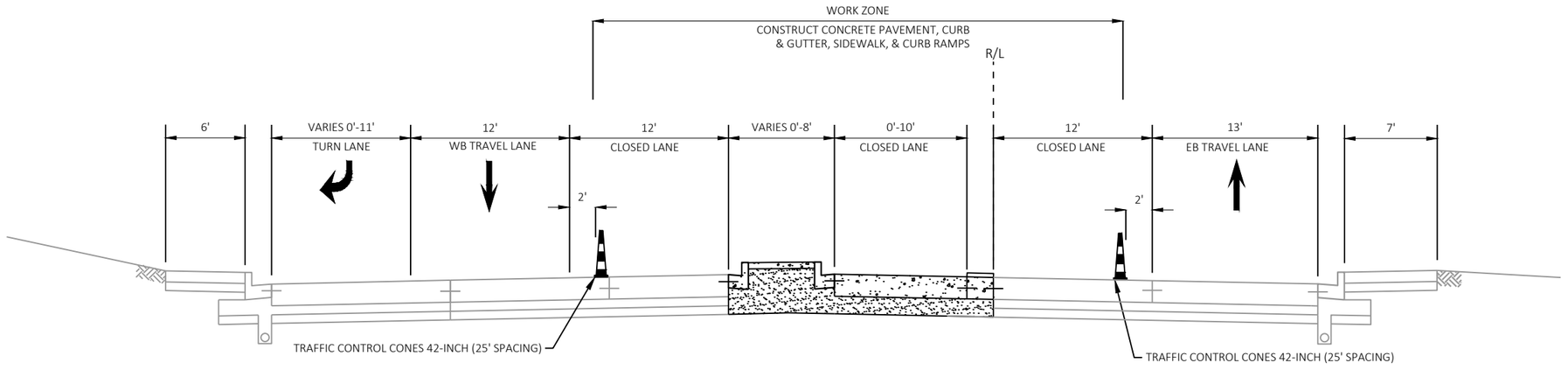
STA 13+50 TO STA 15+30

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 137	E



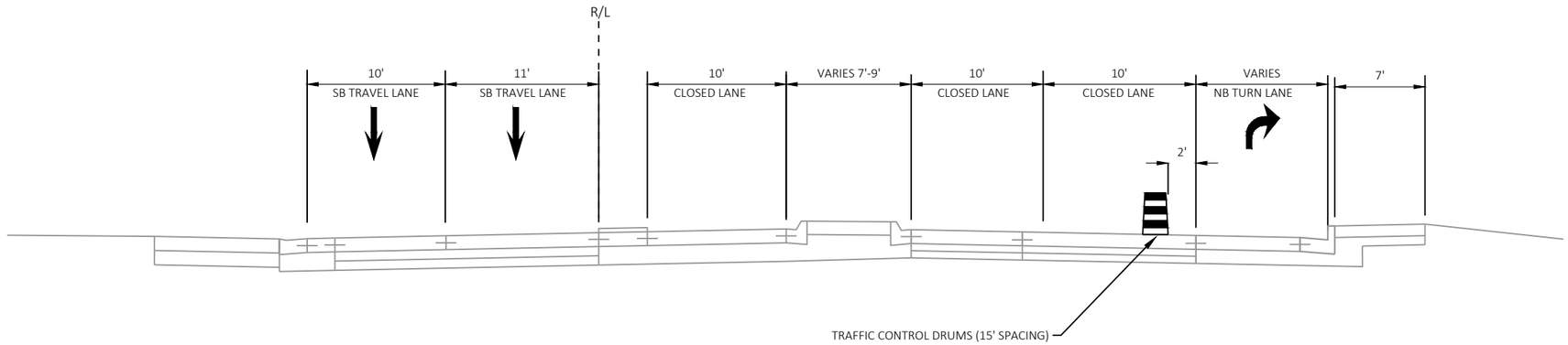
STAGE 4
STH 33 AT 7TH AVE/MAIN ST
STA 150+40 TO STA 152+40



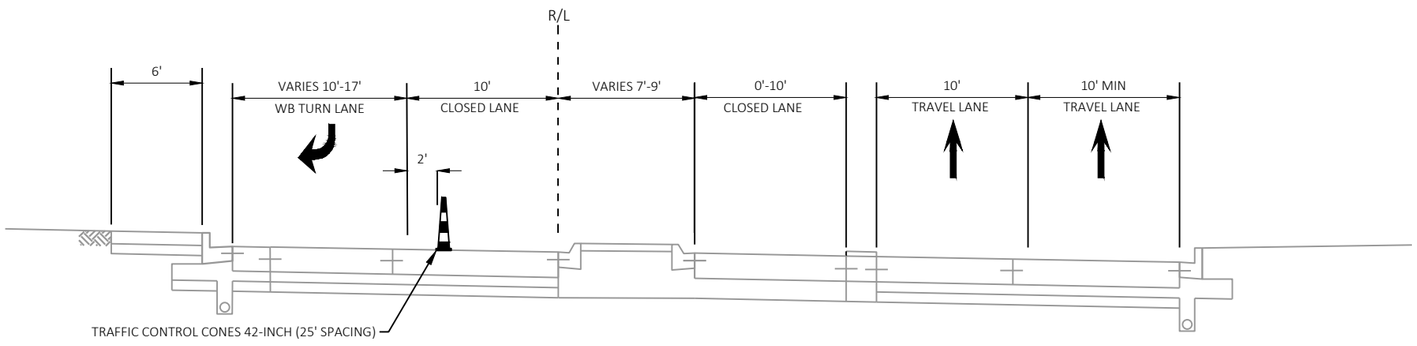
STAGE 4
STH 33 AT 7TH AVE/MAIN ST
STA 153+40 TO STA 155+40

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

2

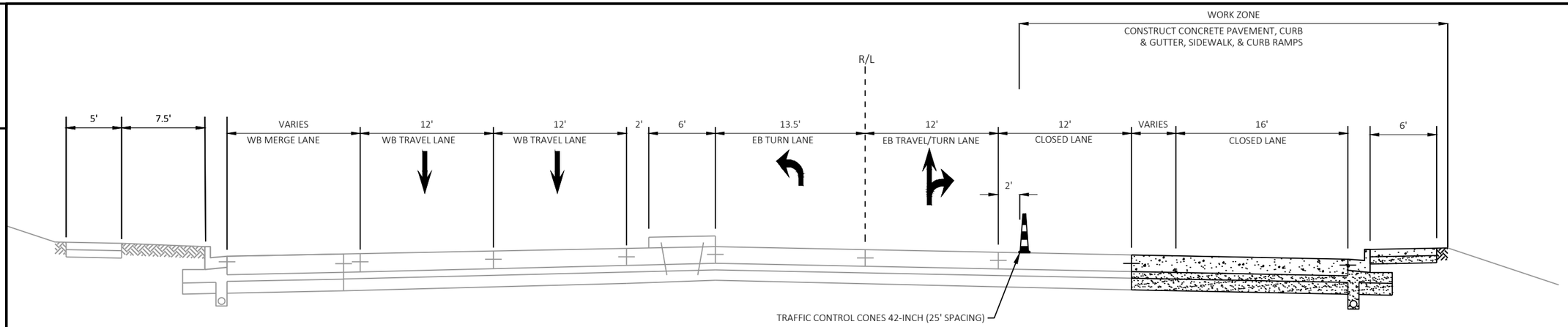


STAGE 4
7TH AVENUE
STA 33+50 TO STA 34+50

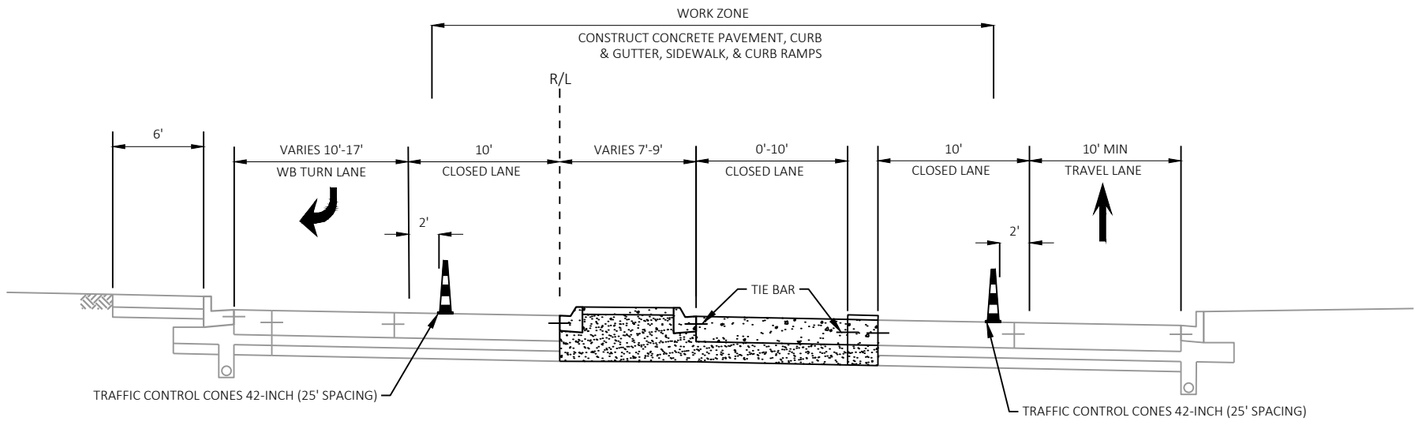


STAGE 4
MAIN ST
STA 35+50 TO STA 36+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.



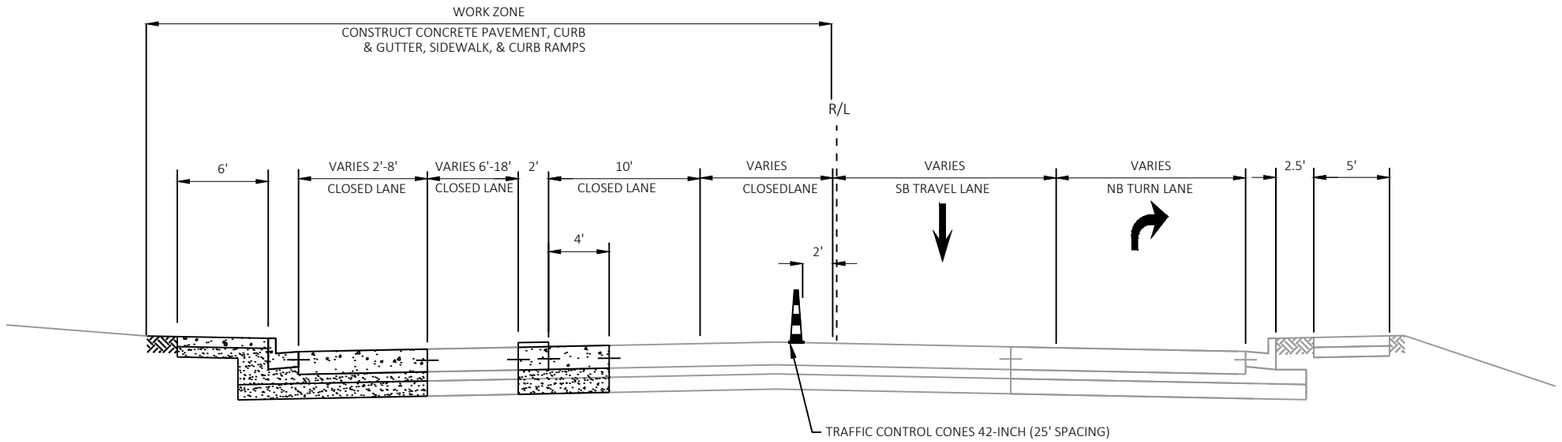
STAGE 4
STH 33 AT RIVER RD
STA 212+50 TO STA 215+00



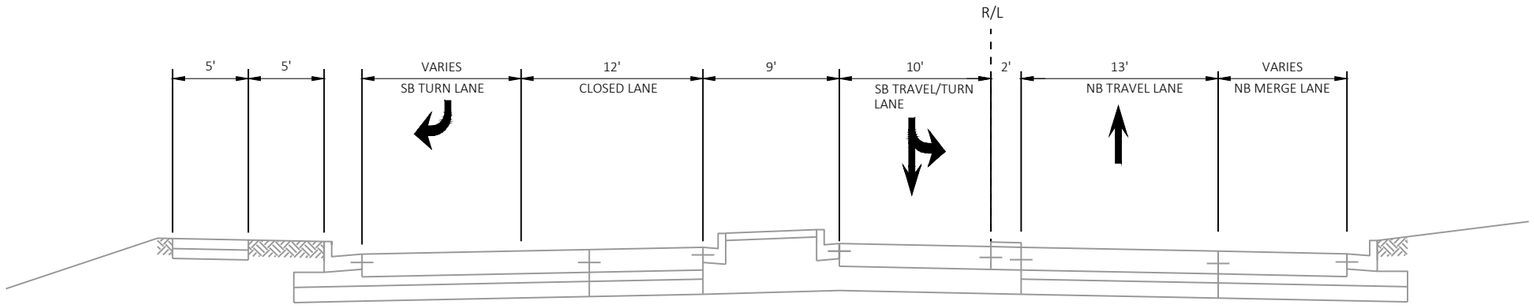
STAGE 4
MAIN ST
STA 35+50 TO STA 36+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 140	E



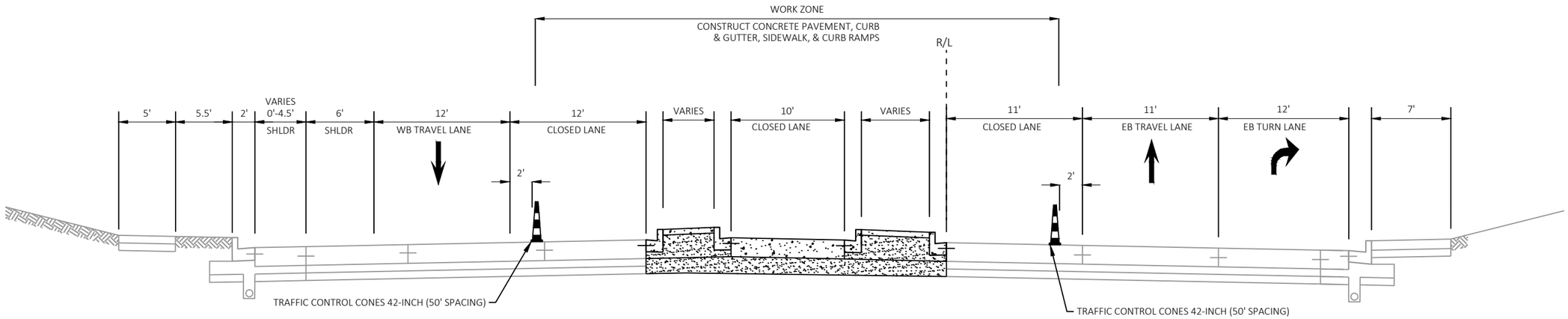
STAGE 4
RIVER RD
STA 53+70 TO STA 55+30



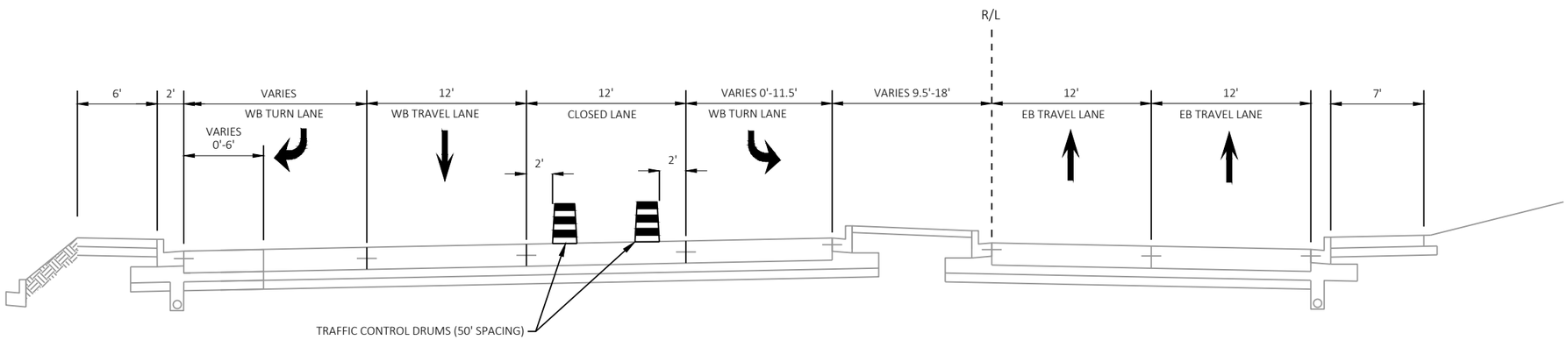
STAGE 4
RIVER RD
STA 56+20 TO STA 57+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 141	E



STAGE 5
STH 33 AT 18TH AVE
STA 104+00 TO STA 109+30

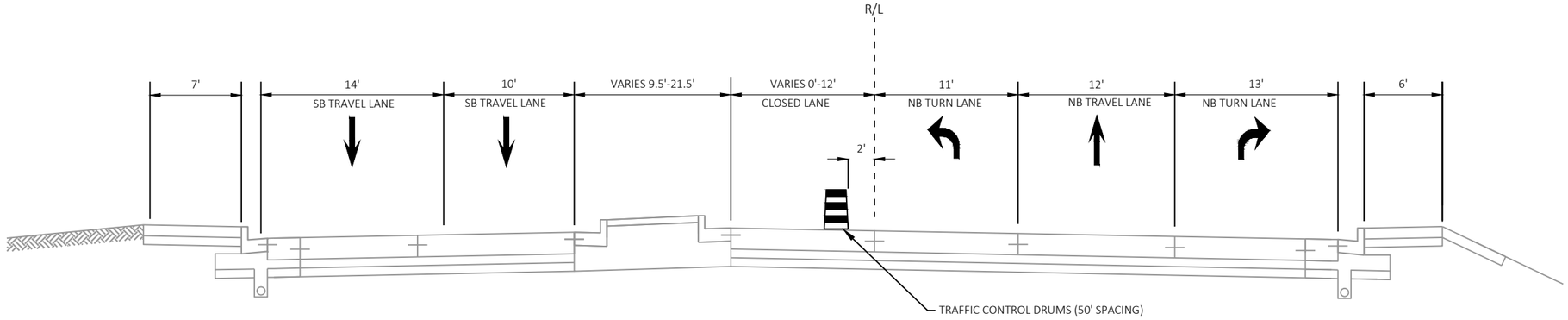


STAGE 5
STH 33 AT 18TH AVE
STA 110+50 TO STA 112+70

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 142	E

2



STAGE 5

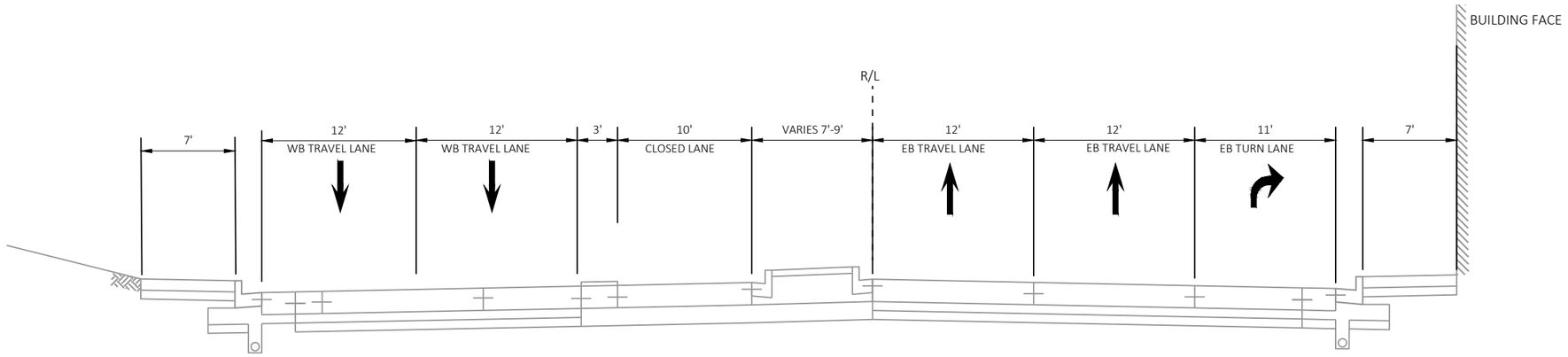
18TH AVENUE

STA 13+50 TO STA 15+30

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 143	E

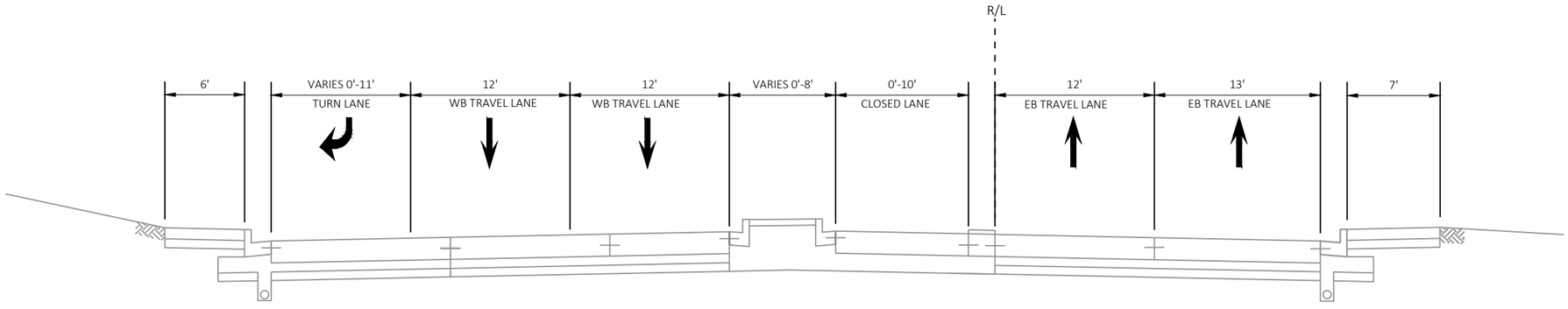
FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025501-TCTYP5.DWG
LAYOUT NAME - 02-10ft
PLOT DATE : 10/17/2024 11:21 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STAGE 5

STH 33 AT 7TH AVE/MAIN ST

STA 150+40 TO STA 152+40



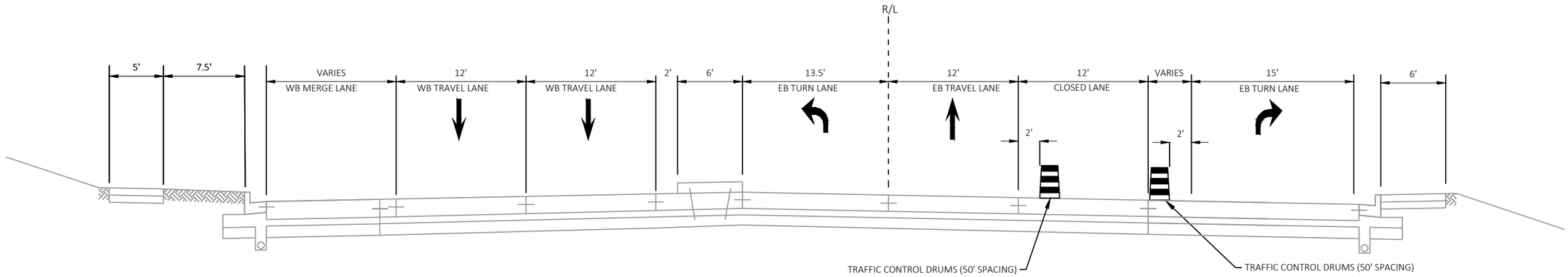
STAGE 5

STH 33 AT 7TH AVE/MAIN ST

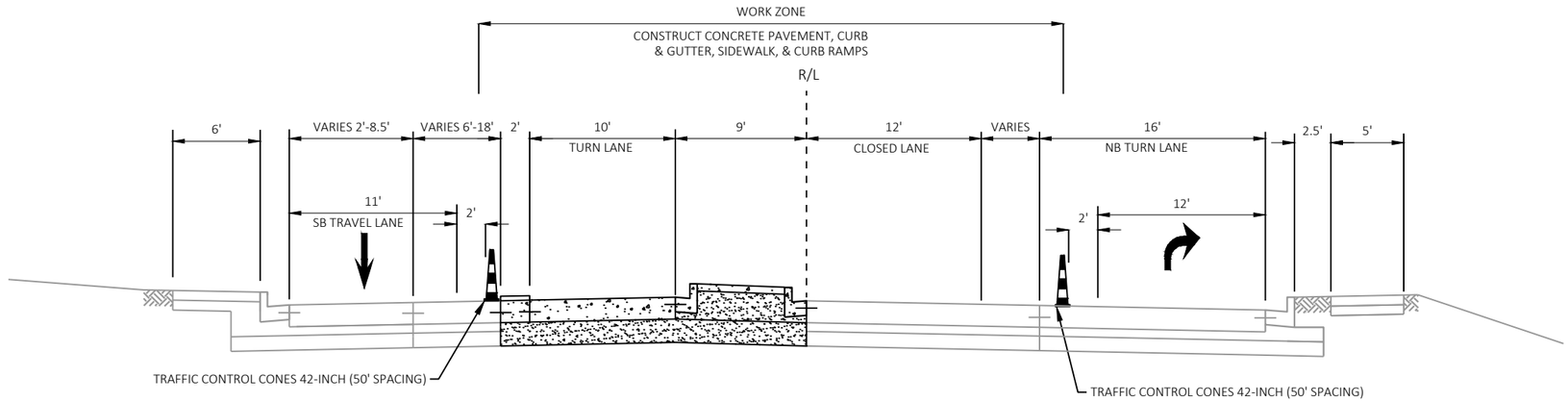
STA 153+40 TO STA 155+40

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 144	E



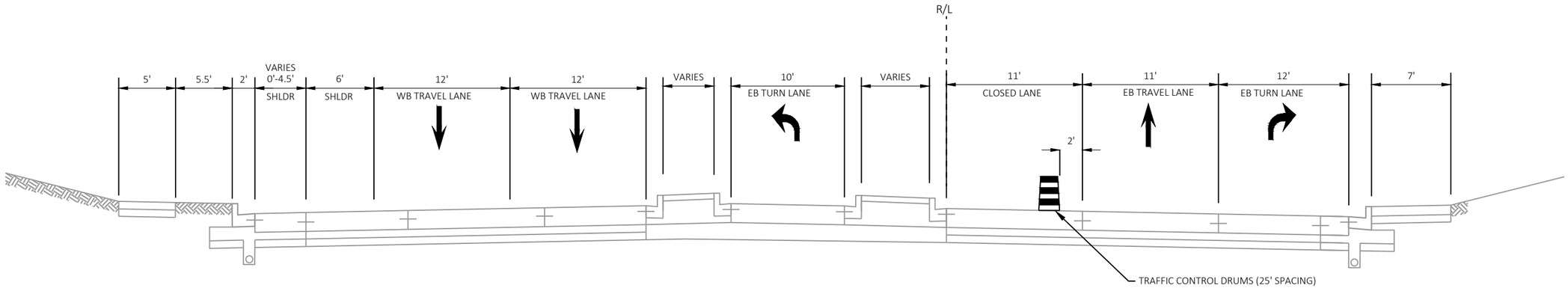
STAGE 5
STH 33 AT RIVER RD
STA 212+50 TO STA 215+00



STAGE 5
RIVER RD
STA 53+70 TO STA 55+30

ROADWAYS NOT SHOWN SHALL FOLLOW THE
EXISTING TRAFFIC PATTERN/CONFIGURATION.

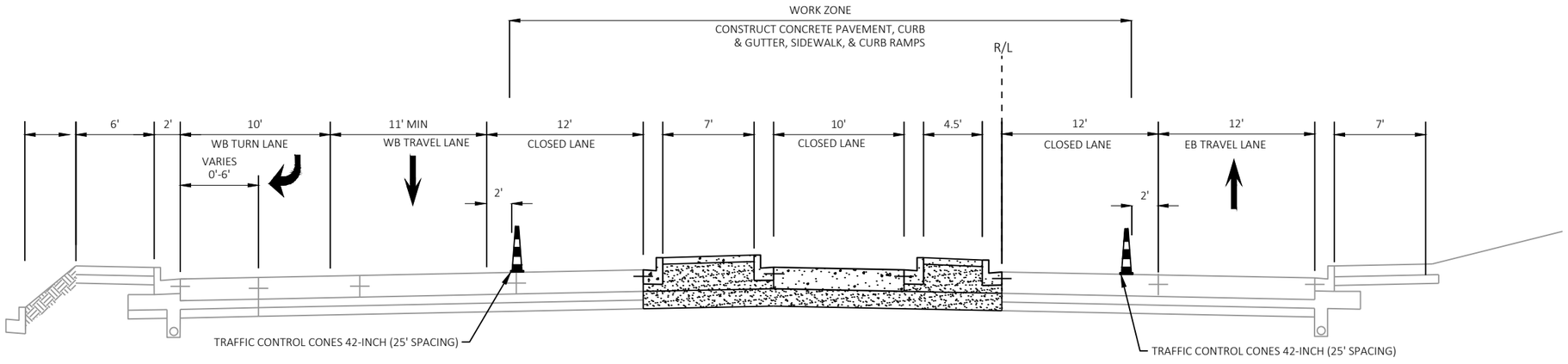
2



STAGE 6

STH 33 AT 18TH AVE

STA 104+00 TO STA 109+30



STAGE 6

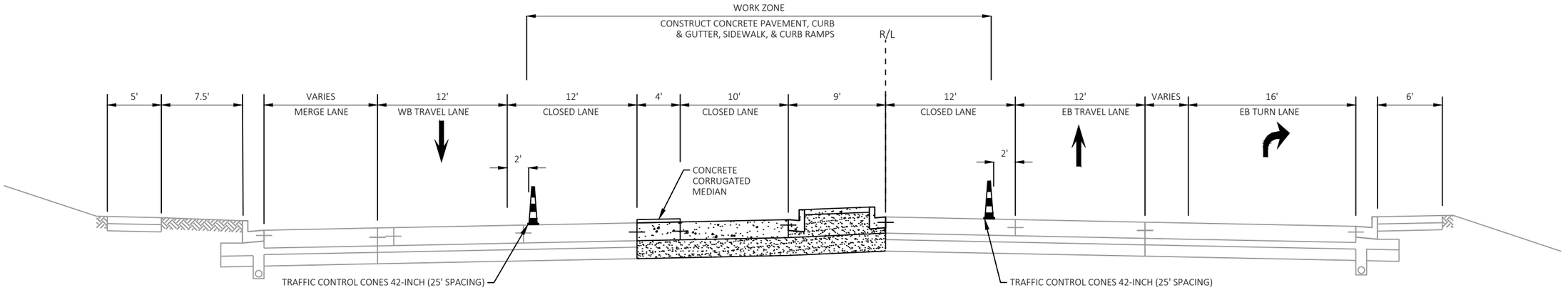
STH 33 AT 18TH AVE

STA 110+50 TO STA 112+70

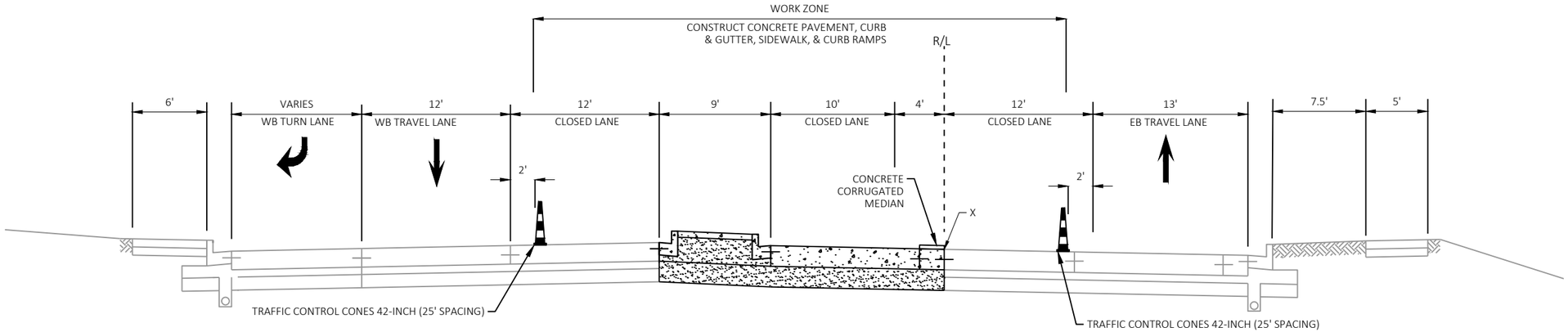
ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 146	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025501-TCTYP6.DWG
LAYOUT NAME - 01-10ft
PLOT DATE : 10/17/2024 11:21 AM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STAGE 6
STH 33 AT RIVER RD
STA 212+50 TO STA 215+00



STAGE 6
STH 33 AT RIVER RD
STA 216+00 TO STA 218+50

ROADWAYS NOT SHOWN SHALL FOLLOW THE EXISTING TRAFFIC PATTERN/CONFIGURATION.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 147	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

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

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

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

END ROAD WORK
G20-2A
48"X24"

MATCHLINE 20+00

LANE CLOSED
R11-2L
48"X30"

+74.89
-191.94' LT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
MARKING REMOVAL
SPECIAL MARKING WATER BLASTING
TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE, TYPE 2)

+04.39
-122.54' LT

W1-6
48"X24"

18TH AVE

R/W

TLE

15'

WASHINGTON ST (STH 33)

104 106 108 110 112 114 116

WASHINGTON ST R/L

MORGAN DR

+91.27
10.92' RT

ROAD WORK AHEAD
W20-1A

+01.82
17.07' RT

25'

25'

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

MATCHLINE 20+00

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

N

ROAD WORK AHEAD
W20-1A

W1-6
48"X24"

+67.35
85.38' RT

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

+95.48
-21.96' LT

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

ONLY

24"X48"
COVER INSIDE LEFT ONLY SIGN ON OVERHEAD SIGN SUPPORT

18TH AVE R/L

ONLY ONLY ONLY ONLY
R3-8LLAR
72"X30"
ON LIGHT POLE

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

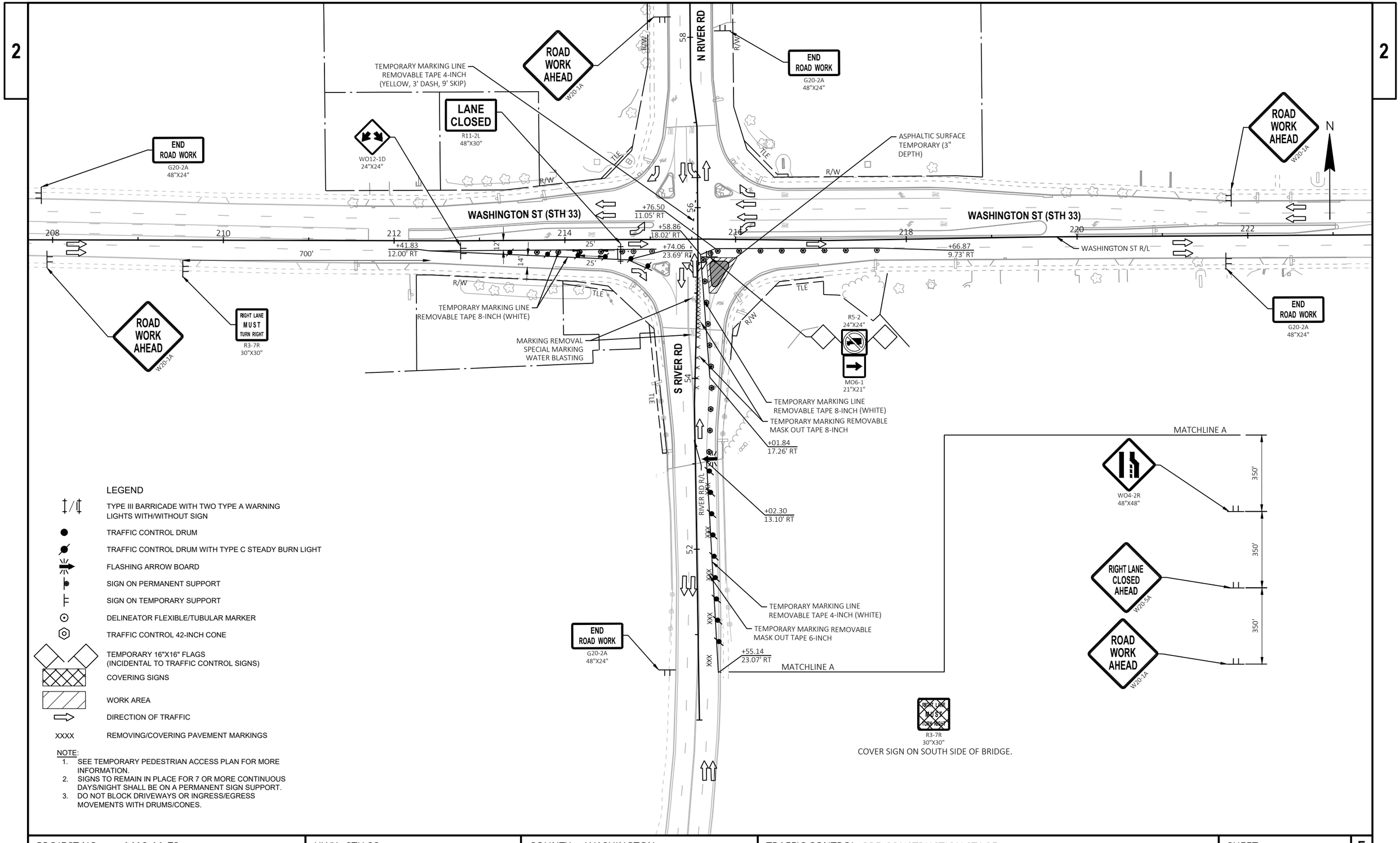
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL- PRE-CONSTRUCTION STAGE	SHEET 148	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025100-TC0.DWG
LAYOUT NAME - 01

PLOT DATE : 1/16/2025 1:31 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

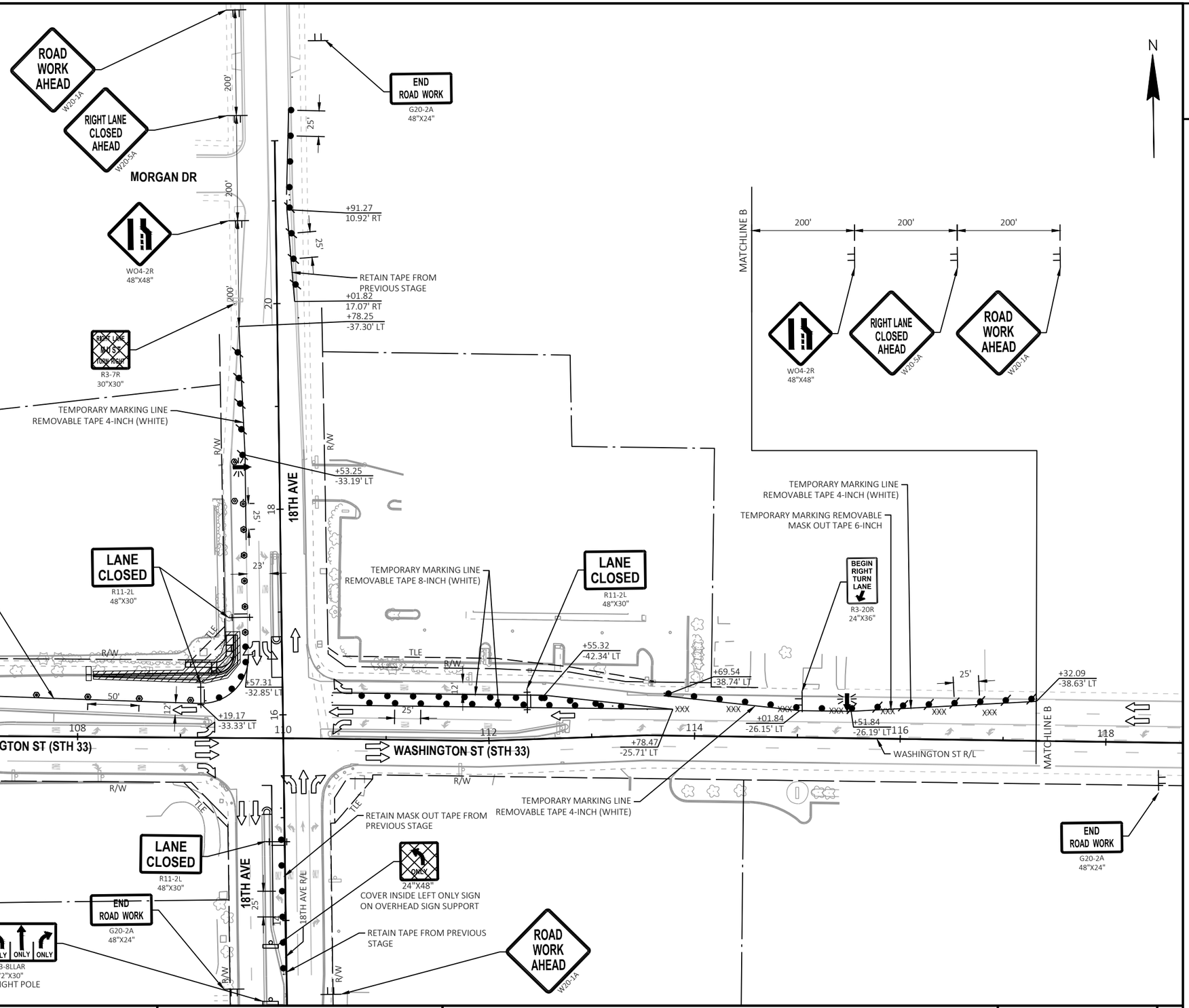
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL- PRE-CONSTRUCTION STAGE	SHEET 149	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



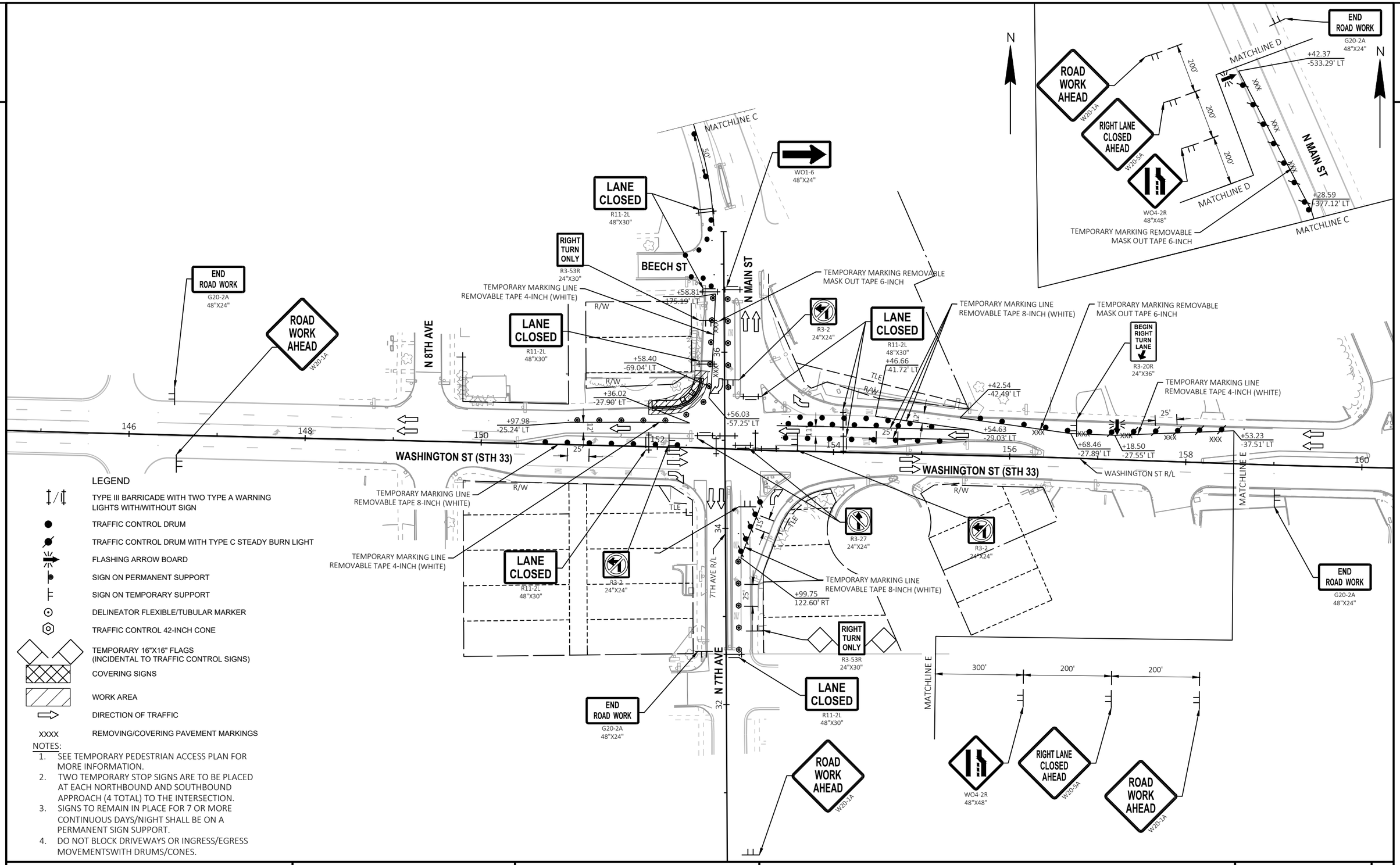
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 150	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025101-TC1.DWG
LAYOUT NAME - 01

PLOT DATE : 1/16/2025 1:31 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

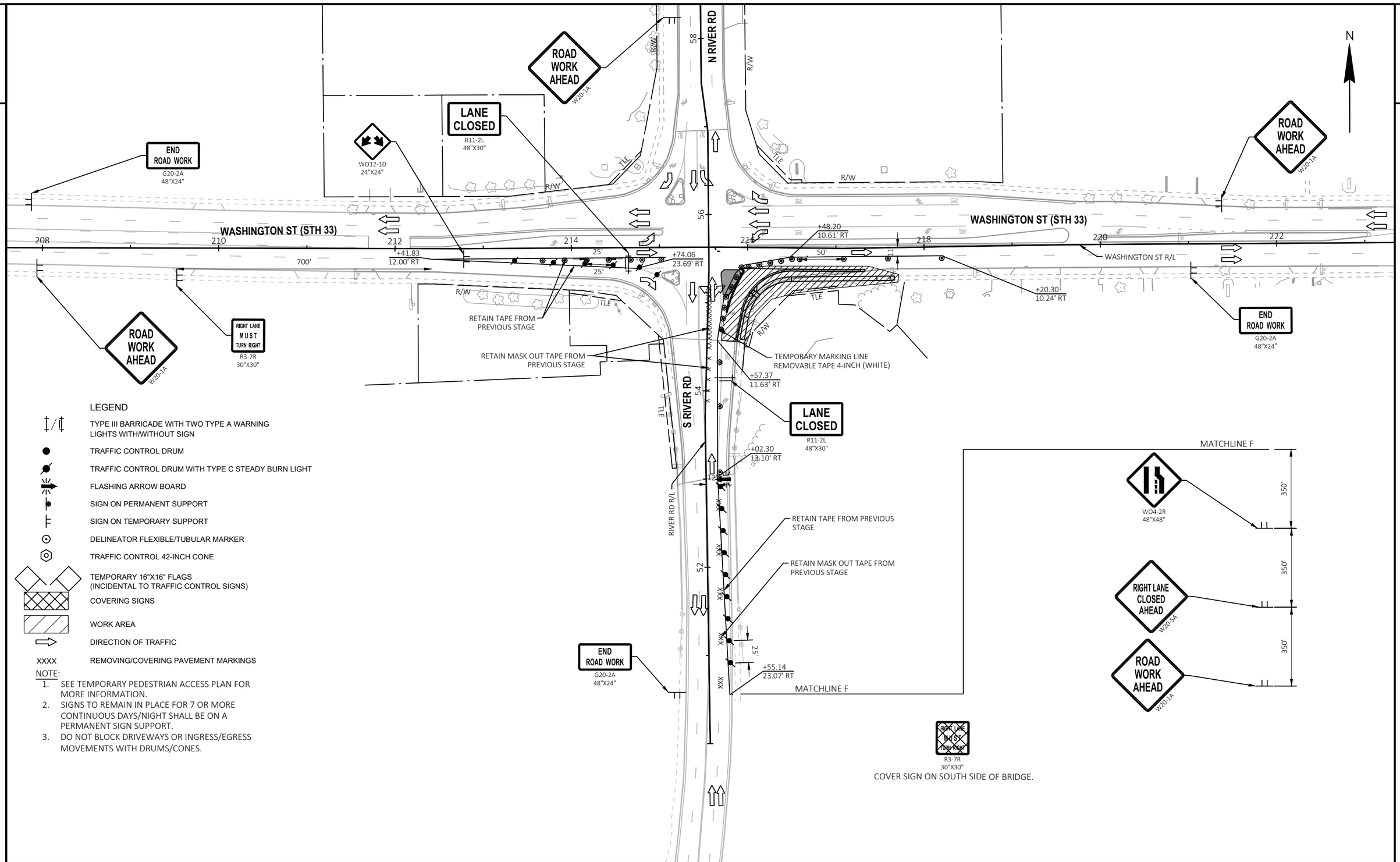
- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. TWO TEMPORARY STOP SIGNS ARE TO BE PLACED AT EACH NORTHBOUND AND SOUTHBOUND APPROACH (4 TOTAL) TO THE INTERSECTION.
3. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
4. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTSWITH DRUMS/CONES.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 151	E

2



LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 152	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

MATCHLINE STA 20+00

N

18TH AVE

R/W

TLE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

MATCHLINE G

MATCHLINE H

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

MARKING REMOVAL SPECIAL MARKING WATER BLASTING (ALL ARROWS AND WORDS IN RIGHT TURN LANE)

MARKING REMOVAL LINE WATER BLASTING 8-INCH

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

LANE CLOSED
R11-2L
48"X30"

R5-2
24"X24"

MO6-1
21"X21"

+19.91
11.69' RT

+94.89
-44.89' LT

+76.37
-29.31' LT

+44.59
-26.98' LT

+24.33
-39.25' LT

+27.42
12.08' RT

+46.36
24.04' RT

+46.26
11.24' RT

+04.68
10.99' RT

+91.27
10.92' RT

+01.82
17.07' RT

MORGAN DR

ROAD WORK AHEAD
W20-1A

RETAIN TAPE FROM PREVIOUS STAGE

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

MARKING REMOVAL SPECIAL MARKING WATER BLASTING

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

ONLY
24"X48"
COVER OUTSIDE LEFT ONLY SIGN ON OVERHEAD SIGN SUPPORT

ONLY ONLY ONLY ONLY
R3-8LLAR
72"X30"
ON LIGHT POLE

WO12-1D
24"X24"

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

400'

200'

200' 200' 200'

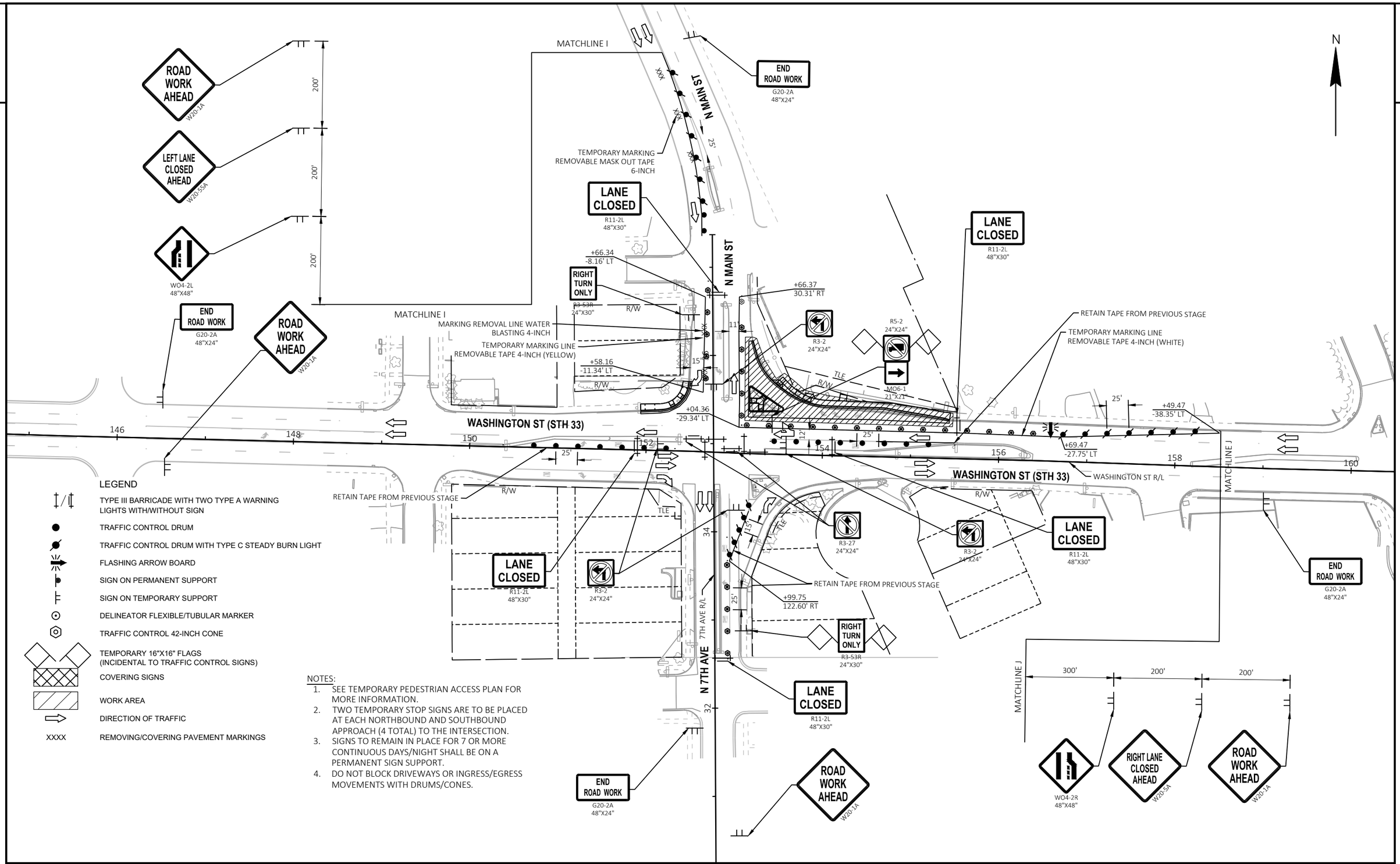
WO4-2R
48"X48"

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 153	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025102-TC2.DWG
LAYOUT NAME - 01
PLOT DATE : 1/16/2025 1:31 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. TWO TEMPORARY STOP SIGNS ARE TO BE PLACED AT EACH NORTHBOUND AND SOUTHBOUND APPROACH (4 TOTAL) TO THE INTERSECTION.
3. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
4. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 154	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025102-TC2.DWG
LAYOUT NAME - 02
PLOT DATE : 1/16/2025 1:32 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

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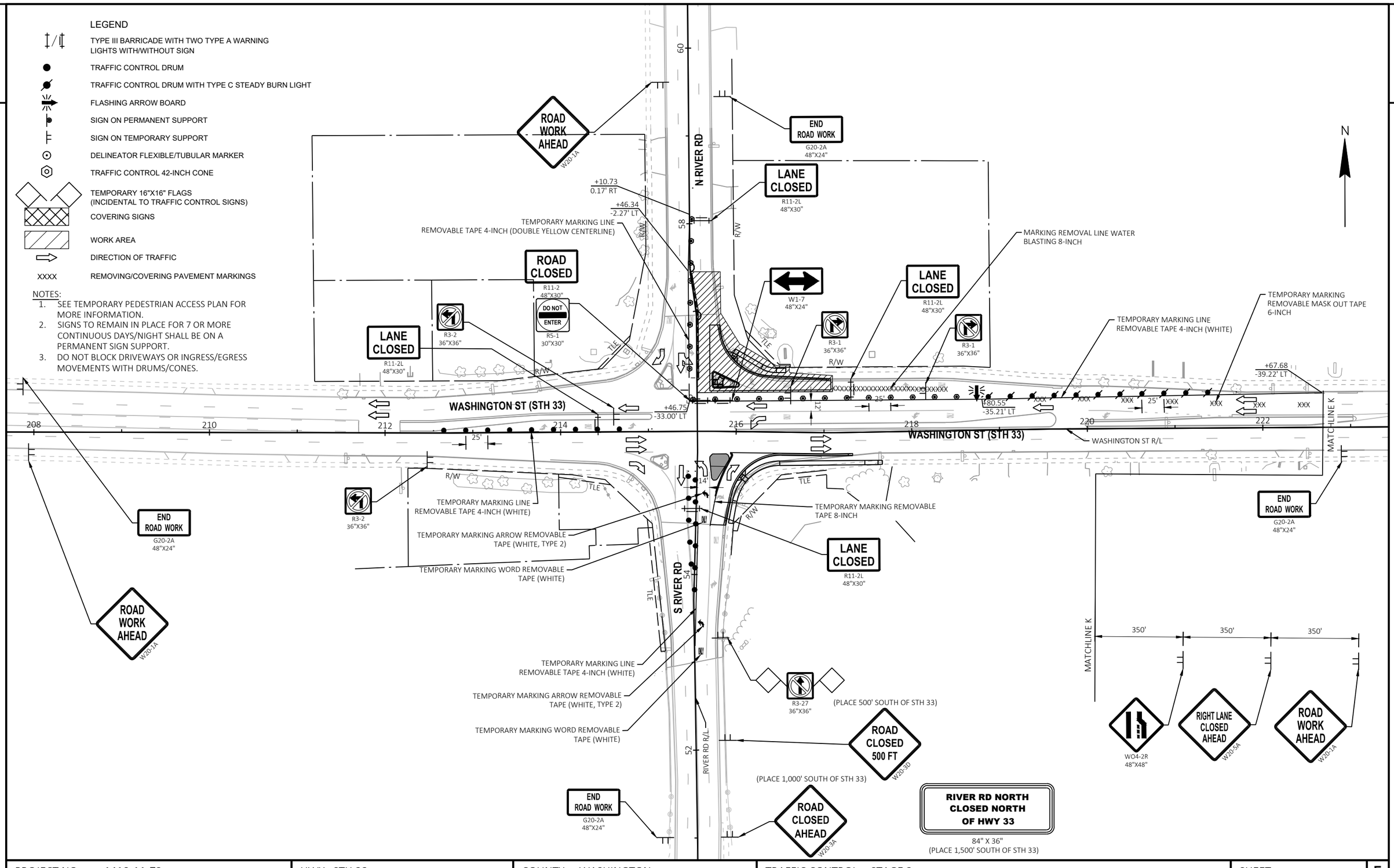
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



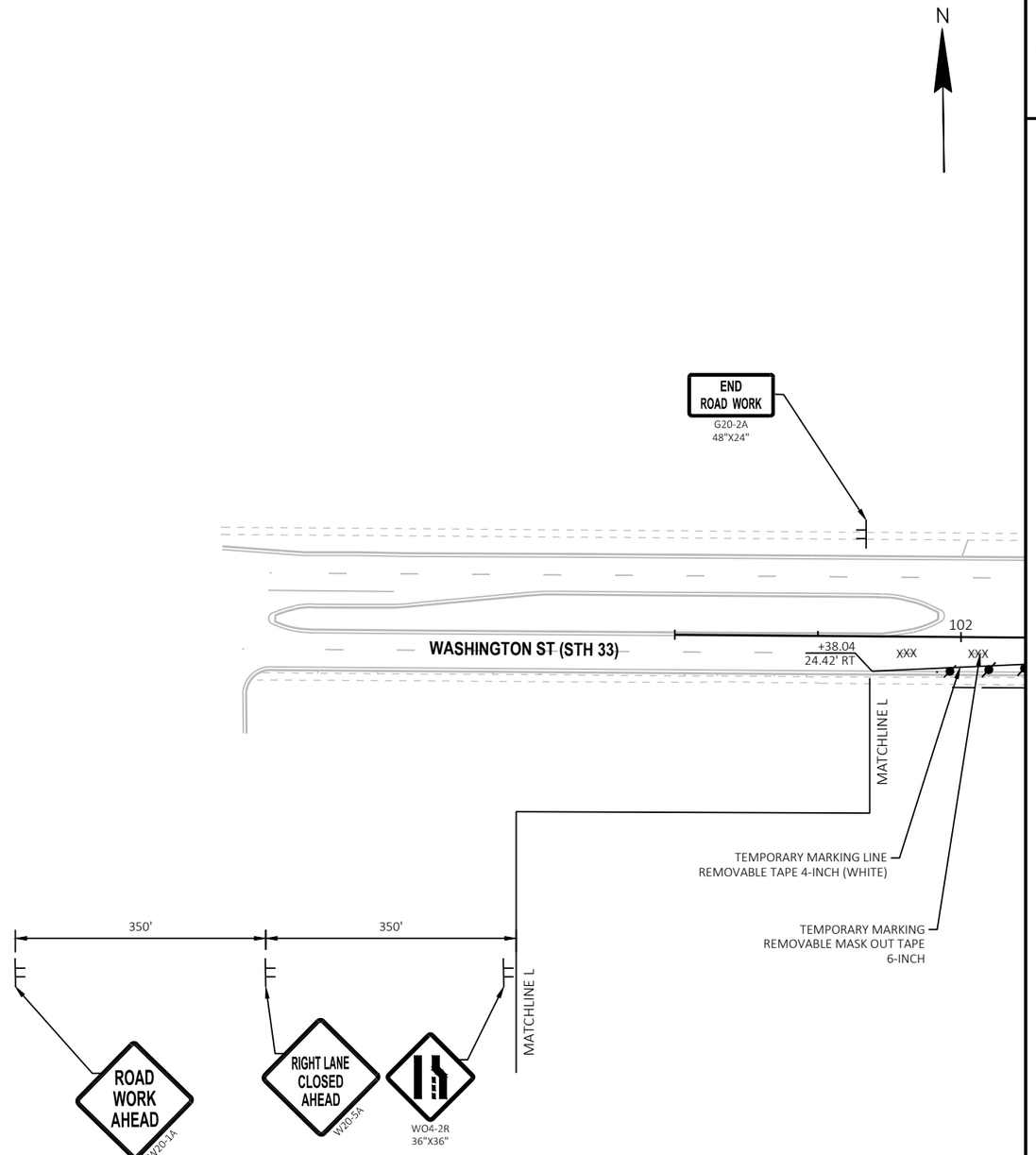
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 155	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025102-TC2.DWG
LAYOUT NAME - 03
PLOT DATE : 1/16/2025 1:32 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 156	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

N

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

TEMPORARY MARKING ARROW REMOVABLE TAPE

TEMPORARY MARKING WORD REMOVABLE TAPE

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

TEMPORARY MARKING ARROW REMOVABLE TAPE

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' DASH, 9' GAP, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

ROAD WORK AHEAD W20-1A

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

LANE CLOSED R11-2L 48"X30"

18TH AVE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

+83.02 11.50' RT

+70.81 11.43' RT

+03.45 11.39' RT

+09.96 24.03' RT

+41.85 23.95' RT

+70.58 11.43' RT

+59.15 11.13' RT

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

BEGIN RIGHT TURN LANE R3-20R 24"X36"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

END ROAD WORK G20-2A 48"X24"

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING ARROW REMOVABLE TAPE

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

+08.07 11.19' RT

ONLY 24"X48" COVER OUTSIDE LEFT ONLY SIGN ON OVERHEAD SIGN SUPPORT

+42.58 11.23' RT

ONLY ONLY ONLY ONLY R3-8LLAR 72"X30" ON LIGHT POLE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

+17.55 24.88' RT

18TH AVE R/L

END ROAD WORK G20-2A 48"X24"

MATCHLINE M

MATCHLINE M

200'

200'

200'

WO4-2R 48"X48"

RIGHT LANE CLOSED AHEAD W20-5A

ROAD WORK AHEAD W20-1A

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 157	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025103-TC3.DWG
LAYOUT NAME - 02

PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

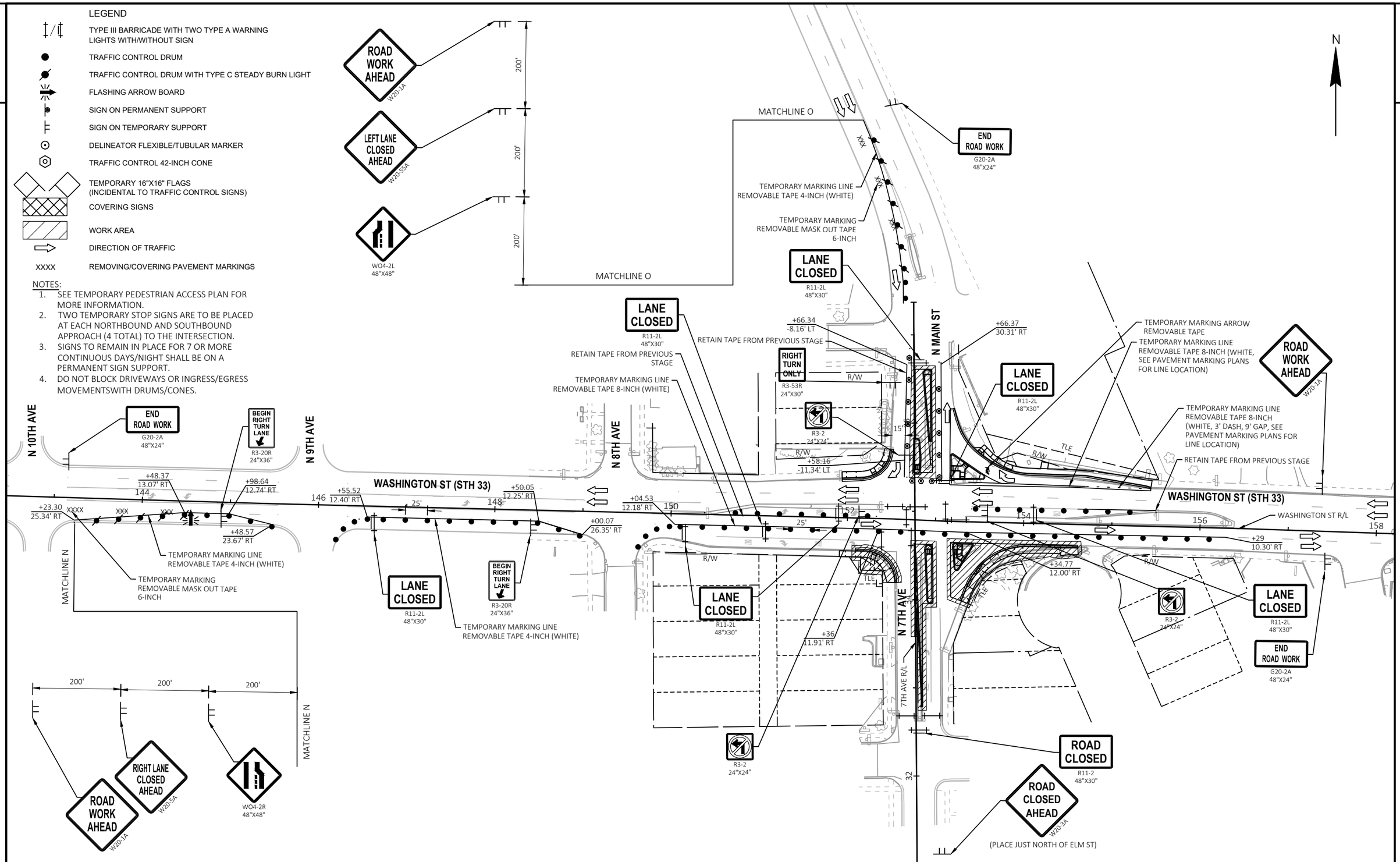
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. TWO TEMPORARY STOP SIGNS ARE TO BE PLACED AT EACH NORTHBOUND AND SOUTHBOUND APPROACH (4 TOTAL) TO THE INTERSECTION.
3. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
4. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTSWITH DRUMS/CONES.



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 158	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025103-TC3.DWG
LAYOUT NAME - 03

PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

RIVER RD SOUTH
CLOSED SOUTH
OF LANG ST

84" X 36"
(PLACE 1,500' NORTH OF LANG ST)

ROAD CLOSED 500 FT
W20-3D

(PLACE 500' FROM CLOSURE)

ROAD CLOSED AHEAD
W20-3A

(PLACE JUST SOUTH OF LANG ST)

R3-1
24"X24"

(PLACE AT 3 DRIVEWAYS ON WEST SIDE OF RIVER RD BETWEEN STH 33 AND LANG ST)

R3-2
24"X24"

(PLACE AT 3 DRIVEWAYS ON EAST SIDE OF RIVER RD BETWEEN STH 33 AND LANG ST)

END ROAD WORK
G20-2A
48"X24"

DO NOT ENTER
R5-1
30"X30"

ROAD CLOSED
R11-2
48"X30"

N RIVER RD

60
58
56
54

R/W

TLE

+30.12
24.36' RT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

+67.60
19.44' RT

+62.60
19.36' RT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

TEMPORARY MARKING ARROW REMOVABLE TAPE

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

+77.80
24.61' RT

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

+82.95
-27.94' LT

+84.25
-33.85' LT

+38.03
-45.67' LT

+71.61
-46.43' LT

+72.72
-34.48' LT

+42.73
-26.35' LT

+36.16
-39.85' LT

+92.73
-26.23' LT

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

25'

12'

WASHINGTON ST (STH 33)

212 214 216 218 220 222 224 226

WASHINGTON ST R/L

SCHOENHAAR DR

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

MATCHLINE P

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

R5-2
24"X24"

MO6-1
21"X21"

S RIVER RD

54
52

RIVER RD R/L

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

MATCHLINE P

350' 350' 350'

WO4-2R
48"X48"

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

N

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 159	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

N

2

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

R/W

TLE

18TH AVE

RETAIN TAPE FROM PREVIOUS STAGE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

104 106 108 110 112 114 116

+52.26 22.39' RT

+39.77 23.65' RT

200' 200'

25'

11'

ROAD NARROWS W5-1 36"X36"

R5-2 24"X24"

MO6-1 21"X21"

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING ARROW REMOVABLE TAPE

RETAIN TAPE FROM PREVIOUS STAGE

TEMPORARY MARKING WORD REMOVABLE TAPE

+34.36 -33.28' LT

TEMPORARY MARKING ARROW REMOVABLE TAPE

18TH AVE R/L

+20.30 34.31' RT

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

+57.82 23.21' RT

+52.79 23.20' RT

+76.88 23.17' RT

20 18 16 14 12

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4	SHEET 160	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025104-TC4.DWG
LAYOUT NAME - 01

PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
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- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

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2. TWO TEMPORARY STOP SIGNS ARE TO BE PLACED AT EACH NORTHBOUND AND SOUTHBOUND APPROACH (4 TOTAL) TO THE INTERSECTION.
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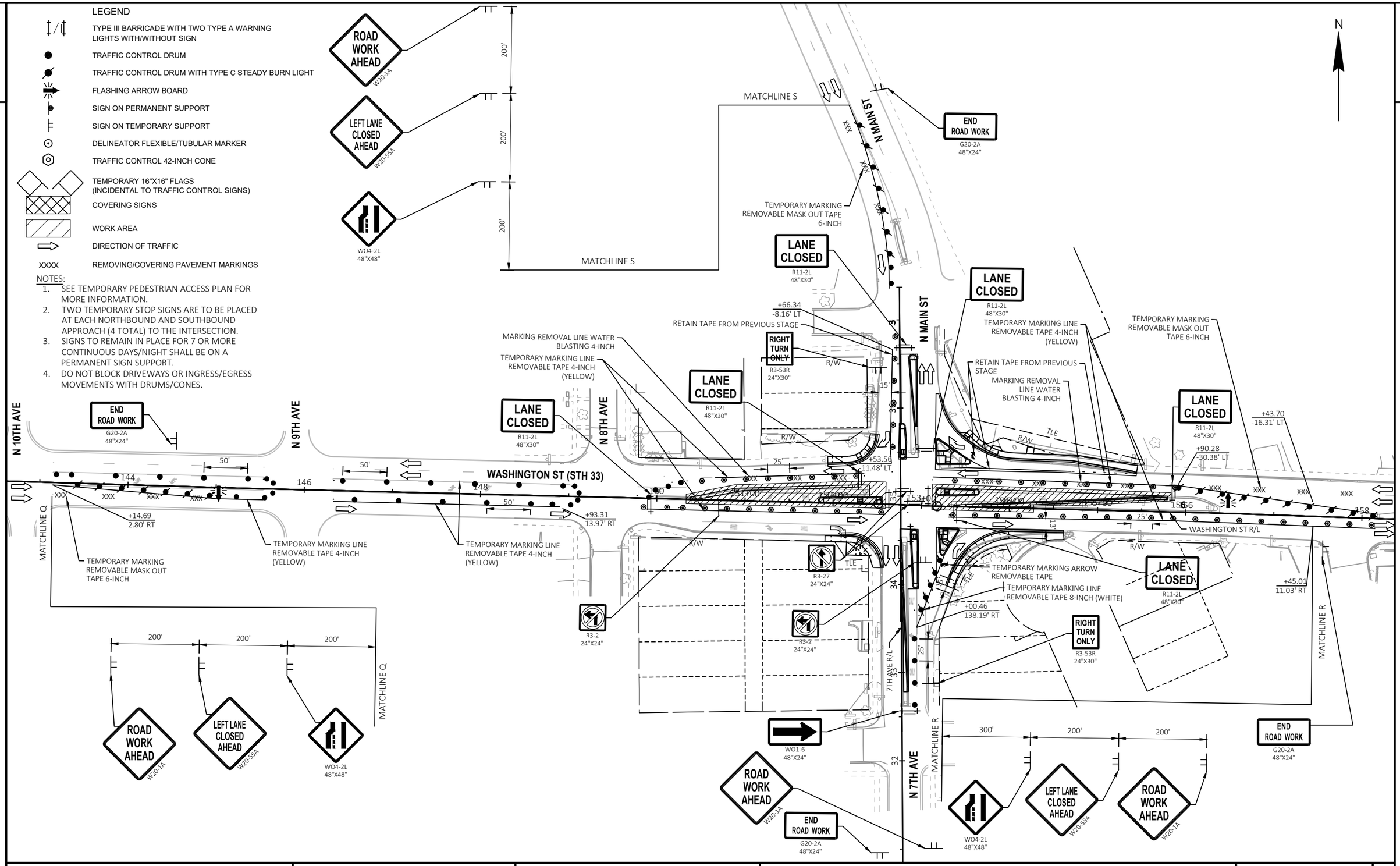


PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4	SHEET 161	E

2

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

N

WO24-1L

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

N RIVER RD

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 3' DASH, 9' SKIP)

RETAIN TAPE FROM PREVIOUS STAGE

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' DASH, 9' SKIP, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

ROAD WORK AHEAD
W20-1A

WASHINGTON ST (STH 33)

208 210 212 214 216 218 220 222

+53.12 19.69' RT

+45.33 11.55' RT

+51.38 9.87' RT

WASHINGTON ST R/L

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

MATCHLINE T

END ROAD WORK
G20-2A
48"X24"

R5-2
24"X24"

MO6-1
21"X21"

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

+24.38 8.93' RT

RIGHT TURN ONLY
R3-53R
24"X30"

350' 350' 350'

MATCHLINE T

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

WO4-2R
48"X48"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

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

+01 0.00'

END ROAD WORK
G20-2A
48"X24"

S RIVER RD

RIVER RD R/L

ROAD WORK AHEAD
W20-1A

NO ACCESS TO N RIVER RD HWY 33 WEST USE ALT ROUTE

84" X 36"
(PLACE JUST SOUTH OF E DECORAH RD)

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 4	SHEET 162	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025104-TC4.DWG
LAYOUT NAME - 03

PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

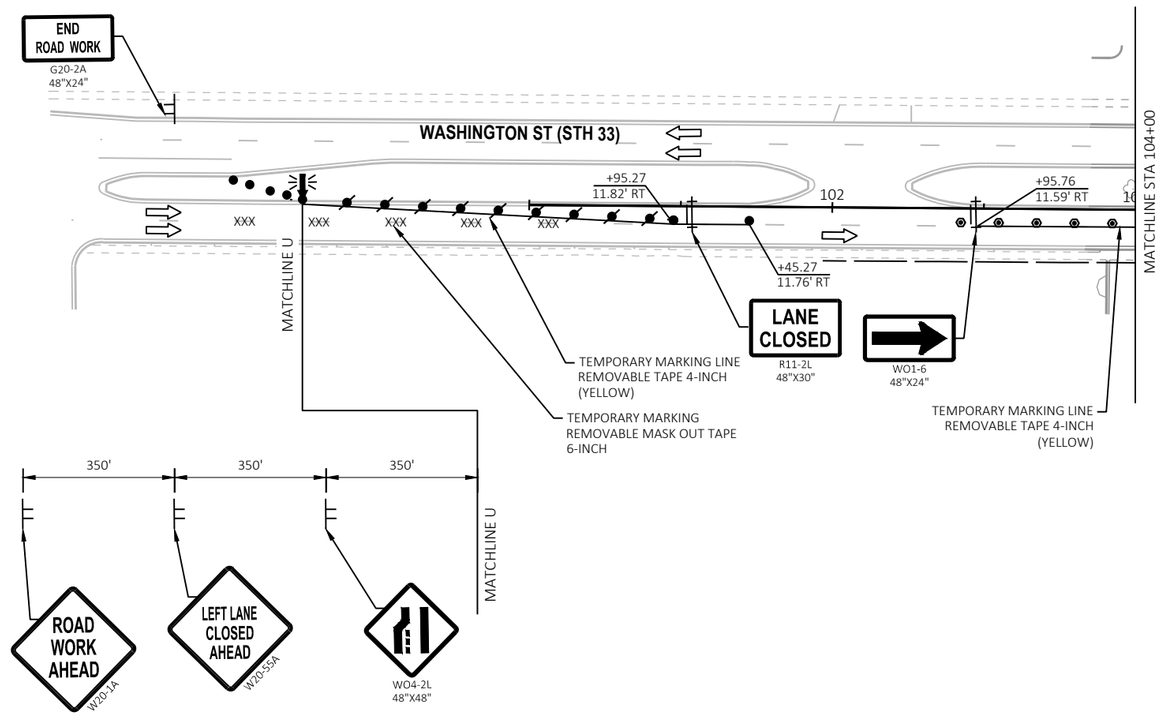
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX — REMOVING/COVERING PAVEMENT MARKINGS

NOTE:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5	SHEET 163	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025105-TC5.DWG
LAYOUT NAME - 01
PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

MORGAN DR

18TH AVE

WASHINGTON ST (STH 33)

MATCHLINE STA 104+00

MATCHLINE V

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

LANE CLOSED R11-2L 48"X30"

BEGIN LEFT TURN LANE R3-20L 24"X36"

R3-2 24"X24"

ONLY 24"X48" COVER INSIDE LEFT ONLY SIGN ON OVERHEAD SIGN SUPPORT

R3-8LLAR 72"X30" ON LIGHT POLE

W04-2L 48"X48"

LEFT LANE CLOSED AHEAD W20-5A

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' DASH, 32.5' SKIP)

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH (TO THE WEST)

MARKING REMOVAL LINE WATER BLASTING 4-INCH (TO THE EAST)

MARKING REMOVAL SPECIAL WATER BLASTING

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

RETAIN TAPE FROM PREVIOUS STAGE

MARKING REMOVAL LINE WATER BLASTING 4-INCH

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

WASHINGTON ST R/L

400' 200'

+01.55 -41.84' LT
+10.54 -38.53' LT
+96.06 -31.85' LT
+55.88 -27.20' LT
+05.91 -26.72' LT
+62.01 -14.56' LT
+07.41 -38.83' LT

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5	SHEET 164	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025105-TC5.DWG
LAYOUT NAME - 02

PLOT DATE : 1/16/2025 1:32 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

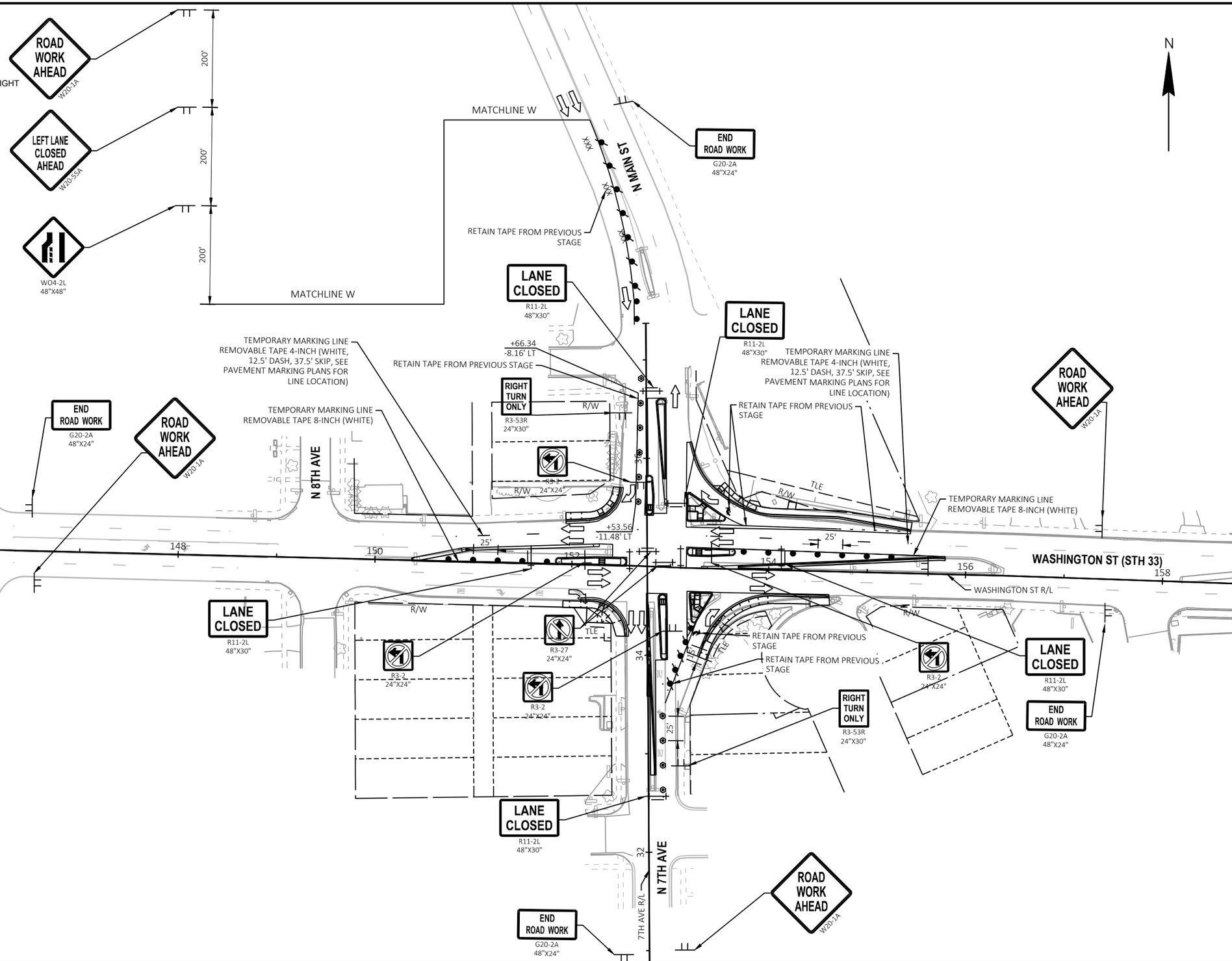
2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. TWO TEMPORARY STOP SIGNS ARE TO BE PLACED AT EACH NORTHBOUND AND SOUTHBOUND APPROACH (4 TOTAL) TO THE INTERSECTION.
3. AFTER STAGE 4 IS COMPLETED AND PERMANENT TRAFFIC SIGNALS ARE FULLY OPERATIONAL, REMOVE ALL TRAFFIC CONTROL DEVICES.
4. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
5. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5	SHEET 165	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

RETAIN TAPE FROM PREVIOUS STAGE

ONLY ONLY ONLY R3-8LAR 54"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' DASH, 9' SKIP, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION)

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY MARKING ARROW REMOVABLE TAPE

LANE CLOSED R11-2L 48"X30"

N RIVER RD

R/W

TLE

WASHINGTON ST (STH 33)

WASHINGTON ST R/L

208 210 212 214 216 218 220 222

+28.60 11.35' RT

+31.24 12.05' RT

+21.90 25.49' RT

+45.47 29.10' RT

BEGIN RIGHT TURN LANE R3-20R 24"X36"

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

MATCHLINE X

MARKING REMOVAL LINE WATER BLASTING 8-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

RIGHT TURN ONLY R3-53R 24"X30"

W4-3R 30"X30"

MATCHLINE Y

YIELD R1-2 36"X31"

350' 350' 350'

ROAD WORK AHEAD W20-1A

RIGHT LANE CLOSED AHEAD W20-5A

WO4-2R 48"X48"

WO4-2L 48"X48"

LEFT LANE CLOSED AHEAD W20-5A

+51.88 287.43' RT

+55.74 480.62' RT

RIVER RD R/L

S RIVER RD

NO ACCESS TO N RIVER RD HWY 33 WEST USE ALT ROUTE

84" X 36"
(PLACE JUST SOUTH OF E DECORAH RD)

N

NOTES:

1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

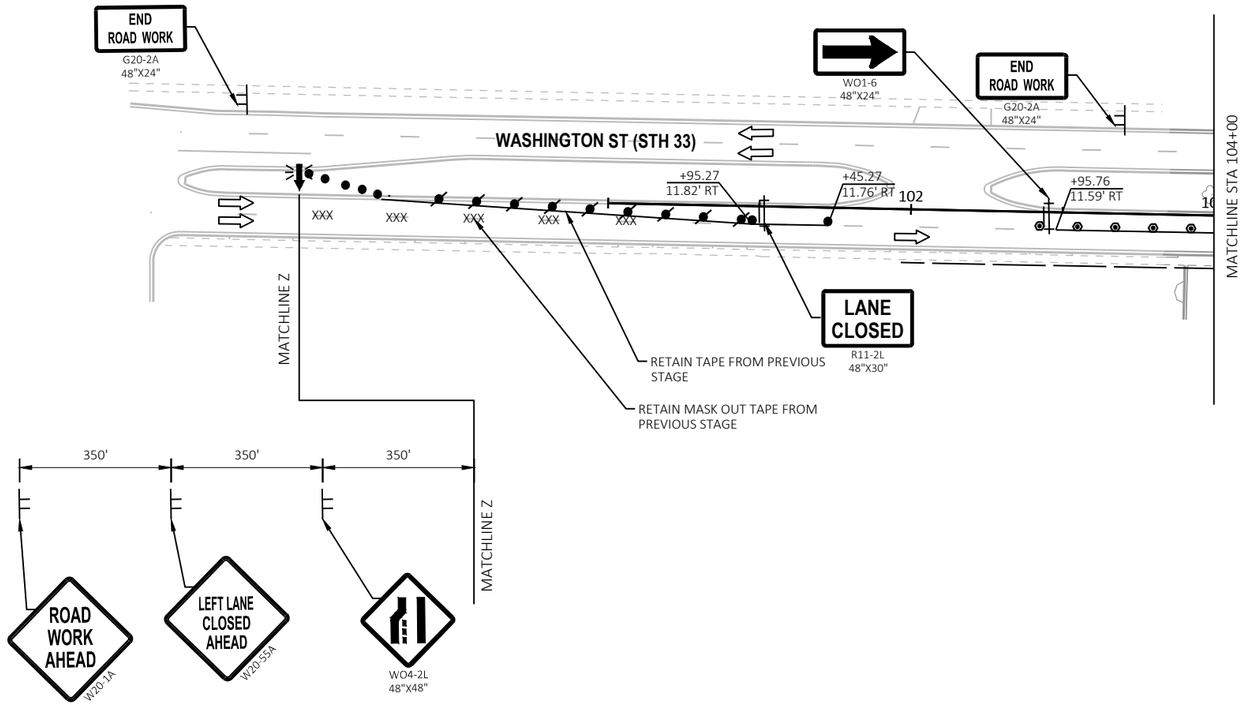
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 5	SHEET 166	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

NOTES:



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 6	SHEET 167	E

2

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.

N

ROAD WORK AHEAD W20-1A

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' DASH, 37.5' SKIP, SEE PAVEMENT MARKING PLANS FOR LINE LOCATION))

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING ARROW REMOVABLE TAPE

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

END ROAD WORK G20-2A 48"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

+34.47 -9.00' LT

+33.84 12.39' RT

+95.76 11.59' RT

+91.39 -1.19' LT

+90.46 11.42' RT

+71.28 11.40' RT

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

TEMPORARY MARKING WORD REMOVABLE TAPE

18TH AVE

18TH AVE R/L

END ROAD WORK G20-2A 48"X24"

END ROAD WORK G20-2A 48"X24"

RETAIN TAPE FROM PREVIOUS STAGE

R3-2 24"X24"

LANE CLOSED R11-2L 48"X30"

RETAIN TAPE FROM PREVIOUS STAGE

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

+07.67 -39.44' LT

+73.36 -27.75' LT

+44.43 -14.54' LT

WASHINGTON ST (STH 33)

+13.52 -1.05' LT

WASHINGTON ST R/L

LANE CLOSED R11-2L 48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

+60.61 10.48' RT

MATCHLINE AA

END ROAD WORK G20-2A 48"X24"

MATCHLINE AA

200' 200' 200'

WO4-2L 48"X48"

LEFT LANE CLOSED AHEAD W20-5SA

ROAD WORK AHEAD W20-1A

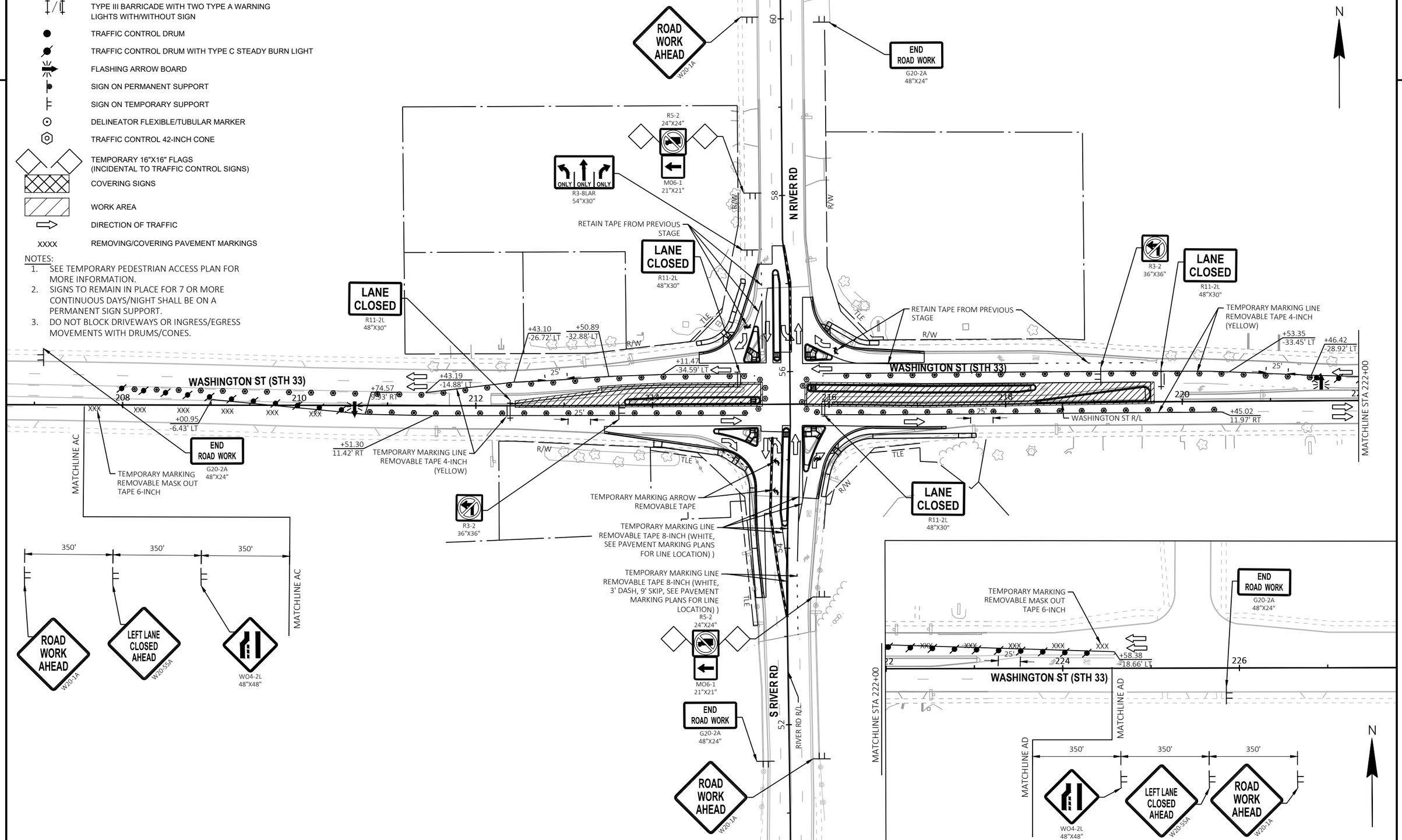
ROAD WORK AHEAD W20-1A

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 6	SHEET 168	E

LEGEND

- TYPE III BARRICADE WITH TWO TYPE A WARNING LIGHTS WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL 42-INCH CONE
- TEMPORARY 16"X16" FLAGS (INCIDENTAL TO TRAFFIC CONTROL SIGNS)
- COVERING SIGNS
- WORK AREA
- DIRECTION OF TRAFFIC
- XXXX REMOVING/COVERING PAVEMENT MARKINGS

NOTES:
1. SEE TEMPORARY PEDESTRIAN ACCESS PLAN FOR MORE INFORMATION.
2. SIGNS TO REMAIN IN PLACE FOR 7 OR MORE CONTINUOUS DAYS/NIGHT SHALL BE ON A PERMANENT SIGN SUPPORT.
3. DO NOT BLOCK DRIVEWAYS OR INGRESS/EGRESS MOVEMENTS WITH DRUMS/CONES.



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 6	SHEET 169	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\025106-TC6.DWG
LAYOUT NAME - 04
PLOT DATE : 1/16/2025 1:32 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

N

MORGAN DR

WASHINGTON ST (STH 33)

18TH AVE

W11-2 30"X30"
AHEAD W16-9P 24"X12"
W11-2 30"X30" W16-7L 24"X12"
TMRT
TPCR
DETOUR M4-9BL 30"X24"
TPSM
DETOUR M4-9BR 30"X24"
W11-2 30"X30" W16-7L 24"X12"
DETOUR M4-9BR 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD
DETOUR M4-9BL 30"X24"
W11-2 30"X30" AHEAD W16-9P 24"X12"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BL 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BR 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BL 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BR 30"X24"

104 106 108 110 112 114 116

20 18 16

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - PRE-CONSTRUCTION STAGE	SHEET 170	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026000-S0.DWG
LAYOUT NAME - 01

PLOT DATE : 10/22/2024 1:26 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

N

N RIVER RD

S RIVER RD

SCHOENHAAR DR

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

60 58 56 54 52

212 214 216 218 220 222 224

SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - PRE-CONSTRUCTION STAGE	SHEET 171	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026000-S0.DWG
LAYOUT NAME - 03

PLOT DATE : 10/22/2024 1:27 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

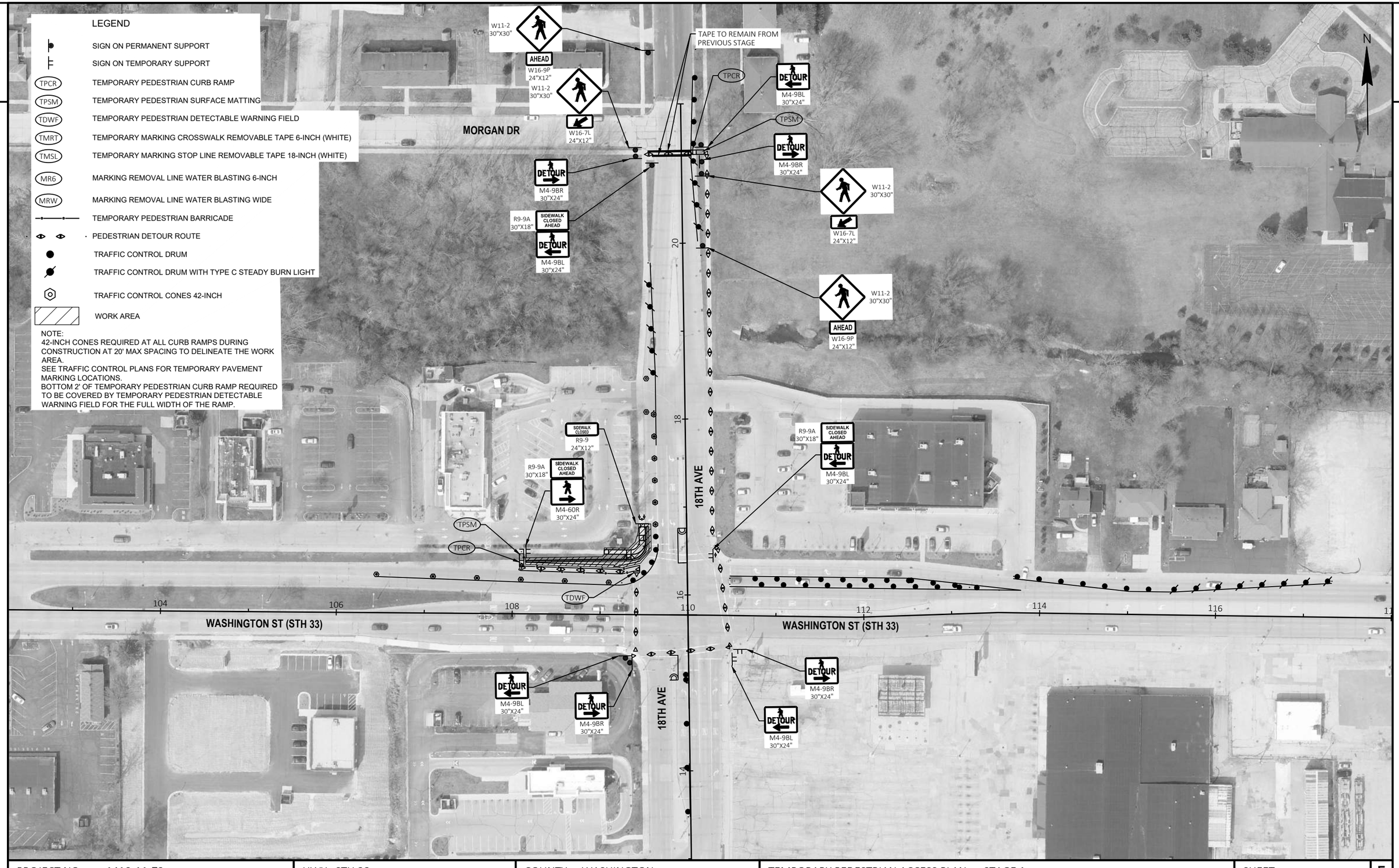
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 1	SHEET 172	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026001-S1.DWG
LAYOUT NAME - 01

PLOT DATE : 10/16/2024 5:02 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

BEECH ST
CEDAR ST
WASHINGTON ST (STH 33)
WASHINGTON ST (STH 33)
N MAIN ST
N 8TH AVE
N 7TH AVE
VETERANS AVE
N

DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD
W11-2 30"X30"
W16-7L 24"X12"
W16-9P 24"X12" AHEAD
R9-9 24"X12" SIDEWALK CLOSED
M4-60D 30"X24"

148 150 152 154 156 158 160
32 34 36

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

2

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 1	SHEET 174	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026001-S1.DWG
LAYOUT NAME - 03

PLOT DATE : 10/16/2024 5:02 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

N

N RIVER RD

S RIVER RD

SCHOENHAAR DR

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

212 214 216 218 220 222 224

60 58 56 54 52

R9-9A 30"X18" SIDEWALK CLOSED AHEAD
M4-9BR 30"X24" DETOUR

M4-9BL 30"X24" DETOUR

R9-9 24"X12" SIDEWALK CLOSED

EXISTING SIDEWALK ON EAST SIDE OF RIVER RD ENDS SOUTH OF BRIDGE

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 1	SHEET 175	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026001-S1.DWG
LAYOUT NAME - 04

PLOT DATE : 10/16/2024 5:02 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

W11-2 30"X30"
AHEAD W16-9P 24"X12"
W11-2 30"X30"
W16-7L 24"X12"
TAPE TO REMAIN FROM PREVIOUS STAGE
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BR 30"X24"
TPCR
TPSM
MORGAN DR
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
W11-2 30"X30"
W16-7L 24"X12"
W11-2 30"X30"
AHEAD W16-9P 24"X12"
N
18TH AVE
R9-9A 30"X18"
SIDEWALK CLOSED AHEAD
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
R9-9 24"X12"
SIDEWALK CLOSED
M4-60L 30"X24"
TPCR
WASHINGTON ST (STH 33)
TDWF
GAP TEMPORARY PEDESTRIAN BARRICADE WITHIN DRIVEWAY LIMITS.
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BL 30"X24"
18TH AVE
WASHINGTON ST (STH 33)
104 106 108 110 112 114 116
20 18 16 14

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 2	SHEET 176	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026002-S2.DWG
LAYOUT NAME - 01
PLOT DATE : 10/16/2024 5:02 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

WASHINGTON ST (STH 33)

18TH AVE

N

TLE
R/W
TMRT
MR6
+37.99
-21.11' LT
+44.99
-13.63' LT
+37.90
-0.20' LT
+44.65
-1.54' LT
108
110
112
18
16
ONLY

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 2	SHEET 177 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026002-S2.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2024 5:03 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

BEECH ST
WASHINGTON ST (STH 33)
N MAIN ST
VETERANS AVE
N 8TH AVE
N 7TH AVE
CEDAR ST
146
148
150
152
154
156
158
160
34
32

R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BR 30"X24"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD DETOUR M4-9BL 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 2	SHEET 178	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026002-S2.DWG
LAYOUT NAME - 03
PLOT DATE : 10/16/2024 5:03 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N MAIN ST

36

R/W

TLE

WASHINGTON ST (STH 33)

TMRT

+37.04
-16.11' LT

MR6

+43.04
-16.26' LT

0

152

154

156

WASHINGTON ST (STH 33)

R/W

TLE

N 7TH AVE

34

TLE

R/W

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 2	SHEET 179	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026002-S2.DWG
LAYOUT NAME - 04

PLOT DATE : 10/16/2024 5:03 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 2	SHEET 180	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026002-S2.DWG
LAYOUT NAME - 05
PLOT DATE : 10/16/2024 5:03 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

N

18TH AVE

MEADOWBROOK DR

WASHINGTON ST (STH 33)

N 15TH AVE

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

SIDEWALK CLOSED R9-9 24"X12"

M4-60L 30"X24"

TDWF

TPCR

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 181	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026003-S3.DWG
LAYOUT NAME - 01
PLOT DATE : 10/16/2024 5:03 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

18TH AVE

WASHINGTON ST (STH 33)

TMSL
TMRT
TLE
R/W
MRW
MR6
TAPE TO REMAIN FROM STAGE 2.

108
110
112
16
18

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 182	E

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

BEECH ST
N MAIN ST
VETERANS AVE
WASHINGTON ST (STH 33)
CEDAR ST
N 8TH AVE
N 7TH AVE
146 148 150 152 154 156 158 160
32 34

W11-2 30"X30" AHEAD W16-9P 24"X12"
W16-7L 24"X12"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD
R9-9 24"X12" SIDEWALK CLOSED
M4-9BR 30"X24" DETOUR
M4-9BL 30"X24" DETOUR
M4-60D 30"X24"

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 183 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026003-S3.DWG
LAYOUT NAME - 03
PLOT DATE : 10/17/2024 9:18 AM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH

TMRT

TMRT

R/W

R/W

R/W

R/W

TLE

TLE

TLE

N MAIN ST

N 7TH AVE

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

36

24

150

152

154

N

2

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 184	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026003-S3.DWG
LAYOUT NAME - 04

PLOT DATE : 10/16/2024 5:03 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

208 210 212 214 216 218 220 222

60 58 56 54 52

TPCR
TPSM
R9-9 24"X12"
SIDEWALK CLOSED
M4-60L 30"X24"
TPCR
DETOUR
M4-9BR 30"X24"
DETOUR
M4-9BL 30"X24"
TPSM
DETOUR
M4-9BL 30"X24"
SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
M4-60D 30"X24"
DETOUR
M4-9BL 30"X24"
R9-9 24"X12"
SIDEWALK CLOSED
M4-60R 30"X24"
TPSM
TPCR
TDWF
TDWF
M4-60D 30"X24"
DETOUR
M4-9BL 30"X24"
DETOUR
M4-9BR 30"X24"

2

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 185	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026003-S3.DWG
LAYOUT NAME - 05

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

TMRT

TLE

R/W

MR6

56

2

214

216

218

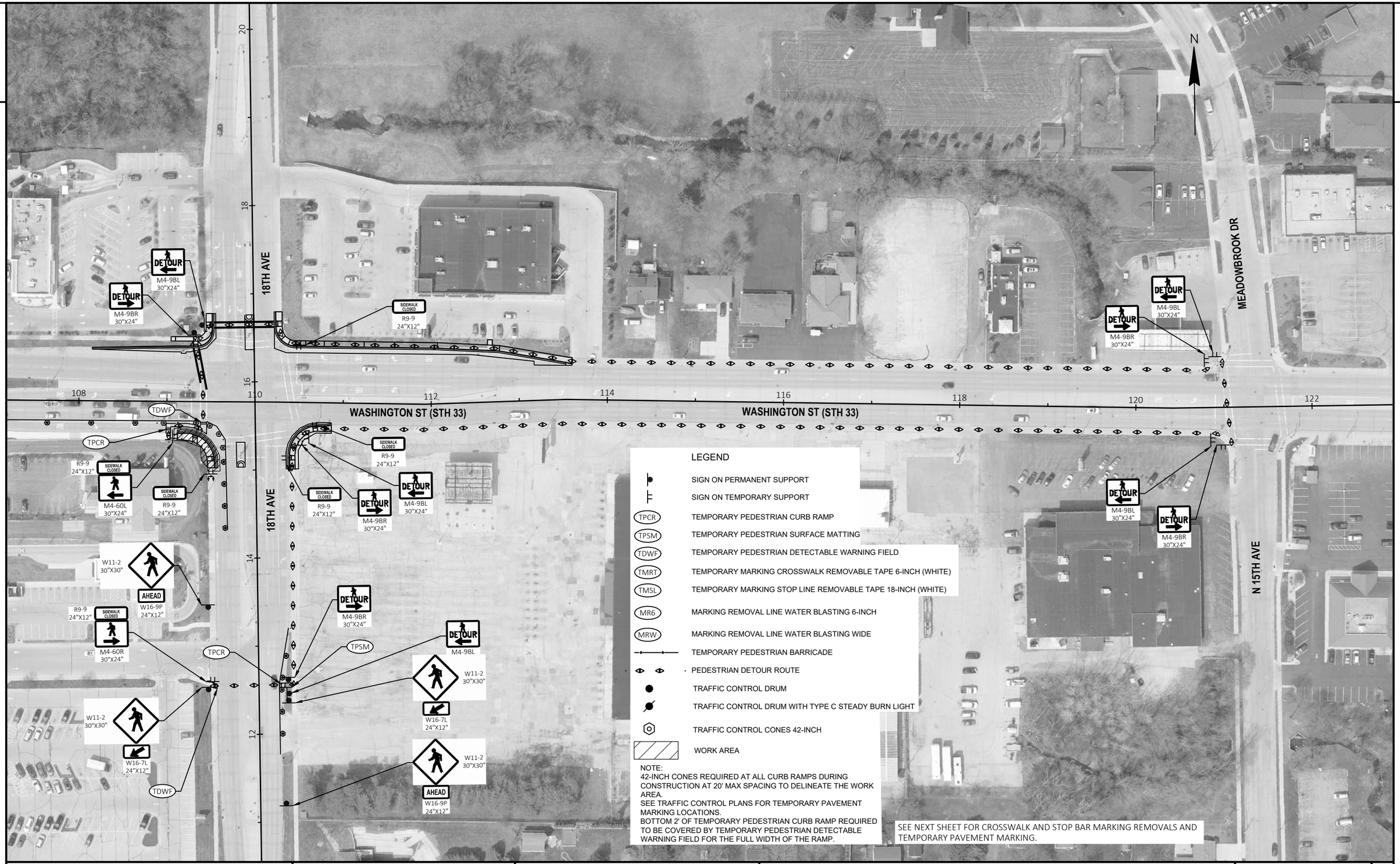
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 3	SHEET 186	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026003-S3.DWG
LAYOUT NAME - 06

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 187 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 01
PLOT DATE : 10/16/2024 5:04 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

18TH AVE

WASHINGTON ST (STH 33)

TLE

R/W

TAPE TO REMAIN FROM STAGE 2.

TAPE TO REMAIN FROM STAGE 3.

MR6

ONLY

108

110

112

16

18

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 188	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

BEECH ST
N MAIN ST
VETERANS AVE
WASHINGTON ST (STH 33)
N 8TH AVE
CEDAR ST
N 7TH AVE

W11-2 30"X30"
W16-7L 24"X12"
W16-9P 24"X12"
R9-9A 30"X18" SIDEWALK CLOSED AHEAD
M4-9BL 30"X24" DETOUR
M4-9BR 30"X24" DETOUR

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 189	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 03
PLOT DATE : 10/16/2024 5:04 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

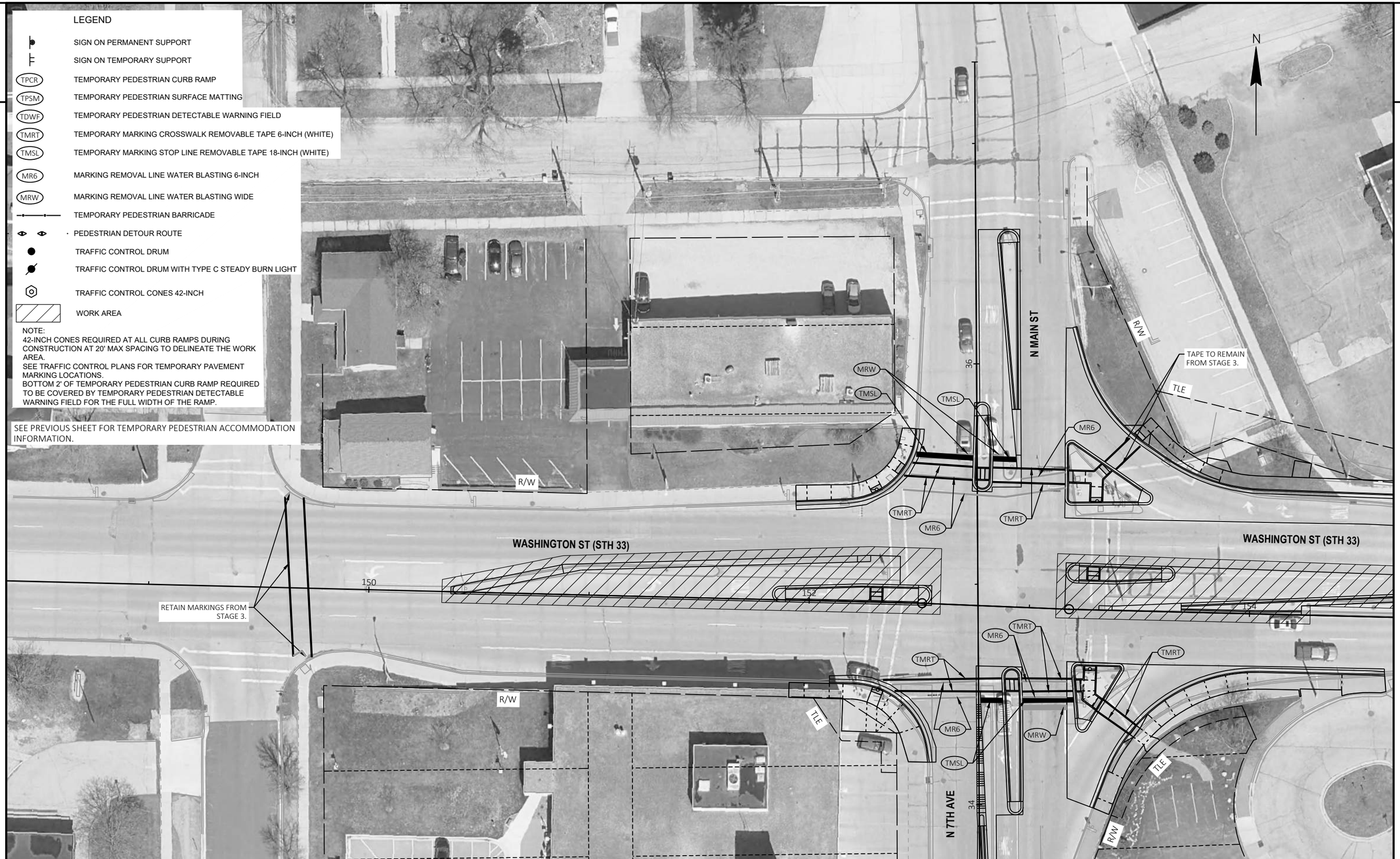
2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 190	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 04

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

N RIVER RD

SCHOENHAAR DR

WASHINGTON ST (STH 33)

S RIVER RD

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED M4-60D 30"X24"

SIDEWALK CLOSED M4-60L 30"X24"

SIDEWALK CLOSED M4-60R 30"X24"

R9-9A 30"X18"

SIDEWALK CLOSED AHEAD

TPCR

TPSM

TDWF

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 191	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 05

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

R/W

TLE

MRWB

TMSL

TMRT

TAPE TO REMAIN FROM STAGE 3.

56

212

214

216

218

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 4	SHEET 192	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026004-S4.DWG
LAYOUT NAME - 06

PLOT DATE : 10/16/2024 5:04 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

18TH AVE

MEADOWBROOK DR

N 15TH AVE

WASHINGTON ST (STH 33)

108 110 112 114 116 118 120 122

14 16 18 20

R9-9A 30"X18" SIDEWALK CLOSED AHEAD
M4-9BL 30"X24" DETOUR
M4-9BR 30"X24" DETOUR
R9-9 24"X12" SIDEWALK CLOSED
M4-60D 30"X24"

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 193	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026005-S5.DWG
LAYOUT NAME - 01
PLOT DATE : 10/16/2024 5:05 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

18TH AVE

WASHINGTON ST (STH 33)

TLE

R/W

TAPE TO REMAIN FROM STAGE 3.

MR6

MRWB

TMRT

TMSL

108

110

112

16

18

ONLY

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 194	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026005-S5.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2024 5:05 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
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- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

BEECH ST
N MAIN ST
VETERANS AVE
WASHINGTON ST (STH 33)
148
150
152
154
156
158
160
N 8TH AVE
N 7TH AVE
CEDAR ST
34
32
N

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 195	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026005-S5.DWG
LAYOUT NAME - 03
PLOT DATE : 10/16/2024 5:05 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N MAIN ST

36

R/W

TAPE TO REMAIN FROM STAGE 3.

TLE

MR6

MRWB

TMSL

TMRT

TAPE TO REMAIN FROM STAGE 4.

WASHINGTON ST (STH 33)

150

152

154

N 7TH AVE

34

PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 196	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026005-S5.DWG
LAYOUT NAME - 04
PLOT DATE : 10/16/2024 5:05 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

SCHOENHAAR DR

58

56

54

52

212

214

216

218

220

222

224

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (TPCR) TEMPORARY PEDESTRIAN CURB RAMP
- (TPSM) TEMPORARY PEDESTRIAN SURFACE MATTING
- (TDWF) TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- (TMRT) TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- (TMSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (MR6) MARKING REMOVAL LINE WATER BLASTING 6-INCH
- (MRW) MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 197	E

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N RIVER RD

TAPE TO REMAIN FROM STAGE 4.

R/W

TLE

TLE

R/W

TAPE TO REMAIN FROM STAGE 3.

56

WASHINGTON ST (STH 33)

2

214

216

218

WASHINGTON ST (STH 33)

R/W

TLE

TMRT

TLE

R/W

TLE

S RIVER RD

2

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 5	SHEET 198	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026005-S5.DWG
LAYOUT NAME - 06

PLOT DATE : 10/16/2024 5:05 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

WASHINGTON ST (STH 33)

18TH AVE

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 6	SHEET 199 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026006-S6.DWG
LAYOUT NAME - 01

PLOT DATE : 10/16/2024 5:05 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

18TH AVE

WASHINGTON ST (STH 33)

TLE

R/W

TAPE TO REMAIN FROM STAGE 3.

TMRT

TMSL

MRWB

TAPE TO REMAIN FROM STAGE 5.

108

110

112

16

18

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 6	SHEET 200	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026006-S6.DWG
LAYOUT NAME - 02
PLOT DATE : 10/16/2024 5:05 PM
PLOT BY : GEHRING, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE NEXT SHEET FOR CROSSWALK AND STOP BAR MARKING REMOVALS AND TEMPORARY PAVEMENT MARKING.

N

N RIVER RD

S RIVER RD

SCHOENHAAR DR

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

R9-9A 30"X18" — SIDEWALK CLOSED AHEAD — DETOUR — M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD — R9-9A 30"X18" — M4-60D 30"X24"

DETOUR — M4-9BR 30"X24"

DETOUR — M4-9BL 30"X24"

R9-9A 30"X18" — SIDEWALK CLOSED AHEAD — DETOUR — M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD — R9-9A 30"X18" — M4-60D 30"X24"

DETOUR — M4-9BR 30"X24"

DETOUR — M4-9BL 30"X24"

DETOUR — M4-9BR 30"X24"

DETOUR — M4-9BL 30"X24"

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 6	SHEET 201	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026006-S6.DWG
LAYOUT NAME - 05

PLOT DATE : 10/16/2024 5:06 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TPCR — TEMPORARY PEDESTRIAN CURB RAMP
- TPSM — TEMPORARY PEDESTRIAN SURFACE MATTING
- TDWF — TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TMRT — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)
- TMSL — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- MR6 — MARKING REMOVAL LINE WATER BLASTING 6-INCH
- MRW — MARKING REMOVAL LINE WATER BLASTING WIDE
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL CONES 42-INCH
- WORK AREA

NOTE:
42-INCH CONES REQUIRED AT ALL CURB RAMPS DURING CONSTRUCTION AT 20' MAX SPACING TO DELINEATE THE WORK AREA.
SEE TRAFFIC CONTROL PLANS FOR TEMPORARY PAVEMENT MARKING LOCATIONS.
BOTTOM 2' OF TEMPORARY PEDESTRIAN CURB RAMP REQUIRED TO BE COVERED BY TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD FOR THE FULL WIDTH OF THE RAMP.

SEE PREVIOUS SHEET FOR TEMPORARY PEDESTRIAN ACCOMMODATION INFORMATION.

N

N RIVER RD

S RIVER RD

WASHINGTON ST (STH 33)

WASHINGTON ST (STH 33)

TAPE TO REMAIN FROM STAGE 4.

TAPE TO REMAIN FROM STAGE 3.

TAPE TO REMAIN FROM STAGE 5.

R/W

TLE

MR6

TMRT

TMSL

MRWB

214

216

218

56

PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY PEDESTRIAN ACCESS PLAN - STAGE 6	SHEET 202	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\026006-S6.DWG
LAYOUT NAME - 06

PLOT DATE : 10/16/2024 5:06 PM PLOT BY : GEHRING, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

1. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS:
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES
   - BARRICADES AND SIGNS FOR VARIOUS MAINLINE CLOSURES
   - DETOUR SIGNING FOR MAINLINE CLOSURES
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

** PLACE SIGNS ON MEDIAN AND OUTSIDE OF DIVIDED ROADWAY

LEGEND

- TRAFFIC CONTROL SIGN
- FIXED MESSAGE SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- COVERING SIGNS TYPE II

N

1 — DETOUR M4-8 36"X18" / NORTH M3-1 36"X18" / 144 M1-6 36"X36"

2 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 144 M1-6 24"X24"

3 — NORTH M3-1 36"X18" / 144 M1-6 36"X36" / DETOUR AHEAD W20-2A

4 — DETOUR M4-8 36"X18" / EAST M3-2 36"X18" / 33 M1-6 36"X36"

5 — DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 33 M1-6 24"X24"

6 — EAST M3-2 24"X12" / 33 M1-6 24"X24" / DETOUR AHEAD W20-2A

7 — END DETOUR M4-8A 30"X24" / EAST M3-2 36"X18" / 33 M1-6 36"X36"

8 — END DETOUR M4-8A 24"X18" / NORTH M3-1 24"X12" / 144 M1-6 24"X24"

A — M05-2R 30"X30"

B — M06-2 30"X30"

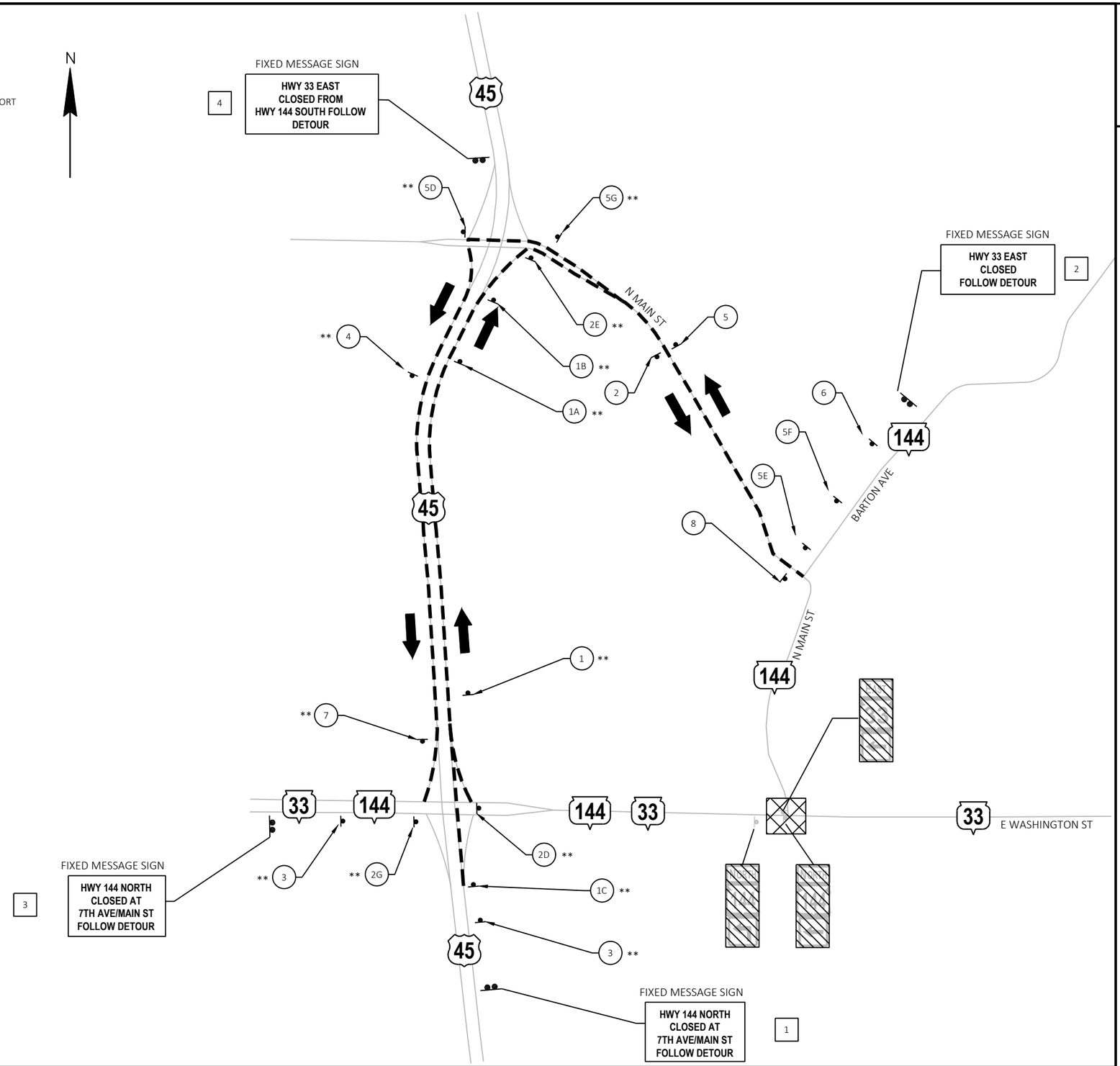
C — M06-1 30"X30"

D — M06-1 21"X21"

E — M06-1 21"X21"

F — M05-1R 21"X21"

G — M05-1L 21"X21"



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN	SHEET 203 E

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	1410-11-71 Qty	1410-11-72 Qty	1410-11-73 Qty
0002	201.0120	Clearing	ID	10.000		10.000	
0004	201.0220	Grubbing	ID	10.000		10.000	
0006	204.0100	Removing Concrete Pavement	SY	6,807.000	1,815.000	1,462.000	3,530.000
0008	204.0130	Removing Curb	LF	110.000	110.000		
0010	204.0150	Removing Curb & Gutter	LF	479.000	206.000	129.000	144.000
0012	204.0155	Removing Concrete Sidewalk	SY	1,794.000	634.000	677.000	483.000
0014	204.0195	Removing Concrete Bases	EACH	31.000	9.000	13.000	9.000
0016	204.0215	Removing Catch Basins	EACH	8.000	2.000	3.000	3.000
0018	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	23.000		23.000	
0020	204.9060.S	Removing (item description) 01. Traffic Signals - Washington St & 18th Ave	EACH	1.000		1.000	
0022	204.9060.S	Removing (item description) 02. Traffic Signals - Washington St & 7th Ave	EACH	1.000	1.000		
0024	204.9060.S	Removing (item description) 03. Traffic Signals - Washington St & River Rd	EACH	1.000			1.000
0026	204.9060.S	Removing (item description) 04. Loop Detector & Lead-in Cable - Washington St & 18th Ave	EACH	1.000		1.000	
0028	204.9060.S	Removing (item description) 05. Loop Detector & Lead-in Cable - Washington St & 7th Ave	EACH	1.000	1.000		
0030	204.9060.S	Removing (item description) 06. Loop Detector & Lead-in Cable - Washington St & River Rd	EACH	1.000			1.000
0032	205.0100	Excavation Common	CY	4,593.000	1,195.000	1,201.000	2,197.000
0034	213.0100	Finishing Roadway (project) 01. 1410-11-71	EACH	1.000	1.000		
0036	213.0100	Finishing Roadway (project) 02. 1410-11-72	EACH	1.000		1.000	
0038	213.0100	Finishing Roadway (project) 03. 1410-11-73	EACH	1.000			1.000
0040	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,276.000	793.000	766.000	1,717.000
0042	310.0110	Base Aggregate Open-Graded	TON	881.000	257.000	202.000	422.000
0044	415.0080	Concrete Pavement 8-Inch	SY	177.000	109.000		68.000
0046	415.0090	Concrete Pavement 9-Inch	SY	2,692.000			2,692.000
0048	415.0100	Concrete Pavement 10-Inch	SY	2,312.000	1,262.000	1,050.000	
0050	416.0610	Drilled Tie Bars	EACH	2,603.000	765.000	775.000	1,063.000
0052	416.0620	Drilled Dowel Bars	EACH	559.000	210.000	100.000	249.000
0054	455.0605	Tack Coat	GAL	2.000		2.000	
0056	465.0105	Asphaltic Surface	TON	4.000		4.000	
0058	465.0125	Asphaltic Surface Temporary	TON	5.000			5.000
0060	520.8000	Concrete Collars for Pipe	EACH	3.000	1.000	1.000	1.000
0062	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	4,613.000	1,101.000	1,701.000	1,811.000
0064	601.0600	Concrete Curb Pedestrian	LF	377.000	141.000	52.000	184.000
0066	602.0410	Concrete Sidewalk 5-Inch	SF	22,401.000	6,172.000	7,287.000	8,942.000
0068	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	556.000	190.000	126.000	240.000
0070	602.0820	Concrete Driveway 8-Inch	SY	49.000	49.000		
0072	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	37.000	9.000	23.000	5.000
0074	611.0610	Inlet Covers Type BW	EACH	2.000	1.000	1.000	
0076	611.0627	Inlet Covers Type HM	EACH	1.000			1.000
0078	611.0651	Inlet Covers Type S	EACH	1.000			1.000
0080	611.0666	Inlet Covers Type Z	EACH	1.000	1.000		
0082	611.1003	Catch Basins 3-FT Diameter	EACH	1.000			1.000
0084	611.1004	Catch Basins 4-FT Diameter	EACH	1.000			1.000
0086	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000		
0088	611.1230	Catch Basins 2x3-FT	EACH	6.000	1.000	3.000	2.000
0090	611.2004	Manholes 4-FT Diameter	EACH	1.000		1.000	
0092	611.8105	Adjusting Catch Basin Covers	EACH	7.000	4.000	3.000	
0094	612.0106	Pipe Underdrain 6-Inch	LF	1,842.000	583.000	685.000	574.000

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	1410-11-71 Qty	1410-11-72 Qty	1410-11-73 Qty
0096	619.1000	Mobilization	EACH	1.000	0.330	0.330	0.340
0098	620.0100	Concrete Corrugated Median	SF	664.000	161.000		503.000
0100	620.0300	Concrete Median Sloped Nose	SF	1,117.000	400.000	311.000	406.000
0102	624.0100	Water	MGAL	75.000	19.000	18.000	38.000
0104	625.0100	Topsoil	SY	1,443.000	228.000	351.000	864.000
0106	627.0200	Mulching	SY	100.000	33.000	32.000	35.000
0108	628.1504	Silt Fence	LF	744.000		212.000	532.000
0110	628.1520	Silt Fence Maintenance	LF	378.000		107.000	271.000
0112	628.1905	Mobilizations Erosion Control	EACH	9.000	3.000	3.000	3.000
0114	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	2.000	2.000	2.000
0116	628.2008	Erosion Mat Urban Class I Type B	SY	1,443.000	187.000	392.000	864.000
0118	628.7010	Inlet Protection Type B	EACH	2.000	2.000		
0120	628.7015	Inlet Protection Type C	EACH	22.000	4.000	13.000	5.000
0122	628.7020	Inlet Protection Type D	EACH	31.000	15.000	8.000	8.000
0124	628.7570	Rock Bags	EACH	50.000		25.000	25.000
0126	629.0210	Fertilizer Type B	CWT	1.100	0.200	0.300	0.600
0128	630.0140	Seeding Mixture No. 40	LB	68.000	9.000	19.000	40.000
0130	630.0200	Seeding Temporary	LB	37.000	6.000	10.000	21.000
0132	630.0300	Seeding Borrow Pit	LB	65.000	17.000	21.000	27.000
0134	630.0500	Seed Water	MGAL	35.000	5.000	10.000	20.000
0136	633.0100	Delineator Posts Steel	EACH	3.000	1.000		2.000
0138	633.0500	Delineator Reflectors	EACH	3.000	1.000		2.000
0140	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	6.000	2.000		4.000
0142	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	26.000	9.000	8.000	9.000
0144	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	29.000	7.000	8.000	14.000
0146	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	13.000	5.000	6.000	2.000
0148	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	4.000	4.000		
0150	637.2210	Signs Type II Reflective H	SF	881.380	307.130	259.000	315.250
0152	637.2215	Signs Type II Reflective H Folding	SF	158.520	50.560	48.280	59.680
0154	637.2230	Signs Type II Reflective F	SF	114.000	44.000	45.000	25.000
0156	638.2602	Removing Signs Type II	EACH	90.000	47.000	27.000	16.000
0158	638.3000	Removing Small Sign Supports	EACH	20.000	14.000	2.000	4.000
0160	643.0300	Traffic Control Drums	DAY	23,971.000	8,770.000	9,264.000	5,937.000
0162	643.0420	Traffic Control Barricades Type III	DAY	4,553.000	3,094.000	691.000	768.000
0164	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	30.000			30.000
0166	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	30.000			30.000
0168	643.0705	Traffic Control Warning Lights Type A	DAY	9,104.000	6,187.000	1,382.000	1,535.000
0170	643.0715	Traffic Control Warning Lights Type C	DAY	9,595.000	3,178.000	2,994.000	3,423.000
0172	643.0800	Traffic Control Arrow Boards	DAY	783.000	154.000	330.000	299.000
0174	643.0900	Traffic Control Signs	DAY	36,492.000	21,900.000	7,414.000	7,178.000
0176	643.0920	Traffic Control Covering Signs Type II	EACH	17.000	3.000	12.000	2.000
0178	643.1000	Traffic Control Signs Fixed Message	SF	281.500	187.500		94.000
0180	643.1050	Traffic Control Signs PCMS	DAY	56.000	14.000	21.000	21.000
0182	643.1070	Traffic Control Cones 42-Inch	DAY	22,119.000	4,139.000	7,453.000	10,527.000
0184	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	19,250.000	4,011.000	6,809.000	8,430.000
0186	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	7,059.000	1,784.000	2,545.000	2,730.000
0188	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	2,351.000	831.000	943.000	577.000
0190	643.3550	Temporary Marking Arrow Removable Tape	EACH	19.000	2.000	12.000	5.000
0192	643.3650	Temporary Marking Word Removable Tape	EACH	5.000		4.000	1.000

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	1410-11-71 Qty	1410-11-72 Qty	1410-11-73 Qty
0194	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	358.000	152.000	157.000	49.000
0196	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	1,340.000	403.000	450.000	487.000
0198	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	421.000	22.000	199.000	200.000
0200	643.5000	Traffic Control	EACH	1.000	0.330	0.330	0.340
0202	644.1440	Temporary Pedestrian Surface Matting	SF	1,081.000		215.000	866.000
0204	644.1601	Temporary Pedestrian Curb Ramp	DAY	364.000		205.000	159.000
0206	644.1605	Temporary Pedestrian Detectable Warning Field	SF	238.000		128.000	110.000
0208	644.1810	Temporary Pedestrian Barricade	LF	3,534.000	204.000	1,422.000	1,908.000
0210	646.1020	Marking Line Epoxy 4-Inch	LF	1,616.000	289.000	353.000	974.000
0212	646.3020	Marking Line Epoxy 8-Inch	LF	4,857.000	1,314.000	1,197.000	2,346.000
0214	646.5020	Marking Arrow Epoxy	EACH	38.000	10.000	16.000	12.000
0216	646.5120	Marking Word Epoxy	EACH	6.000	1.000	4.000	1.000
0218	646.6120	Marking Stop Line Epoxy 18-Inch	LF	444.000	151.000	171.000	122.000
0220	646.7120	Marking Diagonal Epoxy 12-Inch	LF	63.000		63.000	
0222	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	884.000	309.000	293.000	282.000
0224	646.8020	Marking Corrugated Median Epoxy	SF	339.000	71.000		268.000
0226	646.8120	Marking Curb Epoxy	LF	1,537.000	521.000	59.000	957.000
0228	646.8220	Marking Island Nose Epoxy	EACH	14.000	6.000	5.000	3.000
0230	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	479.000	225.000	254.000	
0232	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	1,391.000	516.000	680.000	195.000
0234	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	574.000		219.000	355.000
0236	646.9210	Marking Removal Line Water Blasting Wide	LF	222.000	49.000	149.000	24.000
0238	646.9310	Marking Removal Special Marking Water Blasting	EACH	22.000	3.000	17.000	2.000
0240	650.4000	Construction Staking Storm Sewer	EACH	9.000	2.000	3.000	4.000
0242	650.4500	Construction Staking Subgrade	LF	2,042.000	542.000	775.000	725.000
0244	650.7000	Construction Staking Concrete Pavement	LF	2,042.000	542.000	775.000	725.000
0246	650.8501	Construction Staking Electrical Installations (project) 01. 1410-11-71	EACH	3.000	1.000	1.000	1.000
0248	650.9000	Construction Staking Curb Ramps	EACH	55.000	19.000	12.000	24.000
0250	650.9500	Construction Staking Sidewalk (project) 01. 1410-11-71	EACH	1.000	1.000		
0252	650.9500	Construction Staking Sidewalk (project) 02. 1410-11-72	EACH	1.000		1.000	
0254	650.9500	Construction Staking Sidewalk (project) 03. 1410-11-73	EACH	1.000			1.000
0256	650.9911	Construction Staking Supplemental Control (project) 01. 1410-11-71	EACH	1.000	1.000		
0258	650.9911	Construction Staking Supplemental Control (project) 02. 1410-11-72	EACH	1.000		1.000	
0260	650.9911	Construction Staking Supplemental Control (project) 03. 1410-11-73	EACH	1.000			1.000
0262	650.9920	Construction Staking Slope Stakes	LF	2,042.000	542.000	775.000	725.000
0264	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	242.000	101.000	76.000	65.000
0266	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,209.000	618.000	388.000	203.000
0268	652.0615	Conduit Special 3-Inch	LF	2,362.000	754.000	856.000	752.000
0270	653.0140	Pull Boxes Steel 24x42-Inch	EACH	34.000	11.000	13.000	10.000
0272	653.0905	Removing Pull Boxes	EACH	65.000	20.000	20.000	25.000
0274	654.0101	Concrete Bases Type 1	EACH	24.000	9.000	7.000	8.000
0276	654.0120	Concrete Bases Type 10-Special	EACH	12.000	4.000	4.000	4.000
0278	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	1.000	1.000	1.000
0280	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,713.000	718.000	1,131.000	864.000
0282	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,250.000	1,158.000	596.000	1,496.000
0284	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,165.000	1,848.000	1,547.000	770.000
0286	655.0270	Cable Traffic Signal 15-14 AWG	LF	1,399.000	665.000	425.000	309.000
0288	655.0290	Cable Traffic Signal 21-14 AWG	LF	466.000			466.000
0290	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	4,181.000	1,396.000	1,615.000	1,170.000

					1410-11-71	1410-11-72	1410-11-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**
0292	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. Washington St & 18th Ave	EACH	1.000		1.000	
0294	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. Washington St & 7th Ave	EACH	1.000	1.000		
0296	656.0201	Electrical Service Meter Breaker Pedestal (location) 03. Washington St & River Rd	EACH	1.000			1.000
0298	657.0100	Pedestal Bases	EACH	24.000	9.000	7.000	8.000
0300	657.0347	Poles Type 9-Special	EACH	12.000	4.000	4.000	4.000
0302	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	6.000	2.000		4.000
0304	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000		2.000	
0306	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	13.000	7.000	4.000	2.000
0308	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000		1.000	2.000
0310	657.0536	Monotube Arms 35-FT-Special	EACH	2.000	2.000		
0312	657.0541	Monotube Arms 40-FT-Special	EACH	1.000	1.000		
0314	657.0546	Monotube Arms 45-FT-Special	EACH	9.000	1.000	4.000	4.000
0316	658.0173	Traffic Signal Face 3S 12-Inch	EACH	42.000	12.000	18.000	12.000
0318	658.0174	Traffic Signal Face 4S 12-Inch	EACH	30.000	12.000	6.000	12.000
0320	658.0416	Pedestrian Signal Face 16-Inch	EACH	24.000	8.000	8.000	8.000
0322	658.0500	Pedestrian Push Buttons	EACH	34.000	12.000	10.000	12.000
0324	658.5070	Signal Mounting Hardware (location) 01. Washington St & 18th Ave	EACH	1.000		1.000	
0326	658.5070	Signal Mounting Hardware (location) 02. Washington St & 7th Ave	EACH	1.000	1.000		
0328	658.5070	Signal Mounting Hardware (location) 03. Washington St & River Rd	EACH	1.000			1.000
0330	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	69.000	21.000	27.000	21.000
0332	661.0201	Temporary Traffic Signals for Intersections (location) 01. Washington St & 18th Ave	EACH	1.000		1.000	
0334	661.0201	Temporary Traffic Signals for Intersections (location) 02. Washington St & River Rd	EACH	1.000			1.000
0336	661.0300	Generators	DAY	2.000		1.000	1.000
0338	690.0150	Sawing Asphalt	LF	545.000		72.000	473.000
0340	690.0250	Sawing Concrete	LF	7,265.000	2,589.000	2,092.000	2,584.000
0342	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,828.000	500.000	500.000	828.000
0344	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,000.000	1,000.000		
0346	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	480.000	480.000		
0348	SPV.0060	Special 01. Traffic Signal Cabinet & Controller - Washington St & 18th Ave	EACH	1.000		1.000	
0350	SPV.0060	Special 02. Traffic Signal Cabinet & Controller - Washington St & 7th Ave	EACH	1.000	1.000		
0352	SPV.0060	Special 03. Traffic Signal Cabinet & Controller - Washington St & River Rd	EACH	1.000			1.000
0354	SPV.0060	Special 04. Emergency Vehicle Preemption System - Washington St & 18th Ave	EACH	1.000		1.000	
0356	SPV.0060	Special 05. Emergency Vehicle Preemption System - Washington St & 7th Ave	EACH	1.000	1.000		
0358	SPV.0060	Special 06. Emergency Vehicle Preemption System - Washington St & River Rd	EACH	1.000			1.000
0360	SPV.0060	Special 07. Temporary Infrared EVP System - Washington St & 18th Ave	EACH	1.000		1.000	
0362	SPV.0060	Special 09. Temporary Infrared EVP System - Washington St & River Rd	EACH	1.000			1.000
0364	SPV.0060	Special 10. Video Detection System - Washington St & 18th Ave	EACH	1.000		1.000	
0366	SPV.0060	Special 11. Video Detection System - Washington St & 7th Ave	EACH	1.000	1.000		
0368	SPV.0060	Special 12. Video Detection System - Washington St & River Rd	EACH	1.000			1.000
0370	SPV.0060	Special 13. Remove, Salvage, and Reinstall Traffic Signal Interconnect - Washington St &	EACH	1.000		1.000	
0372	SPV.0060	Special 14. Remove, Salvage, and Reinstall Traffic Signal Interconnect - Washington St &	EACH	1.000	1.000		
0374	SPV.0060	Special 15. Remove, Salvage, and Reinstall Traffic Signal Interconnect - Washington St &	EACH	1.000			1.000
0376	SPV.0060	Special 16. Remove and Cap Existing Drainage Structure	EACH	1.000	1.000		
0378	SPV.0060	Special 17. Abandoning Pull Boxes	EACH	25.000	5.000	13.000	7.000
0380	SPV.0060	Special 18. Rmv & Reinstall Emgy Veh Preemption Cable - Washington St & 7th Ave/Main St	EACH	1.000	1.000		
0382	SPV.0060	Special 19. Remove & Reinstall Wireless Comm Equipment - Washington St & 7th	EACH	1.000	1.000		

Line	Item	Item Description	Unit	Total	1410-11-71 Qty	1410-11-72 Qty	1410-11-73 Qty
		Ave/Main St					
0384	SPV.0060	Special 20. Adjusting Water Valve Box	EACH	6.000	2.000	1.000	3.000
0386	SPV.0060	Special 21. Adjusting Sanitary Sewer Manhole	EACH	3.000	3.000		
0388	SPV.0060	Special 22. Inlet Covers Type WB	EACH	6.000	1.000	3.000	2.000
0390	SPV.0060	Special 23. Manhole Covers Type WB	EACH	1.000		1.000	
0392	SPV.0060	Special 24. Cutting and Capping Existing Sprinkler System	EACH	1.000		1.000	
0394	SPV.0090	Special 01. Concrete Curb & Gutter 6-Inch Sloped 24-Inch Type A	LF	93.000			93.000
0396	SPV.0090	Special 02. Concrete Curb & Gutter 24-Inch Type A	LF	1,963.000	563.000	684.000	716.000
0398	SPV.0165	Special 01. Concrete Raised Median	SF	1,874.000	732.000		1,142.000
0400	SPV.0165	Special 02. Remove Brick Pavers	SF	495.000	495.000		
0402	SPV.0195	Special 01. Excavate Haul & Disposal of Petroleum Contaminated Soil	TON	265.000	265.000		
0404	SPV.0195	Special 02. Excavate Haul & Disposal of CVOC Contaminated Soil	TON	16.000	16.000		

3

CLEARING AND GRUBBING

PROJECT ID	INTERSECTION	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
1410-11-72	STH 33 & 18TH AVE				
		108+61	LT	6	6
		110+91	LT	4	4
			TOTAL	10	10

REMOVAL ITEMS

PROJECT ID	INTERSECTION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	SPV.0165.02 REMOVE BRICK PAVERS SF
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	1,815	110	206	634	495
1410-11-72	STH 33 & 18TH AVE	1,462	-	129	677	-
1410-11-73	STH 33 & RIVER RD	3,530	-	144	483	-
	TOTAL	6,807	110	479	1,794	495

REMOVING STORM SEWER

PROJECT ID	INTERSECTION	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (01. 12-INCH) EACH
1410-11-72	STH 33 & 18TH AVE					
		109+25	-	109+26	LT	11
		109+18	-	109+18	LT	6
		112+53	-	112+56	LT	6
					TOTAL	23

REMOVING CATCH BASINS

PROJECT ID	INTERSECTION	STATION	OFFSET	204.0215 REMOVING CATCH BASINS EACH
1410-11-71	STH 33 & 7TH AVE/ MAIN ST			
		153+41	27' RT	1
		154+46	52' LT	1
1410-11-72	STH 33 & 18TH AVE			
		109+18	58' LT	1
		109+26	13' LT	1
		112+56	54' LT	1
1410-11-73	STH 33 & RIVER RD			
		215+01	83' LT	1
		215+16	121' RT	1
		216+07	74' LT	1
			TOTAL	8

AGGREGATE ITEMS

PROJECT ID	INTERSECTION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	** 310.0110 BASE AGGREGATTE OPEN GRADED TON	624.0100 WATER MGAL
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	793	178	19
1410-11-72	STH 33 & 18TH AVE	766	109	18
1410-11-73	STH 33 & RIVER RD	1,717	344	38
	TOTAL	3,276	631	75

**ADDITIONAL QUANTITIES ELSEWHERE.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

PROJECT ID	DIVISION	STATION - STATION	* DESCRIPTION (1)	205.0100 COMMON EXCAVATION (2) [CY]	* SALVAGED/UNUSABLE PAVEMENT MATERIAL (3) [CY]	* AVAILABLE MATERIAL (4) [CY]	* UNEXPANDED FILL [CY]	* EXPANDED FILL [CY] / EXPANSION FACTOR 1.10	* MASS ORDINATE +/- (5) [CY]	* WASTE (6) [CY]
1410-11-72	33/18TH									
	33	105+84 - 113+54	MEDIANS. NE, NW QUADRANTS	1,201	509	692	6	7	685	685
1410-11-71	33/7TH/MAIN									
	33	150+37 - 155+79	MEDIANS, NE, SE QUADRANTS	827	443	384	2	2	382	382
	7TH/MAIN	32+78 - 36+61	MEDIANS, NE, SE QUADRANTS	368	212	156	---	---	156	156
1410-11-73	33/RIVER									
	33	212+38 - 219+65	MEDIANS, ALL QUADRANTS	1,412	929	483	19	21	462	462
	RIVER	53+22 - 57+43	MEDIANS, ALL QUADRANTS	785	391	394	4	4	390	390
			QUANTITY TOTALS	4,593	2,484	2,109	31	34	2,075	2,075

NOTES:

* INDICATES FOR INFORMATION ONLY (NOT A BID ITEM)

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

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

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

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

(5) MASS ORDINATE = AVAILABLE MATERIAL. PLUS(+) QUANTITY INDICATES AN EXCESS OF MATERIAL AT THE LOCATION. MINUS(-) INDICATES A SHORTAGE OF MATERIAL AT THE LOCATION.

(6) WASTE = MASS ORDINATE

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

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

3

CONCRETE PAVEMENT ITEMS

PROJECT ID	INTERSECTION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0820 CONCRETE DRIVEWAY 8-INCH SY
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	109	-	1,262	765	210	6,172	190	49
1410-11-72	STH 33 & 18TH AVE	-	-	1,050	775	100	7,287	126	-
1410-11-73	STH 33 & RIVER RD	68	2,692	-	1,063	249	8,942	240	-
	TOTAL	177	2,692	2,312	2,603	559	22,401	556	49

ASPHALT ITEMS

PROJECT ID	INTERSECTION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
1410-11-72	STH 33 & 18TH AVE	2	4	-
1410-11-73	STH 33 & RIVER RD	-	-	5
	TOTAL	2	4	5

CURB & GUTTER ITEMS

PROJECT ID	INTERSECTION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	620.0100 CONCRETE CORRIGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.01 SPECIAL CONCRETE CURB & GUTTER 6-INCH SLOPED 24-INCH TYPE A LF	SPV.0090.02 SPECIAL CONCRETE CURB & GUTTER 24-INCH TYPE A LF	SPV.0165.01 SPECIAL CONCRETE RAISED MEDIAN SF
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	1,101	141	161	400	-	563	732
1410-11-72	STH 33 & 18TH AVE	1,701	52	-	311	-	684	-
1410-11-73	STH 33 & RIVER RD	1,811	184	503	406	93	716	1,142
	TOTAL	4,613	377	664	1,117	93	1,963	1,874

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

PROJECT ID	LOCATION	STRUCTURE	TO	STRUCTURE	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF
1410-11-72	STH 33 & 18TH AVE							
		10	-	---	947.15	---	---	6
		11	-	EX INL	946.50	946.39	0.0181	11
		12	-	---	939.04	---	---	6
1410-11-71	STH 33 & MAIN ST/7TH AVE							
		21	-	---	901.02	---	---	9
1410-11-73	'STH 33 & RIVER RD							
		32	-	---	880.85	---	---	5
							TOTAL	37

ADJUSTING STRUCTURES

PROJECT ID	LOCATION	STATION	OFFSET	611.8105 ADJUSTING CATCH BASIN COVERS EACH	SPV.0060.16 REMOVE AND CAP EXISTING DRAINAGE STRUCTURE EACH
1410-11-72	STH 33 & 18TH AVE				
		109+20	34' RT	1	---
		109+25	19' LT	1	---
		112.73	7.5' LT	1	---
1410-11-71	STH 33 & MAIN ST/7TH AVE				
		152+12	37' RT	1	---
		152+15	46' LT	1	---
		152+43	48' RT	1	---
		153+43	51' LT	---	1
		153+60	67' LT	1	---
				7	1

UNDERDRAIN

PROJECT ID	INTERSECTION	** 310.0110 BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	79	583
1410-11-72	STH 33 & 18TH AVE	93	685
1410-11-73	STH 33 & RIVER RD	78	574
	TOTAL	250	1,842

**ADDITIONAL QUANTITIES ELSEWHERE.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

STORM SEWER STRUCTURES

PROJECT ID	LOCATION	STRUCTURE	STATION	OFFSET	RIM ELEVATION	INTERIOR BOTTOM OF STRUCTURE ELEVATION	DEPTH (SEE NOTE 3)	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0666 INLET COVERS TYPE Z EACH	611.0610 INLET COVERS TYPE BW EACH	611.0627 INLET COVERS TYPE HM EACH	611.065 INLET COVERS TYPE S EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.22 INLET COVERS TYPE WB EACH	SPV.0060.23 MANHOLE COVERS TYPE WB EACH	NOTES
1410-11-72	STH 33 & 18TH AVE																				
		---	109+20	33.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	SEE NOTE 5.
		9	109+18	56.7'LT	950.73	946.96	2.77	---	---	---	---	---	---	---	---	---	1	---	---	1	---
		10	109+16	62.0' LT	950.76	945.15	4.61	---	---	---	---	---	---	---	---	1	---	1	1	---	---
		11	109+25	8.5' LT	951.15	944.39	5.76	---	---	---	---	---	---	---	---	1	---	1	1	---	---
		12	112+54	58.8' LT	943.17	937.04	5.13	---	---	---	---	---	---	---	---	1	---	1	1	---	---
		---	112+56	53.4' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
1410-11-71	STH 33 & MAIN ST/7TH AVE																				
		---	152+15	46.0' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	SEE NOTE 5.
		20	153+40	24.5' RT	909.18	904.18	4.00	---	1	---	---	---	---	---	1	---	---	1	---	---	SEE NOTE 6.
		21	154+38	55.2' LT	905.17	899.02	5.15	---	---	---	---	---	---	---	---	1	---	1	1	---	---
		---	154+46	52.1'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
1410-11-73	STH 33 & RIVER RD																				
		30	215+16	120.7' RT	884.14	877.59	5.55	---	---	---	1	---	---	---	---	1	---	1	---	---	---
		31	216+05	73.3' LT	884.91	878.98	4.93	---	---	---	---	---	---	1	---	---	---	1	1	---	---
		32	214+97	85.4' LT	885.23	878.65	5.58	---	---	---	---	---	---	---	---	1	---	1	1	---	---
		33	215+33	120.5' RT	884.41	877.26	6.15	---	---	---	---	1	1	---	---	---	---	1	---	---	SEE NOTE 7.
		---	154+46	52.1'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
							TOTAL	3	1	2	1	1	1	1	1	6	1	9	6	1	

NOTES:

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN THE CURB LINE.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEVATION - INTERIOR BOTTOM OF STRUCTURE ELEVATION - 6" CASTING HEIGHT - 6" ADJUSTMENT
4. SEE STORM SEWER PIPE TABLE FOR PIPE INVERT INFORMATION
5. REPLACE EXISTING INLET COVER WITH INLET COVER TYPE BW AFTER ADJUSTING CATCH BASIN
6. FLAT SLAB TOP WITH 1.5' X 1.8229' RECT OPENING REQ'D FOR TYPE Z INLET COVER
7. INLET MUST BE PLACED IN A NON-CURRUGATED SECTION OF CONCRETE AND NEEDS TO BE FLUSH WITH ADJACENT PAVEMENT

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

EROSION CONTROL ITEMS

PROJECT ID	INTERSECTION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT CLASS I TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7570 ROCK BAGS EACH
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	-	-	-	149	1	3	12	-
1410-11-72	STH 33 & 18TH AVE	167	84	-	-	313	-	10	6	-
1410-11-73	STH 33 & RIVER RD	422	211	-	-	691	-	4	6	-
	UNDISTRIBUTED	155	83	9	6	290	1	5	7	50
	TOTAL	744	378	9	6	1,443	2	22	31	50

RESTORATION ITEMS

PROJECT ID	INTERSECTION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	149	-	0.1	7	5	15	4
1410-11-72	STH 33 & 18TH AVE	313	-	0.2	15	9	19	8
1410-11-73	STH 33 & RIVER RD	691	-	0.5	32	19	24	16
	UNDISTRIBUTED	290	100	0.3	14	4	7	7
	TOTAL	1,443	100	1.1	68	37	65	35

DELINEATORS

PROJECT ID	INTERSECTION	STATION	OFFSET	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
1410-11-71	STH 33 & 7TH AVE/MAIN ST				
		152+80	64' RT	1	1
1410-11-73	STH 33 & RIVER RD				
		215+35	38' RT	1	1
		215+56	61' LT	1	1
			TOTAL	3	3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING AND MOVING SIGNS

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
R1-01	1 OF 10	R7-1D	-	1	1	-
R1-02	1 OF 10	---	LIGHT POLE	1	-	DOWNTOWN SIGN
R2-01	2 OF 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R2-02	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-03	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-04	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-05	2 OF 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R2-06	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-07	2 OF 10	---	EXISTING SIGNAL POLE	1	-	LEFT TURN SIGNAL
R2-08	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-09	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-10	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-11	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-12	2 OF 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R2-13	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-14	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-15	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-16	2 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R2-17	2 OF 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R2-18	2 OF 10	---	EXISTING SIGNAL POLE	1	-	LEFT TURN SIGNAL
R2-19	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-20	2 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R2-21	2 OF 10	R7-1D	-	1	1	-
R2-22	2 OF 10	M1-94H	EXISTING TROMBONE ARM SW QUAD	1	-	-
R2-23	2 OF 10	M1-94H	EXISTING TROMBONE ARM NE QUAD	1	-	-
R2-24	2 OF 10	M1-94H	EXISTING TROMBONE ARM SE QUAD	1	-	-
R2-25	2 OF 10	M1-94H	EXISTING TROMBONE ARM NW QUAD	1	-	-
R4-01	3 OF 10	R4-7	-	1	1	-
R4-02	3 OF 10	W5-54	R4-01	1	-	-
R4-03	3 OF 10	M3-1	-	1	1	-
	3 OF 10	M1-6	R4-03	-	-	-
	3 OF 10	S16-5P	R4-03	-	-	-
R4-04	3 OF 10	R1-1F	R4-03	1	-	-
R4-05	3 OF 10	R4-7	R4-03 BACK	1	-	-
R4-06	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-07	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-08	3 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R4-09	3 OF 10	M3-4	-	1	1	-
	3 OF 10	M1-6	R4-09	-	-	-
	3 OF 10	M3-3	R4-09	-	-	-
R4-10	3 OF 10	M1-6	R4-09	-	-	-
R4-11	3 OF 10	S16-5P	R4-09	-	-	-
R4-12	3 OF 10	R3-8LAF	-	1	1	-
R4-13	3 OF 10	R7-1D	R4-12	1	-	-
R4-14	3 OF 10	R4-7	-	1	1	-
R4-15	3 OF 10	R3-7L	R4-14	1	-	-
R4-16	3 OF 10	J4-1	-	1	1	-
	3 OF 10	M3-2	R4-16	-	-	-
	3 OF 10	M1-6	R4-16	-	-	-
R4-17	3 OF 10	M6-1	R4-16	1	-	-
SUBTOTAL				**42**	**8**	

SHEET 1 OF 3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVING AND MOVING SIGNS (CONT.)

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R4-18	3 OF 10	R4-7	R4-16 BACK	1	-	-
R4-19	3 OF 10	R1-2	-	1	1	-
R4-20	3 OF 10	J4-1	-	1	1	-
	3 OF 10	M3-4	R4-20	-	-	-
	3 OF 10	M1-6	R4-20	-	-	-
R4-21	3 OF 10	J2-1	R4-20	1	-	-
	3 OF 10	M3-3	R4-20	-	-	-
	3 OF 10	M1-6	R4-20	-	-	-
	3 OF 10	M6-1	R4-20	-	-	-
R4-22	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-23	3 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R4-24	3 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R4-25	3 OF 10	R3-20LL	-	1	1	-
R4-26	3 OF 10	J4-1	-	1	1	-
	3 OF 10	M3-2	R4-26	-	-	-
	3 OF 10	M1-6	R4-26	-	-	-
R4-27	3 OF 10	J2-1	-	1	1	-
	3 OF 10	M3-1	R4-27	-	-	-
	3 OF 10	M1-6	R4-27	-	-	-
	3 OF 10	M6-1	R4-27	-	-	-
R4-28	3 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R4-29	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-30	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-31	3 OF 10	J2-1	EXISTING LIGHT POLE	1	-	-
	3 OF 10	M3-2	EXISTING LIGHT POLE	-	-	-
	3 OF 10	M1-6	EXISTING LIGHT POLE	-	-	-
	3 OF 10	M6-1	EXISTING LIGHT POLE	-	-	-
R4-32	3 OF 10	R4-7	EXISTING LIGHT POLE	1	-	-
R4-33	3 OF 10	R4-7	-	1	1	-
R4-34	3 OF 10	W5-54	R3-33	1	-	-
R4-35	3 OF 10	J2-1	R3-33	1	-	-
	3 OF 10	M3-4	R3-33	-	-	-
	3 OF 10	M1-6	R3-33	-	-	-
	3 OF 10	M6-1	R3-33	-	-	-
R4-36	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-37	3 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R4-38	3 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R4-39	3 OF 10	R3-8LAF	-	1	1	-
R4-40	3 OF 10	R7-1D	R4-41	1	-	-
R4-41	3 OF 10	J4-1		1	1	-
	3 OF 10	M3-4	R4-41	-	-	-
	3 OF 10	M1-6	R4-41	-	-	-
R4-42	3 OF 10	J4-1	R4-41	1	-	-
	3 OF 10	M3-3	R4-41	-	-	-
	3 OF 10	M1-6	R4-41	-	-	-
R4-43	3 OF 10	---	EXISTING SIGNAL POLE	1	-	DOWNTOWN SIGN
R4-44	3 OF 10	M1-94H	EXISTING TROMBONE ARM NE QUAD	1	-	-
R4-45	3 OF 10	M1-94H	EXISTING TROMBONE ARM SW QUAD	1	-	-
R4-46	3 OF 10	M1-94H	EXISTING TROMBONE ARM NW QUAD	1	-	-
R4-47	3 OF 10	M1-94H	EXISTING TROMBONE ARM SE QUAD	1	-	-
SUBTOTAL				**30**	**8**	

SHEET 2 OF 3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

REMOVING AND MOVING SIGNS (CONT.)

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R4-48	3 OF 10	M1-94H	EXISTING TROMBONE ARM NW QUAD	1	-	-
R4-49	3 OF 10	M1-94H	EXISTING TROMBONE ARM SE QUAD	1	-	-
R7-01	6 OF 10	R7-1D	EXISTING LIGHT POLE	1	-	-
R7-02	6 2 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R7-03	6 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R7-04	6 OF 10	R1-2	-	1	1	-
R7-05	6 OF 10	R1-2	-	1	1	-
R7-06	6 OF 10	R4-7	EXISTING SIGNAL POLE	1	-	-
R7-07	6 OF 10	R1-1F	EXISTING SIGNAL POLE	1	-	-
R7-08	6 OF 10	R1-2	-	1	1	-
R7-09	6 OF 10	R7-1D	EXISTING LIGHT POLE	1	-	-
R7-10	6 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R7-11	6 OF 10	R10-4	EXISTING SIGNAL POLE	1	-	-
R7-12	6 OF 10	R1-2	-	1	1	-
R7-13	6 OF 10	M1-94H	EXISTING TROMBONE ARM NE QUAD	1	-	-
R7-14	6 OF 10	M1-94H	EXISTING TROMBONE ARM SW QUAD	1	-	-
R7-15	6 OF 10	M1-94H	EXISTING TROMBONE ARM NW QUAD	1	-	-
R7-16	6 OF 10	M1-94H	EXISTING TROMBONE ARM SE QUAD	1	-	-
SUBTOTAL				**18**	**4**	
PROJECT TOTAL				**90**	**20**	

SHEET 3 OF 3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

FILE NAME: "T:\1222711\Civil3D\14101100\sheets\1410-11-71, 72, 73.pptx" PLOT DATE 10/24/2024 9:08:36 AM PLOT BY : ARG PLOT SCALE : 1:1

3

PERMANENT SIGNING

SIGN #	SIGN CODE	SHEET #	SIGN SIZE	W IN.	SIGN SIZE X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	NOTES
1-01	W3-3	1 OF 10	2M	36	X	36	-	-	9	-	-	-	1	-	-	-
1-02	R3-8LAAR	1 OF 10	2M	72	X	30	15	-	-	-	2	-	-	-	-	-
1-03	R3-20L	1 OF 10	2M	24	X	36	6	-	-	-	-	1	-	-	-	-
1-04	R7-1D	1 OF 10	2M	24	X	30	5	-	-	-	1	-	-	-	-	-
1-05	R6-2R	1 OF 10	2M	30	X	36	7.5	-	-	-	-	1	-	-	-	-
1-06	R3-20LL	1 OF 10	2M	24	X	36	6	-	-	-	-	1	-	-	-	-
1-07	W3-3	1 OF 10	2M	36	X	36	-	-	9	-	-	-	1	-	-	-
1-08	R2-1	1 OF 10	2M	30	X	36	7.5	-	-	-	-	1	-	-	-	35 MPH
1-09	R2-1	1 OF 10	2M	30	X	36	7.5	-	-	-	-	1	-	-	-	35 MPH
1-10	J4-1	1 OF 10	2M	24	X	36	6	-	-	-	-	-	1	-	-	-
	M3-4	1 OF 10	2M	24	X	12	-	-	-	-	-	-	-	-	1-10	-
	M1-6	1 OF 10	2M	24	X	24	-	-	-	-	-	-	-	-	1-10	STH 33
3-01	R1-1F	2 OF 10	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
3-02	R5-1	2 OF 10	2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
3-03	R4-7	2 OF 10	2M	24	X	30	5	-	-	-	1	-	-	-	-	-
3-04	R10-3BL	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-05	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-06	R5-1	2 OF 10	2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
3-07	W3-3	2 OF 10	2S	36	X	36	-	-	9	-	-	-	1	-	-	-
3-08	R1-1F	2 OF 10	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
3-09	R1-1F	2 OF 10	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
3-10	R4-7	2 OF 10	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	-
3-11	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-12	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-13	R5-1	2 OF 10	2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
3-14	R6-2L	2 OF 10	2S	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	-
3-15	R1-1F	2 OF 10	2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
3-16	W3-3	2 OF 10	2M	36	X	36	-	-	9	-	-	-	1	-	-	-
3-17	R1-1F	2 OF 10	2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
3-18	R5-1	2 OF 10	2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
3-19	R4-7	2 OF 10	2M	24	X	30	5	-	-	-	1	-	-	-	-	-
3-20	R4-7	2 OF 10	2M	24	X	30	5	-	-	-	1	-	-	-	-	-
3-21	R5-1	2 OF 10	2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
3-22	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-23	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-24	R1-1F	2 OF 10	2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
3-25	R4-7	2 OF 10	2S	24	X	30	5	-	-	-	1	-	-	-	-	-
3-26	W3-3	2 OF 10	2S	36	X	36	-	-	9	-	-	-	1	-	-	-
3-27	R1-1F	2 OF 10	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-
3-28	R10-3BL	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-29	R10-3BR	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-30	R5-1	2 OF 10	2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
3-31	R1-1F	2 OF 10	2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
3-32	R10-3BD	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-33	R10-3BD	2 OF 10	2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
3-34	R3-20LL	2 OF 10	2M	24	X	36	6	-	-	-	-	1	-	-	-	-
3-35	J13-1	2 OF 10	2S	24	X	45	7.5	-	-	-	-	-	-	-	-	-
	M1-6	2 OF 10	2S	24	X	24	-	-	-	-	-	-	-	-	3-35	-
	M6-4	2 OF 10	2S	21	X	21	-	-	-	-	-	-	-	-	3-35	-
3-36	R6-3	2 OF 10	2S	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
SUBTOTAL							**157.5**	**48.28**	**45**	**0**	**7**	**6**	**6**	**0**		

SHEET 1 OF 5

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	NOTES
3-37	R6-3	2 OF 10 2S	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
3-38	R6-2L	2 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
3-39	J4-1	2 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
	M3-2	2 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	2-39	-
	M1-6	2 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	2-39	STH 33
3-40	R5-1	2 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	3-39 BACK	-
3-41	R6-2L	2 OF 10 2M	30	X	36	7.5	-	-	-	-	1	-	-	-	-
3-42	J13-1	2 OF 10 2S	24	X	45	7.5	-	-	-	-	-	-	-	-	-
	M1-6	2 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	3-42	STH 33
	M6-4	2 OF 10 2S	21	X	21	-	-	-	-	-	-	-	-	3-42	-
3-43	R6-2L	2 OF 10 2S	24	X	30	5	-	-	-	1	-	-	-	-	-
3-44	M1-94S	2 OF 10 2M	102	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
3-45	M1-94S	2 OF 10 2M	102	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
3-46	M1-94H	2 OF 10 2M	72	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N 18TH AVE
3-47	M1-94H	2 OF 10 2M	72	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N 18TH AVE
5-01	W3-3	3 OF 10 2M	36	X	36	-	-	9	-	-	-	1	-	-	-
5-02	R4-7	3 OF 10 2M	24	X	30	5	-	-	-	1	-	-	-	-	-
5-03	J3-1	3 OF 10 2M	24	X	57	9.5	-	-	-	-	-	-	-	SIGNAL POLE	-
	M3-1	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	5-03	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	5-03	STH 144
	M6-1	3 OF 10 2M	21	X	21	-	-	-	-	-	-	-	-	5-03	-
5-04	R1-1F	3 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
5-05	J4-1	3 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
	M3-4	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	-	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	-	STH 33
5-06	J4-1	3 OF 10 2M	24	X	36	6	-	-	-	-	-	-	-	-	-
	M3-3	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	-	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	-	STH 144
5-07	R5-1	3 OF 10 2M	36	X	36	9	-	-	-	-	1	-	-	-	-
5-08	R10-3BD	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-09	R6-2L	3 OF 10 2M	30	X	36	7.5	-	-	-	-	1	-	-	-	-
5-10	R10-3BL	3 OF 10 2S	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-11	R10-3BR	3 OF 10 2S	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-12	R6-3	3 OF 10 2S	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-13	R1-1F	3 OF 10 2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
5-14	J2-1	3 OF 10 2S	24	X	57	9.5	-	-	-	-	-	-	-	SIGNAL POLE	-
	M3-3	3 OF 10 2S	24	X	12	-	-	-	-	-	-	-	-	5-14	-
	M1-6	3 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	5-14	STH 144
	M6-1	3 OF 10 2S	21	X	21	-	-	-	-	-	-	-	-	5-14	-
5-15	J1-1	3 OF 10 2S	24	X	39	6.5	-	-	-	-	-	-	-	5-14	-
	M3-4	3 OF 10 2S	24	X	12	-	-	-	-	-	-	-	-	5-14	-
	M1-6	3 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	5-14	STH 33
5-16	R1-1F	3 OF 10 2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
5-17	R6-3	3 OF 10 2S	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-18	R5-1	3 OF 10 2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
5-19	R7-1D	3 OF 10 2S	18	X	24	3	-	-	-	-	1	-	-	-	-
5-20	R3-8LAF	3 OF 10 2S	54	X	30	11.25	-	-	-	-	-	-	-	5-19	-
5-21	W3-3	3 OF 10 2S	36	X	36	-	-	9	-	-	-	1	-	-	-
5-22	R5-1	3 OF 10 2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
5-23	R3-7L	3 OF 10 2S	30	X	30	6.25	-	-	-	1	-	-	-	-	-
SUBTOTAL						**205.75**	**17.82**	**18**	**0**	**3**	**6**	**2**	**0**		

SHEET 2 OF 5

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	NOTES
5-24	R5-1	3 OF 10 2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
5-25	J3-1	3 OF 10 2S	24	X	57	9.5	-	-	-	-	-	-	2	-	-
	M3-2	3 OF 10 2S	24	X	12	-	-	-	-	-	-	-	-	5-25	-
	M1-6	3 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	5-25	STH 33
	M6-1	3 OF 10 2S	21	X	21	-	-	-	-	-	-	-	-	5-25	-
5-26	R1-1F	3 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	-	-
5-27	R1-2	3 OF 10 2M	48	X	42	7	-	-	-	-	2	-	-	-	-
5-28	W12-1D	3 OF 10 2M	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
5-29	R6-2L	3 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-30	R4-7	3 OF 10 2M	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-31	R1-1F	3 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
5-32	J3-2	3 OF 10 2M	48	X	57	19	-	-	-	-	-	-	-	SIGNAL POLE	-
	M3-4	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	SIGNAL POLE	STH 33
	M6-1	3 OF 10 2M	21	X	21	-	-	-	-	-	-	-	-	SIGNAL POLE	-
	M3-3	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	SIGNAL POLE	STH 144
	M6-1	3 OF 10 2M	21	X	21	-	-	-	-	-	-	-	-	SIGNAL POLE	-
5-33	W3-3	3 OF 10 2M	36	X	36	-	-	9	-	-	-	1	-	-	-
5-34	R10-3BR	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-35	R10-3BR	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-36	R10-3BD	3 OF 10 2S	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-37	R5-1	3 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
5-38	R10-3BD	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-39	R3-8LAAR	3 OF 10 2M	72	X	30	-	-	-	-	2	-	-	-	-	-
5-40	R3-20L	3 OF 10 2M	24	X	36	-	-	-	-	-	1	-	-	-	-
5-41	J4-1	3 OF 10 2M	24	X	36	-	-	-	-	-	-	1	-	-	-
	M3-2	3 OF 10 2S	24	X	12	-	-	-	-	-	-	-	-	5-41	-
	M1-6	3 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	5-41	STH 33
5-42	J3-1	3 OF 10 2M	24	X	57	9.5	-	-	-	-	-	-	-	SIGNAL POLE	-
	M3-2	3 OF 10 2M	24	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	-
	M1-6	3 OF 10 2M	24	X	24	-	-	-	-	-	-	-	-	SIGNAL POLE	STH 33
	M6-1	3 OF 10 2M	21	X	21	-	-	-	-	-	-	-	-	SIGNAL POLE	-
5-43	R6-2L	3 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-44	R4-7	3 OF 10 2M	24	X	30	5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-45	R1-1F	3 OF 10 2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
5-46	R6-3	3 OF 10 2S	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
5-47	W12-1D	3 OF 10 2S	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
5-48	R5-1	3 OF 10 2S	30	X	30	6.25	-	-	-	-	-	-	-	SIGNAL POLE	-
5-49	R10-3BL	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-50	R10-3BR	3 OF 10 2M	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-51	R10-3BD	3 OF 10 2S	9	X	12	0.75	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-52	R5-1	3 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
5-53	R1-1F	3 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
5-54	R10-3BR	3 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-55	R10-3BR	3 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
5-56	R6-3	3 OF 10 2S	30	X	24	-	-	-	-	-	-	-	-	SIGNAL POLE	-
5-57	R1-1F	3 OF 10 2S	30	X	30	-	5.18	-	-	-	-	-	-	SIGNAL POLE	-
5-58	R1-2	3 OF 10 2S	36	X	31	3.88	-	-	-	1	-	-	-	-	-
5-59	R6-2L	3 OF 10 2S	24	X	30	-	-	-	-	1	-	-	-	-	-
SUBTOTAL						**114.63**	**32.74**	**17**	**2**	**4**	**3**	**2**	**2**		

SHEET 3 OF 5

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	NOTES
5-60	M1-94S	3 OF 10 2M	102	X	18	-	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
5-61	M1-94S	3 OF 10 2M	102	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
5-62	M1-94H	3 OF 10 2M	66	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N 7TH AVE
5-63	M1-94H	3 OF 10 2M	66	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N 7TH AVE
5-64	M1-94H	3 OF 10 2M	66	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N MAIN ST
5-65	M1-94H	3 OF 10 2M	66	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N MAIN ST
5-66	R4-7C	3 OF 10 2M	18	X	30	3.75	-	-	-	1	-	-	-	-	-
5-67	R4-7C	3 OF 10 2M	18	X	30	3.75	-	-	-	1	-	-	-	-	-
5-68	R4-7C	3 OF 10 2M	18	X	30	3.75	-	-	-	1	-	-	-	-	-
6-01	W3-3	5 OF 10 2S	36	X	36	-	-	9	-	-	-	1	-	-	-
6-02	J3-1	5 OF 10 2S	24	X	57	9.5	-	-	-	-	-	-	2	-	-
	M3-1	5 OF 10 2S	24	X	12	-	-	-	-	-	-	-	-	6-02	-
	M1-6	5 OF 10 2S	24	X	24	-	-	-	-	-	-	-	-	6-02	STH 144
	M6-1	5 OF 10 2S	21	X	21	-	-	-	-	-	-	-	-	6-02	-
8-01	R3-20L	6 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
8-02	R3-8LAF	6 OF 10 2M	54	X	30	11.25	-	-	-	-	-	-	-	-	-
8-03	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-04	R10-3BD	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-05	R6-2L	6 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-06	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-07	R10-3BL	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-08	R10-3BR	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-09	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-10	R6-3	6 OF 10 2M	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-11	R1-2	6 OF 10 2M	48	X	42	7	-	-	-	-	2	-	-	-	-
8-12	W3-3	6 OF 10 2M	36	X	36	-	-	9	-	-	-	1	-	-	-
8-13	W12-1D	6 OF 10 2M	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
8-14	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-15	R6-3	6 OF 10 2M	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-16	R3-8LAR	6 OF 10 2M	54	X	30	11.25	-	-	-	2	-	-	-	-	-
8-17	R6-2L	6 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-18	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-19	R1-2	6 OF 10 2M	48	X	42	7	-	-	-	-	2	-	-	-	-
8-20	W12-1D	6 OF 10 2M	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
8-21	R10-3BR	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-22	R10-3BL	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-23	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-24	R10-3BD	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-25	R10-3BD	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-26	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-27	R10-3BL	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-28	R10-3BR	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-29	R6-2L	6 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-30	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-31	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-32	R6-3	6 OF 10 2M	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-33	R1-2	6 OF 10 2M	48	X	42	7	-	-	-	-	2	-	-	-	-
8-34	W12-1D	6 OF 10 2M	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
8-35	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-36	R3-8LAR	6 OF 10 2M	54	X	30	11.25	-	-	-	2	-	-	-	-	-
SUBTOTAL						**213.5**	**52.22**	**30**	**3**	**7**	**7**	**2**	**2**		

SHEET 4 OF 5

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0818 POSTS TUBULAR STEEL 2X2-INCH X 18-FT EACH	SIGN MOUNTED ON SAME POST AS #	NOTES
8-37	R10-3BD	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-38	R10-3BR	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-39	R10-3BL	6 OF 10 2M	9	X	12	-	-	-	-	-	-	-	-	SIGNAL POLE	FOR INFORMATION ONLY
8-40	R1-1F	6 OF 10 2M	36	X	36	-	7.46	-	-	-	-	-	-	SIGNAL POLE	-
8-41	R1-2	6 OF 10 2M	48	X	42	7	-	-	-	-	2	-	-	-	-
8-42	W12-1D	6 OF 10 2M	24	X	24	-	-	4	1	-	-	-	-	-	2' MOUNT HEIGHT
8-43	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-44	R3-20LL	6 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
8-45	R3-20LL	6 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
8-46	R3-20LL	6 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
8-47	R6-3	6 OF 10 2M	30	X	24	5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-48	R6-2L	6 OF 10 2M	30	X	36	7.5	-	-	-	-	-	-	-	SIGNAL POLE	-
8-49	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-50	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-51	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-52	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	-	-	-	SIGNAL POLE	-
8-53	M1-94S	6 OF 10 2M	102	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
8-54	M1-94S	6 OF 10 2M	102	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	33 W WASHINGTON ST
8-55	M1-94H	6 OF 10 2M	72	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N RIVER RD
8-56	M1-94H	6 OF 10 2M	72	X	18	13.5	-	-	-	-	-	-	-	SIGNAL POLE	N RIVER RD
8-57	R4-7C	6 OF 10 2M	18	X	30	3.75	-	-	-	1	-	-	-	-	-
8-58	R4-7C	6 OF 10 2M	18	X	30	3.75	-	-	-	1	-	-	-	-	-
10-01	R4-7	8 OF 10 2M	24	X	30	5	-	-	-	-	-	1	-	-	-
10-02	R3-8LAAR	8 OF 10 2M	72	X	30	15	-	-	-	2	-	-	-	-	-
10-03	R3-20L	8 OF 10 2M	24	X	36	6	-	-	-	-	-	-	-	10-01	-
10-04	R4-7	8 OF 10 2M	24	X	30	5	-	-	-	1	-	-	-	-	-
10-05	R3-20LL	8 OF 10 2M	24	X	36	6	-	-	-	-	1	-	-	-	-
10-06	R5-1	6 OF 10 2M	36	X	36	9	-	-	-	-	1	-	-	-	-
SUBTOTAL						**190**	**7.46**	**4**	**1**	**5**	**7**	**1**	**0**		
PROJECT TOTAL						**881.38**	**158.52**	**114**	**6**	**26**	**29**	**13**	**4**		

SHEET 5 OF 5

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC CONTROL ITEMS

STAGE	PROJECT ID	INTERSECTION	* DURATION CALENDAR DAYS	643.0300 * NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 * NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 * NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 * NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 * NO.	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	** 643.0900 * NO.	** 643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 * NO.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 * NO.	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY
PRE-CONSTRUCTION																								
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	19	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	2	14	-	-
	1410-11-72	STH 33 & 18TH AVE	19	3	57	4	76	-	-	8	152	4	76	-	-	19	361	3	-	3	21	29	551
	1410-11-73	STH 33 & RIVER RD	19	15	285	1	19	-	-	2	38	15	285	1	19	15	285	1	-	3	21	26	494
1																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	22	62	1,364	20	440	-	-	40	880	17	374	2	44	28	616	-	-	-	-	22	484
	1410-11-72	STH 33 & 18TH AVE	22	60	1,320	4	88	-	-	8	176	17	374	2	44	17	374	3	-	-	-	14	308
	1410-11-73	STH 33 & RIVER RD	22	15	330	2	44	-	-	4	88	15	330	-	-	13	286	1	-	-	-	26	572
2																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	26	36	936	15	390	-	-	30	780	19	494	1	26	28	728	-	-	-	-	31	806
	1410-11-72	STH 33 & 18TH AVE	26	37	962	2	52	-	-	4	104	16	416	1	26	16	416	2	-	-	-	22	572
	1410-11-73	STH 33 & RIVER RD	26	31	806	6	156	-	-	12	312	11	286	1	26	23	598	-	21	-	-	21	546
3																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	24	76	1,824	19	456	-	-	38	912	13	312	1	24	25	600	-	-	-	-	13	312
	1410-11-72	STH 33 & 18TH AVE	24	43	1,032	2	48	-	-	4	96	8	192	2	48	15	360	2	-	-	-	21	504
	1410-11-73	STH 33 & RIVER RD	24	46	1,104	5	120	-	-	10	240	5	120	1	24	25	600	-	21	-	-	20	480
4																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	23	65	1,495	15	345	-	-	30	690	27	621	2	46	25	575	-	-	-	-	54	1,242
	1410-11-72	STH 33 & 18TH AVE	23	-	-	1	23	-	-	2	46	-	-	-	-	12	276	-	-	-	-	24	552
	1410-11-73	STH 33 & RIVER RD	23	24	552	3	69	15	15	6	138	8	184	1	23	17	391	-	26	-	-	23	529
5																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	24	26	624	13	312	-	-	26	624	12	288	-	-	26	624	-	-	-	-	10	240
	1410-11-72	STH 33 & 18TH AVE	24	71	1,704	6	144	-	-	12	288	13	312	2	48	20	480	2	-	-	-	34	816
	1410-11-73	STH 33 & RIVER RD	24	33	792	1	24	-	-	2	48	15	360	2	48	17	408	-	26	-	-	26	624
6																							
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	67	26	1,742	13	871	-	-	26	1,742	12	804	-	-	26	1,742	-	-	-	-	10	670
	1410-11-72	STH 33 & 18TH AVE	67	52	3,484	3	201	-	-	6	402	21	1,407	2	134	17	1,139	-	-	-	-	55	3,685
	1410-11-73	STH 33 & RIVER RD	67	23	1,541	4	268	-	-	8	536	23	1,541	2	134	22	1,474	-	-	-	-	96	6,432
DETOUR ROUTE																							
			186	-	-	-	-	-	-	-	-	-	-	-	-	67	12,462	3	187.5	-	-	-	-
		UNDISTRIBUTED	-	-	2,017	-	407	15	15	-	812	-	819	-	69	-	2,497	-	-	-	-	-	1,700
		TOTAL			23,971		4,553	30	30		9,104		9,595		783		27,292	17	281.5		56		22,119

*FOR INFORMATION ONLY

**ADDITIONAL QUANTITIES ELSEWHERE.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TRAFFIC CONTROL

PROJECT ID	INTERSECTION	643.5000 TRAFFIC CONTROL EACH
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	0.33
1410-11-72	STH 33 & 18TH AVE	0.33
1410-11-73	STH 33 & RIVER RD	0.34
	TOTAL	1

TEMPERARY PEDESTRIAN ITEMS

STAGE	PROJECT ID	INTERSECTION	* DURATION CALENDAR DAYS	* NO.	** 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	* NO.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
PRE-CONSTRUCTION										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	19	-	-	-	-	-	-	-
	1410-11-72	STH 33 & 18TH AVE	19	21	399	46	1	19	10	24
	1410-11-73	STH 33 & RIVER RD	19	13	247	-	-	-	-	18
1										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	22	24	528	-	-	-	-	48
	1410-11-72	STH 33 & 18TH AVE	22	22	484	85	2	44	20	342
	1410-11-73	STH 33 & RIVER RD	22	13	286	-	-		-	54
2										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	26	14	364	-	-	-	-	30
	1410-11-72	STH 33 & 18TH AVE	26	23	598	46	2	52	34	690
	1410-11-73	STH 33 & RIVER RD	26	2	52	37	1	26	24	478
3										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	24	35	840	-	-	-	-	102
	1410-11-72	STH 33 & 18TH AVE	24	16	384	-	1	24	20	180
	1410-11-73	STH 33 & RIVER RD	24	14	336	790	3	72	54	386
4										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	23	26	598	-	-	-	-	24
	1410-11-72	STH 33 & 18TH AVE	23	26	598	38	2	46	44	162
	1410-11-73	STH 33 & RIVER RD	23	13	299	39	2	46	32	930
5										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	24	-	-	-	-	-	-	-
	1410-11-72	STH 33 & 18TH AVE	24	14	336	-	-	-	-	12
	1410-11-73	STH 33 & RIVER RD	24	14	336	-	-	-	-	18
6										
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	67	-	-	-	-	-	-	-
	1410-11-72	STH 33 & 18TH AVE	67	8	536	-	-	-	-	12
	1410-11-73	STH 33 & RIVER RD	67	14	938	-	-	-	-	24
		UNDISTRIBUTED		-	808	-	-	35	-	-
		TOTAL			8,967	1,081		364	238	3,534

*FOR INFORMATION ONLY

**ADDITIONAL QUANTITIES ELSEWHERE.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TEMPORARY MARKING ITEMS

STAGE	PROJECT ID	INTERSECTION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	643.3250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	643.3650 TEMPORARY MARKING WORD REMOVABLE TAPE EACH	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	643.3980 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH LF
PRE-CONSTRUCTION											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	-	-	-	-	-	-	-	-
	1410-11-72	STH 33 & 18TH AVE	561	182	-	94	1	-	-	-	118
	1410-11-73	STH 33 & RIVER RD	22	-	1,128	-	-	-	-	-	76
1											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	568	536	-	-	-	-	130	11
	1410-11-72	STH 33 & 18TH AVE	-	920	725	187	-	-	-	75	-
	1410-11-73	STH 33 & RIVER RD	-	721	-	-	-	-	-	53	-
2											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	108	693	-	67	-	-	-	65	-
	1410-11-72	STH 33 & 18TH AVE	-	985	-	190	-	-	-	75	81
	1410-11-73	STH 33 & RIVER RD	372	1,002	34	-	1	1	-	78	-
3											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	108	655	797	177	1	-	-	78	11
	1410-11-72	STH 33 & 18TH AVE	-	756	911	134	4	1	75	87	-
	1410-11-73	STH 33 & RIVER RD	165	774	797	304	1	-	-	144	-
4											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	1,791	-	89	313	1	-	70	130	-
	1410-11-72	STH 33 & 18TH AVE	-	574	-	-	5	2	-	-	-
	1410-11-73	STH 33 & RIVER RD	479	1,306	36	125	-	-	25	66	124
5											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	88	362	274	-	-	82	-	-
	1410-11-72	STH 33 & 18TH AVE	1,572	82	381	162	-	-	48	138	-
	1410-11-73	STH 33 & RIVER RD	828	326	425	32	1	-	-	28	-
6											
	1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	-	-	-	-	-	-	-	-
	1410-11-72	STH 33 & 18TH AVE	1,128	49	528	176	2	1	34	75	-
	1410-11-73	STH 33 & RIVER RD	2,435	-	310	116	2	-	24	118	-
		SUBTOTALS	9,569	9,681	-	-	-	-	-	-	-
		TOTAL	19,250		7,059	2,351	19	5	358	1,340	421

ALL ITEMS CATEGORY 0010 UNLESS NOTED

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3

MARKING REMOVAL ITEMS

PROJECT ID	INTERSECTION	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING EACH
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	225	516	-	49	3
1410-11-72	STH 33 & 18TH AVE	254	680	219	149	17
1410-11-73	STH 33 & RIVER RD	-	195	355	24	2
	UNDISTRIBUTED	-	-	-	-	-
	TOTAL	479	1,391	574	222	22

PAVEMENT MARKING ITEMS

PROJECT ID	INTERSECTION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY (TYPE 1) EACH	646.5020 MARKING ARROW EPOXY (TYPE 2) EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH WHITE LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY SF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	134	155	1,314	-	10	1	151	-	309	71	521	6
1410-11-72	STH 33 & 18TH AVE	228	125	1,197	2	14	4	171	63	293	-	59	5
1410-11-73	STH 33 & RIVER RD	707	267	2,346	-	12	1	122	-	282	268	957	3
	SUBTOTALS	1,069	547	-	2	36	-	-	-	-	-	-	-
	TOTAL	1,616		4,857	38		6	444	63	884	339	1,537	14

STAKING ITEMS

PROJECT ID	INTERSECTION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	542	542	0.33	19	0.33	0.33	542
1410-11-72	STH 33 & 18TH AVE	775	775	0.33	12	0.33	0.33	775
1410-11-73	STH 33 & RIVER RD	725	725	0.34	24	0.34	0.34	725
	TOTAL	2,042	2,042	1	55	1	1	2,042

ALL ITEMS CATEGORY 0010 UNLESS NOTED

FILE NAME: "T:\1222711\Civil3D\14101100\sheets\1410-11-71, 72, 73.pptx" PLOT DATE 1/15/2025 8:03:46 AM PLOT BY : ARG PLOT SCALE : 1:1

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SAWING ITEMS

PROJECT ID	INTERSECTION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1410-11-71	STH 33 & 7TH AVE/ MAIN ST	-	2,589
1410-11-72	STH 33 & 18TH AVE	72	2,092
1410-11-73	STH 33 & RIVER RD	473	2584
	TOTAL	545	7,265

HAZARDOUS MATERIAL REMOVAL

PROJECT ID	INTERSECTION	STATION	TO	STATION	LOCATION	SPV.0195.01 EXCAVATE HAUL & DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	SPV.0195.02 EXCAVATE HAUL & DISPOSAL OF CVOC CONTAMINATED SOIL TON
1410-11-71	STH 33 & 7TH AVE/ MAIN ST						
		151+00	-	152+75	LT	-	8
		152+75	-	155+79	RT	-	8
		152+75	-	155+79	LT	265	-
					TOTAL	265	16

WATER AND SANITARY SEWER ADJUSTMENTS

PROJECT ID	INTERSECTION	STATION	OFFSET	SPV.0060.21 ADJUSTING WATER VALVE EACH	SPV.0060.22 ADJUSTING SANITARY SEWER MANHOLE EACH
1410-11-71	STH 33 & 7TH AVE/MAIN ST				
		152+76	67' LT	-	1
		152+84	85' RT	-	1
		154+15	4' LT	1	-
		154+19	5' LT	-	1
		154+20	1' LT	1	-
1410-11-72	STH 33 & 18TH AVE				
		109+22	66' LT	1	-
1410-11-73	STH 33 & RIVER RD				
		215+40	47' LT	1	-
		216+40	65' LT	1	-
		216+97	59' LT	1	-
	CATEGORY 0020		TOTAL	6	3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB2	--	66	--
PB2	SB1	--	13	--
PB2	SB2	13	--	--
PB2	PB3	--	--	128
PB3	SB3	5	--	--
PB3	PB4	--	--	120
PB4	SB4	5	--	--
PB4	SB5	--	23	--
PB4	PB5	--	48	--
PB5	SB6	13	--	--
PB5	PB6	--	--	136
PB6	PB7	--	--	78
PB7	SB7	--	6	--
PB7	PB8	--	78	--
PB8	SB8	12	--	--
PB8	PB9	--	--	102
PB9	SB9	17	--	--
PB9	PB10	--	36	--
PB10	PB11	--	--	86
PB11	SB10	--	19	--
PB11	PB12	--	72	--
PB12	SB11	11	--	--
PB12	PB13	--	--	120
PB13	PB1	--	--	86
PB1	CB1	--	27	--
	TOTAL	76	388	856

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

REMOVING TRAFFIC SIGNALS

PROJECT ID	INTERSECTION	204.9060.S.01 REMOVING TRAFFIC SIGNALS WASHINGTON ST & 18TH AVE EACH	204.9060.S.04 REMOVING LOOP DETECTOR & LEAD-IN CABLE WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1	1
	TOTAL	1	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH	* SPV.0060.17 ABANDONING PULL BOXES EACH
PB1	1	--
PB2	1	--
PB3	1	--
PB4	1	--
PB5	1	--
PB6	1	--
PB7	1	--
PB8	1	--
PB9	1	--
PB10	1	--
PB11	1	--
PB12	1	--
PB13	--	1
PB14	1	--
PB15	--	1
PB16	1	--
PB17	1	--
PB18	--	1
PB19	1	--
PB20	--	1
PB21	--	1
PB22	--	1
PB23	--	1
PB24	--	1
PB25	1	--
PB26	1	--
PB27	1	--
PB28	1	--
PB29	--	1
PB30	--	1
PB31	--	1
PB32	--	1
PB33	--	1
TOTAL	20	13

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

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LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	14
TRAFFIC SIGNAL, FIVE SECTION	4
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	27

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	1	--	1	--
SB2	1	--	1	--
SB3	--	2	--	--
SB4	1	--	--	--
SB5	1	--	2	--
SB6	3	--	--	--
SB7	1	--	--	--
SB8	1	--	2	--
SB9	--	2	--	--
SB10	1	--	--	--
SB11	1	--	2	--
SB12	3	--	--	--
CB1	--	--	--	1
TOTAL	14	4	8	1

3

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	18TH AVE	16+79.8	37.3' RT	1
PB2	18TH AVE	16+50.7	43.5' RT	1
PB3	WASHINGTON ST	110+78.2	22.5' LT	1
PB4	WASHINGTON ST	110+59.4	33.9' RT	1
PB5	18TH AVE	15+22.2	44.4' RT	1
PB6	18TH AVE	14+96.3	18.6' LT	1
PB7	18TH AVE	15+04.3	56.9' LT	1
PB8	WASHINGTON ST	109+17.2	46.2' RT	1
PB9	WASHINGTON ST	109+10.5	4.8' LT	1
PB10	WASHINGTON ST	109+09.3	23.0' LT	1
PB11	WASHINGTON ST	109+08.9	65.6' LT	1
PB12	18TH AVE	16+63.8	61.5' LT	1
PB13	18TH AVE	16+84.5	5.6' LT	1
			TOTAL	13

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
SB11	1
SB12	1
CB1	1
TOTAL	13

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	--	49
CB1	SB2	--	49	--
CB1	SB3	--	122	--
CB1	SB4	198	--	--
CB1	SB5	--	217	--
CB1	SB6	--	244	--
CB1	SB7	--	--	376
CB1	SB8	--	376	--
CB1	SB9	--	313	--
CB1	SB10	--	226	--
CB1	SB11	168	--	--
	TOTAL	366	1,547	425

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	49
SB1	SB2	39
SB2	SB3	112
SB3	SB4	99
SB4	SB5	42
SB5	SB6	88
SB6	SB7	171
SB7	SB8	85
SB8	SB9	111
SB9	SB10	139
SB10	SB11	94
SB11	CB1	168
PB1	CB1	22
PB2	SB2	26
PB3	SB3	18
PB4	SB4	18
PB5	SB6	26
PB6	SB7	60
PB7	SB7	19
PB8	SB8	25
PB9	SB9	30
PB10	SB9	50
PB11	SB10	32
PB12	SB11	24
PB13	CB1	68
	TOTAL	1,615

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

VIDEO DETECTION CABLE

FROM	TO	(FOR INFORMATION ONLY) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB1)	119
CB1	V2 (SB10)	296
CB1	V3 (SB7)	446
CB1	V4 (SB5)	287
	TOTAL	1,148

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(FOR INFORMATION ONLY) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB10)	296
CB1	HEAD B (SB5)	287
CB1	HEAD C (SB7)	446
CB1	HEAD D (SB1)	119
	TOTAL	1,148

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 8	70	--	--
SB1	HEAD 9	70	--	--
SB1	HEAD 11	70	--	--
SB1	HEAD 12	70	--	--
SB1	HEAD 22	70	--	--
SB1	HEAD 32	15	--	--
SB1	PUSH BUTTON	--	--	6
SB2	HEAD 1	22	--	--
SB2	HEAD 17	--	22	--
SB2	HEAD 25	15	--	--
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 18	--	22	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 26	15	--	--
SB4	PUSH BUTTON	--	--	6
SB5	HEAD 4	--	71	--
SB5	HEAD 14	70	--	--
SB5	HEAD 15	70	--	--
SB6	HEAD 7	19	--	--
SB6	HEAD 23	19	--	--
SB6	HEAD 27	15	--	--
SB6	PUSH BUTTON	--	--	6
SB7	HEAD 10	70	--	--
SB7	HEAD 20	70	--	--
SB7	HEAD 21	70	--	--
SB7	HEAD 24	70	--	--
SB7	HEAD 28	15	--	--
SB7	PUSH BUTTON	--	--	6
SB8	HEAD 5	--	22	--
SB8	HEAD 13	22	--	--
SB8	HEAD 29	15	--	--
SB8	PUSH BUTTON	--	--	6
SB9	HEAD 6	--	22	--
SB9	PUSH BUTTON	--	--	6
SB10	HEAD 2	70	--	--
SB10	HEAD 3	70	--	--
SB10	HEAD 16	--	71	--
SB10	HEAD 30	15	--	--
SB10	PUSH BUTTON	--	--	6
SB11	HEAD 19	19	--	--
SB11	HEAD 31	15	--	--
SB11	PUSH BUTTON	--	--	6
	TOTAL	1,131	230	60

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	18TH AVE	16+59.9	34.4' RT	--	1	--
SB2	18TH AVE	16+47.8	55.9' RT	1	--	--
SB3	WASHINGTON ST	110+73.1	22.6' LT	1	--	--
SB4	WASHINGTON ST	110+64.6	32.8' RT	1	--	--
SB5	WASHINGTON ST	110+82.0	35.1' RT	--	1	--
SB6	18TH AVE	15+09.5	46.9' RT	1	--	--
SB7	18TH AVE	15+10.1	56.6' LT	--	1	--
SB8	WASHINGTON ST	109+29.6	47.9' RT	1	--	--
SB9	WASHINGTON ST	109+27.2	4.5'LT	1	--	--
SB10	WASHINGTON ST	109+27.5	65.8' LT	--	1	--
SB11	18TH AVE	16+72.3	54.1' LT	1	--	--
CB1	18TH AVE	16+72.2	41.3' RT	--	--	1
			TOTAL	7	4	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

PROJECT ID	INTERSECTION	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	--	--	--	--	1	1	1
SB2	1	--	1	--	--	--	1
SB3	1	--	1	--	--	--	1
SB4	1	--	--	1	--	--	1
SB5	--	--	--	--	1	1	--
SB6	1	1	--	--	--	--	1
SB7	--	--	--	--	1	1	1
SB8	1	--	1	--	--	--	1
SB9	1	--	1	--	--	--	1
SB10	--	--	--	--	1	1	1
SB11	1	1	--	--	--	--	1
TOTAL	7	2	4	1	4	4	10

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

SIGNAL MOUNTING HARDWARE

PROJECT ID	INTERSECTION	658.5070.01 SIGNAL MOUNTING HARDWARE WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

PROJECT ID	INTERSECTION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS WASHINGTON ST & 18TH AVE EACH	* 661.0300 GENERATORS DAY
1410-11-72	WASHINGTON ST & 18TH AVE	1	1
	TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL CABINET & CONTROLLER

PROJECT ID	INTERSECTION	SPV.0060.01 TRAFFIC SIGNAL CABINET & CONTROLLER WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
8	SB1	1	--	--
9	SB1	1	--	--
11	SB1	1	--	--
12	SB1	1	--	--
22	SB1	1	--	--
32	SB1	--	--	1
1	SB2	1	--	--
17	SB2	--	1	--
25	SB2	--	--	1
18	SB3	--	1	--
26	SB4	--	--	1
4	SB5	--	1	--
14	SB5	1	--	--
15	SB5	1	--	--
7	SB6	1	--	--
23	SB6	1	--	--
27	SB6	--	--	1
10	SB7	1	--	--
20	SB7	1	--	--
21	SB7	1	--	--
24	SB7	1	--	--
28	SB7	--	--	1
5	SB8	--	1	--
13	SB8	1	--	--
29	SB8	--	--	1
6	SB9	--	1	--
2	SB10	1	--	--
3	SB10	1	--	--
16	SB10	--	1	--
30	SB10	--	--	1
19	SB11	1	--	--
31	SB11	--	--	1
	TOTAL	18	6	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

LED MODULES SUMMARY

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
8	SB1	--	1	1	1	--	--	--
9	SB1	--	1	1	1	--	--	--
11	SB1	--	--	--	--	1	1	1
12	SB1	--	--	--	--	1	1	1
22	SB1	--	--	--	--	1	1	1
32	SB1	1	--	--	--	--	--	--
1	SB2	--	1	1	1	--	--	--
17	SB2	--	--	--	--	1	2	1
25	SB2	1	--	--	--	--	--	--
18	SB3	--	--	--	--	1	2	1
26	SB4	1	--	--	--	--	--	--
4	SB5	--	--	--	--	1	2	1
14	SB5	--	1	1	1	--	--	--
15	SB5	--	1	1	1	--	--	--
7	SB6	--	1	1	1	--	--	--
23	SB6	--	--	--	--	1	1	1
27	SB6	1	--	--	--	--	--	--
10	SB7	--	--	--	--	1	1	1
20	SB7	--	1	1	1	--	--	--
21	SB7	--	1	1	1	--	--	--
24	SB7	--	--	--	--	1	1	1
28	SB7	1	--	--	--	--	--	--
5	SB8	--	--	--	--	1	2	1
13	SB8	--	1	1	1	--	--	--
29	SB8	1	--	--	--	--	--	--
6	SB9	--	--	--	--	1	2	1
2	SB10	--	1	1	1	--	--	--
3	SB10	--	1	1	1	--	--	--
16	SB10	--	--	--	--	1	2	1
30	SB10	1	--	--	--	--	--	--
19	SB11	--	1	1	1	--	--	--
31	SB11	1	--	--	--	--	--	--
	TOTAL	8	12	12	12	12	18	12

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TEMPORARY INFRARED EVP SYSTEM

PROJECT ID	LOCATION	SPV.0060.07 TEMPORARY INFRARED EVP SYSTEM WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.04 EMERGENCY VEHICLE PREEMPTION SYSTEM WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

3

VIDEO DETECTION SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.10 VIDEO DETECTION SYSTEM WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

PROJECT ID	INTERSECTION	SPV.0060.13 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT WASHINGTON ST & 18TH AVE EACH
1410-11-72	WASHINGTON ST & 18TH AVE	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 18TH AVE
PROJECT ID: 1410-11-72
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB2	--	213	--
PB2	SB1	7	--	--
PB2	PB3	--	--	82
PB3	SB2	5	--	--
PB3	PB4	--	--	102
PB4	SB3	--	4	--
PB4	SB4	14	--	--
PB4	PB5	--	--	92
PB5	SB6	--	6	--
PB5	SB5	12	--	--
PB5	PB6	--	--	100
PB6	PB7	--	54	--
PB7	SB7	15	--	--
PB7	EXISTING CONDUIT	23	--	--
PB7	SB8	5	--	--
PB7	PB8	--	--	94
PB8	SB9	6	--	--
PB8	PB9	--	--	110
PB9	SB10	--	6	--
PB9	PB10	--	50	--
PB10	SB11	7	--	--
PB10	PB11	--	--	88
PB11	SB12	7	--	--
PB11	PB12	--	--	86
PB12	SB13	--	15	--
PB12	CB1	--	270	--
	TOTAL	101	618	754

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL REMOVALS

PROJECT ID	INTERSECTION	204.9060.S.02 REMOVING TRAFFIC SIGNALS WASHINGTON ST & 7TH AVE/MAIN ST EACH	204.9060.S.05 REMOVING LOOP DETECTOR & LEAD-IN CABLE WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1	1
	TOTAL	1	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH	* SPV.0060.17 ABANDONING PULL BOXES EACH
PB1	1	--
PB2	1	--
PB3	1	--
PB4	1	--
PB5	1	--
PB6	1	--
PB7	1	--
PB8	1	--
PB9	1	--
PB10	1	--
PB11	1	--
PB12	--	1
PB13	--	1
PB14	--	1
PB16	1	--
PB17	1	--
PB18	1	--
PB19	1	--
PB20	--	1
PB21	1	--
PB22	--	1
PB23	1	--
PB24	1	--
PB25	1	--
PB26	1	--
TOTAL	20	5

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	4
TRAFFIC SIGNAL, FIVE SECTION	8
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	21

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	--	1	1	--
SB2	1	1	1	--
SB3	--	1	1	--
SB4	1	1	1	--
SB5	--	1	1	--
SB6	1	1	1	--
SB7	--	1	1	--
SB8	1	1	1	--
CB1	--	--	--	1
TOTAL	4	8	8	1

3

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB2	WASHINGTON ST	153+38.9	57.8' LT	1
PB3	WASHINGTON ST	153+38.5	16.4' LT	1
PB4	WASHINGTON ST	153+35.8	34.3' RT	1
PB5	7TH AVE	34+36.6	15.6' RT	1
PB6	7TH AVE	34+35.7	34.1' LT	1
PB7	WASHINGTON ST	152+20.5	43.5' RT	1
PB8	WASHINGTON ST	152+19.5	3.4' LT	1
PB9	WASHINGTON ST	152+17.2	58.9' LT	1
PB10	7TH AVE	35+67.5	40.8' LT	1
PB11	7TH AVE	35+62.1	2.6' RT	1
PB12	7TH AVE	35+58.0	45.3' RT	1
			TOTAL	11

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
CB1	1
TOTAL	9

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.
CB1	SB1	--	97	--
CB1	SB2	--	151	--
CB1	SB3	--	217	--
CB1	SB4	--	229	--
CB1	SB5	287	--	--
CB1	SB6	--	--	280
CB1	SB7	397	--	--
CB1	SB8	--	--	385
CB1	SB9	--	345	--
CB1	SB10	--	272	--
CB1	SB11	--	235	--
CB1	SB12	--	176	--
CB1	SB13	--	126	--
	TOTAL	684	1,848	665

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB1	97
SB1	SB2	81
SB2	SB3	87
SB3	SB4	31
SB4	SB5	101
SB5	SB6	30
SB6	SB7	140
SB7	SB8	33
SB8	SB9	86
SB9	SB10	96
SB10	SB11	64
SB11	SB12	86
SB12	SB13	94
SB13	CB1	126
PB2	SB1	20
PB3	SB2	18
PB4	SB3	17
PB5	SB6	19
PB6	SB8	46
PB7	SB8	18
PB8	SB9	19
PB9	SB10	19
PB10	SB11	20
PB11	SB12	20
PB12	SB13	28
	TOTAL	1,396

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

VIDEO DETECTION CABLE

FROM	TO	(FOR INFORMATION ONLY) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB13)	186
CB1	V2 (SB10)	342
CB1	V3 (SB6)	340
CB1	V4 (SB3)	282
	TOTAL	1,150

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(FOR INFORMATION ONLY) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB10)	342
CB1	HEAD B (SB3)	282
CB1	HEAD C (SB6)	340
CB1	HEAD D (SB13)	186
	TOTAL	1,150

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 1	22	--	--
SB1	HEAD 17	--	22	--
SB1	HEAD 25	15	--	--
SB1	PUSH BUTTON	--	--	6
SB2	HEAD 18	--	22	--
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 4	--	66	--
SB3	HEAD 14	65	--	--
SB3	HEAD 15	65	--	--
SB3	HEAD 26	15	--	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 7	22	--	--
SB4	HEAD 23	--	22	--
SB4	HEAD 27	15	--	--
SB4	PUSH BUTTON	--	--	6
SB5	PUSH BUTTON	--	--	6
SB6	HEAD 10	--	61	--
SB6	HEAD 20	60	--	--
SB6	HEAD 21	60	--	--
SB6	HEAD 24	--	61	--
SB7	PUSH BUTTON	--	--	6
SB8	HEAD 5	--	22	--
SB8	HEAD 13	22	--	--
SB8	HEAD 28	15	--	--
SB8	HEAD 29	15	--	--
SB8	PUSH BUTTON	--	--	6
SB9	HEAD 6	--	22	--
SB9	PUSH BUTTON	--	--	6
SB10	HEAD 2	70	--	--
SB10	HEAD 3	70	--	--
SB10	HEAD 16	--	71	--
SB10	HEAD 30	15	--	--
SB10	PUSH BUTTON	--	--	6
SB11	HEAD 11	--	22	--
SB11	HEAD 19	22	--	--
SB11	HEAD 31	15	--	--
SB11	PUSH BUTTON	--	--	6
SB12	HEAD 12	--	22	--
SB12	PUSH BUTTON	--	--	6
SB13	HEAD 8	60	--	--
SB13	HEAD 9	60	--	--
SB13	HEAD 22	--	61	--
SB13	HEAD 32	15	--	--
SB13	PUSH BUTTON	--	--	6
	TOTAL	718	474	72

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	WASHINGTON ST	153+34.7	52.2' LT	1	--	--
SB2	WASHINGTON ST	153+33.7	16.5' LT	1	--	--
SB3	WASHINGTON ST	153+34.8	30.7' RT	--	1	--
SB4	7TH AVE	34+45.5	46.3' RT	1	--	--
SB5	7TH AVE	34+48.2	15.3' RT	1	--	--
SB6	7TH AVE	34+42.2	15.5' RT	--	1	--
SB7	WASHINGTON ST	152+35.8	42.7' RT	1	--	--
SB8	WASHINGTON ST	152+20.5	38.9' RT	1	--	--
SB9	WASHINGTON ST	152+25.4	3.8' LT	1	--	--
SB10	7TH AVE	35+49.3	52.5' LT	--	1	--
SB11	7TH AVE	35+60.9	38.6' LT	1	--	--
SB12	7TH AVE	35+54.6	2.0' RT	1	--	--
SB13	7TH AVE	35+43.5	48.3' RT	--	1	--
CB1	WASHINGTON ST	154+09.9	65.7' LT	--	--	1
			TOTAL	9	4	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

PROJECT ID	LOCATION	656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

3

SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	1	--	1	--	--	--	--	1
SB2	1	--	1	--	--	--	--	1
SB3	--	--	--	1	1	--	--	1
SB4	1	--	1	--	--	--	--	1
SB5	1	1	--	--	--	--	--	1
SB6	--	--	--	1	--	--	1	--
SB7	1	1	--	--	--	--	--	1
SB8	1	--	1	--	--	--	--	1
SB9	1	--	1	--	--	--	--	1
SB10	--	--	--	1	--	1	--	1
SB11	1	--	1	--	--	--	--	1
SB12	1	--	1	--	--	--	--	1
SB13	--	--	--	1	--	--	1	1
TOTAL	9	2	7	4	1	1	2	12

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

SIGNAL MOUNTING HARDWARE

PROJECT ID	INTERSECTION	658.5070.02 SIGNAL MOUNTING HARDWARE WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

3

TRAFFIC SIGNAL CABINET & CONTROLLER

PROJECT ID	INTERSECTION	SPV.0060.02 TRAFFIC SIGNAL CABINET & CONTROLLER WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB1	1	--	--
17	SB1	--	1	--
25	SB1	--	--	1
18	SB2	--	1	--
4	SB3	--	1	--
14	SB3	1	--	--
15	SB3	1	--	--
26	SB3	--	--	1
7	SB4	1	--	--
23	SB4	--	1	--
27	SB4	--	--	1
10	SB6	--	1	--
20	SB6	1	--	--
21	SB6	1	--	--
24	SB6	--	1	--
5	SB8	--	1	--
13	SB8	1	--	--
28	SB8	--	--	1
29	SB8	--	--	1
6	SB9	--	1	--
2	SB10	1	--	--
3	SB10	1	--	--
16	SB10	--	1	--
30	SB10	--	--	1
11	SB11	--	1	--
19	SB11	1	--	--
31	SB11	--	--	1
12	SB12	--	1	--
8	SB13	1	--	--
9	SB13	1	--	--
22	SB13	--	1	--
32	SB13	--	--	1
		--	--	--
	TOTAL	12	12	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

LED MODULES SUMMARY

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
1	SB1	--	1	1	1	--	--	--
17	SB1	--	--	--	--	1	2	1
25	SB1	1	--	--	--	--	--	--
18	SB2	--	--	--	--	1	2	1
4	SB3	--	--	--	--	1	2	1
14	SB3	--	1	1	1	--	--	--
15	SB3	--	1	1	1	--	--	--
26	SB3	1	--	--	--	--	--	--
7	SB4	--	1	1	1	--	--	--
23	SB4	--	--	--	--	1	2	1
27	SB4	1	--	--	--	--	--	--
10	SB6	--	--	--	--	1	2	1
20	SB6	--	1	1	1	--	--	--
21	SB6	--	1	1	1	--	--	--
24	SB6	--	--	--	--	1	2	1
5	SB8	--	--	--	--	1	2	1
13	SB8	--	1	1	1	--	--	--
28	SB8	1	--	--	--	--	--	--
29	SB8	1	--	--	--	--	--	--
6	SB9	--	--	--	--	1	2	1
2	SB10	--	1	1	1	--	--	--
3	SB10	--	1	1	1	--	--	--
16	SB10	--	--	--	--	1	2	1
30	SB10	1	--	--	--	--	--	--
11	SB11	--	--	--	--	1	2	1
19	SB11	--	1	1	1	--	--	--
31	SB11	1	--	--	--	--	--	--
12	SB12	--	--	--	--	1	2	1
8	SB13	--	1	1	1	--	--	--
9	SB13	--	1	1	1	--	--	--
22	SB13	--	--	--	--	1	2	1
32	SB13	1	--	--	--	--	--	--
	TOTAL	8	12	12	12	12	24	12

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

EMERGENCY VEHICLE PREEMPTION SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.05 EMERGENCY VEHICLE PREEMPTION SYSTEM WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

3

VIDEO DETECTION SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.11 VIDEO DETECTION SYSTEM WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

PROJECT ID	INTERSECTION	SPV.0060.14 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

REMOVE AND REINSTALL EMERGENCY VEHICLE PREEMPTION CABLE

PROJECT ID	INTERSECTION	SPV.0060.18 REM & REINSTALL EMGY VEH PREEMPTION CABLE WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

REMOVE AND REINSTALL WIRELESS COMMUNICATION EQUIPMENT

PROJECT ID	INTERSECTION	SPV.0060.19 REMOVE & REINSTALL WIRELESS COMM EQUIPMENT WASHINGTON ST & 7TH AVE/MAIN ST EACH
1410-11-71	WASHINGTON ST & 7TH AVE/MAIN ST	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & 7TH AVE/MAIN ST
PROJECT ID: 1410-11-71
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

CONDUIT

FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	* 652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1	PB1	--	18	--
PB1	PB2	--	84	--
PB2	SB1	4	--	--
PB2	SB12	--	14	--
PB2	PB3	--	--	52
PB3	SB2	5	--	--
PB3	PB4	--	--	104
PB4	SB3	14	--	--
PB4	SB4	--	6	--
PB4	PB5	--	--	76
PB5	SB5	5	--	--
PB5	PB6	--	--	122
PB6	SB6	--	15	--
PB6	SB7	5	--	--
PB6	PB7	--	--	68
PB7	SB8	8	--	--
PB7	PB8	--	--	106
PB8	SB9	16	--	--
PB8	SB10	--	9	--
PB8	PB9	--	--	82
PB9	SB11	8	--	--
PB9	PB10	--	--	142
PB10	CB1	--	57	--
	TOTAL	65	203	752

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL REMOVALS

PROJECT ID	INTERSECTION	204.9060.S.03 REMOVING TRAFFIC SIGNALS WASHINGTON ST & RIVER RD EACH	204.9060.S.06 REMOVING LOOP DETECTOR & LEAD-IN CABLE WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1	1
	TOTAL	1	1

REMOVING PULL BOXES

PULL BOX NO.	* 653.0905 REMOVING PULL BOXES EACH	* SPV.0060.17 ABANDONING PULL BOXES EACH
PB1	1	--
PB2	1	--
PB3	1	--
PB4	1	--
PB5	1	--
PB6	1	--
PB7	1	--
PB8	1	--
PB9	1	--
PB10	1	--
PB11	1	--
PB12	1	--
PB13	1	--
PB14	1	--
PB15	1	--
PB16	1	--
PB17	1	--
PB18	1	--
PB19	1	--
PB20	--	1
PB21	--	1
PB22	1	--
PB23	--	1
PB24	1	--
PB25	1	--
PB26	1	--
PB27	1	--
PB28	1	--
PB29	--	1
PB30	--	1
PB31	--	1
PB32	--	1
TOTAL	25	7

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

FIXTURE TYPE	* 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
TRAFFIC SIGNAL, THREE SECTION	8
TRAFFIC SIGNAL, FIVE SECTION	4
TRAFFIC SIGNAL, PEDESTRIAN	8
MERCURY SWITCHES	1
TOTAL	21

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PULL BOXES

PULL BOX NO.	ALIGNMENT	STATION^	OFFSET^	* 653.0140 PULL BOXES STEEL 24x42-INCH EACH
PB1	RIVER RD	56+53.1	73.9' LT	1
PB2	RIVER RD	56+28.9	39.3' LT	1
PB3	RIVER RD	56+29.3	13.3' LT	1
PB4	RIVER RD	56+18.7	37.1' RT	1
PB5	WASHINGTON ST	215+92.3	18.2' LT	1
PB6	RIVER RD	55+21.8	28.5' RT	1
PB7	RIVER RD	55+15.0	4.4' LT	1
PB8	WASHINGTON ST	214+99.3	36.0' RT	1
PB9	WASHINGTON ST	215+02.1	5.0' LT	1
PB10	WASHINGTON ST	214+75.9	70.6' LT	1
			TOTAL	10

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

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

SIGNAL BASE NO.	TRAFFIC SIGNAL, THREE SECTION EACH	TRAFFIC SIGNAL, FIVE SECTION EACH	TRAFFIC SIGNAL, PEDESTRIAN EACH	MERCURY SWITCHES EACH
SB1	1	--	2	--
SB2	1	--	--	--
SB3	1	--	2	--
SB4	--	2	--	--
SB5	1	--	--	--
SB6	2	--	2	--
SB7	2	--	2	--
SB8	--	2	--	--
CB1	--	--	--	1
	--	--	--	--
TOTAL	8	4	8	1

REMOVING CONCRETE BASES

SIGNAL BASE NO.	* 204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
CB1	1
TOTAL	9

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	* 655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	655.0290 CABLE TRAFFIC SIGNAL 21-14 AWG L.F.
CB1	SB1	--	80	--	--
CB1	SB2	120	--	--	--
CB1	SB3	--	197	--	--
CB1	SB4	--	--	--	189
CB1	SB5	240	--	--	--
CB1	SB6	--	--	309	--
CB1	SB7	--	299	--	--
CB1	SB8	254	--	--	--
CB1	SB9	--	194	--	--
CB1	SB10	--	--	--	186
CB1	SB11	128	--	--	--
CB1	SB12	--	--	--	91
	TOTAL	742	770	309	466

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

FROM	TO	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1	SB12	91
SB12	SB1	31
SB1	SB2	61
SB2	SB3	99
SB3	SB4	32
SB4	SB5	75
SB5	SB6	110
SB6	SB7	33
SB7	SB8	74
SB8	SB9	107
SB9	SB10	39
SB10	SB11	86
SB11	CB1	128
PB1	CB1	19
PB2	SB1	17
PB3	SB2	18
PB4	SB4	19
PB5	SB5	18
PB6	SB7	18
PB7	SB8	21
PB8	SB10	22
PB9	SB11	21
PB10	CB1	31
	TOTAL	1,170

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

VIDEO DETECTION CABLE

FROM	TO	(FOR INFORMATION ONLY) VIDEO DETECTION CABLE L.F.
CB1	V1 (SB4)	259
CB1	V2 (SB12)	161
CB1	V3 (SB10)	256
CB1	V4 (SB6)	379
	TOTAL	1,055

TRAFFIC SIGNAL EVP DETECTOR CABLE

FROM	TO	(FOR INFORMATION ONLY) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1	HEAD A (SB12)	161
CB1	HEAD B (SB6)	379
CB1	HEAD C (SB10)	256
CB1	HEAD D (SB4)	259
	TOTAL	1,055

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

FROM	TO	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD IN CABLE L.F.
SB1	HEAD 1	22	--	--
SB1	HEAD 17	--	22	--
SB1	PUSH BUTTON	--	--	6
SB2	PUSH BUTTON	--	--	6
SB3	HEAD 26	15	--	--
SB3	HEAD 27	15	--	--
SB3	PUSH BUTTON	--	--	6
SB4	HEAD 4	--	71	--
SB4	HEAD 7	70	--	--
SB4	HEAD 14	70	--	--
SB4	HEAD 15	70	--	--
SB4	HEAD 18	--	71	--
SB4	HEAD 23	--	71	--
SB4	PUSH BUTTON	--	--	6
SB5	PUSH BUTTON	--	--	6
SB6	HEAD 10	--	71	--
SB6	HEAD 20	70	--	--
SB6	HEAD 21	70	--	--
SB6	HEAD 24	--	71	--
SB6	HEAD 28	15	--	--
SB6	PUSH BUTTON	--	--	6
SB7	HEAD 5	--	22	--
SB7	HEAD 13	22	--	--
SB7	HEAD 29	15	--	--
SB7	PUSH BUTTON	--	--	6
SB8	PUSH BUTTON	--	--	6
SB9	HEAD 30	15	--	--
SB9	HEAD 31	15	--	--
SB9	PUSH BUTTON	--	--	6
SB10	HEAD 2	70	--	--
SB10	HEAD 3	70	--	--
SB10	HEAD 6	--	71	--
SB10	HEAD 11	--	71	--
SB10	HEAD 16	--	71	--
SB10	HEAD 19	70	--	--
SB10	PUSH BUTTON	--	--	6
SB11	PUSH BUTTON	--	--	6
SB12	HEAD 8	70	--	--
SB12	HEAD 9	70	--	--
SB12	HEAD 12	--	71	--
SB12	HEAD 22	--	71	--
SB12	HEAD 25	15	--	--
SB12	HEAD 32	15	--	--
SB12	PUSH BUTTON	--	--	6
	TOTAL	864	754	72

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CONCRETE BASES

SIGNAL BASE NO.	ALIGNMENT	STATION^	OFFSET^	* 654.0101 CONCRETE BASES TYPE 1 EACH	* 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	* 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
SB1	RIVER RD	56+25.3	37.2' LT	1	--	--
SB2	RIVER RD	56+24.1	12.9' LT	1	--	--
SB3	RIVER RD	56+22.5	23.9' RT	1	--	--
SB4	RIVER RD	56+17.2	31.6' RT	--	1	--
SB5	WASHINGTON ST	215+87.5	18.3' LT	1	--	--
SB6	WASHINGTON ST	215+89.4	28.1' RT	--	1	--
SB7	RIVER RD	55+24.7	24.1' RT	1	--	--
SB8	RIVER RD	55+23.3	4.3' LT	1	--	--
SB9	WASHINGTON ST	215+15.5	39.0' RT	1	--	--
SB10	WASHINGTON ST	215+07.4	31.6' RT	--	1	--
SB11	WASHINGTON ST	215+09.7	4.8' LT	1	--	--
SB12	RIVER RD	56+16.5	45.5' LT	--	1	--
CB1	RIVER RD	56+52.4	80.0' LT	--	--	1
			TOTAL	8	4	1

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

PROJECT ID	INTERSECTION	656.0201.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

SIGNAL BASES, POLES, AND MAST ARMS

SIGNAL BASE NO.	* 657.0100 PEDESTAL BASES EACH	* 657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	* 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	* 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	* 657.0347 POLES TYPE 9 SPECIAL EACH	* 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	* 658.0500 PEDESTRIAN PUSH BUTTONS EACH
SB1	1	--	1	--	--	--	1
SB2	1	1	--	--	--	--	1
SB3	1	--	--	1	--	--	1
SB4	--	--	--	--	1	1	1
SB5	1	1	--	--	--	--	1
SB6	--	--	--	--	1	1	1
SB7	1	--	1	--	--	--	1
SB8	1	1	--	--	--	--	1
SB9	1	--	--	1	--	--	1
SB10	--	--	--	--	1	1	1
SB11	1	1	--	--	--	--	1
SB12	--	--	--	--	1	1	1
TOTAL	8	4	2	2	4	4	12

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

SIGNAL MOUNTING HARDWARE

PROJECT ID	INTERSECTION	658.5070.03 SIGNAL MOUNTING HARDWARE WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

PROJECT ID	INTERSECTION	661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS WASHINGTON ST & RIVER RD EACH	* 661.0300 GENERATORS DAY
1410-11-73	WASHINGTON ST & RIVER RD	1	1
	TOTAL	1	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL CABINET & CONTROLLER

PROJECT ID	INTERSECTION	SPV.0060.03 TRAFFIC SIGNAL CABINET & CONTROLLER WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

FACES

SIGNAL HEAD NO.	SIGNAL BASE NO.	* 658.0173^ TRAFFIC SIGNAL FACE 3S 12-INCH EACH	* 658.0174^ TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB1	1	--	--
17	SB1	--	1	--
26	SB3	--	--	1
27	SB3	--	--	1
4	SB4	--	1	--
7	SB4	1	--	--
14	SB4	1	--	--
15	SB4	1	--	--
18	SB4	--	1	--
23	SB4	--	1	--
10	SB6	--	1	--
20	SB6	1	--	--
21	SB6	1	--	--
24	SB6	--	1	--
28	SB6	--	--	1
5	SB7	--	1	--
13	SB7	1	--	--
29	SB7	--	--	1
30	SB9	--	--	1
31	SB9	--	--	1
2	SB10	1	--	--
3	SB10	1	--	--
6	SB10	--	1	--
11	SB10	--	1	--
16	SB10	--	1	--
19	SB10	1	--	--
8	SB12	1	--	--
9	SB12	1	--	--
12	SB12	--	1	--
22	SB12	--	1	--
25	SB12	--	--	1
32	SB12	--	--	1
TOTAL		12	12	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
* ADDITIONAL QUANTITY SHOWN ELSEWHERE

LED MODULES SUMMARY

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
1	SB1	--	1	1	1	--	--	--
17	SB1	--	--	--	--	1	2	1
26	SB3	1	--	--	--	--	--	--
27	SB3	1	--	--	--	--	--	--
4	SB4	--	--	--	--	1	2	1
7	SB4	--	1	1	1	--	--	--
14	SB4	--	1	1	1	--	--	--
15	SB4	--	1	1	1	--	--	--
18	SB4	--	--	--	--	1	2	1
23	SB4	--	--	--	--	1	2	1
10	SB6	--	--	--	--	1	2	1
20	SB6	--	1	1	1	--	--	--
21	SB6	--	1	1	1	--	--	--
24	SB6	--	--	--	--	1	2	1
28	SB6	1	--	--	--	--	--	--
5	SB7	--	--	--	--	1	2	1
13	SB7	--	1	1	1	--	--	--
29	SB7	1	--	--	--	--	--	--
30	SB9	1	--	--	--	--	--	--
31	SB9	1	--	--	--	--	--	--
2	SB10	--	1	1	1	--	--	--
3	SB10	--	1	1	1	--	--	--
6	SB10	--	--	--	--	1	2	1
11	SB10	--	--	--	--	1	2	1
16	SB10	--	--	--	--	1	2	1
19	SB10	--	1	1	1	--	--	--
8	SB12	--	1	1	1	--	--	--
9	SB12	--	1	1	1	--	--	--
12	SB12	--	--	--	--	1	2	1
22	SB12	--	--	--	--	1	2	1
25	SB12	1	--	--	--	--	--	--
32	SB12	1	--	--	--	--	--	--
TOTAL		8	12	12	12	12	24	12

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

3

TEMPORARY INFRARED EVP SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.09 TEMPORARY INFRARED EVP SYSTEM WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM

PROJECT ID	LOCATION	SPV.0060.06 EMERGENCY VEHICLE PREEMPTION SYSTEM WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

3

VIDEO DETECTION SYSTEM

PROJECT ID	INTERSECTION	SPV.0060.12 VIDEO DETECTION SYSTEM WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

REMOVE, SALVAGE, AND REINSTALL TRAFFIC SIGNAL INTERCONNECT

PROJECT ID	INTERSECTION	SPV.0060.15 REMOVE SALVAGE & REINSTALL TRAF SIG INTERCONNECT WASHINGTON ST & RIVER RD EACH
1410-11-73	WASHINGTON ST & RIVER RD	1
	TOTAL	1

ALL ITEMS CATEGORY 0010 UNLESS NOTED

WASHINGTON ST (STH 33) & RIVER RD
PROJECT ID: 1410-11-73
CITY OF WEST BEND
WASHINGTON COUNTY

PLOT DATE : 10/23/2024 PLOT BY : PLOT NAME : SXX-XXXX_mq.pdf PLOT SCALE : 1:1

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL (18, 23, 24, 26, 25)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN (#1-25)

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	▣	▢

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	☒

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS 25 MPH	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA ABBREVIATIONS

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

END RELOCATION ORDER 1410-11-21
STA. 156+00
Y = 185450.696
X = 362144.825
54.57' S & 1963.19' E
OF THE
NE COR OF SEC.
14 , T11N, R19E

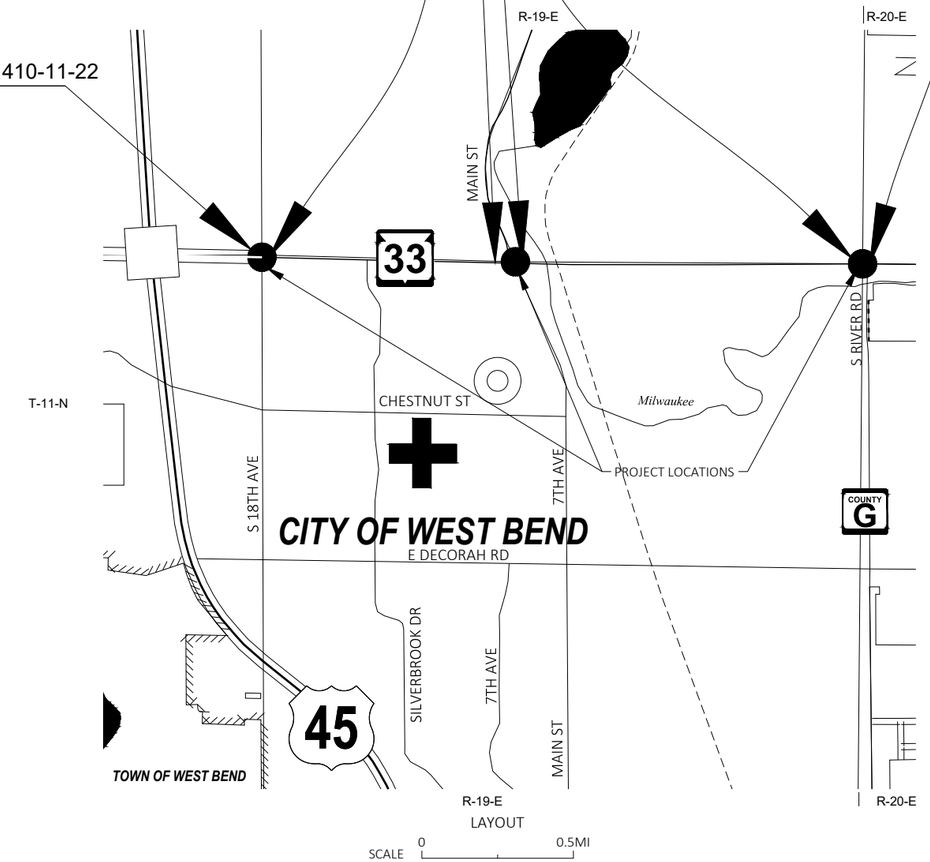
BEGIN RELOCATION ORDER 1410-11-21
STA. 150+00
Y = 185466.575
X = 361545.044
38.69' S & 1363.41' E
OF THE
NE COR OF SEC.
14, T11N, R19E

END RELOCATION ORDER 1410-11-22
STA. 114+00
Y = 185555.585
X = 357946.344
18.67' S & 404.87' E
OF THE
NW COR OF SEC.
14, T11N, R19E

BEGIN RELOCATON ORDER 1410-11-22
STA. 104+00
Y = 185570.749
X = 356946.588
3.50' S & 594.9' W
OF THE
NE COR OF SEC.
15, T11N, R19E

BEGIN RELOCATION ORDER 1410-11-23
STA. 212+00
Y = 185432.503
X = 367744.418
8.69' S & 349.36' W
OF THE
NE COR OF SEC.
13 , T11N, R19E

END RELOCATION ORDER 1410-11-23
STA. 222+00
Y = 185434.139
X = 368744.377
7.05' S & 650.60' E
OF THE
NW COR OF SEC.
18 , T11N, R20E



LAYOUT

SCALE 0 0.5MI

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1410-11-21, 1410-11-22 , 1410-11-23		
FEDERAL PROJECT NUMBER	1	6
1410-11-71, 1410-11-72 , 1410-11-73		

PLAT OF RIGHT OF WAY REQUIRED FOR

STH 33

S.18TH AVE. TO N. RIVER RD.

STH 33	WASHINGTON

CONSTRUCTION PROJECT NUMBER
1410-11-71, 1410-11-72 , 1410-11-73

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT, UNDER THE DIRECTION OF WISDOT SE REGION.

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.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO 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 FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. 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.

T-11-N INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

DATE: 2/2/2024

LAND SURVEYOR

REVISION DATE	City of West Bend
04/08/24	APPROVED FOR THE CITY OF WEST BEND
	DATE: _____ (Signatur

FILE NAME : S:\5168916\DWG\1410-11-21\PLAT\TITLE SHEET.DWG PLOT DATE : 4/9/2024 7:09 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME :

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED ACRES			T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES
				NEW	EXISTING	TOTAL		
1	4.04	MCDONALD'S CORP.	TLE	-	-	-	0.0078	-
2	4.04	WHITNALL GARDEN WB LLC AND LAYTON SOUTH WB LLC	FEE, TLE	0.0290	-	0.0290	0.0568	-
3	4.04	KWIK TRIP INC.	FEE, TLE	0.0042	-	0.0042	0.0159	-
4	4.04	FIRST BANK FINANCIAL CENTER	FEE, TLE	0.0033	-	0.0033	0.0065	-
5	4.05	DISTRICT WB LLC	FEE,TLE	0.0004	-	0.0004	0.0597	-
6	4.05	CITY OF WEST BEND	TLE	-	-	-	0.0118	-
7	4.05	LAWRENCE T. PORTER DDS.	TLE	-	-	-	0.0089	-
8	4.06	ST. VINCENT DEPAUL SOCIETY OF WASHINGTON CO., INC.	TLE	-	-	-	0.0034	-
9	4.06	HETZEL HOLDINGS, LLC	TLE	-	-	-	0.0069	-
11	4.06	CITY OF WEST BEND	TLE	-	-	-	0.0080	-
12	4.06	CITY OF WEST BEND	TLE	-	-	-	0.0165	-
13	4.06	CITY OF WEST BEND	FEE, TLE	0.0015	-	0.0015	0.0071	-

UTILITY NUMBER	SHEET	NAME	INTEREST
100(2)	4.04, 4.05, 4.06	WE ENERGIES- ELECTRIC	RELEASE OF RIGHTS
101(2)	4.04 4.06	WE ENERGIES - GAS	RELEASE OF RIGHTS
103(2)	4.04, 4.06	SPECTRUM - TV	RELEASE OF RIGHTS
105(2)	4.06	AT&T WISCONSIN	RELEASE OF RIGHTS

4

REVISION DATE				DATE 02/02/24	SCALE, FEET	HWY: STH 33 - WASHINGTON ST.	STATE R/W PROJECT NUMBER 1410-11-21, 1410-11-22 1410-11-23	PLAT SHEET 4.02	
04/08/24				GRID FACTOR	0	COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-11-71, 1410-11-72 1410-11-73	PS&E SHEET 250	E

FILE NAME : 7TH AVENUE.DWG
LAYOUT NAME - 4.02

PLOT DATE : 4/12/2024 8:00 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :

4

GN

CONCRETE MONUMENT WITH ALUMINUM CAP
N=188089.953
E=368077.598

CONCRETE MONUMENT WITH BRASS CAP
N=188212.550
E=357525.976

CONCRETE MONUMENT WITH ALUMINUM CAP
N=185505.265
E=360181.631

CONCRETE MONUMENT WITH BRASS CAP
N=185442.020
E=362821.063

CONCRETE MONUMENT WITH ALUMINUM CAP
N=185625.3320
E=354895.0840

CONCRETE MONUMENT WITH BRASS CAP
N=185441.190
E=368093.781

N. 18TH AVE

W. WASHINGTON ST

SE-SE

SW-SW

BEGIN PROJECT 1410-11-72
STA 104+00
Y: 185570.749
X: 356946.588

END PROJECT 1410-11-72
STA 114+00
Y: 185555.585
X: 357946.344

NE-NE

NW-NW

CONCRETE MONUMENT WITH ALUMINUM CAP
N=185574.252
E=357541.476

CONCRETE MONUMENT WITH BRASS CAP
N=182.928.889
E=357542.636

BEGIN PROJECT 1410-11-71
STA 150+00
Y: 185466.575
X: 361545.044

N. 7TH AVE

END PROJECT 1410-11-71
STA 156+00
Y: 185450.696
X: 362144.825

CONCRETE MONUMENT WITH ALUMINUM CAP
N=185441.897
E=365460.469

N. RIVER RD

BEGIN PROJECT 1410-11-73
STA 212+00
Y: 185432.503
X: 367744.418

END PROJECT 1410-11-73
STA 222+00
Y: 185434.139
X: 368744.377

E. WASHINGTON ST

S. RIVER RD

CONCRETE MONUMENT WITH BRASS CAP
N=185426.400
E=370817.372

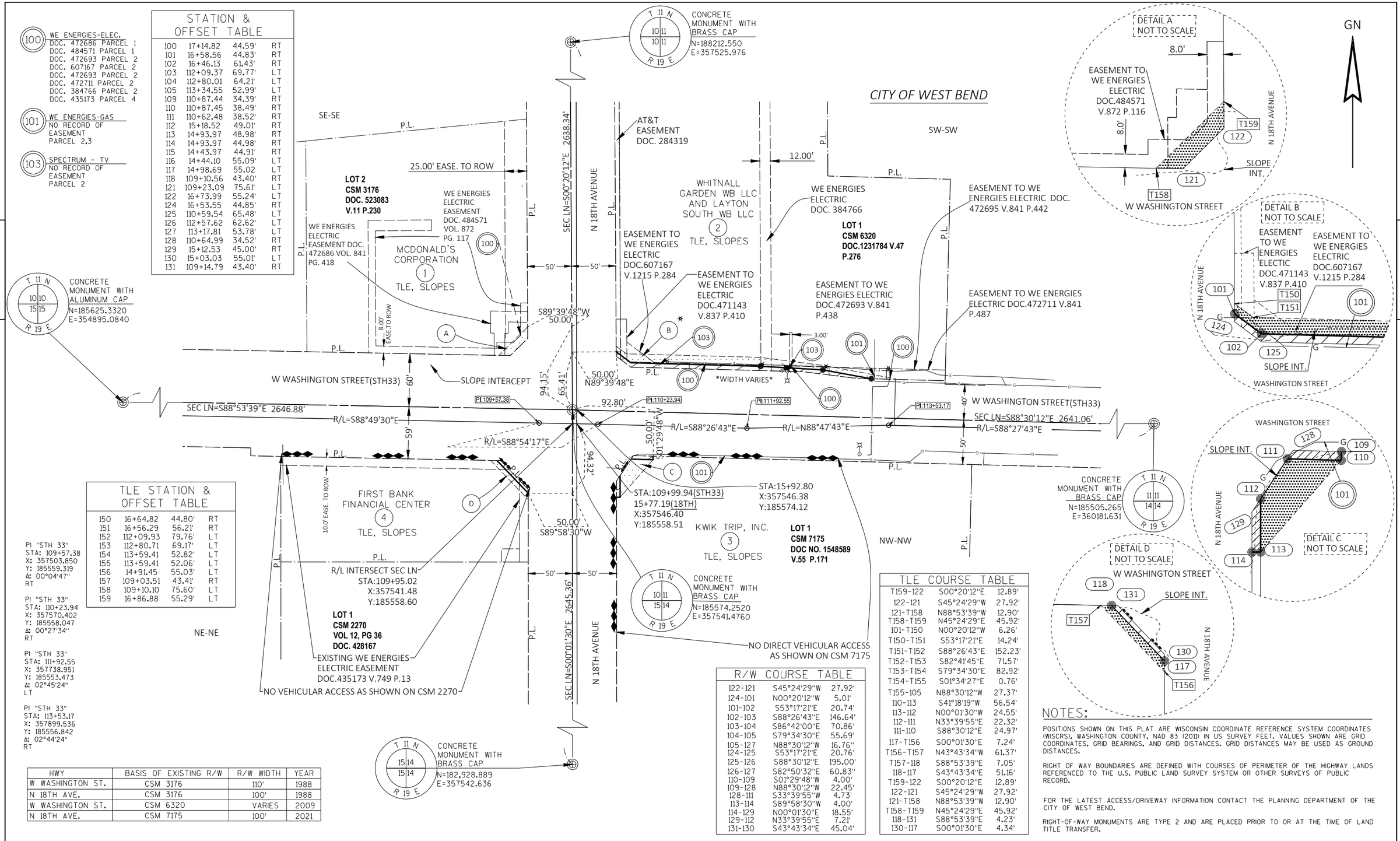
CONCRETE MONUMENT WITH BRASS CAP
N=182787.791
E=368115.056

CITY OF WEST BEND

REVISION DATE	DATE 02/02/24	SCALE, FEET 0 500 1000	HWY: STH 33 - WASHINGTON ST.	STATE R/W PROJECT NUMBER 1410-11-21, 1410-11-22 1410-11-23	PLAT SHEET 4.03	
	GRID FACTOR 0.99999733		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-11-71, 1410-11-72 1410-11-73	PS&E SHEET 251	E

FILE NAME : LOCATION MAP.DWG
LAYOUT NAME - 4.03 LOCATION MAP

PLOT DATE : 2/8/2024 11:14 AM PLOT BY : RATZBURG, MICHAEL PLOT NAME : PLOT SCALE :



STATION & OFFSET TABLE			
100	17+14.82	44.59'	RT
101	16+58.56	44.83'	RT
102	16+46.13	61.43'	RT
103	112+09.37	69.77'	LT
104	112+80.01	64.21'	LT
105	113+34.55	52.99'	LT
109	110+87.44	34.39'	RT
110	110+87.45	38.49'	RT
111	110+62.48	38.52'	RT
112	15+18.52	49.01'	RT
113	14+93.97	48.98'	RT
114	14+93.97	44.98'	RT
115	14+43.97	44.91'	RT
116	14+44.10	55.09'	LT
117	14+98.69	55.02	LT
118	109+10.56	43.40'	RT
121	109+23.09	75.61'	LT
122	16+73.99	55.24'	LT
124	16+53.55	44.85'	RT
125	110+59.54	65.48'	LT
126	112+57.62	62.62'	LT
127	113+17.81	53.78'	LT
128	110+64.99	34.52'	RT
129	15+12.53	45.00'	RT
130	15+03.03	55.01'	LT
131	109+14.79	43.40'	RT

TLE STATION & OFFSET TABLE			
150	16+64.82	44.80'	RT
151	16+56.29	56.21'	RT
152	112+09.93	79.76'	LT
153	112+80.71	69.17'	LT
154	113+59.41	52.82'	LT
155	113+59.41	52.06'	LT
156	14+91.45	55.03'	LT
157	109+03.51	43.41'	RT
158	109+10.10	75.60'	LT
159	16+86.88	55.29'	LT

PI "STH 33"
STA: 109+57.38
X: 357503.850
Y: 185559.319
Δ: 00°04'47"
RT

PI "STH 33"
STA: 110+23.94
X: 357570.402
Y: 185558.047
Δ: 00°27'34"
RT

PI "STH 33"
STA: 111+92.55
X: 357738.951
Y: 185553.473
Δ: 02°45'24"
LT

PI "STH 33"
STA: 113+53.17
X: 357899.536
Y: 185556.842
Δ: 02°44'24"
RT

R/W COURSE TABLE			
122-121	S45°24'29"W	27.92'	
124-101	N00°20'12"W	5.01'	
101-102	S53°17'21"E	20.74'	
102-103	S88°26'43"E	146.64'	
103-104	S86°42'00"E	70.86'	
104-105	S79°34'30"E	55.69'	
105-127	N88°30'12"W	16.76"	
124-125	S53°17'21"E	20.76'	
125-126	S88°30'12"E	195.00'	
126-127	S82°50'32"E	60.83"	
110-109	S01°29'48"W	4.00'	
109-128	N88°30'12"W	22.45'	
128-111	S33°39'55"W	4.73'	
113-114	S89°58'30"W	4.00'	
114-129	N00°01'30"E	18.55'	
129-112	N33°39'55"E	7.21'	
131-130	S43°43'34"E	45.04'	

TLE COURSE TABLE		
T159-122	S00°20'12"E	12.89'
122-121	S45°24'29"W	27.92'
121-T158	N88°53'39"W	12.90'
T158-T159	N45°24'29"E	45.92'
101-T150	N00°20'12"W	6.26'
T150-T151	S53°17'21"E	14.24'
T151-T152	S88°26'43"E	152.23'
T152-T153	S82°41'45"E	71.57'
T153-T154	S79°34'30"E	82.92'
T154-T155	S01°34'27"E	0.76'
T155-105	N88°30'12"W	27.37'
110-113	S41°18'19"W	56.54'
113-112	N00°01'30"W	24.55'
112-111	N33°39'55"E	22.32'
111-110	S88°30'12"E	24.97'
117-T156	S00°01'30"E	7.24'
T156-T157	N43°43'34"W	61.37'
T157-118	S88°53'39"E	7.05'
118-117	S43°43'34"E	51.16'
T159-122	S00°20'12"E	12.89'
122-121	S45°24'29"W	27.92'
121-T158	N88°53'39"W	12.90'
T158-T159	N45°24'29"E	45.92'
118-131	S88°53'39"E	4.23'
130-117	S00°01'30"E	4.34'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
W WASHINGTON ST.	CSM 3176	110'	1988
N 18TH AVE.	CSM 3176	100'	1988
W WASHINGTON ST.	CSM 6320	VARIES	2009
N 18TH AVE.	CSM 7175	100'	2021

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

REVISION DATE 04/08/24	DATE 02/02/24	SCALE, FEET 0 25 50	HWY: 18TH AVE. & WASHINGTON ST.	STATE R/W PROJECT NUMBER 1410-11-22	PLAT SHEET 4.04	
	GRID FACTOR 0.99999733		COUNTY: WASHINGTON COUNTY	CONSTRUCTION PROJECT NUMBER 1410-11-72	PS&E SHEET 252	E

FILE NAME : 18TH AND RIVER.DWG
LAYOUT NAME - 4.04
PLOT DATE : 4/11/2024 12:25 PM
PLOT BY : YANG, FLASCHE
PLOT NAME :
PLOT SCALE :

WISDOT/CADDS SHEET 75

S:\516891\6\dwg\1410-11-21\Plat\1410-11-22\18TH and RIVER.dwg, 4.04, 4/11/2024 12:25:47 PM, FNY

4

(100) WE ENERGIES-ELEC.
NO RECORD
OF EASEMENT
PARCEL 6

STATION & OFFSET TABLE			
200	153+97.57	41.84'	RT
201	34+02.15	62.77'	RT
203	33+64.72	37.34'	LT
204	34+32.38	37.31'	LT
205	152+16.00	43.86'	RT
209	36+59.02	50.66'	RT
210	153+68.81	70.21'	LT
211	154+50.45	61.88'	LT
212	155+51.78	53.39'	LT
213	155+49.67	57.93'	LT
214	35+87.42	81.24'	RT
215	153+90.90	79.51'	LT
216	154+55.19	61.71'	LT
217	154+80.04	60.00'	LT
218	155+46.25	53.39'	LT
219	153+72.98	71.96'	LT
220	35+64.08	91.21'	RT

TLE STATION & OFFSET TABLE			
T250	153+99.82	46.66'	RT
T251	34+00.35	67.43'	RT
T252	33+93.04	64.61'	RT
T253	33+94.84	59.95'	RT
T254	34+14.72	37.32'	LT
T255	34+14.88	44.32'	LT
T256	34+28.63	44.31'	LT
T257	152+16.21	63.21'	RT
T258	152+02.76	43.87'	RT

CITY OF WEST BEND

GN

DETAIL NOT TO SCALE

EP:37+37.00
X: 361820.129
Y: 185706.048

DISTRICT WB LLC
(5)
TLE, SLOPES

SE-SE

STA 152+76.65 (STH 33) =
34+90.32 (7TH AVE)
X: 361821.597
Y: 185459.369
TO SEC LN:
N00°20'27"W 6.60'

R/L = N00°20'27"W
N. 7TH AVE

SLOPE INTERCEPT

PARCEL 1
CSM 7131
DOC.1535963
V.55 P.11

BLOCK 3
ORIGINAL PLAT OF
WEST BEND

1579.93'

STA 152+15.98
X: 361760.958
Y: 185461.283
TO SEC LN:
N01°22'21"E 6.14'

P.L.

CONCRETE MONUMENT WITH ALUMINUM CAP
N=185505.265
E=360181.631
T 11 N
11 | 11
14 | 14
R 19 E

SEC LN=S88°37'39"E 2640.19'

W. WASHINGTON ST(STH 33)

R/L = S88°35'45"E

PI:152+51.24

R/L = S87°37'54"E

S01°22'21"W 50.00'

S01°22'21"W 62.85'

PI:153+17.99

28.68'

R/L = S88°35'06"E

878.71'

PI:156+48.96

R/L = S88°02'09"E

W. WASHINGTON ST(STH33)

CONCRETE MONUMENT WITH BRASS CAP
N=185442.020
E=362821.063
T 11 N
11 | 12
14 | 13
R 19 E

S01°22'21"W 49.21'

STA 153+97.54
X: 361942.427
Y: 185455.696
TO SEC LN:
N01°22'21"E 7.38'

P.L.

CITY OF WEST BEND
(6)
TLE, SLOPES

STA 33+64.72
X: 361822.344 (203)
Y: 185333.769

S89°39'33"W 42.66'

S89°39'33"W 37.34'

80'

BLOCK 3
ORIGINAL PLAT
OF WEST BEND

BLOCK 2
ORIGINAL PLAT OF
WEST BEND

BLOCK 2
WEIL'S ADD'N

NE-NE

80'

N. MAIN ST

(7)
TLE, SLOPES
LAWRENCE T.
PORTER, DDS

N. 7TH AVE

STA 33+49.98
X: 361822.431
Y: 185319.030

BP:30+00.00
X: 361824.513
Y: 184969.057

W. WASHINGTON ST
SLOPE INTERCEPT
N. 7TH AVE
DETAIL NOT TO SCALE

PI STA: 152+51.24
X: 361796.204
Y: 185460.419
Δ: 00°57'51" RT

PI STA: 153+17.99
X: 361862.901
Y: 185457.661
Δ: 00°57'11" LT

PI STA: 156+48.96
X: 362193.775
Y: 185449.488
Δ: 00°32'57" RT

W. WASHINGTON ST
SLOPE INTERCEPT
N. MAIN ST
DETAIL NOT TO SCALE

R/W CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
201-200	74.29'	67.63'	N53°11'47"E	70.61'
219-220	9.10'	59.00'	N53°19'27"W	9.09'

TLE CURVE TABLE				
COURSE	LENGTH	RADIUS	CHORD BEARING	CHORD
T250-T251	70.62'	60.79'	S54°01'20"W	66.72'
201-200	74.29'	67.63'	N53°11'47"E	70.61'

TLE COURSE TABLE		
219-210	S68°34'43"W	4.53'
210-220	N23°28'10"W	7.72'
220-214	N23°28'10"W	25.38'
214-213	S76°19'56"E	199.32'
213-212	S23°34'40"E	5.00'
212-218	N88°37'50"W	5.53'
218-217	N82°52'52"W	66.54'
217-216	N84°39'55"W	24.91'
216-211	N86°26'58"W	4.74'
211-215	N72°05'48"W	62.10'
215-219	S68°34'43"W	19.44'
219-220	SEE CURVE DATA	
200-T250	S23°34'40"E	5.32'
T250-T251	S20°44'34"W	7.83'
T251-T252	SEE CURVE DATA	
T252-T253	N69°15'26"W	5.00'
T253-201	N20°44'34"E	7.83'
201-200	SEE CURVE DATA	
205-204	S56°43'22"E	29.57'
204-T254	S00°18'57"E	17.66'
T254-T255	N89°00'15"W	7.00'
T255-T256	N00°18'57"W	13.75'
T256-T257	N87°51'46"W	18.03'
T257-T258	N33°24'42"W	23.56'
T258-205	S88°37'39"E	13.24'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
W. WASHINGTON ST	RW PROJ. ID 1410-01-20	VARIES	1991
N. 18TH AVE	RW PROJ. ID 1410-01-20	VARIES	1991
N. 18TH AVE	ORIGNAL PLAT OF WEST BEND	80'	1846
N. MAIN ST	WEIL'S ADD'N	80'	1853

NOTES:

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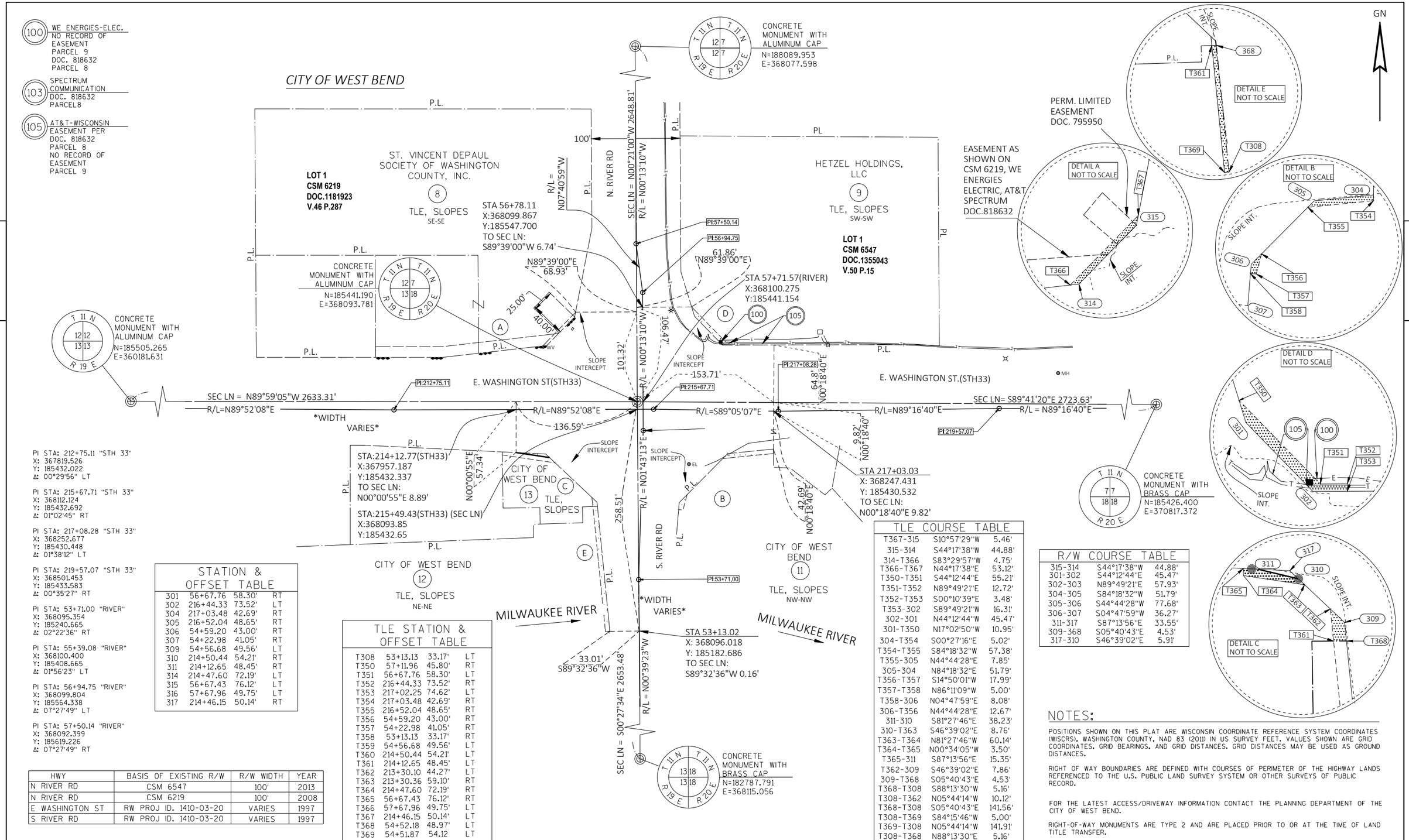
REVISION DATE 04/08/24	DATE 02/02/24	SCALE, FEET 0 25 50	HWY: N.7TH AVE. & WASHINGTON ST.
	GRID FACTOR 0.99999733		COUNTY: WASHINGTON COUNTY

STATE R/W PROJECT NUMBER	1410-11-21	PLAT SHEET 4.05
CONSTRUCTION PROJECT NUMBER	1410-11-71	PS&E SHEET 253 E

FILE NAME : 7TH AVENUE.DWG
LAYOUT NAME - 4.05

PLOT DATE : 4/11/2024 12:27 PM PLOT BY : YANG, FLASCHE PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75



PI STA: 212+75.11 "STH 33"
X: 367819.526
Y: 185432.022
Δ: 00°29'56" LT

PI STA: 215+67.71 "STH 33"
X: 368112.124
Y: 185432.692
Δ: 01°02'45" RT

PI STA: 217+08.28 "STH 33"
X: 368252.677
Y: 185430.448
Δ: 01°38'12" LT

PI STA: 219+57.07 "STH 33"
X: 368501.453
Y: 185433.583
Δ: 00°35'27" RT

PI STA: 53+71.00 "RIVER"
X: 368095.354
Y: 185240.665
Δ: 02°22'36" RT

PI STA: 55+39.08 "RIVER"
X: 368100.400
Y: 185408.665
Δ: 01°56'23" LT

PI STA: 56+94.75 "RIVER"
X: 368099.804
Y: 185564.338
Δ: 07°27'49" LT

PI STA: 57+50.14 "RIVER"
X: 368092.399
Y: 185619.226
Δ: 07°27'49" RT

STATION & OFFSET TABLE			
301	56+67.76	58.30'	RT
302	216+44.33	73.52'	LT
304	217+03.48	42.69'	RT
305	216+52.04	48.65'	RT
306	54+59.20	43.00'	RT
307	54+22.98	41.05'	RT
309	54+56.68	49.56'	LT
310	214+50.44	54.21'	RT
311	214+12.65	48.45'	RT
314	214+47.60	72.19'	LT
315	56+67.43	76.12'	RT
316	57+67.96	49.75'	LT
317	214+46.15	50.14'	RT

TLE STATION & OFFSET TABLE			
T308	53+13.13	33.17'	LT
T350	57+11.96	45.80'	RT
T351	56+67.76	58.30'	LT
T352	216+44.33	73.52'	RT
T353	217+02.25	74.62'	LT
T354	217+03.48	42.69'	RT
T355	216+52.04	48.65'	RT
T356	54+59.20	43.00'	RT
T357	54+22.98	41.05'	RT
T358	53+13.13	33.17'	RT
T359	54+56.68	49.56'	LT
T360	214+50.44	54.21'	LT
T361	214+12.65	48.45'	LT
T362	213+30.10	44.27'	LT
T363	213+30.36	59.10'	RT
T364	214+47.60	72.19'	RT
T365	56+67.43	76.12'	RT
T366	57+67.96	49.75'	LT
T367	214+46.15	50.14'	LT
T368	54+52.18	48.97'	LT
T369	54+51.87	54.12	LT

TLE COURSE TABLE		
T367-315	S10°57'29"W	5.46'
315-314	S44°17'38"W	44.88'
314-T366	S83°29'57"W	4.75'
T366-T367	N44°17'38"E	53.12'
T350-T351	S44°12'44"E	55.21'
T351-T352	N89°49'21"E	12.72'
T352-T353	S00°10'39"E	3.48'
T353-302	S89°49'21"W	16.31'
302-301	N44°12'44"W	45.47'
301-T350	N17°02'50"W	10.95'
304-T354	S00°27'16"E	5.02'
T354-T355	S84°18'32"W	57.38'
T355-305	N44°44'28"E	7.85'
305-304	N84°18'32"E	51.79'
T356-T357	S14°50'01"W	17.99'
T357-T358	N86°11'09"W	5.00'
T358-306	N04°47'59"E	8.08'
306-T356	N44°44'28"E	12.67'
311-310	S81°27'46"E	38.23'
310-T363	S46°39'02"E	8.76'
T363-T364	N81°27'46"W	60.14'
T364-T365	N00°34'05"W	3.50'
T365-311	S87°13'56"E	15.35'
T362-309	S46°39'02"E	7.86'
309-T368	S05°40'43"E	4.53'
T368-T308	S88°13'30"W	5.16'
T308-T362	N05°44'14"W	10.12'
T368-T308	S05°40'43"E	141.56'
T308-T369	S84°15'46"W	5.00'
T369-T308	N05°44'14"W	141.91'
T308-T368	N88°13'30"E	5.16'

R/W COURSE TABLE		
315-314	S44°17'38"W	44.88'
301-302	S44°12'44"E	45.47'
302-303	N89°49'21"E	57.93'
304-305	S84°18'32"W	51.79'
305-306	S44°44'28"W	77.68'
306-307	S04°47'59"W	36.27'
311-317	S87°13'56"E	33.55'
309-368	S05°40'43"E	4.53'
317-310	S46°39'02"E	5.91'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
N RIVER RD	CSM 6547	100'	2013
N RIVER RD	CSM 6219	100'	2008
E WASHINGTON ST	RW PROJ ID. 1410-03-20	VARIES	1997
S RIVER RD	RW PROJ ID. 1410-03-20	VARIES	1997

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WASHINGTON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

REVISION DATE 04/08/24

DATE 02/02/24

GRID FACTOR 0.99999733

SCALE, FEET 0 25 50

HWY:S.RIVER RD. & WASHINGTON ST.

COUNTY: WASHINGTON COUNTY

STATE R/W PROJECT NUMBER 1410-11-23

CONSTRUCTION PROJECT NUMBER 1410-11-73

PLAT SHEET 4.06

PS&E SHEET 254 E

FILE NAME : 18TH AND RIVER.DWG
LAYOUT NAME - 4.06

PLOT DATE : 4/11/2024 12:30 PM PLOT BY : YANG, FLASCHE PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

Standard Detail Drawing List

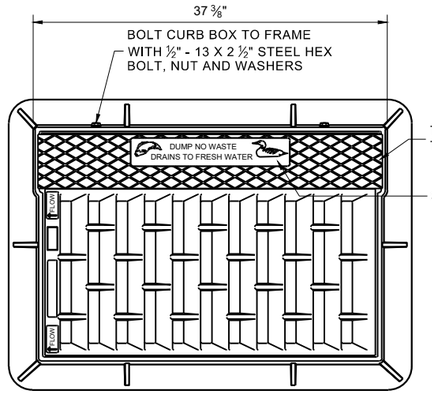
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09C	TYPE 9 SPECIAL POLE 40' MONOTUBE ARM
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-08A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

6

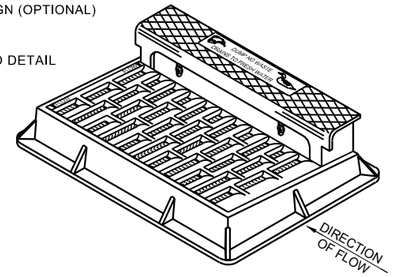
Standard Detail Drawing List

15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08C	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
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
15D50-03A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-03B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

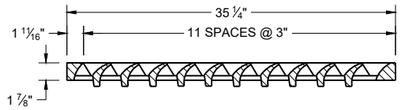
6

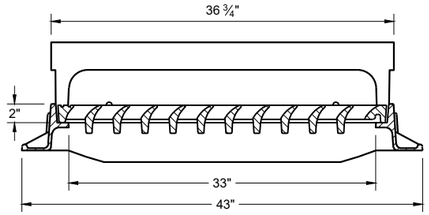


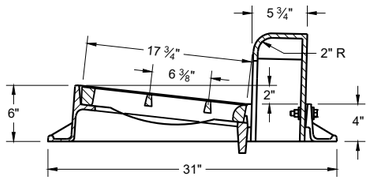
NOTE: EITHER CASTING IS ACCEPTABLE

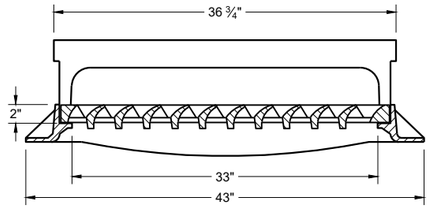


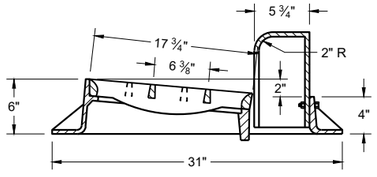
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







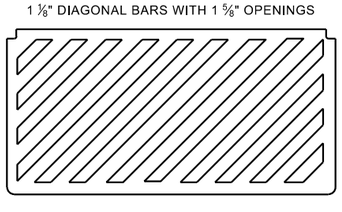




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

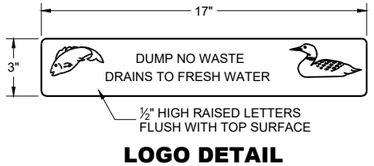
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



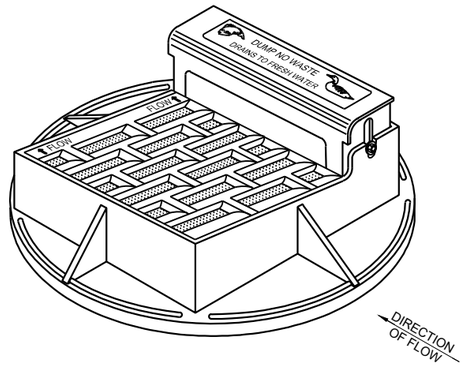
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

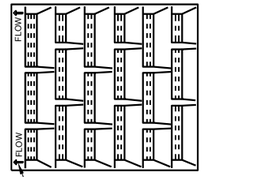


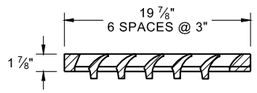
LOGO DETAIL

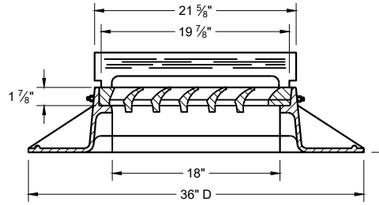


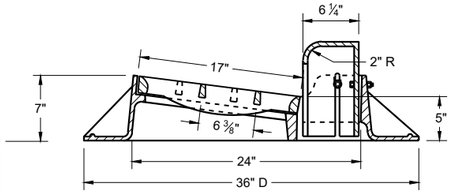
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



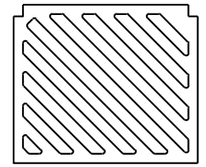






TYPE "A"

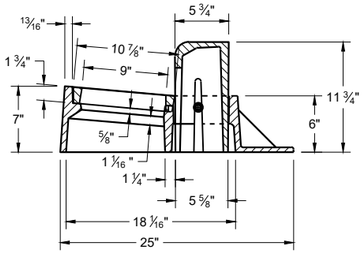
1" DIAGONAL BARS WITH 1 1/2" OPENINGS

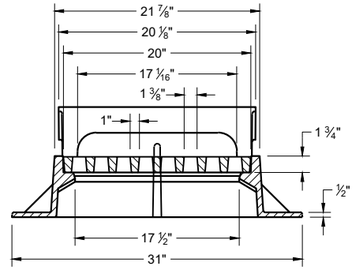


SPECIAL GRATE FOR TYPE "A" COVER

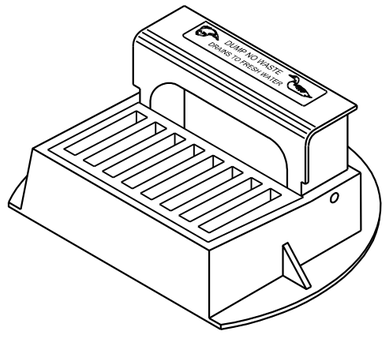
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



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.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

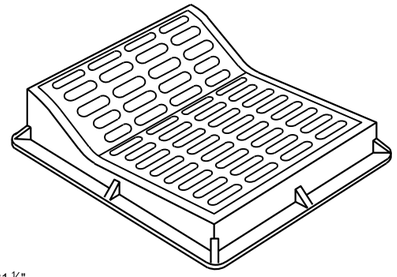
SDD 08A05-21a

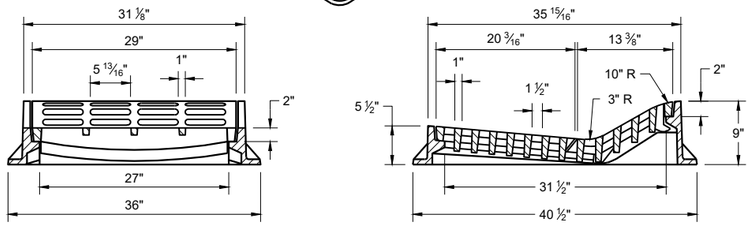
SDD 08A05-21a

GENERAL NOTES

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

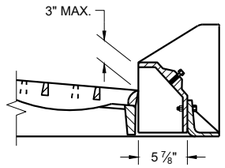
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

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

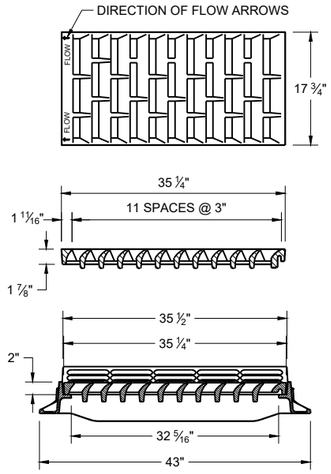


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

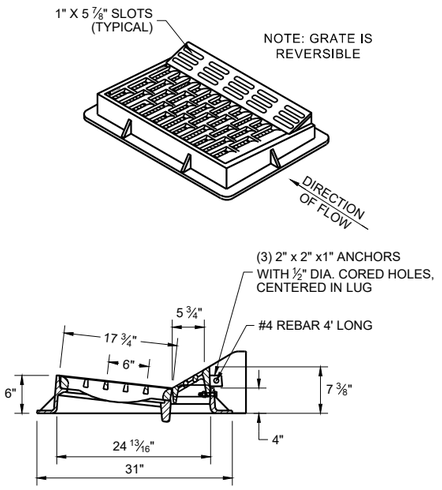
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



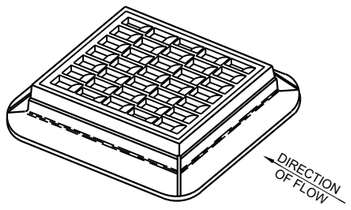
TYPE "HM"

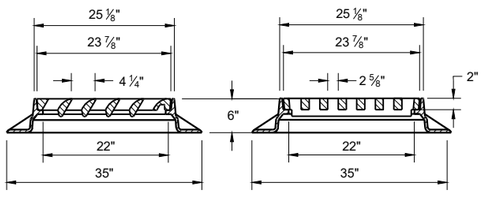
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



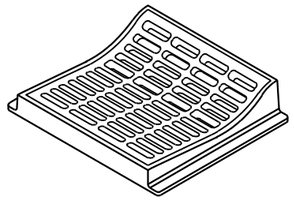
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

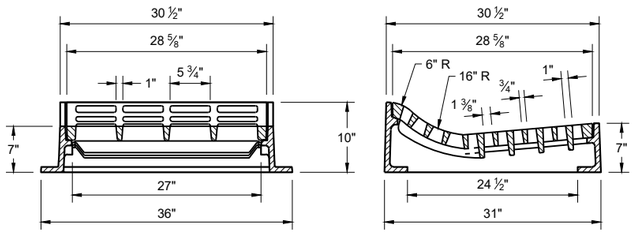
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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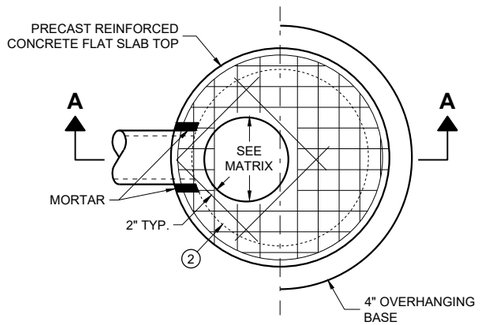
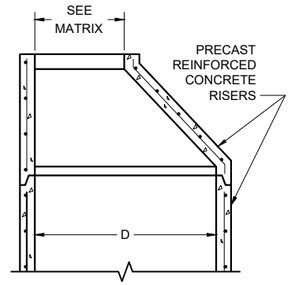
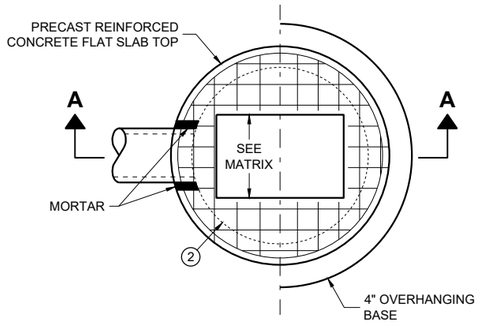
6
SDD 08A05-21c



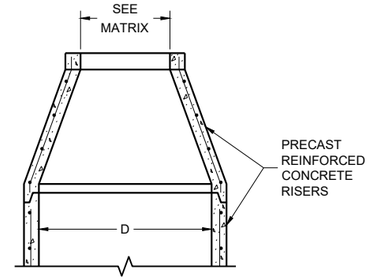
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

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

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

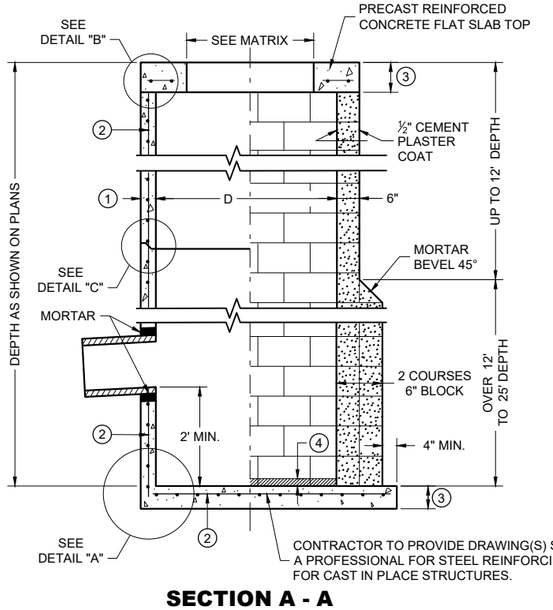
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

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

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

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

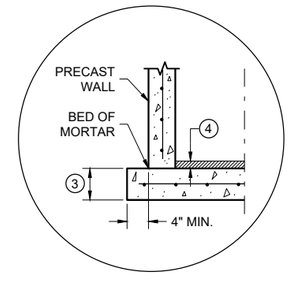
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



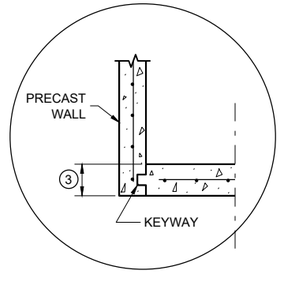
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

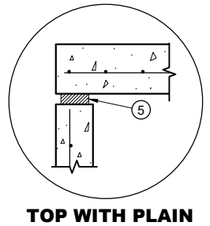


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

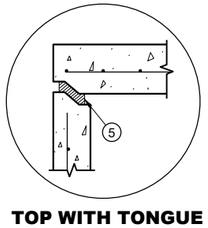


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

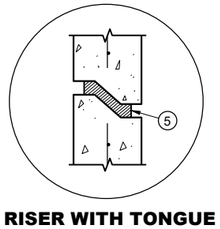
DETAIL "A"



TOP WITH PLAIN END JOINT

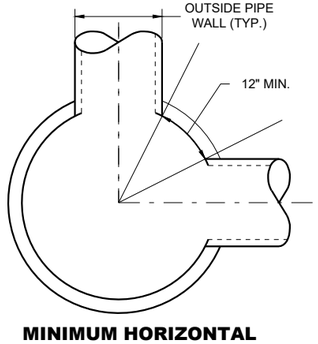


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

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



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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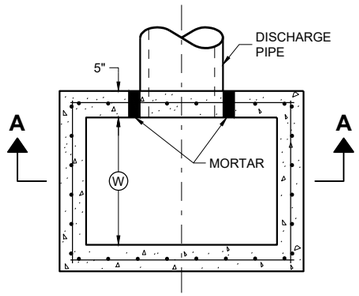
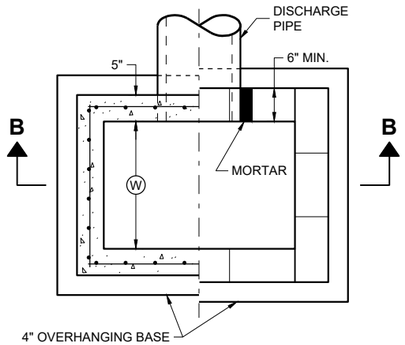
6
SDD 08A08-03



PLAN VIEW



PLAN VIEW

GENERAL NOTES

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

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

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

ALL PRECAST CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

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

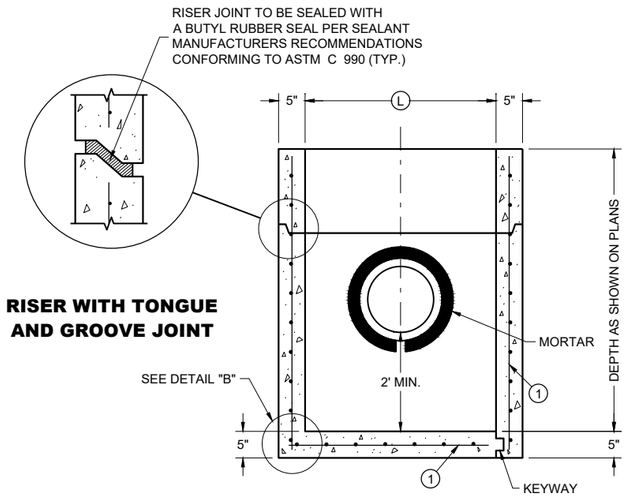
(3) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

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

PIPE MATRIX

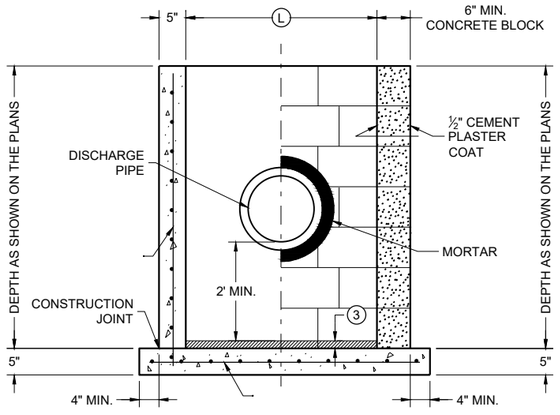
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W)(IN)	LENGTH (L)(IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

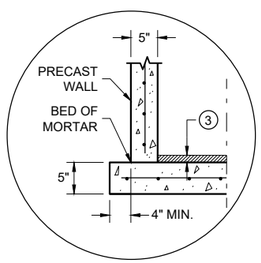
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

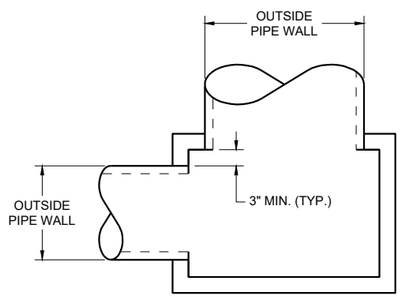
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

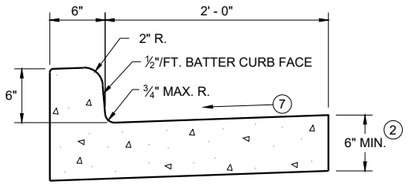
CATCH BASINS
2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

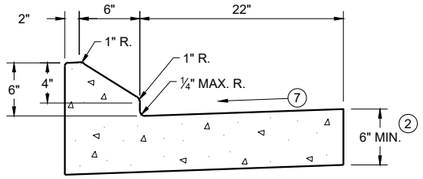
APPROVED
December 2023 — DATE
/S/ RODNEY TAYLOR — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

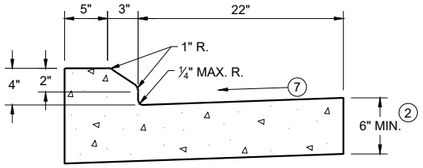
SDD 08A09-03



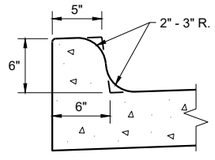
TYPES A (1) & D



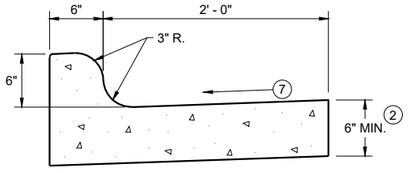
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

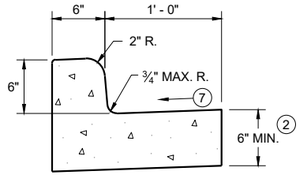


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



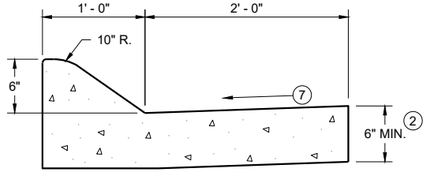
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

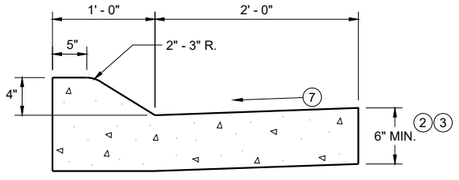


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

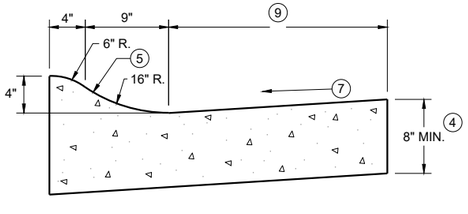


6" SLOPED CURB TYPES A (1) & D



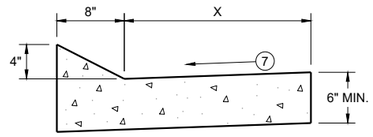
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

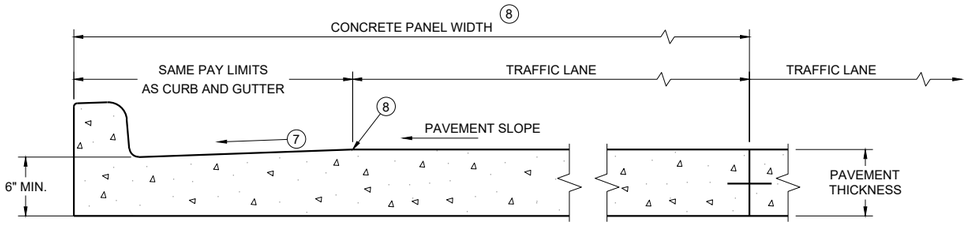


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

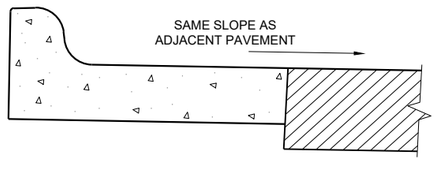
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

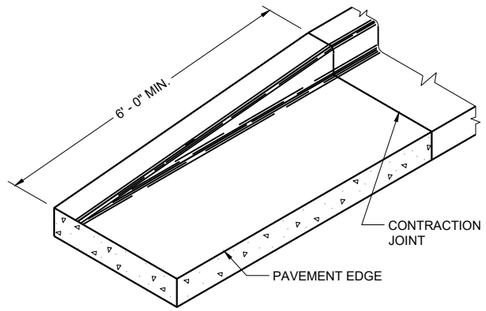
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

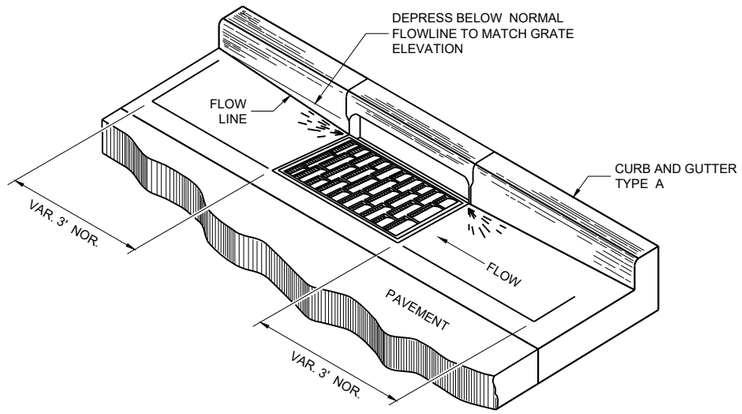
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

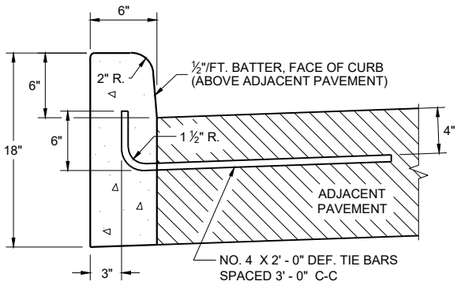
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

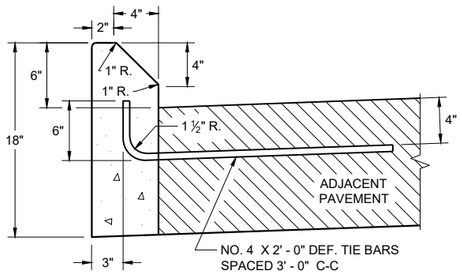
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

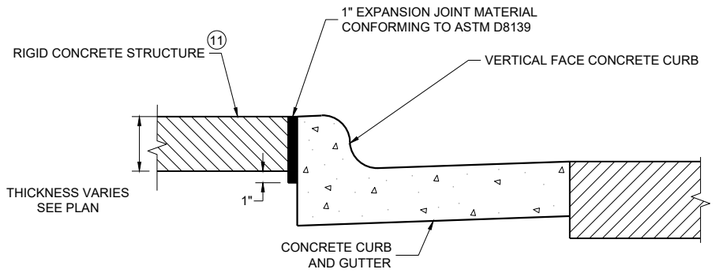


TYPES A (1) & D

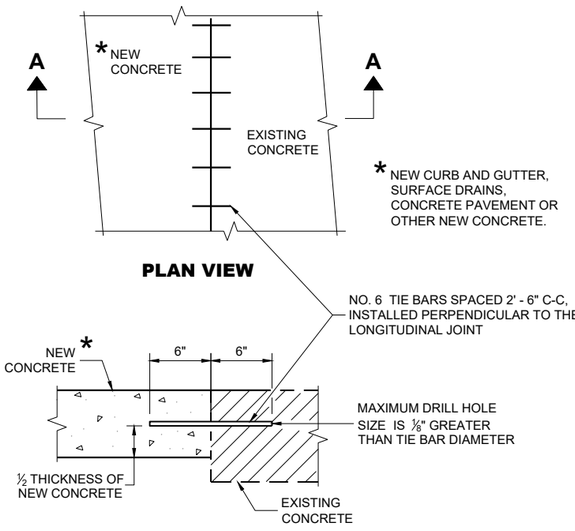


TYPES G (1) & J

CONCRETE CURB



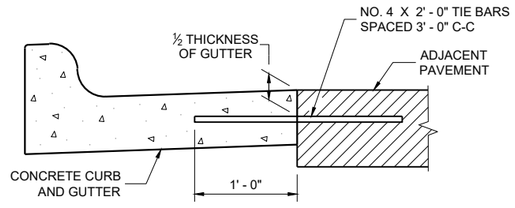
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



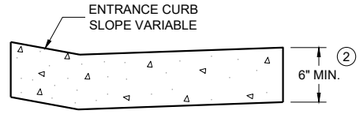
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

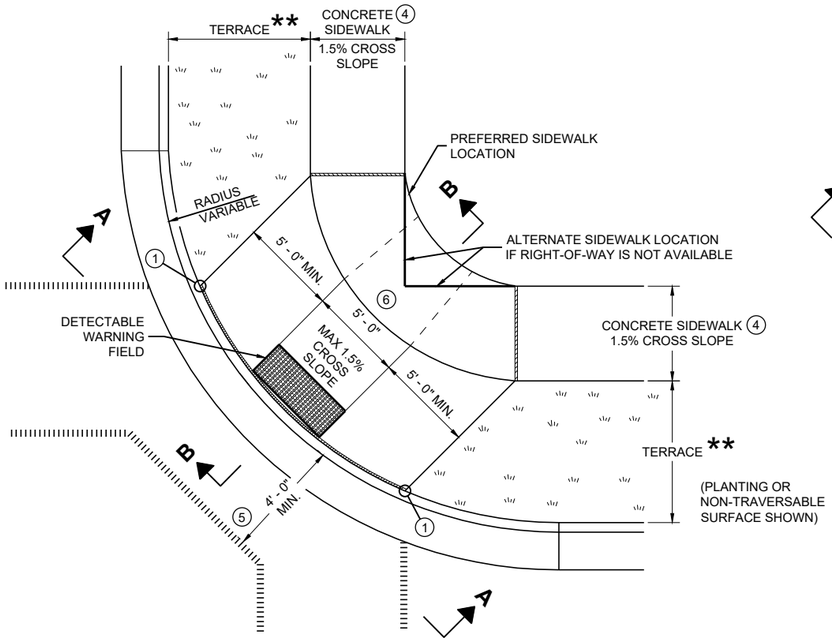
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

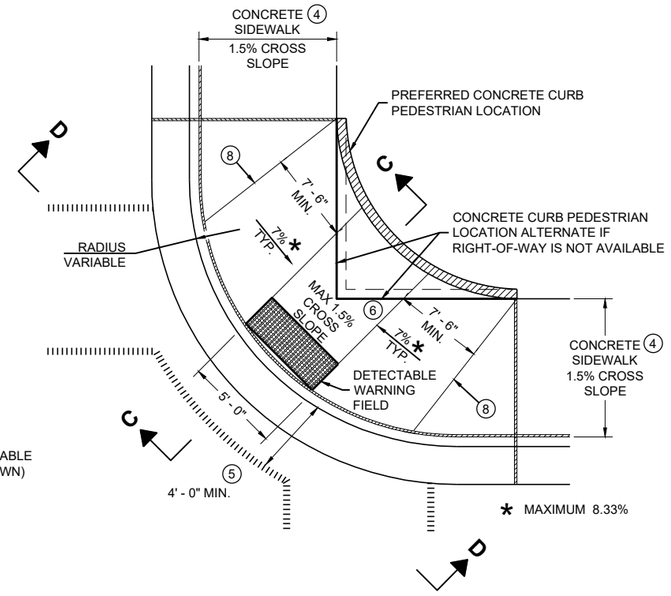
FHWA



PLAN VIEW

CURB RAMP TYPE 1

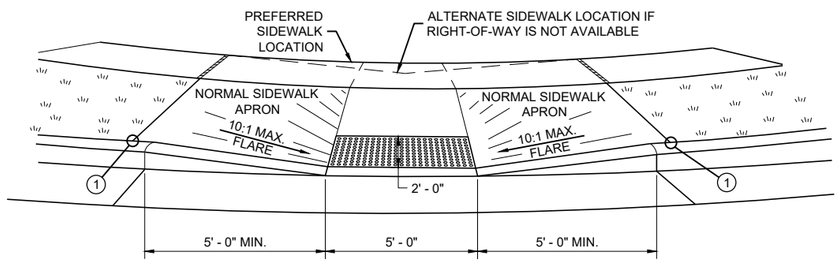
(CENTER OF CORNER RADIUS)



PLAN VIEW

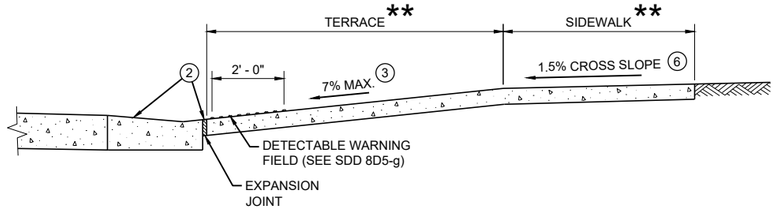
CURB RAMP TYPE 1 - A

(NO TERRACE)

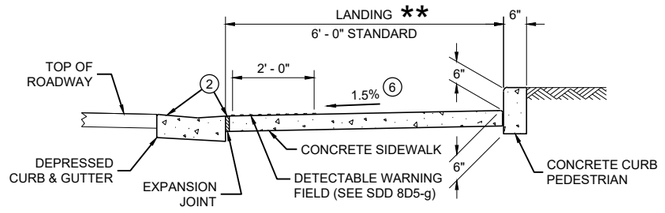


VIEW A - A FOR TYPE 1

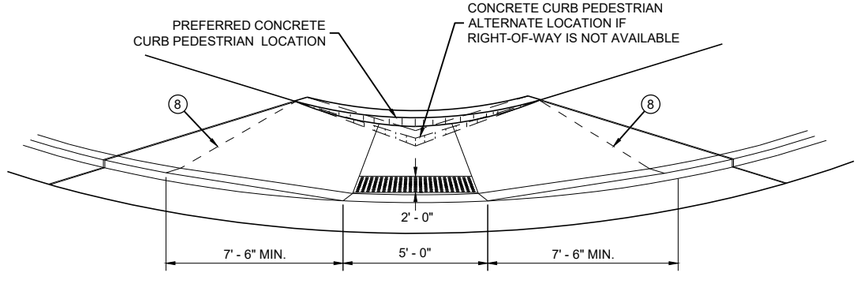
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

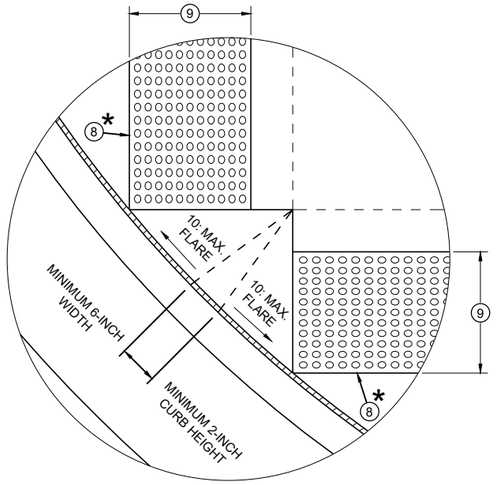
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

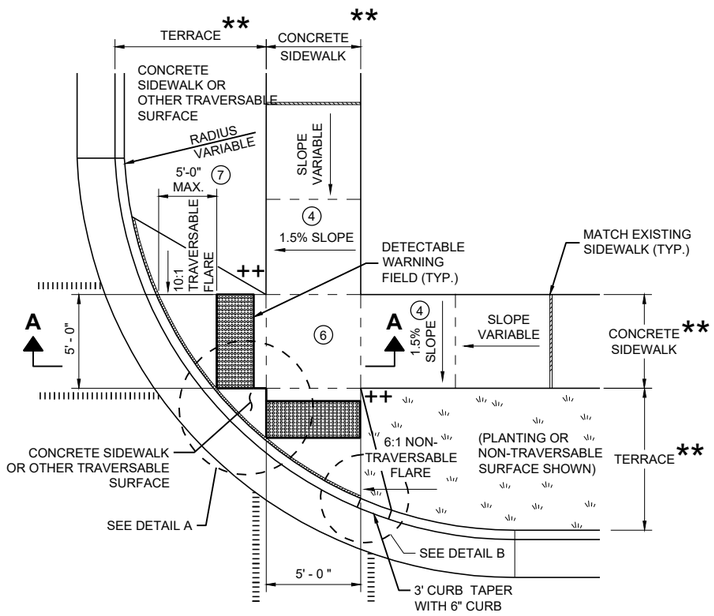
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

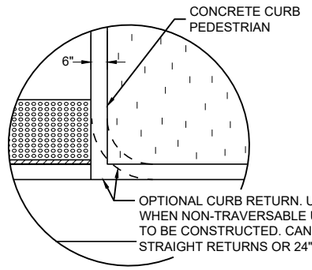
6
SDD 08D05-21a



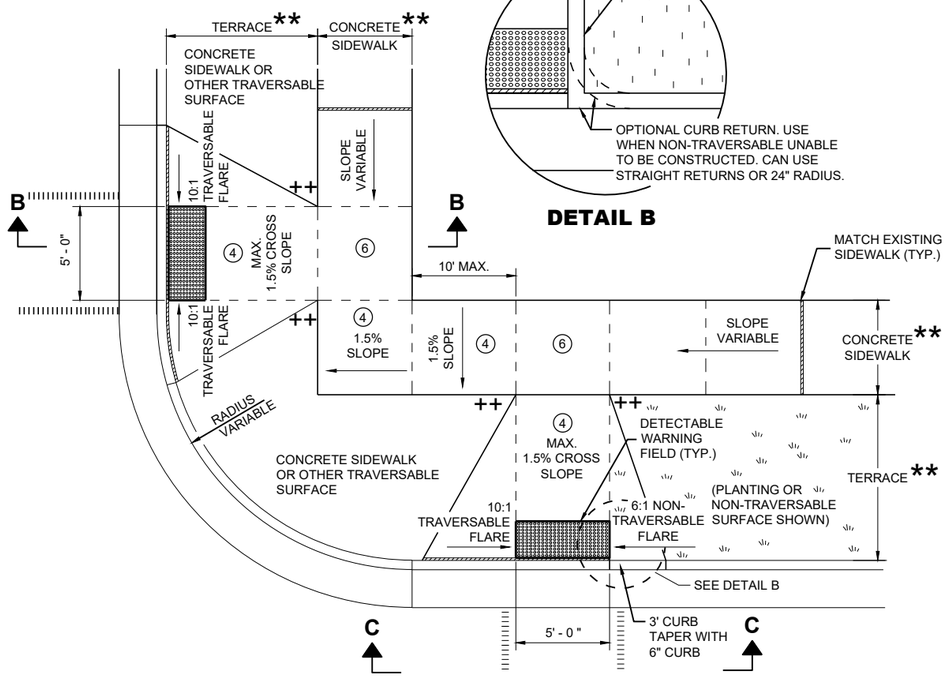
DETAIL A



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



DETAIL B



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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

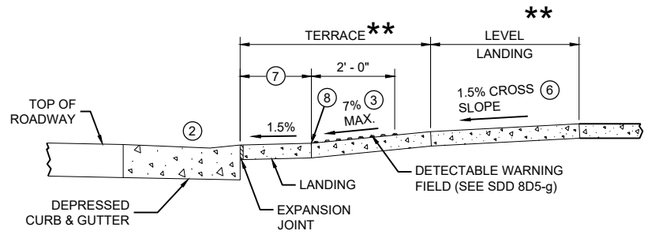
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

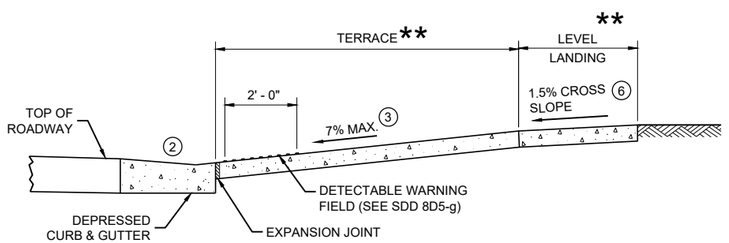


SECTION A - A FOR TYPE 2

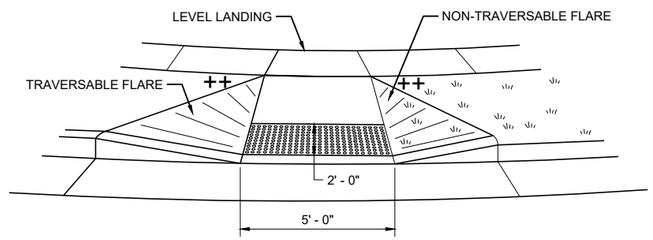
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



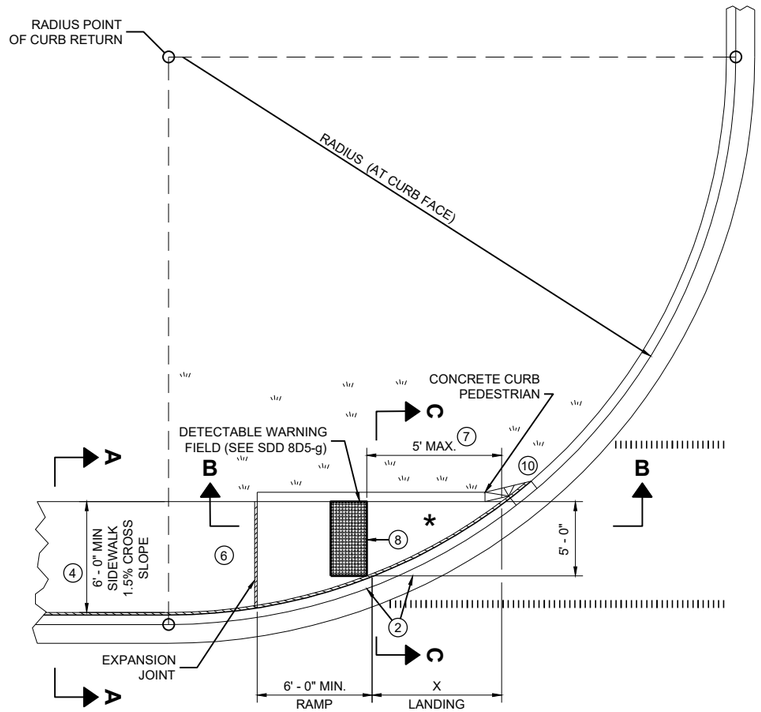
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

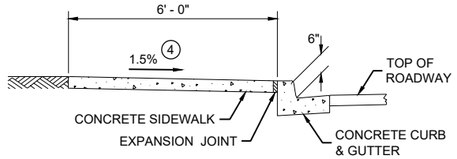


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

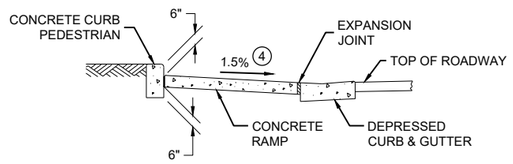
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

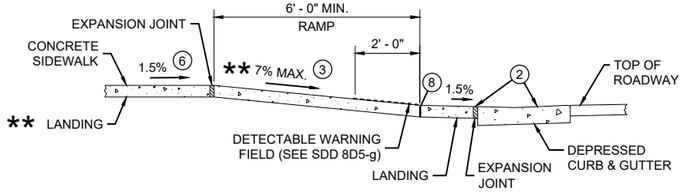
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

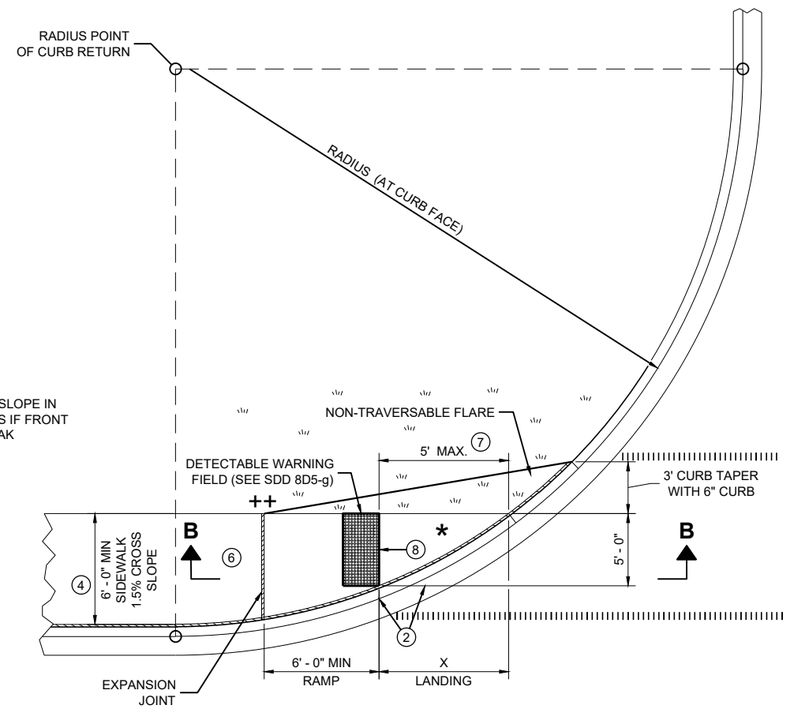


SECTION C - C FOR TYPE 4A



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

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

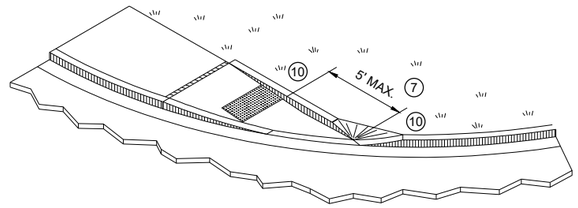


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

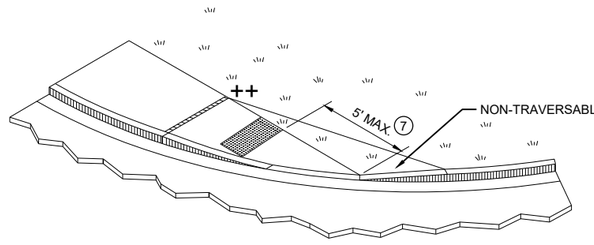
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



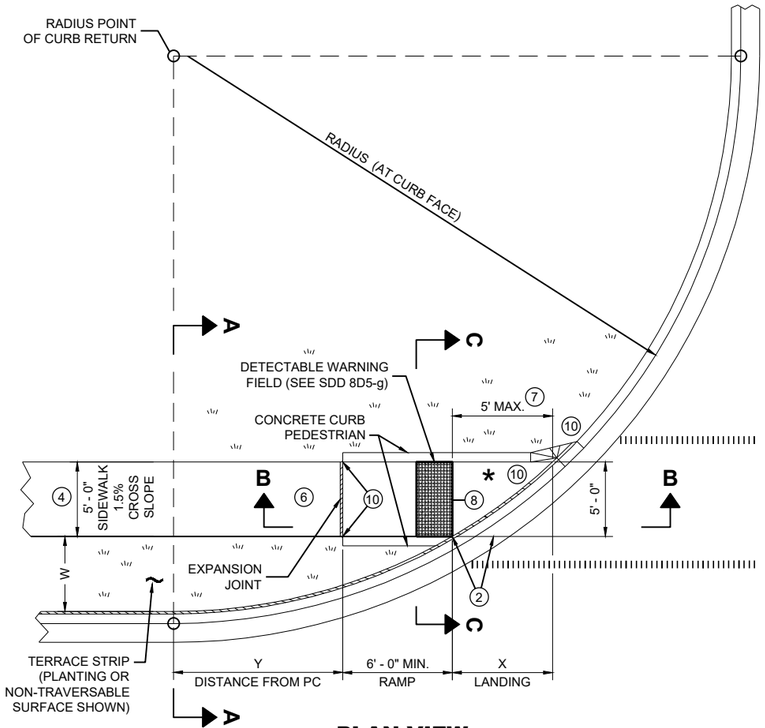
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

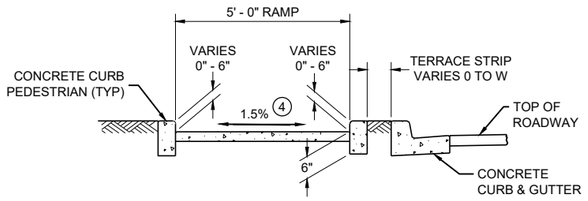
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

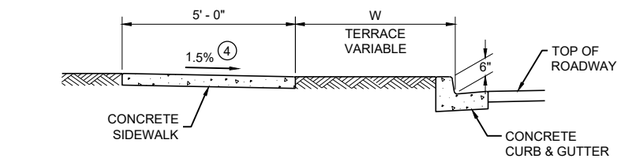
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

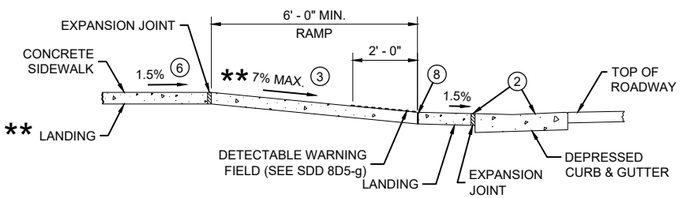
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

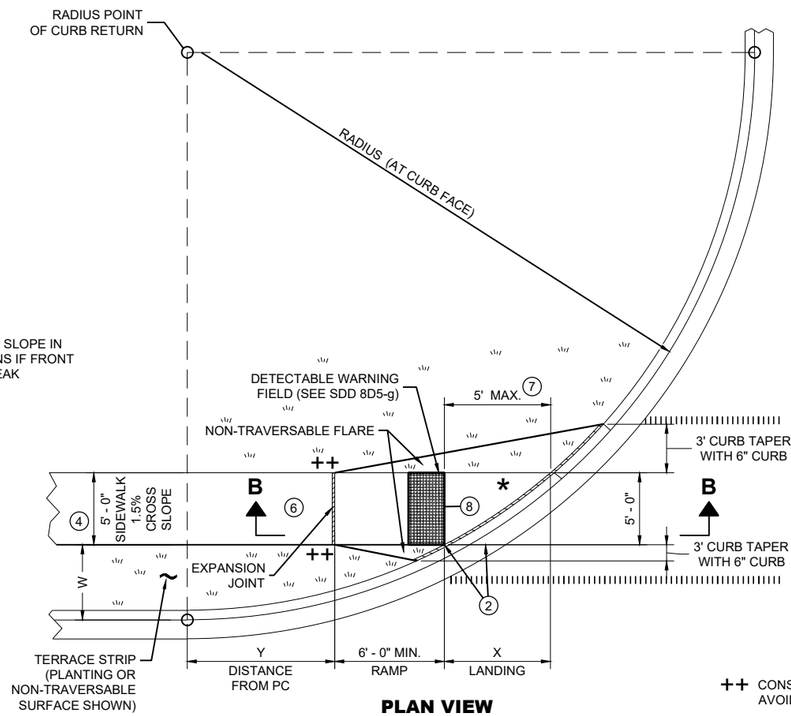


SECTION A - A FOR TYPE 4B



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

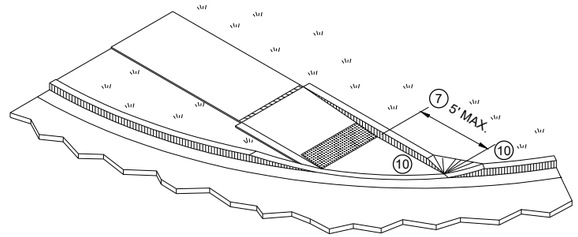
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



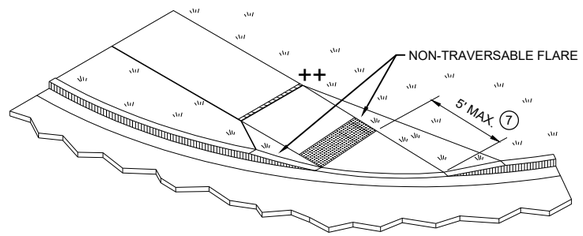
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



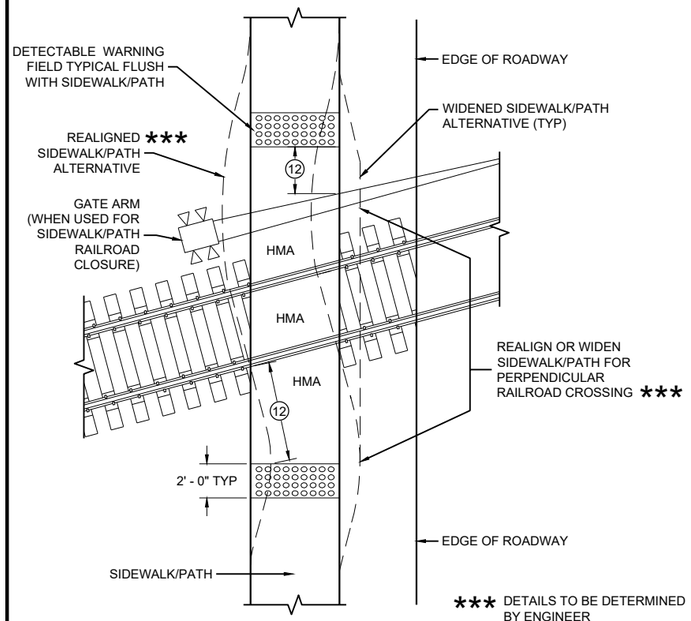
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

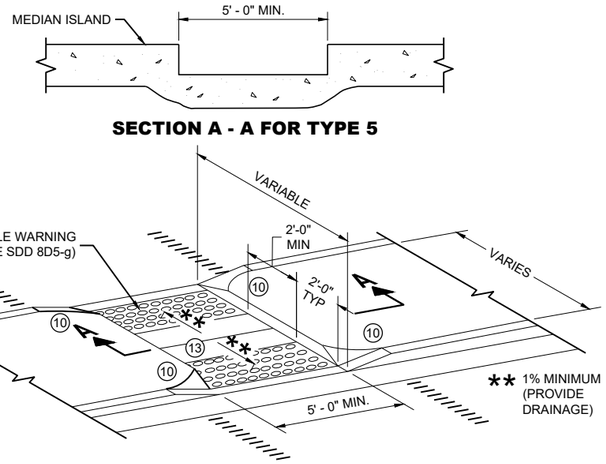
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

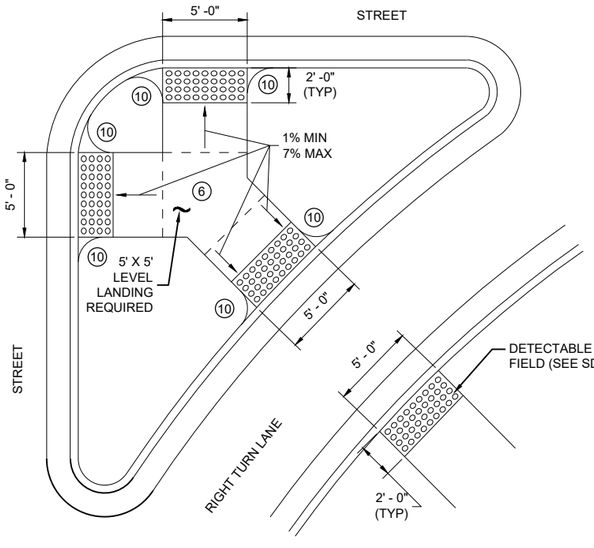
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

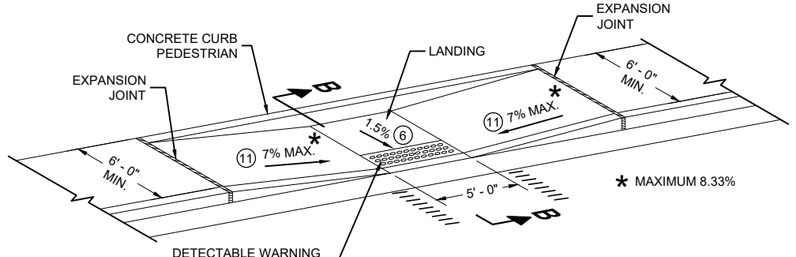
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

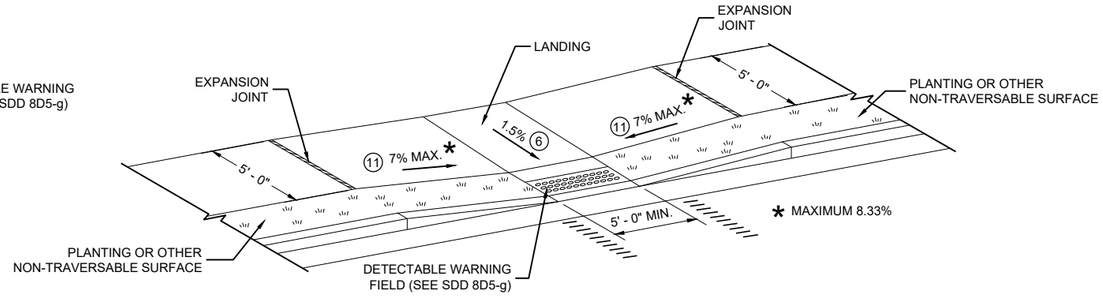
DETECTABLE WARNING AT ISLANDS

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



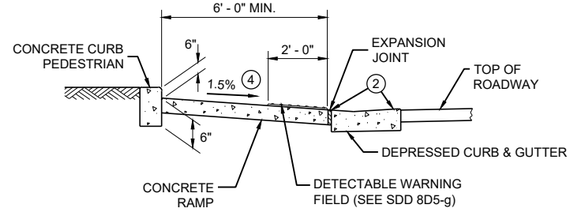
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



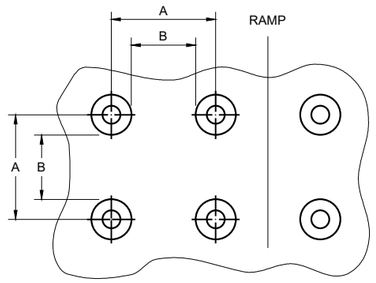
SECTION B - B FOR TYPE 7A

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

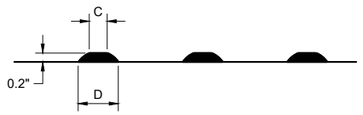
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

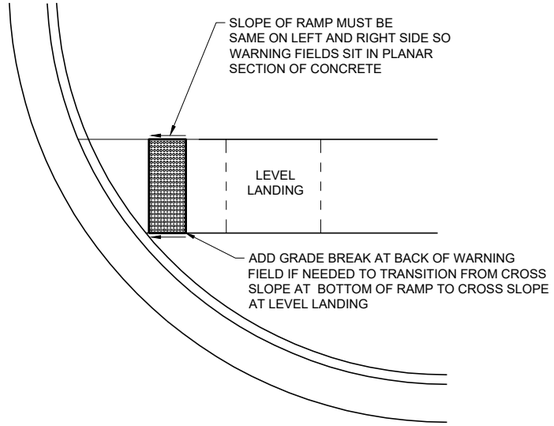
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

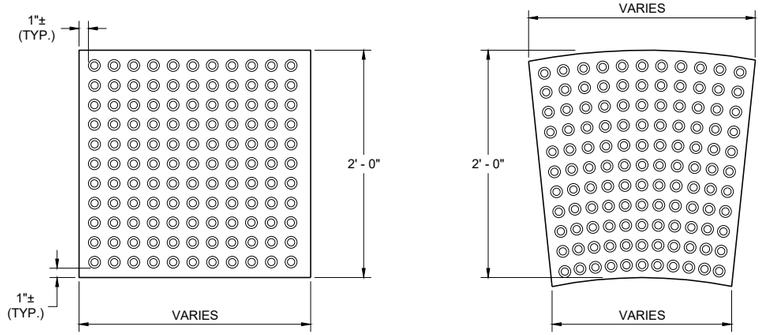
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

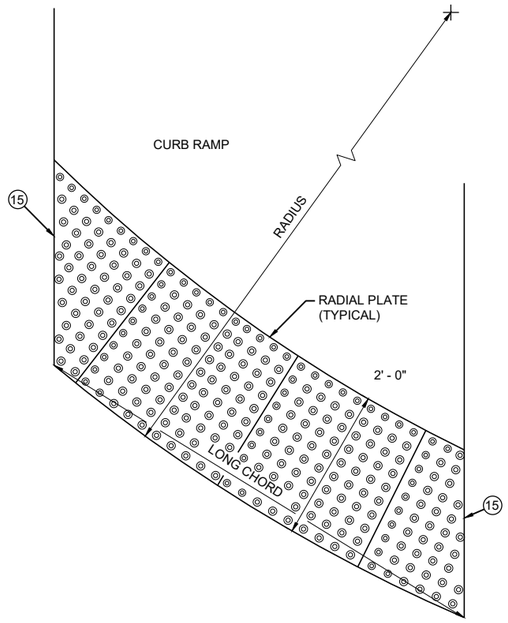
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



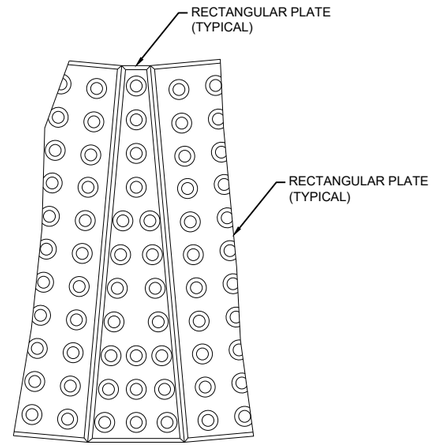
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

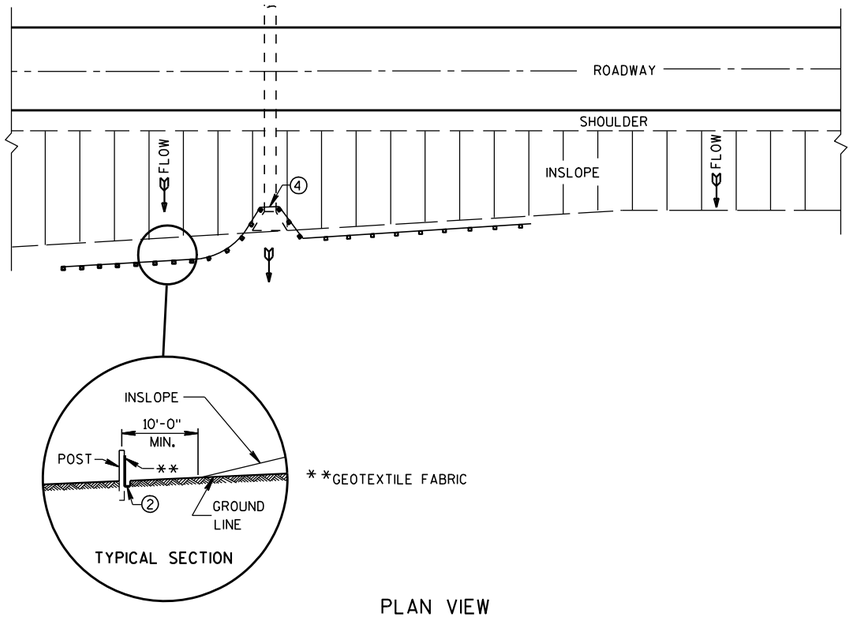
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

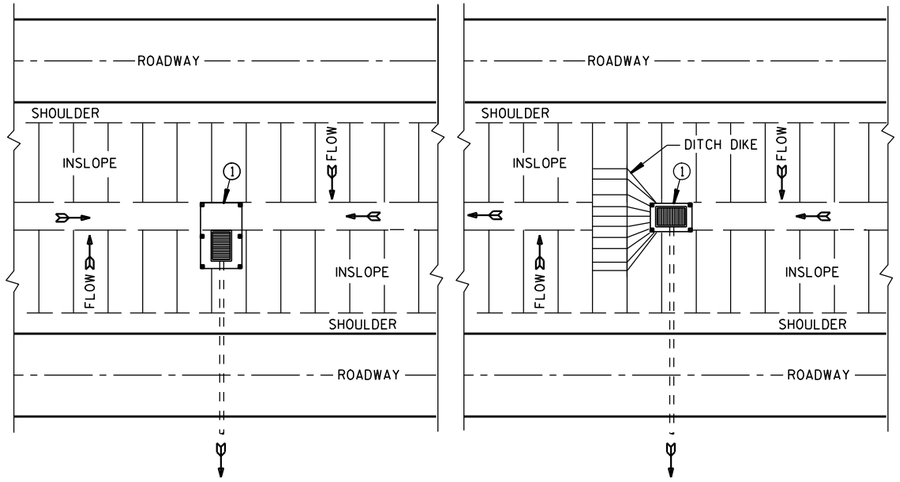
FHWA

6
SDD 08D05-21g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



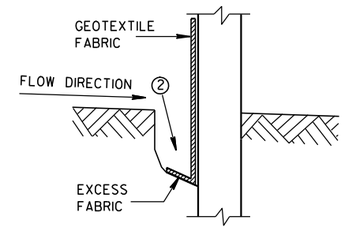
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

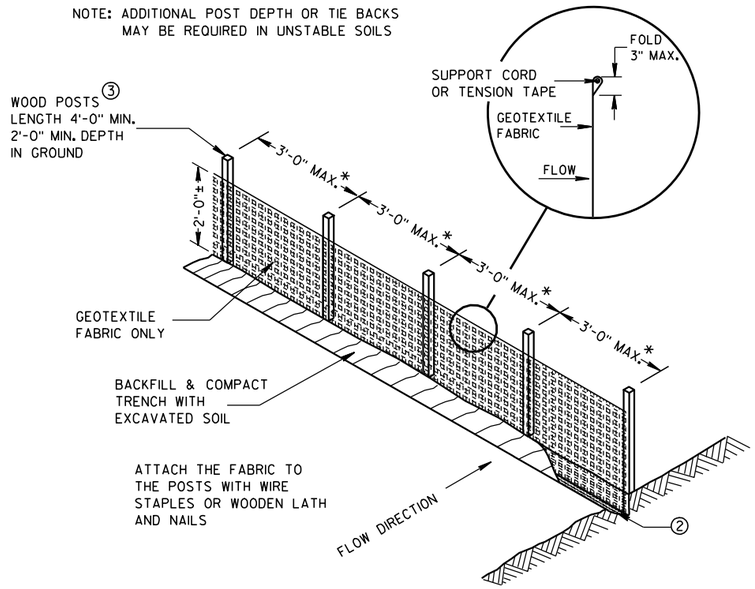
GENERAL NOTES

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

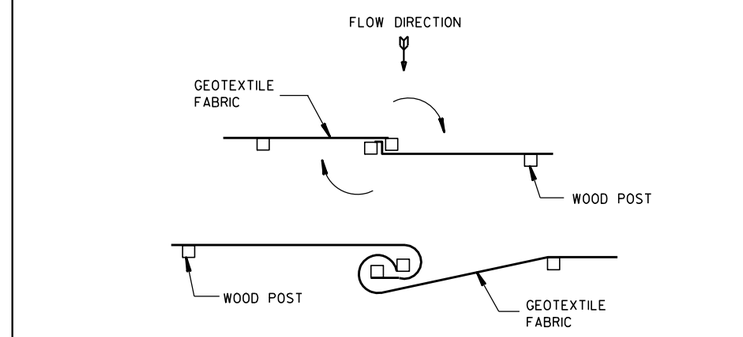
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



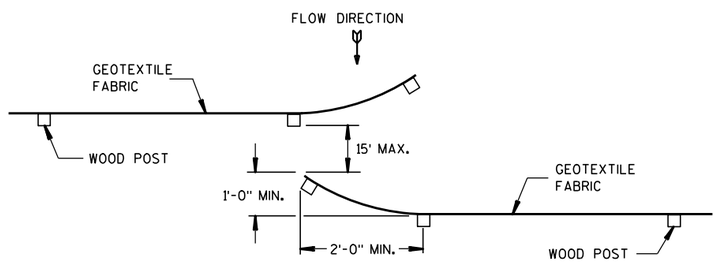
TRENCH DETAIL



SILT FENCE

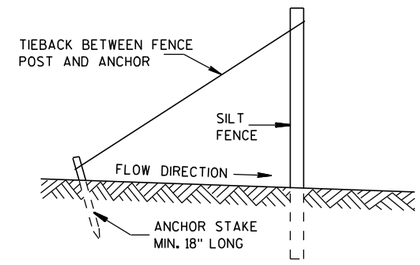


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

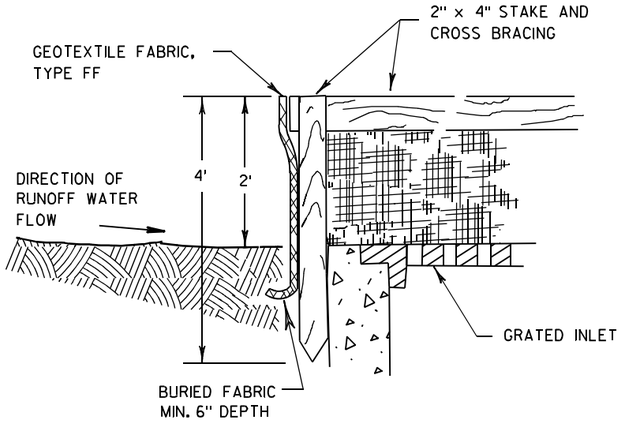
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

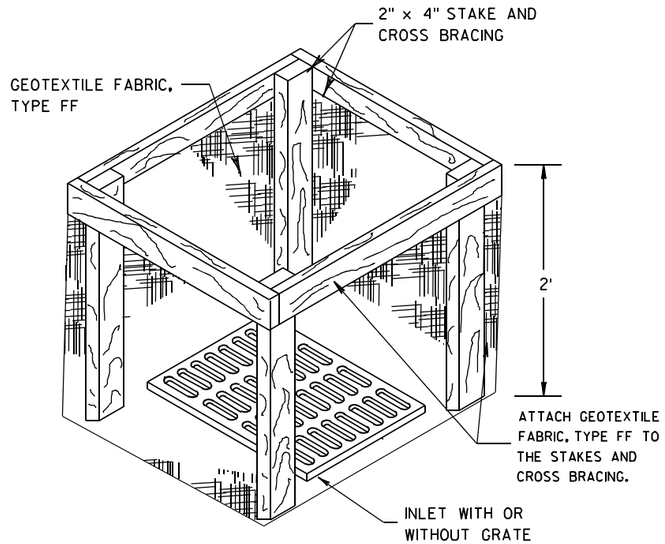
6

S.D.D. 8 E 9-6

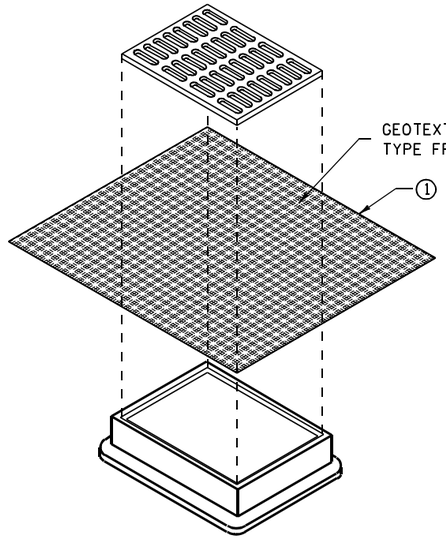
6

S.D.D. 8 E 9-6



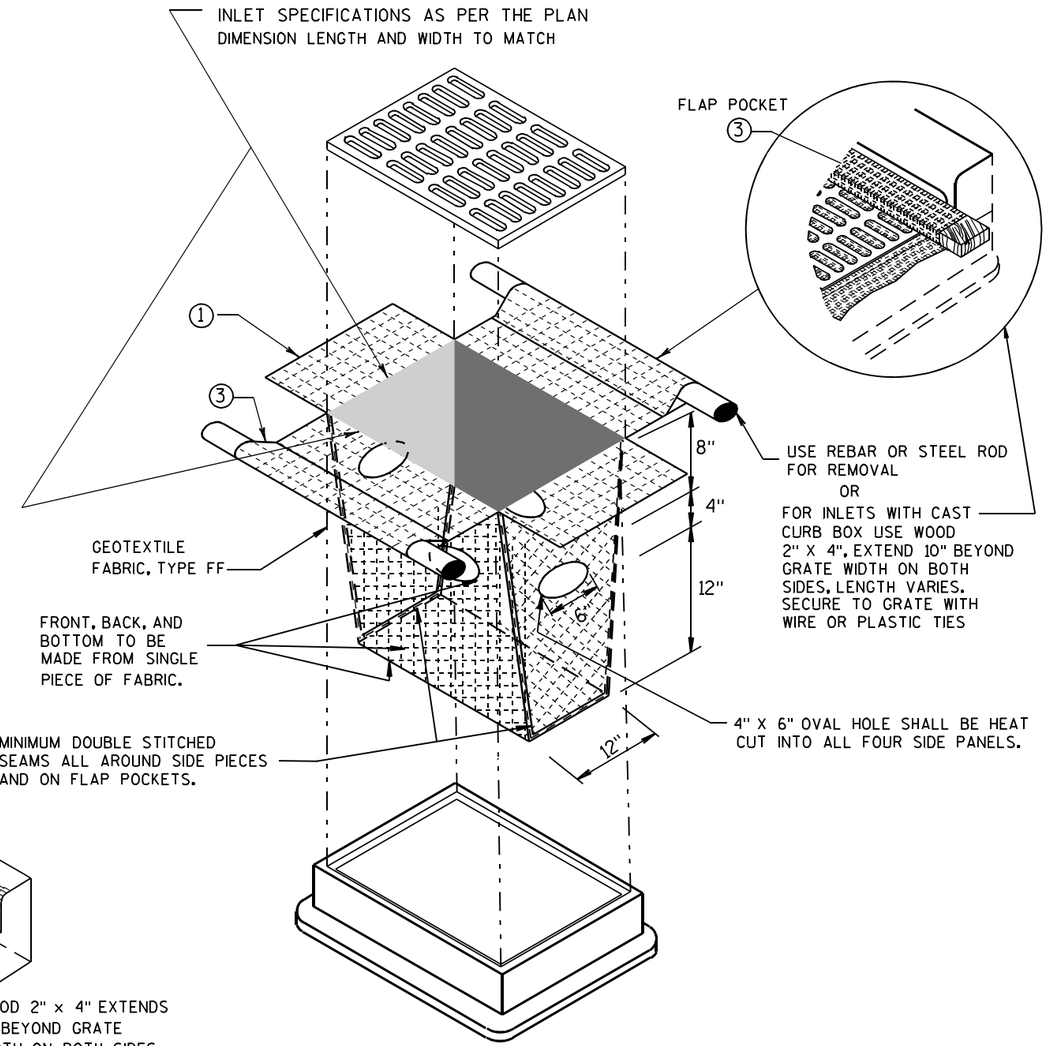


INLET PROTECTION, TYPE A



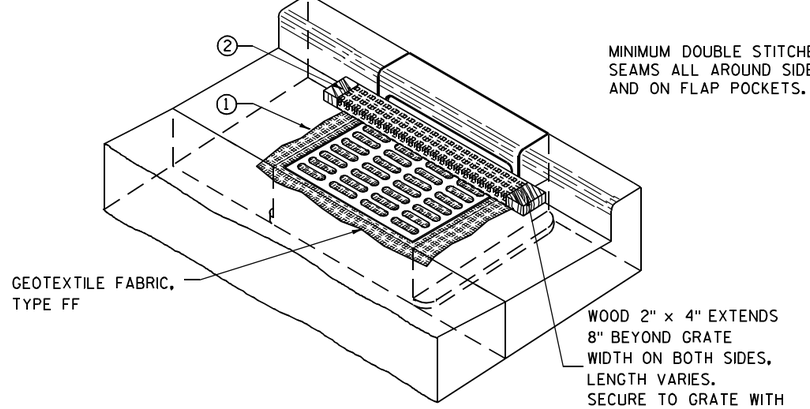
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

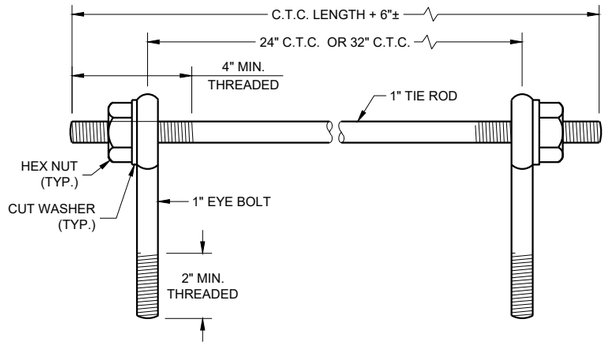
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

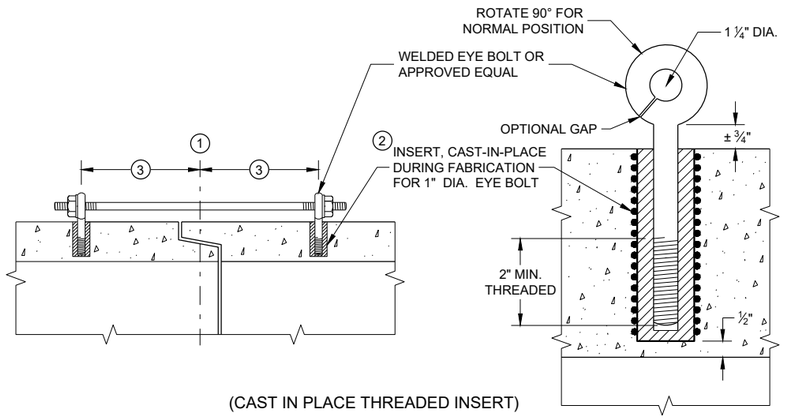
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

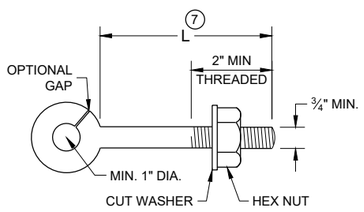
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

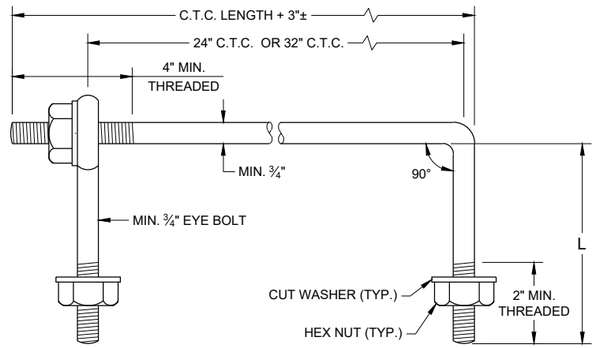
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

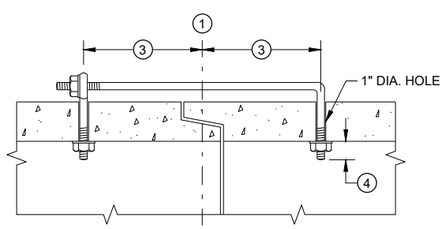


EYE BOLT (7)

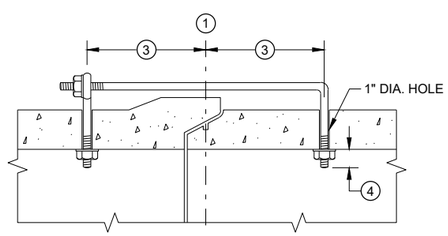
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

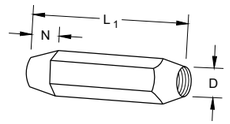
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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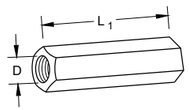
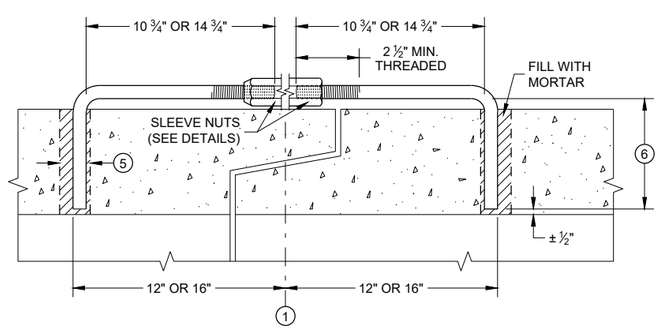


PLAIN

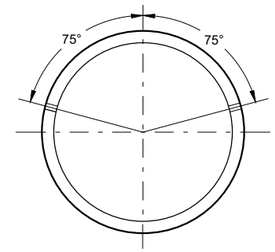
RIGHT AND LEFT THREADS

SLEEVE NUTS



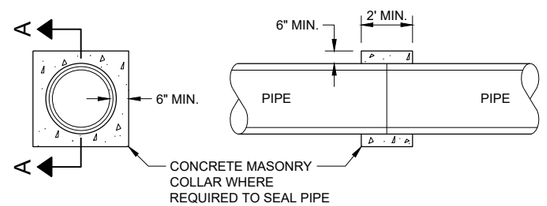
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

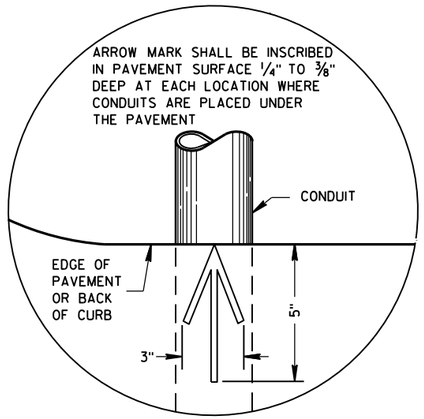
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

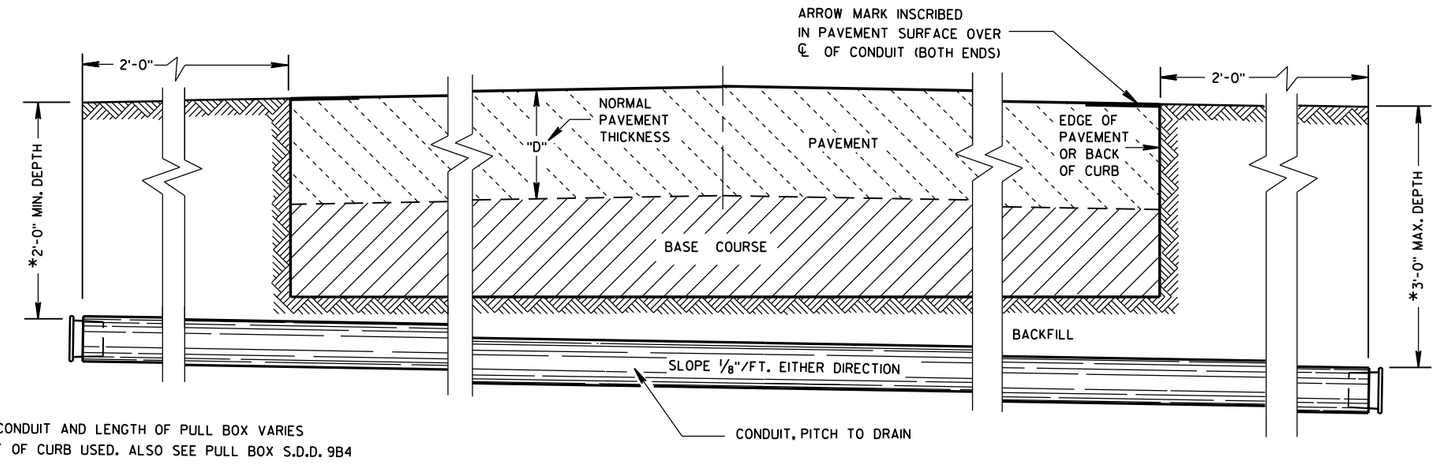
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

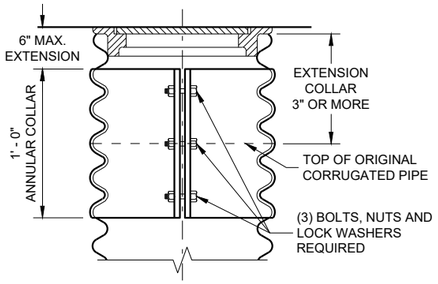
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

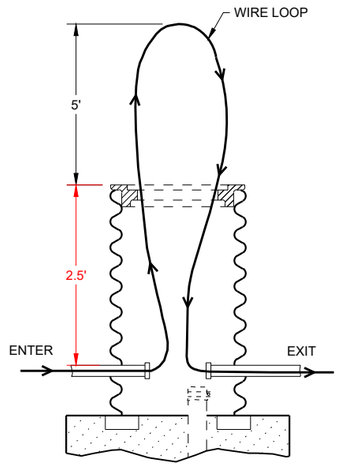
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
272
FHWA

6

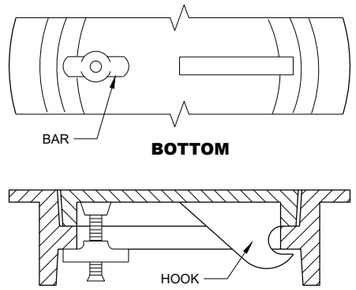
S.D.D. 9 B 2-10



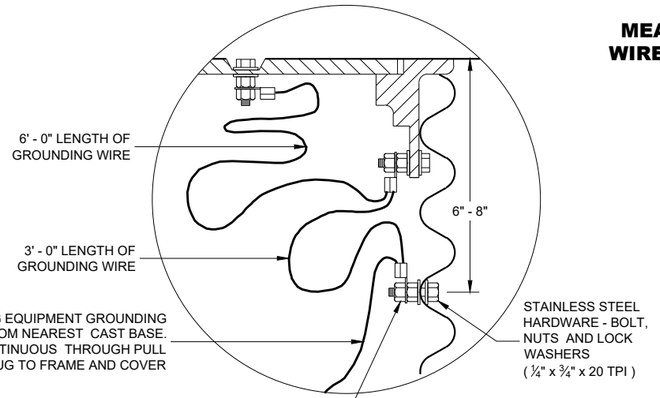
CORRUGATED PIPE EXTENDER



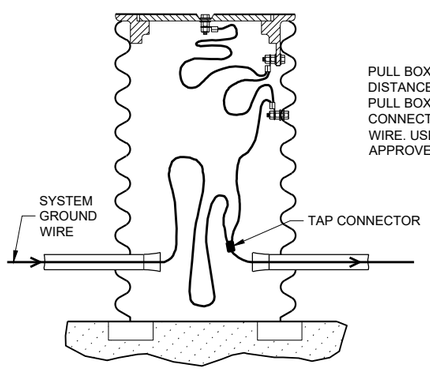
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

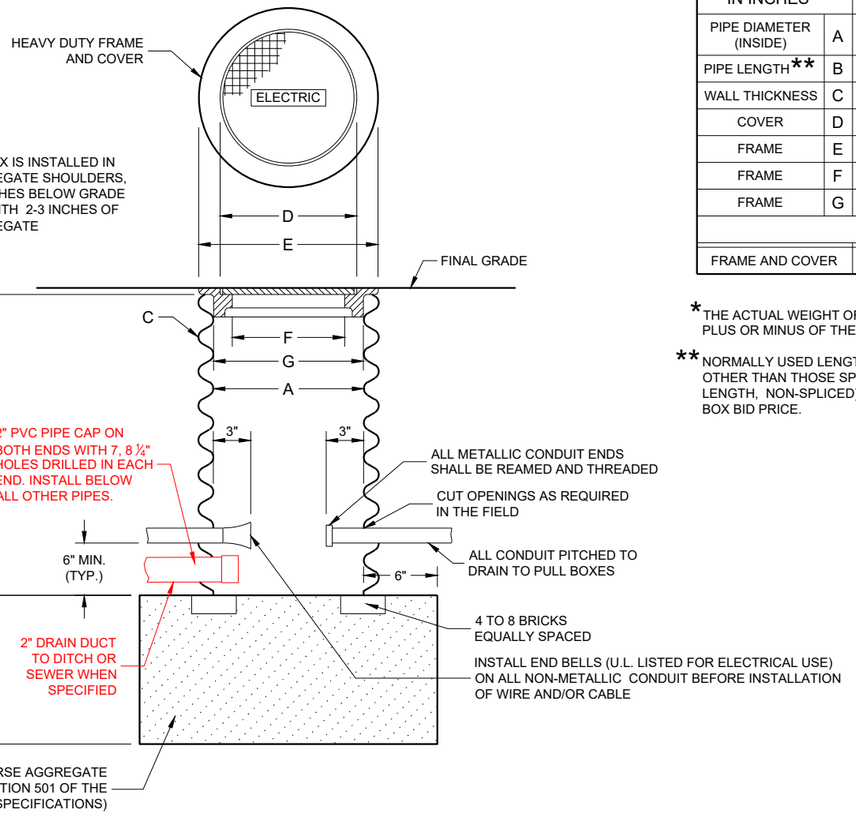


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 273

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6
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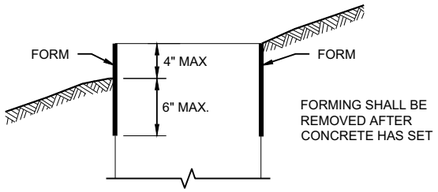
FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

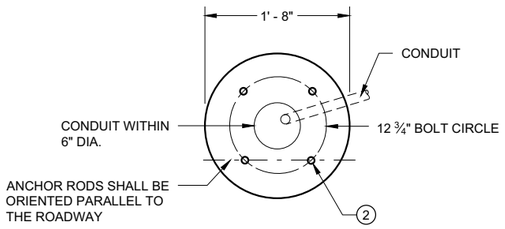
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

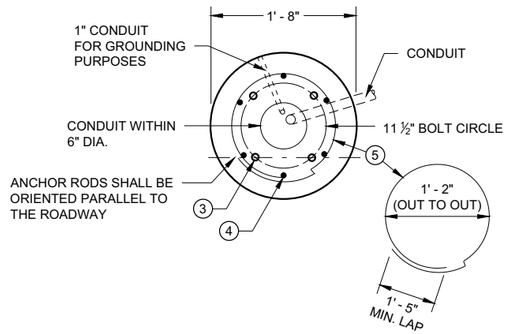
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

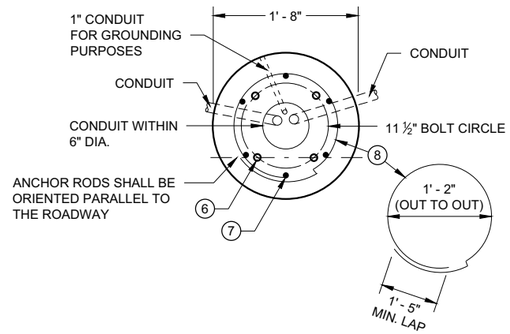
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

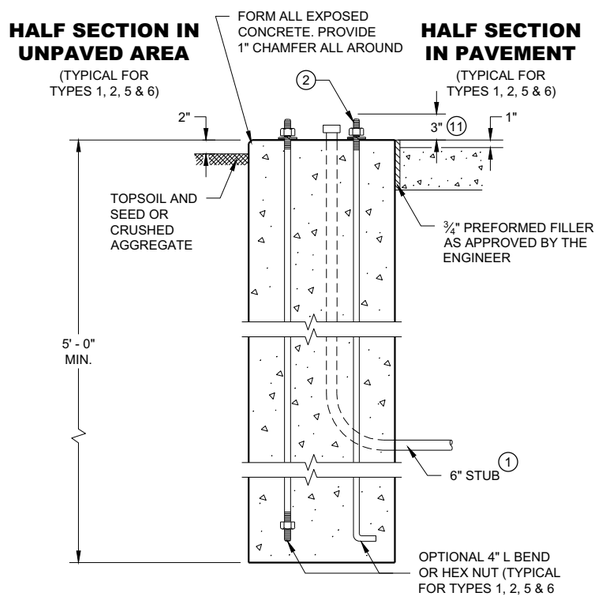
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

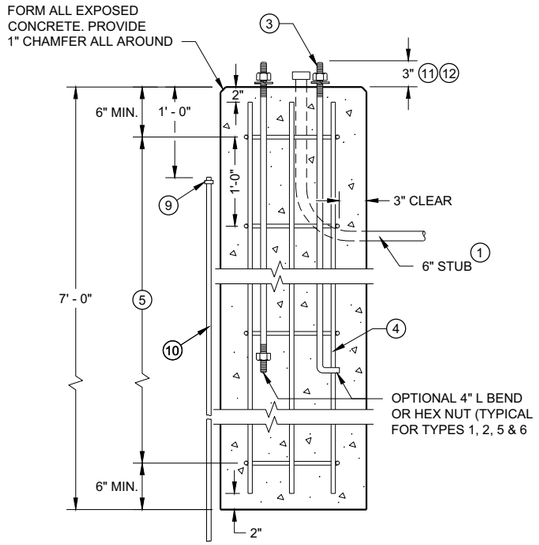




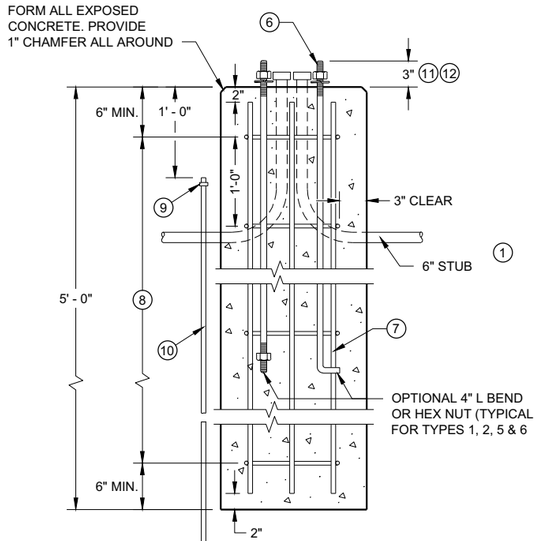




TYPE 1



TYPE 2



TYPE 5 & 6

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 274

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

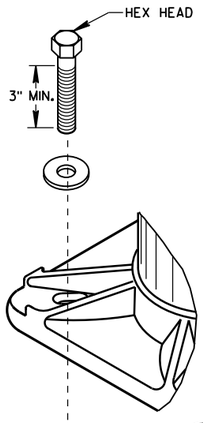
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

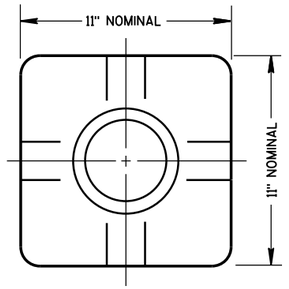
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

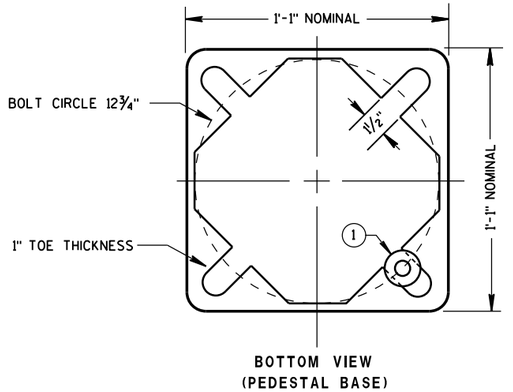
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

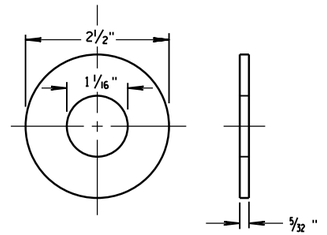




TOP VIEW
(PEDESTAL BASE)

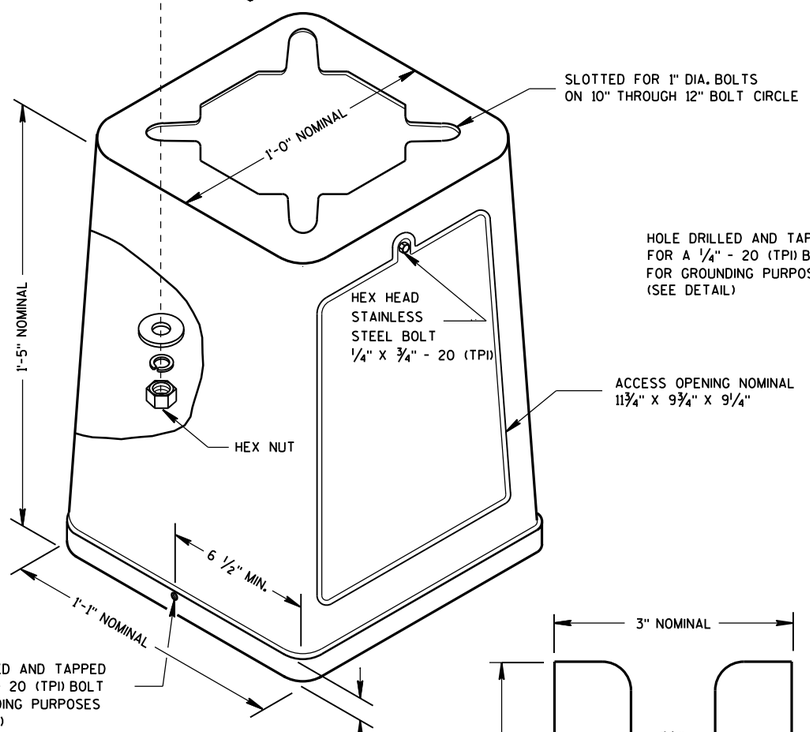


BOTTOM VIEW
(PEDESTAL BASE)

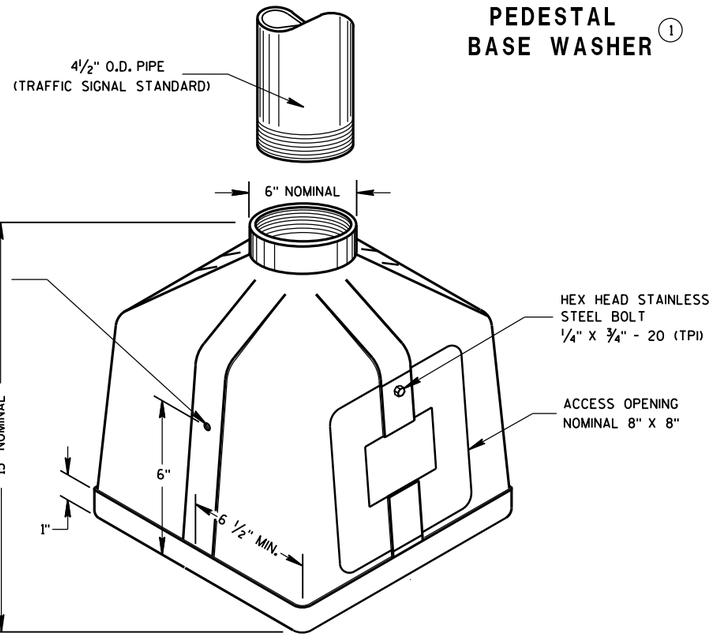


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

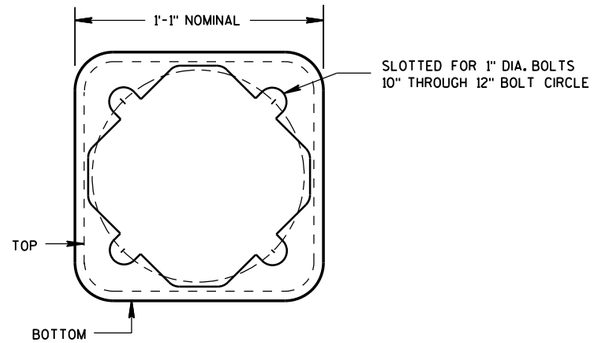
PEDESTAL BASE WASHER (1)



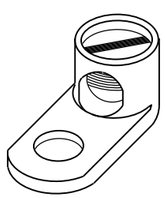
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

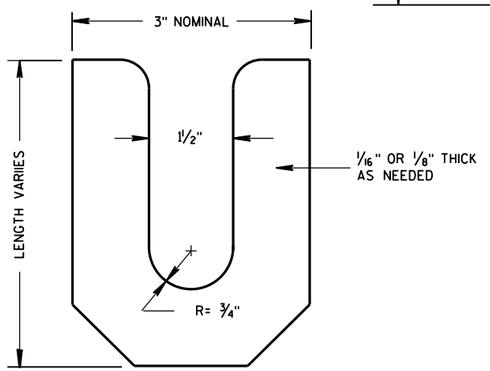


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

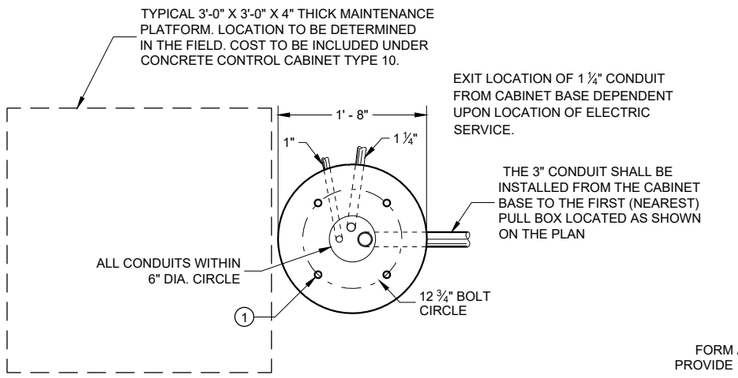
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

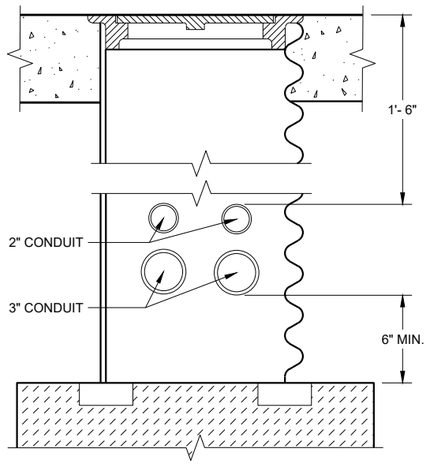
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				CUBIC YARD CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65*

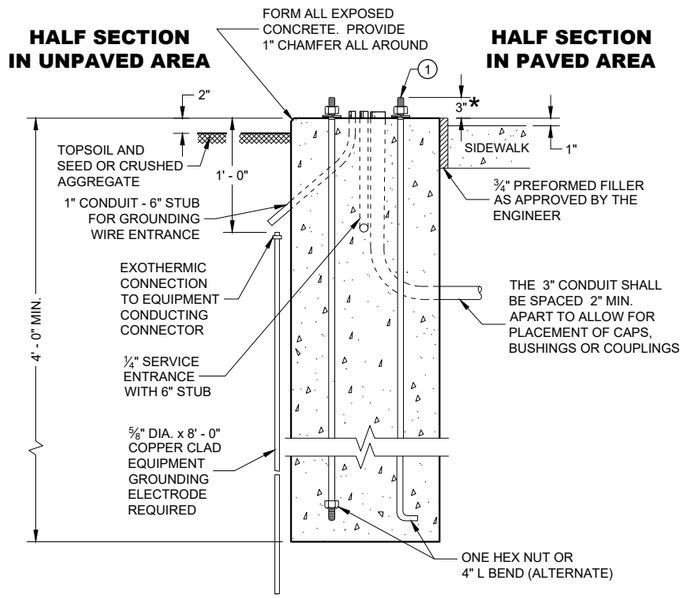
* INCLUDES MAINTENANCE PLATFORM.





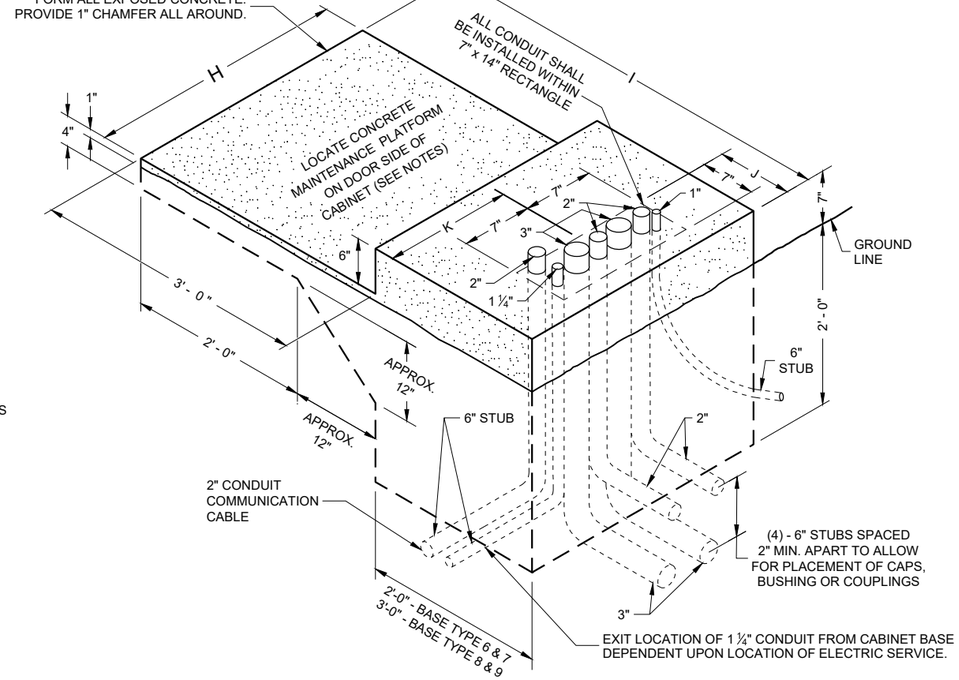
CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



ISOMETRIC VIEW
TYPE 6, 7, 8 AND 9

GENERAL NOTES

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

INSTALL FOUR (4) ½" INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1 :40 FROM VERTICAL.

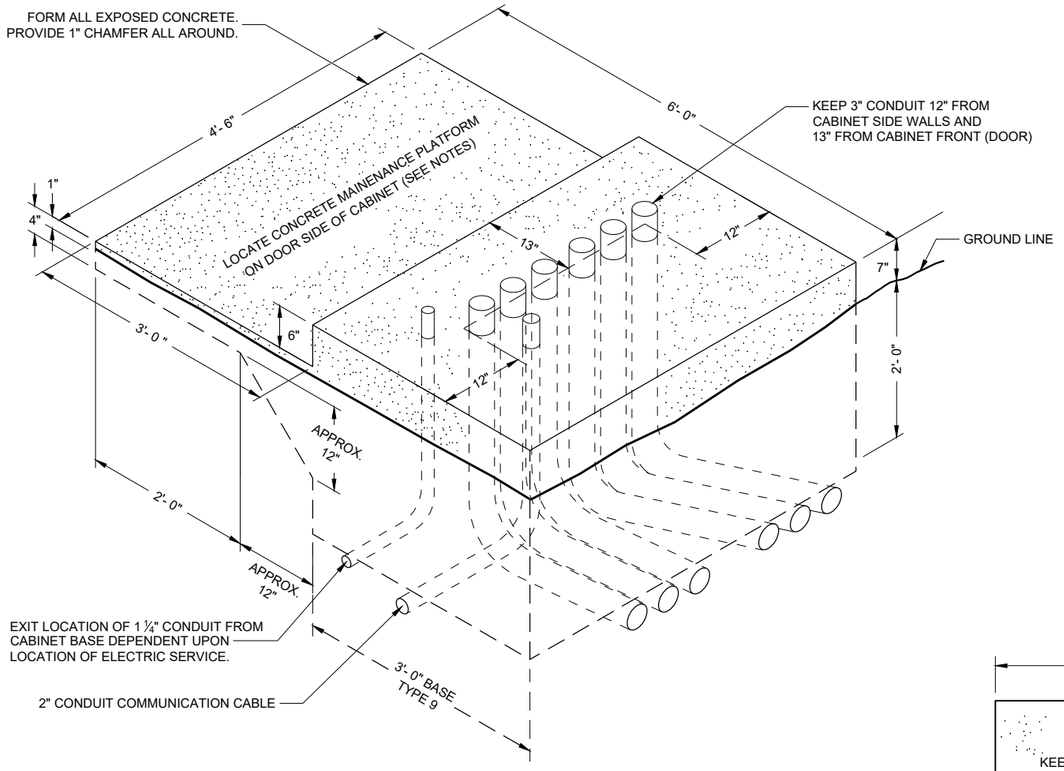
(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CABINET CONTROL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2016
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 276
FHWA

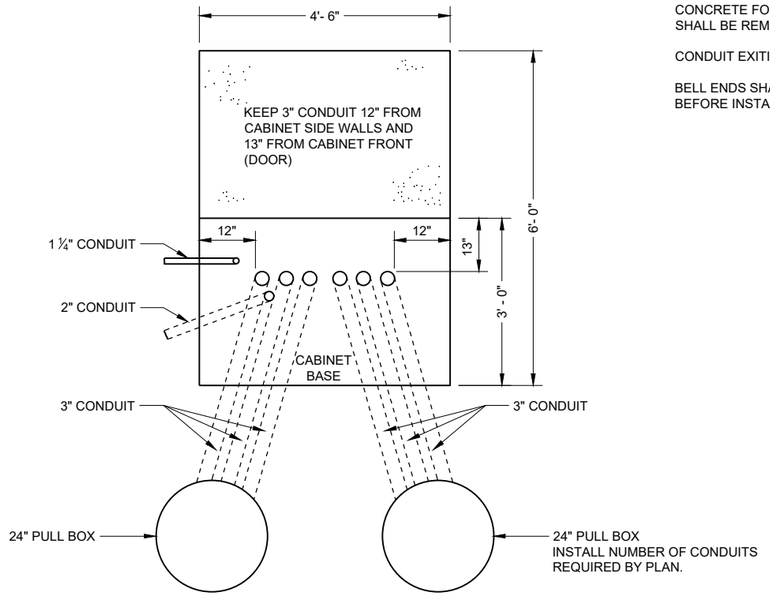
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 277

FHWA

6
SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

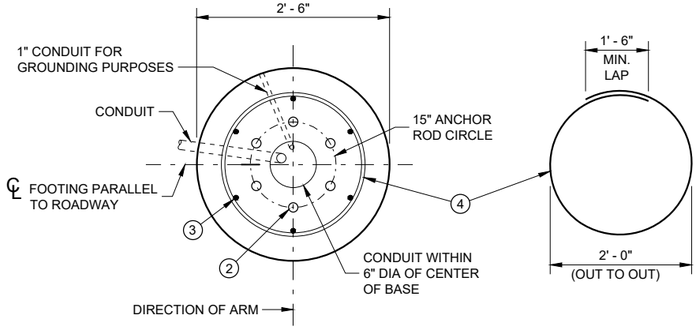
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

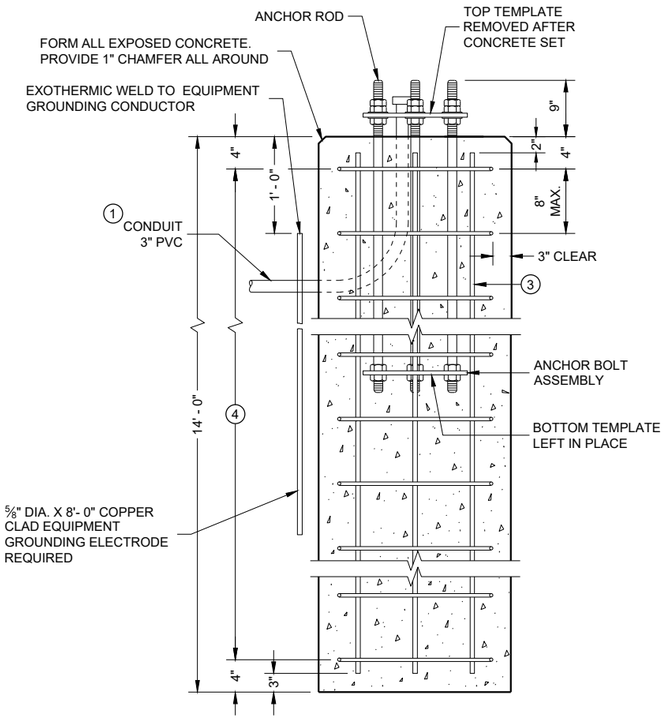
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

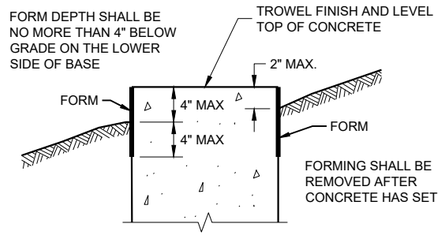
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



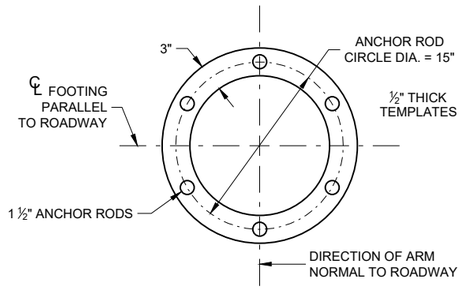


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

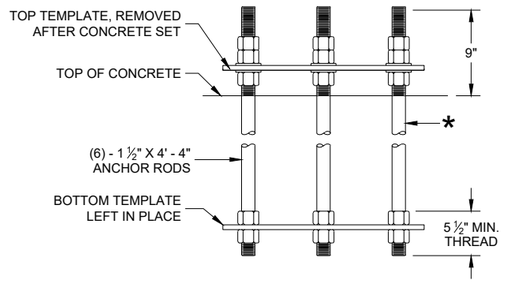
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

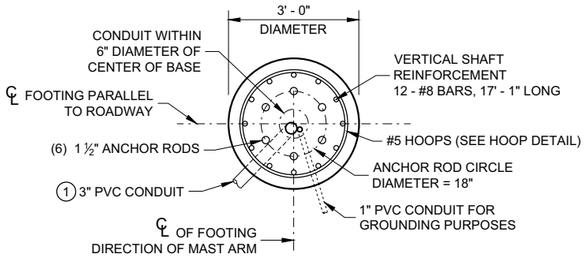
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

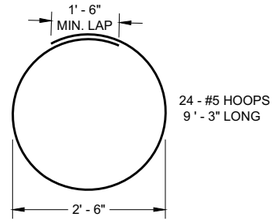
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

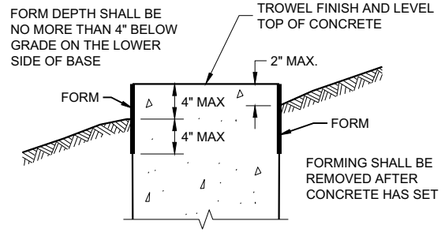
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



PLAN VIEW



HOOP DETAIL



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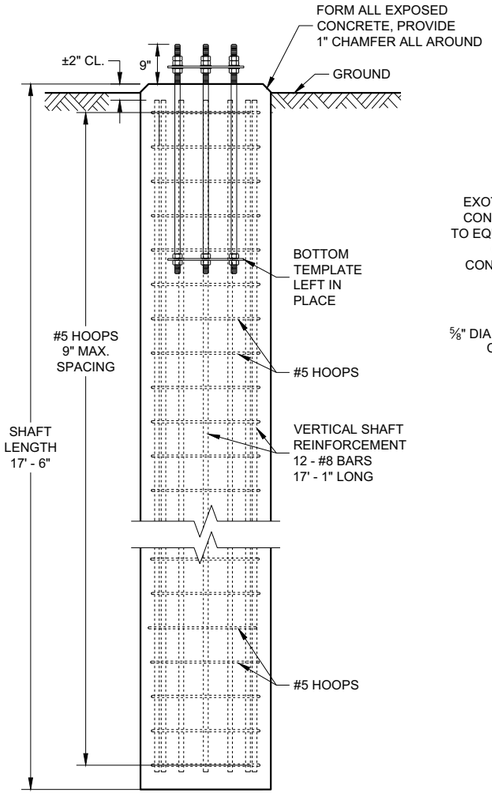
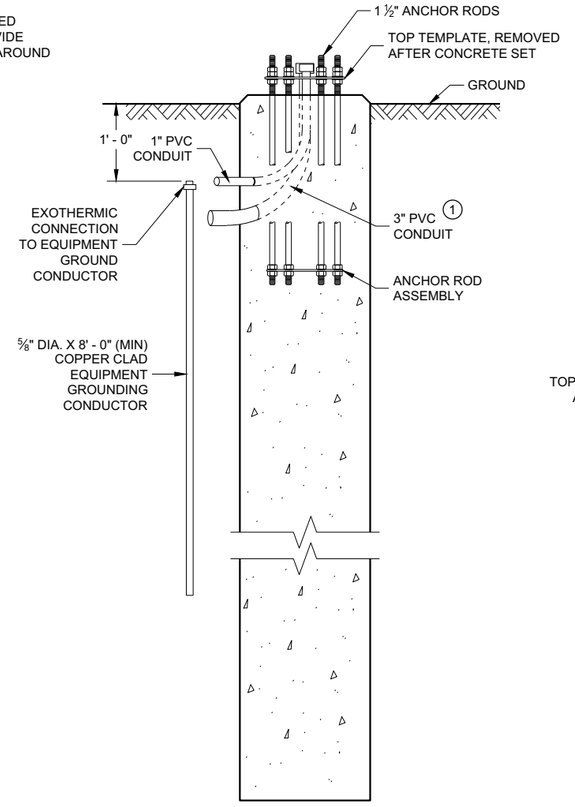
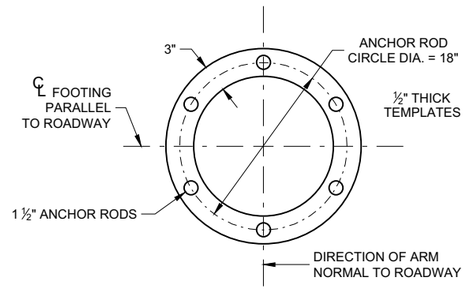


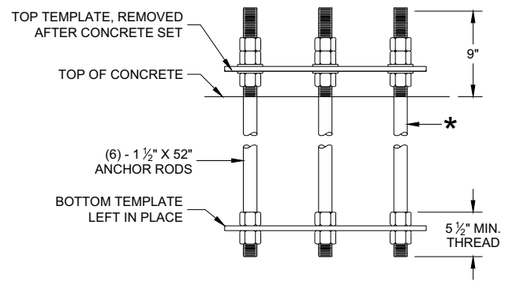
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

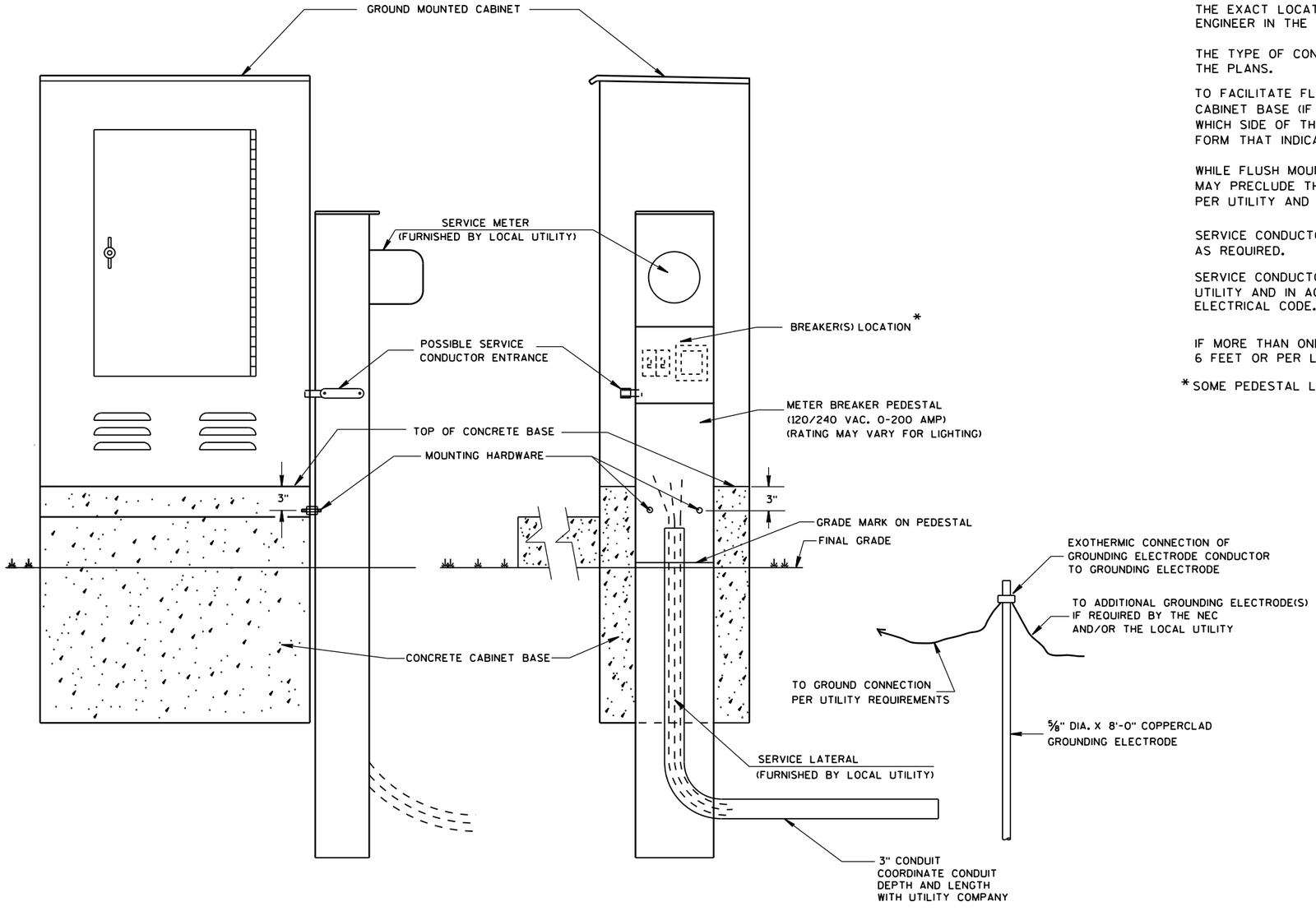
CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

SDD 09C15 - 01

SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

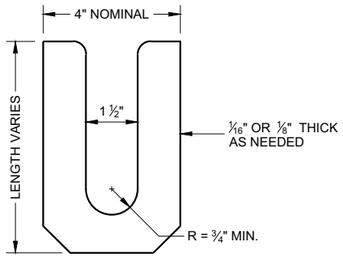
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

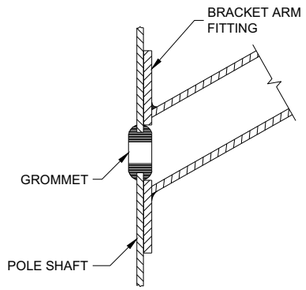
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

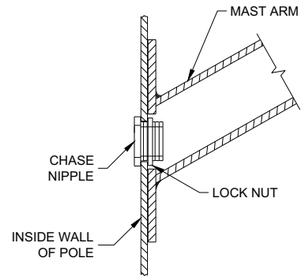
FHWA



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

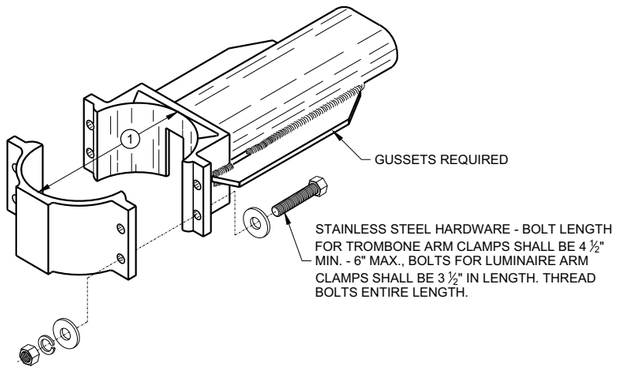
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

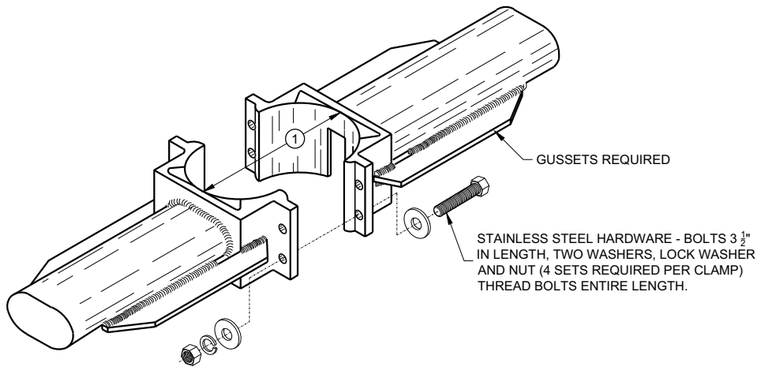
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

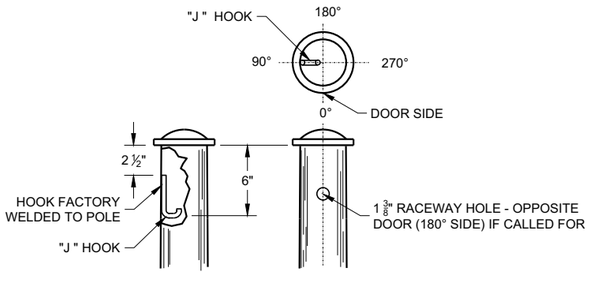
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



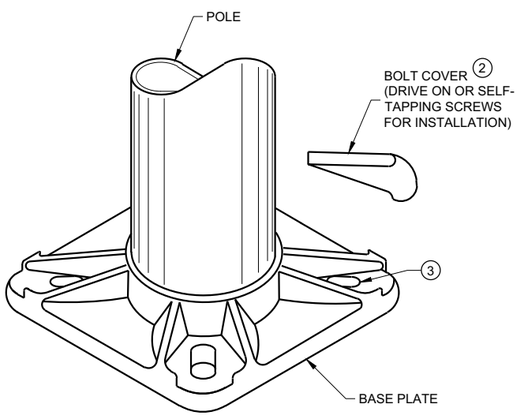
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



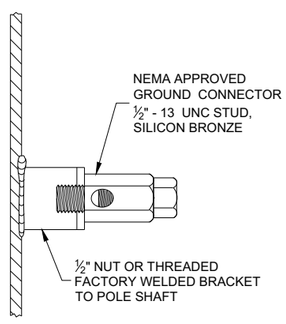
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

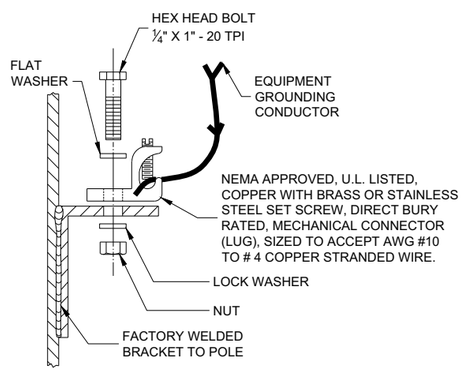


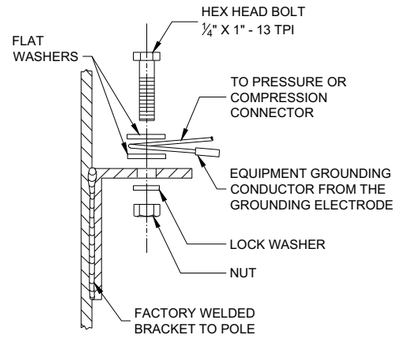
TYPICAL "J" HOOK LOCATION



BASE PLATE







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

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 281

FHWA

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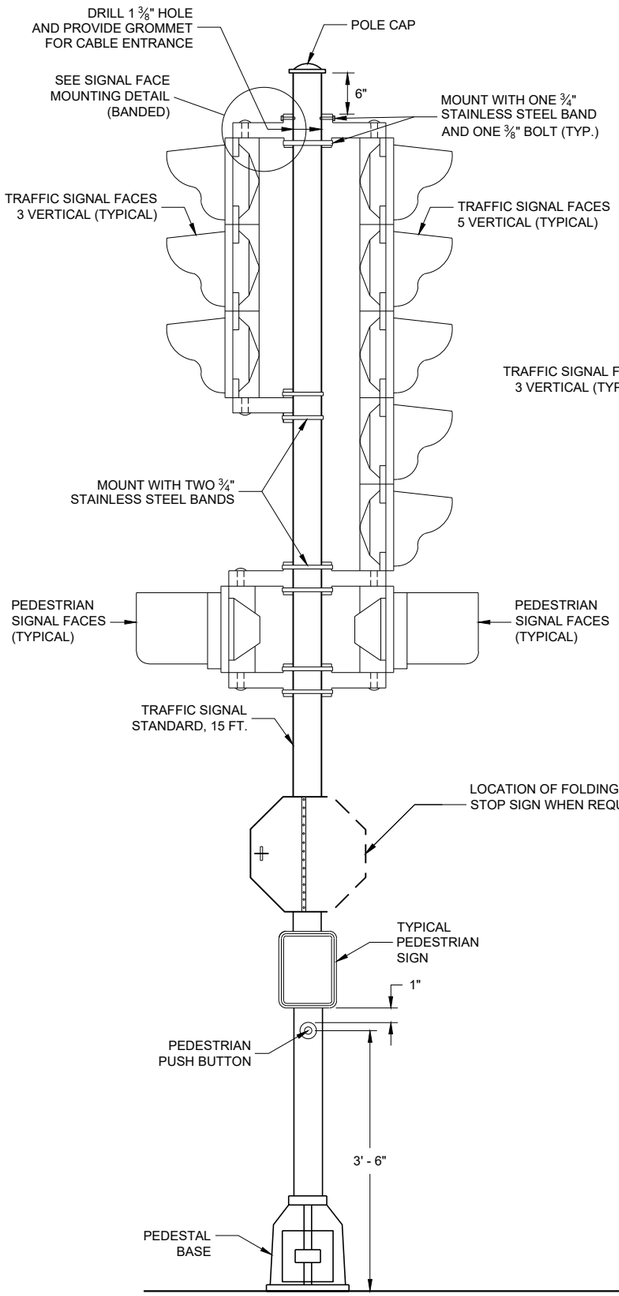
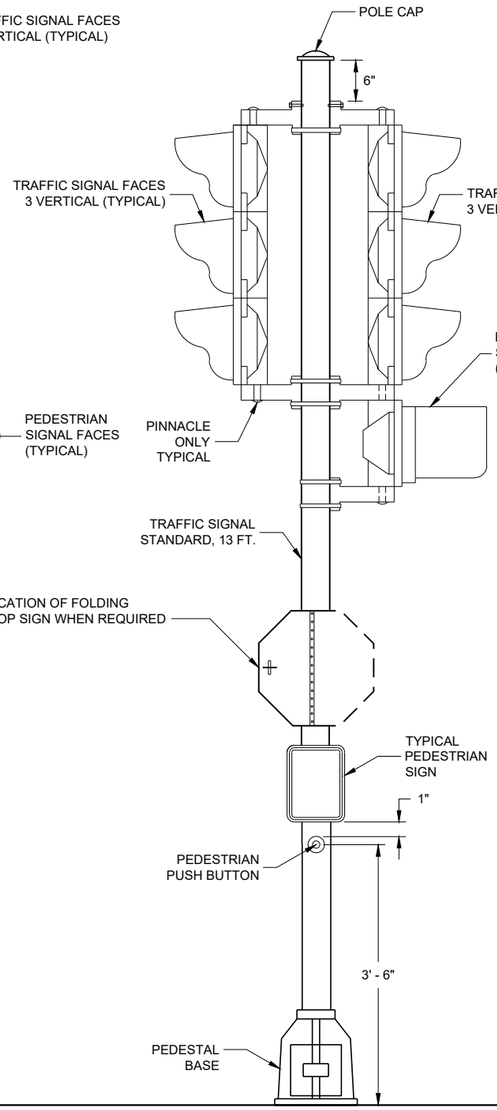
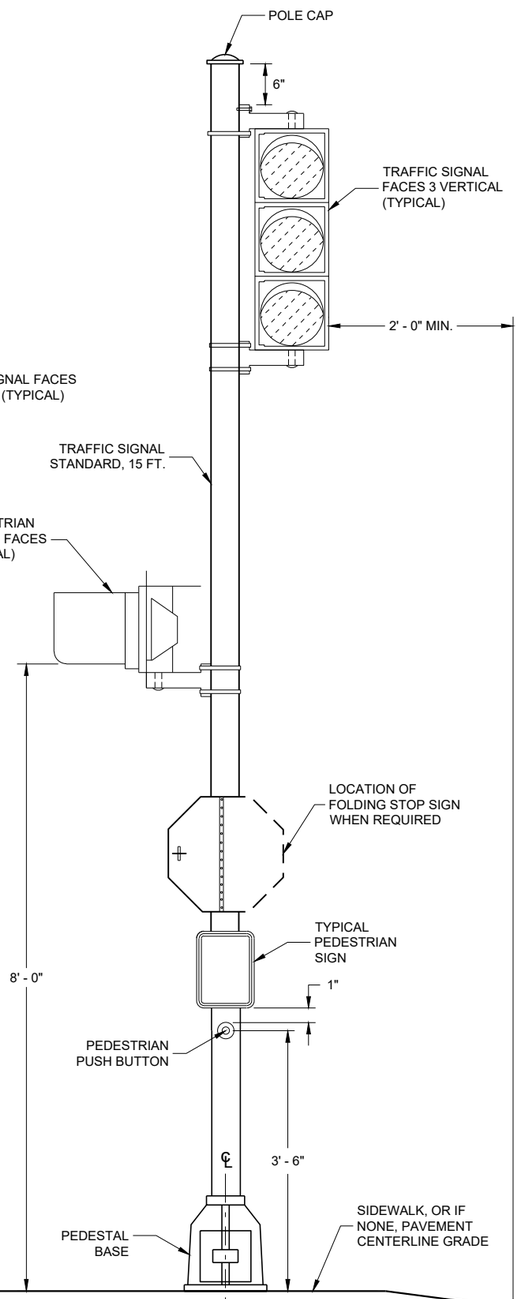
SDD 09E01 - 15g



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

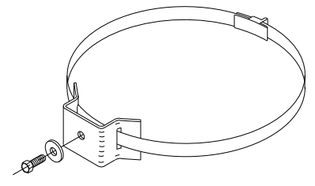
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

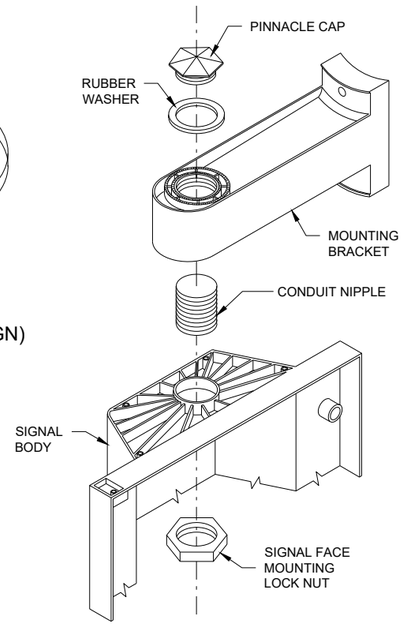
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 282

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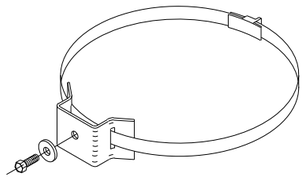
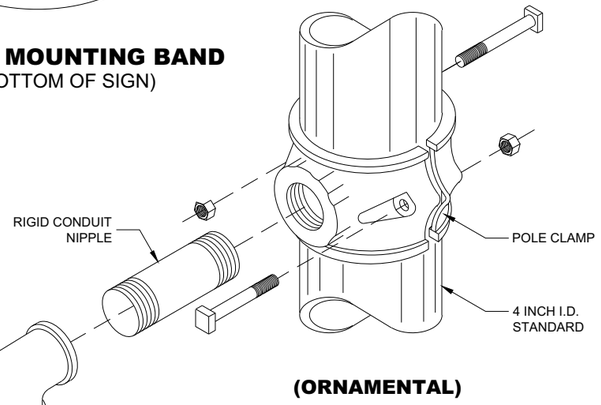
SDD 09E06 - 05



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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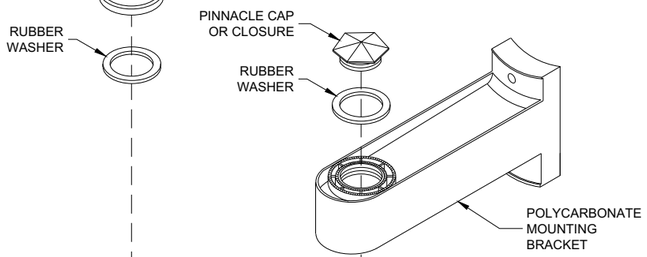
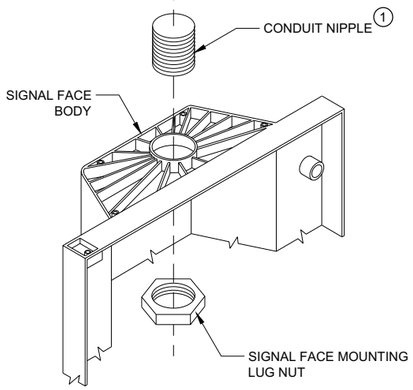
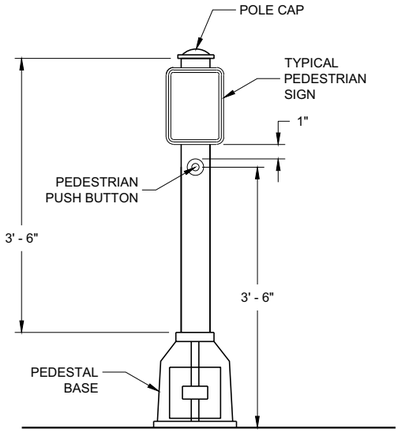


(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

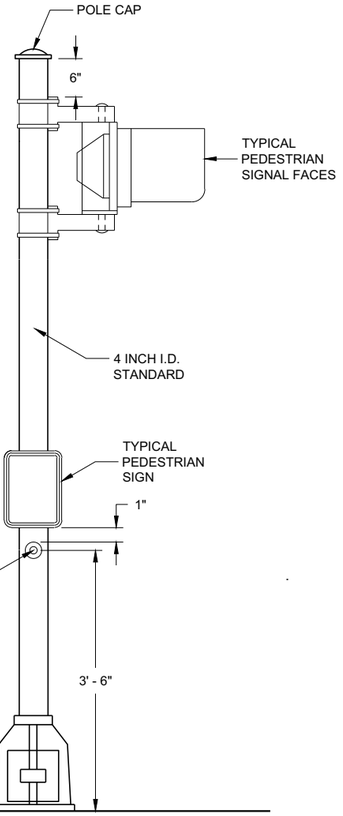
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

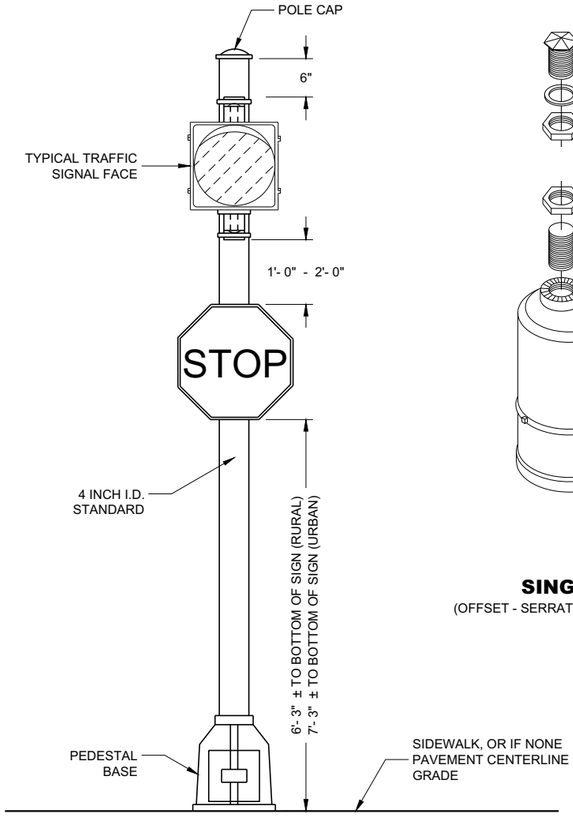
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

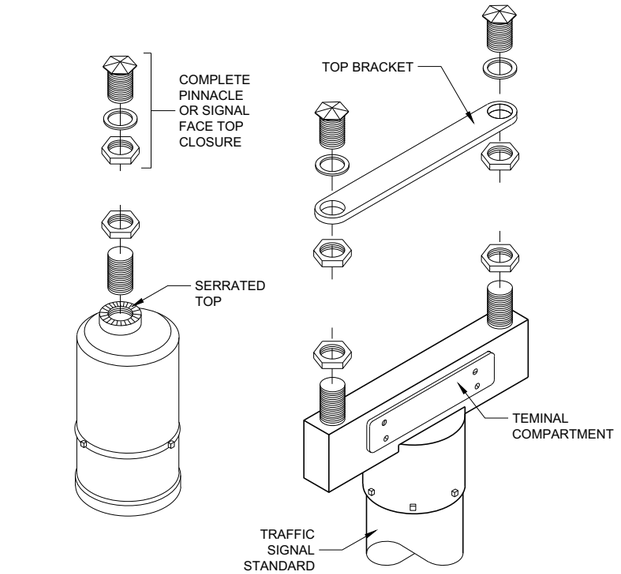
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



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



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



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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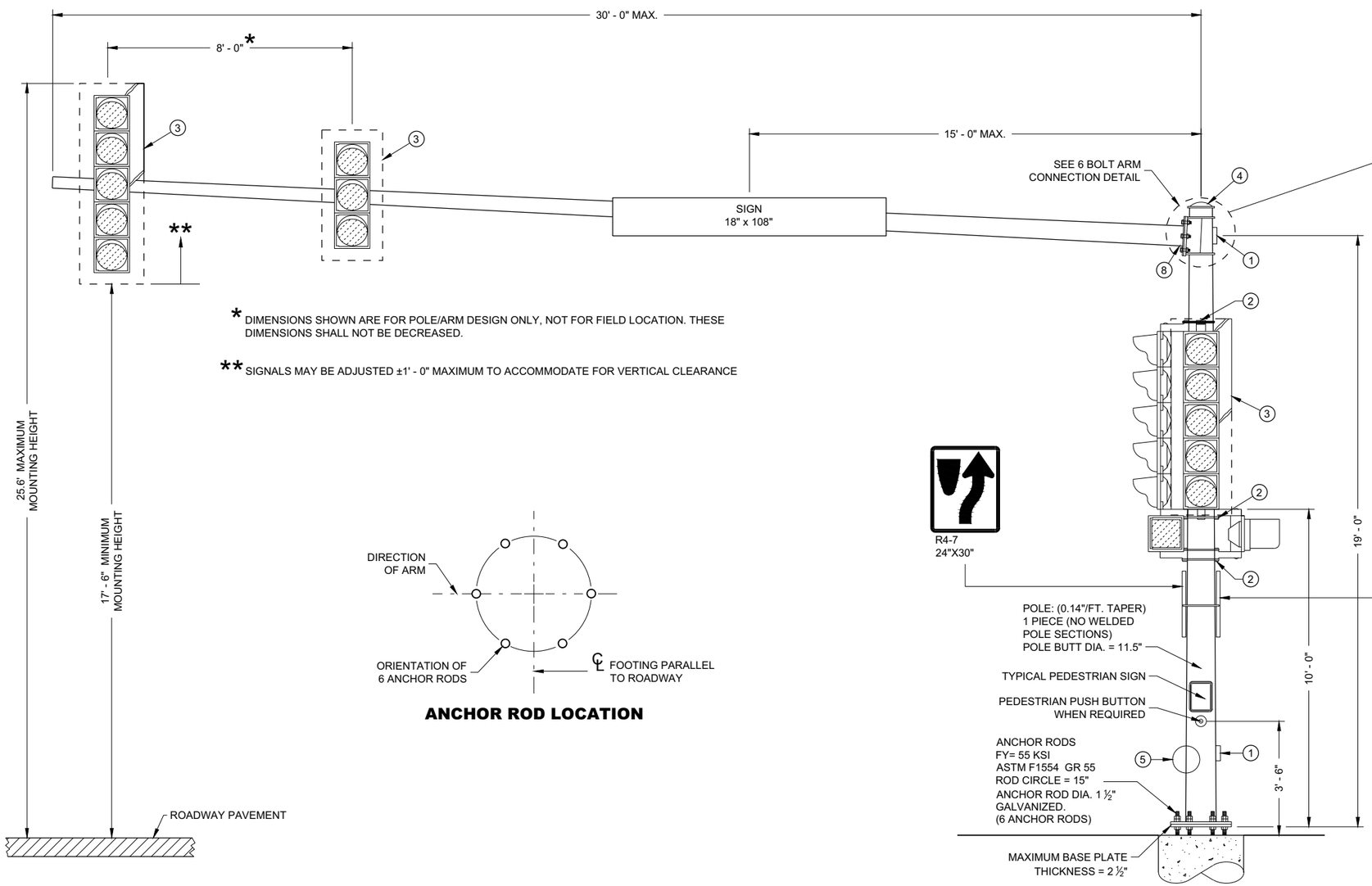
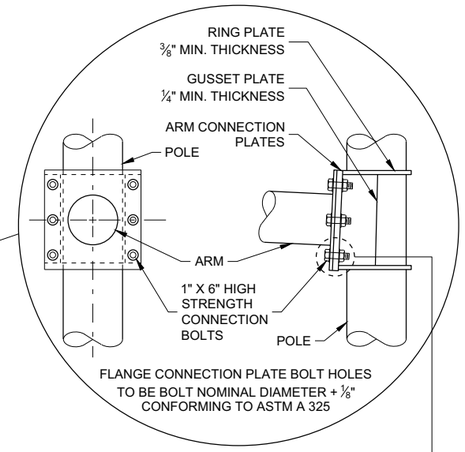


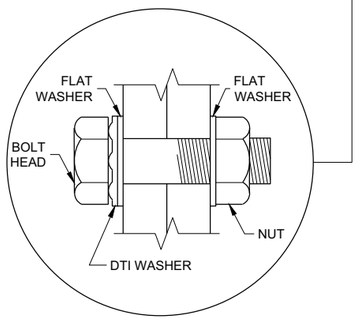
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI

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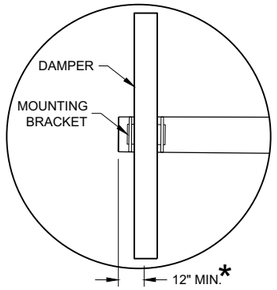
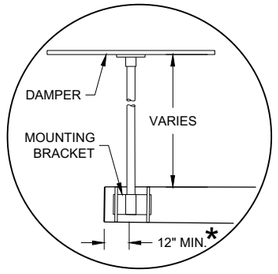
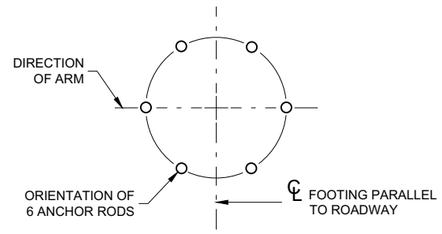


DUMBBELL VIBRATION DAMPER

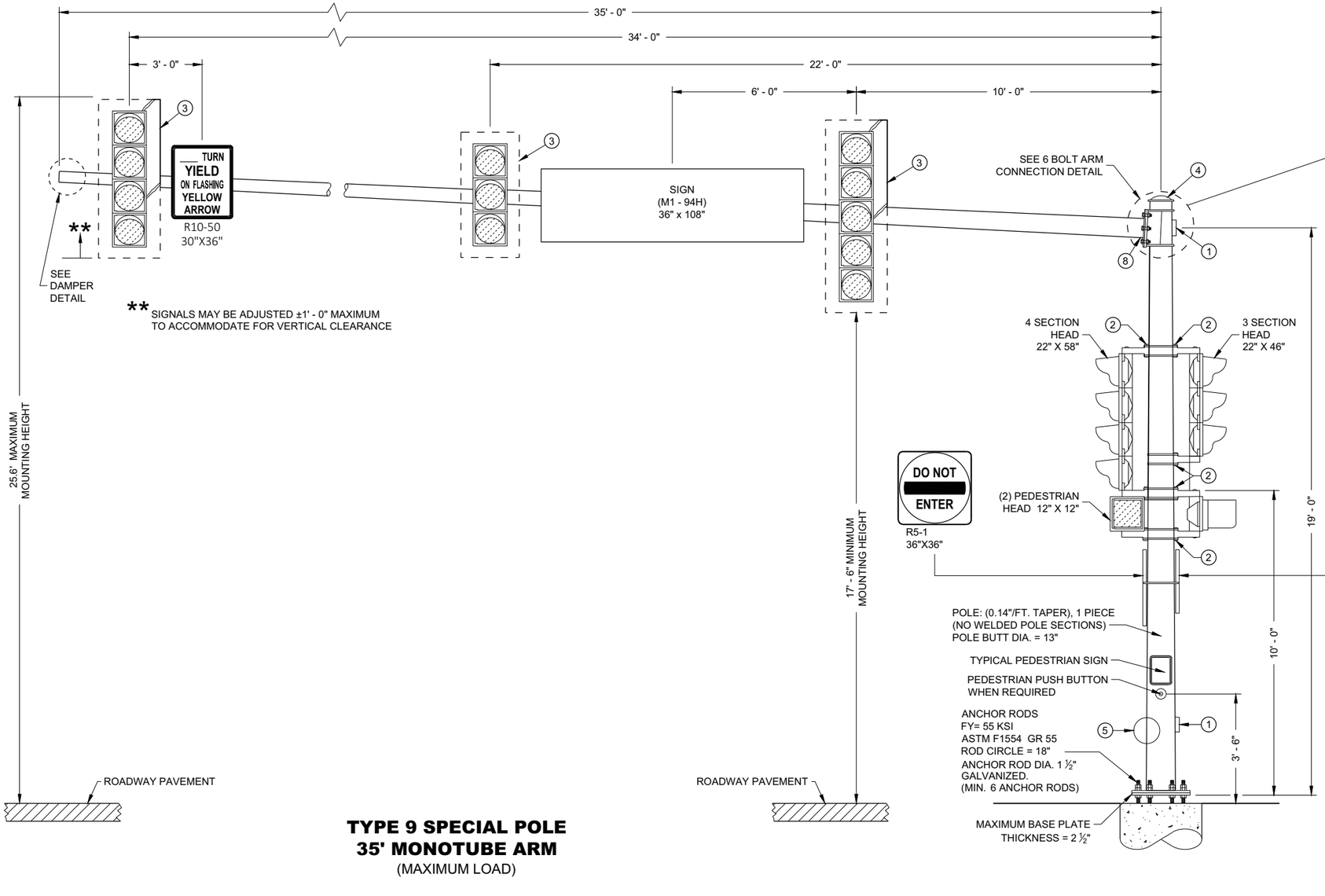


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

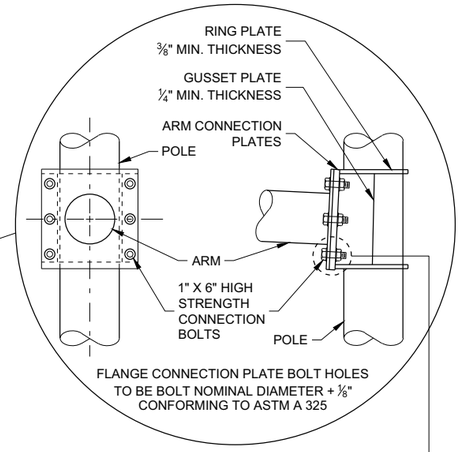


ANCHOR ROD LOCATION

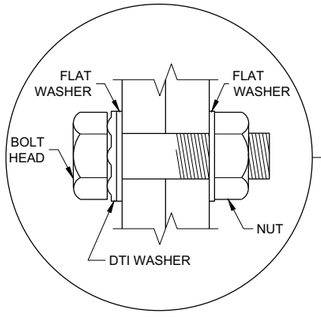


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 285

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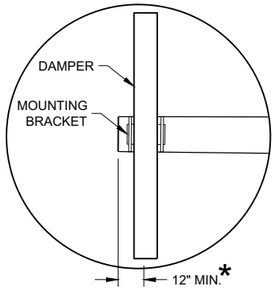
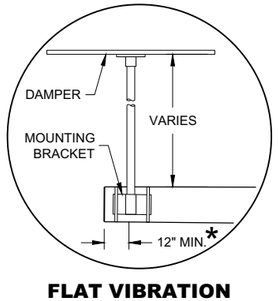
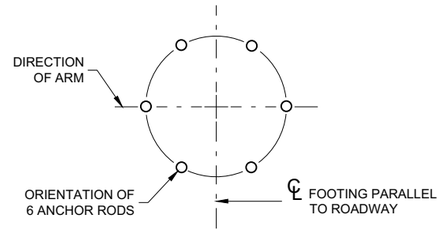


DUMBBELL VIBRATION DAMPER

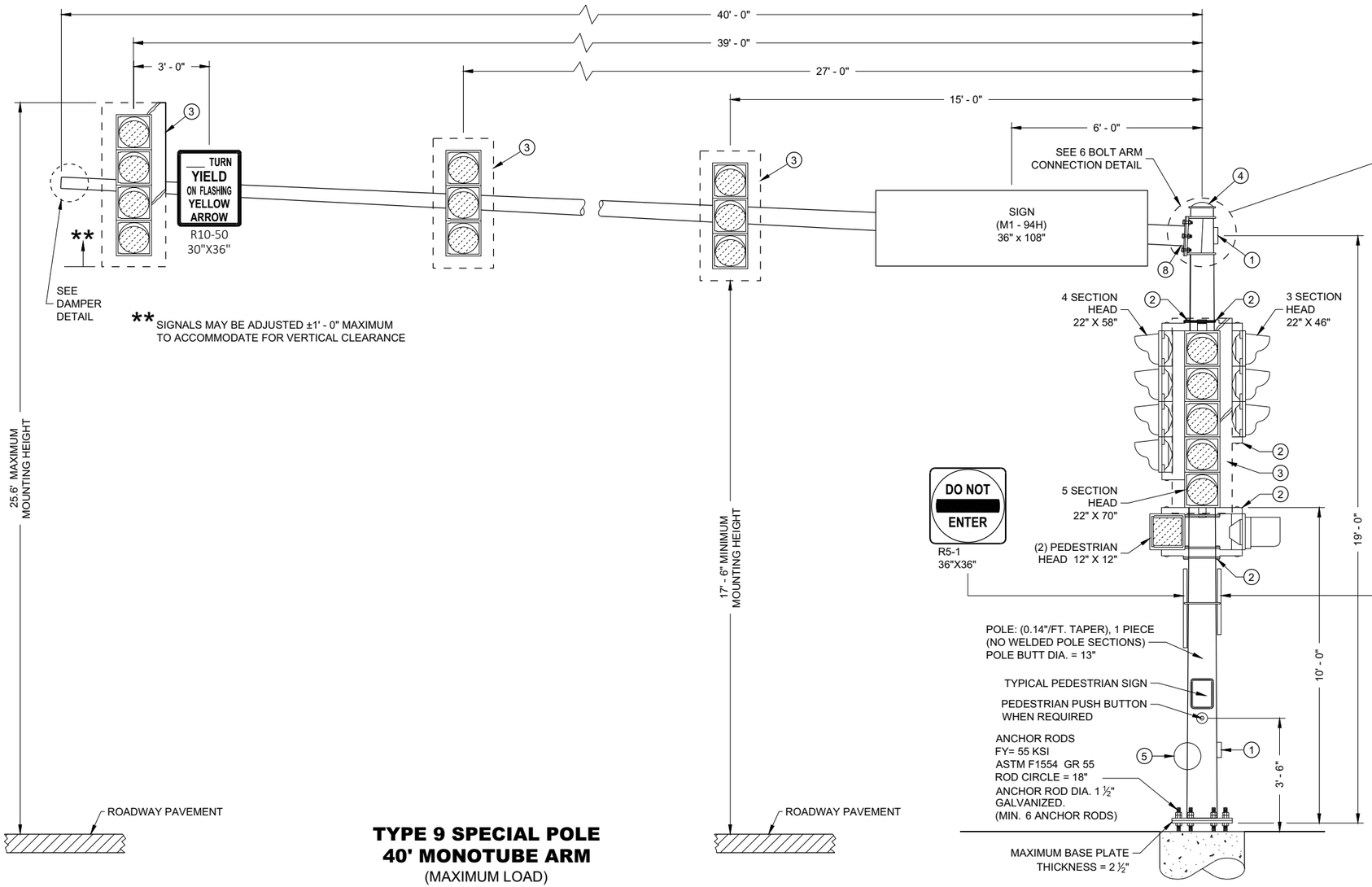


FLAT VIBRATION DAMPER

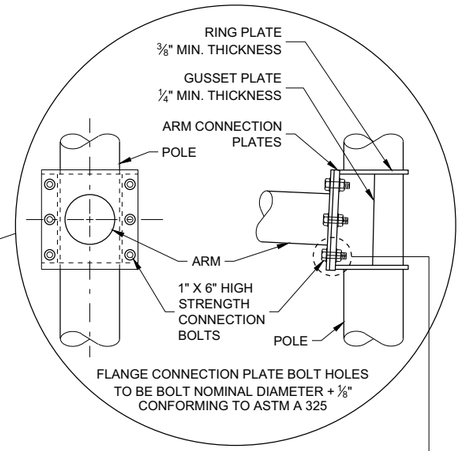
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



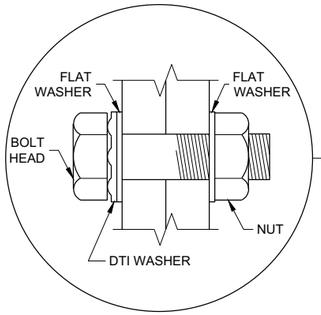
ANCHOR ROD LOCATION



TYPE 9 SPECIAL POLE 40' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE 40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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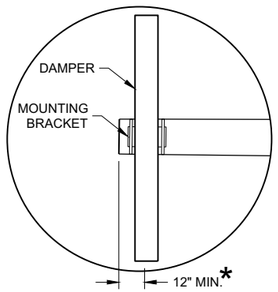
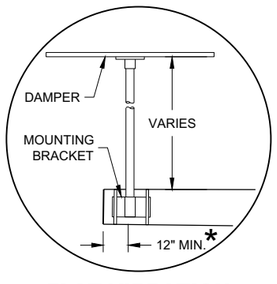
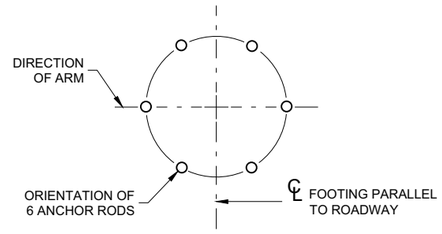


DUMBBELL VIBRATION DAMPER

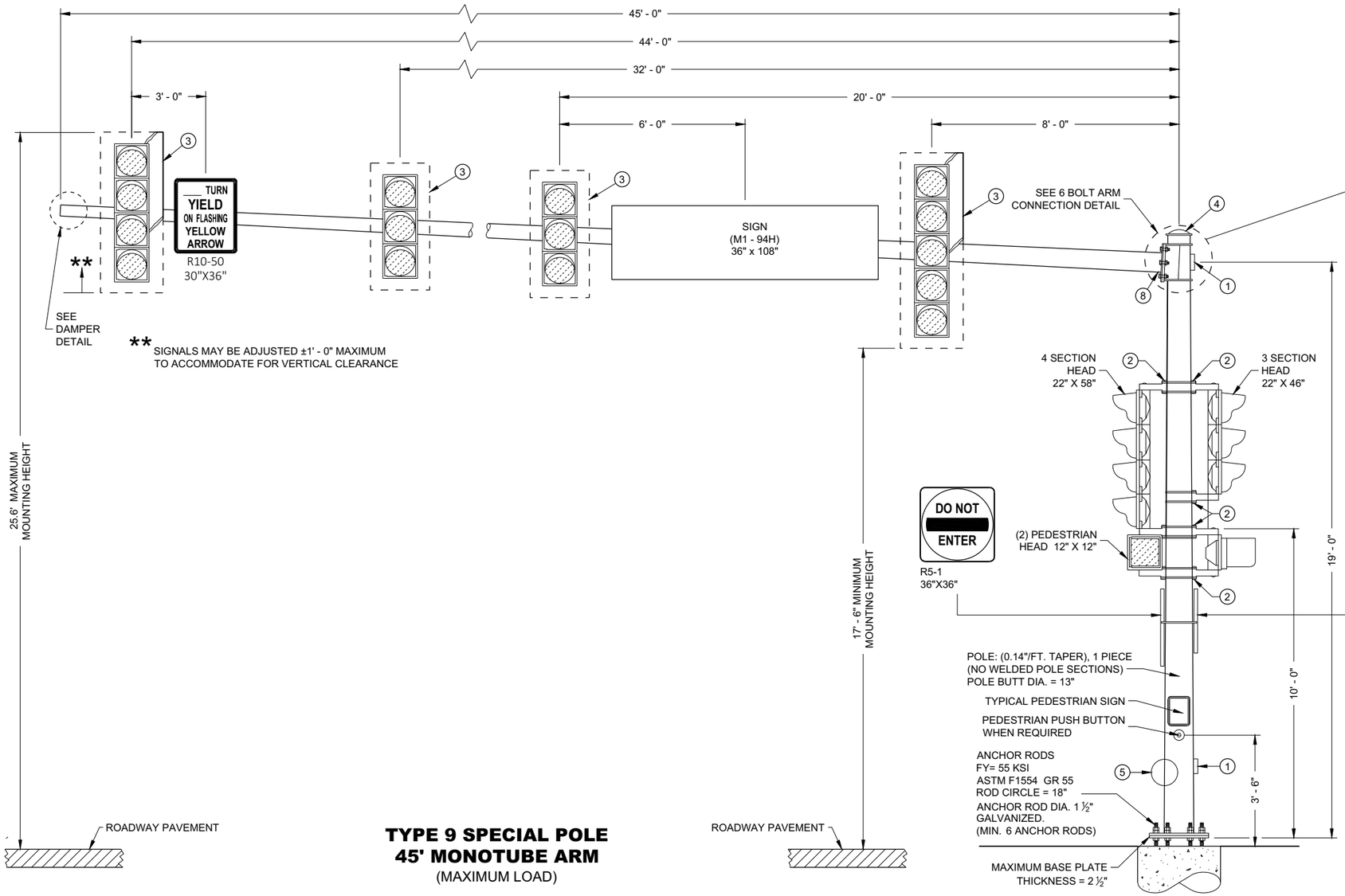


FLAT VIBRATION DAMPER

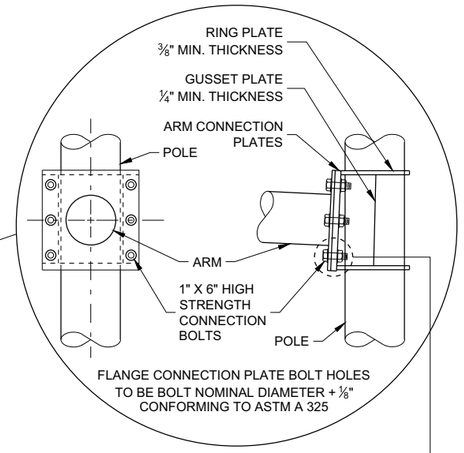
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



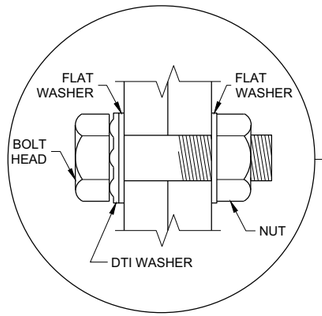
ANCHOR ROD LOCATION



TYPE 9 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
45' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 287

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6

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

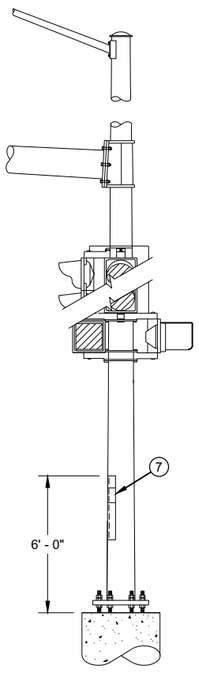
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

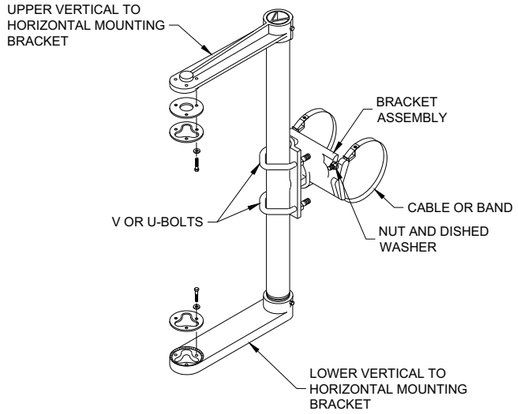
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

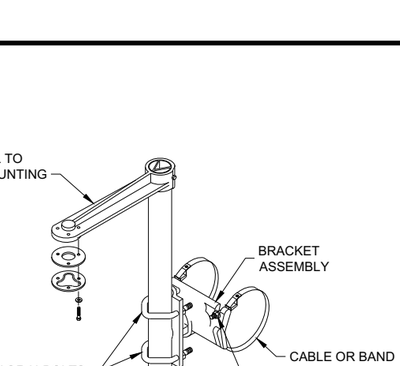


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



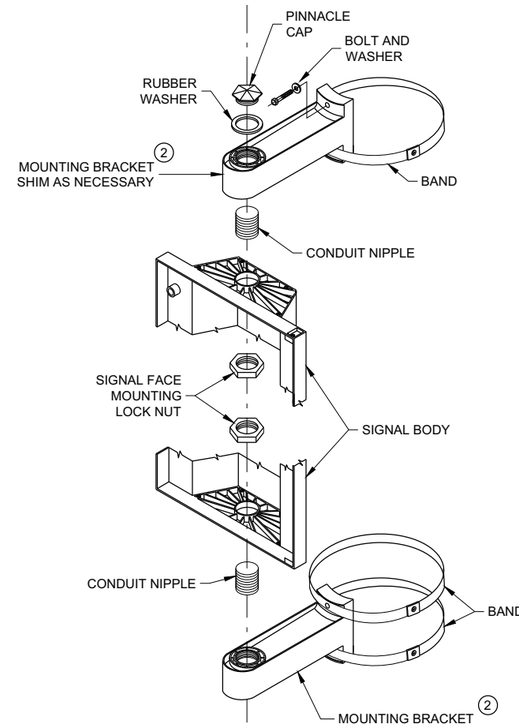
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

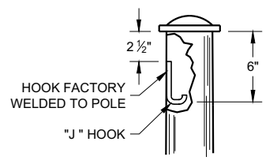


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER
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6

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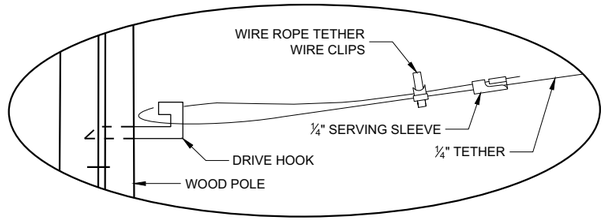
6

SDD 09E08 - 09k

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

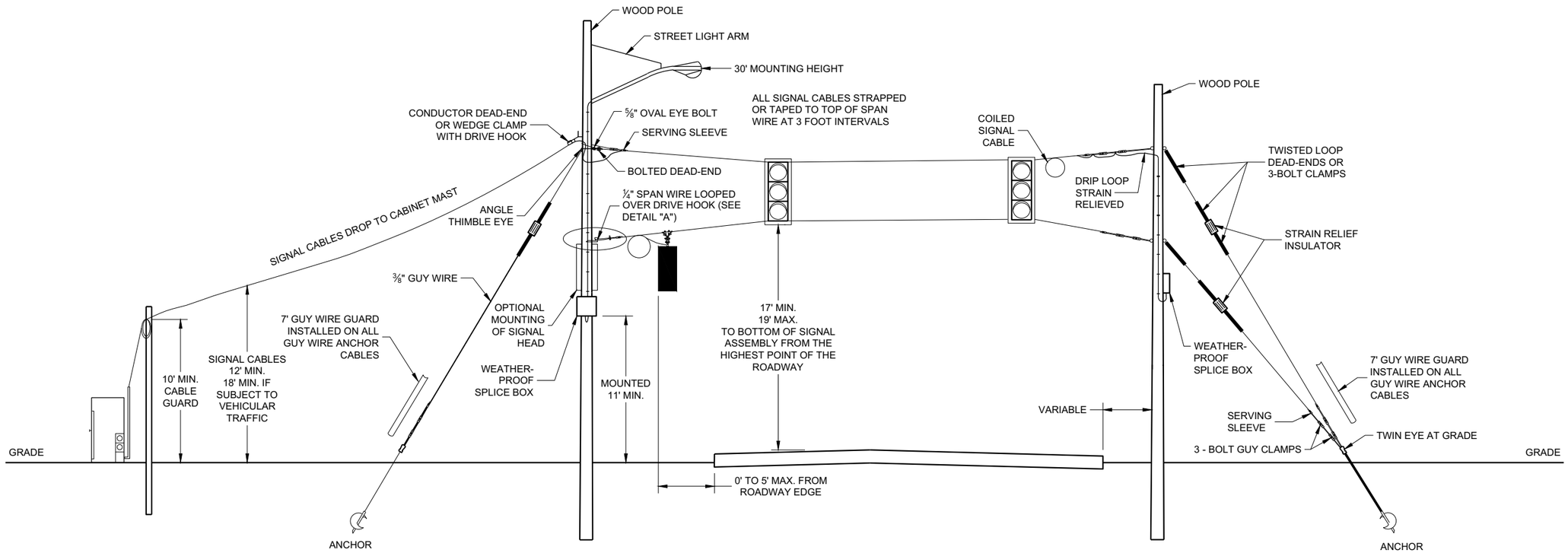


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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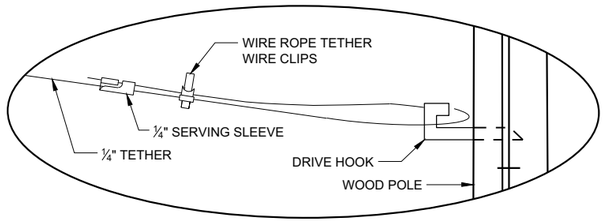
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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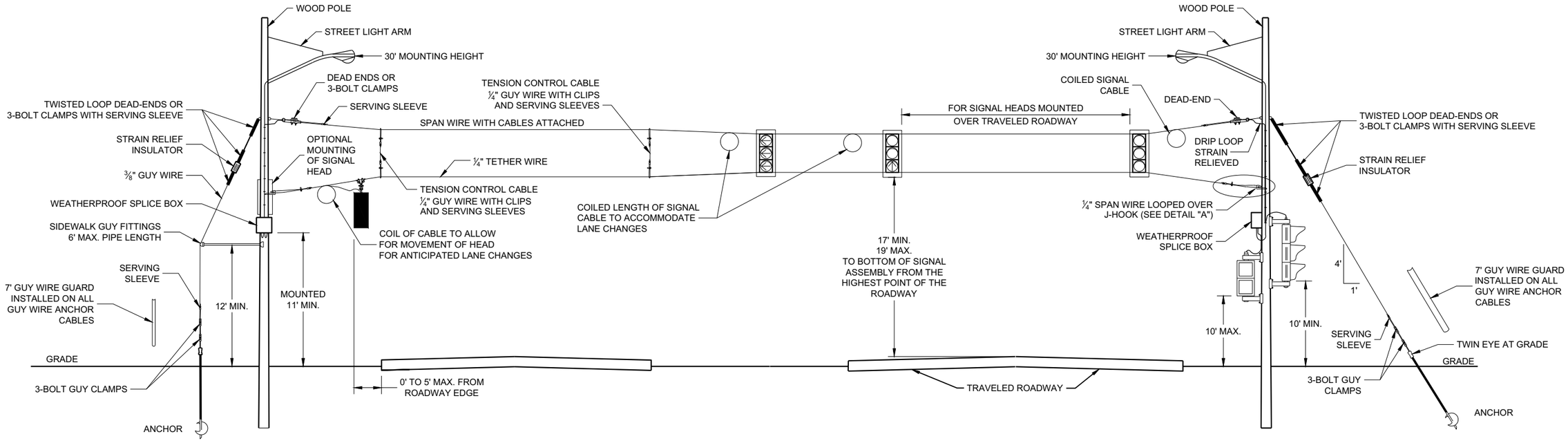

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
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/S/ Ahmet Demerbilek
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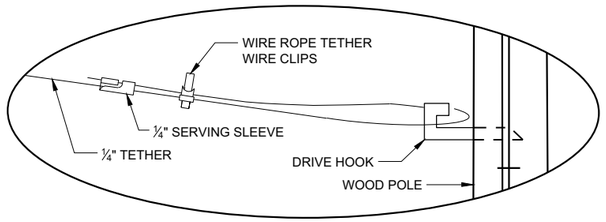
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



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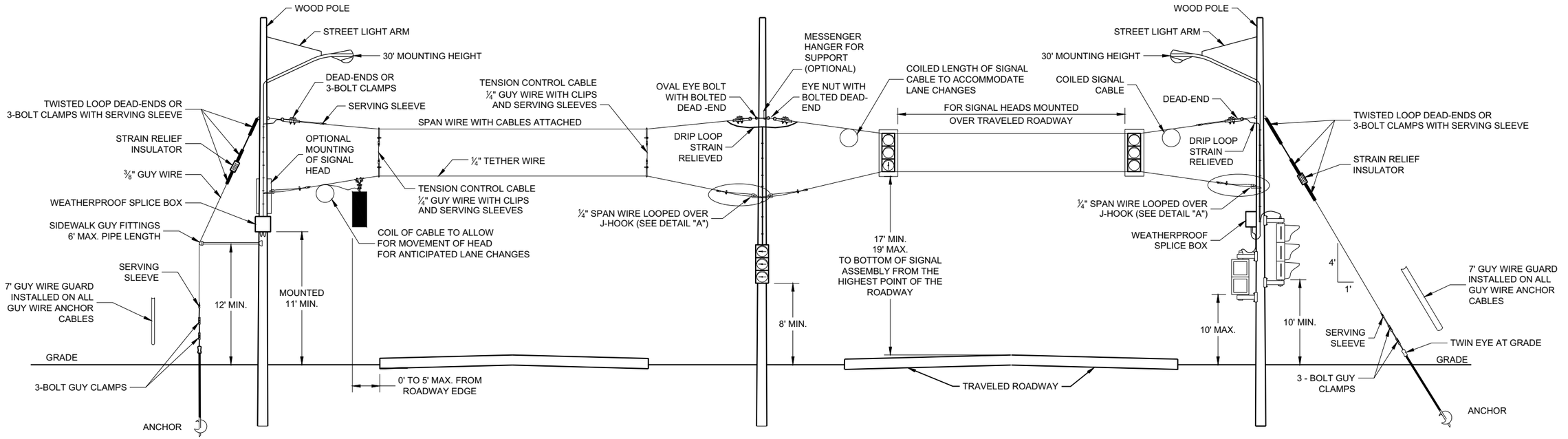

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
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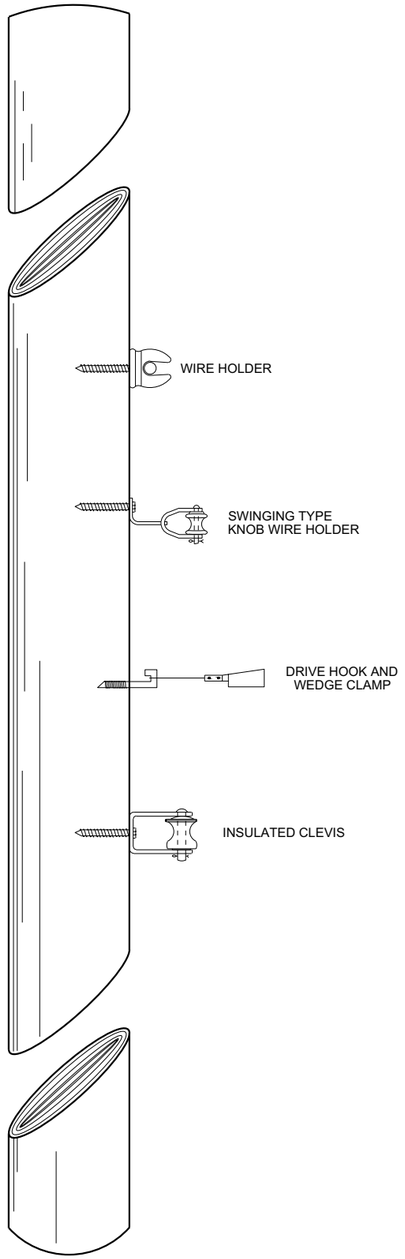

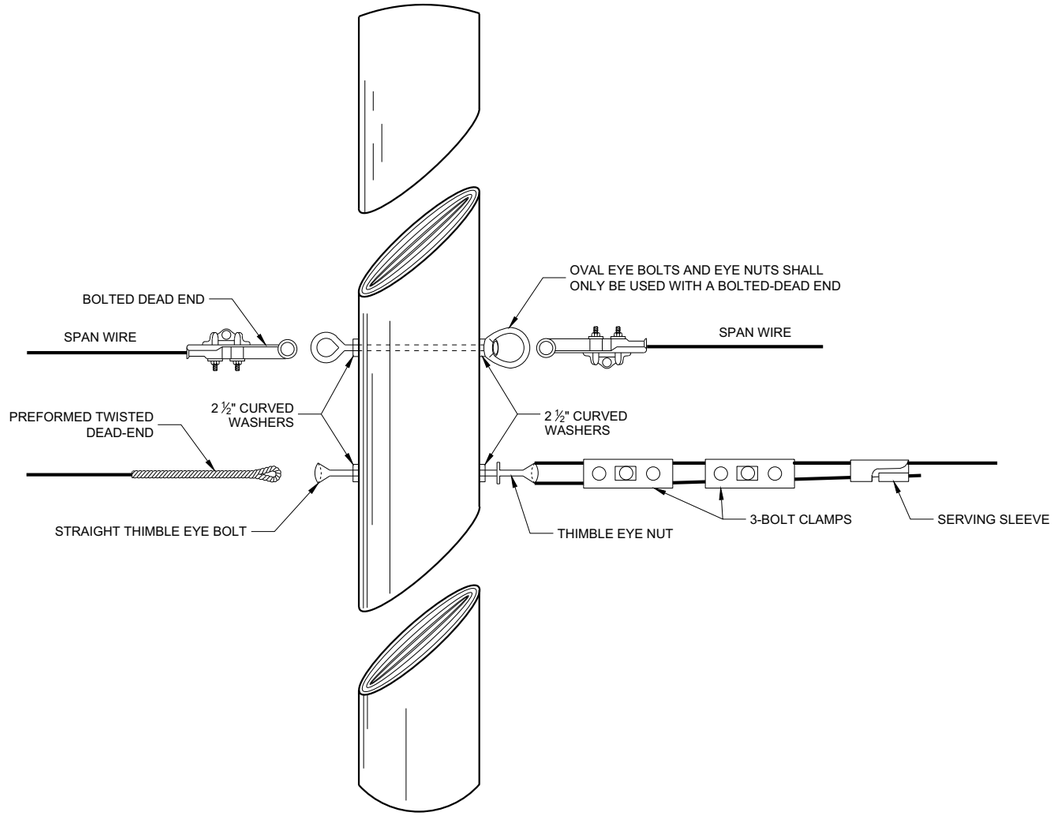

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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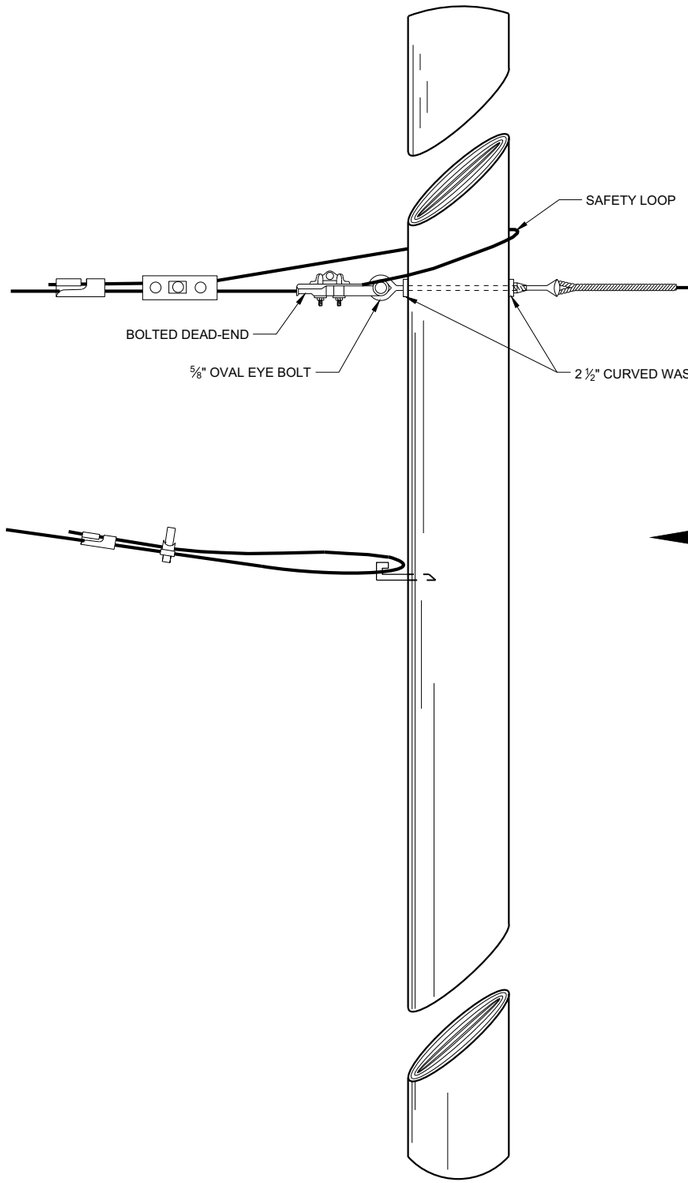
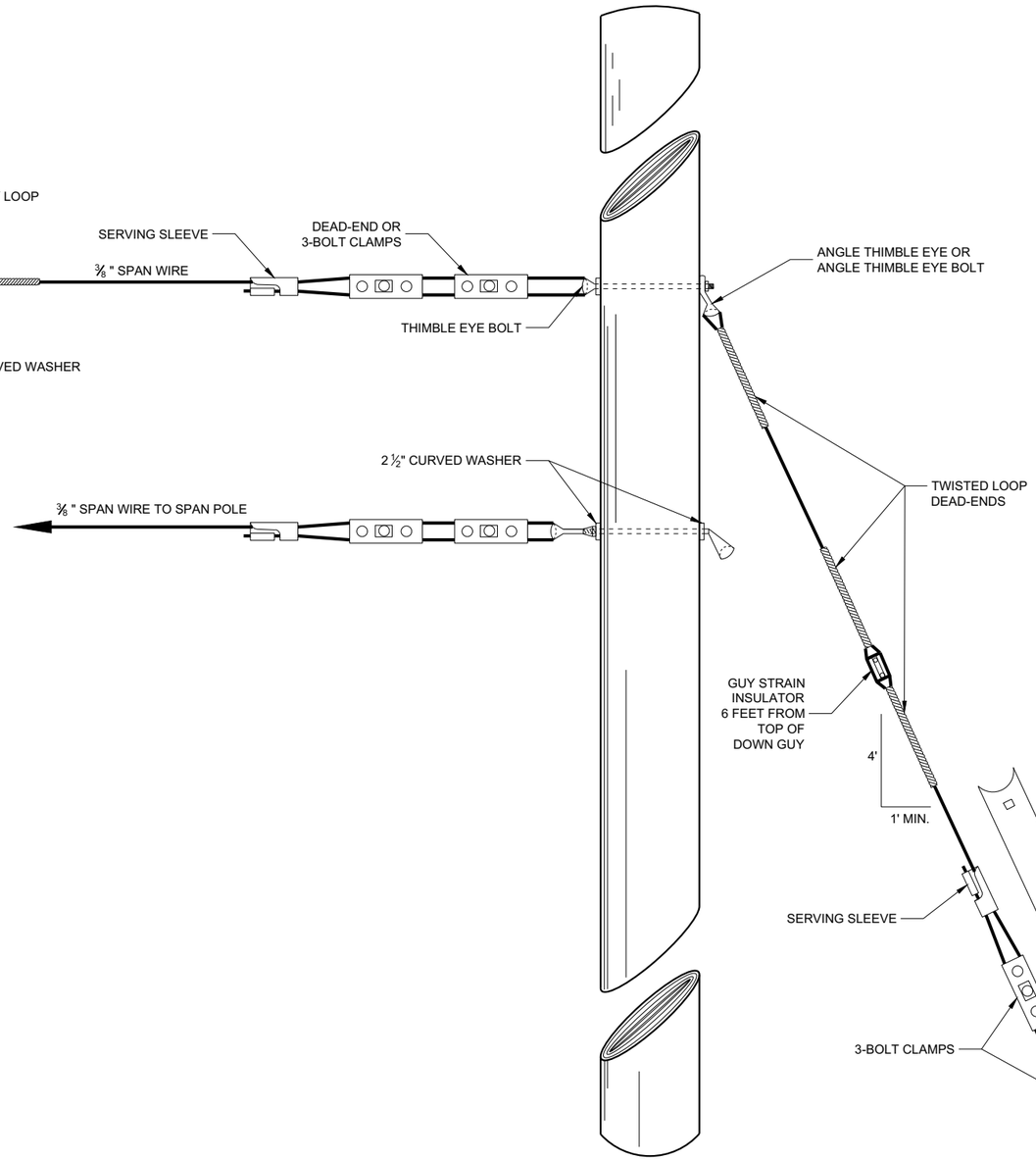
GENERAL NOTES

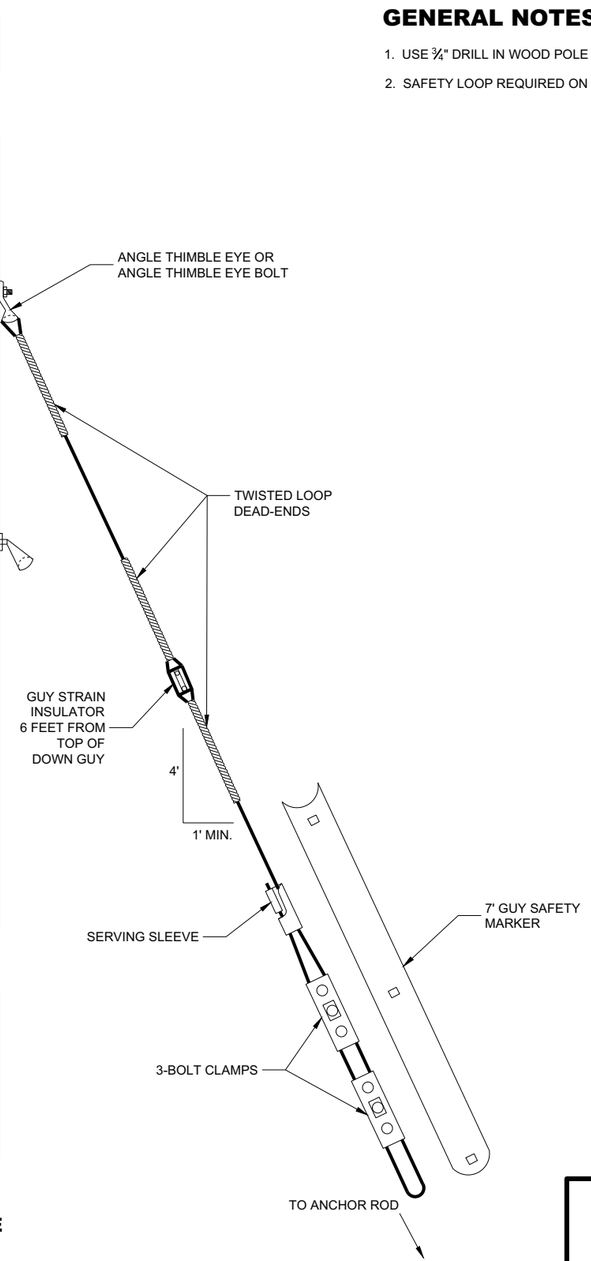
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
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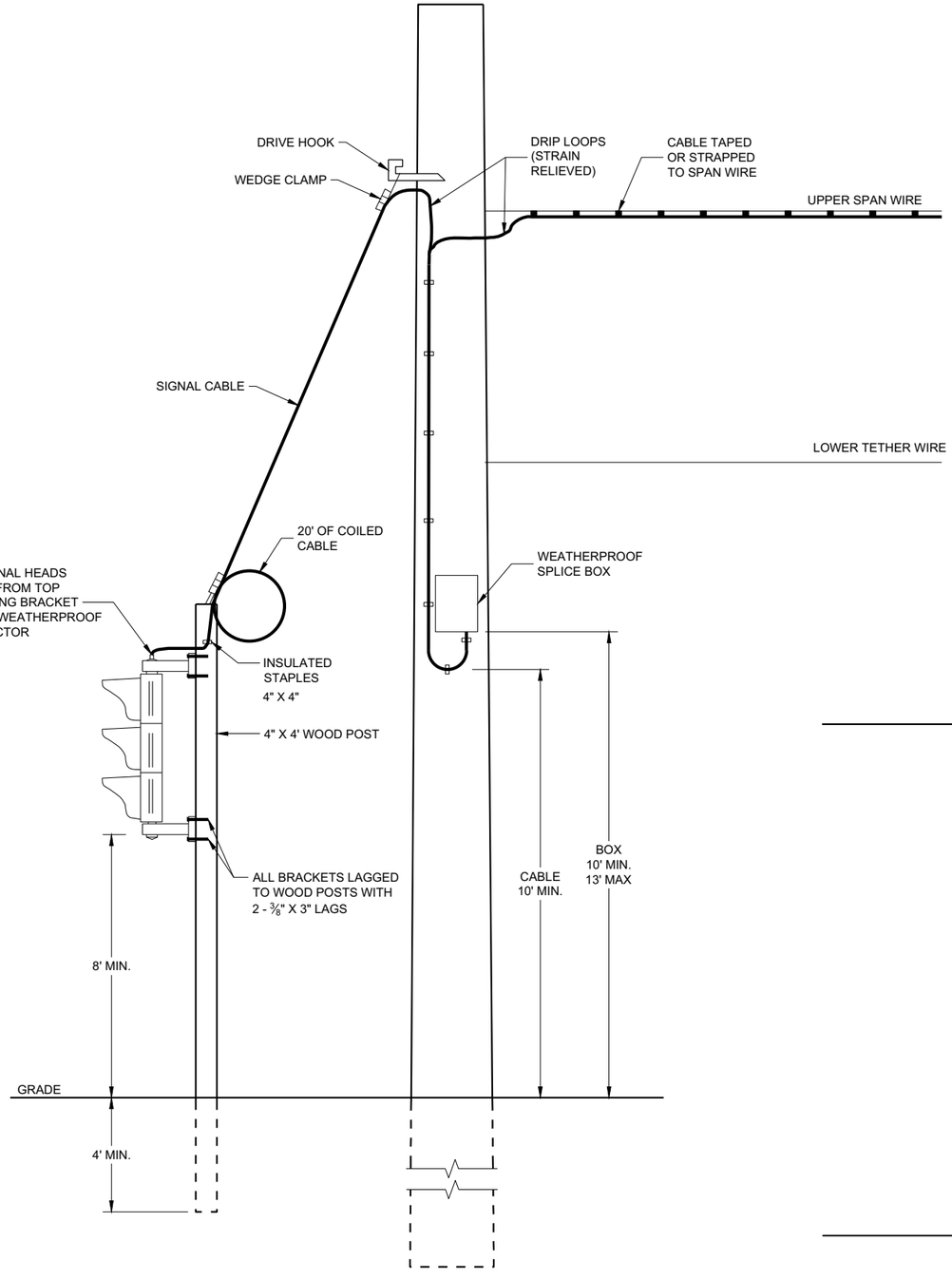
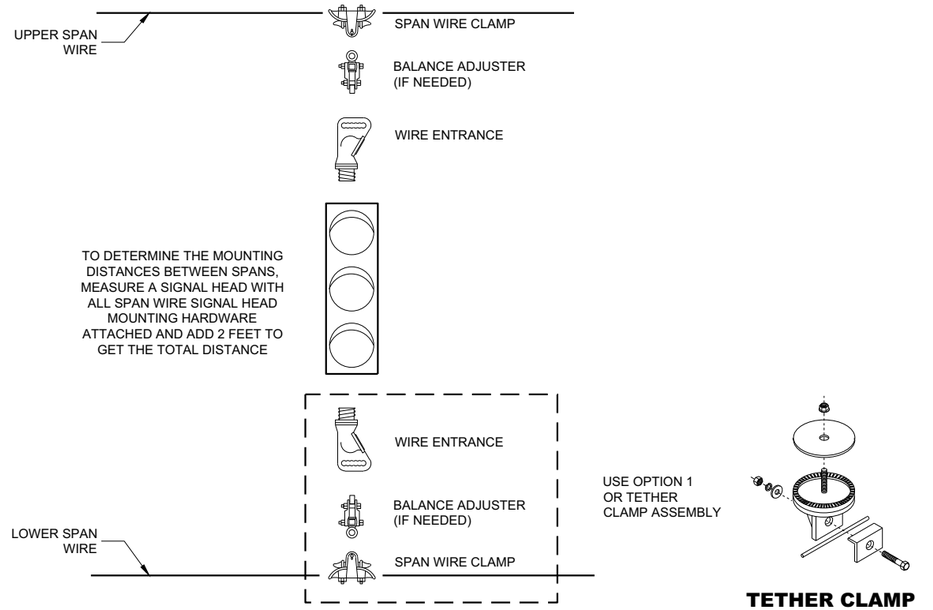
6

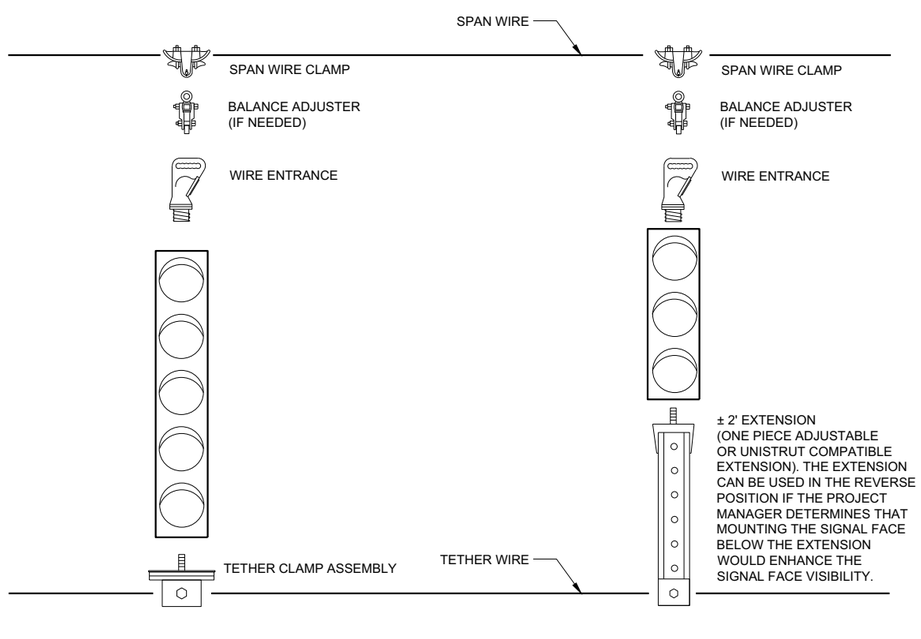
SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

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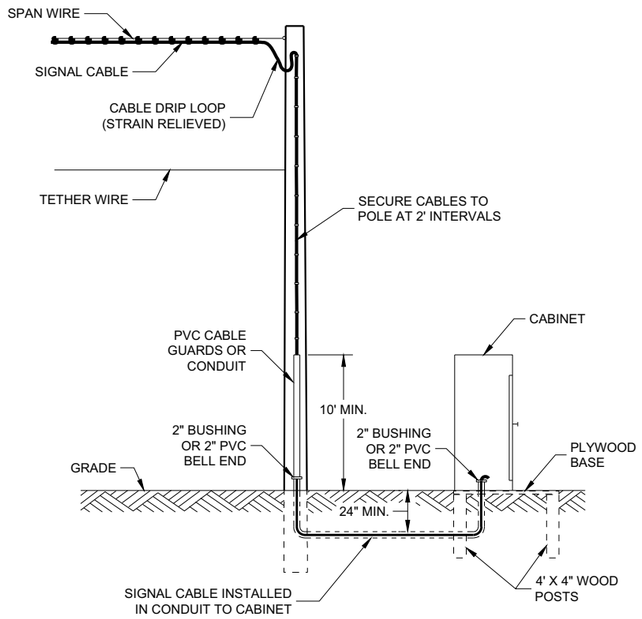
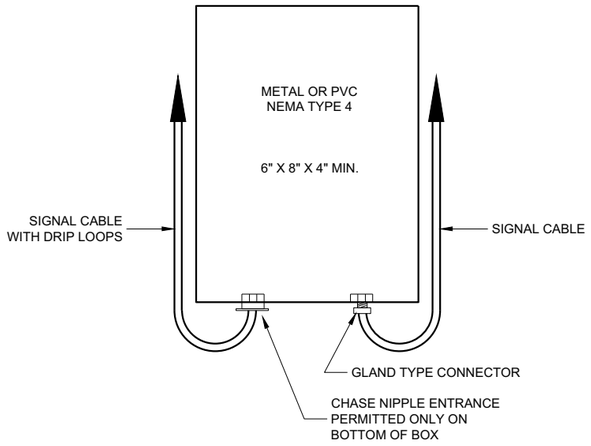
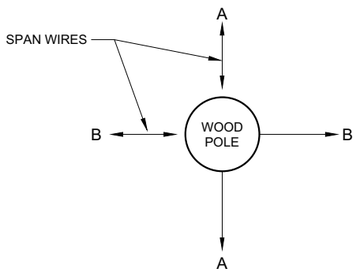




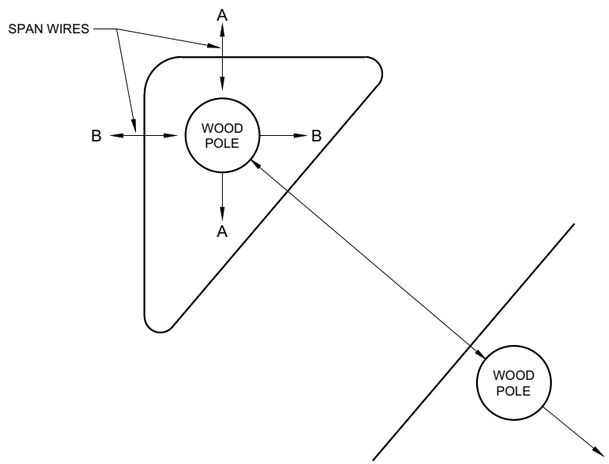
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

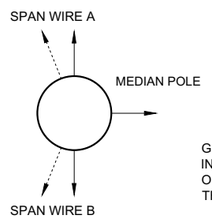


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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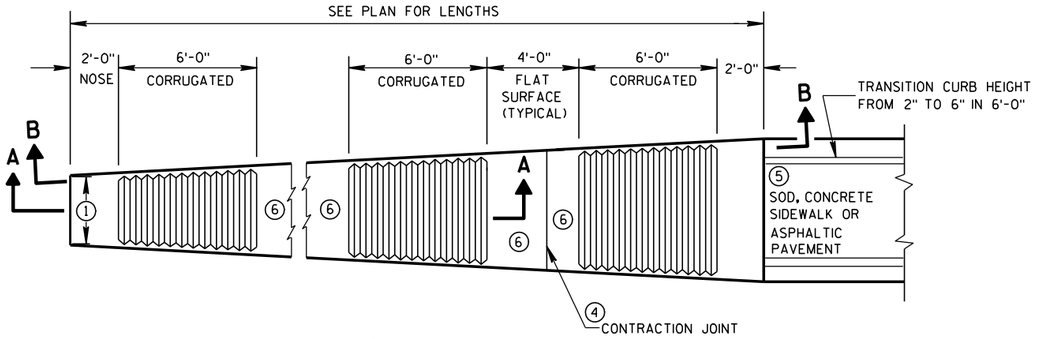
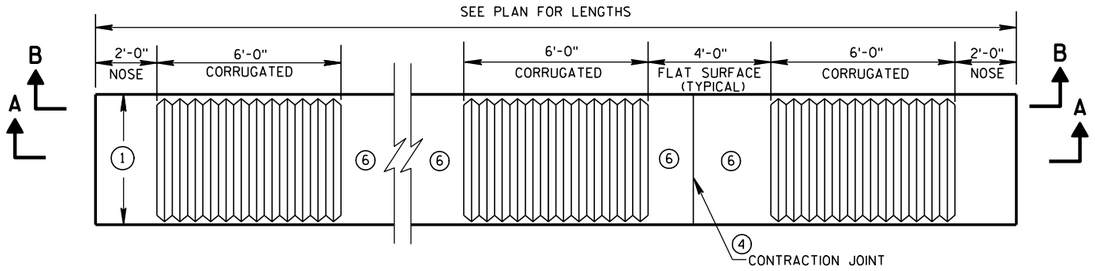
SDD 09G01 - 4g



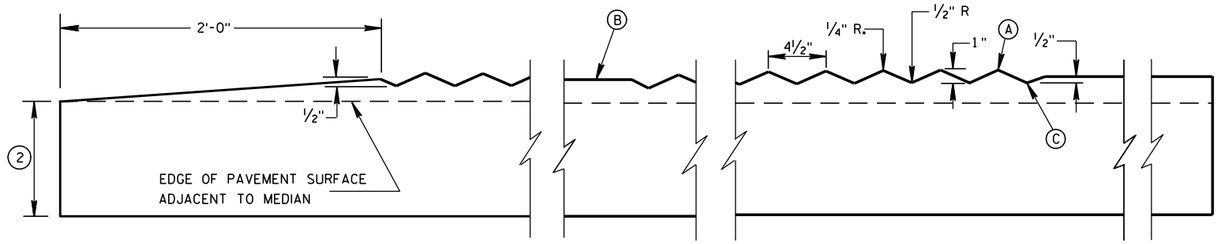
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

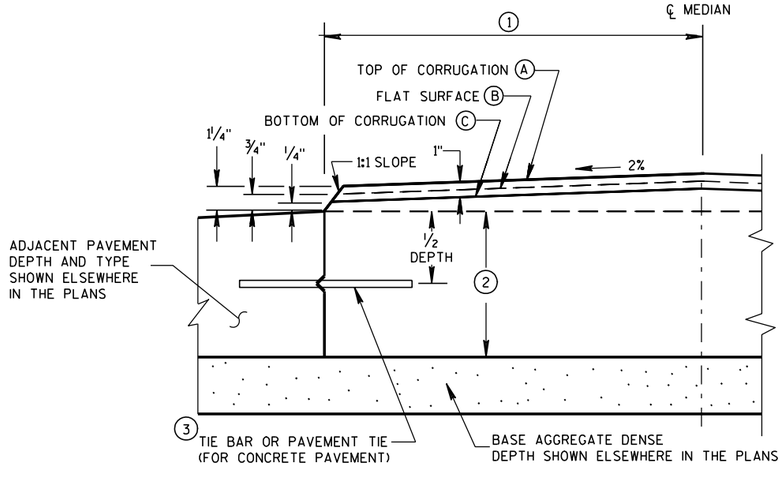
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

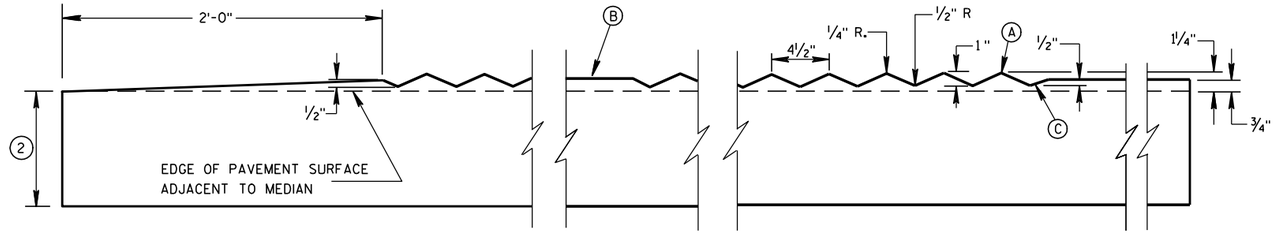
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/07 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
296
FHWA

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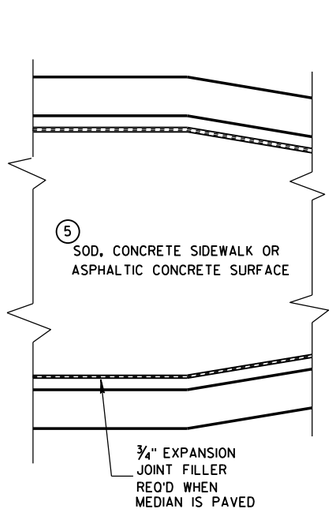
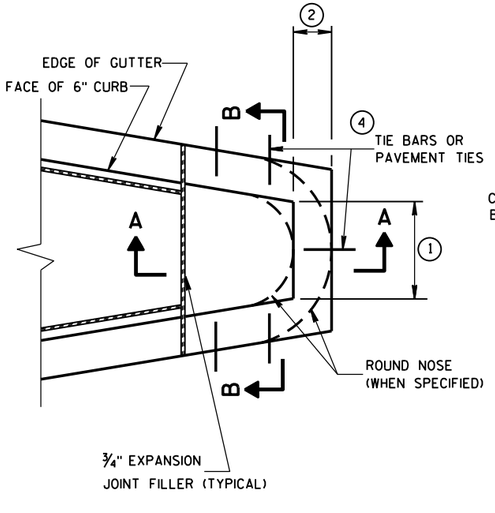
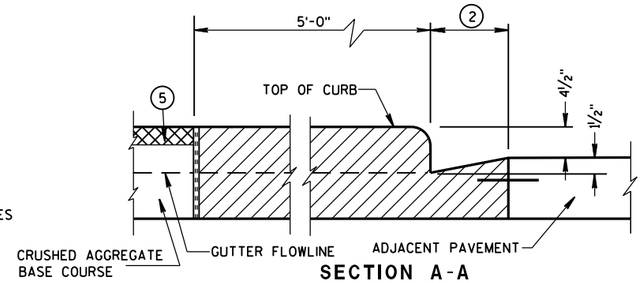
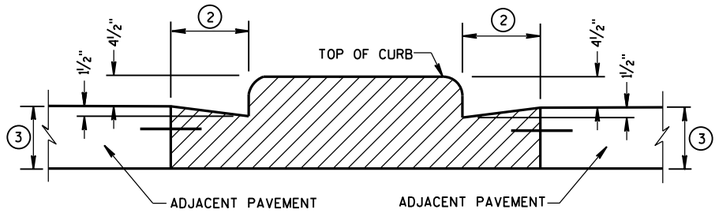






SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

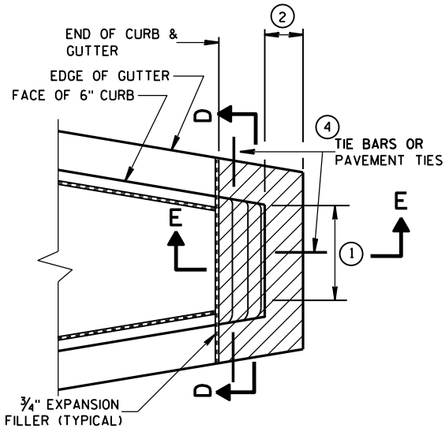
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

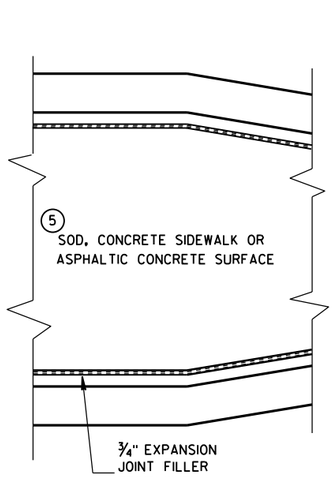
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

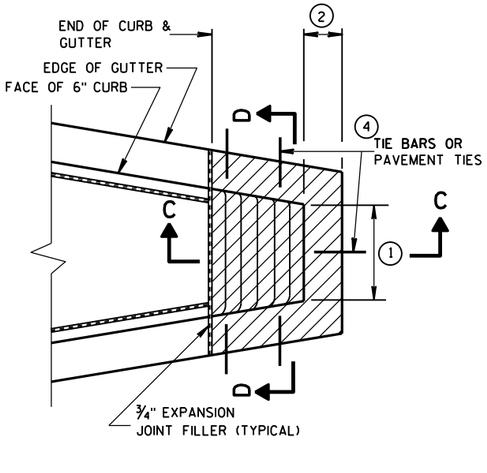
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

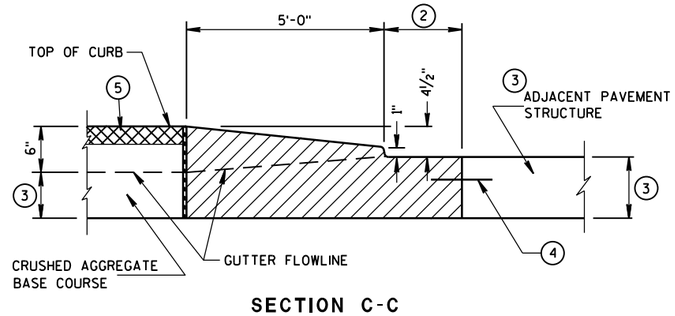
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

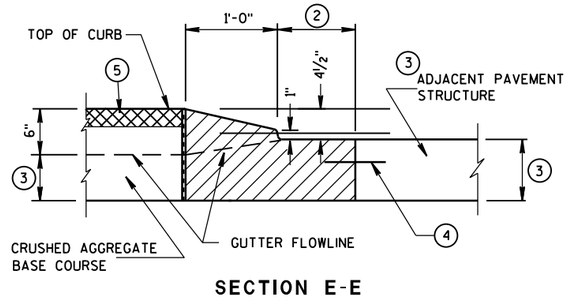








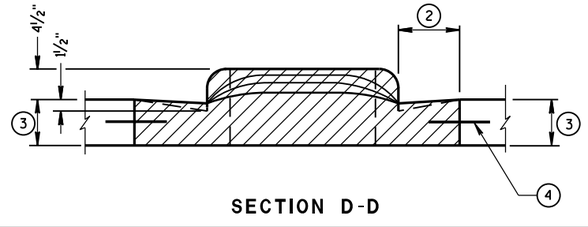
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
297
FHWA

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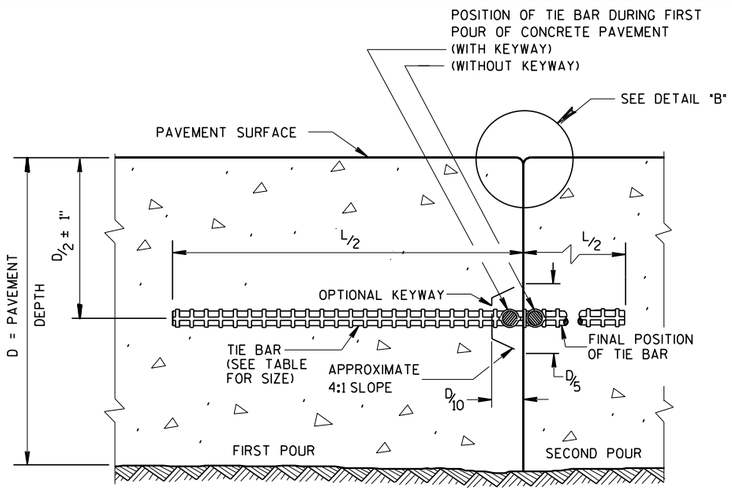
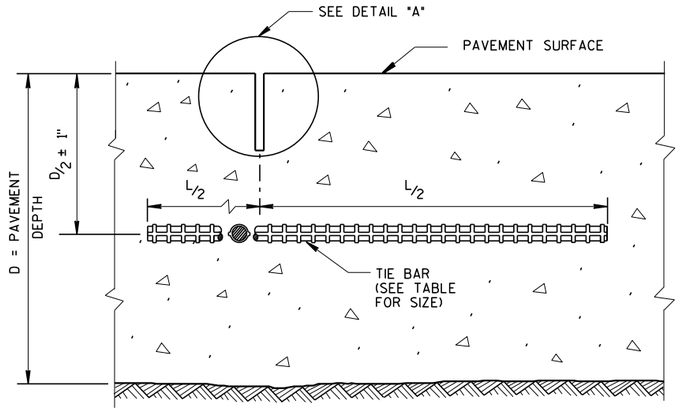


CONSTRUCTION JOINT



SAWED JOINT

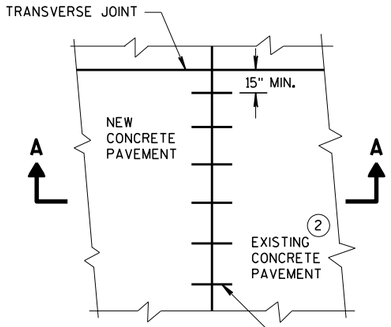
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

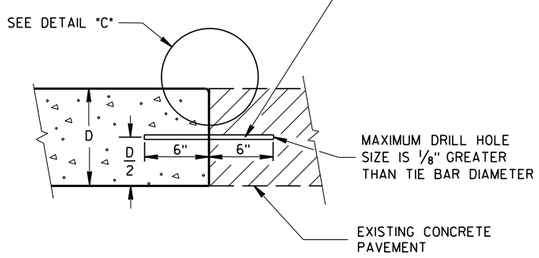
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

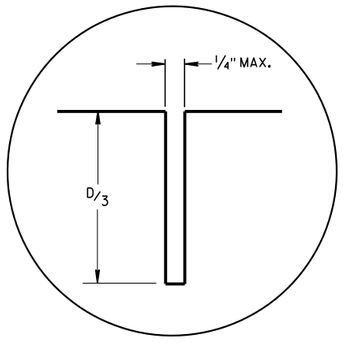


PLAN VIEW

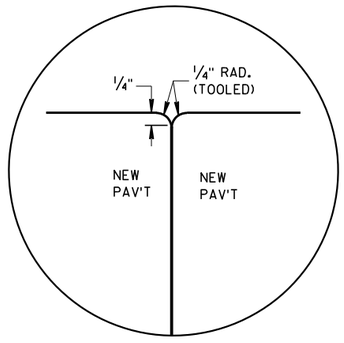


SECTION A-A

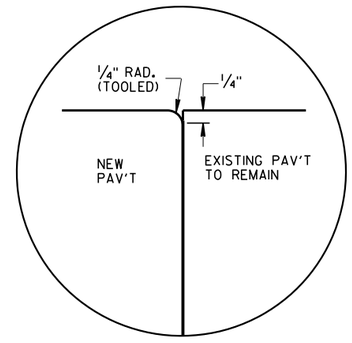
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



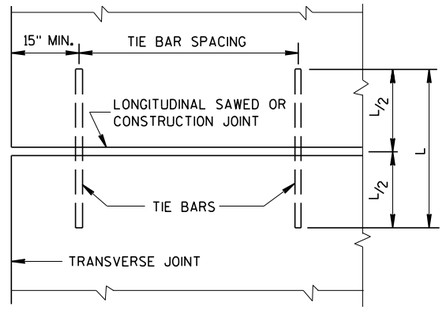
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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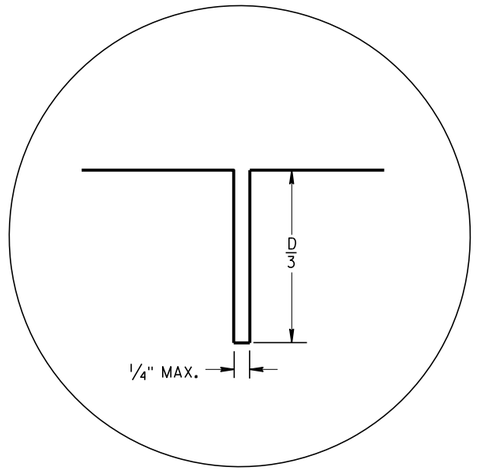
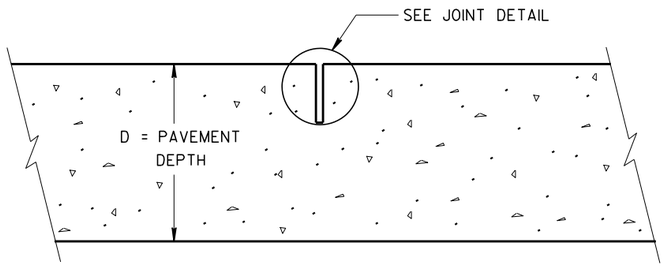


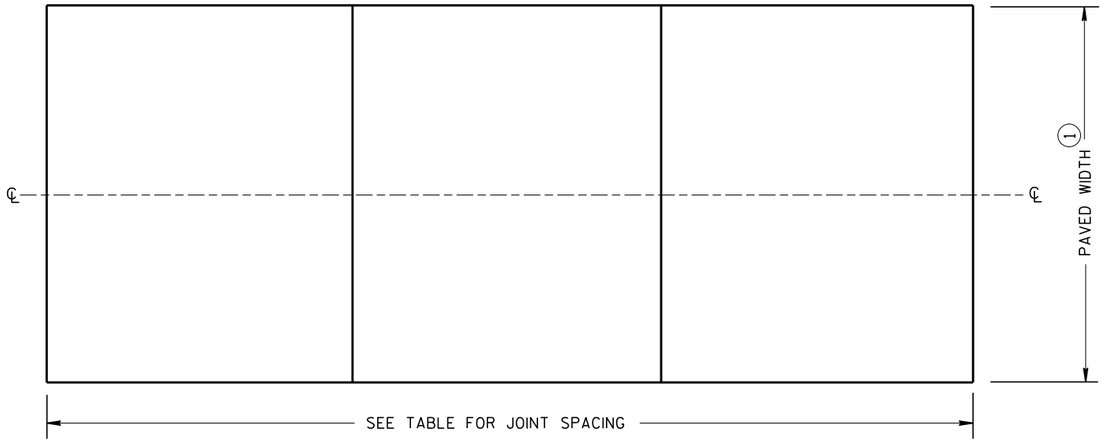
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

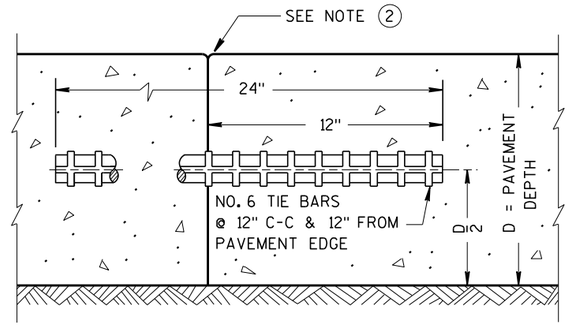
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPT
FHWA

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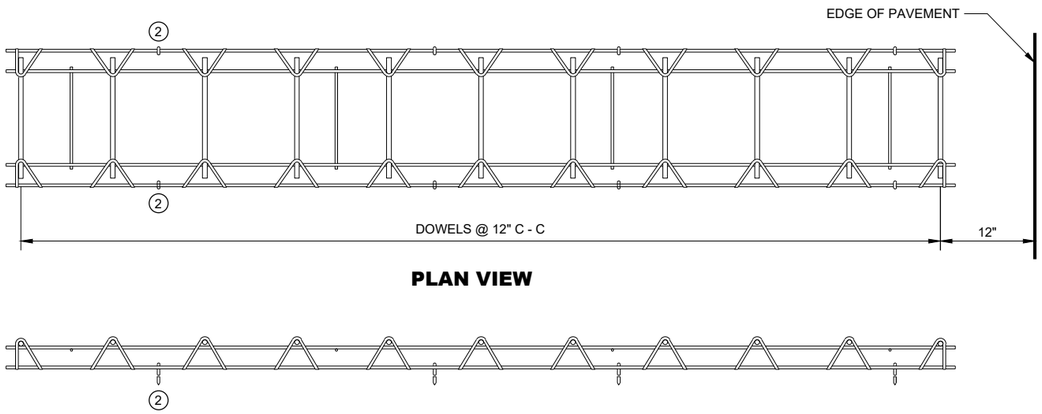
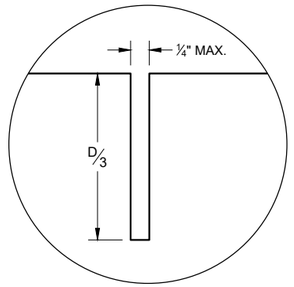


PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

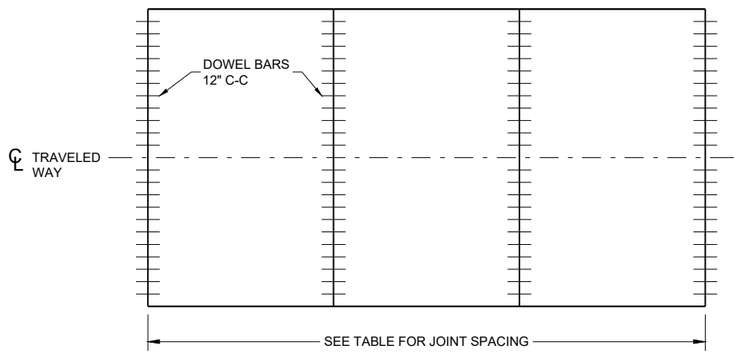
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

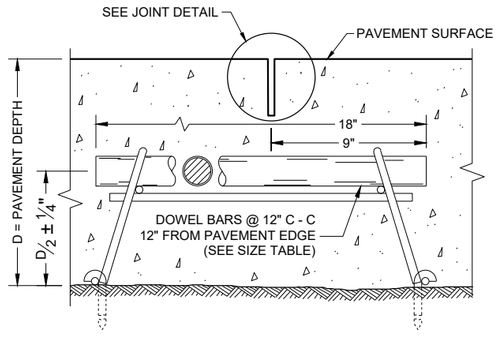
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



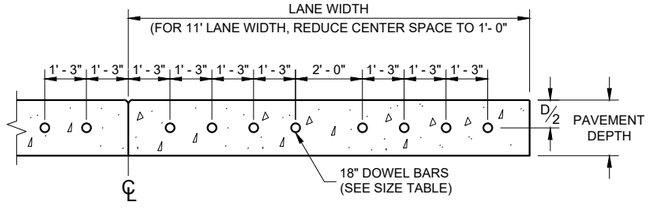
CONTRACTION JOINT LOCATIONS



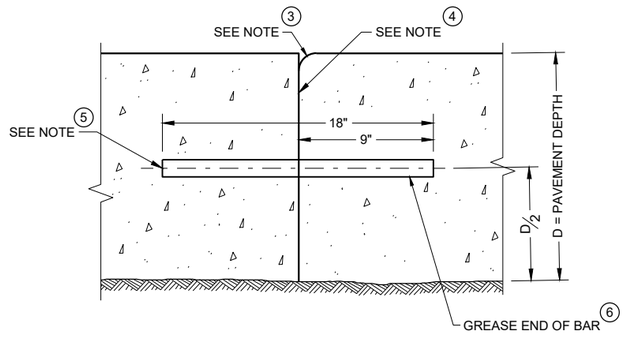
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS 300

FHWA

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SDD 13C13 - 11

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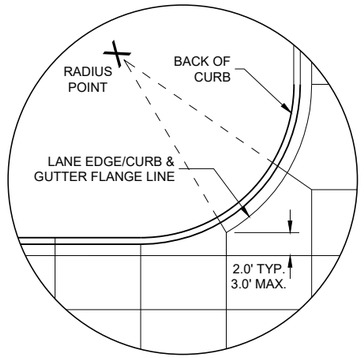
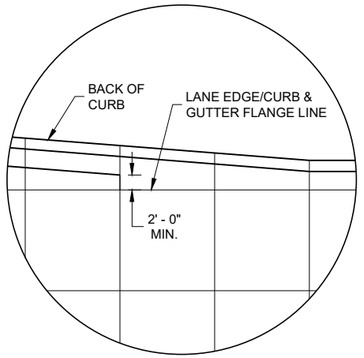
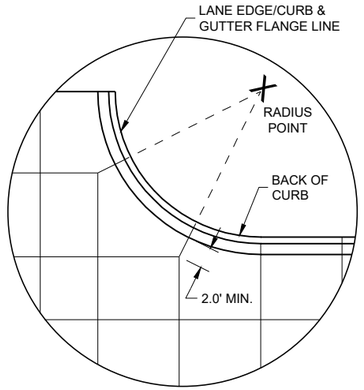


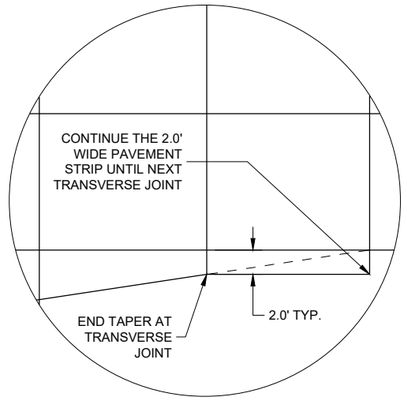
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

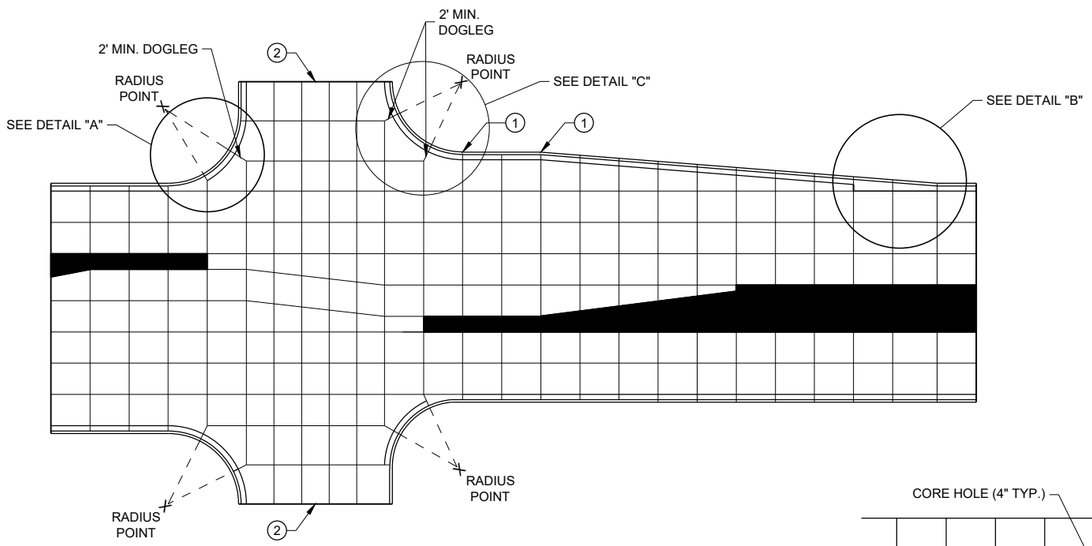
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

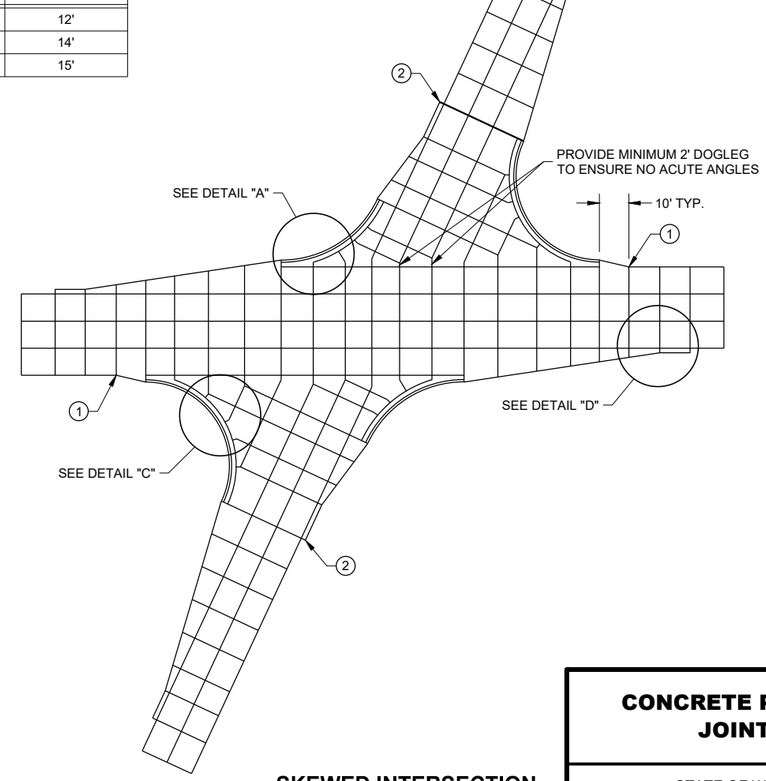
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



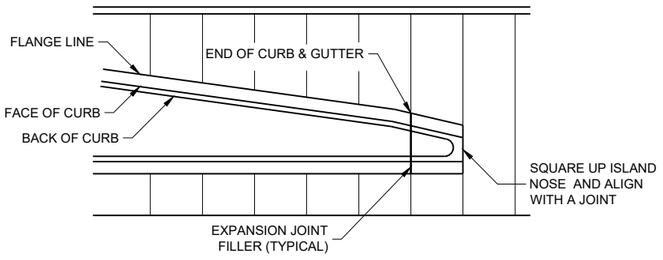
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

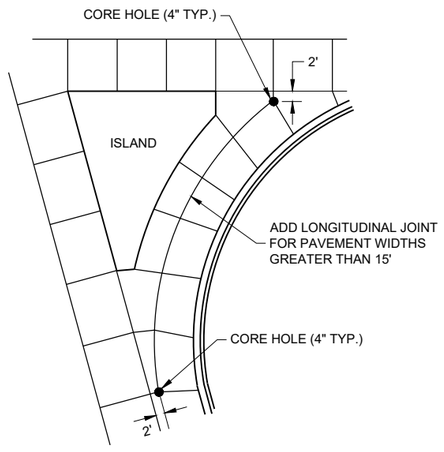
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

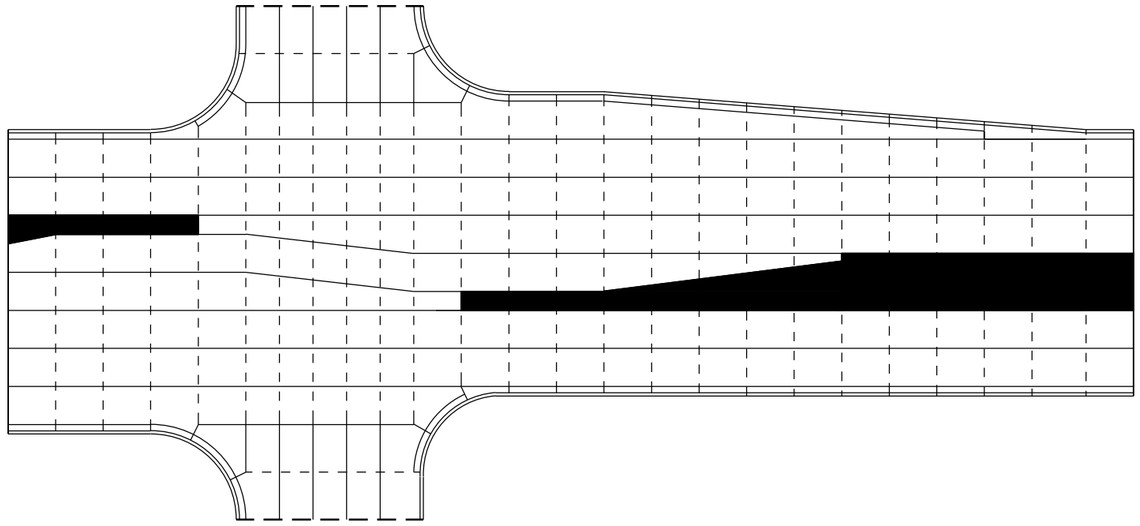
6
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

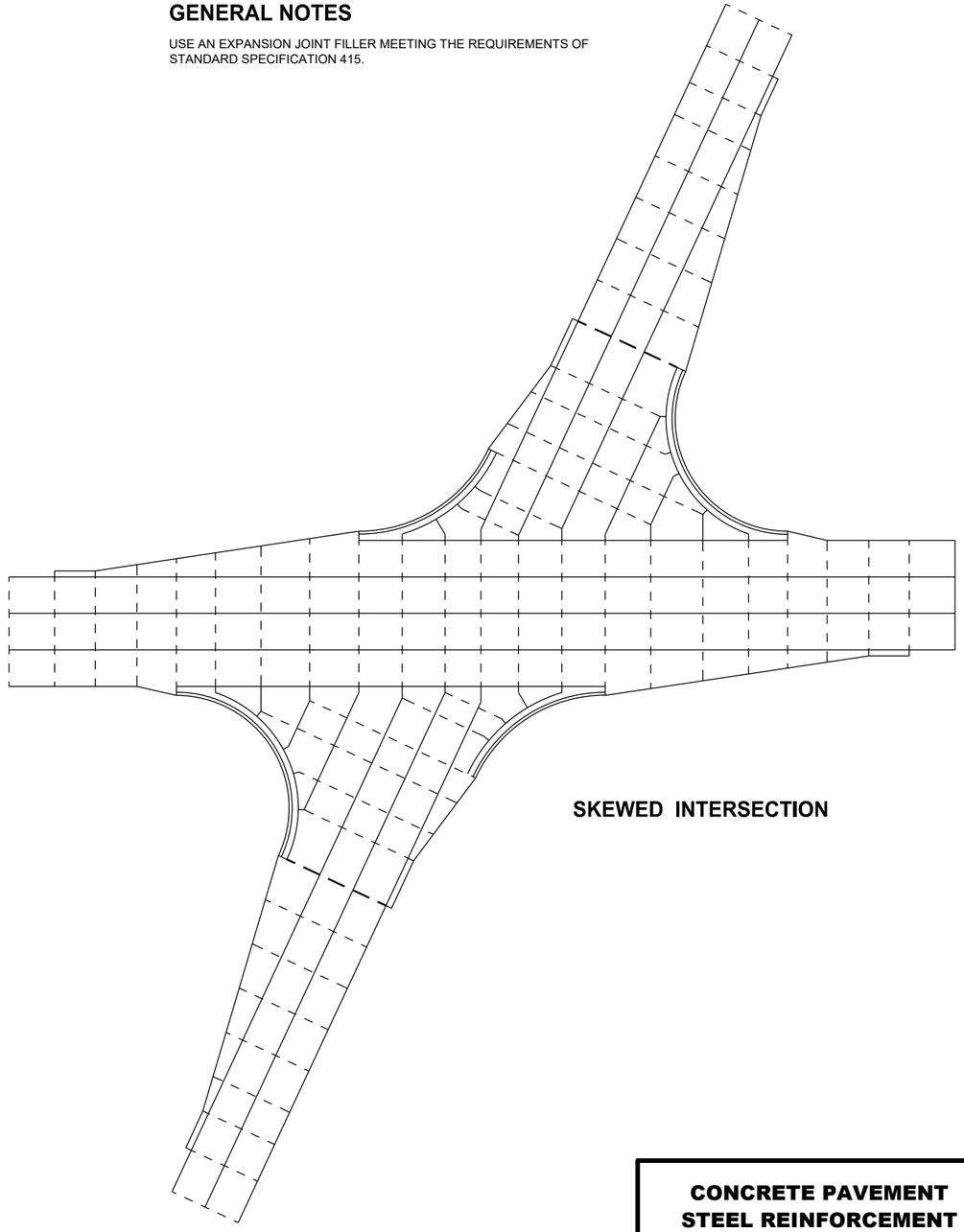
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

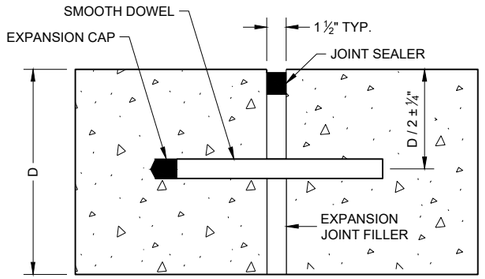
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

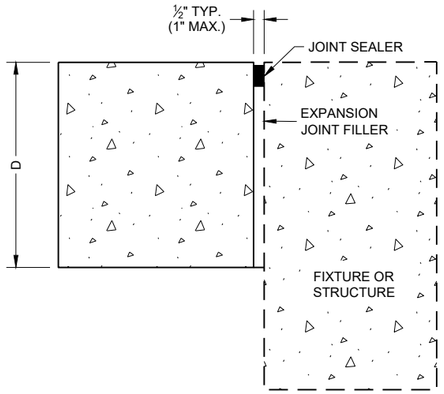
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

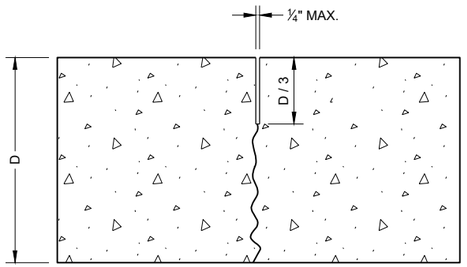
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

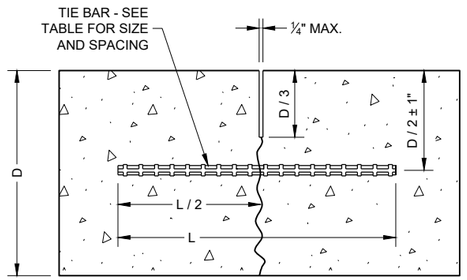
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

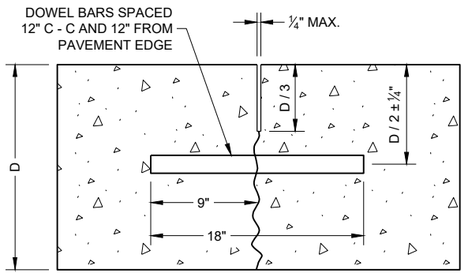
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

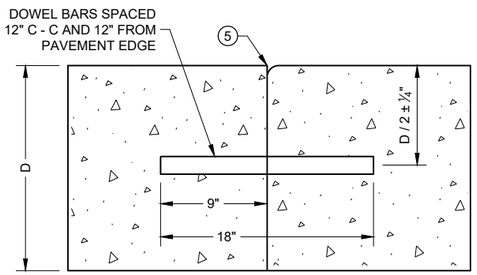


TIED LONGITUDINAL

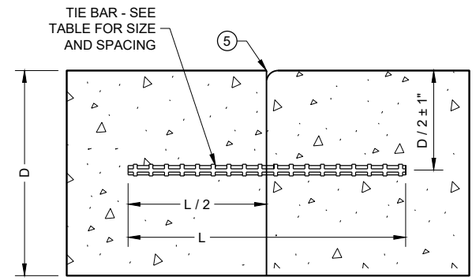


DOWELED TRANSVERSE

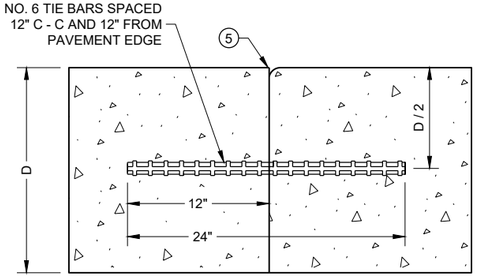
CONTRACTION JOINTS (2)



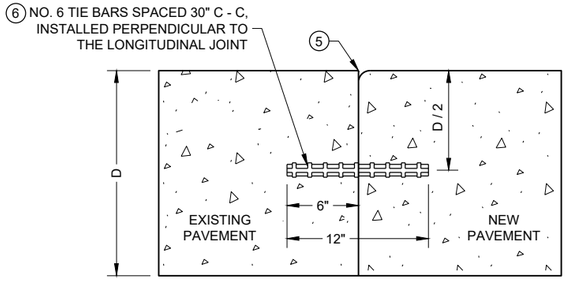
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

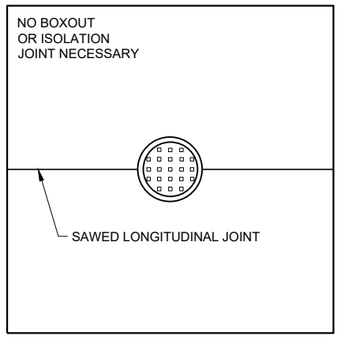
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

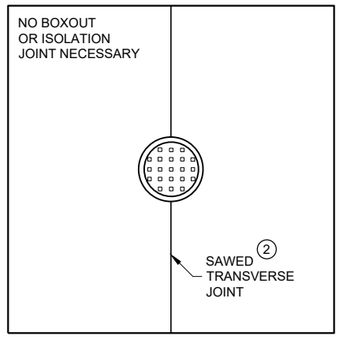
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

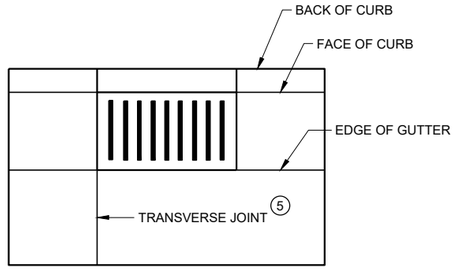
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



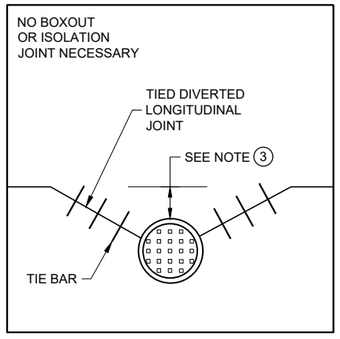
MANHOLE WITH TRANSVERSE JOINT



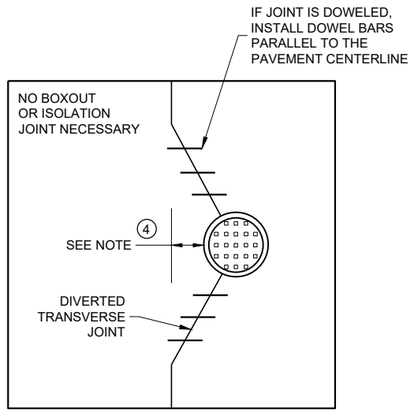
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

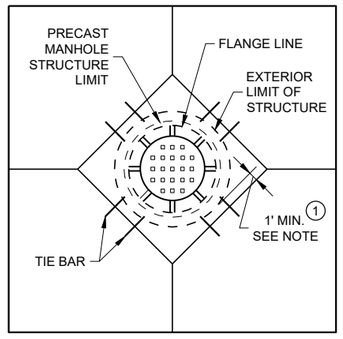
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

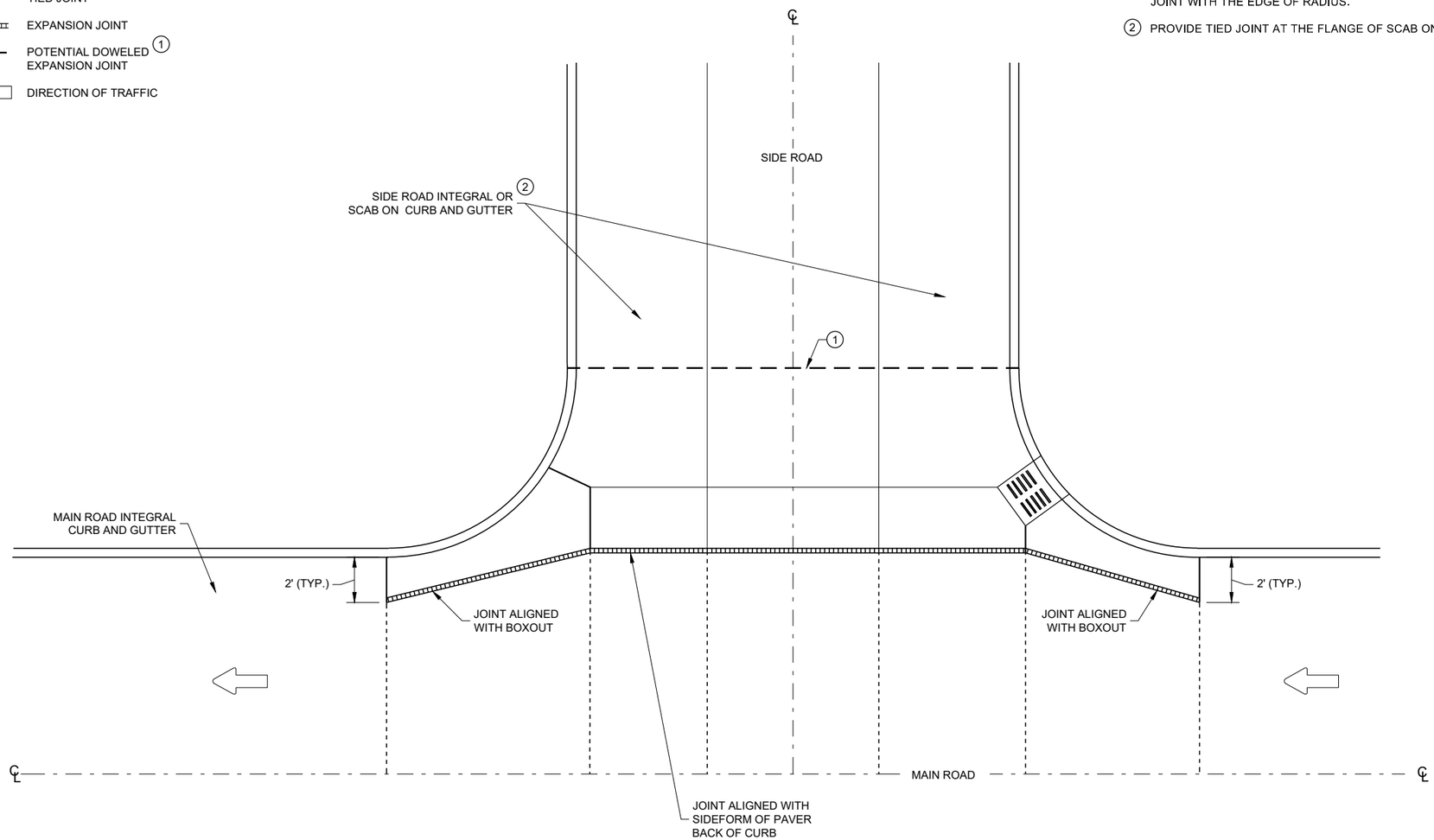
FHWA

6

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 08f

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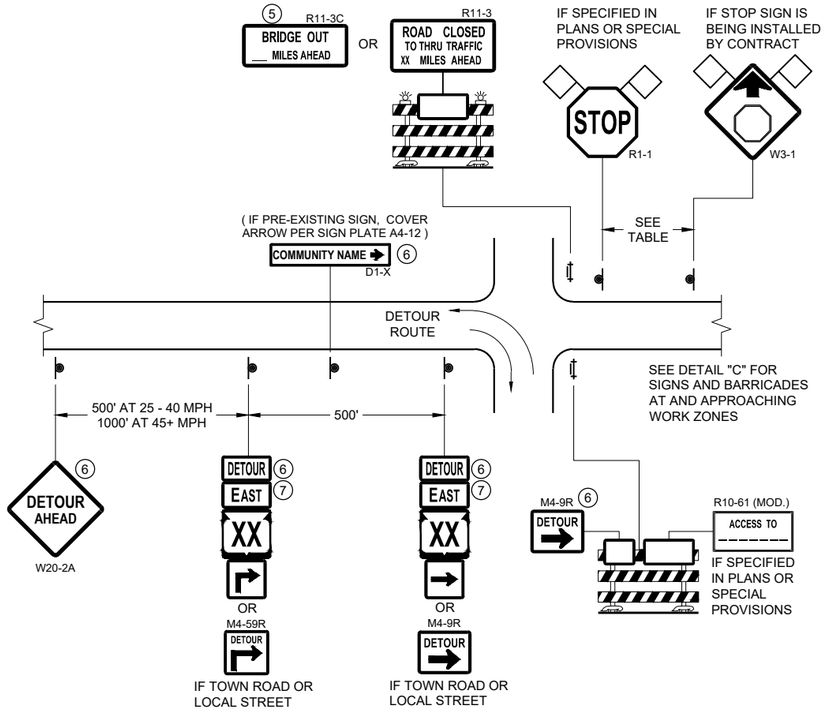
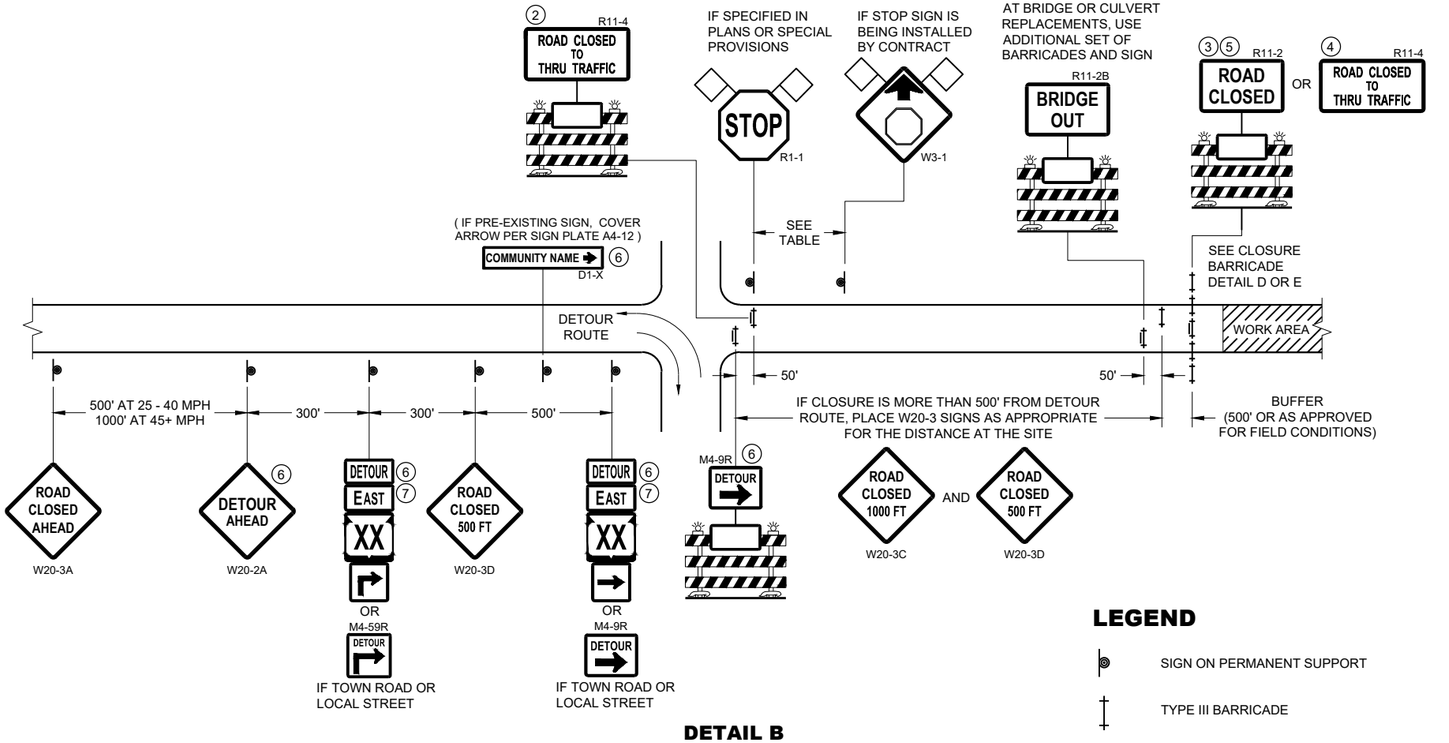
SDD 13C18 - 08f



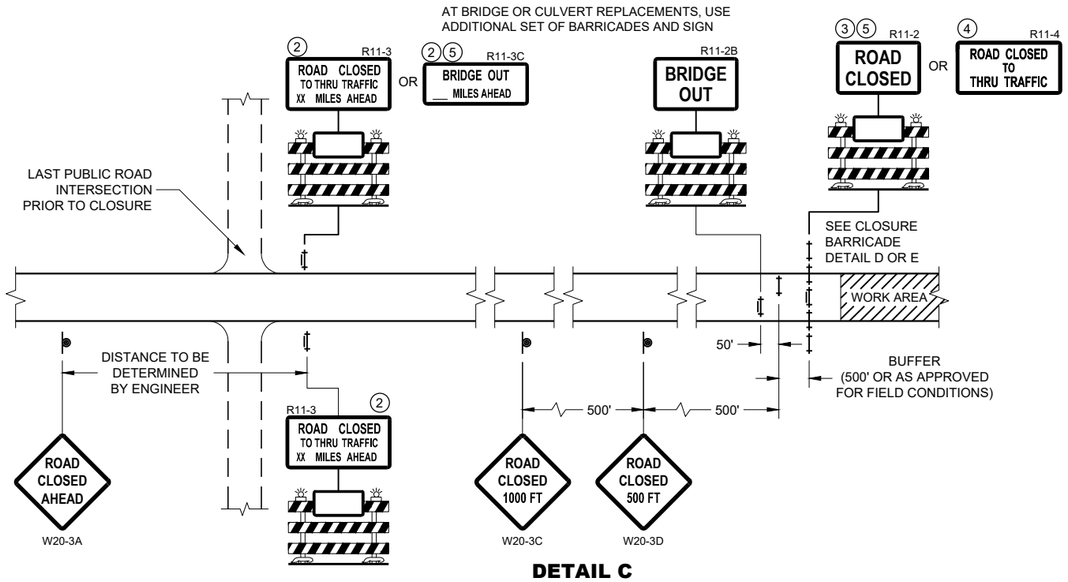
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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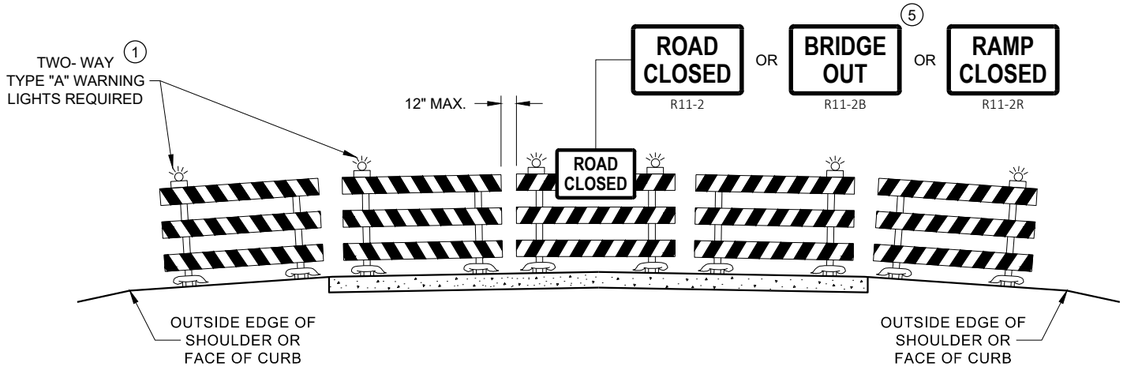
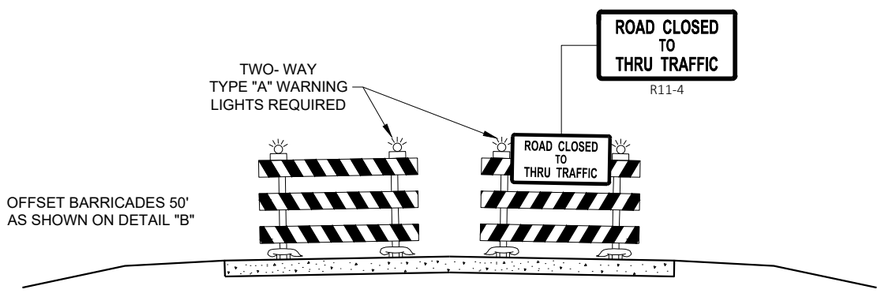


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

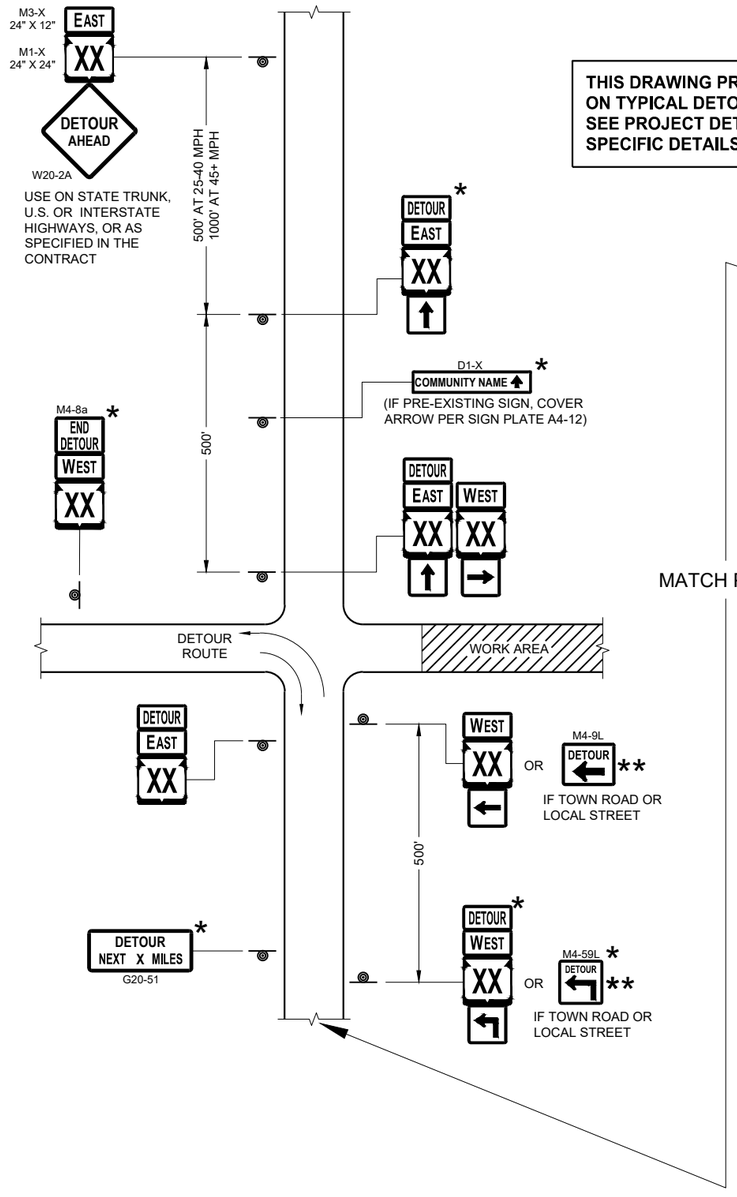
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

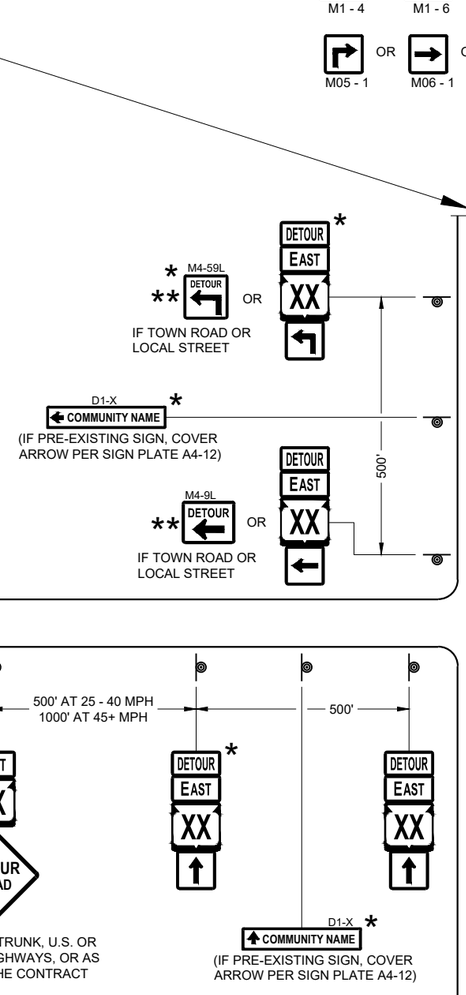
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

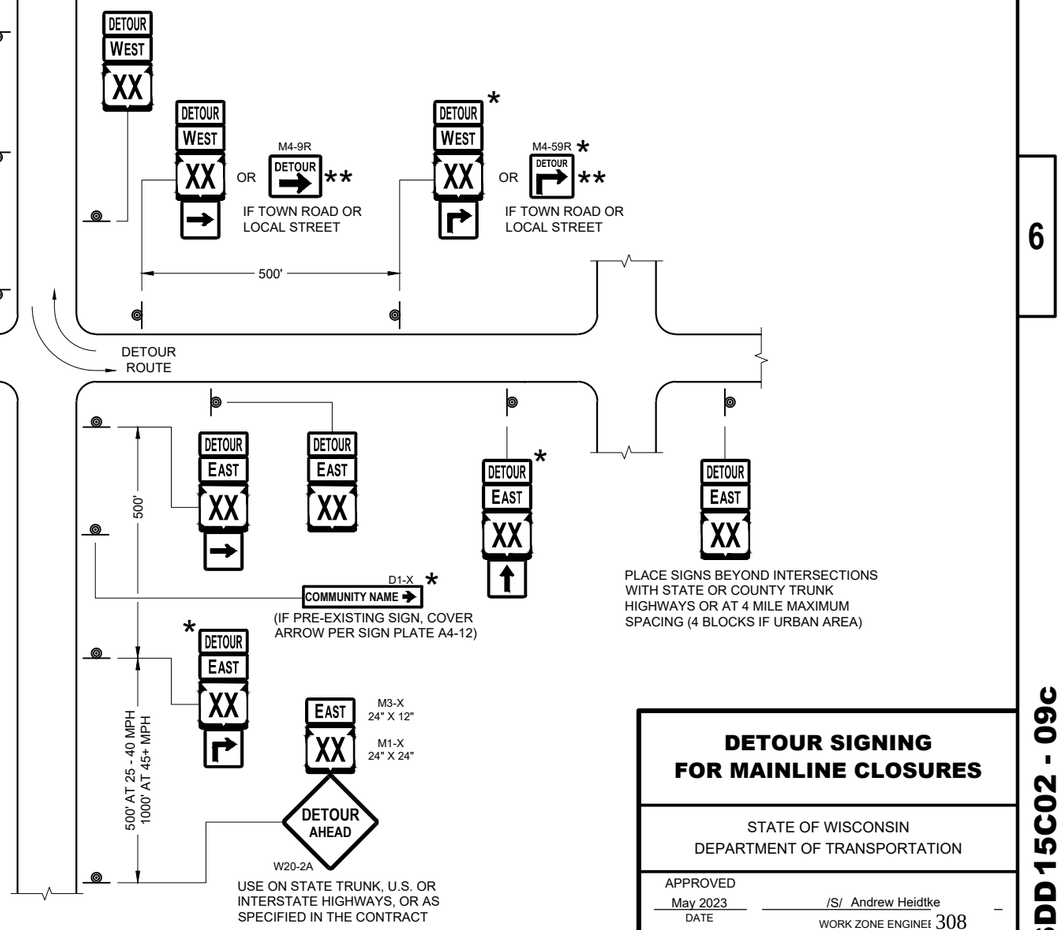
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 09c

GENERAL NOTES

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

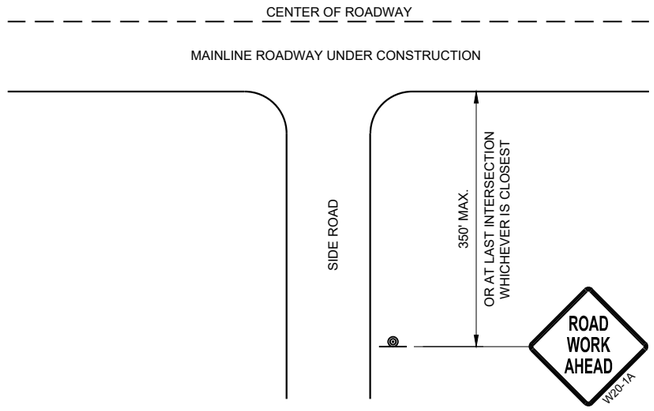
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

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



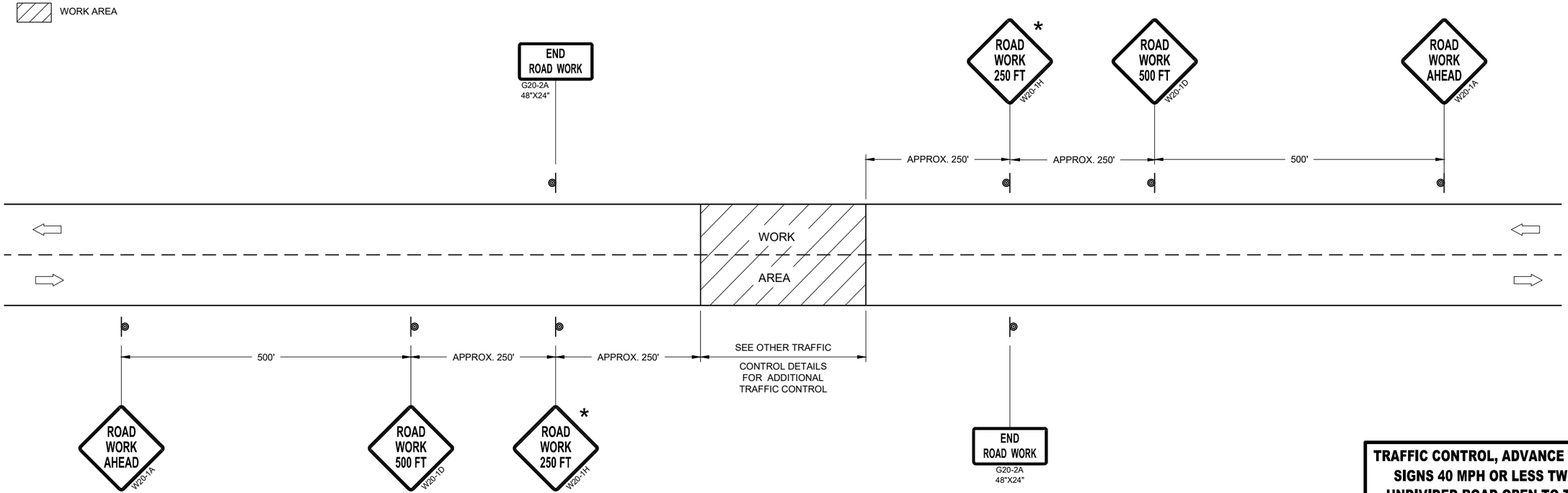
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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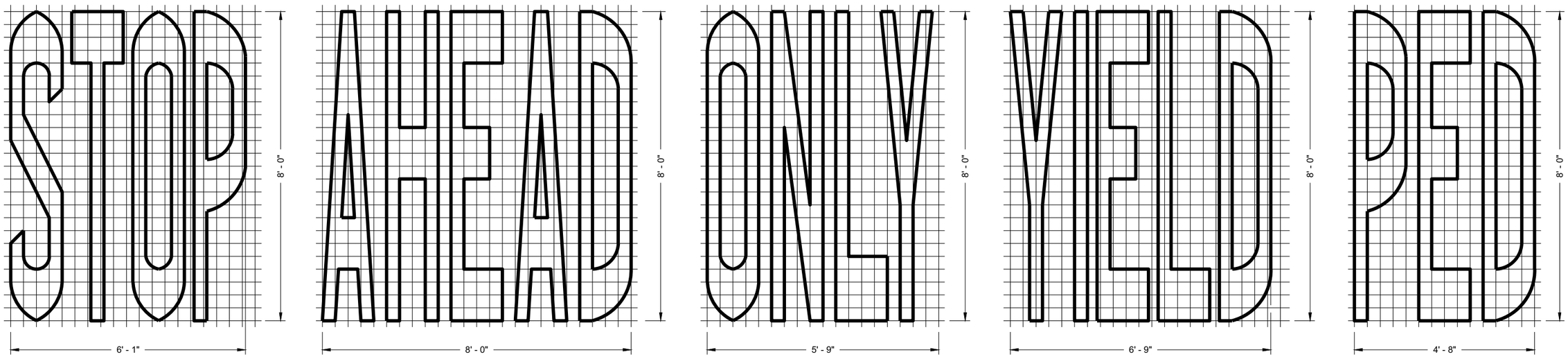
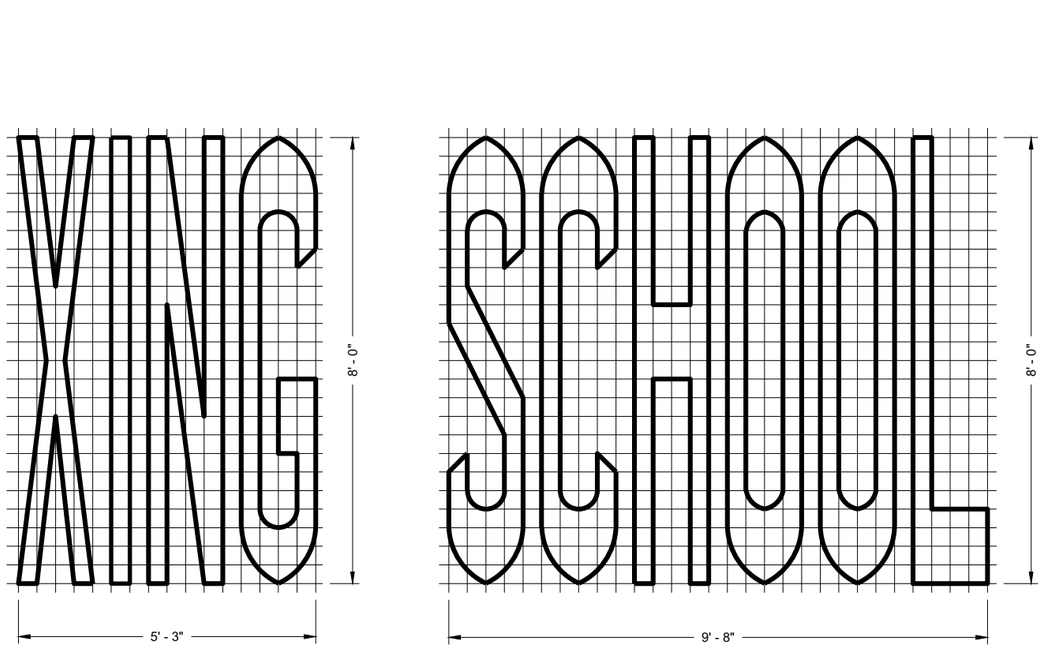
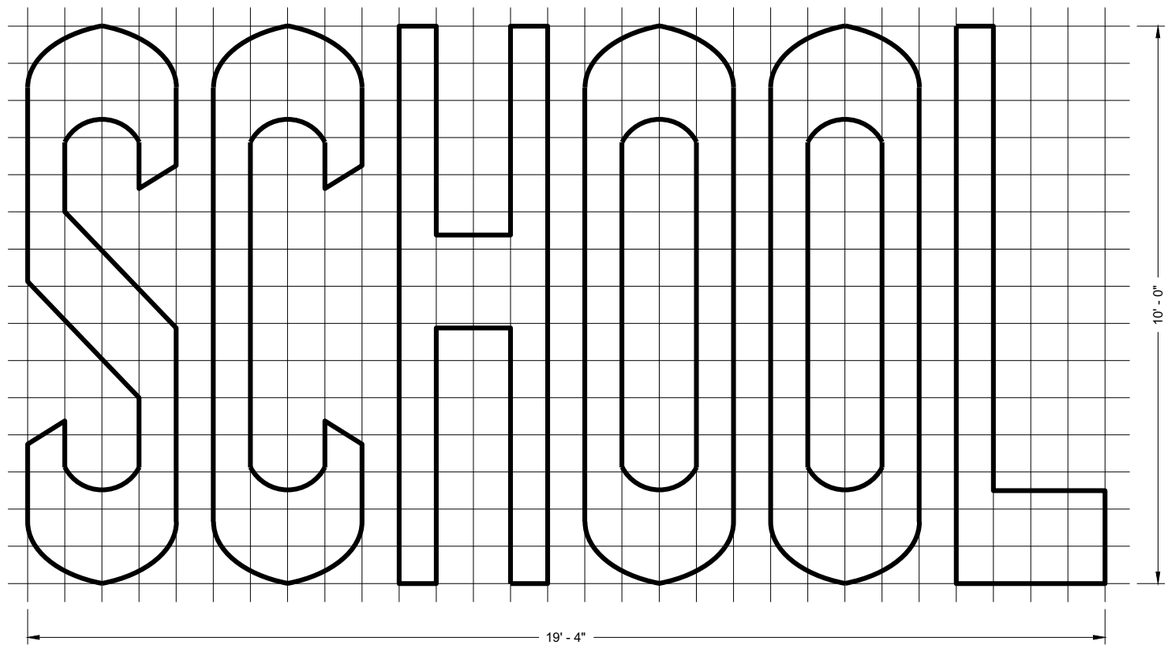
SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

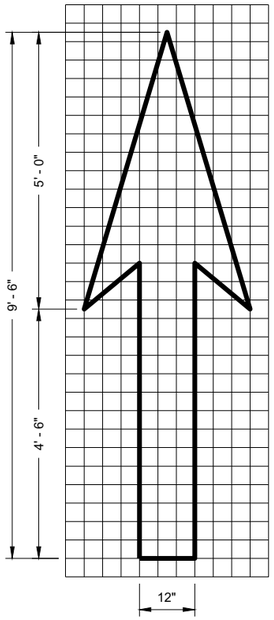
6

SDD 15C07 - 15b

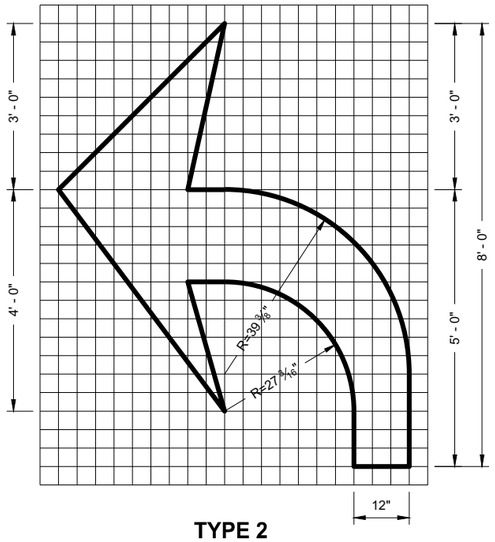
SDD 15C07 - 15b

GENERAL NOTES

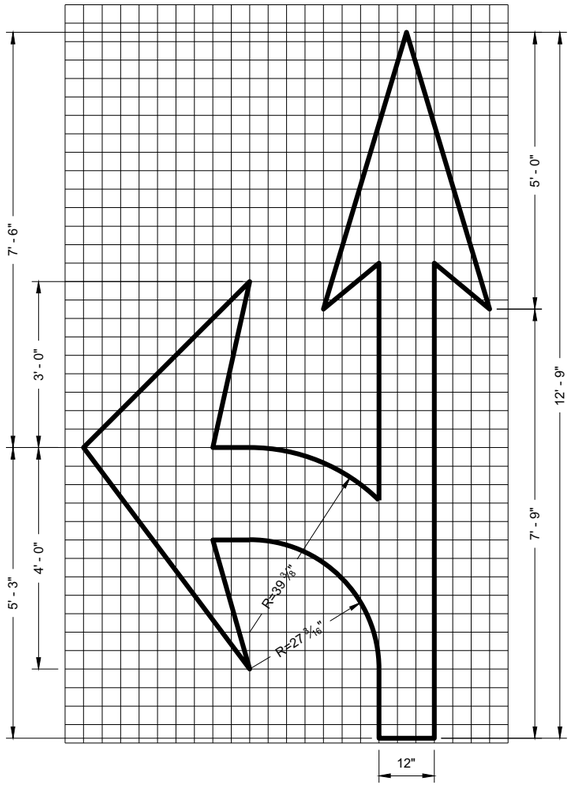
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



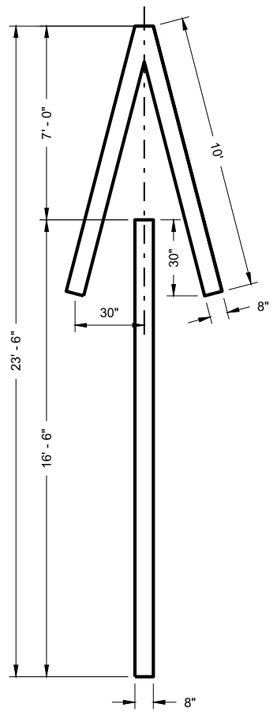
TYPE 1



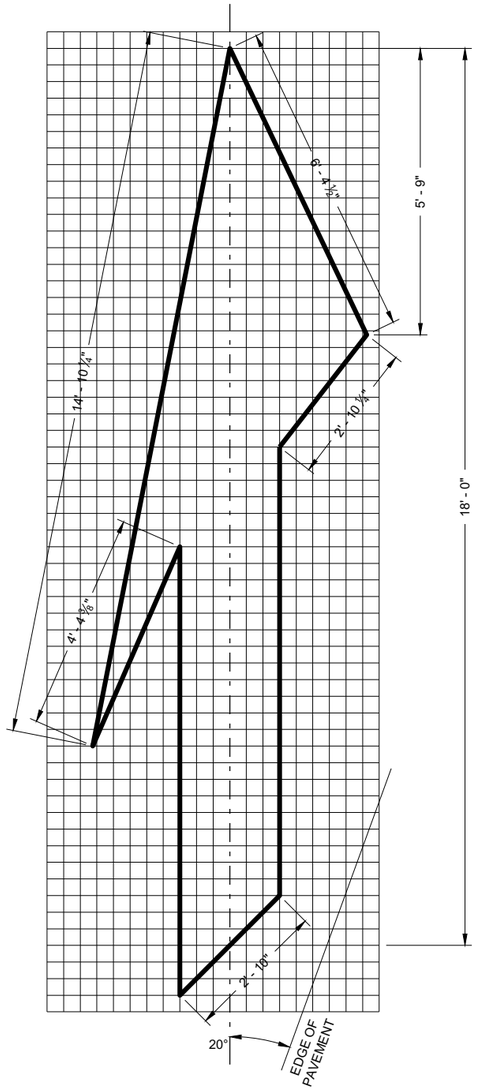
TYPE 2



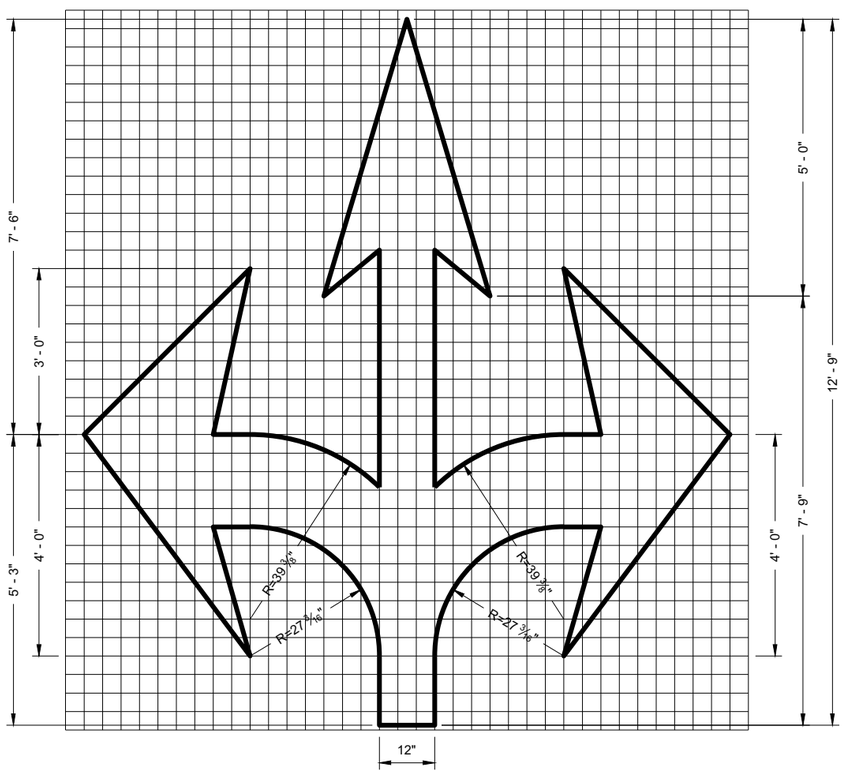
TYPE 3



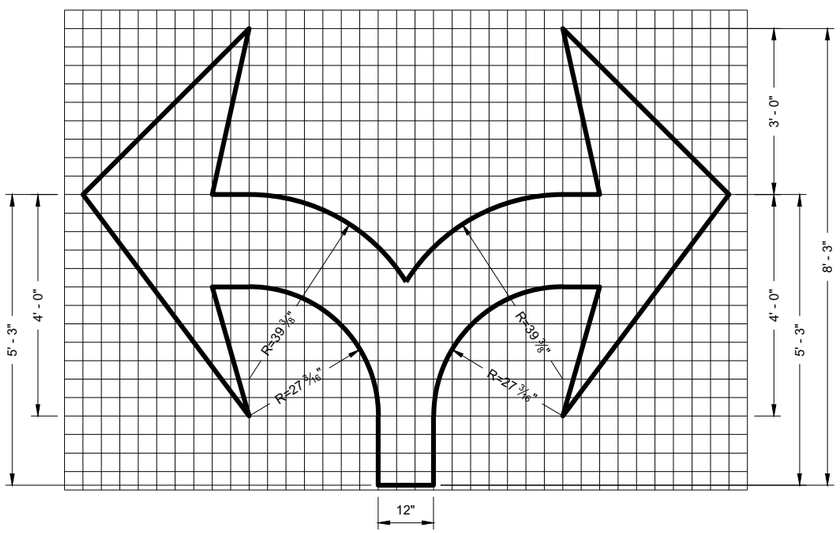
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

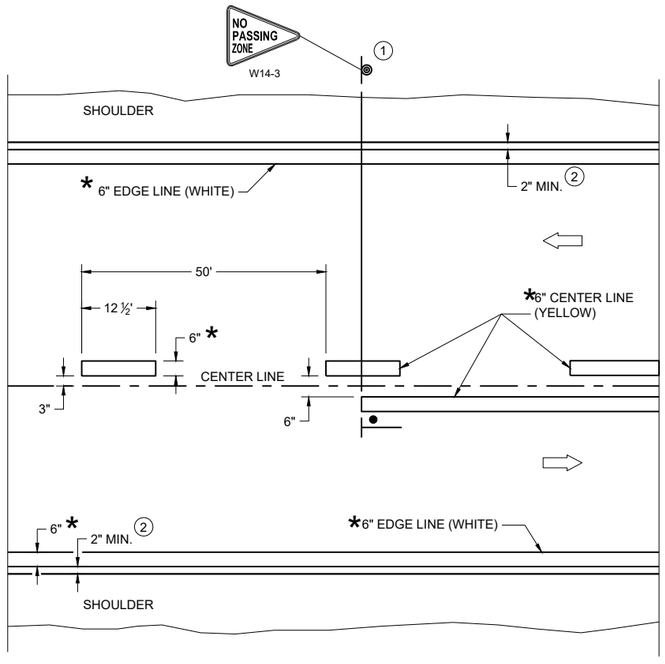
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

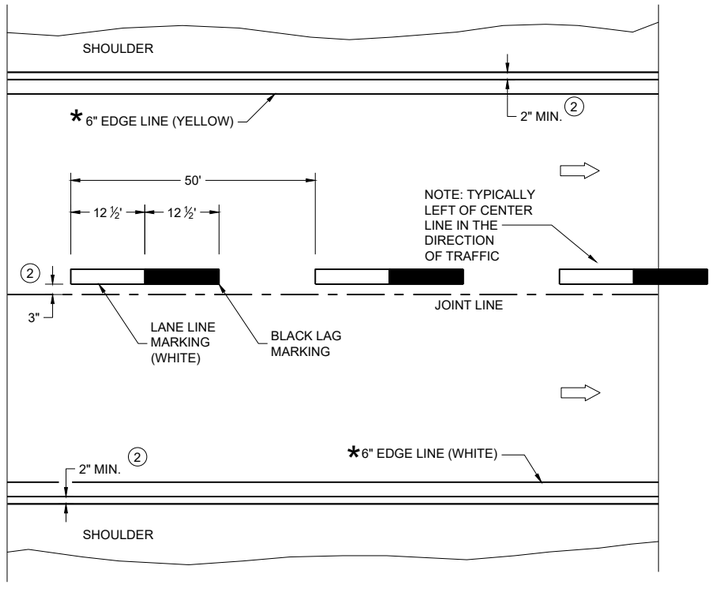
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

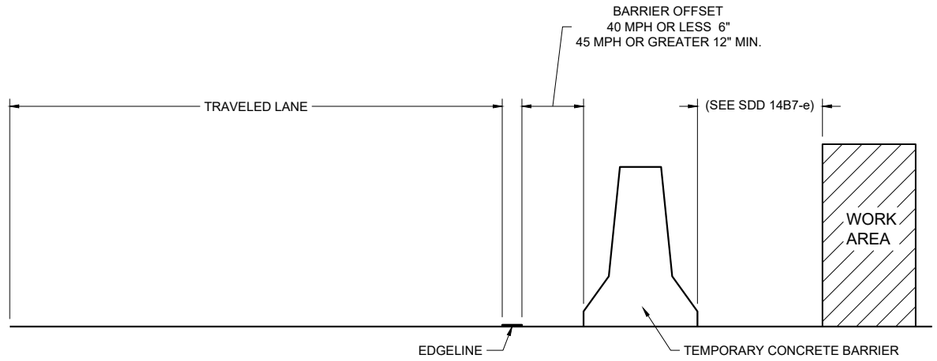
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

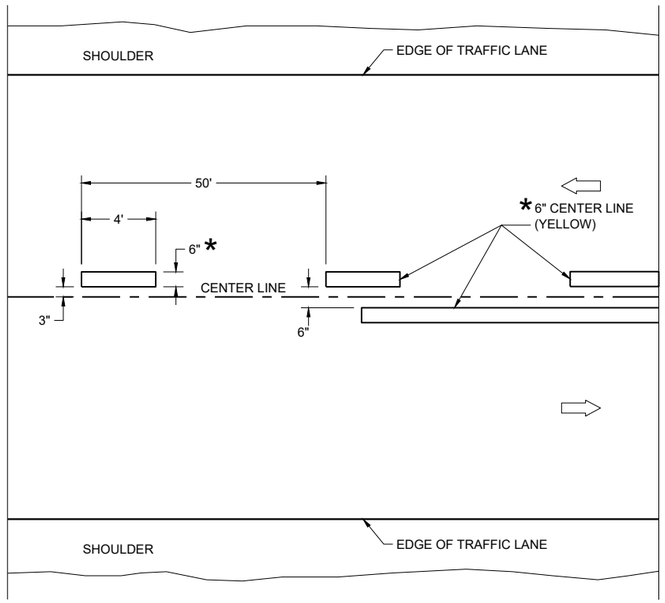
GENERAL NOTES

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

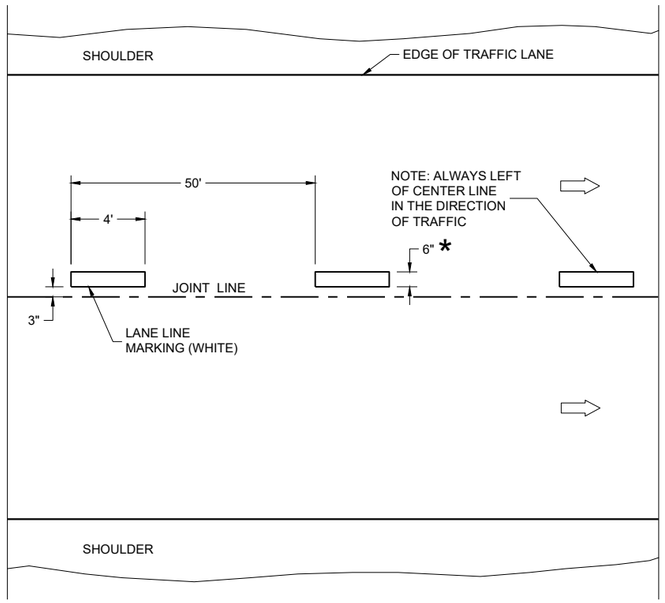
LEGEND

DIRECTION OF TRAFFIC

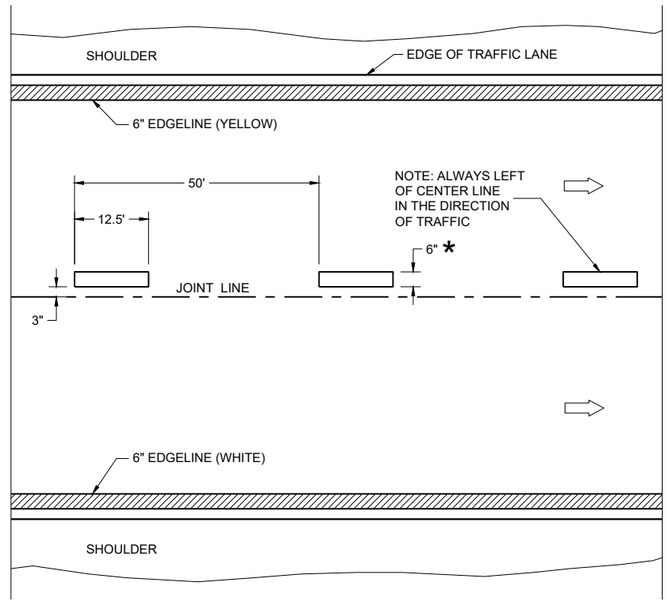
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23b

6

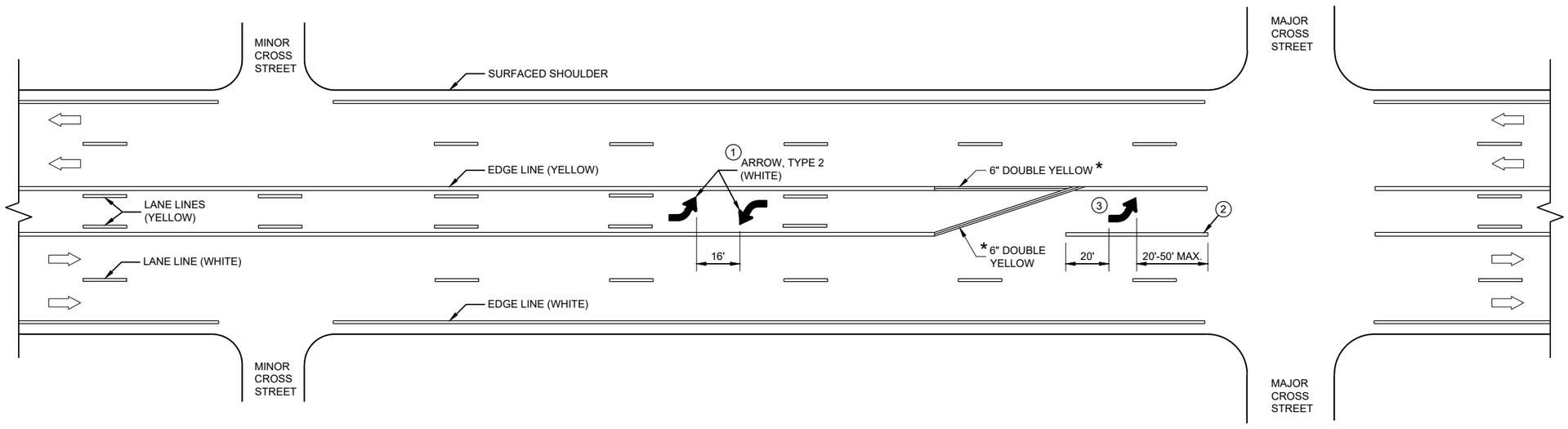
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

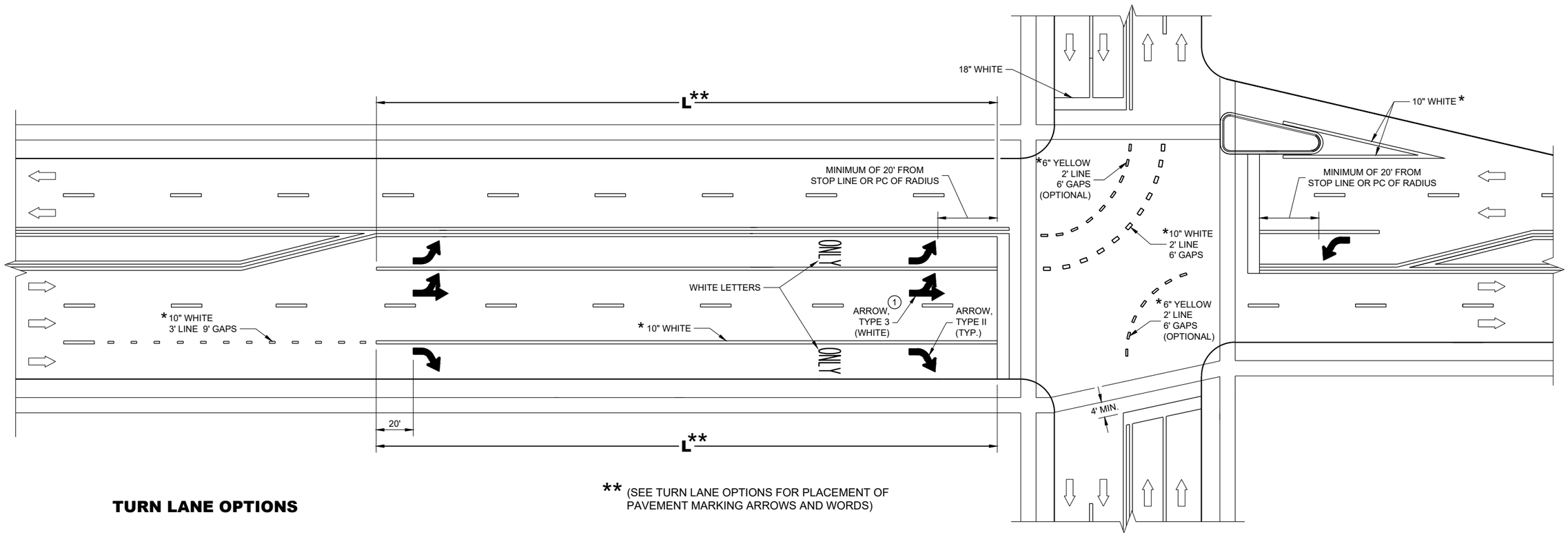
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 314

6

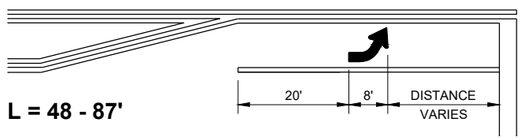
SDD 15C08-23c



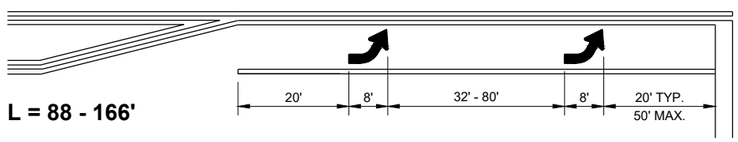
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

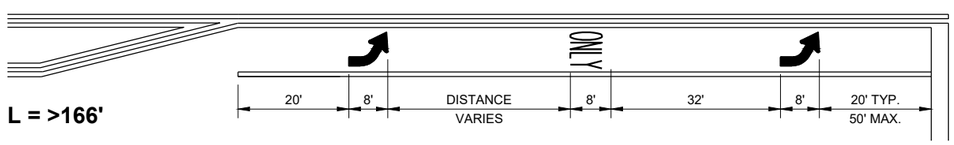
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

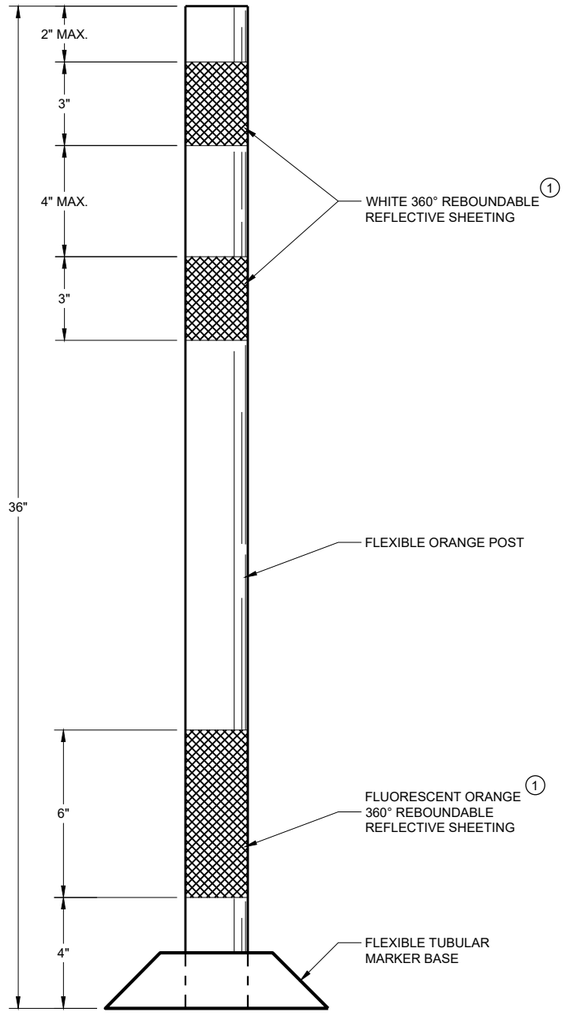
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

SDD 15C08-23d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

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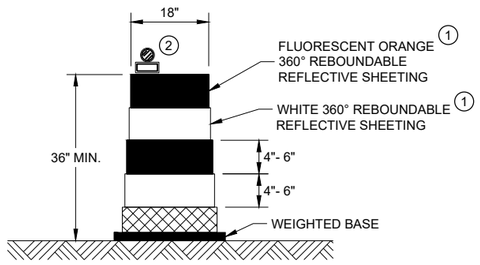
SDD 15C11 - 10a

SDD 15C11 - 10a

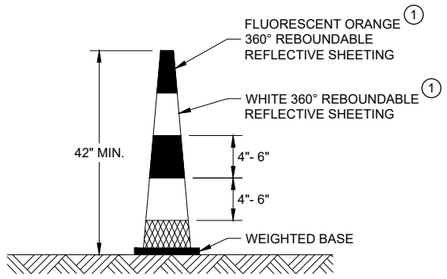
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

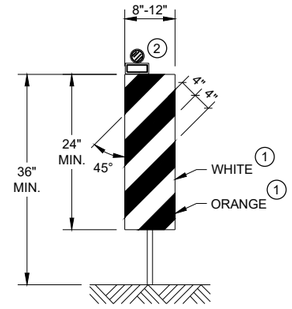
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

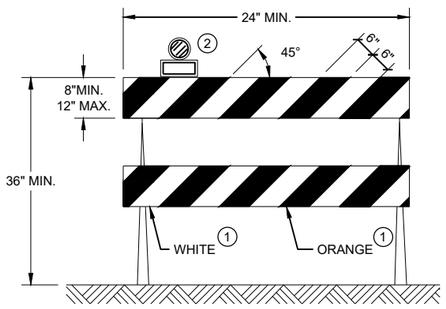
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



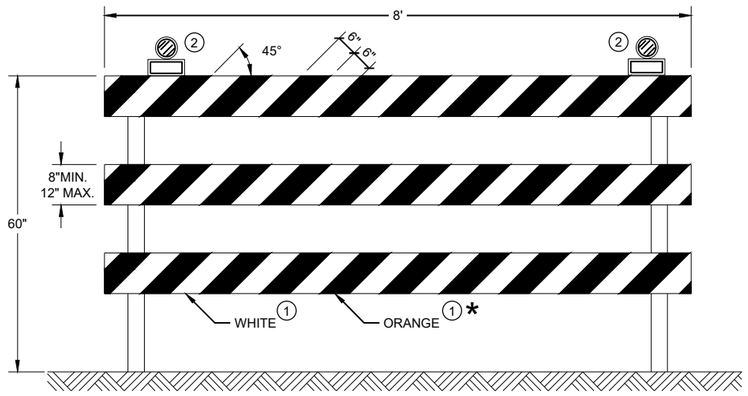
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

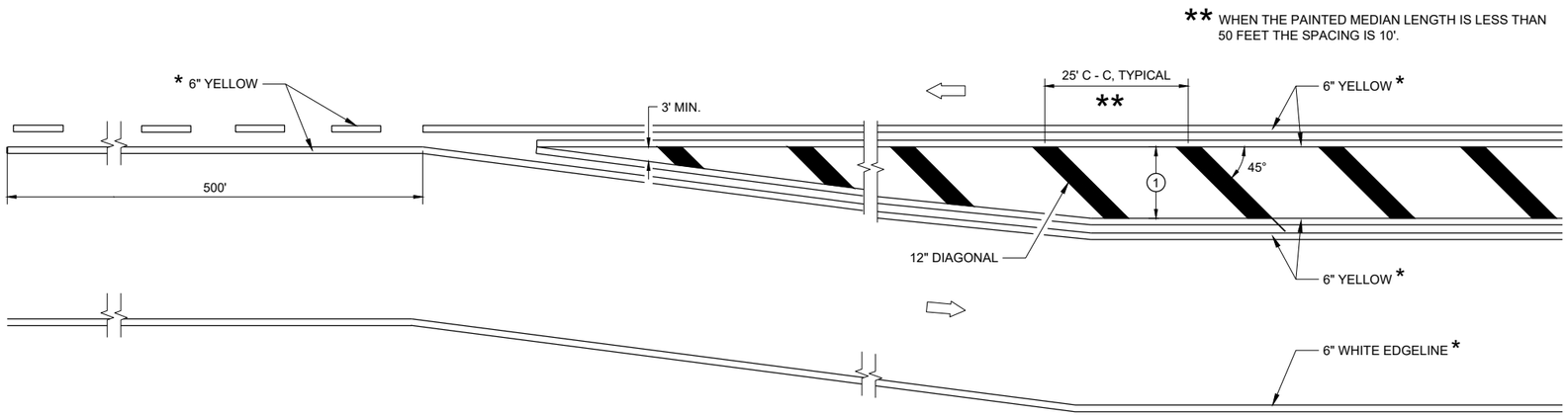
FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b



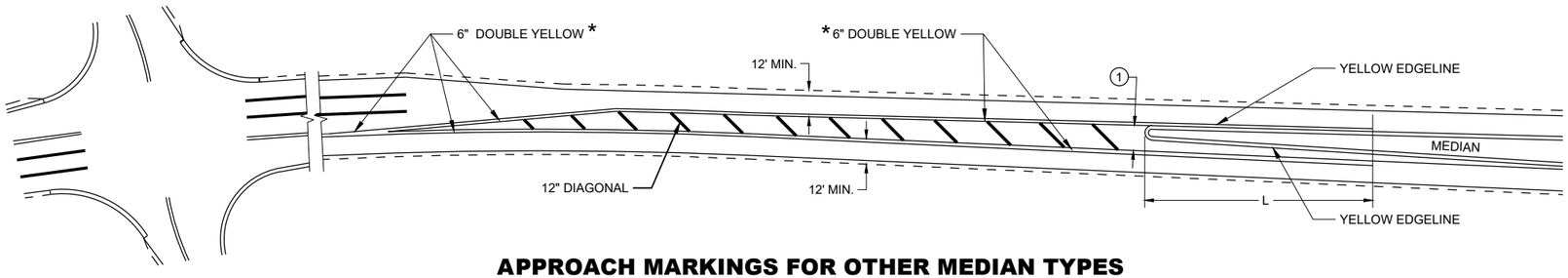
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

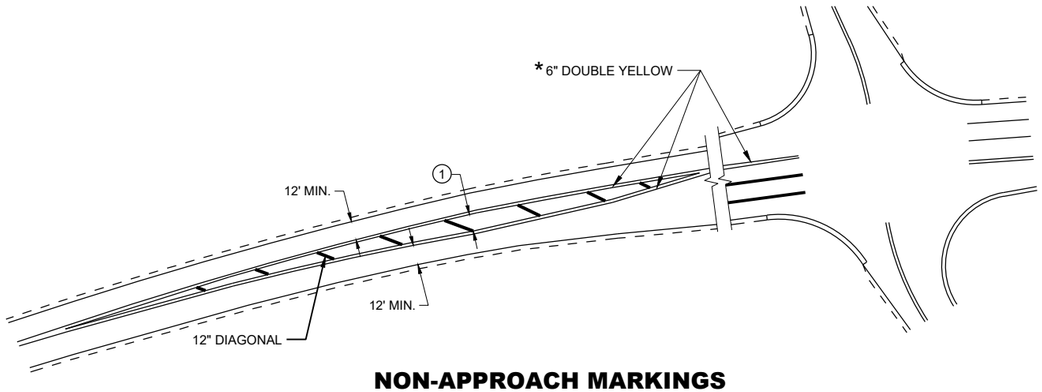
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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SDD 15C18-08a

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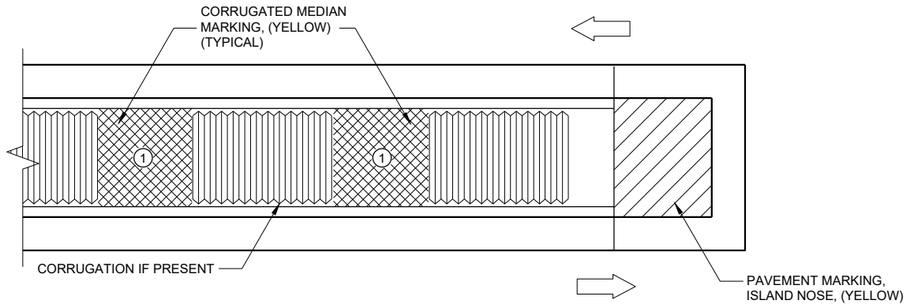
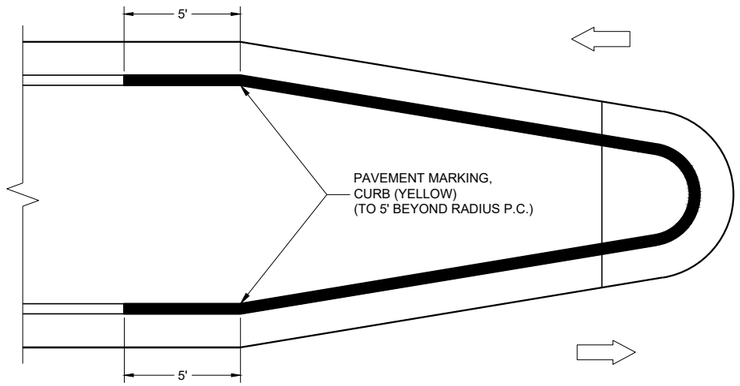
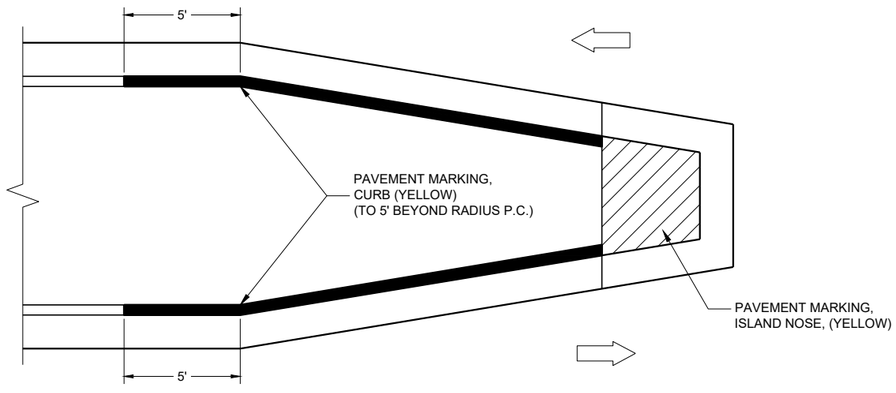


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

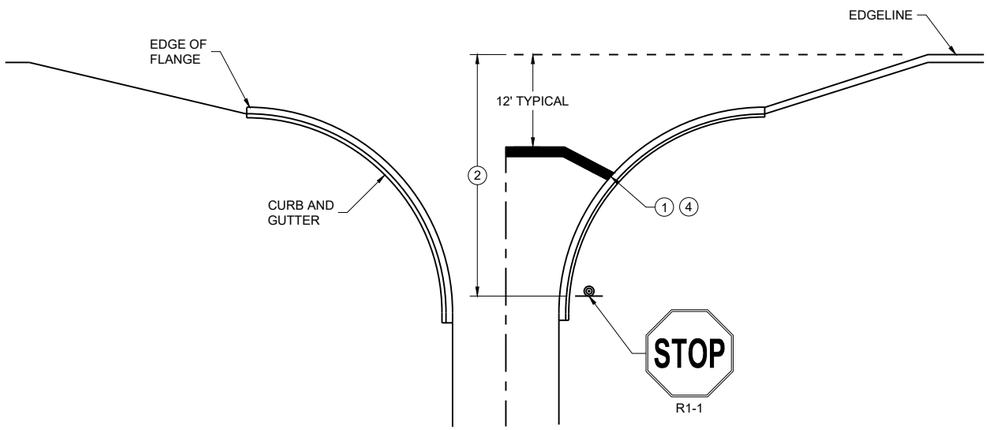
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6
SDD 15C18-08b

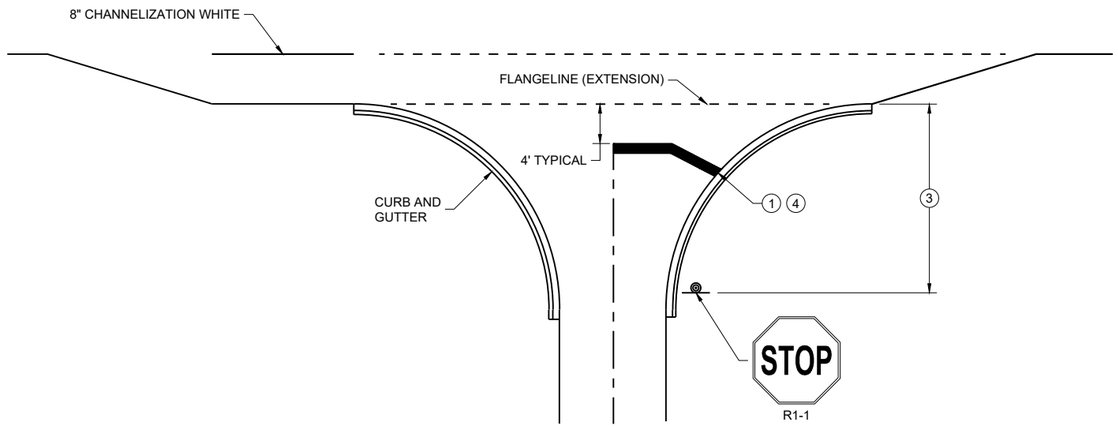
GENERAL NOTES

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

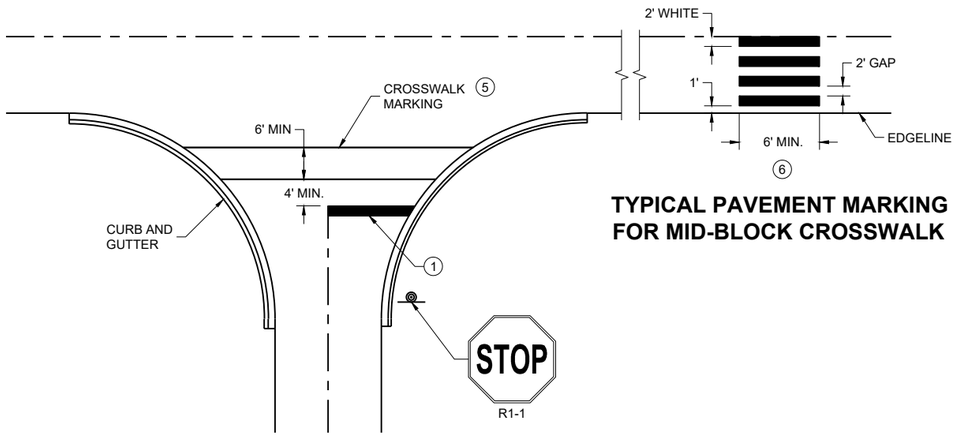
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

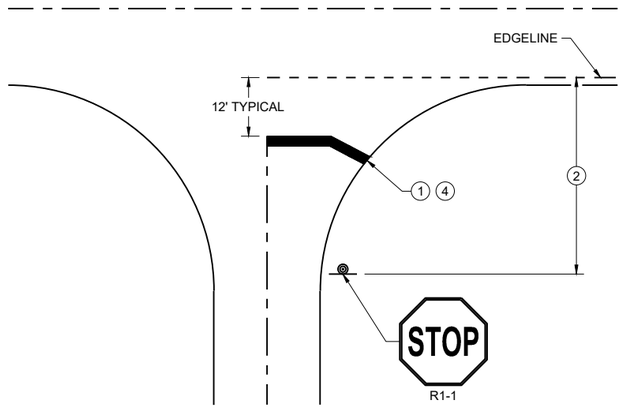


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33-05

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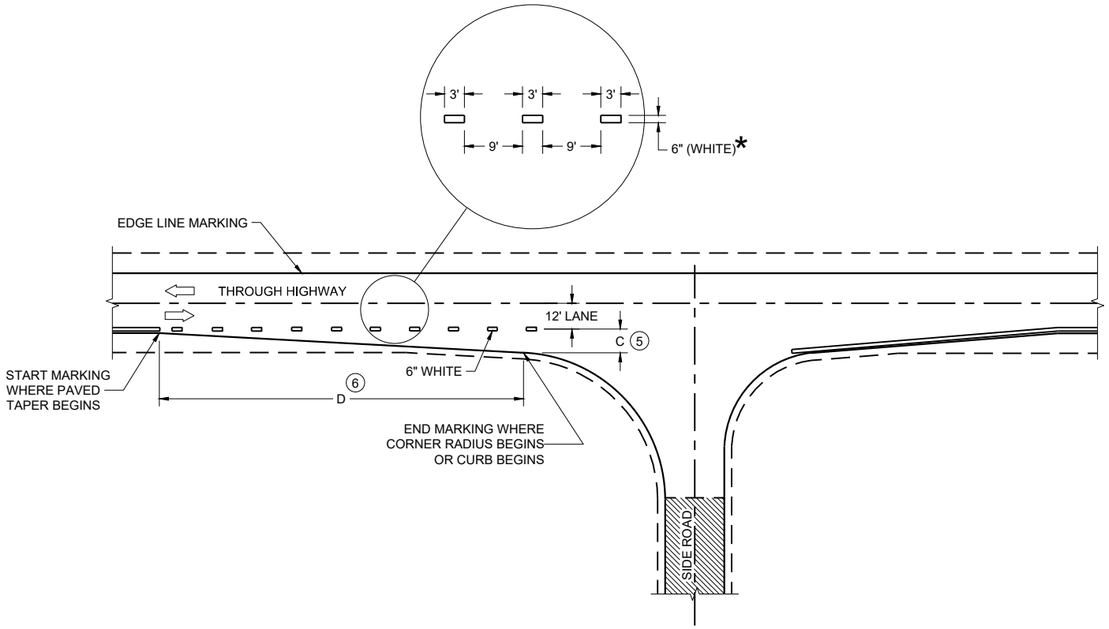
SDD 15C33-05



MINOR INTERSECTION

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

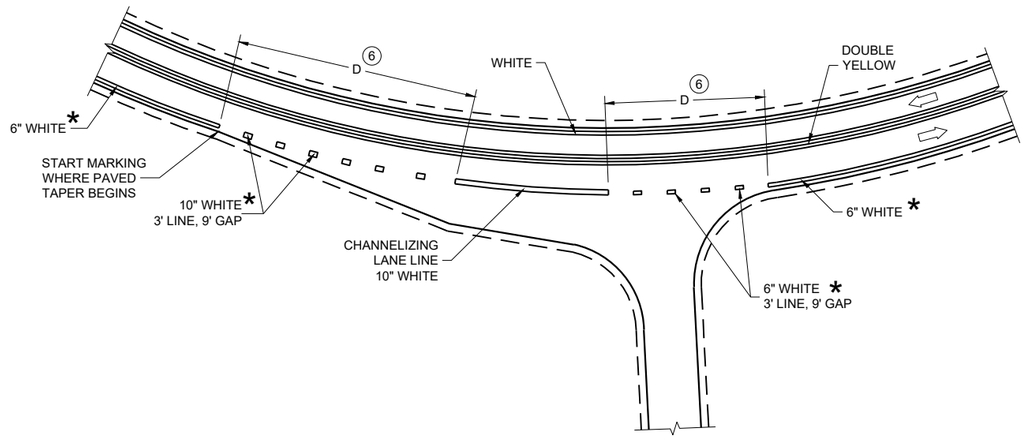
GENERAL NOTES

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

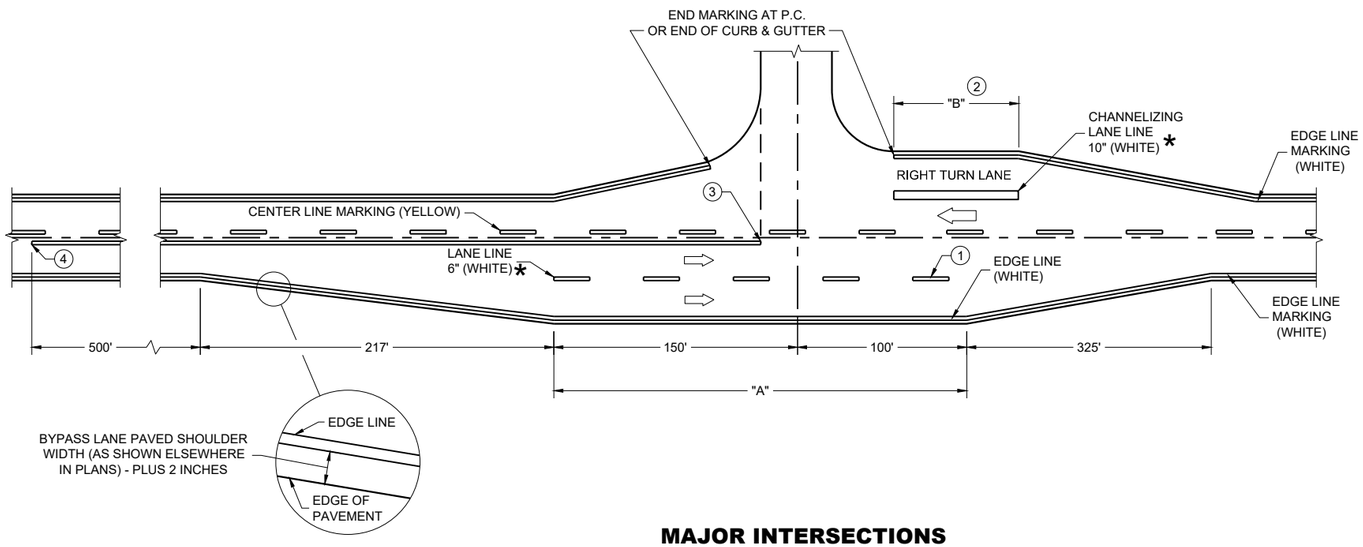
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

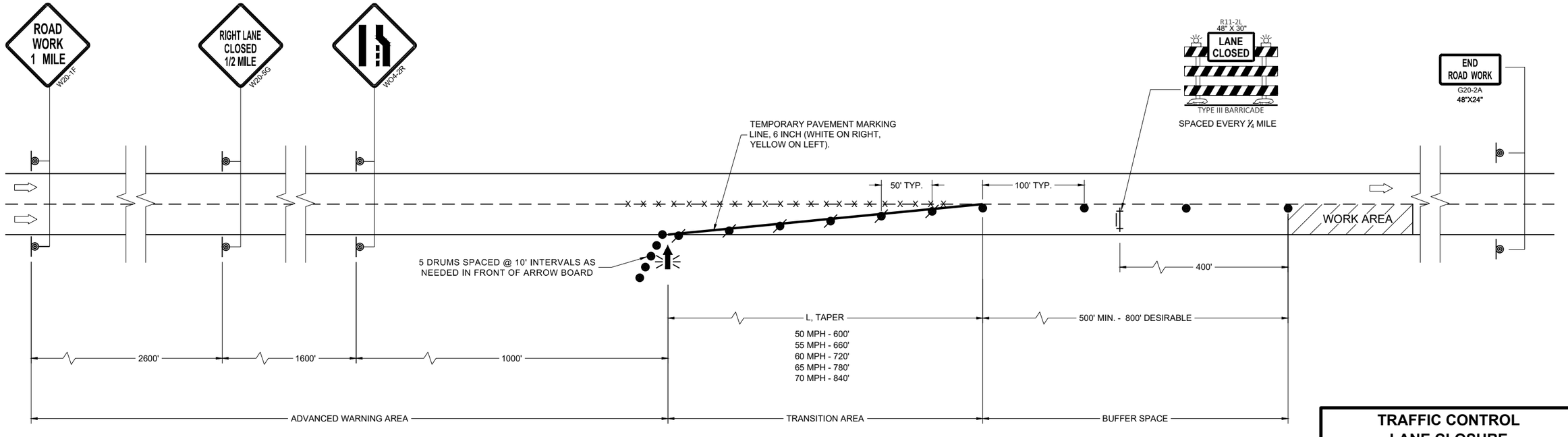
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
Work Zone Engineer

FHWA

6

SDD 15D12-13a

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SDD 15D12-13a

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

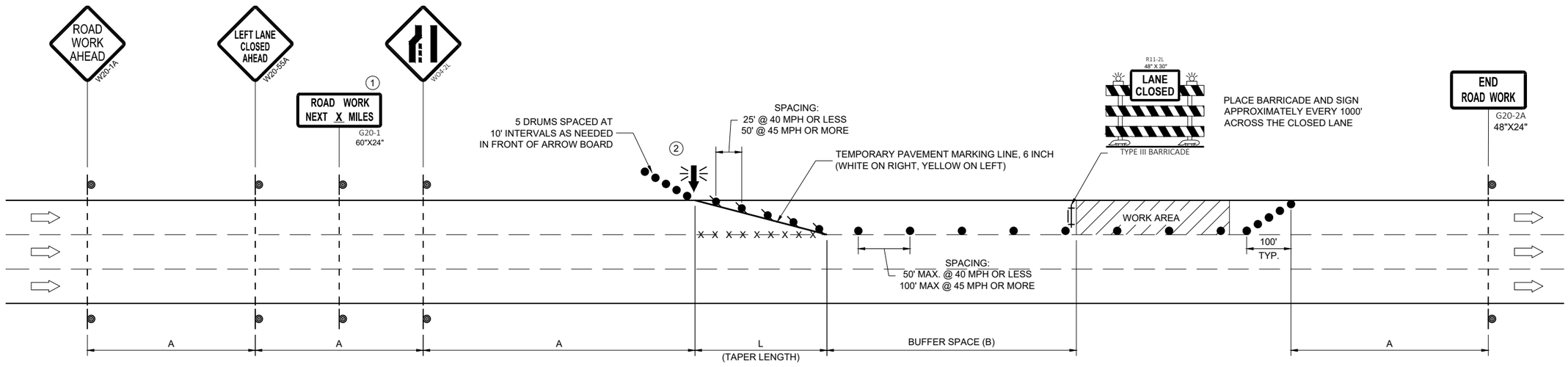
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-08a

6

SDD 15D20-08a

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

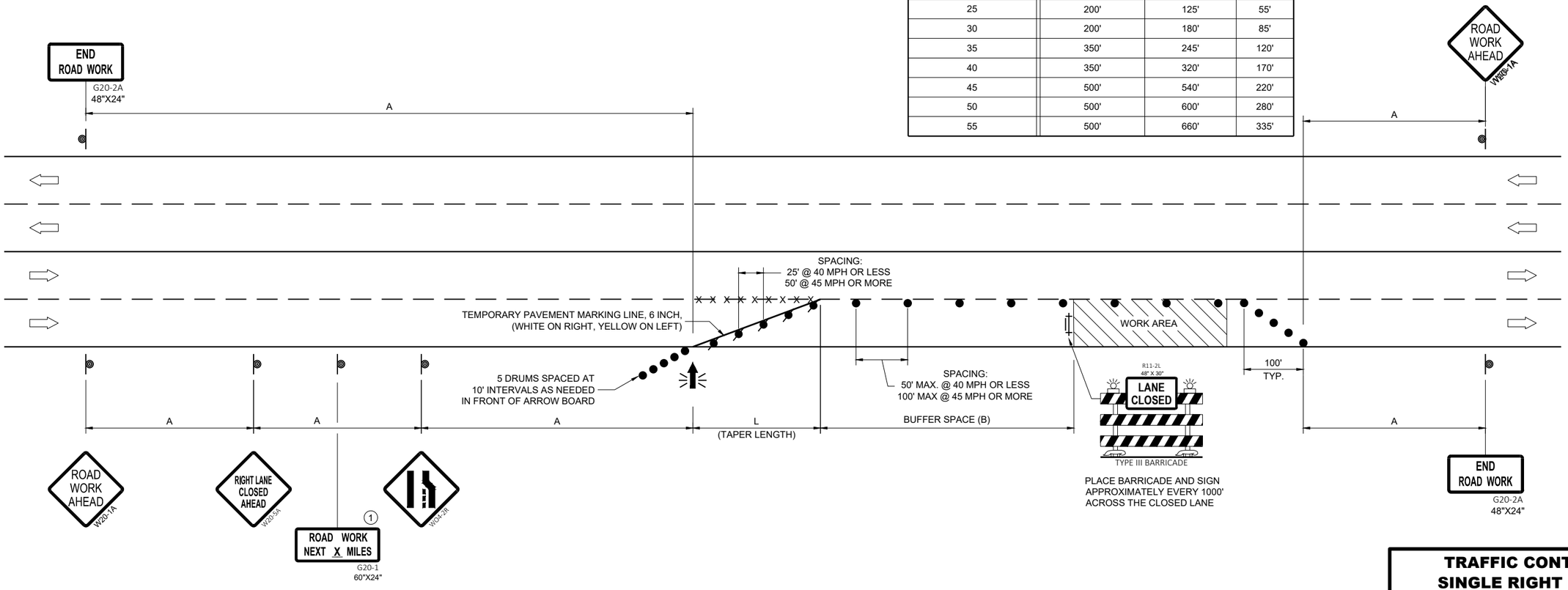
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-08b

6

SDD 15D20-08b

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

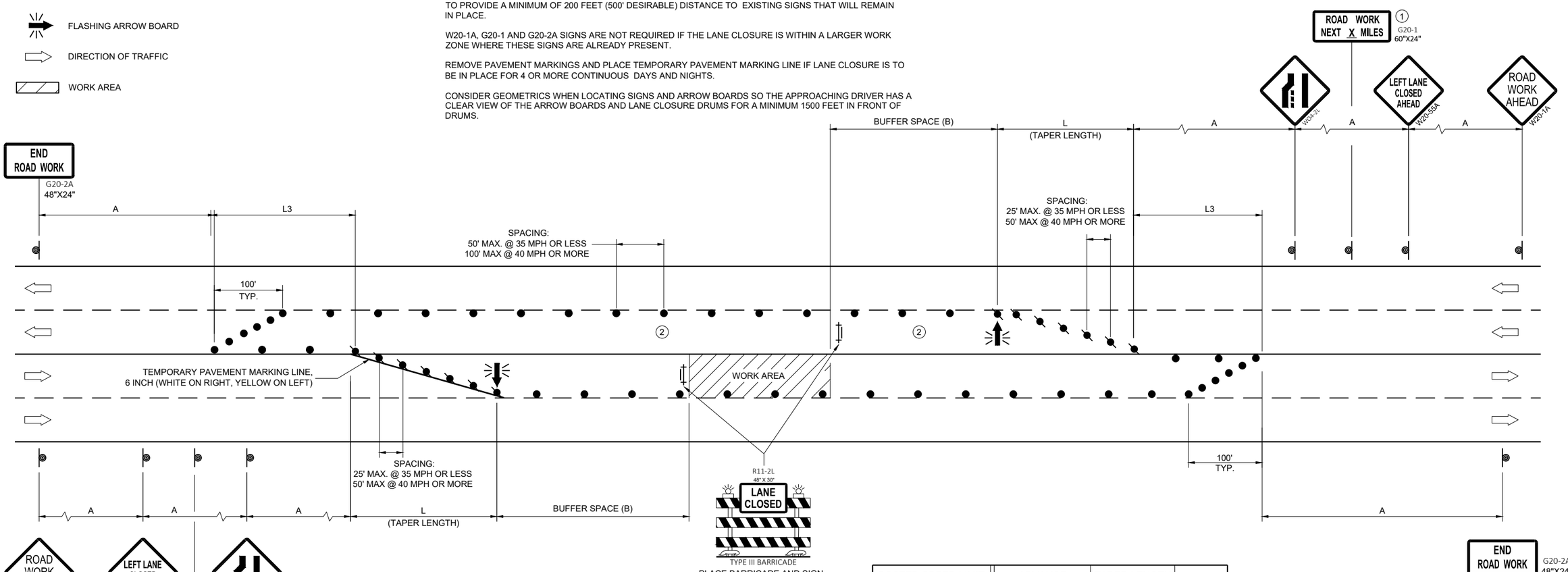
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



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

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-08c

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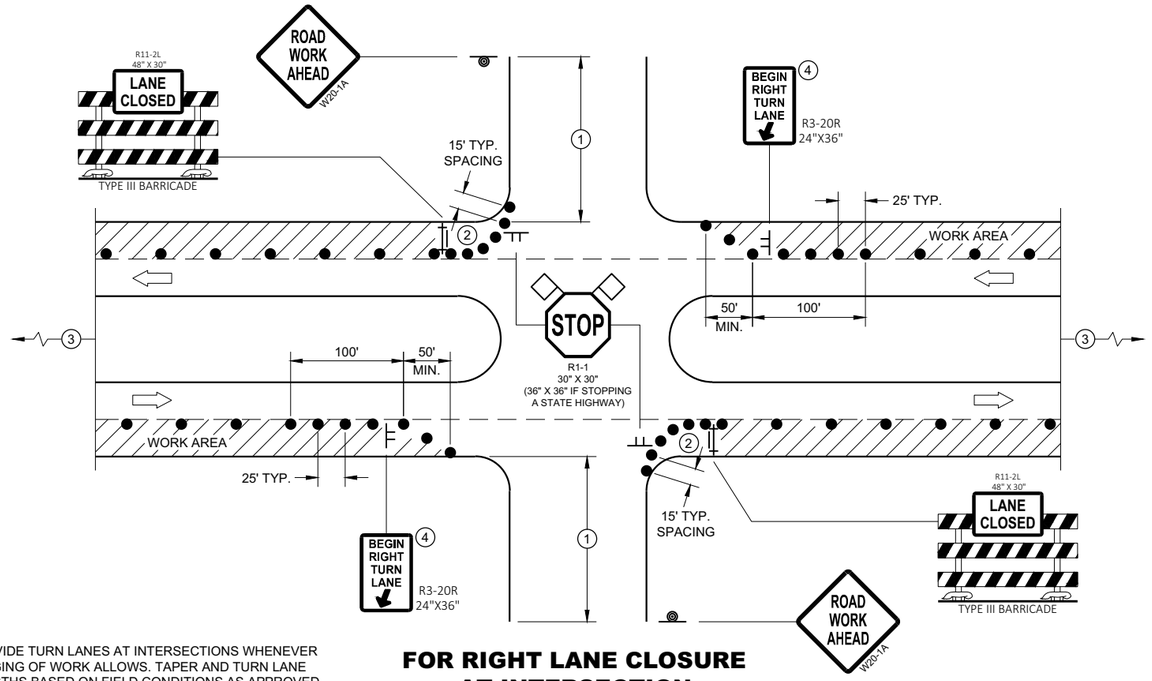
SDD 15D20-08c



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

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

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

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

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

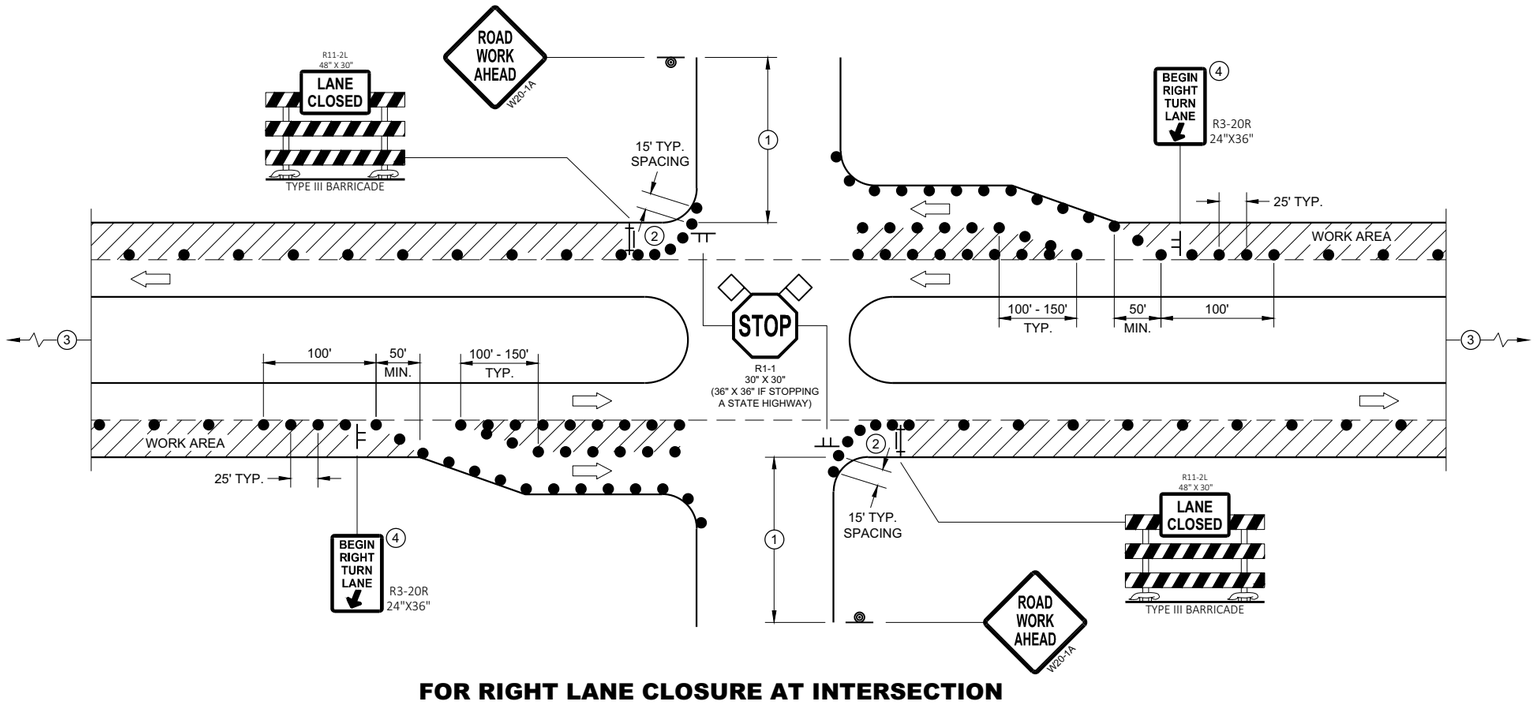
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

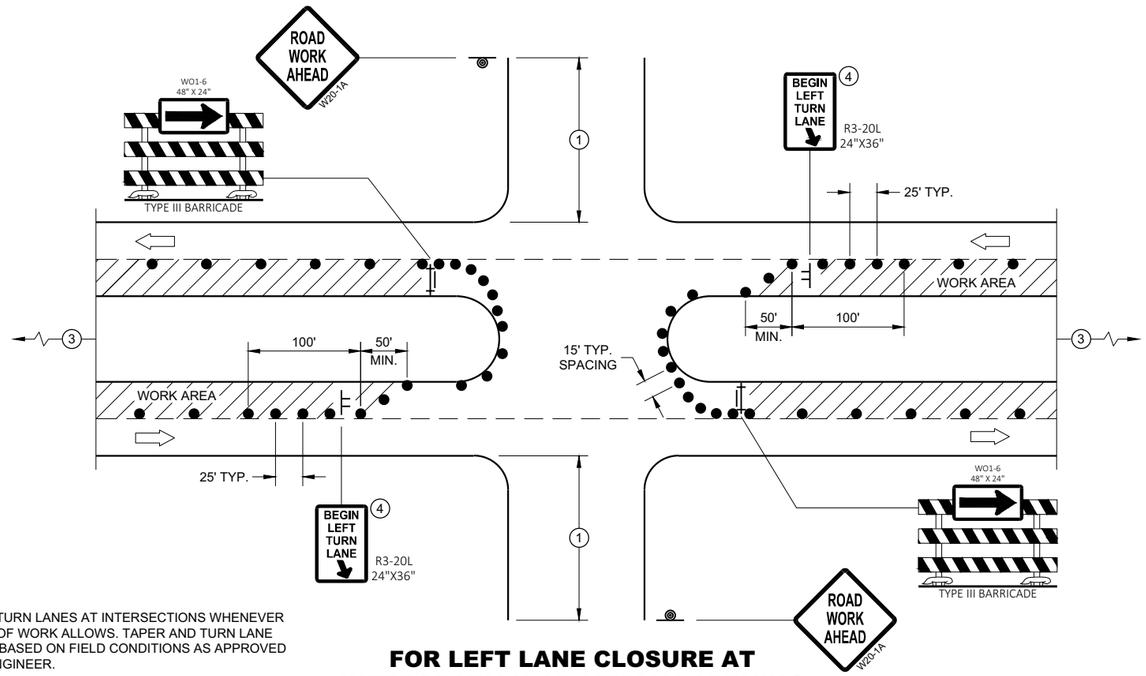
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a



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

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

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

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

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

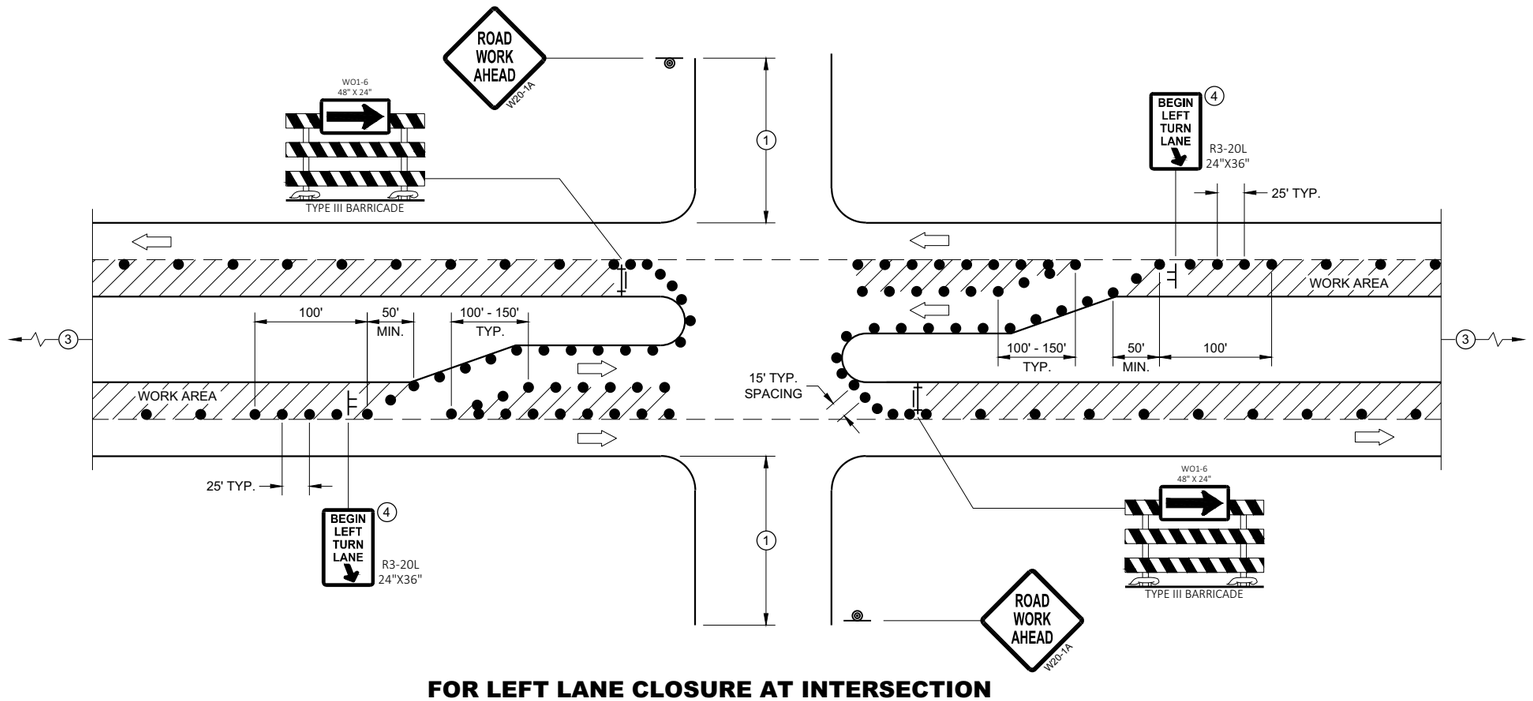
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



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

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

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

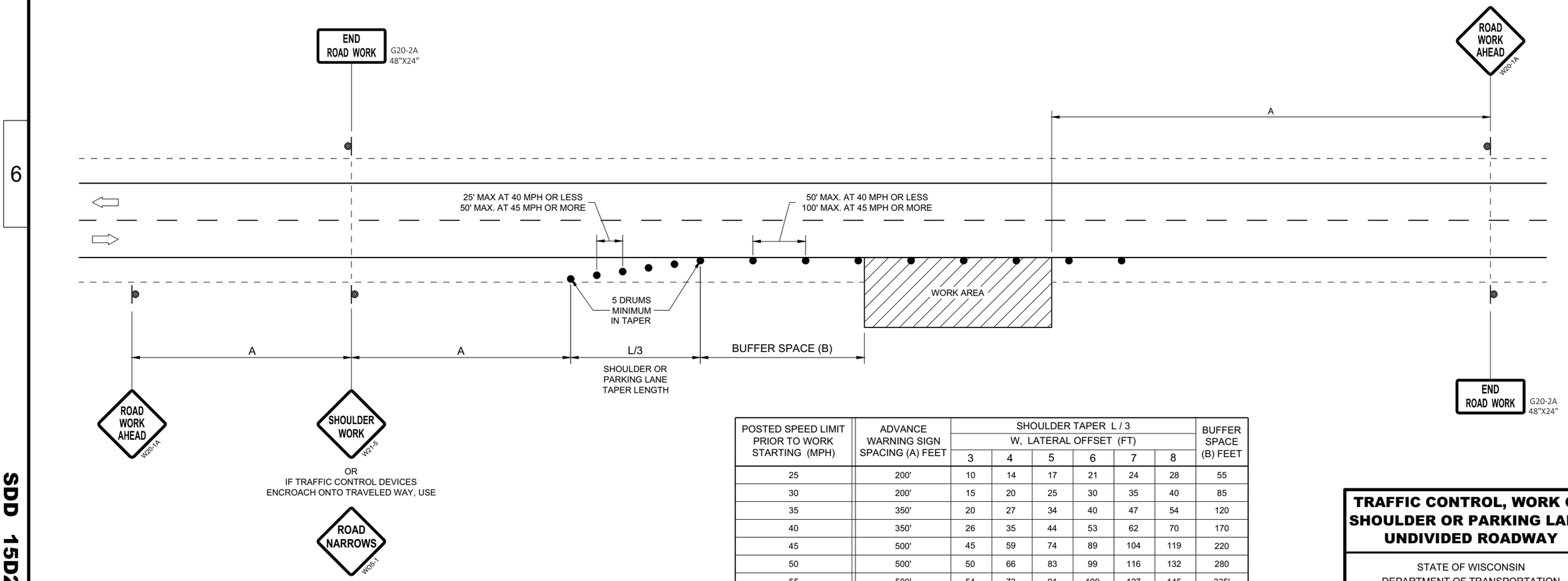
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04

GENERAL NOTES

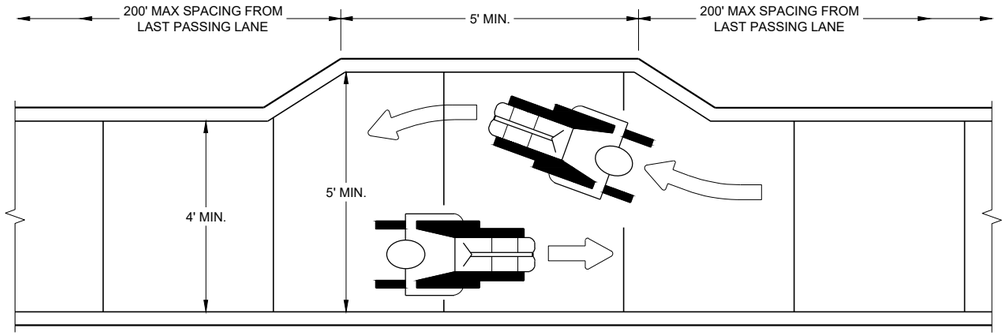
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

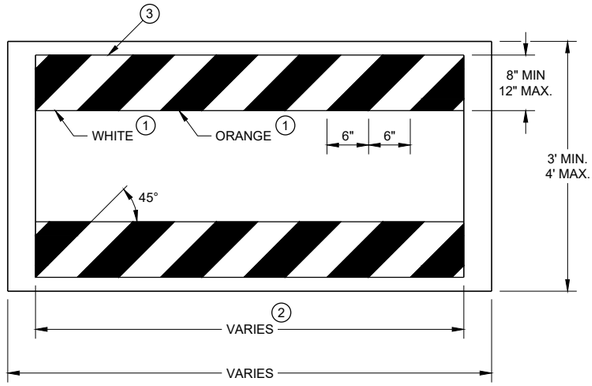
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

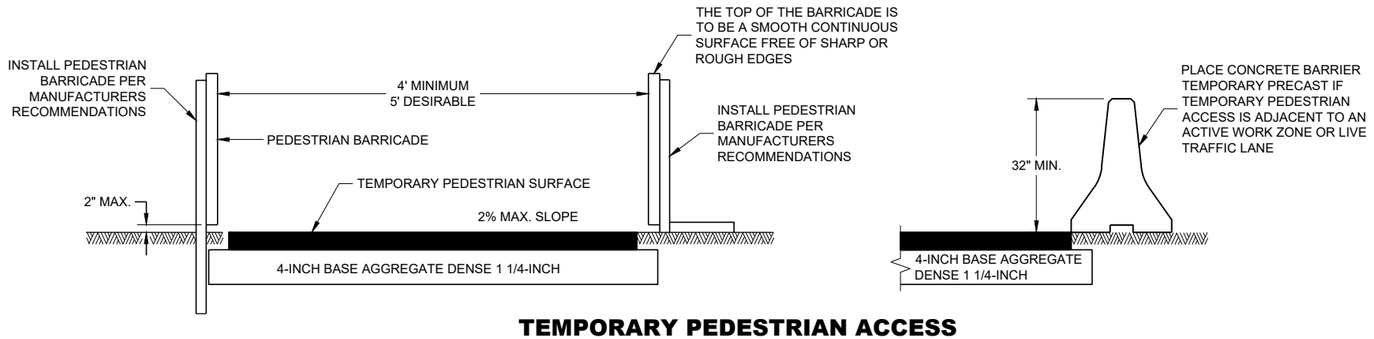
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



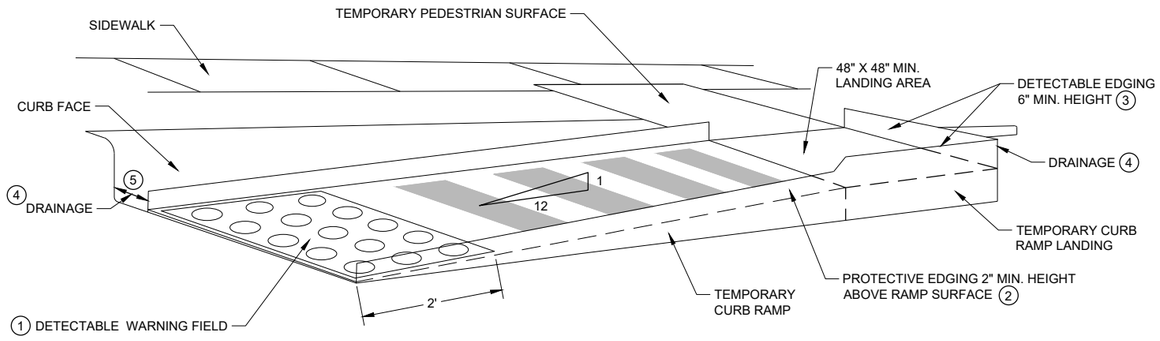
TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

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

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

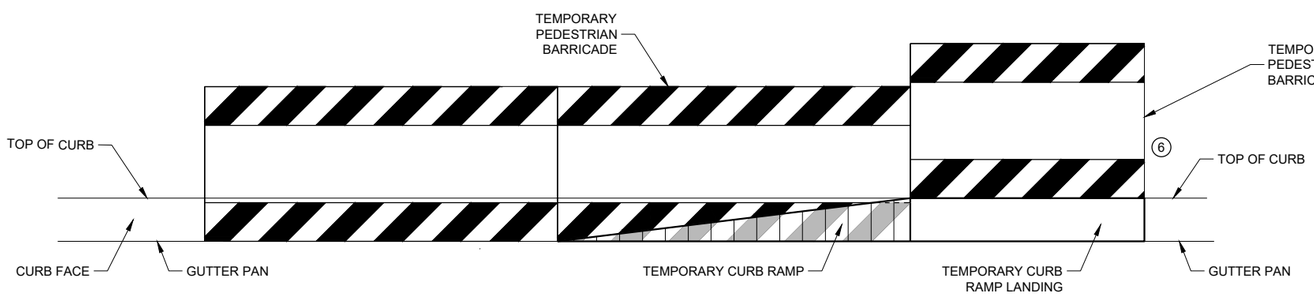
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

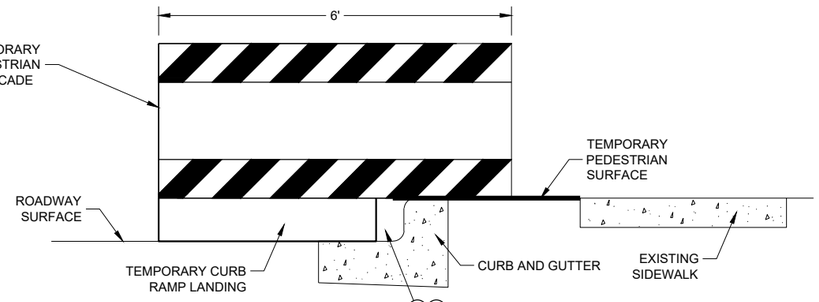
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

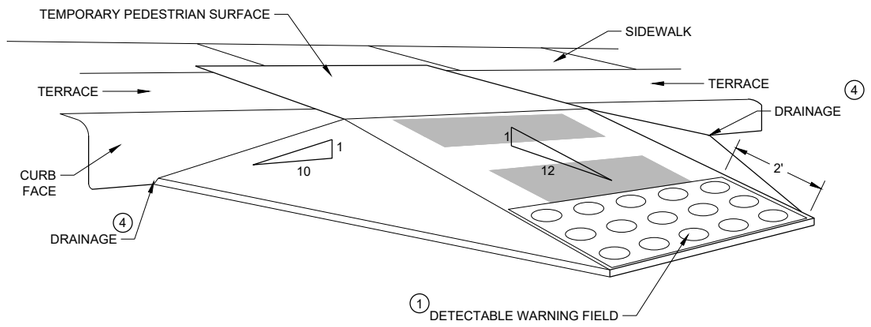
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

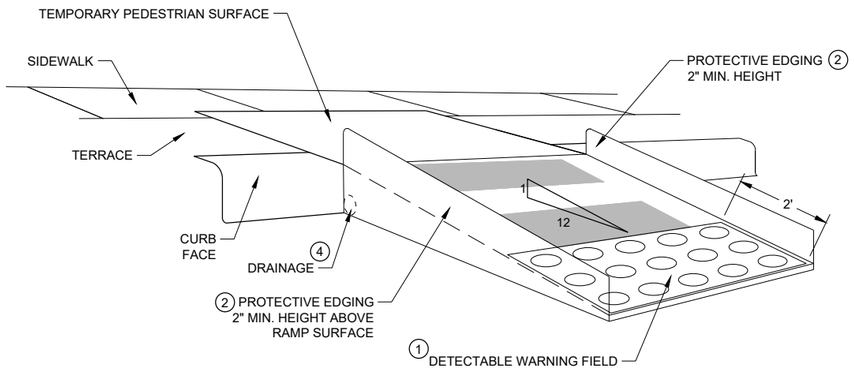
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

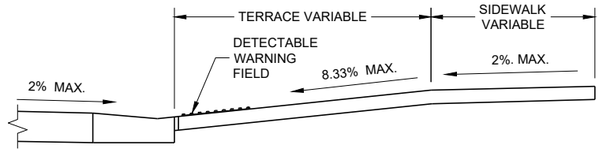
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

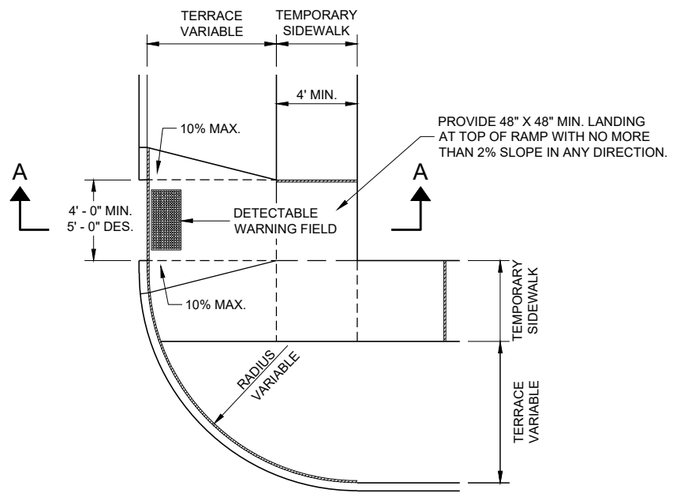
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

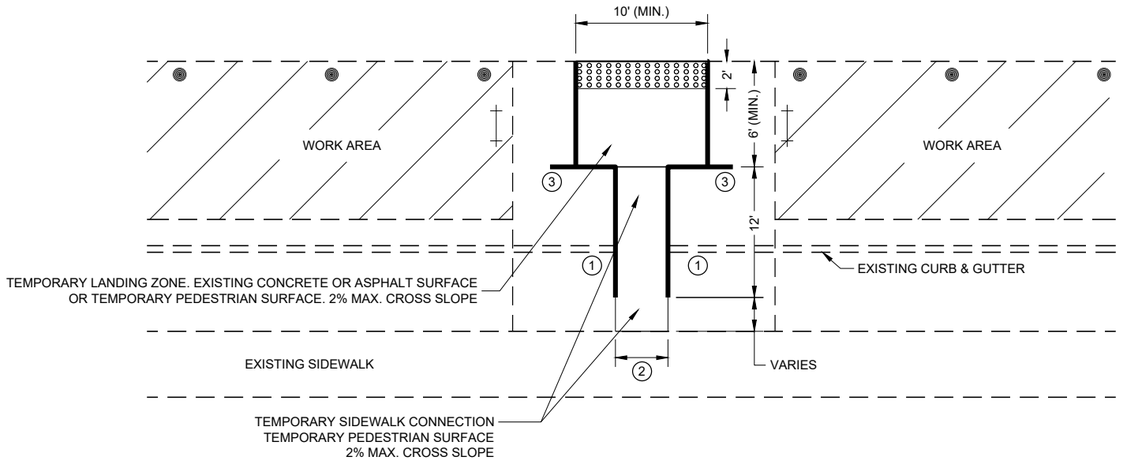
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

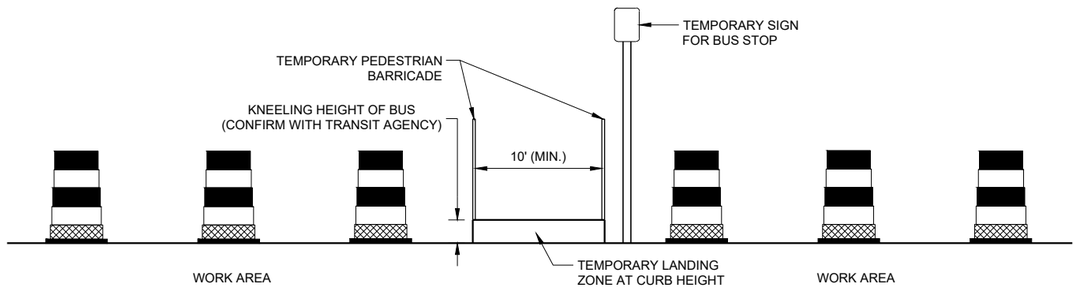
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (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.

LEGEND

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

6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

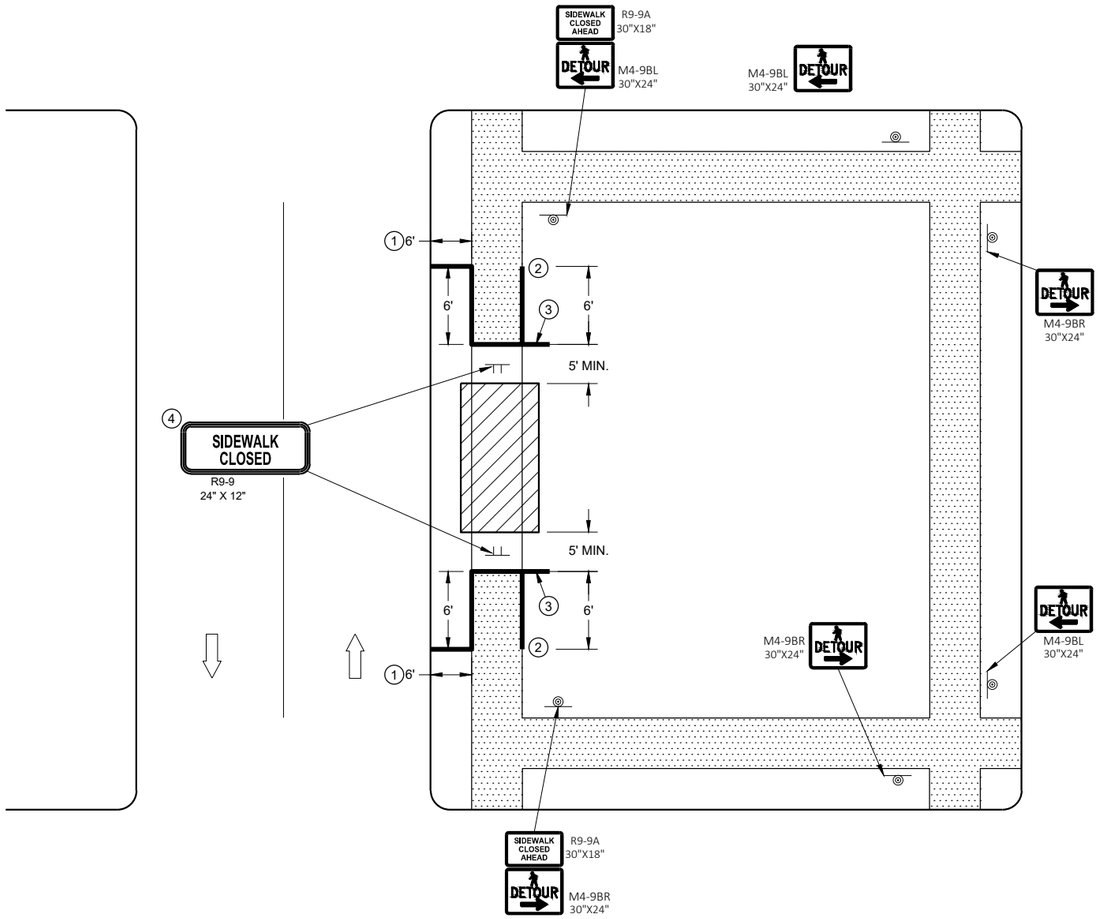
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09e

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

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

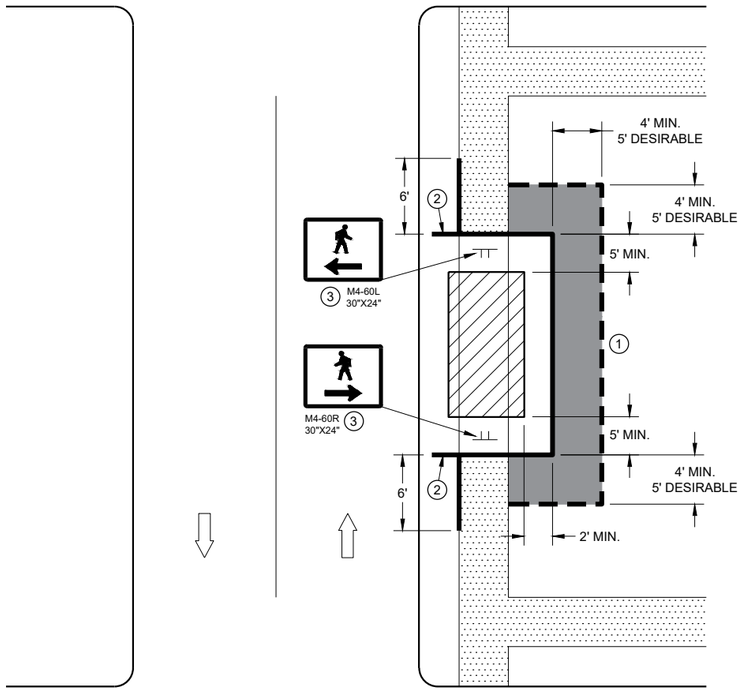
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09g

LEGEND

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

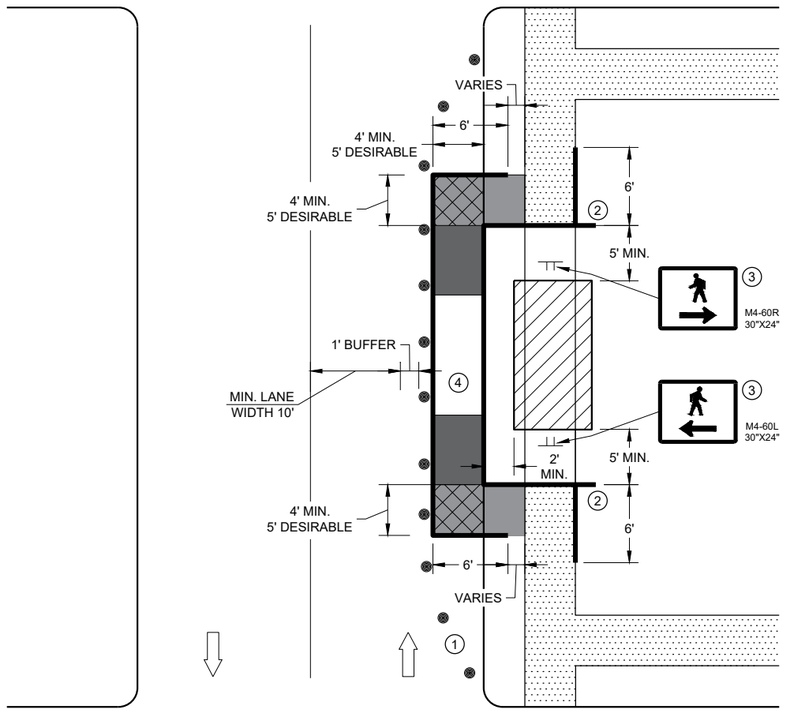
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

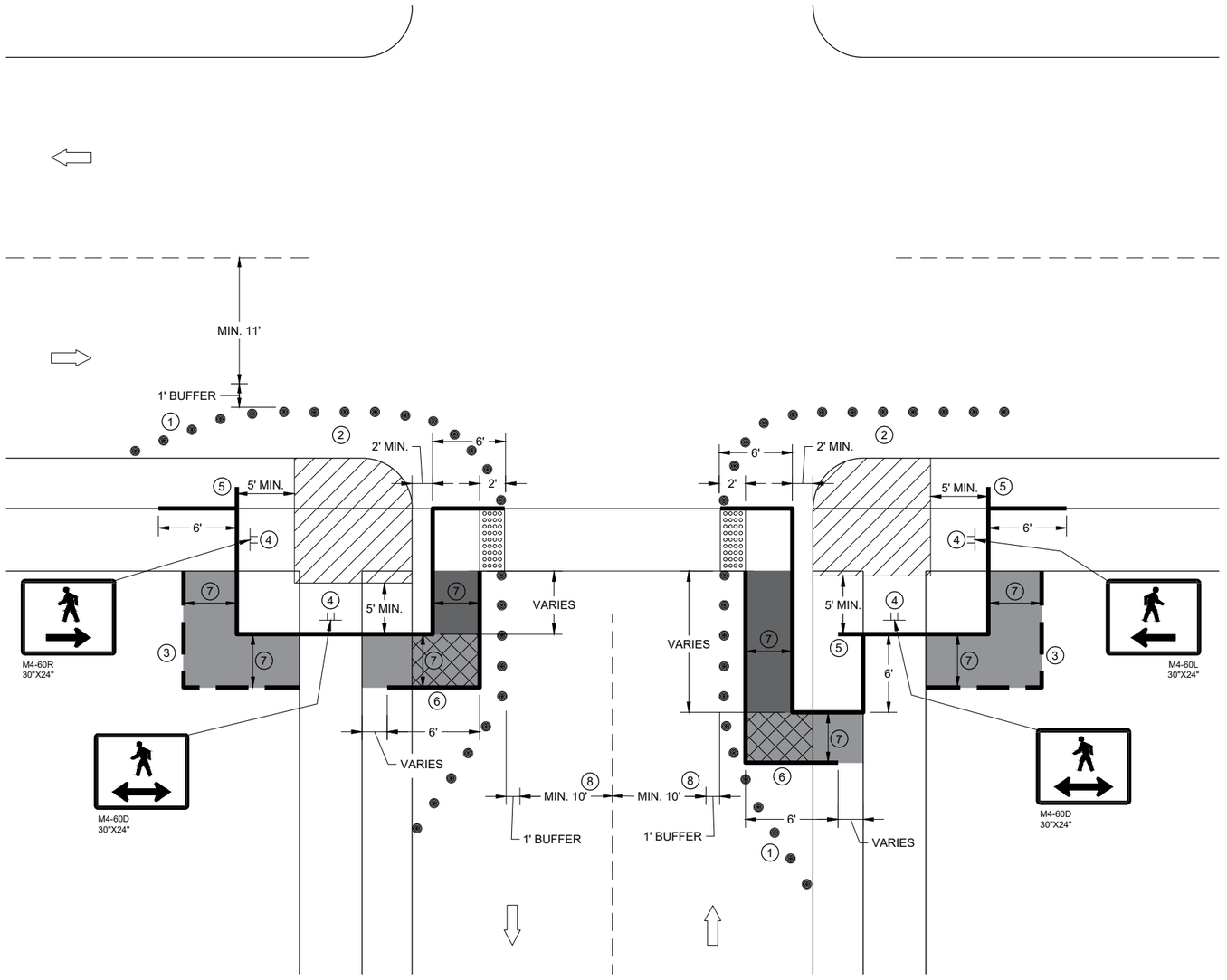
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

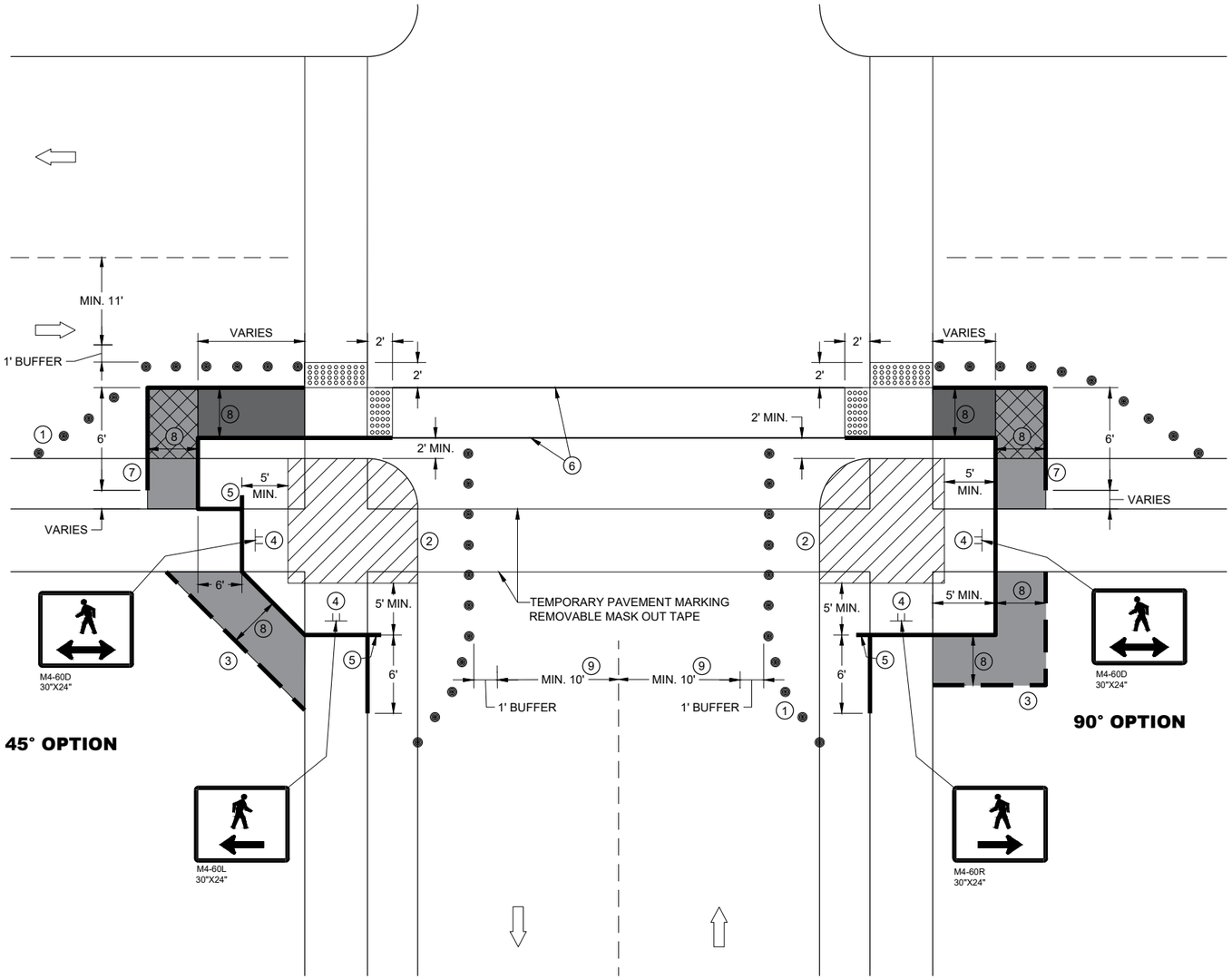
LEGEND

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

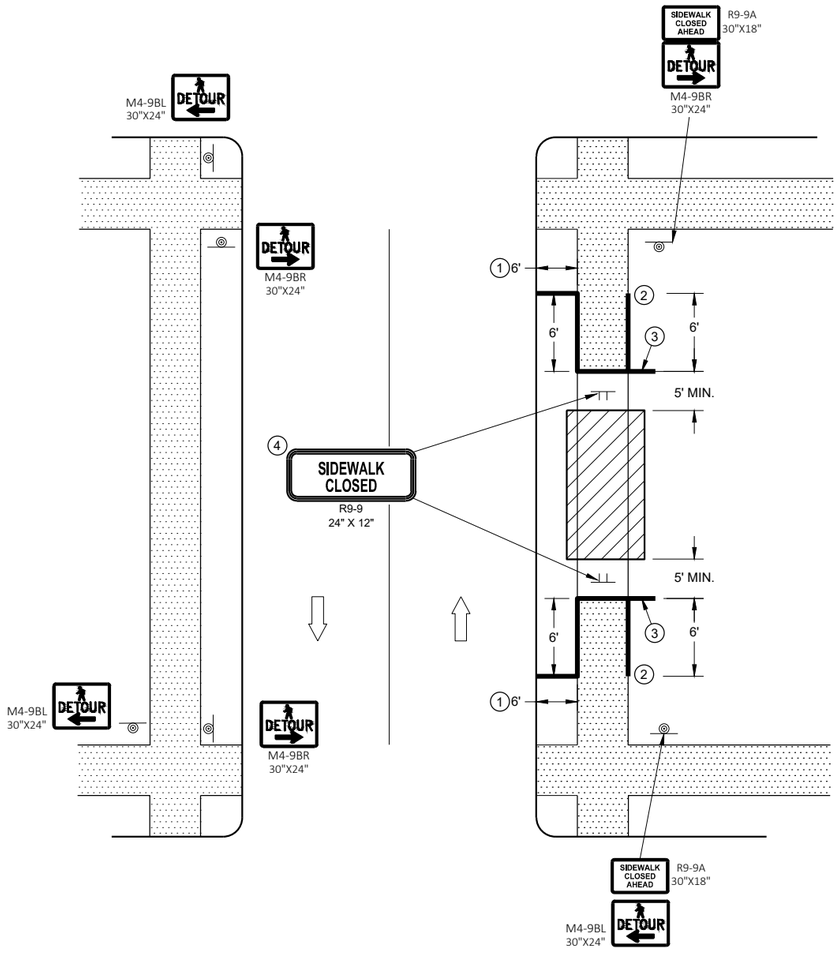
SIGN ON TEMPORARY SUPPORT

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.

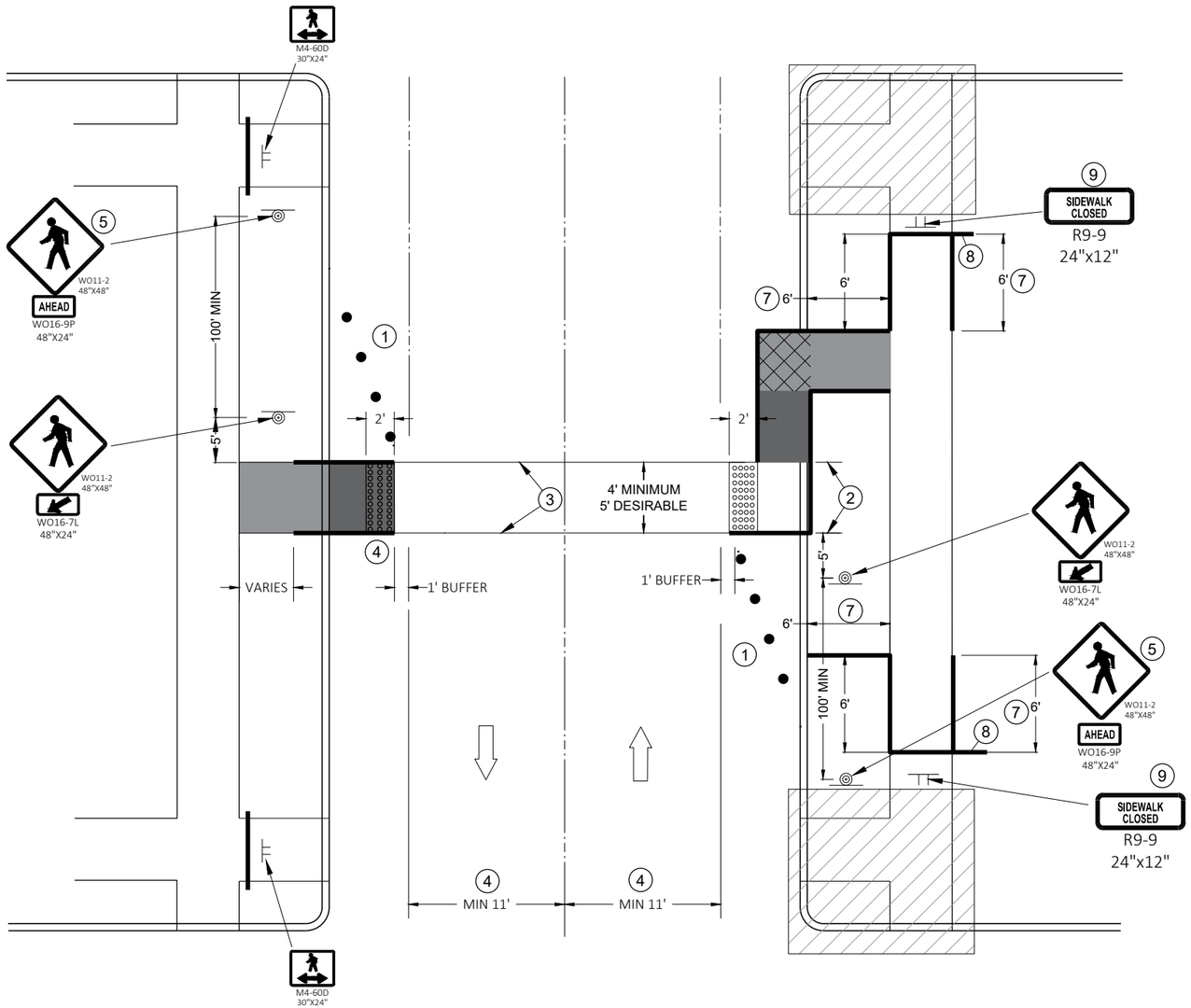
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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

6

SDD 15D30 - 09k

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

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

6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

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 THE REGIONAL TRAFFIC UNIT.

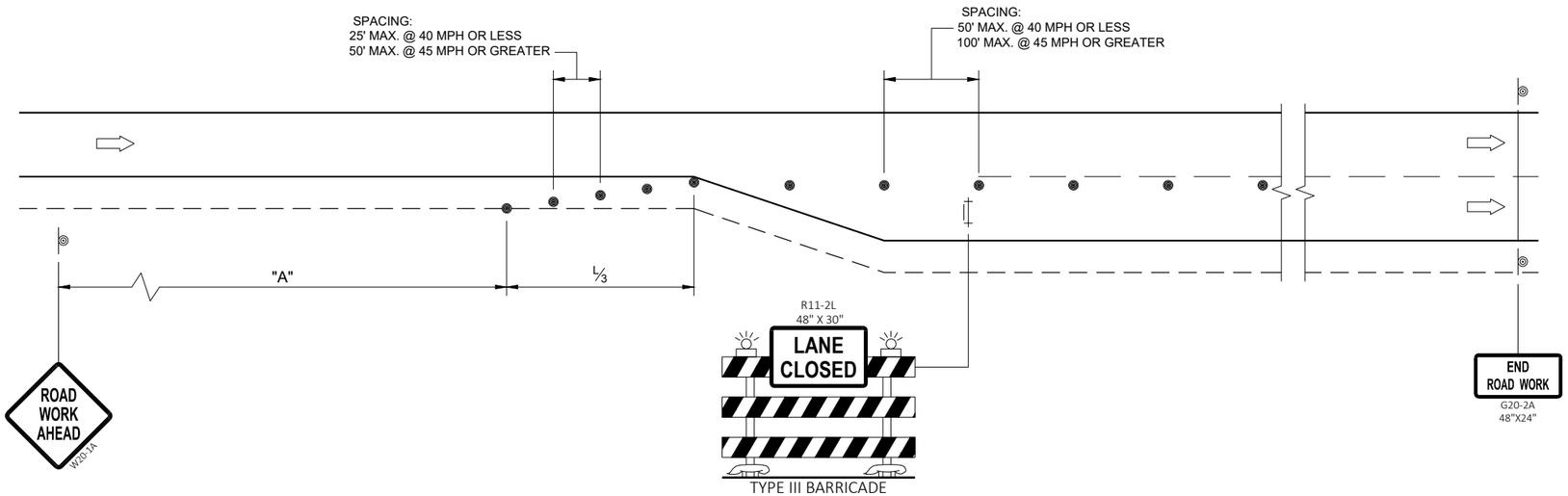
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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.

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



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

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D50-03a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

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 THE REGIONAL TRAFFIC UNIT.

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

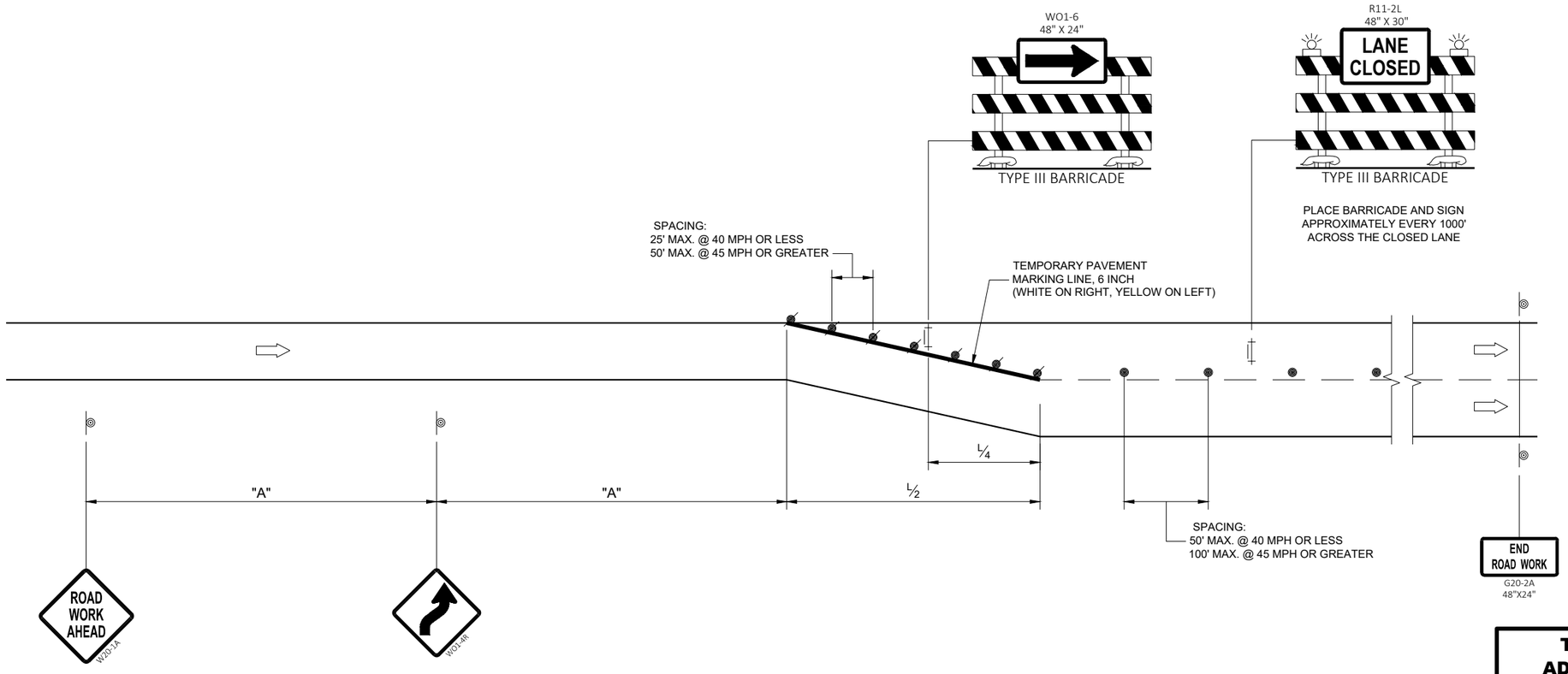
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1 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 WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

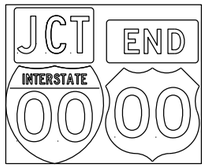
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

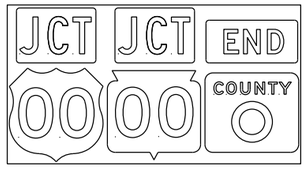
6
SDD 15D50-03b

TYPICAL ASSEMBLIES

J1-1



J1-2

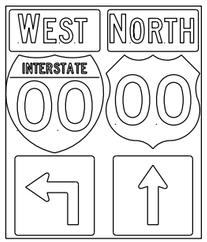


J1-3

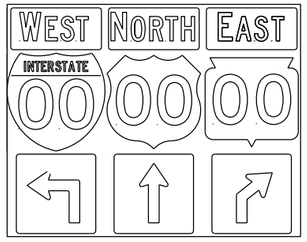
JR1-1

JV
(Typical Vertical J-Assembly
See Note 10 and 11)

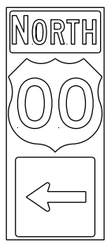
J2-1



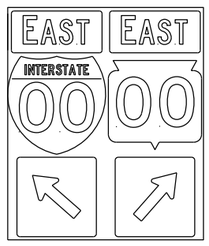
J2-2



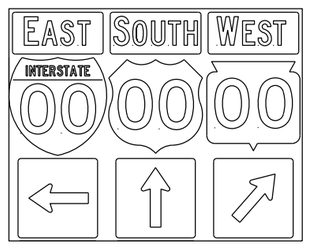
J2-3



J3-1

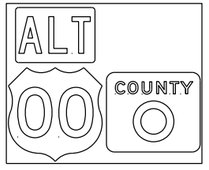


J3-2

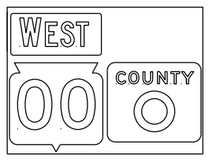


J3-3

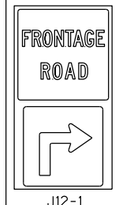
J4-1



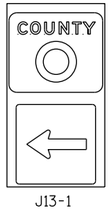
J4-2



J4-2



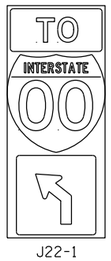
J12-1



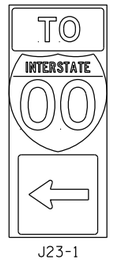
J13-1

J32-1

J33-1



J22-1

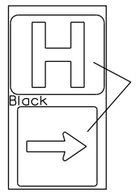


J23-1

JR13-1

JR23-1

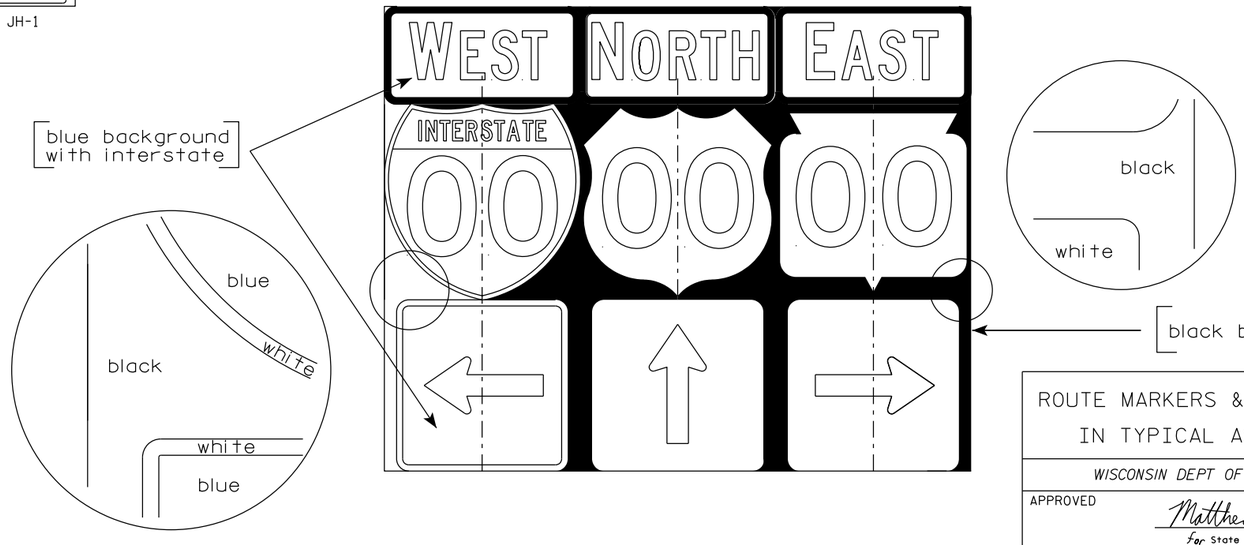
JR99-1



Blue Background
JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

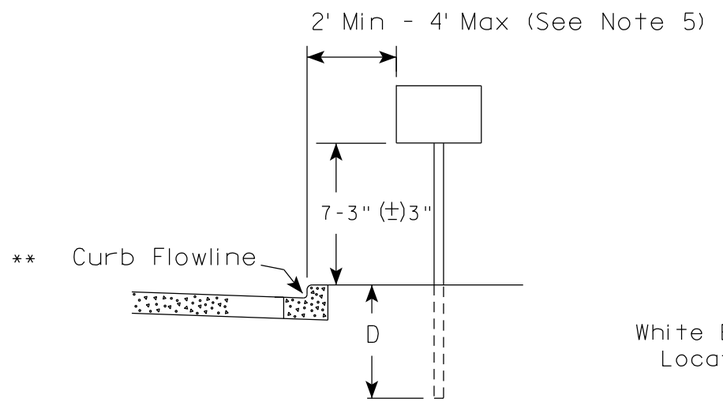
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

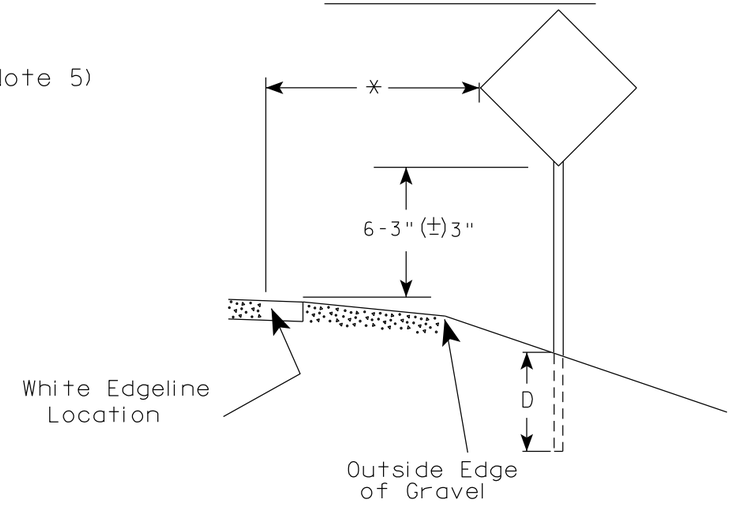
PROJECT NO:

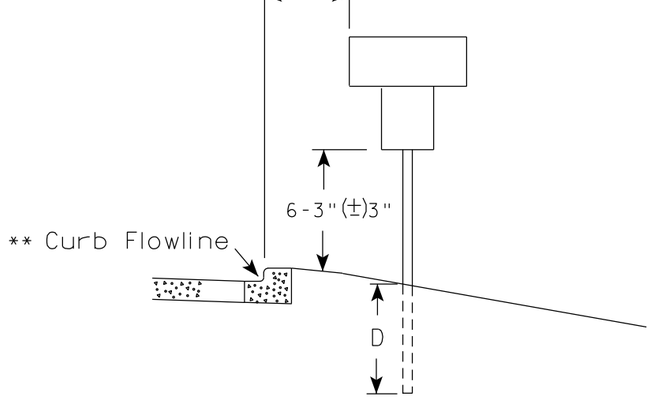
SHEET NO: 343 E

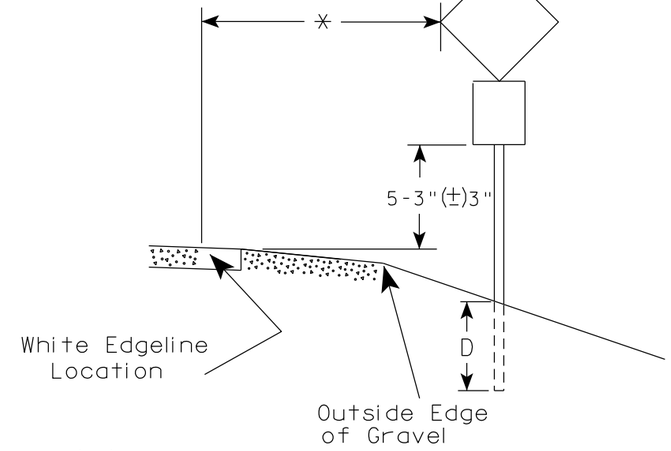
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

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" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

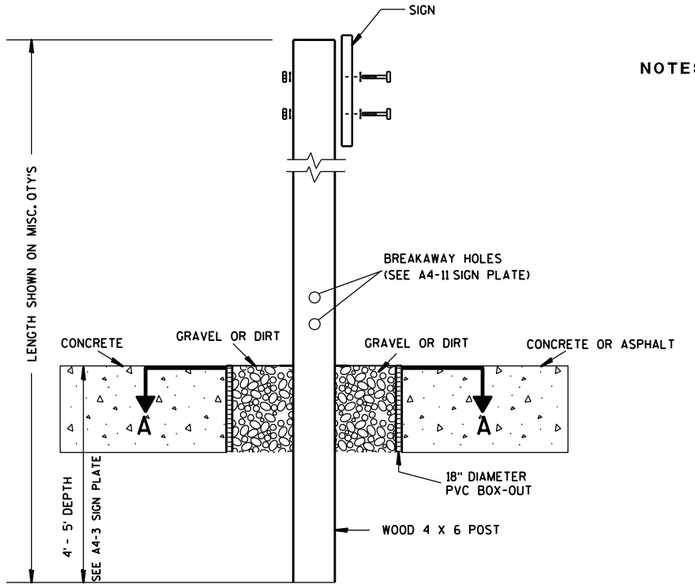
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

7

7

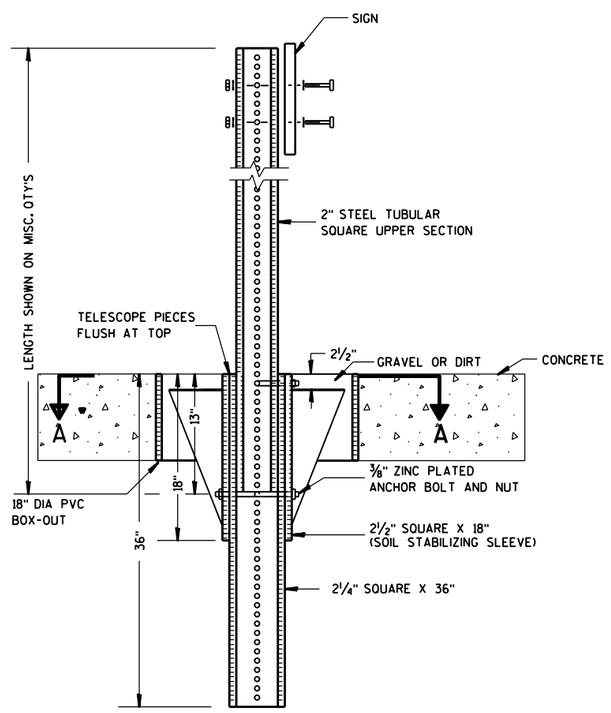
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



ELEVATION VIEW

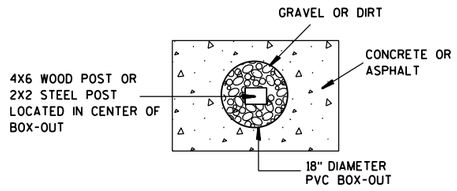
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

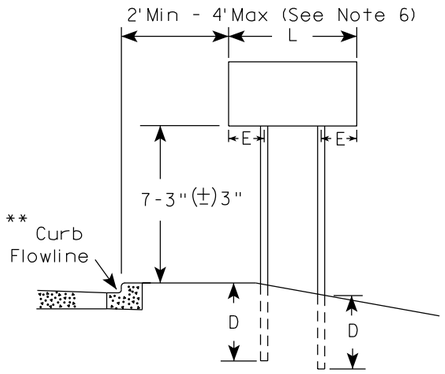
APPROVED Matthew R Rauch
for State Traffic Engineer

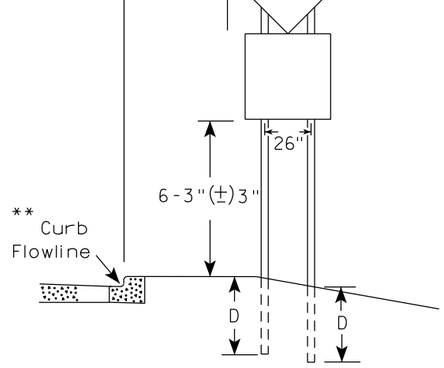
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

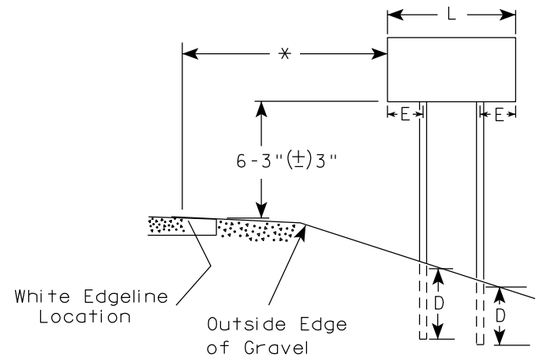
URBAN AREA

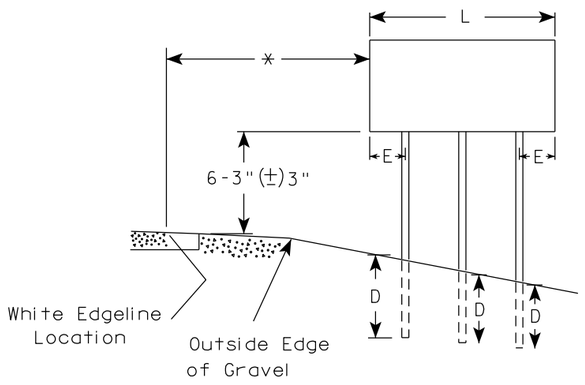


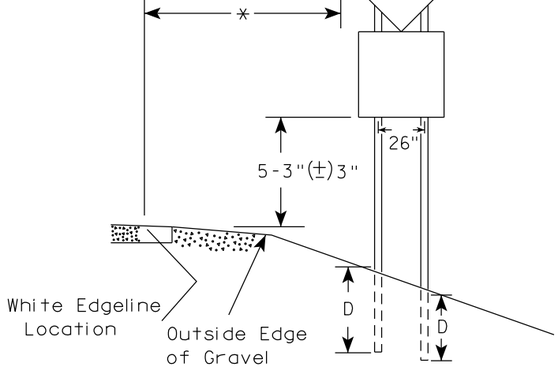


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

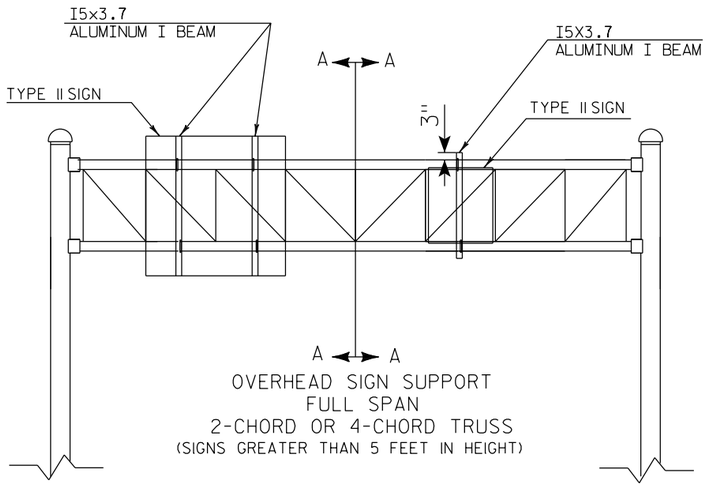
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

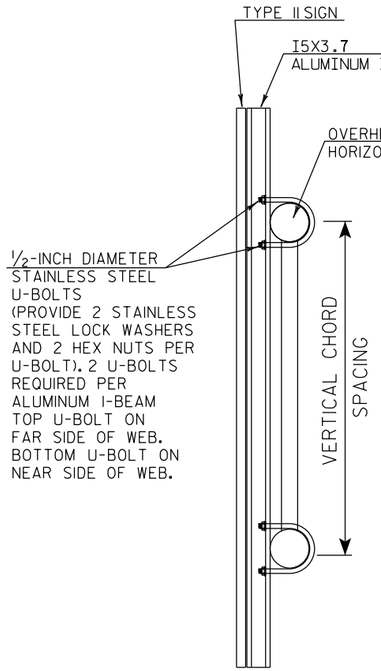
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

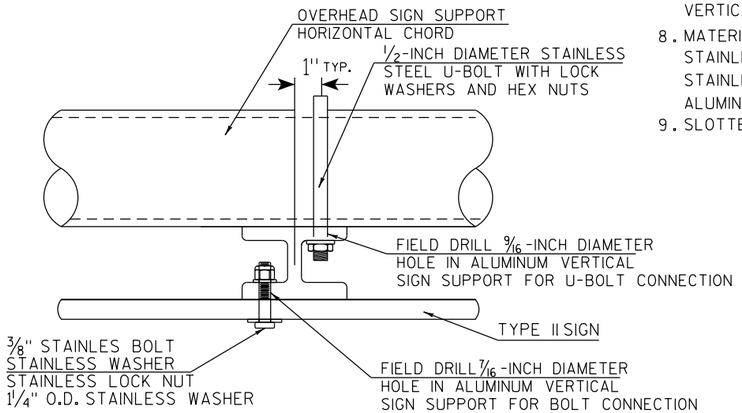
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 346	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



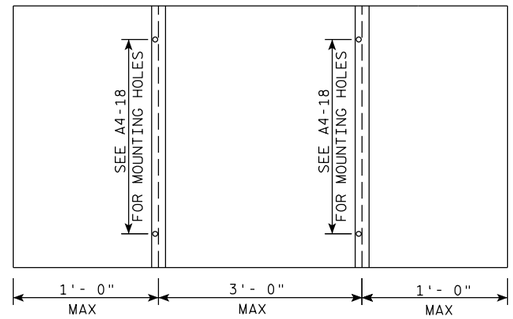
CUT SECTION A-A



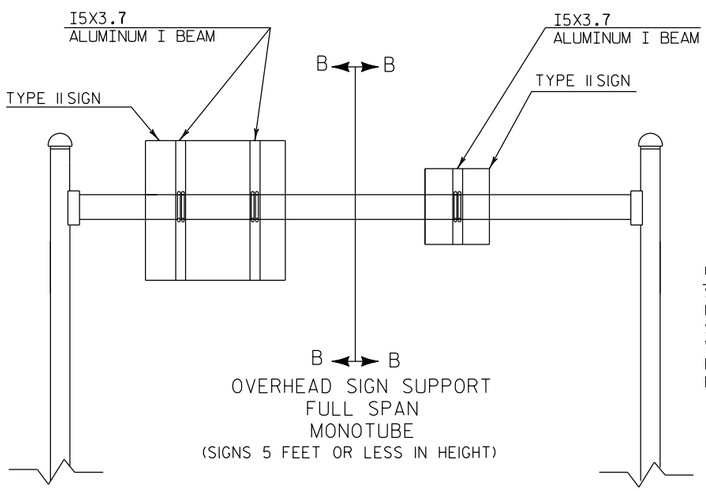
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

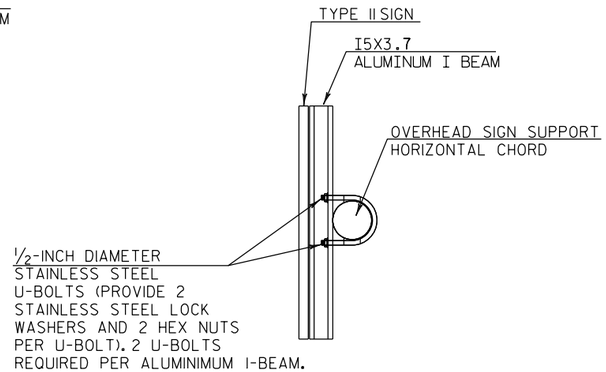
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



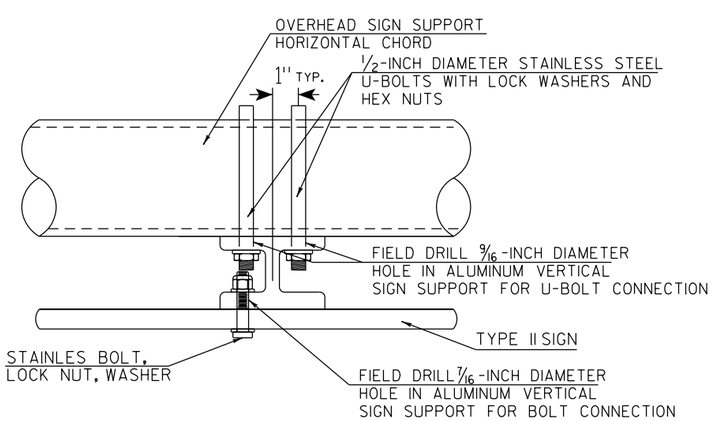
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



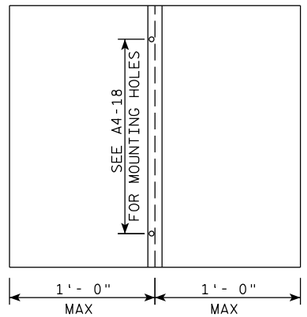
OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW



SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

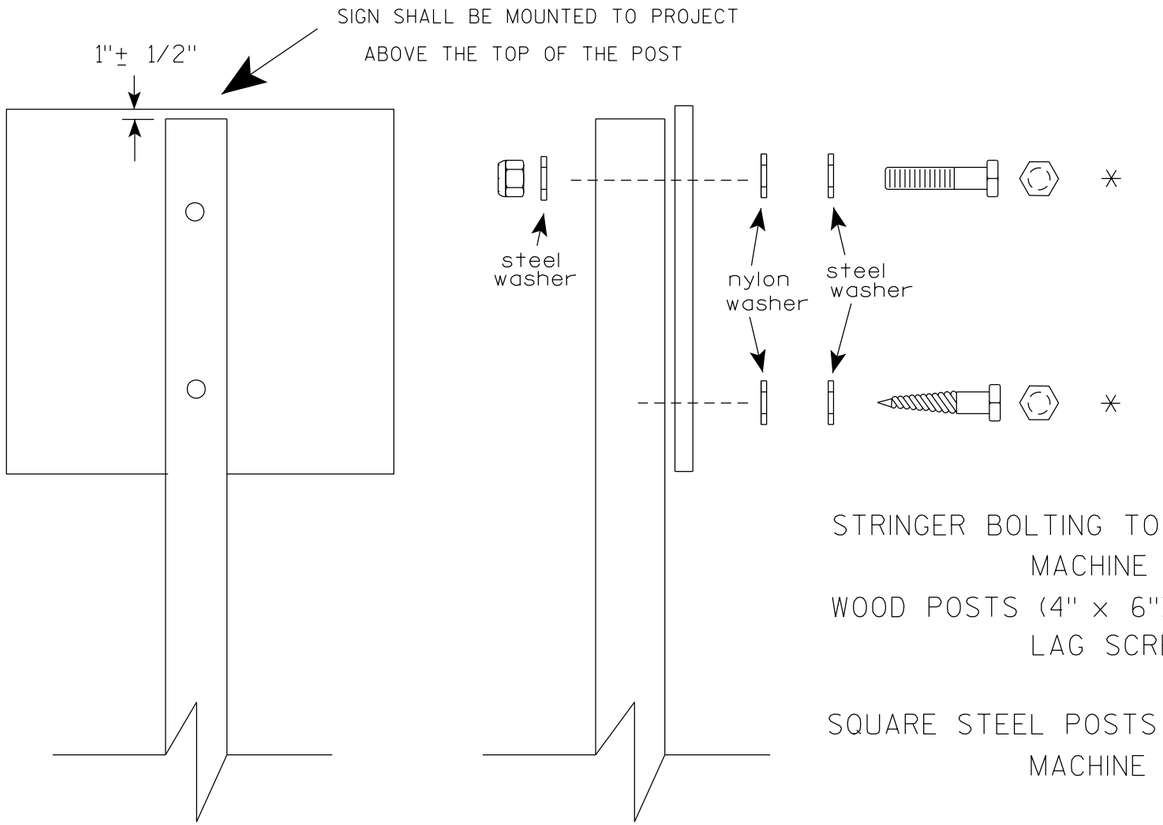
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

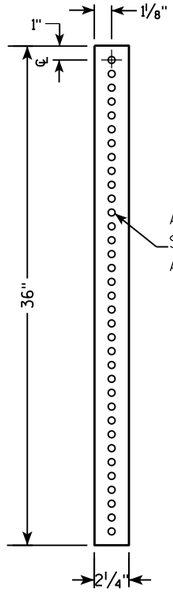
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

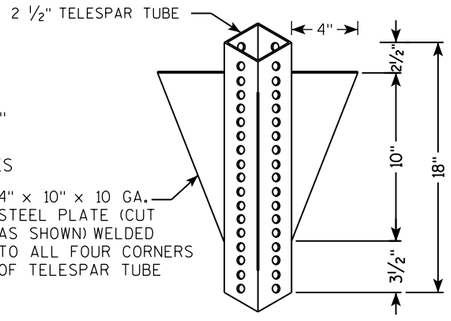
SHEET NO: 348 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

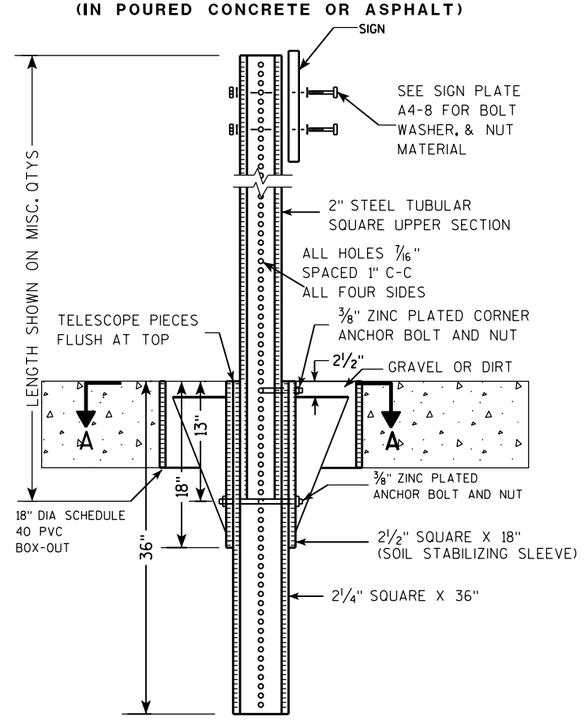
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



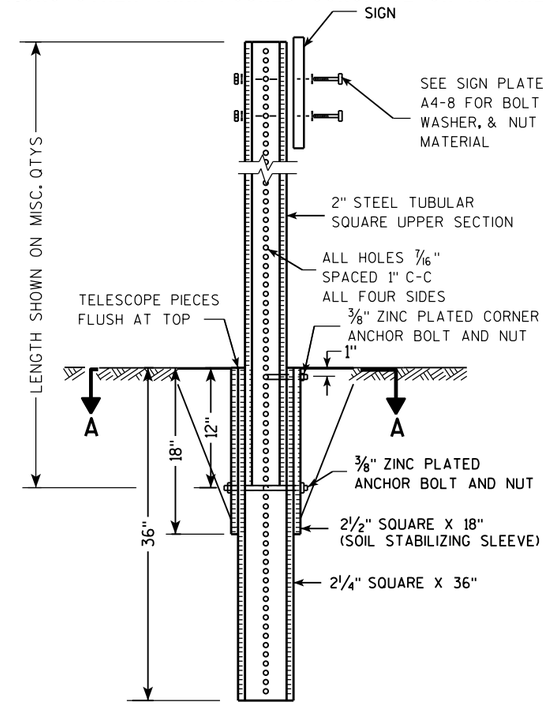
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

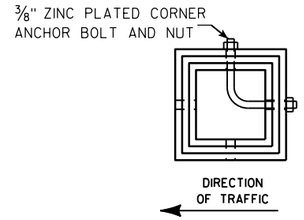


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

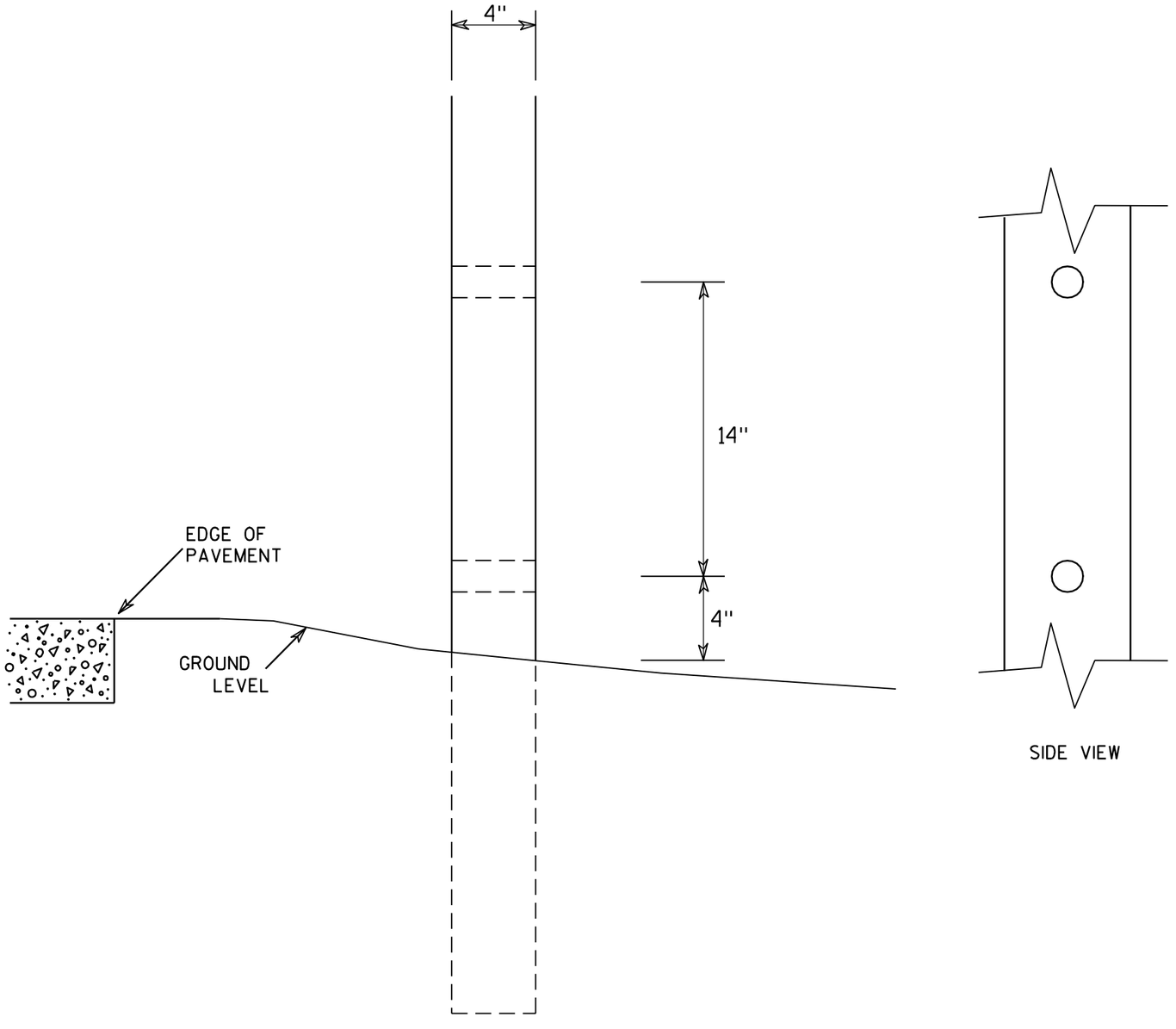
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 349 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

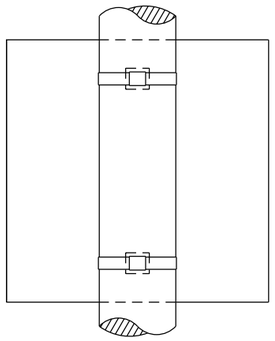
APPROVED Chester J Spang for State Traffic Engineer

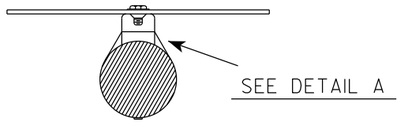
DATE 3/27/97 PLATE NO. A4-11.2

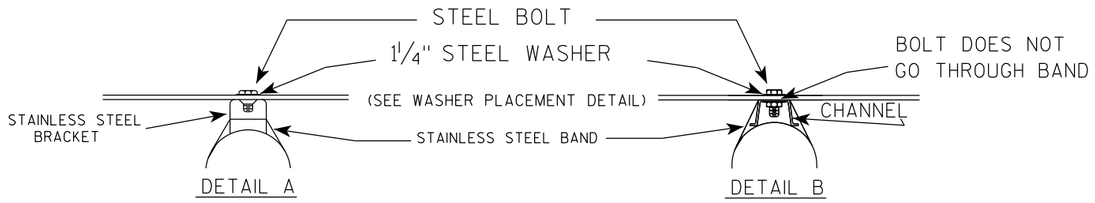
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 350	E

BANDING

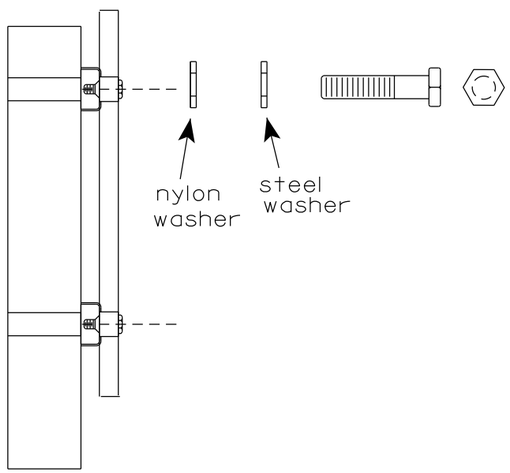
SINGLE SIGN







WASHER PLACEMENT

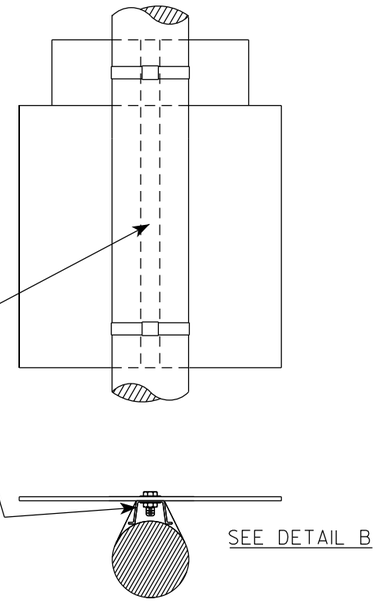


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

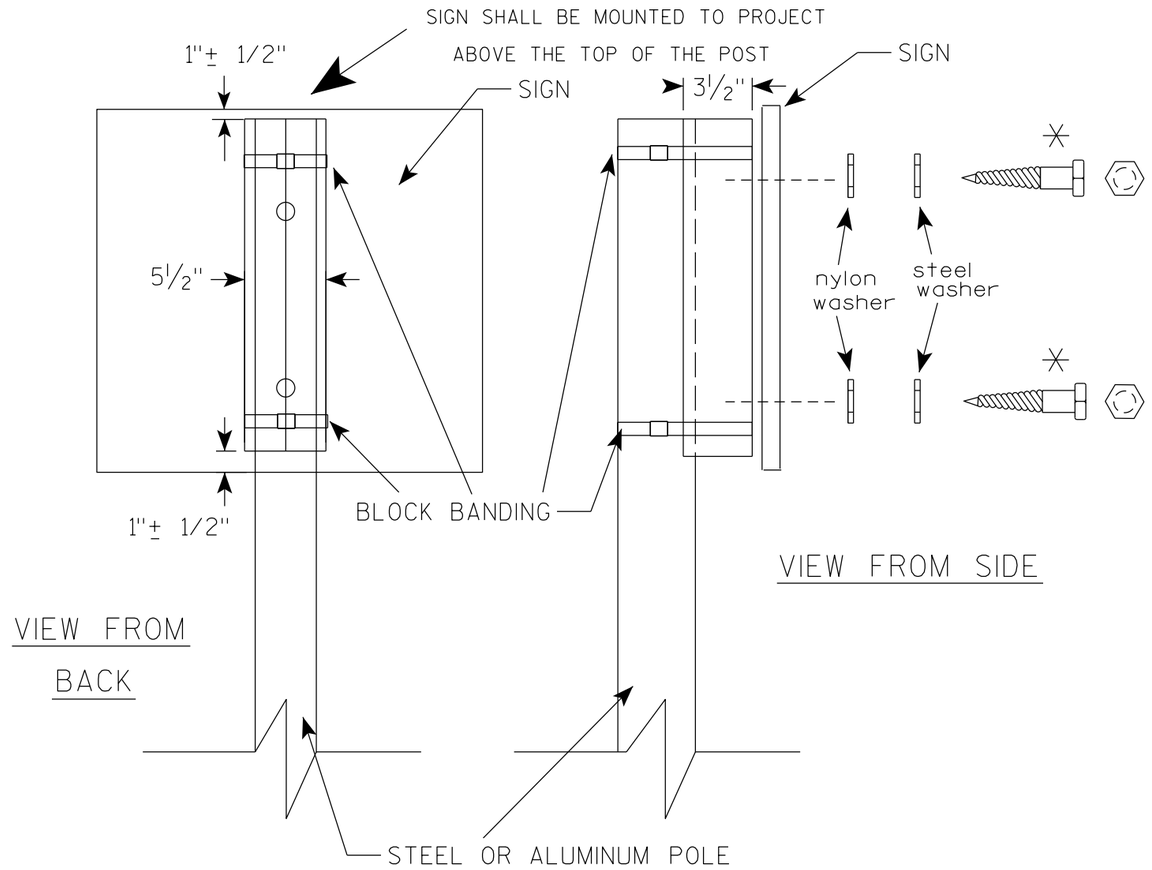
WISCONSIN DEPT OF TRANSPORTATION

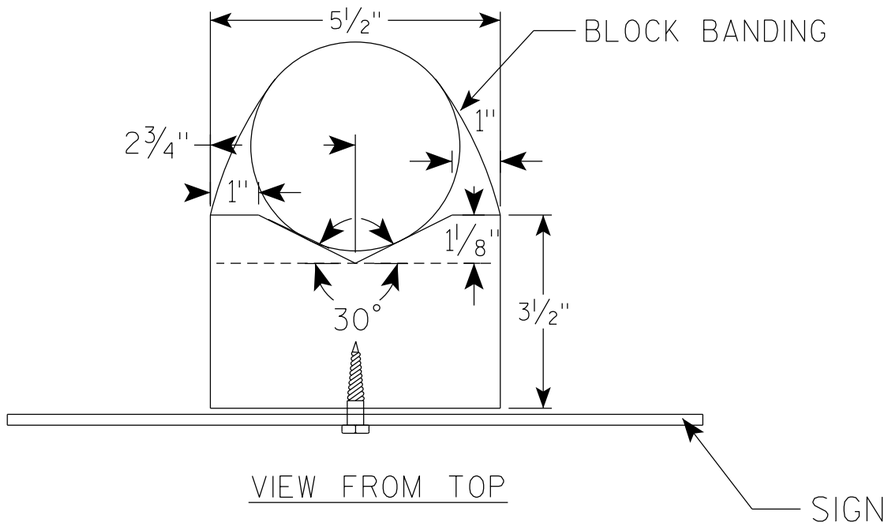
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 351	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

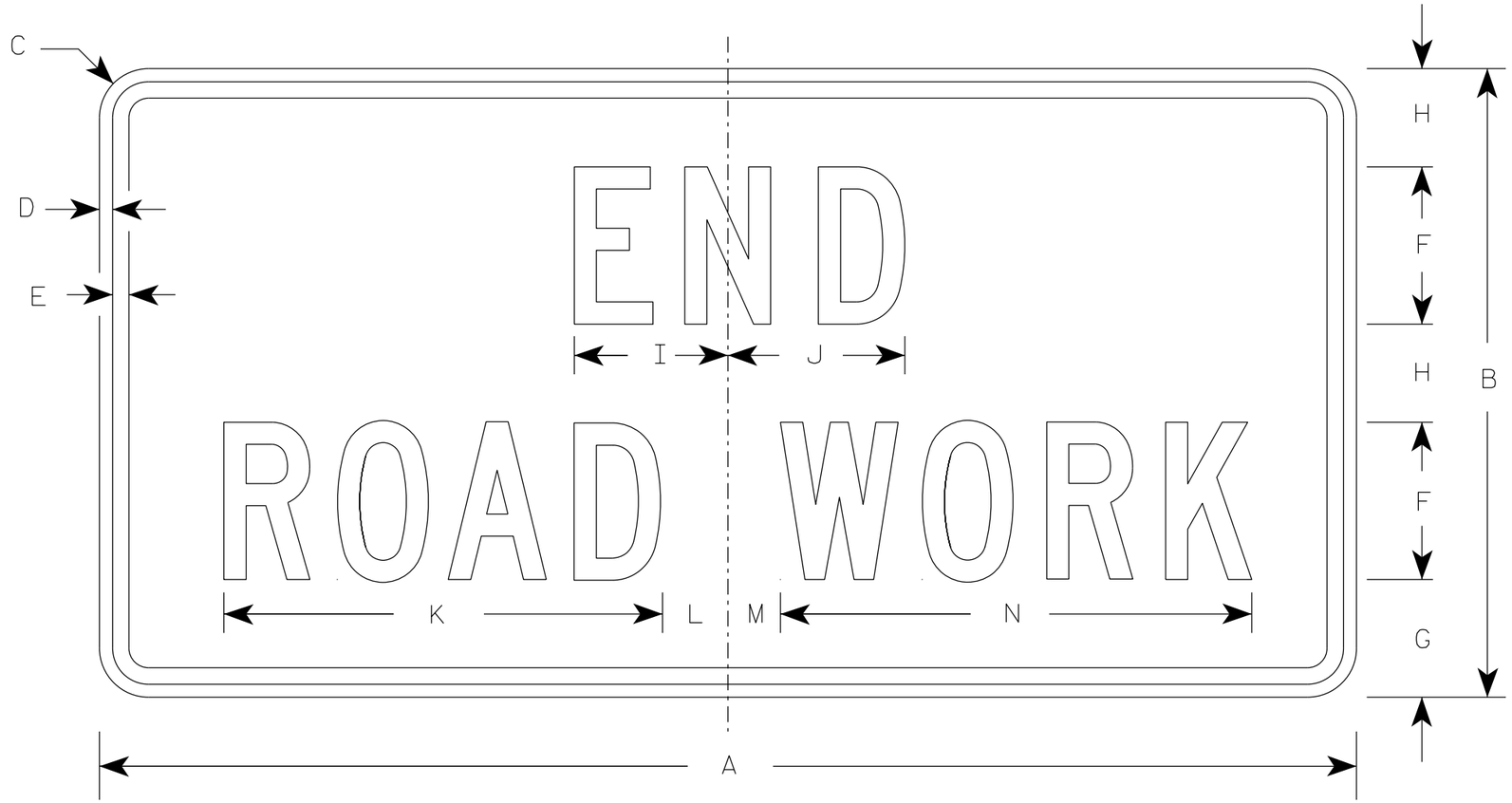
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 352 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

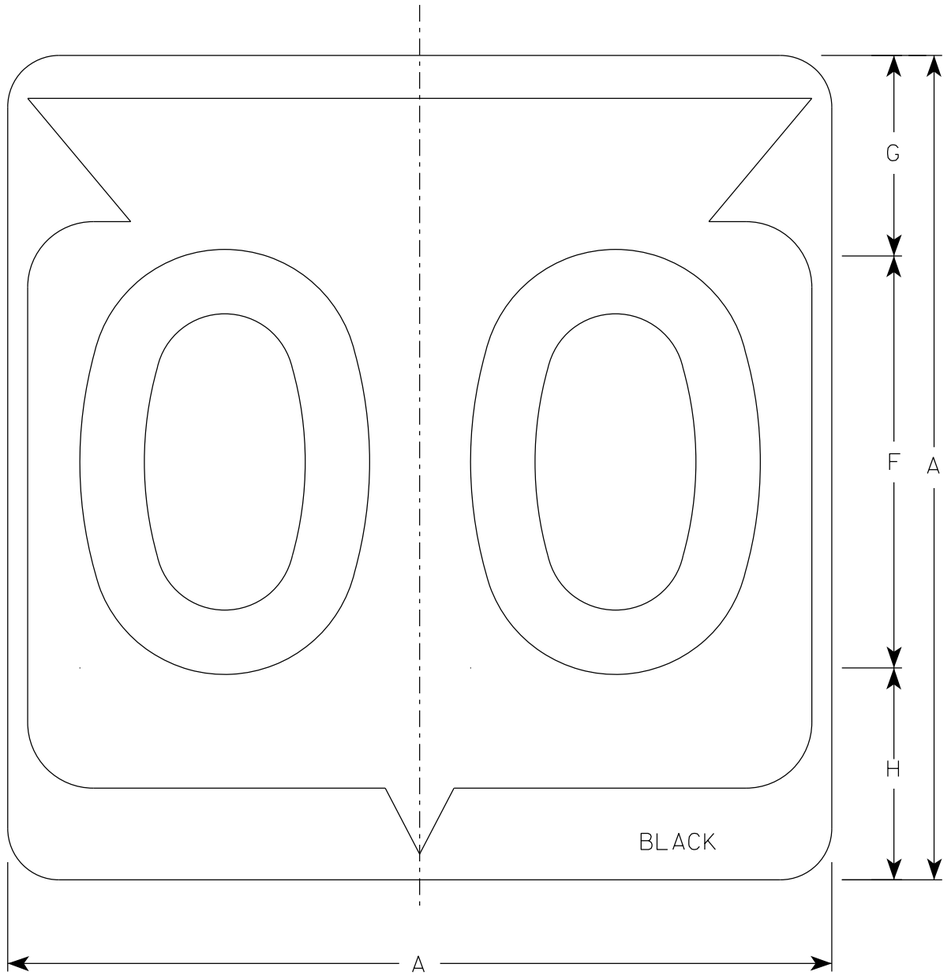
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 E

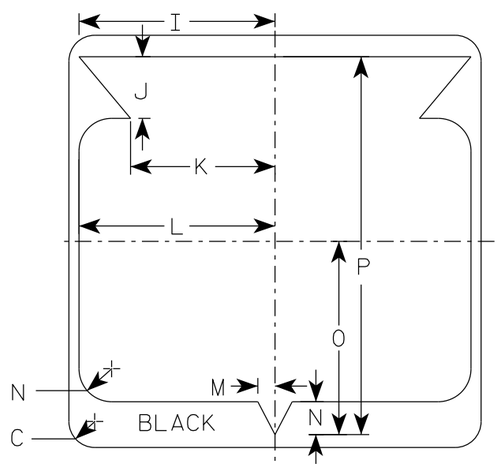
7



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

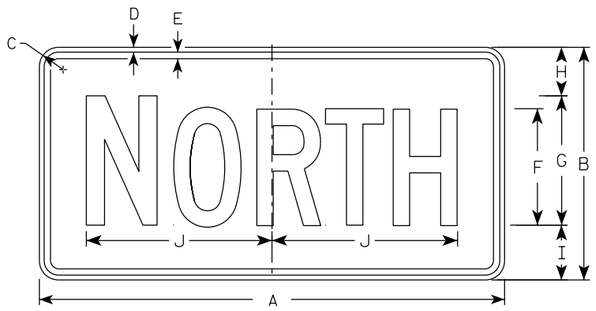
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

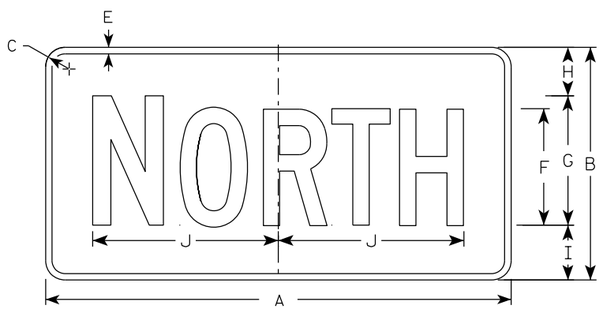
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

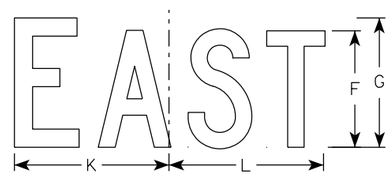
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 354	E



M3-1
MM3-1
MP3-1

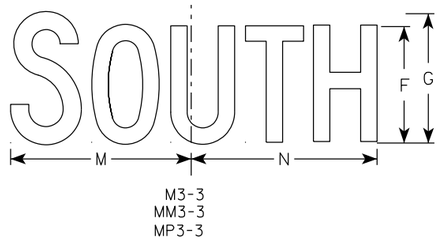


MB3-1
MK3-1
MN3-1

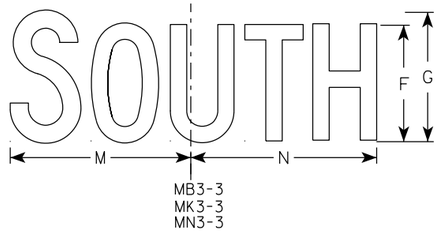


M3-2
MM3-2
MP3-2

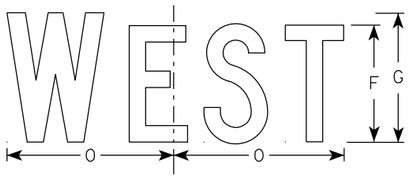
MB3-2
MK3-2
MN3-2



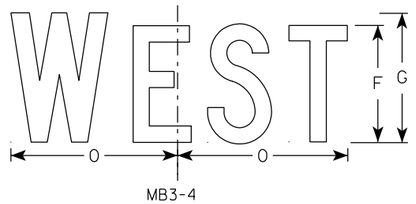
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

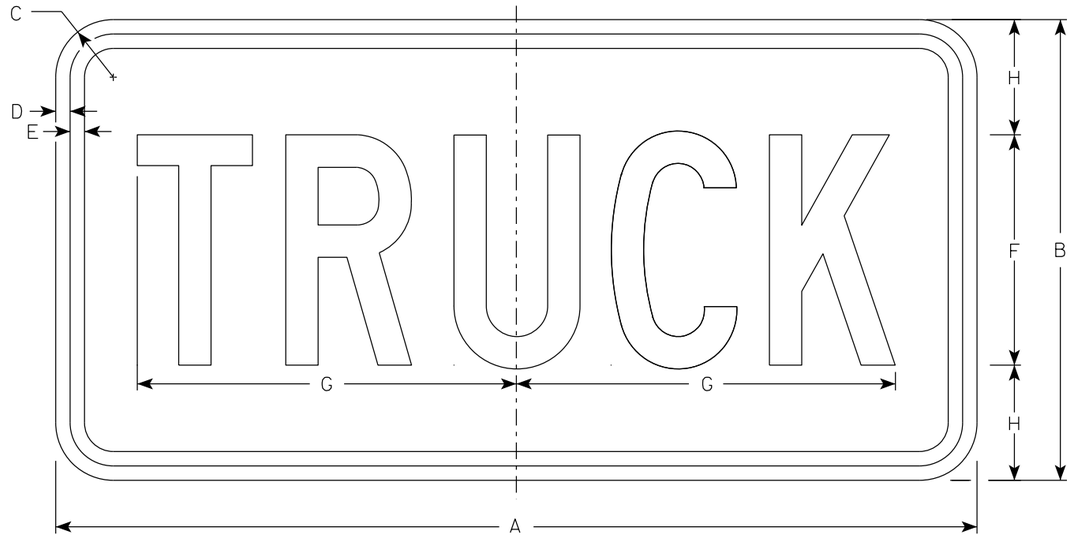
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 355 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



M4-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
2M	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
5	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5

STANDARD SIGN

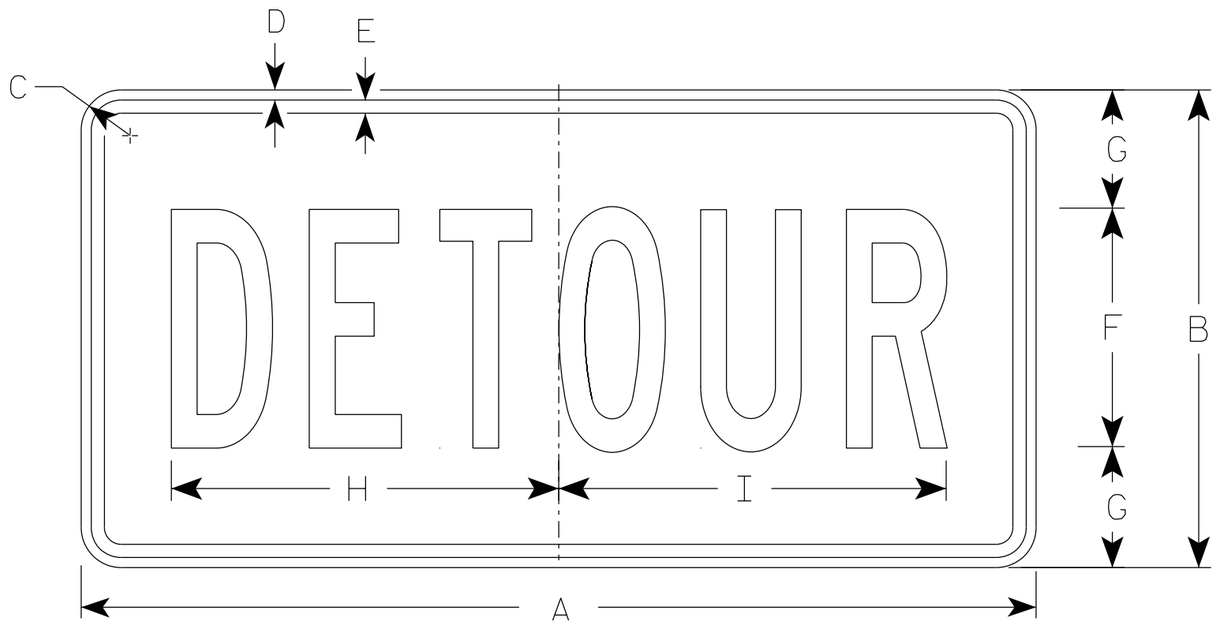
M4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-4.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

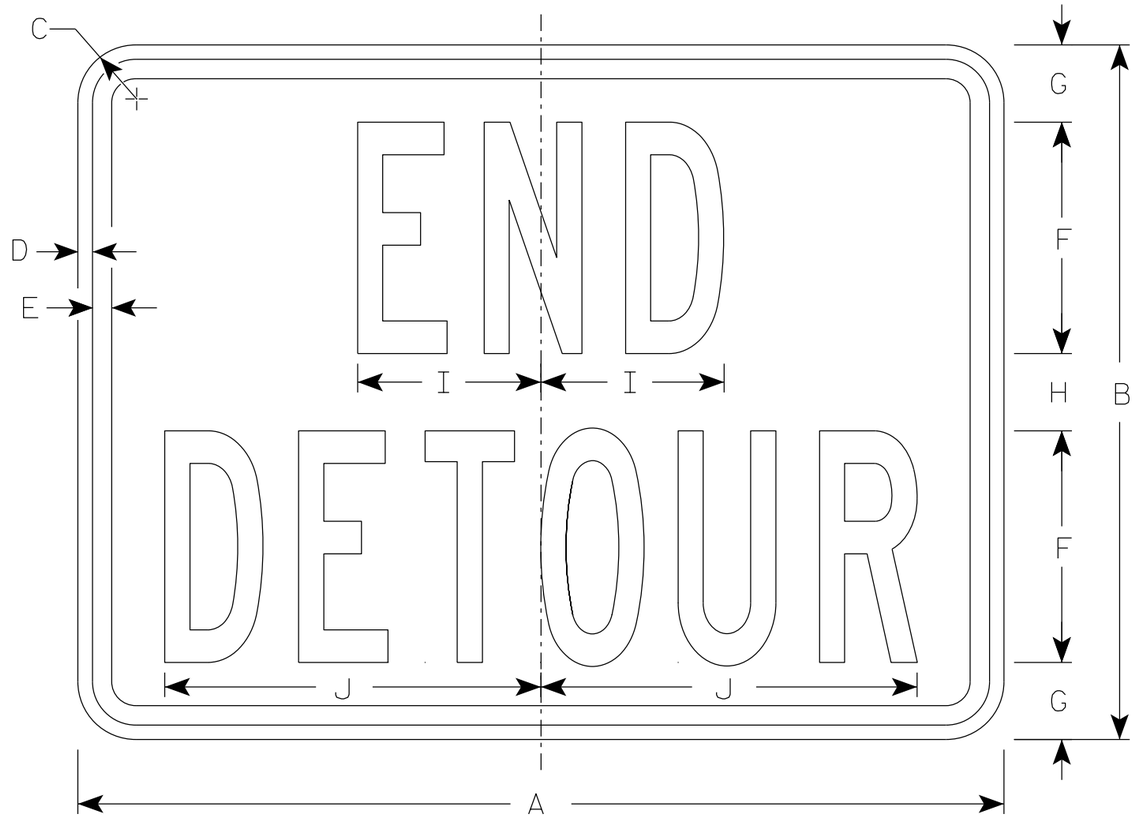
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 357	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

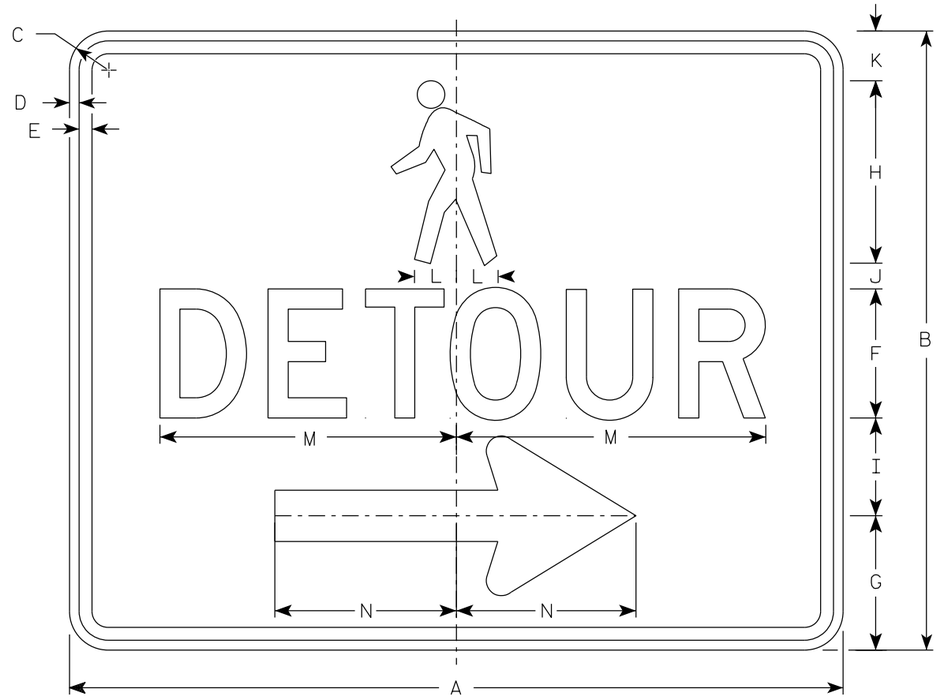
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

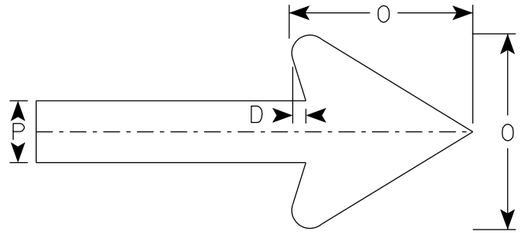
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

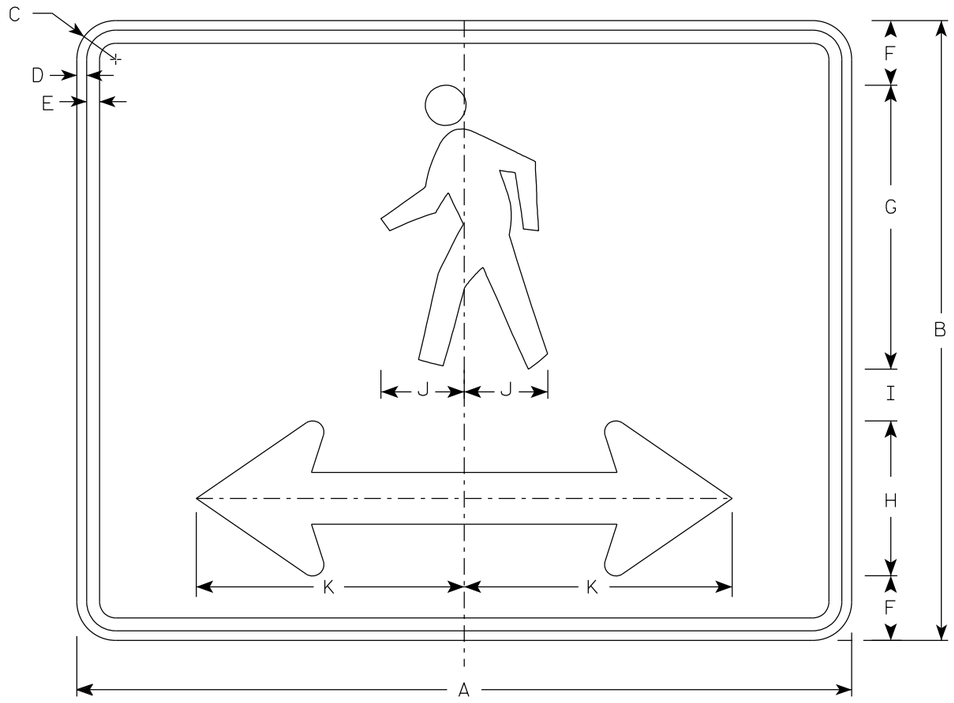
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

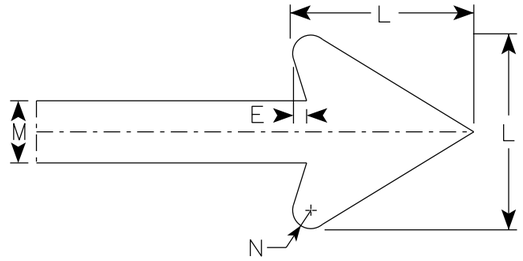
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 | E



M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

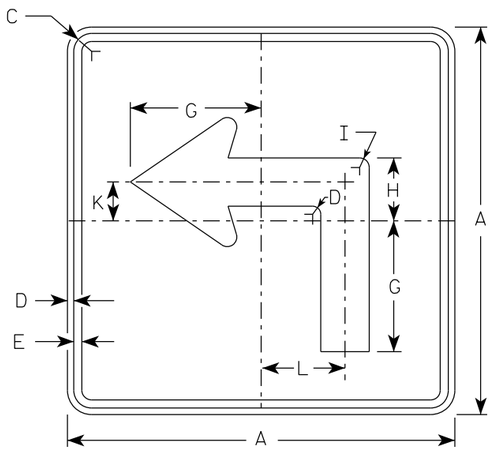
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

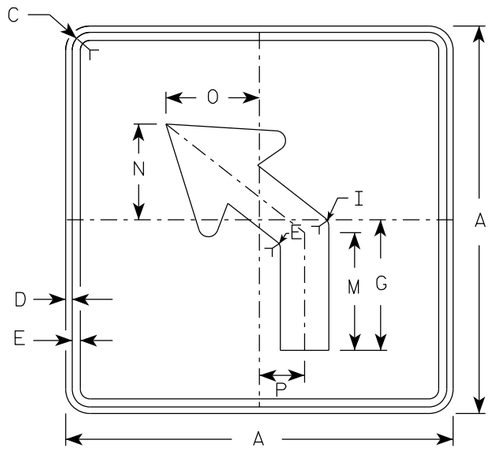
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

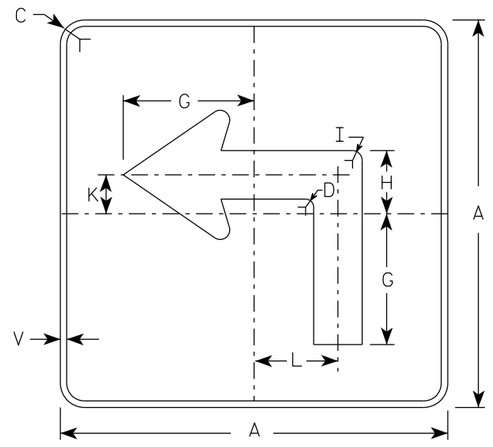
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



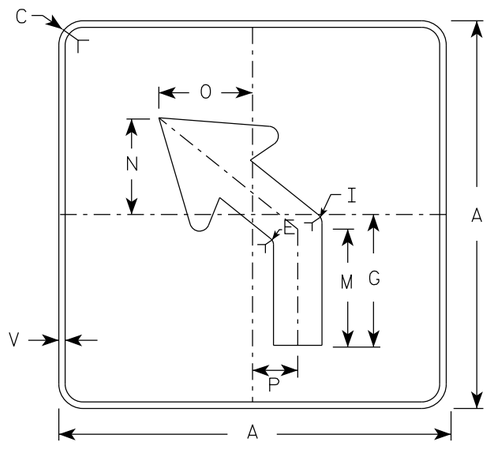
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

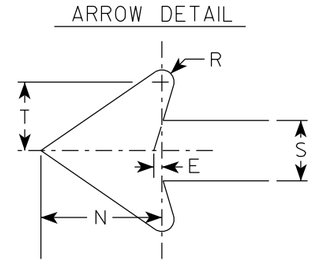


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

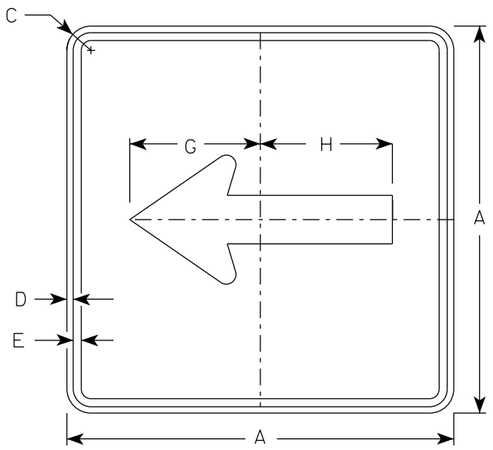
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

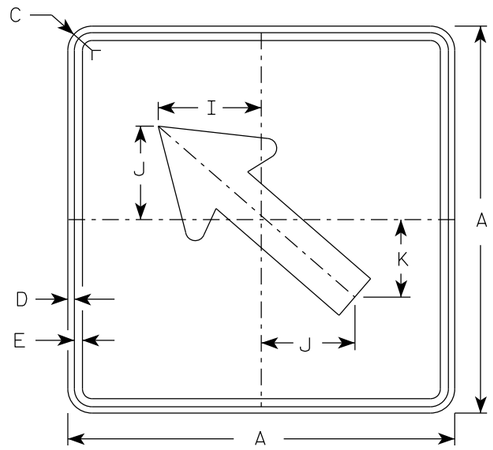
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

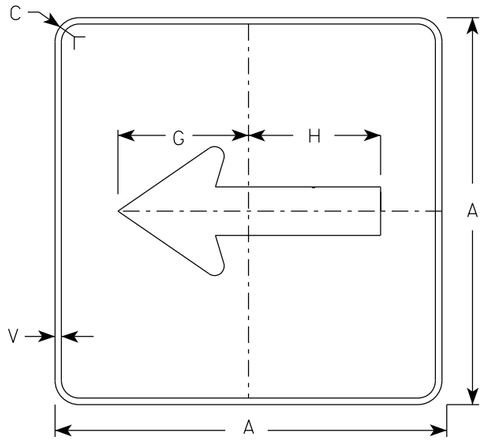
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 361 | E



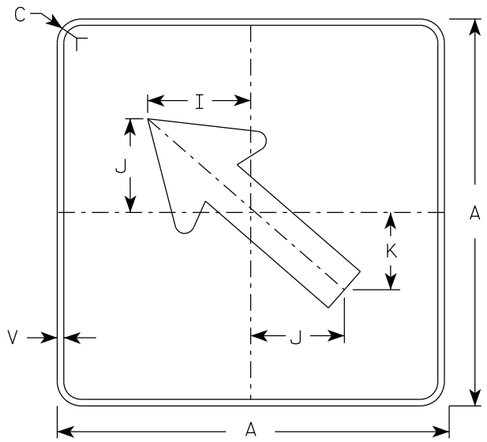
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

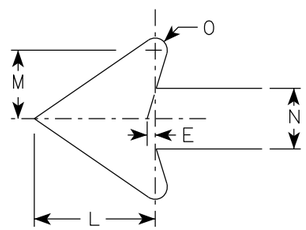


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

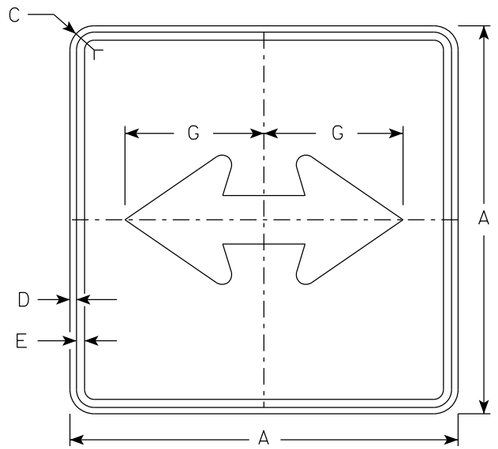
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

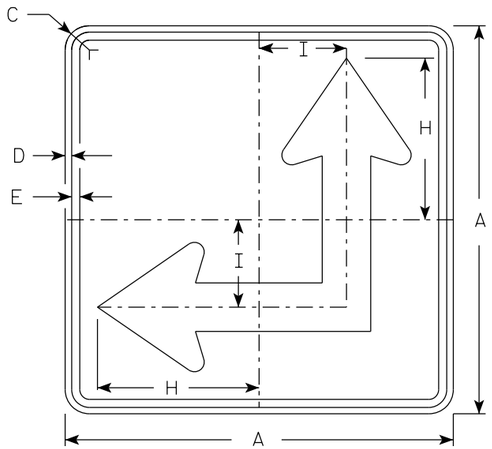
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

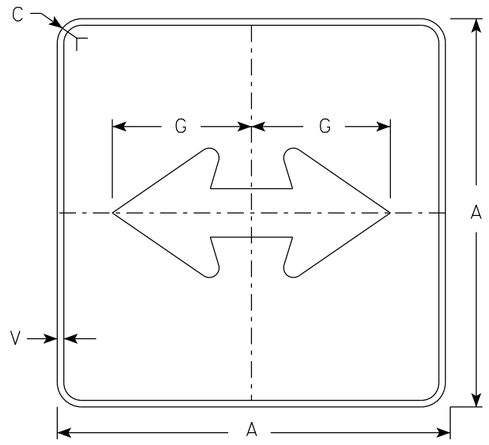
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | E



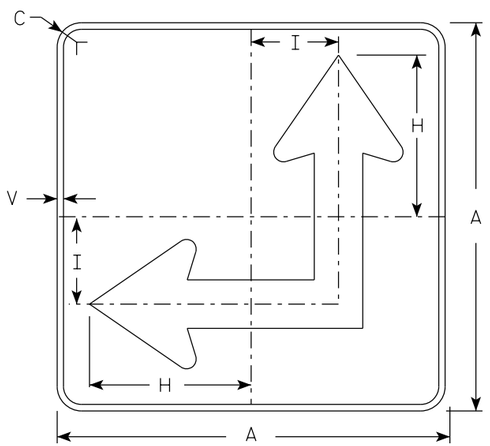
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

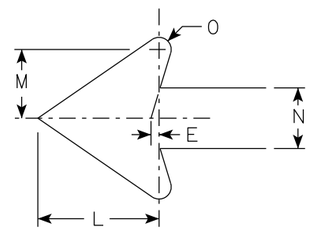


MB6-6
MK6-6
MN6-6
MR6-6

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

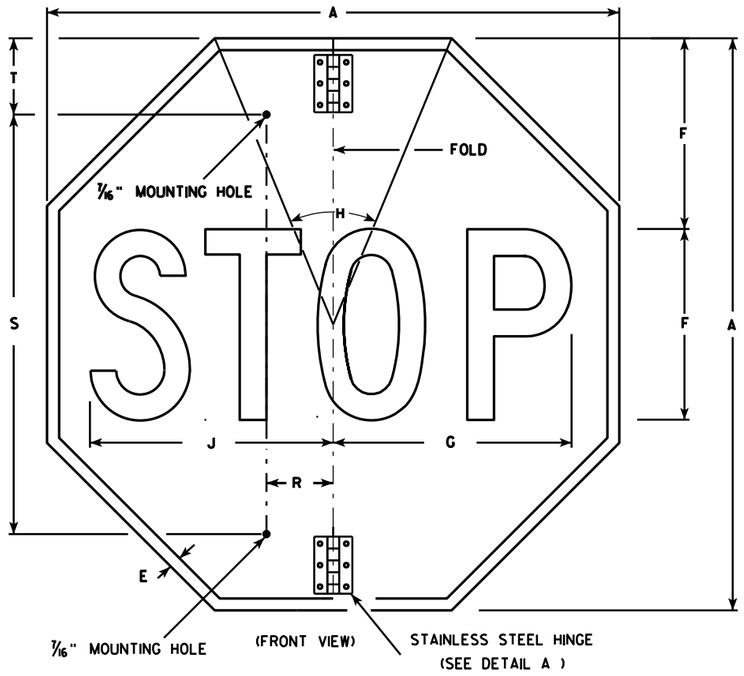
STANDARD SIGN M6-4 & M6-6 SERIES

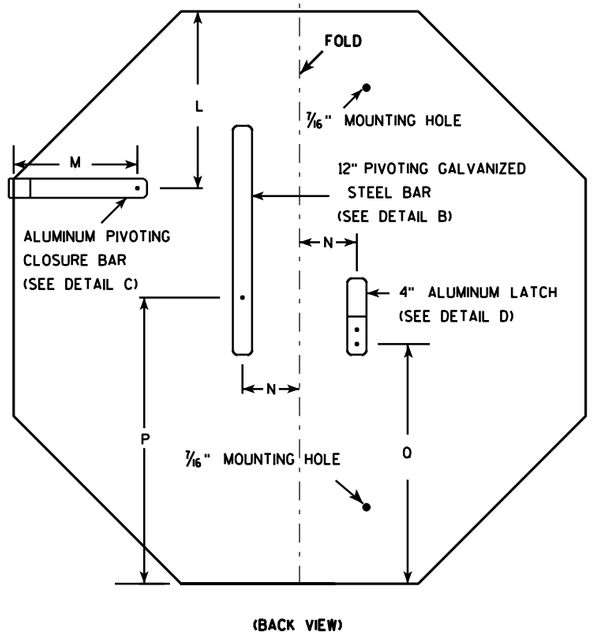
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

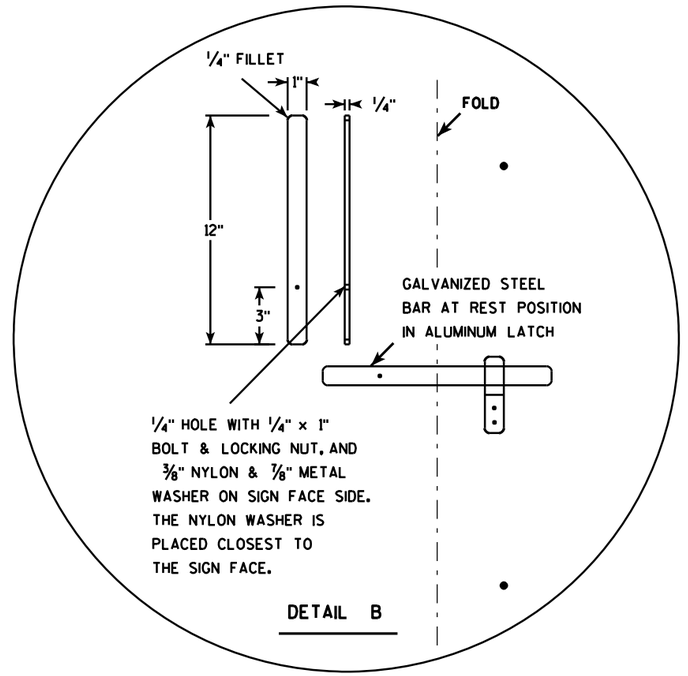
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E

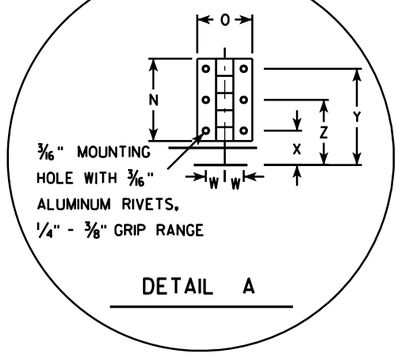


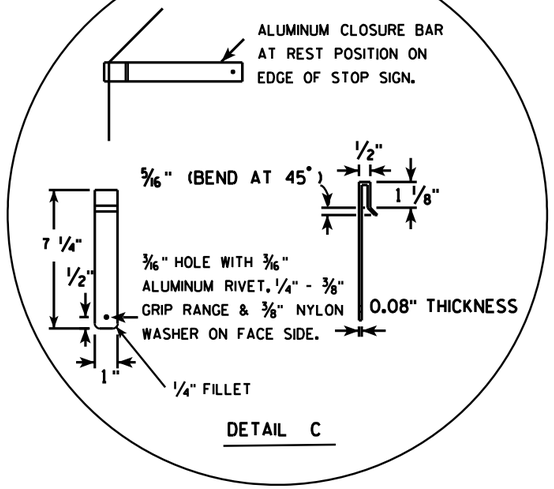


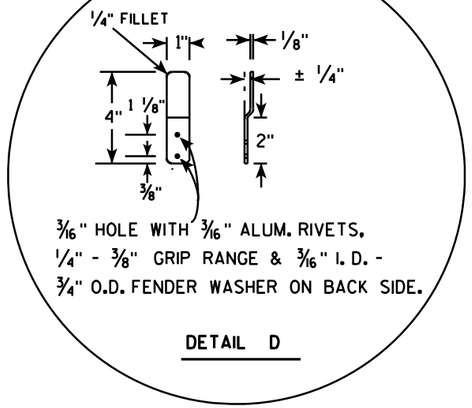
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

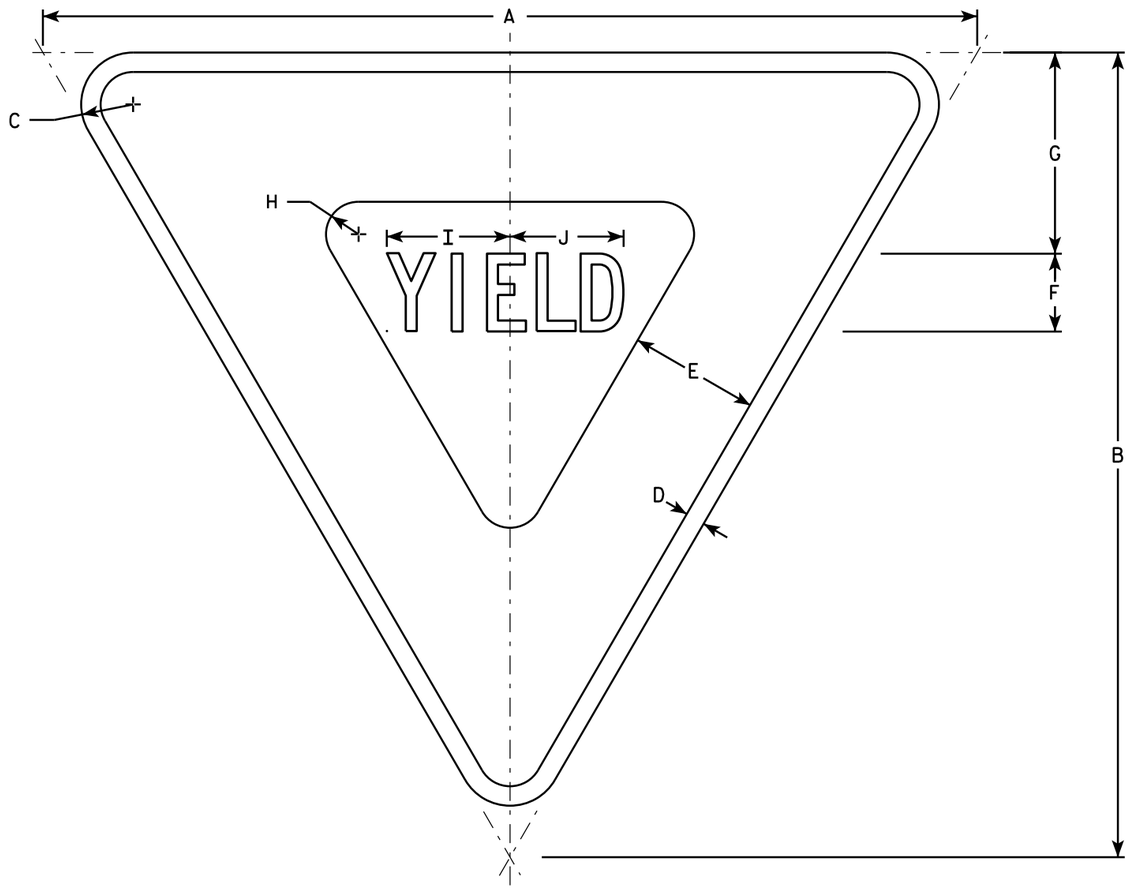
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 364 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

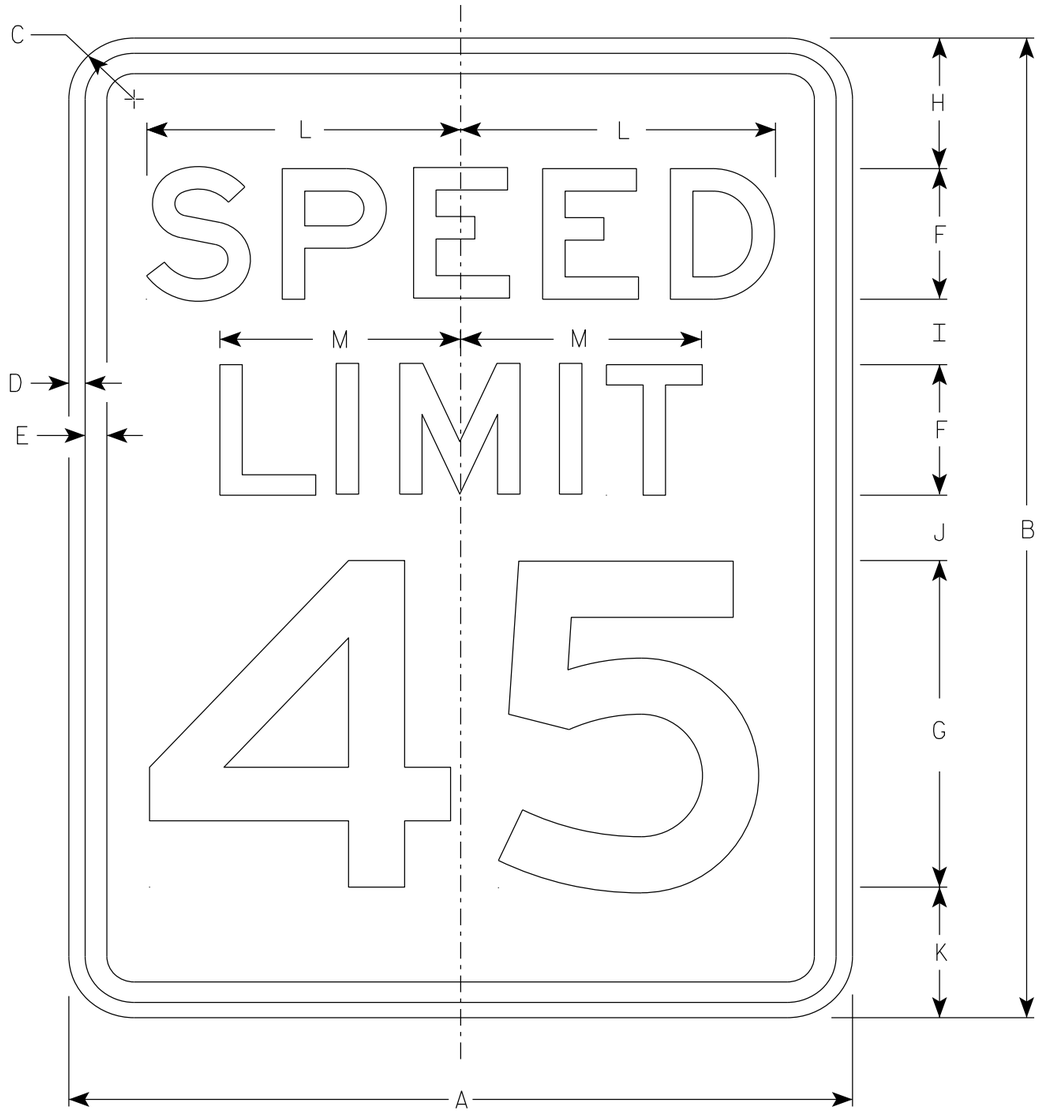
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

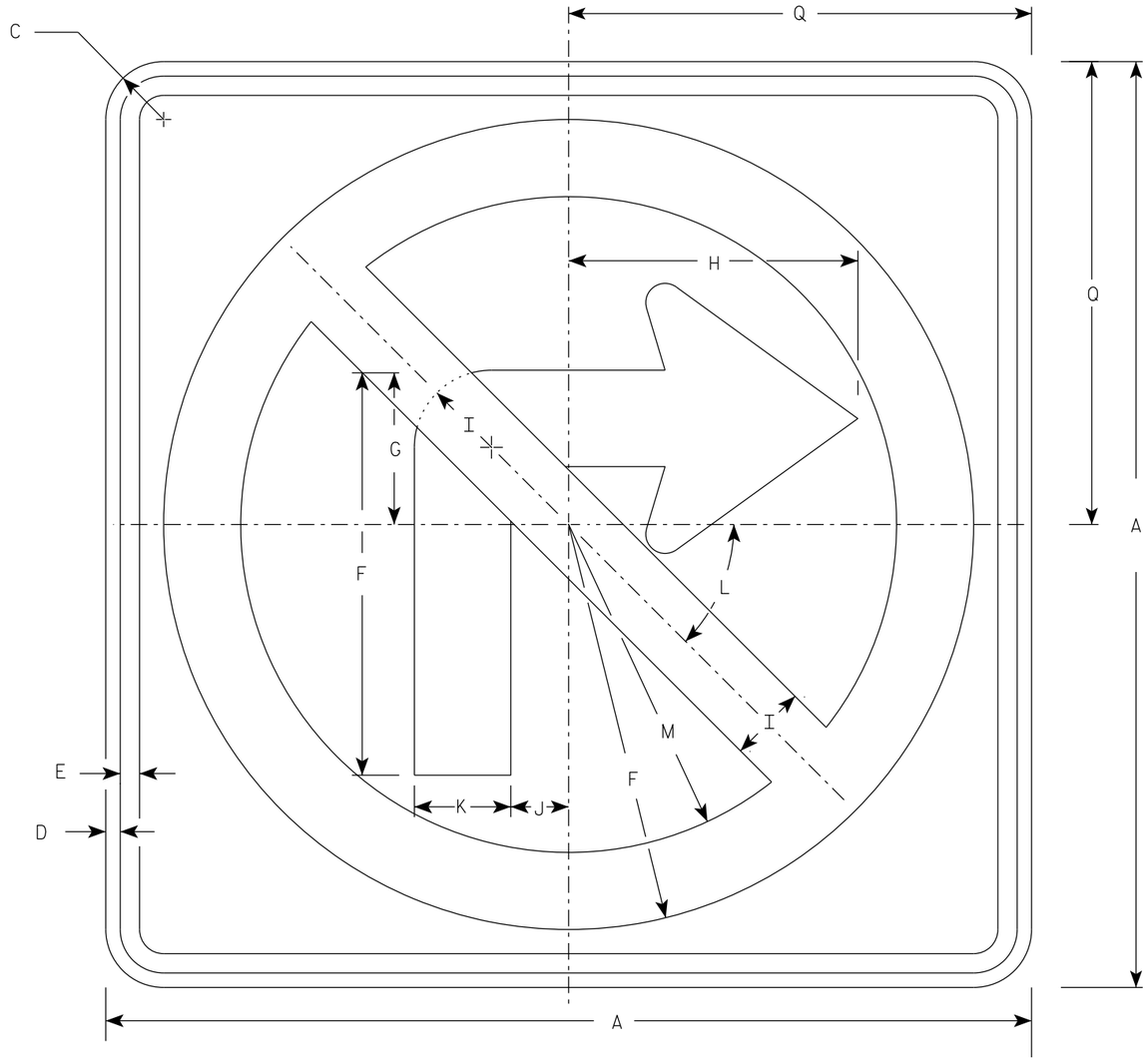
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

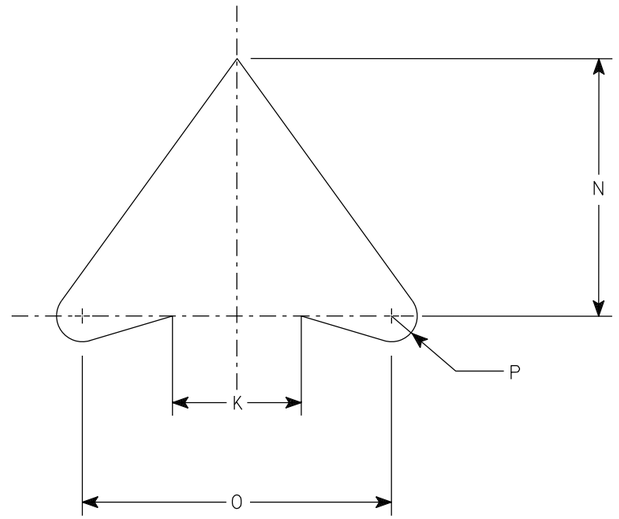
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

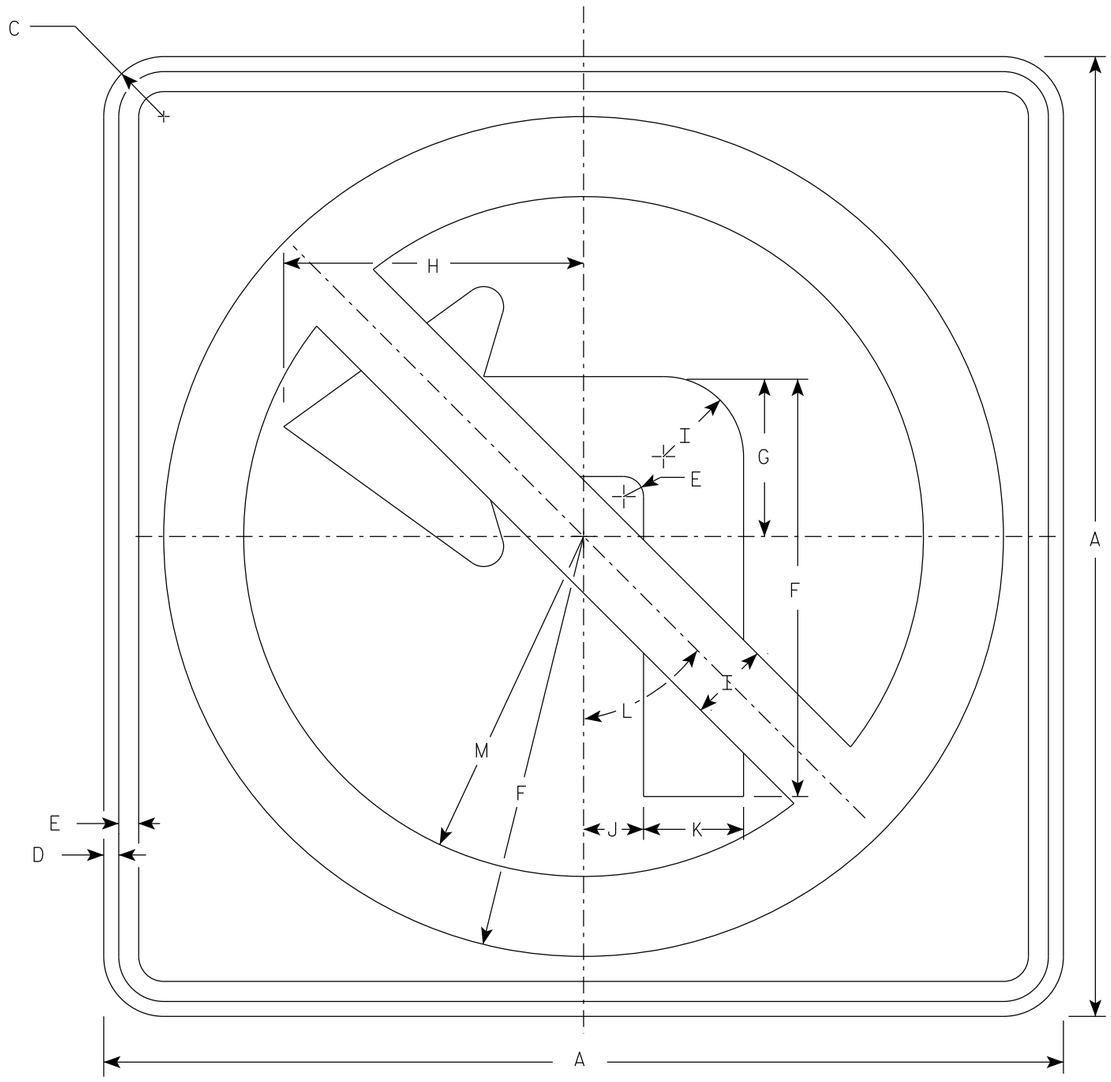
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

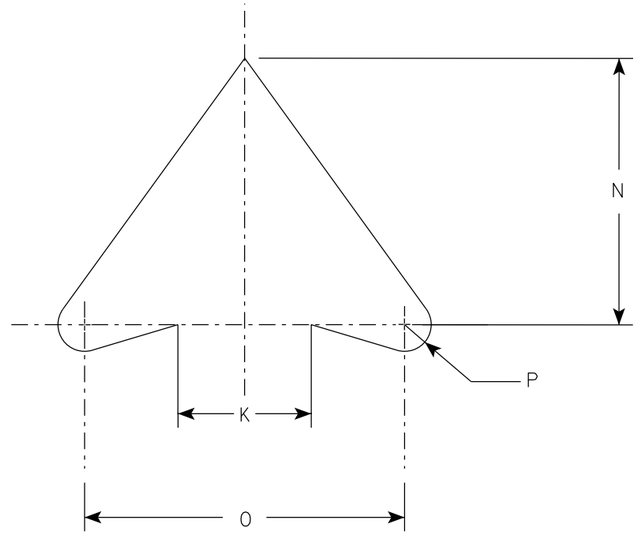
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 367 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

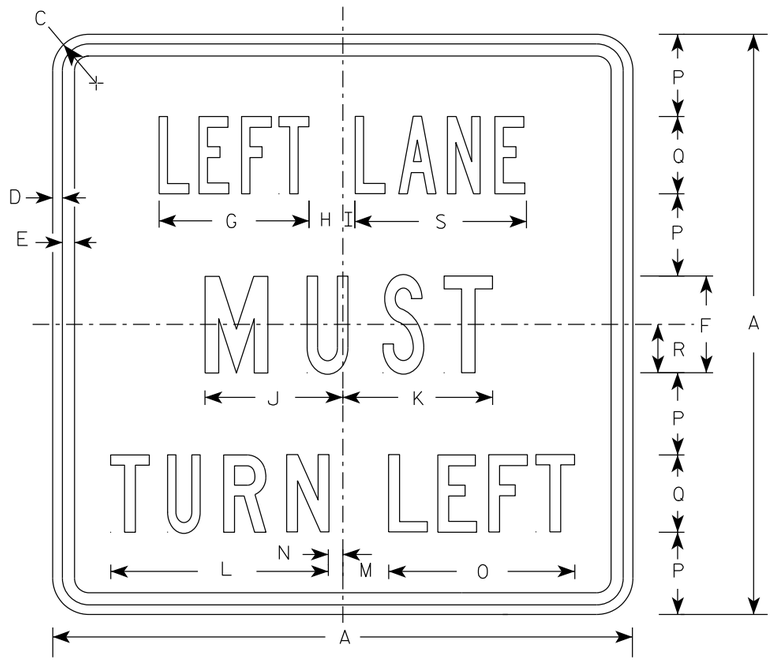
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

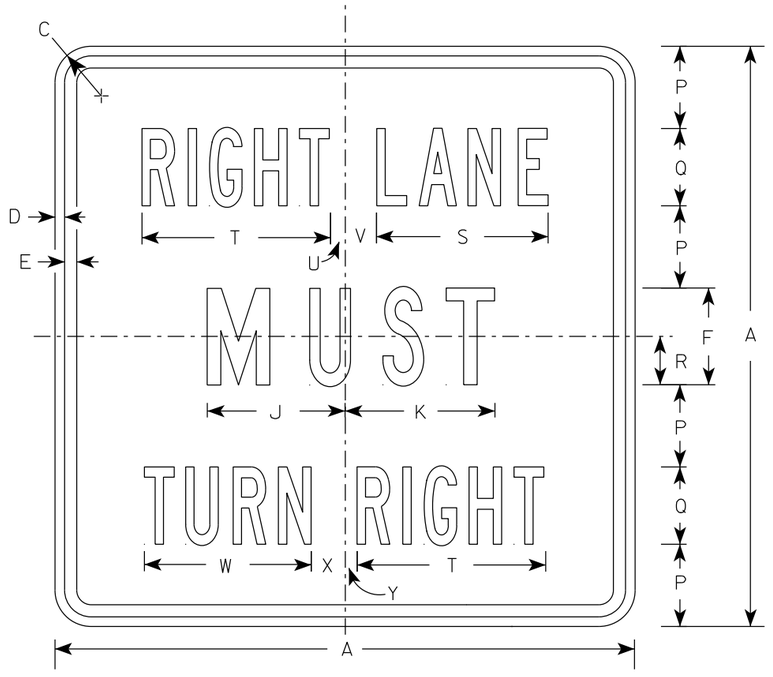
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 368 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

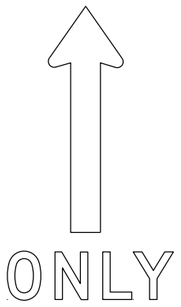
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

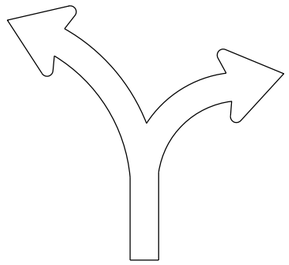
DATE 2/13/23 PLATE NO. R3-7.4

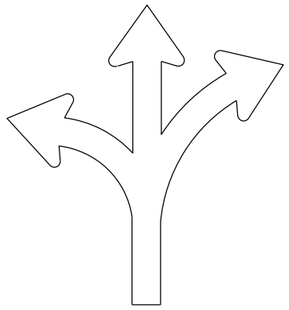
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 369 | E

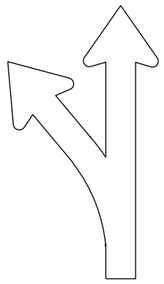


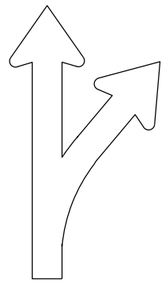
(A)

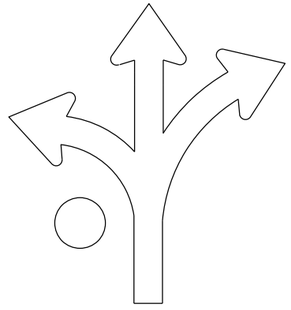
(B)

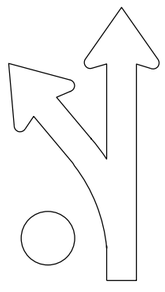

(C)

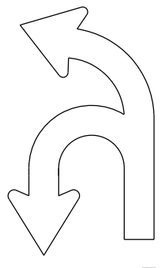

(D)

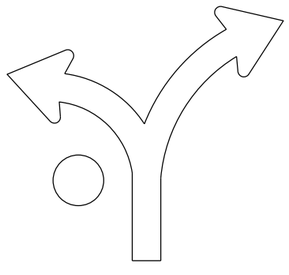

(E)

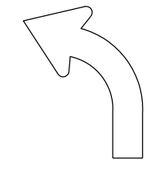

(F)


(G)

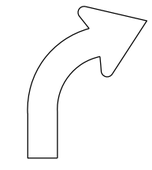

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

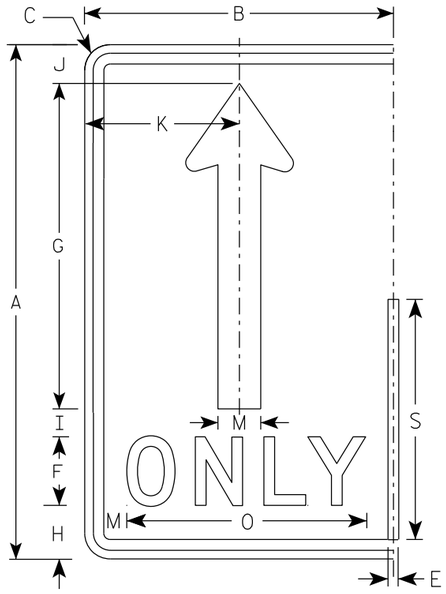
7

PROJECT NO:

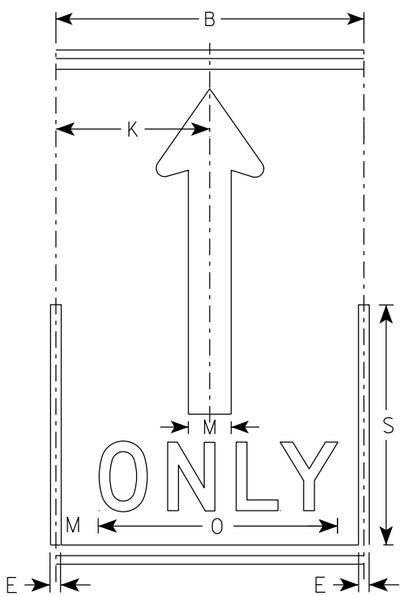
SHEET NO: 370 E

NOTES

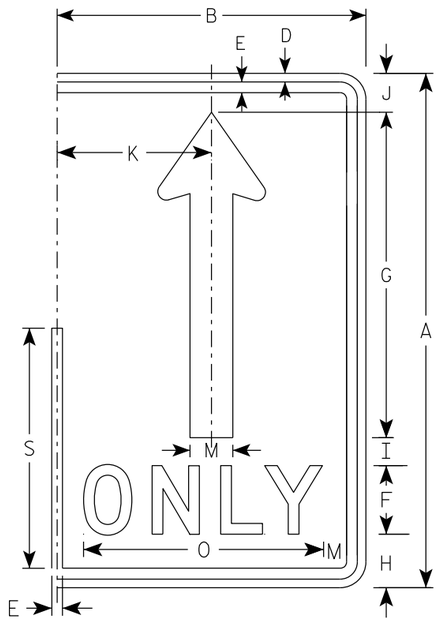
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



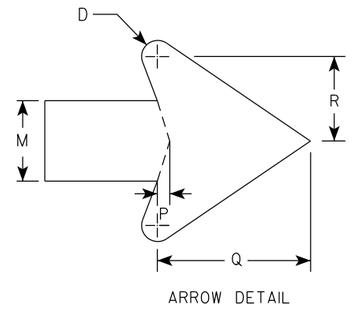
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

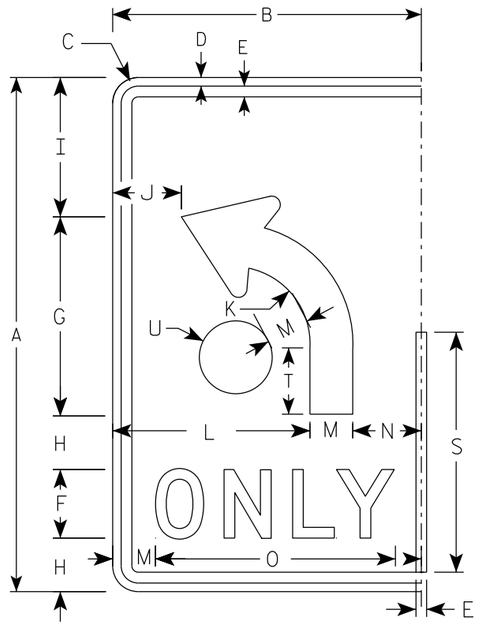
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

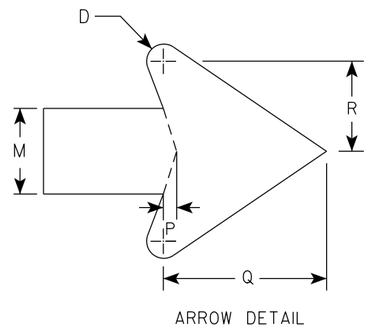
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 371 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

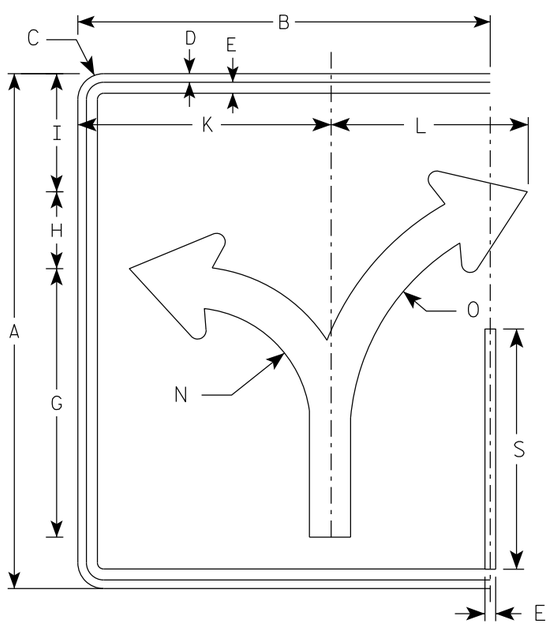
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

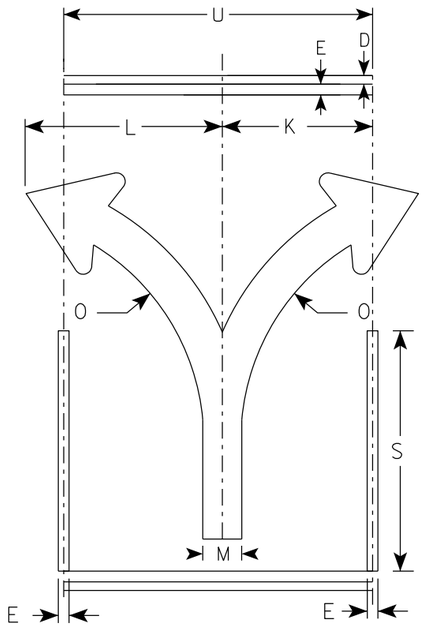
SHEET NO: 372 E

NOTES

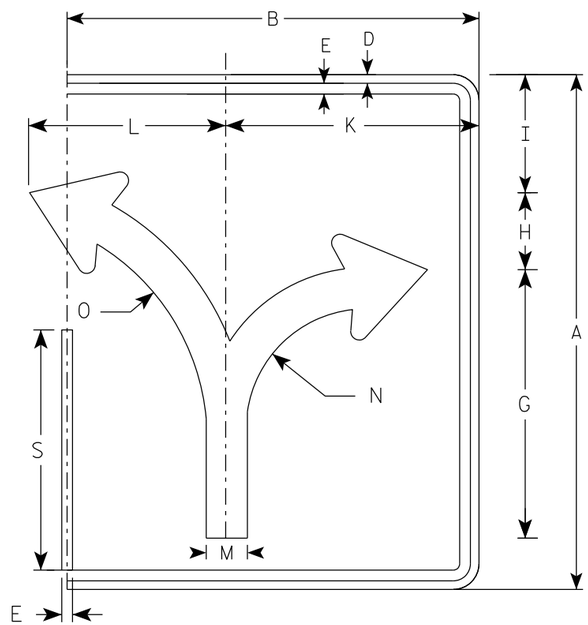
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



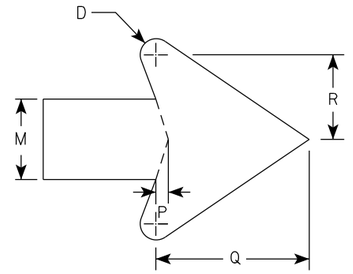
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

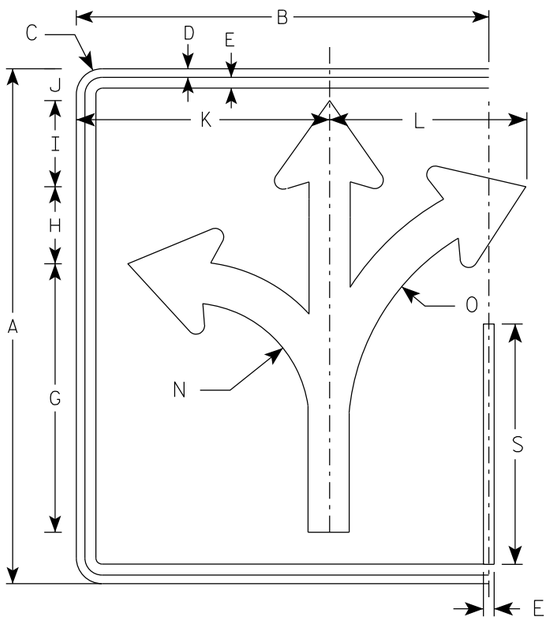
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

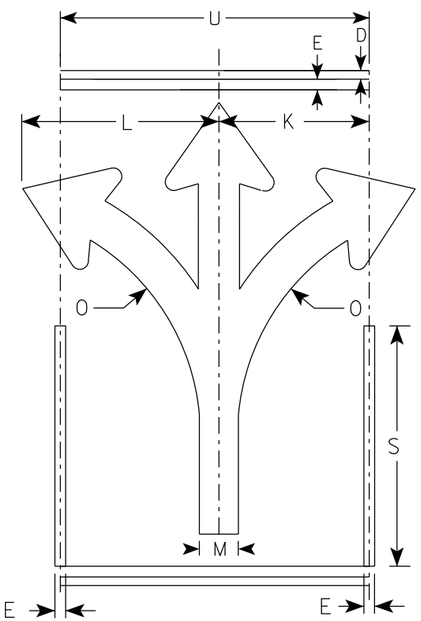
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 E

NOTES

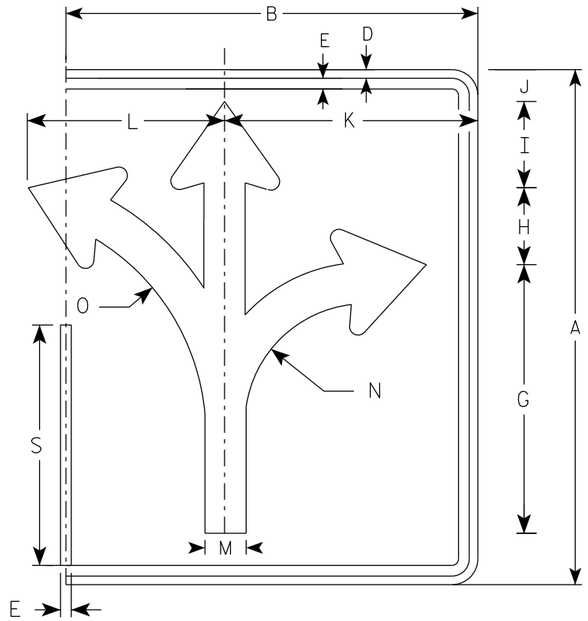
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



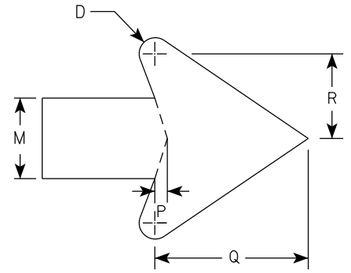
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

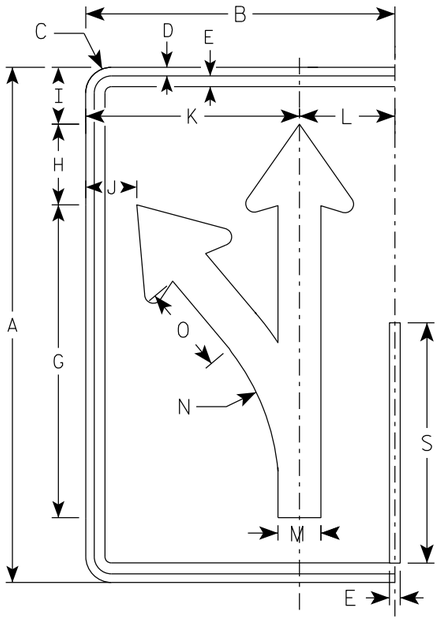
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

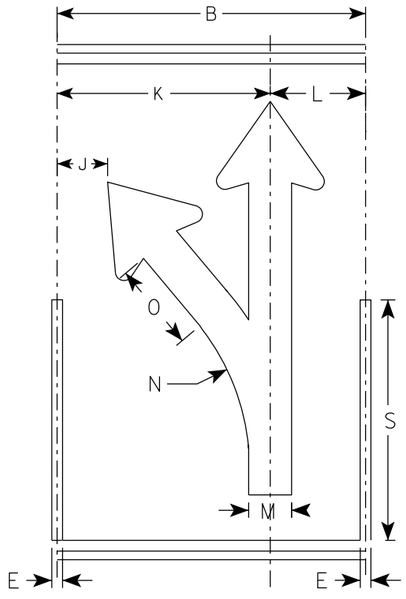
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 374 | E

NOTES

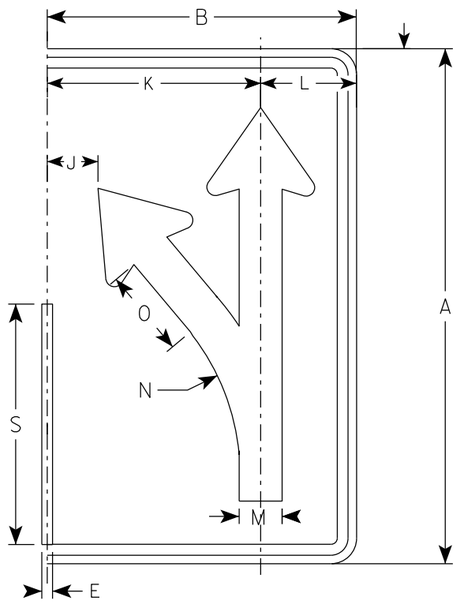
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



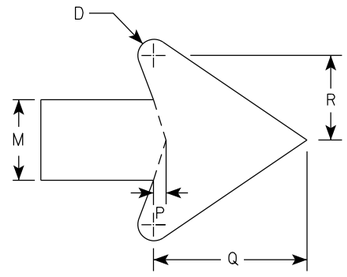
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

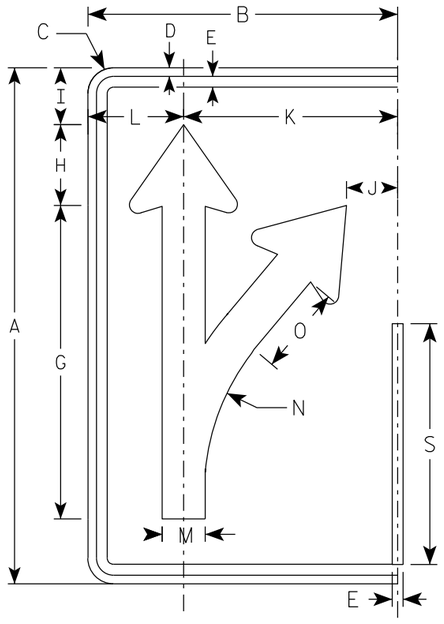
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

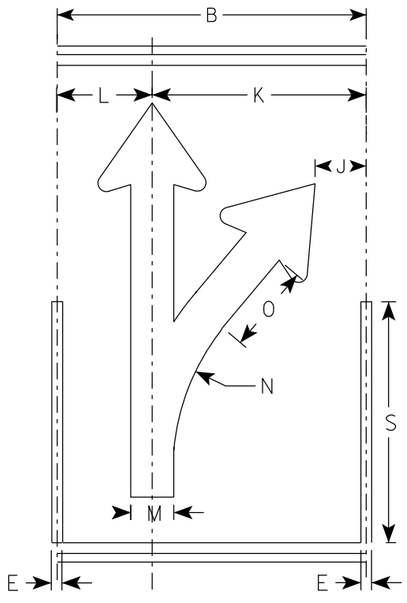
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 375 | E

NOTES

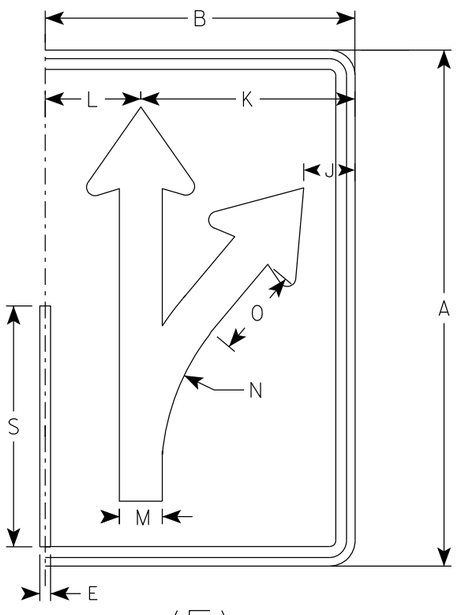
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



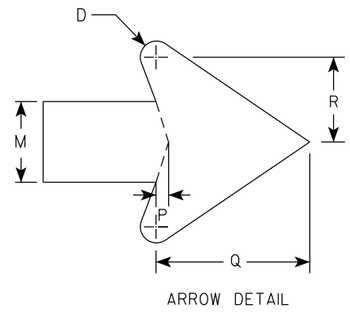
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

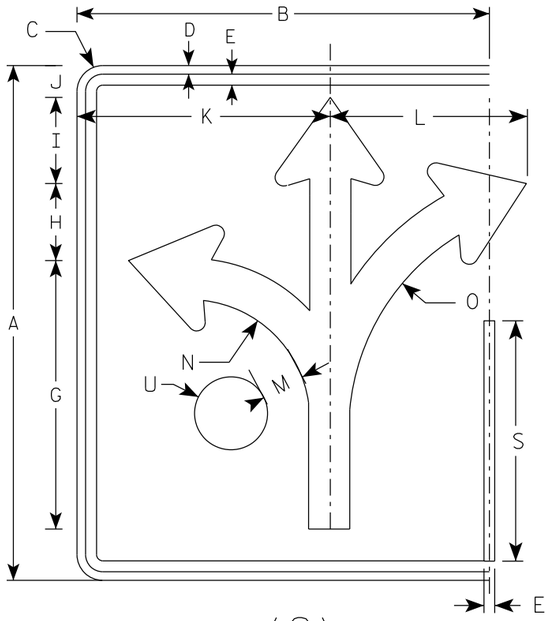
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

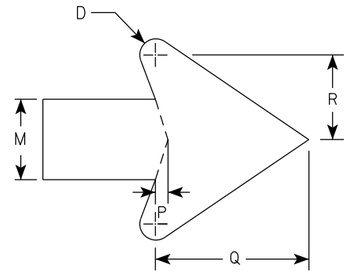
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 376 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

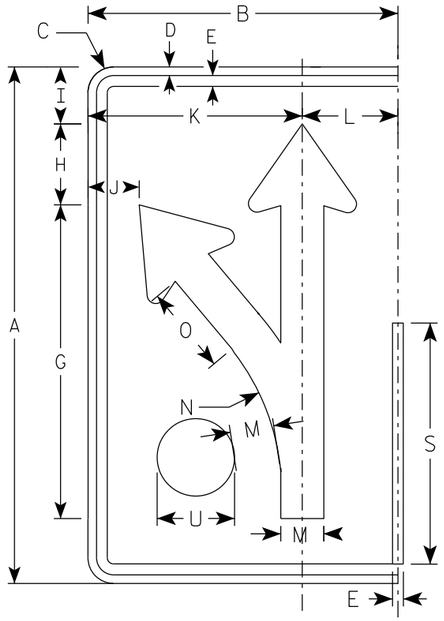
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

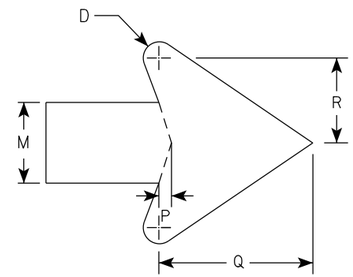
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 377	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

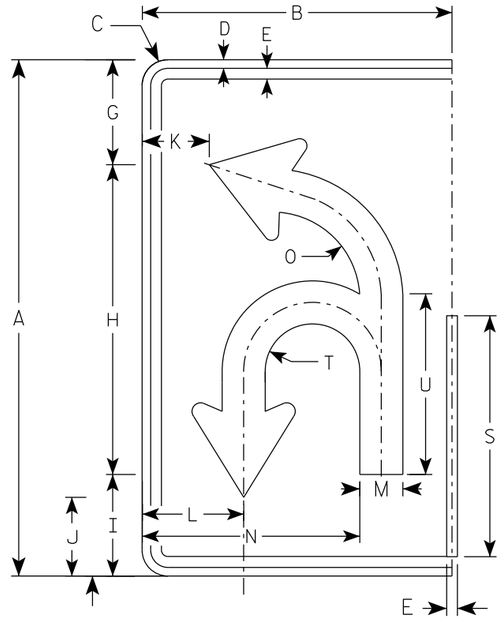
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

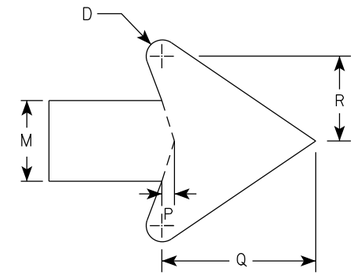
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 378 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

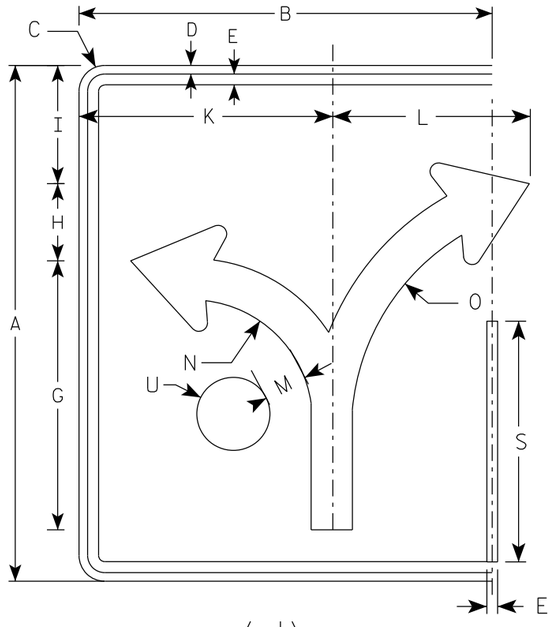
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

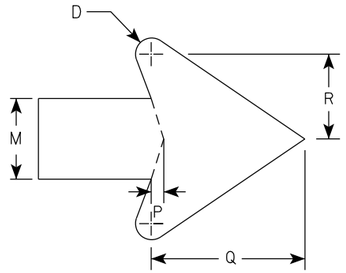
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 379 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

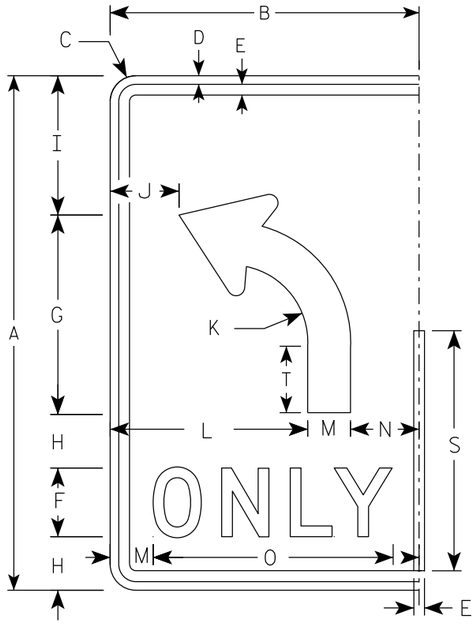
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 380 | E

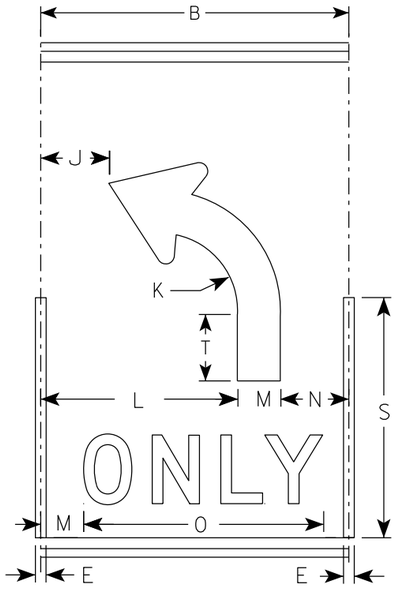
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

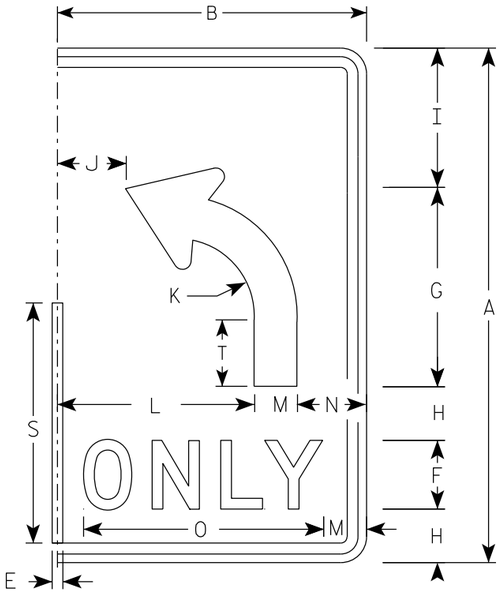
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



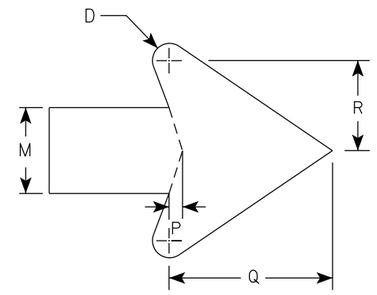
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

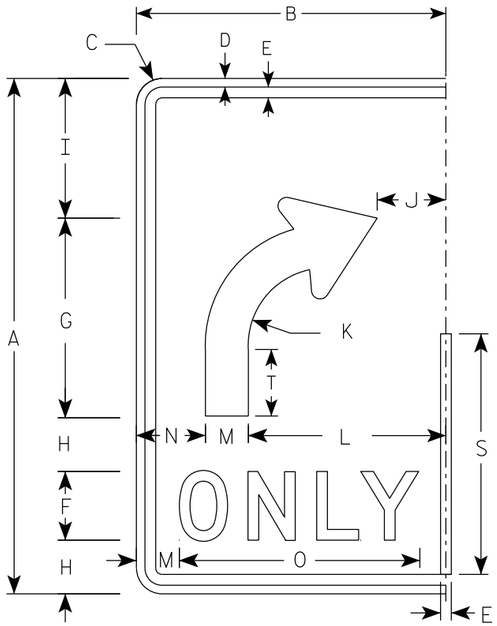
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

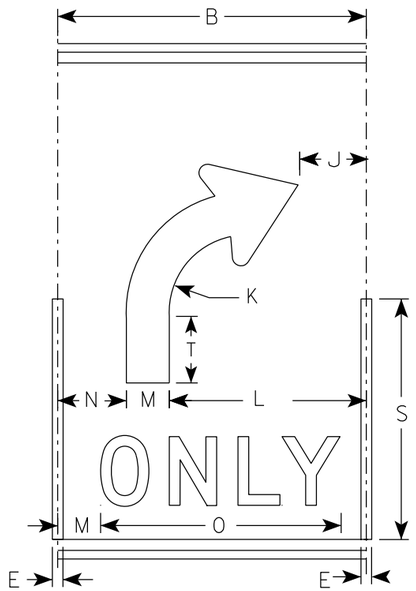
SHEET NO: 381 E

NOTES

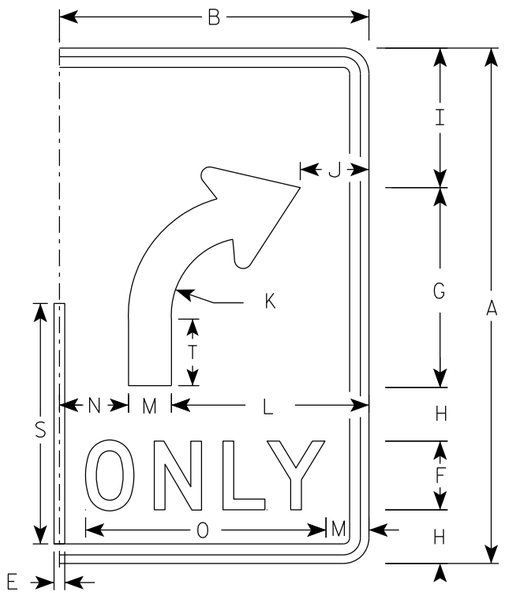
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



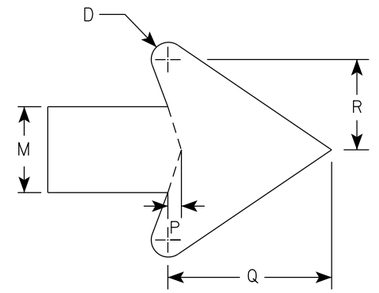
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

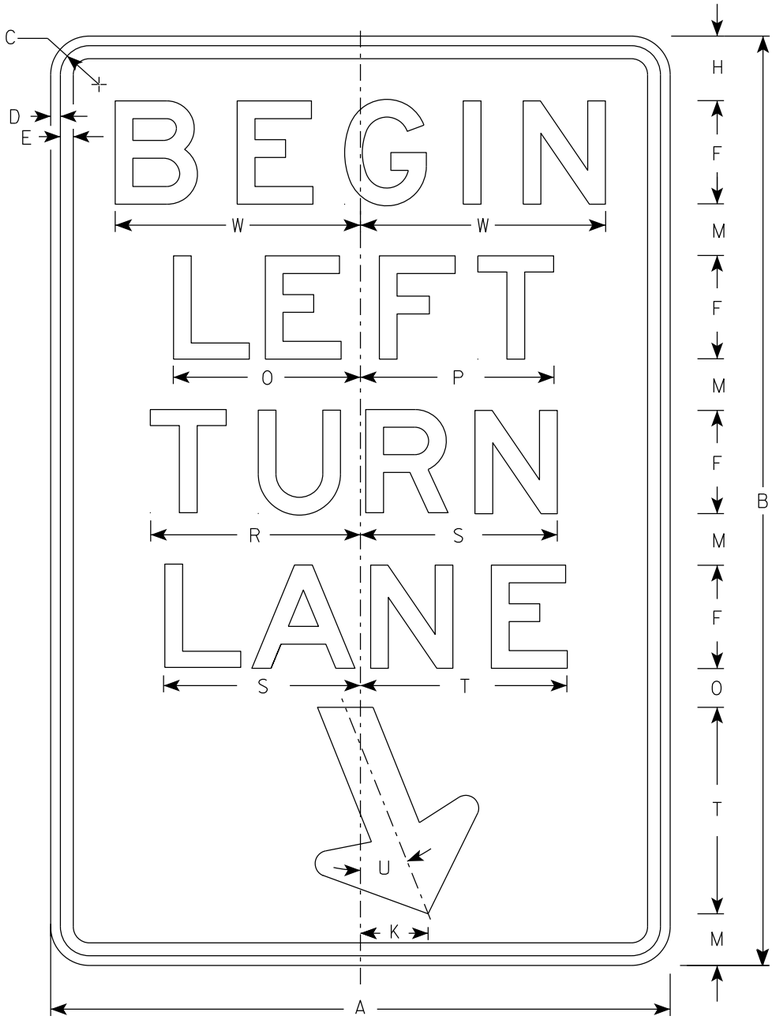
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

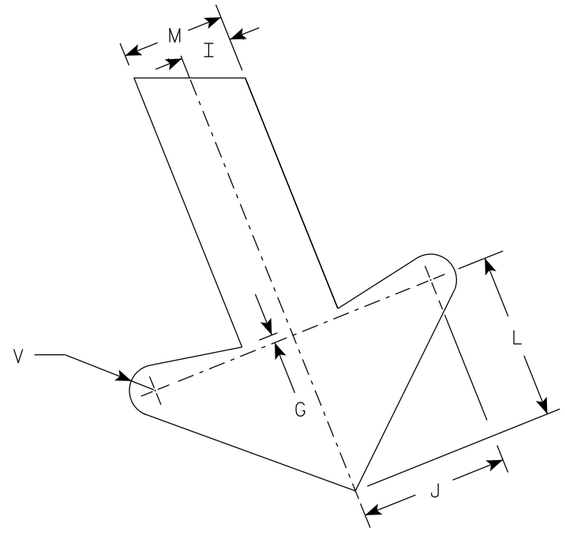
SHEET NO: 382 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

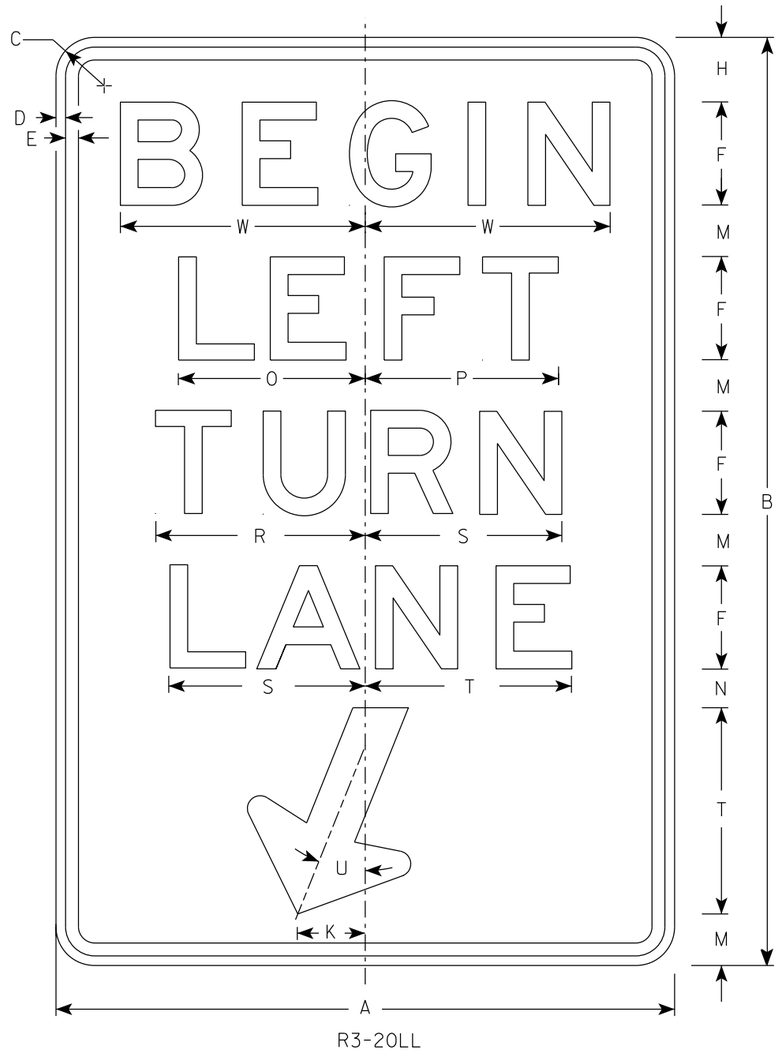
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

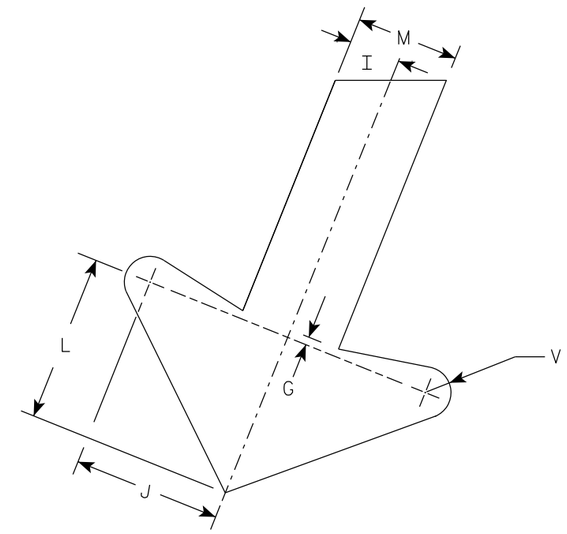
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 383	E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

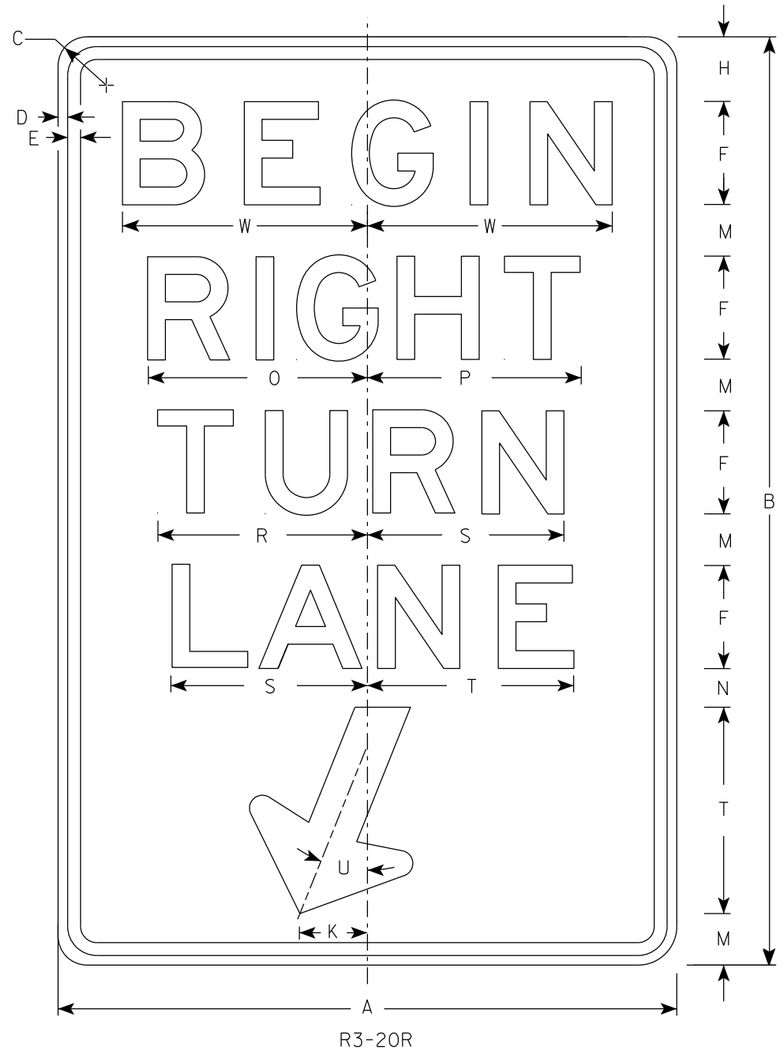
STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20LL.2

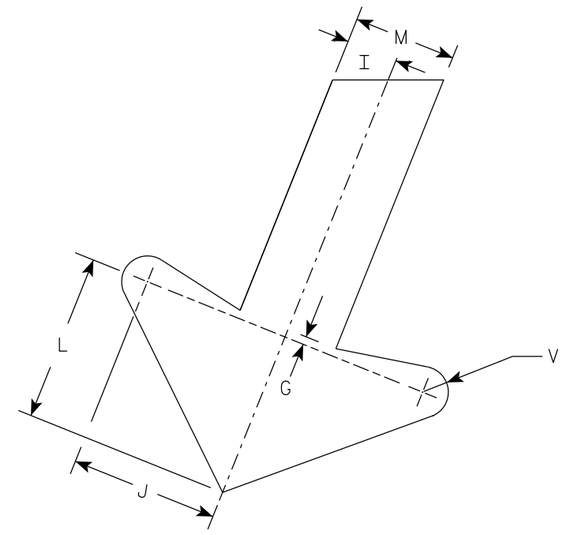
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 384 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

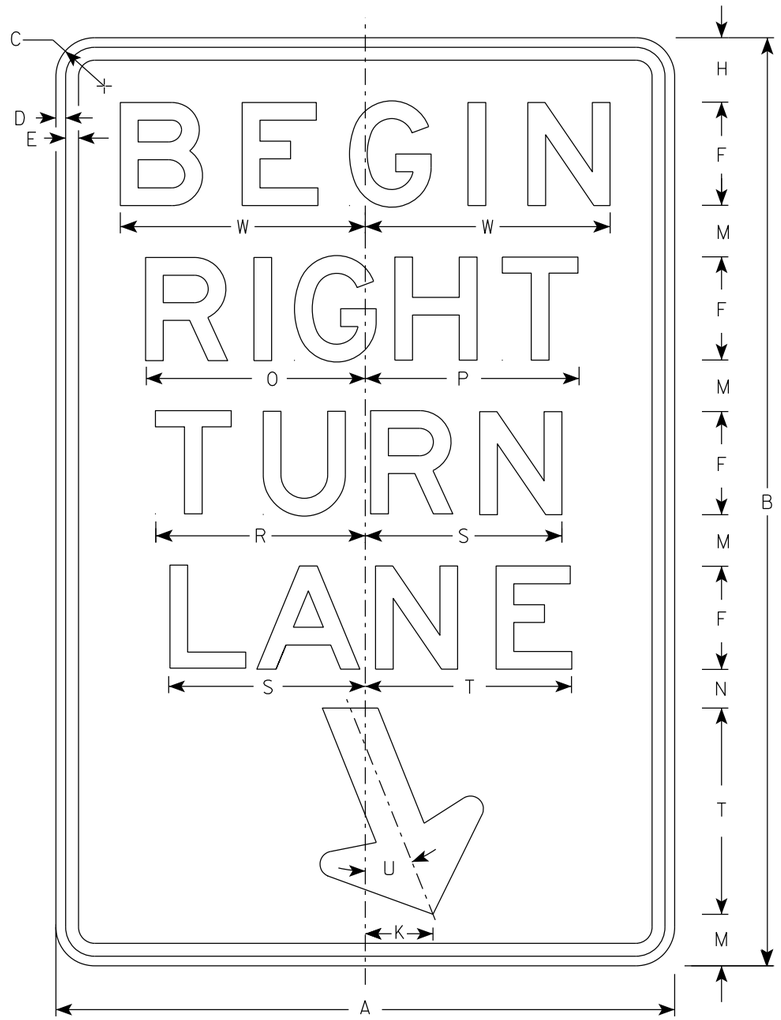
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

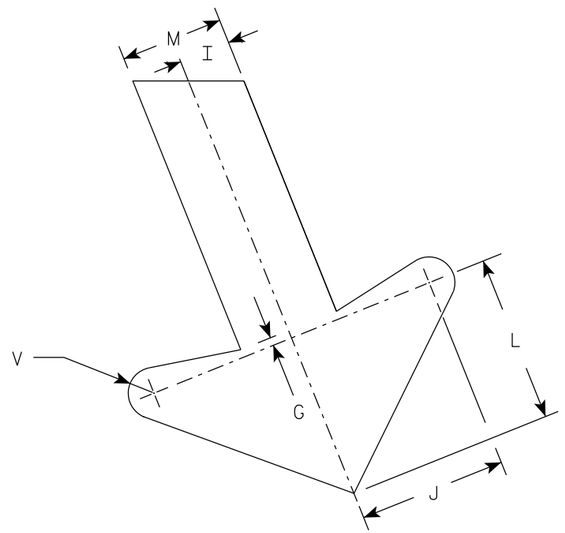
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 385 | E



R3-20RR

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

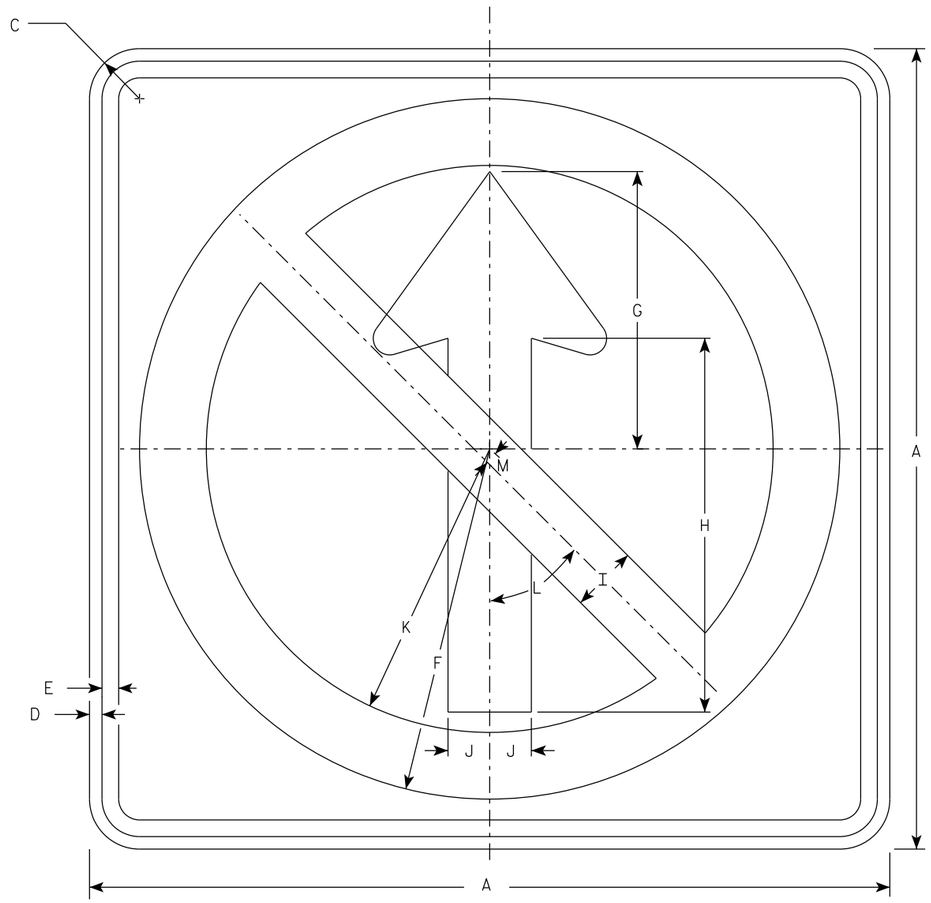
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20RR.2

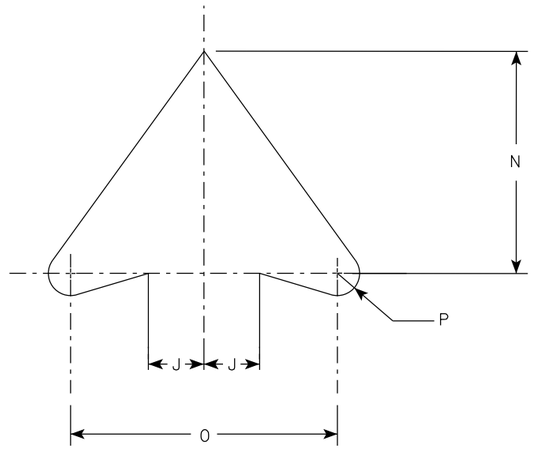
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



R3-27



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2	10 1/2	8 3/8	11 1/4	2	1 1/4	8 1/2	45°	3/8	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	12 1/2	16 3/4	3	1 7/8	12 3/4	45°	1/2	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	12 1/2	16 3/4	3	1 7/8	12 3/4	45°	1/2	7 1/2	9	3/4											9.0
4	48		2 1/4	3/4	1	21	16 5/8	22 3/8	4	2 1/2	17	45°	3/4	10	12	1											16.0
5																											

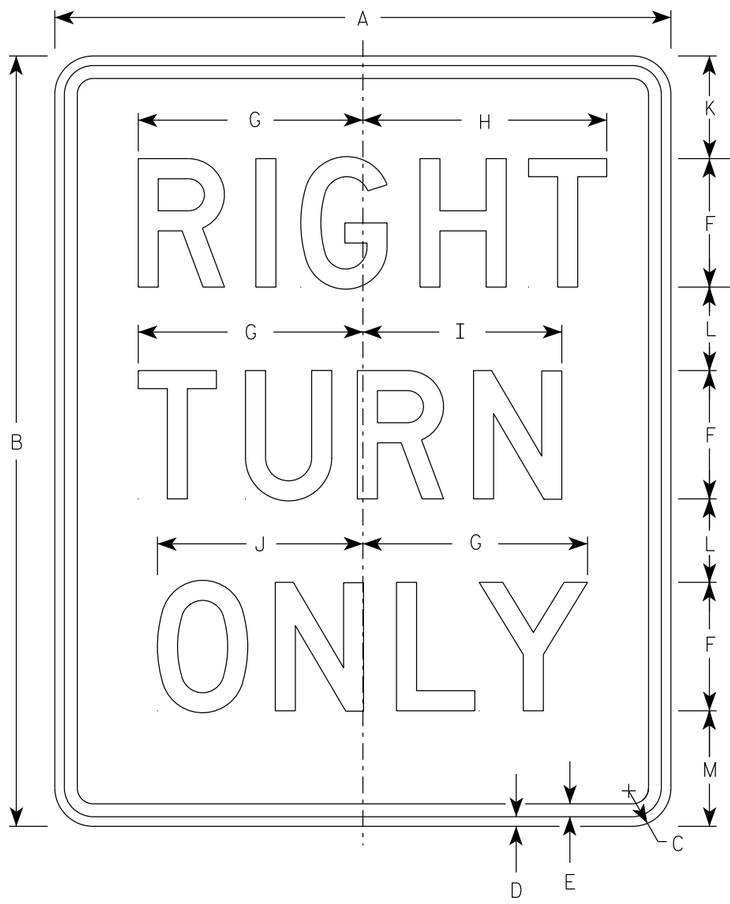
STANDARD SIGN
R3-27

WISCONSIN DEPT OF TRANSPORTATION

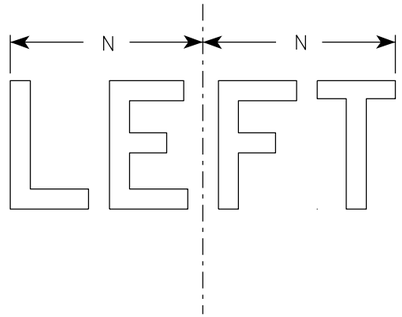
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-27.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 387	E



R3-53R



R3-53L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-53L same as R3-53R except LEFT is substituted for RIGHT

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/2	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

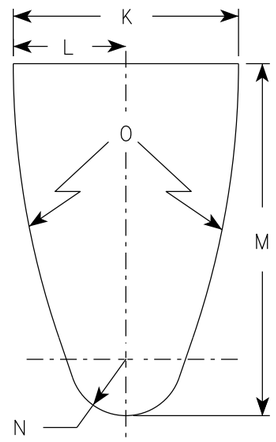
DATE 2/23/23 PLATE NO. R3-53.9

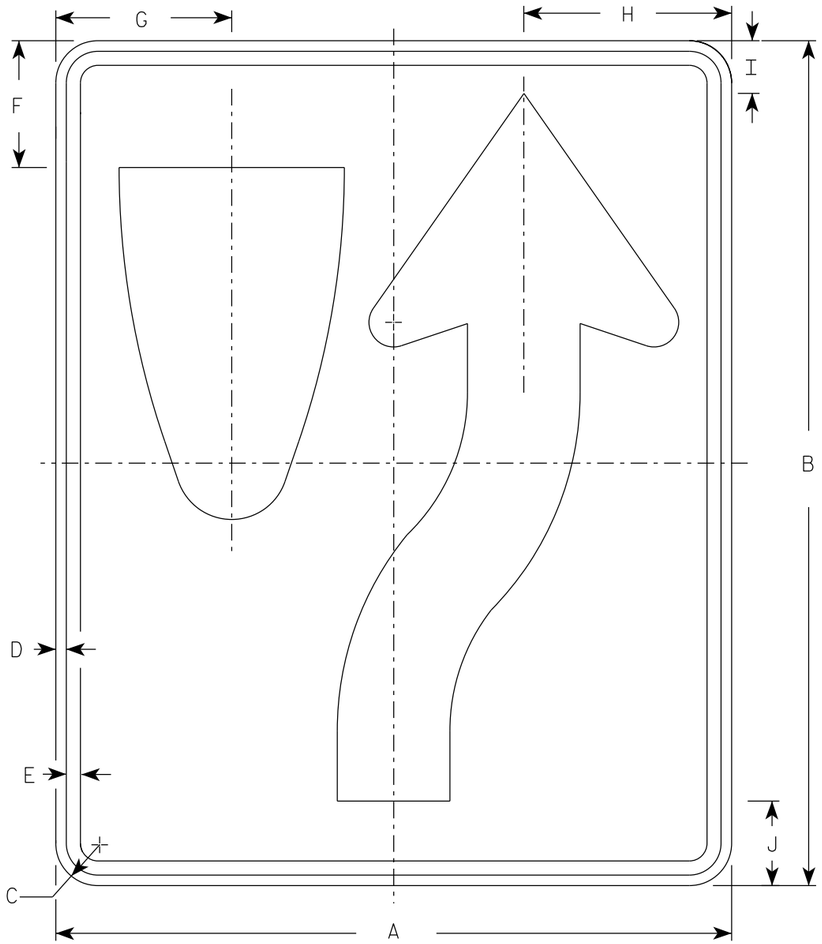
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 388 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

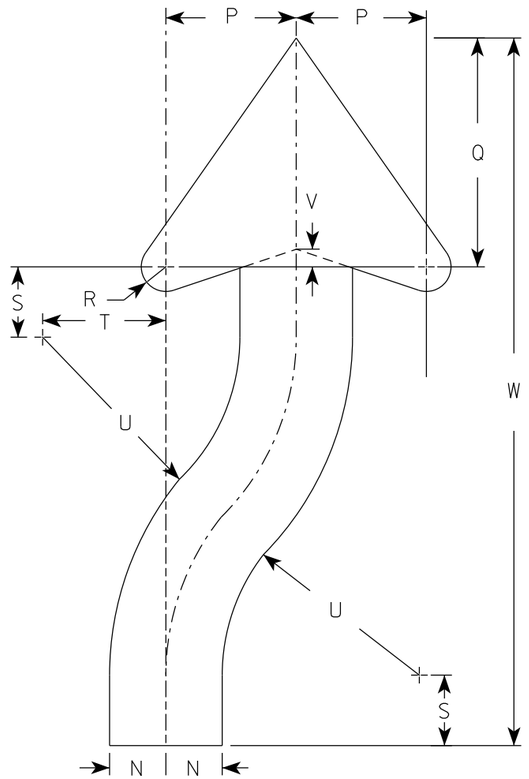
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

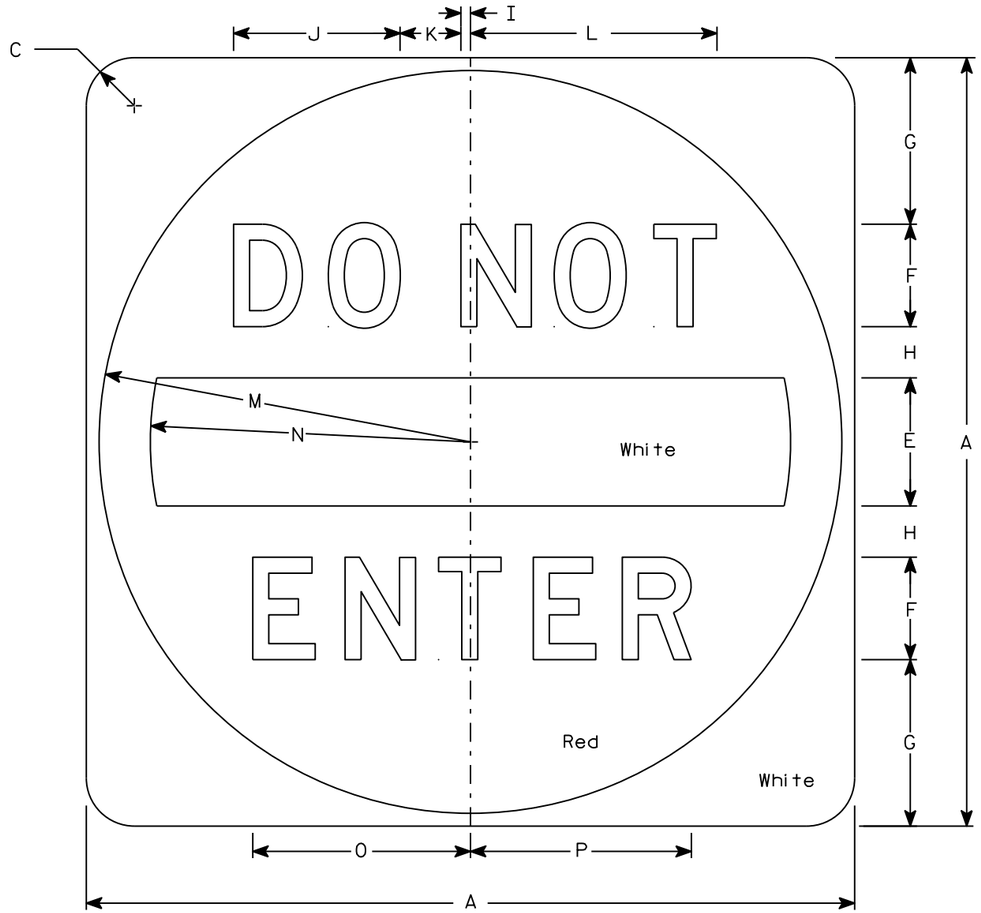
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

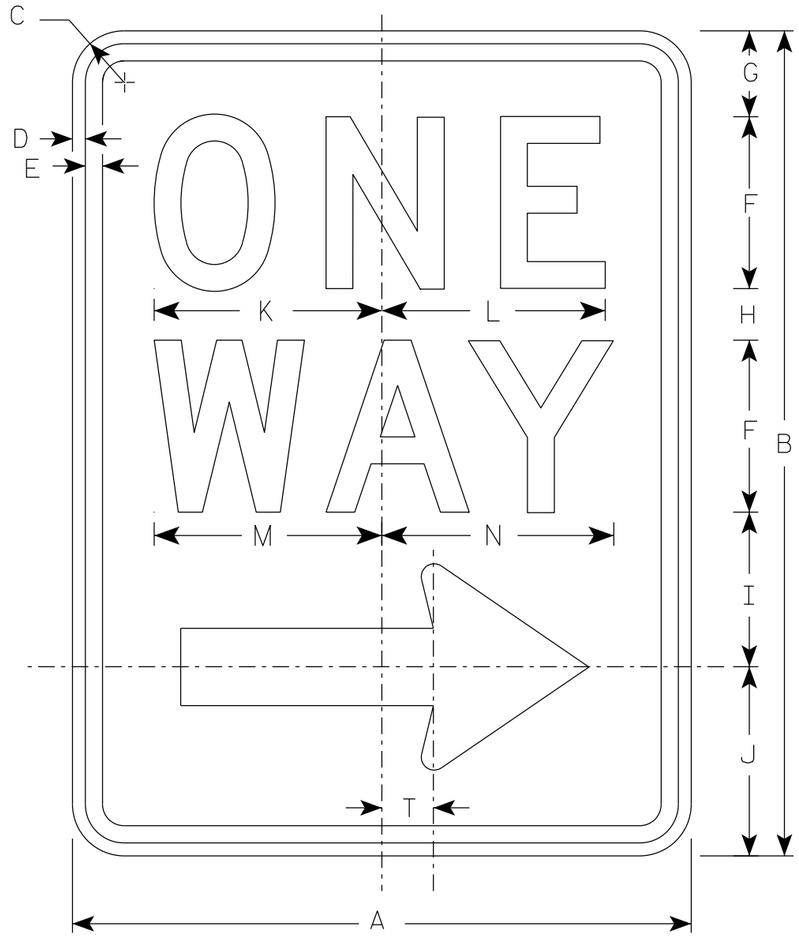
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E

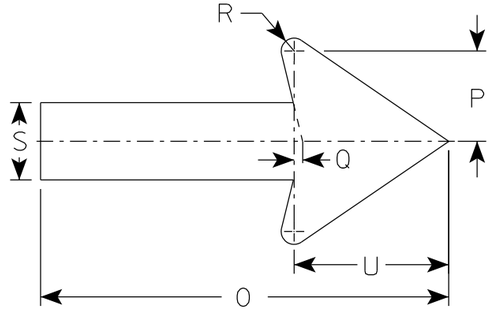
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

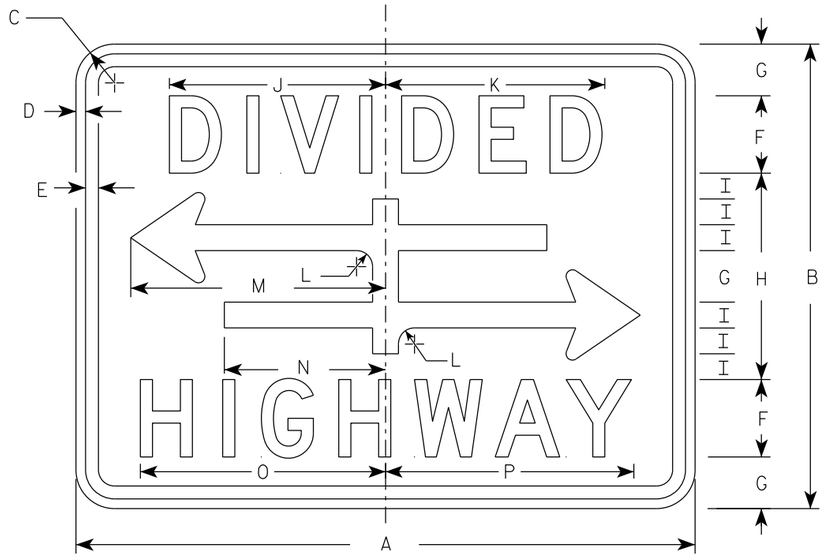
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

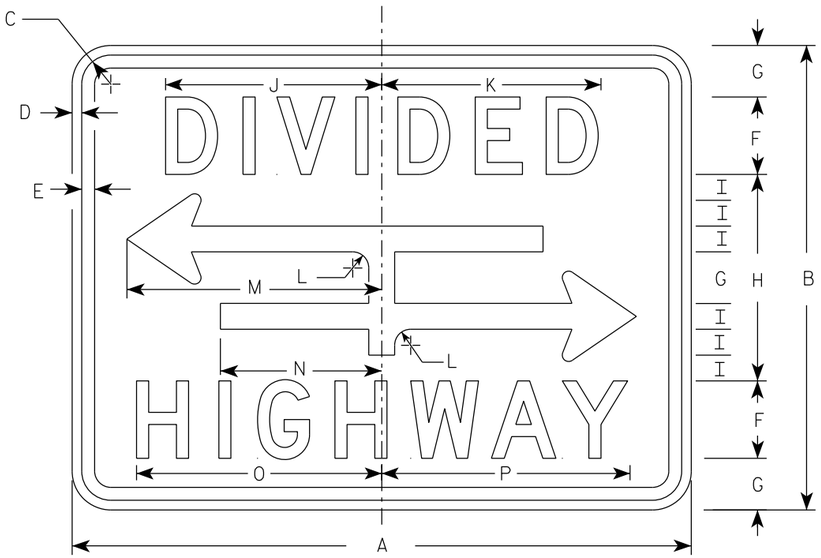
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | E

NOTES

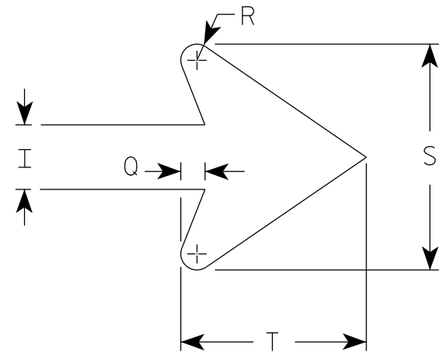
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R6-3



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/2	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

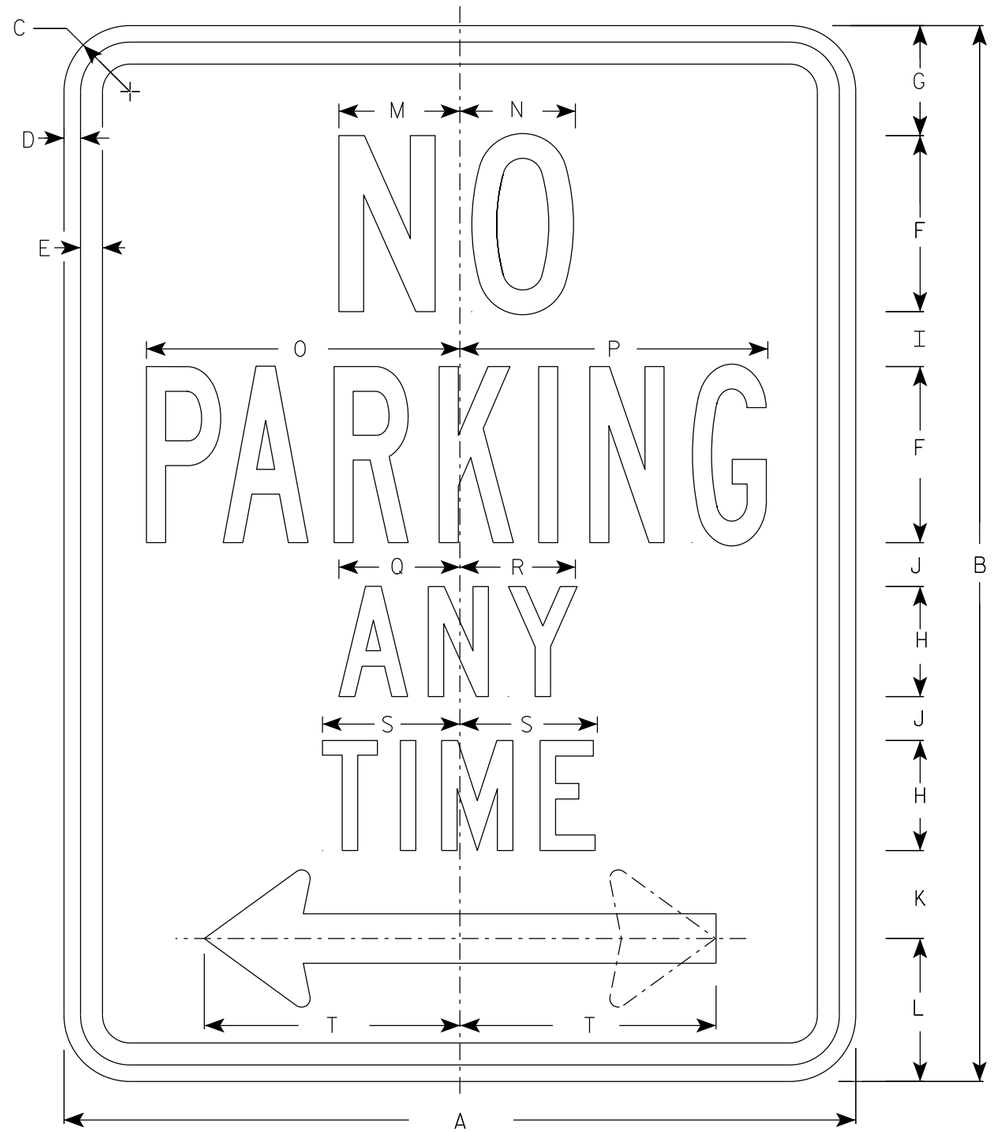
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 392 E

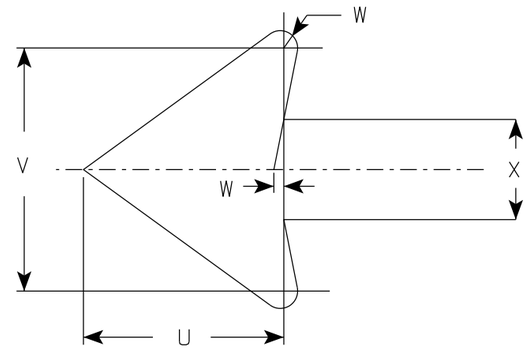


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

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	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

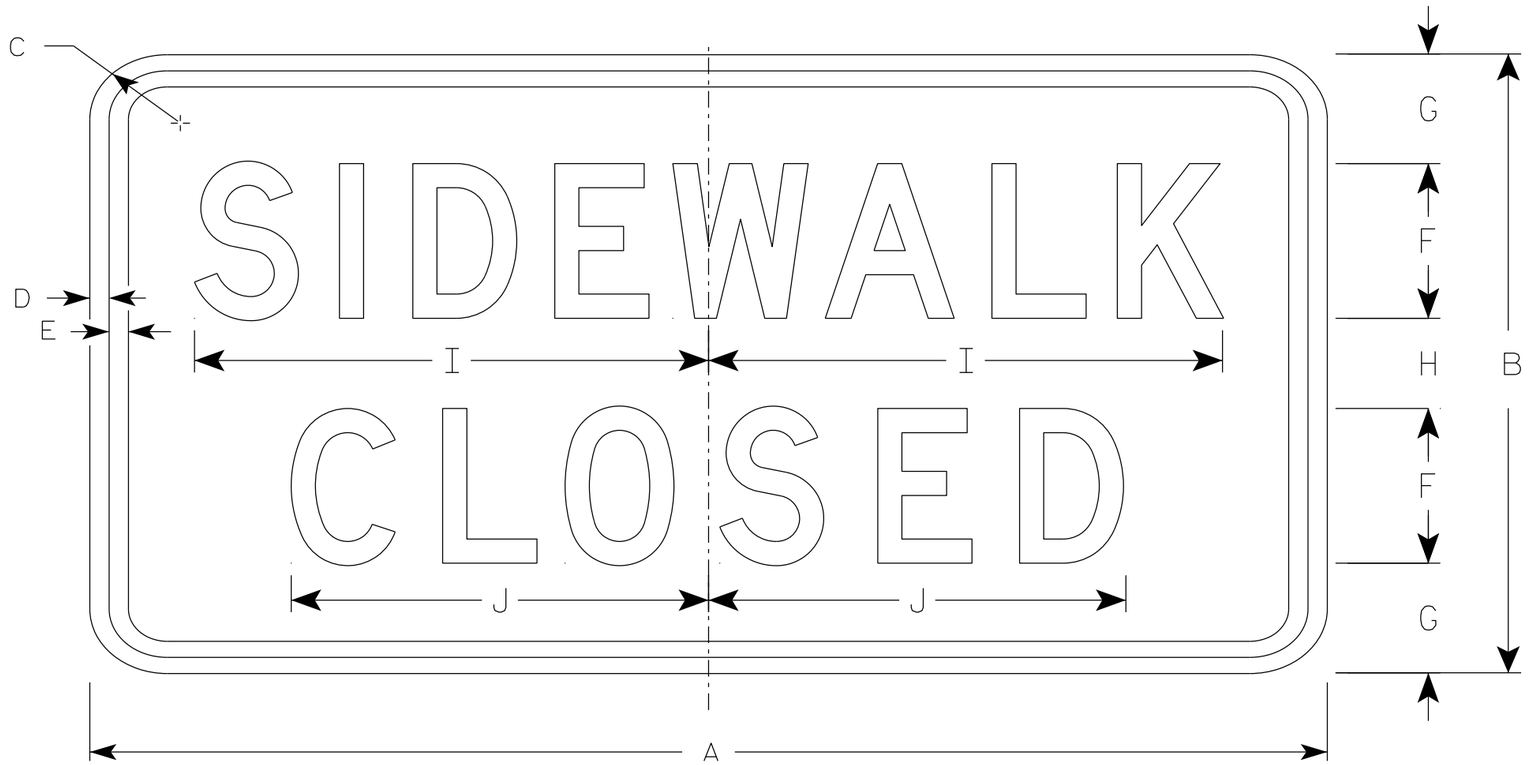
DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.dgn PLOT DATE : 26-OCT 2023 2:48 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

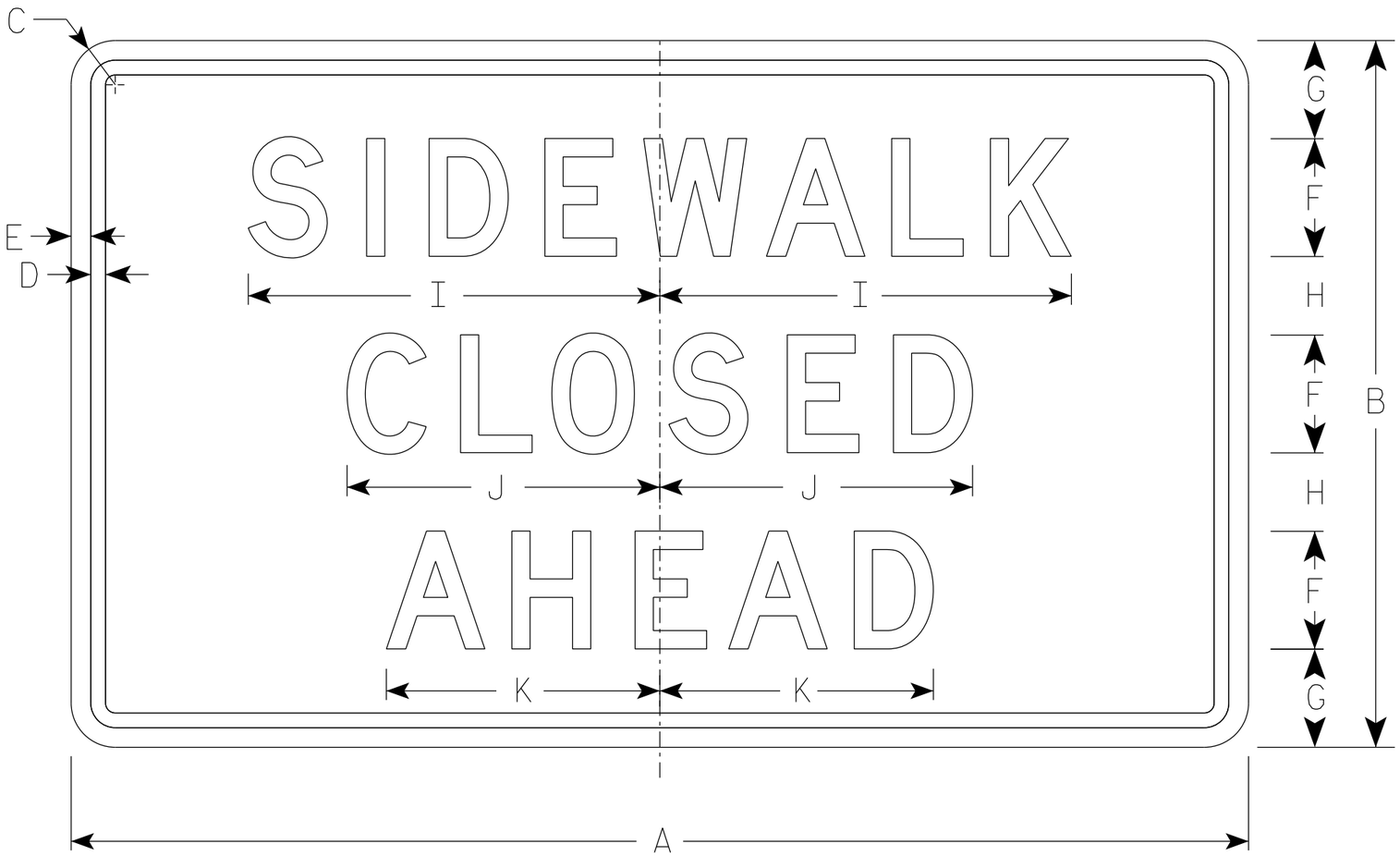
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

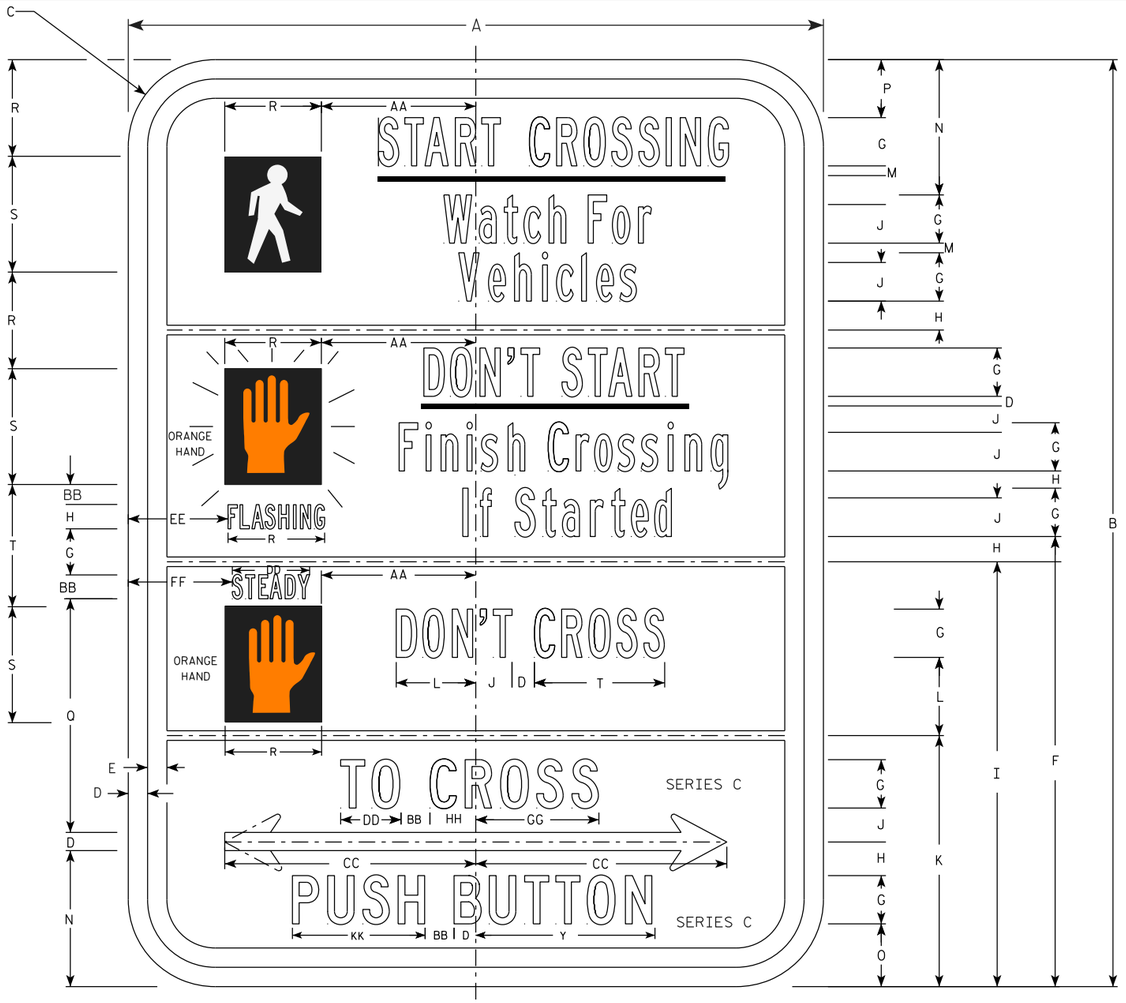
DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 24-JAN 2024 11:58 PLOT BY : mscj9h PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

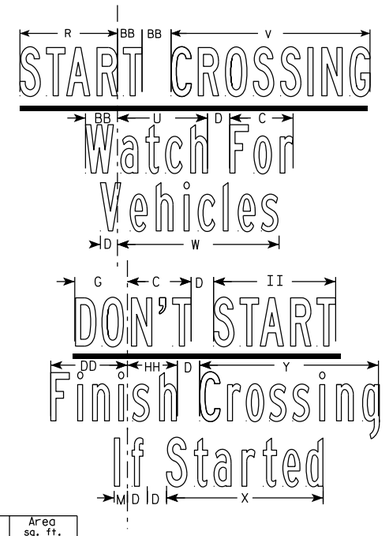
7



R10-3B

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK except Hand Symbol which is Orange with black background.
3. Message Series - B or as noted on the sign.
4. R10-3BR (right arrow)
   R10-3BL (left arrow)
   R10-3BD (double arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1 1/2	1/8	1/8	4 1/4	1/2	1/8	4 1/8	3/8	2 3/8	7/8	1/8	1 3/8	5/8	5/8	2 1/4	7/8	1 1/8	1 1/4	3/4	1 3/4	1 5/8	1 3/8	1 1/2	5/8	0.38
2S	9	12	1 1/2	1/4	1/4	5 7/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	1 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.75
2M	9	12	1 1/2	1/4	1/4	5 7/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	1 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.75
3																											
4																											
5																											

SIZE	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	Area sq. ft.
1	1 1/2	1/4	2 1/4	5/8	5/8	5/8	1 1/8	3/8	1	1/2	1 1/8																
2S	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4																
2M	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4																
3																											
4																											
5																											

STANDARD SIGN
R10-3B

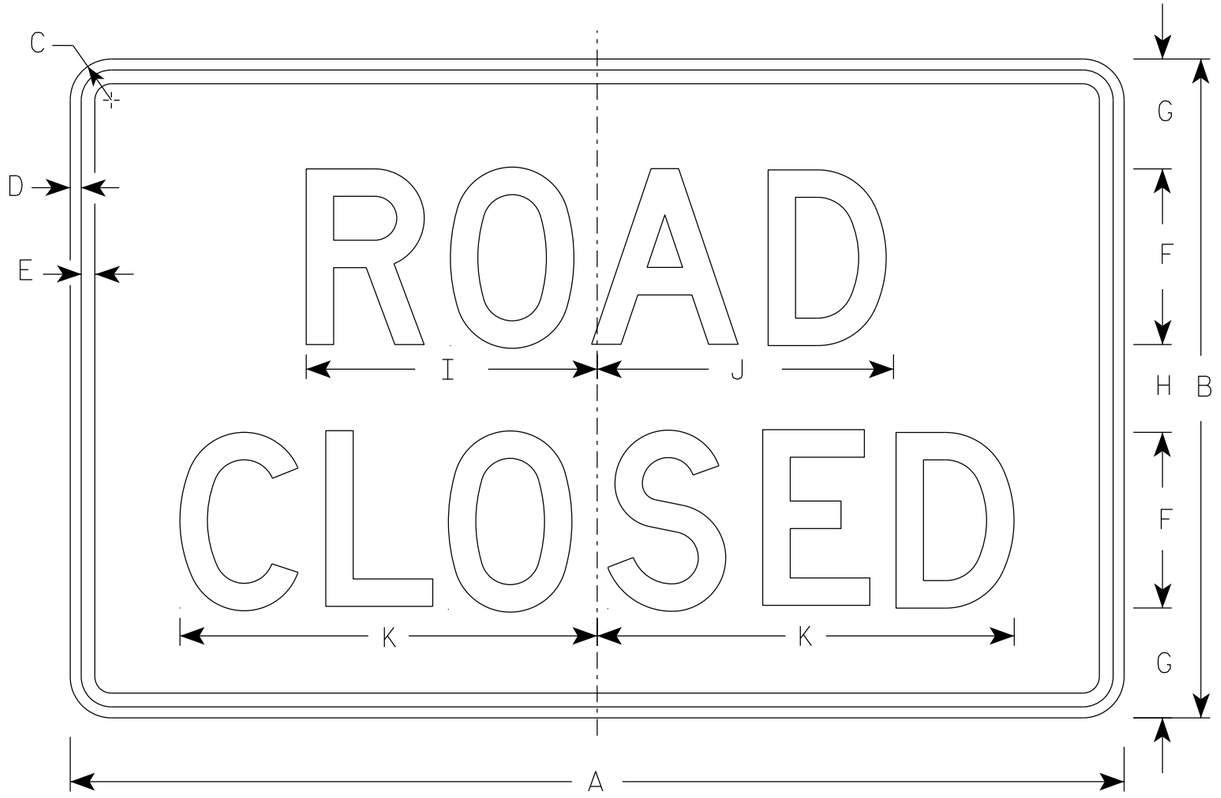
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R10-3B.3

PROJECT NO:

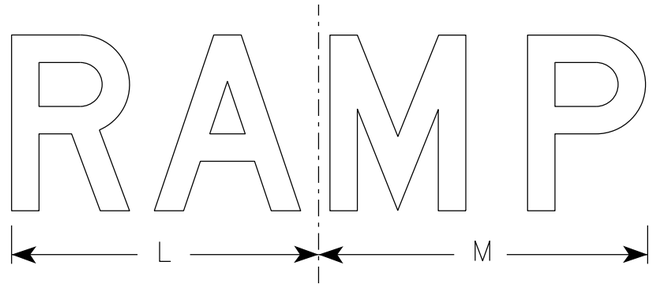
SHEET NO: 396 E



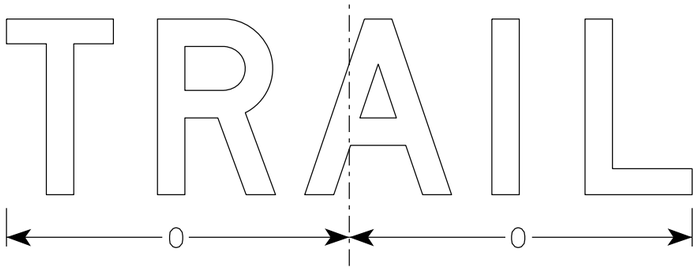
R11-2

NOTES

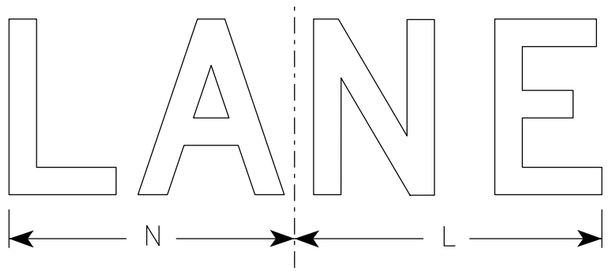
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

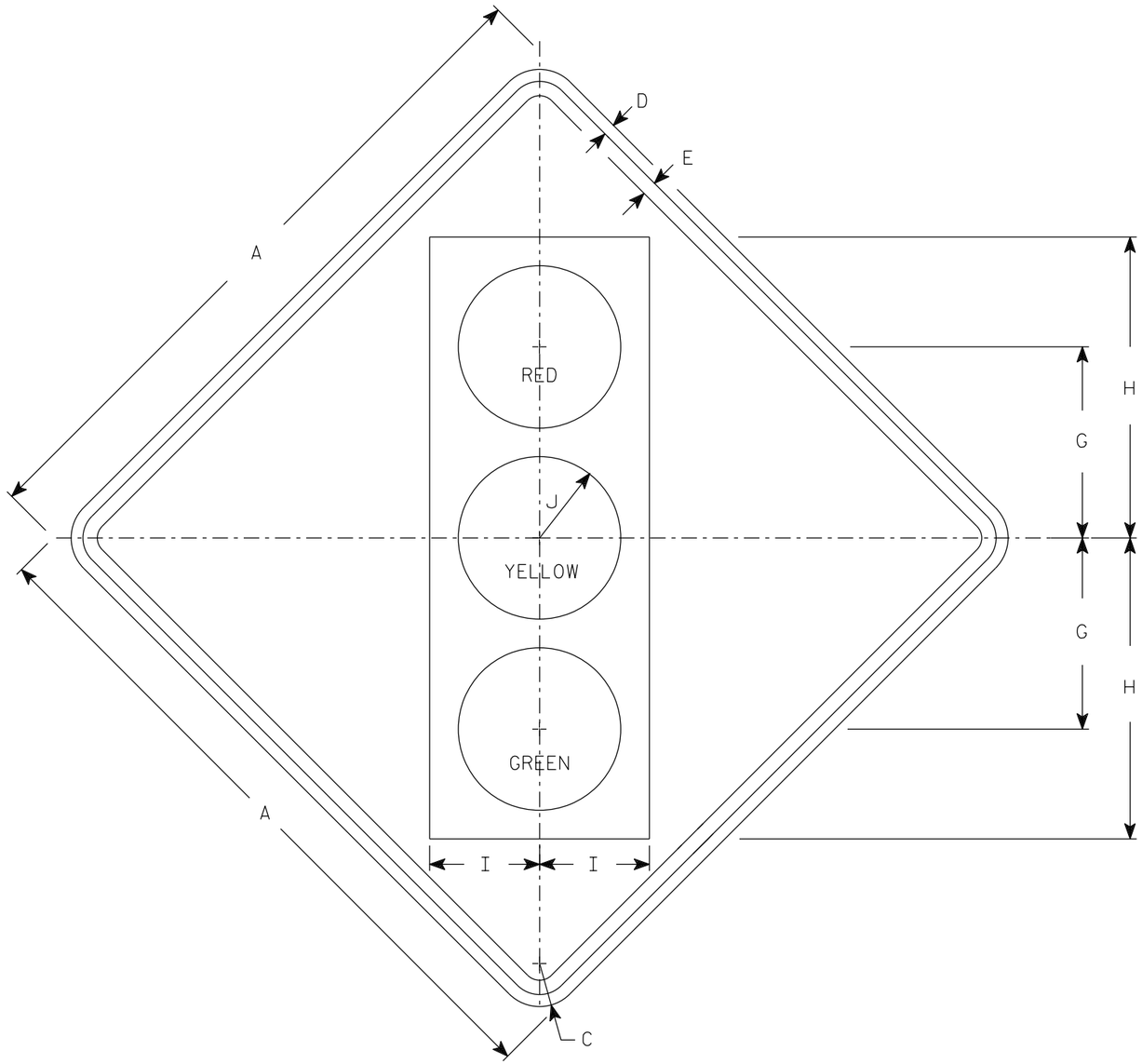
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

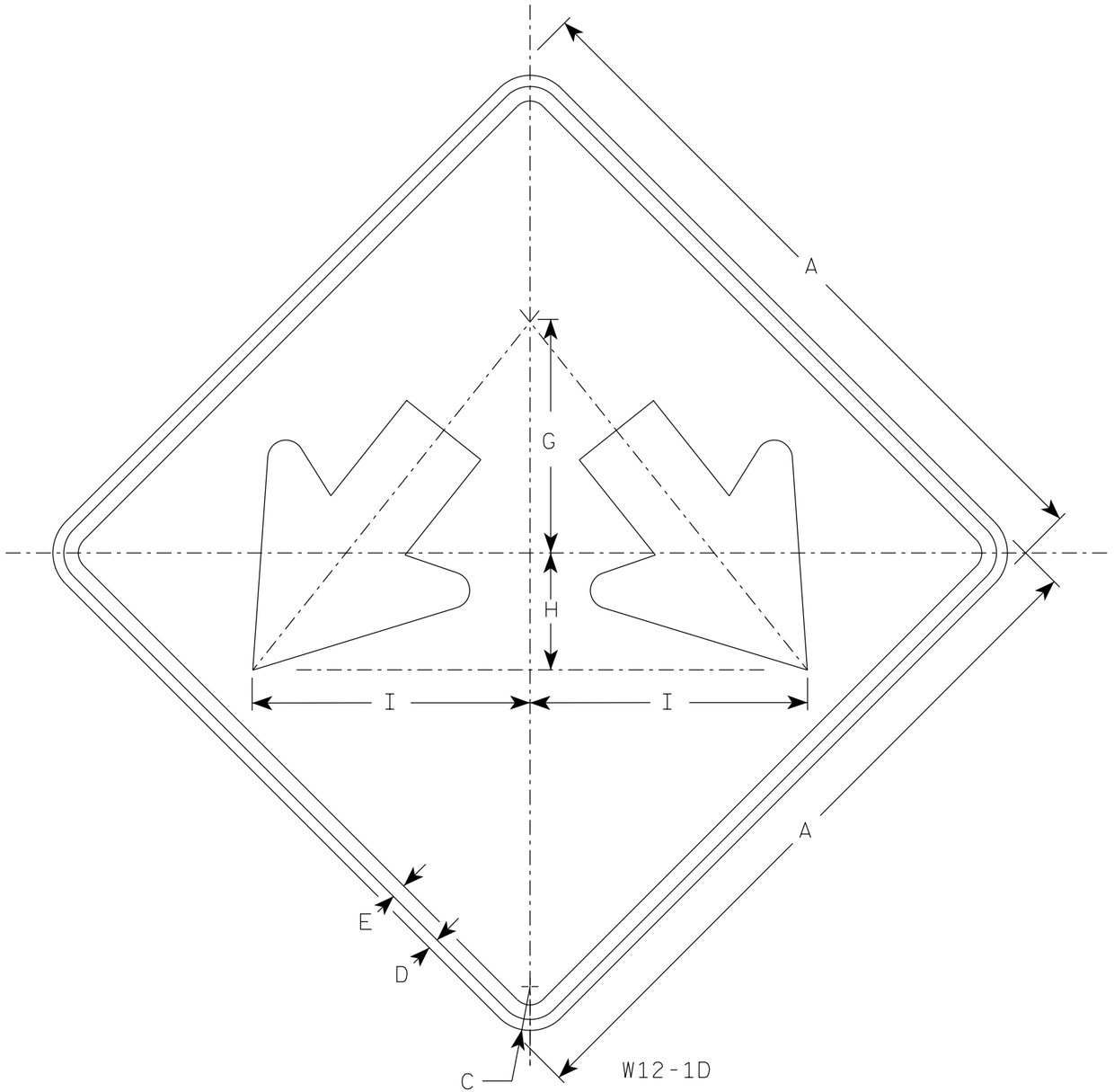
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

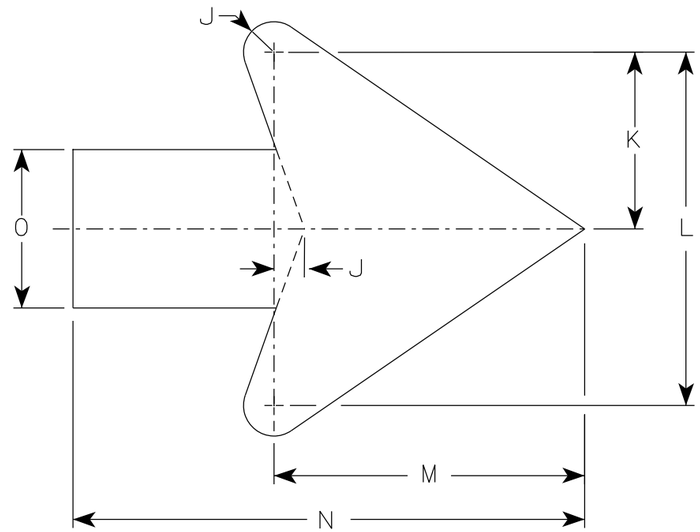
DATE 8/21/2023 PLATE NO. W3-3.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 398	E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.
1																											
2S	24		1 ½	½	⅜		8	4	9 ½	⅜	3 ⅜	7 ¼	6 ⅜	10 ⅜	3 ¼												4.0
2M	24		1 ½	½	⅜		8	4	9 ½	⅜	3 ⅜	7 ¼	6 ⅜	10 ⅜	3 ¼												4.0
3	30		1 ⅞	½	⅝		10	5	11 ⅞	¾	4 ½	9	7 ⅞	13	4												6.25
4	36		2 ¼	½	⅝		12	6	14 ¼	1	5 ½	10 ⅞	9 ⅝	15 ¾	4 ¾												9.0
5	48		3	¾	1		16	8	19	1 ¼	7 ¼	14 ½	12 ¾	21	6 ¼												16.0

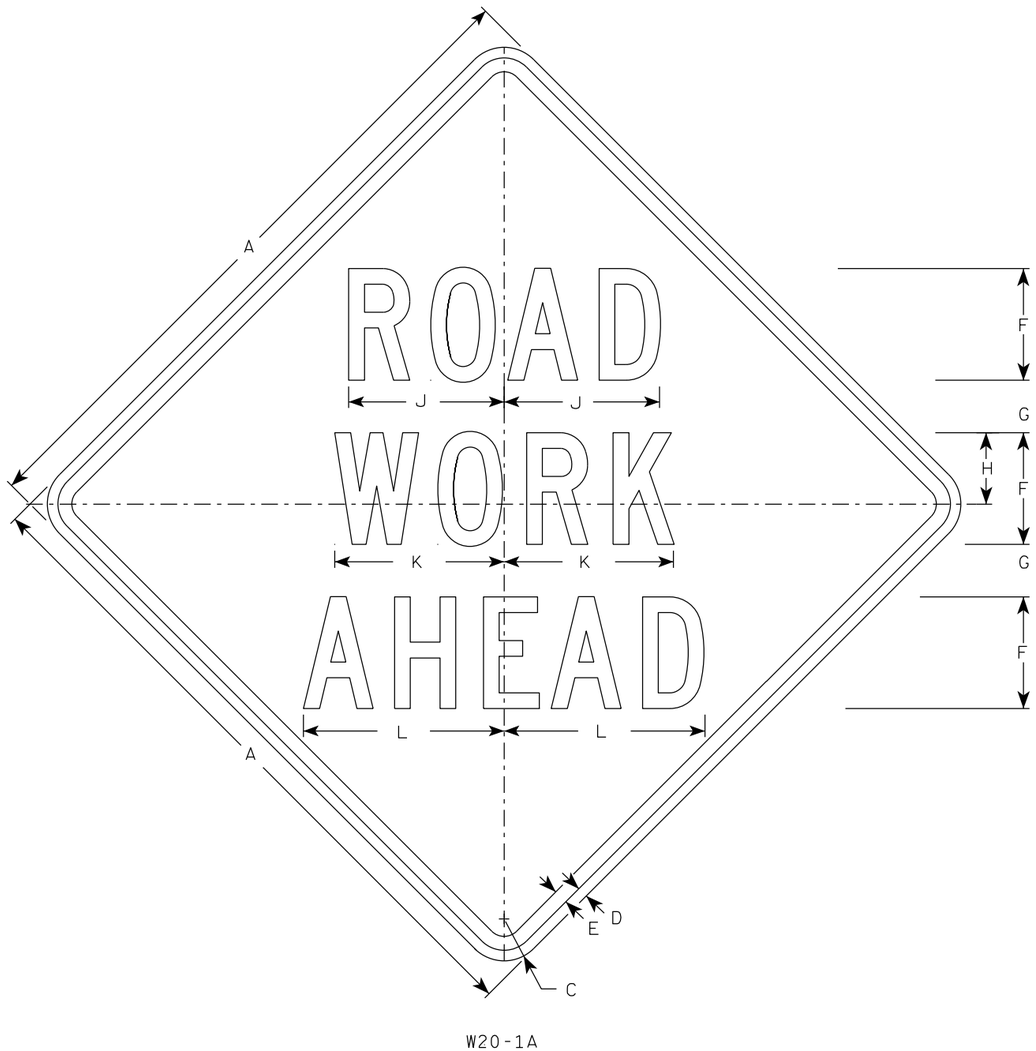
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

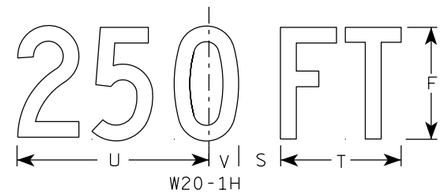
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

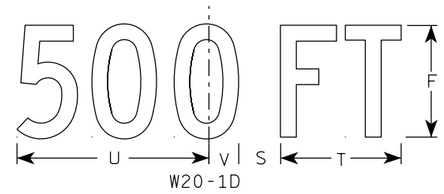
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 399	E



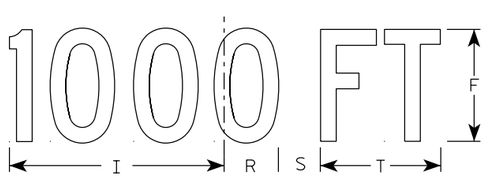
W20-1A



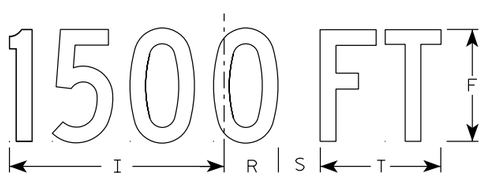
W20-1H



W20-1D



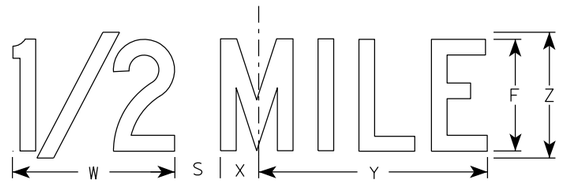
W20-1C



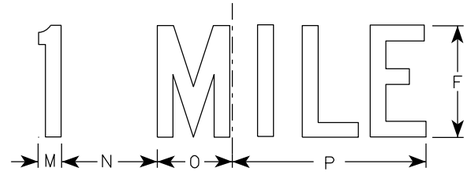
W20-1B

NOTES

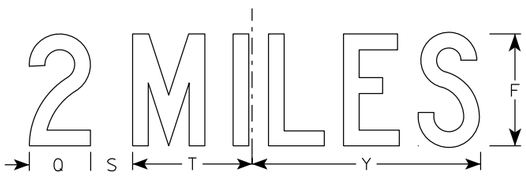
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

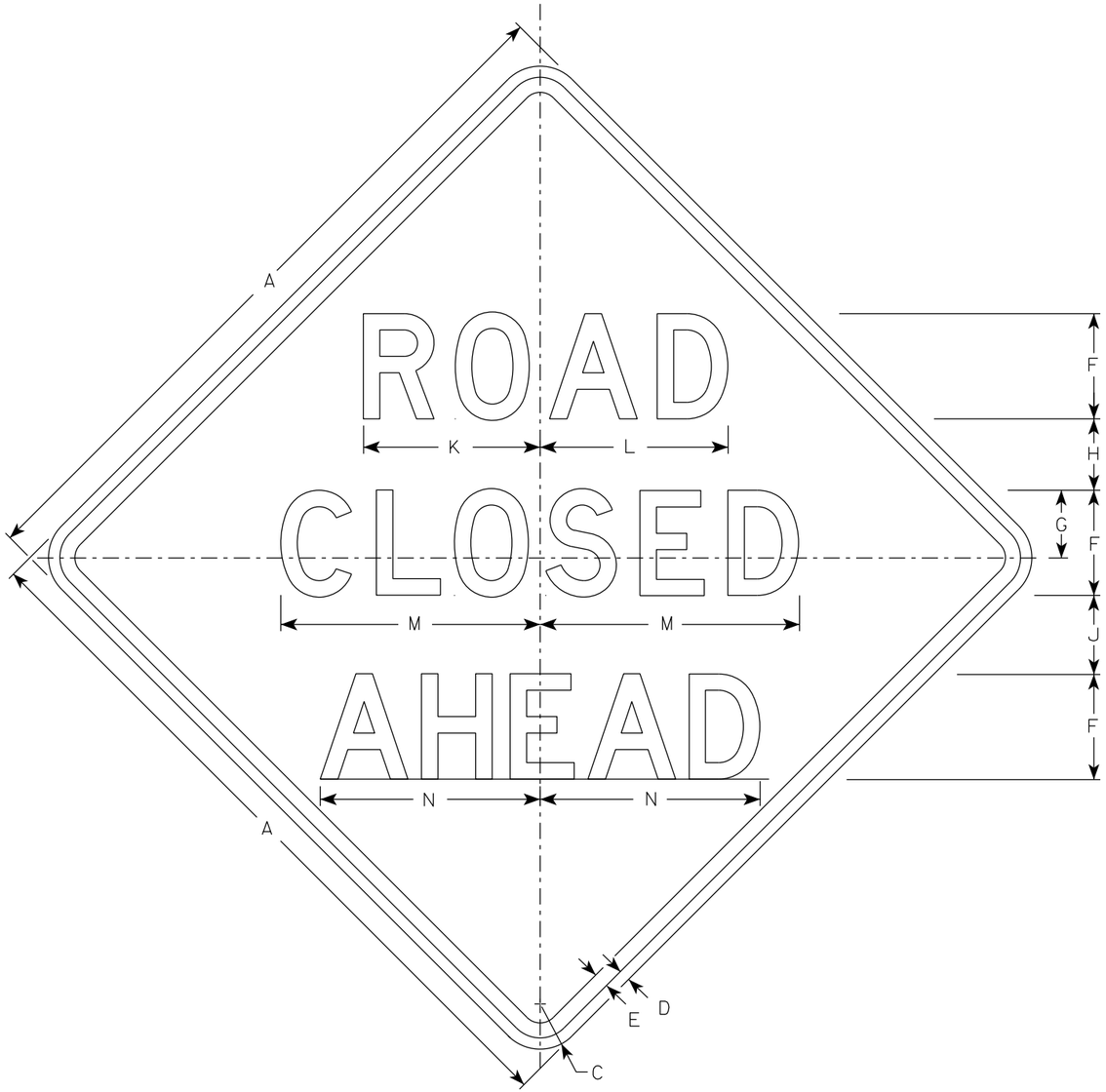
SHEET NO: 400 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

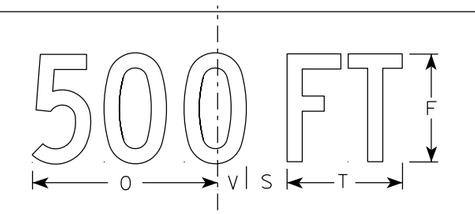
WISDOT/CADDS SHEET 42

7

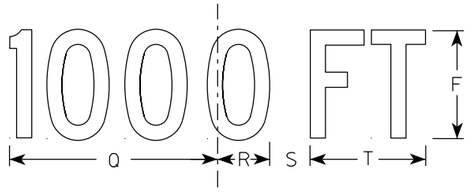
7



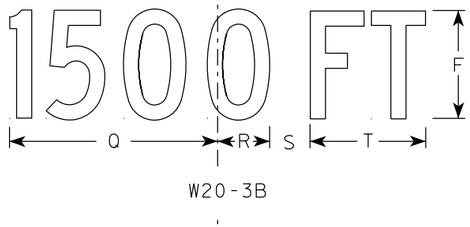
W20-3A



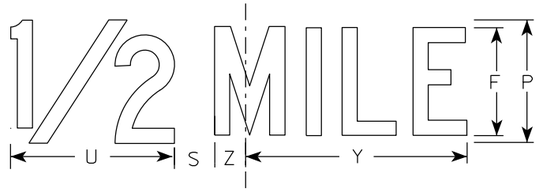
W20-3D



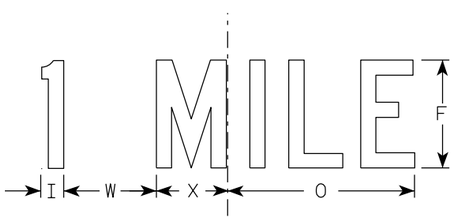
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

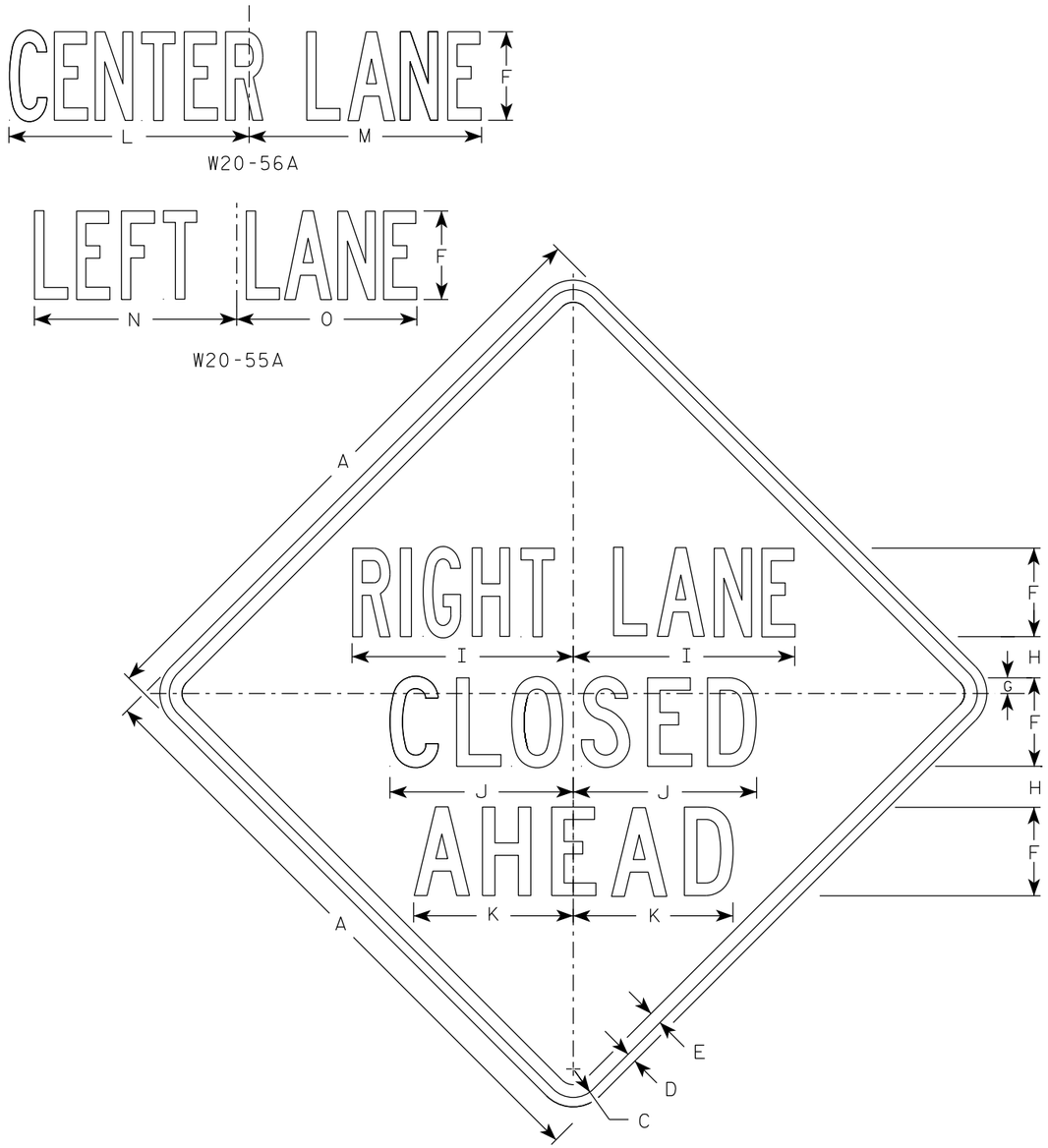
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

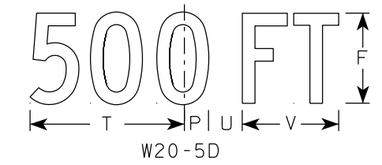
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

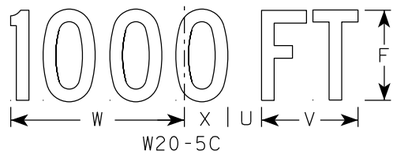
7



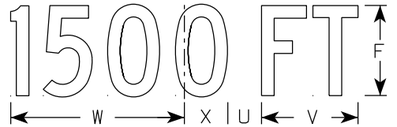
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

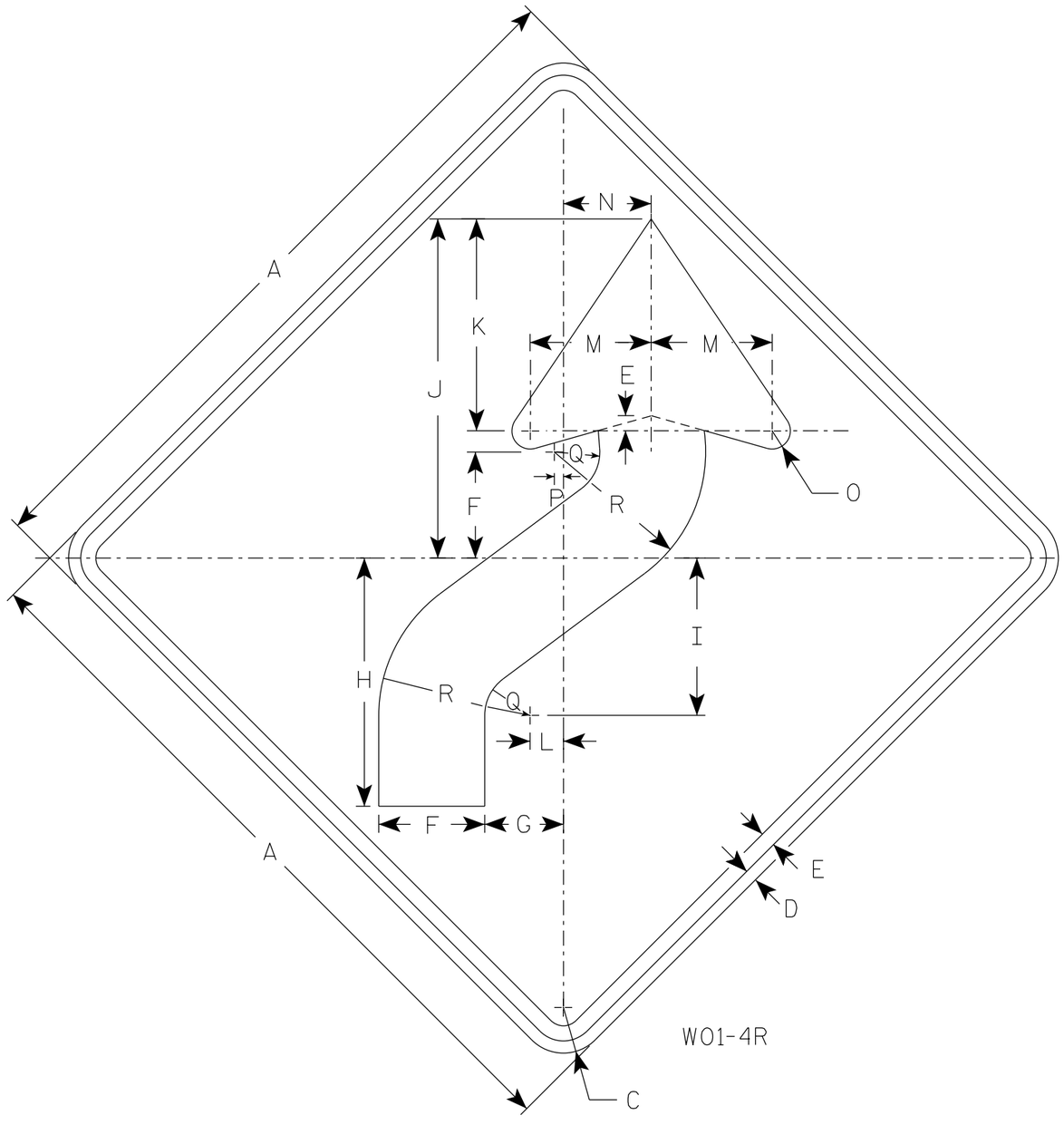
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 402	E



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

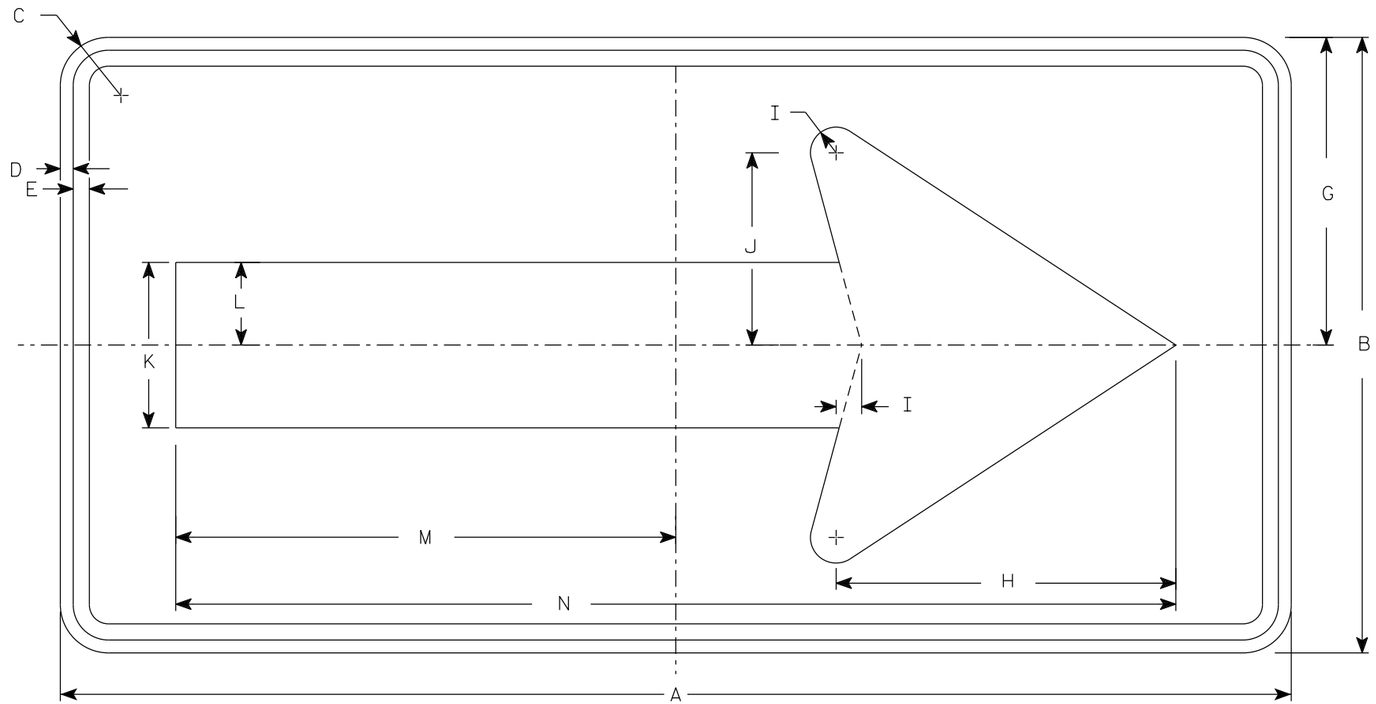
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
WO1-6

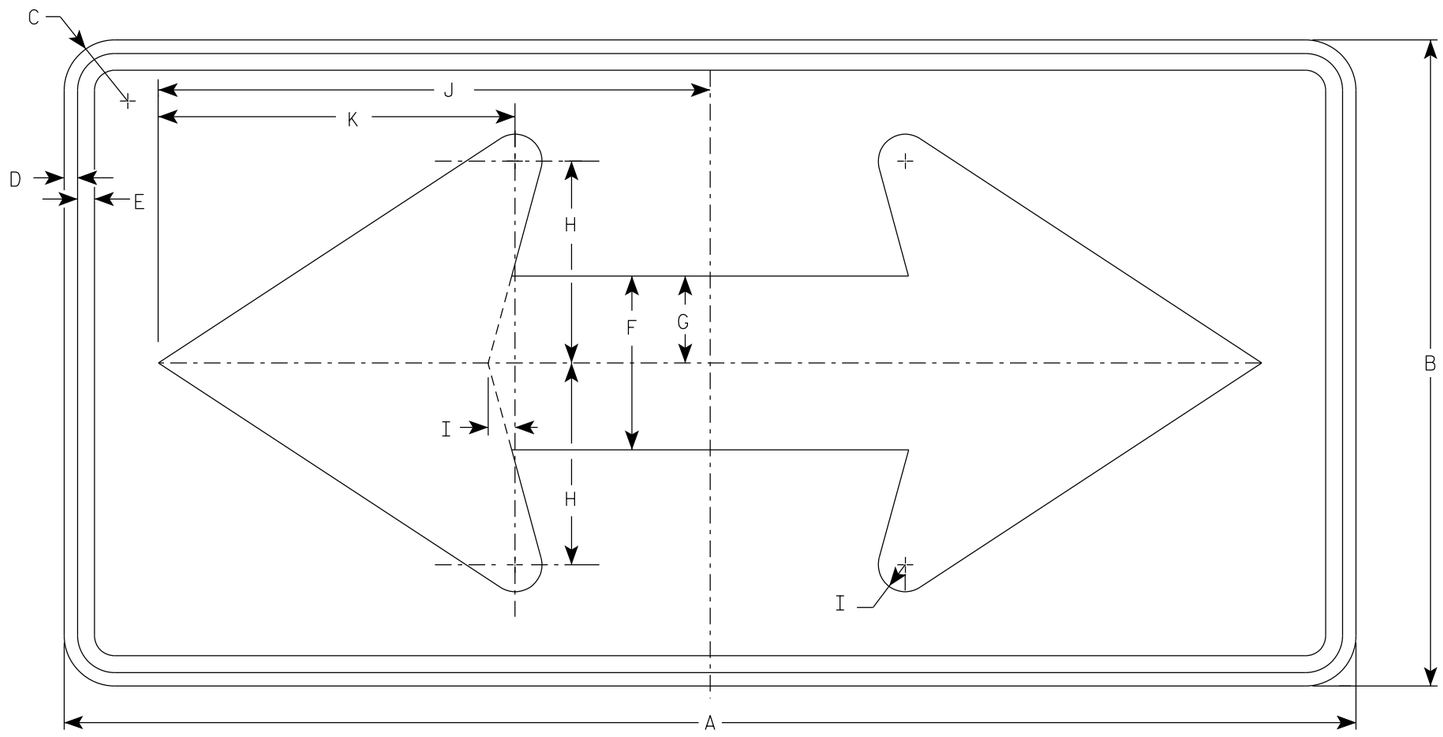
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\WO16.dgn PLOT DATE : 24-JAN 2024 1:12 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

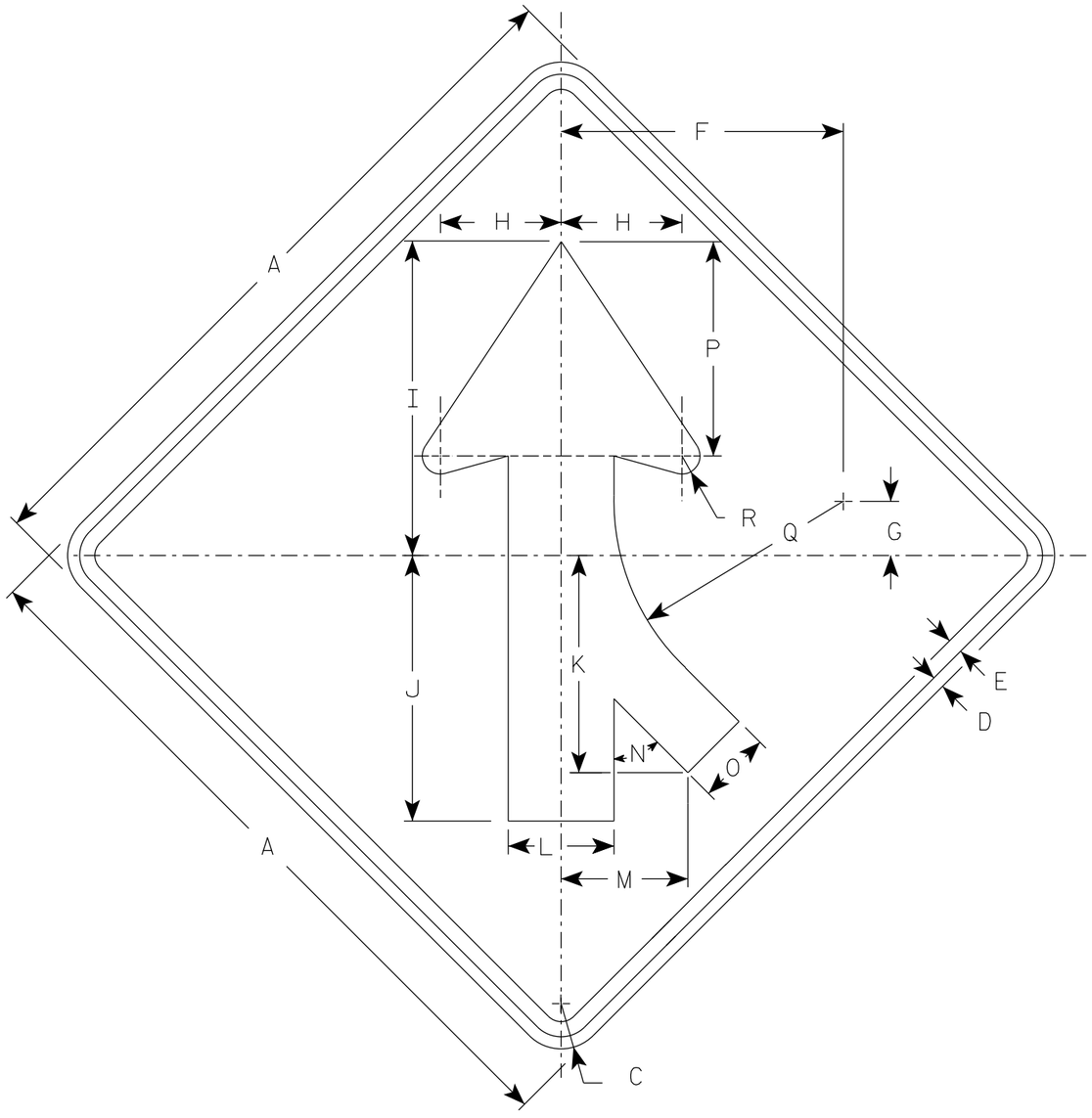
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-7.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 405 | E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

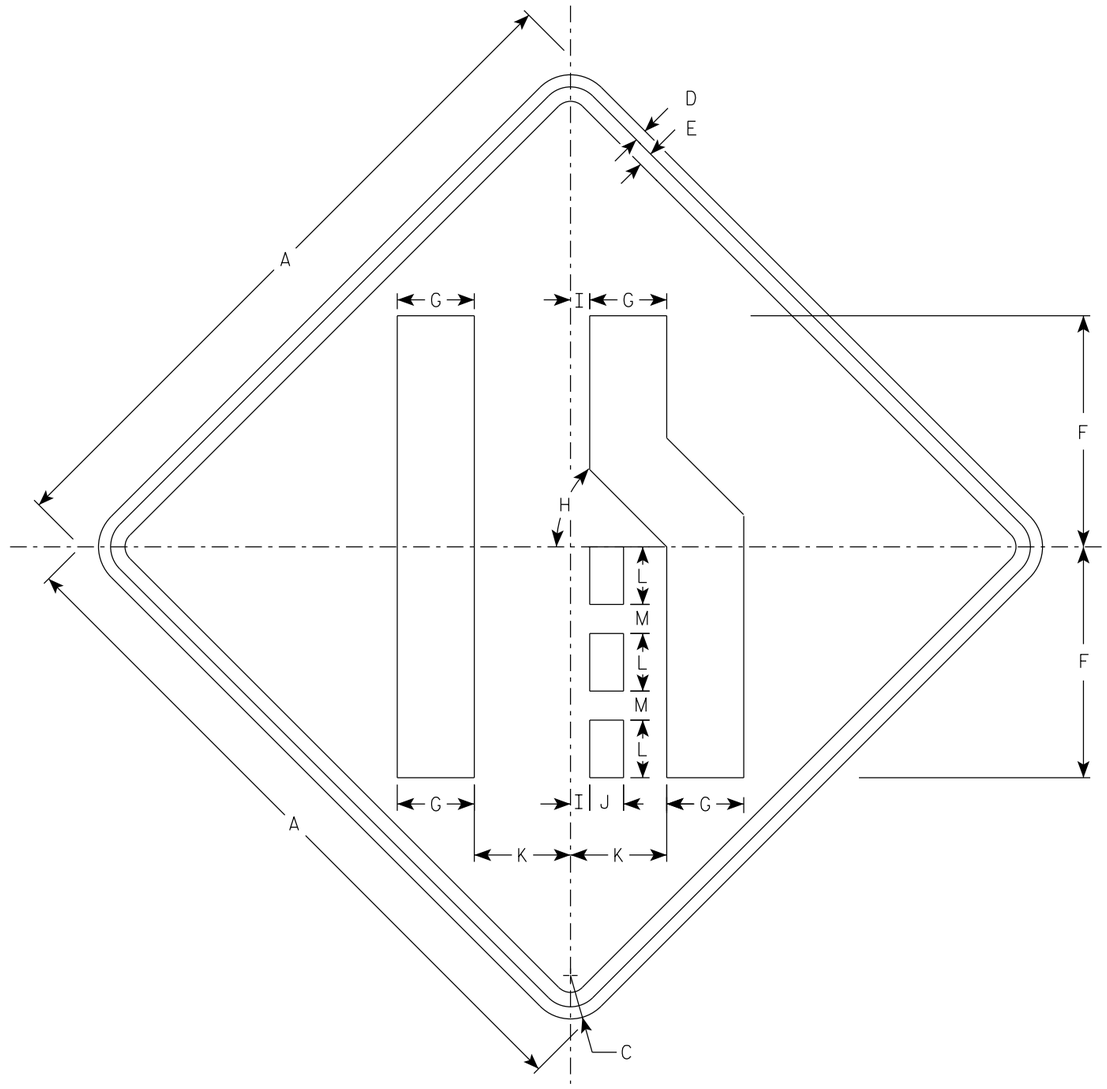
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

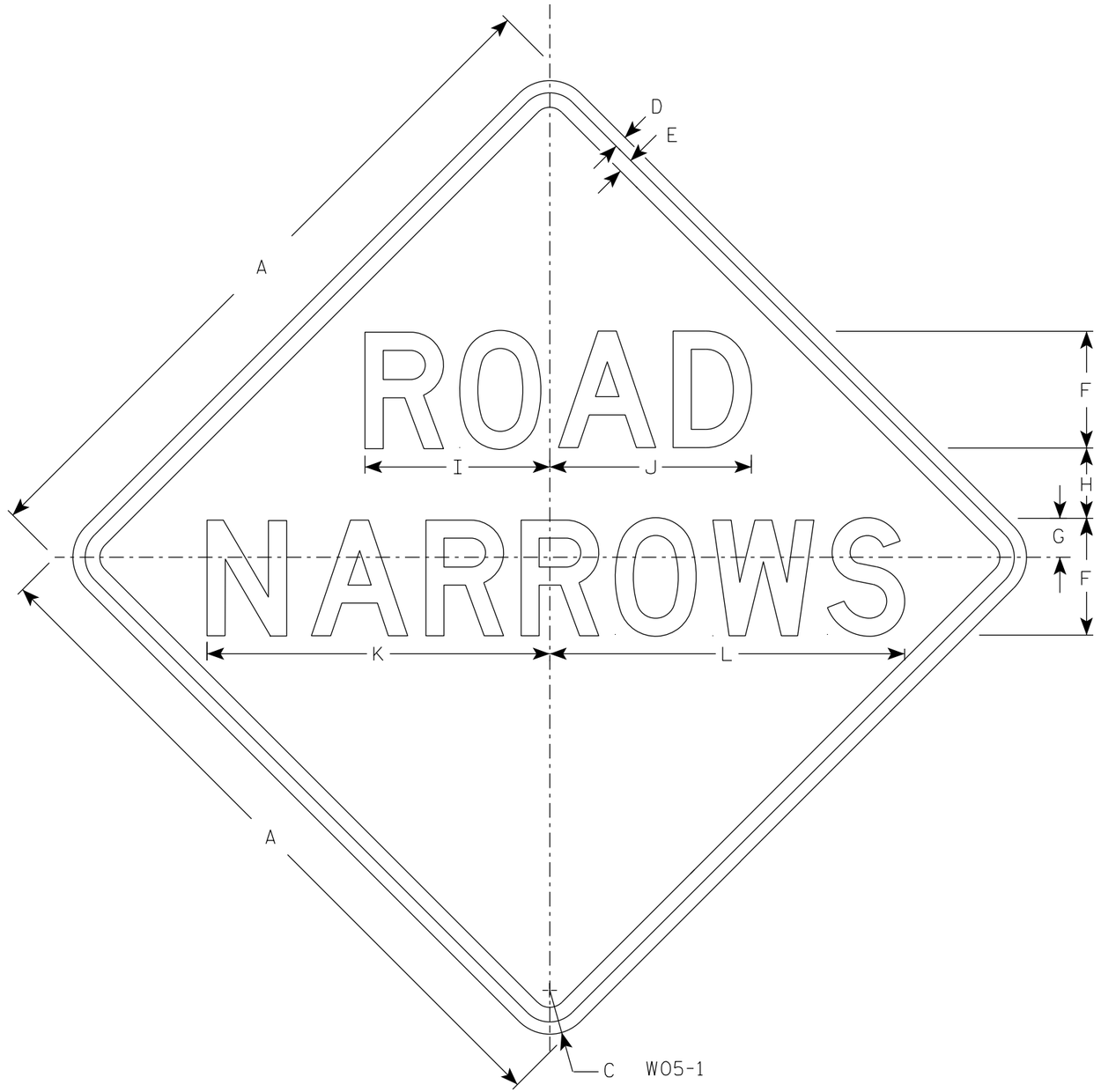
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 407 E



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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

STANDARD SIGN
W05-1

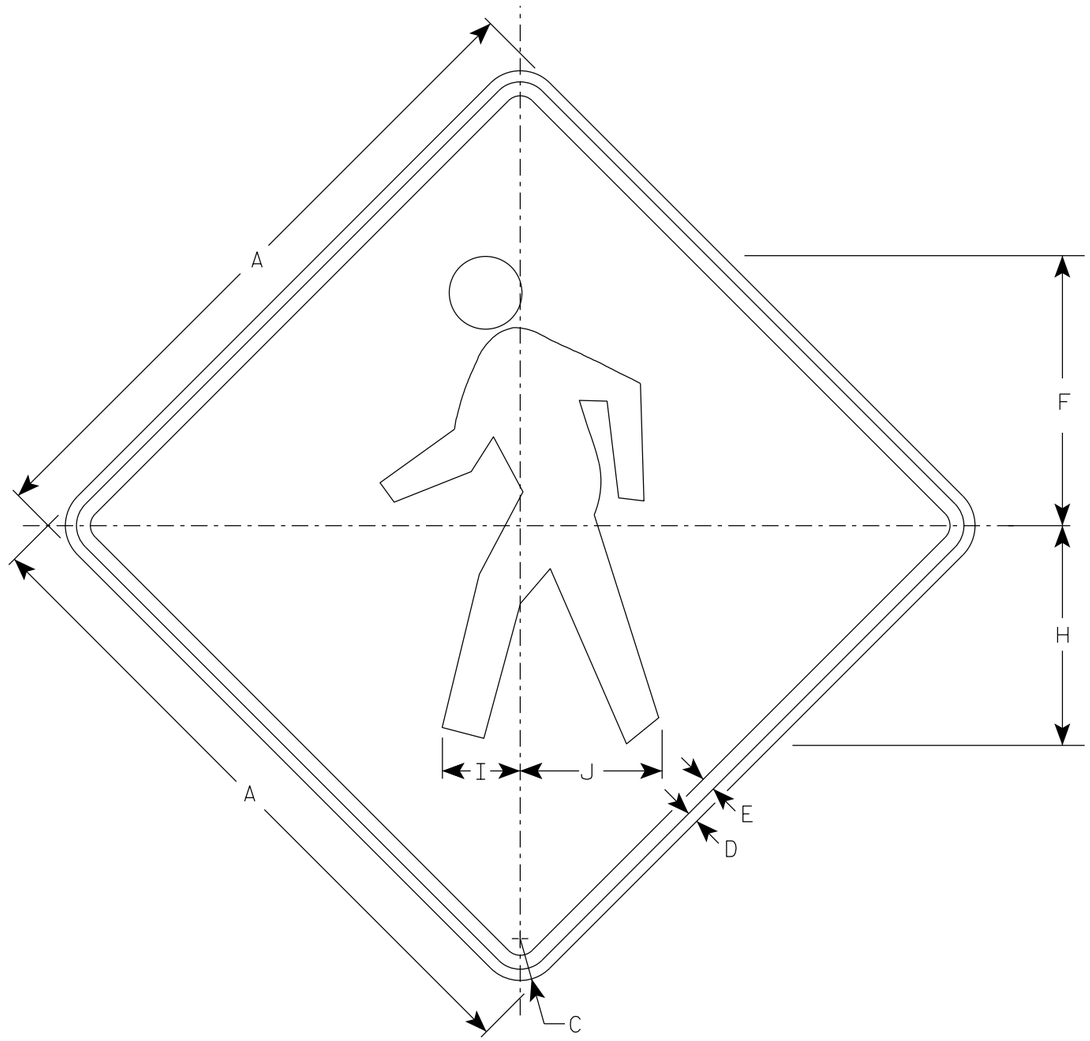
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/29/2024 PLATE NO. W05-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 408 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W051.dgn PLOT DATE : 29-JAN 2024 8:10 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

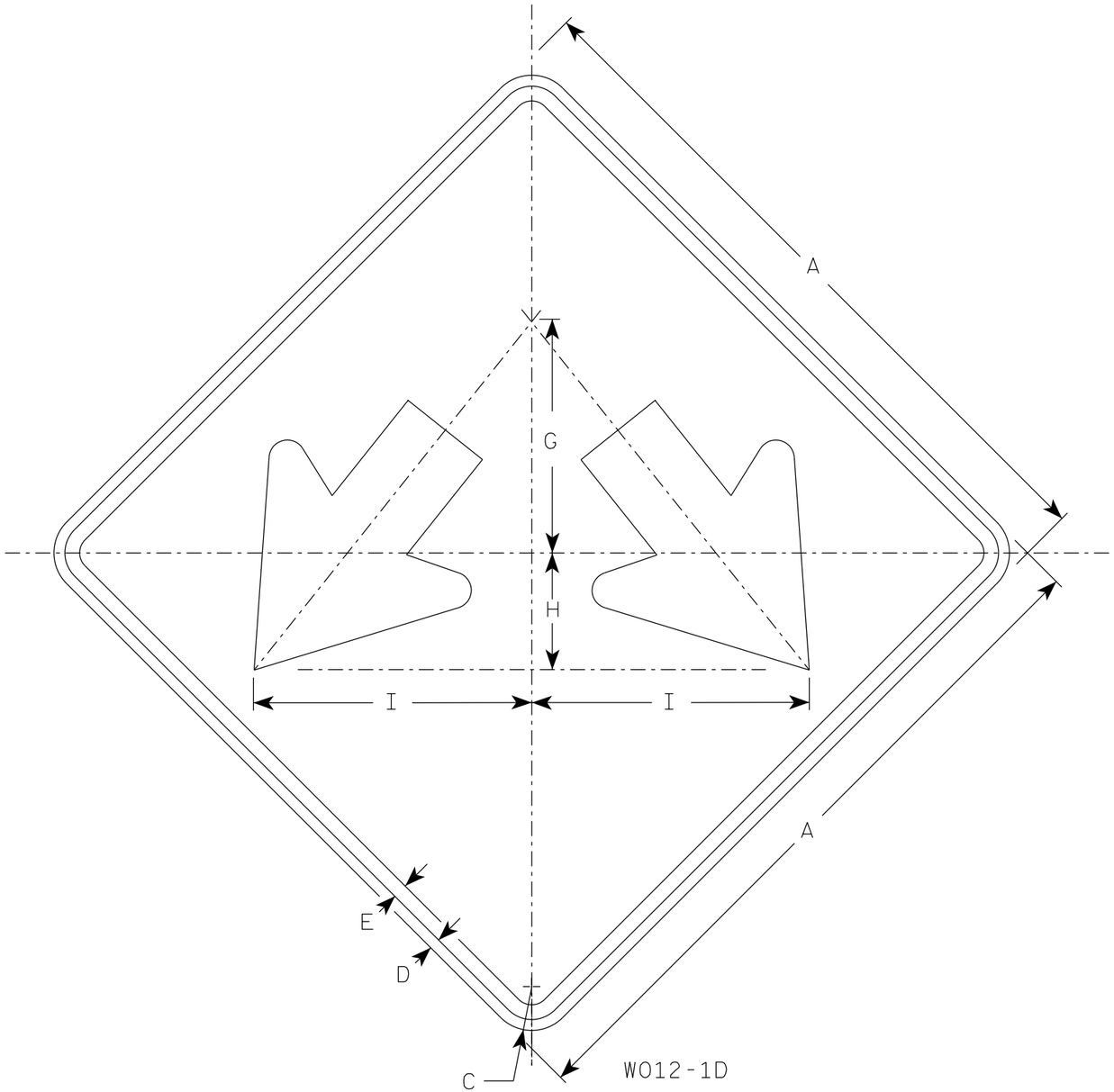
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

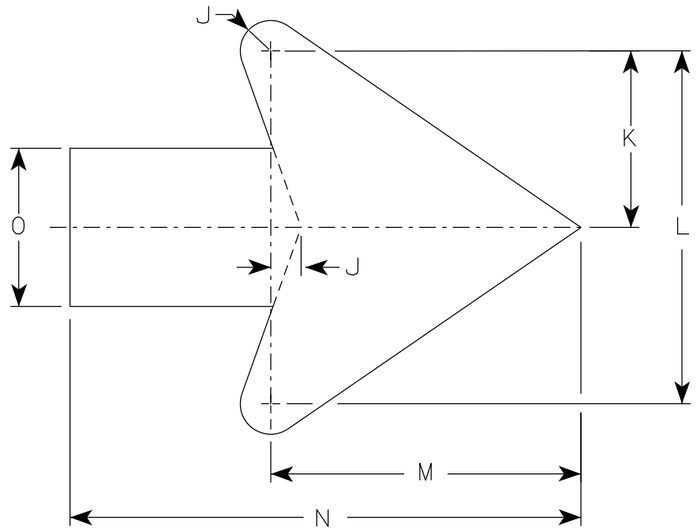
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 409 E



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

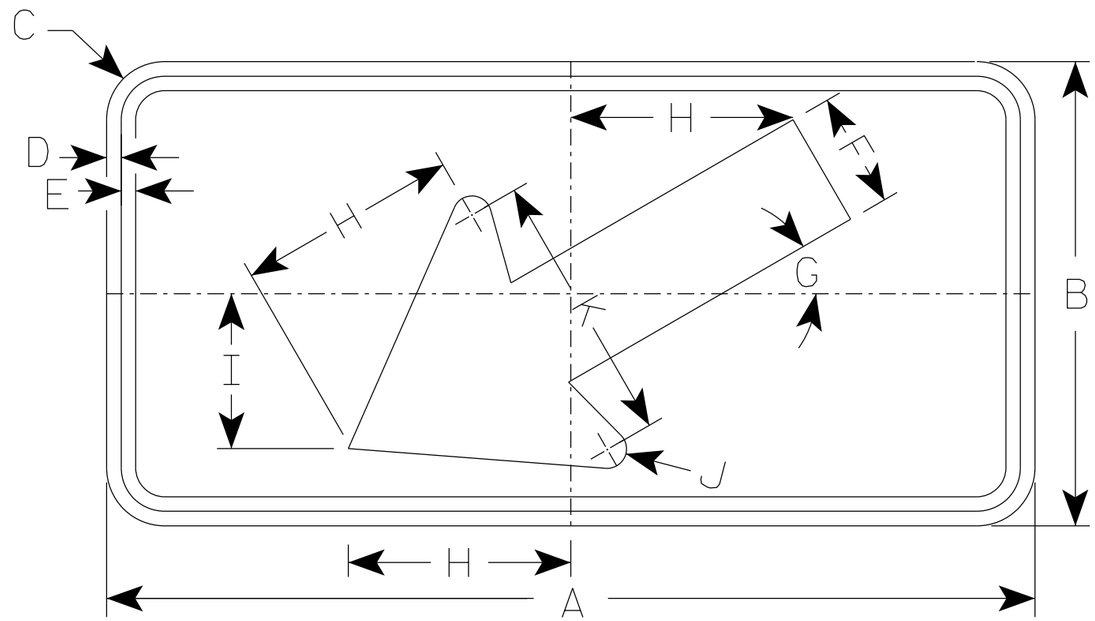
STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W012-1D.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

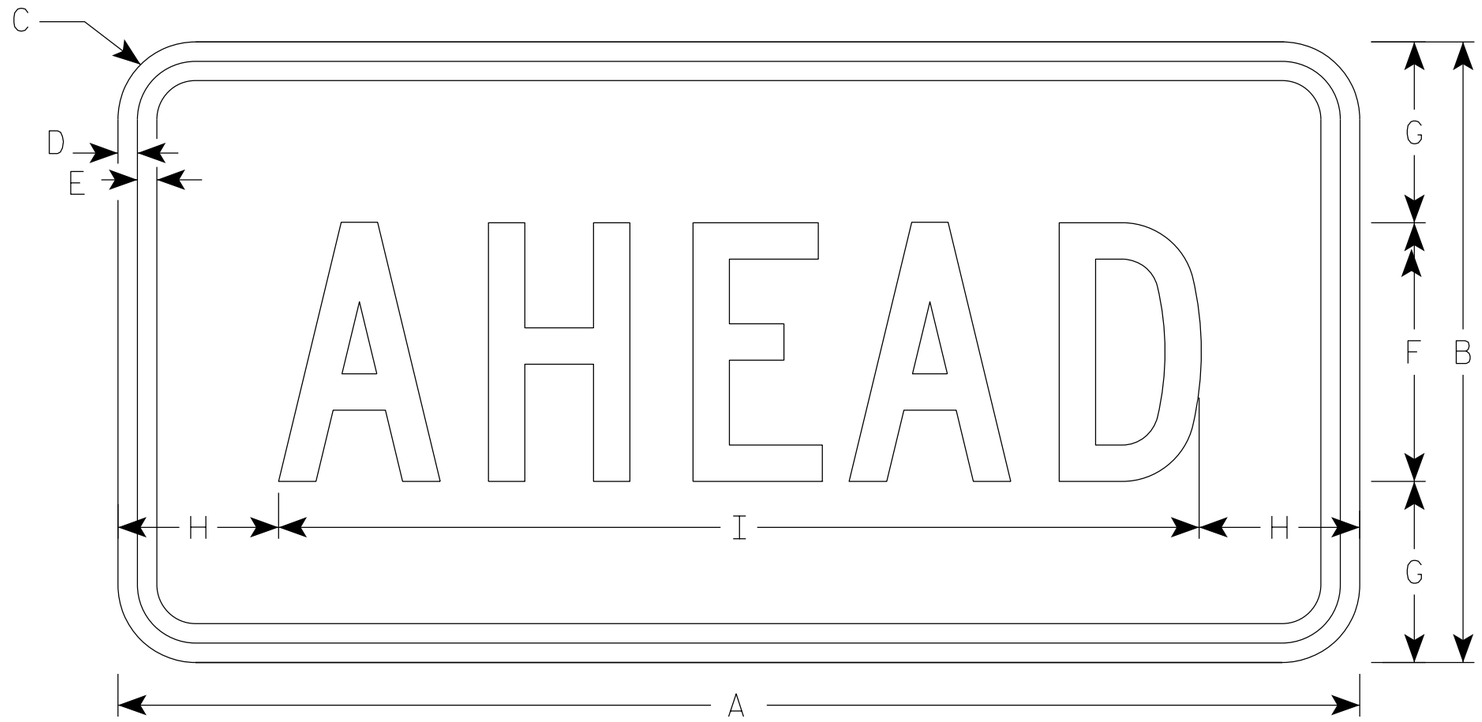
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411	E



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

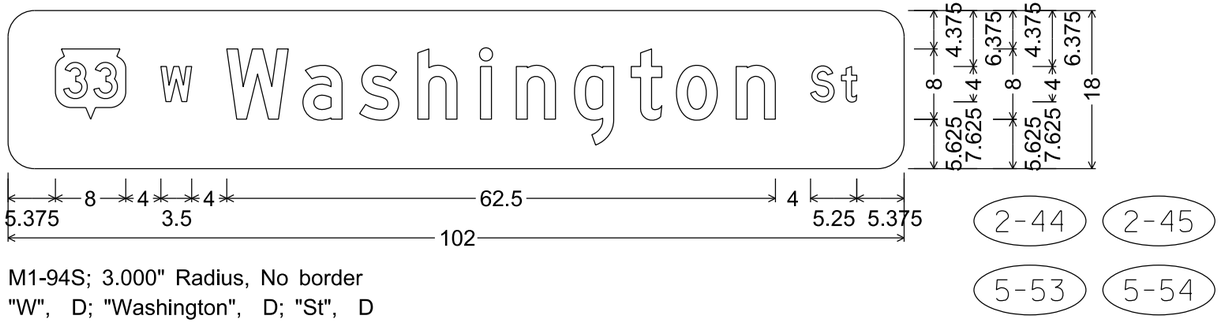
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

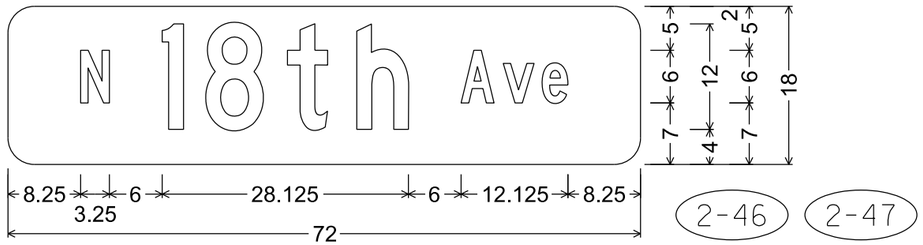
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 412 | E

NOTES

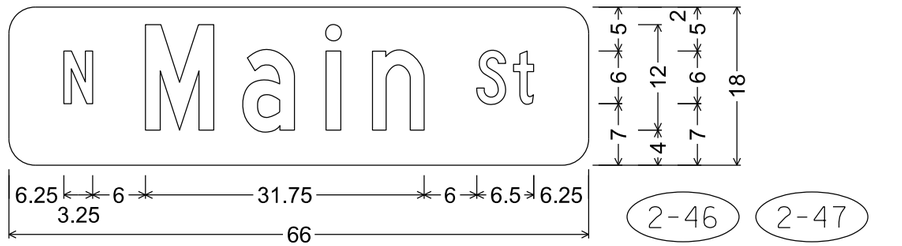
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted



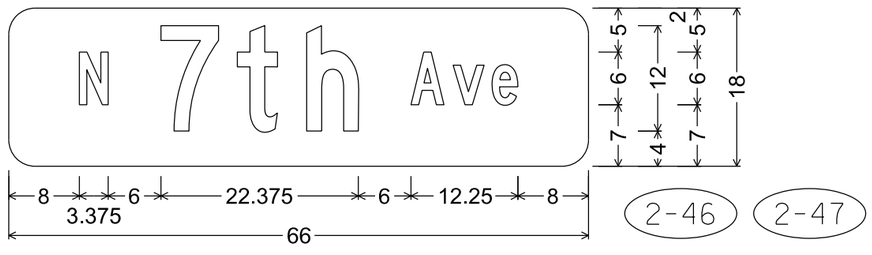
M1-94S; 3.000" Radius, No border
"W", D; "Washington", D; "St", D



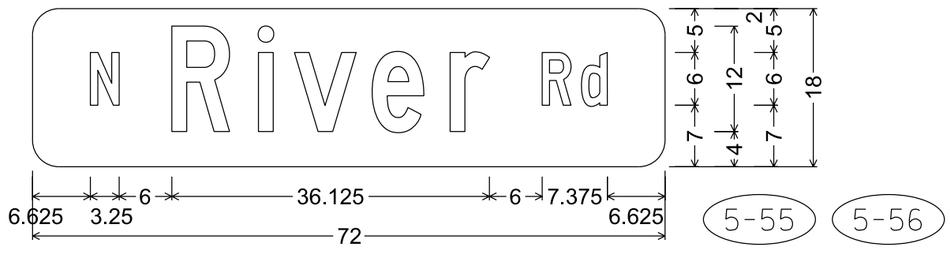
M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border

7

7

STH 33 & 18TH AVE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
105+84.43	0.00	7.53	18.96	0.00	0	0	0	0	0	0
106+00.00	15.57	9.15	18.96	0.00	5	11	0	5	0	-6
106+50.00	50.00	19.01	18.96	0.00	26	35	0	31	0	-15
107+00.00	50.00	29.10	18.96	0.00	45	35	0	76	0	-5
107+50.00	50.00	42.03	18.96	0.00	66	35	0	142	0	26
108+00.00	50.00	41.31	18.96	0.00	77	35	0	219	0	68
108+50.00	50.00	51.86	18.96	0.00	86	35	0	305	0	119
109+00.00	50.00	60.11	18.96	0.00	104	35	0	409	0	188
109+50.00	50.00	41.00	18.96	0.00	94	35	0	503	0	247
109+55.01	5.01	8.39	18.96	0.00	5	4	0	508	0	248
109+56.00*	0.99	0.00	0.00	0.00	0	0	0	508	0	248
109+78.96	22.96	41.32	18.96	0.00	18	8	0	526	0	258
109+88.00*	9.04	0.00	0.00	0.00	7	3	0	533	0	262
109+88.48	0.48	58.44	18.96	0.00	1	0	0	534	0	263
109+88.86	0.38	42.44	18.96	0.00	1	0	0	535	0	264
109+97.35	8.49	57.99	18.96	0.00	16	6	0	551	0	274
109+98.00*	0.65	0.00	0.00	0.00	1	0	0	552	0	275
110+20.00*	22.00	0.00	0.00	0.00	0	0	0	552	0	275
110+21.22	0.65	21.82	18.96	0.00	0	0	0	552	0	275
110+50.00	28.78	69.49	18.96	0.00	49	20	0	601	0	304
111+00.00	50.00	66.81	18.96	1.48	126	35	1	727	1	394
111+50.00	50.00	66.12	18.96	1.41	123	35	3	850	4	479
112+00.00	50.00	66.76	18.96	0.40	123	35	2	973	7	564
112+50.00	50.00	51.63	18.96	0.00	110	35	0	1,083	7	639
112+77.63	27.63	49.92	18.96	0.00	52	19	0	1,135	7	672
113+00.00	22.37	21.37	18.96	0.00	30	16	0	1,165	7	686
113+50.00	50.00	15.15	18.96	0.00	34	35	0	1,199	7	685
113+53.17	3.17	14.12	18.96	0.00	2	2	0	1,201	7	685

*NO CROSS SECTION PROVIDED

STH 33 & 7TH AVE/MAIN ST

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
150+37.23	0.00	1.91	25.00	0.00	0	0	0	0	0	0
150+50.00	12.77	4.36	25.00	0.02	1	12	0	1	0	-11
151+00.00	50.00	24.42	25.00	0.00	27	46	0	28	0	-30
151+50.00	50.00	29.28	25.00	0.00	50	46	0	78	0	-26
152+00.00	50.00	33.56	25.00	0.00	58	46	0	136	0	-14
152+50.00	50.00	13.92	25.00	0.00	44	46	0	180	0	-16
152+55.37	5.37	13.45	25.00	0.00	3	5	0	183	0	-18
152+56.00*	0.63	0.00	0.00	0.00	0	0	0	183	0	-18
153+16.00*	60.00	0.00	0.00	0.00	0	0	0	183	0	-18
153+16.09	0.09	138.75	25.00	0.00	0	0	0	183	0	-18
153+50.00	33.91	140.78	25.00	0.01	176	31	0	359	0	127
154+00.00	50.00	75.01	25.00	1.06	200	46	1	559	1	280
154+50.00	50.00	59.99	25.00	0.08	125	46	1	684	2	358
155+00.00	50.00	38.24	25.00	0.00	91	46	0	775	2	403
155+50.00	50.00	9.40	25.00	0.00	44	46	0	819	2	401
155+78.84	28.84	5.64	25.00	0.00	8	27	0	827	2	382

*NO CROSS SECTION PROVIDED

STH 33 & RIVER RD

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
212+38.91	0.00	3.02	37.10	0.00	0	0	0	0	0	0
212+50.00	11.09	6.01	37.10	0.00	2	15	0	2	0	-13
213+00.00	50.00	17.30	37.10	0.00	22	69	0	24	0	-60
213+50.00	50.00	52.06	37.10	0.00	64	69	0	88	0	-65
214+00.00	50.00	68.40	37.10	0.00	112	69	0	200	0	-22
214+50.00	50.00	94.80	37.10	0.00	151	69	0	351	0	60
215+00.00	50.00	145.36	37.10	0.06	222	69	0	573	0	213
215+22.70	22.70	36.38	37.10	5.76	76	31	2	649	2	256
215+23.00*	0.30	0.00	0.00	0.00	0	0	0	649	2	256
215+74.00*	51.00	0.00	0.00	0.00	0	0	0	649	2	256
215+74.53	0.53	17.35	37.10	0.00	0	0	0	649	2	256
216+00.00	25.47	84.03	37.10	4.20	48	35	2	697	4	267
216+50.00	50.00	75.84	37.10	5.20	148	69	8	845	13	337
217+00.00	50.00	67.32	37.10	1.45	133	69	6	978	20	394
217+50.00	50.00	41.53	37.10	0.00	101	69	1	1,079	21	425
218+00.00	50.00	41.78	37.10	0.00	77	69	0	1,156	21	433
218+50.00	50.00	40.79	37.10	0.00	76	69	0	1,232	21	440
219+00.00	50.00	42.81	37.10	0.00	77	69	0	1,309	21	448
219+50.00	50.00	45.21	37.10	0.00	82	69	0	1,391	21	461
219+64.27	14.27	35.35	37.10	0.00	21	20	0	1,412	21	462

*NO CROSS SECTION PROVIDED

7TH AVE / MAIN ST

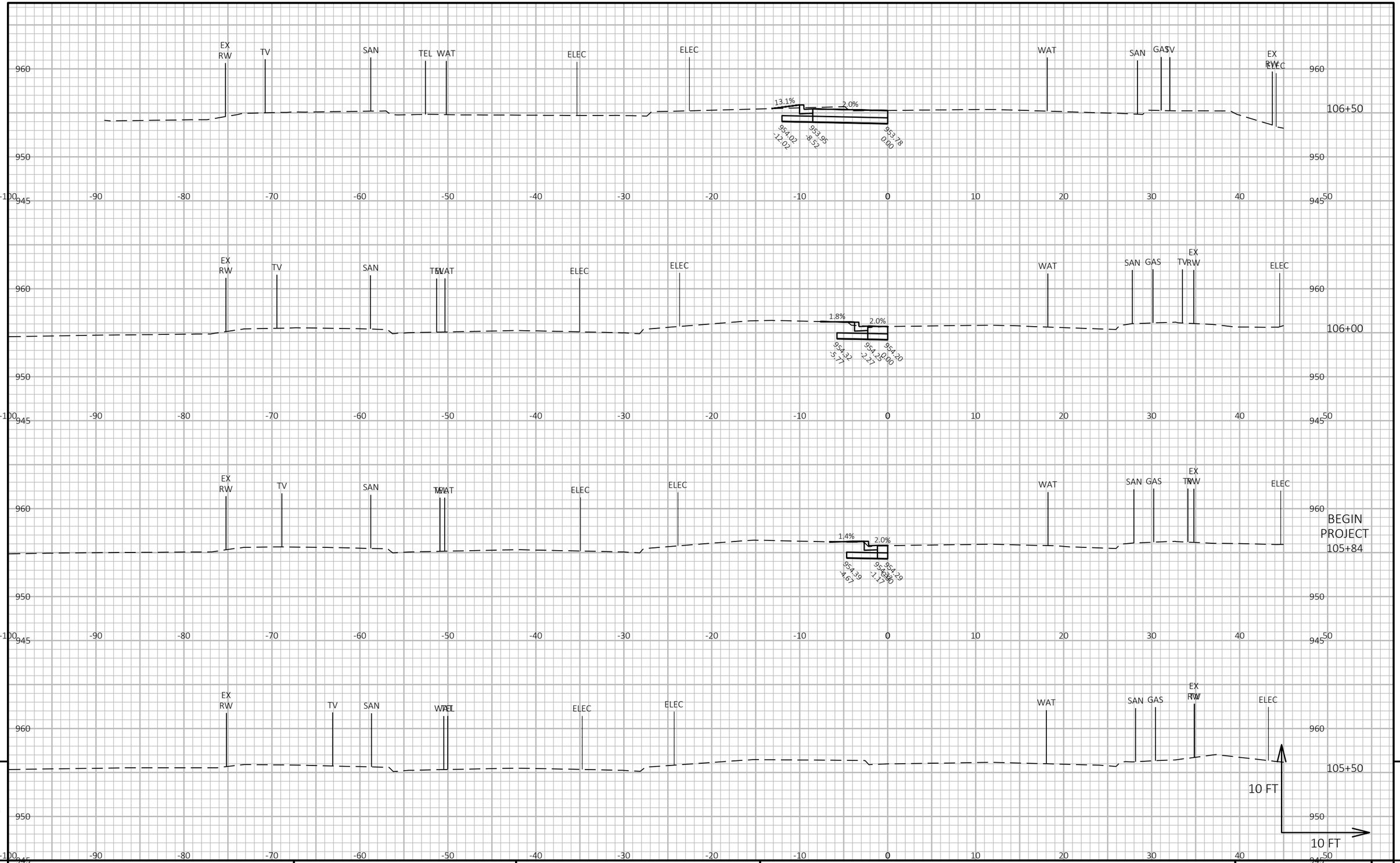
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
32+78.43	0.00	6.57	19.00	0.00	0	0	0	0	0	0
33+00.00	21.57	7.99	19.00	0.00	6	15	0	6	0	-9
33+50.00	50.00	13.76	19.00	0.00	20	35	0	26	0	-24
34+00.00	50.00	52.81	19.00	0.00	62	35	0	88	0	3
34+50.00	50.00	35.67	19.00	0.00	82	35	0	170	0	50
34+62.29	12.29	34.64	19.00	0.00	16	9	0	186	0	57
34+63.00*	0.71	0.00	0.00	0.00	0	0	0	186	0	57
35+42.00*	79.00	0.00	0.00	0.00	0	0	0	186	0	57
35+42.23	0.23	16.68	19.00	0.00	0	0	0	186	0	57
35+50.00	7.77	39.05	19.00	0.00	8	5	0	194	0	60
36+00.00	50.00	51.32	19.00	0.00	84	35	0	278	0	109
36+50.00	50.00	32.50	19.00	0.00	78	35	0	356	0	152
36+60.83	10.83	28.28	19.00	0.00	12	8	0	368	0	156

*NO CROSS SECTION PROVIDED

RIVER RD

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.10	MASS ORDINATE NOTE 8
53+22.48	0.00	3.24	30.20	0.00	0	0	0	0	0	0
53+50.00	27.52	25.32	30.20	0.00	15	31	0	15	0	-16
54+00.00	50.00	42.00	30.20	0.17	62	56	0	77	0	-10
54+50.00	50.00	60.11	30.20	0.78	95	56	1	172	1	28
55+00.00	50.00	112.36	30.20	0.57	160	56	1	332	2	131
55+38.67	38.67	24.07	30.20	0.00	98	43	0	430	2	186
55+39.00*	0.33	0.00	0.00	0.00	0	0	0	430	2	186
56+10.00*	71.00	0.00	0.00	0.00	0	0	0	430	2	186
56+10.11	0.11	27.17	30.20	0.00	0	0	0	430	2	186
56+50.00	39.89	105.28	30.20	0.70	98	45	1	528	3	238
57+00.00	50.00	82.25	30.20	0.00	174	56	1	702	4	355
57+42.74	42.74	22.56	30.20	0.00	83	48	0	785	4	390

*NO CROSS SECTION PROVIDED



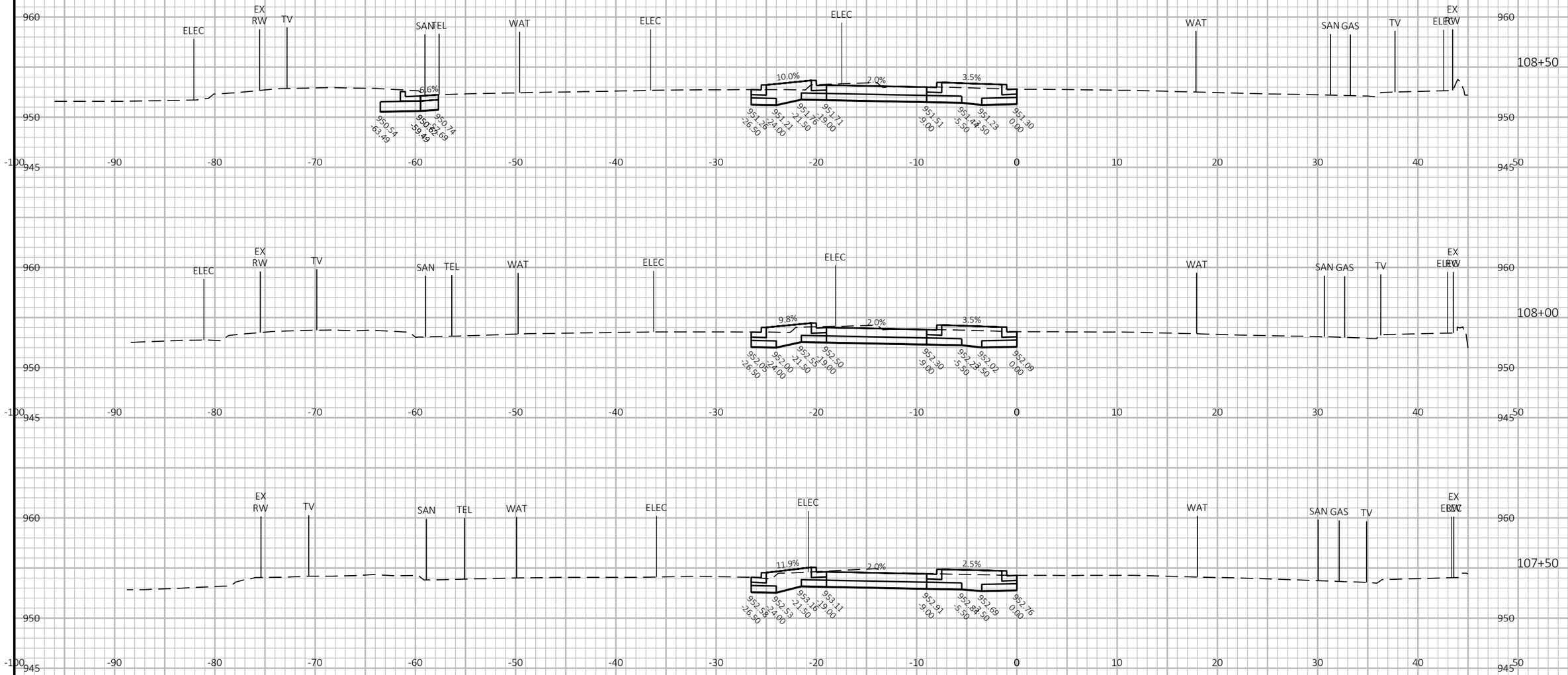
9

9

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 417	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:07 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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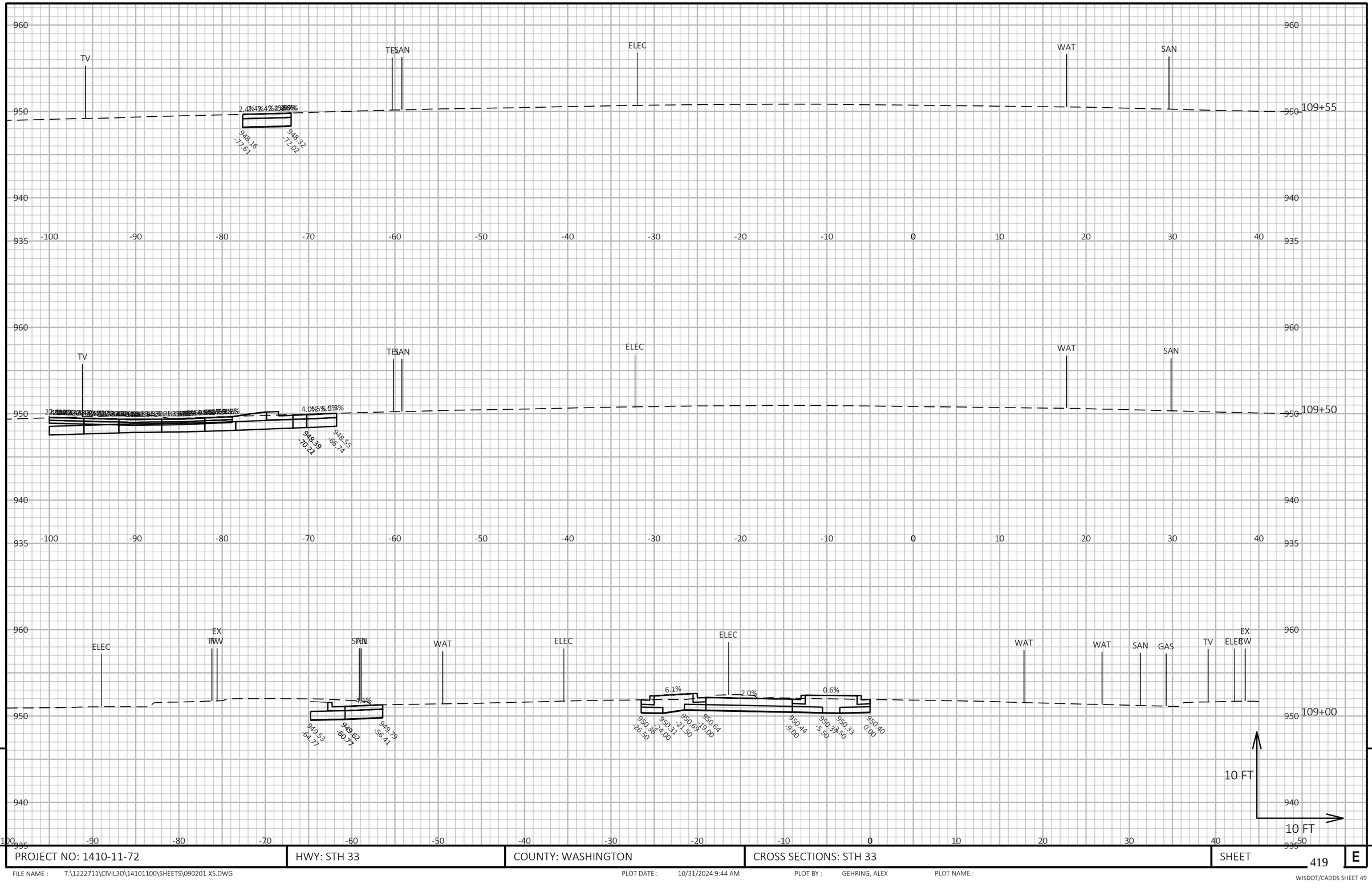
9

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 418	E



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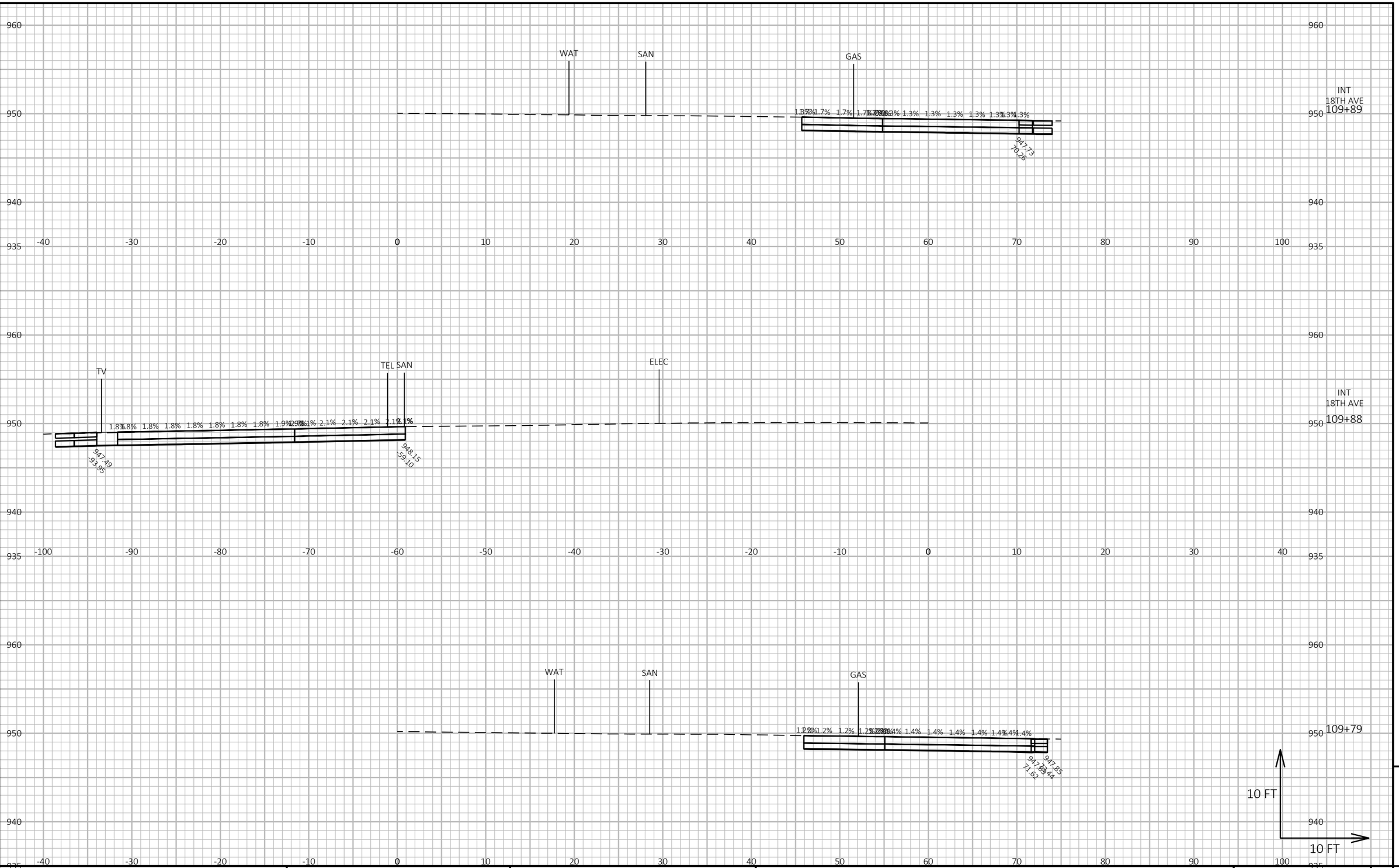
9

PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 419	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/31/2024 9:44 AM PLOT BY : GEHRING, ALEX PLOT NAME :

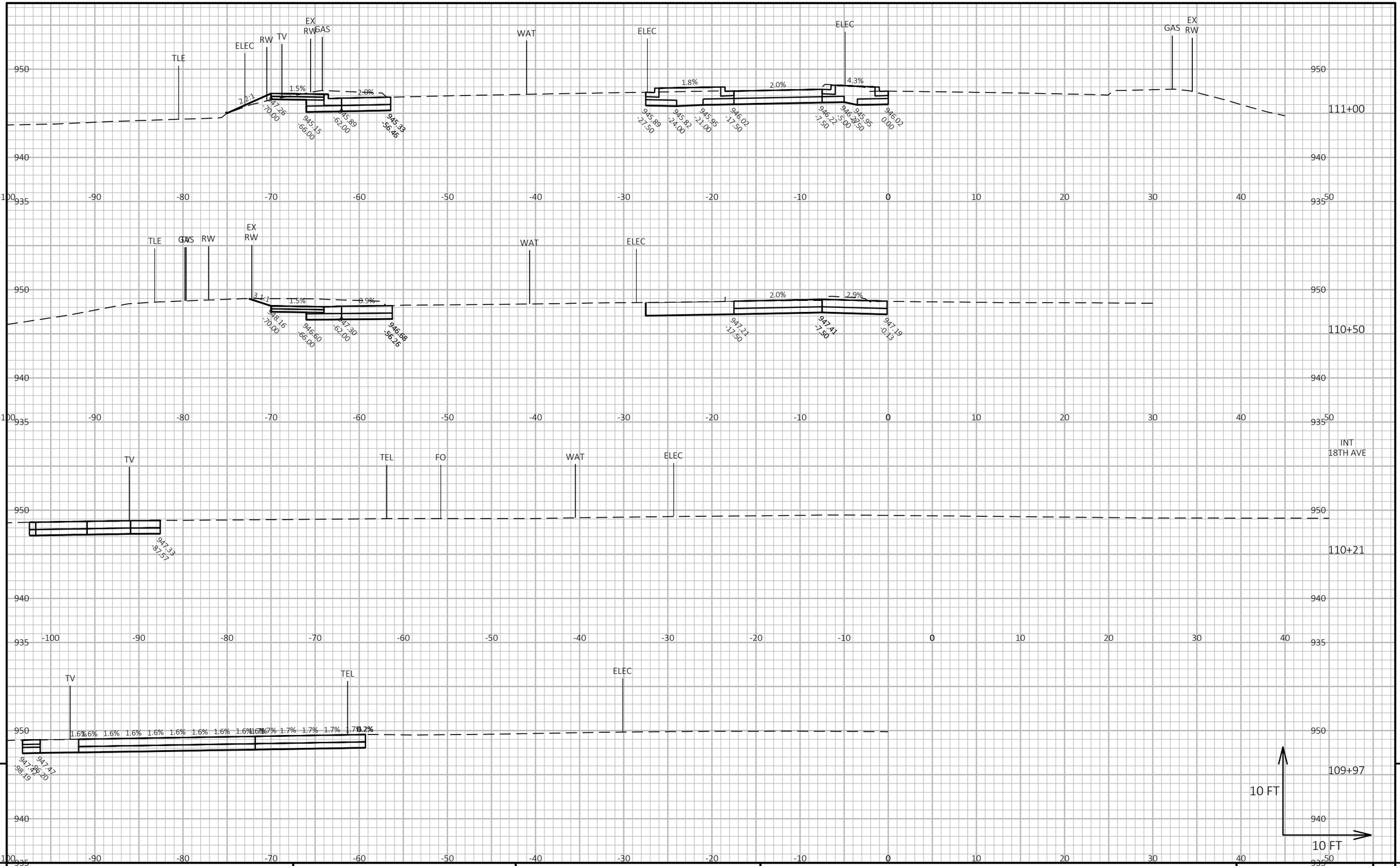
WISDOT/CADDS SHEET 49



9

9

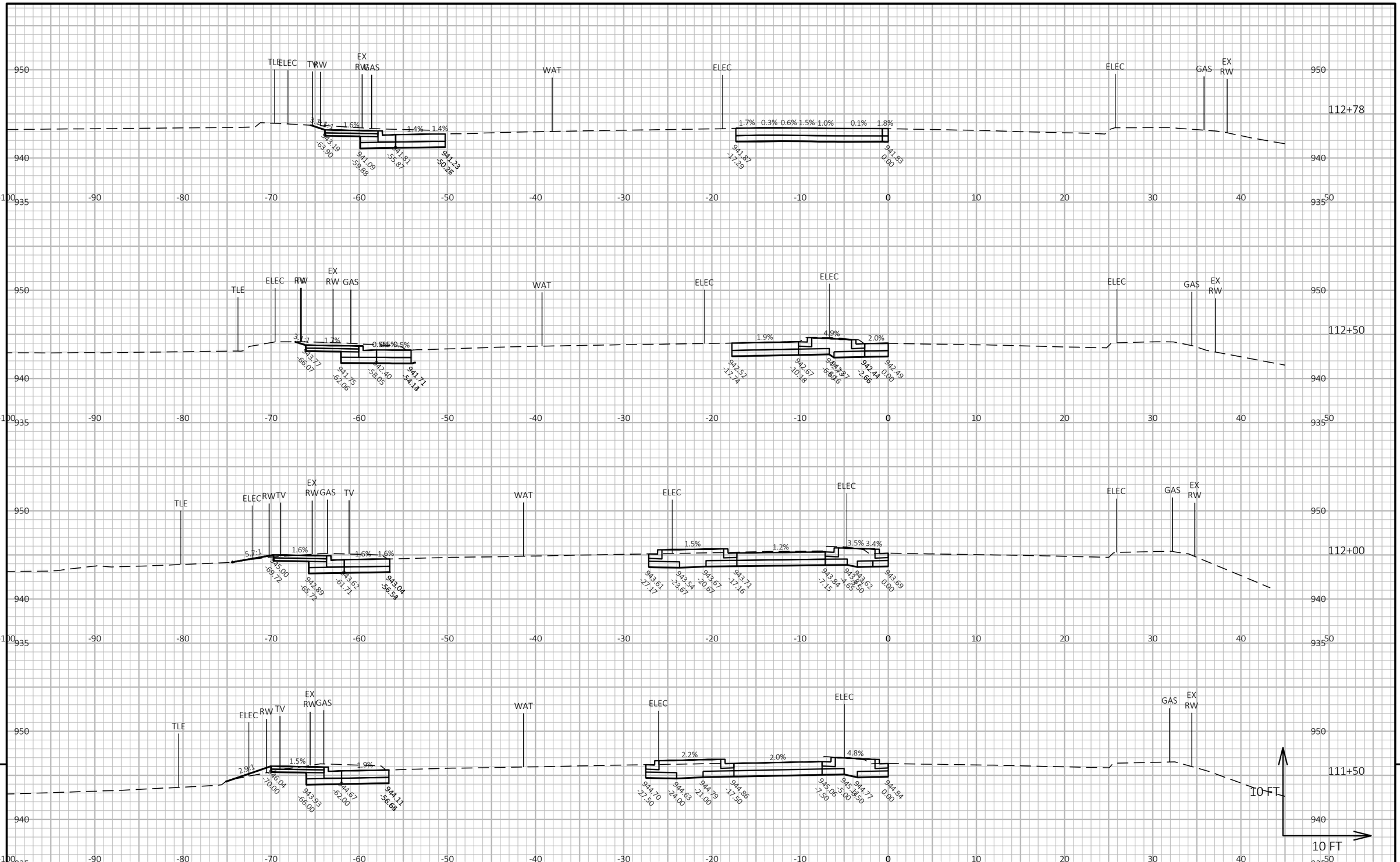
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 420	E



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 421	E

FILE NAME : T:\1222711\CIVIL3D\141011100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:07 PM PLOT BY : GEHRING, ALEX PLOT NAME :

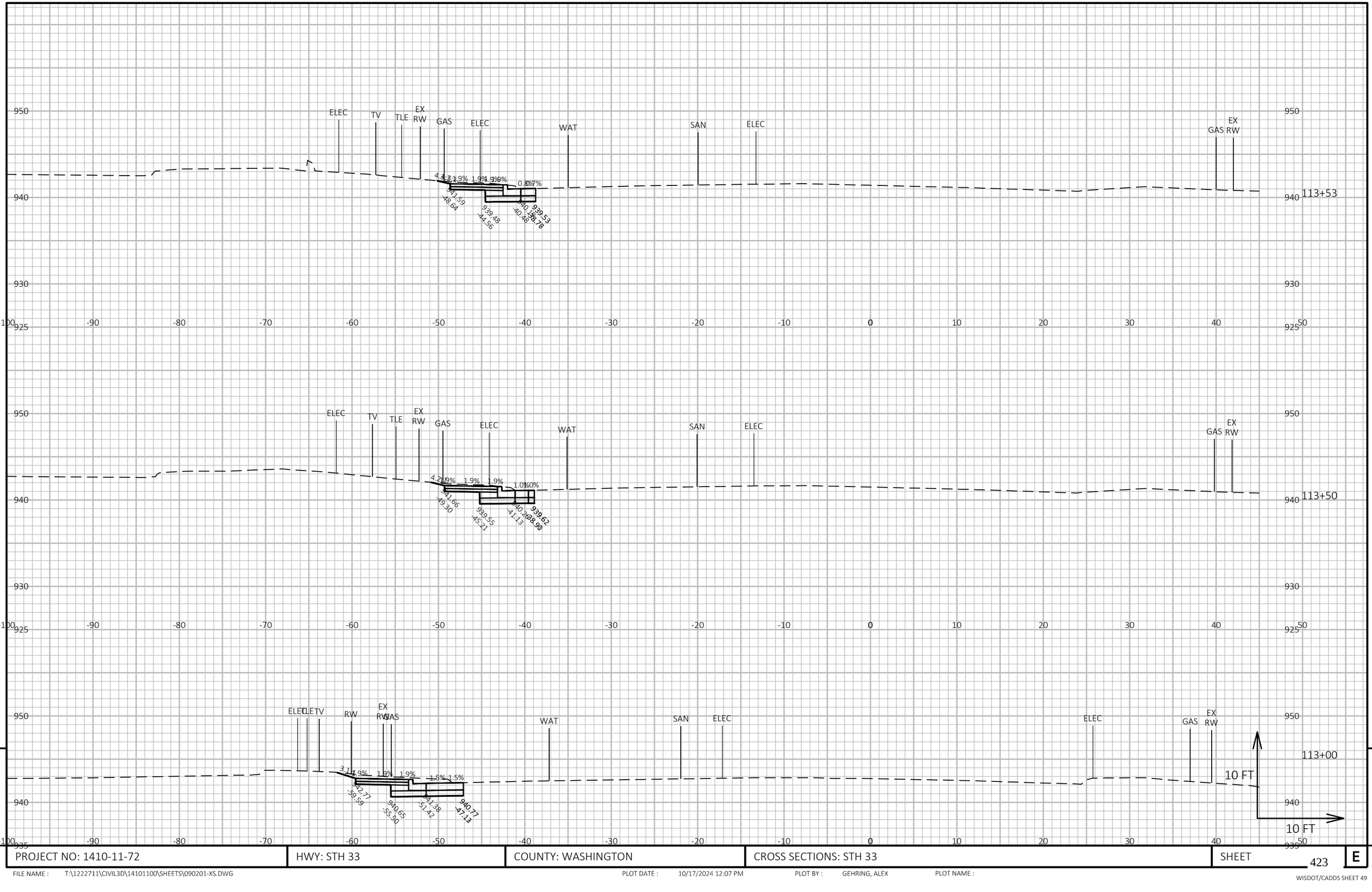
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 422	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:07 PM PLOT BY : GEHRING, ALEX PLOT NAME :

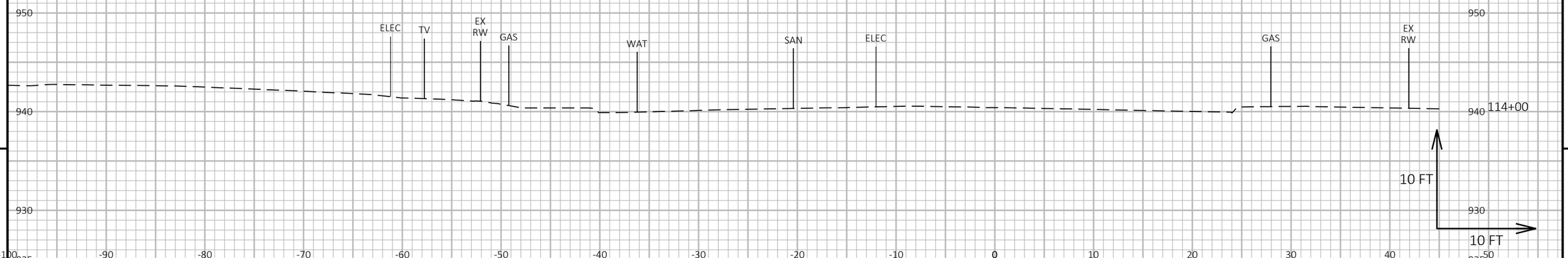
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 423 E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:07 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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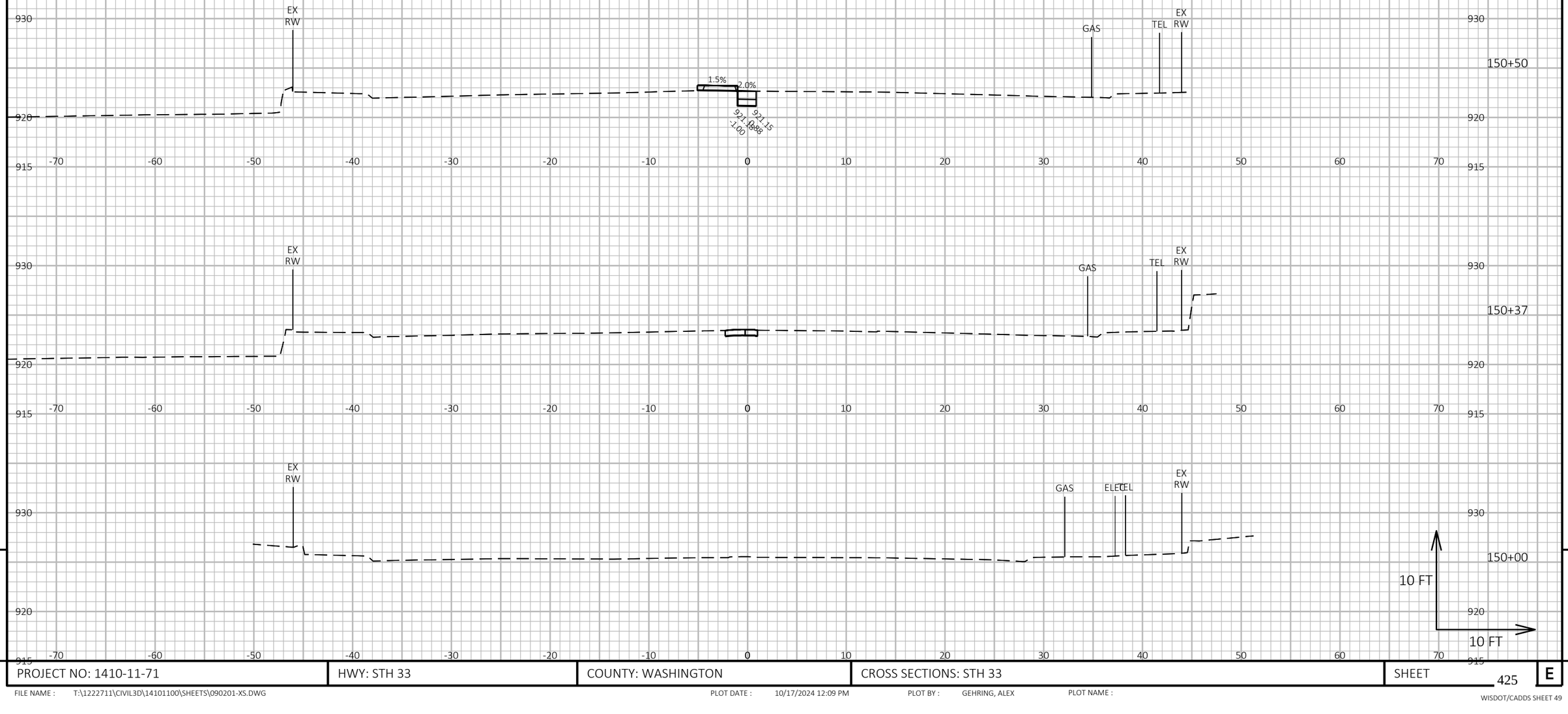
PROJECT NO: 1410-11-72	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 424	E



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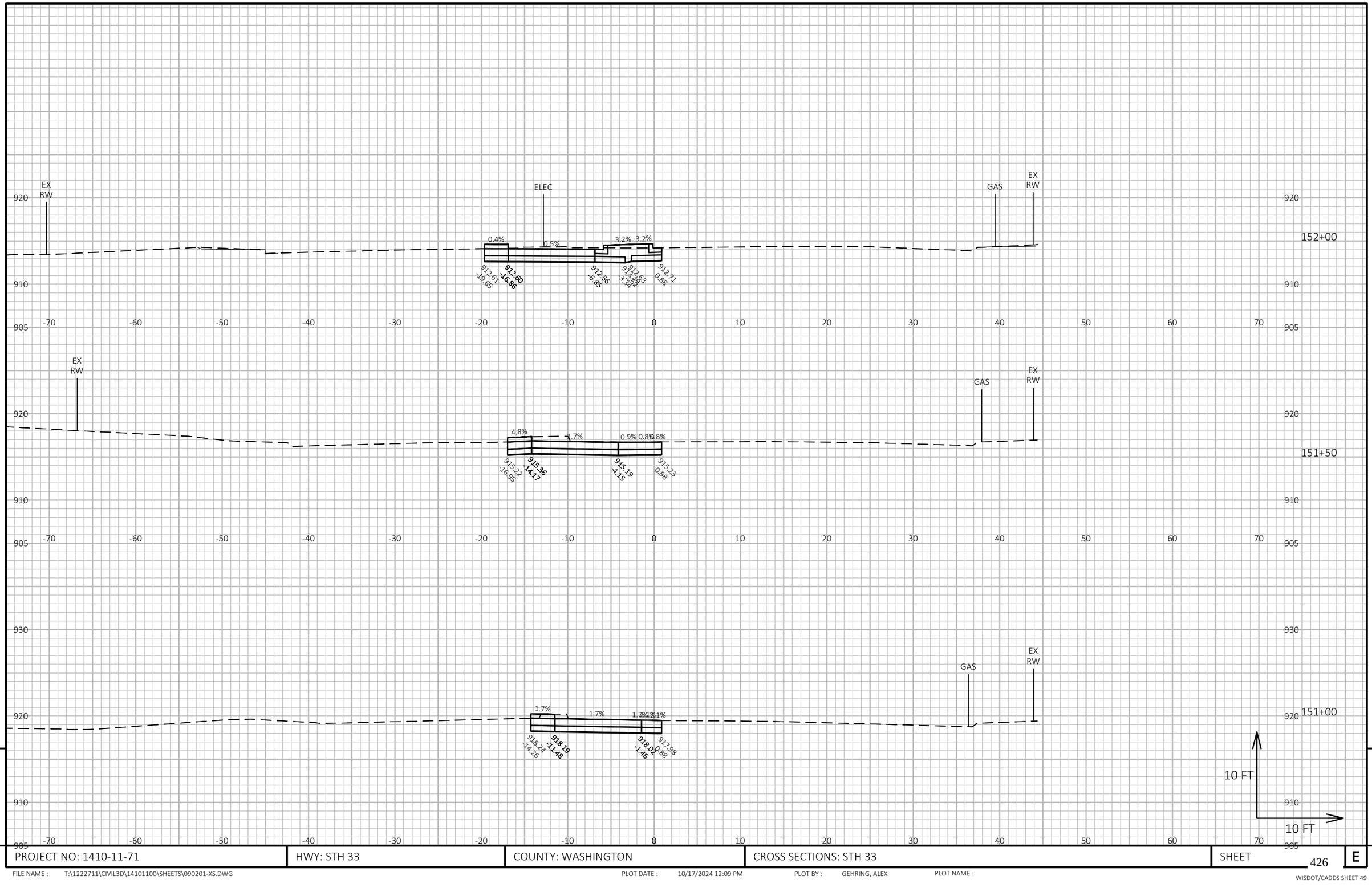
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 425	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:09 PM PLOT BY : GEHRING, ALEX PLOT NAME :

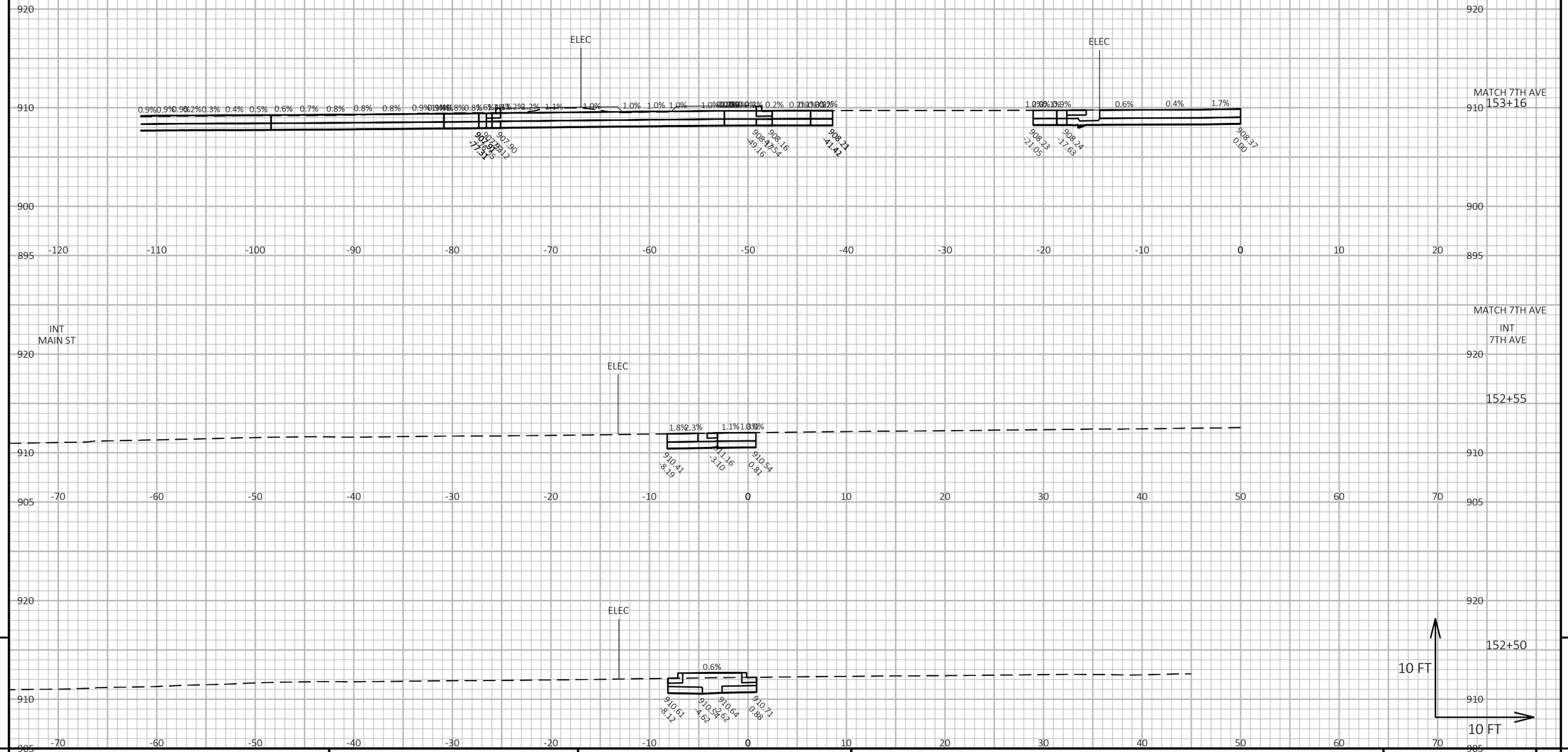
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 426	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:09 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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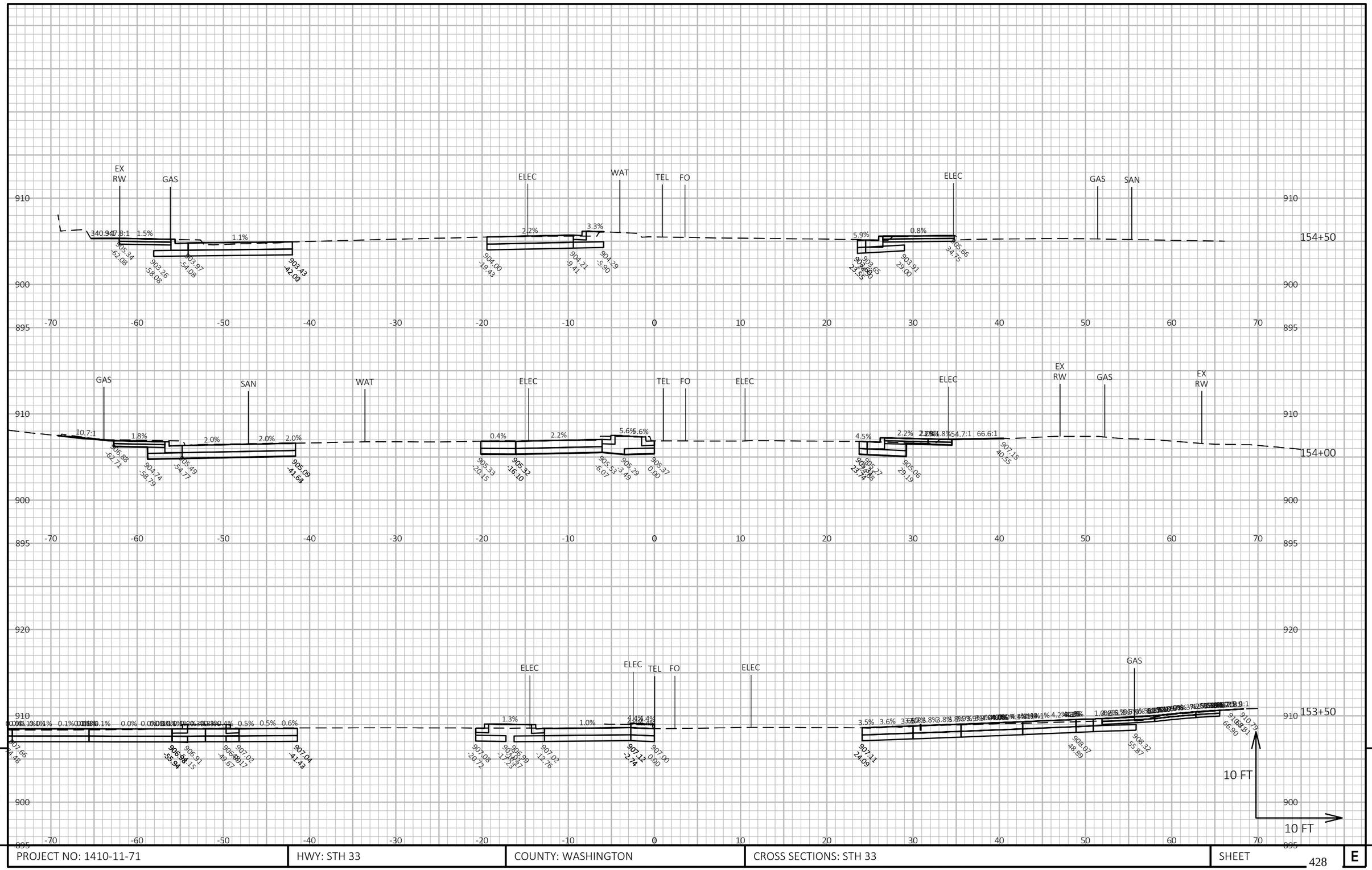
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 427	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:09 PM PLOT BY : GEHRING, ALEX PLOT NAME :

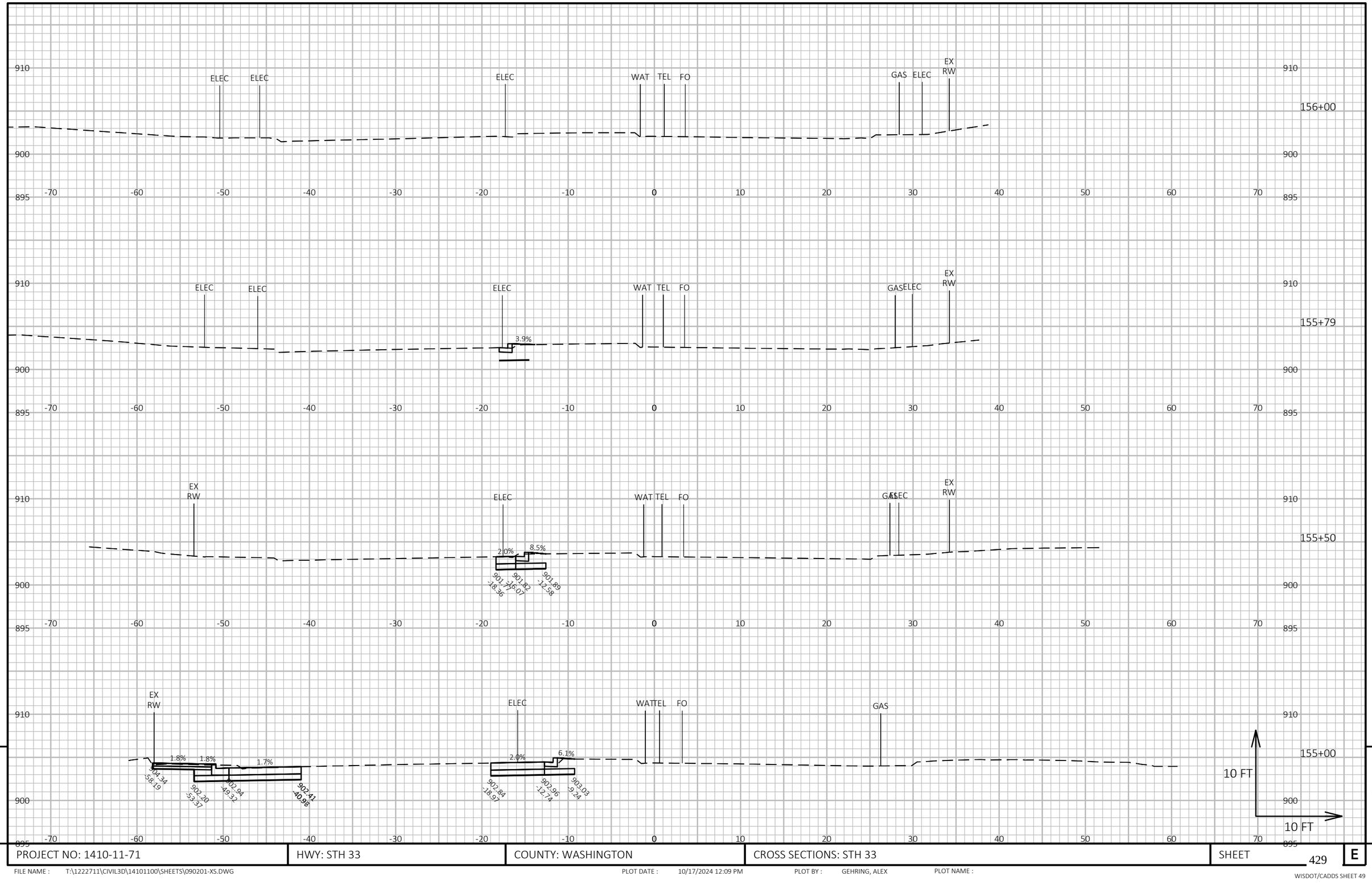
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 428	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/31/2024 9:48 AM PLOT BY : GEHRING, ALEX PLOT NAME :

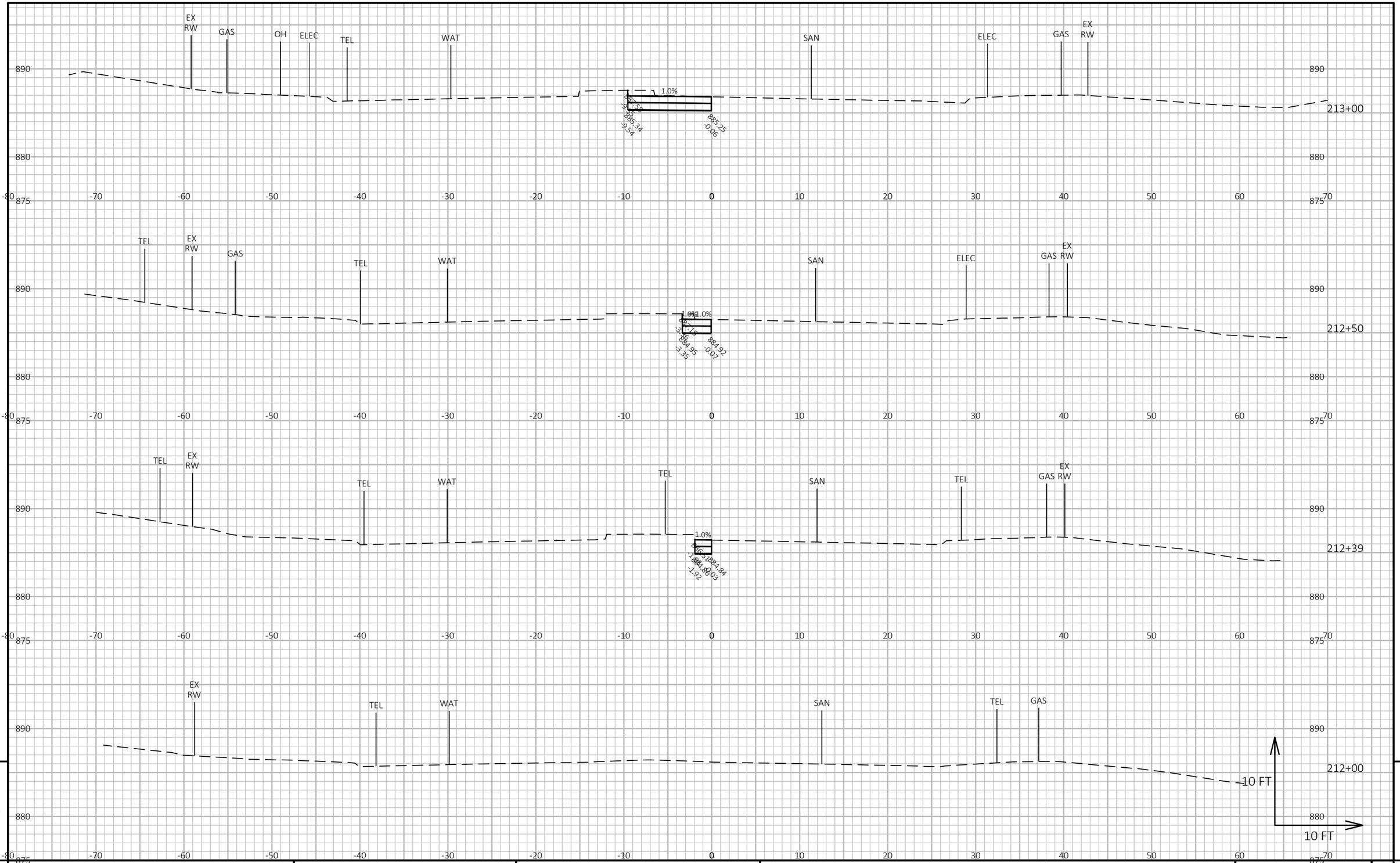
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 429	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:09 PM PLOT BY : GEHRING, ALEX PLOT NAME :

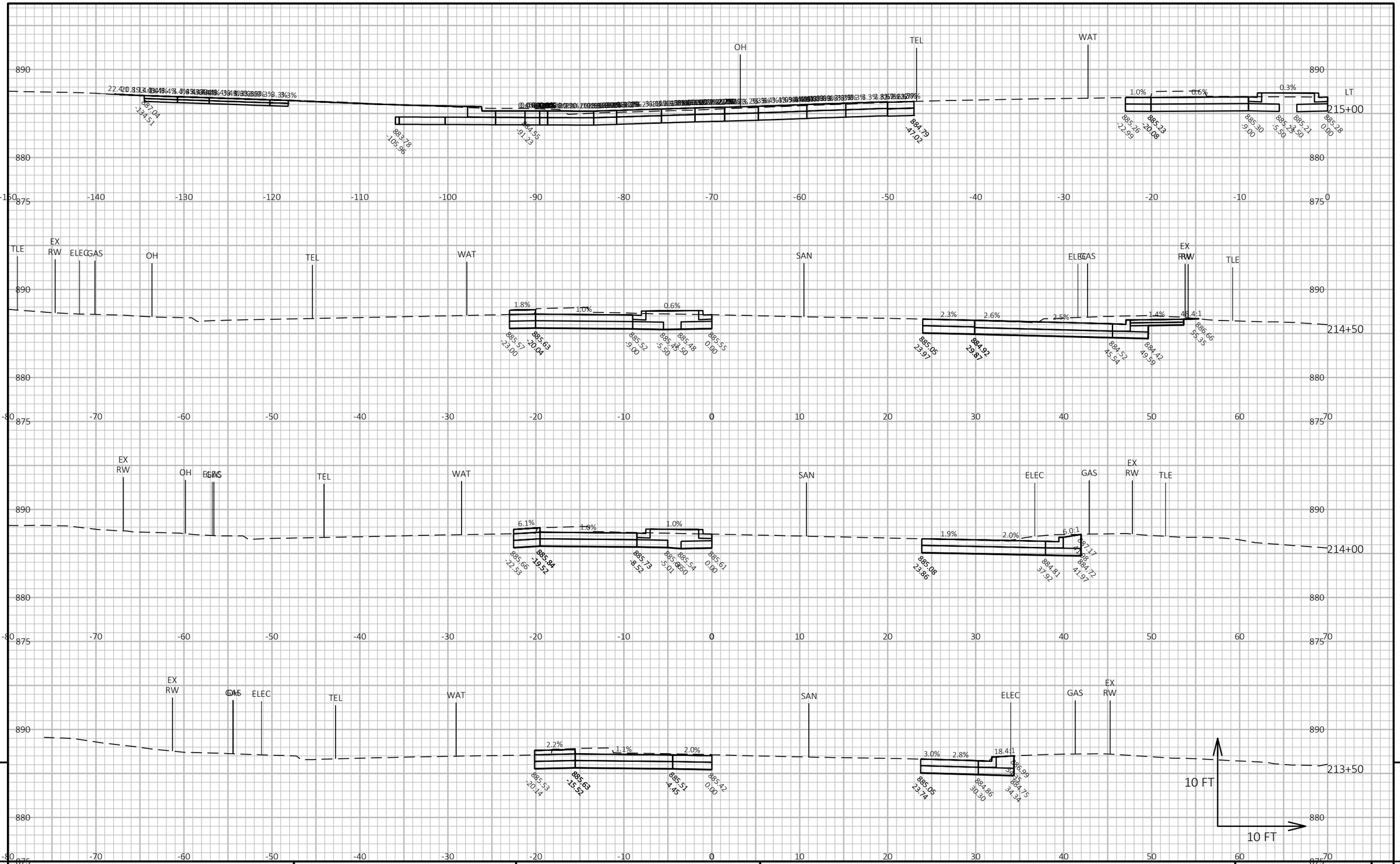
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 430	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:10 PM PLOT BY : GEHRING, ALEX PLOT NAME :

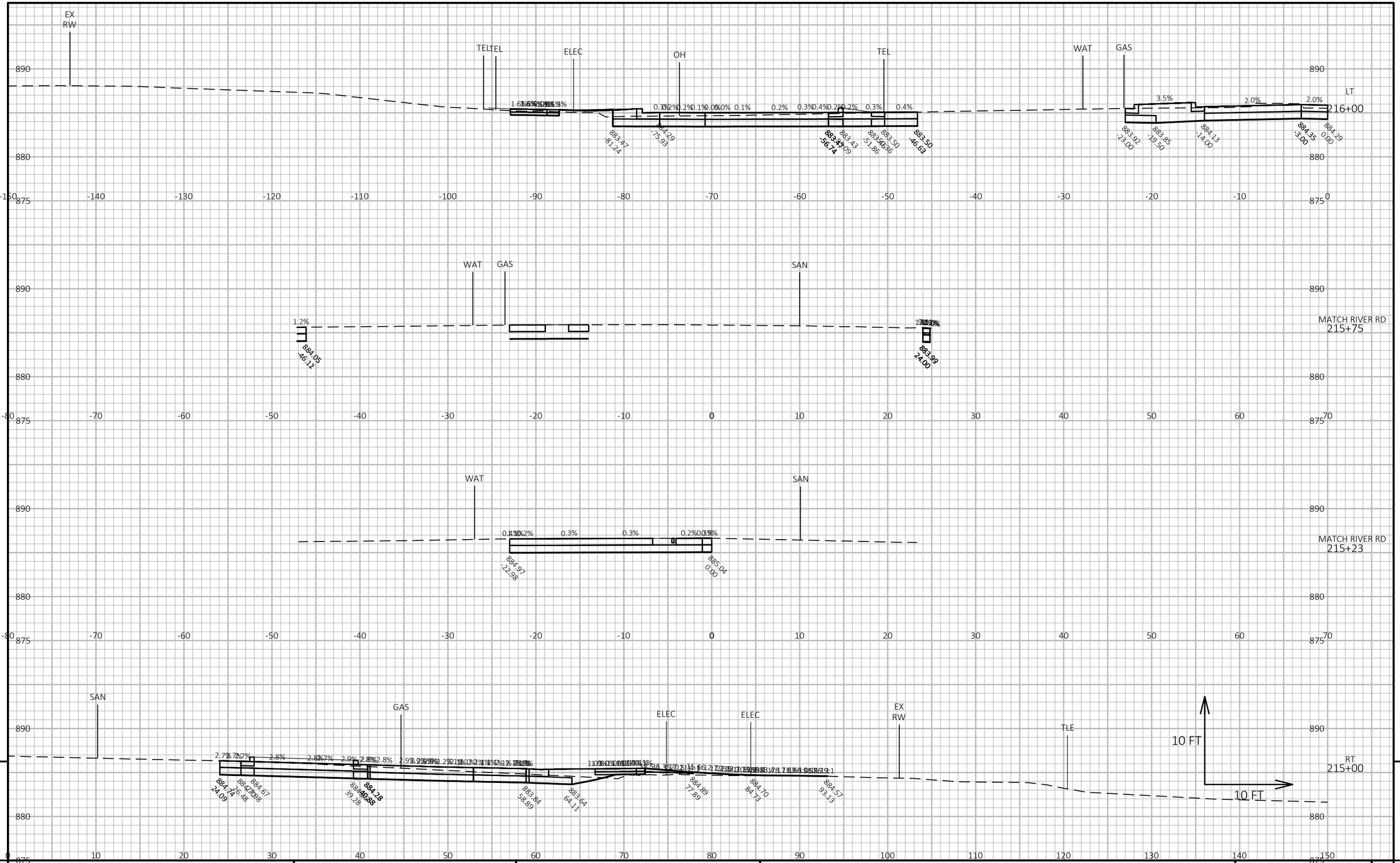
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 431	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/31/2024 9:50 AM PLOT BY : GEHRING, ALEX PLOT NAME :

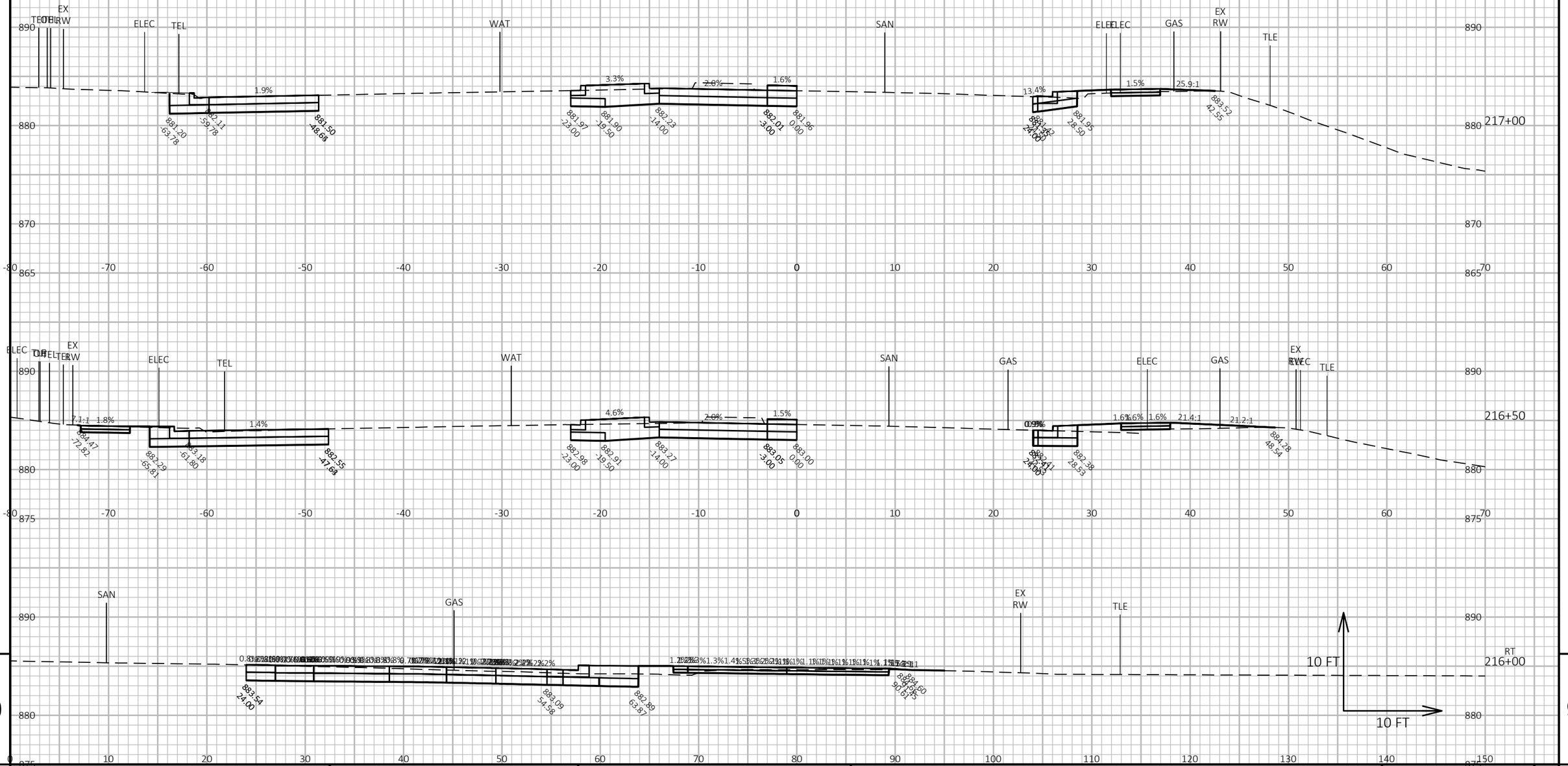
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 432	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:11 PM PLOT BY : GEHRING, ALEX PLOT NAME :

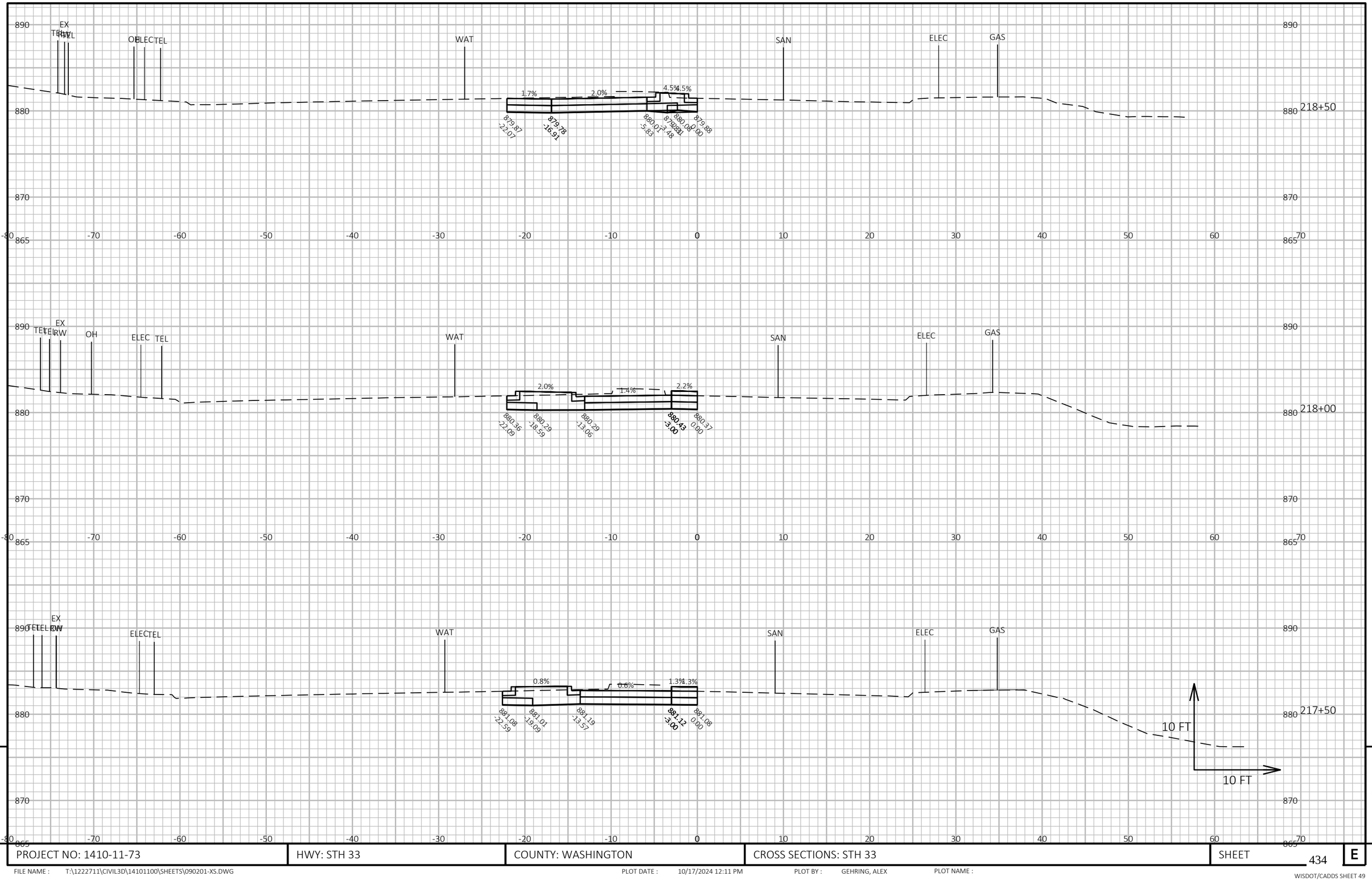
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 433	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:11 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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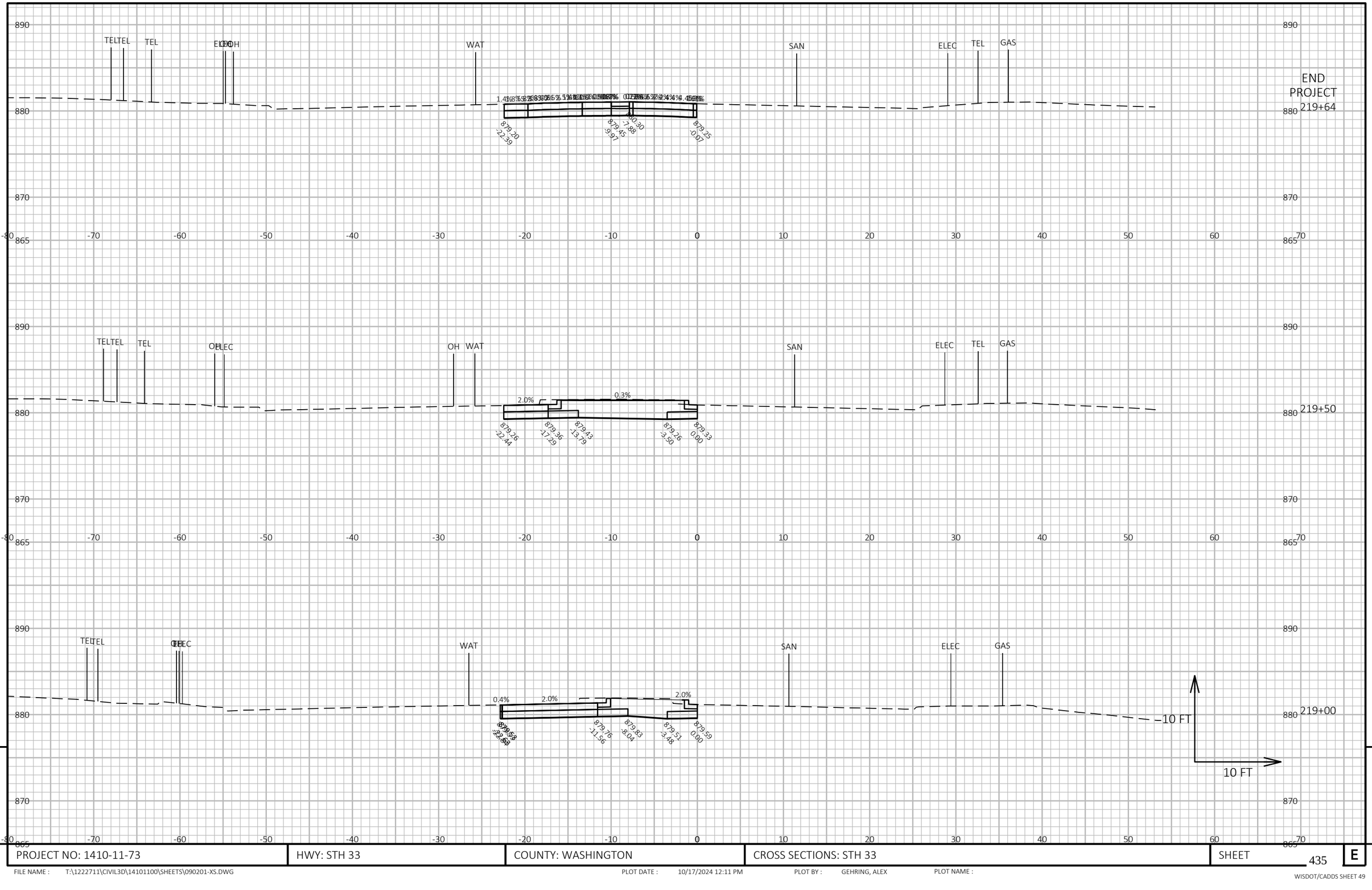
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 434	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:11 PM PLOT BY : GEHRING, ALEX PLOT NAME :

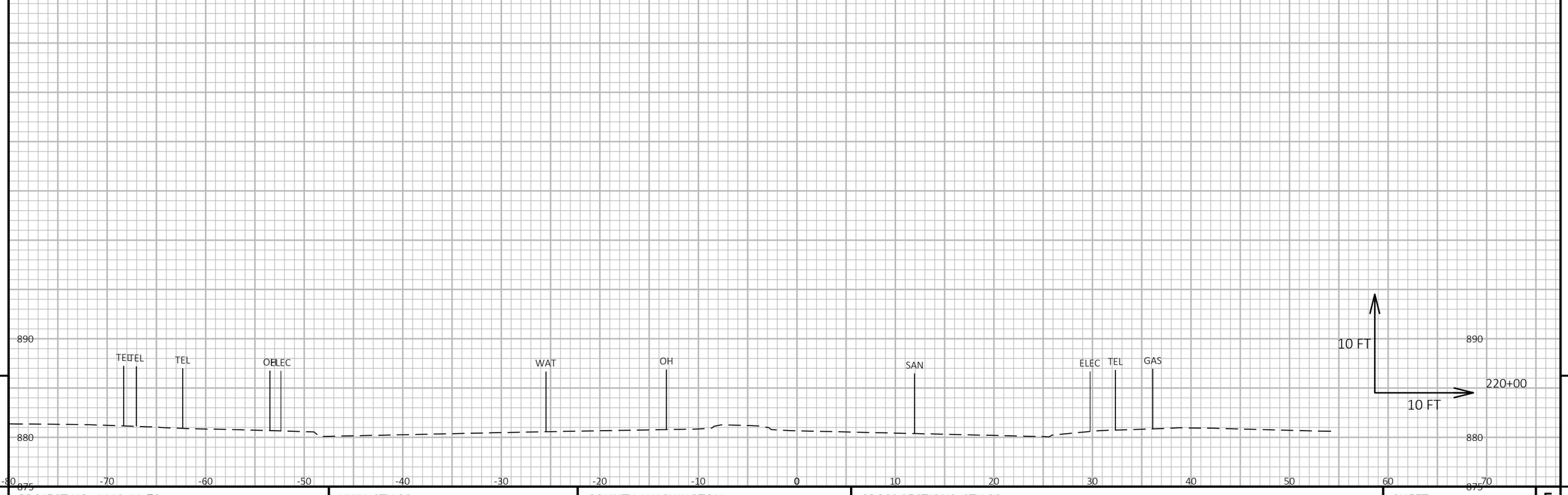
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 435	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:11 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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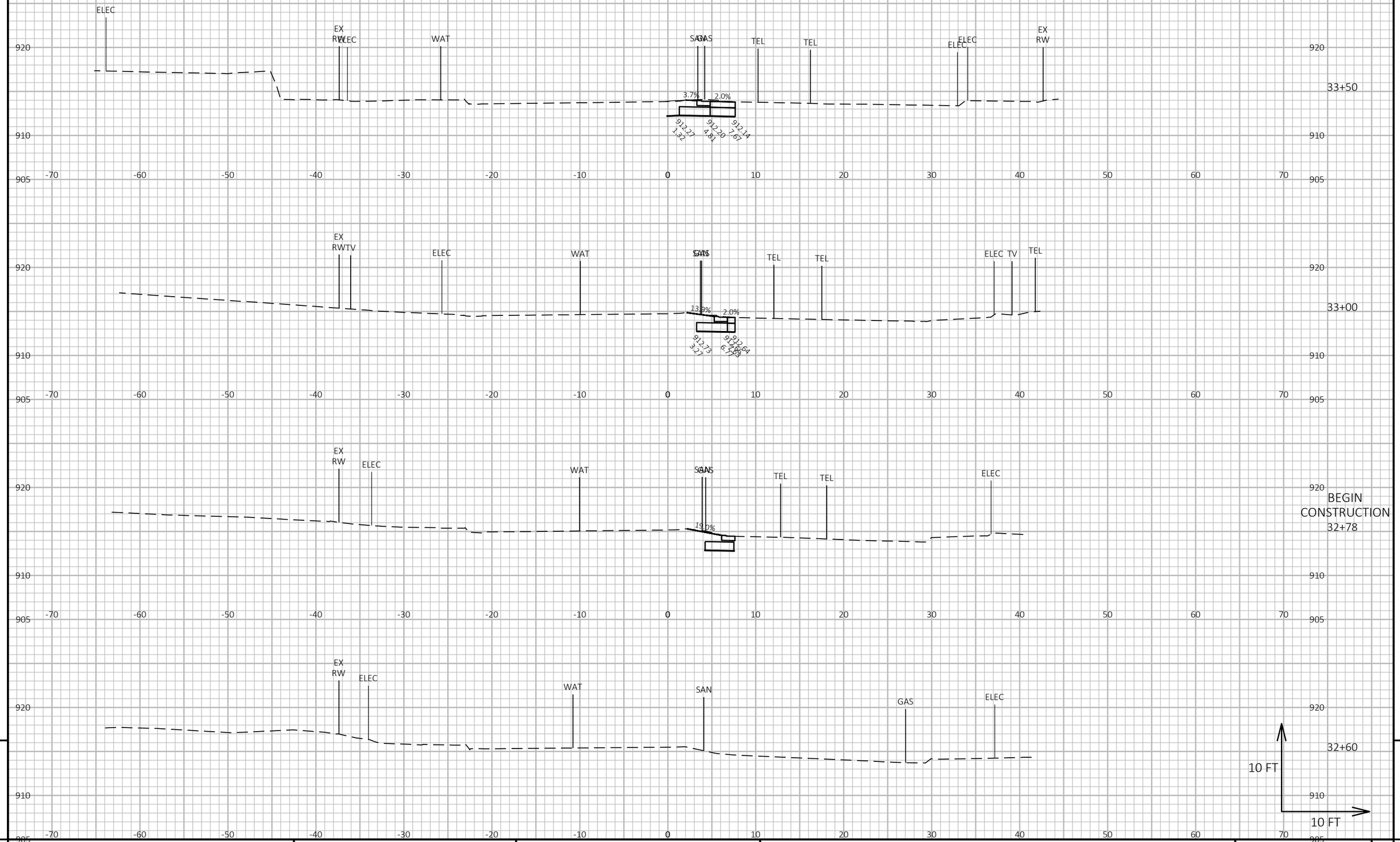
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: STH 33	SHEET 436	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:11 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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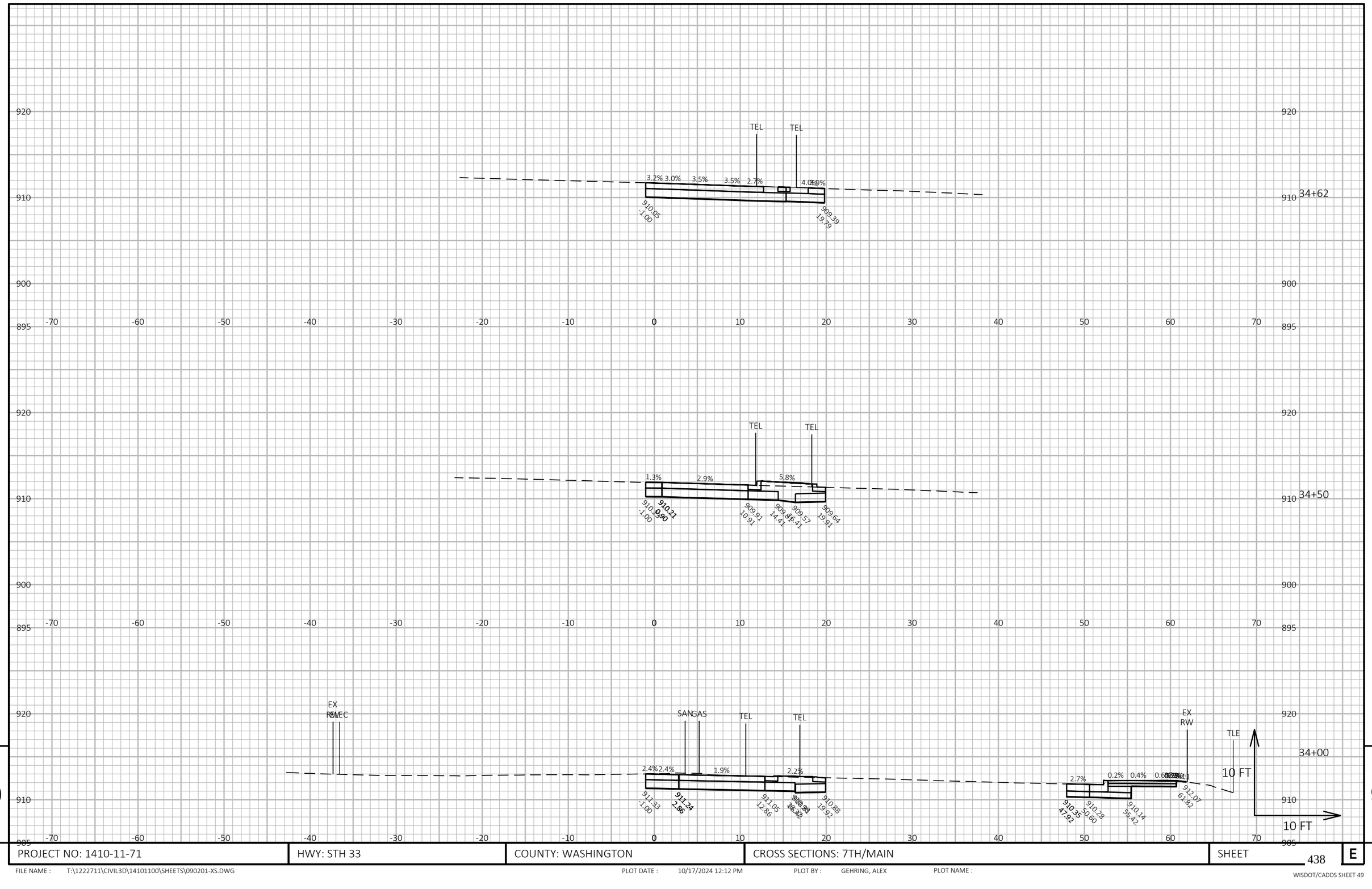
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: 7TH/MAIN	SHEET 437	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:12 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



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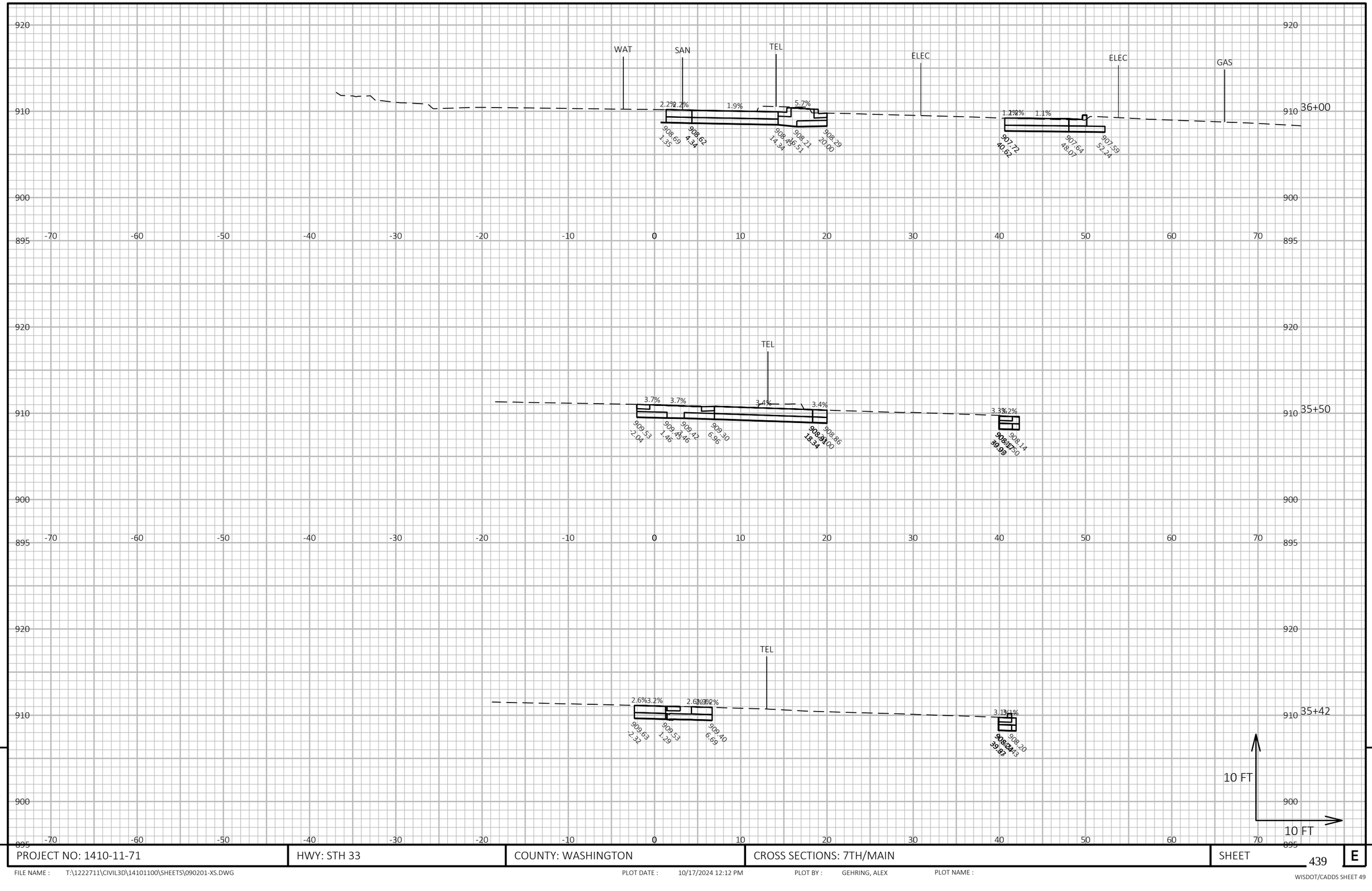
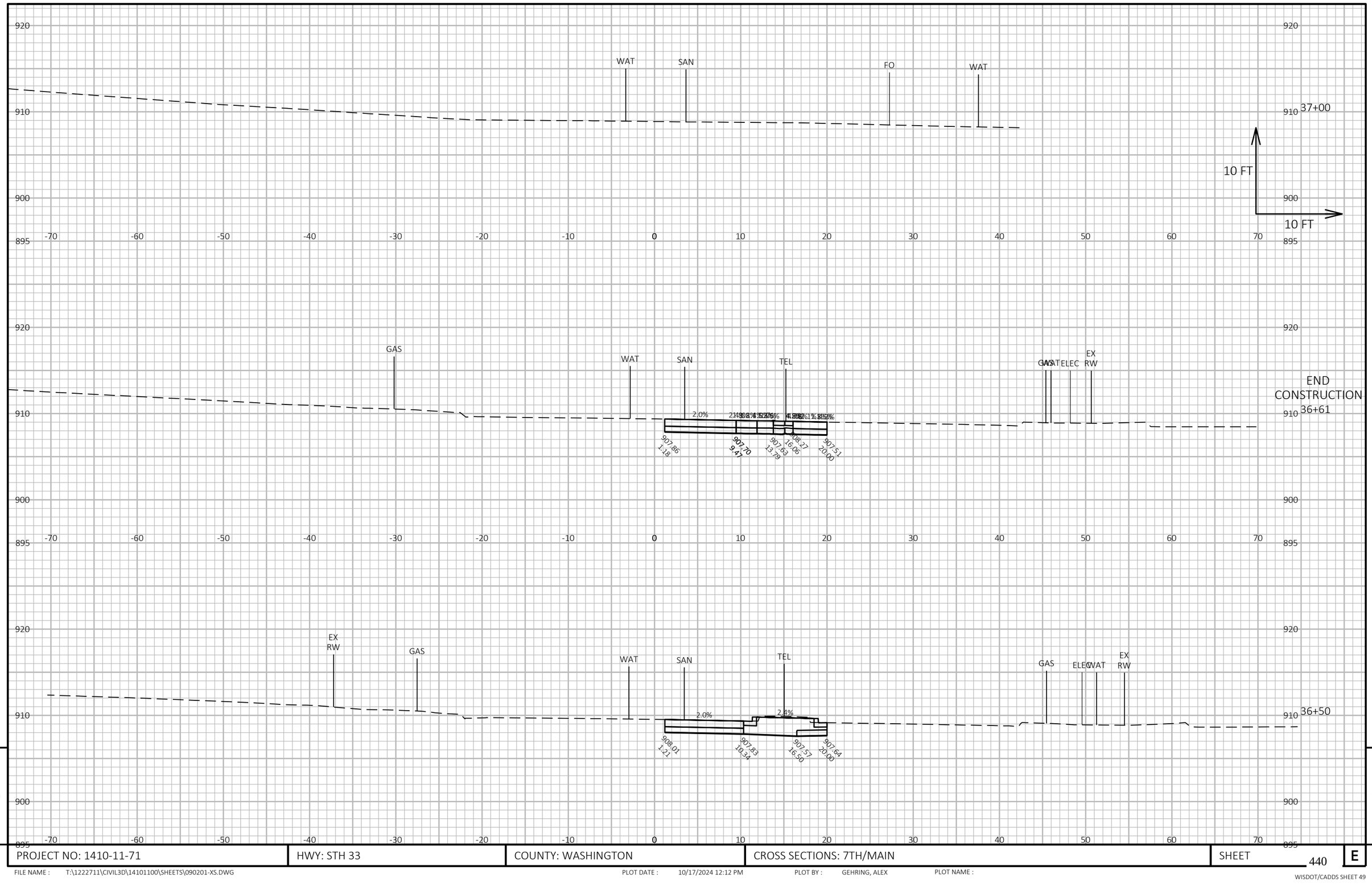
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: 7TH/MAIN	SHEET 438	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:12 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



9	PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: 7TH/MAIN	SHEET 439 E



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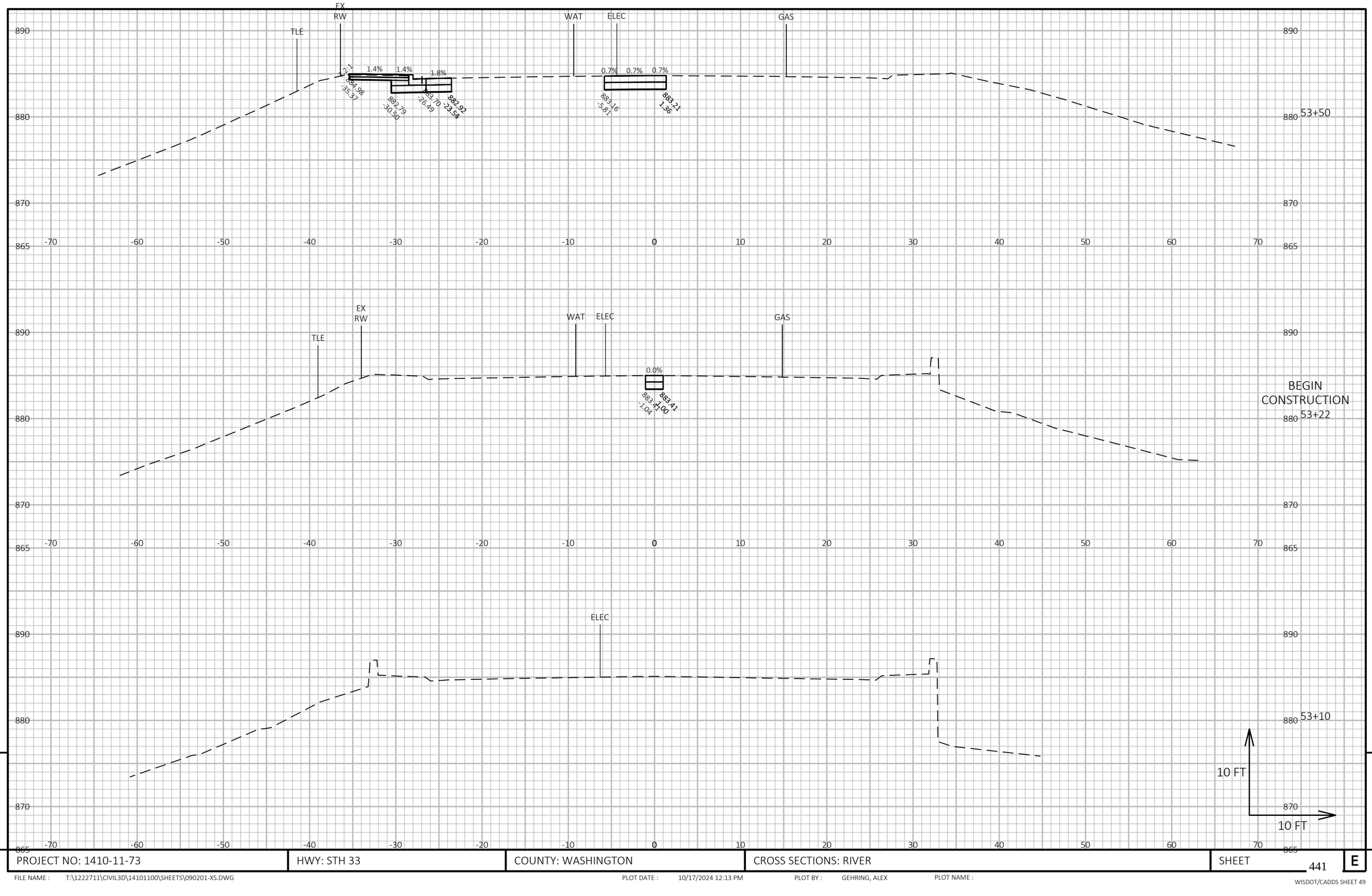
PROJECT NO: 1410-11-71	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: 7TH/MAIN	SHEET 440	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:12 PM PLOT BY : GEHRING, ALEX PLOT NAME :

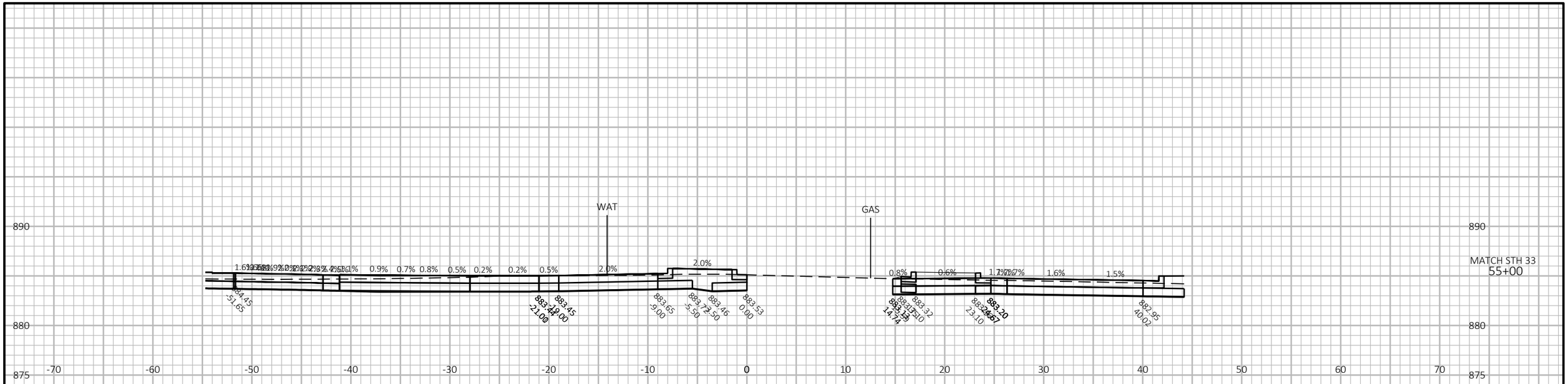
WISDOT/CADDS SHEET 49

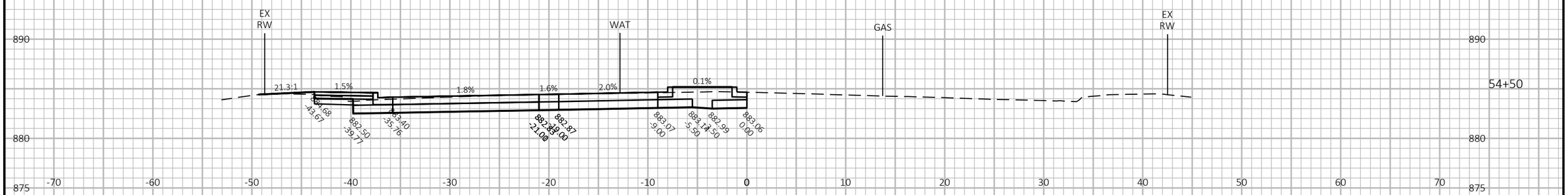


PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: RIVER	SHEET 441	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:13 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49





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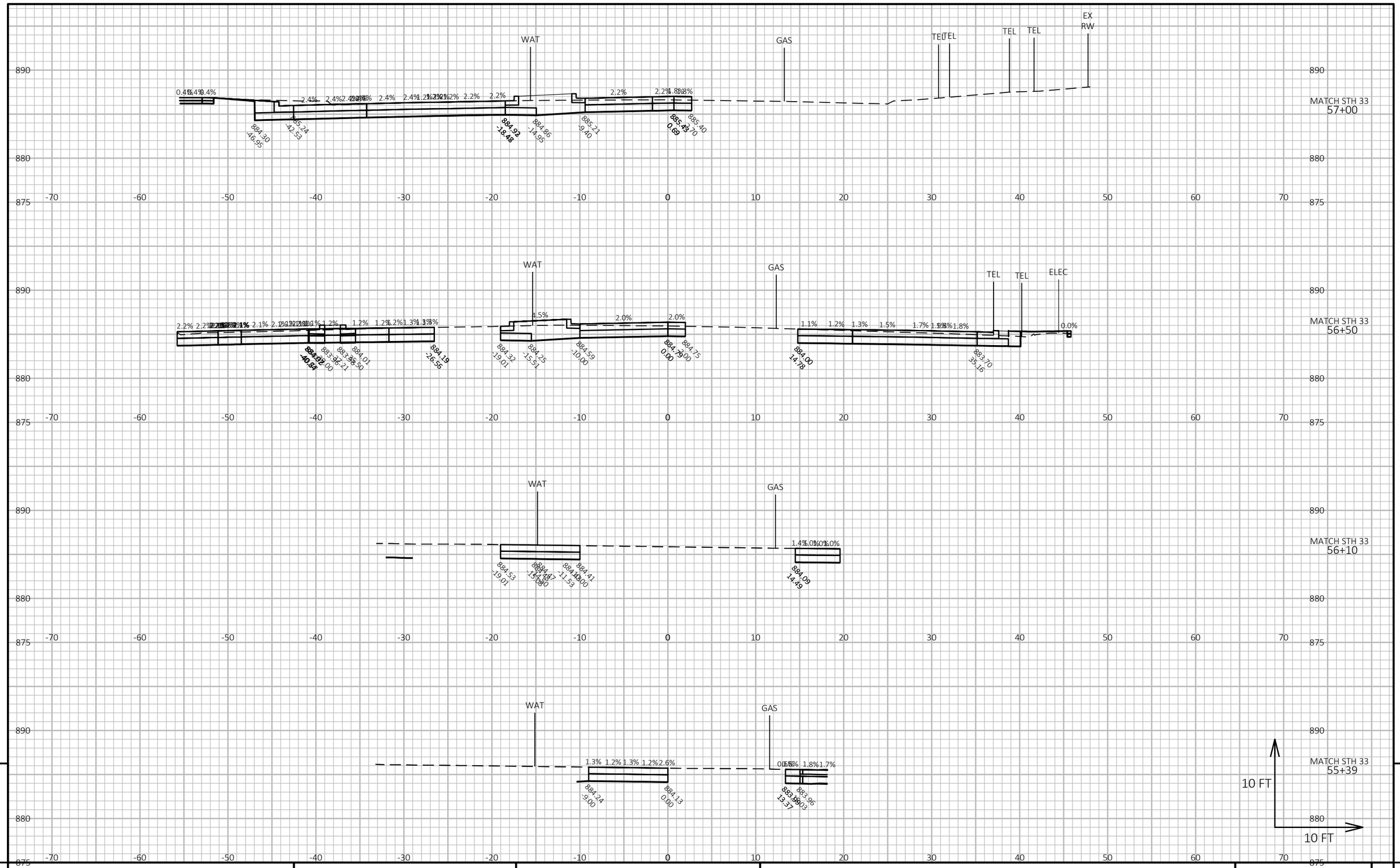
PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: RIVER	SHEET 442	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:13 PM PLOT BY : GEHRING, ALEX PLOT NAME :

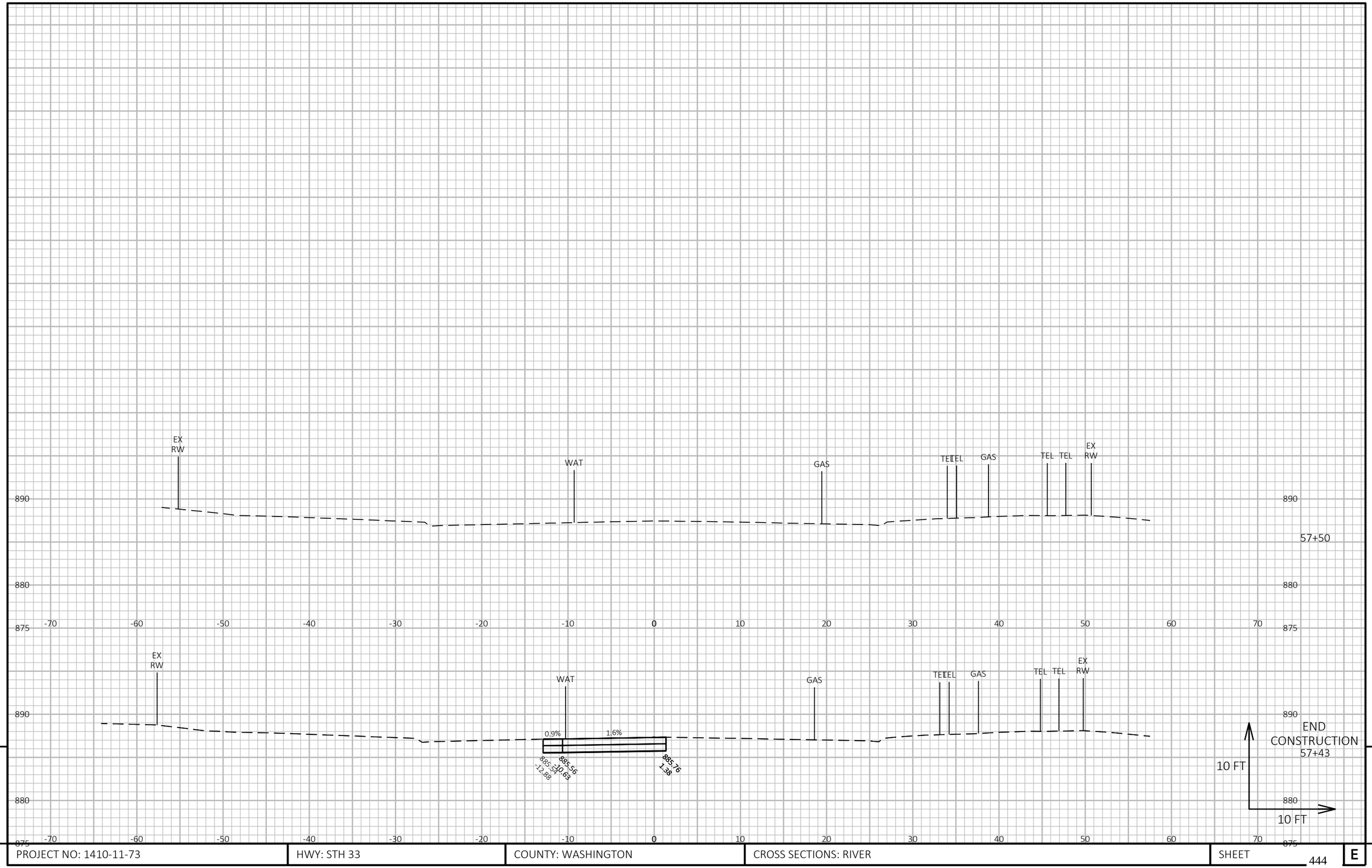
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: RIVER	SHEET 443	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:13 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 1410-11-73	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS: RIVER	SHEET 444	E

FILE NAME : T:\1222711\CIVIL3D\14101100\SHEETS\090201-XS.DWG PLOT DATE : 10/17/2024 12:13 PM PLOT BY : GEHRING, ALEX PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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