

WKE

PROJECT ID: 3110-08-70

WITH: N/A

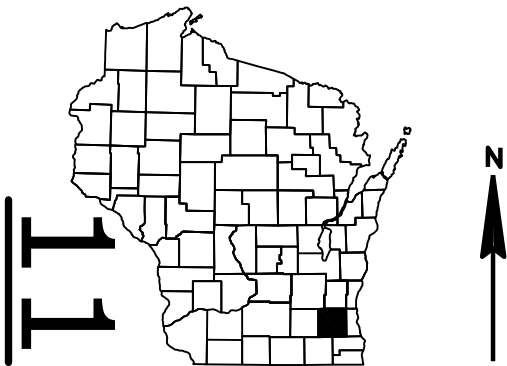
COUNTY: WAUKESHA

NOVEMBER 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 = 524



			STH 67 TO WEST OF CTH E	WEST OF CTH E TO OAKRIDGE DR	OAKRIDGE DR TO CTH X
A.A.D.T.	2025	=	6,800	7,300	11,500
A.A.D.T.	2045	=	6,800	7,800	12,000
D.H.V.		=	770	880	1,360
D.D.		=	57/43	57/43	57/43
T.		=	13.4%	13.2%	13.2%
DESIGN SPEED		=	35-55 MPH	35 MPH	35-55 MPH
ESALS		=	1,400,000	1,800,000	1,800,000

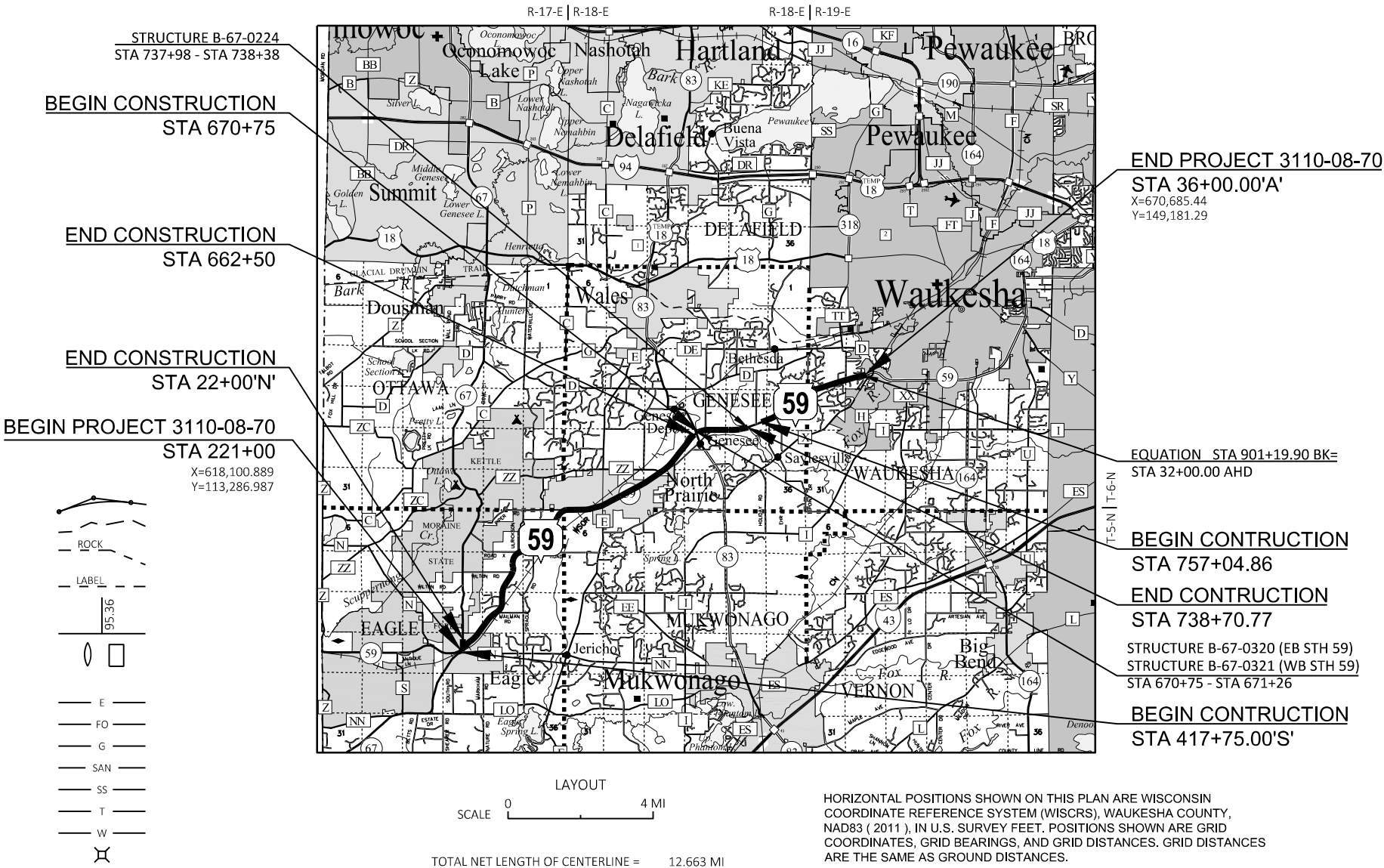
CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor _____ WISDOT _____

Designer _____ WISDOT _____

Project Manager _____ GARY METZER _____

Regional Examiner _____ REGIONAL EXAMINER _____

Regional Supervisor _____ JANET CANNON _____

APPROVED FOR THE DEPARTMENT

DATE: 7/22/2025 _____ Gary Metzger (Signature) _____

E

STANDARD ABBREVIATIONS

AP	ACCESS POINT	PI	POINT OF INTERSECTION
AC	ACRE	PRC	POINT OF REVERSE CURVATURE
AGG	AGGREGATE	PT	POINT OF TANGENCY
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PVC	POLYVINYL CHLORIDE
ASPH	ASPHALTIC	PCC	PORTLAND CEMENT CONCRETE
AVG	AVERAGE	LB	POUND
B/L	BASE LINE	PE	PRIVATE ENTRANCE
BM	BENCH MARK	PROJ	PROJECT
CB	CATCH BASIN	PL	PROPERTY LINE
C/L	CENTER LINE	PB#	PULL BOX
CC	CENTER TO CENTER	R	RADIUS
CE	COMMERCIAL ENTRANCE	RR	RAILROAD
CONC	CONCRETE	R/L	REFERENCE LINE
CO	COUNTY	RCPA	REINFORCED CONCRETE PIPE ARCH
CTH	COUNTY TRUNK HIGHWAY	REBAR	REINFORCEMENT BAR
CABC	CRUSHED AGGREGATE BASE COURSE	REINF	REINFORCING OR REINFORCEMENT
CY	CUBIC YARD	REQD	REQUIRED
CPRC	CULVERT PIPE REINFORCED CONCRETE	RW	RETAINING WALL
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RT	RIGHT
CPT	CULVERT PIPE TEMPORARY	R/W	RIGHT-OF-WAY
C & G	CURB AND GUTTER	RD	ROAD
DHV	DESIGN HOUR VOLUME	RDWY	ROADWAY
DIA	DIAMETER	SAN	SANITARY SEWER
DD	DIRECTIONAL DISTRIBUTION	SEC	SECTION
DISCH	DISCHARGE	SHLDR	SHOULDER
DWY	DRIVEWAY	SW	SIDEWALK
E	EAST	SB#	SIGNAL BASE
X	EAST GRID COORDINATE	S	SOUTH
EB	EASTBOUND	SB	SOUTHBOUND
ELEV	ELEVATION	SP	SPECIAL
EW	ENDWALL	SPECS	SPECIFICATIONS
ESALS	EQUIVALENT SINGLE AXLE LOADS	SF	SQUARE FEET
EXC	EXCAVATION	SY	SQUARE YARD
EBS	EXCAVATION BELOW SUBGRADE	STD	STANDARD
EXIST	EXISTING	SDD	STANDARD DETAIL DRAWINGS
FERT	FERTILIZE	STH	STATE TRUNK HIGHWAYS
FE	FIELD ENTRANCE	STA	STATION
FAB	FLASHING ARROW BOARD	SSD	STOPPING SIGHT DISTANCE
F/L	FLOW LINE	SS	STORM SEWER
FT	FOOT	SSPC	STORM SEWER PIPE COMPOSITE
FTMS	FREEWAY TRAFFIC MANAGEMENT SYSTEM	SSPNRC	STORM SEWER PIPE NON REINFORCED CONCRETE
HES	HIGH EARLY STRENGTH	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
CWT	HUNDREDWEIGHT	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
IN DIA	INCH DIAMETER	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
INL	INLET	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
ID	INSIDE DIAMETER	STR	STRUCTURE OR STRUCTURAL
INV	INVERT	SE	SUPERELEVATION
IP	IRON PIPE OR PIN	SURF	SURFACE
LT	LEFT	TEL	TELEPHONE
LF	LINEAR FOOT	TEMP	TEMPORARY
LS	LUMP SUM	TLE	TEMPORARY LIMITED EASEMENT
MH	MANHOLE	TPM	TEMPORARY PAVEMENT MARKING
MP	MARKER POST	T	TON
M/L	MATCH LINE	TC	TOP OF CURB
MB	MESSAGE BOARD	TYP	TYPICAL
NC	NORMAL CROWN	VERT	VERTICAL
N	NORTH	VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE	VPCC	VERTICAL POINT OF COMPOUND CURVE
NB	NORTHBOUND	VPC	VERTICAL POINT OF CURVE
NO	NUMBER	VPI	VERTICAL POINT OF INTERSECTION
OBLIT	OBLITERATE	VPRC	VERTICAL POINT OF REVERSE CURVE
OD	OUTSIDE DIAMETER	VPT	VERTICAL POINT OF TANGENCY
PAVT	PAVEMENT	W	WEST
PLE	PERMANENT LIMITED EASEMENT	WB	WESTBOUND
PACS	PIPE ARCH CORRUGATED STEEL		
PU	PIPE UNDERDRAIN		
PUU	PIPE UNDERDRAIN UNPERFORATED		
PUW	PIPE UNDERDRAIN WRAPPED		
PT	POINT		
PCC	POINT OF COMPOUND CURVE		
PC	POINT OF CURVATURE		

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB AND GUTTER.

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.

CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING, TURNING, BIKE OR PARKING LANES UNLESS DIRECTED OTHERWISE BY THE ENGINEER. OBTAIN THE ENGINEERS APPROVAL FOR THE LOCATIONS OF JOINTS IN ASPHALT PAVEMENT PRIOR TO PAVING OPERATIONS.

CONSTRUCT INSIDE EDGE OF SIDEWALK $\frac{1}{2}$ INCH HIGHER THAN TOP OF CURB WHEN THEY ARE ADJACENT TO EACH OTHER.

PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

RESHAPE, RESTORE AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.

TRAFFIC AND EROSION CONTROL ITEMS AS SHOWN IN THE PLAN ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL PLACE RING(S) AT REFERENCE AND/OR SECTION CORNER MONUMENTS DURING HMA PAVING OPERATIONS TO PERPETUATE THE MONUMENTS. THE RING(S) WILL BE REUSED FROM EXISTING MONUMENTS OR SUPPLIED BY THE CONTRACTOR. RING INSTALLATION SHALL BE INCIDENTAL TO HMA PAVING.

CONTACT THE PROJECT ENGINEER, THE COUNTY SURVEYOR, AND SEWRPC AT LEAST TWO WEEKS BEFORE WORKING NEAR ANY SECTION CORNER MONUMENT.

ALL DISTURBED/GRADED/SOIL STOCKPILE AREAS SHALL BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) DAYS OF ANY CONTRACTOR DISTURBANCE. IF ANY DISTURBED/GRADED/SOIL STOCKPILE AREAS WILL NOT BE PERMANENTLY RESTORED WITHIN FOURTEEN (14) DAYS, THEY SHALL RECEIVE TEMPORARY SEED AND MULCH WITHIN FOUR (4) DAYS OF THE INITIAL AND ANY NEW DISTURBANCES. ANY WETLAND AREAS SHALL BE TEMPORARY (OR PERMANENTLY) RESTORED WITHIN FORTY-EIGHT (48) HOURS OF ANY DISTURBANCE.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH.

EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AND BUSINESSES AT ALL TIMES.

HMA PAVEMENT

<u>300-FT W OF STH 67 TO 200-FT W OF RAILROAD (STA 221+00 - STA 491+41)</u>				<u>STH 67 (STA 11'N'+00 - STA 22'N'+00)</u>		
6" HMA PAVING:	4"	LOWER LAYER	3 MT 58-28 H	2" HMA PAVING:	2" SINGLE LAYER	4 MT 58-28 H
	2"	UPPER LAYER	4 MT 58-28 H			

<u>200-FT W OF RAILROAD TO 300-FT E OF OAKRIDGE DR (STA 491+41 - STA 536+41)</u>				<u>CTH E (STA 17+50 - STA 18+78)</u>		
5 $\frac{1}{2}$ " HMA PAVING:	3 $\frac{1}{4}$ "	LOWER LAYER	3 MT 58-28 H	<u>CTH E (STA 21+33 - STA 23+49)</u>		
	2"	UPPER LAYER	4 MT 58-28 H	2" HMA PAVING:	2" SINGLE LAYER	4 MT 58-28 H

<u>300-FT E OF OAKRIDGE DR TO 200-FT E OF EAST PROJECT LIMITS (STA 536+41 - STA 34'A'+11.03)</u>			
4" HMA PAVING:	2 $\frac{1}{4}$ "	LOWER LAYER	3 MT 58-28 H
	1 $\frac{3}{4}$ "	UPPER LAYER	4 MT 58-28 H

<u>200-FT E OF EAST PROJECT LIMITS TO EAST PROJECT LIMITS (STA 34'A'+11.03 - STA 36'A'+00)</u>			
2" HMA PAVING:	2"	SINGLE LAYER	4 MT 58-28 H

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW

TYPICAL SECTIONS

CONSTRUCTION DETAILS

PLAN DETAILS

EROSION CONTROL

EXISTING/PERMANENT SIGNING

PAVEMENT MARKING

TRAFFIC CONTROL

DETOUR

ALIGNMENT

UTILITY CONTACTS

AT&T LOCAL NETWORK (COMMUNICATION LINE)
JASON STERENBERG
5101 THATCHER ROAD
DOWNERS GROVE, IL 60515
PHONE: 708-240-9085
EMAIL: JSTERENBERG@NETWORKCONNEX.COM

CITY OF WAUKESHA (COMMUNICATION LINE)
JEFF HERNKE
201 DELAFIELD STREET
WAUKESHA, WI 53188
PHONE: 262-524-3592
MOBILE: 262-336-5742
EMAIL: JHERNKE@WAUKESHA-WI.GOV

SPECTRUM (COMMUNICATION LINE)
JOSH SOINEY
1320 N DR. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53202
PHONE: 414-207-0063
MOBILE: 414-207-0053
EMAIL: JOSHUA.SOINEY@CHARTER.COM

VILLAGE OF EAGLE (WATER)
STEVE DEEGAN
820 E MAIN STREET
P.O. BOX 295
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PHONE: 262-594-3400
EMAIL: DEEGAN@EAGLE-WI.GOV

WE ENERGIES (ELECTRICITY)
JASON DHILLON
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: 262-806-9168
MOBILE: 414-322-3816
EMAIL: JASON.DHILLON@WE-ENERGIES.COM

AT&T WISCONSIN (COMMUNICATION LINE)
TYLER FLECK
411 7TH STREET
RACINE, WI 53403
PHONE: 414-248-6803
EMAIL: TF8394@ATT.COM

EVERSTREAM (COMMUNICATION LINE)
SHAD GARCIA
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
PHONE: 414-409-1709
EMAIL: SGARCIA@EVERSTREAM.NET

VERIZON BUSINESS (COMMUNICATION LINE)
RJ CICATELLO
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
PHONE: 262-232-1323
EMAIL: RANDY.CICATELLO@VERIZON.COM

PRAIRIE VILLAGE WATER TRUST (WATER)
SALLIE STELLPFLUG
P.O. BOX 272
NORTH PRAIRIE, WI 53153
PHONE: 262-392-5199
EMAIL: PVWT@CENTURYTEL.NET

WE ENERGIES (GAS)
JACOB HULBERT
500 S 116TH STREET
WEST ALLIS, WI 53214
PHONE: 262-968-5718
MOBILE: 414-651-1577
EMAIL: JACOB.HULBERT@WE-ENERGIES.COM

ATC MANAGEMENT, INC. (ELECTRIC - TRANSMISSION)
CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187-0047
PHONE: 262-506-6884
EMAIL: CDAILEY@ATCLLC.COM

LEVEL 3 COMMUNICATIONS LLC (COMMUNICATION LINE)
BRAHIM GADDOUR
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
PHONE: 414-908-1027
MOBILE: 414-704-1026
EMAIL: BRAHIM.GADDOUR@LUMEN.COM

OTHER CONTACTS

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GARY METZER, P.E.
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141 NW BARSTOW ST
PO BOX 798
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PHONE: 262-548-5685
EMAIL: GARY.METZER@DOT.WI.GOV

WAUKESHA COUNTY SHERIFF
ERIC SEVERSON
WAUKESHA COUNTY SHERIFF
515 W. MORELAND BOULEVARD
WAUKESHA, WI 53188
PHONE: 262-446-5070
EMAIL: SHERIFF@WAUKESHACOUNTY.GOV

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
ROB MERRY
SEWRPC (CHIEF SURVEYOR)
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187
PHONE: 262-953-4289
EMAIL: RMERRY@SEWRPC.ORG

WISDOT (ELECTRICAL FIELD UNIT)
935 S 60TH STREET
WEST ALLIS, WI 53214
PHONE: 414-266-1170

WISDNR CONTACT
CRAIG WEBSTER
ENVIRONMENTAL REVIEW SPECIALIST - TRANSPORTATION LIAISON
141 NW BARSTOW ST ROOM 180
WAUKESHA, WI 53188
PHONE: 262-574-2141
EMAIL: CRAIG.WEBSTER@WISCONSIN.GOV

WAUKESHA COUNTY
GARY BELL
DIRECTOR OF EMERGENCY PREPAREDNESS
COMMUNICATIONS CENTER
1621 WOODBUN ROAD
WAUKESHA, WI 53188
PHONE: 262-446-5025
EMAIL: GBELL@WAUKESHACOUNTY.GOV

ANDY TRAEGER
SWERPC (CONSTRUCTION COORDINATOR)
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187
PHONE: 262-953-4296
EMAIL: ATRAEGER@SEWRPC.ORG

WISDOT (SIGNALS)
141 NW BARSTOW STREET
WAUKESHA, WI 53188-0798
PHONE: 262-548-5894

WAUKESHA COUNTY
ALLISON BUSSLER
WAUKESHA COUNTY PUBLIC WORKS DIRECTOR
515 W. MORELAND BOULEVARD
WAUKESHA, WI 53188
PHONE: 262-548-7740
EMAIL: ABUSSLER@WAUKESHACOUNTY.GOV

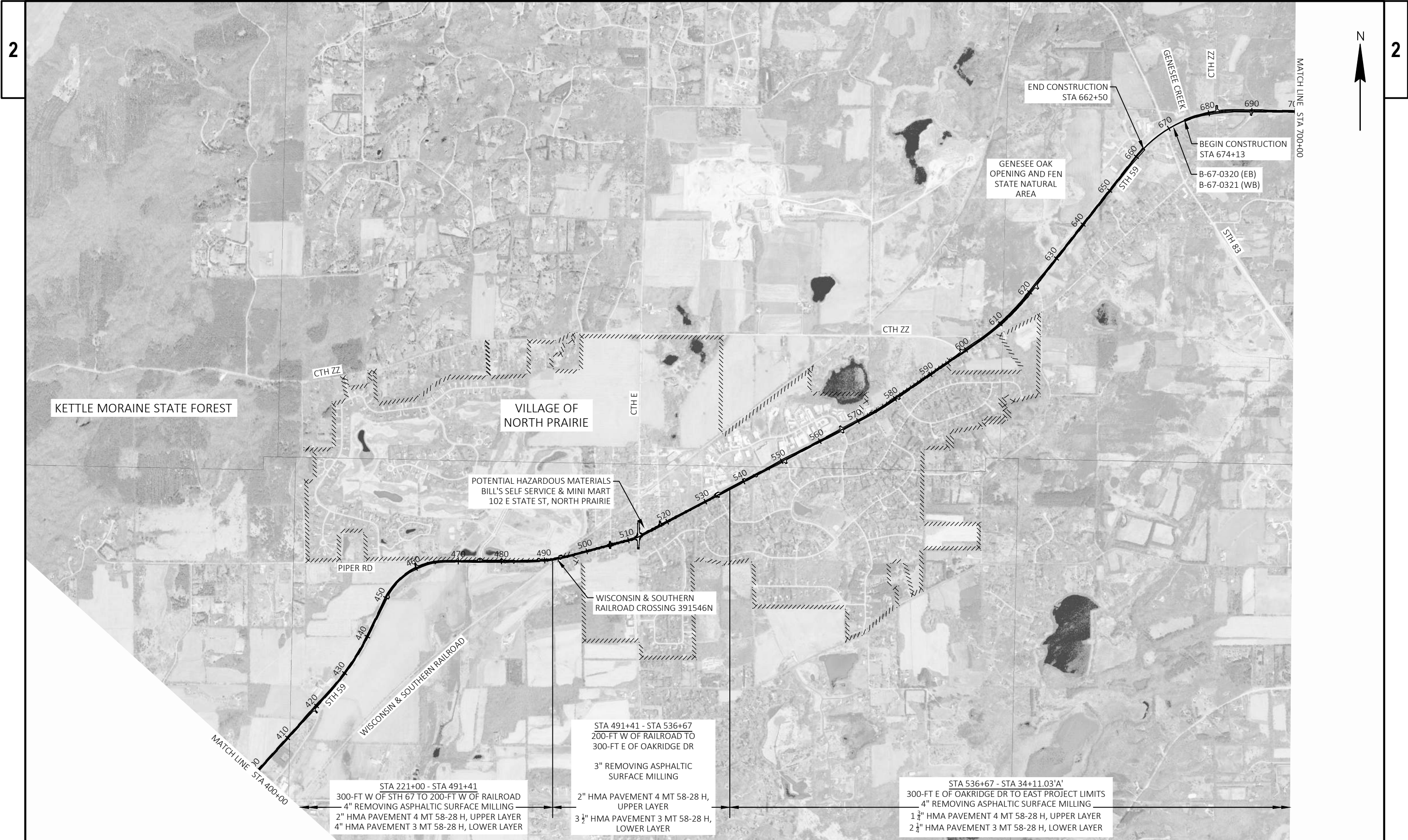
DIGGERSHOTLINE

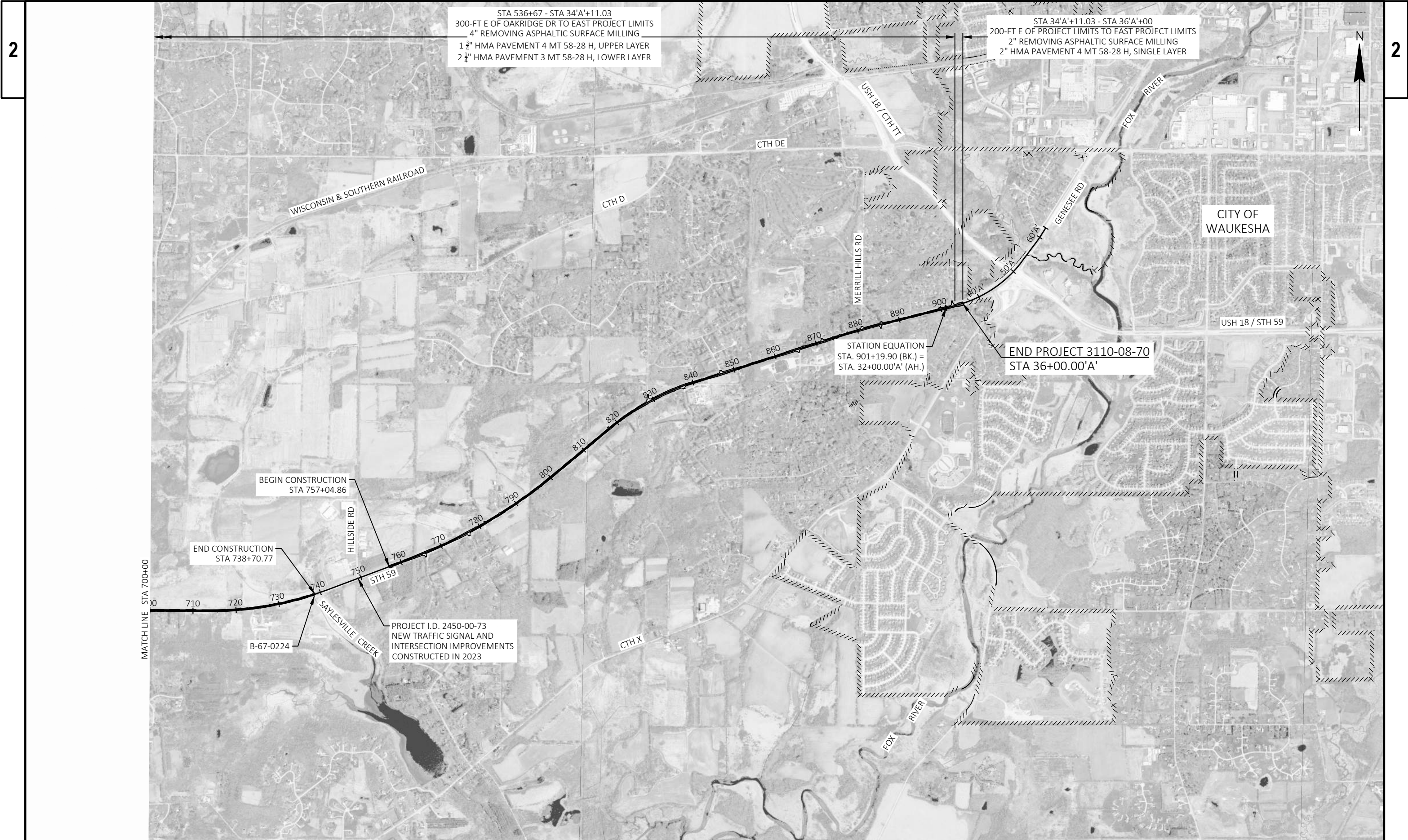
Dial 811 or (800)242-8511

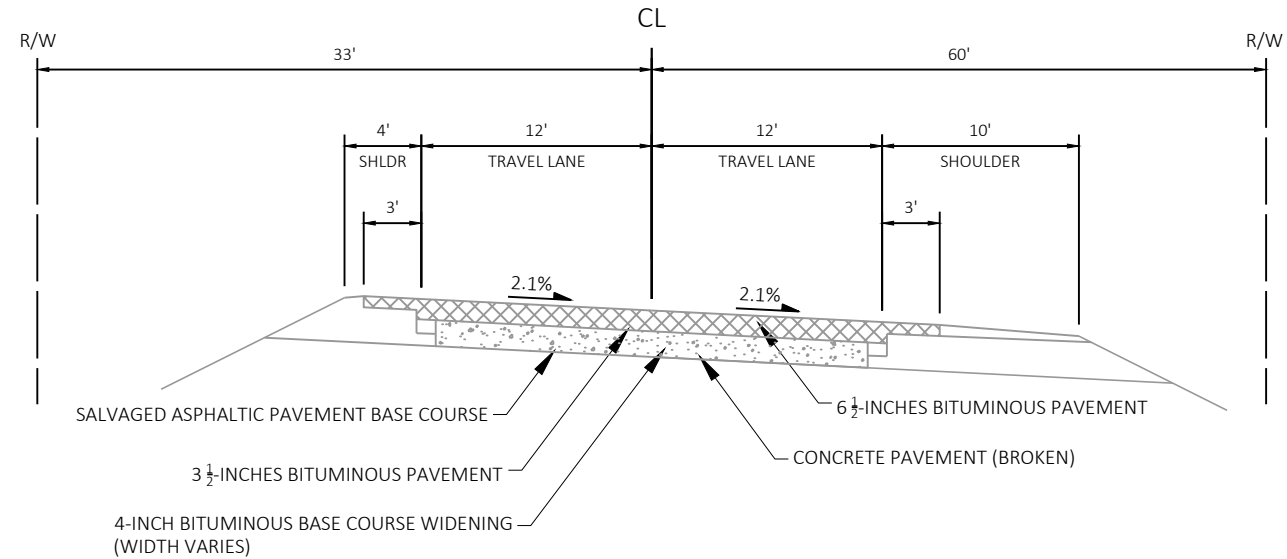
www.DiggersHotline.com



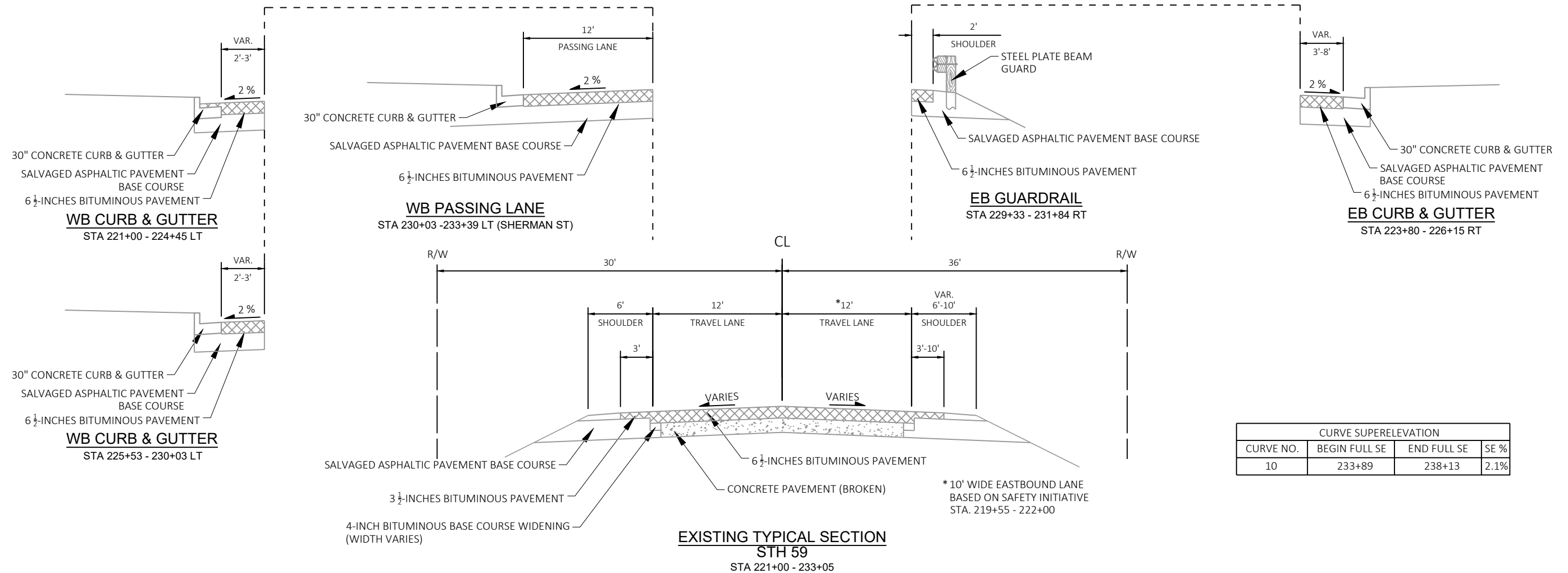
PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET 4	E
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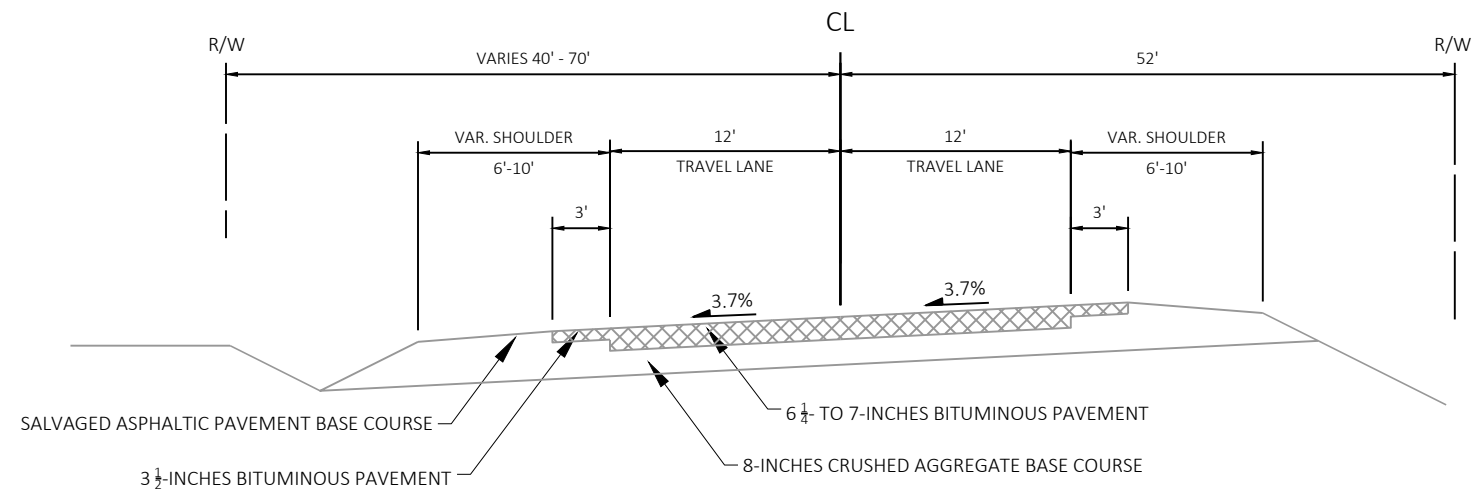




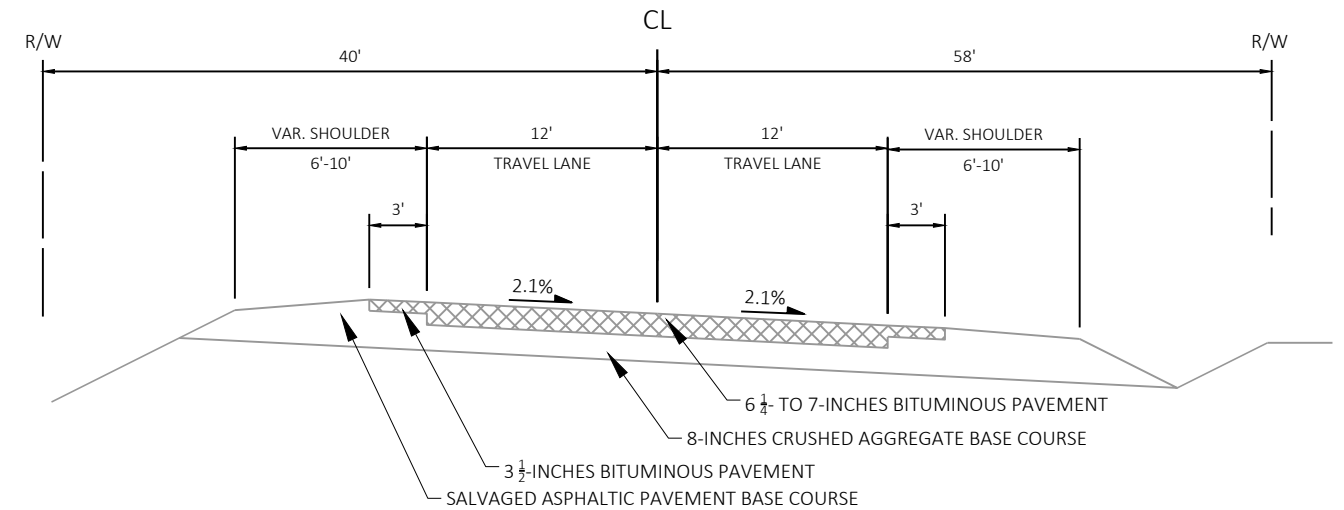
EXISTING TYPICAL SECTION - SUPERELEVATED RIGHT
STH 59
STA 233+05 - 234+12



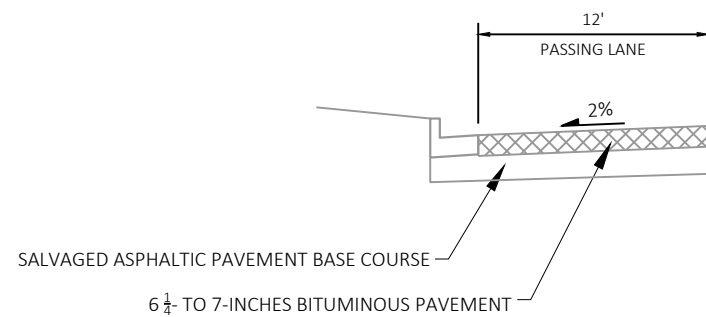
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
10	233+89	238+13	2.1%



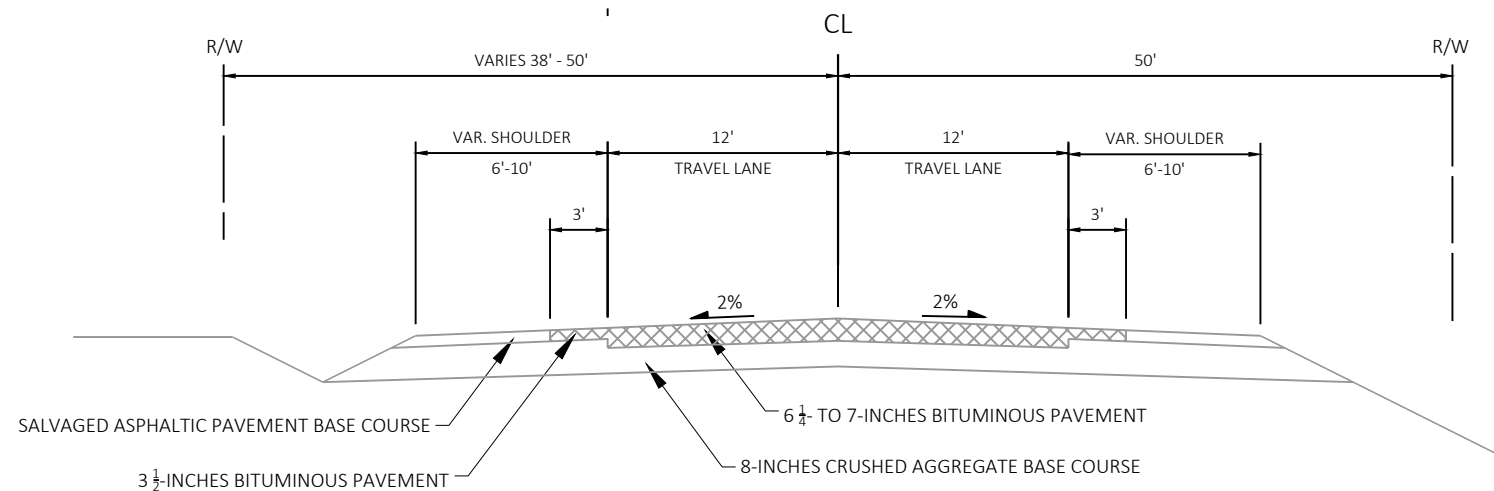
EXISTING TYPICAL SECTION - SUPELEVATED LEFT
STH 59
STA 240+19 - 245+12



EXISTING TYPICAL SECTION - SUPELEVATED RIGHT
STH 59
STA 234+12 - 238+97

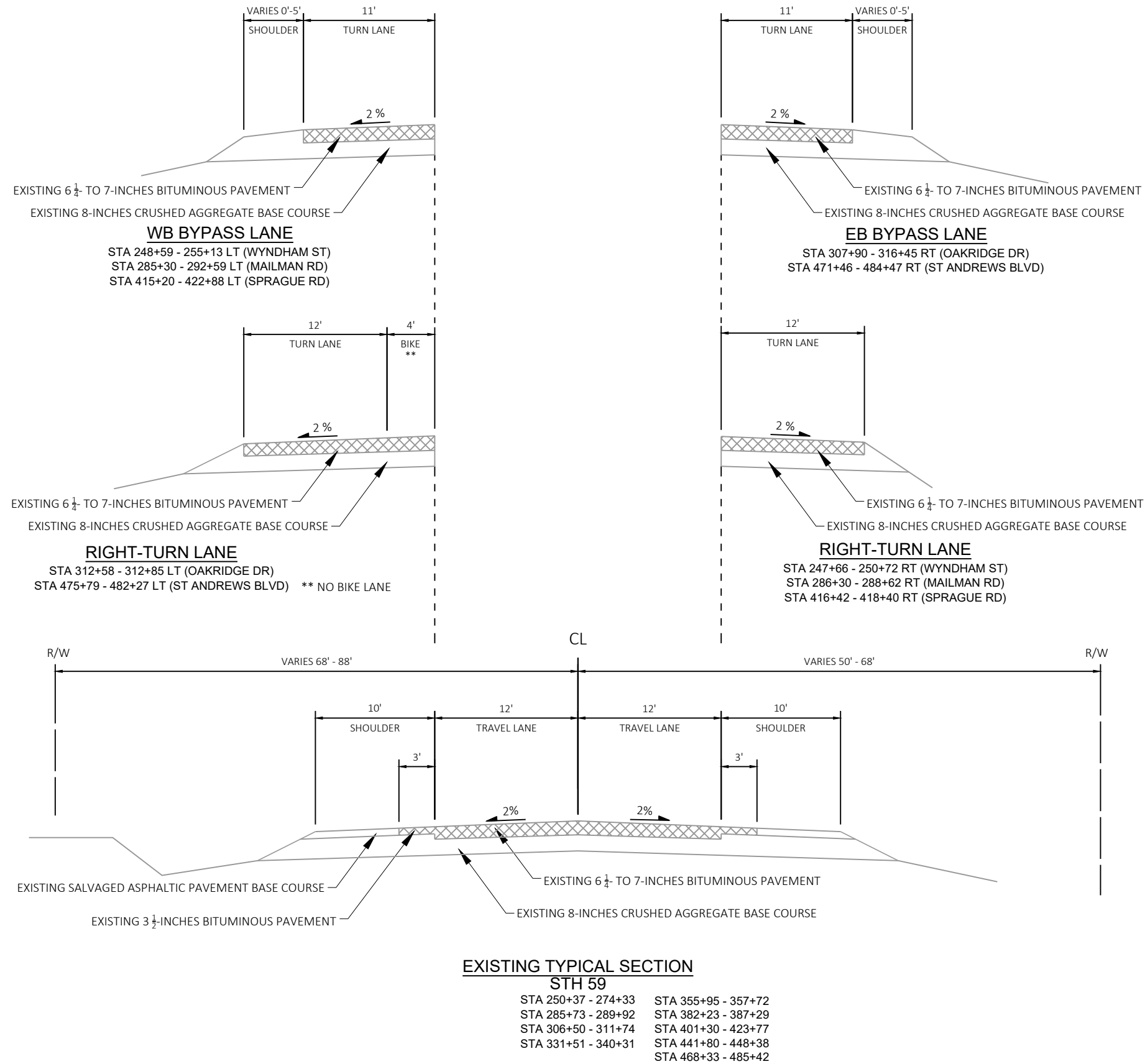


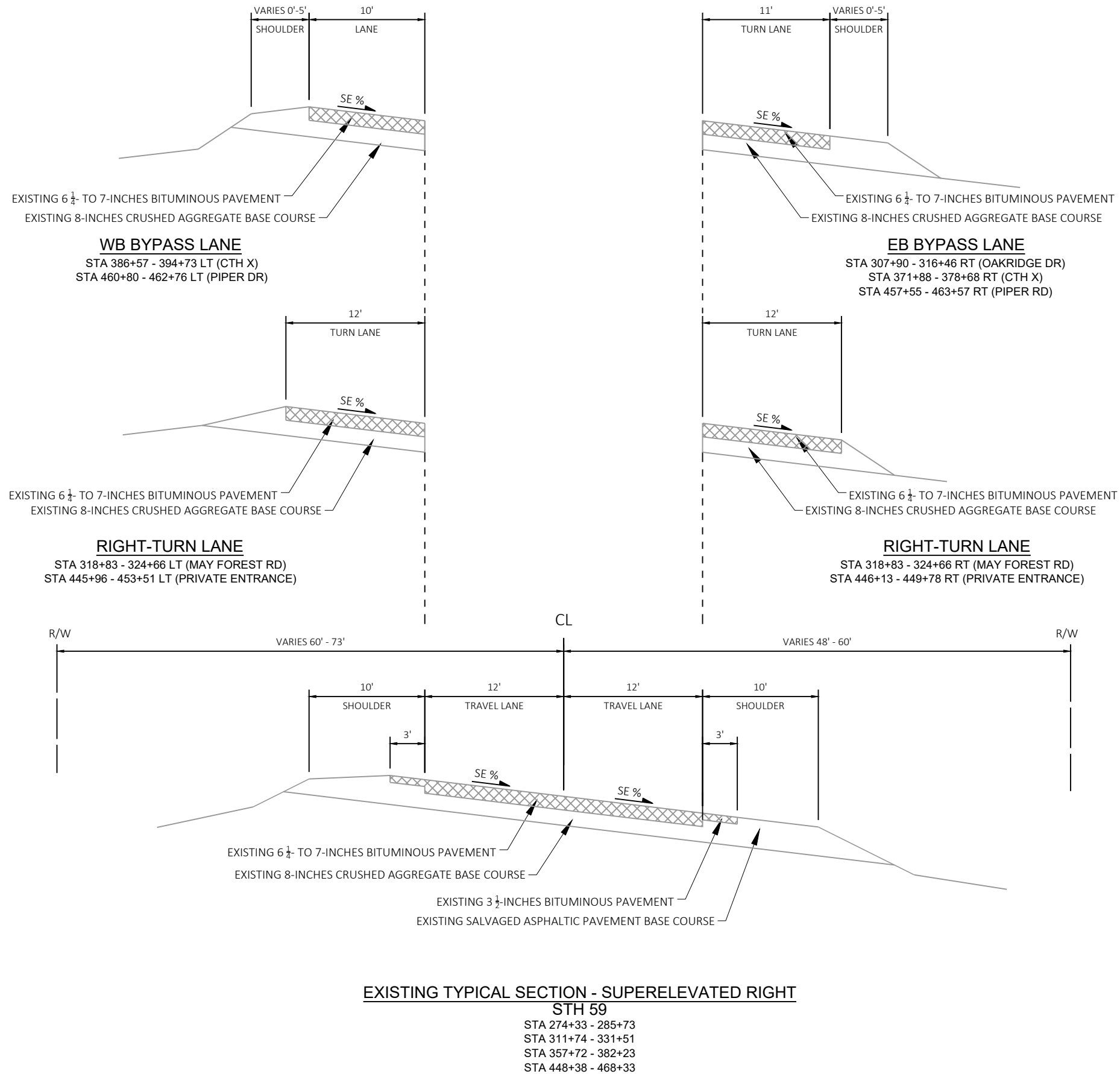
WB PASSING LANE
STA 230+03 - 233+39 LT (SHERMAN ST)



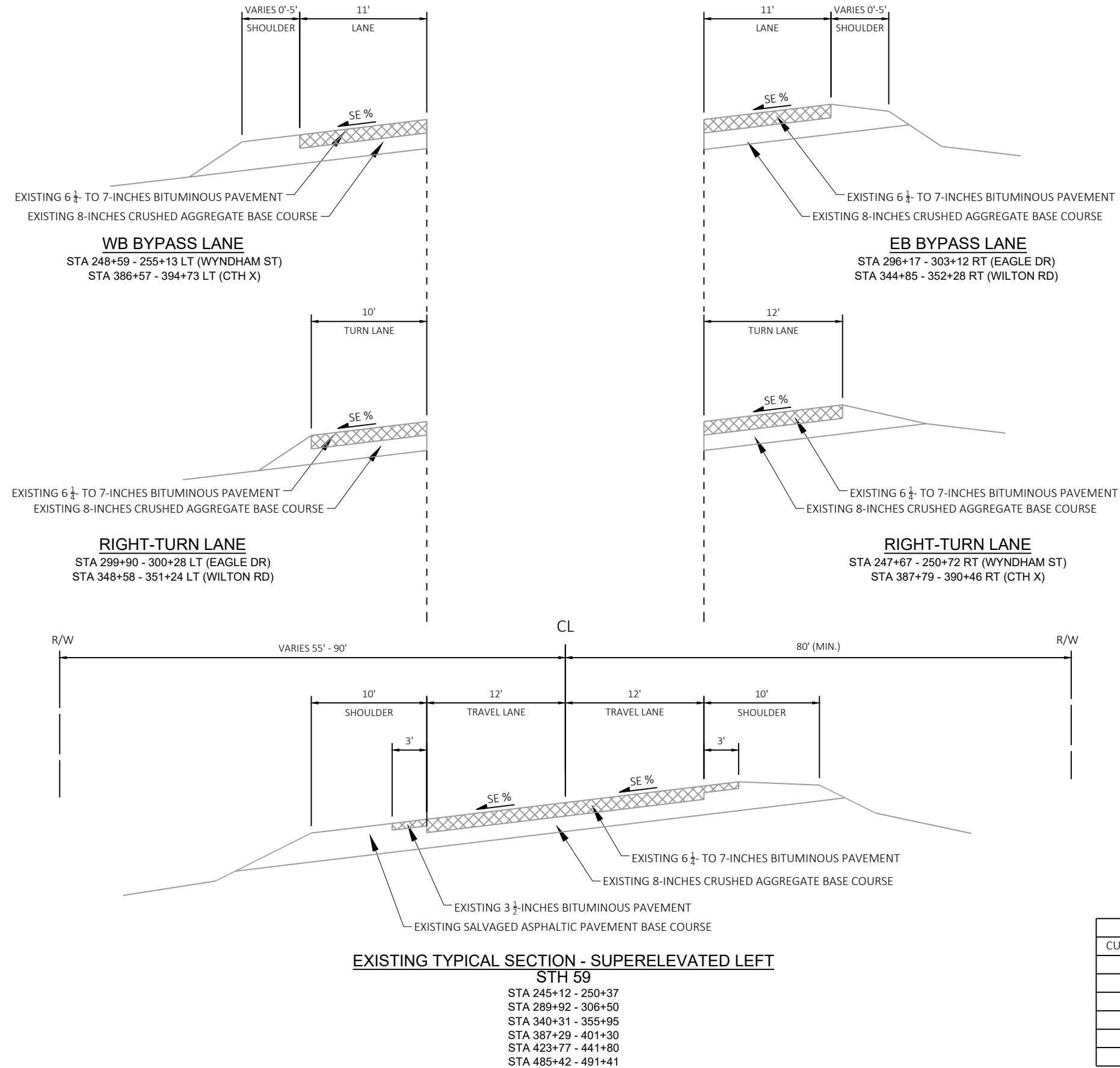
EXISTING TYPICAL SECTION
STH 59
STA 238+97 - 240+19

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
10	233+89	238+13	2.1%
11	241+35	249+21	3.1%

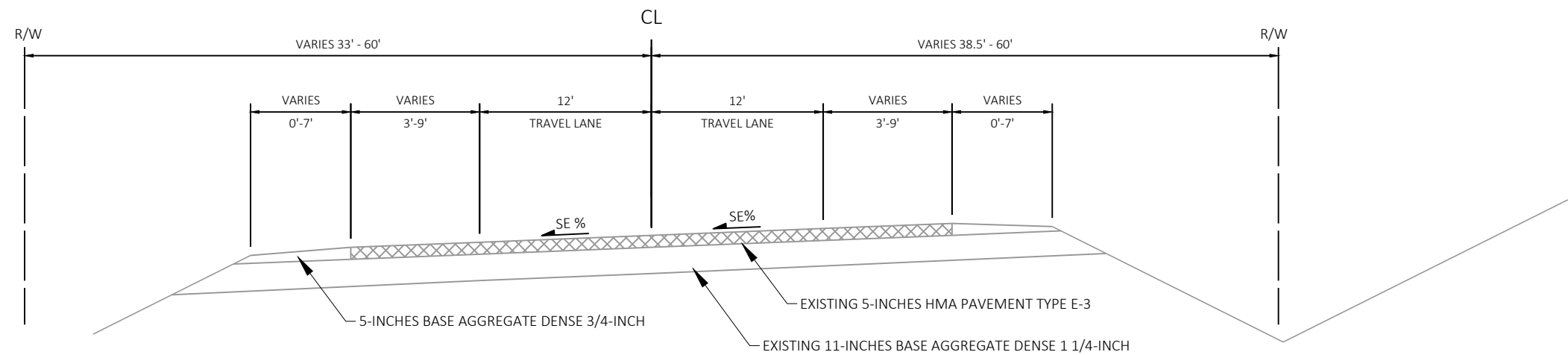




CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
12	276+01	284+04	5.0%
16	359+67	380+27	6.0%
17	389+22	399+36	5.8%
19	450+34	466+38	6.0%

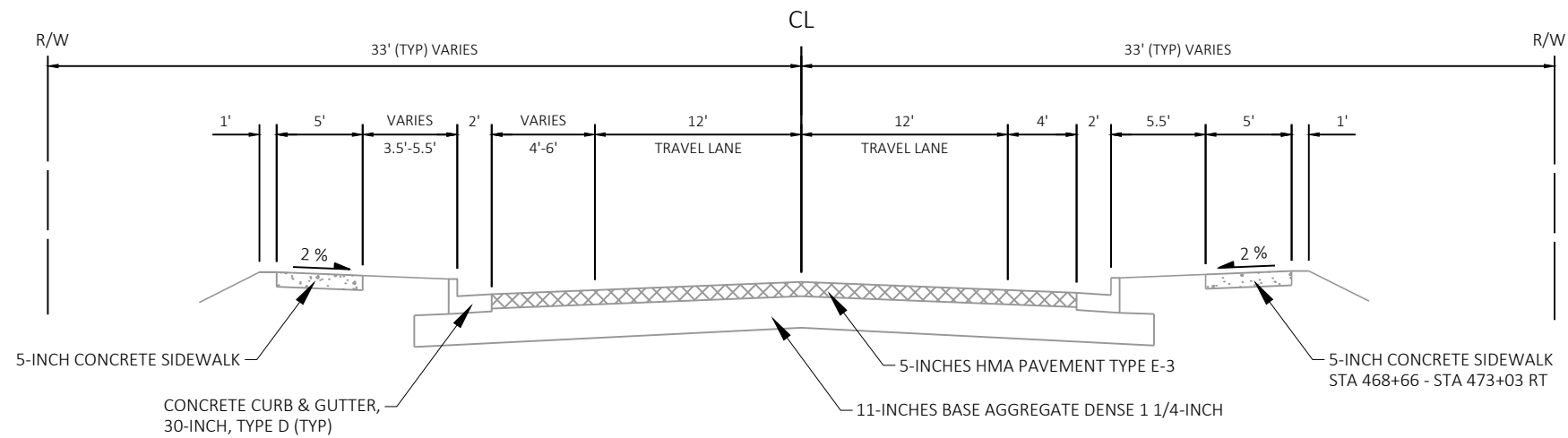


CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
11	241+35	249+21	3.1%
13	291+87	304+54	6.0%
15	342+23	354+03	5.9%
17	389+22	399+36	5.8%
18	424+83	440+75	2.5%
20	486+43	495+68	3.2%



EXISTING TYPICAL SECTION - SUPERELEVATED LEFT
STH 59
STA 491+41 - 494+41 LT
STA 491+41 - 493+79 RT

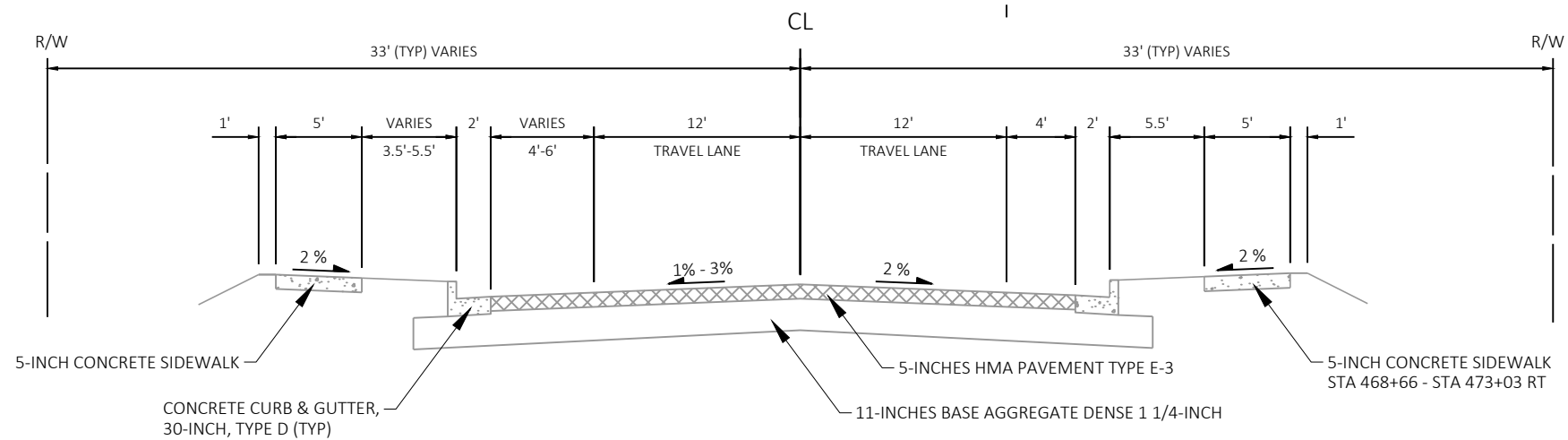
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
20	486+58	495+53	3.2%



EXISTING TYPICAL SECTION - SUPERELEVATED LEFT

STH 59

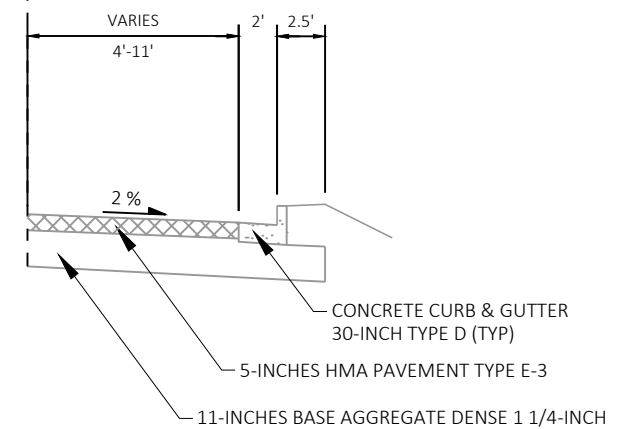
STA 494+41 - 496+53 LT
STA 493+79 - 496+53 RT



EXISTING TYPICAL SECTION

STH 59

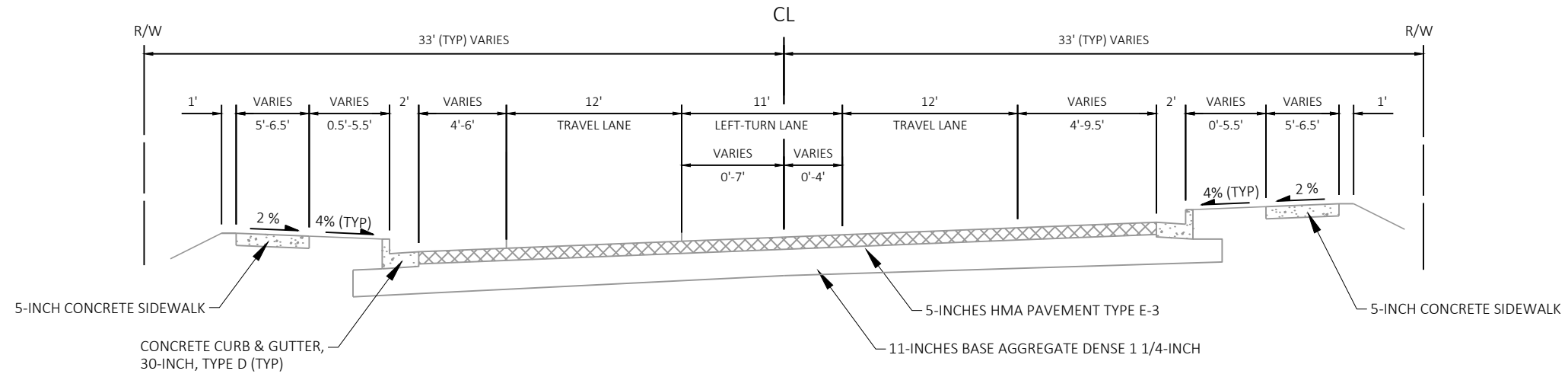
STA 496+53 - 509+75 LT
STA 515+55 - 531+63 LT
STA 496+53 - 509+75 RT
STA 519+78 - 531+63 RT



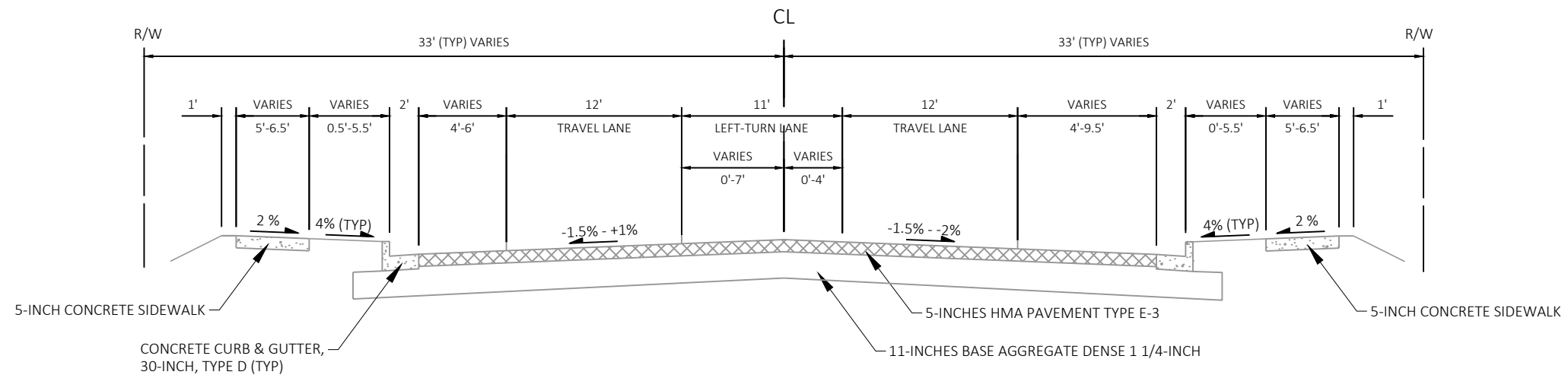
RIGHT-TURN LANE

STA 515+55 - 519+78 RT

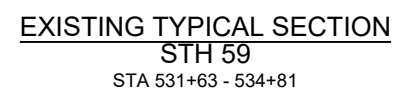
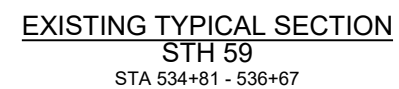
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
20	486+43	495+68	3.2%
21	510+95	512+54	RC

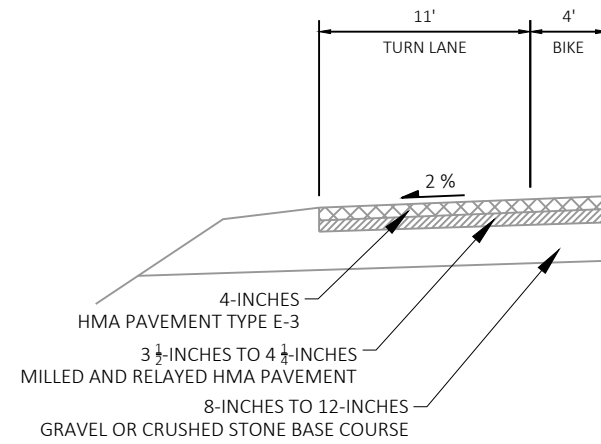


EXISTING TYPICAL SECTION - SUPERELEVATED LEFT
STH 59
STA 510+27 - 512+00

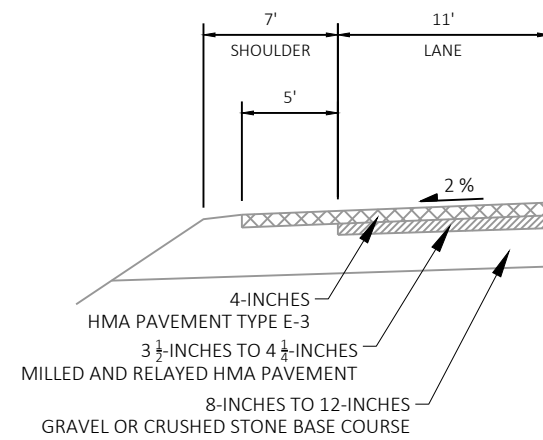


EXISTING TYPICAL SECTION
STH 59
STA 509+75 - 510+27
STA 513+23 - 515+55

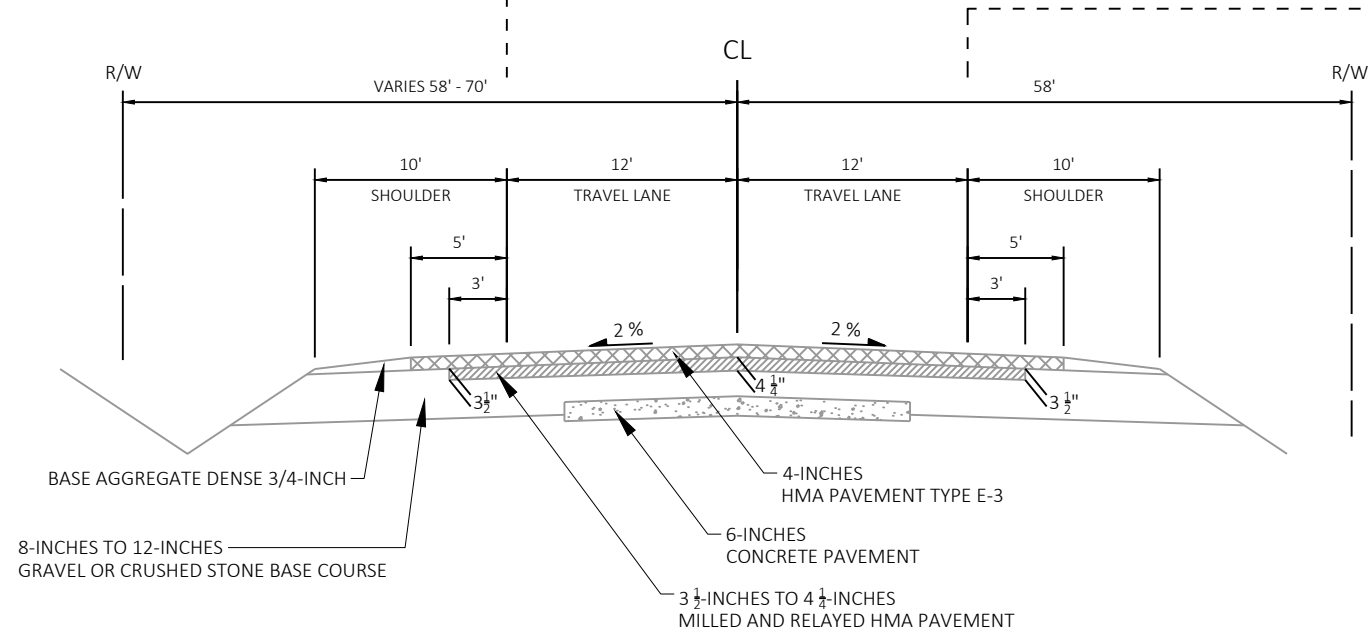




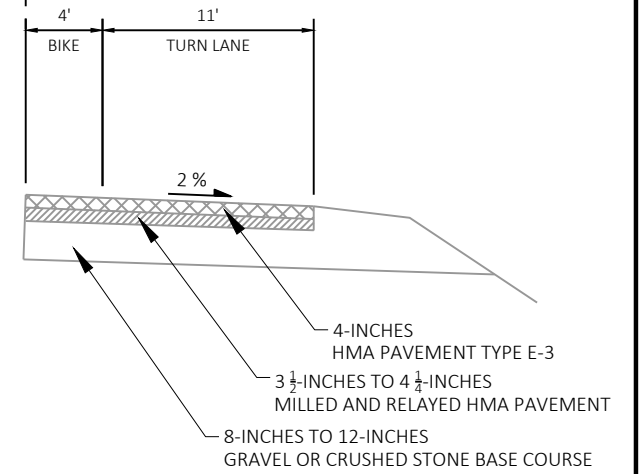
RIGHT-TURN LANE
STA 566+48 - 571+47 LT (OAKRIDGE DR)



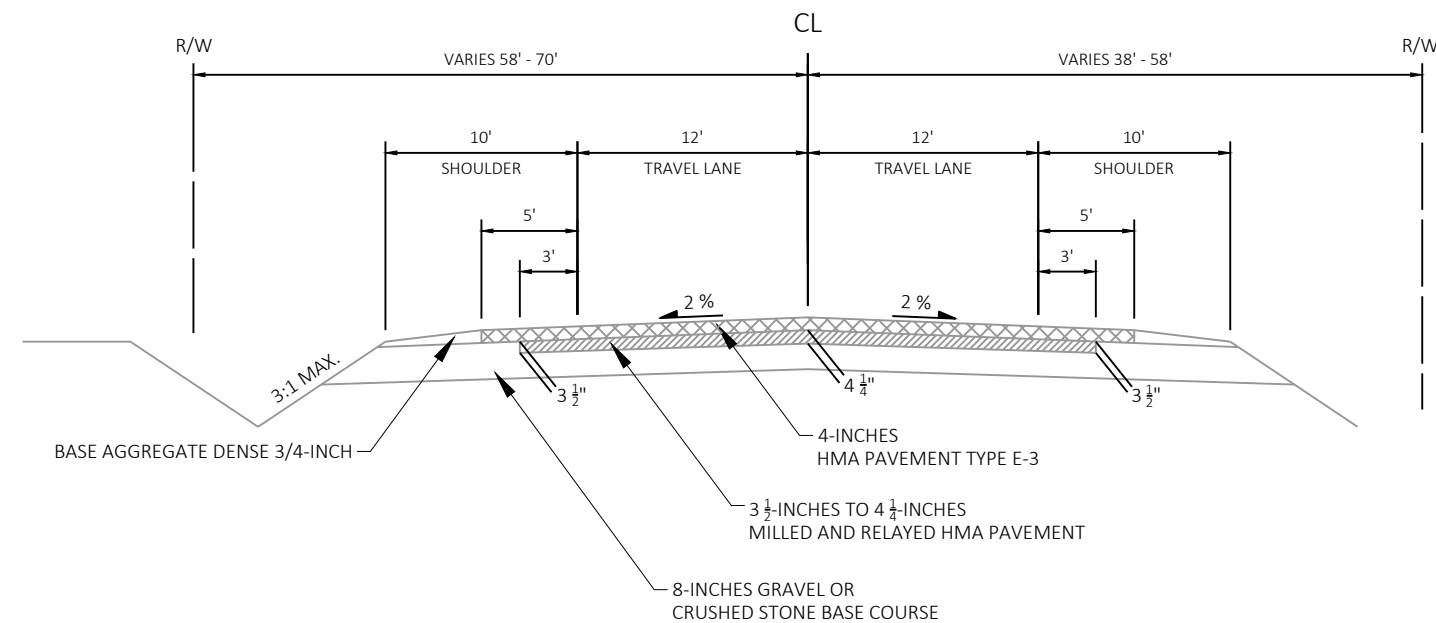
WB BYPASS LANE
STA 546+42 - 554+61 LT (CHRISTOPHER DR)



EXISTING TYPICAL SECTION
STH 59
STA 544+22 - 570+22



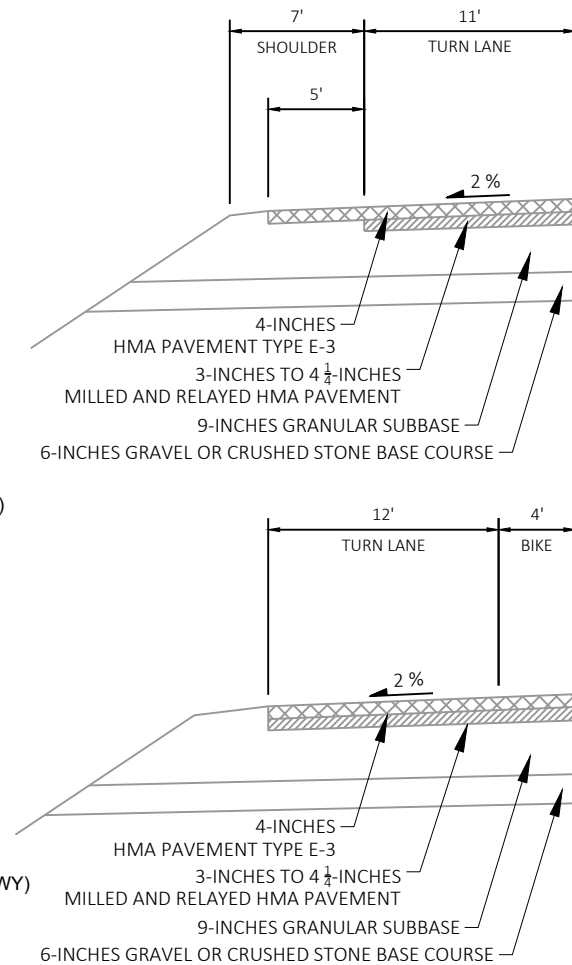
RIGHT-TURN LANE
STA 546+92 - 550+02 RT (CHRISTOPHER DR)
STA 560+32 - 564+96 RT (MORISSEY DR)



EXISTING TYPICAL SECTION
STH 59
STA 536+67 - 544+22

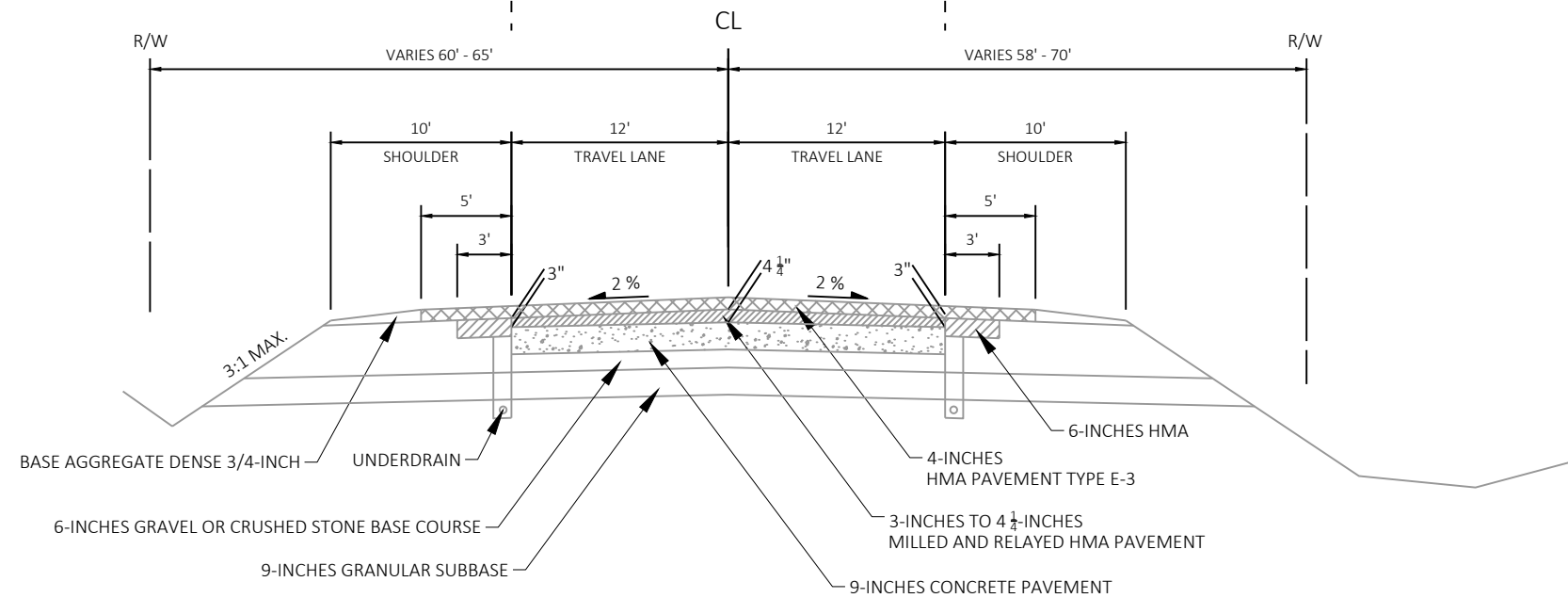
WB BYPASS LANE
STA 577+36 - 584+71 LT (CORBY DR)
STA 618+24 - 625+78 LT (DABLE DR)
STA 688+51 - 693+95 LT (OLD VILLAGE RD)
STA 861+15 - 869+16 LT (BROOKHILL DR)

RIGHT-TURN LANE
STA 599+62 - 604+66 LT (CTH ZZ)
STA 881+82 - 884+19 LT (MERRIHILL PKWY)



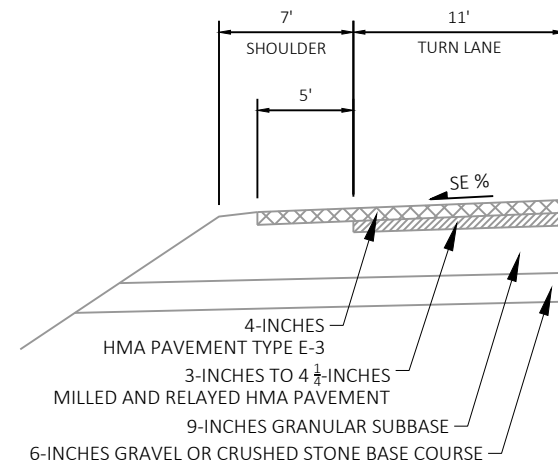
WB BYPASS LANE
STA 595+77 - 603+31 RT (CTH ZZ)
STA 843+39 - 851+29 RT (MERRIHILL PKWY)
STA 868+47 - 875+42 RT (OAK KNOLL DR)

RIGHT-TURN LANE
STA 577+85 - 580+21 RT (CORBY DR) ** NO BIKE LANE
STA 616+72 - 621+27 RT (DABLE RD)
STA 687+78 - 689+25 RT (OLD VILLAGE RD) ** NO BIKE LANE
STA 860+15 - 864+77 RT (BROOKHILL DR)

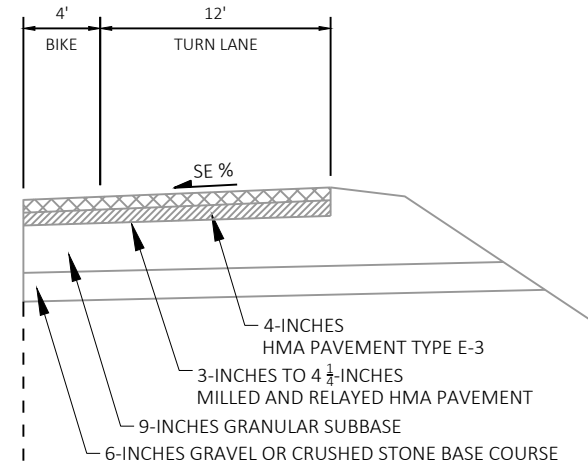


EXISTING TYPICAL SECTION
STH 59

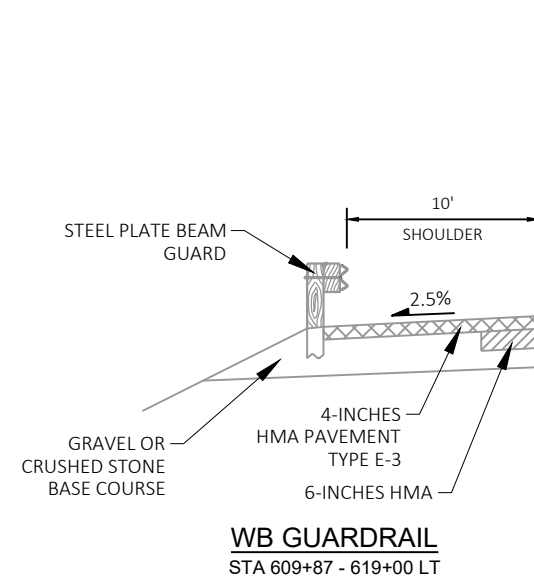
STA 570+22 - 571+08 STA 757+05 - 761+37
STA 579+52 - 601+87 STA 801+22 - 817+24
STA 620+82 - 658+84 STA 840+83 - 876+59
STA 686+48 - 713+11 STA 884+72 - 33+47'A'



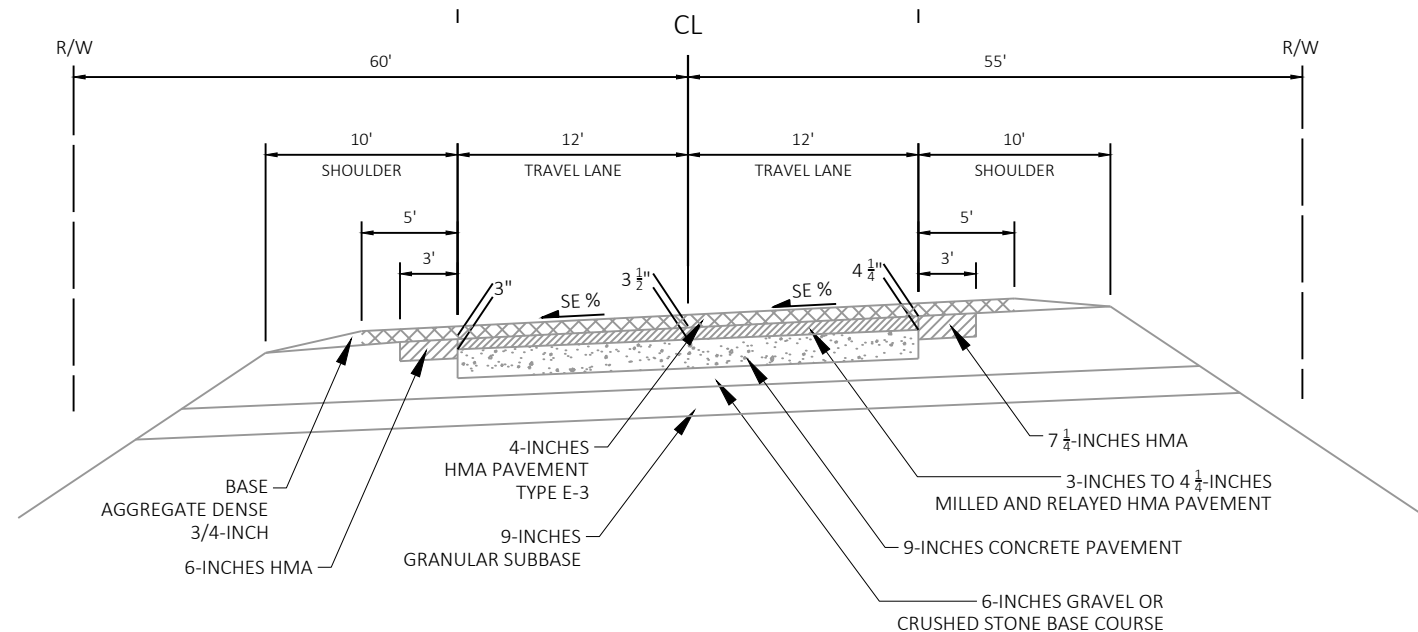
WB BYPASS LANE
STA 761+84 - 769+51 LT (ROCKWOOD TRAIL)
STA 772+98 - 780+52 LT (WOODS RD)



RIGHT-TURN LANE
STA 761+08 - 765+07 RT (ROCKWOOD TR)
STA 772+34 - 776+26 RT (WOODS RD)



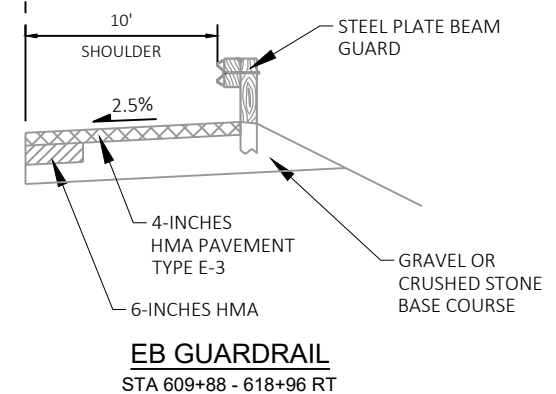
WB GUARDRAIL
STA 609+87 - 619+00 LT



EXISTING TYPICAL SECTION - SUPERELEVATED LEFT
STH 59

RIGHT-TURN LANE
STA XXX+XX - XXX+XX RT (ROCKWOOD TR)
STA XXX+XX - XXX+XX RT (WOODS RD)

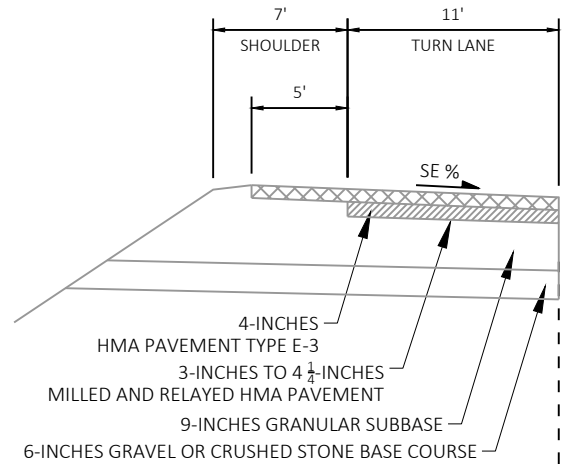
STA 571+08 - 579+52
STA 601+87 - 620+82
STA 713+11 - 738+71
STA 761+37 - 801+22
STA 33+47'A' - 36+00'A'



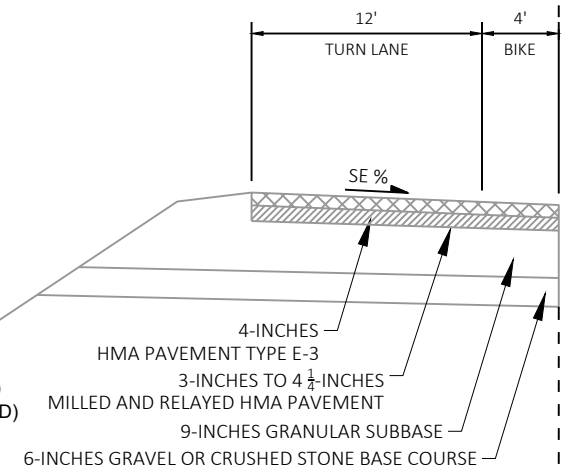
EB GUARDRAIL
STA 609+88 - 618+96 RT

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
22	572+14	578+45	2.3%
23	602+93	619+76	2.5%
26	762+26	800+34	RC
29	34+27'A'	34+11'A'	RC

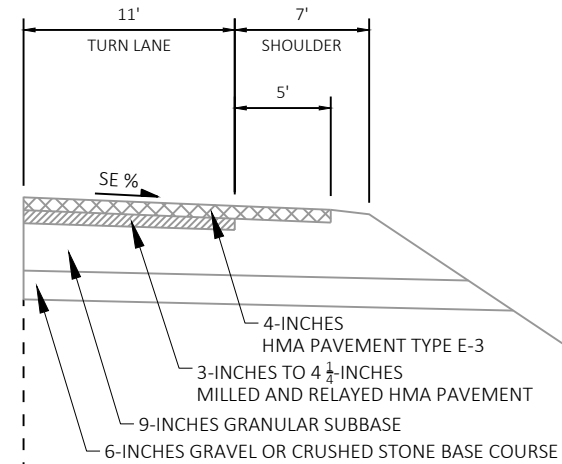
WB BYPASS LANE
STA 835+34 - 840+46 LT (GREEN COUNTRY RD)



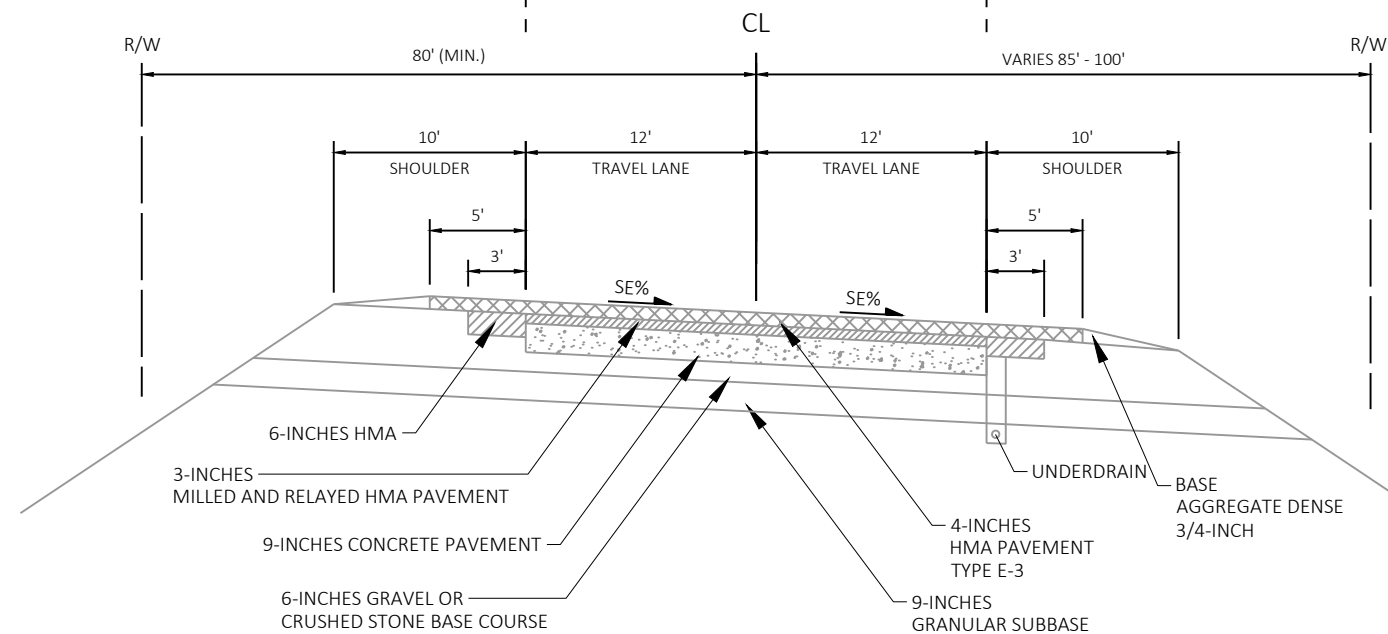
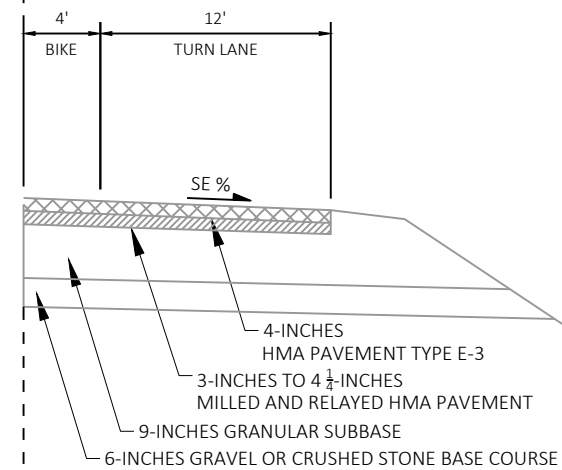
RIGHT-TURN LANE
STA 599+62 - 604+71 LT (CTH ZZ)
STA 829+62 - 835+34 LT (TOWN LINE RD)
STA 881+82 - 884+19 LT (MERRILL HILLS RD)



WB BYPASS LANE
STA 595+52 - 603+31 RT (CTH ZZ)
STA 825+08 - 830+75 RT (TOWN LINE RD)
STA 868+47 - 875+31 RT (MERRILL HILLS RD)



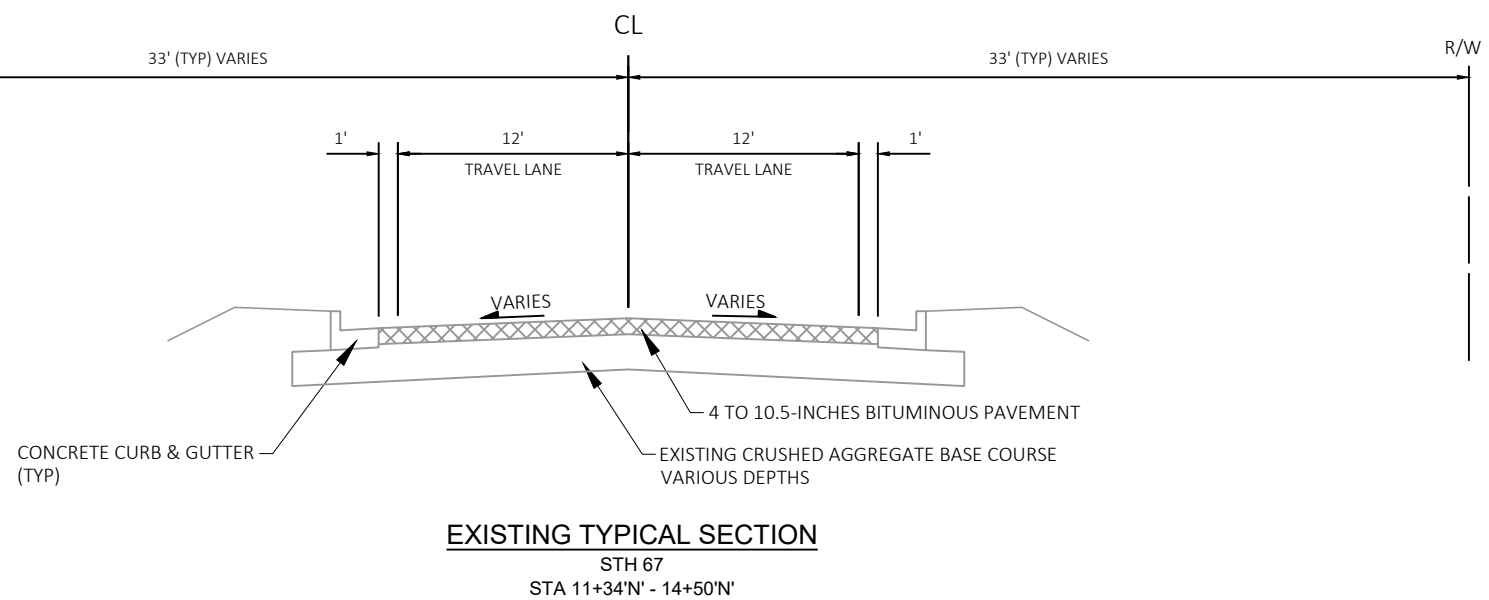
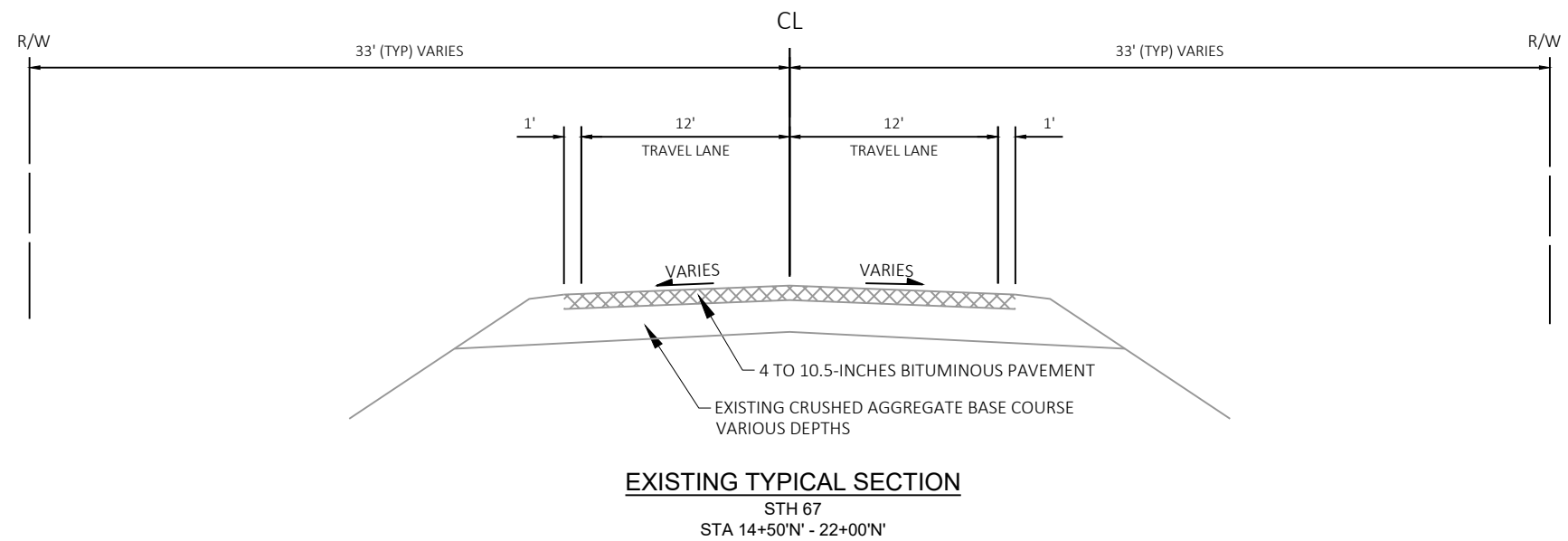
RIGHT-TURN LANE
STA 830+75 - 836+84 RT (GREEN COUNTRY RD)

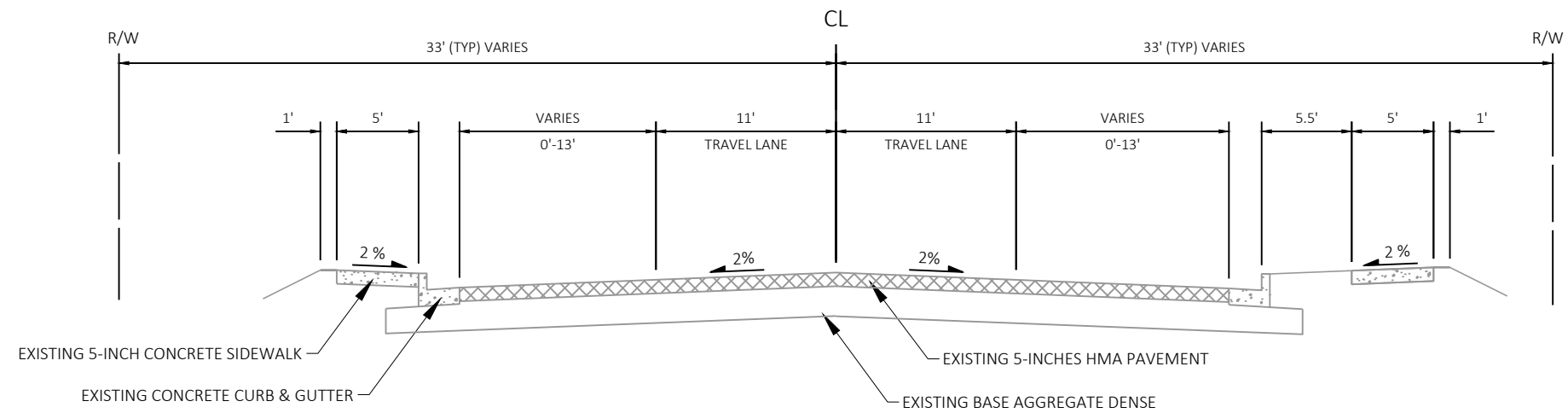


EXISTING TYPICAL SECTION - SUPERELEVATED RIGHT

STH 59
STA 658+84 - 662+50
STA 674+13 - 686+48
STA 713+82 - 737+98
STA 817+24 - 840+83
STA 876+59 - 884+72

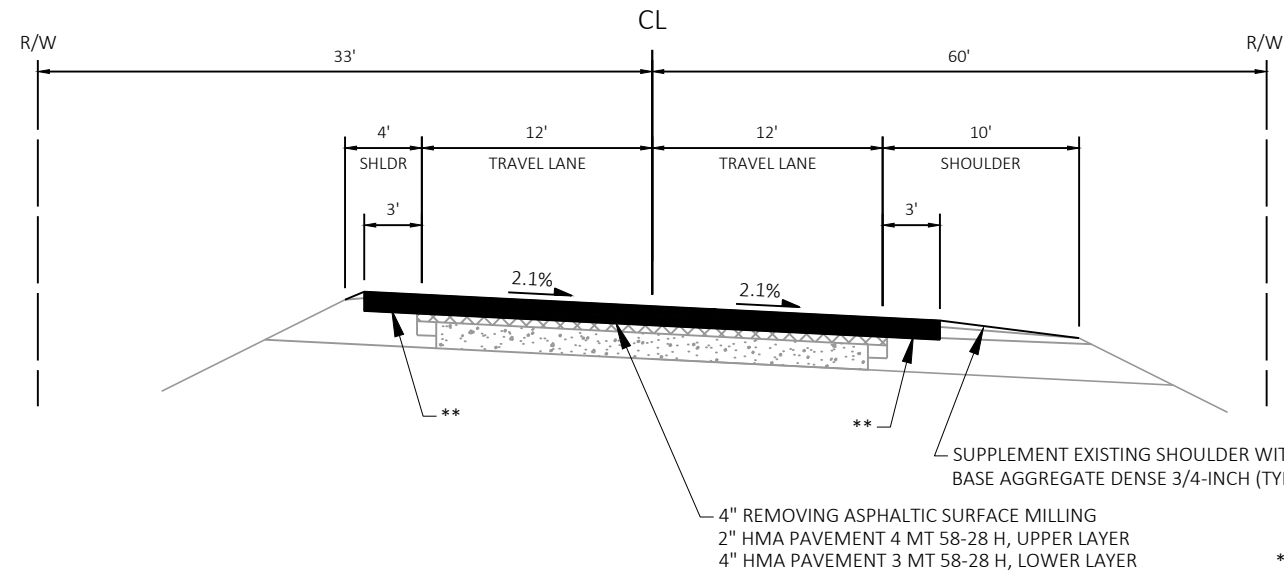
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
24	659+80	685+34	2.3%
25	713+99	741+56	RC
27	818+12	839+95	RC
28	877+48	883+84	RC



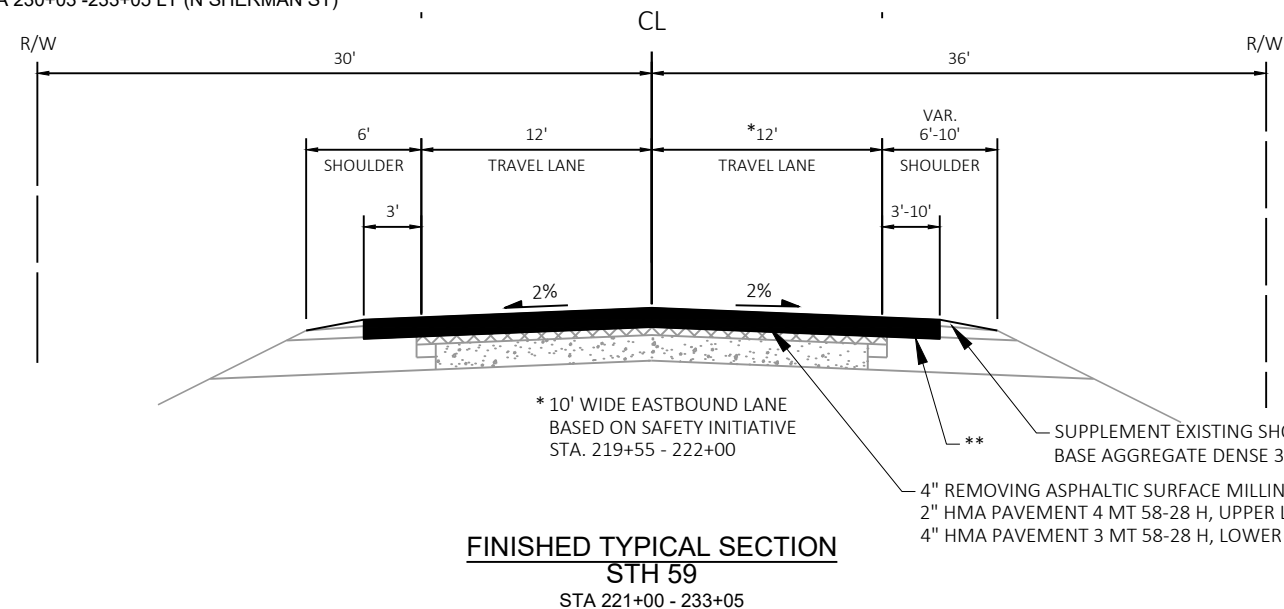
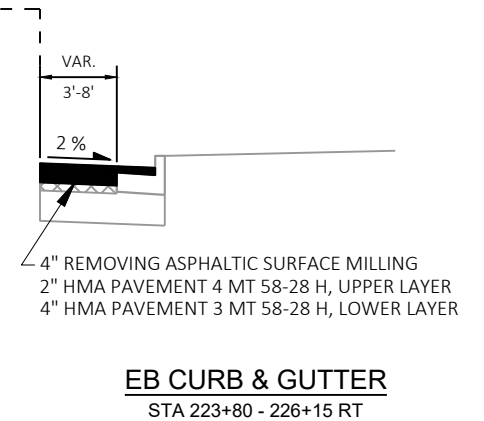
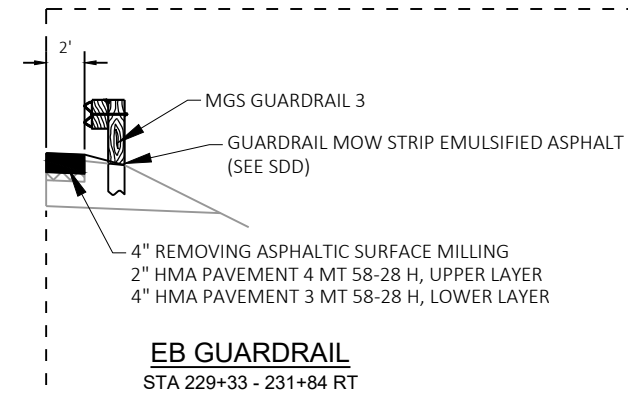
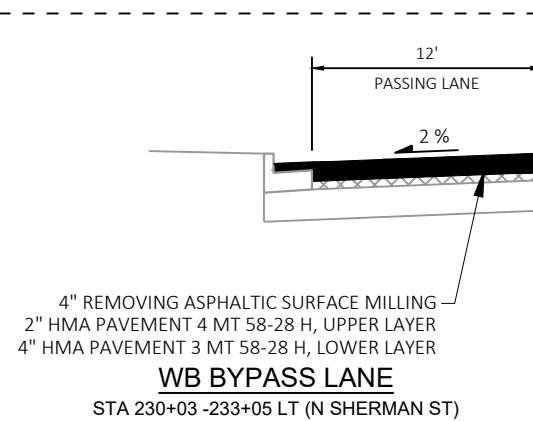
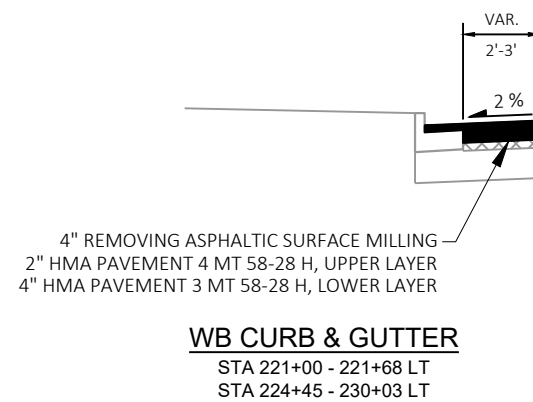
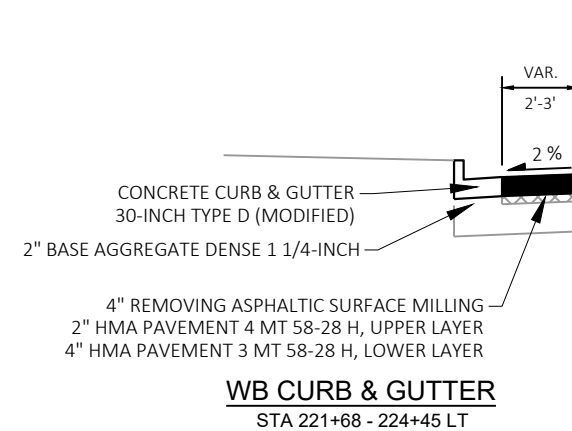


EXISTING TYPICAL SECTION

CTH E
STA 17+50 - 18+78
STA 21+33 - 23+49



FINISHED TYPICAL SECTION - SUPERELEVATED RIGHT
STH 59
STA 233+05 - 234+12

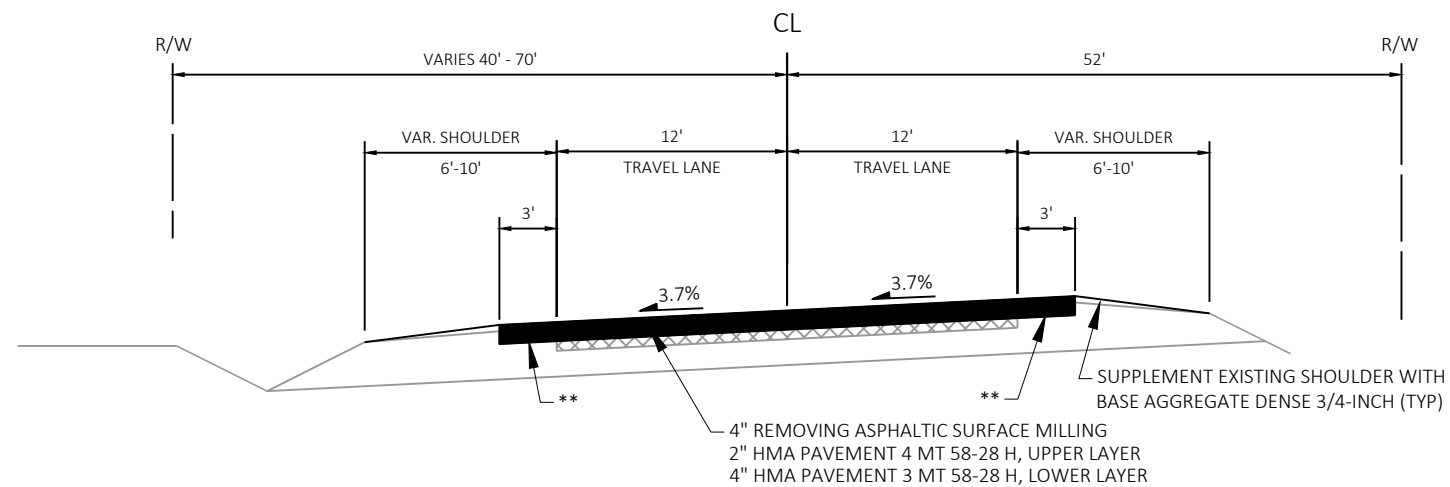


LEGEND

CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

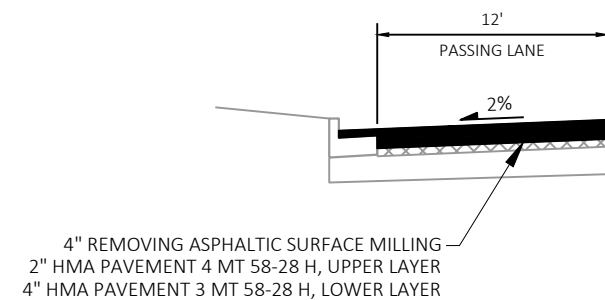
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
10	233+89	238+13	2.1%

** REMOVE 1/2" BASE AGGREGATE FOR 3'-10"
PAID FOR AS PREPARE FOUNDATION FOR
ASPHALTIC SHOULDERS
STA 221+00 - 223+80, RT
STA 226+15 - 229+33, RT

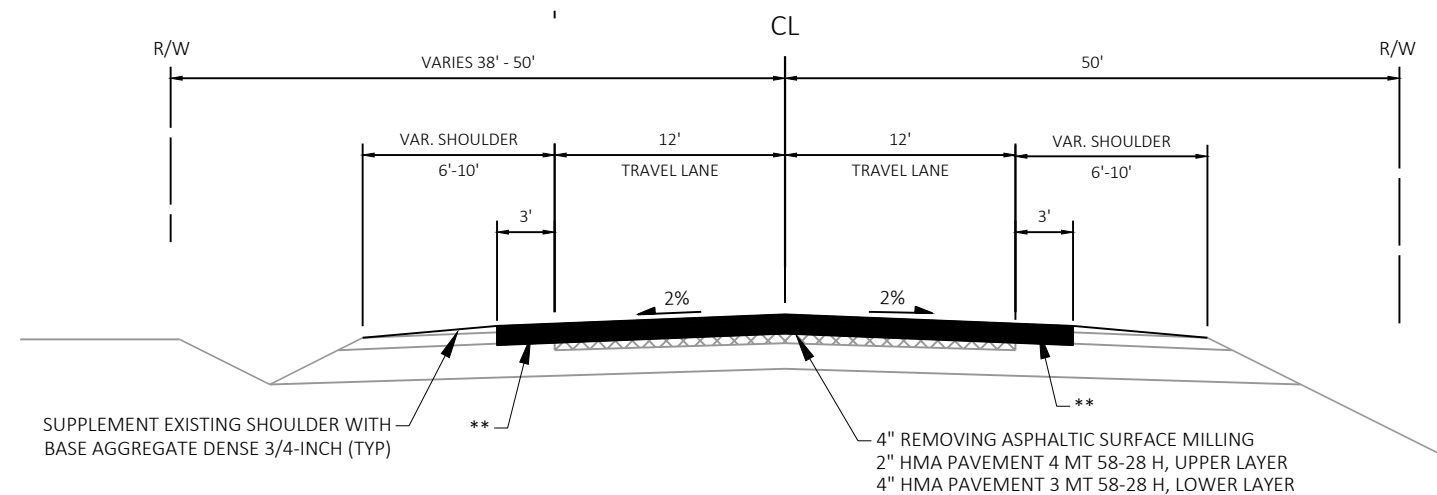


FINISHED TYPICAL SECTION - SUPELEVATED LEFT
STH 59

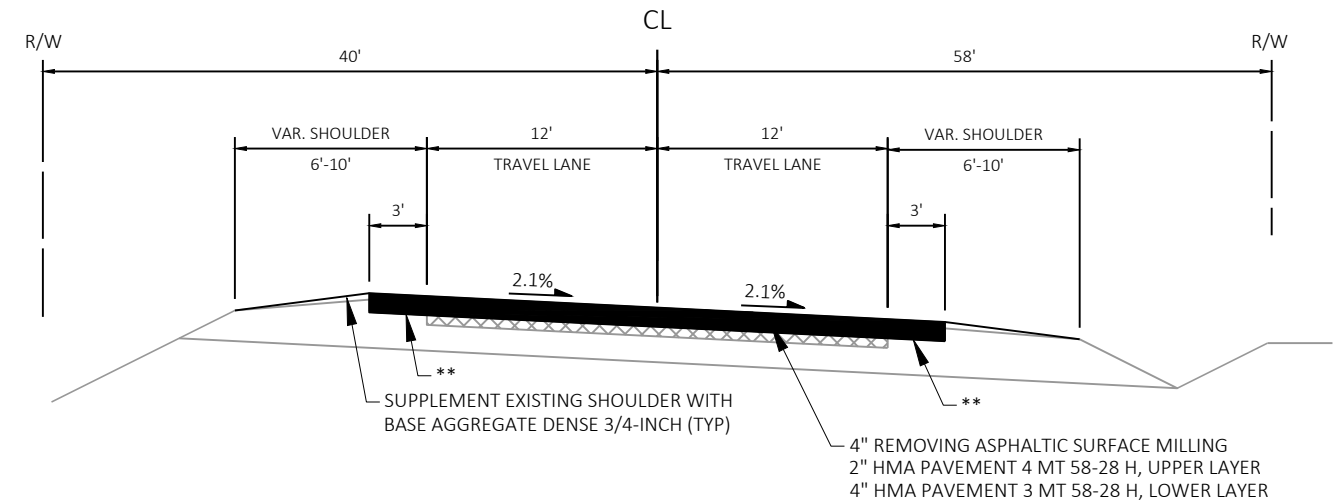
STA 240+19 - 245+12



WB BYPASS LANE
STA 230+03 - 233+39 LT (SHERMAN ST)



FINISHED TYPICAL SECTION
STH 59
STA 238+97 - 240+19



FINISHED TYPICAL SECTION - SUPELEVATED RIGHT
STH 59

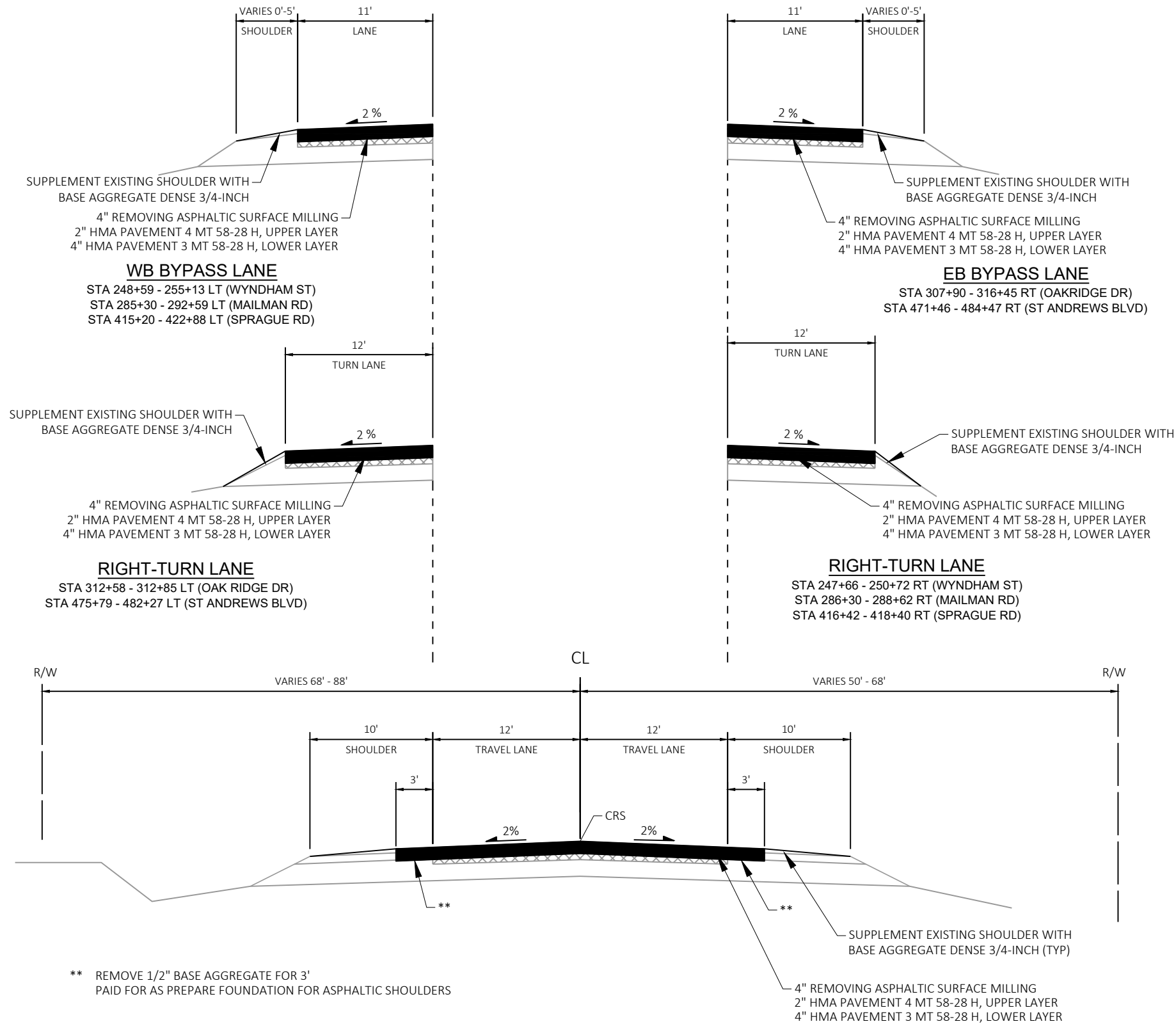
STA 234+12 - 238+97

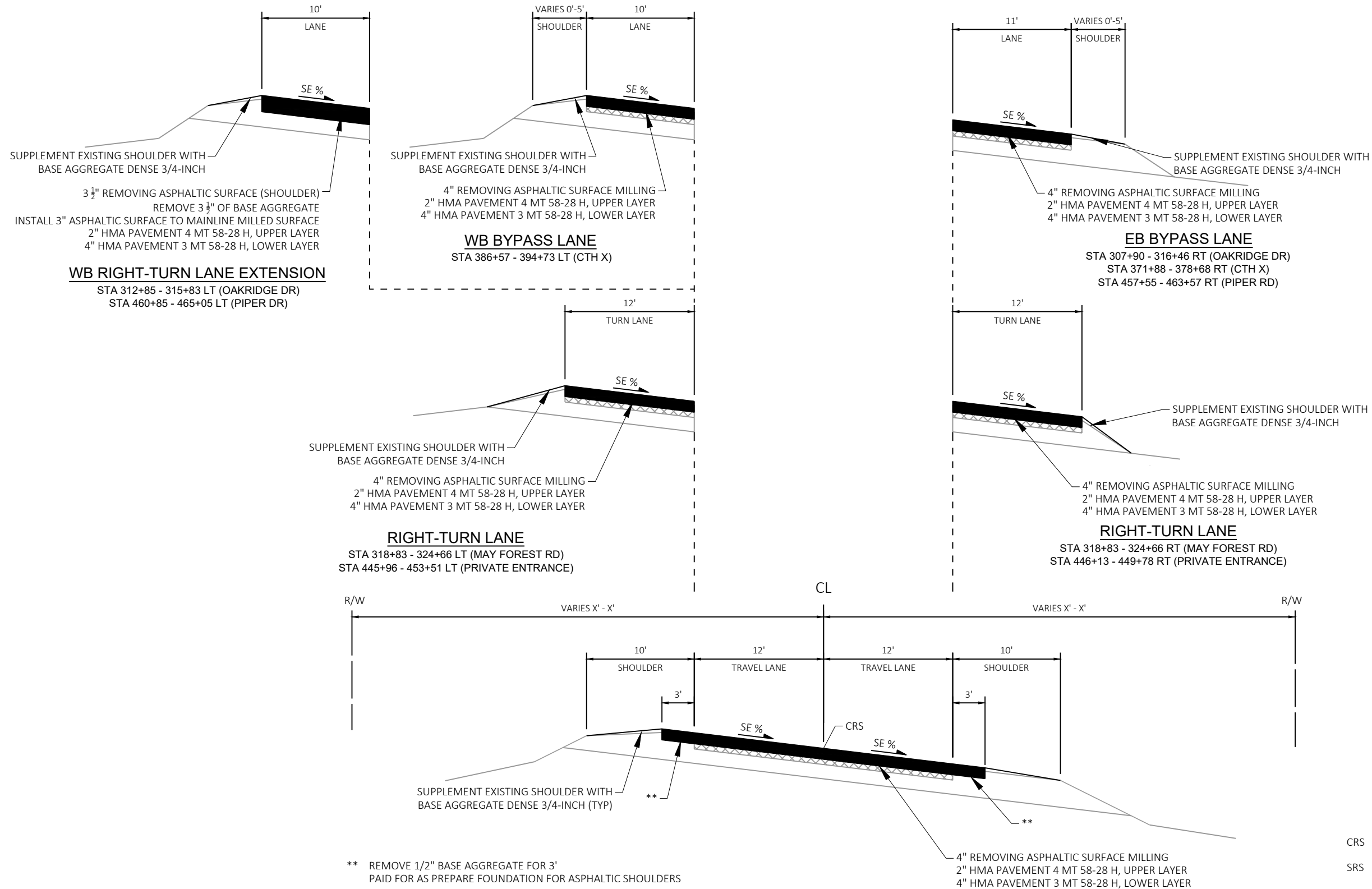
** REMOVE 1/2" BASE AGGREGATE FOR 3"
PAID FOR AS PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

LEGEND

CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
10	233+89	238+13	2.1%
11	241+35	249+21	3.1%





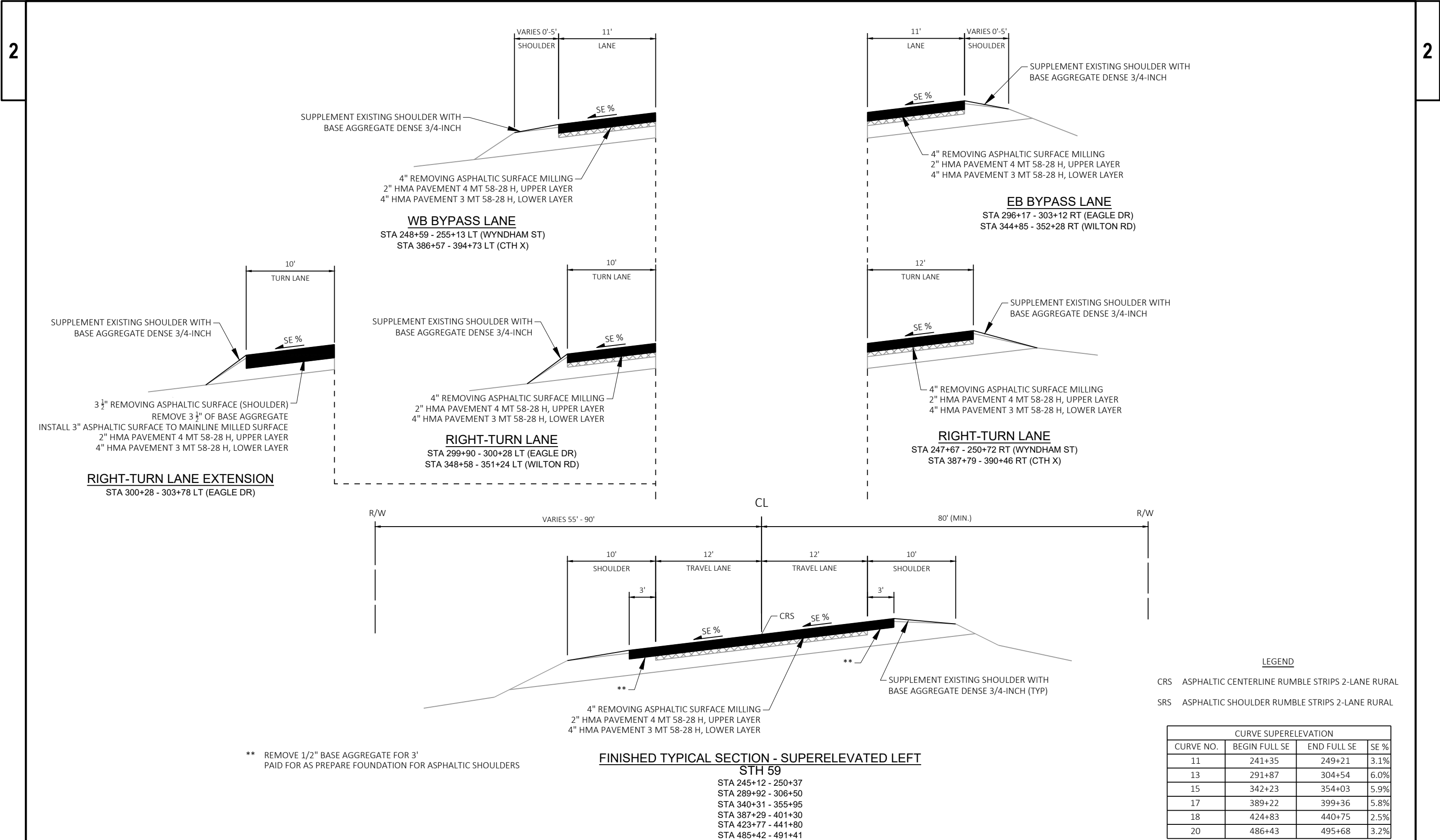
LEGEND

CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
12	276+01	284+04	5.0%
16	359+67	380+27	6.0%
17	389+22	399+36	5.8%
19	450+34	466+38	6.0%

2

2



** REMOVE 1/2" BASE AGGREGATE FOR 3'
PAID FOR AS PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

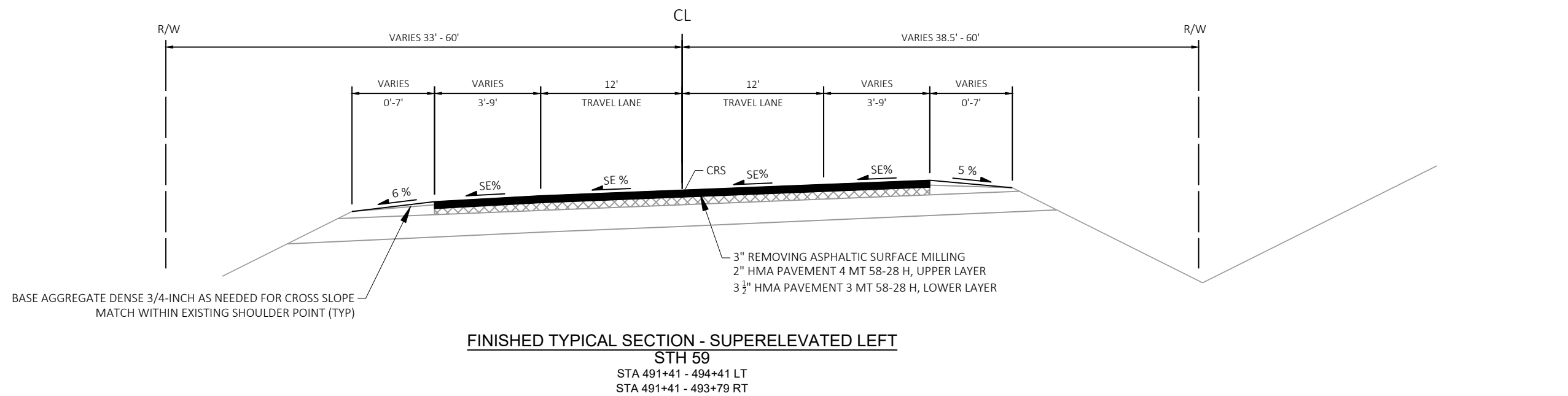
FINISHED TYPICAL SECTION - SUPERELEVATED LEFT
STH 59

STA 245+12 - 250+37
STA 289+92 - 306+50
STA 340+31 - 355+95
STA 387+29 - 401+30
STA 423+77 - 441+80
STA 485+42 - 491+41

LEGEND

CRS	ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS	ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

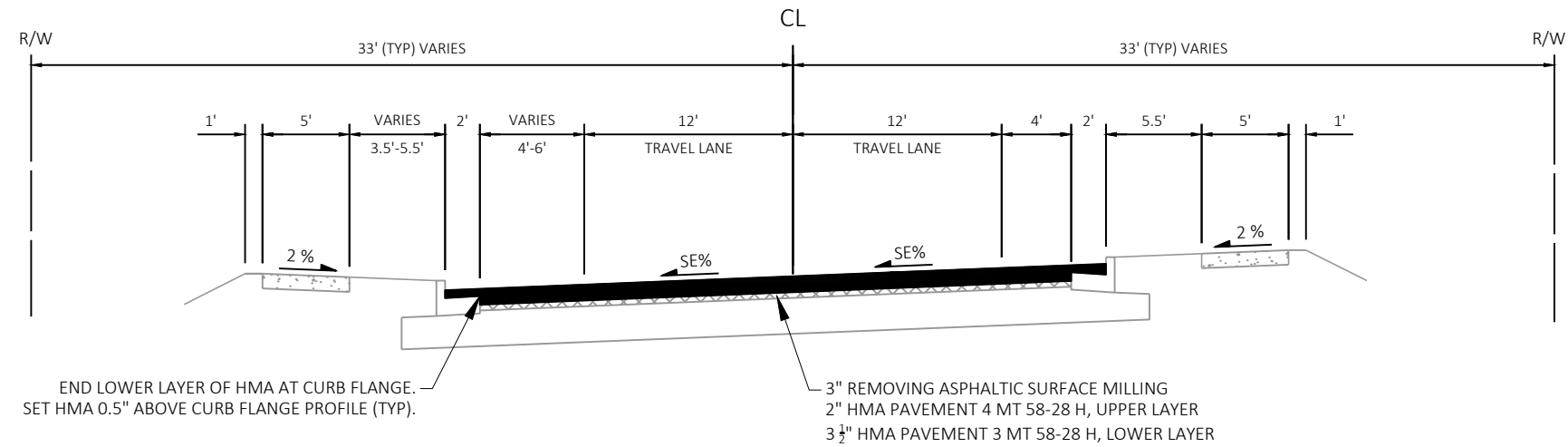
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
11	241+35	249+21	3.1%
13	291+87	304+54	6.0%
15	342+23	354+03	5.9%
17	389+22	399+36	5.8%
18	424+83	440+75	2.5%
20	486+43	495+68	3.2%



LEGEND

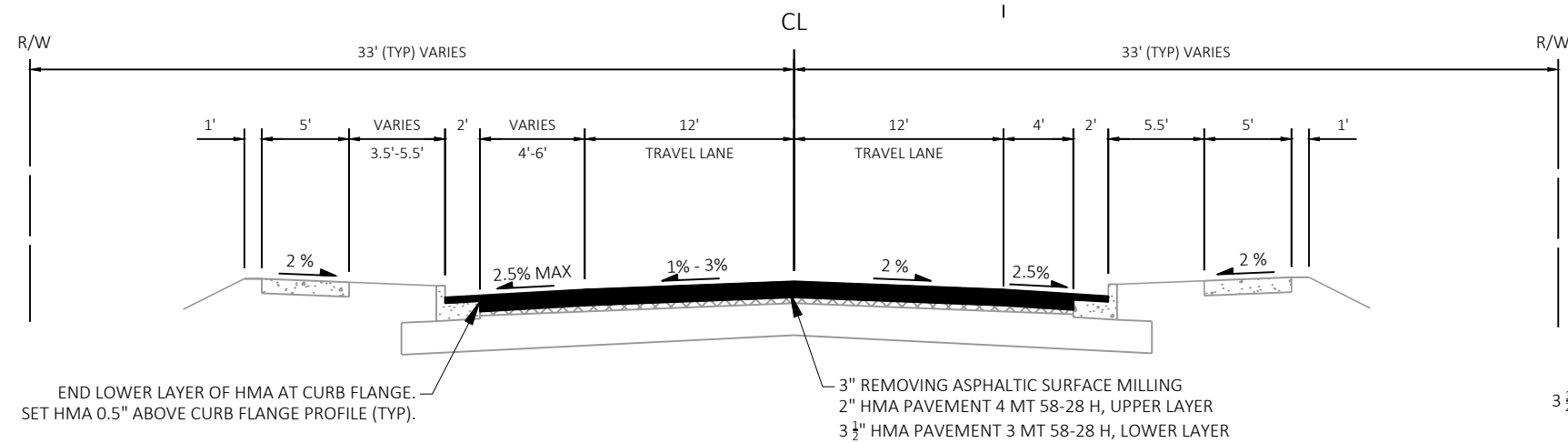
- CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

CURVE NO.	CURVE SUPERELEVATION		
	BEGIN FULL SE	END FULL SE	SE %
20	486+58	495+53	3.2%



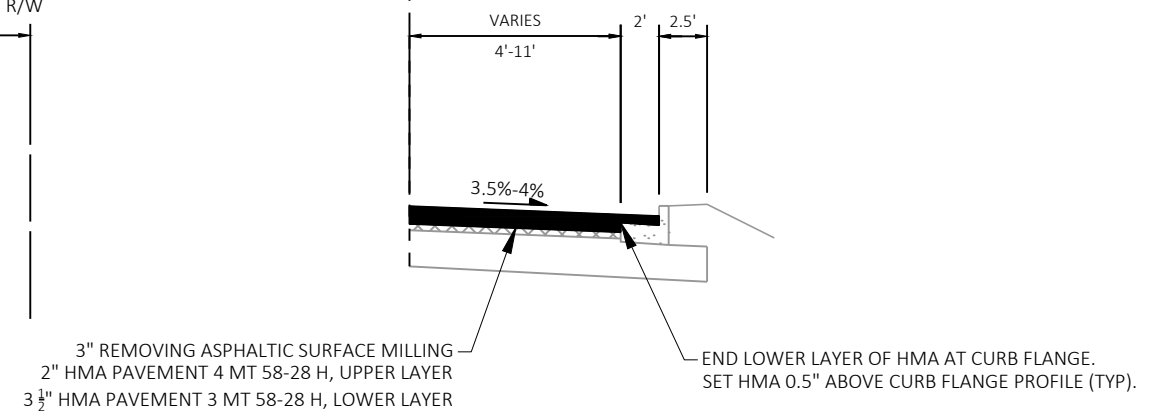
FINISHED TYPICAL SECTION - SUPERELEVATED LEFT
STH 59

STA 494+41 - 496+53 LT
STA 493+79 - 496+53 RT



FINISHED TYPICAL SECTION
STH 59

STA 496+53 - 509+75 LT
STA 515+55 - 531+63 LT
STA 496+53 - 509+75 RT
STA 519+78 - 531+63 RT



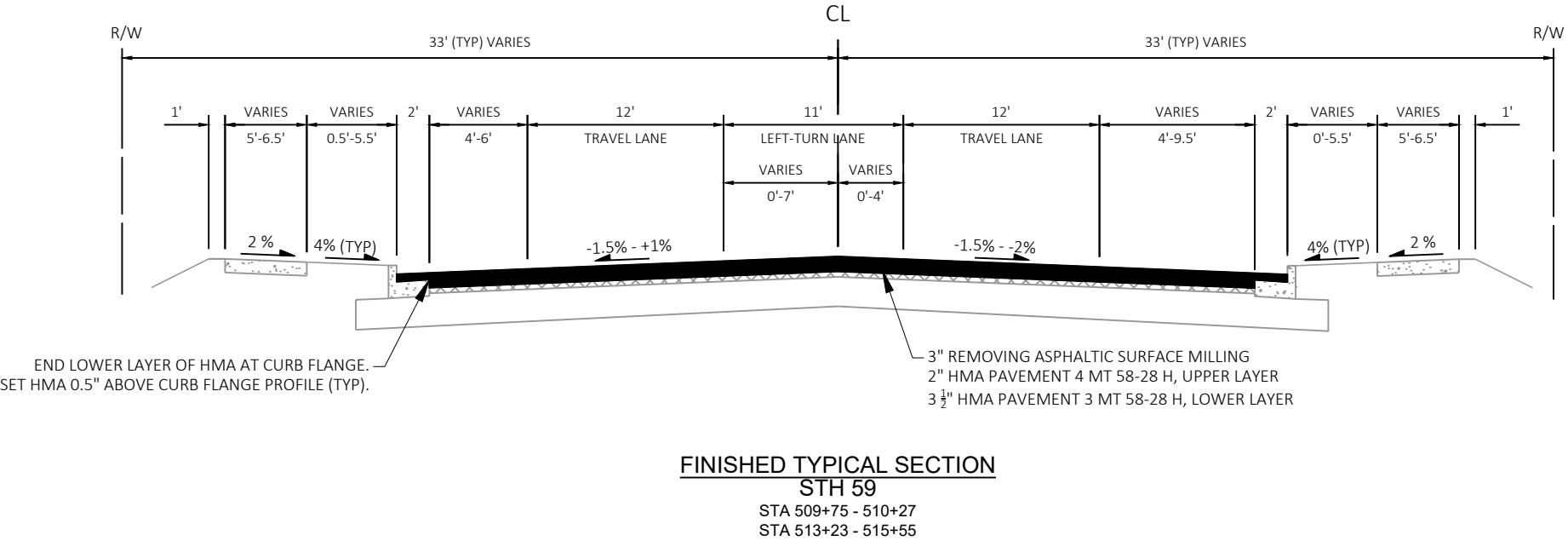
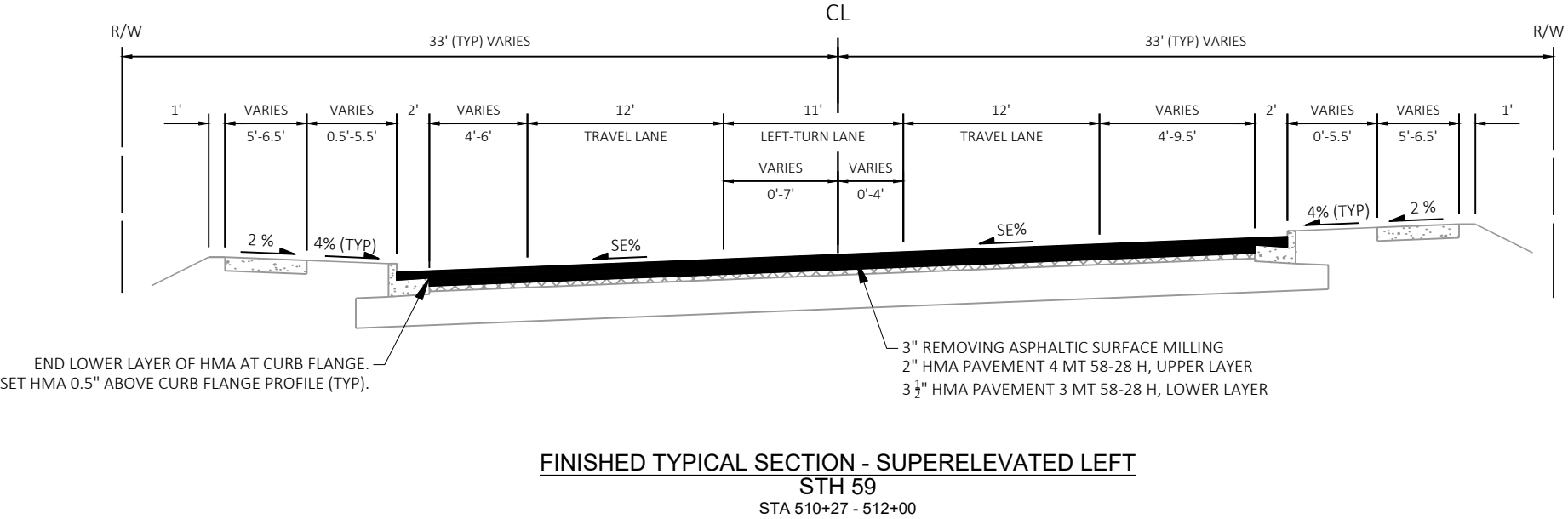
RIGHT-TURN LANE

STA 515+55 - 519+78 RT

LEGEND

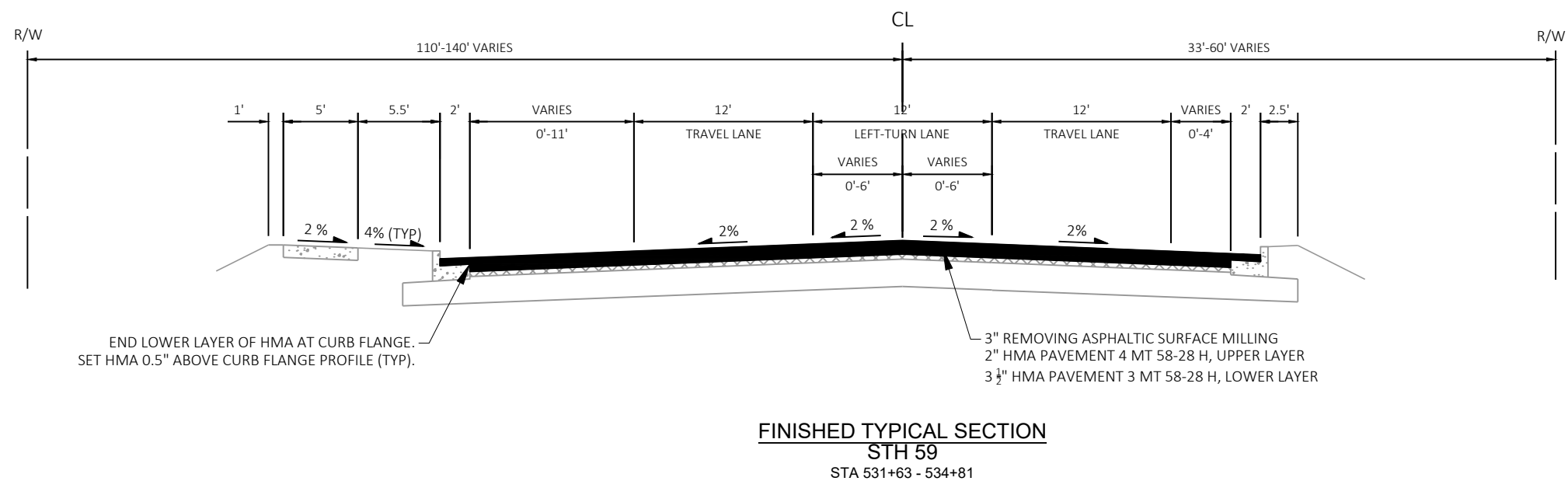
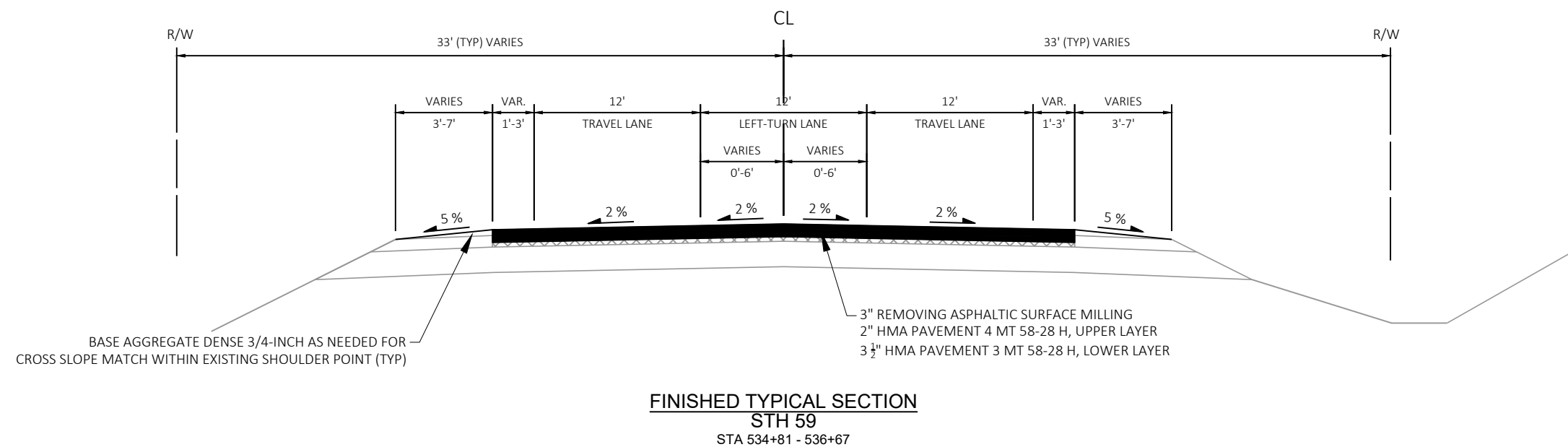
CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
20	486+43	495+68	3.2%
21	510+95	512+54	RC

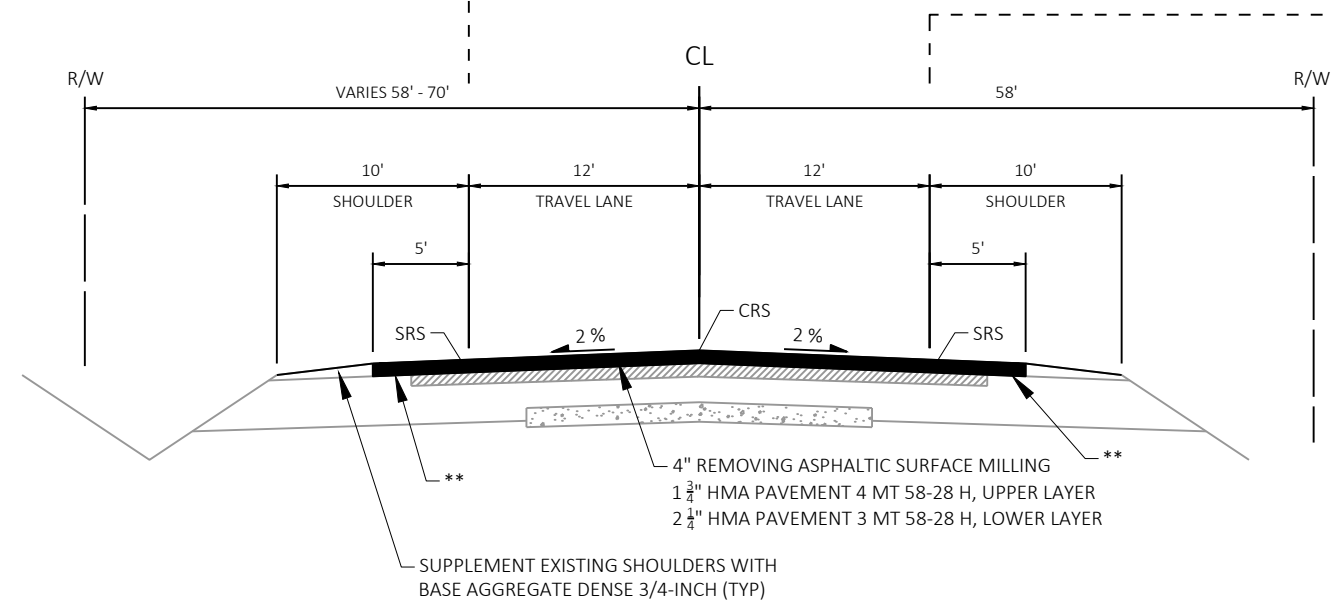
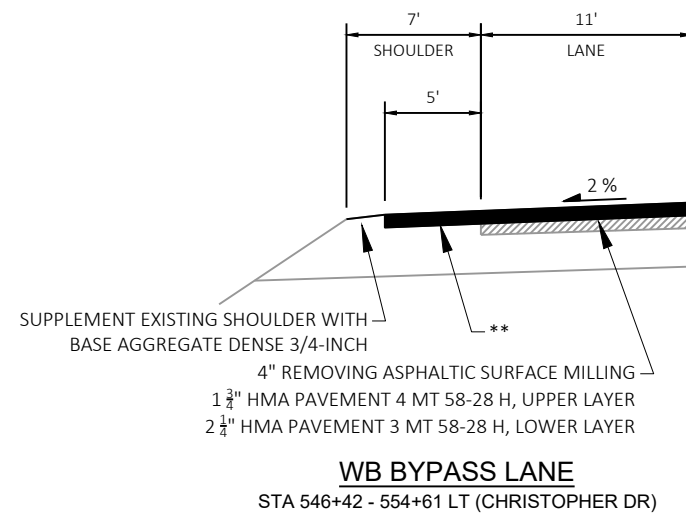
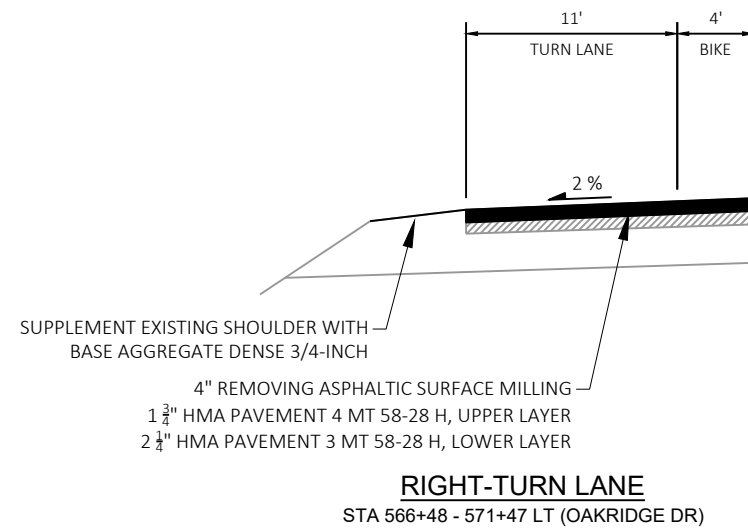


LEGEND

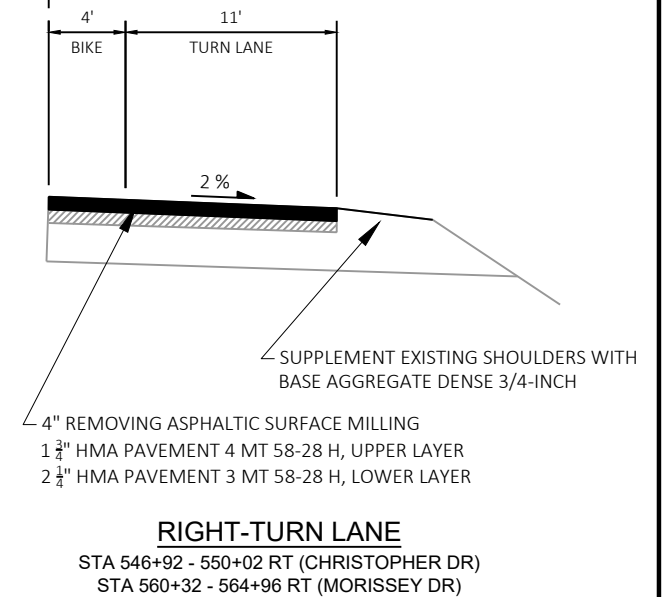
- CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

**LEGEND**

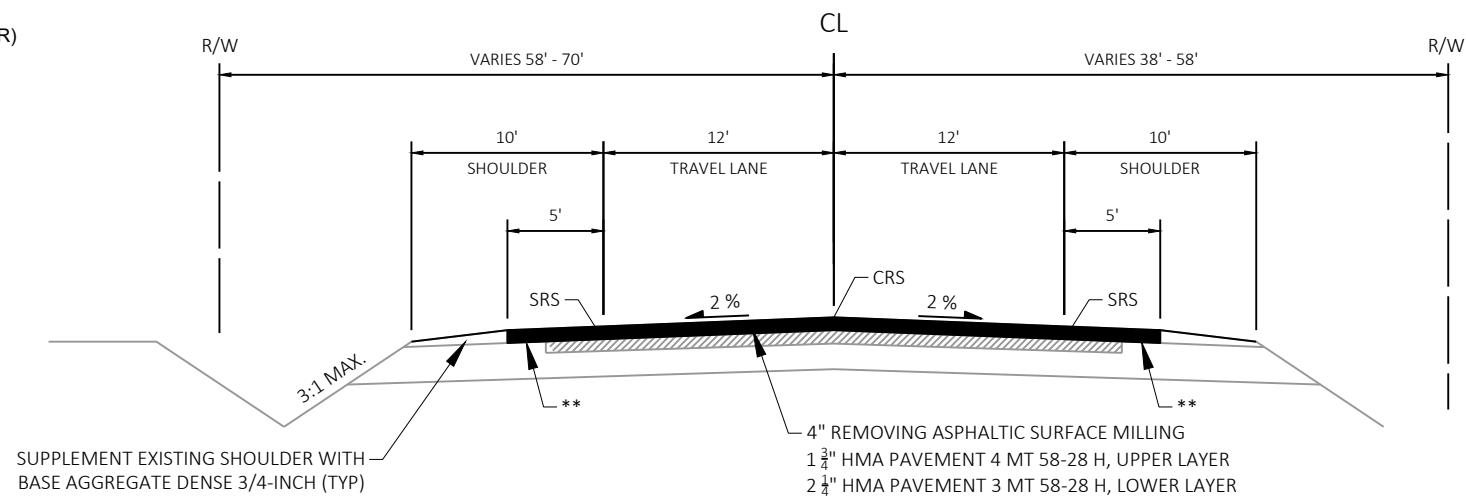
- CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
- SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL



FINISHED TYPICAL SECTION
STH 59
STA 544+22 - 570+22



** PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

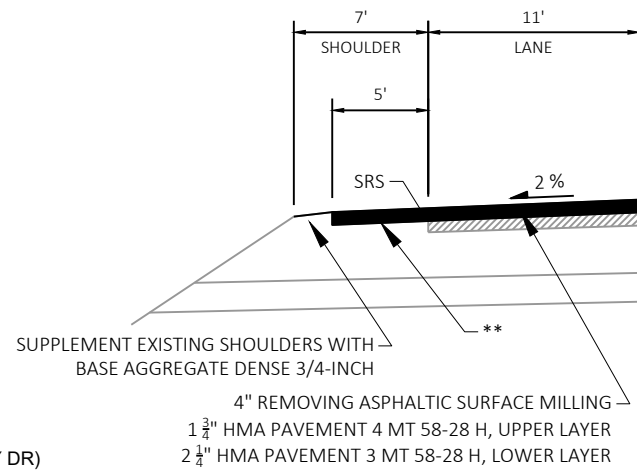


FINISHED TYPICAL SECTION
STH 59
STA 536+67 - 544+22

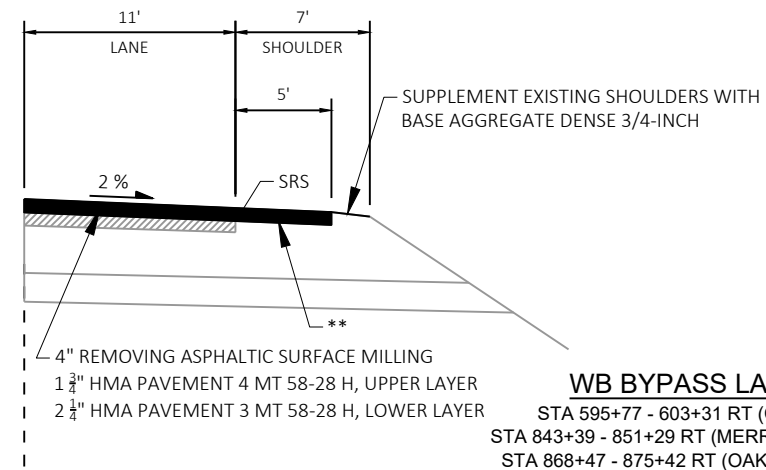
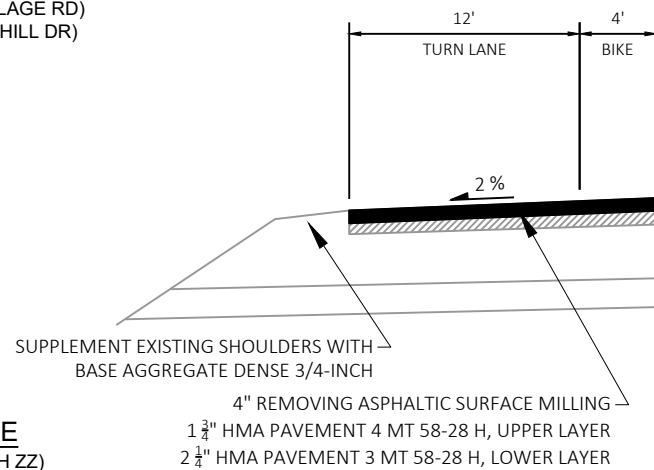
LEGEND

CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

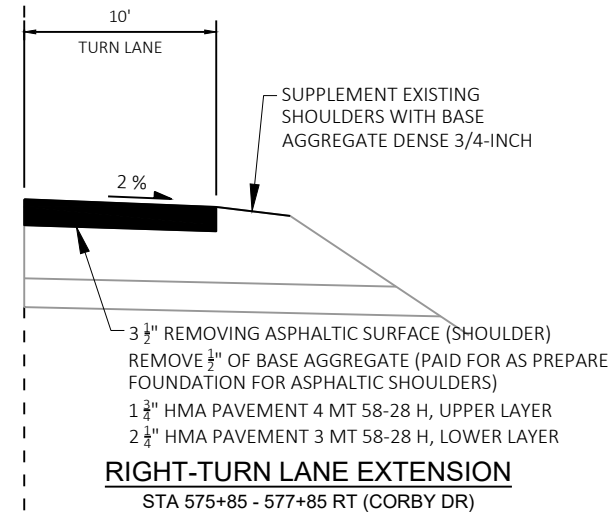
WB BYPASS LANE
STA 577+36 - 584+71 LT (CORBY DR)
STA 618+24 - 625+78 LT (DABLE DR)
STA 688+51 - 693+95 LT (OLD VILLAGE RD)
STA 861+15 - 869+16 LT (BROOKHILL DR)



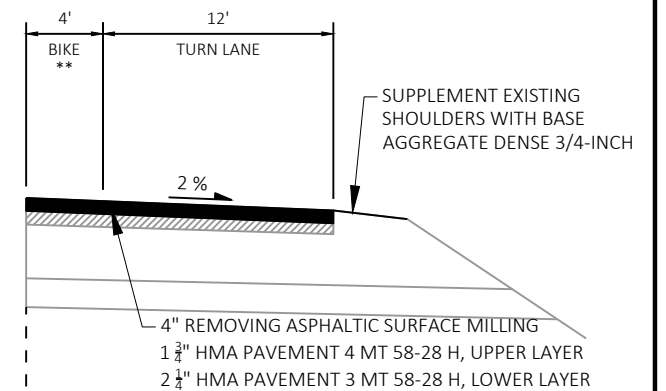
RIGHT-TURN LANE
STA 599+62 - 604+66 LT (CTH ZZ)
STA 881+82 - 884+19 LT (MERRIHILL PKWY)



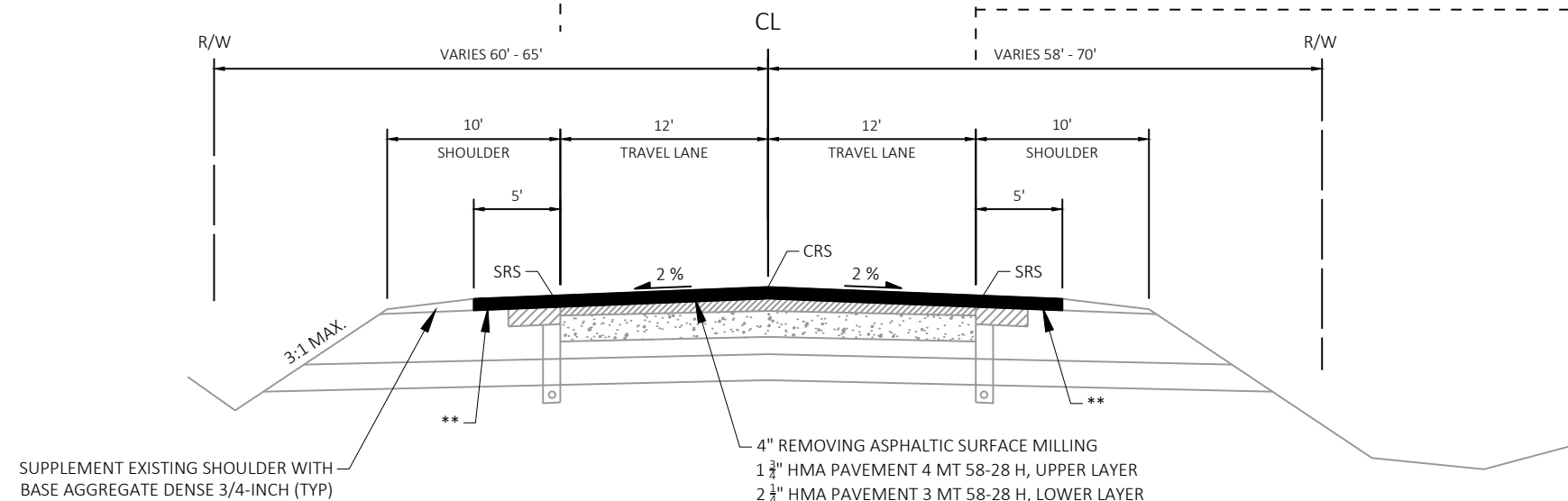
WB BYPASS LANE
STA 595+77 - 603+31 RT (CTH ZZ)
STA 843+39 - 851+29 RT (MERRIHILL PKWY)
STA 868+47 - 875+42 RT (OAK KNOLL DR)



RIGHT-TURN LANE EXTENSION
STA 575+85 - 577+85 RT (CORBY DR)



RIGHT-TURN LANE
STA 577+85 - 580+21 RT (CORBY DR) ** NO BIKE LANE
STA 616+72 - 621+27 RT (DABLE RD)
STA 687+78 - 689+25 RT (OLD VILLAGE RD) ** NO BIKE LANE
STA 860+15 - 864+77 RT (BROOKHILL DR)



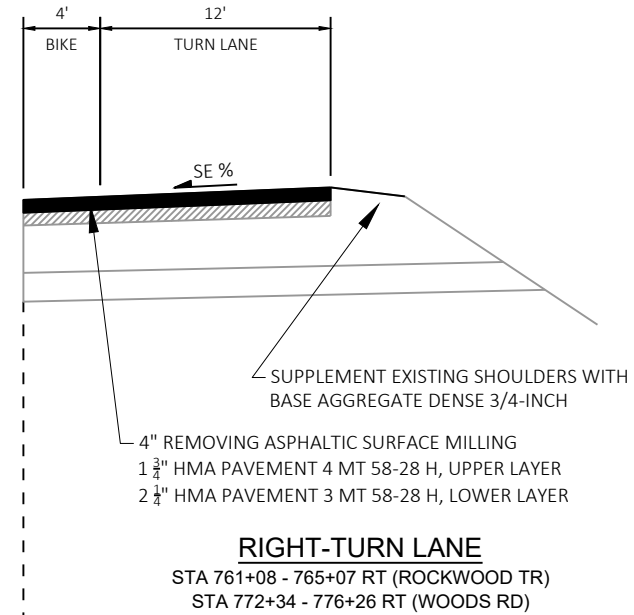
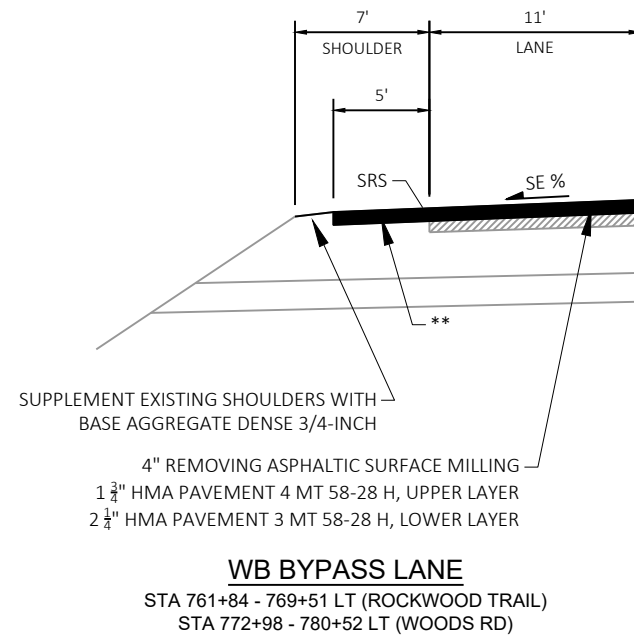
FINISHED TYPICAL SECTION
STH 59

STA 570+22 - 571+08 STA 757+05 - 761+37 **
STA 579+52 - 601+87 STA 801+22 - 817+24
STA 620+82 - 658+84 STA 840+83 - 876+59
STA 686+48 - 713+11 STA 884+72 - 33+47'A'

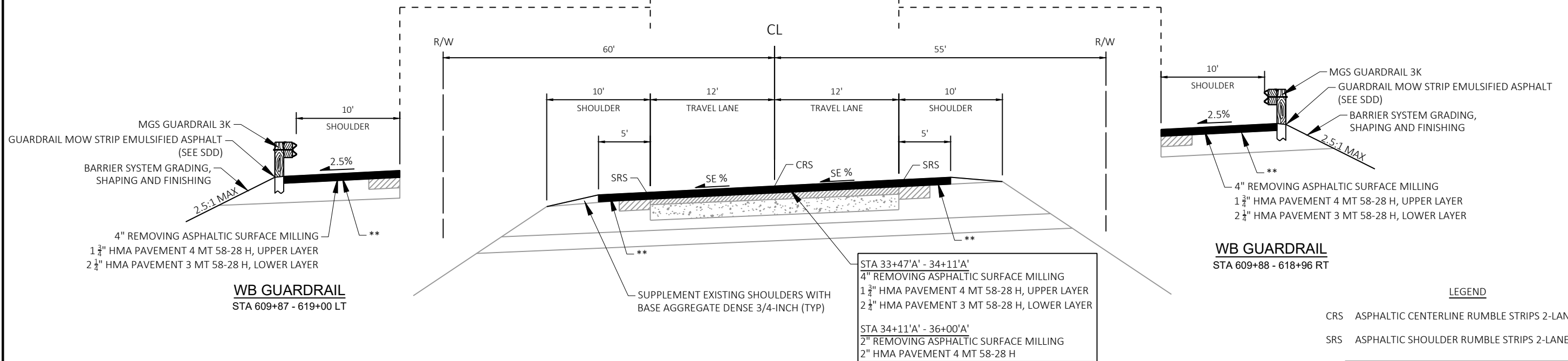
** STH 59 RECONSTRUCTED BY PROJECT 2450-00-73 FROM STA. 738+70.77 TO STA. 757+04.86
MATCH EXISTING PAVEMENT AT STA. 757+04.86

LEGEND

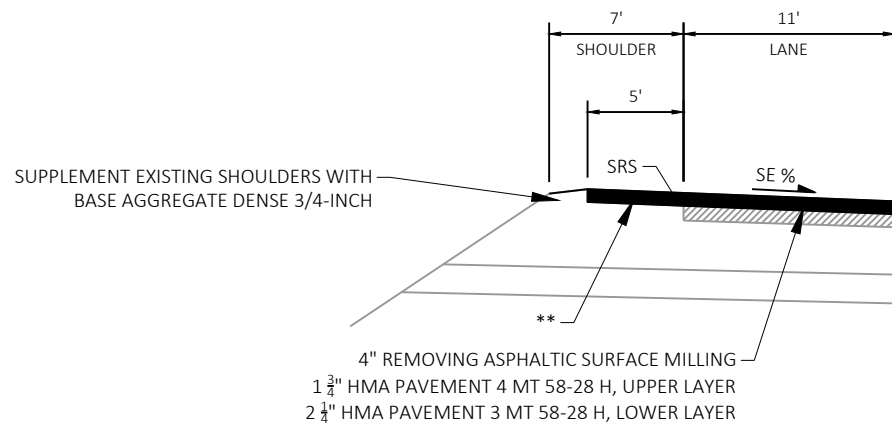
CRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL



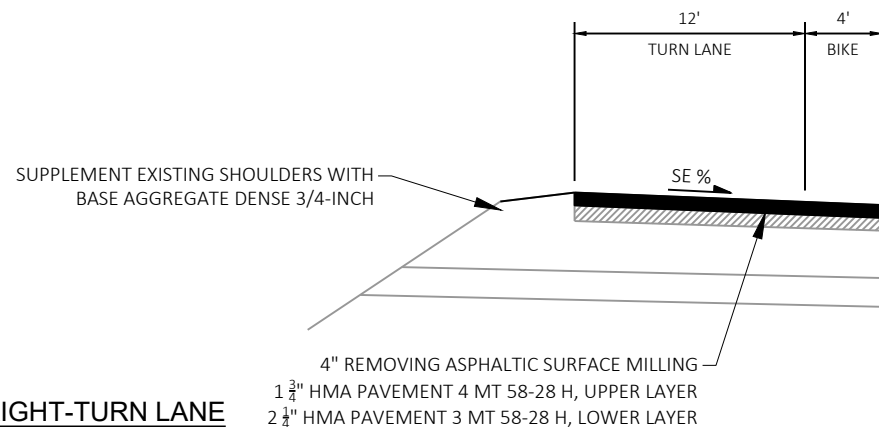
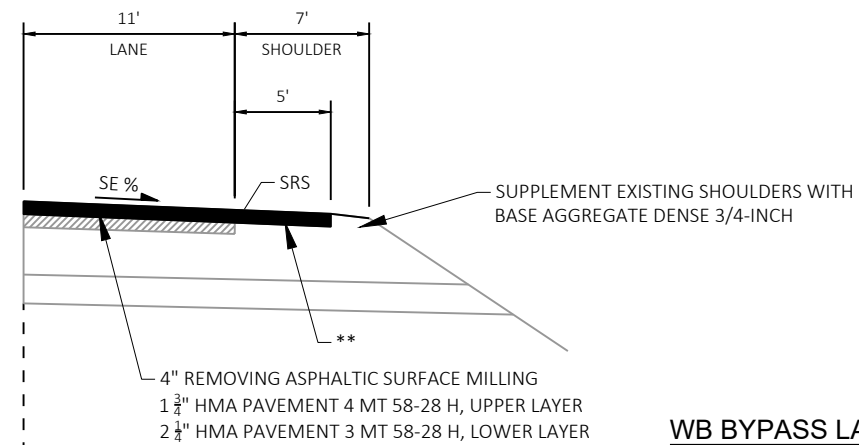
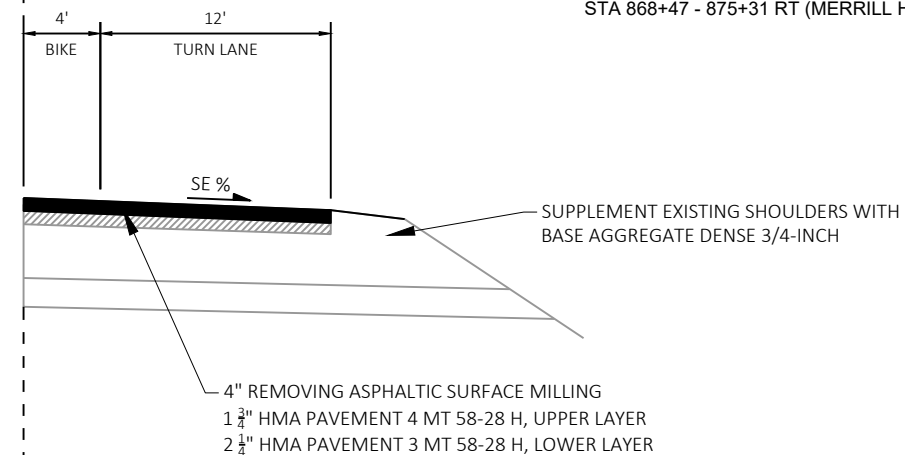
** PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



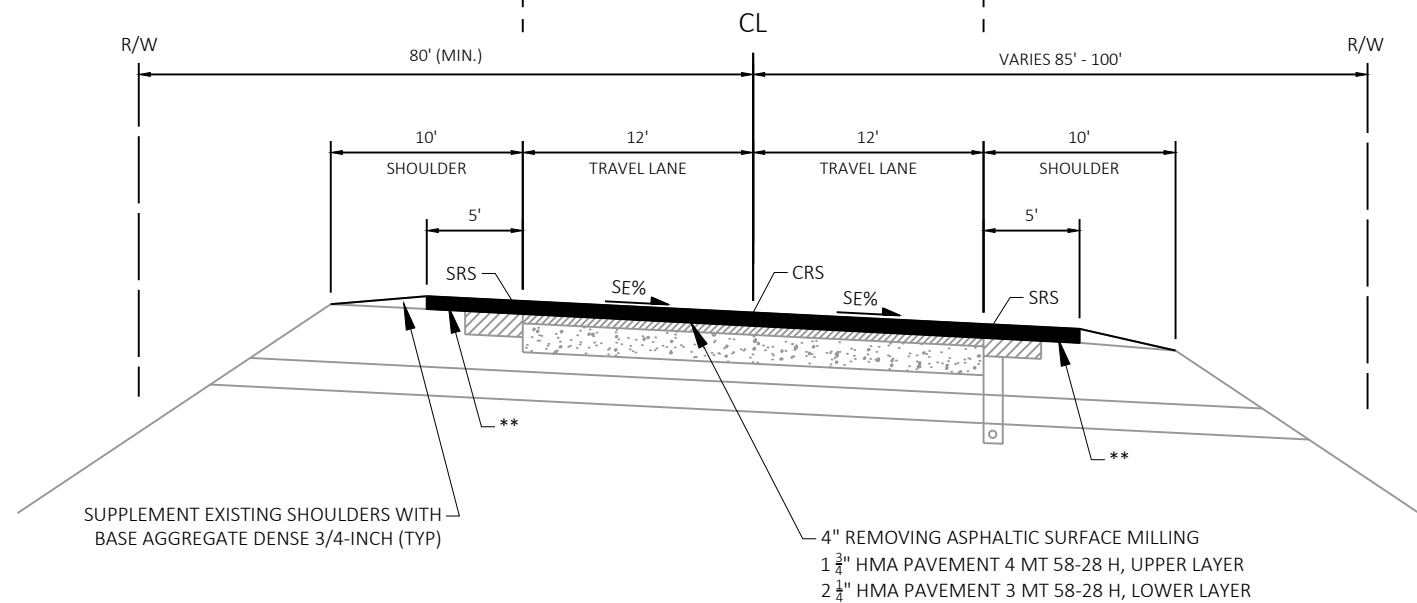
** STH 59 RECONSTRUCTED BY PROJECT 2450-00-73 FROM STA. 738+70.77 TO STA. 757+04.86
MATCH EXISTING PAVEMENT AT STA. 738+70.77

**WB BYPASS LANE**

STA 835+34 - 840+46 LT (GREEN COUNTRY RD)

**RIGHT-TURN LANE**STA 599+62 - 604+71 LT (CTH ZZ)
STA 829+62 - 835+34 LT (TOWN LINE RD)
STA 881+82 - 884+19 LT (MERRILL HILLS RD)**WB BYPASS LANE**STA 595+52 - 603+31 RT (CTH ZZ)
STA 825+08 - 830+75 RT (TOWN LINE RD)
STA 868+47 - 875+31 RT (MERRILL HILLS RD)**RIGHT-TURN LANE**

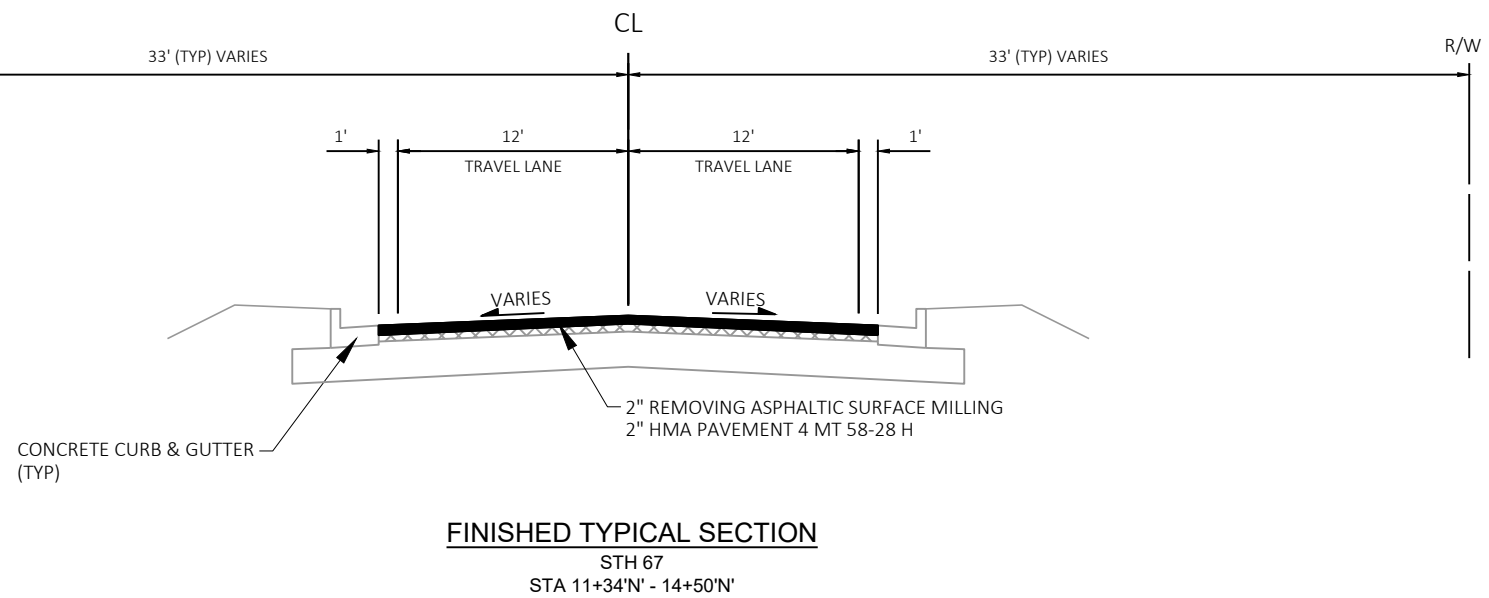
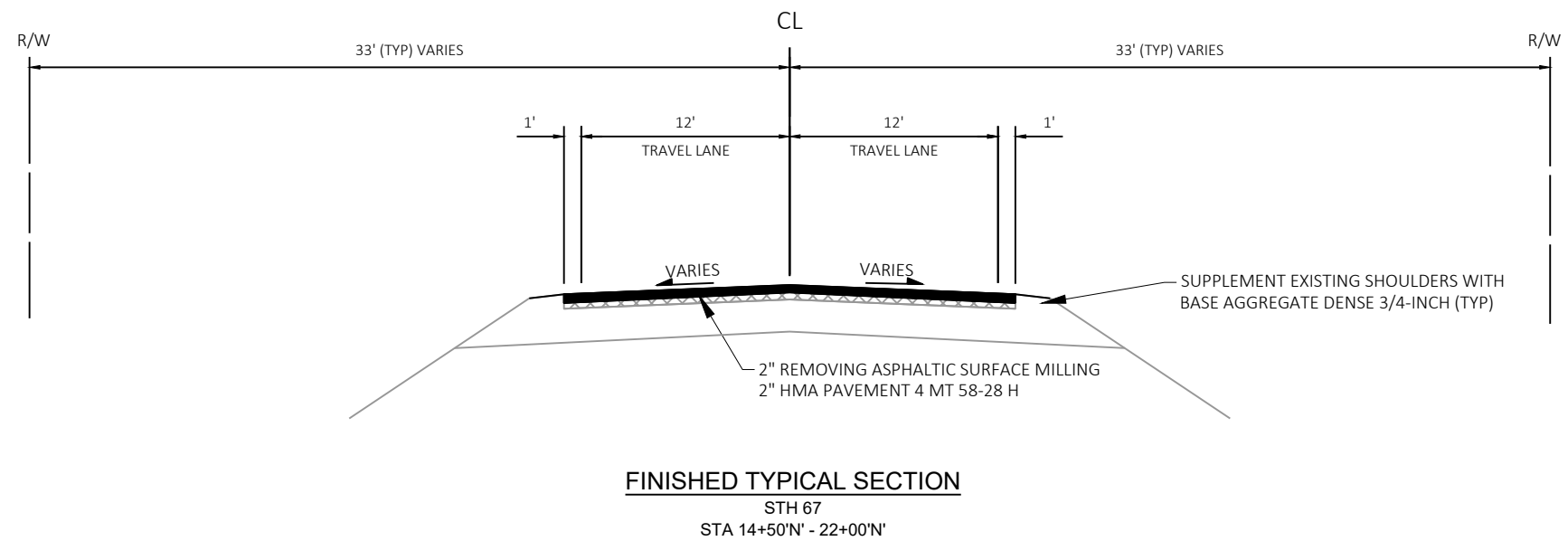
STA 830+75 - 836+84 RT (GREEN COUNTRY RD)

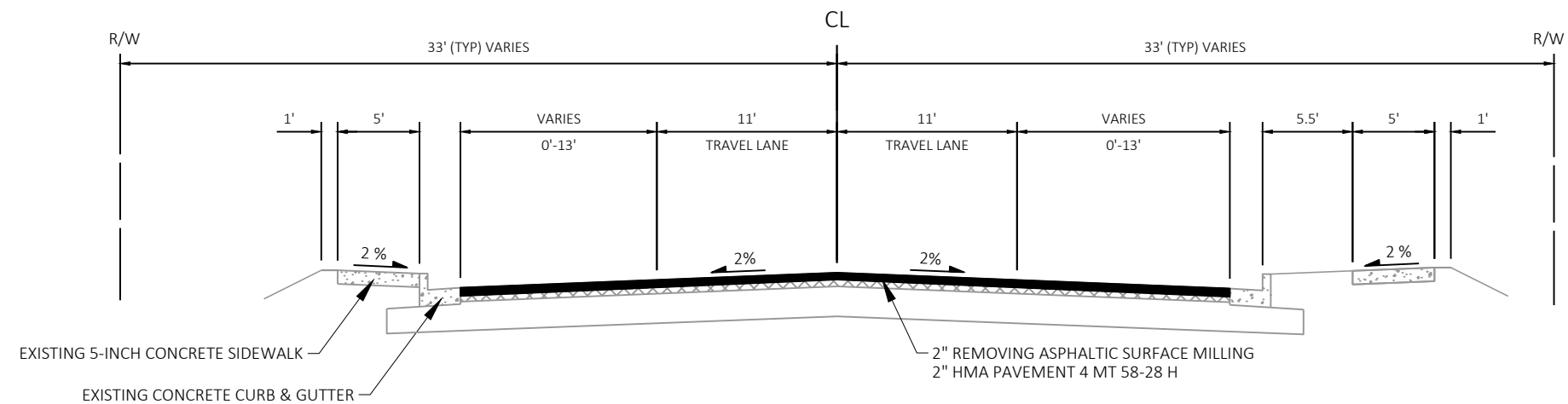
**FINISHED TYPICAL SECTION - SUPERELEVATED RIGHT
STH 59**STA 658+84 - 662+50
STA 674+13 - 686+48
STA 713+82 - 737+98
STA 817+24 - 840+83
STA 876+59 - 884+72

** PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

LEGENDCRS ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
SRS ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

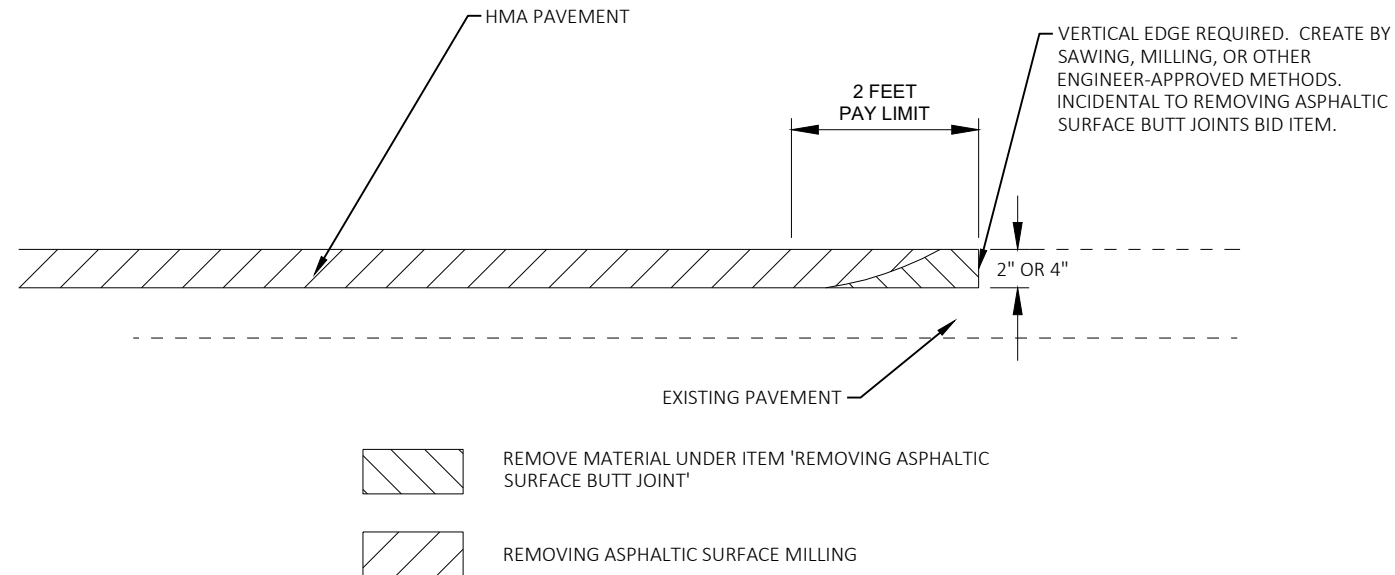
CURVE SUPERELEVATION			
CURVE NO.	BEGIN FULL SE	END FULL SE	SE %
24	659+80	685+34	2.3%
25	713+99	741+56	RC
27	818+12	839+95	RC
28	877+48	883+84	RC





FINISHED TYPICAL SECTION

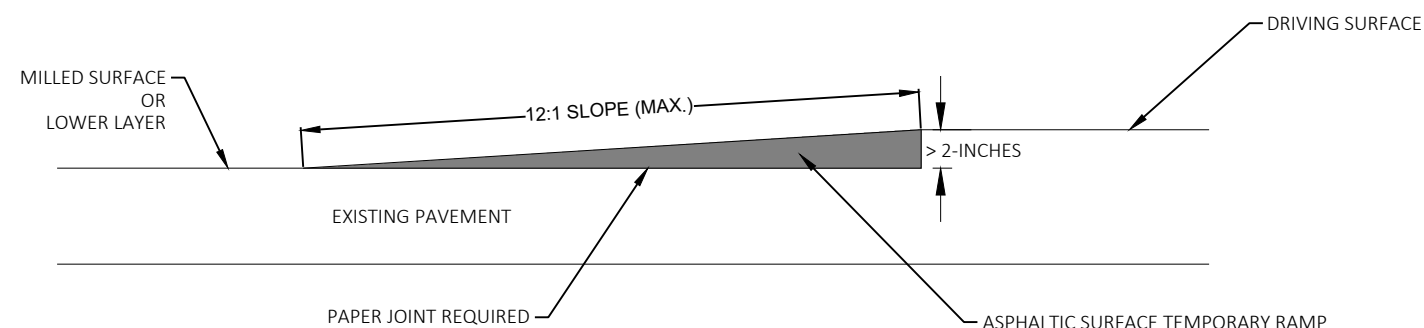
CTH E
STA 17+50 - 18+78
STA 21+33 - 23+49



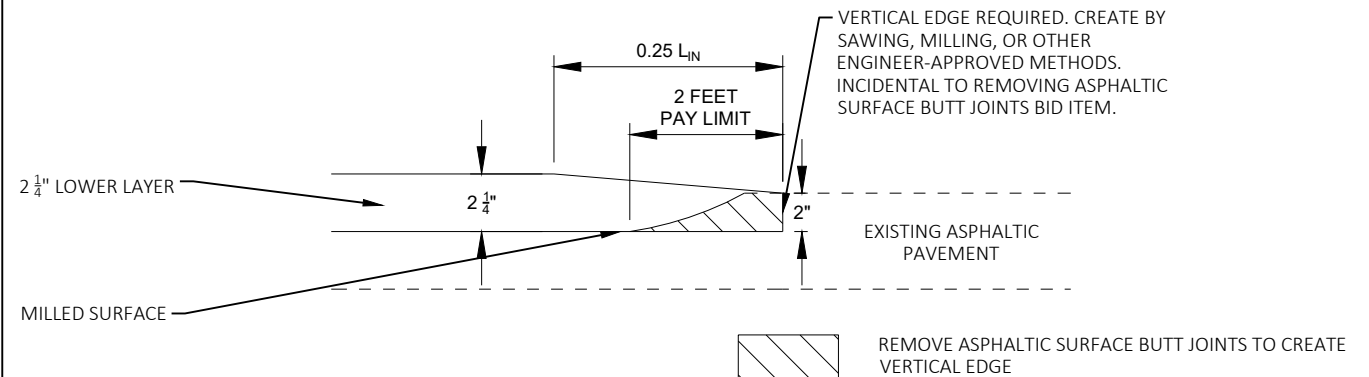
NOTES:

1. MILL TO THE END OF RADIUS OR EXISTING PAVEMENT JOINT, WHICHEVER IS CLOSER.
2. WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED.
3. ASPHALTIC SURFACE TEMPORARY RAMP PAID FOR AS "ASPHALTIC SURFACE TEMPORARY"
4. INSTALLATION, REMOVAL, AND DISPOSAL OF RAMP IS INCIDENTAL TO ASPHALTIC SURFACE TEMPORARY BID ITEM.

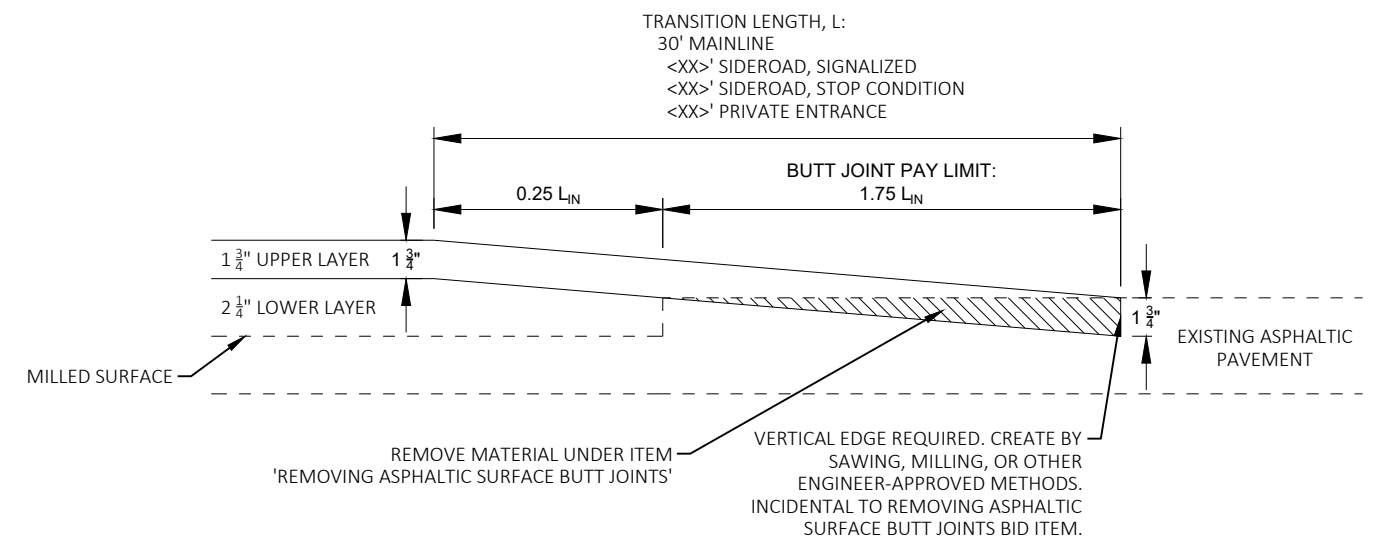
**REMOVING ASPHALTIC PAVEMENT BUTT JOINT
DETAIL 'A' - NO CHANGE IN PROFILE**



ASPHALTIC SURFACE TEMPORARY RAMP

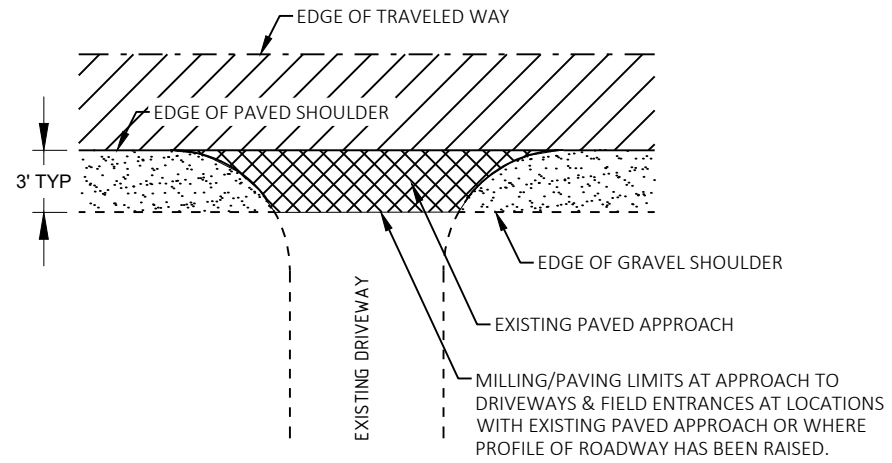


MILLING AND PAVING LOWER LAYER

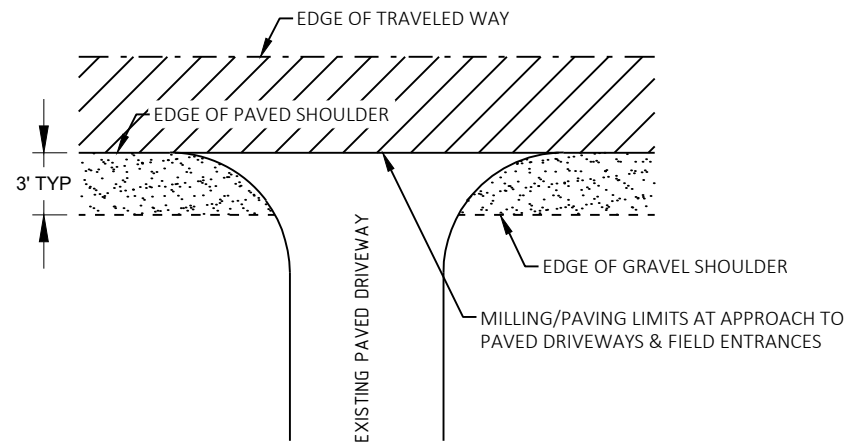


MILLING BUTT JOINT AND PAVING UPPER LAYER

**REMOVING ASPHALTIC PAVEMENT BUTT JOINT
DETAIL 'B' - PROFILE CHANGE LOCATIONS**

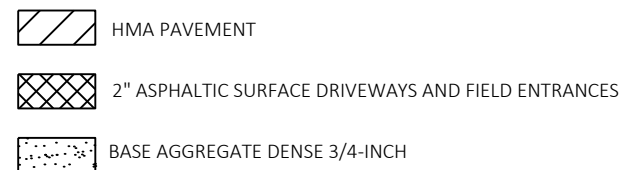


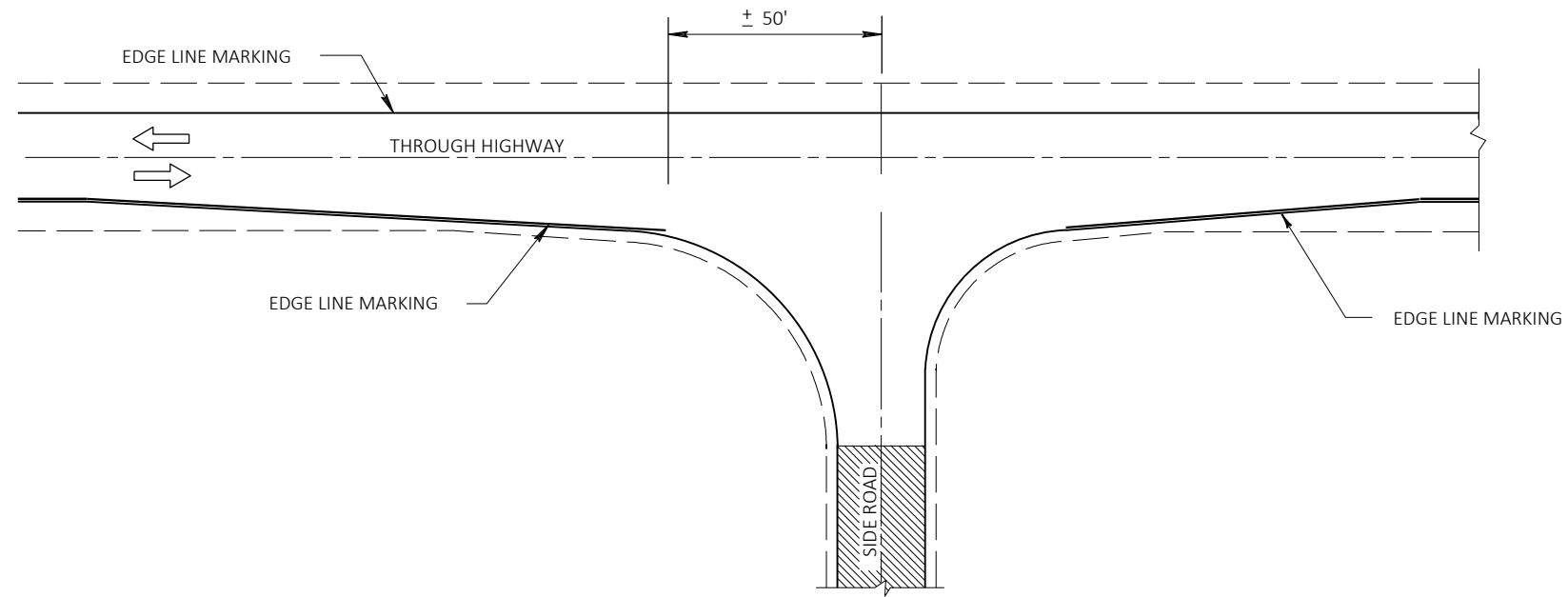
GRAVEL DRIVEWAYS AND
LOCATIONS WITH RAISED ROADWAY PROFILE



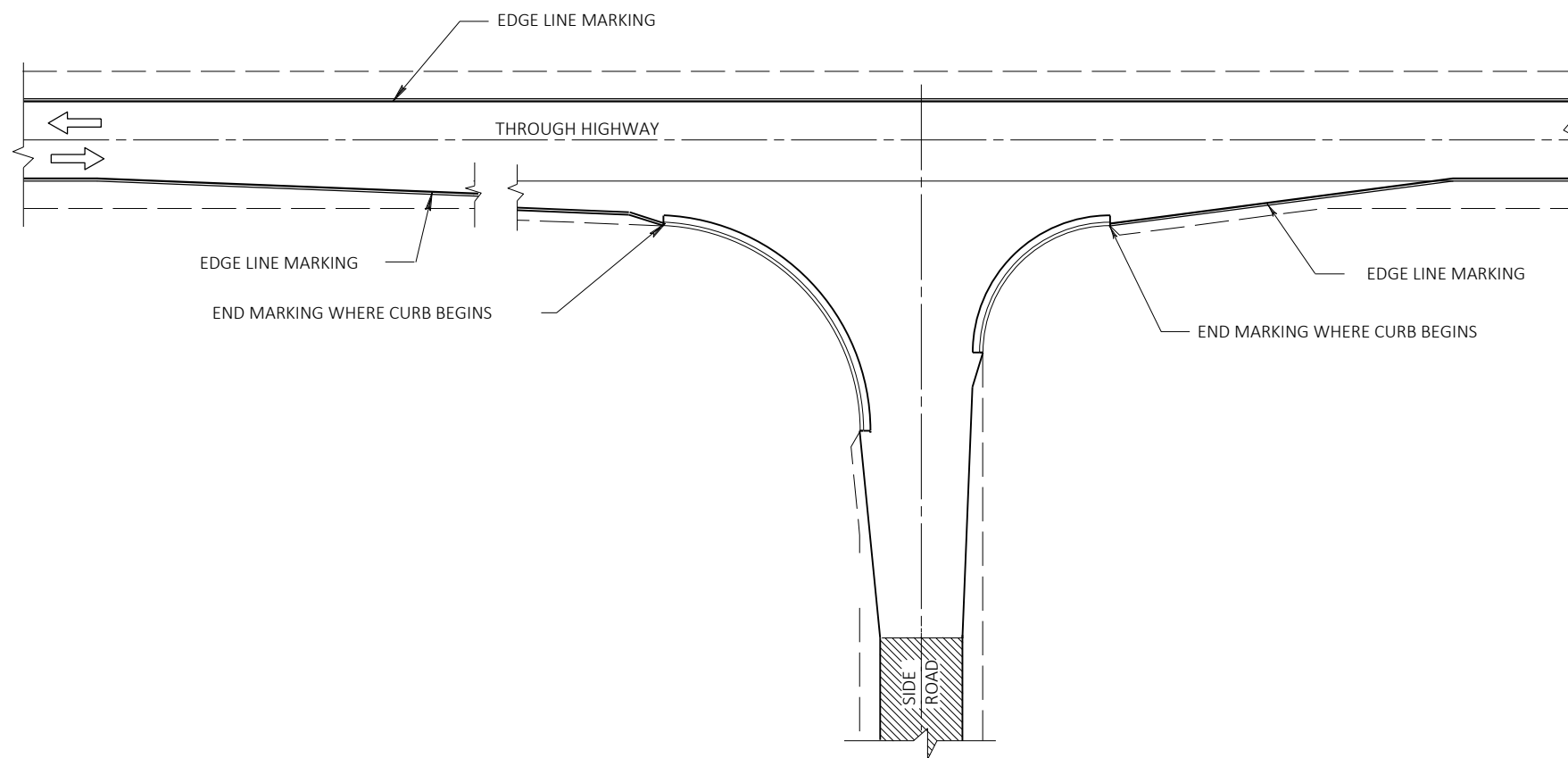
PAVED DRIVEWAY

RURAL DRIVEWAY PAVING LIMITS



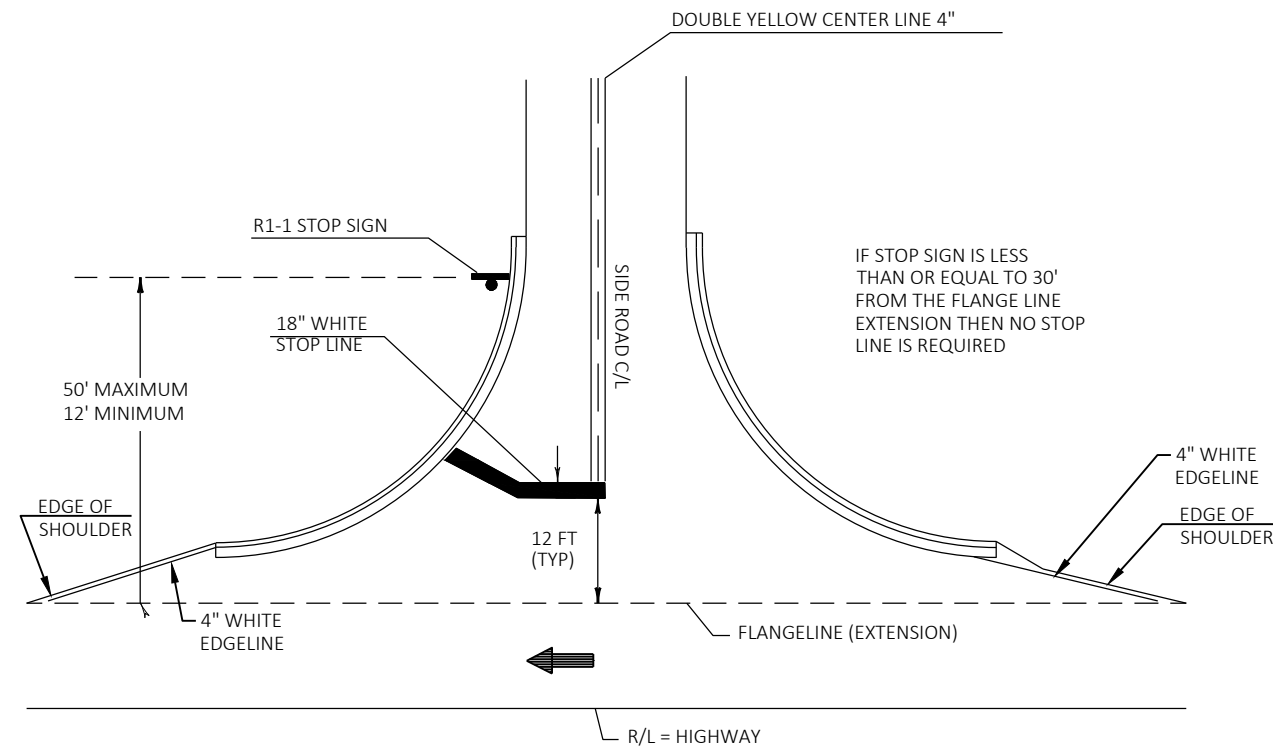


MINOR INTERSECTION WITHOUT CURBS
(TYPICAL MARKING)

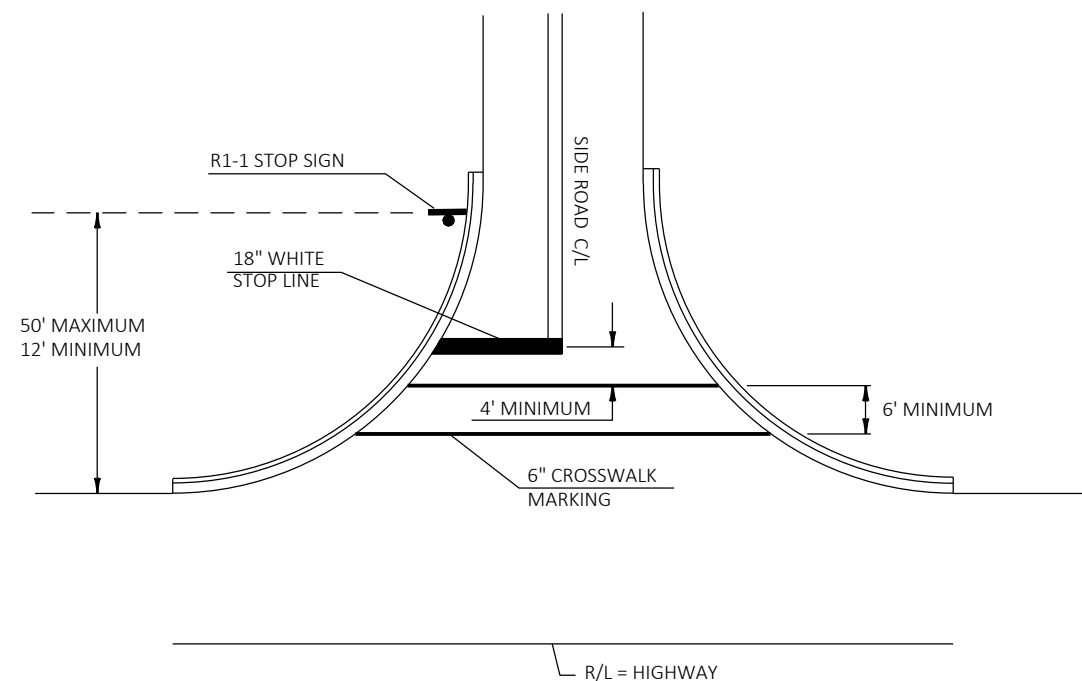


MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)

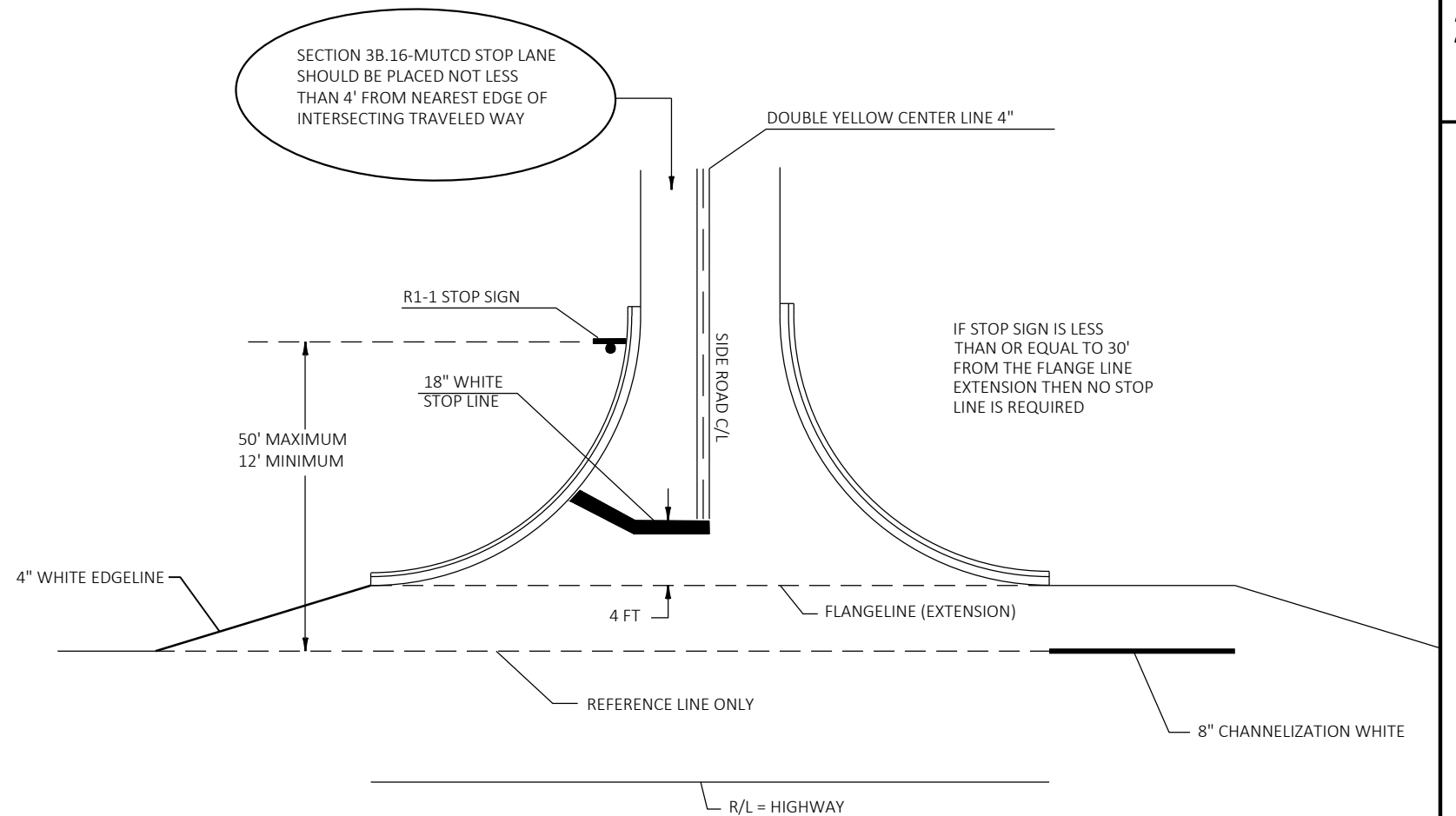
INTERSECTION PAVEMENT MARKING DETAILS



TYPICAL PAVEMENT MARKING FOR SIDEROADS



TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



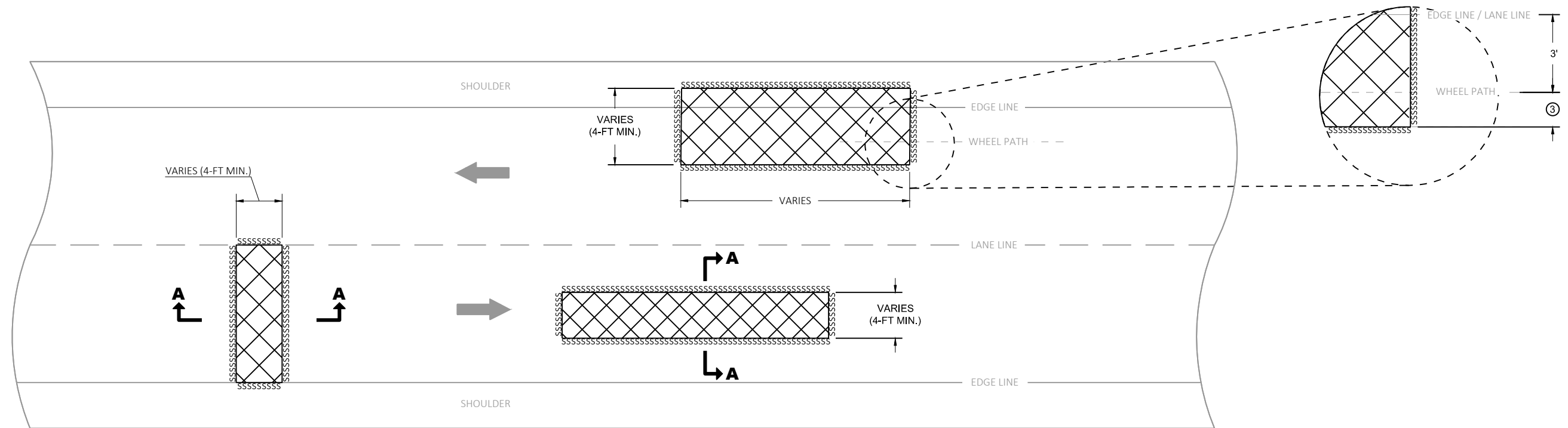
TYPICAL PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE

NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

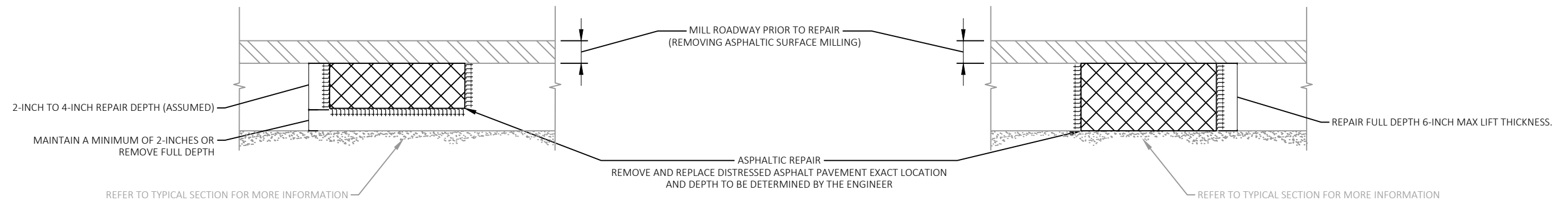
- STOP LINES REQUIRED WHERE:
- CROSSWALK MARKINGS EXIST OR BEING PROVIDED
 - LARGE RADII
 - OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

GENERAL NOTES

- ① EXACT LOCATION, DEPTH AND SIZE OF REPAIR TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ② MILL PAVEMENT PER PLAN PRIOR TO MAKING ASPHALTIC REPAIR.
- ③ LOCATE LONGITUDINAL REPAIR JOINTS OUTSIDE OF WHEEL PATH. 12-INCH MINIMUM (24-INCH RECOMMENDED) FROM THE CENTER OF THE WHEEL PATH.
- ④ ASPHALTIC REPAIR PAVING TO BE DONE ON THE SAME DAY AS REMOVAL.

TTTTTTT TACK COAT

PLAN VIEW

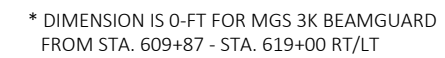


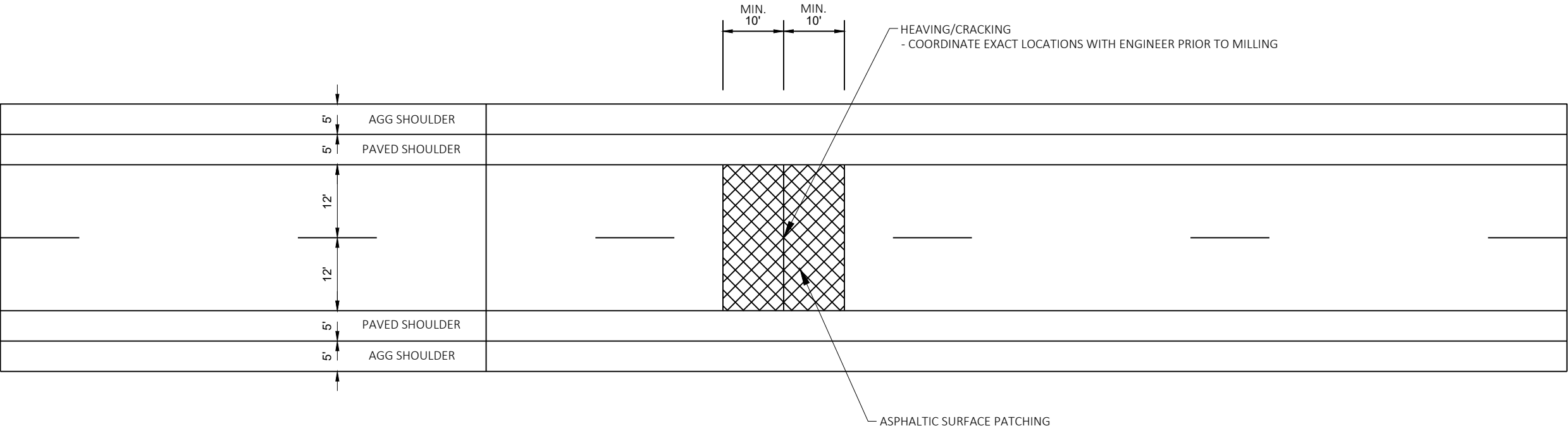
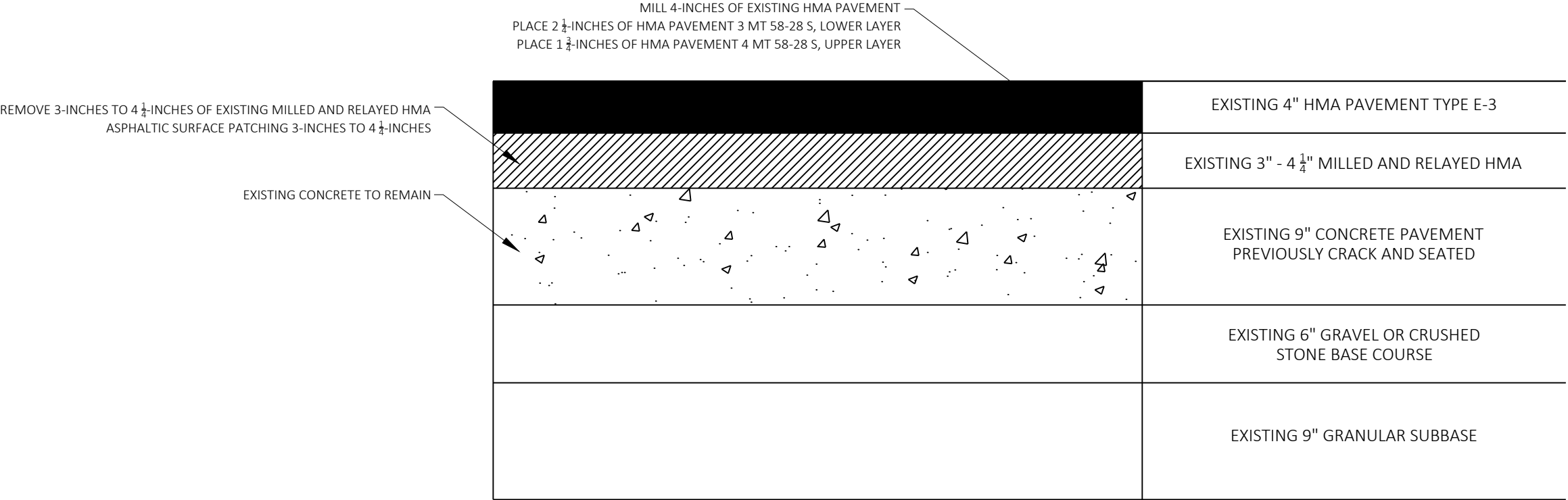
PARTIAL DEPTH

FULL DEPTH

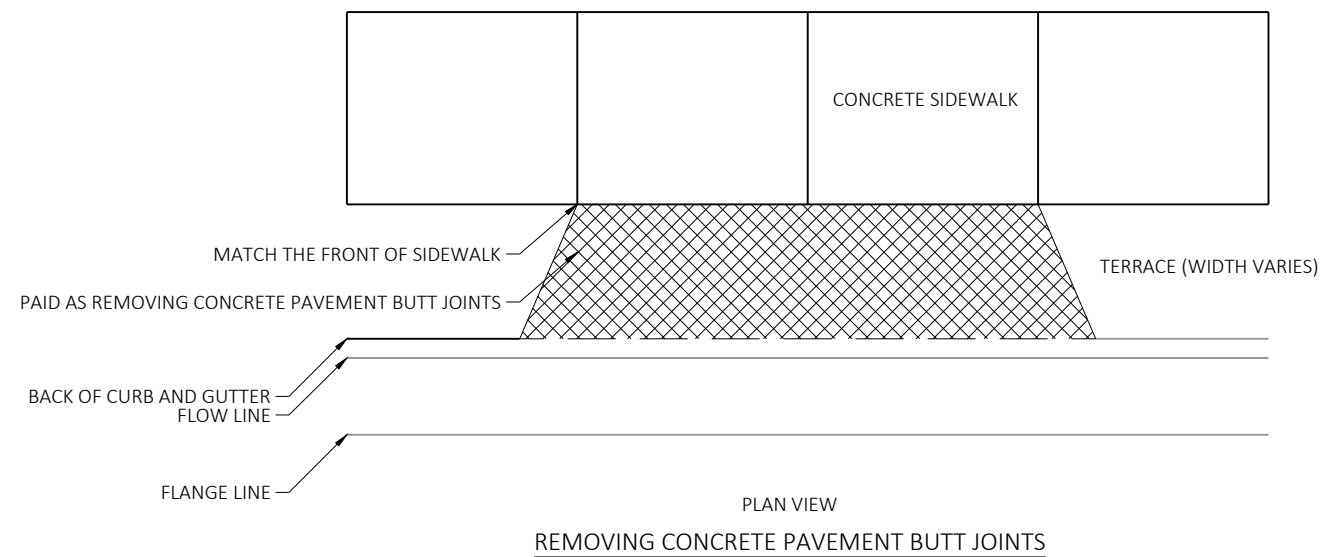
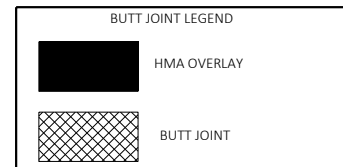
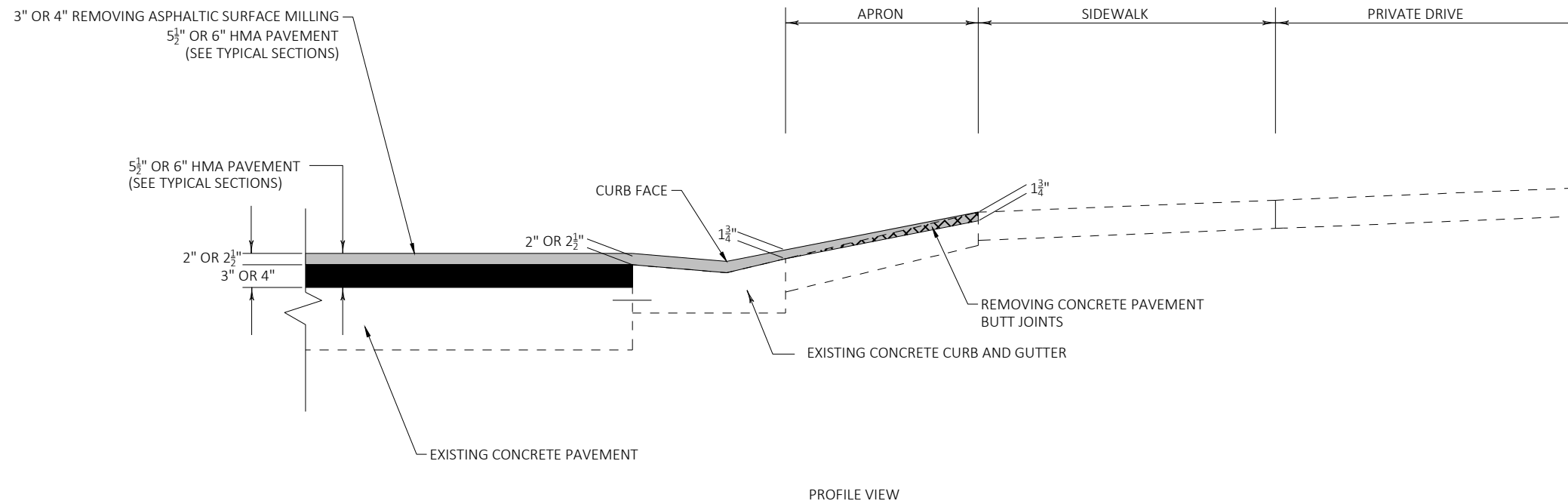
SECTION A-A

ASPHALTIC REPAIR





HEAVING/CRACKING JOINT REPAIR DETAILS
STH 83 - CTH X
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



DRIVEWAYS
STA 218+00 - 232+00
STA 494+00 - 532+00

PAVEMENT REMOVAL FOR THE MONOLITHIC SHIM IS INCIDENTAL TO THE REMOVING CURB & GUTTER BID ITEM.

ALL WORK, EQUIPMENT AND MATERIAL REQUIRED TO EXCAVATE, PREPARE THE FOUNDATION AND INSTALL THE SHIMS IS INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

ALL WORK, EQUIPMENT AND MATERIAL REQUIRED TO INSTALL THE MONOLITHIC SHIM IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEMS.

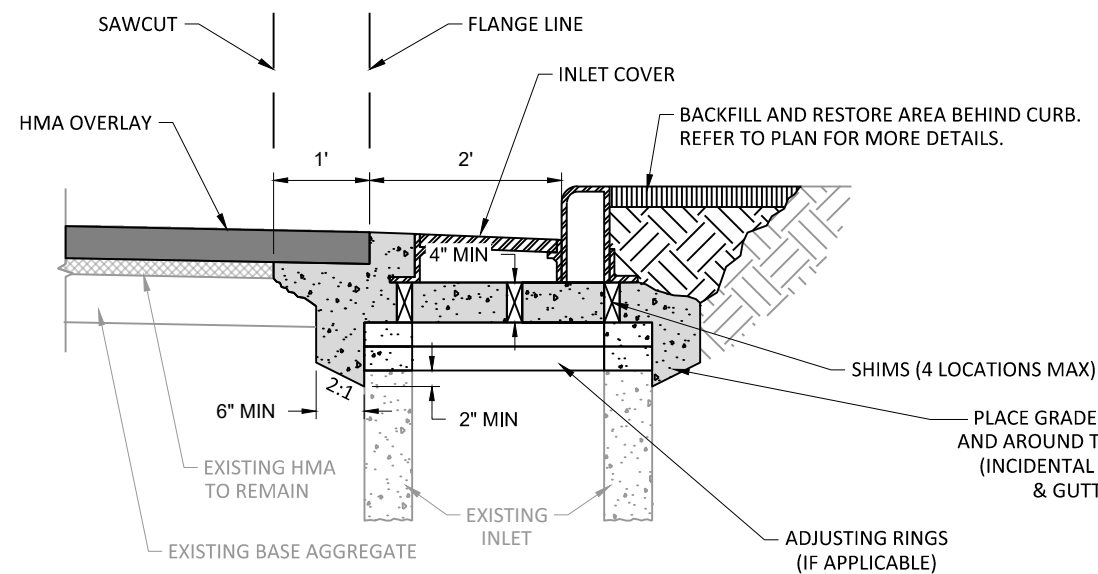
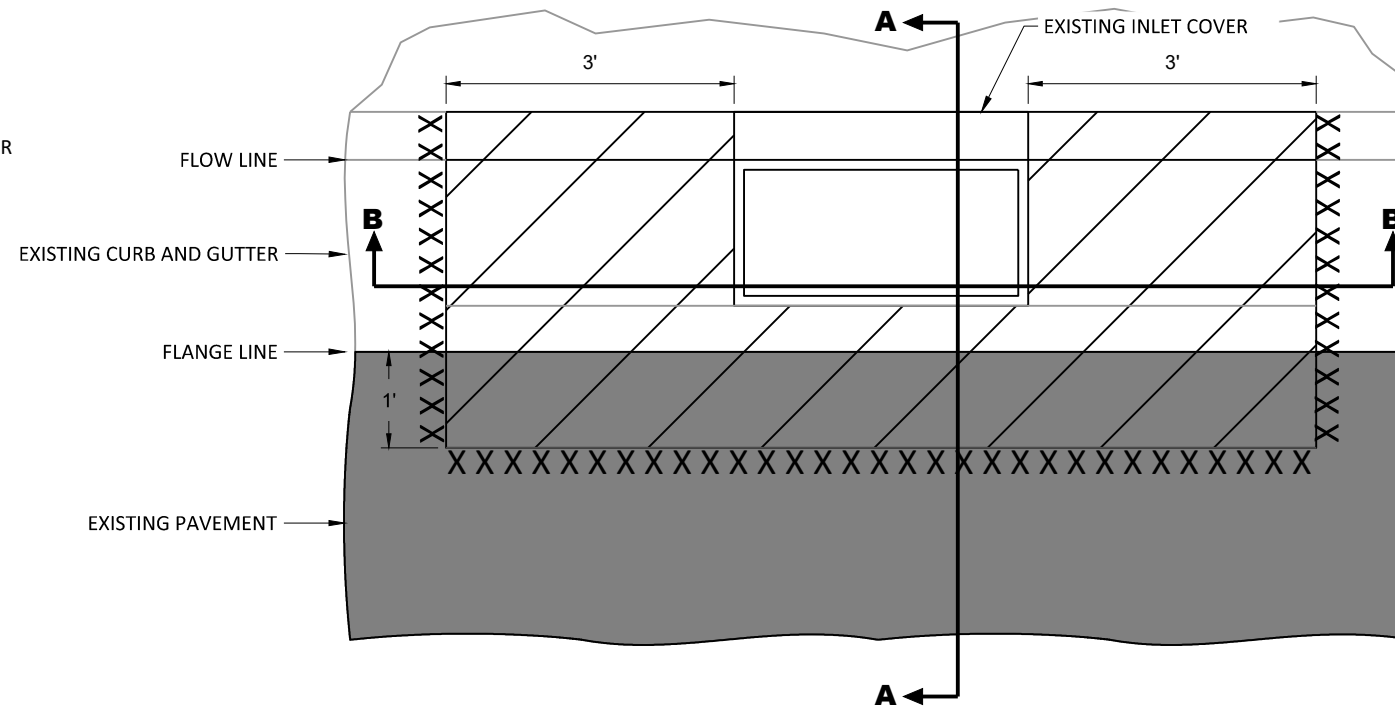
THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, REMOVING CURB & GUTTER AND DRILLED TIE BARS.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

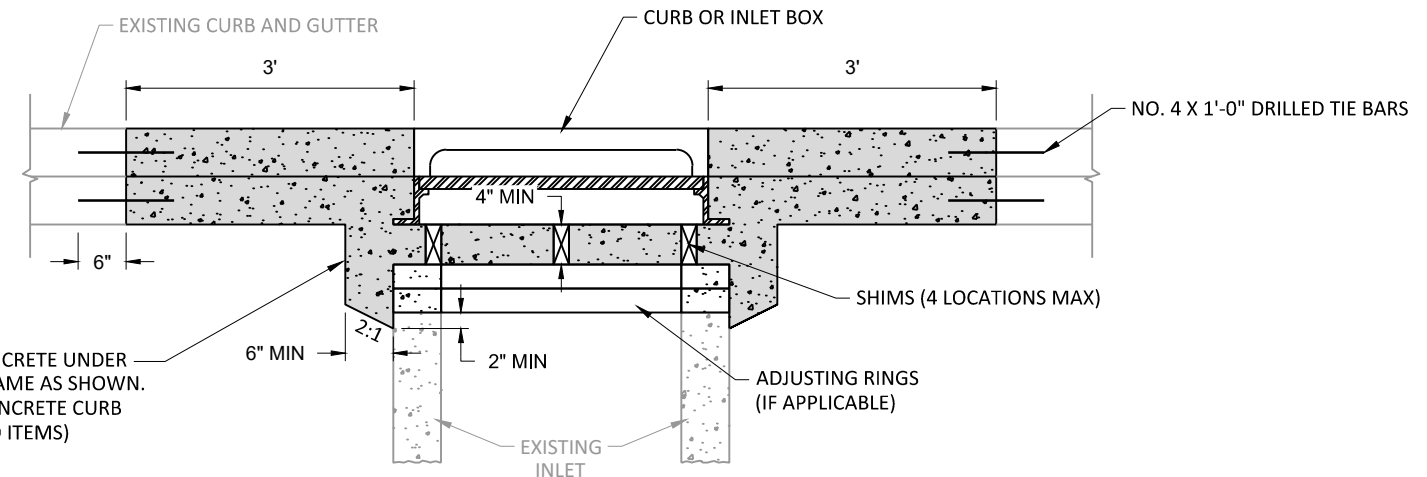
XXX SAWING CONCRETE

MONOLITHIC CONCRETE

REMOVING CURB AND GUTTER.
(REMOVING ASPHALT PAVEMENT ADJACENT TO THE CURB
AND GUTTER INCIDENTAL TO REMOVING CURB AND GUTTER.)

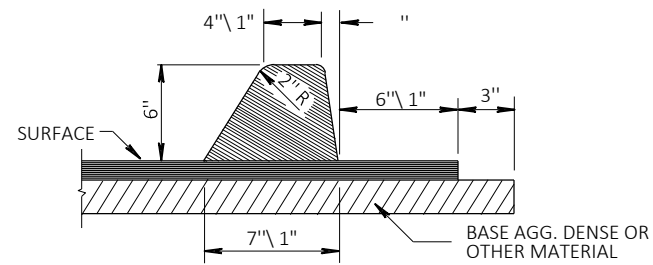


SECTION A-A



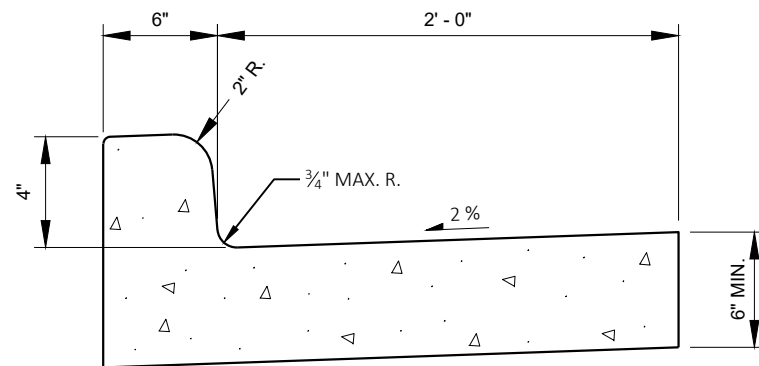
SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM



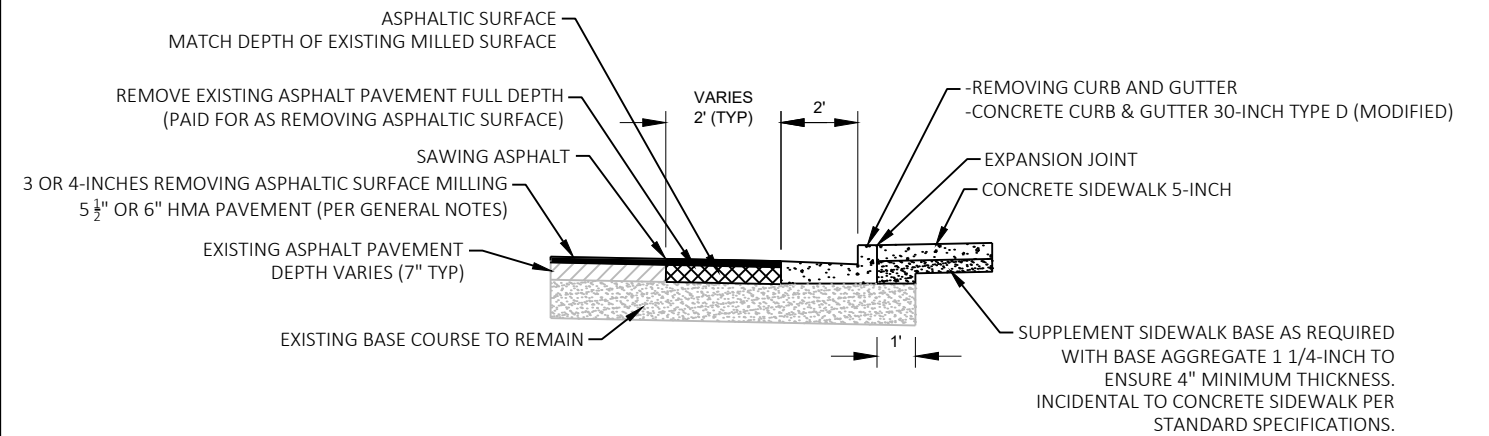
ASPHALTIC CURB DETAIL

STA 221+48 - 221+88 RT

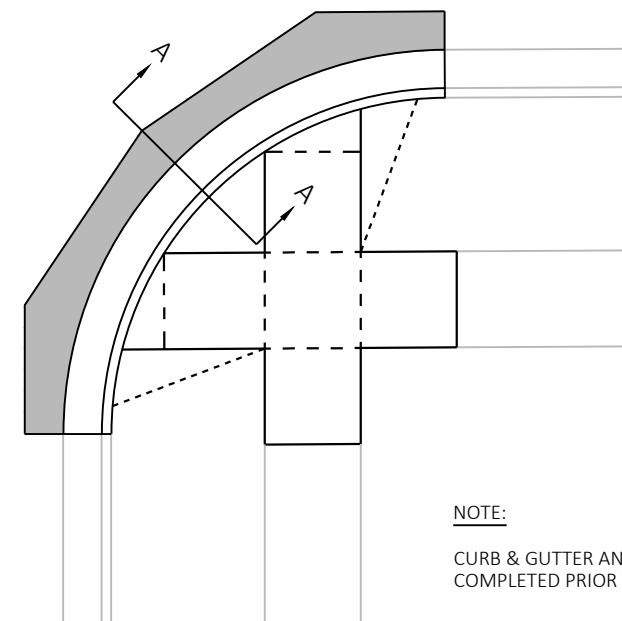


CONCRETE CURB AND GUTTER 30-INCH TYPE D (MODIFIED)

STA 221+68 - 224+45 LT
 STA 224+33 - 225+07
 STA 505+03 - 506+34
 STA 511+65 - 513+54
 STA 517+78 - 518+78
 STA 532+57 - 533+15



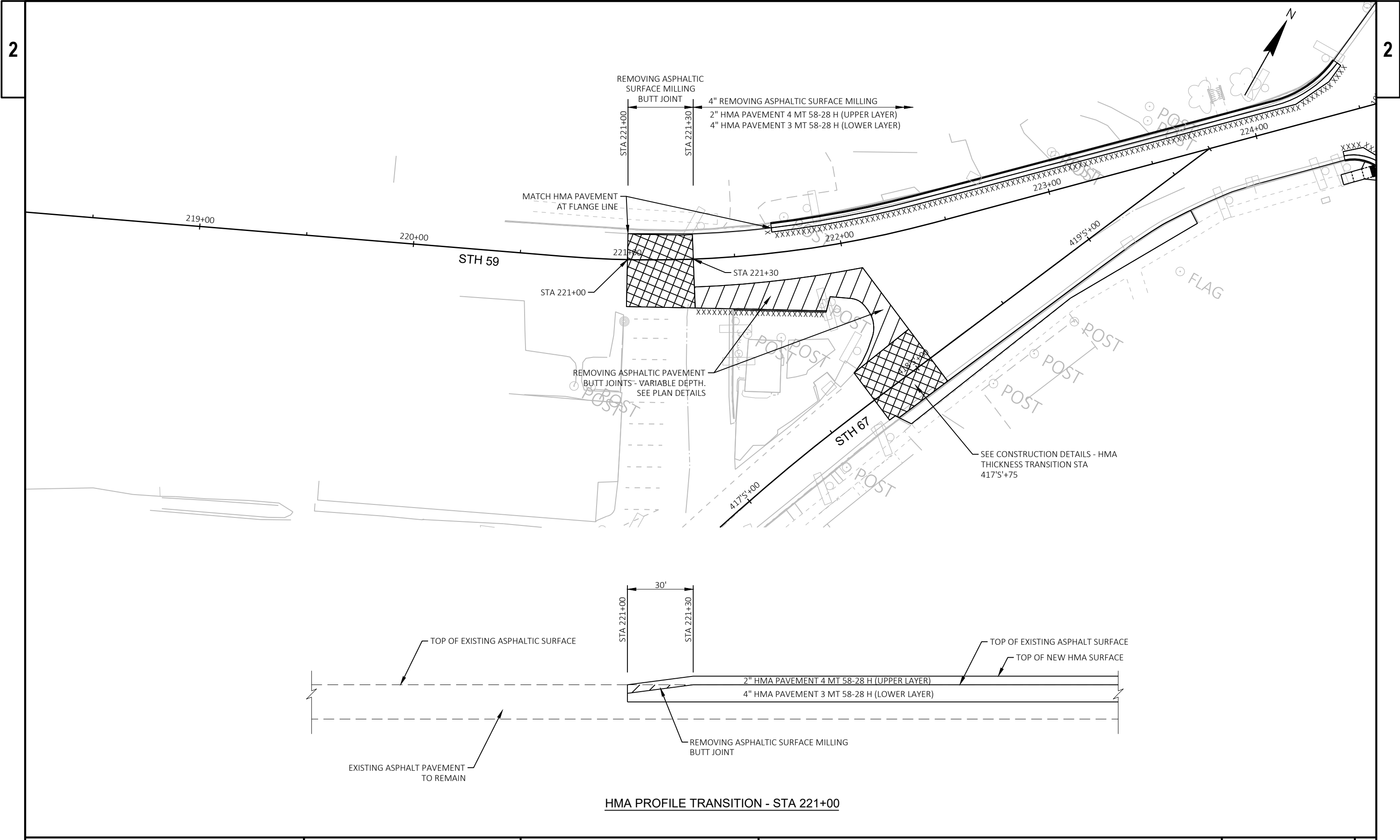
SECTION A-A

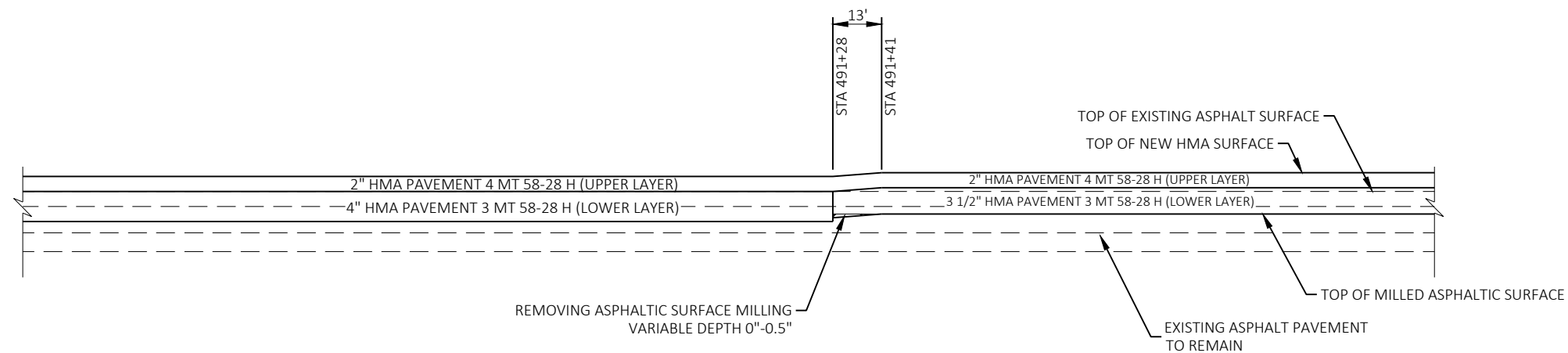
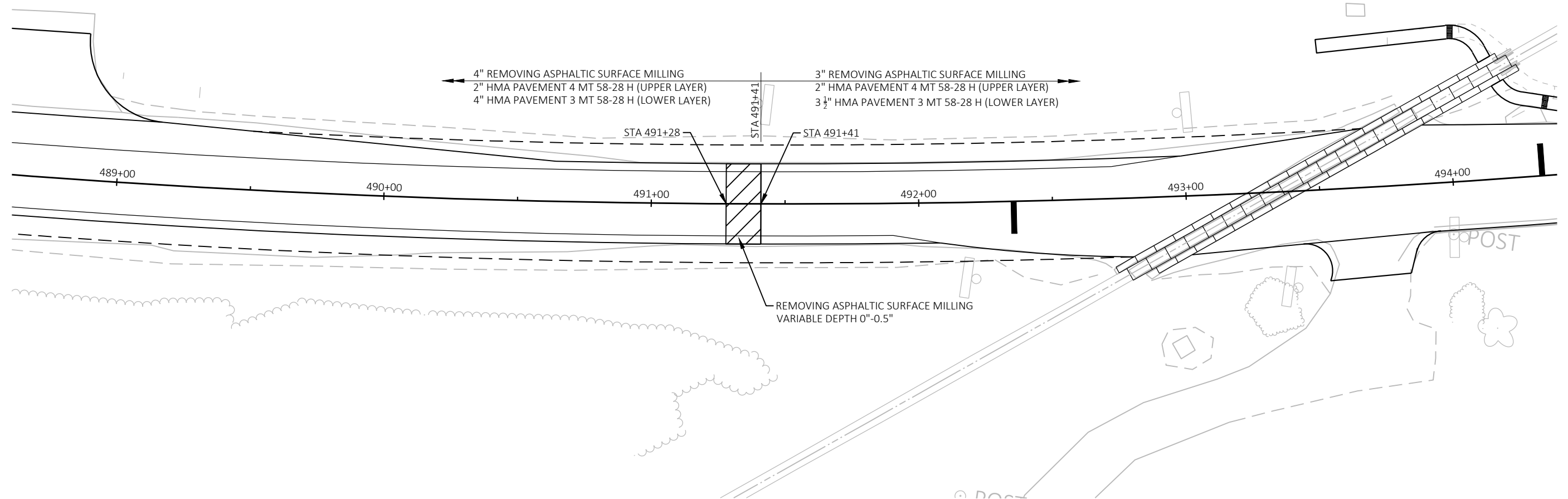


NOTE:

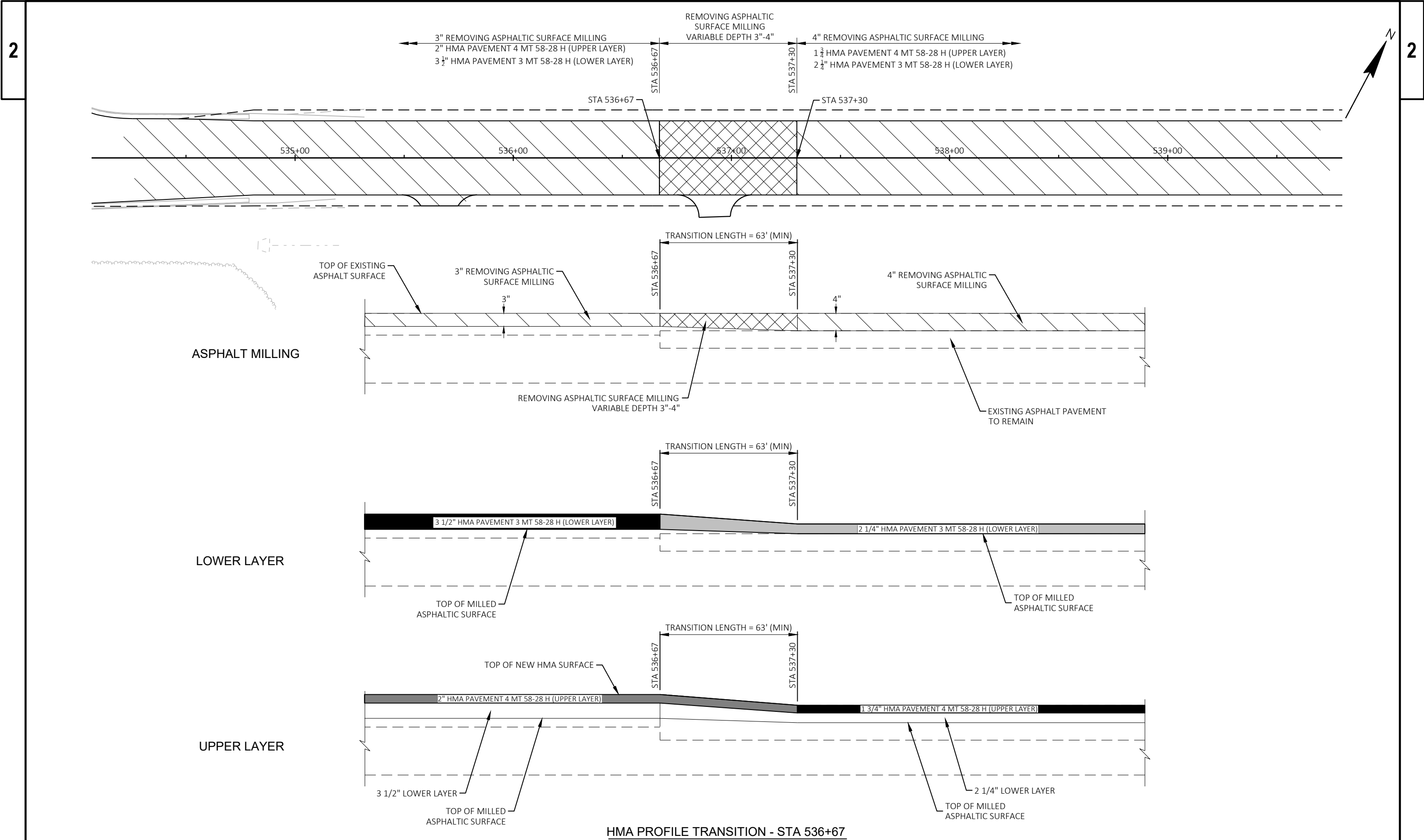
CURB & GUTTER AND SIDEWALK REPLACEMENT TO BE COMPLETED PRIOR TO PAVING UPPER HMA SURFACE LAYER.

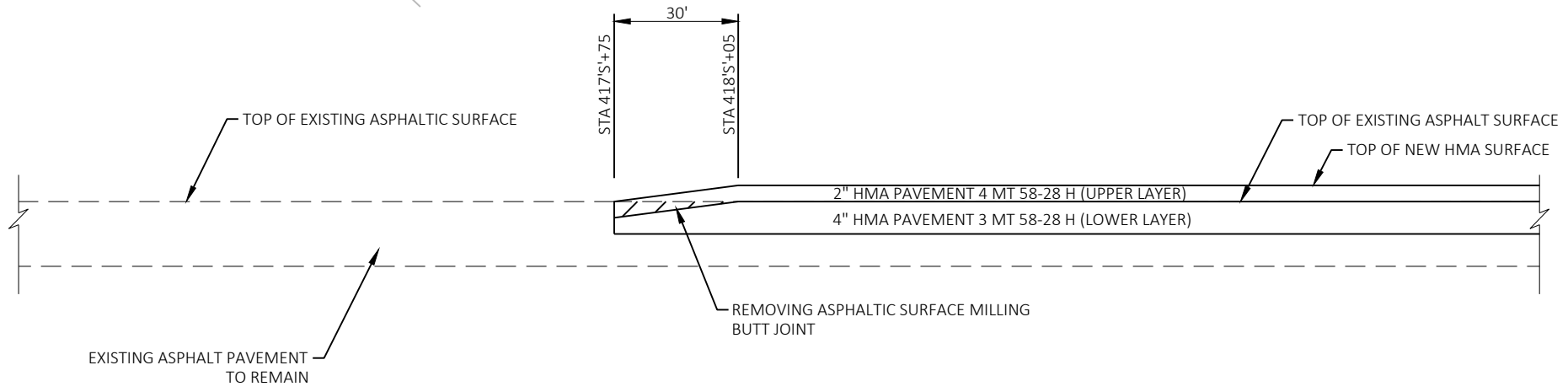
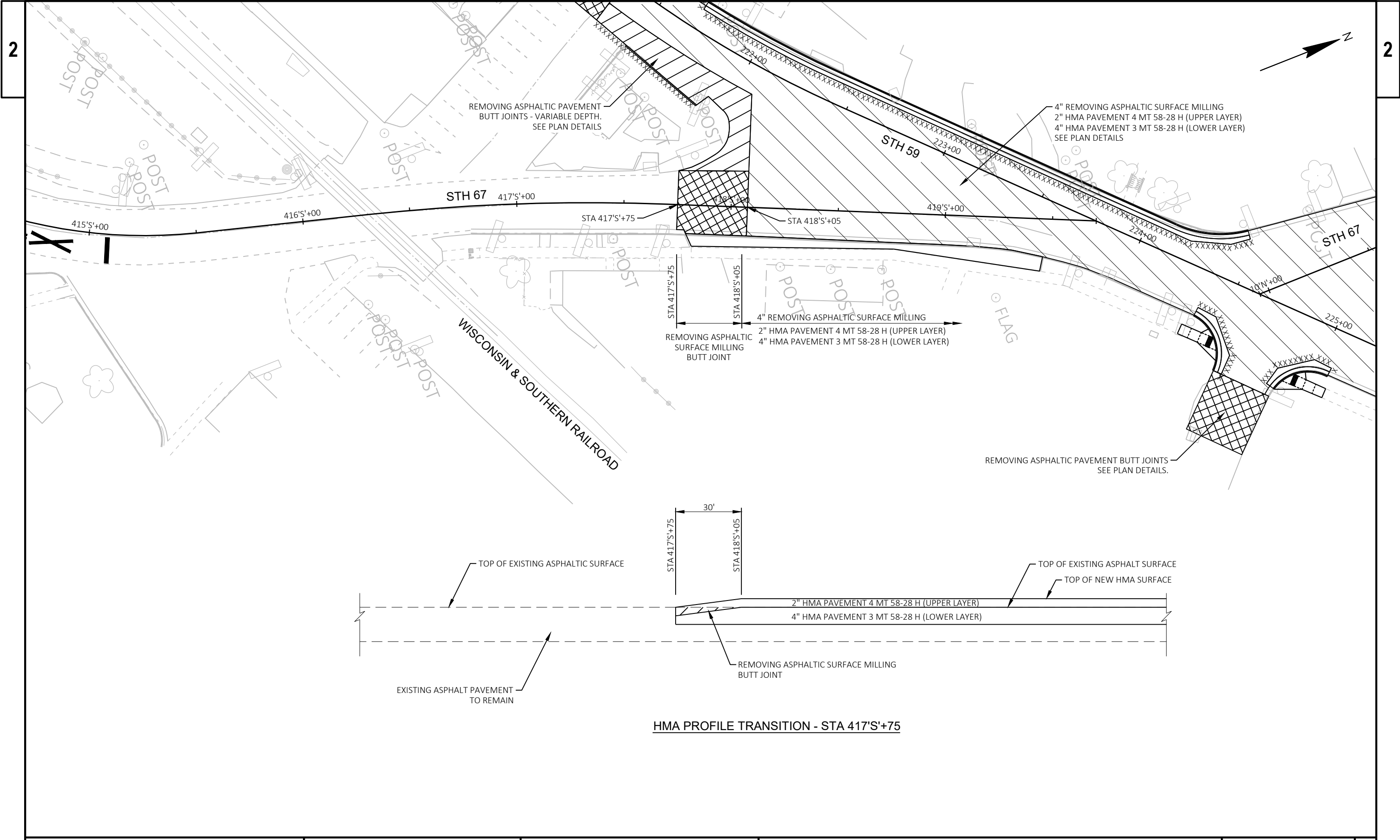
CURB & GUTTER AND SIDEWALK REPLACEMENT



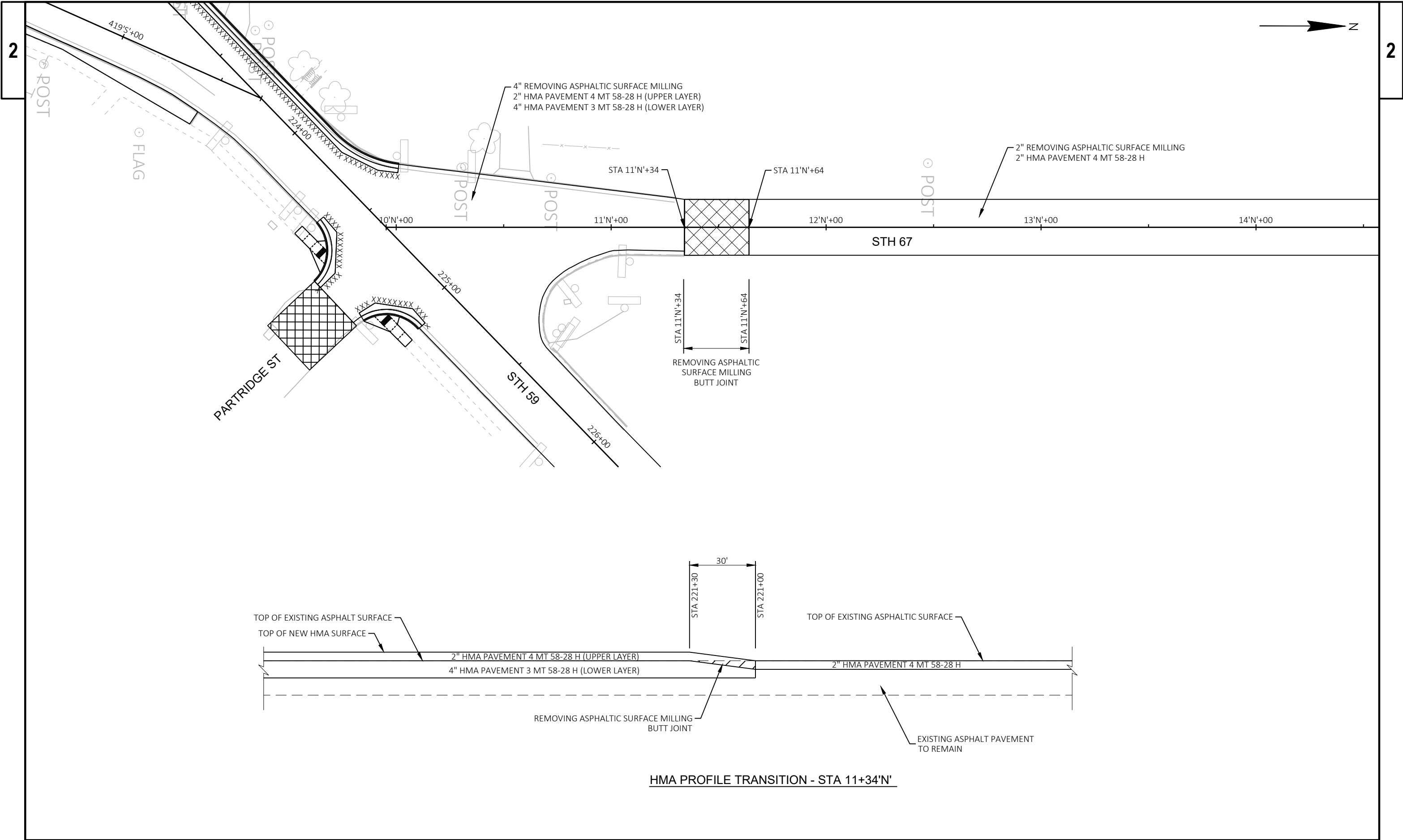


HMA PROFILE TRANSITION - STA 491+41



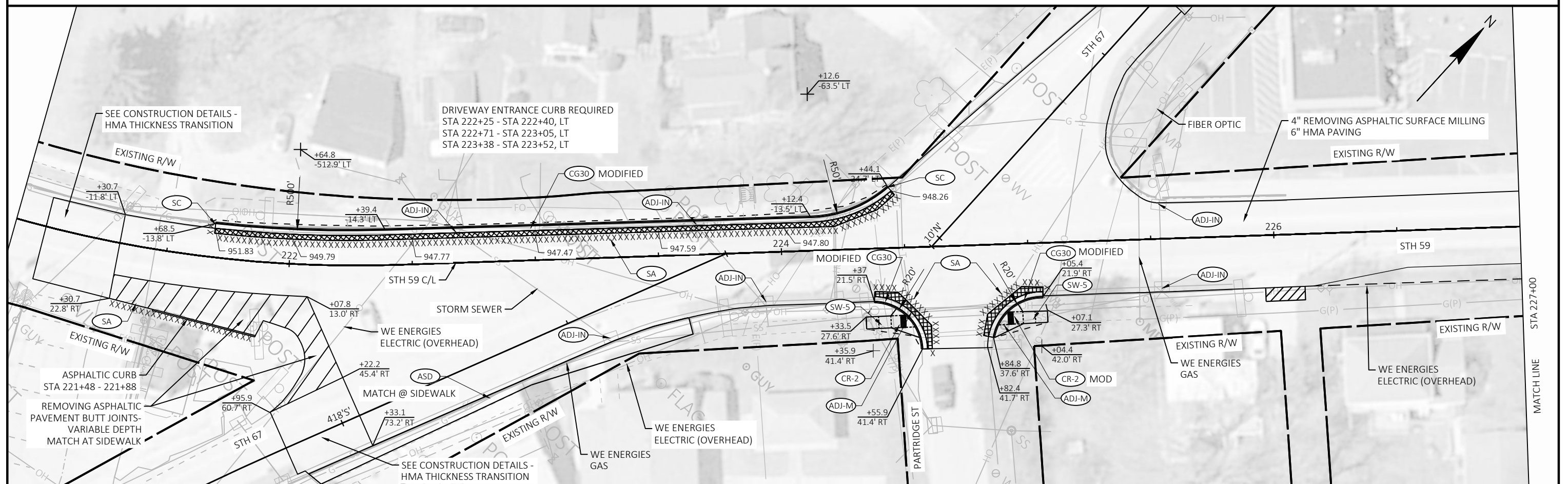


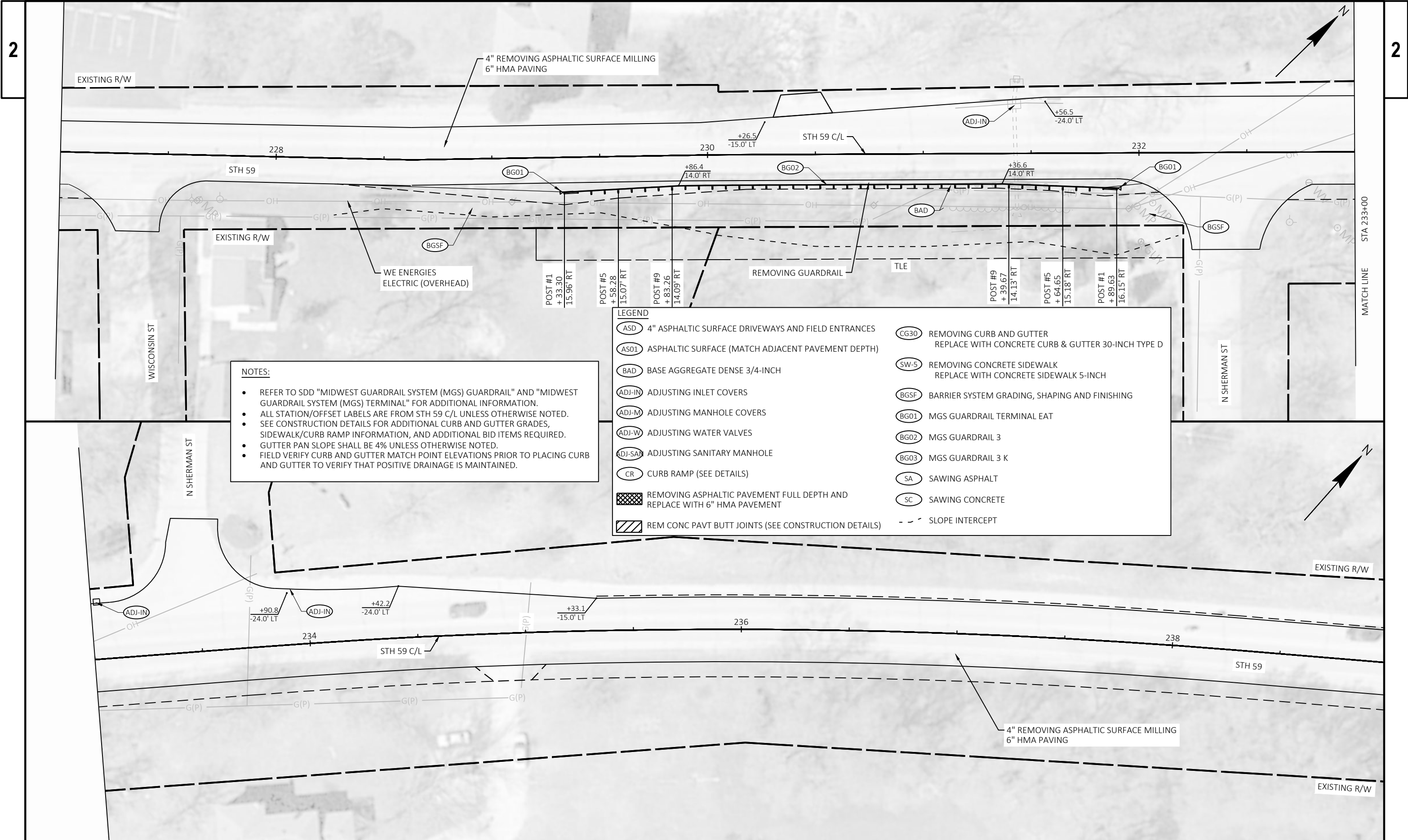
HMA PROFILE TRANSITION - STA 417'S'+75

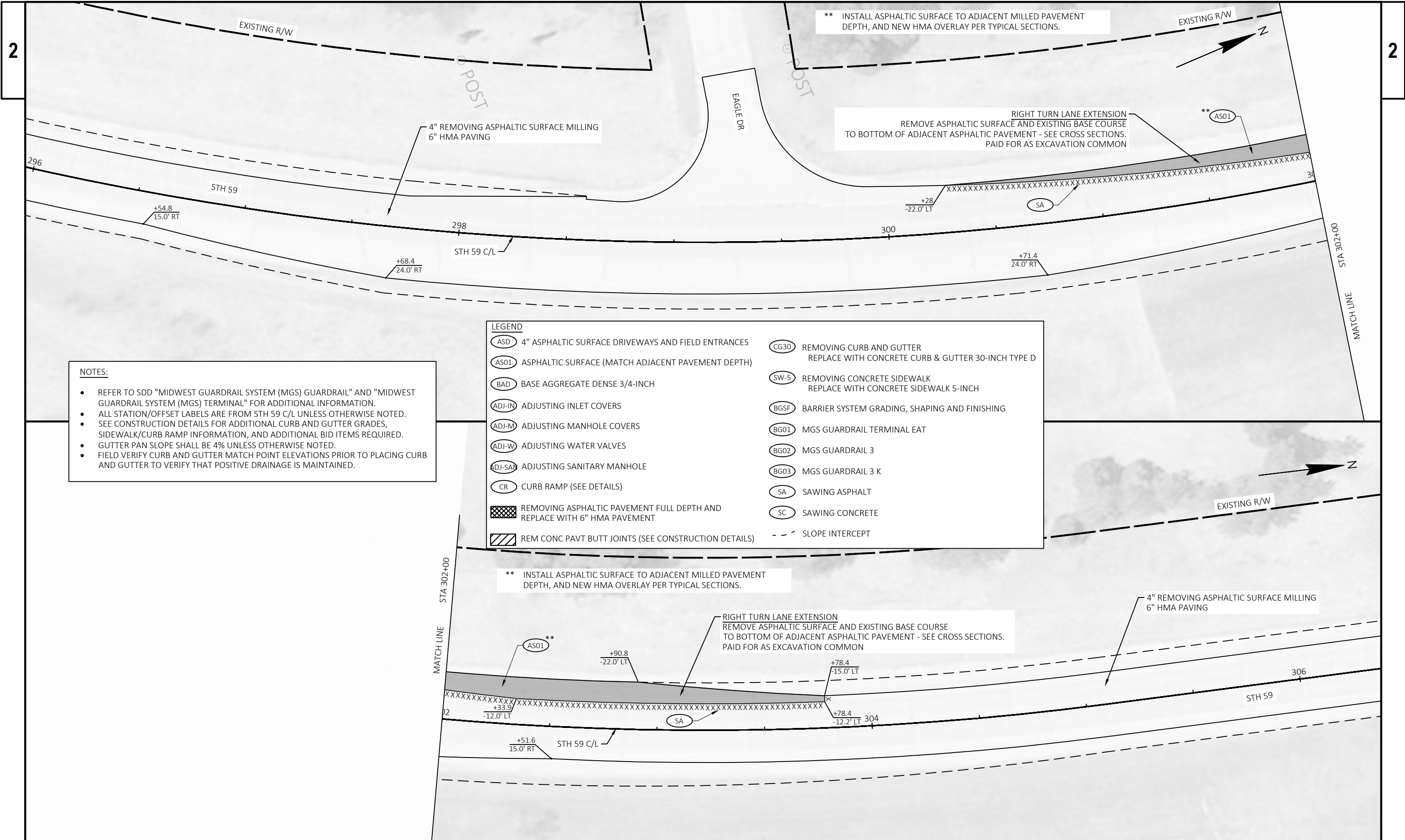


NOTES:

- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.







NOTES:

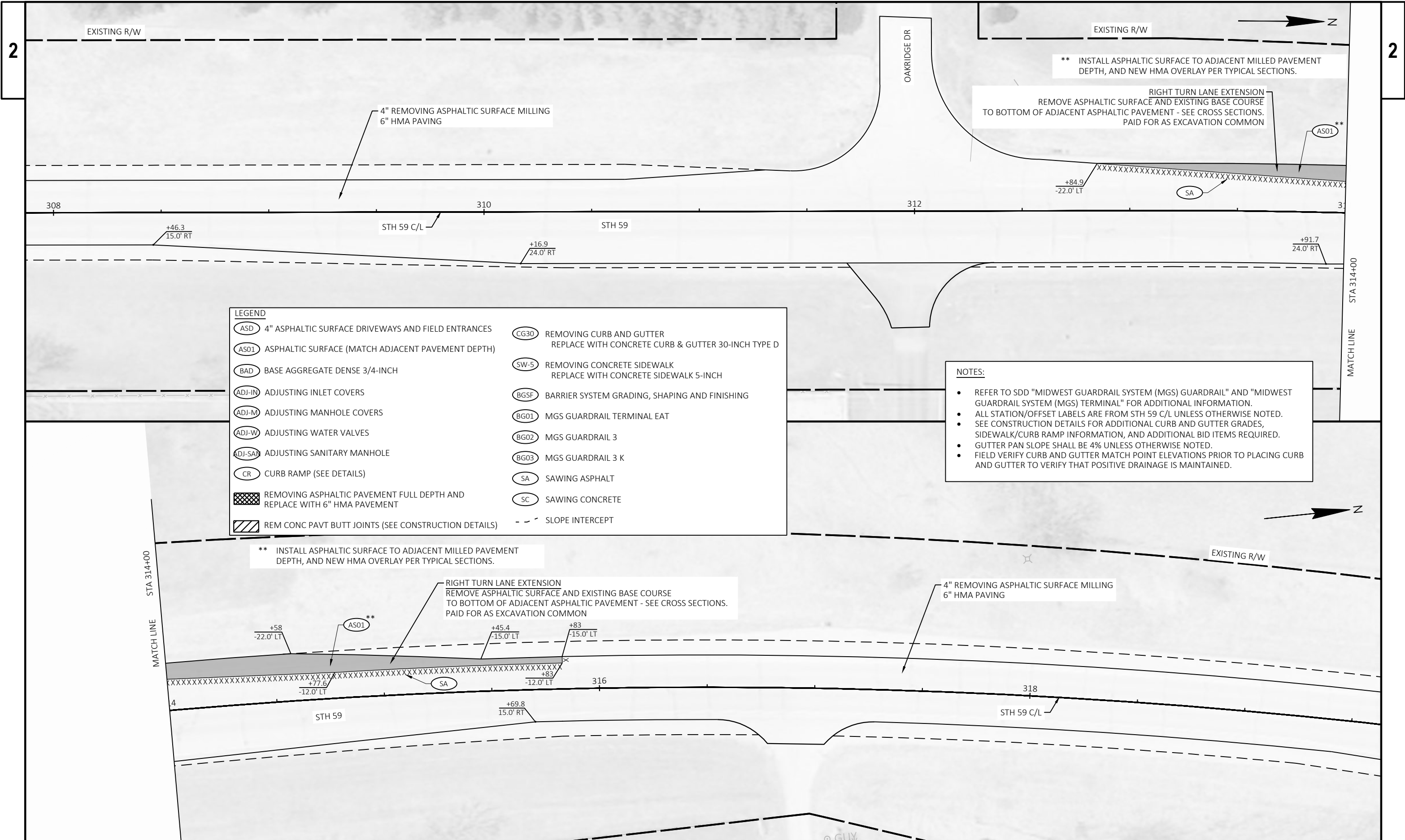
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

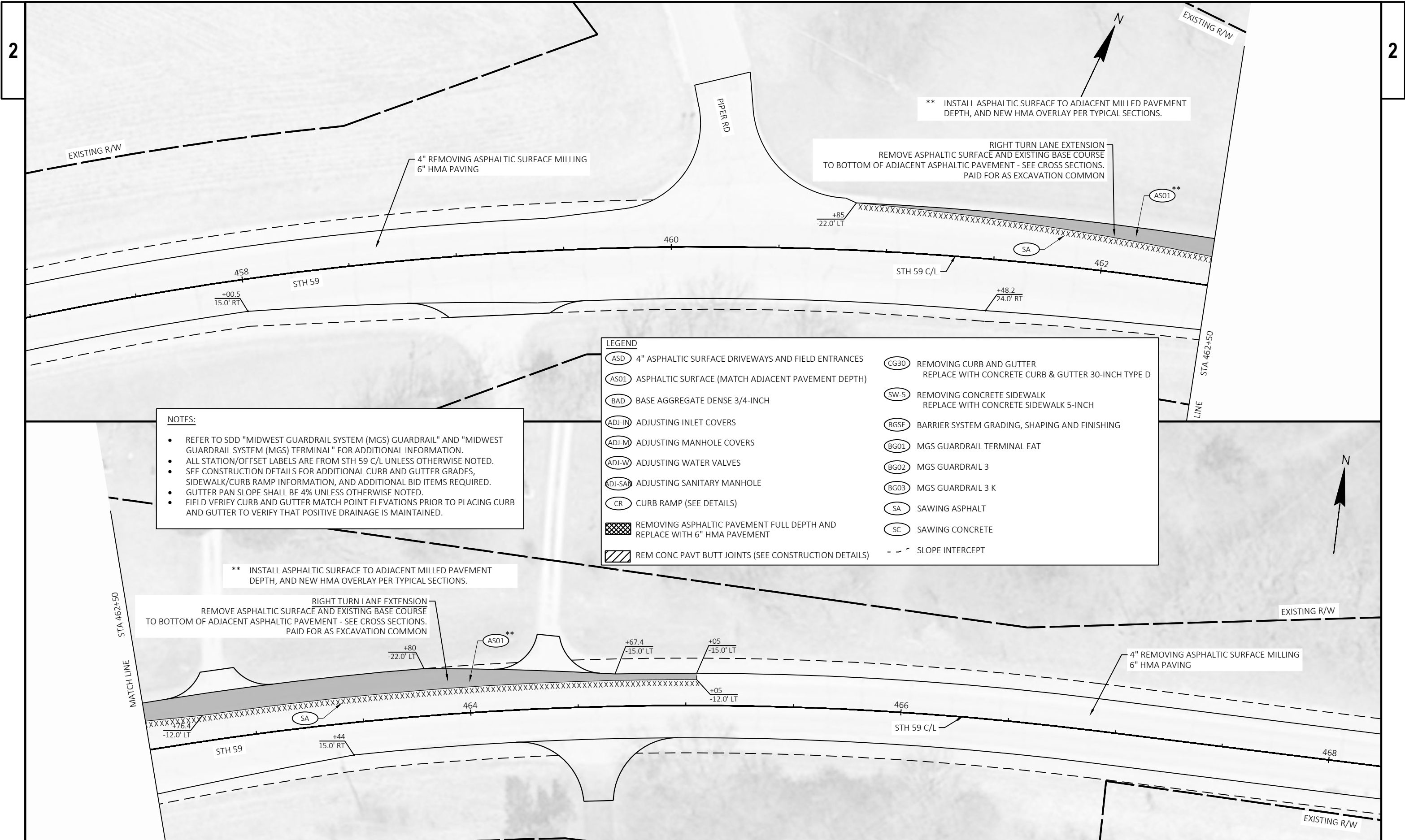
LEGEND	
(ASD)	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
(AS01)	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
(BAD)	BASE AGGREGATE DENSE 3/4-INCH
(ADJ-IN)	ADJUSTING INLET COVERS
(ADJ-M)	ADJUSTING MANHOLE COVERS
(ADJ-W)	ADJUSTING WATER VALVES
(ADJ-SA)	ADJUSTING SANITARY MANHOLE
(CR)	CURB RAMP (SEE DETAILS)
(XXXXXX)	REMOVING ASPHALTIC PAVEMENT FULL DEPTH AND REPLACE WITH 6" HMA PAVEMENT
(//)	REM CONC PAVT BUTT JOINTS (SEE CONSTRUCTION DETAILS)
(CG30)	REMOVING CURB AND GUTTER REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE D
(SW-5)	REMOVING CONCRETE SIDEWALK REPLACE WITH CONCRETE SIDEWALK 5-INCH
(BGSF)	BARRIER SYSTEM GRADING, SHAPING AND FINISHING
(BG01)	MGS GUARDRAIL TERMINAL EAT
(BG02)	MGS GUARDRAIL 3
(BG03)	MGS GUARDRAIL 3 K
(SA)	SAWING ASPHALT
(SC)	SAWING CONCRETE
(- - -)	SLOPE INTERCEPT

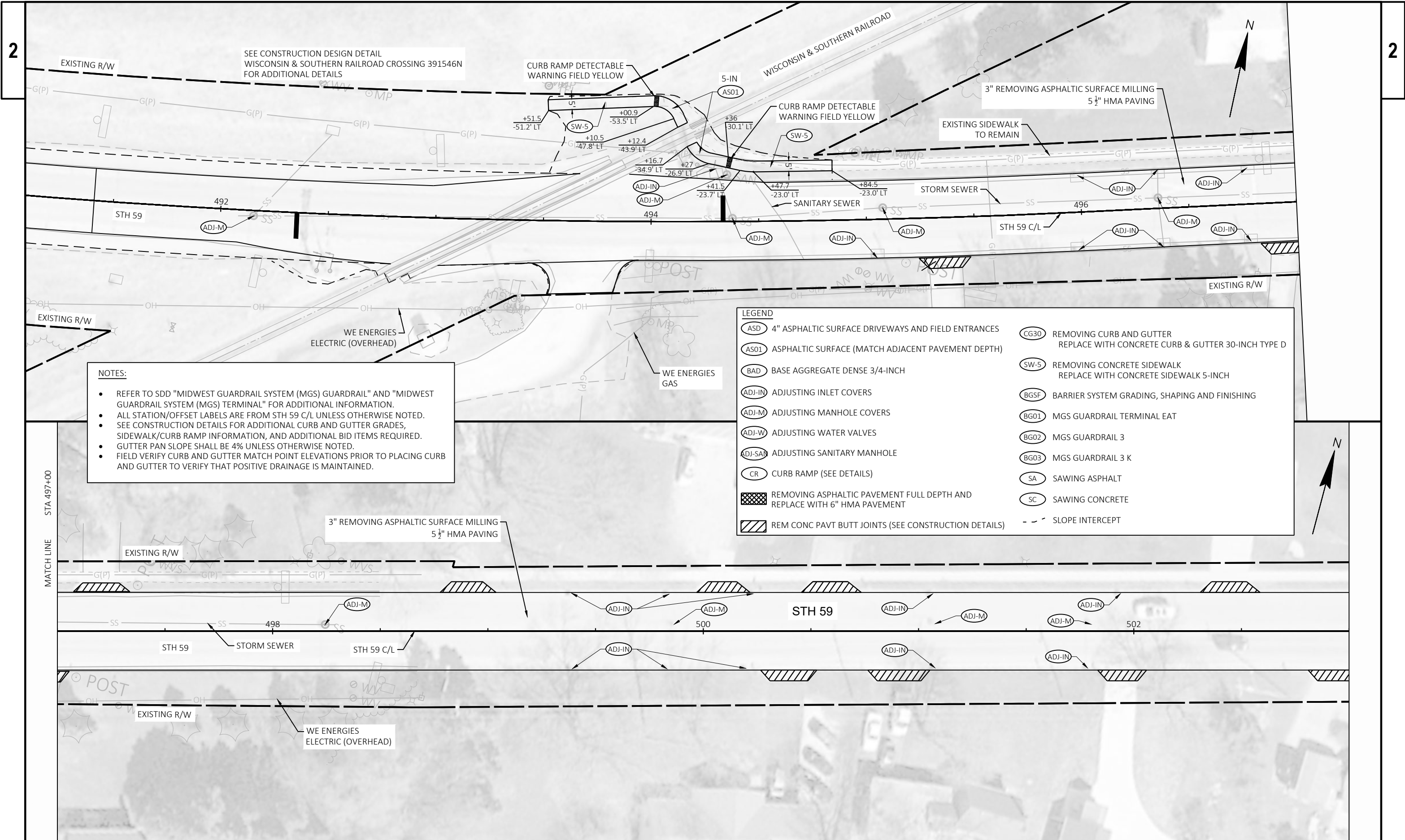
** INSTALL ASPHALTIC SURFACE TO ADJACENT MILLED PAVEMENT DEPTH, AND NEW HMA OVERLAY PER TYPICAL SECTIONS.

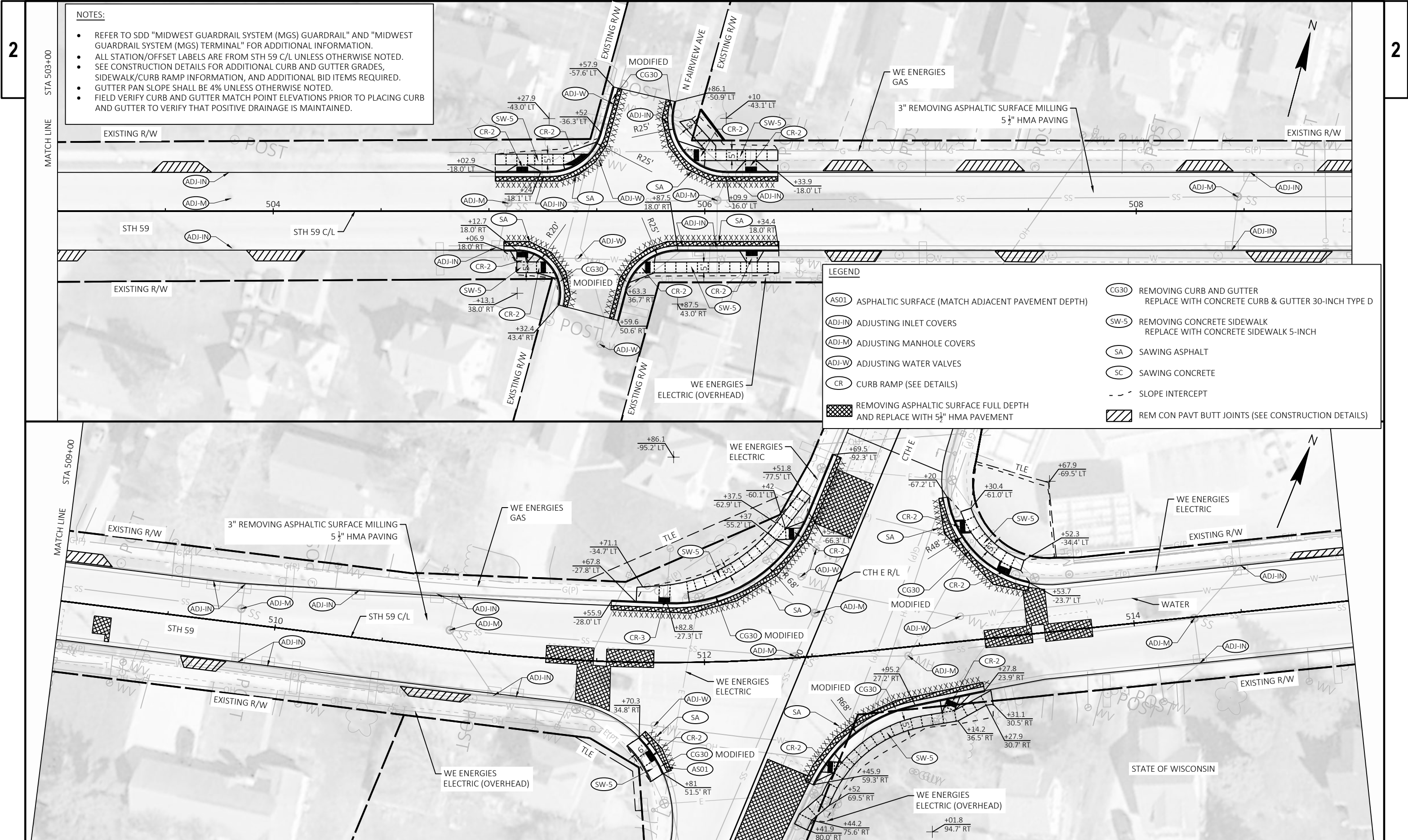
RIGHT TURN LANE EXTENSION
REMOVE ASPHALTIC SURFACE AND EXISTING BASE COURSE TO BOTTOM OF ADJACENT ASPHALTIC PAVEMENT - SEE CROSS SECTIONS. PAID FOR AS EXCAVATION COMMON

4" REMOVING ASPHALTIC SURFACE MILLING
6" HMA PAVING



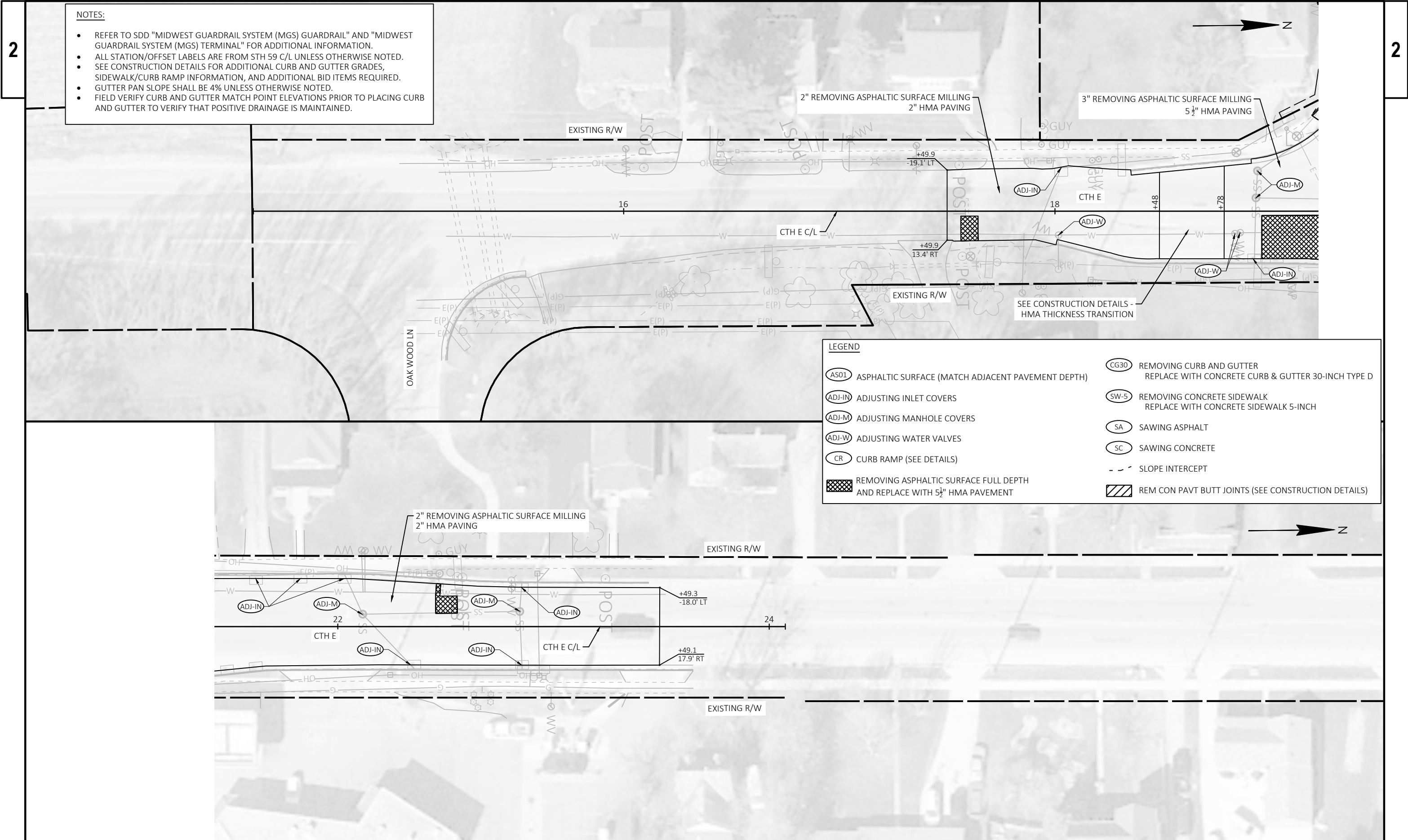


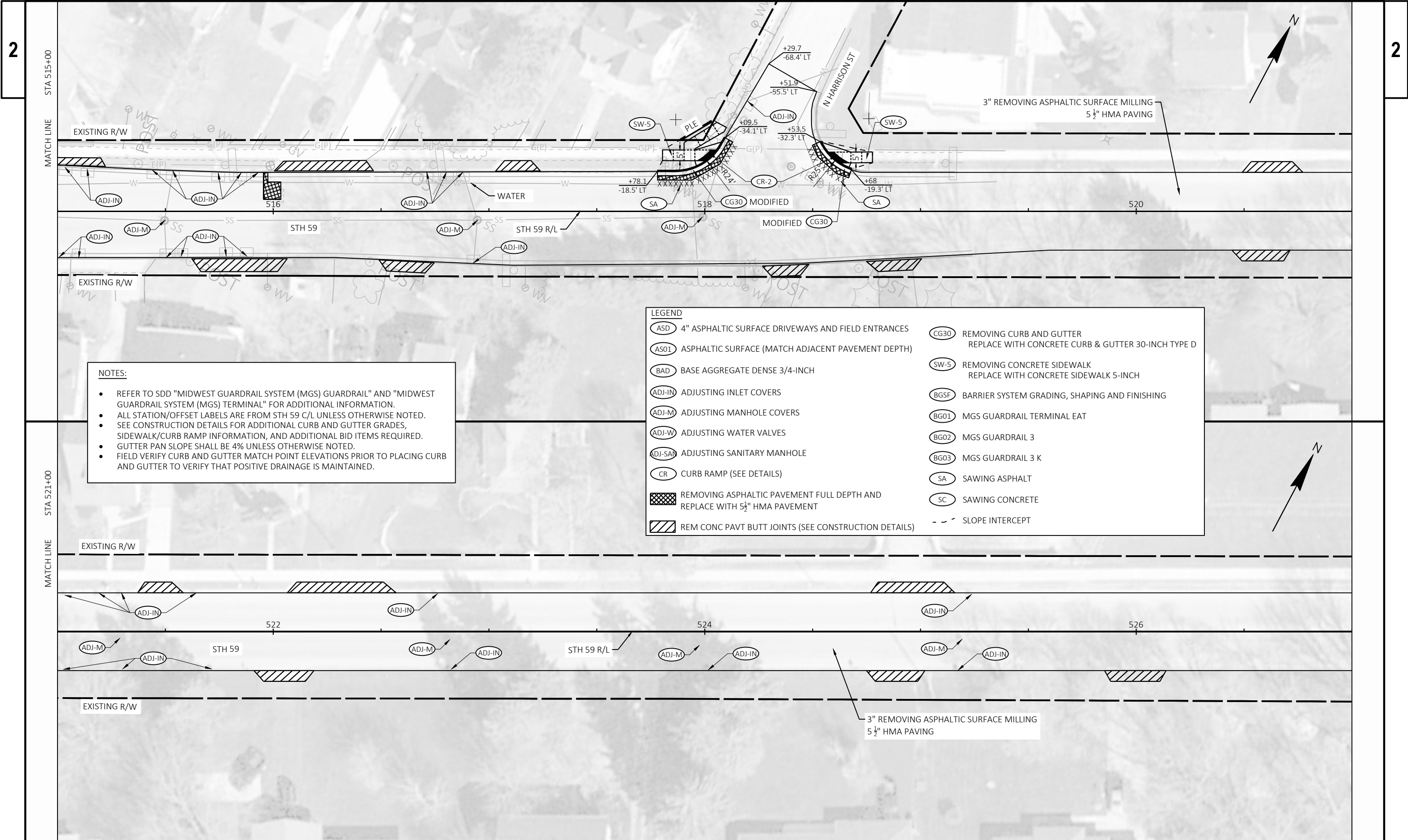




- NOTES:
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
 - ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
 - SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
 - GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
 - FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

- LEGEND
- | | | | |
|---------------|---|----------------------|--|
| (AS01) | ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH) | (CG30) | REMOVING CURB AND GUTTER
REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE D |
| (ADJ-IN) | ADJUSTING INLET COVERS | (SW-5) | REMOVING CONCRETE SIDEWALK
REPLACE WITH CONCRETE SIDEWALK 5-INCH |
| (ADJ-M) | ADJUSTING MANHOLE COVERS | (SA) | SAWING ASPHALT |
| (ADJ-W) | ADJUSTING WATER VALVES | (SC) | SAWING CONCRETE |
| (CR) | CURB RAMP (SEE DETAILS) | - - - | SLOPE INTERCEPT |
| [Hatched Box] | REMOVING ASPHALTIC SURFACE FULL DEPTH
AND REPLACE WITH 5 1/2" HMA PAVEMENT | [Diagonal Lines Box] | REM CON PAVT BUTT JOINTS (SEE CONSTRUCTION DETAILS) |

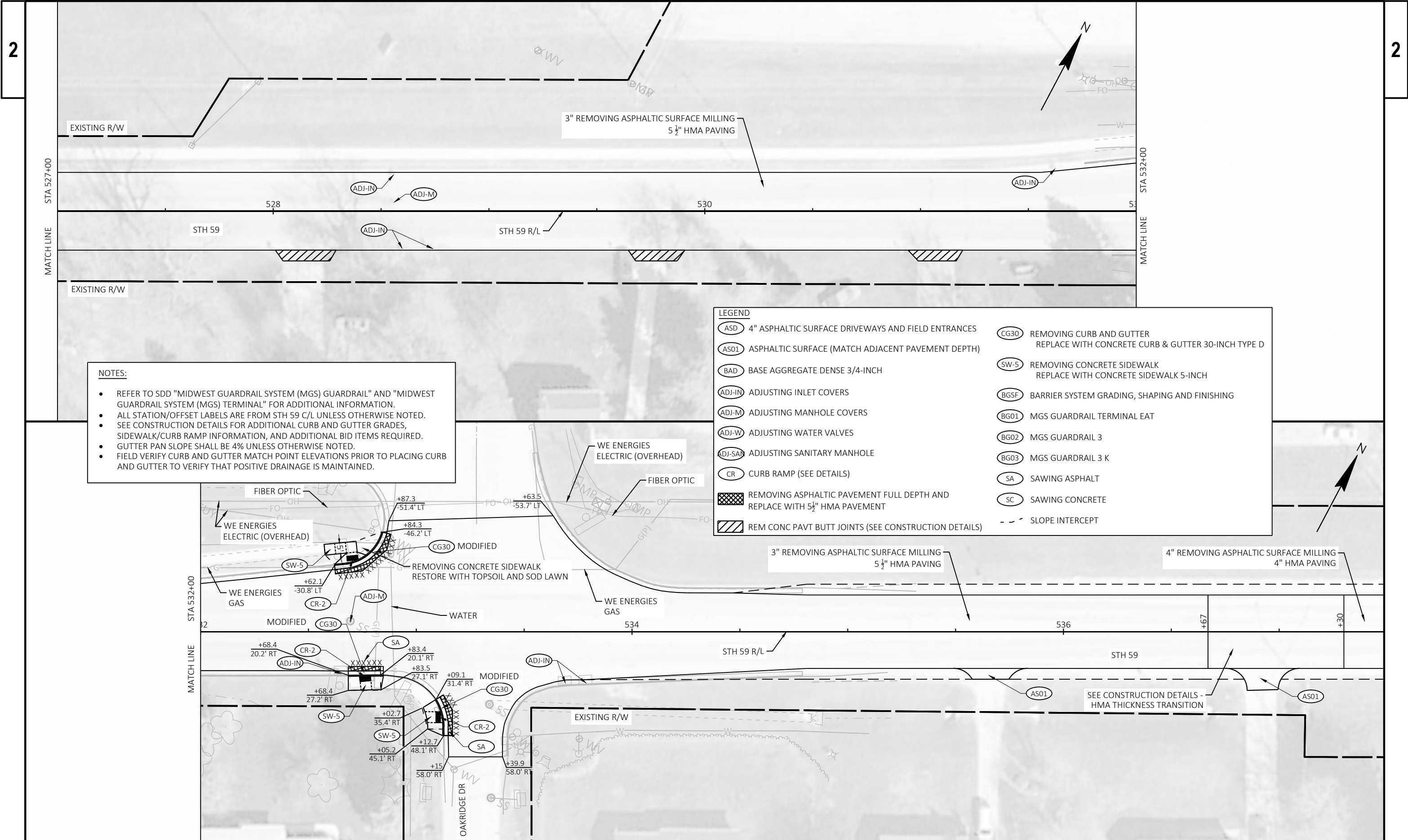




NOTES:

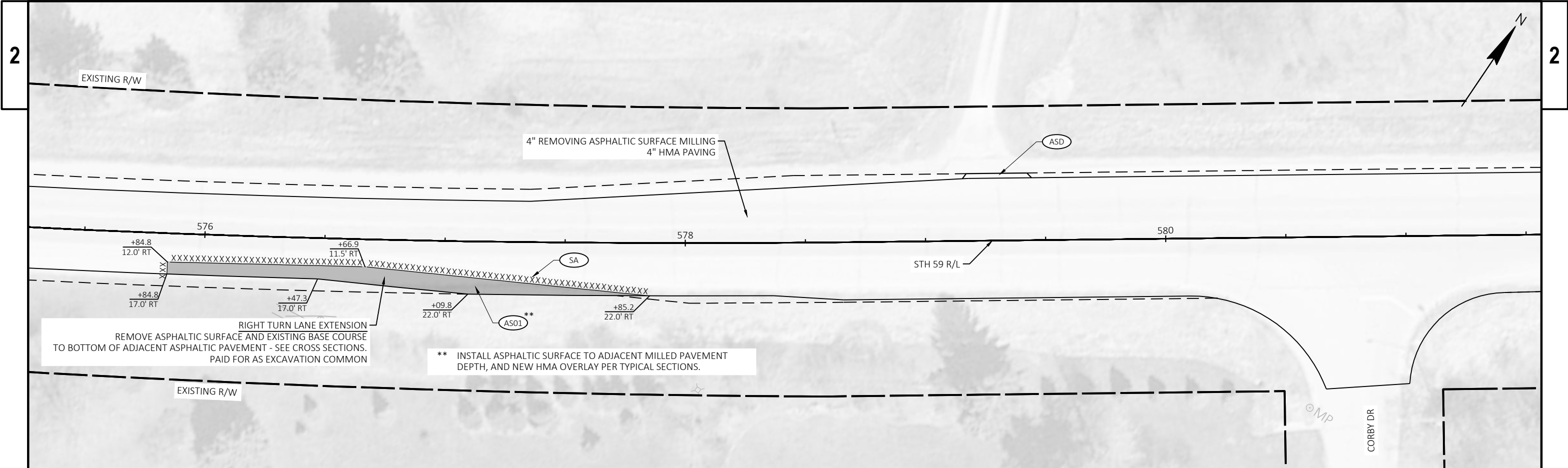
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
- ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
- SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

LEGEND			
(ASD)	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	(CG30)	REMOVING CURB AND GUTTER REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE D
(AS01)	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)	(SW-5)	REMOVING CONCRETE SIDEWALK REPLACE WITH CONCRETE SIDEWALK 5-INCH
(BAD)	BASE AGGREGATE DENSE 3/4-INCH	(BGSF)	BARRIER SYSTEM GRADING, SHAPING AND FINISHING
(ADJ-IN)	ADJUSTING INLET COVERS	(BG01)	MGS GUARDRAIL TERMINAL EAT
(ADJ-M)	ADJUSTING MANHOLE COVERS	(BG02)	MGS GUARDRAIL 3
(ADJ-W)	ADJUSTING WATER VALVES	(BG03)	MGS GUARDRAIL 3 K
(ADJ-SAN)	ADJUSTING SANITARY MANHOLE	(SA)	SAWING ASPHALT
(CR)	CURB RAMP (SEE DETAILS)	(SC)	SAWING CONCRETE
(Pattern)	REMOVING ASPHALTIC PAVEMENT FULL DEPTH AND REPLACE WITH 5 1/2" HMA PAVING	(---)	SLOPE INTERCEPT
(Pattern)	REM CONC PAVT BUTT JOINTS (SEE CONSTRUCTION DETAILS)		



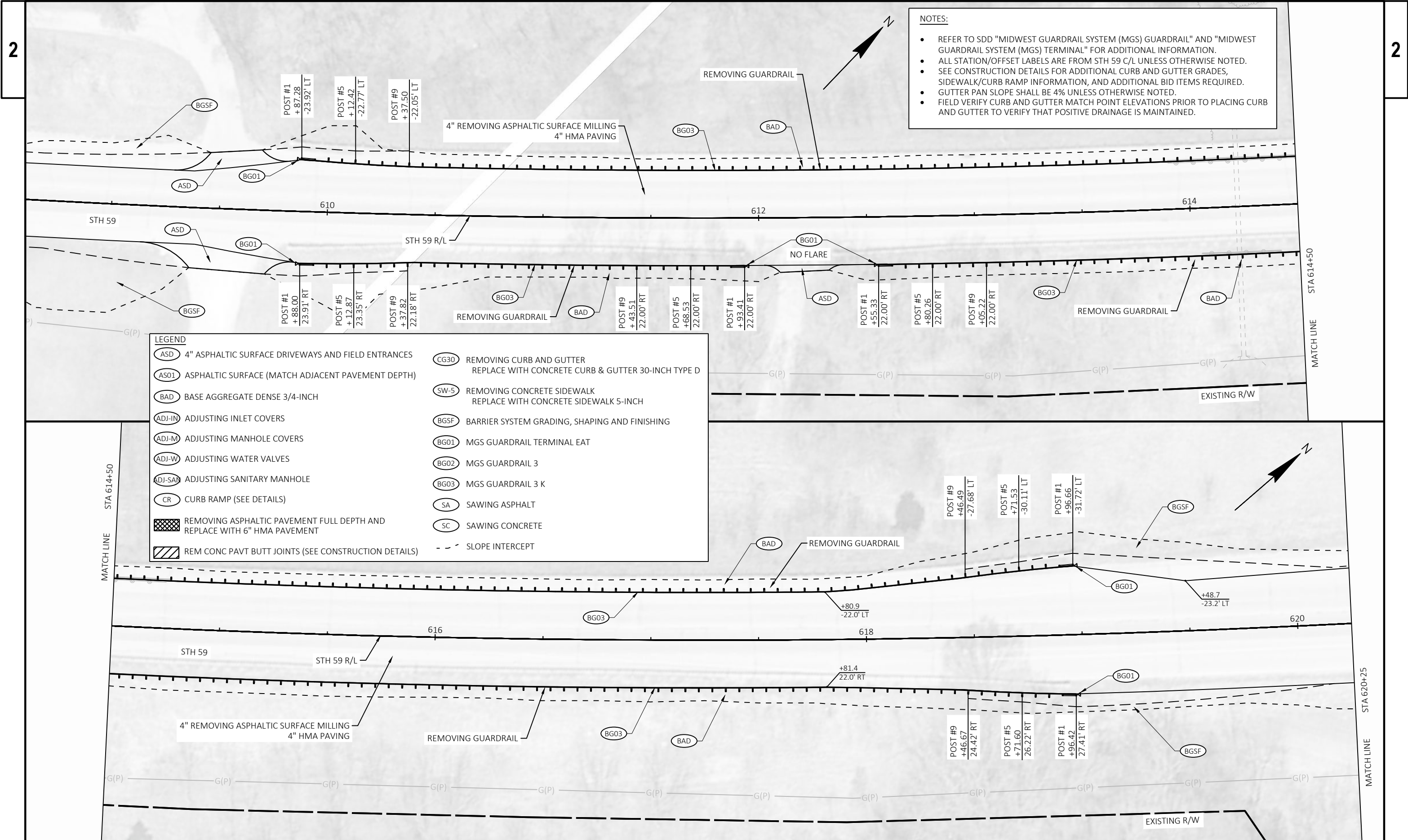
- NOTES:
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
 - ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
 - SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
 - GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
 - FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

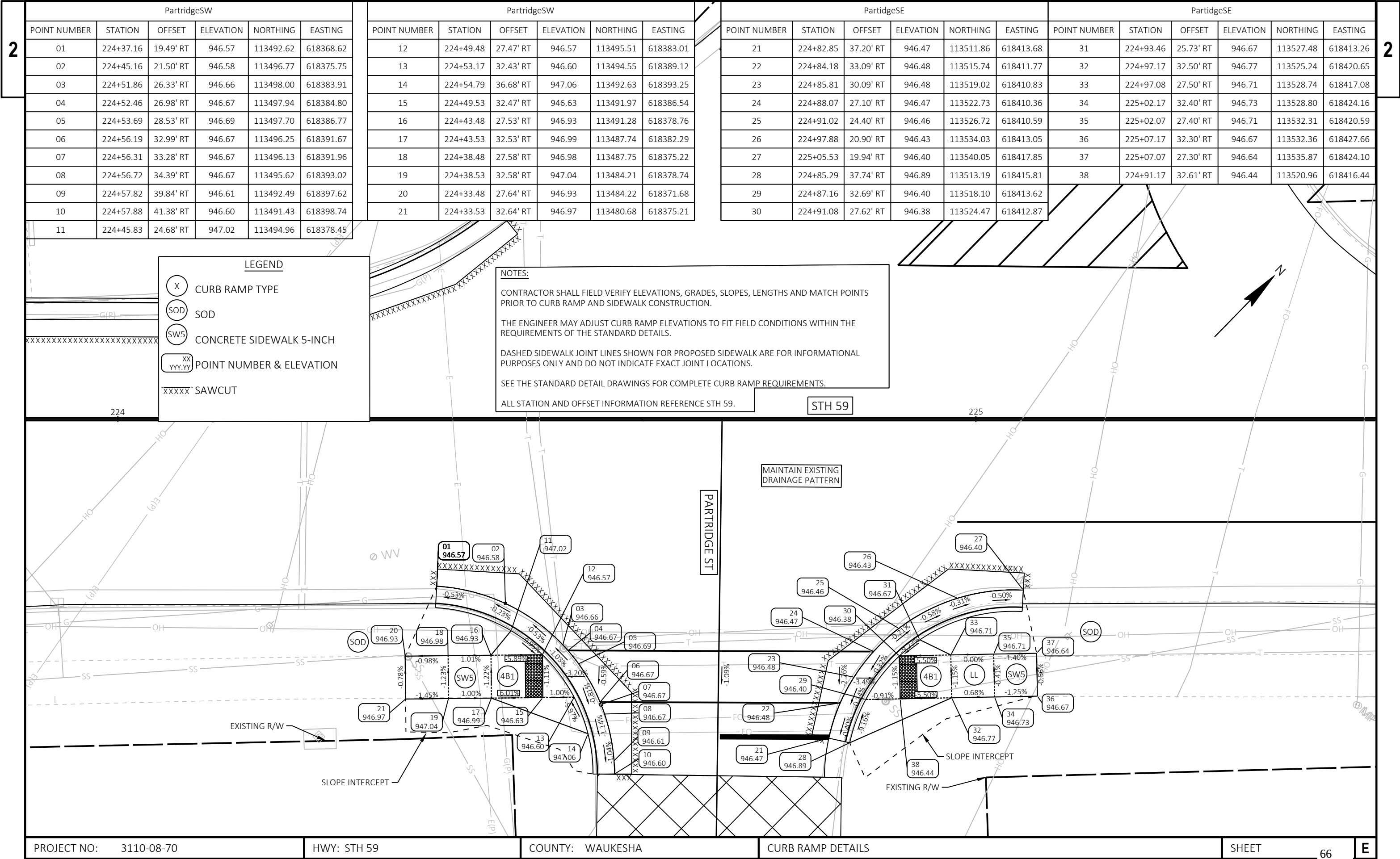
LEGEND			
 ASD	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	 CG30	REMOVING CURB AND GUTTER REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE D
 AS01	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)	 SW-5	REMOVING CONCRETE SIDEWALK REPLACE WITH CONCRETE SIDEWALK 5-INCH
 BAD	BASE AGGREGATE DENSE 3/4-INCH	 BGSF	BARRIER SYSTEM GRADING, SHAPING AND FINISHING
 ADJ-IN	ADJUSTING INLET COVERS	 BG01	MGS GUARDRAIL TERMINAL EAT
 ADJ-M	ADJUSTING MANHOLE COVERS	 BG02	MGS GUARDRAIL 3
 ADJ-W	ADJUSTING WATER VALVES	 BG03	MGS GUARDRAIL 3 K
 ADJ-SAN	ADJUSTING SANITARY MANHOLE	 SA	SAWING ASPHALT
 CR	CURB RAMP (SEE DETAILS)	 SC	SAWING CONCRETE
	REMOVING ASPHALTIC PAVEMENT FULL DEPTH AND REPLACE WITH 5½" HMA PAVEMENT		SLOPE INTERCEPT
	REM CONC PAVT BUTT JOINTS (SEE CONSTRUCTION DETAILS)		



LEGEND			
(ASD)	4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	(CG30)	REMOVING CURB AND GUTTER REPLACE WITH CONCRETE CURB & GUTTER 30-INCH TYPE D
(AS01)	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)	(SW-5)	REMOVING CONCRETE SIDEWALK REPLACE WITH CONCRETE SIDEWALK 5-INCH
(BAD)	BASE AGGREGATE DENSE 3/4-INCH	(BGSF)	BARRIER SYSTEM GRADING, SHAPING AND FINISHING
(ADJ-IN)	ADJUSTING INLET COVERS	(BG01)	MGS GUARDRAIL TERMINAL EAT
(ADJ-M)	ADJUSTING MANHOLE COVERS	(BG02)	MGS GUARDRAIL 3
(ADJ-W)	ADJUSTING WATER VALVES	(BG03)	MGS GUARDRAIL 3 K
(ADJ-SAN)	ADJUSTING SANITARY MANHOLE	(SA)	SAWING ASPHALT
(CR)	CURB RAMP (SEE DETAILS)	(SC)	SAWING CONCRETE
(XXXXXX)	REMOVING ASPHALTIC PAVEMENT FULL DEPTH AND REPLACE WITH 5½" HMA PAVEMENT	- - -	SLOPE INTERCEPT
(//)	REM CONC PAVT BUTT JOINTS (SEE CONSTRUCTION DETAILS)		

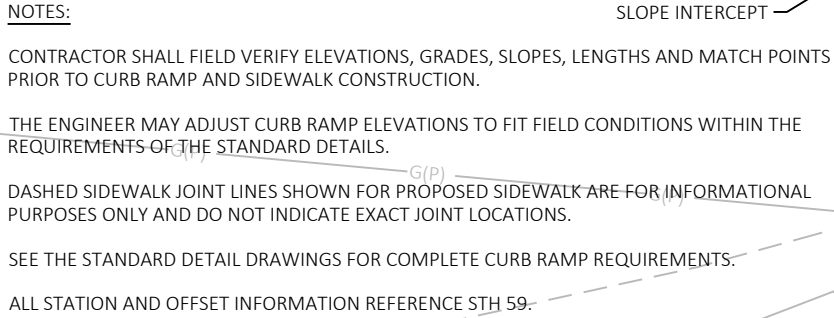
- NOTES:
- REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" AND "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.
 - ALL STATION/OFFSET LABELS ARE FROM STH 59 C/L UNLESS OTHERWISE NOTED.
 - SEE CONSTRUCTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES, SIDEWALK/CURB RAMP INFORMATION, AND ADDITIONAL BID ITEMS REQUIRED.
 - GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
 - FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

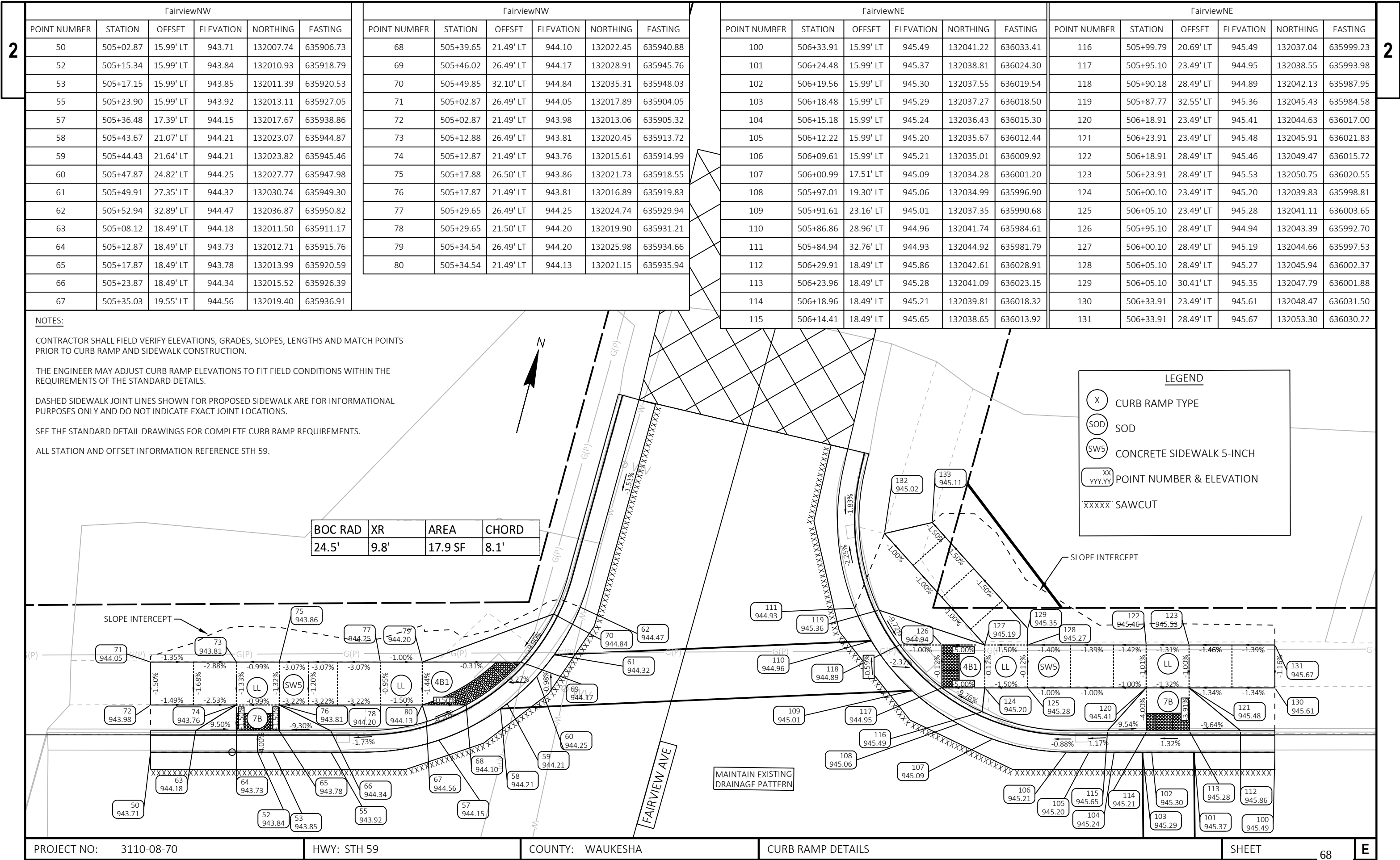


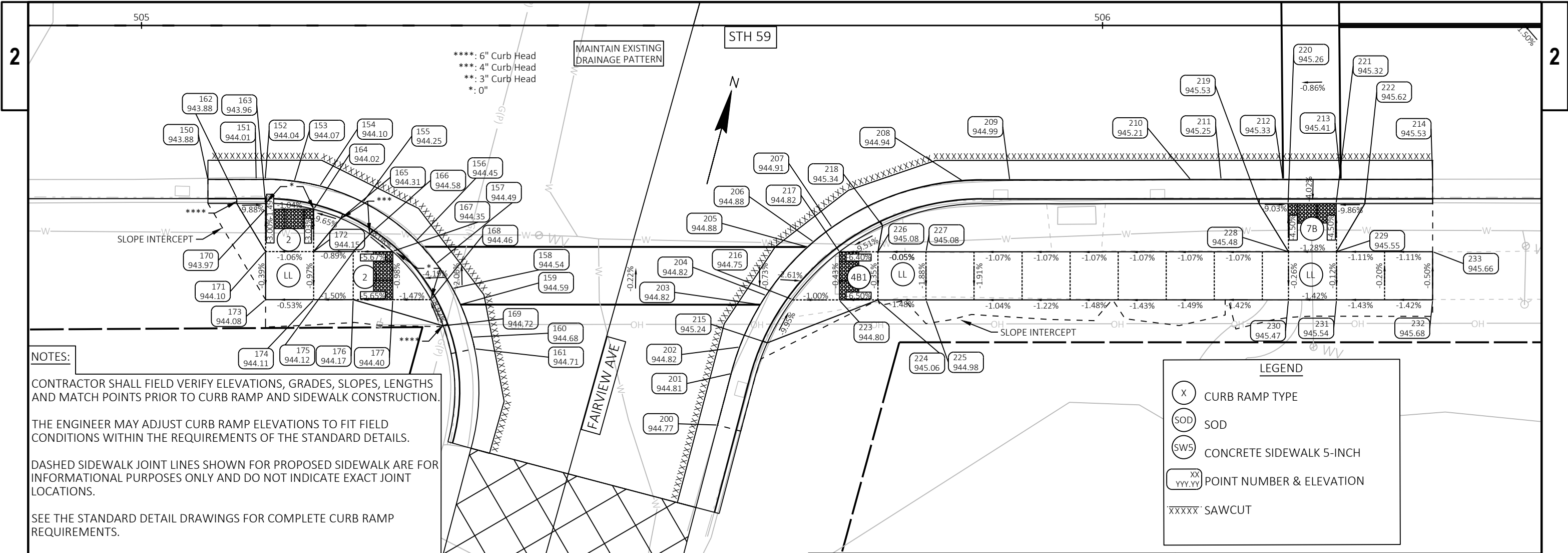


LEGEND

	CURB RAMP TYPE
	SOD
	CONCRETE SIDEWALK 5-INCH
	POINT NUMBER & ELEVATION
	SAWCUT







NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

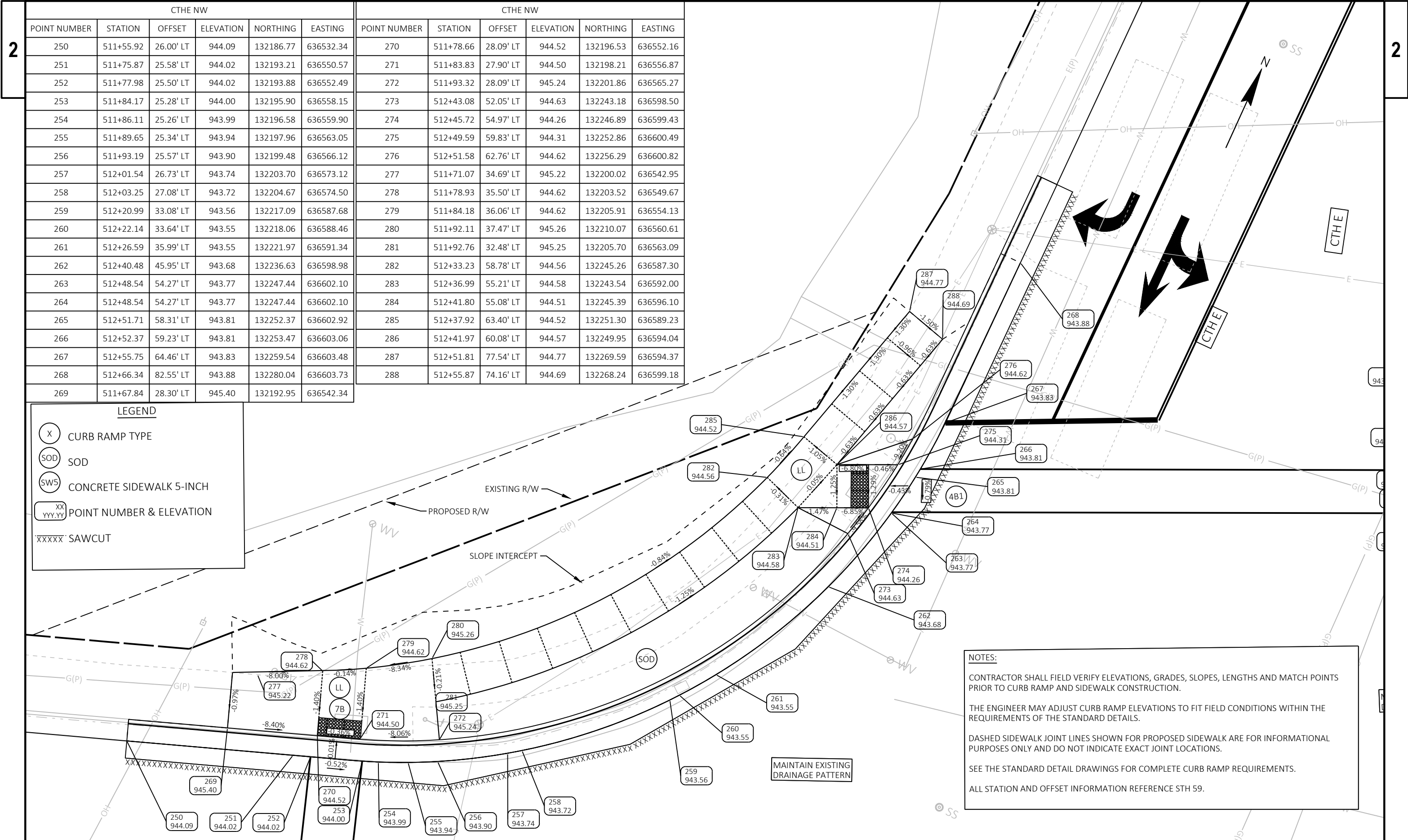
SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.

FairviewSW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	505+06.90	16.01' RT	943.88	131977.83	635918.80
151	505+11.93	16.01' RT	944.01	131979.11	635923.66
152	505+12.86	16.01' RT	944.04	131979.35	635924.56
153	505+15.89	16.21' RT	944.07	131979.93	635927.54
154	505+18.54	16.69' RT	944.10	131980.14	635930.23
155	505+23.03	18.39' RT	944.25	131979.65	635935.00
156	505+28.58	22.40' RT	944.45	131977.19	635941.39
157	505+30.68	24.80' RT	944.49	131975.41	635944.04
158	505+32.36	27.37' RT	944.54	131973.35	635946.31
159	505+33.18	29.01' RT	944.59	131971.97	635947.52
160	505+34.37	32.40' RT	944.68	131969.00	635949.55
161	505+34.66	33.61' RT	944.71	131967.90	635950.13
162	505+09.90	18.01' RT	943.88	131976.66	635922.21
163	505+12.90	18.51' RT	943.96	131976.95	635925.24
164	505+17.90	19.11' RT	944.02	131977.64	635930.23

FairviewSW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
165	505+20.74	20.07' RT	944.31	131977.44	635933.22
166	505+23.76	21.68' RT	944.58	131976.65	635936.55
167	505+26.14	23.51' RT	944.35	131975.49	635939.31
168	505+30.13	28.51' RT	944.46	131971.68	635944.45
169	505+31.39	31.23' RT	944.72	131969.37	635946.36
170	505+12.91	19.11' RT	943.97	131976.37	635925.39
171	505+12.90	23.51' RT	944.10	131972.11	635926.52
172	505+17.90	23.51' RT	944.15	131973.39	635931.35
173	505+12.90	28.51' RT	944.08	131967.28	635927.79
174	505+17.90	28.51' RT	944.11	131968.56	635932.63
175	505+22.02	23.51' RT	944.12	131974.44	635935.33
176	505+22.02	28.51' RT	944.17	131969.61	635936.61
177	505+26.14	28.51' RT	944.40	131970.66	635940.59

FairviewSE						FairviewSE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	505+59.94	41.54' RT	944.77	131966.70	635976.60	217	505+72.63	23.53' RT	944.82	131987.35	635984.27
201	505+61.38	36.19' RT	944.81	131972.24	635976.63	218	505+77.11	20.84' RT	945.34	131991.10	635987.91
202	505+62.23	33.43' RT	944.82	131975.12	635976.74	219	506+16.31	18.55' RT	945.53	132003.32	636025.22
203	505+64.38	29.03' RT	944.82	131979.93	635977.70	220	506+19.31	18.53' RT	945.26	132004.11	636028.12
204	505+64.98	28.07' RT	944.82	131981.01	635978.03	221	506+24.31	18.53' RT	945.32	132005.39	636032.95
205	505+69.33	23.04' RT	944.88	131986.99	635980.95	222	506+27.31	18.50' RT	945.62	132006.19	636035.84
206	505+69.92	22.50' RT	944.88	131987.66	635981.39	223	505+72.63	28.53' RT	944.80	131982.51	635985.54
207	505+71.85	21.00' RT	944.91	131989.60	635982.87	224	505+76.63	28.53' RT	945.06	131983.54	635989.41
208	505+85.45	16.16' RT	944.94	131997.75	635994.78	225	505+81.63	28.54' RT	944.98	131984.81	635994.24
209	505+90.34	16.09' RT	944.99	131999.07	635999.49	226	505+76.63	23.53' RT	945.08	131988.37	635988.13
210	506+09.18	16.04' RT	945.21	132003.93	636017.69	227	505+81.63	23.54' RT	945.08	131989.64	635992.97
211	506+12.34	16.04' RT	945.25	132004.74	636020.75	228	506+19.35	23.53' RT	945.48	131999.29	636029.44
212	506+18.78	16.03' RT	945.33	132006.40	636026.97	229	506+24.35	23.53' RT	945.55	132000.57	636034.27
213	506+24.78	16.02' RT	945.41	132007.93	636032.77	230	506+19.35	28.53' RT	945.47	131994.46	636030.71
214	506+34.35	15.98' RT	945.53	132010.42	636042.01	231	506+24.35	28.53' RT	945.54	131995.74	636035.55
215	505+65.11	33.00' RT	945.24	131976.28	635979.42	232	506+34.35	28.52' RT	945.68	131998.29	636045.22
216	505+67.71	28.53' RT	944.75	131981.26	635980.79	233	506+34.35	23.52' RT	945.66	132003.13	636043.94



CTHE NW						CTHE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	511+55.92	26.00' LT	944.09	132186.77	636532.34	270	511+78.66	28.09' LT	944.52	132196.53	636552.16
251	511+75.87	25.58' LT	944.02	132193.21	636550.57	271	511+83.83	27.90' LT	944.50	132198.21	636556.87
252	511+77.98	25.50' LT	944.02	132193.88	636552.49	272	511+93.32	28.09' LT	945.24	132201.86	636565.27
253	511+84.17	25.28' LT	944.00	132195.90	636558.15	273	512+43.08	52.05' LT	944.63	132243.18	636598.50
254	511+86.11	25.26' LT	943.99	132196.58	636559.90	274	512+45.72	54.97' LT	944.26	132246.89	636599.43
255	511+89.65	25.34' LT	943.94	132197.96	636563.05	275	512+49.59	59.83' LT	944.31	132252.86	636600.49
256	511+93.19	25.57' LT	943.90	132199.48	636566.12	276	512+51.58	62.76' LT	944.62	132256.29	636600.82
257	512+01.54	26.73' LT	943.74	132203.70	636573.12	277	511+71.07	34.69' LT	945.22	132200.02	636542.95
258	512+03.25	27.08' LT	943.72	132204.67	636574.50	278	511+78.93	35.50' LT	944.62	132203.52	636549.67
259	512+20.99	33.08' LT	943.56	132217.09	636587.68	279	511+84.18	36.06' LT	944.62	132205.91	636554.13
260	512+22.14	33.64' LT	943.55	132218.06	636588.46	280	511+92.11	37.47' LT	945.26	132210.07	636560.61
261	512+26.59	35.99' LT	943.55	132221.97	636591.34	281	511+92.76	32.48' LT	945.25	132205.70	636563.09
262	512+40.48	45.95' LT	943.68	132236.63	636598.98	282	512+33.23	58.78' LT	944.56	132245.26	636587.30
263	512+48.54	54.27' LT	943.77	132247.44	636602.10	283	512+36.99	55.21' LT	944.58	132243.54	636592.00
264	512+48.54	54.27' LT	943.77	132247.44	636602.10	284	512+41.80	55.08' LT	944.51	132245.39	636596.10
265	512+51.71	58.31' LT	943.81	132252.37	636602.92	285	512+37.92	63.40' LT	944.52	132251.30	636589.23
266	512+52.37	59.23' LT	943.81	132253.47	636603.06	286	512+41.97	60.08' LT	944.57	132249.95	636594.04
267	512+55.75	64.46' LT	943.83	132259.54	636603.48	287	512+51.81	77.54' LT	944.77	132269.59	636594.37
268	512+66.34	82.55' LT	943.88	132280.04	636603.73	288	512+55.87	74.16' LT	944.69	132268.24	636599.18
269	511+67.84	28.30' LT	945.40	132192.95	636542.34						

LEGEND

X

CURB RAMP TYPE

SOD

SOD

SW5

CONCRETE SIDEWALK 5-INCH

XX
YY.YY

POINT NUMBER & ELEVATION

XXXXX

SAWCUT

NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

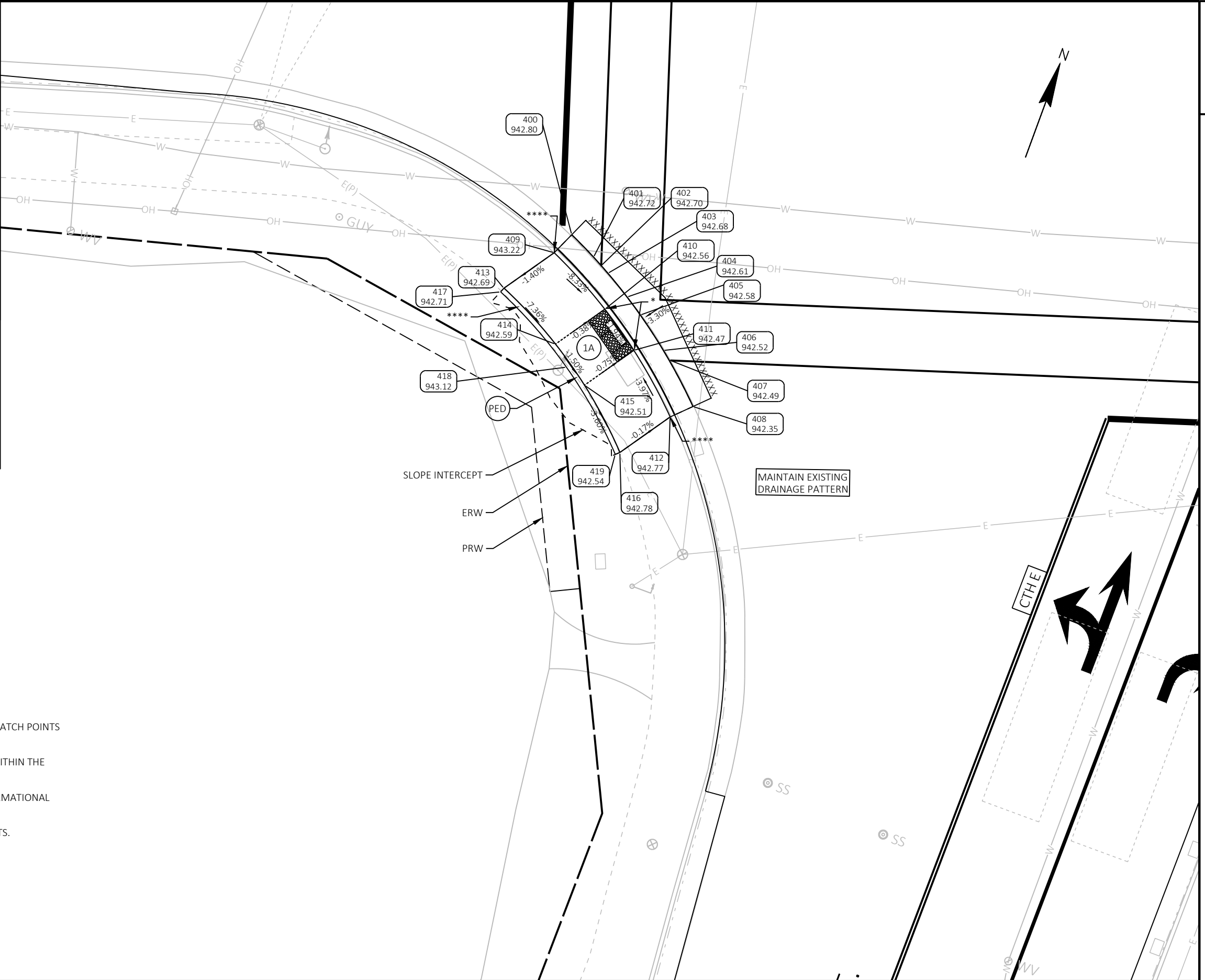
SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.

2

CTHE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	511+71.62	33.40' RT	942.80	132136.69	636567.96
401	511+73.67	35.67' RT	942.72	132135.34	636570.77
402	511+74.39	36.53' RT	942.70	132134.81	636571.78
403	511+75.00	37.30' RT	942.68	132134.33	636572.66
404	511+76.79	39.70' RT	942.61	132132.77	636575.27
405	511+78.00	41.52' RT	942.58	132131.55	636577.12
406	511+80.10	45.10' RT	942.52	132129.04	636580.50
407	511+80.60	46.05' RT	942.49	132128.35	636581.34
408	511+82.74	50.75' RT	942.35	132124.83	636585.18
409	511+69.93	35.17' RT	943.22	132134.40	636566.94
410	511+74.65	40.88' RT	942.56	132130.86	636573.61
411	511+77.31	45.02' RT	942.47	132128.03	636577.73
412	511+80.57	51.73' RT	942.77	132123.06	636583.42
413	511+65.11	38.66' RT	942.69	132129.35	636563.47
414	511+69.94	44.27' RT	942.59	132125.91	636570.21
415	511+72.61	48.39' RT	942.51	132123.08	636574.33
416	511+75.81	55.15' RT	942.78	132118.02	636579.95
417	511+64.79	39.01' RT	942.71	132128.90	636563.28
418	511+70.93	46.57' RT	943.12	132124.14	636572.02
419	511+75.38	55.34' RT	942.54	132117.67	636579.59

2



LEGEND

(X)	CURB RAMP TYPE
(SOD)	SOD
(SW5)	CONCRETE SIDEWALK 5-INCH
XX YY.YY	POINT NUMBER & ELEVATION
'XXXXX'	SAWCUT

```
****: 6" Curb Head
***: 4" Curb Head
**: 3" Curb Head
*: 0"
```

NOTES:

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

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.

PROJECT NO: 3110-08-70

HWY: STH 59

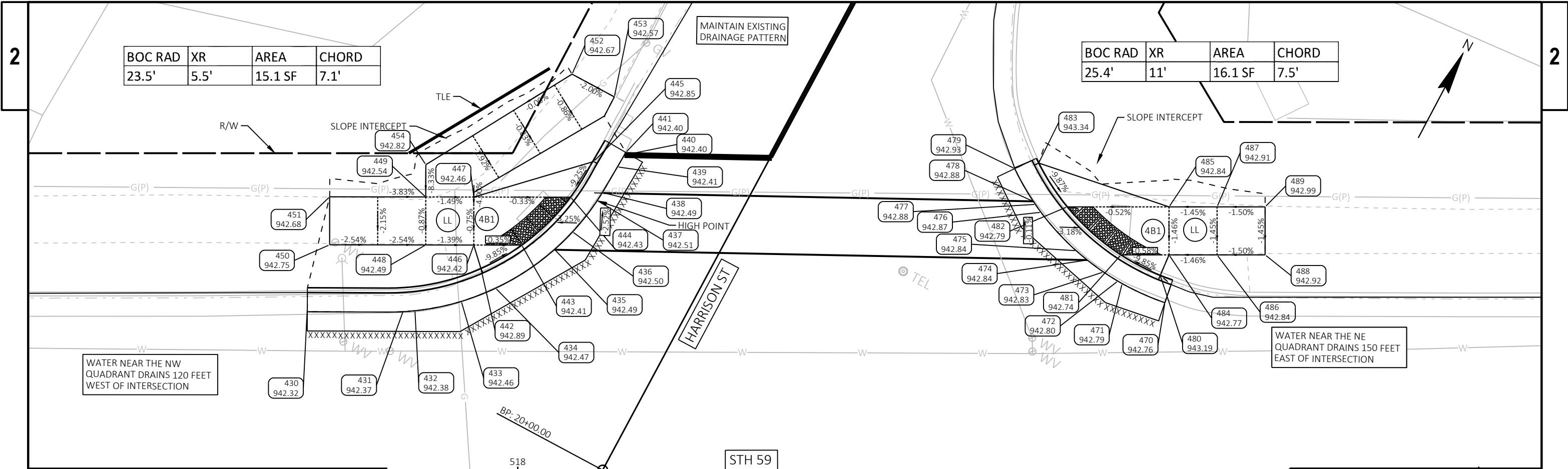
COUNTY: WAUKESHA

CURB RAMP DETAILS

SHEET 72

E





NOTES:

- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.

LEGEND

- X CURB RAMP TYPE
- SOD SOD
- SW5 CONCRETE SIDEWALK 5-INCH
- XX
YYY.YY POINT NUMBER & ELEVATION
- 'XXXXX' SAWCUT

HarrisonNW						HarrisonNW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
430	517+78.10	17.00' LT	942.32	132460.97	637086.75	443	518+00.41	23.43' LT	942.41	132477.07	637103.47
431	517+88.07	16.53' LT	942.37	132465.20	637095.78	444	518+05.49	28.42' LT	942.43	132483.85	637105.63
432	517+89.30	16.62' LT	942.38	132465.86	637096.83	445	518+07.90	32.14' LT	942.85	132488.27	637106.03
433	517+94.12	17.58' LT	942.46	132468.96	637100.64	446	517+95.42	23.44' LT	942.42	132474.75	637099.06
434	517+97.69	18.94' LT	942.47	132471.83	637103.16	447	517+95.43	28.43' LT	942.46	132479.16	637096.73
435	518+03.83	22.97' LT	942.49	132478.26	637106.71	448	517+90.42	23.45' LT	942.49	132472.42	637094.63
436	518+05.69	24.82' LT	942.50	132480.76	637107.48	449	517+90.42	28.45' LT	942.54	132476.84	637092.30
437	518+08.27	28.07' LT	942.51	132484.84	637108.26	450	517+80.42	23.47' LT	942.75	132467.77	637085.78
438	518+08.81	28.91' LT	942.49	132485.84	637108.34	451	517+80.43	28.47' LT	942.68	132472.19	637083.45
439	518+10.37	31.58' LT	942.41	132488.92	637108.47	452	518+05.65	41.24' LT	942.67	132495.26	637099.79
440	518+11.09	32.81' LT	942.40	132490.35	637108.53	453	518+10.05	38.87' LT	942.57	132495.23	637104.78
441	518+11.24	33.08' LT	942.40	132490.66	637108.54	454	517+90.43	31.80' LT	942.82	132479.81	637090.74
442	517+96.16	20.99' LT	942.89	132472.93	637100.85						

HarrisonNE						HarrisonNE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
470	518+67.34	17.43' LT	942.76	132503.02	637165.46	481	518+62.77	22.42' LT	942.74	132505.29	637159.09
471	518+62.89	19.43' LT	942.79	132502.70	637160.59	482	518+57.18	27.42' LT	942.79	132507.10	637151.81
472	518+62.44	19.68' LT	942.80	132502.72	637160.07	483	518+54.21	31.98' LT	943.34	132509.75	637147.05
473	518+60.94	20.63' LT	942.83	132502.86	637158.30	484	518+67.77	22.42' LT	942.77	132507.63	637163.51
474	518+59.25	21.88' LT	942.84	132503.17	637156.23	485	518+67.77	27.41' LT	942.84	132512.05	637161.18
475	518+58.11	22.85' LT	942.84	132503.50	637154.76	486	518+72.77	22.41' LT	942.84	132509.96	637167.93
476	518+54.46	26.86' LT	942.87	132505.34	637149.66	487	518+72.77	27.42' LT	942.91	132514.38	637165.60
477	518+53.86	27.67' LT	942.88	132505.78	637148.75	488	518+77.77	22.42' LT	942.92	132512.29	637172.35
478	518+53.65	27.99' LT	942.88	132505.96	637148.42	489	518+77.77	27.42' LT	942.99	132516.72	637170.02
479	518+51.71	31.40' LT	942.93	132508.07	637145.12						
480	518+66.86	20.28' LT	943.19	132505.31	637163.70						

OAK RIDGE DR - NORTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	532+62.33	28.81' LT	948.66	133164.46	638393.71
02	532+65.47	29.15' LT	948.68	133166.23	638396.34
03	532+67.35	29.35' LT	948.65	133167.28	638397.90
04	532+69.58	29.71' LT	948.62	133168.64	638399.70
05	532+73.72	31.04' LT	948.56	133171.75	638402.75
06	532+75.02	31.65' LT	948.54	133172.89	638403.61
07	532+75.15	31.72' LT	948.54	133173.02	638403.70
08	532+79.82	34.99' LT	948.40	133178.09	638406.30
09	532+81.35	36.54' LT	948.38	133180.18	638406.93
10	532+84.93	41.96' LT	948.29	133186.64	638407.56
11	532+85.52	43.37' LT	948.29	133188.16	638407.43
12	532+86.26	45.68' LT	948.29	133190.55	638407.00

OAK RIDGE DR - NORTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13	532+62.06	31.29' LT	949.08	133166.53	638392.31
14	532+76.62	35.58' LT	948.88	133177.12	638403.19
15	532+83.85	46.31' LT	948.71	133189.98	638404.57
16	532+68.00	32.91' LT	948.55	133170.73	638396.81
17	532+57.72	35.51' LT	948.83	133168.23	638386.51
18	532+62.64	35.98' LT	948.80	133170.95	638390.64
19	532+67.62	36.43' LT	948.77	133173.67	638394.84
20	532+72.59	36.99' LT	948.70	133176.48	638398.97
21	532+57.24	40.49' LT	948.86	133172.41	638383.77
22	532+62.12	40.90' LT	948.85	133175.05	638387.88
23	532+67.09	41.43' LT	948.83	133177.84	638392.03
24	532+72.06	41.96' LT	948.78	133180.63	638396.18

LEGEND

X

CURB RAMP TYPE

SOD

SOD

SW5

CONCRETE SIDEWALK 5-INCH

XX
YYY.YY

POINT NUMBER & ELEVATION

XXXXX

SAWCUT

NOTES:

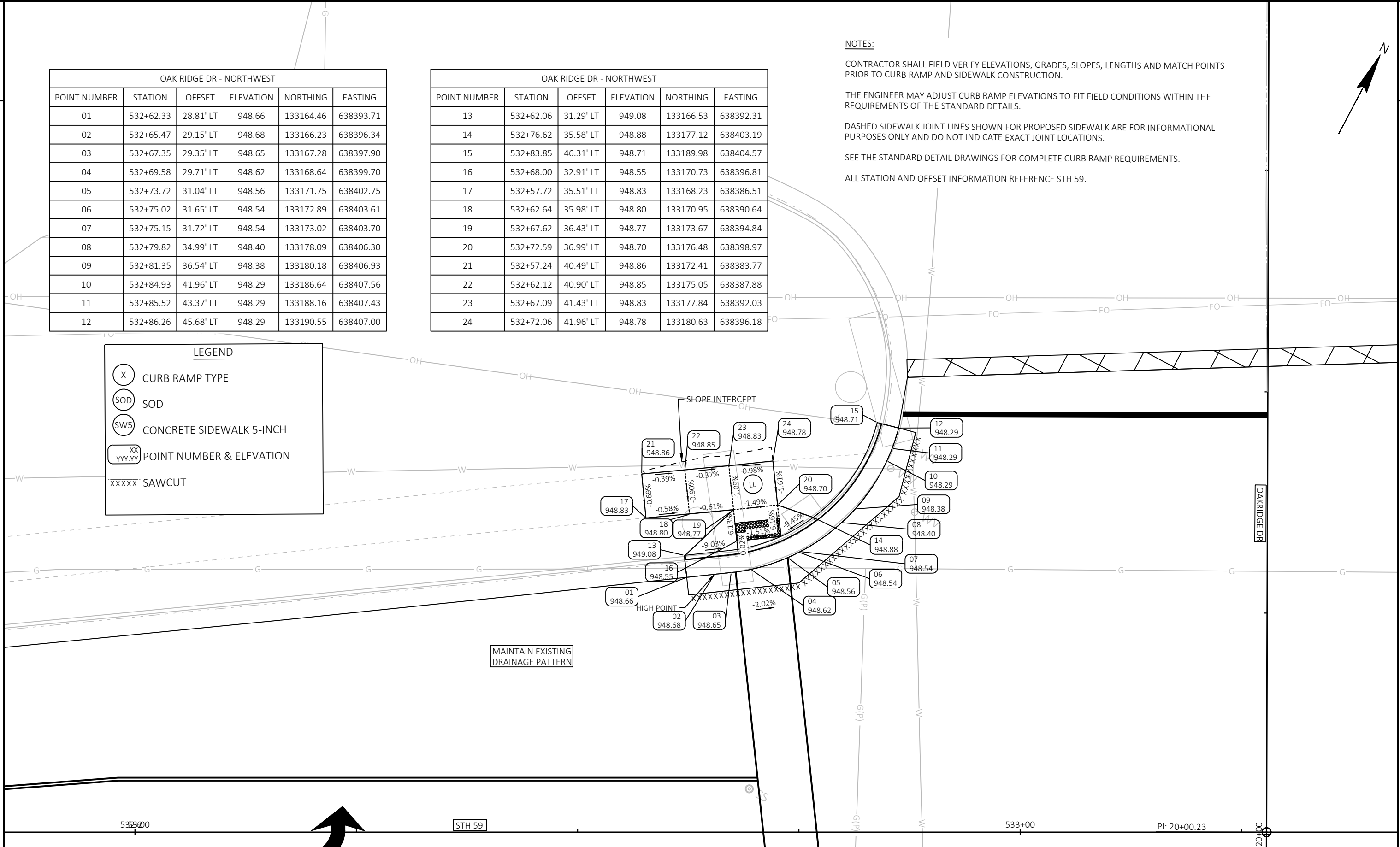
CONTRACTOR SHALL FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

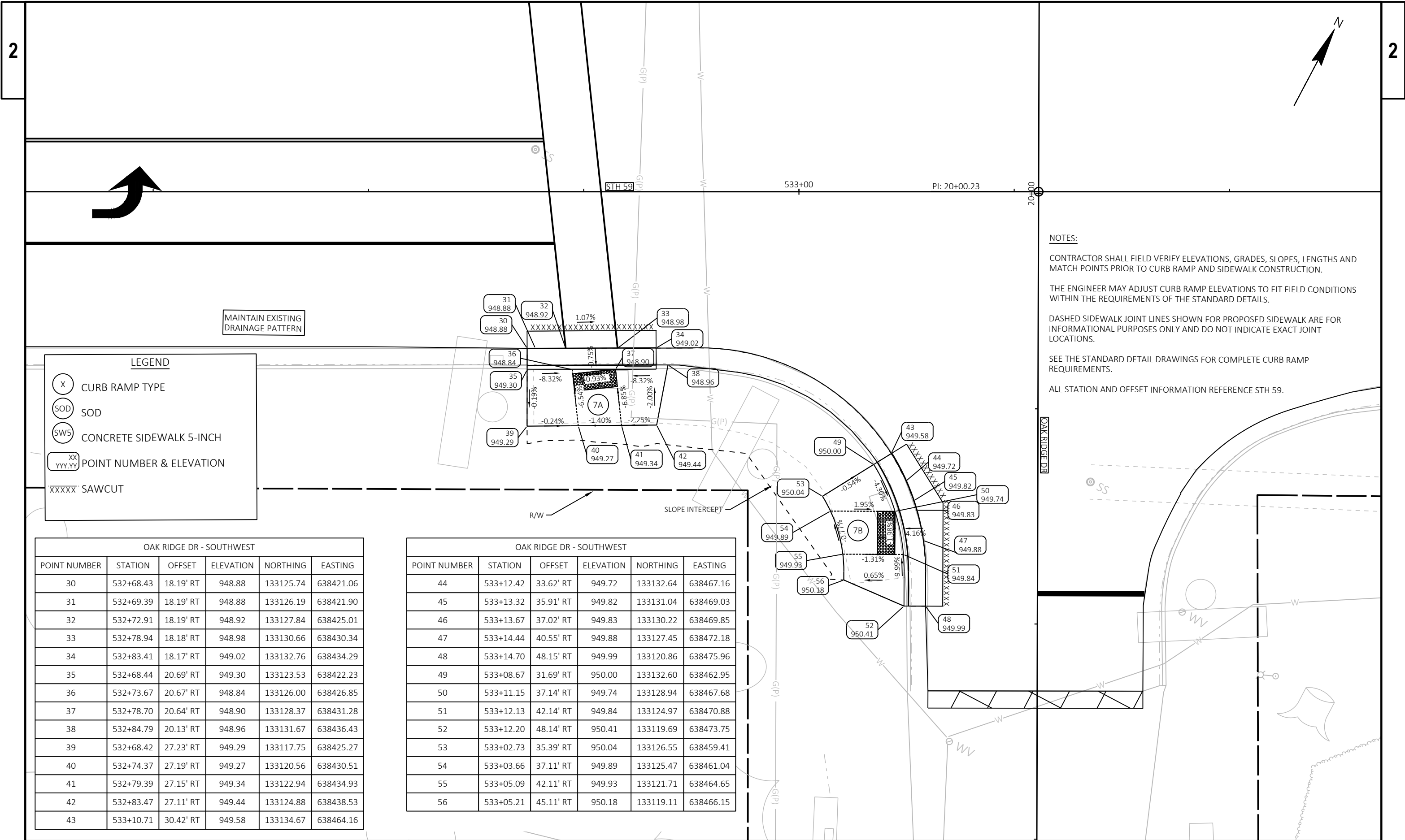
THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.





LEGEND

- X CURB RAMP TYPE
- SOD SOD
- SW5 CONCRETE SIDEWALK 5-INCH
- xx
yyy.yy POINT NUMBER & ELEVATION
- xxxxx SAWCUT

OAK RIDGE DR - SOUTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	532+68.43	18.19' RT	948.88	133125.74	638421.06
31	532+69.39	18.19' RT	948.88	133126.19	638421.90
32	532+72.91	18.19' RT	948.92	133127.84	638425.01
33	532+78.94	18.18' RT	948.98	133130.66	638430.34
34	532+83.41	18.17' RT	949.02	133132.76	638434.29
35	532+68.44	20.69' RT	949.30	133123.53	638422.23
36	532+73.67	20.67' RT	948.84	133126.00	638426.85
37	532+78.70	20.64' RT	948.90	133128.37	638431.28
38	532+84.79	20.13' RT	948.96	133131.67	638436.43
39	532+68.42	27.23' RT	949.29	133117.75	638425.27
40	532+74.37	27.19' RT	949.27	133120.56	638430.51
41	532+79.39	27.15' RT	949.34	133122.94	638434.93
42	532+83.47	27.11' RT	949.44	133124.88	638438.53
43	533+10.71	30.42' RT	949.58	133134.67	638464.16

OAK RIDGE DR - SOUTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
44	533+12.42	33.62' RT	949.72	133132.64	638467.16
45	533+13.32	35.91' RT	949.82	133131.04	638469.03
46	533+13.67	37.02' RT	949.83	133130.22	638469.85
47	533+14.44	40.55' RT	949.88	133127.45	638472.18
48	533+14.70	48.15' RT	949.99	133120.86	638475.96
49	533+08.67	31.69' RT	950.00	133132.60	638462.95
50	533+11.15	37.14' RT	949.74	133128.94	638467.68
51	533+12.13	42.14' RT	949.84	133124.97	638470.88
52	533+12.20	48.14' RT	950.41	133119.69	638473.75
53	533+02.73	35.39' RT	950.04	133126.55	638459.41
54	533+03.66	37.11' RT	949.89	133125.47	638461.04
55	533+05.09	42.11' RT	949.93	133121.71	638464.65
56	533+05.21	45.11' RT	950.18	133119.11	638466.15

NOTES:

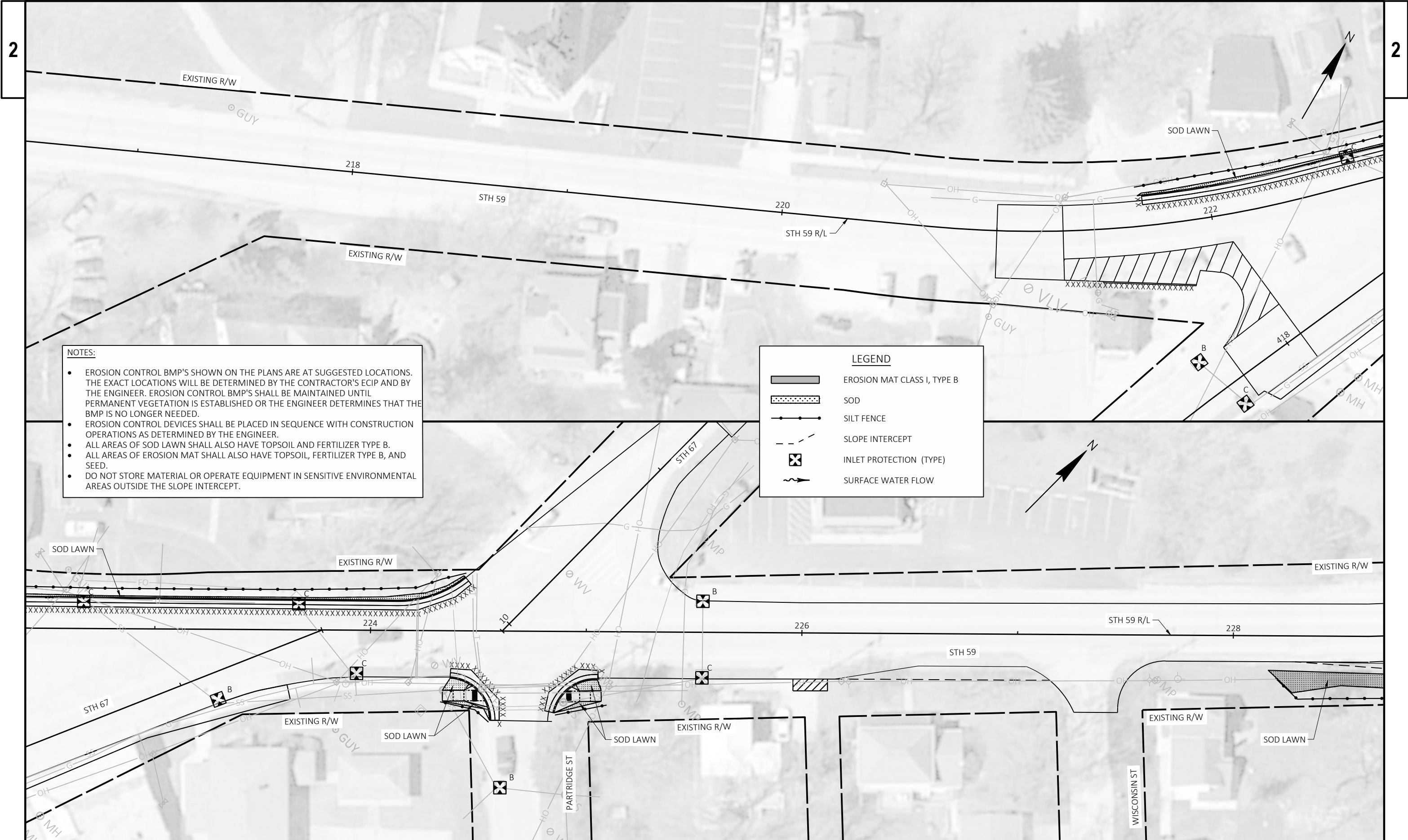
CONTRACTOR SHALL FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.

THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

DASHED SIDEWALK JOINT LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 59.

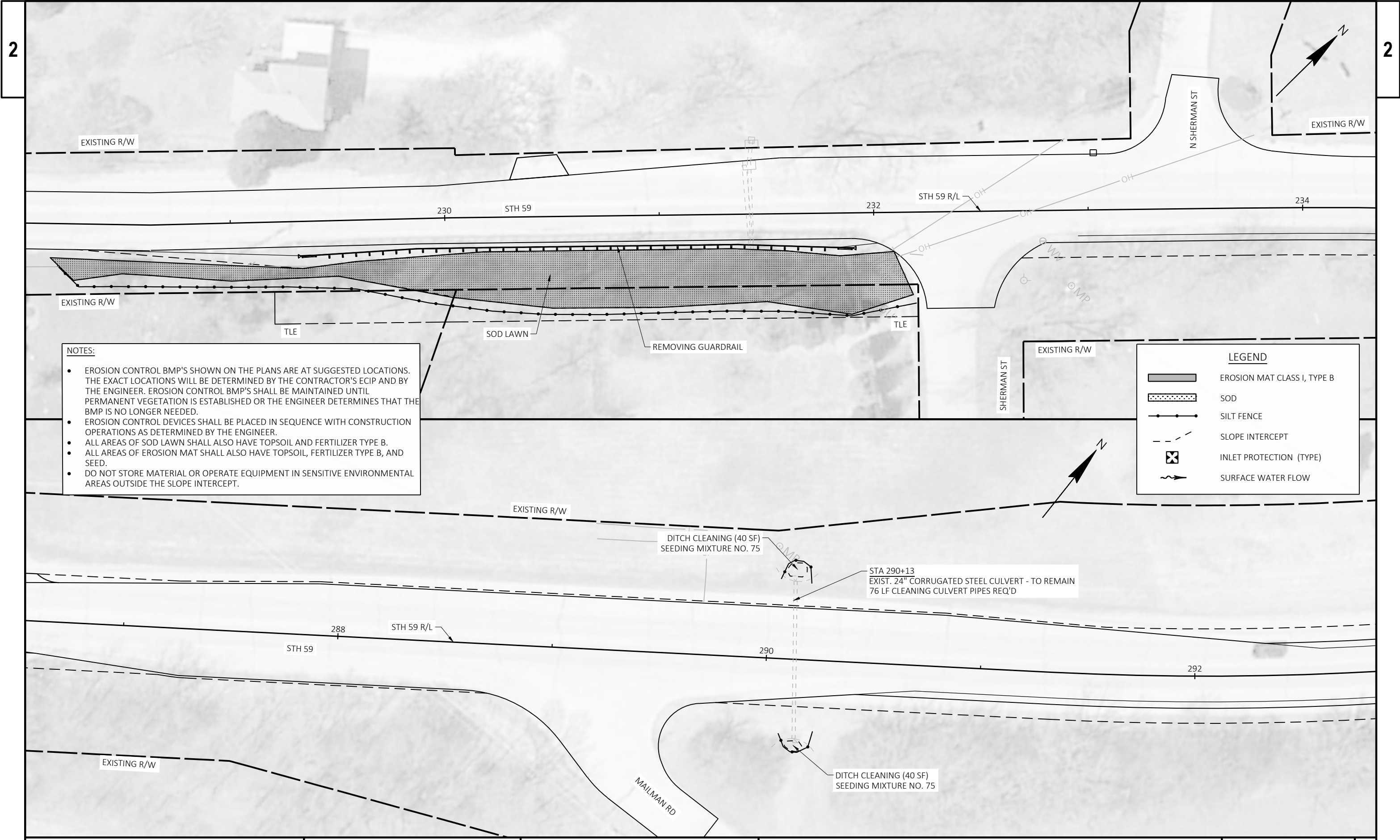


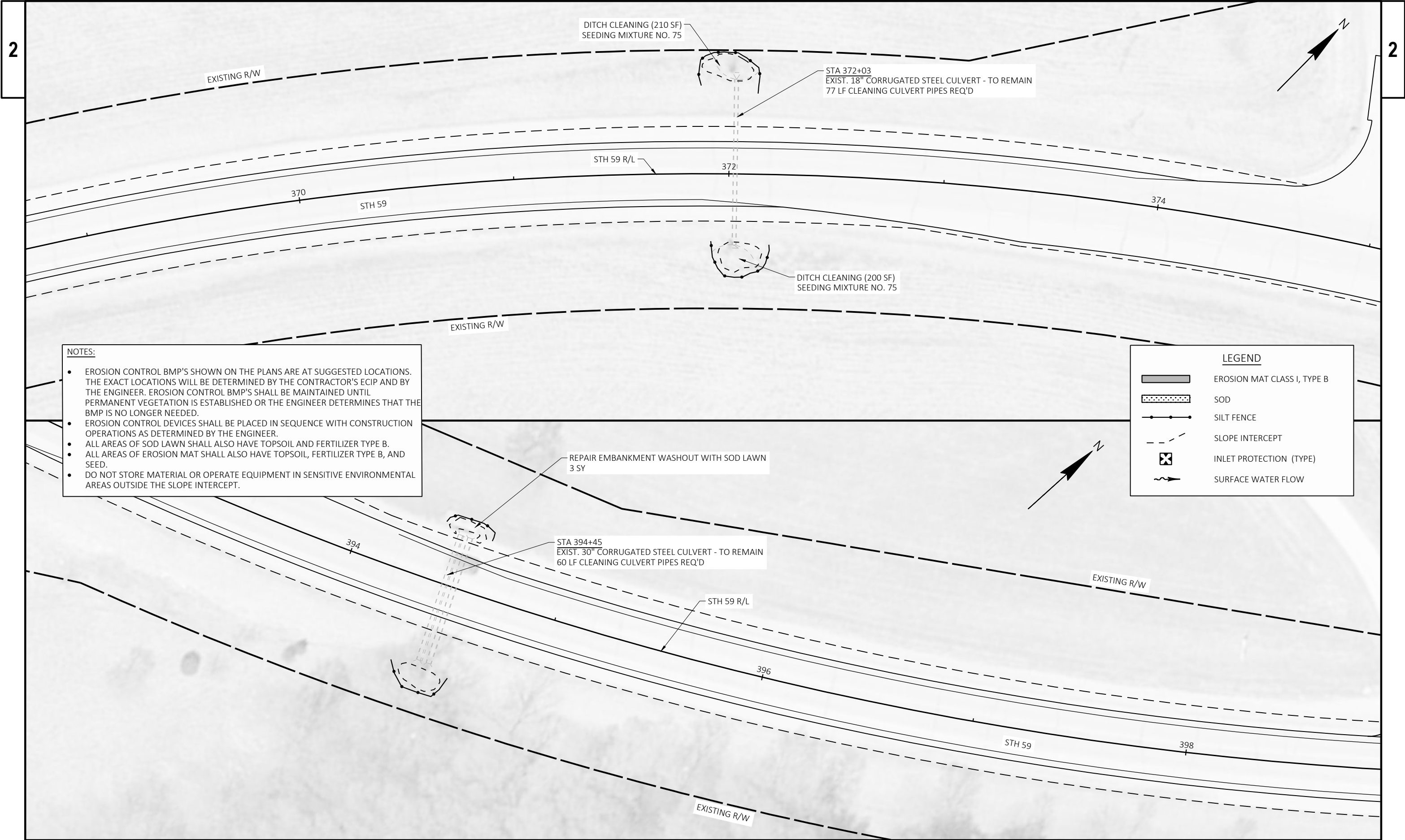
NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- ALL AREAS OF SOD LAWN SHALL ALSO HAVE TOPSOIL AND FERTILIZER TYPE B.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER TYPE B, AND SEED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN SENSITIVE ENVIRONMENTAL AREAS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

[Solid Grey Box]	EROSION MAT CLASS I, TYPE B
[Dotted Box]	SOD
[Line with Dots]	SILT FENCE
[Dashed Line]	SLOPE INTERCEPT
[Box with X]	INLET PROTECTION (TYPE)
[Wavy Arrow]	SURFACE WATER FLOW





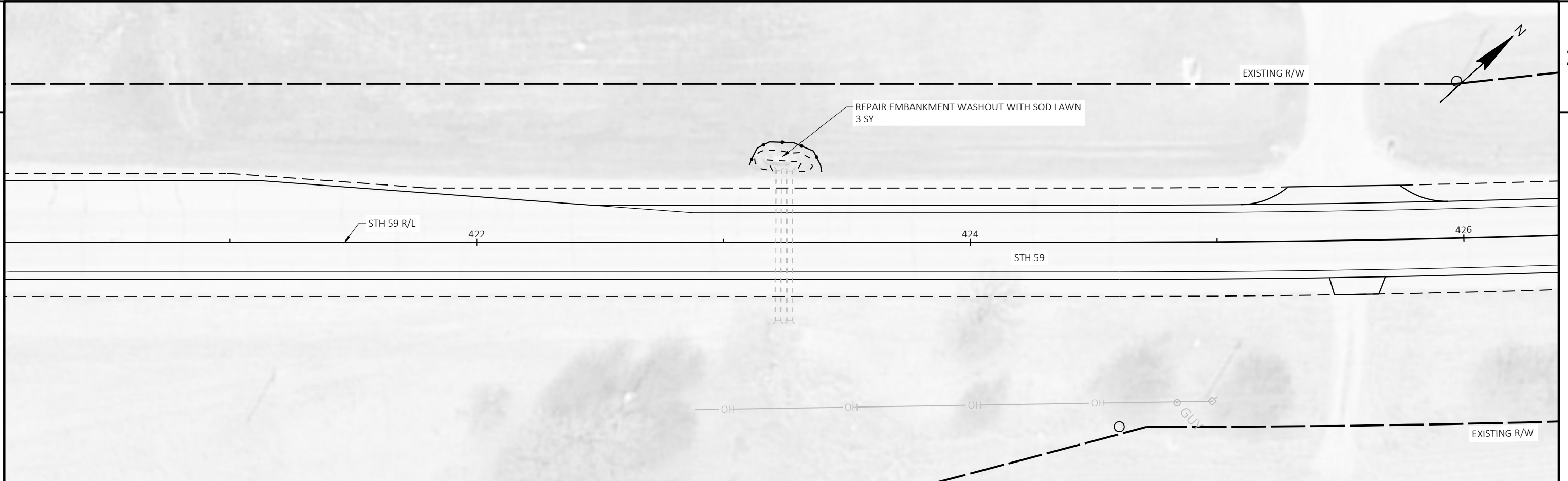
NOTES:

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LEGEND	
	EROSION MAT CLASS I, TYPE B
	SOD
	SILT FENCE
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE)
	SURFACE WATER FLOW

2

2



NOTES:

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LEGEND

	EROSION MAT CLASS I, TYPE B
	SOD
	SILT FENCE
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE)
	SURFACE WATER FLOW

PROJECT NO: 3110-08-70

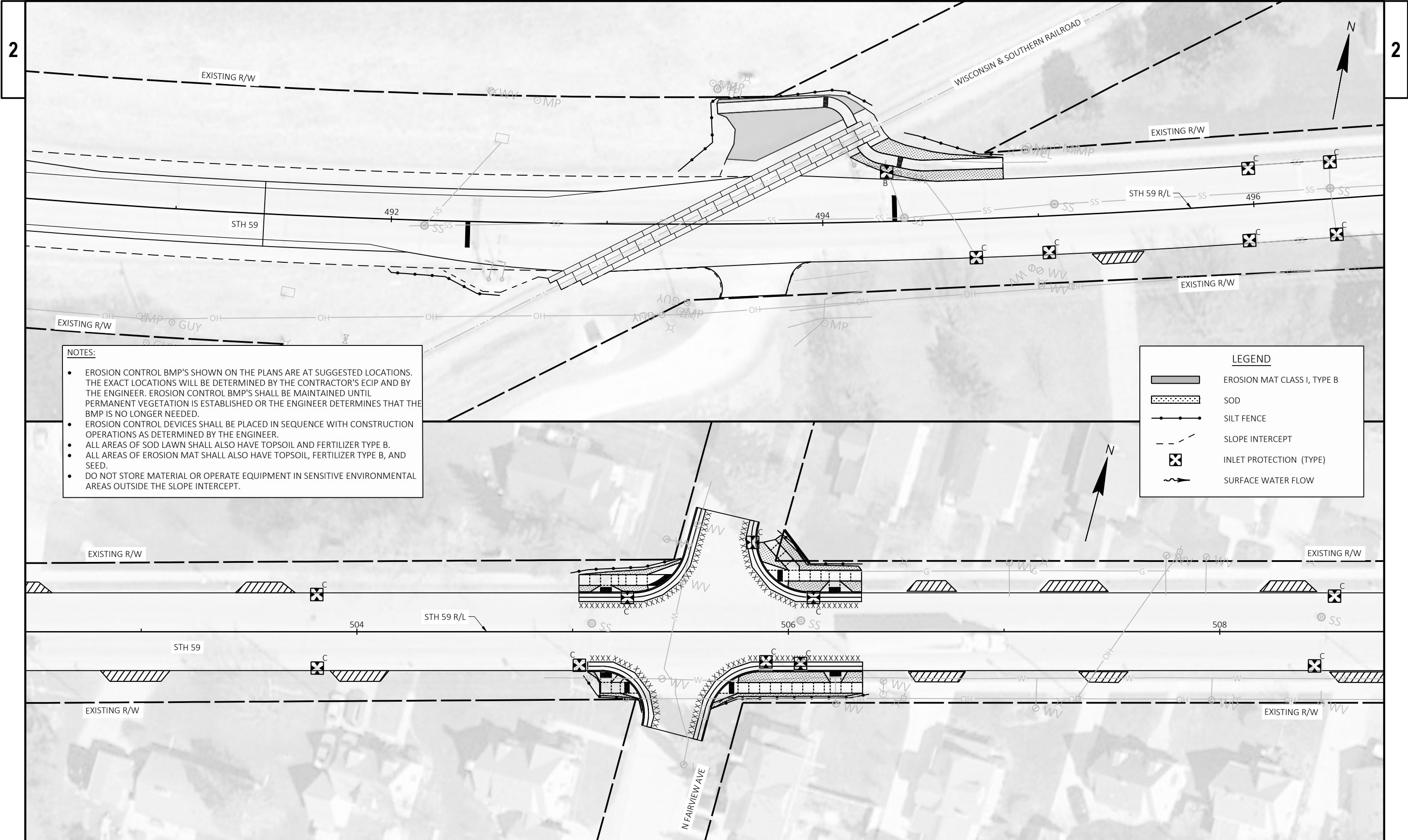
HWY: STH 59

COUNTY: WAUKESHA

EROSION CONTROL

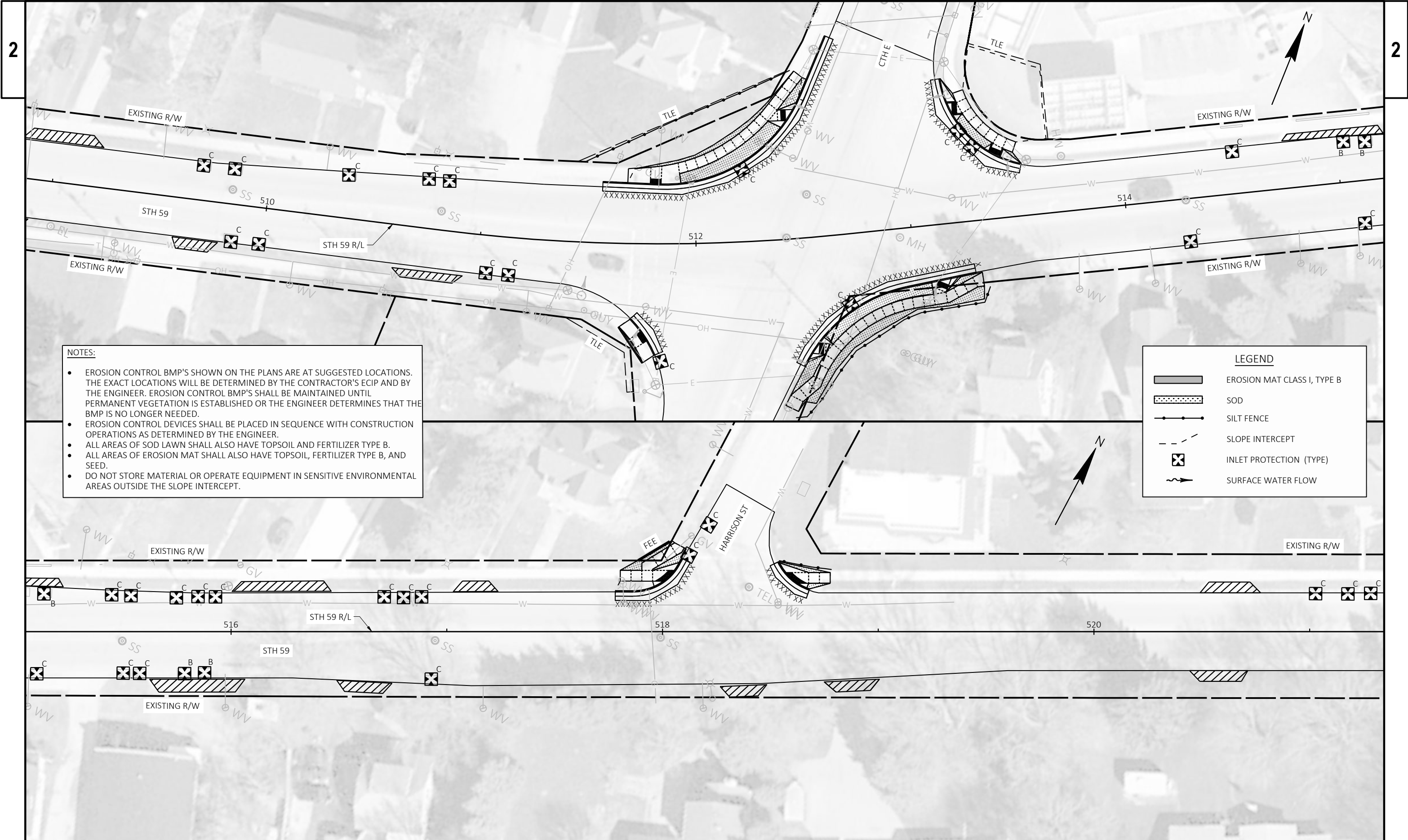
SHEET 80

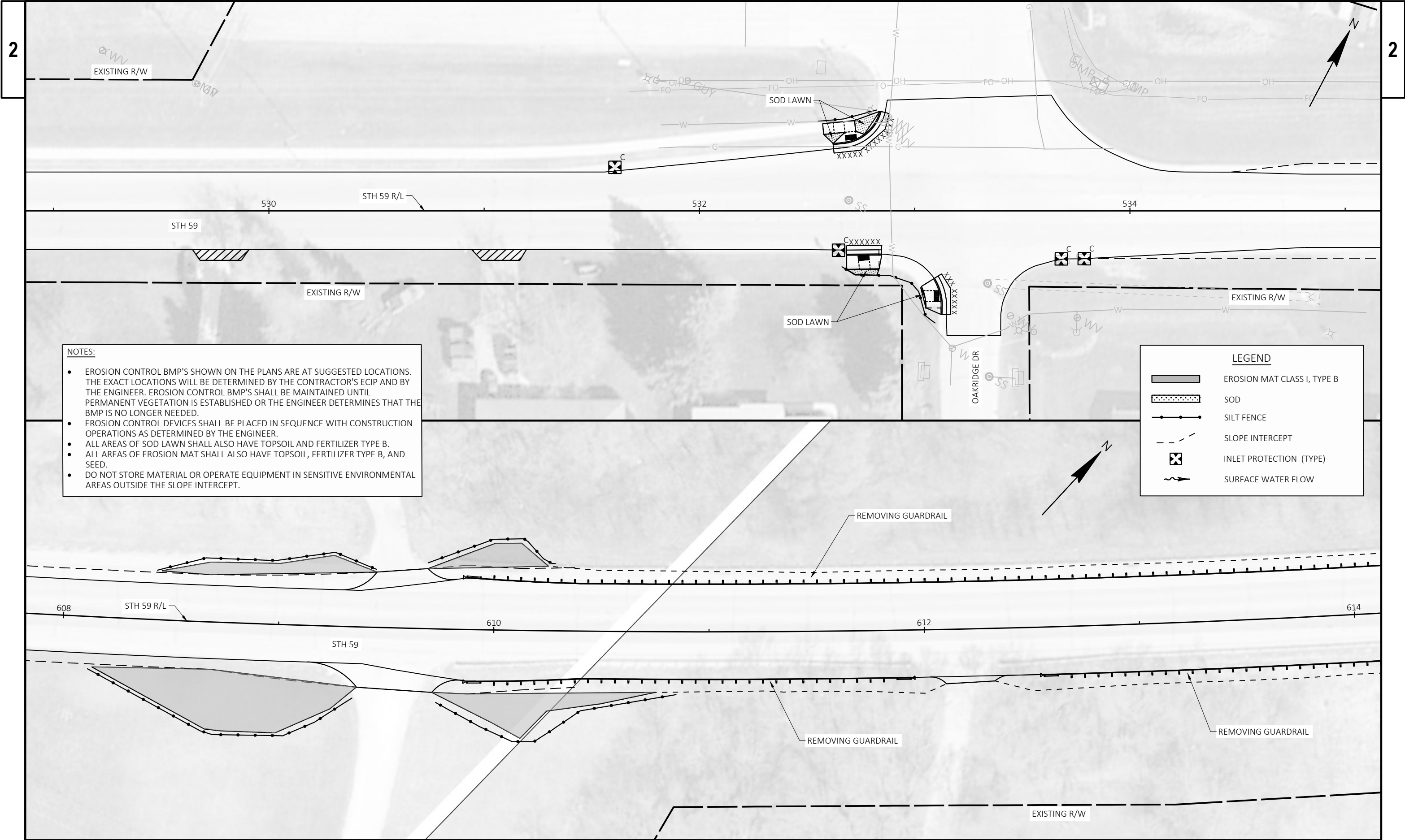
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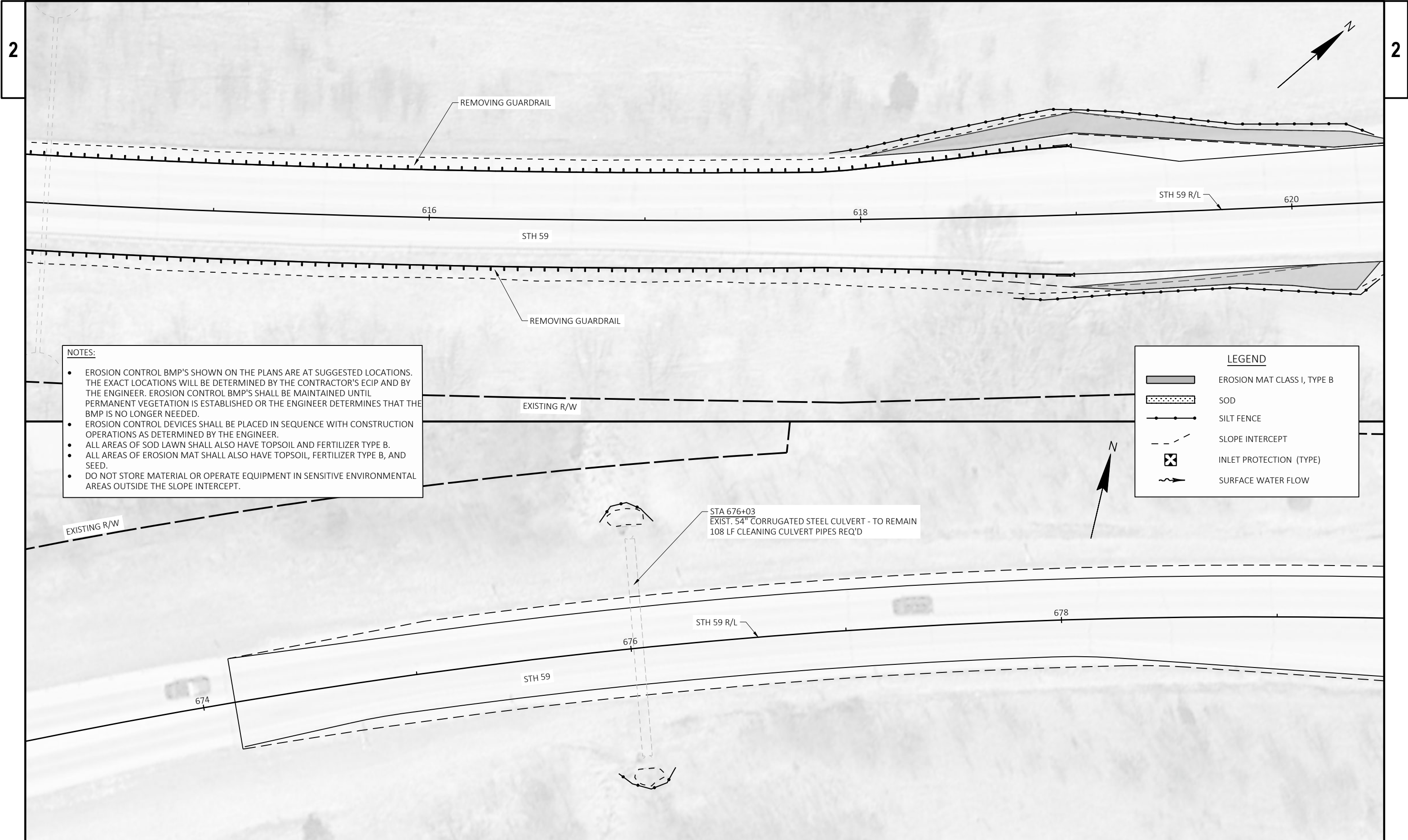


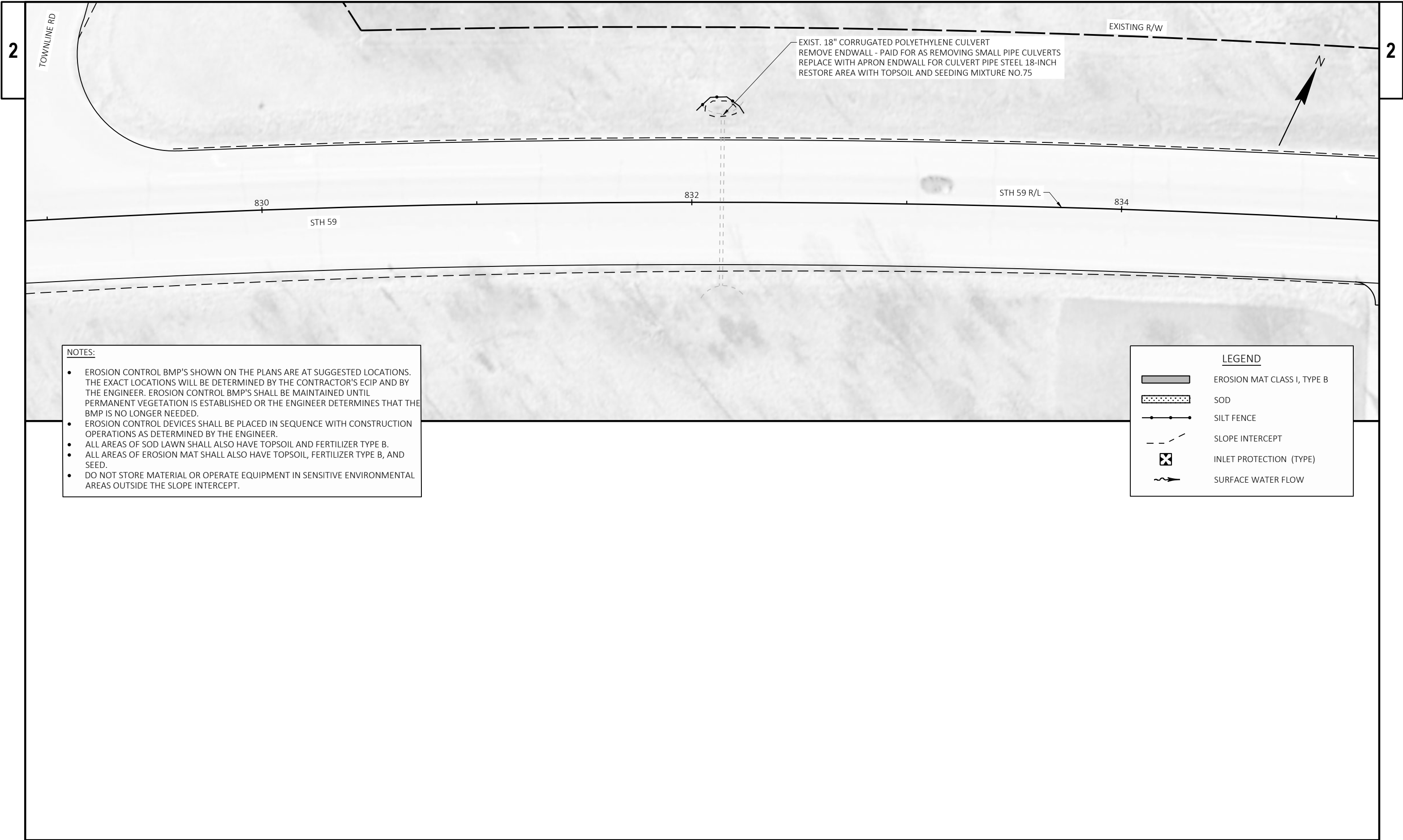
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LEGEND	
	EROSION MAT CLASS I, TYPE B
	SOD
	SILT FENCE
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE)
	SURFACE WATER FLOW



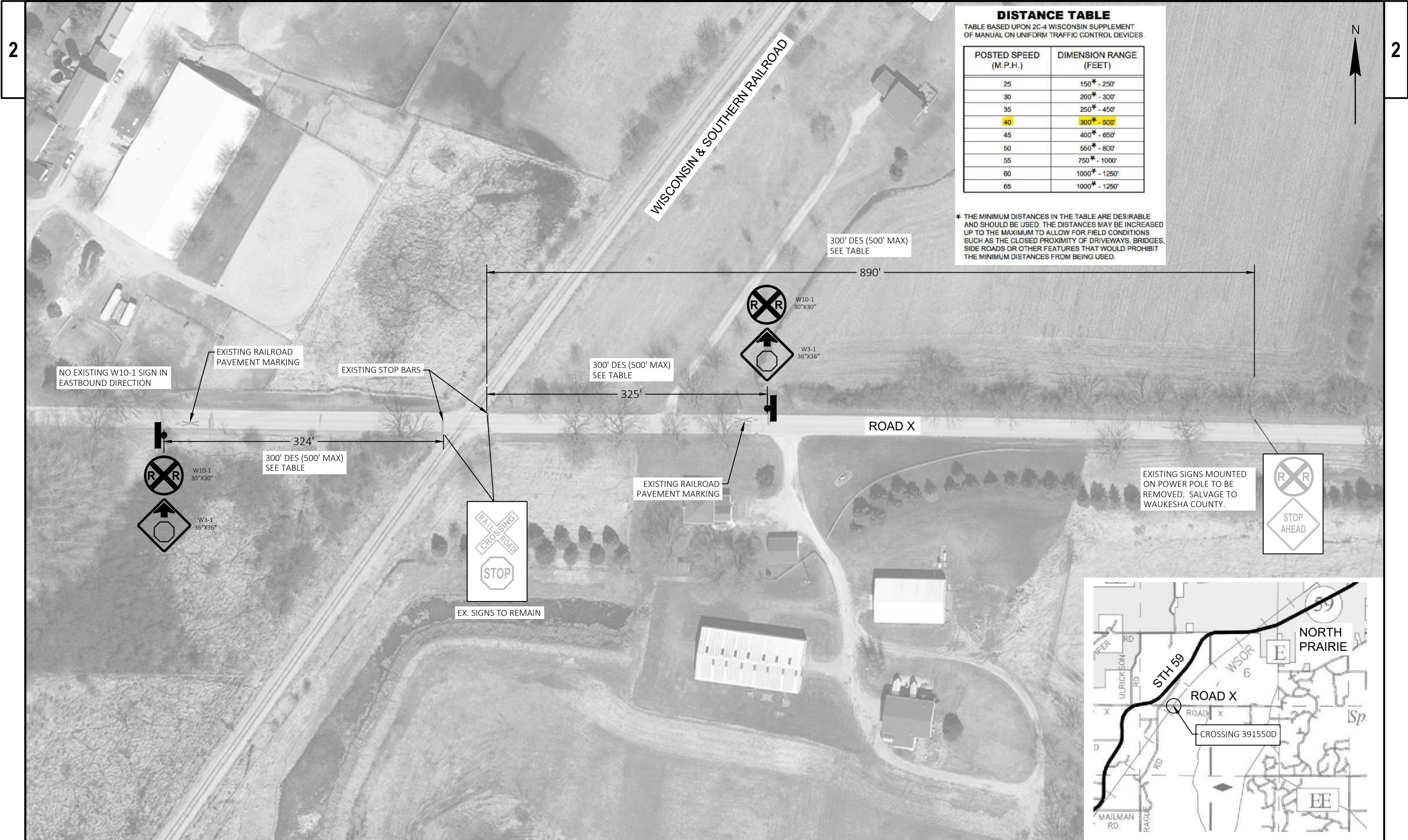






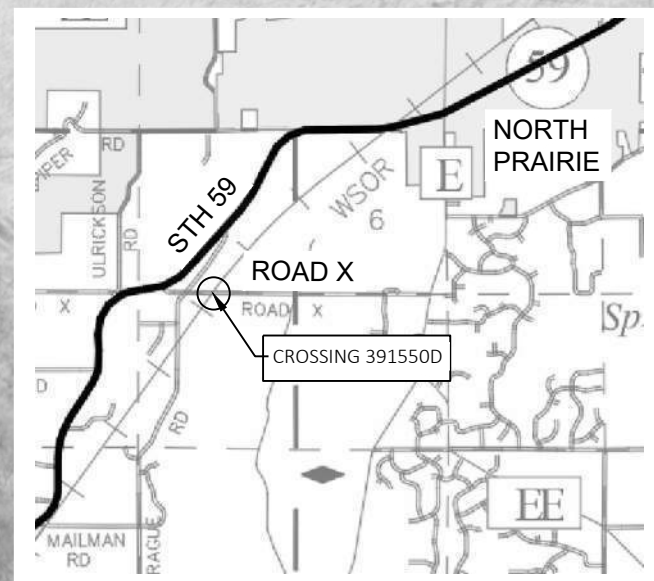
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LEGEND	
	EROSION MAT CLASS I, TYPE B
	SOD
	SILT FENCE
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE)
	SURFACE WATER FLOW



DISTANCE TABLE	
TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.	
POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

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



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO WISDOT. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTRIES PHONE #
JENNY BUCKETT MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE 414-750-2427
CHUCK SALDIVAR RACINE, WALWORTH, WAUKESHA 414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

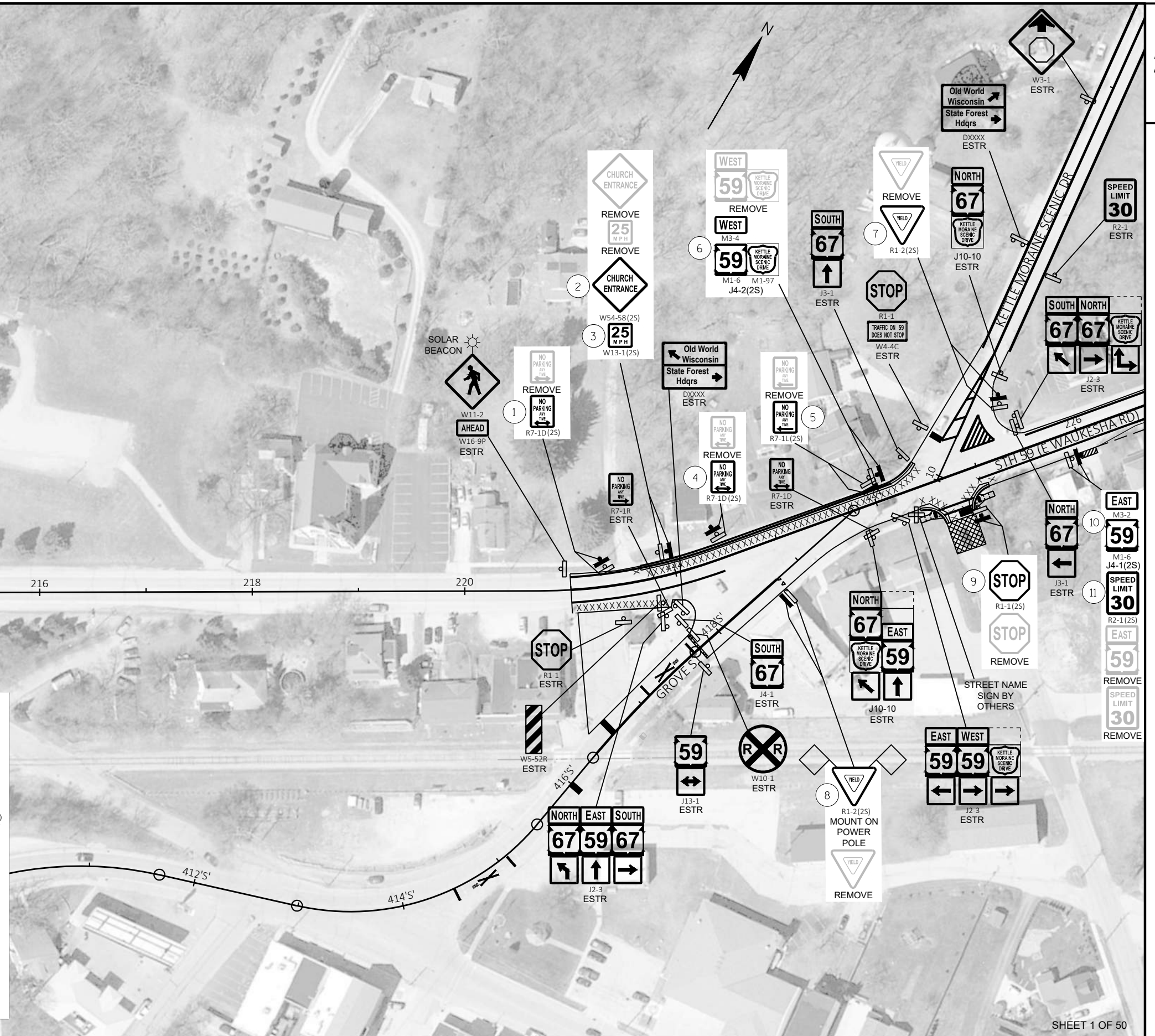
WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

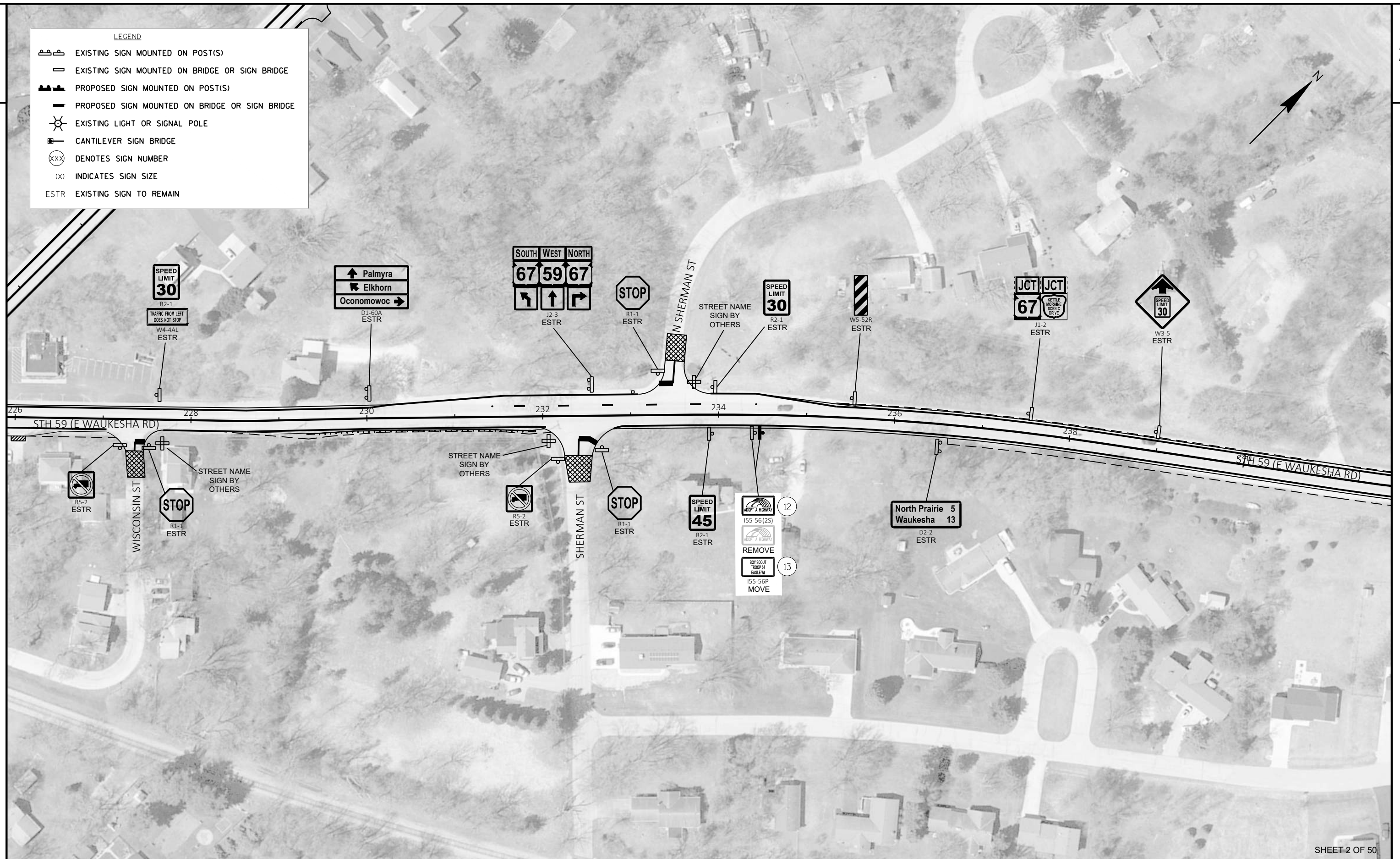
LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE SIGN POSTS IS INCIDENTAL TO THE POST



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 2 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

88

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023201_PS_3110-08-70.DWG
LAYOUT NAME - 02

PLOT DATE : 5/5/2025 8:40 AM

PLOT BY : VANDE LEEST, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
EXISTING LIGHT OR SIGNAL POLE
CANTILEVER SIGN BRIDGE
DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

89

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023201_PS_3110-08-70.DWG
LAYOUT NAME - 03

PLOT DATE : 5/5/2025 8:40 AM

PLOT BY : VANDE LEEST, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

STH 59

256 258 260 262 264 266 268 STH 459

W3-5
ESTR

W14-3
ESTR

W14-3
ESTR

W1-4R
ESTR

NO PASSING ZONE

NO PASSING ZONE

SPEED LIMIT 45

STH 59

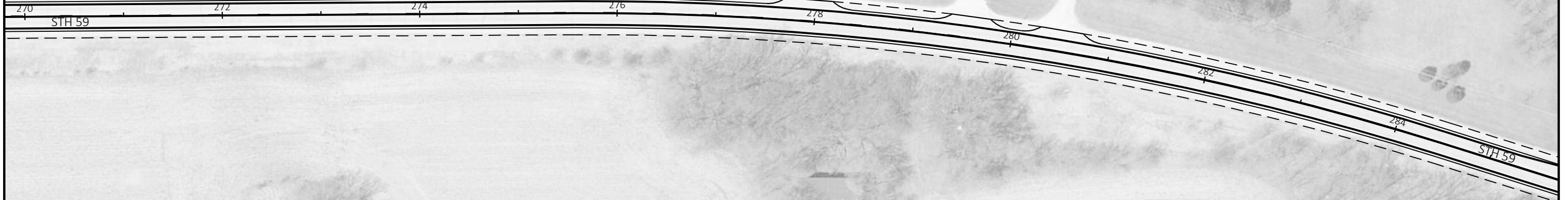
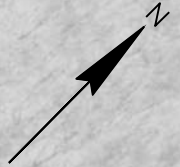
STH 459

SHEET 4 OF 50

LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



SHEET 5 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

91

E

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

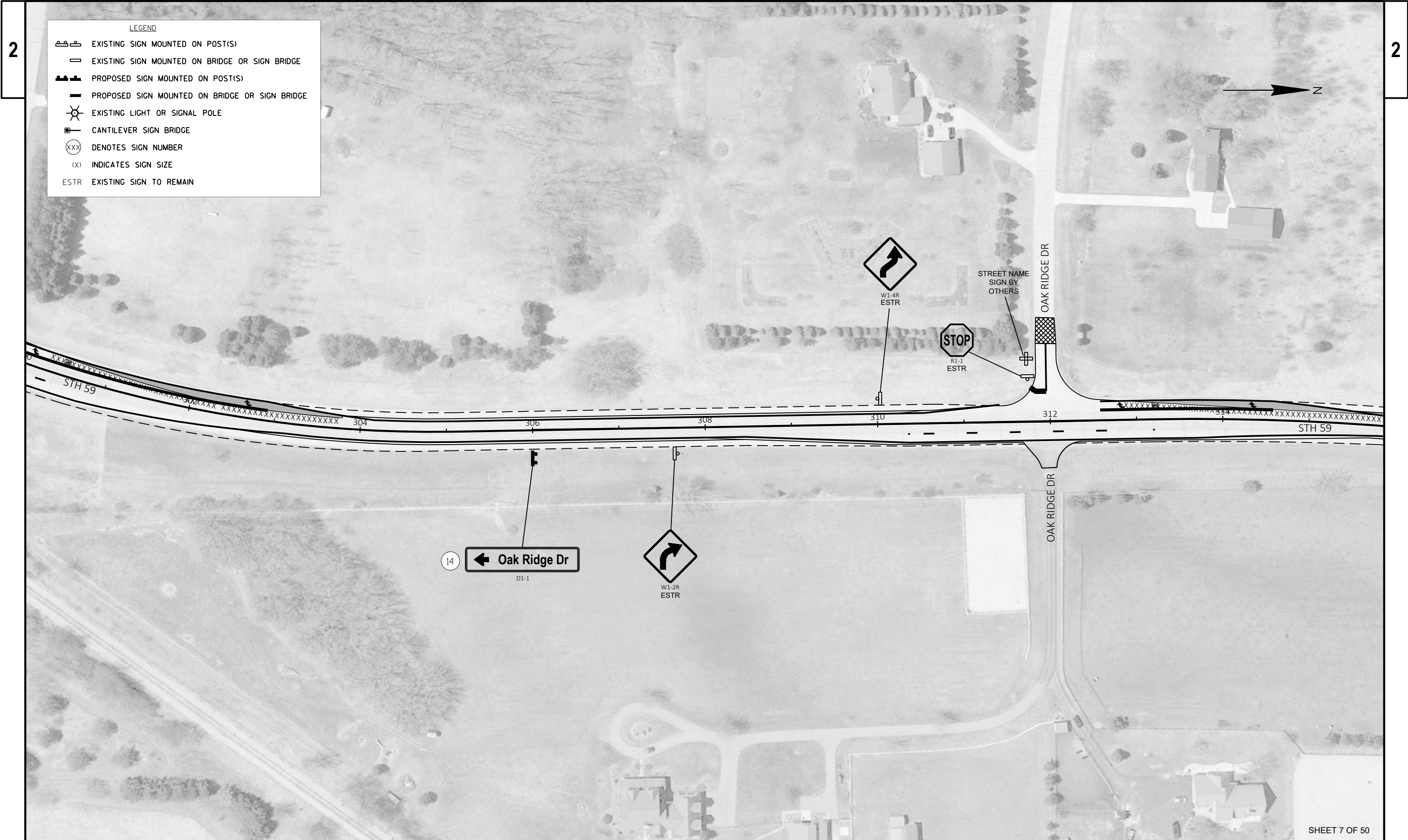
 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 50



2

2



LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 9 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

 EXISTING SIGN TO REMAIN



SHEET 10 OF 50

PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	PERMANENT SIGNING PLAN	SHEET 96	E
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LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

16

ADOPT A HIGHWAY
REMOVE
155-56(2S)
ADOPT A HIGHWAY
155-56P
MOVE

17

BOY SCOUT
TROOP 84
EAGLE W/1
155-56P
MOVE

STOP

R1-1
ESTR

RD X

STREET NAME
SIGN BY
OTHERS

18

ADOPT A HIGHWAY
155-56(2S)
ADOPT A HIGHWAY
REMOVE
IN MEMORY
OF BRADLEY
TRINWITZ
155-56P
MOVE

19

IN MEMORY
OF BRADLEY
TRINWITZ
155-56P
MOVE

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 12 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 14 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

100

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023214_PS_3110-08-70.DWG
LAYOUT NAME - 14

PLOT DATE : 5/5/2025 8:41 AM

PLOT BY : VANDE LEESE, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 15 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

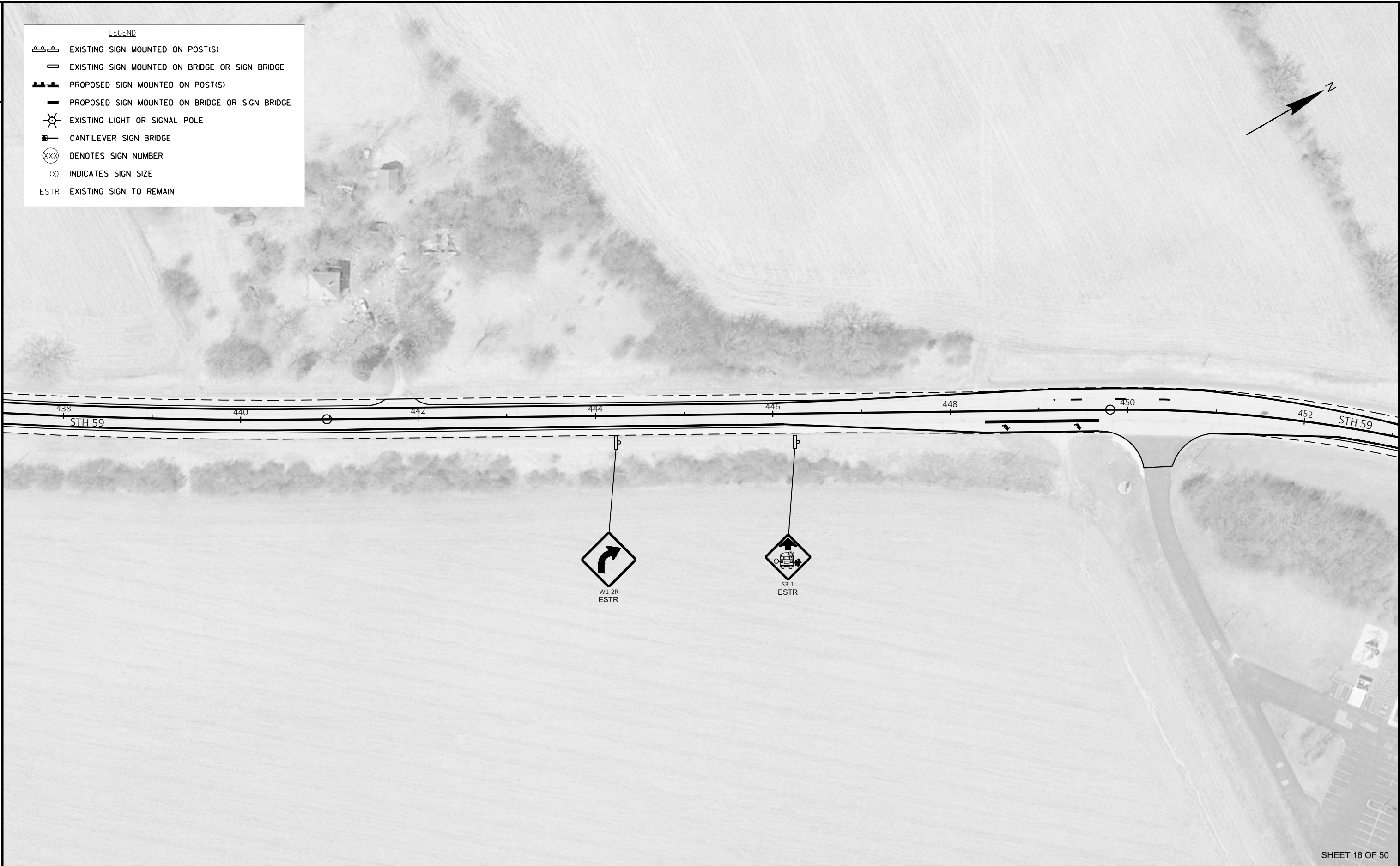
 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

 EXISTING SIGN TO REMAIN



SHEET 16 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

 EXISTING SIGN TO REMAIN



SHEET 17 OF 50

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 18 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

104

E

2

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
	EXISTING LIGHT OR SIGNAL POLE
	CANTILEVER SIGN BRIDGE
	DENOTES SIGN NUMBER
(X)	INDICATES SIGN SIZE
ESTR	EXISTING SIGN TO REMAIN



SHEET 19 OF 50

PROJECT NO:	3110-08-70
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HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

105

E |

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023214_PS_3110-08-70.DWG
LAYOUT NAME - 19

PLOT DATE : 5/5/2025 8:42 AM

PLOT BY : VANDE LEEST, CINDY

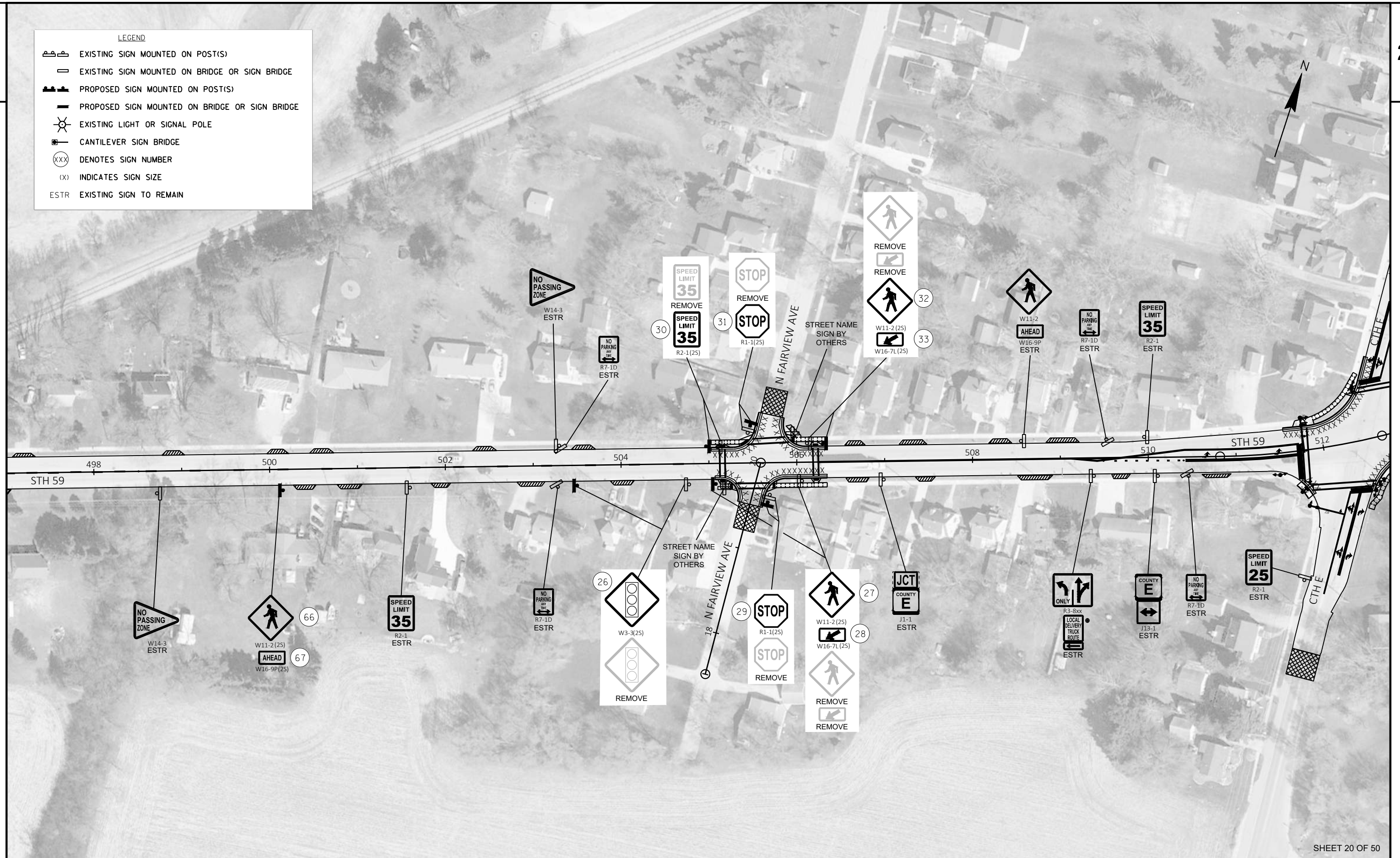
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

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- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 20 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

106

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023214_PS_3110-08-70.DWG
LAYOUT NAME - 20

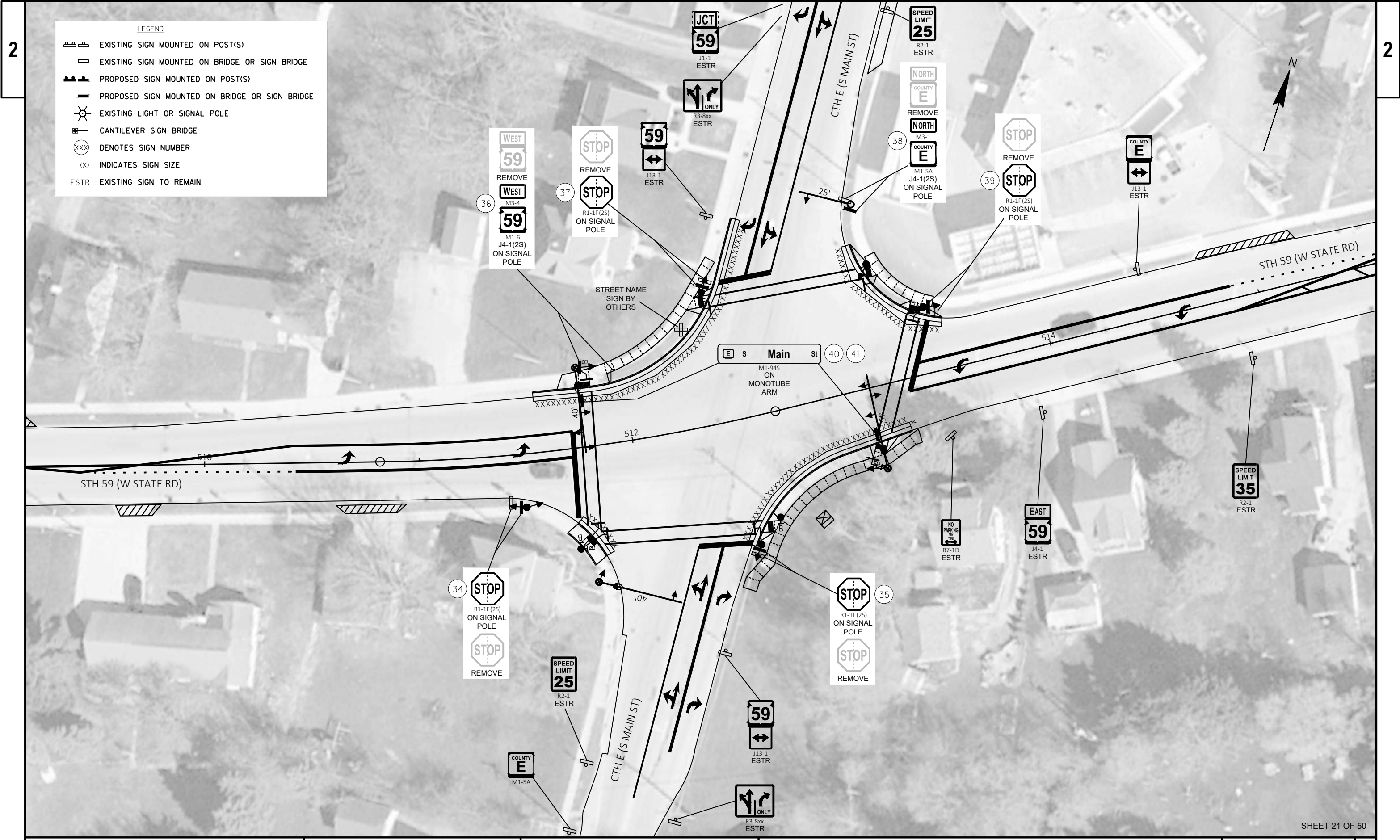
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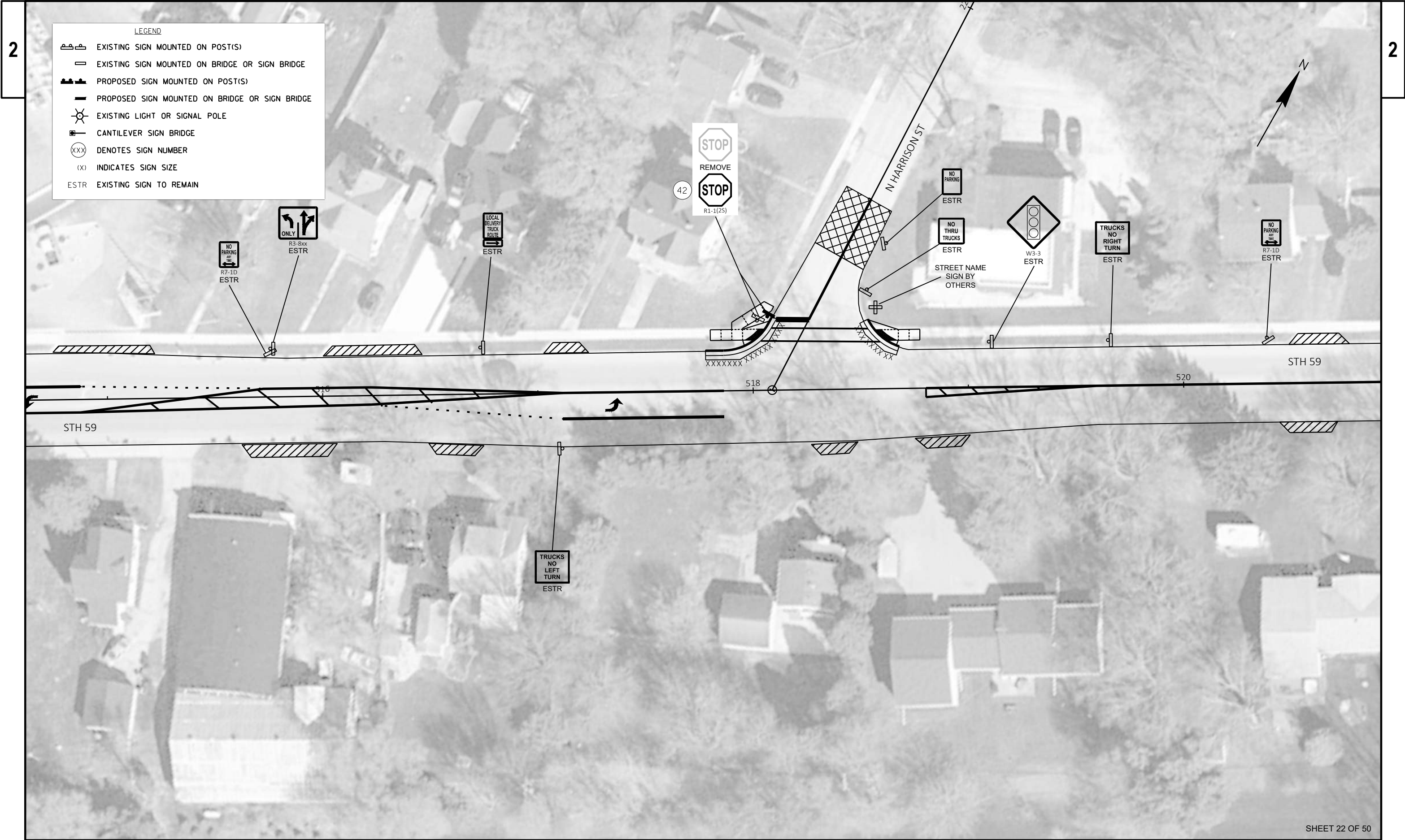
PLOT BY : VANDE LEEST, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

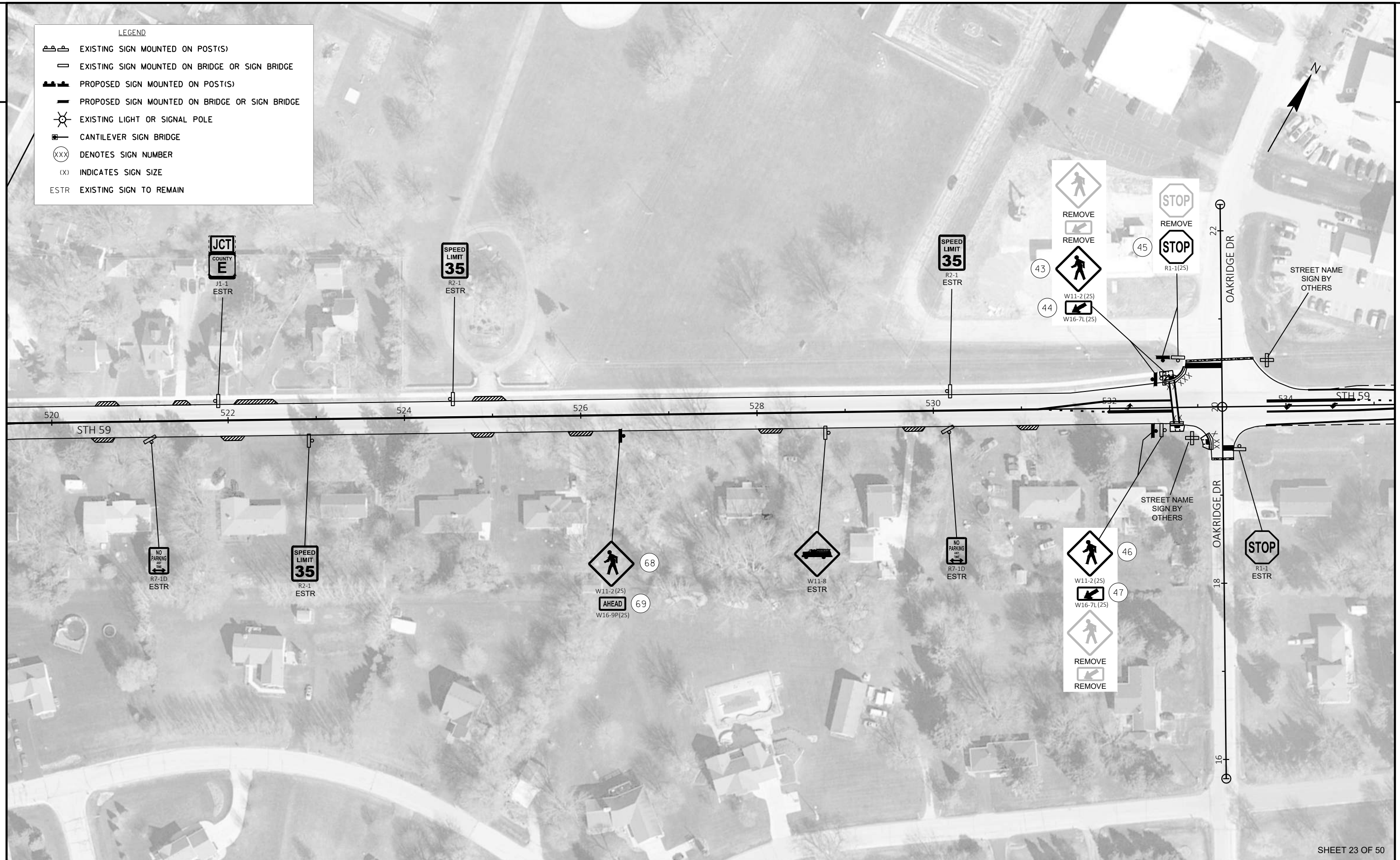
WISDOT/CADDs SHEET 42





LEGEND

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- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- EXISTING SIGN TO REMAIN





LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 25 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

111

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023214_PS_3110-08-70.DWG
LAYOUT NAME - 25

PLOT DATE : 5/5/2025 8:42 AM

PLOT BY : VANDE LEEST, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 26 OF 50

LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 3110-08-70

HWY: STH 59

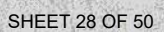
COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

113

E





LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

← Dable Rd

D1-1
ESTR

624
STH 59

626

628

630

632

634

636

638

STH 59

NO
PASSING
ZONE

W14-3
ESTR

SHEET 30 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

116

E

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

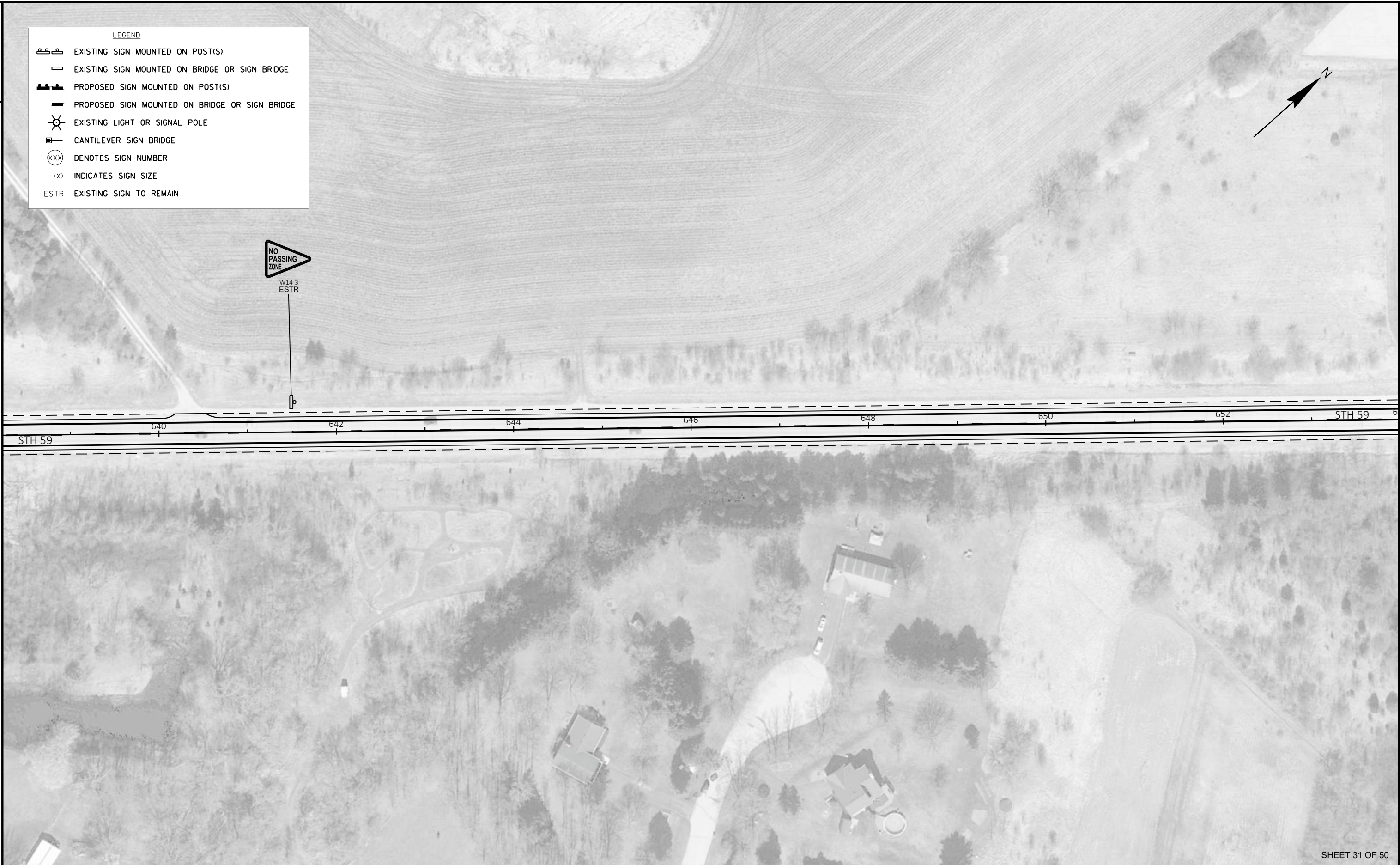
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 DENOTES SIGN NUMBER

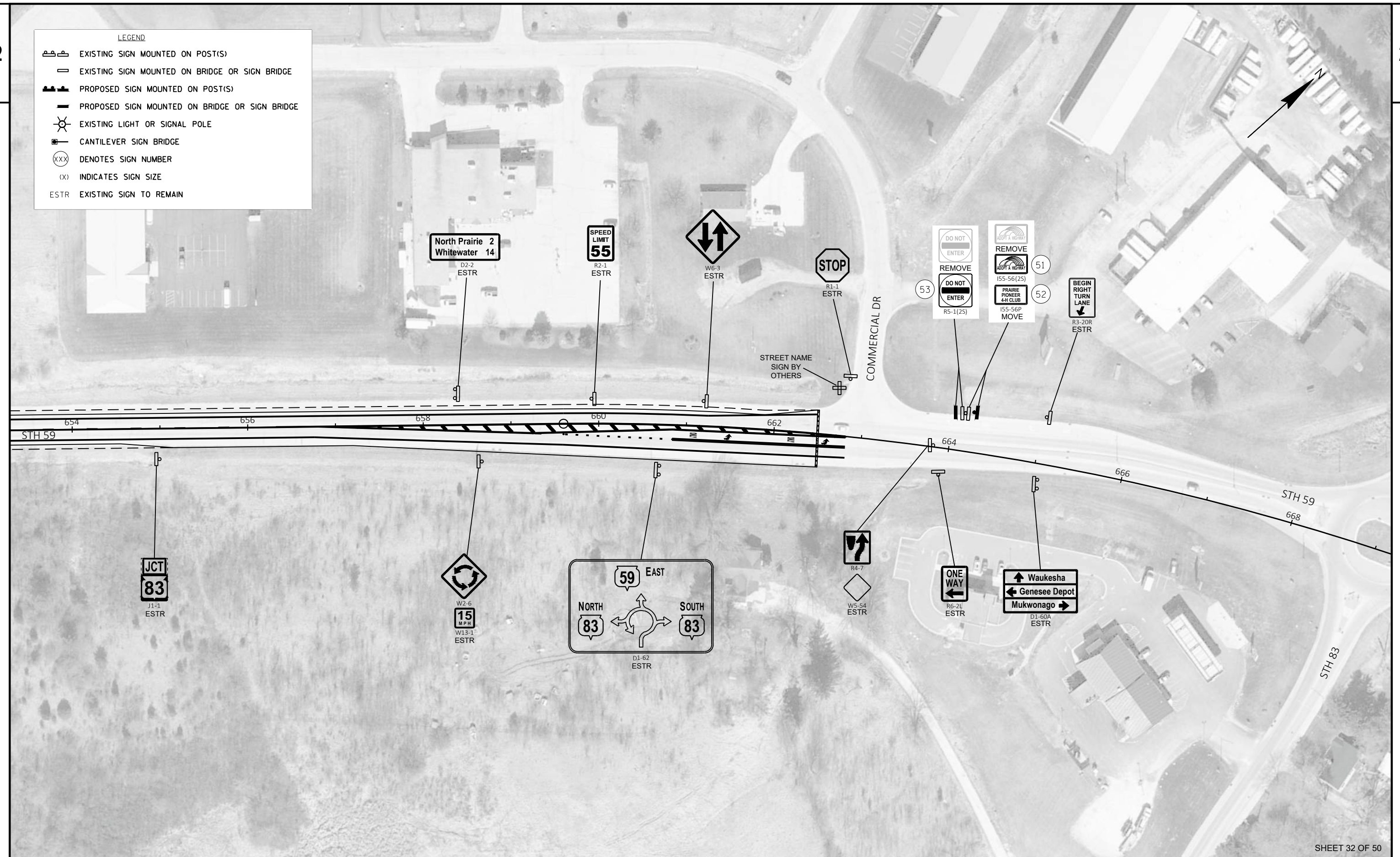
 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
-  EXISTING LIGHT OR SIGNAL POLE
-  CANTILEVER SIGN BRIDGE
-  DENOTES SIGN NUMBER
-  INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 32 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

118

E

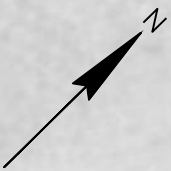


2

2

- LEGEND
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 - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 - PROPOSED SIGN MOUNTED ON POST(S)
 - PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 - EXISTING LIGHT OR SIGNAL POLE
 - CANTILEVER SIGN BRIDGE
 - DENOTES SIGN NUMBER
 - INDICATES SIGN SIZE
 - ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



STH 59

668

SHEET 33 OF 50



LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

DENOTES SIGN NUMBER

INDICATES SIGN SIZE

EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

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 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

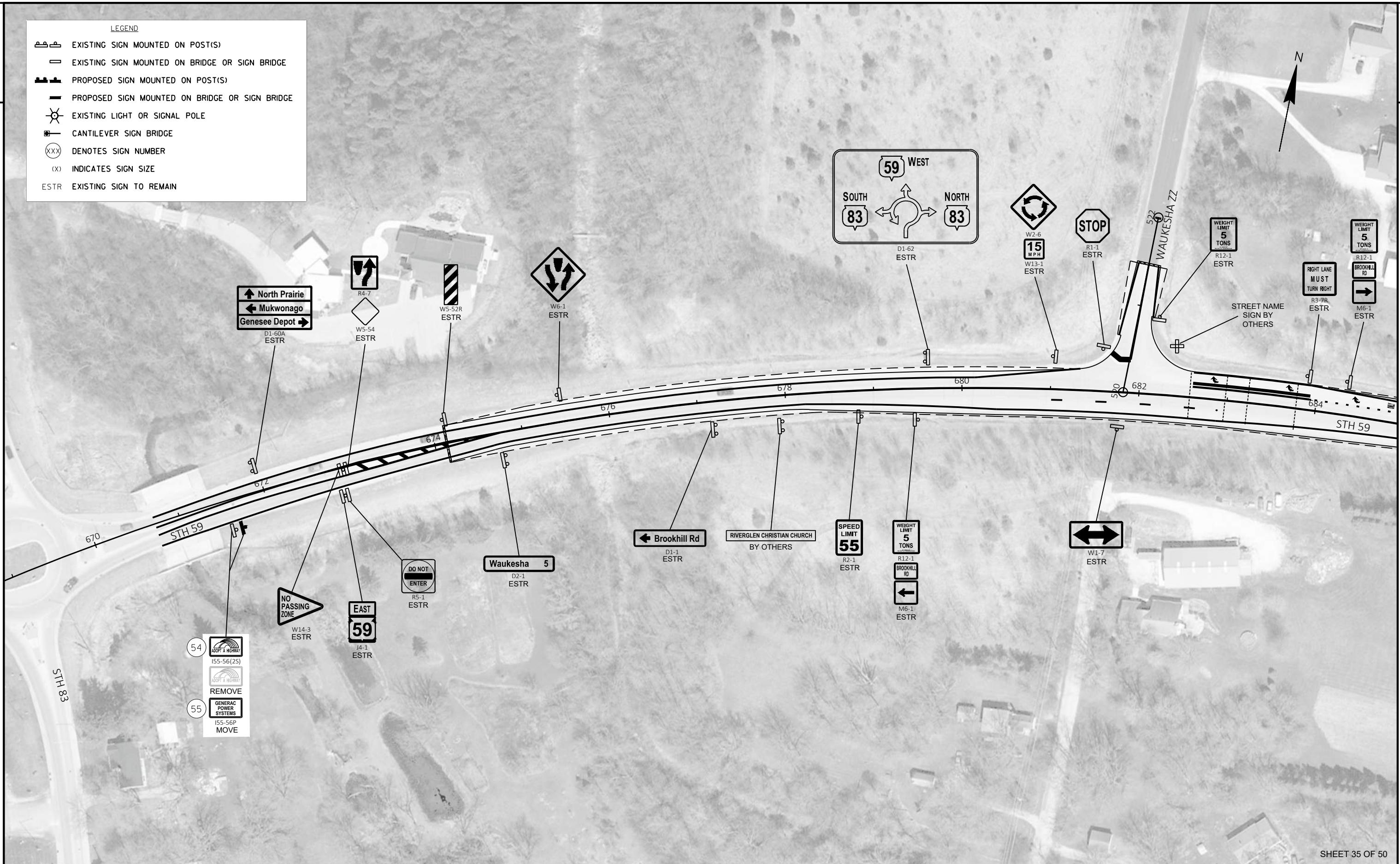
 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 35 OF 50

PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	PERMANENT SIGNING PLAN	SHEET 121	E
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2

2

SHEET 36 OF 50

PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	PERMANENT SIGNING PLAN	SHEET 122	E
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LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE
- EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



SHEET 37 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

 EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



SHEET 38 OF 50

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

 INDICATES SIGN SIZE

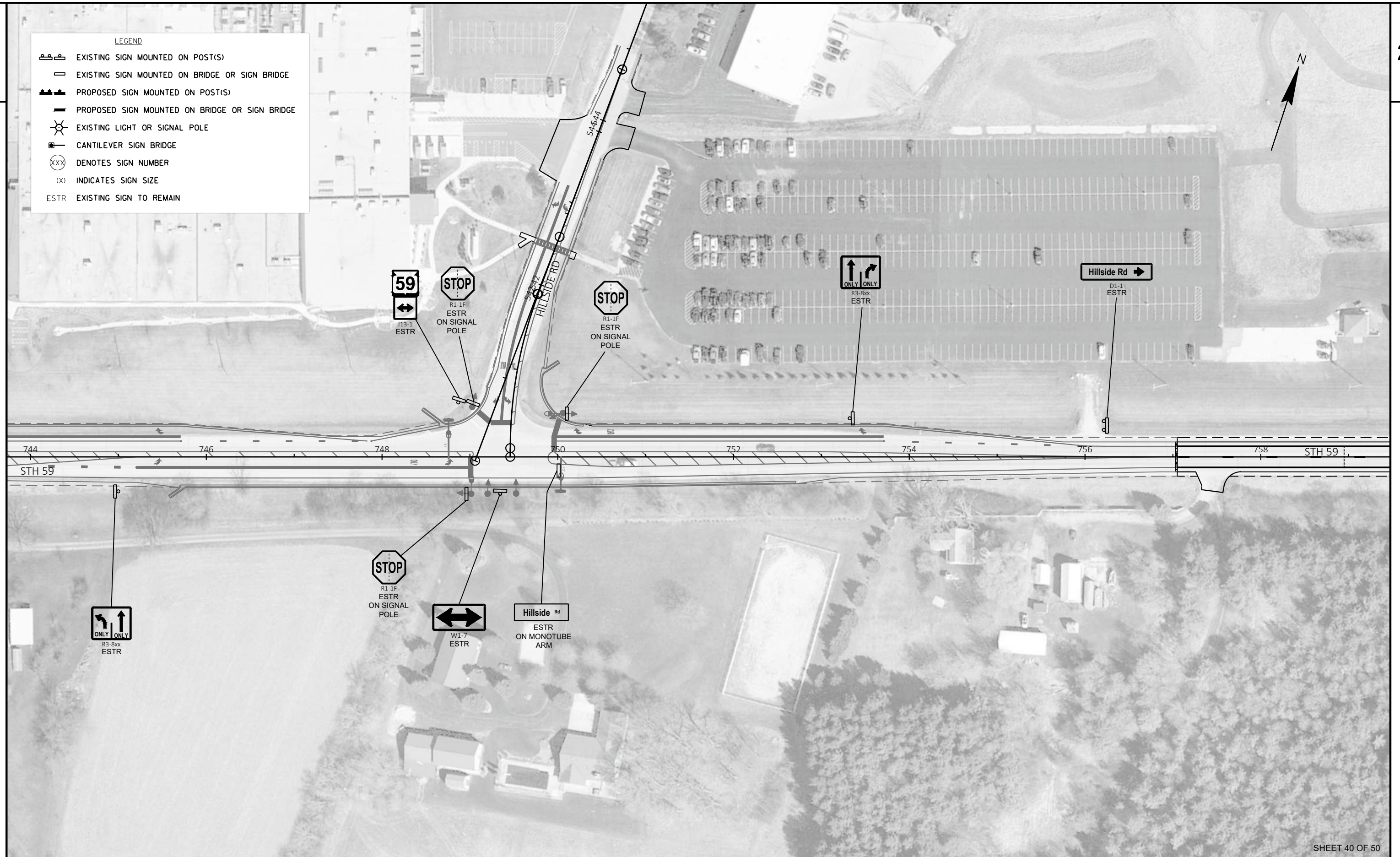
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SHEET 39 OF 50

LEGEND

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 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 40 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

126

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023214_PS_3110-08-70.DWG
LAYOUT NAME - 40

PLOT DATE : 5/5/2025 8:44 AM

PLOT BY : VANDE LEESE, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
EXISTING LIGHT OR SIGNAL POLE
CANTILEVER SIGN BRIDGE
DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

128

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023241_PS_3110-08-70.DWG
LAYOUT NAME - 42

PLOT DATE : 5/5/2025 8:44 AM

PLOT BY : VANDE LEESE, CINDY

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

129

E

LEGEND

 EXISTING SIGN MOUNTED ON POST(S)

 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 PROPOSED SIGN MOUNTED ON POST(S)

 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

 EXISTING LIGHT OR SIGNAL POLE

 CANTILEVER SIGN BRIDGE

 DENOTES SIGN NUMBER

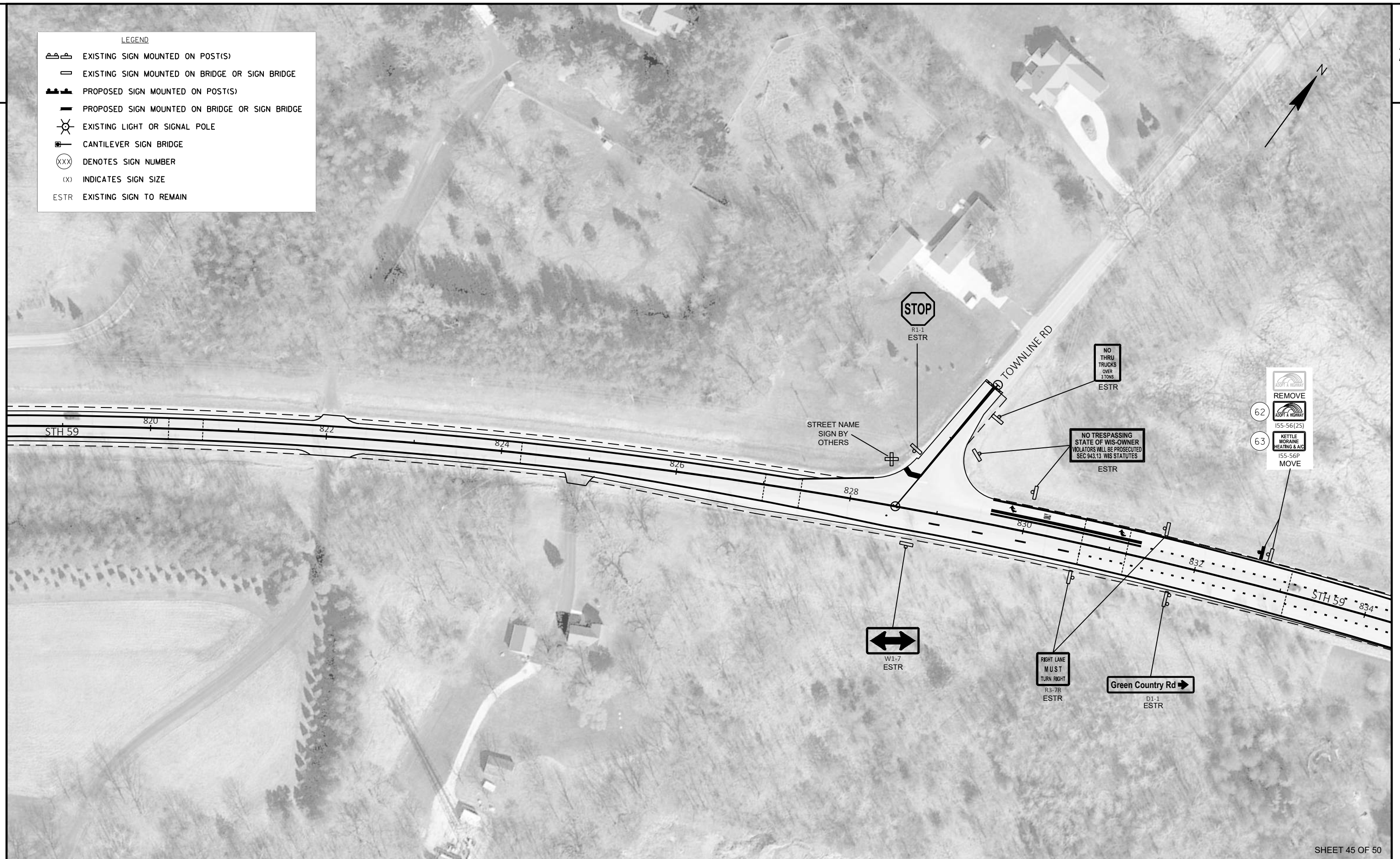
 INDICATES SIGN SIZE

 EXISTING SIGN TO REMAIN



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 45 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

131

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023241_PS_3110-08-70.DWG
LAYOUT NAME - 45

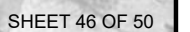
PLOT DATE : 5/5/2025 8:45 AM

PLOT BY : VANDE LEEST, CINDY

PLOT NAME :

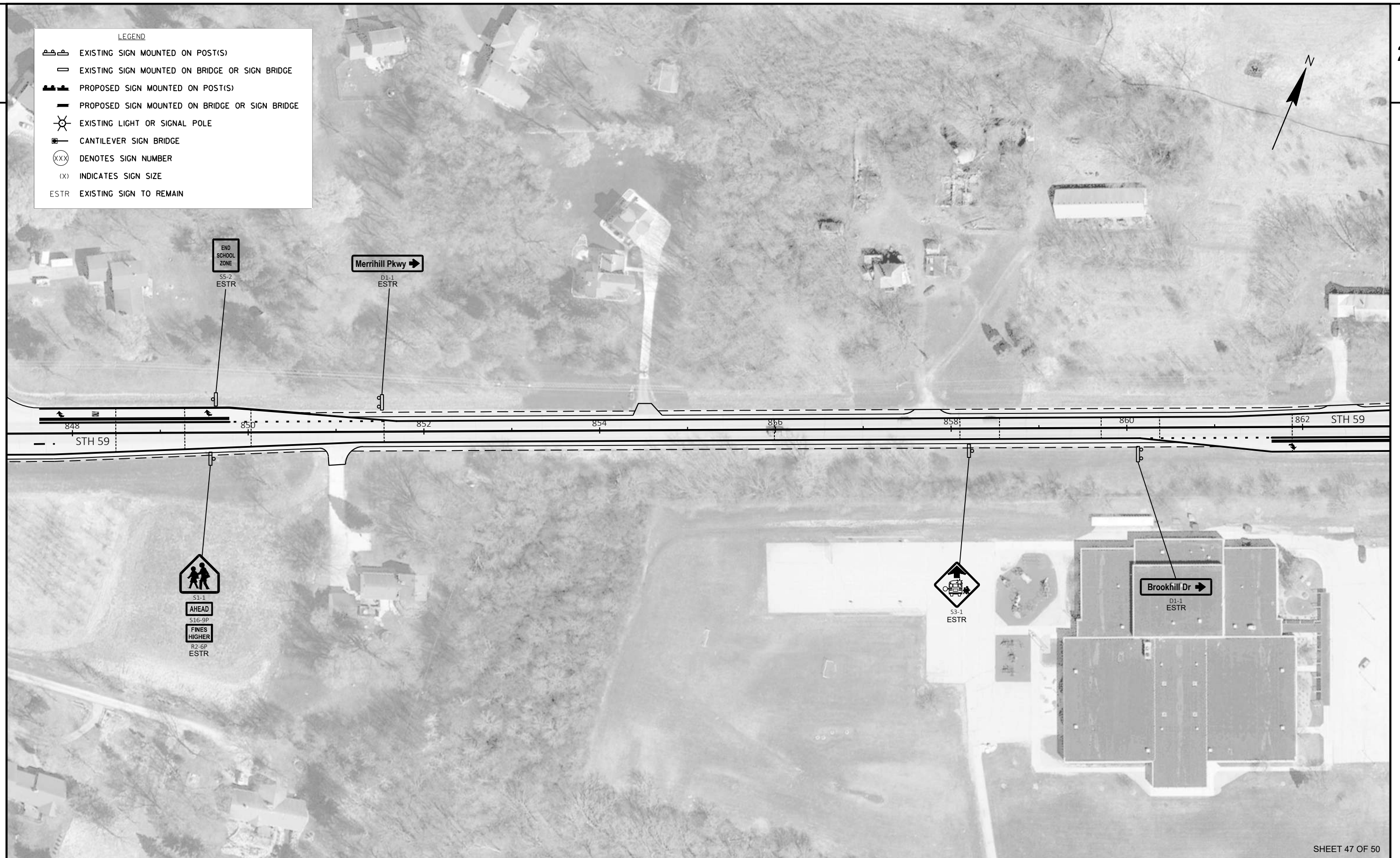
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42



LEGEND

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 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
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 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 47 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

133

E

FILE NAME : T:\1222714.07\CIVIL3D\31100800\SHEETS\023241_PS_3110-08-70.DWG
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PLOT DATE : 5/5/2025 8:45 AM

PLOT BY : VANDE LEEST, CINDY

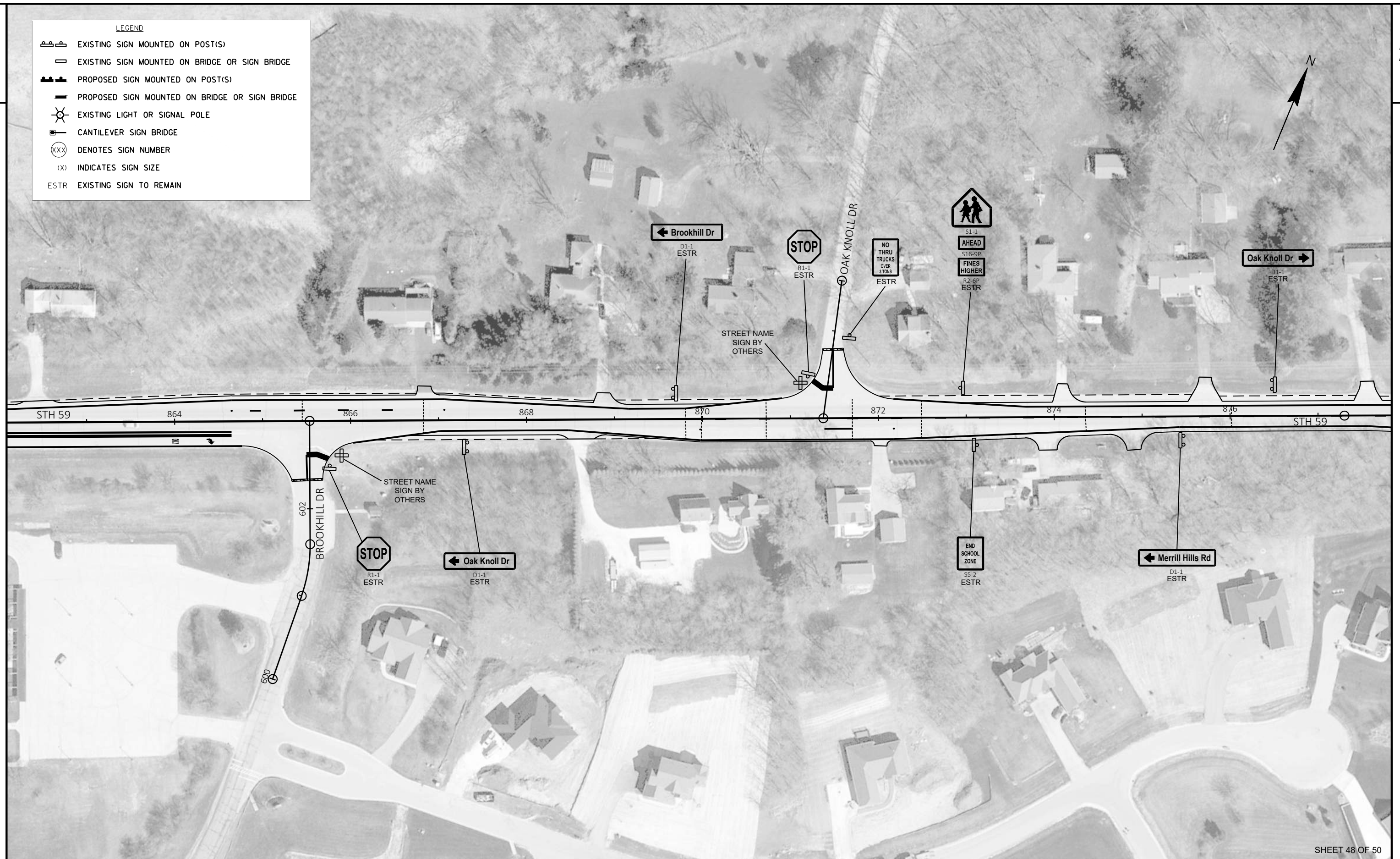
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

LEGEND

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	PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
	EXISTING LIGHT OR SIGNAL POLE
	CANTILEVER SIGN BRIDGE
	DENOTES SIGN NUMBER
(X)	INDICATES SIGN SIZE
ESTR	EXISTING SIGN TO REMAIN



LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 EXISTING LIGHT OR SIGNAL POLE
 CANTILEVER SIGN BRIDGE
 DENOTES SIGN NUMBER
 INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN



SHEET 49 OF 50

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

PERMANENT SIGNING PLAN

SHEET

135

E

FILE NAME: T:\1222714.07\CIVIL3D\31100800\SHEETS\023241_PS_3110-08-70.DWG
LAYOUT NAME - 49

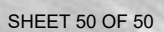
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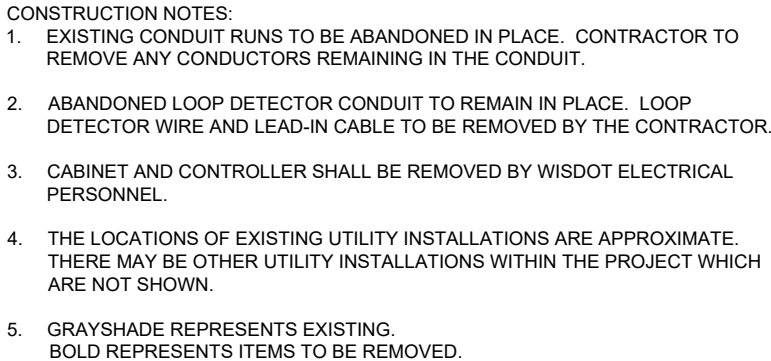
PLOT BY: VANDE LEST, CINDY

PLOT NAME:

PLOT SCALE: 1 IN:100 FT

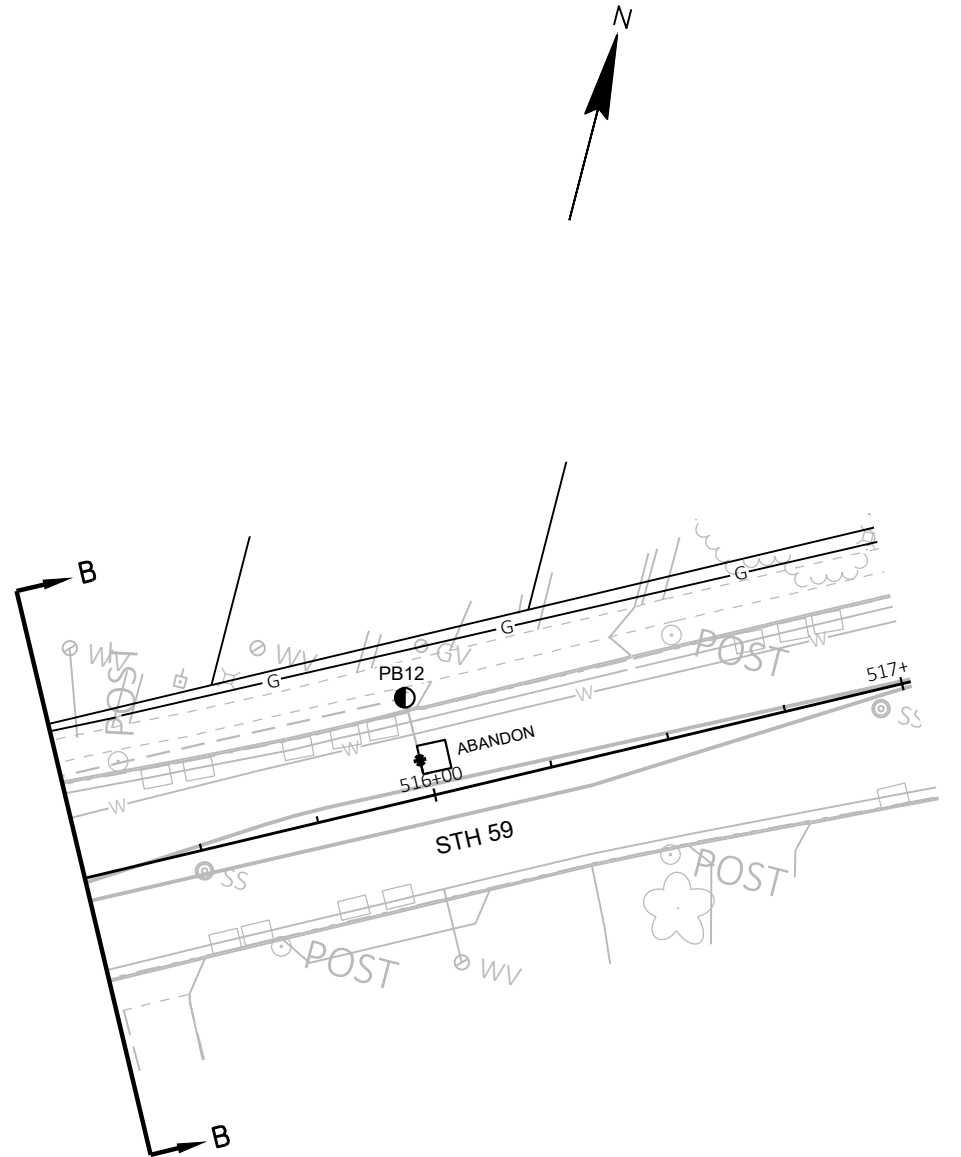
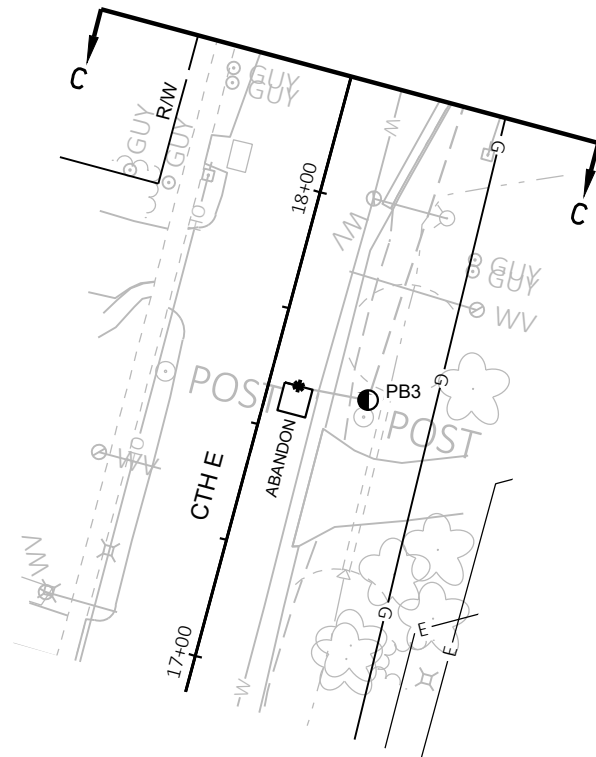
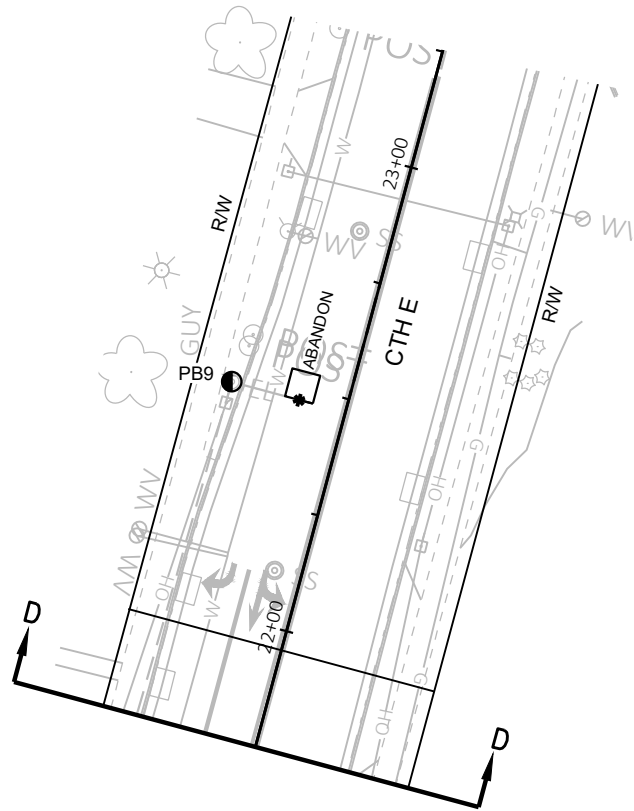
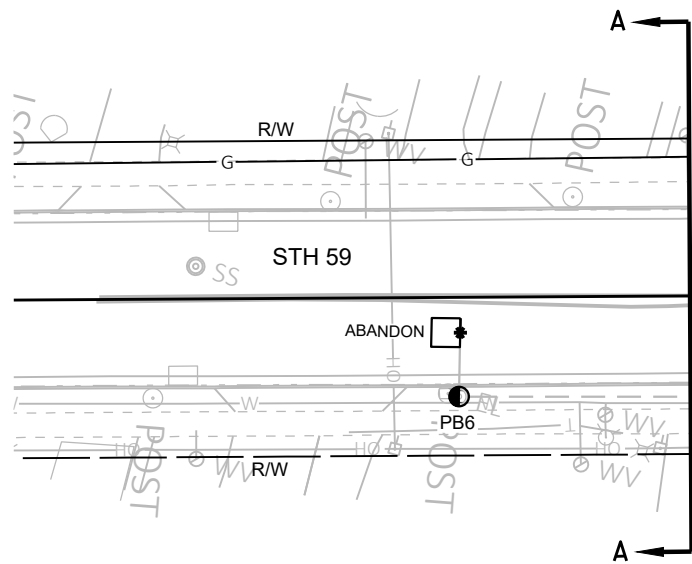
WISDOT/CADDs SHEET 42





SIGNAL NO. S67-0866

PAGE 1 OF 2



TRAFFIC CONTROL SIGNAL STH 59 & CTH E VILLAGE OF NORTH PRAIRIE WAUKESHA COUNTY	
SIGNAL NO. S67-0866	
REGION CONTACT: D. BRANTNER DESIGNED BY: S. WAGNER REVISED BY:	PAGE 2 OF 2

 CONTROL CABINET

— — — NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

• LOOP DETECTOR CONDUIT, 1" NONMETALLIC

◀● SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE

(XX') ○ MONOTUBE BASE, POLE, 15'-30' ARM

—(XX')● MONOTUBE BASE, POLE, 35'-45' ARM

 PEDESTRIAN HEAD WITH PUSH BUTTON

➡ **PUSH BUTTON**

 LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

● PULL BOX, 24" X 36"

⑩ PULL BOX, 24" X 42"

XX SIGNAL HEAD NUMBER

Ⓡ RED CIRCULAR INDICATOR

Ⓢ YELLOW CIRCULAR INDICATOR

 GREEN CIRCULAR INDICATOR

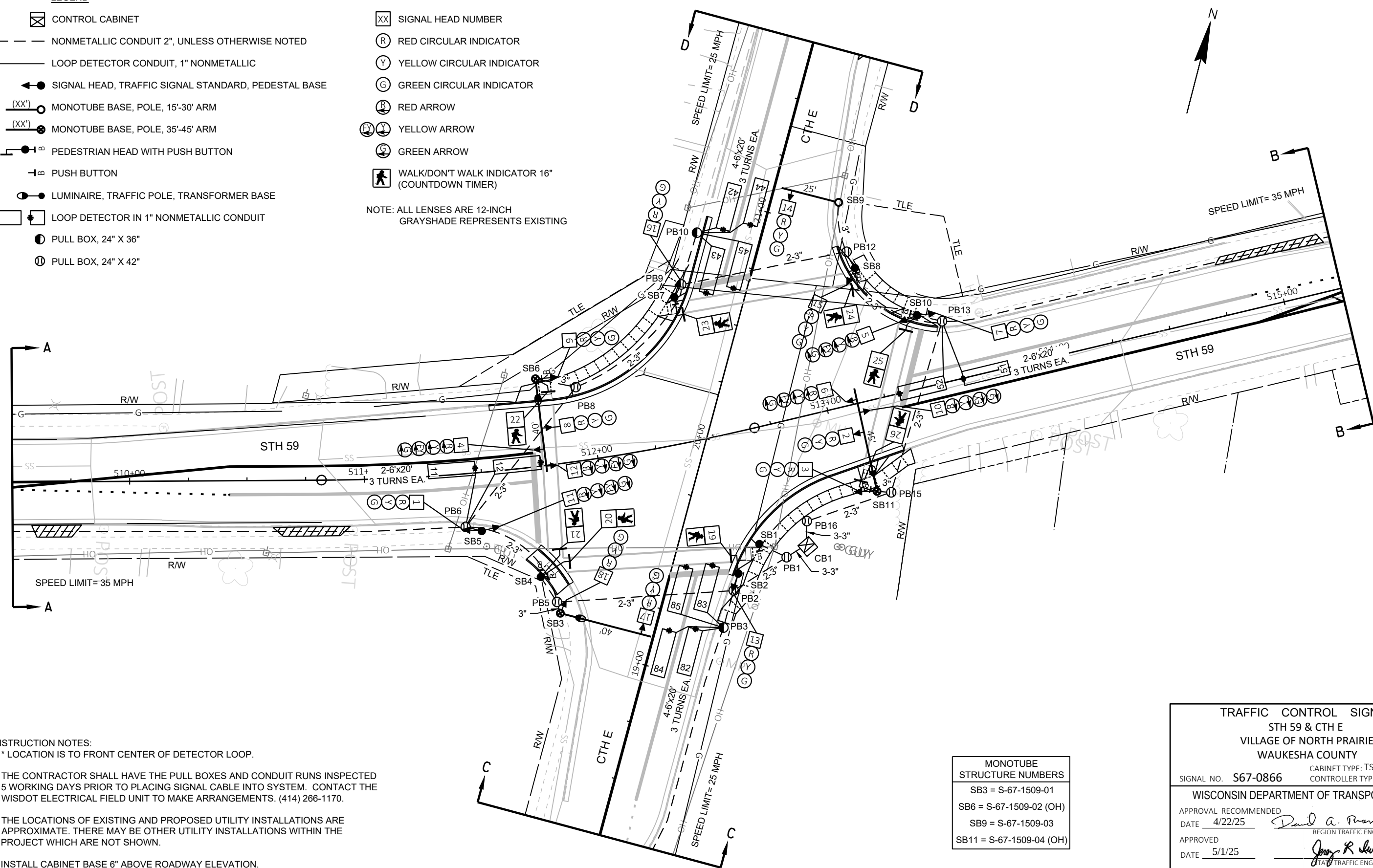
 RED ARROW

 YELLOW ARROW

 GREEN ARROW

 WALK/DON'T WALK INDICATOR 16"
(COUNTDOWN TIMER)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. ALL LUMINAIRES ARE LED-C UNLESS OTHERWISE NOTED.

MONOTUBE STRUCTURE NUMBERS
SB3 = S-67-1509-01
SB6 = S-67-1509-02 (OH)
SB9 = S-67-1509-03
SB11 = S-67-1509-04 (OH)

TRAFFIC CONTROL SIGNAL
STH 59 & CTH E
VILLAGE OF NORTH PRAIRIE
WAUKESHA COUNTY

SIGNAL NO.	S67-0866	CABINET TYPE: TS2-E
		CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/22/25 *David A. Pruden, P.E.*

APPROVED _____
DATE 5/1/25 _____
REGIONAL TRAFFIC ENGINEER _____
JERRY R. LIVEN _____
REGIONAL TRAFFIC ENGINEER _____

REGION CONTACT: D. BRANTNER
DESIGNED BY: S. WAGNER
REVISED BY:

PAGE 1 OF 3

PROJECT NO:	3110-08-70
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HWY: STH 59

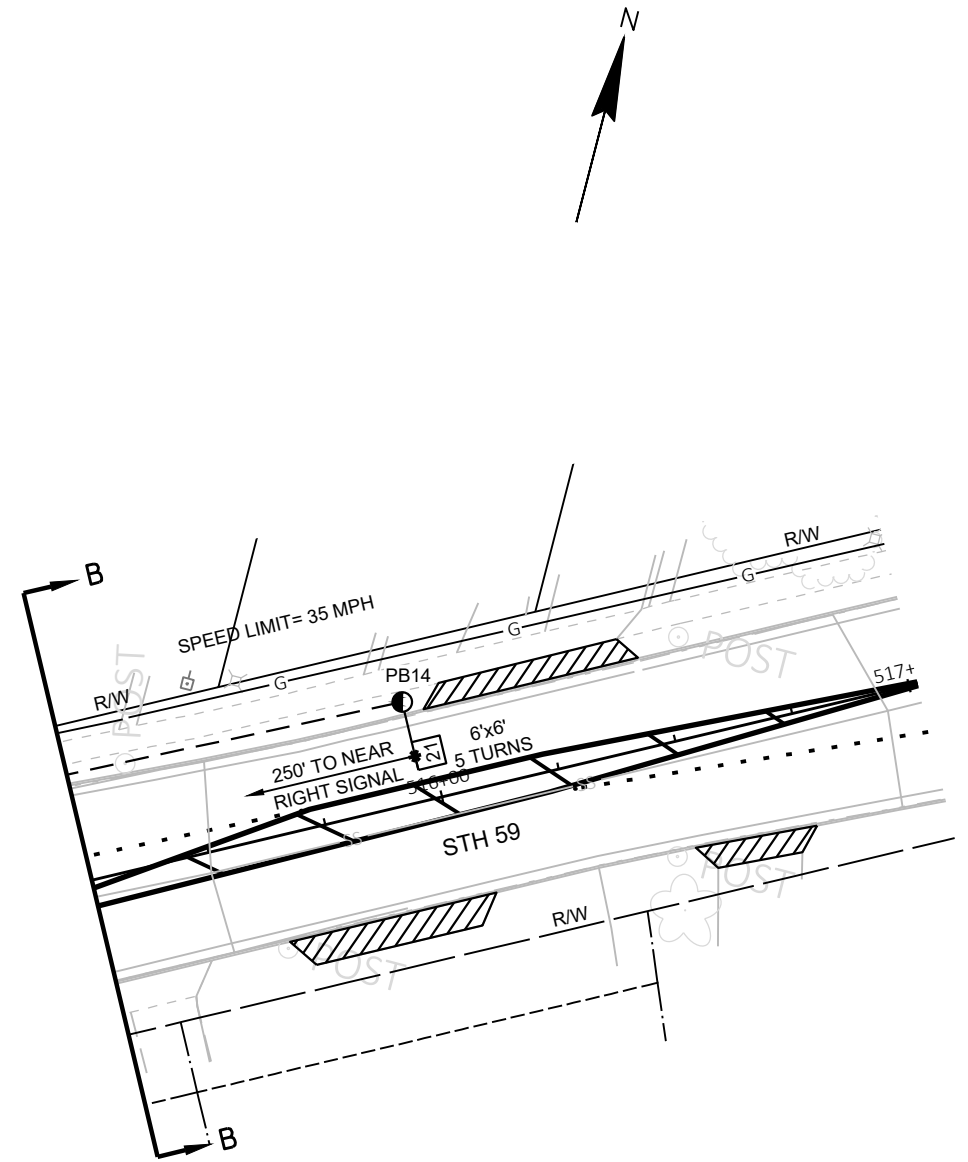
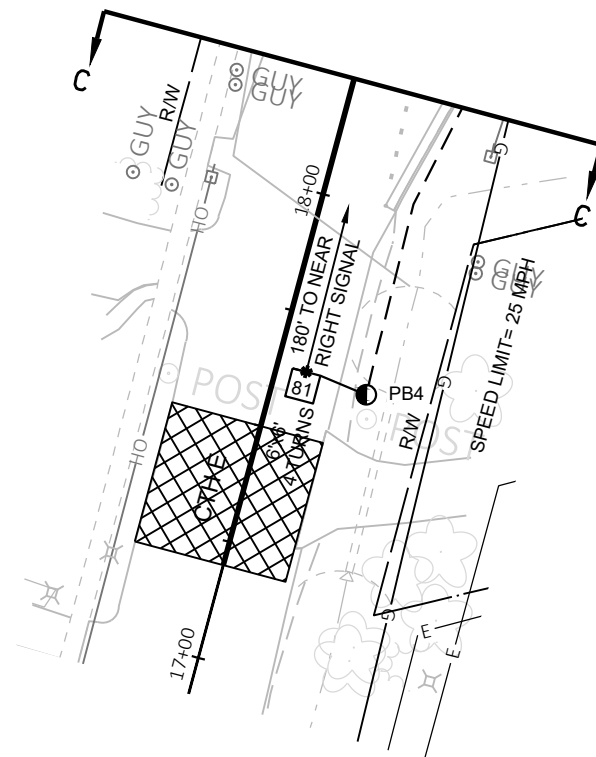
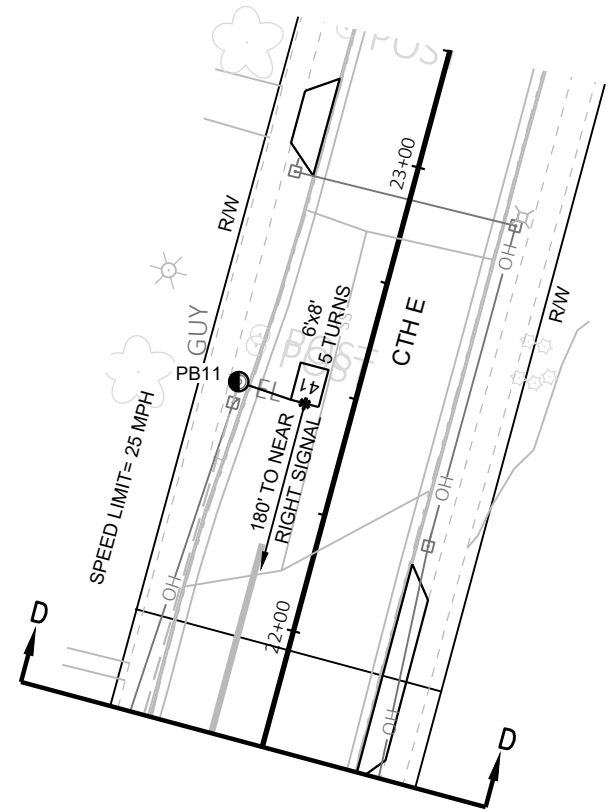
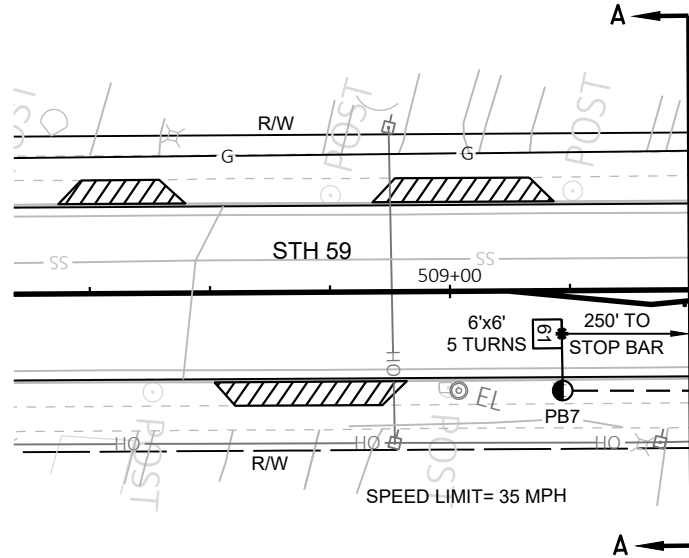
COUNTY: WAUKESHA

TRAFFIC SIGNAL PLAN

SHEET

139

—



TRAFFIC CONTROL SIGNAL
STH 59 & CTH E
VILLAGE OF NORTH PRAIRIE
WAUKESHA COUNTY

SIGNAL NO. S67-0866

REGION CONTACT: D. BRANTNER
DESIGNED BY: S. WAGNER
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

TRAFFIC SIGNAL PLAN

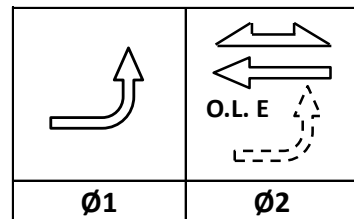
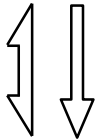
SHEET

140

E

	HEAD NUMBERS	F L A S H
Ø1	4,5,6	R
Ø2	7,8,9	R
Ø3		
Ø4	16,17,18	R
Ø5	10,11,12	R
Ø6	1,2,3	R
Ø7		
Ø8	13,14,15	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	19,20	
Ø8P	25,26	
OLE	4,5,6	-
OLF		
OLG	10,11,12	-
OLH		

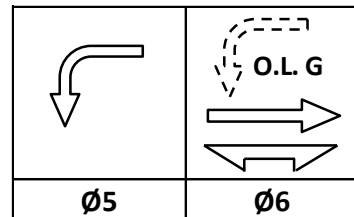
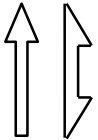
RING 1

NOT
USED

Ø3

Ø4

RING 2

NOT
USED

Ø7

Ø8

BARRIER

CONTROLLER LOGIC

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

N

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	42	44	51	61	82	84
CALLED PHASE	2	2	4	4	6	6	8	8
CALL OPTION	X	X	X	X	X	X	X	X
DELAY TIME			X				X	
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME								
USE ADDED INITIAL		X				X		
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41	43	45	52	81	83	85
CALLED PHASE	2	4	4	4	6	8	8	8
CALL OPTION	X		X	X	X		X	X
DELAY TIME	X		X	X	X		X	X
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME		X				X		
USE ADDED INITIAL								
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29

20	18	24	22	28	26	32	30

DETECTOR INPUT	
PLAN LOOP DETECTOR*(S)	
CALLED PHASE	
CALL OPTION	
DELAY TIME	
EXTENTION OPTION	
EXTEND TIME	
USE ADDED INITIAL	
CROSS SWITCH PHASE	

DETECTOR INPUT	
PLAN LOOP DETECTOR*(S)	
CALLED PHASE	
CALL OPTION	
DELAY TIME	
EXTENTION OPTION	
EXTEND TIME	
USE ADDED INITIAL	
CROSS SWITCH PHASE	

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

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

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

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

GENERAL NOTES:

- PHASES 1 & 5 ARE OMITTED 24/7.

STH 59 & CTH E	
VILLAGE OF NORTH PRAIRIE	
WAUKESHA COUNTY	
SIGNAL NO: 567-0886	CABINET TYPE: TS2-E
CONTROLLER TYPE: ECONOLITE	
DATE: 5/25	PAGE NUMBER: 3 OF 3

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

SEQUENCE OF OPERATIONS

SHEET NO: 141

E

PROJECT ID:	3110-08-70
INTERSECTION:	STH 59 & CTH E

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

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

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

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB2
PB5	SB3
PB6	SB5
PB8	SB6
PB9	SB7
PB12	SB8
PB13	SB10
PB15	SB11
PB16	CB1

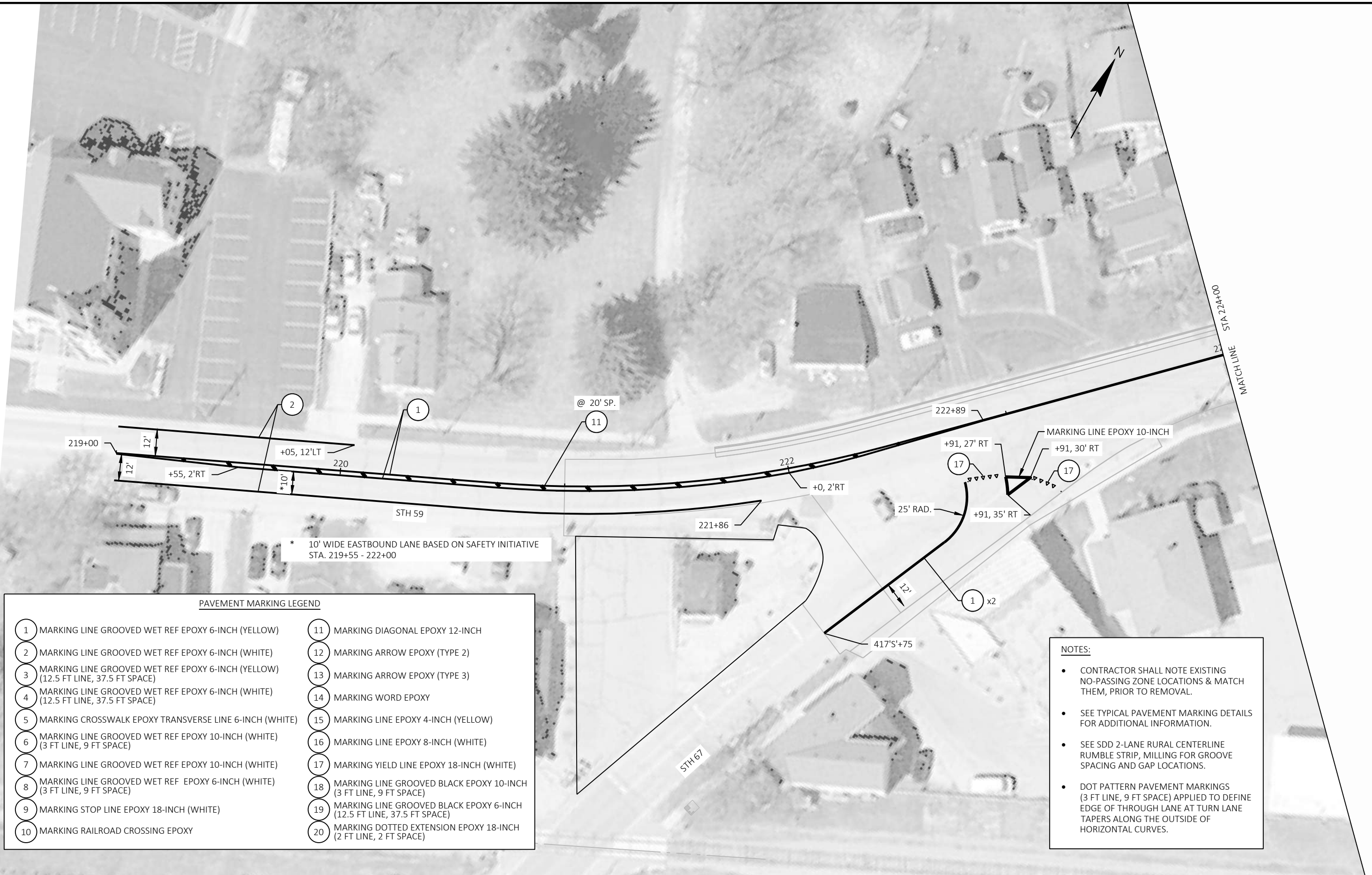
Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB3
SB3	SB6
CB1	SB11

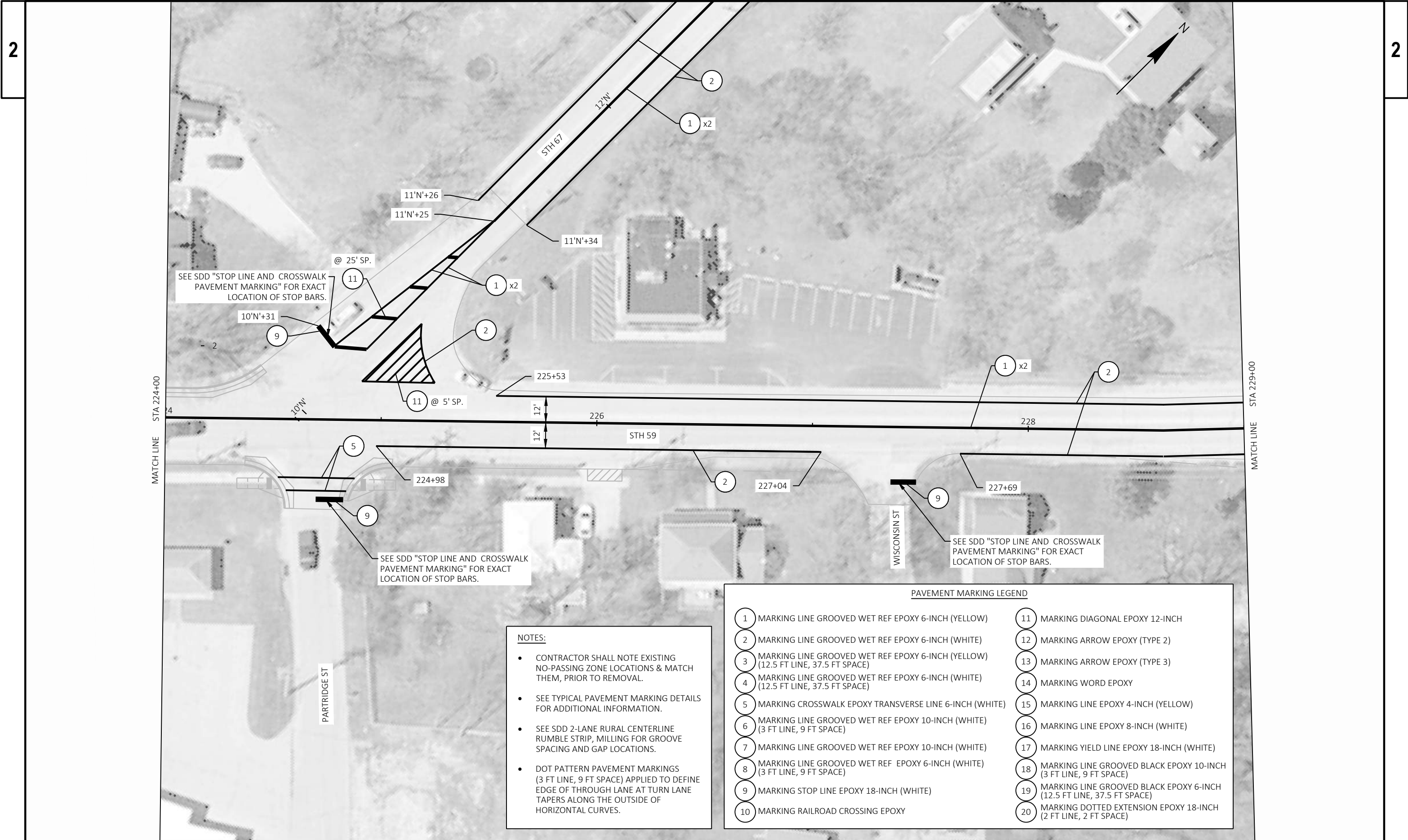
*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications

*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.

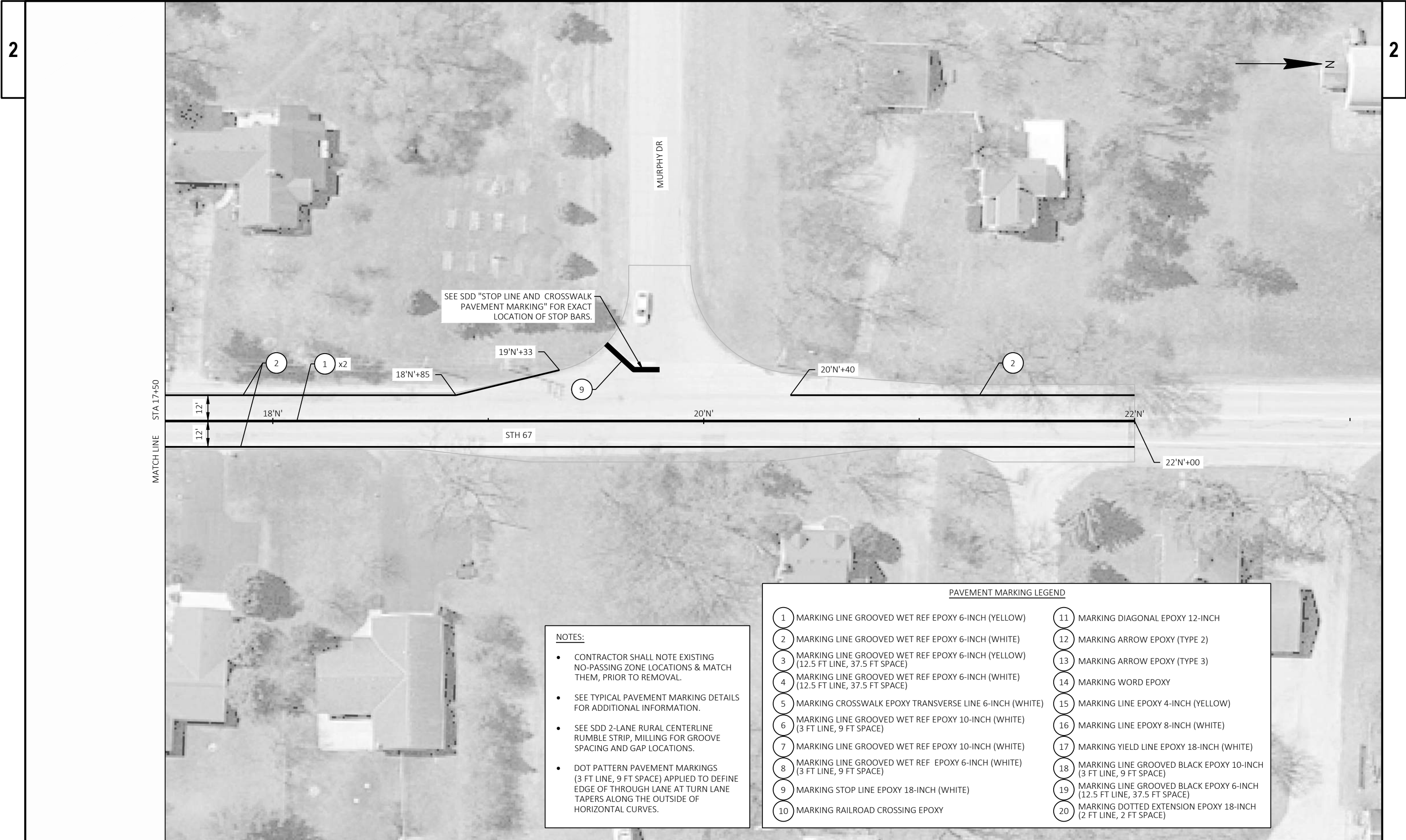




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 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.
 - DOT PATTERN PAVEMENT MARKINGS (3 FT LINE, 9 FT SPACE) APPLIED TO DEFINE EDGE OF THROUGH LANE AT TURN LANE TAPERS ALONG THE OUTSIDE OF HORIZONTAL CURVES.

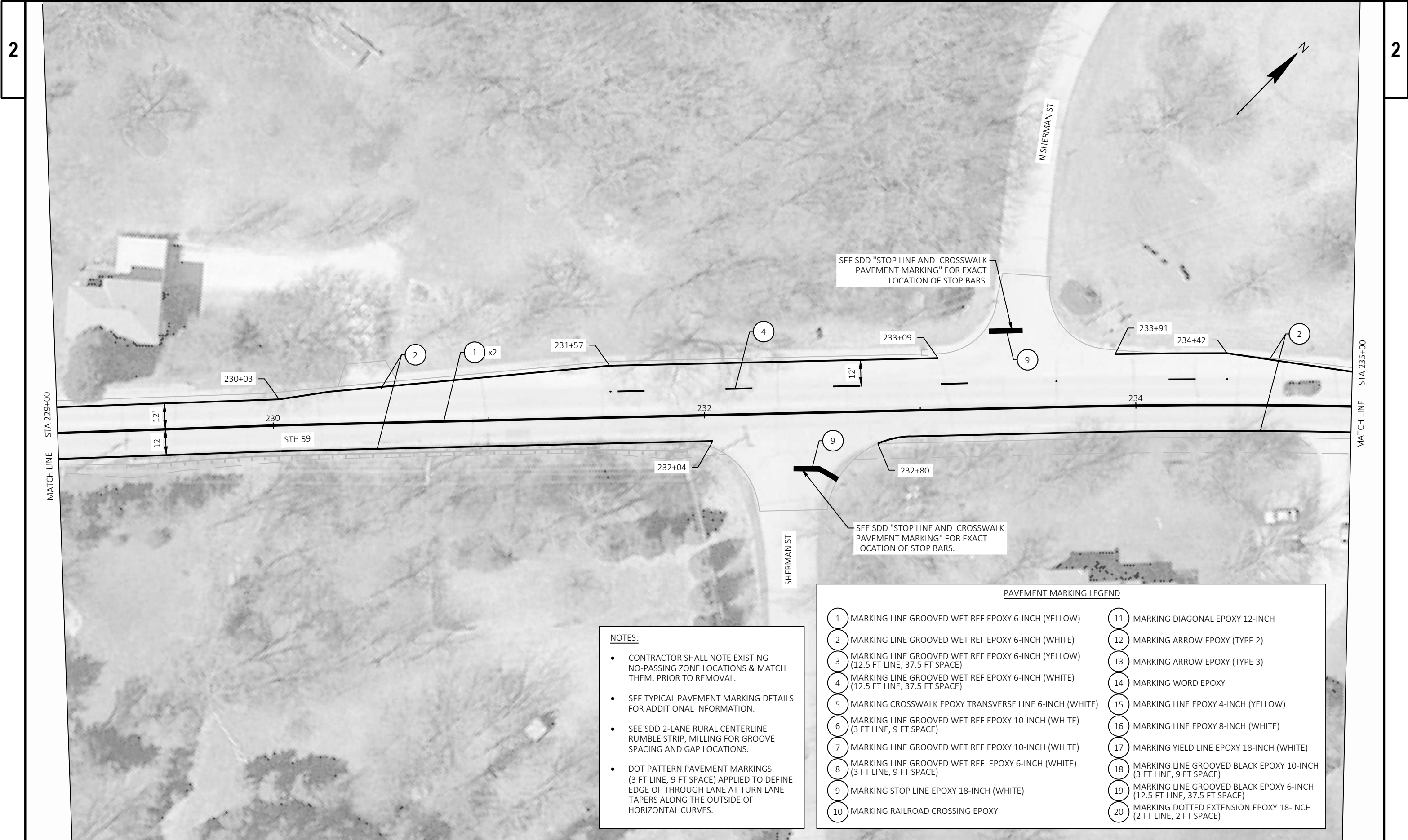
PAVEMENT MARKING LEGEND			
1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	12	MARKING ARROW EPOXY (TYPE 2)
3	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE, 37.5 FT SPACE)	13	MARKING ARROW EPOXY (TYPE 3)
4	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (12.5 FT LINE, 37.5 FT SPACE)	14	MARKING WORD EPOXY
5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	15	MARKING LINE EPOXY 4-INCH (YELLOW)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	16	MARKING LINE EPOXY 8-INCH (WHITE)
7	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	17	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	18	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3 FT LINE, 9 FT SPACE)
9	MARKING STOP LINE EPOXY 18-INCH (WHITE)	19	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT LINE, 37.5 FT SPACE)
10	MARKING RAILROAD CROSSING EPOXY	20	MARKING DOTTED EXTENSION EPOXY 18-INCH (2 FT LINE, 2 FT SPACE)





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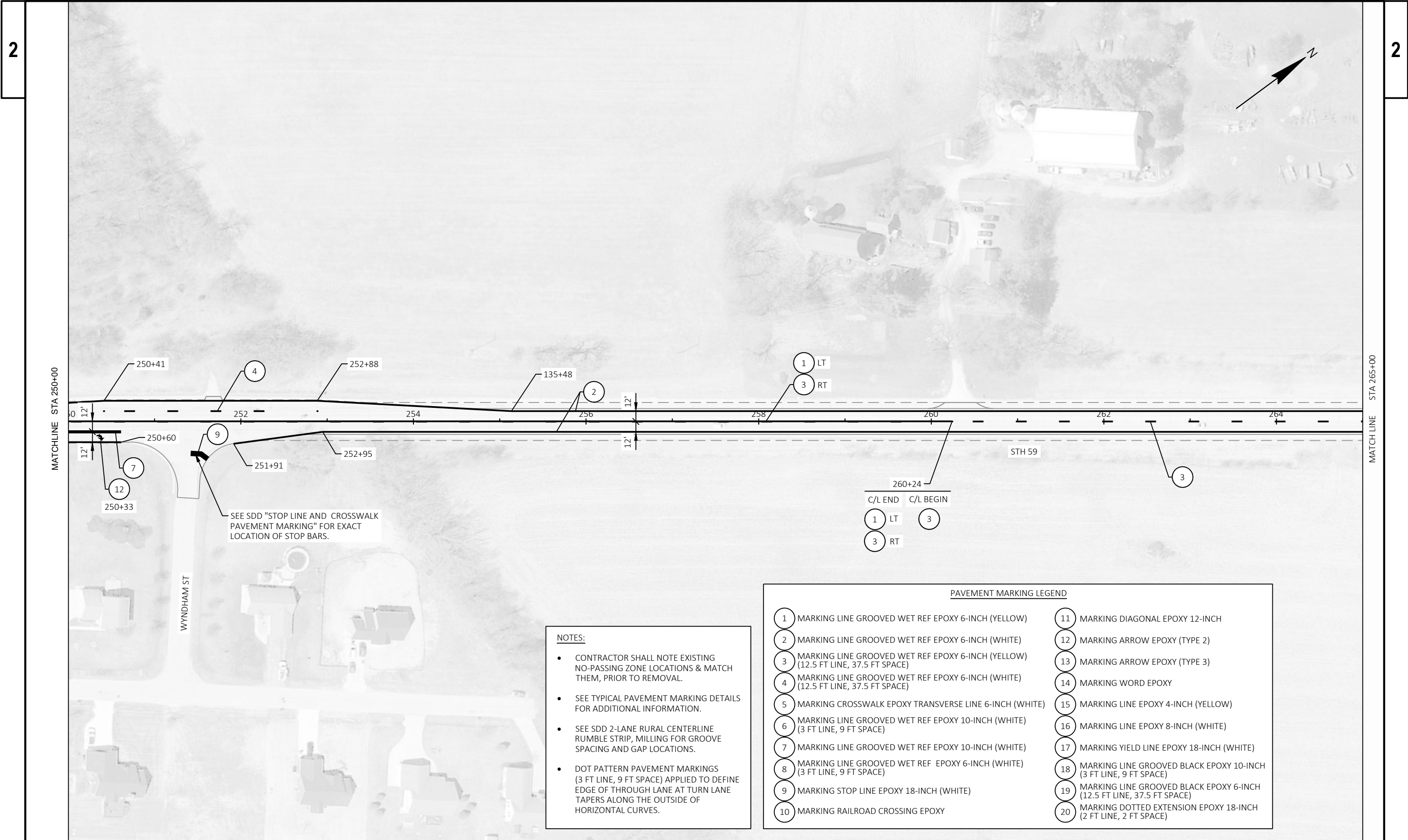


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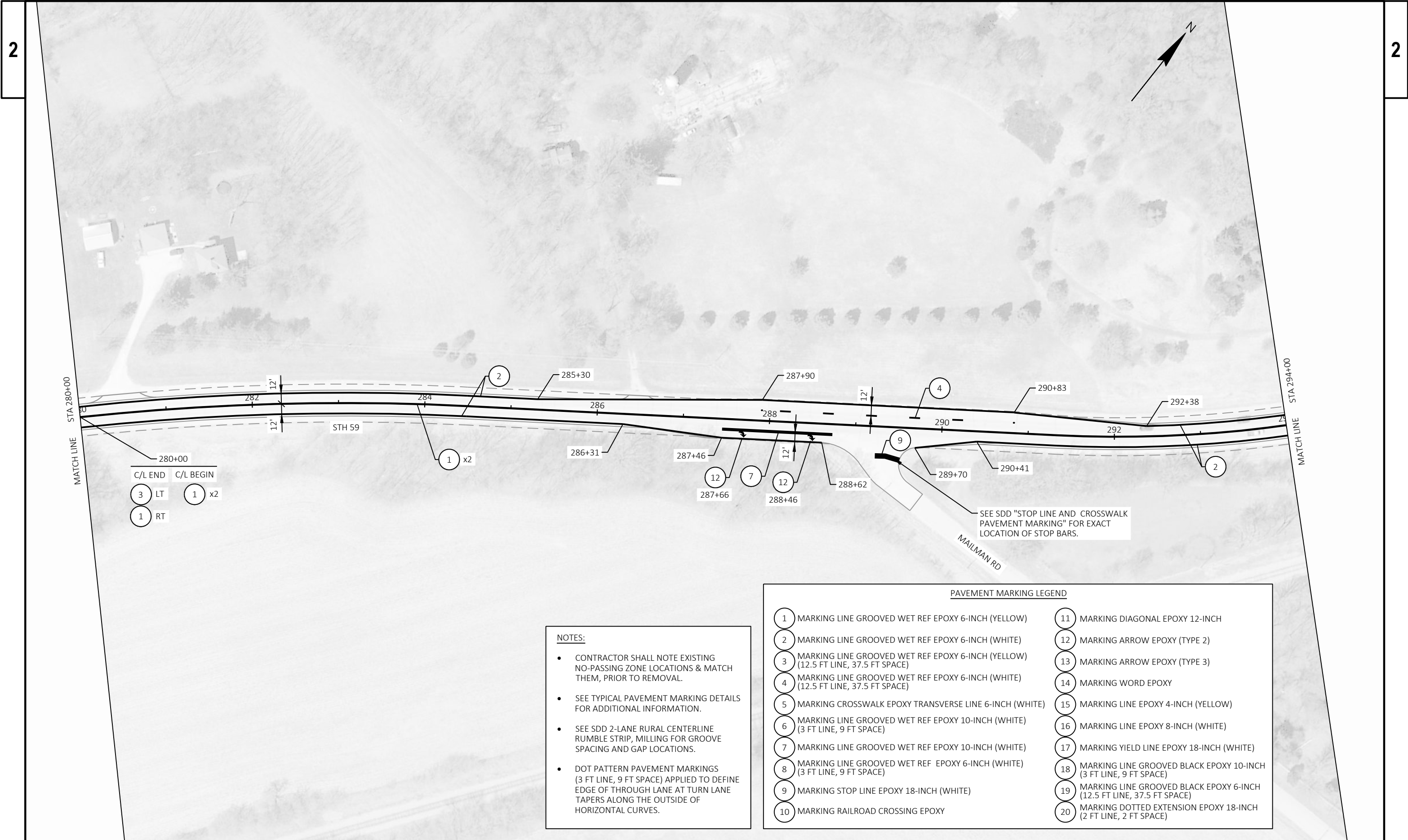
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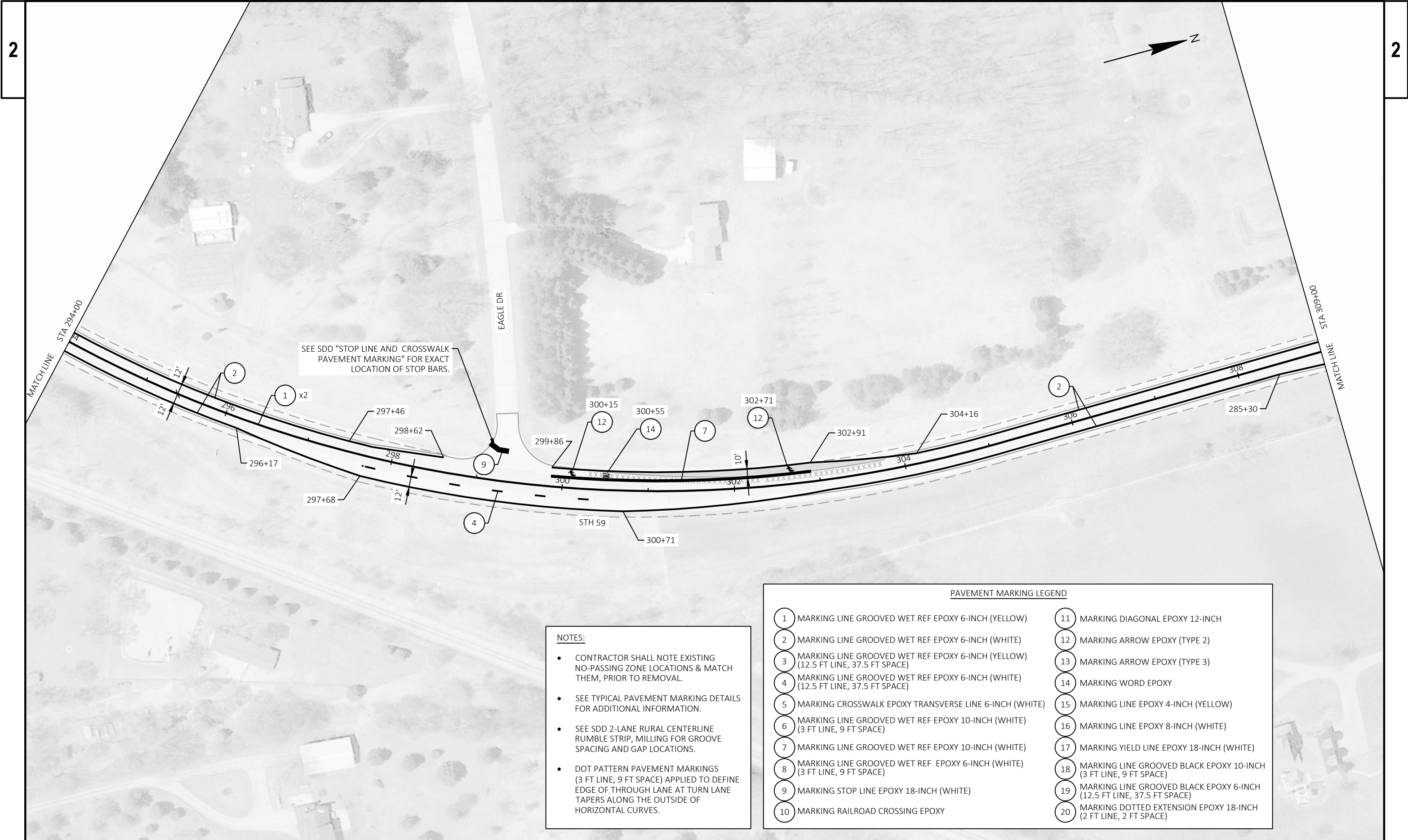
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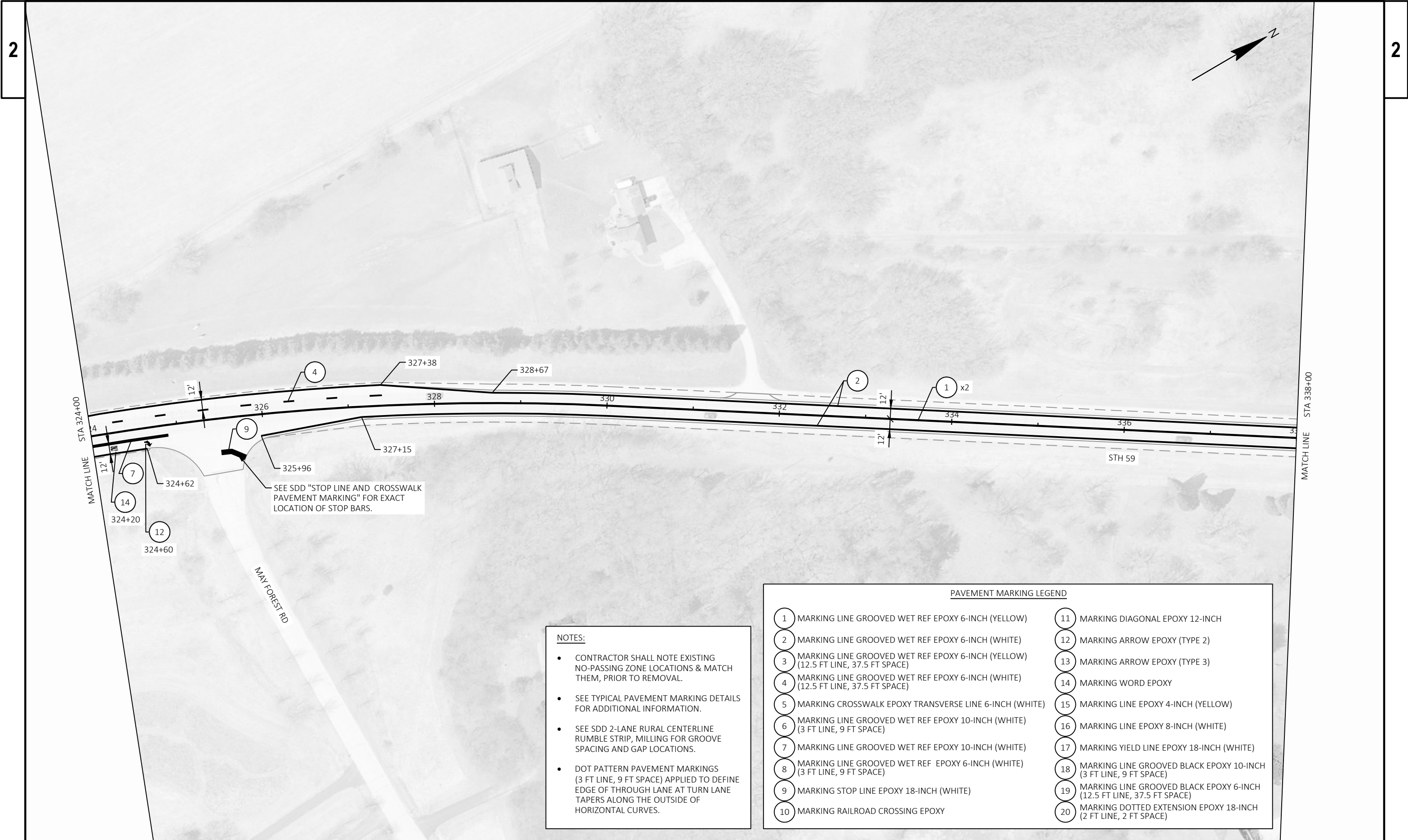
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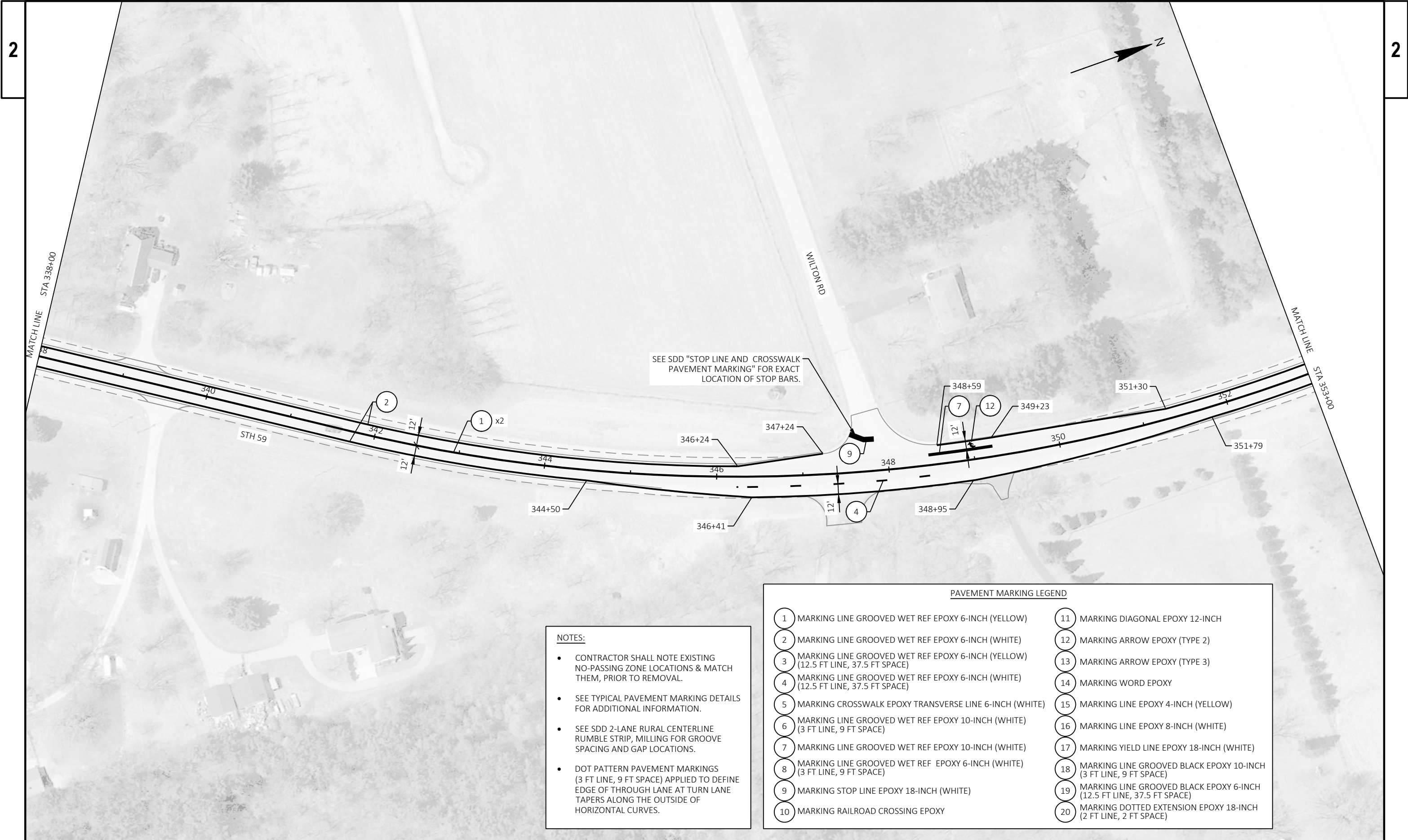
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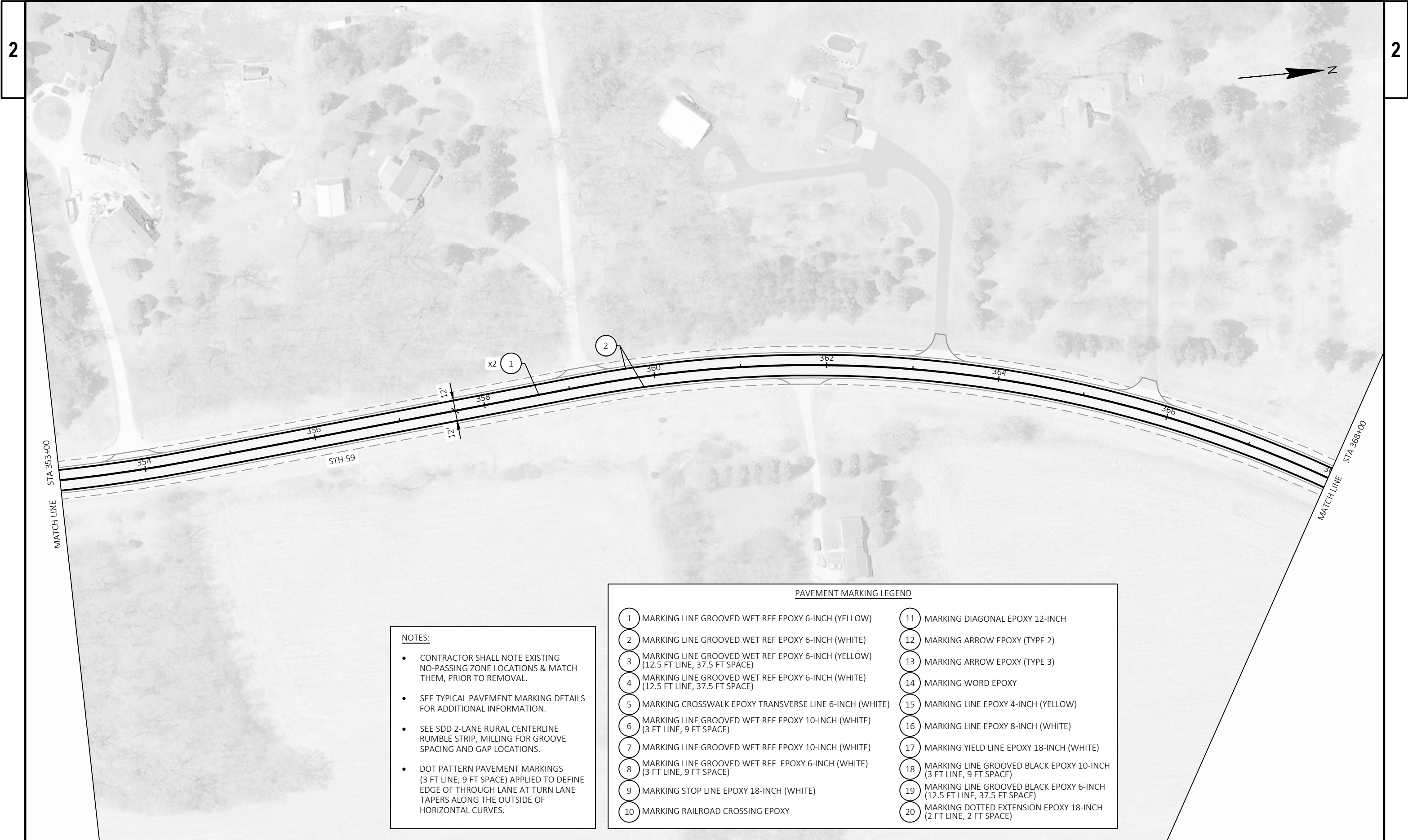
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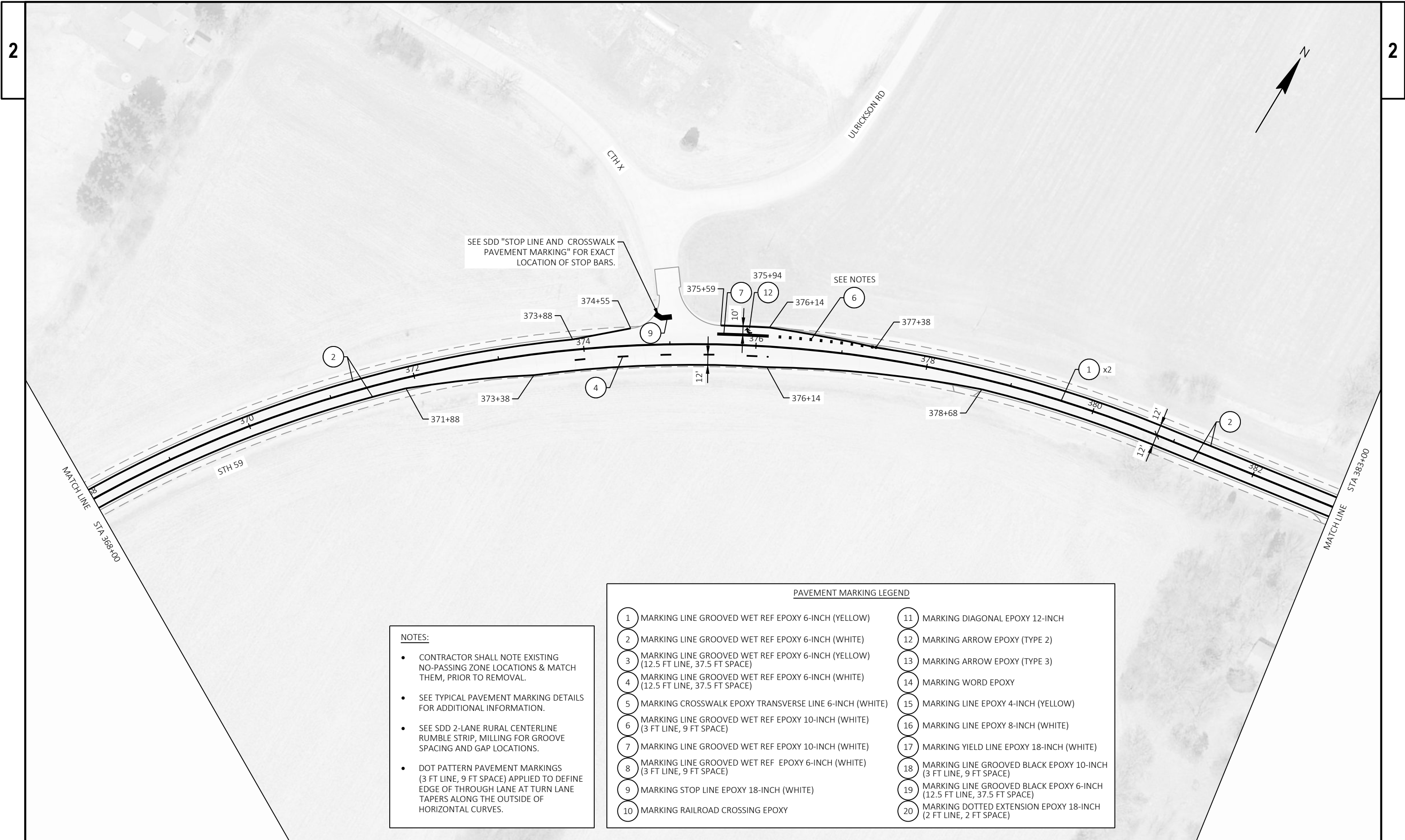
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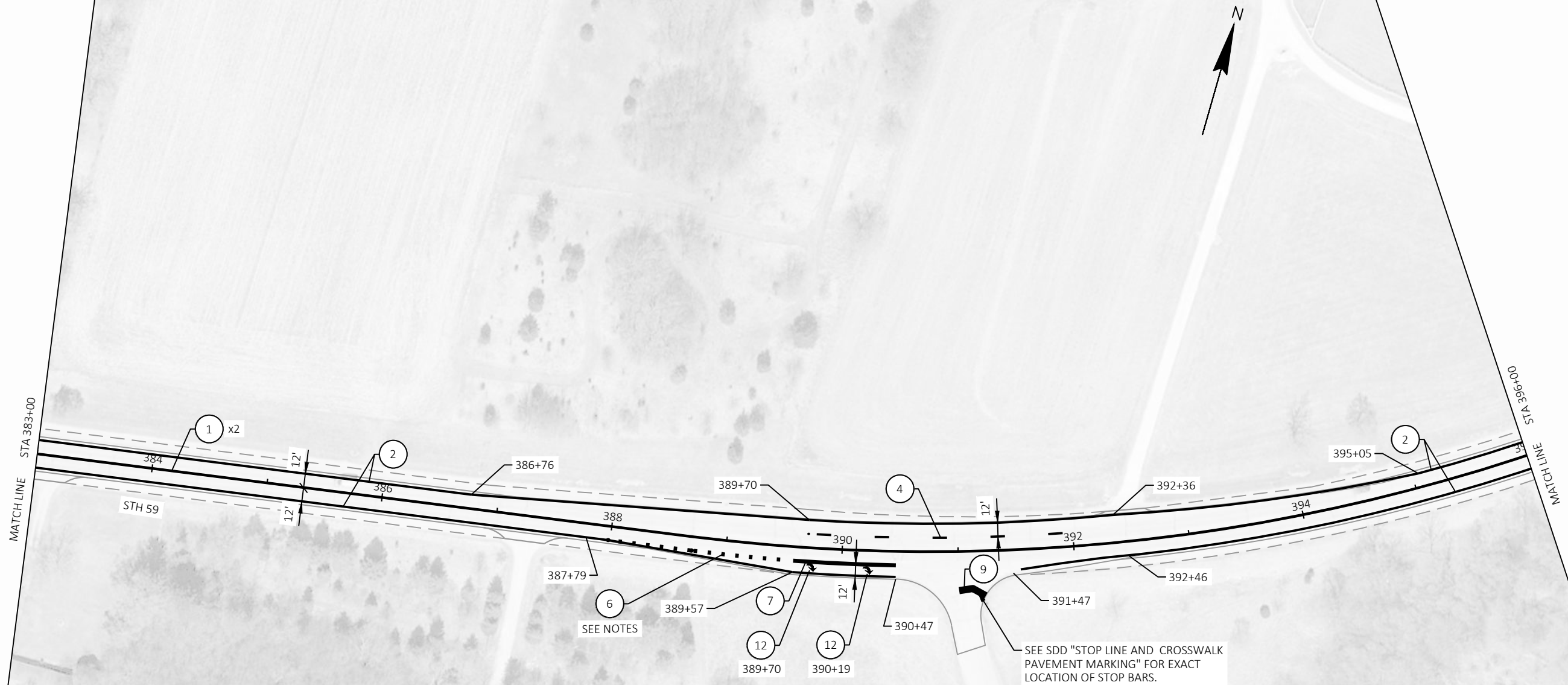
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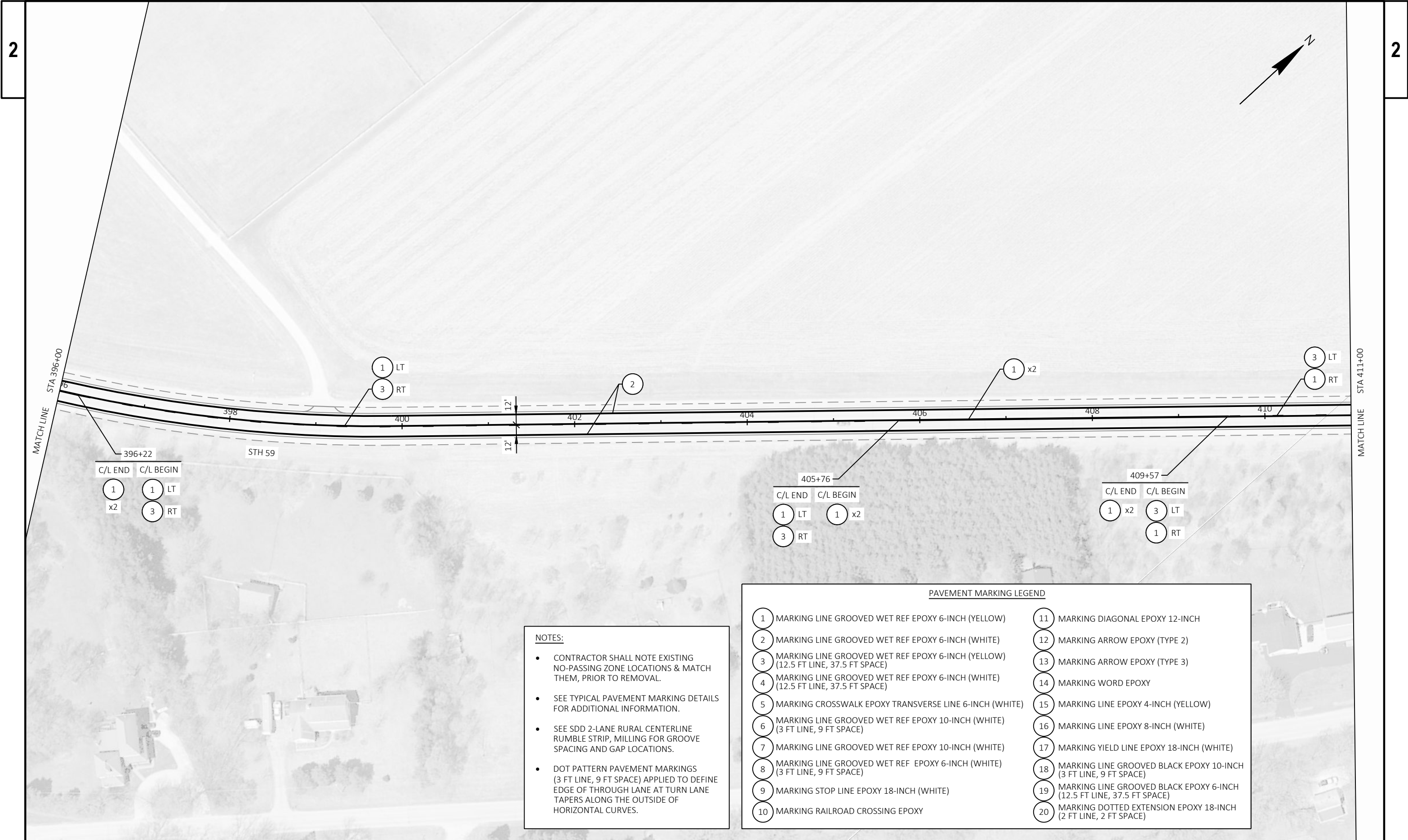


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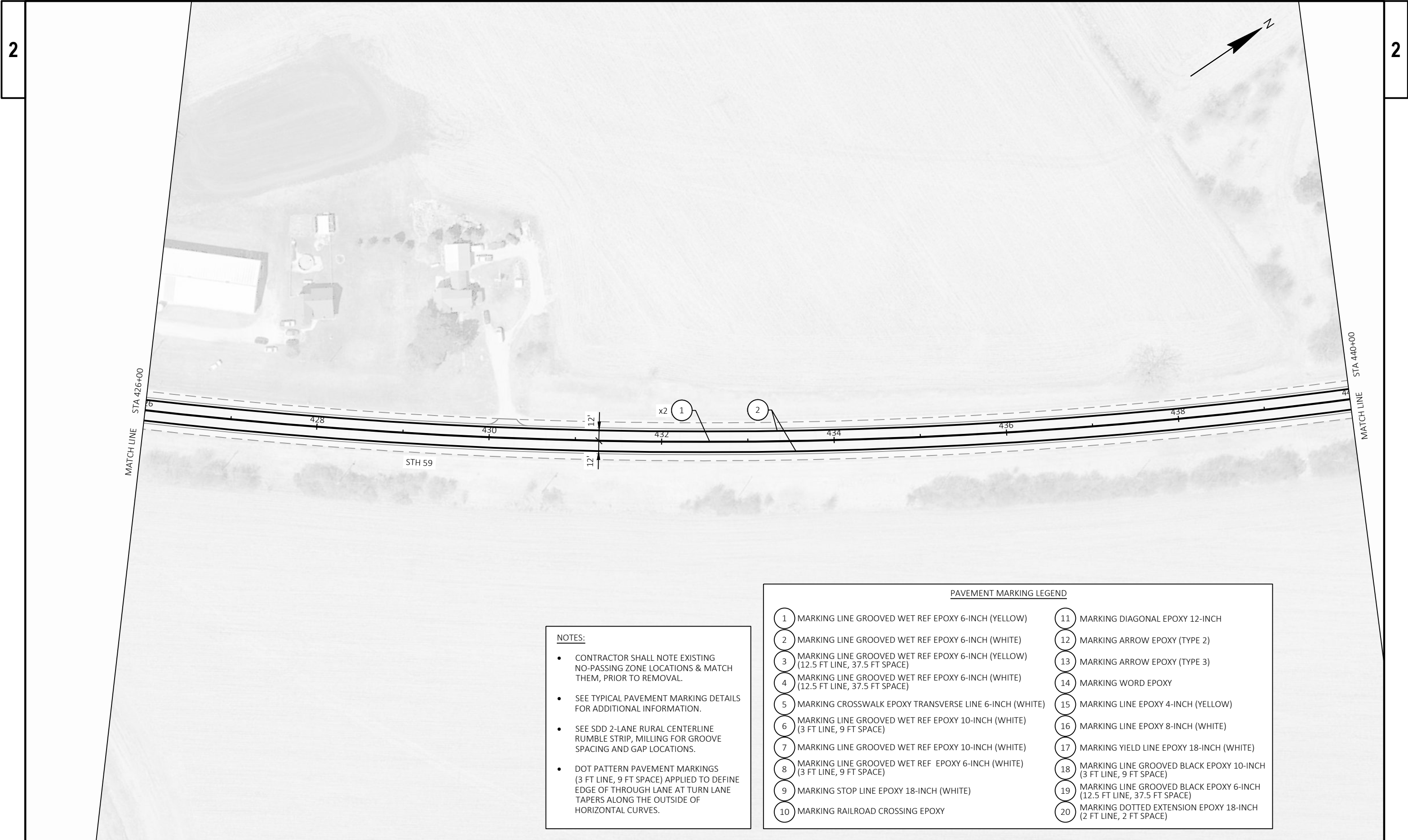
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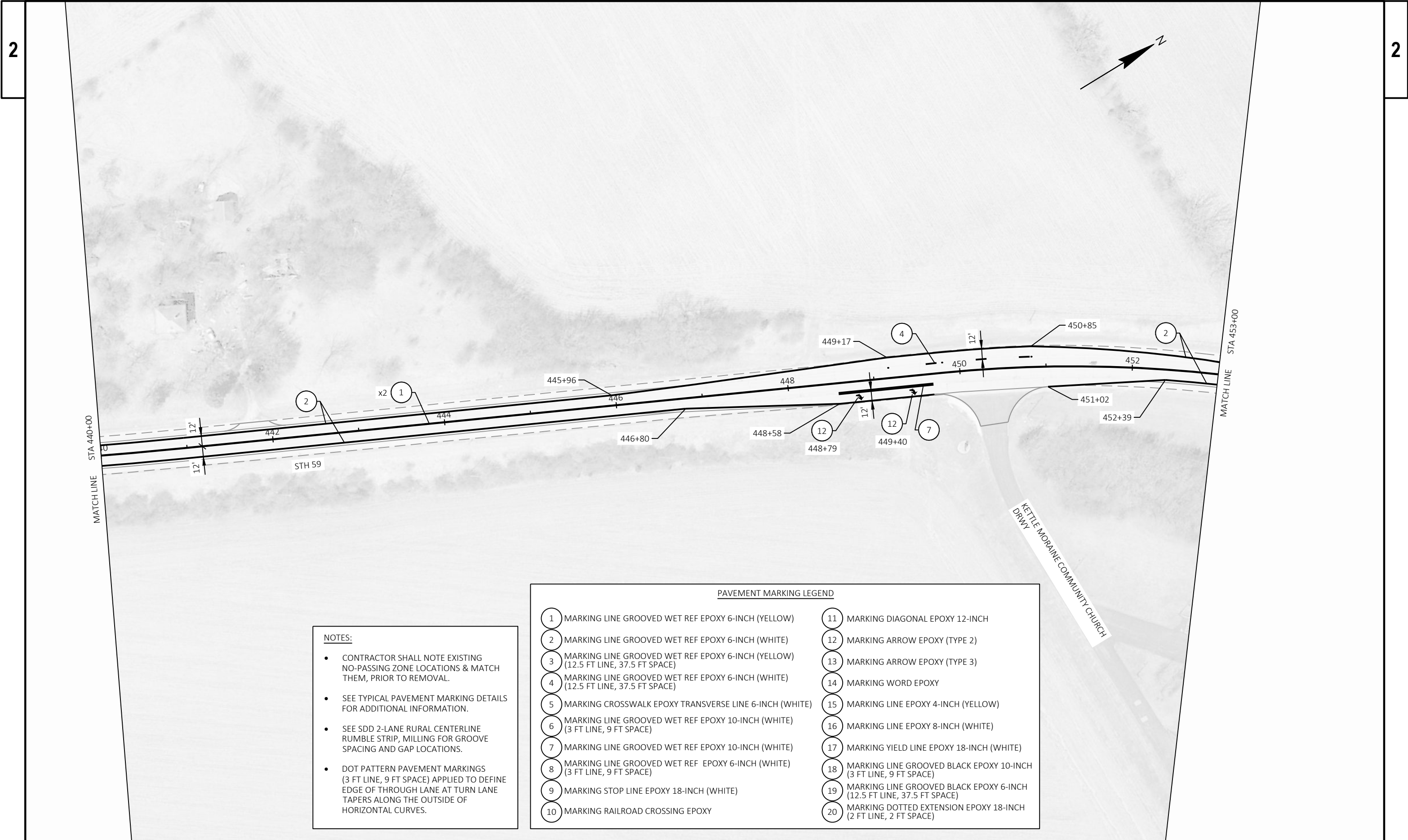
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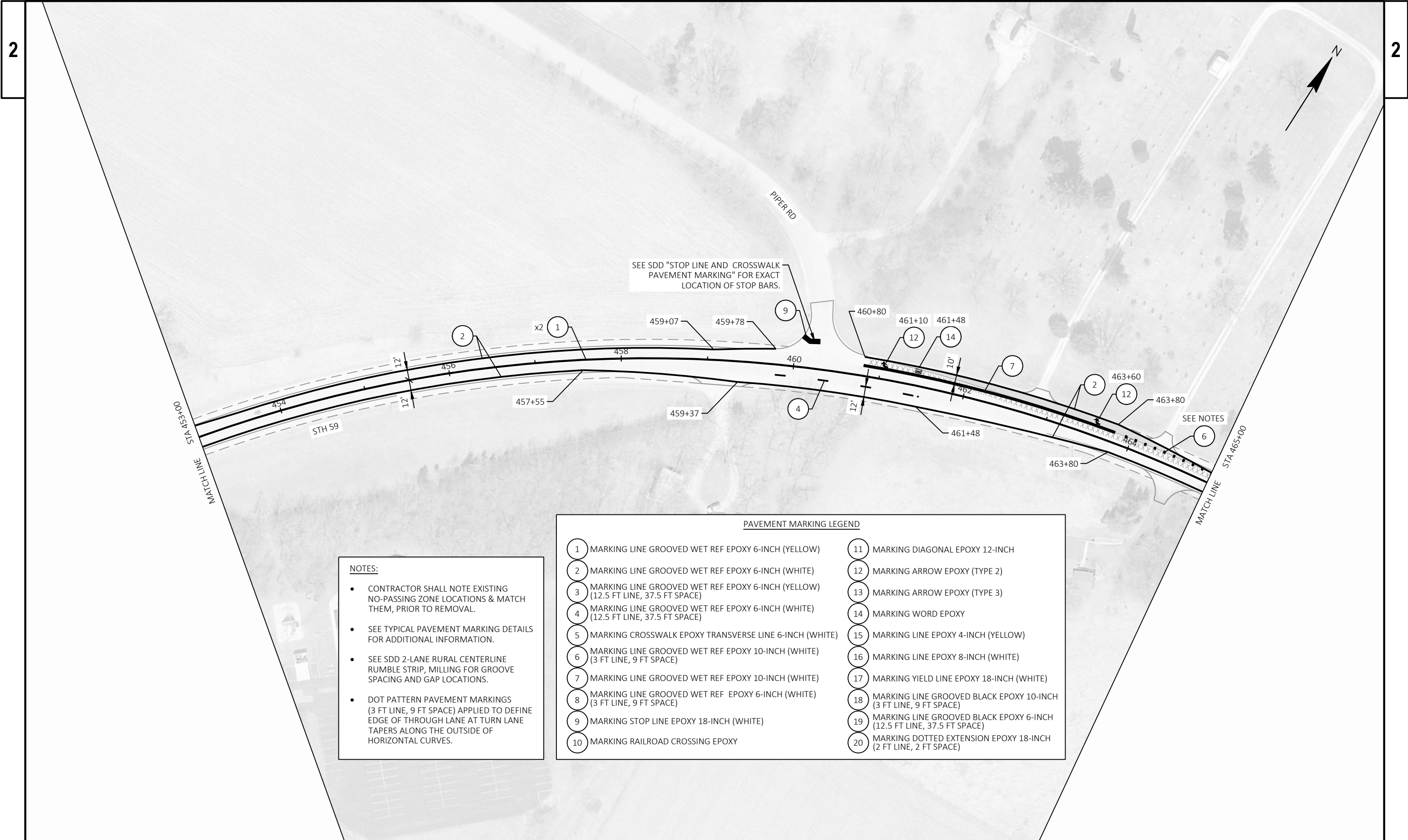
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3	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE, 37.5 FT SPACE)	13	MARKING ARROW EPOXY (TYPE 3)
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5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	15	MARKING LINE EPOXY 4-INCH (YELLOW)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	16	MARKING LINE EPOXY 8-INCH (WHITE)
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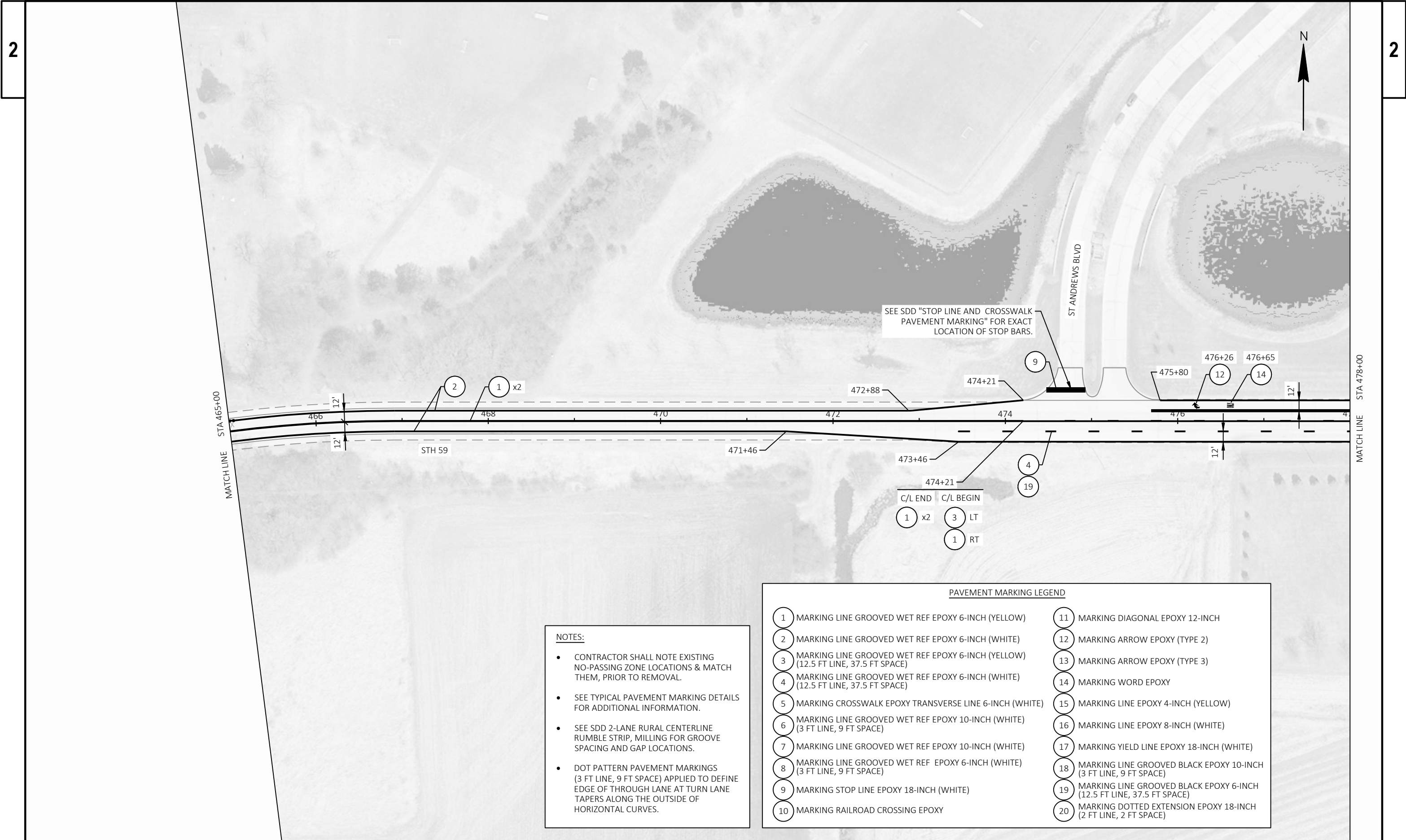
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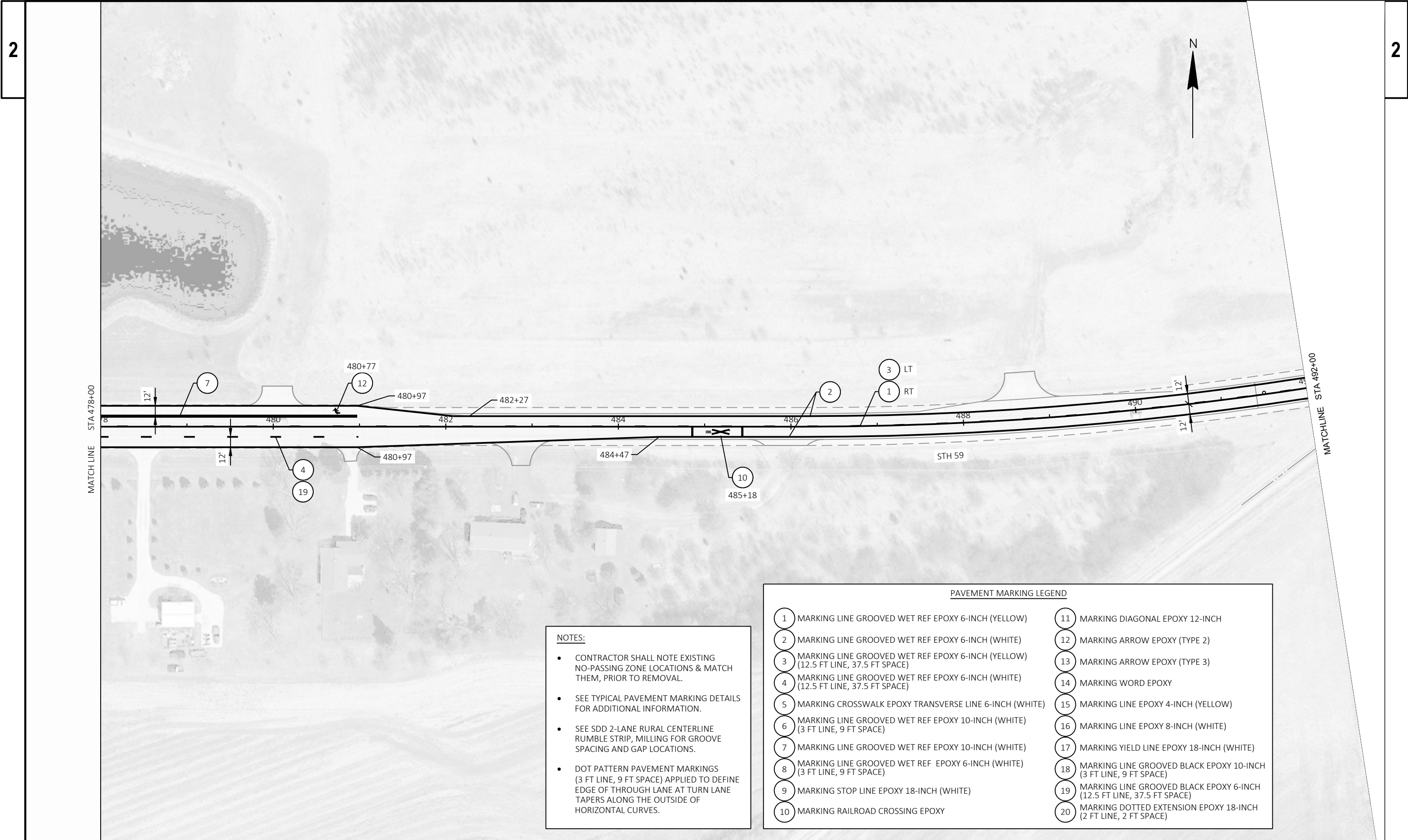
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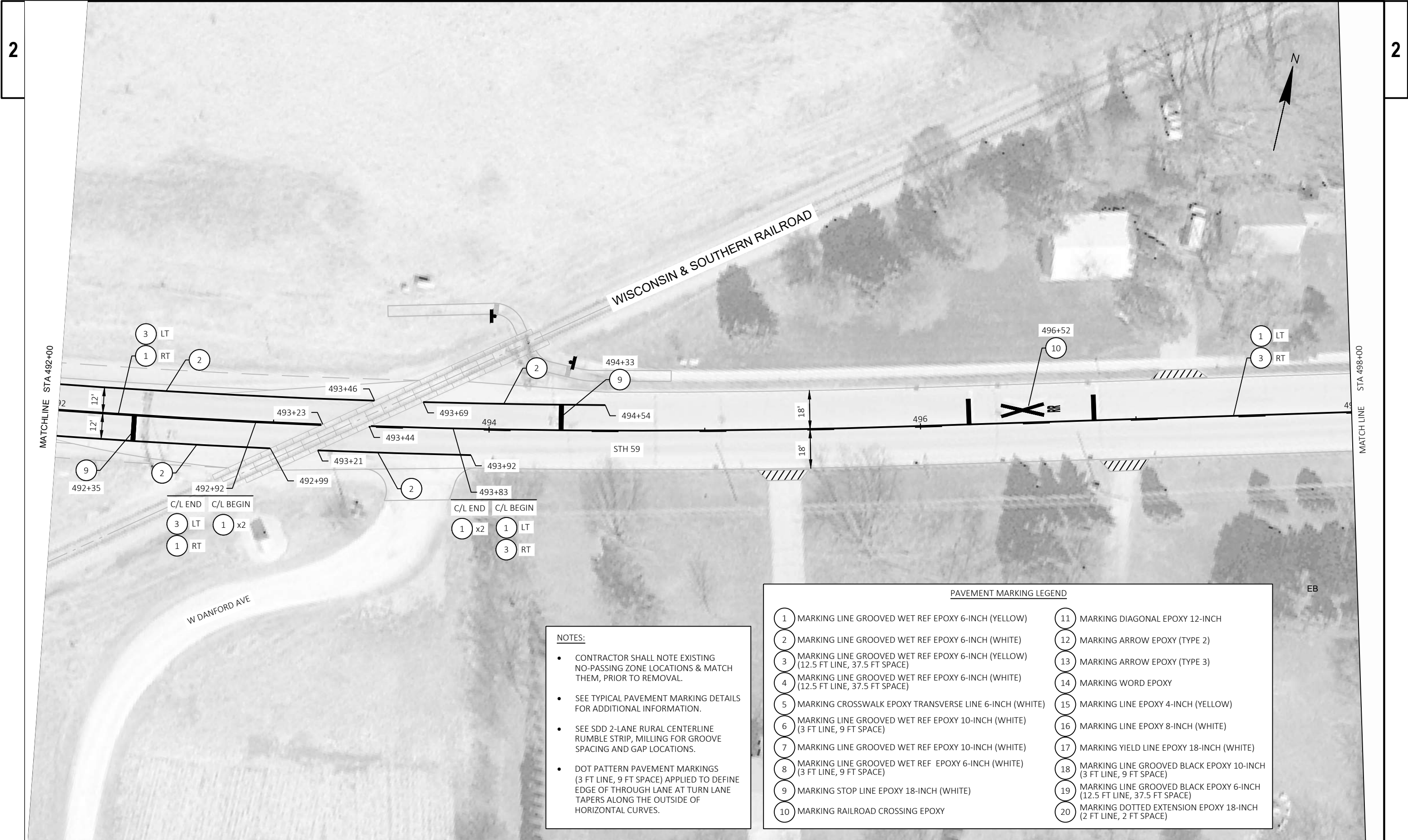
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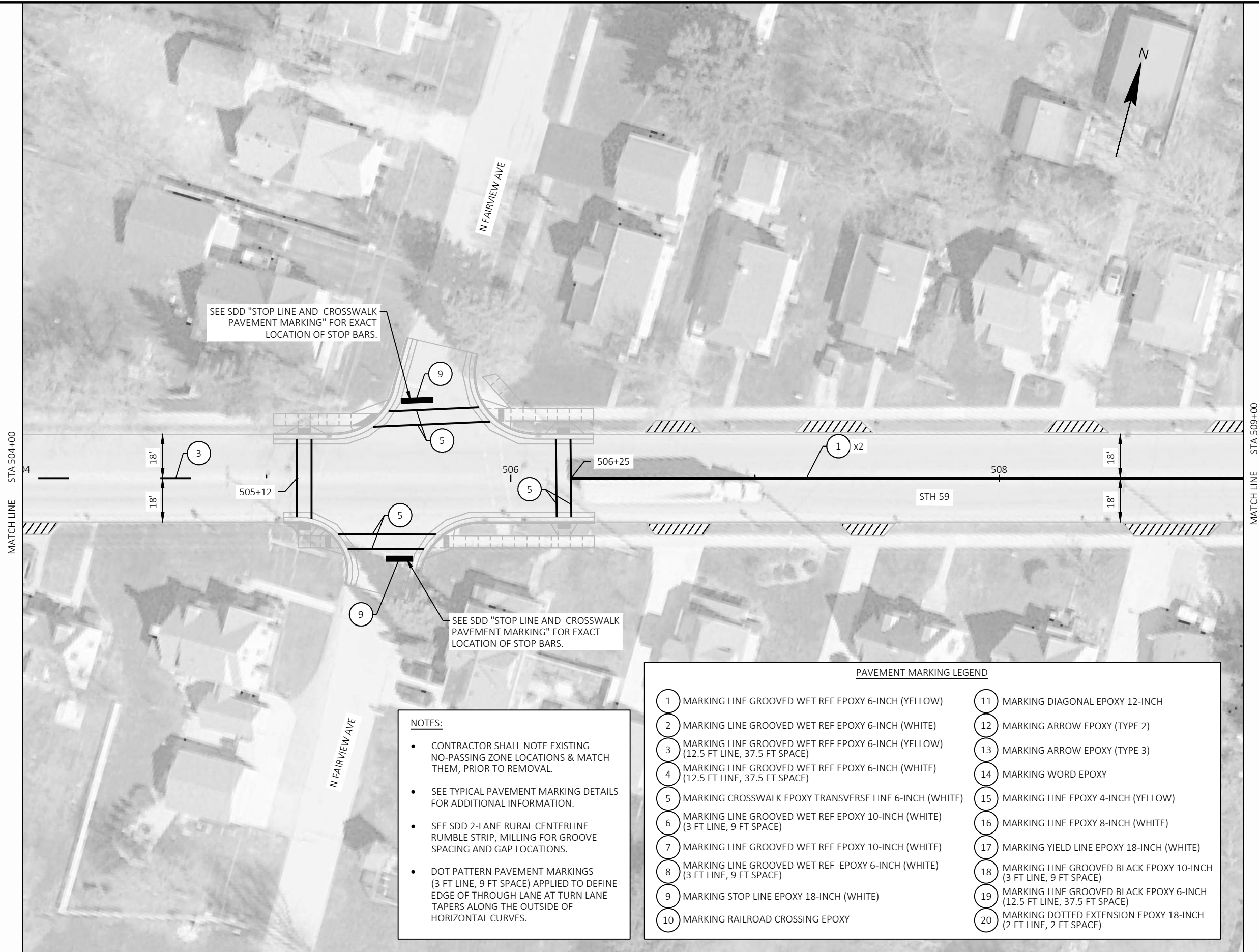


MATCH LINE STA 498+00

MATCH LINE STA 504+00

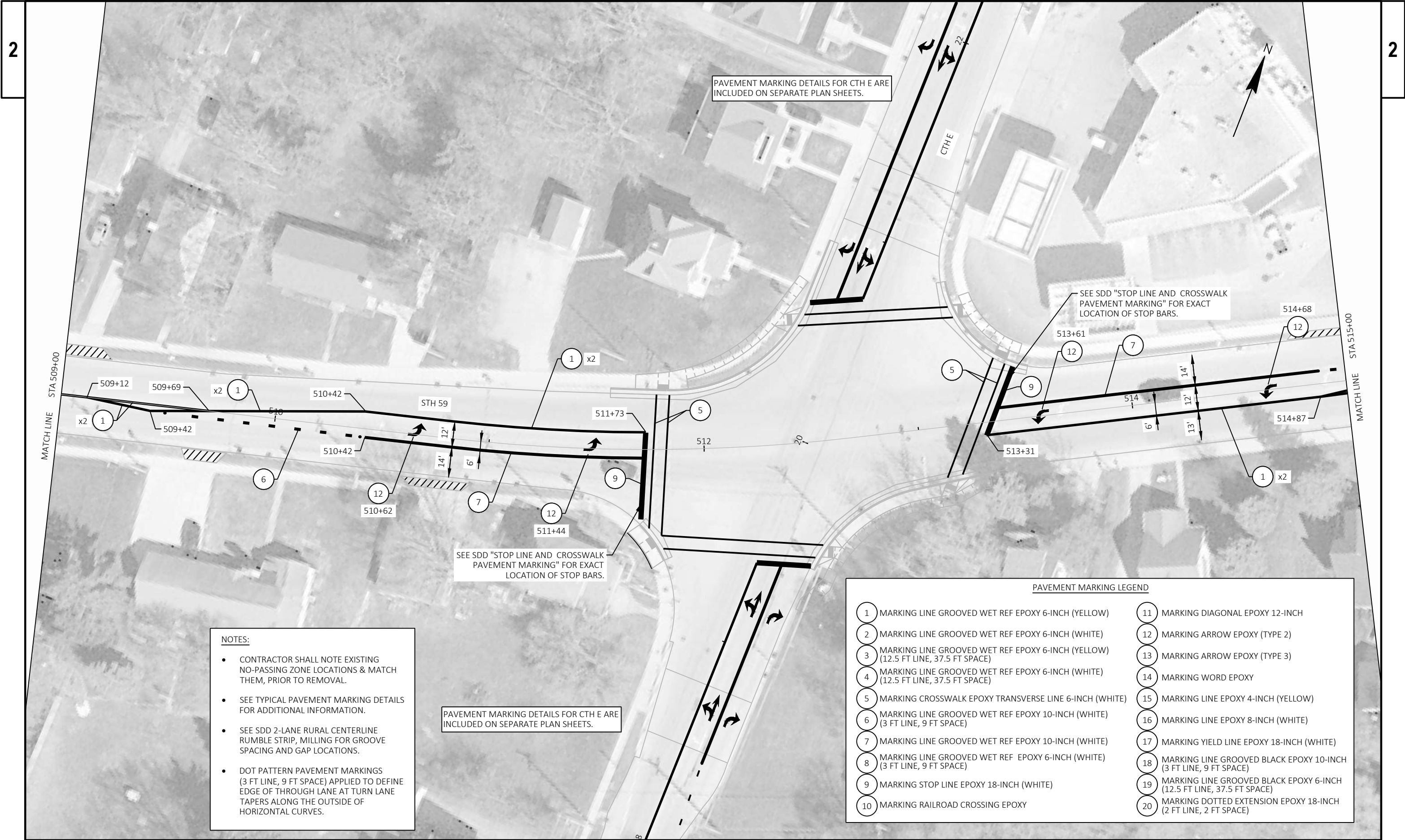
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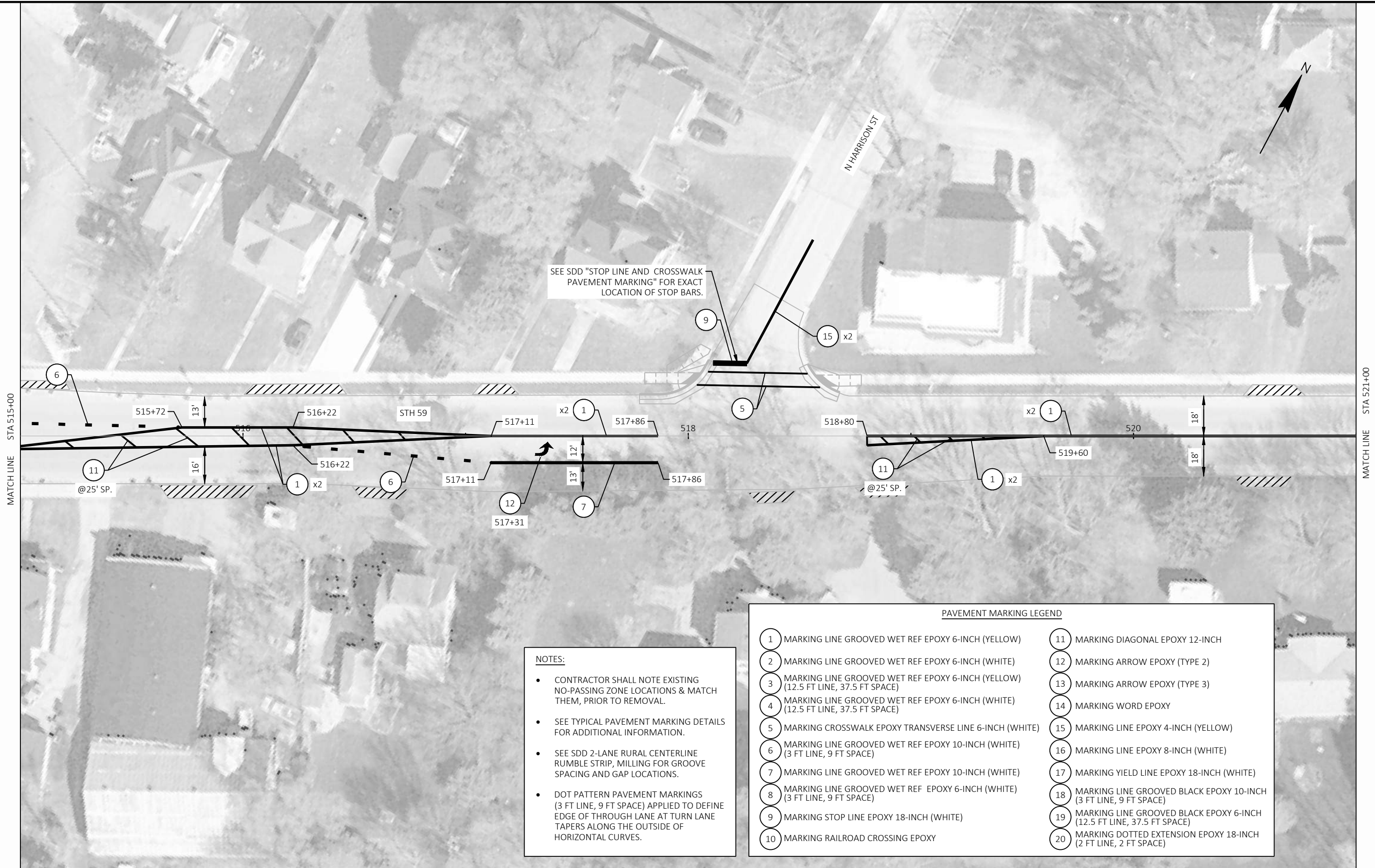
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9	MARKING STOP LINE EPOXY 18-INCH (WHITE)	19	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT LINE, 37.5 FT SPACE)
10	MARKING RAILROAD CROSSING EPOXY	20	MARKING DOTTED EXTENSION EPOXY 18-INCH (2 FT LINE, 2 FT SPACE)



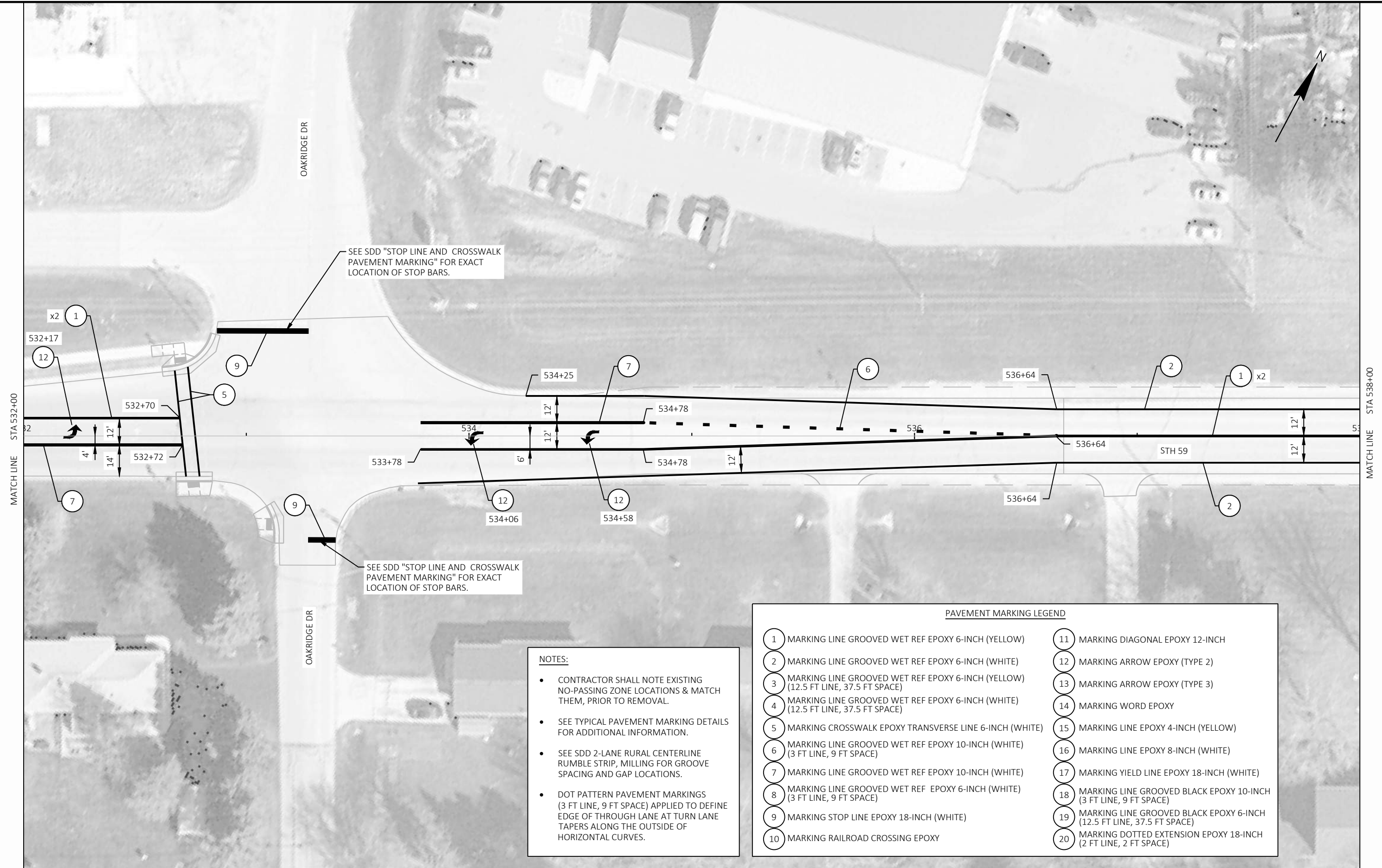
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| 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) | 11 MARKING DIAGONAL EPOXY 12-INCH |
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2

2



PROJECT NO:	3110-08-70
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HWY: STH 59

COUNTY: WAUKESHA

PAVEMENT MARKING

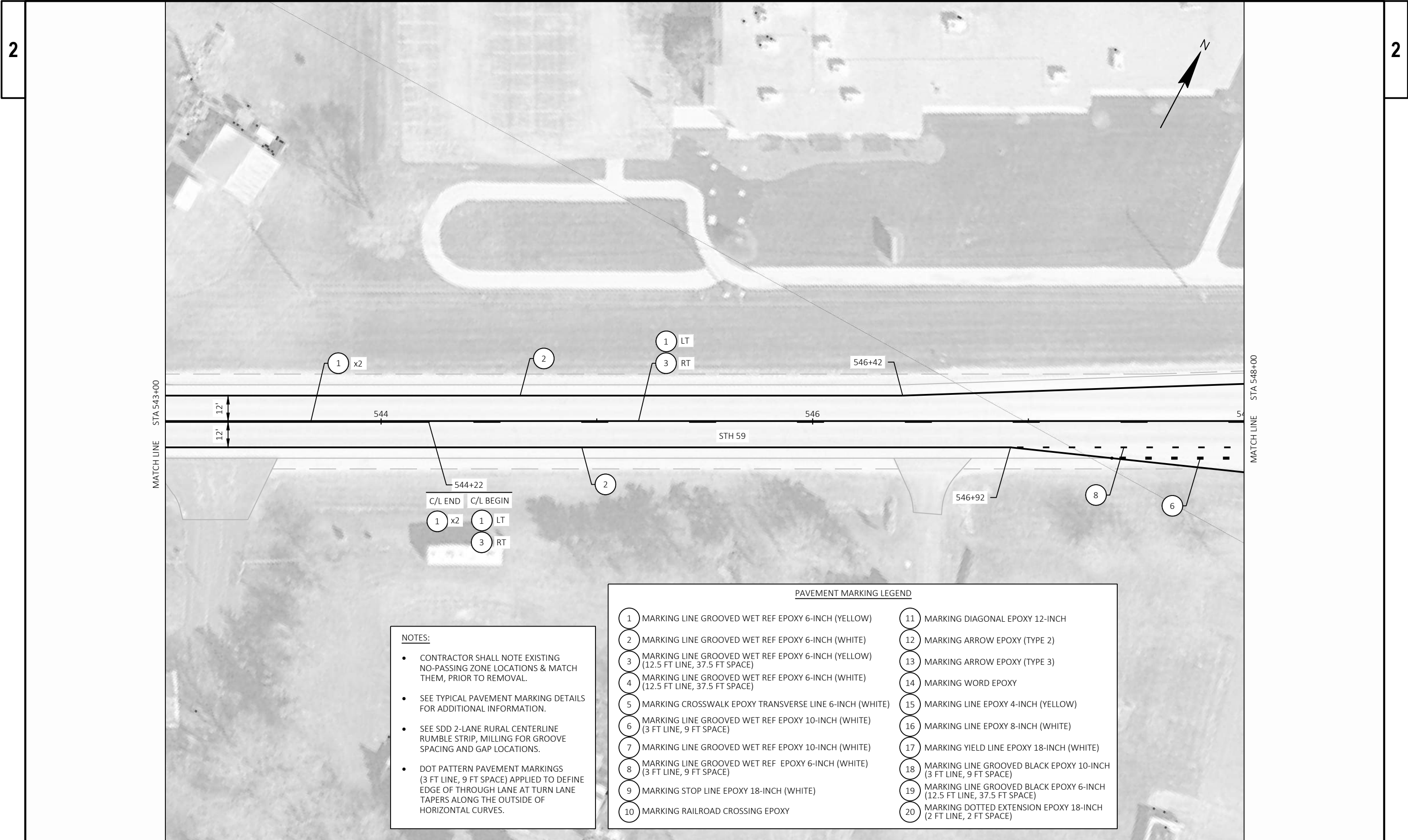
SHEET 178

E



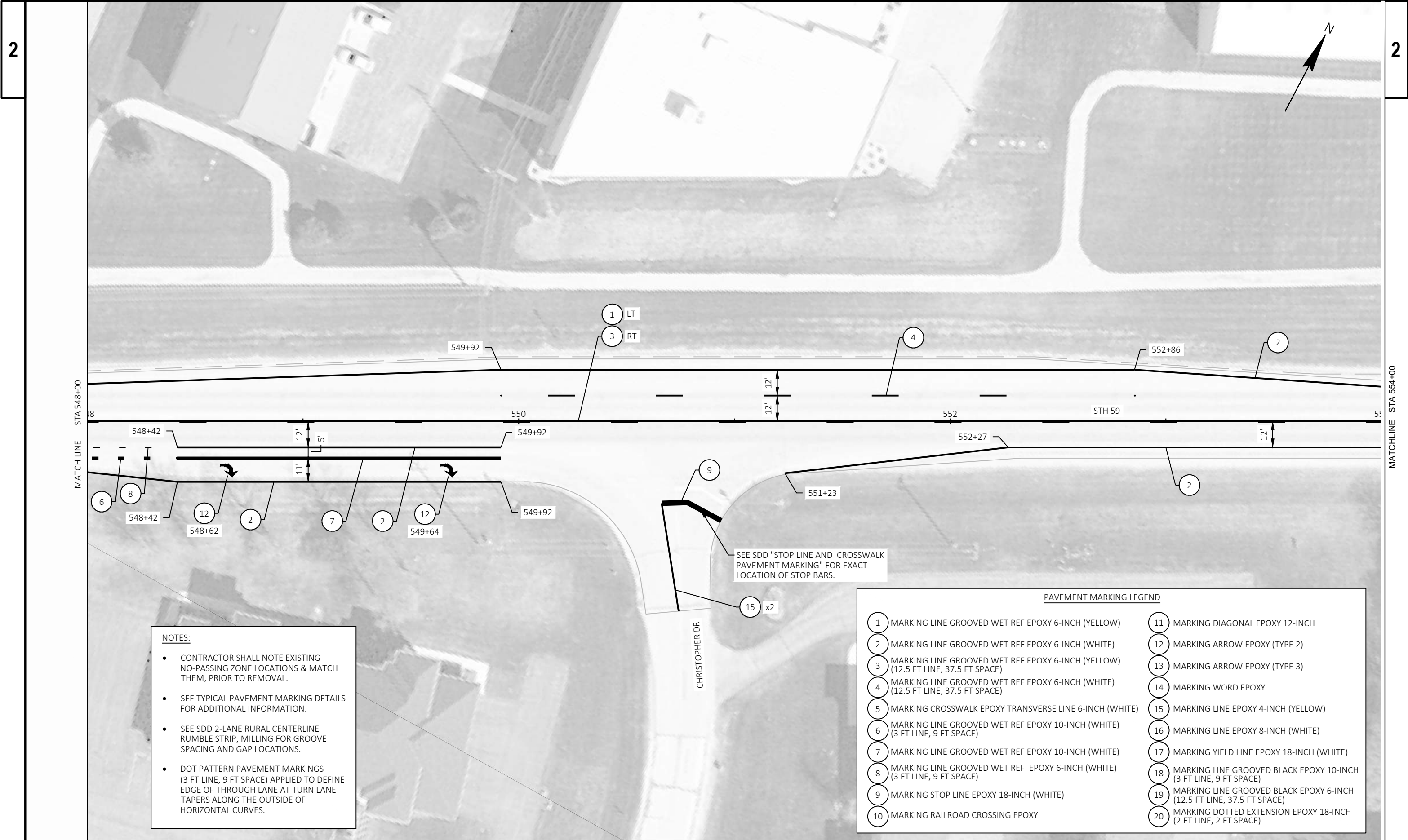
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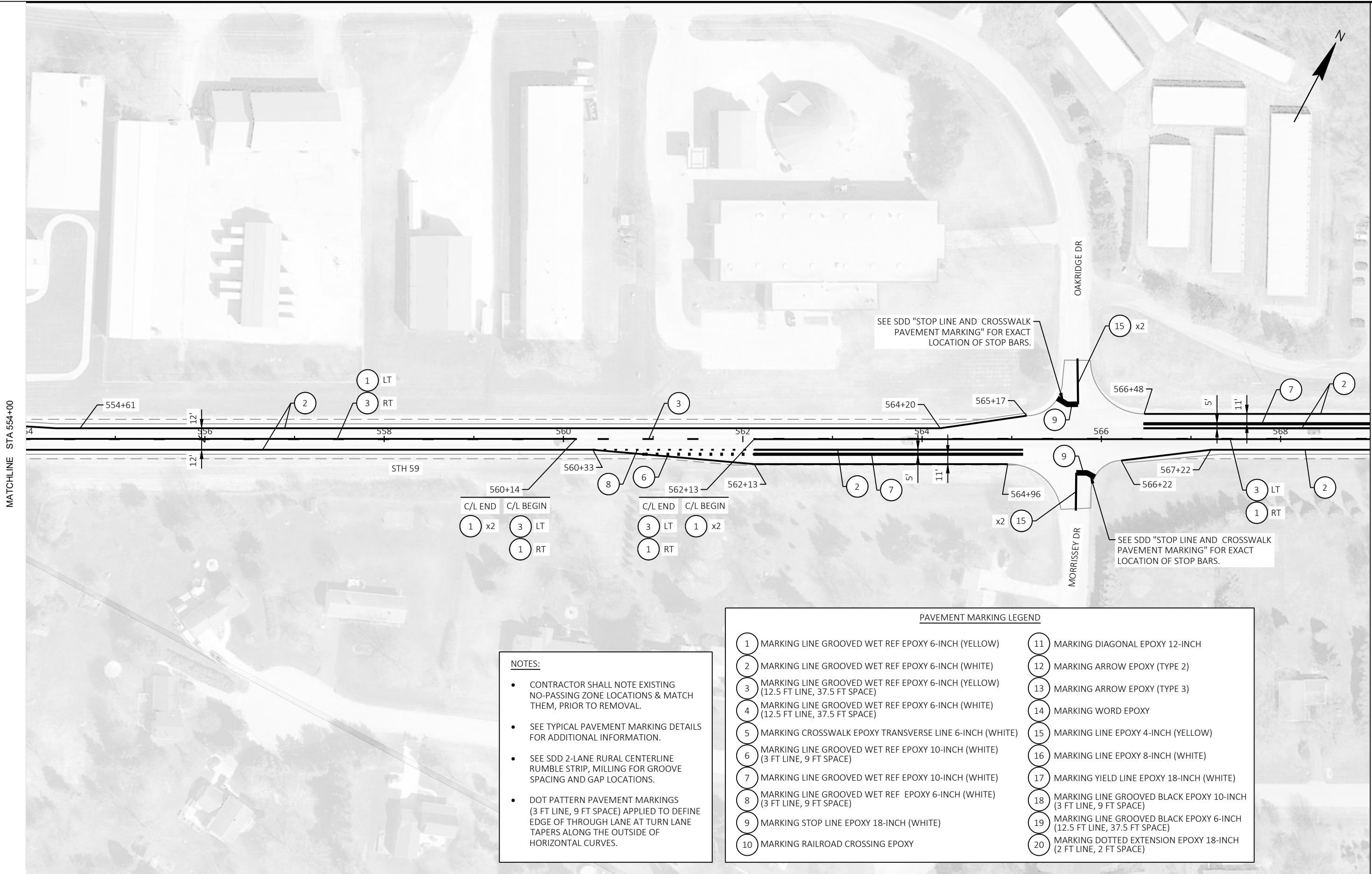
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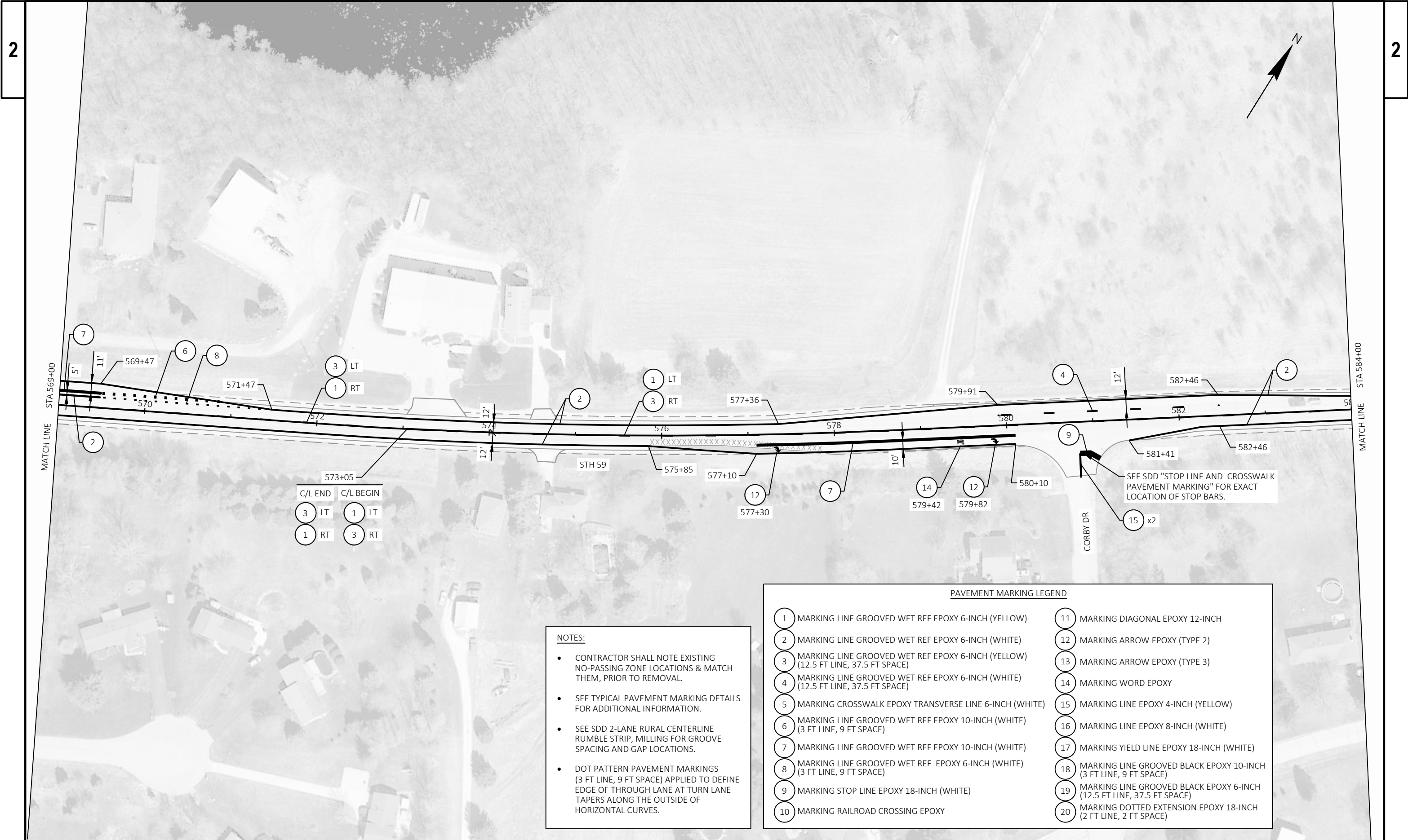


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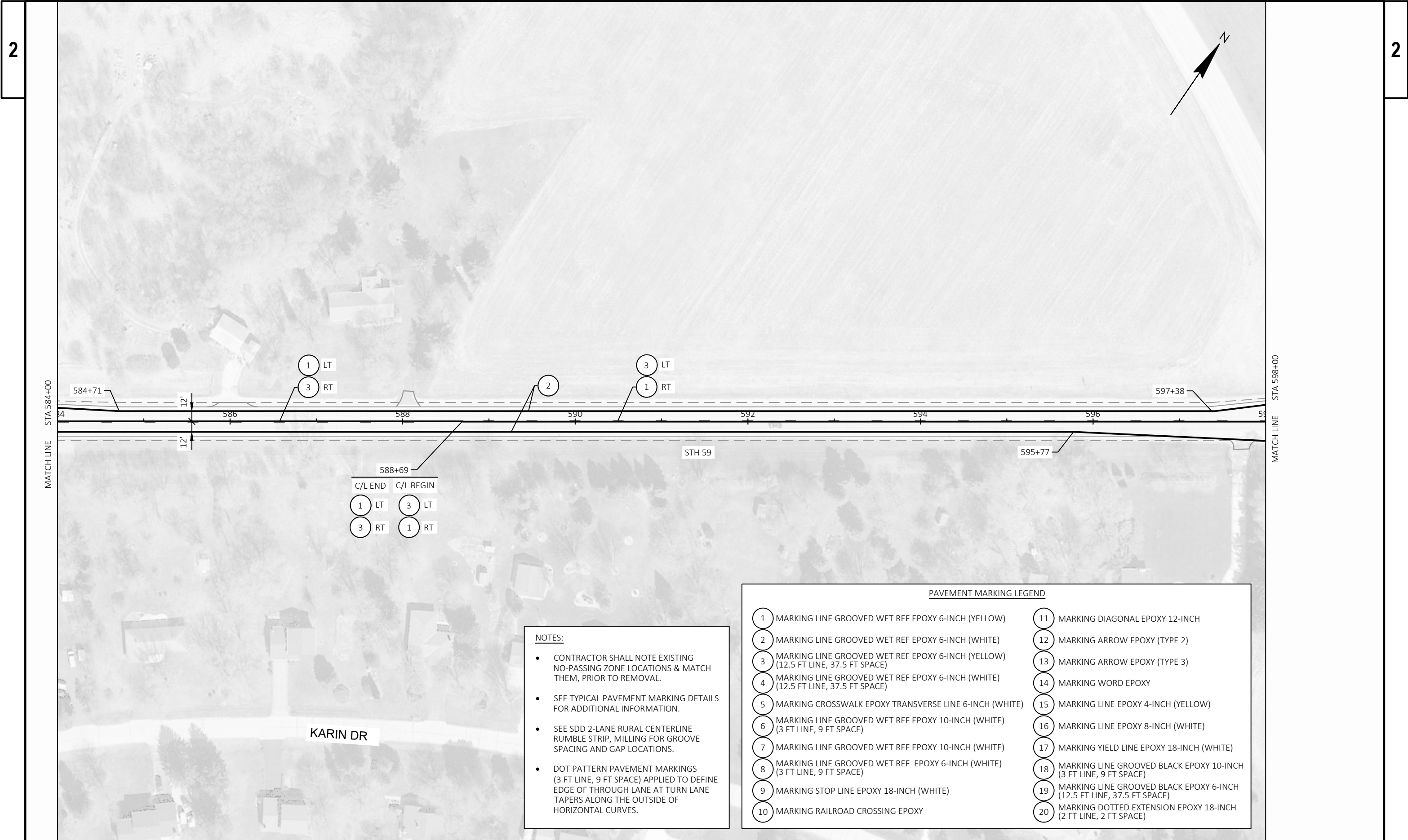
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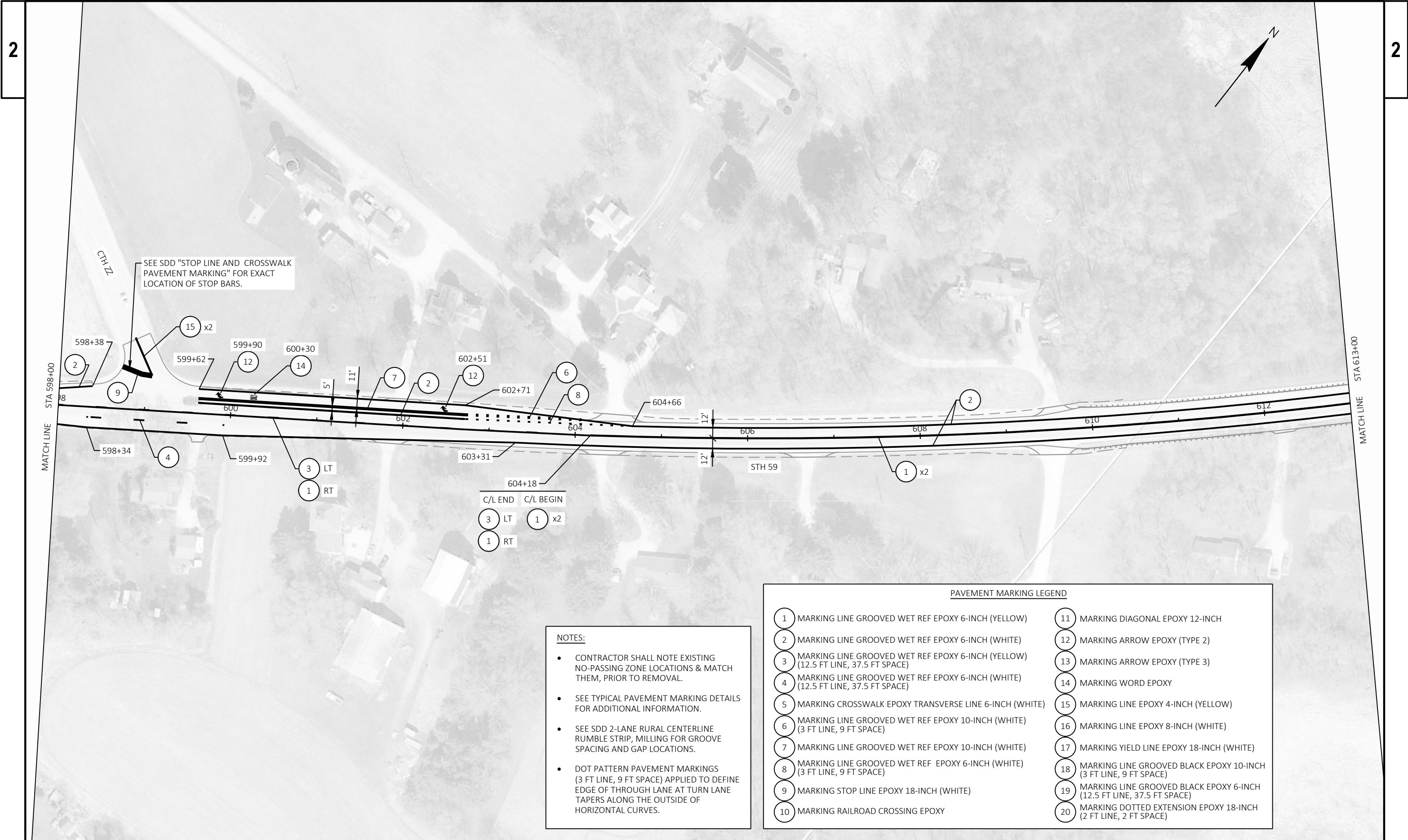
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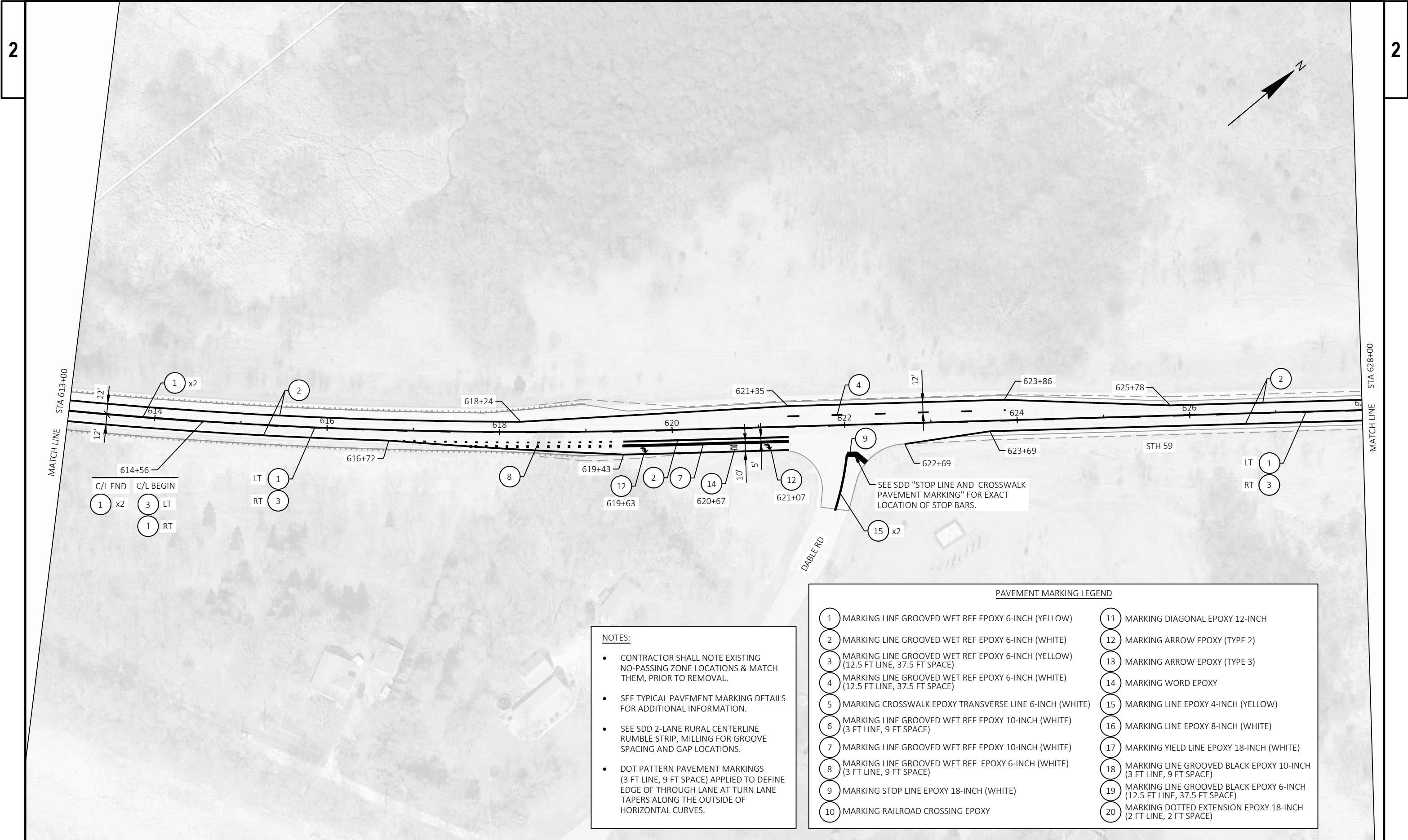
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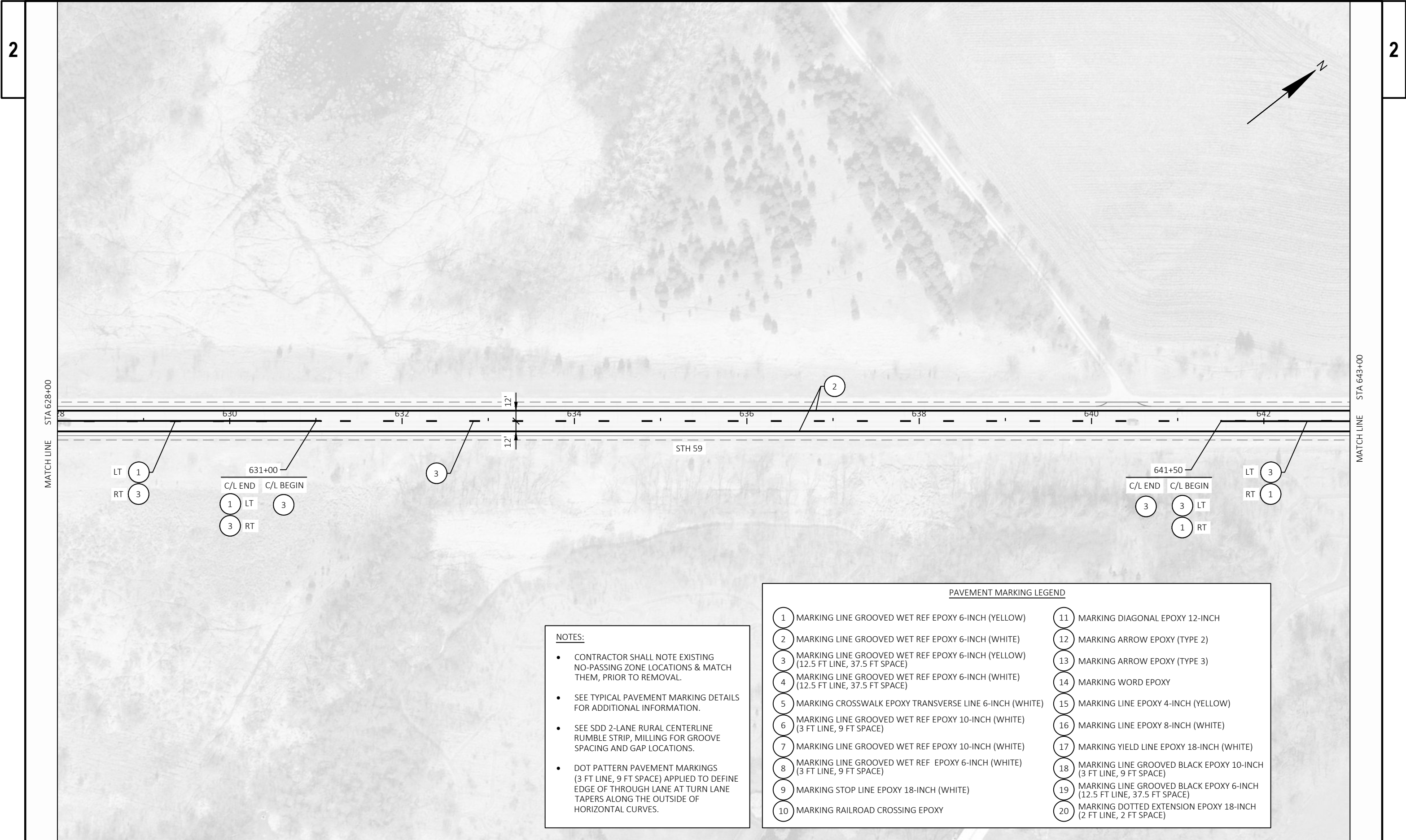
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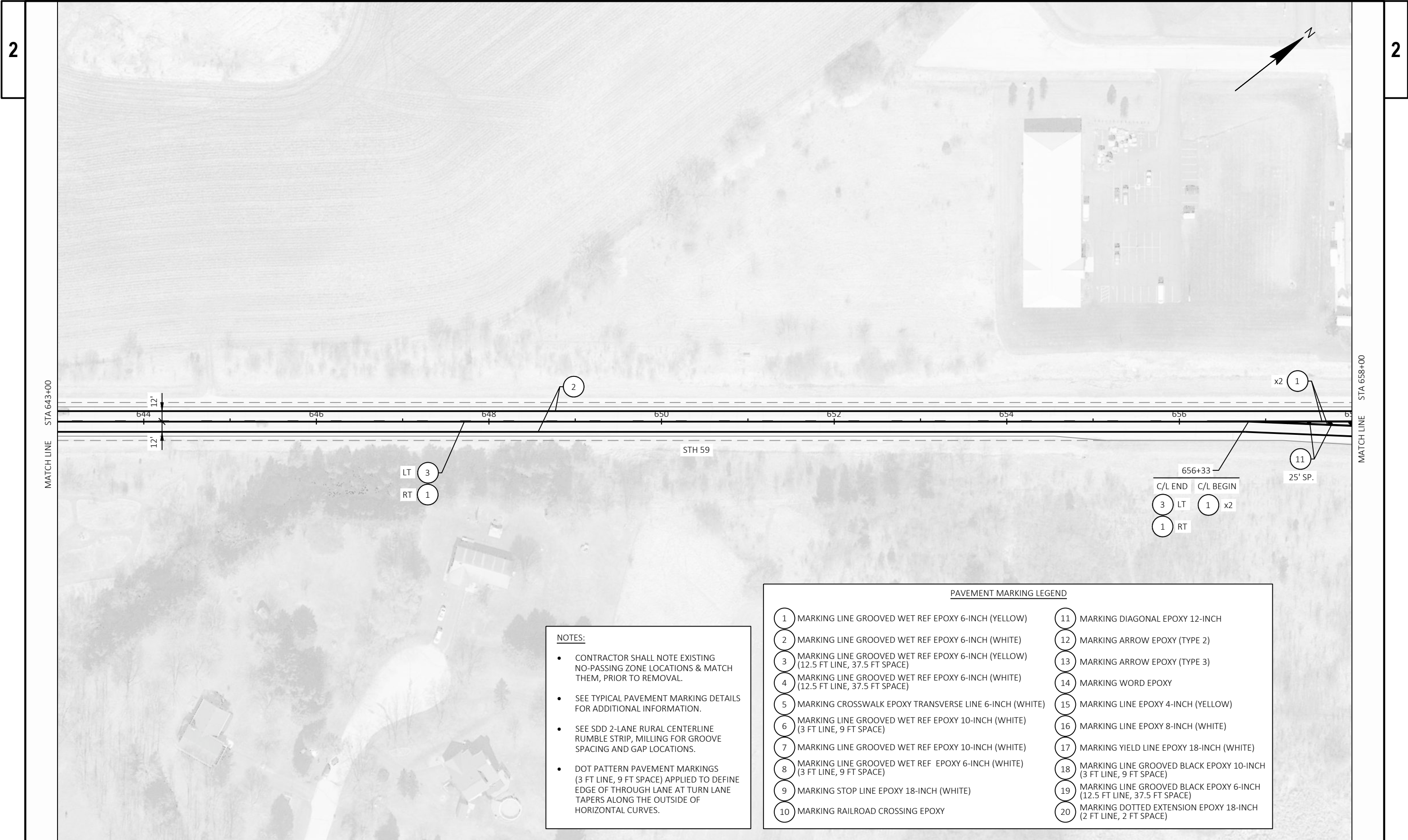


MATCH LINE STA 628+00

MATCH LINE STA 643+00

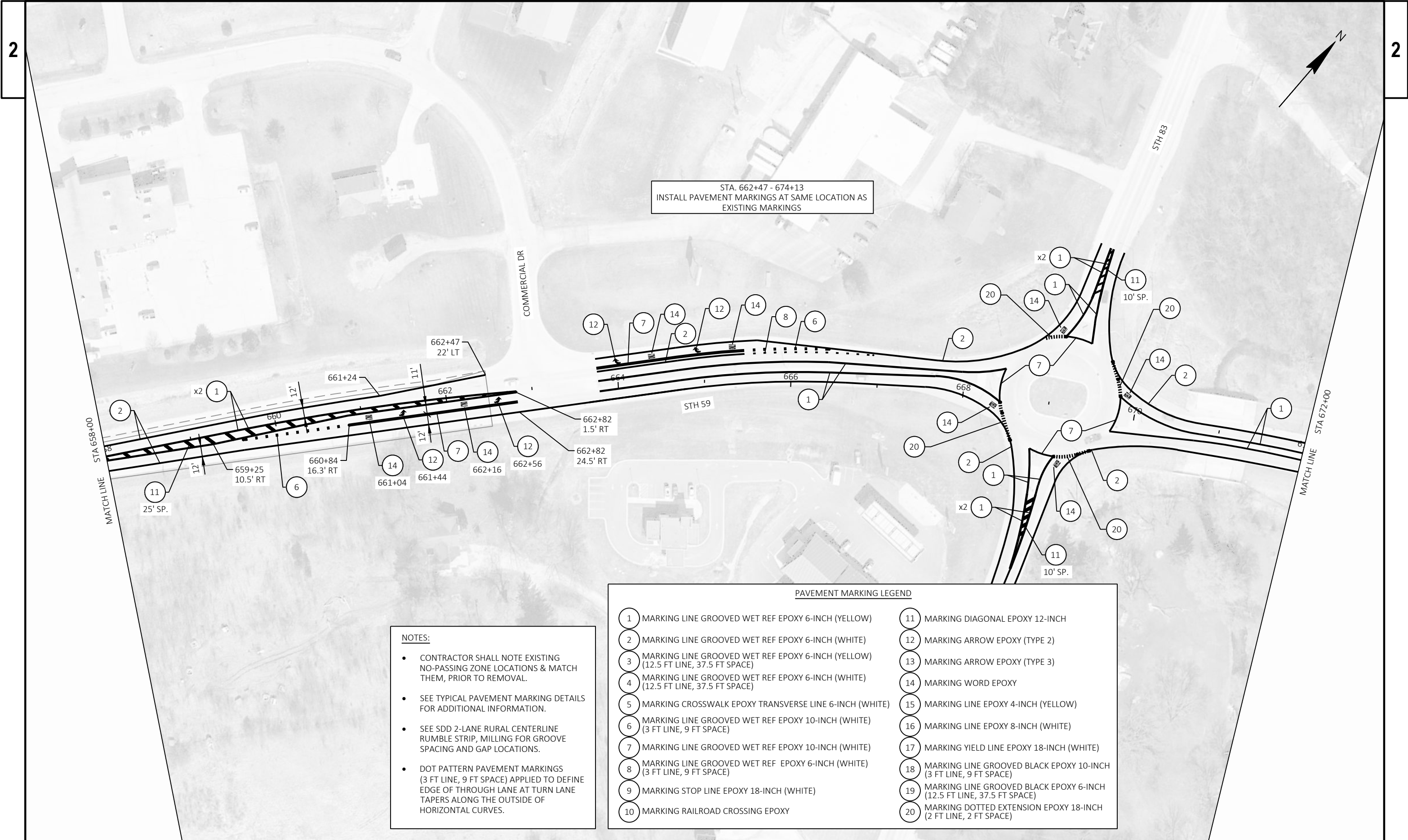
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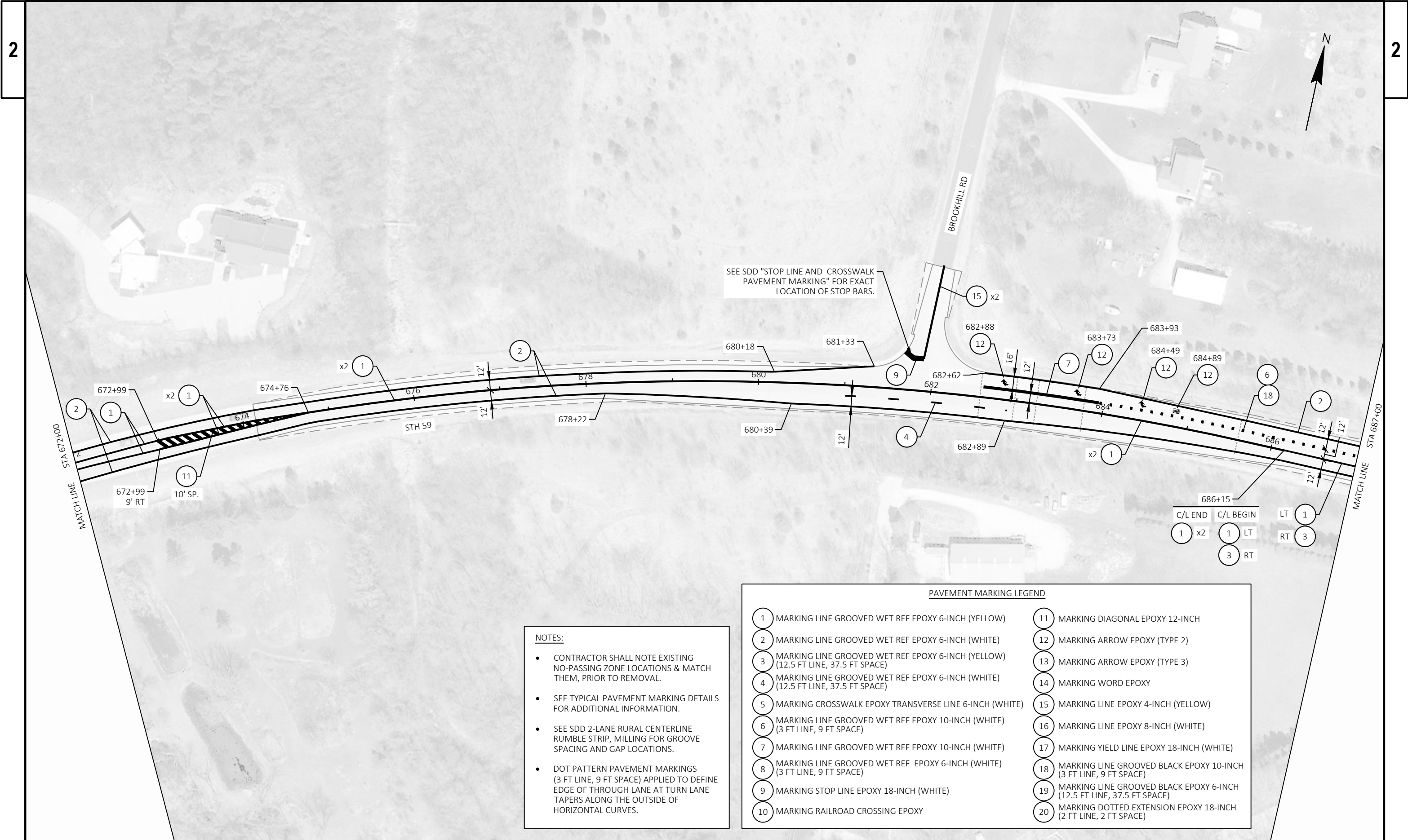
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5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	15	MARKING LINE EPOXY 4-INCH (YELLOW)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	16	MARKING LINE EPOXY 8-INCH (WHITE)
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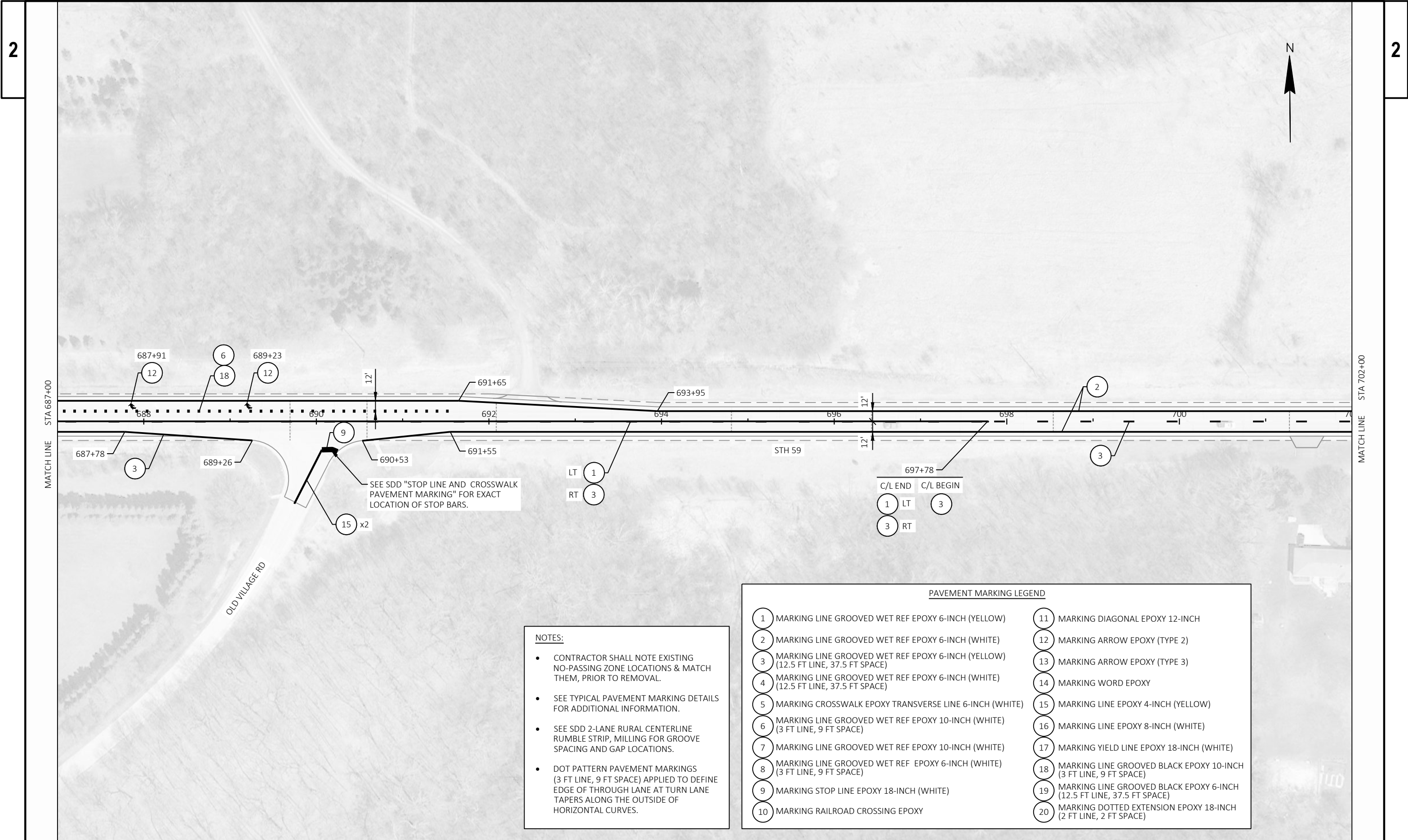
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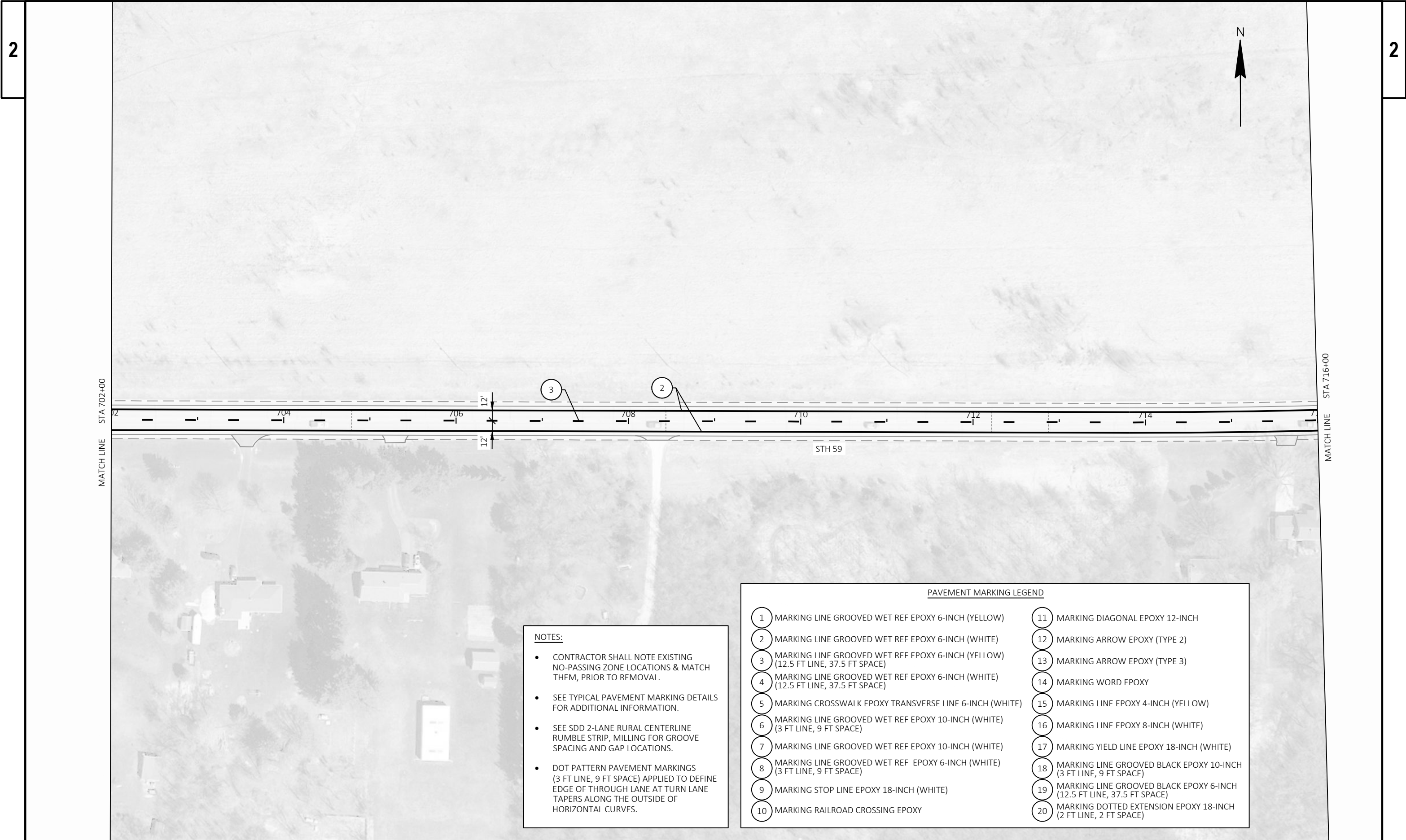
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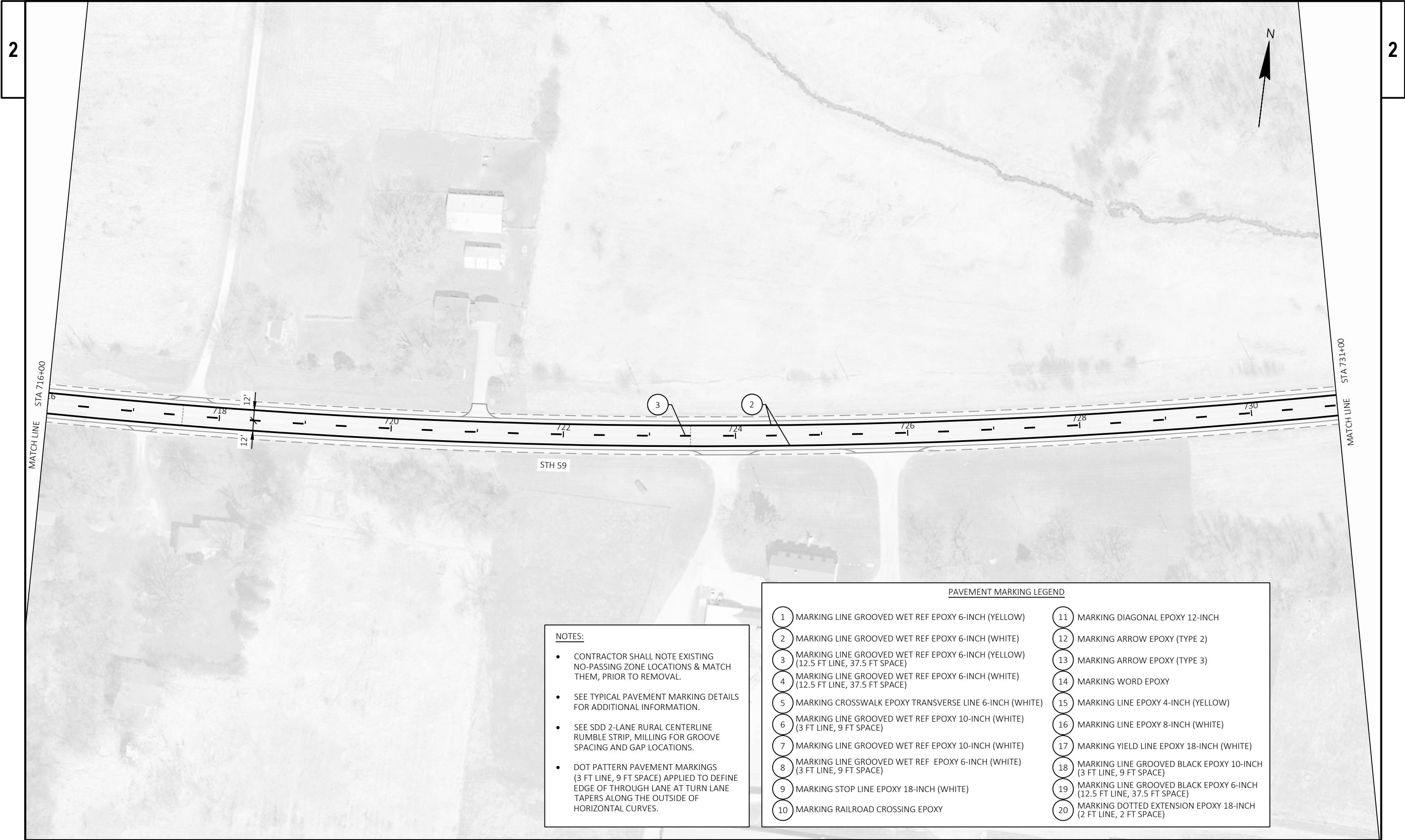
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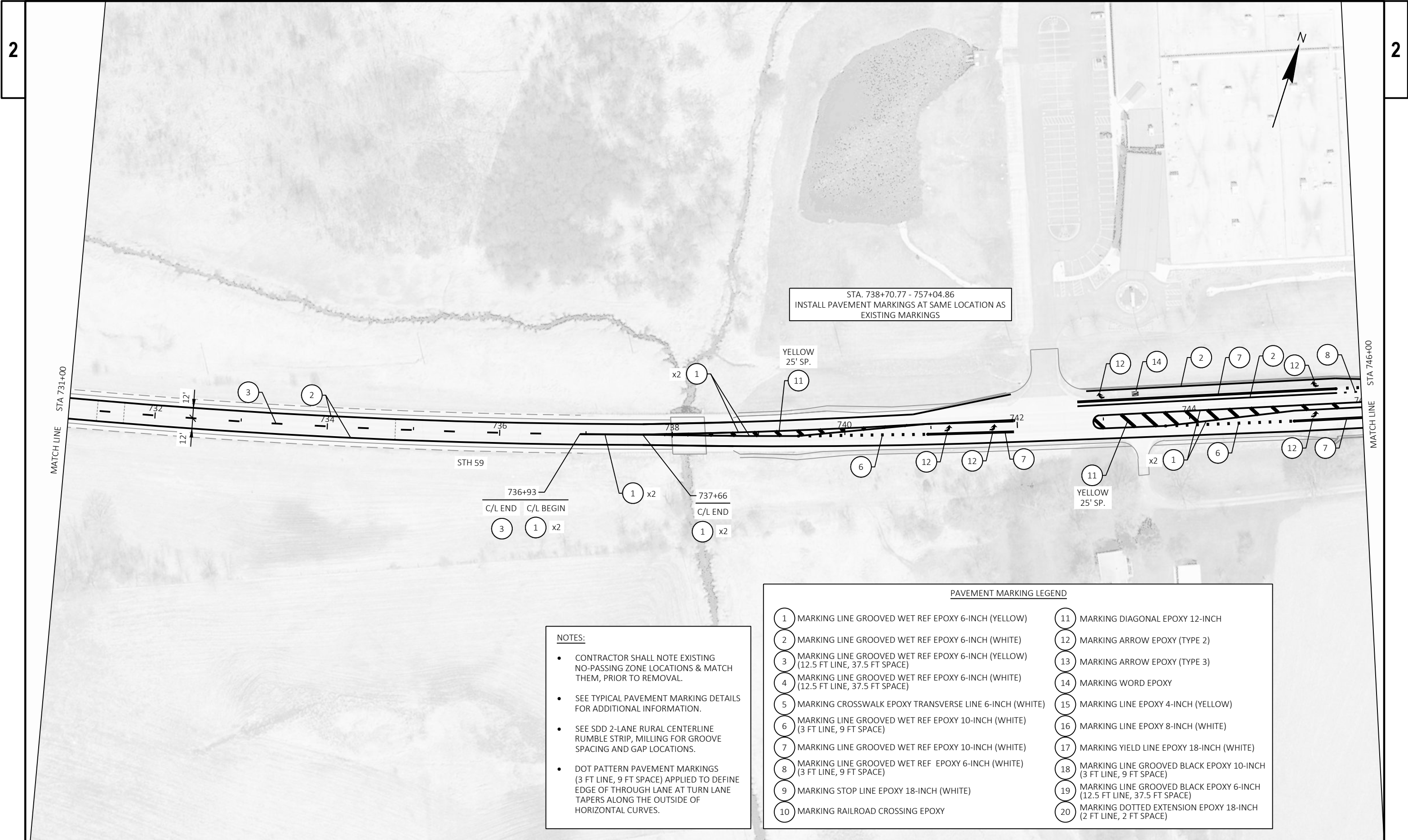
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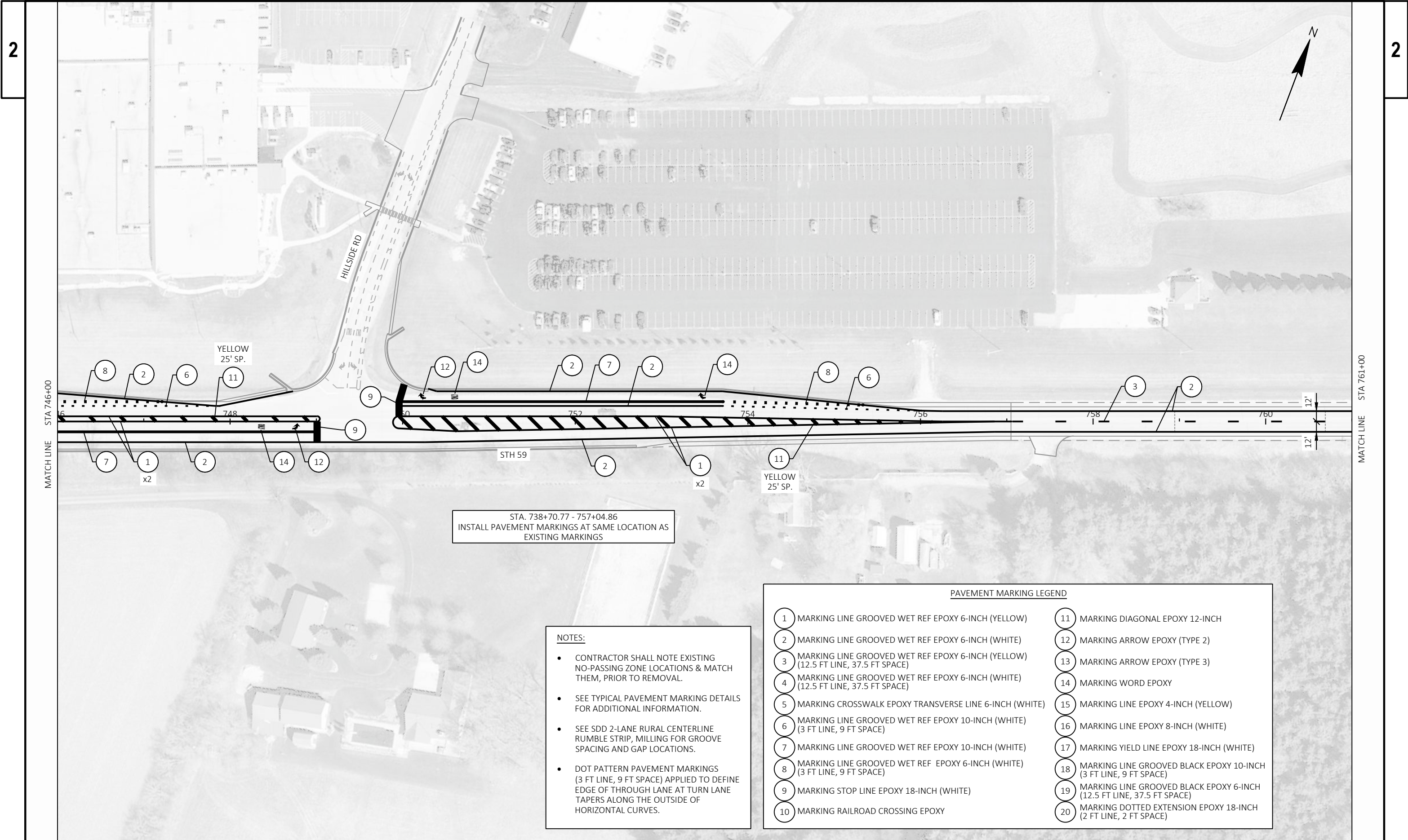
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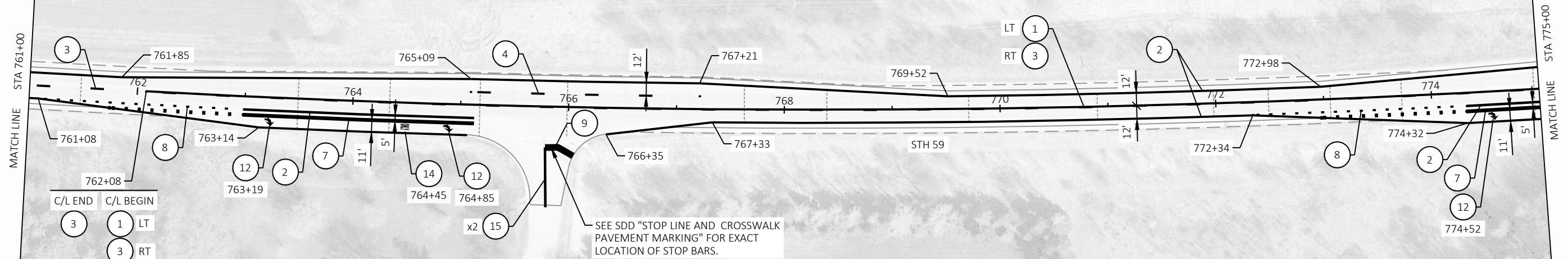
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STA. 738+70.77 - 757+04.86
INSTALL PAVEMENT MARKINGS AT SAME LOCATION AS
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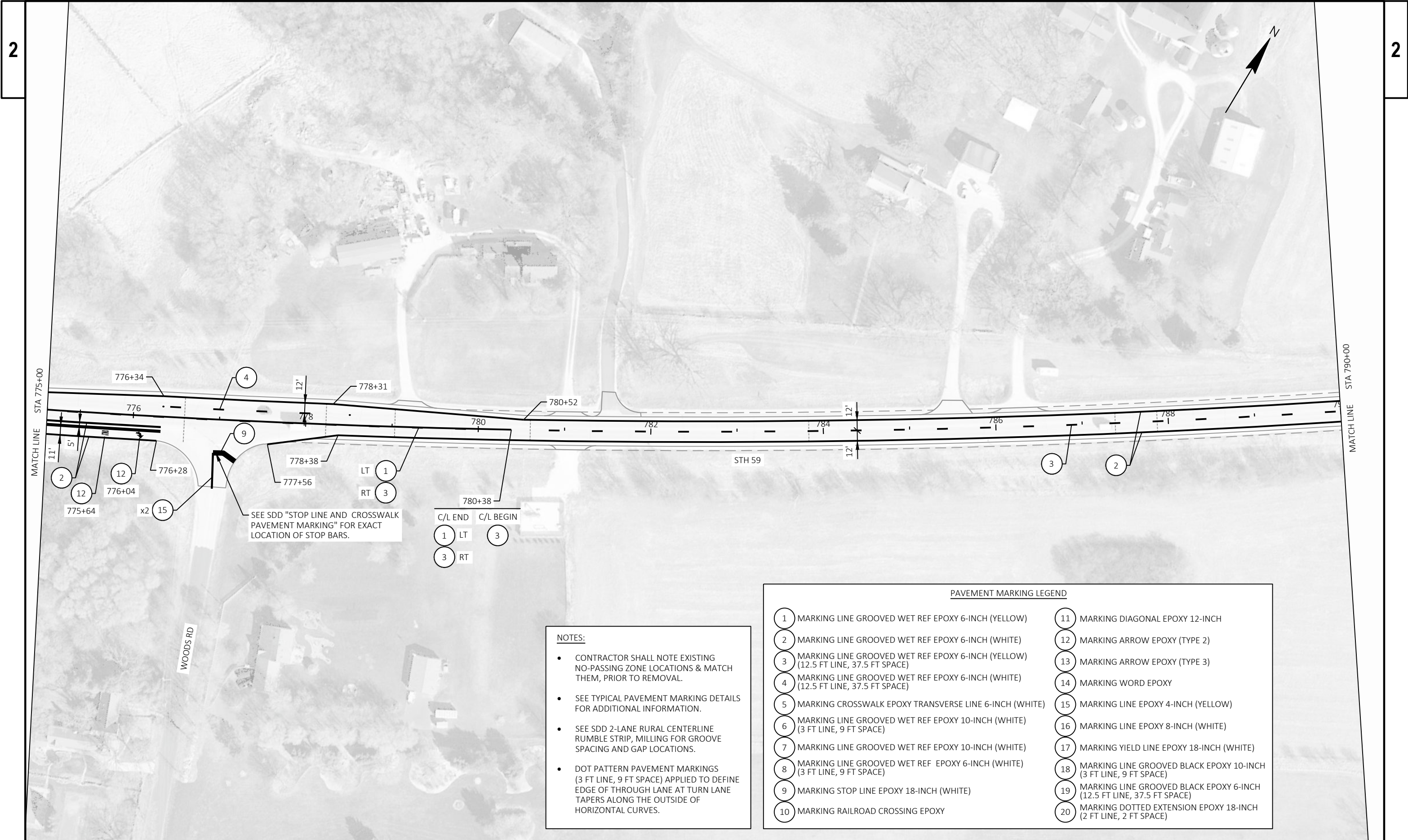
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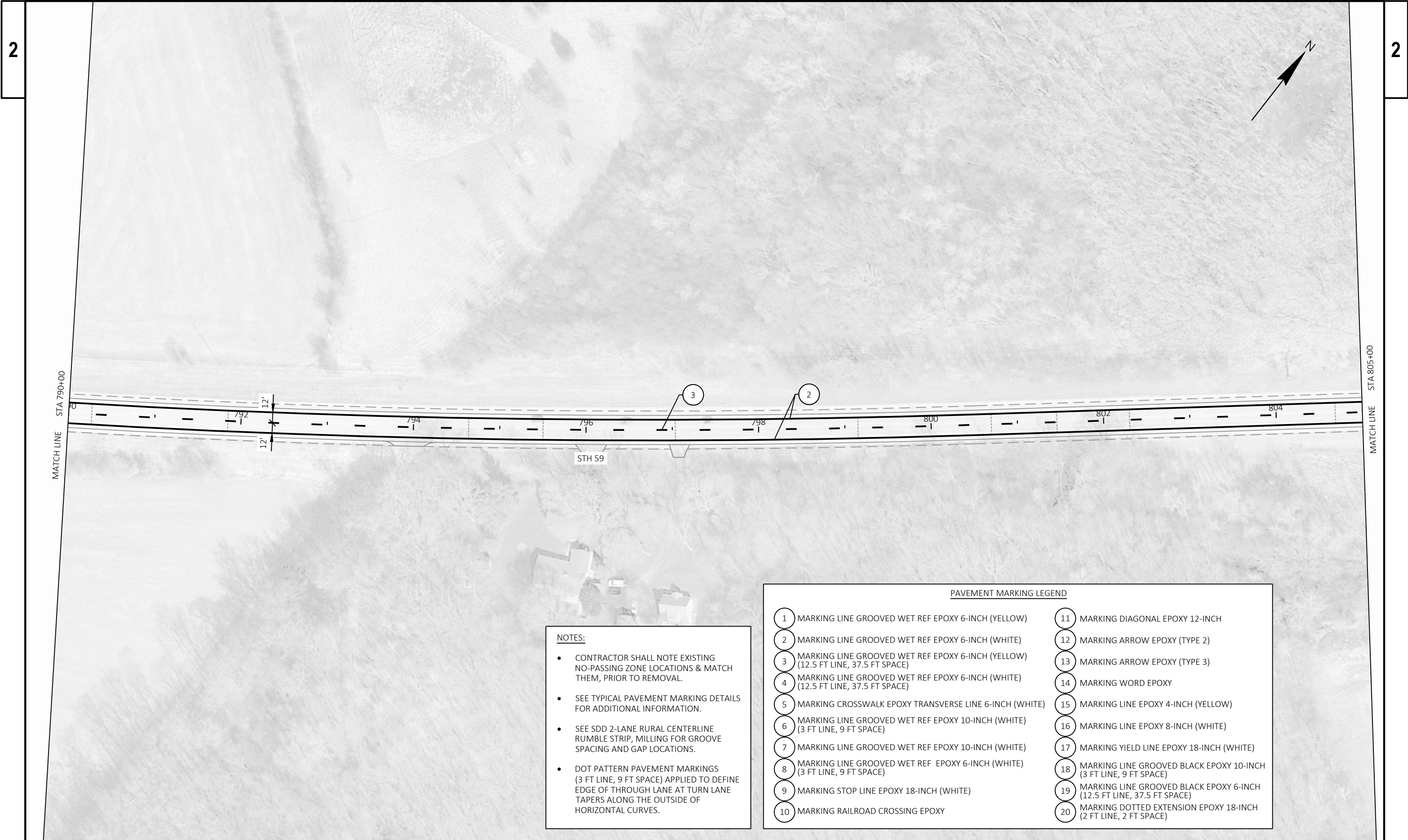
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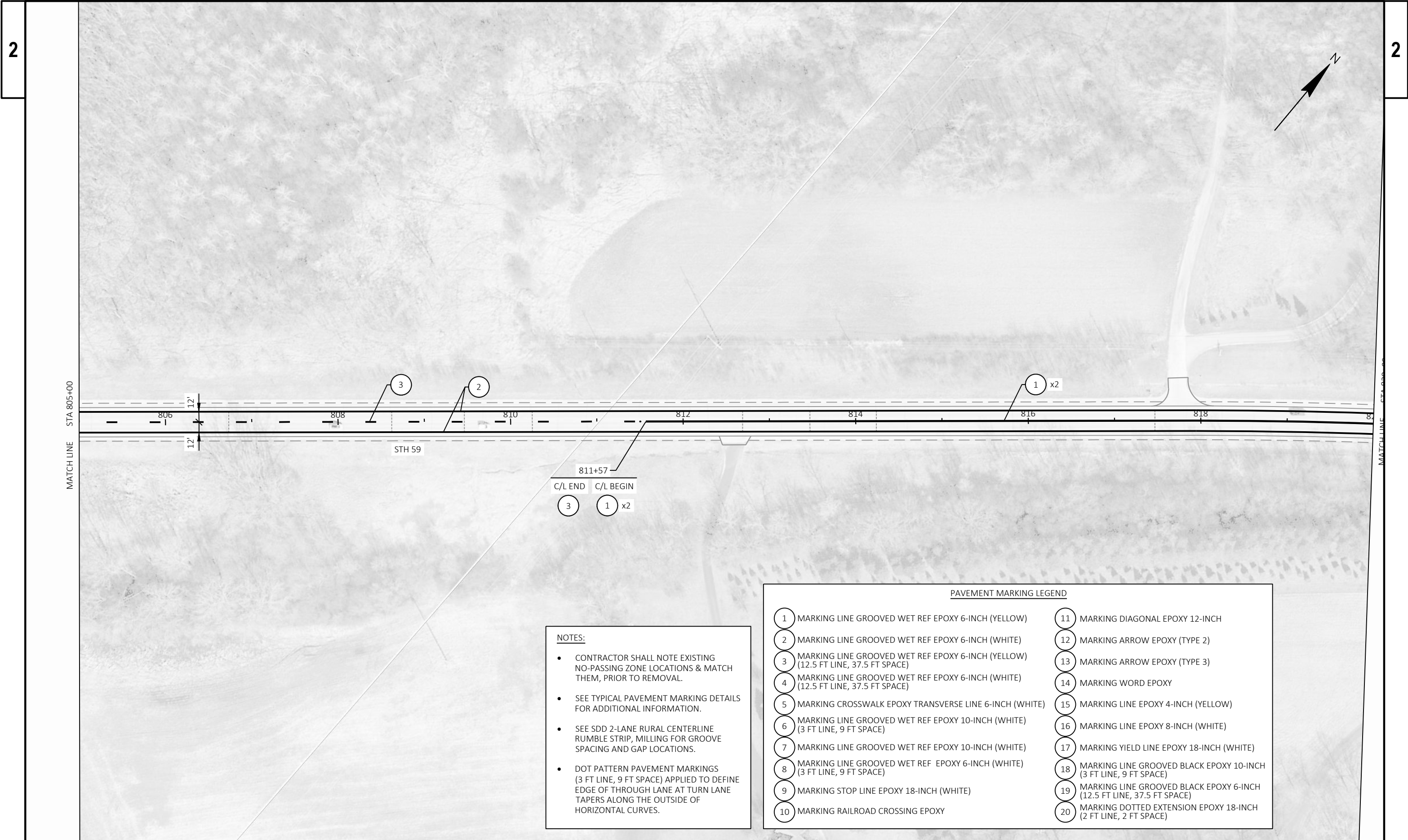
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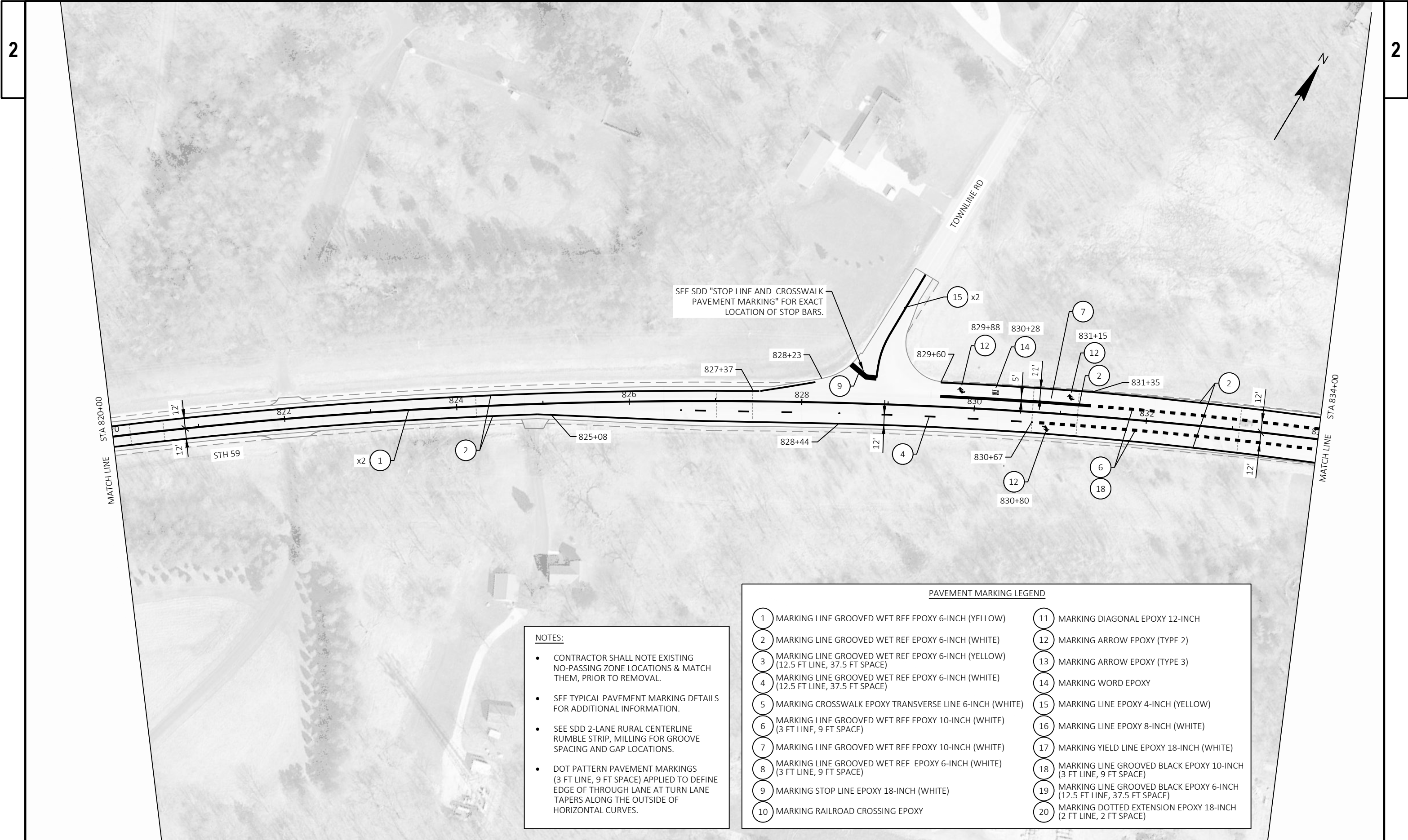
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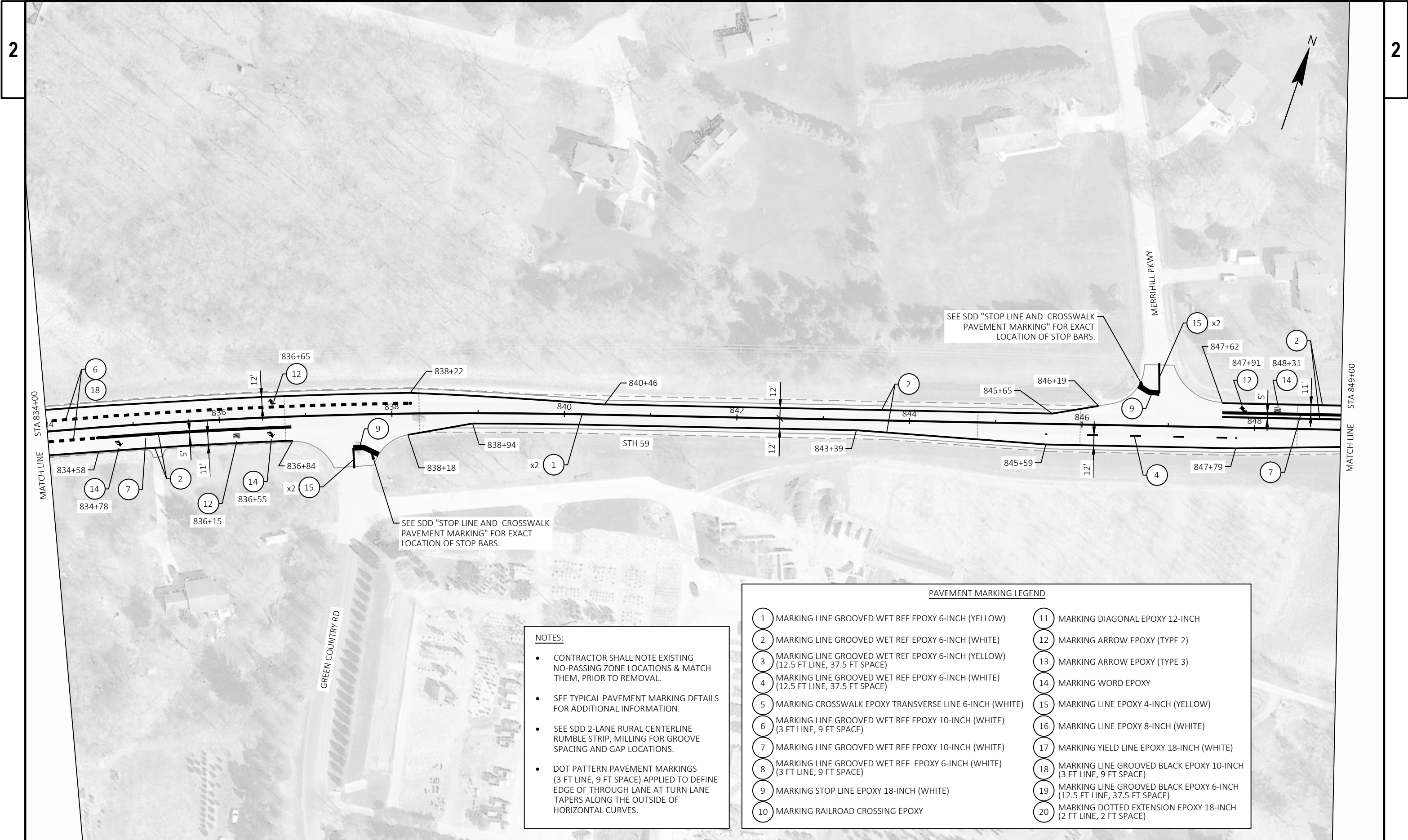
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4	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (12.5 FT LINE, 37.5 FT SPACE)	14	MARKING WORD EPOXY
5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	15	MARKING LINE EPOXY 4-INCH (YELLOW)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	16	MARKING LINE EPOXY 8-INCH (WHITE)
7	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	17	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	18	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3 FT LINE, 9 FT SPACE)
9	MARKING STOP LINE EPOXY 18-INCH (WHITE)	19	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5 FT LINE, 37.5 FT SPACE)
10	MARKING RAILROAD CROSSING EPOXY	20	MARKING DOTTED EXTENSION EPOXY 18-INCH (2 FT LINE, 2 FT SPACE)



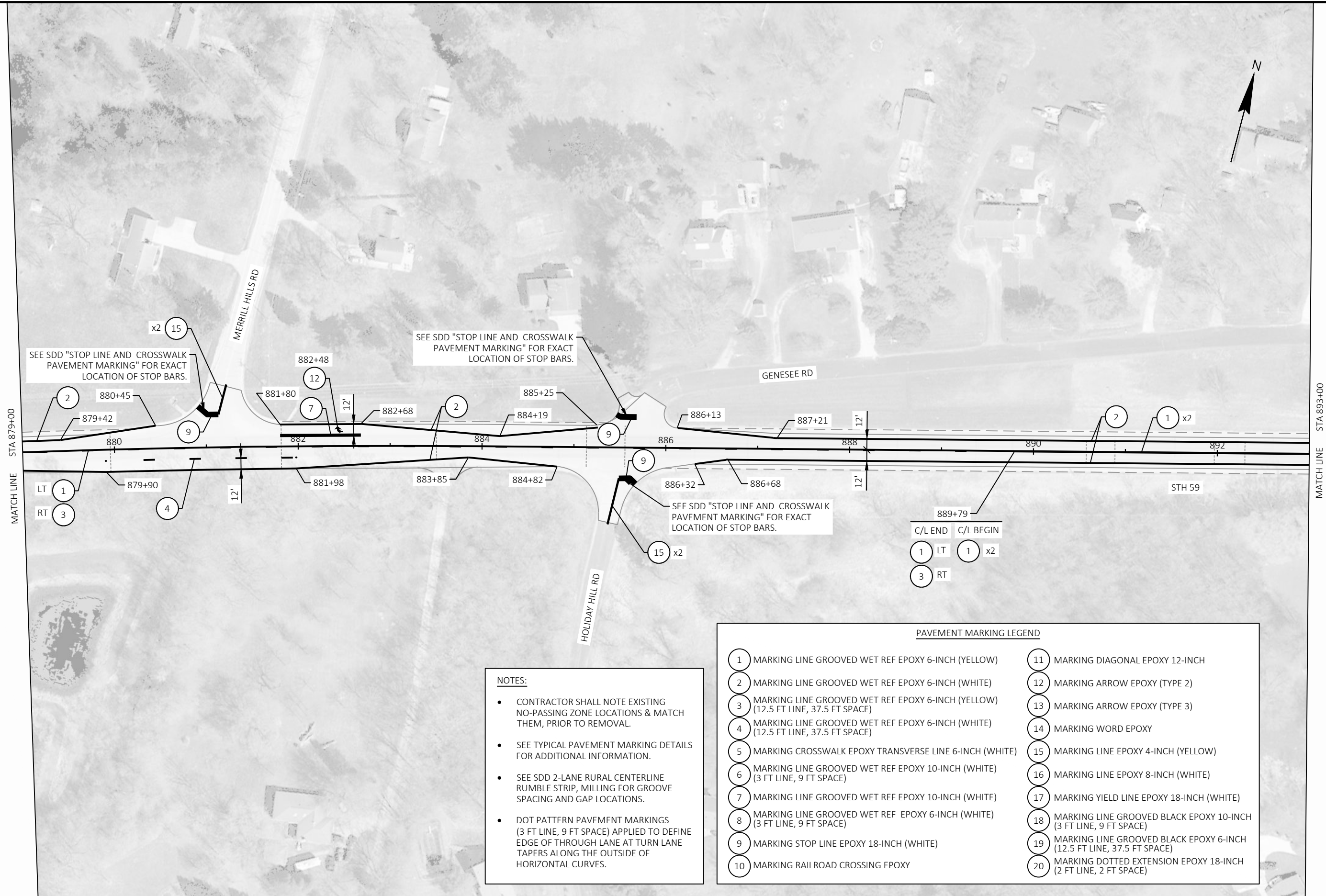
- NOTES:
- CONTRACTOR SHALL NOTE EXISTING NO-PASSING ZONE LOCATIONS & MATCH THEM, PRIOR TO REMOVAL.
 - SEE TYPICAL PAVEMENT MARKING DETAILS FOR ADDITIONAL INFORMATION.
 - SEE SDD 2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.
 - DOT PATTERN PAVEMENT MARKINGS (3 FT LINE, 9 FT SPACE) APPLIED TO DEFINE EDGE OF THROUGH LANE AT TURN LANE TAPERS ALONG THE OUTSIDE OF HORIZONTAL CURVES.

PAVEMENT MARKING LEGEND			
1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	11	MARKING DIAGONAL EPOXY 12-INCH
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	12	MARKING ARROW EPOXY (TYPE 2)
3	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE, 37.5 FT SPACE)	13	MARKING ARROW EPOXY (TYPE 3)
4	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (12.5 FT LINE, 37.5 FT SPACE)	14	MARKING WORD EPOXY
5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	15	MARKING LINE EPOXY 4-INCH (YELLOW)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	16	MARKING LINE EPOXY 8-INCH (WHITE)
7	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	17	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
8	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3 FT LINE, 9 FT SPACE)	18	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3 FT LINE, 9 FT SPACE)
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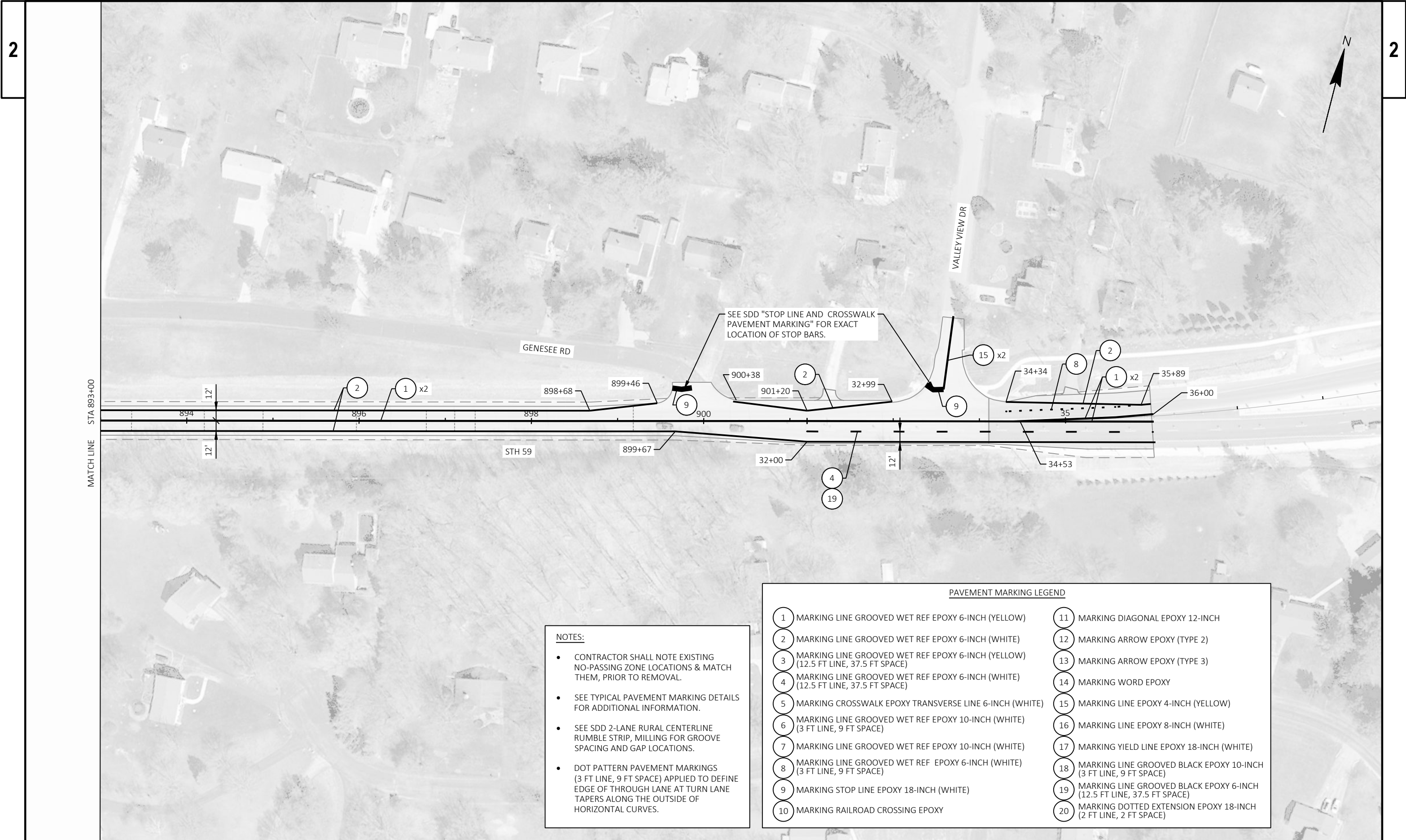


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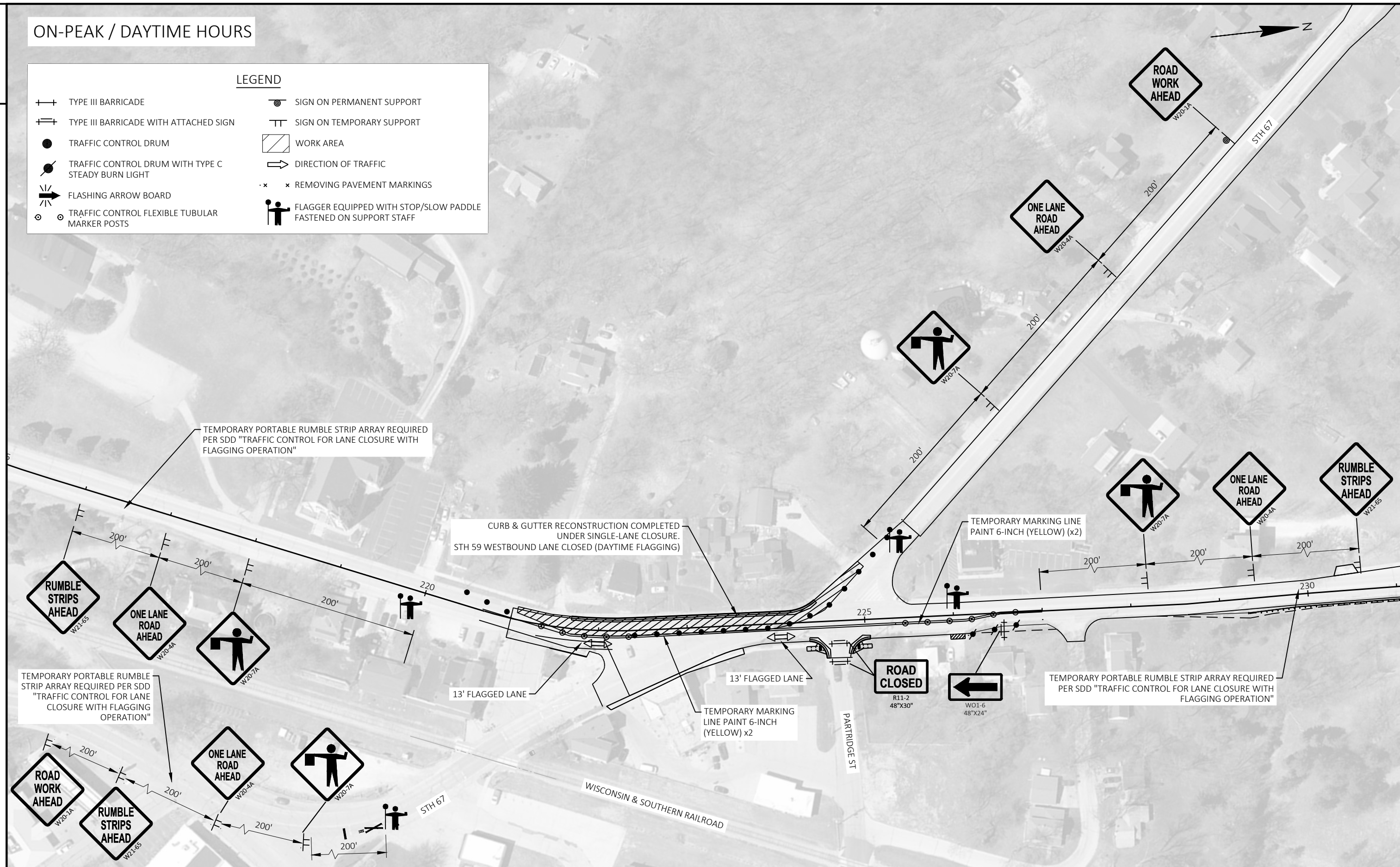
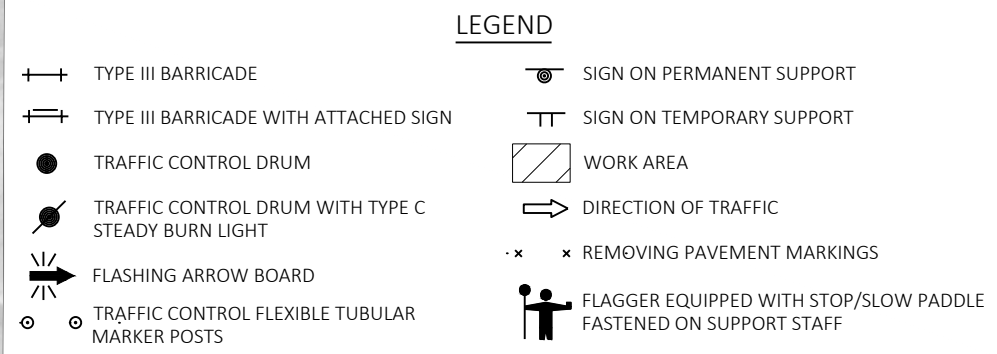


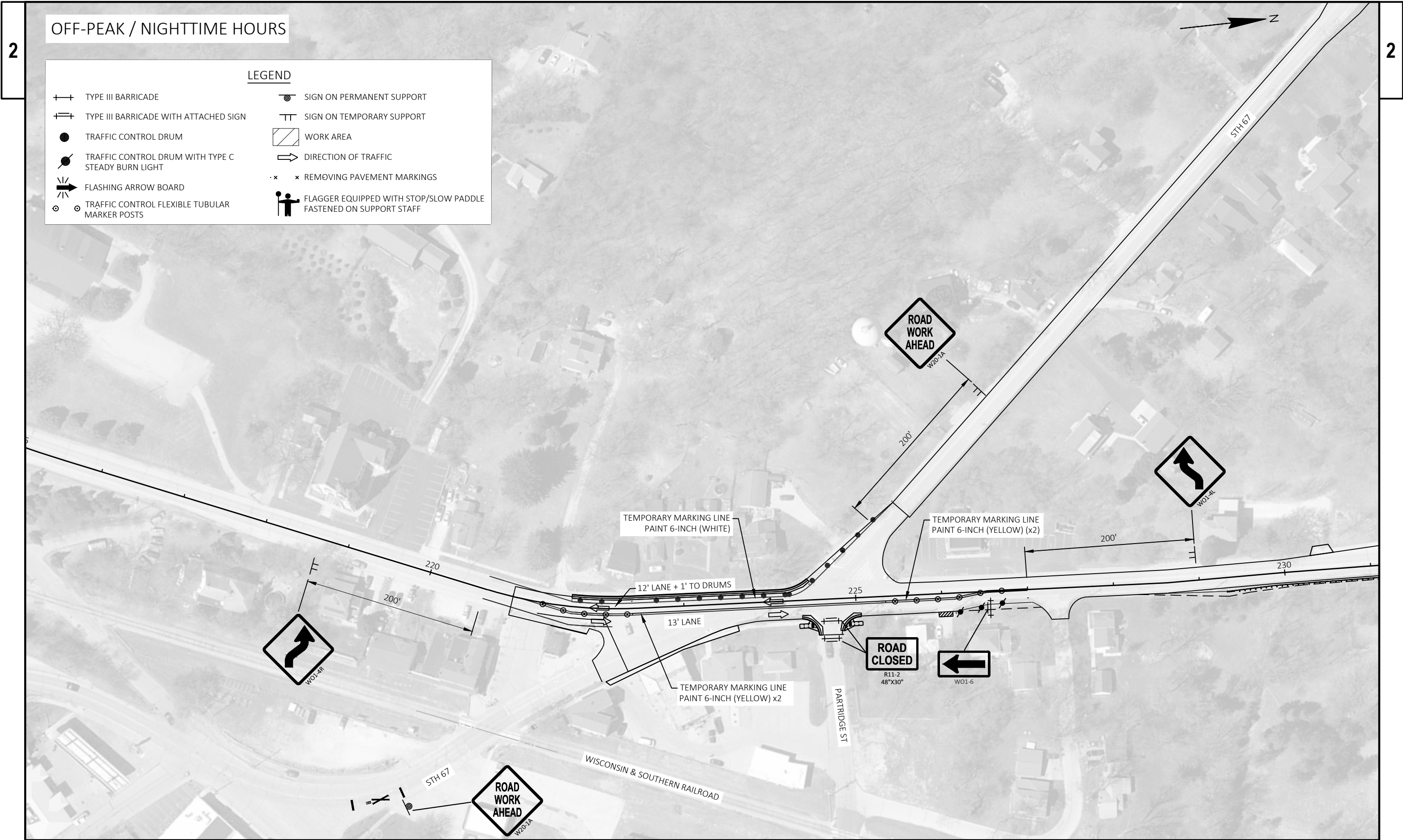
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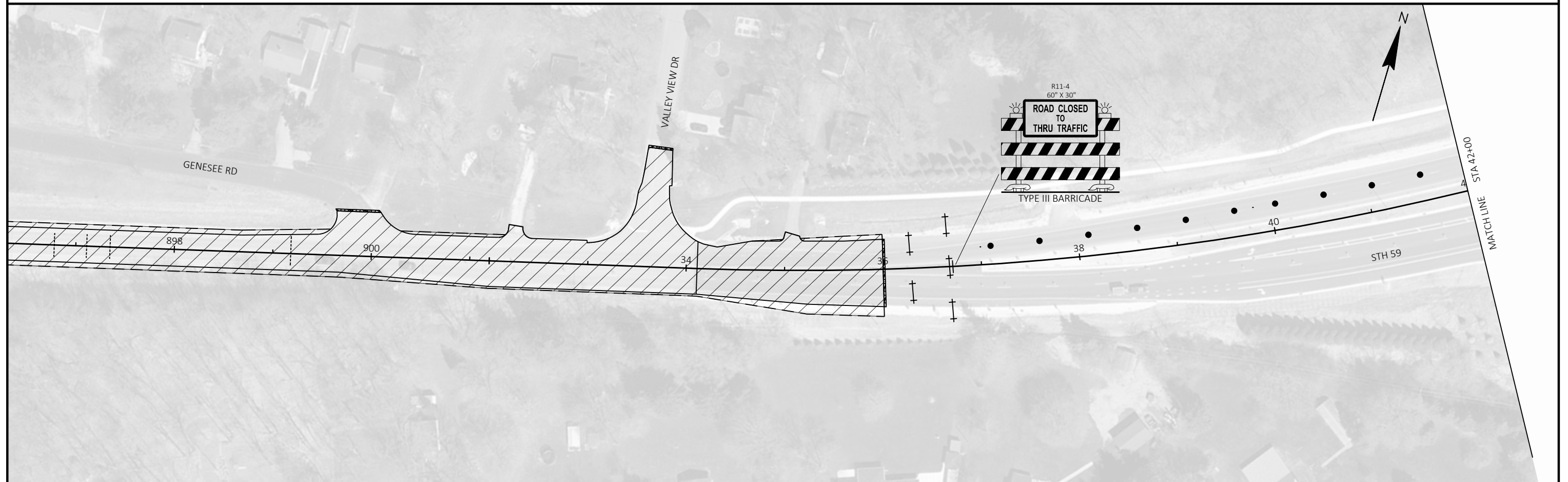


LEGEND

	TYPE III BARRICADE		SIGN ON PERMANENT SUPPORT
	TYPE III BARRICADE WITH ATTACHED SIGN		SIGN ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM		WORK AREA
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT		DIRECTION OF TRAFFIC
	CONNECTED ARROW BOARD		REMOVING PAVEMENT MARKINGS
	WZ START LOCATION MARKER		FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
	WZ END LOCATION MARKER		

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

1. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
2. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. THE COVERING OF TYPE II SIGNS IS INCLUDED UNDER THE BID ITEM TRAFFIC CONTROL COVERING SIGNS TYPE II. IN LIEU OF COVERING TYPE II SIGNS, THE CONTRACTOR MAY ELECT TO REMOVE AND REINSTALL THEM.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.
5. A FLAGGER MAY BE REQUIRED WITHIN "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.
6. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. BARRICADE STRIPES SHALL POINT DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
8. THE CONTRACTOR SHALL ENSURE ADEQUATE DRAINAGE AND AVOID ANY PONDING OR STANDING WATER DURING THE STAGED CONSTRUCTION.
9. INSTALL TEMPORARY RAISED PAVEMENT MARKINGS, TYPE II, PER SDD 15C34 ALONG CENTERLINE AFTER PAVING AND BEFORE PERMANENT PAVEMENT MARKING AND/OR AS DIRECTED BY THE ENGINEER.
10. SEE SDD15D44 FOR SIGNING ON ROADWAYS WITH MILLED SURFACES.



PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

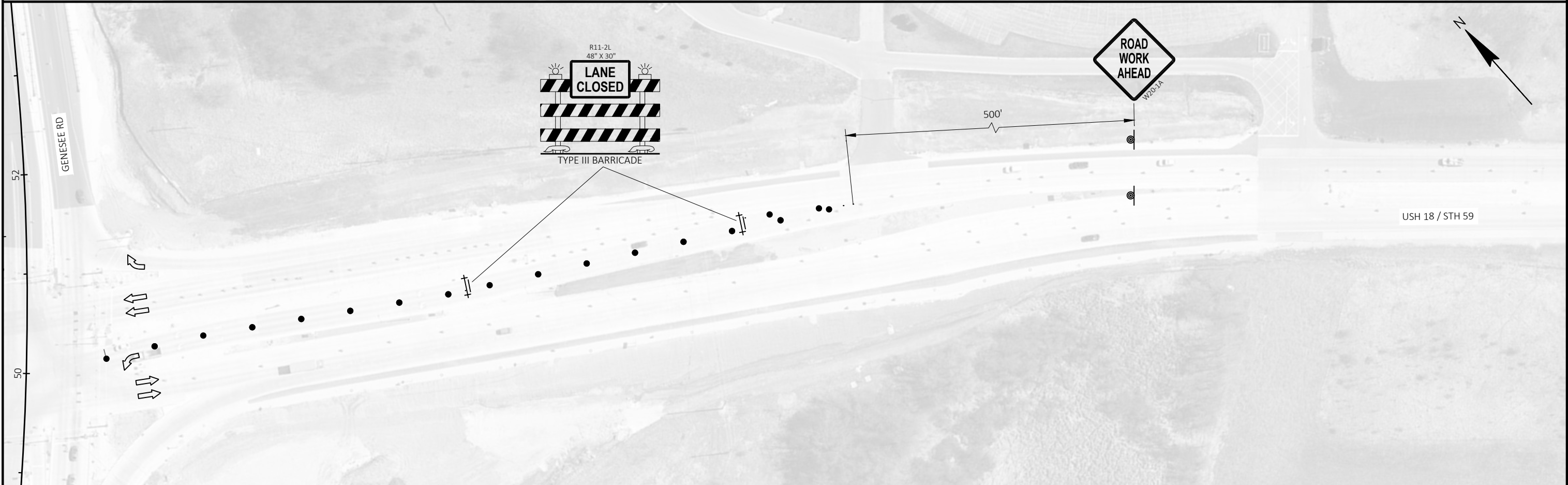
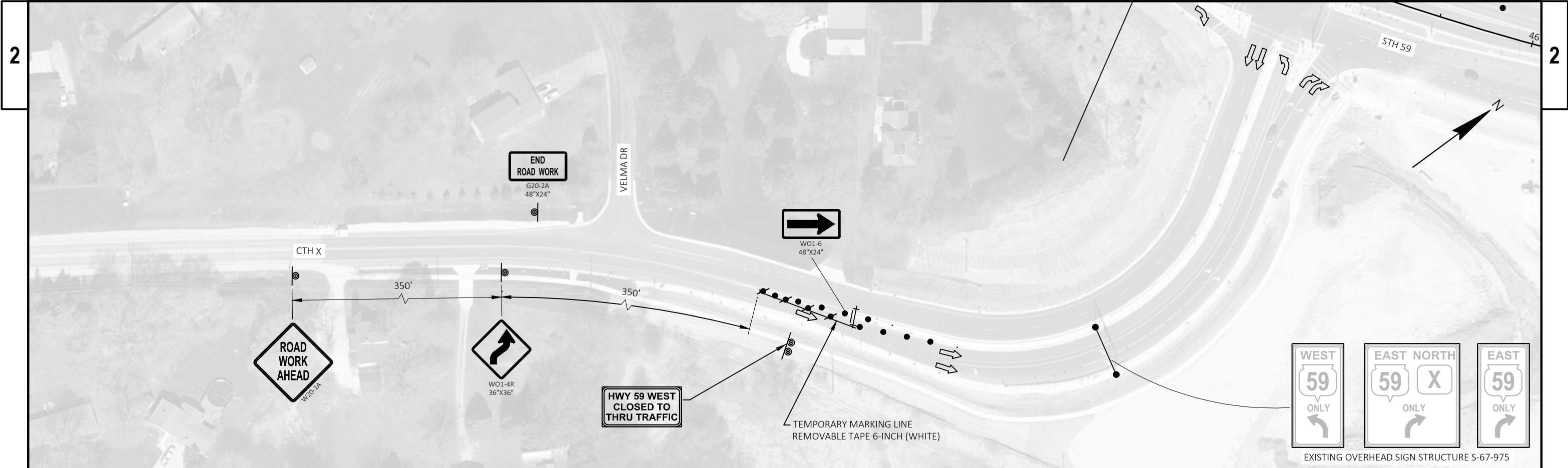
TRAFFIC CONTROL

SHEET

208

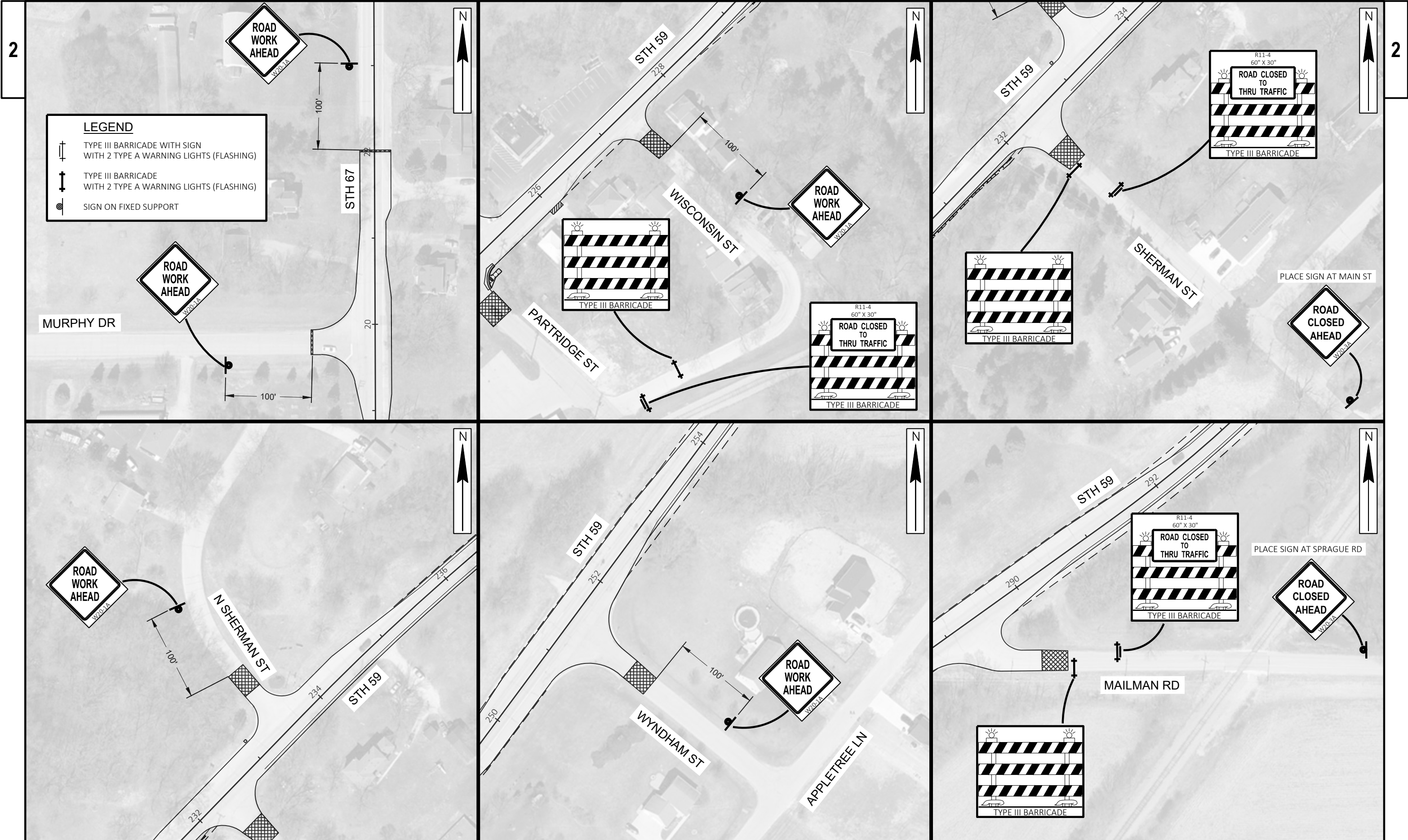
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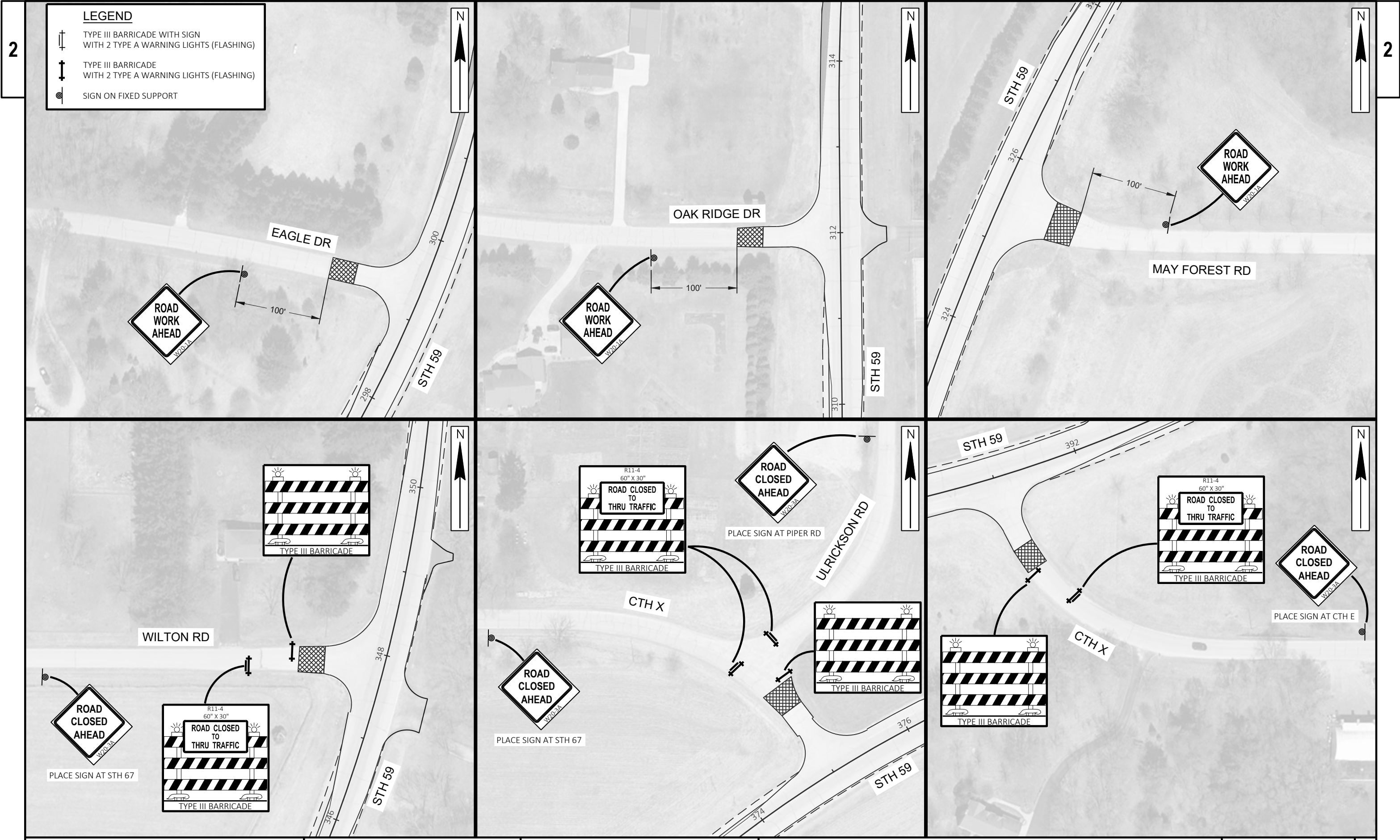


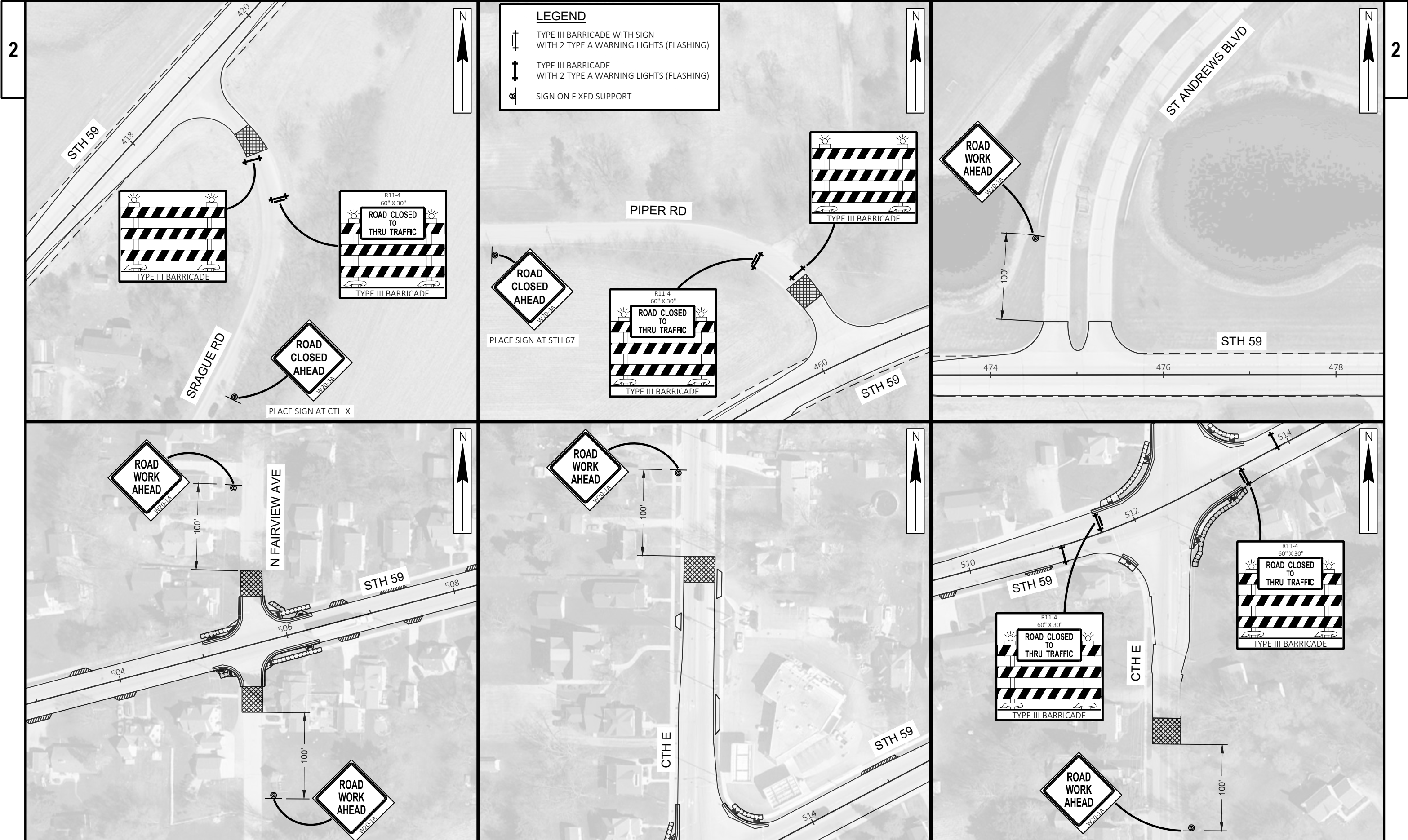


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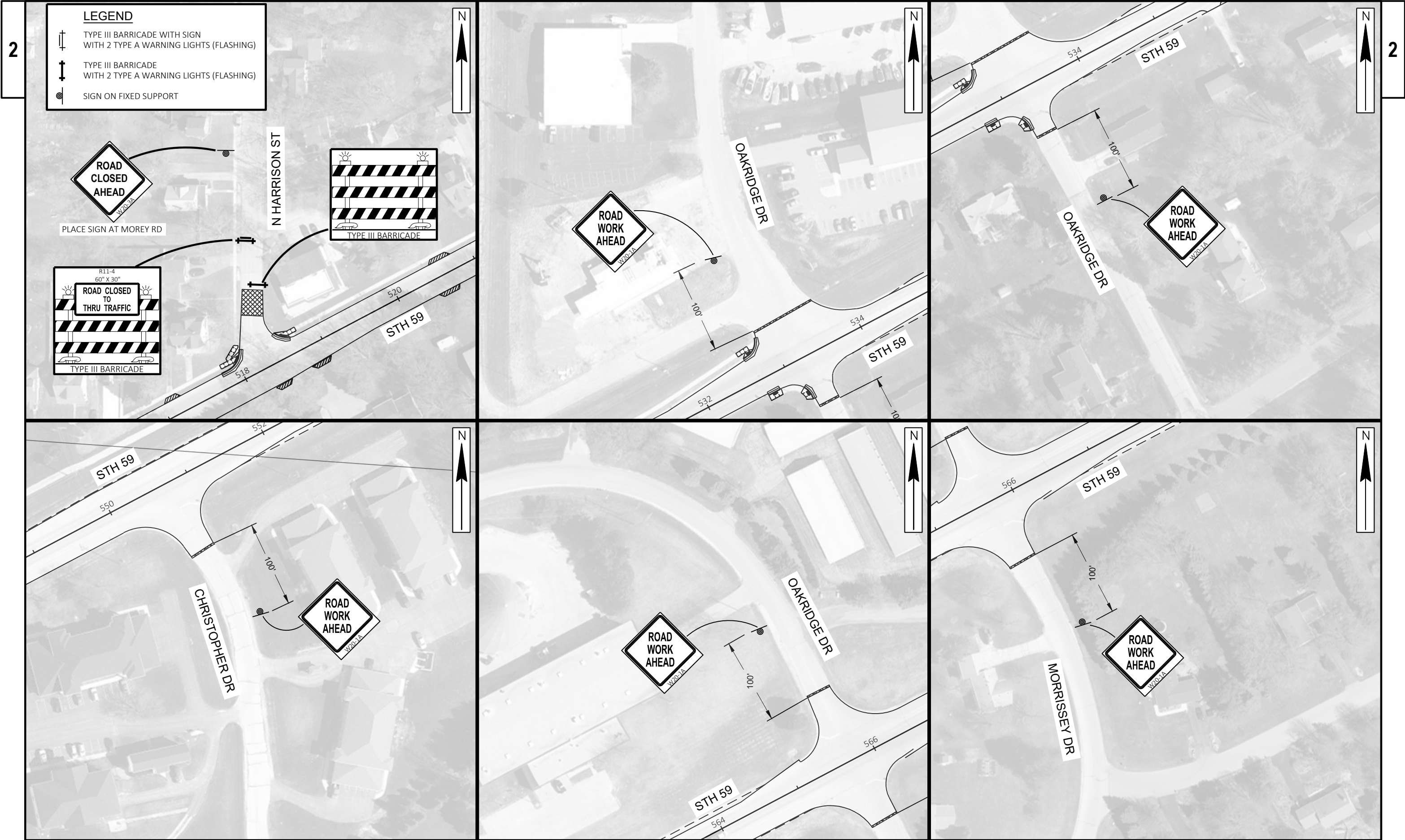


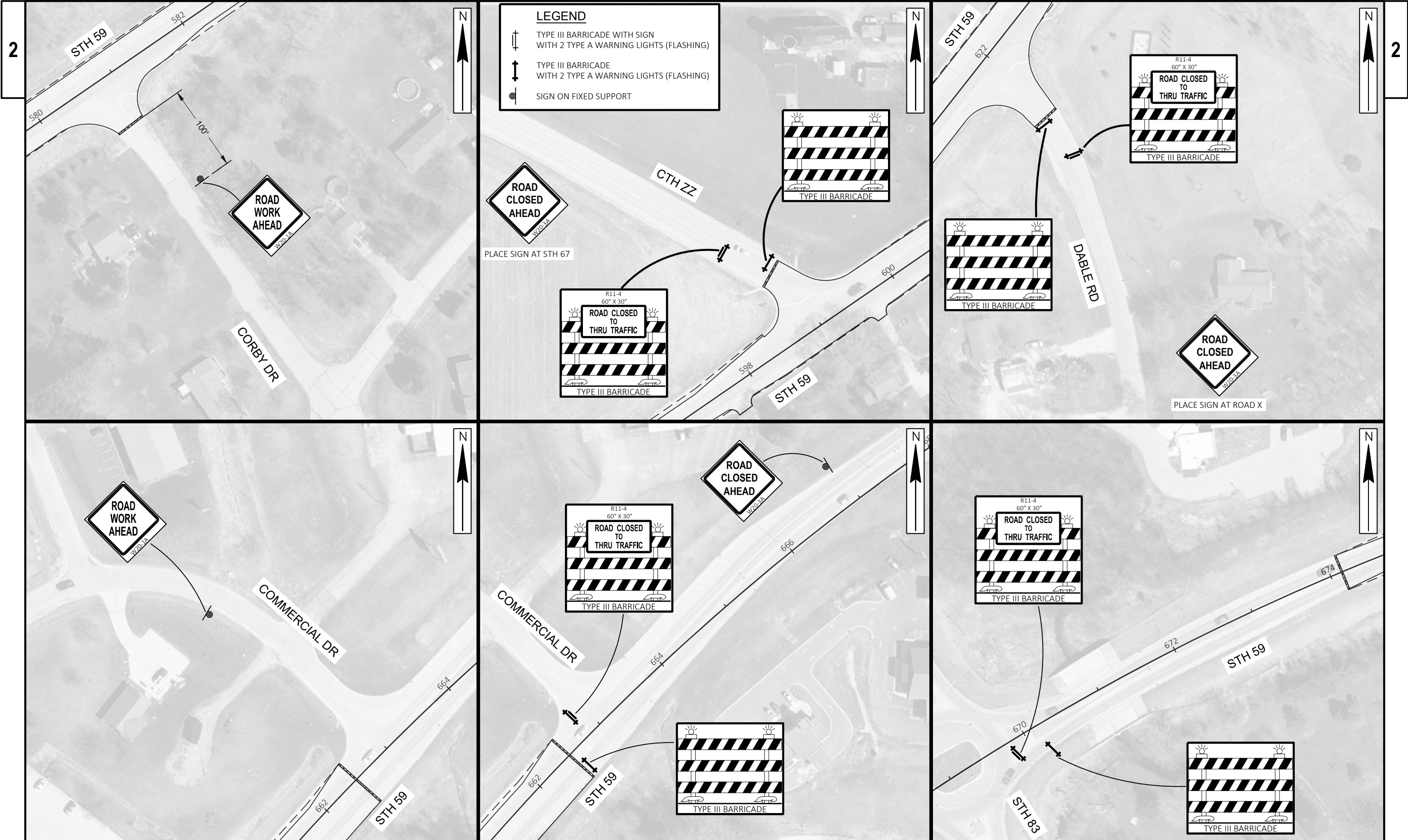


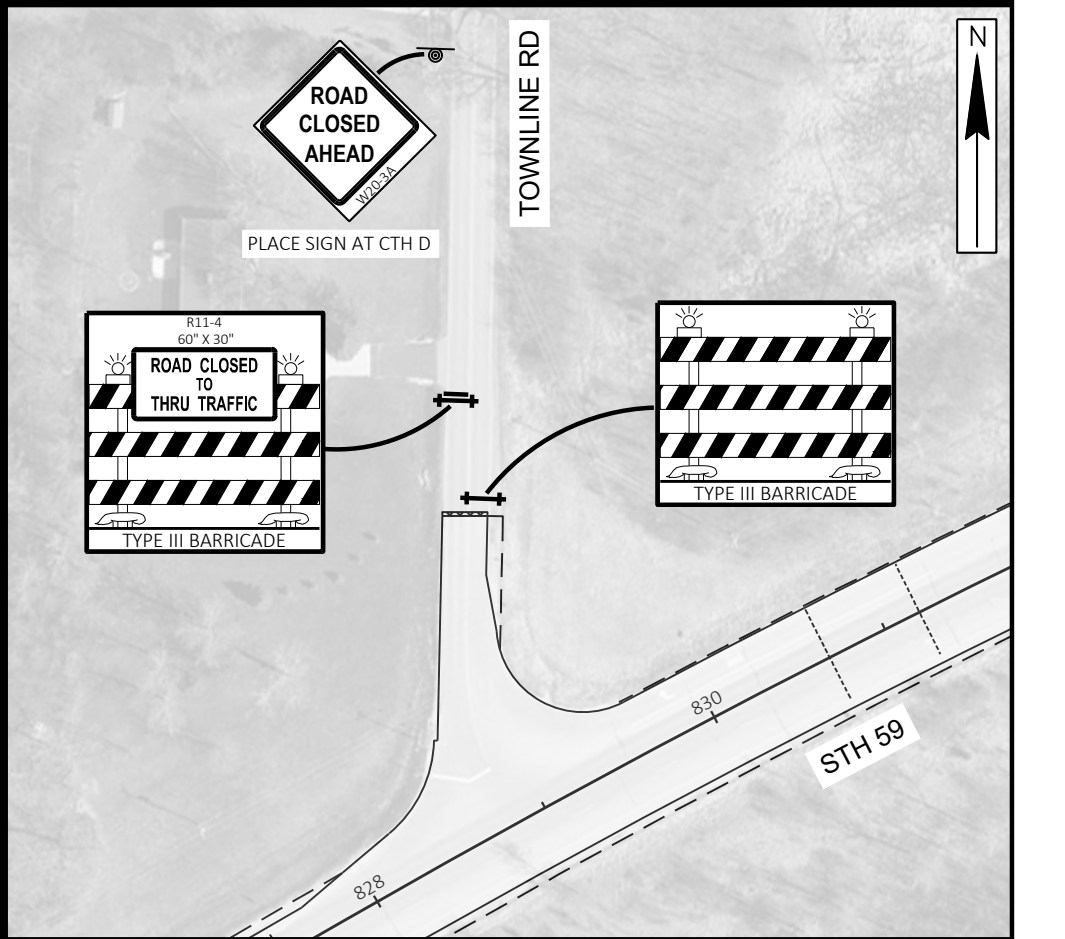
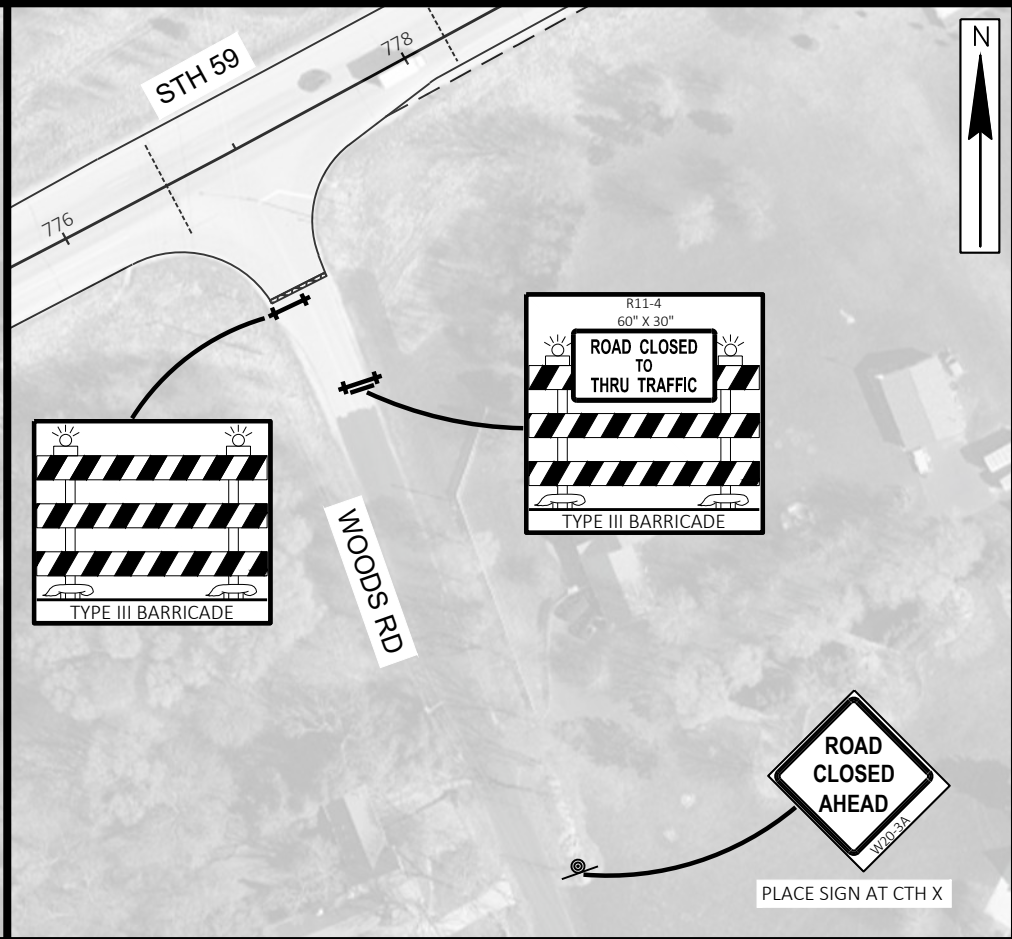
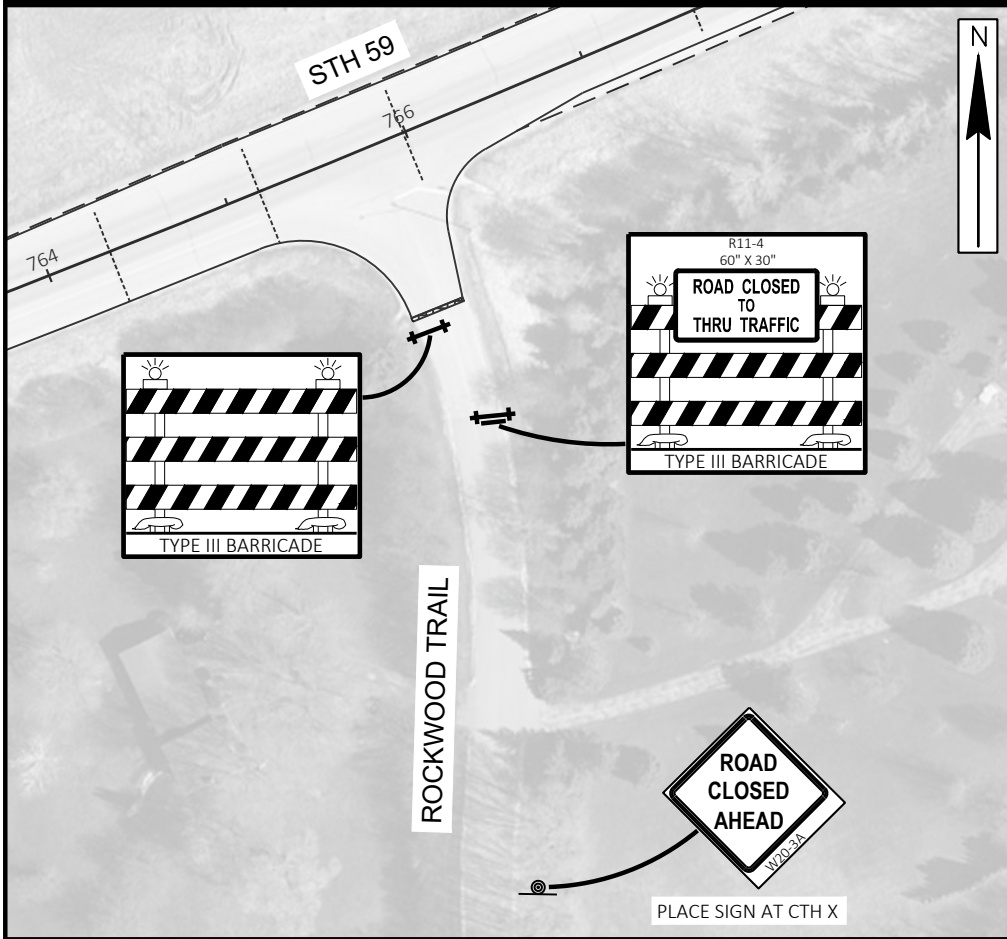
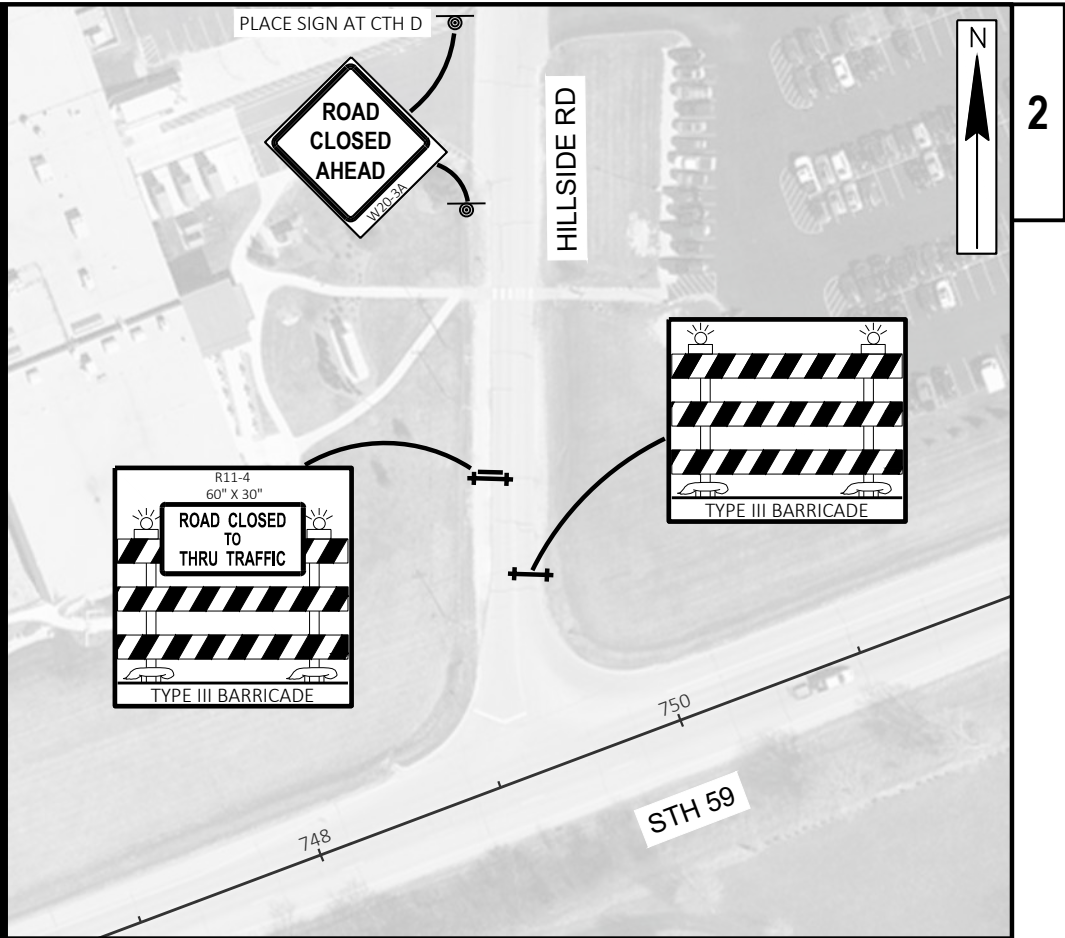
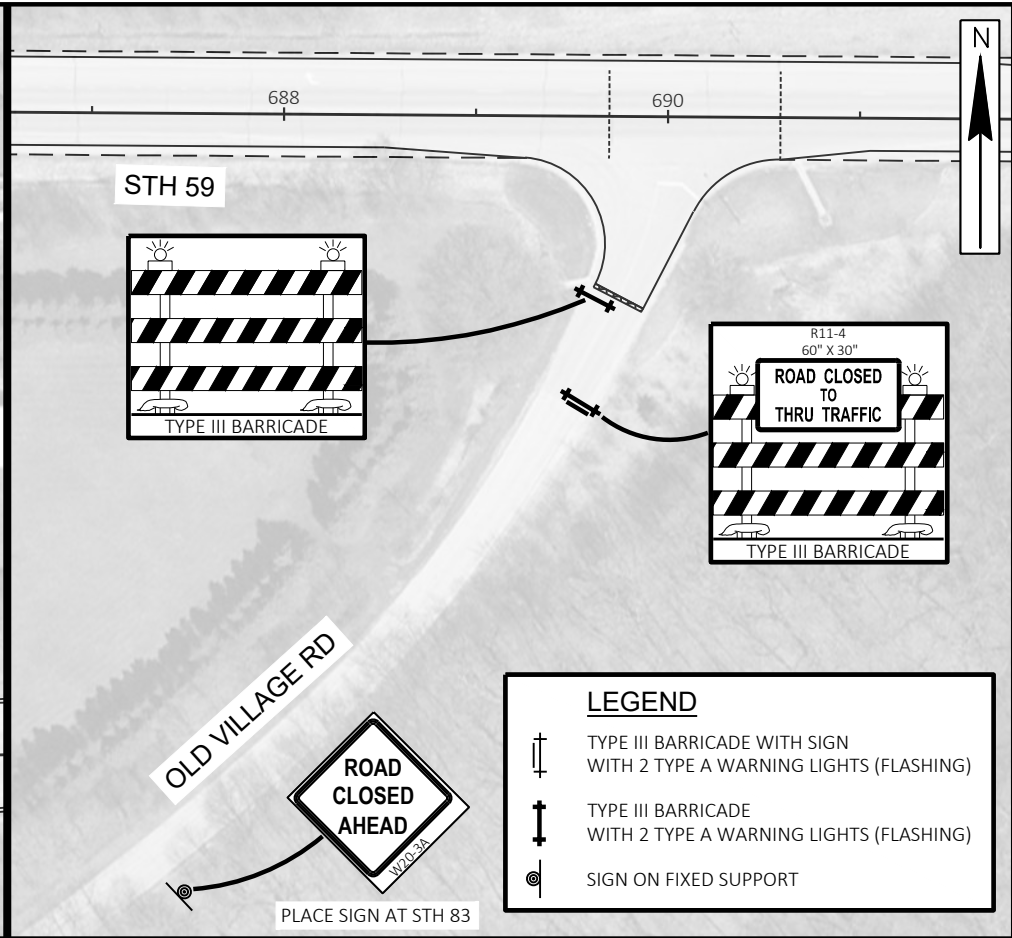
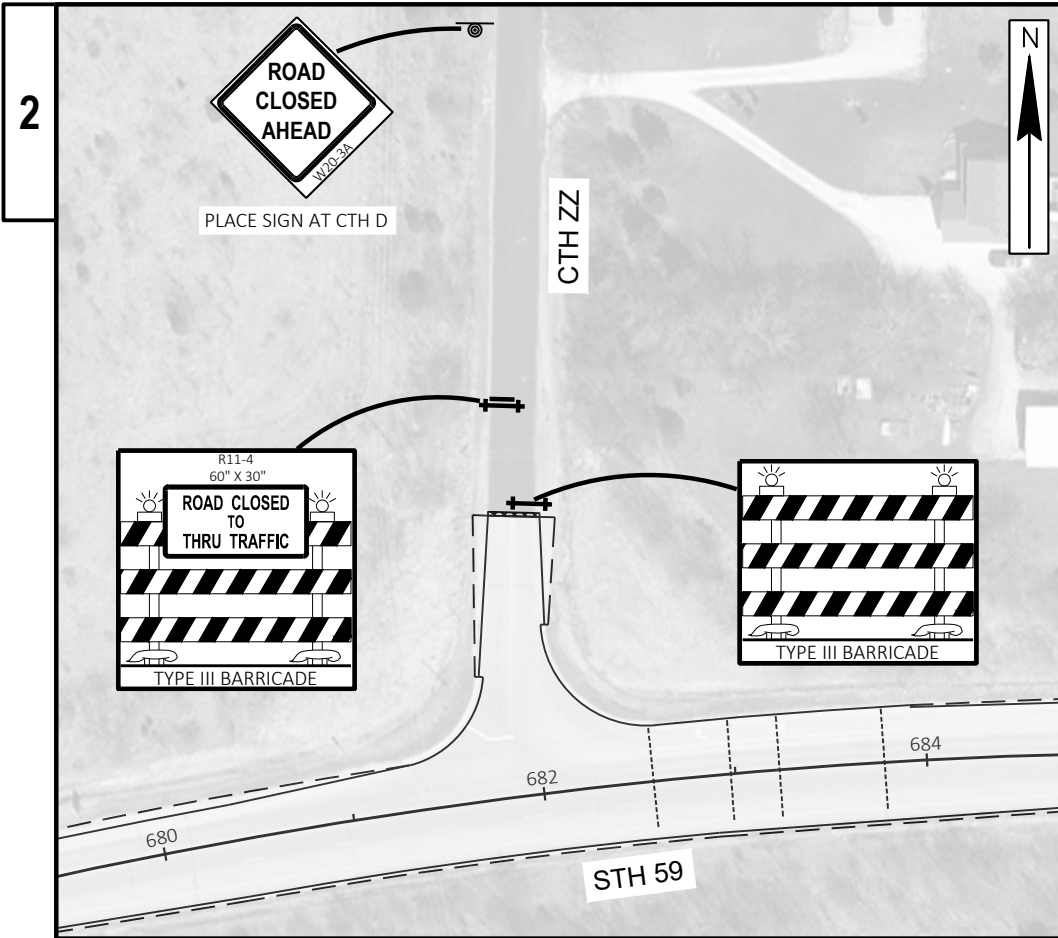


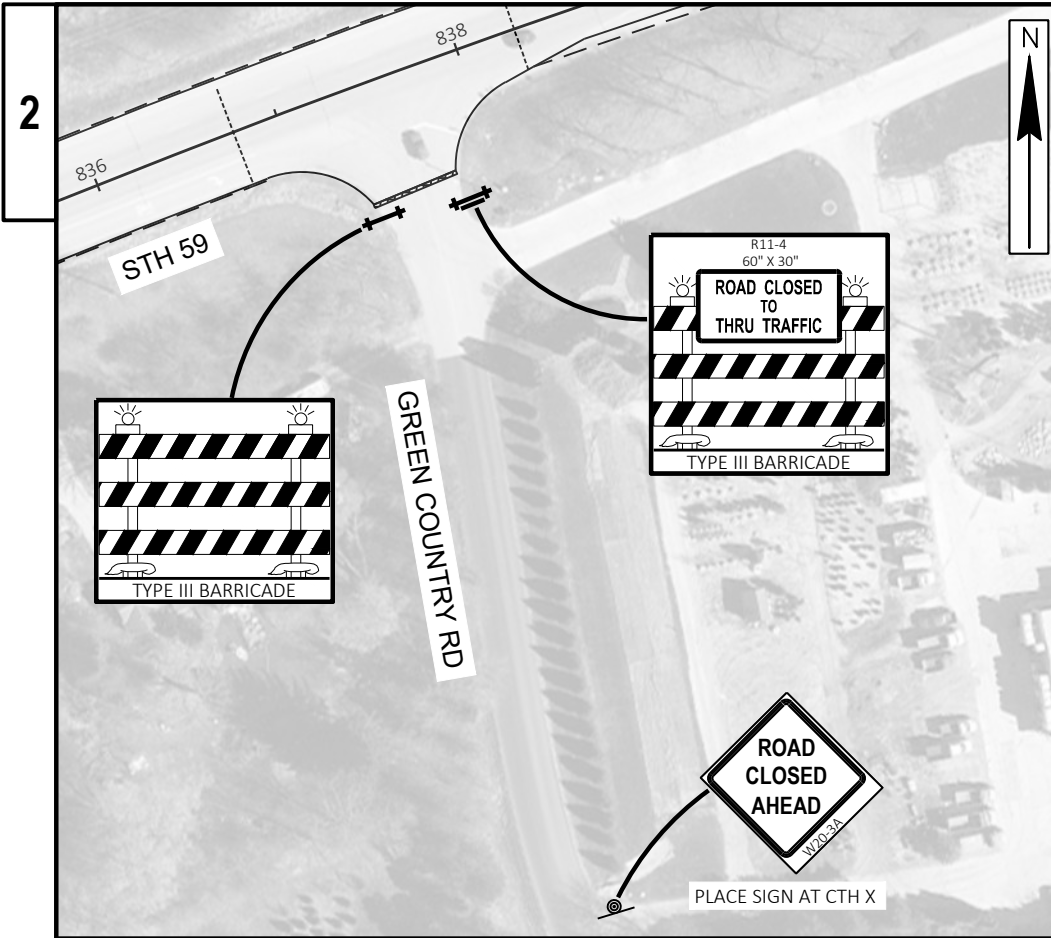
LEGEND

- TYPE III BARRICADE WITH SIGN WITH 2 TYPE A WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH 2 TYPE A WARNING LIGHTS (FLASHING)
- SIGN ON FIXED SUPPORT

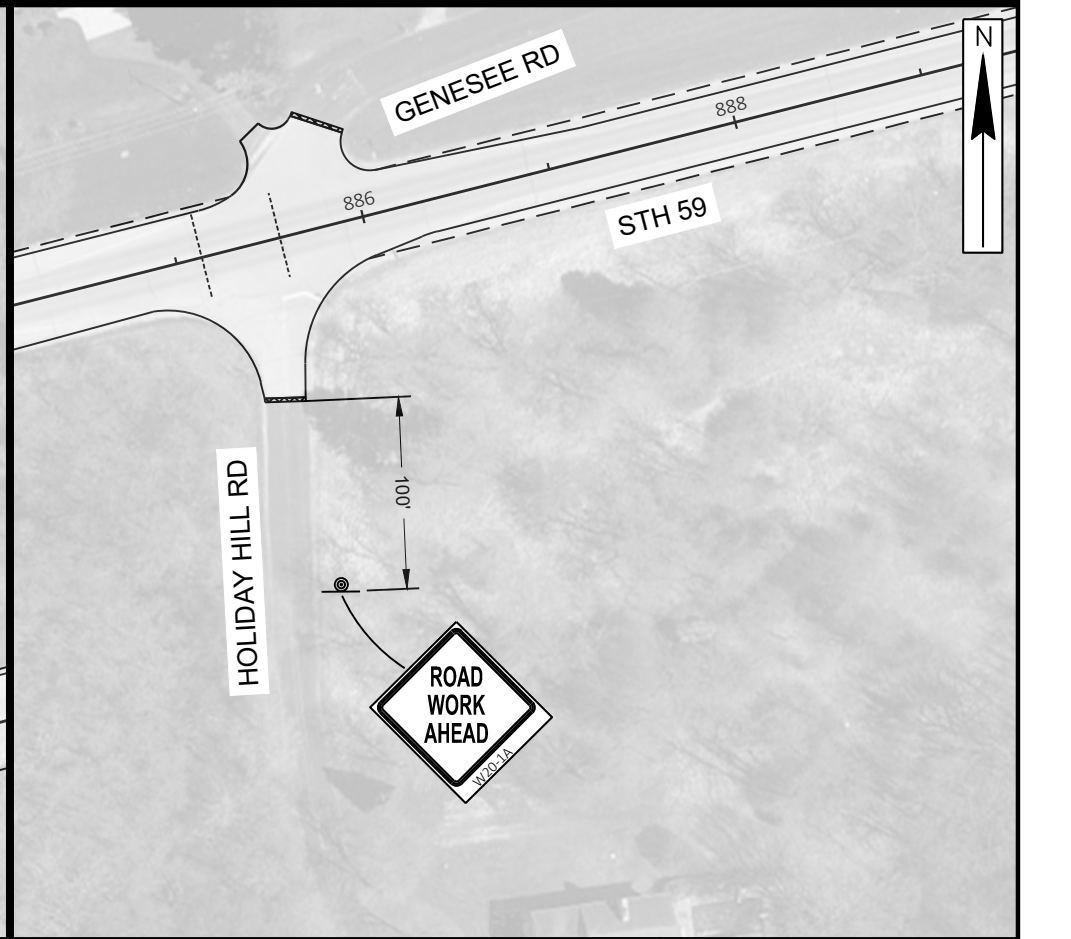
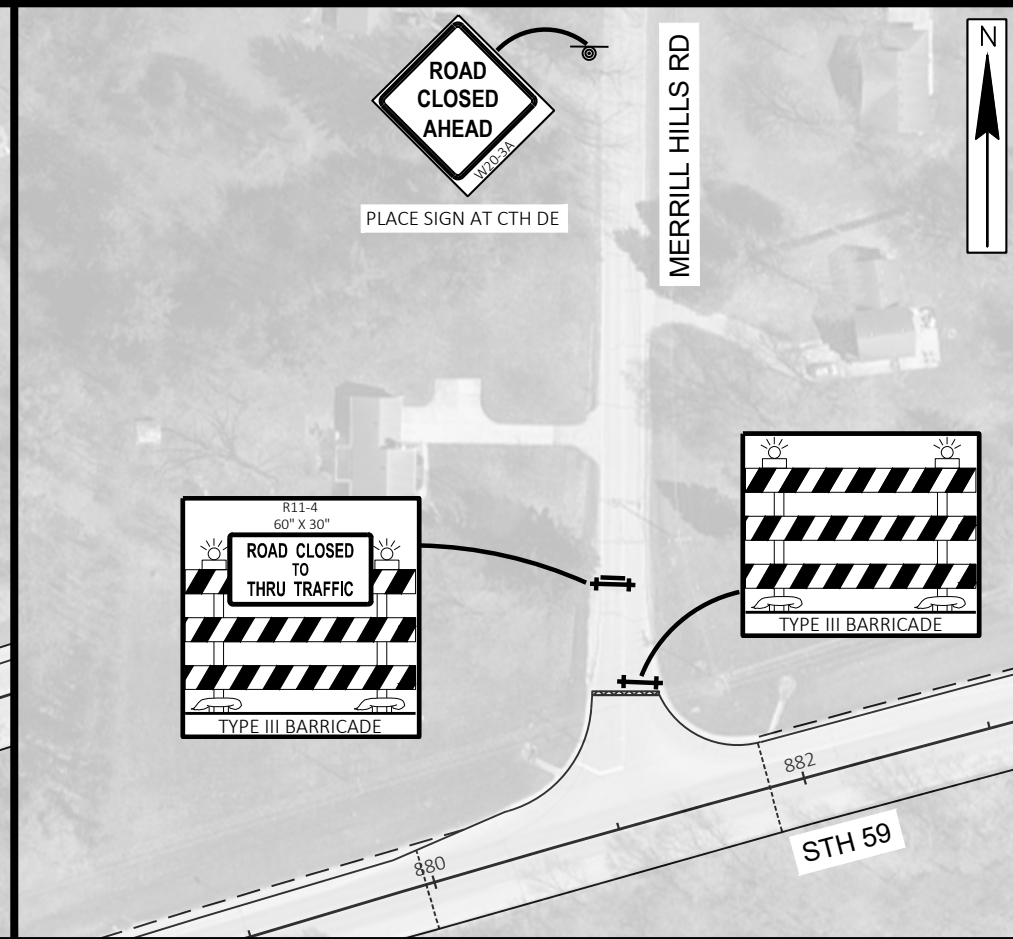
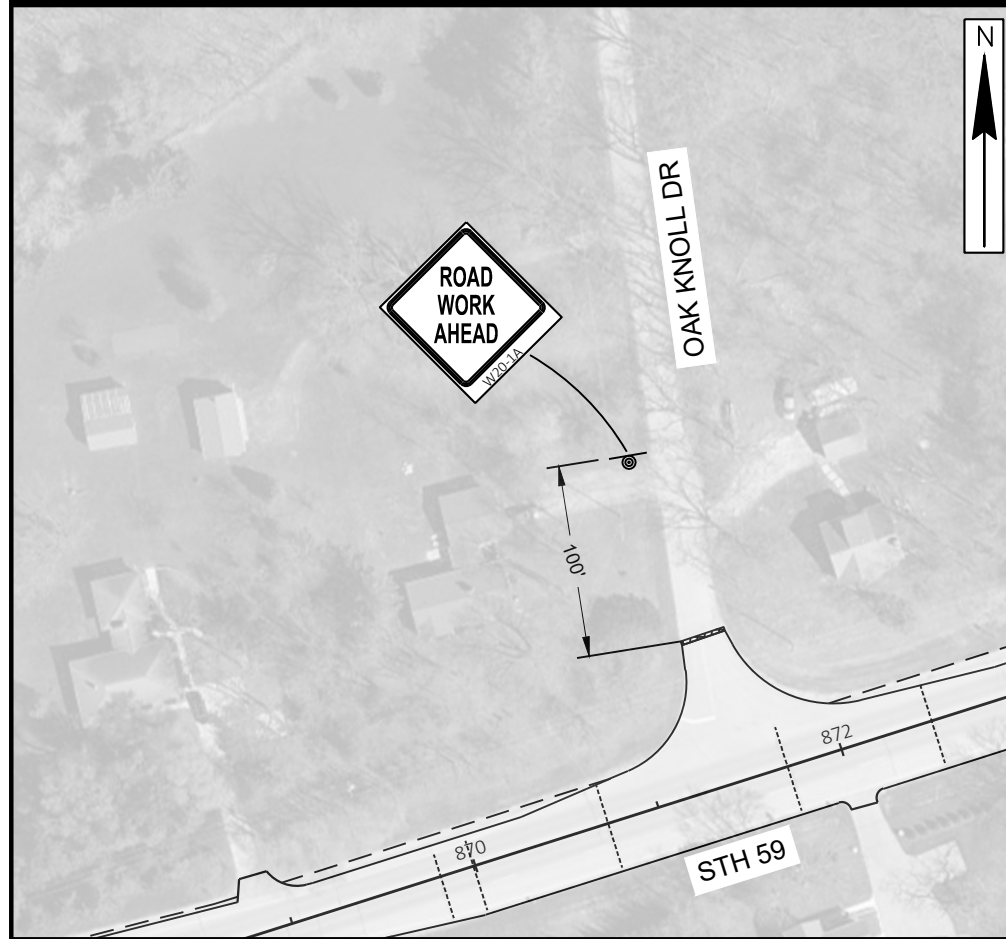
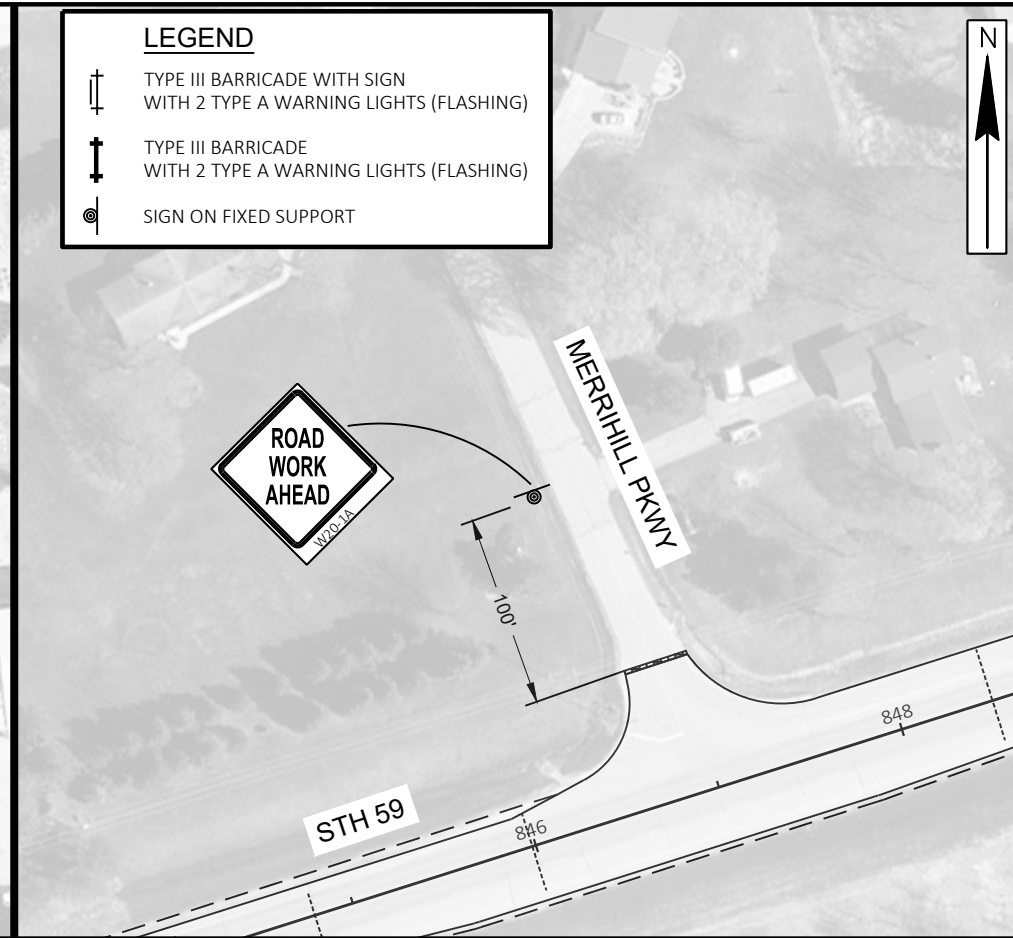


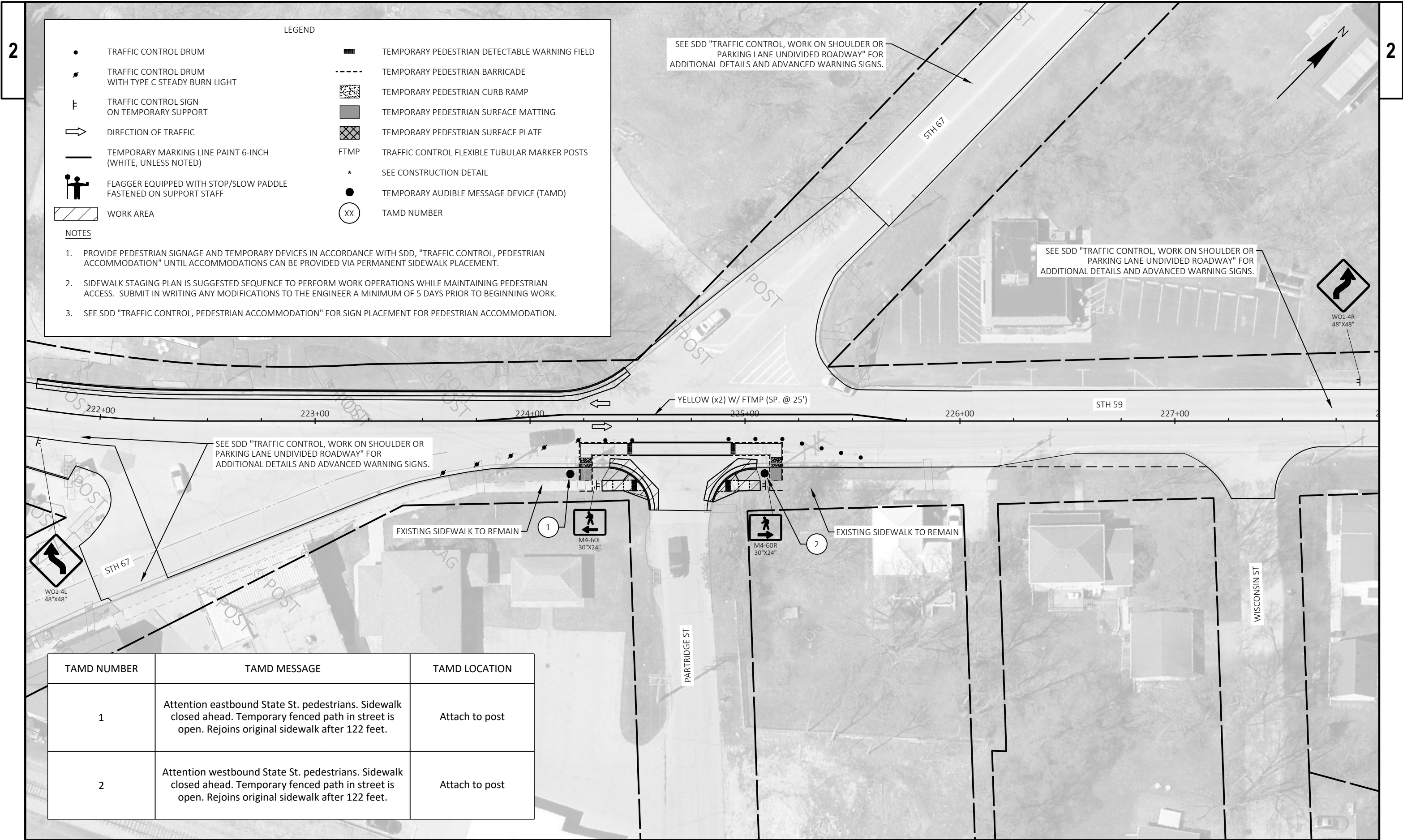






- LEGEND**
- TYPE III BARRICADE WITH SIGN WITH 2 TYPE A WARNING LIGHTS (FLASHING)
 - TYPE III BARRICADE WITH 2 TYPE A WARNING LIGHTS (FLASHING)
 - SIGN ON FIXED SUPPORT





LEGEND

•

TRAFFIC CONTROL DRUM

⚡

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

⚡

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

➡

DIRECTION OF TRAFFIC

—

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)

🚧

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

▨

WORK AREA

▨

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

▨

TEMPORARY PEDESTRIAN CURB RAMP

▨

TEMPORARY PEDESTRIAN SURFACE MATTING

▨

TEMPORARY PEDESTRIAN SURFACE PLATE

FTMP

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS

*

SEE CONSTRUCTION DETAIL

●

TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)

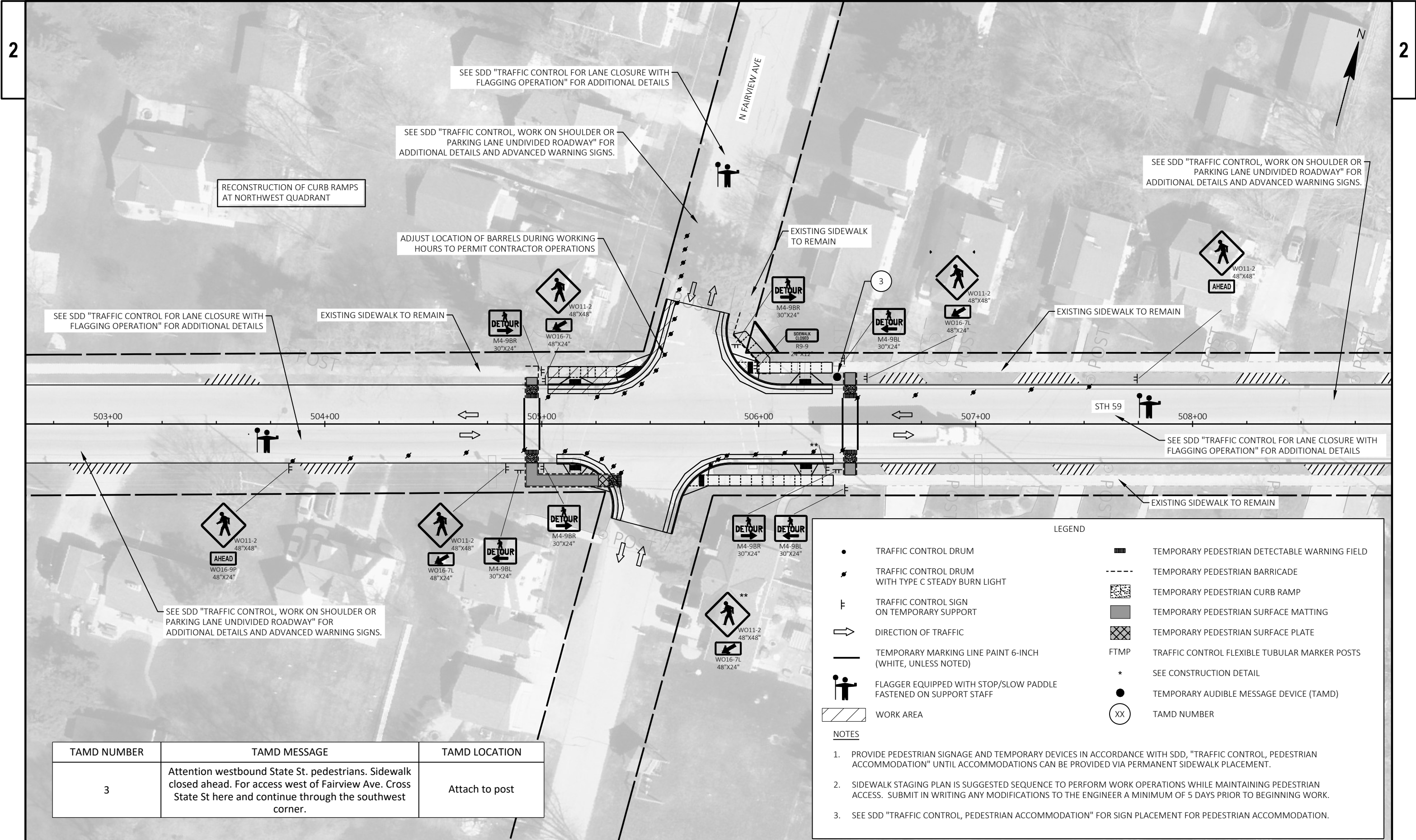
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TAMD NUMBER

NOTES

1. PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.
2. SIDEWALK STAGING PLAN IS SUGGESTED SEQUENCE TO PERFORM WORK OPERATIONS WHILE MAINTAINING PEDESTRIAN ACCESS. SUBMIT IN WRITING ANY MODIFICATIONS TO THE ENGINEER A MINIMUM OF 5 DAYS PRIOR TO BEGINNING WORK.
3. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR SIGN PLACEMENT FOR PEDESTRIAN ACCOMMODATION.

TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
1	Attention eastbound State St. pedestrians. Sidewalk closed ahead. Temporary fenced path in street is open. Rejoins original sidewalk after 122 feet.	Attach to post
2	Attention westbound State St. pedestrians. Sidewalk closed ahead. Temporary fenced path in street is open. Rejoins original sidewalk after 122 feet.	Attach to post



TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
3	Attention westbound State St. pedestrians. Sidewalk closed ahead. For access west of Fairview Ave. Cross State St here and continue through the southwest corner.	Attach to post

LEGEND

•

TRAFFIC CONTROL DRUM

⚡

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

⚡

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

➡

DIRECTION OF TRAFFIC

—

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)

🚧

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

▨

WORK AREA

▨

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

▨

TEMPORARY PEDESTRIAN CURB RAMP

▨

TEMPORARY PEDESTRIAN SURFACE MATTING

▨

TEMPORARY PEDESTRIAN SURFACE PLATE

FTMP

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS

*

SEE CONSTRUCTION DETAIL

●

TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)

XX

TAMD NUMBER

NOTES

1.

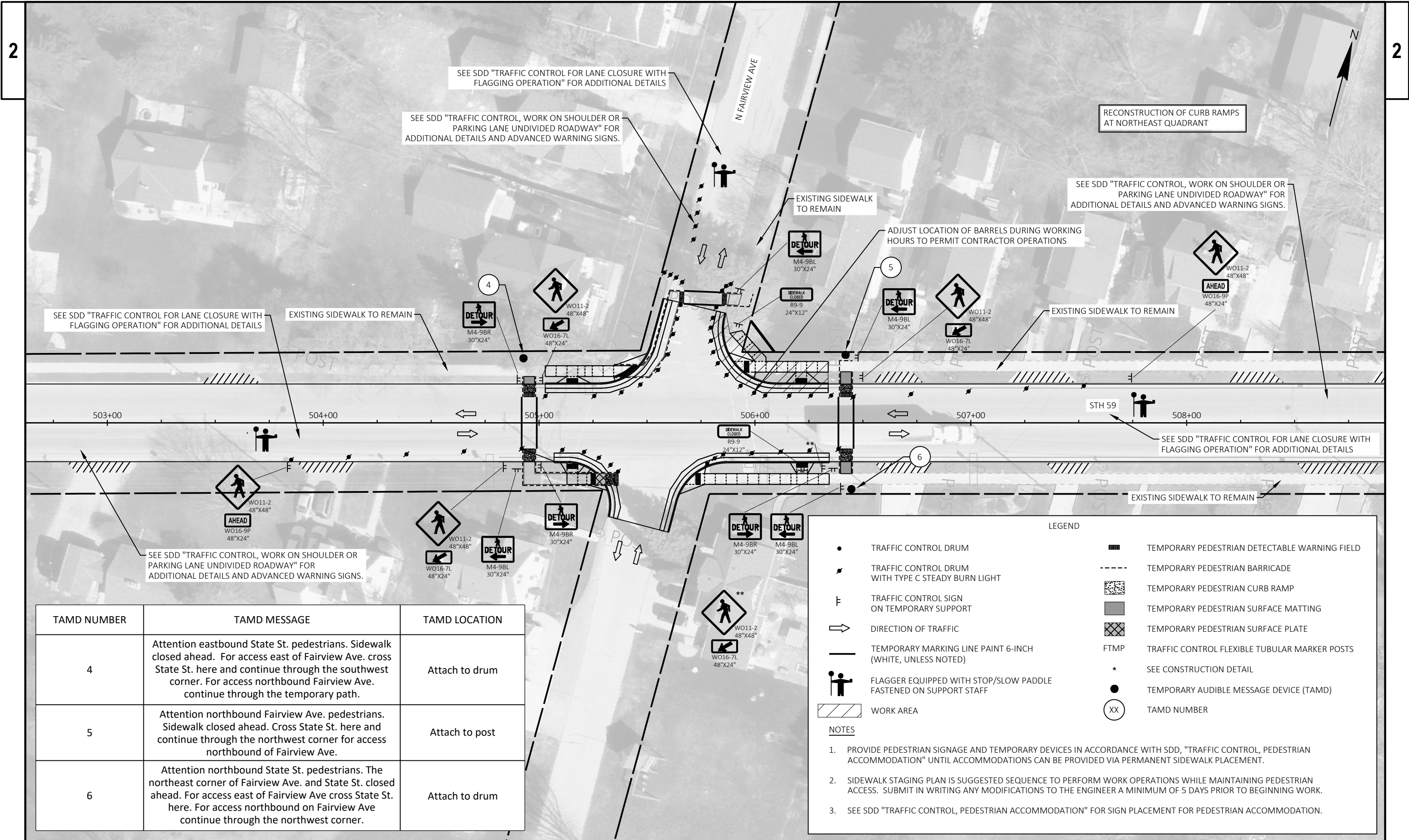
PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.

2.

SIDEWALK STAGING PLAN IS SUGGESTED SEQUENCE TO PERFORM WORK OPERATIONS WHILE MAINTAINING PEDESTRIAN ACCESS. SUBMIT IN WRITING ANY MODIFICATIONS TO THE ENGINEER A MINIMUM OF 5 DAYS PRIOR TO BEGINNING WORK.

3.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR SIGN PLACEMENT FOR PEDESTRIAN ACCOMMODATION.



TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
4	Attention eastbound State St. pedestrians. Sidewalk closed ahead. For access east of Fairview Ave. cross State St. here and continue through the southwest corner. For access northbound Fairview Ave. continue through the temporary path.	Attach to drum
5	Attention northbound Fairview Ave. pedestrians. Sidewalk closed ahead. Cross State St. here and continue through the northwest corner for access northbound of Fairview Ave.	Attach to post
6	Attention northbound State St. pedestrians. The northeast corner of Fairview Ave. and State St. closed ahead. For access east of Fairview Ave cross State St. here. For access northbound on Fairview Ave continue through the northwest corner.	Attach to drum

LEGEND

•

TRAFFIC CONTROL DRUM

•

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

⌵

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

➡

DIRECTION OF TRAFFIC

—

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)

🚧

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

▨

WORK AREA

▬

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

▨

TEMPORARY PEDESTRIAN CURB RAMP

▨

TEMPORARY PEDESTRIAN SURFACE MATTING

▨

TEMPORARY PEDESTRIAN SURFACE PLATE

FTMP

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS

*

SEE CONSTRUCTION DETAIL

●

TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)

XX

TAMD NUMBER

NOTES

1. PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.

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3. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR SIGN PLACEMENT FOR PEDESTRIAN ACCOMMODATION.

LEGEND

•	TRAFFIC CONTROL DRUM	■	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
⚡	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	---	TEMPORARY PEDESTRIAN BARRICADE
F	TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT	▨	TEMPORARY PEDESTRIAN CURB RAMP
➡	DIRECTION OF TRAFFIC	■	TEMPORARY PEDESTRIAN SURFACE MATTING
—	TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)	▩	TEMPORARY PEDESTRIAN SURFACE PLATE
🚧	FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF	FTMP	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS
▨	WORK AREA	*	SEE CONSTRUCTION DETAIL
		●	TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)
		XX	TAMD NUMBER

NOTES

1. PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.
2. SIDEWALK STAGING PLAN IS SUGGESTED SEQUENCE TO PERFORM WORK OPERATIONS WHILE MAINTAINING PEDESTRIAN ACCESS. SUBMIT IN WRITING ANY MODIFICATIONS TO THE ENGINEER A MINIMUM OF 5 DAYS PRIOR TO BEGINNING WORK.
3. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR SIGN PLACEMENT FOR PEDESTRIAN ACCOMMODATION.

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL DETAILS

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE UNDIVIDED ROADWAY" FOR ADDITIONAL DETAILS AND ADVANCED WARNING SIGNS.

EXISTING SIDEWALK TO REMAIN

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL DETAILS

EXISTING SIDEWALK TO REMAIN

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE UNDIVIDED ROADWAY" FOR ADDITIONAL DETAILS AND ADVANCED WARNING SIGNS.

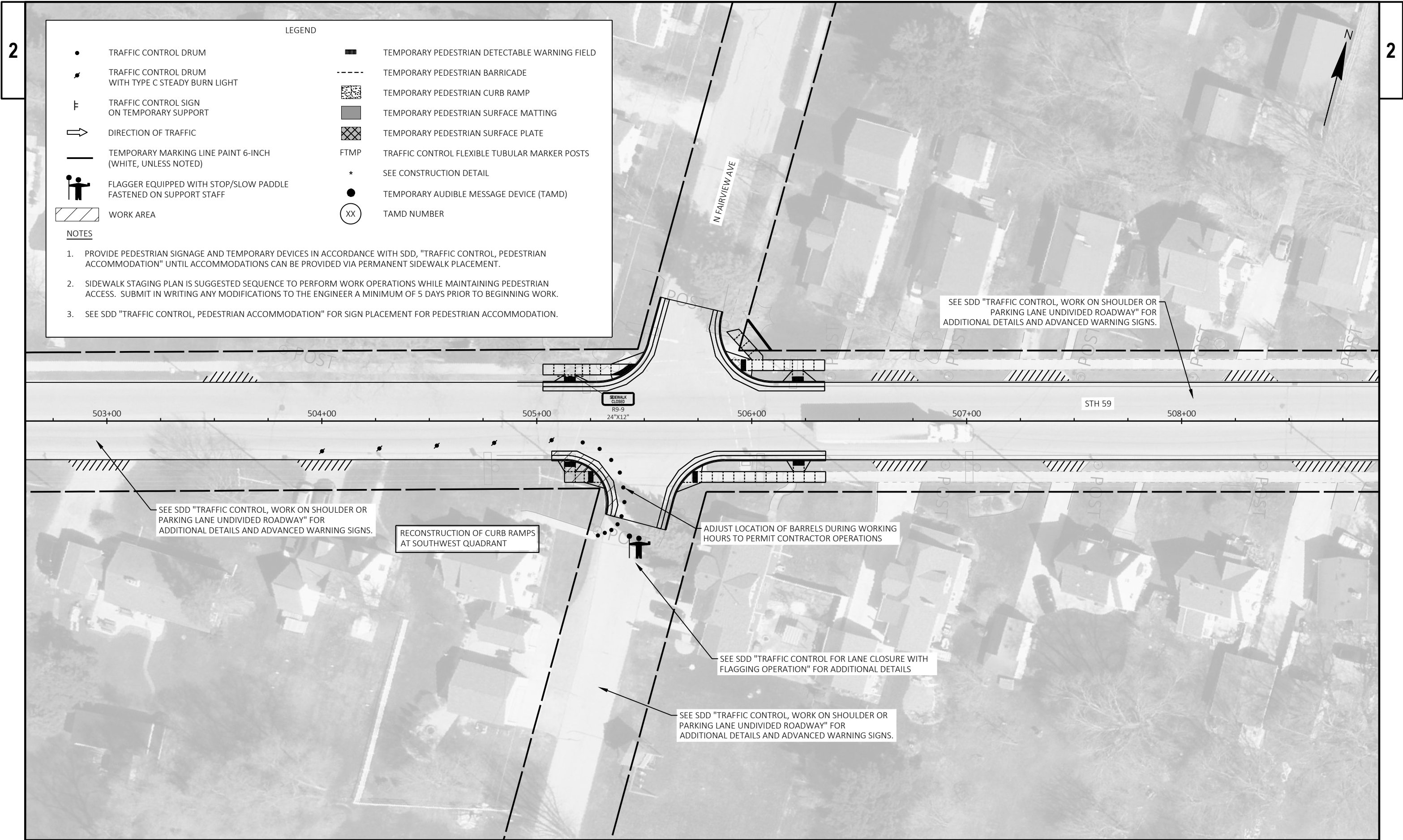
ADJUST LOCATION OF BARRELS DURING WORKING HOURS TO PERMIT CONTRACTOR OPERATIONS

RECONSTRUCTION OF CURB RAMPS AT SOUTHEAST QUADRANT

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL DETAILS

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE UNDIVIDED ROADWAY" FOR ADDITIONAL DETAILS AND ADVANCED WARNING SIGNS.

TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
7	Attention southbound State St. pedestrians. Sidewalk closed at southeast corner. For access east of Fairview Ave. continue east. For access southbound Fairview Ave. cross State St. here.	Attach to drum
8	Attention southbound State St. pedestrians. Sidewalk closed ahead. For access east of Fairview Ave. cross State St. here. For access southbound of Fairview Ave continue west.	Attach to drum



LEGEND

•

TRAFFIC CONTROL DRUM

⚡

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

⚡

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

➡

DIRECTION OF TRAFFIC

—

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)

🚧

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

▨

WORK AREA

▬

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

▤

TEMPORARY PEDESTRIAN CURB RAMP

■

TEMPORARY PEDESTRIAN SURFACE MATTING

▦

TEMPORARY PEDESTRIAN SURFACE PLATE

FTMP

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS

*

SEE CONSTRUCTION DETAIL

●

TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)

XX

TAMD NUMBER

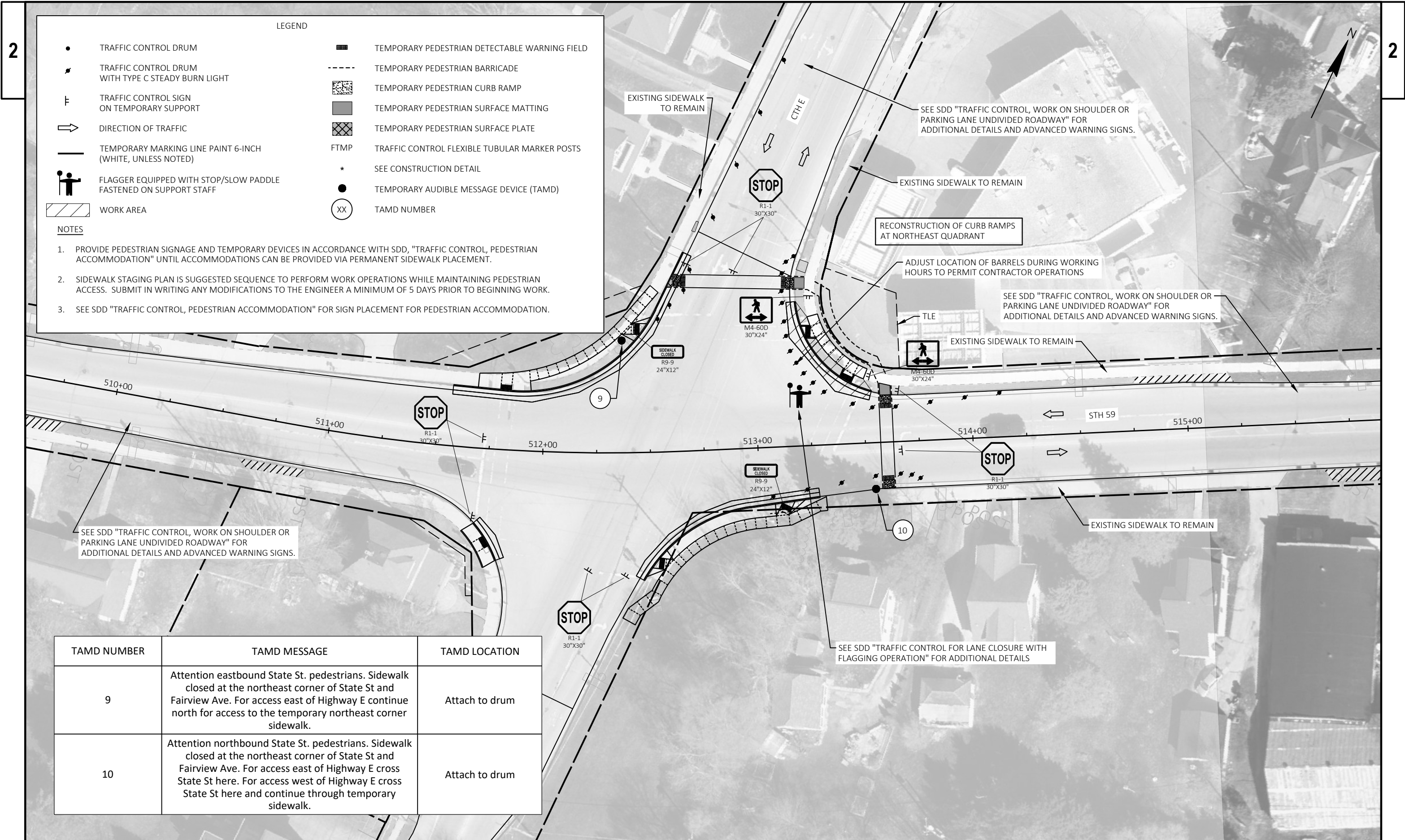
NOTES

1.

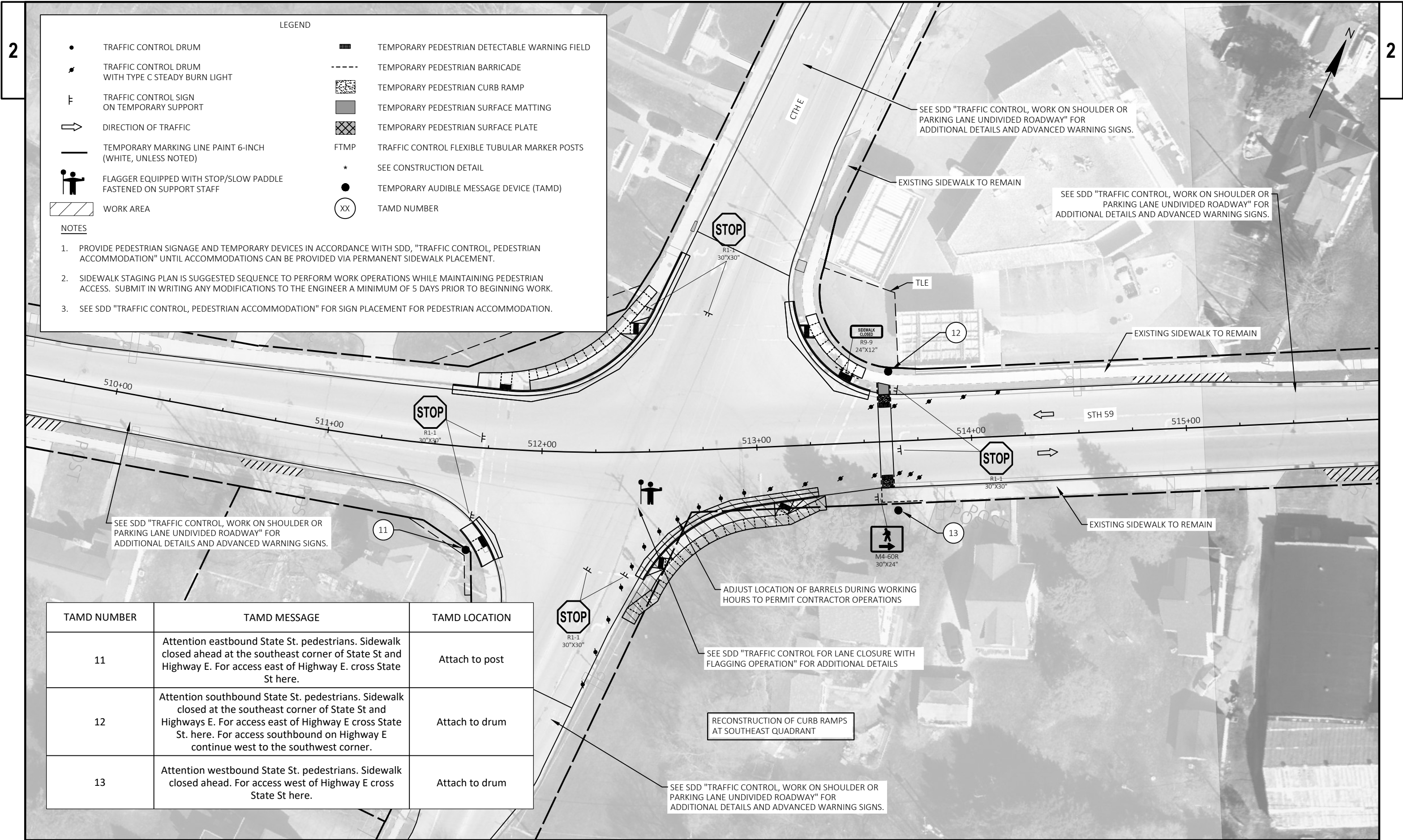
PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.

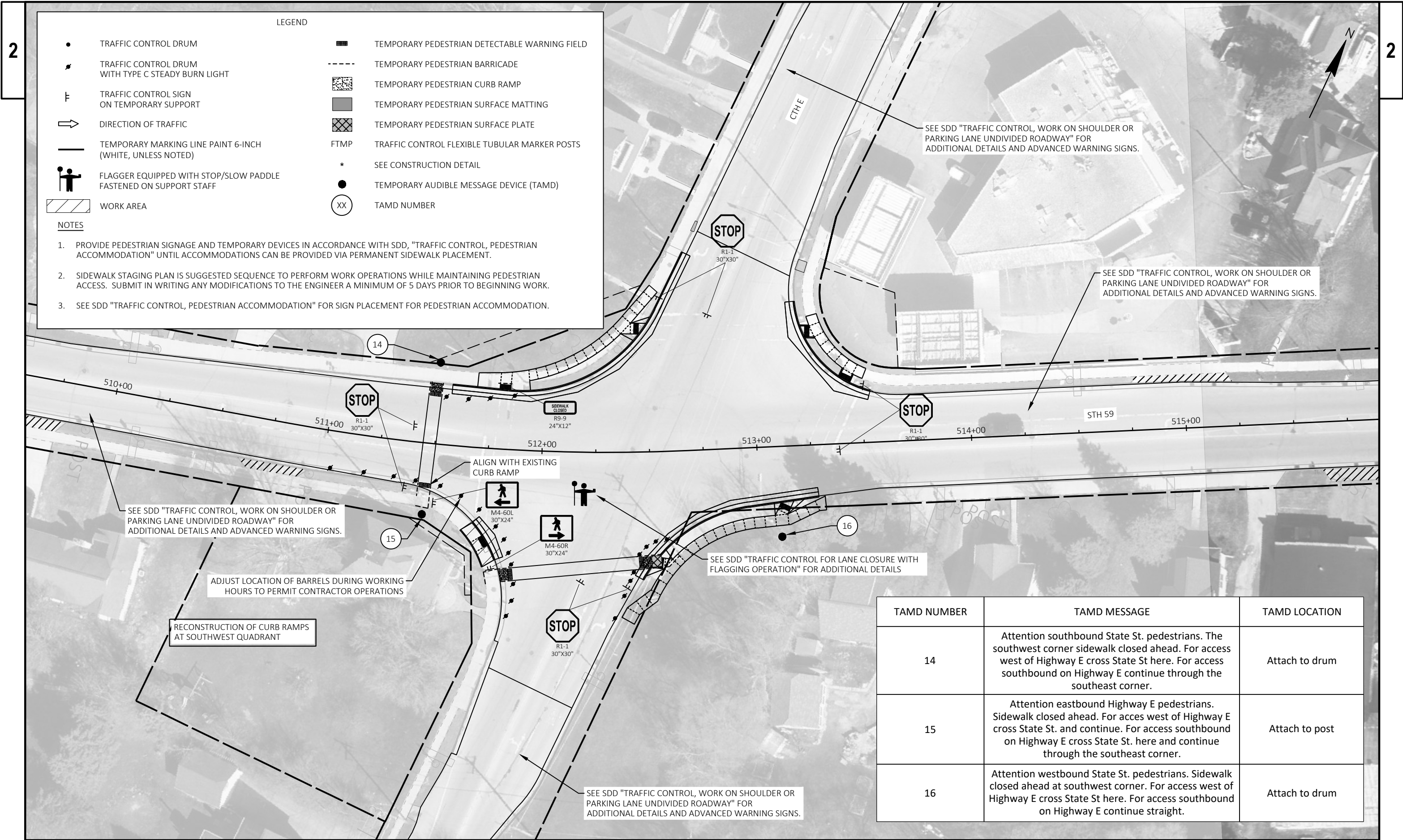
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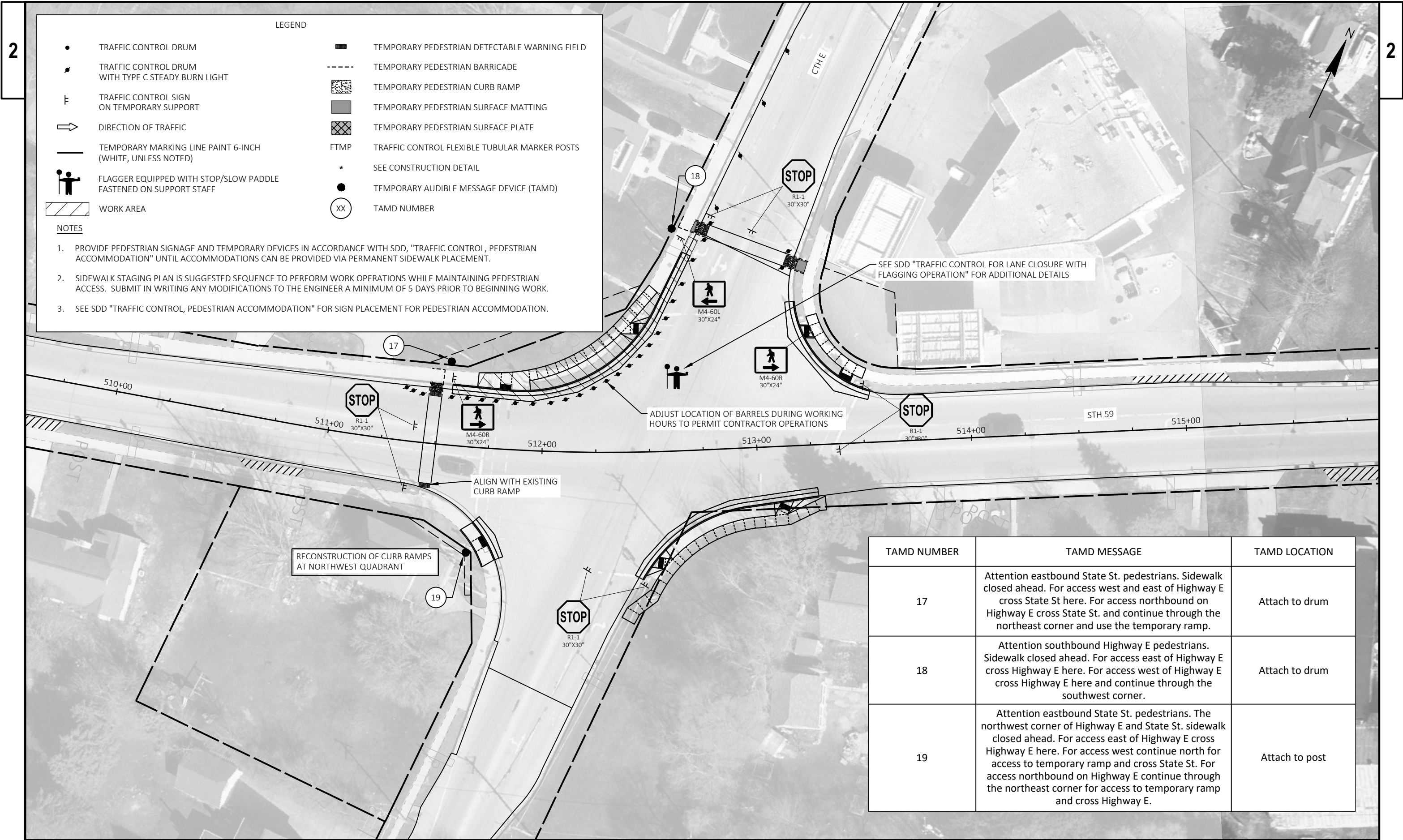
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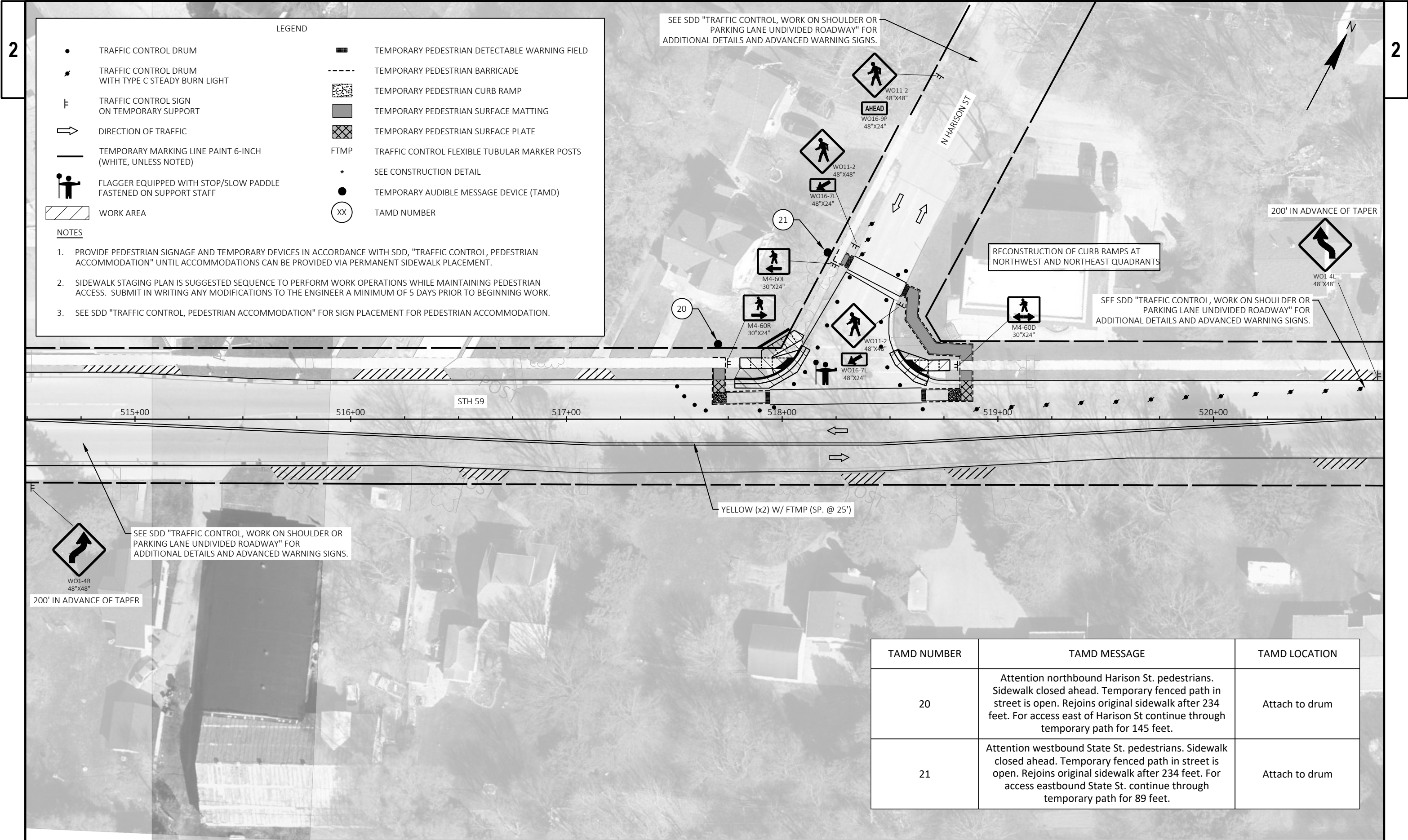
TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
9	Attention eastbound State St. pedestrians. Sidewalk closed at the northeast corner of State St and Fairview Ave. For access east of Highway E continue north for access to the temporary northeast corner sidewalk.	Attach to drum
10	Attention northbound State St. pedestrians. Sidewalk closed at the northeast corner of State St and Fairview Ave. For access east of Highway E cross State St here. For access west of Highway E cross State St here and continue through temporary sidewalk.	Attach to drum

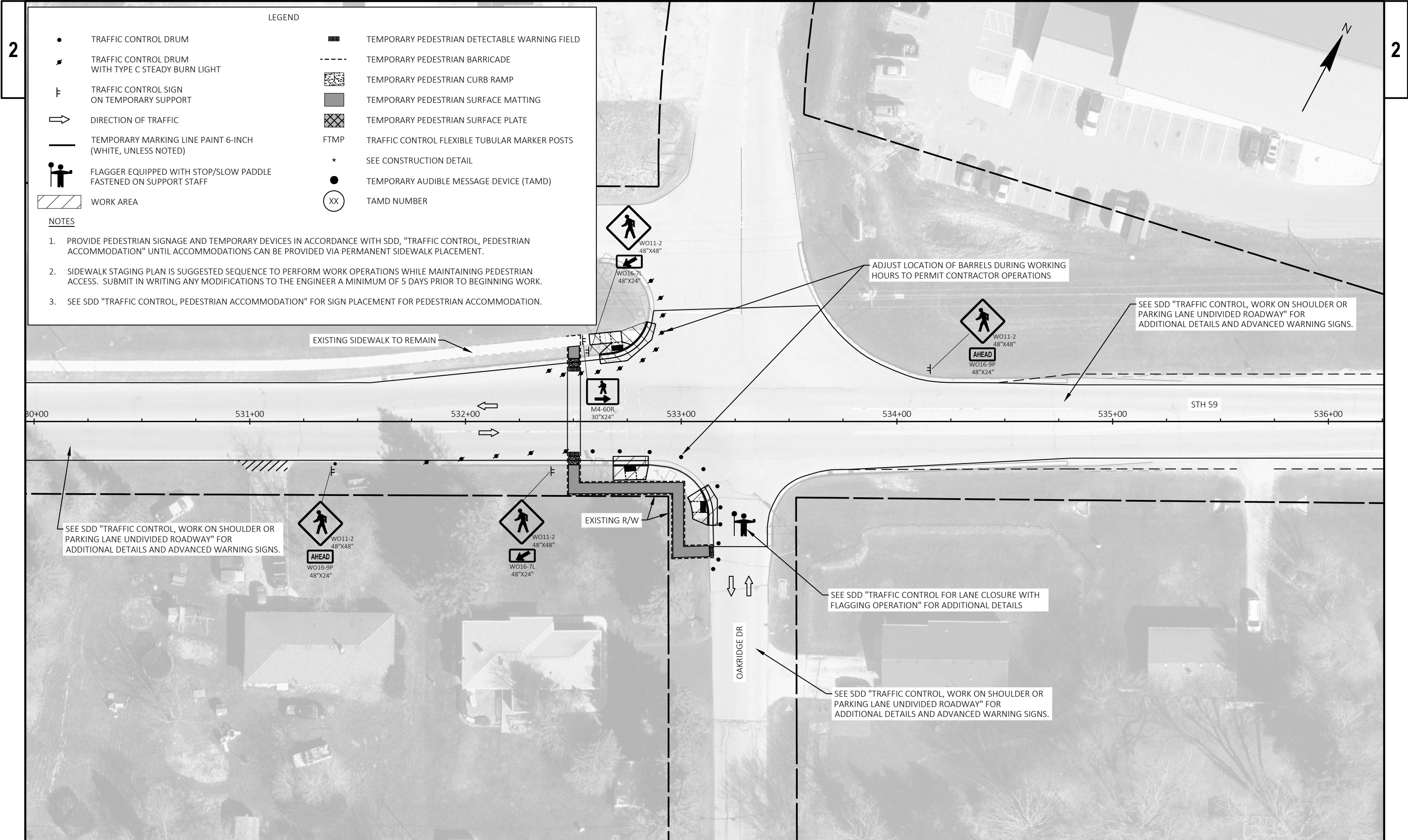






TAMD NUMBER	TAMD MESSAGE	TAMD LOCATION
17	Attention eastbound State St. pedestrians. Sidewalk closed ahead. For access west and east of Highway E cross State St here. For access northbound on Highway E cross State St. and continue through the northeast corner and use the temporary ramp.	Attach to drum
18	Attention southbound Highway E pedestrians. Sidewalk closed ahead. For access east of Highway E cross Highway E here. For access west of Highway E cross Highway E here and continue through the southwest corner.	Attach to drum
19	Attention eastbound State St. pedestrians. The northwest corner of Highway E and State St. sidewalk closed ahead. For access east of Highway E cross Highway E here. For access west continue north for access to temporary ramp and cross State St. For access northbound on Highway E continue through the northeast corner for access to temporary ramp and cross Highway E.	Attach to post





LEGEND

•

TRAFFIC CONTROL DRUM

⚡

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

⌵

TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT

➡

DIRECTION OF TRAFFIC

—

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE, UNLESS NOTED)

🚧

FLAGGER EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

▨

WORK AREA

▬

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

▤

TEMPORARY PEDESTRIAN CURB RAMP

■

TEMPORARY PEDESTRIAN SURFACE MATTING

▦

TEMPORARY PEDESTRIAN SURFACE PLATE

FTMP

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS

*

SEE CONSTRUCTION DETAIL

●

TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD)

XX

TAMD NUMBER

- NOTES
1.

PROVIDE PEDESTRIAN SIGNAGE AND TEMPORARY DEVICES IN ACCORDANCE WITH SDD, "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" UNTIL ACCOMMODATIONS CAN BE PROVIDED VIA PERMANENT SIDEWALK PLACEMENT.
2.

SIDEWALK STAGING PLAN IS SUGGESTED SEQUENCE TO PERFORM WORK OPERATIONS WHILE MAINTAINING PEDESTRIAN ACCESS. SUBMIT IN WRITING ANY MODIFICATIONS TO THE ENGINEER A MINIMUM OF 5 DAYS PRIOR TO BEGINNING WORK.
3.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR SIGN PLACEMENT FOR PEDESTRIAN ACCOMMODATION.

DETOUR GENERAL NOTES

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

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.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

1

ROAD WORK AHEAD
W20-1-A

2

DETOUR AHEAD
W20-2A

3

ROAD CLOSED AHEAD
W20-3A

4

ROAD CLOSED 500 FT
W20-3D

5

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

6

DETOUR EAST
M4-8 24"X12"
M3-2 24"X12"
M1-6 24"X24"

7

DETOUR WEST
M4-8 24"X12"
M3-4 24"X12"
M1-6 24"X24"

8

WEST
M3-4 24"X12"
M1-6 24"X24"

9

END DETOUR
M4-8A 24"X18"

10

MO6-1 21"X21"

11

MO6-1 21"X21"

12

MO6-1 21"X21"

13

MO5-1R 21"X21"

14

MO5-1L 21"X21"

15

MO6-2 21"X21"

16

MO5-2R 21"X21"

17

M5-2L 21"X21"

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

WORK ZONE

DIRECTION OF TRAFFIC

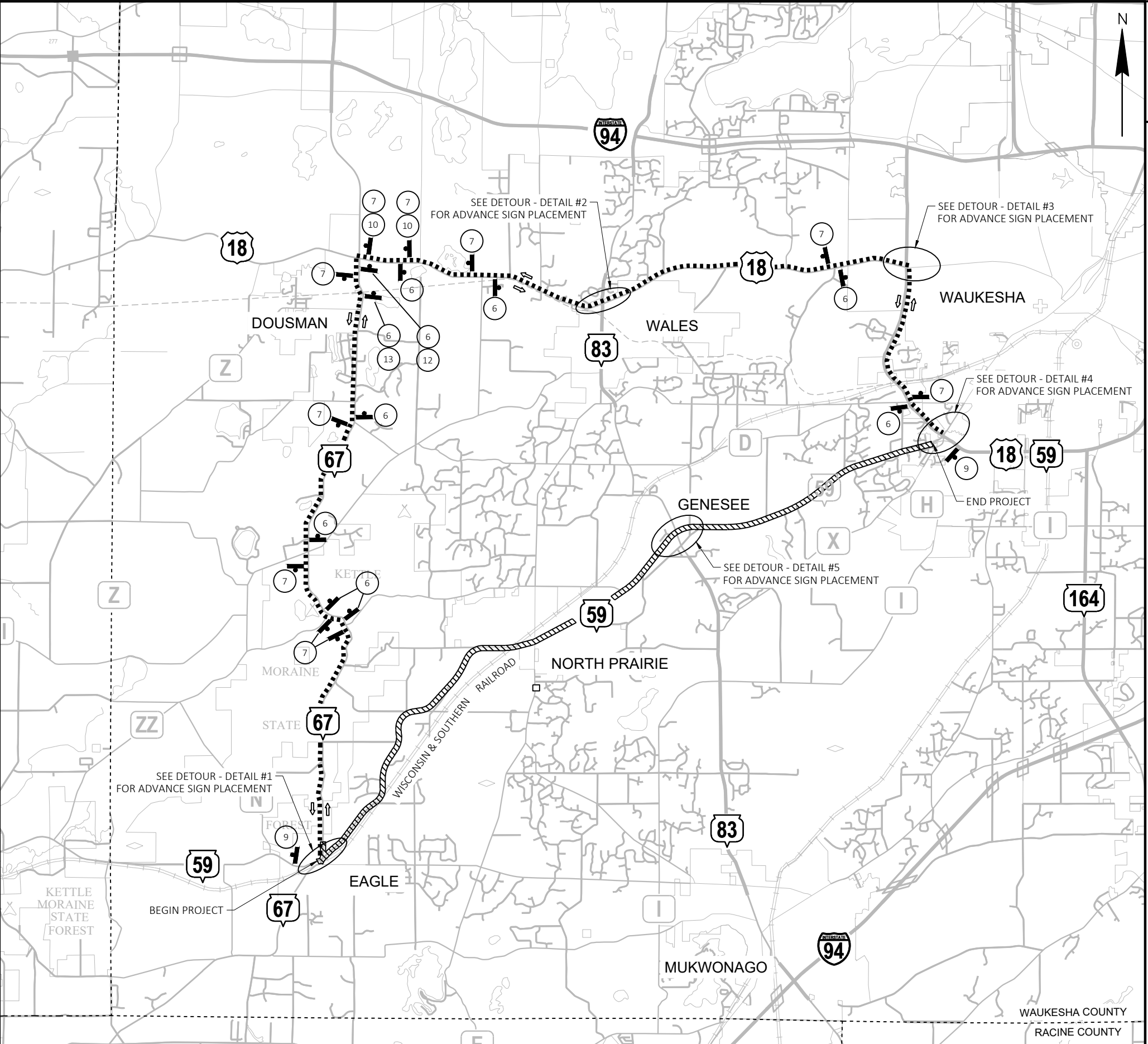
SIGN NUMBER

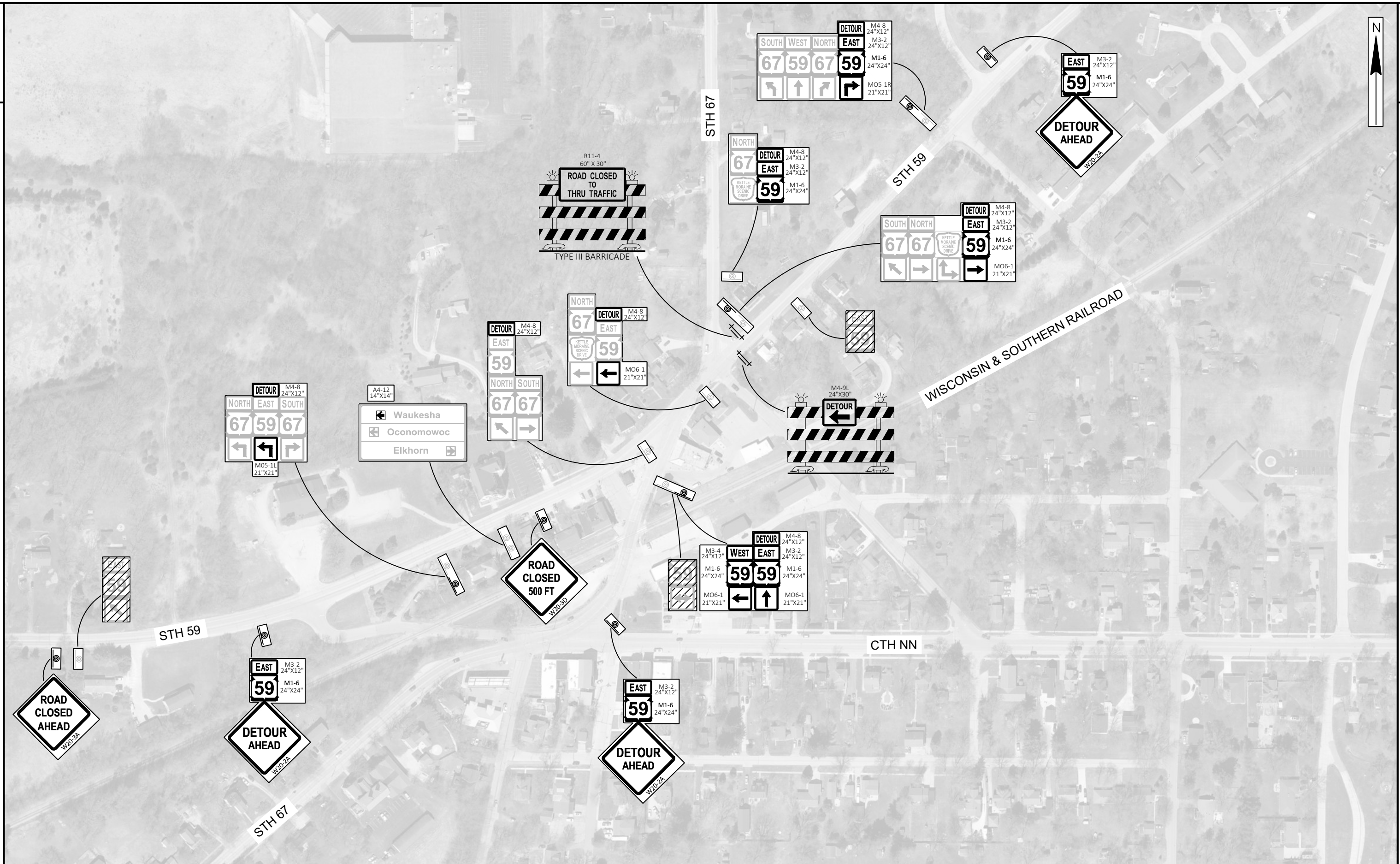
DISTANCE BETWEEN SIGNS

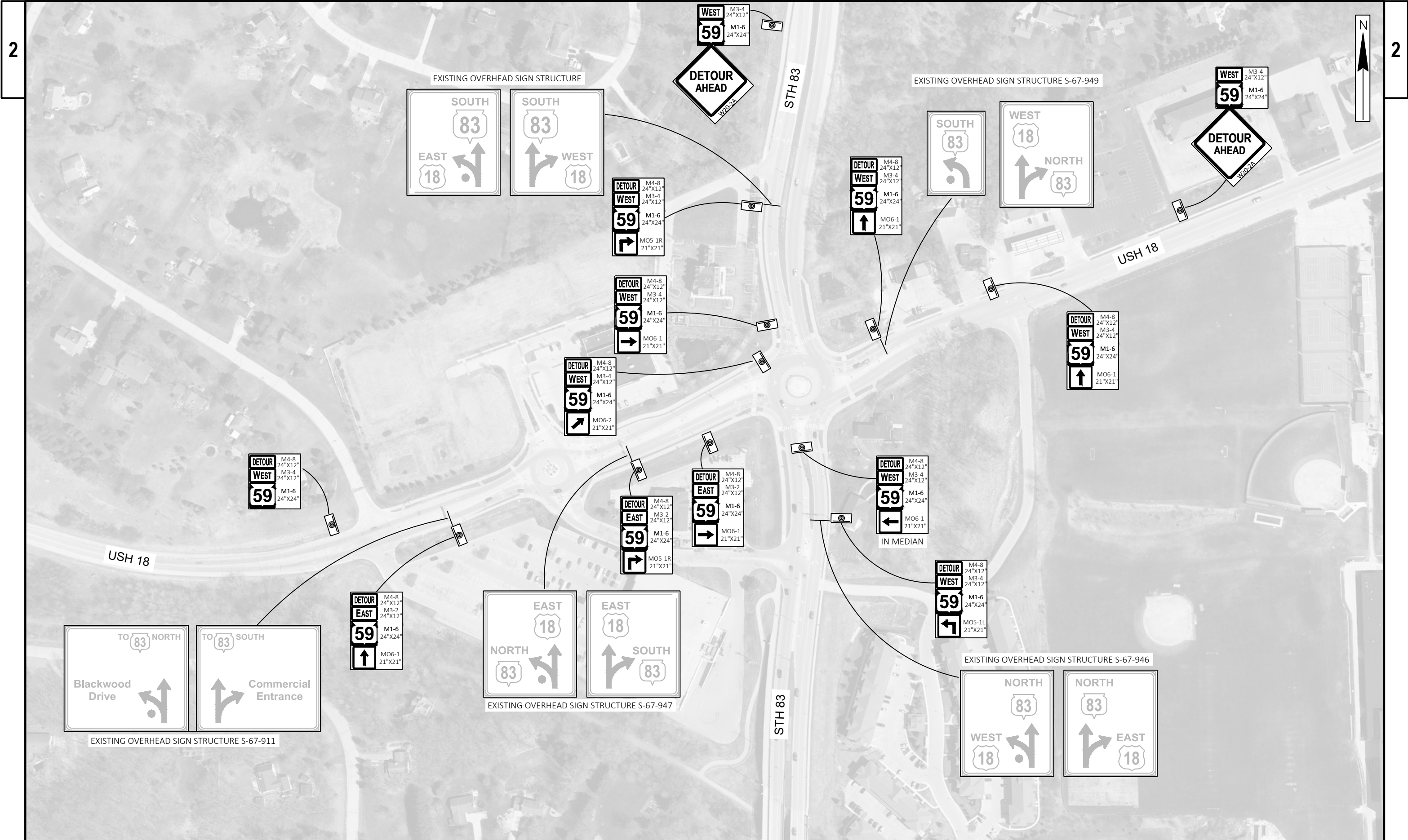
DETOUR ROUTE

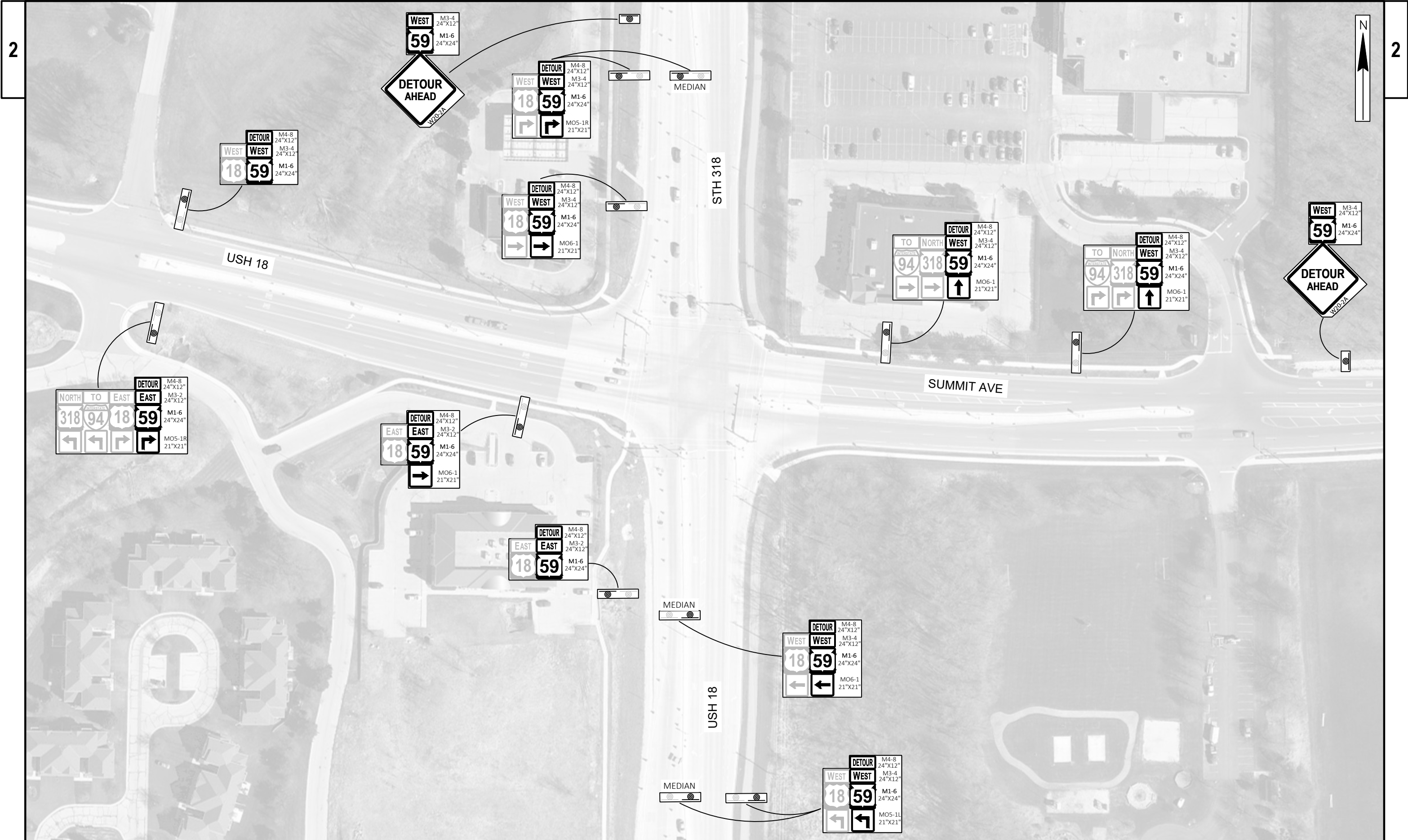
PCMS

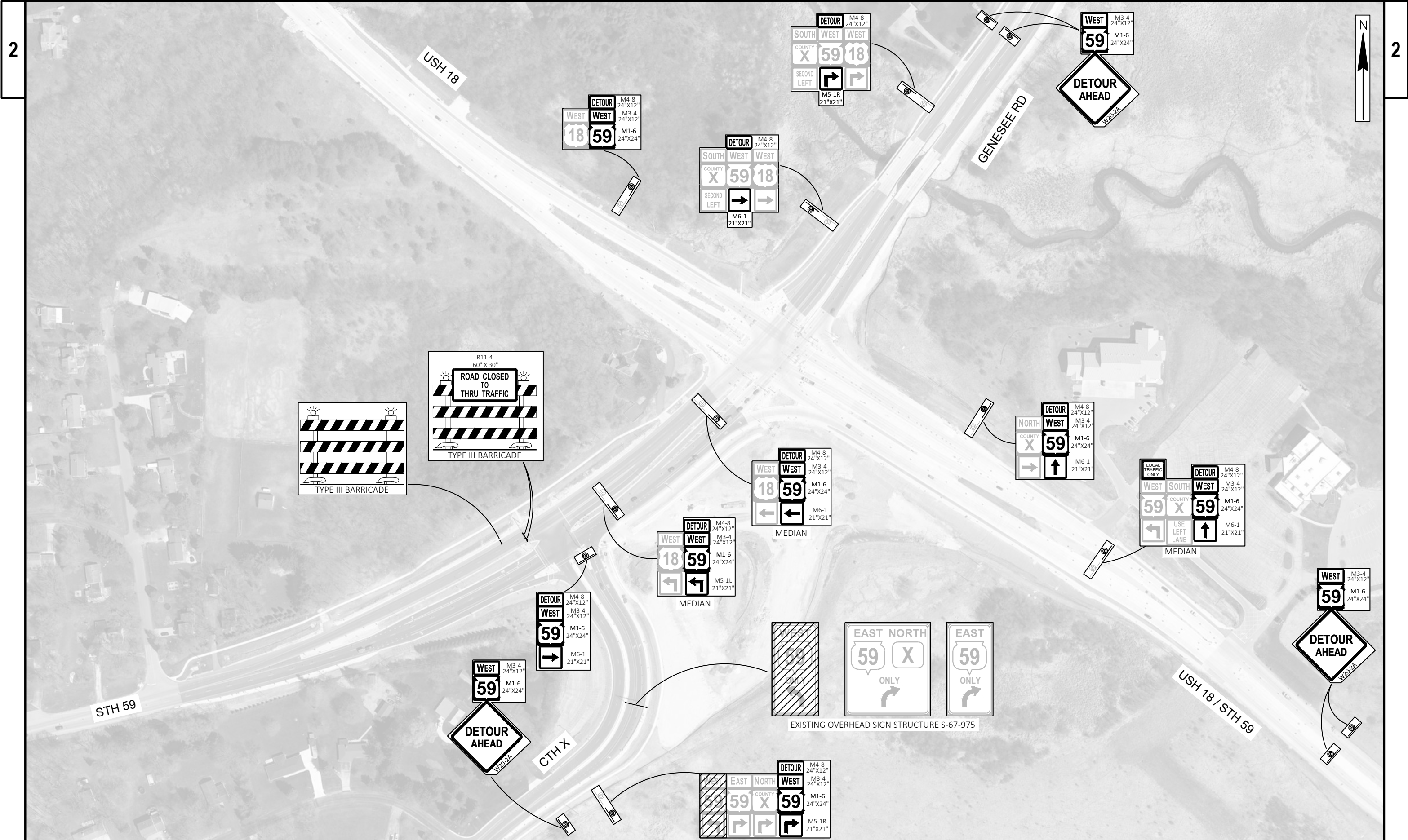
PORTABLE CHANGEABLE MESSAGE SIGN

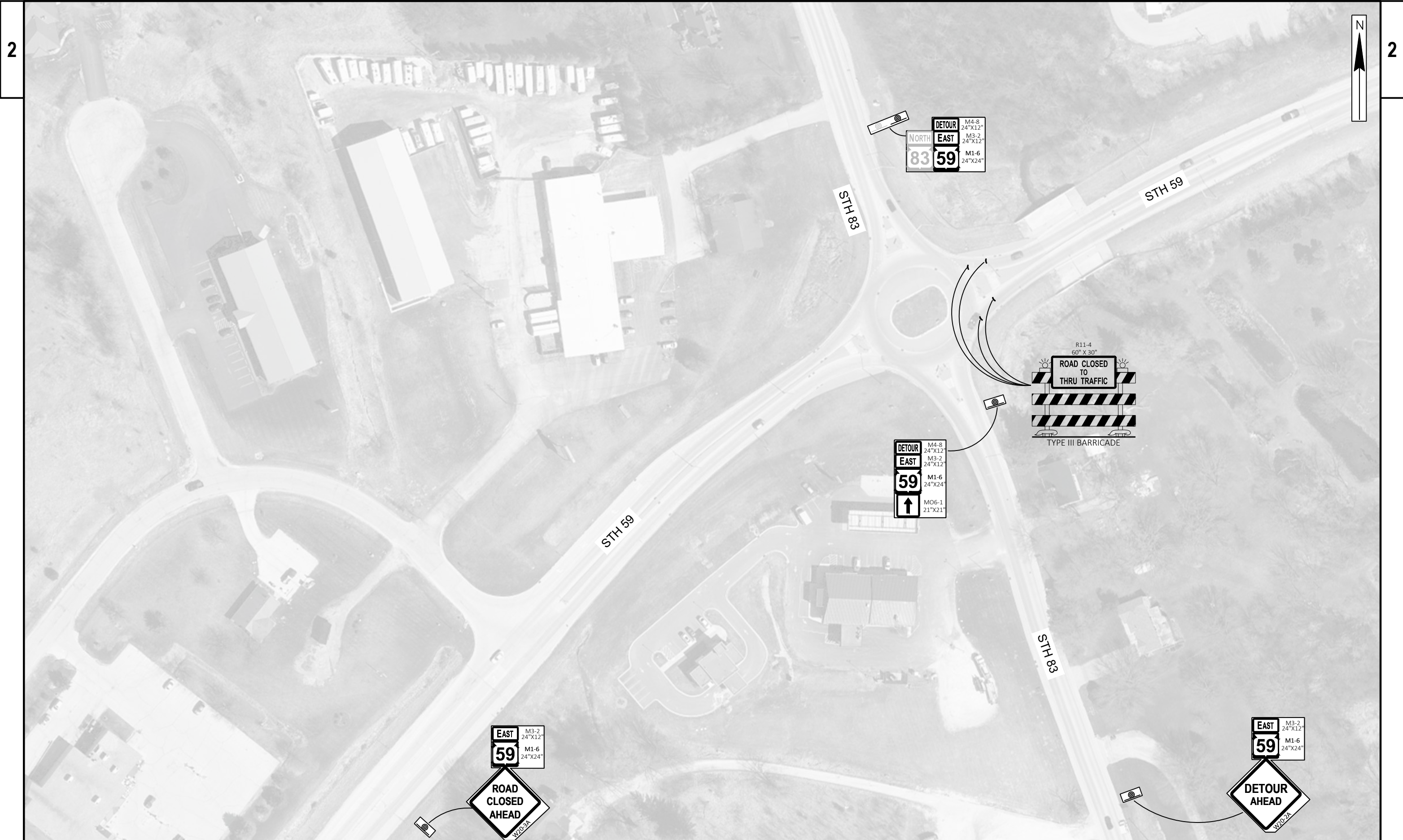


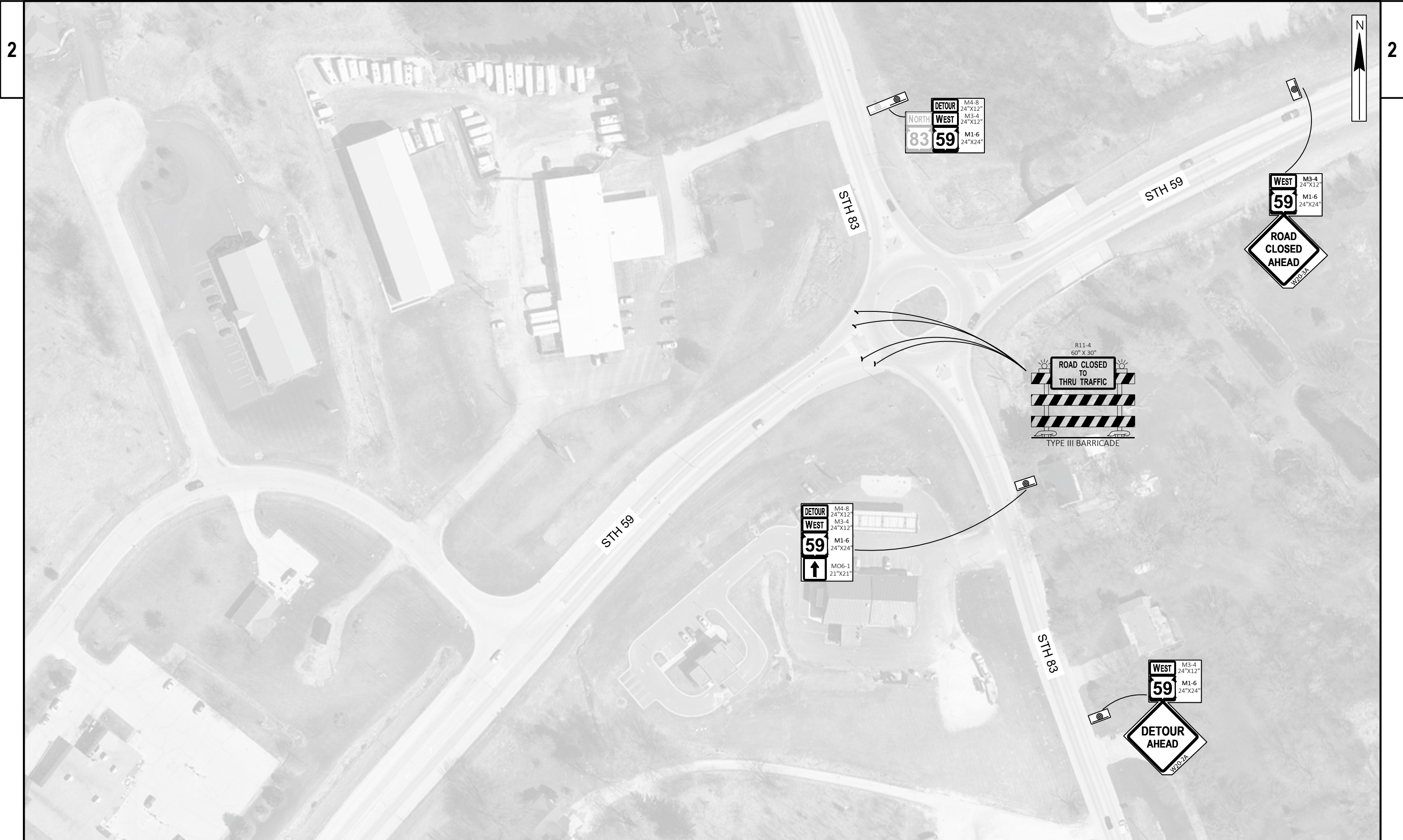












DETOUR GENERAL NOTES

DETOUR SHALL BE IN-PLACE DURING RECONSTRUCTION OF RAILROAD CROSSING AND REMOVED IMMEDIATELY FOLLOWING COMPLETION OF WORK.

ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

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.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

1

ROAD WORK AHEAD
W20-1-A

2

DETOUR AHEAD
W20-2A

3

ROAD CLOSED AHEAD
W20-3A

4

ROAD CLOSED 500 FT
W20-3D

5

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

6

DETOUR EAST
M4-8 24"X12"
M3-2 24"X12"
M1-6 24"X24"

7

DETOUR WEST
M4-8 24"X12"
M3-4 24"X12"
M1-6 24"X24"

8

WEST
M3-4 24"X12"
M1-6 24"X24"

9

END DETOUR
M4-8A 24"X18"

10

MO6-1 21"X21"

11

MO6-1 21"X21"

12

MO6-1 21"X21"

13

MOS-1R 21"X21"

14

MOS-1L 21"X21"

15

MO6-2 21"X21"

16

MOS-2R 21"X21"

17

M5-2L 21"X21"

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

WORK ZONE

DIRECTION OF TRAFFIC

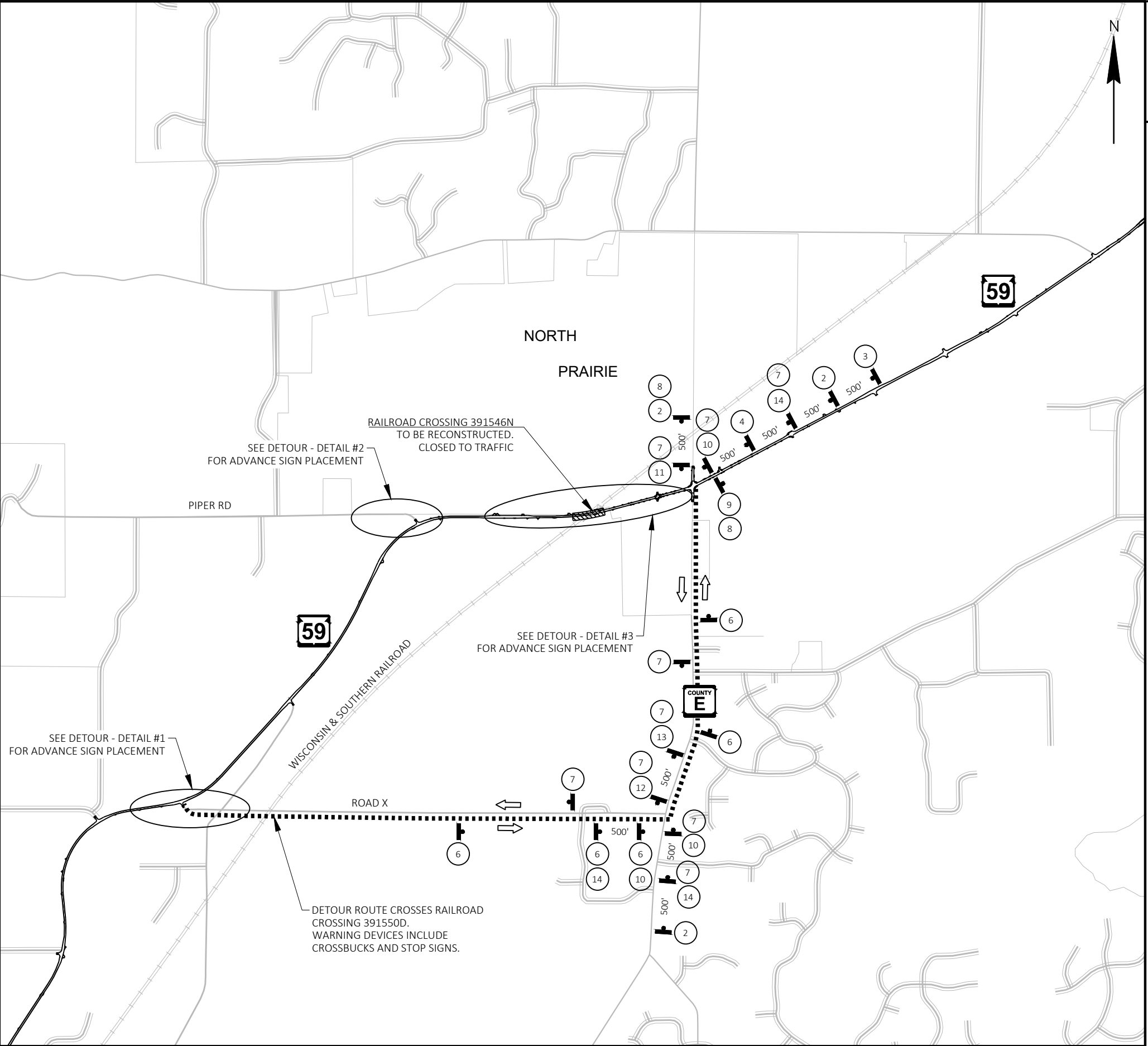
SIGN NUMBER

DISTANCE BETWEEN SIGNS

DETOUR ROUTE

PCMS

PORTABLE CHANGEABLE MESSAGE SIGN



2

GENERAL NOTES:

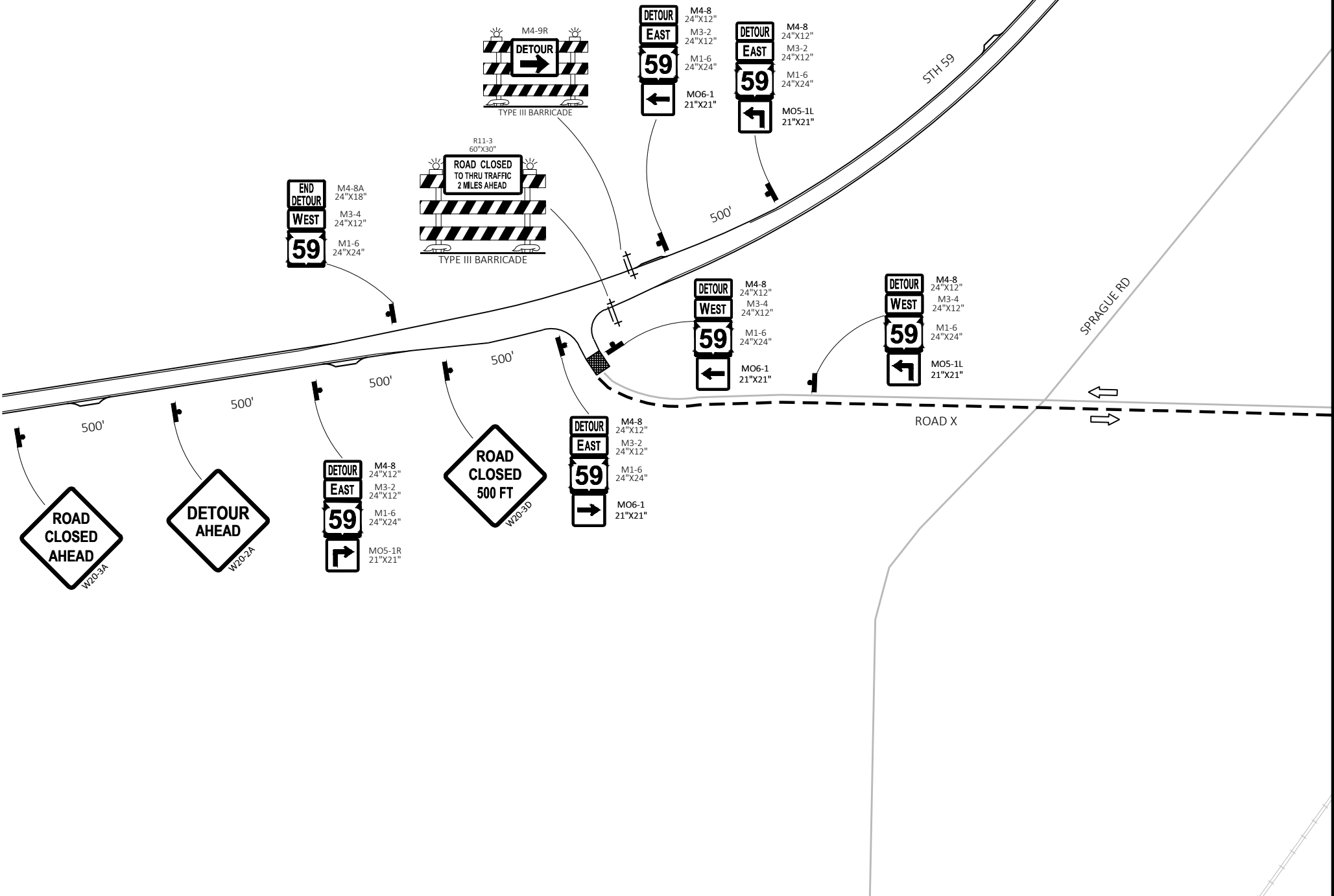
1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK BLACK PANEL UNLESS OTHERWISE NOTED.

DETAIL 1

DETOUR GENERAL NOTES:

1. DETOUR IS ANTICIPATED TO REMAIN IN-PLACE FOR FOURTEEN (14) DAYS TO ALLOW RAILROAD TO RECONSTRUCT CROSSING SURFACE.
2. ROAD WILL BE CLOSED TO TRAFFIC AT THE RAILROAD CROSSING (INCLUDING EMERGENCY VEHICLES).
3. SEE PROPOSED TRAFFIC CONTROL PLAN FOR DETAILS ON CLOSURE OF STH 59 AT RAILROAD CROSSING.

LEGEND



PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

DETOUR - SHORT-TERM FULL CLOSING AT RAILROAD CROSSING

SHEET

238

E

GENERAL NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.
4. 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.
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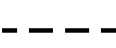
DETOUR GENERAL NOTES:

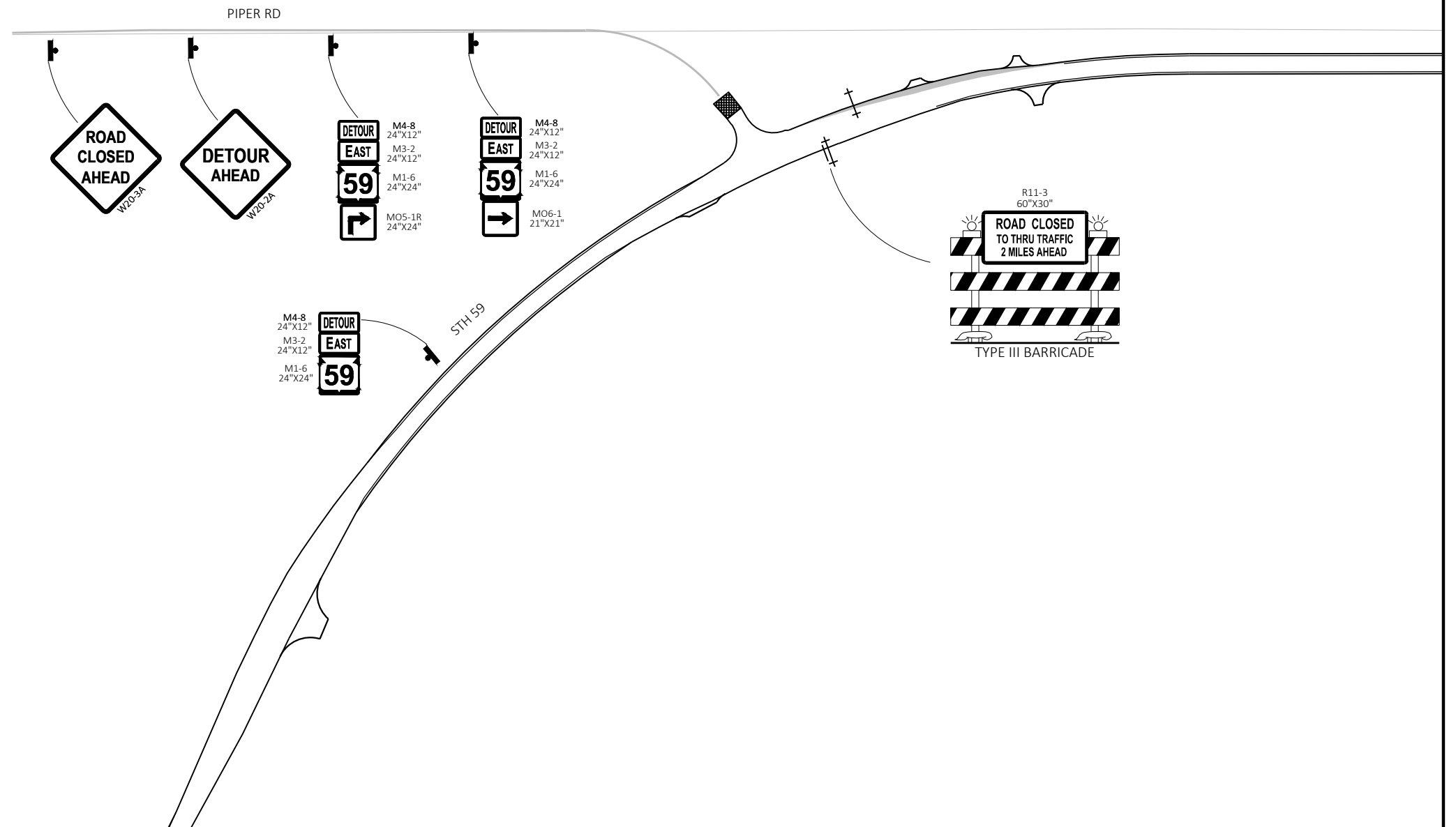
1. DETOUR IS ANTICIPATED TO REMAIN IN-PLACE FOR FOURTEEN (14) DAYS TO ALLOW RAILROAD TO RECONSTRUCT CROSSING SURFACE.
2. ROAD WILL BE CLOSED TO TRAFFIC AT THE RAILROAD CROSSING (INCLUDING EMERGENCY VEHICLES).
3. SEE PROPOSED TRAFFIC CONTROL PLAN FOR DETAILS ON CLOSURE OF STH 59 AT RAILROAD CROSSING.

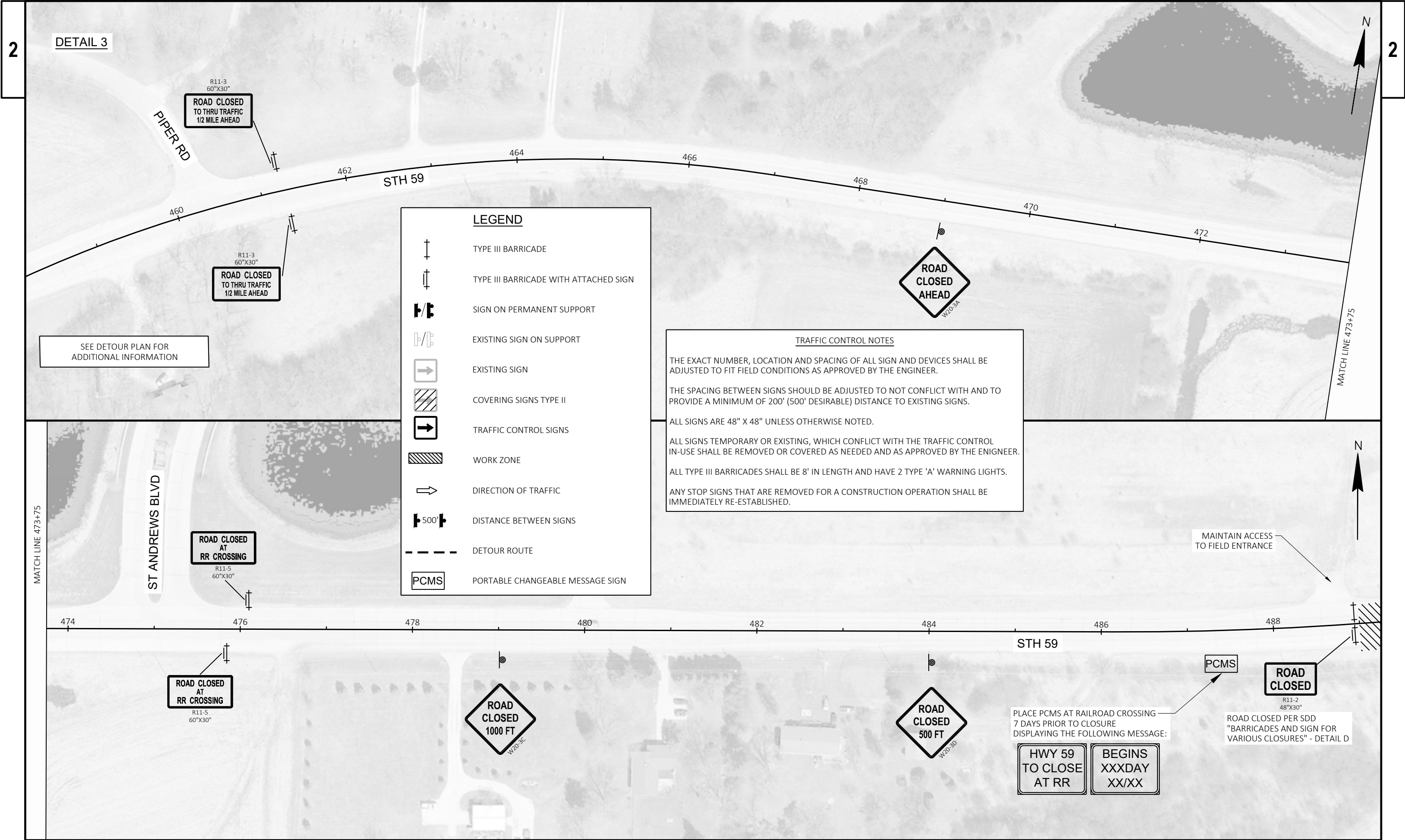
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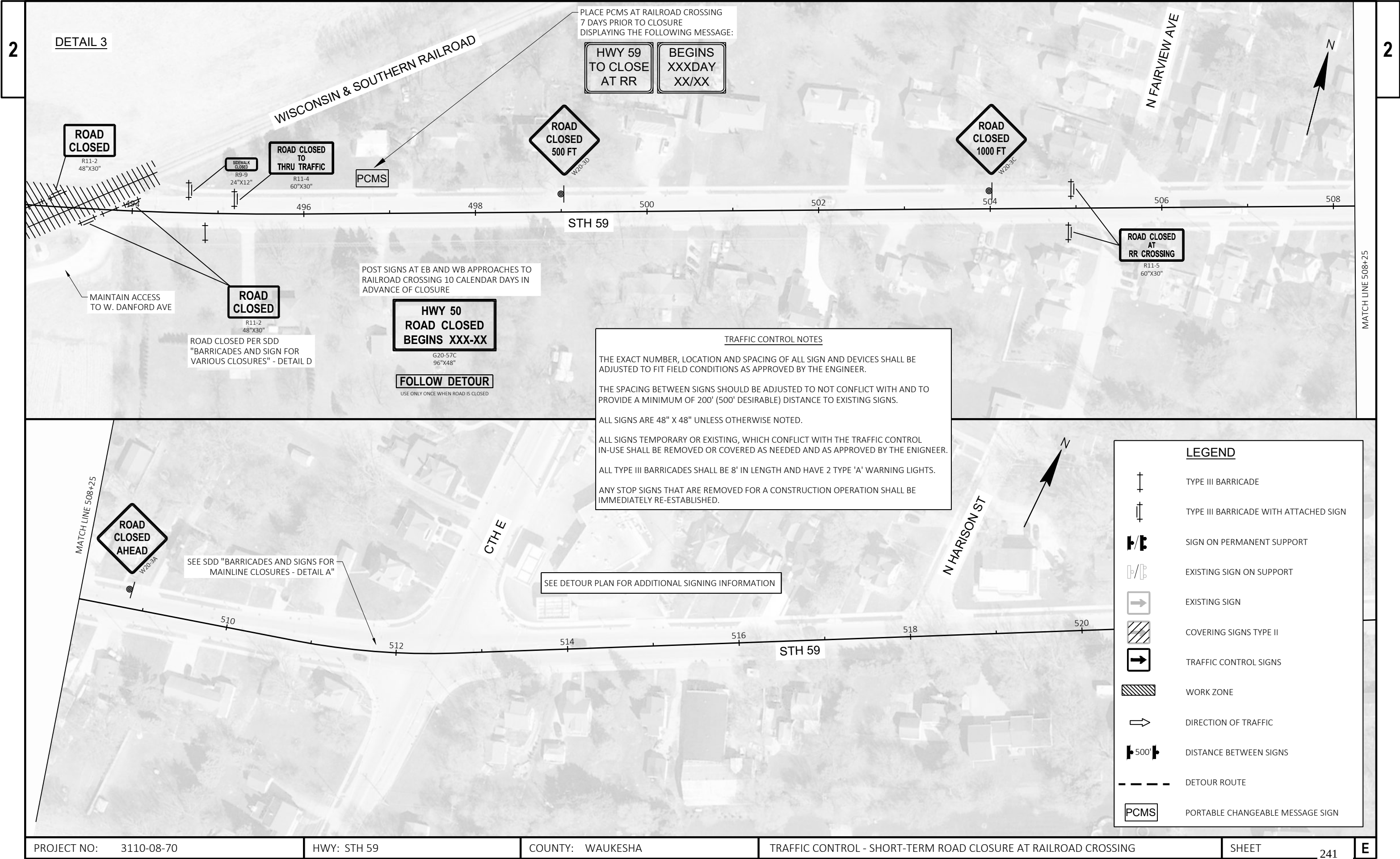
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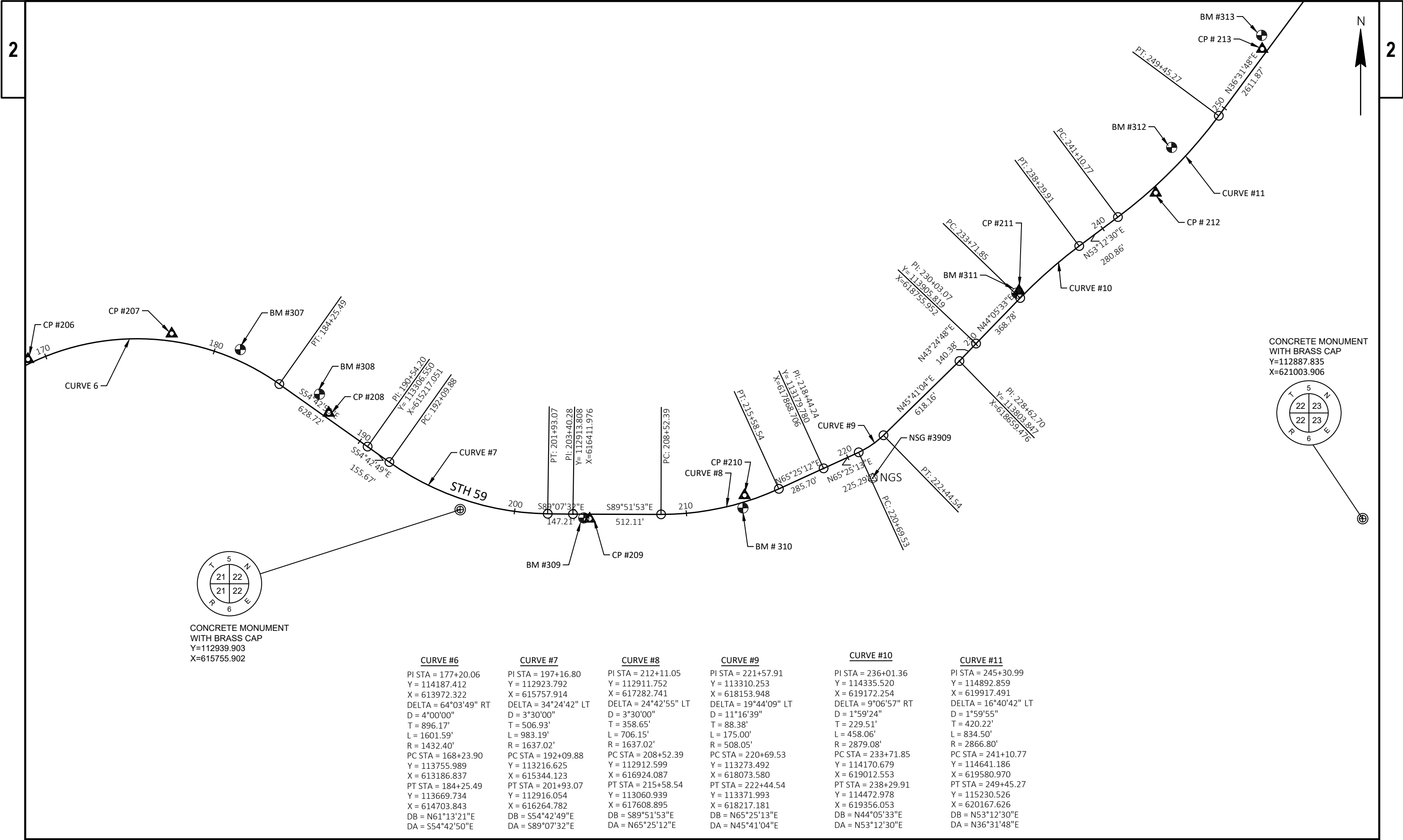
LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	SIGN ON PERMANENT SUPPORT
	EXISTING SIGN ON SUPPORT
	EXISTING SIGN
	COVERING SIGNS TYPE II
	TRAFFIC CONTROL SIGNS
	WORK ZONE
	DIRECTION OF TRAFFIC
	DISTANCE BETWEEN SIGNS
	DETOUR ROUTE
	PORTABLE CHANGEABLE MESSAGE SIGN





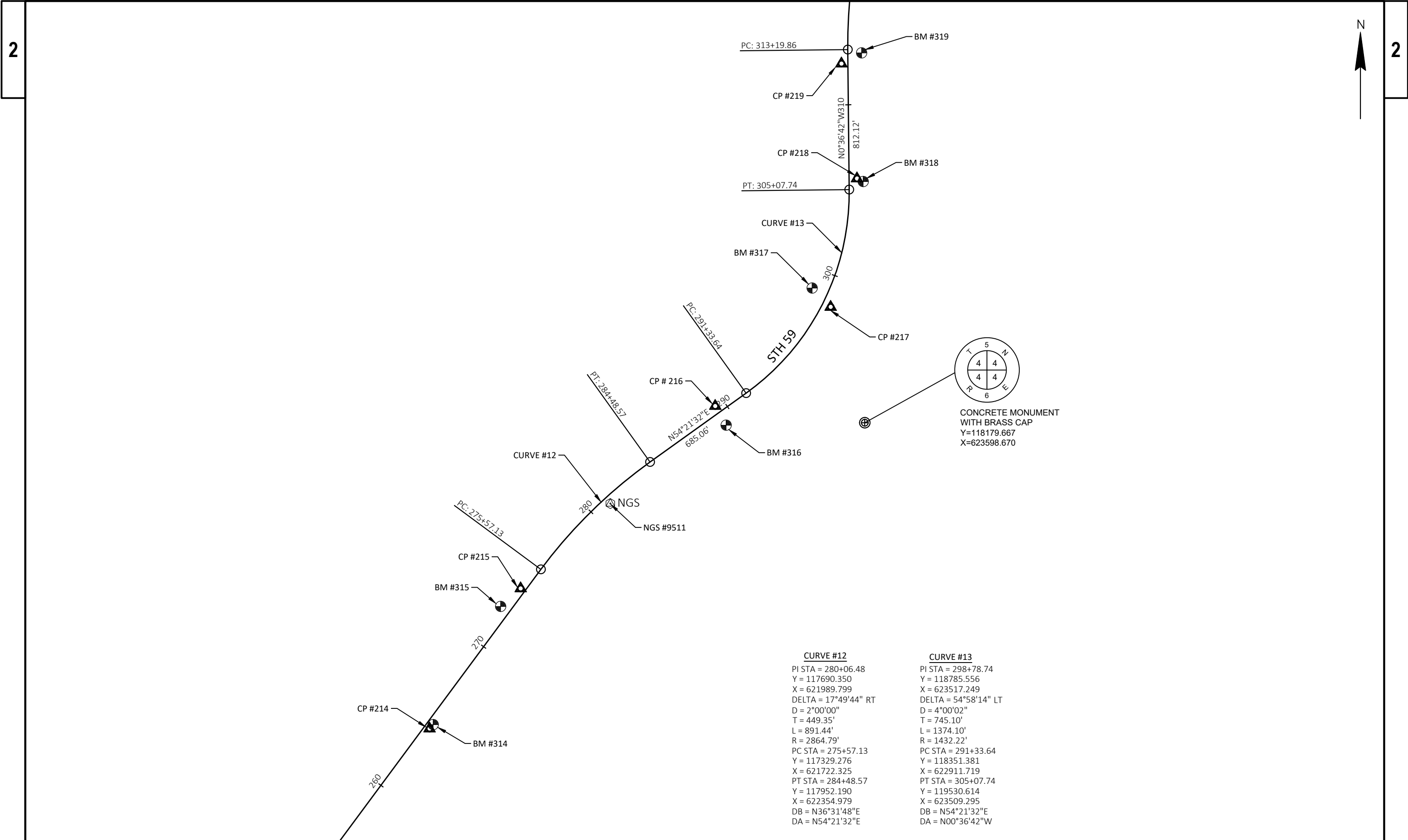


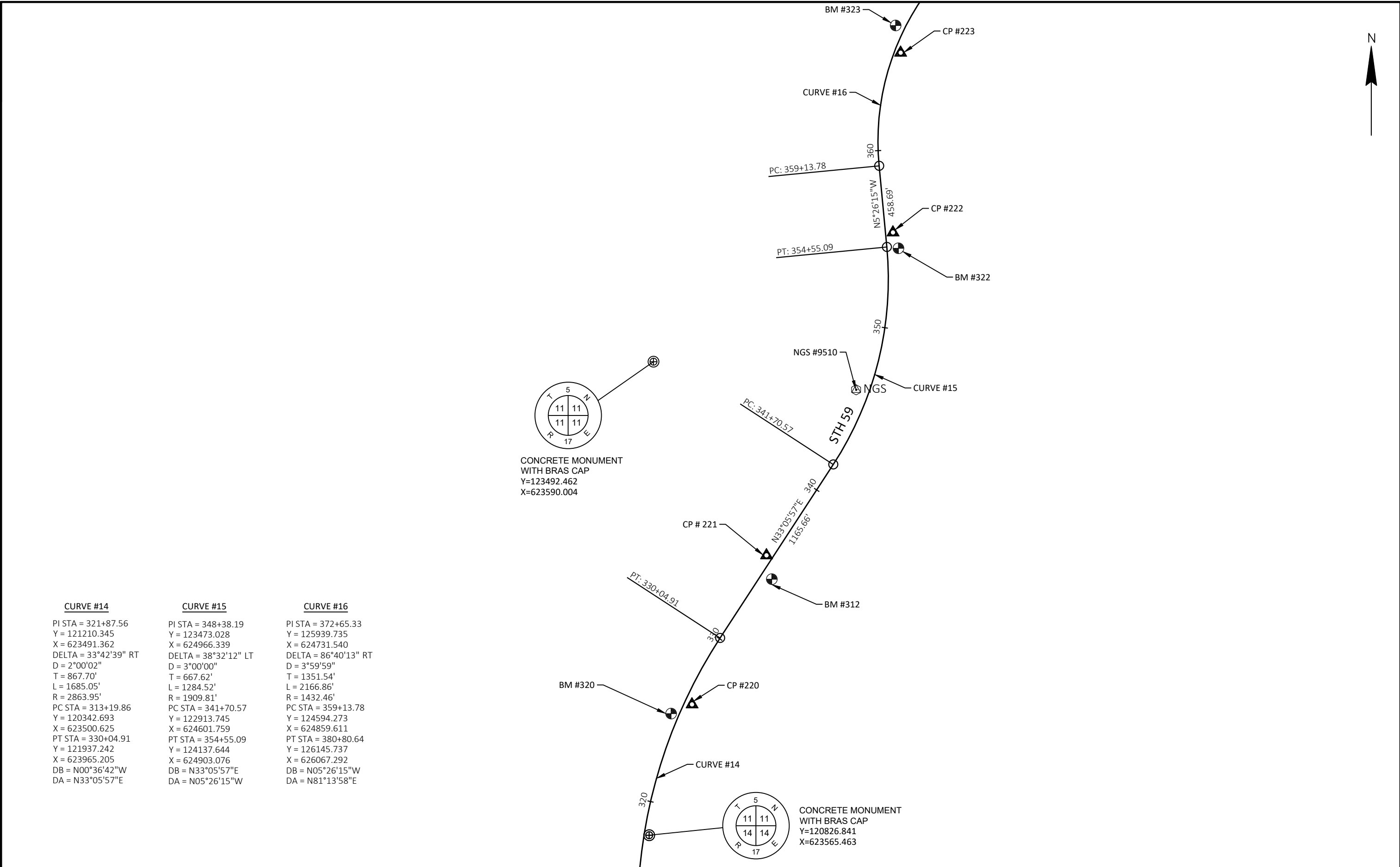


CONCRETE MONUMENT
WITH BRASS CAP
Y=112939.903
X=615755.902

CONCRETE MONUMENT
WITH BRASS CAP
Y=112887.835
X=621003.906

CURVE #6	CURVE #7	CURVE #8	CURVE #9	CURVE #10	CURVE #11
PI STA = 177+20.06 Y = 114187.412 X = 613972.322 DELTA = 64°03'49" RT D = 4°00'00" T = 896.17' L = 1601.59' R = 1432.40' PC STA = 168+23.90 Y = 113755.989 X = 613186.837 PT STA = 184+25.49 Y = 113669.734 X = 614703.843 DB = N61°13'21"E DA = S54°42'50"E	PI STA = 197+16.80 Y = 112923.792 X = 615757.914 DELTA = 34°24'42" LT D = 3°30'00" T = 506.93' L = 983.19' R = 1637.02' PC STA = 192+09.88 Y = 113216.625 X = 615344.123 PT STA = 201+93.07 Y = 112916.054 X = 616264.782 DB = S54°42'49"E DA = S89°07'32"E	PI STA = 212+11.05 Y = 112911.752 X = 617282.741 DELTA = 24°42'55" LT D = 3°30'00" T = 358.65' L = 706.15' R = 1637.02' PC STA = 208+52.39 Y = 112912.599 X = 616924.087 PT STA = 215+58.54 Y = 113060.939 X = 617608.895 DB = S89°51'53"E DA = N65°25'12"E	PI STA = 221+57.91 Y = 113310.253 X = 618153.948 DELTA = 19°44'09" LT D = 11°16'39" T = 88.38' L = 175.00' R = 508.05' PC STA = 220+69.53 Y = 113273.492 X = 618073.580 PT STA = 222+44.54 Y = 113371.993 X = 618217.181 DB = N65°25'13"E DA = N45°41'04"E	PI STA = 236+01.36 Y = 114335.520 X = 619172.254 DELTA = 9°06'57" RT D = 1°59'24" T = 229.51' L = 458.06' R = 2879.08' PC STA = 233+71.85 Y = 114170.679 X = 619012.553 PT STA = 238+29.91 Y = 114472.978 X = 619356.053 DB = N44°05'33"E DA = N53°12'30"E	PI STA = 245+30.99 Y = 114892.859 X = 619917.491 DELTA = 16°40'42" LT D = 1°59'55" T = 420.22' L = 834.50' R = 2866.80' PC STA = 241+10.77 Y = 114641.186 X = 619580.970 PT STA = 249+45.27 Y = 115230.526 X = 620167.626 DB = N53°12'30"E DA = N36°31'48"E





CURVE #14

PI STA = 321+87.56
Y = 121210.345
X = 623491.362
DELTA = 33°42'39" RT
D = 2°00'02"
T = 867.70'
L = 1685.05'
R = 2863.95'
PC STA = 313+19.86
Y = 120342.693
X = 623500.625
PT STA = 330+04.91
Y = 121937.242
X = 623965.205
DB = N00°36'42"W
DA = N33°05'57"E

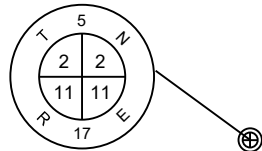
CURVE #15

PI STA = 348+38.19
Y = 123473.028
X = 624966.339
DELTA = 38°32'12" LT
D = 3°00'00"
T = 667.62'
L = 1284.52'
R = 1909.81'
PC STA = 341+70.57
Y = 122913.745
X = 624601.759
PT STA = 354+55.09
Y = 124137.644
X = 624903.076
DB = N33°05'57"E
DA = N05°26'15"W

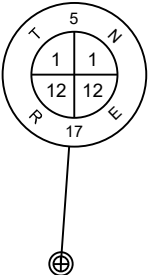
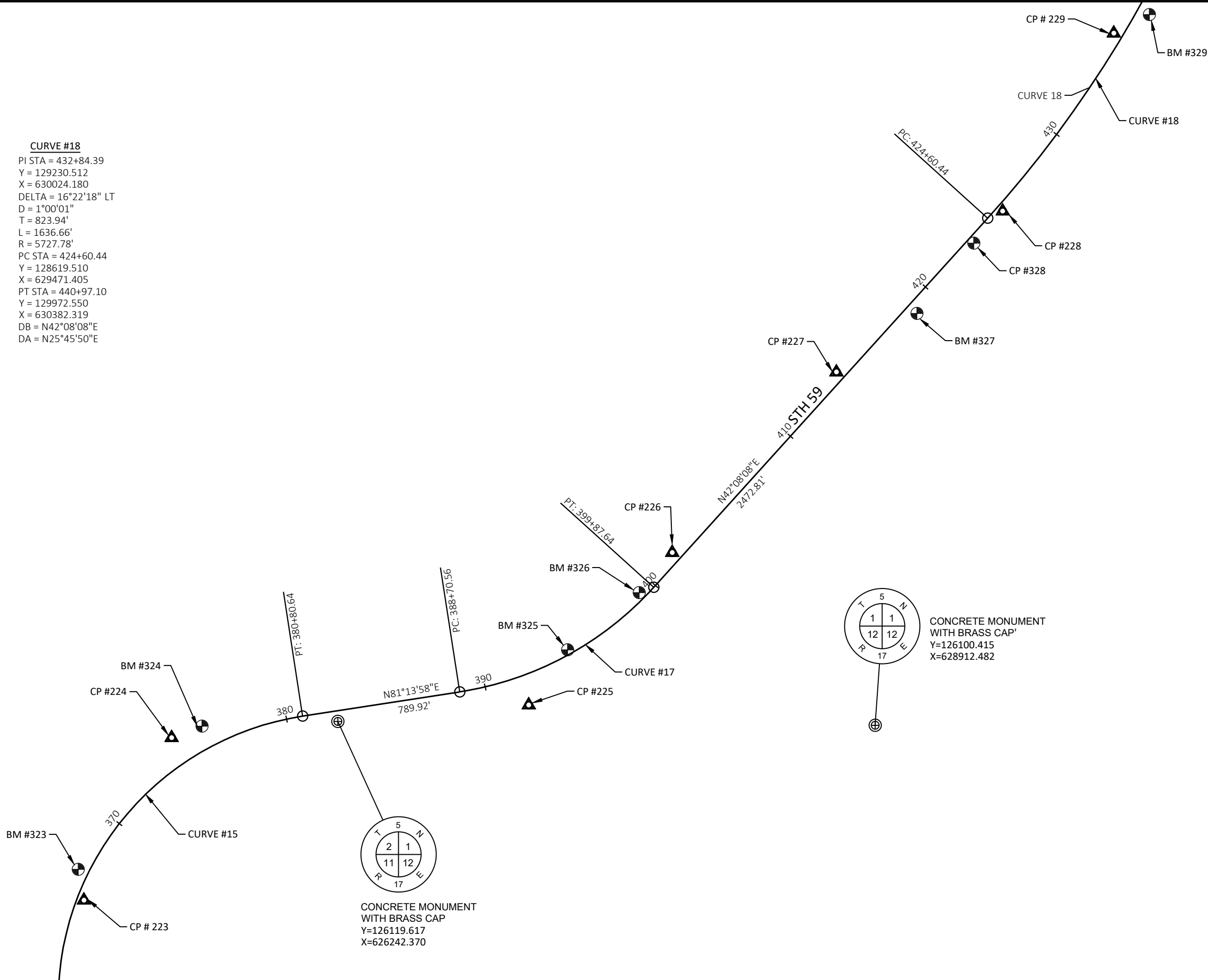
CURVE #16

PI STA = 372+65.33
Y = 125939.735
X = 624731.540
DELTA = 86°40'13" RT
D = 3°59'59"
T = 1351.54'
L = 2166.86'
R = 1432.46'
PC STA = 359+13.78
Y = 124594.273
X = 624859.611
PT STA = 380+80.64
Y = 126145.737
X = 626067.292
DB = N05°26'15"W
DA = N81°13'58"E

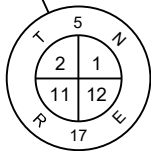
CURVE #16	CURVE #17	CURVE #18
PI STA = 372+65.33	PI STA = 394+51.83	PI STA = 432+84.39
Y = 125939.735	Y = 126354.733	Y = 129230.512
X = 624731.540	X = 627422.459	X = 630024.180
DELTA = 86°40'13" RT	DELTA = 39°05'50" LT	DELTA = 16°22'18" LT
D = 3°59'59"	D = 3°30'00"	D = 1°00'01"
T = 1351.54'	T = 581.27'	T = 823.94'
L = 2166.86'	L = 1117.08'	L = 1636.66'
R = 1432.46'	R = 1637.05'	R = 5727.78'
PC STA = 359+13.78	PC STA = 388+70.56	PC STA = 424+60.44
Y = 124594.273	Y = 126266.136	Y = 128619.510
X = 624859.611	X = 626847.979	X = 629471.405
PT STA = 380+80.64	PT STA = 399+87.64	PT STA = 440+97.10
Y = 126145.737	Y = 126785.780	Y = 129972.550
X = 626067.292	X = 627812.428	X = 630382.319
DB = N05°26'15"W	DB = N81°13'58"E	DB = N42°08'08"E
DA = N81°13'58"E	DA = N42°08'08"E	DA = N25°45'50"E



CONCRETE MONUMENT
WITH BRASS CAP
Y=126126.161
X=623608.008



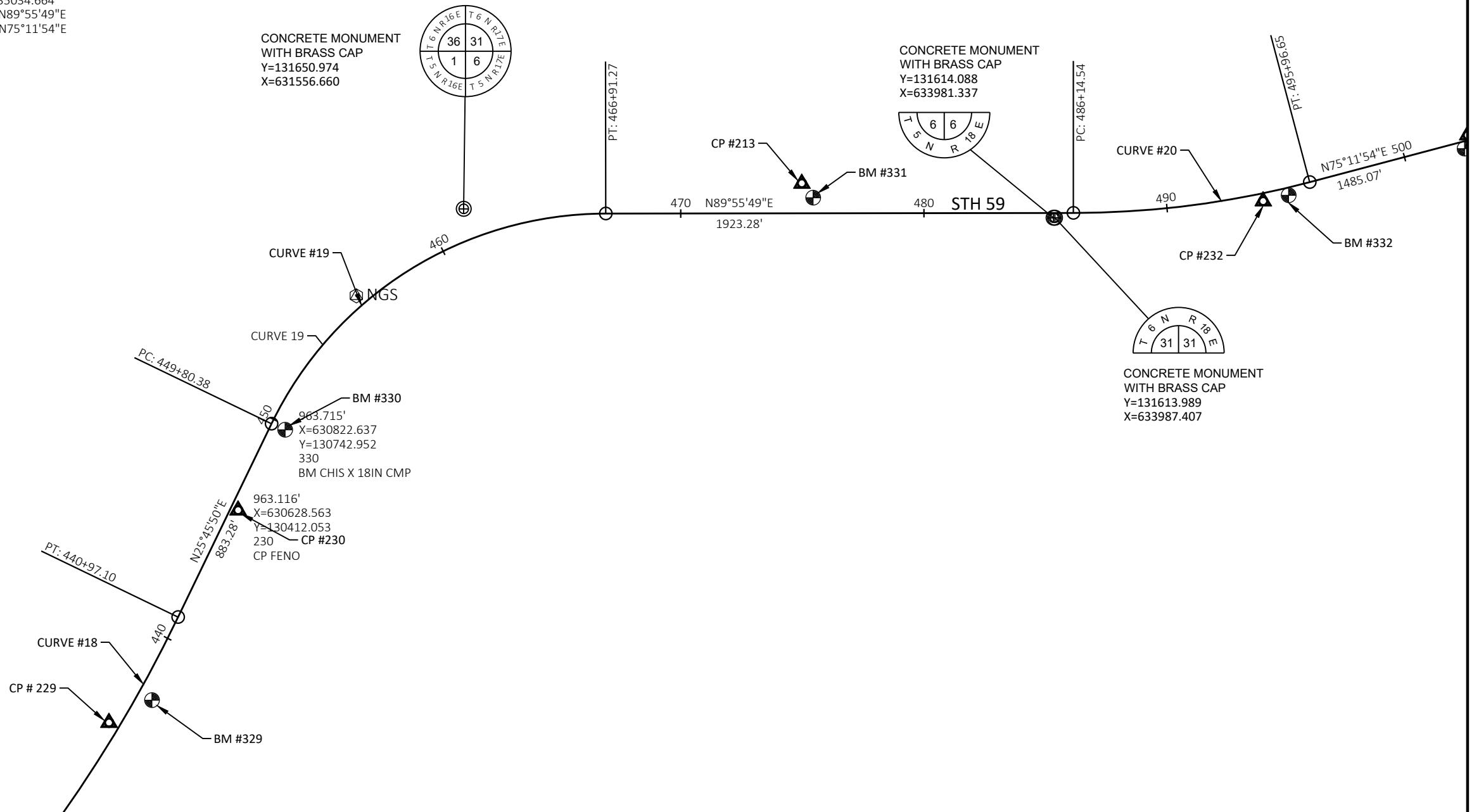
CONCRETE MONUMENT
WITH BRASS CAP
Y=126100.415
X=628912.482

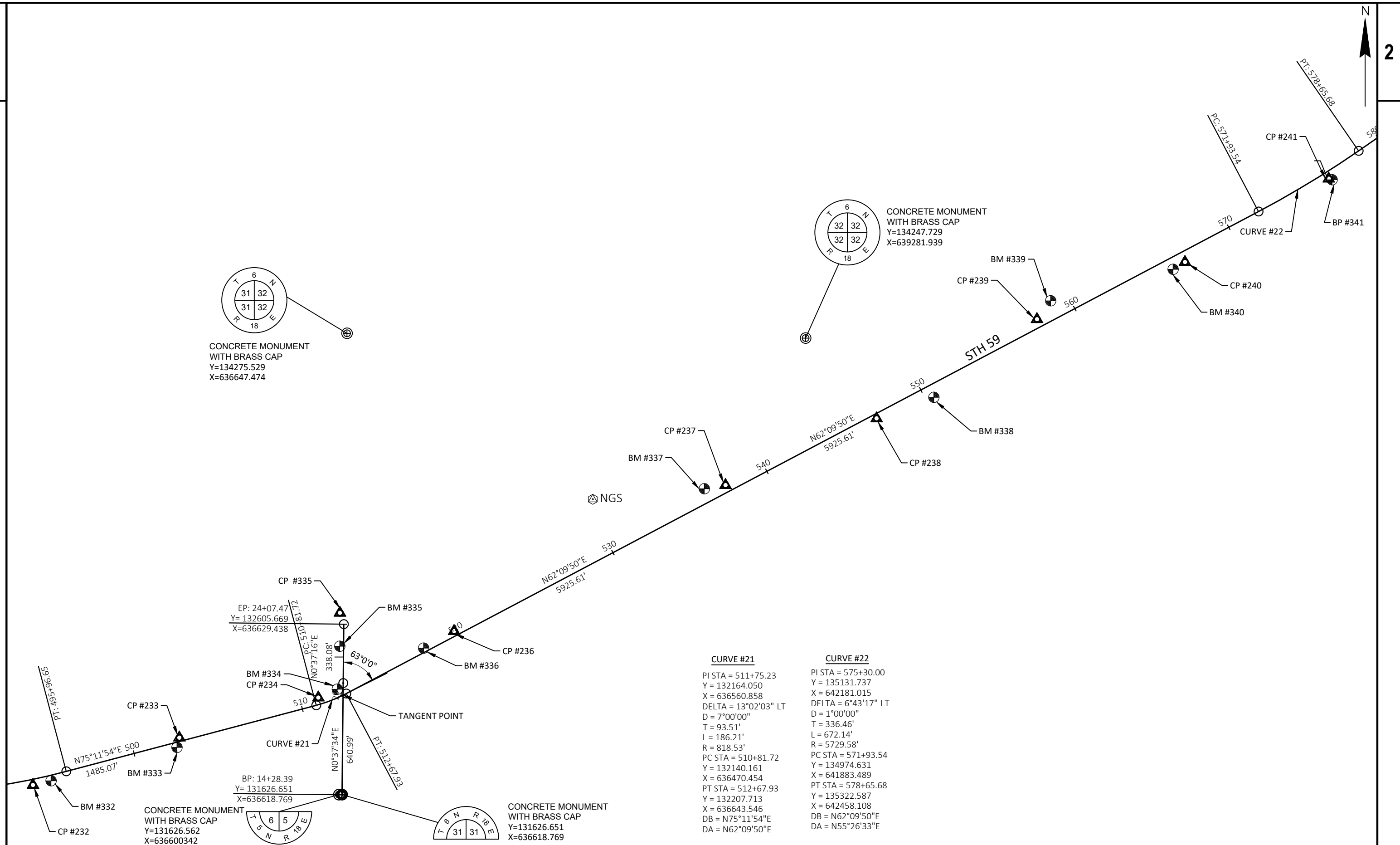


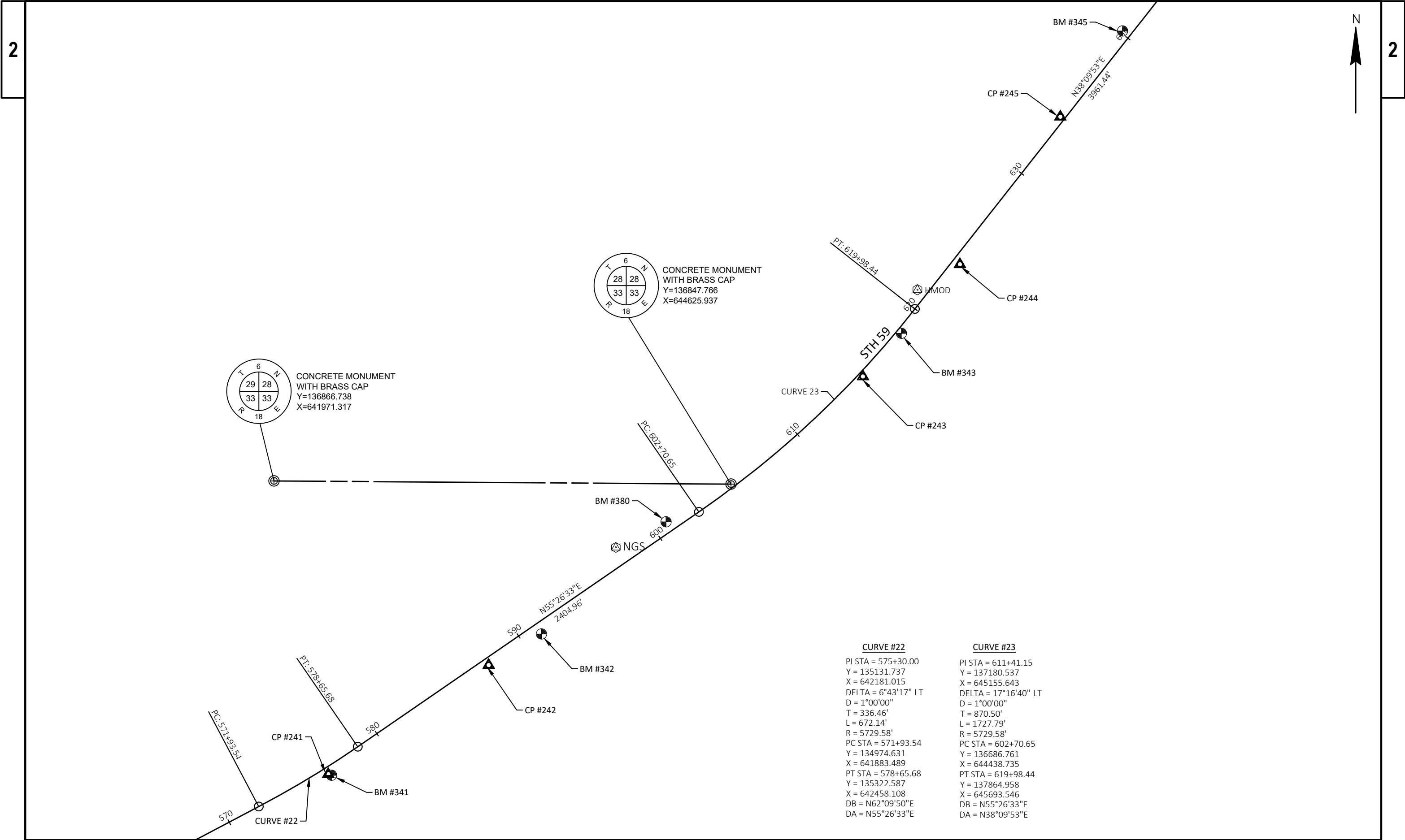
CONCRETE MONUMENT
WITH BRASS CAP
Y=126119.617
X=626242.370

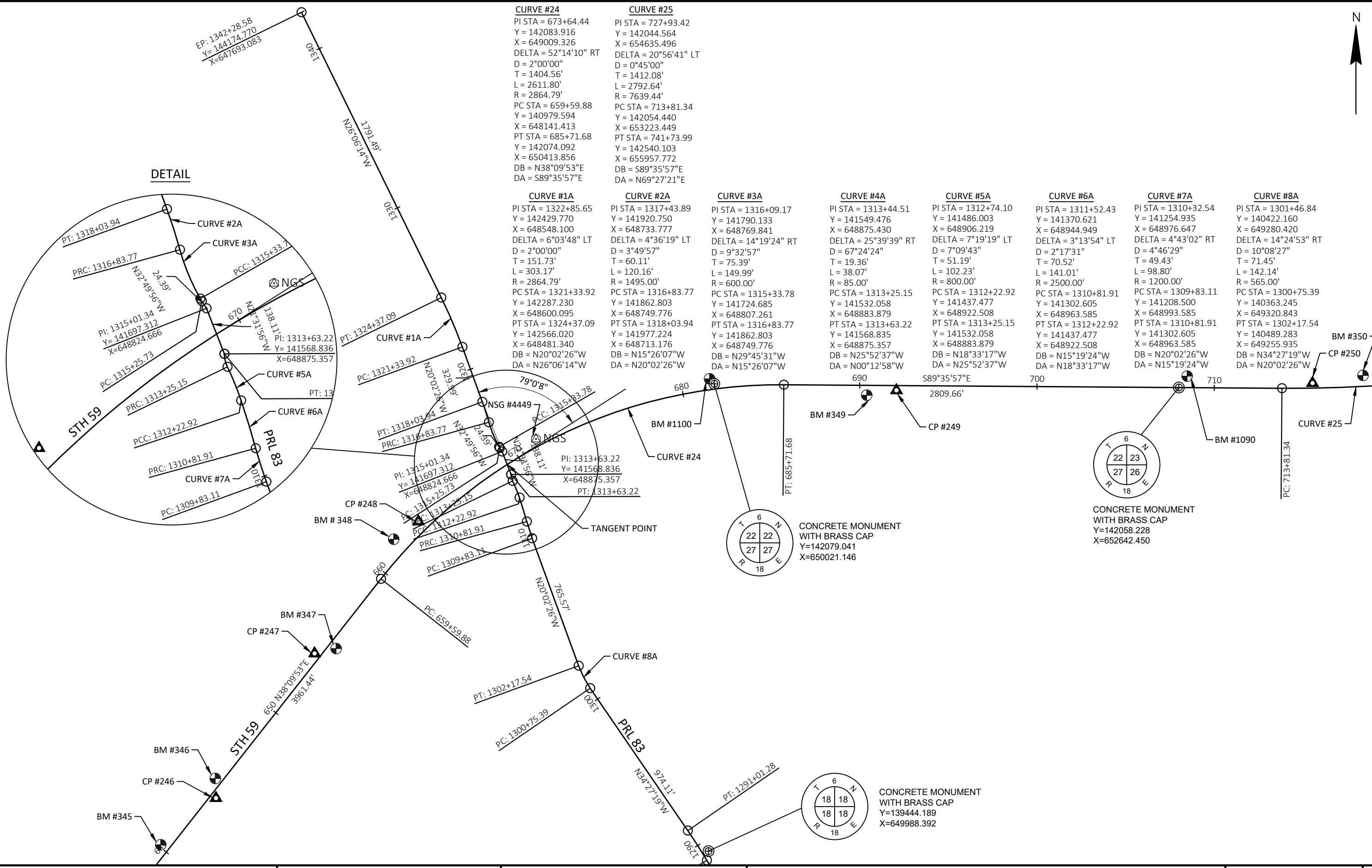


CURVE #18	CURVE #19	CURVE #20
PI STA = 432+84.39	PI STA = 459+38.08	PI STA = 491+08.32
Y = 129230.512	Y = 131630.516	Y = 131634.616
X = 630024.180	X = 631182.525	X = 634557.272
DELTA = 16°22'18" LT	DELTA = 64°09'59" RT	DELTA = 14°43'56" LT
D = 1°00'01"	D = 3°45'02"	D = 1°30'00"
T = 823.94'	T = 957.70'	T = 493.78'
L = 1636.66'	L = 1710.89'	L = 982.11'
R = 5727.78'	R = 1527.69'	R = 3819.59'
PC STA = 424+60.44	PC STA = 449+80.38	PC STA = 486+14.54
Y = 128619.510	Y = 130768.022	Y = 131634.016
X = 629471.405	X = 630766.248	X = 634063.496
PT STA = 440+97.10	PT STA = 466+91.27	PT STA = 495+96.65
Y = 129972.550	Y = 131631.680	Y = 131760.763
X = 630382.319	X = 632140.220	X = 635034.664
DB = N42°08'08"E	DB = N25°45'50"E	DB = N89°55'49"E
DA = N25°45'50"E	DA = N89°55'49"E	DA = N75°11'54"E



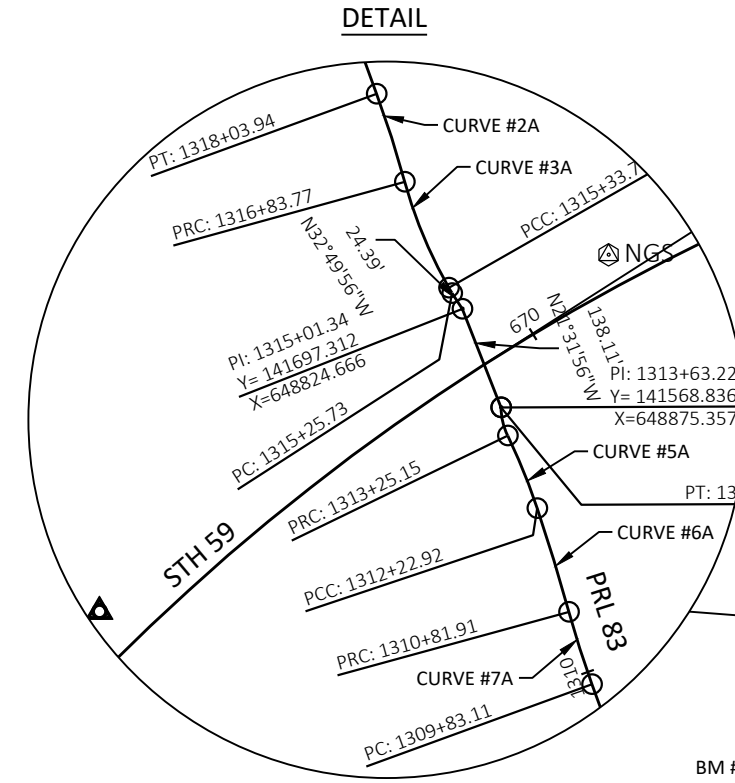


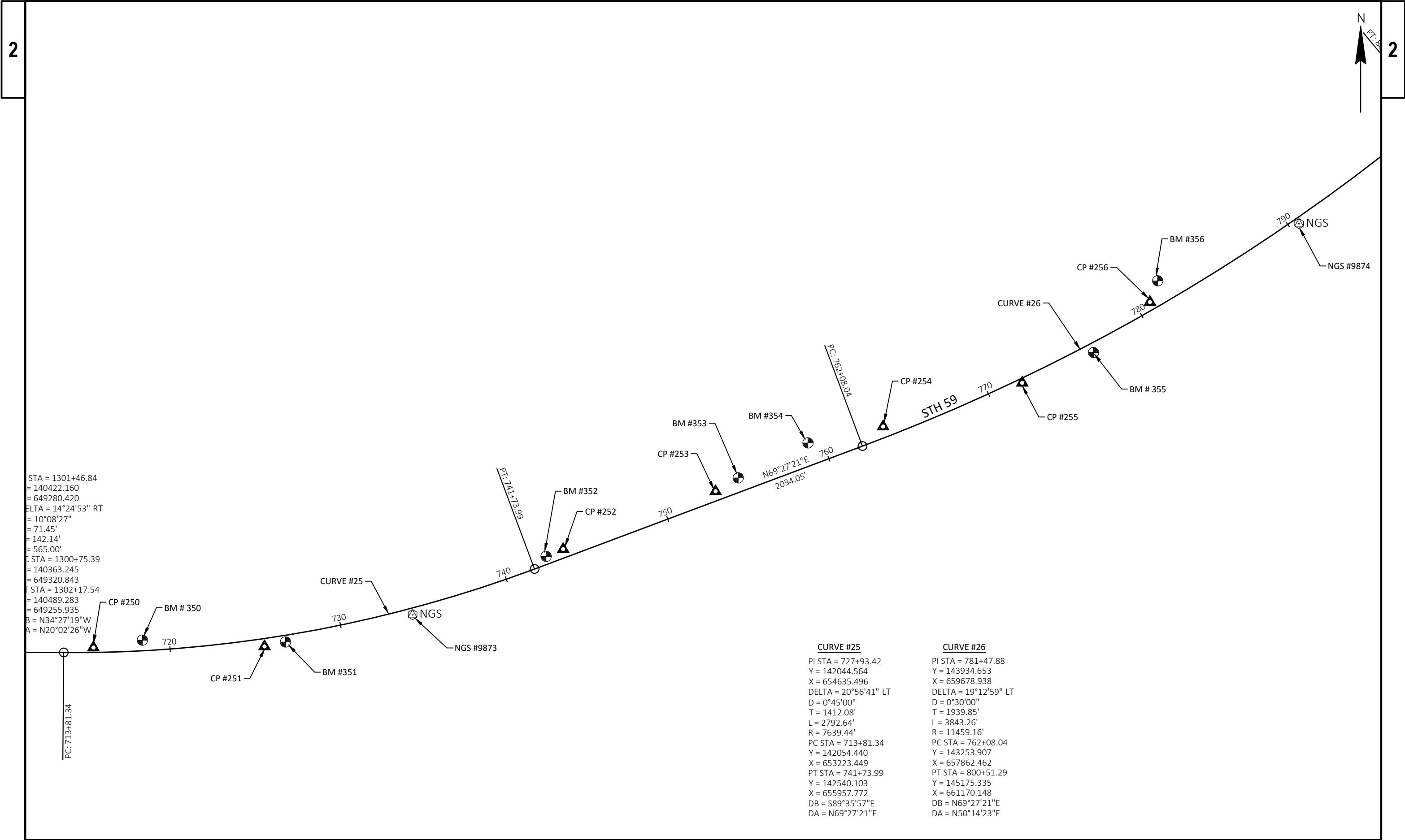


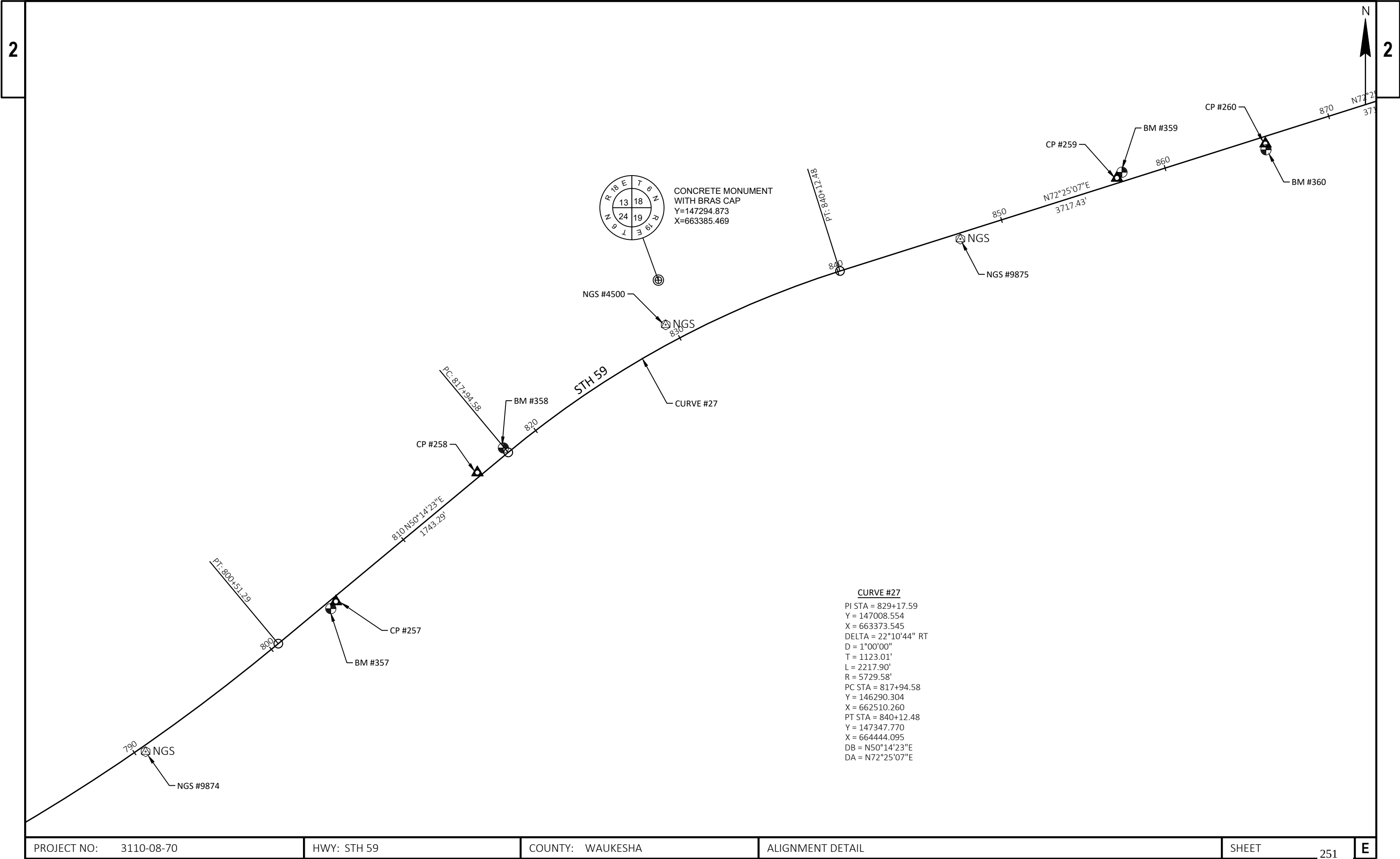


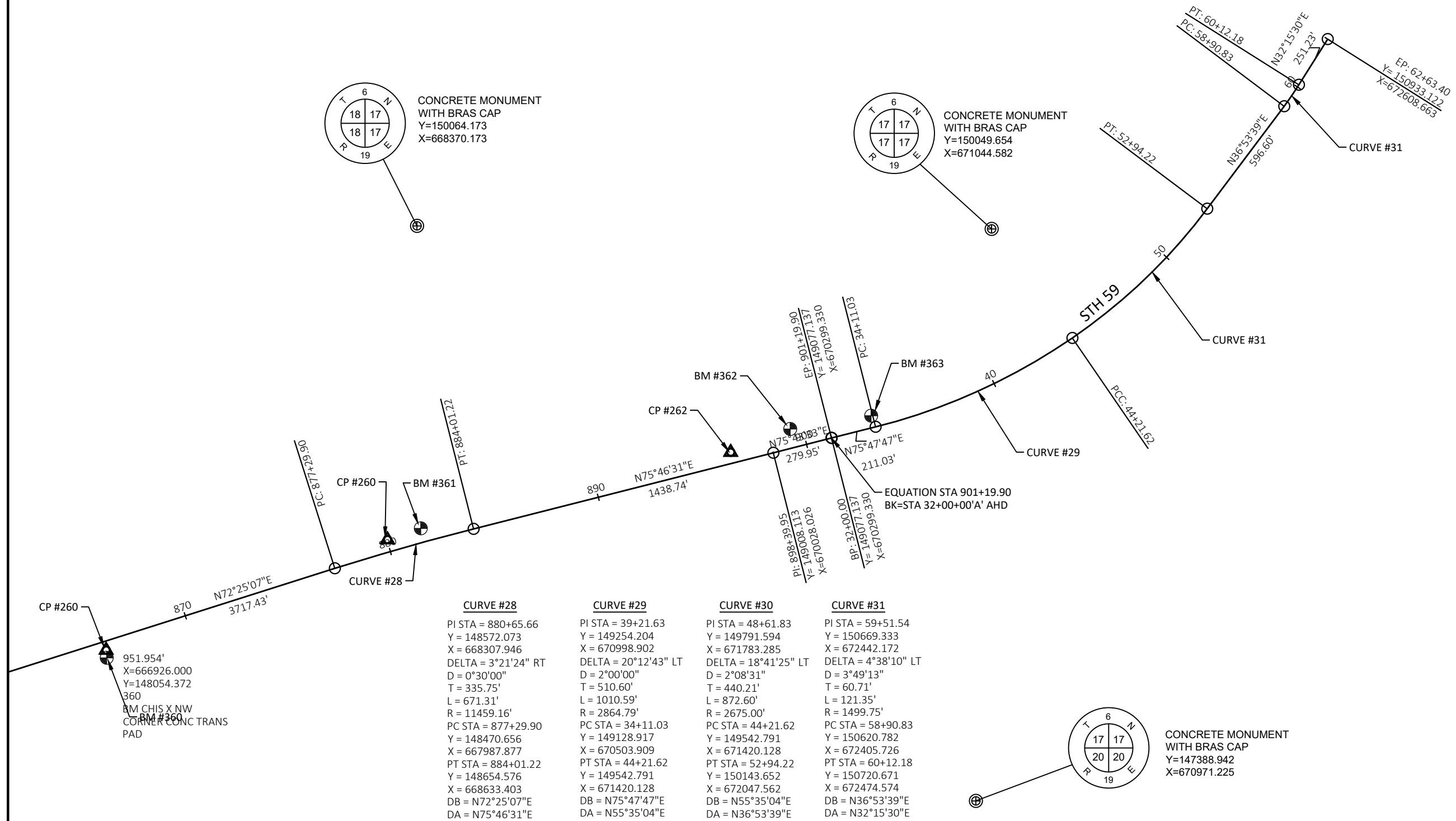
CURVE #24	CURVE #25
PI STA = 673+64.44	PI STA = 727+93.42
Y = 142083.916	Y = 142044.564
X = 649009.326	X = 654635.496
DELTA = 52°14'10" RT	DELTA = 20°56'41" LT
D = 2°00'00"	D = 0°45'00"
T = 1404.56'	T = 1412.08'
L = 2611.80'	L = 2792.64'
R = 2864.79'	R = 7639.44'
PC STA = 659+59.88	PC STA = 713+81.34
Y = 140979.594	Y = 142054.440
X = 648141.413	X = 653223.449
PT STA = 685+71.68	PT STA = 741+73.99
Y = 142074.092	Y = 142540.103
X = 650413.856	X = 655957.772
DB = N38°09'53"E	DB = S89°35'57"E
DA = S89°35'57"E	DA = N69°27'21"E

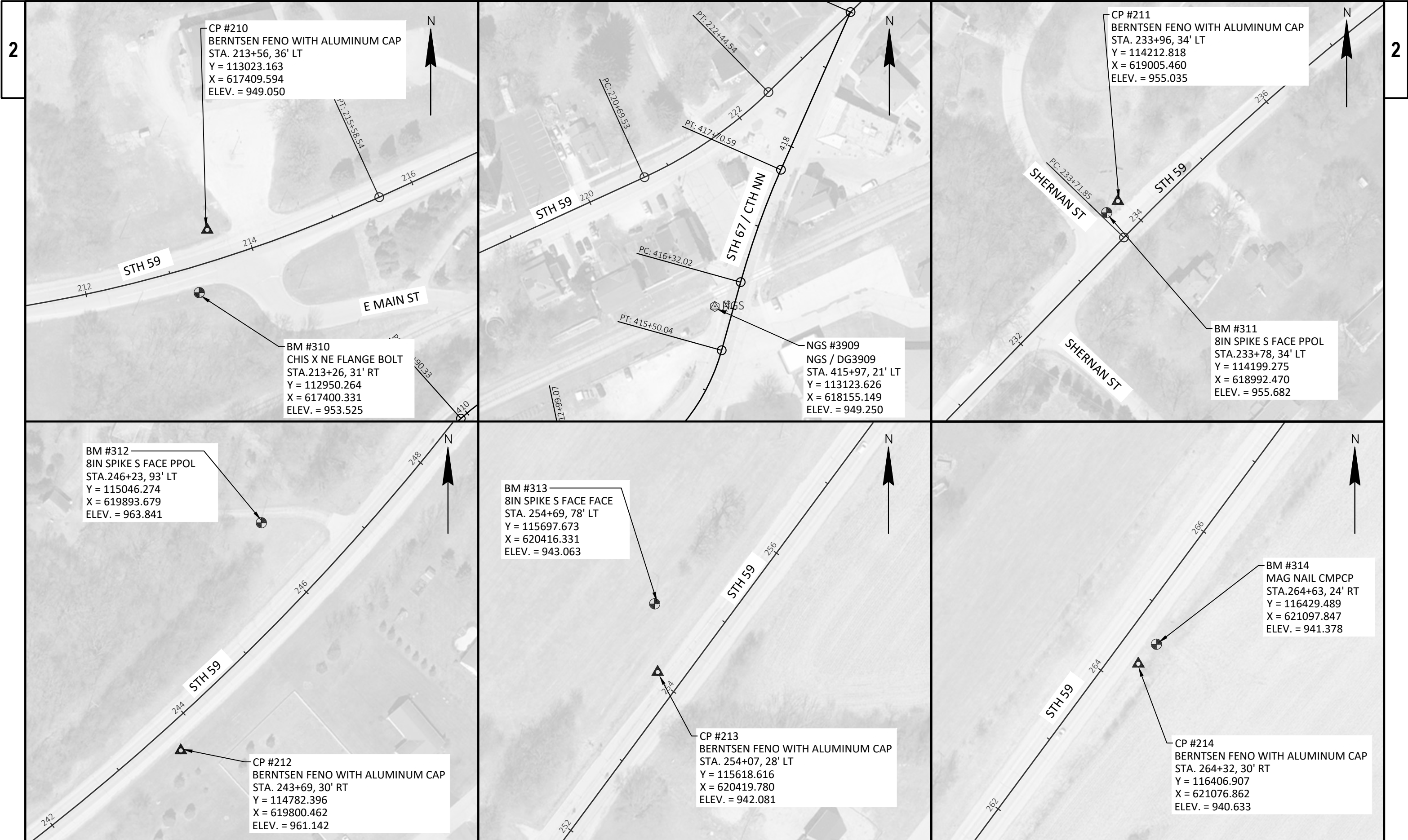
CURVE #1A	CURVE #2A	CURVE #3A	CURVE #4A	CURVE #5A	CURVE #6A	CURVE #7A	CURVE #8A
PI STA = 1322+85.65	PI STA = 1317+43.89	PI STA = 1316+09.17	PI STA = 1313+44.51	PI STA = 1312+74.10	PI STA = 1311+52.43	PI STA = 1310+32.54	PI STA = 1301+46.84
Y = 142429.770	Y = 141920.750	Y = 141790.133	Y = 141549.476	Y = 141486.003	Y = 141370.621	Y = 141254.935	Y = 140422.160
X = 648548.100	X = 648733.777	X = 648769.841	X = 648875.430	X = 648906.219	X = 648944.949	X = 648976.647	X = 649280.420
DELTA = 6°03'48" LT	DELTA = 4°36'19" LT	DELTA = 14°19'24" RT	DELTA = 25°39'39" RT	DELTA = 7°19'19" LT	DELTA = 3°13'54" LT	DELTA = 4°43'02" RT	DELTA = 14°24'53" RT
D = 2°00'00"	D = 3°49'57"	D = 9°32'57"	D = 67°24'24"	D = 7°09'43"	D = 2°17'31"	D = 4°46'29"	D = 10°08'27"
T = 151.73'	T = 60.11'	T = 75.39'	T = 19.36'	T = 51.19'	T = 70.52'	T = 49.43'	T = 71.45'
L = 303.17'	L = 120.16'	L = 149.99'	L = 38.07'	L = 102.23'	L = 141.01'	L = 98.80'	L = 142.14'
R = 2864.79'	R = 1495.00'	R = 600.00'	R = 85.00'	R = 800.00'	R = 2500.00'	R = 1200.00'	R = 565.00'
PC STA = 1321+33.92	PC STA = 1316+83.77	PC STA = 1315+33.78	PC STA = 1313+25.15	PC STA = 1312+22.92	PC STA = 1310+81.91	PC STA = 1309+83.11	PC STA = 1300+75.39
Y = 142287.230	Y = 141862.803	Y = 141724.685	Y = 141532.058	Y = 141437.477	Y = 141302.605	Y = 141208.500	Y = 140363.245
X = 648600.095	X = 648749.776	X = 648807.261	X = 648883.879	X = 648922.508	X = 648963.585	X = 648993.585	X = 649320.843
PT STA = 1324+37.09	PT STA = 1318+03.94	PT STA = 1316+83.77	PT STA = 1313+63.22	PT STA = 1313+25.15	PT STA = 1312+22.92	PT STA = 1310+81.91	PT STA = 1302+17.54
Y = 142566.020	Y = 141977.224	Y = 141862.803	Y = 141568.835	Y = 141532.058	Y = 141437.477	Y = 141302.605	Y = 140489.283
X = 648481.340	X = 648713.176	X = 648749.776	X = 648875.357	X = 648883.879	X = 648922.508	X = 648963.585	X = 649255.935
DB = N20°02'26"W	DB = N15°26'07"W	DB = N29°45'31"W	DB = N25°52'37"W	DB = N18°33'17"W	DB = N15°19'24"W	DB = N20°02'26"W	DB = N34°27'19"W
DA = N26°06'14"W	DA = N20°02'26"W	DA = N15°26'07"W	DA = N00°12'58"W	DA = N25°52'37"W	DA = N18°33'17"W	DA = N15°19'24"W	DA = N20°02'26"W

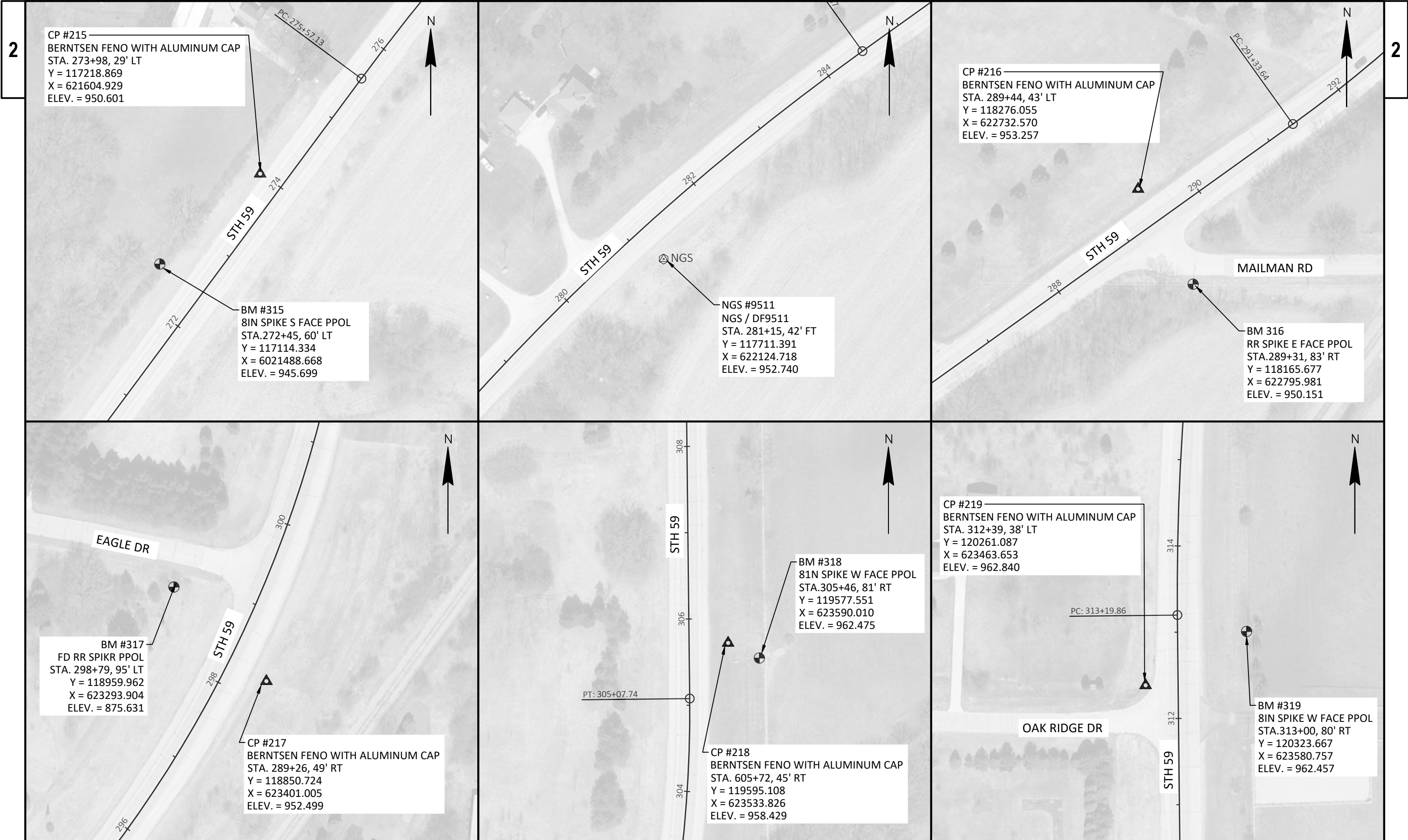


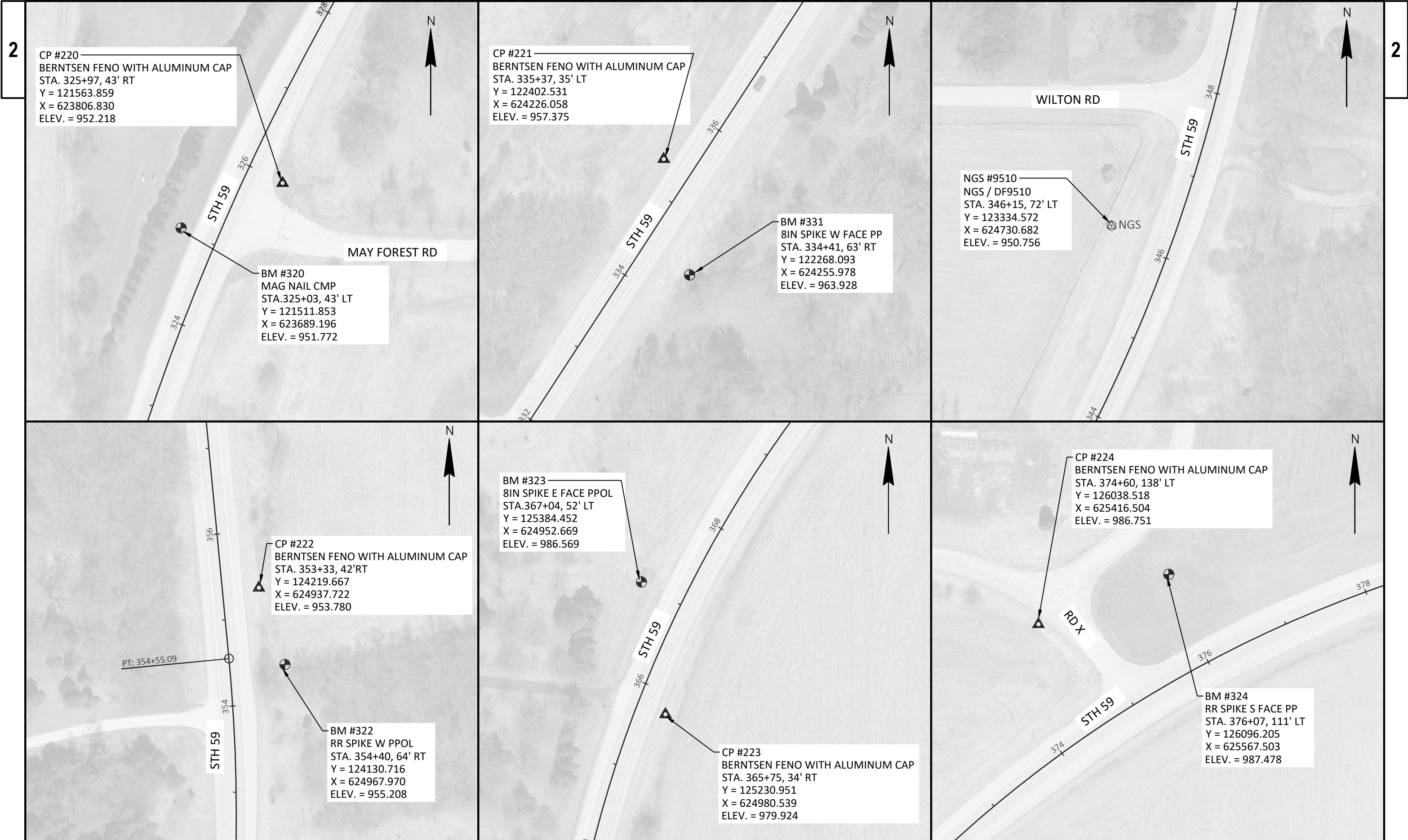


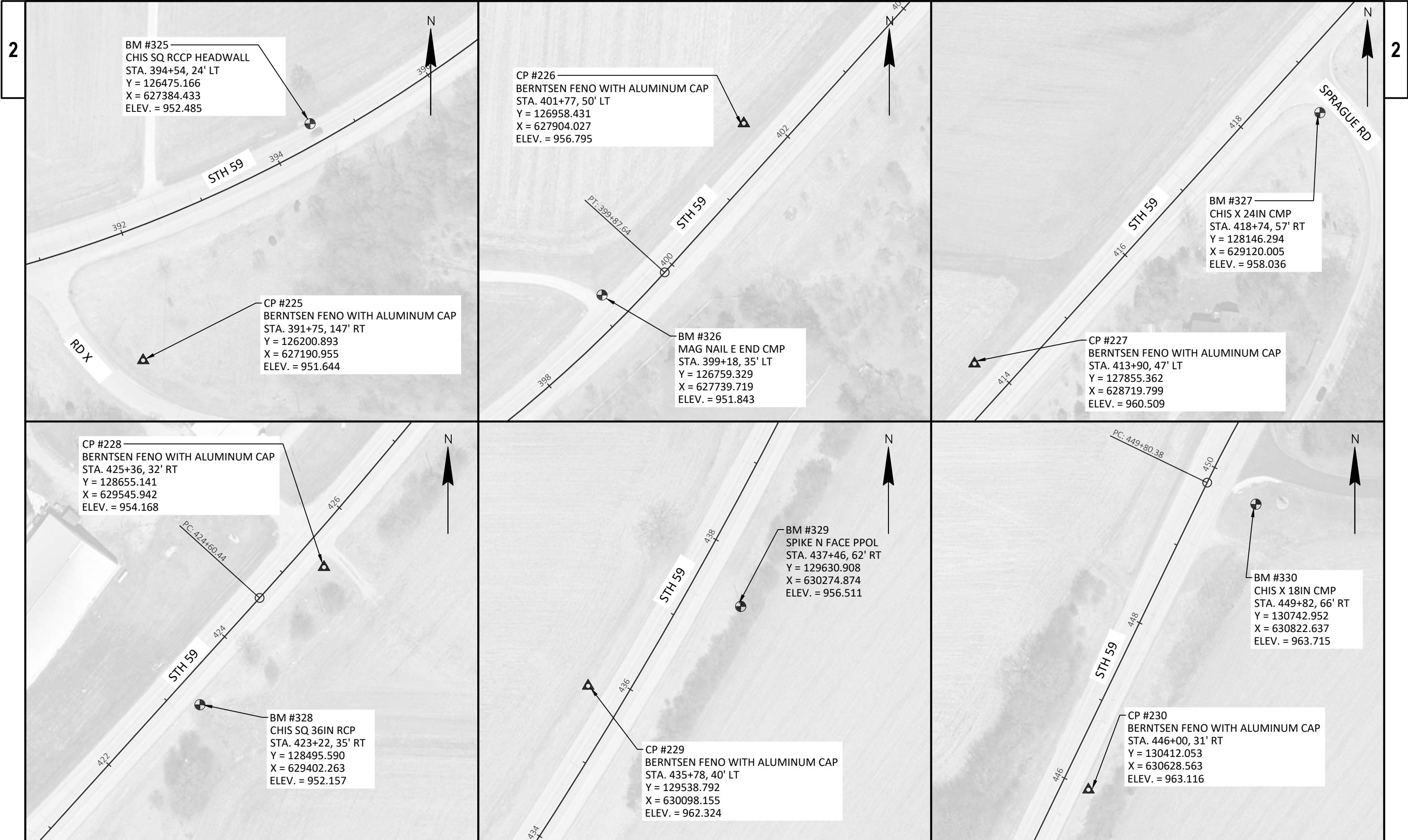












BM #325
CHIS SQ RCCP HEADWALL
STA. 394+54, 24' LT
Y = 126475.166
X = 627384.433
ELEV. = 952.485

CP #226
BERNTSEN FENO WITH ALUMINUM CAP
STA. 401+77, 50' LT
Y = 126958.431
X = 627904.027
ELEV. = 956.795

BM #327
CHIS X 24IN CMP
STA. 418+74, 57' RT
Y = 128146.294
X = 629120.005
ELEV. = 958.036

CP #225
BERNTSEN FENO WITH ALUMINUM CAP
STA. 391+75, 147' RT
Y = 126200.893
X = 627190.955
ELEV. = 951.644

BM #326
MAG NAIL E END CMP
STA. 399+18, 35' LT
Y = 126759.329
X = 627739.719
ELEV. = 951.843

CP #227
BERNTSEN FENO WITH ALUMINUM CAP
STA. 413+90, 47' LT
Y = 127855.362
X = 628719.799
ELEV. = 960.509

CP #228
BERNTSEN FENO WITH ALUMINUM CAP
STA. 425+36, 32' RT
Y = 128655.141
X = 629545.942
ELEV. = 954.168

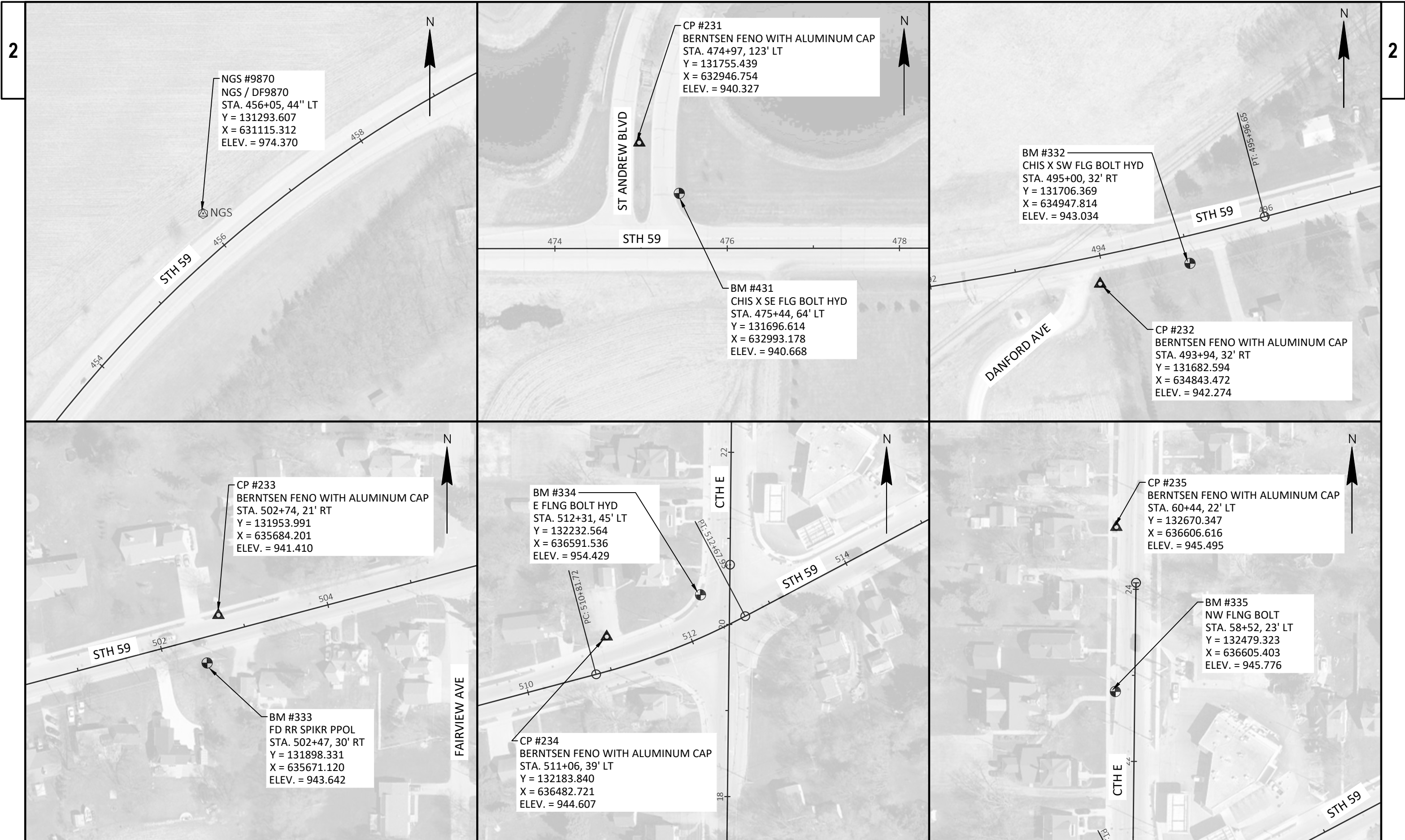
BM #329
SPIKE N FACE PPOL
STA. 437+46, 62' RT
Y = 129630.908
X = 630274.874
ELEV. = 956.511

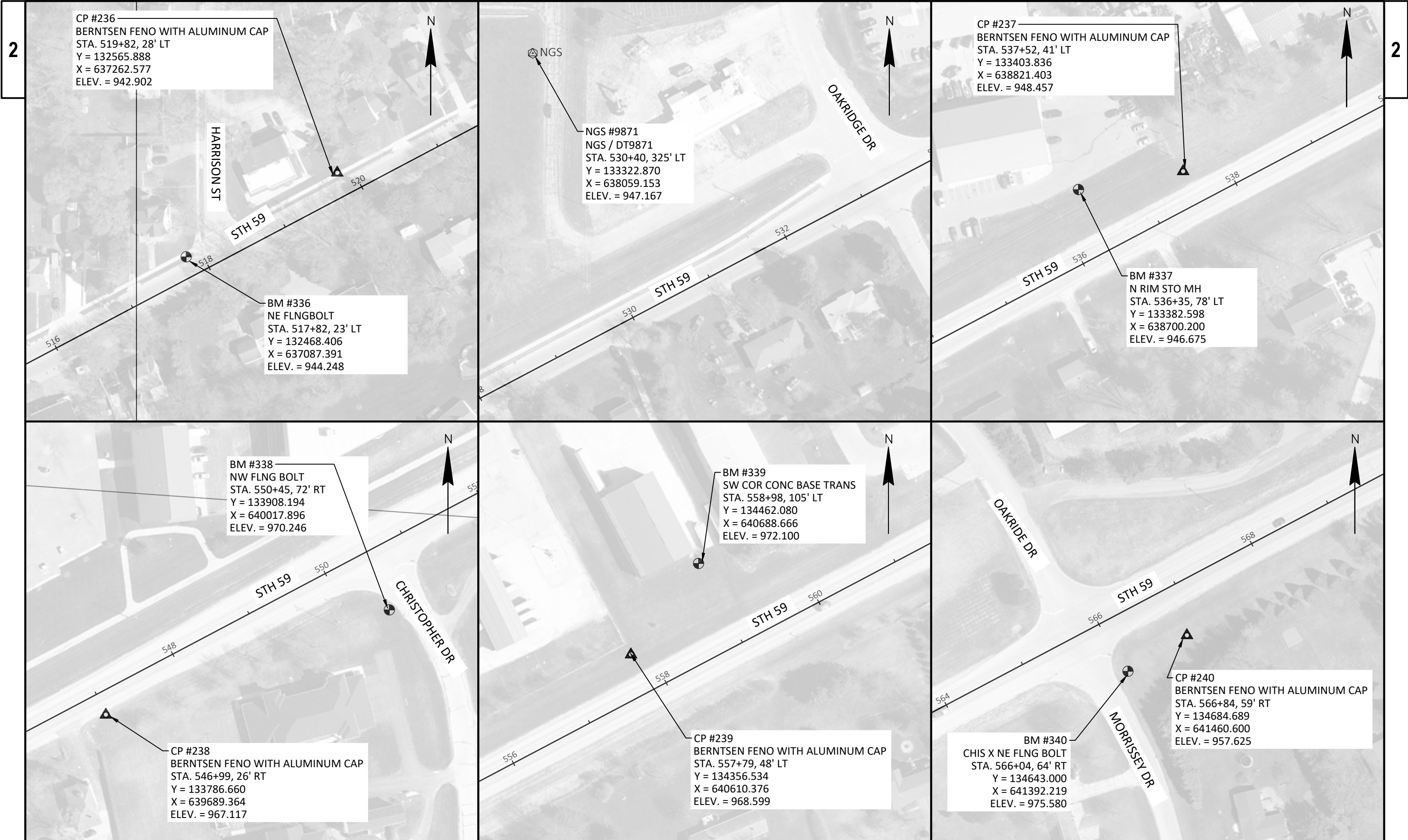
BM #330
CHIS X 18IN CMP
STA. 449+82, 66' RT
Y = 130742.952
X = 630822.637
ELEV. = 963.715

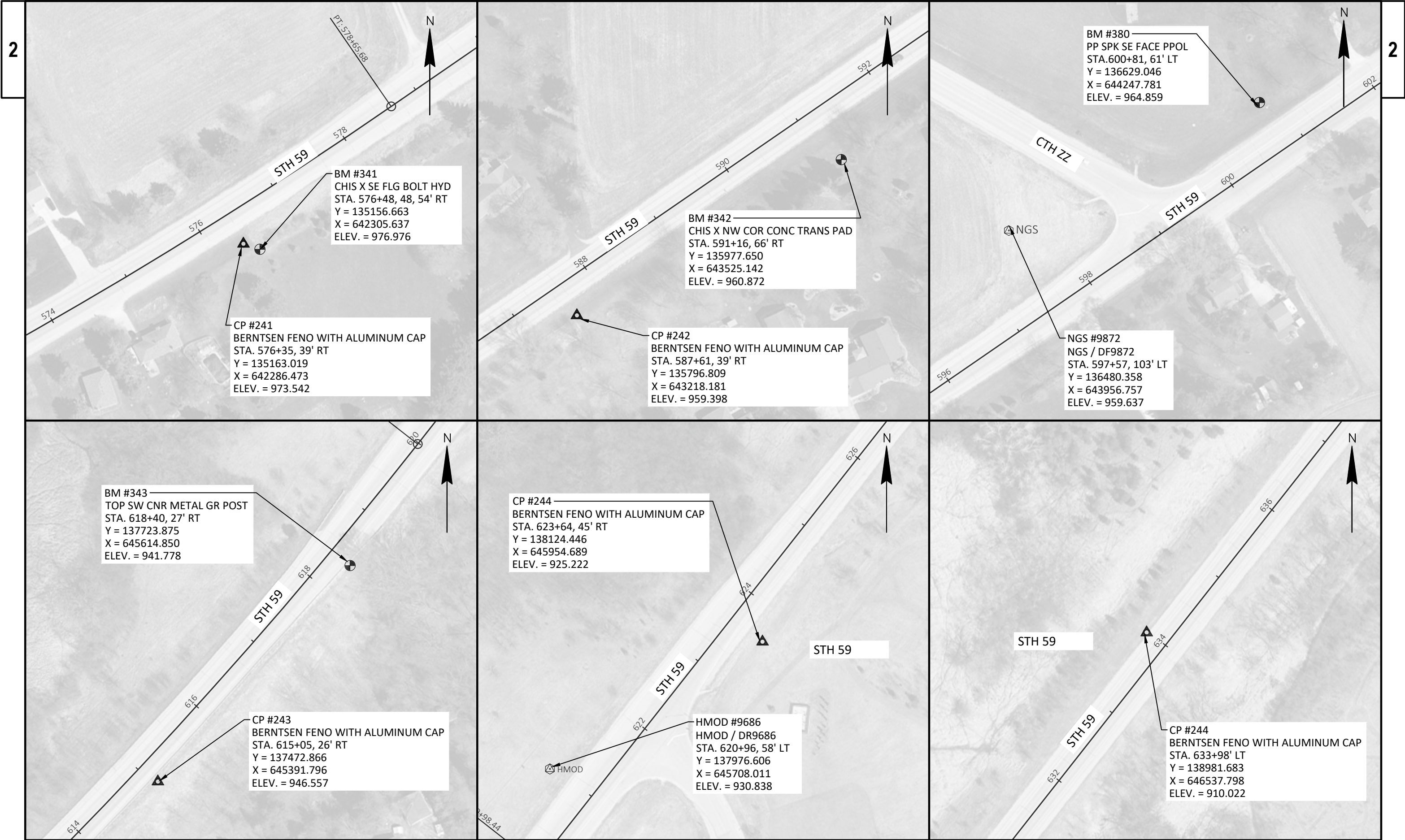
BM #328
CHIS SQ 36IN RCP
STA. 423+22, 35' RT
Y = 128495.590
X = 629402.263
ELEV. = 952.157

CP #229
BERNTSEN FENO WITH ALUMINUM CAP
STA. 435+78, 40' LT
Y = 129538.792
X = 630098.155
ELEV. = 962.324

CP #230
BERNTSEN FENO WITH ALUMINUM CAP
STA. 446+00, 31' RT
Y = 130412.053
X = 630628.563
ELEV. = 963.116







2

2

BM #341
CHIS X SE FLG BOLT HYD
STA. 576+48, 48, 54' RT
Y = 135156.663
X = 642305.637
ELEV. = 976.976

CP #241
BERNTSEN FENO WITH ALUMINUM CAP
STA. 576+35, 39' RT
Y = 135163.019
X = 642286.473
ELEV. = 973.542

BM #342
CHIS X NW COR CONC TRANS PAD
STA. 591+16, 66' RT
Y = 135977.650
X = 643525.142
ELEV. = 960.872

CP #242
BERNTSEN FENO WITH ALUMINUM CAP
STA. 587+61, 39' RT
Y = 135796.809
X = 643218.181
ELEV. = 959.398

BM #380
PP SPK SE FACE PPOL
STA. 600+81, 61' LT
Y = 136629.046
X = 644247.781
ELEV. = 964.859

NGS #9872
NGS / DF9872
STA. 597+57, 103' LT
Y = 136480.358
X = 643956.757
ELEV. = 959.637

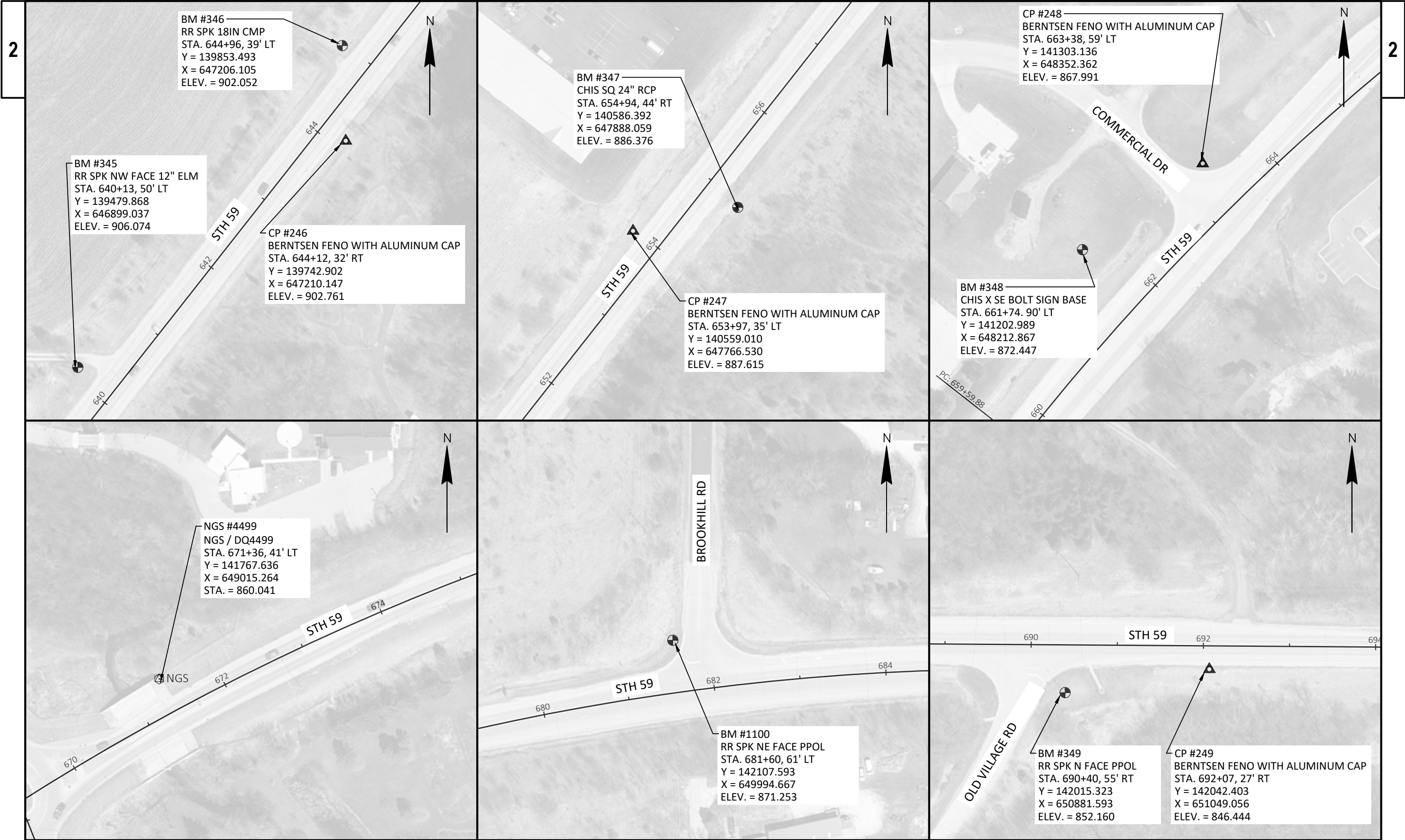
BM #343
TOP SW CNR METAL GR POST
STA. 618+40, 27' RT
Y = 137723.875
X = 645614.850
ELEV. = 941.778

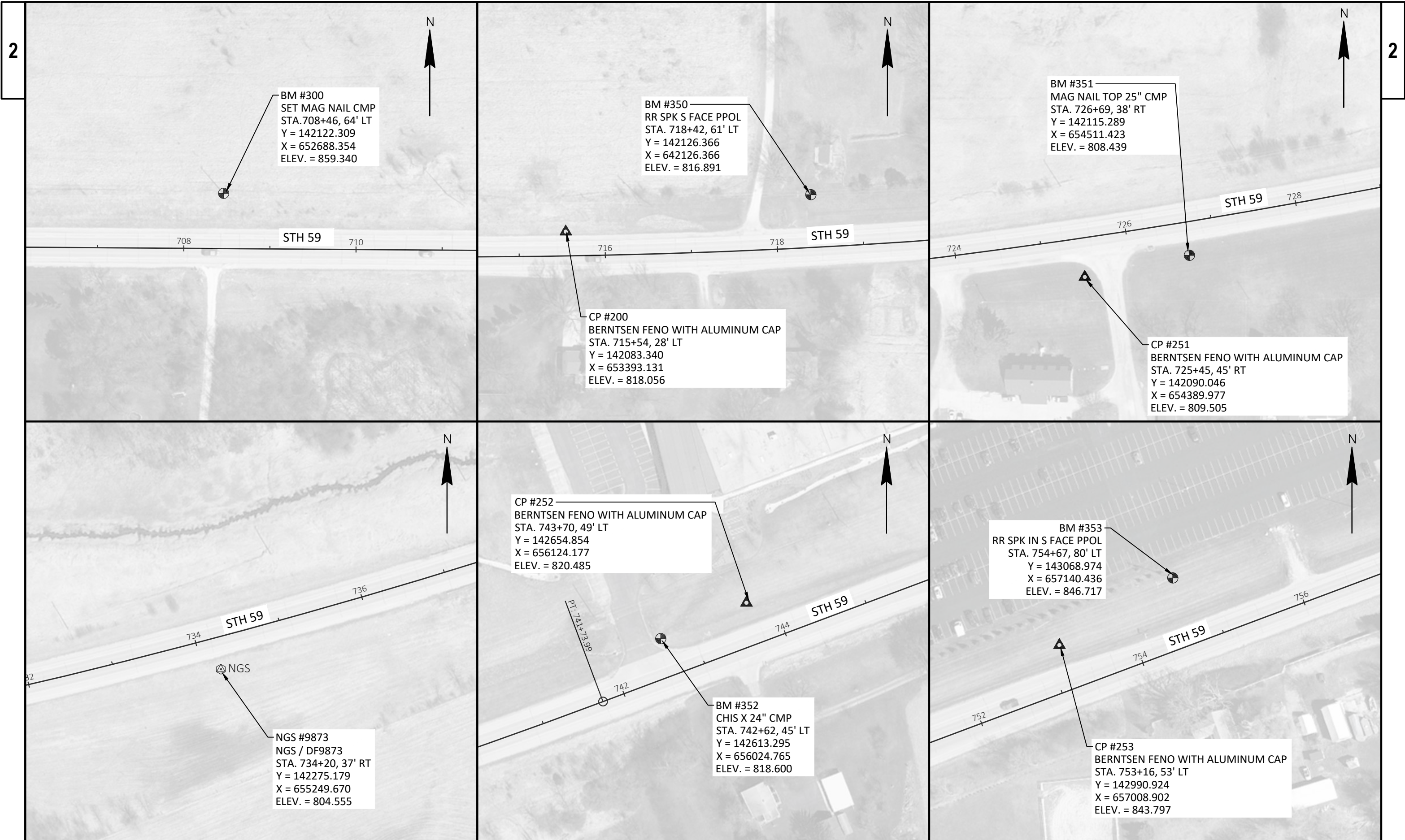
CP #243
BERNTSEN FENO WITH ALUMINUM CAP
STA. 615+05, 26' RT
Y = 137472.866
X = 645391.796
ELEV. = 946.557

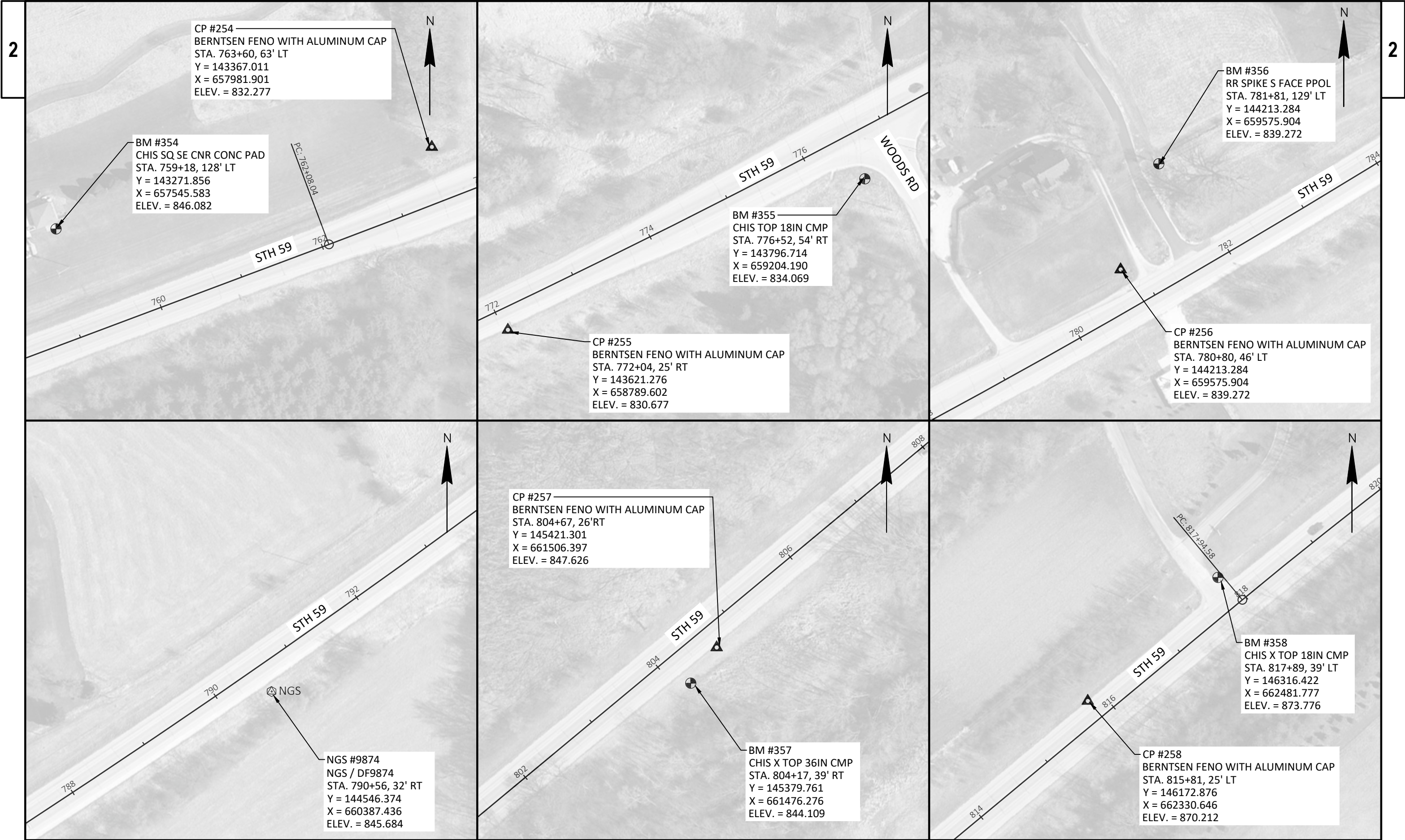
CP #244
BERNTSEN FENO WITH ALUMINUM CAP
STA. 623+64, 45' RT
Y = 138124.446
X = 645954.689
ELEV. = 925.222

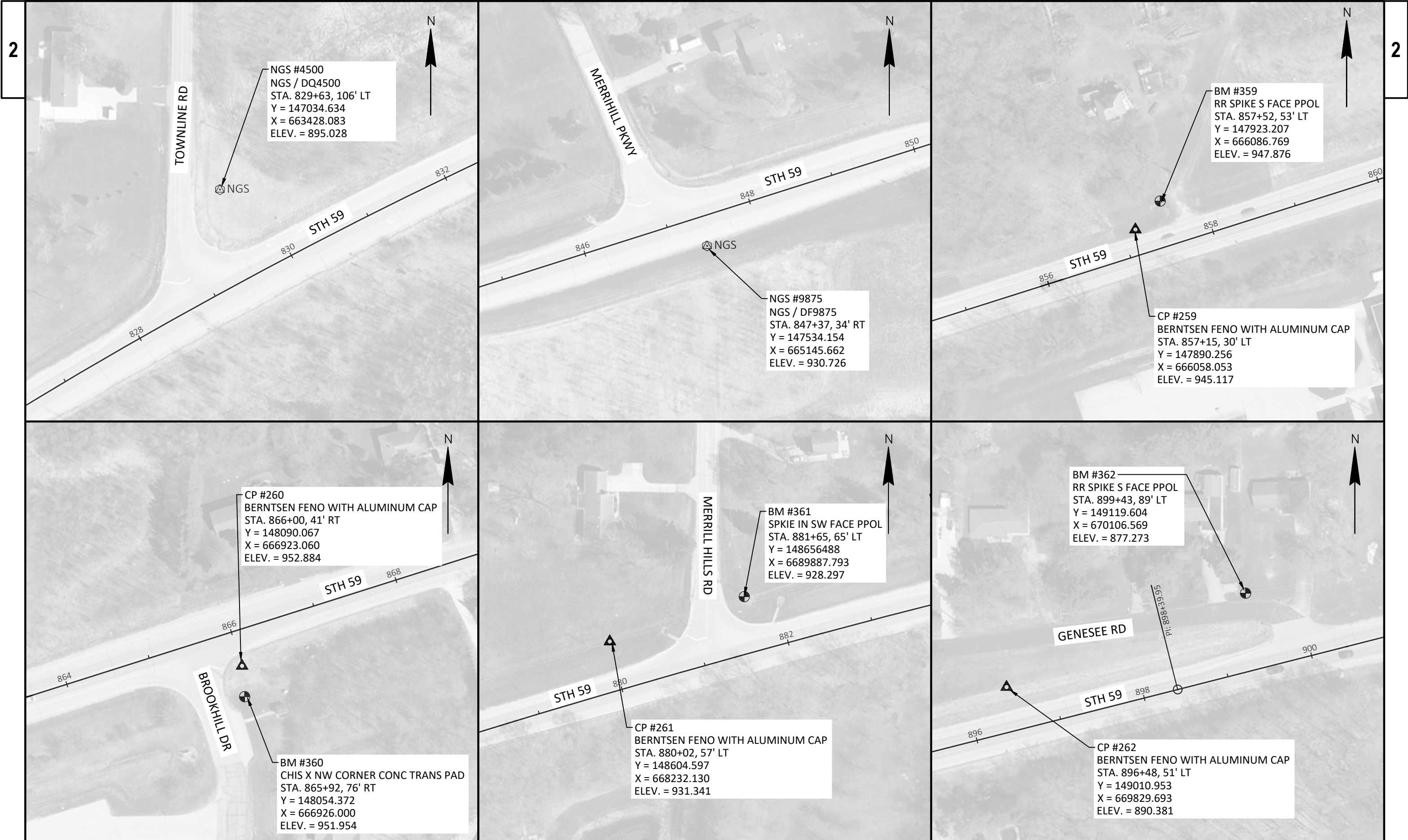
HMOD #9686
HMOD / DR9686
STA. 620+96, 58' LT
Y = 137976.606
X = 645708.011
ELEV. = 930.838

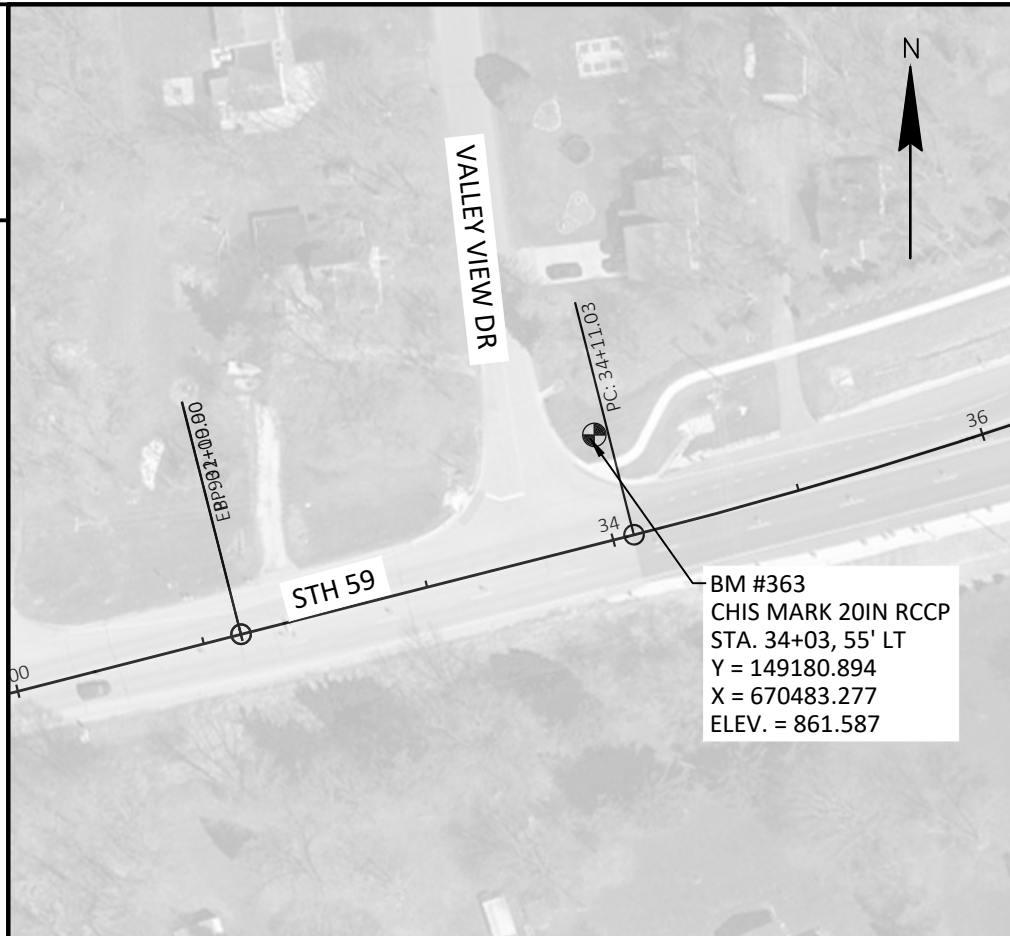
CP #244
BERNTSEN FENO WITH ALUMINUM CAP
STA. 633+98' LT
Y = 138981.683
X = 646537.798
ELEV. = 910.022











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Estimate Of Quantities

3110-08-70

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0006	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-67-224	EACH	1.000	1.000
0008	203.0335	Debris Containment Over Waterway (structure) 01. B-67-224	EACH	1.000	1.000
0010	204.0105	Removing Concrete Pavement Butt Joints	SY	600.000	600.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,959.000	1,959.000
0014	204.0125	Removing Asphaltic Surface Milling	TON	44,253.000	44,253.000
0016	204.0150	Removing Curb & Gutter	LF	1,548.000	1,548.000
0018	204.0155	Removing Concrete Sidewalk	SY	394.000	394.000
0020	204.0165	Removing Guardrail	LF	2,022.000	2,022.000
0022	204.0195	Removing Concrete Bases	EACH	11.000	11.000
0024	204.9060.S	Removing (item description) 01. Removing Traffic Signals (STH 59 & CTH E)	EACH	1.000	1.000
0026	204.9060.S	Removing (item description) 02. Removing Loop Detector wire & lead-in cable (STH 59 & CTH E)	EACH	1.000	1.000
0028	205.0100	Excavation Common	CY	786.000	786.000
0030	208.0100	Borrow	CY	975.000	975.000
0032	211.0400	Prepare Foundation for Asphaltic Shoulders 01. 3110-08-70	STA	1,480.000	1,480.000
0034	213.0100	Finishing Roadway (project) 01. 3110-08-70	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,333.000	8,333.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	20.000	20.000
0040	305.0500	Shaping Shoulders	STA	1,083.000	1,083.000
0042	305.0504.S	Hauling Excess Shoulder Material	CY	50.000	50.000
0044	416.0610	Drilled Tie Bars	EACH	228.000	228.000
0046	455.0605	Tack Coat	GAL	40,988.000	40,988.000
0048	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0050	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0052	460.2005	Incentive Density PWL HMA Pavement	DOL	57,426.000	57,426.000
0054	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	13,604.000	13,604.000
0056	460.2010	Incentive Air Voids HMA Pavement	DOL	87,279.000	87,279.000
0058	460.6423	HMA Pavement 3 MT 58-28 H	TON	54,952.000	54,952.000
0060	460.6424	HMA Pavement 4 MT 58-28 H	TON	32,139.000	32,139.000
0062	465.0105	Asphaltic Surface	TON	127.000	127.000
0064	465.0110	Asphaltic Surface Patching	TON	2,107.000	2,107.000
0066	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	678.000	678.000
0068	465.0125	Asphaltic Surface Temporary	TON	500.000	500.000
0070	465.0310	Asphaltic Curb	LF	48.000	48.000
0072	465.0520	Asphaltic Rumble Strips, Shoulder	LF	67,280.000	67,280.000
0074	465.0560	Asphaltic Rumble Strips, Centerline	LF	58,530.000	58,530.000
0076	502.3215	Protective Surface Treatment Reseal	SY	255.000	255.000
0078	509.0301	Preparation Decks Type 1	SY	1.000	1.000
0080	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	5.000	5.000
0082	509.1200	Curb Repair	LF	4.000	4.000
0084	509.1500	Concrete Surface Repair	SF	5.000	5.000
0086	509.3500.S	HMA Overlay Polymer-Modified	TON	26.000	26.000
0088	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-67-224	SY	190.000	190.000
0090	520.8700	Cleaning Culvert Pipes	EACH	4.000	4.000
0092	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	1.000	1.000
0094	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,091.000	1,091.000
0096	601.0600	Concrete Curb Pedestrian	LF	20.000	20.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0098	602.0410	Concrete Sidewalk 5-Inch	SF	4,716.000	4,716.000
0100	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	210.000	210.000
0102	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	49.000	49.000
0104	611.8110	Adjusting Manhole Covers	EACH	23.000	23.000
0106	611.8115	Adjusting Inlet Covers	EACH	73.000	73.000
0108	614.0010	Barrier System Grading Shaping Finishing	EACH	8.000	8.000
0110	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	918.000	918.000
0112	614.2300	MGS Guardrail 3	LF	163.000	163.000
0114	614.2330	MGS Guardrail 3 K	LF	1,438.000	1,438.000
0116	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000
0118	619.1000	Mobilization	EACH	1.000	1.000
0120	625.0100	Topsoil	SY	2,049.000	2,049.000
0122	628.1504	Silt Fence	LF	2,768.000	2,768.000
0124	628.1520	Silt Fence Maintenance	LF	2,768.000	2,768.000
0126	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0128	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0130	628.2004	Erosion Mat Class I Type B	SY	2,038.000	2,038.000
0132	628.7010	Inlet Protection Type B	EACH	18.000	18.000
0134	628.7015	Inlet Protection Type C	EACH	64.000	64.000
0136	629.0210	Fertilizer Type B	CWT	1.320	1.320
0138	630.0175	Seeding Mixture No. 75	LB	52.000	52.000
0140	630.0500	Seed Water	MGAL	23.000	23.000
0142	631.1000	Sod Lawn	SY	1,351.000	1,351.000
0144	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	43.000	43.000
0146	637.2210	Signs Type II Reflective H	SF	220.130	220.130
0148	637.2215	Signs Type II Reflective H Folding	SF	20.720	20.720
0150	637.2230	Signs Type II Reflective F	SF	113.280	113.280
0152	638.2102	Moving Signs Type II	EACH	11.000	11.000
0154	638.2602	Removing Signs Type II	EACH	50.000	50.000
0156	638.3000	Removing Small Sign Supports	EACH	43.000	43.000
0158	642.5401	Field Office Type D	EACH	1.000	1.000
0160	643.0300	Traffic Control Drums	DAY	30,145.000	30,145.000
0162	643.0420	Traffic Control Barricades Type III	DAY	16,530.000	16,530.000
0164	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	60.000	60.000
0166	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	60.000	60.000
0168	643.0705	Traffic Control Warning Lights Type A	DAY	6,080.000	6,080.000
0170	643.0715	Traffic Control Warning Lights Type C	DAY	6,860.000	6,860.000
0172	643.0810	Traffic Control Connected Arrow Boards	DAY	270.000	270.000
0174	643.0900	Traffic Control Signs	DAY	74,660.000	74,660.000
0176	643.0910	Traffic Control Covering Signs Type I	EACH	25.000	25.000
0178	643.0920	Traffic Control Covering Signs Type II	EACH	35.000	35.000
0180	643.1000	Traffic Control Signs Fixed Message	SF	15.000	15.000
0182	643.1050	Traffic Control Signs PCMS	DAY	34.000	34.000
0184	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	480.000	480.000
0186	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	500.000	500.000
0188	643.3165	Temporary Marking Line Paint 6-Inch	LF	2,950.000	2,950.000
0190	643.5000	Traffic Control	EACH	1.000	1.000
0192	644.1430	Temporary Pedestrian Surface Plate	SF	120.000	120.000
0194	644.1440	Temporary Pedestrian Surface Matting	SF	1,245.000	1,245.000

Estimate Of Quantities

3110-08-70

Line	Item	Item Description	Unit	Total	Qty
0196	644.1601	Temporary Pedestrian Curb Ramp	DAY	540.000	540.000
0198	644.1605	Temporary Pedestrian Detectable Warning Field	SF	190.000	190.000
0200	644.1810	Temporary Pedestrian Barricade	LF	1,279.000	1,279.000
0202	644.1900.S	Temporary Audible Message Devices	DAY	345.000	345.000
0204	646.1020	Marking Line Epoxy 4-Inch	LF	3,185.000	3,185.000
0206	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	288.000	288.000
0208	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	239,824.000	239,824.000
0210	646.3020	Marking Line Epoxy 8-Inch	LF	249.000	249.000
0212	646.4025	Marking Line Grooved Black Epoxy 10-Inch	LF	462.000	462.000
0214	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	9,332.000	9,332.000
0216	646.5020	Marking Arrow Epoxy	EACH	77.000	77.000
0218	646.5120	Marking Word Epoxy	EACH	27.000	27.000
0220	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0222	646.6120	Marking Stop Line Epoxy 18-Inch	LF	1,217.000	1,217.000
0224	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	9.000	9.000
0226	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	156.000	156.000
0228	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,242.000	1,242.000
0230	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,008.000	1,008.000
0232	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	500.000	500.000
0234	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	1,000.000	1,000.000
0236	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	500.000	500.000
0238	646.9112	Marking Removal Line Water Blasting 10-Inch	LF	1,000.000	1,000.000
0240	646.9210	Marking Removal Line Water Blasting Wide	LF	100.000	100.000
0242	646.9310	Marking Removal Special Marking Water Blasting	EACH	5.000	5.000
0244	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,091.000	1,091.000
0246	650.8000	Construction Staking Resurfacing Reference	LF	67,819.000	67,819.000
0248	650.8501	Construction Staking Electrical Installations (project) 01. 3110-08-70	EACH	1.000	1.000
0250	650.9000	Construction Staking Curb Ramps	EACH	14.000	14.000
0252	650.9500	Construction Staking Sidewalk (project) 01. 3110-08-70	EACH	1.000	1.000
0254	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	728.000	728.000
0256	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	591.000	591.000
0258	652.0615	Conduit Special 3-Inch	LF	600.000	600.000
0260	652.0800	Conduit Loop Detector	LF	1,210.000	1,210.000
0262	653.0135	Pull Boxes Steel 24x36-Inch	EACH	6.000	6.000
0264	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000
0266	653.0905	Removing Pull Boxes	EACH	14.000	14.000
0268	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
0270	654.0110	Concrete Bases Type 10	EACH	1.000	1.000
0272	654.0120	Concrete Bases Type 10-Special	EACH	3.000	3.000
0274	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0276	655.0230	Cable Traffic Signal 5-14 AWG	LF	642.000	642.000
0278	655.0240	Cable Traffic Signal 7-14 AWG	LF	816.000	816.000
0280	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,115.000	1,115.000
0282	655.0270	Cable Traffic Signal 15-14 AWG	LF	194.000	194.000
0284	655.0280	Cable Traffic Signal 19-14 AWG	LF	449.000	449.000
0286	655.0320	Cable Type UF 2-10 AWG Grounded	LF	483.000	483.000
0288	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,454.000	1,454.000
0290	655.0700	Loop Detector Lead In Cable	LF	3,519.000	3,519.000
0292	655.0800	Loop Detector Wire	LF	3,946.000	3,946.000

Estimate Of Quantities

3110-08-70

Line	Item	Item Description	Unit	Total	Qty
0294	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 59 & CTH E	EACH	1.000	1.000
0296	657.0100	Pedestal Bases	EACH	7.000	7.000
0298	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0300	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
0302	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0304	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0306	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000	12.000
0308	658.0174	Traffic Signal Face 4S 12-Inch	EACH	6.000	6.000
0310	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0312	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0314	658.5070	Signal Mounting Hardware (location) 01. STH 59 & E	EACH	1.000	1.000
0316	659.1125	Luminaires Utility LED C	EACH	3.000	3.000
0318	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	25.000	25.000
0320	680.0100	Public Land Reference Monument Verify and Reset	EACH	6.000	6.000
0322	690.0150	Sawing Asphalt	LF	1,897.000	1,897.000
0324	690.0250	Sawing Concrete	LF	1,075.000	1,075.000
0326	740.0440	Incentive IRI Ride	DOL	20,000.000	20,000.000
0328	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	7,000.000	7,000.000
0330	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	21,600.000	21,600.000
0332	SPV.0035	Special 01. Rapid Set Deck Repair	CY	1.000	1.000
0334	SPV.0060	Special 01. Clean and Re-cauk Guardrail Base Plates	EACH	14.000	14.000
0336	SPV.0060	Special 02. Curb Ramp Grading, Shaping and Finishing	EACH	14.000	14.000
0338	SPV.0060	Special 03. Adjusting Water Valves	EACH	12.000	12.000
0340	SPV.0060	Special 04. Install Poles Type 9	EACH	1.000	1.000
0342	SPV.0060	Special 05. Install Poles Type 10 Special	EACH	3.000	3.000
0344	SPV.0060	Special 06. Install monotube arms 25-ft	EACH	1.000	1.000
0346	SPV.0060	Special 07. Install monotube arms 40-ft type 9/10 spec pole	EACH	2.000	2.000
0348	SPV.0060	Special 08. Install monotube arms 45-ft type 9/10 spec pole	EACH	1.000	1.000
0350	SPV.0060	Special 09. Install luminaire arms steel 15-ft	EACH	3.000	3.000
0352	SPV.0060	Special 11. Trnspt & Install State Furn Traffic Signal Cabinet (STH 59 & CTH E)	EACH	1.000	1.000
0354	SPV.0060	Special 12. Trnspt Traffic Signal & Inter Lighting Materials (STH 59 & CTH E)	EACH	1.000	1.000
0356	SPV.0090	Special 01. Flashing Stainless Steel	LF	75.000	75.000
0358	SPV.0165	Special 01. Ditch Cleaning	SF	490.000	490.000
0360	SPV.0180	Special 01. Methacrylate Flood Seal	SY	226.000	226.000
0362	SPV.0180	Special 02. Removing Existing Field Entrance	SY	68.000	68.000
0364	SPV.0195	Special 01. Asphaltic Repair	TON	1,000.000	1,000.000

CPM PROGRESS SCHEDULE

108.4400	
CPM PROGRESS	
SCHEDULE	
PROJECT	EACH
3110-08-70	1
PROJECT TOTAL	1

ABATEMENT OF ASBESTOS CONTAINING MATERIAL

203.0211.S.01				
ABATEMENT OF ASBESTOS				
CONTAINING MATERIAL				
(STRUCTURE) (01. B-67-0224)				
STATION	TO	STATION	LOCATION	EACH
737+98	-	738+38	B-67-0224	1
PROJECT TOTAL				1

ALL ITEMS CATEGORY 0010 THIS SHEET

REMOVALS, CONT'D											
						204.0105	204.0115	*	*	204.0155	204.0165
						REMOVING CONCRETE PAVEMENT BUTT JOINTS	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE MILLING	REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING GUARDRAIL
SEGMENT	STATION	TO	STATION	OFFSET	LOCATION	SY	SY	TON	LF	SY	LF
STH 67 TO STH 83	221+00	-	491+41	-	STH 59	-	-	2,698	-	-	-
	221+68	-	224+45	LT		-	-	-	278	-	-
	224+37	-	224+58	RT		-	-	-	33	-	-
	224+55	-	224+84	RT		-	95	-	-	-	-
	224+33	-	224+53	RT		-	-	-	-	10	-
	224+83	-	225+06	RT		-	-	-	31	-	-
	224+87	-	225+07	RT		-	-	-	-	10	-
	225+96	-	226+12	RT		10	-	-	-	-	-
	227+26	-	227+49	RT		-	67	-	-	-	-
	229+31	-	231+92	RT		-	-	-	-	-	260
	232+24	-	232+56	RT		-	92	-	-	-	-
	233+40	-	233+64	LT		-	73	-	-	-	-
	251+25	-	251+51	RT		-	81	-	-	-	-
	289+68	-	290+05	RT		-	78	-	-	-	-
	299+08	-	299+39	LT		-	83	-	-	-	-
	311+84	-	312+08	LT		-	76	-	-	-	-
	325+24	-	325+72	RT		-	146	-	-	-	-
	347+54	-	347+93	LT		-	102	-	-	-	-
	374+78	-	375+16	LT		-	110	-	-	-	-
	390+98	-	391+29	RT		-	84	-	-	-	-
	418+77	-	419+06	RT	DRIVEWAYS	-	83	-	-	-	-
	460+03	-	460+36	LT		-	92	-	-	-	-
	491+41	-	536+67	-		-	-	3,674	-	-	-
	495+24	-	530+94	LT / RT		590	-	-	-	-	-
	505+03	-	505+60	LT		-	-	-	82	28	-
	505+07	-	505+35	RT		-	-	-	47	-	-
	505+27	-	505+58	RT		-	81	-	-	-	-
	505+58	-	506+34	RT		-	-	-	97	-	-
	505+60	-	505+91	LT		-	83	-	-	-	-
	505+66	-	506+34	RT		-	-	-	-	41	-
	505+83	-	506+34	LT		-	-	-	75	-	-
	505+85	-	506+40	LT		-	-	-	-	40	-
	511+56	-	512+71	LT		-	-	-	141	-	-
	511+65	-	611+81	RT		-	-	-	-	14	-
	511+68	-	512+56	LT		-	-	-	-	61	-
	511+72	-	511+83	RT		-	-	-	21	-	-
	512+44	-	513+28	RT		-	-	-	97	-	-
	512+48	-	513+31	RT		-	-	-	-	65	-
	513+18	-	513+53	LT		-	-	-	61	-	-
	513+22	-	513+52	LT		-	-	-	-	28	-
	517+78	-	518+11	LT		-	-	-	40	-	-
	517+80	-	518+11	LT		-	-	-	-	27	-
	518+30	-	518+65	LT		-	83	-	-	-	-
	518+52	-	518+67	LT		-	-	-	22	-	-
	518+56	-	518+78	LT		-	-	-	-	15	-
	532+62	-	532+86	LT		-	-	-	32	-	-
	532+68	-	532+83	RT		-	-	-	15	-	-

ALL ITEMS CATEGORY 0010 THIS SHEET
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVALS, CONT'D											
						204.0105	204.0115	204.0125	204.0150	204.0155	204.0165
						REMOVING CONCRETE PAVEMENT BUTT JOINTS	REMOVING ASPHALTIC SURFACE BUTT JOINTS	REMOVING ASPHALTIC SURFACE MILLING	REMOVING CURB & GUTTER	REMOVING CONCRETE SIDEWALK	REMOVING GUARDRAIL
SEGMENT	STATION	TO	STATION	OFFSET	LOCATION	SY	SY	TON	LF	SY	LF
	532+57	-	532+83	LT		-	-	-	-	18	-
	532+69	-	533+12	RT		-	-	-	-	37	-
	532+87	-	533+63	LT		-	17	-	-	-	-
	533+11	-	533+15	RT		-	-	-	19	-	-
	533+15	-	533+40	RT		-	6	-	-	-	-
	536+67	-	662+52	-		-	-	13,070	-	-	-
	550+59	-	550+89	RT		-	7	-	-	-	-
	565+55	-	565+88	RT		-	7	-	-	-	-
	565+59	-	565+88	LT		-	6	-	-	-	-
	580+66	-	581+01	RT		-	8	-	-	-	-
	598+69	-	599+01	LT		-	8	-	-	-	-
	609+86	-	618+98	LT		-	-	-	-	-	908
	609+87	-	611+94	RT		-	-	-	-	-	208
	612+54	-	618+97	RT		-	-	-	-	-	646
	621+69	-	622+02	RT		-	7	-	-	-	-
	662+48	-	662+52	-		-	14	-	-	-	-
	417+75	-	417+77	-	STH 67 (SOUTH)	-	6	-	-	-	-
	11+02	-	22+00	-	STH 67 (NORTH)	-	-	457	-	-	-
	19+65	-	19+94	LT		-	6	-	-	-	-
	22+00	-	22+02	-		-	8	-	-	-	-
	52+92	-	53+22	-	CTH E	-	108	-	-	-	-
	59+21	-	59+51	-		-	120	-	-	-	-
SUBTOTALS						600	1,837	19,899	1,091	394	2,022
STH 83 TO CTH X	674+13	-	674+15	-	STH 59	-	9	-	-	-	-
	674+15	-	738+00	-		-	-	6,307	-	-	-
	681+89	-	682+15	LT		-	6	-	-	-	-
	689+62	-	689+88	RT		-	6	-	-	-	-
	757+03	-	757+05	-		-	8	-	-	-	-
	757+05	-	901+20	-		-	-	15,796	-	-	-
	765+66	-	765+95	RT		-	6	-	-	-	-
	776+79	-	777+11	RT		-	7	-	-	-	-
	829+25	-	829+47	LT		-	5	-	-	-	-
	837+31	-	837+78	RT		-	10	-	-	-	-
	846+71	-	847+05	LT		-	8	-	-	-	-
	865+33	-	865+68	RT		-	8	-	-	-	-
	871+37	-	871+61	LT		-	5	-	-	-	-
	881+05	-	881+39	LT		-	8	-	-	-	-
	885+27	-	885+48	RT		-	5	-	-	-	-
	885+76	-	886+01	LT		-	6	-	-	-	-
	899+62	-	900+08	LT		-	10	-	-	-	-
	901+20	-	34'A'+11	RT		-	15	-	-	-	-
	34'A'+11	-	36'A'+00	-		-	-	144	-	-	-
SUBTOTALS						0	122	22,247	0	0	0
PROJECT TOTALS						600	1,959	42,146	1,091	394	2,022

ALL ITEMS CATEGORY 0010 THIS SHEET
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FROM/TO STATION	LOCATION	COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
		(2)	(3)			FACTOR 1.00		FACTOR 1.30				
300+50 - 303+78	RIGHT TURN LANE EXTENSION AT EAGLE DR	7		7	0	0	0	0	0	0	0	
313+00 - 315+82	RIGHT TURN LANE EXTENSION AT OAK RIDGE DR	10		10	0	0	0	0	0	0	0	
460+85 - 465+04	RIGHT TURN LANE EXTENSION AT PIPER RD	11		11	0	0	0	0	0	0	0	
576+00 - 577+84	RIGHT TURN LANE EXTENSION AT CORBY DR	8		8	0	0	0	0	0	0	0	
	UNDISTRIBUTED	0	750	0	0	750	750	975	-975	0	975	
GRAND TOTAL		36	750									
TOTAL COMMON EXC		786		975								

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACK FILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACK FILLED WITH BORROW, OR CUT AS WELL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(12) EXPANDED ROCK FACTOR = X.5X
(13) EXPANDED FILL FACTOR = 1.30
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

FINISHING ROADWAY	
213.0100.01	
FINISHING ROADWAY (PROJECT)	
(01. 3110-08-70)	
PROJECT	EACH
3110-08-70	1
PROJECT TOTALS	1

ALL ITEMS CATEGORY 0010 THIS SHEET

BASE AGGREGATE DENSE, CONT'D

				305.0110	305.0120	305.0500	305.0504.S
				BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH	SHAPING SHOULDERS	HAULING EXCESS SHOULDER MATERIAL
STATION	TO	STATION	LOCATION	TON	TON	STA	CY
226+15	-	227+15	RT SHLDR	9	-	1	-
228+27	-	232+09	RT SHLDR	21	-	4	-
232+69	-	250+61	RT SHLDR	226	-	18	-
235+33	-	298+59	LT SHLDR	634	-	63	-
252+20	-	288+71	RT SHLDR	471	-	37	-
289+70	-	324+66	RT SHLDR	400	-	35	-
302+91	-	311+31	LT SHLDR	102	-	8	-
314+54	-	346+78	LT SHLDR	386	-	32	-
326+03	-	347+03	RT SHLDR	264	-	21	-
347+86	-	389+57	RT SHLDR	483	-	42	-
349+94	-	374+67	LT SHLDR	325	-	25	-
376+39	-	459+92	LT SHLDR	1025	-	84	-
391+49	-	417+76	RT SHLDR	347	-	26	-
419+29	-	449+78	RT SHLDR	388	-	30	-
451+02	-	492+80	RT SHLDR	424	-	42	-
463+80	-	493+67	LT SHLDR	287	-	30	-
533+77	-	536+67	RT SHLDR	28	-	3	-
534+47	-	536+67	LT SHLDR	21	-	2	-
536+67	-	564+68	LT SHLDR	108	-	28	-
536+67	-	547+86	RT SHLDR	53	-	11	-

BASE AGGREGATE DENSE, CONT'D

				305.0110	305.0120	305.0500	305.0504.S
				BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH	SHAPING SHOULDERS	HAULING EXCESS SHOULDER MATERIAL
STATION	TO	STATION	LOCATION	TON	TON	STA	CY
551+60	-	565+06	RT SHLDR	50	-	13	-
566+78	-	580+21	RT SHLDR	50	-	13	-
570+22	-	598+38	LT SHLDR	66	-	28	-
581+62	-	597+59	RT SHLDR	75	-	16	-
597+87	-	620+16	RT SHLDR	90	-	22	-
599+62	-	662+48	LT SHLDR	272	-	63	-
655+15	-	662+69	RT SHLDR	155	-	8	-
674+15	-	681+33	LT SHLDR	31	-	7	-
674+15	-	689+27	RT SHLDR	49	-	15	-
683+93	-	736+94	LT SHLDR	236	-	53	-
690+59	-	736+97	RT SHLDR	222	-	46	-
757+05	-	774+16	LT SHLDR	55	-	17	-
757+64	-	773+63	RT SHLDR	53	-	16	-
777+77	-	836+83	RT SHLDR	266	-	59	-
779+52	-	785+28	LT SHLDR	26	-	6	-
785+70	-	827+91	LT SHLDR	205	-	42	-
829+60	-	846+19	LT SHLDR	39	-	17	-
838+35	-	868+47	RT SHLDR	104	-	30	-
885+98	-	901+20	RT SHLDR	89	-	15	-
850+60	-	870+81	LT SHLDR	71	-	20	-
872+01	-	880+22	LT SHLDR	47	-	8	-
881+82	-	36'A'+00	LT SHLDR	80	-	22	-
901+20	-	36'A'+00	RT SHLDR	4	-	3	-
CURB RAMPS				-	20	-	-
UNDISTRIBUTED				-	-	-	50
PROJECT TOTALS				8,333	20	1,083	50

ALL ITEMS CATEGORY 0010 THIS SHEET

HMA ITEMS, CONT'D																
*																
211.0400 455.0605 460.6423 460.6424 465.0105 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND 465.0125 ASPHALTIC SURFACE TEMPORARY 465.0310 ASPHALTIC CURB 465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE 690.0150 SAWING ASPHALT SPV.0195.01 SPECIAL (01. ASPHALTIC REPAIR) TON																
STATION	TO	STATION	OEES	LOCATION	STA	TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 H TON	HMA PAVEMENT 4 MT 58-28 H TON	ASPHALTIC SUREACE TON	DRIVEWAYS AND EIELD ENTRANCES TON	ASPHALTIC SURFACE TEMPORARY TON	ASPHALTIC CURB LE	ASPHALTIC RUMBLE STRIPS, SHOULDER LF	ASPHALTIC RUMBLE STRIPS, CENTERLINE LE	SAWING ASPHALT LF	SPECIAL (01. ASPHALTIC REPAIR) TON
221+00	-	491+41	-	STH 59	-	15,174	27,177	12,789	-	-	-	-	-	-	-	-
221+00	-	223+80	RT	SHOULDER	3	-	-	-	-	-	-	-	-	-	-	-
221+48	-	221+88	RT	ASPHALTIC CURB REPLACEMENT	-	-	-	-	-	-	-	48	-	-	-	-
226+15	-	229+33	RT	SHOULDER	3	-	-	-	-	-	-	-	-	-	-	-
230+43	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	19	-
233+05	-	491+41	RT/LT	SHOULDER	517	-	-	-	-	-	-	-	-	-	-	-
241+01	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	29	-
245+12	-	494+00	-	STH 59	-	-	-	-	-	-	-	-	-	24,890	-	-
246+80	-	-	LT	DRIVEWAY	-	-	-	-	-	15	-	-	-	-	19	-
300+28	-	303+78	LT	EAGLE DR INTERSECTION	-	-	-	-	42	-	-	-	-	-	-	-
312+85	-	315+83	LT	OAK RIDGE DRIVE INTERSECTION	-	-	-	-	33	-	-	-	-	-	-	-
347+44	-	-	RT	DRIVEWAY	-	-	-	-	-	39	-	-	-	-	41	-
349+27	-	-	RT	DRIVEWAY	-	-	-	-	-	14	-	-	-	-	8	-
359+14	-	-	LT	DRIVEWAY	-	-	-	-	-	7	-	-	-	-	33	-
363+28	-	-	LT	DRIVEWAY	-	-	-	-	-	16	-	-	-	-	13	-
365+69	-	-	LT	DRIVEWAY	-	-	-	-	-	14	-	-	-	-	17	-
387+27	-	-	RT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	35	-
460+85	-	465+05	LT	PIPER ROAD INTERSECTION	-	-	-	-	53	-	-	-	-	-	-	-
464+58	-	-	RT	DRIVEWAY	-	-	-	-	-	16	-	-	-	-	14	-
480+05	-	-	LT	DRIVEWAY	-	-	-	-	-	19	-	-	-	-	35	-
480+90	-	-	RT	DRIVEWAY	-	-	-	-	-	7	-	-	-	-	14	-
482+87	-	-	RT	DRIVEWAY	-	-	-	-	-	20	-	-	-	-	21	-
488+69	-	-	LT	DRIVEWAY	-	-	-	-	-	30	-	-	-	-	35	-
493+01	-	536+67	-	STH 59	-	2,920	4,614	2,461	-	-	-	-	-	-	-	-
535+66	-	-	RT	DRIVEWAY	-	-	-	-	-	2	-	-	-	-	17	-
536+67	-	662+52	-	STH 59	-	8,169	8,606	6,025	-	-	-	-	-	-	-	-
536+67	-	662+50	RT/LT	SHOULDER	252	-	-	-	-	-	-	-	-	-	-	-
536+67	-	662+50	-	STH 59	-	-	-	-	-	-	-	-	25,160	12,580	-	-
536+92	-	-	RT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	14	-
540+39	-	-	LT	DRIVEWAY	-	-	-	-	-	32	-	-	-	-	33	-
542+81	-	-	LT	DRIVEWAY	-	-	-	-	-	7	-	-	-	-	16	-
543+23	-	-	RT	DRIVEWAY	-	-	-	-	-	25	-	-	-	-	30	-
546+53	-	-	RT	DRIVEWAY	-	-	-	-	-	11	-	-	-	-	13	-
573+34	-	-	LT	DRIVEWAY	-	-	-	-	-	22	-	-	-	-	47	-
574+61	-	-	LT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	19	-

ALL ITEMS CATEGORY 0010 THIS SHEET

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HMA ITEMS, CONT'D

					* 211.0400 455.0605 460.6423 460.6424 465.0105 465.0120 ASPHALTIC SURFACE 465.0125 465.0310 465.0520 465.0560 690.0150 SPV.0195.01											
					PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	TACK COAT	HMA PAVEMENT 3 MT 58-28 H	HMA PAVEMENT 4 MT 58-28 H	ASPHALTIC SURFACE	DRIVEWAYS AND FIELD ENTRANCES	ASPHALTIC SURFACE TEMPORARY	ASPHALTIC CURB	ASPHALTIC RUMBLE STRIPS, SHOULDER	ASPHALTIC RUMBLE STRIPS, CENTERLINE	SAWING ASPHALT	SPECIAL (01. ASPHALTIC REPAIR)
STATION	TO	STATION	OFFSET	LOCATION	STA	GAL	TON	TON	TON	TON	TON	LF	LF	LF	LF	TON
586+03	-	-	LT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	32	-
588+06	-	-	LT	DRIVEWAY	-	-	-	-	-	7	-	-	-	-	12	-
597+72	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	18	-
599+63	-	-	RT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	13	-
601+85	-	-	RT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	29	-
602+00	-	-	LT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	34	-
604+34	-	-	RT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	35	-
604+48	-	-	LT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	34	-
606+71	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	38	-
609+57	-	-	RT	DRIVEWAY	-	-	-	-	-	9	-	-	-	-	35	-
609+62	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	24	-
612+21	-	-	RT	DRIVEWAY	-	-	-	-	-	2	-	-	-	-	23	-
674+13	-	738+71	-	STH 59	-	-	-	-	-	-	-	-	12,920	6,460	-	-
674+13	-	738+00	-	STH 59	-	3,942	4,153	2,907	-	-	-	-	-	-	-	-
674+13	-	34+11'A'	RT/LT	SHOULDER	454	-	-	-	-	-	-	-	-	-	-	-
536+67	-	662+50	RT/LT	SHOULDER	252	-	-	-	-	-	-	-	-	-	-	-
692+45	-	-	LT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	47	-
701+47	-	-	RT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	24	-
703+57	-	-	RT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	15	-
705+29	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	23	-
708+34	-	-	RT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	26	-
715+62	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	22	-
717+12	-	-	RT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	20	-
717+68	-	-	LT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	31	-
721+01	-	-	LT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	17	-
723+88	-	-	RT	DRIVEWAY	-	-	-	-	-	7	-	-	-	-	55	-
725+75	-	-	RT	DRIVEWAY	-	-	-	-	-	9	-	-	-	-	72	-
757+05	-	901+20	-	STH 59	-	9,873	10,401	7,281	-	-	-	-	-	-	-	-
757+05	-	36'A'+00	-	STH 59	-	-	-	-	-	-	-	-	29,200	14,600	-	-
757+45	-	-	RT	DRIVEWAY	-	-	-	-	-	14	-	-	-	-	25	-
779+20	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	28	-
781+04	-	-	LT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	30	-
781+51	-	-	LT	DRIVEWAY	-	-	-	-	-	16	-	-	-	-	15	-
785+50	-	-	LT	DRIVEWAY	-	-	-	-	-	12	-	-	-	-	23	-
786+28	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	41	-

ALL ITEMS CATEGORY 0010 THIS SHEET

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

MISCELLANEOUS QUANTITIES

SHEET

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HMA ITEMS, CONT'D																
					211.0400	* 455.0605	460.6423	460.6424	465.0105	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	465.0125	465.0310	465.0520	465.0560	690.0150	SPV.0195.01
STATION	TO	STATION	OFFSET	LOCATION	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 H TON	HMA PAVEMENT 4 MT 58-28 H TON	ASPHALTIC SURFACE TON	ASPHALTIC SURFACE TEMPORARY TON	ASPHALTIC CURB LF	ASPHALTIC RUMBLE STRIPS, SHOULDER LF	ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	SAWING ASPHALT LF	SPECIAL (01. ASPHALTIC REPAIR) TON	
793+31	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	35	-
796+05	-	-	RT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	22	-
797+10	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	13	-
812+66	-	-	RT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	27	-
817+74	-	-	LT	DRIVEWAY	-	-	-	-	-	22	-	-	-	-	23	-
822+05	-	-	RT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	45	-
822+07	-	-	LT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	24	-
824+89	-	-	RT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	22	-
835+26	-	-	RT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	12	-
851+01	-	-	RT	DRIVEWAY	-	-	-	-	-	10	-	-	-	-	21	-
854+52	-	-	LT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	15	-
857+75	-	-	LT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	29	-
862+45	-	-	LT	DRIVEWAY	-	-	-	-	-	3	-	-	-	-	33	-
866+84	-	-	LT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	15	-
868+62	-	-	RT	DRIVEWAY	-	-	-	-	-	4	-	-	-	-	30	-
868+88	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	15	-
872+02	-	-	RT	DRIVEWAY	-	-	-	-	-	2	-	-	-	-	14	-
873+93	-	-	RT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	20	-
874+10	-	-	LT	DRIVEWAY	-	-	-	-	-	9	-	-	-	-	11	-
874+91	-	-	RT	DRIVEWAY	-	-	-	-	-	10	-	-	-	-	16	-
875+72	-	-	LT	DRIVEWAY	-	-	-	-	-	13	-	-	-	-	14	-
877+56	-	-	LT	DRIVEWAY	-	-	-	-	-	10	-	-	-	-	16	-
883+62	-	-	RT	DRIVEWAY	-	-	-	-	-	8	-	-	-	-	19	-
885+55	-	-	LT	DRIVEWAY	-	-	-	-	-	6	-	-	-	-	14	-
32+25'A'	-	-	LT	DRIVEWAY	-	-	-	-	-	5	-	-	-	-	14	-
35+05'A'	-	-	LT	DRIVEWAY	-	-	-	-	-	2	-	-	-	-	15	-
17+50	-	23+49	-	CTH E	-	71	-	135	-	-	-	-	-	-	-	-
11+02	-	22+00	-	STH 67	-	285	-	541	-	-	-	-	-	-	-	-
UNDISTRIBUTED					-	-	-	-	-	500	-	-	-	-	-	1,000
PROJECT TOTALS					1,480	40,433	54,952	32,139	127	678	500	48	67,280	58,530	1,897	1,000

ALL ITEMS CATEGORY 0010 THIS SHEET

PWL							
			460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT	460.2007 INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT
STATION	TO	STATION	EACH	EACH	DOL	DOL	DOL
221+00	-	491+41	1	1	28,507	5,408	41,029
491+41	-	536+67	-	-	4,103	905	6,422
536+67	-	901+19	1	1	24,816	7,290	39,828
PROJECT TOTALS			2	2	57,426	13,604	87,279

ALL ITEMS CATEGORY 0010 THIS SHEET

HEAVING/CRACKING JOINT REPAIR					
STATION	** WIDTH, FT	** LENGTH, FT	* 204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	* 455.0605 TACK COAT GAL	465.0110 ASPHALTIC SURFACE PATCHING TON
			TON	GAL	TON
682+57	52	20	31	8	31
682+97	52	20	31	8	31
683+23	52	20	31	8	31
683+78	52	20	31	8	31
685+60	40	20	24	6	24
689+69	46	20	27	7	27
690+59	46	20	27	7	27
692+08	34	20	20	5	20
694+81	24	20	14	4	14
696+43	24	20	14	4	14
698+54	24	20	14	4	14
701+28	24	20	14	4	14
704+79	24	20	14	4	14
708+44	24	20	14	4	14
712+22	24	20	14	4	14
712+87	24	20	14	4	14
717+57	24	20	14	4	14
723+48	24	20	14	4	14
731+33	24	20	14	4	14
731+64	24	20	14	4	14
734+79	24	20	14	4	14
758+95	24	20	14	4	14
760+69	24	20	14	4	14
761+48	27	20	16	4	16
763+49	47	20	28	7	28
764+34	50	20	30	8	30
765+18	53	20	31	8	31
765+99	51	20	30	8	30
767+63	34	20	20	5	20
768+39	30	20	18	5	18
769+71	24	20	14	4	14
770+90	24	20	14	4	14
771+98	24	20	14	4	14
772+49	25	20	15	4	15
773+06	30	20	18	5	18

HEAVING/CRACKING JOINT REPAIR, CONT'D

STATION	** WIDTH, FT	** LENGTH, FT	* 204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	* 455.0605 TACK COAT GAL	465.0110 ASPHALTIC SURFACE PATCHING TON
			TON	GAL	TON
773+72	38	20	22	6	22
774+95	48	20	28	7	28
776+59	52	20	31	8	31
778+23	38	20	22	6	22
779+03	33	20	19	5	19
780+60	24	20	14	4	14
783+83	24	20	14	4	14
787+38	24	20	14	4	14
787+87	24	20	14	4	14
790+27	24	20	14	4	14
791+85	24	20	14	4	14
794+64	24	20	14	4	14
795+50	24	20	14	4	14
797+03	24	20	14	4	14
799+15	24	20	14	4	14
800+70	24	20	14	4	14
801+46	24	20	14	4	14
802+30	24	20	14	4	14
804+69	24	20	14	4	14
806+73	24	20	14	4	14
808+62	24	20	14	4	14
809+46	24	20	14	4	14
810+25	24	20	14	4	14
812+69	24	20	14	4	14
813+47	24	20	14	4	14
814+24	24	20	14	4	14
817+47	24	20	14	4	14
820+21	24	20	14	4	14
820+59	24	20	14	4	14
824+22	24	20	14	4	14
827+01	31	20	18	5	18
827+43	34	20	20	5	20
830+68	52	20	31	8	31
831+20	53	20	31	8	31
833+08	53	20	31	8	31

ALL ITEMS CATEGORY 0010 THIS SHEET
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

HEAVING/CRACKING JOINT REPAIR, CONT'D					
			*	*	
			204.0125	455.0605	465.0110
			REMOVING		ASPHALTIC
			ASPHALTIC		SURFACE
			SURFACE		PATCHING
	**	**	MILLING	TACK COAT	
STATION	WIDTH, FT	LENGTH, FT	TON	GAL	TON
836+76	52	20	31	8	31
838+32	51	20	30	8	30
844+79	32	20	19	5	19
845+98	42	20	25	7	25
848+49	50	20	30	8	30
849+28	47	20	28	7	28
850+03	42	20	25	7	25
851+55	25	20	15	4	15
855+99	24	20	14	4	14
858+10	24	20	14	4	14
858+55	24	20	14	4	14
859+71	24	20	14	4	14
860+37	26	20	15	4	15
861+88	43	20	25	7	25
865+45	24	20	14	4	14
866+83	39	20	23	6	23
869+81	35	20	21	5	21
869+99	38	20	22	6	22
870+73	45	20	27	7	27
871+71	46	20	27	7	27
872+49	42	20	25	7	25
874+35	28	20	17	4	17
876+01	24	20	14	4	14
877+89	26	20	15	4	15
878+33	28	20	17	4	17
879+96	43	20	25	7	25
881+82	48	20	28	7	28
883+50	31	20	18	5	18
885+13	44	20	26	7	26
885+55	45	20	27	7	27
890+57	24	20	14	4	14
890+89	24	20	14	4	14
891+97	24	20	14	4	14
892+30	24	20	14	4	14
893+36	24	20	14	4	14

HEAVING/CRACKING JOINT REPAIR, CONT'D					
			*	*	
			204.0125	455.0605	465.0110
			REMOVING		ASPHALTIC
			ASPHALTIC		SURFACE
			SURFACE		PATCHING
	**	**	MILLING	TACK COAT	
STATION	WIDTH, FT	LENGTH, FT	TON	GAL	TON
894+20	24	20	14	4	14
894+88	24	20	14	4	14
895+97	24	20	14	4	14
896+78	24	20	14	4	14
897+11	24	20	14	4	14
897+35	24	20	14	4	14
899+18	30	20	18	5	18
PROJECT TOTAL			2,107	555	2,107

** DIMENSIONS SHOWN FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0010 THIS SHEET
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CULVERT MAINTENANCE											
			203.0100	520.8700	521.1018 APRON	* 625.0100	* 628.1504	* 628.1520	* 630.0175	* 631.1000	SPV.0165.01
			REMOVING SMALL PIPE CULVERTS	CLEANING CULVERT PIPES	ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	TOPSOIL	SILT FENCE	SILT FENCE MAINTENANCE	SEEDING MIXTURE NO. 75	SOD LAWN	SPECIAL (01. DITCH CLEANING)
STATION	FEATURE	LOCATION	EACH	EACH	EACH	SY	LF	LF	LB	SY	SF
290+13	24" CORRUGATED STEEL CULVERT	LT/RT	-	1	-	-	54	54	1	-	80
372+03	18" CORRUGATED STEEL CULVERT	LT/RT	-	1	-	-	101	101	1	-	410
394+45	30" CORRUGATED STEEL CULVERT	LT	-	1	-	3	70	70	-	3	-
423+24	30" CORRUGATED STEEL CULVERT	LT	-	-	-	3	40	40	-	3	-
676+03	54" CORRUGATED STEEL CULVERT	LT/RT	-	1	-	-	63	63	-	-	-
832+13	18" CORRUGATED POLYETHYLENE CULVERT	LT	1	-	1	5	28	28	1	-	-
PROJECT TOTALS			1	4	1	11	356	356	3	6	490

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE ITEMS										
				601.0411	601.0600	602.0410	602.0505 CURB RAMP	602.0605 CURB RAMP	FOR INFORMATION ONLY	
				CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE CURB PEDESTRIAN	CONCRETE SIDEWALK 5-INCH	DETECTABLE WARNING FIELD YELLOW	DETECTABLE WARNING FIELD RADIAL YELLOW	BASE AGGREGATE DENSE 1 1/4-INCH	
SEGMENT	STATION	TO	STATION	LOCATION	LF	LF	SF	SF	TON	
STH 67 TO STH 83	221+68	-	224+45	STH 59	278	-	233	-	-	1
	224+33	-	225+07	PARTRIDGE ST INT	64	-	233	20	-	1
	493+51	-	484+85	RAILROAD CROSSING	-	-	679	20	-	2
	505+03	-	506+34	N FAIRVIEW AVE INT	301	-	1,178	70	18	3
	511+65	-	513+54	CTH E INT	320	20	1,714	70	-	4
	517+78	-	518+78	N HARRISON ST INT	62	-	365	-	31	1
	532+57	-	533+15	OAKRIDGE DR INT	66	-	314	30	-	1
PROJECT TOTALS					1,091	20	4,716	210	49	12

ALL ITEMS CATEGORY 0010 THIS SHEET

ADJUSTING INLETS							
SEGMENT	STATION	OFFSET	LOCATION	*	416.0610	611.8115	690.0250
				204.0150 REMOVING CURB & GUTTER LF	DRILLED TIE BARS EACH	ADJUSTING INLET COVERS EACH	SAWING CONCRETE LF
STH 67 TO STH 83	222+70	LT	STH 59	6	4	1	16
	223+29	RT		6	4	1	16
	223+70	LT		6	4	1	16
	223+90	RT		6	4	1	16
	225+55	LT		6	4	1	16
	225+55	RT		6	4	1	16
	231+42	LT		6	4	1	16
	233+10	LT		6	4	1	16
	233+92	LT		6	4	1	16
	494+30	LT		6	4	1	16
	495+05	RT		6	4	1	16
	496+00	LT		6	4	1	16
	496+00	RT		6	4	1	16
	496+35	LT		6	4	1	16
	496+35	RT		6	4	1	16
	496+85	LT		6	4	1	16
	496+85	RT		6	4	1	16
	499+30	LT		6	4	1	16
	499+30	RT		6	4	1	16
	499+80	LT		6	4	1	16
	499+80	RT		6	4	1	16
	500+25	LT		6	4	1	16
	500+25	RT		6	4	1	16
	501+10	LT		6	4	1	16
	501+10	RT		6	4	1	16
	501+75	RT		6	4	1	16
	501+92	LT		6	4	1	16
	509+80	LT		17	4	2	30
	509+90	RT		17	4	2	30
	510+35	LT		6	4	1	16
	510+80	LT		13	4	2	26
	511+15	RT		14	4	2	26
	514+30	RT		6	4	1	16
	514+52	LT		6	4	1	16
	515+05	RT		13	4	2	26

ADJUSTING INLETS, CONT'D							
SEGMENT	STATION	OFFSET	LOCATION	*	416.0610	611.8115	690.0250
				204.0150 REMOVING CURB & GUTTER LF	DRILLED TIE BARS EACH	ADJUSTING INLET COVERS EACH	SAWING CONCRETE LF
	515+10	LT		14	4	2	27
	515+50	LT		12	4	2	25
	515+55	RT		10	4	2	23
	515+80	LT		18	4	3	34
	515+80	RT		13	4	2	26
	516+75	LT		16	4	3	32
	516+90	RT		6	4	1	16
	518+20	LT		6	4	1	16
	521+10	RT		6	4	1	16
	521+25	LT		23	4	3	39
	521+30	RT		6	4	1	16
	521+65	LT		6	4	1	16
	521+75	RT		6	4	1	16
	522+75	LT		6	4	1	16
	522+80	RT		6	4	1	16
	524+00	RT		6	4	1	16
	525+25	LT		6	4	1	16
	525+25	RT		6	4	1	16
	528+55	LT		6	4	1	16
	528+65	RT		14	4	2	27
	531+65	LT		6	4	1	16
	532+70	RT		6	4	1	16
PROJECT TOTALS				457	228	73	1,075

ALL ITEMS CATEGORY 0010 THIS SHEET
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ADJUSTING MANHOLE COVERS

				611.8110 ADJUSTING MANHOLE COVERS
STATION	STATION	OFFSET	LOCATION	EACH
STH 67 TO STH 83	224+80	RT	STH 59	1
	492+10	RT		1
	494+20	LT		1
	496+20	LT		1
	498+20	LT		1
	499+80	LT		1
	501+75	LT		1
	505+10	LT		1
	506+05	LT		1
	508+50	LT		1
	509+80	LT		1
	510+80	LT		1
	512+40	LT		1
	512+90	RT		1
	514+25	RT		1
	515+50	RT		1
	516+90	RT		1
	518+00	RT		1
	521+30	RT		1
	522+80	RT		1
	523+95	RT		1
	525+20	RT		1
	528+40	LT		1
PROJECT TOTAL			23	

MOBILIZATION

		619.1000 MOBILIZATION
PROJECT		EACH
3110-08-70		1
PROJECT TOTAL		1

BFAMGUARD

						614.0010	614.0397	614.2300	614.2330	614.2610
						BARRIER SYSTEM	GUARDRAIL MOW			
						GRADING SHAPING	STRIP EMULSIFIED			
						FINISHING	ASPHALT	MGS GUARDRAIL 3	MGS GUARDRAIL 3 K	MGS GUARDRAIL
SEGMENT	STATION	TO	STATION	OEESET	LOCATION	EACH	SY	LE	LE	TERMINAL EAT
STH 67 TO STH 83	229+33	-	231+90	RT	STH 59	2	141	163	-	2
	609+87	-	618+97	LT		2	365	-	800	2
	609+88	-	611+93	RT		2	121	-	100	2
	612+55	-	618+96	RT		2	291	-	538	2
PROJECT TOTALS						8	918	163	1,438	8

EROSION CONTROL / RESTORATION															
				*	*	*					*			*	
				625.0100	628.1504	628.1520	628.1905	628.1910	628.2004	628.7010	628.7015	629.0210	630.0175	630.0500	631.1000
				MOBILIZATIONS											
				SILT FENCE			MOBILIZATIONS	EMERGENCY	EROSION MAT		INLET	INLET	EERTILIZER	SEEDING	
				TOPSOIL	SILT EENCE	MAINTENANCE	EROSION	EROSION	CLASS I TYPE B	PROTECTION	PROTECTION	TYPE B	MIXTURE NO. 75	SEED WATER	SOD LAWN
STATION	TO	STATION	LOCATION	SY	LE	LF	EACH	EACH	SY	EACH	EACH	CWT	LB	MGAL	SY
417+62'S'	-	417+68'S'	STH 67	-	-	-	-	-	-	1	1	-	-	-	-
221+65	-	232+19	STH 59	816	731	731	-	-	816	3	5	0.51	-	5	816
492+00	-	533+10	STH 59	479	775	775	-	-	479	4	48	0.30	-	7	479
608+10	-	620+60	STH 59	693	856	856	-	-	693	-	-	-	44	6	-
			UNDISTRIBUTED	50	50	50	1	2	50	10	10	0.50	5	5	50
			PROJECT TOTALS	2,038	2,412	2,412	1	2	2,038	18	64	1.32	49	23	1,345

TRAFFIC CONTROL

FILE NAME :	N:\PDS\C3D\31100800\SHEETSPLAN\030201-MQ.DWG	PLOT DATE :	9/23/2025 6:13 PM	PLOT BY :	SKIFFINGTON, NICHOLA	PLOT NAME :		PLOT SCALE :	1" = 1'	WSDOT/CADD SHEET 24
LAYOUT NAME :	- 17									

					TRAFFIC CONTROL, CONT'D								
					643.0910	643.0920	643.1000	643.1050	643.1220	643.3150	643.3165	643.5000	
					TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	TRAFFIC CONTROL SIGNS PCMS DAY	TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS DAY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	TEMPORARY MARKING LINE PAINT 6-INCH LF	TRAFFIC CONTROL EACH	
LOCATION	STATION	-	STATION	OFFSET	WORK								
STH 59 DETOUR					RESURFACING	-	10	15	-	480	-	-	
RAILROAD					RAILROAD CROSSING	-	-	-	34	-	-	-	
STH 67	220+00	-	224+50	LT	CURB RECONSTRUCTION	-	-	-	-	-	1,200	-	
PARTRIDGE ST	224+23	-	225+18	RT	CURB RAMPS							-	
FAIRVIEW AVE	504+92	-	504+98	LT	NW QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	504+92	-	505+37	RT	SW QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	506+39	-	506+45	LT	NE QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	506+39	-	506+45	RT	SE QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
CTH E	511+44	-	513+63	RT	SW QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	512+60	-	513+63	LT	NE QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	511+45	-	513+27	LT	NW QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
	513+57	-	513+63	RT	SE QUADRANT CURB RAMPS	-	-	-	-	-	-	-	
HARRISON ST	517+68	-	518+88	LT	CURB RAMPS	-	-	-	-	-	1,250	-	
OAKRIDGE DR	532+47	-	533+17	LT/RT	CURB RAMPS	-	-	-	-	-	-	-	
UNDISTRIBUTED						25	25	-	-	500	500	1	
PROJECT TOTALS						25	35	15	34	480	500	2,950	1

ALL ITEMS CATEGORY 0010 THIS SHEET

						TRAFFIC CONTROL, CONT'D					
						644.1430	644.1440	644.1601	644.1605	644.1810	644.1900.S
						TEMPORARY PEDESTRIAN SURFACE PLATE SF	TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE DEVICES DAY
LOCATION	STATION	-	STATION	OFFSET	WORK						
STH 59 DETOUR					RESURFACING	-	-	-	-	-	-
RAILROAD					RAILROAD CROSSING	-	-	-	-	-	-
STH 67	220+00	-	224+50	LT	CURB RECONSTRUCTION	-	-	-	-	-	-
PARTRIDGE ST	224+23	-	225+18	RT	CURB RAMPS	-	57	60	20	165	60
FAIRVIEW AVE	504+92	-	504+98	LT	NW QUADRANT CURB RAMPS	-	18	75	10	31	15
	504+92	-	505+37	RT	SW QUADRANT CURB RAMPS	-	194	-	20	110	-
	506+39	-	506+45	LT	NE QUADRANT CURB RAMPS	-	28	75	10	24	45
	506+39	-	506+45	RT	SE QUADRANT CURB RAMPS	-	28	75	10	24	30
CTH E	511+44	-	513+63	RT	SW QUADRANT CURB RAMPS	5	-	60	20	113	45
	512+60	-	513+63	LT	NE QUADRANT CURB RAMPS	-	-	60	20	187	30
	511+45	-	513+27	LT	NW QUADRANT CURB RAMPS		22	45	20	63	45
	513+57	-	513+63	RT	SE QUADRANT CURB RAMPS	20	25	30	10	24	45
HARRISON ST	517+68	-	518+88	LT	CURB RAMPS	75	328	30	20	281	30
OAKRIDGE DR	532+47	-	533+17	LT/RT	CURB RAMPS	-	545	30	30	257	-
UNDISTRIBUTED						20	-	-	-	-	-
PROJECT TOTALS						120	1,245	540	190	1,279	345

ALL ITEMS CATEGORY 0010 THIS SHEET

PAVEMENT MARKING, CONT'D

					646.1020	646.2025	646.2040		646.3020	646.4025	646.4040	646.5020		646.5120	646.5320	646.6120	646.6220	646.6320	646.7120	646.7420
					MARKING LINE EPOXY 4-INCH YELLOW	MARKING LINE GROOVED BLACK EPOXY 6-INCH LE	MARKING LINE GROOVED WET REE EPOXY 6-INCH WHITE LE	MARKING LINE GROOVED EPOXY 6-INCH YELLOW LE	MARKING LINE EPOXY 8-INCH WHITE LE	MARKING LINE GROOVED BLACK EPOXY 10-INCH LE	MARKING LINE GROOVED WET REE EPOXY 10- INCH WHITE LE	MARKING ARROW EPOXY		MARKING WORD EPOXY EACH	MARKING RAILROAD CROSSING EPOXY EACH	MARKING STOP LINE EPOXY 18- INCH LE	MARKING YIELD LINE EPOXY 18- INCH EACH	MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LE	MARKING DIAGONAL EPOXY 12-INCH YELLOW LE	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LE
ROADWAY	STATION	TO	STATION	LOCATION	LE	LE	LE	LE	LE	LE	LE	TYPE 2 EACH	TYPE 3 EACH	EACH	EACH	LE	EACH	LE	LE	LE
STH 59	219+30	-	36+00 'A'	ML	-	-	124,400	104,500	-	-	-	-	-	-	-	-	-	-	-	-
	219+30	-	222+51	ML - MEDIAN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	-
	222+91	-	223+03	STH 67	-	-	-	194	-	-	-	-	-	-	-	-	-	-	-	-
	224+70	-	224+83	PARTRIDGE ST INT	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-	64
	227+36	-	227+48	WISCONSIN ST INT	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-
	232+41	-	232+61	SHERMAN ST INT	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	-
	233+33	-	233+48	N SHERMAN ST INT	-	-	71	-	-	-	-	-	-	-	-	16	-	-	-	-
	249+65	-	251+61	WYNDHAM ST INT	-	-	-	-	-	-	115	2	-	-	-	22	-	-	-	-
	287+46	-	290+83	MAILMAN RD INT	-	-	73	-	-	-	128	2	-	-	-	29	-	-	-	-
	297+68	-	302+91	EAGLE DR INT	-	-	76	-	-	-	305	2	-	1	-	24	-	-	-	-
	310+36	-	315+83	OAK RIDGE DR INT	-	-	84	-	-	-	231	2	-	1	-	20	-	-	-	-
	321+19	-	327+38	MAY FOREST RD INT	-	-	87	-	-	-	359	2	-	1	-	30	-	-	-	-
	346+41	-	349+23	WILTON RD INT	-	-	64	-	-	-	75	1	-	-	-	29	-	-	-	-
	373+38	-	377+38	CTH X INT	-	-	69	-	-	-	91	1	-	-	-	21	-	-	-	-
	387+79	-	392+36	CTH X INT	-	-	67	-	-	-	132	2	-	-	-	25	-	-	-	-
	416+56	-	420+98	SPRAGUE RD INT	-	-	92	-	-	-	50	1	-	-	-	16	-	-	-	-
	448+59	-	450+00	PRIVATE DRIVEWAY	-	-	42	-	-	-	110	2	-	1	-	22	-	-	-	-
	459+37	-	465+00	PIPER RD INT	-	-	53	-	-	-	330	2	-	1	-	22	-	-	-	-
	473+46	-	480+77	ST ANDREWS BLVD INT	-	188	188	-	-	-	528	2	-	1	-	46	-	-	-	-
	485+18	-	496+52	RAILROAD	-	-	-	-	-	-	-	-	-	-	2	24	-	-	-	-
	505+29	-	506+25	N FAIRVIEW AVE INT	-	-	-	-	-	-	-	-	-	-	-	24	-	-	-	220
	509+42	-	515+72	CTH E INT	-	-	-	-	-	-	325	4	-	-	-	123	-	-	61	242
	516+22	-	519+60	HARRISON ST INT	126	-	-	-	-	-	92	1	-	-	-	15	-	-	14	100
	532+17	-	534+58	OAKRIDGE DR INT	-	-	-	-	-	-	239	3	-	-	-	53	-	-	-	97
	548+62	-	550+94	CHRISTOPHER DR INT	102	-	261	-	-	-	175	2	-	-	-	30	-	-	-	-
	560+33	-	565+93	MORRISSEY DR INT	84	-	345	-	-	-	331	-	-	-	-	22	-	-	-	-
	565+51	-	571+47	OAKRIDGE DR INT	102	-	350	-	-	-	335	-	-	-	-	25	-	-	-	-
	577+10	-	582+46	CORBY DR INT	56	-	64	-	-	-	300	2	-	1	-	25	-	-	-	-
	598+72	-	602+51	CTH ZZ INT	96	-	398	-	-	-	343	2	-	1	-	36	-	-	-	-

ALL ITEMS CATEGORY 0010 THIS SHEET

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PAVEMENT MARKING, CONT'D																			
				646.1020	646.2025	646.2040	646.3020	646.4025	646.4040	646.5020	646.5120	646.5320	646.6120	646.6220	646.6320	646.7120	646.7420		
				MARKING LINE EPOXY 4-INCH YELLOW	MARKING LINE GROOVED BLACK EPOXY 6-INCH	MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE	MARKING LINE EPOXY 8-INCH WHITE	MARKING LINE GROOVED BLACK EPOXY 10-INCH	MARKING LINE GROOVED WET REF EPOXY 10- INCH WHITE	MARKING ARROW EPOXY TYPE 2 EACH	MARKING ARROW EPOXY TYPE 3 EACH	MARKING WORD EPOXY EACH	MARKING RAILROAD CROSSING EPOXY EACH	MARKING STOP LINE EPOXY 18- INCH LF	MARKING YIELD LINE EPOXY 18- INCH EACH	MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LF	MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	
ROADWAY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
STH 67	616+72	-	623+86	DABLE RD INT	134	-	323	-	-	-	236	2	-	1	-	26	-	-	-
	661+04	-	665+37	COMMERCIAL DR INT	-	-	207	-	-	-	426	4	-	4	-	-	-	183	-
	668+32	-	669+92	STH 83 INT	-	-	676	-	-	-	819	-	-	4	-	-	156	224	-
	680+39	-	691+65	BROOKHILL RD INT	222	-	63	-	-	193	324	5	-	1	-	24	-	-	-
	689+26	-	690+53	OLD VILLAGE RD INT	140	-	-	-	-	-	-	-	-	-	-	19	-	-	-
	741+00	-	745+52	GENERAC DRIVEWAY	-	-	354	-	-	-	419	4	-	1	-	-	-	73	-
	745+41	-	753+51	HILLSIDE RD INT	-	-	433	-	-	-	828	4	-	2	-	62	-	644	-
	763+19	-	766+05	ROCKWOOD TRAIL INT	111	-	315	-	-	-	245	2	-	1	-	28	-	-	-
	774+52	-	777+20	WOODS RD INT	83	-	304	-	-	-	234	2	-	1	-	28	-	-	-
	828+56	-	831+15	TOWNLINE RD INT	268	-	102	-	-	172	172	3	-	1	-	35	-	-	-
	834+78	-	837+84	GREEN COUNTRY RD INT	47	-	-	-	-	97	322	3	-	1	-	31	-	-	-
	846+65	-	849+59	MERRIHILL PKWY INT	69	-	319	-	-	-	249	2	-	1	-	26	-	-	-
	861+85	-	865+75	BROOKHILL DR INT	60	-	416	-	-	-	344	2	-	1	-	23	-	-	-
	869+97	-	871+49	OAK KNOLL DR INT	90	-	55	-	-	-	-	-	-	-	-	26	-	-	-
	879+89	-	882+48	MERRILL HILLS RD INT	67	-	52	-	-	-	88	1	-	-	-	26	-	-	-
	885+46	-	885+68	GENESEE RD INT	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-
	885+49	-	885+67	HOLIDAY HILL RD INT	103	-	-	-	-	-	-	-	-	-	-	20	-	-	-
	899+64	-	899+86	GENESEE RD INT	-	-	-	-	-	-	-	-	-	-	-	23	-	-	-
	33+38 'A'	-	33+58 'A'	VALLEY VIEW DR INT	171	100	142	-	-	-	-	-	-	-	-	22	~	-	-
CTH E	417+75 'S'	-	22+00 'N'	ML	-	-	2,063	2,522	-	-	32	-	-	-	-	30	9	-	-
	17+20	-	23+79	CTH E	1,054	-	-	-	249	-	-	4	4	-	-	-	-	-	285
	-			SUBTOTALS			132,608	107,216								-			
				PROJECT TOTALS	3,185	288	239,824	249	462	9,332	77	27	2	1,217	9	156	1,242	1,008	
ALL ITEMS CATEGORY 0010 THIS SHEET																			

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MARKING REMOVAL WATER BLASTING						
	646.9010	646.9012	646.9110	646.9112	646.9210	646.9310
	MARKING REMOVAL	MARKING REMOVAL	MARKING REMOVAL	REMOVAL LINE	MARKING REMOVAL	MARKING REMOVAL
	LINE WATER	LINE WATER	LINE WATER	WATER BLASTING	LINE WATER	SPECIAL MARKING
	BLASTING 4-INCH	BLASTING 6-INCH	BLASTING 8-INCH	10-INCH	BLASTING WIDE	WATER BLASTING
LOCATION	LF	LF	LF	LF	LF	EACH
	500	1,000	500	1,000	100	5
PROJECT TOTALS	500	1,000	500	1,000	100	5

CONSTRUCTION STAKING								
				650.5500	650.8000	650.8501.01	650.9000	650.9500.01
				CONSTRUCTION	CONSTRUCTION	CONSTRUCTION		CONSTRUCTION
				STAKING CURB	STAKING	STAKING		STAKING
				GUTTER AND	RESURFACING	INSTALLATIONS	CONSTRUCTION	SIDEWALK
				CURB & GUTTER	REFERENCE	(PROJECT) (01.	STAKING CURB	(PROJECT) (01.
				LE	LF	3110-08-70)	RAMPS	3110-08-70)
STATION	TO	STATION	LOCATION			EACH	EACH	EACH
221+00	-	670+00	STH 67 - STH 83	1,091	44,500	-	-	-
670+00	-	36+00'A'	STH 83 - EAST PROJECT LIMITS	-	23,319	-	14	-
	-		PROJECT	-	-	1	-	1
PROJECT TOTALS				1,091	67,819	1	14	1

ALL ITEMS CATEGORY 0010 THIS SHEET

CURB RAMP GRADING, SHAPING AND FINISHING

SPV.0060.02 SPECIAL (02. CURB RAMP GRADING, SHAPING AND FINISHING)	
LOCATION	FACH
PARTRIDGE ST INTERSECTION	2
RAILROAD	2
FAIRVIEW DR INTERSECTION	2
CTH F INTERSECTION	4
HARRISON DR INTERSECTION	2
OAKRIDGE DR INTERSECTION	2
PROJECT TOTAL	14

PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

680.0100 PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET		
STATION	LOCATION	EACH
318+10	28' RT	1
485+32	20' RT	1
485+38	20' RT	1
605+17	21' LT	1
681+82	29' LT	1
708+00	0' LT	1
PROJECT TOTAL		6

ADJUSTING WATER VALVES

SPV.0060.03 SPECIAL (03. ADJUSTING WATER VALVES)		
STATION	LOCATION	EACH
224+30	16' RT	1
10+41'N'	4' RT	1
225+04	18' RT	1
232+79	14' RT	1
505+41	22' RT	1
505+51	23' LT	1
505+51	62' RT	1
505+58	50' LT	1
511+77	29' RT	1
512+47	37' LT	1
512+56	49' LT	1
513+20	12' LT	1
PROJECT TOTAL		12

REMOVING EXISTING FIELD ENTRANCE

SPV.0180.02 SPECIAL (02. REMOVING EXISTING FIELD ENTRANCE)		
STATION	LOCATION	SY
449+20	RT	68
PROJECT TOTAL		68

ALL ITEMS CATEGORY 0010 THIS SHEET

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STH 59 & CTH E
WAUKESHA COUNTY
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STATE FURNISHED MATERIALS SUMMARY	
EACH	DESCRIPTION
1	TRAFFIC SIGNAL CABINET
1	POLES TYPE 9
3	POLES TYPE 10 SPECIAL
1	MONOTUBE ARMS 25-FT
2	MONOTUBE ARMS 40-FT TYPE 9/10 SPEC POLE
1	MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE
3	LUMINAIRE ARMS 15-FT
1	CELL MODEM

STATE FURNISHED FOR INFORMATION ONLY						
SIGNAL BASE NO.	POLES TYPE 9	POLES TYPE 10 SPECIAL	MONOTUBE ARMS 25-FT	MONOTUBE ARMS 40-FT TYPE 9/10 SPEC POLE	MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE	LUMINAIRE ARMS STEEL 15-FT
	EACH	EACH	EACH	EACH	EACH	EACH
SB3	--	1	--	1	--	1
SB6	--	1	--	1	--	1
SB9	1	--	1	--	--	--
SB11	--	1	--	--	1	1
TOTAL	1	3	1	2	1	3

REMOVING CONCRETE BASES	
SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
	EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
TOTAL	11

TRAFFIC SIGNAL REMOVALS		
LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNALS EACH	204.9060.S.02 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE EACH
	EACH	EACH
STH 59 & CTH E	1	1
TOTAL	1	1

REMOVING PULL BOXES	
PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
	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
TOTAL	14

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LAMP, BALLAST, LED, SWITCH DISPOSAL	
659.5000.S	
LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR	
FIXTURE TYPE	EACH
LUMINAIRES, UTILITY, LED C	2
PEDESTRIAN SIGNAL - 16 INCH	8
TRAFFIC SIGNAL, THREE SECTION	12
BALLASTS	3
TOTAL	25

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)				
SIGNAL BASE NO.	LUMINAIRES, UTILITY, LED C EACH	PEDESTRIAN SIGNAL, 16 INCH EACH	TRAFFIC SIGNAL, THREE SECTION EACH	BALLASTS EACH
SB1	--	1	2	--
SB2	1	--	1	1
SB3	--	2	--	--
SB4	--	--	2	--
SB5	1	1	1	1
SB6	--	1	2	--
SB7	--	--	1	--
SB8	--	1	--	--
SB9	--	1	2	--
SB10	--	1	1	1
TOTAL	2	8	12	3

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CONDUIT				
		652.0225	652.0235	652.0615
		CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	CONDUIT SPECIAL 3-INCH
FROM	TO	L.F.	L.F.	L.F.
CB1	PB1	--	30	--
PB1	SB1	13	--	--
PB1	PB2	--	54	--
PB2	SB2	8	--	--
PB2	PB3	16	--	--
PB2	PB5	--	--	152
PB3	PB4	163	--	--
PB5	SB3	--	5	--
PB5	SB4	13	--	--
PB5	PB6	--	110	--
PB6	SB5	7	--	--
PB6	PB7	220	--	--
PB6	PB8	--	--	152
PB8	SB6	--	18	--
PB8	PB9	--	130	--
PB9	SB7	6	--	--
PB9	PB10	23	--	--
PB9	PB12	--	--	144
PB12	SB9	--	22	--
PB12	SB8	8	--	--
PB12	PB13	--	110	--
PB13	SB10	11	--	--
PB13	PB14	240	--	--
PB13	PB15	--	--	152
PB15	SB11	--	6	--
PB15	PB16	--	76	--
PB16	CB1	--	30	--
TOTAL		728	591	600

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TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	LOCATION** ^	SIZE (FT)x(FT)	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800	655.0700	655.0800
						CONDUIT LOOP DETECTOR L.F.	LOOP DETECTOR LEAD IN CABLE L.F.	LOOP DETECTOR WIRE L.F.
11	PB6	511+47.5, 1.1' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	96	181	288
12	PB6	511+75.6, 1.6' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	104	181	312
21	PB14	515+96.5, 9.6' LT	6'X6'	5	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	42	378	210
41	PB11	22+46.4, 10.0' LT	6'X8'	5	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	452	260
42	PB10	512+74.5, 85.3' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	288	210
43	PB10	512+60.8, 60.7' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	58	288	174
44	PB10	512+86.3, 84.6' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	288	282
45	PB10	512+73, 60.0' LT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	88	288	264
51	PB13	513+59.4, 0.1' RT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	138	294
52	PB13	513+31.5, 0.0'	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	138	294
61	PB7	509+23.2, 9.0' RT	6'X6'	5	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	42	401	210
81	PB4	17+63.4, 6.3' RT	6'X6'	4	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	44	230	176
82	PB3	19+20.5, 16.6' RT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	67	210
83	PB3	19+48.5, 16.5' RT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	70	67	210
84	PB3	19+16.9, 6.0' RT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	67	282
85	PB3	19+45.0, 5.9' RT	6'X20'	3	9F15-4B - LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	90	67	270
TOTAL						1210	3519	3946

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
** LOCATION IS TO FRONT CENTER OF DETECTOR LOOP

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PULL BOXES			
PULL BOX NO.	LOCATION ^	653.0135	653.0140
		PULL BOXES STEEL 24x36-INCH EACH	PULL BOXES STEEL 24x42-INCH EACH
PB1	19+60.1, 46' RT	--	1
PB2	19+41.0, 28' RT	--	1
PB3	19+24.2, 18' RT	1	--
PB4	17+92.0, 19.5' RT	1	--
PB5	511+75.3, 58.3' RT	--	1
PB6	511+41.5, 22.6' RT	--	1
PB7	509+23.3, 20.8' RT	1	--
PB8	511+95.1, 31.4' LT	--	1
PB9	512+60.8, 60.7' LT	--	1
PB10	512+62.9, 86.6' LT	1	--
PB11	22+47.2, 24.5' LT	1	--
PB12	513+23.5, 64.0' LT	--	1
PB13	513+56.2, 25.5' LT	--	1
PB14	515+96.5, 21.2' LT	1	--
PB15	513+18.3, 40.2' RT	--	1
PB16	512+80.5, 43.9' RT	--	1
TOTAL		6	10

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

TRAFFIC SIGNAL CABLE AND WIRE						
FROM	TO	655.0240	655.0260	655.0270	655.0280	655.0320
		CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	CABLE TRAFFIC SIGNAL 15-14 AWG L.F.	CABLE TRAFFIC SIGNAL 19-14 AWG L.F.	CABLE TYPE UF 2-10 AWG GROUNDED L.F.
CB1	SB1	50	--	--	--	--
CB1	SB2	--	88	--	--	--
CB1	SB3	176	--	--	--	--
CB1	SB4	--	184	--	--	--
CB1	SB5	--	233	--	--	--
CB1	SB6	--	--	--	352	--
CB1	SB7	--	348	--	--	--
CB1	SB8	--	262	--	--	--
CB1	SB9	276	--	--	--	--
CB1	SB10	--	--	194	--	--
CB1	SB11	--	--	--	97	--
CB1	SB3	--	--	--	--	176
SB3	SB6	--	--	--	--	210
CB1	SB11	--	--	--	--	97
TOTAL		502 *	1115	194	449	483

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

		CONCRETE BASES			
SIGNAL BASE NO.	LOCATION ^	654.0101	654.0110	654.0120	654.0217
		CONCRETE	CONCRETE	CONCRETE	CONCRETE CONTROL
		BASES	BASES	BASES	CABINET BASES
		TYPE 1	TYPE 10	TYPE 10-SPECIAL	TYPE 9 SPECIAL
		EACH	EACH	EACH	EACH
CB1	512+77.9, 53.5' RT	--	--	--	1
SB1	19+62.5, 33.3' RT	1	--	--	--
SB2	19+48.0, 28.0' RT	1	--	--	--
SB3	511+76.1, 63.2' RT	--	--	1	--
SB4	511+70.0, 47.0' RT	1	--	--	--
SB5	511+47.9, 24.9' RT	1	--	--	--
SB6	511+77.8, 37.3' LT	--	--	1	--
SB7	512+46.0, 61.8' LT	1	--	--	--
SB8	513+25.4, 56.4' LT	1	--	--	--
SB9	513+25.1, 85.2' LT	--	1	--	--
SB10	513+46.5, 30.7' LT	1	--	--	--
SB11	513+12.5, 38.4' RT	--	--	1	--
TOTAL		7	1	3	1

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

TRAFFIC SIGNAL CABLE AND WIRE		
		655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
FROM	TO	
CB1	SB1	50
SB1	SB2	88
SB2	SB3	128
SB3	SB4	42
SB4	SB5	115
SB5	SB6	141
SB6	SB7	129
SB7	SB9	140
SB9	SB8	54
SB8	SB10	114
SB10	SB11	133
SB11	CB1	11
PB1	CB1	33
PB2	SB2	28
PB5	SB3	25
PB6	SB5	27
PB8	SB6	38
PB9	SB7	26
PB12	SB8	42
PB13	SB10	31
PB15	SB11	26
PB16	CB1	33
TOTAL		1454

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TRAFFIC SIGNAL CABLE AND WIRE			
		655.0230 CABLE TRAFFIC SIGNAL 5- 14 AWG	655.0240 CABLE TRAFFIC SIGNAL 7- 14 AWG
FROM	TO	L.F.	L.F.
SB1	BUTTON	15	
SB2	HEAD 13	19	
SB2	HEAD 19	15	
SB3	HEAD 17	65	
SB3	HEAD 18	19	
SB4	HEAD 20	15	
SB4	HEAD 21	15	
SB4	BUTTON	15	
SB4	BUTTON	15	
SB5	HEAD 1	19	
SB5	HEAD 11		22
SB6	HEAD 4		65
SB6	HEAD 8	65	
SB6	HEAD 9	19	
SB6	HEAD 12		65
SB6	HEAD 22	15	
SB6	BUTTON	15	
SB7	HEAD 16	19	
SB7	HEAD 23	15	
SB7	BUTTON	15	
SB8	HEAD 15	19	
SB8	HEAD 24	15	
SB8	BUTTON	15	
SB9	HEAD 14	50	
SB10	HEAD 5		22
SB10	HEAD 7	19	
SB10	HEAD 25	15	
SB10	BUTTON	15	
SB11	HEAD 2	70	
SB11	HEAD 3	19	
SB11	HEAD 6		70
SB11	HEAD 10		70
SB11	HEAD 26	15	
SB11	BUTTON	15	
TOTAL		642	314 *

* ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

ELECTRICAL SERVICE METER BREAKER PEDESTAL	
656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH	
LOCATION ^	
STH 59 & CTH E	1
TOTAL	1

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

POLES (CONTRACTOR FURNISHED)						
SIGNAL BASE NO.	657.0100	657.0405	657.0420	657.0425	657.0430	658.0500
	PEDESTAL BASES EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5- FT EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 13- FT EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 15- FT EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 10- FT EACH	PEDESTRIAN PUSH BUTTONS EACH
SB1	1	1	--	--	--	1
SB2	1	--	1	--	--	--
SB4	1	--	--	--	1	2
SB5	1	--	--	1	--	--
SB7	1	--	1	--	--	1
SB8	1	--	1	--	--	1
SB10	1	--	--	1	--	1
TOTAL	7	1	3	2	1	6*

^ STATE SUPPLIED ITEM FOR INFORMATION ONLY

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STH 59 & CTH E
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POLES (STATE FURNISHED)								
	SPV.0060.04 INSTALL POLES TYPE 9	SPV.0060.05 INSTALL POLES TYPE 10 SPECIAL	SPV.0060.06 INSTALL MONOTUBE ARMS 25-FT	SPV.0060.07 INSTALL MONOTUBE ARMS 40-FT TYPE 9/10 SPEC POLE	SPV.0060.08 INSTALL MONOTUBE ARMS 45-FT TYPE 9/10 SPEC POLE	SPV.0060.09 INSTALL LUMINAIRE ARMS STEEL 15-FT	658.0500 PEDESTRIAN PUSH BUTTONS	659.1125 LUMINAIRES UTILITY LED C
SIGNAL BASE NO.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SB3	--	1	--	1	--	1	--	1
SB6	--	1	--	1	--	1	1	1
SB9	1	--	1	--	--	--	--	--
SB11	--	1	--	--	1	1	1	1
TOTAL	1	3	1	2	1	3	2*	3

FACES				
		658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH
SIGNAL HEAD NO.	SIGNAL BASE NO.	EACH	EACH	EACH
1	SB5	1	--	--
2	SB11	1	--	--
3	SB11	1	--	--
4	SB6	--	1	--
5	SB10	--	1	--
6	SB11	--	1	--
7	SB10	1	--	--
8	SB6	1	--	--
9	SB6	1	--	--
10	SB11	--	1	--
11	SB5	--	1	--
12	SB6	--	1	--
13	SB2	1	--	--
14	SB9	1	--	--
15	SB8	1	--	--
16	SB7	1	--	--
17	SB3	1	--	--
18	SB3	1	--	--
19	SB2	--	--	1
20	SB4	--	--	1
21	SB4	--	--	1
22	SB6	--	--	1
23	SB7	--	--	1
24	SB8	--	--	1
25	SB10	--	--	1
26	SB11	--	--	1
TOTAL		12	6	8

^ DENOTES SIGNAL HOUSING WITH REFLECTIVE BACKPLATE
^^ DENOTES A SIGNAL HEAD WITH TUNNEL VISORS

SIGNAL MOUNTING HARDWARE	
	658.5070.01 SIGNAL MOUNTING HARDWARE EACH
LOCATION	
STH 59 & CTH E	1
TOTAL	1

TRANSPORT AND INSTALL STATE FURNISHED TRAFFIC SIGNAL CABINET	
	SPV.0060.11 TRNSPT AND INSTALL STATE FURN TRAFFIC SIGNAL CABINET EACH
LOCATION	
STH 59 & CTH E	1
TOTAL	1

TRANSPORT TRAFFIC SIGNAL AND INTERSECTION LIGHTING MATERIALS	
	SPV.0060.12 TRNSPT TRAFFIC SIGNAL & INTER LIGHTING MATERIALS EACH
LOCATION	
STH 59 & CTH E	1
TOTAL	1

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TYPE II PERMANENT SIGNING

3110-08-70 STH 59

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II REFLECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	R7-1D(2S)	CHURCH ENTRANCE 25 MPH	18 X 24	3.000	6.250 2.250			1	1	1	2 6	
2	W54-58(2S)		30 X 30					1	1	1		
3	W13-1(2S)		18 X 18					1				
4	R7-1D(2S)		18 X 24	3.000				1	1	1		
5	R7-1L(2S)		18 X 24	3.000				1				
6	J4-2(2S)	STH 59 KETTLE MORaine SCENIC DRIVE YIELD	48 X 36	12.000				1	1	1		
	M3-4											
	M1-6											
	M1-97											
7	R1-2(2S)		36 X 31	3.880				1	1	1		
8	R1-2(2S)	YIELD	36 X 31	3.880				1				MOUNT ON POWER POLE
9	R1-1(2S)	STOP	30 X 30	5.180				1	1	1		
10	J4-1(2S)		24 X 36	6.000				1	1	1		
	M3-2											
	M1-6	STH 59										
11	R2-1(2S)	SPEED LIMIT 30	24 X 30	5.000			1	1			8 12	
12	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
13	I55-56P	BOY SCOUT TROOP 54 EAGLE WI	X									
14	D1-1	OAK RIDGE DR (ARROW LEFT)	90 X 15	9.375						2		
15	D1-1	OAK RIDGE DR (ARROW RIGHT)	90 X 15	9.375						2		
16	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750			1	1	1	1	16 18	
17	I55-56P	BOY SCOUT TROOP 54 EAGLE WI	X									
18	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
19	I55-56P	IN MEMORY OF BRADLEY TRINWITH	X									
20	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
21	I55-56P	IN MEMORY OF BRADLEY TRINWITH	X		3.140 3.140		1				20	
22	W10-1(6)	RAILROAD CROSSING	24 X 24							1		
23	W10-1(6)	RAILROAD CROSSING	24 X 24							1		
24	R1-1(6)	STOP	18 X 18	1.860						1		
25	R1-1(6)	STOP	18 X 18	1.860						1		
26	W3-3(2S)	SIGNAL AHEAD	36 X 36		9.000			1	1	1	27	
27	W11-2(2S)	PEDESTRIAN CROSSING	30 X 30		6.250			1	1	1		
28	W16-7L(2S)	(LEFT DIAGONAL DOWNWARD ARROW)	24 X 12		2.000			1				
29	R1-1(2S)	STOP	30 X 30	5.180				1	1	1		
30	R2-1(2S)	SPEED LIMIT 35	24 X 30	5.000				1	1	1		

SHEET 1 OF 3

PROJECT NO: 3110-08-70

HWY: STH 59

COUNTY: WAUKESHA

MISCELLANEOUS QUANTITIES

SHEET: 297

E

TYPE II PERMANENT SIGNING

3110-08-70 STH 59

SIGN NO.		SIGN MESSAGE	SIGN SIZE			637.2210	637.2230	637.2215	638.2102	638.2602	638.3000	634.0618	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
			W [IN.]	x x	H [IN.]	SIGNS TYPE II REFLECTIVE H [SF]	SIGNS TYPE II RELFECTIVE F [SF]	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	MOVING SIGNS TYPE II [EA]	REMOVING SIGNS TYPE II (EA)	REM SMALL SIGN SUP [EA]	POSTS WOOD 4" X 6" X 18' [EA]		
31	R1-1(2S)	STOP	30	X	30	5.180				1	1	1	32	MOUNT ON SIGNAL POLE MOUNT ON SIGNAL POLE
32	W11-2(2S)	PEDESTRIAN CROSSING	30	X	30		6.250			1	1	1		
33	W16-7L(2S)	(LEFT DIAGONAL DOWNWARD ARROW)	24	X	12		2.000			1				
34	R1-1F(2S)	STOP (FOLDING)	30	X	30			5.180		1				
35	R1-1F(2S)	STOP (FOLDING)	30	X	30			5.180		1				
36	J4-1(2S) M3-4 M1-6	 STH 59	24	X	36	6.000				1				MOUNT ON SIGNAL POLE
37	R1-1F(2S)	STOP (FOLDING)	30	X	30			5.180		1				MOUNT ON SIGNAL POLE
38	J4-1(2S) M3-1 M1-5A	 COUNTY E	24	X	36	6.000				1				MOUNT ON SIGNAL POLE
39	R1-1F(2S)	STOP (FOLDING)	30	X	30			5.180		1				MOUNT ON SIGNAL POLE
40	M1-94S	[E] S. MAIN ST	84	X	18	10.500								ON MONOTUBE ARM
41	M1-94S	[E] S. MAIN ST	84	X	18	10.500							43	ON MONOTUBE ARM
42	R1-1(2S)	STOP	30	X	30	5.180				1	1	1		
43	W11-2(2S)	PEDESTRIAN CROSSING	30	X	30		6.250			1	1	1		
44	W16-7L(2S)	(LEFT DIAGONAL DOWNWARD ARROW)	24	X	12		2.000			1				
45	R1-1(2S)	STOP	30	X	30	5.180				1	1	1	46	
46	W11-2(2S)	PEDESTRIAN CROSSING	30	X	30		6.250			1	1	1		
47	W16-7L(2S)	(LEFT DIAGONAL DOWNWARD ARROW)	24	X	12		2.000			1				
48	I55-56(2S)	ADOPT A HIGHWAY	30	X	18	3.750				1	1	1	48	
49	I55-56P	PRAIRIE PIONEER 4-H CLUB		X					1					
50	J1-1(2S) M2-1 M1-5A	 COUNTY ZZ	24	X	39	6.500				1	1	1	51	
51	I55-56(2S)	ADOPT A HIGHWAY	30	X	18	3.750				1	1	1		
52	I55-56P	PRAIRIE PIONEER 4-H CLUB		X					1					
53	R5-1(2S)	DO NOT ENTER	30	X	30	6.250				1				
54	I55-56(2S)	ADOPT A HIGHWAY	30	X	18	3.750				1	1	1	54	ON BACK OF 51
55	I55-56P	GENERAC POWER SYSTEMS		X					1					
56	W23-2	NEW TRAFFIC PATTERN AHEAD	--	X	--	--				1	1			
57	W23-2	NEW TRAFFIC PATTERN AHEAD	--	X	--	--				1	1			
58	I55-56(2S)	ADOPT A HIGHWAY	30	X	18	3.750				1	1	1	58	
59	I55-56P	GENERAC POWER SYSTEMS		X					1					

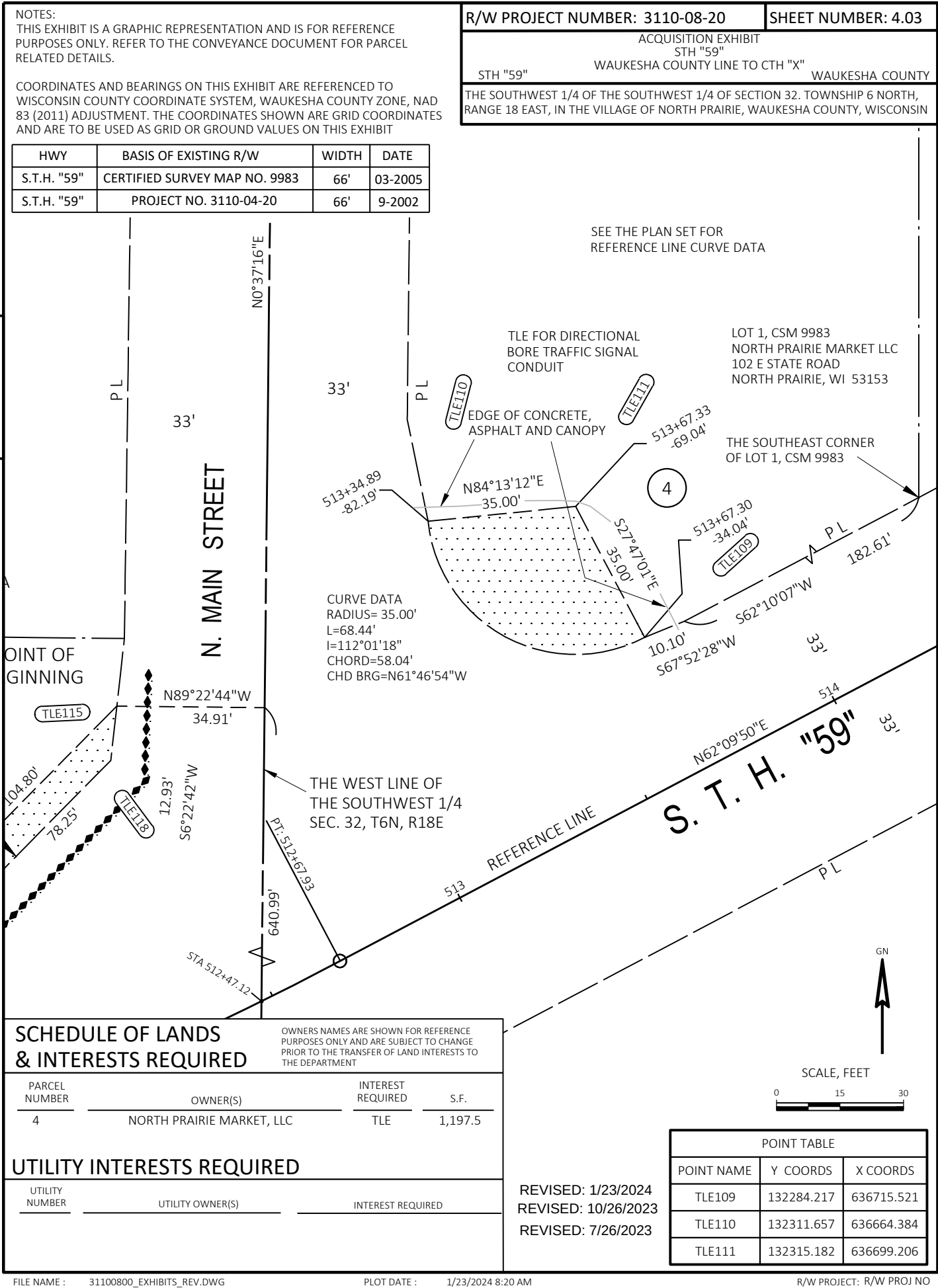
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TYPE II PERMANENT SIGNING

3110-08-70 STH 59

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGN TYPE II REFLECTIVE H [SF]	637.2230 SIGN TYPE II RELFECTIVE F [SF]	637.2215 SIGN TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGN TYPE II [EA]	638.2602 REMOVING SIGN TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
60	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
61	I55-56P	KETTLE MORaine	X				1				60	
62	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
63	I55-56P	KETTLE MORaine HEATING & A/C	X				1				62	
64	I55-56(2S)	ADOPT A HIGHWAY	30 X 18	3.750				1	1	1		
65	I55-56P	PIALA'S NURSERY & GARDEN SHOP	X				1				65	
66	W11-2(2S)	PEDESTRIAN CROSSING	30 X 30		6.250					1		SHT 20
67	W16-9P(2S)	AHEAD	24 X 12		2.000						66	SHT 20
68	W11-2(2S)	PEDESTRIAN CROSSING	30 X 30		6.250					1		SHT 23
69	W16-9P(2S)	AHEAD	24 X 12		2.000						68	SHT 23
UNDISTRIBUTED				40.000	40.000			4	4	4		
TOTALS				220.130	113.280	20.720	11	50	35	43	--	--

3



COORDINATES AND BEARINGS ON THIS EXHIBIT ARE REFERENCED TO WISCONSIN COUNTY COORDINATE SYSTEM, WAUKESHA COUNTY ZONE, NAD 83 (2011) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS EXHIBIT

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
S.T.H. "59"	CERTIFIED SURVEY MAP NO. 9983	66'	03-2005
S.T.H. "59"	PROJECT NO. 3110-04-20	66'	9-2002

SEE THE PLAN SET FOR
REFERENCE LINE CURVE DATA

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
TLE115	132267.984	636590.867
TLE116	132193.381	636517.267
TLE117	132199.433	636534.475
TLE118	132265.709	636577.603

PART OF LOT 8, BLOCK "B"
ORIGINAL LOT OF NORTH PRAIRIE
SRW PROPERTIES, LLC
101 N MAIN STREET
NORTH PRAIRIE, WI 53153

S. T. H. "59"

PART OF OULTLOT 31
ASSESSOR'S PLAT OF THE
VILLAGE OF NORTH PRAIRIE
SHAWN and BOBBIE JO WILLIAMS
101 S MAIN STREET
NORTH PRAIRIE, WI 53153

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	S.F.
6 (3)	SRW PROPERTIES, LLC	TLE	732
7 (3)	SHAWN and BOBBIE JOE WILLIAMS	TLE	145

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
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R/W PROJECT NUMBER: 3110-08-20

SHEET NUMBER: 4.05

ACQUISITION EXHIBIT

STH "59"

Waukesha County

THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 6 NORTH,
RANGE 18 EAST, IN THE VILLAGE OF NORTH PRAIRIE, WAUKESHA COUNTY, WISCONSIN

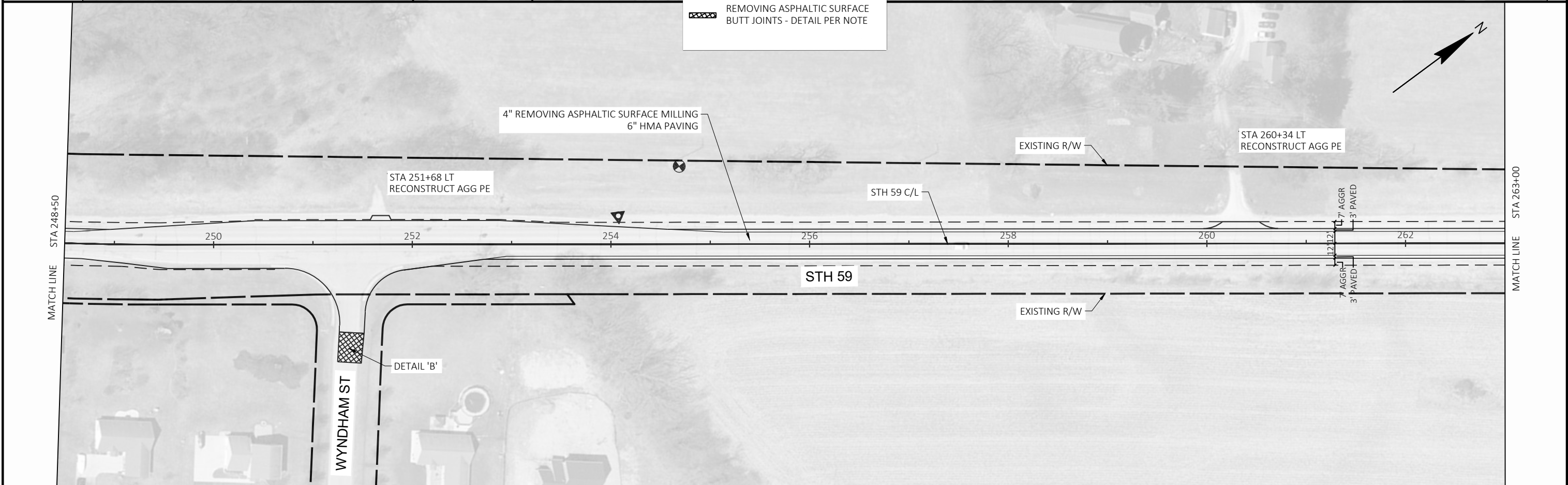
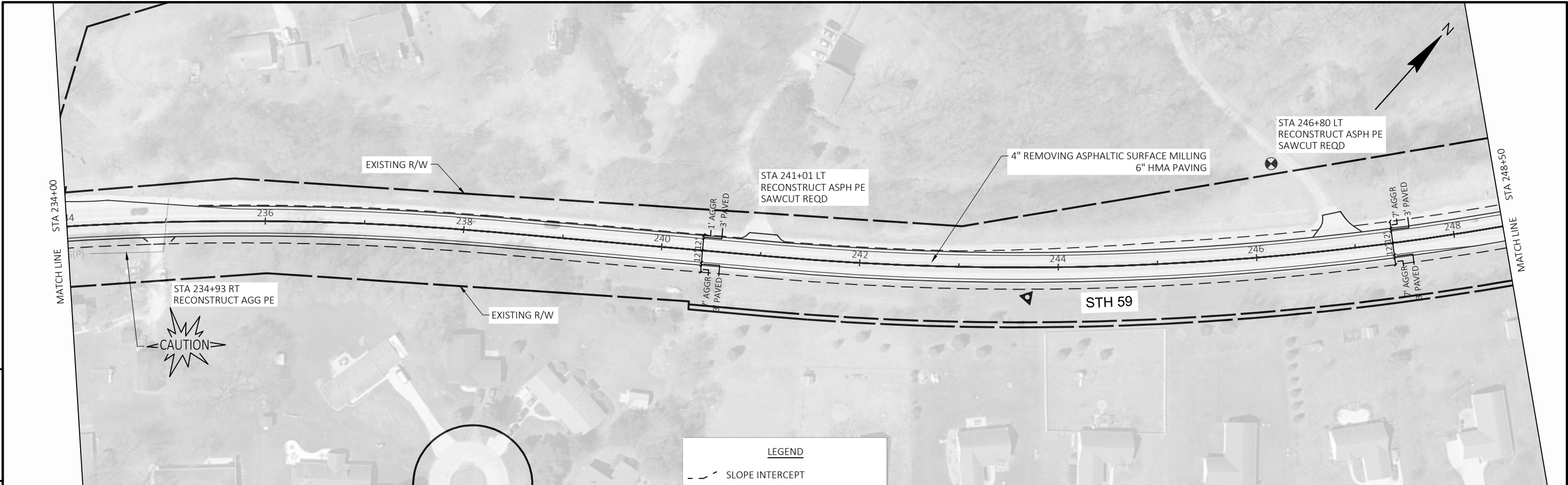
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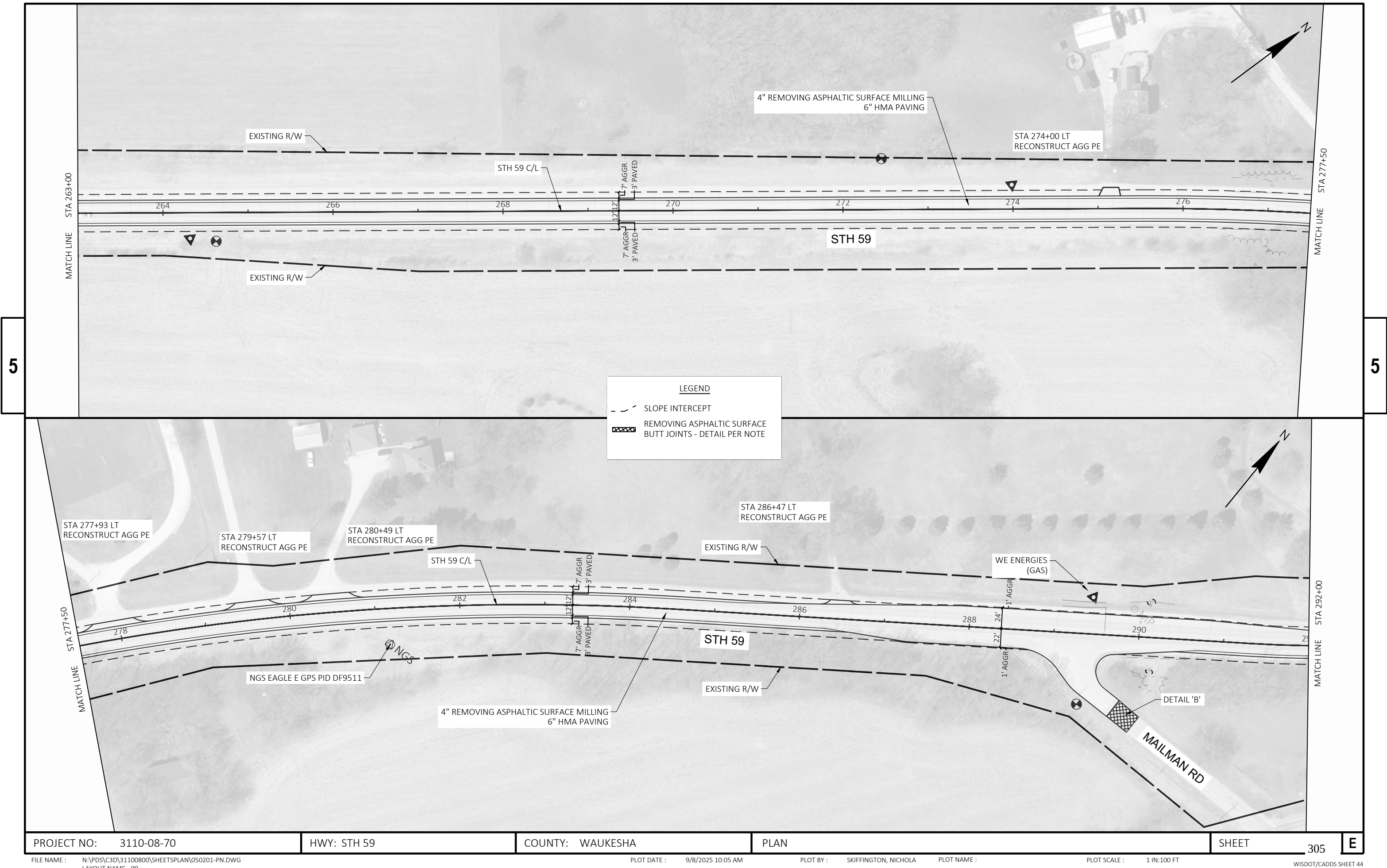
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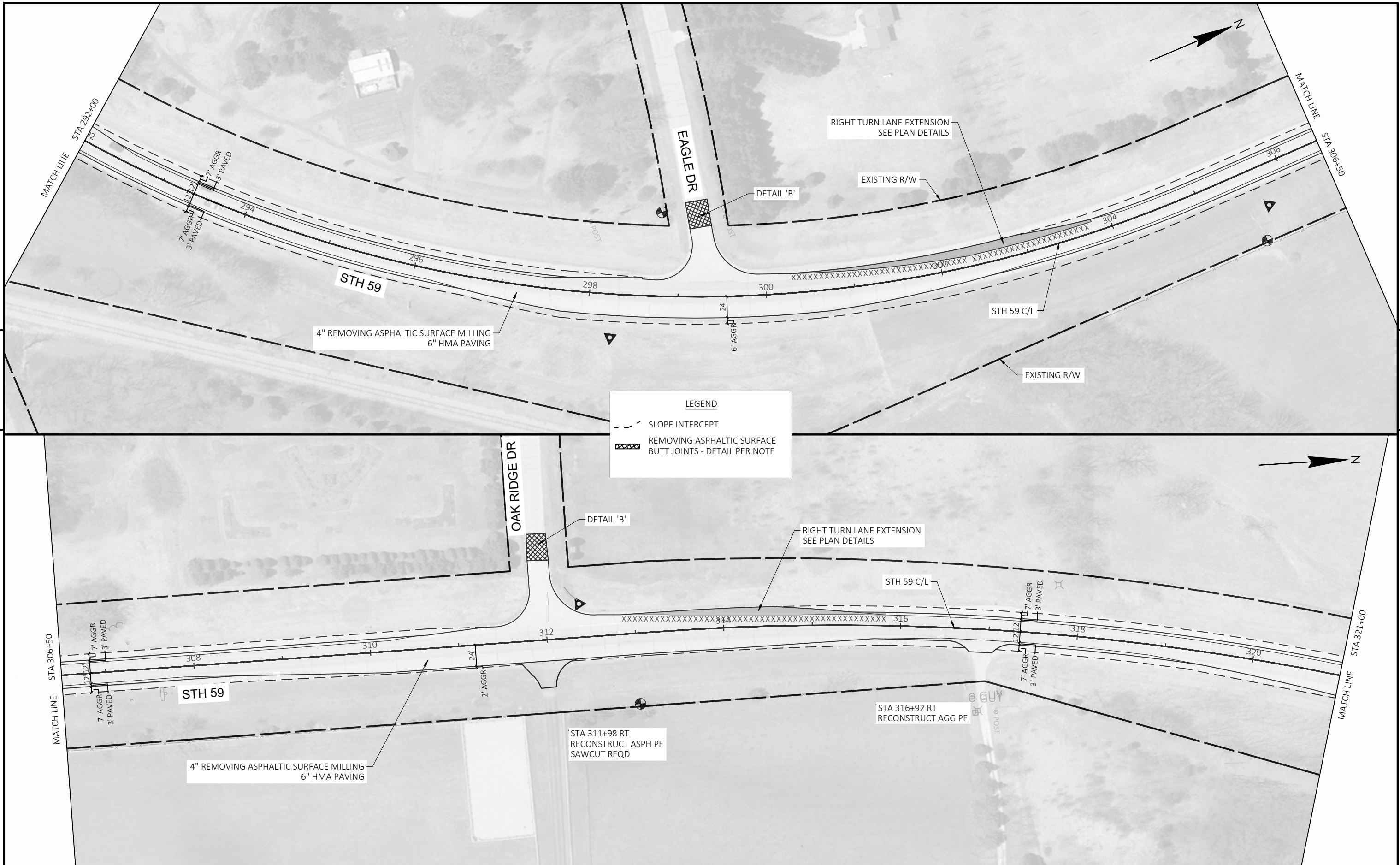


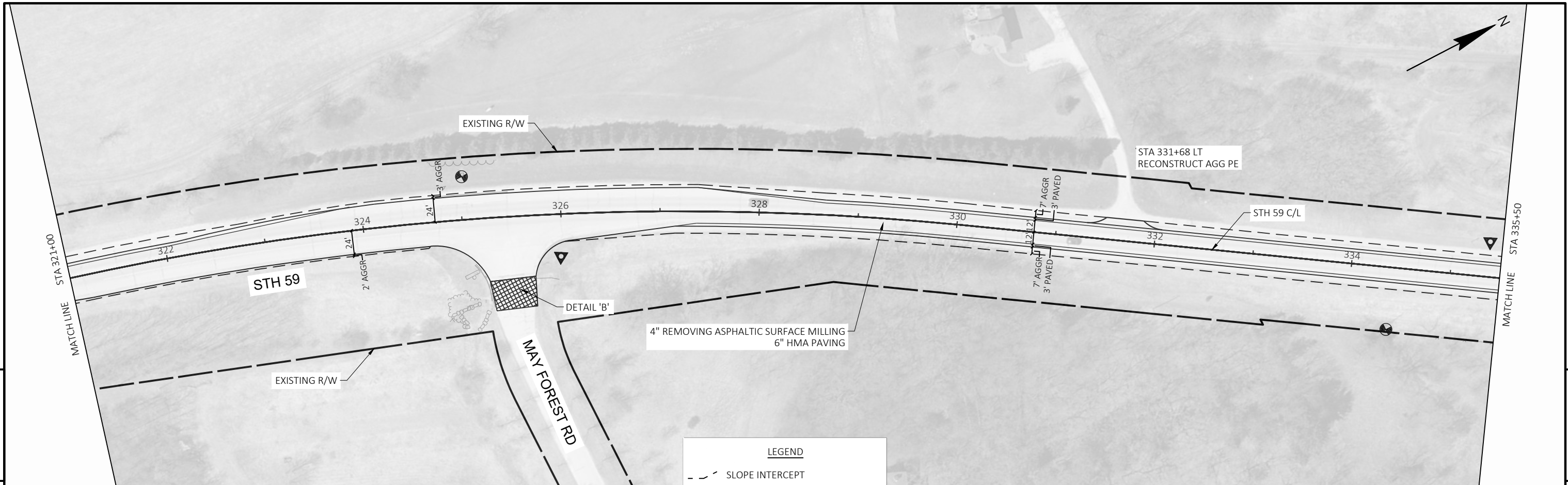
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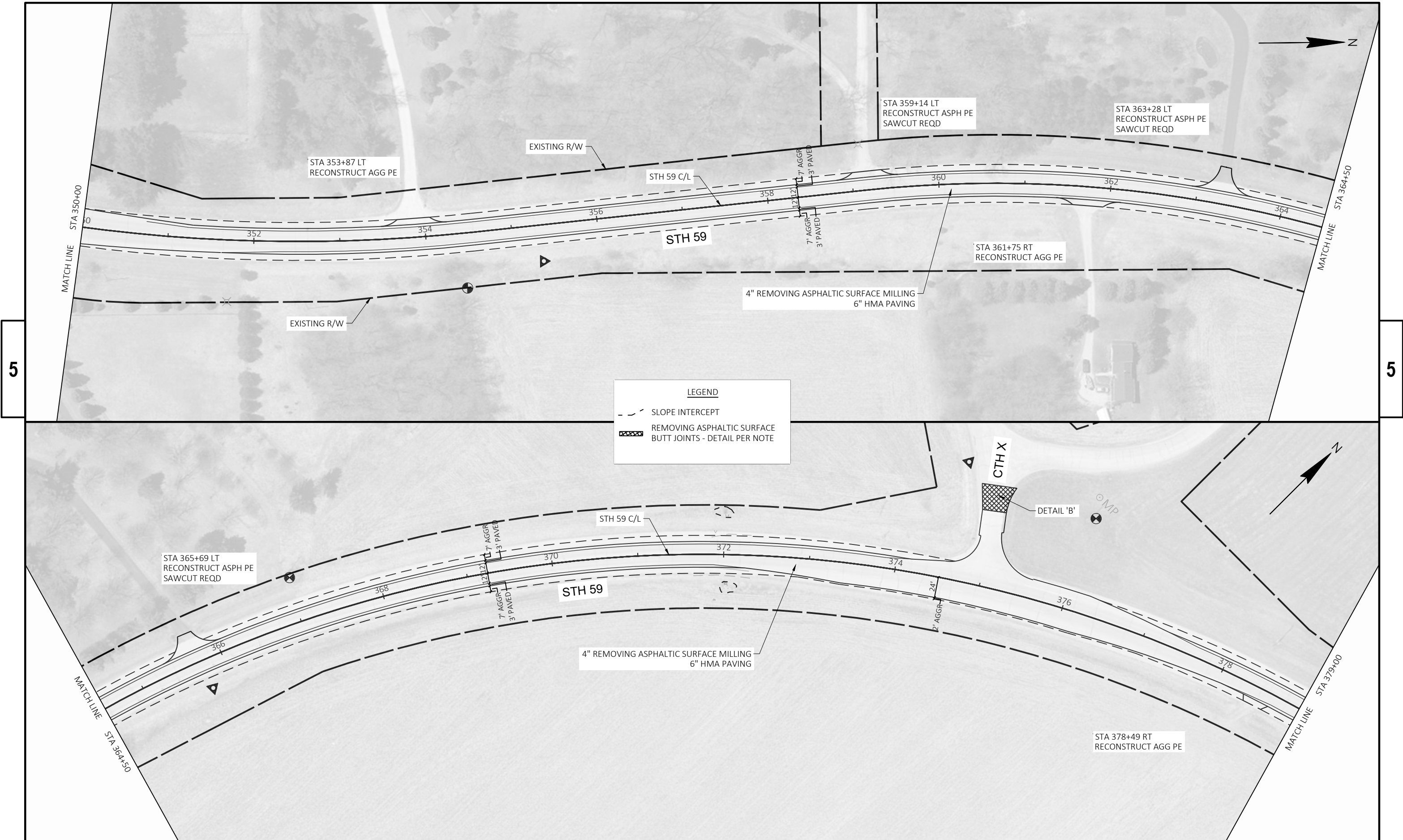


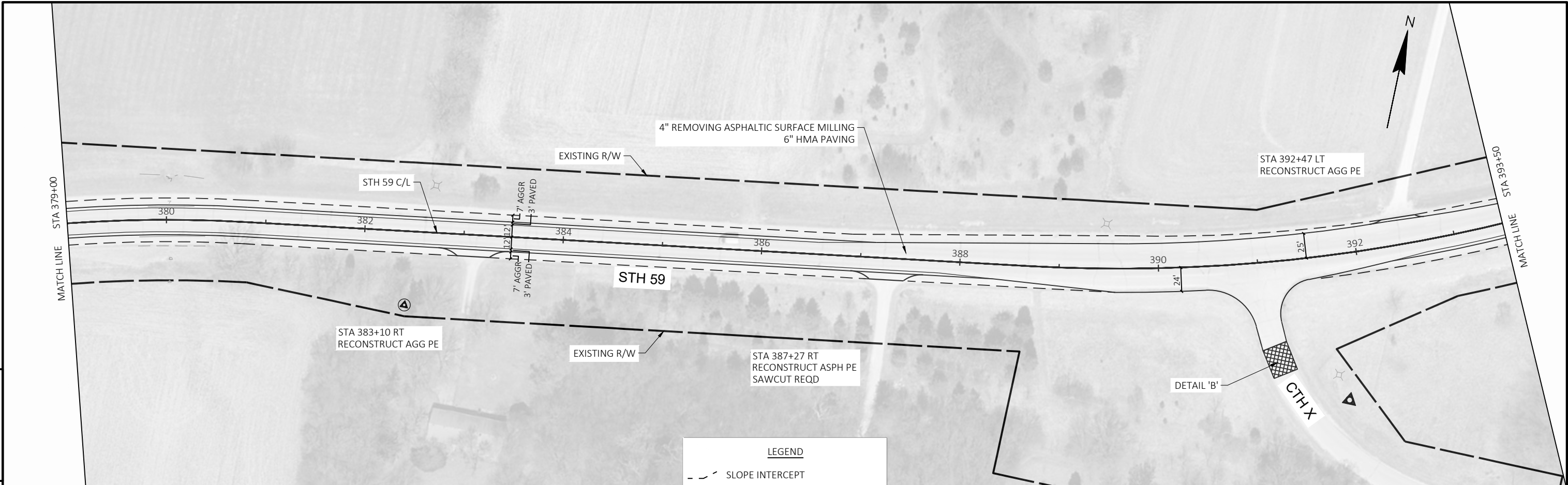
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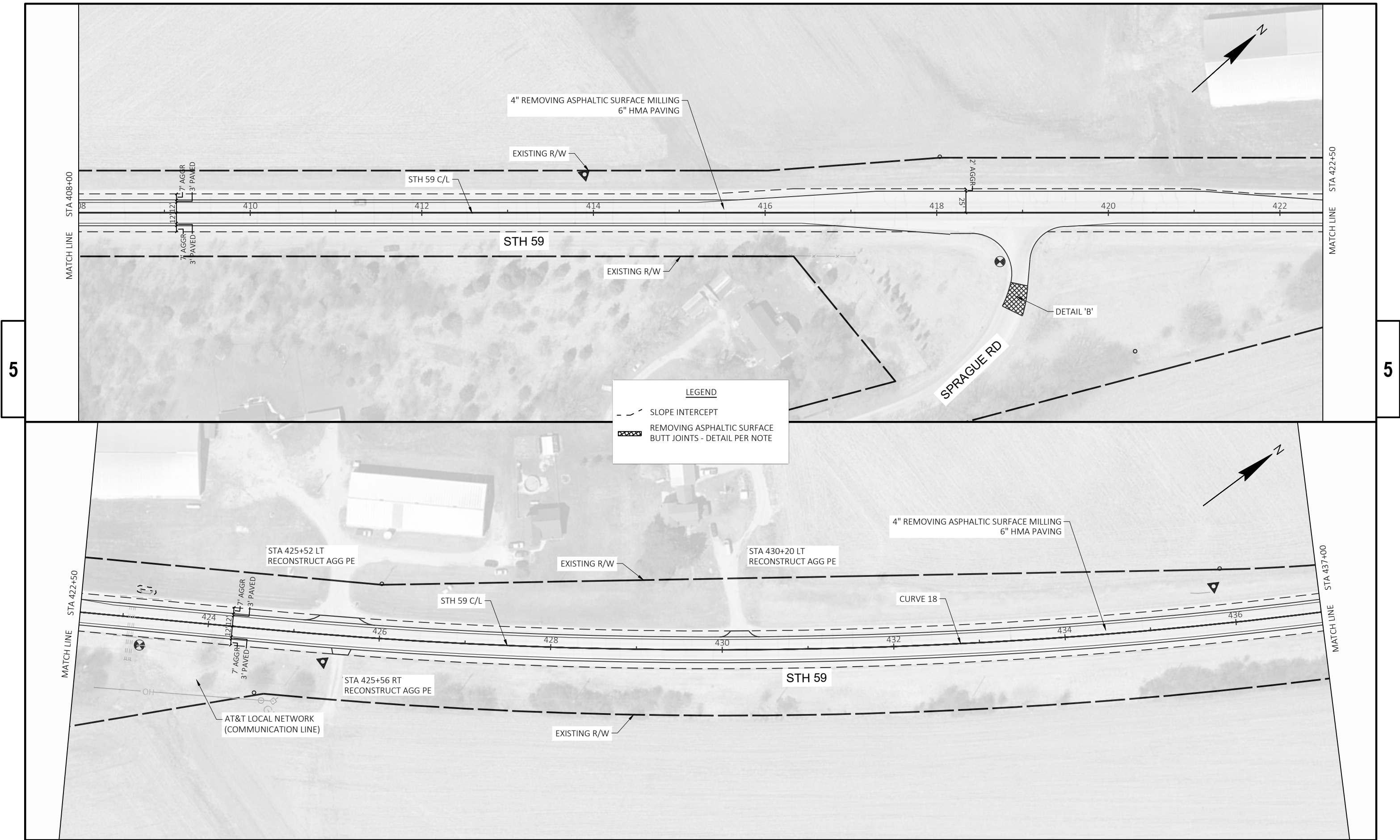


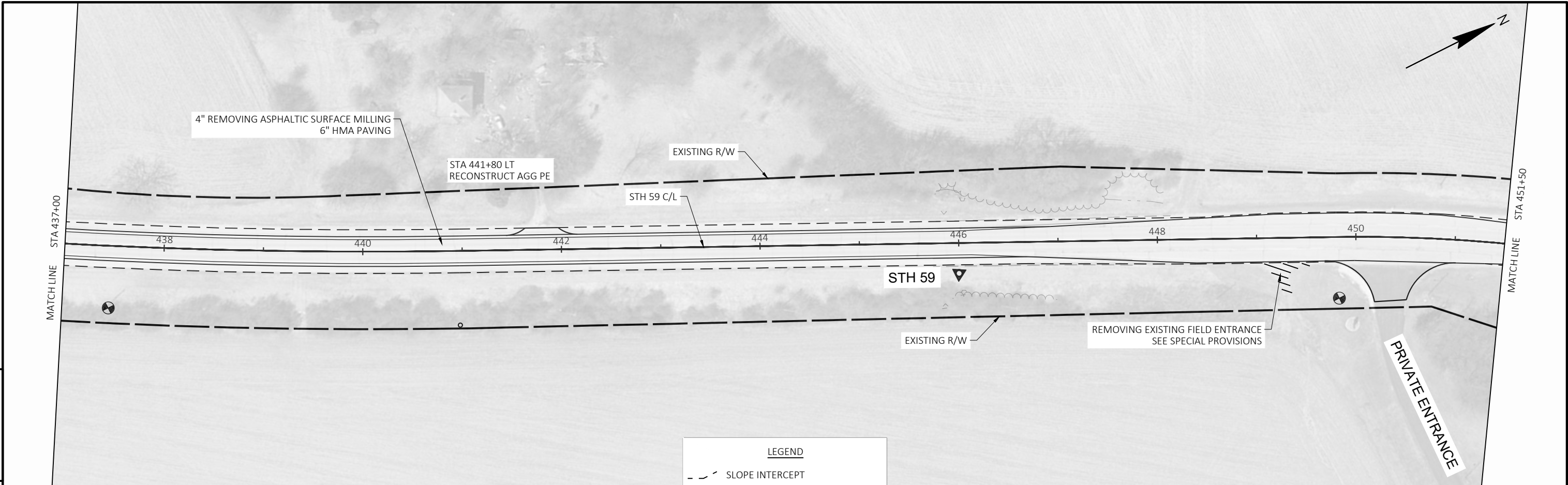








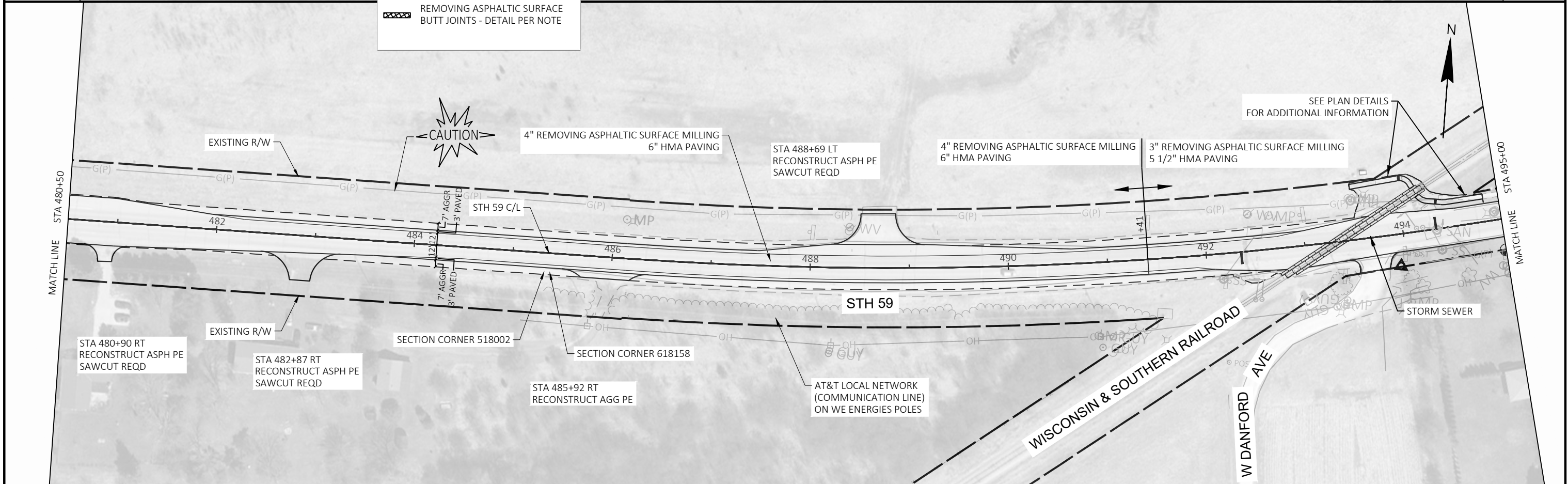
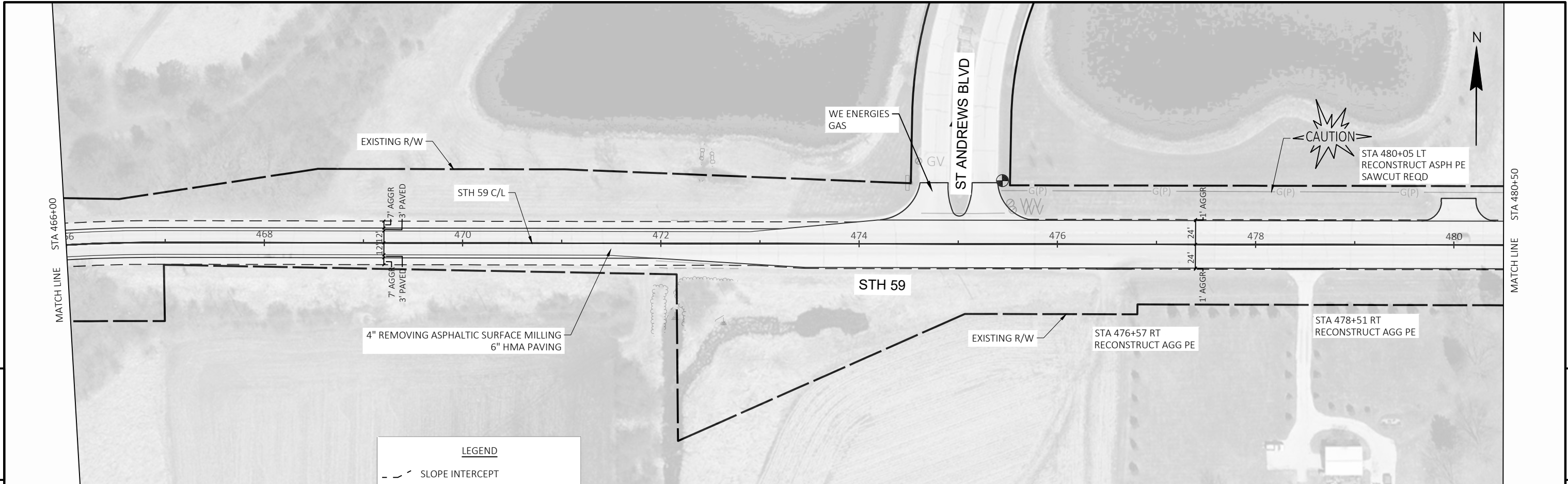


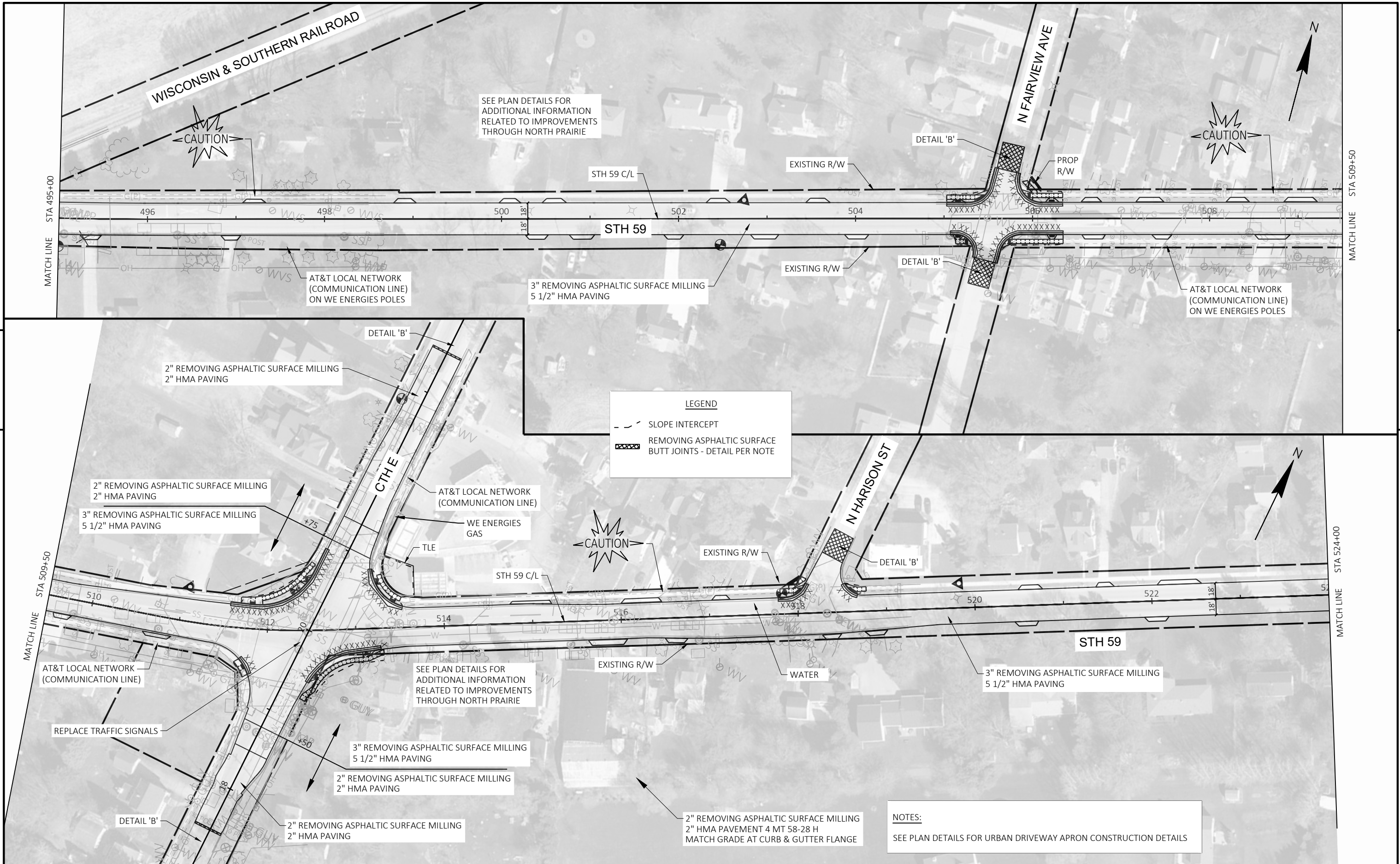


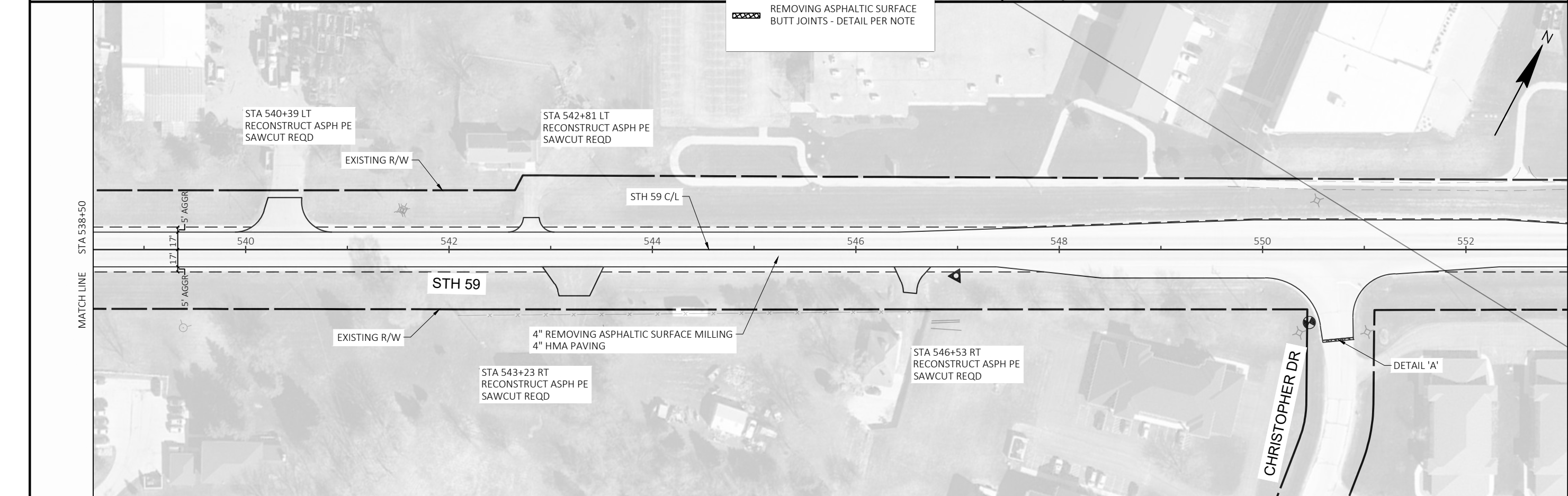
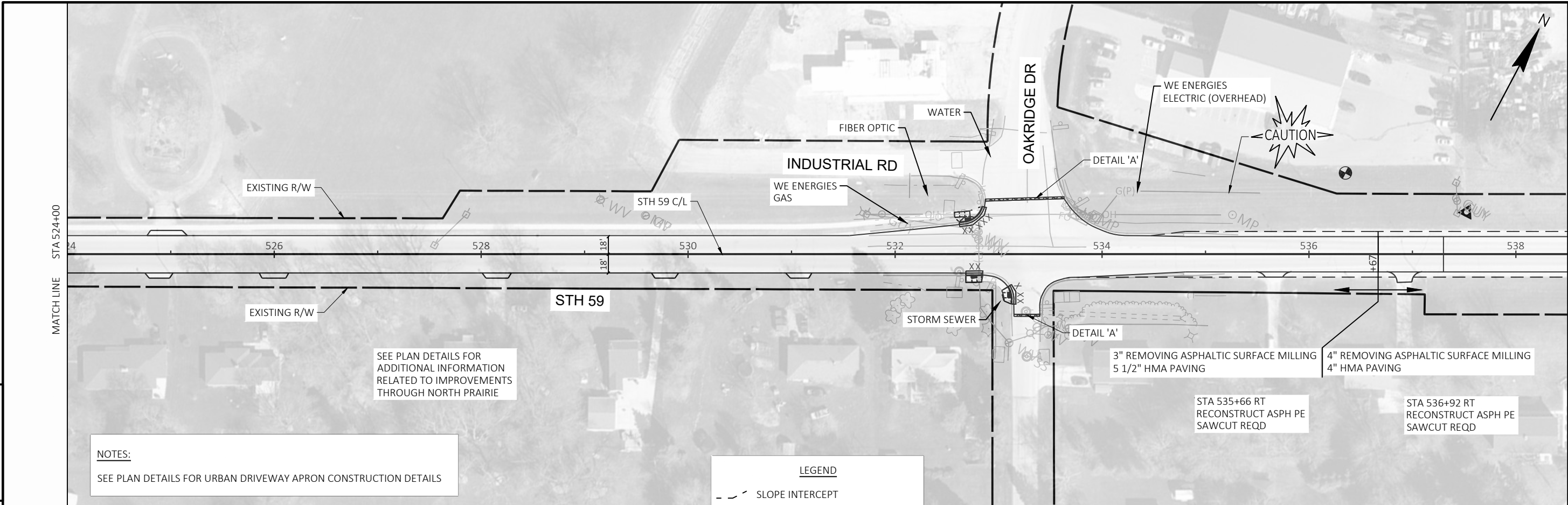
LEGEND

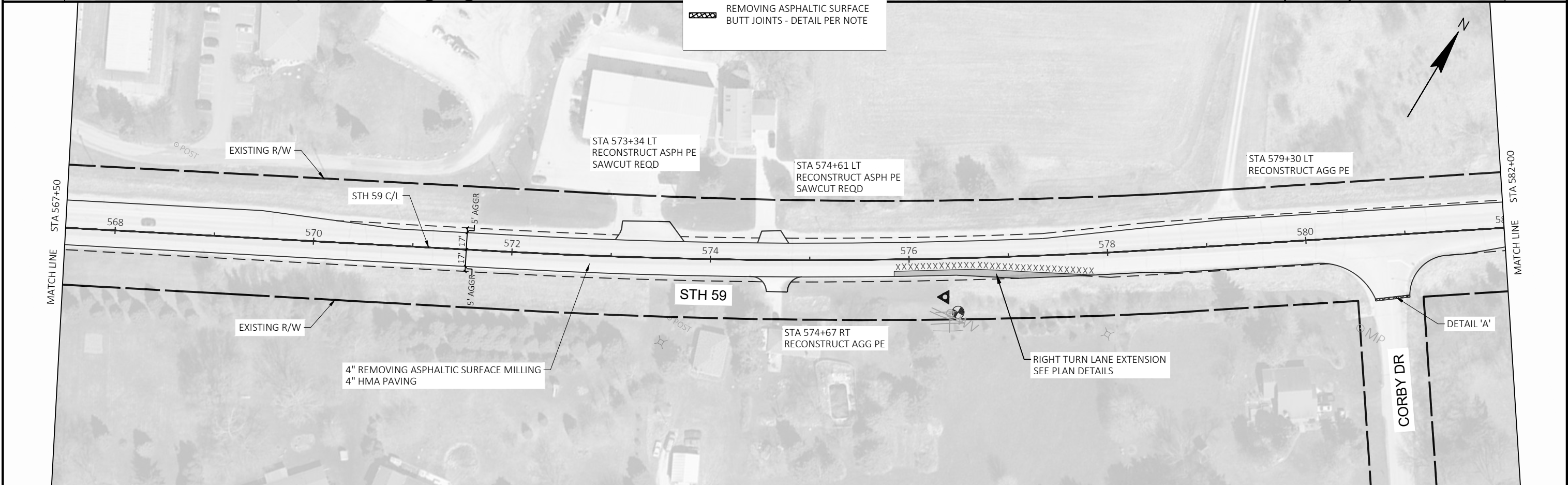
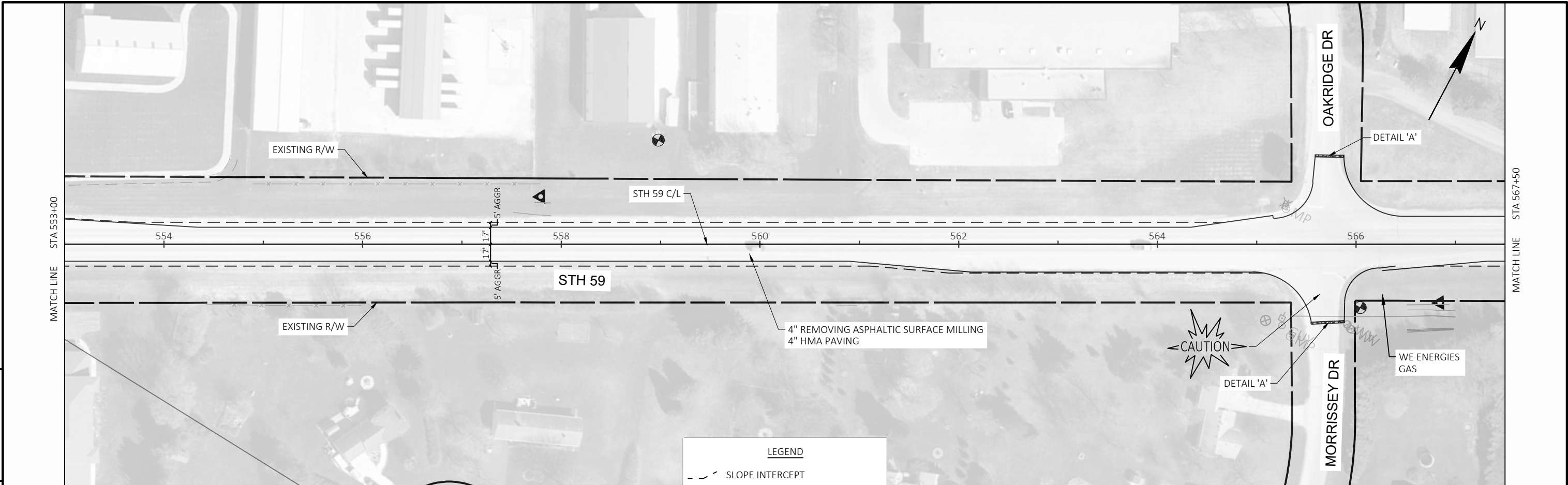
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- REMOVING ASPHALTIC SURFACE BUTT JOINTS - DETAIL PER NOTE

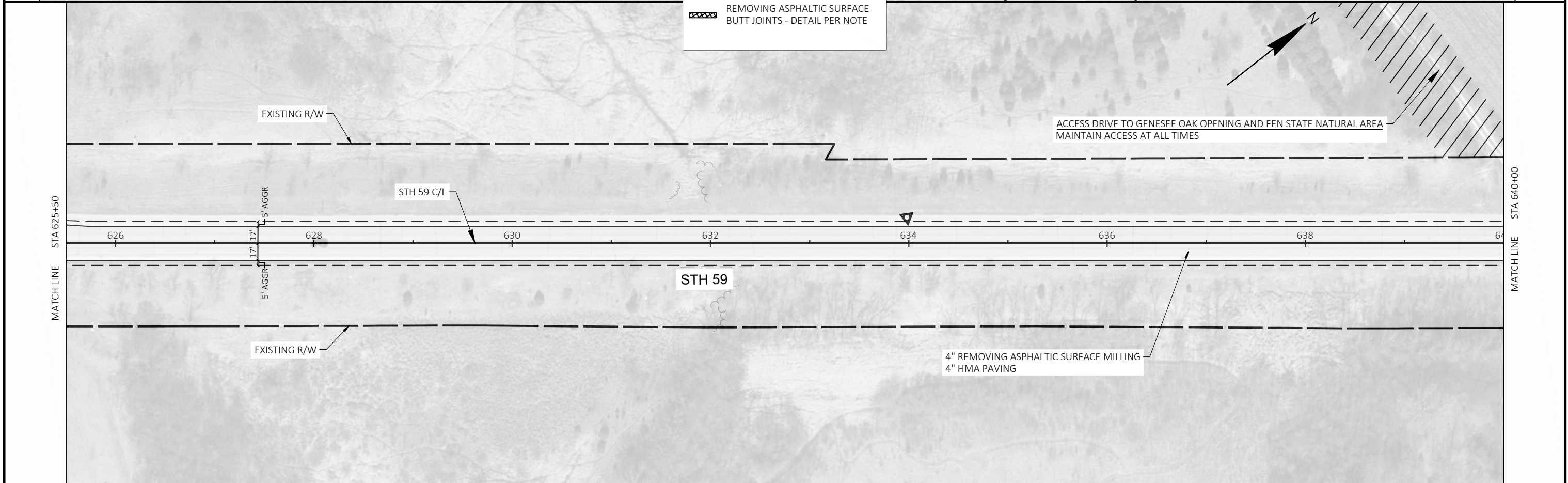
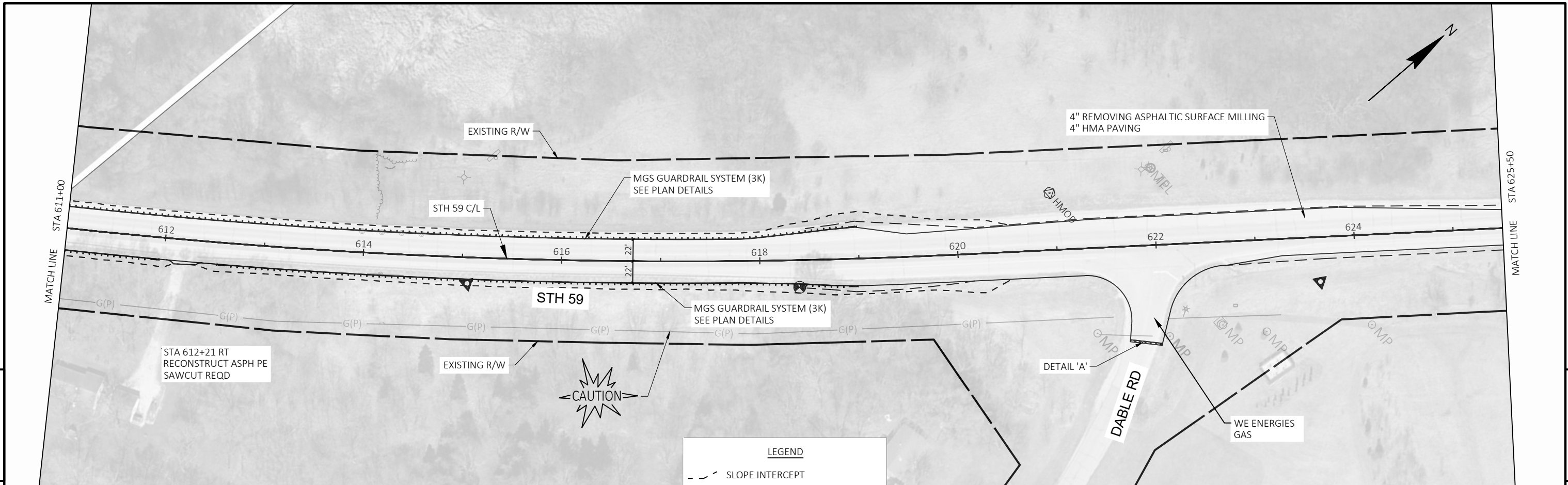


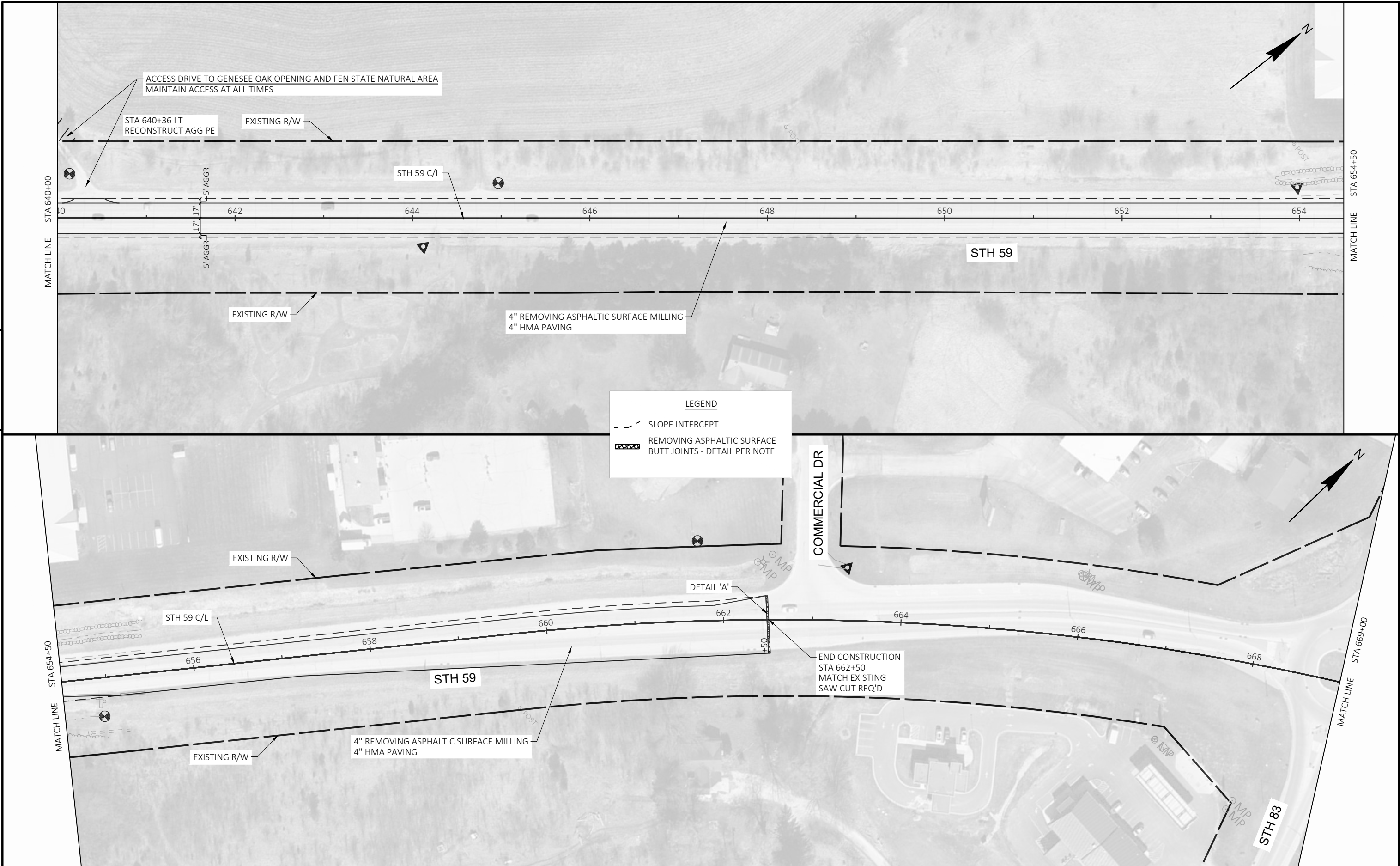


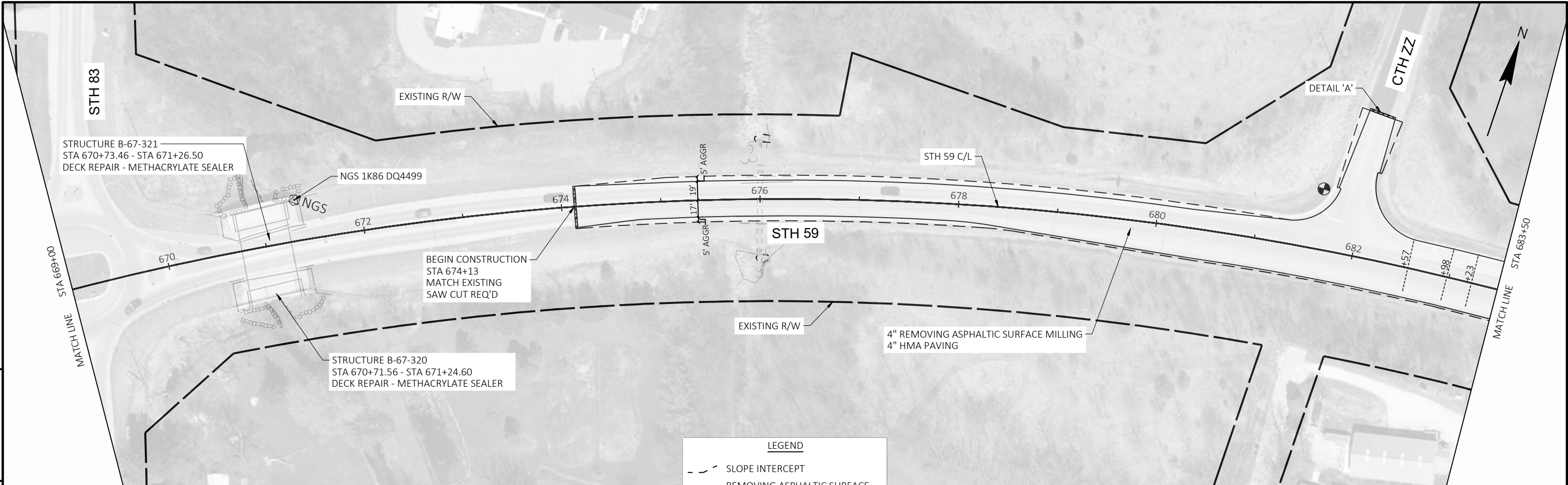






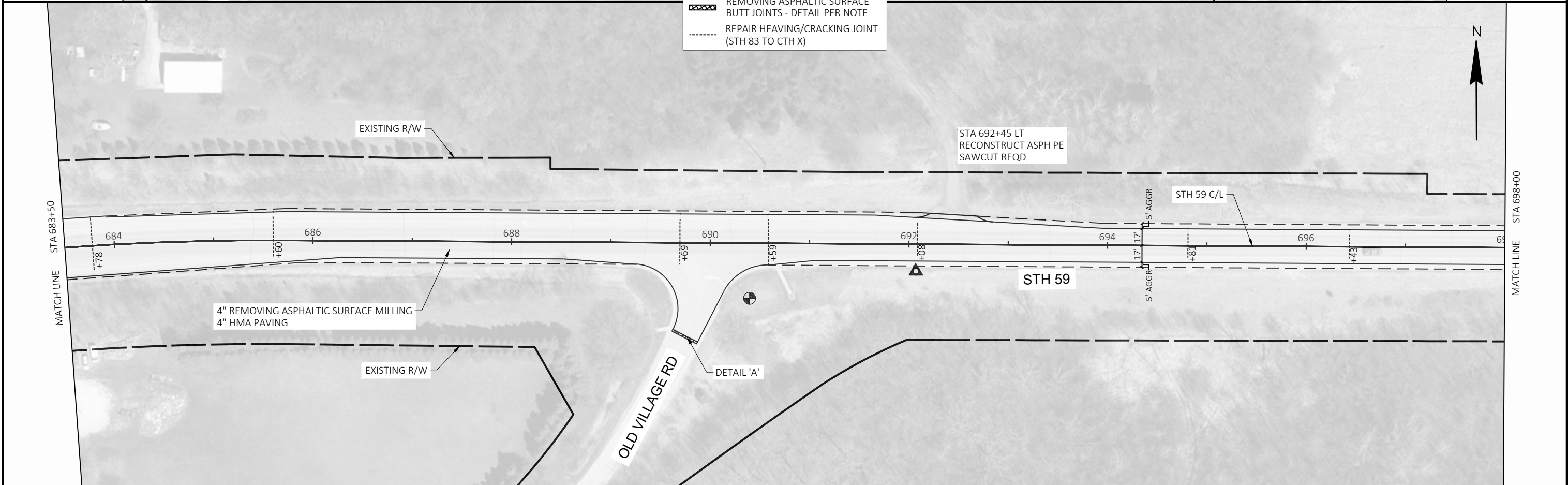




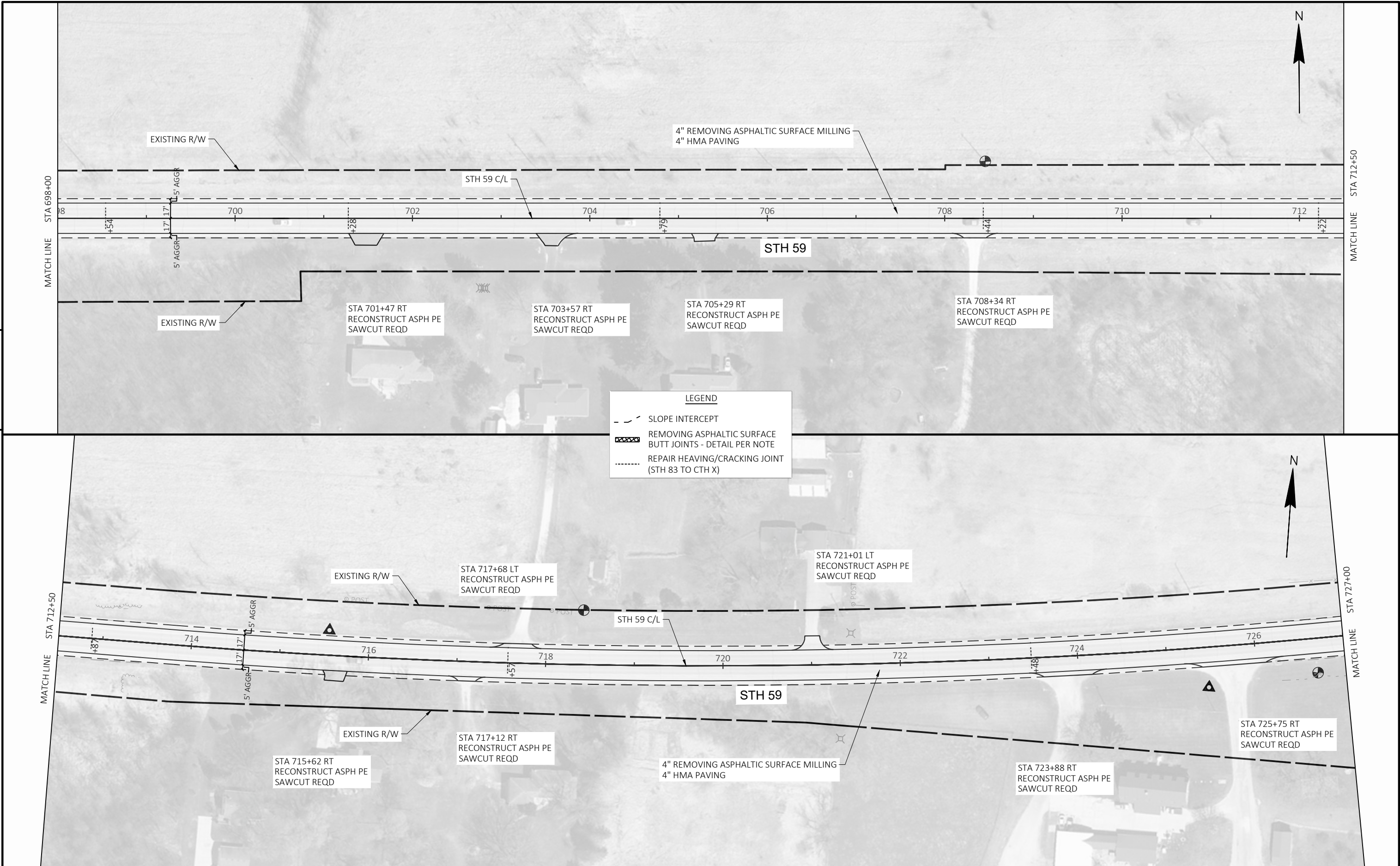


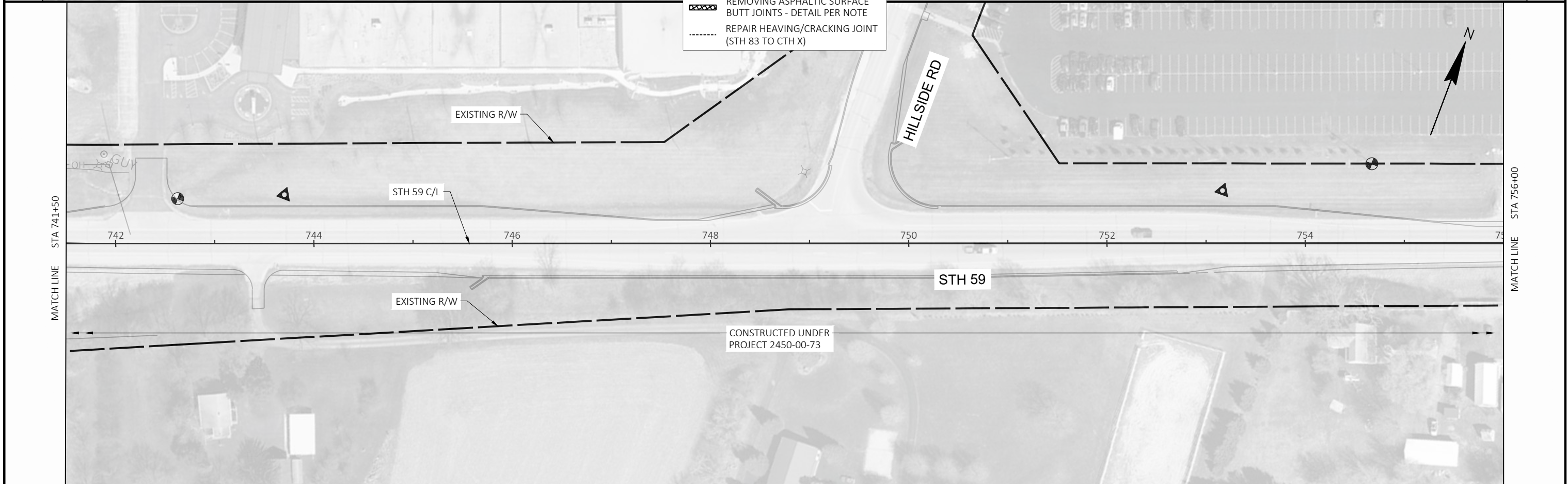
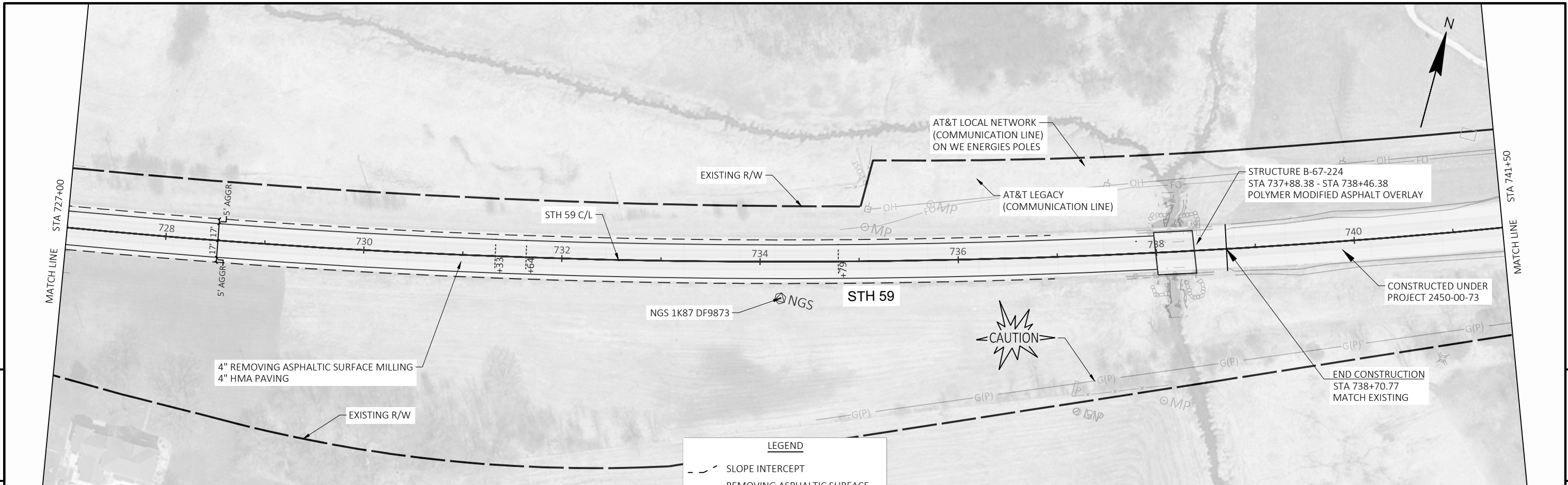
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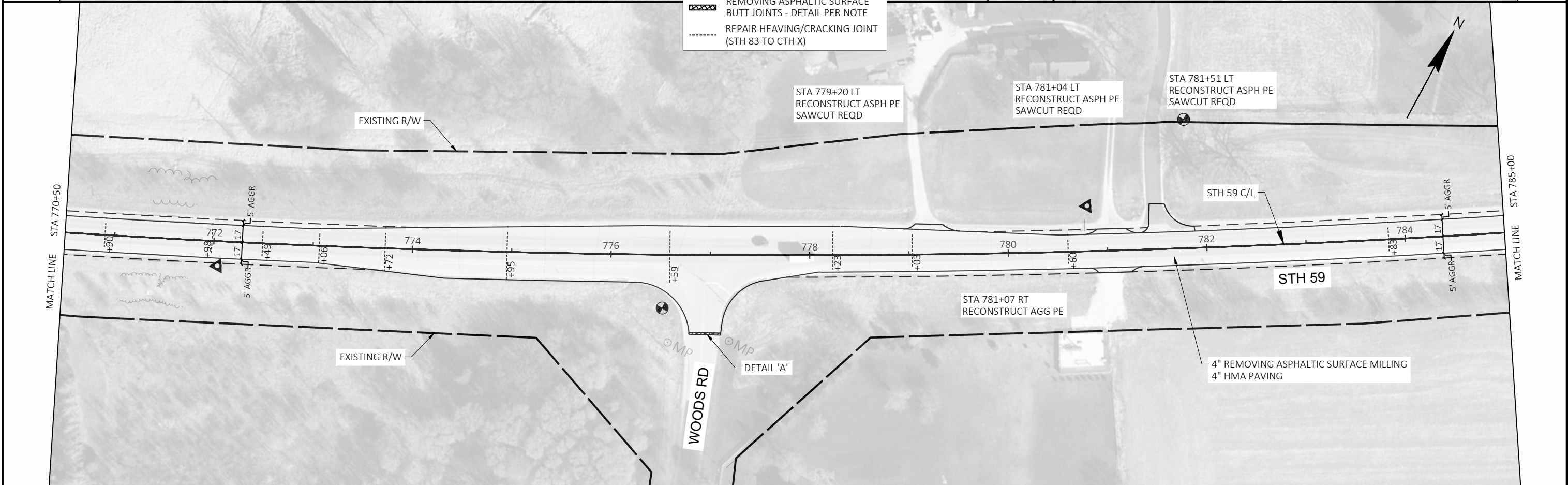
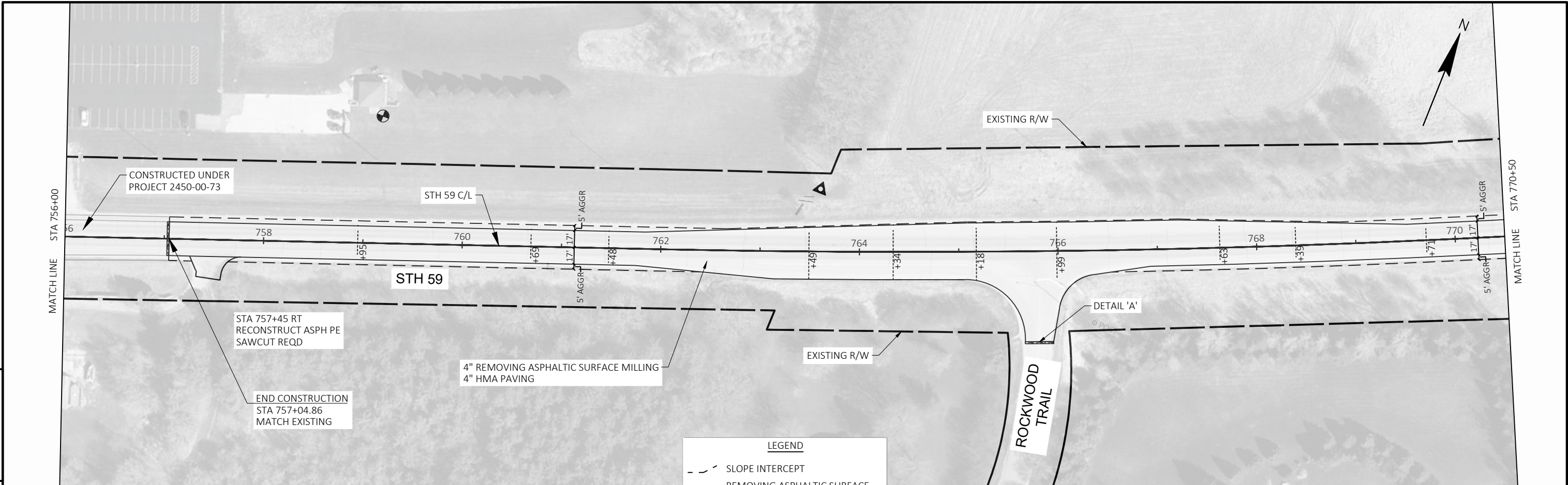
- SLOPE INTERCEPT
- REMOVING ASPHALTIC SURFACE BUTT JOINTS - DETAIL PER NOTE
- REPAIR HEAVING/CRACKING JOINT (STH 83 TO CTH X)

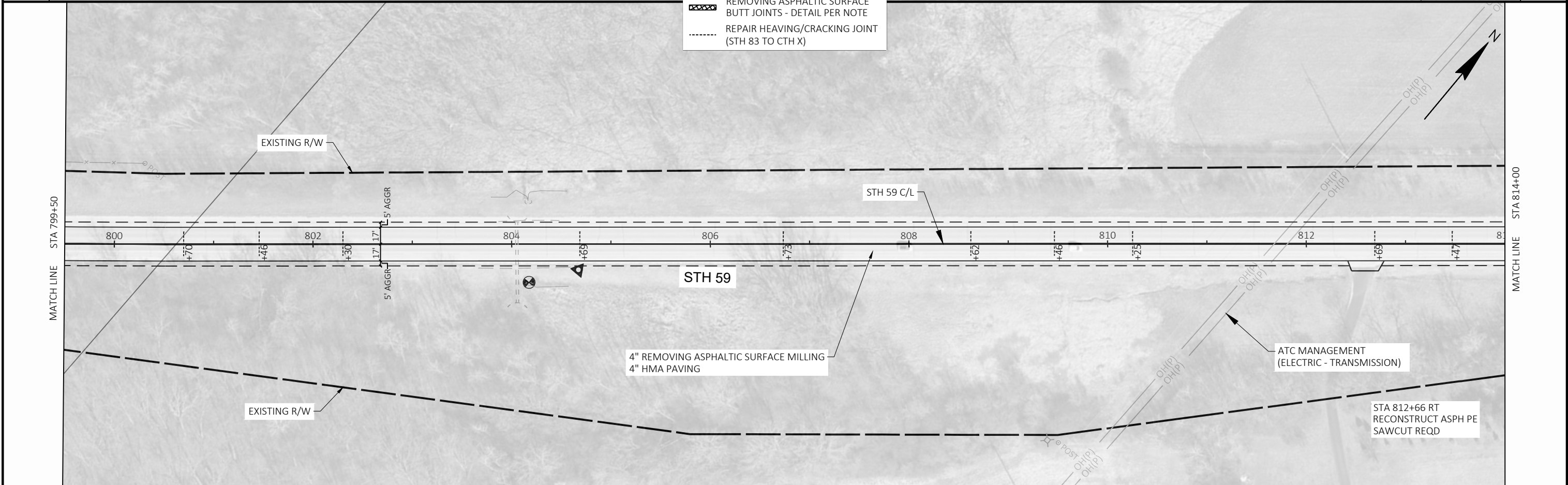
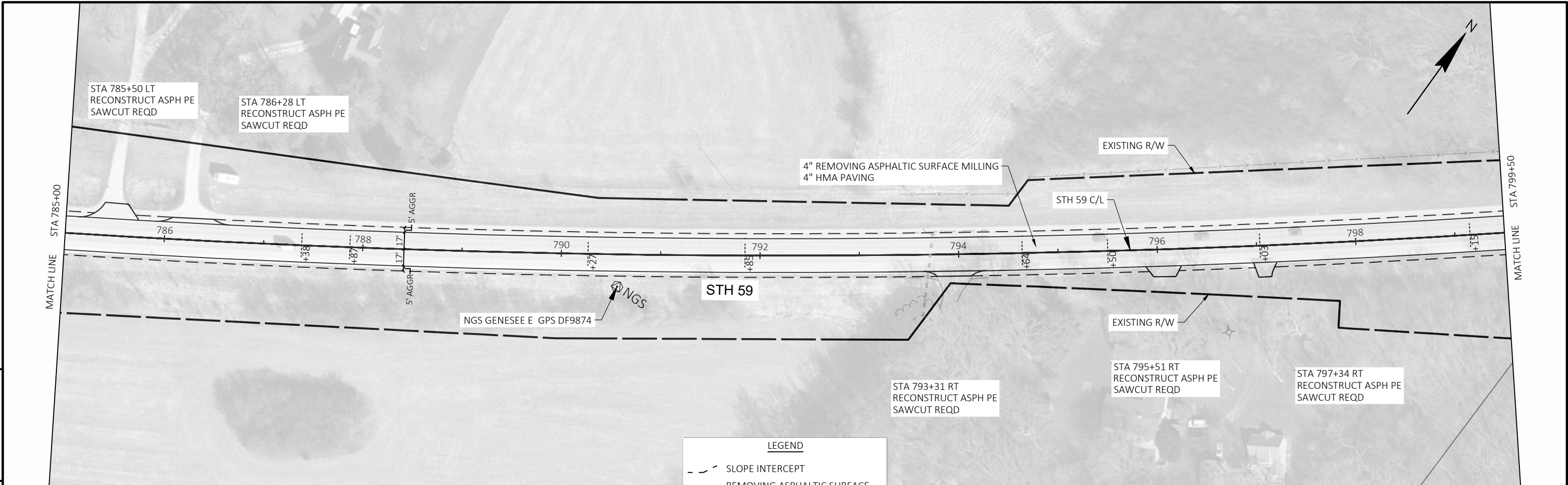


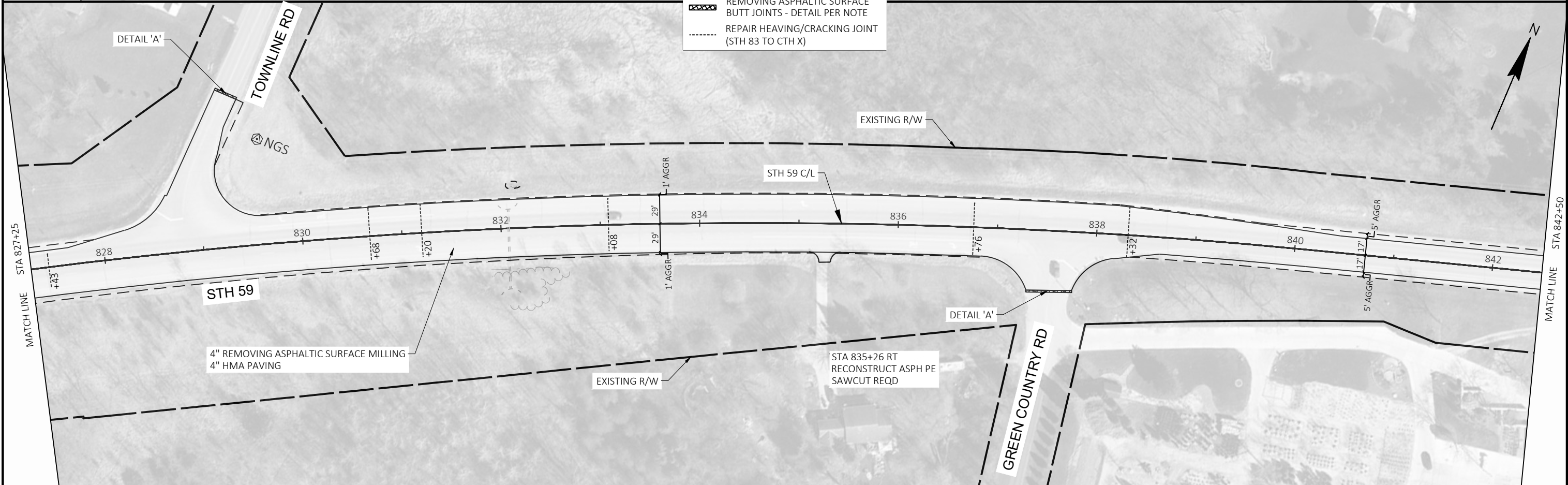
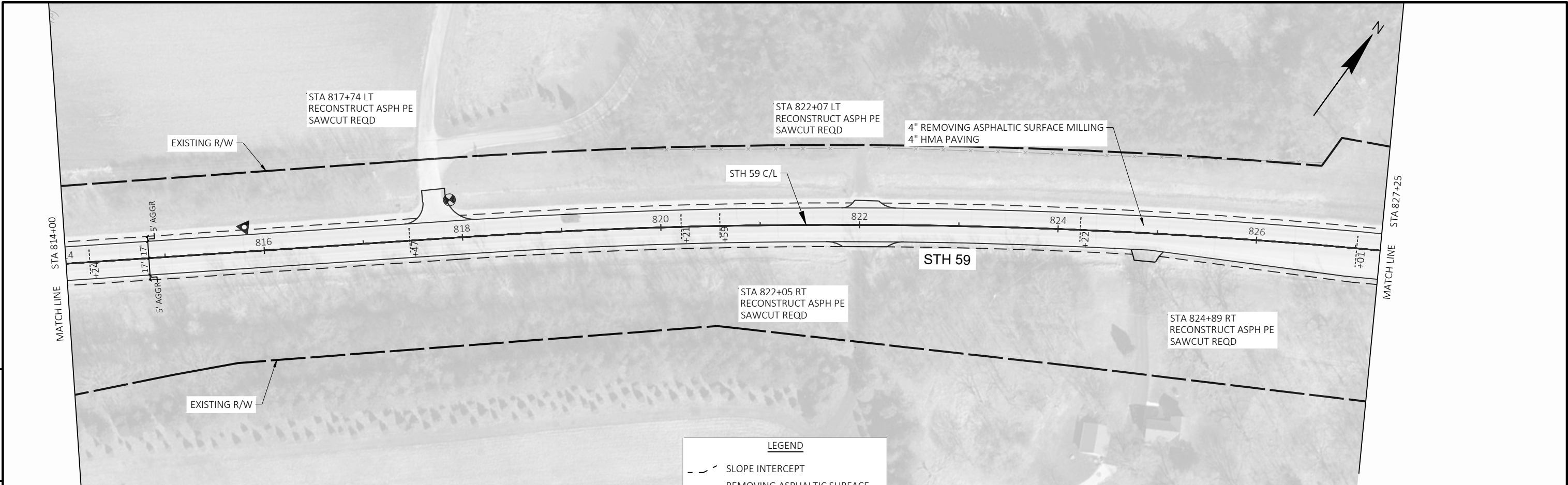
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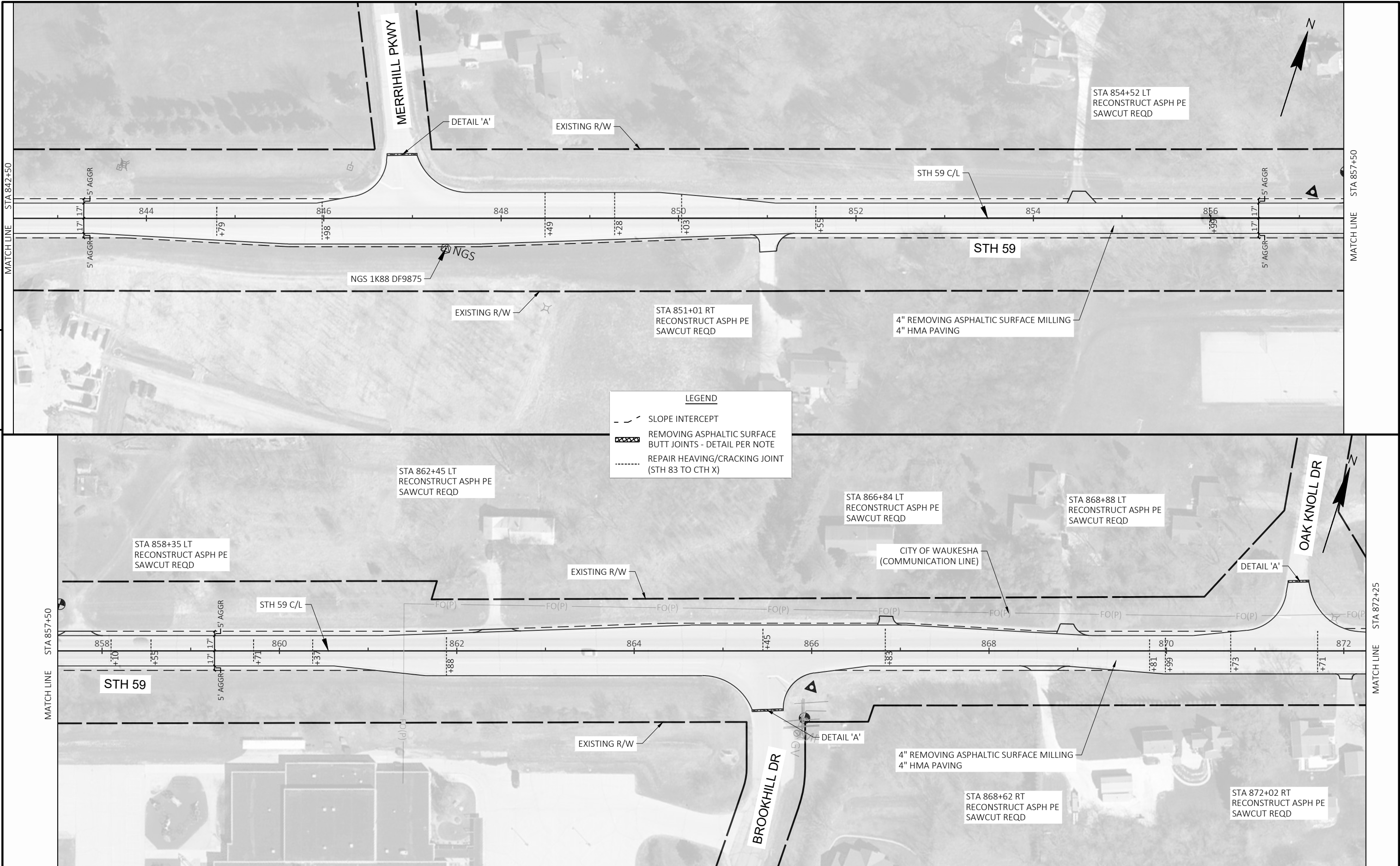


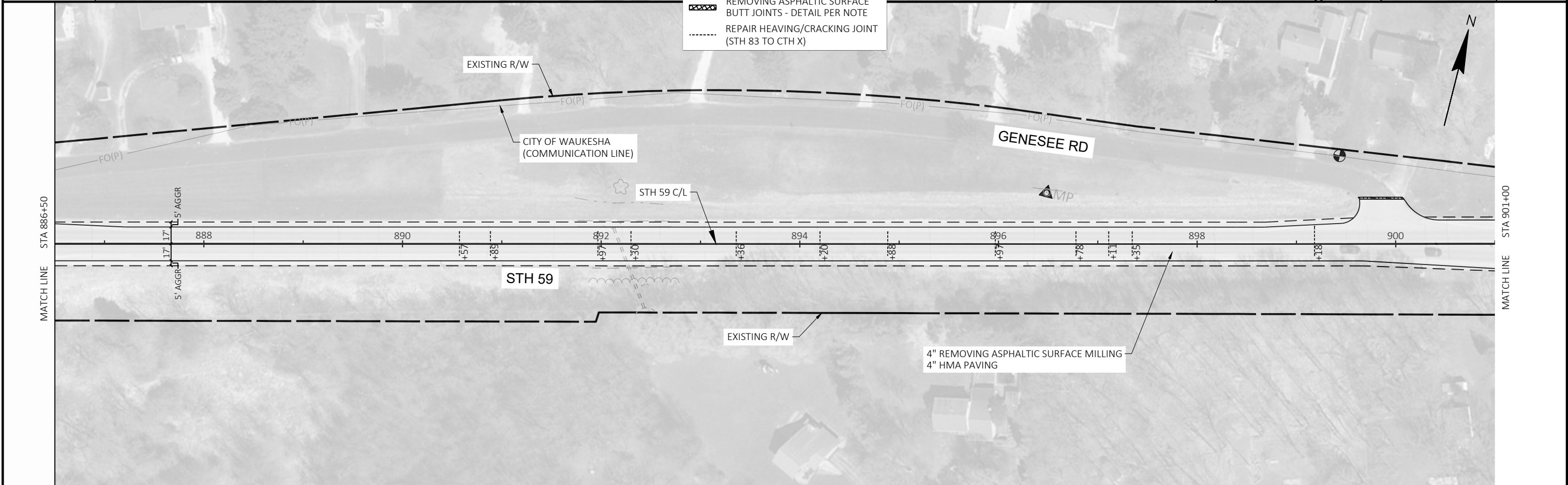
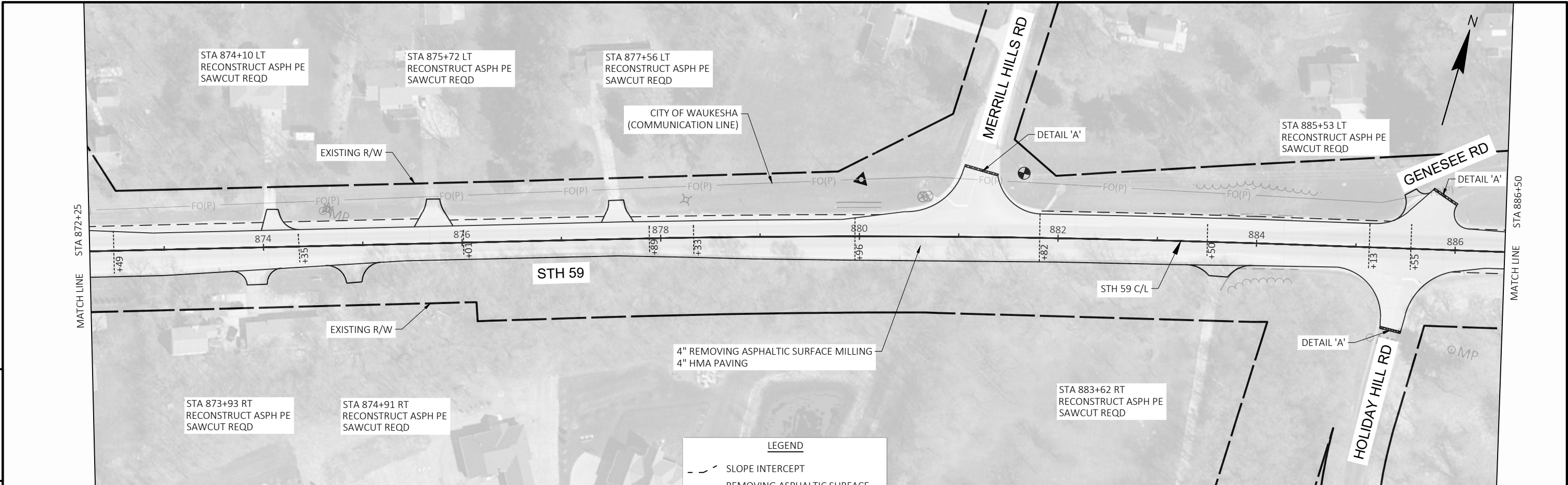






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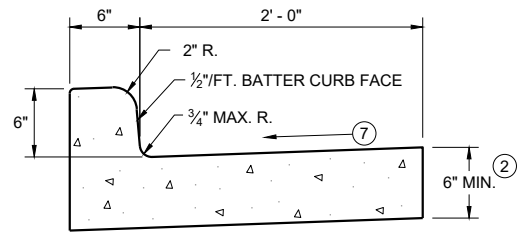


Standard Detail Drawing List

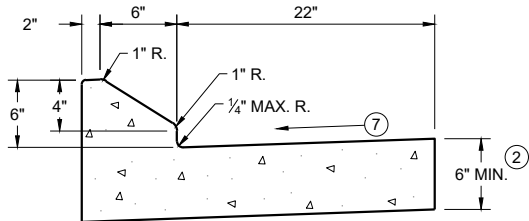
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C11-10	CONCRETE BASE TYPE 10
09C15-02	CONCRETE BASE TYPE 10 SPECIAL
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16D	ROUNDAABOUT ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C20-02	YIELD MARKING
15C22-01	DOTTED EXTENSION FOR ROUNDAABOUT
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C34-05	STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKER, TYPE II
15D20-09A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

Standard Detail Drawing List

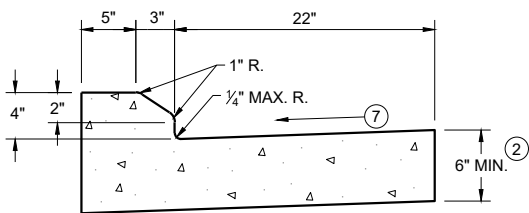
15D20-09B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-09C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D50-03A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-03B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT



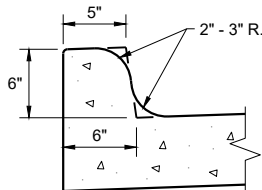
TYPES A^① & D



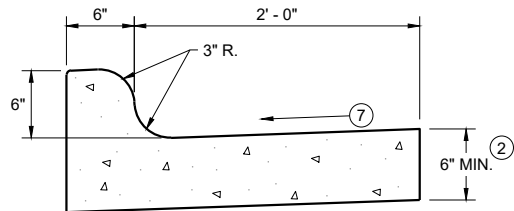
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

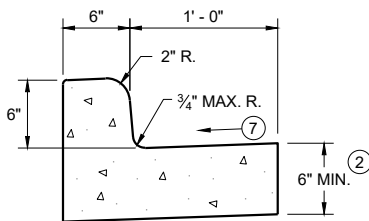


TYPES K^① & L
(OPTIONAL CURB SHAPE)



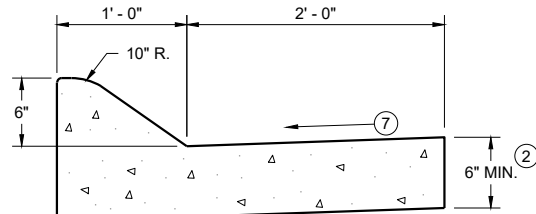
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

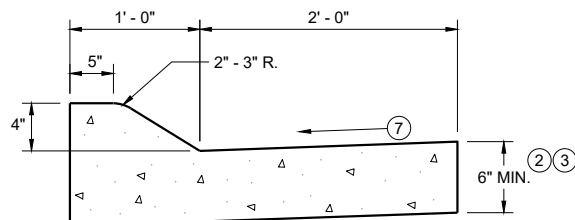


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

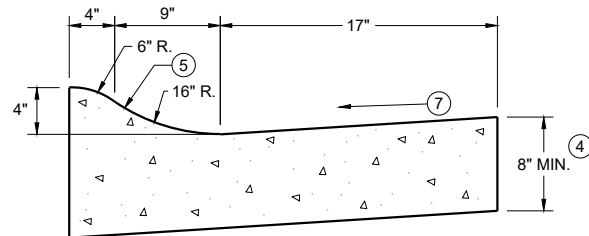


6" SLOPED CURB TYPES A^① & D



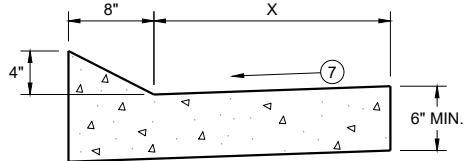
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

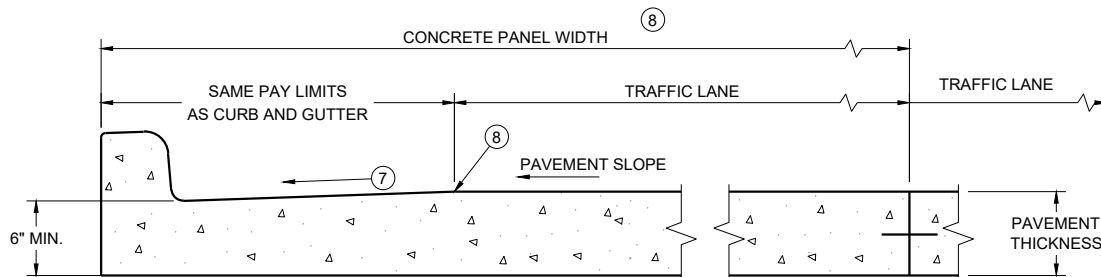


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

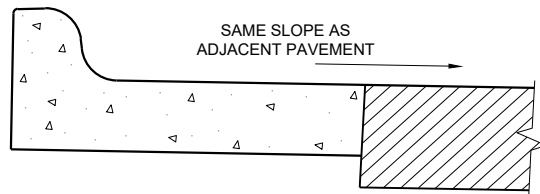
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

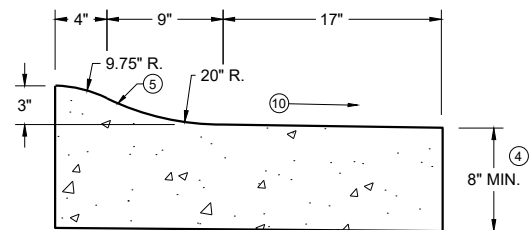


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

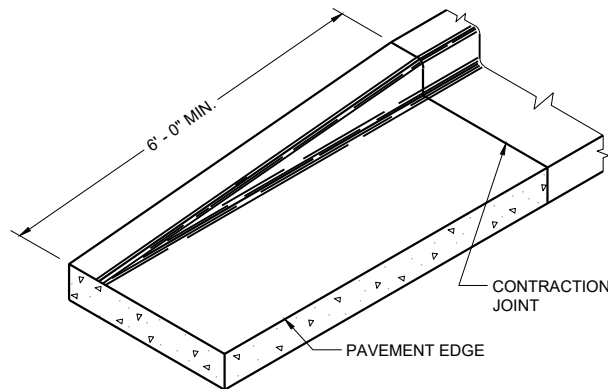
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

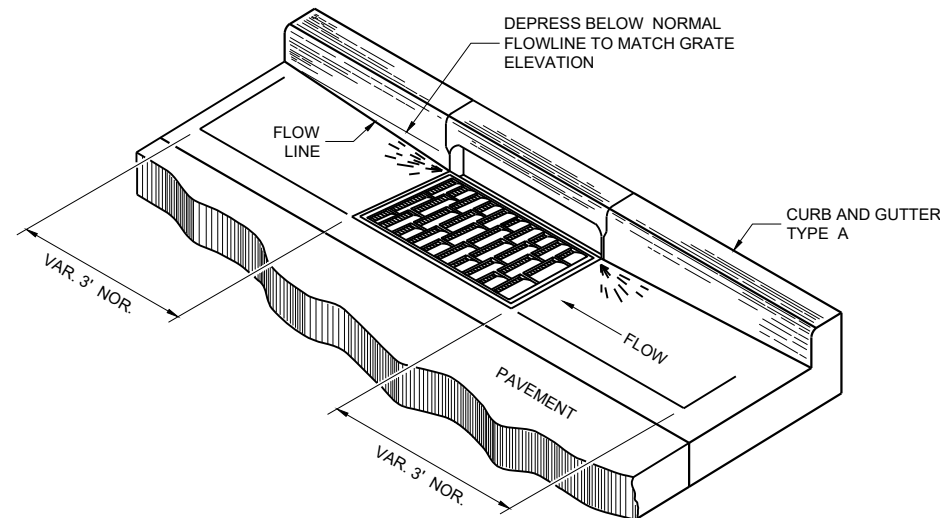
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

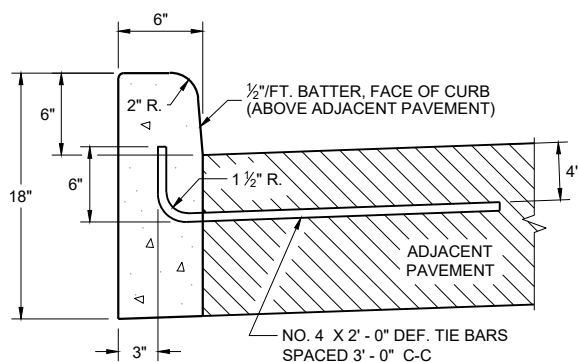


END SECTION CURB AND GUTTER

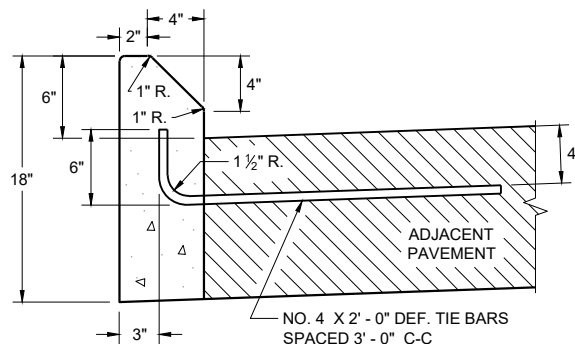


DETAIL OF CURB AND GUTTER AT INLETS

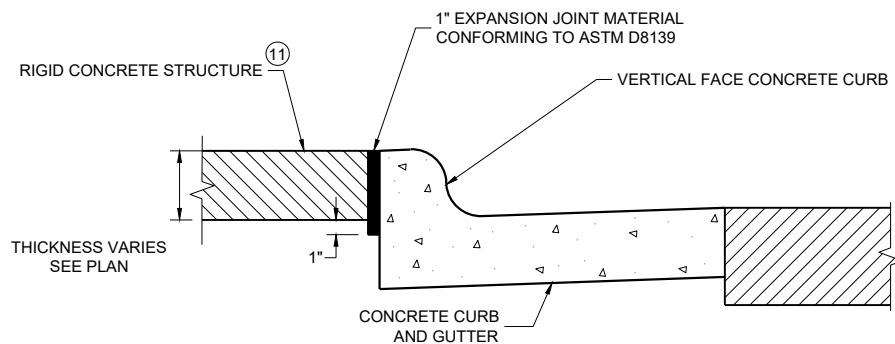
(TYPICAL H INLET COVER SHOWN)



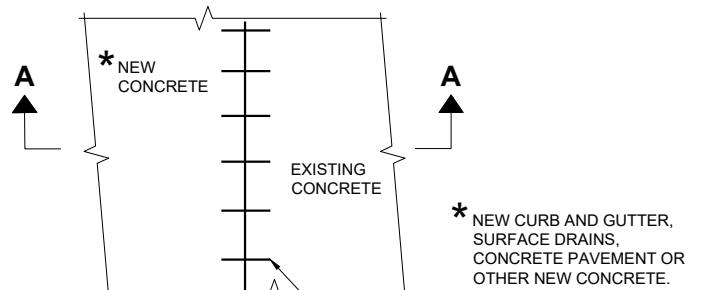
TYPES A^① & D



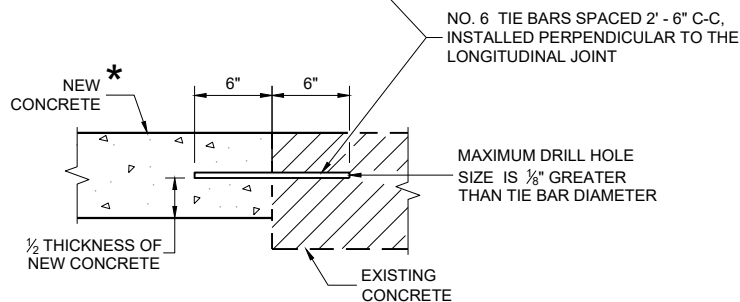
**TYPES G^① & J
CONCRETE CURB**



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

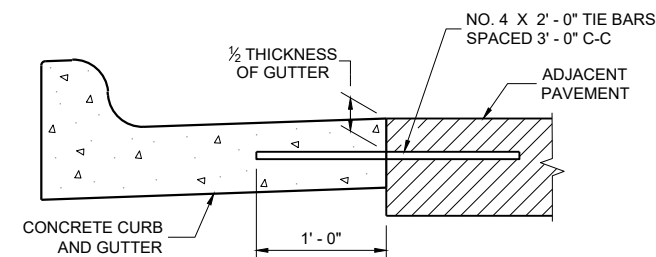
GENERAL NOTES

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

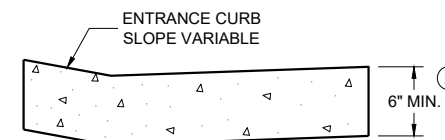
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.



TYPICAL TIE BAR LOCATION^①

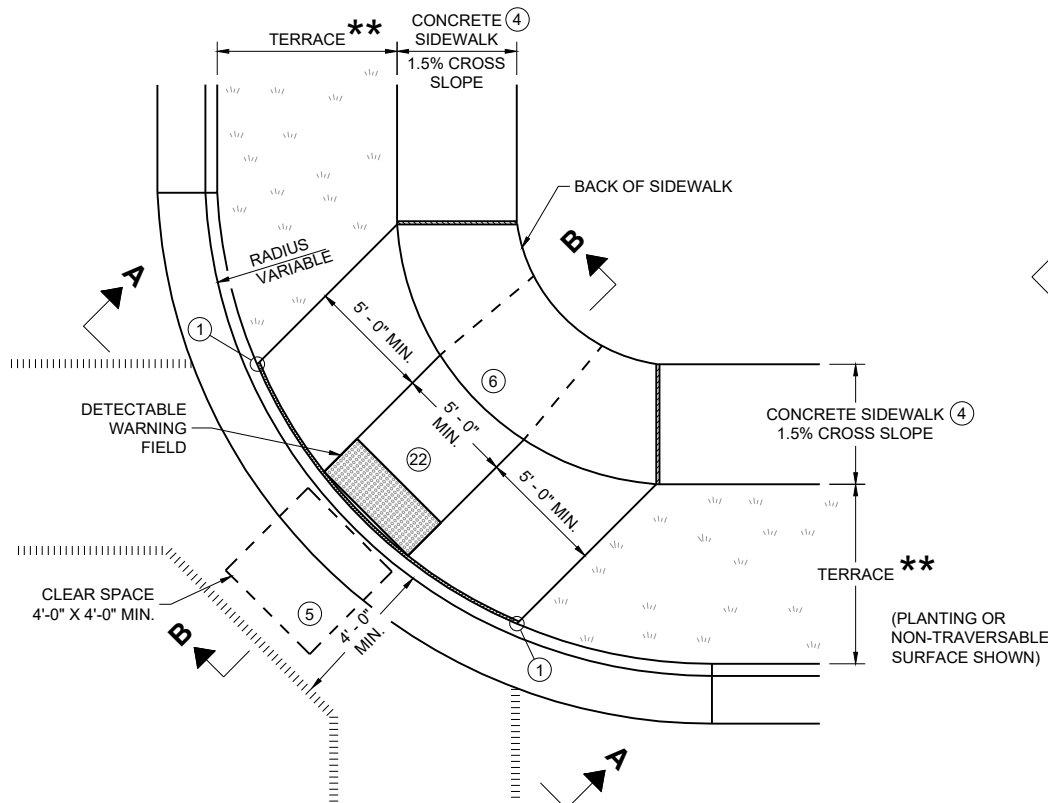


**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

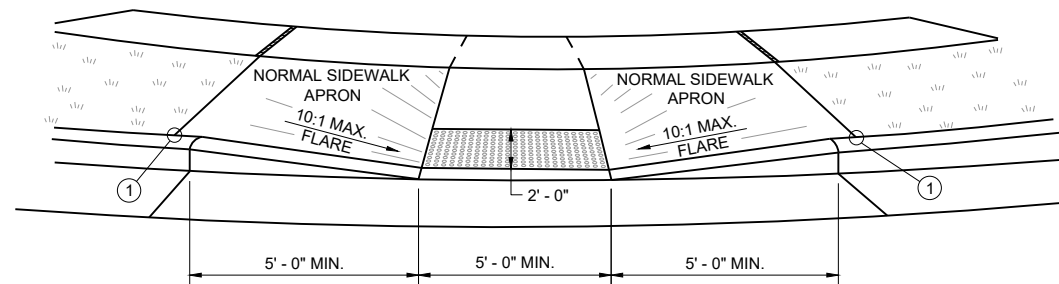
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

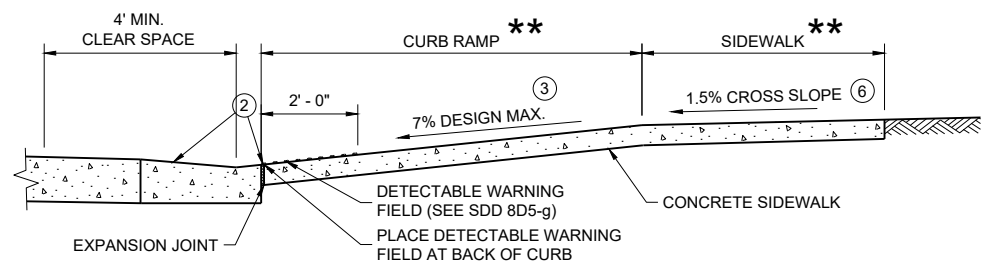
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



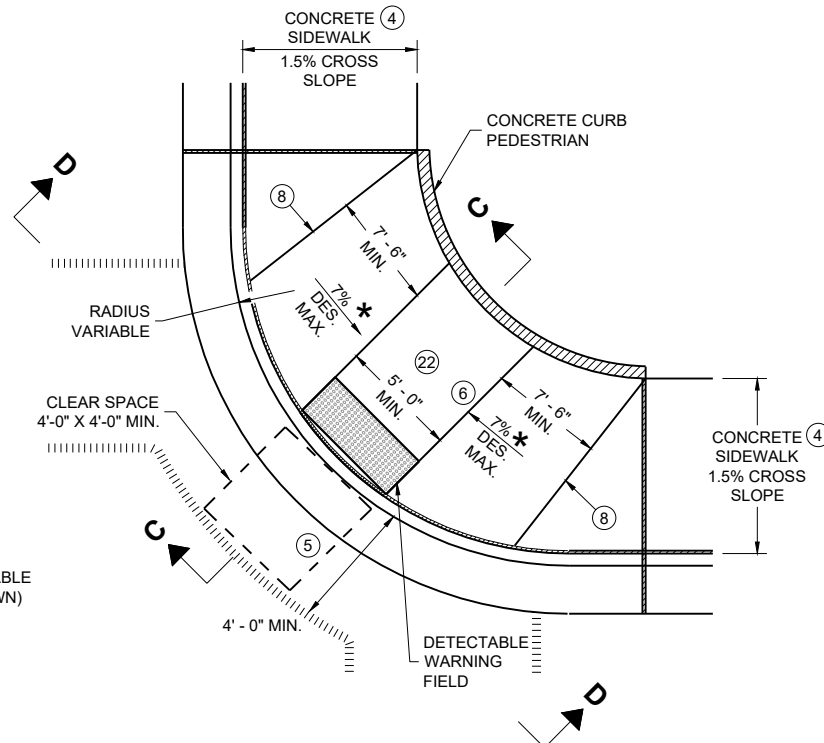
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



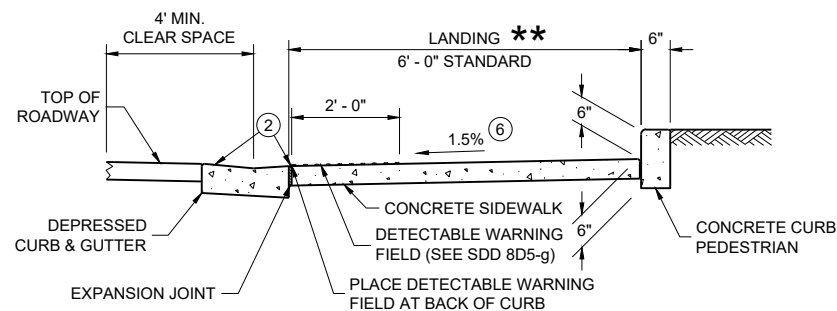
VIEW A - A FOR TYPE 1



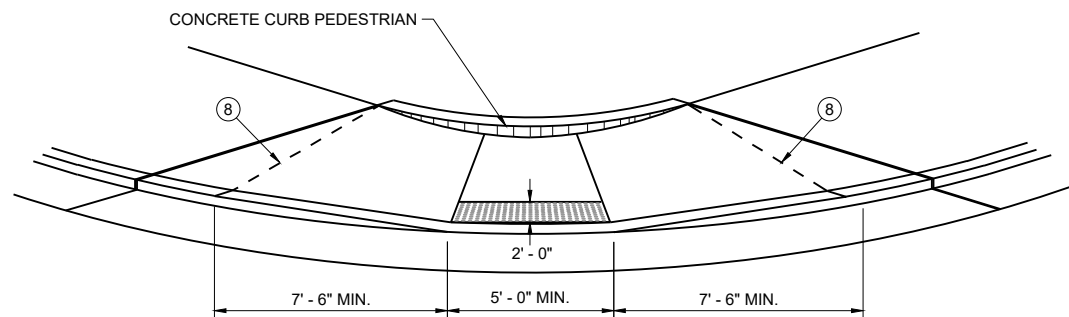
SECTION B - B FOR TYPE 1



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



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 CURB RAMP ACCESS AREAS.

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

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

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

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

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

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

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

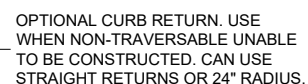
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- 4 $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 5 PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).
- 6 PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LEGEND

- | | |
|---|--|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |
|  | MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK |
|  | WIDTH SHOWN ELSEWHERE IN THE PLANS |
|  | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

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

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

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

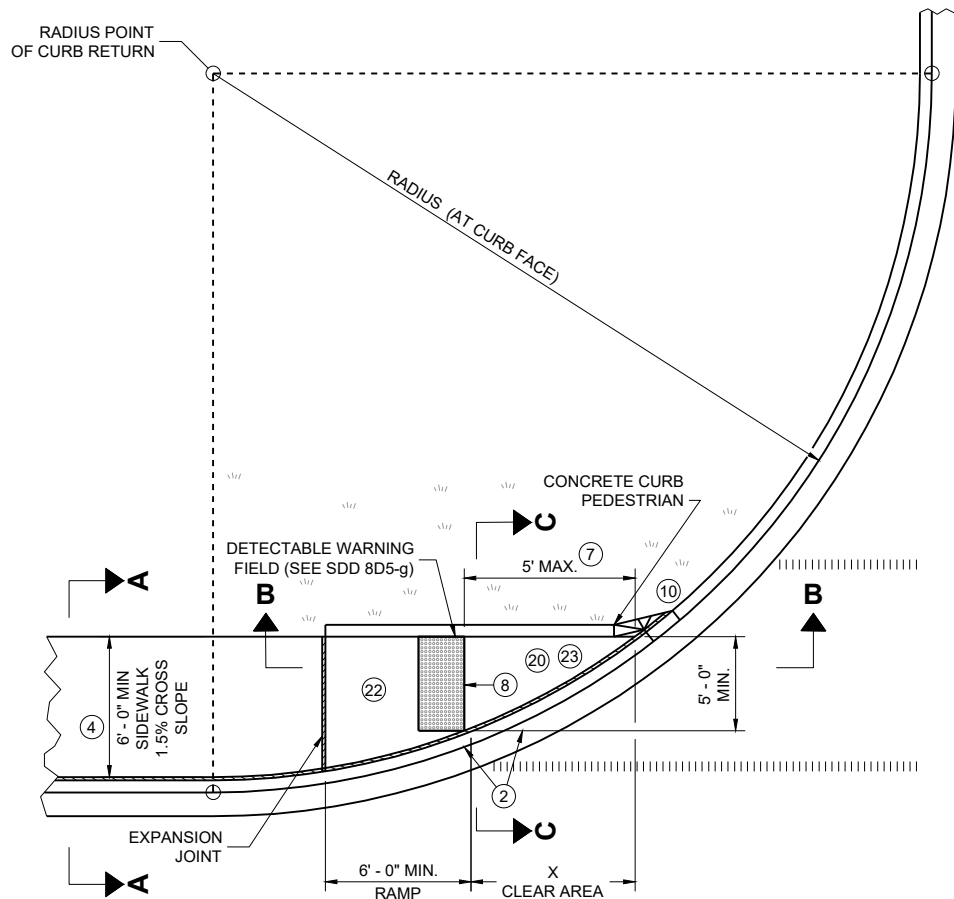
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ㉒ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉓ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

6

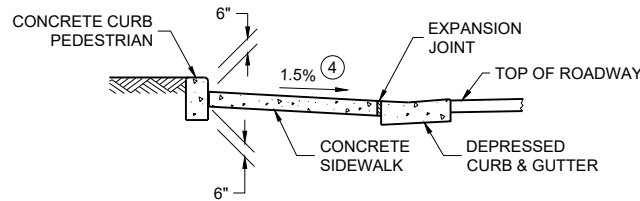
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SDD 08D05-22b

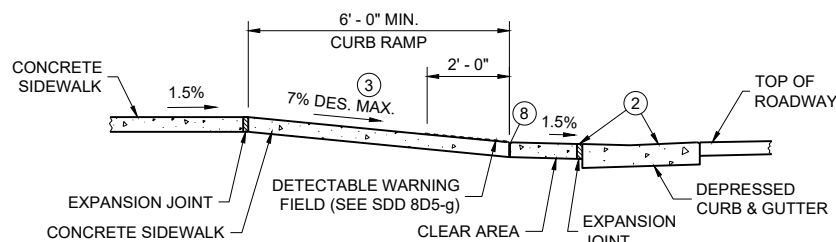
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PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

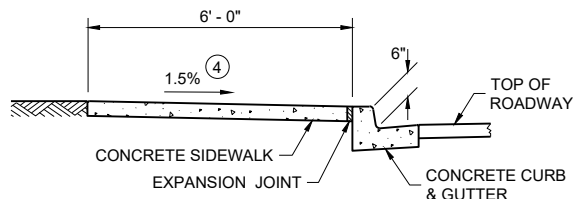


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

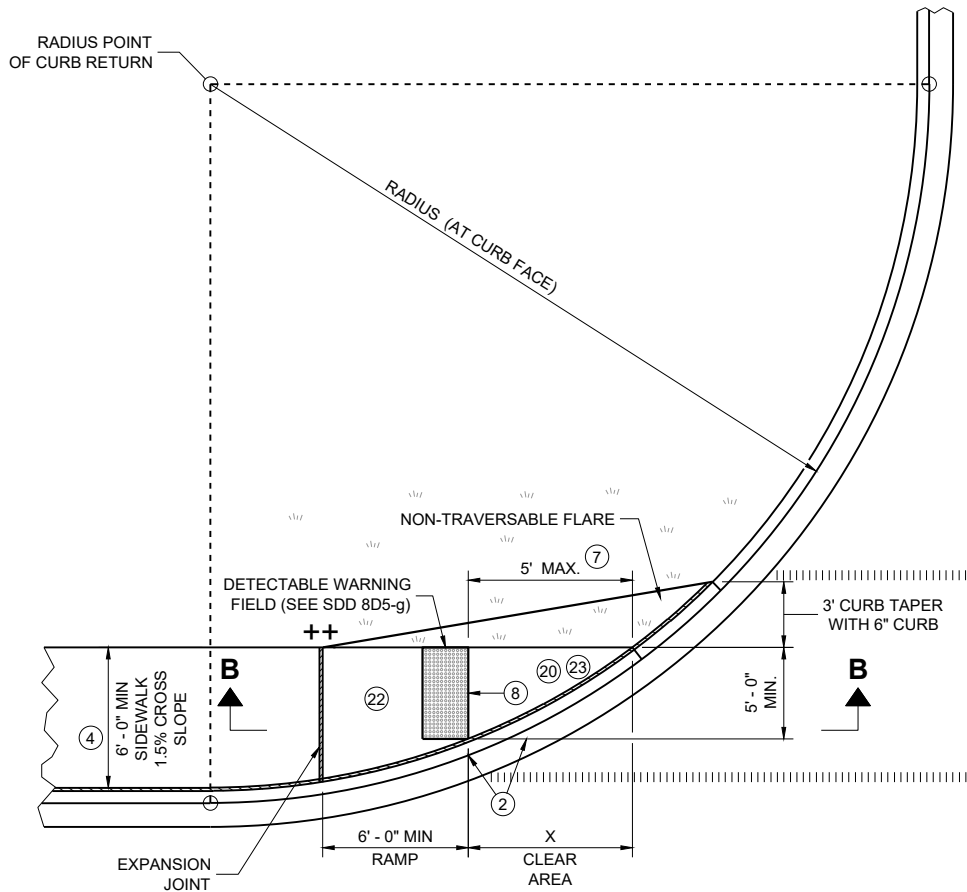
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



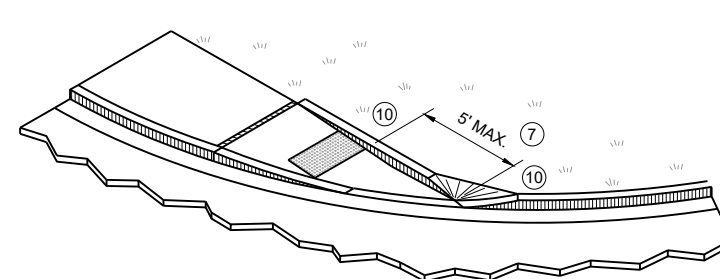
SECTION A - A FOR TYPE 4A



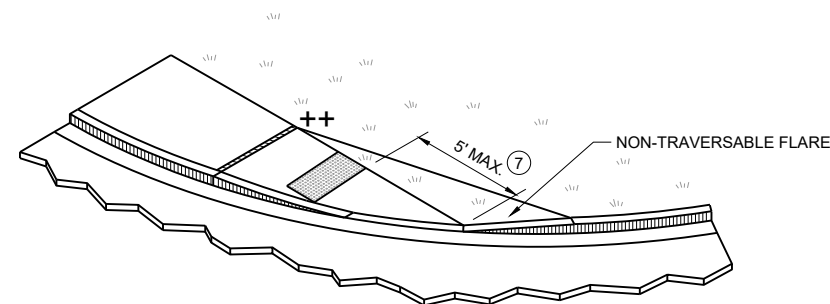
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



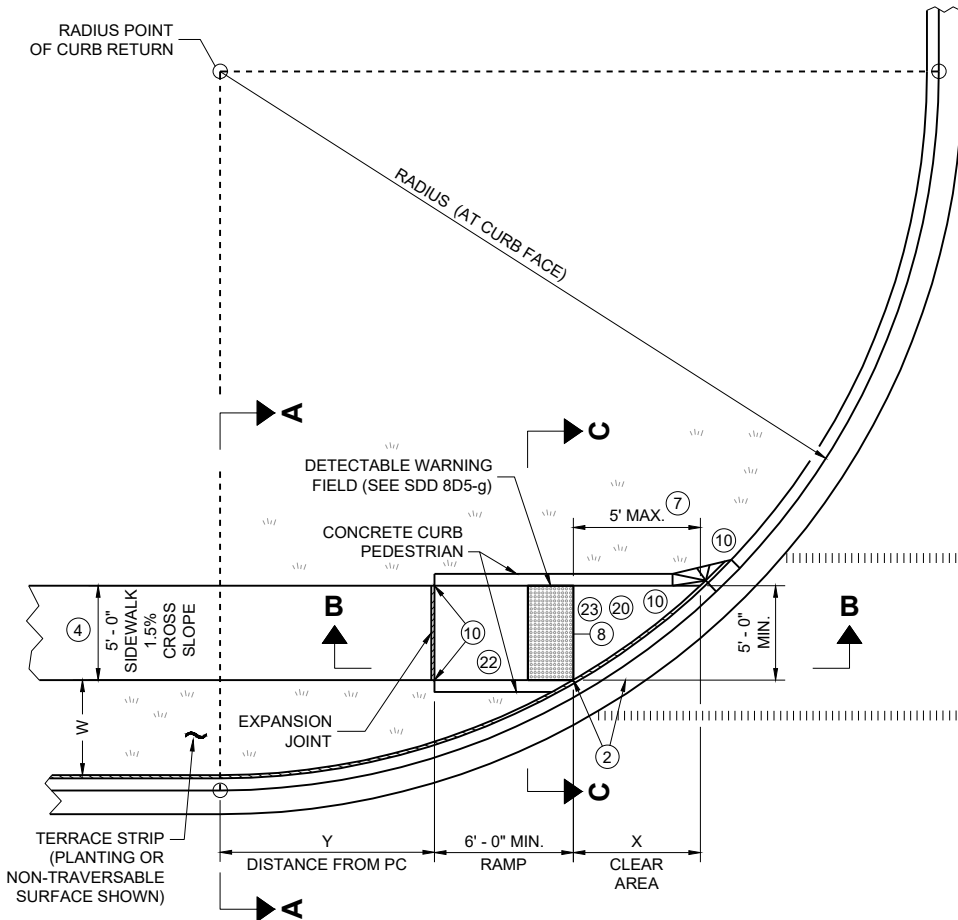
ISOMETRIC VIEW FOR TYPE 4A



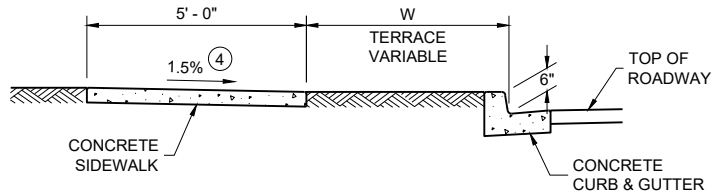
ISOMETRIC VIEW FOR TYPE 4A1

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

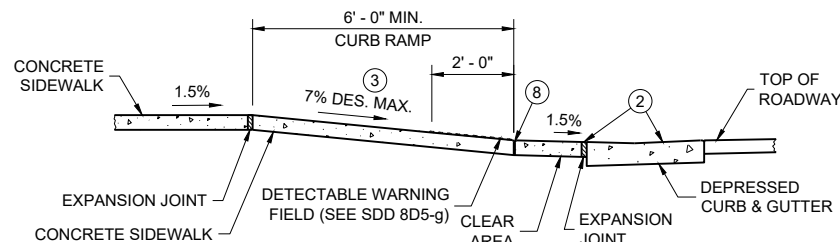
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



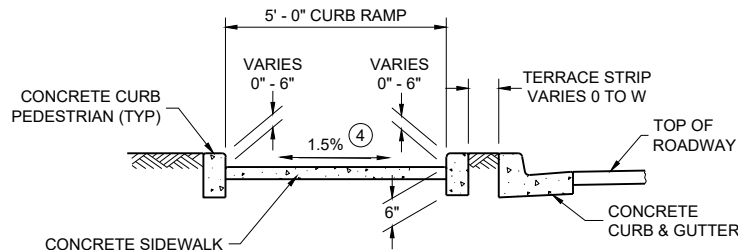
SECTION A - A FOR TYPE 4B



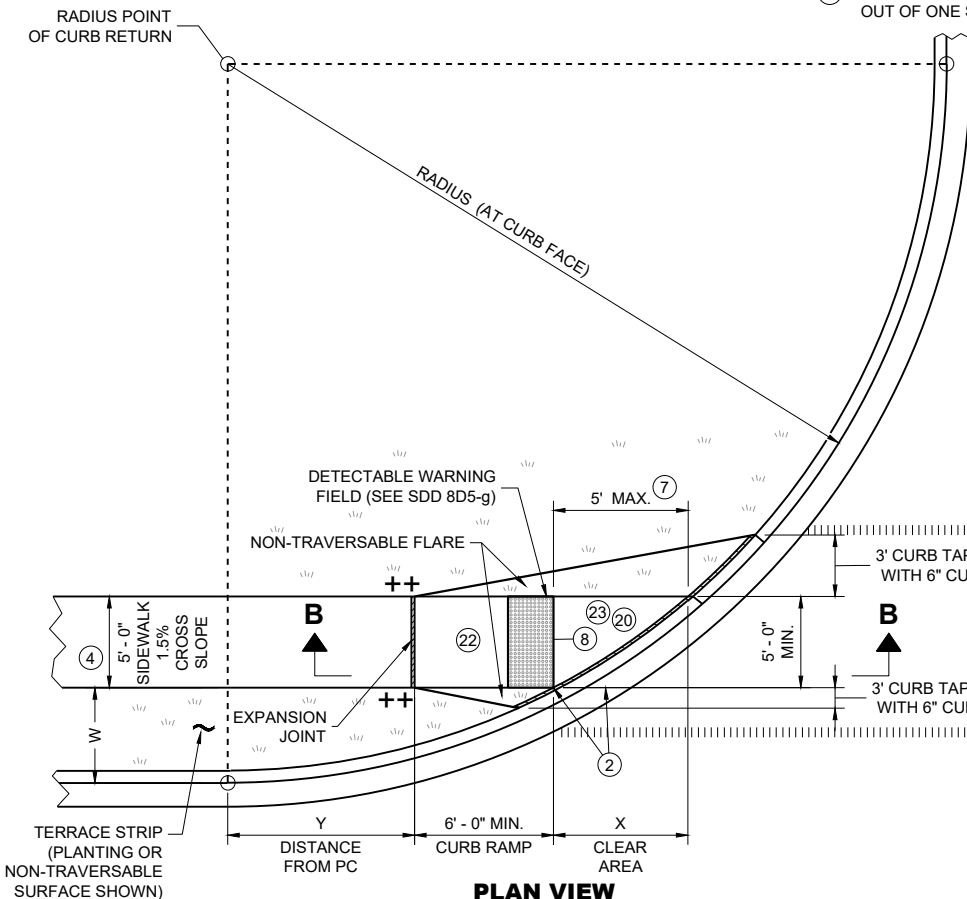
SECTION B - B FOR
TYPE 4B AND TYPE 4B1

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 3/4"	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"

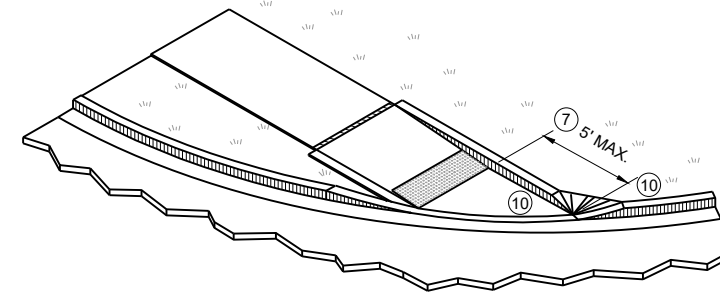
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



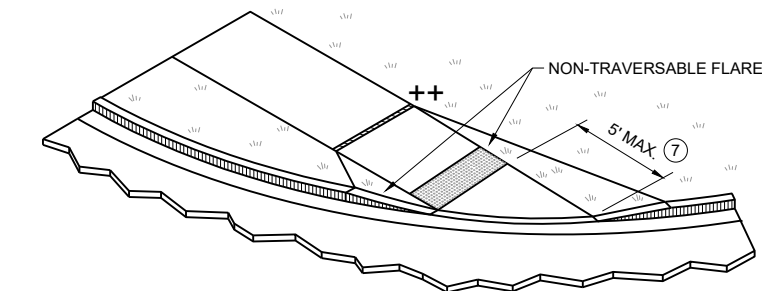
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

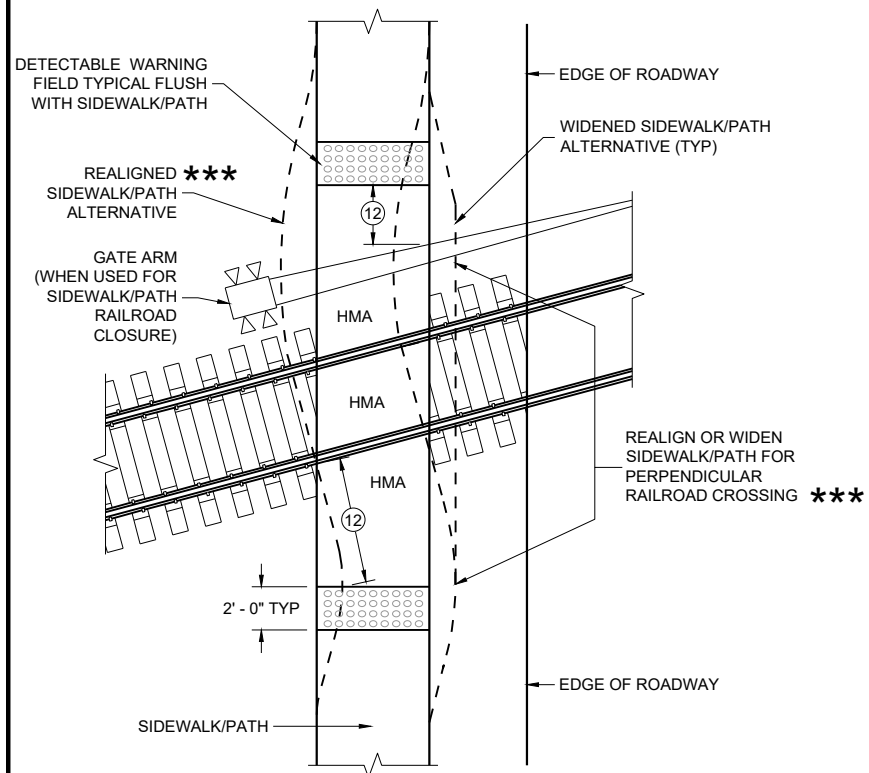
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

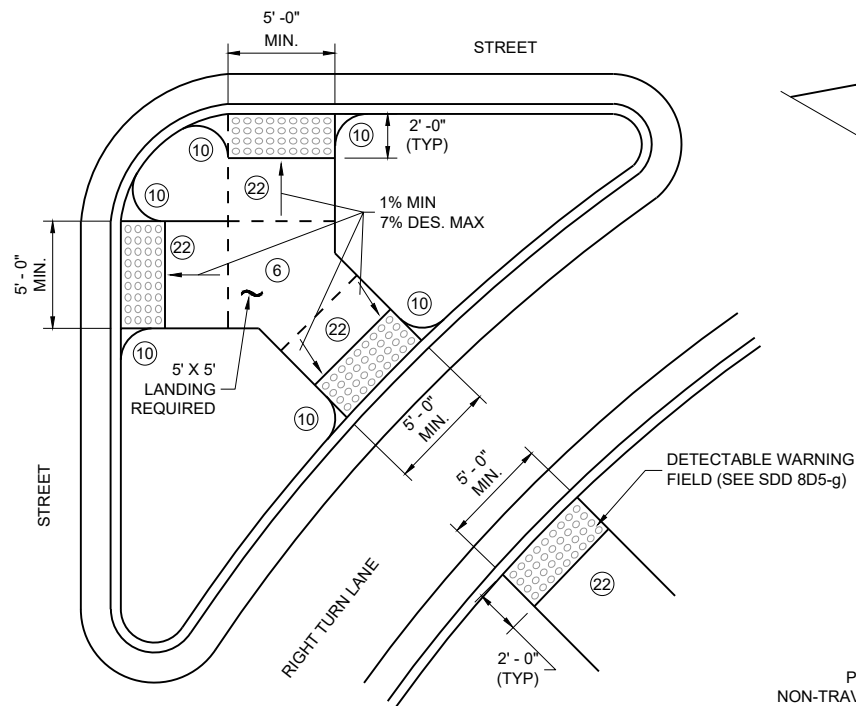
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

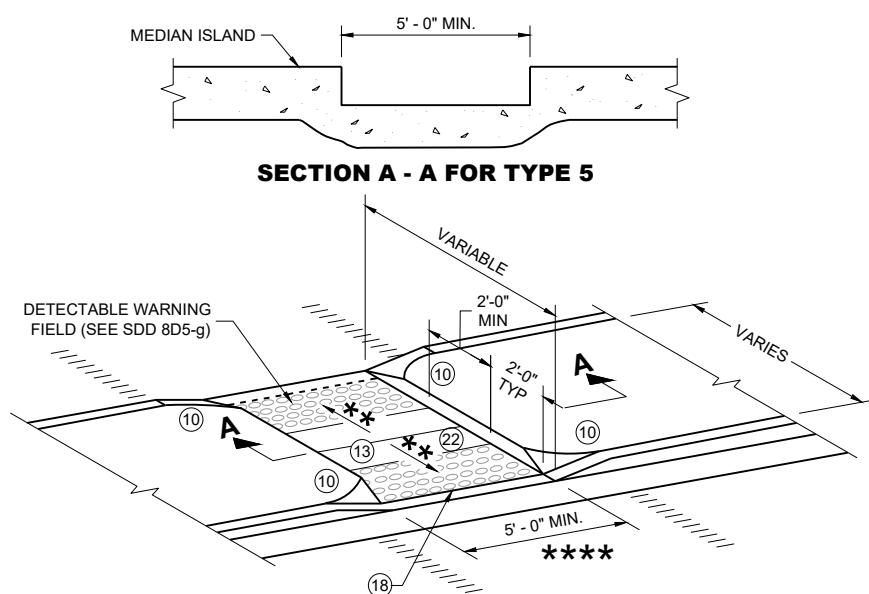


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

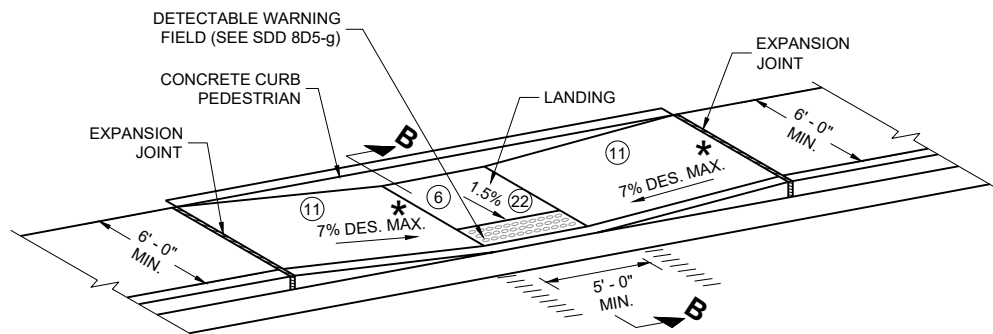


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

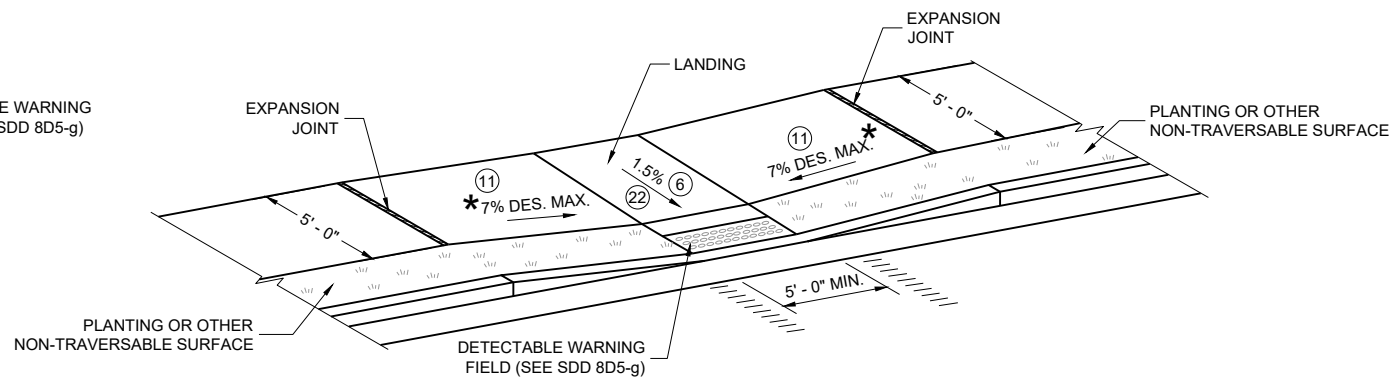
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

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

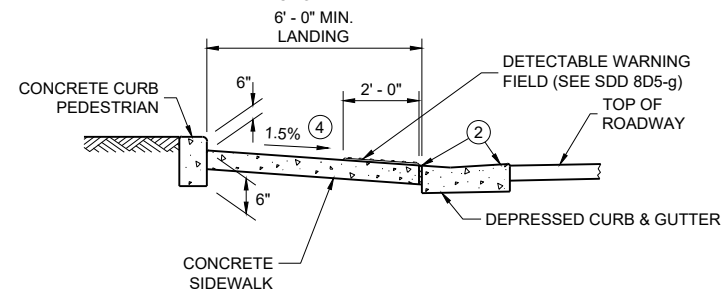
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- MAXIMUM 8.3%
- 1% MINIMUM (PROVIDE DRAINAGE)
- DETAILS TO BE DETERMINED BY ENGINEER
- FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

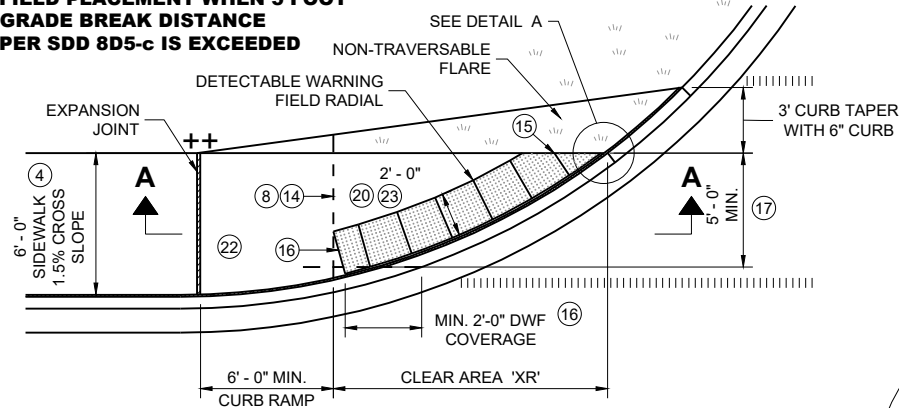


SECTION B - B FOR TYPE 7A

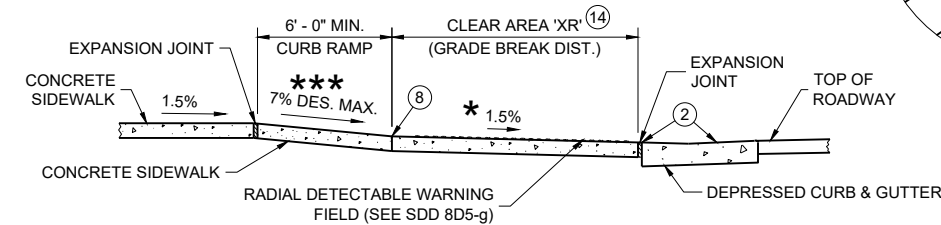
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

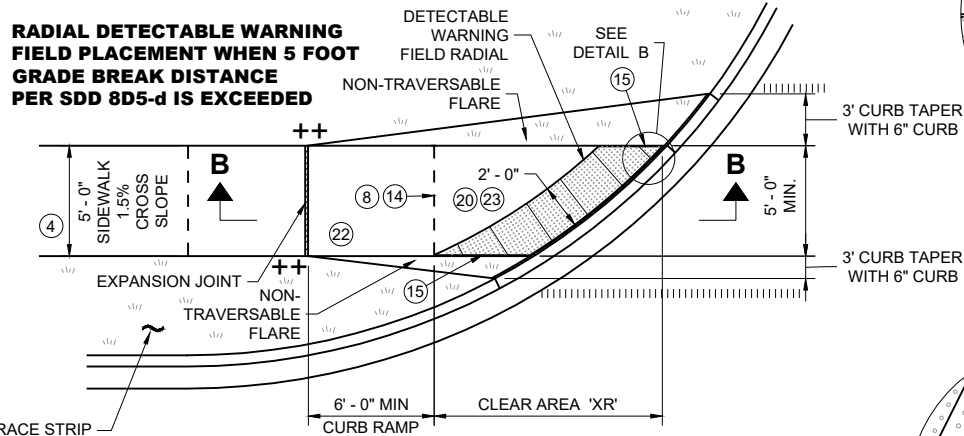


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

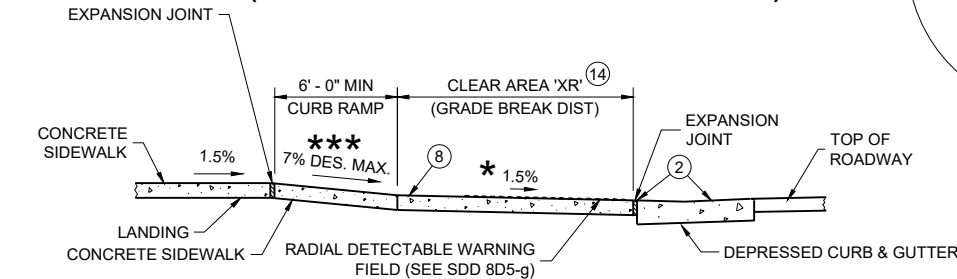


SECTION A - A FOR TYPE 4A1

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



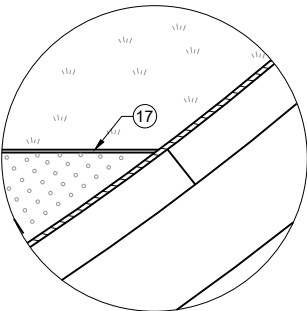
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



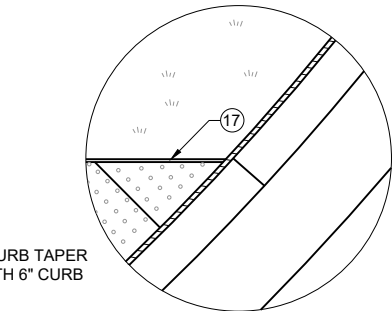
SECTION B - B FOR TYPE 4B1

LEGEND

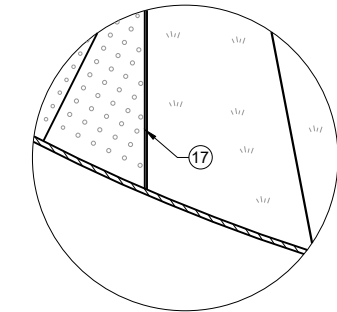
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



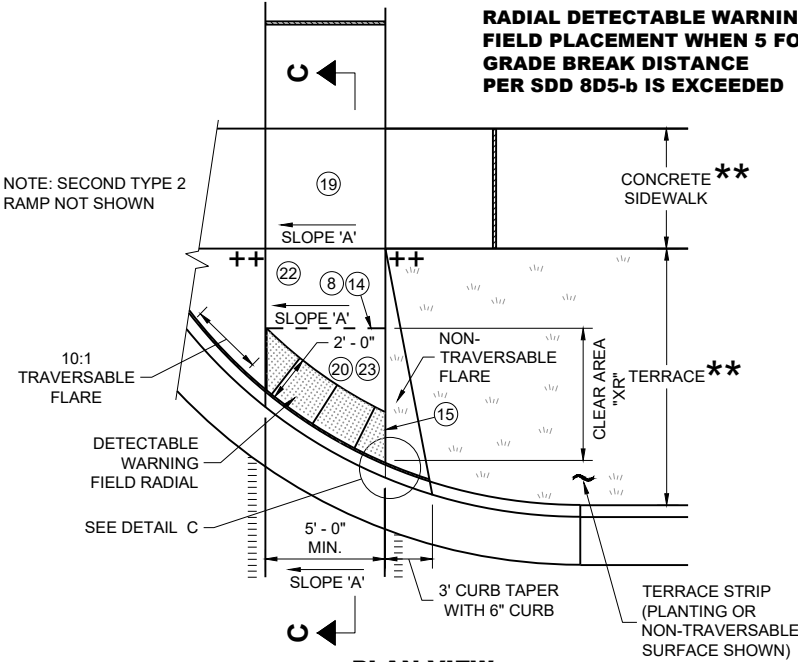
DETAIL B



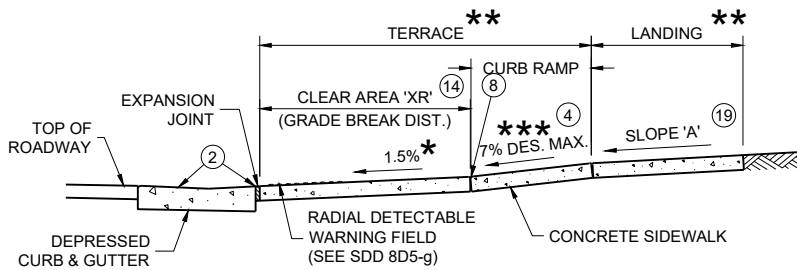
DETAIL C

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.
- REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.
- FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.
- DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- 2 GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - 3 MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
 - 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - 6 PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
 - 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
 - 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
 - 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
 - 17 A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
 - 19 WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
 - 20 MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
 - 22 THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
 - 23 THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



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



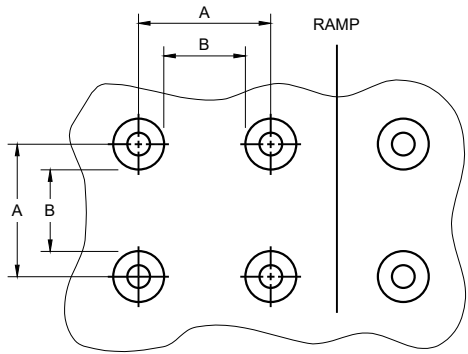
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

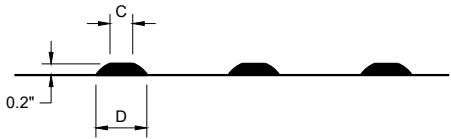
STATE OF WISCONSIN
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

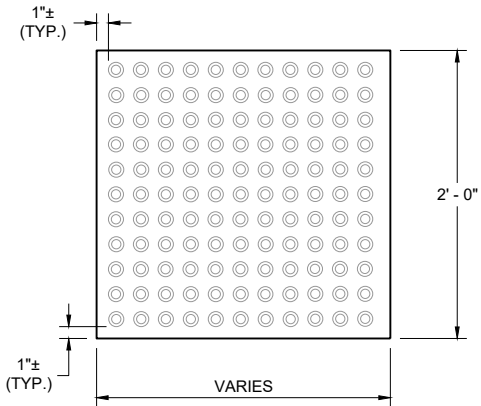


PLAN VIEW

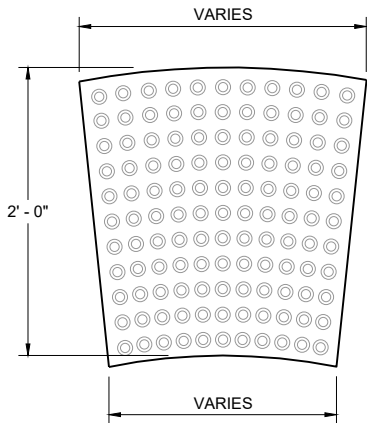


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

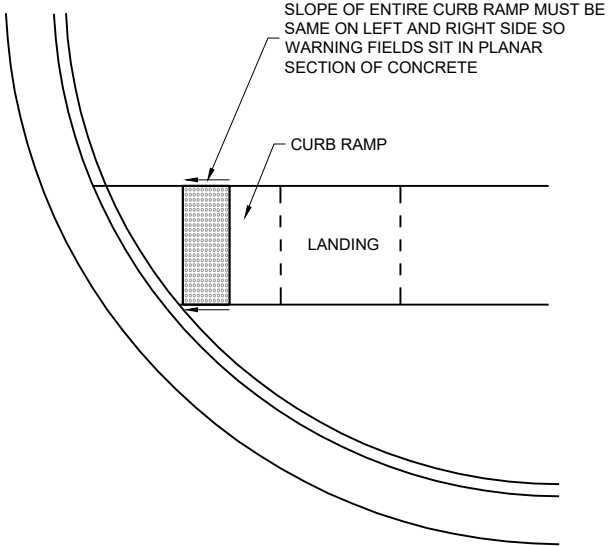


RECTANGULAR
PLATES

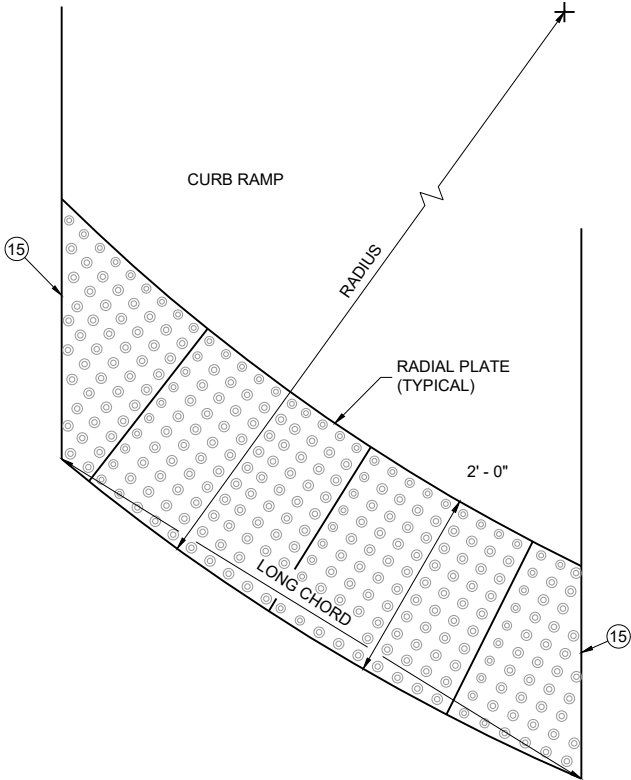


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

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.

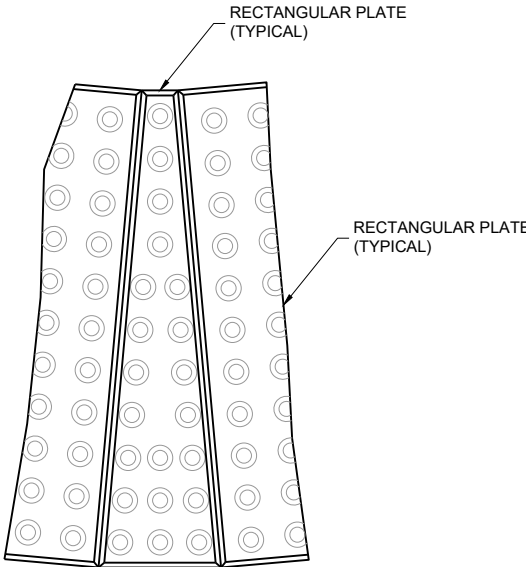
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA



- 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 1½" X 1½" 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.



SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

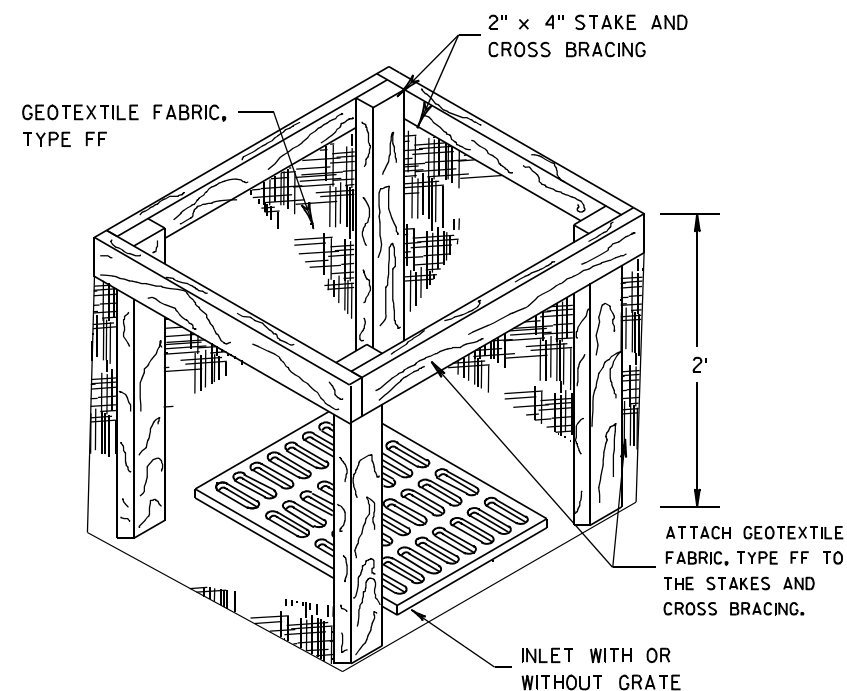
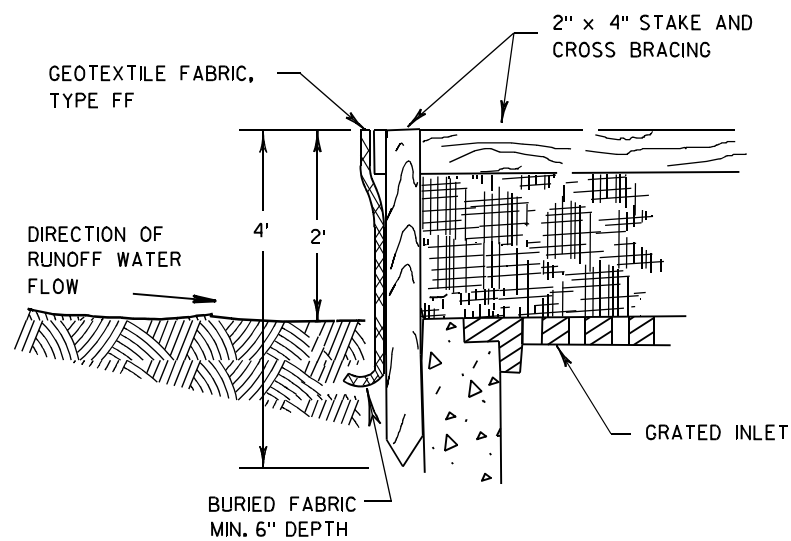
APPROVED
4-29-05
DATE

/S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT

339

ENGINEER

FHWA



INLET PROTECTION, TYPE A

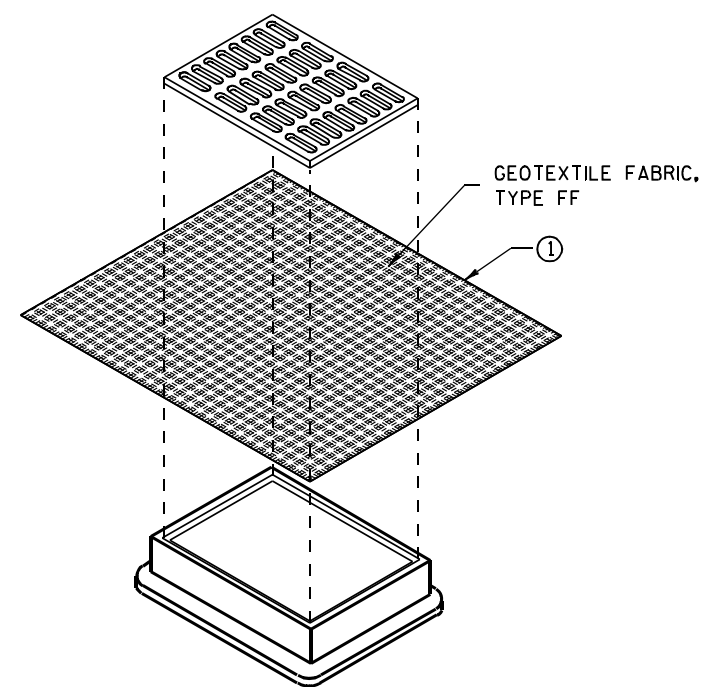
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

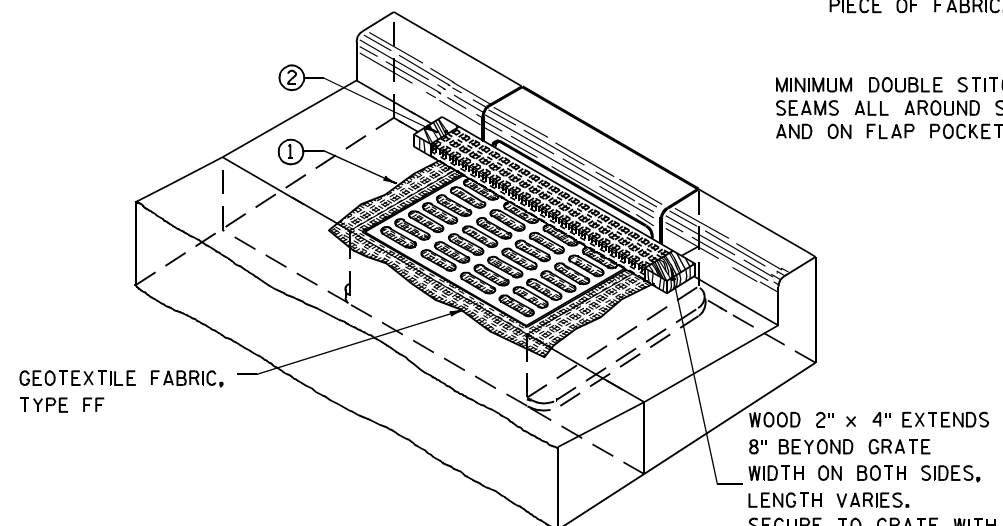
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

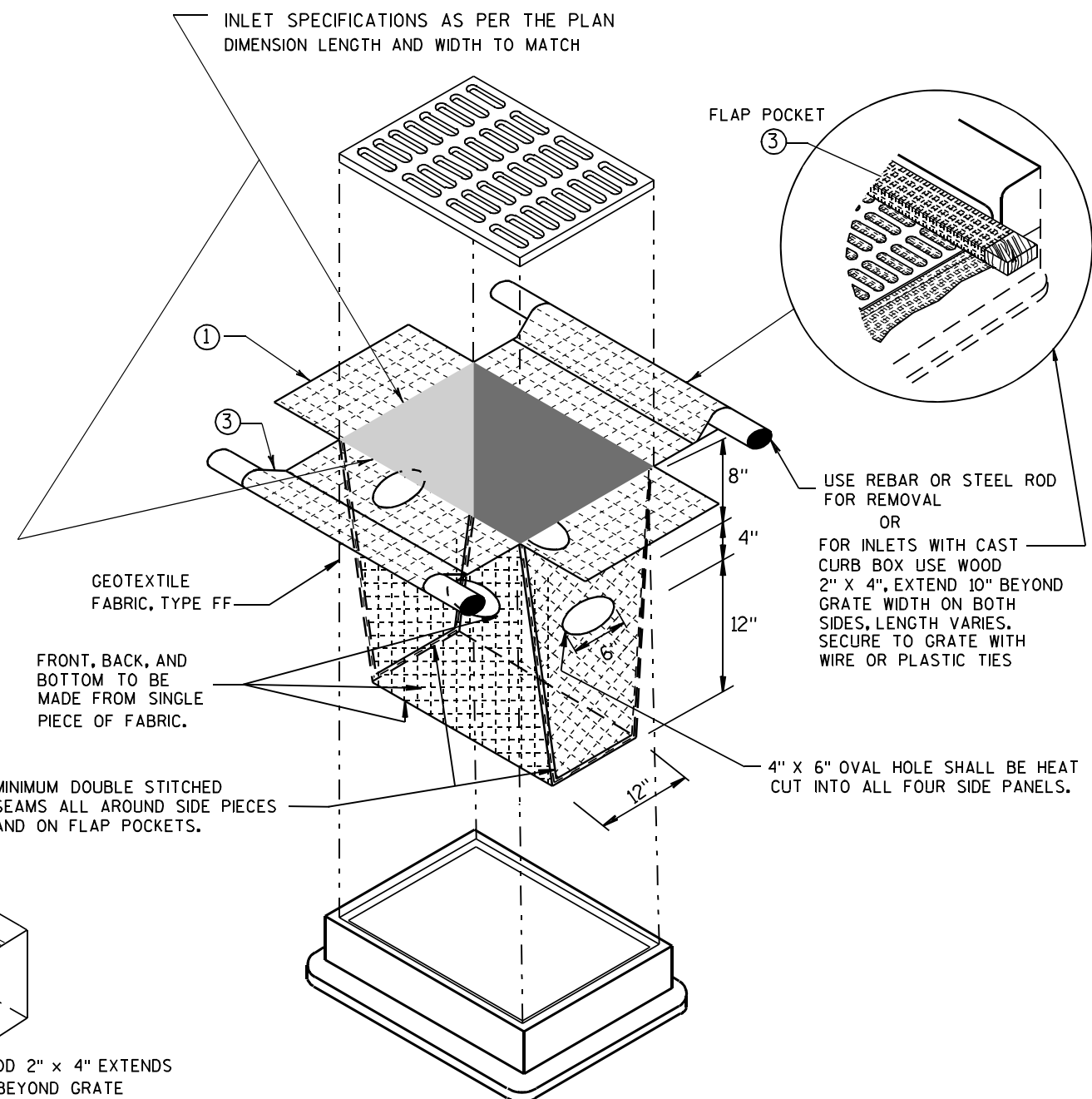
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLower THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



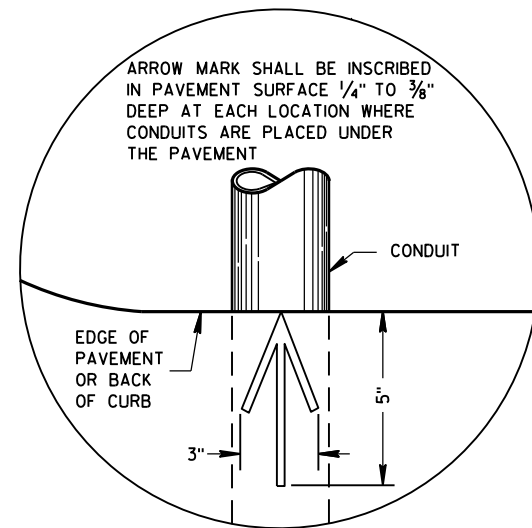
INLET PROTECTION, TYPE D

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

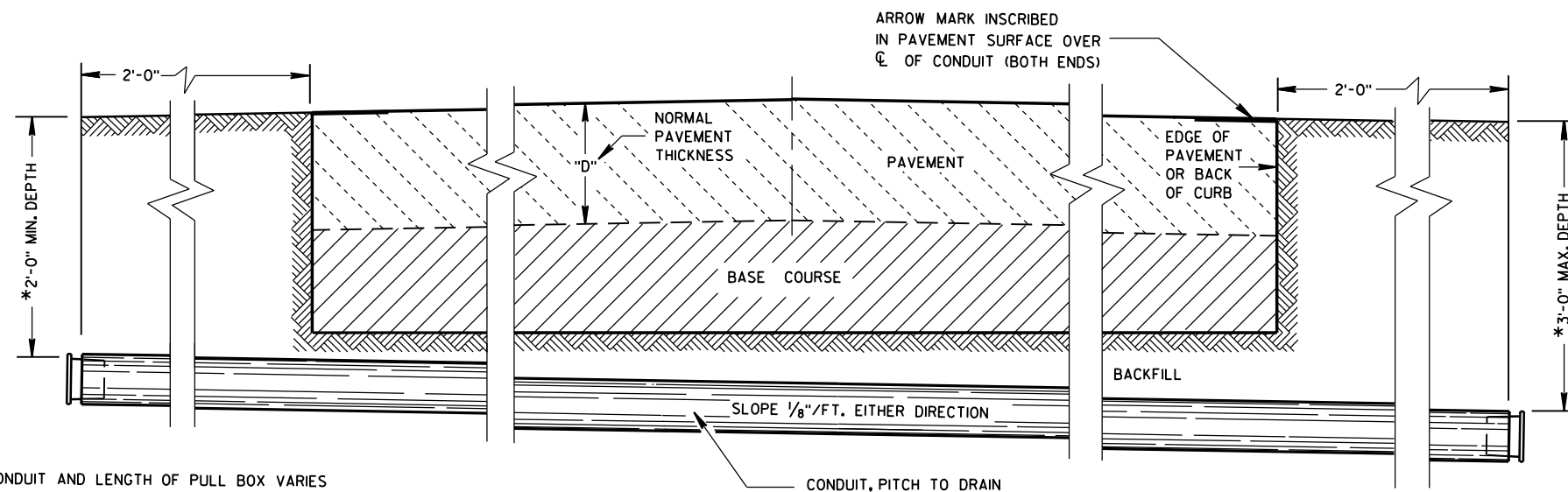
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 340
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

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.).

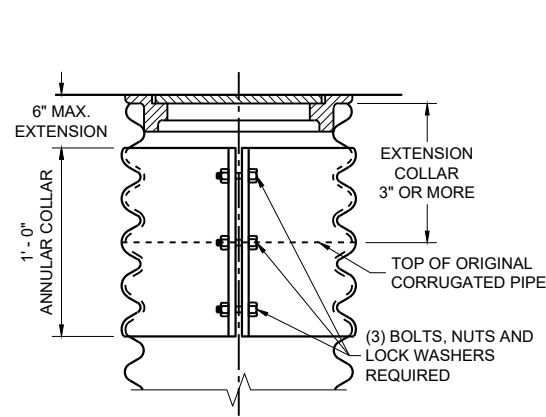
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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.

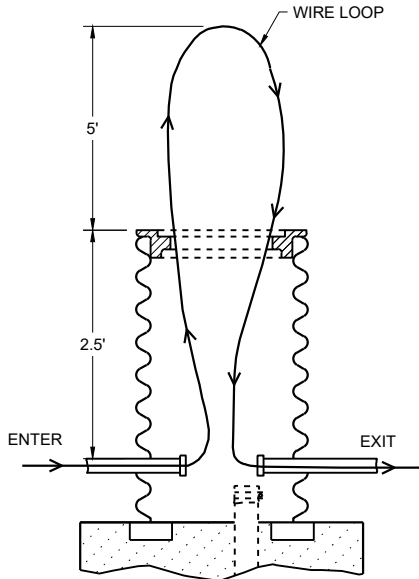
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

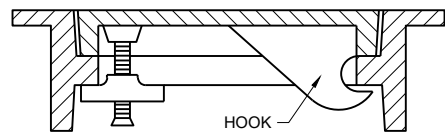
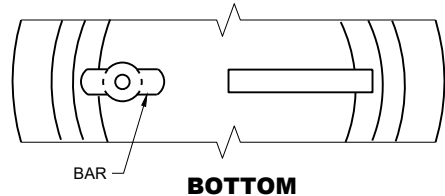
APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 341
FHWA



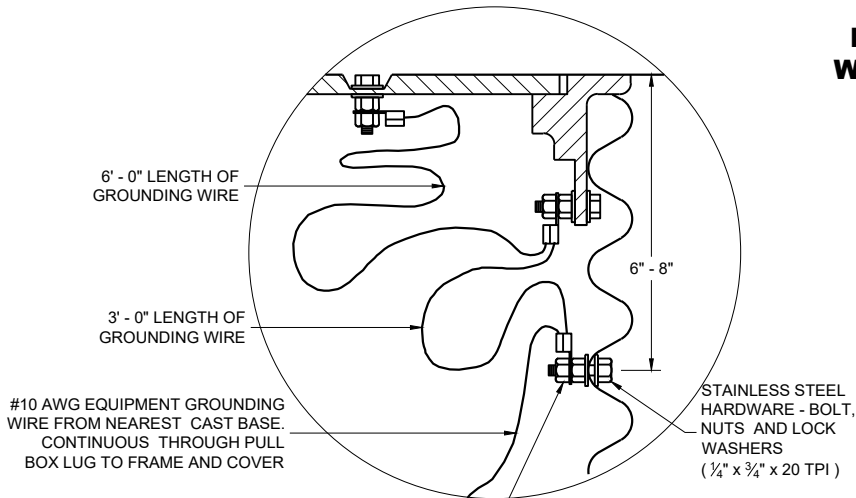
CORRUGATED PIPE EXTENDER



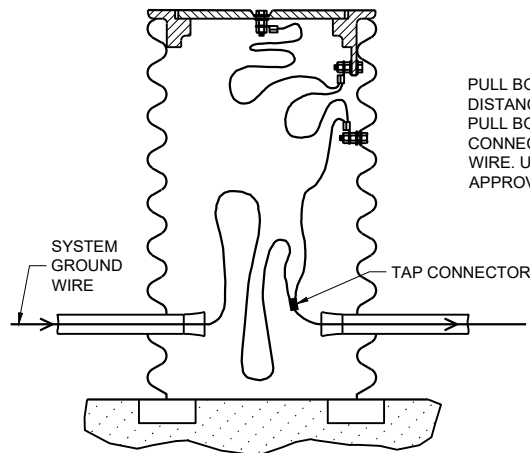
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

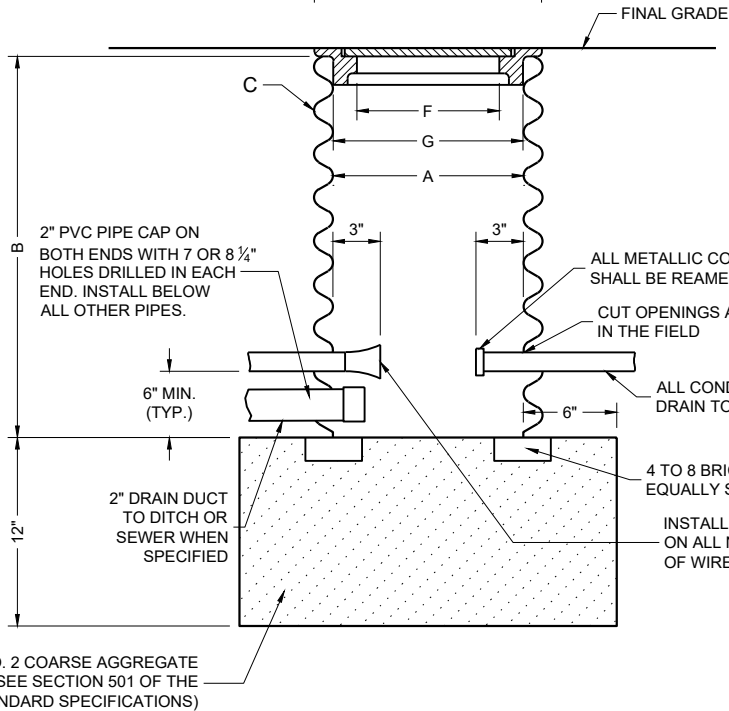
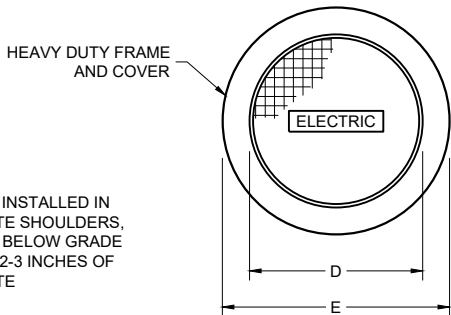


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

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 1/4".

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								
		12	12	12	18	18	18	24	24	24
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 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

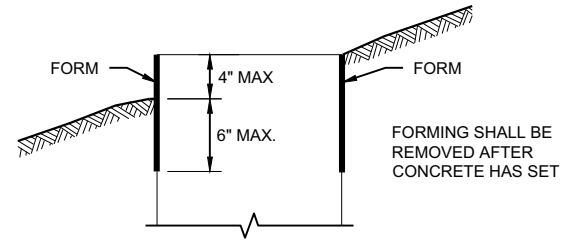
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER

FHWA

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

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL 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 AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR 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.

GENERAL NOTES

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

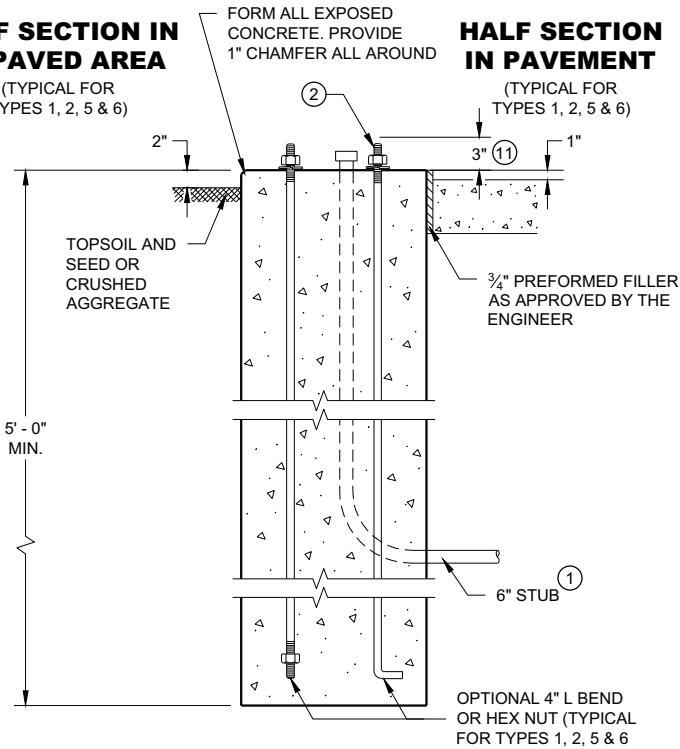
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

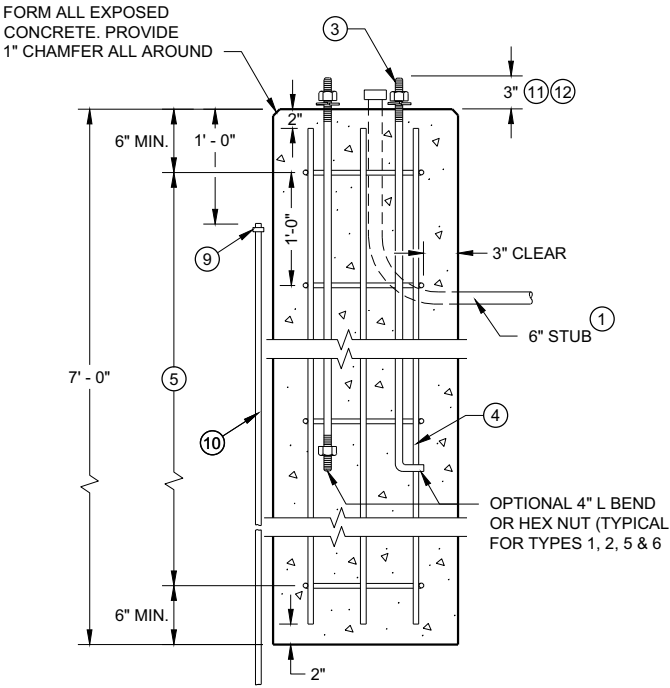
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.
- 4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.
- 5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.
- 7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.
- 8 (5) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



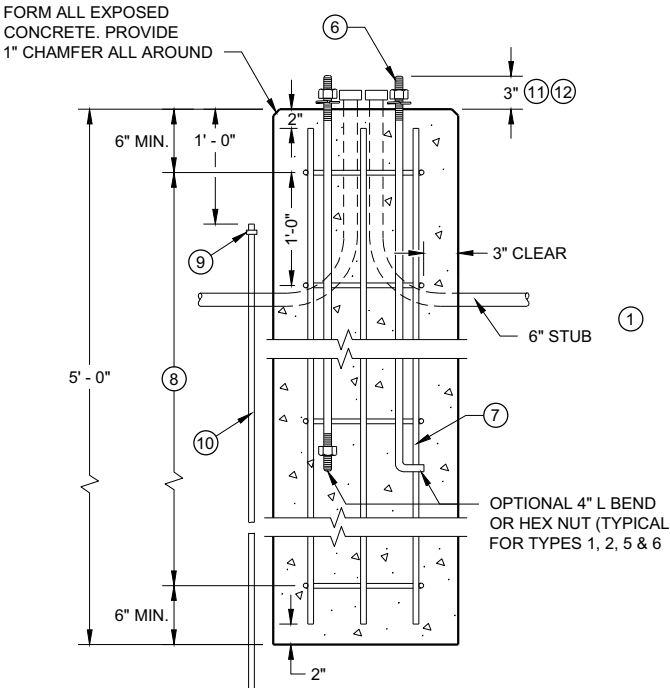
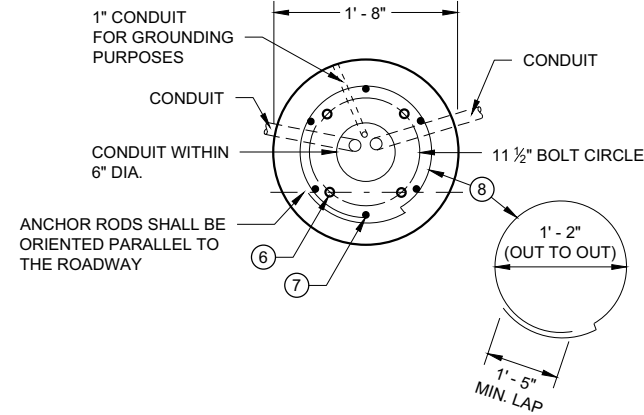
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

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.

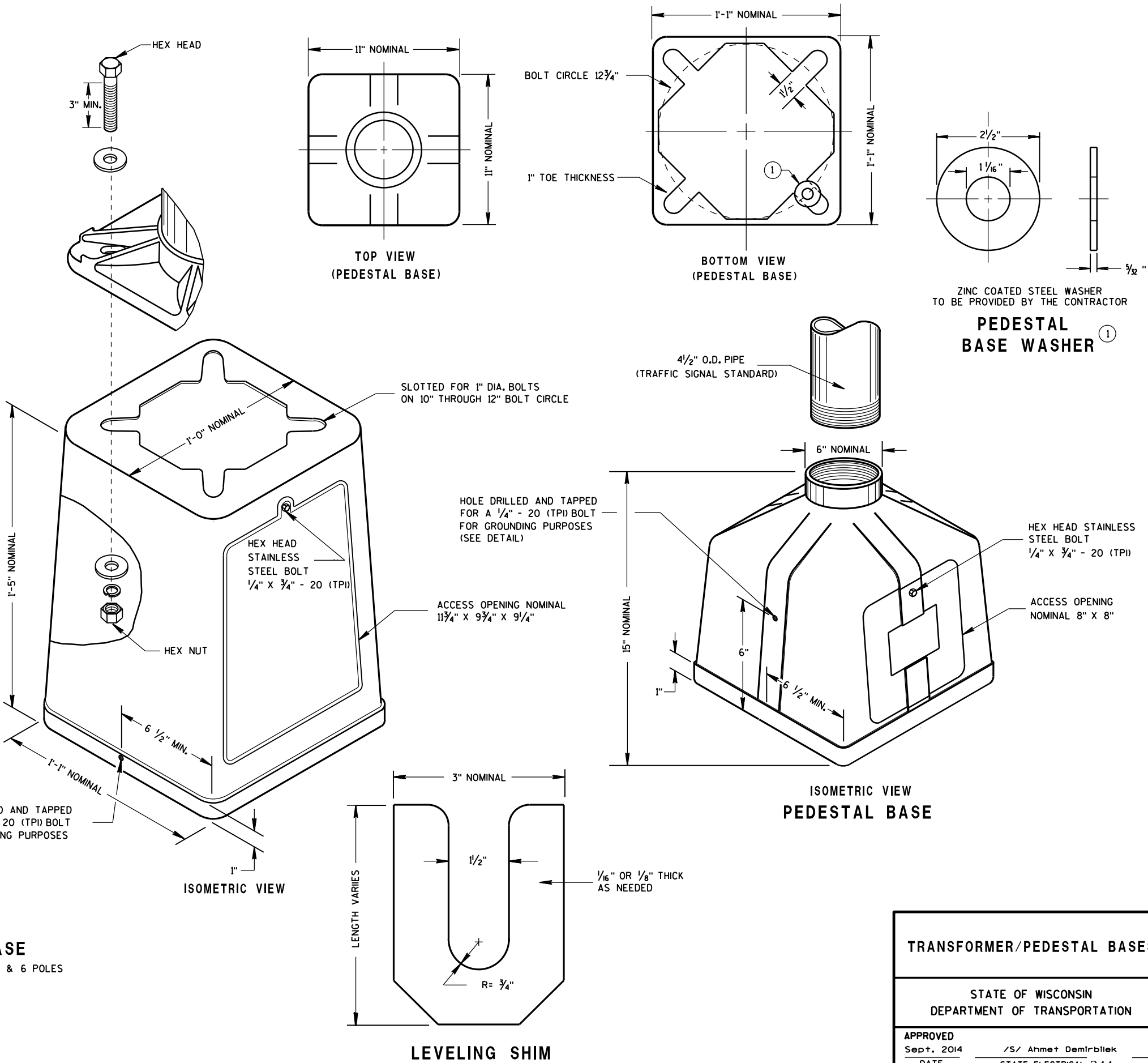
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



TYPICAL MECHANICAL
CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

ISOMETRIC VIEW
PEDESTAL BASE

LEVELING SHIM

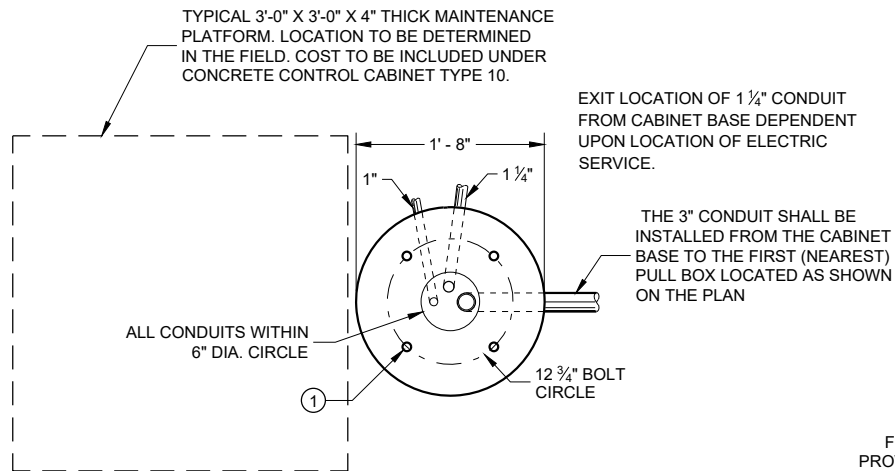
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 344
FHWA

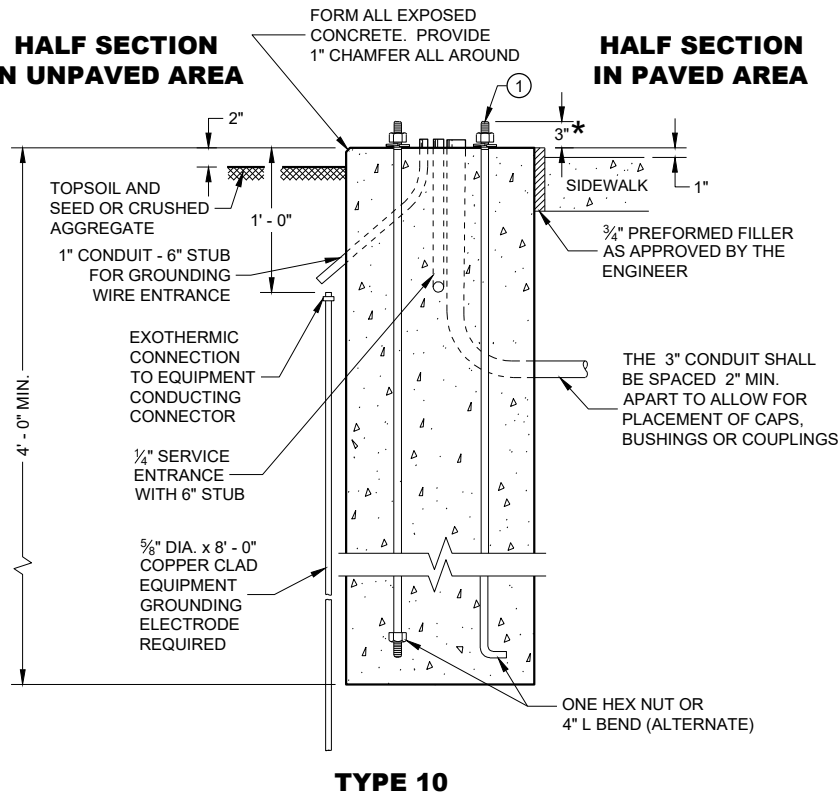
CONTROL CABINET BASE TYPE	DIMENSIONS				CUBIC YARD CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65*

* INCLUDES MAINTENANCE PLATFORM.



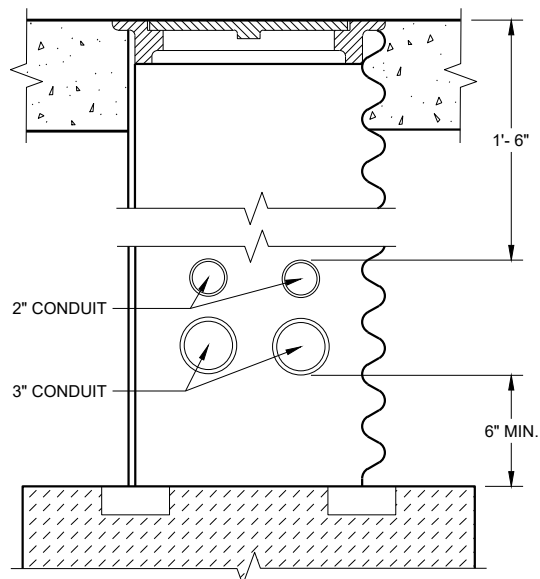
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



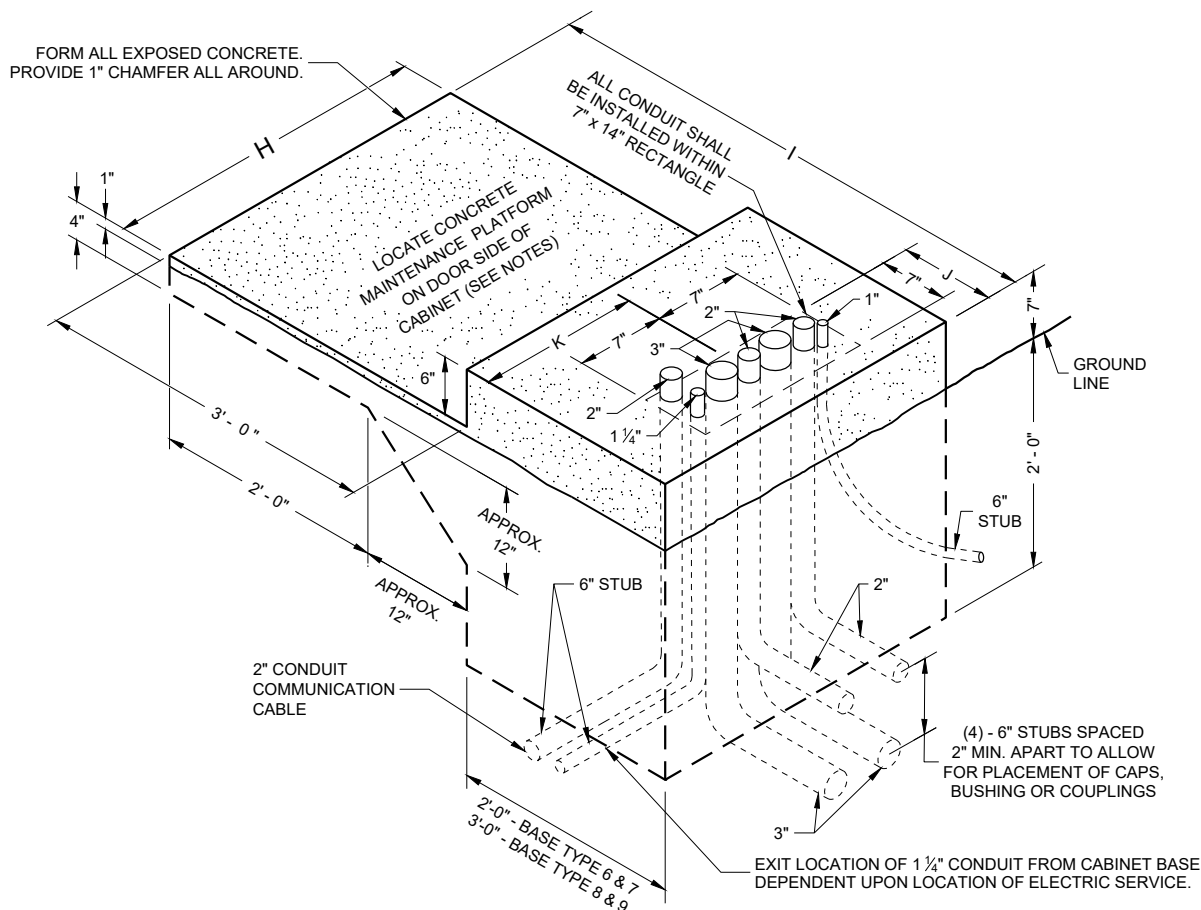
TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



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) 1/2" 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 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 345
FHWA

CONCRETE CABINET CONTROL BASES

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.

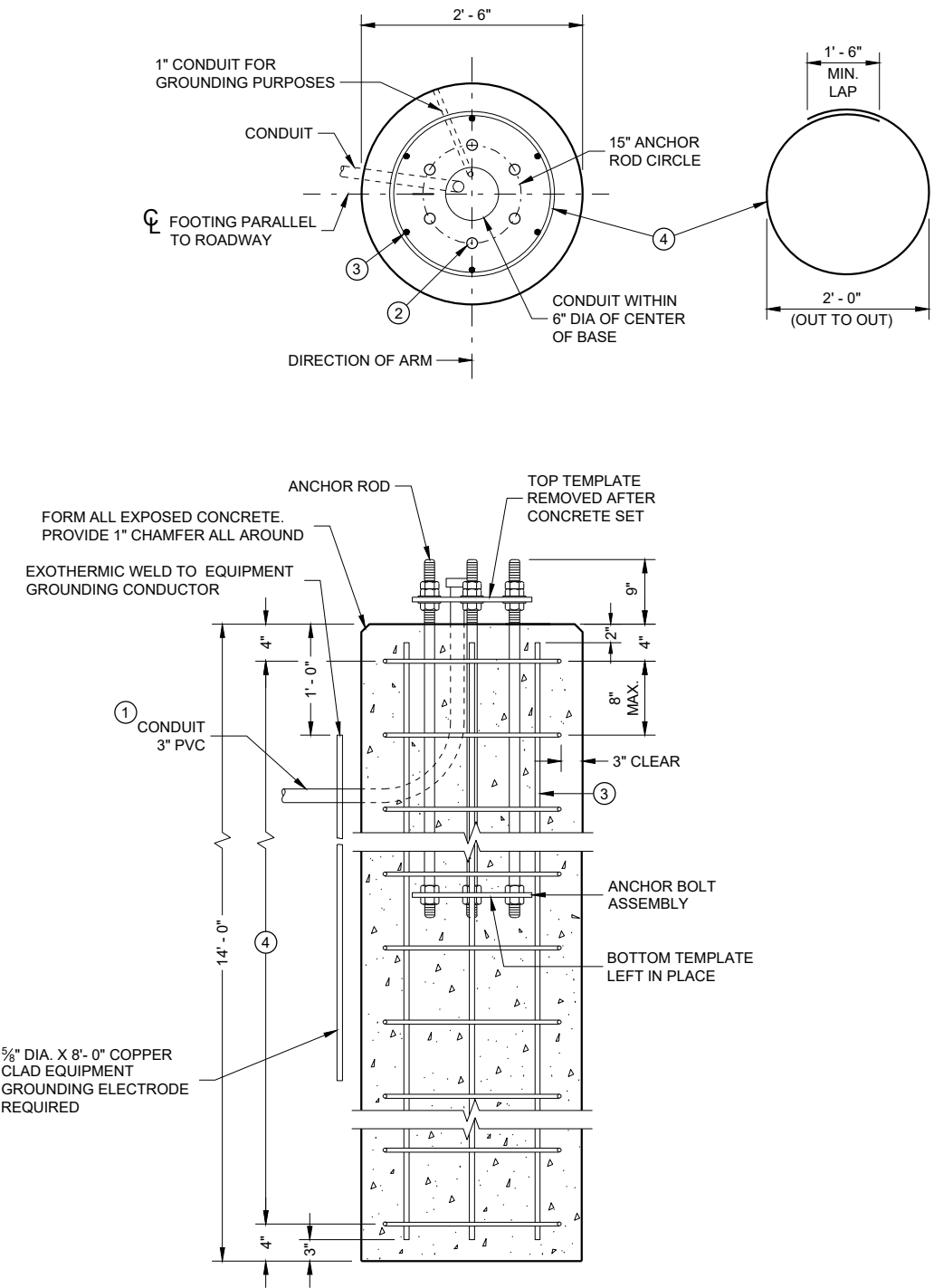
② (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

③ (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

④ (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

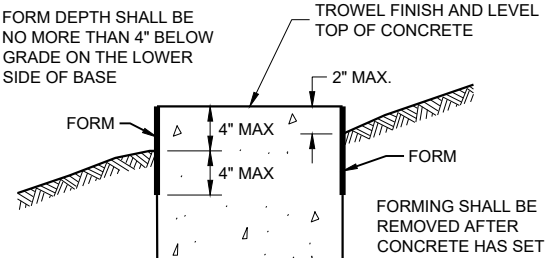
CONCRETE MASONRY.....fc = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

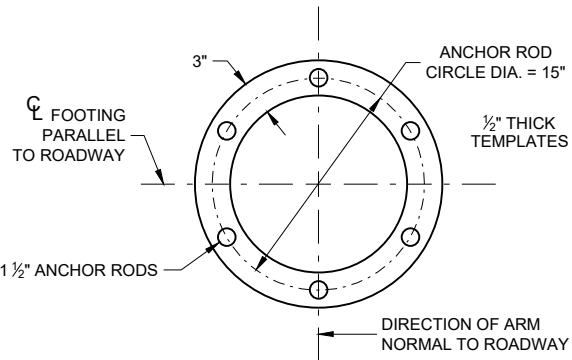


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

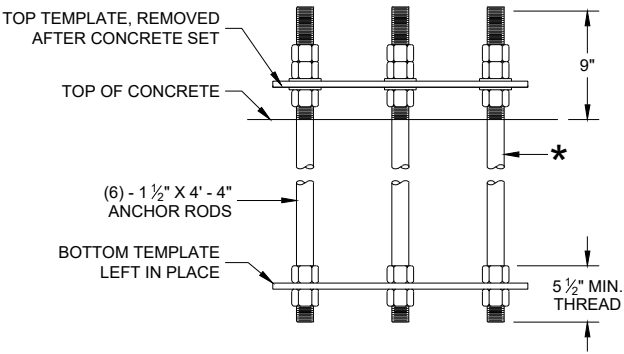
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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 /S/ Ahmet Demerbilek
DATE WIND LOADED STRUCTL 346
FHWA PROGRAM LEADER

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 1/2" 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.

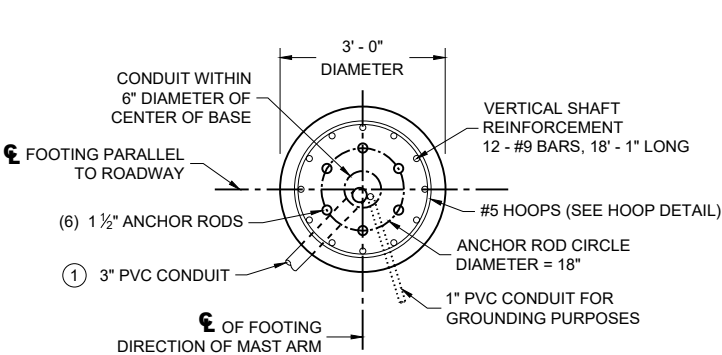
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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.

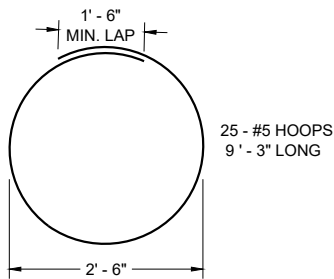
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

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.

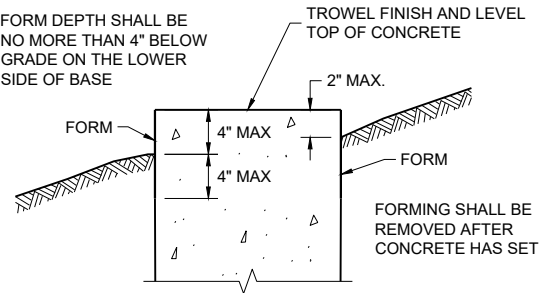
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



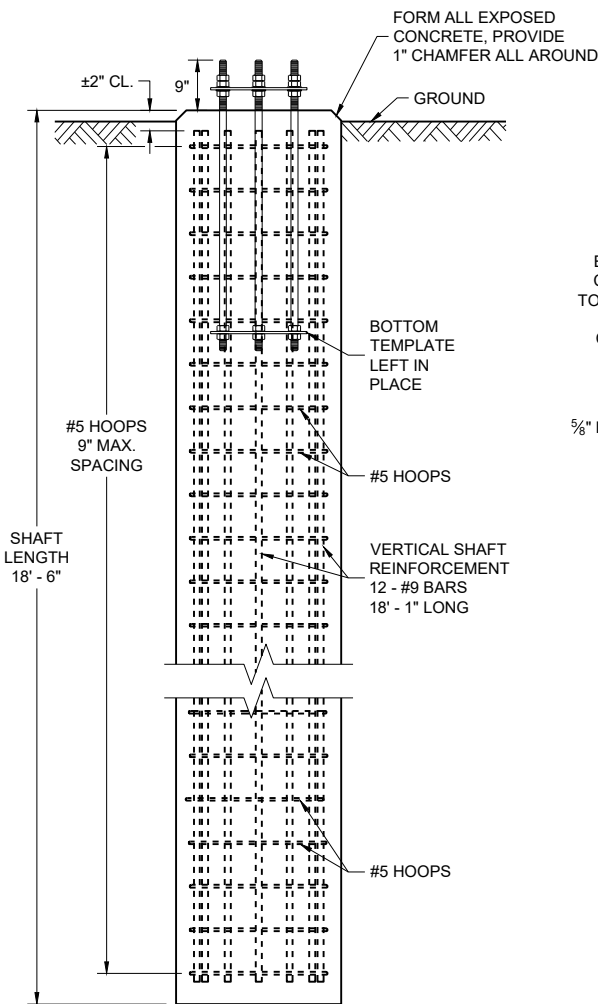
PLAN VIEW



HOOP DETAIL

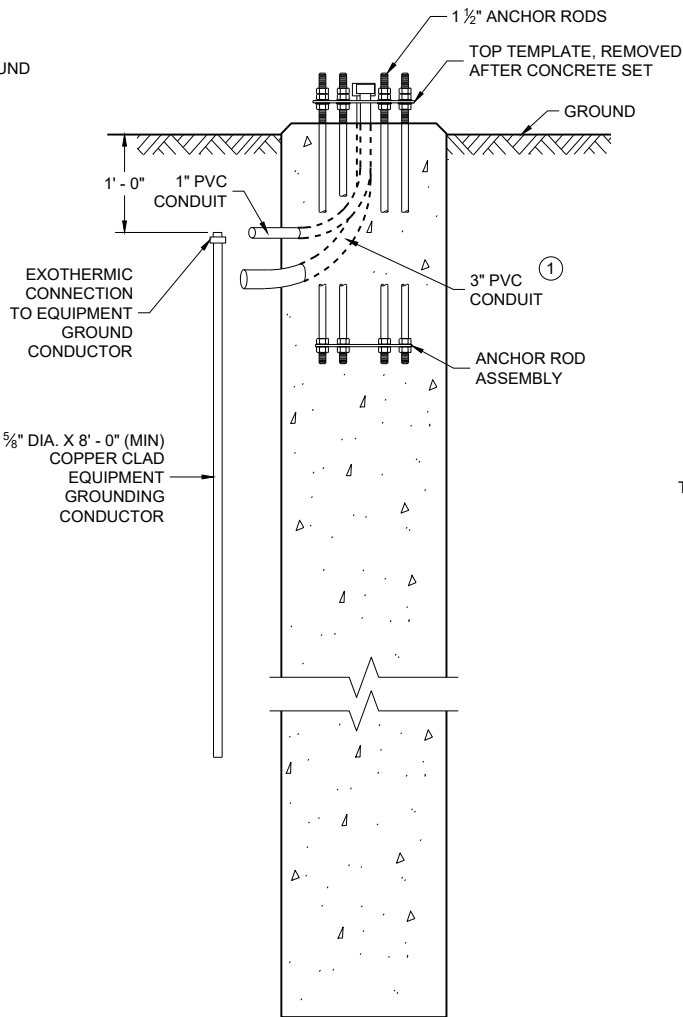


FORMING DETAIL



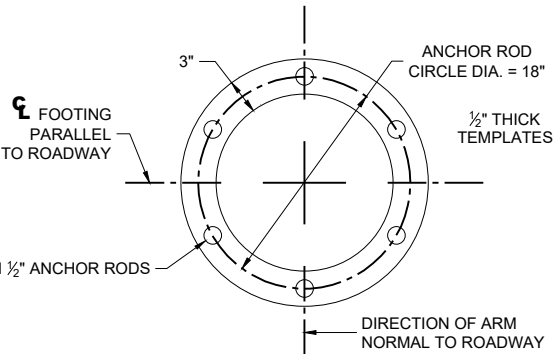
ELEVATION VIEW

(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)

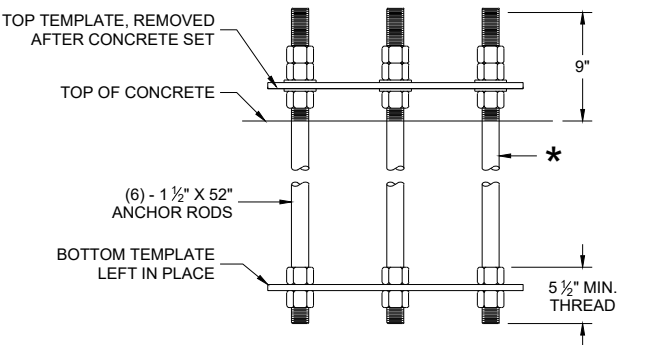


SIDE VIEW

(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" 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 AND OVER HEIGHT (OH) POLES)

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

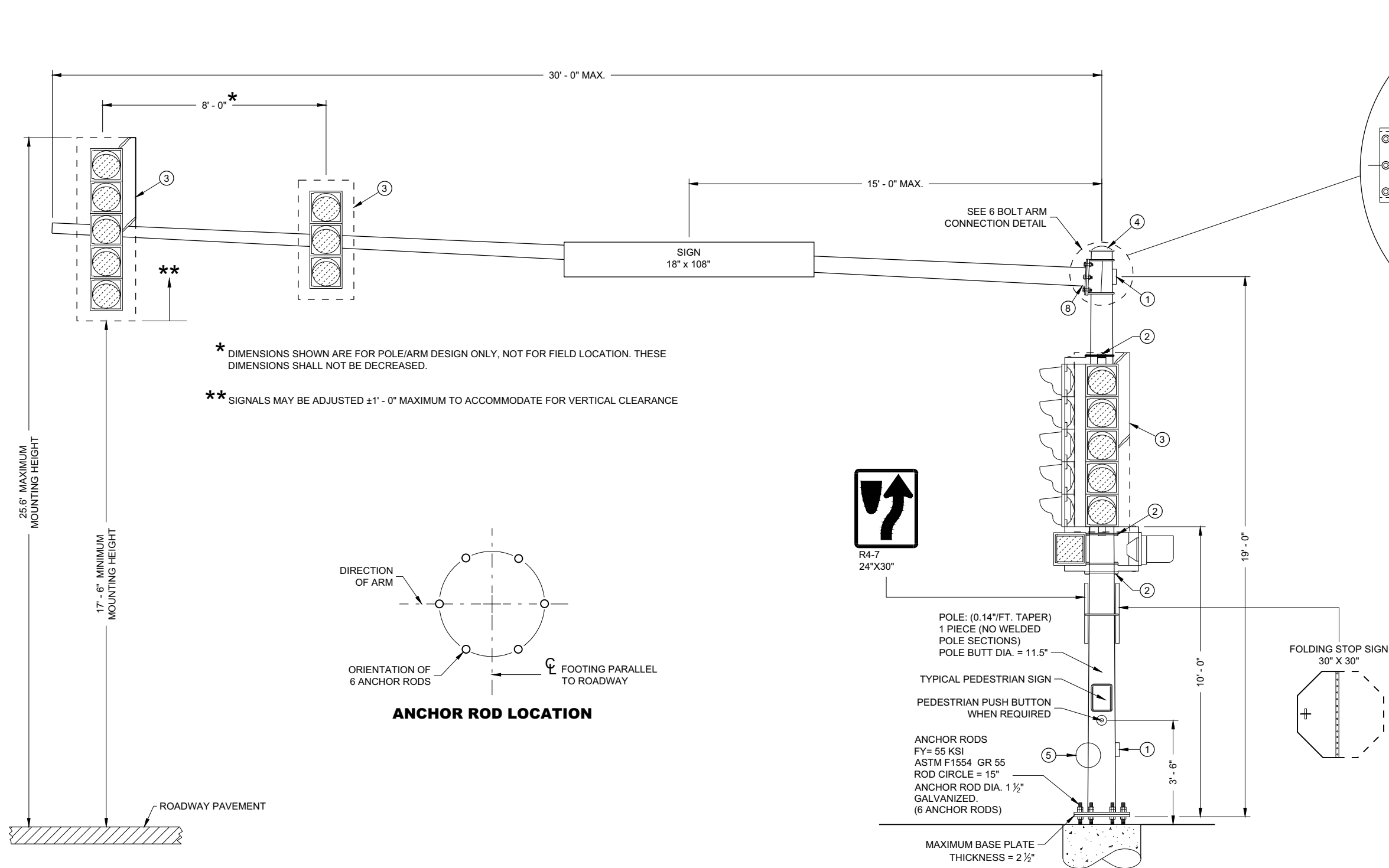
CONCRETE BASE
TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 /S/ Alex Crabtree
DATE WIND LOADED STRUCTURES PROGRAM LEADER

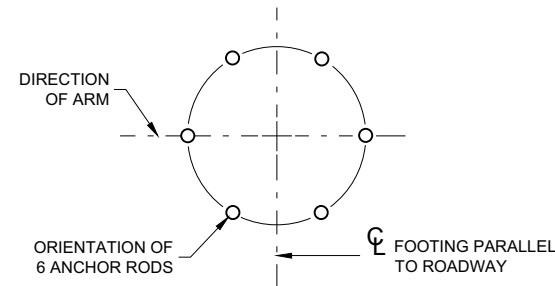
FHWA

347



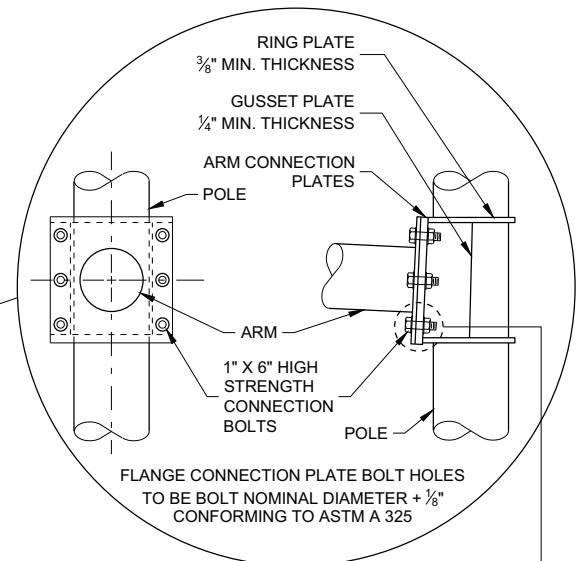
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

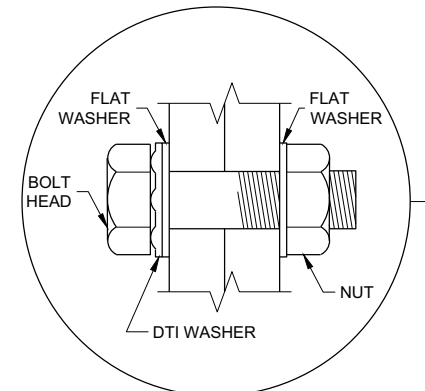


ANCHOR ROD LOCATION

**TYPE 9 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)**

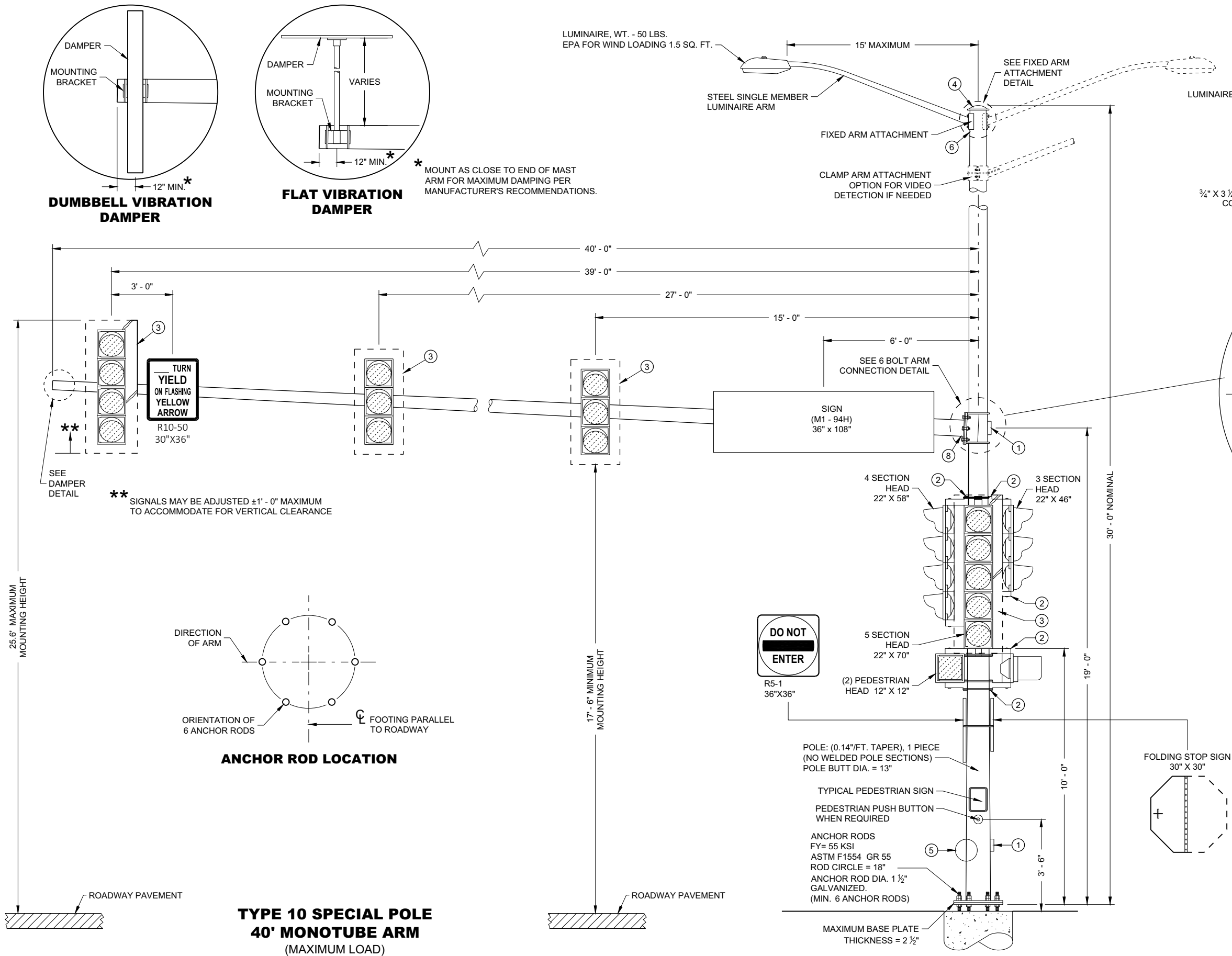


**6 BOLT ARM
CONNECTION DETAIL**



**RECOMMENDED BOLT
ASSEMBLY DETAIL**

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI 348



DUMBBELL VIBRATION DAMPER

FLAT VIBRATION DAMPER

FIXED ARM ATTACHMENT DETAIL

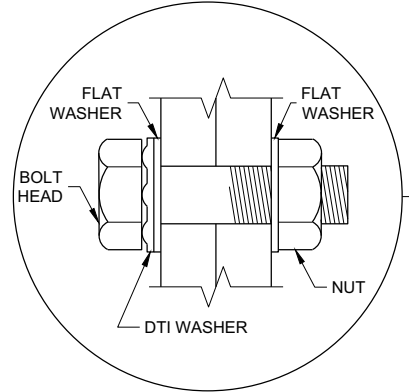
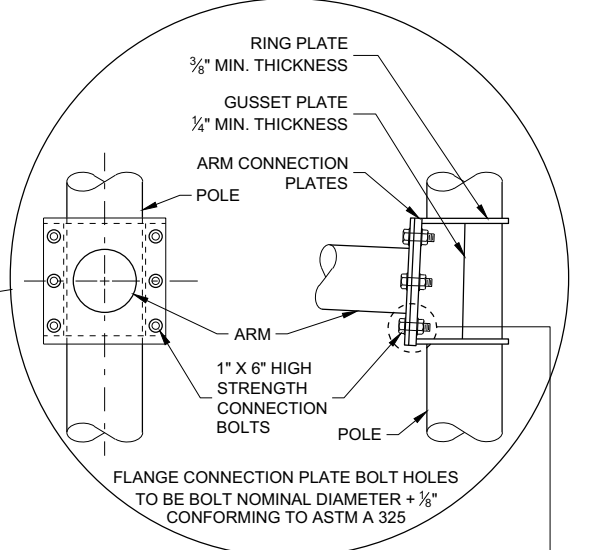
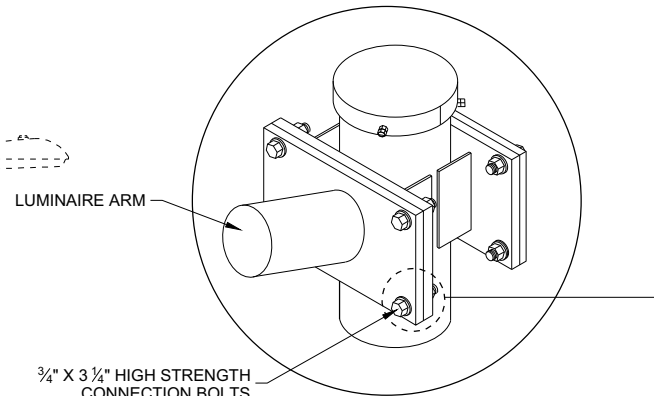
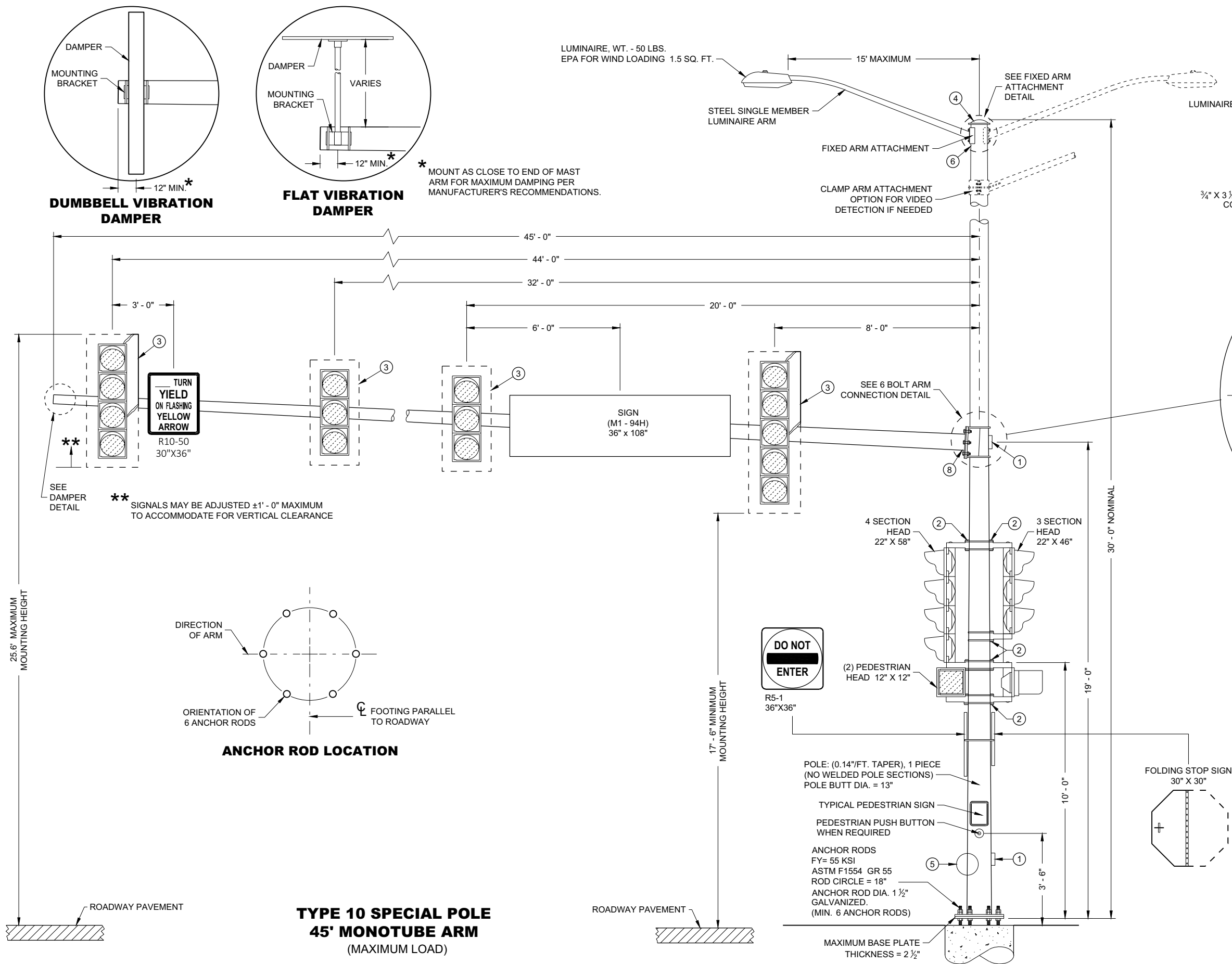
6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

**TYPE 10 SPECIAL POLE
40' MONOTUBE ARM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGI 349
FHWA



TYPE 10 SPECIAL POLE 45' MONTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI 350
FHWA	

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 3/4" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL 1/2" 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.

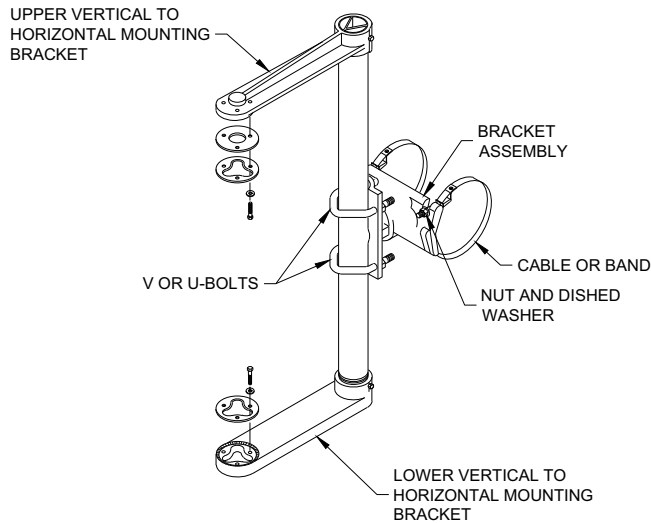
SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

- ① DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO 1/4" X 3/4" - 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 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.
- ⑥ FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.
- ⑦ INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

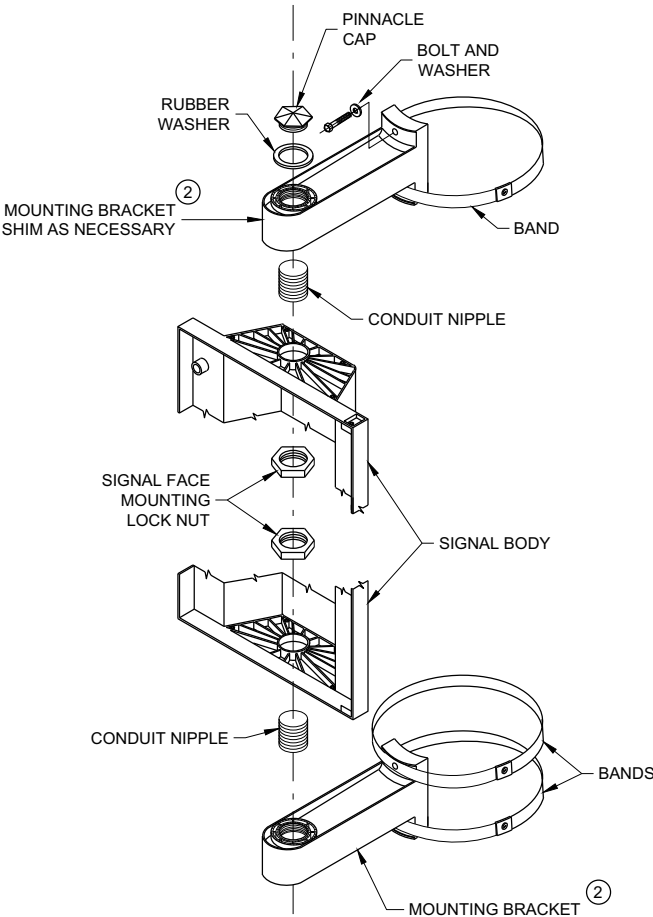
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

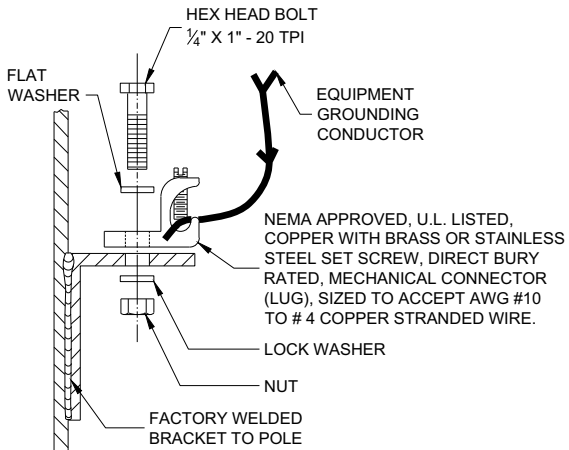
- ⑧ FACTORY DRILLED 1/2" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM
(MOUNT PER MANFACTURER'S RECOMMENDATION)

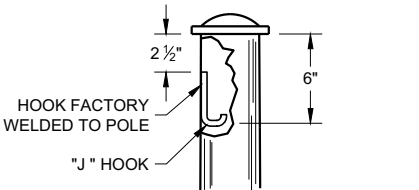


SIGNAL FACE VERTICAL
MOUNTING DETAIL

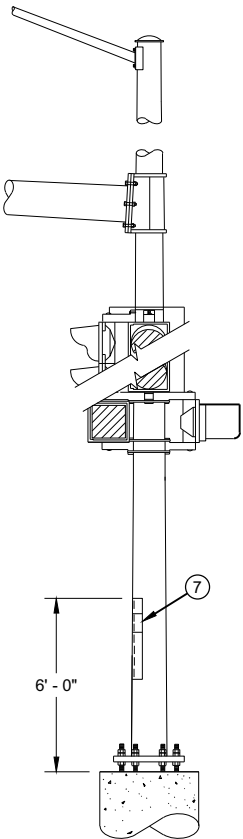


TYPICAL GROUNDING
CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

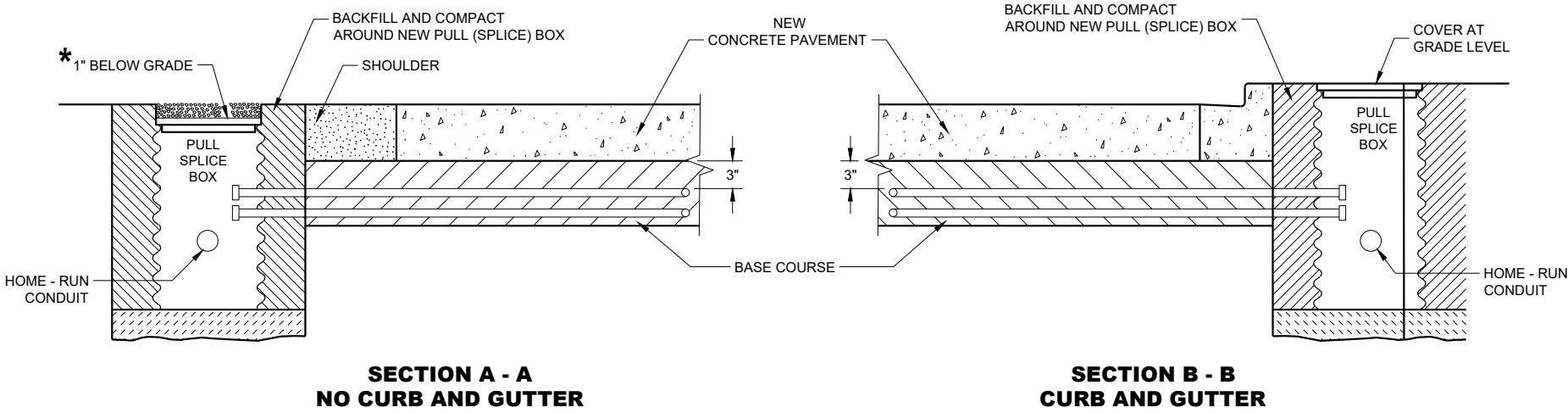


TYPICAL "J" HOOK
WIRE SUPPORT



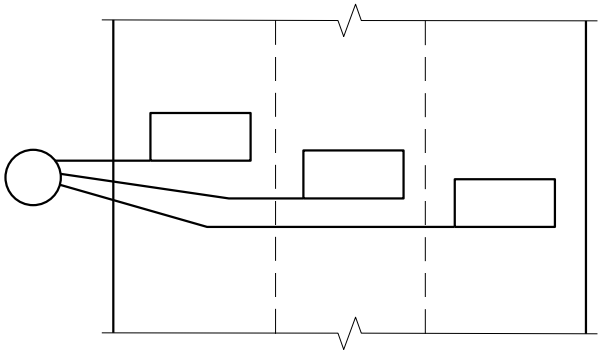
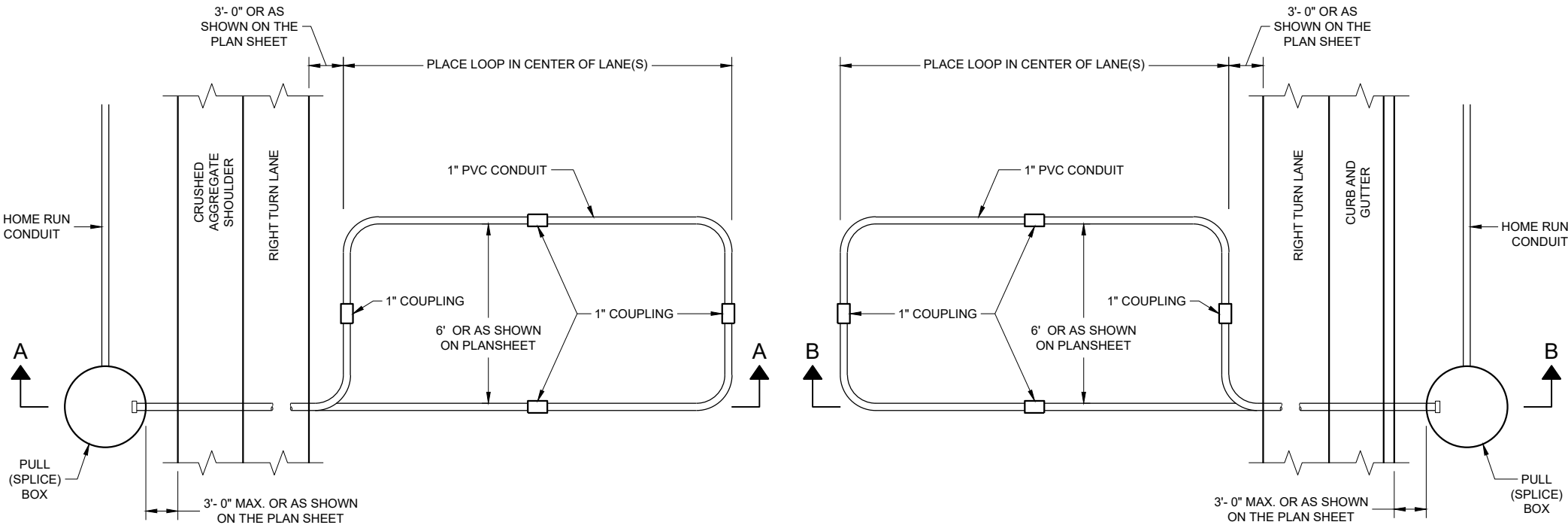
STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT

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	351
FHWA		



* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL



GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

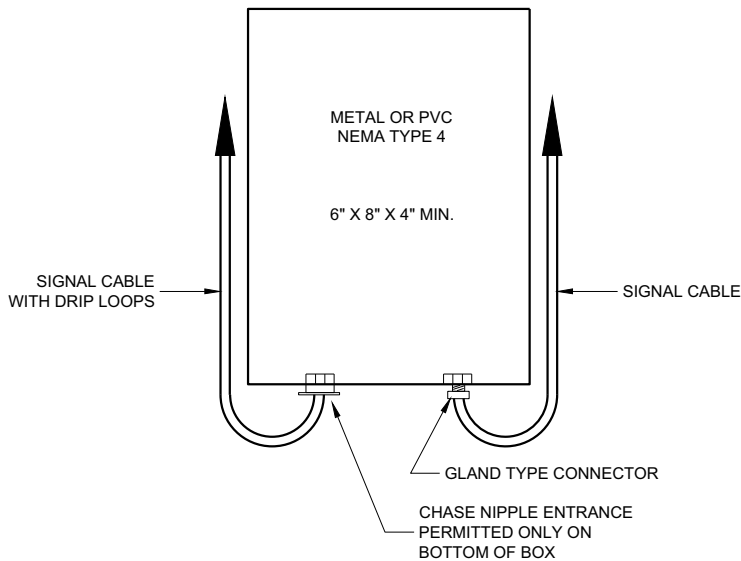
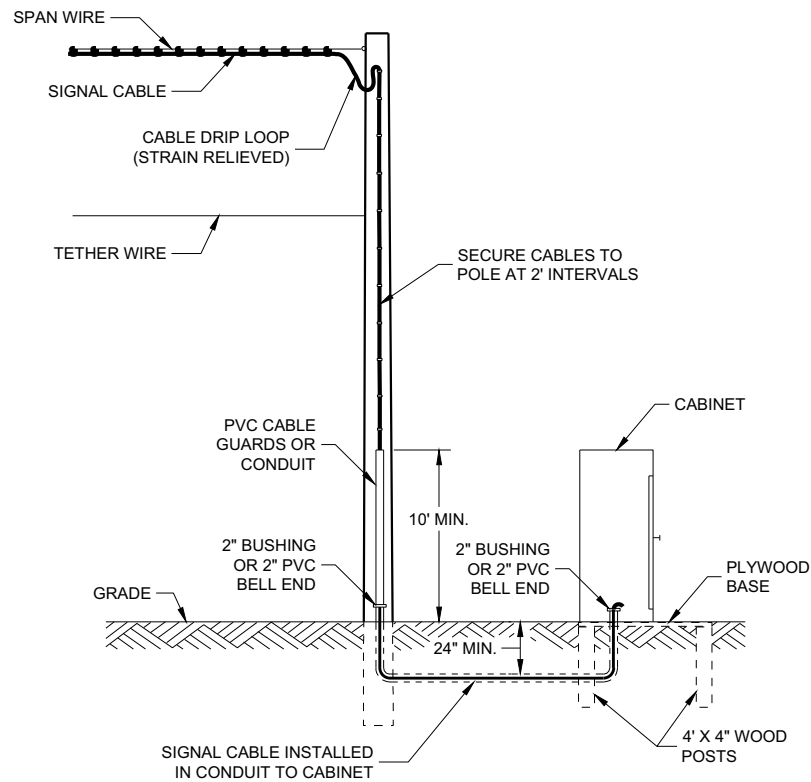
PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

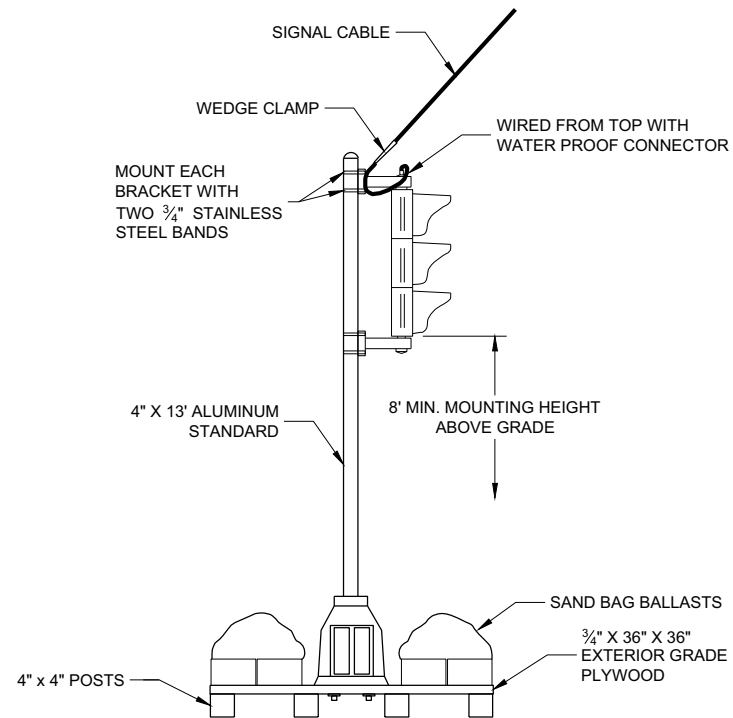
**LOOP DETECTOR INSTALLED
IN BASE COURSE WITH
PULL (SPLICE) BOX OFF
ROADWAY (OPTION 2)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

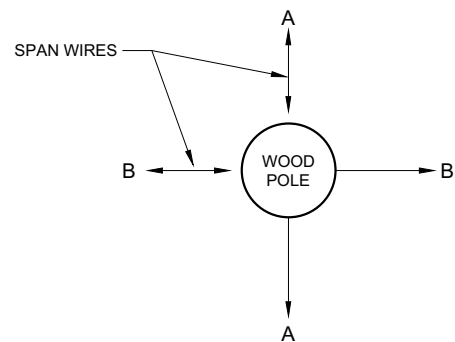
APPROVED
September 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 352
FHWA



SPLICE BOX

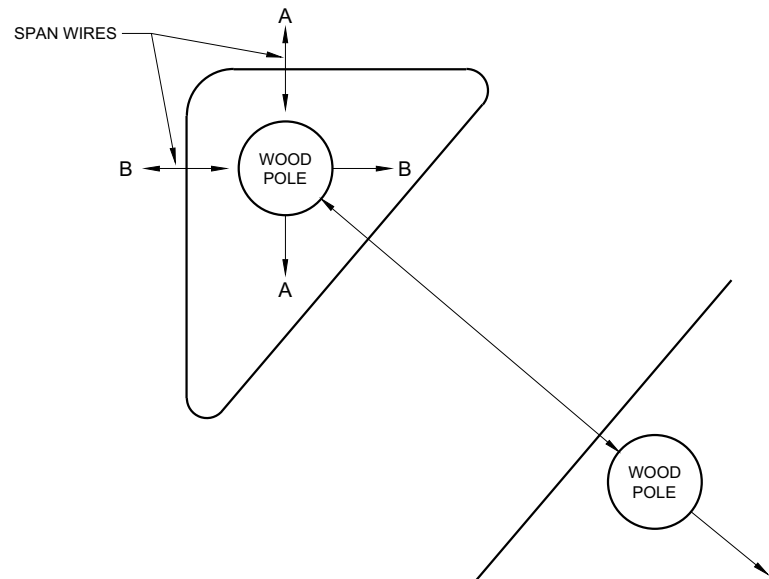


TYPICAL SKID TYPE TEMPORARY

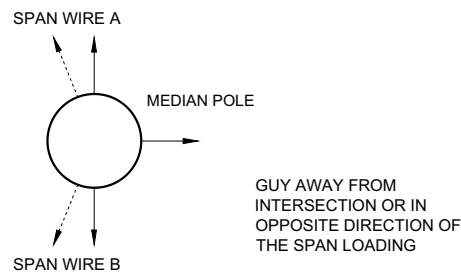


CORNER POLES

ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE



ISLAND POLES



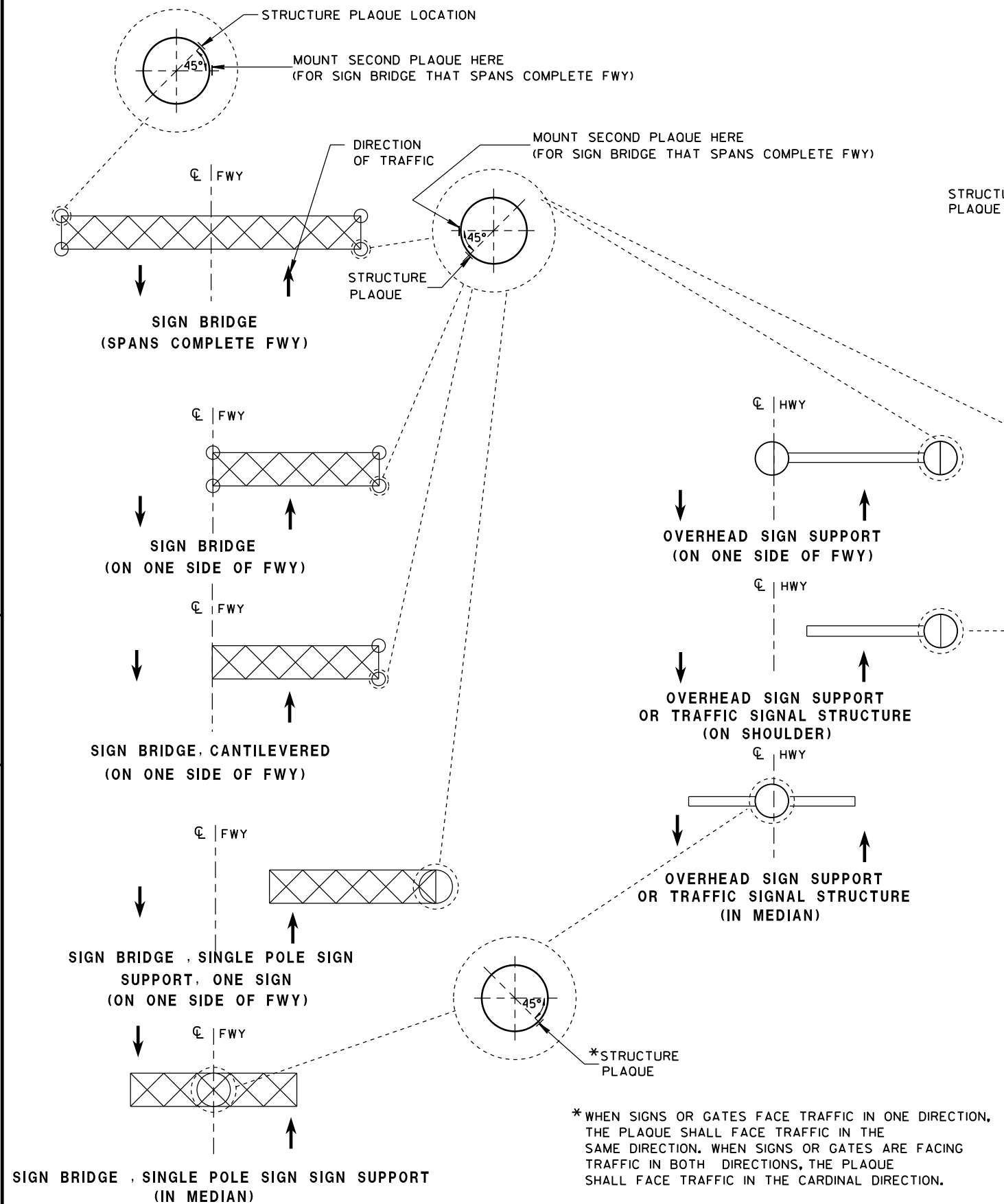
MEDIAN POLES

**SPAN WIRE TEMPORARY
TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

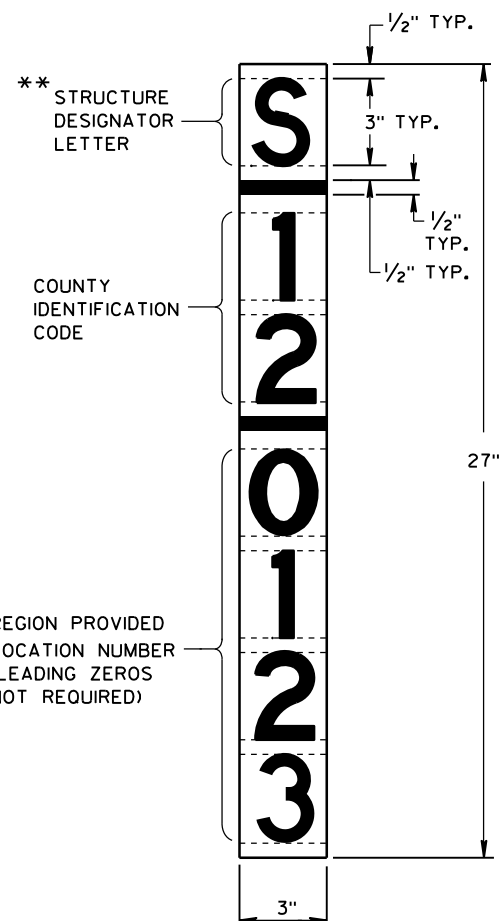
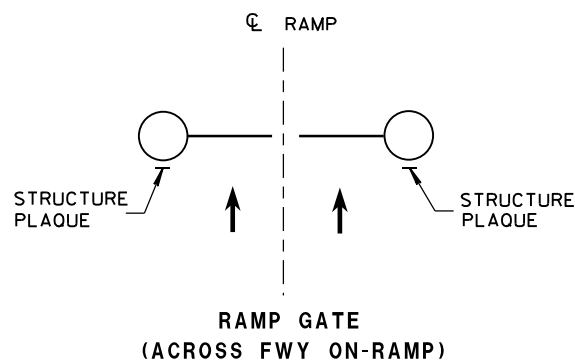
APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE ROADWAY STANDARDS DEVE 353
ENGINEER

FHWA



LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED



GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS;
FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

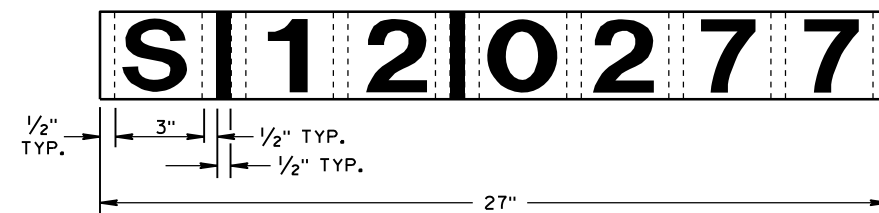
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

**** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.**

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED

12/4/2012

DATE

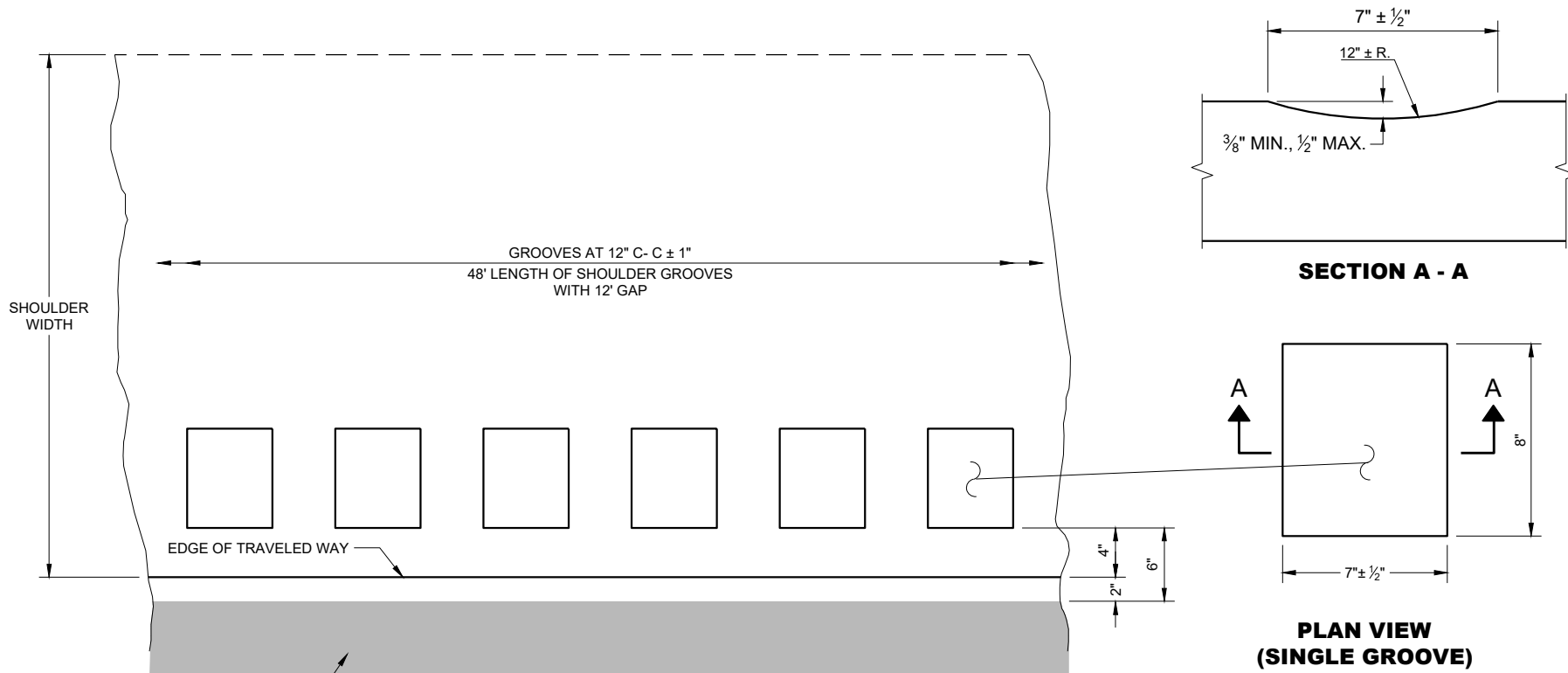
FHWA

/S/ Travis Feltes

STATE TRAFFIC ENGINEER

354

SIGN

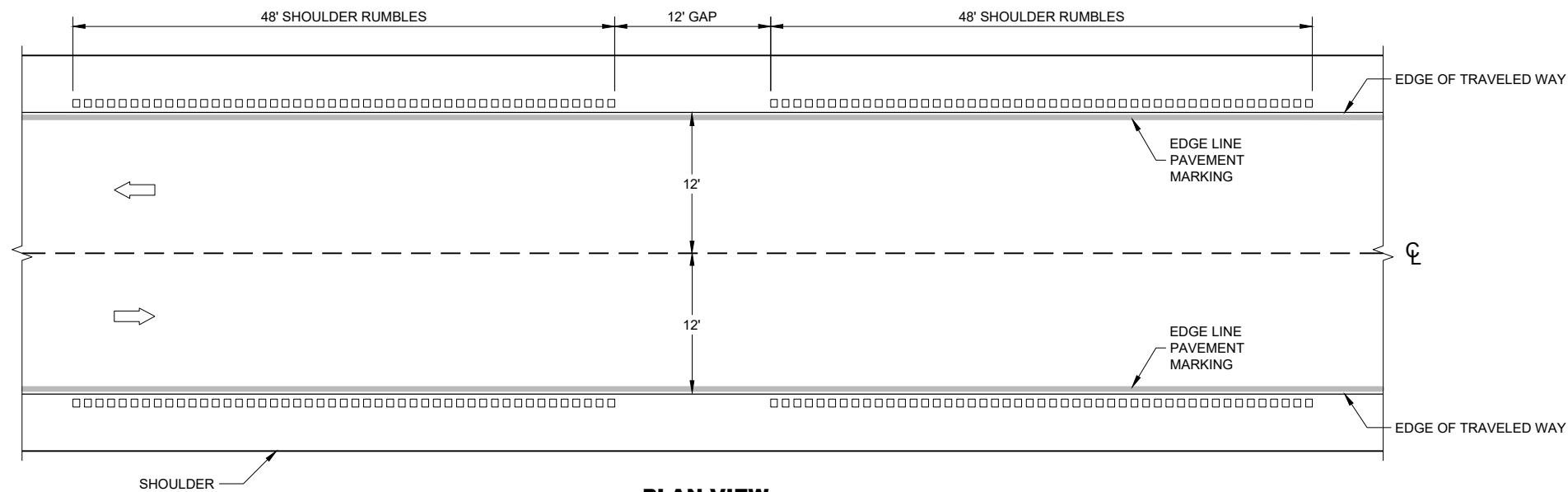
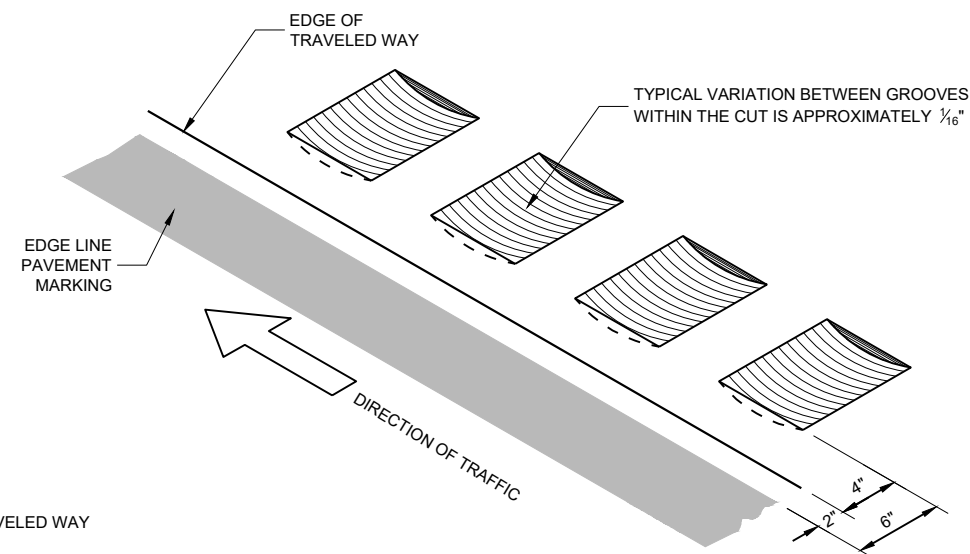


PLAN DETAIL VIEW
SHOULDER WITH GROOVES

GENERAL NOTES

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

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

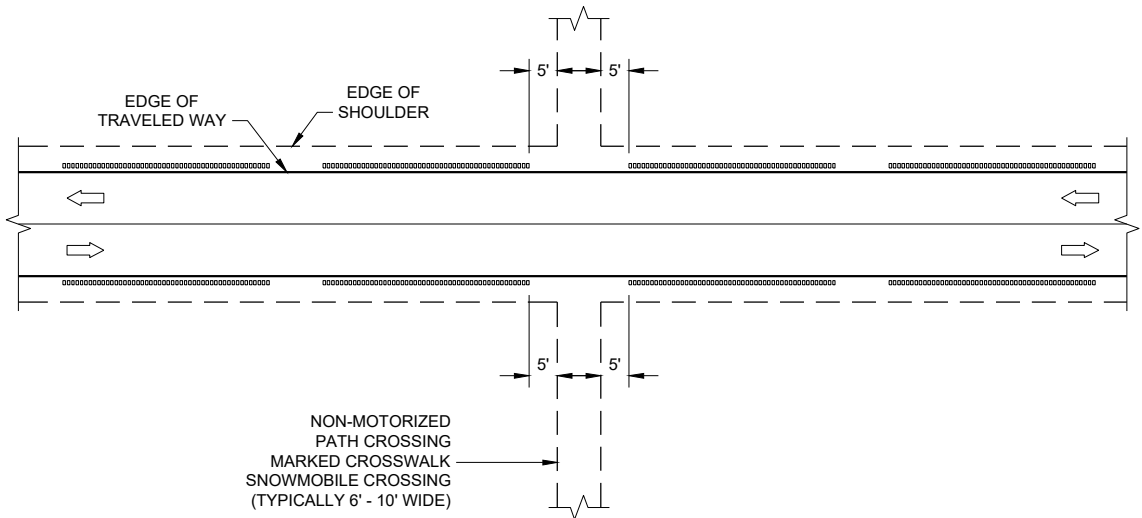


PLAN VIEW

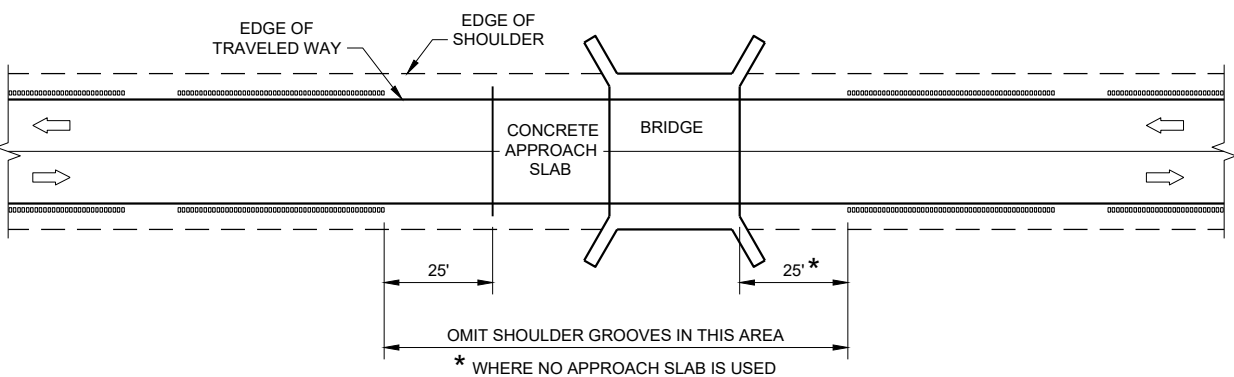
SHOULDER RUMBLE STRIPS - ASPHALT

**SHOULDER RUMBLE
STRIPS ASPHALT**

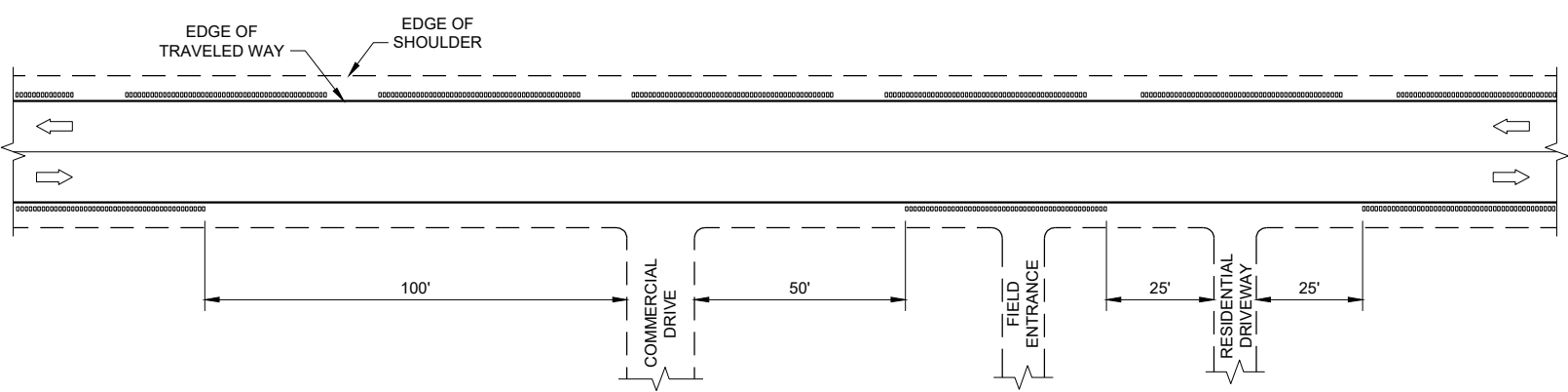
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GROOVES AT MISCELLANEOUS CROSSINGS

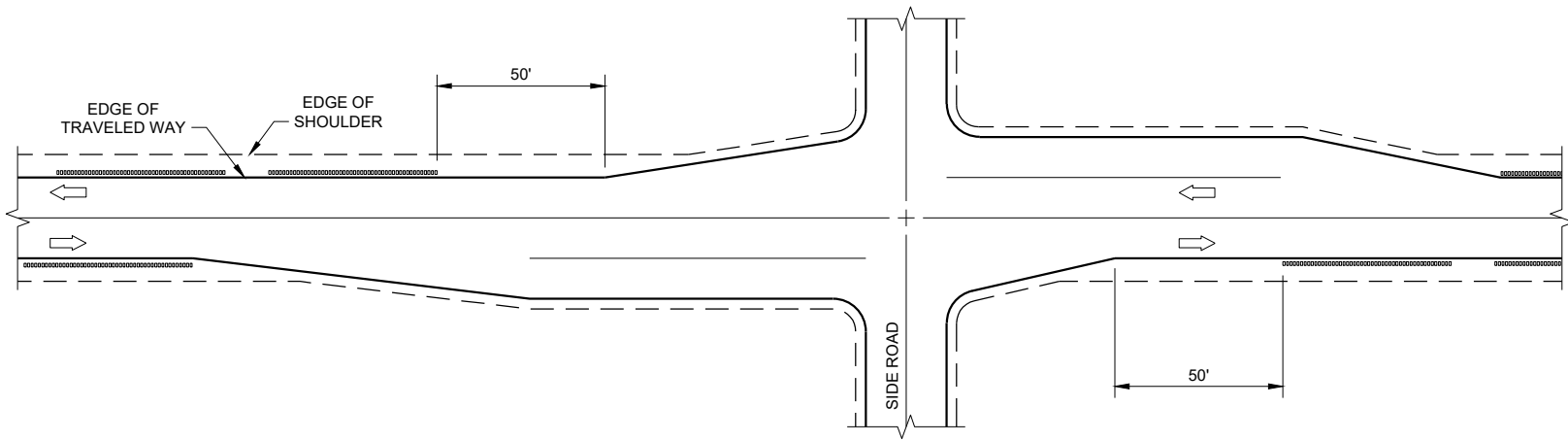


GROOVES AT BRIDGES

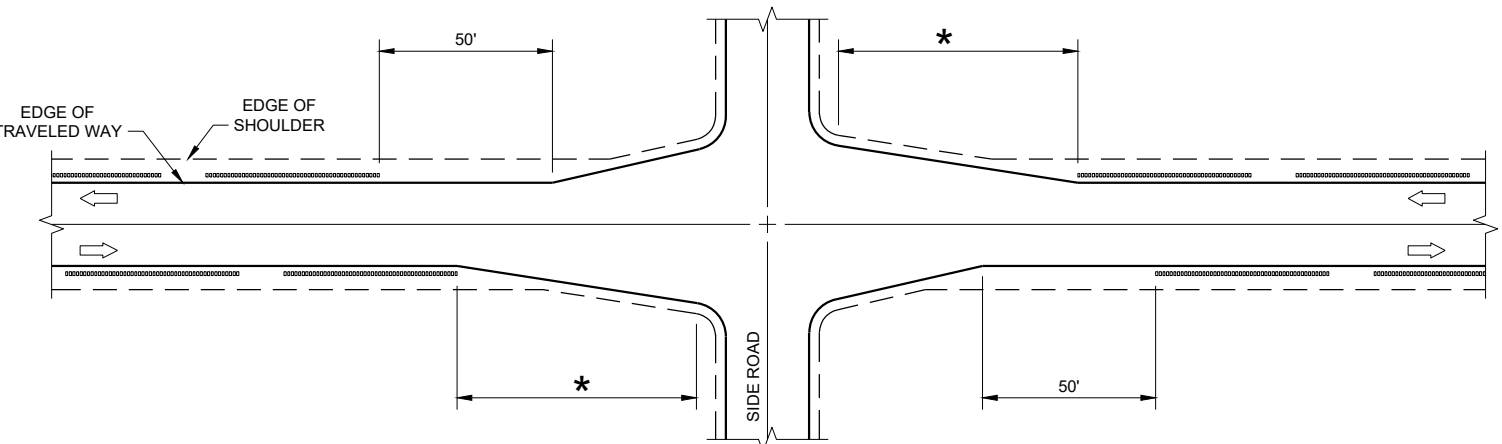


GROOVES AT DRIVEWAYS

①



GROOVES AT RIGHT TURN LANE



* GREATER OF 100' OR APPROACH TAPER LENGTH

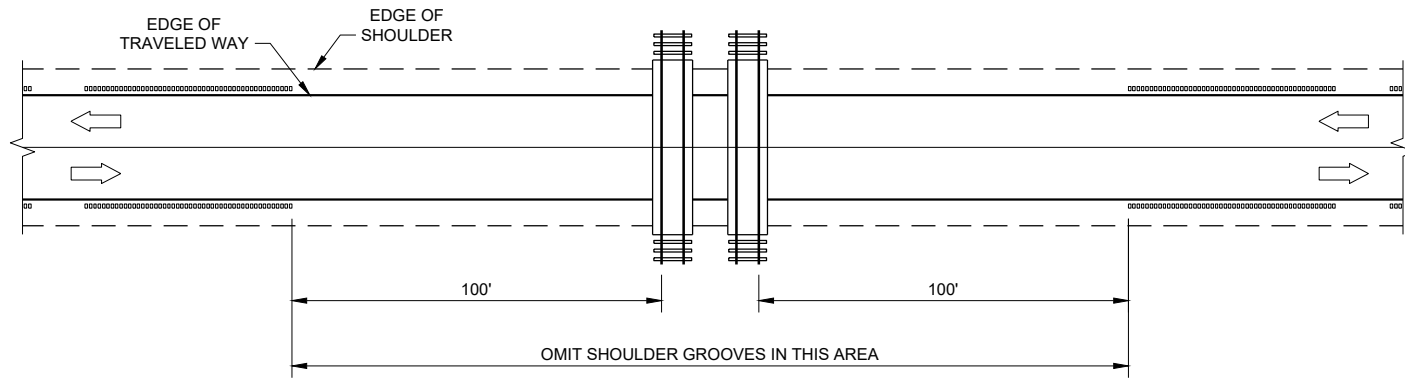
GROOVES AT INTERSECTIONS WITH APPROACH TAPER

GENERAL NOTES

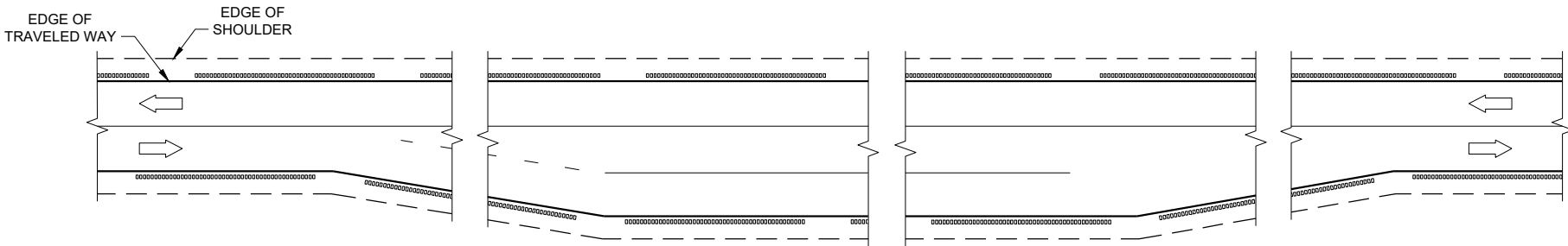
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

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

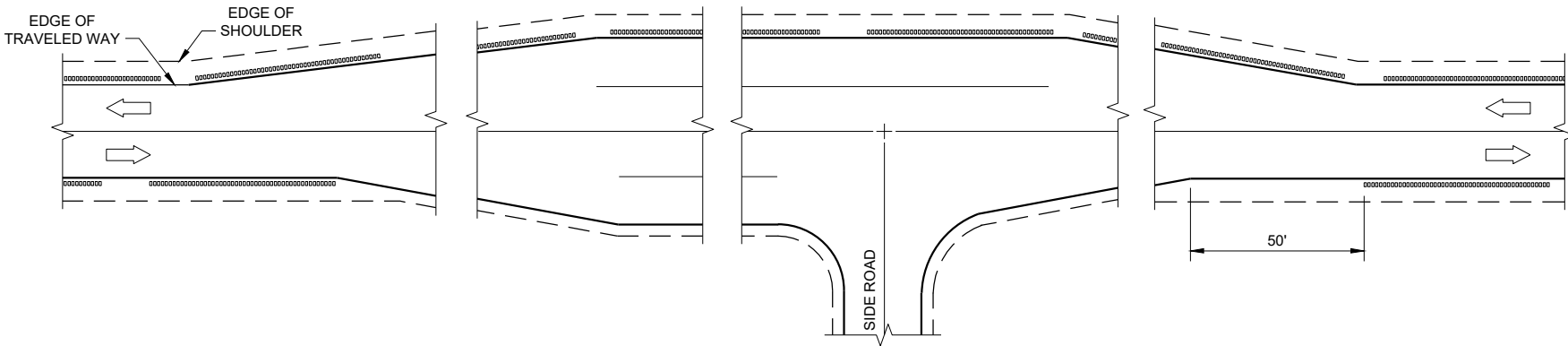
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES

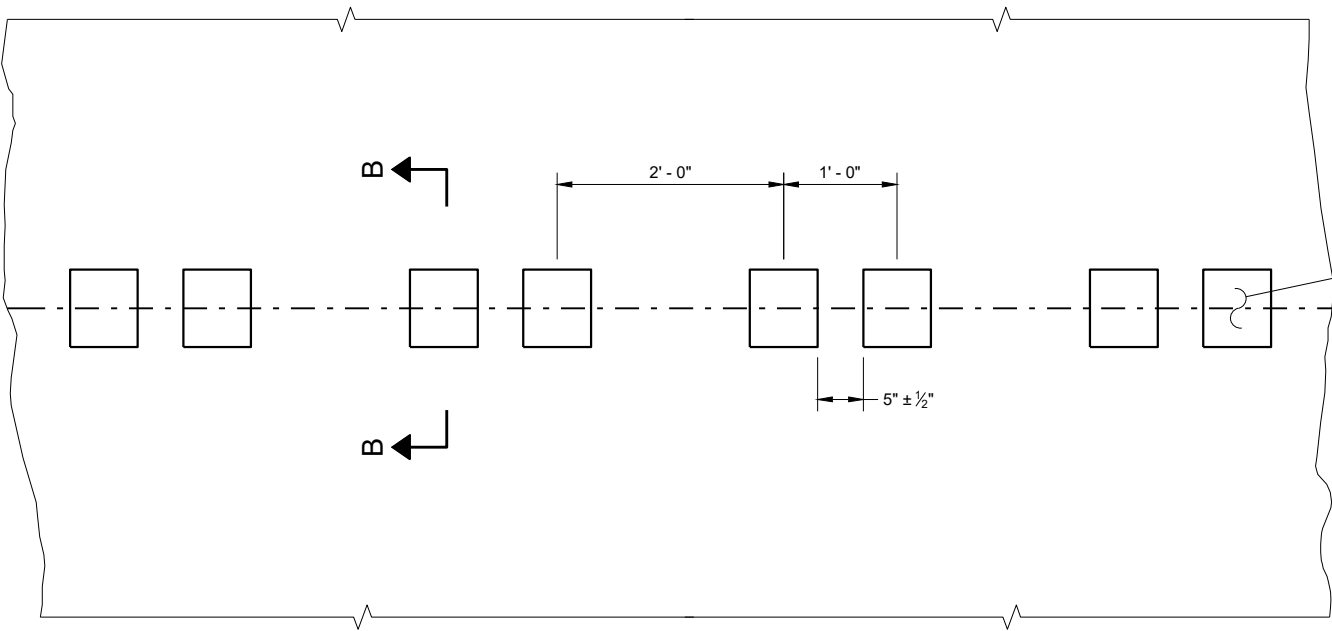


GROOVES AT BYPASS LANES

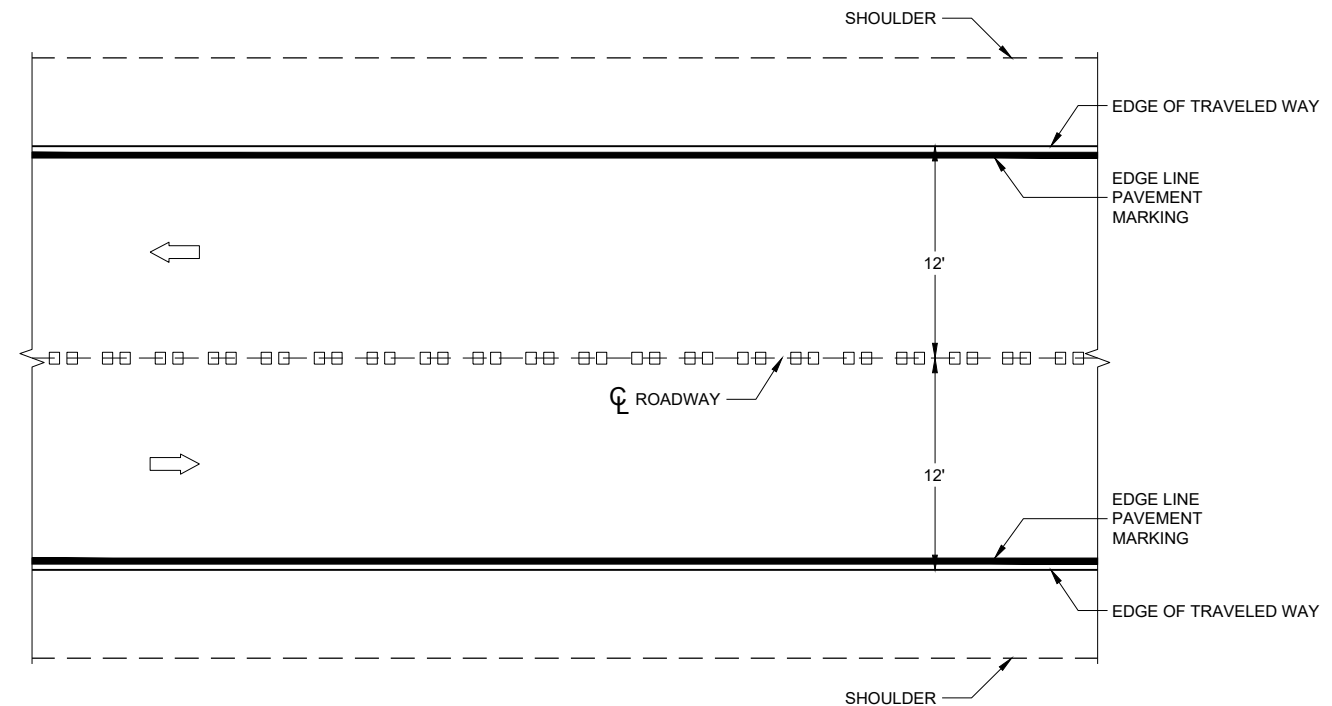
**SHOULDER AND EDGE LINE
RUMBLE STRIPS -
RAILROAD, PASSING,
CLIMBING AND BYPASS LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ John Jenkins
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 357
FHWA

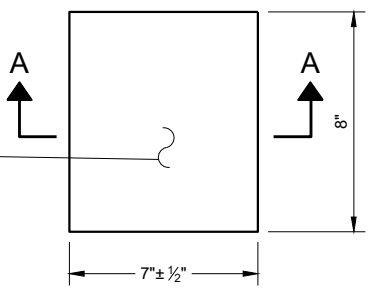


PLAN DETAIL VIEW

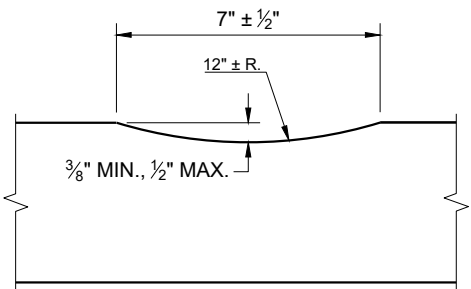


PLAN VIEW

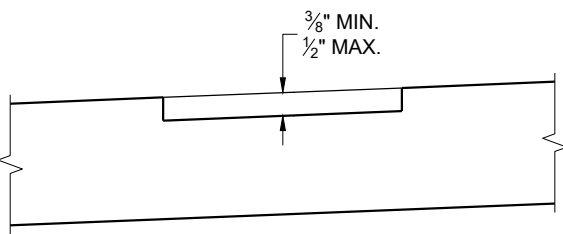
CENTERLINE RUMBLE STRIPS - ASPHALT



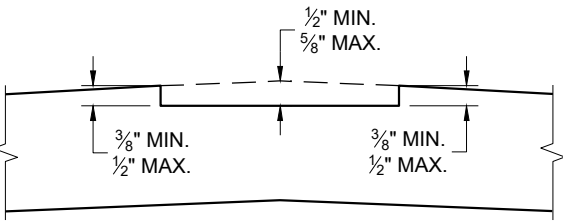
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

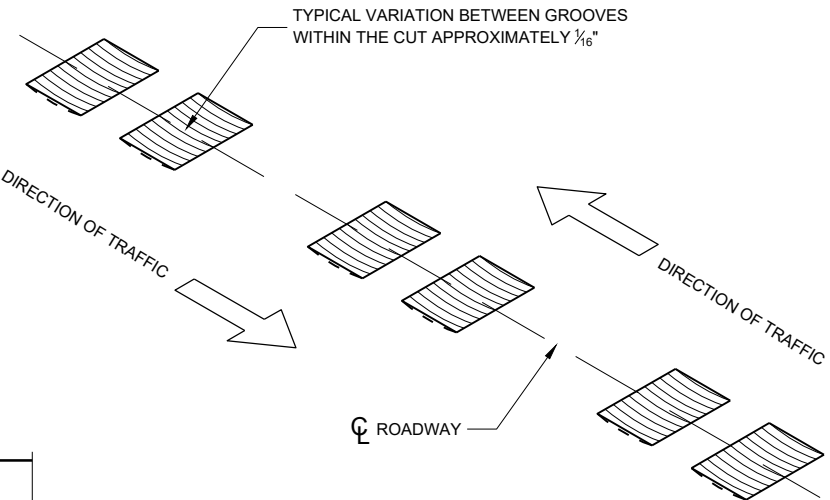


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

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

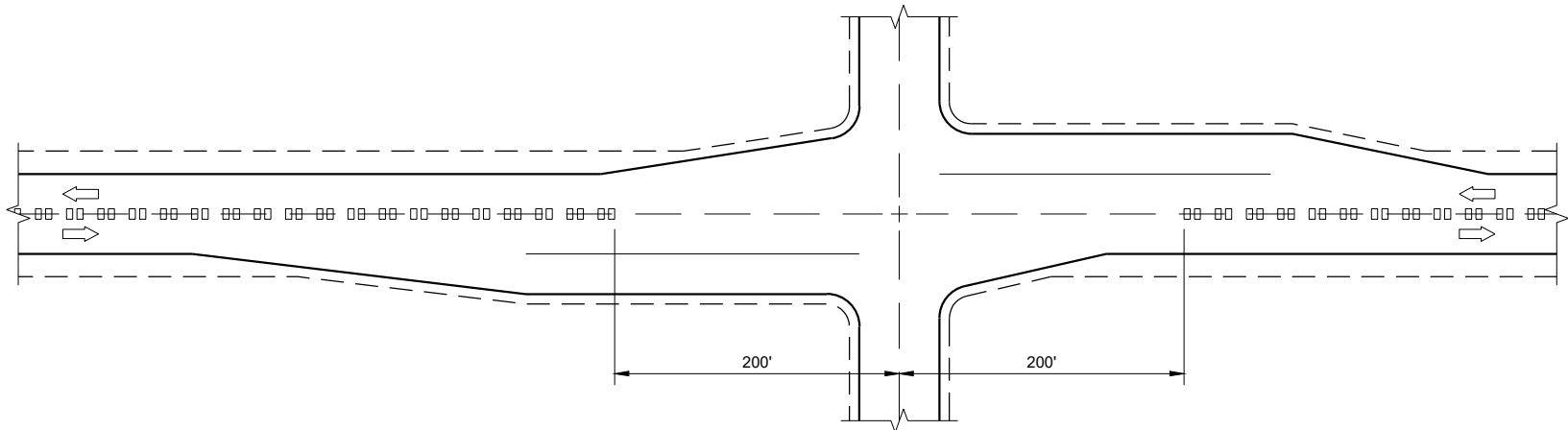
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



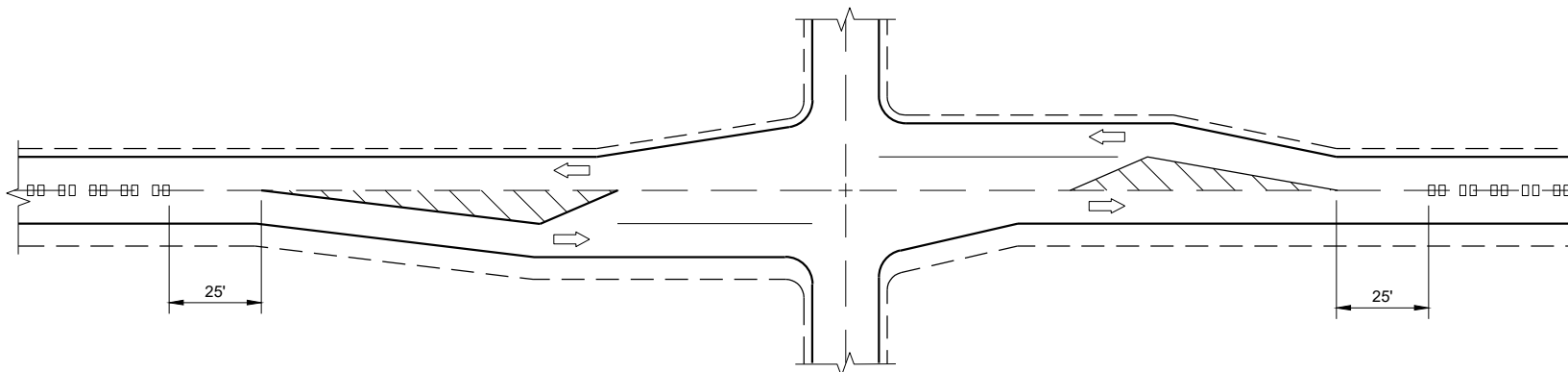
ISOMETRIC

CENTERLINE RUMBLE STRIPS - ASPHALT

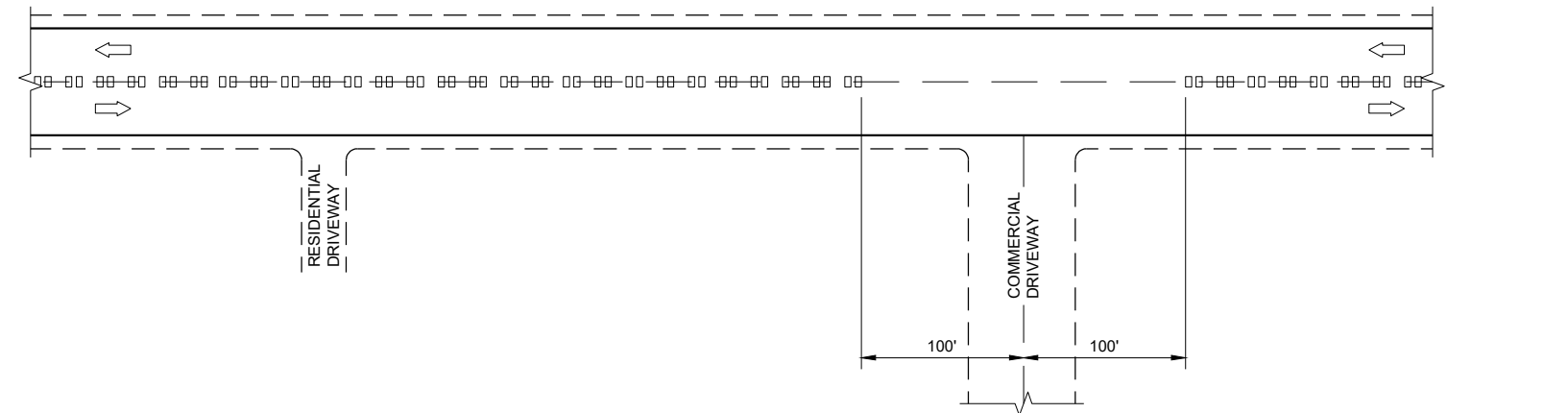
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 358



CENTERLINE GROOVES AT INTERSECTIONS



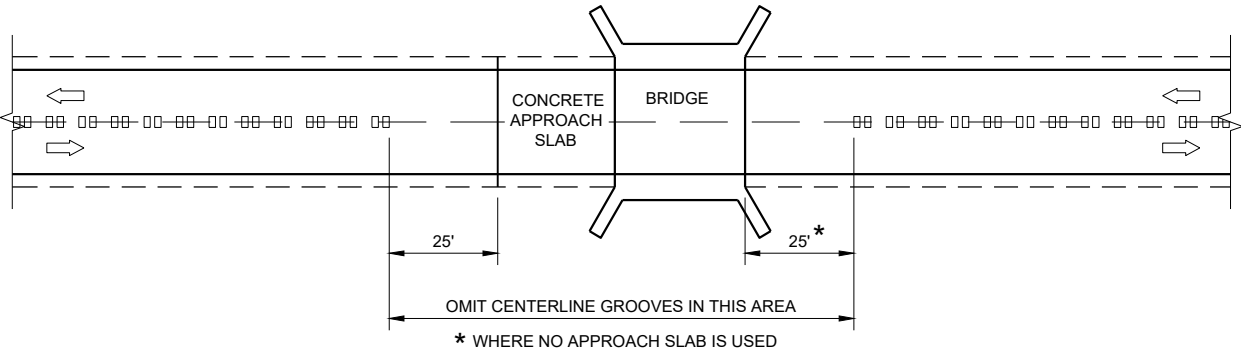
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



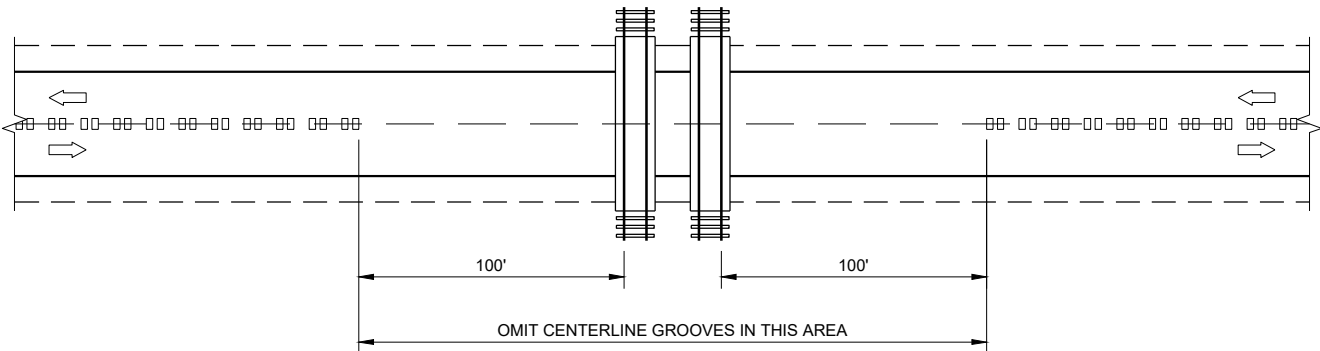
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



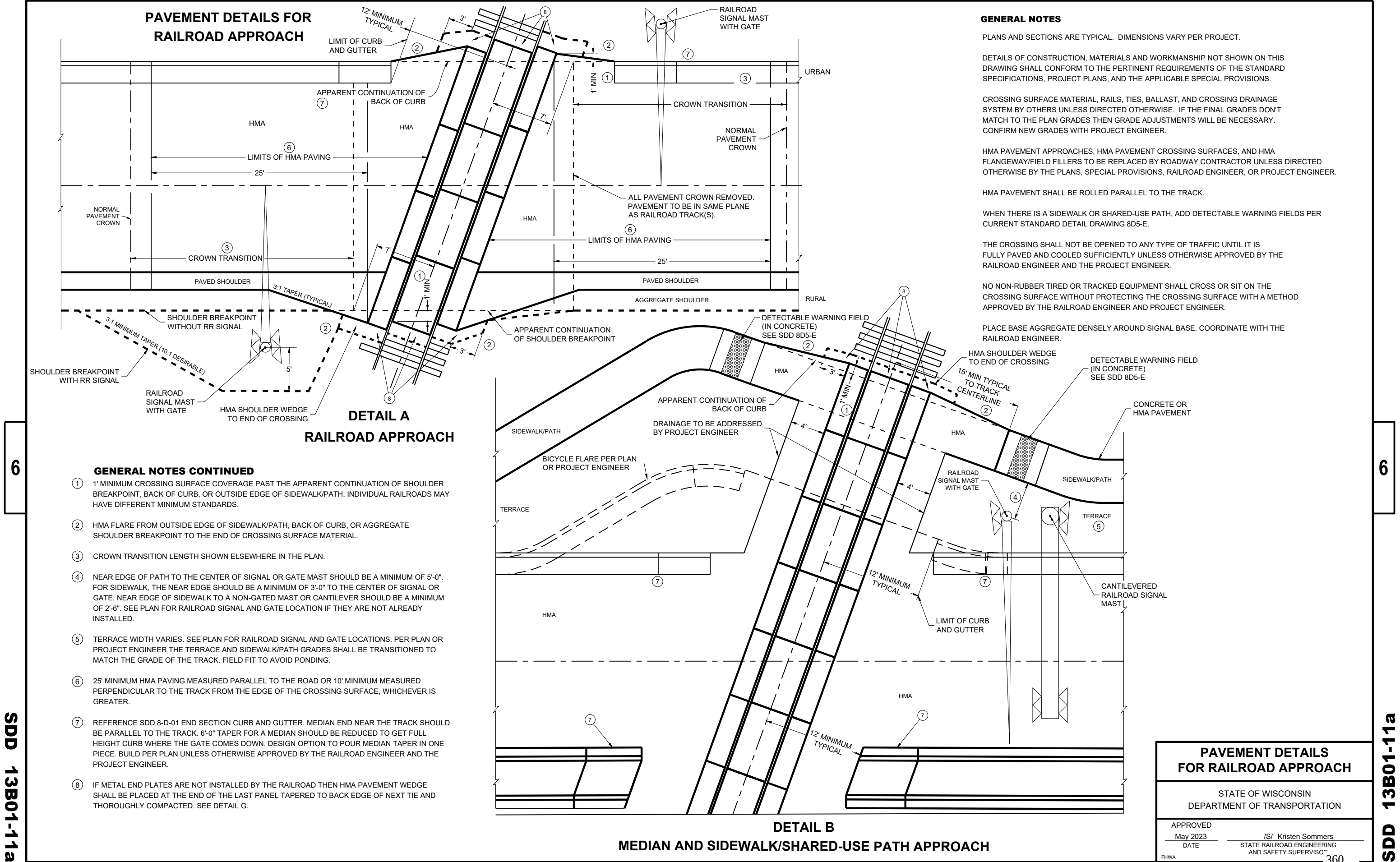
CENTERLINE GROOVES AT RAILROADS

CENTER LINE
RUMBLE STRIPS -
INTERSECTIONS, DRIVEWAYS,
BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ John Jenkins
ROADWAY STANDARDS DEVELOPMENT ENGINEER
359

FHWA



6

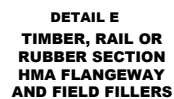
SDD 13B01-11a

6

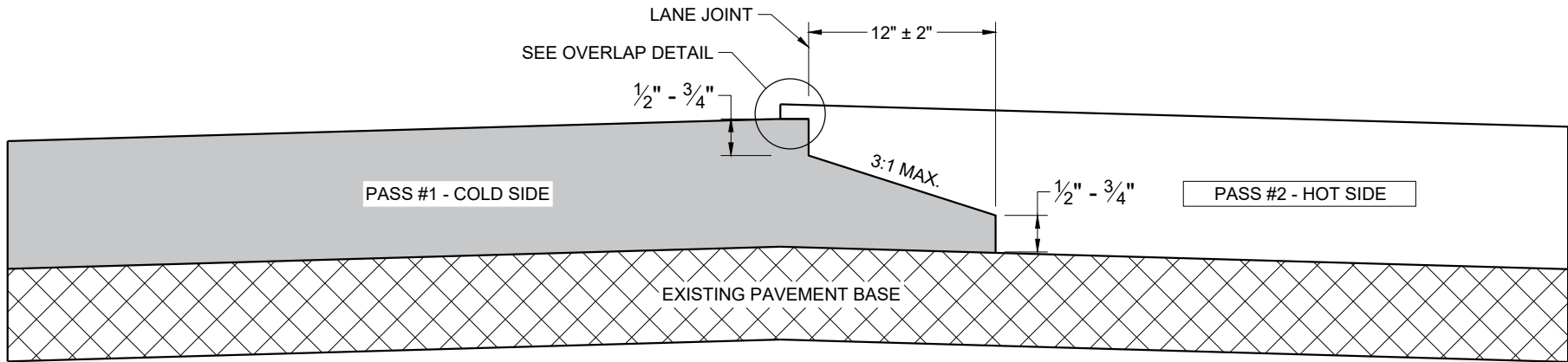
SDD 13B01-11a

PAVEMENT DETAILS FOR RAILROAD APPROACH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Kristen Sommers STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR
FHWA 360	

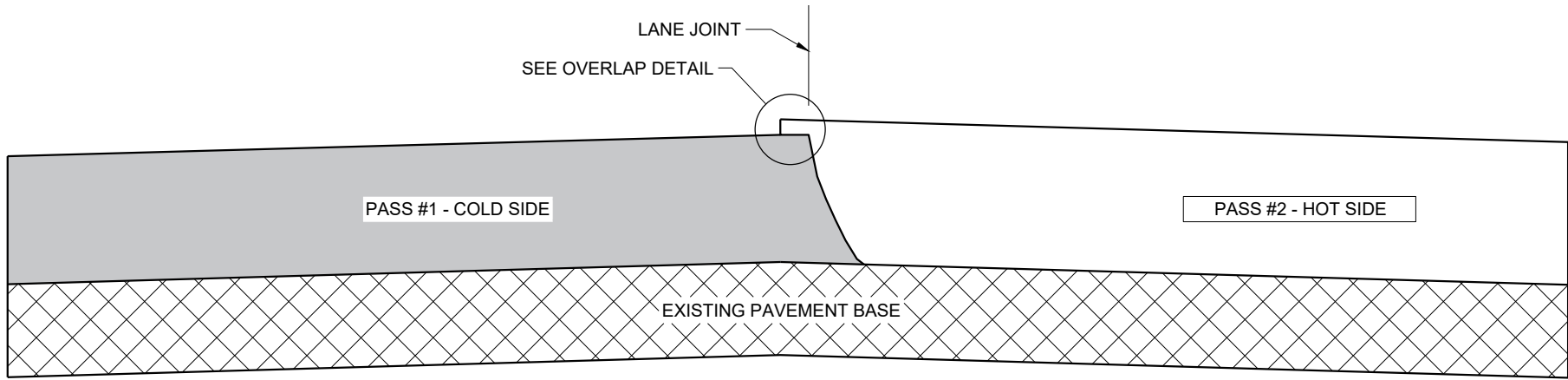
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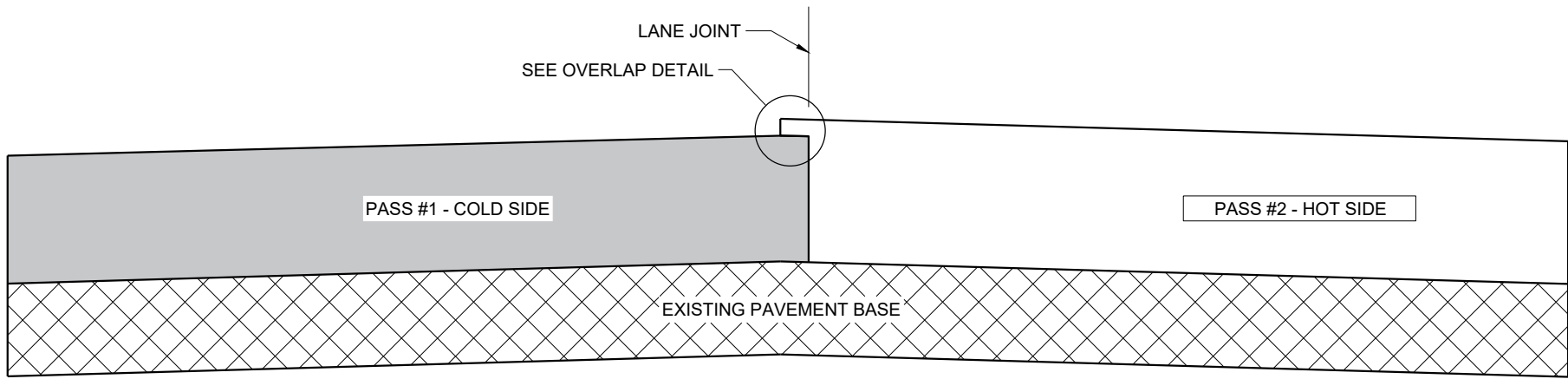
- ⑧ IF METAL END PLATES ARE NOT INSTALLED THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.
- ⑨ MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.
- ⑩ TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.
- ⑪ GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.
- ⑫ TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.
- ⑬ IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.
- ⑭ HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.
- ⑮ GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.
- ⑯ IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.
- ⑰ PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

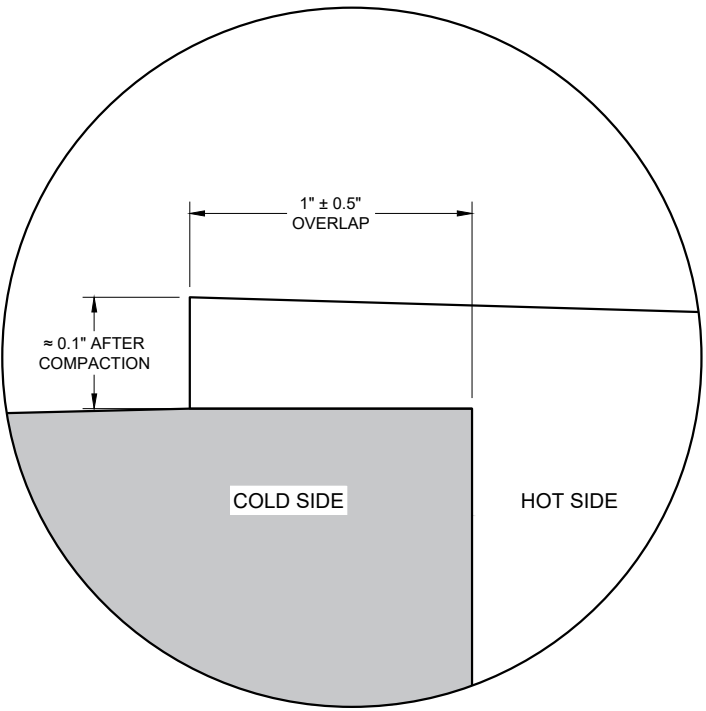
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



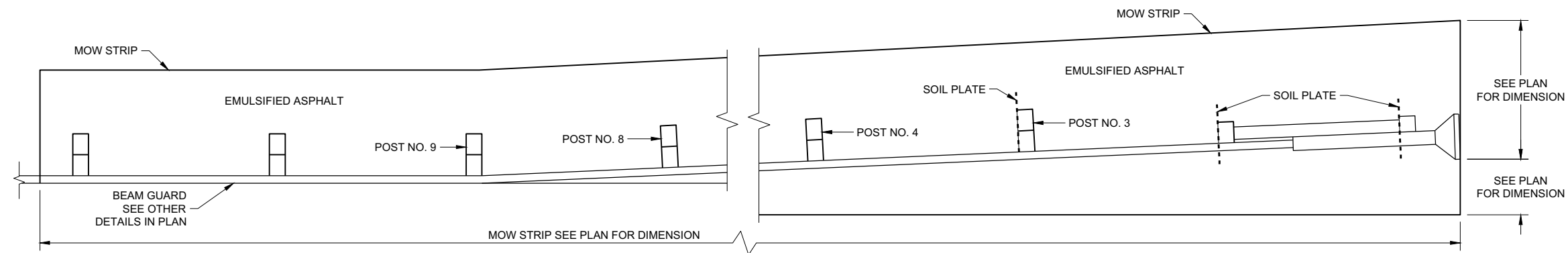
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 362

FHWA

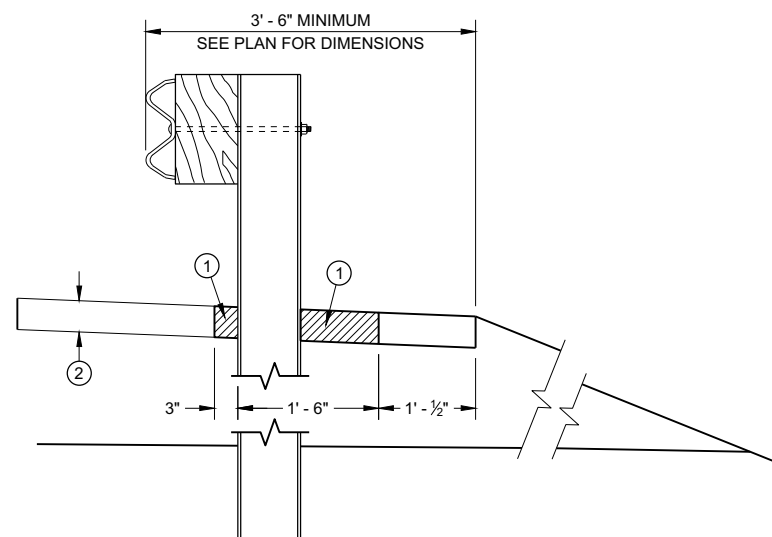


PLAN VIEW
MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

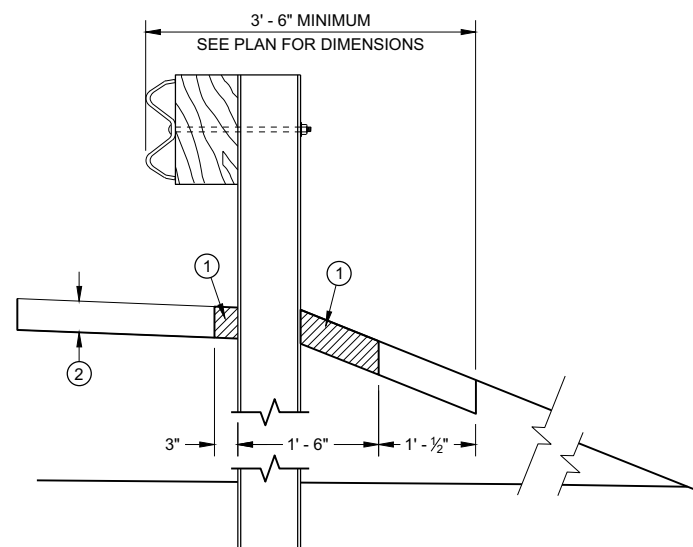
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

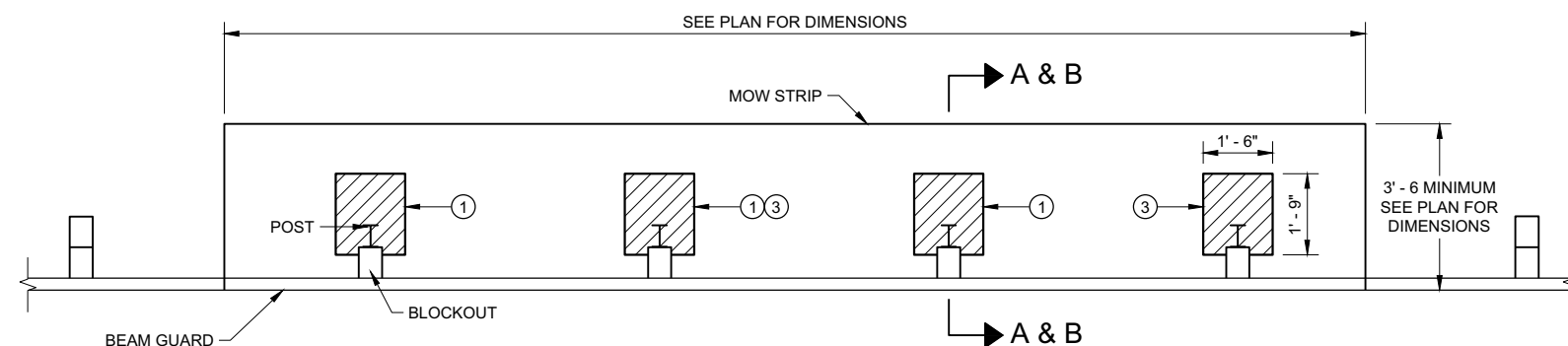
- ① CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
- ② DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS
- ③ FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)



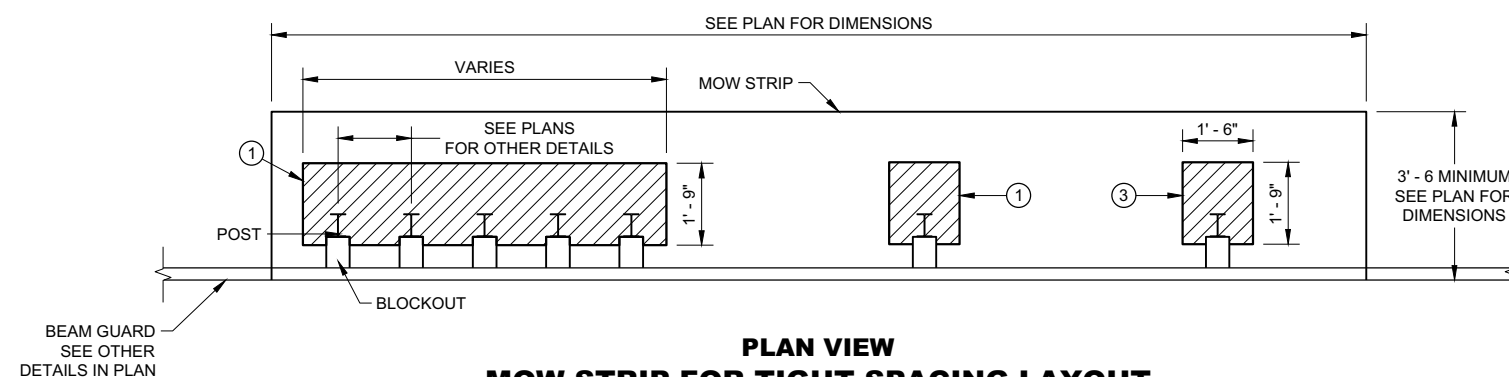
SECTION A - A



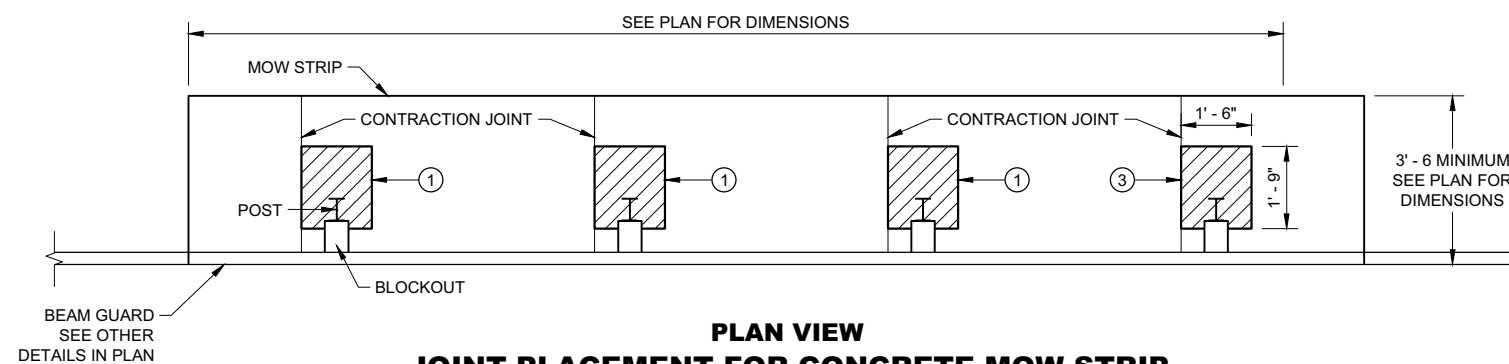
SECTION B - B



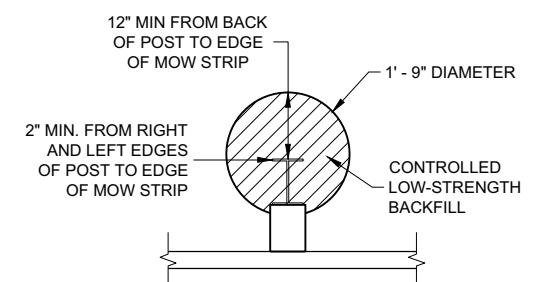
PLAN VIEW
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



PLAN VIEW
MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW
JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

GUARDRAIL MOW STRIP

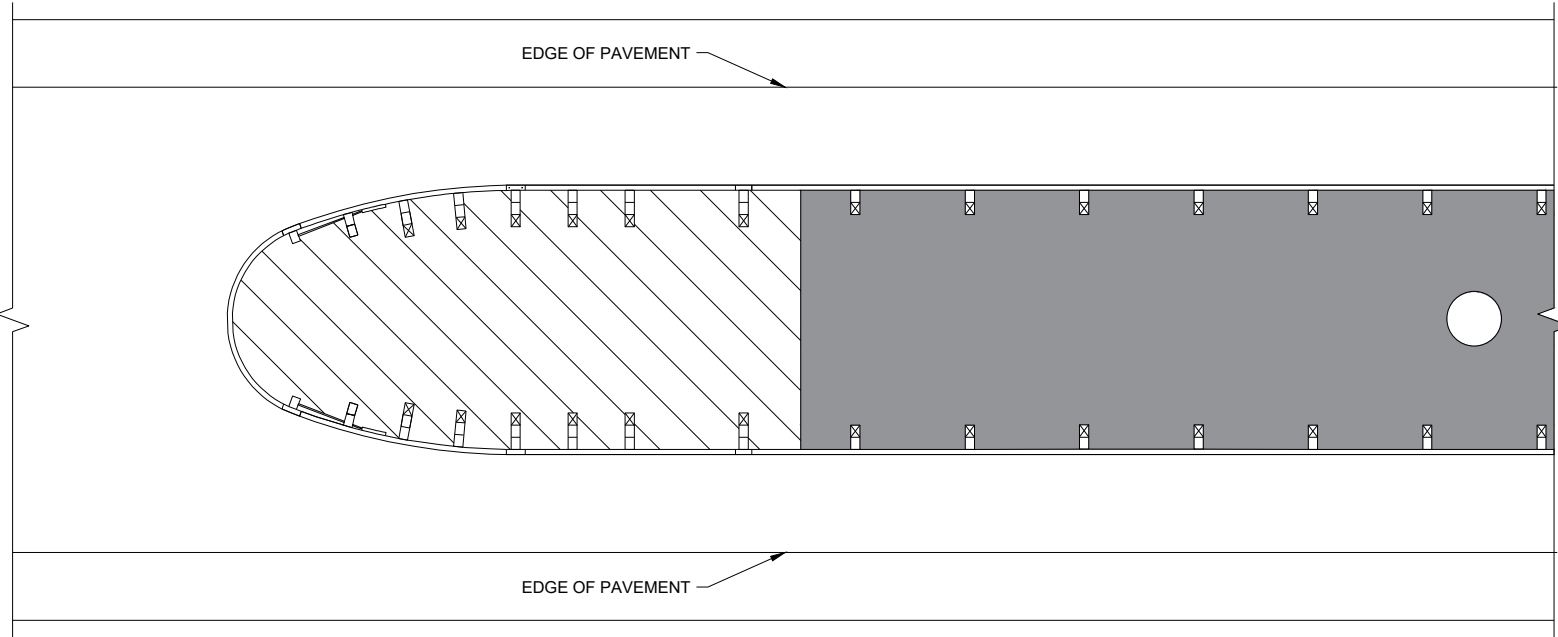
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 363

LEGEND

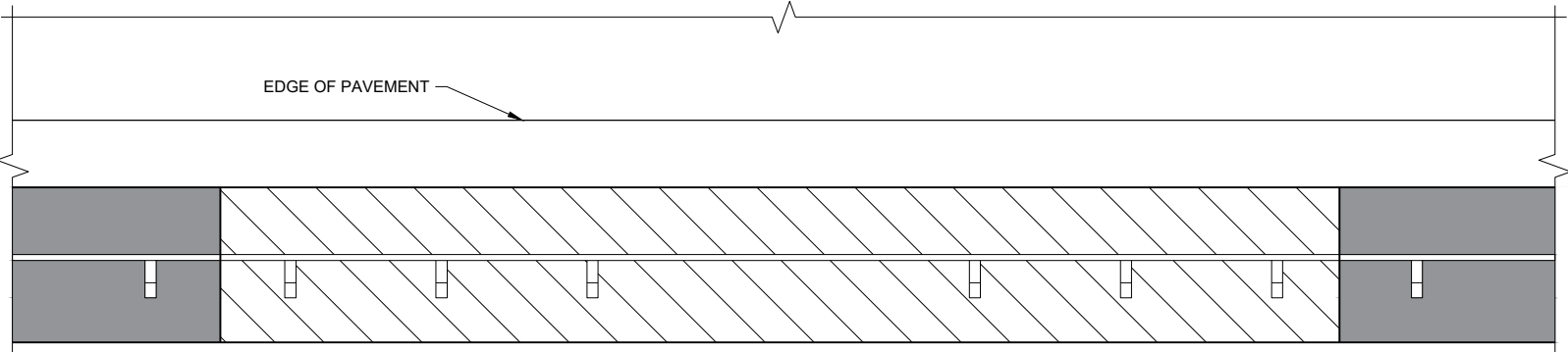
- CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)
- EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

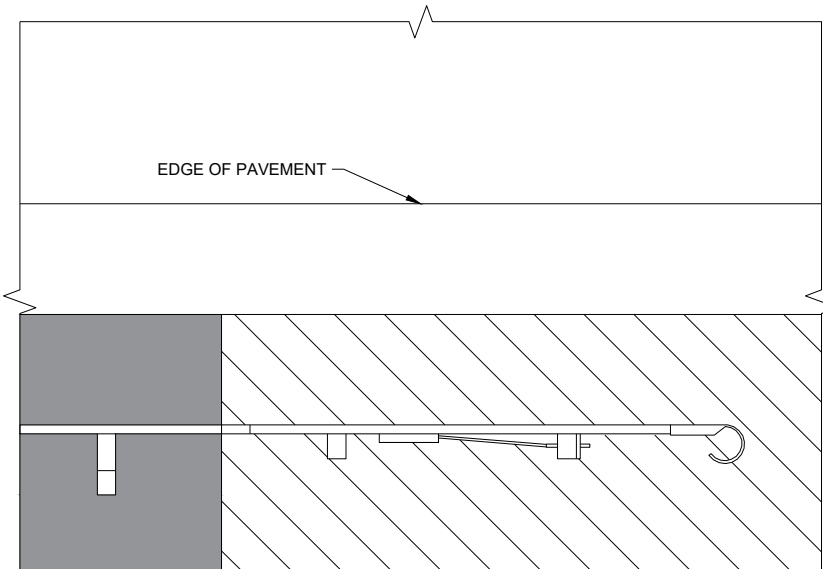
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



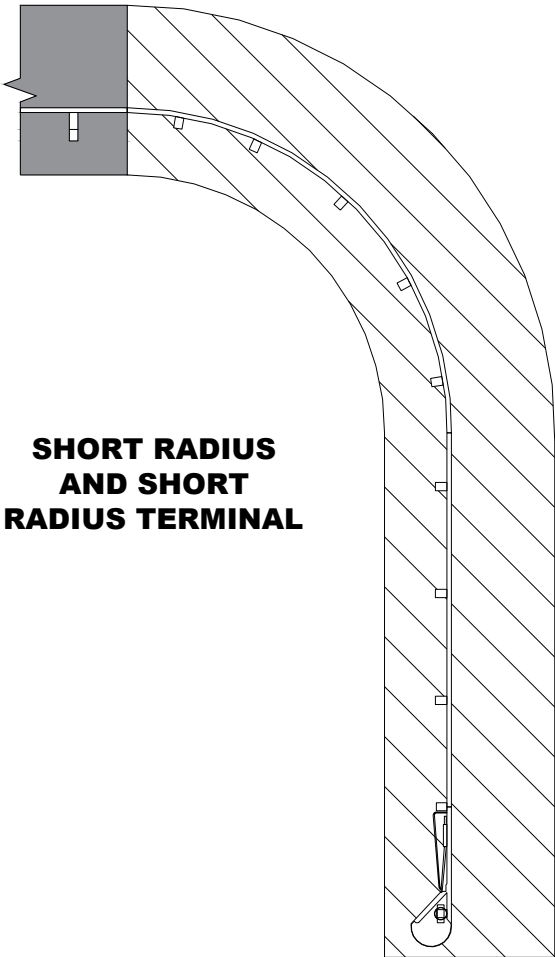
THRIE BEAM BULLNOSE



LONG - SPAN

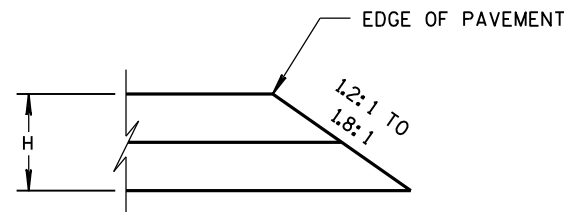


TYPE 2 TERMINAL

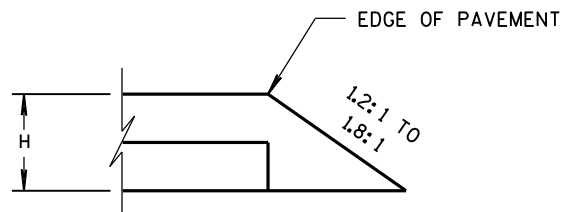


SHORT RADIUS
AND SHORT
RADIUS TERMINAL

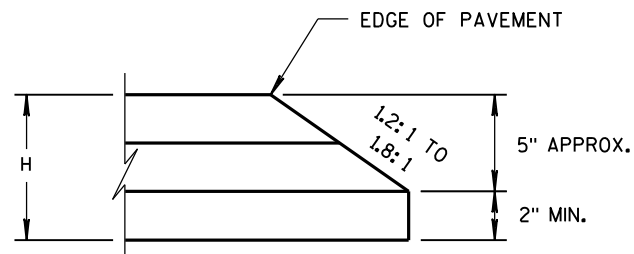
GUARDRAIL MOW STRIP	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT ENGINEER 364
FHWA	



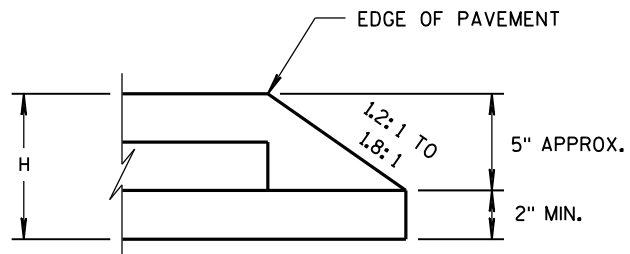
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

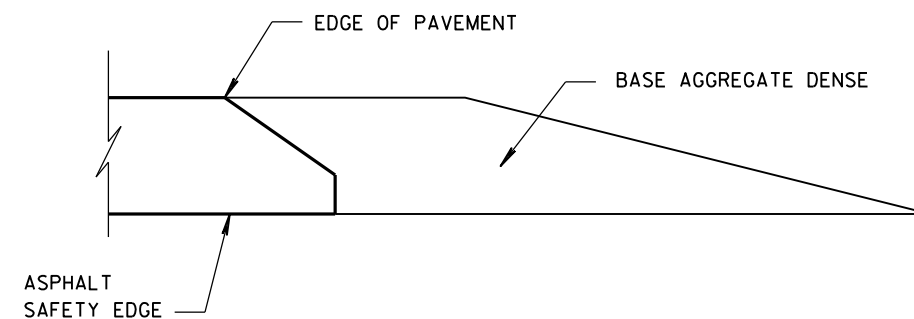


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

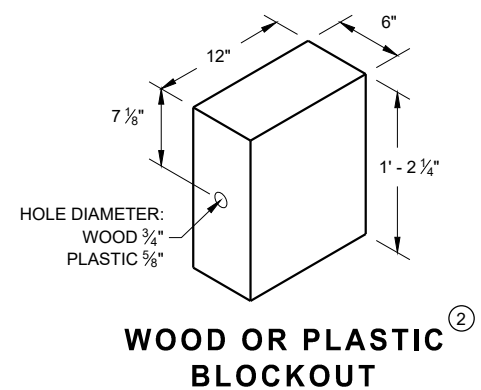
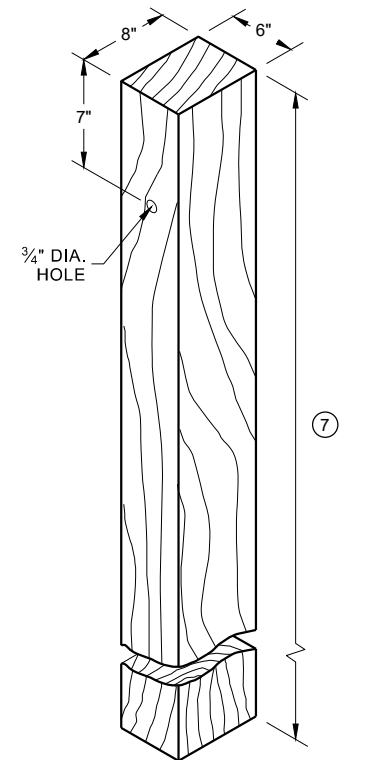
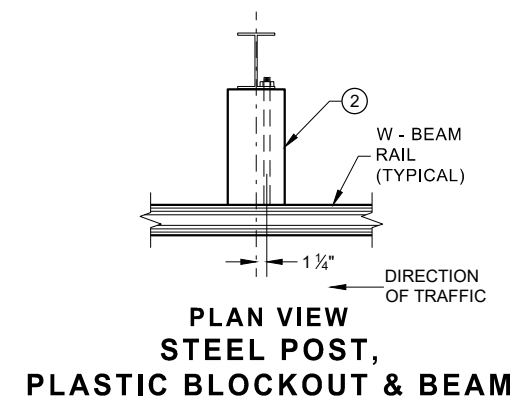
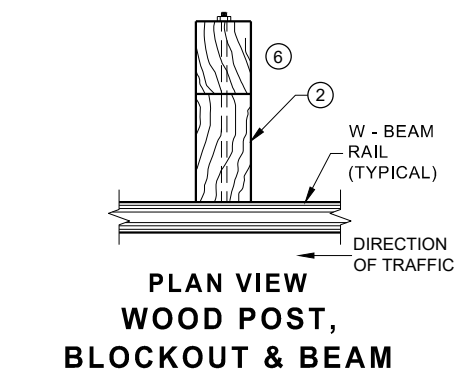
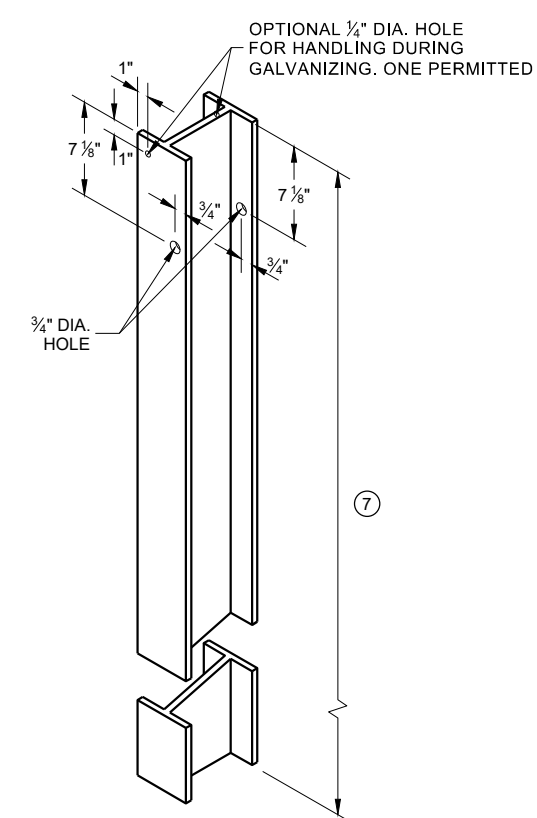
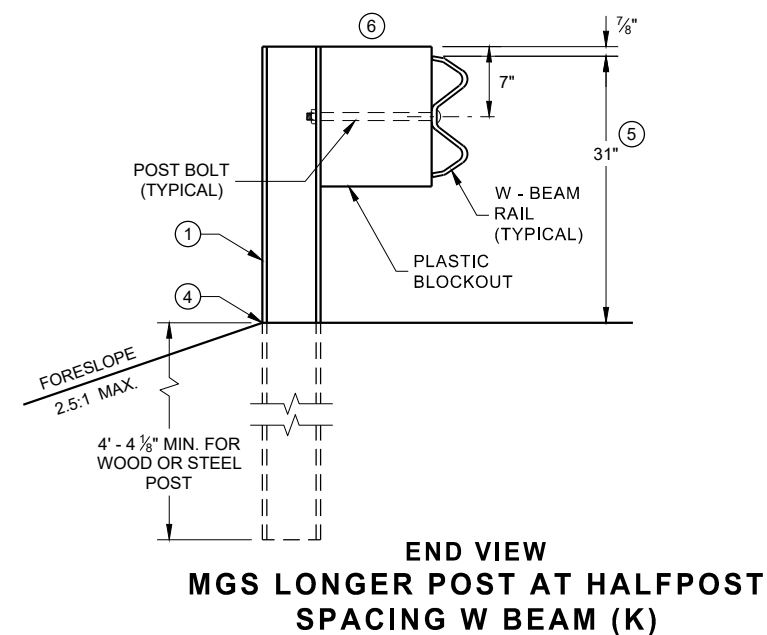
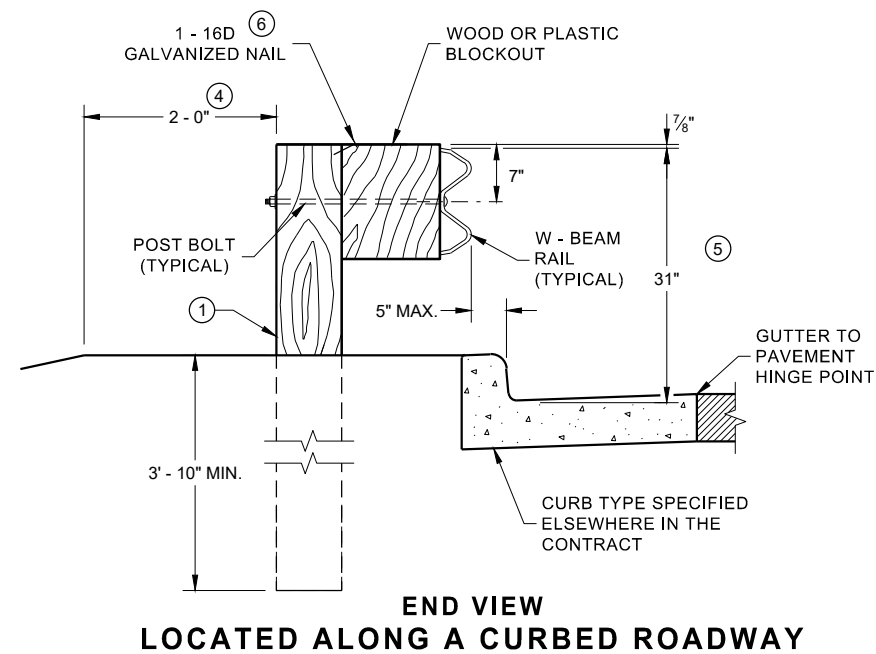
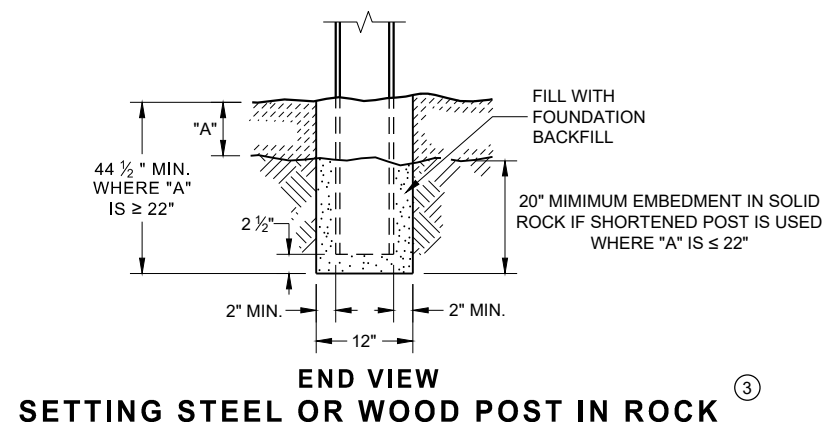
HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

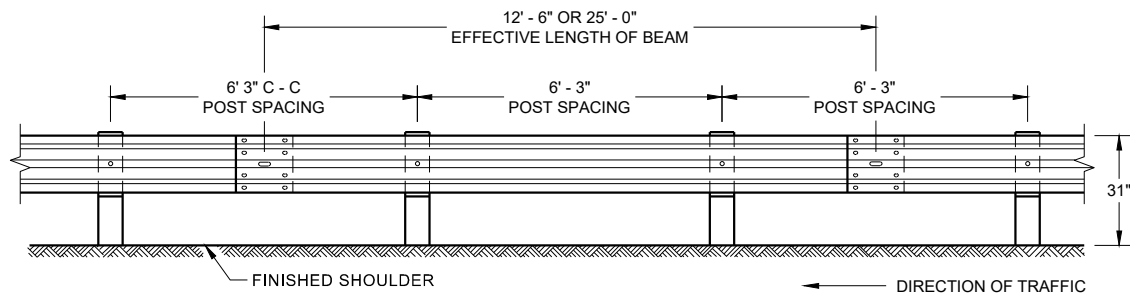
SAFETY EDGE _{SM}		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED DATE 11/30/2012	/S/ Jerry H. Zoga ROADWAY STANDARDS ENGINEER	365 ENT
FHWA		

- WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).
- FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS $\pm 1"$. FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 3/4" TO 32".
- WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".

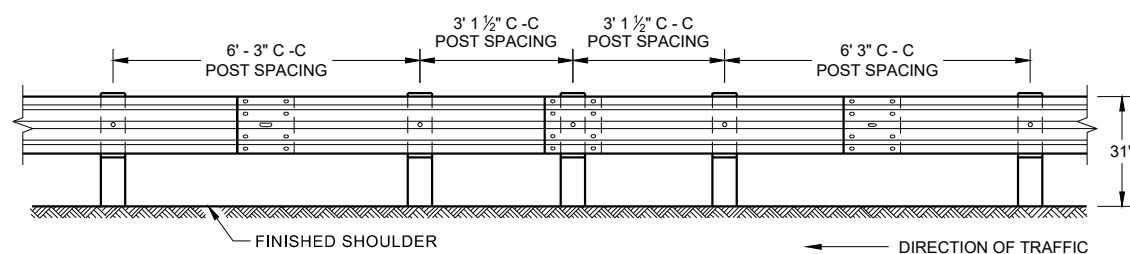


MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

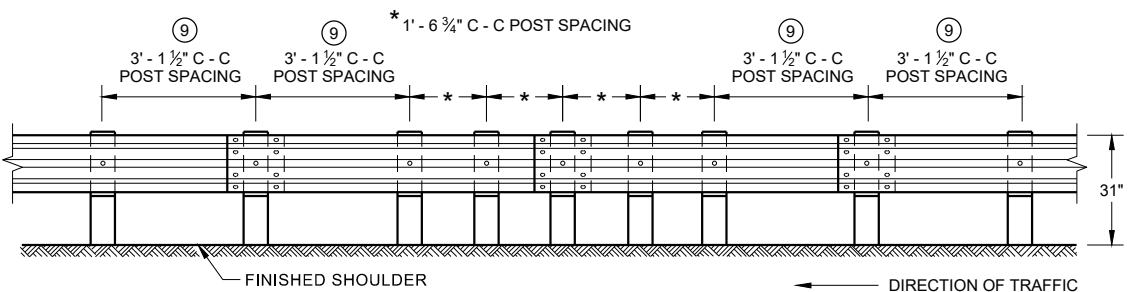
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 366



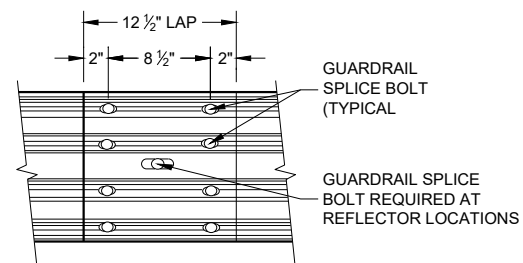
FRONT VIEW
POST SPACING STANDARD INSTALLATION



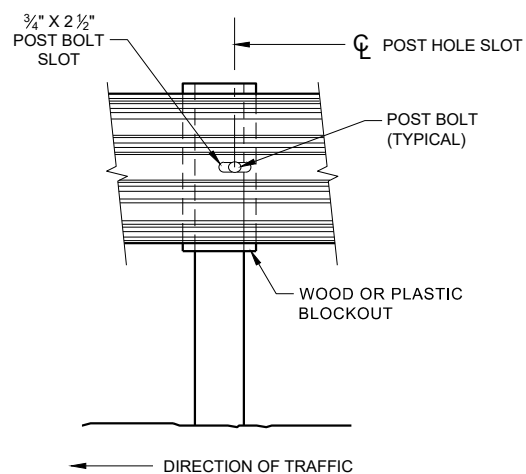
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



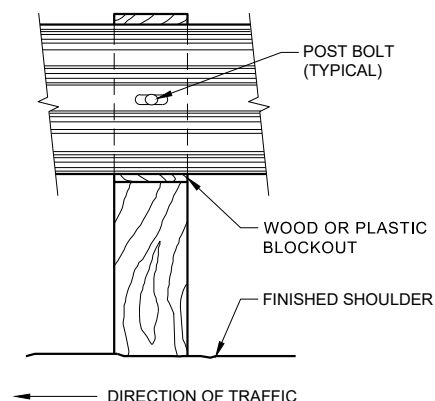
FRONT VIEW
QUARTER POST SPACING (QS)



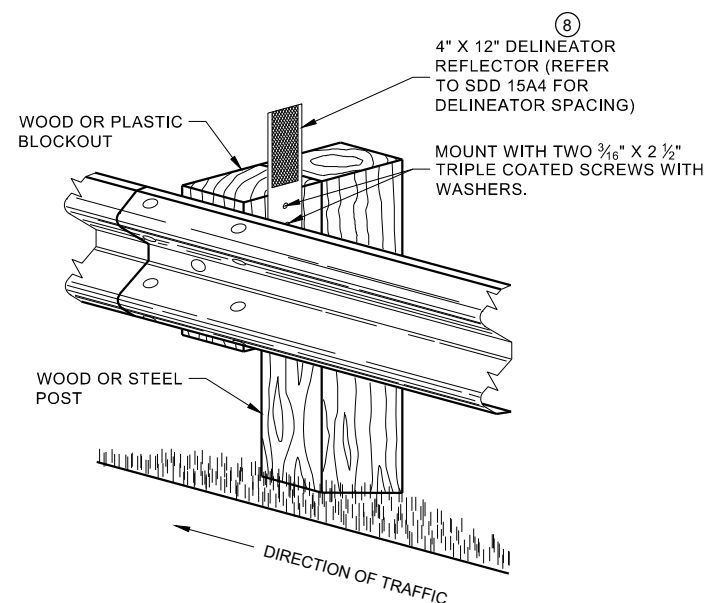
FRONT VIEW
MID-SPAN BEAM SPLICE



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



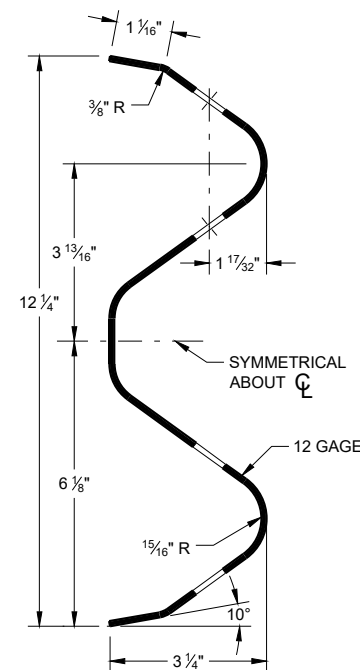
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

- 8 DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- 9 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

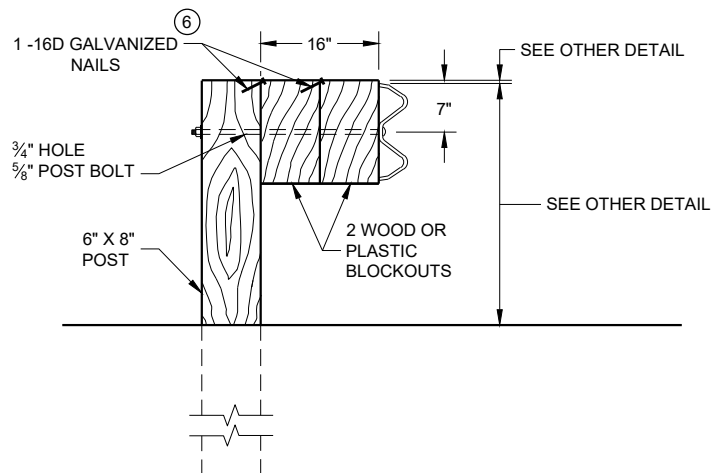
GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



SECTION THRU W-BEAM RAIL

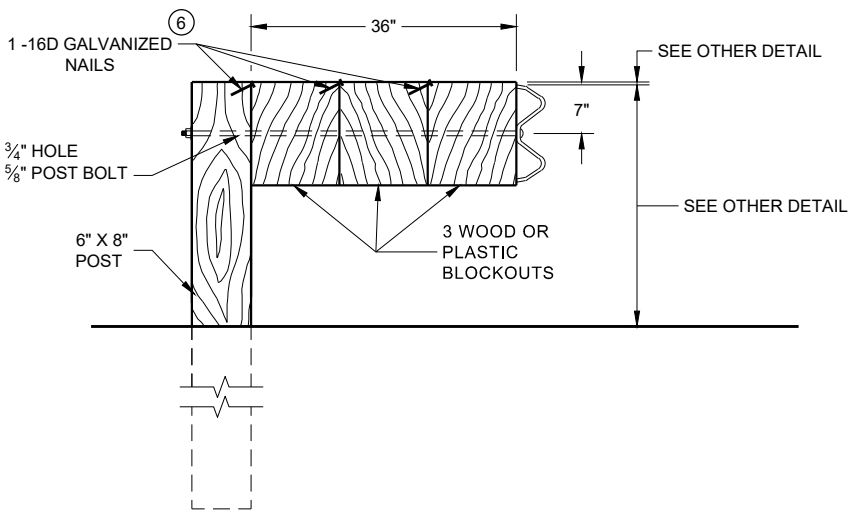
**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 367



DETAIL FOR 16" BLOCKOUT DEPTH

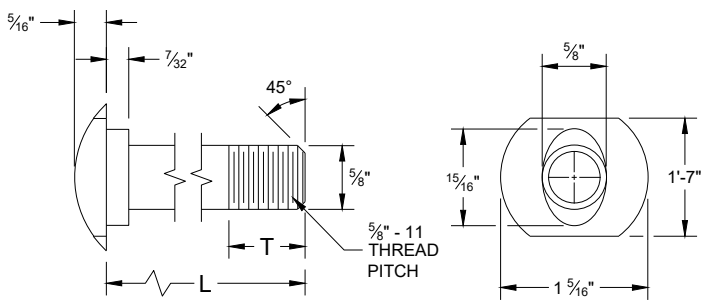
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



DETAIL FOR 36" BLOCKOUT DEPTH

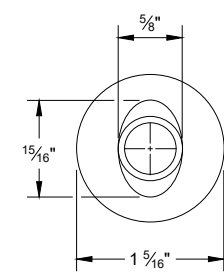
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

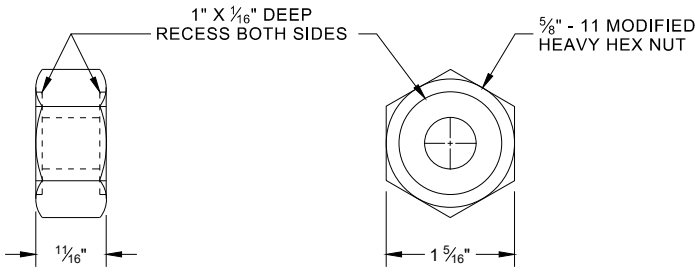


POST BOLT TABLE

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

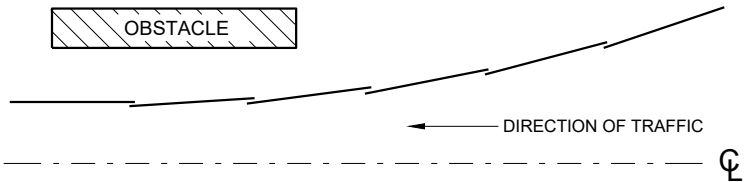


ALTERNATE BOLT HEAD

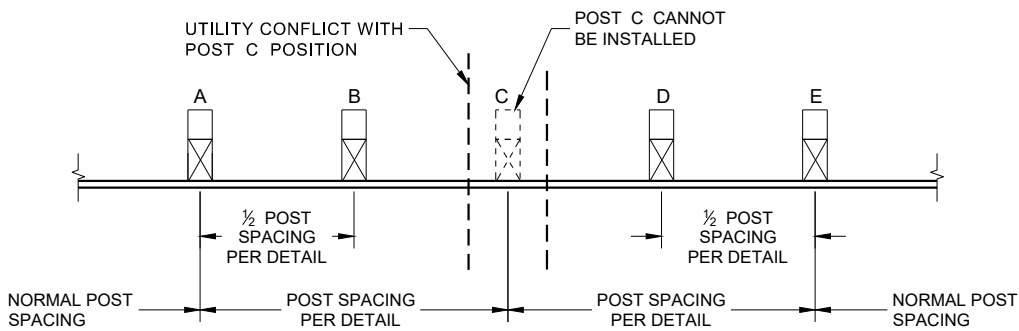


POST BOLT, SPLICE BOLT AND RECESS NUT

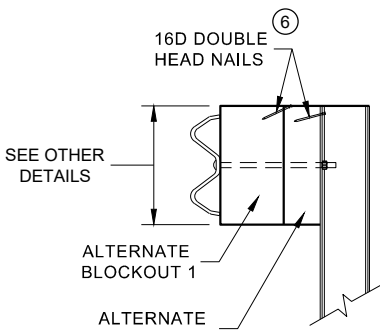
- 6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



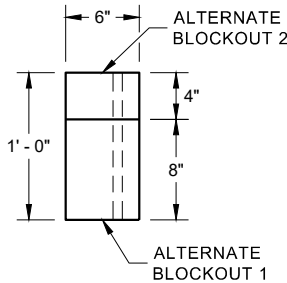
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW

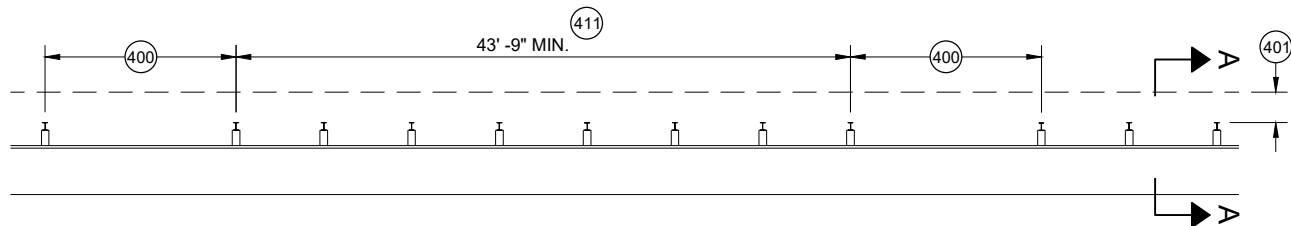


PLAN VIEW

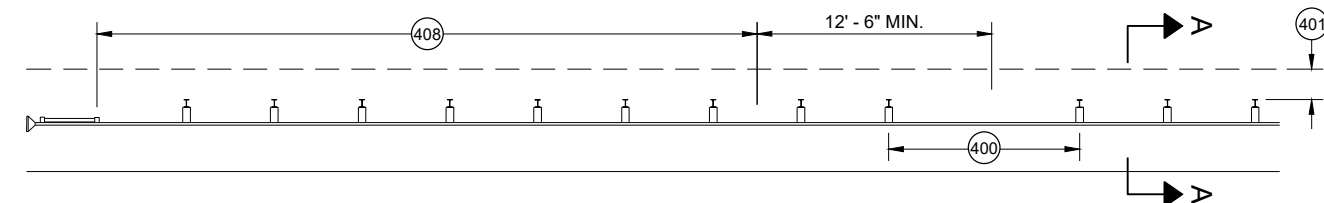
ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

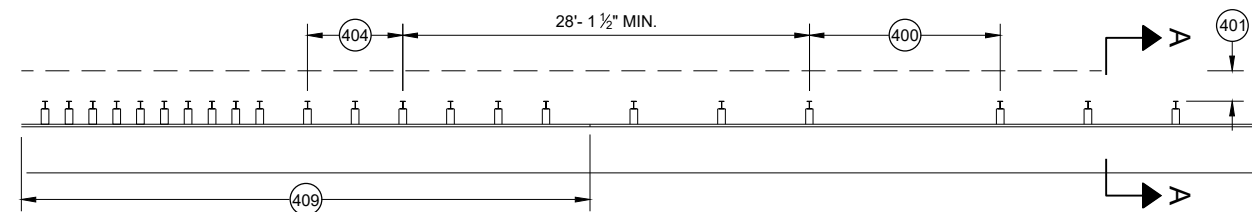
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 368



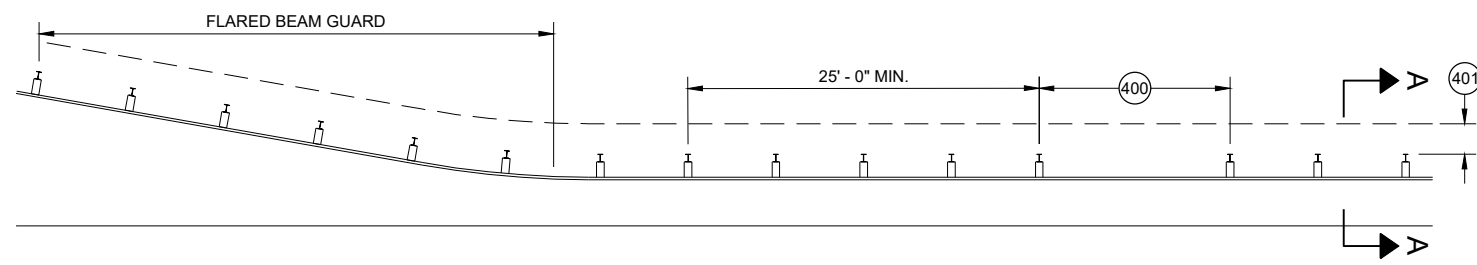
MISSING POST IN MGS GUARDRAIL



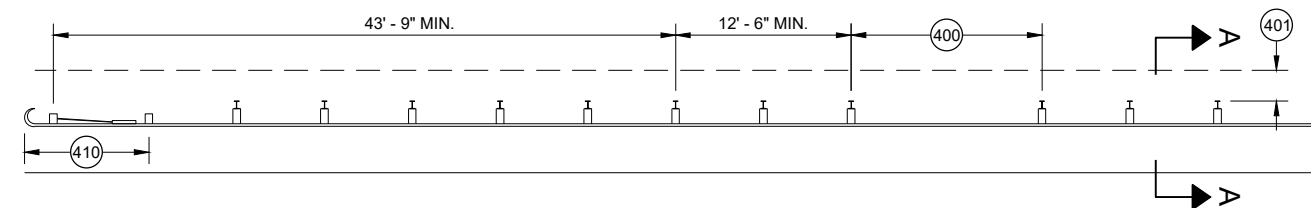
MISSING POST IN MGS GUARDRAIL NEAR EAT



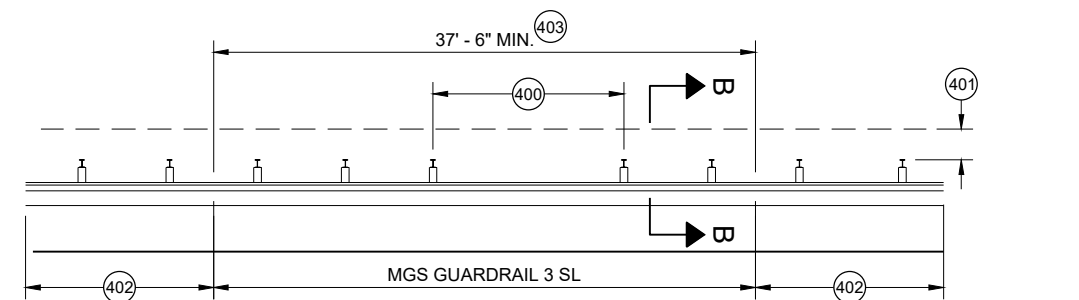
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

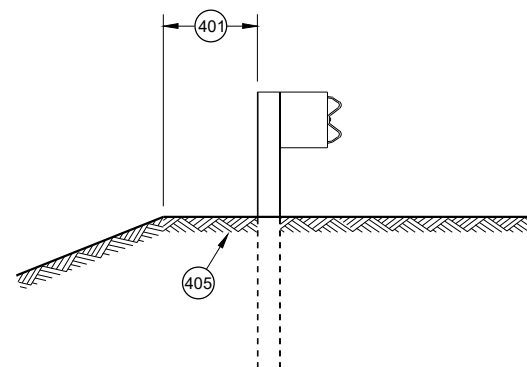


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

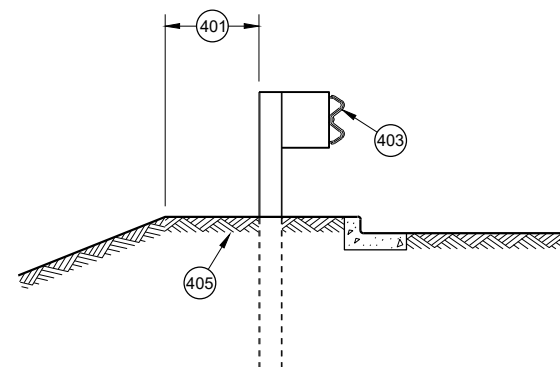


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)

- (400) MAX SPAN 12' - 6"
- (401) 2' MIN.
- (402) MGS GUARDRAIL 3
- (403) NESTING BEAM GUARD
- (404) ASYMMETRIC TRANSITION
- (405) SOIL WELL DRAINED AND COMPACTED
- (406) SEE OTHER DRAWINGS IN THIS SDD
- (407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
- (408) SEE SDD 14B44
- (409) SEE SDD 14B45
- (410) SEE SDD 14B47
- (411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A



SECTION B - B

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

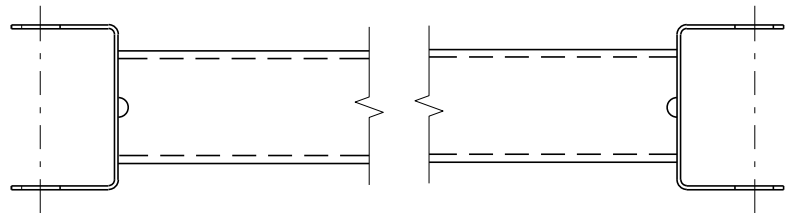
FHWA

- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- (B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- (C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.
- (D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.
- (E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

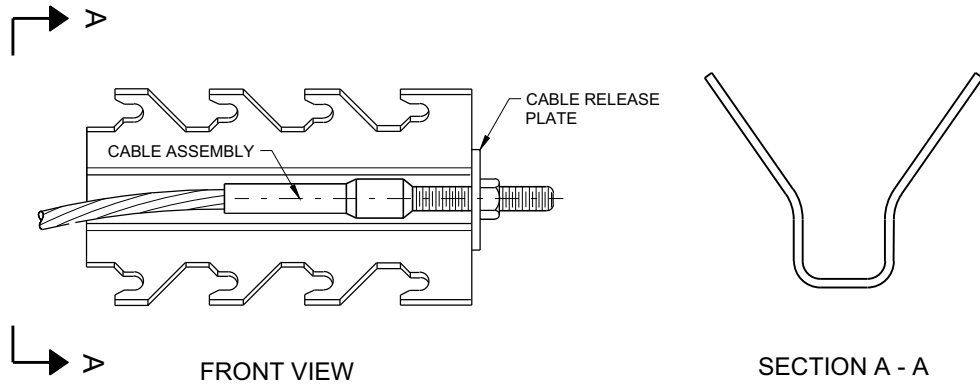
THE CENTER OF THE UPPER 3 1/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 370

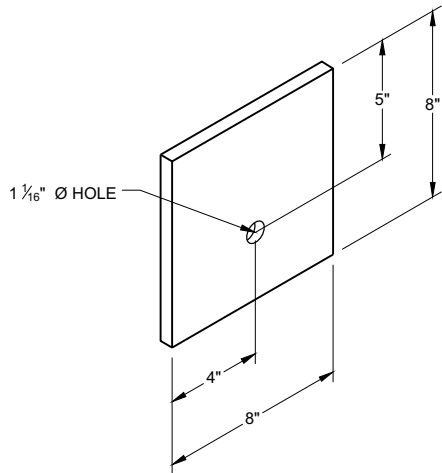


GENERIC GROUND STRUT⁹ ^E

BILL OF MATERIALS	
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



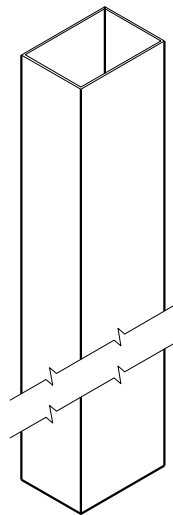
GENERIC ANCHOR CABLE BOX⁹ ^E



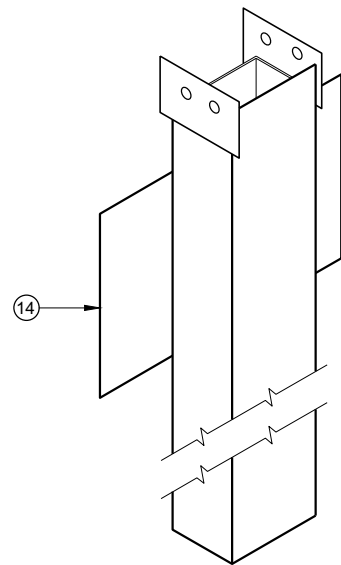
BEARING PLATE⁶ ^E

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

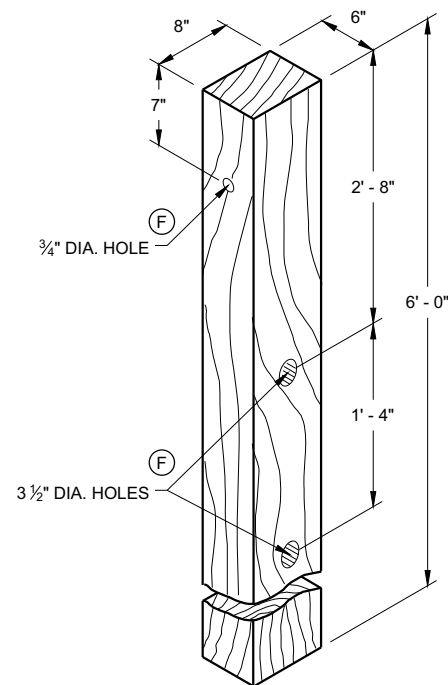
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 371



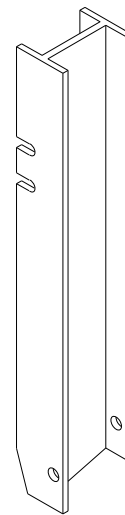
UPPER POST NO. 1 ⁽¹⁾ (E)



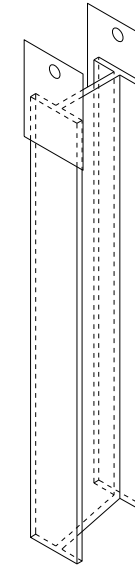
LOWER POST NO. 1 ⁽²⁾ (E)



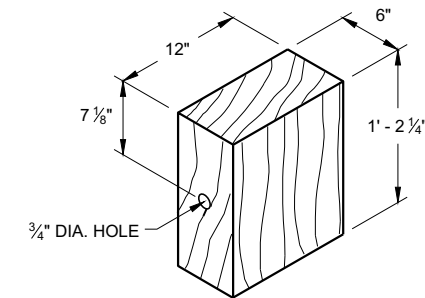
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



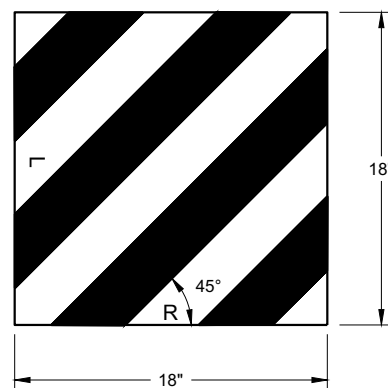
UPPER POST NO. 2 ⁽¹⁵⁾ (E)



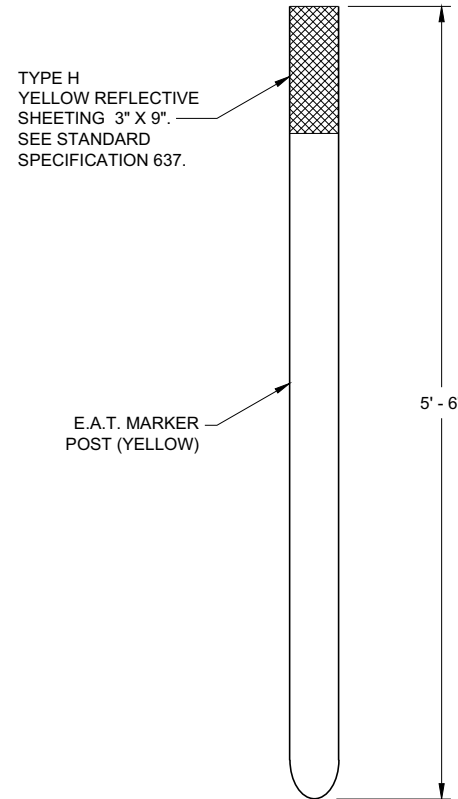
LOWER POST NO. 2 ⁽¹⁶⁾ (E)



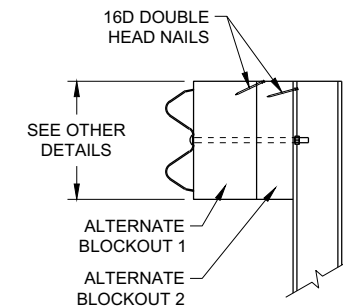
WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



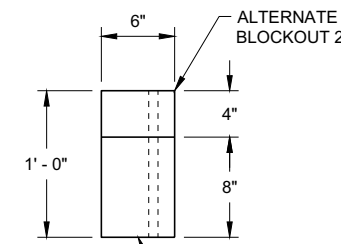
W5 - 59
REFLECTIVE SHEETING DETAIL ^(E)



FRONT VIEW
SIDE VIEW
E.A.T. MARKER POST ⁽¹³⁾



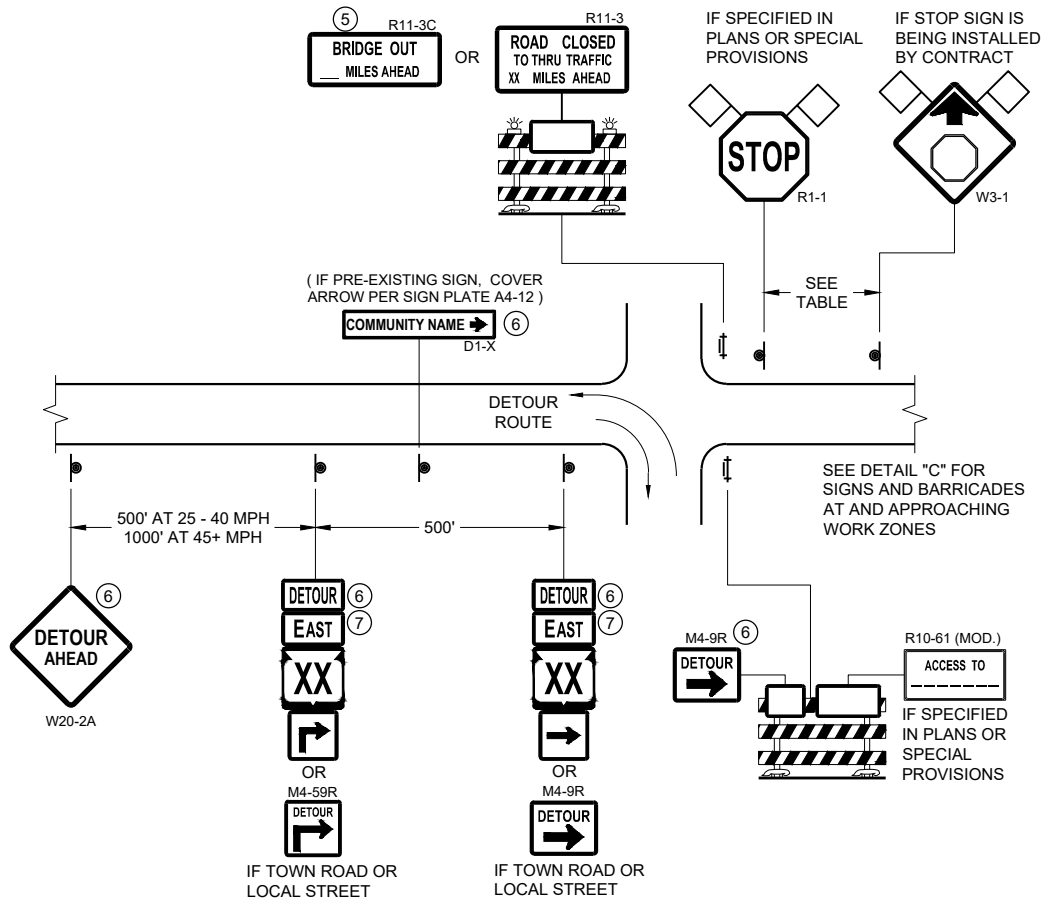
SIDE VIEW



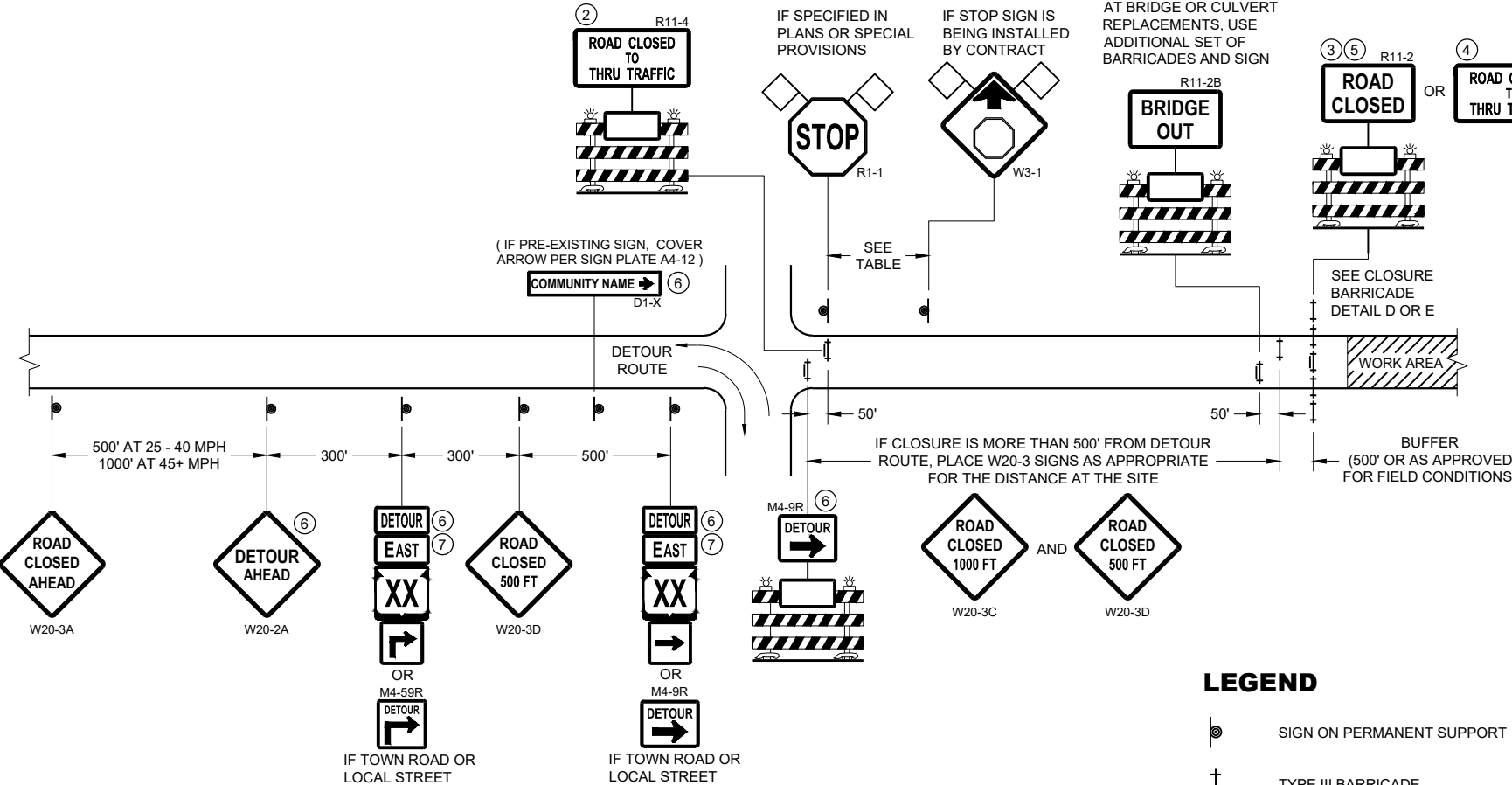
TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

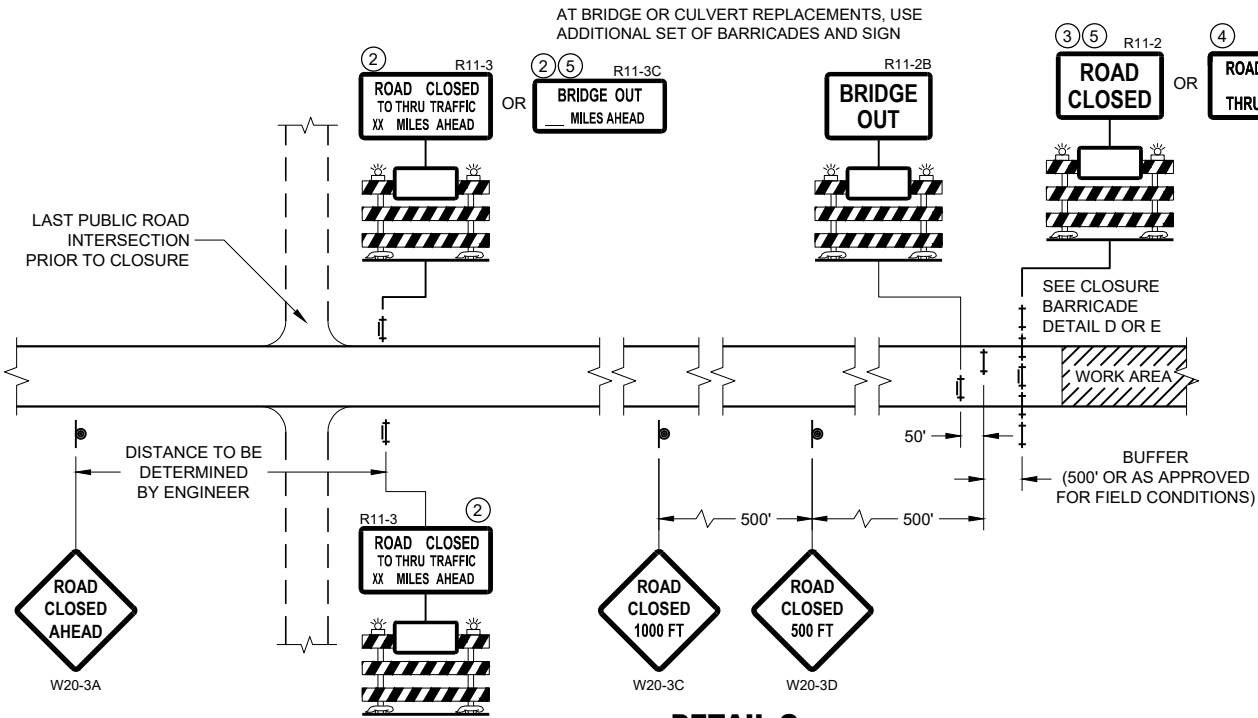
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



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

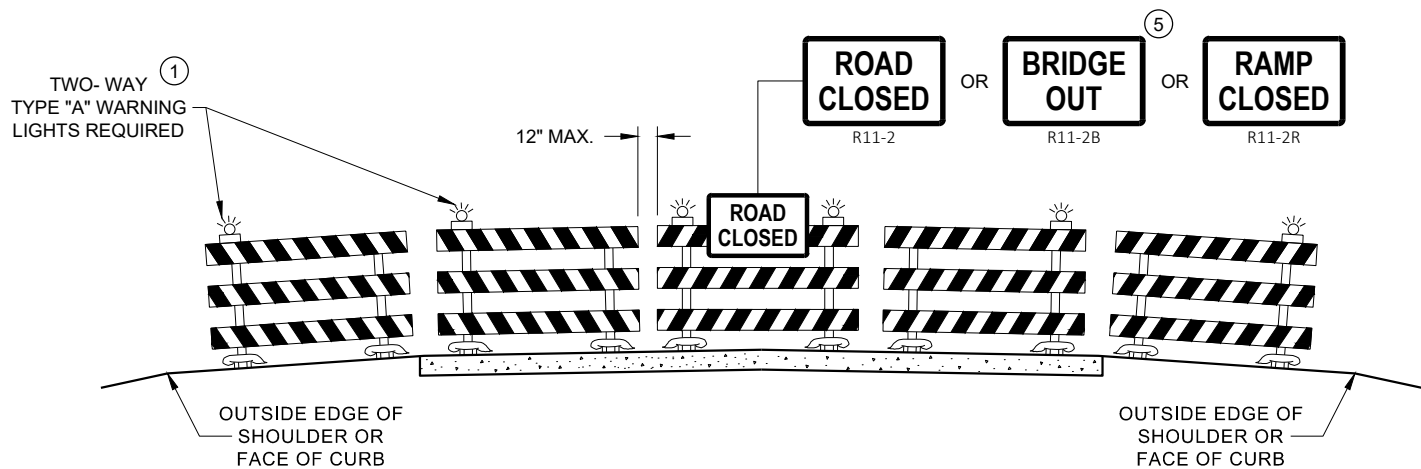
LEGEND

- 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 M1 - 5A
- OR M05 - 1 OR M06 - 1

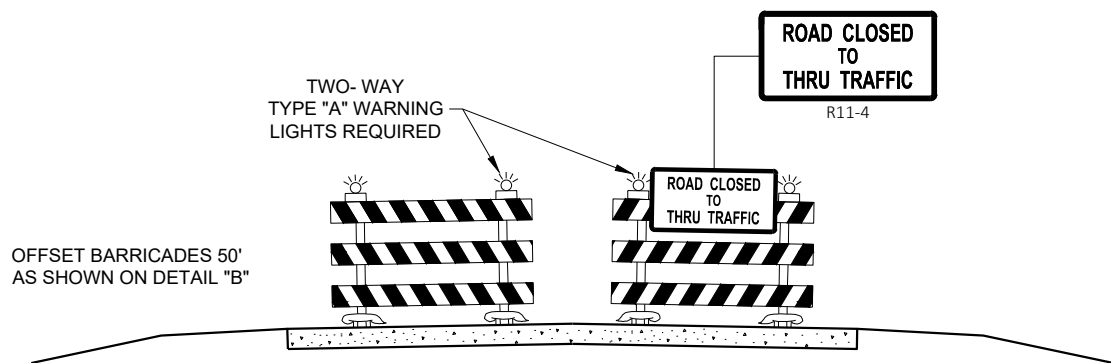
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 373
FHWA



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"

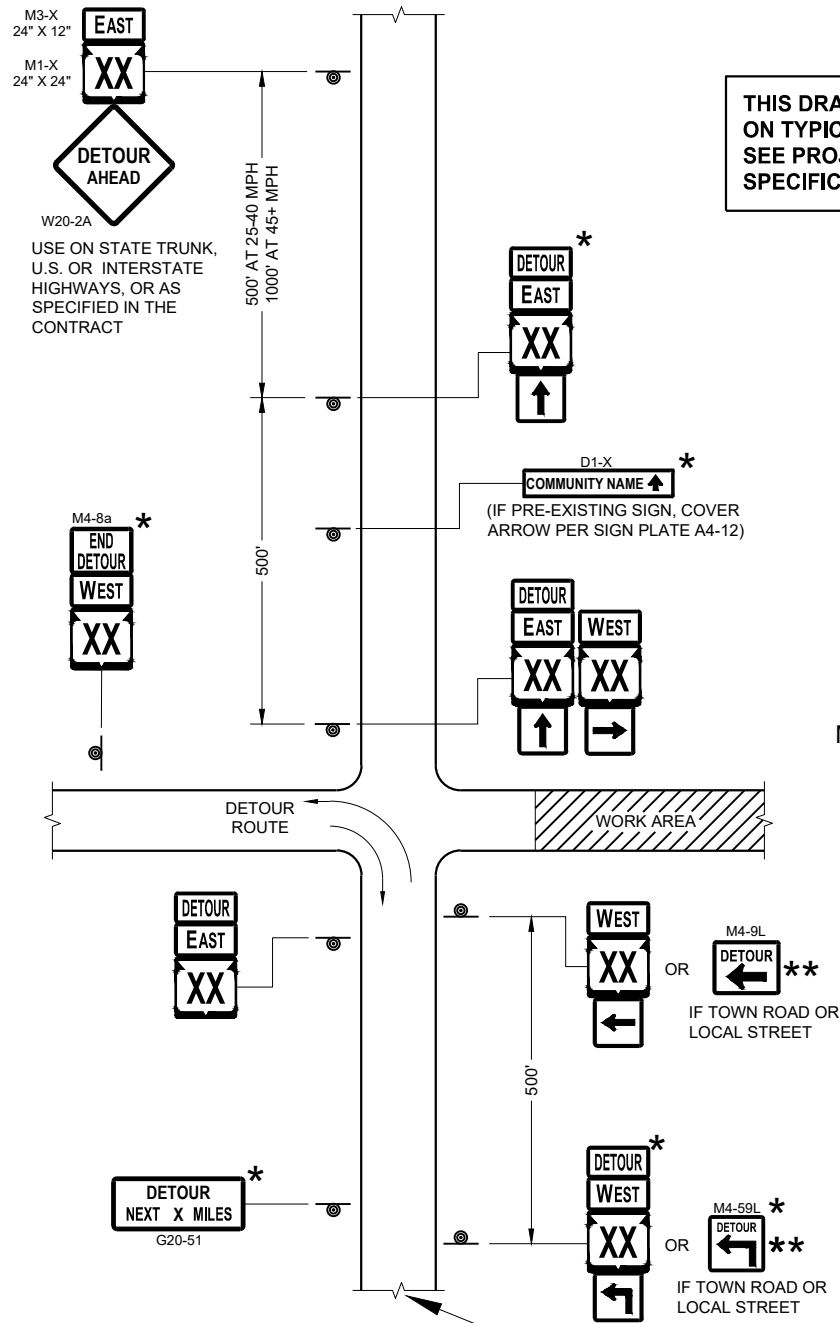
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 374

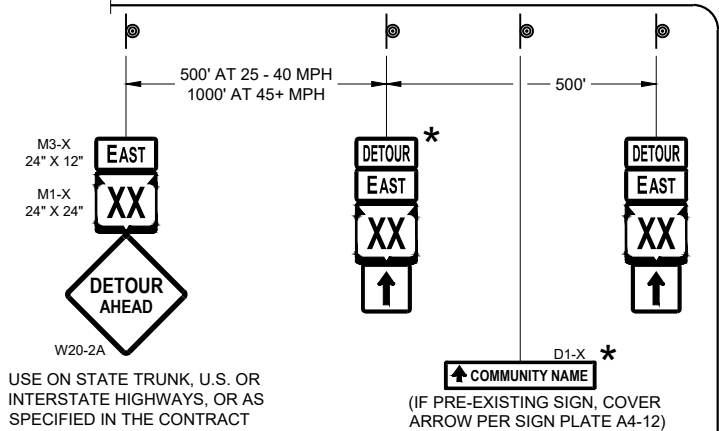
FHWA



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

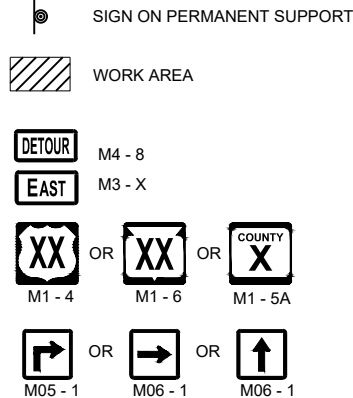
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



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.

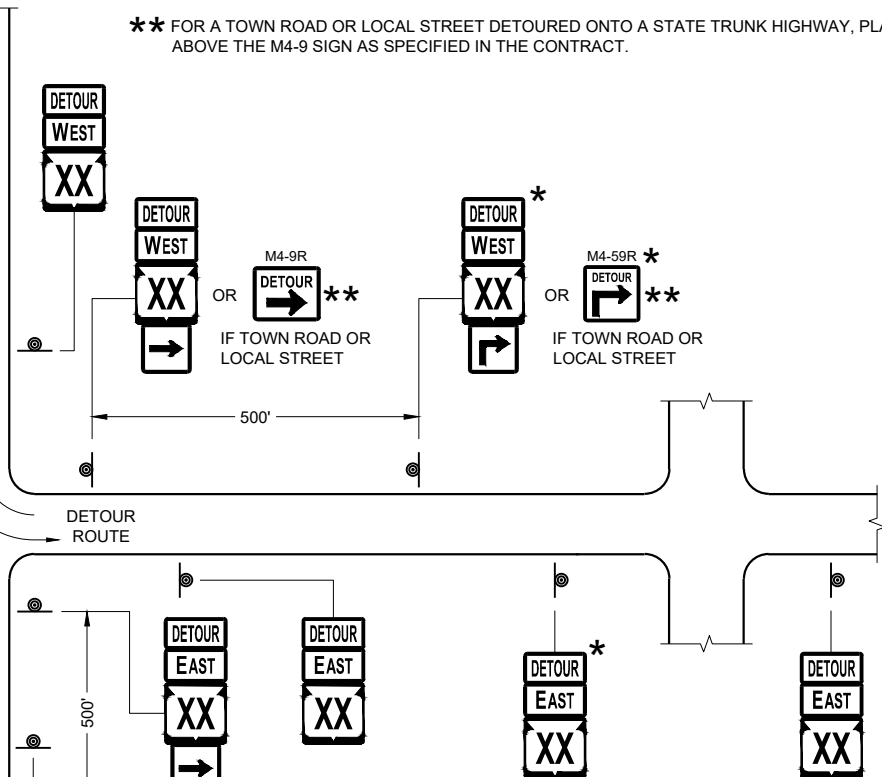
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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 M4-9R 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.

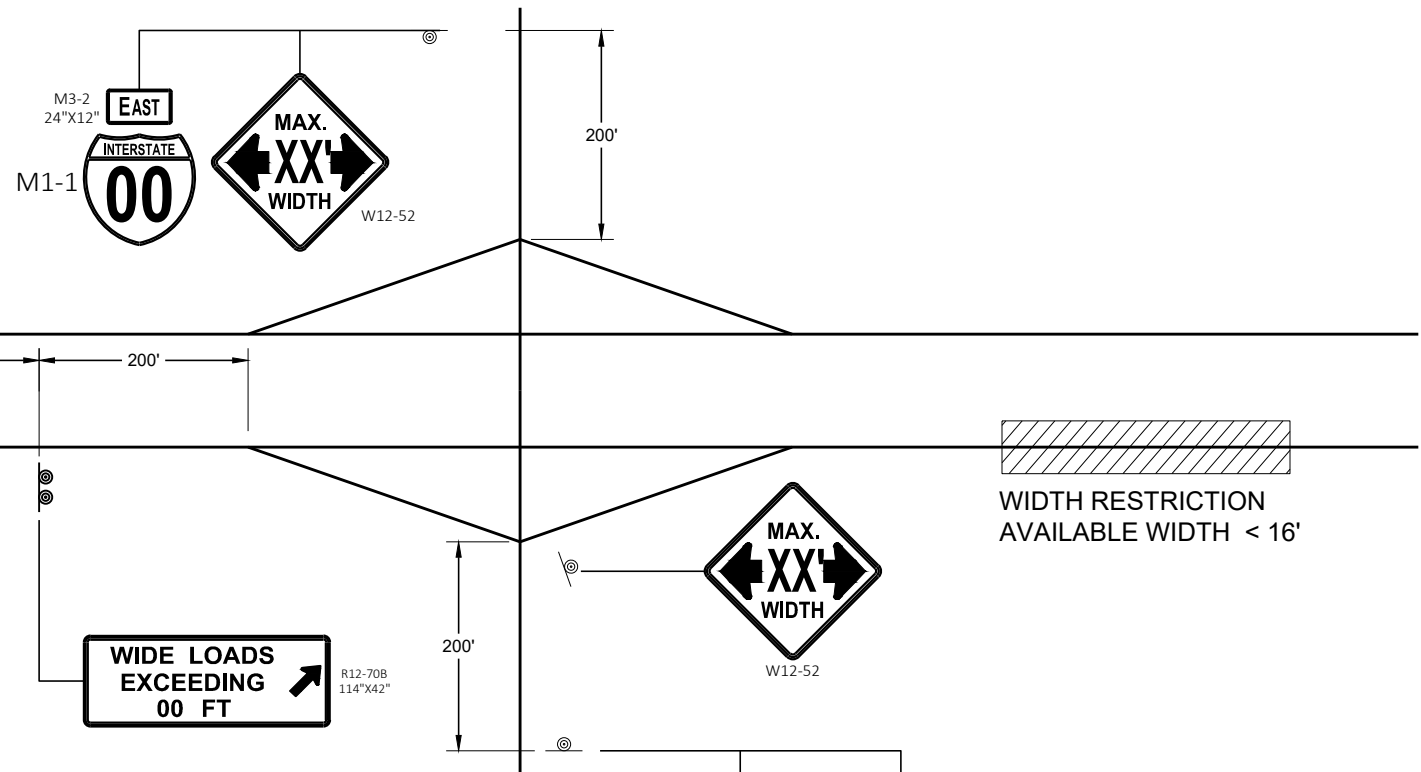


PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

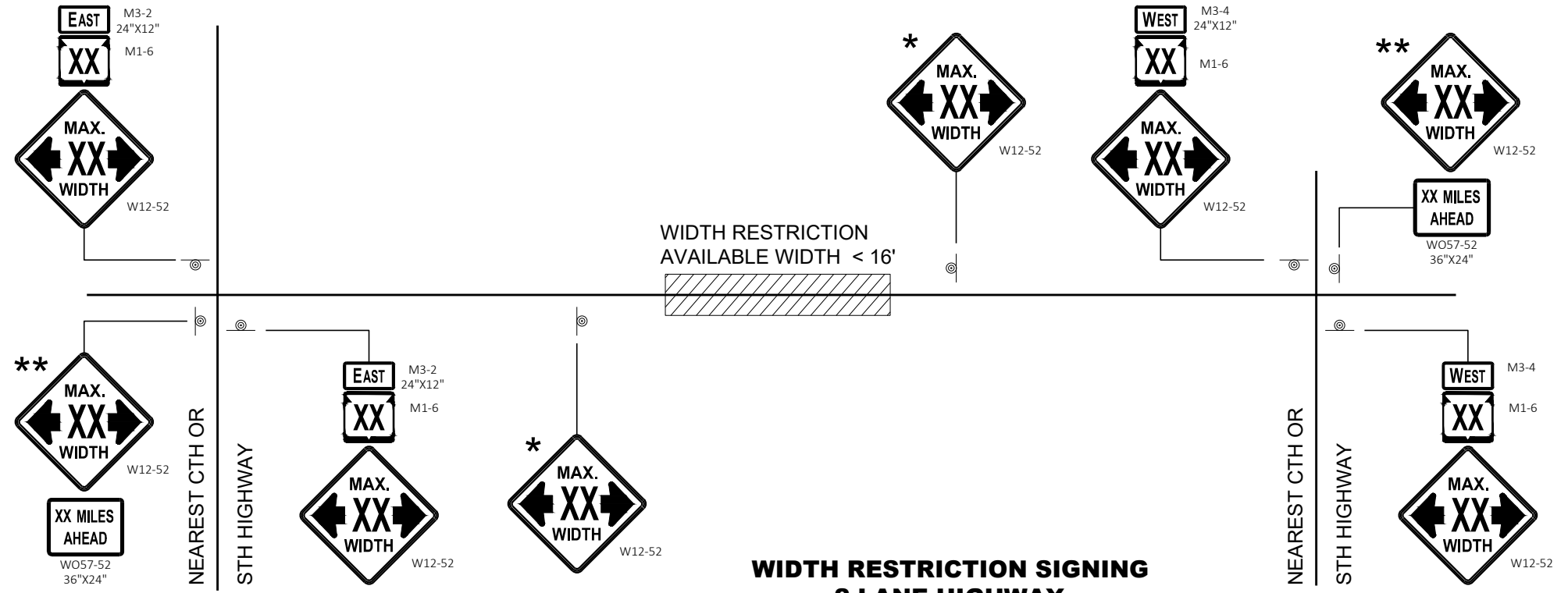
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 375
FHWA



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

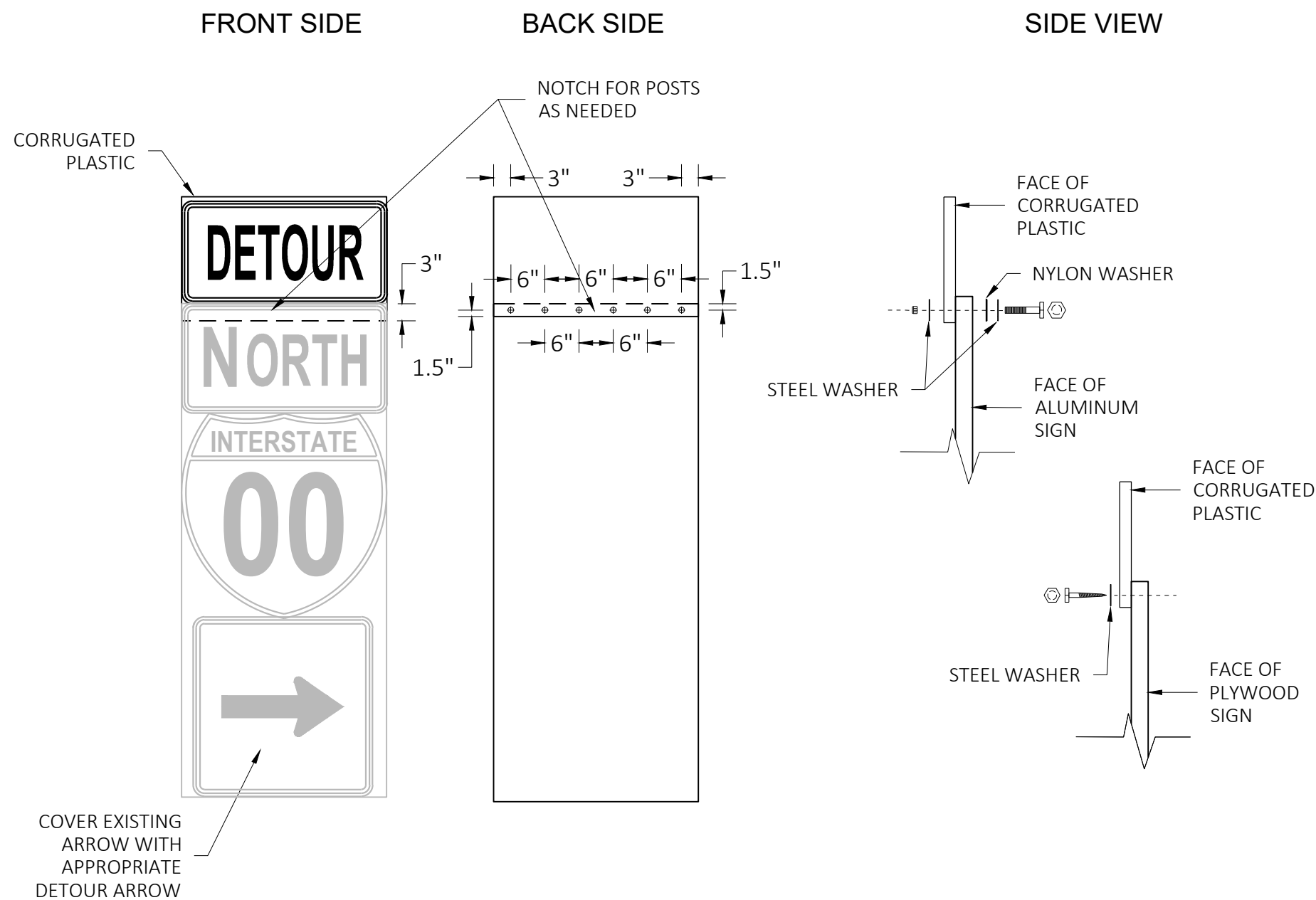
⊙ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.
- * PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.
- ** SIGN SHALL BE VISIBLE FROM ROADWAY.
- *** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



ADVANCED WIDTH RESTRICTION SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 376
FHWA	



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:

LAG SCREWS - 5/16" x 1"

ALUMINUM SIGNS:

MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS

WASHERS:

1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL

1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

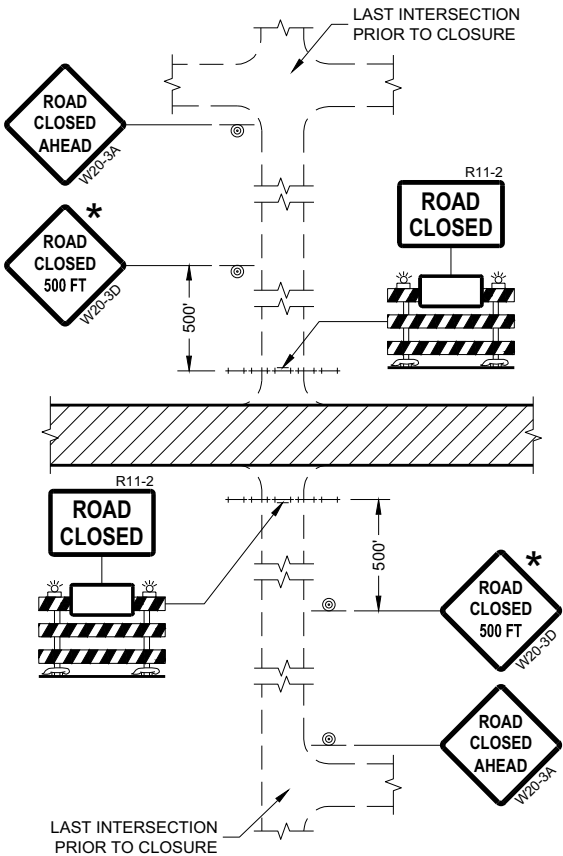
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

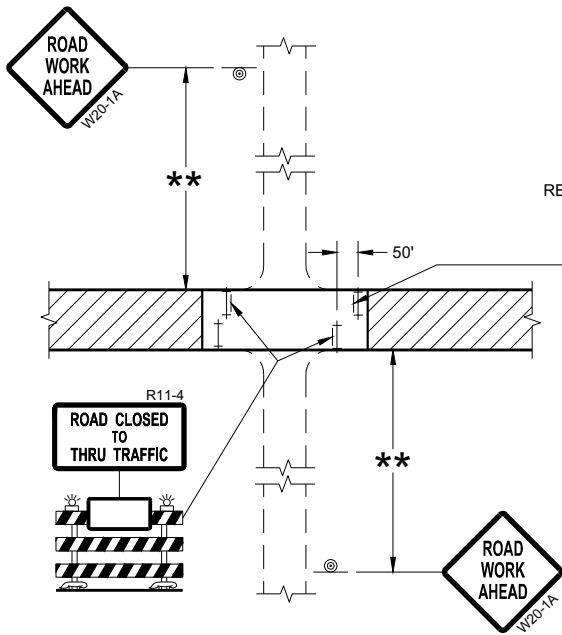
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVEL
ENGINEER 377

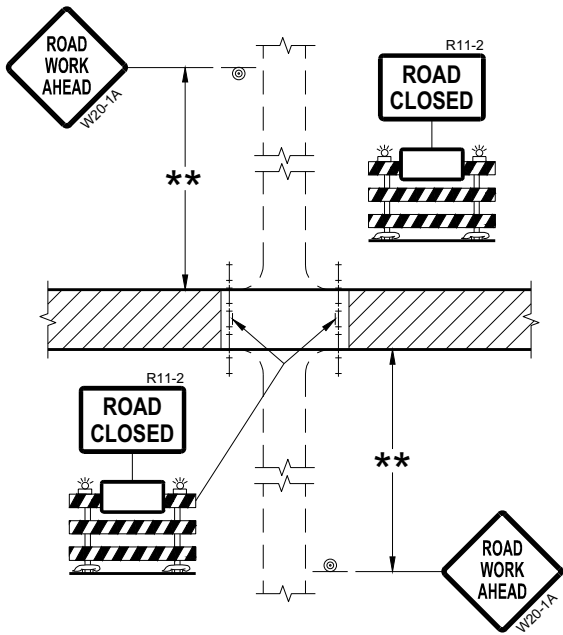
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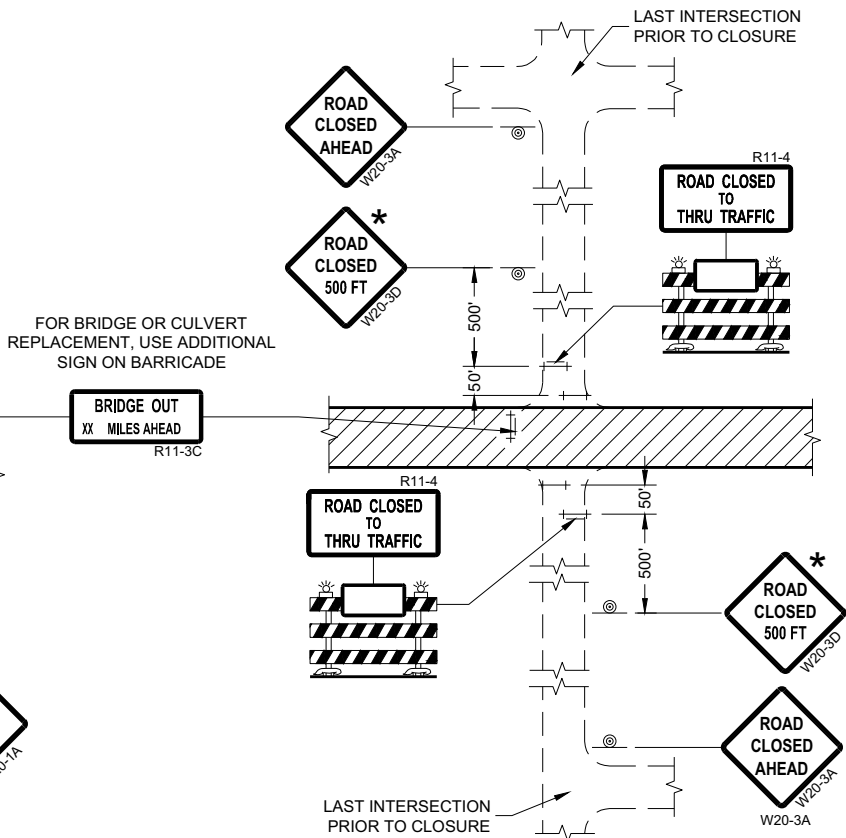
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

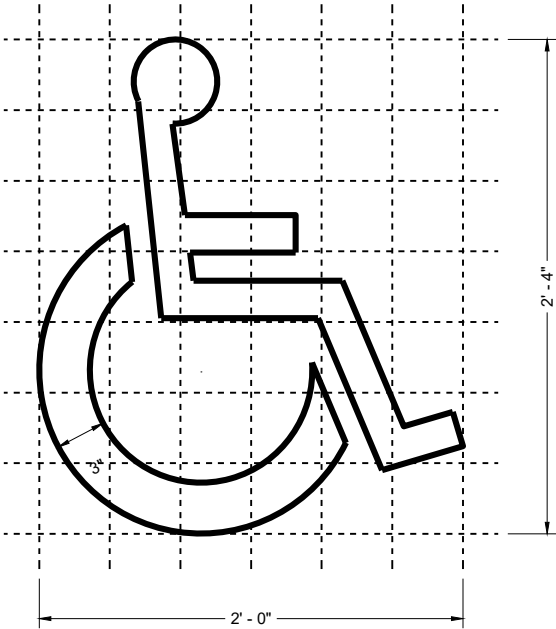
LEGEND

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

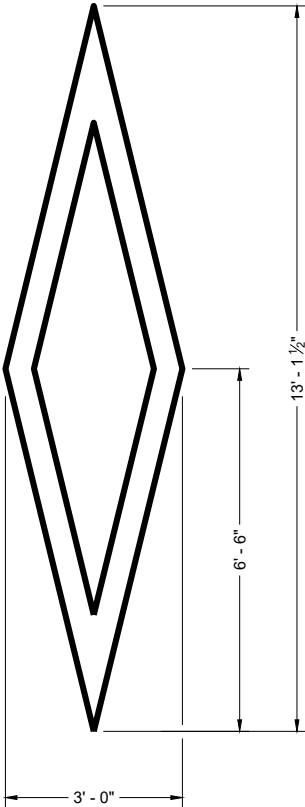
**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 378
FHWA



HANDICAP SYMBOL

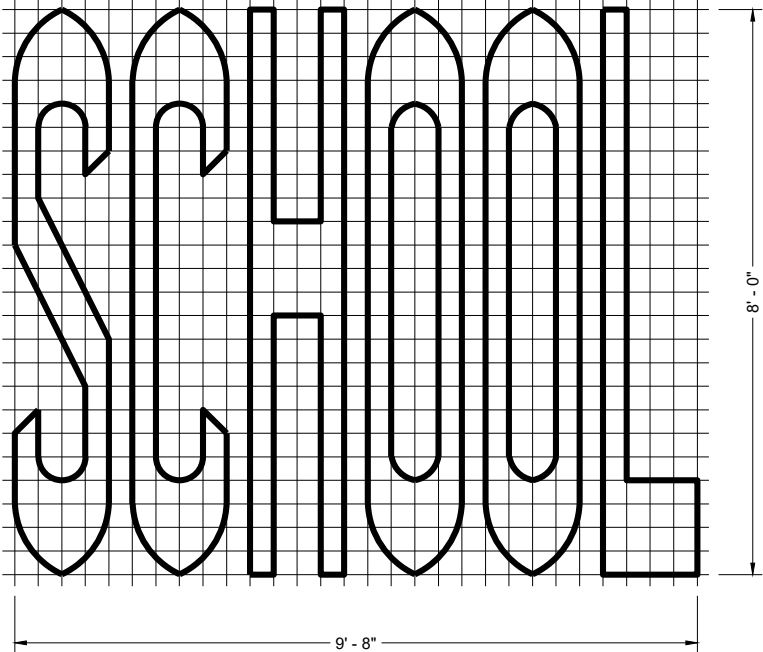
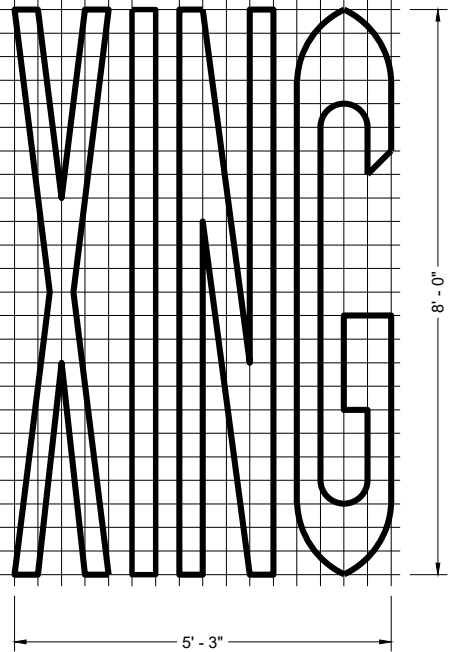
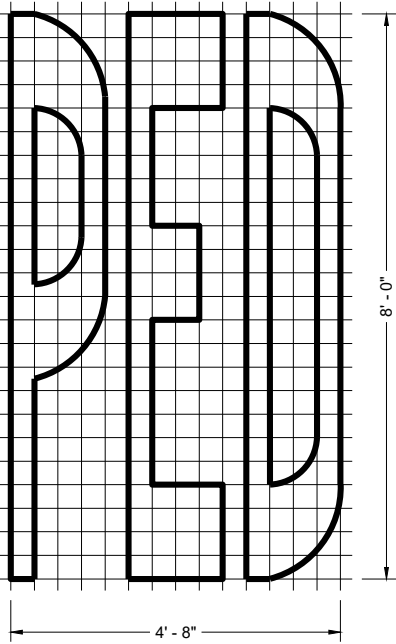
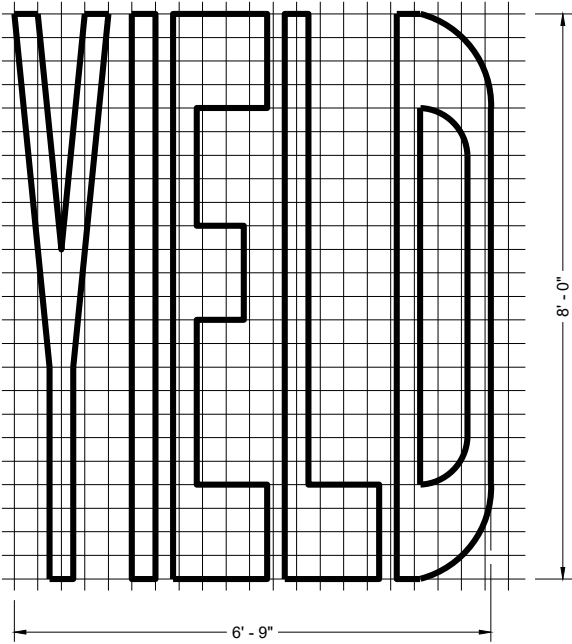
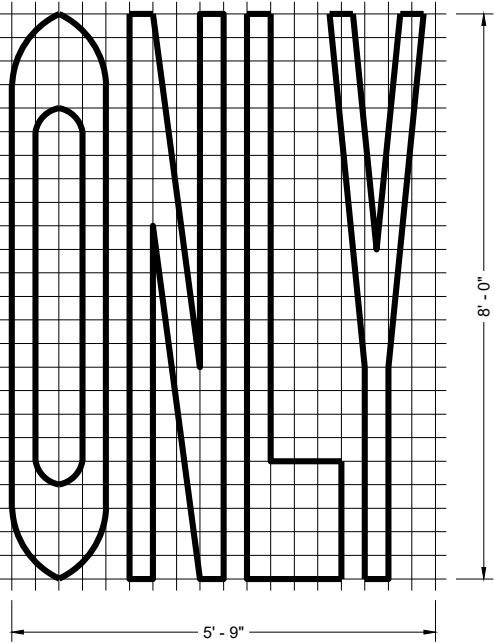
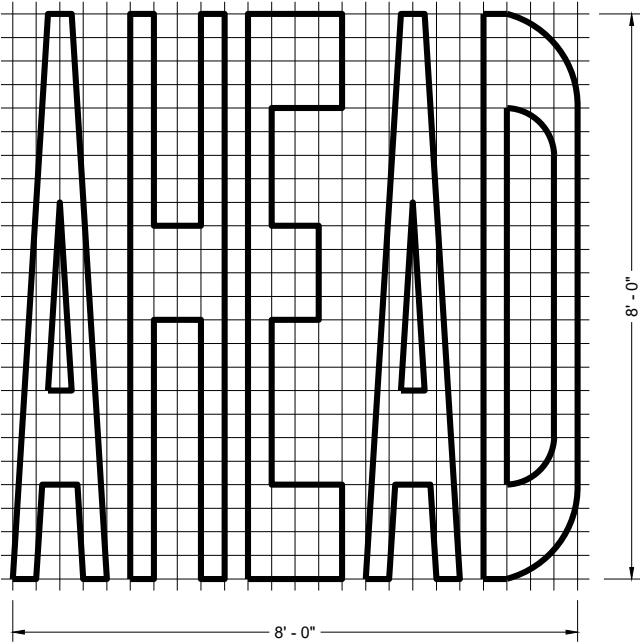
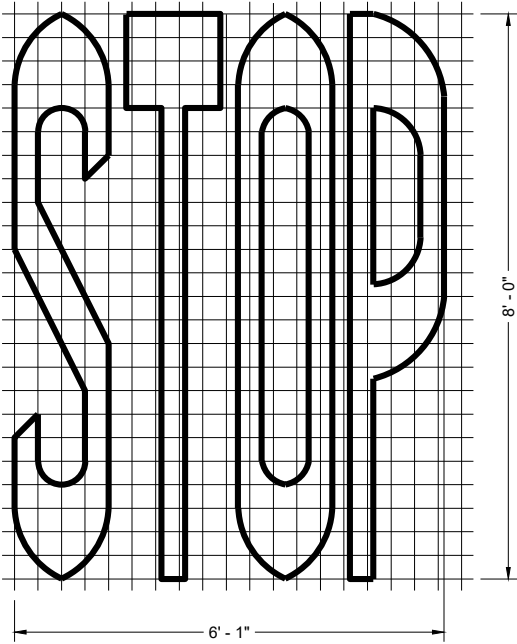


PREFERENTIAL
LANE SYMBOL

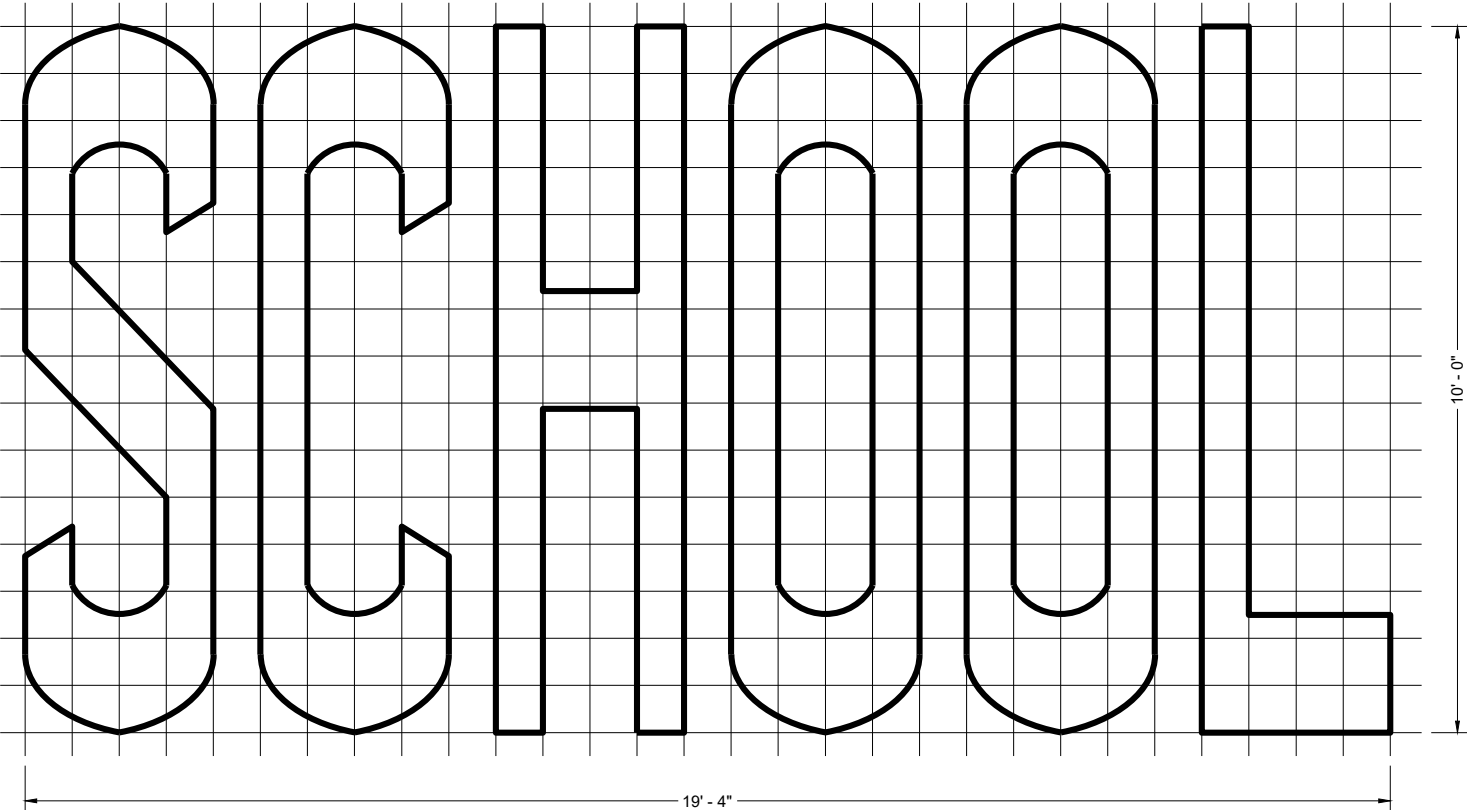
GENERAL NOTES

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 SYMBOLS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA 379	



SINGLE LANE

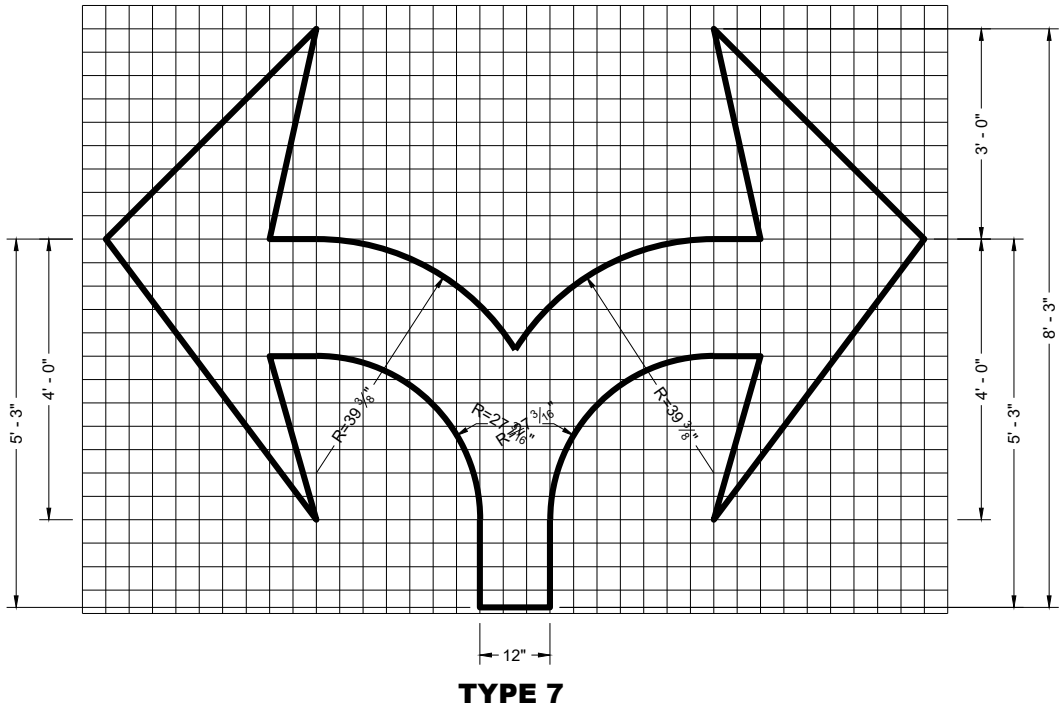
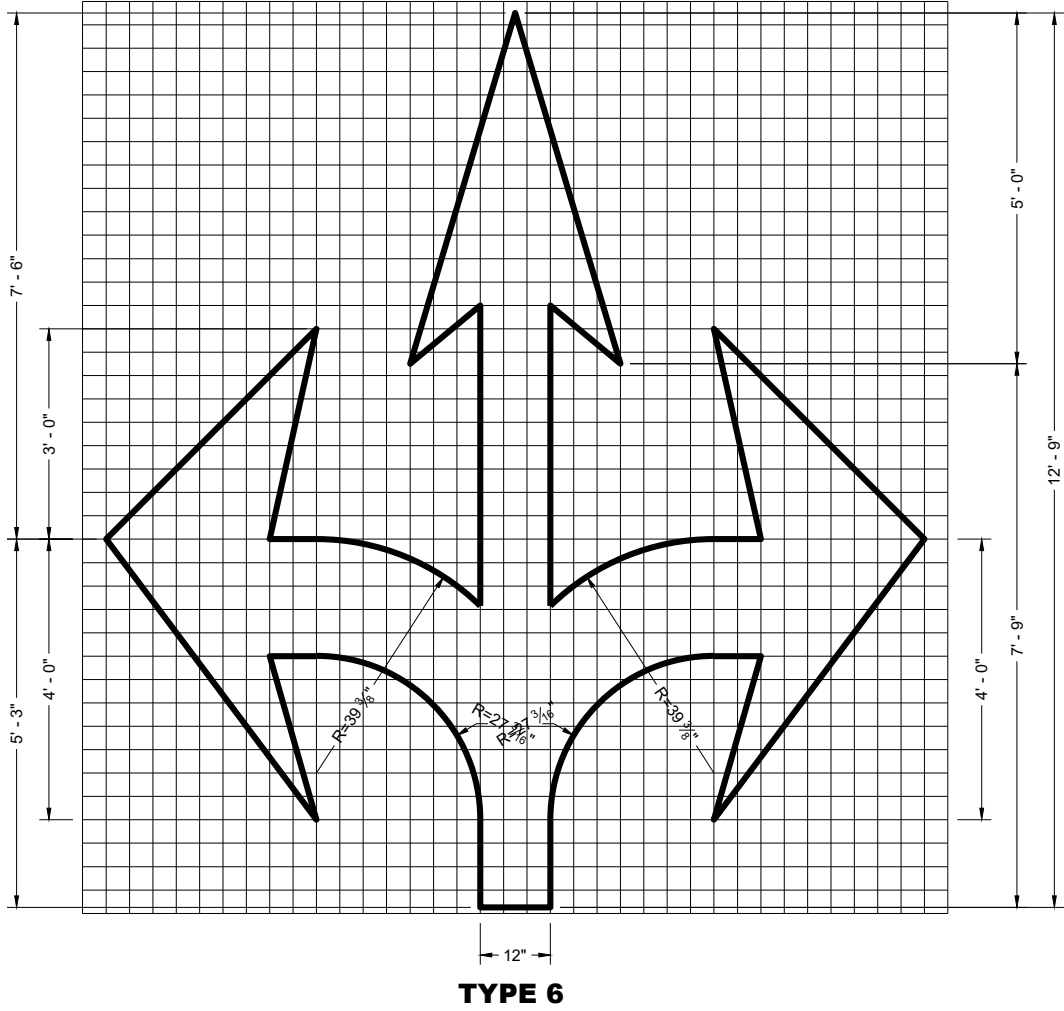
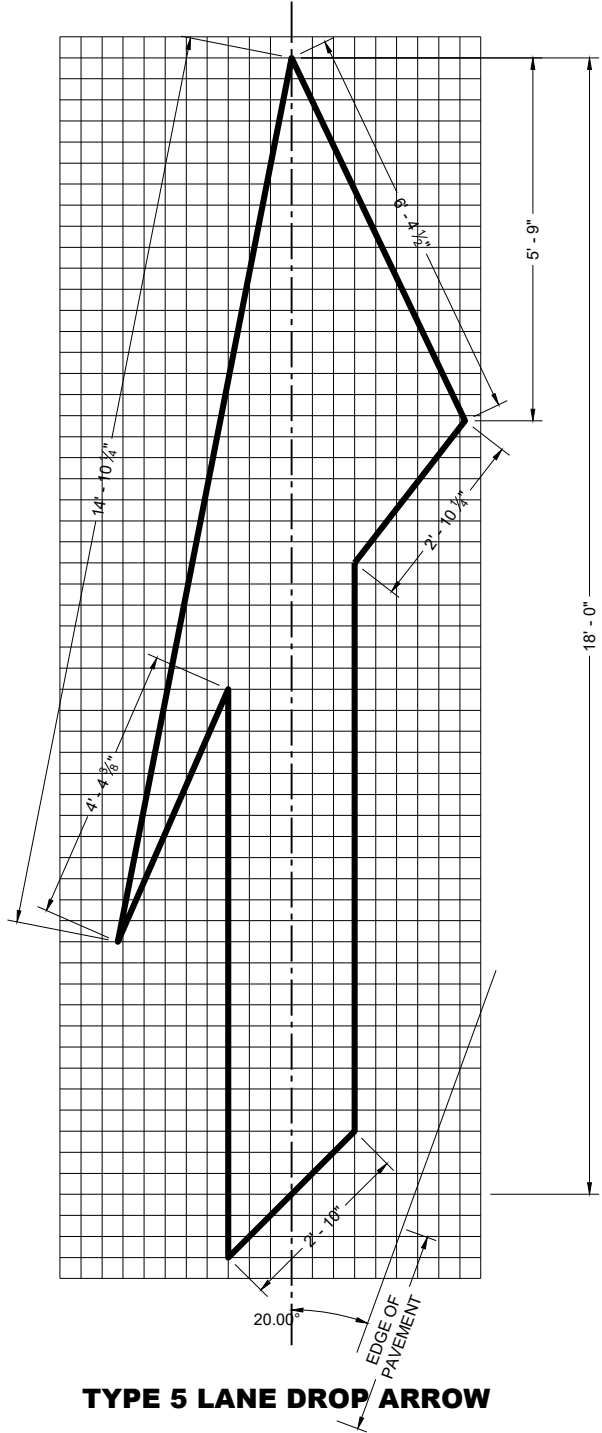
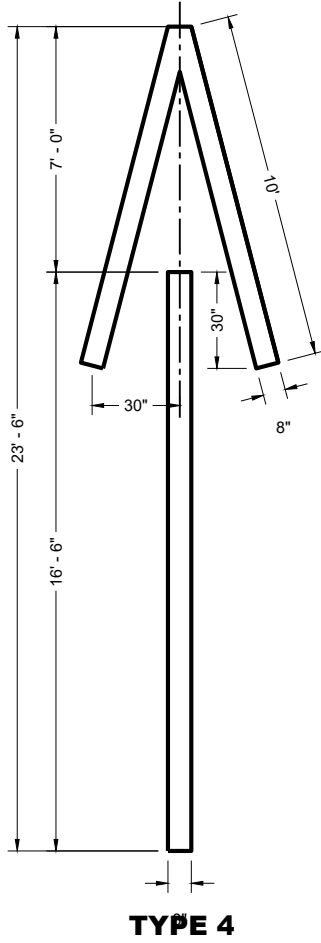
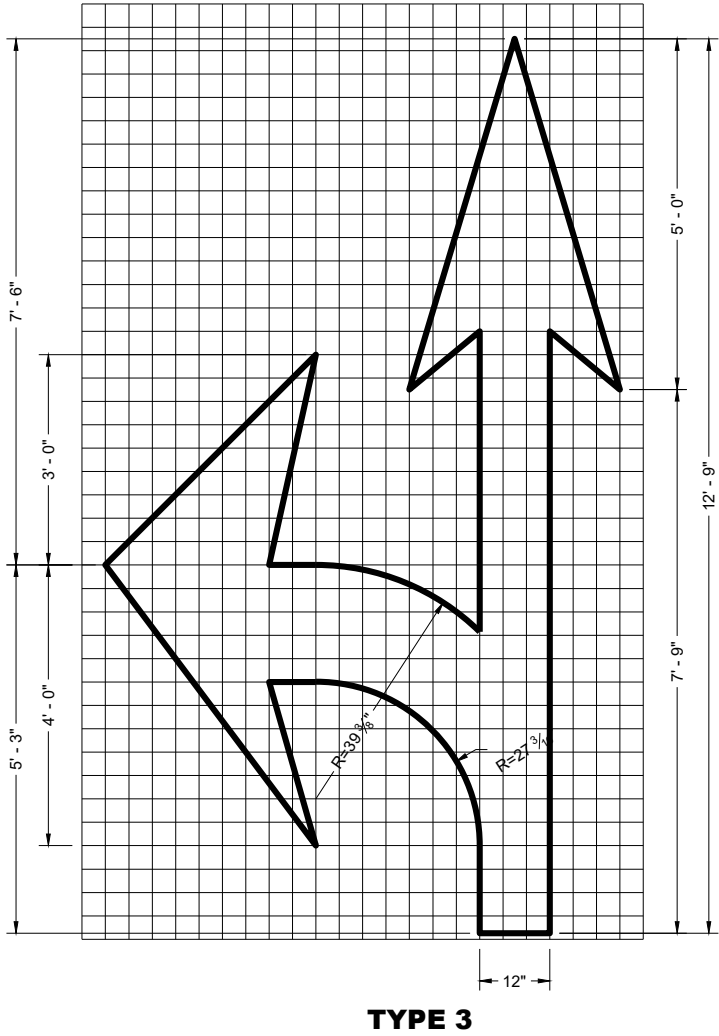
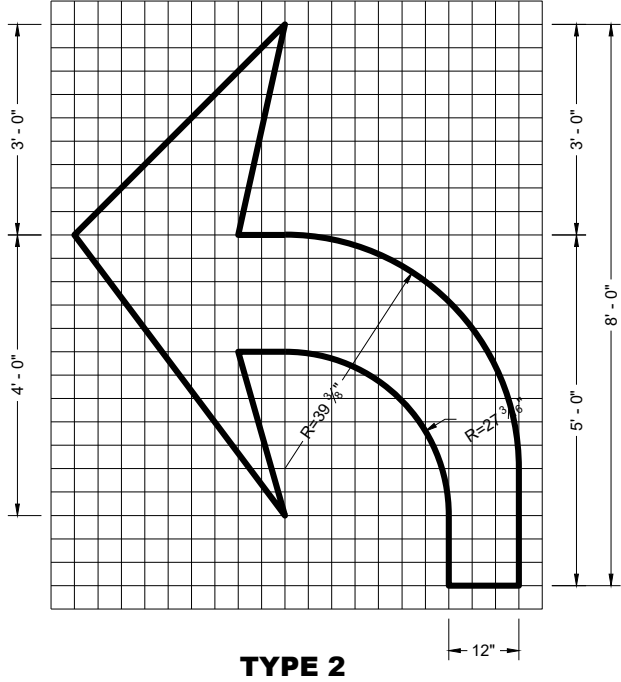
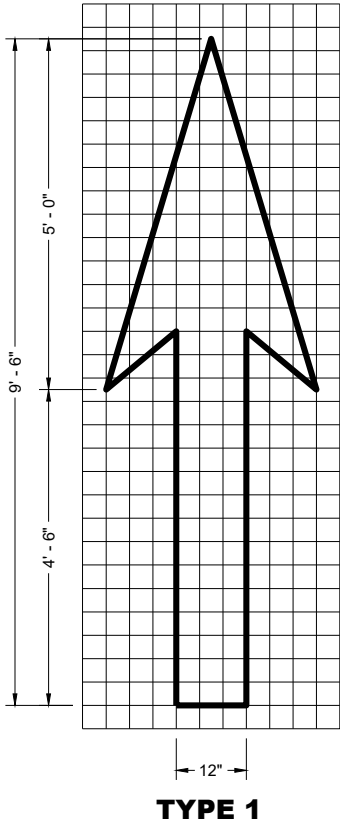


TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	380



GENERAL NOTES

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

PAVEMENT MARKING ARROWS

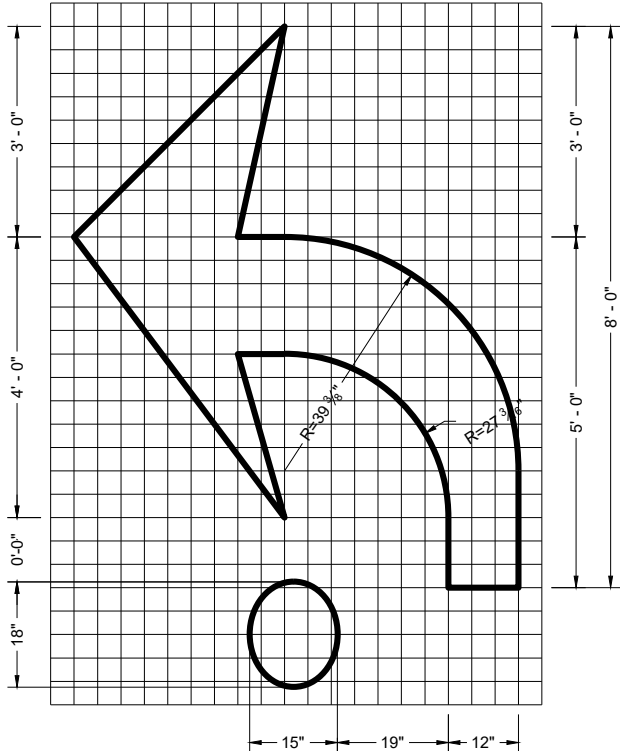
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

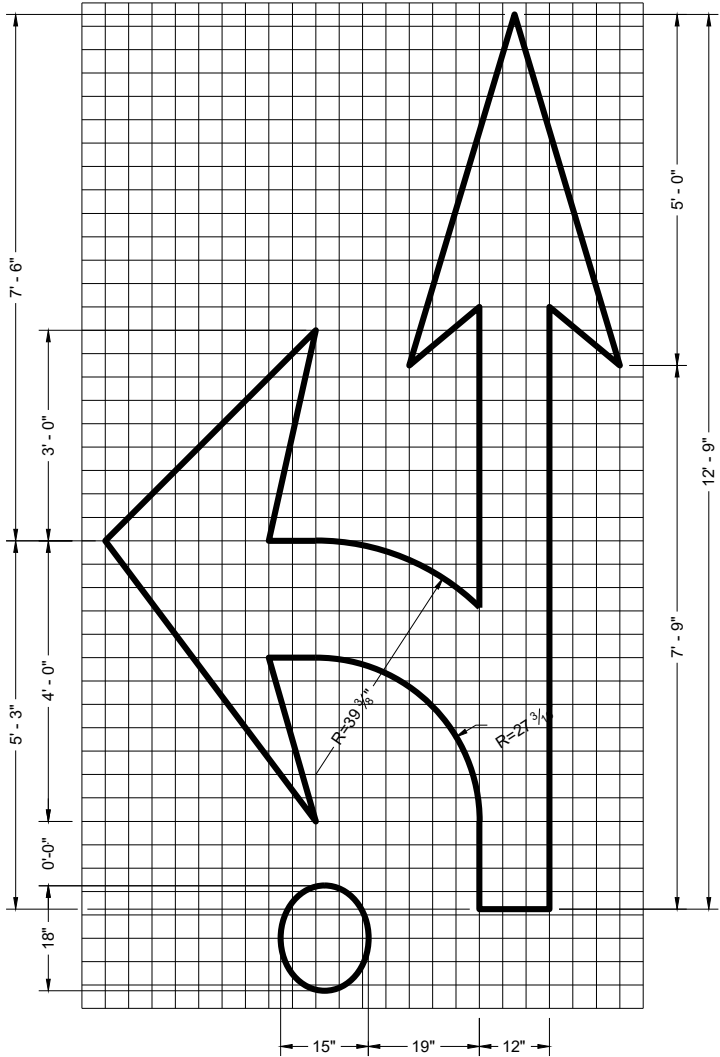
FHWA

GENERAL NOTES

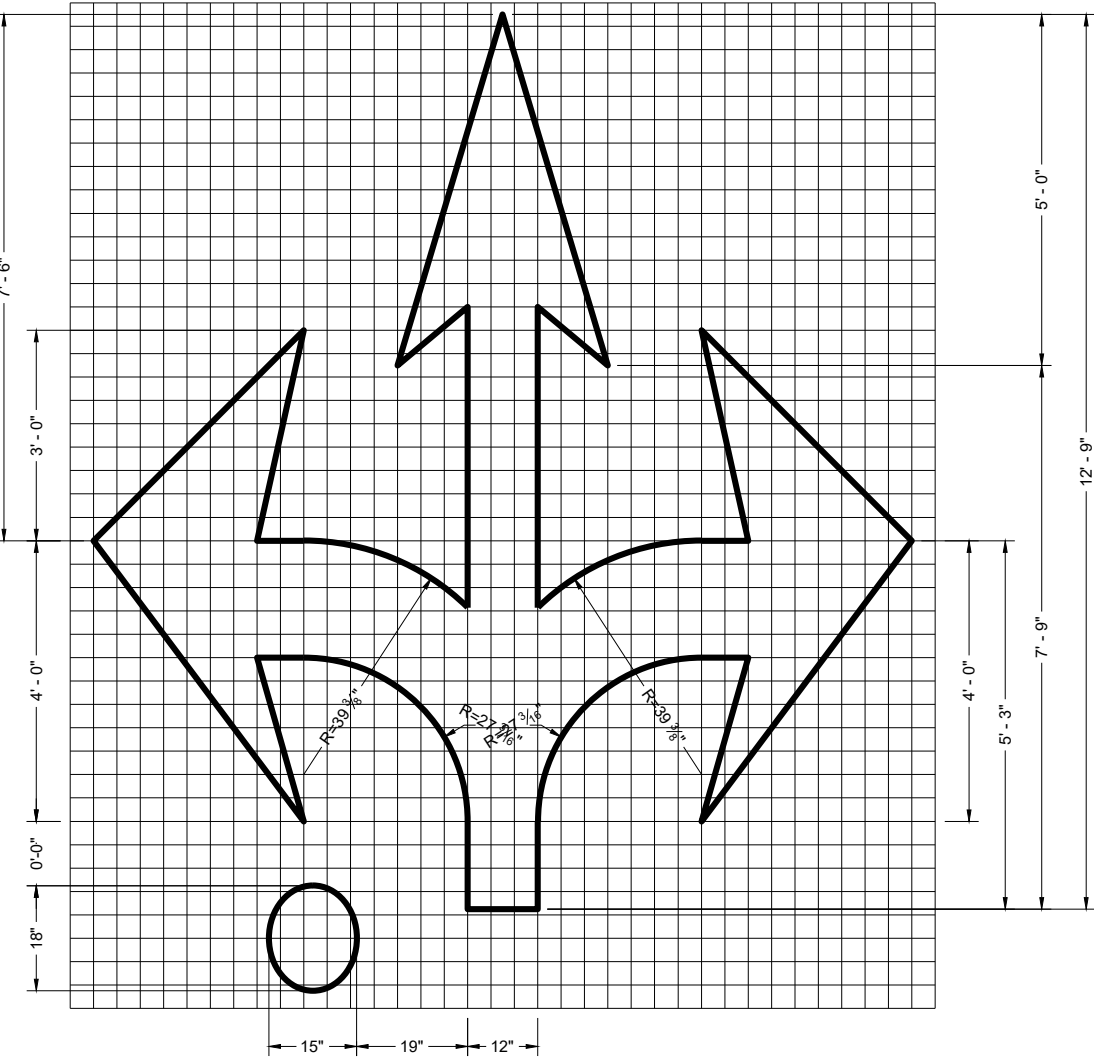
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



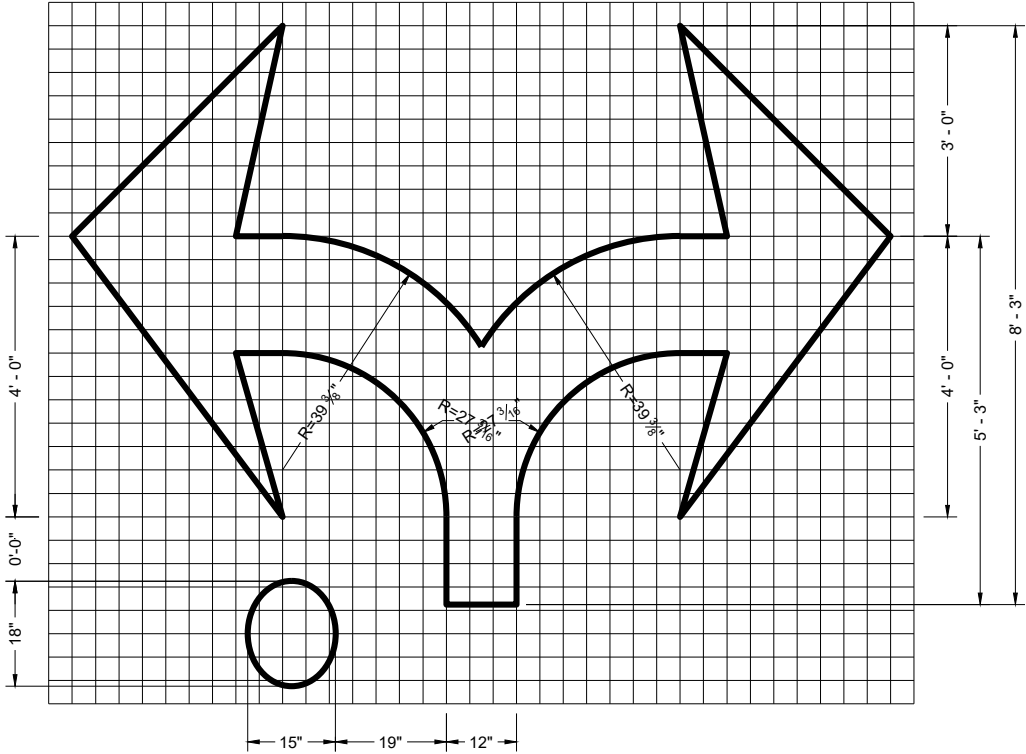
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	382



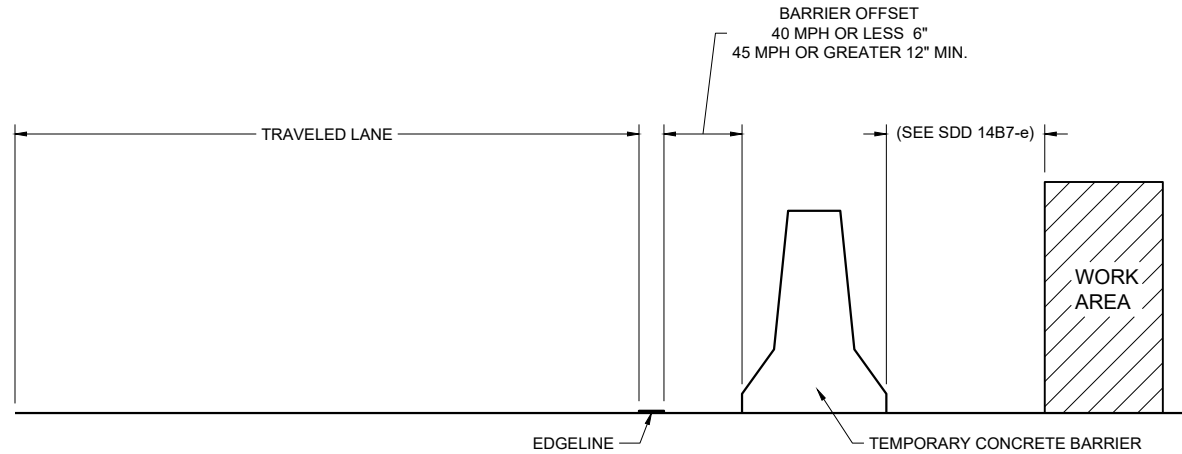
PERMANENT PAVEMENT MARKING

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



TEMPORARY BARRIER OFFSET FROM EDGE LINE

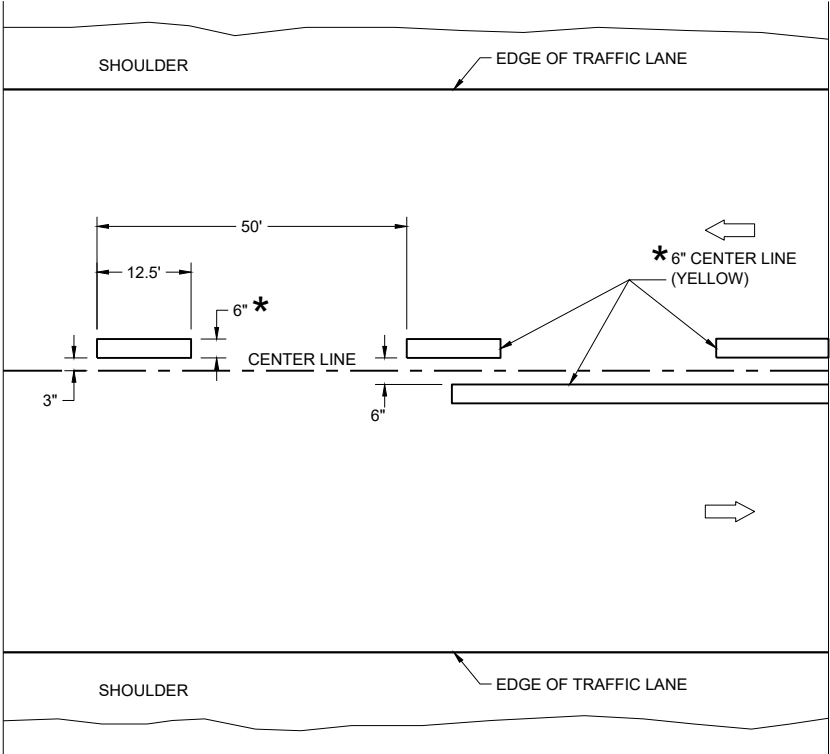
GENERAL NOTES

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

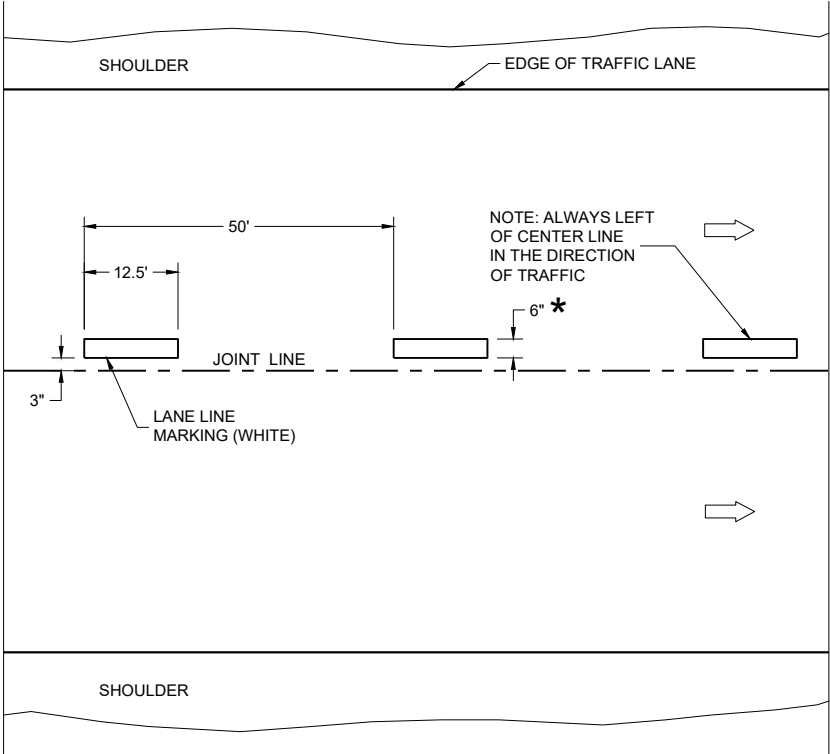
LEGEND

DIRECTION OF TRAFFIC

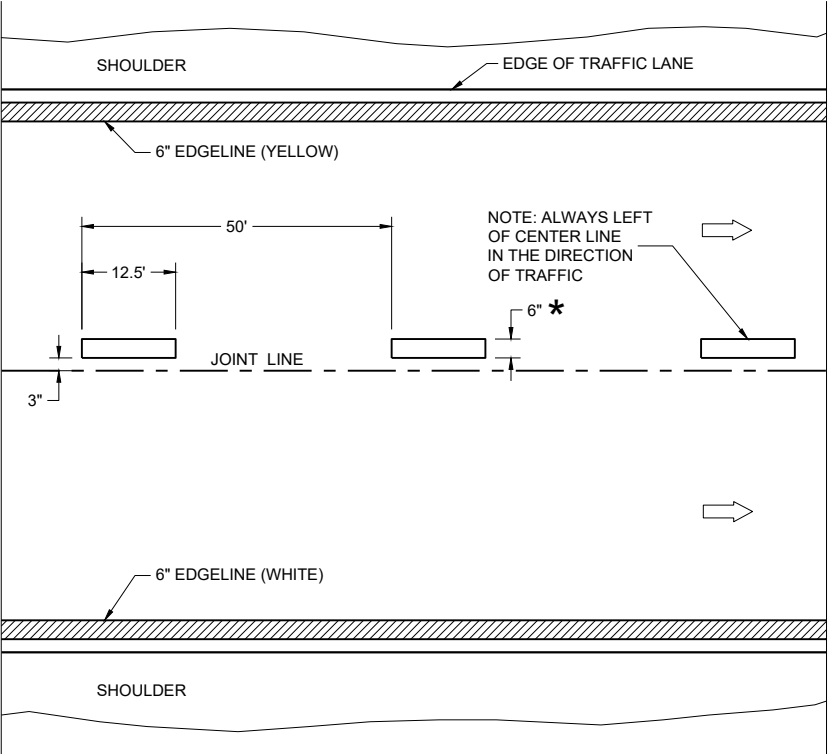
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



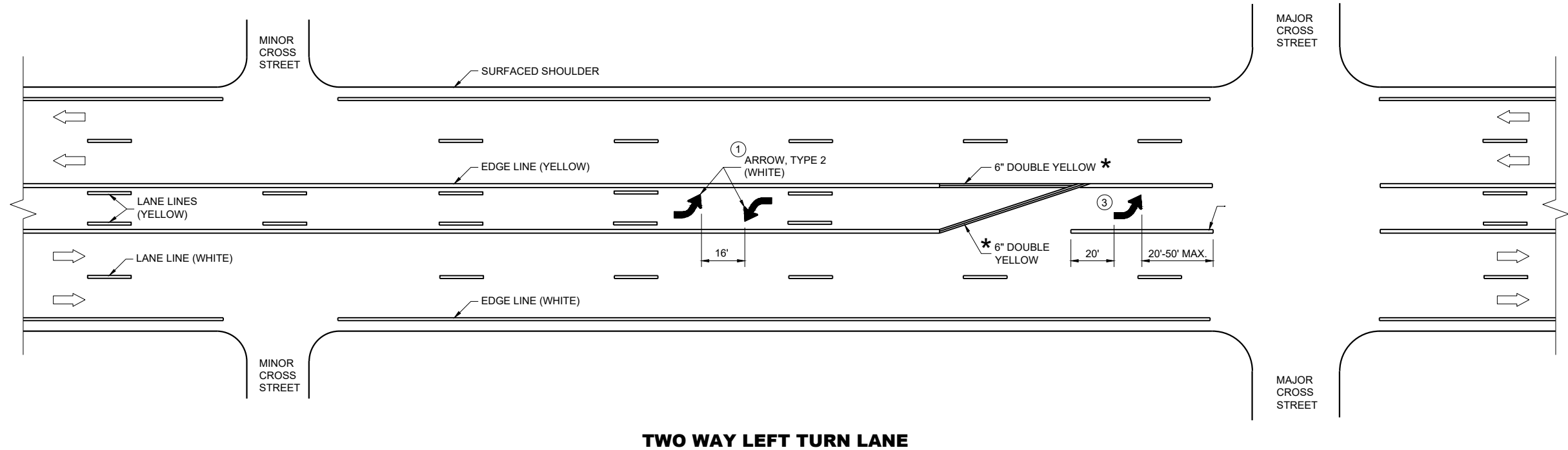
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	384



GENERAL NOTES

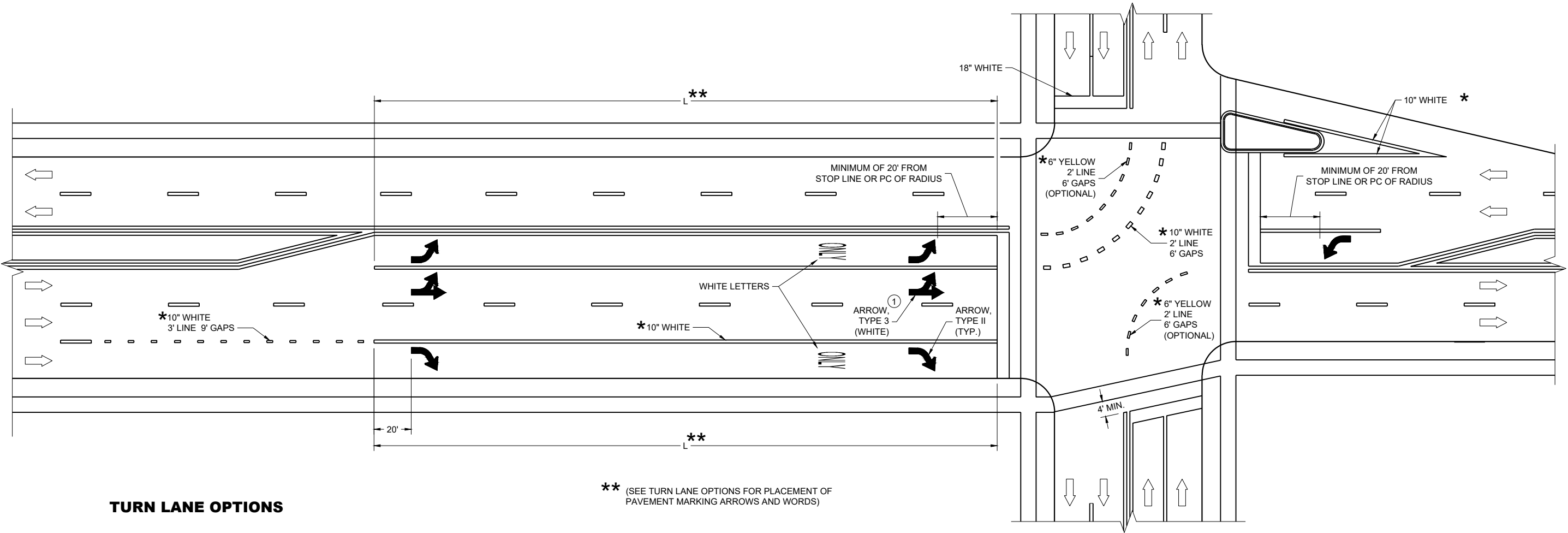
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

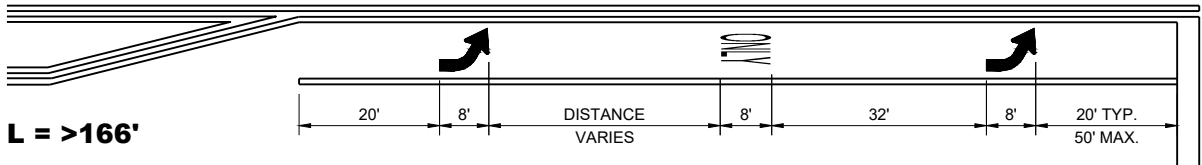
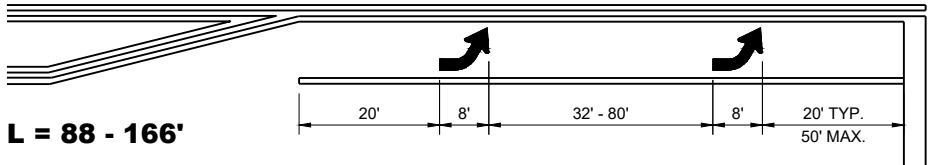
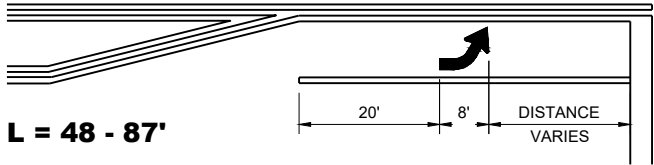
**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TURN LANE OPTIONS

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



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

GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

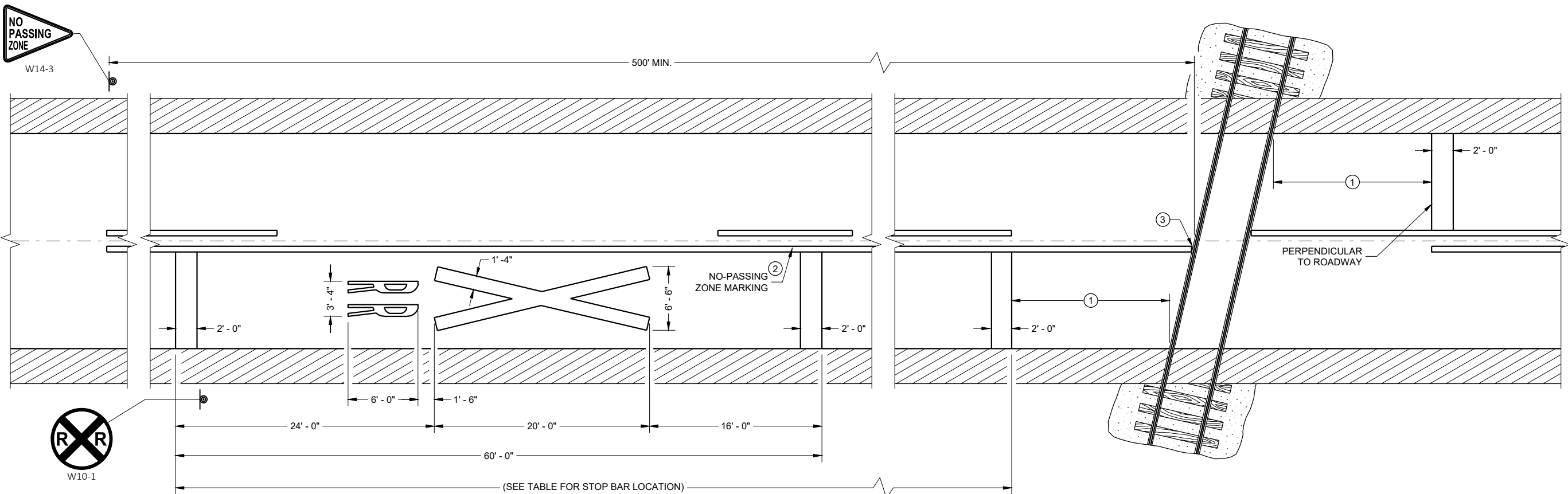
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PAVEMENT MARKING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

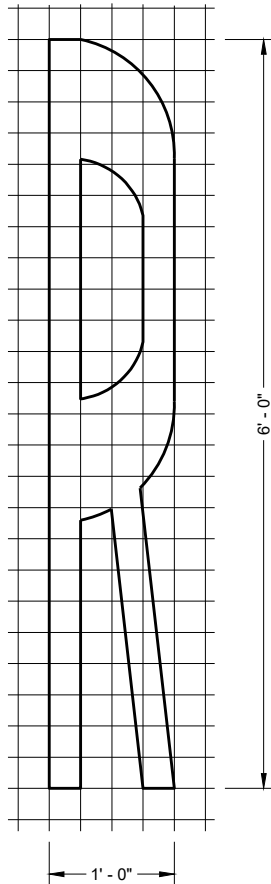
- ① PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE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

DISTANCE TABLE

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

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

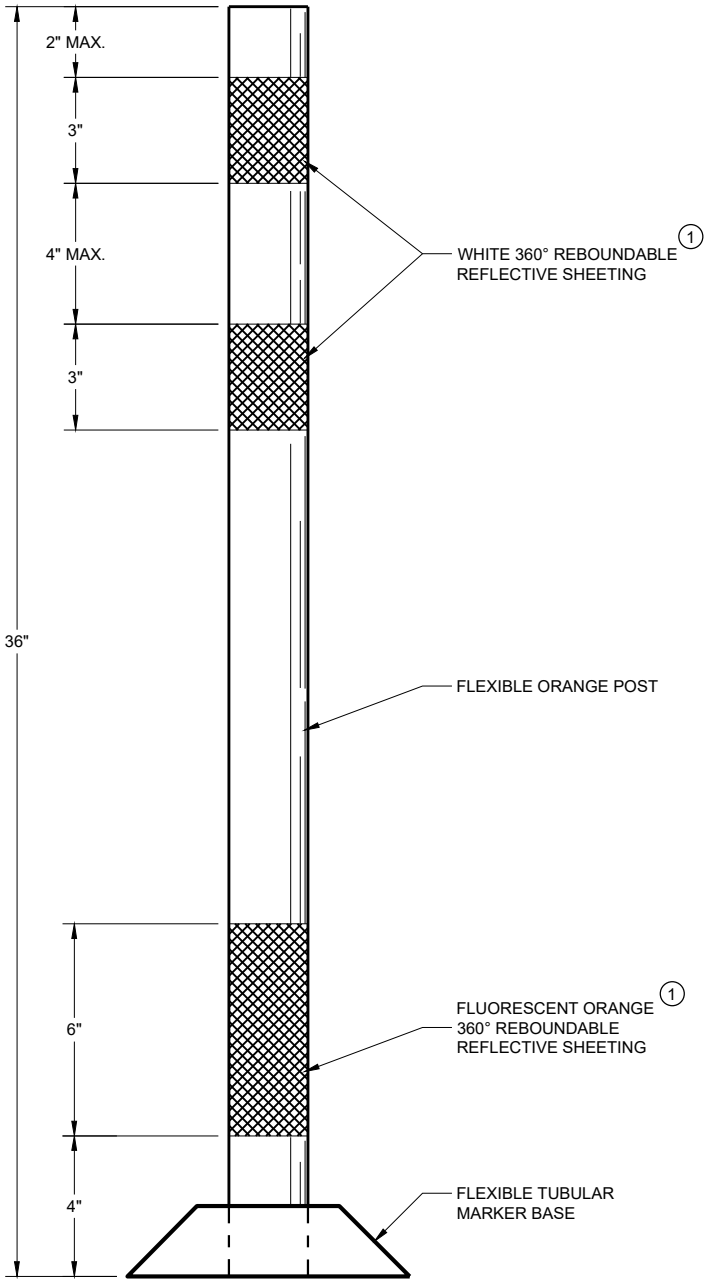
* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAP ENGINEER 387
FHWA



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.

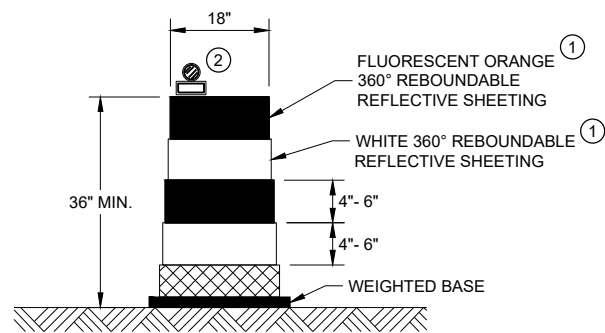
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

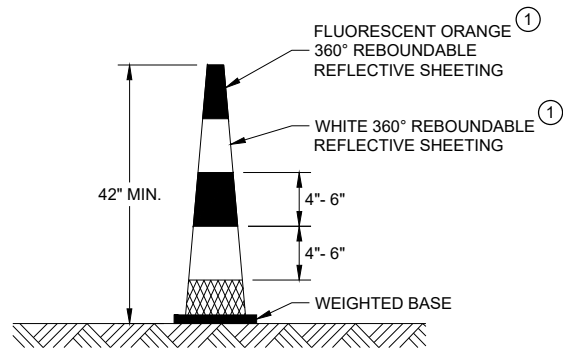
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 388

FHWA



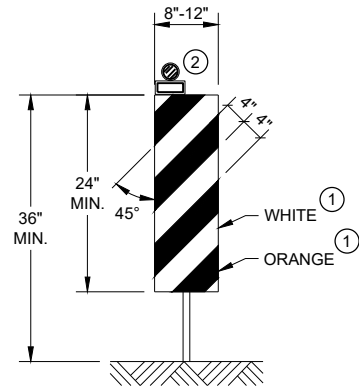
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



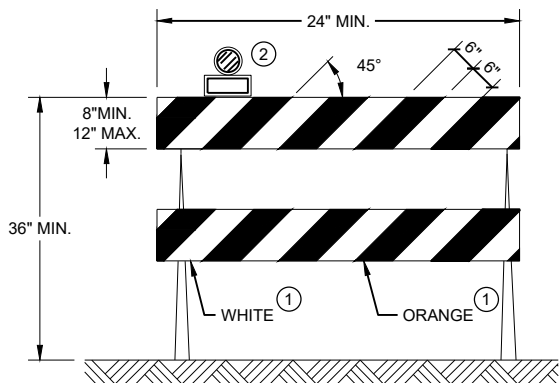
42" CONE

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



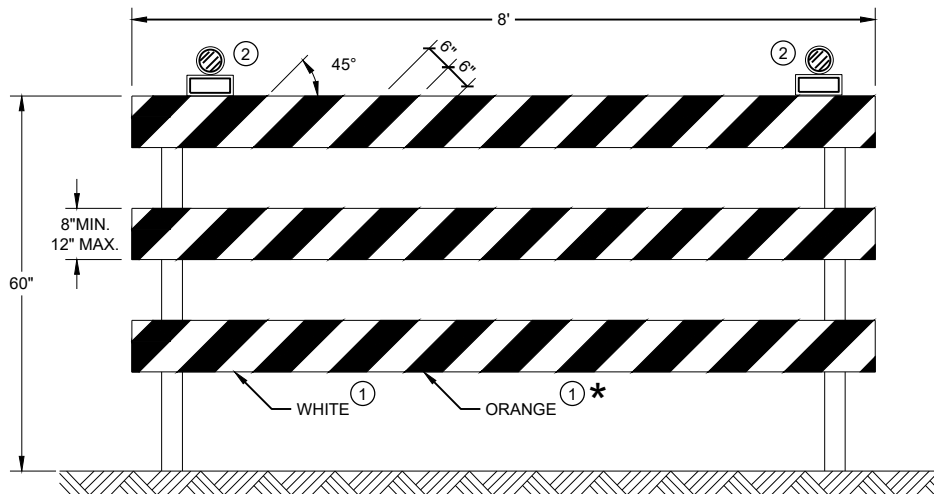
VERTICAL PANEL

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



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.

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.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 389
FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

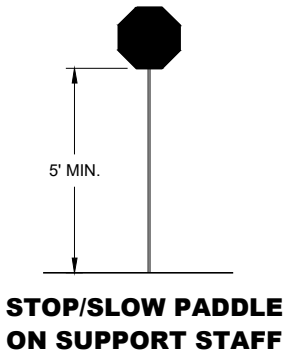
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

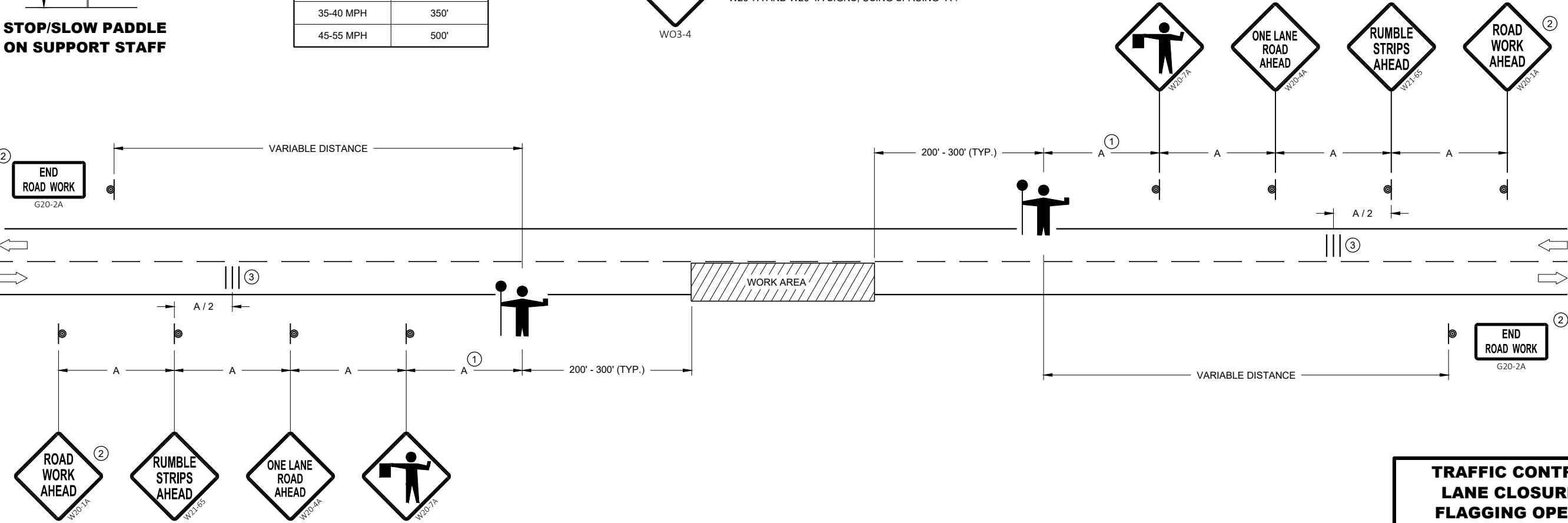


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 390

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LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

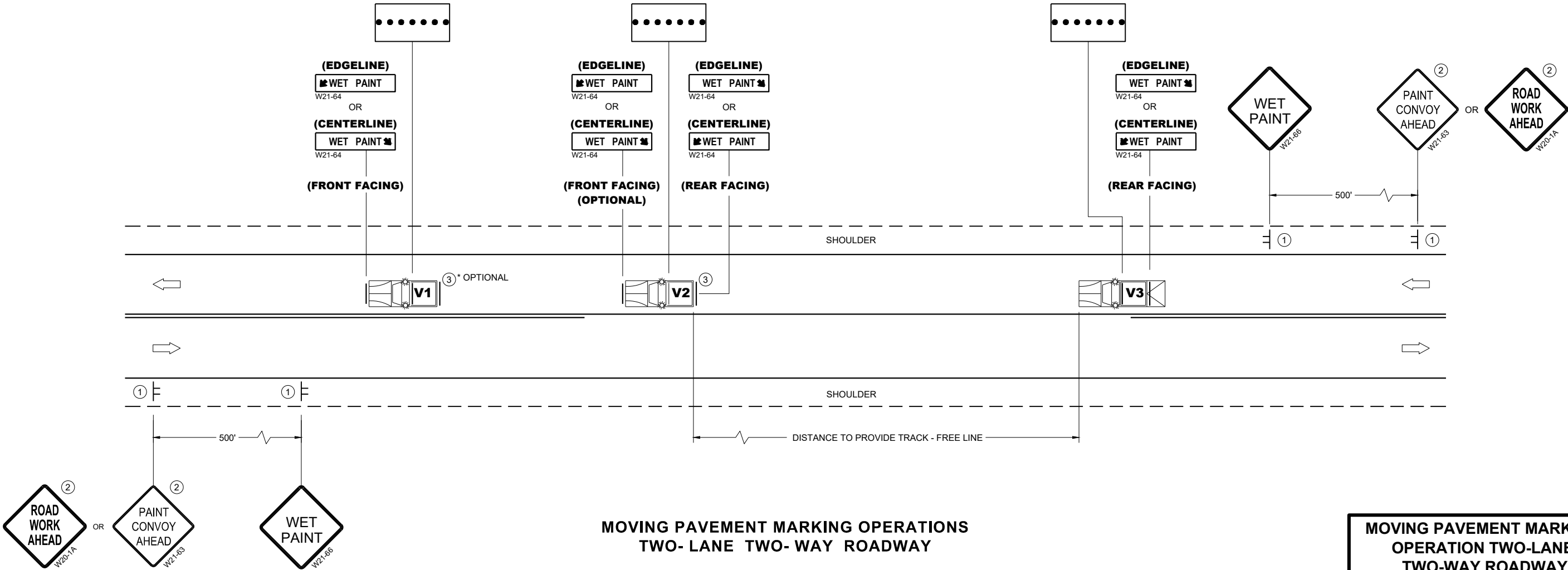
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

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

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

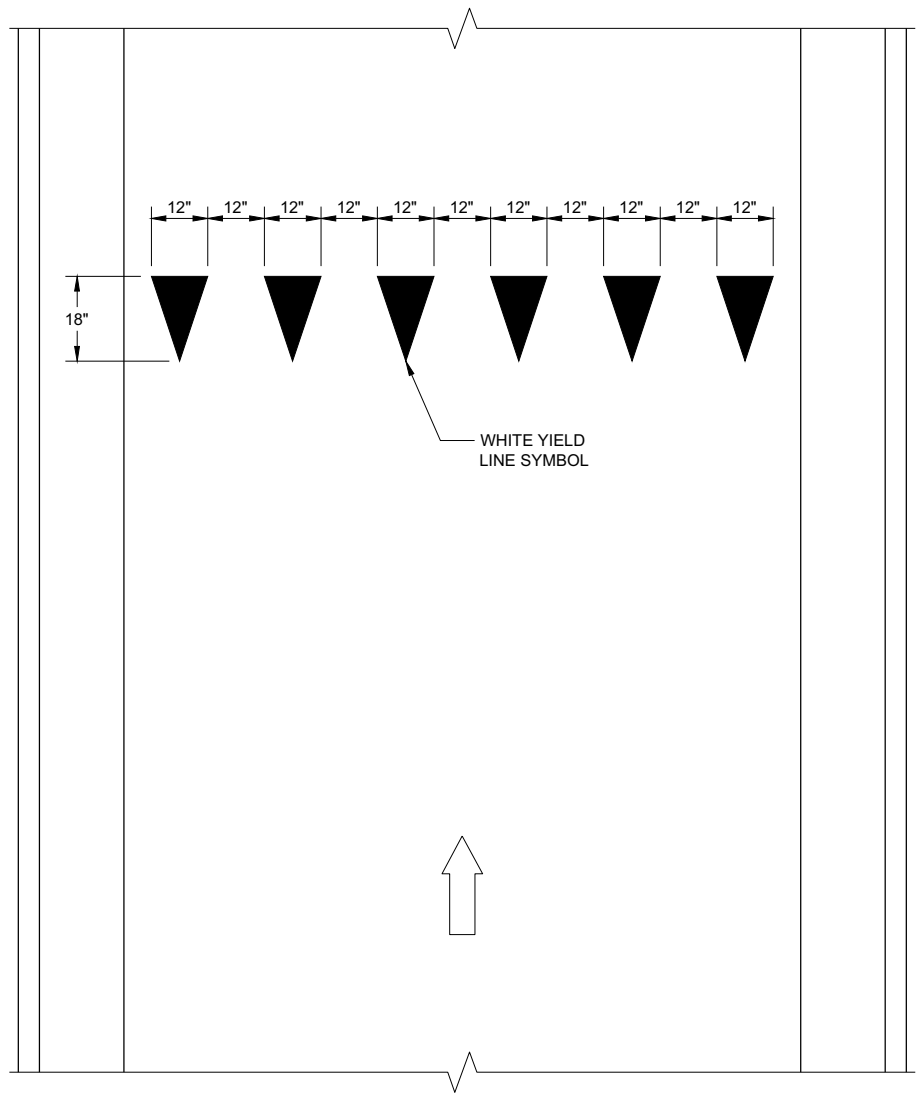


MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

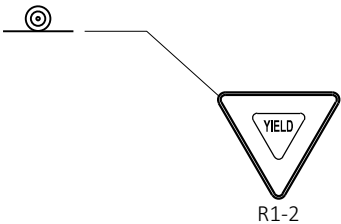
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YIELD LINE

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

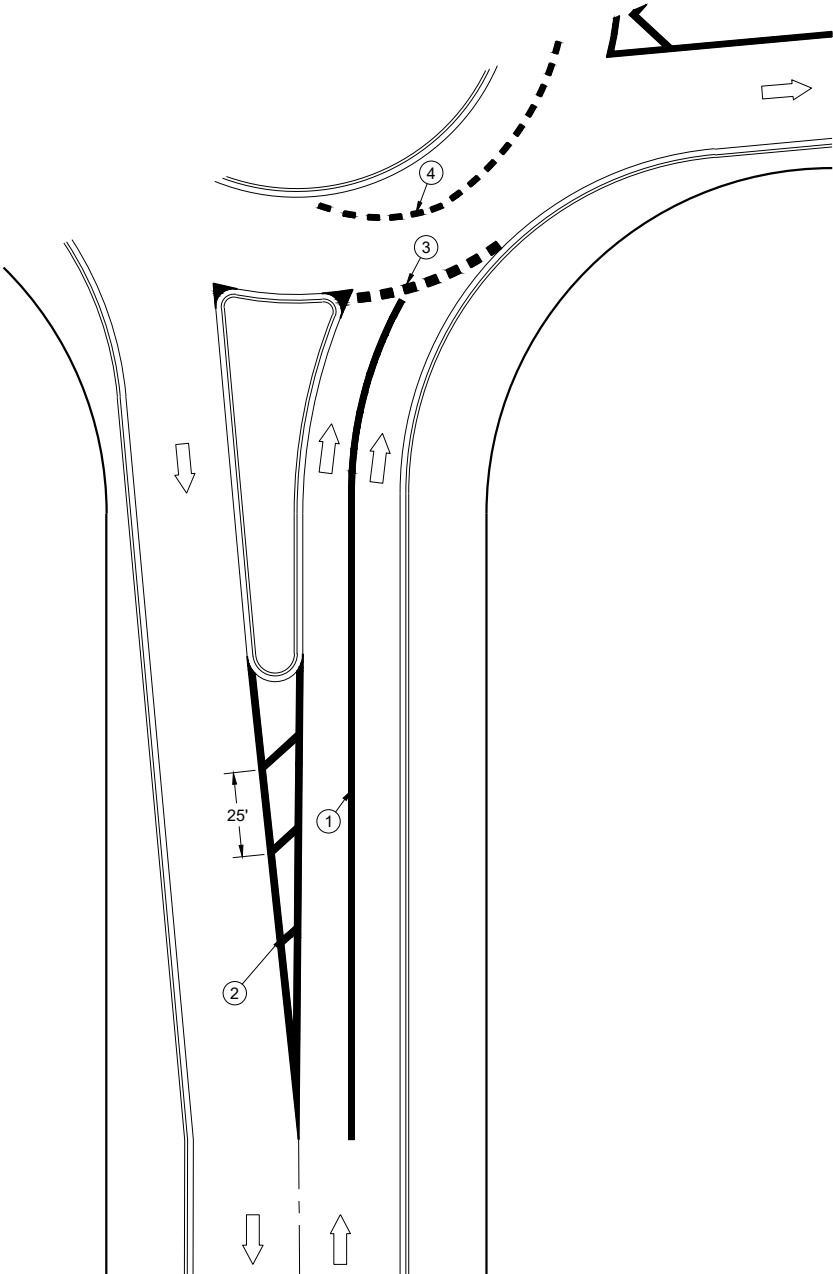
FHWA

/S/ Matthew R. Rauch
STATE SIGNING AND MAP
ENGINEER

392

LEGEND

- ① 10" WHITE
- ② 12" DIAGONALS AT 25' SPACING.
(CAN BE OMITTED IF LESS THAN 6')
- ③ 18" WHITE, 2' LINE, 2" GAP
- ④ 6" LINE (6 FT LINE, 3'GAP)
- DIRECTION OF TRAFFIC
- CURB AND GUTTER
- RIGHT OF WAY



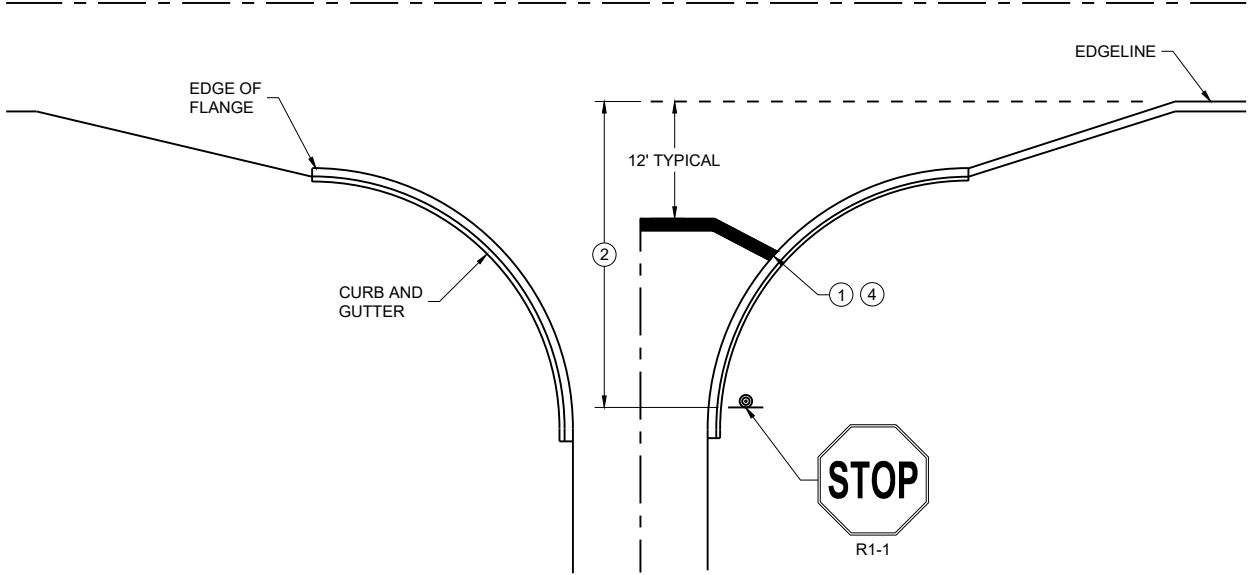
DOTTED EXTENSION FOR
ROUNDAABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

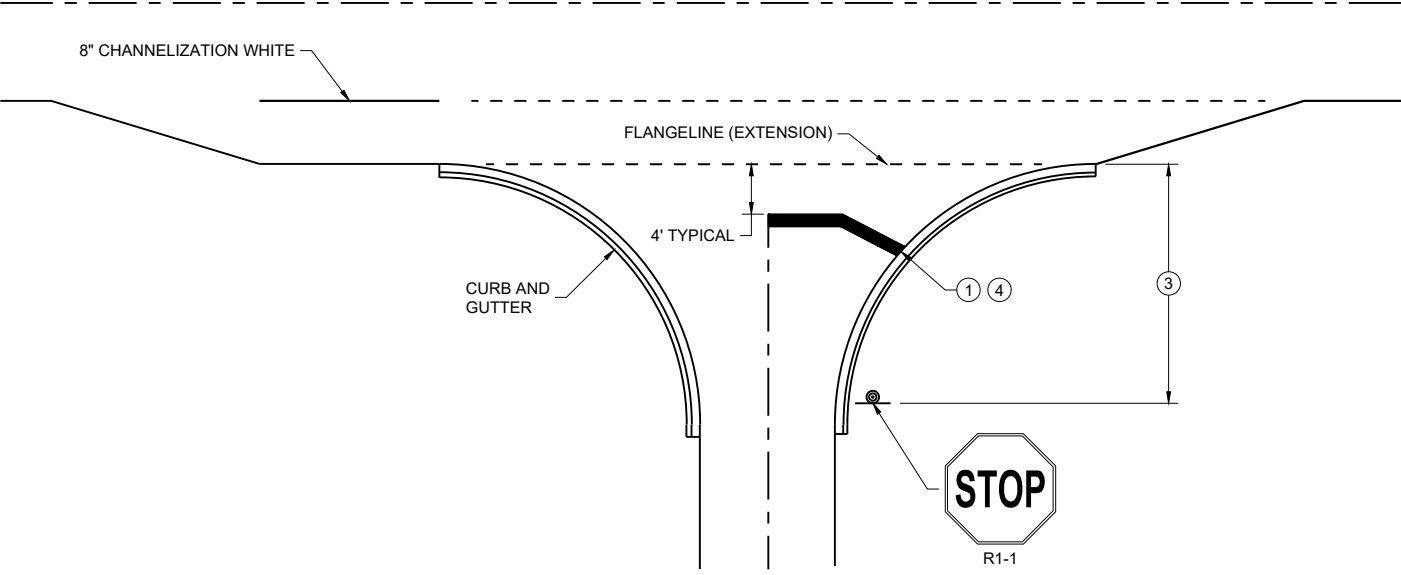
APPROVED
August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

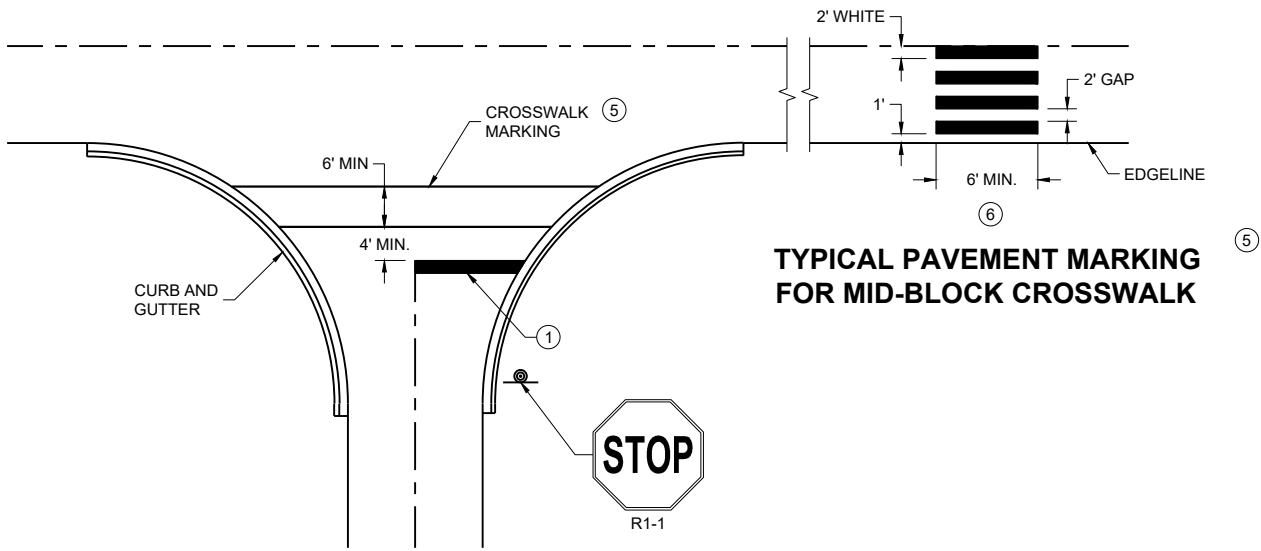
FHWA



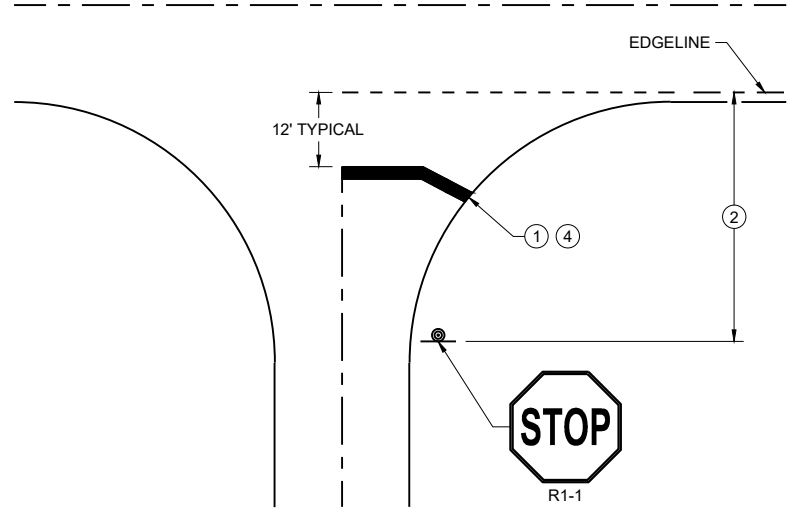
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

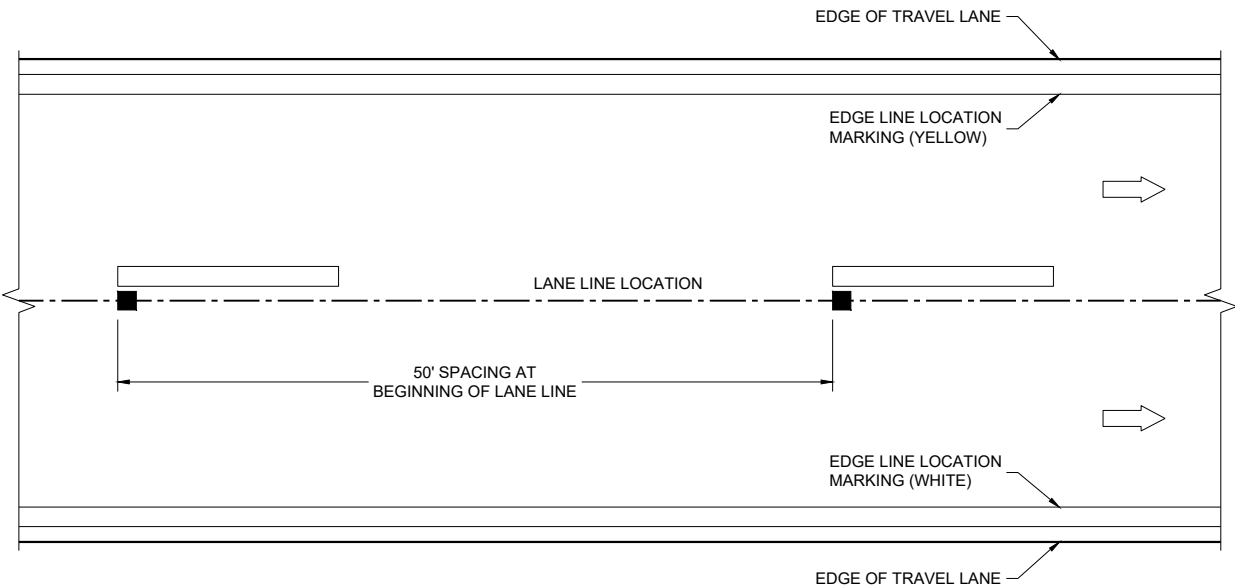
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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

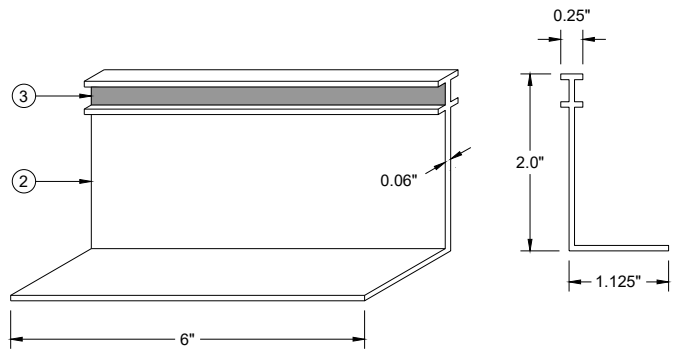
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



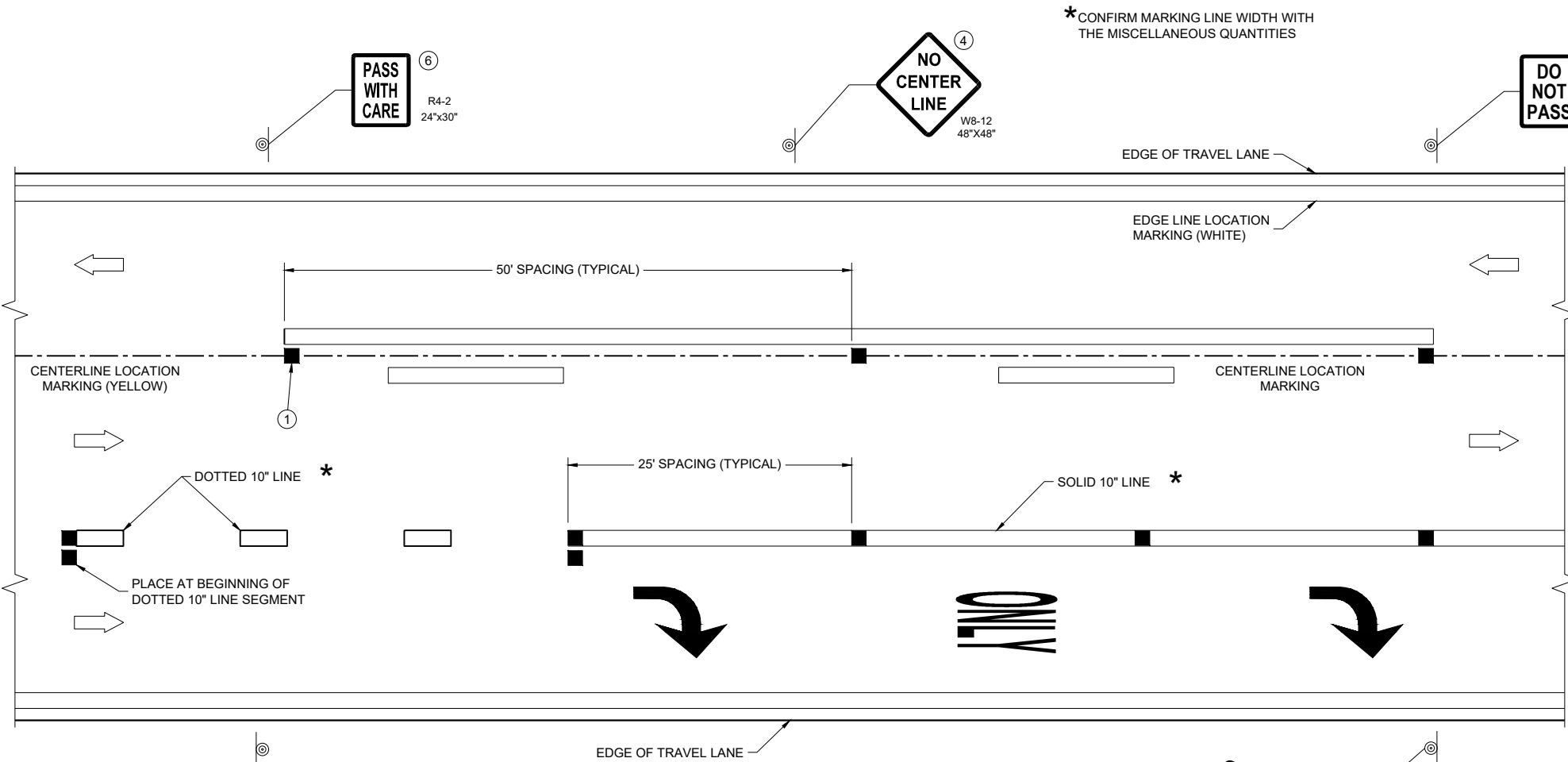
LONGITUDINAL PLACEMENT 6 - INCH LANE LINE



ISOMETRIC VIEW
SIDE VIEW
TEMPORARY RAISED PAVEMENT MARKER, TYPE II

GENERAL NOTES

- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- COLOR OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II, SHALL MATCH THE COLOR OF THE MARKING THEY SUPPLEMENT.
- PLACEMENT OF TEMPORARY RAISED PAVEMENT MARKERS ON EDGE LINES IS OPTIONAL. IF PLACED ON EDGE LINES, MAXIMUM SPACING SHALL BE 50 FEET.
- PROVIDE SINGLE OR MULTI-COVER TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON PLAN.
- MARK "T"s ON PAVEMENT FOR REESTABLISHING NO PASSING ZONES.
- SAME DAY TEMPORARY PAVEMENT MARKING MAY BE USED IN LIEU OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II.
- SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.
- IF TEMPORARY SAME DAY PAVEMENT MARKING IS USED, ENSURE PROPOSED PAVEMENT MARKING ARE PLACED IN THE EXACT LOCATIONS AS THE EXISTING MARKINGS, USING A MINIMAL AMOUNT OF TEMPORARY RAISED MARKERS, TYPE II OR OTHER METHODS AS APPROVED BY THE ENGINEER.
- IF ROADWAY IS DETOURED DURING CONSTRUCTION, THE "DO NOT PASS," "PASS WITH CARE" AND "NO CENTERLINE" SIGNS MAY BE OMITTED, PROVIDING A LIQUID MARKING IS INSTALLED BEFORE THE ROADWAY IS REOPENED TO TRAFFIC.



LONGITUDINAL PLACEMENT 6 - INCH LANE LINE AND 10 - INCH CHANNEL LINE

- ① FOR DOUBLE SOLID YELLOW, PLACE THE MARKERS BETWEEN THE LINES.
- ② MARKERS SHALL BE OF POLYURETHANE MATERIAL.
- ③ MARKERS SHALL HAVE A MINIMUM SIZE REFLECTIVE SURFACE OF 6-INCH WIDTH X 0.25 INCH HEIGHT.
- ④ "NO CENTER LINE" SIGNS SHALL BE PLACED AT THE BEGINNING OF PROJECT, AT TWO MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS.
- ⑤ "DO NOT PASS" SIGNS SHALL BE INSTALLED AT THE BEGINNING OF NO PASSING ZONES. ADDITIONAL "DO NOT PASS" SIGNS SHALL BE INSTALLED AT ONE MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS WITHIN THE NO PASSING ZONE.
- ⑥ "PASS WITH CARE" SIGNS SHALL BE PLACED AT THE DOWNSTREAM END OF NO PASSING ZONES.

LEGEND

- TEMPORARY RAISED PAVEMENT MARKER, TYPE II
- ⊙ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC.

STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKERS, TYPE II

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

FHWA 395

	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE "A" WARNING LIGHT (FLASHING)
	REMOVING PAVEMENT MARKINGS
	DIRECTION OF TRAFFIC
	WORK AREA
	CONNECTED ARROW BOARD
	WZ START LOCATION MARKER
	WZ END LOCATION MARKER

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.

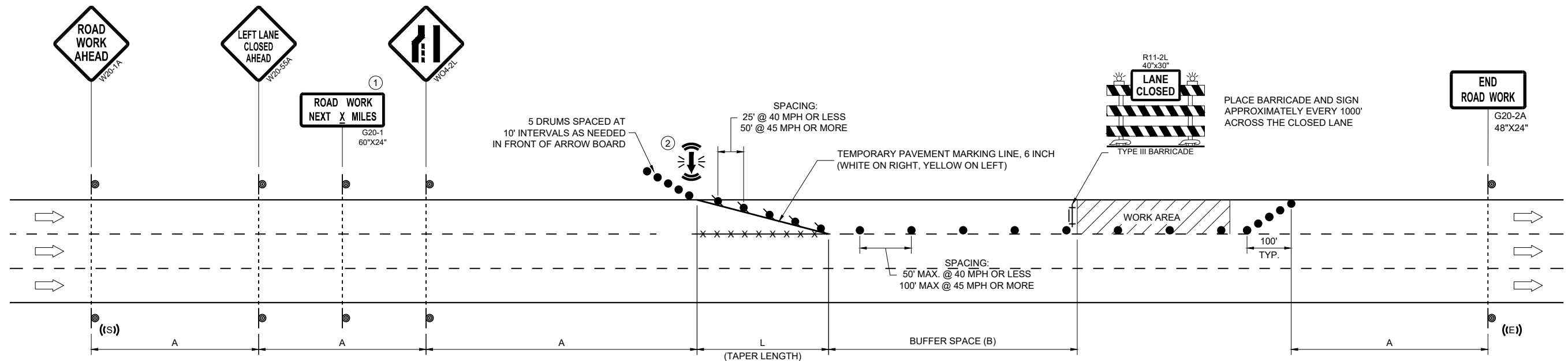
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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

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'

APPROVED
November 2024
DATE

/S/ Andrew Heidtke

WORK ZONE ENGINEER

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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

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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.

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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.

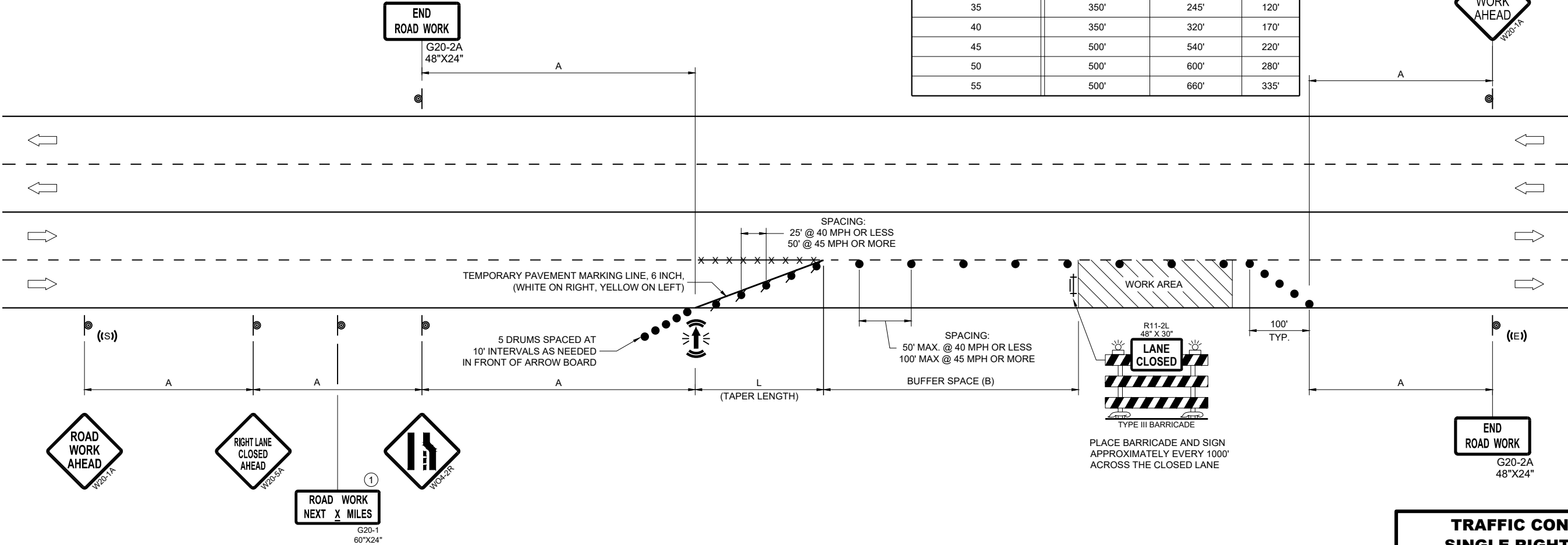
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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'

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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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.

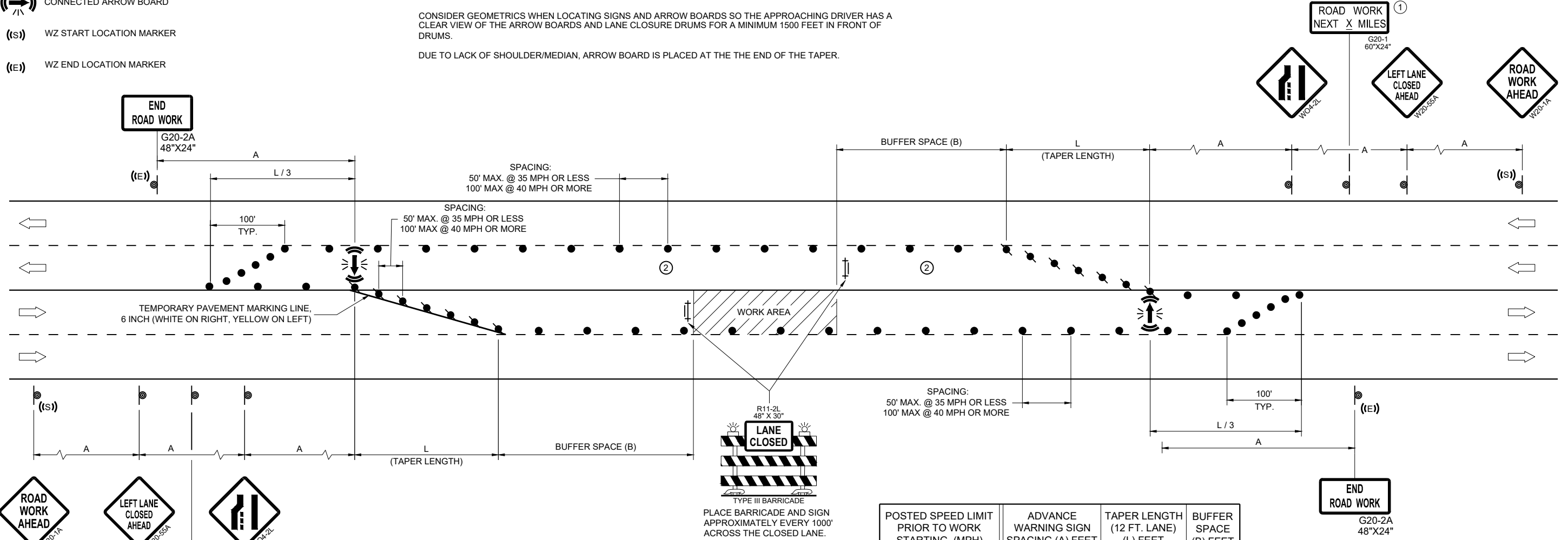
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.

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- 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.



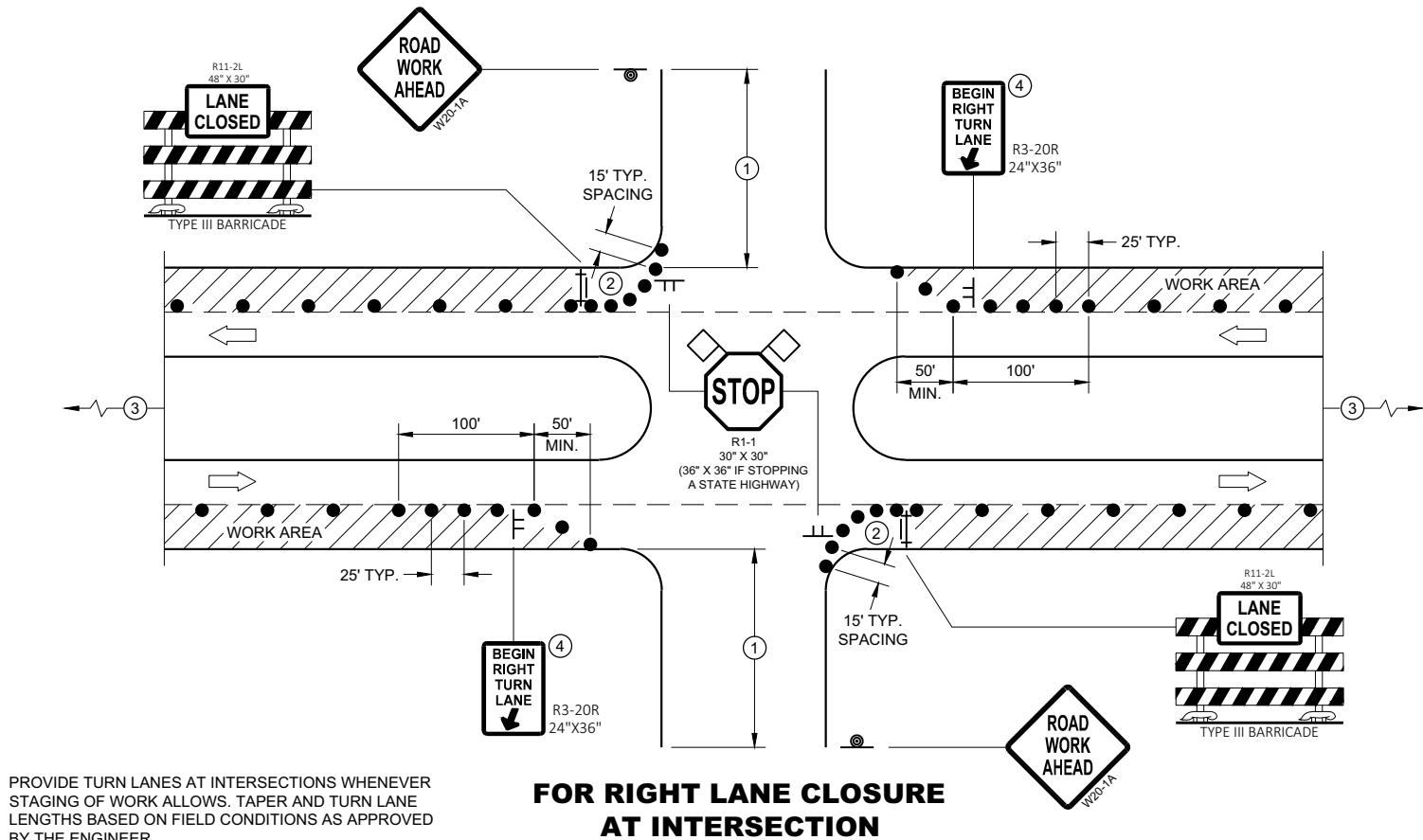
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45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



GENERAL NOTES

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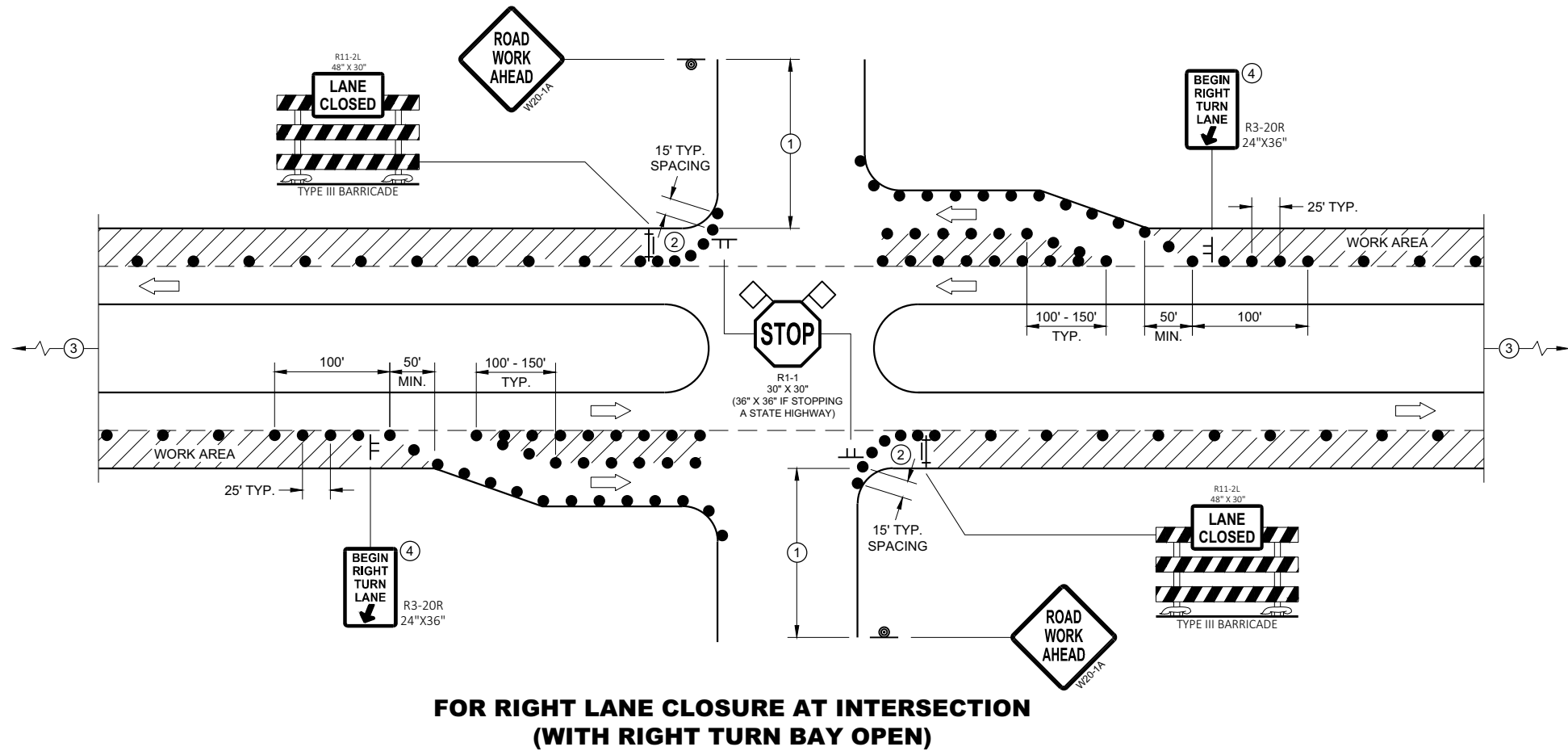
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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

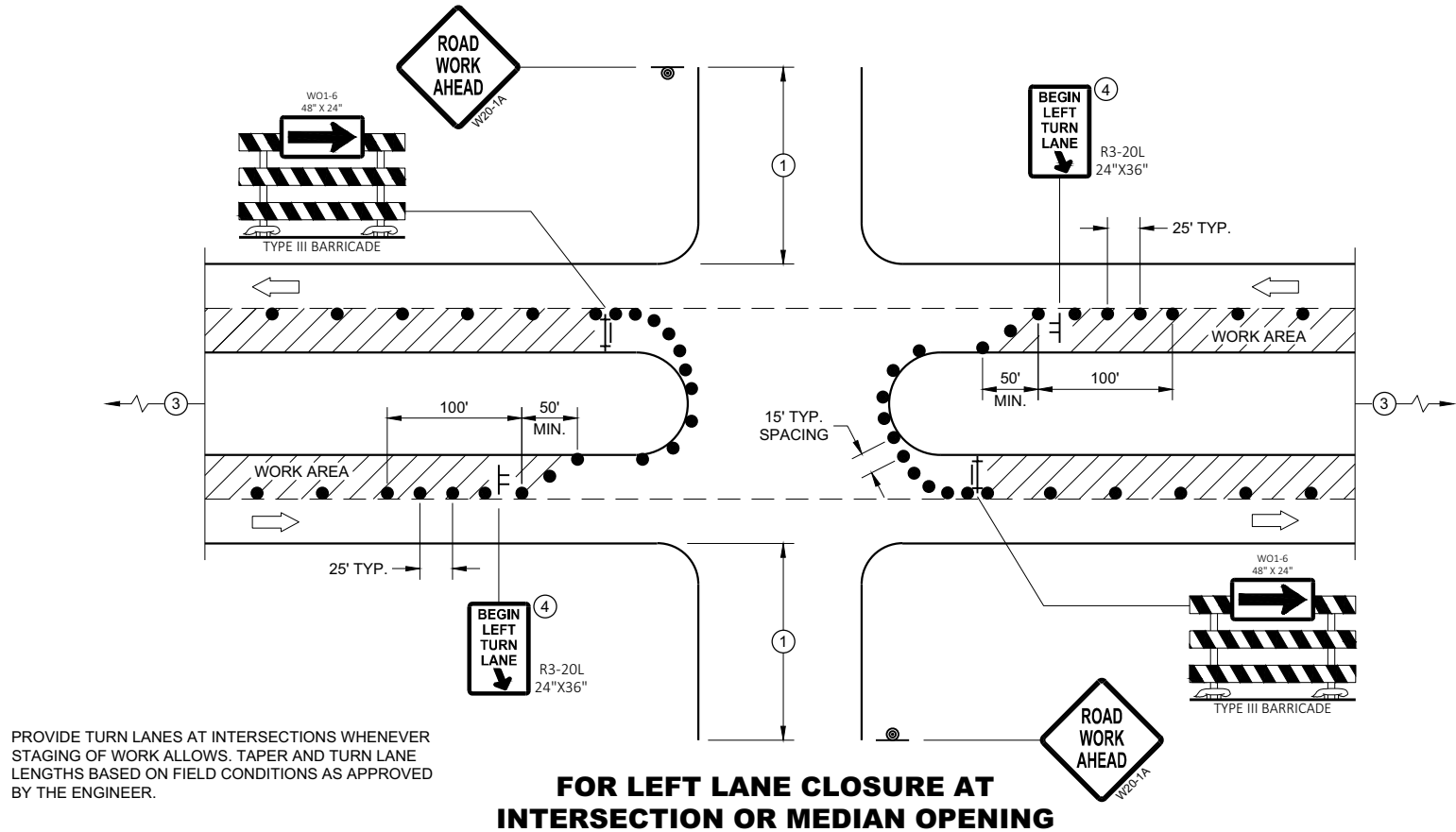


LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 399



FOR LEFT LANE CLOSURE AT
INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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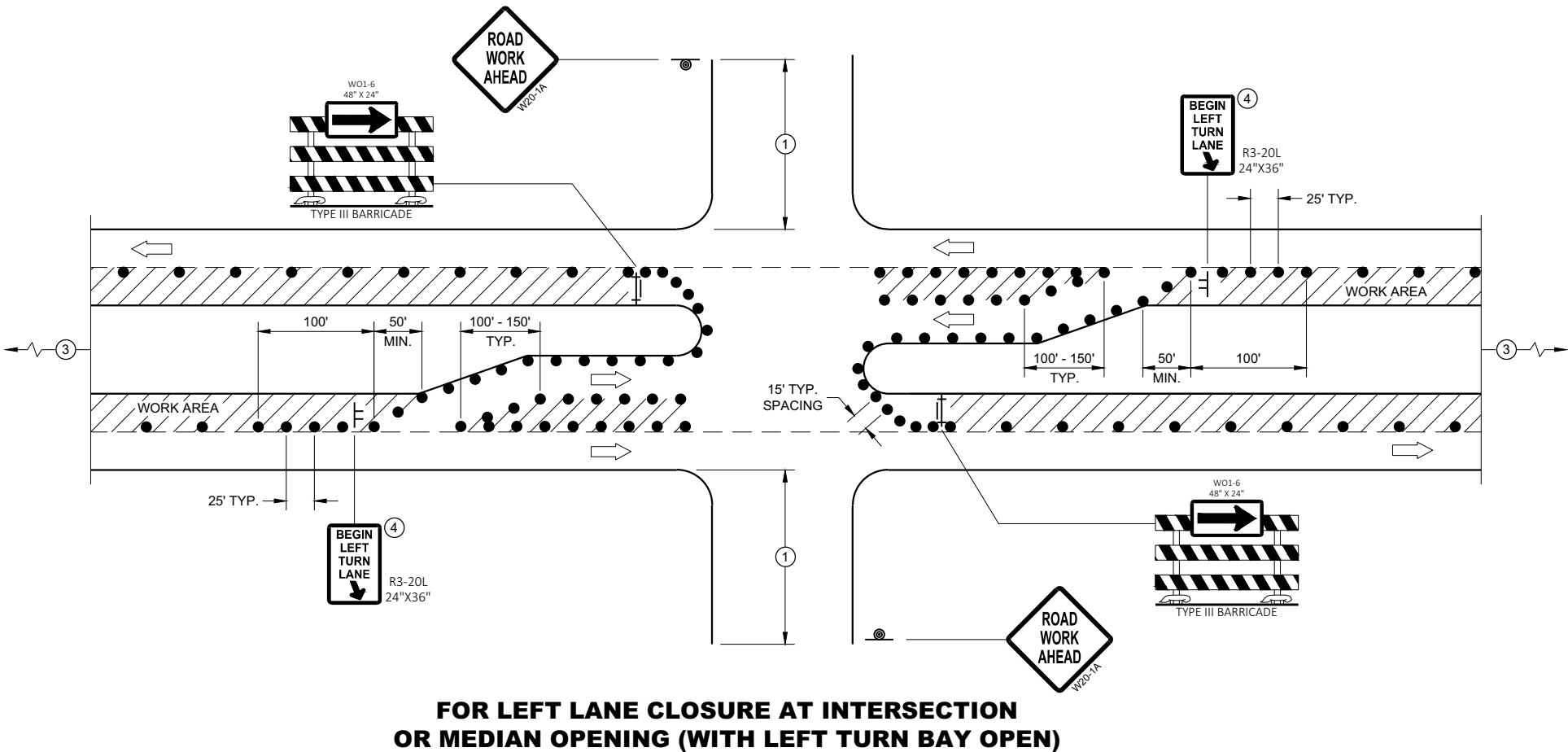
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SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 400
FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

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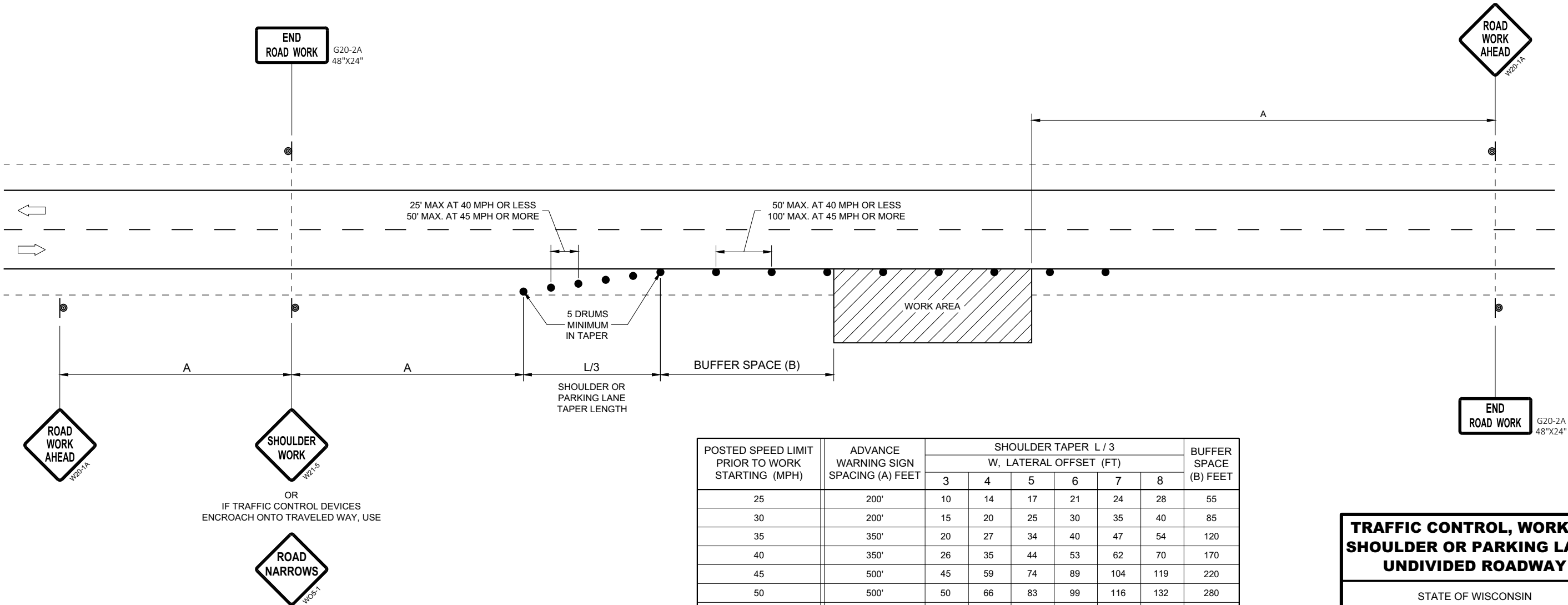
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SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

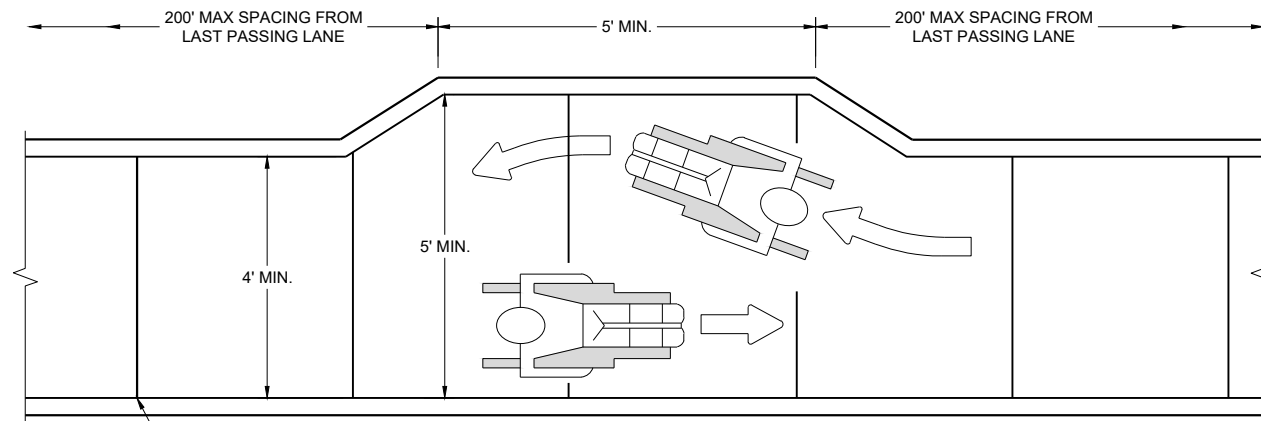
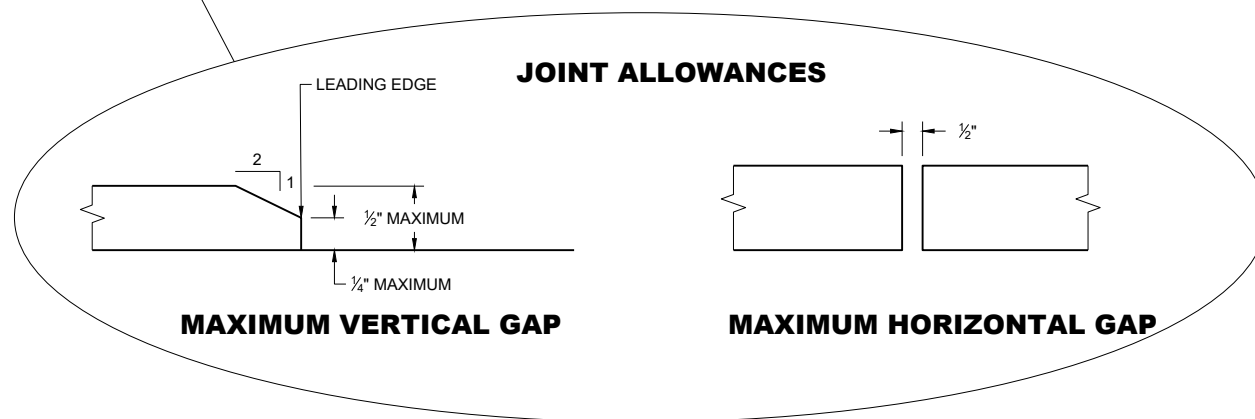
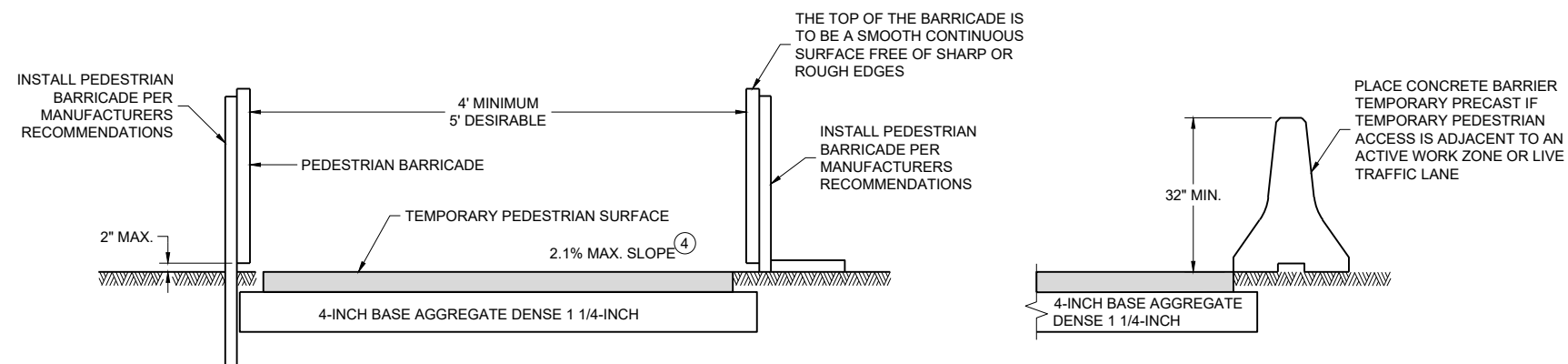


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	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 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 401
FHWA

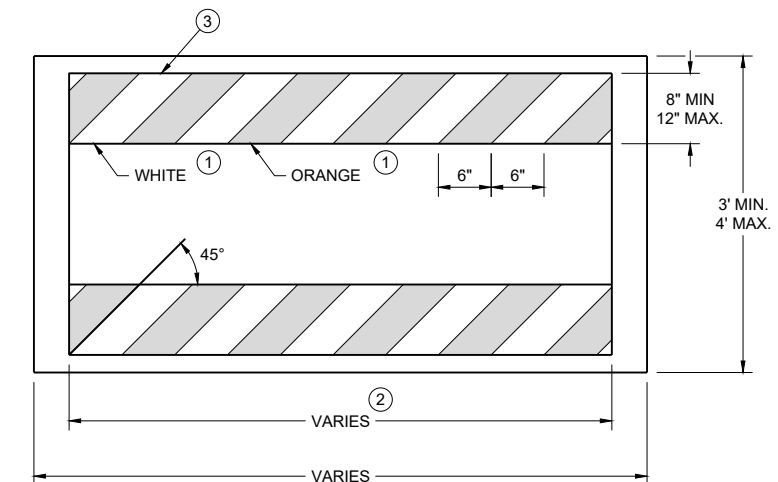
**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****GENERAL NOTES**

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

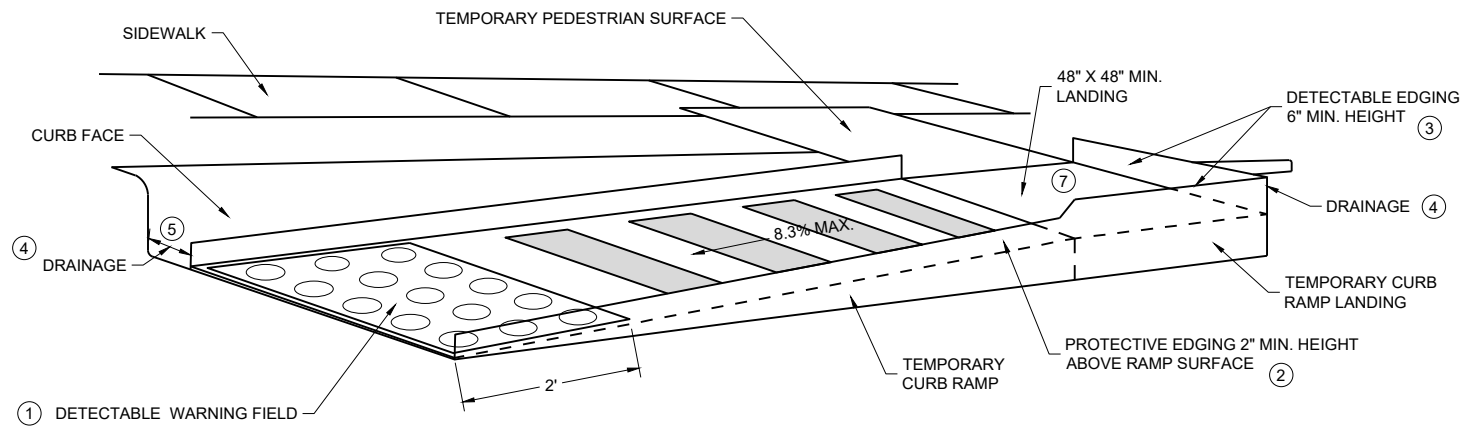
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

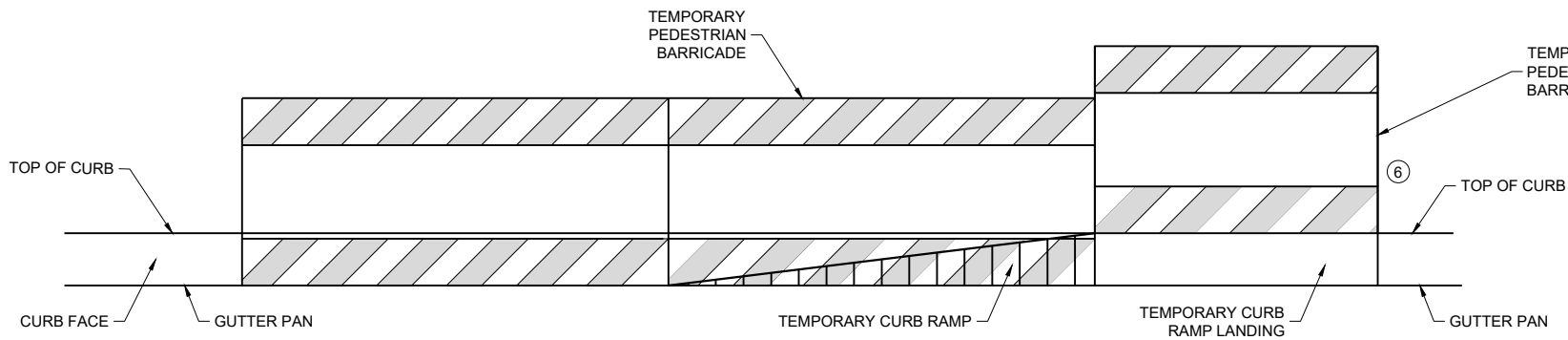
**TEMPORARY PEDESTRIAN BARRICADE ***

**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

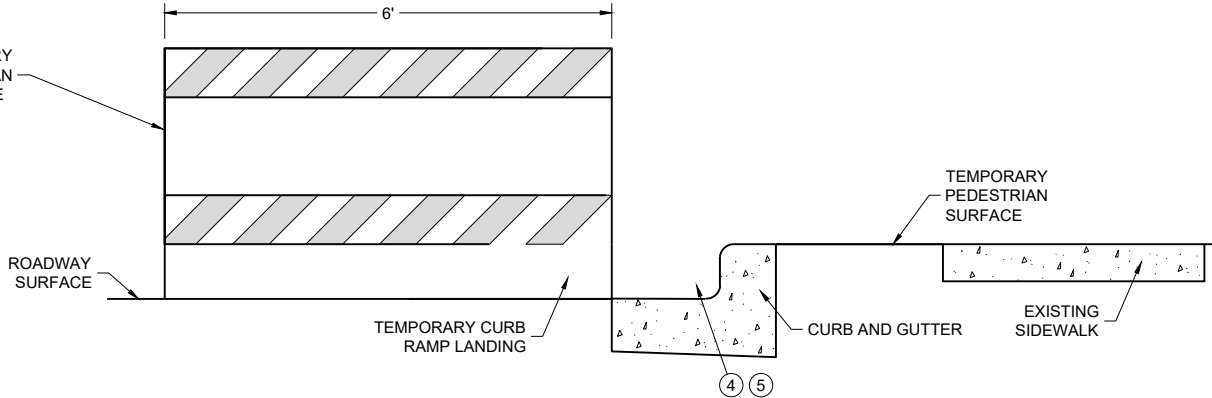


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

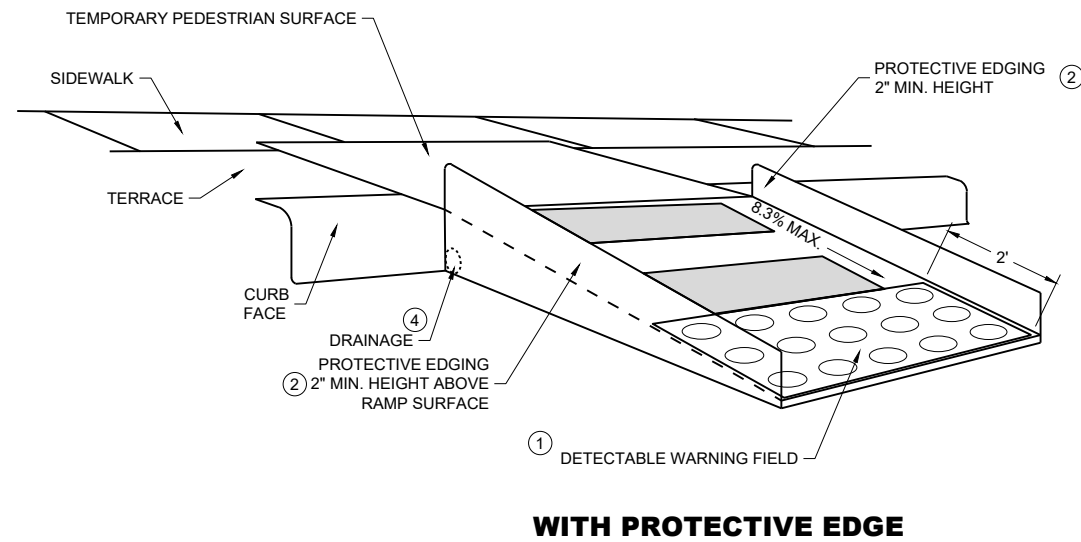
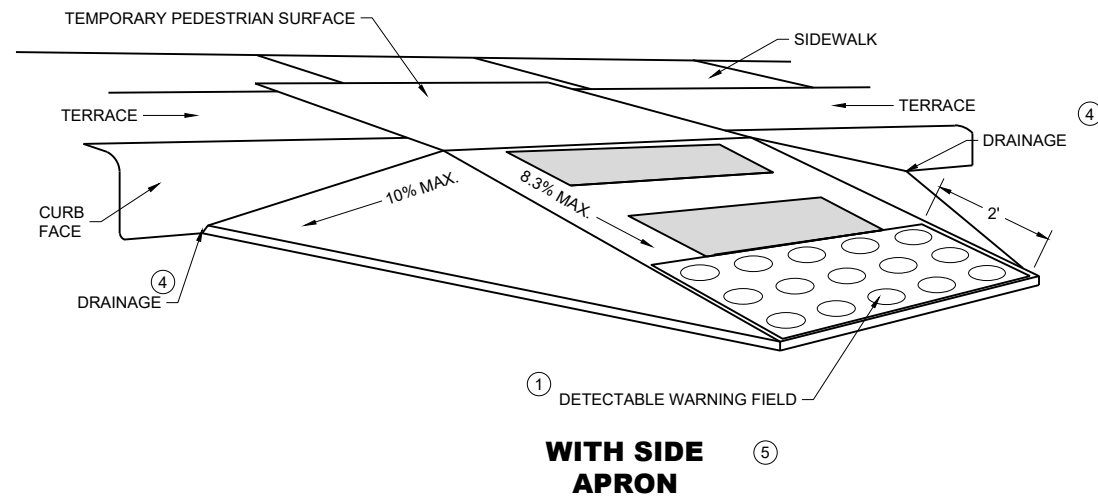
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

- 1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- 2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- 3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- 4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- 6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
- 7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

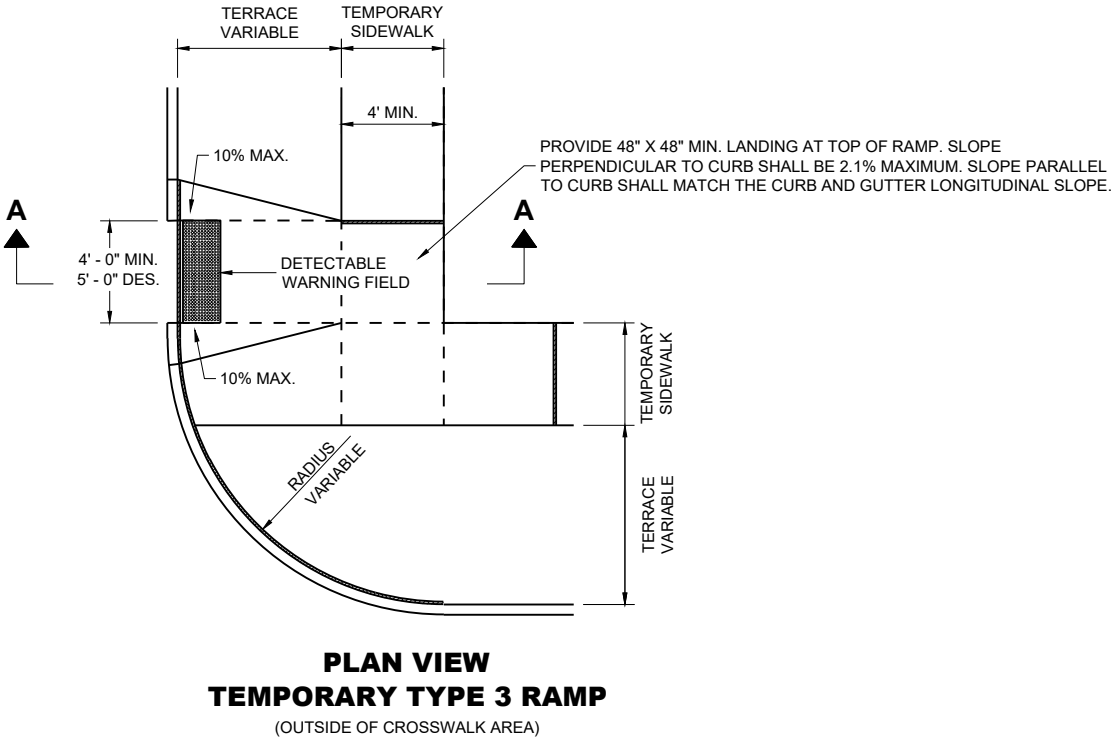
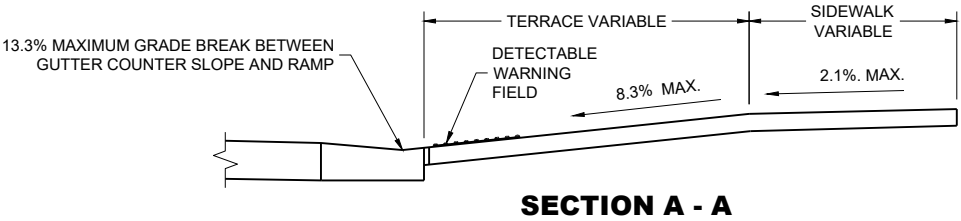
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

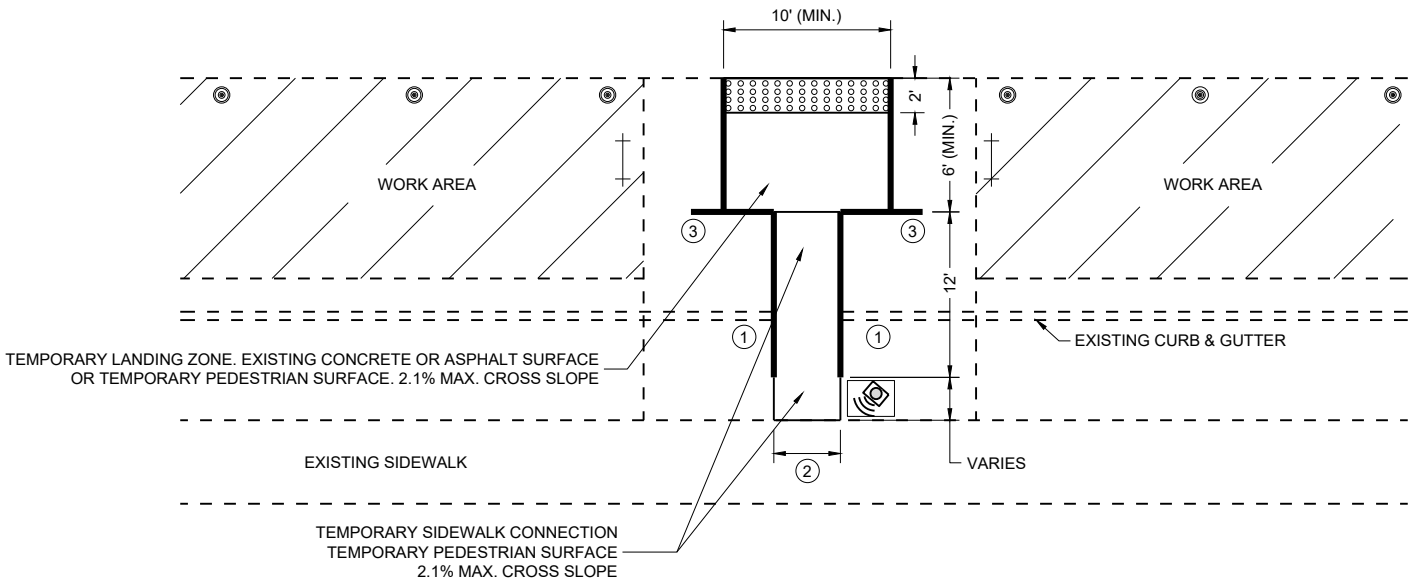
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

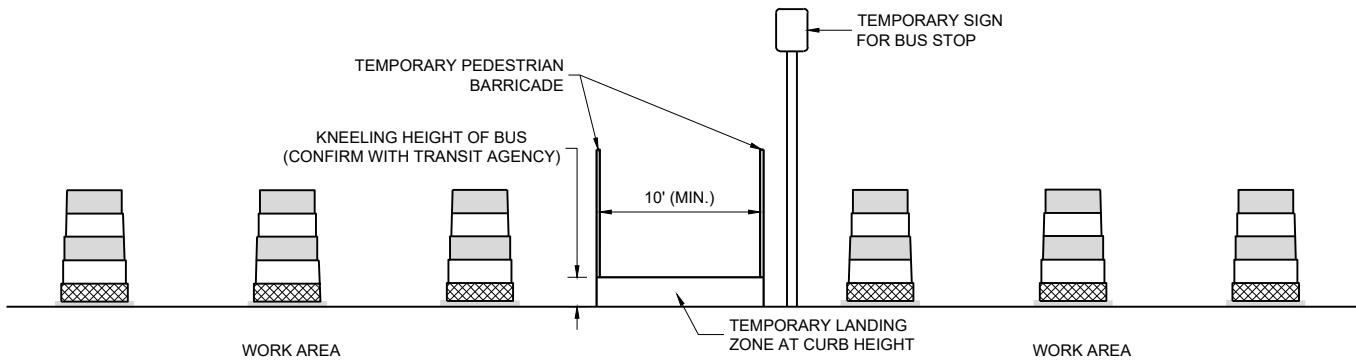
GENERAL NOTES



TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

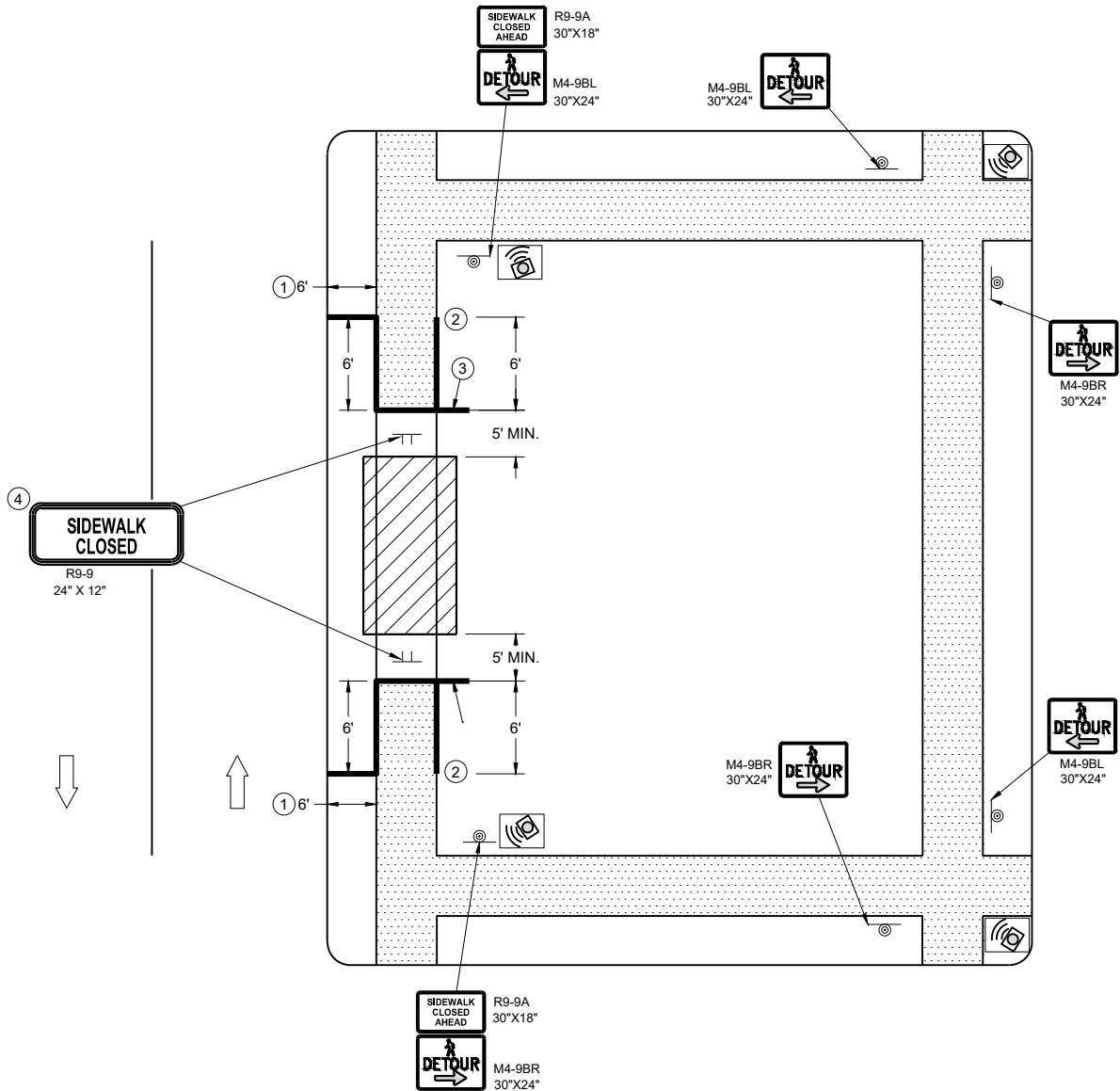
- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- ⊙ TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ⊞ WORK AREA
- ⊞ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC
-  TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

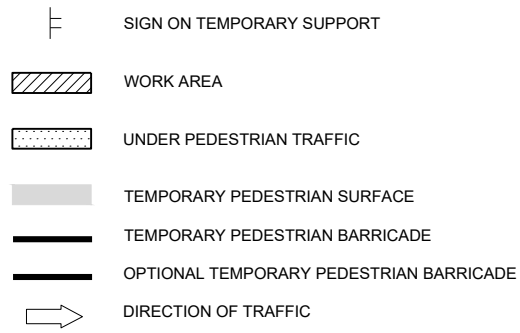
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND



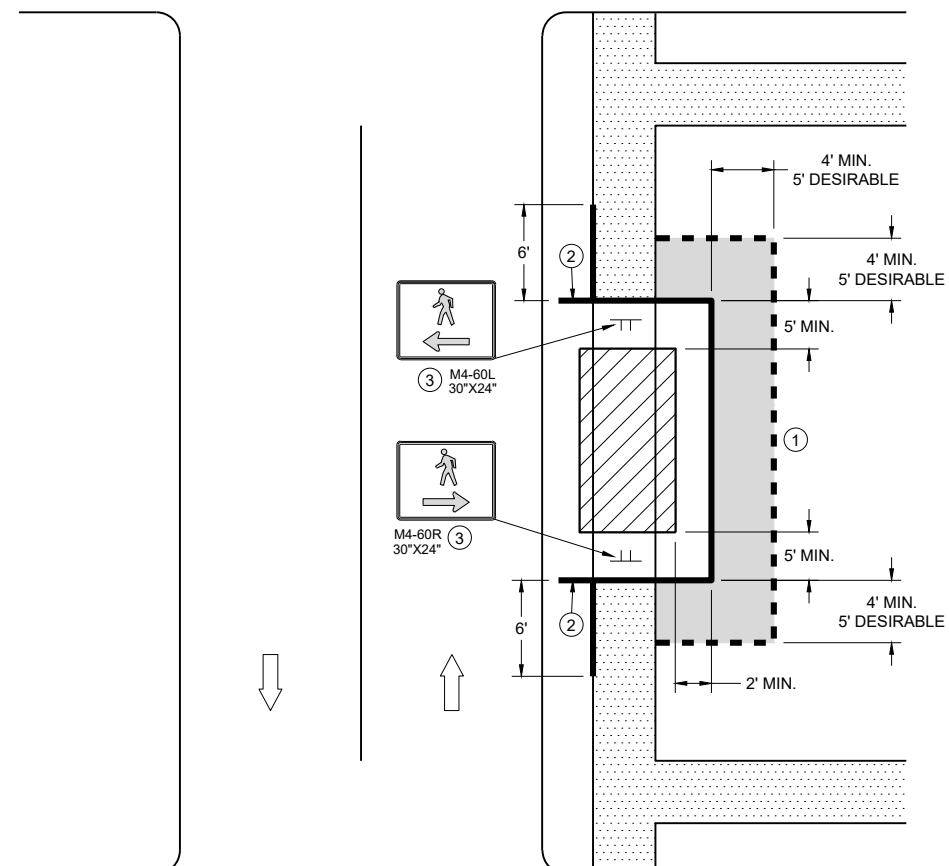
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



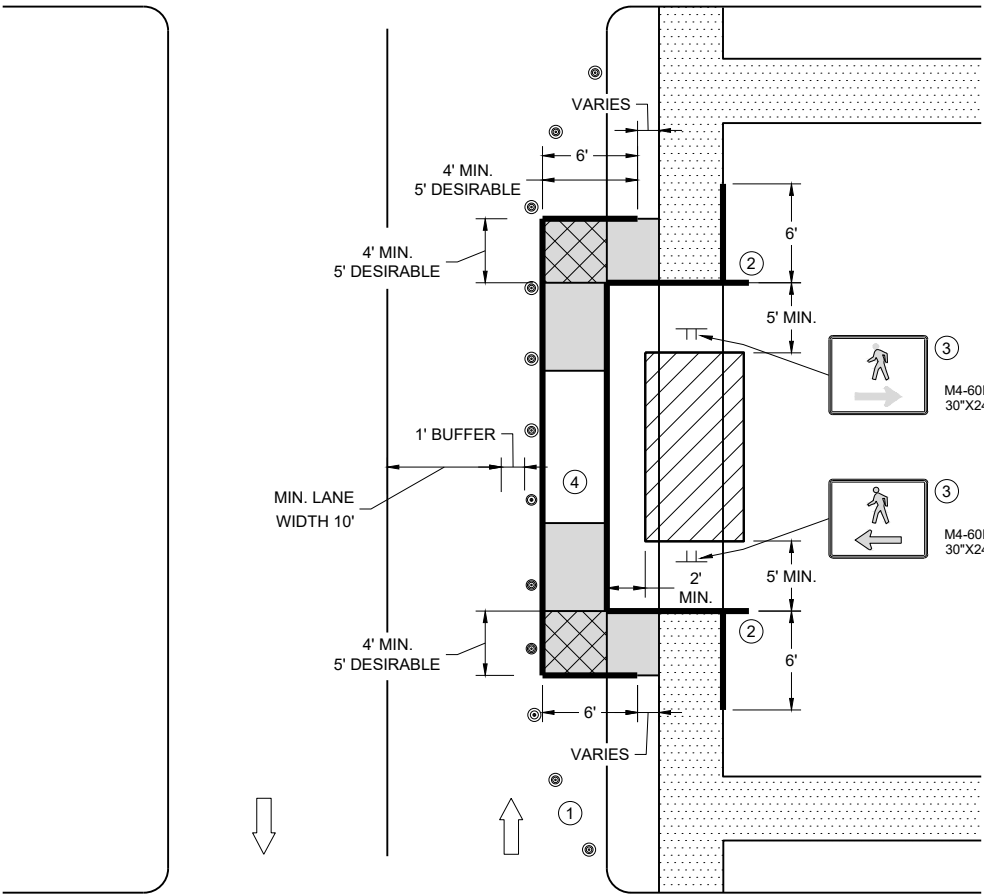
SIDEWALK BYPASS SINGLE SIDE

LEGEND

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

GENERAL NOTES

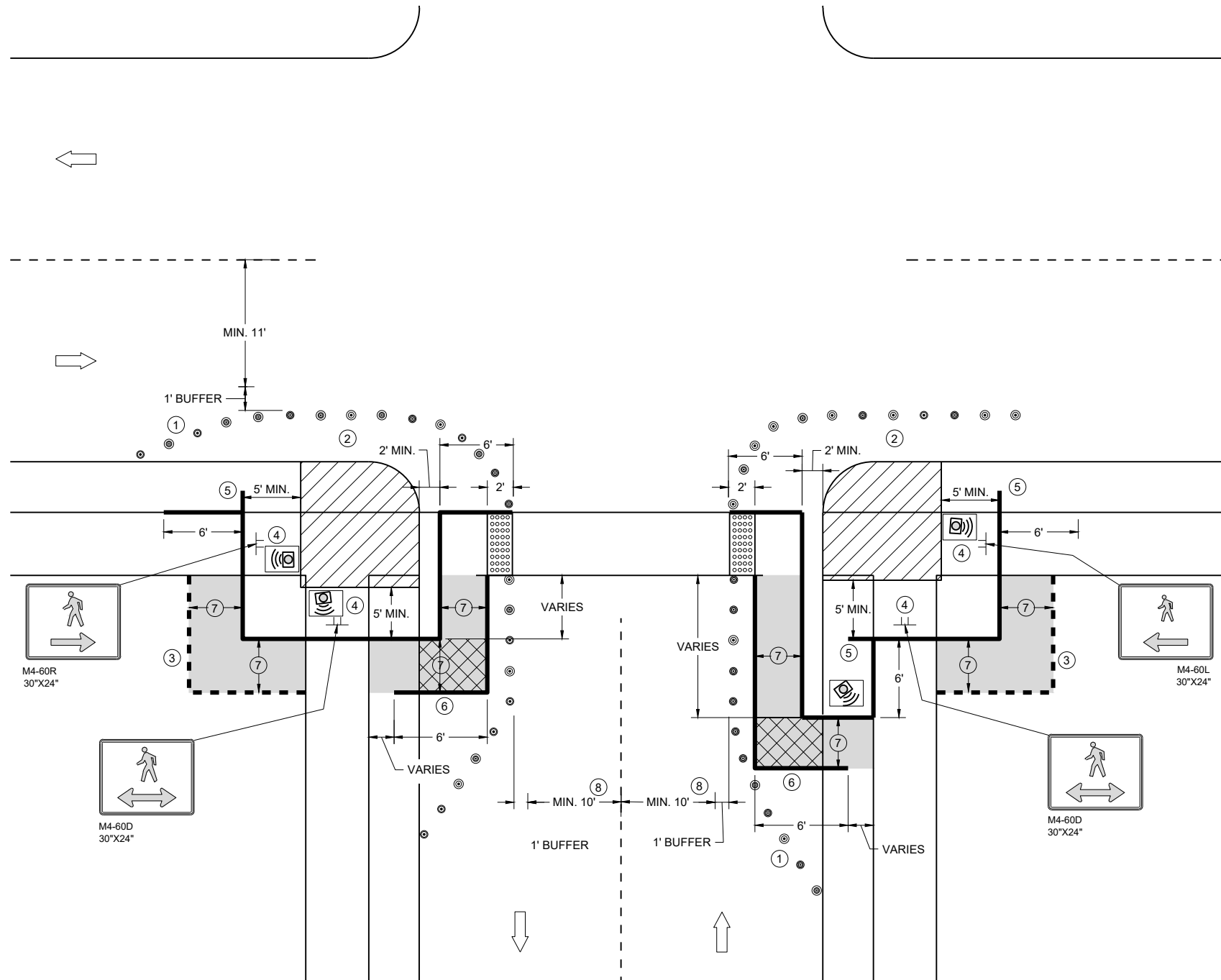
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



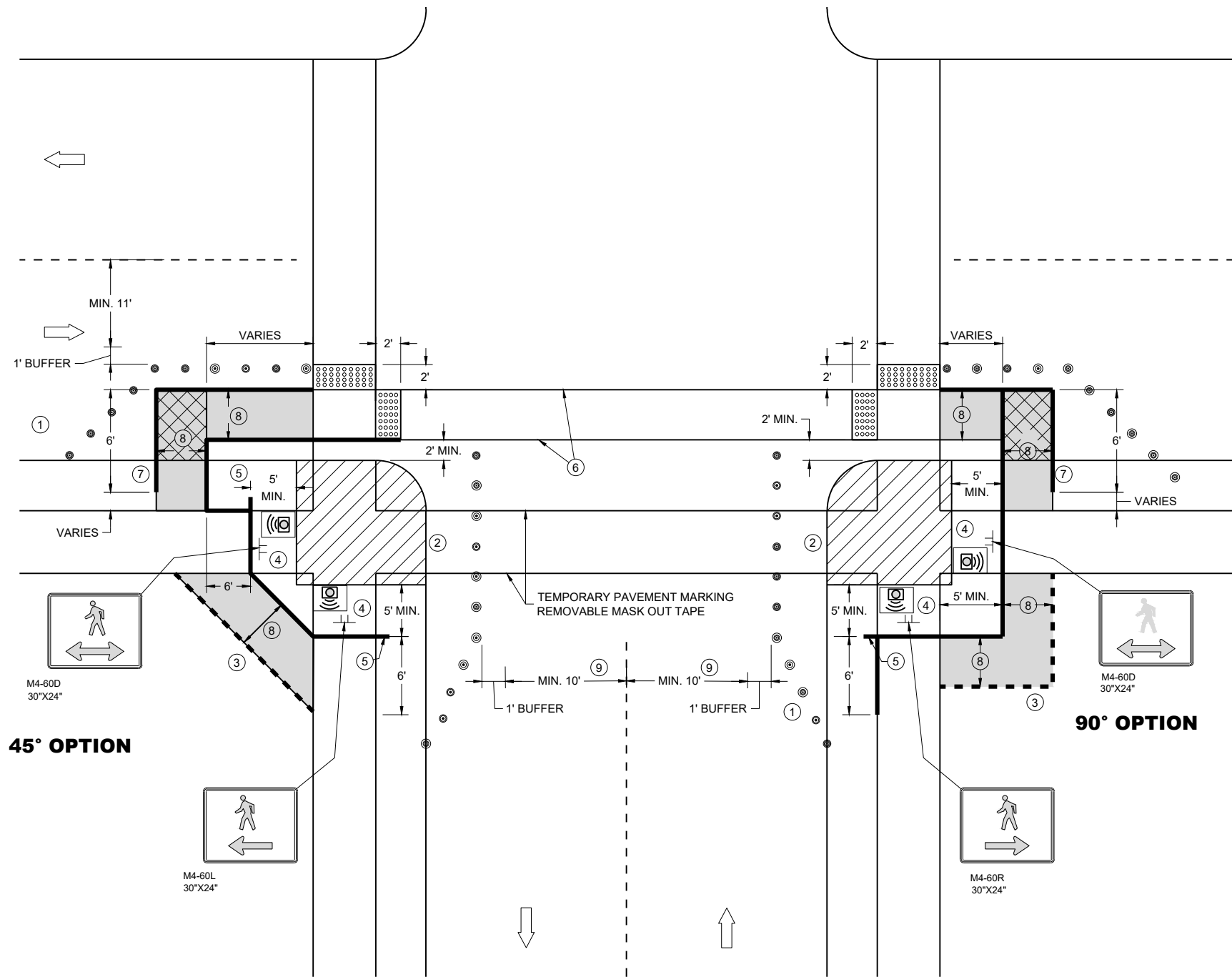
**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- 1 SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - 5 PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - 6 IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - 7 4 FEET MINIMUM, 5 FEET DESIRABLE
 - 8 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

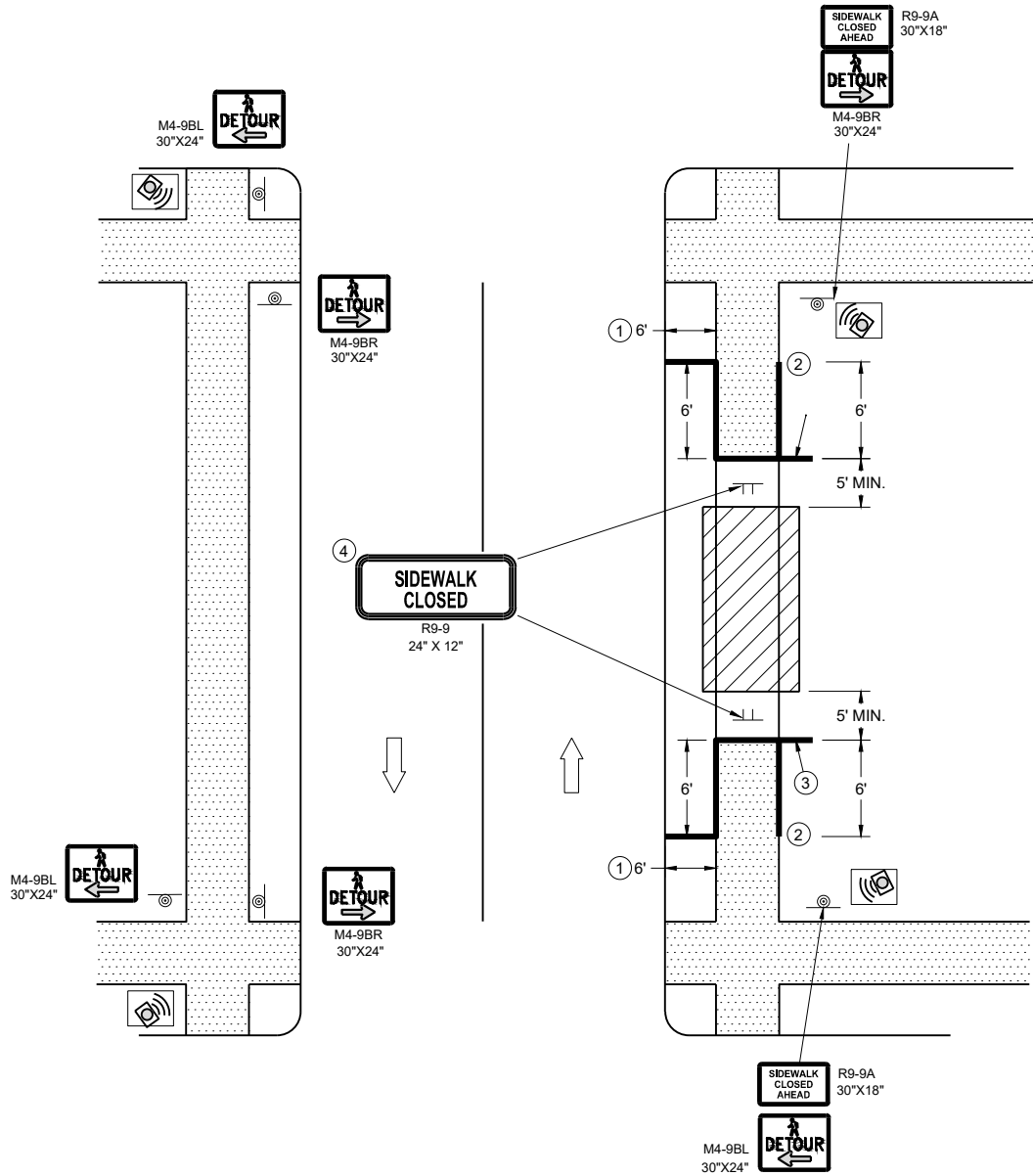
CURB RAMP PEDESTRIAN TRAFFIC CONTROL

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

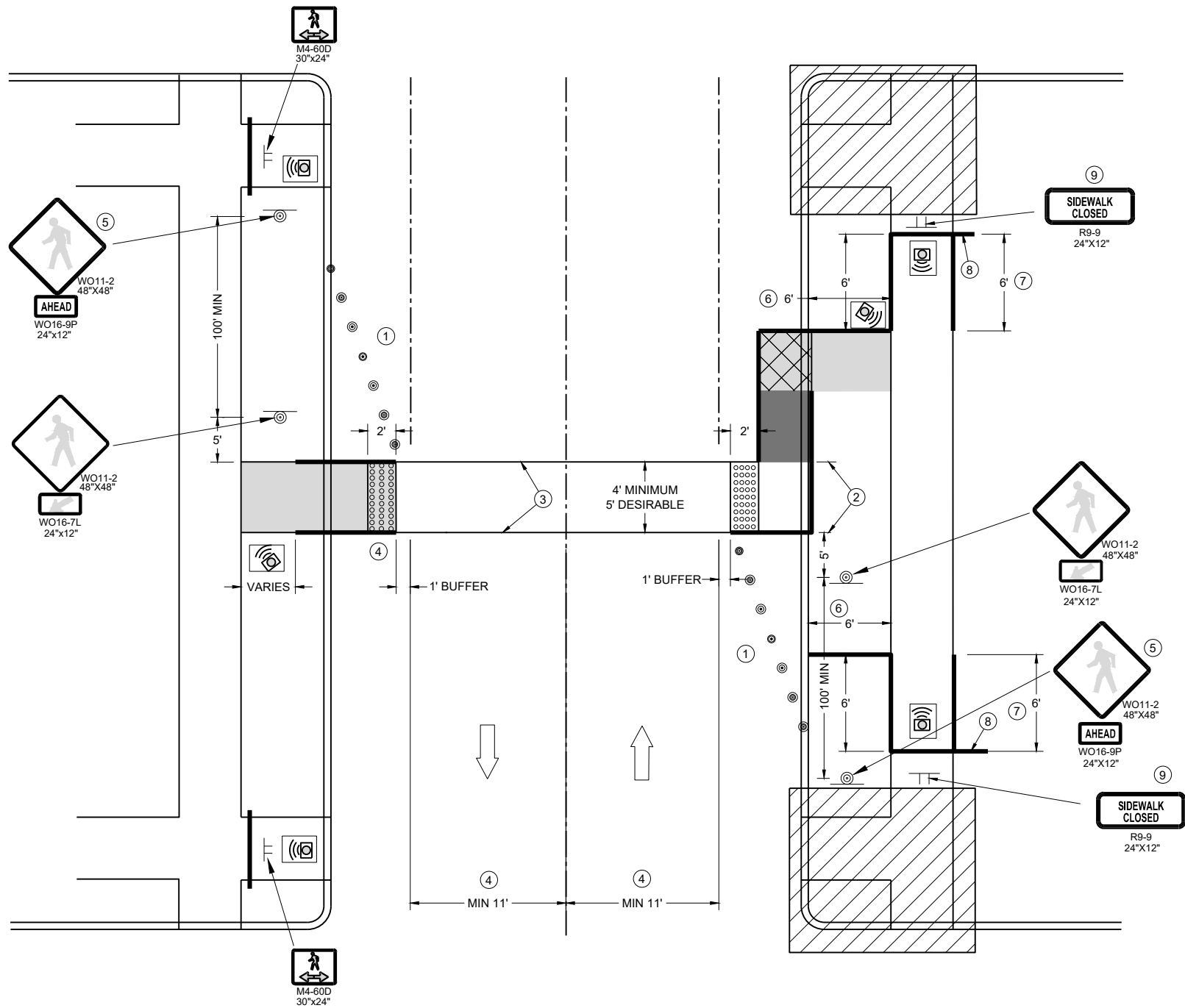
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMP MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- 6 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 7 PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- 8 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 9 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

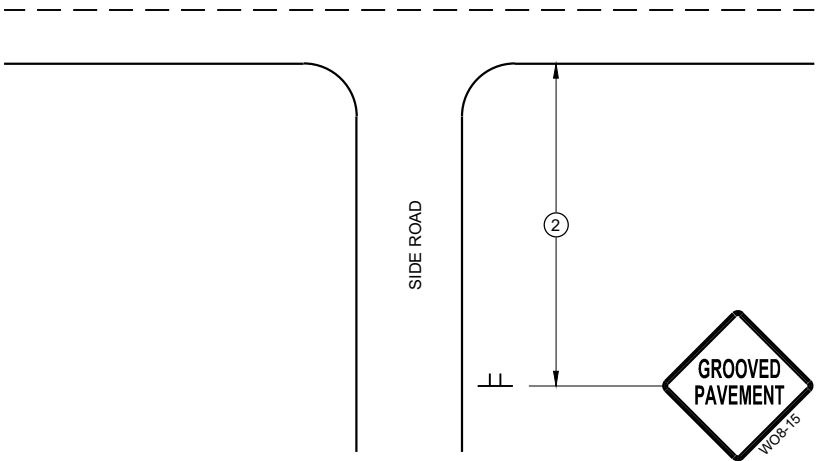
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

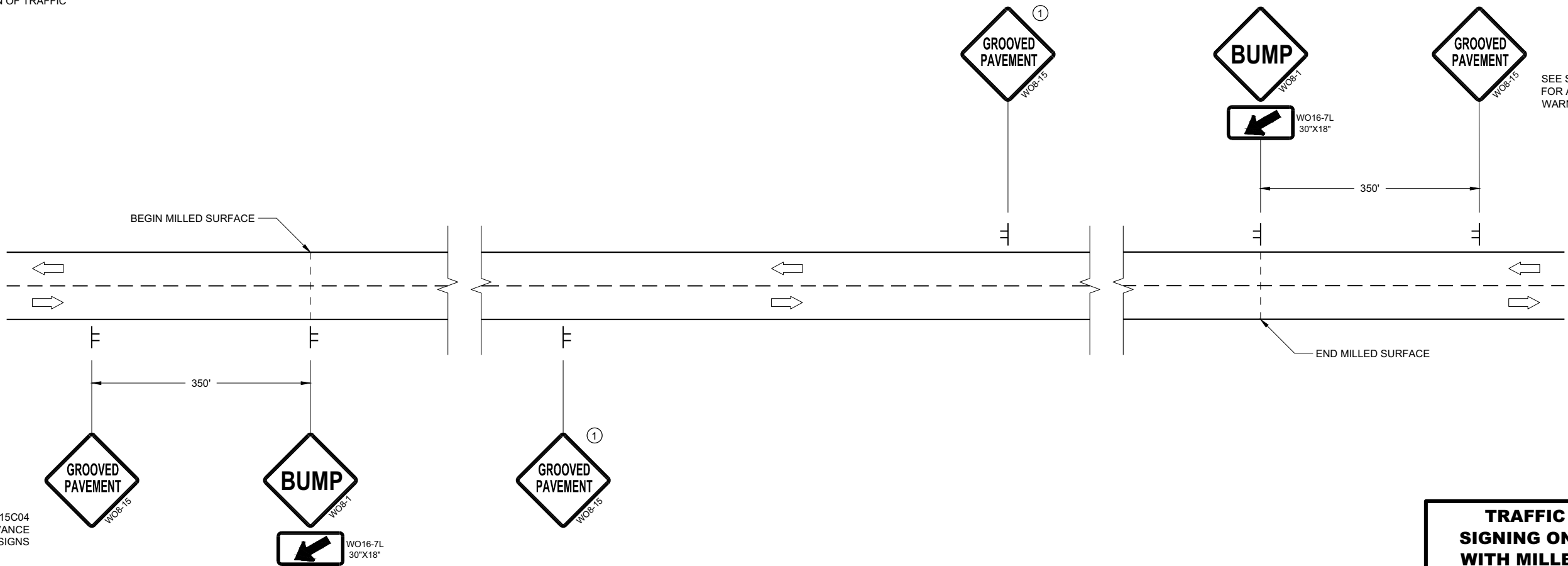
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 414

FHWA

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.

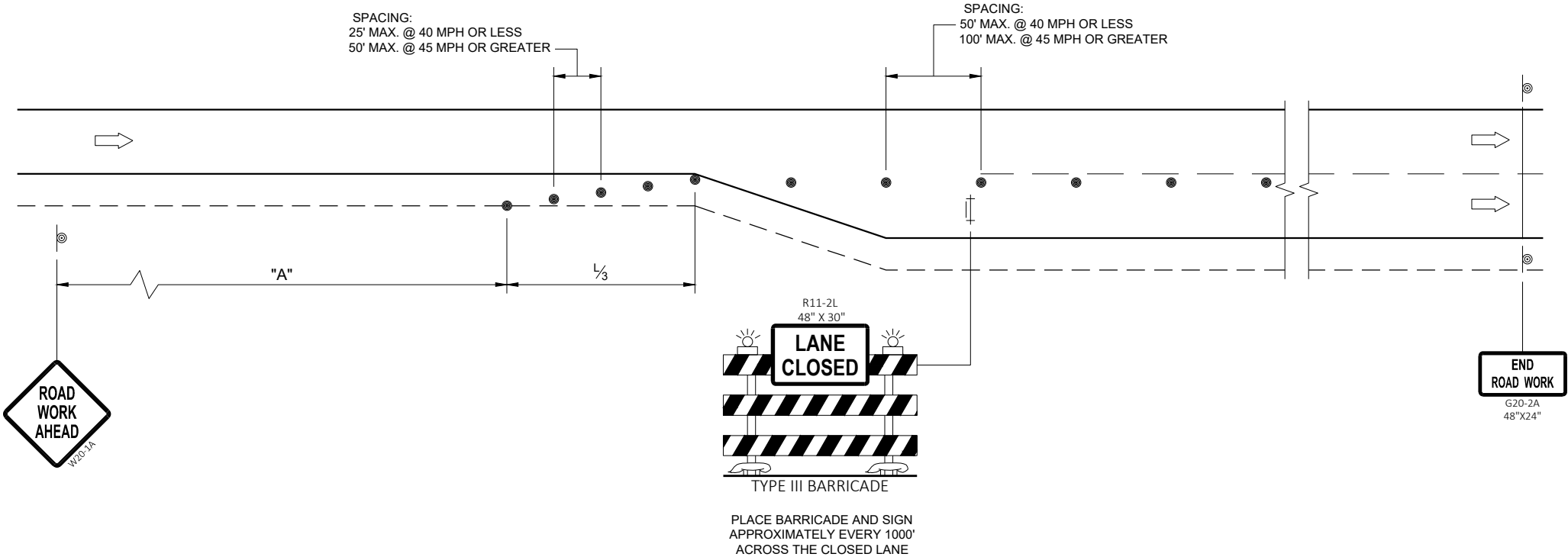
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.



**TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 415

FHWA

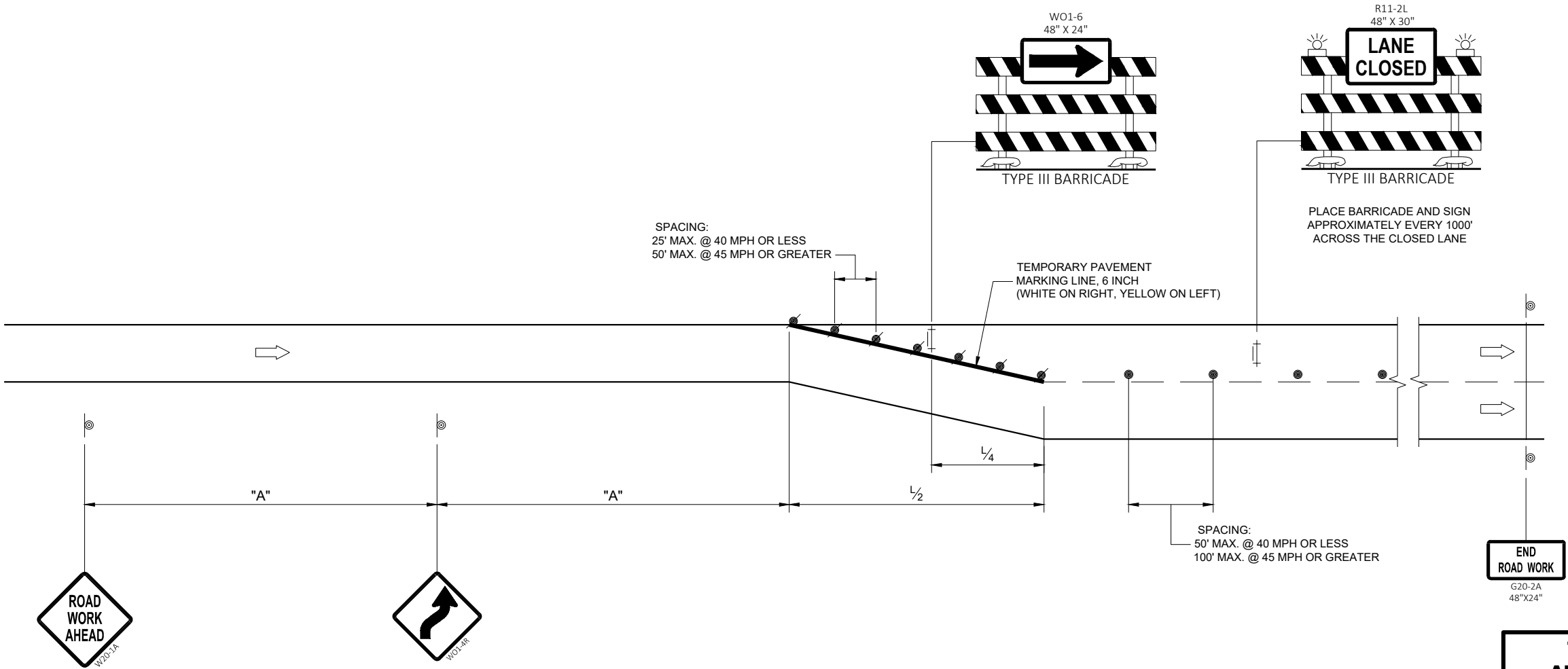
LEGEND

- 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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 416

FHWA

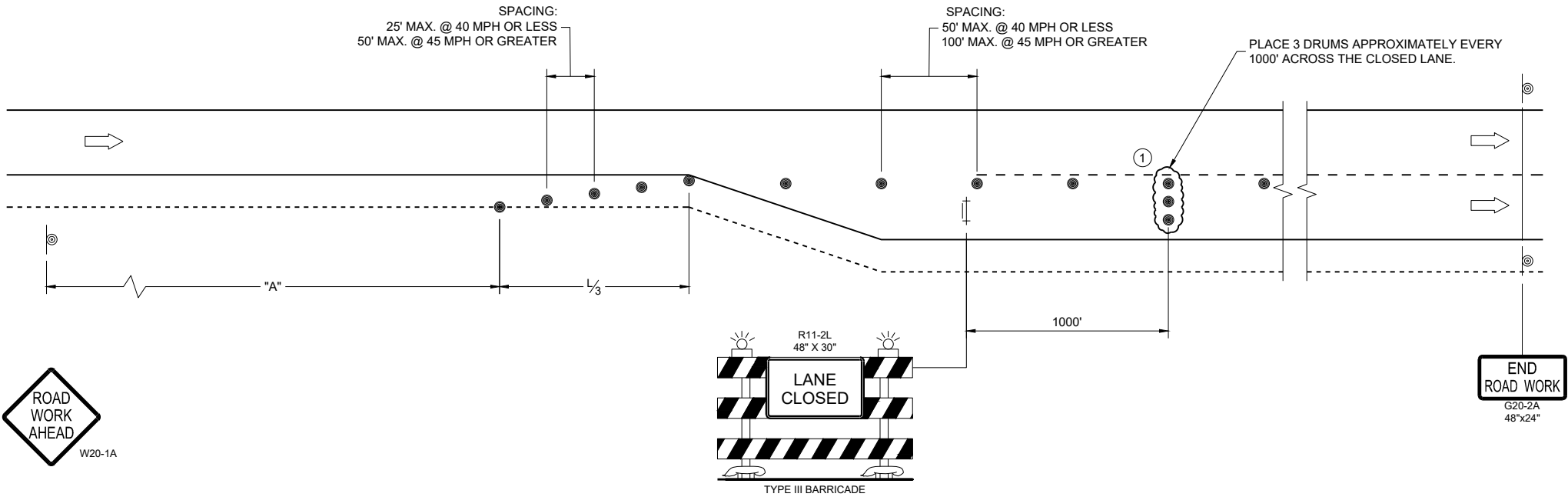
LEGEND

- 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 $L\frac{1}{2}$					
		W, LATERAL OFFSET (FT)					
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.
- ① DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA 417

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.

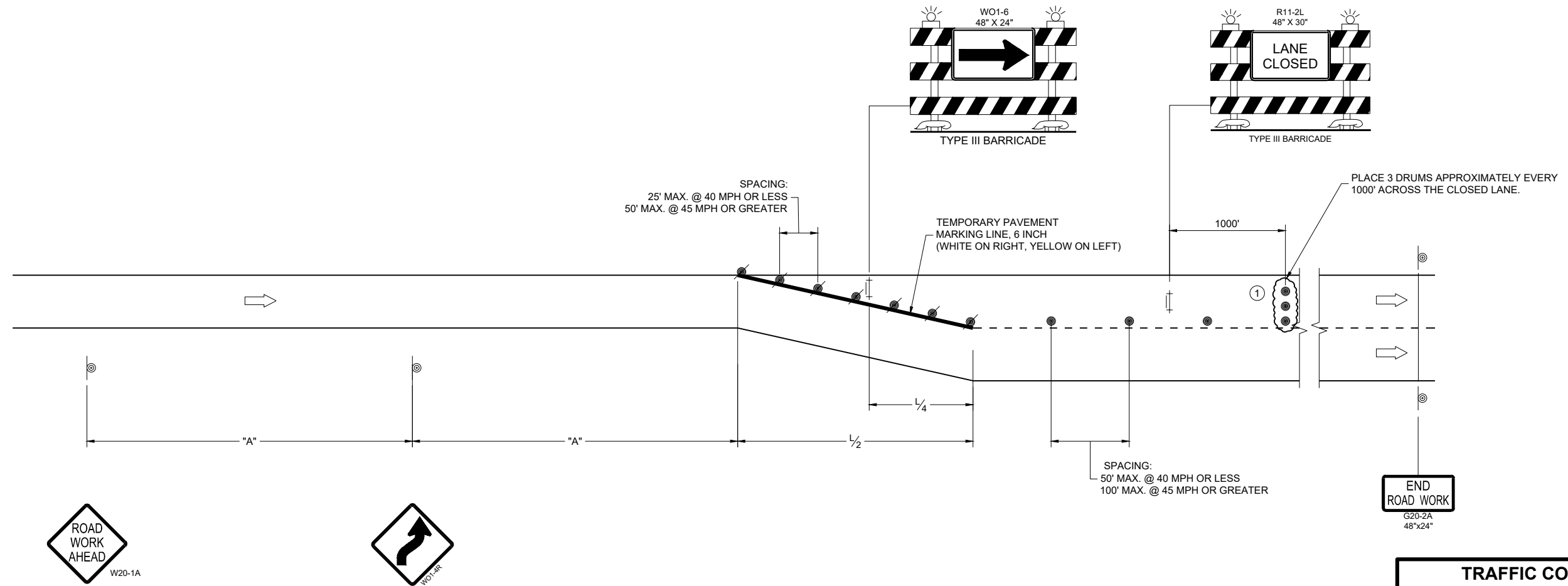
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

① DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



**TRAFFIC CONTROL,
ADDED LANE CLOSURE
WITH LANE SHIFT**

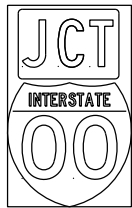
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

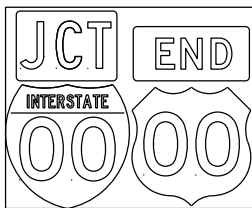
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA 419

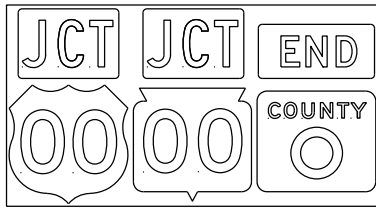
TYPICAL ASSEMBLIES



J1-1



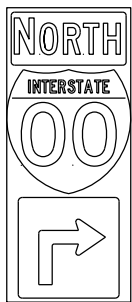
J1-2



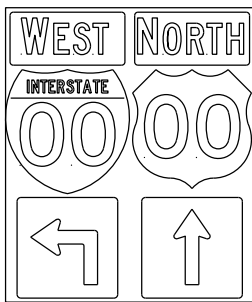
J1-3



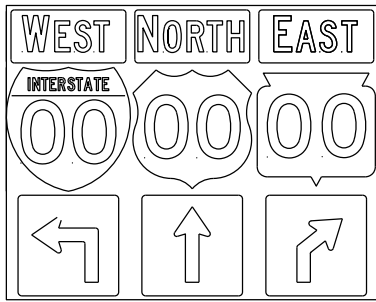
JR1-1



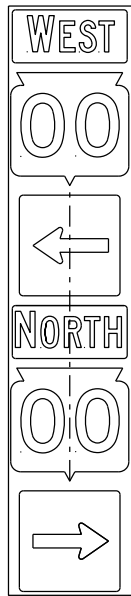
J2-1



J2-2

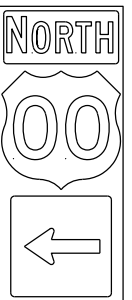


J2-3

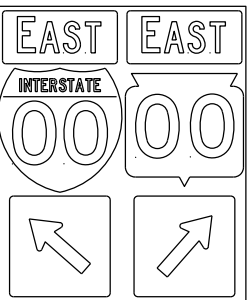


JV

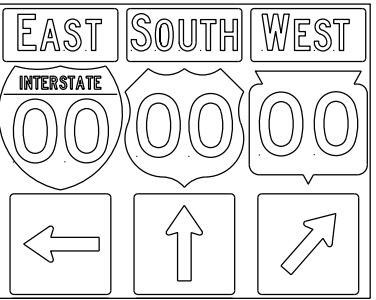
(Typical Vertical J-Assembly
See Note 10 and 11)



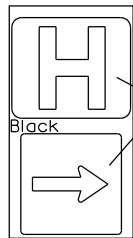
J3-1



J3-2



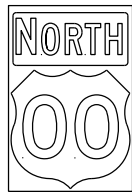
J3-3



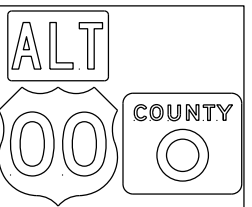
JH-1

Blue Background

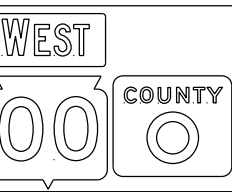
Black



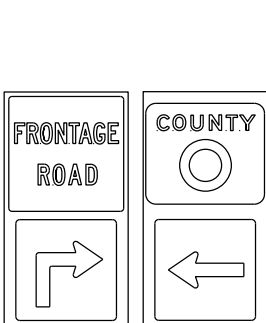
J4-1



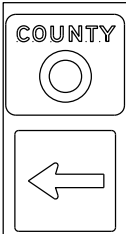
J4-2



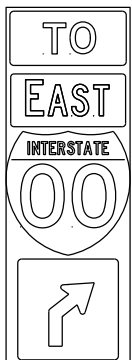
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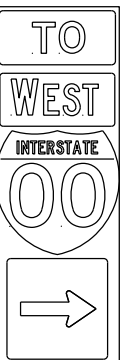
J12-1



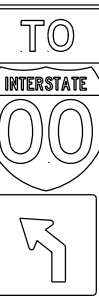
J13-1



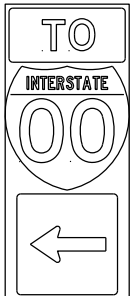
J32-1



J33-1



J22-1



J23-1



JR13-1

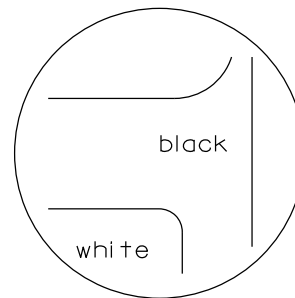
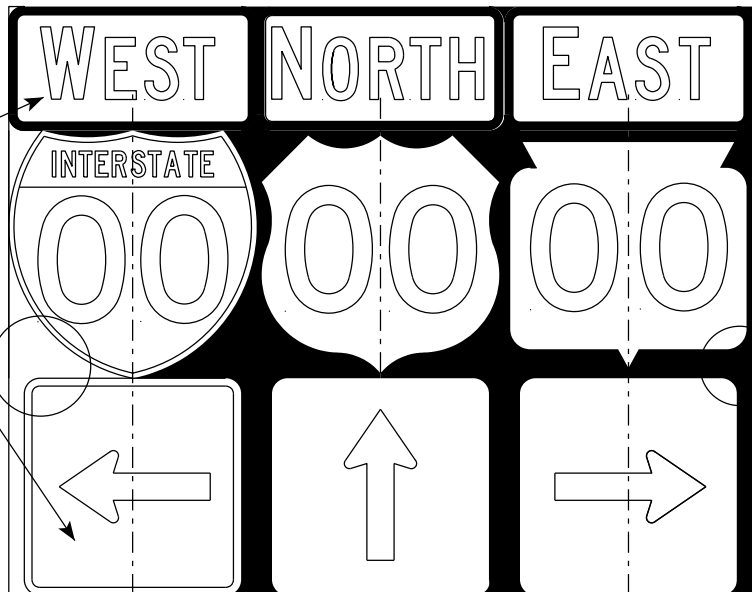
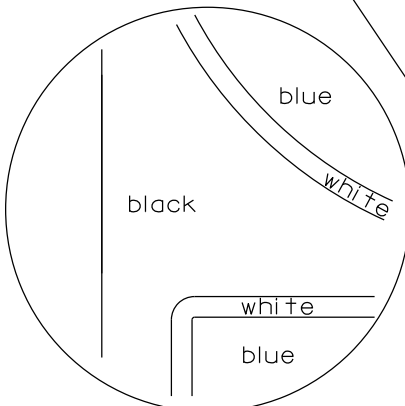


JR23-1



JR99-1

blue background
with interstate



black background

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

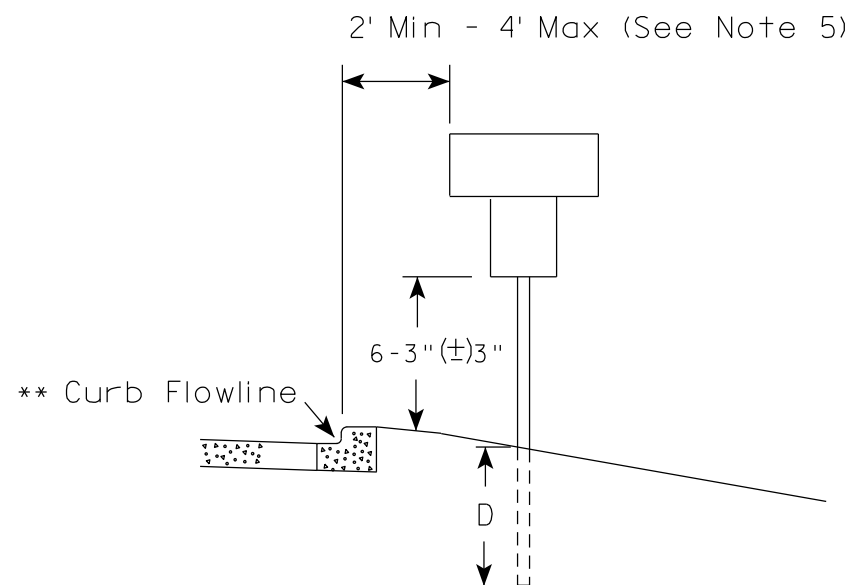
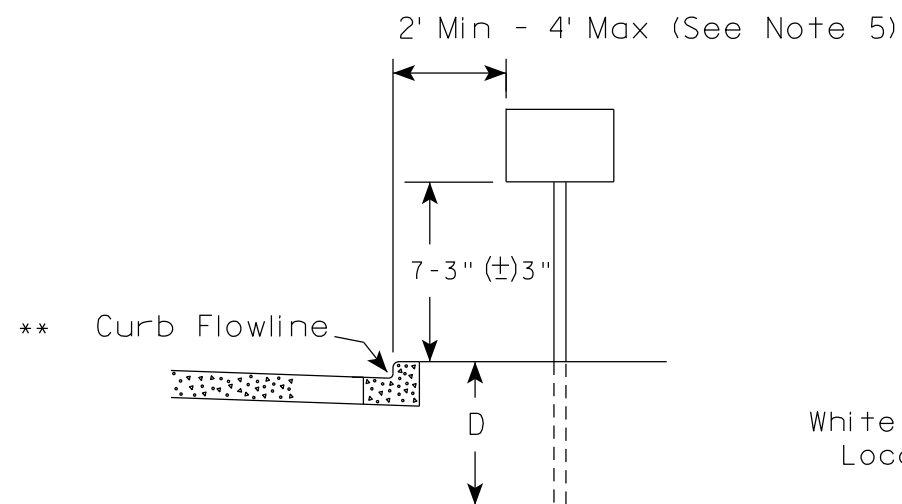
DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

SHEET NO: 419

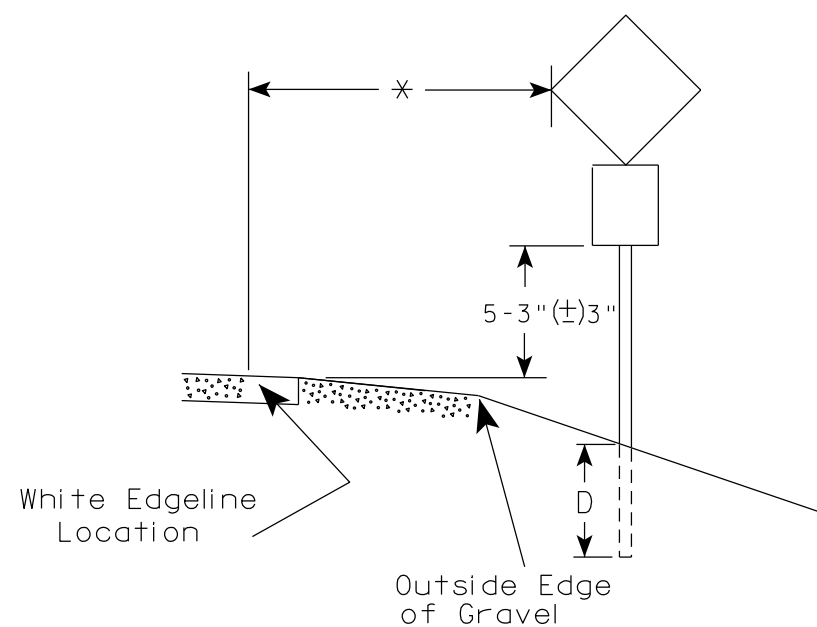
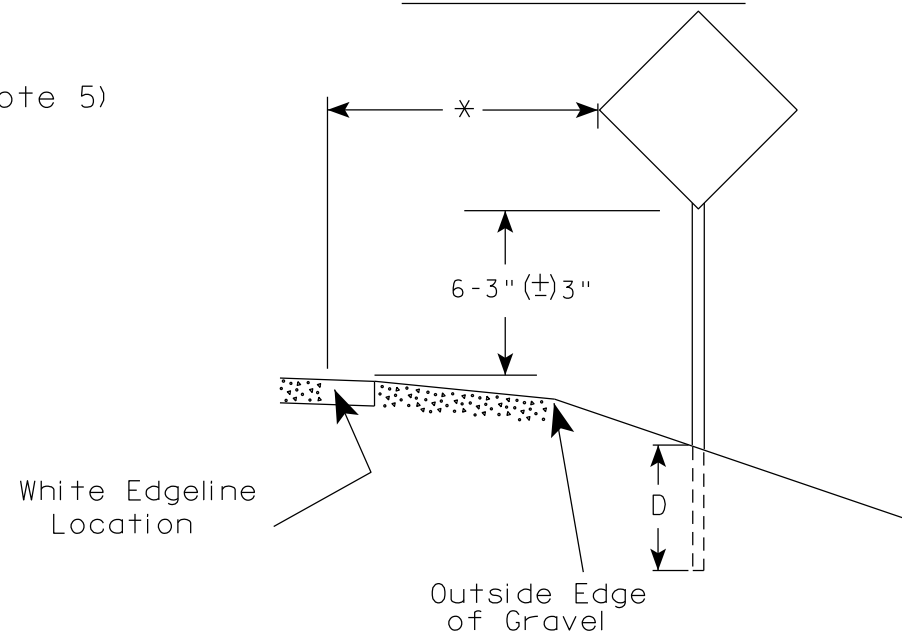
E

URBAN AREA



* * 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.

RURAL AREA (See Note 2)



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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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".
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±) 3".
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

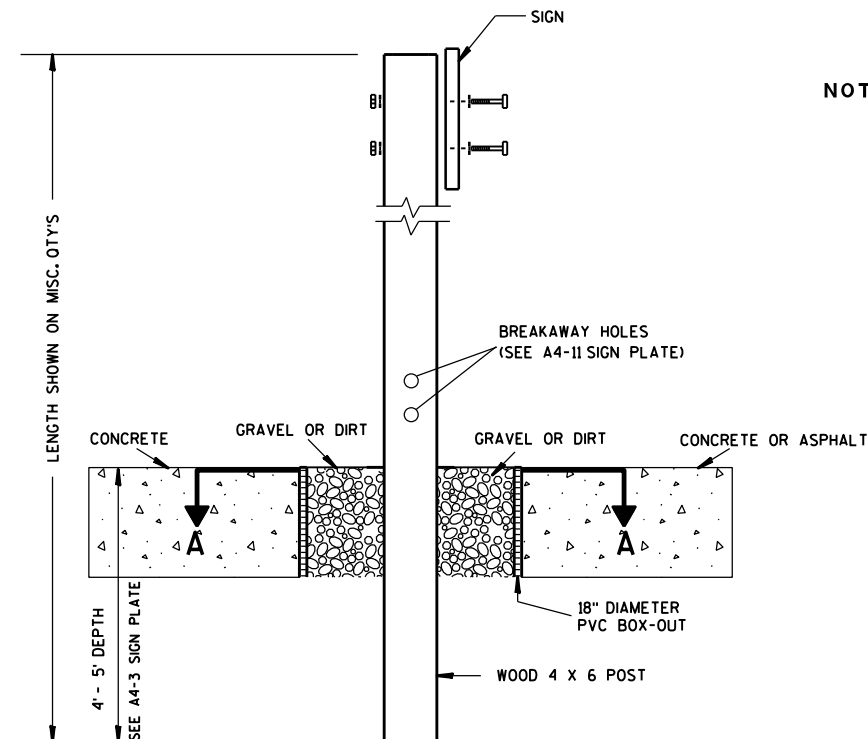
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 420

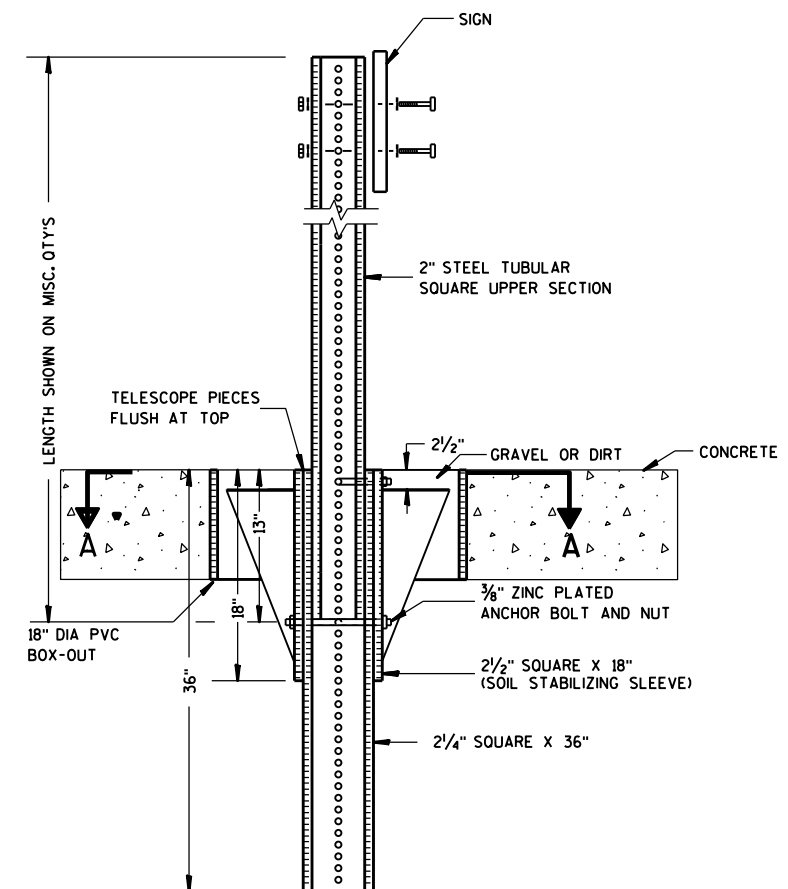
E



ELEVATION VIEW

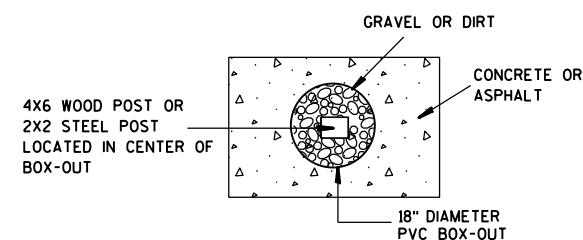
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 421 A4-3B.1

PROJECT NO:

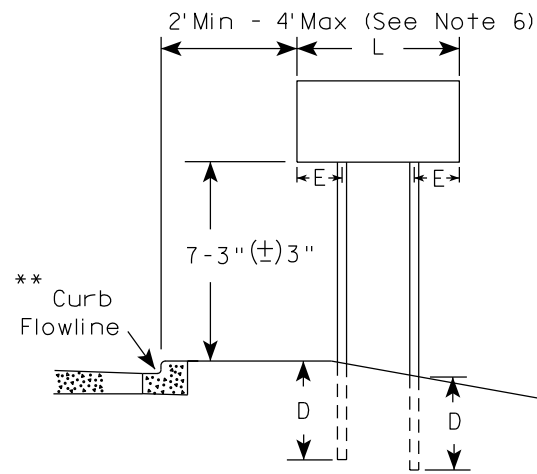
HWY:

COUNTY:

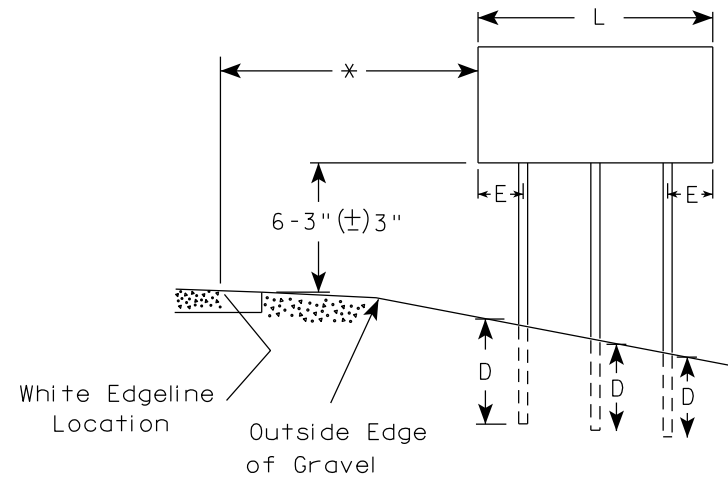
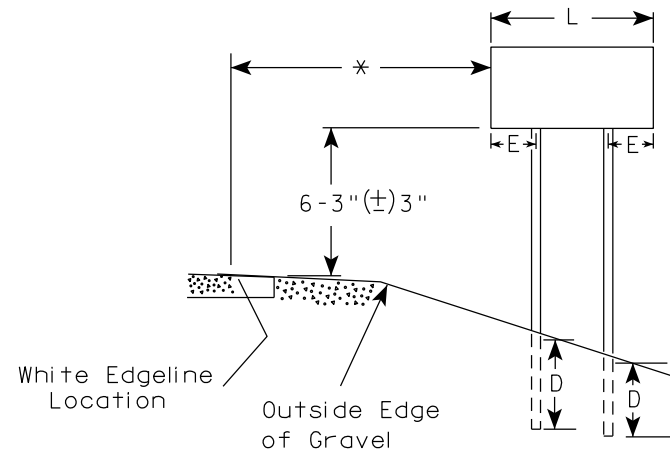
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E

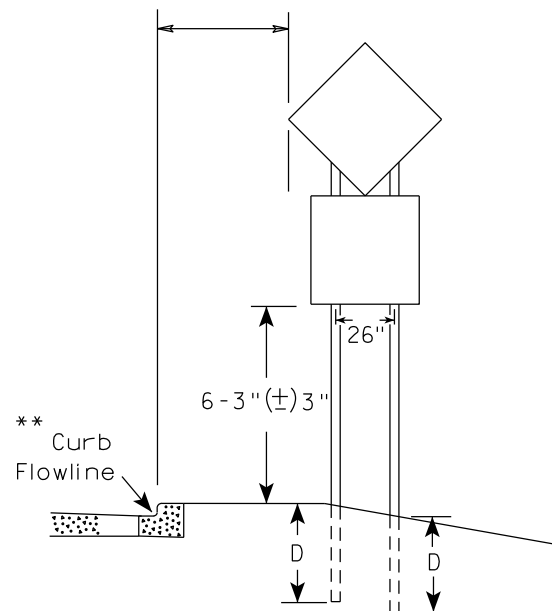
URBAN AREA



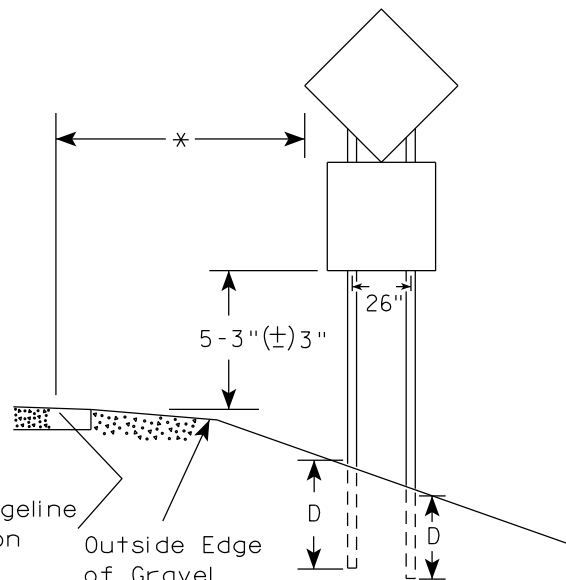
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

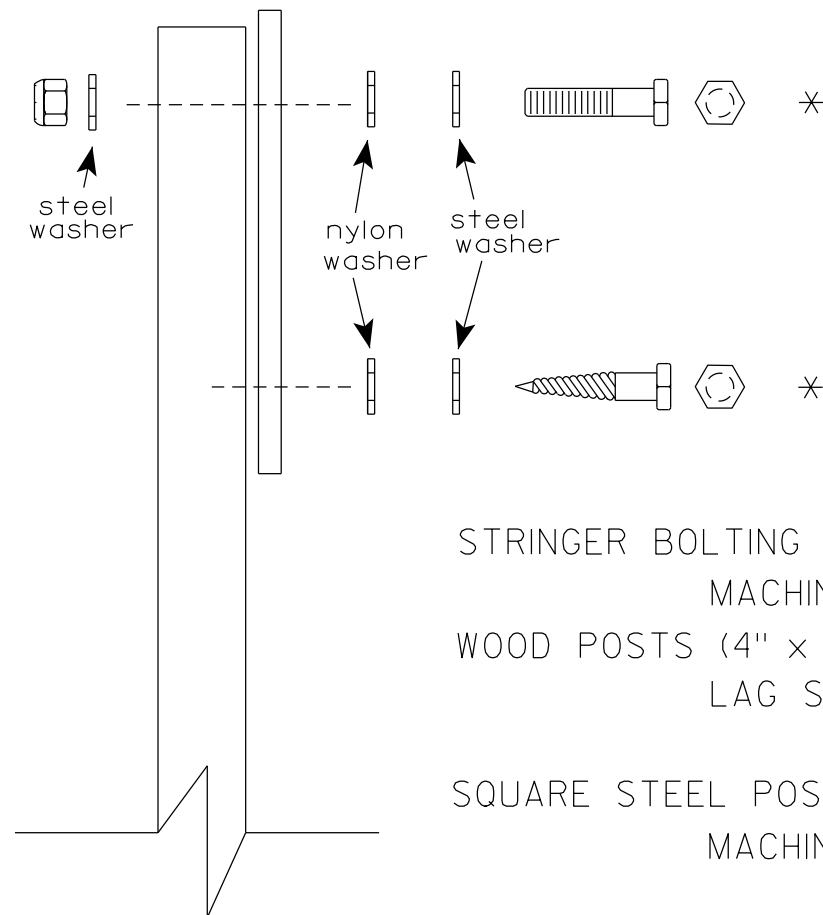
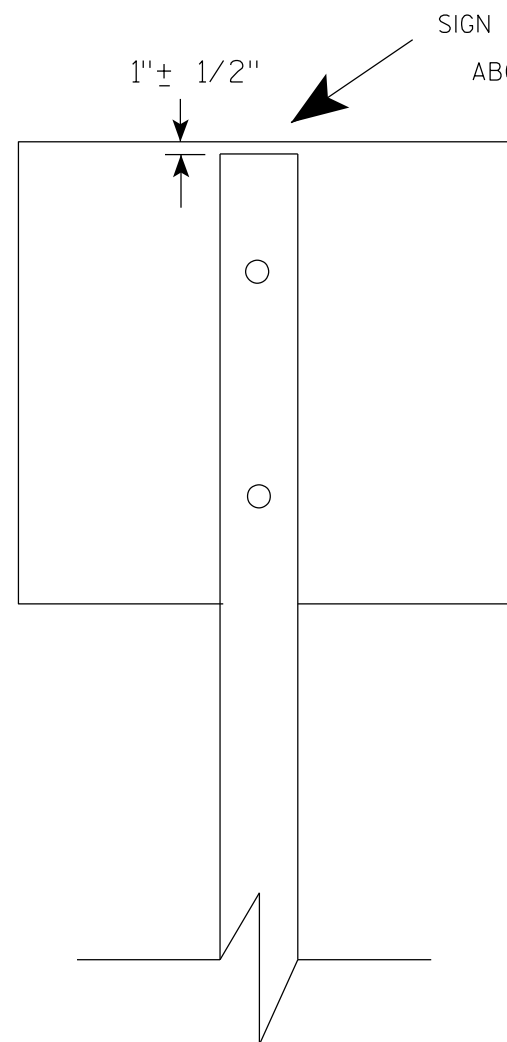
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 422

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.

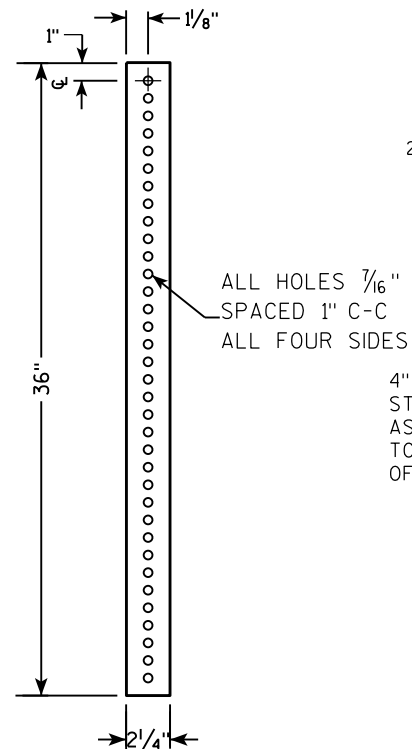
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

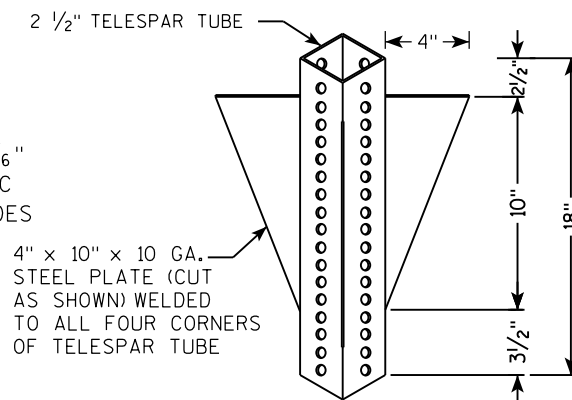
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

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



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



LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 2 1/2" GRAVEL OR DIRT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN

LENGTH SHOWN ON MISC. QTY'S

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

TELESCOPE PIECES FLUSH AT TOP

18"

12"

36"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

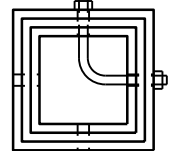
2 1/4" SQUARE X 36"

A

B

C

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthieu R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 424 14-9.9

SHEET NO: E

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
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FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN

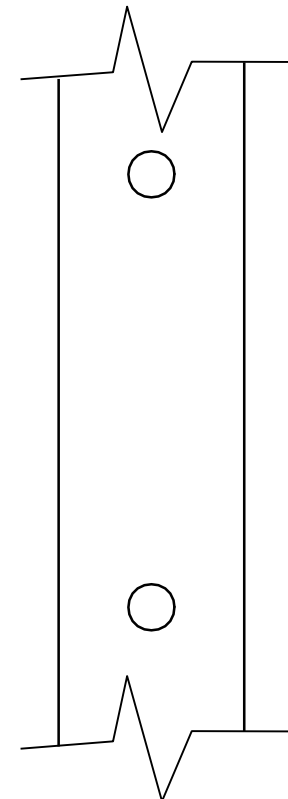
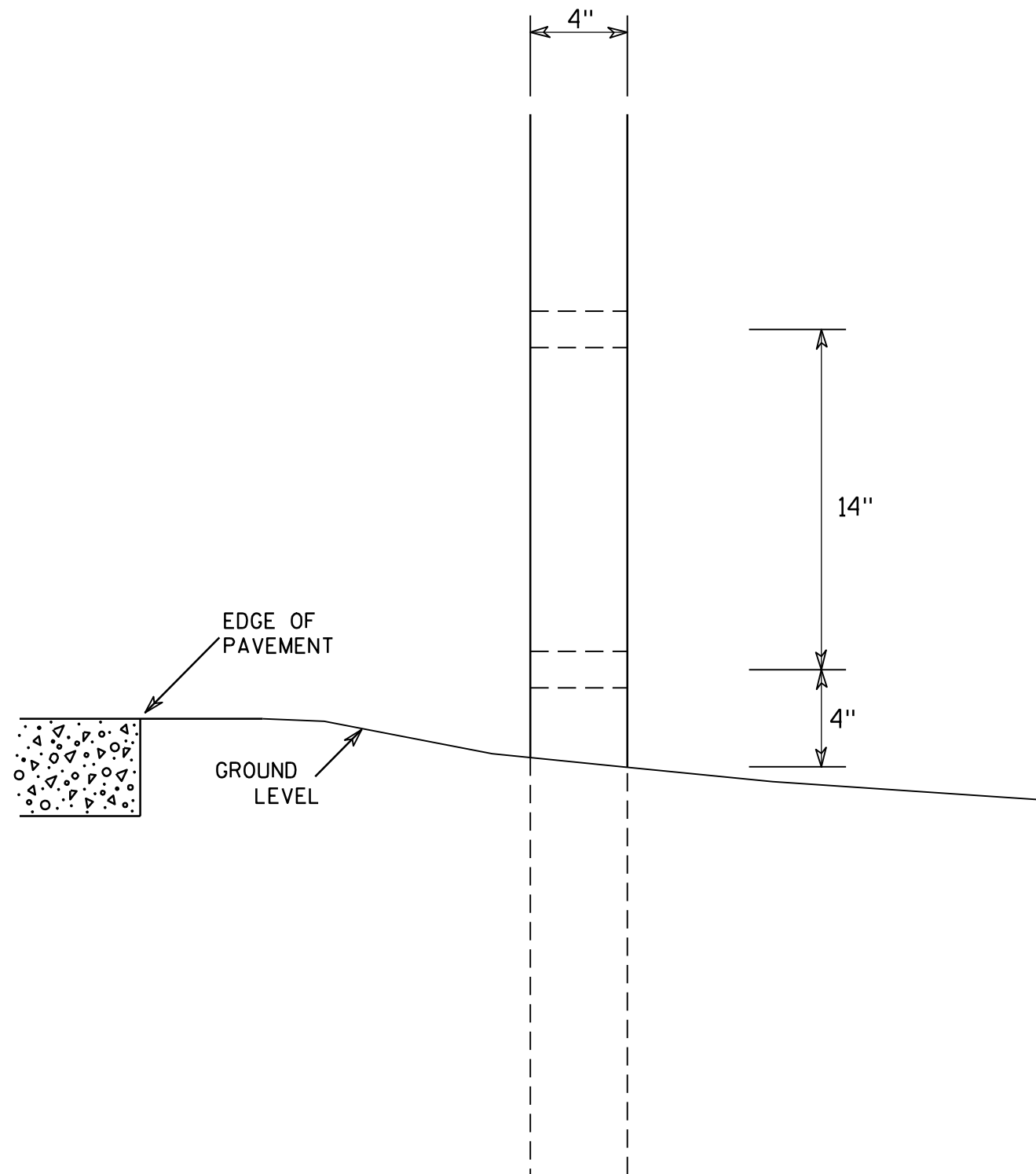
PLOT DATE : 05-FEB-2015 17:09

PLOT BY : mscs.ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



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

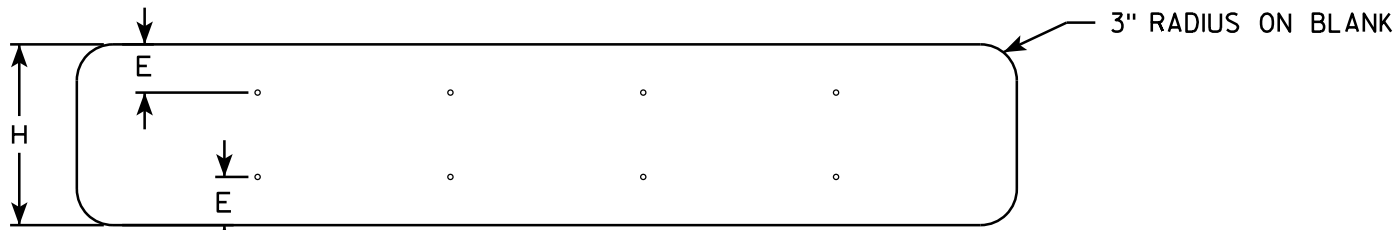
PROJECT NO:

HWY:

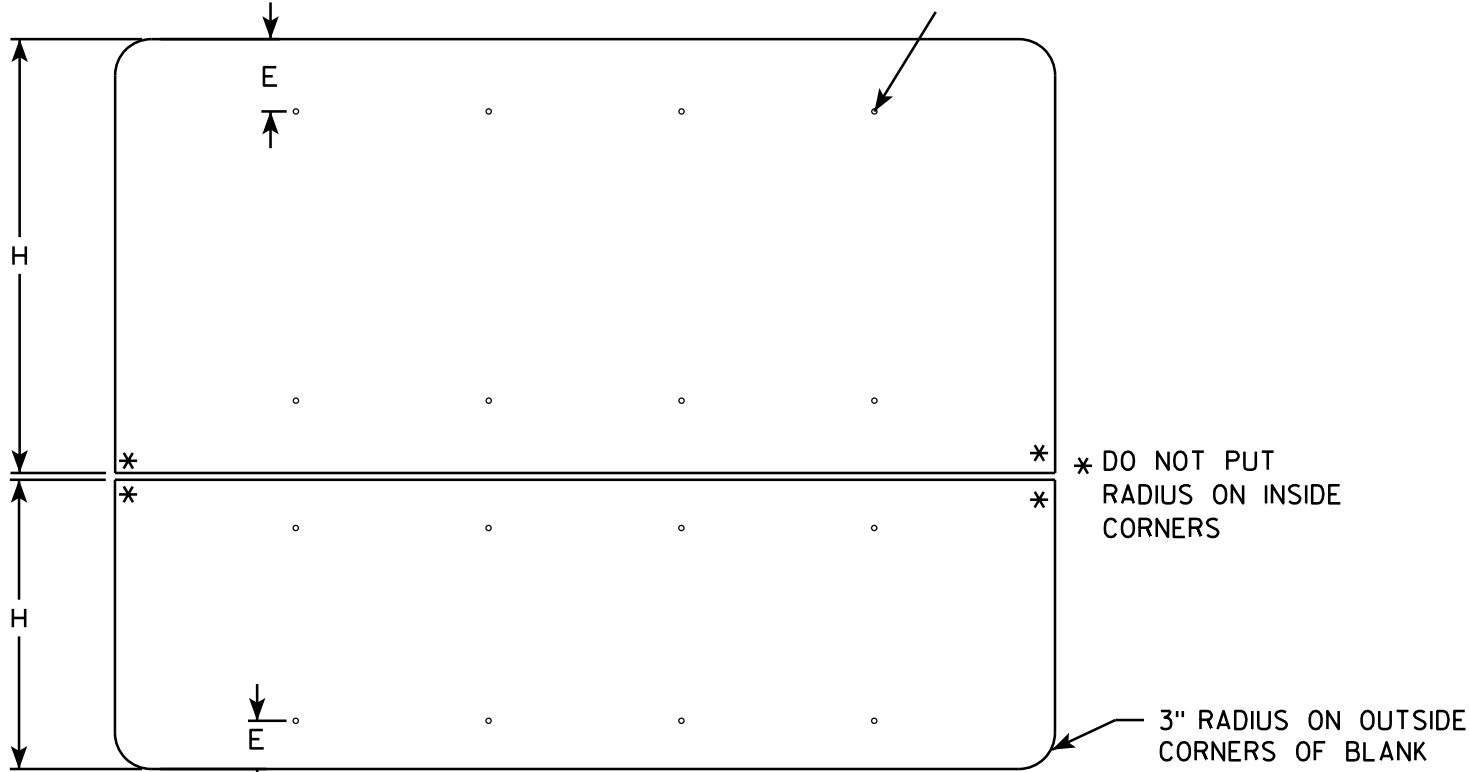
COUNTY:

SHEET NO: 425

E



SINGLE PIECE ALUMINUM SIGN 1/16" MOUNTING HOLES

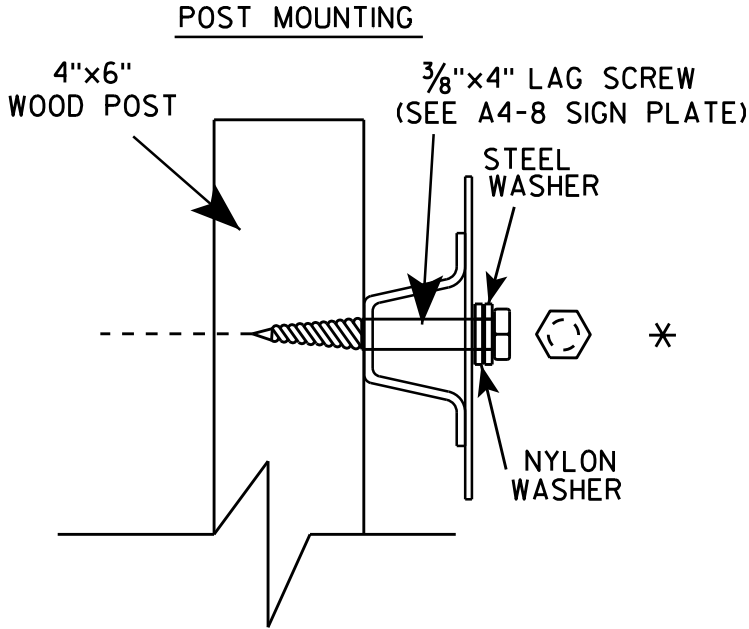
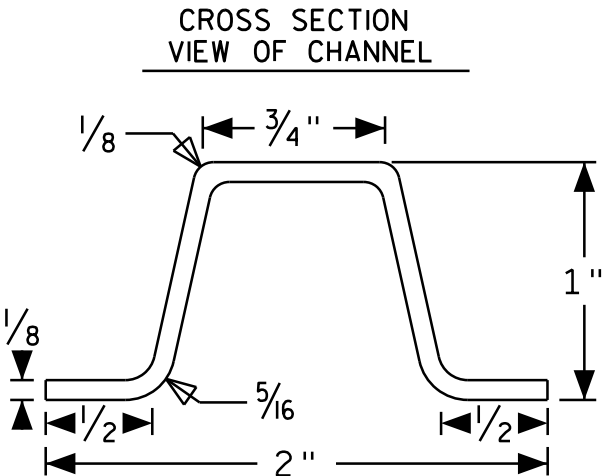
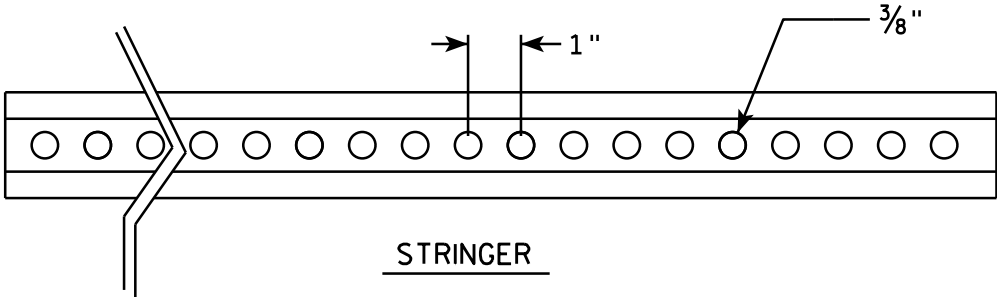


MULTI-PIECE ALUMINUM SIGN

GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES			
78"	72"	2	16"	15"	31"	47"	63"
84"	72"	2	17"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
114"	108"	3	15"	12"	27"	42"	57" 72" 87" 102"
120"	108"	3	16"	12"	28"	44"	60" 76" 92" 108"
126"	108"	3	17"	12"	29"	46"	63" 80" 97" 114"
132"	126"	3	18"	12"	30"	48"	66" 84" 102" 120"
138"	126"	3	19"	12"	31"	50"	69" 88" 107" 126"
144"	126"	3	20"	12"	32"	52"	72" 92" 112" 132"



SIGN STRINGER
MOUNTING REQUIREMENTS

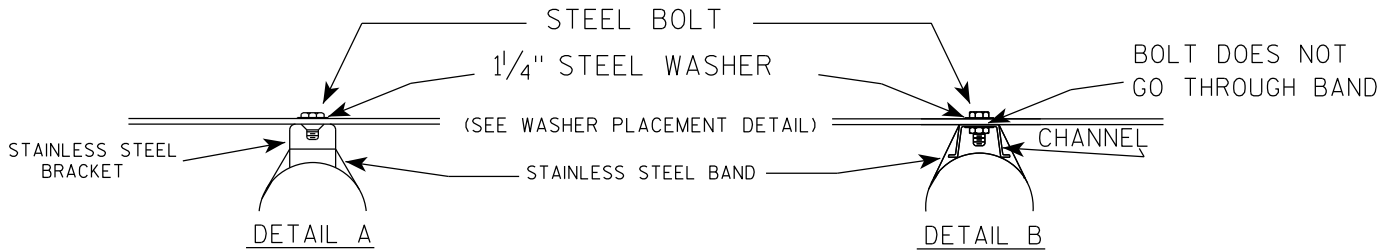
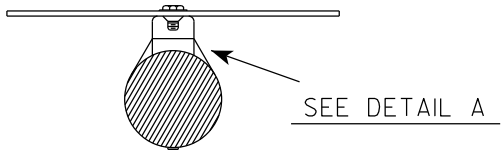
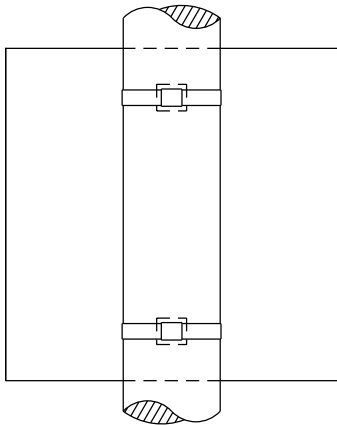
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

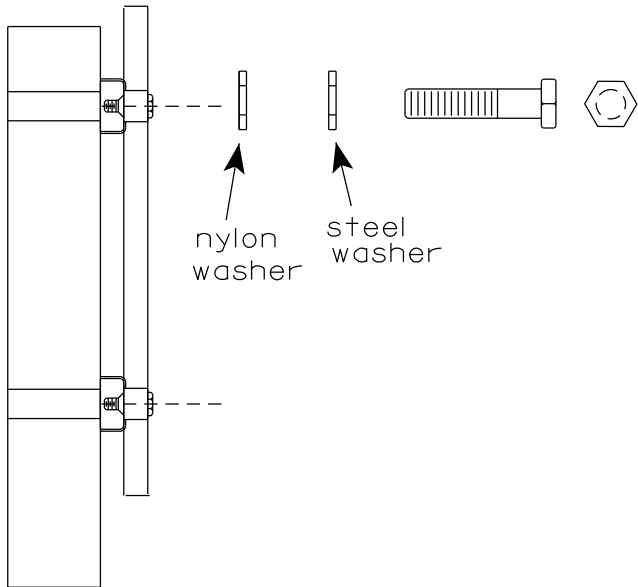
DATE 4/26/16 PLATE No A4-18.1
426

BANDING

SINGLE SIGN



WASHER PLACEMENT

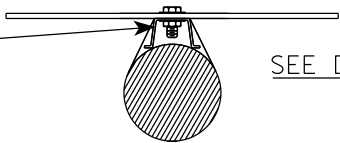
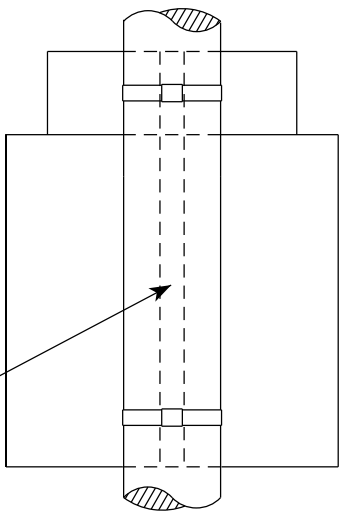


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

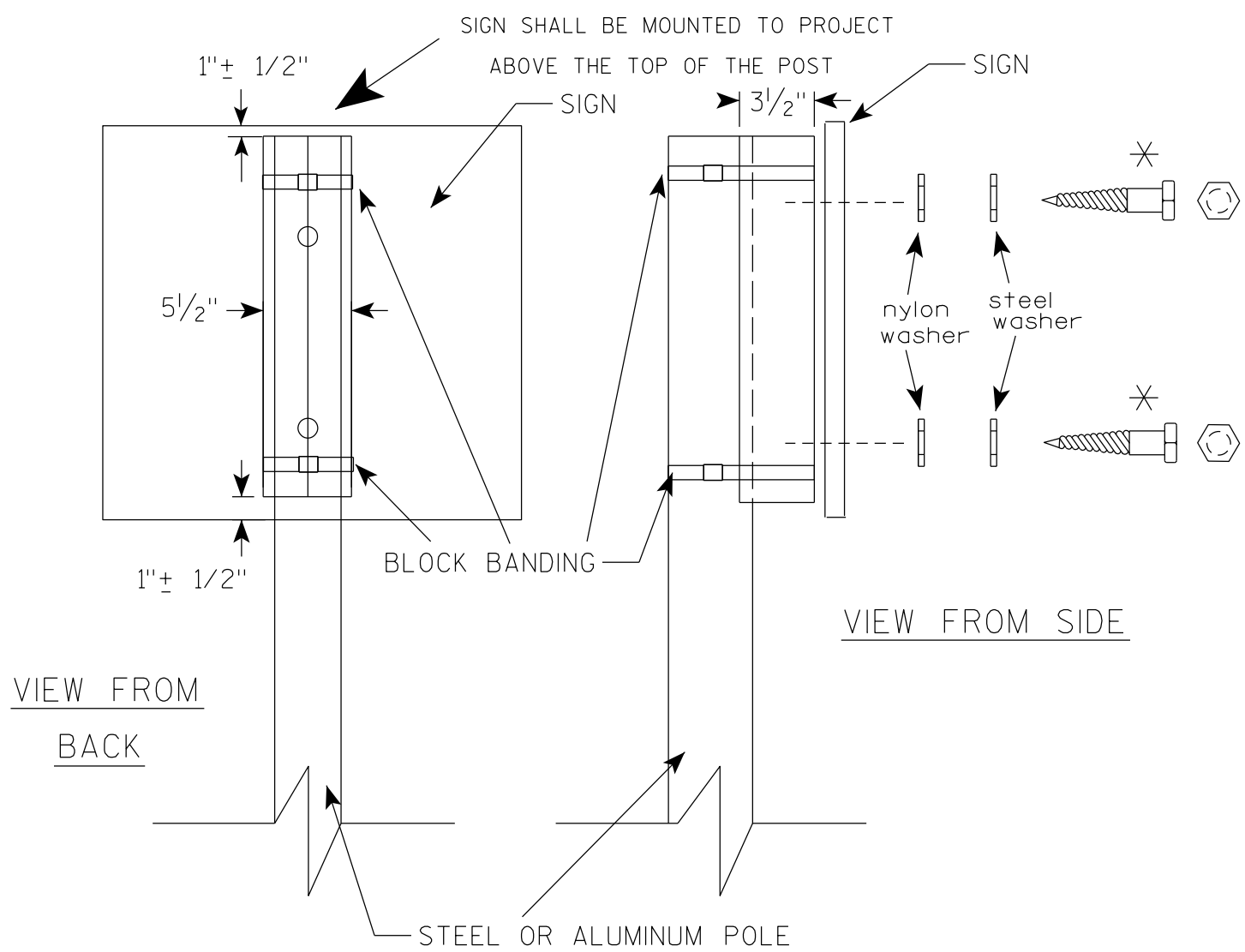
"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

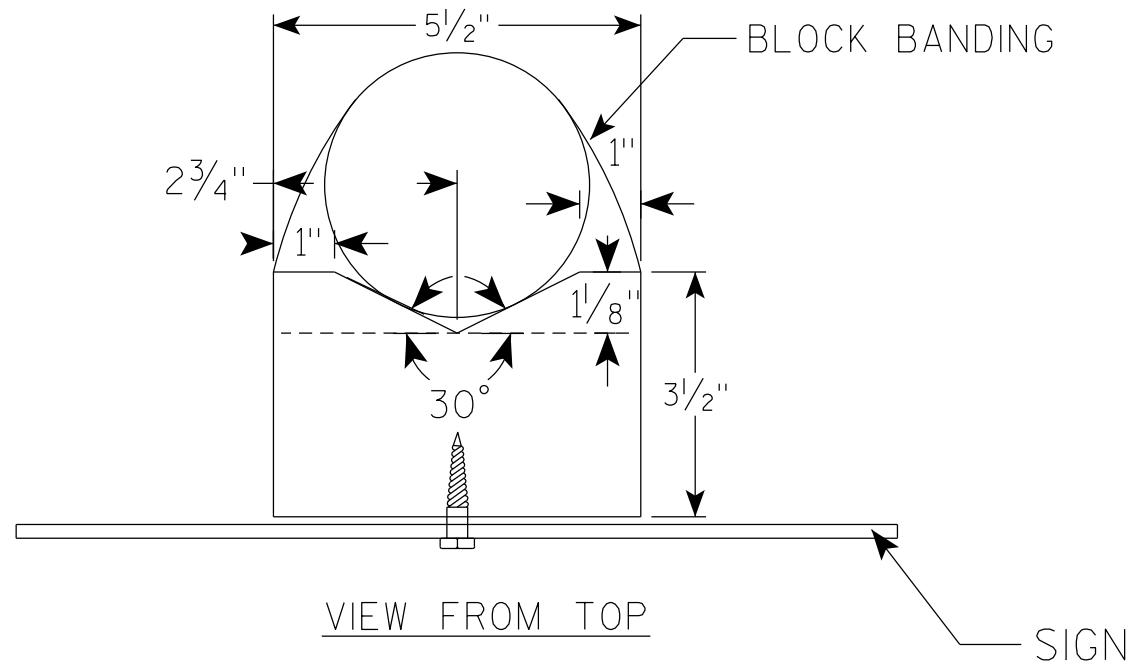
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

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, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 428

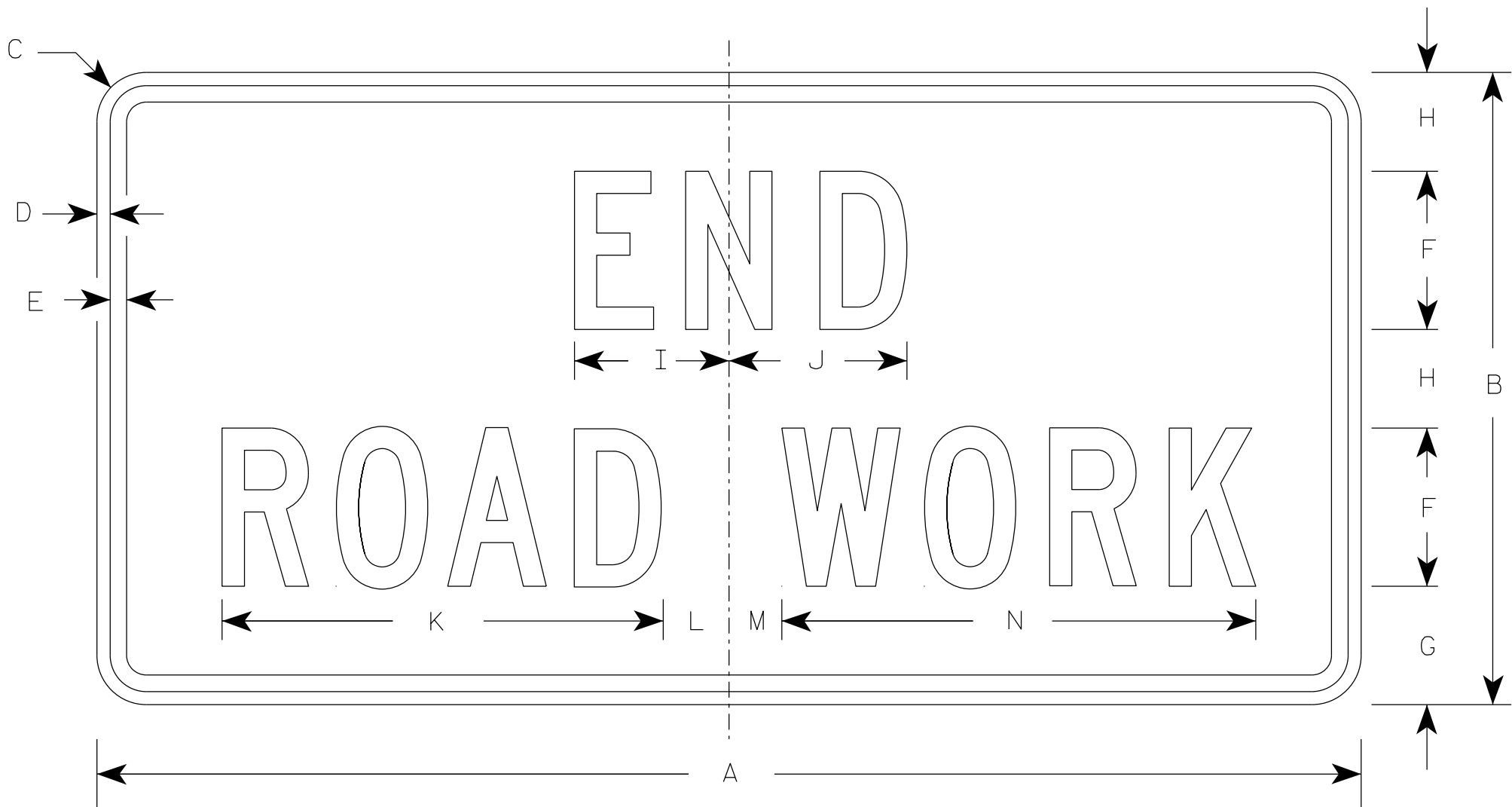
E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

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

PROJECT NO:

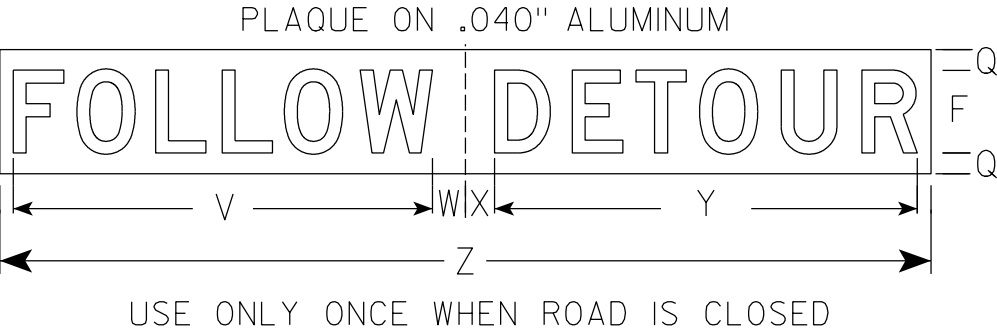
HWY:

COUNTY:

SHEET NO: 429

E

7



USE ONLY ONCE WHEN ROAD IS CLOSED

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/8	5	2 7/8	29	2	30	1 3/4	3 1/4	28 3/8	40 1/2	2	2	29 3/4	66	18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	6	4 1/8	38 3/8	2	39 7/8	2	4	37 7/8	29 3/4	3 1/8	2 7/8	40 7/8	90	32.0
5																											

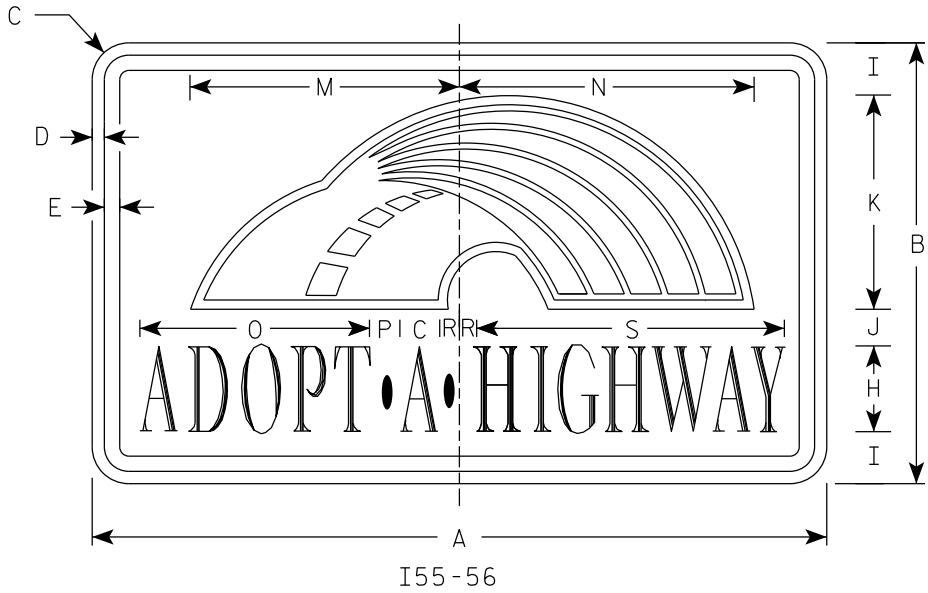
STANDARD SIGN
G20-57C

WISCONSIN DEPT OF TRANSPORTATION

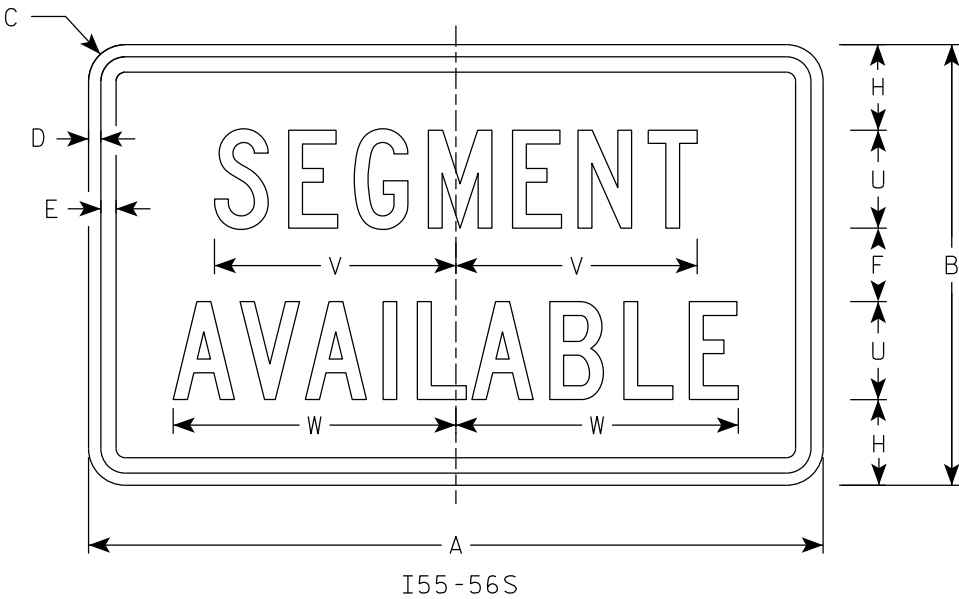
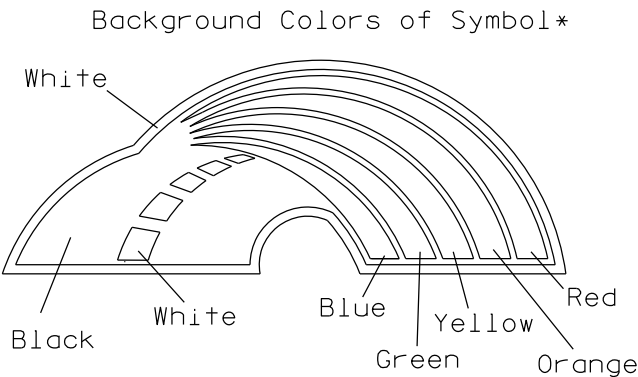
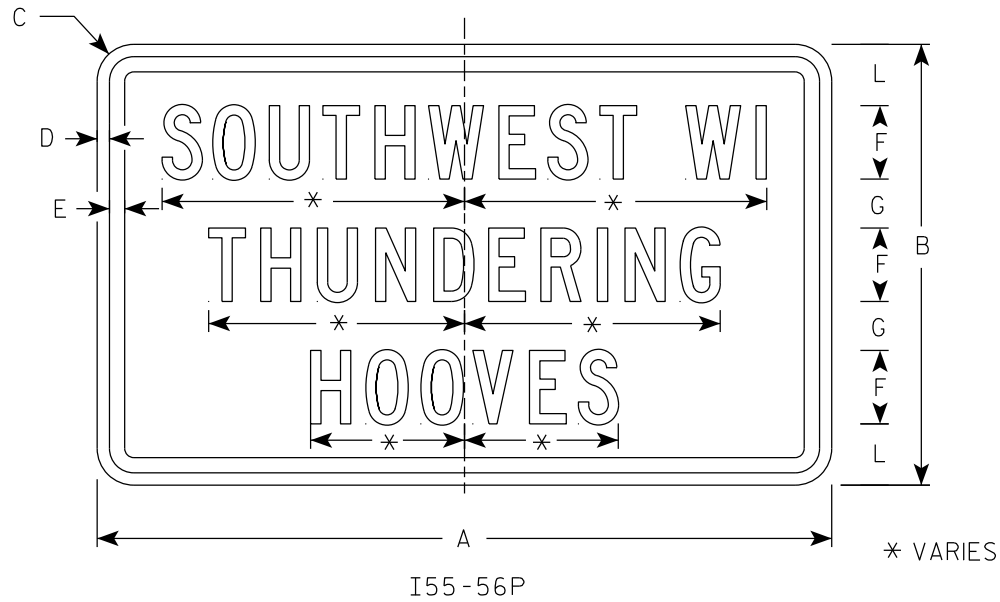
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/25/19 PLATE NO. G20-57C.1

7



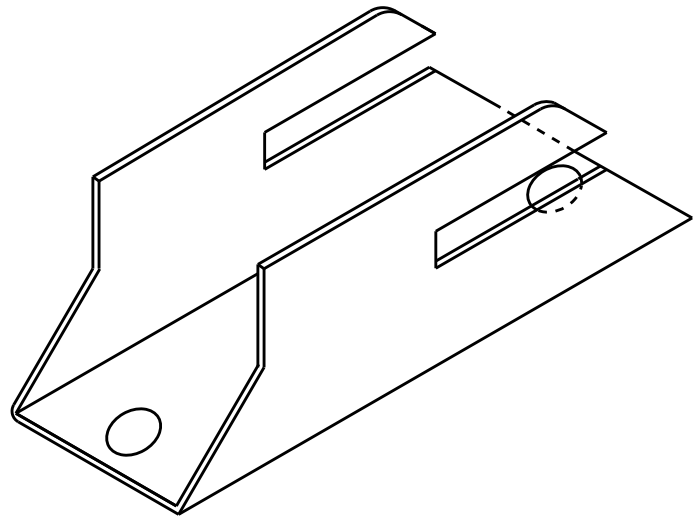
- NOTES
- Sign is Type II - Type H Reflective
 - Color:
Background - Blue
Message - White
Rainbow detail - See Below
 - Message Series - Adopt a Highway - Dutch 8011L
All other Text - Series C
 - Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



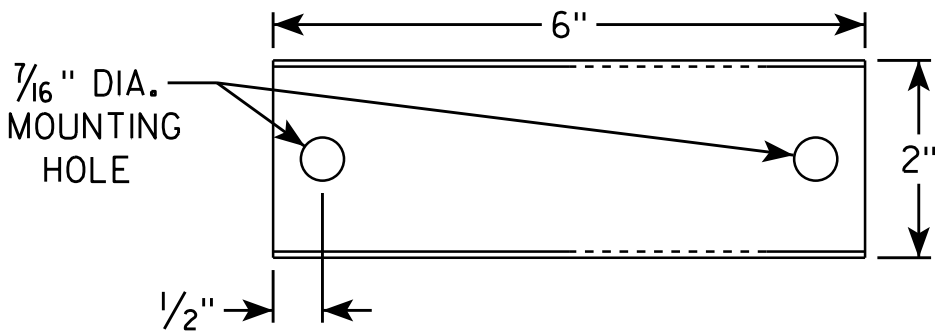
*1/4" Black Border between each color of rainbow and border of rainbow
*3/8" White Border surrounds the whole image of the rainbow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 1/4	1 1/2	8 1/2	2 1/2	11	12	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

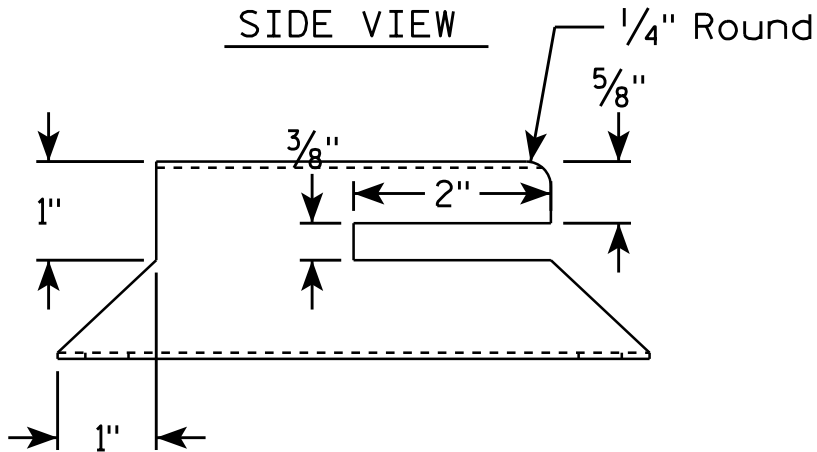
ISOMETRIC VIEW



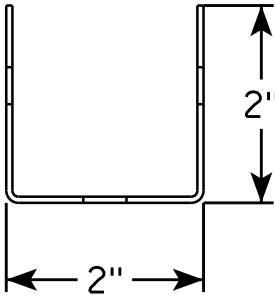
TOP VIEW



SIDE VIEW



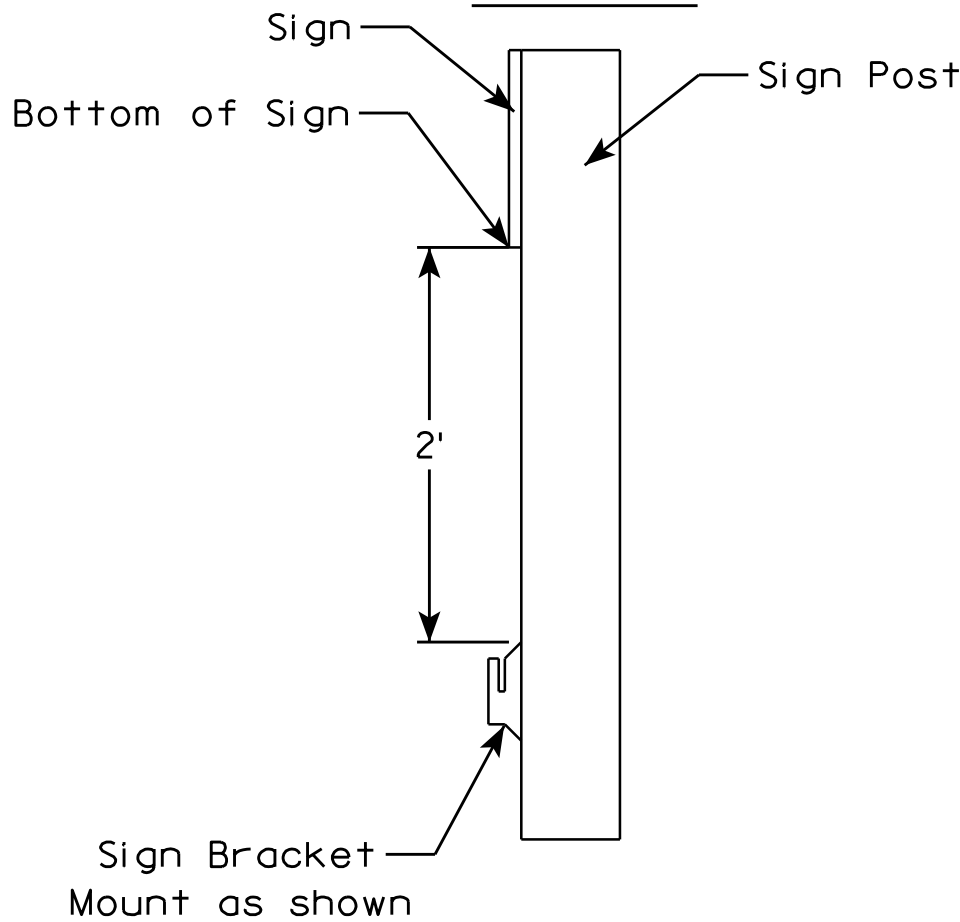
END VIEW



NOTES

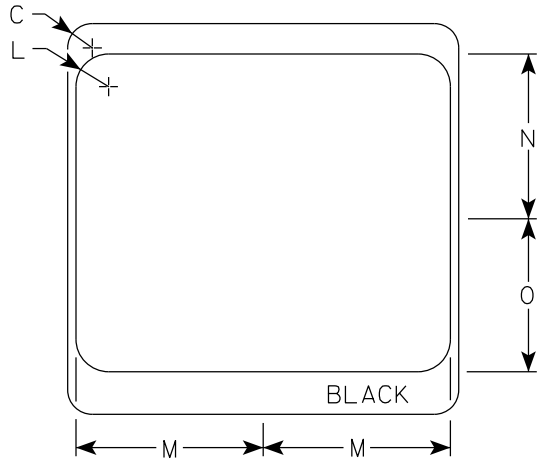
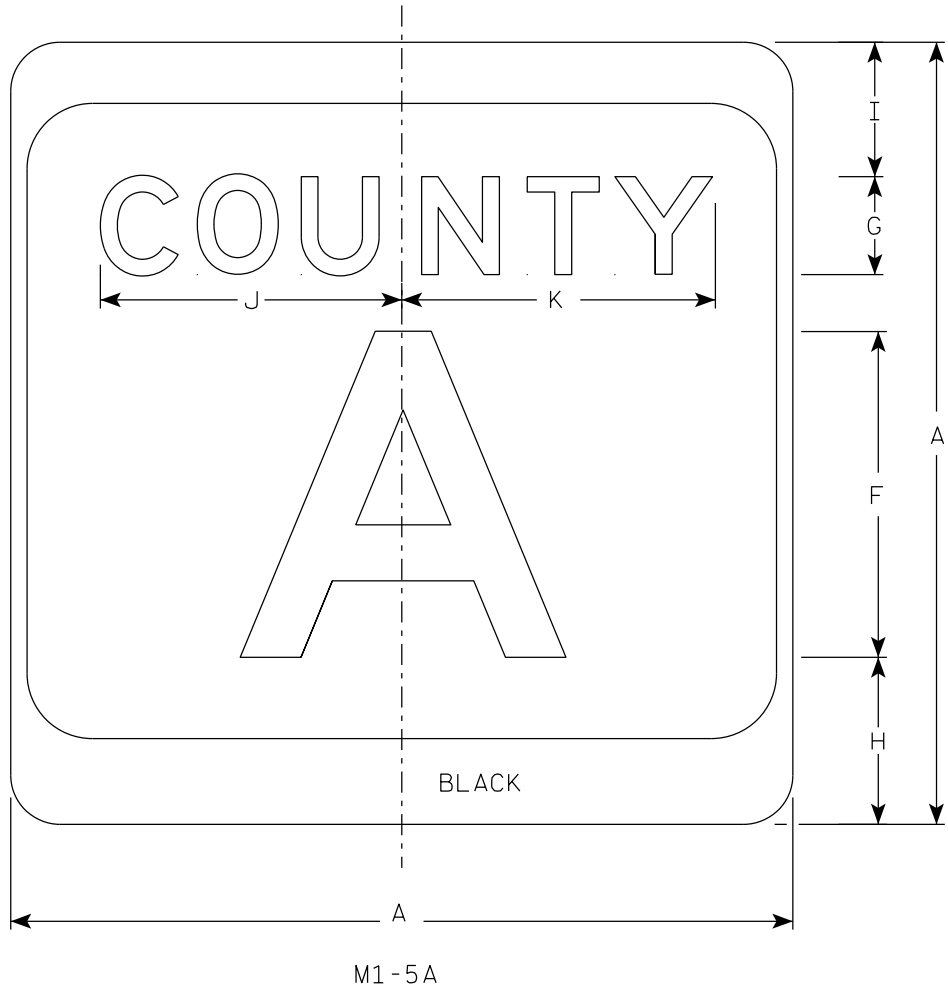
1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



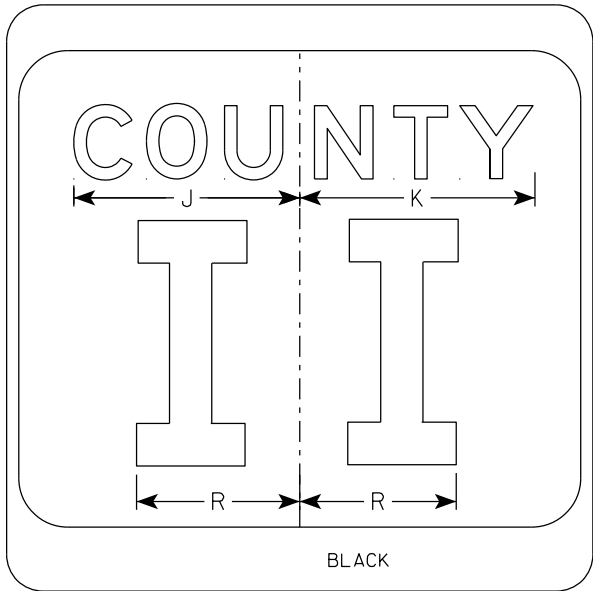
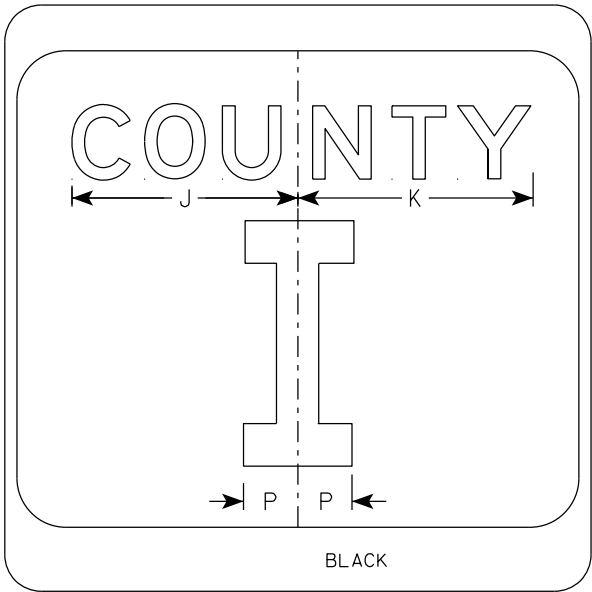
ROLLUP SIGN BRACKET I55-56B	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/26/16	PLA 432 I55-56B.2

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White & Black
Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
Message Series D for 2 letters unless
message is too big then Series C.
Message Series C for 3 letters unless
message is too big then Series B.
5. Substitute appropriate letters & optically
center 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																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

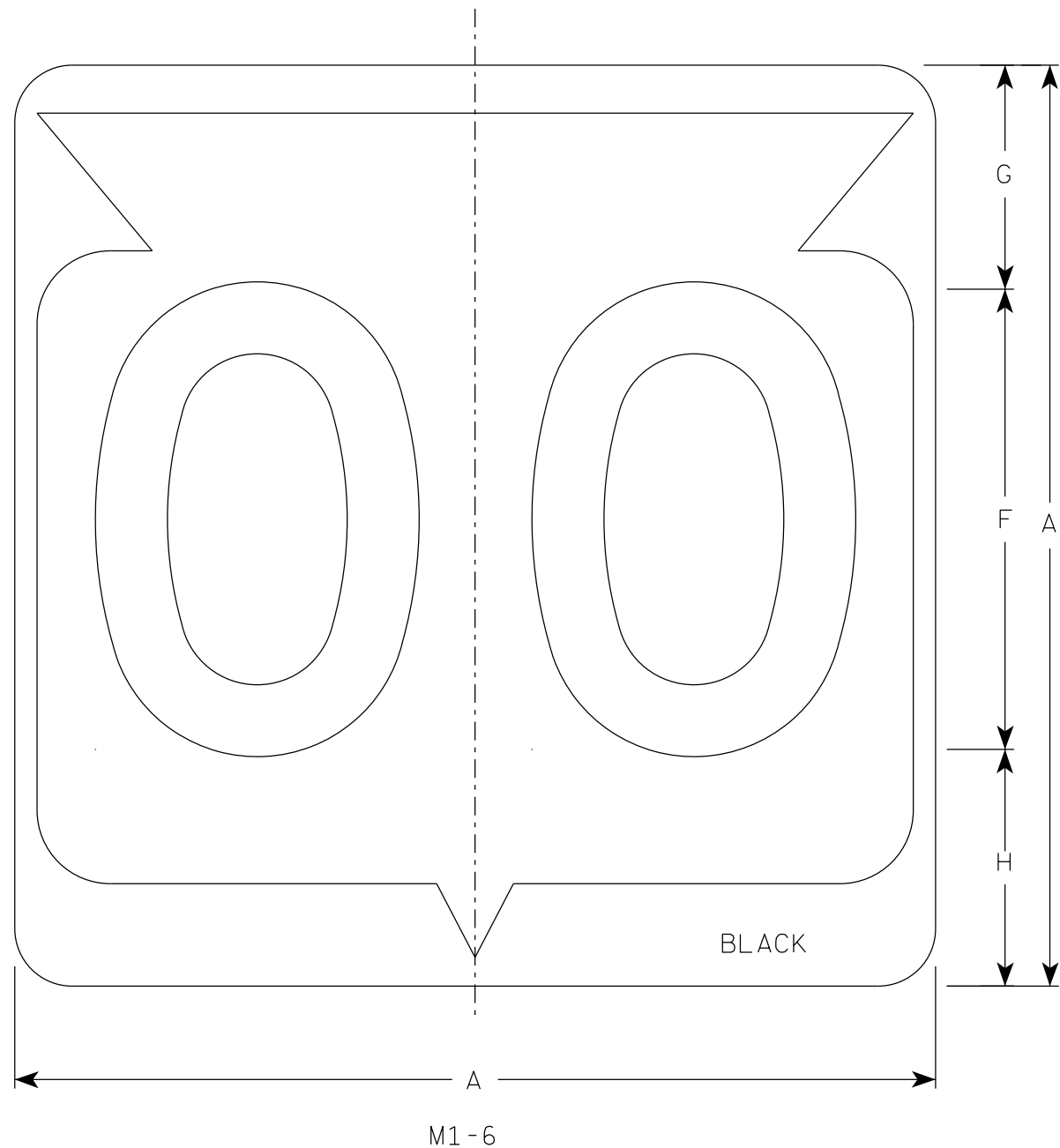
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

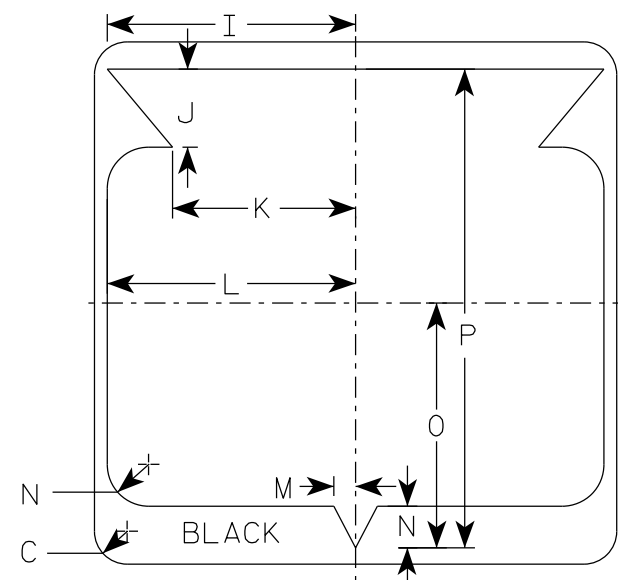
7

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D except 3 number signs Series C



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

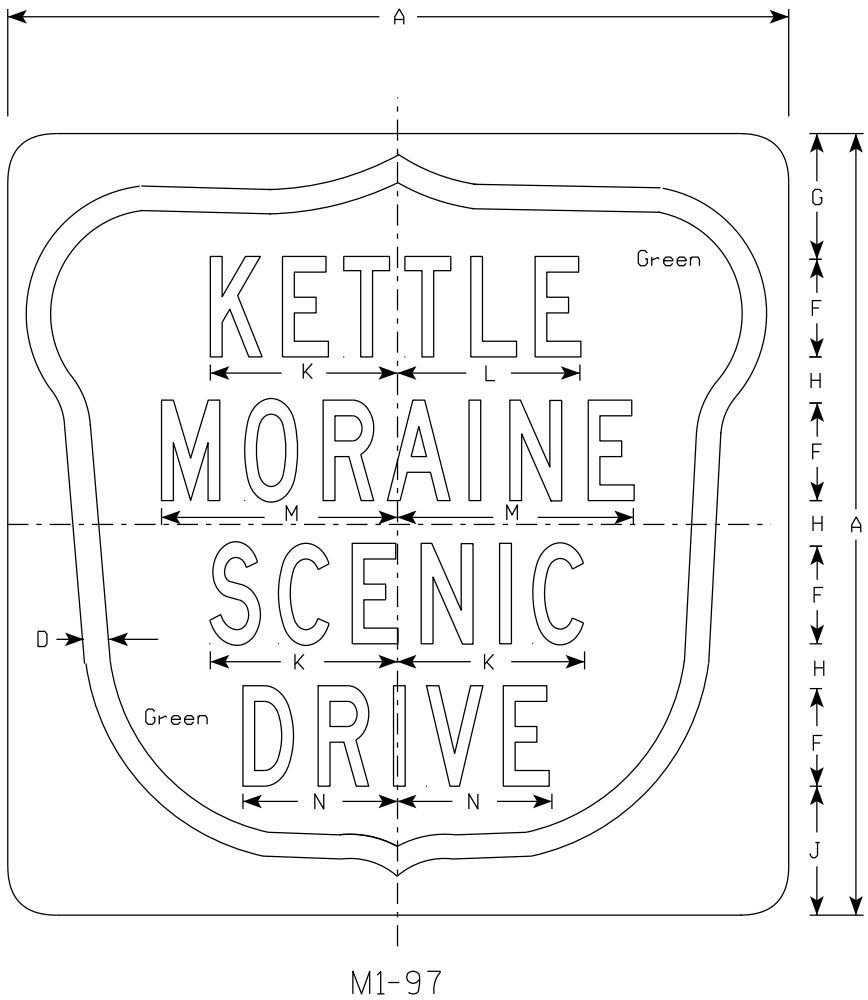
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

7

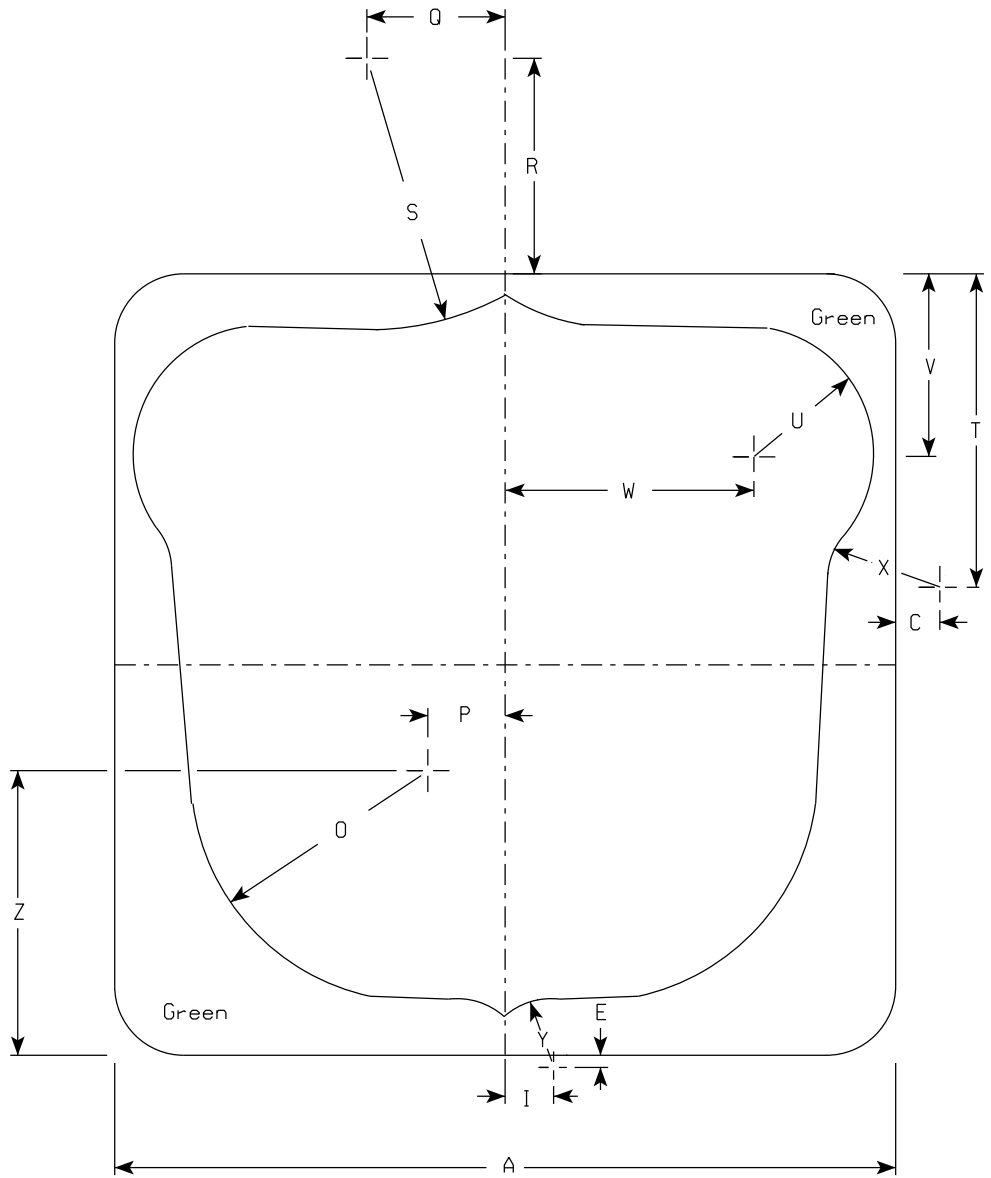
7



M1-97

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - Green
Message - White
- 3. Message Series - B



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 3⁄8	3⁄4	3⁄8	3	3 7⁄8	1 3⁄8	1 1⁄2	4	5 3⁄4	5 5⁄8	7 1⁄4	4 3⁄4	7 1⁄4	2 3⁄8	4 1⁄4	6 5⁄8	8 1⁄2	9 5⁄8	3 7⁄8	5 5⁄8	7 5⁄8	3 1⁄2	2 1⁄8	8 3⁄4	4.00
2M	24		1 3⁄8	3⁄4	3⁄8	3	3 7⁄8	1 3⁄8	1 1⁄2	4	5 3⁄4	5 5⁄8	7 1⁄4	4 3⁄4	7 1⁄4	2 3⁄8	4 1⁄4	6 5⁄8	8 1⁄2	9 5⁄8	3 7⁄8	5 5⁄8	7 5⁄8	3 1⁄2	2 1⁄8	8 3⁄4	4.00
3	36		1 1⁄2	1 1⁄8	3⁄4	5	5 1⁄4	1 5⁄8	2 1⁄4	5 7⁄8	9 1⁄8	9	11 3⁄4	7 3⁄8	10 3⁄4	3 5⁄8	6 3⁄8	9 7⁄8	14 1⁄8	14 3⁄8	5 3⁄4	8 3⁄8	11 3⁄8	5 1⁄8	3 1⁄2	13 1⁄8	9.00
4	36		1 1⁄2	1 1⁄8	3⁄4	5	5 1⁄4	1 5⁄8	2 1⁄4	5 7⁄8	9 1⁄8	9	11 3⁄4	7 3⁄8	10 3⁄4	3 5⁄8	6 3⁄8	9 7⁄8	14 1⁄8	14 3⁄8	5 3⁄4	8 3⁄8	11 3⁄8	5 1⁄8	3 1⁄2	13 1⁄8	9.00
5	36		1 1⁄2	1 1⁄8	3⁄4	5	5 1⁄4	1 5⁄8	2 1⁄4	5 7⁄8	9 1⁄8	9	11 3⁄4	7 3⁄8	10 3⁄4	3 5⁄8	6 3⁄8	9 7⁄8	14 1⁄8	14 3⁄8	5 3⁄4	8 3⁄8	11 3⁄8	5 1⁄8	3 1⁄2	13 1⁄8	9.00

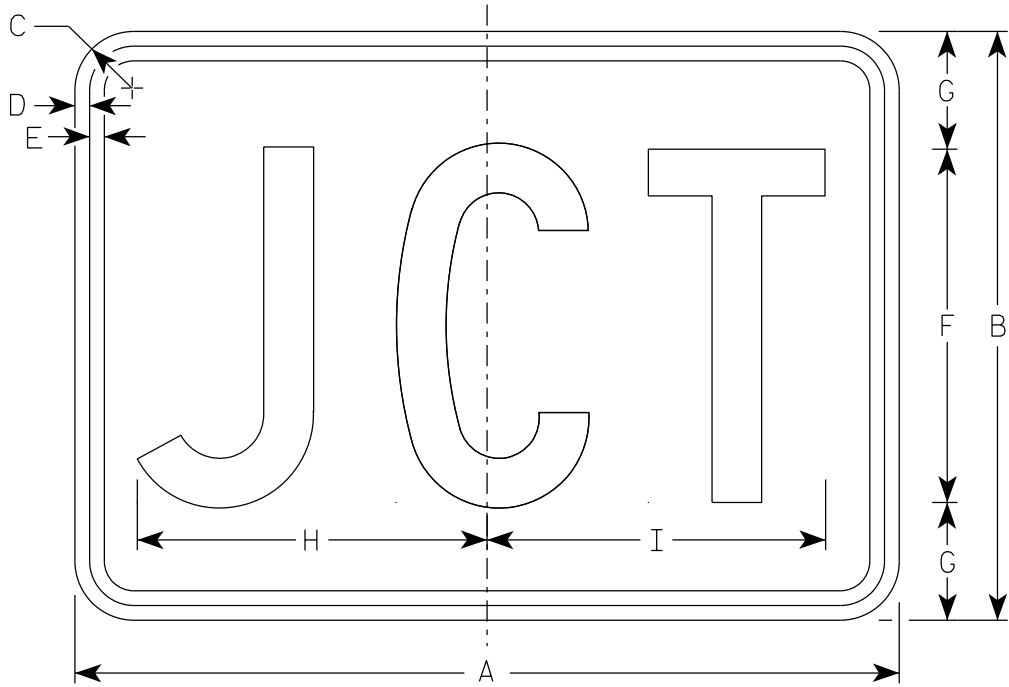
STANDARD SIGN
M1-97

WISCONSIN DEPT OF TRANSPORTATION

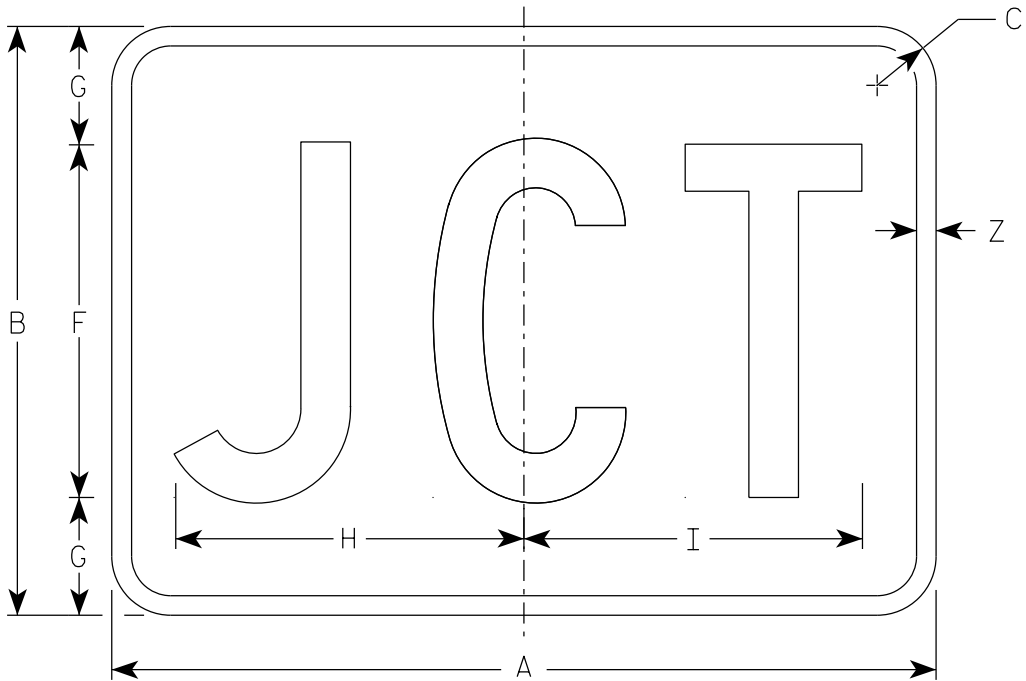
APPROVED: *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-97.3

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. M2-1 Background - White
Message - Black
MB2-1 Background - Blue
Message - White
MK2-1 Background - Green
Message - White
MM2-1 Background - White
Message - Green
MN2-1 Background - Brown
Message - White
MP2-1 Background - White
Message - Blue
MR2-1 Background - Brown
Message - Yellow

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 436

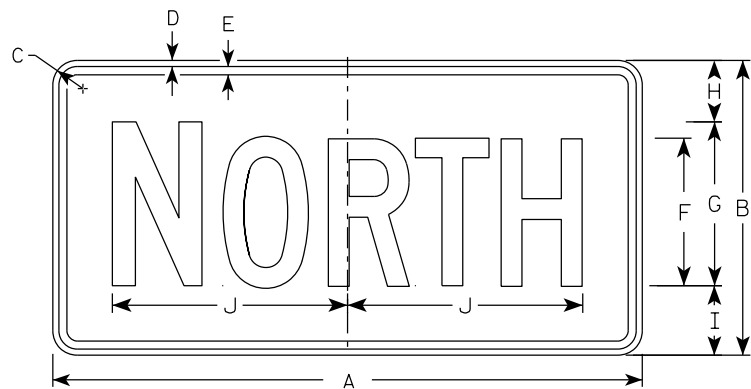
E

STANDARD SIGN
M2 - 1

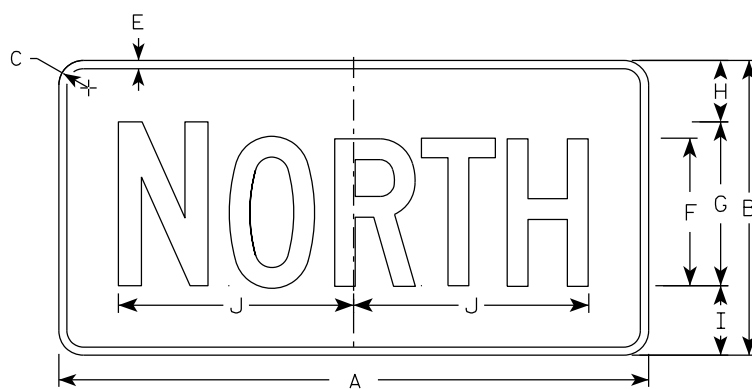
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
State Traffic Engineer

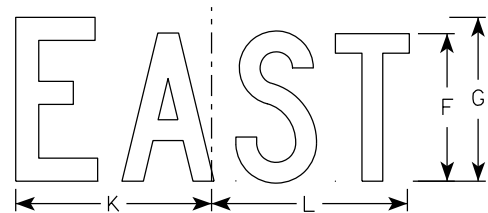
DATE 2/8/2023 PLATE NO. M2-1.14



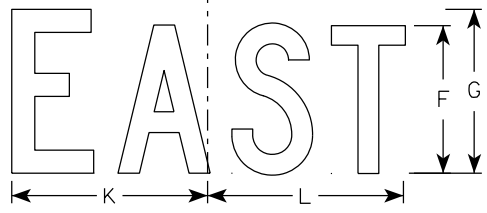
M3-1
MM3-1
MP3-1



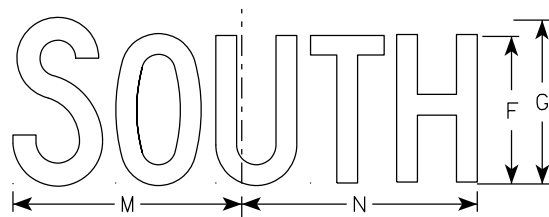
MB3-1
MK3-1
MN3-1



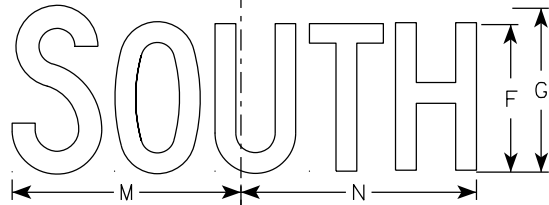
M3-2
MM3-2
MP3-2



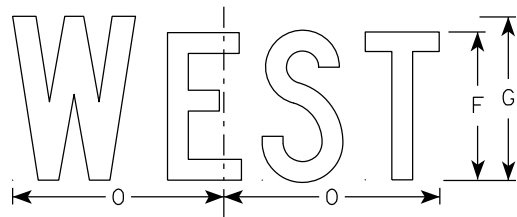
MB3-2
MK3-2
MN3-2



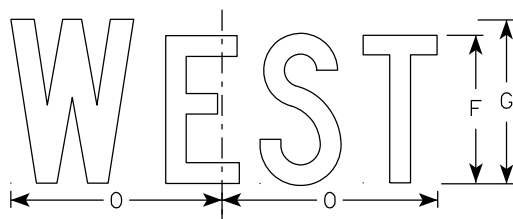
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

- All Signs Type II - Type H Reflective
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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

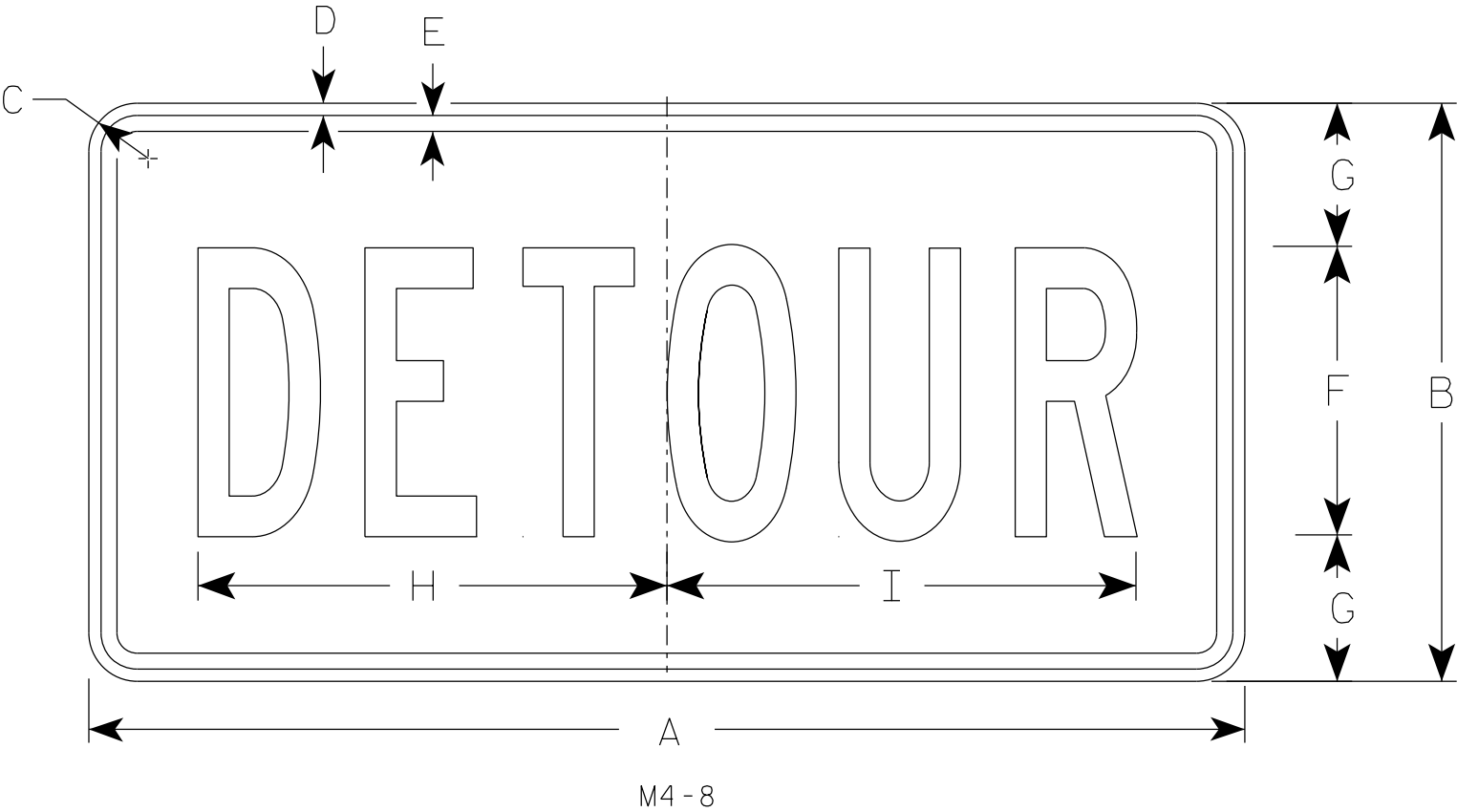
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 437	E
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7

7

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

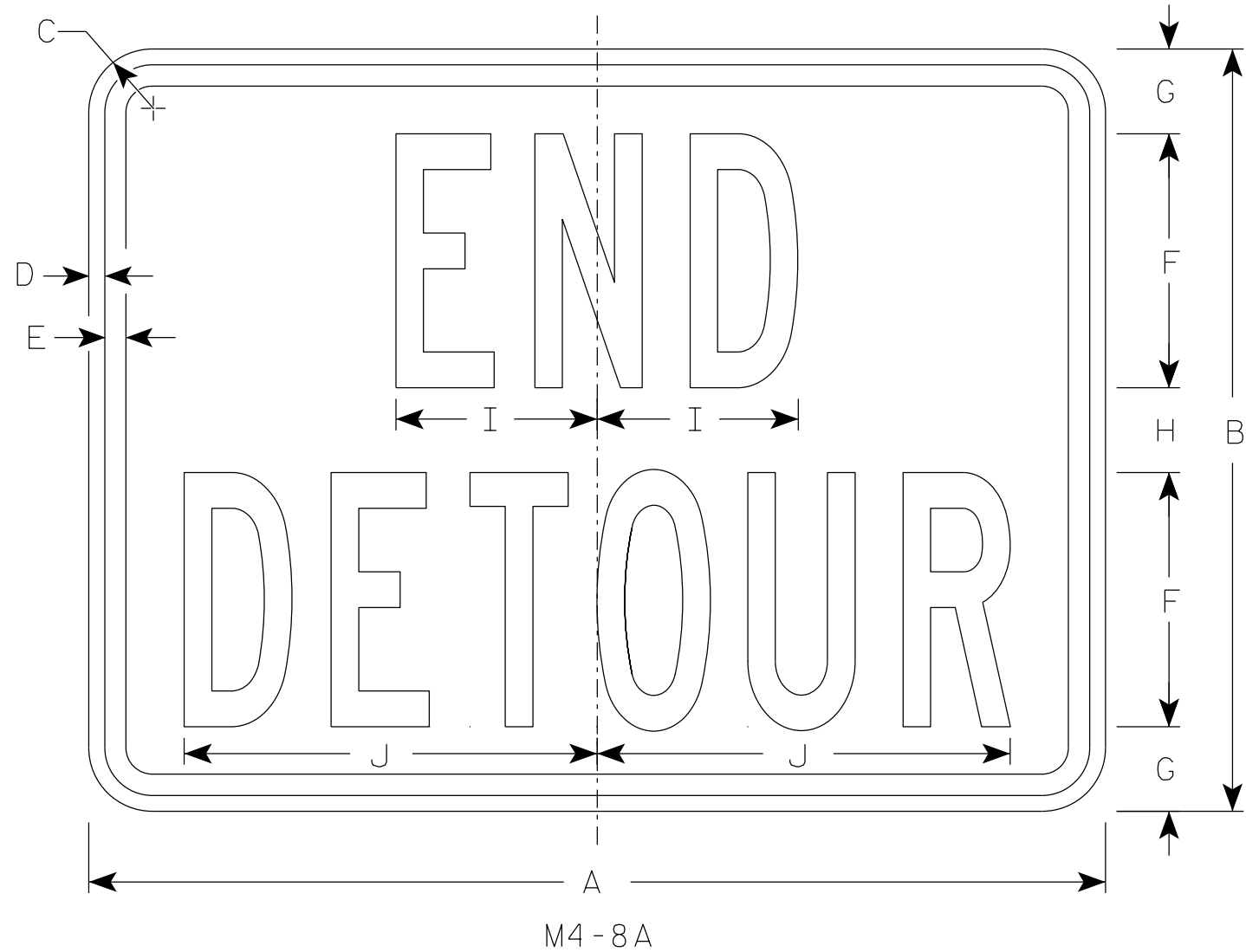
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24	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

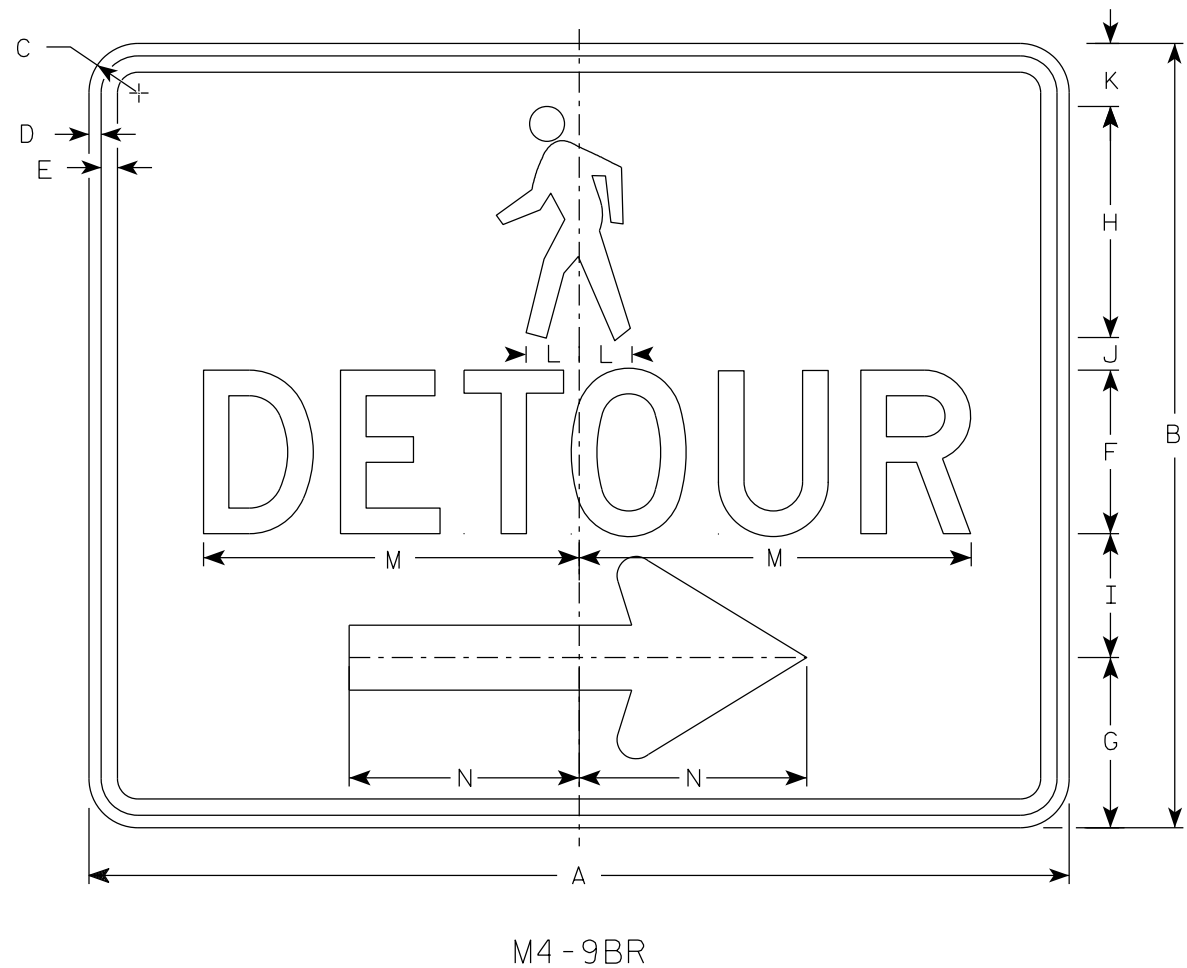
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

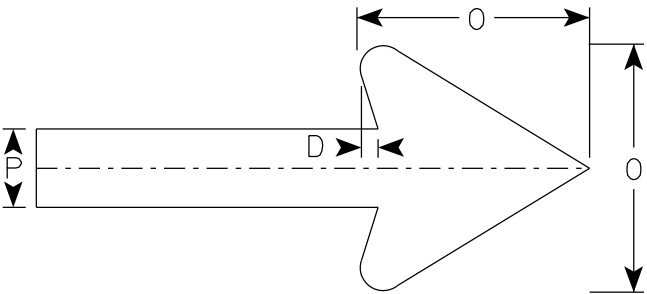
DATE 2/9/2023 PLATE NO. M4-8A.4

7



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																											

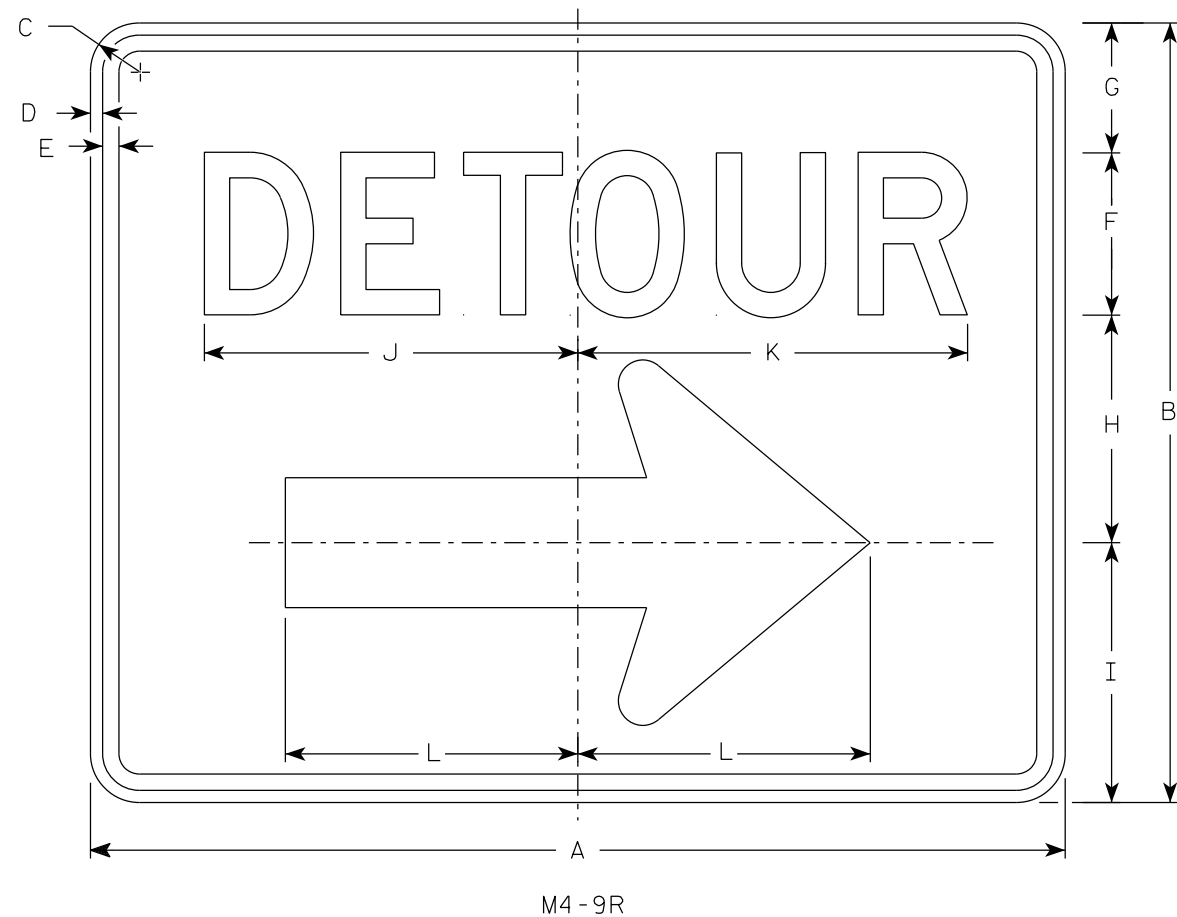
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

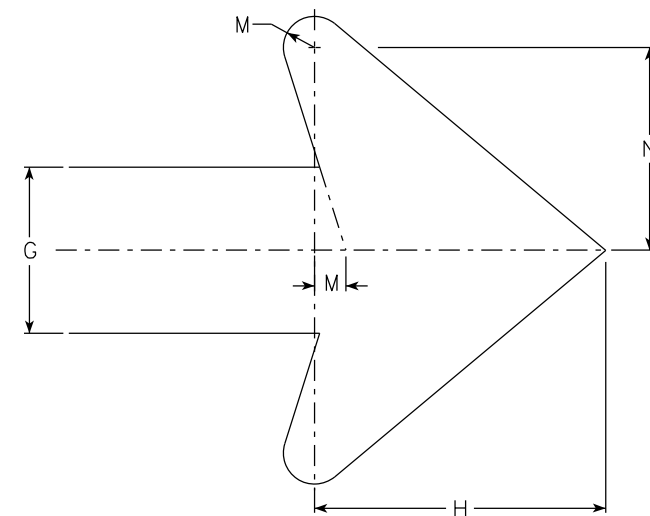
DATE 2/9/2023 PLATE NO. M4-9B.4

7



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.
4. M4-9L is the same as M4-9R 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																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

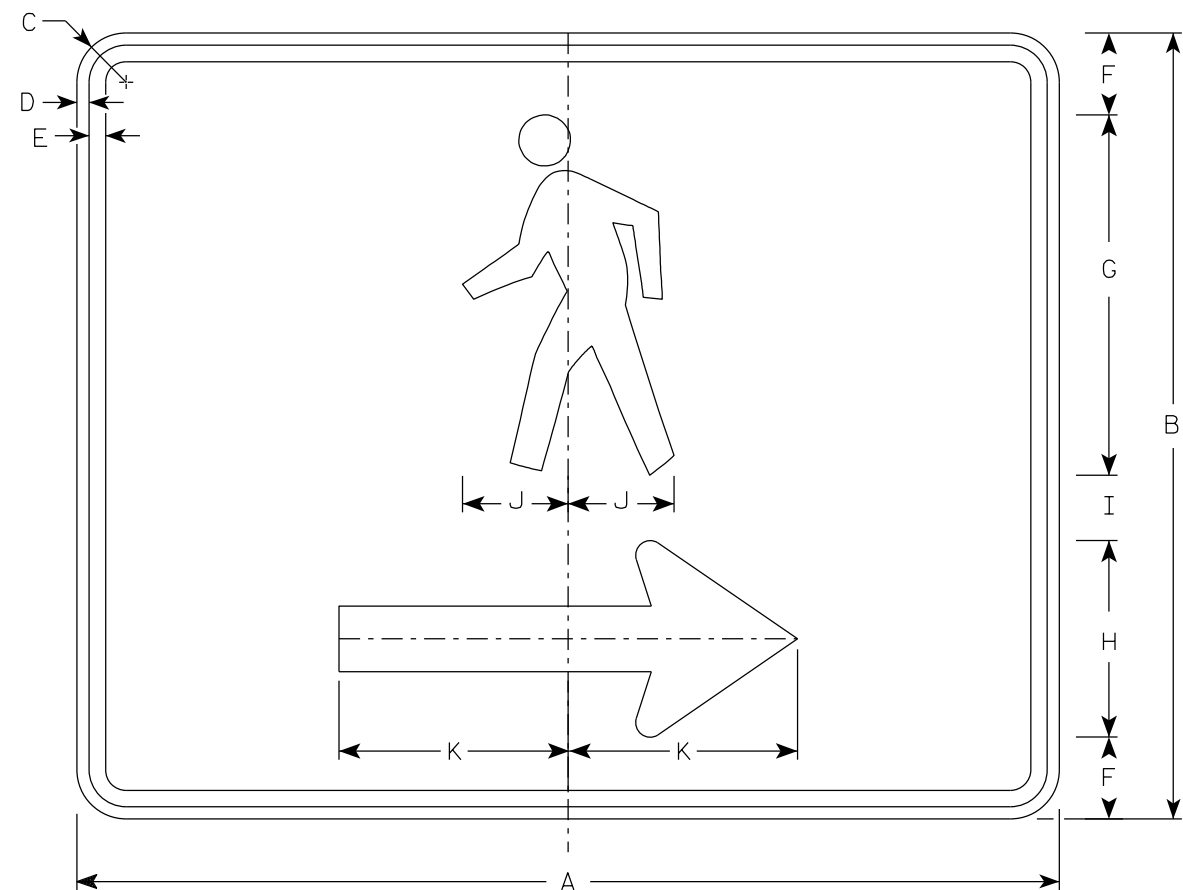
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

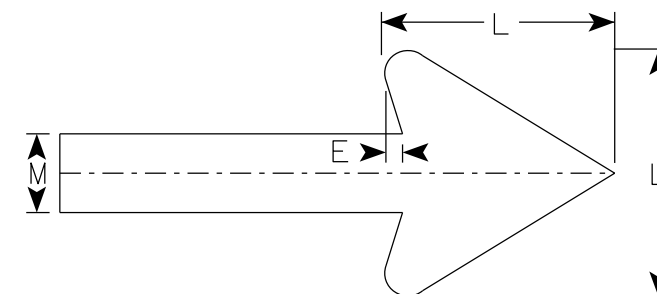
PROJECT NO: HWY: COUNTY: SHEET NO: 441 E



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.

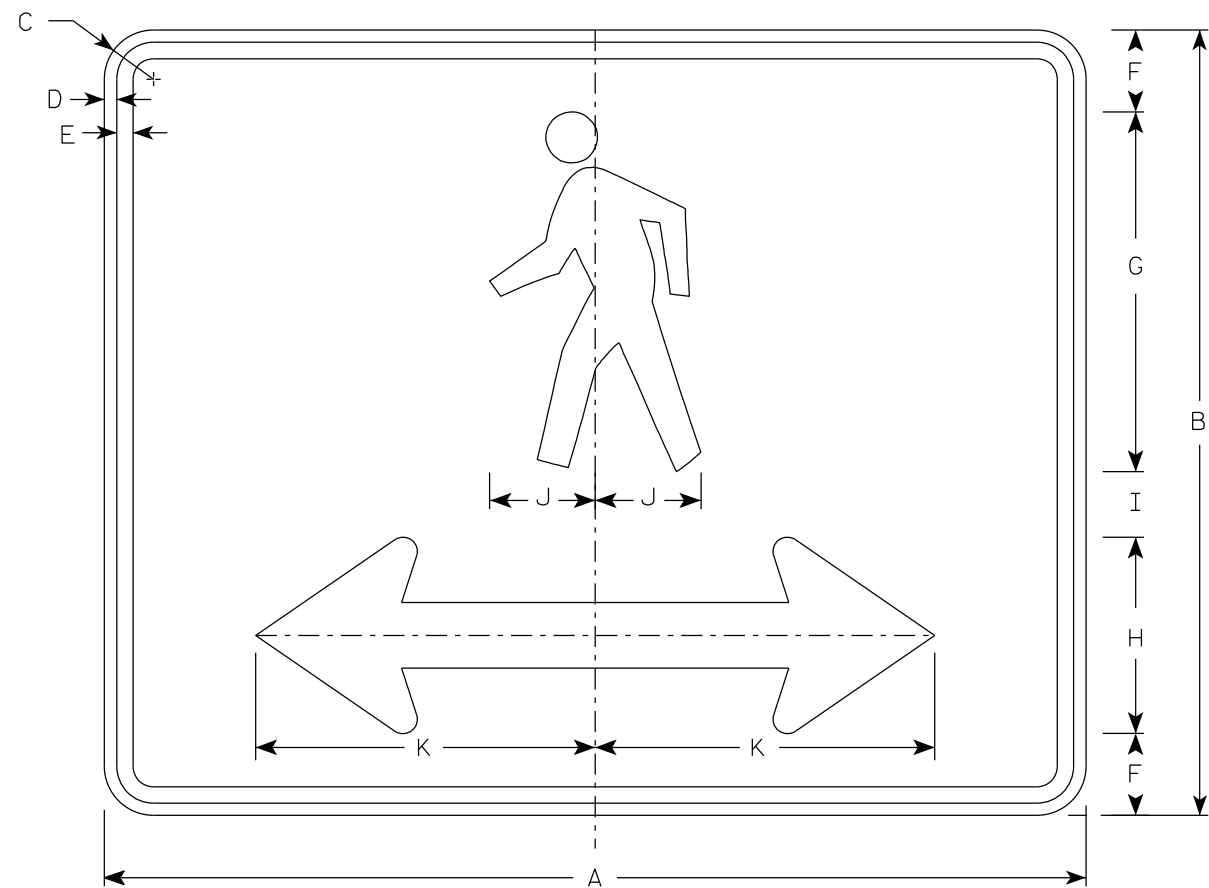


Arrow Detail

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	7	6	2														5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 442		E
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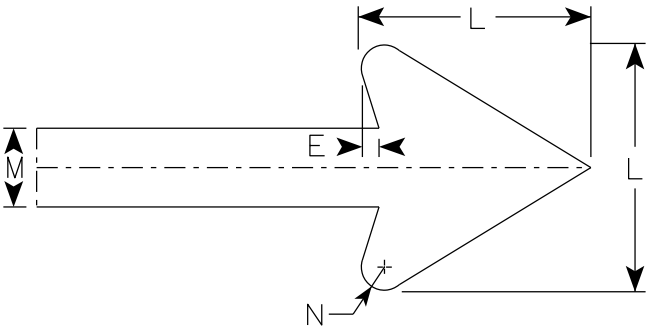
7



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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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																											

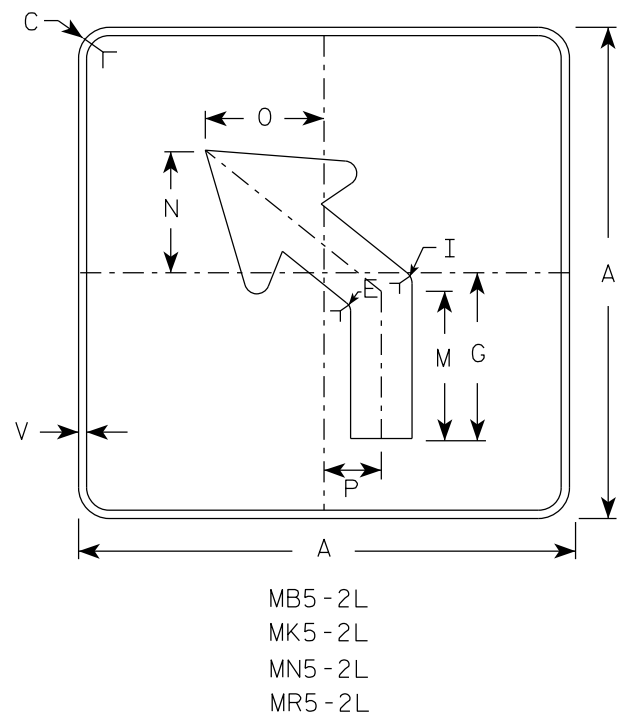
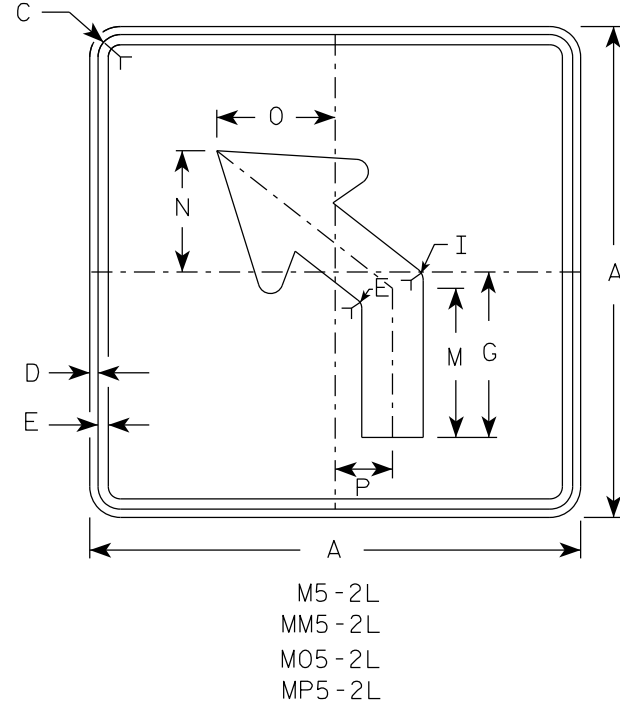
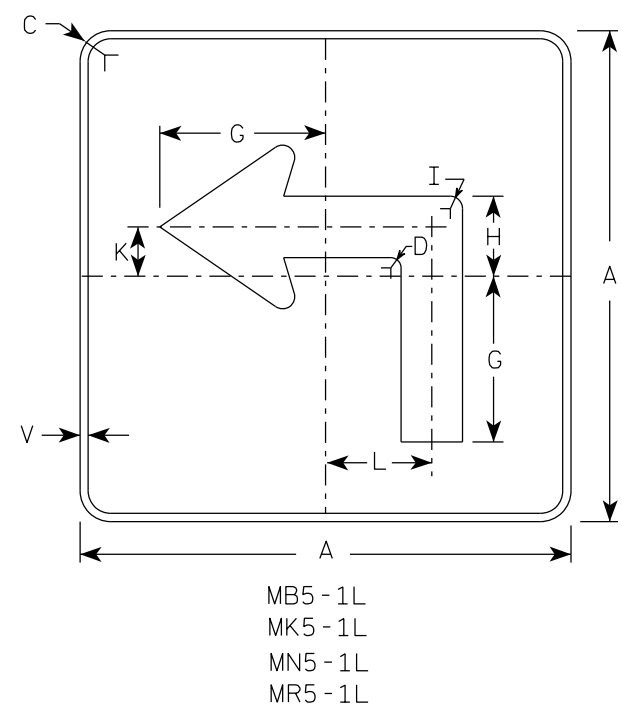
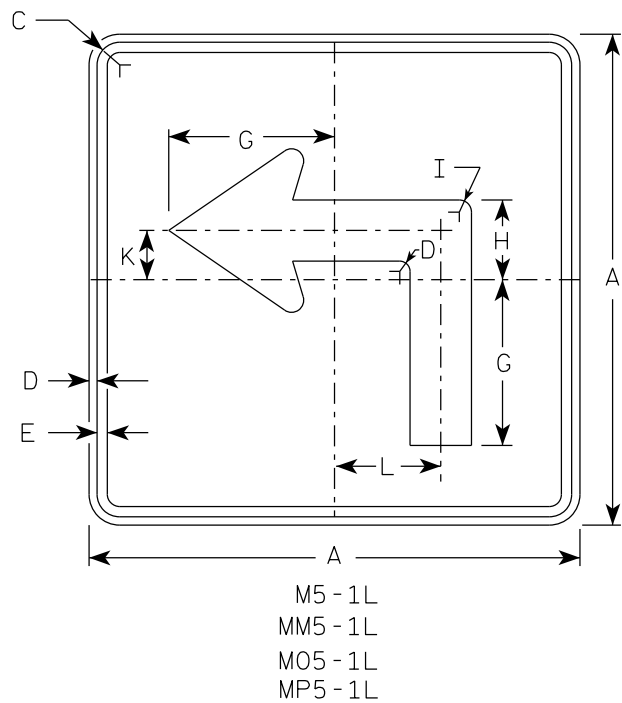
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 443

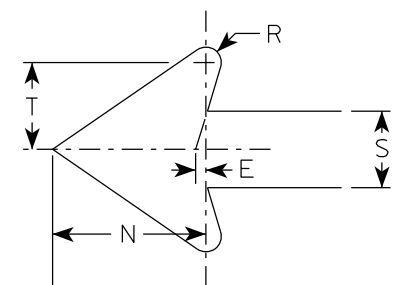
E



NOTES

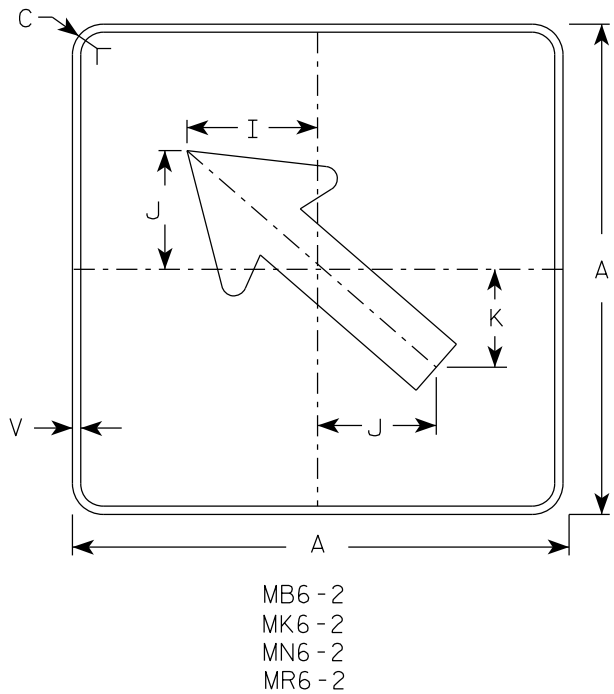
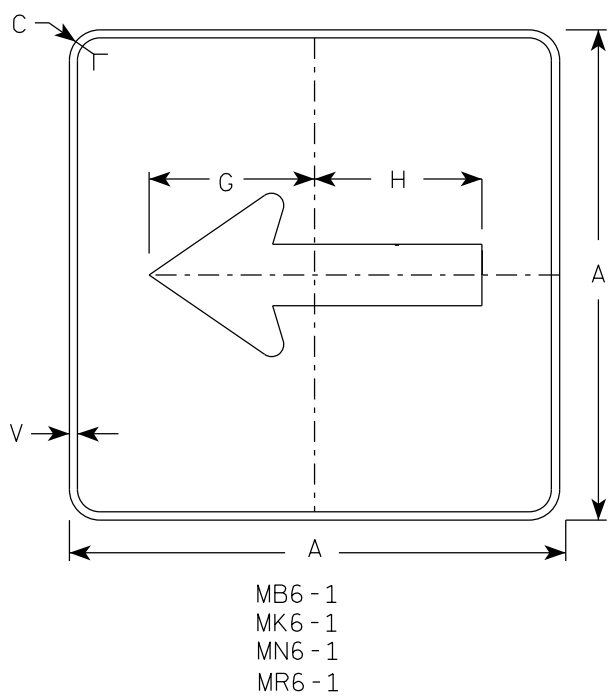
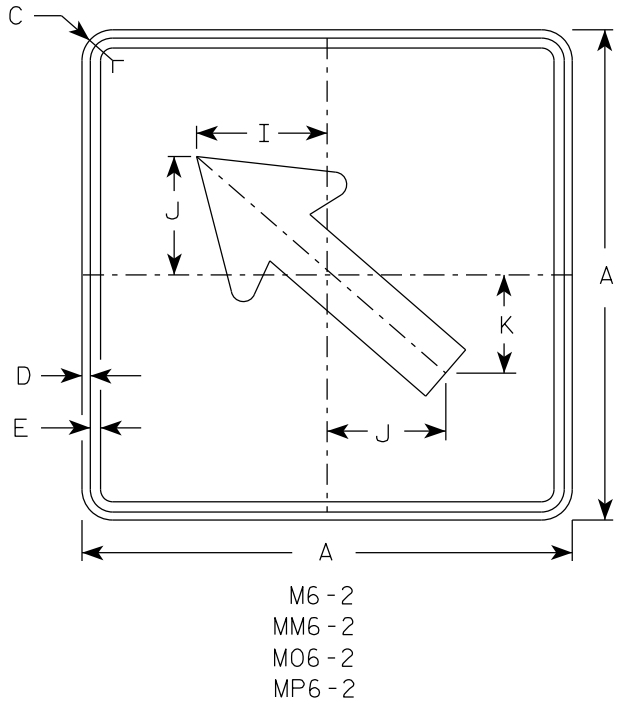
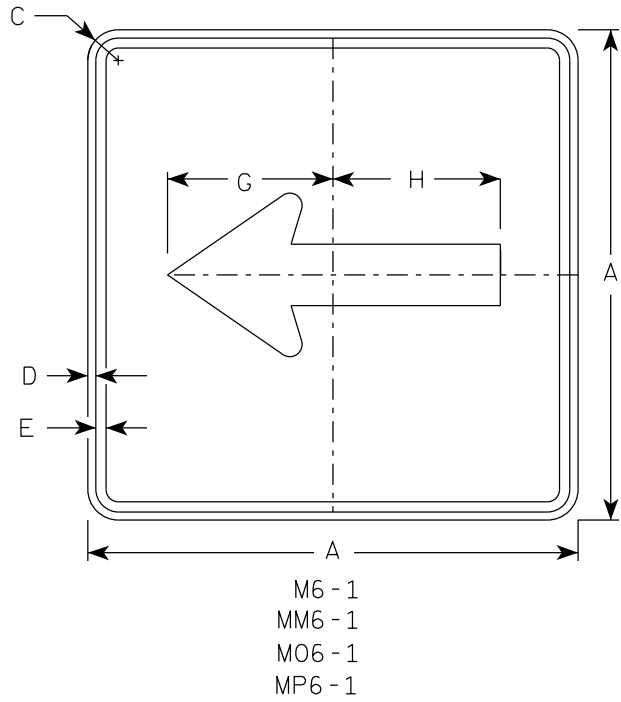
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|
| 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 |
| M05-1 and | M05-2 | 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 |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL

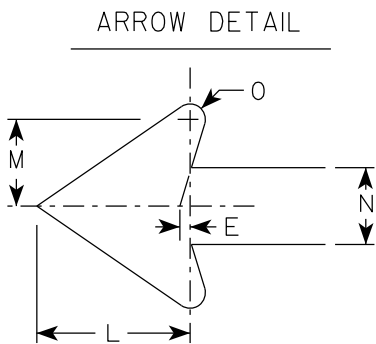


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	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

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 444		E
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- NOTES**
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 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.
 - 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
M06-1 and M06-2 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



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

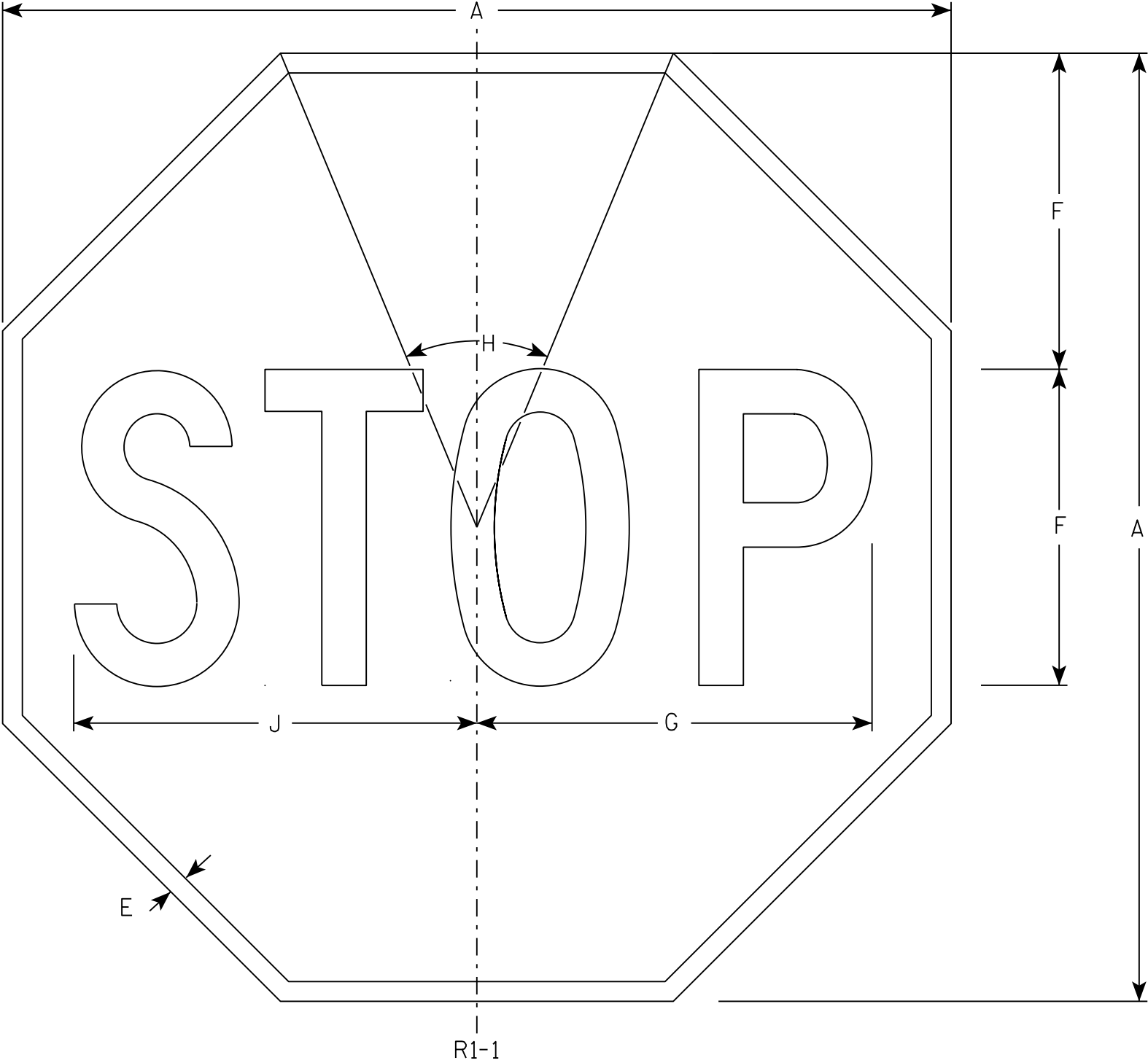
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

7

R1-1

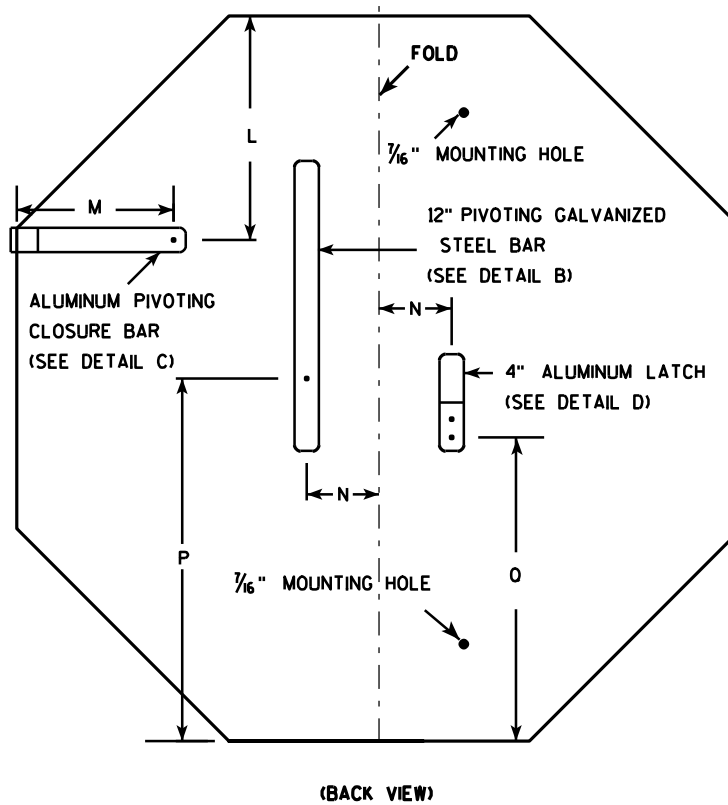
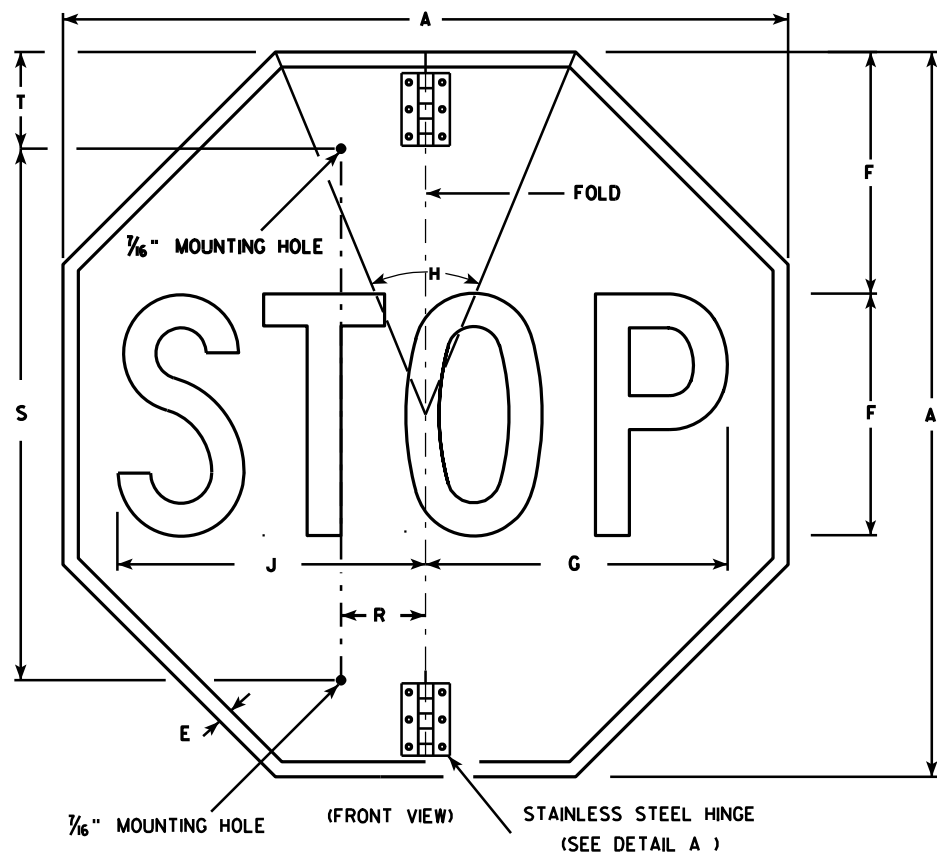
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

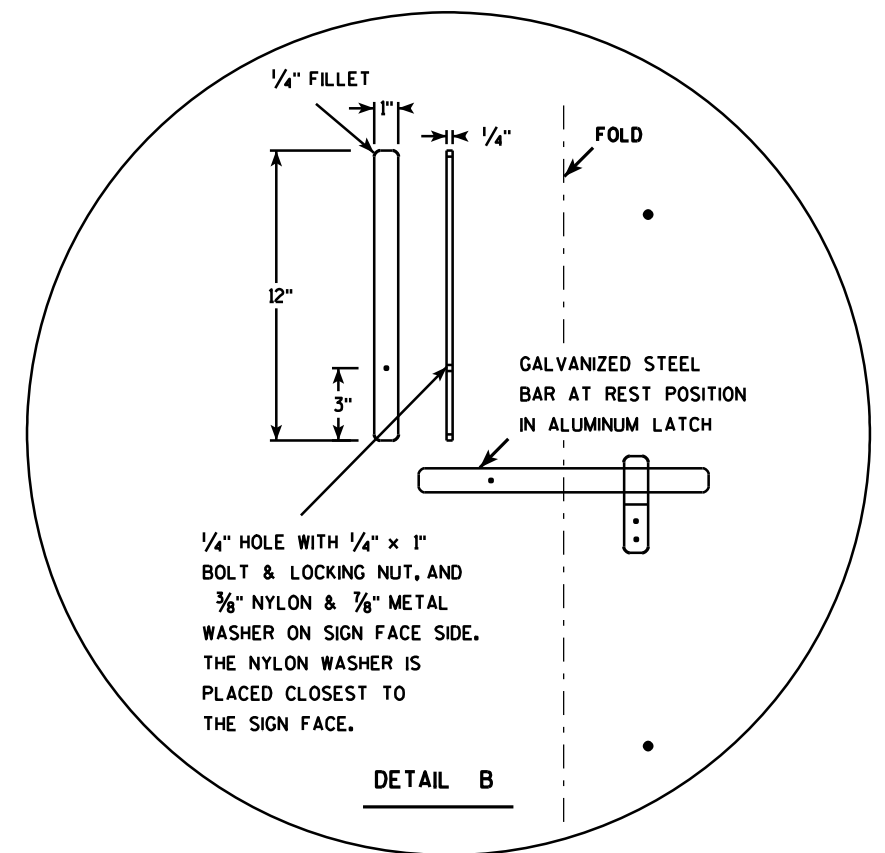
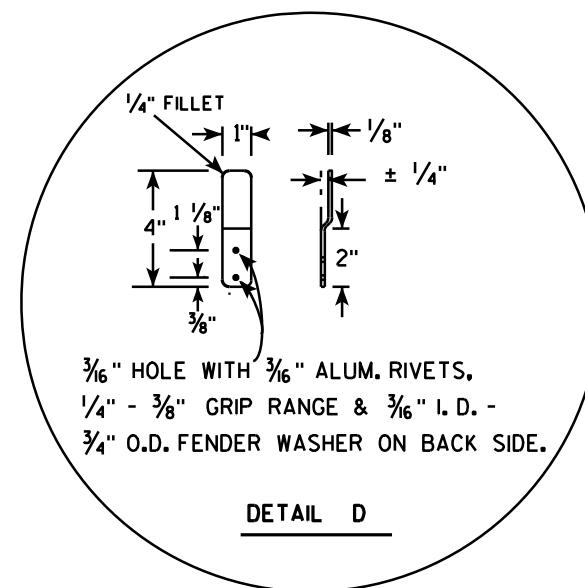
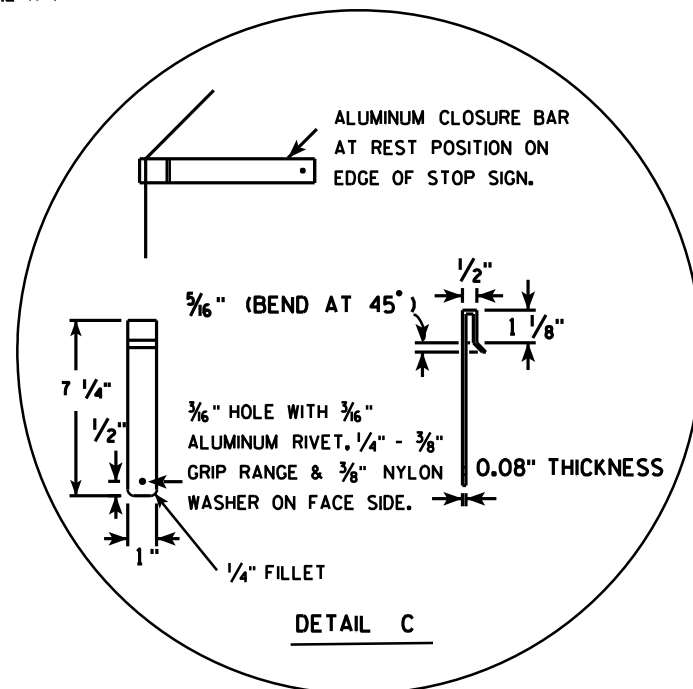
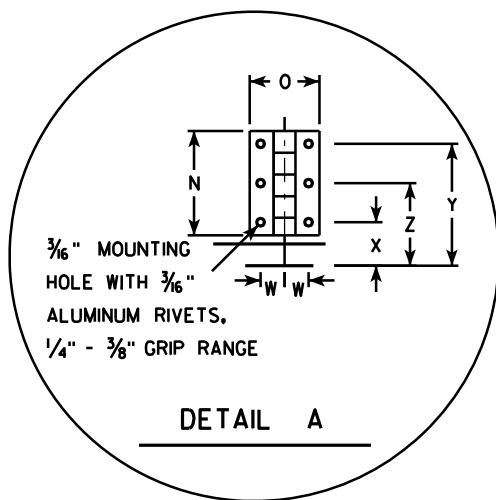
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13



NOTES

- Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Red
Message - White
- Message Series - C
- All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.

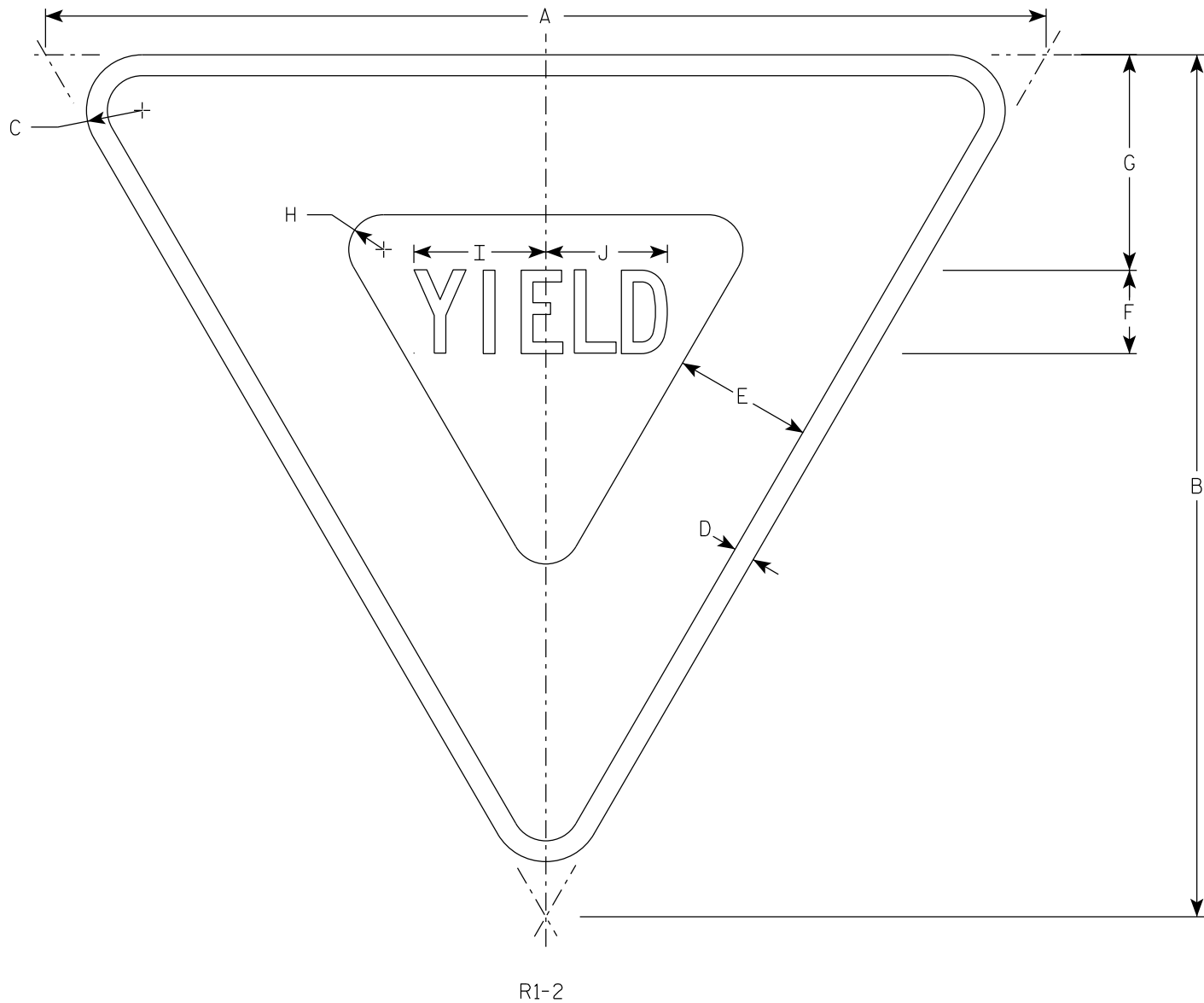


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/8	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/8	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/8	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN R1-1F	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/03/10	PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 447	E
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7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - See note 4
- 3. Message Series - C
- 4. The border strip and word message are reflectorized red.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	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

PROJECT NO:

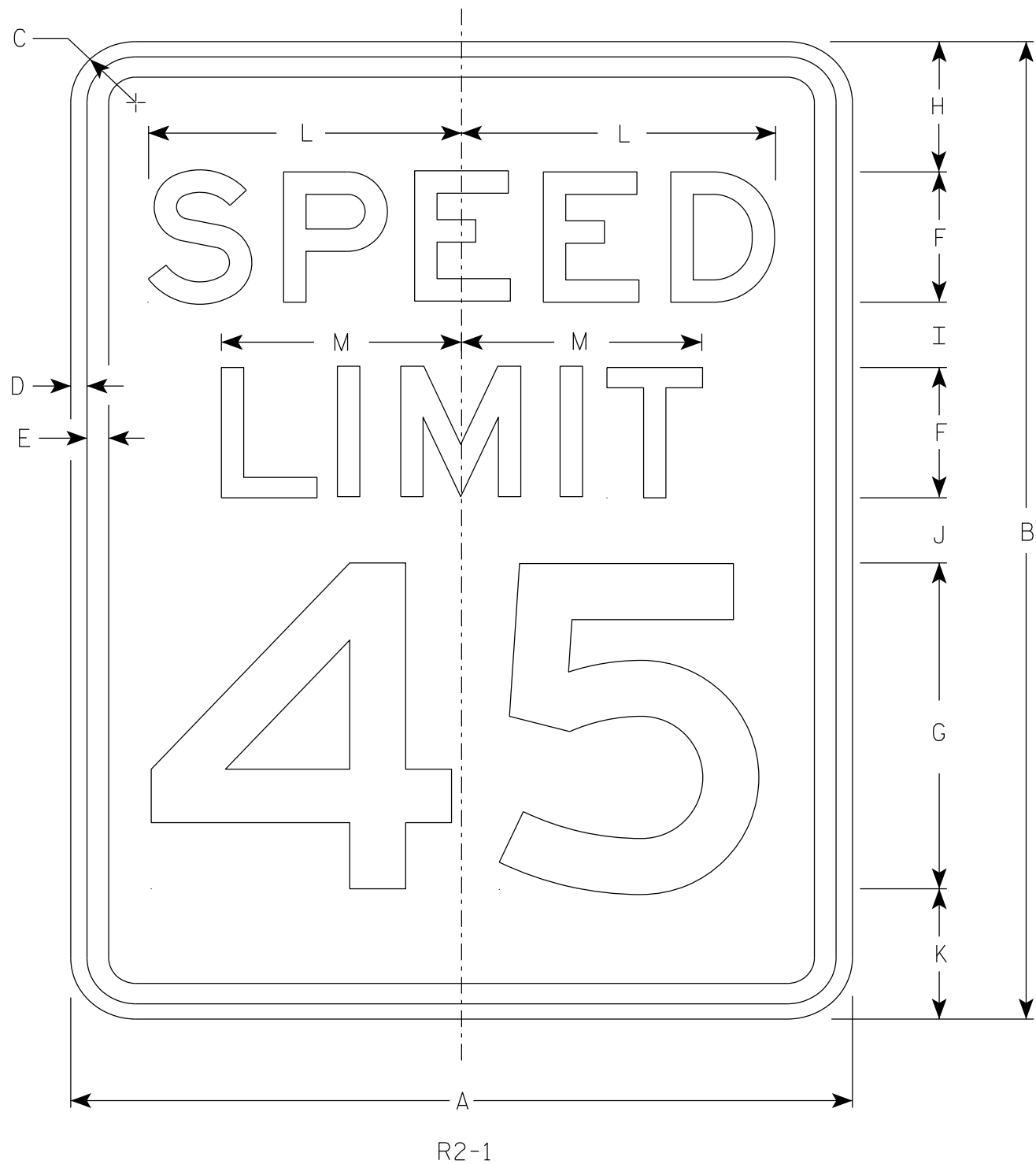
HWY:

COUNTY:

SHEET NO: 448

E

7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

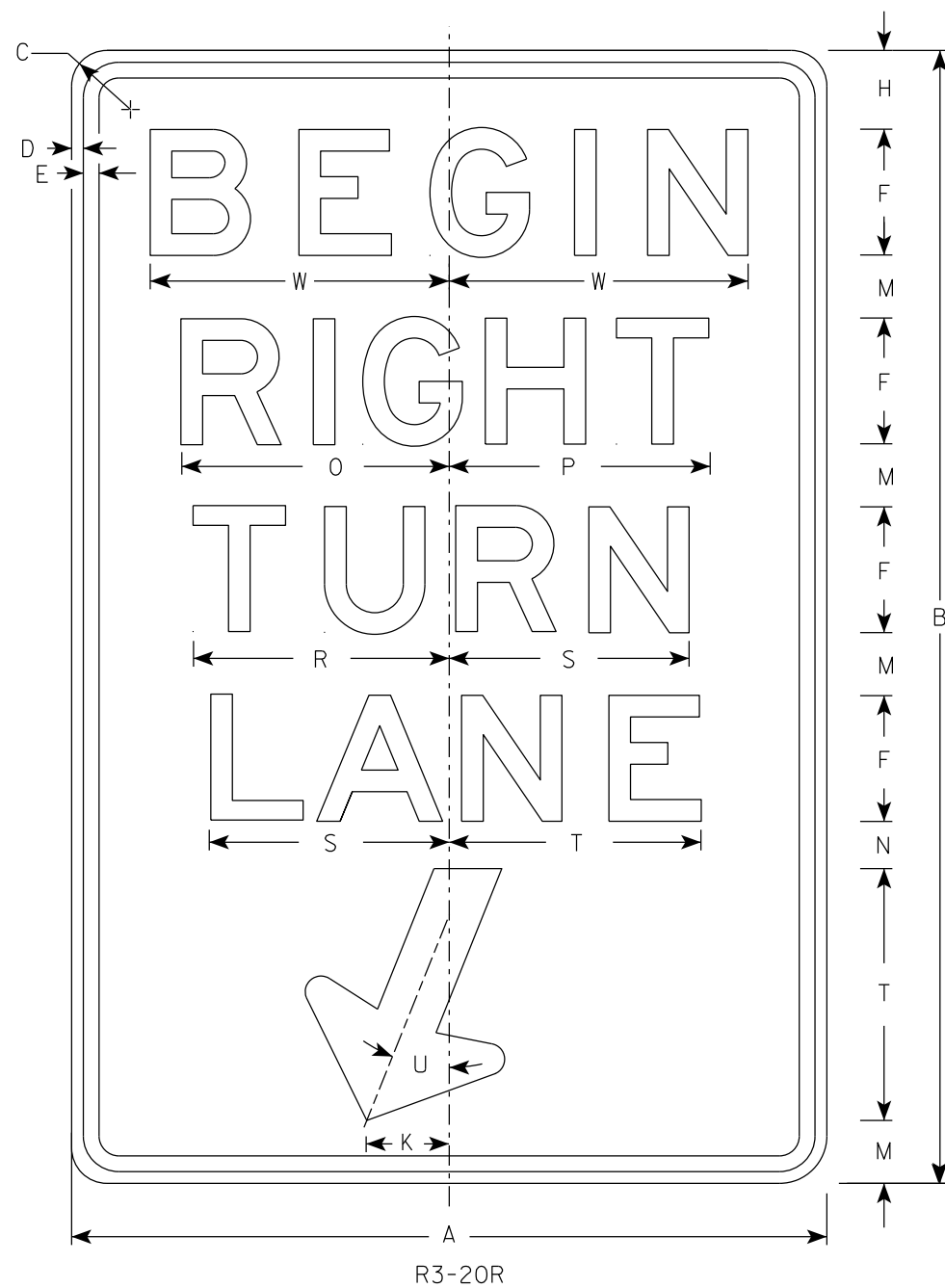
R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

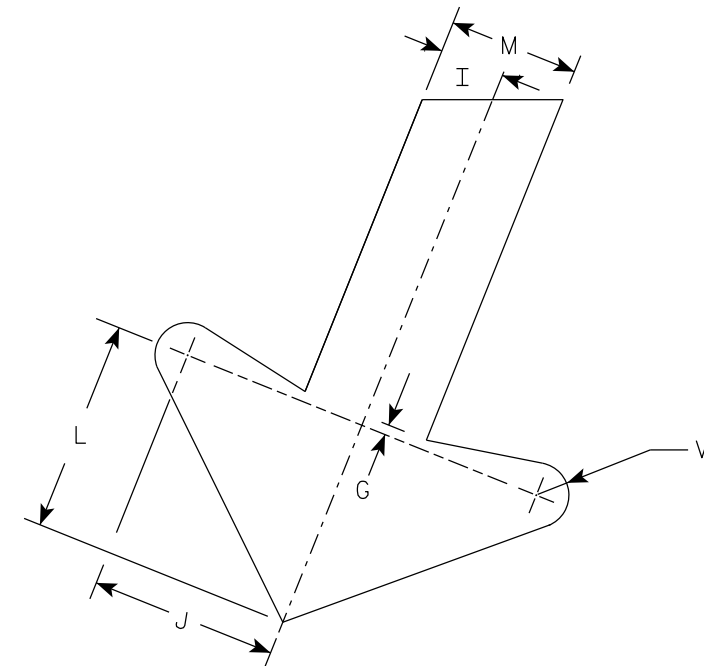
DATE 2/1/23 PLATE NO. R2-1.14

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - E



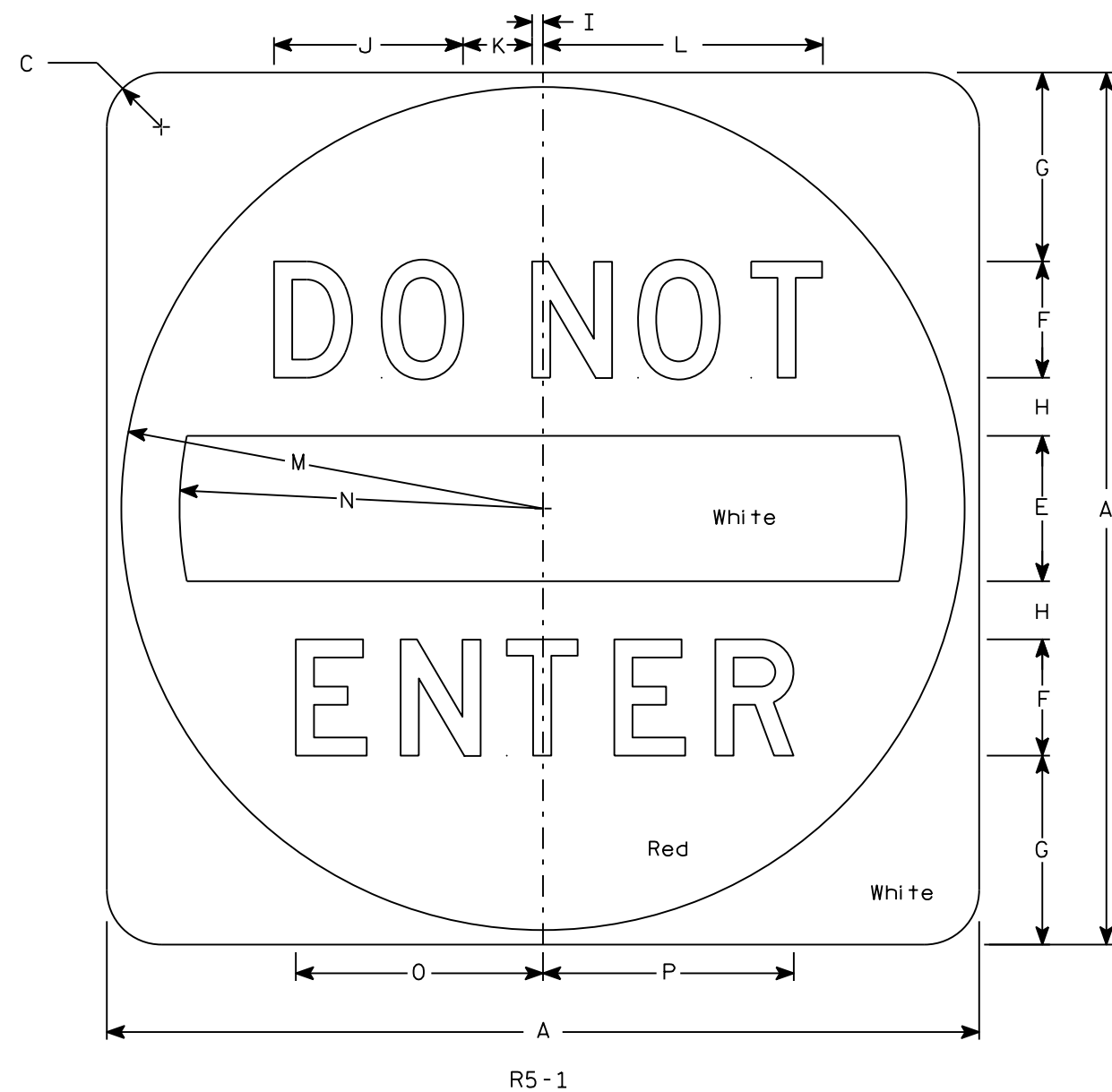
ARROW DETAIL

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																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 450	E
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7

7



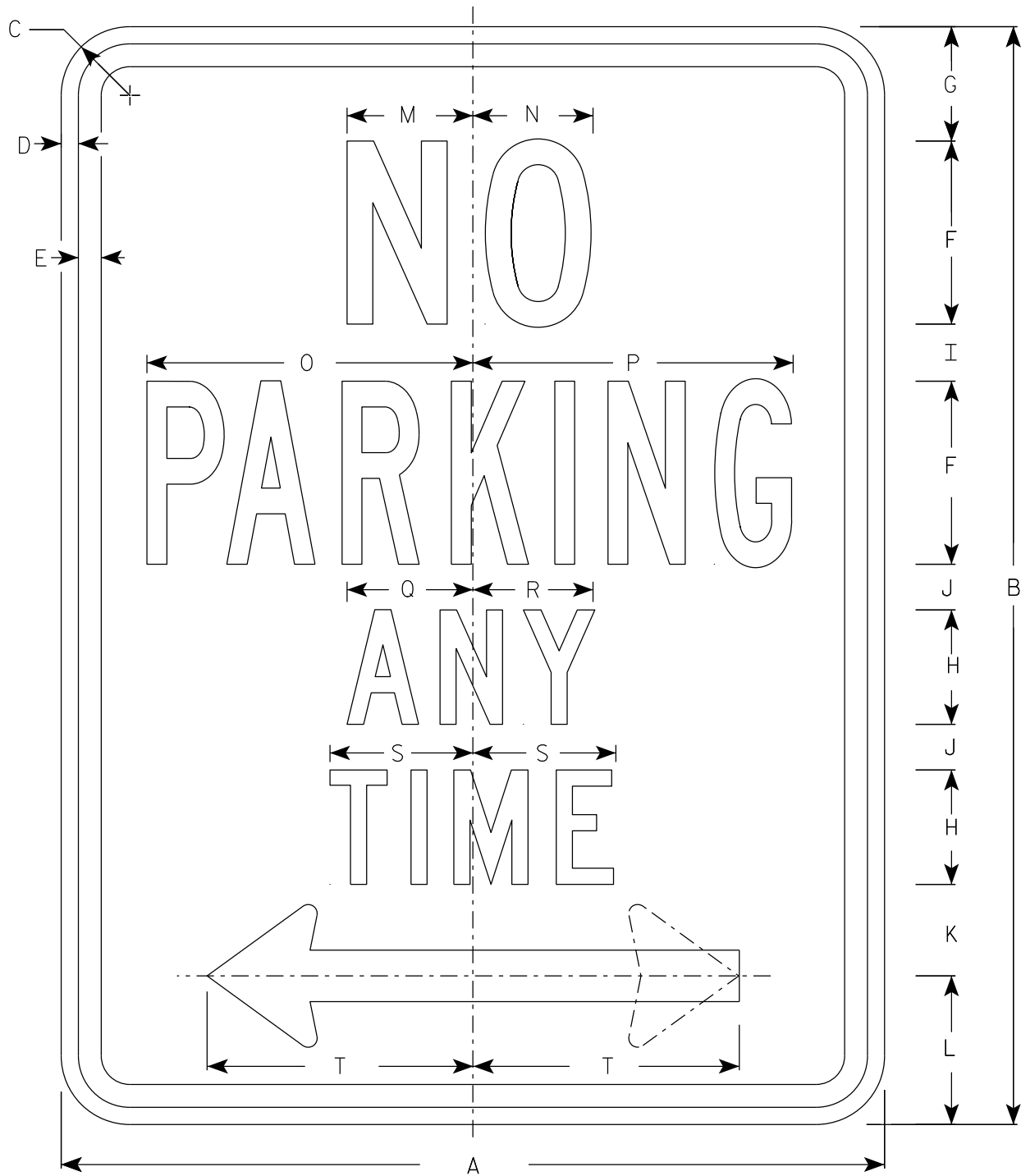
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See detail
Message - White
3. Message Series - D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16

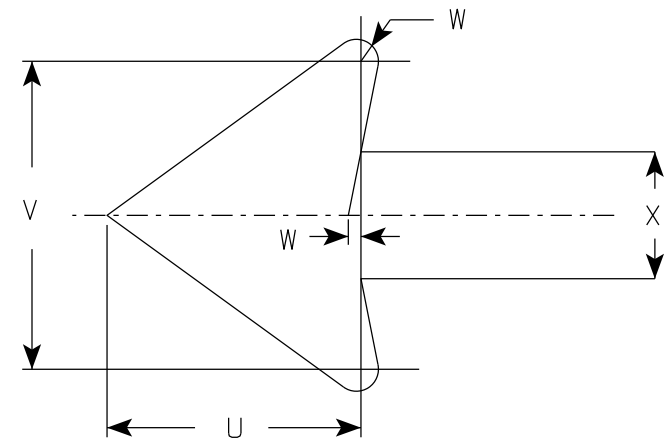


R7-1

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 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

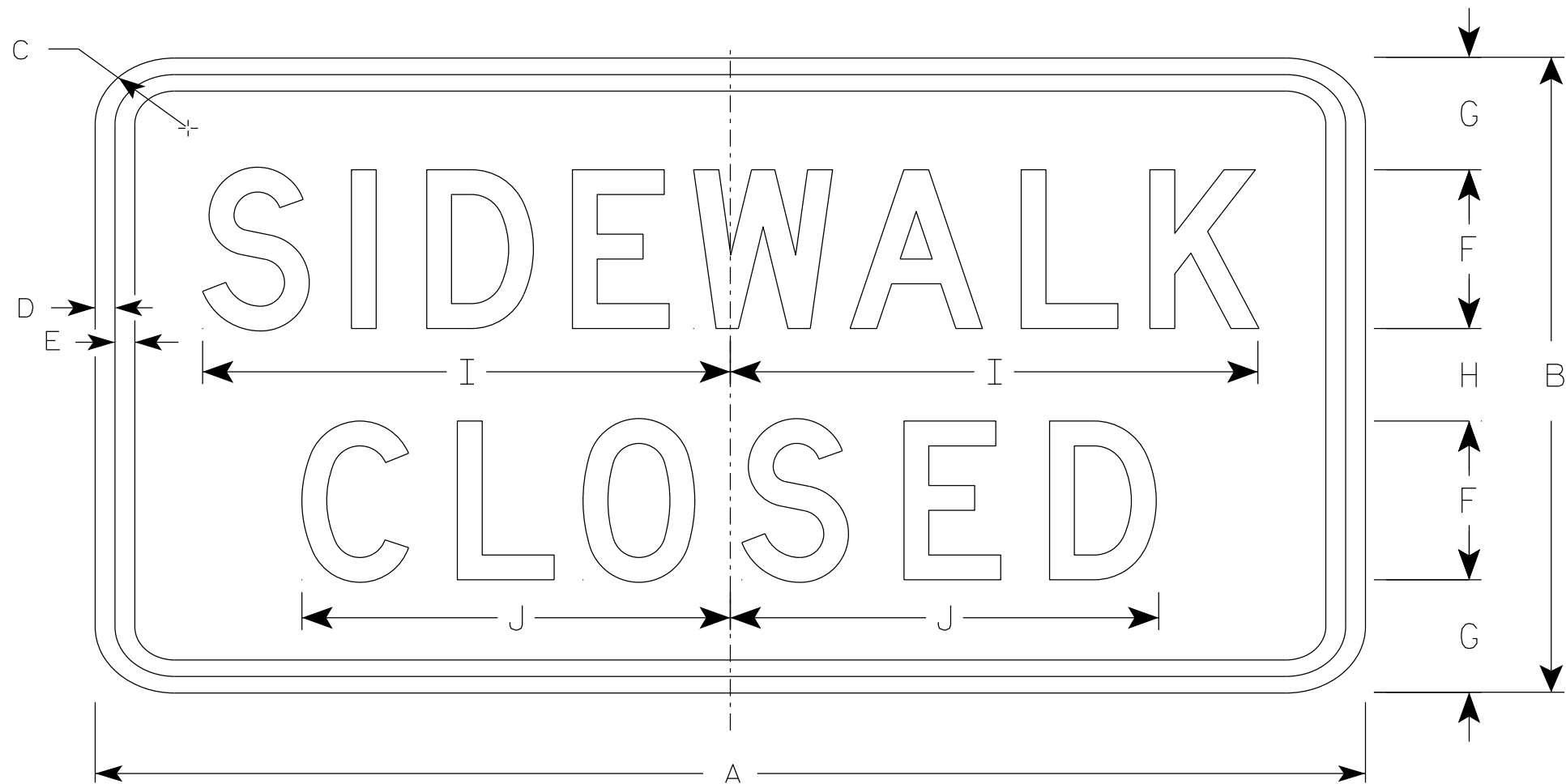
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 452	E
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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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

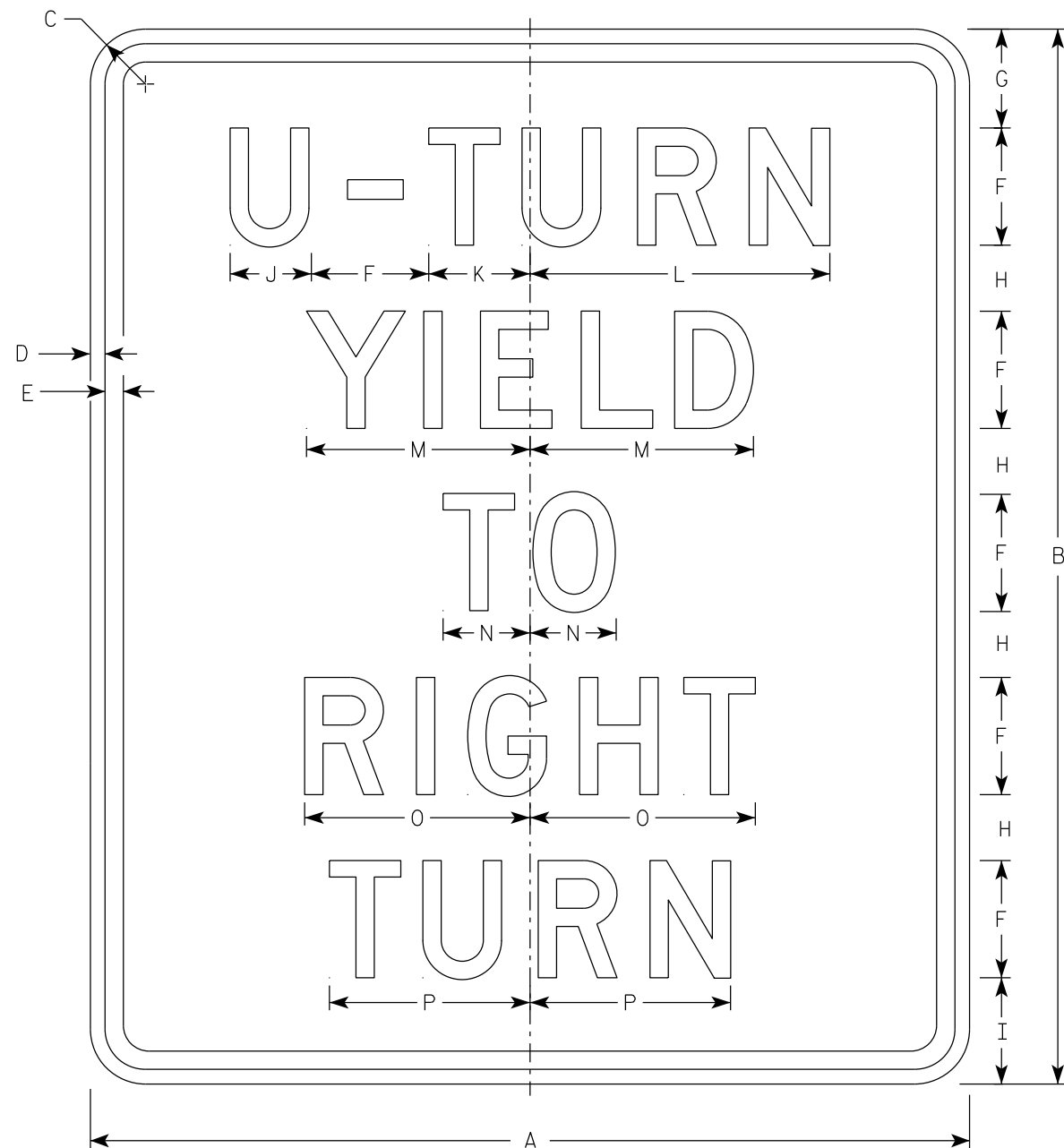
HWY:

COUNTY:

SHEET NO: 453

E

7



R10-16

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 7⁄8	1⁄2	5⁄8	4	3 3⁄8	2 1⁄4	3 5⁄8	2 3⁄4	3 1⁄2	10 1⁄4	7 5⁄8	3	7 3⁄4	6 7⁄8											7.5
2M	30	36	1 7⁄8	1⁄2	5⁄8	4	3 3⁄8	2 1⁄4	3 5⁄8	2 3⁄4	3 1⁄2	10 1⁄4	7 5⁄8	3	7 3⁄4	6 7⁄8											7.5
3																											
4																											
5																											

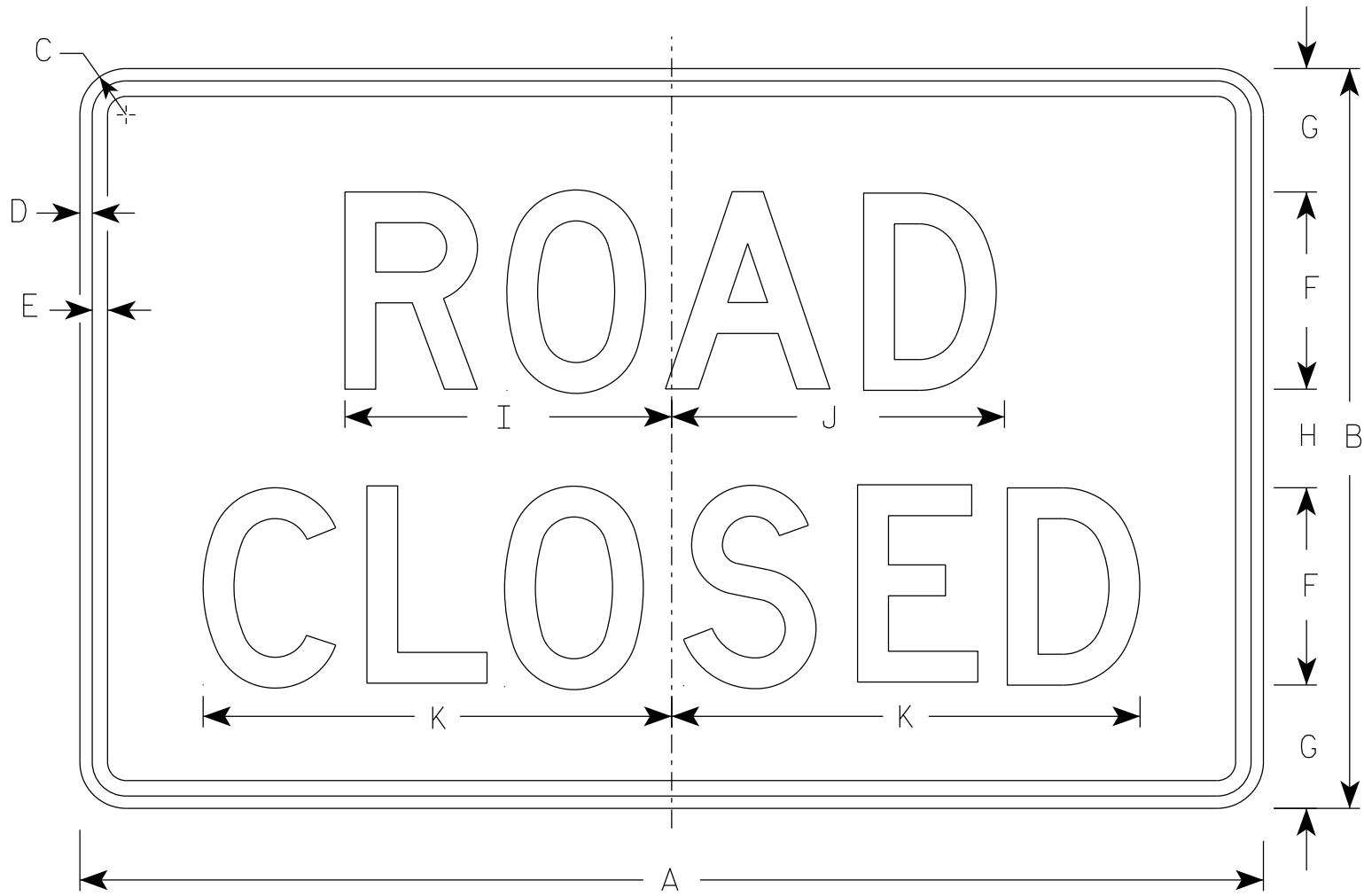
PROJECT NO:

HWY:

COUNTY:

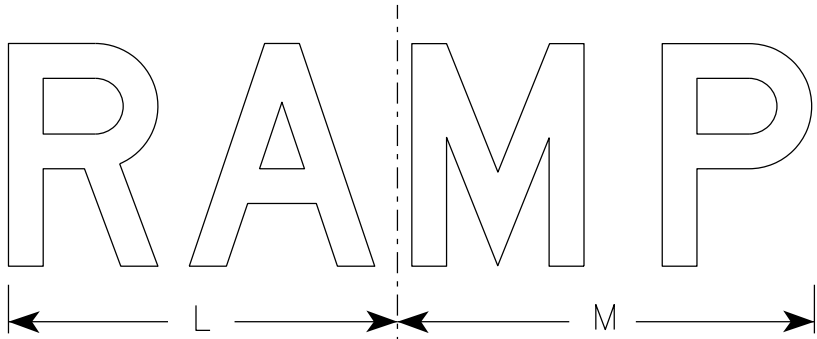
SHEET NO: 454

E

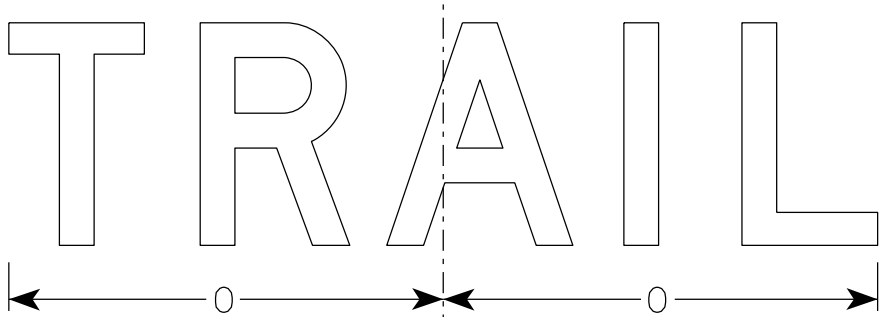


R11-2

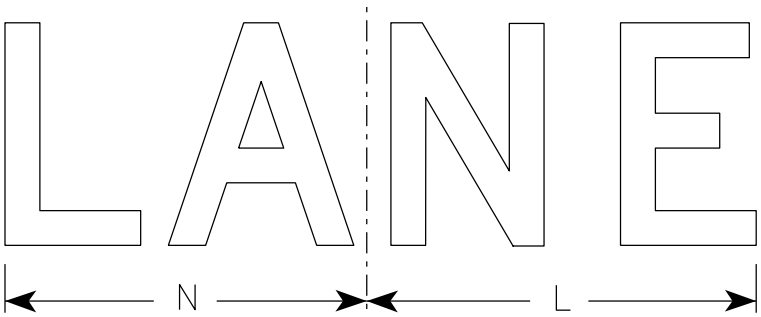
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify the message as required.



R11-2R



R11-2T



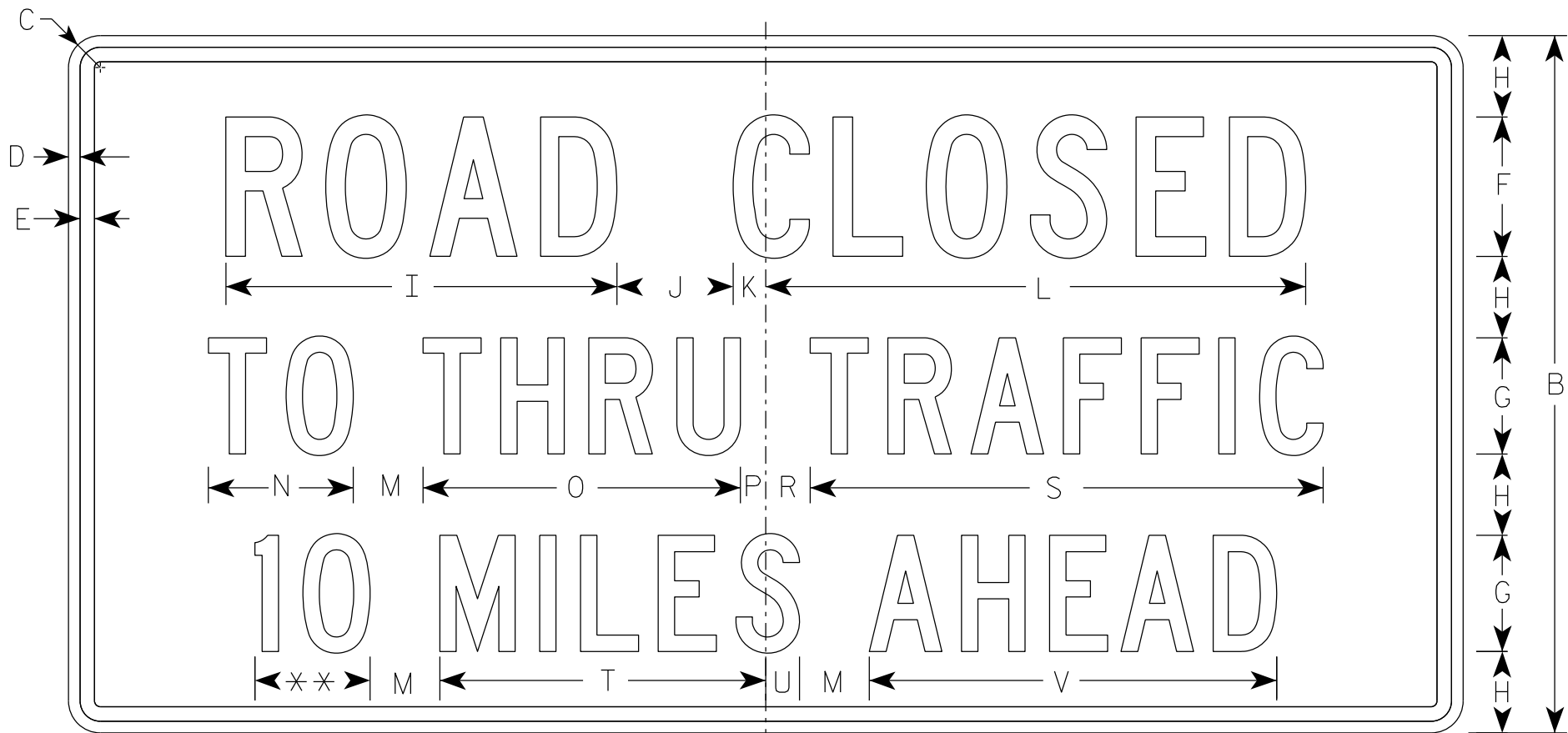
R11-2L

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	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/5/24	PLATE NO. R11-2.12

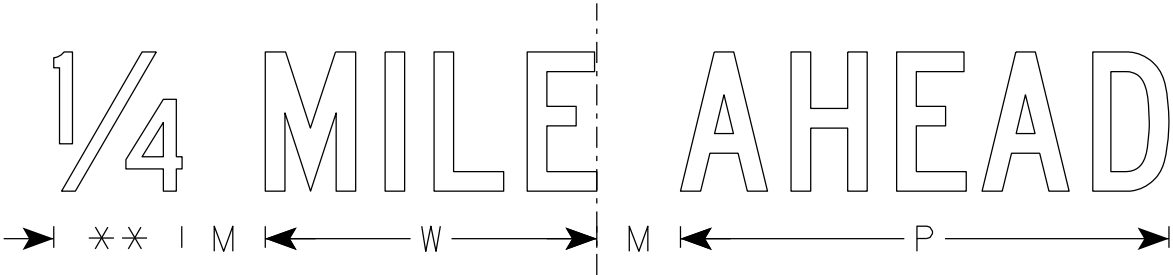
NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

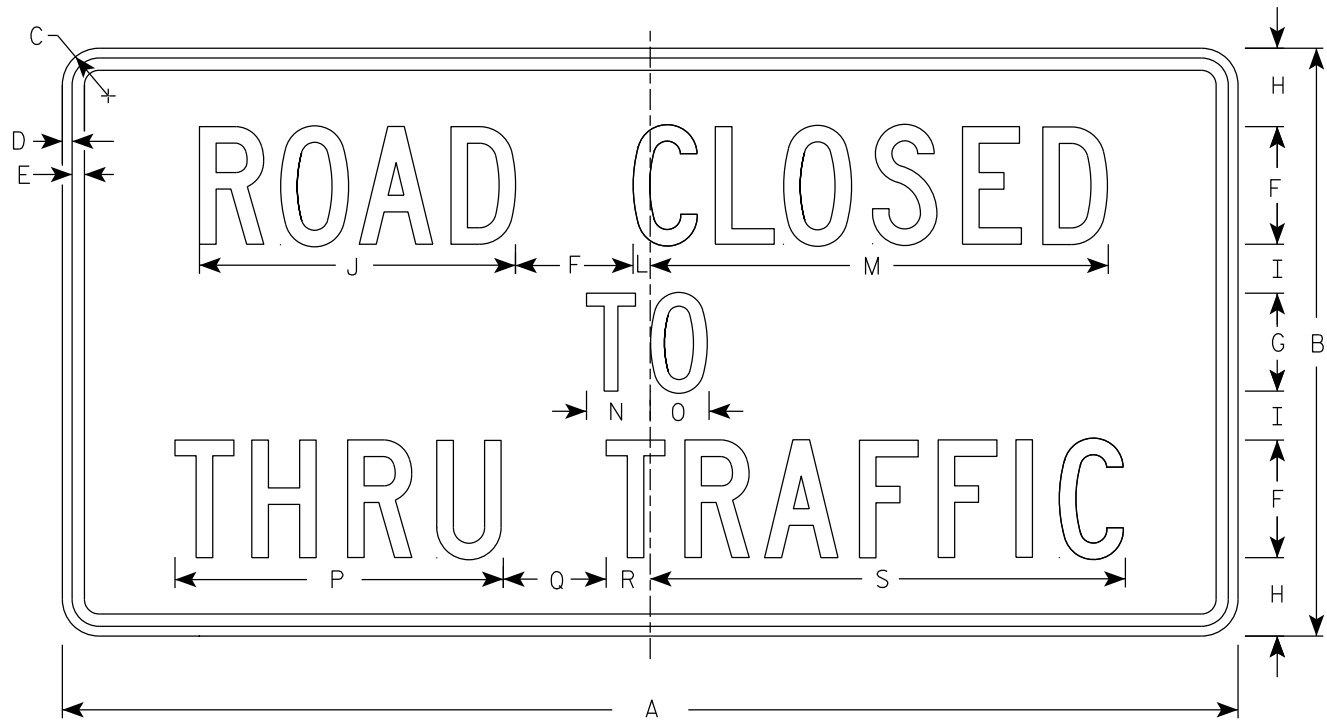
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

7



R11-4

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 457

E

STANDARD SIGN

R11 - 4

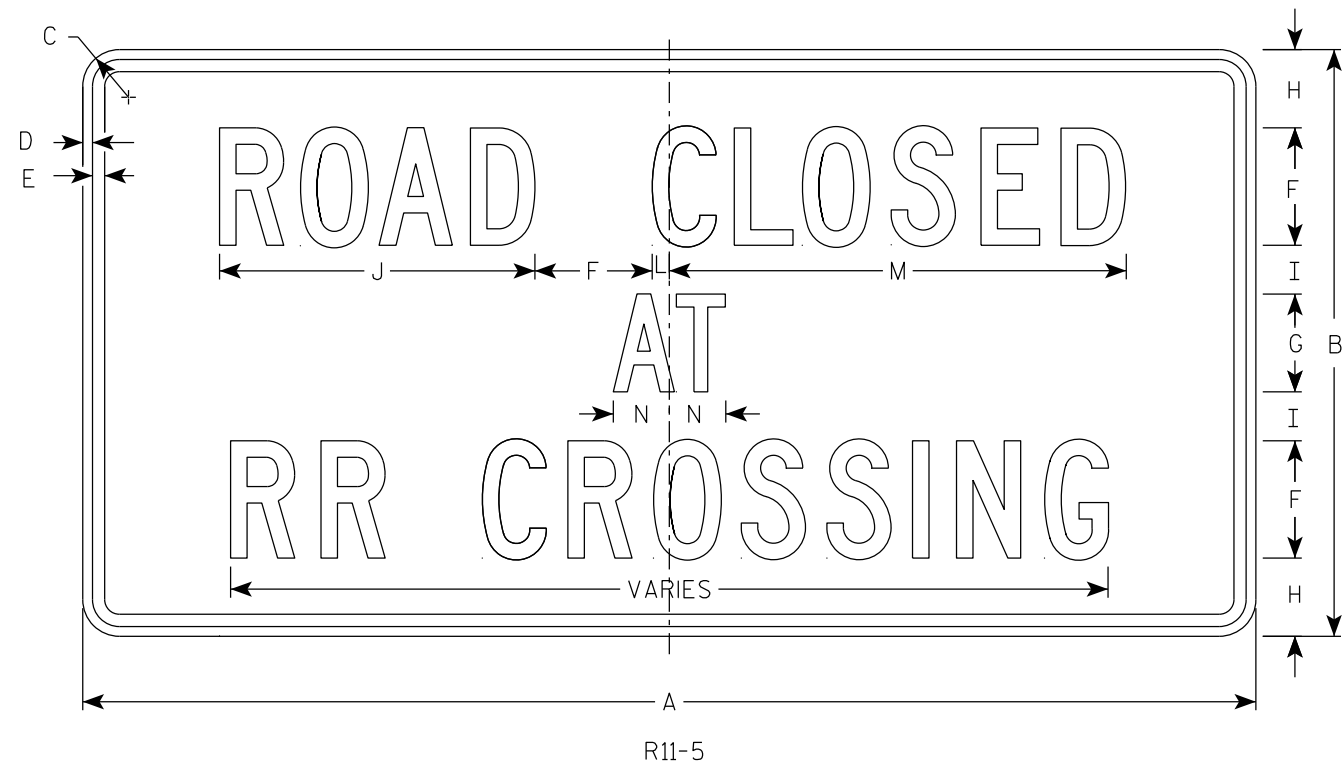
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 2/5/24

PLATE NO. R11-4.4



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	2 7/8													12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	2 7/8													12.5
3																											
4																											
5																											

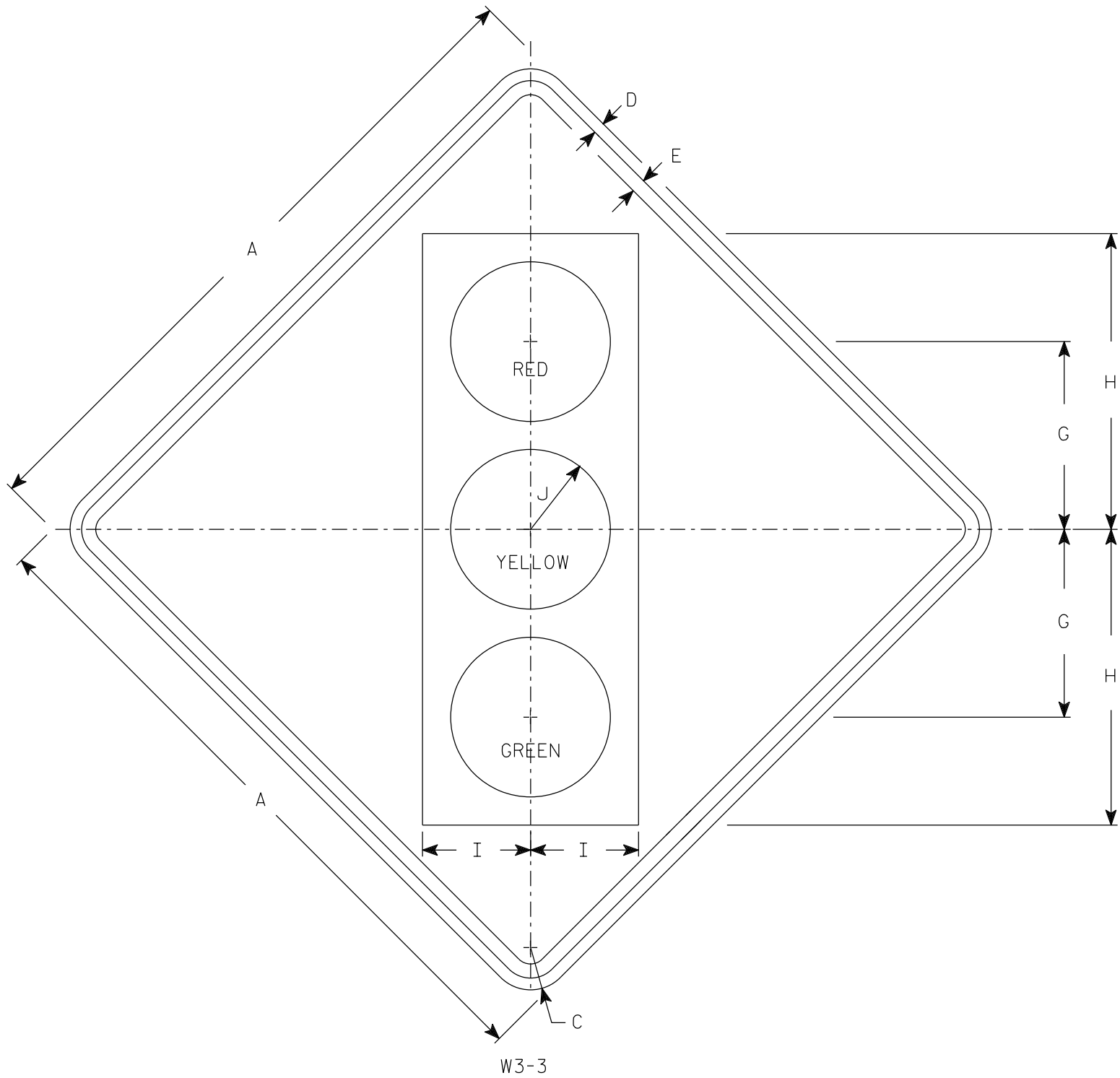
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 458

E



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

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		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

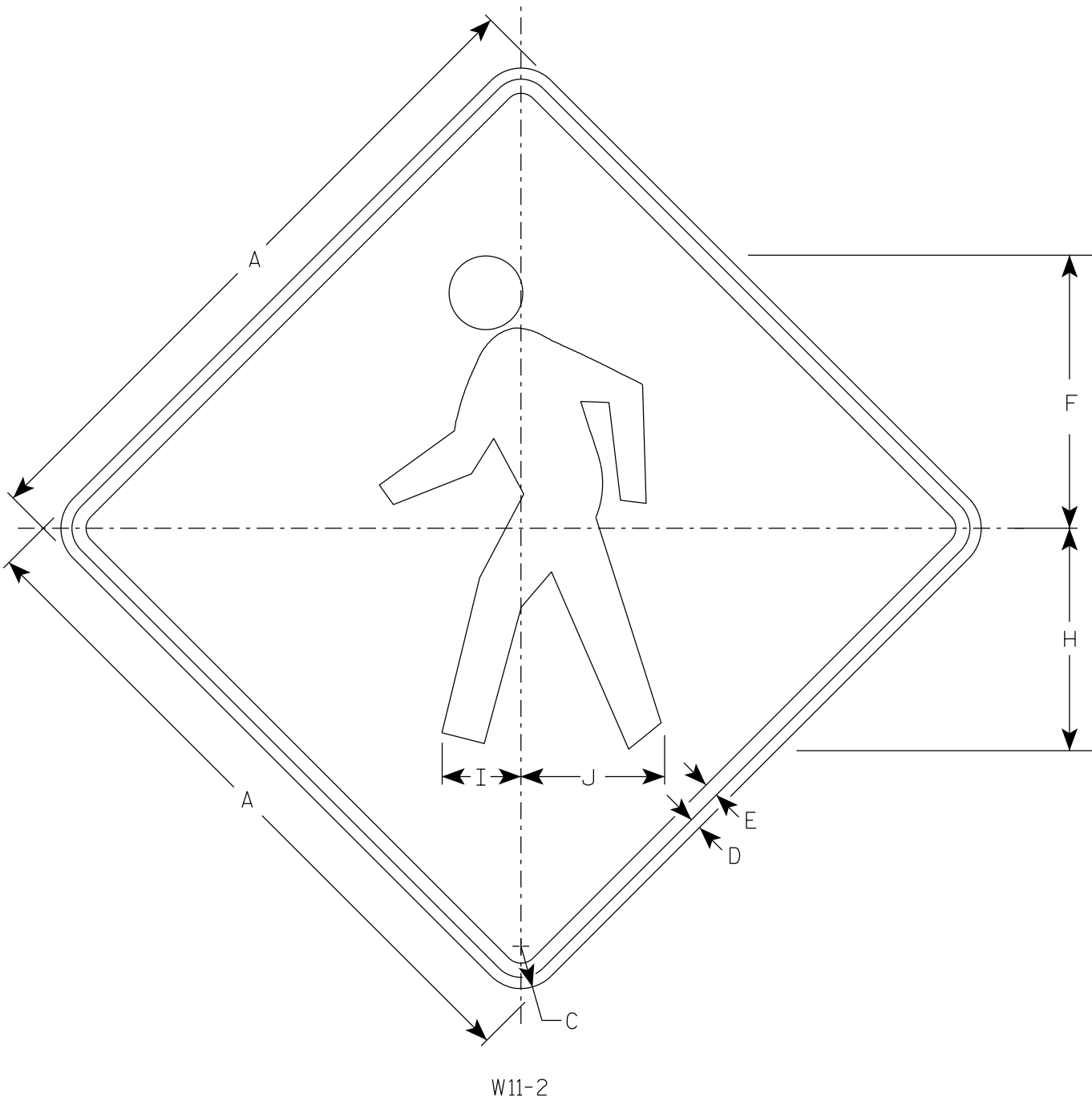
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/2023 PLATE NO. W3-3.12

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow
 - Message - Black

7

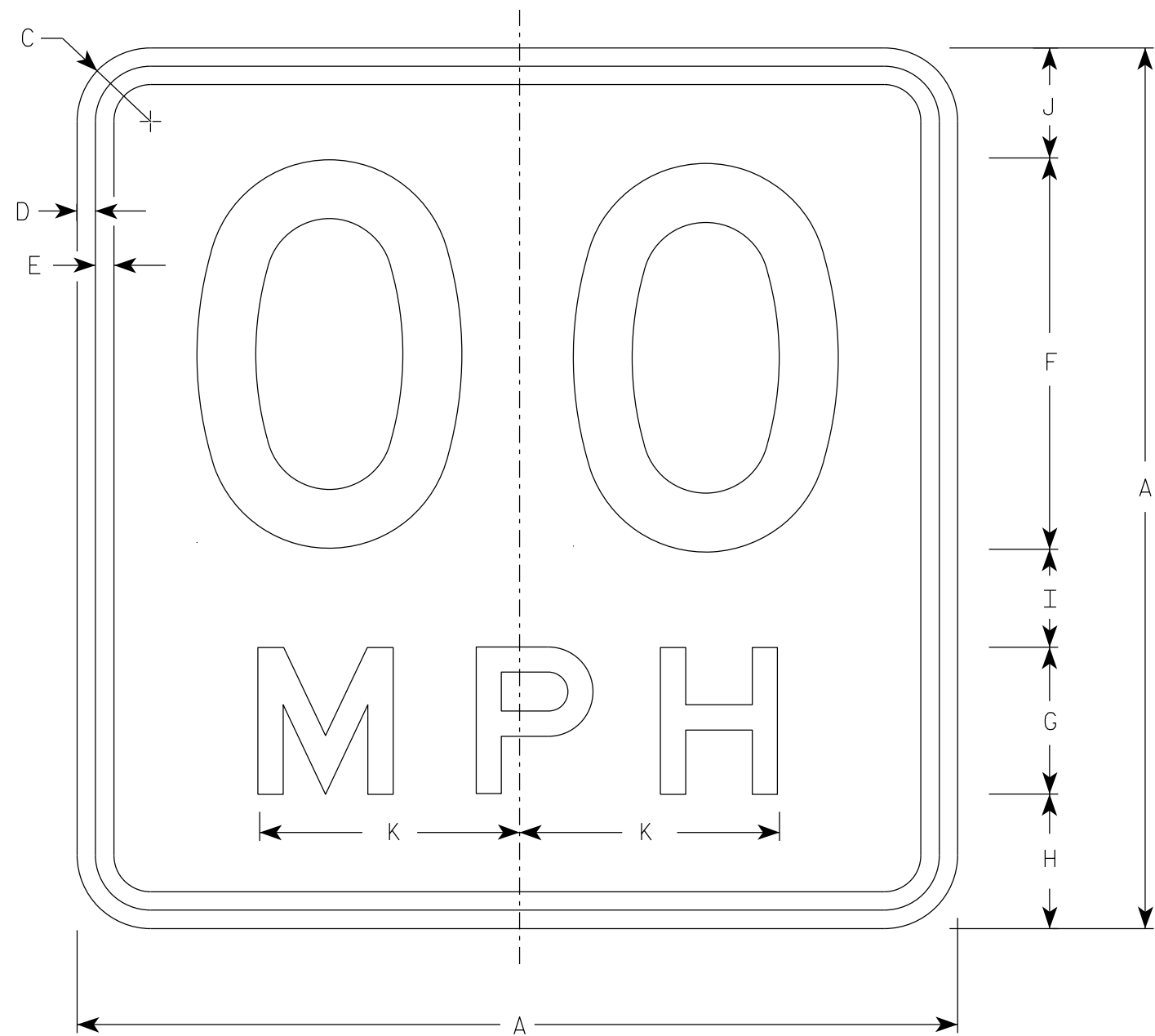
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
Line 2 is Series E

W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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.
✱ 2S	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	2	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
✱ 2M	3	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	4	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8															4.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00
	6	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00

STANDARD SIGN W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO:

HWY:

COUNTY:

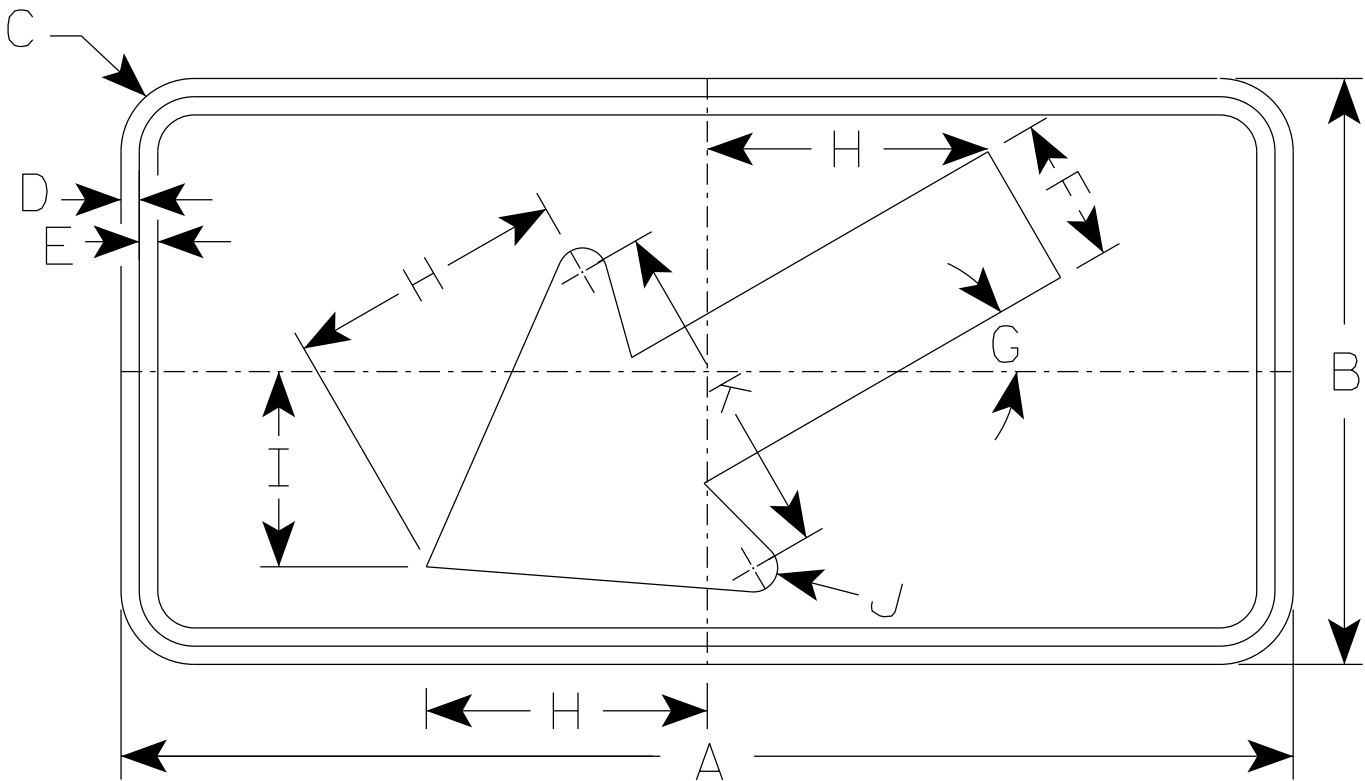
SHEET NO:

461

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W16-7R is the same as W16-7L
except the arrow is reversed along
the vertical centerline.



W16-7L

- * For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN

W16-7

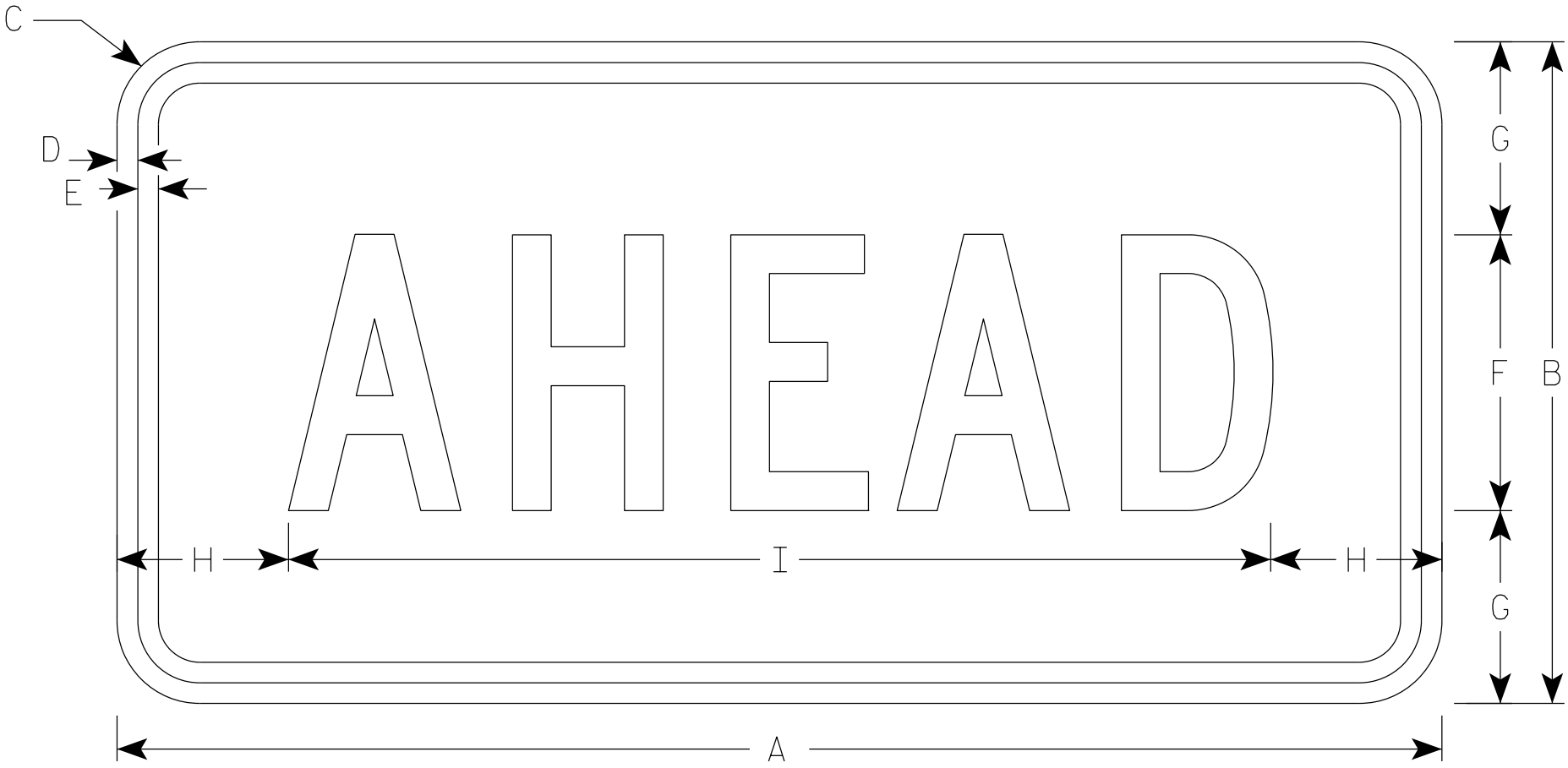
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - C



W16-9P

- * For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

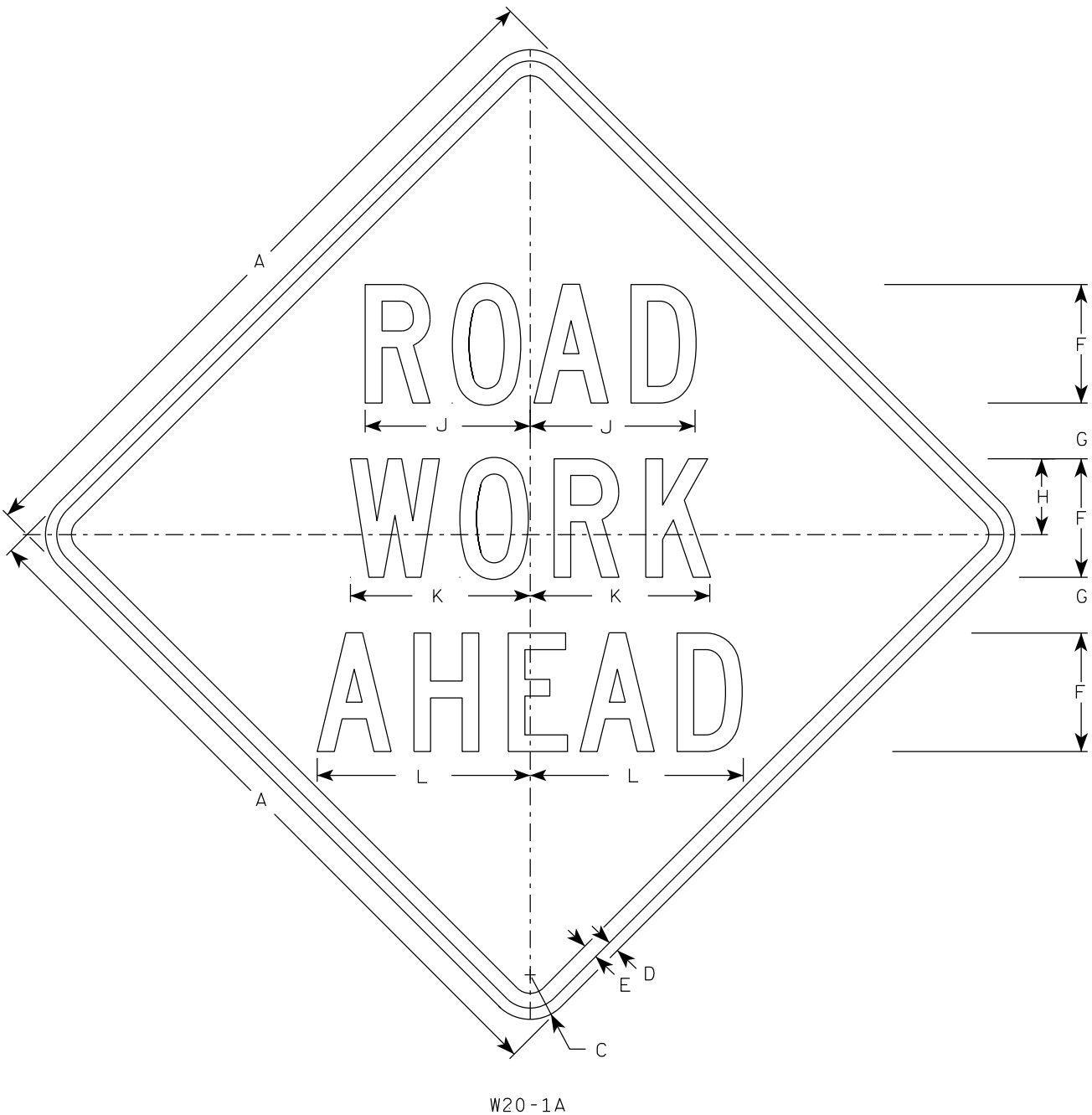
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

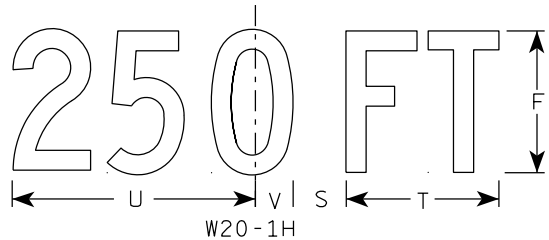
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

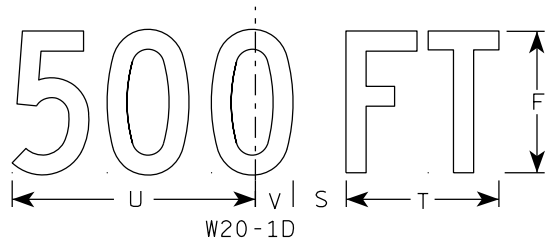
DATE 1/9/2024 PLATE NO. W16-9P.9



W20-1A



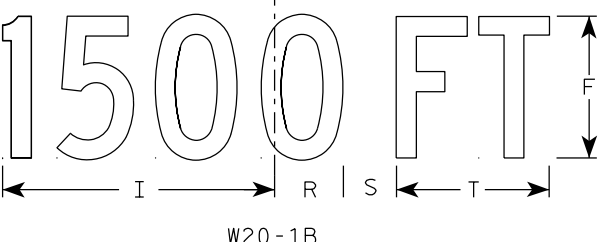
W20-1H



W20-1D

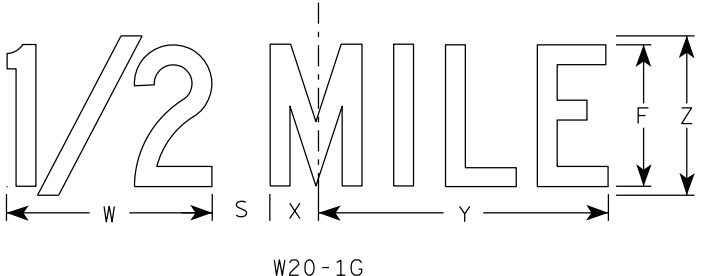


W20-1C

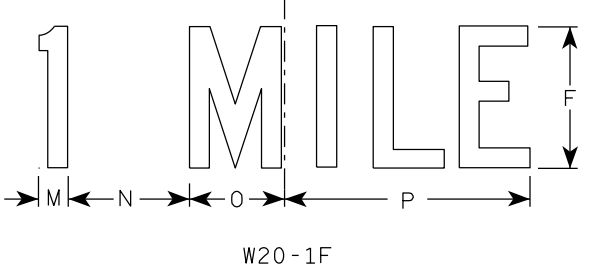


W20-1B

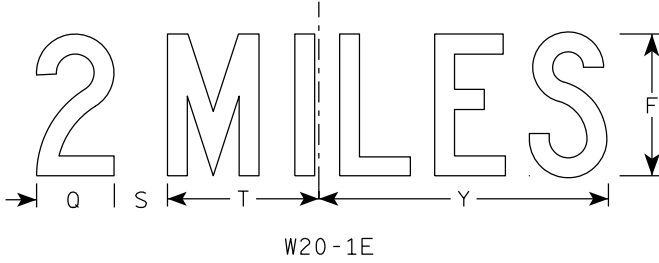
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G

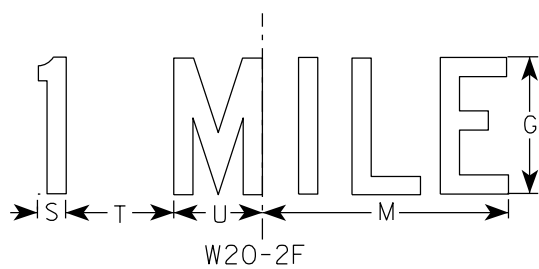
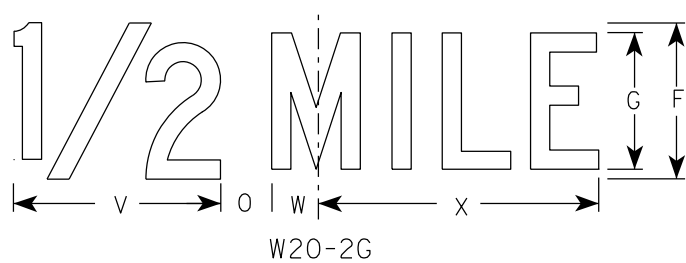
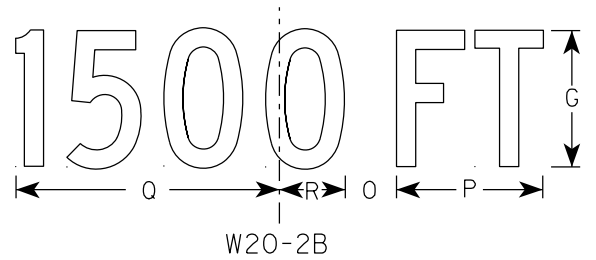
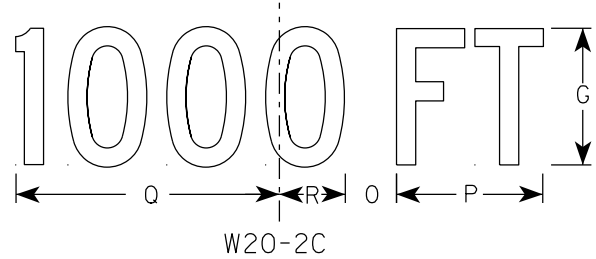
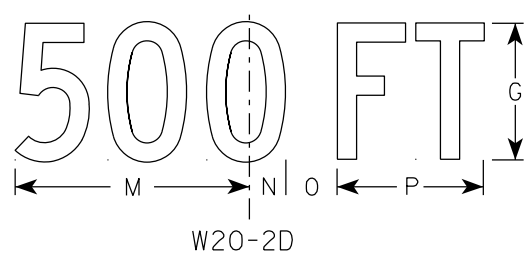
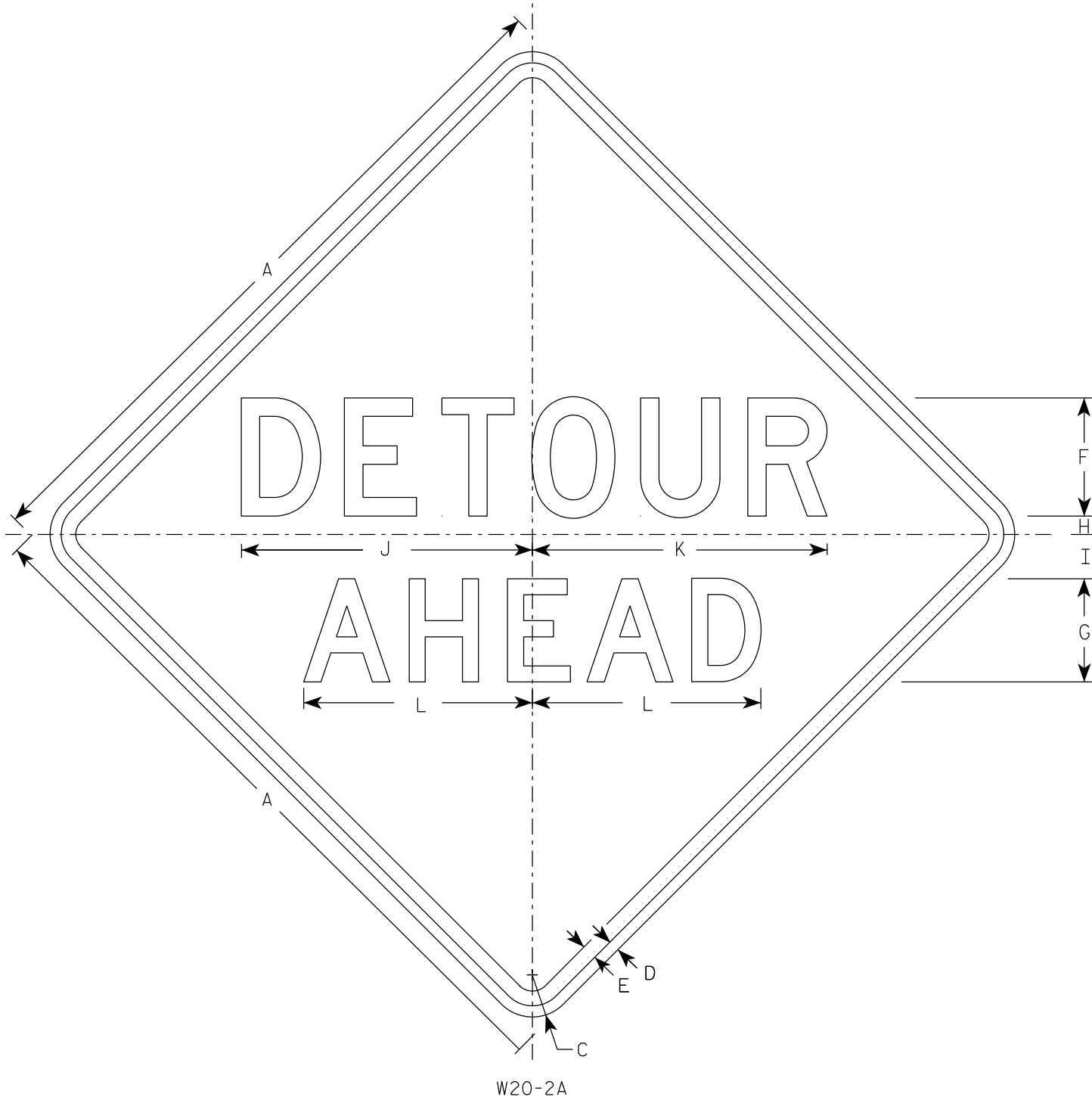


W20-1F



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



NOTES

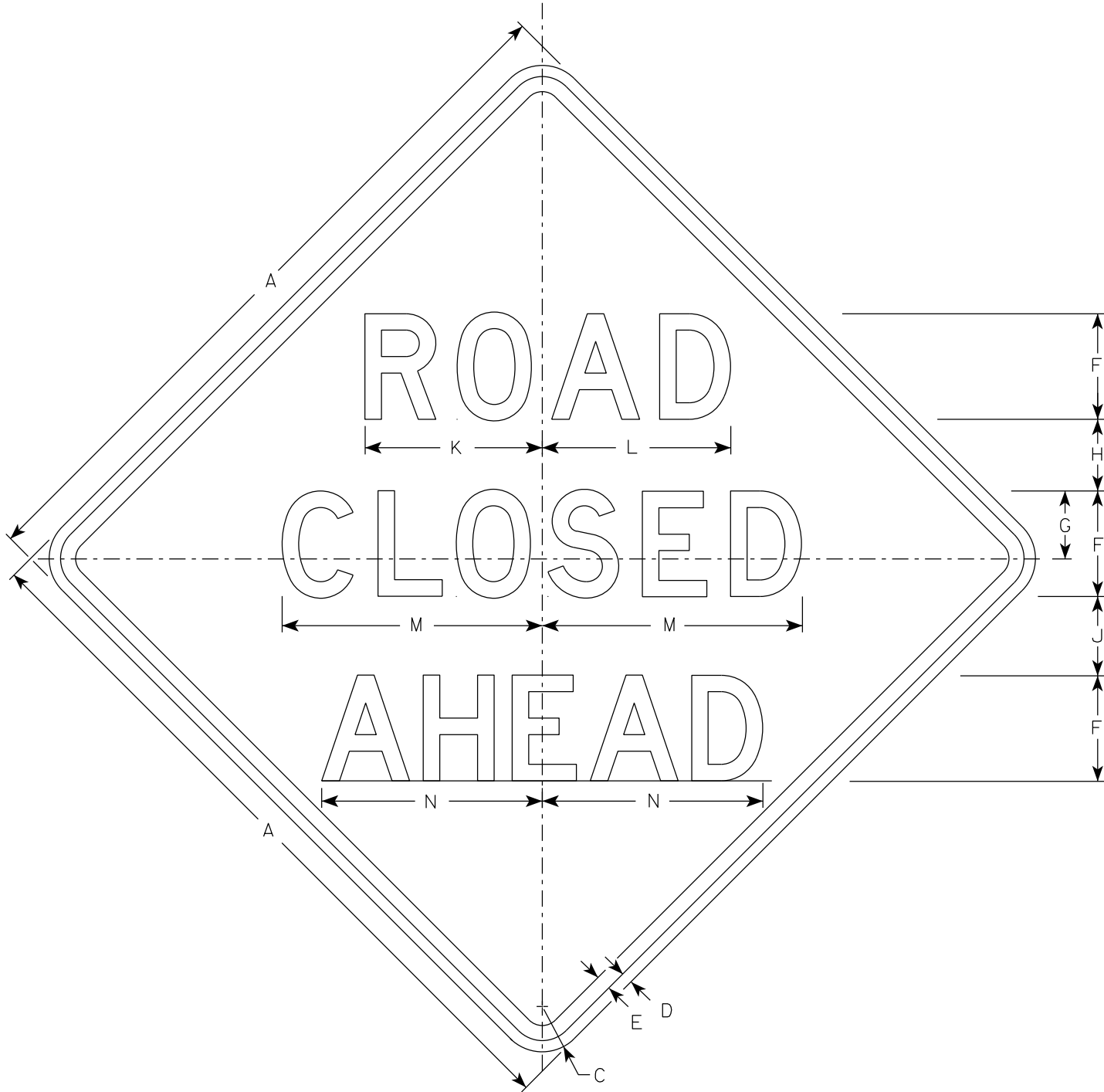
- Sign is Type II - Type F Reflective
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Line 1 is Series D.
Line 2 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	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

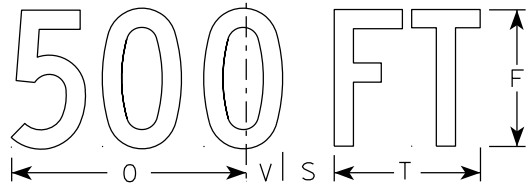
STANDARD SIGN	
W20-2A,B,C,D,F & G	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 1/10/2024	PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 465	E
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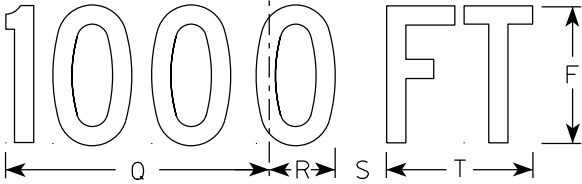
7



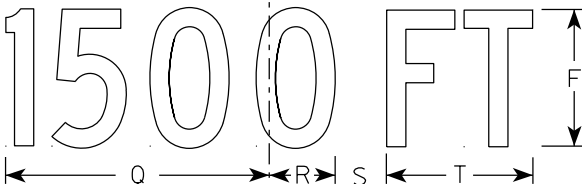
W20-3A



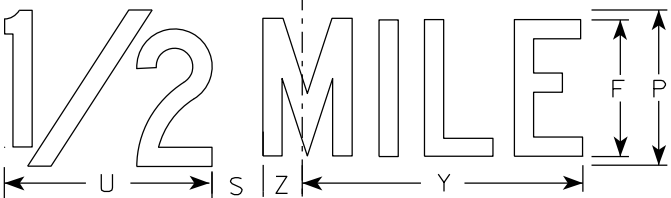
W20-3D



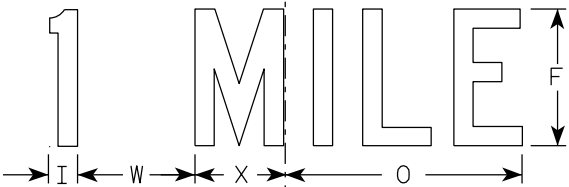
W20-3C



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		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

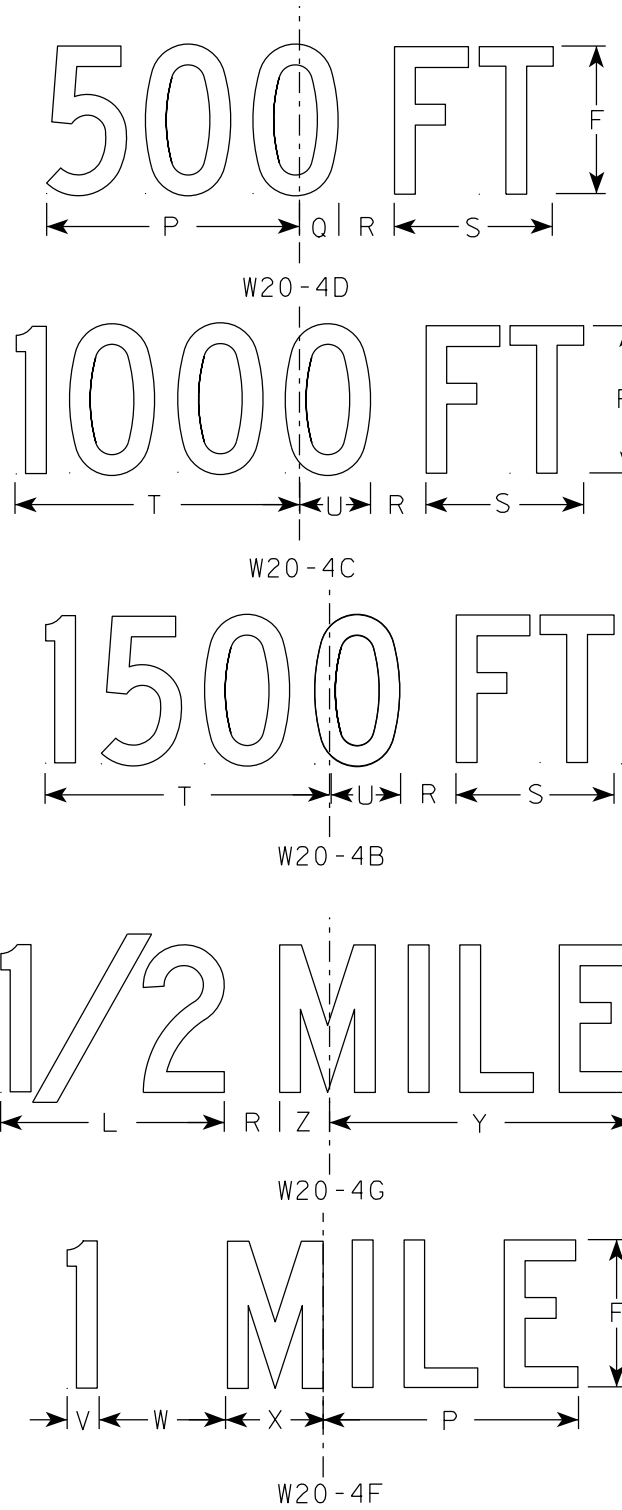
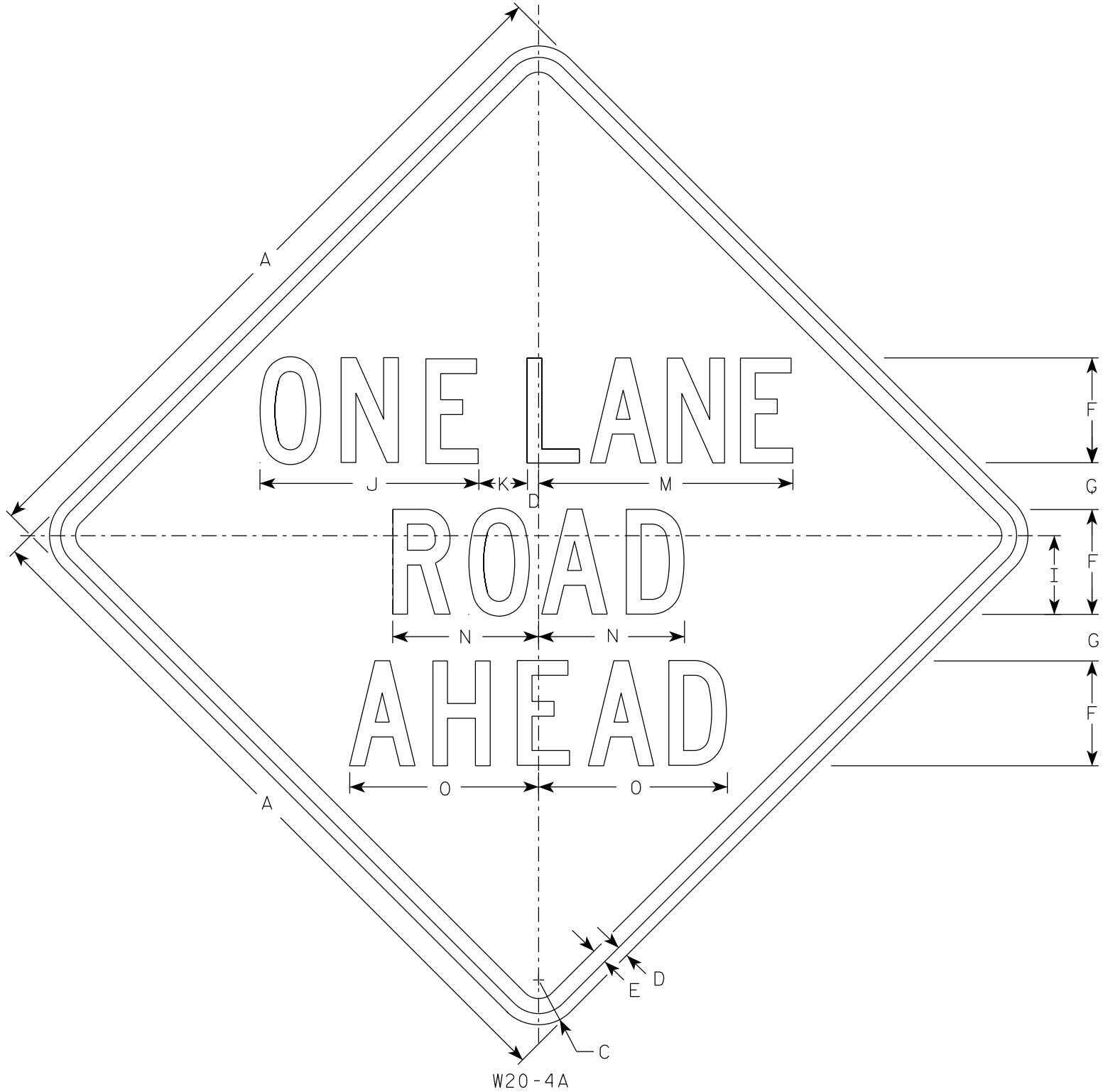
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

7



- NOTES
- Sign is Type II - Type F Reflective
 - Color:
Background - Orange
Message - Black
 - Message Series - C
 - Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

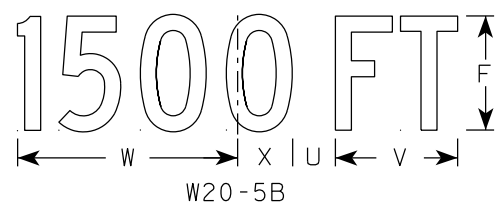
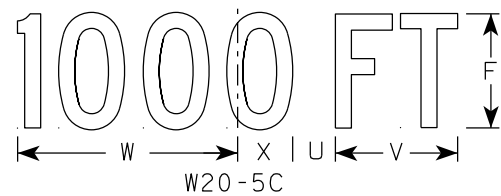
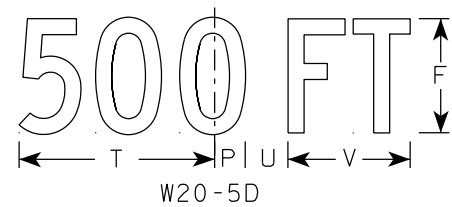
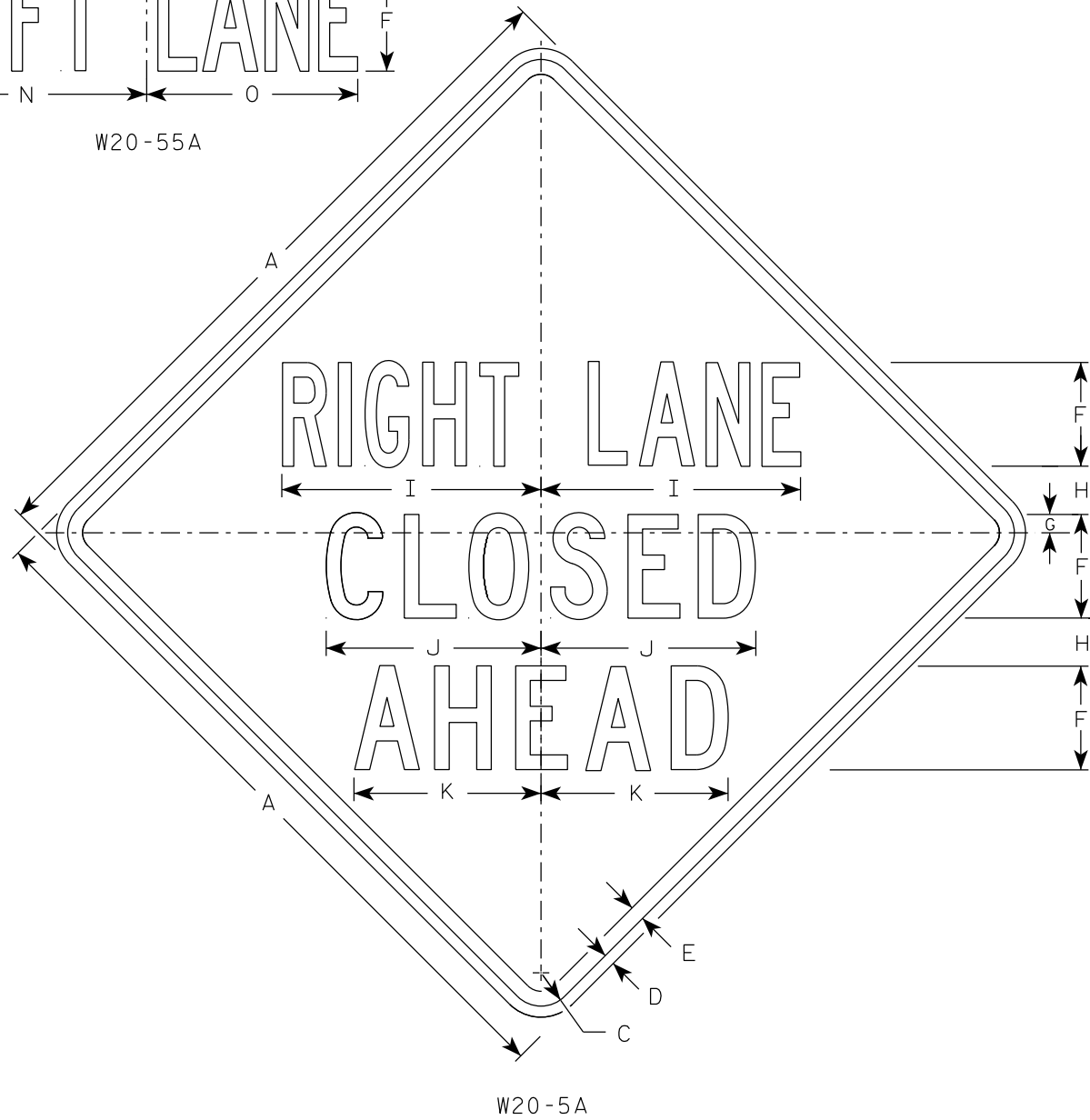
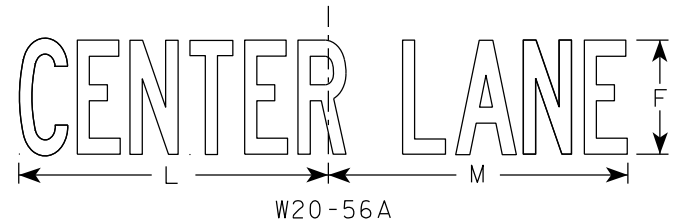
DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

SHEET NO:

467

E



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.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	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

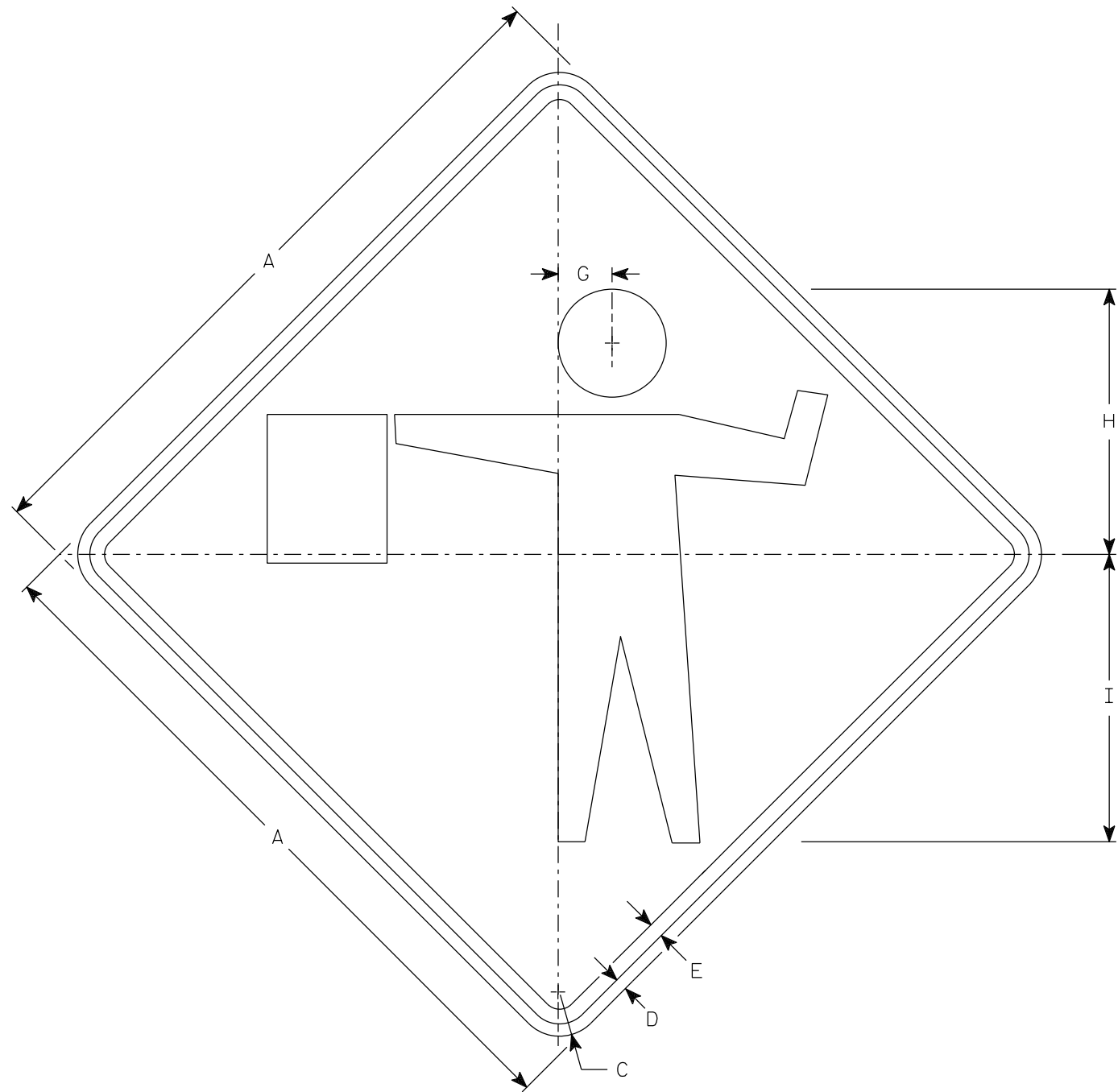
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 468

E



W20-7A

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		2 3/4	13 1/2	14 5/8																		9.0
2S	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
2M	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
3	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
4	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
5	48		3	3/4	1		3 3/4	18	19 1/2																		16.0

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

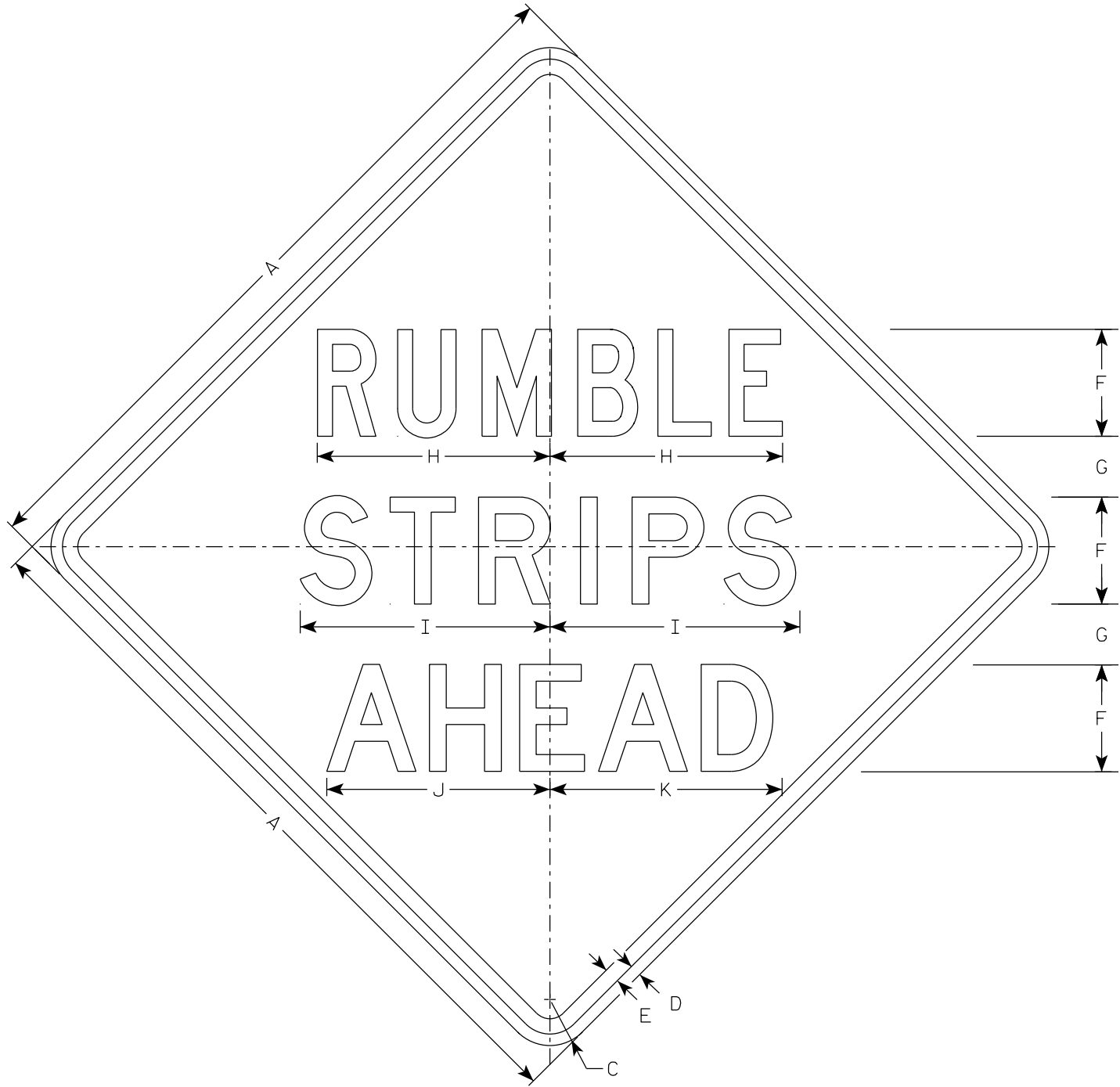
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-7A.6

PROJECT NO: HWY: COUNTY: SHEET NO: 469 **E**

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W207.DGN PLOT DATE : 10-JAN 2024 2:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 42

7



W21-65

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - see note 4
- 4. Line 1 is Series C
Lines 2 and 3 are Series D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
4	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
5	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0

STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

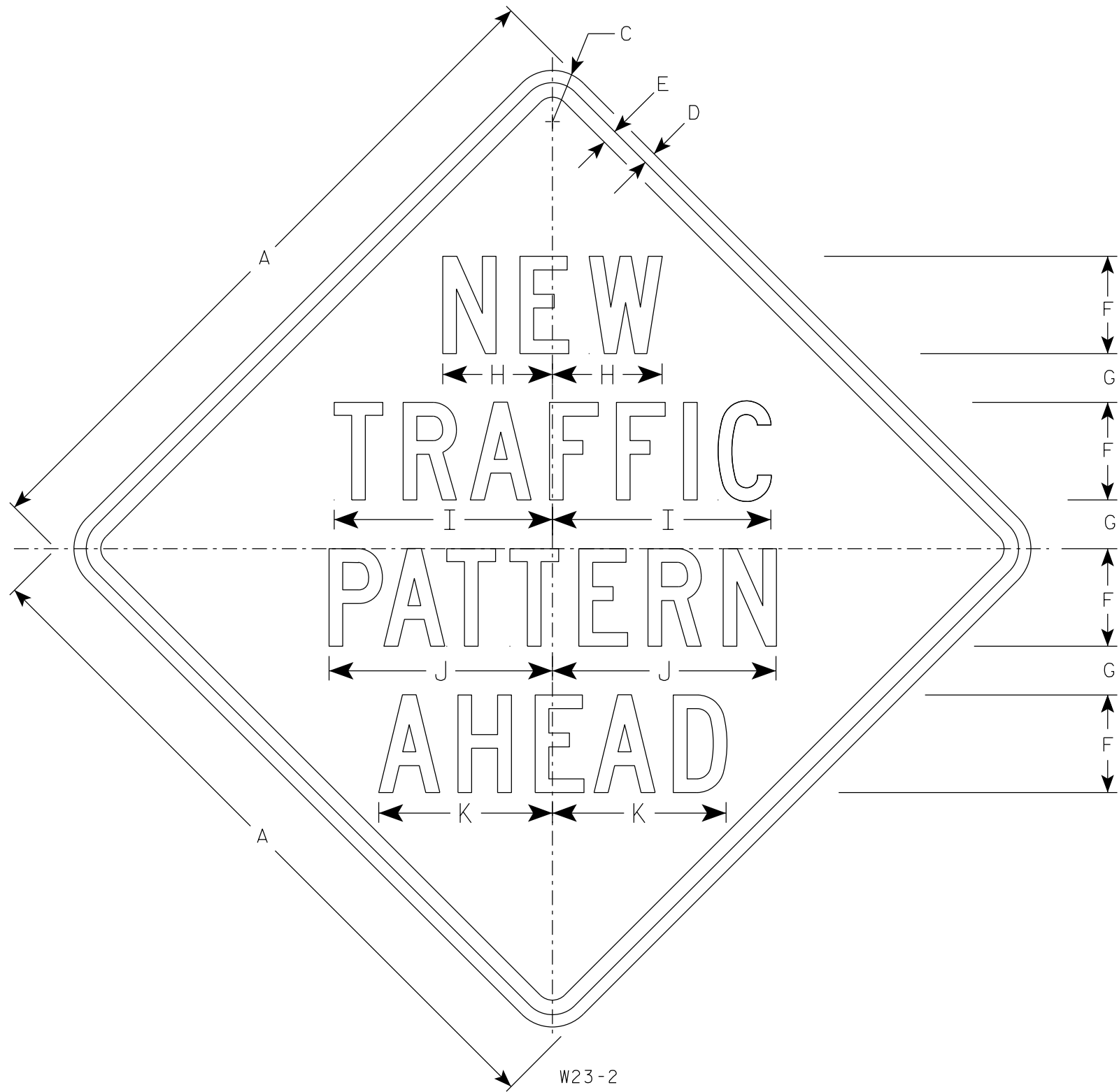
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 470

E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
2M	36		2 1/4	5/8	3/4	5	2 1/2	5 5/8	11 1/4	11 1/2	8 7/8																9.0
3																											
4																											
5																											

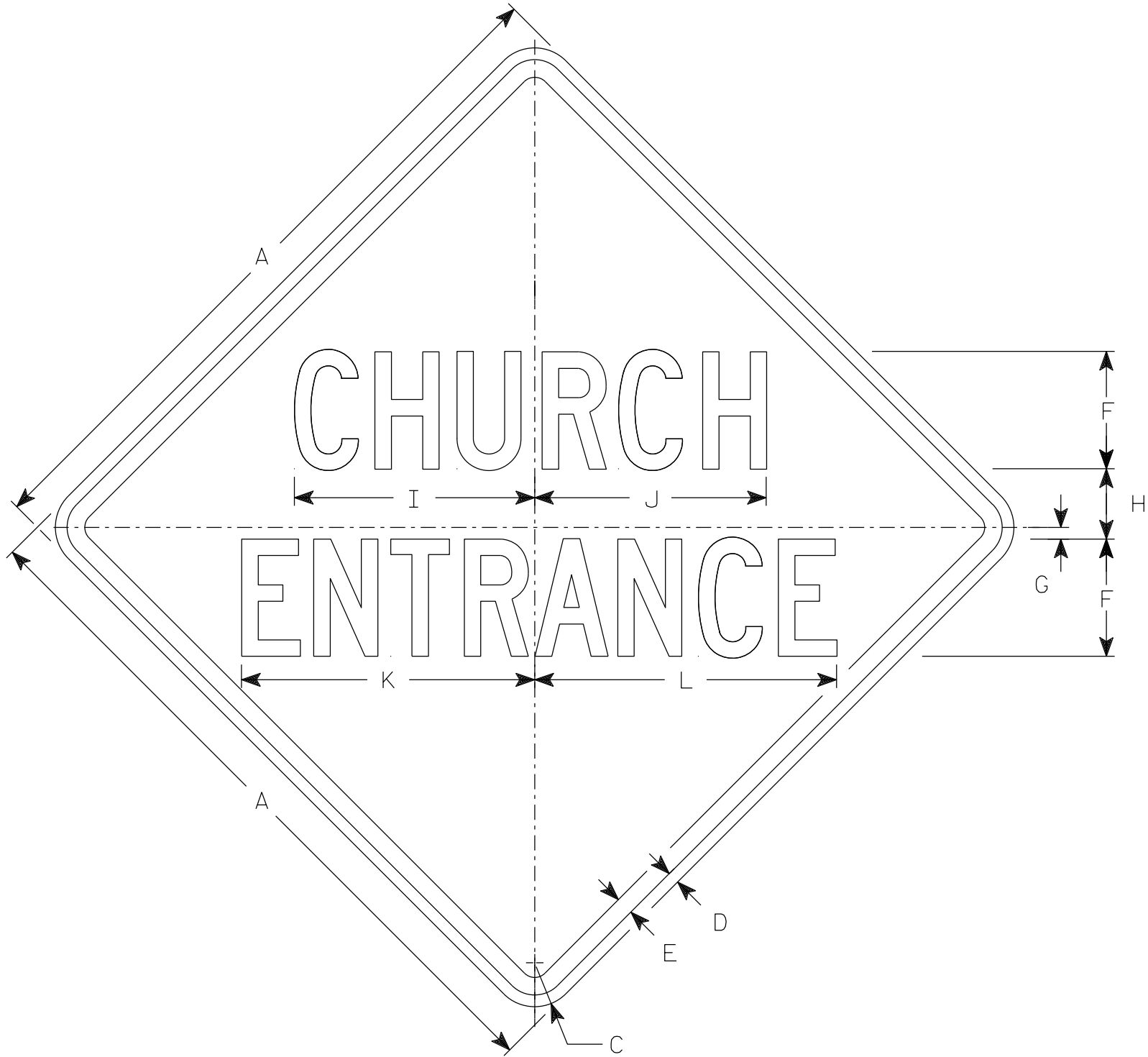
STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/22/2024 PLATE NO. W23-2.2

PROJECT NO: HWY: COUNTY: SHEET NO: 471 E



W54-58

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - C

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7⁄8	1⁄2	5⁄8	5	1⁄2	3	10 1⁄4	9 7⁄8	12 1⁄2	12 7⁄8														6.25	
2M	36		2 1⁄4	5⁄8	3⁄4	6	5⁄8	3 5⁄8	12 1⁄4	11 7⁄8	15	15 3⁄8														9.00	
3	36		2 1⁄4	5⁄8	3⁄4	6	5⁄8	3 5⁄8	12 1⁄4	11 7⁄8	15	15 3⁄8														9.00	
4																											
5																											

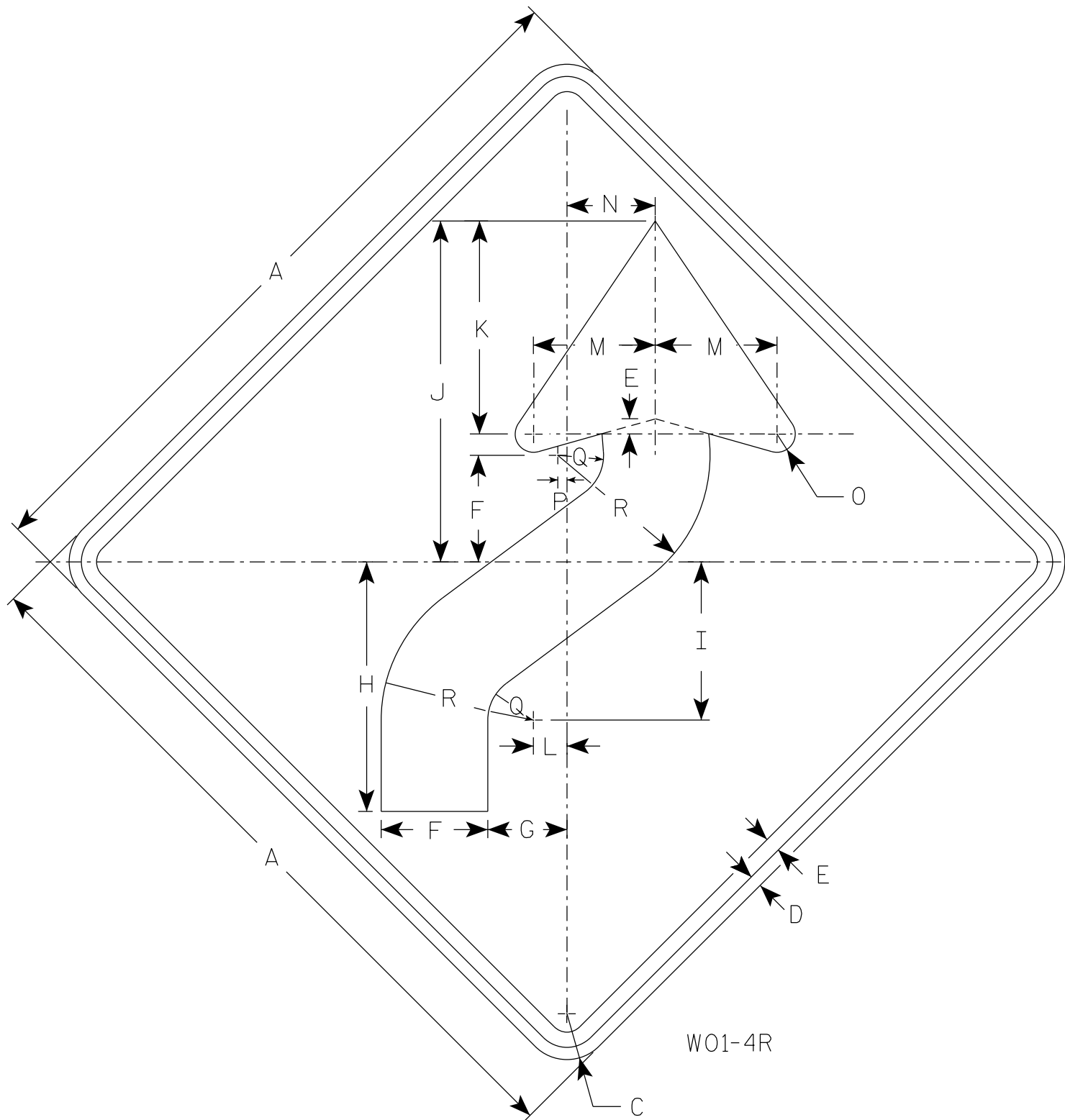
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 472

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

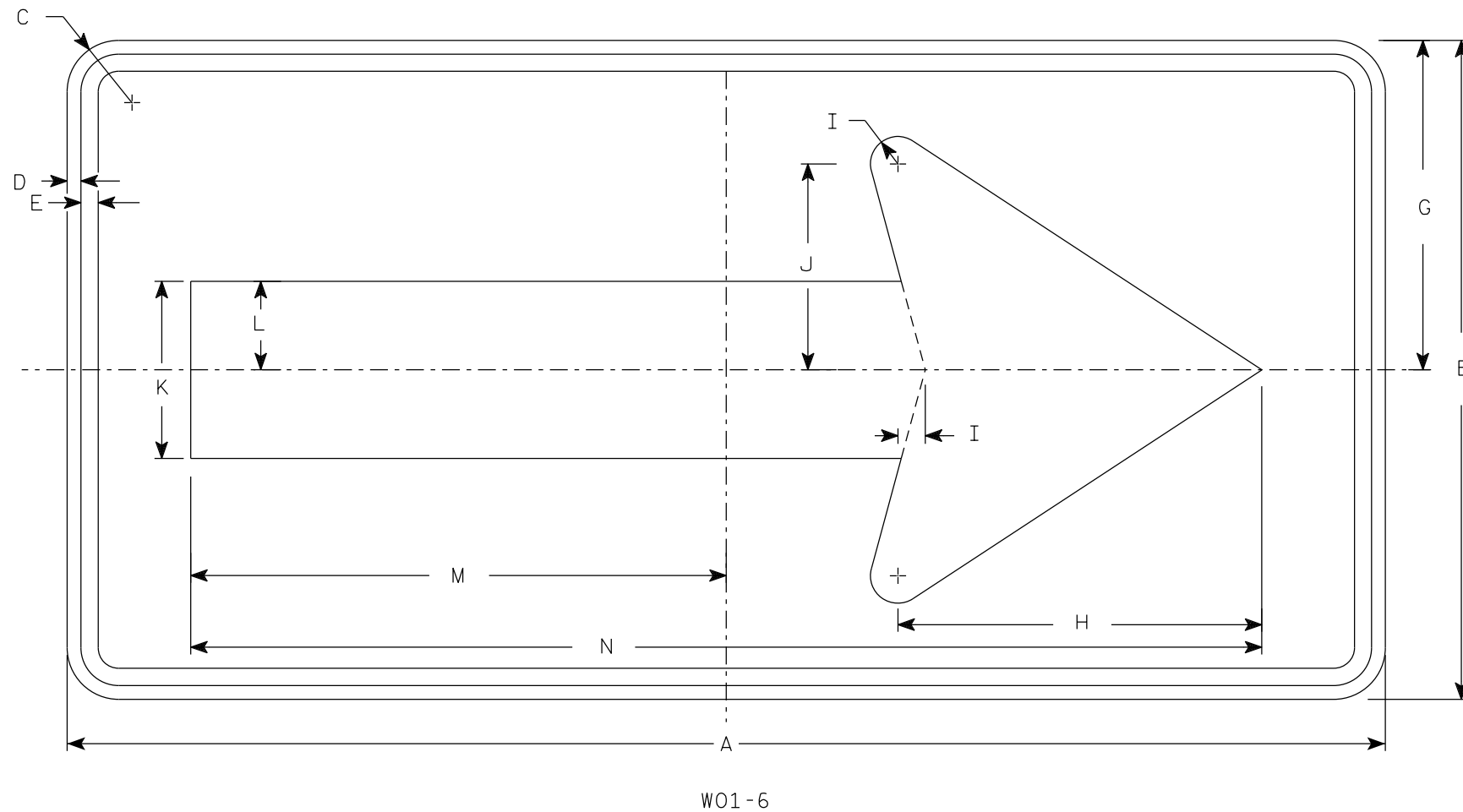
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

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.



W01-6

[illegible]

STANDARD SIGN
W01-6

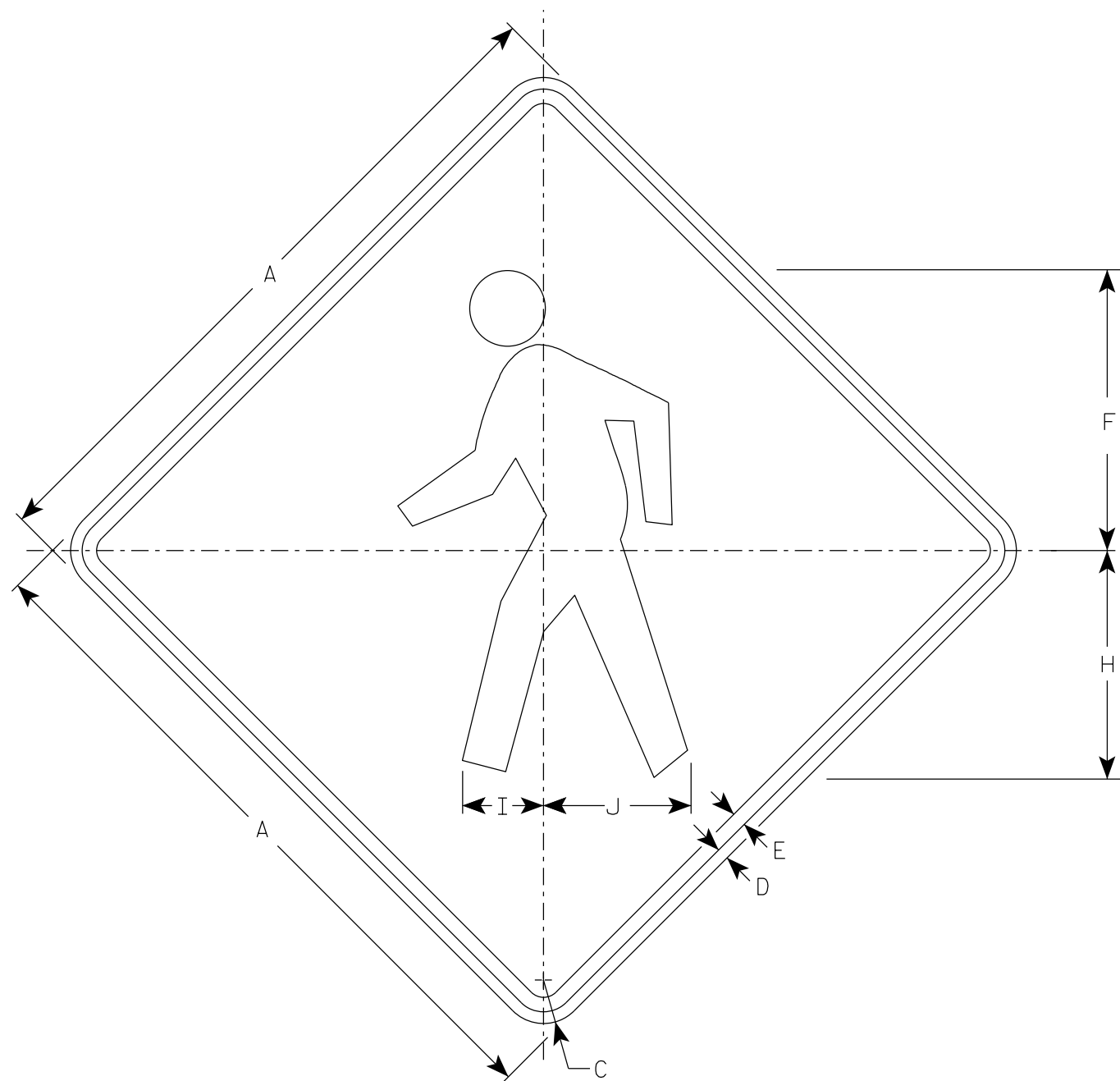
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-6.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
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FILE NAME : C:\Users\PROJECTS\tr_stdplate\W016.dgn	PLOT DATE : 24-JAN 2024 1:12	PLOT BY : dotc4c	PLOT NAME :	PLOT SCALE : \$\$.....plotscale.....\$\$	474	42
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W011-2

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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 475

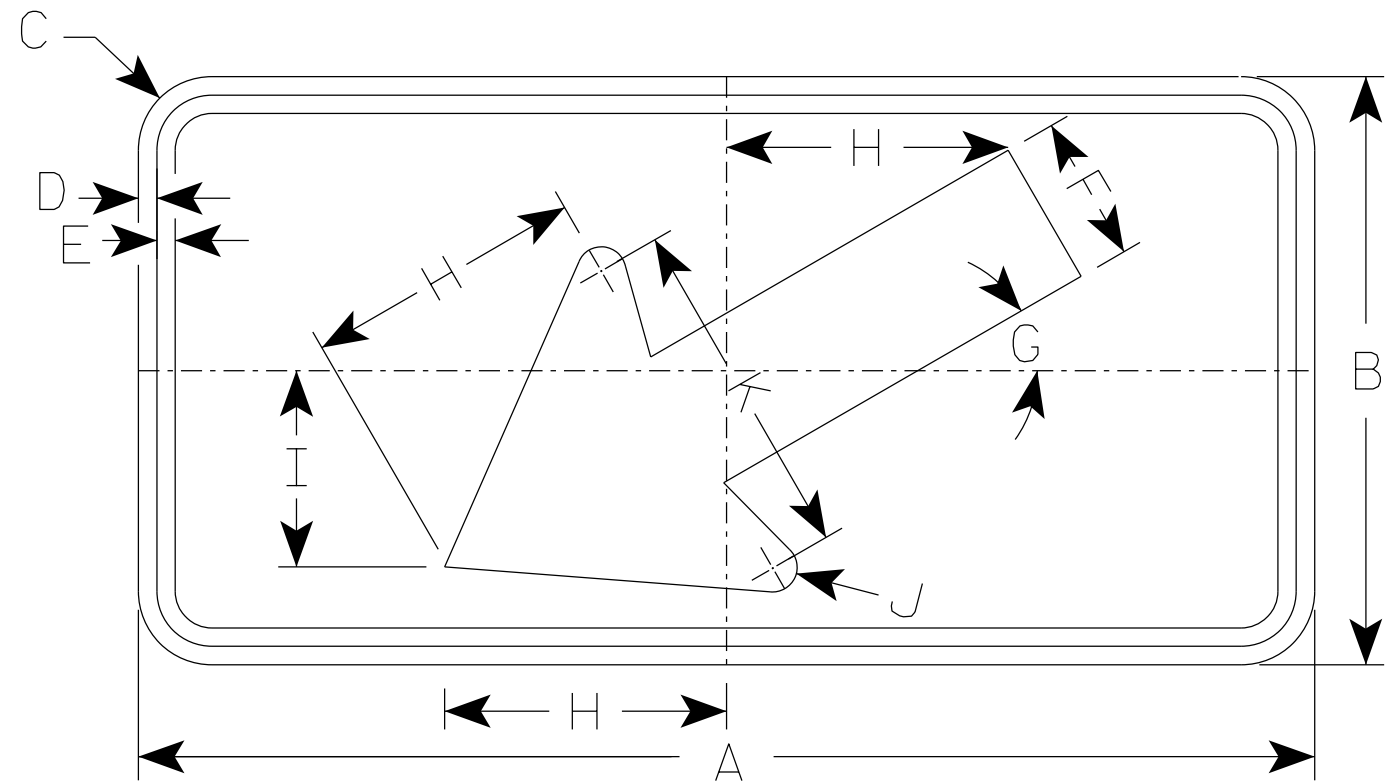
E

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2



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

PROJECT NO:			HWY:			COUNTY:			SHEET NO: 476										E
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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

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.



W016-9P

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

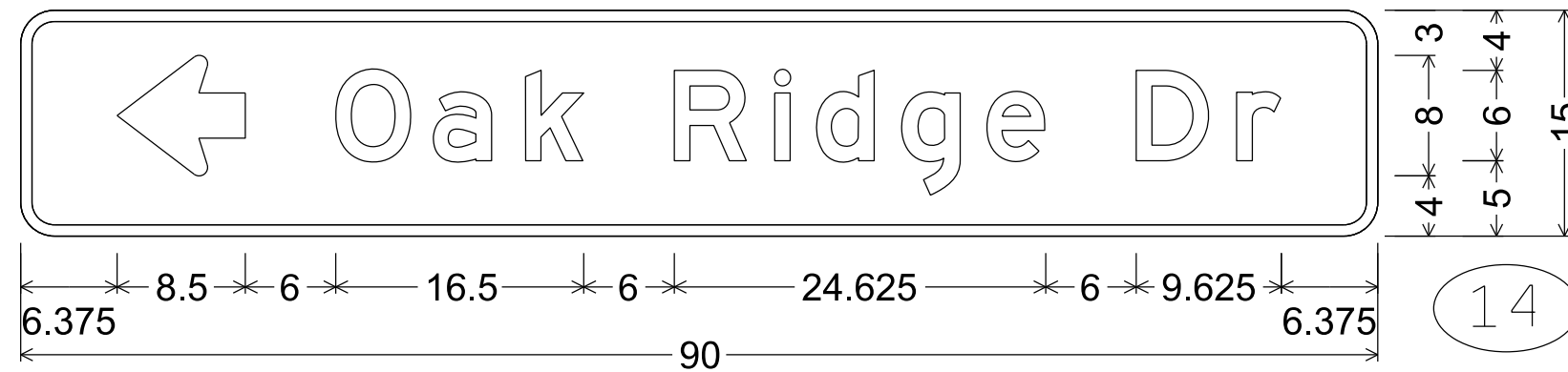
DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: HWY: COUNTY: SHEET NO: 477 E

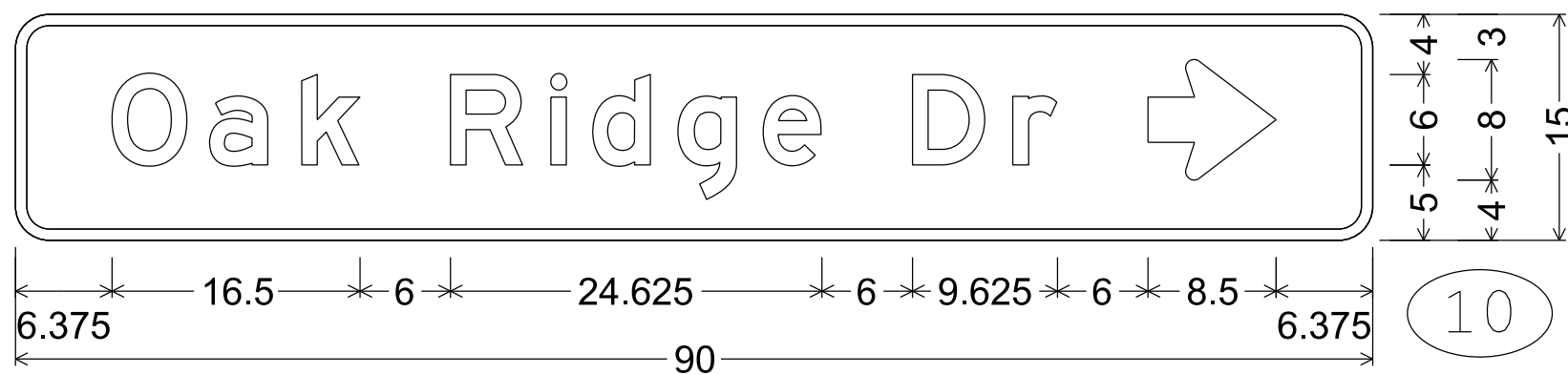
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0169P.dgn PLOT DATE : 1-FEB 2024 10:20 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 42

NOTES

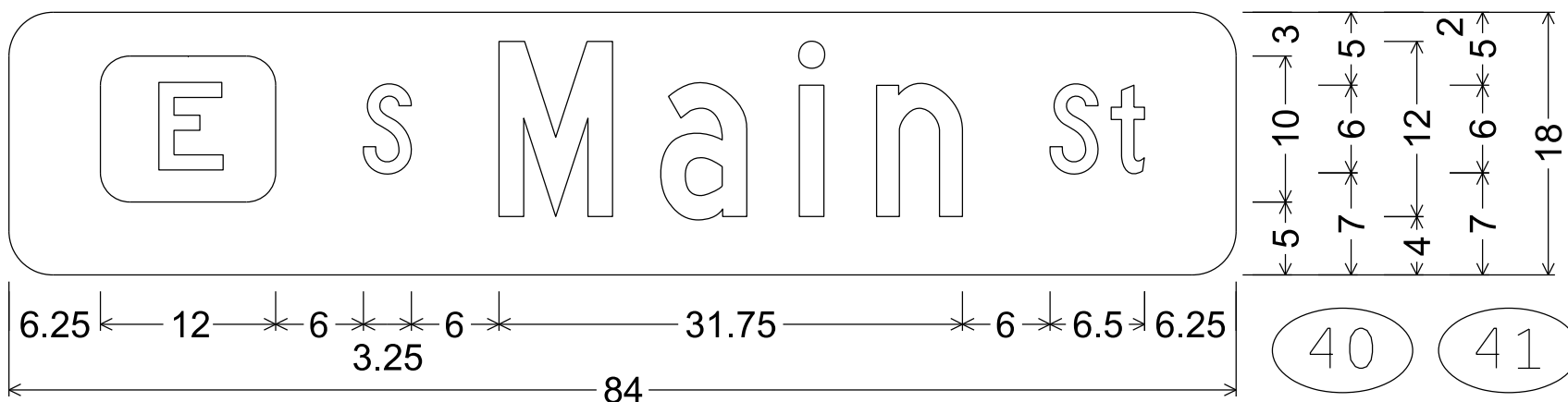
1. All Signs Type II - Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E except as noted



D1-1; 2.250" Radius, 0.750" Border



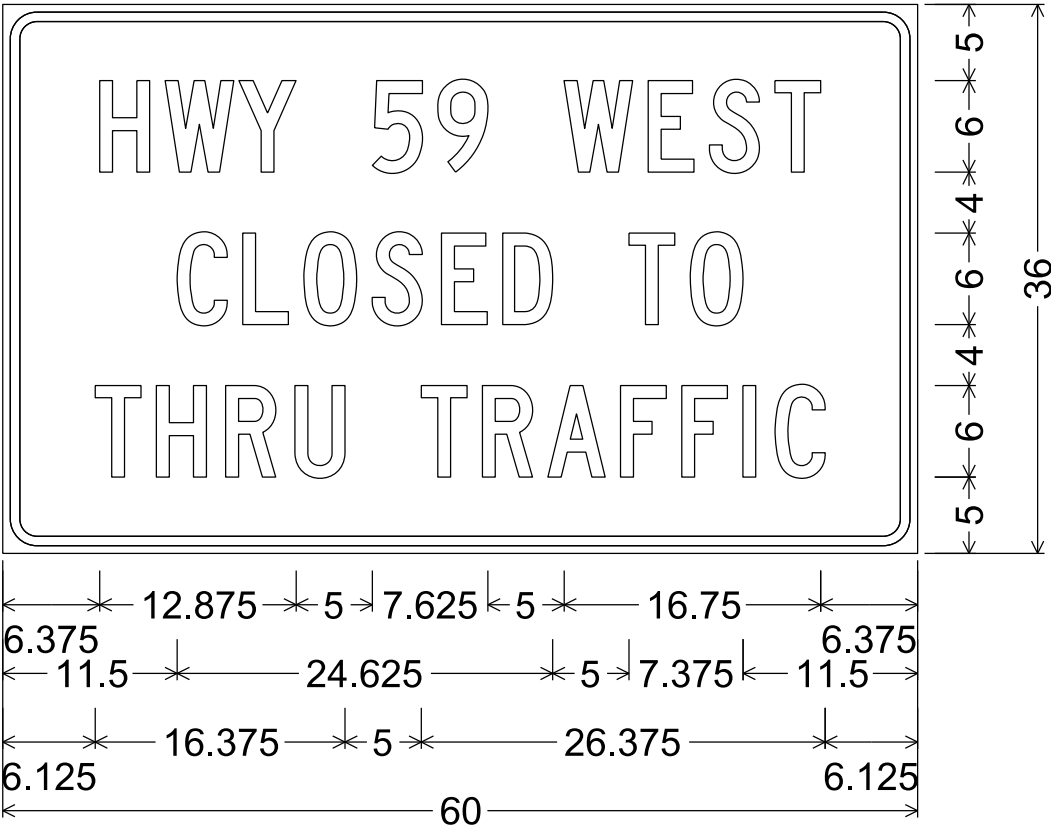
D1-1; 2.250" Radius, 0.750" Border



M1-94S; 3.000" Radius, No border,
"S", C; "Main", C; "St", C

NOTES

- 1. Fixed Message Sign Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent

7

7

MEASURED ALONG TANGENT LINE

STATE PROJECT NUMBER

3110-08-70

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
OPERATING RATING: HS-38
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

TRAFFIC DATA

STH 59:

ADT = 1200 (2045)
R.D.S. = 55 MPH

MATERIAL PROPERTIES

CONCRETE MASONRY $f'_c = 3500$ PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

REMOVE THE ENTIRE EXISTING POLYMER MODIFIED ASPHALT (PMA) OVERLAY UNDER THE BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-67-224".

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY OR JOINT REPAIRS AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS $\frac{1}{2}$ INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

THE PLAN QUANTITY FOR THE BID ITEM "HMA OVERLAY POLYMER-MODIFIED" IS BASED ON THE AVERAGE OVERLAY THICKNESS.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 2" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS $2\frac{1}{2}$ ". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN $\frac{1}{2}$ " CONTACT THE STRUCTURES DESIGN SECTION.

CONCRETE SURFACE REPAIR MAY BE REQUIRED BEFORE INSTALLATION OF STEEL FLASHING. QTYs SHOWN ON THIS SHEET ARE APPROXIMATE AND ADDITIONAL SURFACE REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND WILL BE PERFORMED AS DIRECTED BY THE ENGINEER.

CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

EXTEND FLASHING TO F.F. OF ABUTMENT DIAPHRAGM.

TOP OF FLASHING TO BEGIN APPROX. 1-INCH BELOW TOP OF DECK SURFACE.

PROVIDE 2" MINIMUM FLASHING OVERLAP, FASTEN WITH $\frac{3}{16}$ " X 2" (MIN.) CONCRETE SCREWS.

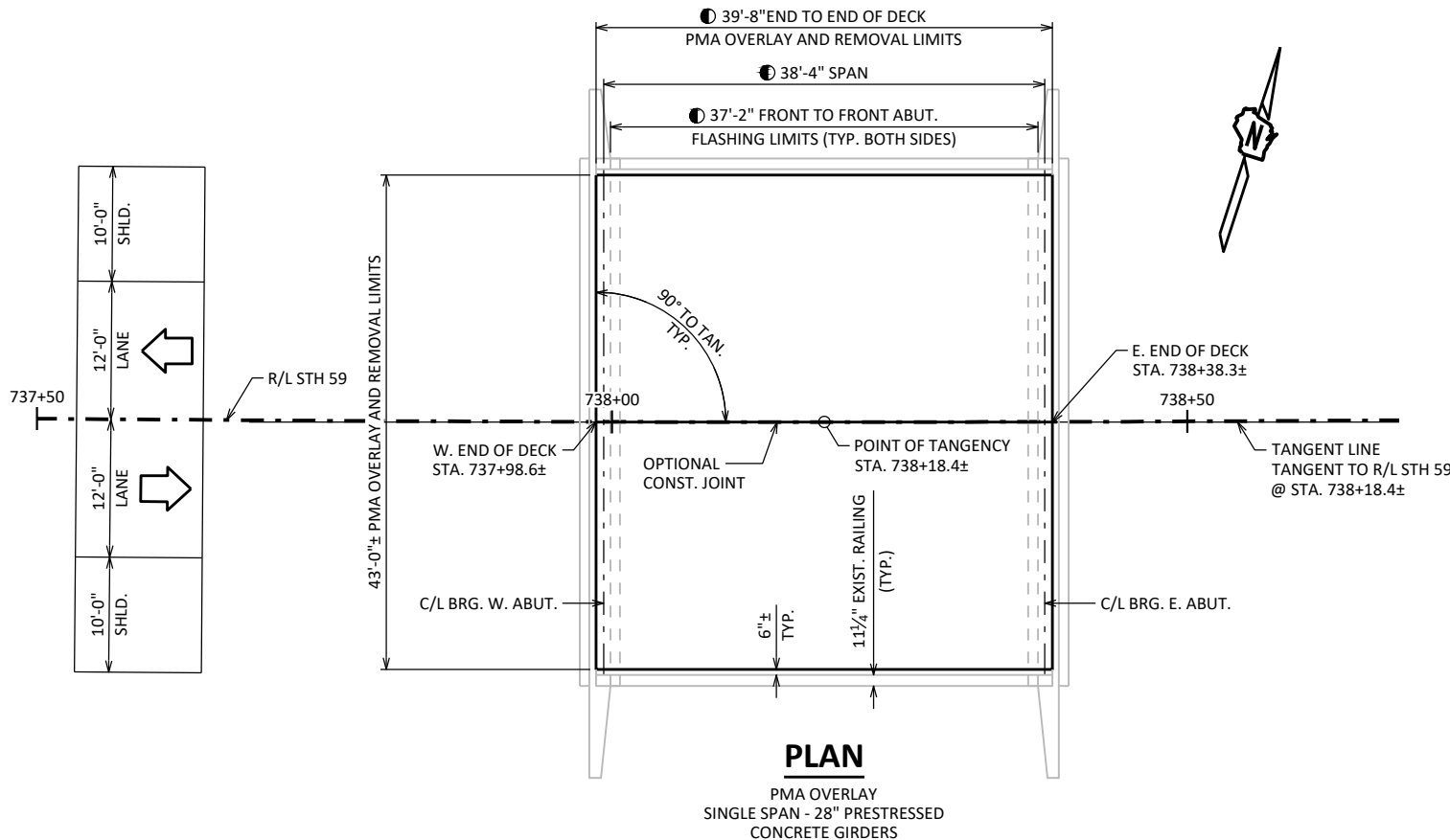
CAULK SHALL BE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER.

CURVE DATA

STH 59

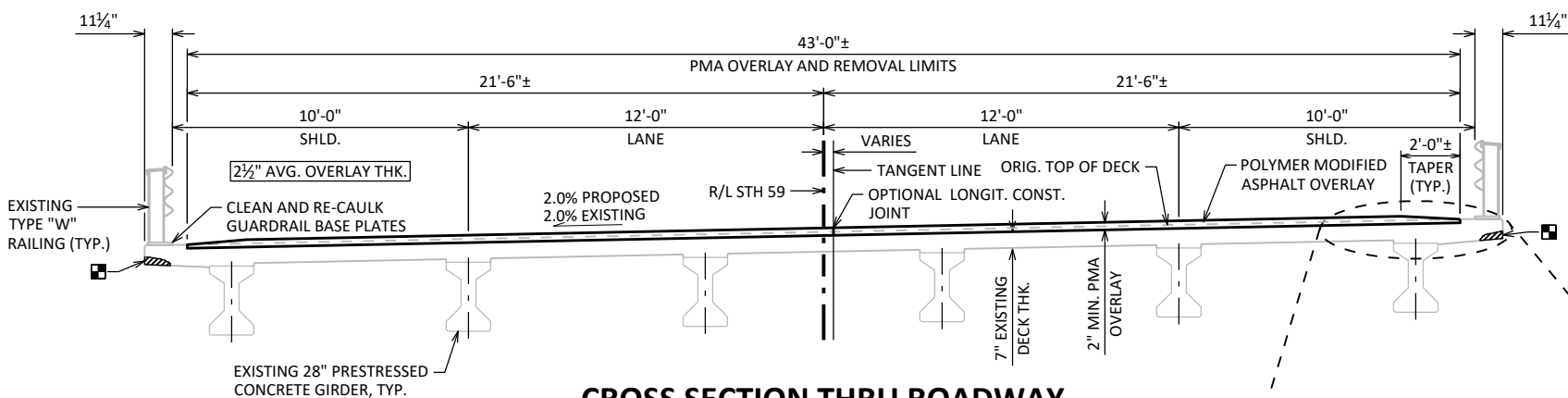
P.I. = 727+93.42
 $\Delta = 20^\circ 56' 41"$ LT
D = 0°45'00"
T = 1412.08'
L = 2792.64'
R = 7639.44'
S.E. = 2.00%
P.C. = 713+81.34
P.T. = 741+73.99

SAYLESVILLE
CREEK



PLAN

PMA OVERLAY
SINGLE SPAN - 28" PRESTRESSED
CONCRETE GIRDERS



CROSS SECTION THRU ROADWAY

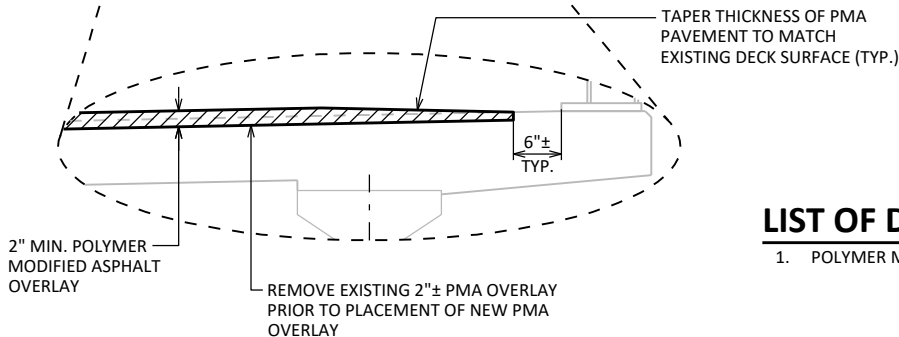
LOOKING EAST

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0335	DEBRIS CONTAINMENT OVER WATERWAY B-67-224	EACH	1
509.1500	CONCRETE SURFACE REPAIR	SF	5
509.3500.S	HMA OVERLAY POLYMER-MODIFIED	TON	26
509.9010.S	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-67-224	SY	190
SPV.0060	CLEAN AND RE-CAULK GUARDRAIL BASE PLATES	EACH	14
SPV.0090	FLASHING STAINLESS STEEL	LF	75

REHABILITATION FLASHING DETAIL

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK, $\frac{3}{16}$ " CONCRETE SCREWS, AND CLEANING THE EDGE OF THE DECK PRIOR TO ATTACHMENT OF THE FLASHING. RAILING NOT SHOWN FOR CLARITY.



LIST OF DRAWINGS:

1. POLYMER MODIFIED ASPHALT OVERLAY

SCOPE OF WORK

- REMOVE AND REPLACE EXISTING POLYMER MODIFIED ASPHALT (PMA) OVERLAY
- INSTALL STAINLESS STEEL FLASHING TO BOTH EDGES OF THE DECK
- CONCRETE SURFACE REPAIR ALONG BOTH EDGES OF THE BRIDGE DECK AND AT LOCATIONS DIRECTED BY THE FIELD ENGINEER
- CLEAN AND RE-CAULK GUARDRAIL BASE PLATES ON BOTH SIDES ON THE BRIDGE

STRUCTURE DESIGN CONTACTS:

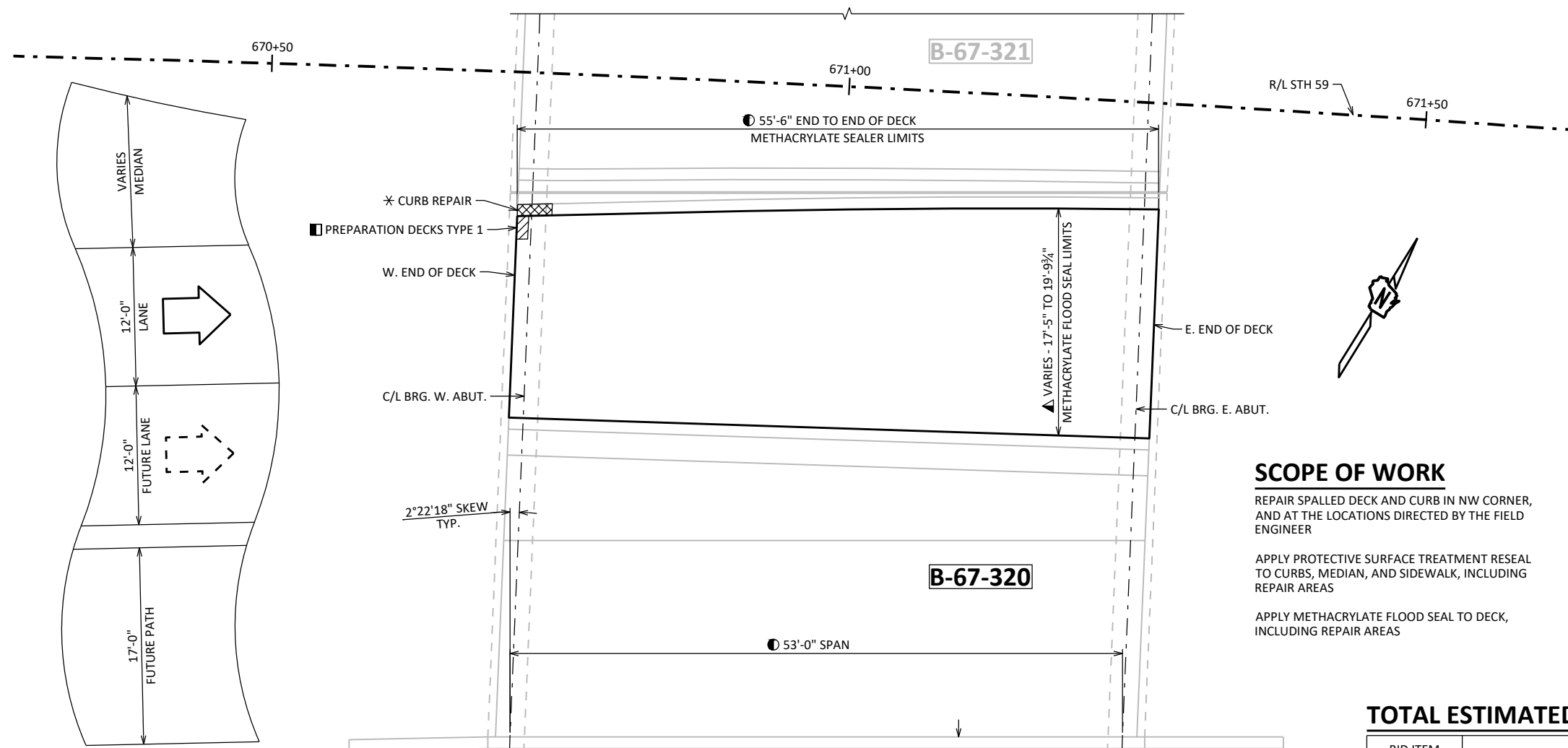
CHRIS KUSIAK 608-267-3619
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION	BY
 BUREAU OF STRUCTURES ACCEPTED  KHB 8/4/25 CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-67-224			
STH 59 OVER SAYLESVILLE CREEK			
COUNTY	WAUKESHA	TOWN	GENESE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	CJK	DESIGN CK'D	VS
DRAWN BY	CJK	PLANS CK'D	VS
POLYMER MODIFIED ASPHALT OVERLAY			SHEET 1 OF 1 480

I.D. 3110-08-00C

DATE: FEB. 2025

● MEASURED PARALLEL TO PARAPET
▲ MEASURED PERPENDICULAR TO PARAPET



DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.14
OPERATING RATING: RF = 1.47
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

(RATINGS TAKEN FROM HSIS, 11/19/2024)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
RAPID SET DECK REPAIR ——— $f'_c = 3,000$ PSI (AT 3 HOURS)

CURVE DATA

STH 59
P.I. = 673+64.44
 $\Delta = 52^{\circ}14'10''$ RT
D = 2°00'00"
T = 1404.56'
L = 2611.80'
R = 2864.79'
S.E. = 2.0%
P.C. = 659+59.88
P.T. = 685+71.68

TRAFFIC DATA

STH 59:
ADT = 12,500 (2045)
R.D.S. = 55 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

PROTECTIVE SURFACE TREATMENT RESEAL TO BE APPLIED TO MEDIAN, SIDEWALK, AND TOP AND FRONT FACES OF CURBS, INCLUDING REPAIR AREA. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL."

PREPARATION DECKS TYPE 1 LOCATIONS SHOWN MAY NOT BE ALL INCLUSIVE AND QUANTITIES ARE APPROXIMATE. ADDITIONAL REPAIRS MAY BE REQUIRED AND SHALL BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "RAPID SET DECK REPAIR."

* CURB REPAIR REQUIRED. LOCATIONS SHOWN MAY NOT BE ALL INCLUSIVE AND QUANTITIES ARE APPROXIMATE. ADDITIONAL REPAIRS MAY BE REQUIRED AND SHALL BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER. CURB REPAIRS SHALL BE FILLED WITH "RAPID SET DECK REPAIR."

SCOPE OF WORK

REPAIR SPALLED DECK AND CURB IN NW CORNER,
AND AT THE LOCATIONS DIRECTED BY THE FIELD
ENGINEER

APPLY PROTECTIVE SURFACE TREATMENT RESEAL TO CURBS, MEDIAN, AND SIDEWALK, INCLUDING REPAIR AREAS

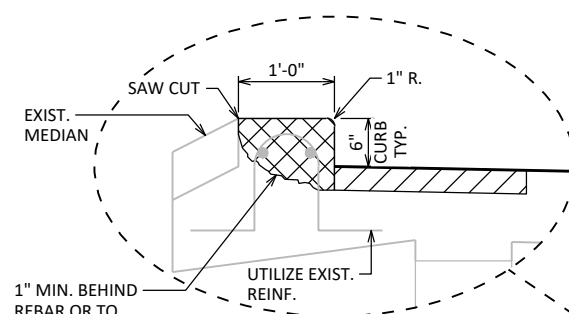
APPLY METHACRYLATE FLOOD SEAL TO DECK,
INCLUDING REPAIR AREAS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	126
509.0301	PREPARATION DECKS TYPE 1	SY	1
509.0310.5	SAWING PAVEMENT DECK PREPARATION AREAS	LF	5
509.1200	CURB REPAIR	LF	4
SPV.0035	RAPID SET DECK REPAIR	CY	1
SPV.0180	METHACRYLATE FLOOD SEAL	SY	116

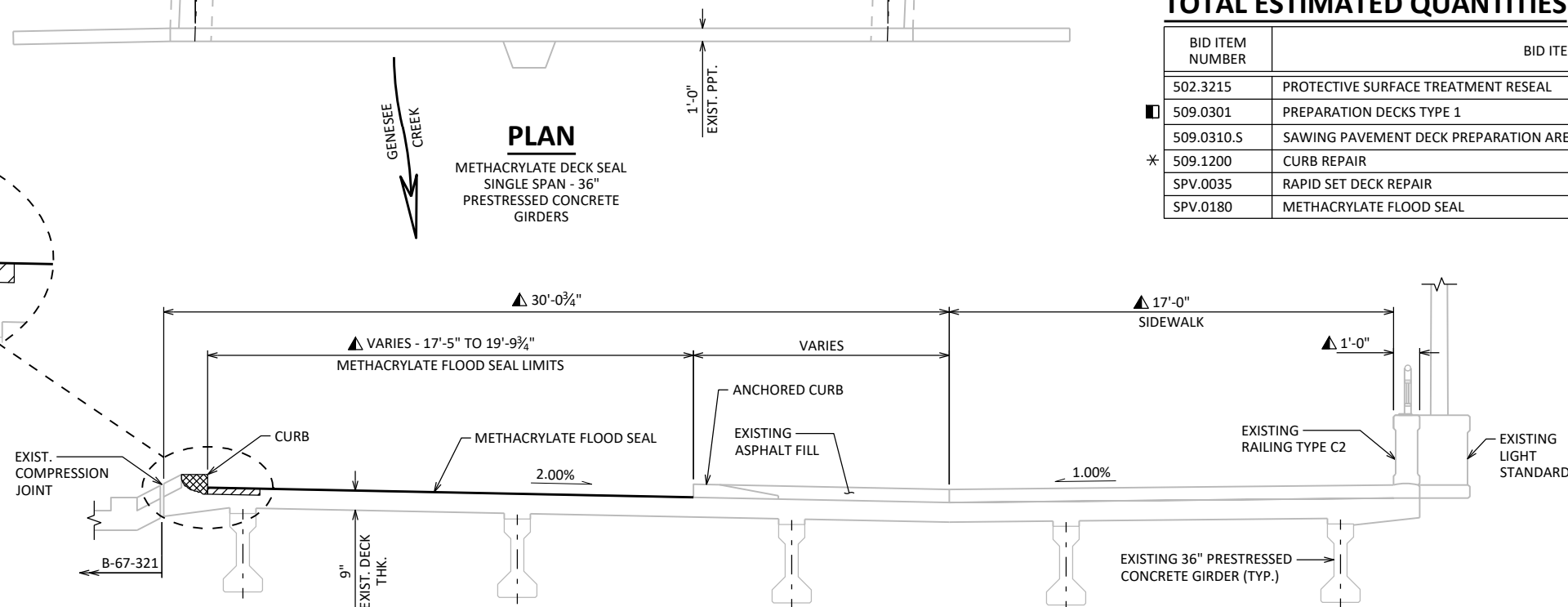
PLAN

METHACRYLATE DECK SEAL
SINGLE SPAN - 36"
PRESTRESSED CONCRETE
GIRDERS



CURB REPAIR DETAIL

-  ESTIMATED LOCATION OF PREPARATION DECKS TYPE 1
-  ESTIMATED LOCATION OF CURB REPAIR



CROSS SECTION THRU STH 59 EB

LOOKING EAST

STRUCTURE DESIGN CONTACTS:

CHRIS KUSIAK	608-267-3619
KYLE BUSCH	608-267-0465

NO.	DATE	REVISION	
		BUREAU OF STRUCTURES	
ACCEPTED			8/4/20
CHIEF STRUCTURES DESIGN ENGINEER		DATE	
STRUCTURE B-67-320			
STH 59 EB OVER GENESEE CREEK			
COUNTY	WAUKESHA	TOWN	GENESEE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
CJK		VS	CJK
DECK SEALING		SHEET 1 OF 1 481	

- MEASURED PARALLEL TO PARAPET
▲ MEASURED PERPENDICULAR TO PARAPET

STATE PROJECT NUMBER

3110-08-70

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.14
OPERATING RATING: RF = 1.47
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

(RATINGS TAKEN FROM HSIS, 12/2/2024)

CURVE DATA

STH 59

P.I. = 673+64.44
 Δ = 52°14'10" RT
D = 2°00'00"
T = 1404.56'
L = 2611.80'
R = 2864.79'
S.E. = 2.0%
P.C. = 659+59.88
P.T. = 685+71.68

TRAFFIC DATA

STH 59:

ADT = 12,500 (2045)
R.D.S. = 55 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

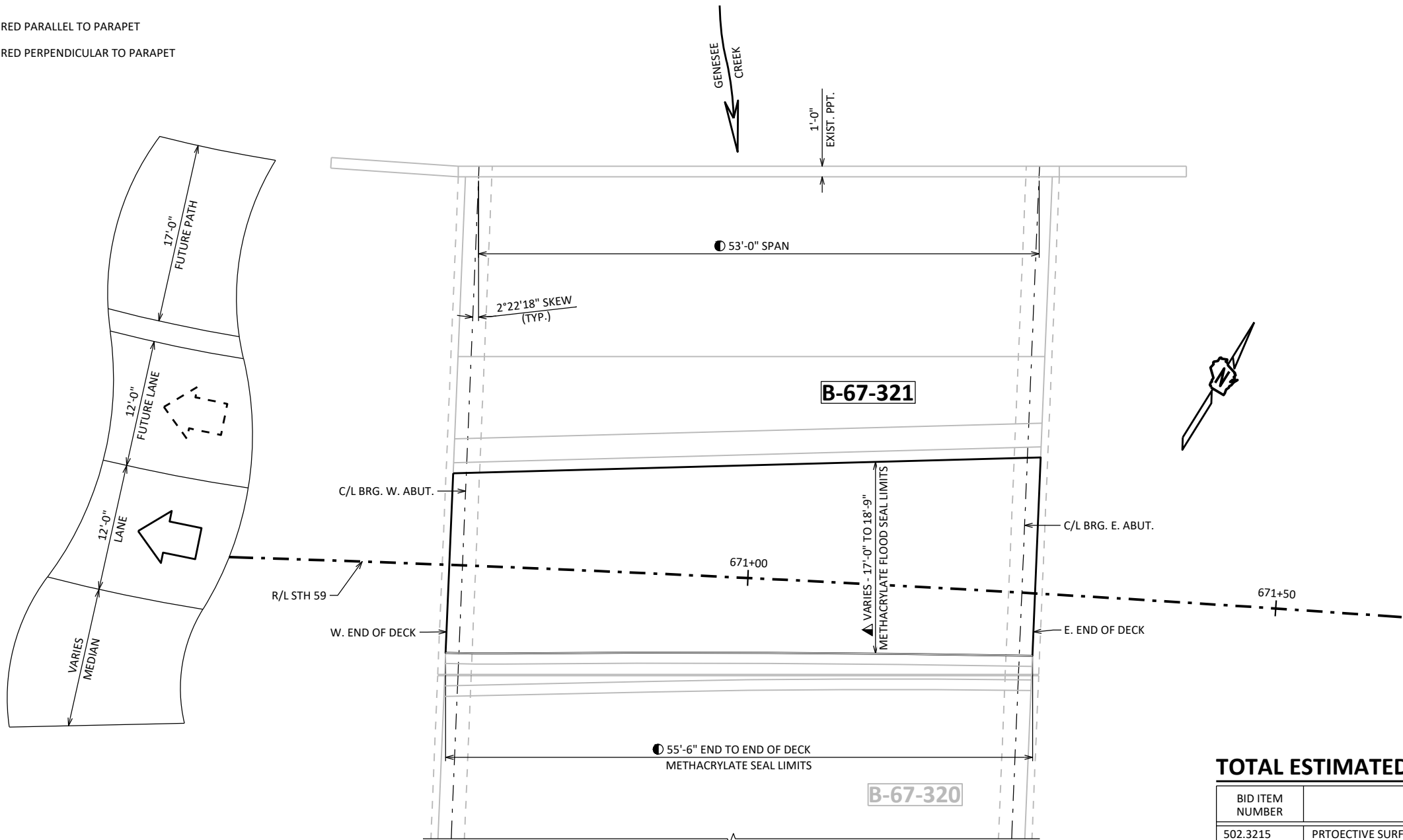
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

PROTECTIVE SURFACE TREATMENT RESEAL TO BE APPLIED TO MEDIAN, TOP AND FRONT OF CURBS, AND SIDEWALK. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL."

SCOPE OF WORK

APPLY PROTECTIVE SURFACE TREATMENT RESEAL TO CURBS, MEDIAN, AND SIDEWALK

APPLY METHACRYLATE FLOOD SEAL TO DECK

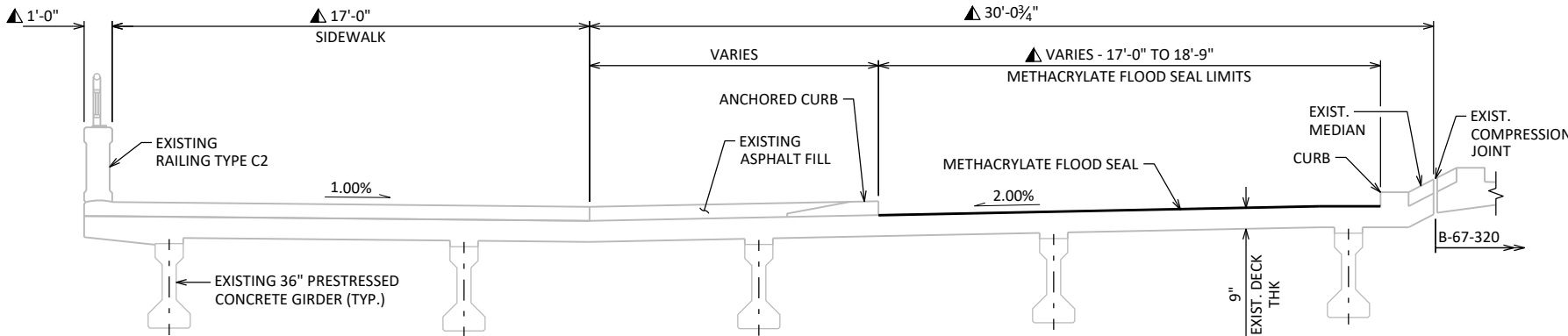


PLAN

METHACRYLATE DECK SEAL
SINGLE SPAN - 36" PRESTRESSED CONCRETE GIRDERS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
502.3215	PRTOECTIVE SURFACE TREATMENT RESEAL	SY	129
SPV.0180	METHACRYLATE FLOOD SEAL	SY	110



CROSS SECTION THRU STH 59 WB

LOOKING EAST

STRUCTURE DESIGN CONTACTS:

CHRIS KUSIAK 608-267-3619
KYLE BUSCH 608-267-0465

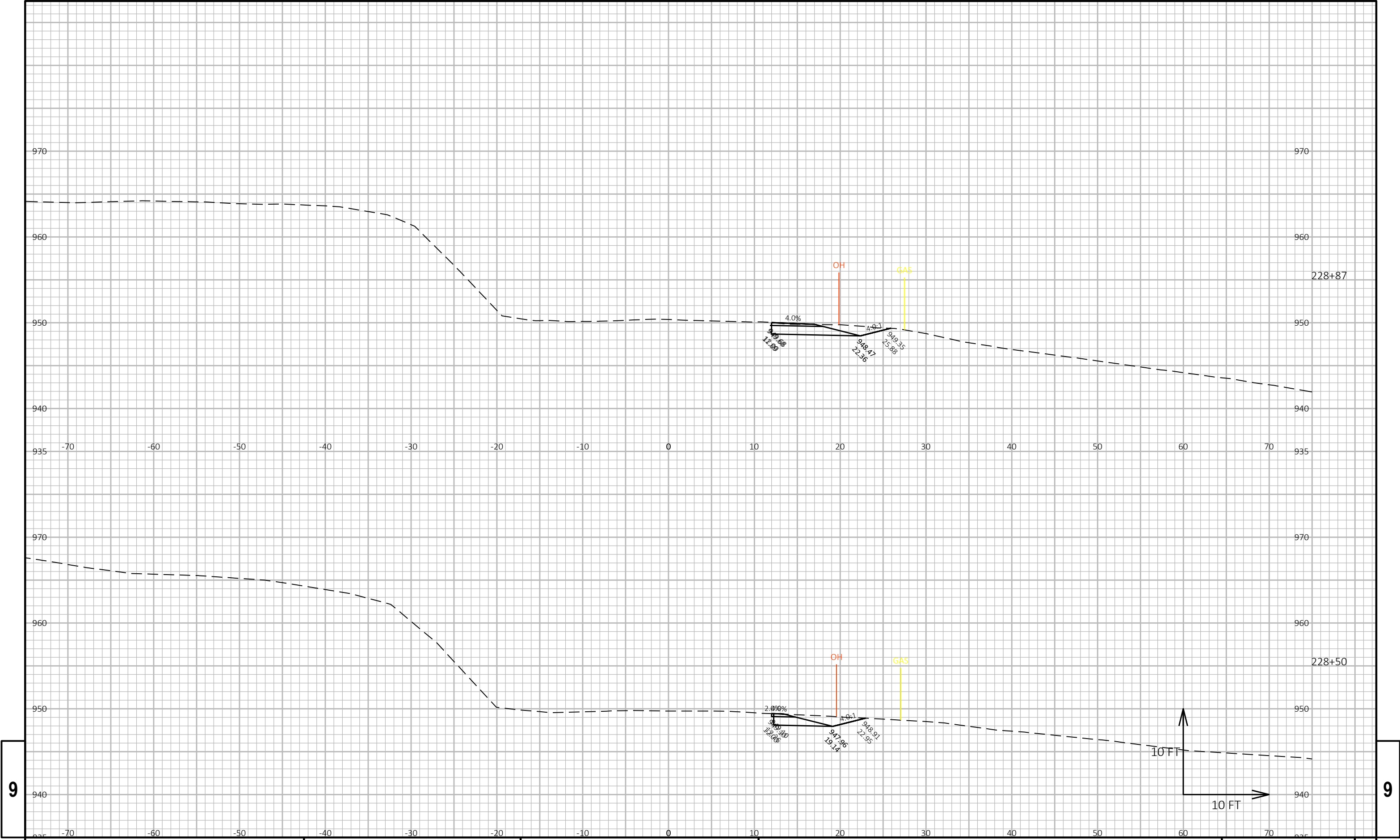
NO.	DATE	REVISION	BY
 BUREAU OF STRUCTURES ACCEPTED  KHB 8/4/25 CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-67-321			
STH 59 WB OVER GENESEE CREEK			
COUNTY	WAUKESHA	TOWN	GENESEE
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	CJK	DESIGN CK'D	VS
DRAWN BY	CJK	PLANS CK'D	VS
DECK SEALING			SHEET 1 OF 1 482

RIGHT TURN LANE EXTENSION AT EAGLE DR													
STATION	DISTANCE	AREA (SE)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	EILL	EBS	CUT	EXPANDED EILL	EXPANDED EBS BACKEILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3		NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.30	1.00	NOTE 8
300+27.99	0.00	0.25	0.25	0.00	0.00	0	0	0	0	0	0	0	0
300+50.00	22.01	0.40	0.40	0.00	0.00	0	0	0	0	0	0	0	0
301+00.00	50.00	0.45	0.45	0.00	0.00	1	1	0	0	1	0	0	0
301+50.00	50.00	0.60	0.60	0.00	0.00	1	1	0	0	2	0	0	0
302+00.00	50.00	0.60	0.60	0.00	0.00	1	1	0	0	3	0	0	0
302+50.00	50.00	0.60	0.60	0.00	0.00	1	1	0	0	4	0	0	0
303+00.00	50.00	0.60	0.60	0.00	0.00	1	1	0	0	5	0	0	0
303+50.00	50.00	0.89	0.89	0.00	0.00	1	1	0	0	6	0	0	0
303+78.41	28.41	0.34	0.34	0.00	0.00	1	1	0	0	7	0	0	0

RIGHT TURN LANE EXTENSION AT OAKRIDGE DR													
STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3		NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.30	1.00	NOTE 8
313+00.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
313+50.00	50.00	0.34	0.34	0.00	0.00	0	0	0	0	0	0	0	0
314+00.00	50.00	0.91	0.91	0.00	0.00	1	1	0	0	1	0	0	0
314+50.00	50.00	0.92	0.92	0.00	0.00	2	2	0	0	3	0	0	0
315+00.00	50.00	1.40	1.40	0.00	0.00	2	2	0	0	5	0	0	0
315+50.00	50.00	1.40	1.40	0.00	0.00	3	3	0	0	8	0	0	0
315+82.00	32.00	1.40	1.40	0.00	0.00	2	2	0	0	10	0	0	0

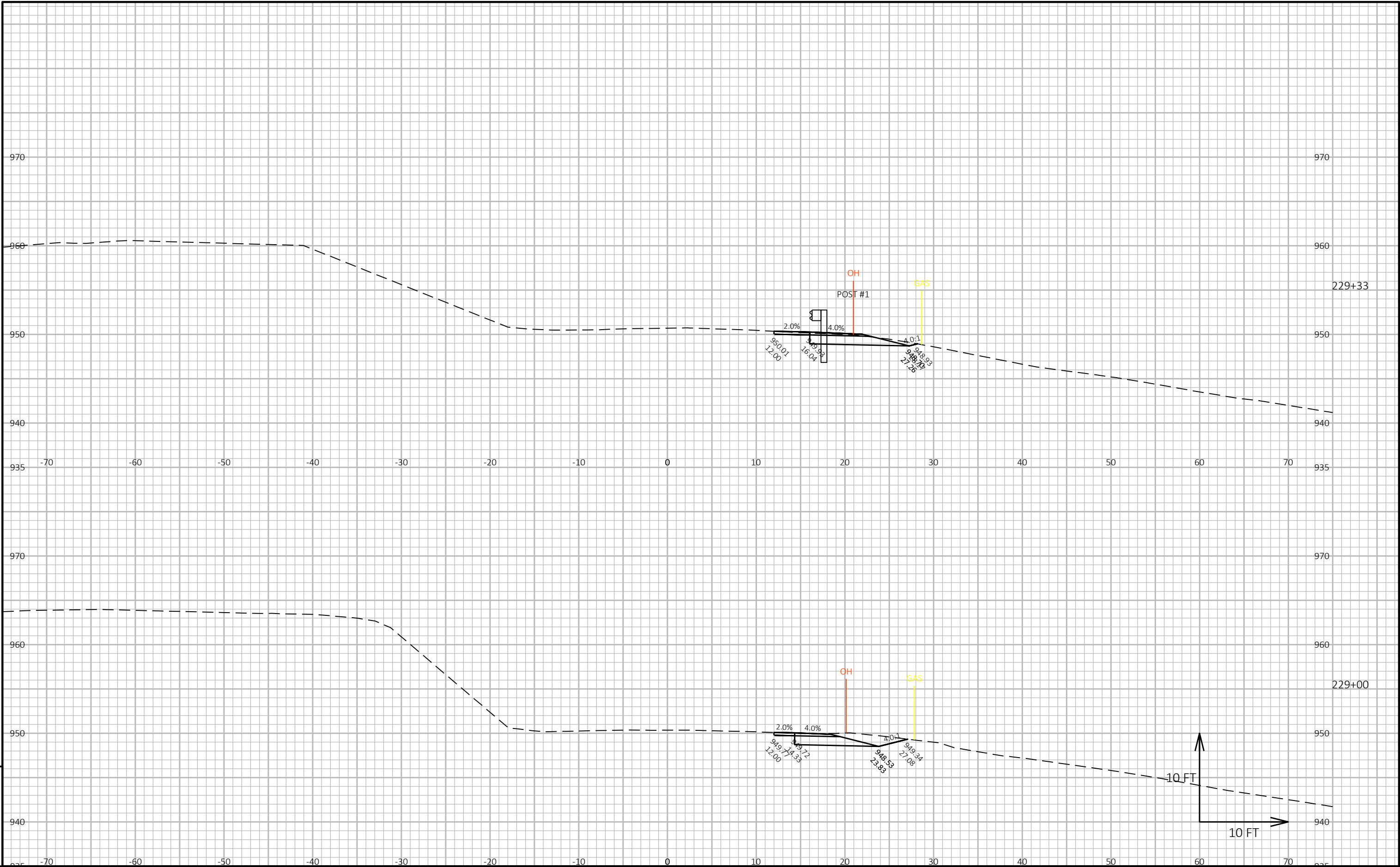
RIGHT TURN LANE EXTENSION AT PIPER RD													
STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED EILL	EXPANDED EBS BACKFILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3		NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.30	1.00	NOTE 8
460+85.00	0.00	0.42	0.00	0.00	0.00	0	0	0	0	0	0	0	0
461+00.00	15.00	0.88	0.34	0.00	0.00	0	0	0	0	0	0	0	0
461+50.00	50.00	1.52	0.91	0.00	0.00	2	1	0	0	2	0	0	1
462+00.00	50.00	1.75	0.92	0.00	0.00	3	2	0	0	5	0	0	2
462+50.00	50.00	1.52	1.40	0.00	0.00	3	2	0	0	8	0	0	3
463+00.00	50.00	0.67	1.40	0.00	0.00	2	3	0	0	10	0	0	2
463+50.00	50.00	0.00	1.40	0.00	0.00	1	3	0	0	11	0	0	0
464+00.00	50.00	0.00	1.40	0.00	0.00	0	3	0	0	11	0	0	-3
464+50.00	50.00	0.00	1.40	0.00	0.00	0	3	0	0	11	0	0	-6
465+00.00	50.00	0.00	1.40	0.00	0.00	0	3	0	0	11	0	0	-9
465+04.00	4.00	0.00	1.40	0.00	0.00	0	0	0	0	11	0	0	-9

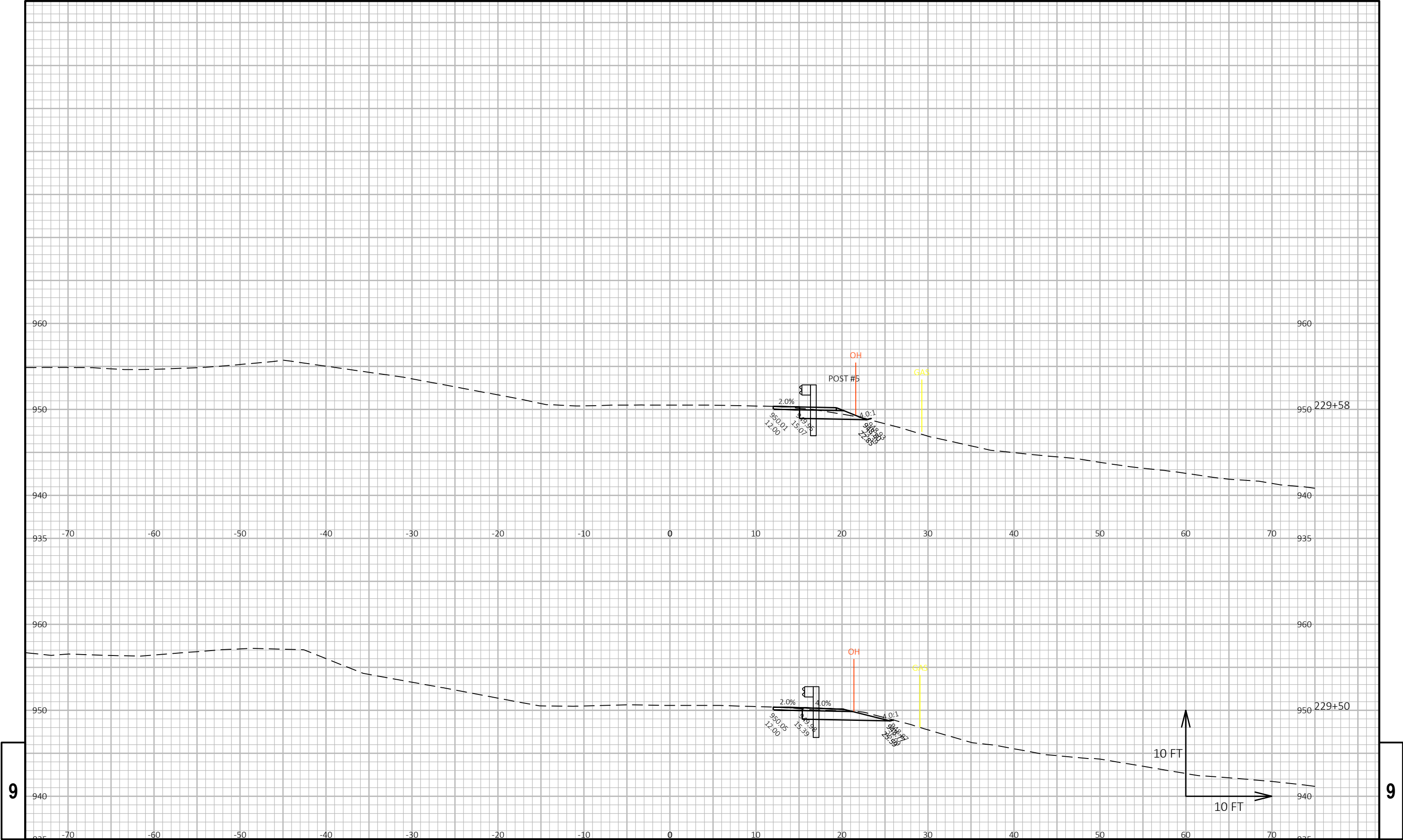
RIGHT TURN LANE EXTENSION AT PIPER RD													
STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL	EXPANDED EBS BACKFILL	MASS ORDINATE
		NOTE 1	NOTE 2	NOTE 3		NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.30	1.00	NOTE 8
576+00.00	0.00	1.70	1.70	0.00	0.00	0	0	0	0	0	0	0	0
576+50.00	50.00	1.91	1.91	0.00	0.00	3	3	0	0	3	0	0	0
577+00.00	50.00	1.64	1.64	0.00	0.00	3	3	0	0	6	0	0	0
577+50.00	50.00	0.65	0.65	0.00	0.00	2	2	0	0	8	0	0	0
577+84.00	34.00	0.10	0.10	0.00	0.00	0	0	0	0	8	0	0	0



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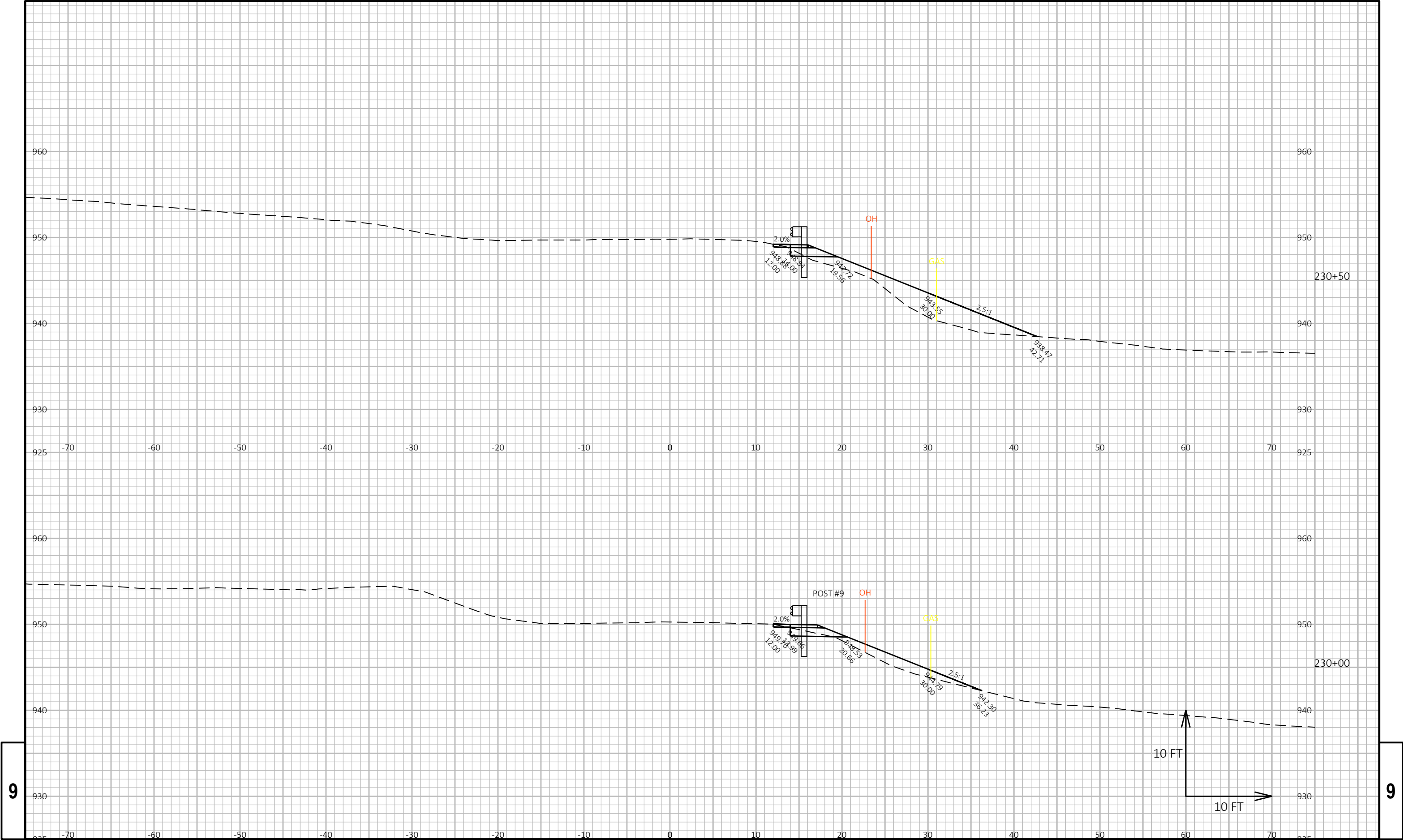
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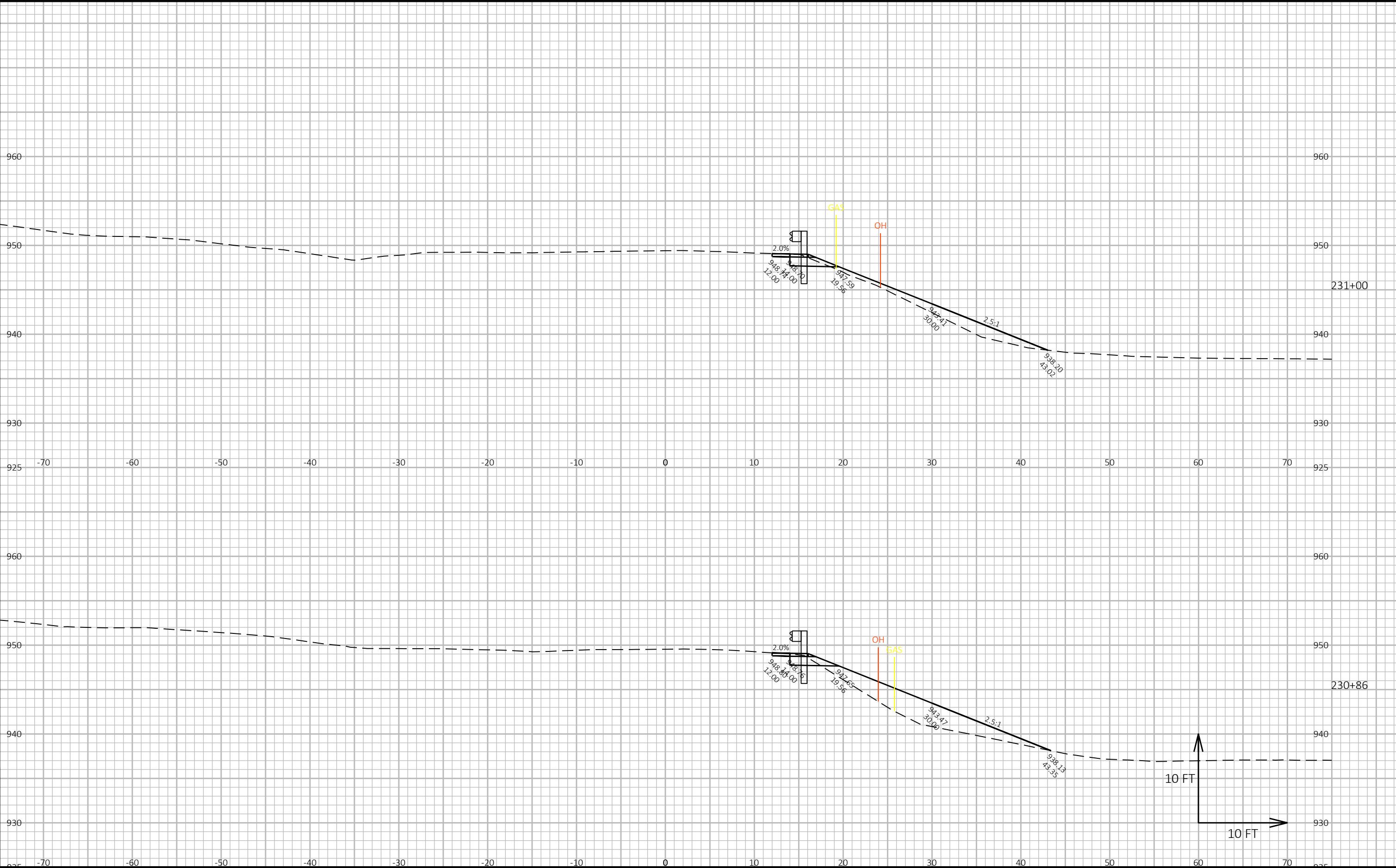
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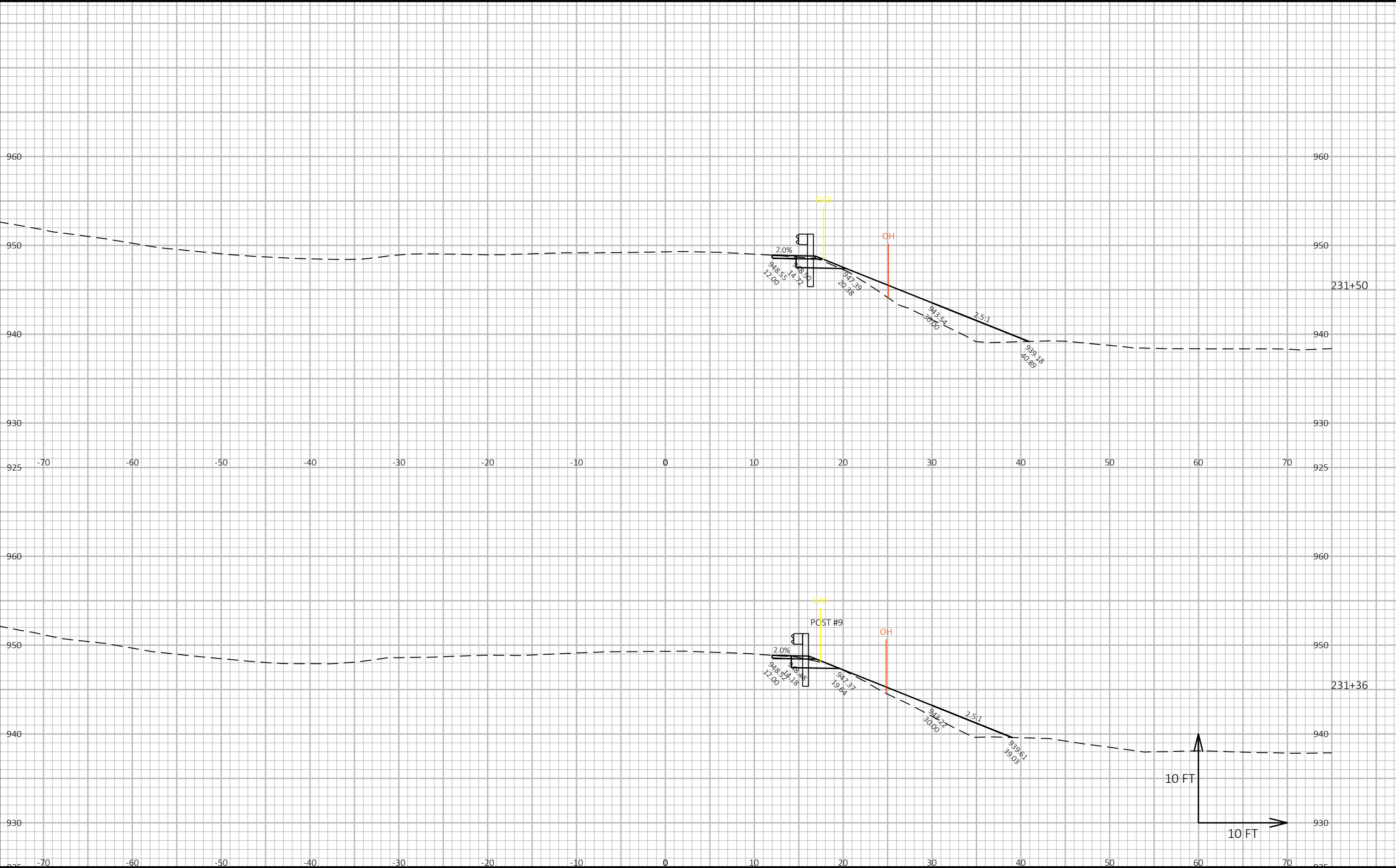
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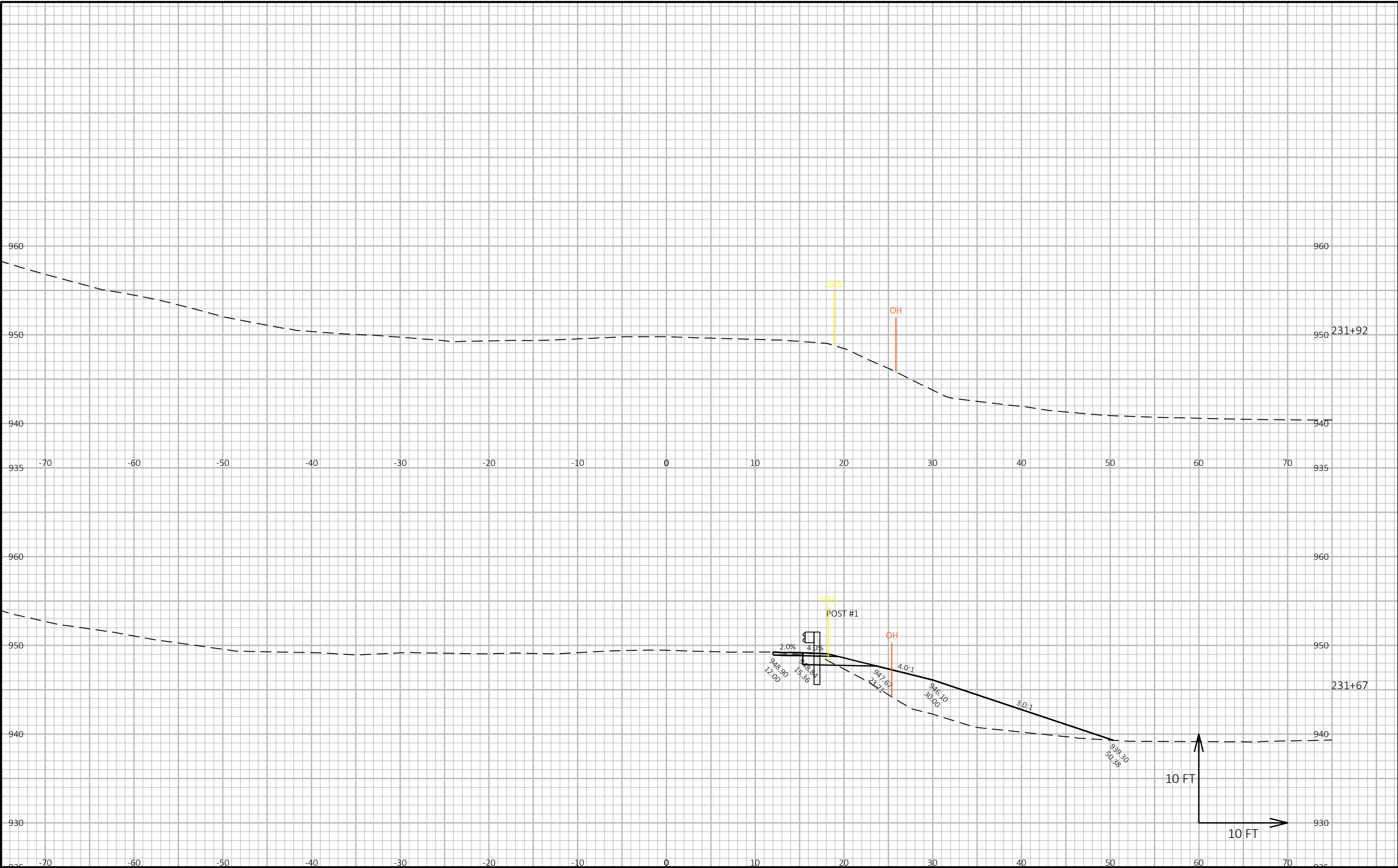
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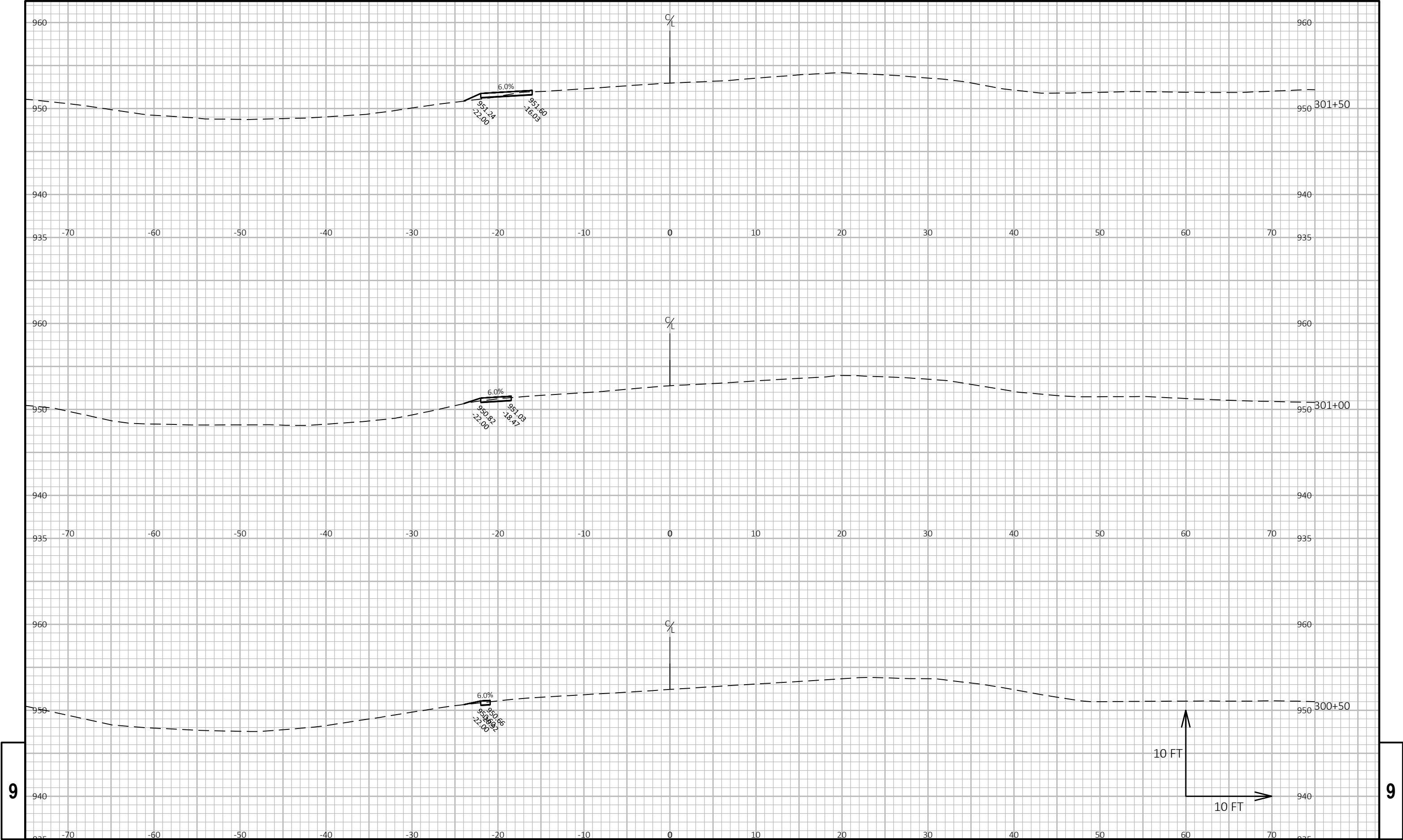
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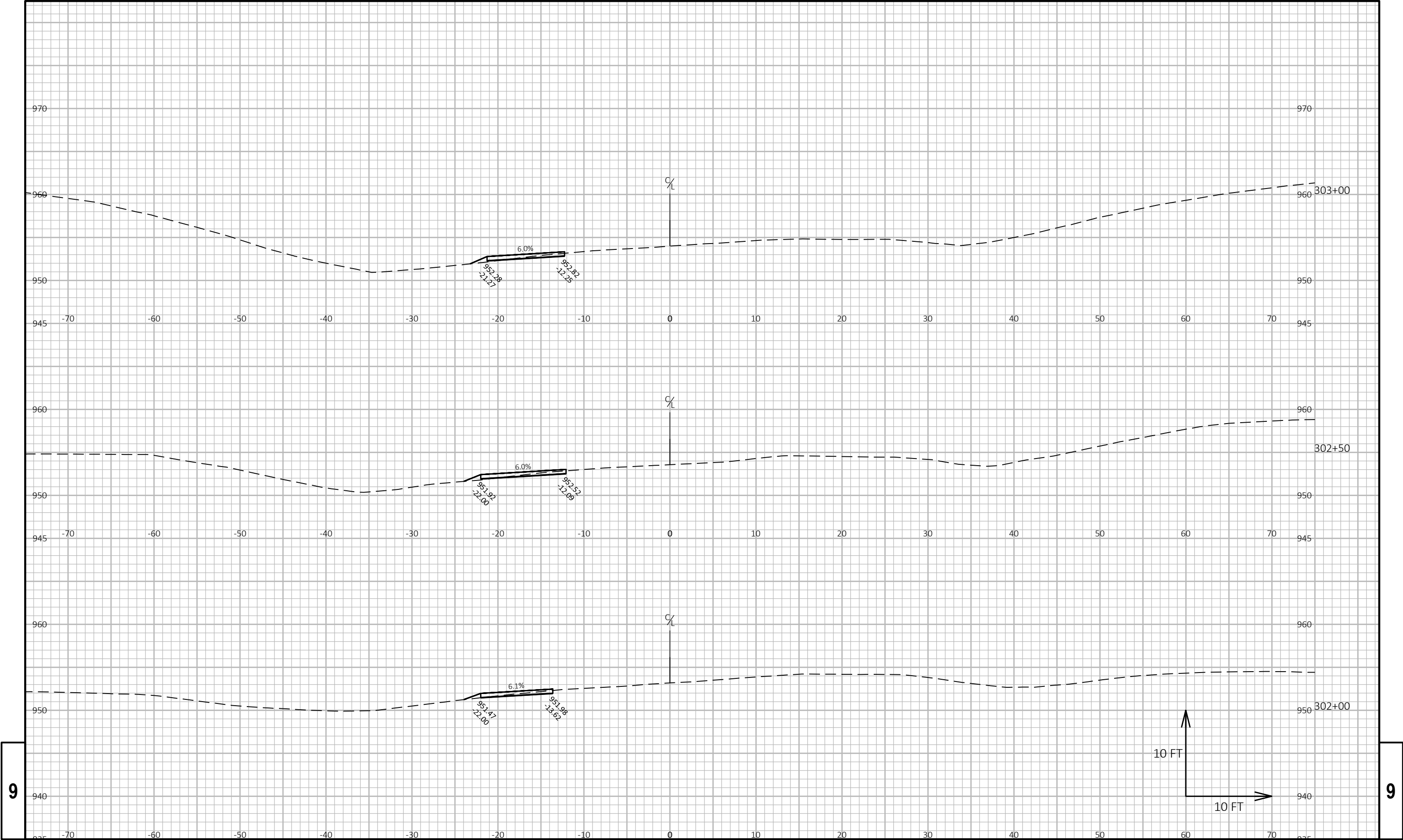
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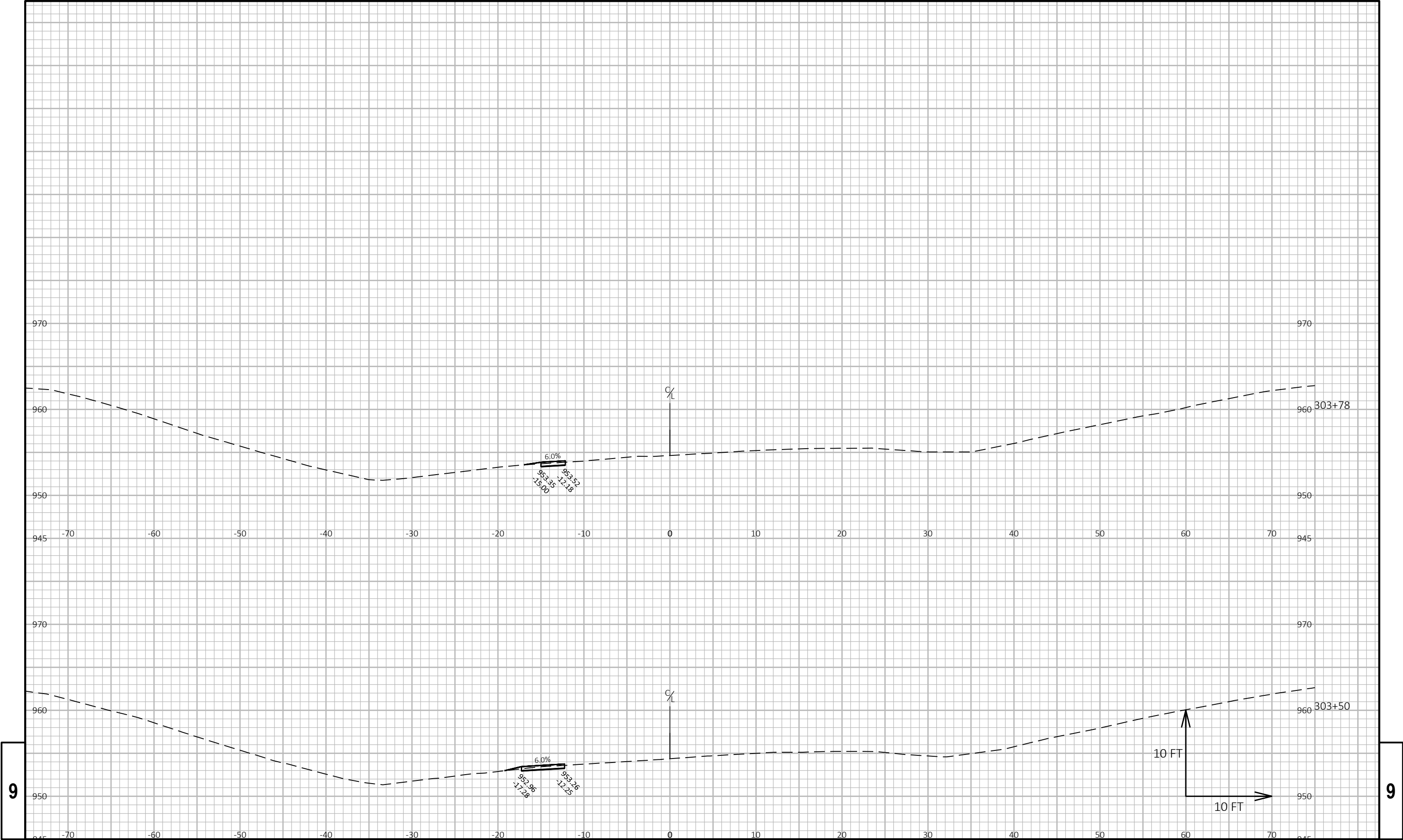
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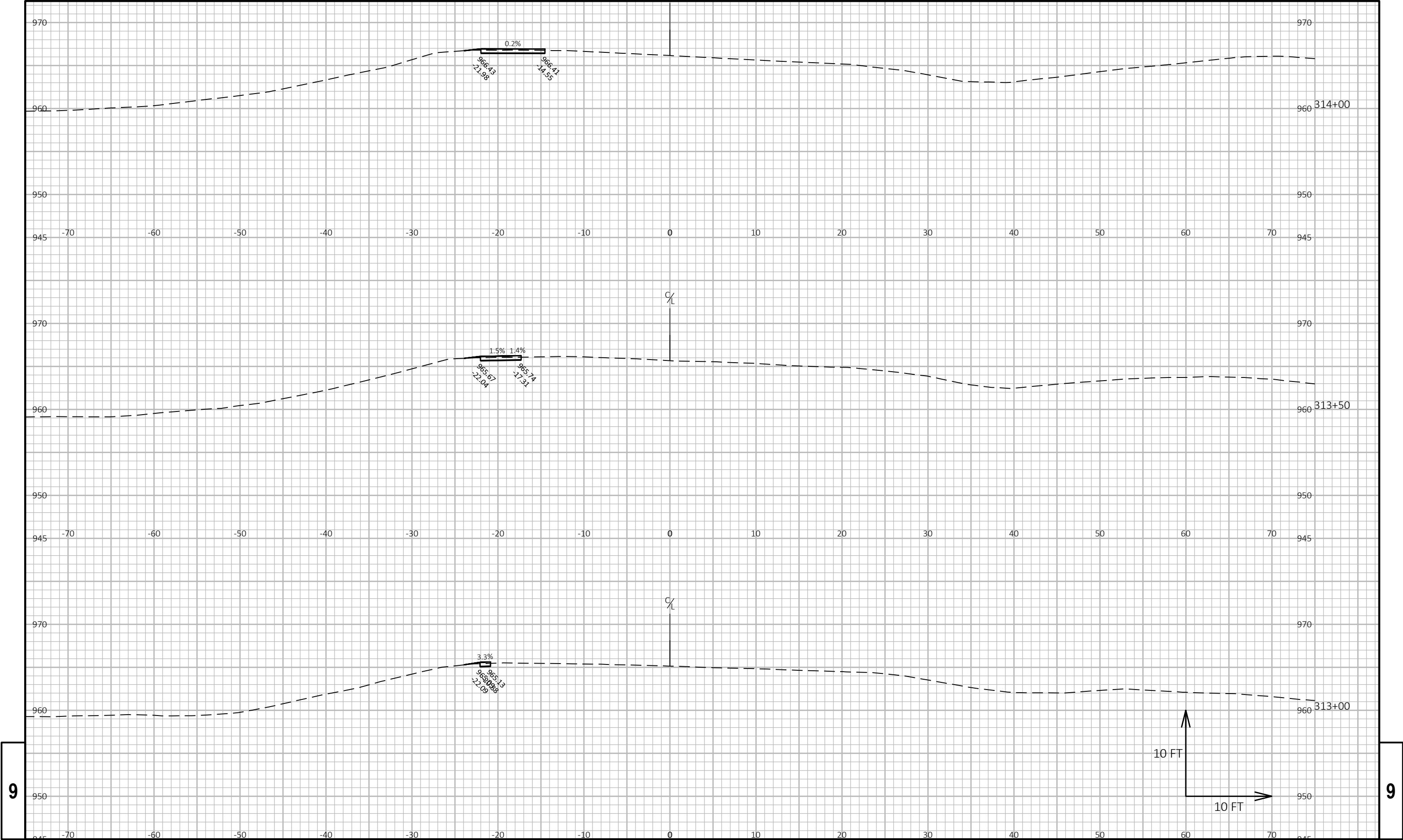
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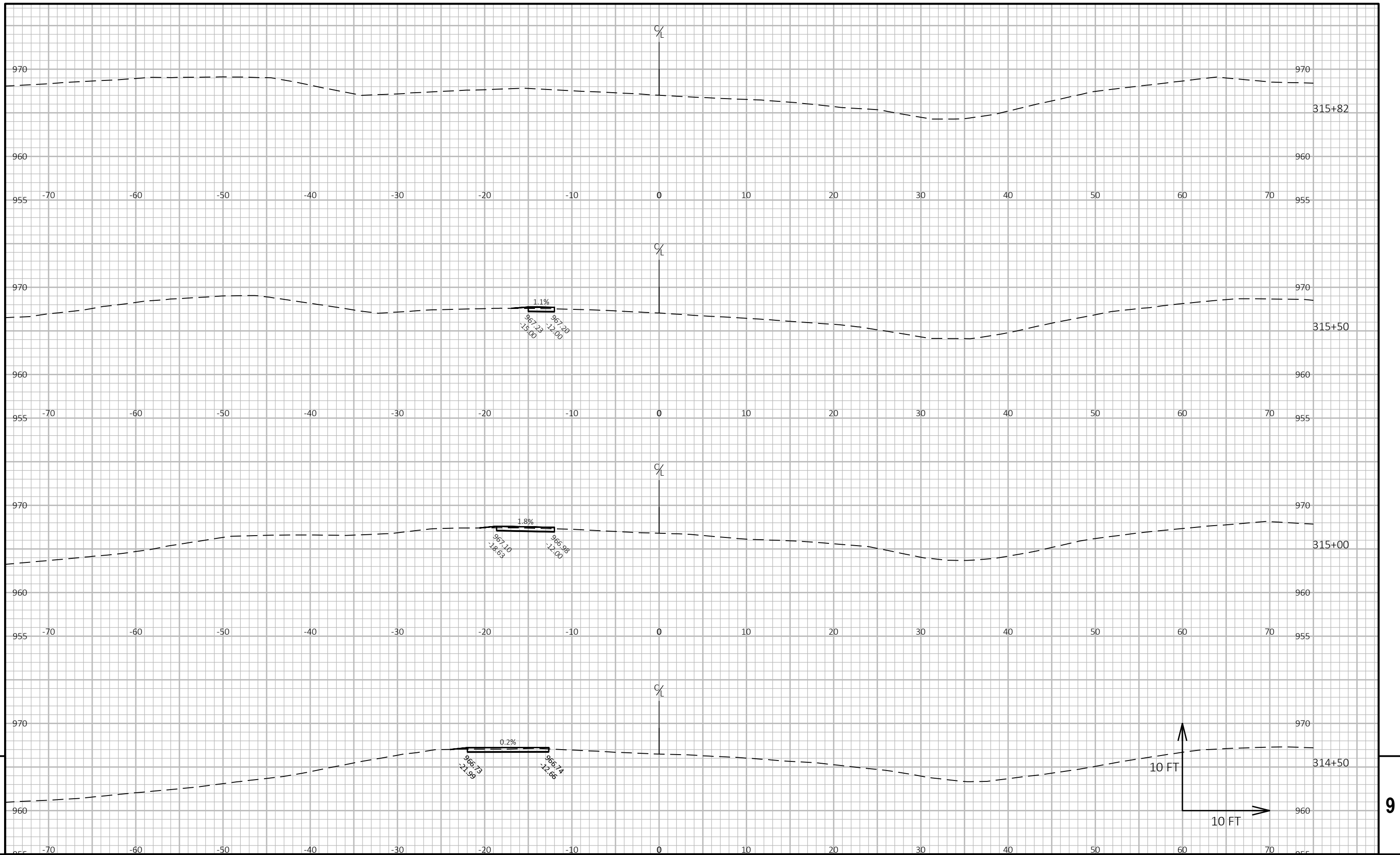
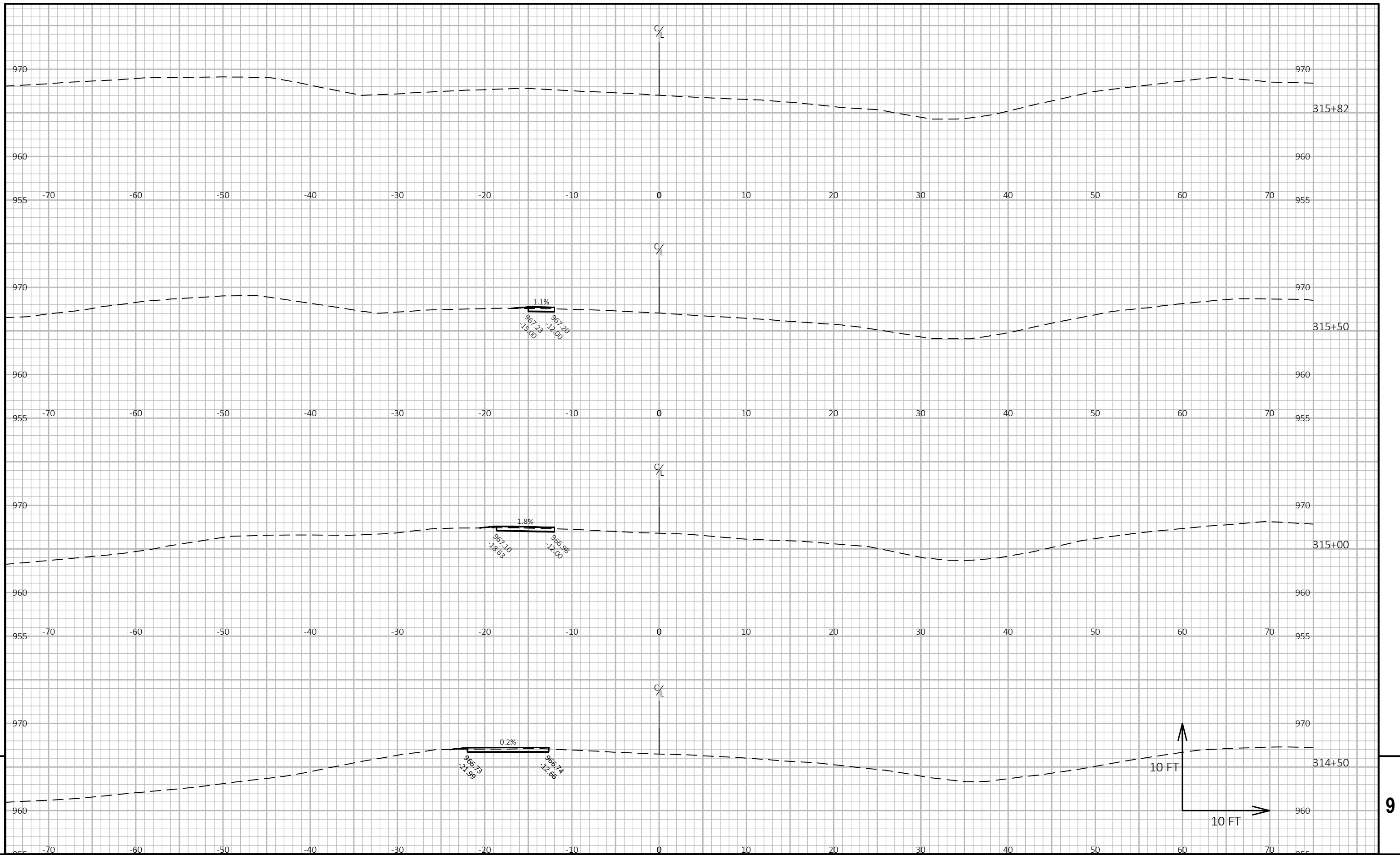
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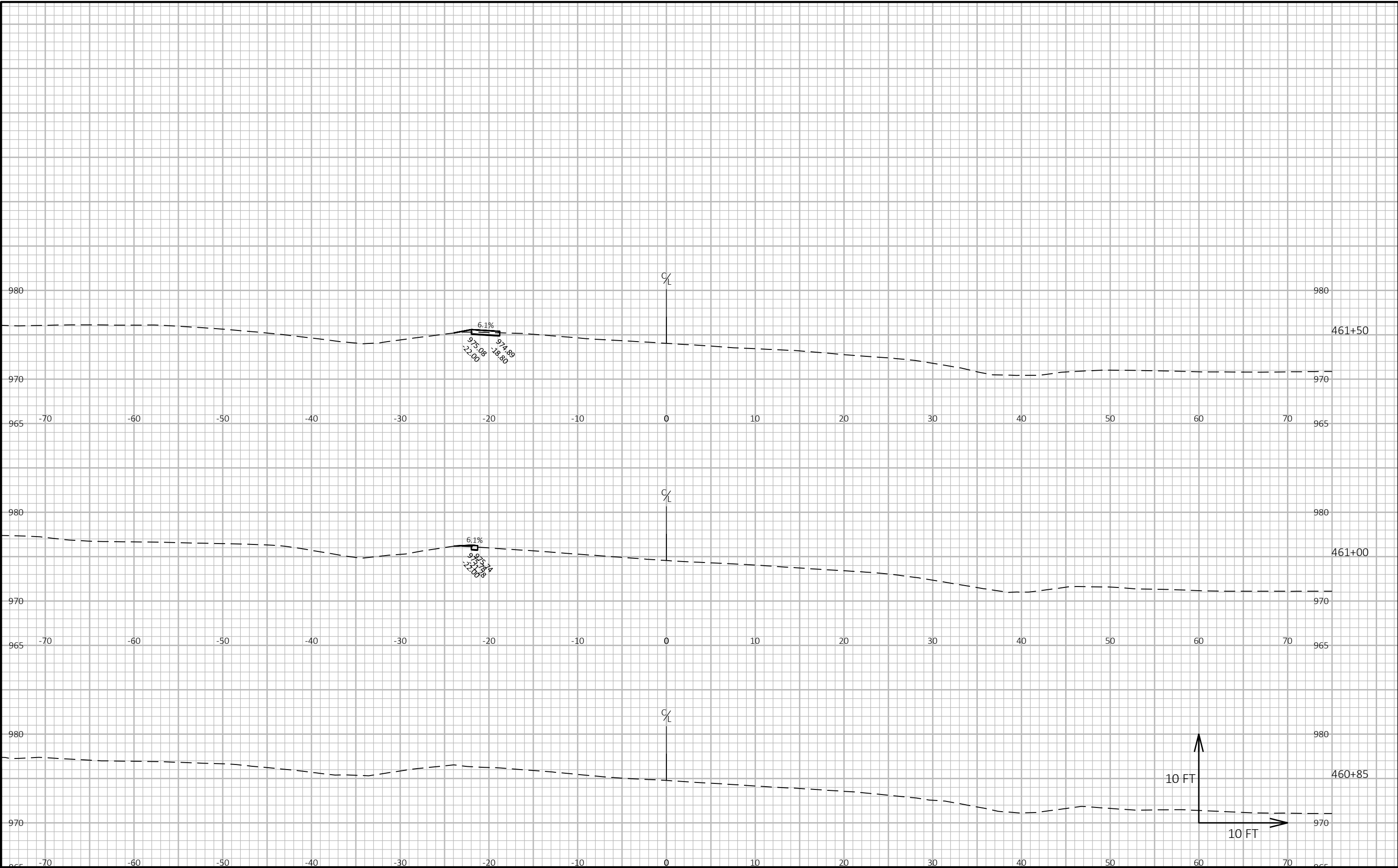
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PROJECT NO:	3110-08-70	HWY:	STH 59	COUNTY:	WAUKESHA	CROSS SECTIONS:	RIGHT TURN LANE EXTENSION AT OAKRIDGE DR	SHEET	494	E
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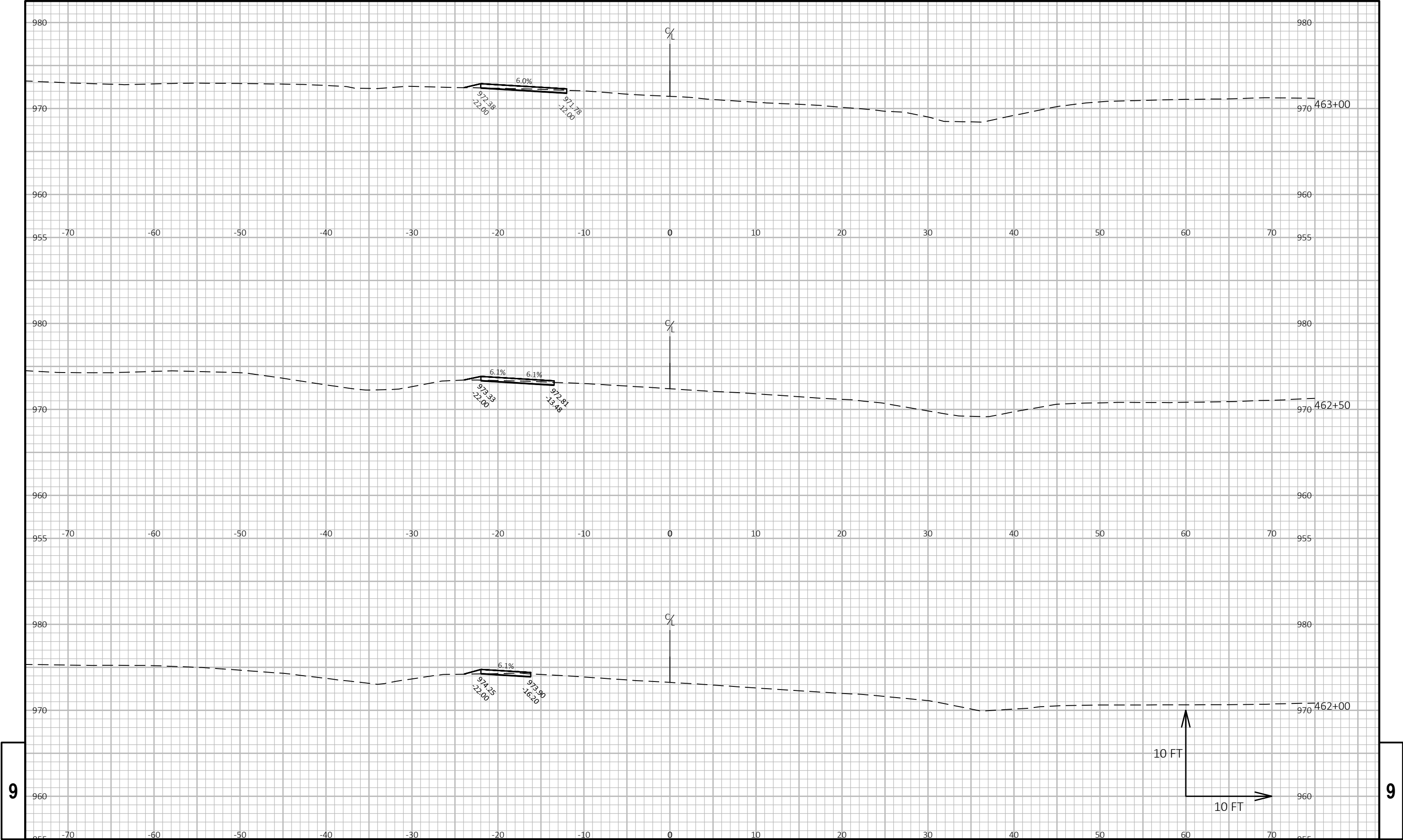
PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	CROSS SECTIONS: RIGHT TURN LANE EXTENSION AT OAKRIDGE DR	SHEET 495	E
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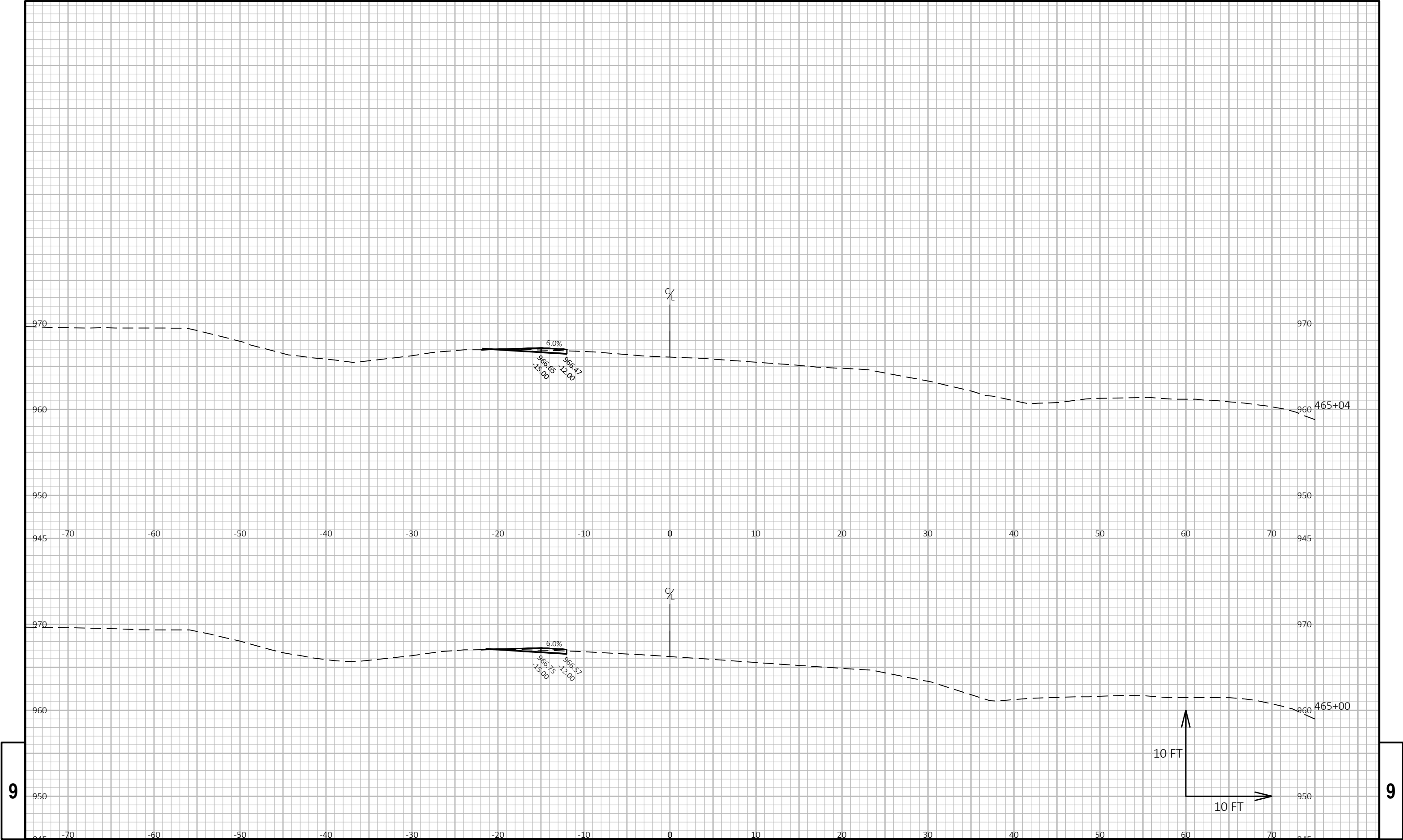
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LAYOUT NAME -	82									WISDOT/CADDS SHEET 49



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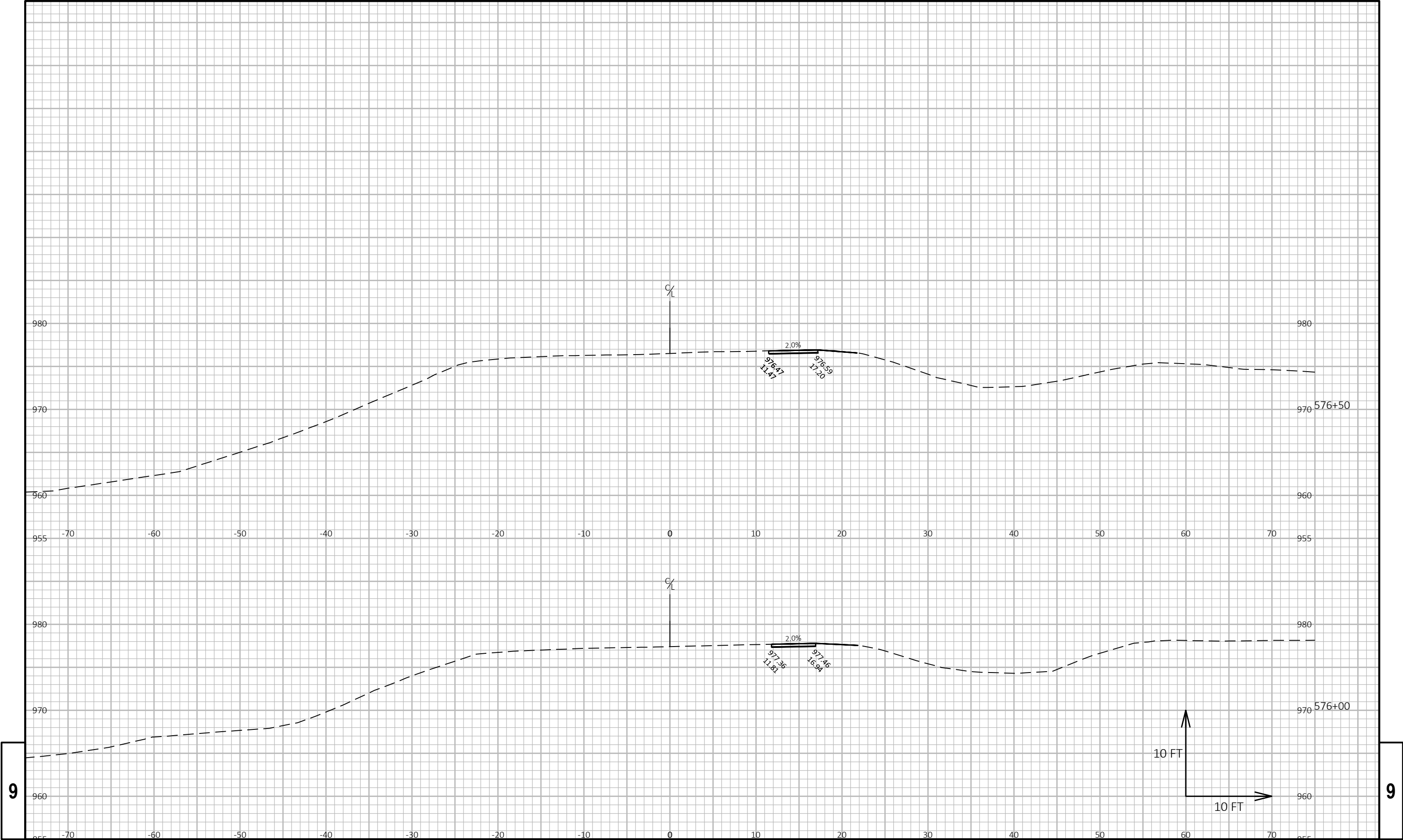
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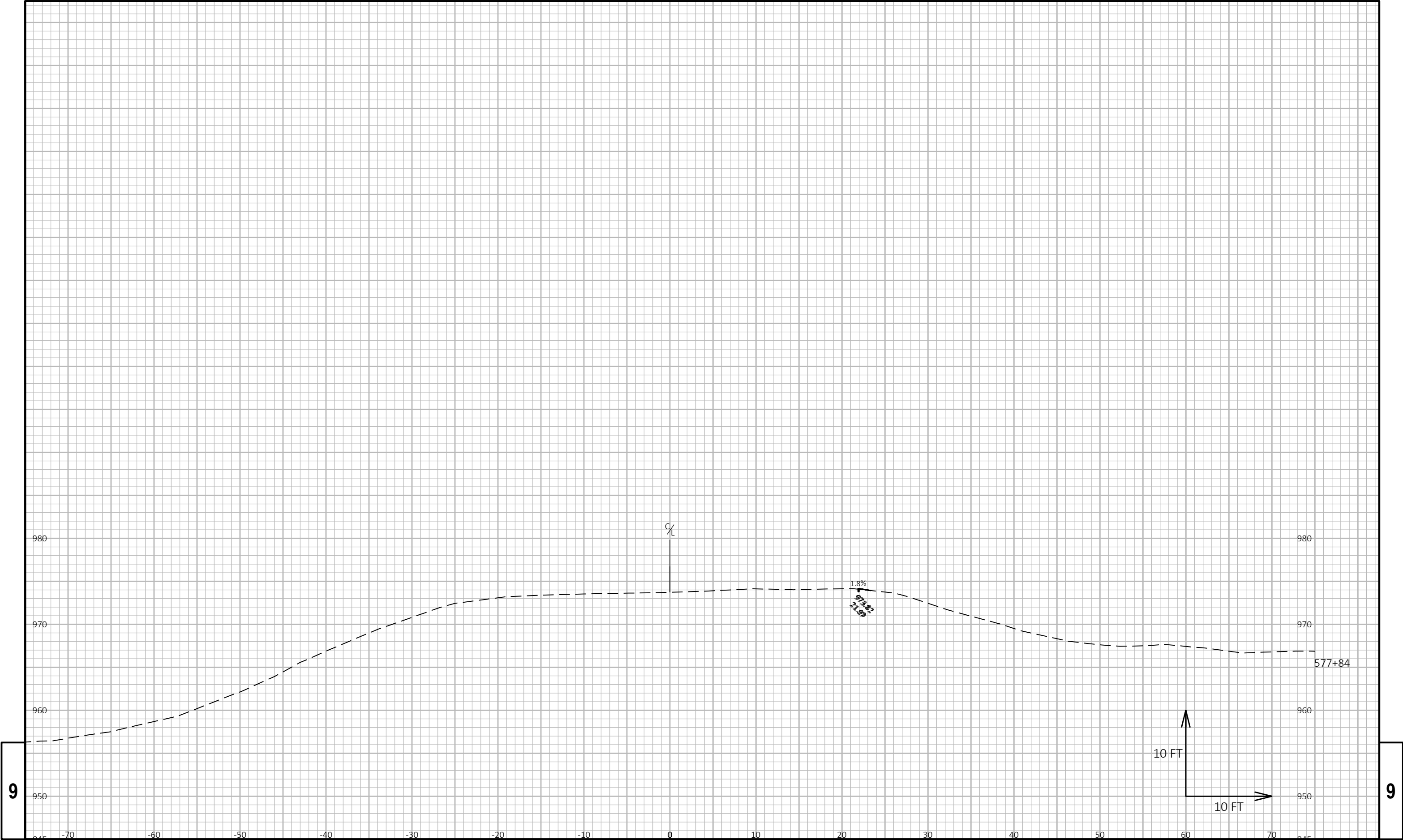
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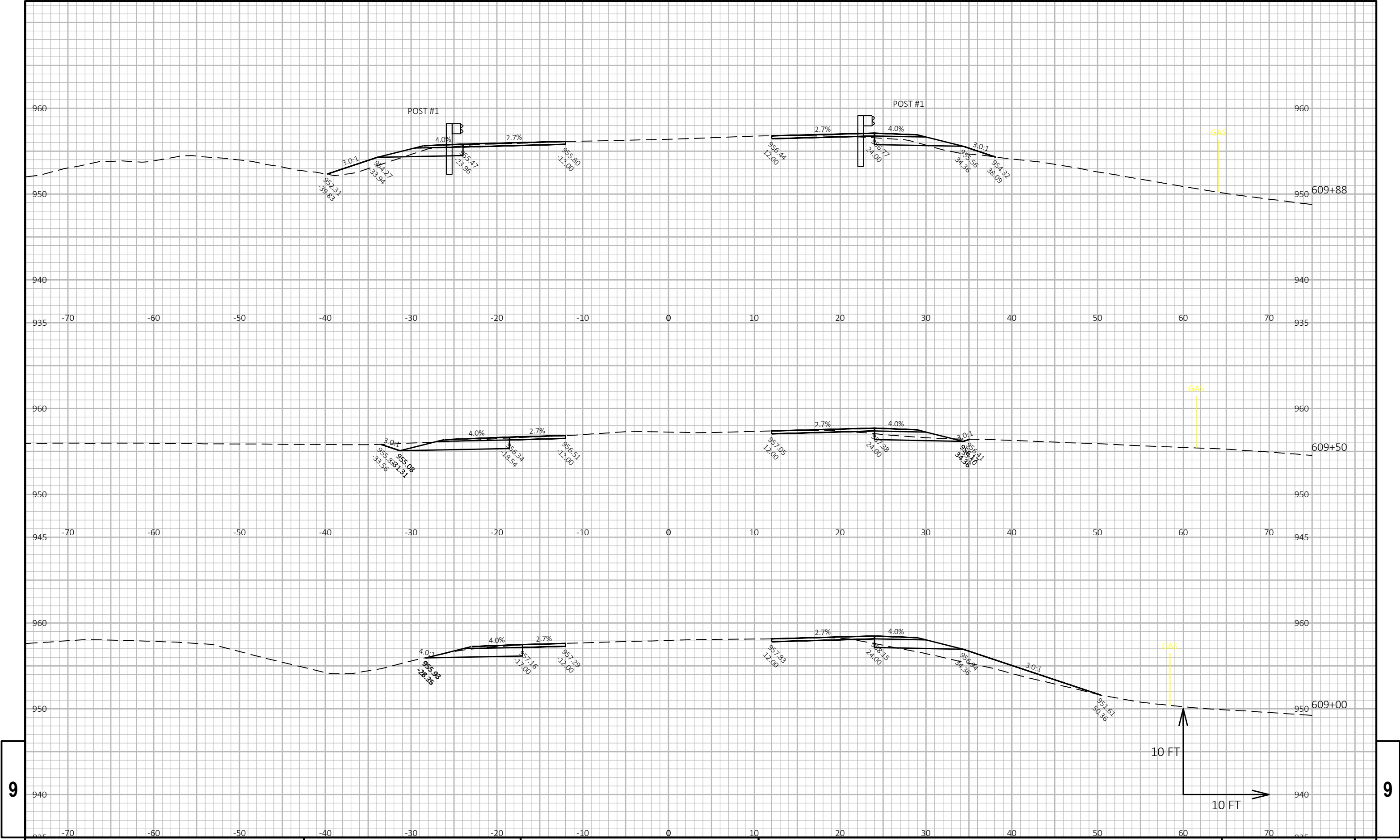
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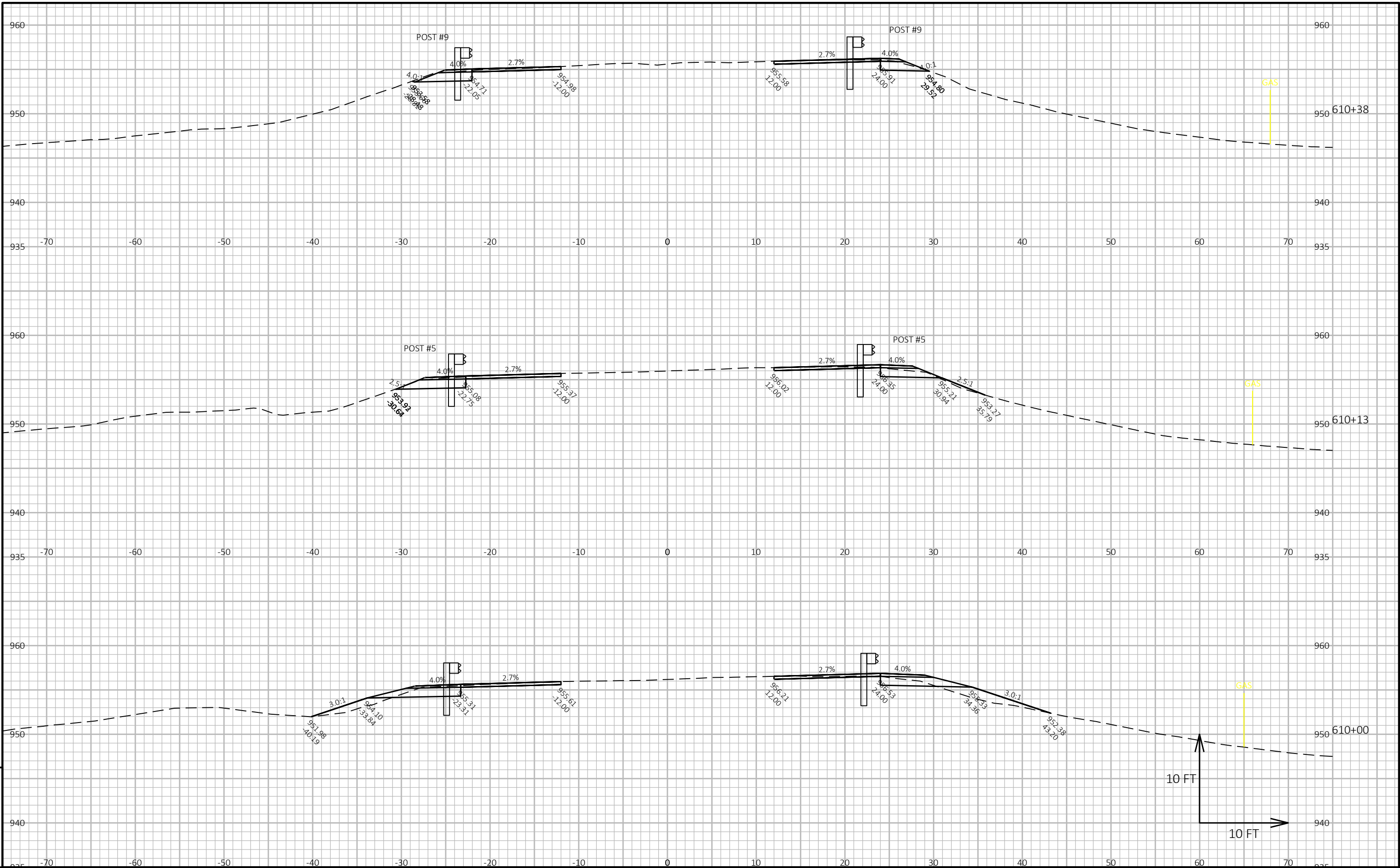
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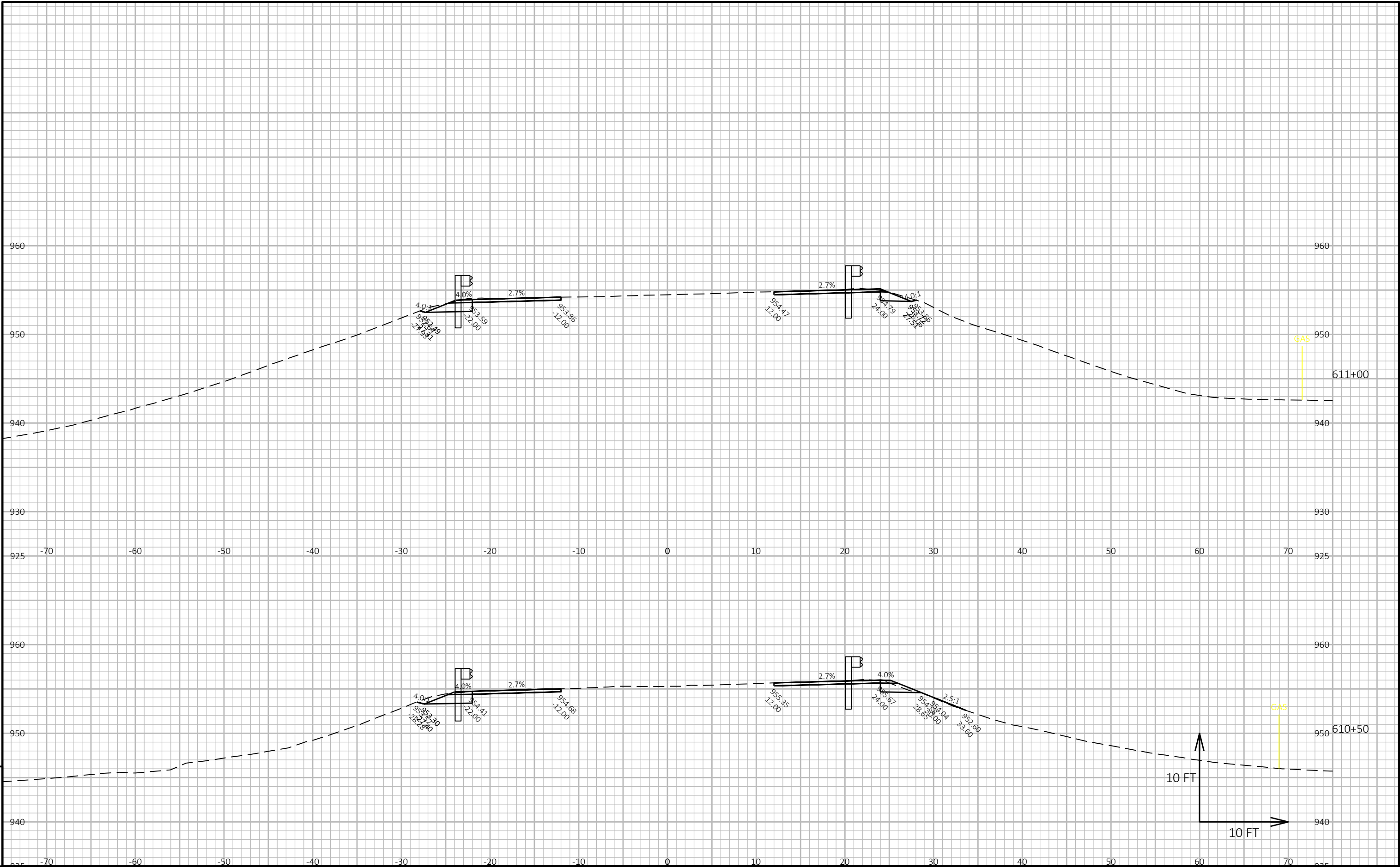


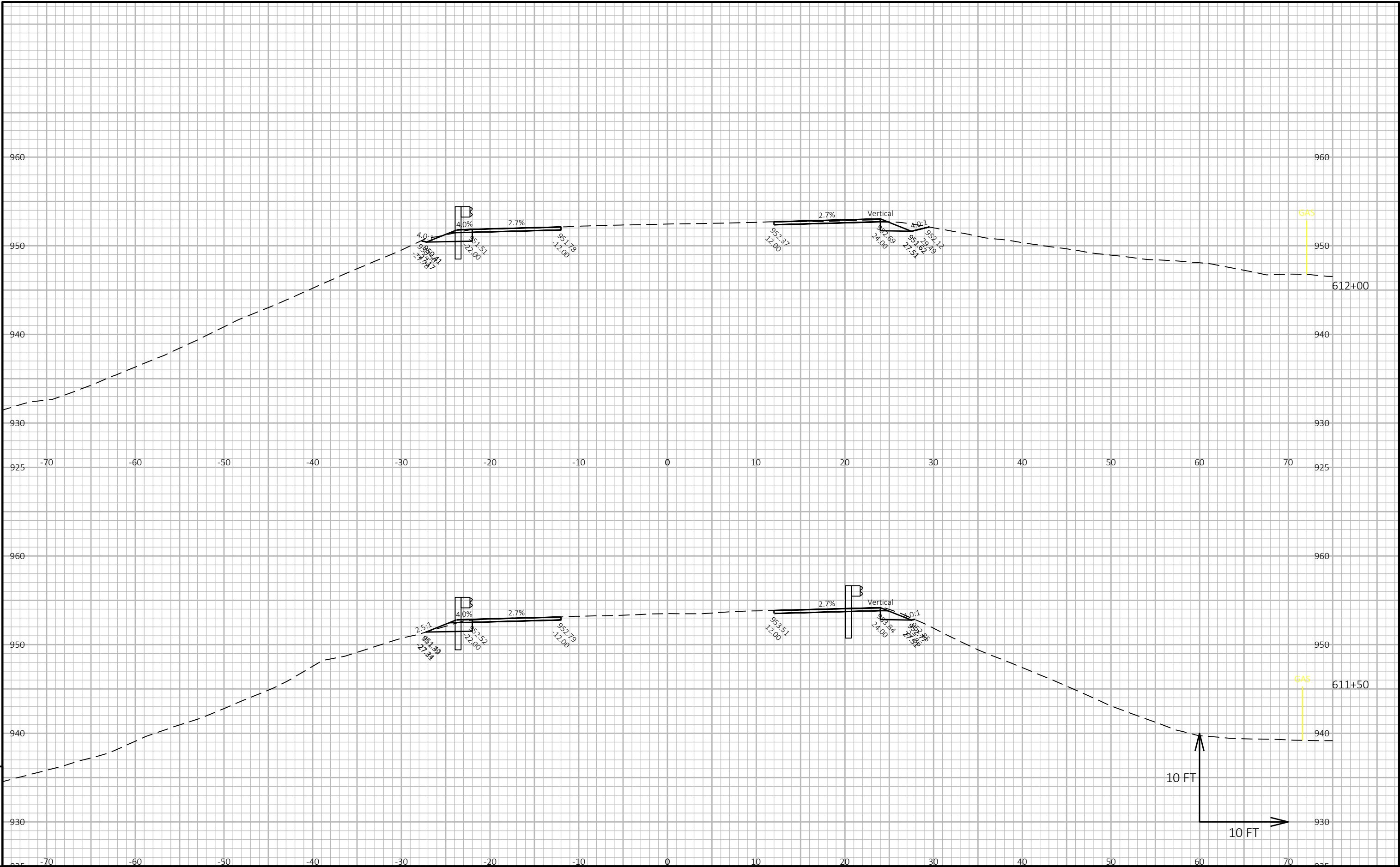


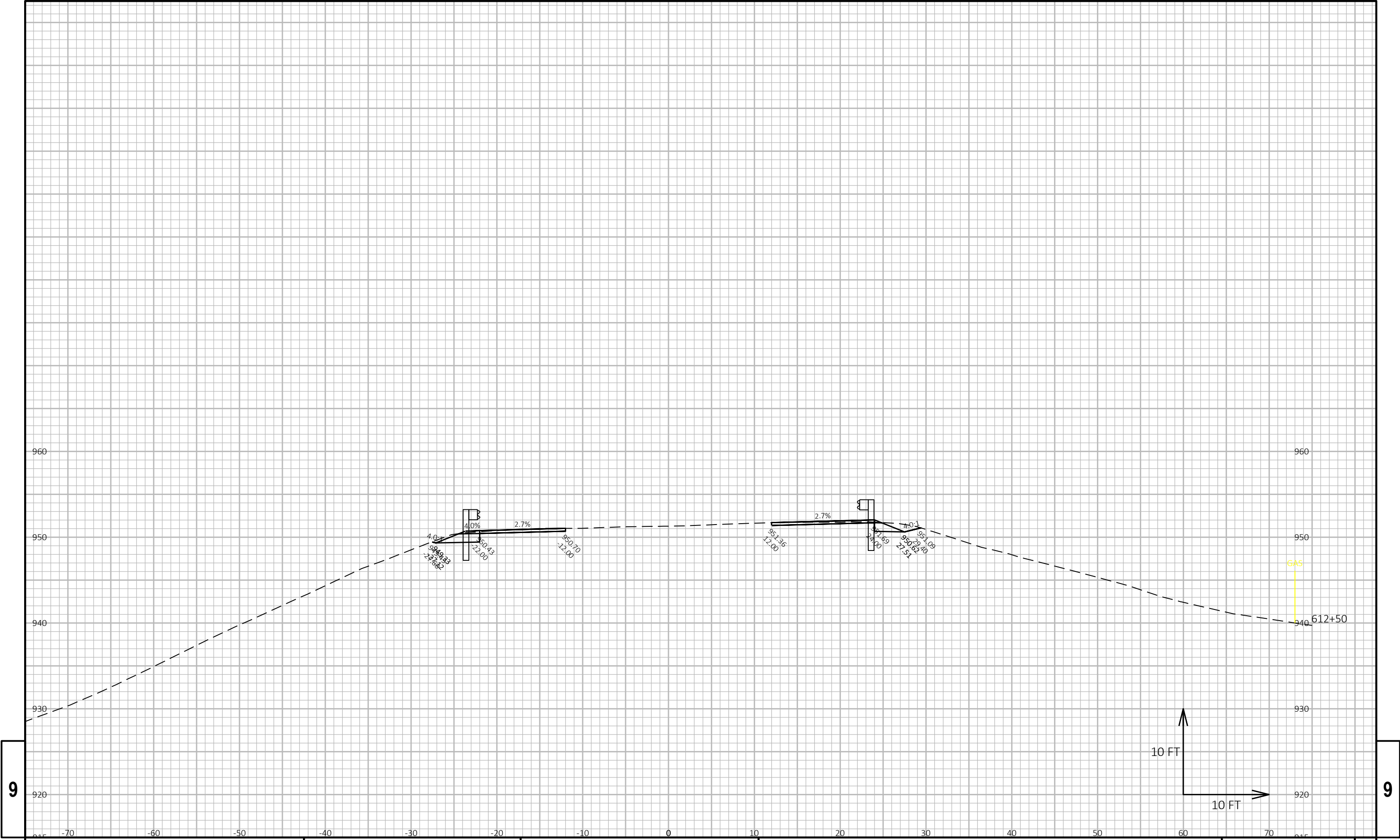
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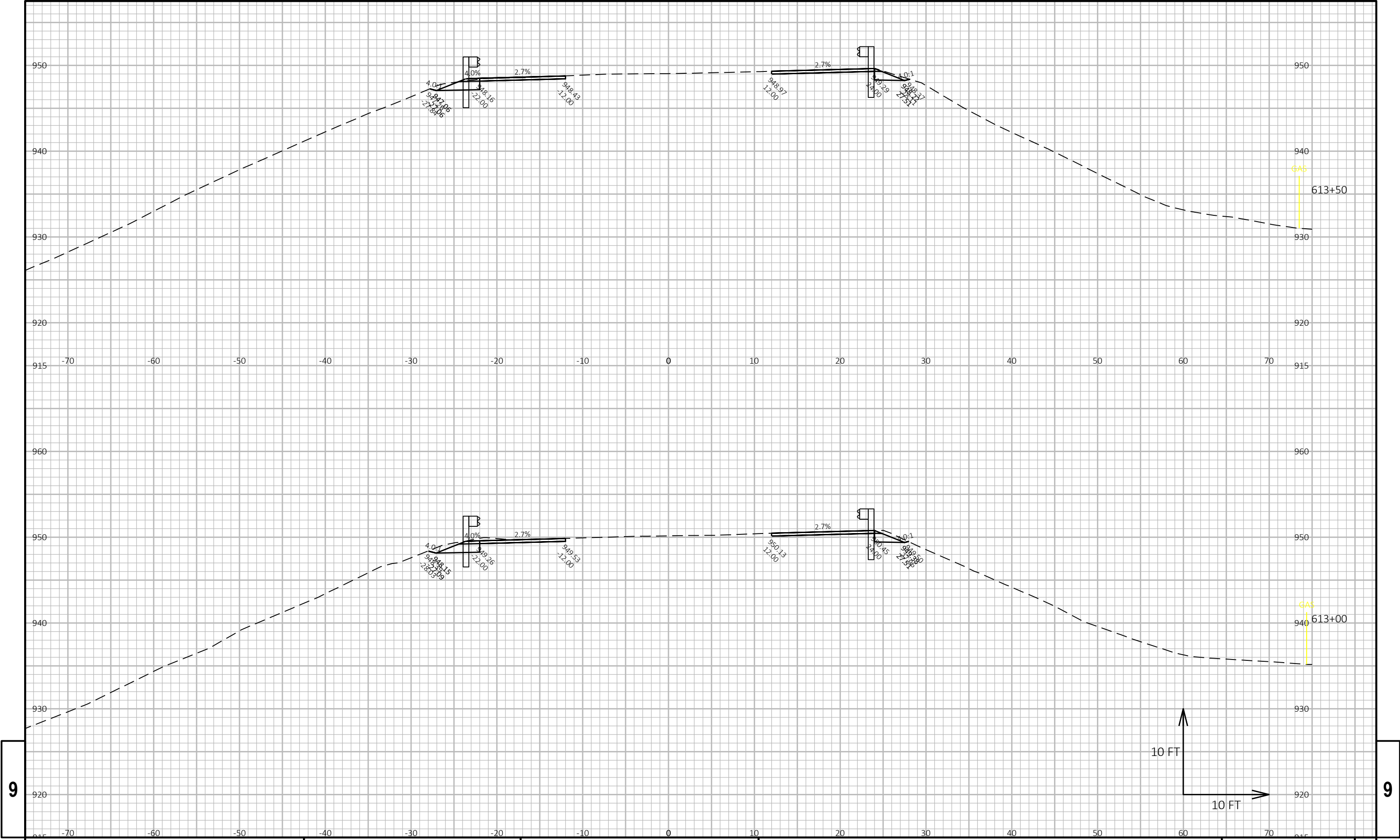






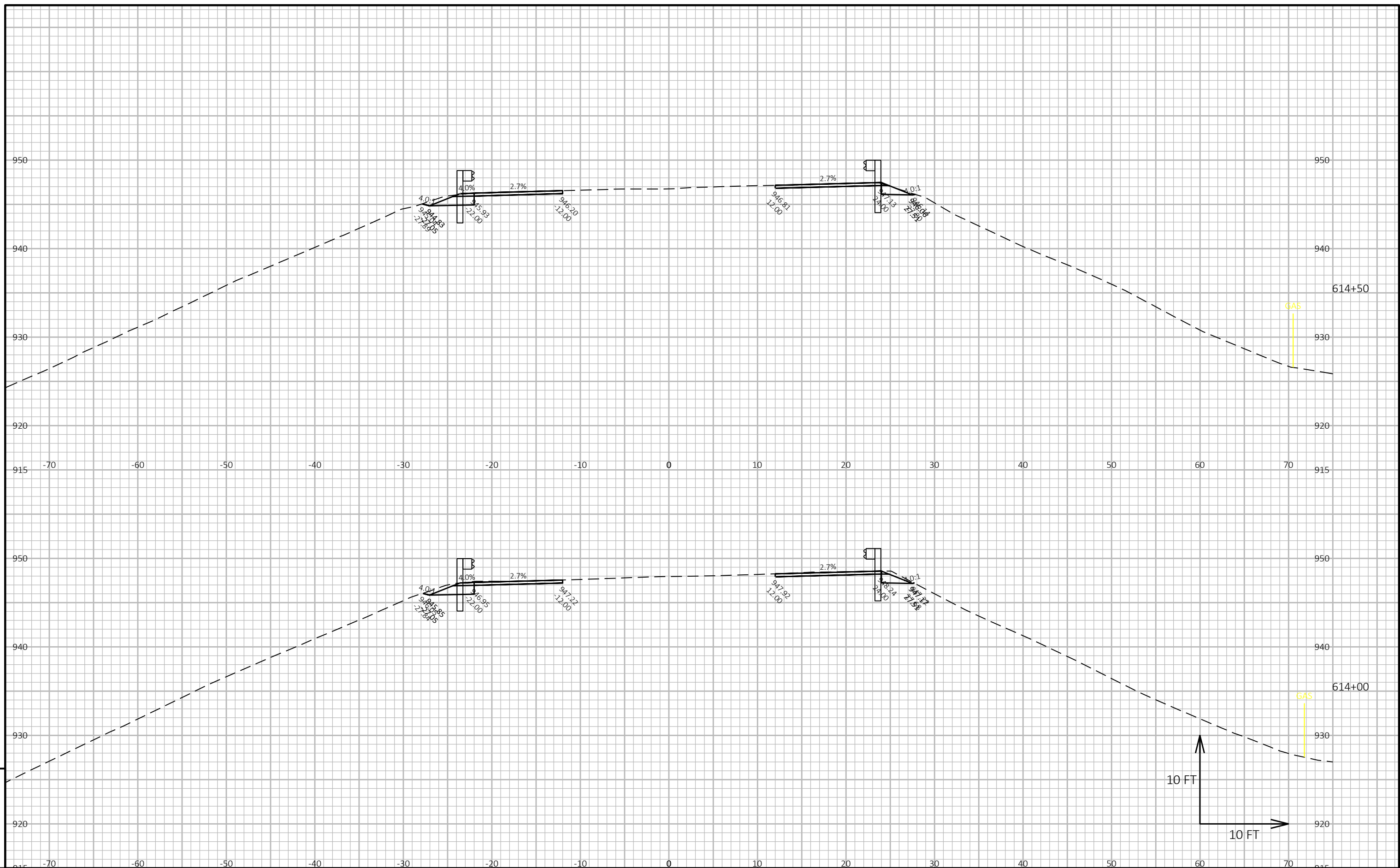
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PROJECT NO:	3110-08-70
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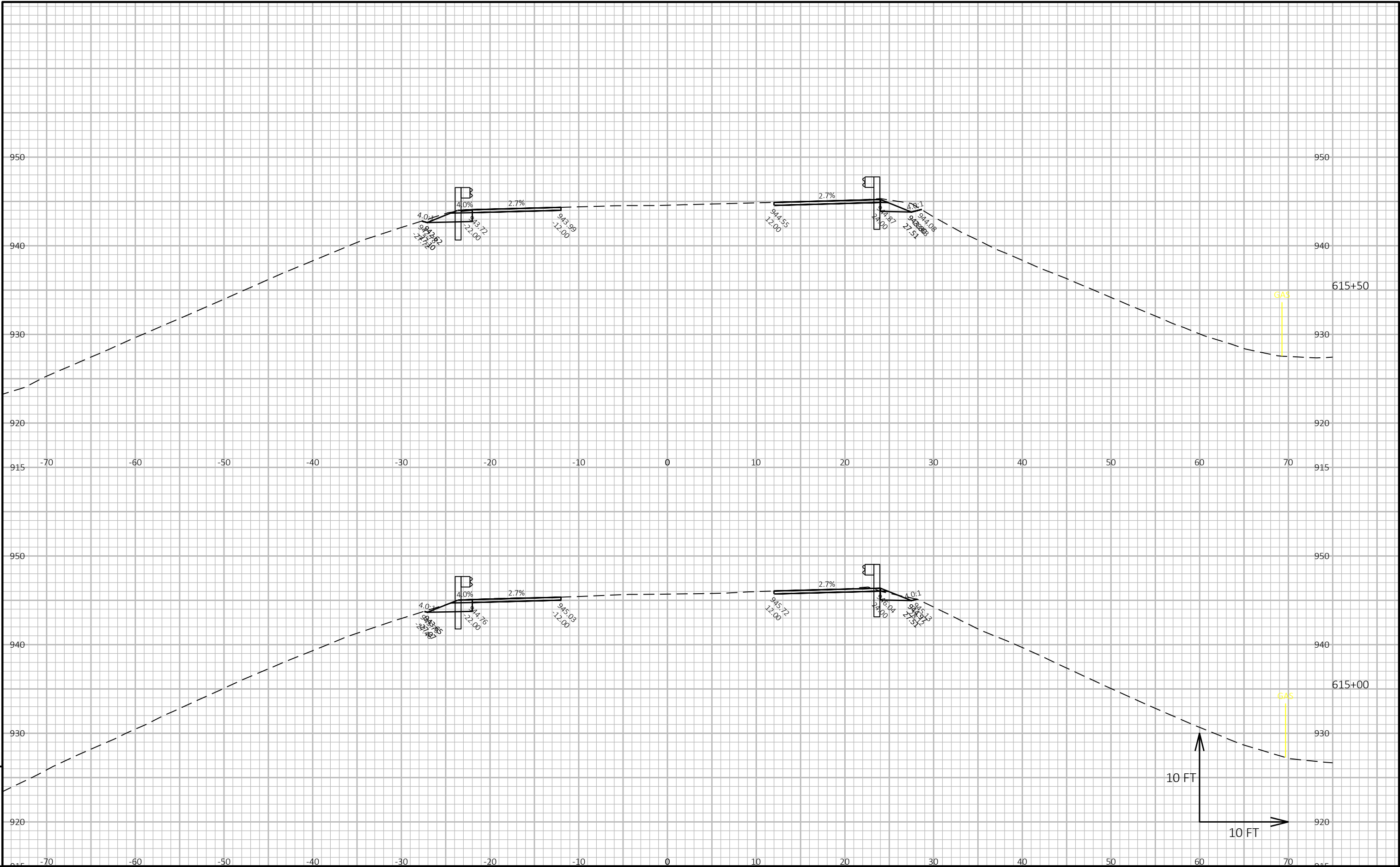
HWY: STH 59

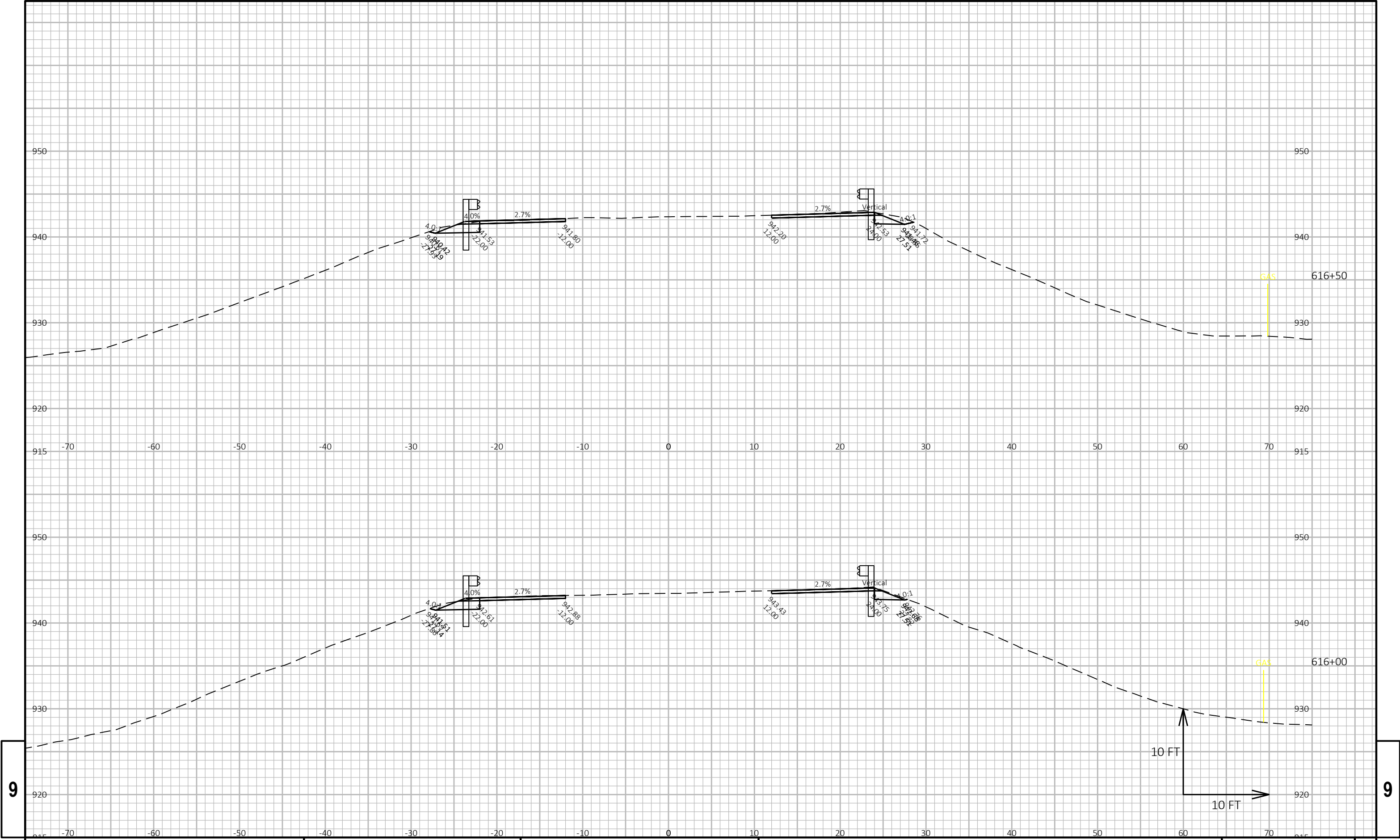
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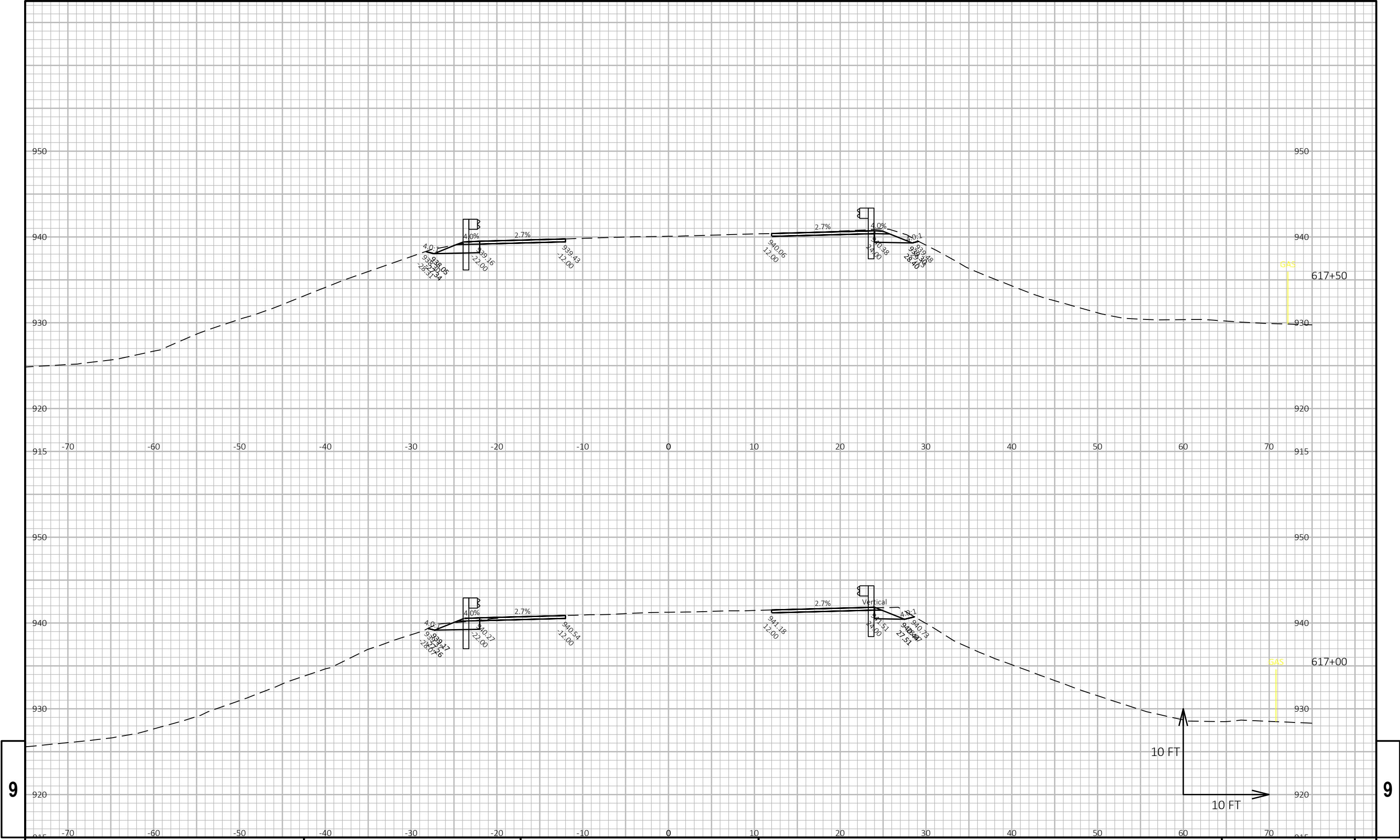
CROSS SECTIONS: MGS GUARDRAIL STA 614+00

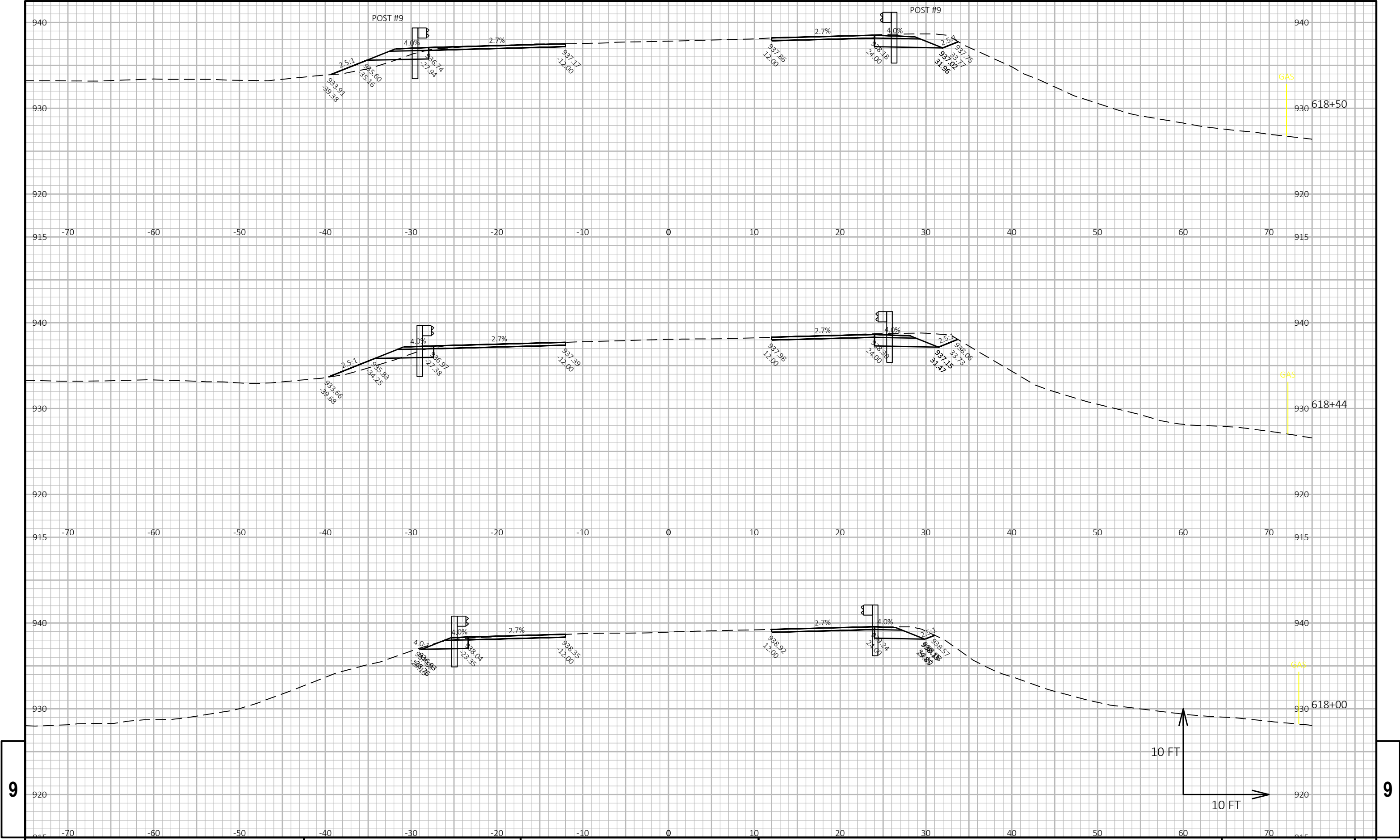
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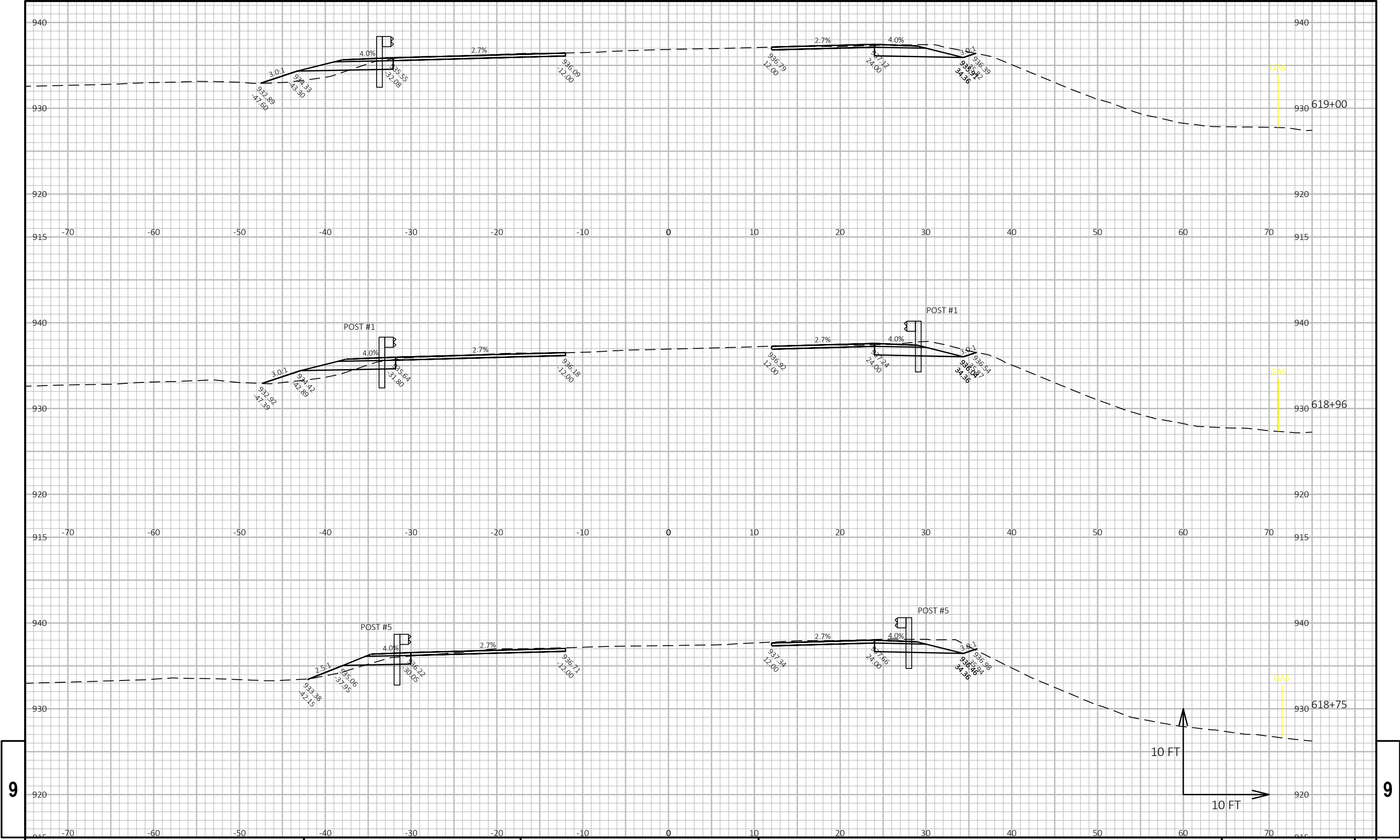






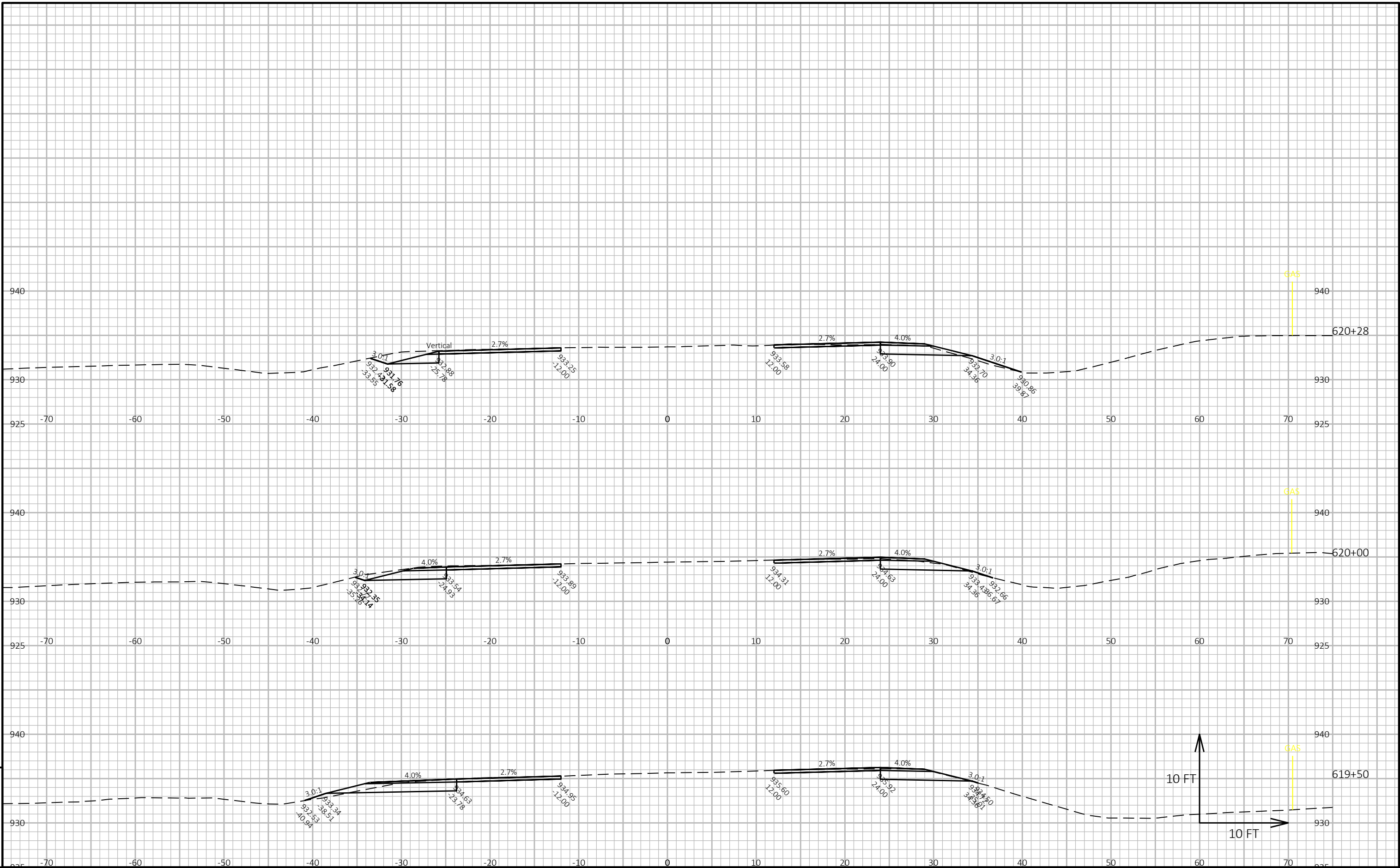
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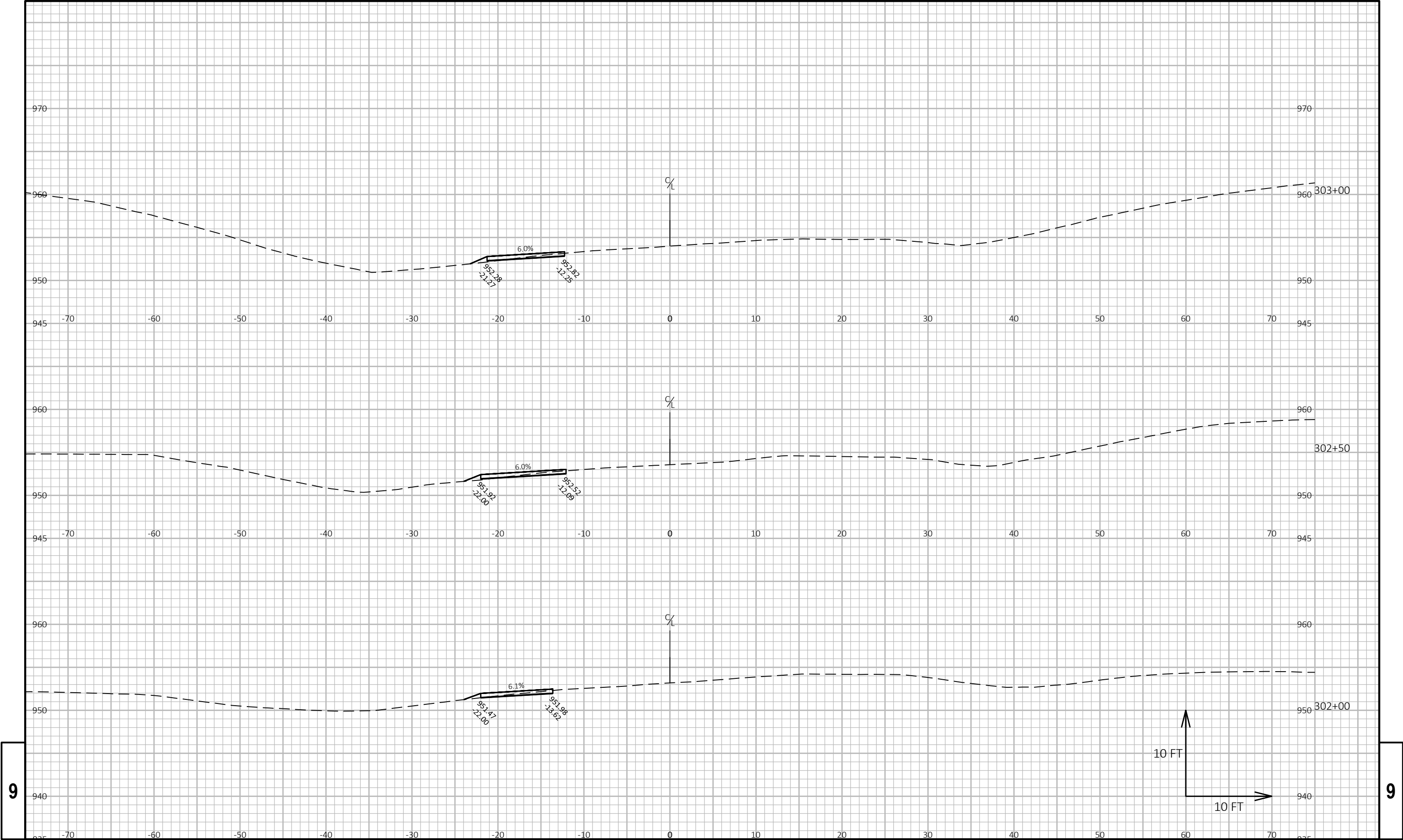
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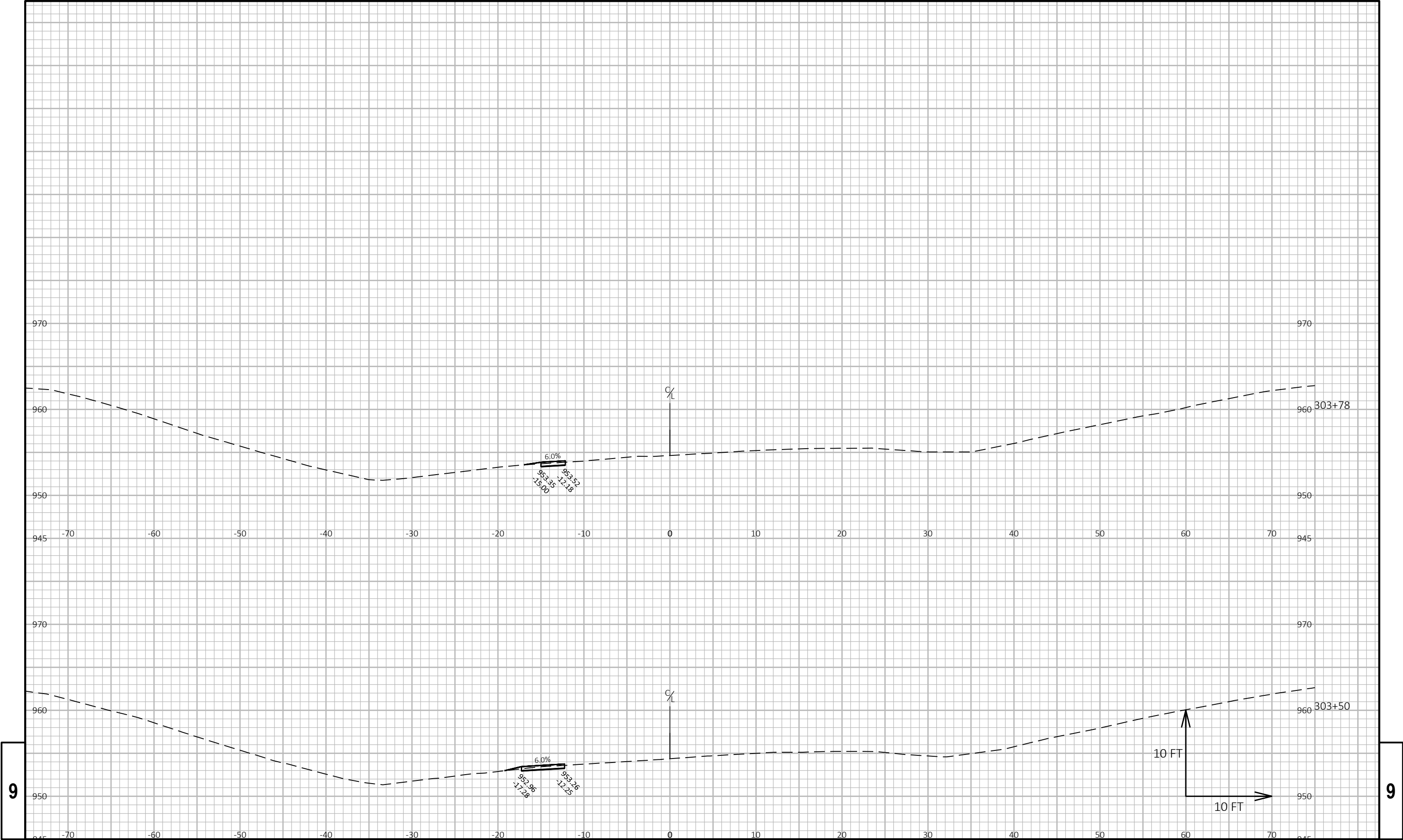
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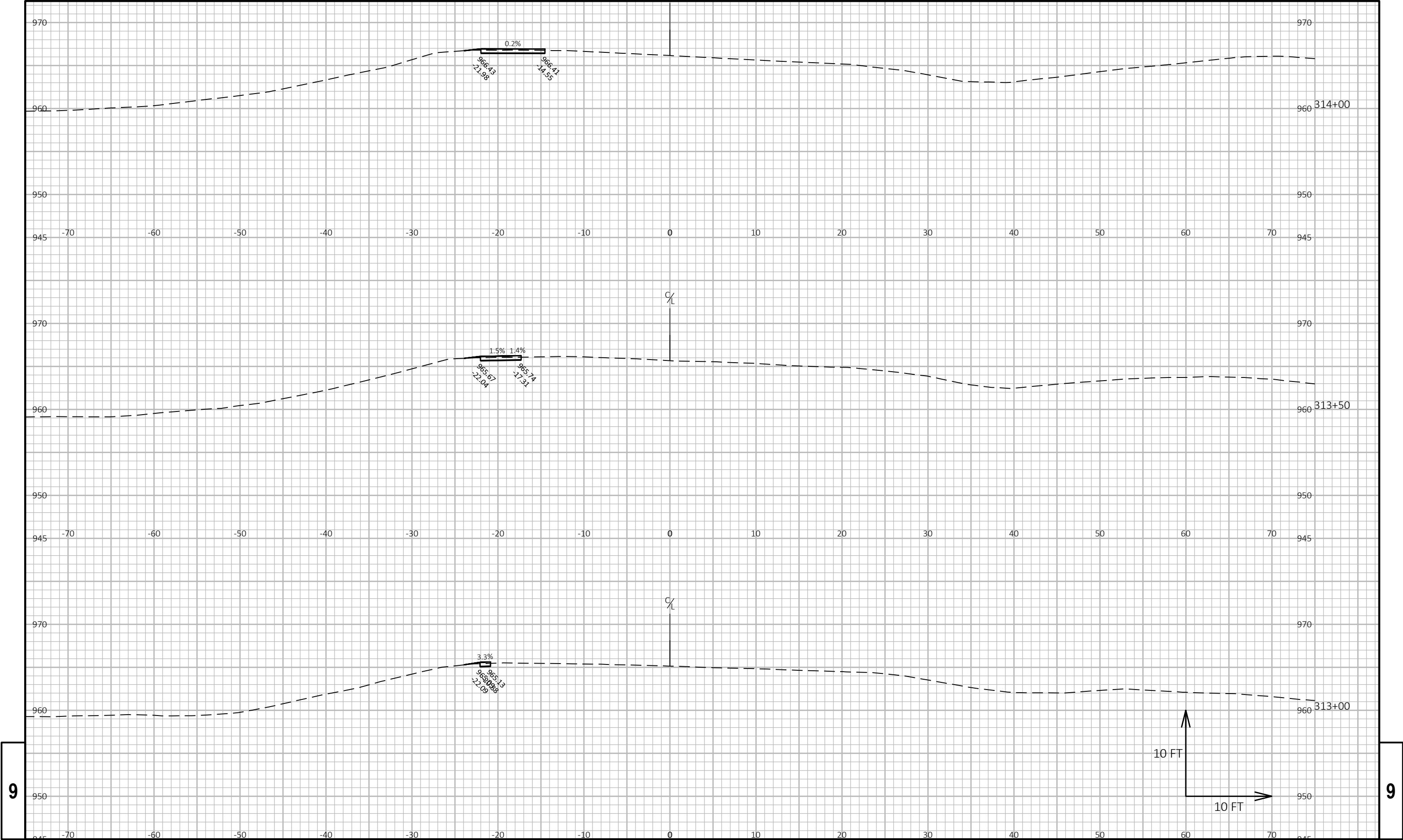
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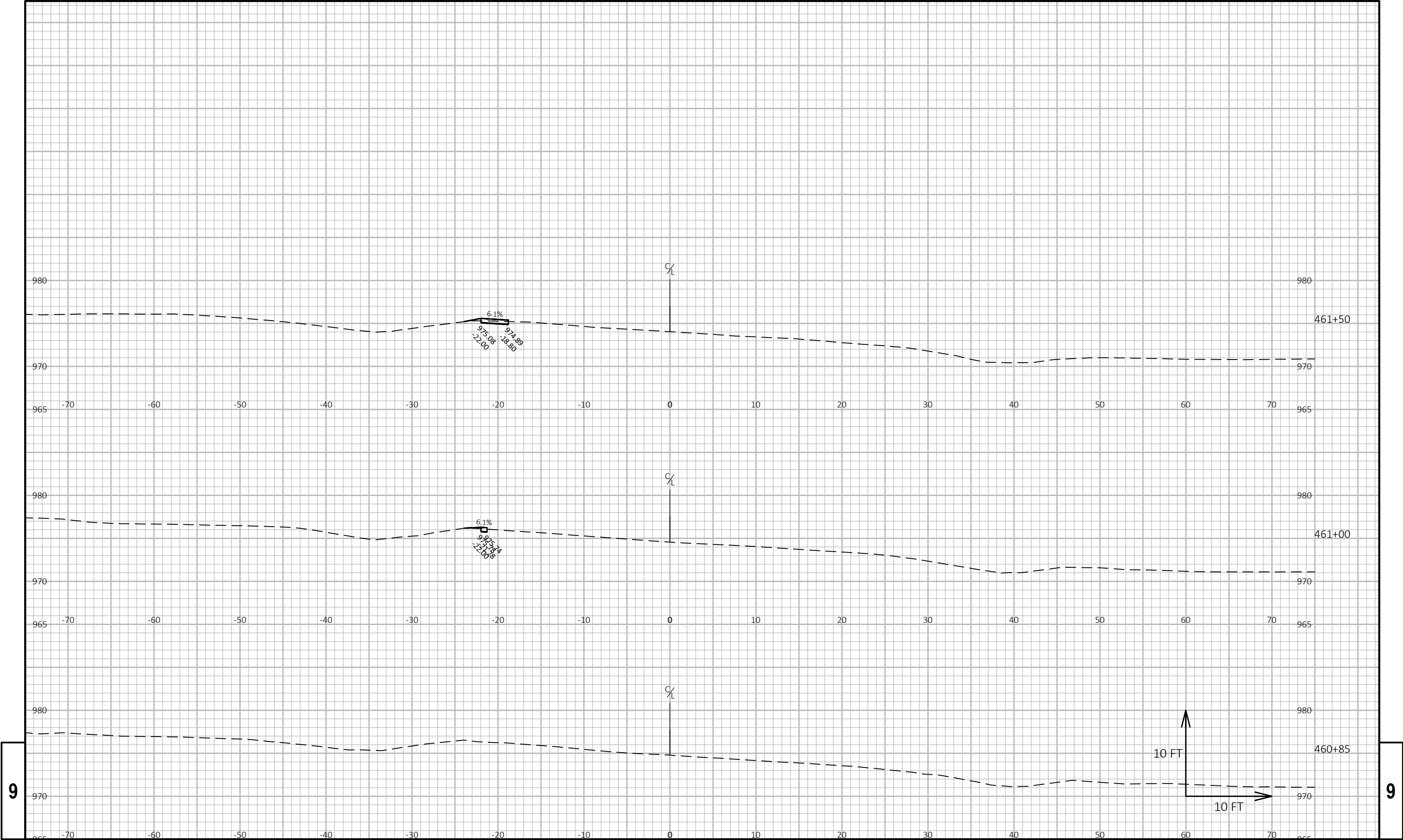
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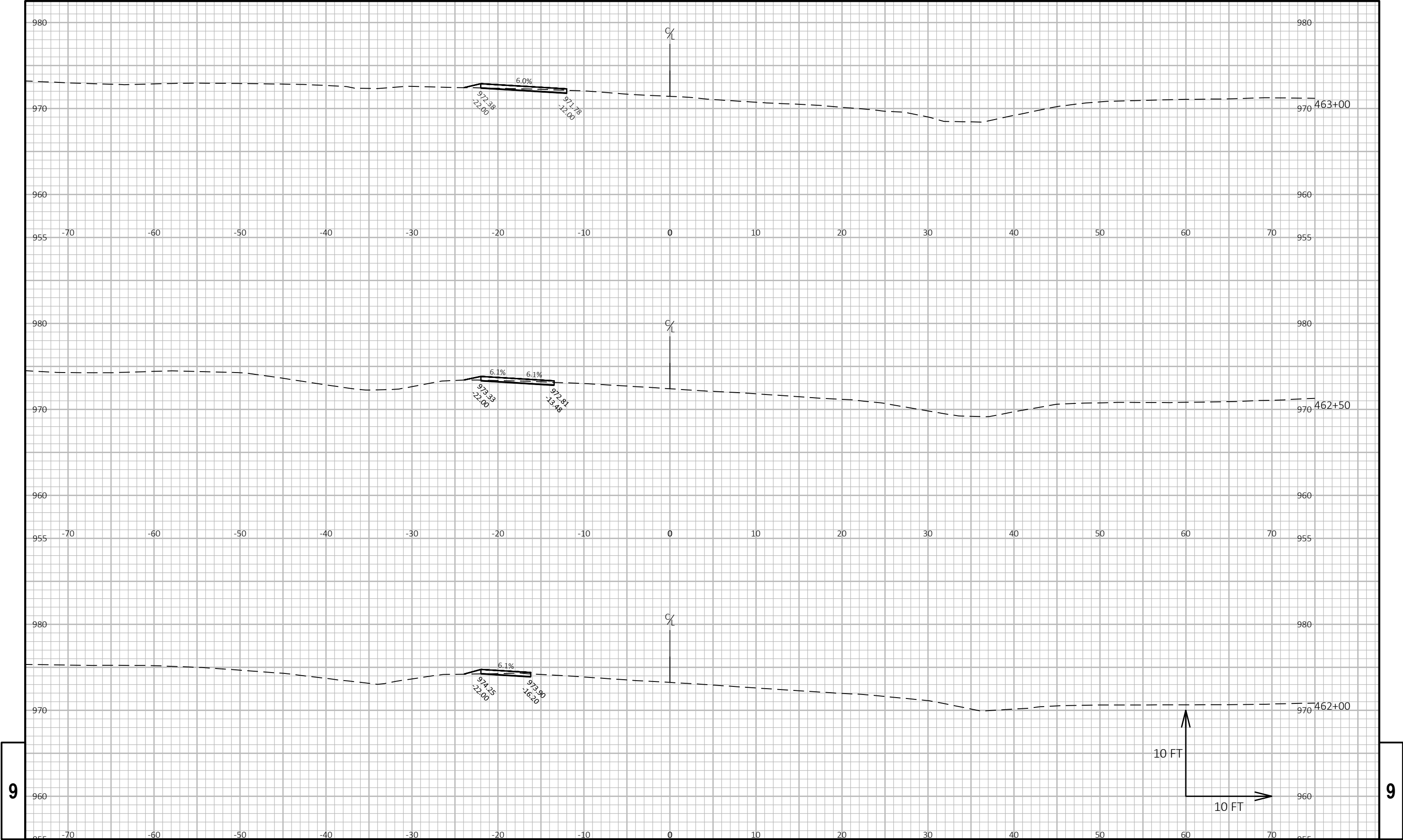
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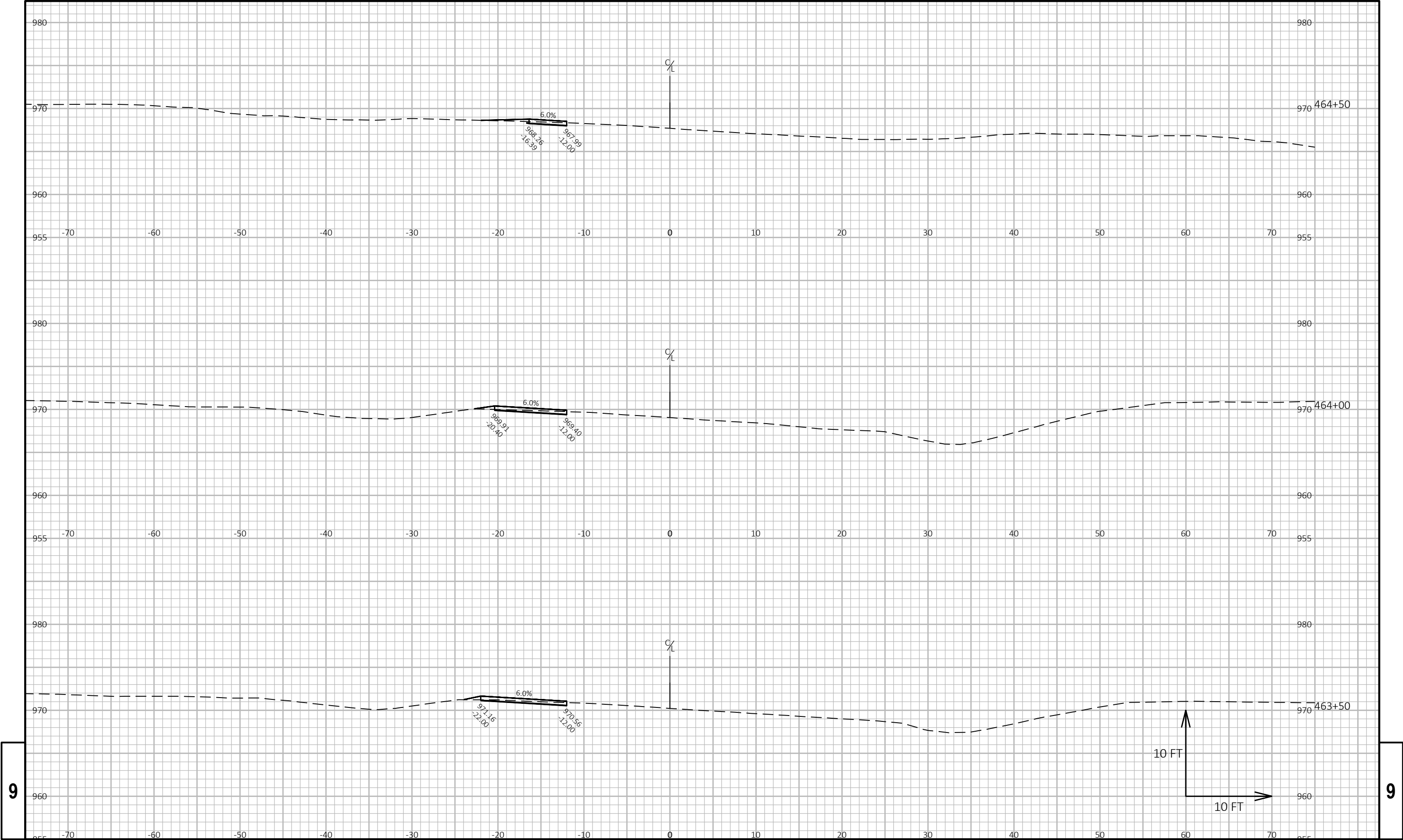
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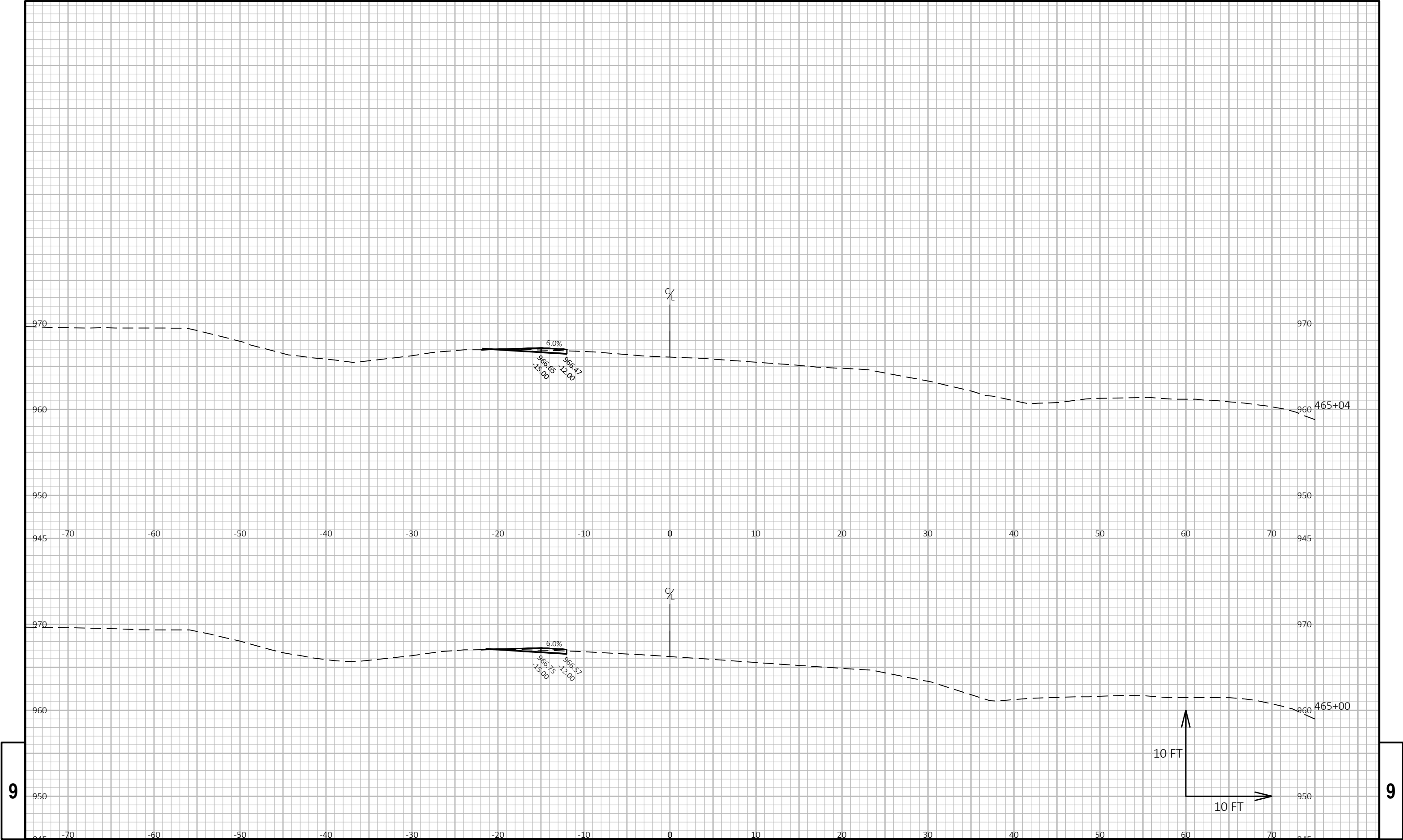
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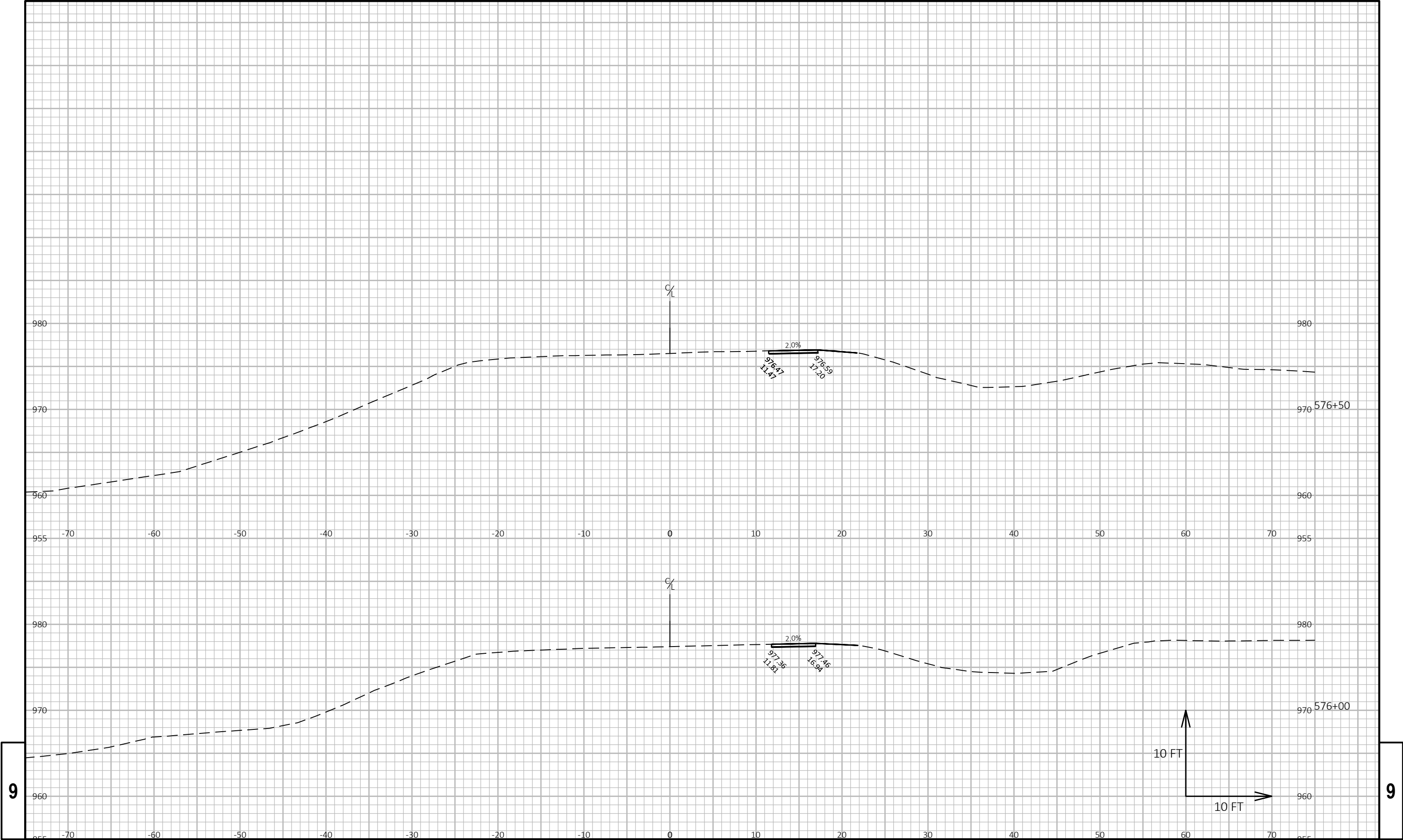
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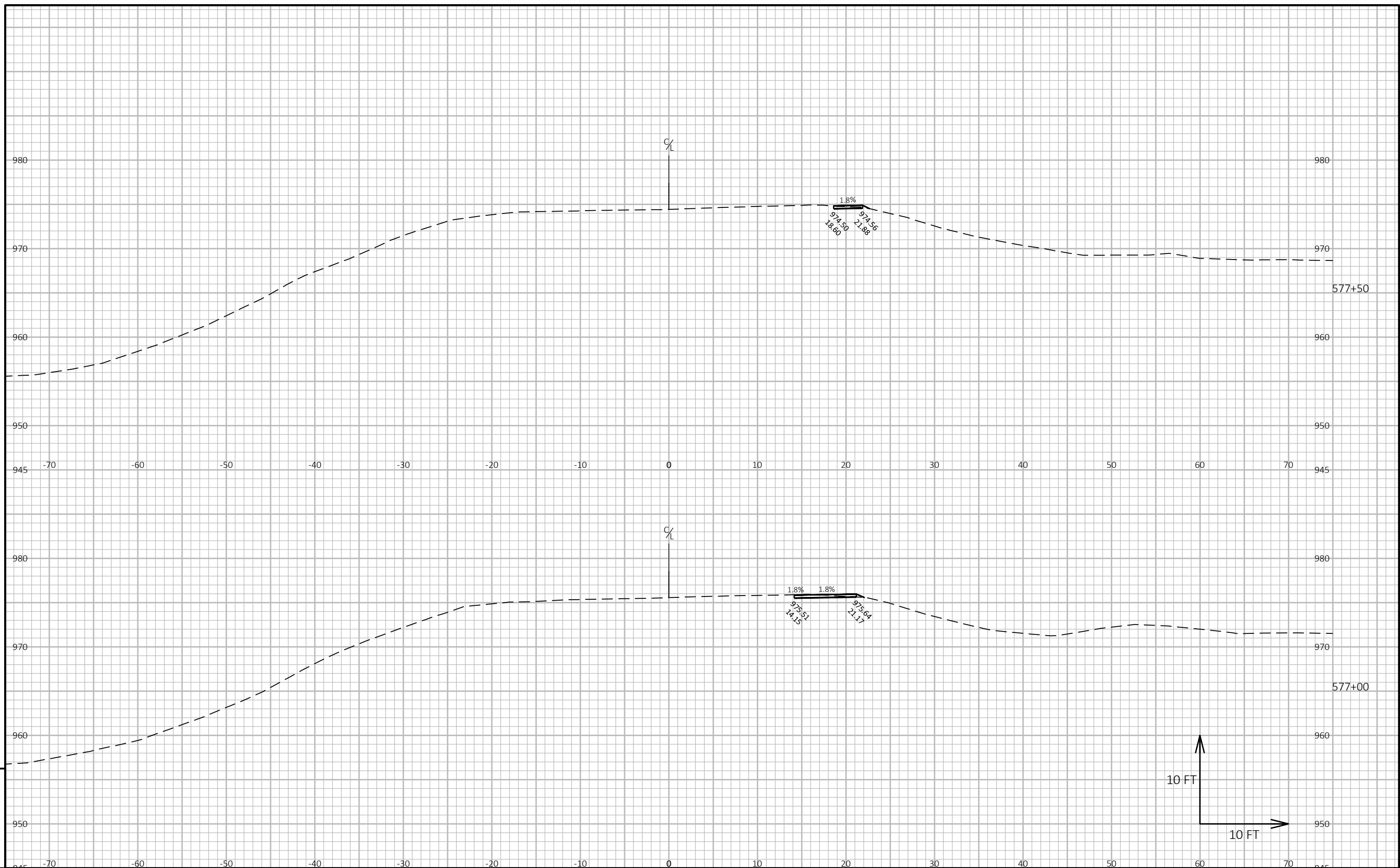
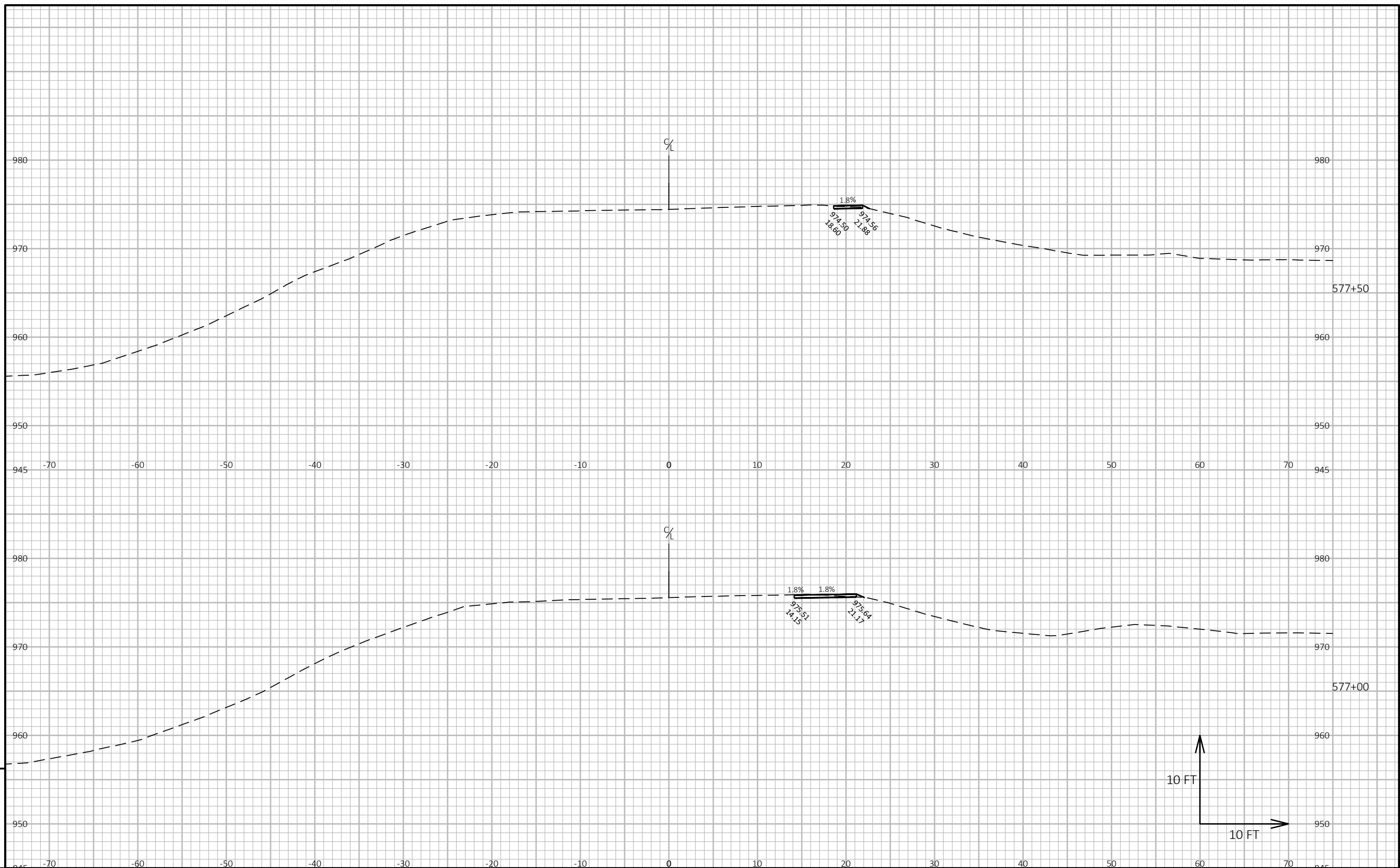
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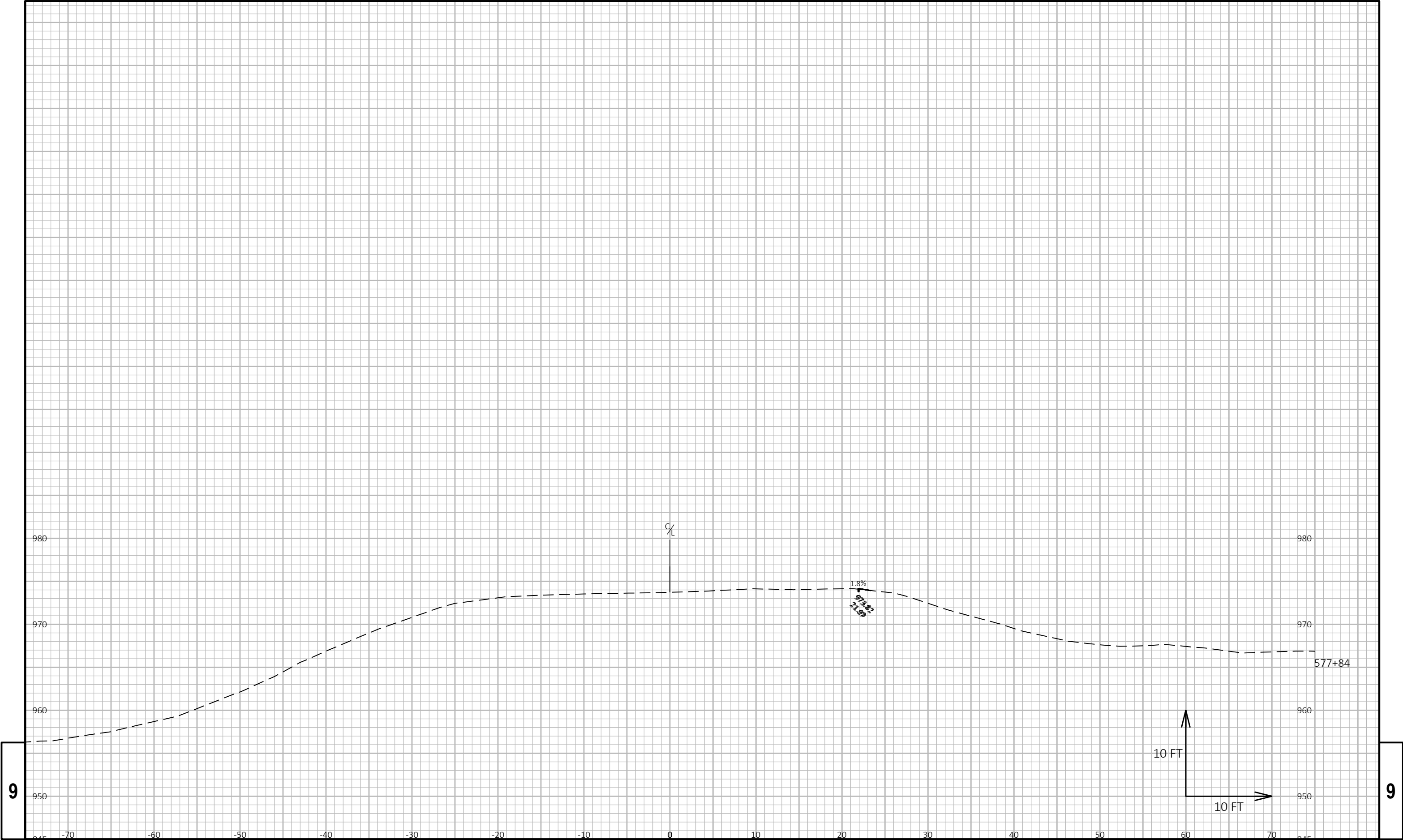


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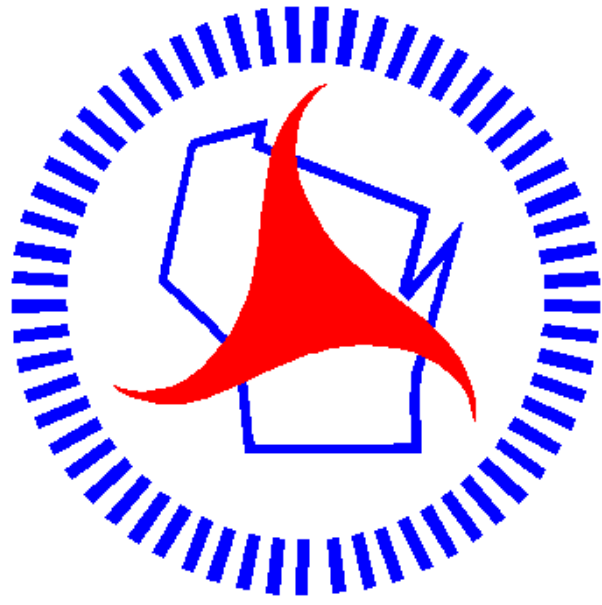
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PROJECT NO: 3110-08-70	HWY: STH 59	COUNTY: WAUKESHA	CROSS SECTIONS: RIGHT TURN LANE EXTENSION AT CORBY DR	SHEET 525	E
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Notes



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