LAX

PROJECT ID: 1640-03-73

WITH: 1640-03-78

COUNTY: RICHLAND

DECEMBER 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 = 410

03

N

DESIGN DESIGNATION 1640-03-03

A.A.D.T.	(2026)	=	11,700
A.A.D.T.	(2046)	=	13,500
D.H.V.		=	1707
D.D.		=	59/41
T.		=	6.8%
DESIGN SPEED		=	40 MPH
ESALS		=	2,900,000

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 (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

RICHLAND CENTER - SPRING GREEN

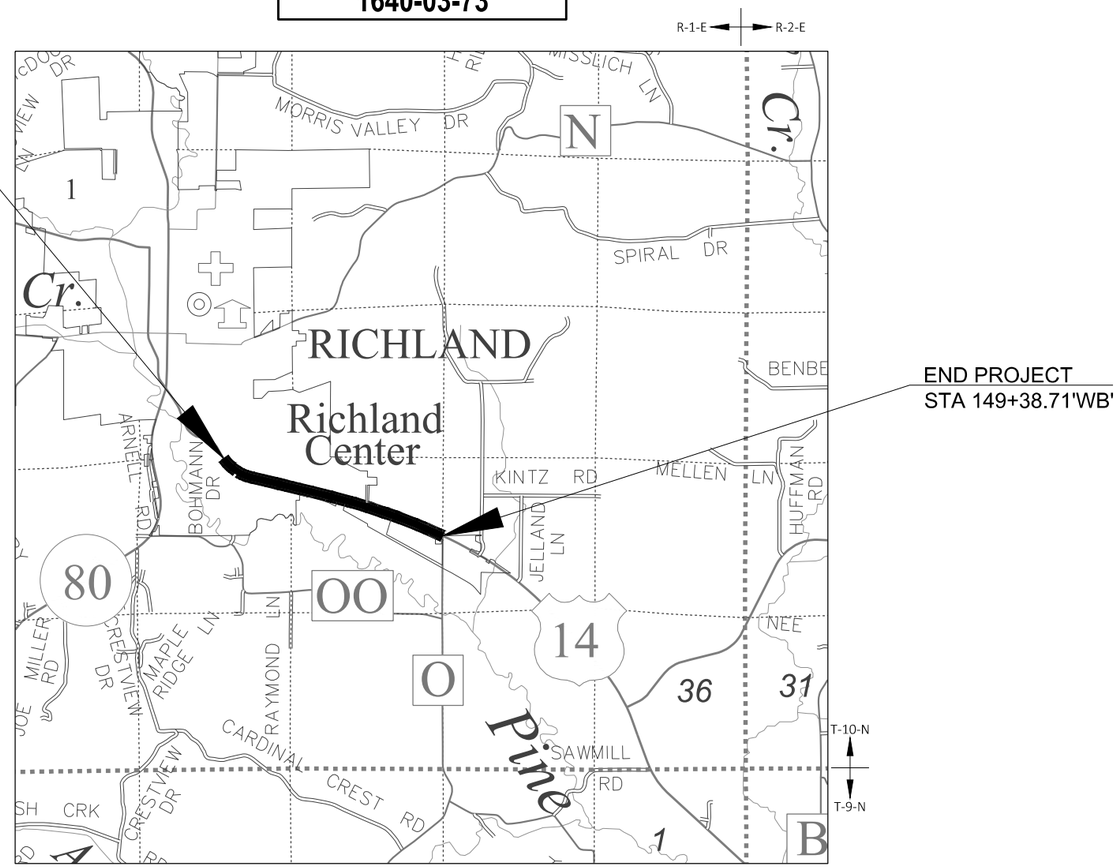
BOHMANN DRIVE TO CTH O

USH 14

RICHLAND COUNTY

STATE PROJECT NUMBER
1640-03-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1640-03-73	WISC 2026095	1



LAYOUT

SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 1.606 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RICHLAND COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

JT ENGINEERING

WISCONSIN PROFESSIONAL ENGINEER
JAY M HILLE
E-41450
OREGON
WI

DATE: 7/30/2025 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JT ENGINEERING, INC
Designer	JT ENGINEERING, INC
Project Manager	JERED LEX, P.E.
Regional Examiner	SW REGION
Regional Supervisor	BRIAN MEYER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 08/06/2025 (Signature)

E

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.

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

ANY REINFORCEMENT LOCATED IN EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING PAVEMENT ITEM, AND NO ADDITIONAL COMPENSATION WILL BE GRANTED.

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

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

ALL HMA PAVEMENT SHALL BE CONSTRUCTED IN A SINGLE LAYER.

TACK COAT APPLICATION RATES ARE BASED ON 0.07 GAL/SY ON MILLED SURFACES.

CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE QUANTITY OF ITEMS FOR EROSION CONTROL PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

PROTECT DQ5156 GPS AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM DQ5156. DQ5156 IS LOCATED AT APPROXIMATELY STA 145+58.8 'WB', -87' LT. ENSURE THAT DQ5156 GPS IS/ARE NOT DISTURBED, BUMPED OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF DQ5156 GPS IS/ARE DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

UTILITY CONTACTS

DOUG VOSBERG
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
DVOSBERG@ATCLLC.COM

PATRICK MCINTYRE
ALLIANT ENERGY - ELECTRICITY
900 PRAIRIE AVENUE
SPRING GREEN, WI 53588
PATRICKMCINTYRE@ALLIANTENERGY.COM

STEVE KRUEGER
CITY UTILITIES RICHLAND CENTER - WATER
PO BOX 312
RICHLAND CENTER, WI 53581
PHONE: (608) 647-4226
MOBILE: (608) 604-1048
SKRUEGER@CITYUTILITIESOFRC.COM

BRANDON KINNEY
GENUINE TELECOM - COMMUNICATION LINE
430 W UNION ST STE 3
RICHLAND CENTER, WI 53581
PHONE: (608) 647-2345
MOBILE: (608) 604-6062
BKINNEY@GENUINETEL.COM

NEIL HUNTAMER
SPECTRUM - COMMUNICATION LINE
315 KING STREET
DODGEVILLE, WI 53533
PHONE: (608) 219-1321
NEIL.HUNTAMER@CHARTER.COM

SCOTT GALD
CITY UTILITIES RICHLAND CENTER - ELECTRICITY
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SGALD@CITYUTILITIESOFRC.COM

CHRISTOPHER POLLACK
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
521 N 4TH ST
WAUSAU, WI 54403
PHONE: (715) 847-1240
CHRISTOPHER.POLLACK@FTR.COM

KYLE SCHUELKE
WE ENERGIES - GAS/PETROLEUM
315 WILLIAM STREET
WATERTOWN, WI 53094
PHONE: (262) 365-6448
MOBILE: (920) 366-5392
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

TODD FISCHER
CITY UTILITIES RICHLAND CENTER - SEWER
PO BOX 312
RICHLAND CENTER, WI 53556
PHONE: (608) 647-3917
MOBILE: (608) 604-4917
RCWWRC@MWT.NET

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 28.87 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 18.32 ACRES

SECTION 2 SHEET ORDER

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVEMENT GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
PEDESTRIAN ACCOMODATIONS

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

DESIGN CONTACTS

JERED LEX
WISDOT SOUTHWEST REGION
LA CROSSE OFFICE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
(608) 785-9956
JERED.LEX@DOT.WI.GOV

JAY HILLE
JT ENGINEERING, INC.
281 W NETHERWOOD RD, SUITE 1
OREGON, WI 53575
(608) 515-5325
JAYH@JT-ENGINEERING.COM

SURVEY CONTACTS

TODD RUMMLER
RICHLAND COUNTY SURVEYOR
RICHLAND COUNTY COURTHOUSE
C/O REGISTER OF DEEDS OFFICE
P.O. BOX 337
RICHLAND CENTER, WI 53581
(608) 647-9050
TODDRUMMLER@DRIFTLESSAREALLC.COM

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WISDOT SW REGION
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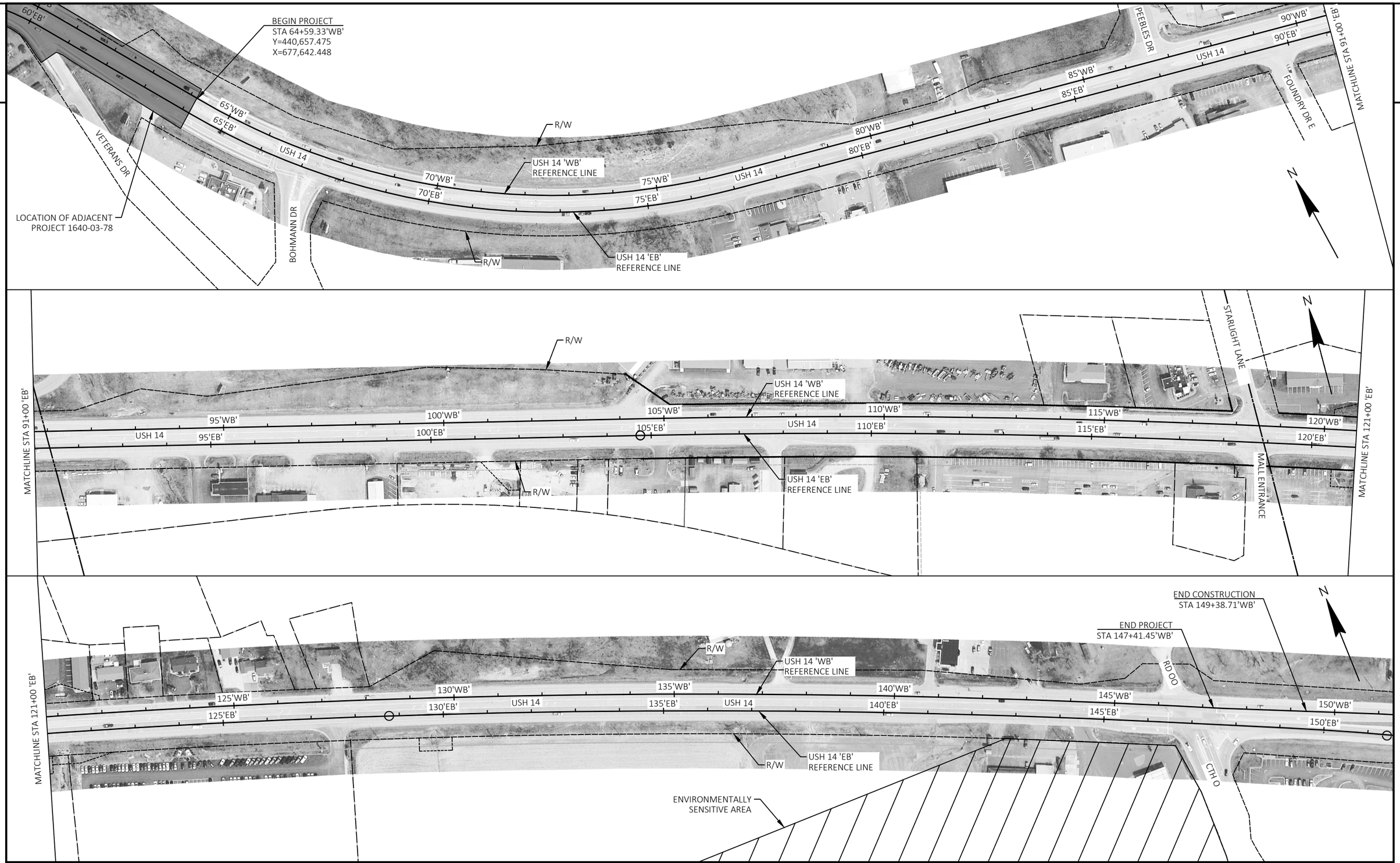
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-7918
JEROD.ALVAREX@DOT.WI.GOV

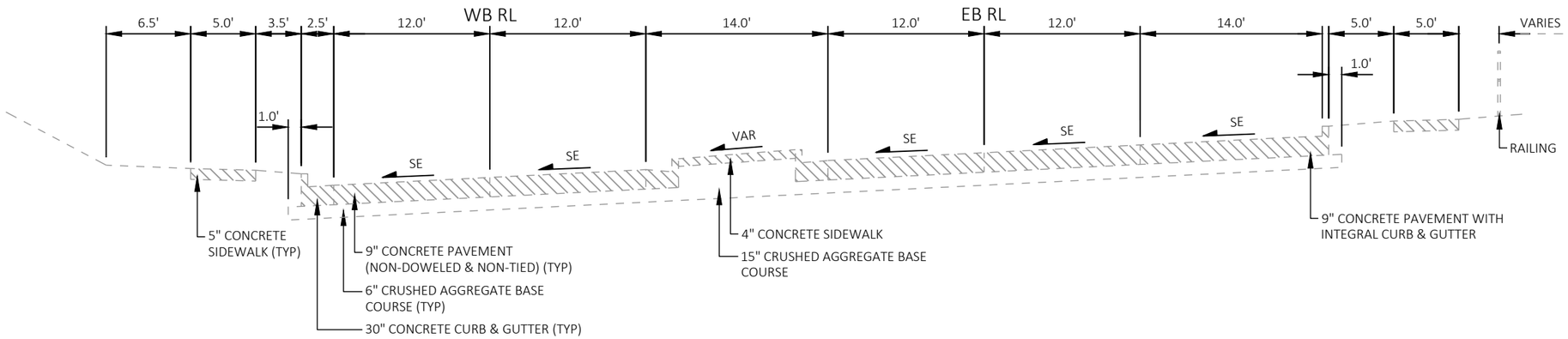
JACOB ROCKWEILER
WISDOT HMOD PROGRAM MANAGER
3502 KINSMAN BLVD
MADISON, WI 53704
(608) 516-6362
JACOB.ROCKWIELER@DOT.WI.GOV

WISCONSIN DNR LIAISON

ANDY BARTA
SOUTHWEST REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 235-2955
ANDREW.BARTA@WISCONSIN.GOV

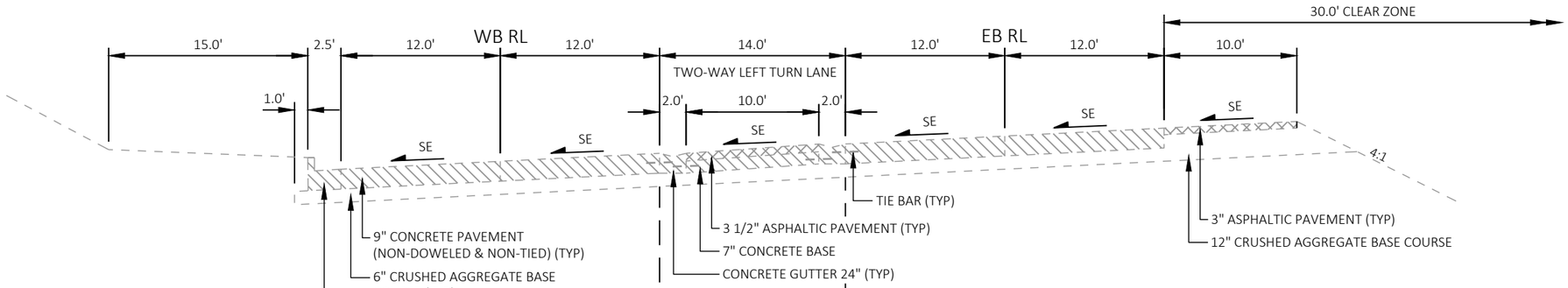


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET 3	E



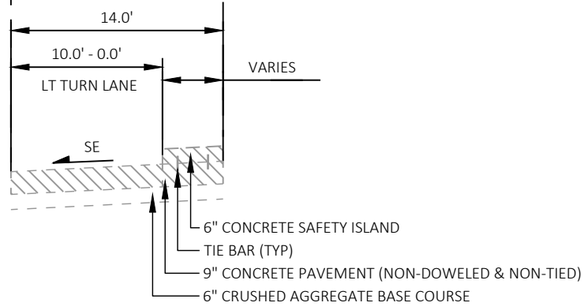
TYPICAL EXISTING SECTION

USH 14
STA 64+33.94 'WB' TO STA 66+38.80 'WB'



TYPICAL EXISTING SECTION

USH 14
STA 66+38.80 'WB' TO STA 78+17.85 'WB'

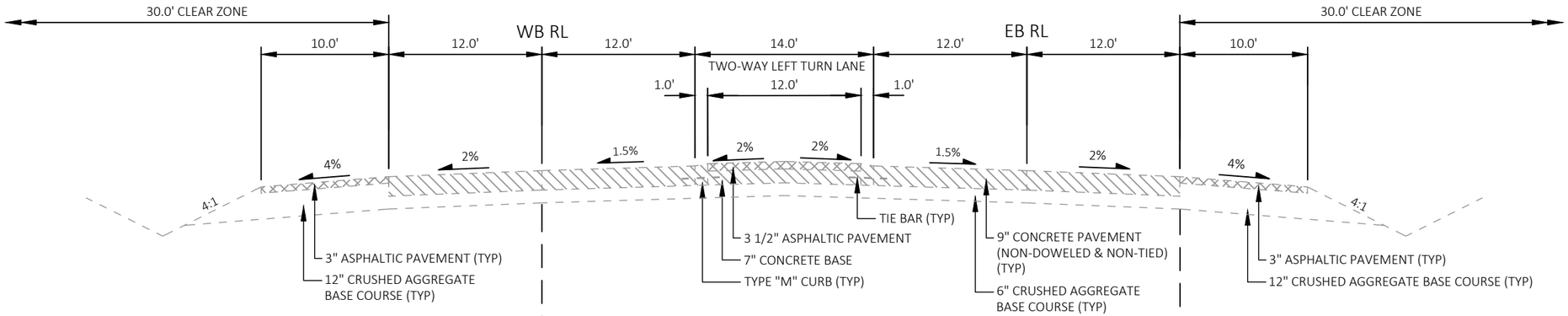


TYPICAL EXISTING SECTION

USH 14
STA 67+30.78 'WB' TO STA 71+76.07 'WB'

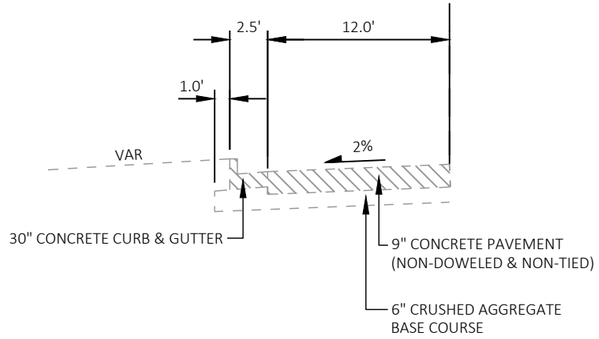
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 01-Existing
PLOT DATE : 6/4/2025 2:17 PM PLOT BY : DERRICK THOMAS PLOT NAME : PLOT SCALE : 1:10



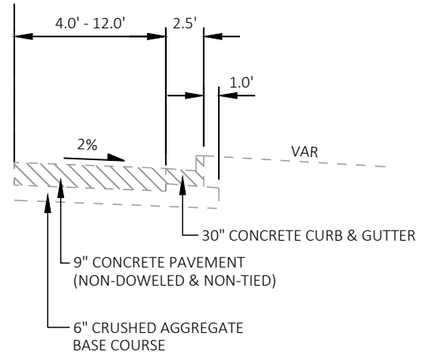
TYPICAL EXISTING SECTION

USH 14
STA 78+17.85 'WB' TO STA 83+30.34 'WB'
STA 92+75.75 'WB' TO STA 114+89.58 'WB'
STA 121+83.47 'WB' TO STA 145+15.19 'WB



TYPICAL EXISTING SECTION

USH 14
STA 78+17.85 'WB' TO STA 83+56.22 'WB'
STA 104+67.11 'WB' TO STA 114+89.58 'WB'
STA 121+83.47 'WB' TO STA 129+69.93 'WB'

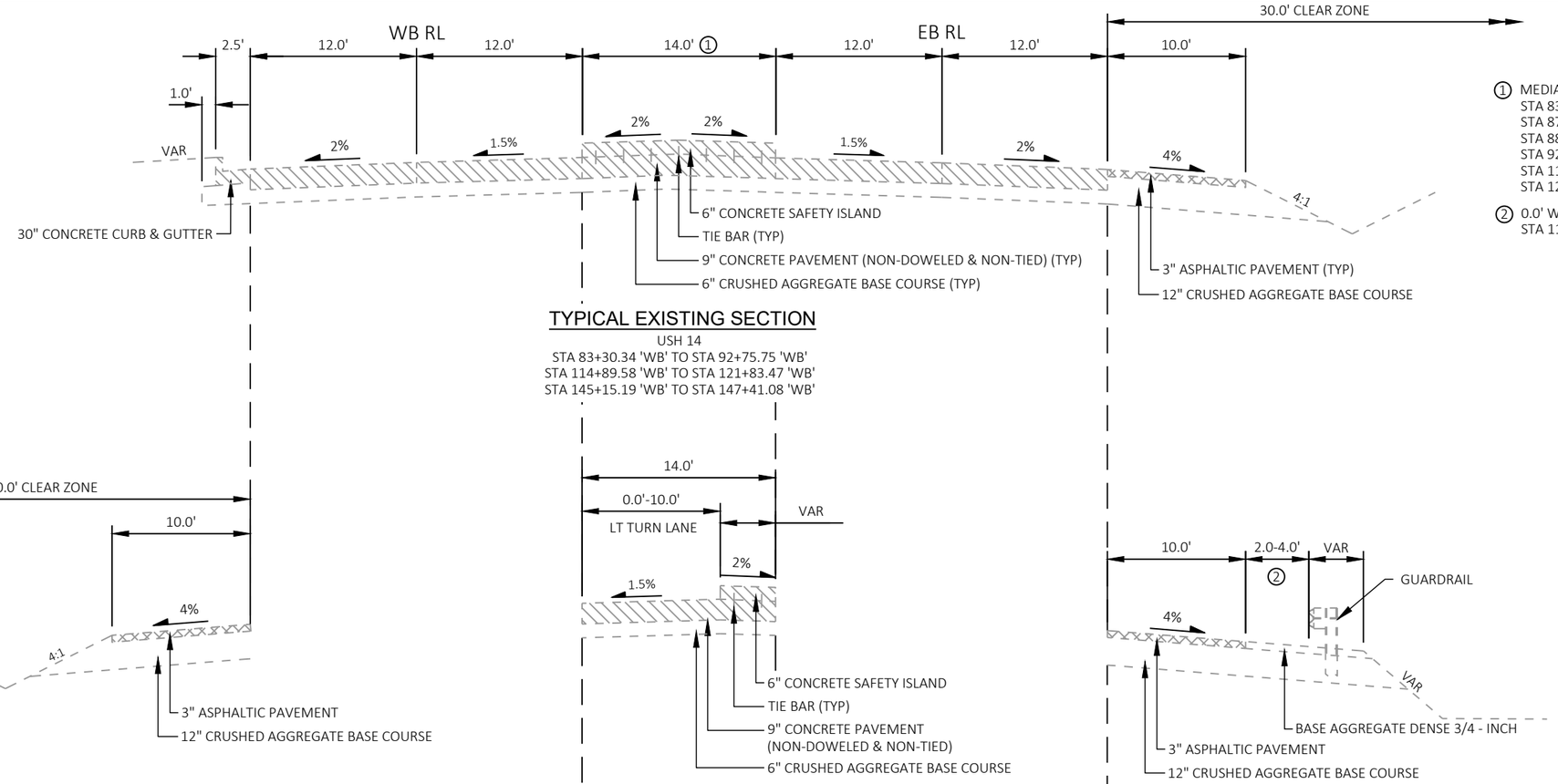


TYPICAL EXISTING SECTION

USH 14
STA 141+19.94 'EB' TO STA 145+11.10 'EB'

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02-Existing
PLOT DATE : 6/4/2025 2:17 PM PLOT BY : DERRICK THOMAS PLOT NAME : PLOT SCALE : 1:10

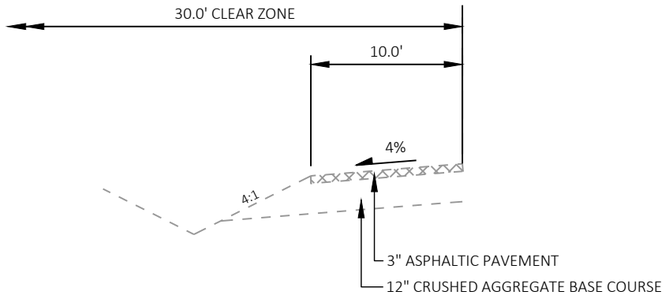


TYPICAL EXISTING SECTION

USH 14
STA 83+30.34 'WB' TO STA 92+75.75 'WB'
STA 114+89.58 'WB' TO STA 121+83.47 'WB'
STA 145+15.19 'WB' TO STA 147+41.08 'WB'

① MEDIAN WIDTH VARIES
STA 83+30.34 'WB' TO STA 84+24.50 'WB'
STA 87+01.67 'WB' TO STA 89+24.73 'WB'
STA 88+84.62 'WB' TO STA 89+14.25 'WB'
STA 92+17.24 'WB' TO STA 92+75.75 'WB'
STA 114+89.57 'WB' TO STA 115+97.68 'WB'
STA 120+75.56 'WB' TO STA 121+83.49 'WB'

② 0.0' WIDTH
STA 118+91.18 'EB' TO STA 121+54.91 'EB'

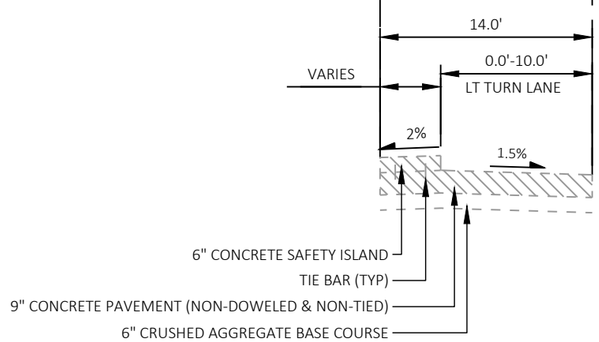


TYPICAL EXISTING SECTION

USH 14
STA 83+56.22 'WB' TO STA 92+75.75 'WB'

TYPICAL EXISTING SECTION

USH 14
STA 90+02.78 'WB' TO STA 91+95.81 'WB'
STA 118+90.76 'WB' TO STA 120+75.72 'WB'

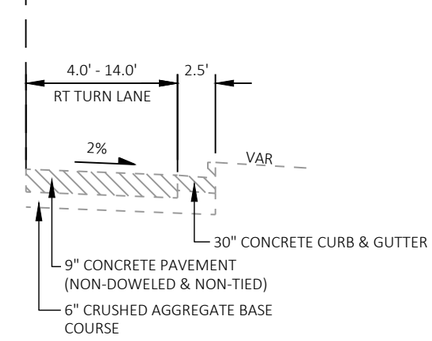


TYPICAL EXISTING SECTION

USH 14
STA 84+18.19 'WB' TO STA 86+07.35 'WB'
STA 115+97.86 'WB' TO STA 117+94.83 'WB'
STA 145+18.29 'WB' TO STA 146+30.94 'WB'

TYPICAL EXISTING SECTION

USH 14
STA 115+35.40 'EB' TO STA 118+54.33 'EB'
STA 118+91.18 'EB' TO STA 121+54.92 'EB'



TYPICAL EXISTING SECTION

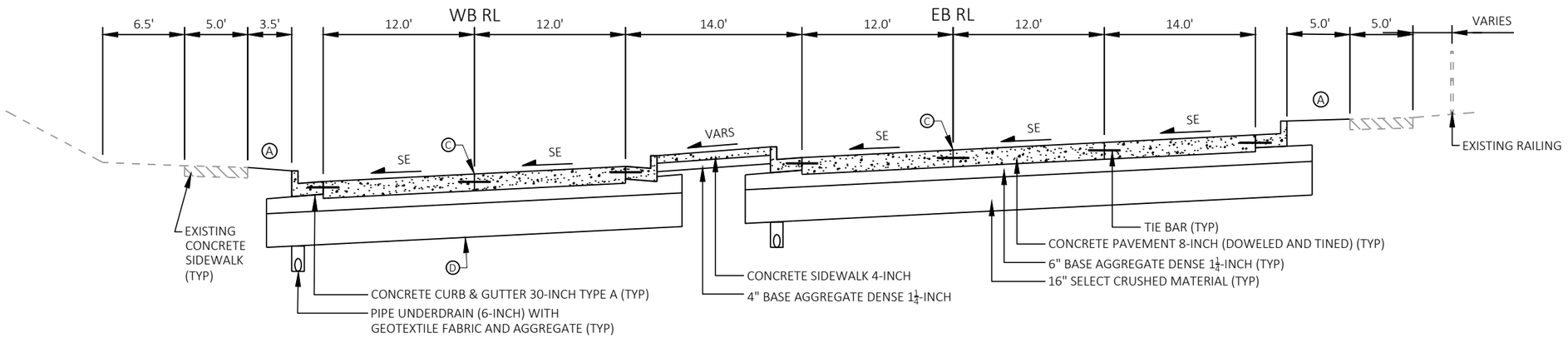
USH 14
STA 145+11.10 'EB' TO STA 146+46.41 'EB'

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 6	E

Ⓐ SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I TYPE B

Ⓒ POINT REFERRED TO ON PROFILE

Ⓓ POINT REFERRED TO ON CROSS SECTIONS



TYPICAL FINISHED SECTION

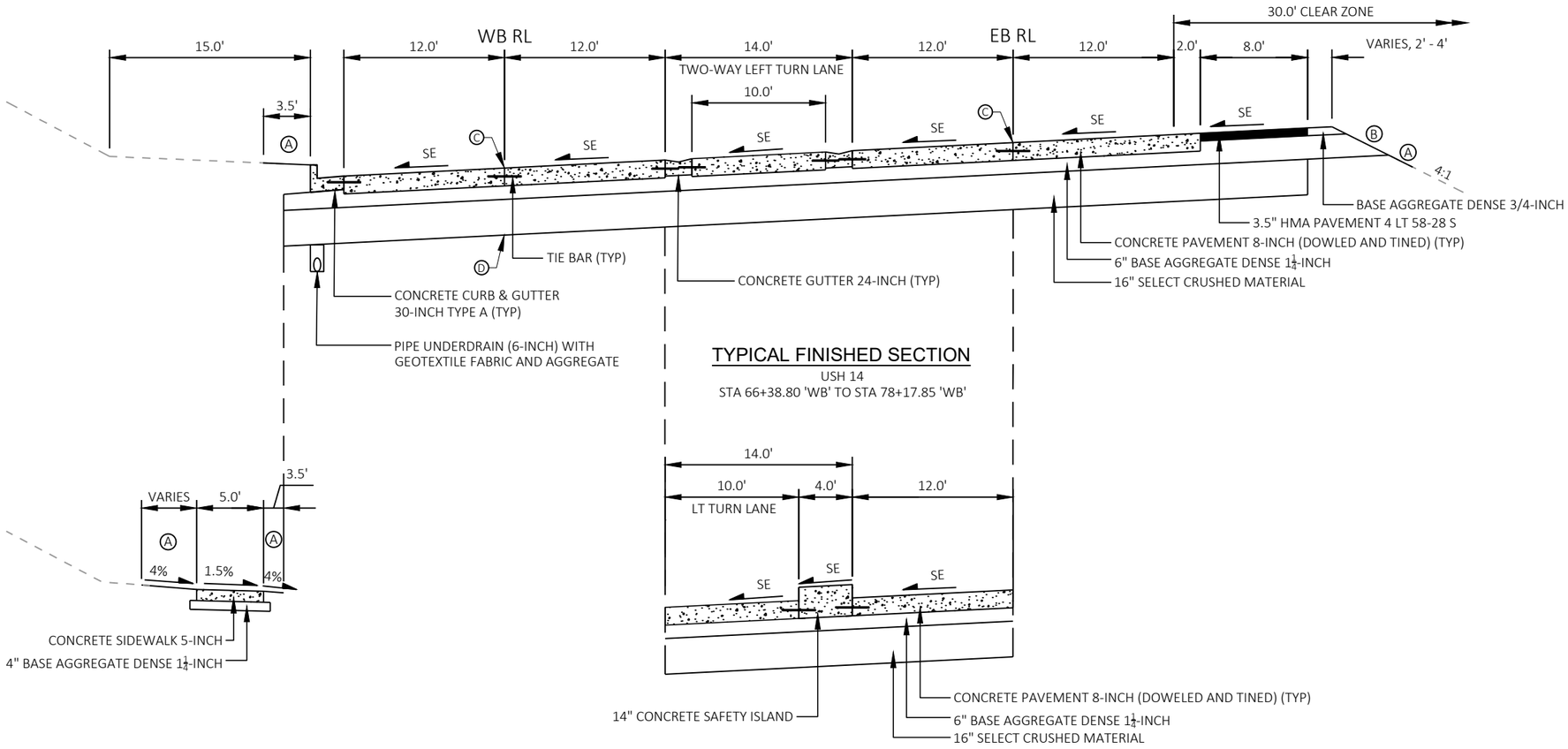
USH 14
STA 64+39.05 'WB' TO STA 66+38.80 'WB'

Ⓐ SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I TYPE B

Ⓑ SEED & FERTILIZER

Ⓒ POINT REFERRED TO ON PROFILE

Ⓓ POINT REFERRED TO ON CROSS SECTIONS



TYPICAL FINISHED SECTION

USH 14
STA 66+38.80 'WB' TO STA 78+17.85 'WB'

TYPICAL FINISHED SECTION - NEW SIDEWALK

USH 14
STA 66+15.59 'WB' TO STA 67+24.50 'WB'

TYPICAL FINISHED SECTION

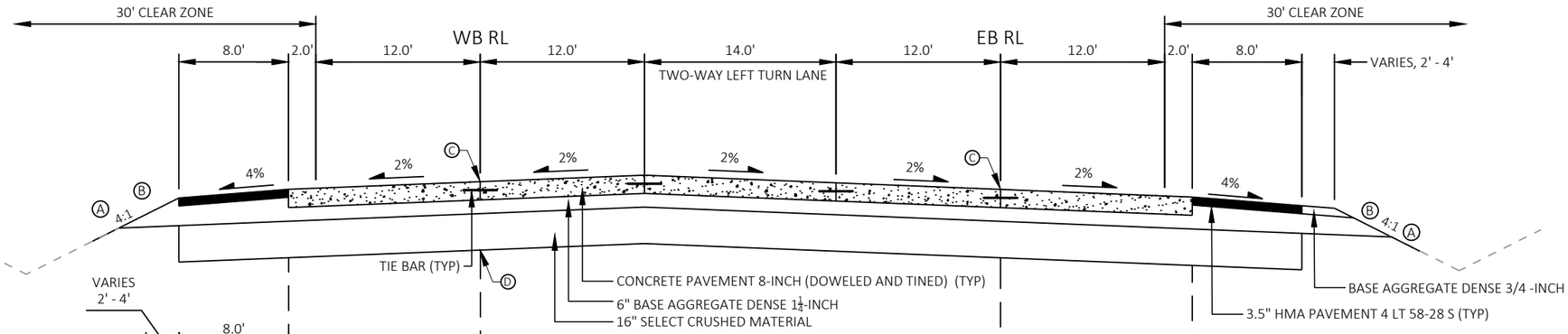
USH 14
STA 67+30.78 'WB' TO STA 69+88.45 'WB'

Ⓐ SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I TYPE B

Ⓑ SEED & FERTILIZER

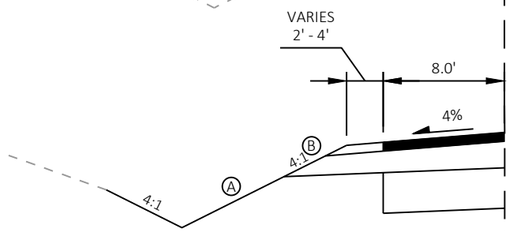
Ⓒ POINT REFERRED TO ON PROFILE

Ⓓ POINT REFERRED TO ON CROSS SECTIONS



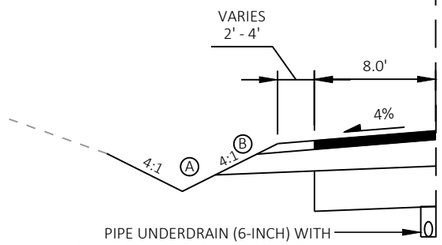
TYPICAL FINISHED SECTION

USH 14
STA 78+17.85 'WB' TO STA 147+68.71 'WB'



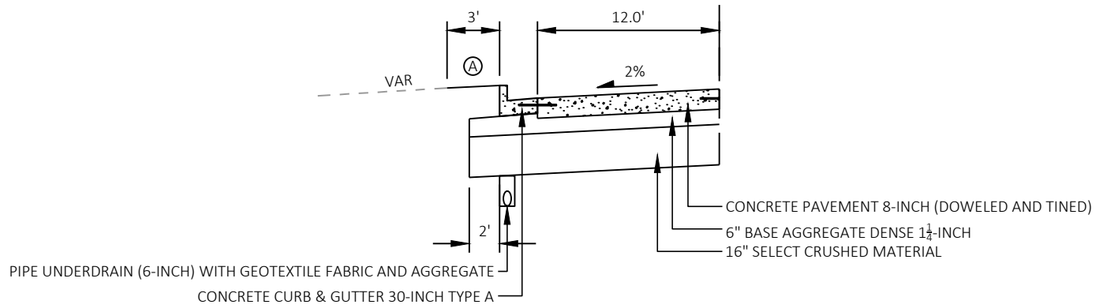
TYPICAL FINISHED SECTION

USH 14
STA 87+50.00 'WB' TO STA 92+50.00 'WB'



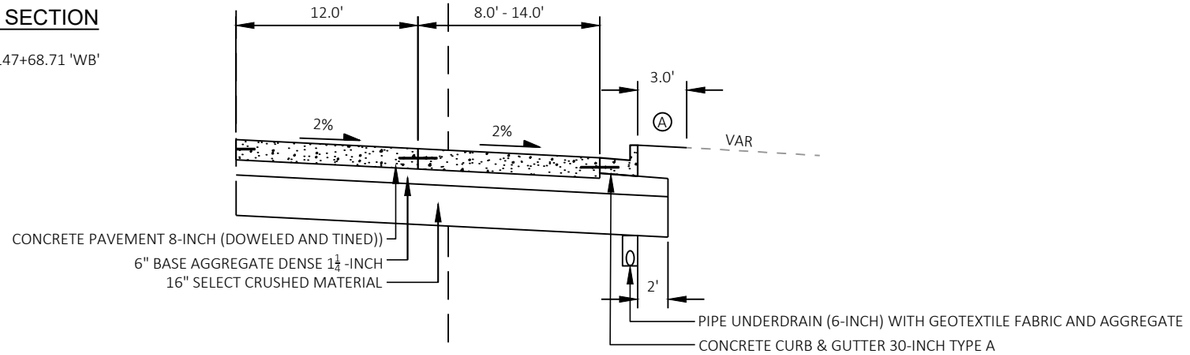
TYPICAL FINISHED SECTION

USH 14
STA 94+00.00 'WB' TO STA 104+67.11 'WB'



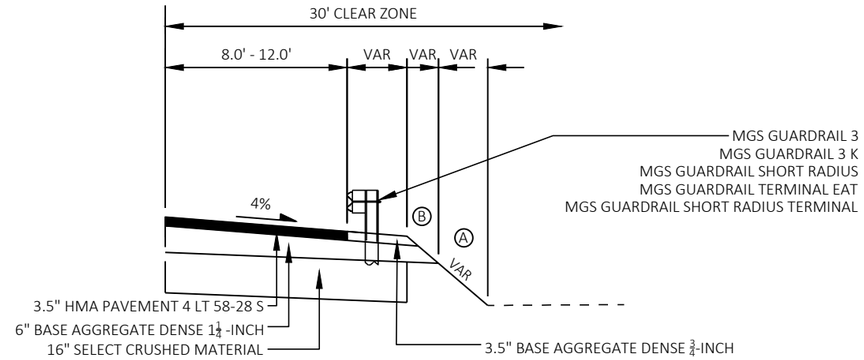
TYPICAL FINISHED SECTION

USH 14
STA 78+17.85 'WB' TO STA 83+56.22 'WB'
STA 104+67.11 'WB' TO STA 114+89.58 'WB'
STA 121+83.47 'WB' TO STA 129+69.93 'WB'
STA 145+15.19 'WB' TO STA 147+68.71 'WB'



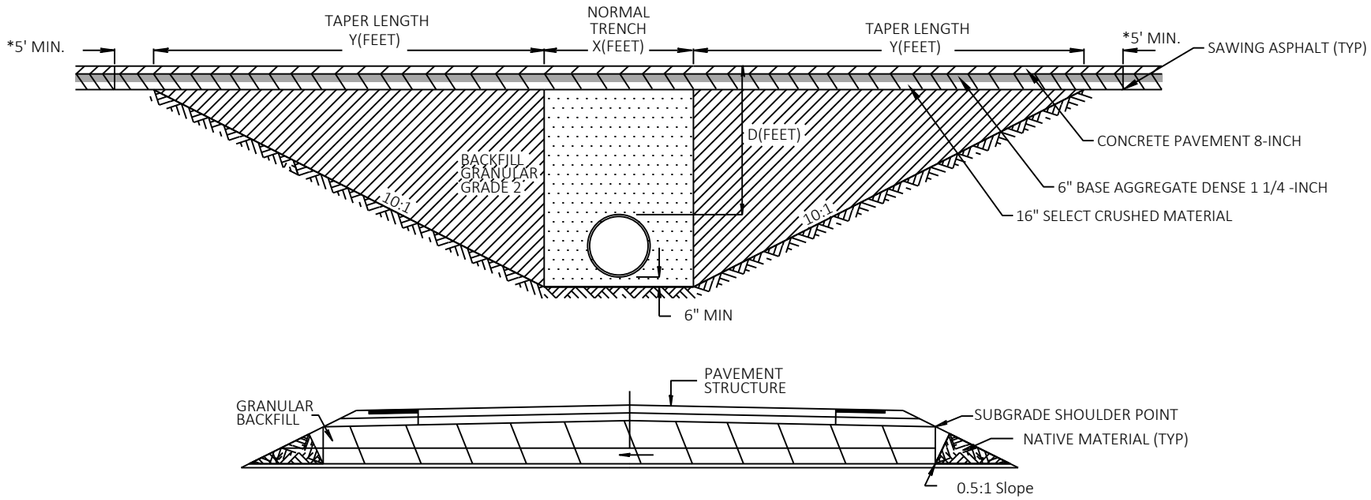
TYPICAL FINISHED SECTION

USH 14
STA 141+19.94 'EB' TO STA 146+57.63 'EB'



TYPICAL FINISHED SECTION

USH 14
STA 114+90.19 'EB' TO STA 118+10.81 'EB'
STA 118+91.18 'EB' TO STA 121+54.94 'EB'



CROSS DRAIN INSTALLATION DETAIL
FOR D ≤ 5'

STATION	DIAMETER	X(FT) MIN.	D(FT)	Y(FT)
103+53 'EB'	30"	4.75'	3.18'	42.63'

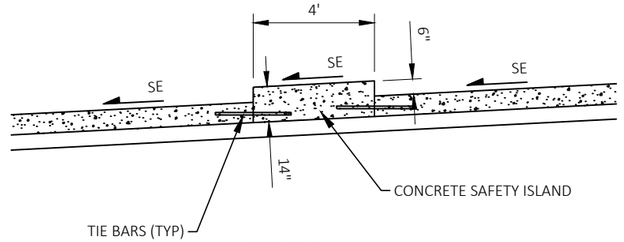
LEGEND

COMMON EXCAVATION & BACKFILL GRANULAR GRADE 2 PAID SEPARATELY

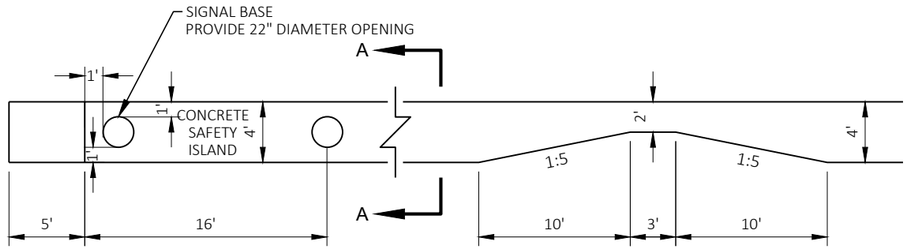
EXCAVATION & BACKFILL GRANULAR GRADE 2 INCIDENTAL TO STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH

BORING SUMMARY TABLE - FOR REFERENCE ONLY

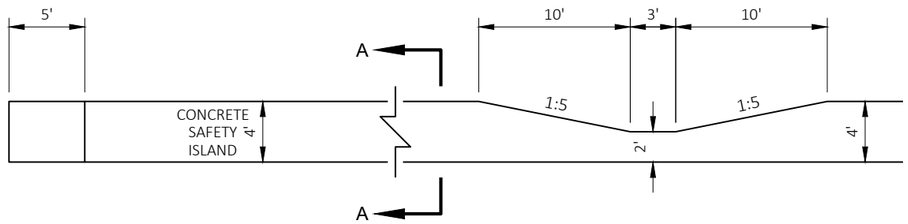
BORING NO.	DEPTH (FT)	STATION	OFFSET (FT)	CONCRETE (IN)	BASE COURSE (IN)	SUBGRADE	REMARKS
--	--	61+95'WB'					VETERANS DR
B-1	5.0	64+59'WB'	45 RT	5.25	5.50	SILTY SAND/CLAY	
--	--	68+29'WB'					BOHMANN DR
B-2	10.0	71+40'WB'	41 RT	9.50	2.00	CLAY/SILTY SAND	
B-3	5.0	75+15'WB'	43 RT	8.00	4.00	SAND	
B-4	10.0	79+38'WB'	54 RT	9.00	4.25	SAND	
--	--	90+99'WB'					FOUNDRY DR
B-5	5.0	93+00'WB'	43 RT	9.75	15.25	CLAY/SILTY SAND	
B-6	5.0	105+41'WB'	53 RT	8.25	7.25	CLAY	
B-7	5.0	116+60'WB'	43 RT	9.50	5.00	SILTY SAND	
B-8	5.0	130+01'WB'	53 RT	8.75	5.25	CLAY	
B-9	5.0	138+51'WB'	44 RT	9.50	5.00	SILTY SAND	
B-10	5.0	146+80'WB'	54 RT	9.50	5.00	SILTY SAND	
--	--	147+75'WB'					CTH O
--	--	147+75'WB'					CTH O
B-11	5.0	142+53'WB'	6 LT	9.00	11.25	SILTY SAND	
B-12	5.0	135+19'WB'	16 LT	9.00	6.00	CLAY	
B-13	5.0	120+40'WB'	6 LT	10.50	14.50	CLAY	
B-14	3.5	111+11'WB'	16 LT	10.00	4.00	CLAY	AUGER REFUSAL AT 3.5 FT
B-15	5.0	99+44'WB'	6 LT	9.00	6.50	SILTY SAND/CLAY	
--	--	88+09'WB'					PEEBLES DR
B-16	5.0	85+08'WB'	16 LT	9.50	10.75	SILTY SAND	
B-17	5.0	78+85'WB'	16 LT	10.00	9.00	SILTY SAND	
B-18	6.5	73+36'WB'	6 LT	9.00	9.00	SILTY GRAVEL/SAND	AUGER REFUSAL AT 6.5 FT
B-19	10.0	67+23'WB'	16 LT	10.00	6.75	SILTY SAND	
B-20	5.0	63+22'WB'	6 LT	12.50	2.50	SAND	
--		61+95'WB'					VETERANS DR



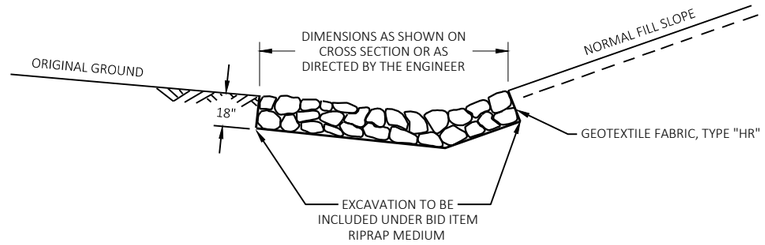
SECTION A-A



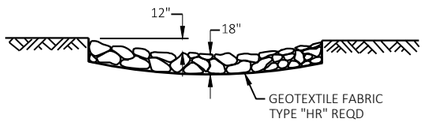
CONCRETE SAFETY ISLAND
USH 14
STA 67+30.78 'WB' TO STA 69+88.45 'WB'



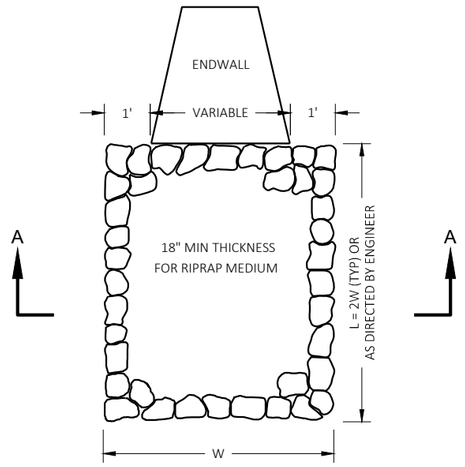
CONCRETE SAFETY ISLAND
USH 14
STA 147+44.25 'WB' TO STA 149+38.71 'WB'



DETAIL FOR RIPRAP MEDIUM IN DITCHES

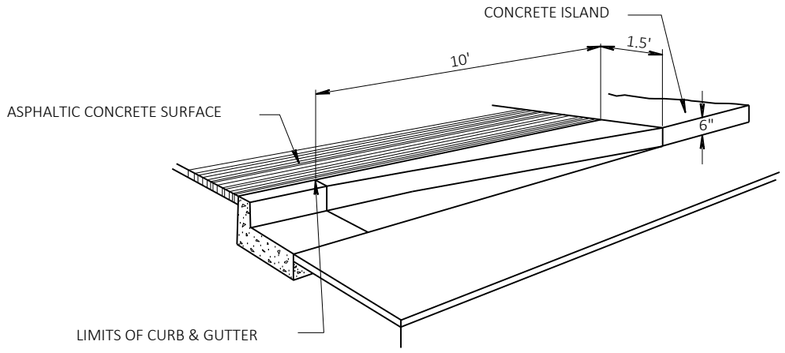


SECTION A-A

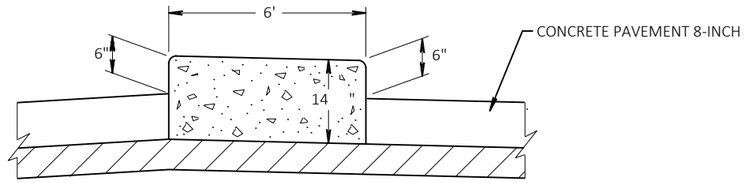


RIPRAP MEDIUM TREATMENT AT CULVERTS

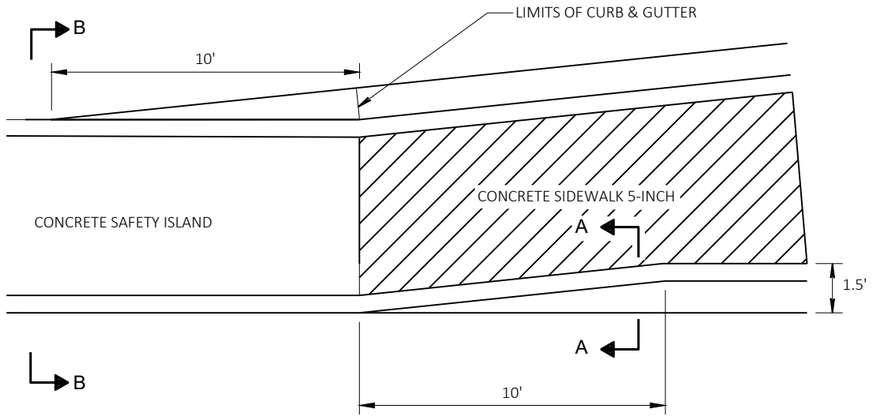
2



SECTION A-A



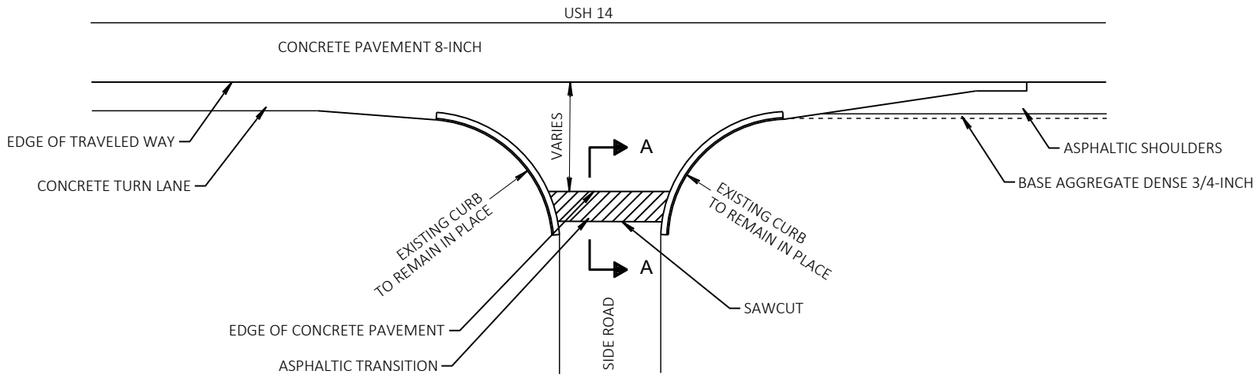
SECTION B-B



CONCRETE SAFETY ISLAND

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET 12	E

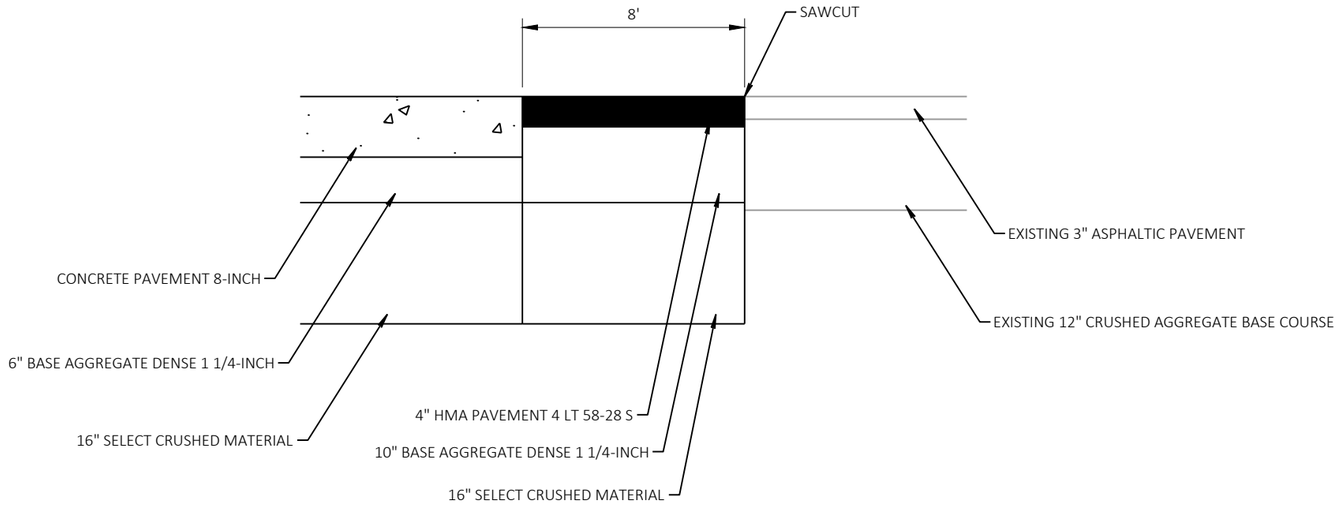
2



SIDE ROAD PLAN VIEW

SIDE ROAD LOCATIONS

BOHMANN DR
PEEBLES DR
FOUNDRY DR E
CTH O
RD OO

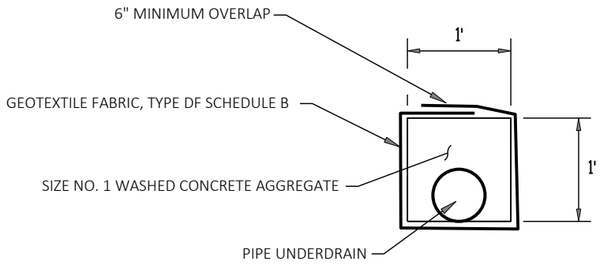


SECTION A - A

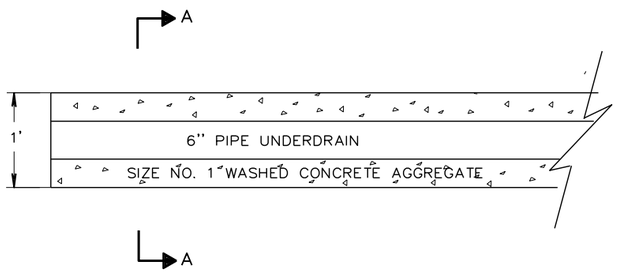
ASPHALTIC TRANSITION DETAIL

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 07
PLOT DATE : 7/30/2025 4:54 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1:10

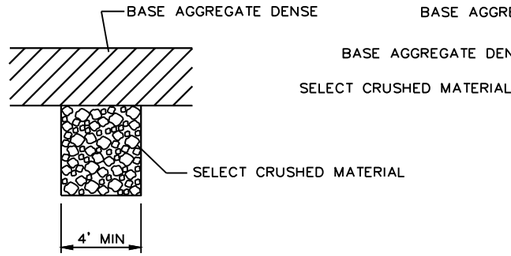


SECTION A–A

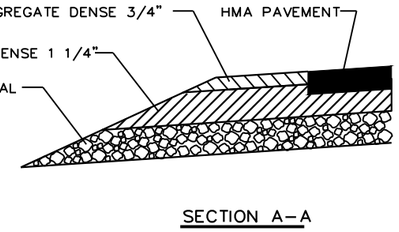


PLAN VIEW

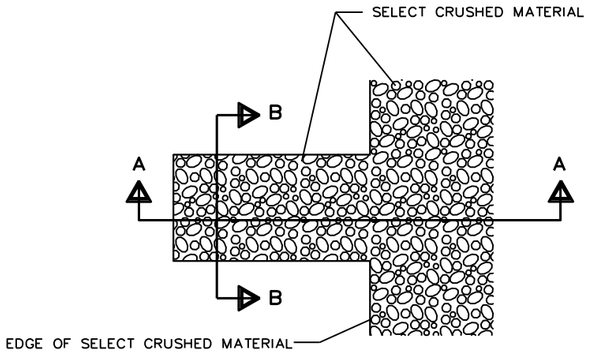
PIPE UNDERDRAIN (6–INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE DETAIL



SECTION B–B



SECTION A–A



FRENCH DRAIN LOCATIONS

LT	RT
STA 87+50	STA 80+25
STA 90+00	STA 82+50
STA 92+50	STA 85+00
STA 94+00	STA 87+50
STA 129+75	STA 90+00
STA 136+00	STA 92+50
STA 137+75	STA 95+00
STA 140+00	STA 97+50
STA 142+50	STA 100+00
STA 145+00	STA 102+50
	STA 103+20
	STA 105+50
	STA 110+00
	STA 112+50
	STA 113+76
	STA 116+25
	STA 117+50
	STA 120+00
	STA 122+50
	STA 123+50
	STA 127+75
	STA 129+54
	STA 132+00
	STA 134+50
	STA 137+00
	STA 139+50

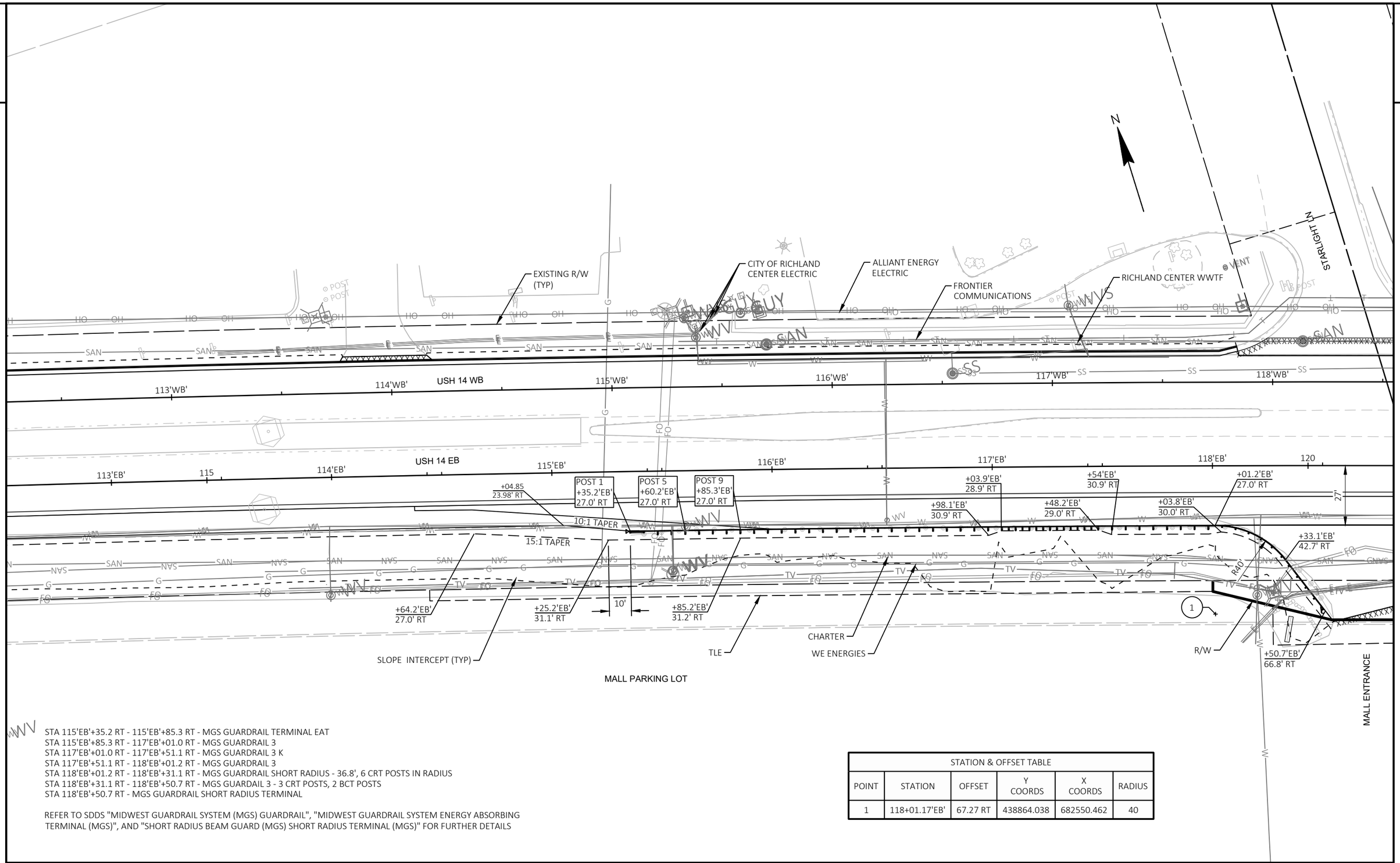
DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250' AND AT EACH SAG VERTICAL CURVE IN THE PROFILE OR AS DIRECTED BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL

DO NOT COVER SELECT CRUSHED MATERIAL WITH TOPSOIL

2



STA 115'EB'+35.2 RT - 115'EB'+85.3 RT - MGS GUARDRAIL TERMINAL EAT
STA 115'EB'+85.3 RT - 117'EB'+01.0 RT - MGS GUARDRAIL 3
STA 117'EB'+01.0 RT - 117'EB'+51.1 RT - MGS GUARDRAIL 3 K
STA 117'EB'+51.1 RT - 118'EB'+01.2 RT - MGS GUARDRAIL 3
STA 118'EB'+01.2 RT - 118'EB'+31.1 RT - MGS GUARDRAIL SHORT RADIUS - 36.8', 6 CRT POSTS IN RADIUS
STA 118'EB'+31.1 RT - 118'EB'+50.7 RT - MGS GUARDAIL 3 - 3 CRT POSTS, 2 BCT POSTS
STA 118'EB'+50.7 RT - MGS GUARDRAIL SHORT RADIUS TERMINAL

REFER TO SDDS "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)", AND "SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)" FOR FURTHER DETAILS

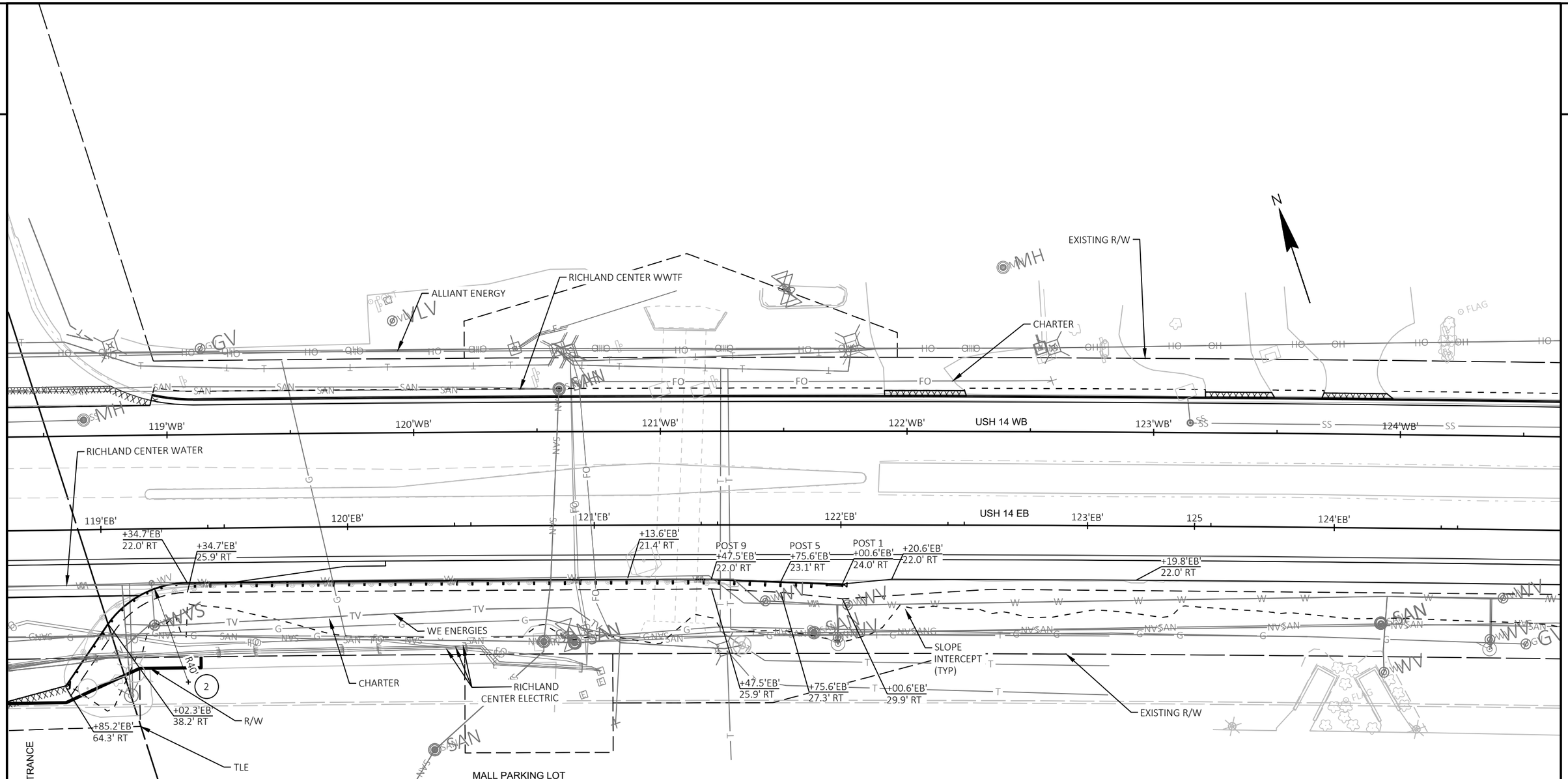
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	118+01.17'EB'	67.27 RT	438864.038	682550.462	40

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CONSTRUCTION DETAIL - BEAM GUARD	SHEET 15	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021001-BG-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2025 3:11 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

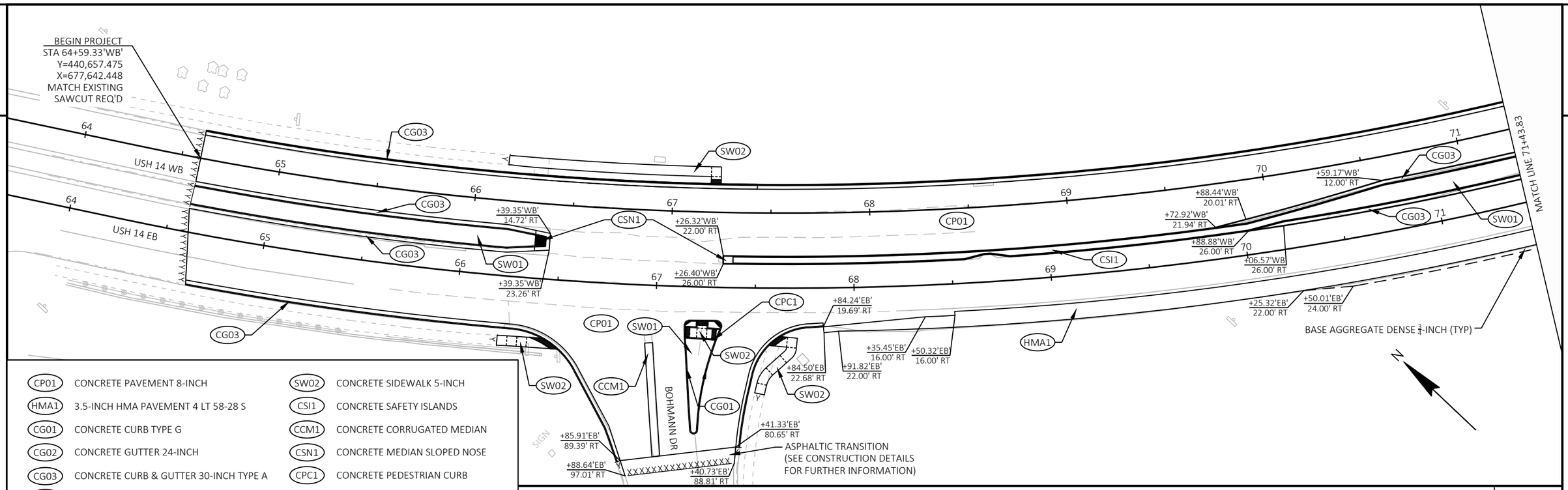


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
2	119+34.73'EB'	62.27 RT	438829.184	682679.082	40

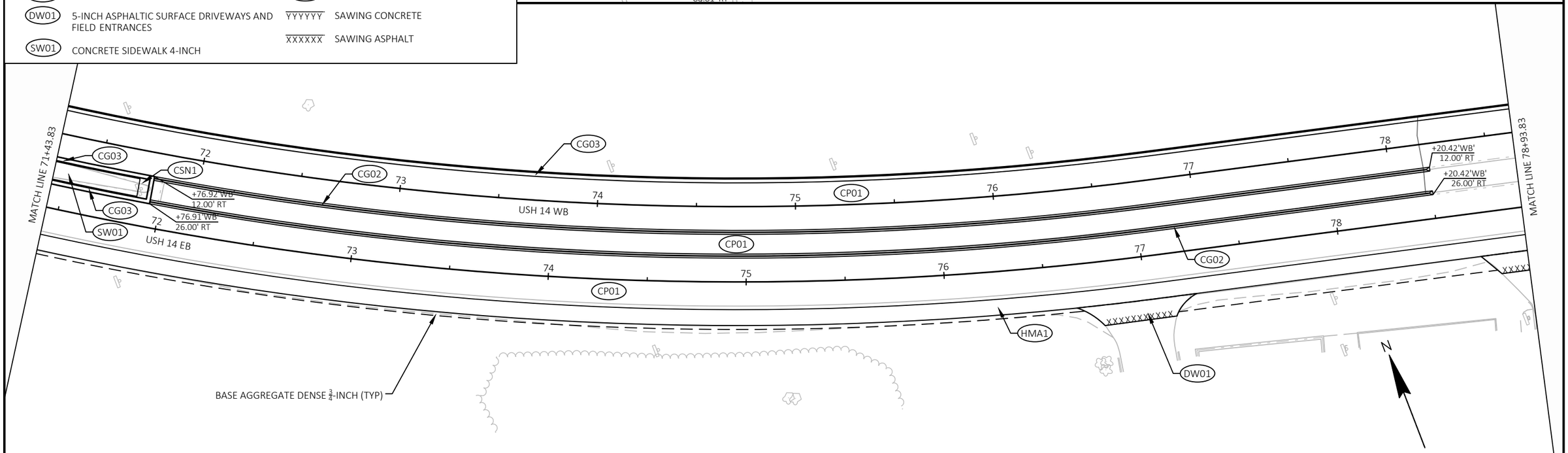
STA 118'EB'+85.2 RT - MGS GUARDRAIL SHORT RADIUS TERMINAL
STA 118'EB'+85.2 RT - 119'EB'+02.3 RT - MGS GUARDRAIL 3 - 3 CRT POSTS, 2 BCT POSTS
STA 119'EB'+02.3 RT - 119'EB'+34.7 RT - MGS GUARDRAIL SHORT RADIUS - 38.9', 6 CRT POSTS IN RADIUS
STA 119'EB'+34.7 RT - 121'EB'+47.5 RT - MGS GUARDRAIL 3
STA 121'EB'+47.5 RT - 122'EB'+00.6 RT - MGS GUARDRAIL TERMINAL EAT

REFER TO SDDS "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL", "MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)", AND "SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)" FOR FURTHER DETAILS

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CONSTRUCTION DETAIL - BEAM GUARD	SHEET 16	E



CP01	CONCRETE PAVEMENT 8-INCH	SW02	CONCRETE SIDEWALK 5-INCH
HMA1	3.5-INCH HMA PAVEMENT 4 LT 58-28 S	CSI1	CONCRETE SAFETY ISLANDS
CG01	CONCRETE CURB TYPE G	CCM1	CONCRETE CORRUGATED MEDIAN
CG02	CONCRETE GUTTER 24-INCH	CSN1	CONCRETE MEDIAN SLOPED NOSE
CG03	CONCRETE CURB & GUTTER 30-INCH TYPE A	CPC1	CONCRETE PEDESTRIAN CURB
DW01	5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	YYYYYY	SAWING CONCRETE
SW01	CONCRETE SIDEWALK 4-INCH	XXXXXX	SAWING ASPHALT



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 17	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02121-pd
PLOT DATE : 7/30/2025 3:34 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 78+93.83

VENT
POST
VENT
POST
DW01
CG03
+59.79'WB' -14.16' LT
+59.79'WB' -22.00' LT
CP01
+60.81'WB' -22.09' LT
+94.74'WB' -27.28' LT
+05.14'WB' -24.00' LT
79 80 81 82 83 84 85 86
CP01 USH 14 WB
79 80 81 82 83 84 85 86
USH 14 EB
DW01
DW01
BASE AGGREGATE DENSE ¾-INCH (TYP)
DW01
HMA1

CP01	CONCRETE PAVEMENT 8-INCH	SW02	CONCRETE SIDEWALK 5-INCH
HMA1	3.5-INCH HMA PAVEMENT 4 LT 58-28 S	CSI1	CONCRETE SAFETY ISLANDS
CG01	CONCRETE CURB TYPE G	CCM1	CONCRETE CORRUGATED MEDIAN
CG02	CONCRETE GUTTER 24-INCH	CSN1	CONCRETE MEDIAN SLOPED NOSE
CG03	CONCRETE CURB & GUTTER 30-INCH TYPE A	RRM	RIPRAP MEDIUM
DW01	5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	YYYYYY	SAWING CONCRETE
SW01	CONCRETE SIDEWALK 4-INCH	XXXXXX	SAWING ASPHALT

N

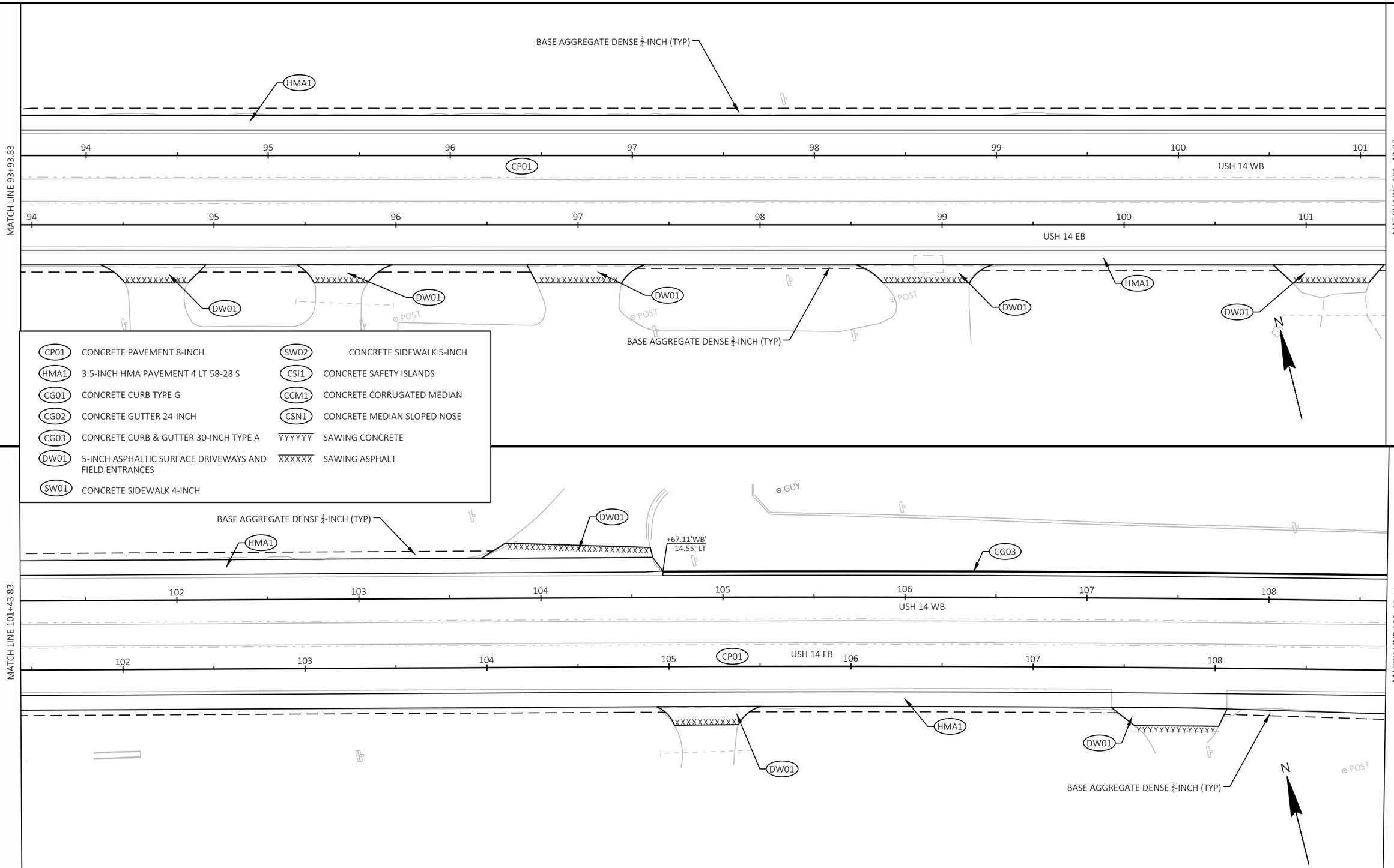
2

MATCH LINE 86+43.83

RRM
ASPHALTIC TRANSITION (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)
PEBBLES DR
CLAY
+17.97'WB' -32.02' LT
+03.45'WB' -32.00' LT
+13.58'WB' -24.00' LT
+36.39'WB' -24.00' LT
BASE AGGREGATE DENSE ¾-INCH (TYP)
CP01
+26.39'WB' -24.00' LT
+51.39'WB' -22.00' LT
+41.39'WB' -16.00' LT
+26.39'WB' -16.00' LT
HMA1
87 88 89 90 91 92 93
USH 14 WB
87 88 89 90 91 92 93
USH 14 EB
CP01
+25.44'EB' 16.00' RT
+44.86'EB' 16.00' RT
+33.68'EB' 22.00' RT
CP01
+95.25'EB' 26.16' RT
+31'EB' 32.00' RT
+42.14'EB' 40.00' RT
+07.16'EB' 32.00' RT
+99.85'EB' 40.00' RT
FOUNDRY DR
+33.62'EB' 24.98' RT
+63.81'EB' 21.97' RT
+23.51'EB' 16.00' RT
+43.49'EB' 16.00' RT
ASPHALTIC TRANSITION (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)
HMA1
DW01
DW01
HMA1
BASE AGGREGATE DENSE ¾-INCH (TYP)
FLAG
DW01
RRM
N

MATCH LINE 93+93.83

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 18	E



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 19	E

2

MATCH LINE 108+93.83

DW01 CG03 DW01

POST POST POST GUY GUY

109 110 111 112 113 114 115 116

USH 14 WB

CP01

USH 14 EB

+37.40'EB' 16.00' RT
+63.47'EB' 16.17' RT
+04.85'EB' 24.00' RT
+35.19'EB' 27.00' RT
+00.01'EB' 27.00' RT
+64.22'EB' 27.00' RT
+25.19'EB' 30.95' RT

HMA1 DW01 CP01

BASE AGGREGATE DENSE $\frac{3}{4}$-INCH

BASE AGGREGATE DENSE $\frac{3}{4}$-INCH

N

MATCH LINE 116+43.83

CP01	CONCRETE PAVEMENT 8-INCH	SW02	CONCRETE SIDEWALK 5-INCH
HMA1	3.5-INCH HMA PAVEMENT 4 LT 58-28 S	CSI1	CONCRETE SAFETY ISLANDS
CG01	CONCRETE CURB TYPE G	CCM1	CONCRETE CORRUGATED MEDIAN
CG02	CONCRETE GUTTER 24-INCH	CSN1	CONCRETE MEDIAN SLOPED NOSE
CG03	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYYY	SAWING CONCRETE
DW01	5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	XXXXXX	SAWING ASPHALT
SW01	CONCRETE SIDEWALK 4-INCH		

MATCH LINE 116+43.83

STARLIGHT LN

VENT POST POST POST

CG03 CG03 DW01

+97.78'WB' -19.97' LT
+77.49'WB' -19.97' LT
+84.66'WB' -12.00' LT
+93.21'WB' -12.00' LT

117 118 119 120 121 122 123

CP01

USH 14 WB

USH 14 EB

+04.15'EB' 28.94' RT
+48.21'EB' 28.94' RT
+53.50'EB' 22.00' RT
+98.96'EB' 16.07' RT
+15.32'EB' 16.00' RT
+15.26'EB' 27.00' RT
+47.45'EB' 22.00' RT
+00.59'EB' 24.00' RT
+20.62'EB' 22.00' RT
+98.53'EB' 30.81' RT
+53.96'EB' 30.94' RT
+98.28'EB' 30.94' RT
+47.50'EB' 25.94' RT
+75.59'EB' 27.33' RT
+00.59'EB' 29.94' RT
+60.98'EB' 26.00' RT
+84.89'EB' 63.52' RT
+54.99'EB' 70.55' RT

HMA1 CP01 HMA1

EAST MALL ENTRANCE

BASE AGGREGATE DENSE $\frac{3}{4}$-INCH

BASE AGGREGATE DENSE $\frac{3}{4}$-INCH

N

MATCH LINE 123+93.83

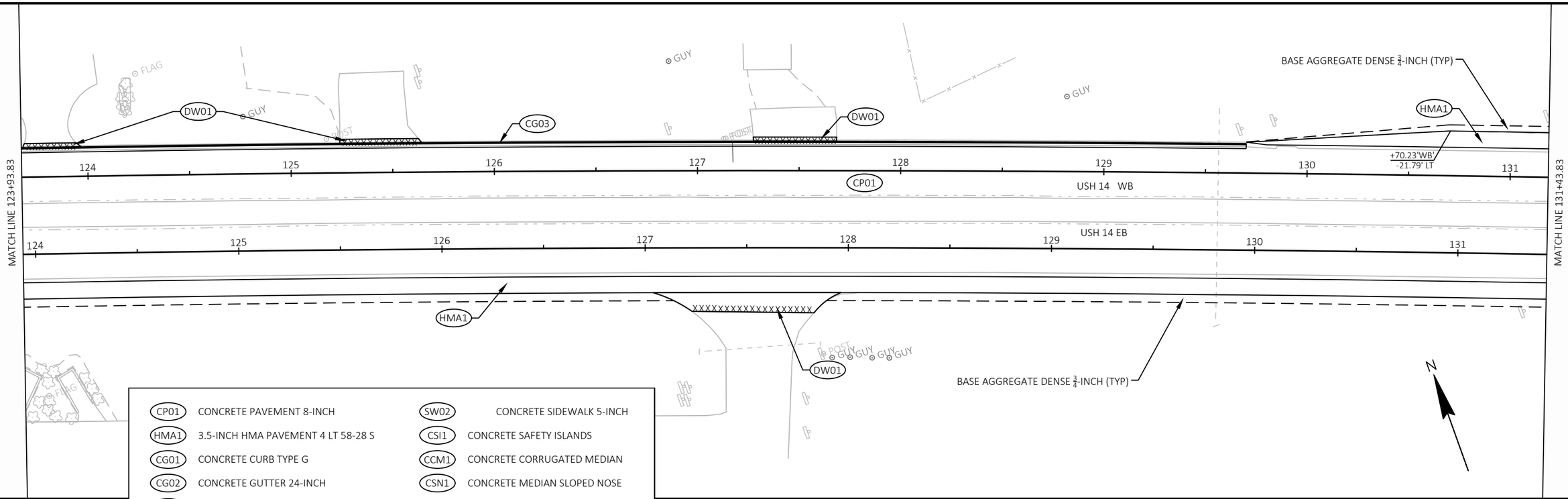
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 20	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02124-pd

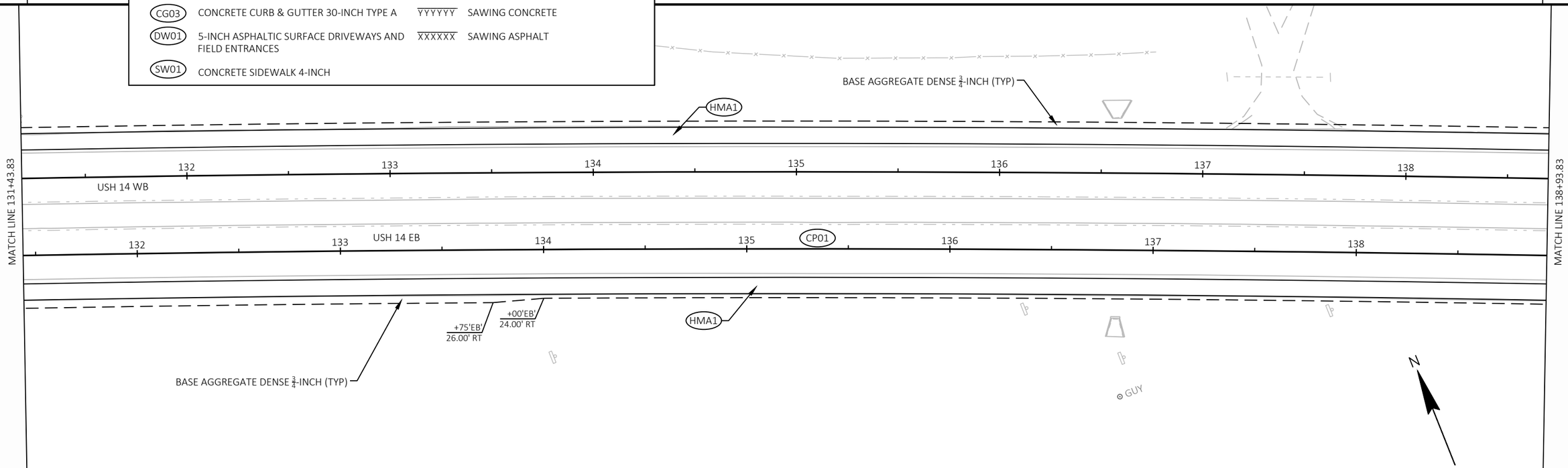
PLOT DATE : 7/30/2025 3:35 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



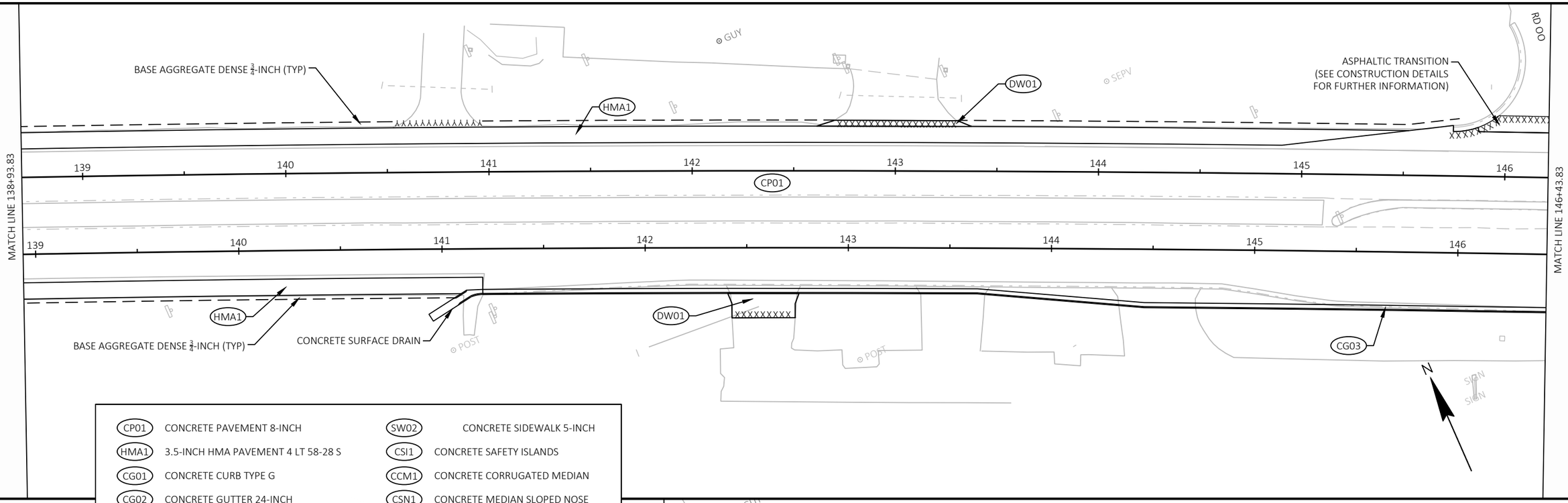
CP01	CONCRETE PAVEMENT 8-INCH	SW02	CONCRETE SIDEWALK 5-INCH
HMA1	3.5-INCH HMA PAVEMENT 4 LT 58-28 S	CSI1	CONCRETE SAFETY ISLANDS
CG01	CONCRETE CURB TYPE G	CCM1	CONCRETE CORRUGATED MEDIAN
CG02	CONCRETE GUTTER 24-INCH	CSN1	CONCRETE MEDIAN SLOPED NOSE
CG03	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYYY	SAWING CONCRETE
DW01	5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	XXXXXX	SAWING ASPHALT
SW01	CONCRETE SIDEWALK 4-INCH		



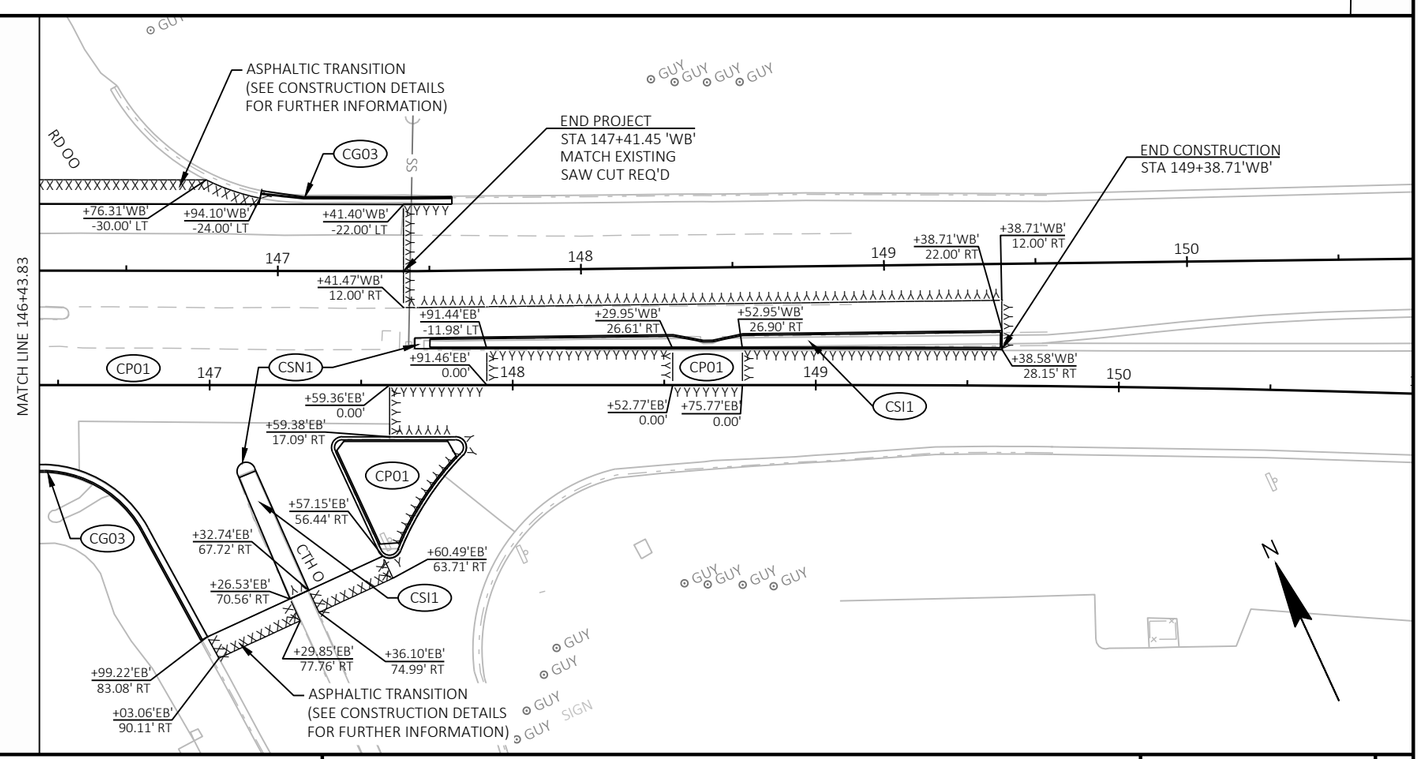
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 21	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02125-pd

PLOT DATE : 7/30/2025 3:35 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT



CP01	CONCRETE PAVEMENT 8-INCH	SW02	CONCRETE SIDEWALK 5-INCH
HMA1	3.5-INCH HMA PAVEMENT 4 LT 58-28 S	CSI1	CONCRETE SAFETY ISLANDS
CG01	CONCRETE CURB TYPE G	CCM1	CONCRETE CORRUGATED MEDIAN
CG02	CONCRETE GUTTER 24-INCH	CSN1	CONCRETE MEDIAN SLOPED NOSE
CG03	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYYY	SAWING CONCRETE
DW01	5-INCH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	XXXXXX	SAWING ASPHALT
SW01	CONCRETE SIDEWALK 4-INCH		



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN DETAILS	SHEET 22	E

2

BEGIN PROJECT
STA 64+59.33'WB'
Y=440,657.475
X=677,642.448

62+00 'WB'
63+00 'WB'
64+00 'WB'
62+00 'EB'
63+00 'EB'
64+00 'EB'

747.08
747.52
748.08
748.23
748.68
749.20
748.98

65+00 'WB'
66+00 'WB'
67+00 'WB'
65+00 'EB'
66+00 'EB'
67+00 'EB'

747.07 747.10 747.12 747.14 747.16 747.19 747.25 747.35 747.51 747.71 747.97
747.53 747.55 747.57 747.60 747.62 747.64 747.70 747.81 747.96 748.17 748.42
747.98 748.01 748.03 748.05 748.08 748.10 748.14 748.32 748.39 748.61 748.90 749.46
748.18 748.19 748.21 748.23 748.25 748.28 748.32 748.69 748.92 749.14 749.36 749.58
748.64 748.64 748.67 748.69 748.71 748.73 748.78 749.23 749.37 749.56 749.80 750.04
749.09 749.10 749.12 749.14 749.16 749.19 749.24 749.68 749.83 750.01 750.25 750.50
748.85 748.86 748.88 748.90 748.92 748.95 749.00 749.27

12' 12' 12' 12' 12'

MATCH LINE 67+50

749.11 749.41 749.33 749.12 748.82 748.78 747.34 747.32

BOHMANN DR

N

748.27 748.62 749.03 749.48 749.98 750.53 751.13 751.74 752.35 752.96 753.55 754.11 754.63 755.12 755.58 756.01 756.40 756.76 757.08 757.38 757.64 757.87
748.73 749.08 749.48 749.93 750.43 750.98 751.58 752.19 752.81 753.42 754.01 754.57 755.09 755.58 756.04 756.46 756.85 757.21 757.54 757.83 758.09 758.32
749.18 749.54 749.94 750.39 750.89 751.44 752.04 752.65 753.26 753.88 754.46 755.02 755.73 756.04 756.49 756.92 757.31 757.67 758.00 758.29 758.55 758.78
749.56 749.92 750.32 750.77 751.27 751.82 752.42 753.03 753.64 754.26 754.72 755.17 758.19 758.48 758.74 758.97
749.92 750.29 750.72 751.18 751.66 752.27 752.86 753.46 754.06 754.65 755.06 755.58 756.08 756.55 756.99 757.39 757.76 758.14 758.45 758.73 758.98 759.19
750.37 750.74 751.17 751.64 752.15 752.72 753.32 753.92 754.51 755.10 755.51 756.04 756.54 757.01 757.44 757.85 758.22 758.60 758.91 759.19 759.43 759.65
750.83 751.04 751.28 751.71 752.17 752.69 753.25 753.85 754.45 755.05 755.64 756.04 756.57 757.07 757.54 757.97 758.38 758.75 759.13 759.44 759.72 759.97 760.18
749.97

68+00 'WB'
69+00 'WB'
70+00 'WB'
71+00 'WB'
72+00 'WB'
68+00 'EB'
69+00 'EB'
70+00 'EB'
71+00 'EB'
72+00 'EB'

12' 12' 12' 10' 12' 14' ∞ 2'

MATCH LINE 73+00

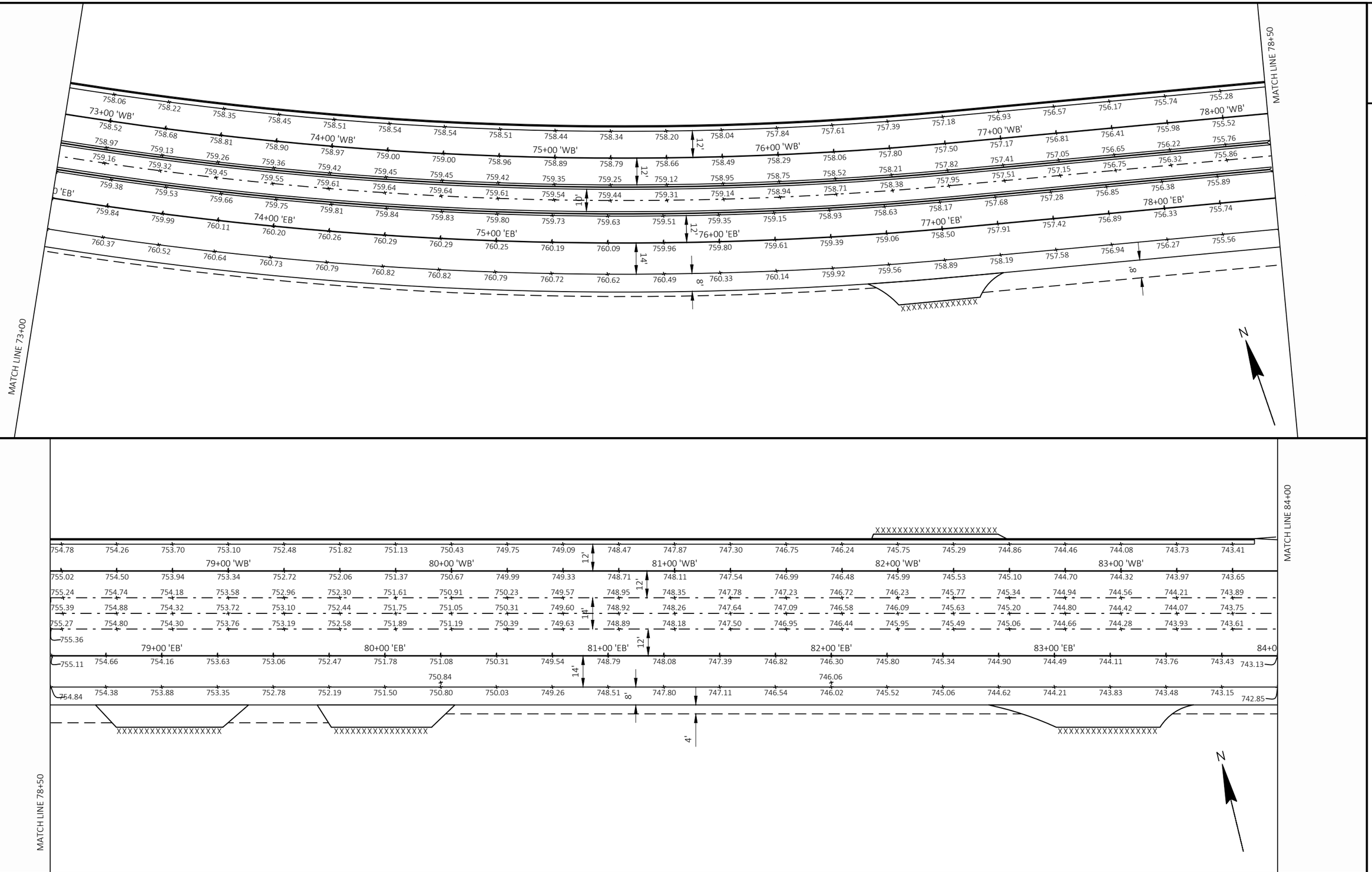
MATCH LINE 67+50

N

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 23	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - 01

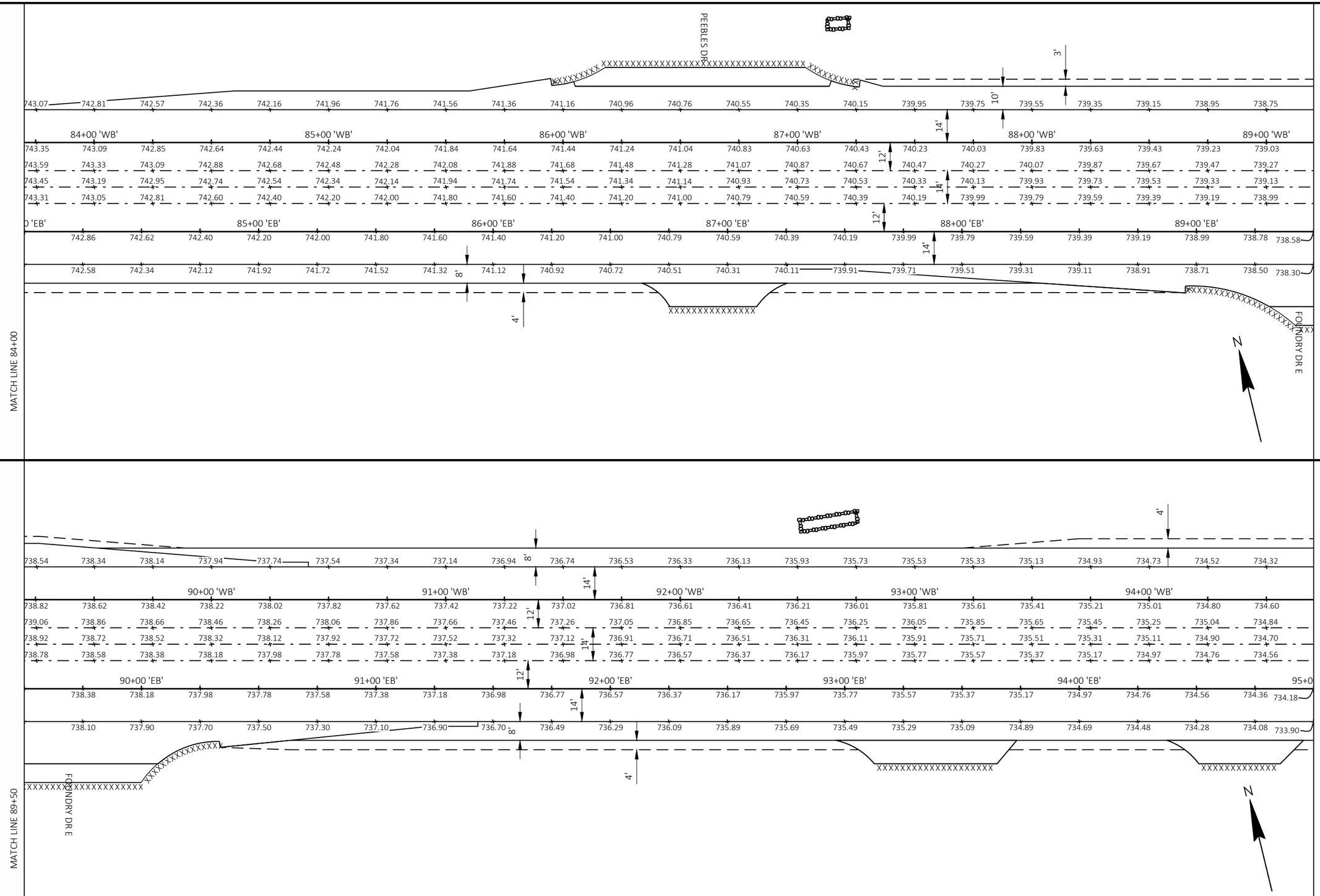
PLOT DATE : 7/30/2025 11:43 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 24	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - 02

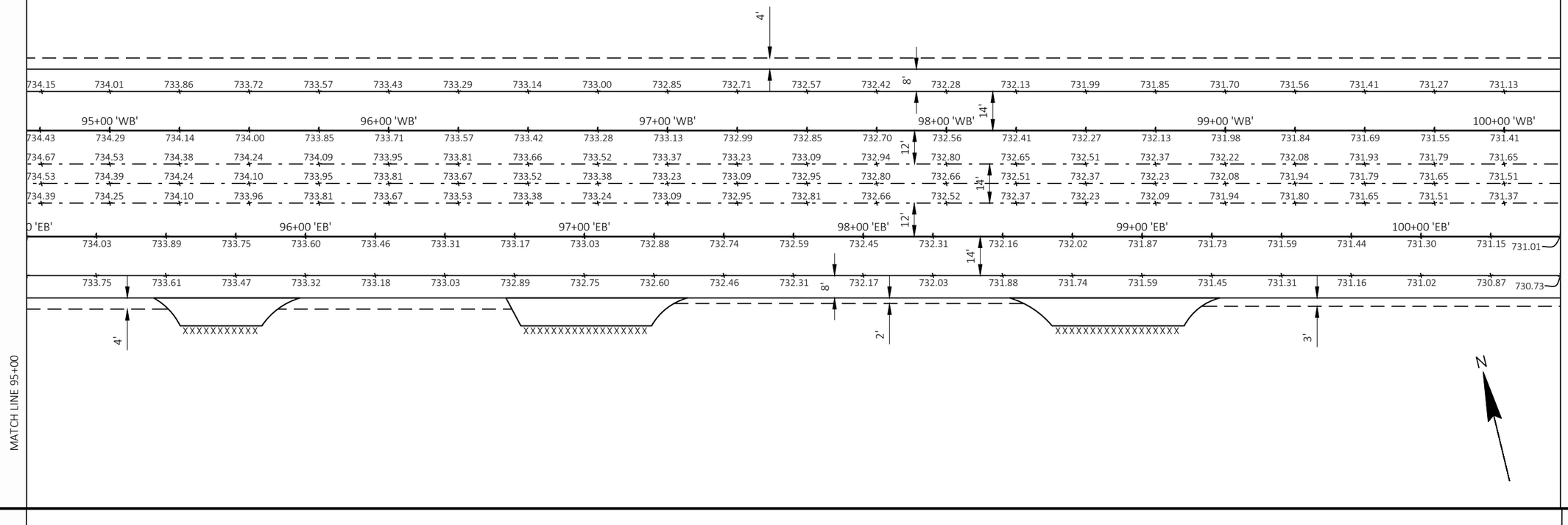
PLOT DATE : 7/30/2025 11:43 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

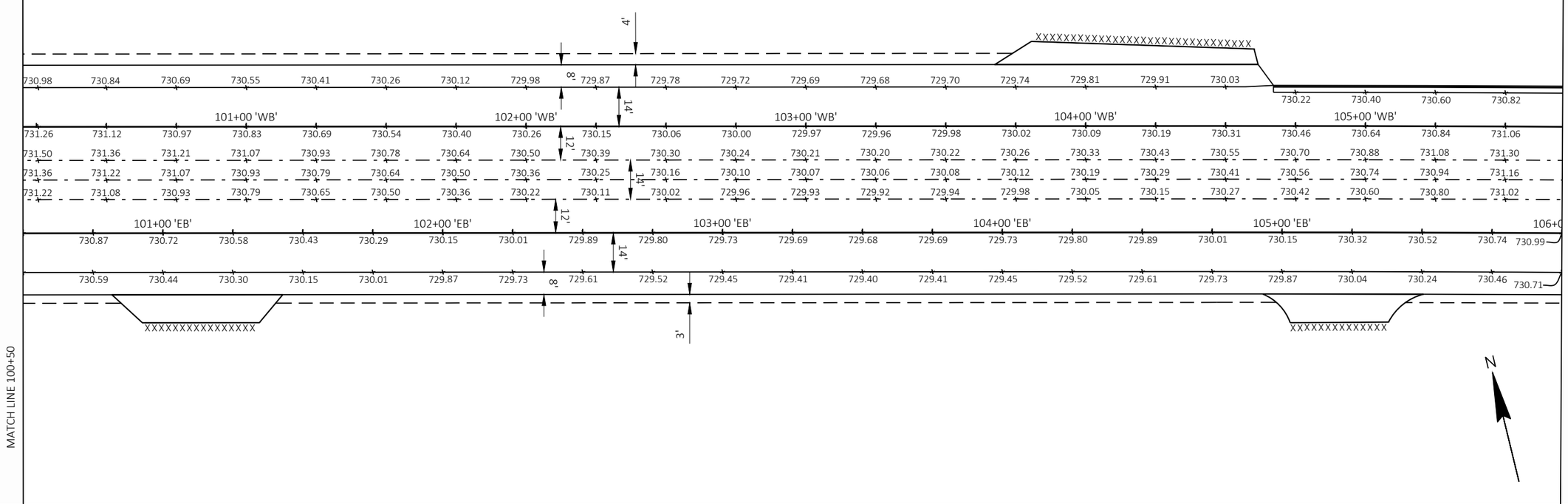


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 25	E

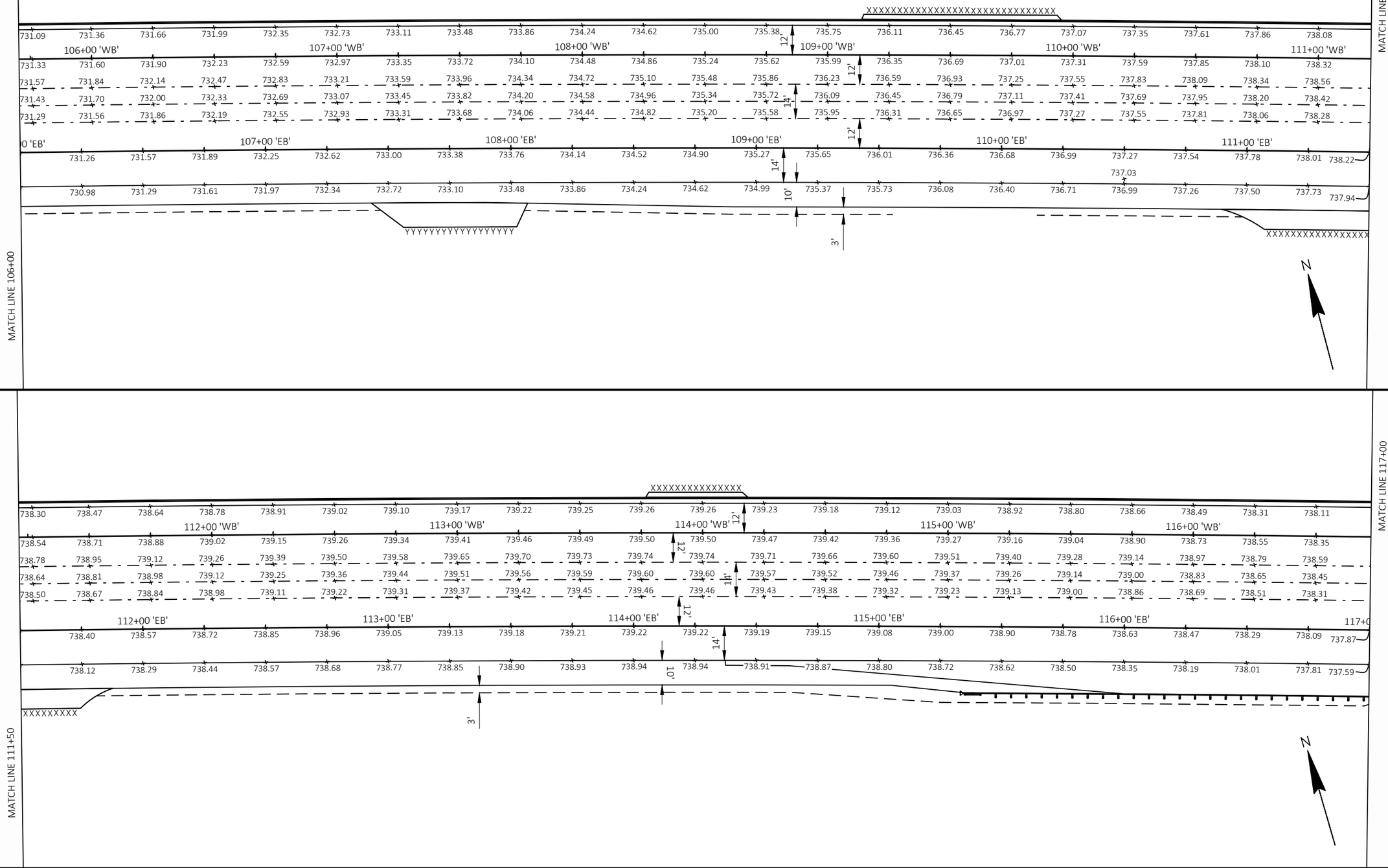
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2025 11:43 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

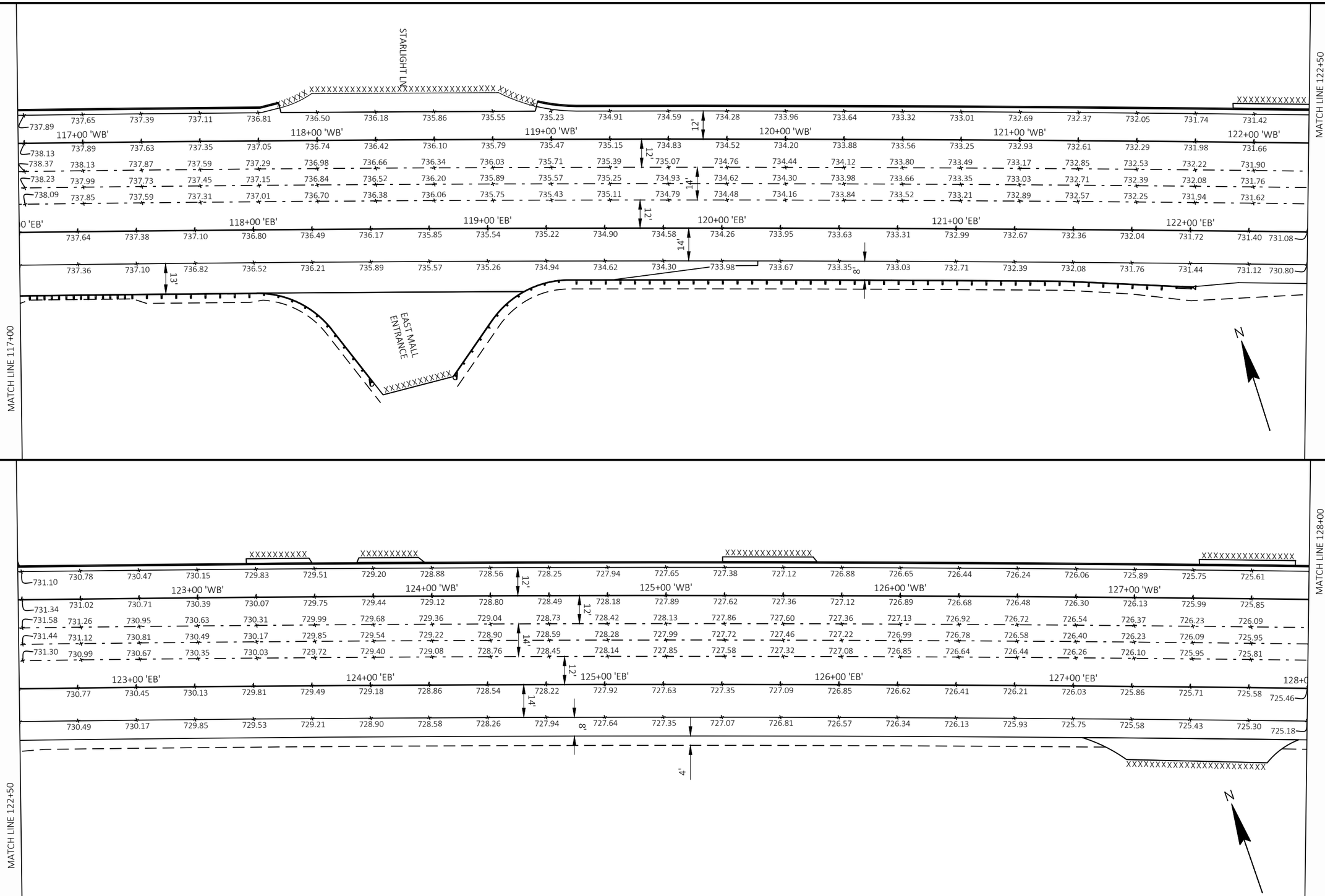




PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 26	E



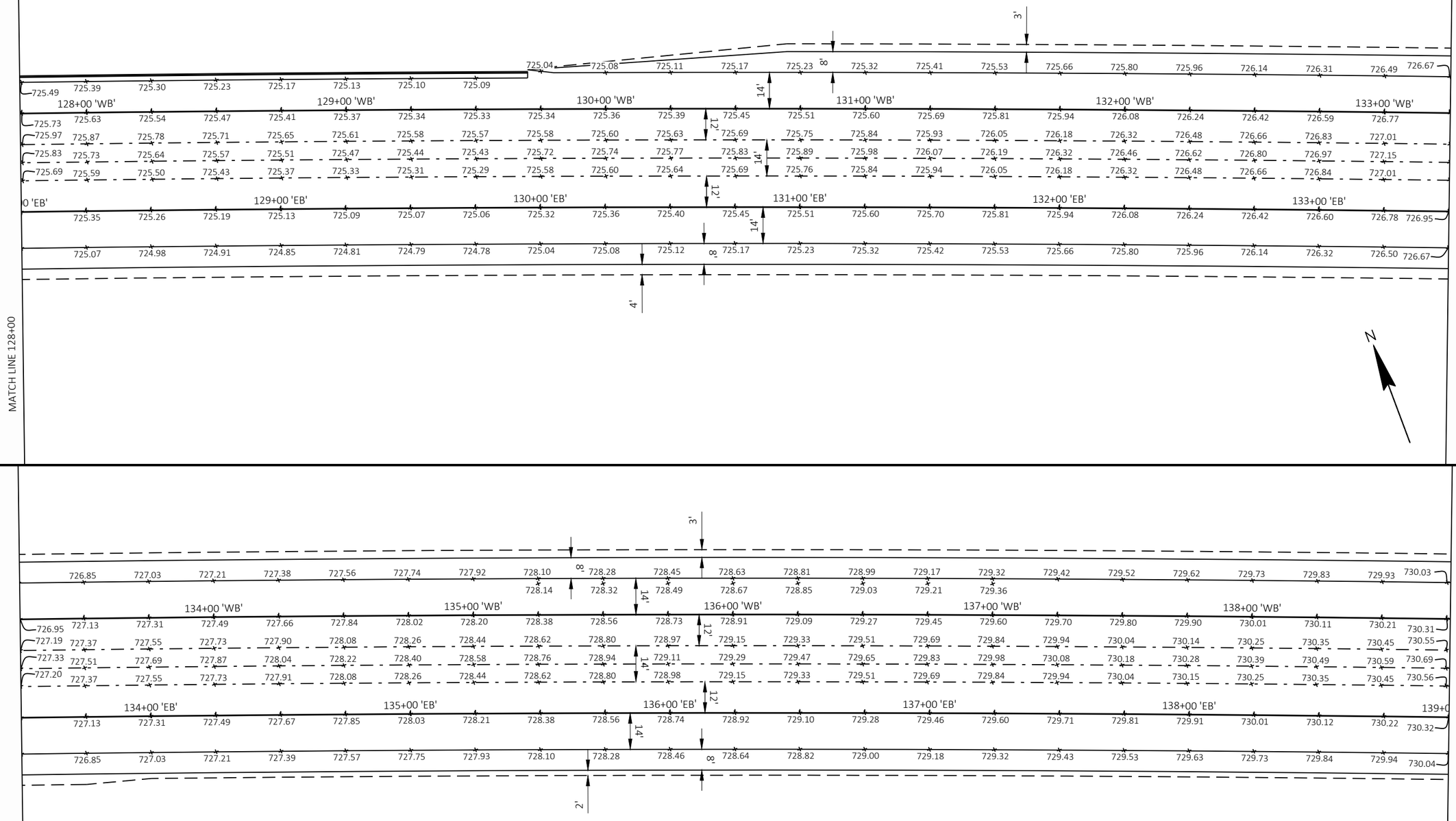
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 27	E



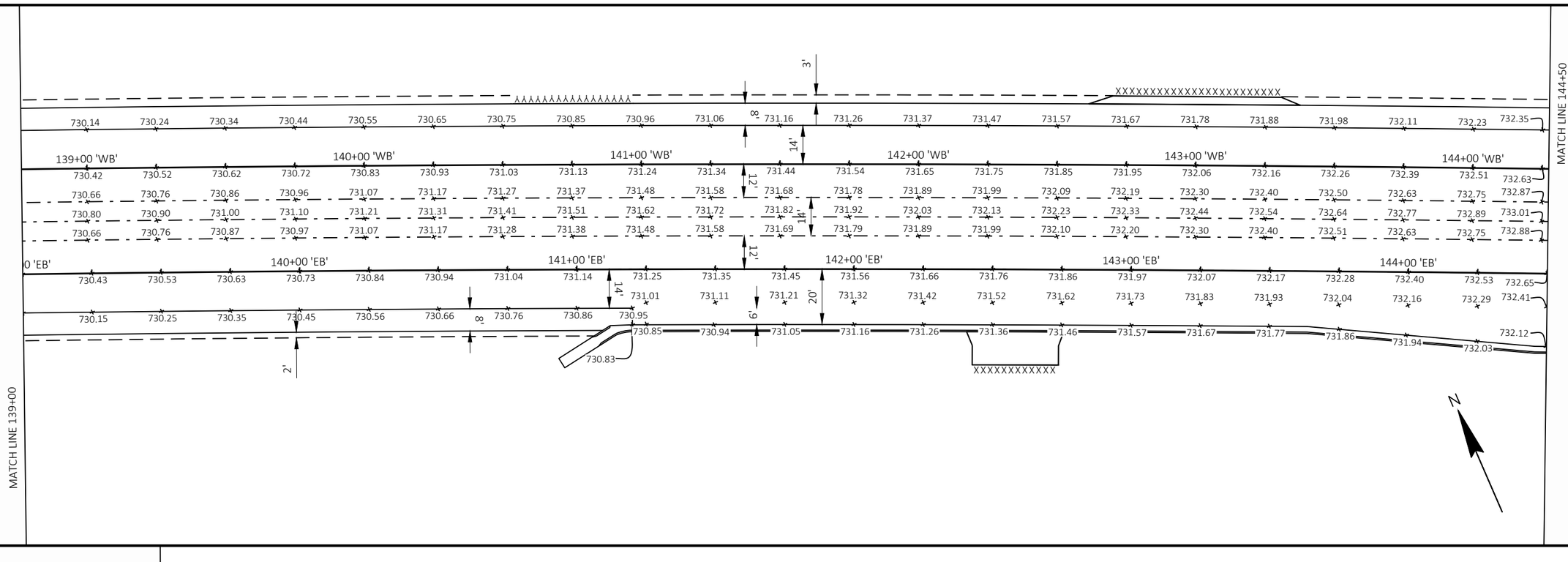
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 28	E

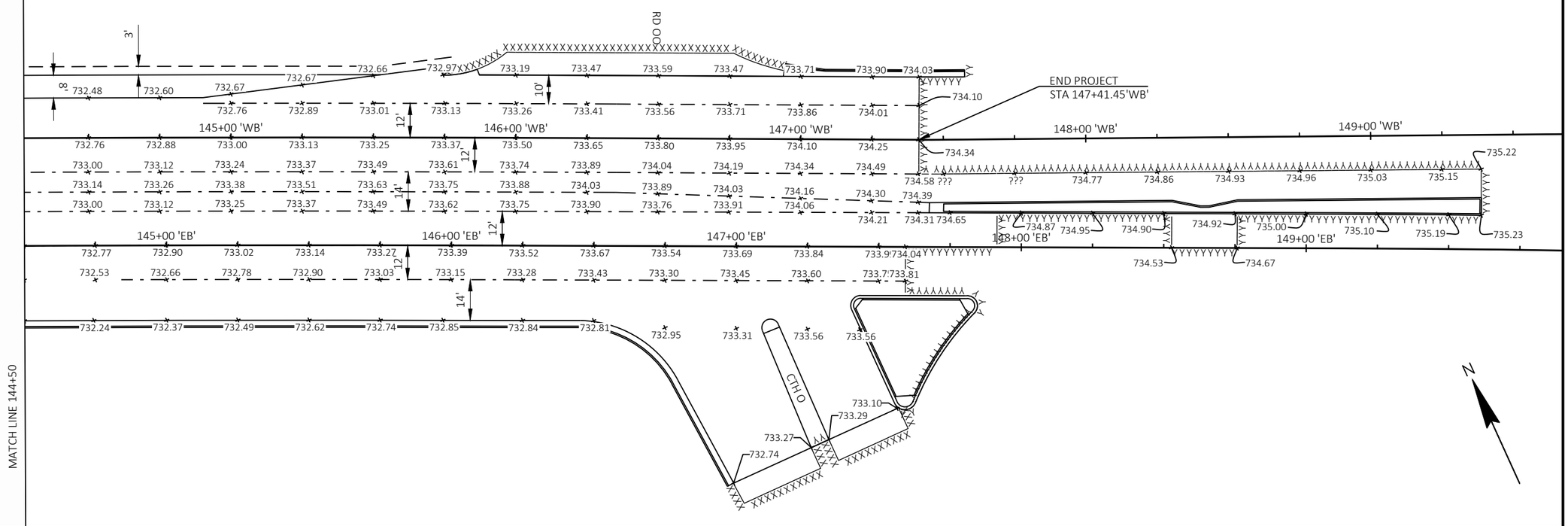
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\021202-PG.DWG
LAYOUT NAME - 06

PLOT DATE : 7/30/2025 11:44 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT



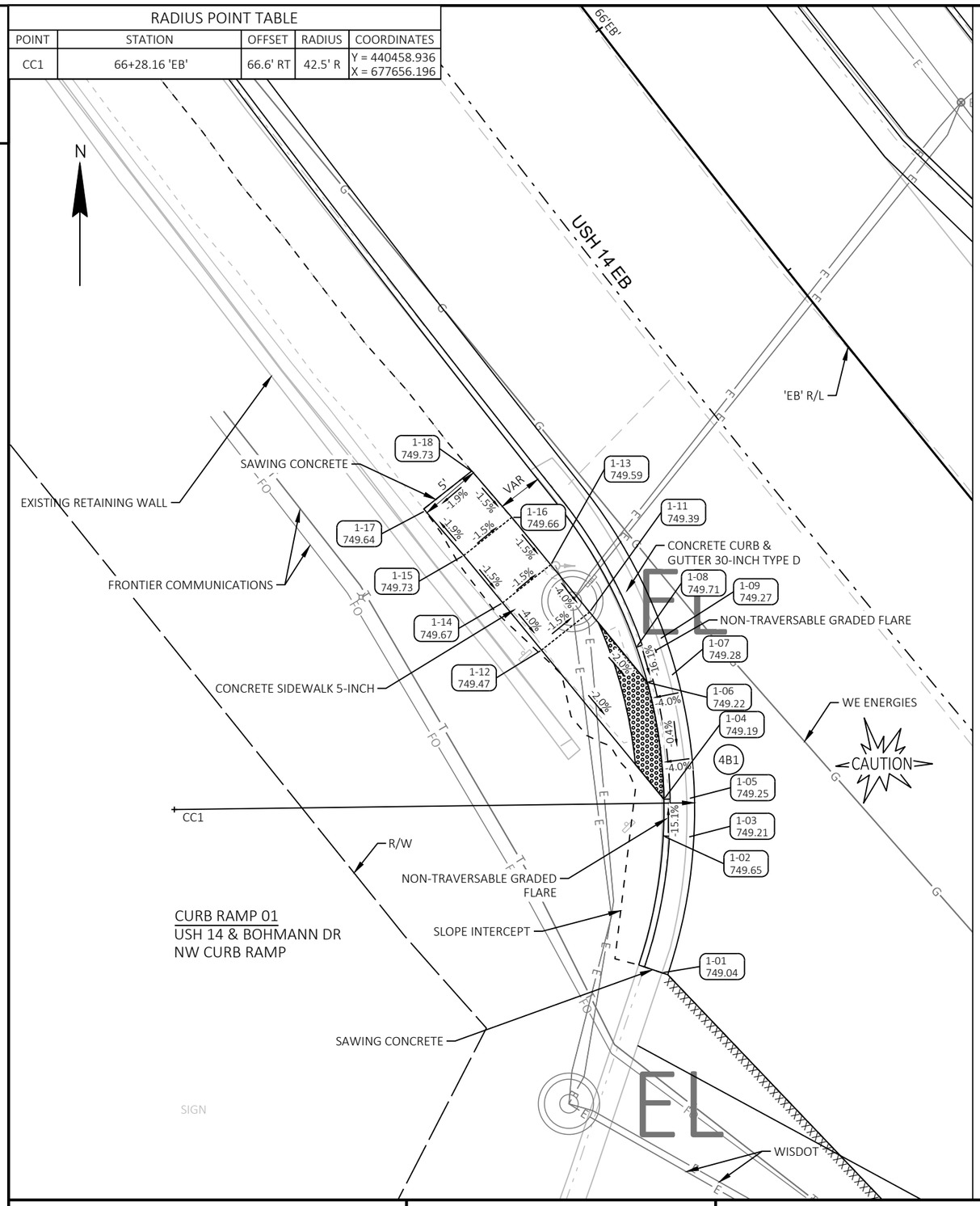
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 29	E





PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT GRADES	SHEET 30	E

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	66+28.16 'EB'	66.6' RT	42.5' R	Y = 440458.936 X = 677656.196



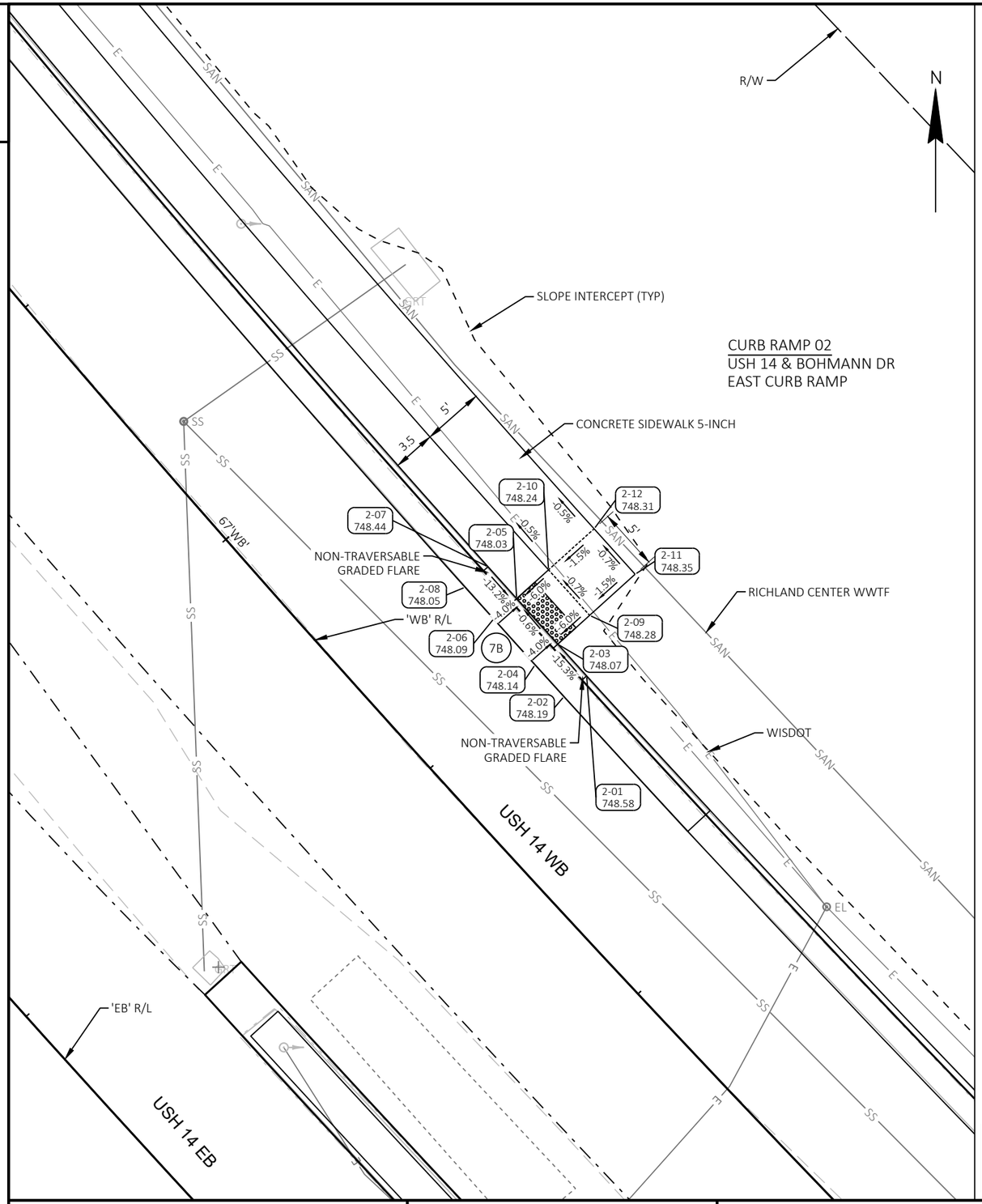
CURB RAMP 01
USH 14 & BOHMANN DR
NW CURB RAMP

CURB RAMP 01					
POINT NUMBER	STATION 'EB'	OFFSET	ELEVATION	NORTHING	EASTING
1-01	66+62.48	44.11' RT	749.04	440445.61	677696.03
1-02	66+54.15	36.90' RT	749.65	440456.78	677696.14
1-03	66+55.48	35.43' RT	749.21	440456.67	677698.13
1-04	66+51.92	34.96' RT	749.19	440459.78	677696.19
1-05	66+53.13	33.39' RT	749.25	440459.82	677698.19
1-06	66+43.83	29.98' RT	749.22	440469.32	677694.83
1-07	66+44.63	28.15' RT	749.28	440469.84	677696.76
1-08	66+41.10	28.86' RT	749.71	440472.18	677693.94
1-09	66+41.76	26.98' RT	749.27	440472.85	677695.83
1-11	66+36.54	30.03' RT	749.39	440475.05	677690.11
1-12	66+36.50	35.03' RT	749.47	440471.95	677686.19
1-13	66+31.63	30.09' RT	749.59	440478.92	677686.94
1-14	66+31.60	35.09' RT	749.67	440475.82	677683.02
1-15	66+26.70	35.16' RT	749.73	440479.68	677679.84
1-16	66+26.72	30.16' RT	749.66	440482.78	677683.76
1-17	66+21.99	35.36' RT	749.64	440483.33	677676.69
1-18	66+21.86	30.38' RT	749.73	440486.52	677680.52

NOTES:
1. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
3. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS SHEETS FOR PEDESTRIAN ACCESS DURING CURB RAMP CONSTRUCTION

LEGEND
(X) CURB RAMP TYPE

DWF INFO
BACK OF CURB RADIUS = 40'
LANDING LENGTH = 9.15'
RADIAL WARNING FIELD AREA = 23.60 SF
RADIAL LONG CHORD = 9.63'



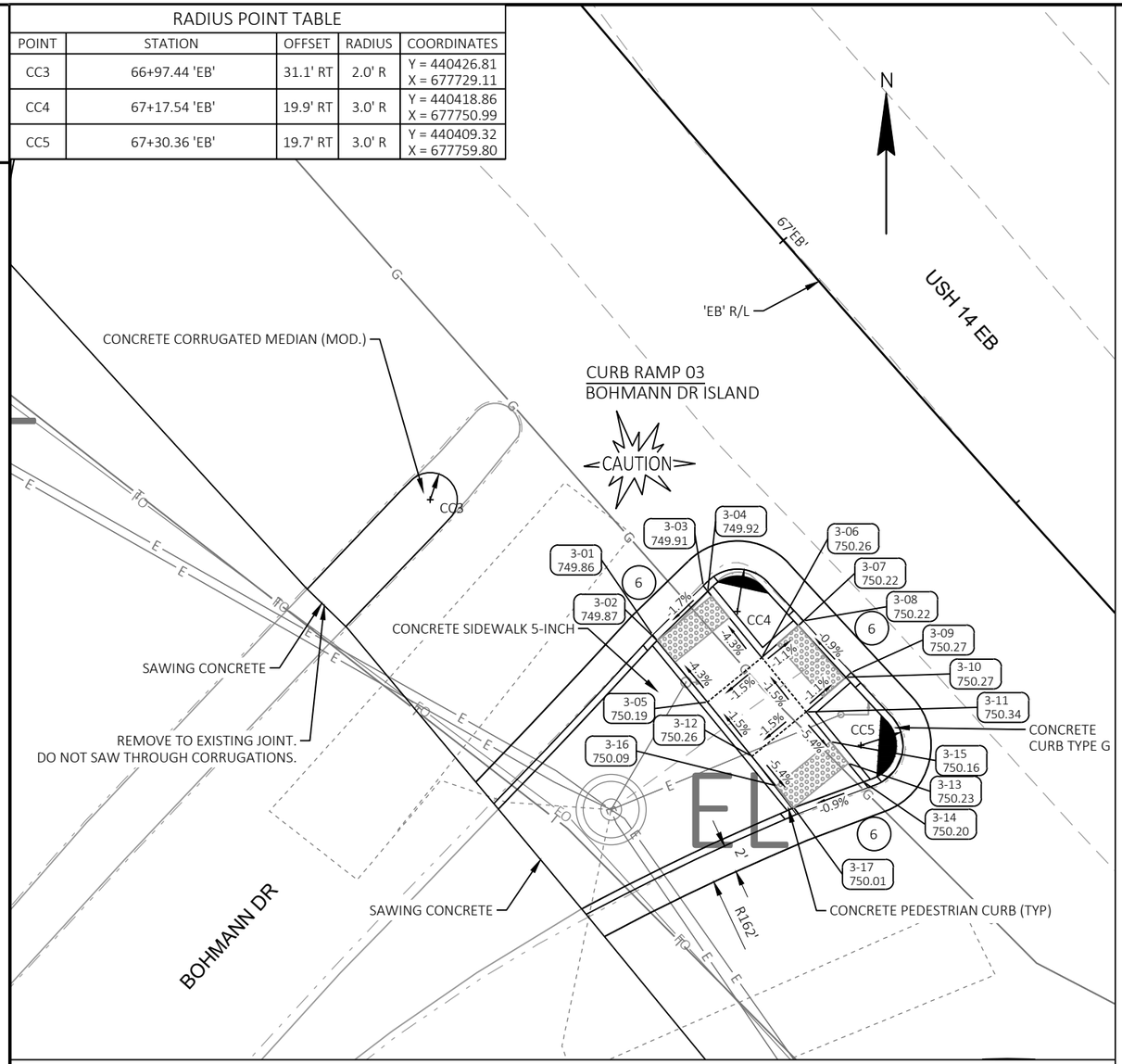
CURB RAMP 02
USH 14 & BOHMANN DR
EAST CURB RAMP

CURB RAMP 02					
POINT NUMBER	STATION 'WB'	OFFSET	ELEVATION	NORTHING	EASTING
2-01	67+28.02	14.50' LT	748.58	440454.30	677816.52
2-02	67+28.02	12.00' LT	748.19	440452.61	677814.67
2-03	67+24.49	14.50' LT	748.07	440456.88	677814.17
2-04	67+24.49	12.00' LT	748.14	440455.21	677812.31
2-05	67+19.45	14.50' LT	748.03	440460.59	677810.82
2-06	67+19.42	12.02' LT	748.09	440458.95	677808.95
2-07	67+15.92	14.50' LT	748.44	440463.19	677808.48
2-08	67+15.92	12.00' LT	748.05	440461.53	677806.62
2-09	67+24.50	18.00' LT	748.28	440459.23	677816.76
2-10	67+19.44	18.00' LT	748.24	440462.94	677813.41
2-11	67+24.50	23.00' LT	748.35	440462.58	677820.47
2-12	67+19.44	23.00' LT	748.31	440466.29	677817.13

NOTES:
1. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
3. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS SHEETS FOR PEDESTRIAN ACCESS DURING CURB RAMP CONSTRUCTION

LEGEND
(X) CURB RAMP TYPE

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC3	66+97.44 'EB'	31.1' RT	2.0' R	Y = 440426.81 X = 677729.11
CC4	67+17.54 'EB'	19.9' RT	3.0' R	Y = 440418.86 X = 677750.99
CC5	67+30.36 'EB'	19.7' RT	3.0' R	Y = 440409.32 X = 677759.80



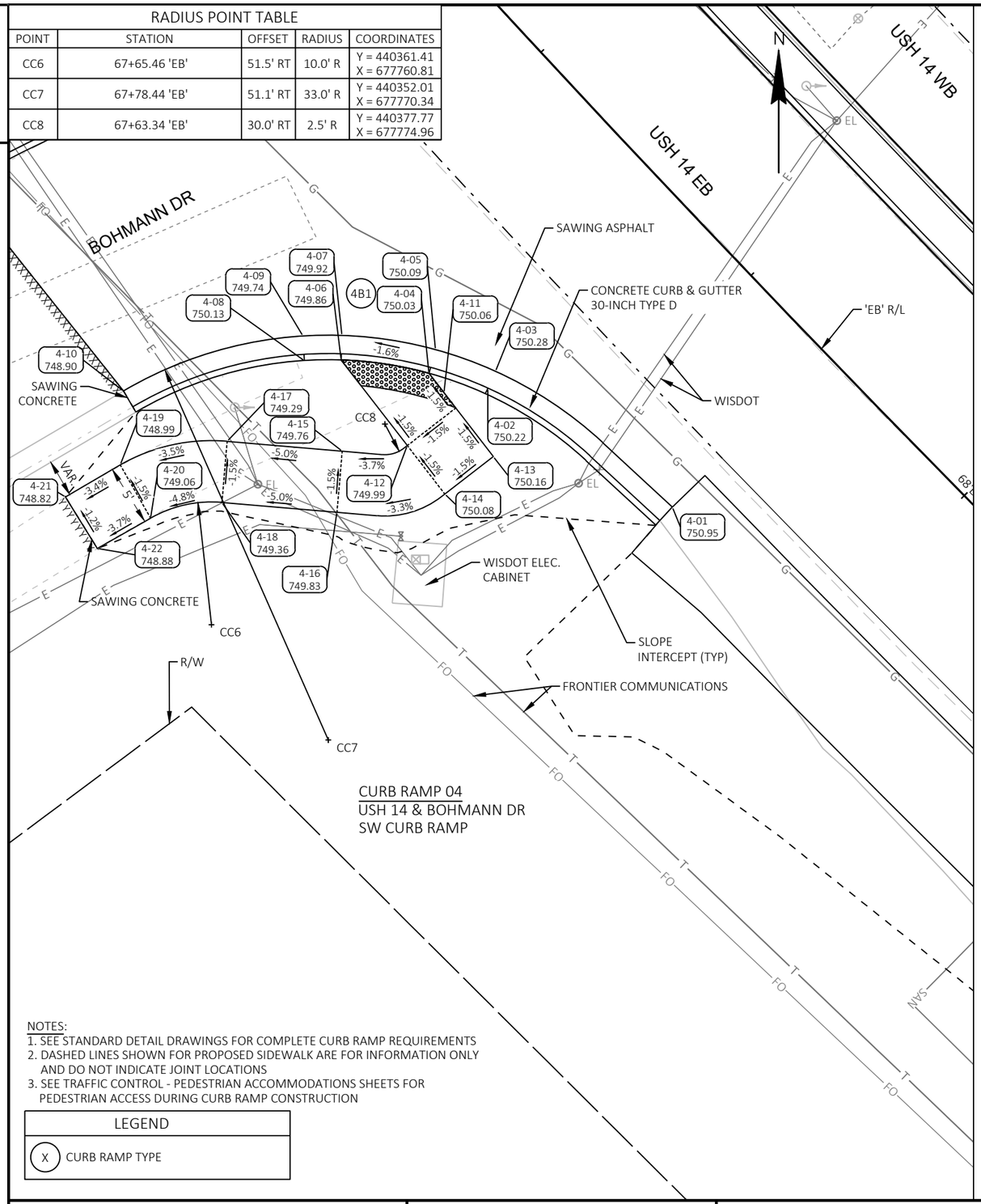
NOTES:

1. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
3. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS SHEETS FOR PEDESTRIAN ACCESS DURING CURB RAMP CONSTRUCTION

LEGEND
(X) CURB RAMP TYPE

CURB RAMP 03					
POINT NUMBER	STATION 'EB'	OFFSET	ELEVATION	NORTHING	EASTING
3-01	67+14.83	25.53' RT	749.86	440417.18	677744.96
3-02	67+15.32	25.55' RT	749.87	440416.79	677745.28
3-03	67+14.60	20.52' RT	749.91	440420.68	677748.56
3-04	67+15.10	20.54' RT	749.92	440420.29	677748.88
3-05	67+20.89	25.79' RT	750.19	440412.41	677748.86
3-06	67+21.11	20.80' RT	750.26	440415.57	677752.73
3-07	67+21.14	17.35' RT	750.22	440417.84	677755.33
3-08	67+21.14	16.85' RT	750.22	440418.18	677755.70
3-09	67+26.09	16.78' RT	750.27	440414.51	677759.09
3-10	67+26.09	17.28' RT	750.27	440414.17	677758.72
3-11	67+26.04	21.03' RT	750.34	440411.70	677755.90
3-12	67+25.80	26.02' RT	750.26	440408.54	677752.03
3-13	67+30.70	21.26' RT	750.23	440408.04	677758.89
3-14	67+32.38	21.35' RT	750.20	440406.72	677759.97
3-15	67+28.73	21.17' RT	750.16	440409.58	677757.61
3-16	67+28.48	26.14' RT	750.09	440406.44	677753.76
3-17	67+30.45	26.25' RT	750.01	440404.88	677755.01

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC6	67+65.46 'EB'	51.5' RT	10.0' R	Y = 440361.41 X = 677760.81
CC7	67+78.44 'EB'	51.1' RT	33.0' R	Y = 440352.01 X = 677770.34
CC8	67+63.34 'EB'	30.0' RT	2.5' R	Y = 440377.77 X = 677774.96



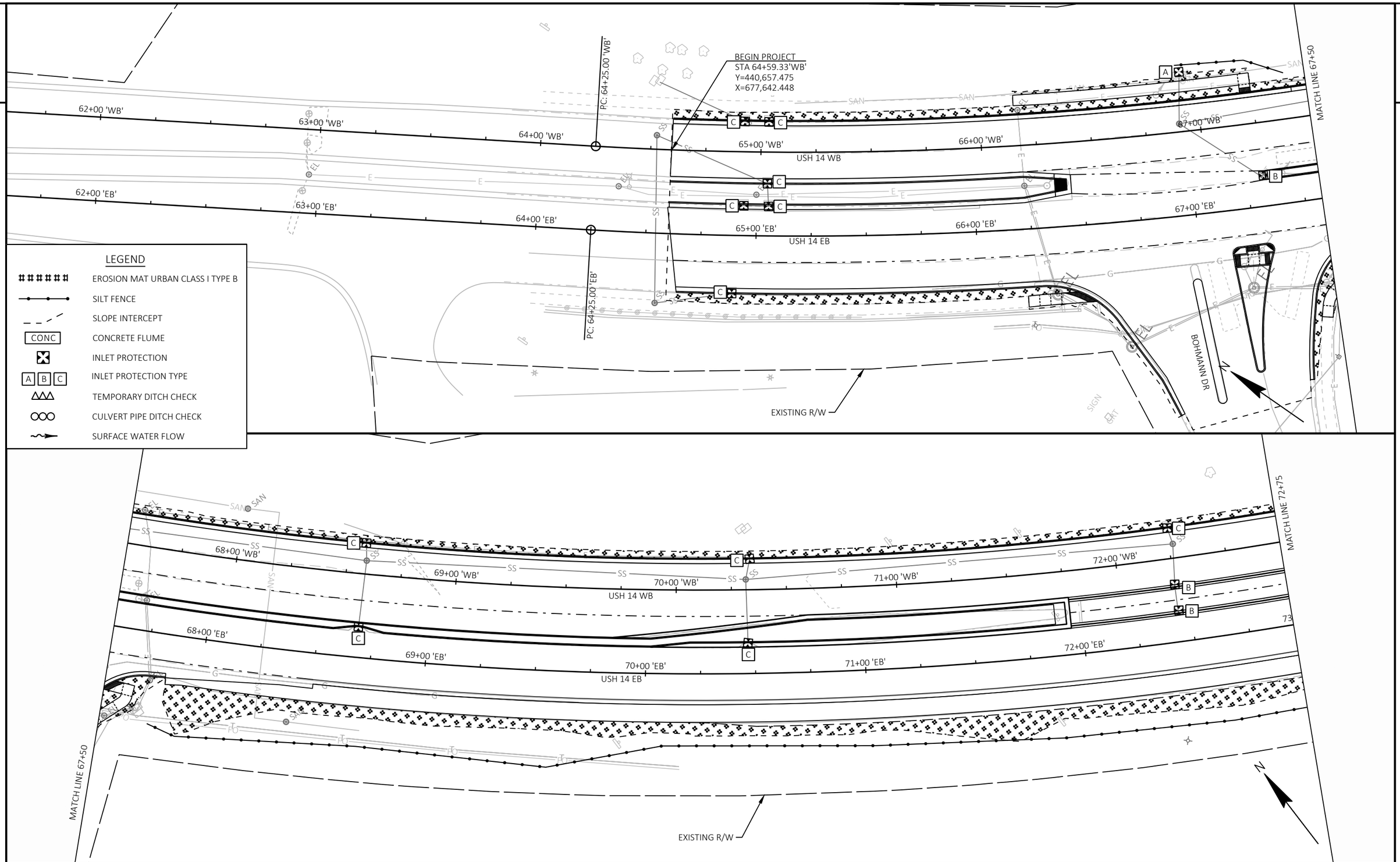
NOTES:
1. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
2. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
3. SEE TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS SHEETS FOR PEDESTRIAN ACCESS DURING CURB RAMP CONSTRUCTION

LEGEND
(X) CURB RAMP TYPE

CURB RAMP 04					
POINT NUMBER	STATION 'EB'	OFFSET	ELEVATION	NORTHING	EASTING
4-01	67+84.11	17.70' RT	750.95	440371.01	677798.41
4-02	67+66.92	21.88' RT	750.22	440380.69	677783.36
4-03	67+66.36	20.50' RT	750.28	440382.05	677783.97
4-04	67+62.80	24.54' RT	750.03	440381.90	677778.56
4-05	67+61.78	22.84' RT	750.09	440383.82	677779.09
4-06	67+57.19	29.02' RT	749.86	440382.99	677771.39
4-07	67+55.81	27.61' RT	749.92	440384.98	677771.46
4-08	67+55.23	31.25' RT	750.13	440382.93	677768.39
4-09	67+53.70	29.97' RT	749.74	440384.94	677768.27
4-10	67+47.17	43.75' RT	748.90	440380.46	677753.63
4-11	67+64.76	24.74' RT	750.06	440380.31	677779.78
4-12	67+65.82	29.87' RT	749.99	440376.02	677776.79
4-13	67+71.20	25.39' RT	750.16	440375.12	677783.80
4-14	67+70.70	30.37' RT	750.08	440372.06	677779.85
4-15	67+62.57	34.05' RT	749.76	440375.55	677771.47
4-16	67+65.83	37.78' RT	749.83	440370.57	677771.05
4-17	67+55.72	40.35' RT	749.29	440376.36	677762.08
4-18	67+58.98	44.07' RT	749.36	440371.38	677761.66
4-19	67+51.30	48.05' RT	748.99	440374.43	677753.36
4-20	67+56.03	49.19' RT	749.06	440370.09	677755.84
4-21	67+50.21	53.10' RT	748.82	440371.82	677748.89
4-22	67+54.90	54.05' RT	748.88	440367.62	677751.49

DWF INFO
BACK OF CURB RADIUS = 30.5'
LANDING LENGTH = 7.24'
RADIAL WARNING FIELD AREA = 15.37 SF
RADIAL LONG CHORD = 7.24'

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 35	E

2

2

MATCH LINE 72+75

73+00 'WB'

74+00 'WB'

75+00 'WB'

76+00 'WB'

77+00 'WB'

78+00 'WB'

PT: 76+78.09 'WB'

MATCH LINE 78+25

USH 14 WB

+00 'EB'

74+00 'EB'

75+00 'EB'

76+00 'EB'

77+00 'EB'

78+00 'EB'

USH 14 EB

PT: 77+07.91 'EB'

EXISTING R/W

SAN

WVS

VENT

GV

N

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

79+00 'WB'

80+00 'WB'

81+00 'WB'

82+00 'WB'

83+00 'WB'

MATCH LINE 83+75

USH 14 WB

79+00 'EB'

80+00 'EB'

81+00 'EB'

82+00 'EB'

83+00 'EB'

84+00 'E

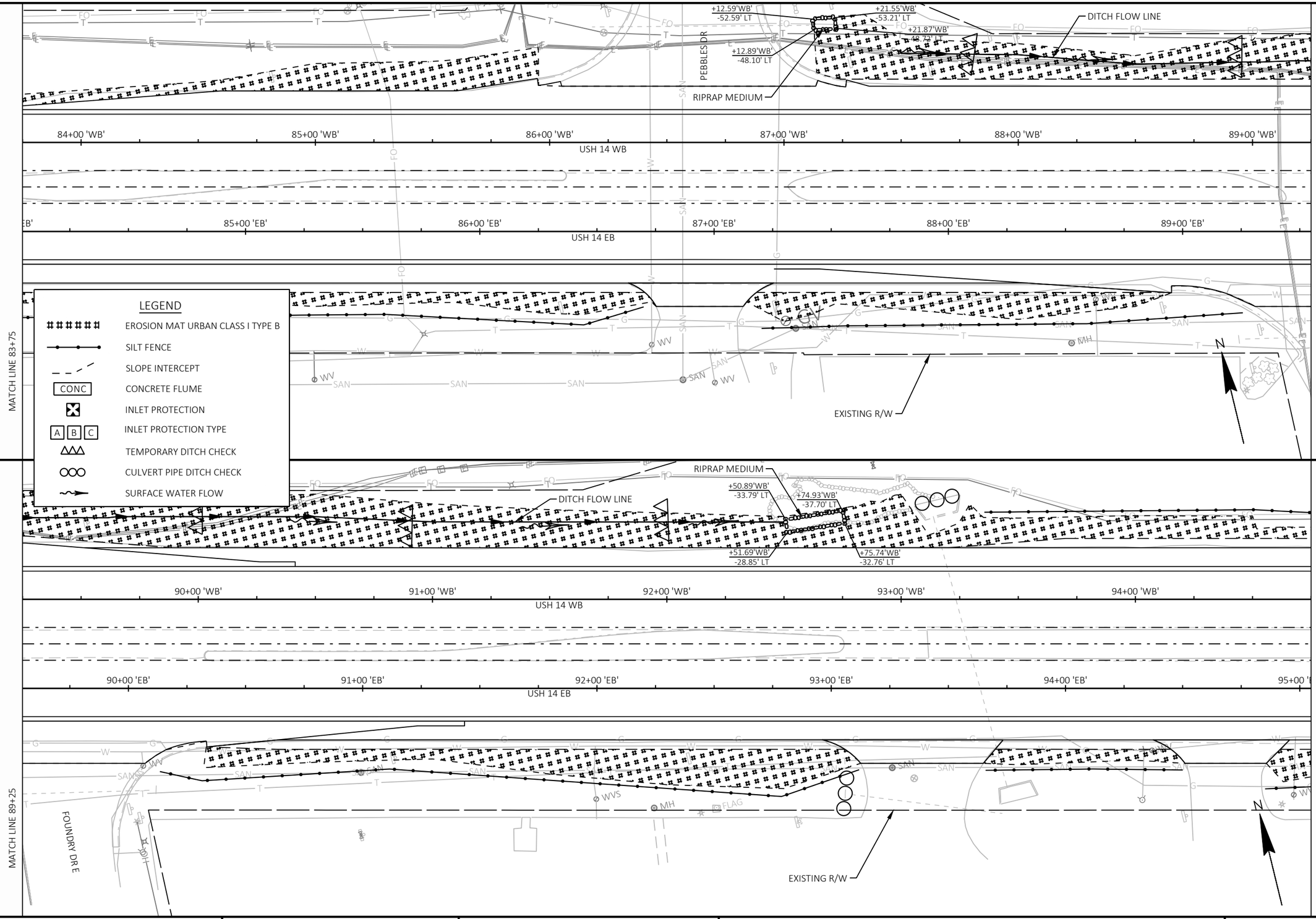
USH 14 EB

MATCH LINE 78+25

EXISTING R/W

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 36	E

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 37	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

95+00 'WB' 96+00 'WB' 97+00 'WB' 98+00 'WB' 99+00 'WB' 100+00 'WB'

USH 14 WB

96+00 'EB' 97+00 'EB' 98+00 'EB' 99+00 'EB' 100+00 'EB'

USH 14 EB

MATCH LINE 94+75

MATCH LINE 100+25

EXISTING R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

101+00 'WB' 102+00 'WB' 103+00 'WB' 104+00 'WB' 105+00 'WB'

USH 14 WB

101+00 'EB' 102+00 'EB' 103+00 'EB' 104+00 'EB' 105+00 'EB' 106+00

USH 14 EB

PC: 104+46.85 'WB'

PC: 104+16.86 'EB'

MATCH LINE 100+25

MATCH LINE 105+75

TLE

EXISTING R/W

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 38	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 105+75

MATCH LINE 111+25

106+00 'WB'

107+00 'WB'

108+00 'WB'

109+00 'WB'

110+00 'WB'

111+00 'WB'

USH 14 WB

EB'

107+00 'EB'

108+00 'EB'

109+00 'EB'

110+00 'EB'

111+00 'EB'

USH 14 EB

EXISTING R/W

N

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

MATCH LINE 111+25

MATCH LINE 116+75

112+00 'WB'

113+00 'WB'

114+00 'WB'

115+00 'WB'

116+00 'WB'

USH 14 WB

112+00 'EB'

113+00 'EB'

114+00 'EB'

115+00 'EB'

116+00 'EB'

117+00

USH 14 EB

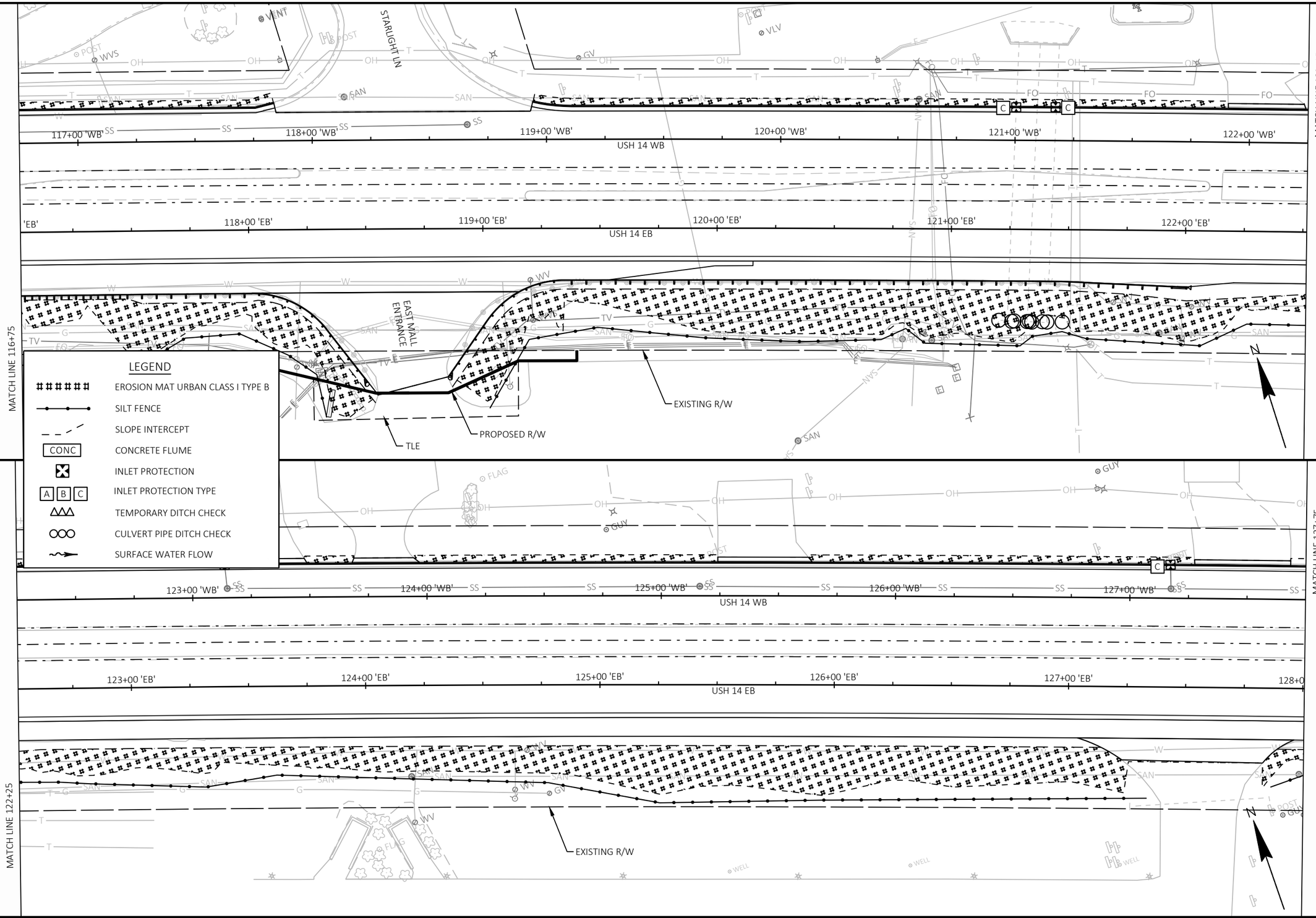
TLE

EXISTING R/W

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 39	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 40	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

128+00 'WB' 129+00 'WB' 130+00 'WB' 131+00 'WB' 132+00 'WB' 133+00 'WB'

USH 14 WB

129+00 'EB' 130+00 'EB' 131+00 'EB' 132+00 'EB' 133+00 'EB'

USH 14 EB

MATCH LINE 127+75

EXISTING R/W

134+00 'WB' 135+00 'WB' 136+00 'WB' 137+00 'WB' 138+00 'WB'

USH 14 WB

134+00 'EB' 135+00 'EB' 136+00 'EB' 137+00 'EB' 138+00 'EB' 139+

USH 14 EB

MATCH LINE 138+75

MATCH LINE 133+25

EXISTING R/W

N

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 41	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 138+75

MATCH LINE 144+25

139+00 'WB' 140+00 'WB' 141+00 'WB' 142+00 'WB' 143+00 'WB' 144+00 'WB'

USH 14 WB

00 'EB' 140+00 'EB' 141+00 'EB' 142+00 'EB' 143+00 'EB' 144+00 'EB'

USH 14 EB

CONC

EXISTING R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME
- INLET PROTECTION
- A B C — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

RD OO

PT: 146+35.26 'WB'

PI: 147+45.91 'WB'

145+00 'WB' 146+00 'WB' 147+00 'WB' 148+00 'WB' 149+00 'WB'

USH 14 WB

145+00 'EB' 146+00 'EB' 147+00 'EB' 148+00 'EB' 149+00 'EB'

USH 14 EB

PT: 146+22.29 'EB'

PC: 149+13.23 'EB'

MATCH LINE 144+25

EXISTING R/W

OHLD

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 42	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 7/22/2025 7:06 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

9 STA 64+92.50'WB', 13.5' LT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

STA 66+92.00, 13.5' LT
INLET COVERS TYPE H-S 12

11 STA 66+92.95'WB', 28.0' LT
INLETS MEDIAN 2G-MS
15 LF SSPRC CL IV 15-INCH

10 STA 65+03.50'WB', 13.5' LT
INLETS 2x3-FT H-S
11 LF SSPRC CL IV 12-INCH

6 STA 65+03.00'WB', 13.5' RT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

101 STA 66+90.49'WB', 3.7' LT
MANHOLE COVERS TYPE J

STA 68+58.00, 13.5' LT
INLET COVERS TYPE H 17

102 STA 68+58.79'WB', 6.1' LT
MANHOLE COVERS TYPE J

STA 70+31.57, 4.7' LT
MANHOLE COVERS TYPE J 103

22 STA 70+33.50'WB', 13.5' LT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

PC: 64+25.00

64'WB' 65'WB' 66'WB' 67'WB' 68'WB' 69'WB' 70'WB' 71'WB'

64'EB' 65'EB' 66'EB' 67'EB' 68'EB' 69'EB' 70'EB' 71'EB'

USH 14 WB

USH 14 EB

MATCH LINE 71+50

STA 64+89.54, 25.5' RT
INLET COVERS TYPE H 3

5 STA 65+05.00'EB', 13.5' LT
INLETS 2x3-FT H-S
17 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

4 STA 64+94.21'EB', 13.5' LT
INLET COVERS TYPE H-S

BOHMANN DR

14 STA 67+32.17'EB', 13.8' LT
INLETS COVERS TYPE B

19 STA 68+68.30'EB', 13.5' LT
INLET COVERS TYPE H-S

STA 70+46.50, 13.5' LT
INLETS 2x3-FT H-S 21
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

EXISTING R/W

STA 72+25.00, 13.5' LT
INLET COVERS TYPE H-S 25

104 STA 72+26.76'WB', 6.4' LT
MANHOLE COVERS TYPE J

STA 76+16.50, 13.5' LT
INLET COVERS TYPE H-S 28

STA 76+14.94, 5.8' LT
MANHOLE COVERS TYPE J 105

STA 76+16.50, 13.0' RT
INLETS 2x2-B
16 LF SSPRC CL IV 12-INCH
2 - CONCRETE PIPE COLLARS 27

PT: 76+78.09

STA 78+17.50, 13.5' LT
INLET COVERS TYPE H-S 31

STA 78+16.31, 4.6' LT
MANHOLE COVERS TYPE J 106

STA 78+17.50, 13.0' RT
INLETS 2x2-B
16 LF SSPRC CL IV 12-INCH
2 - CONCRETE PIPE COLLARS 30

72'WB' 73'WB' 74'WB' 75'WB' 76'WB' 77'WB' 78'WB' 79'

72'EB' 73'EB' 74'EB' 75'EB' 76'EB' 77'EB' 78'EB'

USH 14 WB

USH 14 EB

MATCH LINE 71+50

MATCH LINE 79+00

STA 72+25.00, 13.0' RT
INLETS 2x2-B 24
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

23 STA 72+44.00'EB', 13.0' LT
INLETS 2x2-B
12 LF SSPRC CL IV 12-INCH

STA 76+45.00, 13.0' LT
INLET COVERS TYPE B 26

PT: 77+07.91

STA 78+46.50, 13.0' LT
INLET COVERS TYPE B 29

EXISTING R/W

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	STORM SEWER	SHEET 43	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/22/2025 7:08 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STA 80+16.00, 13.5' LT (32)
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

(107) STA 80+17.30'WB', 4.1' LT
MANHOLE COVERS TYPE J

STA 81+74.50, 13.5' LT (33)
INLET COVERS TYPE H-S

STA 83+22.00, 13.5' LT (34)
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

(35) STA 83+42.50'WB', 13.5' LT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

79'WB' 80'WB' 81'WB' 82'WB' 83'WB' 84'WB' 85'WB'

USH 14 WB

MATCH LINE 79+00

EB' 80'EB' 81'EB' 82'EB' 83'EB' 84'EB' 85'EB'

USH 14 EB

STA 83+31.45, 5.4' LT (109)
MANHOLE COVERS TYPE J

STA 81+75.91, 3.6' LT (108)
MANHOLE COVERS TYPE J

EXISTING R/W

(124) STA 103+24.52'WB', 38.6' LT
INLETS MEDIAN 2G-MS
32 LF SSPRC CL IV 30-INCH

(110) STA 103+24.02'WB', 5.8' LT
MANHOLES 5-J
8 LF SSPRC CL IV 24-INCH
1 - CONCRETE PIPE COLLARS

PC: 104+46.85

(36) STA 104+75.00'WB', 13.5' LT
INLETS 2x3-FT H-S
11 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

(37) STA 104+80.00'WB', 13.5' LT
INLET COVERS TYPE H-S

(38) STA 106+49.50'WB', 13.5' LT
INLET COVERS TYPE H-S

(39) STA 108+24.00'WB', 13.5' LT
INLET COVERS TYPE H-S

STA 109+99.50, 13.5' LT (40)
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

STA 106+49.80, 3.8' LT (112)
MANHOLE COVERS TYPE J

STA 108+24.16, 3.9' LT (113)
MANHOLE COVERS TYPE J

STA 109+99.04, 3.7' LT (114)
MANHOLE COVERS TYPE J

VB' 104'WB' 105'WB' 106'WB' 107'WB' 108'WB' 109'WB' 110'WB'

USH 14 WB

104'EB' 105'EB' 106'EB' 107'EB' 108'EB' 109'EB' 110'EB' 111

USH 14 EB

MATCH LINE 111+00

(111) STA 104+75.05'WB', 3.6' LT
MANHOLE COVERS TYPE J

PC: 104+76.75

(123) STA 103+52.56'EB', 41.0' RT
APRON ENDWALLS FOR CPRC 30-INCH
84 LF SSPRC CL IV 30-INCH

EXISTING R/W

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	STORM SEWER	SHEET 44	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/22/2025 7:08 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

41 STA 111+87.50'WB', 13.5' LT
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

115 STA 111+87.92'WB', 4.3' LT
MANHOLE COVERS TYPE J

STA 116+54.50, 13.5' LT 42
INLET COVERS TYPE H-S

STA 117+74.55, 13.5' LT 58
INLETS 2x3-H-S
8 LF SSPRC CL IV 12-INCH

STA 117+74.55, 5.4' LT 122
MANHOLE 4-J

MATCH LINE 111+00

111'WB' 112'WB' 113'WB' 114'WB' 115'WB' 116'WB' 117'WB' 118'WB'

USH 14 WB

'EB' 112'EB' 113'EB' 114'EB' 115'EB' 116'EB' 117'EB' 118'EB'

USH 14 EB

EXISTING R/W

MATCH LINE 118+50

MATCH LINE 111+00

STARLIGHT LN

117 STA 118+66.19'WB', 6.4' LT
MANHOLE COVERS TYPE J

STA 121+00.50, 13.5' LT 43
INLET COVERS TYPE H-S

44 STA 121+17.50'WB', 13.5' LT
INLET COVERS TYPE H-S

STA 123+14.00, 13.5' LT 45
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS

STA 123+14.78, 3.9' LT 118
MANHOLE COVERS TYPE J

STA 125+16.43, 4.0' LT 119
MANHOLE COVERS TYPE J

119'WB' 120'WB' 121'WB' 122'WB' 123'WB' 124'WB' 125'WB'

USH 14 WB

USH 14 WB

119'EB' 120'EB' 121'EB' 122'EB' 123'EB' 124'EB' 125'EB'

USH 14 EB

USH 14 EB

EXISTING R/W

EAST MALL ENTRANCE

MATCH LINE 126+00

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	STORM SEWER	SHEET 45	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2025 7:08 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STA 127+17.50, 13.5' LT
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS
46

STA 127+17.50, 4.0' LT
MANHOLE COVERS TYPE J
120

STA 129+50.50, 13.5' LT
INLETS 2x3-FT H-S
6 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS
47

121 STA 129+58.38'WB', 5.5' LT
MANHOLE COVERS TYPE J

MATCH LINE 126+00

126'WB' 127'WB' 128'WB' 129'WB' 130'WB' 131'WB'

USH 14 WB

126'EB' 127'EB' 128'EB' 129'EB' 130'EB' 131'EB'

USH 14 EB

EXISTING R/W

142'WB' 143'WB' 144'WB' 145'WB' 146'WB' 147'WB' 148'WB' 149'WB'

USH 14 WB

142'EB' 143'EB' 144'EB' 145'EB' 146'EB' 147'EB' 148'EB' 149'EB'

USH 14 EB

PT: 146+35.26

PI: 147+45.91

PT: 146+22.29

PC: 149+13.23

12" 24" 24"

EXISTING R/W

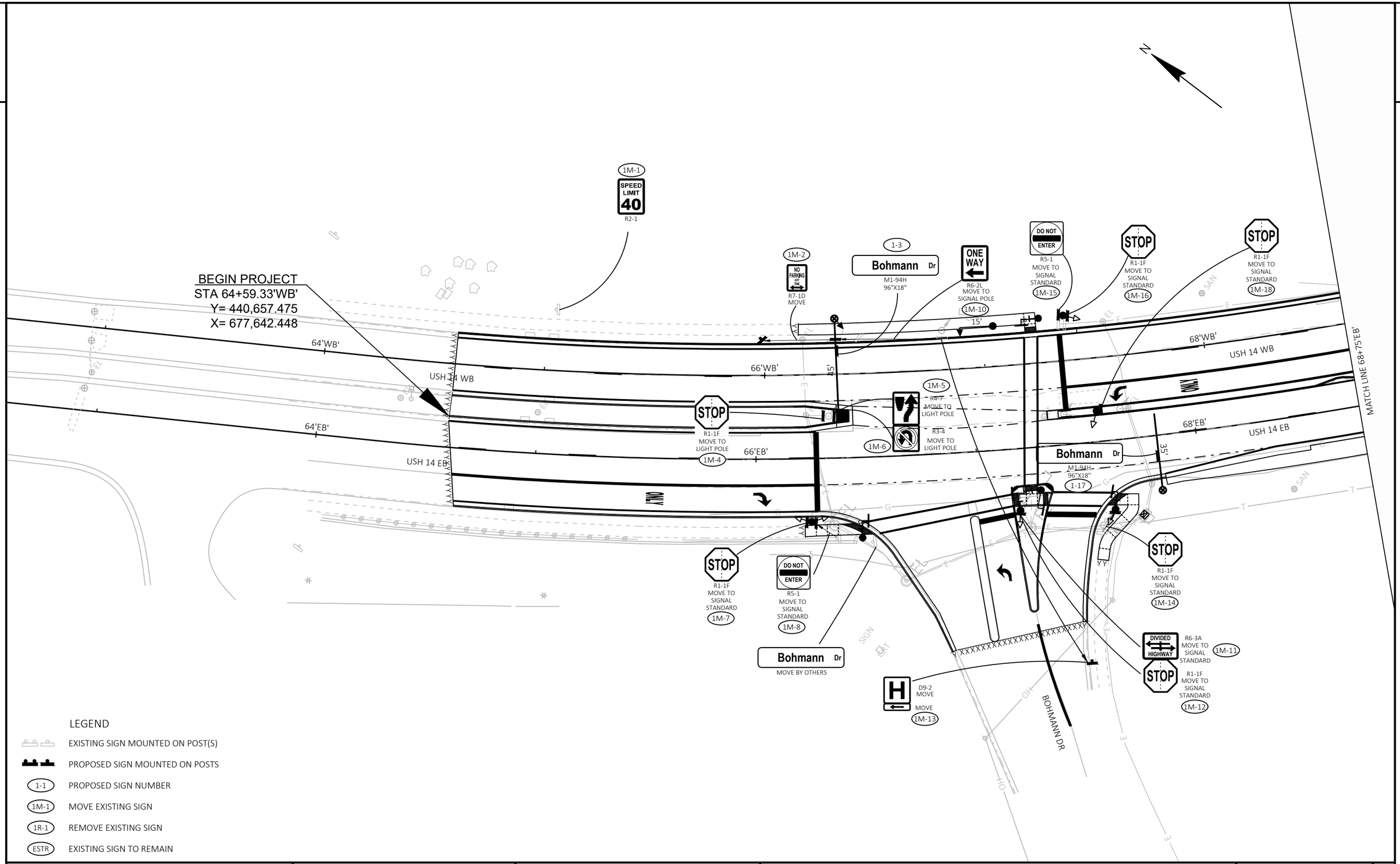
STA 145+39.90, 27.8' RT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
1 - CONCRETE PIPE COLLARS
50

57 STA 148+64.43'EB', 15.3' LT
INLETS 2x3-FT H-S
8 LF SSPRC CL IV 12-INCH
16 LF SSPRC CL IV 24-INCH
3 - CONCRETE PIPE COLLARS

CTH O

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	STORM SEWER	SHEET 46	E

2

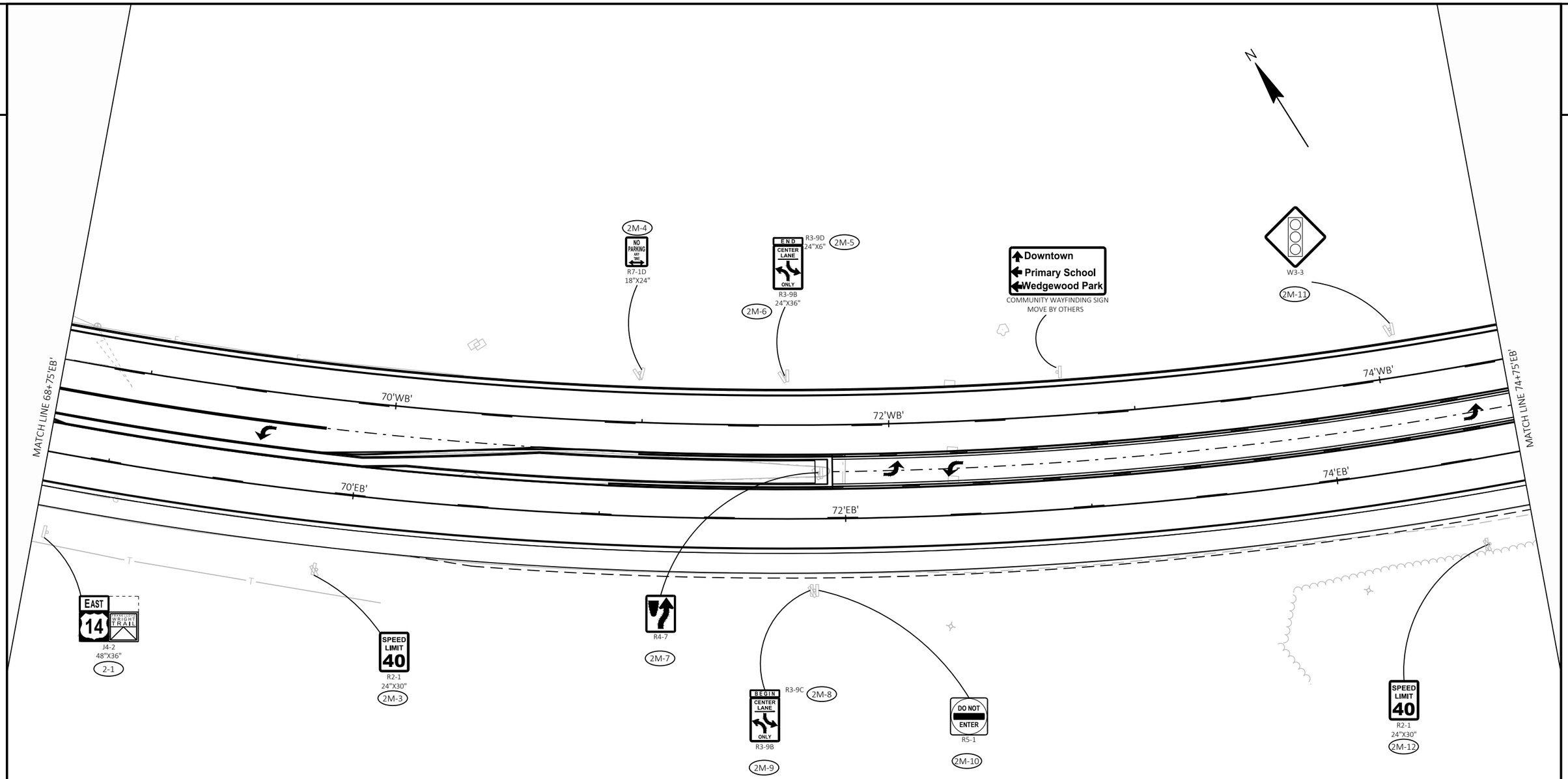


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 47	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 48	E

2

2

N

3M-1
NO PARKING ANY TIME
R7-1D

3M-2
SPEED LIMIT 40
R2-1

3M-4
NO PARKING ANY TIME
R7-1D

MATCH LINE 74+75'EB'

MATCH LINE 80+75'EB'

76'WB'

78'WB'

80'WB'

76'EB'

78'EB'

80'EB'

SAN

SAN

WV

WVS

GV

I55-56
ADOPT A HIGHWAY

I55-56P
AG SERVICE CENTER

3M-3

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POSTS

1-1 PROPOSED SIGN NUMBER

1M-1 MOVE EXISTING SIGN

1R-1 REMOVE EXISTING SIGN

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 49	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023203-ps

PLOT DATE : 7/22/2025 6:59 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 80+75'EB'

MATCH LINE 86+75'EB'

82'WB'

84'WB'

USH 14 WB

86'WB'

82'EB'

84'EB'

86'EB'

USH 14 EB

R1-1
ESTR
STOP

REMOVE
4R-8
DIVIDED HIGHWAY

PEEBLES DR

PEEBLES DR
ESTR

4M-5
NO PARKING
R7-1L

REMOVE
4R-2

DO NOT ENTER
REMOVE
4R-3

CENTER LANE ONLY
R3-9B
4M-4

WRONG WAY
REMOVE
4R-6

REMOVE
4R-10

DO NOT ENTER
REMOVE
4R-11

National Guard Armory
D1-55L
4M-1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 50	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023204-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 86+75'EB'

MATCH LINE 92+75'EB'

DO NOT ENTER
REMOVE
5R-3

5M-4
TRUCK ROUTE
R14-1

WRONG WAY
REMOVE
5R-8

ONE WAY
REMOVE
5R-9

SPEED LIMIT 40
R2-1
5M-10

MTN Bike Trails
Hiking
Snowshoeing
COMMUNITY WAYFINDING SIGN
MOVE BY OTHERS

National Guard Armory
D1-55R
5M-16

REMOVE
5R-1

88'WB'

90'WB'

USH 14 WB

92'WB'

REMOVE
5R-12

ONLY

REMOVE
5R-11

88'EB'

90'EB'

92'EB'

USH 14 EB

ONE WAY
REMOVE
5R-2

SPEED LIMIT 40
R2-1
ESTR
5-5

DO NOT ENTER
REMOVE
5R-6

FOUNDRY DR
ESTR

FOUNDRY DR

STOP
R1-1
ESTR
5-13

DIVIDED HIGHWAY
REMOVE
5R-14

WRONG WAY
REMOVE
5R-15

DO NOT ENTER
REMOVE
5R-17

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 51	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023205-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 92+75'EB'

MATCH LINE 98+75'EB'

N

REMOVE
6R-1
REMOVE
6R-2

CENTER LANE ONLY
R3-9B
24"X36"
6-6

6M-4
SPEED LIMIT 40
R2-1

94'WB'
96'WB'
98'WB'
94'EB'
96'EB'
98'EB'

WVS
POST
WV

CENTER LANE ONLY
R3-9B
6M-3

SPEED LIMIT 40
R2-1
6M-5

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 52	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023206-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 98+75'EB'

MATCH LINE 104+75'EB'

N

100'WB'

102'WB'

104'WB'

100'EB'

102'EB'

104'EB'

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POSTS

1-1 PROPOSED SIGN NUMBER

1M-1 MOVE EXISTING SIGN

1R-1 REMOVE EXISTING SIGN

ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 53	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023207-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

8M-1
NO PARKING ANY TIME
R7-1R

8M-3
NO PARKING ANY TIME
R7-1D

8M-4
SPEED LIMIT 40
R2-1

MATCH LINE 104+75'EB'

MATCH LINE 110+75'EB'

106'WB'

108'WB'

110'WB'

106'EB'

108'EB'

110'EB'

STOP
R1-1
30"X30"
8M-2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 54	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023208-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 110+75'EB'

MATCH LINE 116+75'EB'

N

9M-4
NO PARKING ANY TIME
R7-1D

9M-5
CENTER LANE ONLY
R3-9B

REMOVE
9R-7

REMOVE
9R-8

REMOVE
9R-9
DO NOT ENTER

9R-10
WRONG WAY
REMOVE

112'WB'

USH 14 WB

114'WB'

116'WB'

112'EB'

114'EB'

116'EB'

USH 14 EB

DMV
D1-51
MOVE
9M-6

SPEED LIMIT 40
R2-1
9M-1

STOP
R1-1
9M-3

LEGEND

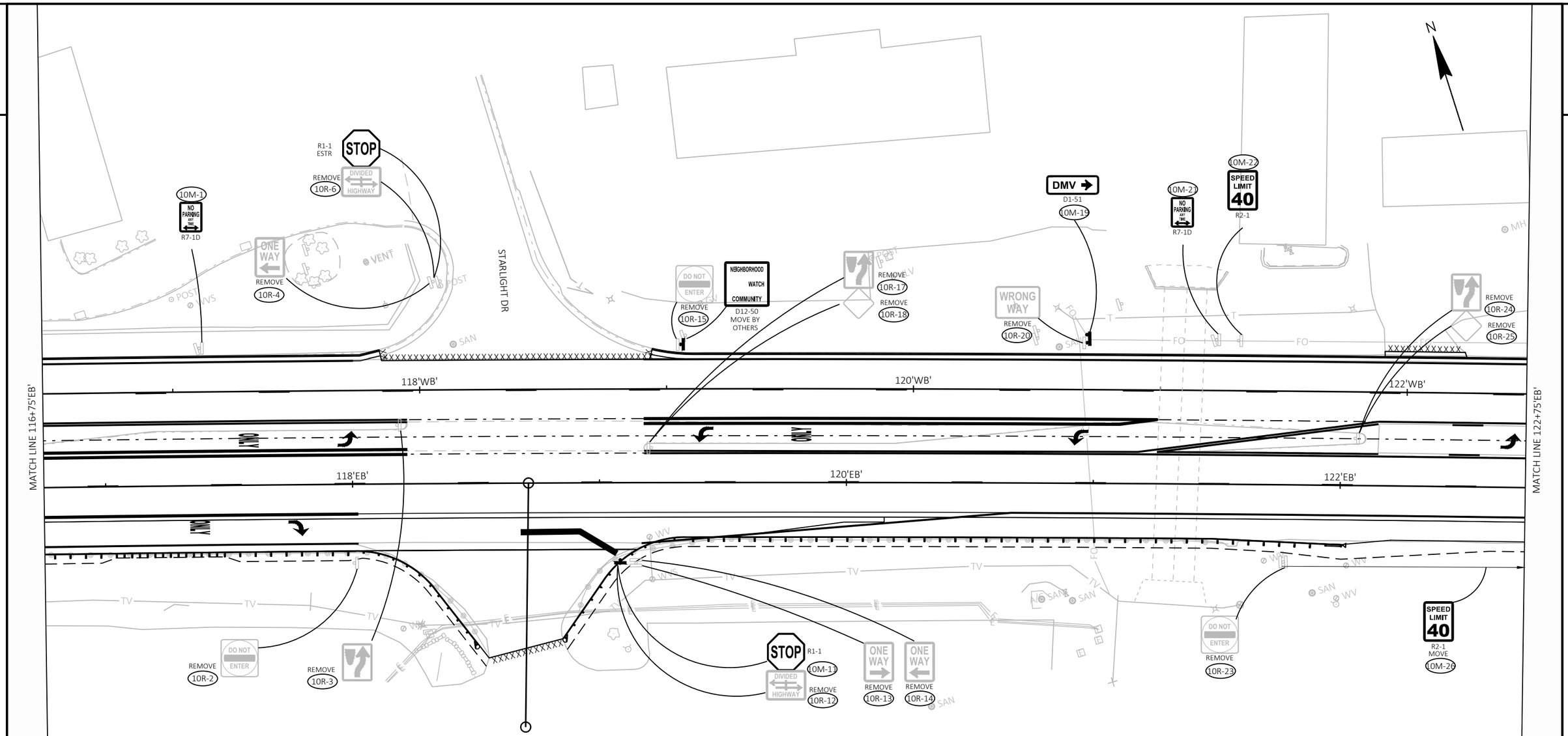
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 55	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023209-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



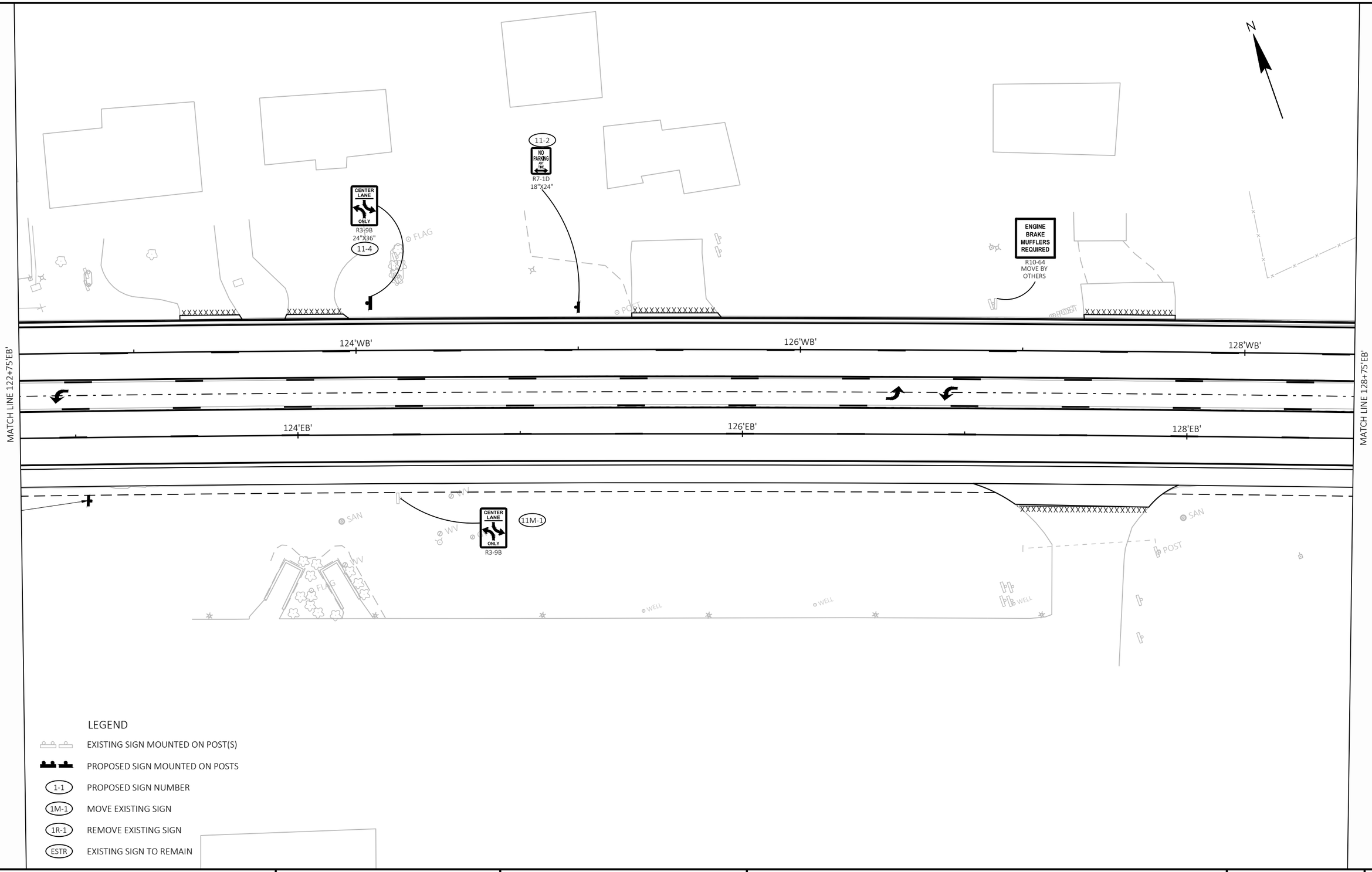
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 56	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023210-ps
PLOT DATE : 7/22/2025 7:00 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

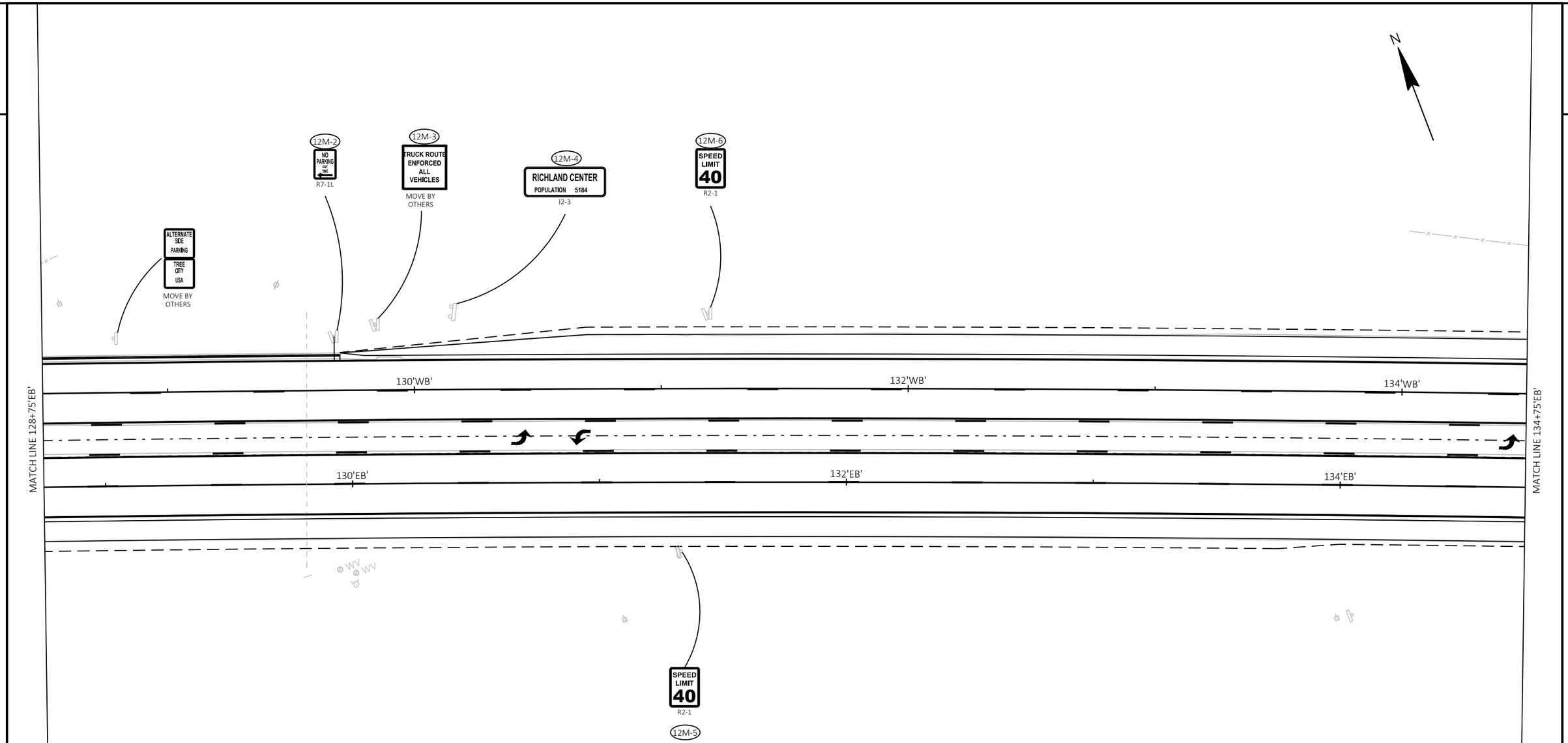
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 57	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023211-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 58	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023212-ps
PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 134+75'EB'

MATCH LINE 140+75'EB'

136'WB'

138'WB'

140'WB'

136'EB'

138'EB'

140'EB'

N

JCT
COUNTY
O
J1-1
13M-1

SPEED
LIMIT
40
R2-1
13M-2

W3-3
13M-3

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- 1-1 PROPOSED SIGN NUMBER
- 1M-1 MOVE EXISTING SIGN
- 1R-1 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 59	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023213-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE 140+75'EB'

MATCH LINE 146+75'EB'

14M-2
SPEED LIMIT 40
R2-1

14M-4
WEST 14
IOWA TO WISCONSIN WRIGHT TRAIL
J4-2

14M-5
R3-9C BEGIN CENTER LANE
R3-9B ONLY

R6-3 DIVIDED HIGHWAY
R1-1F STOP
MOVE TO NEW SIGNAL STANDARD
14M-12

ONE WAY
REMOVE
14R-11

STOP
REMOVE
14R-13

REMOVE
14R-14

30'

55'

142'WB'

144'WB'

146'WB

142'EB'

144'EB'

146'EB'

Pine Valley Community Village
D1-2
14M-1

DO NOT ENTER
REMOVE
14R-3

REMOVE
14R-8

14M-9
R3-9D 24"X6"
END CENTER LANE
R3-9B ONLY
14M-10

STOP
R1-1F
MOVE TO NEW SIGNAL STANDARD
14M-15

DO NOT ENTER
REMOVE
14R-16

14M-6
COUNTY
J13-1
24"X45"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- (1-1) PROPOSED SIGN NUMBER
- (1M-1) MOVE EXISTING SIGN
- (1R-1) REMOVE EXISTING SIGN
- (ESTR) EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 60	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023214-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 146+75'EB'

MATCH LINE 152+75'EB'

N

DO NOT ENTER
R5-1
MOVE TO NEW SIGNAL STANDARD
15M-5

STOP
R1-1F
MOVE TO NEW SIGNAL STANDARD
15M-6

END PROJECT
STA 147+41.15'WB'

END CONSTRUCTION
STA 149+38.71 'WB'
MATCH EXISTING
SAW CUT REQ'D

148'WB'

150'WB'

152'WB'

148'EB'

150'EB'

152'EB'

45

25

CTH O

R4-7
MOVE TO LIGHT POLE
15M-8

STOP
R1-1F
MOVE TO LIGHT POLE
15M-9

REMOVE
15M-10

DIVIDED HIGHWAY
R6-3

R1-1F

STOP
MOVE TO NEW SIGNAL STANDARD
15M-3

ONE WAY
R6-2L
MOVE TO NEW SIGNAL STANDARD
15M-4

STOP
R1-1
30"X30"
15M-7

R4-7
MOVE TO NEW SIGNAL STANDARD
15M-1

DIVIDED HIGHWAY
R6-3

R1-1F

STOP
MOVE TO NEW SIGNAL STANDARD
15M-2

W12-1D
15M-11

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- 1-1 PROPOSED SIGN NUMBER
- 1M-1 MOVE EXISTING SIGN
- 1R-1 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 61	E

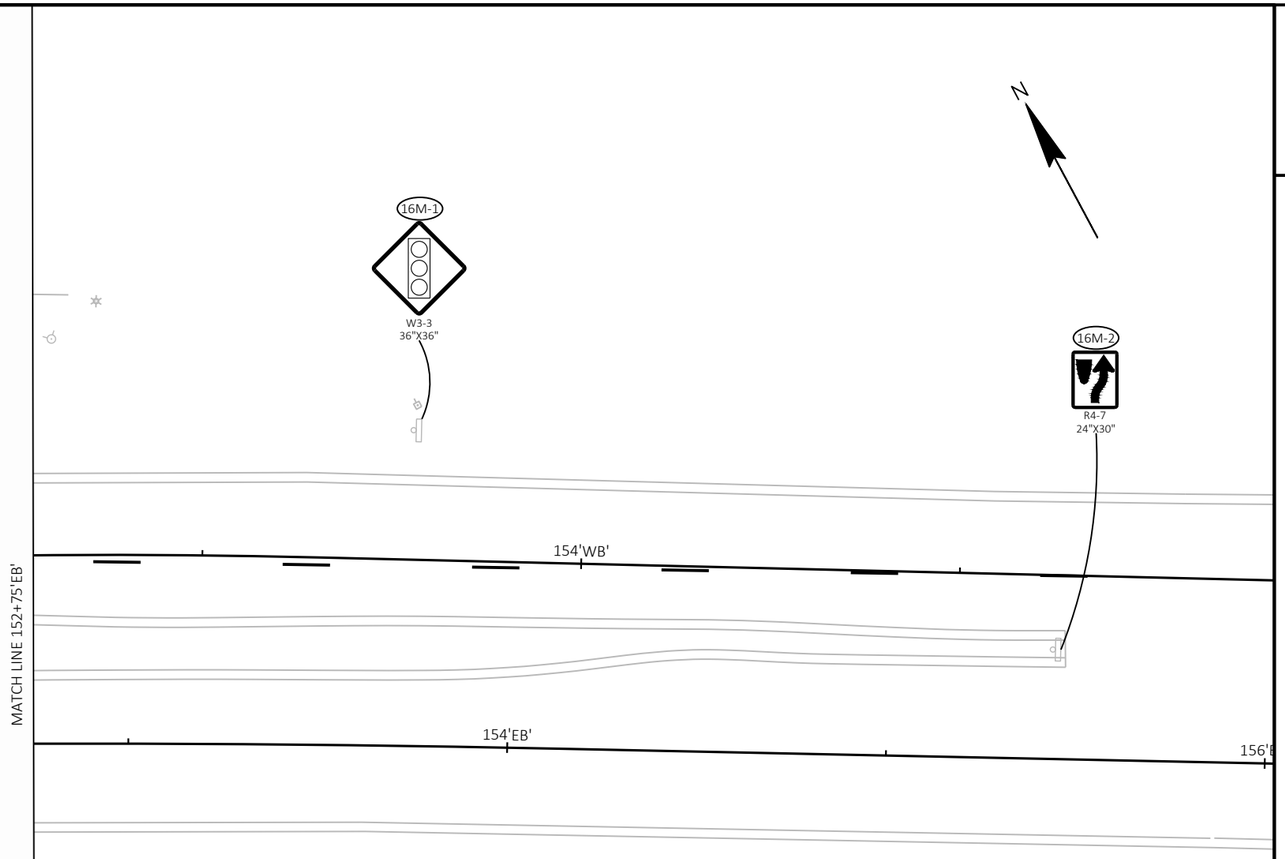
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023215-ps

PLOT DATE : 7/22/2025 7:00 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

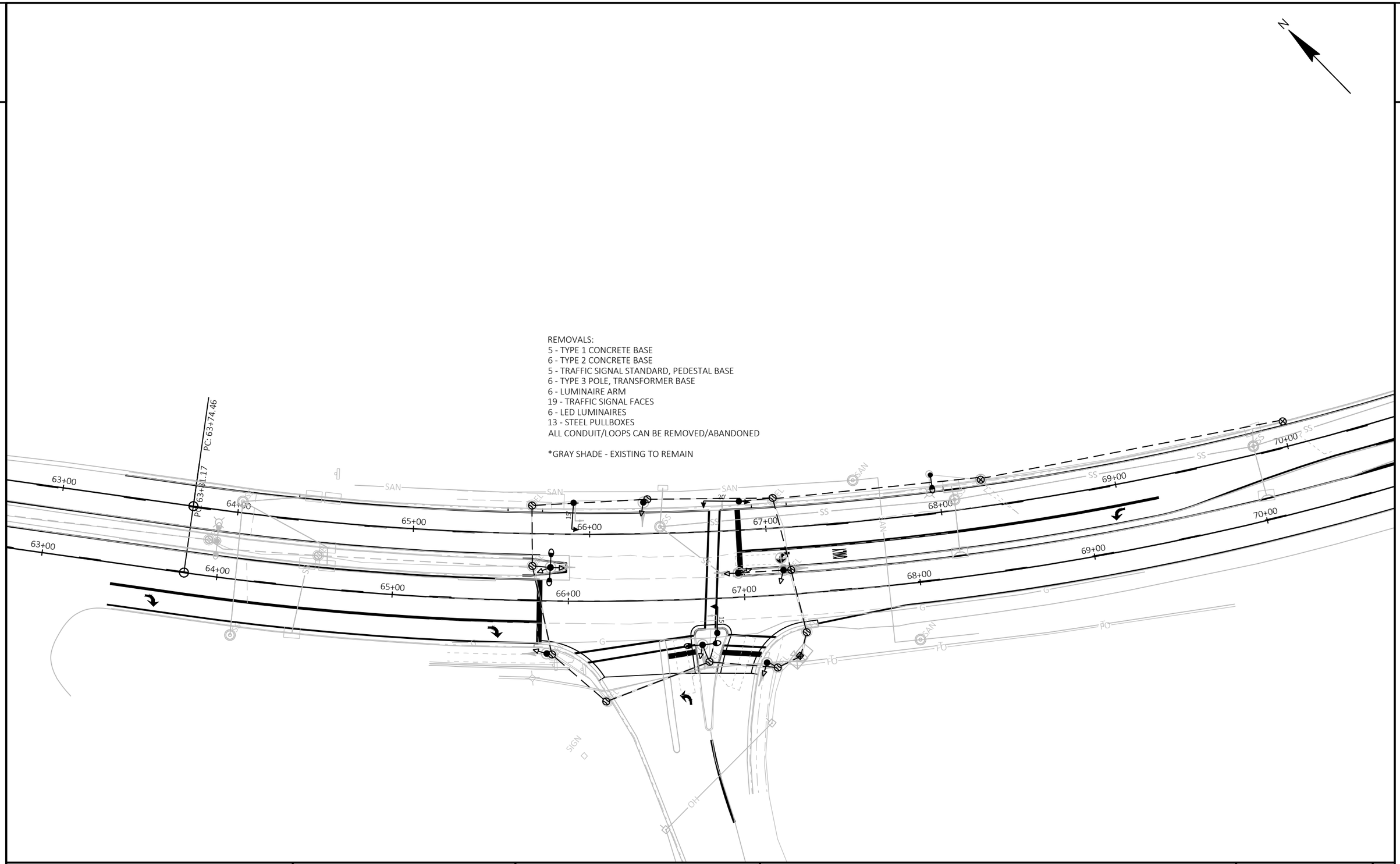
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POSTS
- 1-1 PROPOSED SIGN NUMBER
- 1M-1 MOVE EXISTING SIGN
- 1R-1 REMOVE EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 62	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023216-ps
PLOT DATE : 7/22/2025 7:01 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

REMOVALS:
5 - TYPE 1 CONCRETE BASE
6 - TYPE 2 CONCRETE BASE
5 - TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
6 - TYPE 3 POLE, TRANSFORMER BASE
6 - LUMINAIRE ARM
19 - TRAFFIC SIGNAL FACES
6 - LED LUMINAIRES
13 - STEEL PULLBOXES
ALL CONDUIT/LOOPS CAN BE REMOVED/ABANDONED

*GRAY SHADE - EXISTING TO REMAIN



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL REMOVAL - USH 14 & BOHMAN DR	SHEET 63	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL-REMOVAL.DWG
LAYOUT NAME - 024001-sr
PLOT DATE : 7/14/2025 5:02 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER

N

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

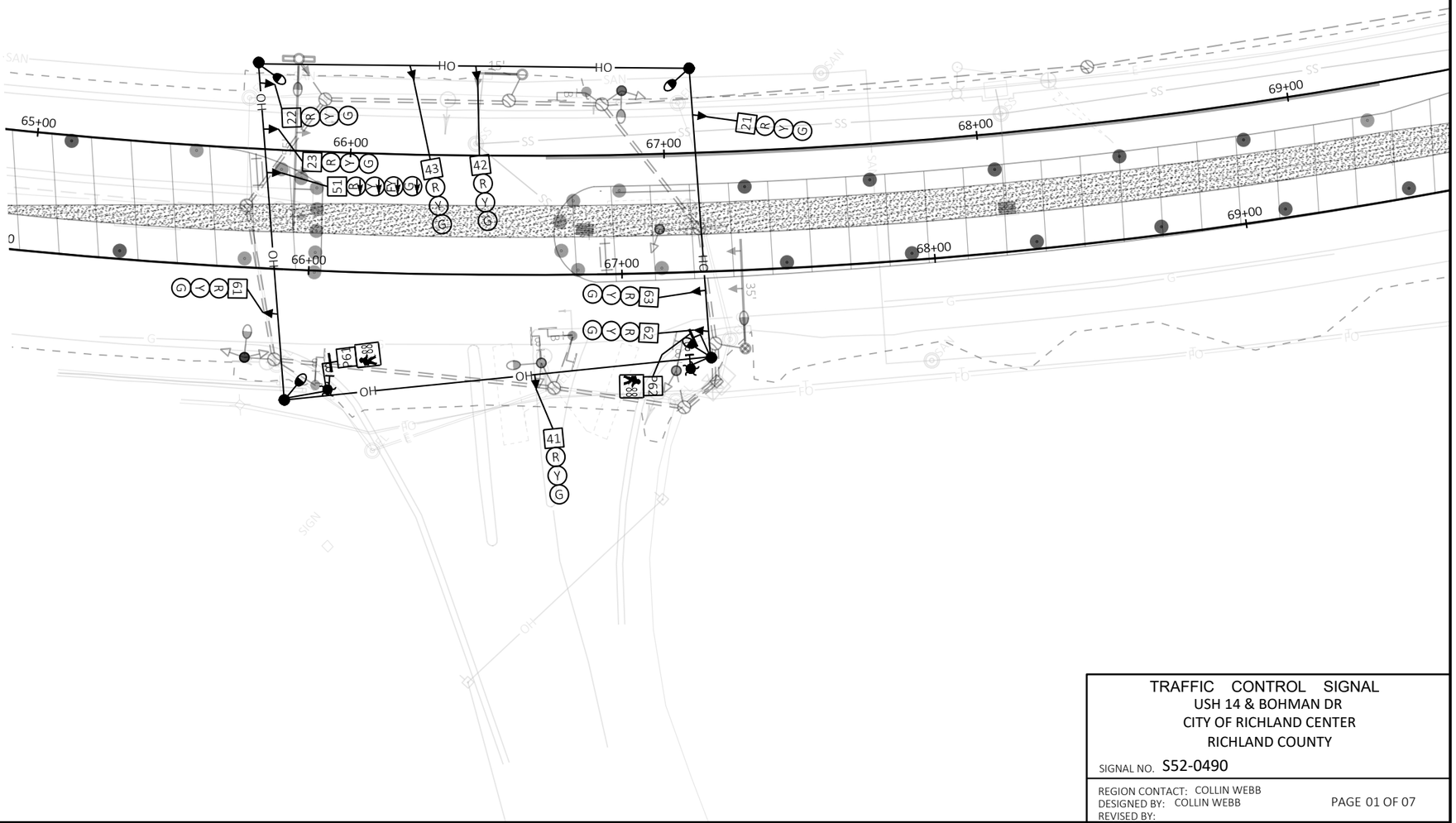
5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

5.4. FOR NEAR-RIGHT INDICATIONS, MOUNT HEAD OVER EDGELINE OF THRU-LANE

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

8. WISDOT NON-INTRUSIVE DETECTION CABLE WILL BE STRUNG ALONG CONTRACTOR SPAN-WIRE BY OTHERS. WISDOT NON-INTRUSIVE DETECTOR WILL BE MOUNTED TO WOOD POLES BY OTHERS.



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 01 OF 07

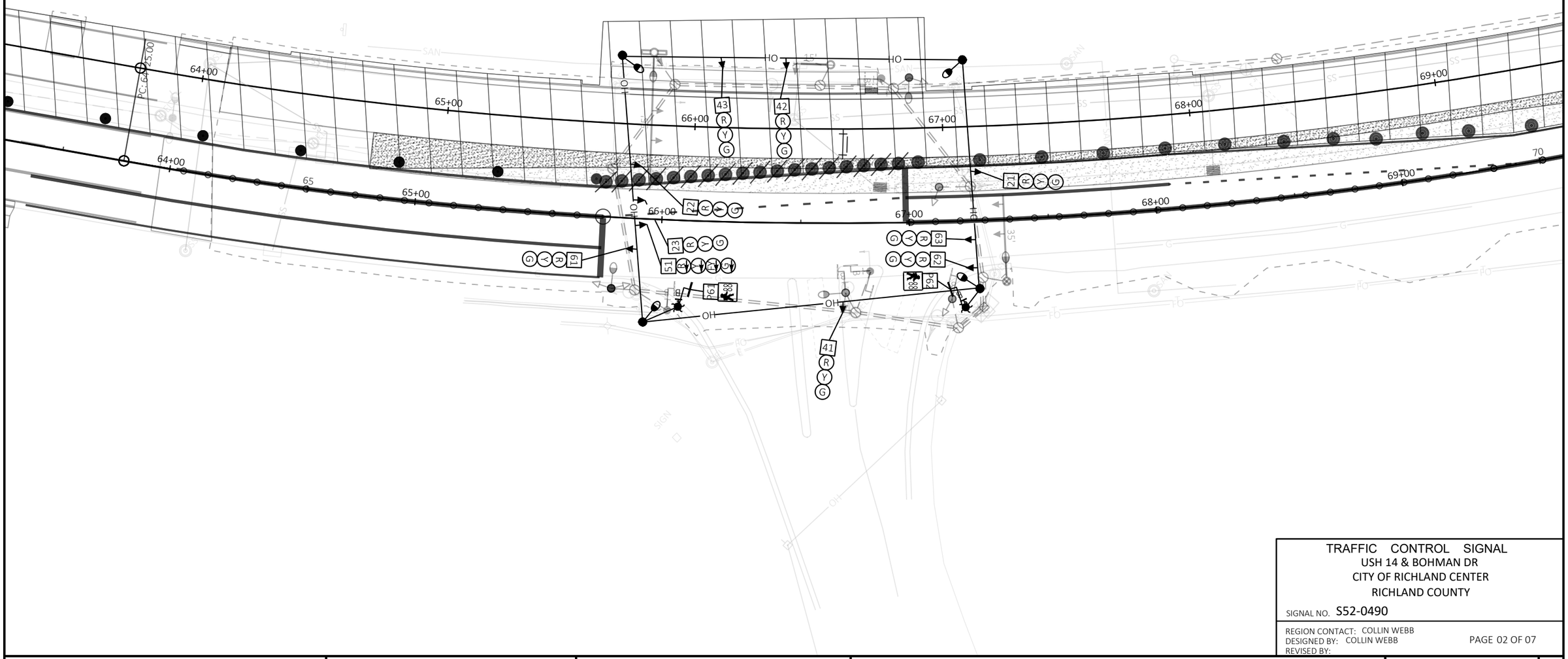
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 1	SHEET 64	E

2

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 02 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 2	SHEET 65	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024102-st

PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

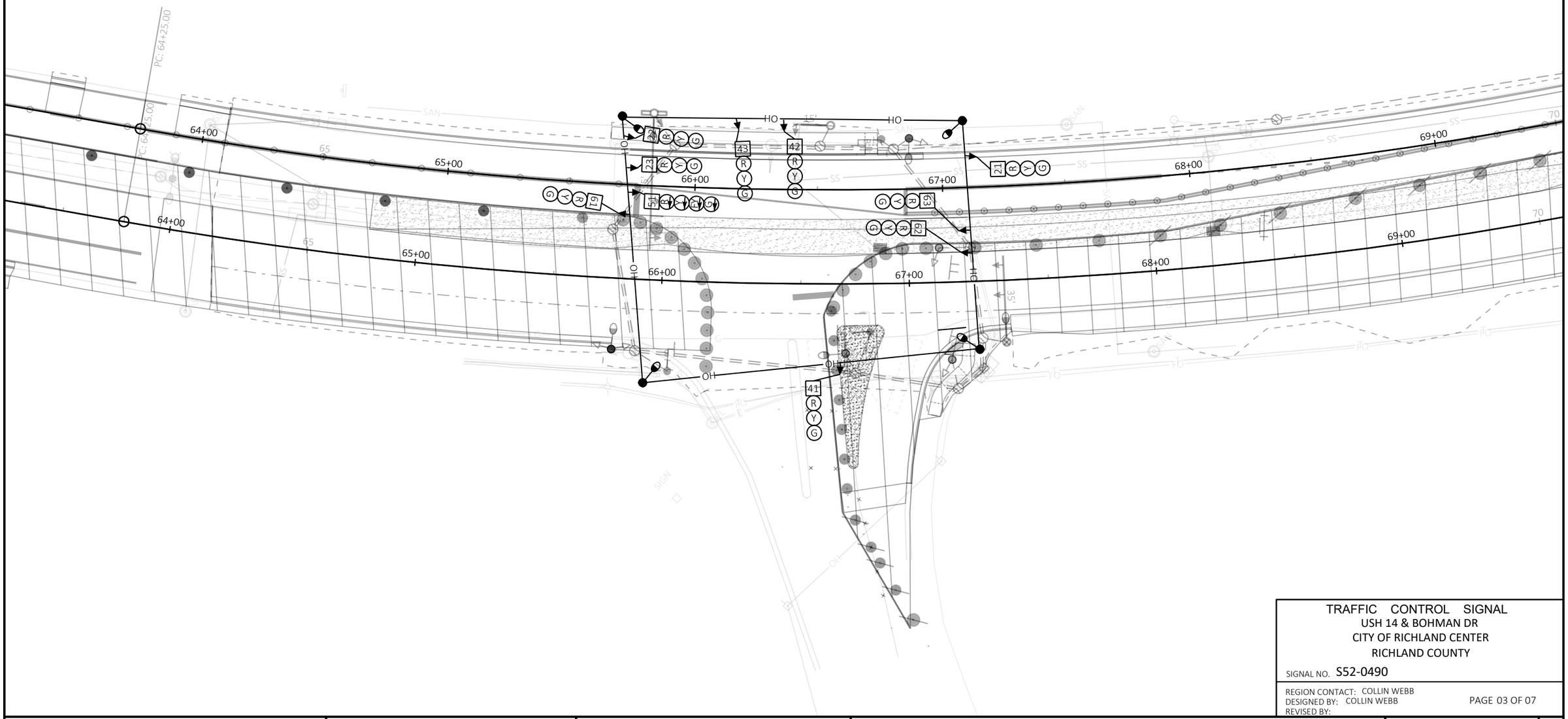
WISDOT/CADDS SHEET 42

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER

N



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 03 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 3A	SHEET 66	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024103-st

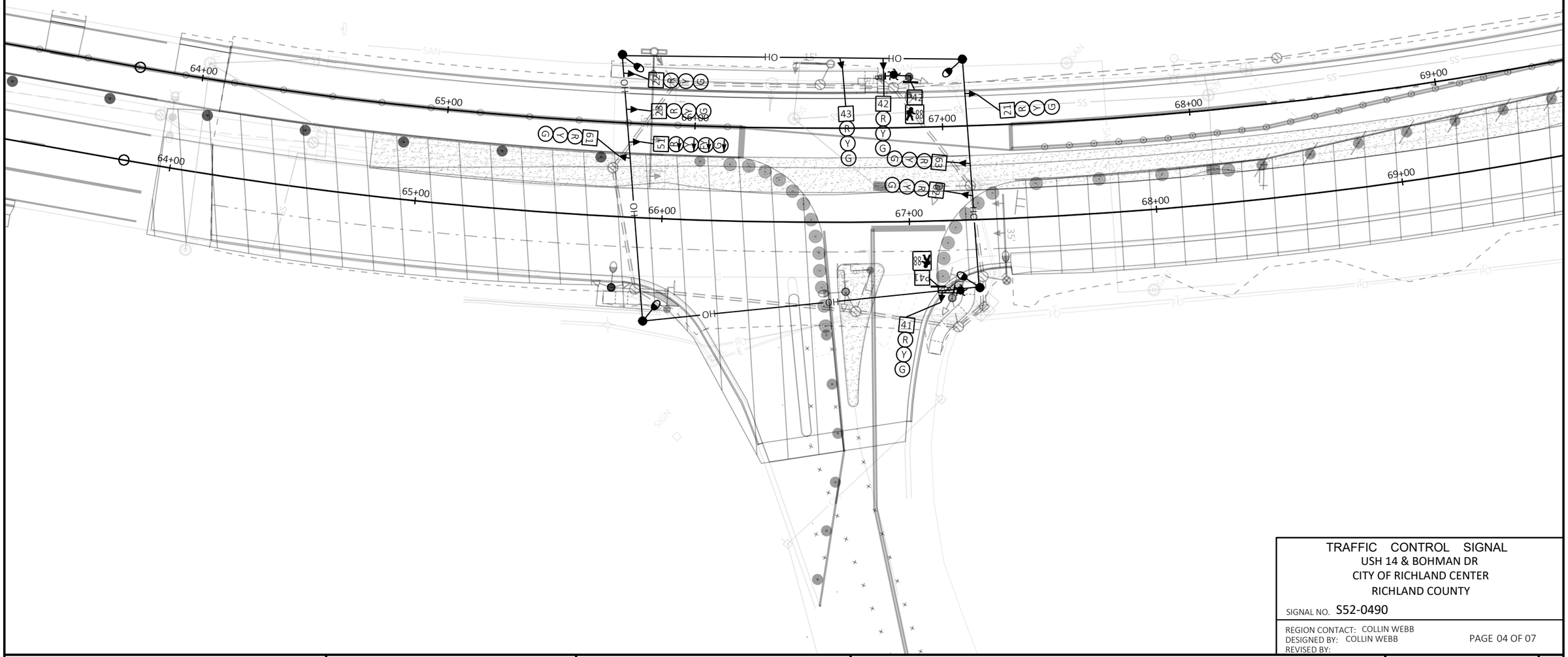
PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 04 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 3B	SHEET 67	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024104-st

PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

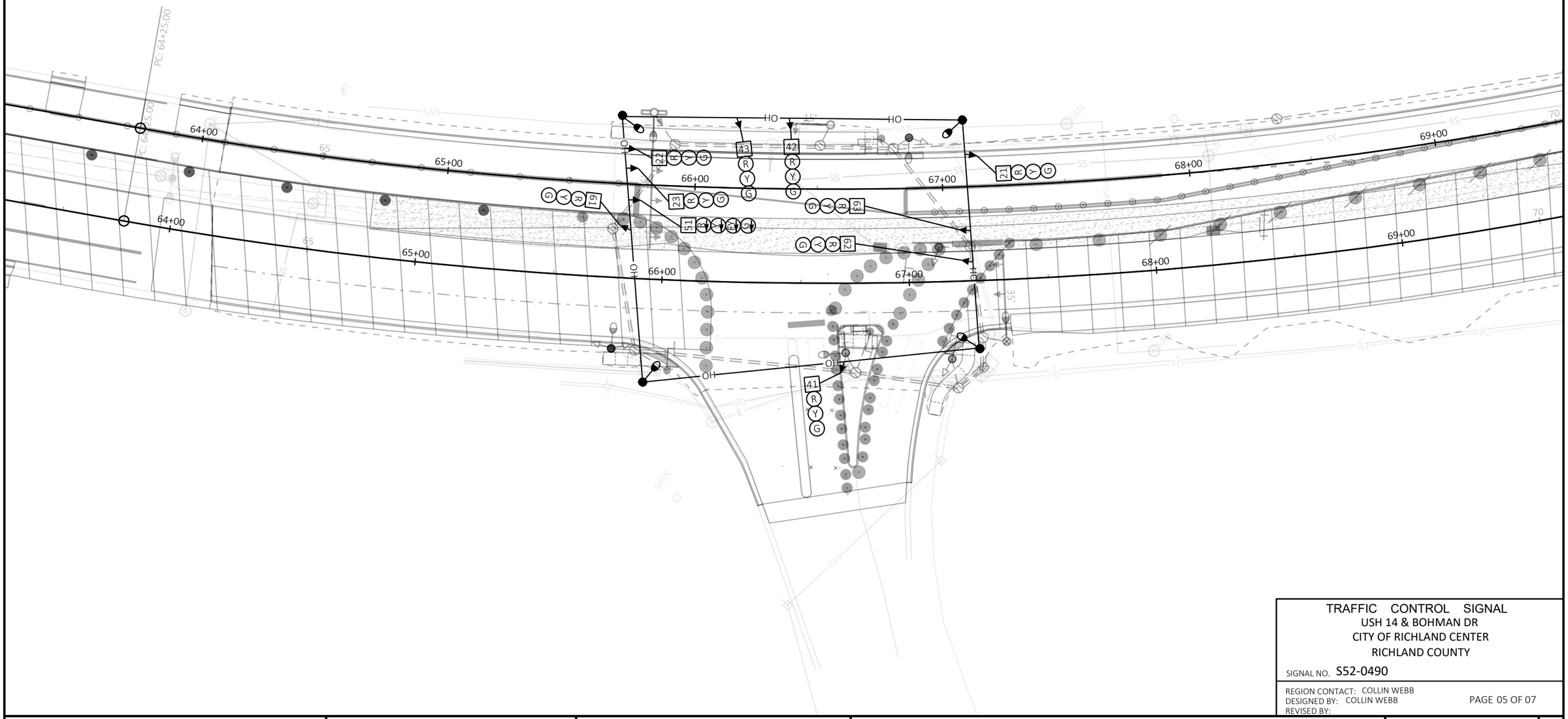
WISDOT/CADDS SHEET 42

2

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 05 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 3C	SHEET 68	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024105-st

PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

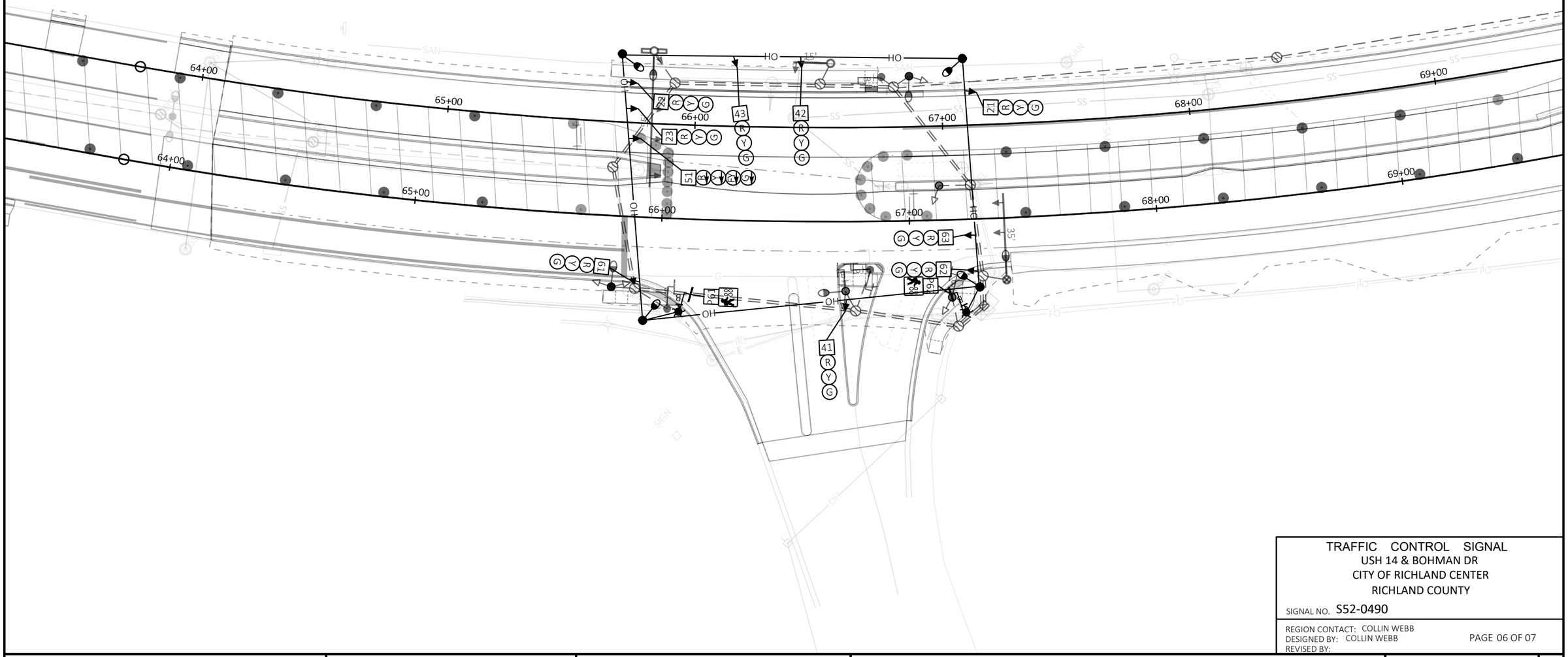
WISDOT/CADDS SHEET 42

2

2

LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER



TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

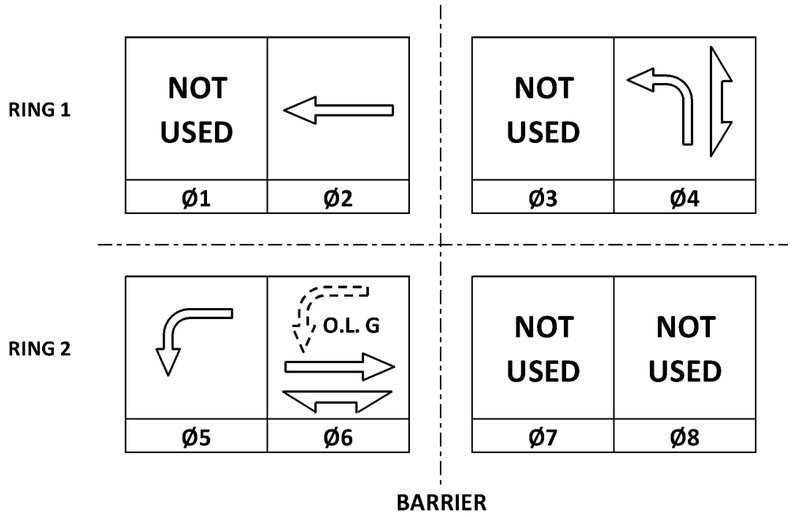
PAGE 06 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR - STAGE 4	SHEET 69	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024106-st

PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



CONTROLLER LOGIC

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

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	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

WISDOT SUPPLIED/MAINTAINED

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)				V51				
CALLED PHASE				5				
CALL OPTION				X				
DELAY TIME								
EXTENTION OPTION				X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	V41	V21		V61				
CALLED PHASE	4	2		6				
CALL OPTION	X	X		X				
DELAY TIME								
EXTENTION OPTION	X	X		X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES:

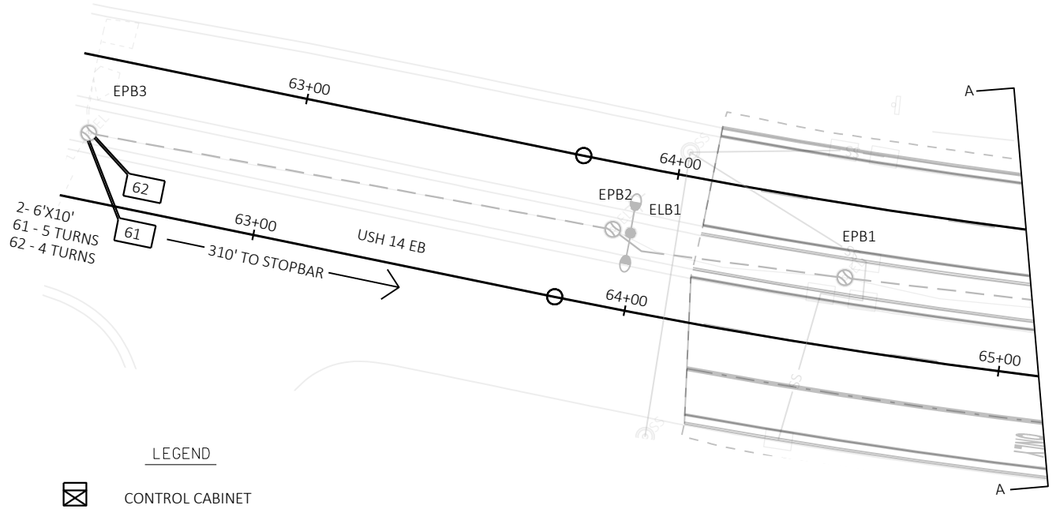
1. UTILIZE MODE G MAPPING FOR FYA PHASES

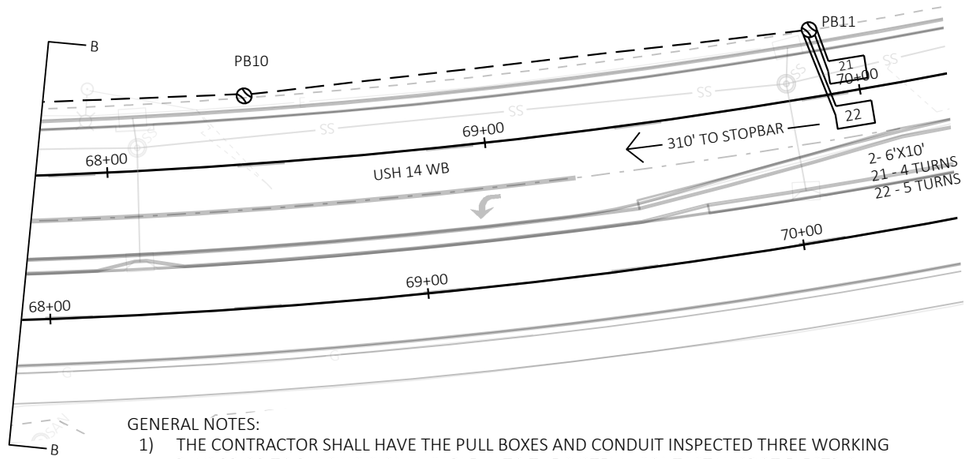
TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
LA CROSSE COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 07 OF 07





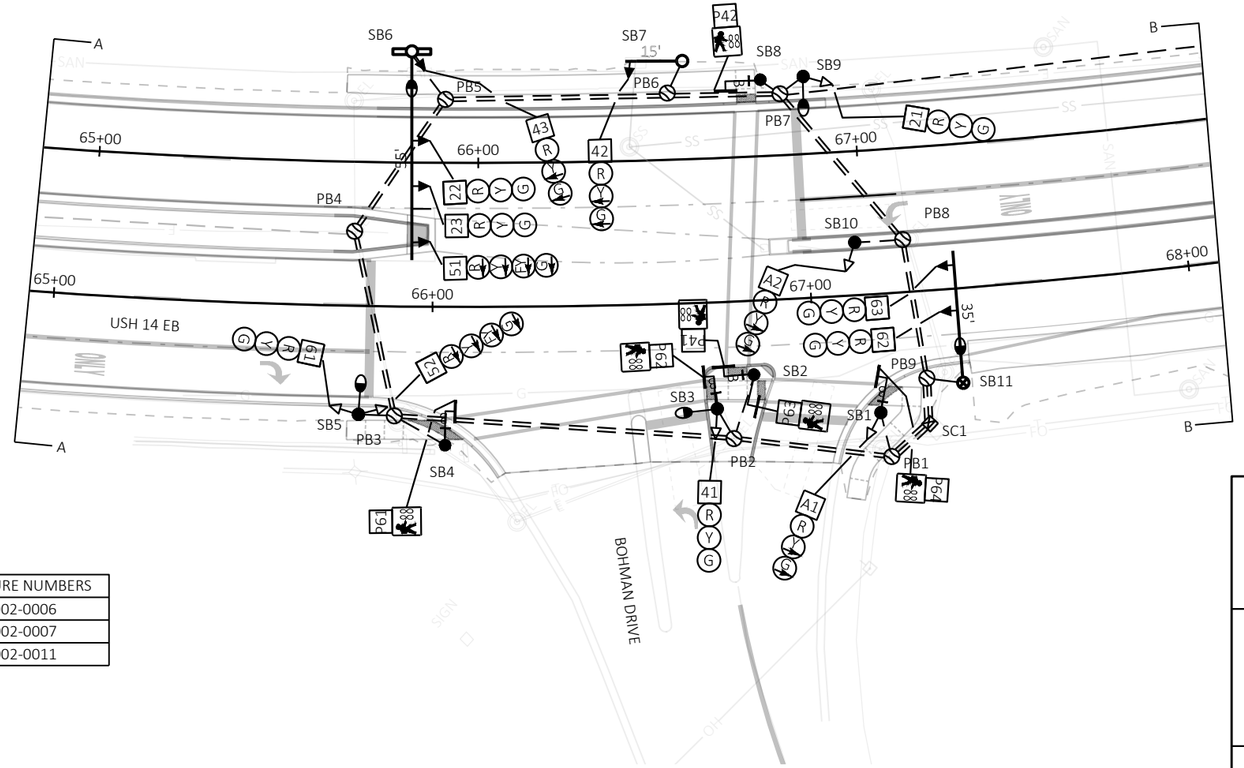
GENERAL NOTES:

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT (608-785-9080) TO MAKE ARRANGEMENTS
2) CENTER HEADS CONTROLLING THROUGH MOVEMENTS OVER RECEIVING LANE
   CENTER HEADS CONTROLLING LEFT TURN MOVEMENTS OVER APPROACH LANE EXTENDED
3) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT WHICH ARE NOT SHOWN
4) ALL LUMINAIRES ARE LED C
5) INSTALL RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS
6) NON-INTRUSIVE DETECTION TO BE INSTALLED BY WISDOT

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- EVP DETECTOR
- VIDEO DETECTION CAMERA
- RADAR DETECTOR
- NON-INTRUSIVE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER
- PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE

NOTE: ALL LENSES ARE 12-INCH
ALL LUMINAIRES ARE LED C



MONOTUBE STRUCTURE NUMBERS	
SB6	S-52-4002-0006
SB7	S-52-4002-0007
SB11	S-52-4002-0011

TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DRIVE
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490
CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 6/11/92 — ROGER C WINTER, REGION TRAFFIC ENGINEER

APPROVED
DATE 8/26/92 — RI MOE, STATE TRAFFIC ENGINEER

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 01 OF 03

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL PLAN - USH 14 & BOHMAN DR	SHEET 71	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 6/13/2025 4:45 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

USH 14 & BOHMAN DRIVE TRAFFIC SIGNAL CABLING 14 AWG CABLE													
HOME RUN	CABLE	INDICATION/WIRE COLOR											
		BLK	WHT	RED	GRN	ORG	BLU	WHT/BLK	RED/BLK	GRN/BLK	ORG/BLK	BLU/BLK	BLK/WHT
SC1 - SB1	7/C	6-DW	NEUTRAL	A-RED	A-GRN	A-YEL	6-WALK						
SC1 - SB2	7/C	6-DW	NEUTRAL	4-DW	4-WALK		6-WALK						
SC1 - SB3	7/C	6-DW	NEUTRAL	4-RED	4-GRN	4-YEL	6-WALK						
SC1 - SB4	5/C		NEUTRAL	6-DW	6-WALK								
SC3 - SB5	12/C		NEUTRAL	6-RED	6-GRN	6-YEL			5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW	
SC1 - SB6	5/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC1 - SB6	12/C		NEUTRAL	2-RED	2-GRN	2-YEL			5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW	
SC1 - SB7	5/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC1 - SB8	5/C		NEUTRAL	4-DW	4-WALK								
SC1 - SB9	5/C		NEUTRAL	2-RED	2-GRN	2-YEL							
SC1 - SB10	5/C		NEUTRAL	A-RED	A-GRN	A-YEL							
SC1 - SB11	5/C		NEUTRAL	6-RED	6-GRN	6-YEL							

USH 14 & BOHMAN DRIVE LIGHTING CABLING UF 2-12 AWG CABLE W/ GROUND	
FROM	TO
SC1	SB3
SB3	SB5
SB5	SB6
SC1	SB11
SB11	SB9

USH 14 & BOHMAN DRIVE EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SC1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SC1

USH 14 & BOHMAN DRIVE PEDESTRIAN DETECTION CABLING LOOP DETECTOR LEAD-IN CABLE	
FROM	TO
SC1	SB1
SC1	SB2
SC1	SB3
SC1	SB4
SC1	SB8

USH 14 & BOHMAN DRIVE VIDEO DETECTION CABLING STATE-FURNISHED CAT5E CABLE	
FROM	TO
SC1	SB6
SC1	SB7
SC1	SB11

TRAFFIC CONTROL SIGNAL
USH 14 & BOHMAN DR
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0490

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 03 OF 03

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CABLE ROUTING - USH 14 & BOHMAN DR	SHEET 72	E

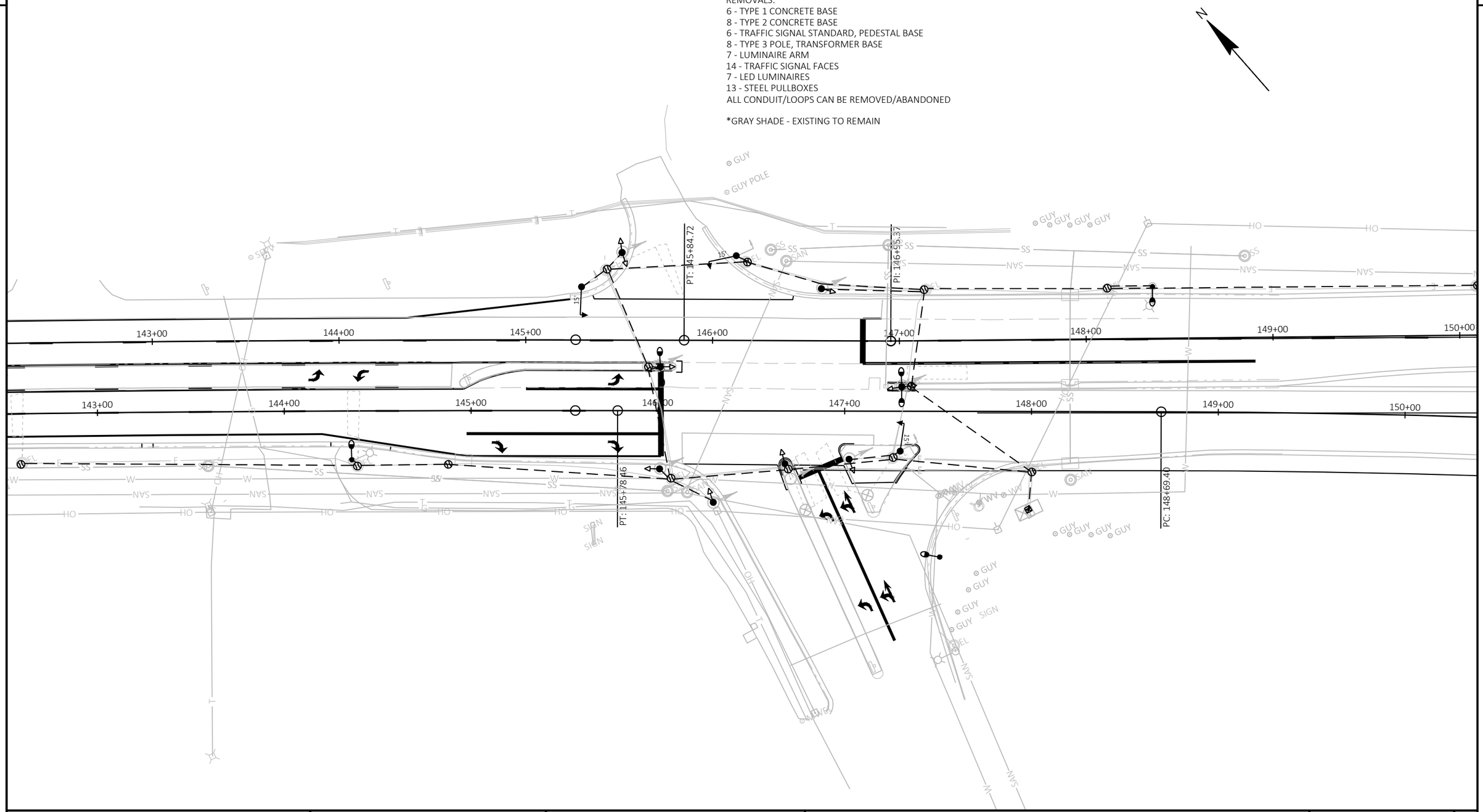
FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL.DWG
LAYOUT NAME - 024202-sp
PLOT DATE : 6/13/2025 4:45 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

REMOVALS:
6 - TYPE 1 CONCRETE BASE
8 - TYPE 2 CONCRETE BASE
6 - TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
8 - TYPE 3 POLE, TRANSFORMER BASE
7 - LUMINAIRE ARM
14 - TRAFFIC SIGNAL FACES
7 - LED LUMINAIRES
13 - STEEL PULLBOXES
ALL CONDUIT/LOOPS CAN BE REMOVED/ABANDONED

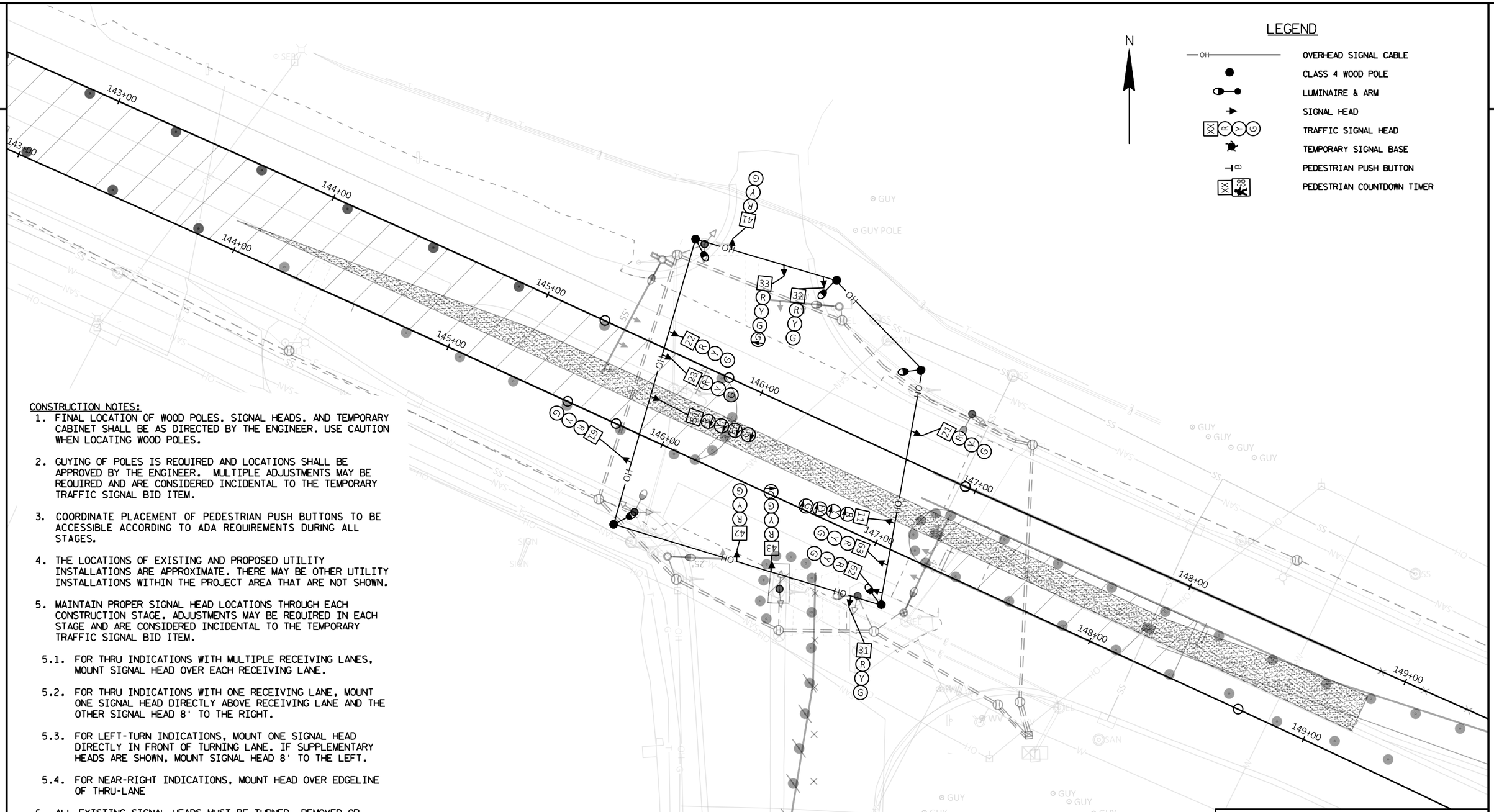
*GRAY SHADE - EXISTING TO REMAIN



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL REMOVAL - USH 14 & CTH O	SHEET 73	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL-REMOVAL.DWG
LAYOUT NAME - 024002-sr
PLOT DATE : 7/14/2025 5:02 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : ##########

2



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

   5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

   5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

   5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

   5.4. FOR NEAR-RIGHT INDICATIONS, MOUNT HEAD OVER EDGELINE OF THRU-LANE

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

8. WISDOT NON-INTRUSIVE DETECTION CABLE WILL BE STRUNG ALONG CONTRACTOR SPAN-WIRE BY OTHERS. WISDOT NON-INTRUSIVE DETECTOR WILL BE MOUNTED TO WOOD POLES BY OTHERS.

TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

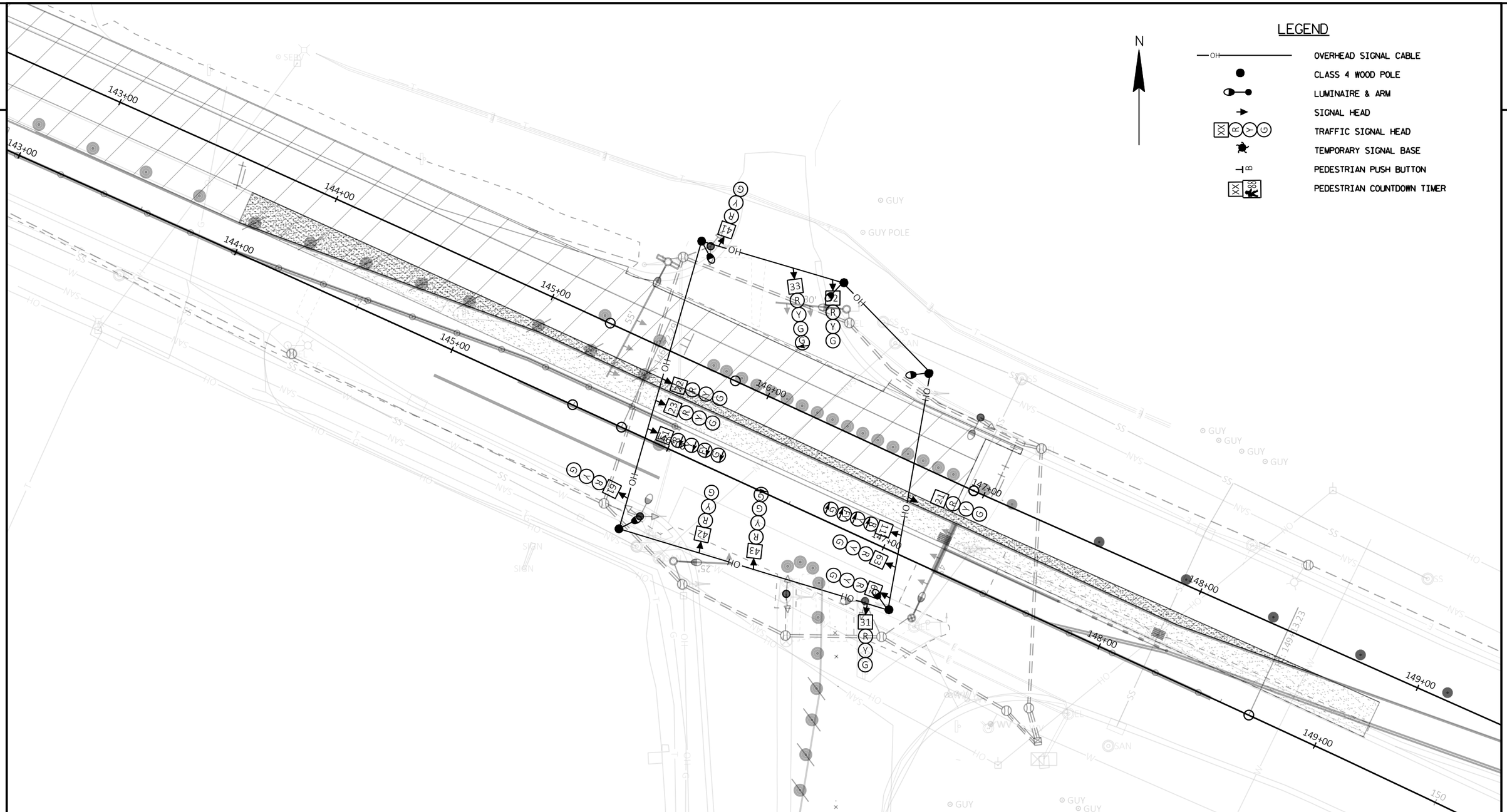
SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 01 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 1	SHEET 74	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024108-st
PLOT DATE : 7/14/2025 5:00 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

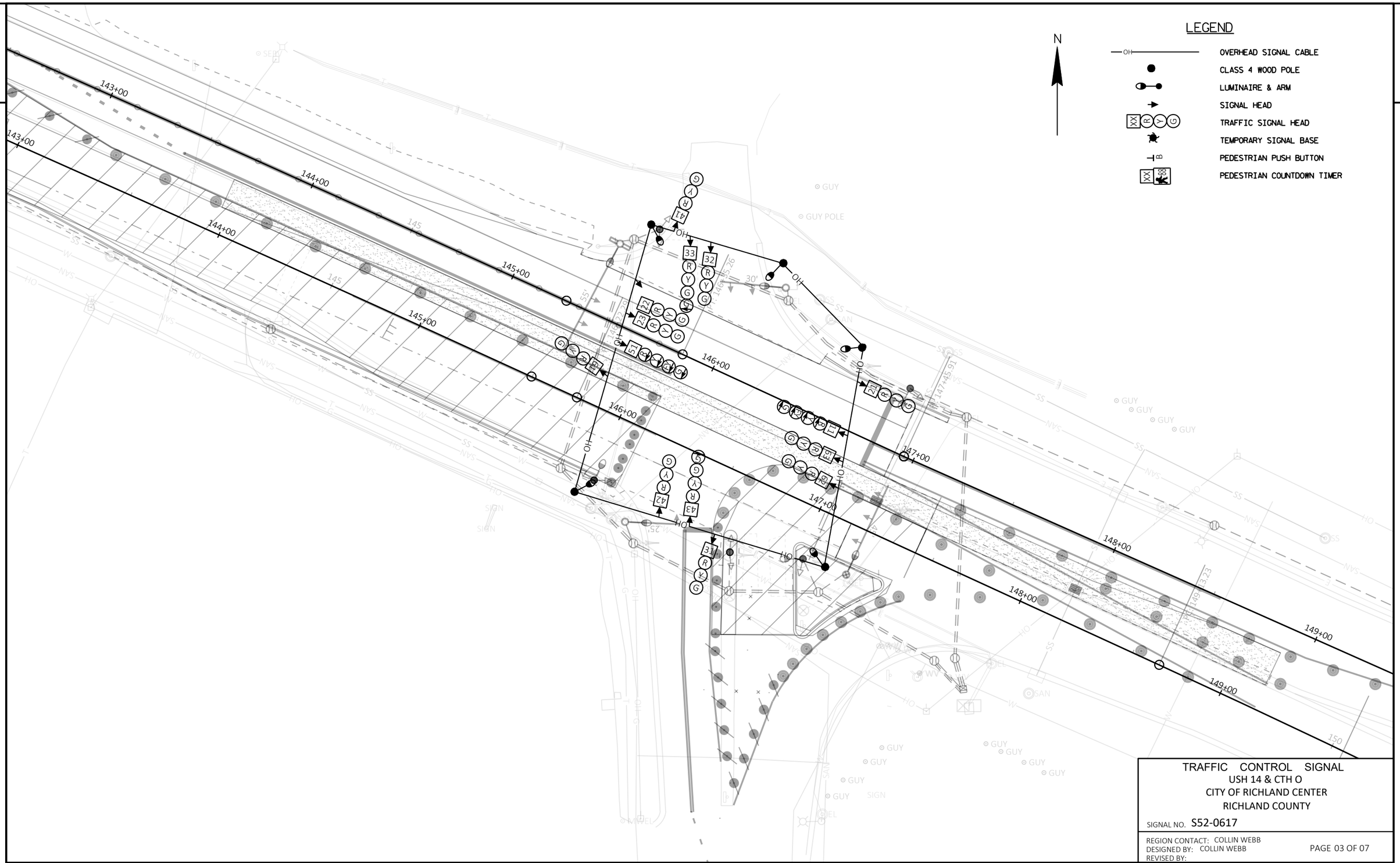
PAGE 02 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 2	SHEET 75	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024109-st
PLOT DATE : 7/14/2025 5:00 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 03 OF 07

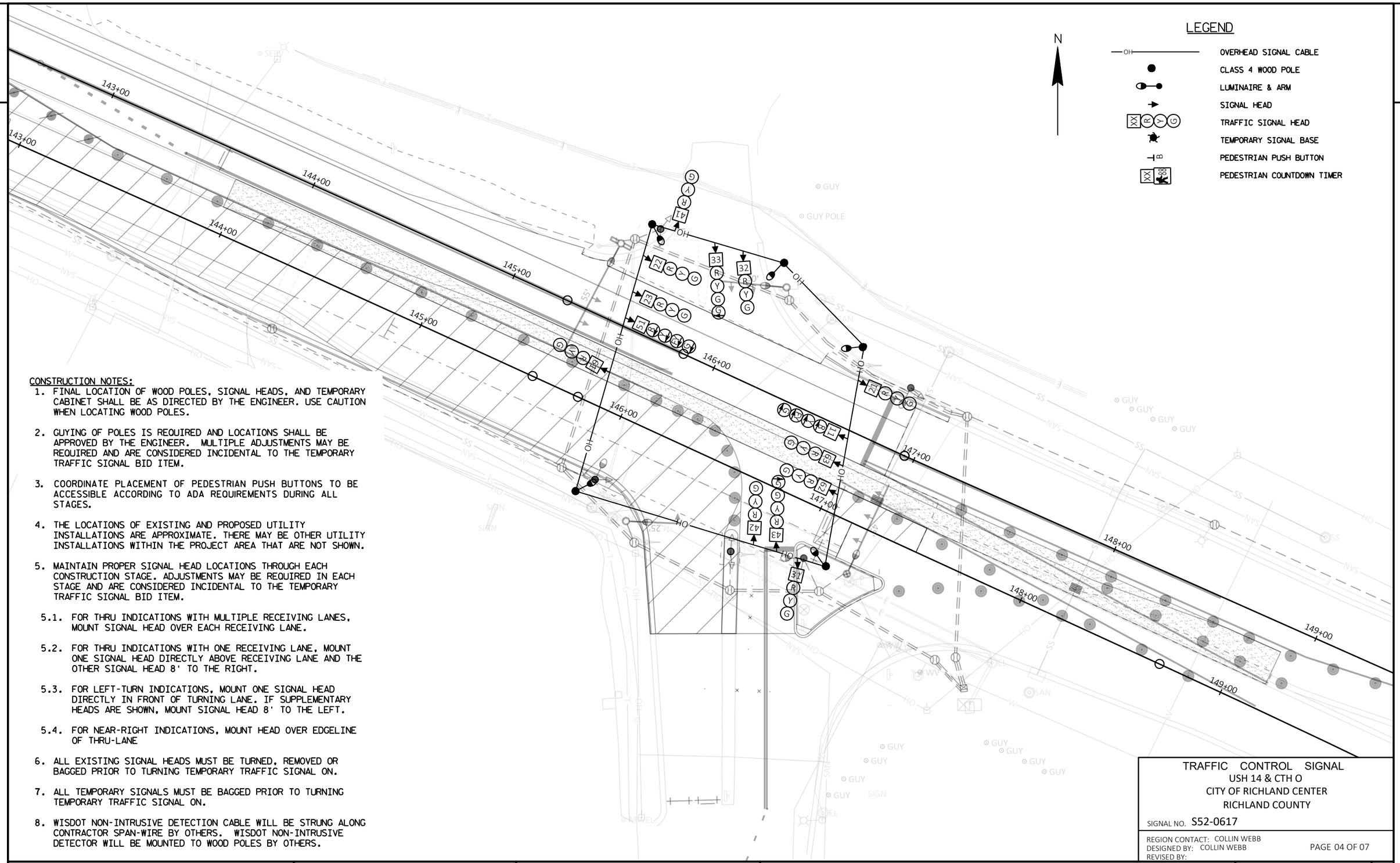
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 3A	SHEET 76	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024110-st

PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

   5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

   5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

   5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

   5.4. FOR NEAR-RIGHT INDICATIONS, MOUNT HEAD OVER EDGELINE OF THRU-LANE

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

8. WISDOT NON-INTRUSIVE DETECTION CABLE WILL BE STRUNG ALONG CONTRACTOR SPAN-WIRE BY OTHERS. WISDOT NON-INTRUSIVE DETECTOR WILL BE MOUNTED TO WOOD POLES BY OTHERS.

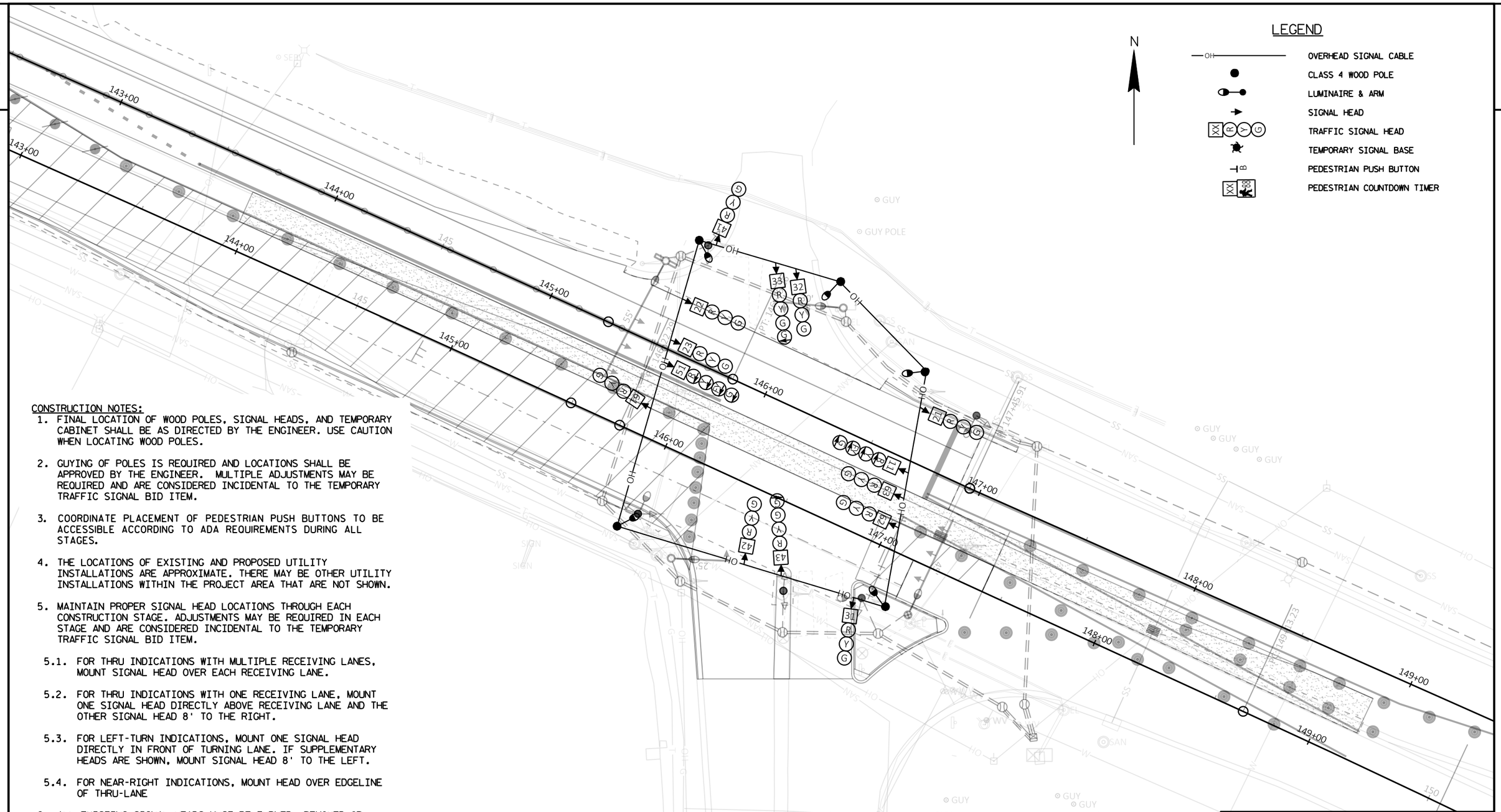
TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 04 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 3B	SHEET 77	E



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

   5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

   5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

   5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

   5.4. FOR NEAR-RIGHT INDICATIONS, MOUNT HEAD OVER EDGELINE OF THRU-LANE

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

8. WISDOT NON-INTRUSIVE DETECTION CABLE WILL BE STRUNG ALONG CONTRACTOR SPAN-WIRE BY OTHERS. WISDOT NON-INTRUSIVE DETECTOR WILL BE MOUNTED TO WOOD POLES BY OTHERS.

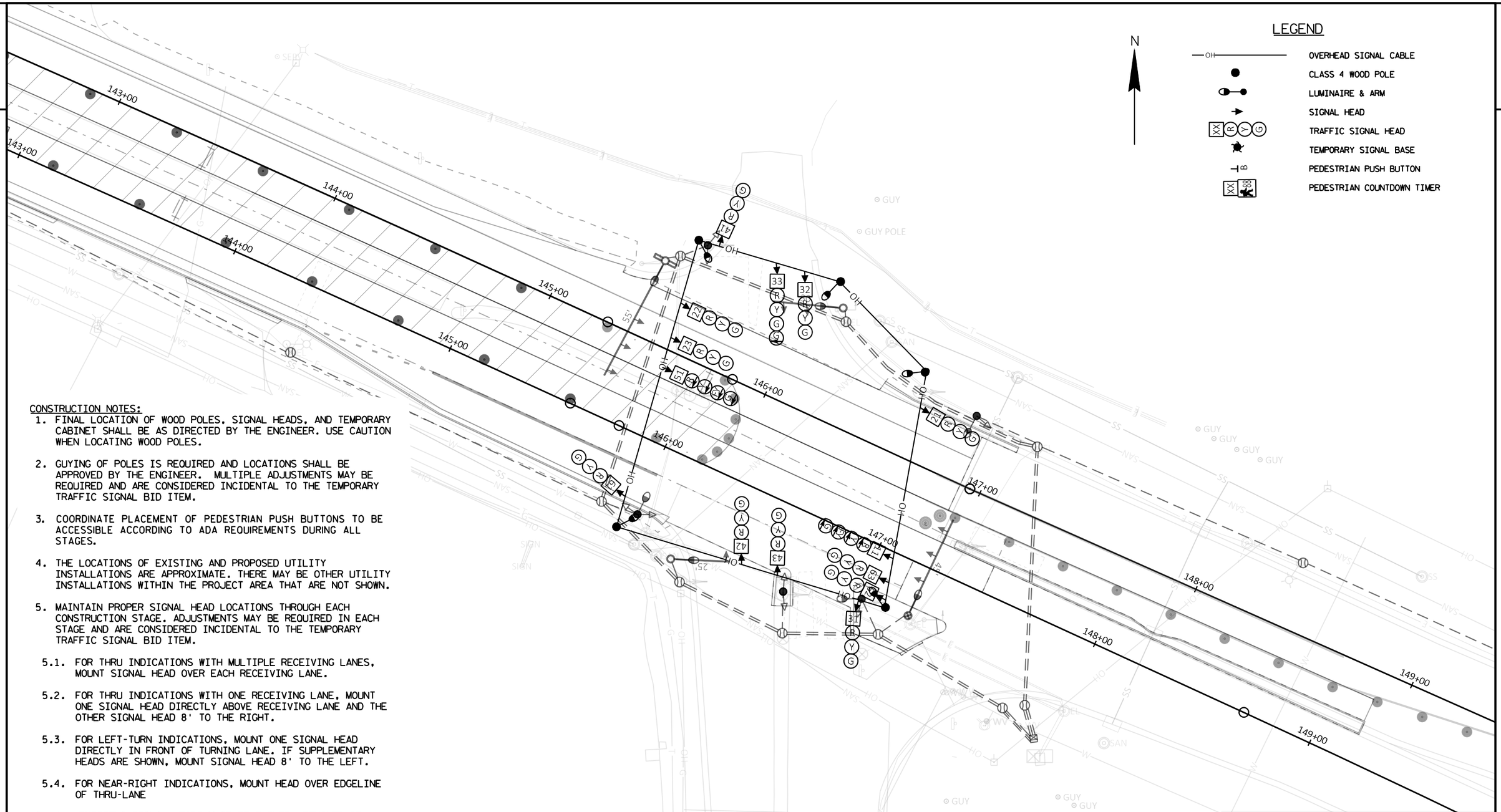
TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 05 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 3C	SHEET 78	E



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

5.4. FOR NEAR-RIGHT INDICATIONS, MOUNT HEAD OVER EDGELINE OF THRU-LANE

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

8. WISDOT NON-INTRUSIVE DETECTION CABLE WILL BE STRUNG ALONG CONTRACTOR SPAN-WIRE BY OTHERS. WISDOT NON-INTRUSIVE DETECTOR WILL BE MOUNTED TO WOOD POLES BY OTHERS.

TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

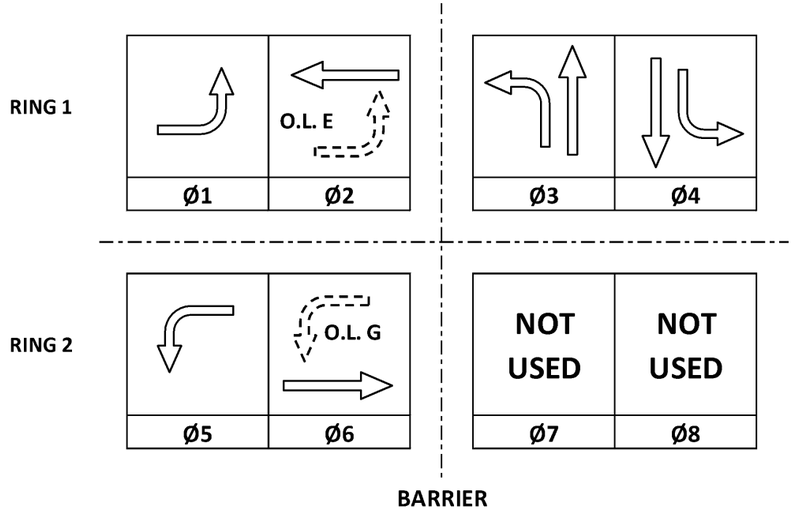
SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 06 OF 07

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & CTH O - STAGE 4	SHEET 79	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024113-st
PLOT DATE : 7/14/2025 5:00 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT



CONTROLLER LOGIC

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

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	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

WISDOT SUPPLIED/MAINTAINED

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	V31	V1		V51				
CALLED PHASE	3	1		5				
CALL OPTION	X	X		X				
DELAY TIME								
EXTENTION OPTION	X	X		X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	V41	V21		6				
CALLED PHASE	4	2		6				
CALL OPTION	X	X		X				
DELAY TIME								
EXTENTION OPTION	X	X		X				
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

GENERAL NOTES:

1. UTILIZE MODE G MAPPING FOR FYA PHASES

TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
LA CROSSE COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SEQUENCE OF OPERATIONS - USH 14 & CTH O	SHEET 80	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.TEMPSIGNAL.DWG
LAYOUT NAME - 024114-st
PLOT DATE : 7/14/2025 5:00 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

GENERAL NOTES:

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT (608-785-9080) TO MAKE ARRANGEMENTS
2) CENTER HEADS CONTROLLING THROUGH MOVEMENTS OVER RECEIVING LANE
   CENTER HEADS CONTROLLING LEFT TURN MOVEMENTS OVER APPROACH LANE EXTENDED
3) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT WHICH ARE NOT SHOWN
4) ALL LUMINAIRES ARE LED C
5) INSTALL RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS
6) NON-INTRUSIVE DETECTION TO BE INSTALLED BY WISDOT

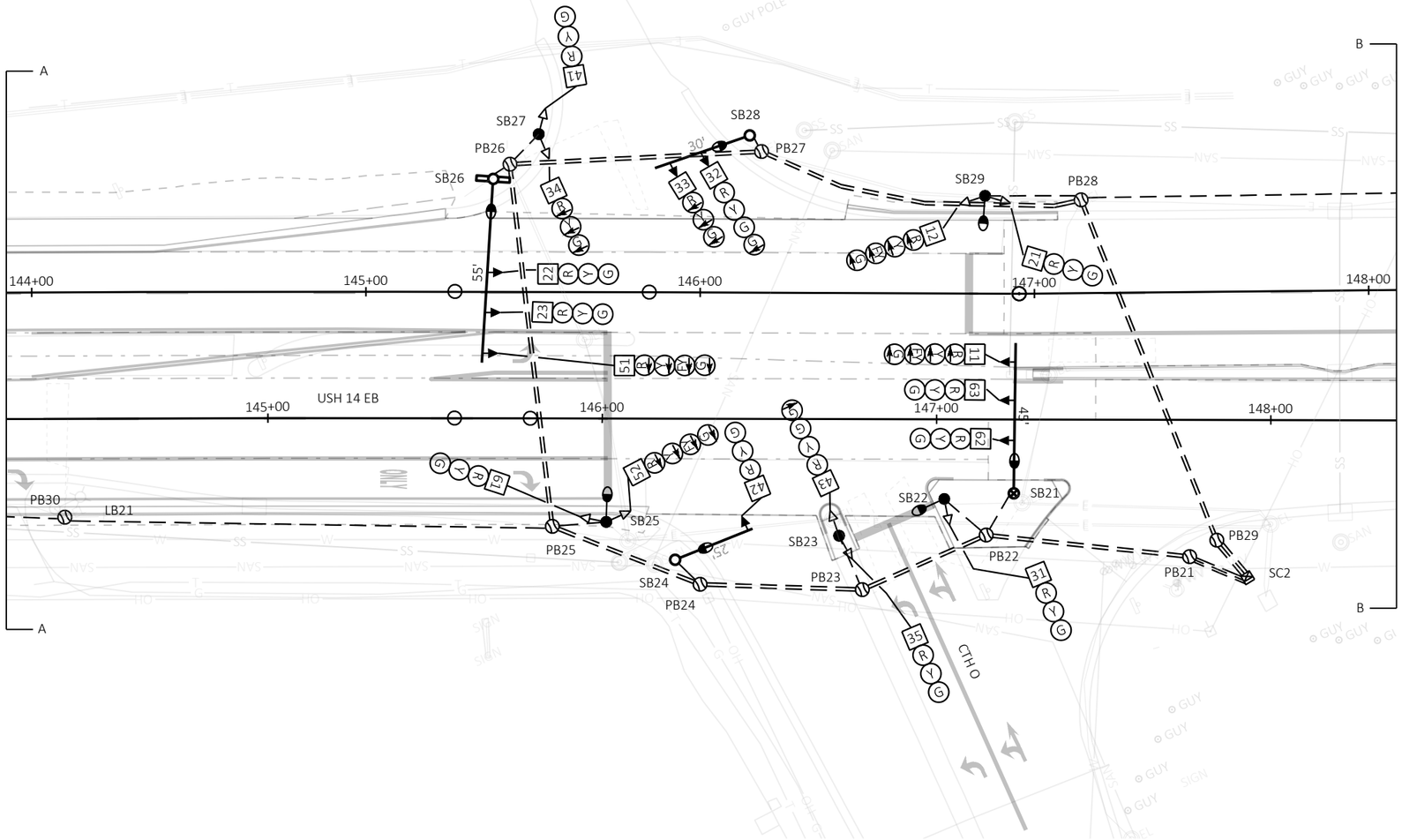
MONOTUBE STRUCTURE NUMBERS	
SB21	S-52-4003-0021
SB24	S-52-4003-0024
SB26	S-52-4003-0026
SB28	S-52-4003-0028

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- MONOTUBE BASE, POLE, 15'-30' ARM
- MONOTUBE BASE, POLE, 35'-45' ARM
- MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- EVP DETECTOR
- VIDEO DETECTION CAMERA
- RADAR DETECTOR
- NON-INTRUSIVE DETECTION ZONE

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE

NOTE: ALL LENSES ARE 12-INCH
ALL LUMINAIRES ARE LED C



TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617
CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 8/17/95 — ROGER C WINTER, REGION TRAFFIC ENGINEER

APPROVED
DATE 8/23/95 — RI MOE, STATE TRAFFIC ENGINEER

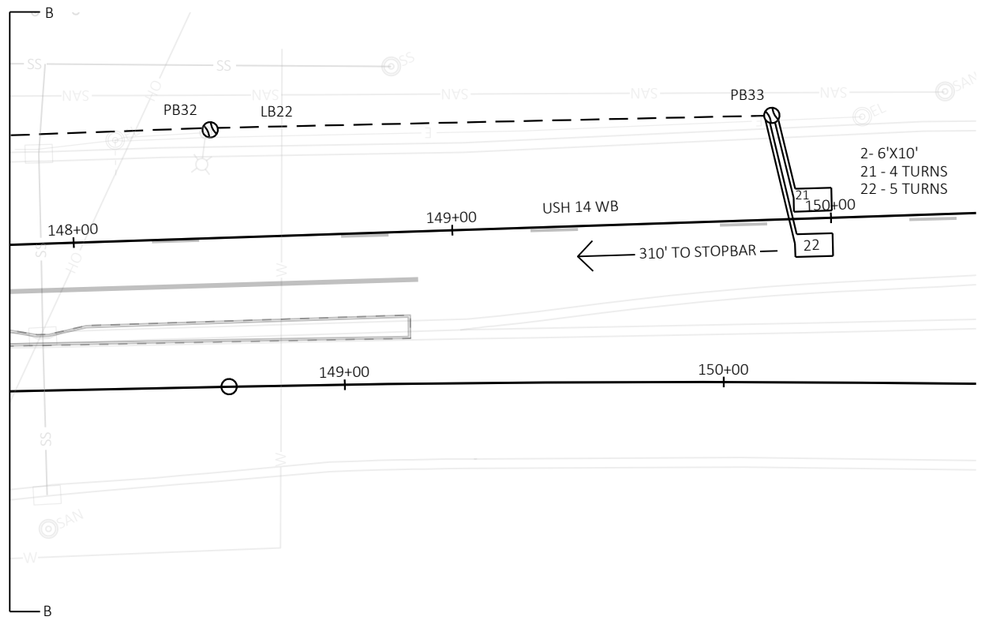
REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

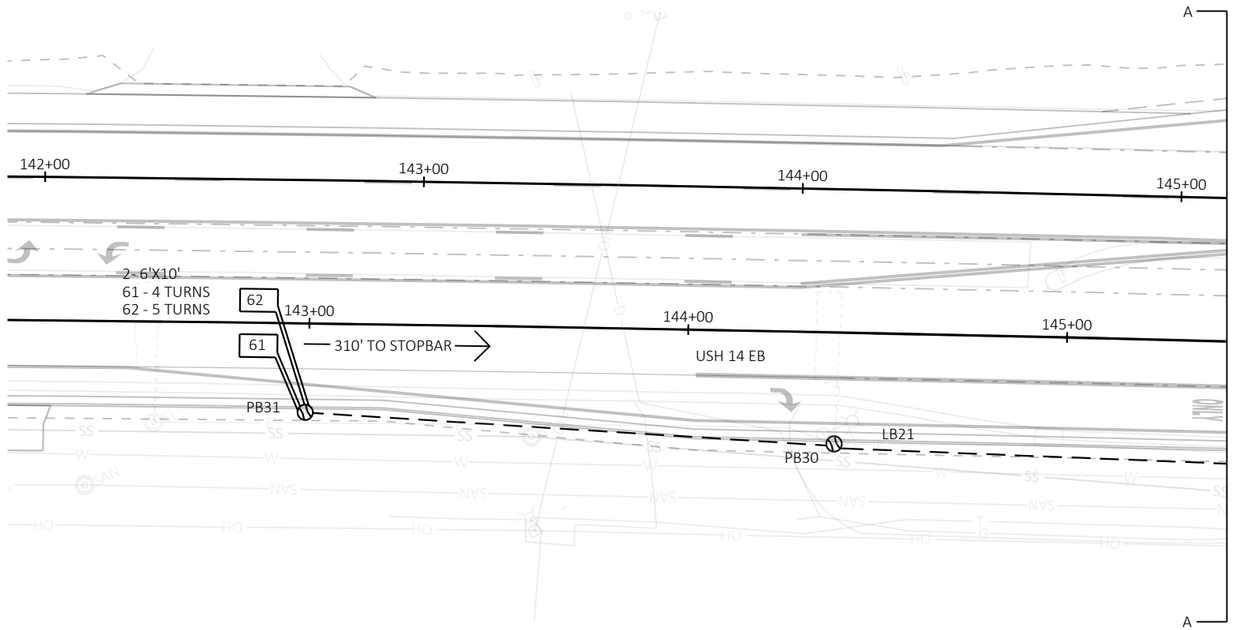
PAGE 01 OF 04

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL PLAN - USH 14 & CTH O	SHEET 81	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL.DWG
LAYOUT NAME - 024203-sp
PLOT DATE : 6/13/2025 4:45 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : ##########

2





TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 02 OF 04

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL PLAN - USH 14 & CTH O	SHEET 82	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL.DWG
LAYOUT NAME - 024204-sp

PLOT DATE : 6/13/2025 4:45 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

USH 14 & CTH O TRAFFIC SIGNAL CABLING 14 AWG CABLE													
HOME RUN	CABLE	INDICATION/WIRE COLOR											
		BLK	WHT	RED	GRN	ORG	BLU	WHT/BLK	RED/BLK	GRN/BLK	ORG/BLK	BLU/BLK	BLK/WHT
SC2 - SB21	12/C		NEUTRAL	6-RED	6-GRN	6-YEL			1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	
SC2 - SB22	7/C		NEUTRAL	3-RED	3-GRN	3-YEL							
SC2 - SB23	12/C		NEUTRAL	3-RED	3-GRN	3-YEL			4-RED	4-GRN	4-YEL		
SC2 - SB24	7/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC2 - SB25	12/C		NEUTRAL	6-RED	6-GRN	6-YEL			5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW	
SC2 - SB26	12/C		NEUTRAL	2-RED	2-GRN	2-YEL			5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW	
SC2 - SB27	12/C		NEUTRAL	3-RED	3-GRN	3-YEL			4-RED	4-GRN	4-YEL		
SC2 - SB28	7/C		NEUTRAL	3-RED	3-GRN	3-YEL							
SC2 - SB29	12/C		NEUTRAL	2-RED	2-GRN	2-YEL			1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	

USH 14 & CTH O LIGHTING CABLING UF 2-12 AWG CABLE W/ GROUND	
FROM	TO
SC2	SB21
SB21	SB22
SB22	SB24
SC2	SB29
SB29	SB28
SB28	SB26

USH 14 & CTH O EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SC2	SB21
SB21	SB22
SB22	SB23
SB23	SB24
SB24	SB25
SB25	SB26
SB26	SB27
SB27	SB28
SB28	SB29
SB29	SC2

USH 14 & CTH O VIDEO DETECTION CABLING STATE-FURNISHED CAT5E CABLE	
FROM	TO
SC2	SB21
SC2	SB24
SC2	SB26
SC2	SB28

TRAFFIC CONTROL SIGNAL
USH 14 & CTH O
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0617

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 04 OF 04

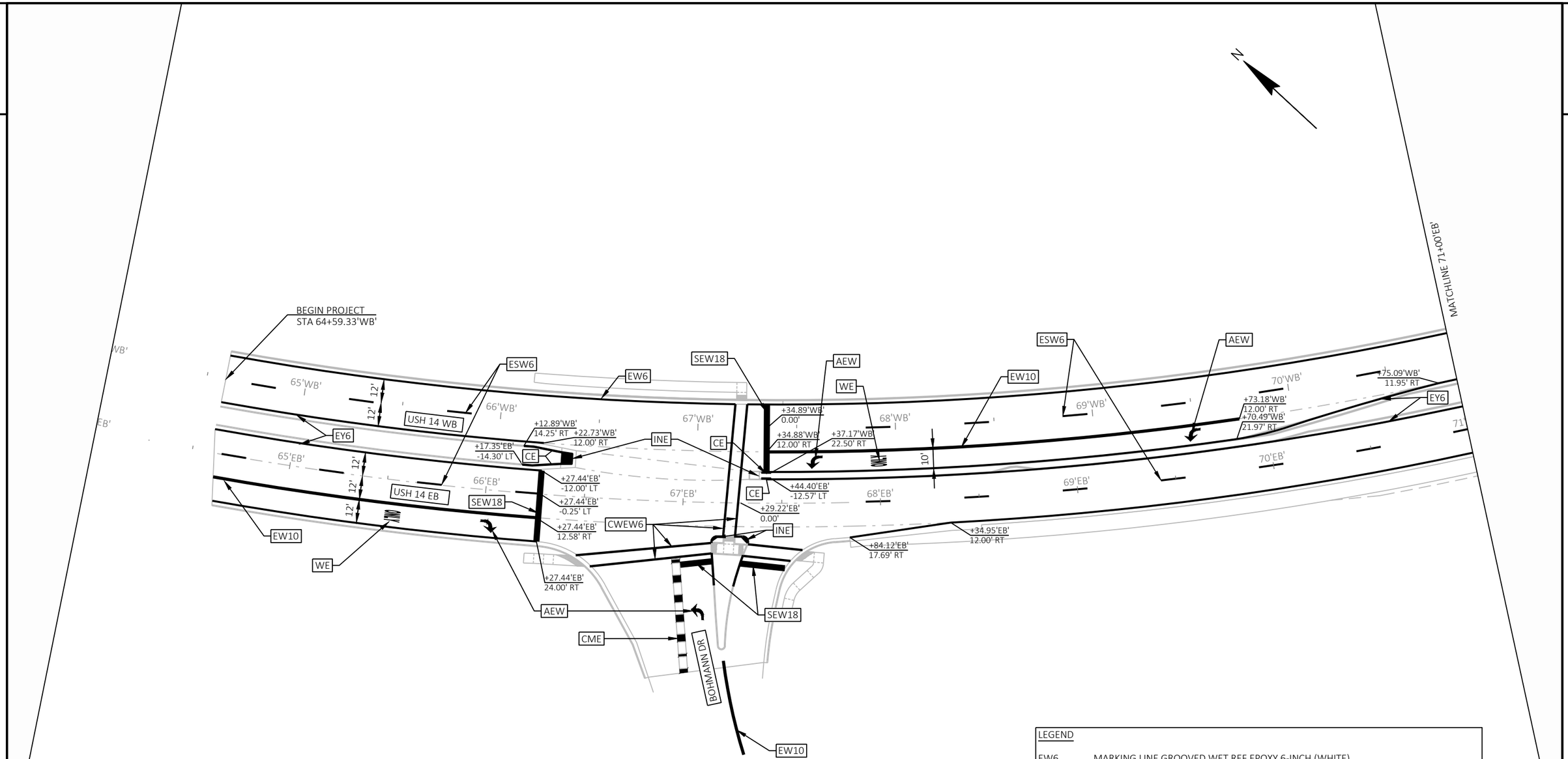
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CABLE ROUTING - USH 14 & CTH O	SHEET 83	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400303\TRAFFIC\SIGNALS\1640-03-03.SIGNAL.DWG
LAYOUT NAME - 024205-sp

PLOT DATE : 6/13/2025 4:45 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : ##########

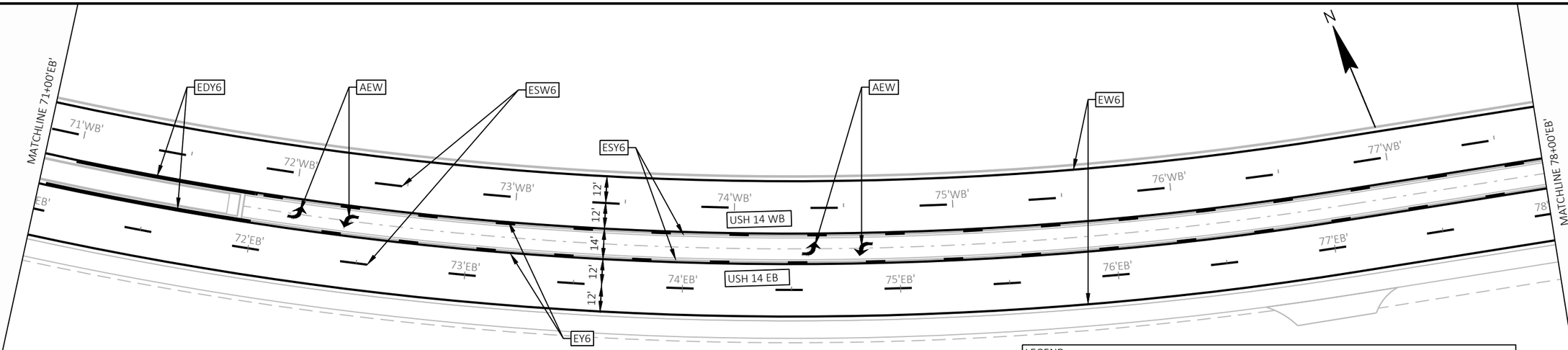
WISDOT/CADDS SHEET 42

2



LEGEND

EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
CME	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

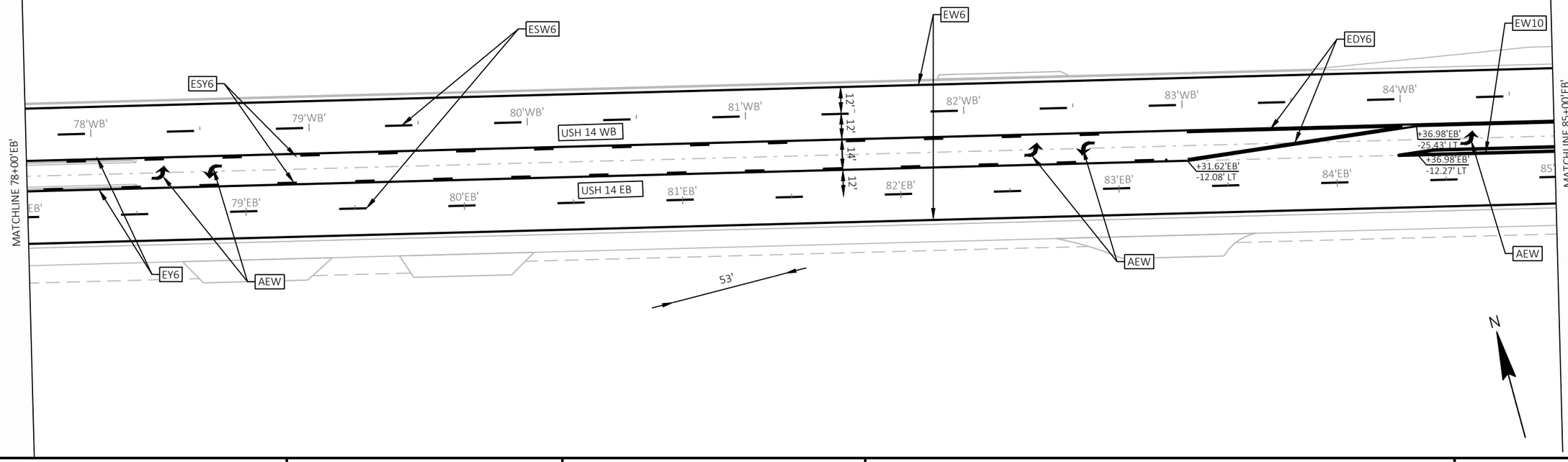


PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS

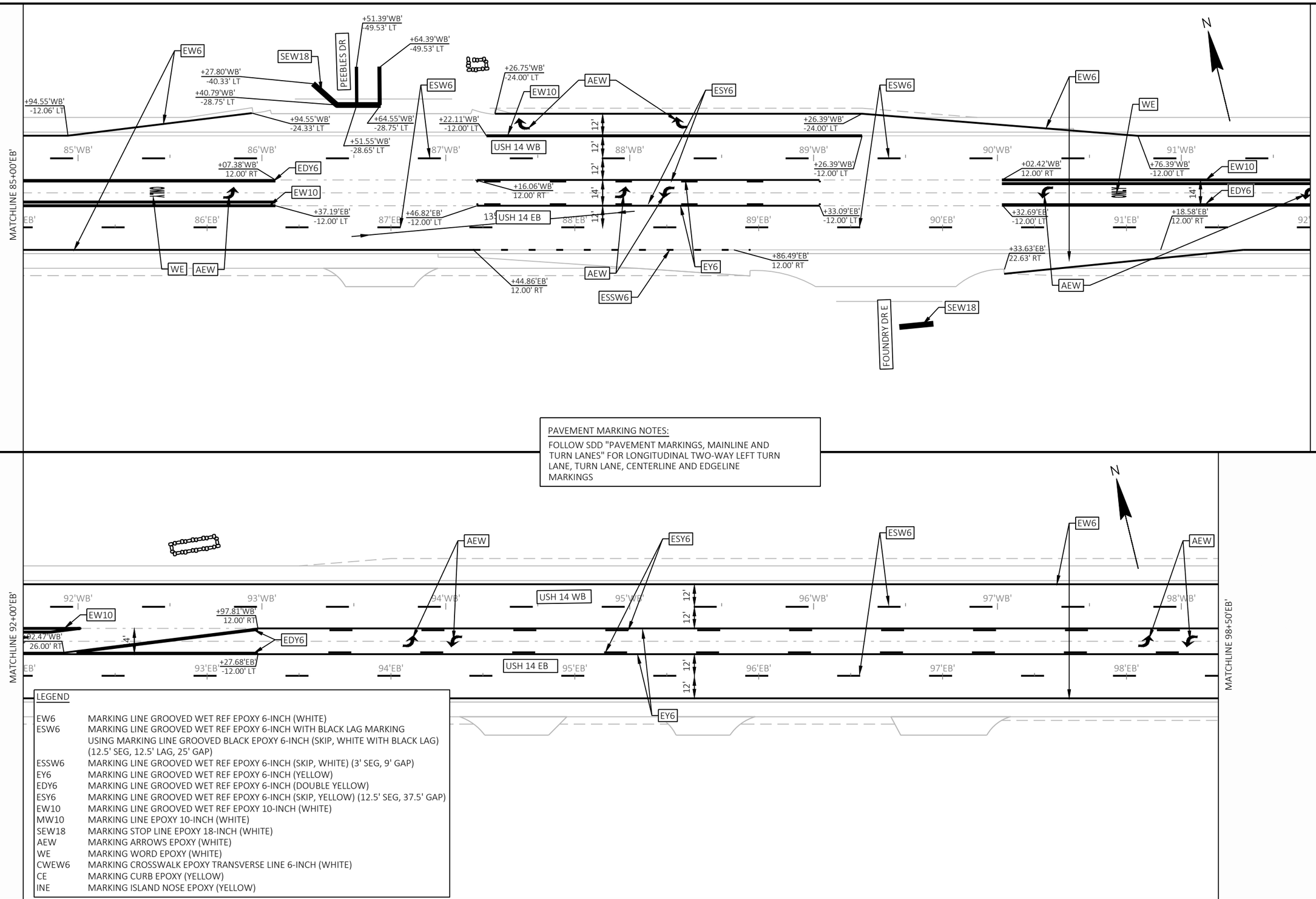
LEGEND

EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 85	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\024501-PM(60).DWG
LAYOUT NAME - 02
PLOT DATE : 7/30/2025 2:26 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



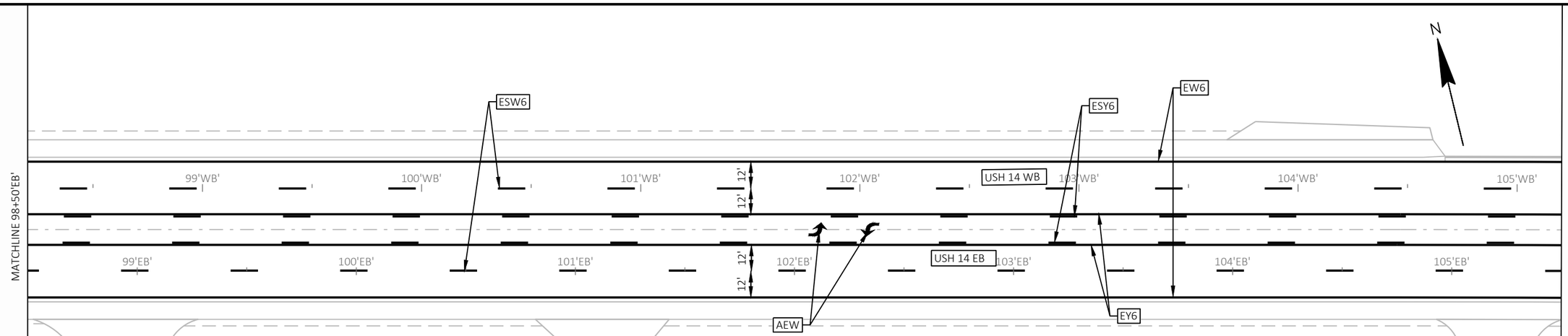
PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS

LEGEND

EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
ESSW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, WHITE) (3' SEG, 9' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 86 E

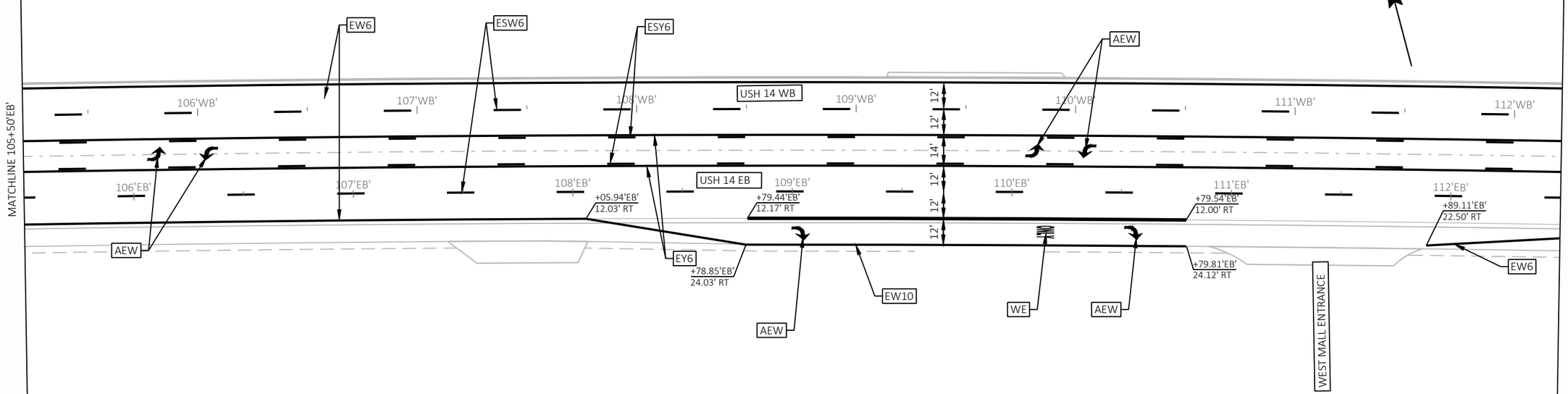


LEGEND

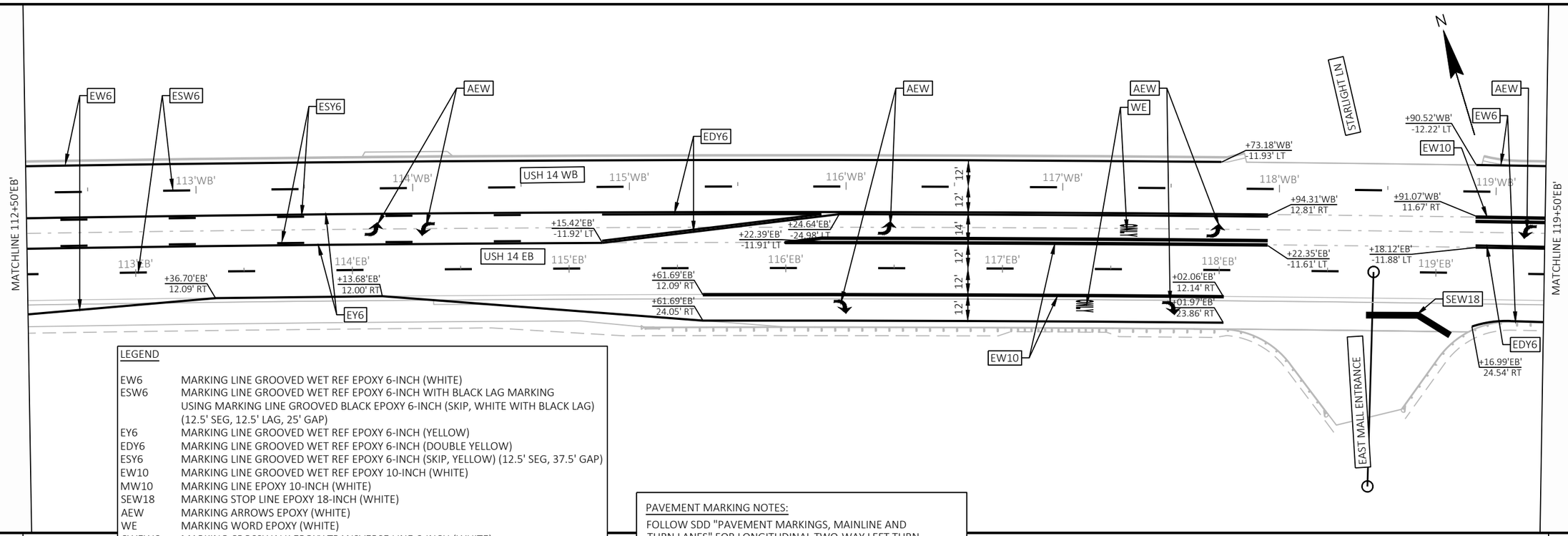
EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 87	E

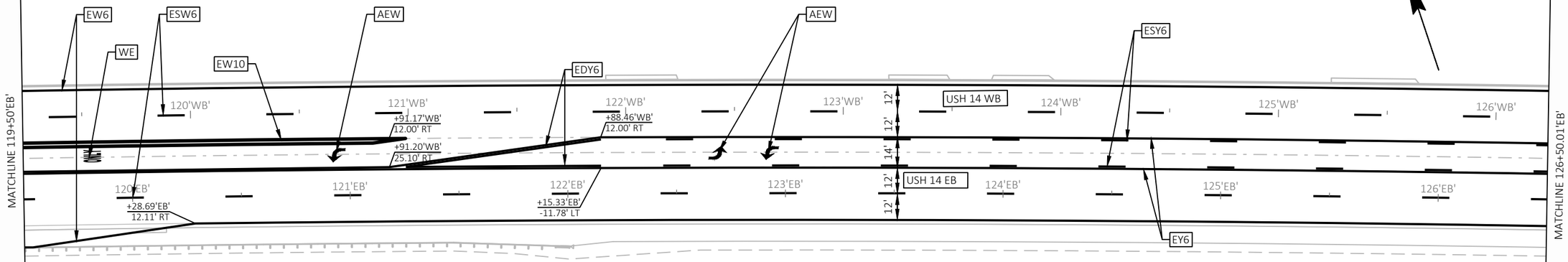


LEGEND

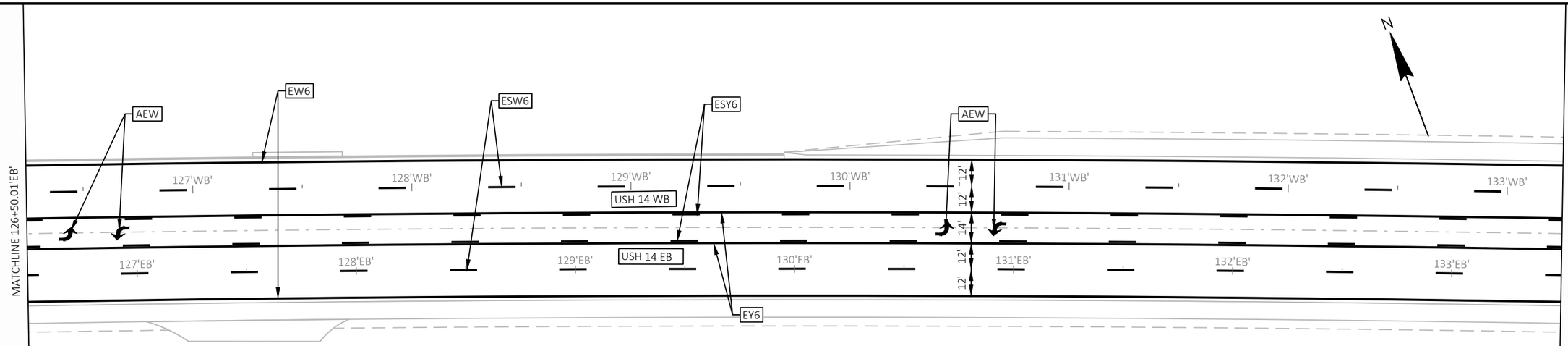
EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 88 E

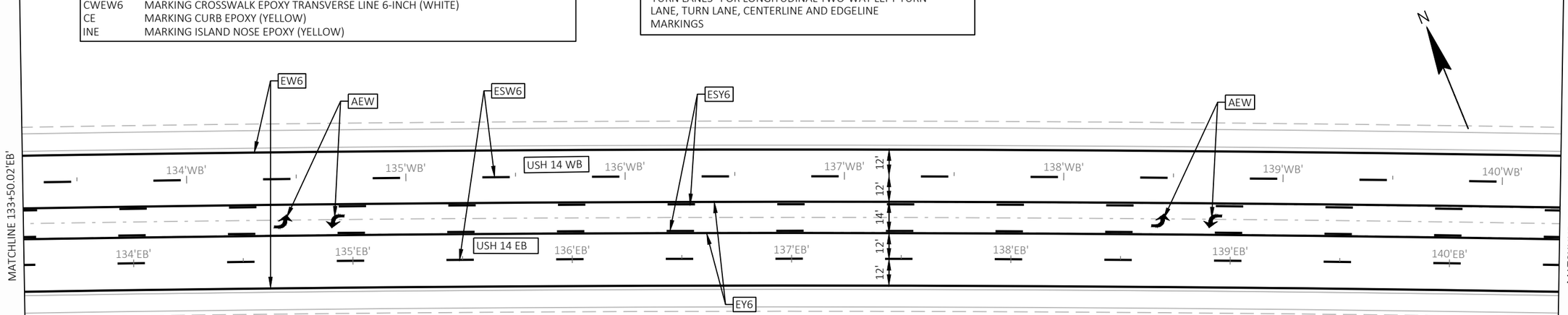


LEGEND

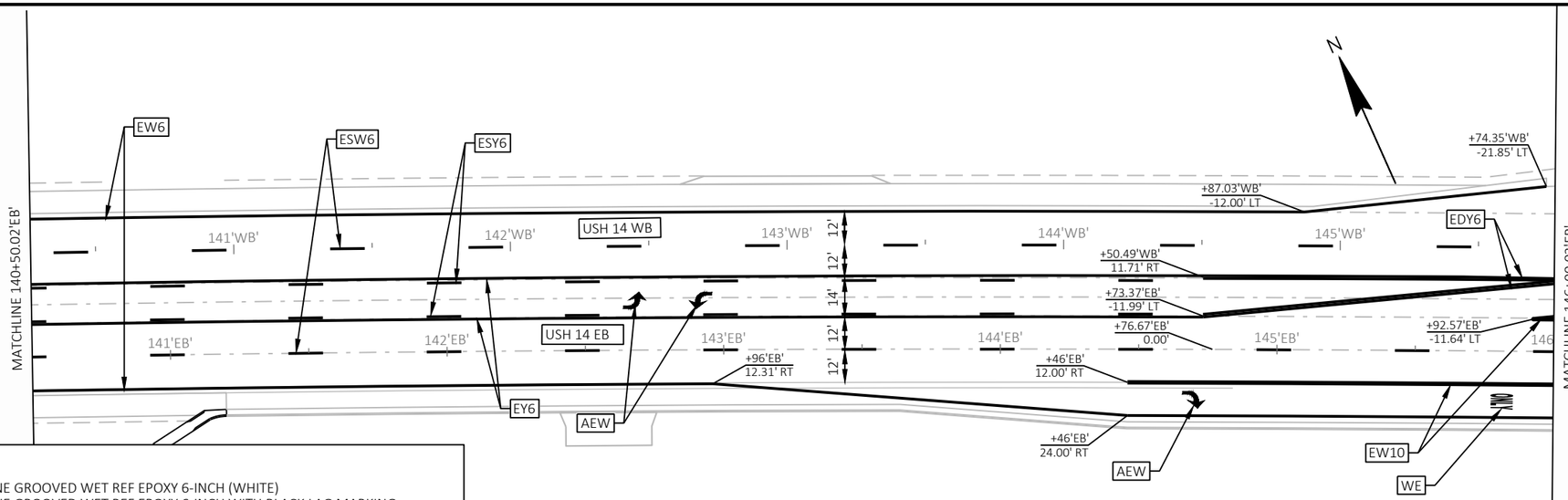
EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
EDY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 89 E



LEGEND	
EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
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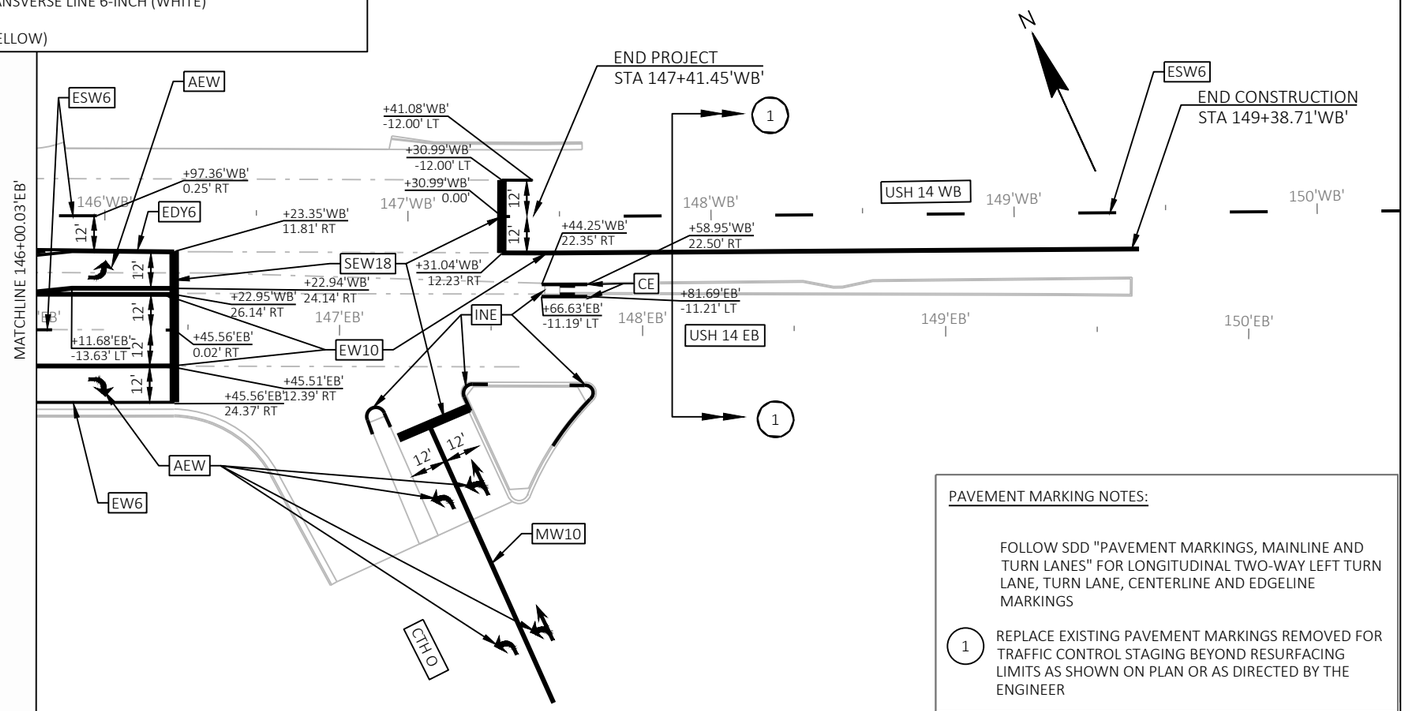
ESY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP, YELLOW) (12.5' SEG, 37.5' GAP)
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)



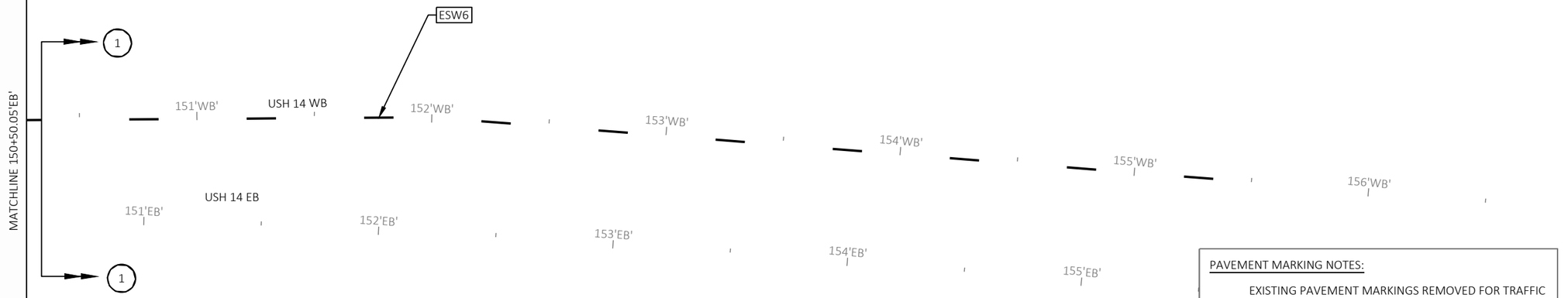
PAVEMENT MARKING NOTES:

FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS

1 REPLACE EXISTING PAVEMENT MARKINGS REMOVED FOR TRAFFIC CONTROL STAGING BEYOND RESURFACING LIMITS AS SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 90	E

2



PAVEMENT MARKING NOTES:

EXISTING PAVEMENT MARKINGS REMOVED FOR TRAFFIC CONTROL STAGING BEYOND RESURFACING LIMITS MUST BE REPLACED AS SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER

(1) FOLLOW SDD "PAVEMENT MARKINGS, MAINLINE AND TURN LANES" FOR LONGITUDINAL TWO-WAY LEFT TURN LANE, TURN LANE, CENTERLINE AND EDGELINE MARKINGS

LEGEND

EW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE GROOVED WET REF EPOXY 6-INCH WITH BLACK LAG MARKING USING MARKING LINE GROOVED BLACK EPOXY 6-INCH (SKIP, WHITE WITH BLACK LAG) (12.5' SEG, 12.5' LAG, 25' GAP)
EY6	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
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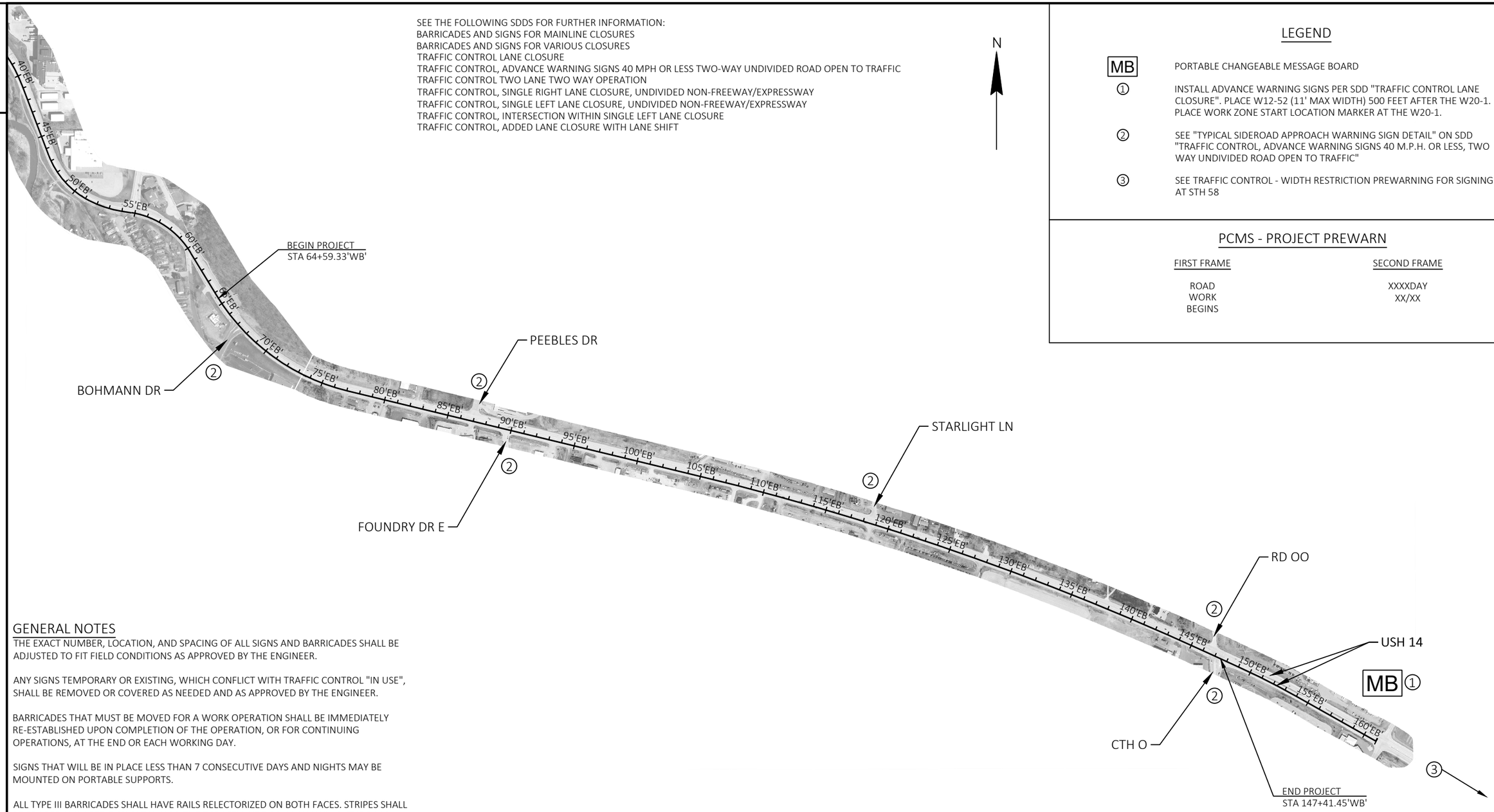
EW10	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
MW10	MARKING LINE EPOXY 10-INCH (WHITE)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AEW	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWEW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

SEE THE FOLLOWING SDDS FOR FURTHER INFORMATION:
BARRICADES AND SIGNS FOR MAINLINE CLOSURES
BARRICADES AND SIGNS FOR VARIOUS CLOSURES
TRAFFIC CONTROL LANE CLOSURE
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL TWO LANE TWO WAY OPERATION
TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE
TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT



LEGEND

MB	PORTABLE CHANGEABLE MESSAGE BOARD
①	INSTALL ADVANCE WARNING SIGNS PER SDD "TRAFFIC CONTROL LANE CLOSURE". PLACE W12-52 (11' MAX WIDTH) 500 FEET AFTER THE W20-1. PLACE WORK ZONE START LOCATION MARKER AT THE W20-1.
②	SEE "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" ON SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
③	SEE TRAFFIC CONTROL - WIDTH RESTRICTION PREWARNING FOR SIGNING AT STH 58

PCMS - PROJECT PREWARN

FIRST FRAME	SECOND FRAME
ROAD WORK BEGINS	XXXXDAY XX/XX

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.

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 OR EACH WORKING DAY.

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

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

SIGNS PLACED ON TYPE III BARRICADES SHALL COVER NO MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

PLACE PORTABLE CHANGEABLE MESSAGE SIGNS 7 CALENDAR DAYS PRIOR TO BEGINNING OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL OVERVIEW	SHEET 92	E

2

2

N

WEST
M3-4
24"X12"

14
M1-4
24"X24"

MAX.
11'
WIDTH
W12-52
48"X48"

USH 14

STH 58

MAX.
11'
WIDTH
W12-52
48"X48"

1 3/4MILES
AHEAD
WO57-52
48"X36"

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

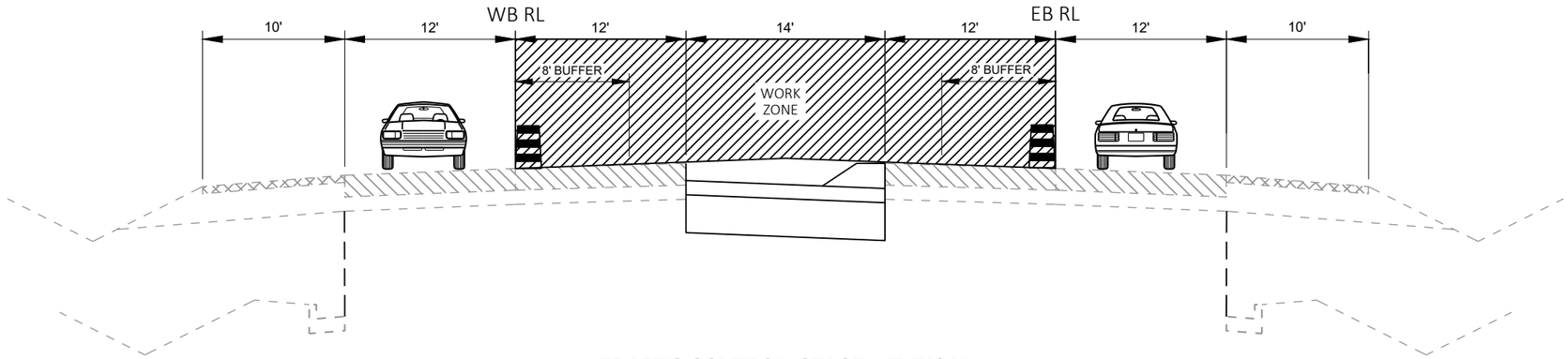
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL OVERVIEW	SHEET 93	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025100-TC (DETAILS A & B).DWG
LAYOUT NAME - DETAIL B

PLOT DATE : 7/29/2025 12:26 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

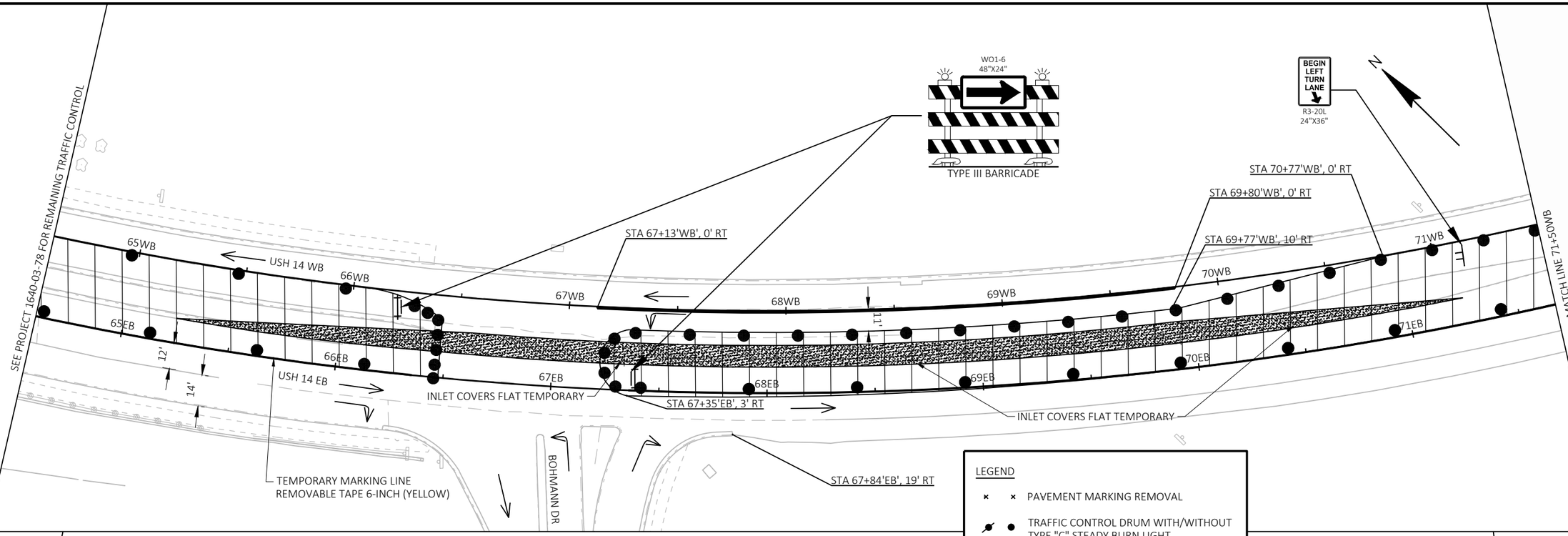
2



TRAFFIC CONTROL- STAGE 1 TYPICAL

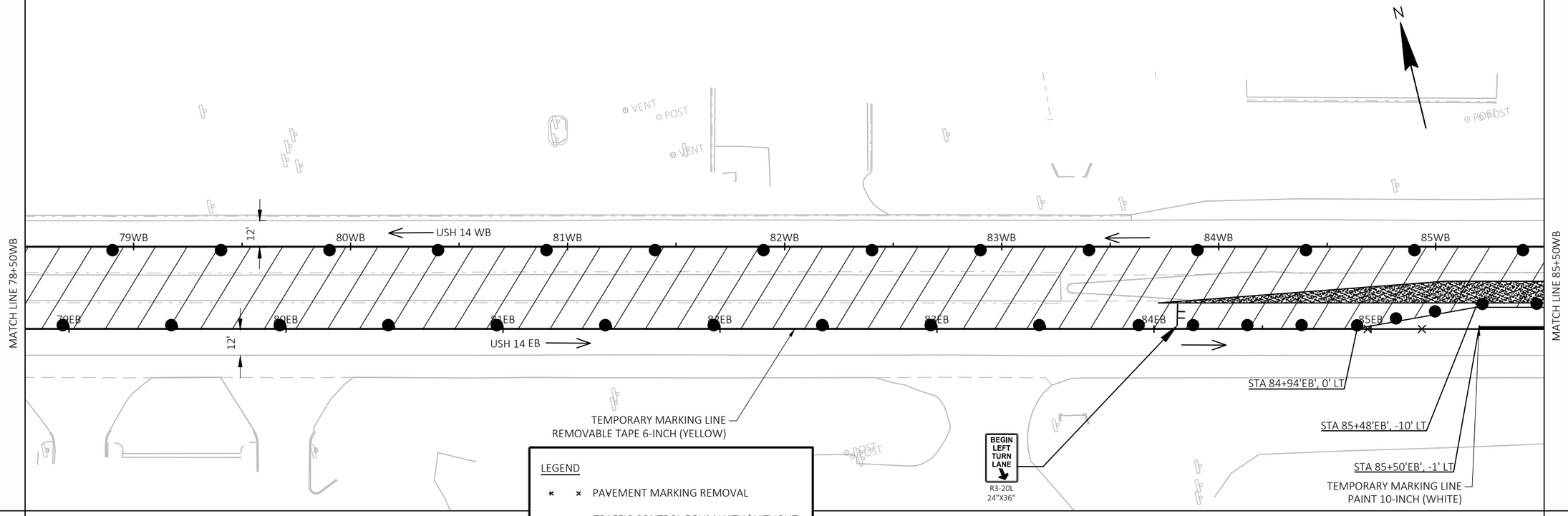
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 94	E

2



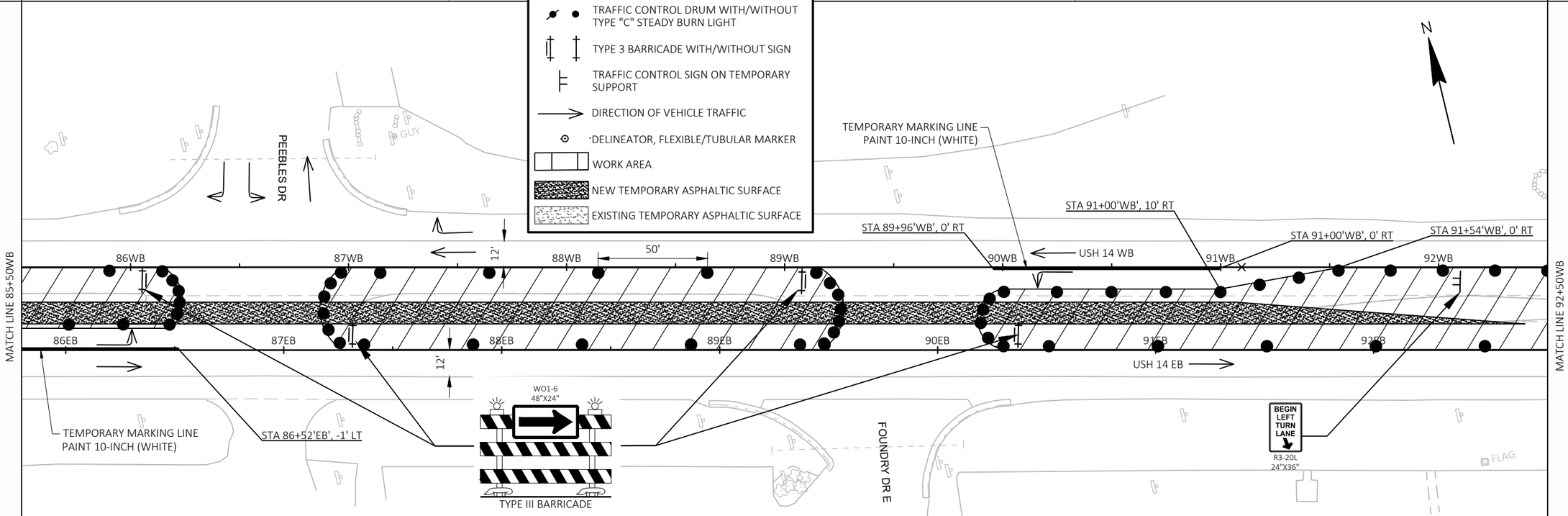
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 95	E

2



LEGEND

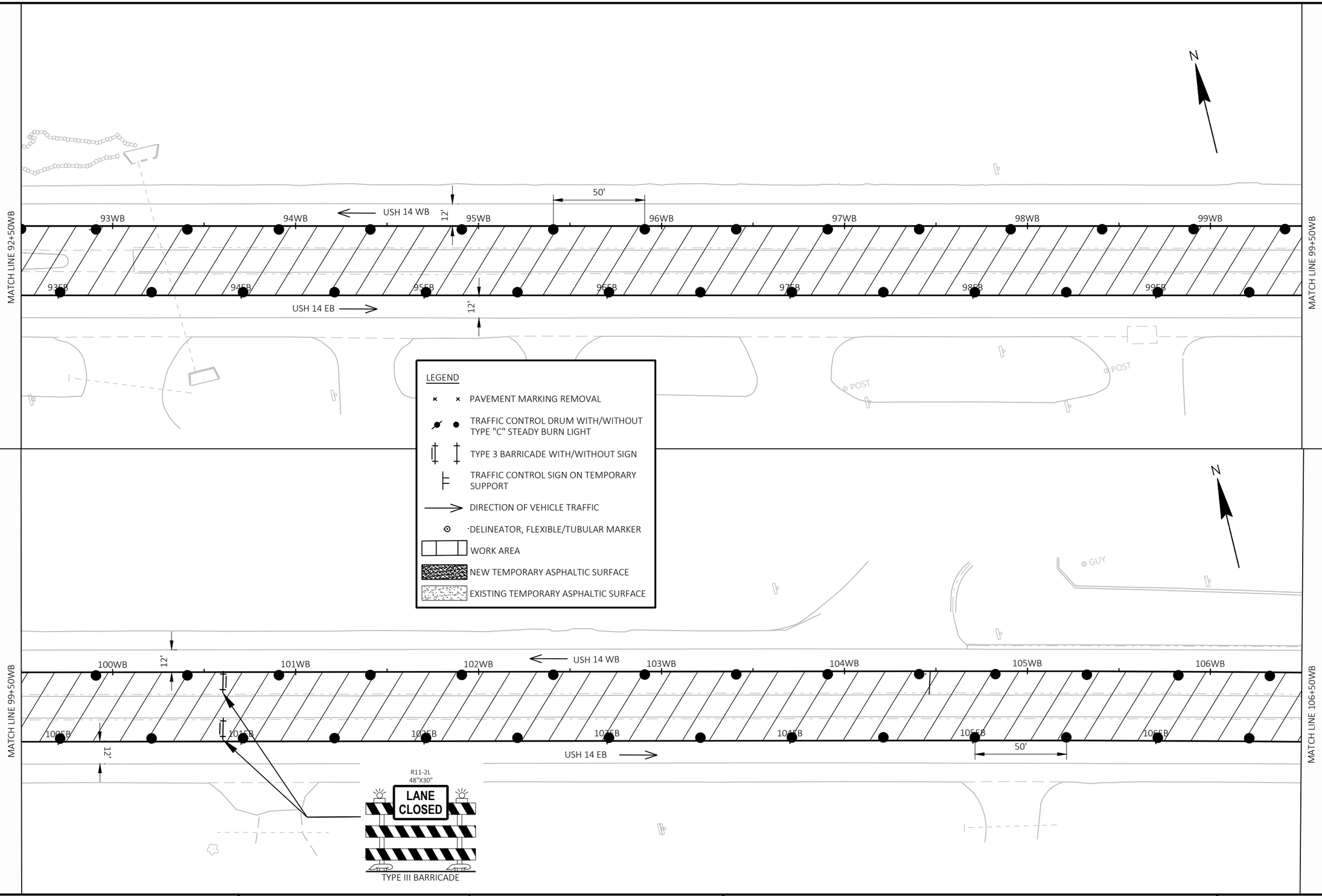
- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 96	E

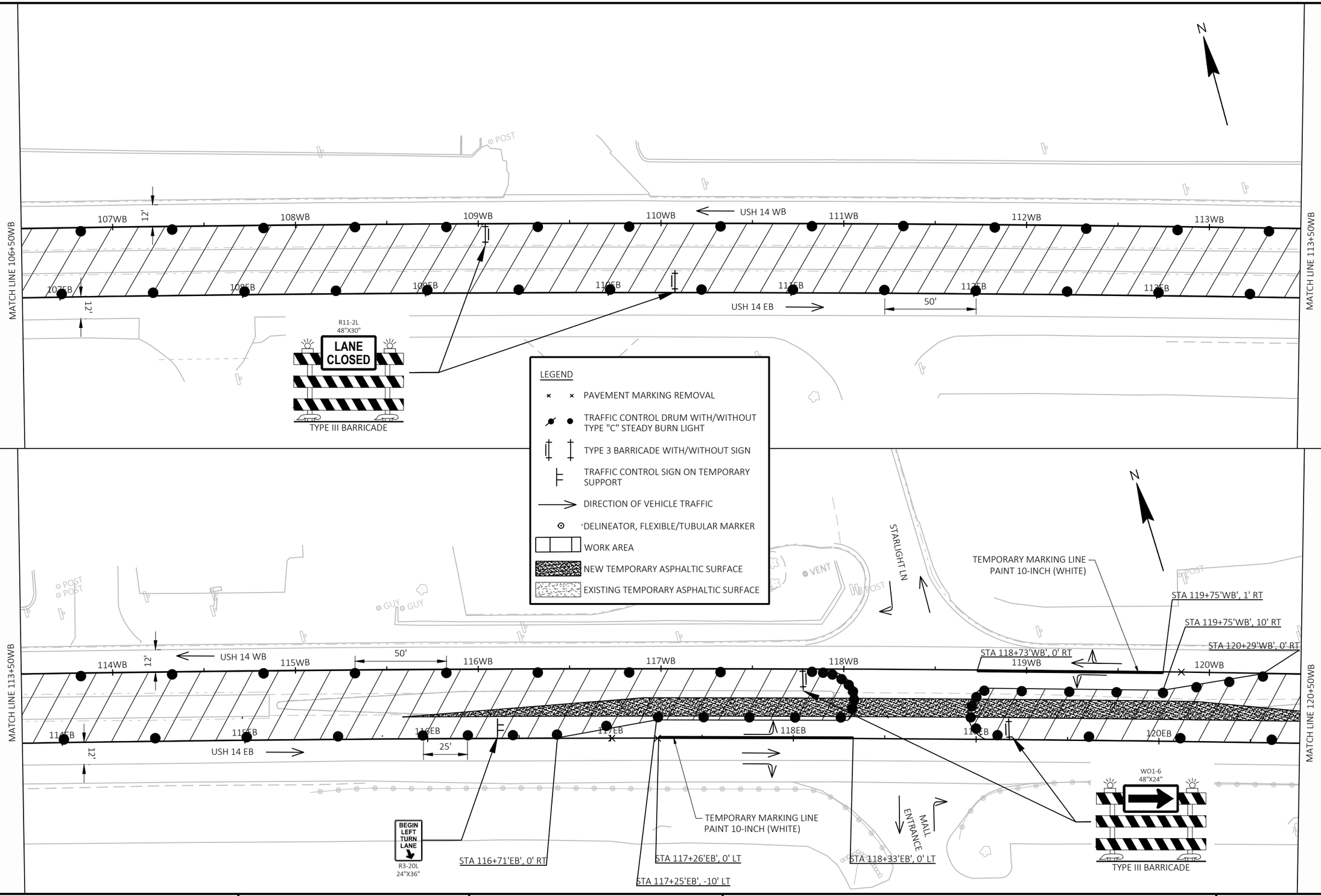
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 1).DWG
LAYOUT NAME - USH 14 23
PLOT DATE : 7/30/2025 1:03 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

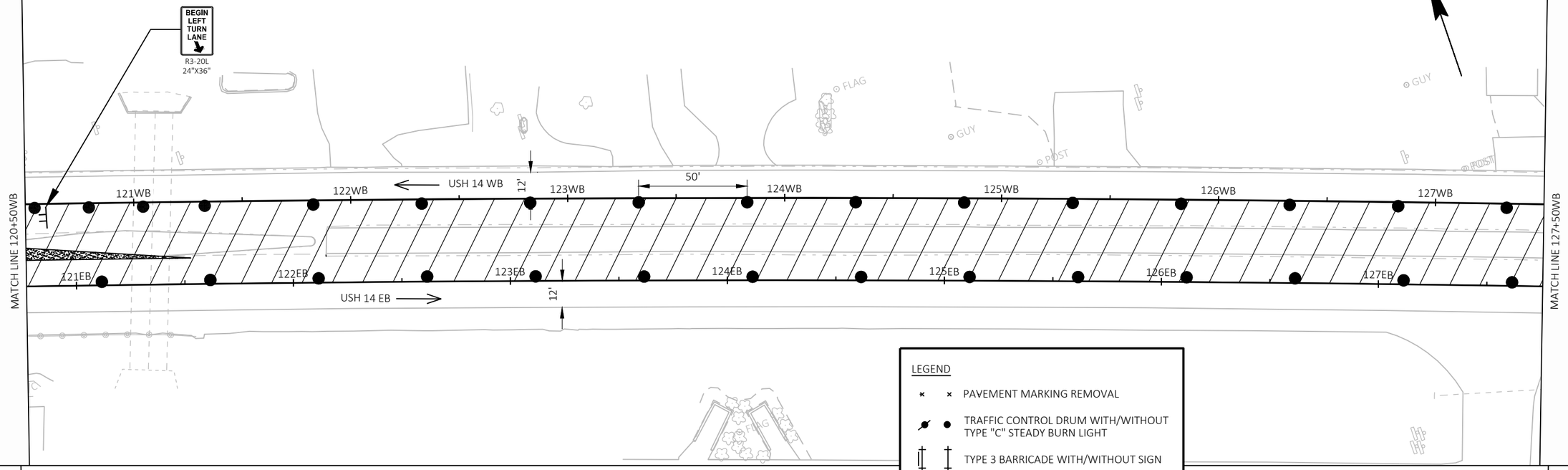


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 97	E

2



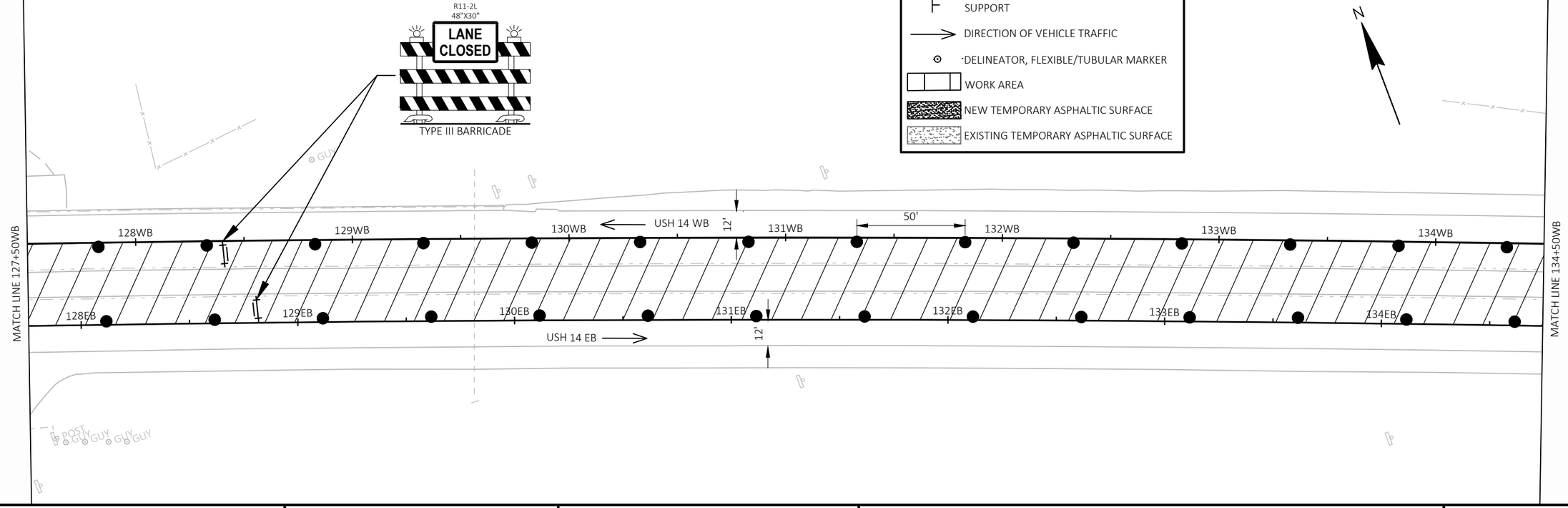
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 98	E



LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

TYPE III BARRICADE



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 99	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 1).DWG
LAYOUT NAME - USH 14 26

PLOT DATE : 7/30/2025 1:03 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE

N

MATCH LINE 134+50WB

135WB 136WB 137WB 138WB 139WB 140WB 141WB

USH 14 WB

12'

50'

135EB 136EB 137EB 138EB 139EB 140EB 141EB

USH 14 EB

12'

MATCH LINE 141+50WB

POST

GUY

SERV

142WB 143WB 144WB 145WB 146WB 147WB 148WB

USH 14 WB

12'

142EB 143EB 144EB 145EB 146EB 147EB 148EB

50'

16'

USH 14 EB

STA 144+70'EB', 0' RT

STA 144+85'EB', 17' RT

13'

12'

RD OO

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING LINE
PAINT 6-INCH (YELLOW)

STA 147+31'WB', 0' RT

STA 147+31'WB', 12' RT

INLET COVERS FLAT
TEMPORARY

15'

STA 147+44'EB', 66' RT

STA 147+26'EB', 22' RT

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW)

STA 147+64'EB', 136' RT

CTH O

SIGN

GUY SIGN

MATCH LINE 141+50WB

MATCH LINE 148+50WB

R3-8xx
36"X30"
ONLY

WO1-6
48"X24"
TYPE III BARRICADE

LEGEND

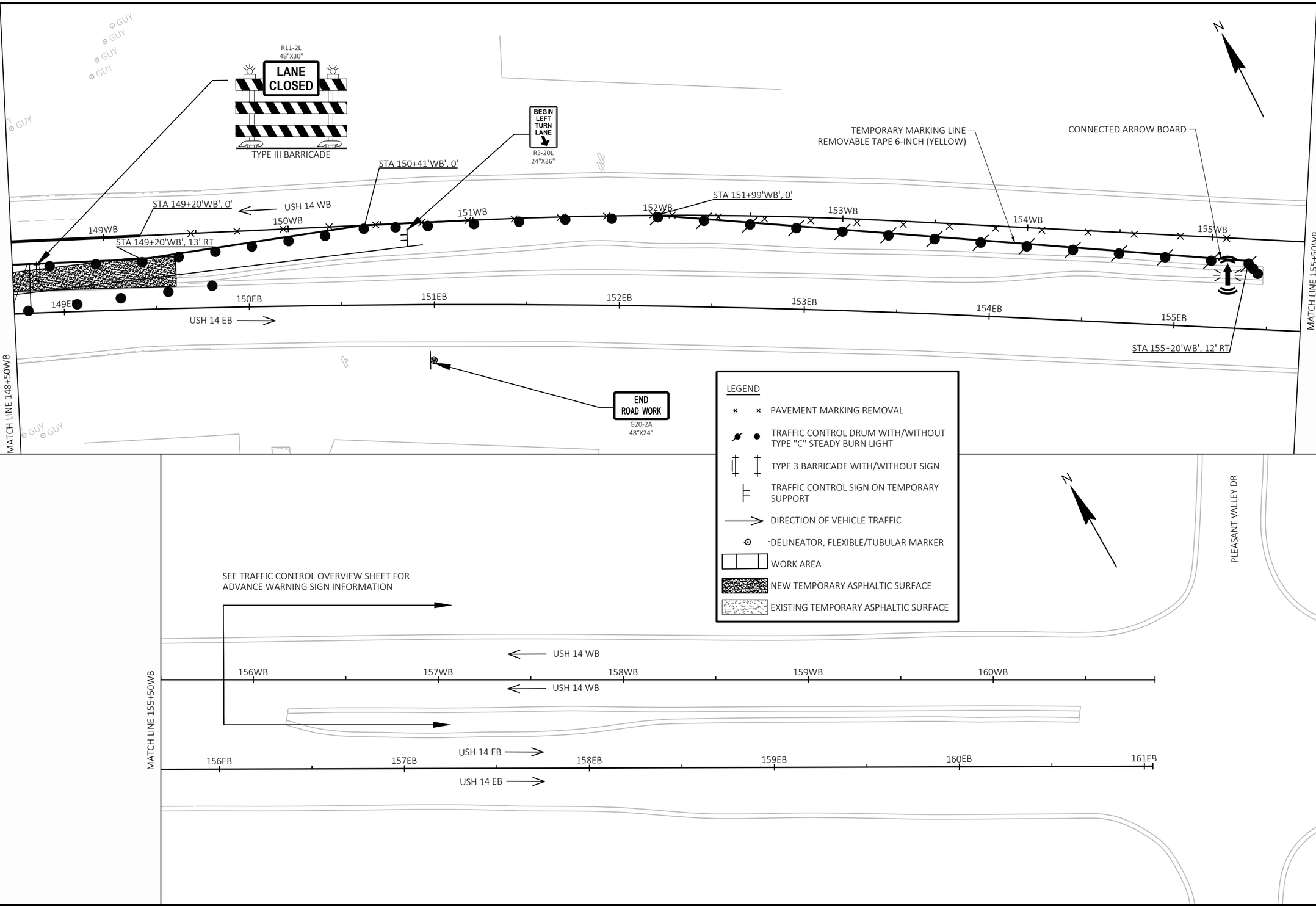
- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 100	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 1).DWG
LAYOUT NAME - USH 14 27

PLOT DATE : 7/30/2025 1:03 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

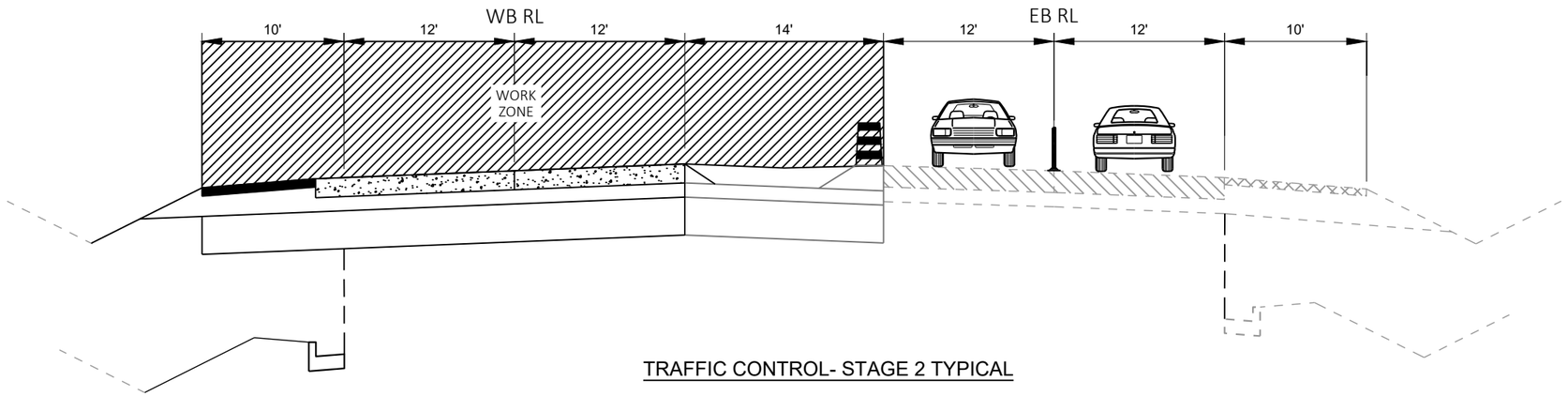
2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 101	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 1).DWG
LAYOUT NAME - USH 14 28
PLOT DATE : 7/30/2025 1:03 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

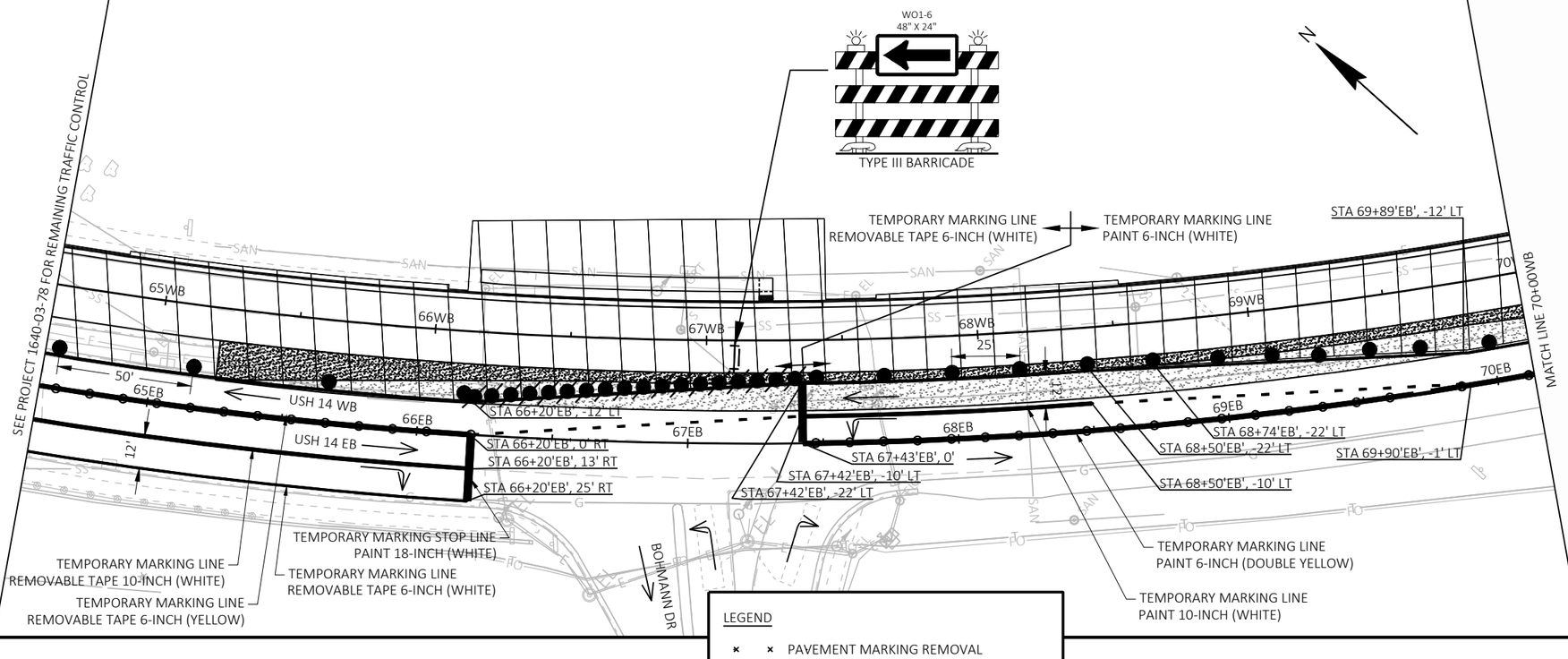
2



TRAFFIC CONTROL- STAGE 2 TYPICAL

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 102	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\020301-TS_TRAFFICCONTROL.DWG
LAYOUT NAME - Stage 2
PLOT DATE : 6/20/2025 11:34 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

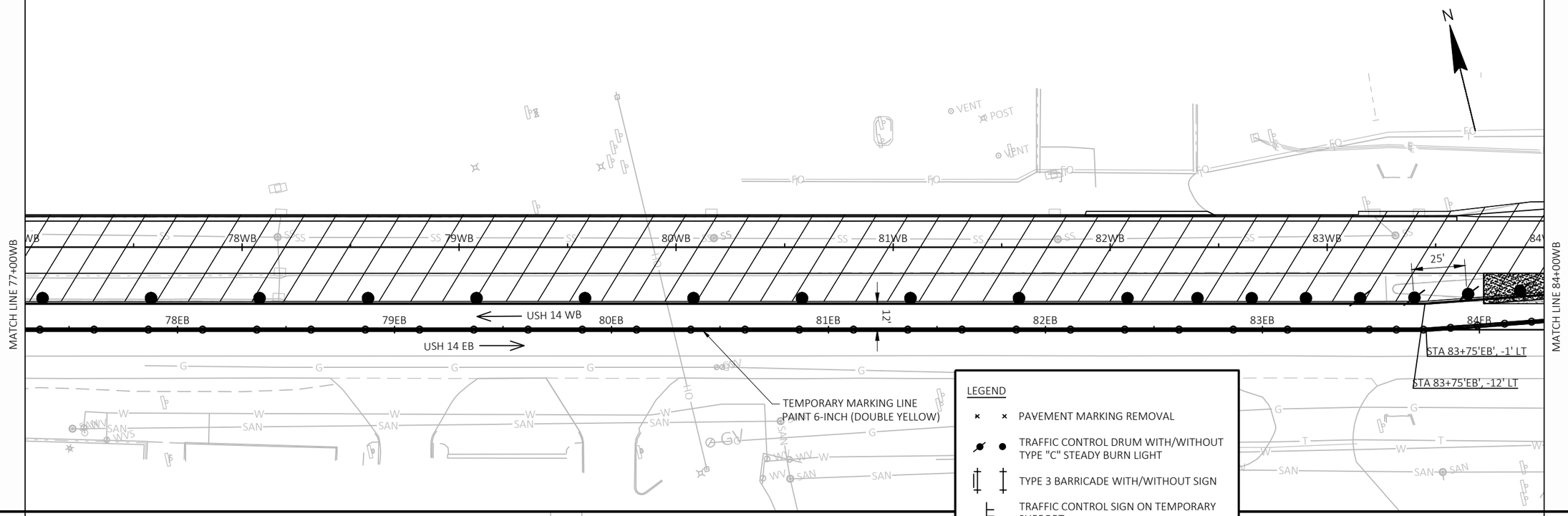


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 103	E

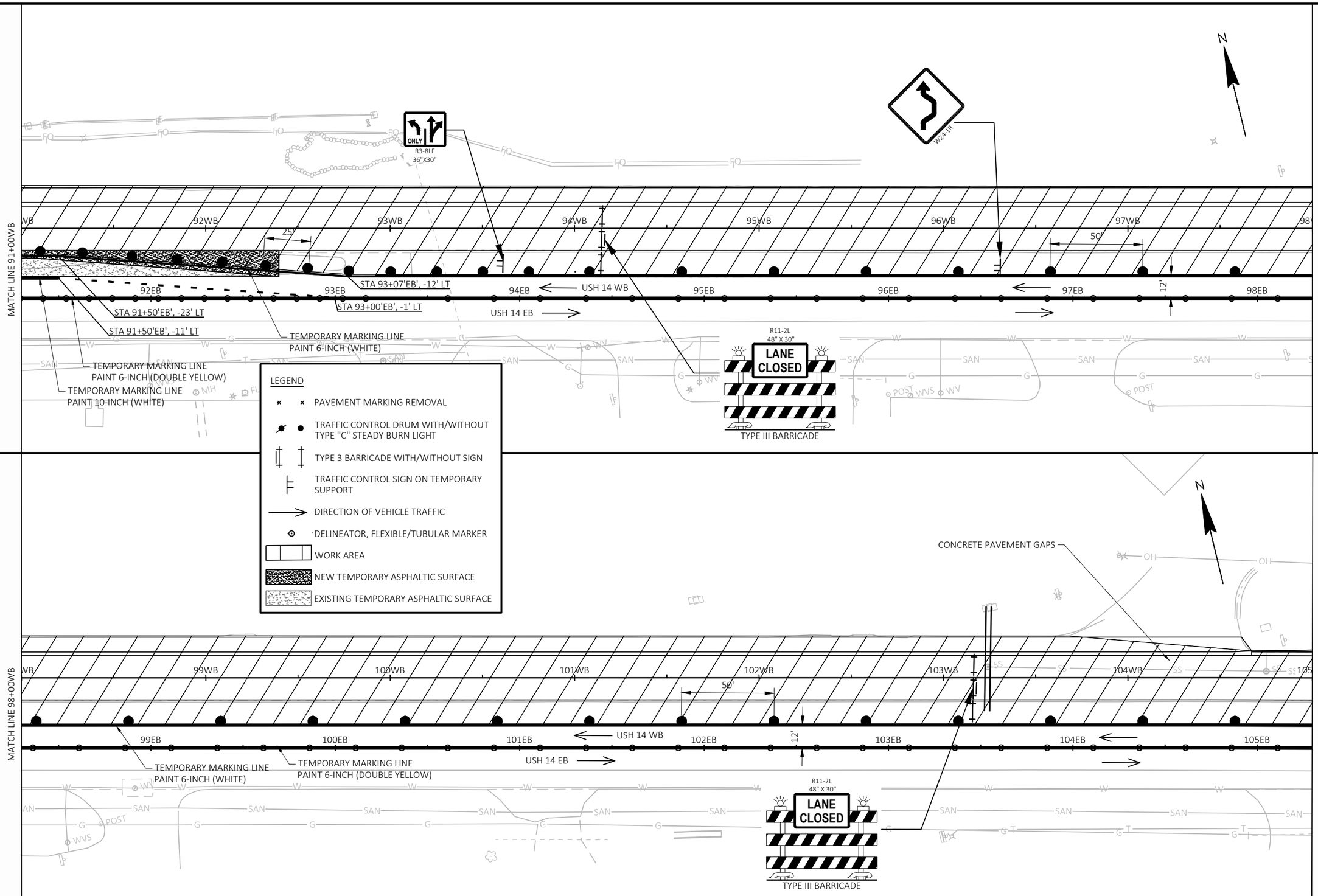
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2).DWG
LAYOUT NAME - USH 14 8

PLOT DATE : 7/30/2025 10:43 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 104	E



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 105	E

2

2

CONCRETE PAVEMENT GAPS

MATCH LINE 105+00WB

MATCH LINE 112+00WB

106WB 107WB 108WB 109WB 110WB 111WB

50'

106EB 107EB USH 14 WB 108EB 109EB 110EB 111EB 112EB

USH 14 EB

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

CONCRETE PAVEMENT GAPS

TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)

STOP R1-1 30"X30"

STARLIGHT LN

STA 118+32'WB', -12' LT

STA 117+97'WB', -2' LT

MATCH LINE 112+00WB

MATCH LINE 119+00WB

113WB 114WB 115WB 116WB 117WB

50' 25'

STA 118+31'WB', 6' RT

STA 118+06'WB', 6' RT

STA 117+73'WB', 15' RT

STA 115+65'EB', -12' LT

113EB 114EB USH 14 WB 115EB 116EB 117EB 118EB 119EB

12'

USH 14 EB

STA 118+00'EB', -11' LT

STA 118+01'EB', 0' LT

STA 115+66'EB', 0'

STA 117+25'EB', -11' LT

STA 117+19'EB', -23' LT

TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

R11-2L 48" X 30"

LANE CLOSED

TYPE III BARRICADE

ONLY R3-8LF 36"X30"

MALL ENTRANCE

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 106	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2).DWG
LAYOUT NAME - USH 14 11

PLOT DATE : 7/30/2025 10:43 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

STA 120+20'EB', -21' LT

CONCRETE PAVEMENT GAPS

CONCRETE PAVEMENT GAPS

W24-1R

MATCH LINE 119+00WB

WB 120WB 121WB 122WB 123WB 124WB 125WB 126

25'

50'

120EB 121EB 122EB 123EB 124EB 125EB 12' 126EB

USH 14 WB

USH 14 EB

STA 119+34'EB', -11' LT

STA 119+34'EB', 0' RT

STA 120+20'EB', -12' LT

STA 121+53'EB', -11' LT

STA 122+00'EB', -13' LT

STA 121+80'EB', 0' LT

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 10-INCH (WHITE)

MATCH LINE 126+00WB

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

ONLY

R3-8LF
36"X30"

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

CONCRETE PAVEMENT GAPS

MATCH LINE 126+00WB

WB 127WB 128WB 129WB 130WB 131WB 132WB 133

50'

12'

127EB 128EB 129EB 130EB 131EB 132EB 133EB

USH 14 WB

USH 14 EB

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

MATCH LINE 133+00WB

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 107	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2).DWG
LAYOUT NAME - USH 14 12

PLOT DATE : 7/30/2025 10:44 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 133+00WB

MATCH LINE 140+00WB

CONCRETE PAVEMENT GAPS

134WB 135WB 136WB 137WB 138WB 139WB

134EB 135EB 136EB 137EB 138EB 139EB 140EB

USH 14 WB

USH 14 EB

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

N

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

MATCH LINE 140+00WB

MATCH LINE 147+00WB

CONCRETE PAVEMENT GAPS

141WB 142WB 143WB 144WB 145WB 146WB

50' 25' 12'

141EB 142EB 143EB 144EB 145EB 146EB 147EB

USH 14 WB

USH 14 EB

STA 143+46'EB', -13' LT

STA 143+63'EB', 0' LT

STA 144+40'EB', -11' LT

STA 144+40'EB', 0' LT

STA 145+74'EB', -21' LT

STA 145+75'EB', -10' LT

STA 145+75'EB', 0' RT

STA 145+41'EB', 13' RT

STA 146+45'EB', -9' LT

STA 146+45'EB', 0' RT

STA 146+46'EB', 13' RT

TEMPORARY MARKING LINE
PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

WO1-4L

WO1-6
48" X 24"
TYPE III BARRICADE

RD 00

CTH O

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 108	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2).DWG
LAYOUT NAME - USH 14 13

PLOT DATE : 7/30/2025 10:44 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R3-8LF
36"X30"
ONLY

WO1-6
48" X 24"
TYPE III BARRICADE

STA 148+47'WB', 17' RT
STA 150+72'WB', 0' RT
STA 147+67'EB', -21' LT
STA 150+72'WB', 13' RT
STA 148+70'EB', -9' LT
STA 148+73'EB', 1' RT
STA 148+20'EB', 0' LT
STA 147+67'EB', 0'

MATCH LINE 147+00WB
MATCH LINE 154+00WB

148WB 149WB 150WB 151WB 152WB 153WB 154
148EB 149EB 150EB 151EB 152EB 153EB 154EB

USH 14 WB
USH 14 EB

CTH O

END ROAD WORK
G20-2A
48"X24"

N

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

W01-4L

STA 159+06'WB', -15' LT
CONNECTED ARROW BOARD
SEE TRAFFIC CONTROL OVERVIEW SHEET FOR ADVANCE WARNING SIGN INFORMATION
PLEASANT VALLEY DR
TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH
STA 159+66'WB', -26' LT
STA 156+31'WB', -2' LT

MATCH LINE 154+00WB

155WB 156WB 157WB 158WB 159WB 160WB
155EB 156EB 157EB 158EB 159EB 160EB 161EB

USH 14 WB
USH 14 EB

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 109	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2).DWG
LAYOUT NAME - USH 14 14
PLOT DATE : 7/30/2025 10:44 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

N

STA 86+64.17, -203.83' LT

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

PEEBLES DR

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

14'

STA 86+52.74, -103.08' LT

STA 86+53.20, -78.07' LT

WO1-6
48" X 24"

TYPE III BARRICADE

STA 86+40.02, -77.79' LT

CONCRETE PAVEMENT GAPS

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

STA 84+94.76, 15.00' RT

83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

STA 86+63.11, 14.42' RT

25'

50'

STA 86+06.85, 27.00' RT

STA 86+21.89, 37.50' RT

STA 88+37.68, 26.50' RT

85

90

STA 83+45.16, 26.00' RT

STA 83+45.63, 38.00' RT

STA 84+95.18, 27.00' RT

TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

STA 88+65.43, 38.00' RT

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

STA 87+33.29, 26.50' RT

STA 87+33.29, 38.00' RT

STA 89+95.18, 27.00' RT

STA 89+95.18, 38.00' RT

FOUNDRY DR E

WO1-4L

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2 - PEEBLES DR PHASE A	SHEET 110	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 2A).DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2025 10:04 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

N

STA 86+65.22, -291.15' LT

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

PEEBLES DR

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

WO1-6 48" X 24"

TYPE III BARRICADE

STA 86+75.42, -91.12' LT

STA 86+74.89, -66.22' LT

12'

STA 86+61.46, -66.19' LT

CONCRETE PAVEMENT GAPS

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

STA 85+03.87, 16.00' RT

83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

STA 86+63.17, 14.15' RT

25'

50'

STA 87+33.35, 26.00' RT

12'

STA 83+45.16, 26.00' RT

85

STA 86+06.72, 38.00' RT

STA 87+33.29, 38.00' RT

STA 88+37.65, 26.00' RT

90

STA 88+65.43, 38.00' RT

TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

STA 89+95.18, 26.00' RT

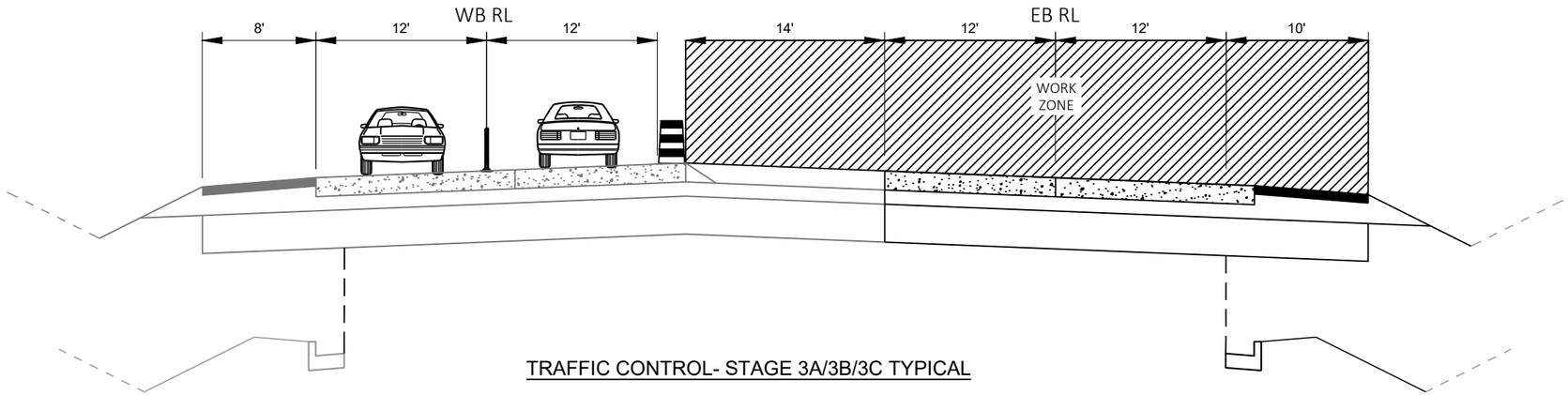
STA 89+95.18, 38.00' RT

W04-2R

FOUNDRY DR E

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2 - PEEBLES DR PHASE B	SHEET 111	E

2



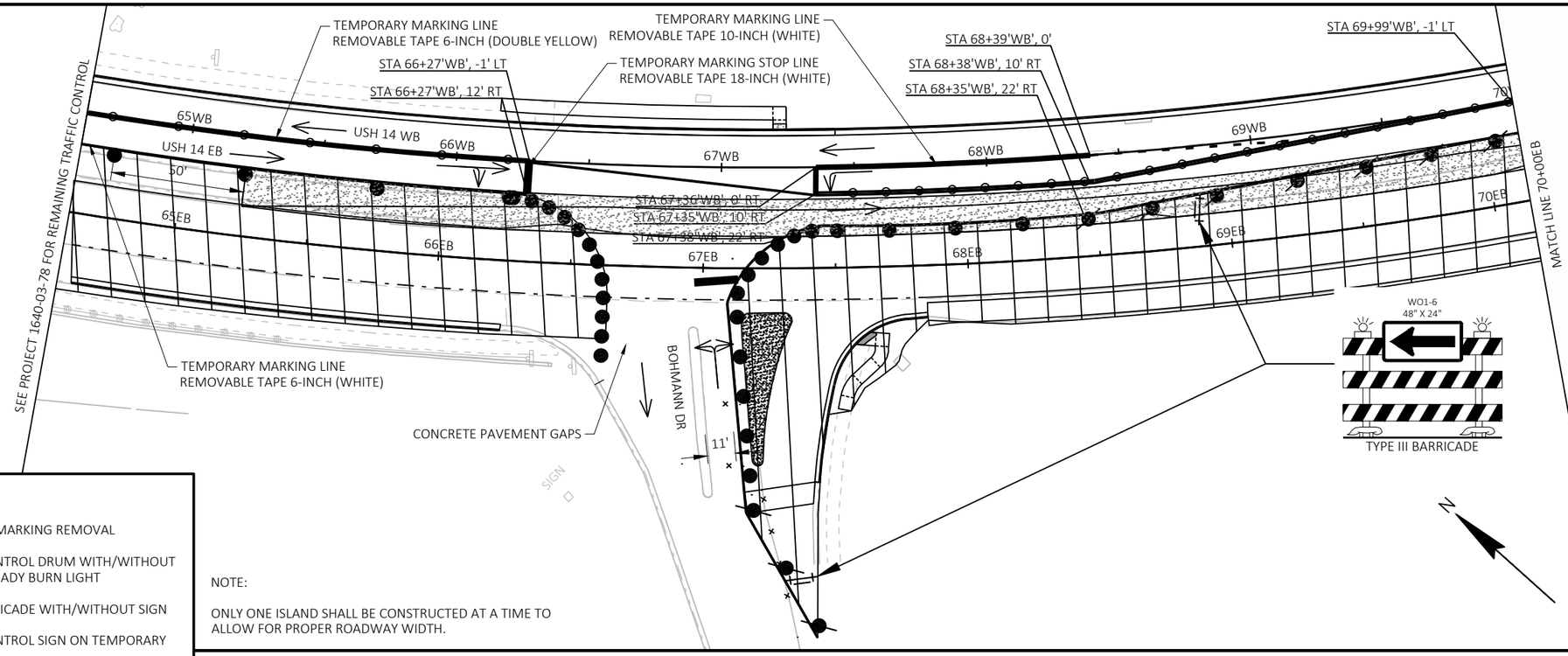
TRAFFIC CONTROL- STAGE 3A/3B/3C TYPICAL

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 112	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\020301-TS_TRAFFICCONTROL.DWG
LAYOUT NAME - Stage 3

PLOT DATE : 6/24/2025 5:01 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1:10

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 113	E

2

MATCH LINE 77+00EB

USH 14 WB

USH 14 EB

12'

12'

50'

STA 83+59'WB', 0' RT

STA 83+38'WB', 12' RT

VENT

POST

VENT

W24-1R

ONLY ONLY

R3-8LA
36"X30"

POST

N

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

PEEBLES DR

GUY

N

STA 85+19'WB', 10' RT

STA 85+17'WB', 22' RT

STA 86+13'WB', 10' RT

STA 86+13'WB', 0' RT

STA 87+00'WB', 0' RT

STA 88+69'WB', 22' RT

STA 88+70'WB', 10' RT

STA 88+70'WB', 0' RT

STA 89+72'WB', 0'

STA 89+72'WB', 9' RT

STA 90+89'WB', 22' RT

STA 90+88'WB', 10' RT

WB

USH 14 WB

85WB

86WB

87WB

88WB

89WB

90WB

91

12'

USH 14 EB

STA 86+99'WB', 10' RT

CLOSE LANE

STA 90+05'WB', 22' RT

25'

STA 89+98'EB', 12' RT

STA 89+74'EB', 5' RT

85EB

86EB

87EB

88EB

89EB

90EB

91EB

MATCH LINE 84+00EB

MATCH LINE 91+00EB

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

WO1-6
48"X24"

TYPE III BARRICADE

FOUNDRY DR E

STA 89+43'EB', 43' RT

STA 89+73'EB', 51' RT

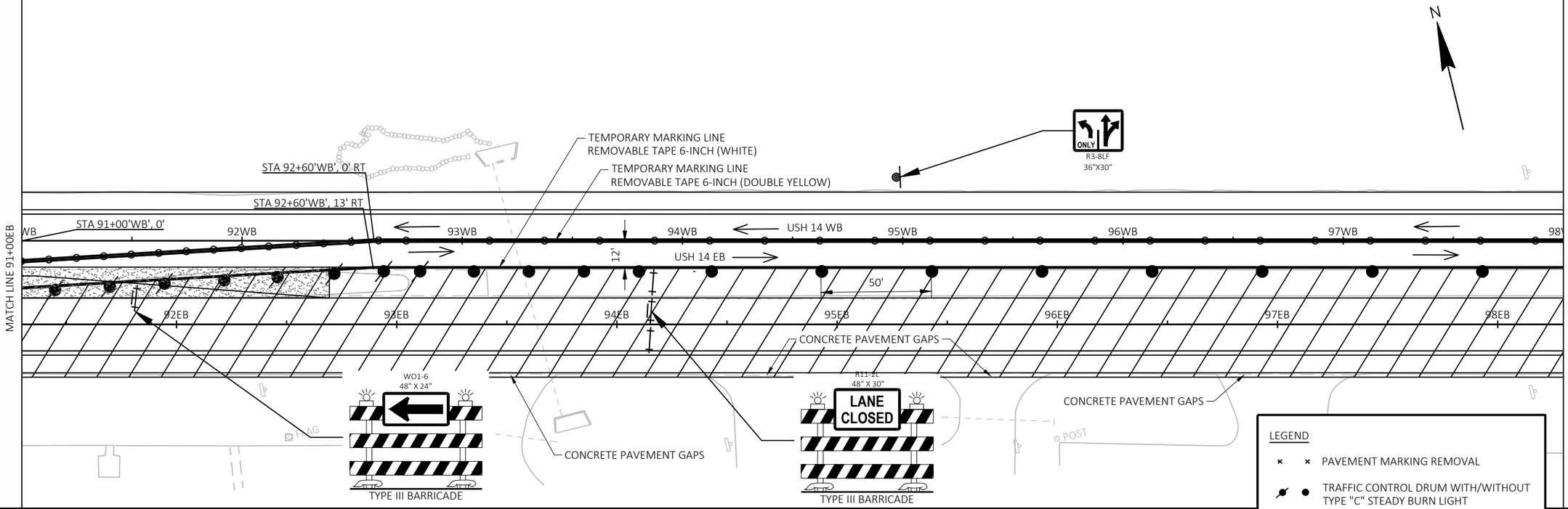
STA 89+96'EB', 54' RT

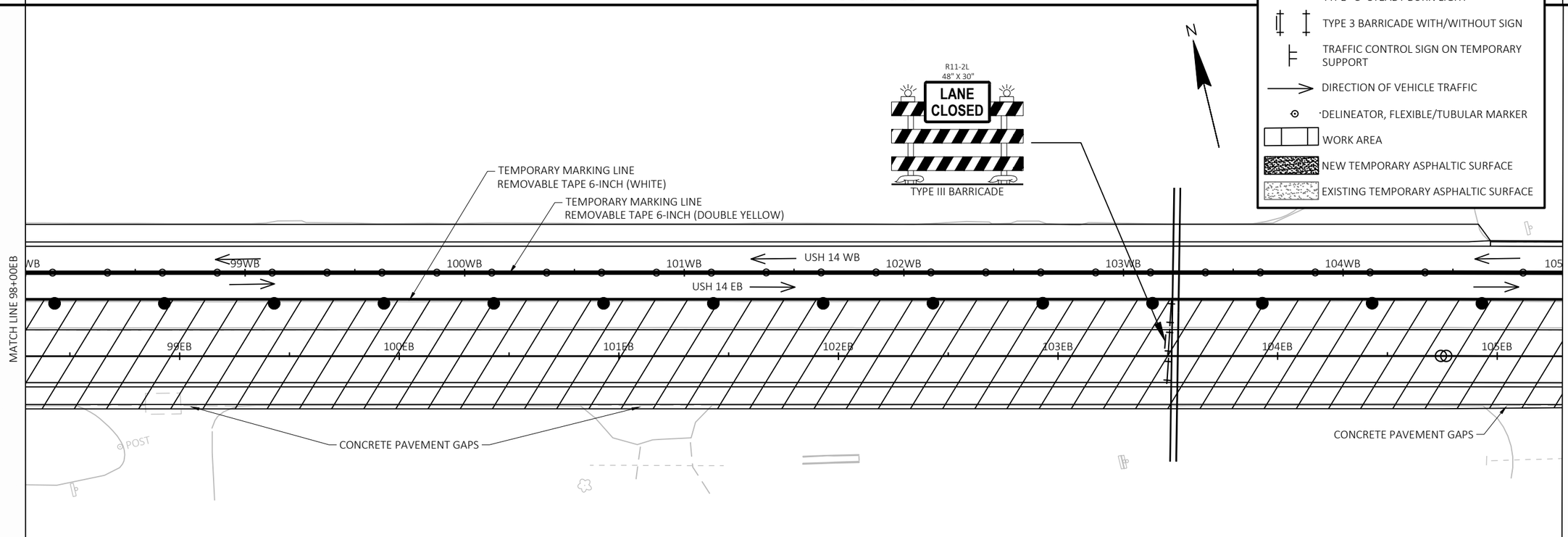
STOP

R1-1
30"X30"

CONCRETE PAVEMENT GAPS

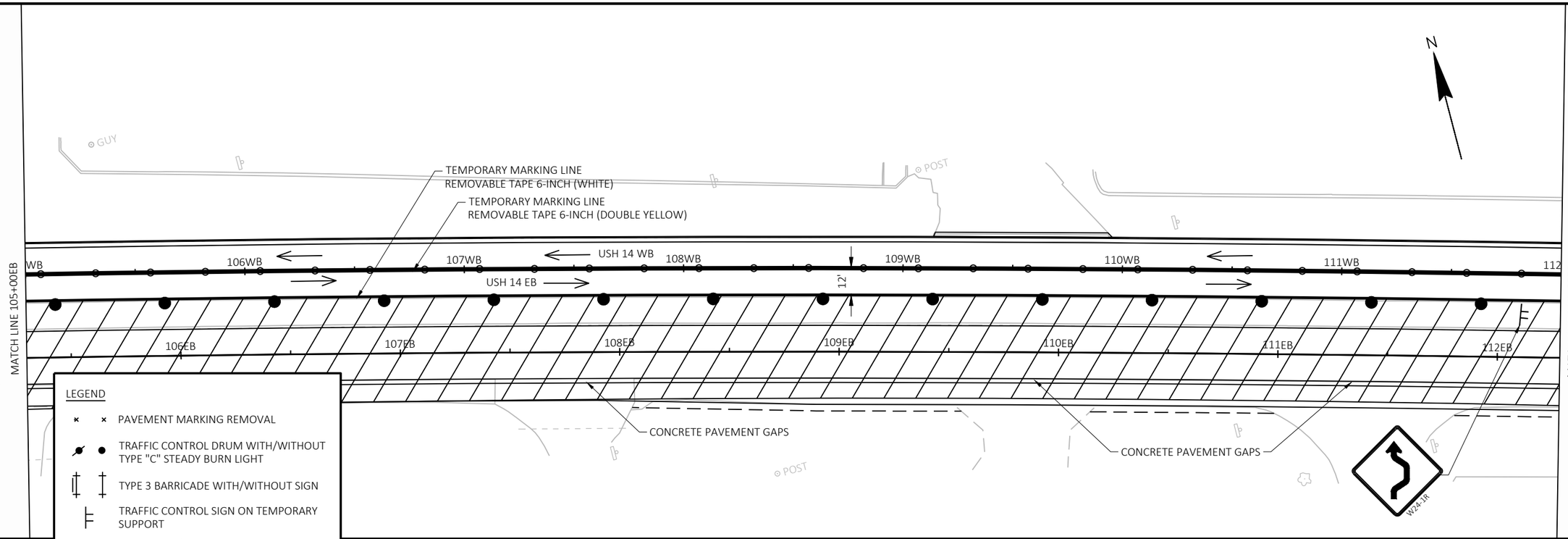
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 114	E

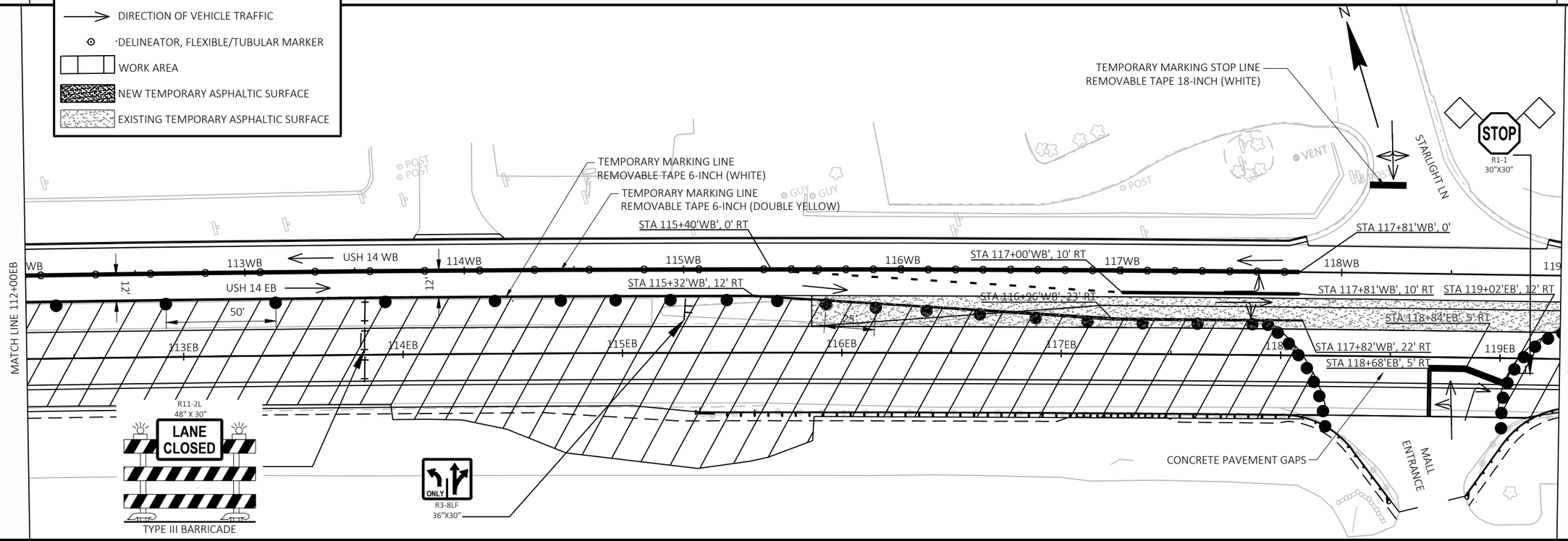




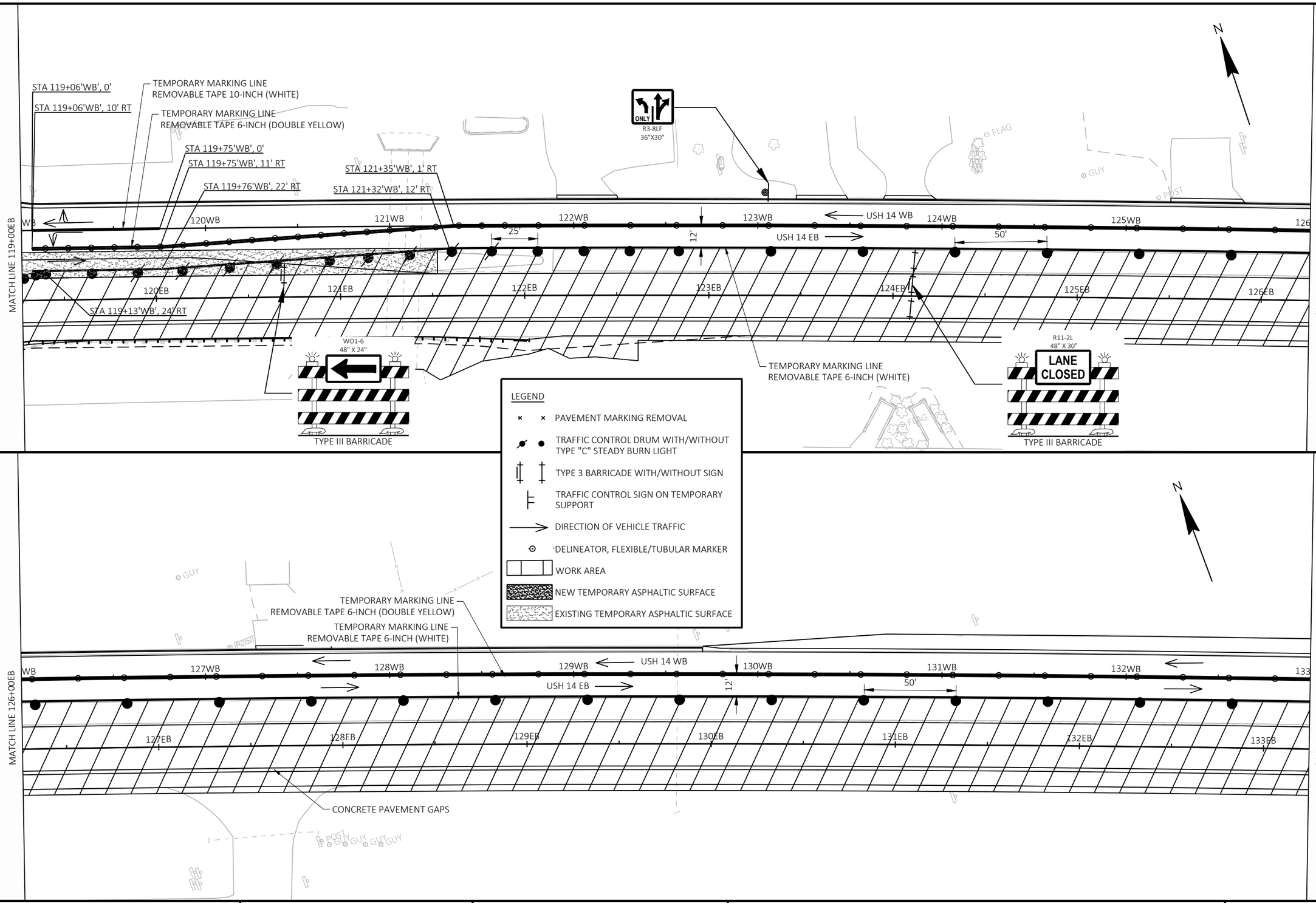
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 115	E

2



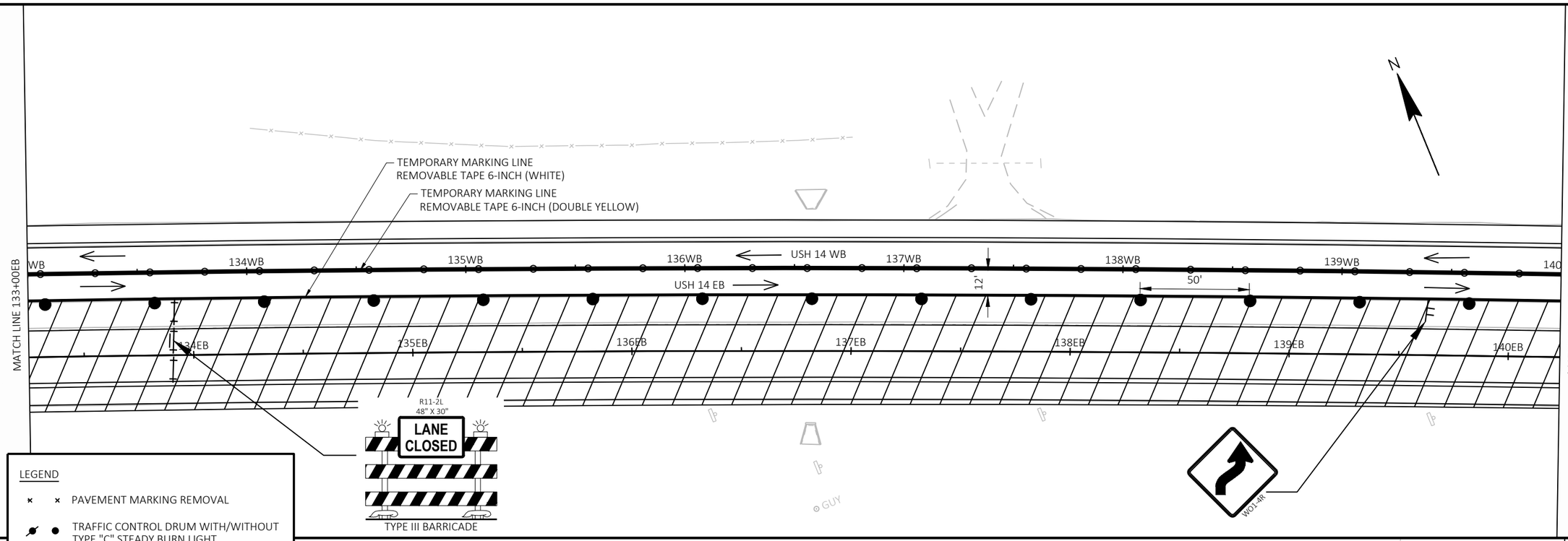


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 116	E



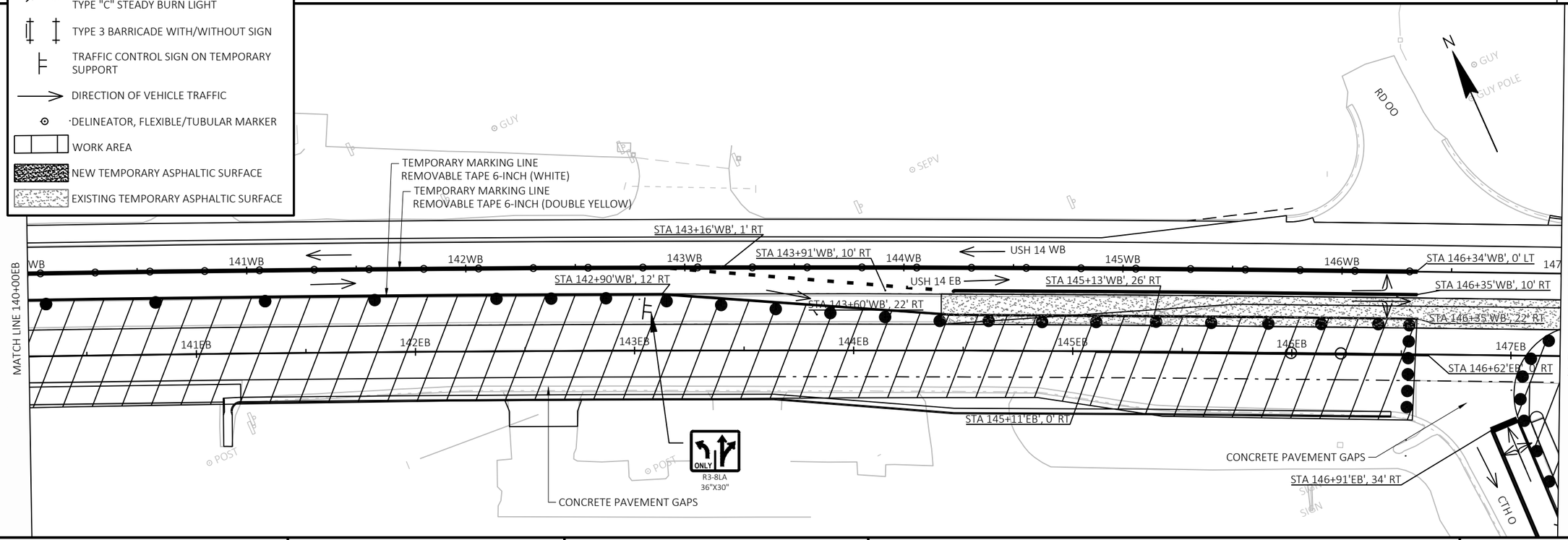
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 117	E

2



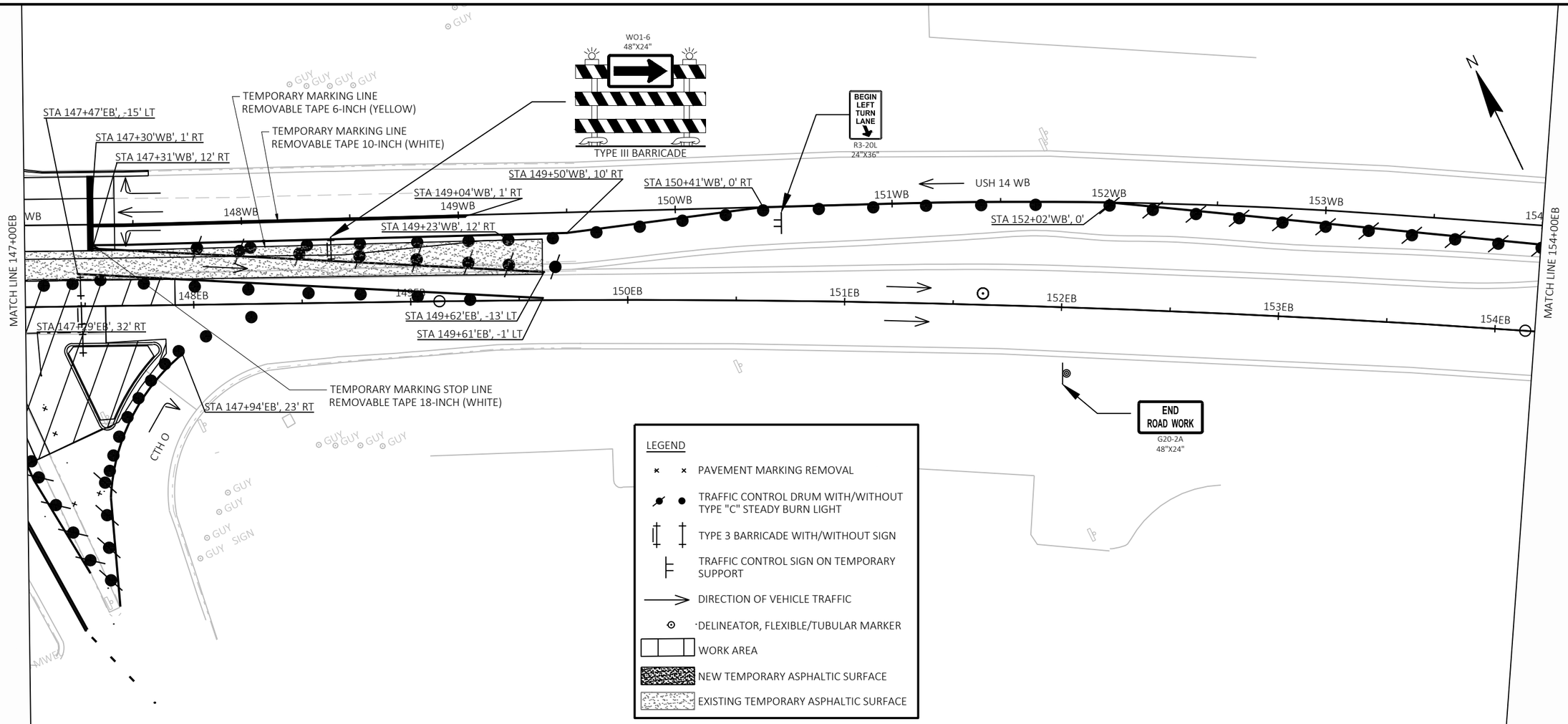
LEGEND

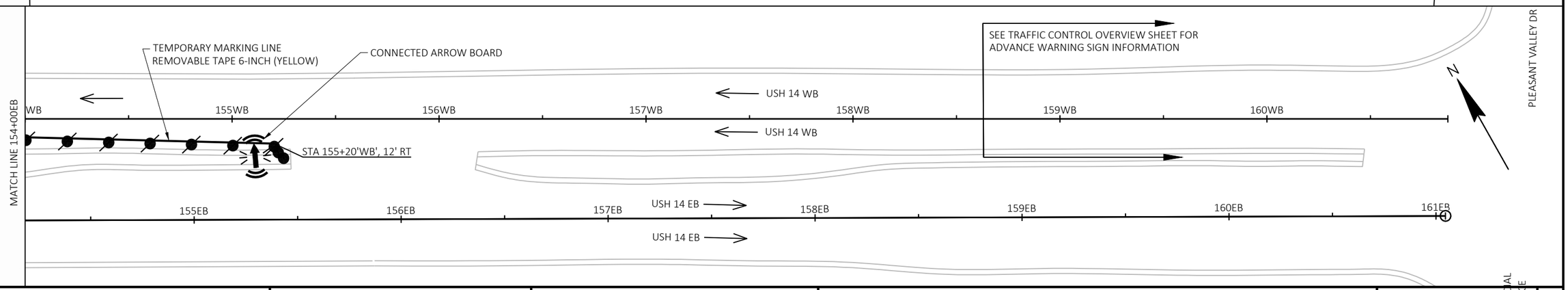
- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 118	E

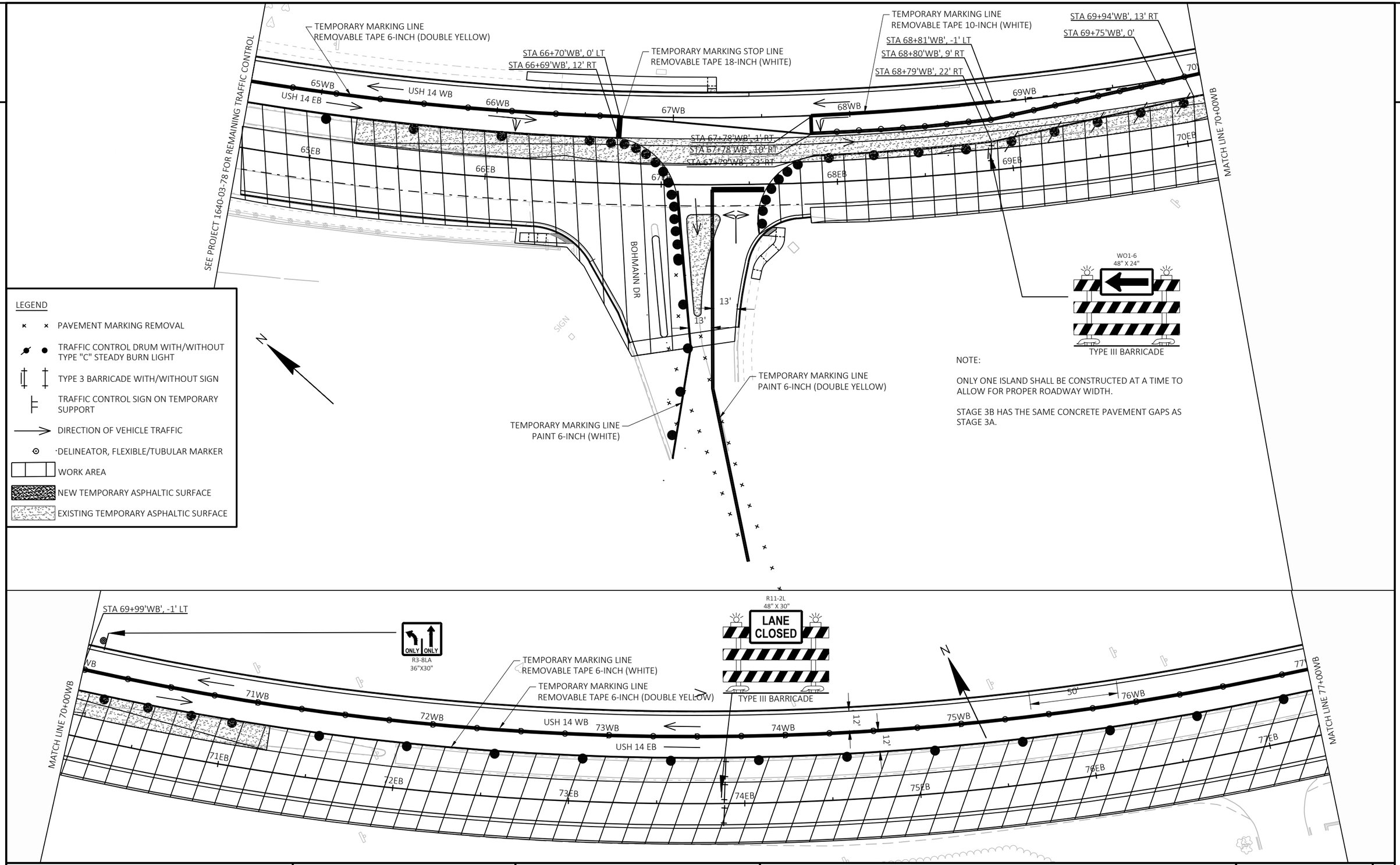
2





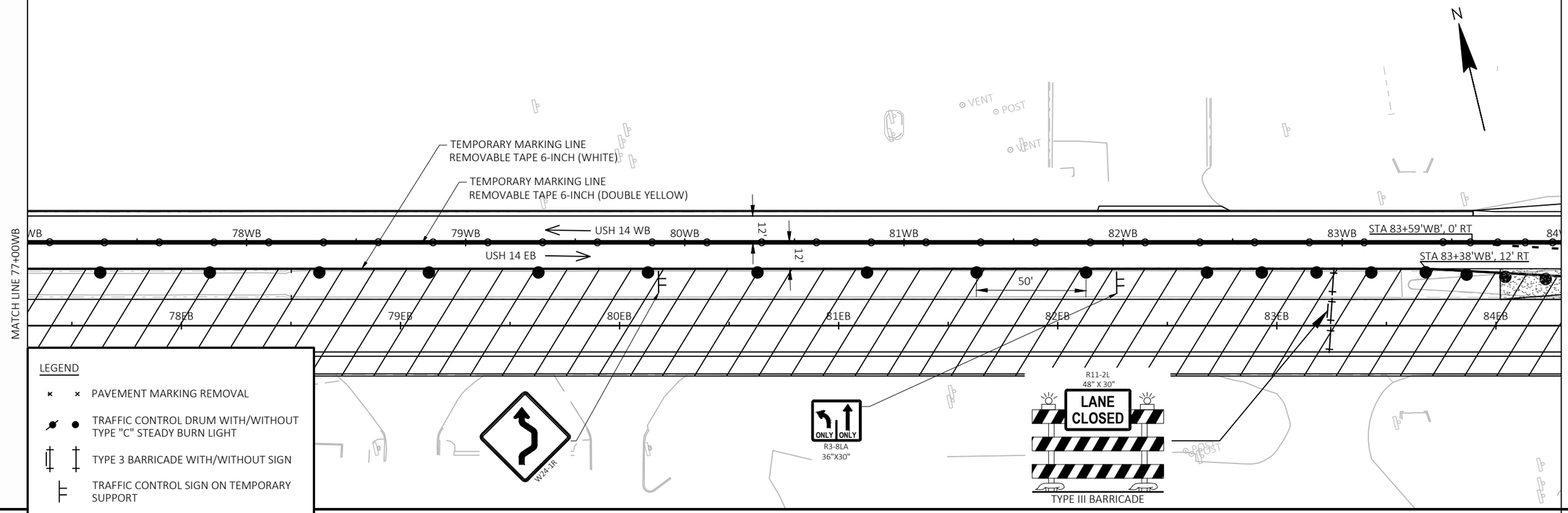
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3A	SHEET 119	E

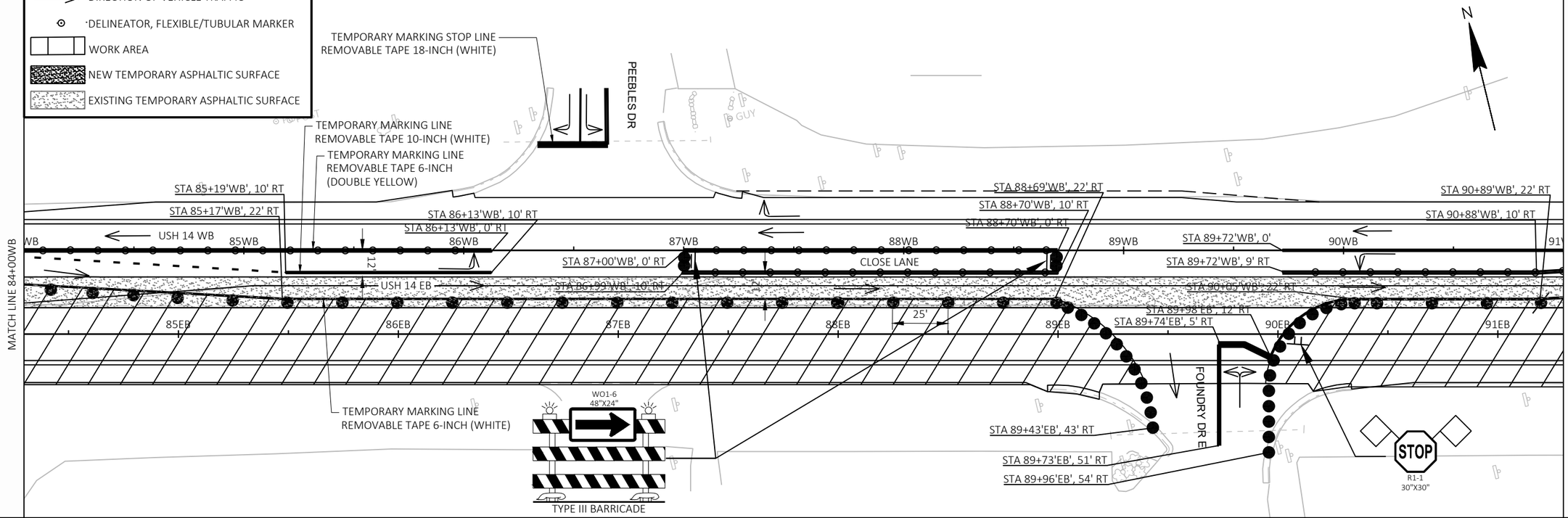
2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 120	E

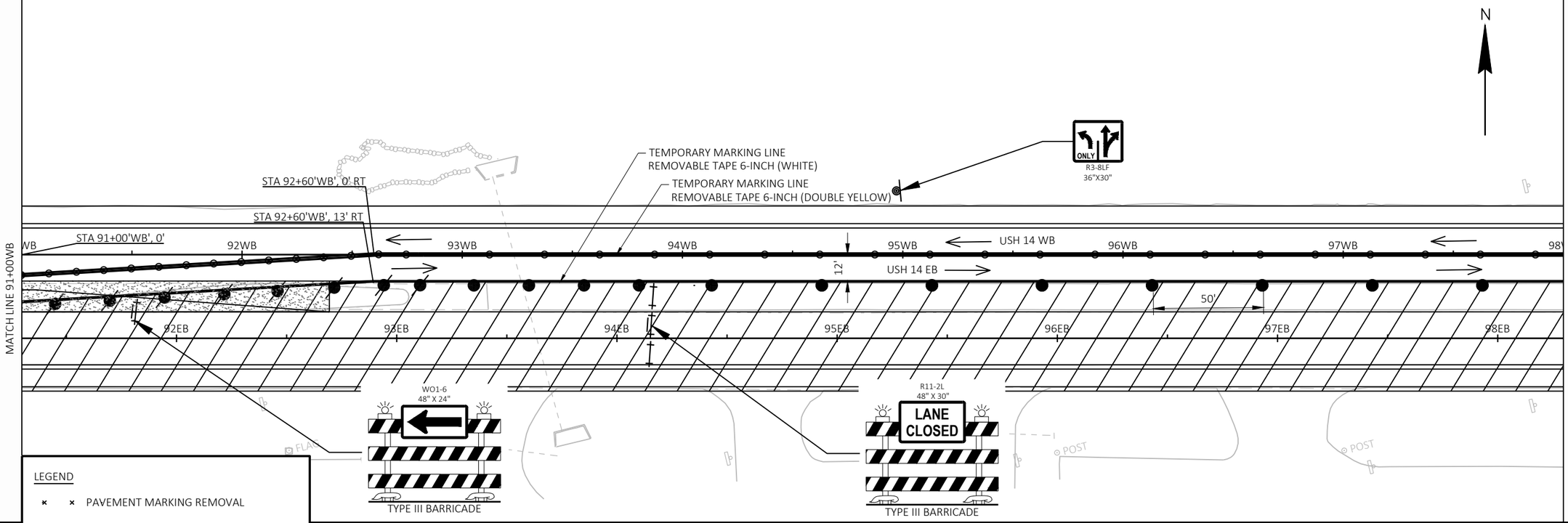
2





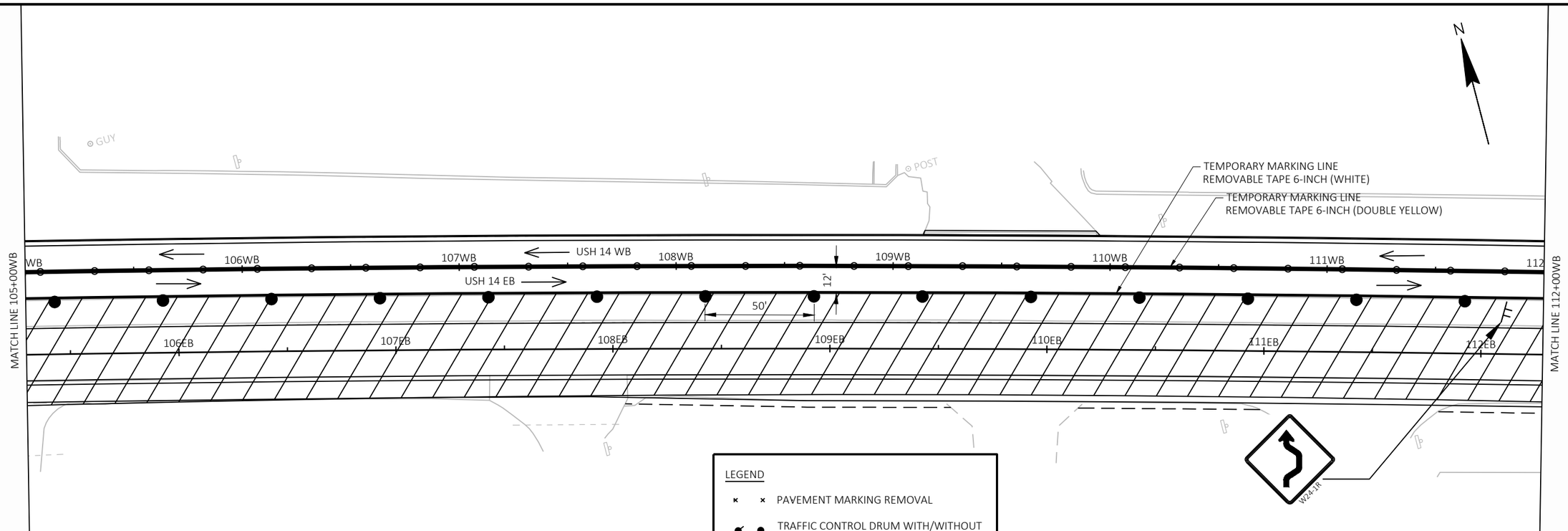
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 121	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE B.DWG
LAYOUT NAME - USH 14 9
PLOT DATE : 7/30/2025 10:36 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



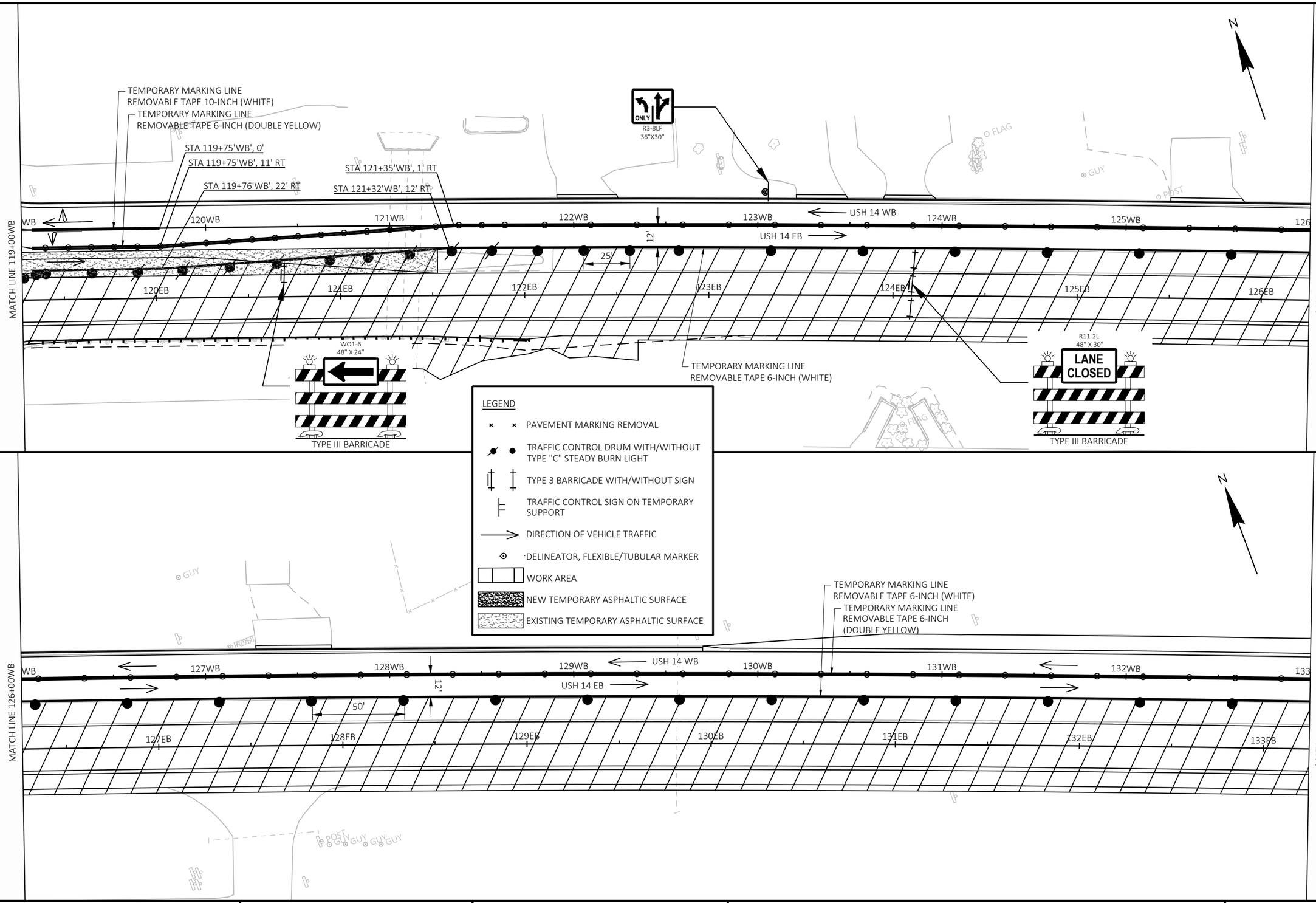
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 122	E

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 123	E

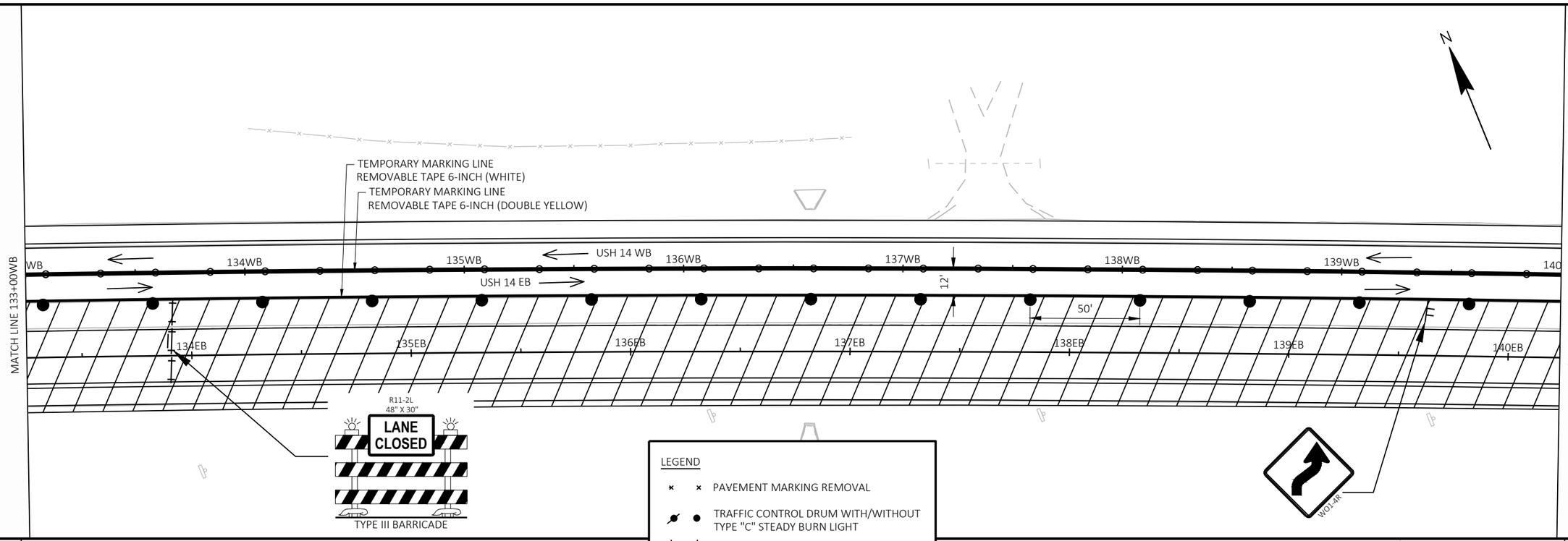
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE B.DWG
LAYOUT NAME - USH 14 11
PLOT DATE : 7/30/2025 10:36 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 124	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE B.DWG
LAYOUT NAME - USH 14 12
PLOT DATE : 7/30/2025 10:36 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 125	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE B.DWG
LAYOUT NAME - USH 14 13

PLOT DATE : 7/30/2025 10:36 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

STA 147+30'WB', 1' RT

STA 147+31'WB', 12' RT

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW)

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

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

STA 149+50'WB', 9' RT

STA 149+04'WB', 1' RT

STA 150+41'WB', 0' RT

USH 14 WB

MATCH LINE 147+00WB

WB 148WB 149WB 150WB 151WB 152WB 153WB 154

STA 152+02'WB', 0'

STA 147+47'EB', -15' LT

USH 14 EB

148EB 149EB 150EB 151EB 152EB 153EB 154EB

STA 149+61'EB', -1' LT

STA 149+62'EB', -13' LT

WO1-6
48"X24"
TYPE III BARRICADE

MATCH LINE 154+00WB

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH (WHITE)

END ROAD WORK
G20-2A
48"X24"

STA 147+29'EB', 27' RT

CTH O

GUY SIGN

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW)

CONNECTED ARROW BOARD

USH 14 WB

MATCH LINE 154+00WB

WB 155WB 156WB 157WB 158WB 159WB 160WB

STA 155+20'WB', 12' RT

USH 14 WB

SEE TRAFFIC CONTROL OVERVIEW SHEET FOR ADVANCE WARNING SIGN INFORMATION

PLEASANT VALLEY DR

USH 14 EB

155EB 156EB 157EB 158EB 159EB 160EB 161EB

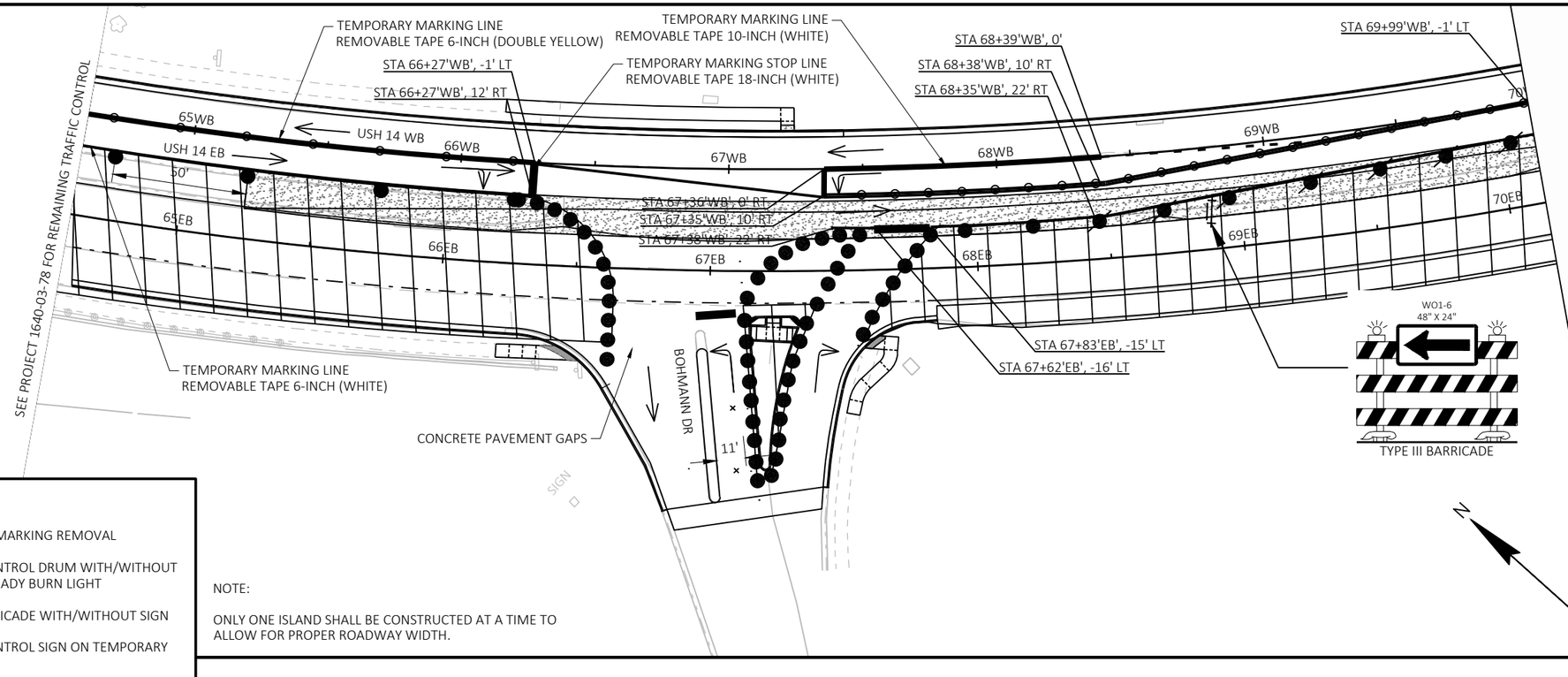
USH 14 EB

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3B	SHEET 126	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE B.DWG
LAYOUT NAME - USH 14 14

PLOT DATE : 7/30/2025 10:36 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 127	E

2

2

MATCH LINE 77+00EB

USH 14 WB

USH 14 EB

12'

12'

50'

STA 83+59'WB', 0' RT

STA 83+38'WB', 12' RT

VENT

POST

VENT

W24-1R

R3-8LA
36"X30"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(DOUBLE YELLOW)

PEEBLES DR

GUY

STA 85+19'WB', 10' RT

STA 85+17'WB', 22' RT

STA 86+13'WB', 10' RT

STA 86+13'WB', 0' RT

STA 88+69'WB', 22' RT

STA 88+70'WB', 10' RT

STA 88+70'WB', 0' RT

STA 90+89'WB', 22' RT

STA 90+88'WB', 10' RT

WB

USH 14 WB

85WB

86WB

87WB

88WB

89WB

STA 89+72'WB', 0'

90WB

91'

12'

STA 87+00'WB', 0' RT

CLOSE LANE

STA 89+72'WB', 9' RT

USH 14 EB

STA 86+99'WB', 10' RT

STA 90+05'WB', 22' RT

25'

STA 89+98'EB', 12' RT

STA 89+74'EB', 5' RT

85EB

86EB

87EB

88EB

89EB

90EB

91EB

MATCH LINE 84+00EB

MATCH LINE 91+00EB

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

WO1-6
48" X 24"
TYPE III BARRICADE

FOUNDRY DR E

STA 89+43'EB', 43' RT

STA 89+73'EB', 51' RT

STA 89+96'EB', 54' RT

STOP
R1-1
30"X30"

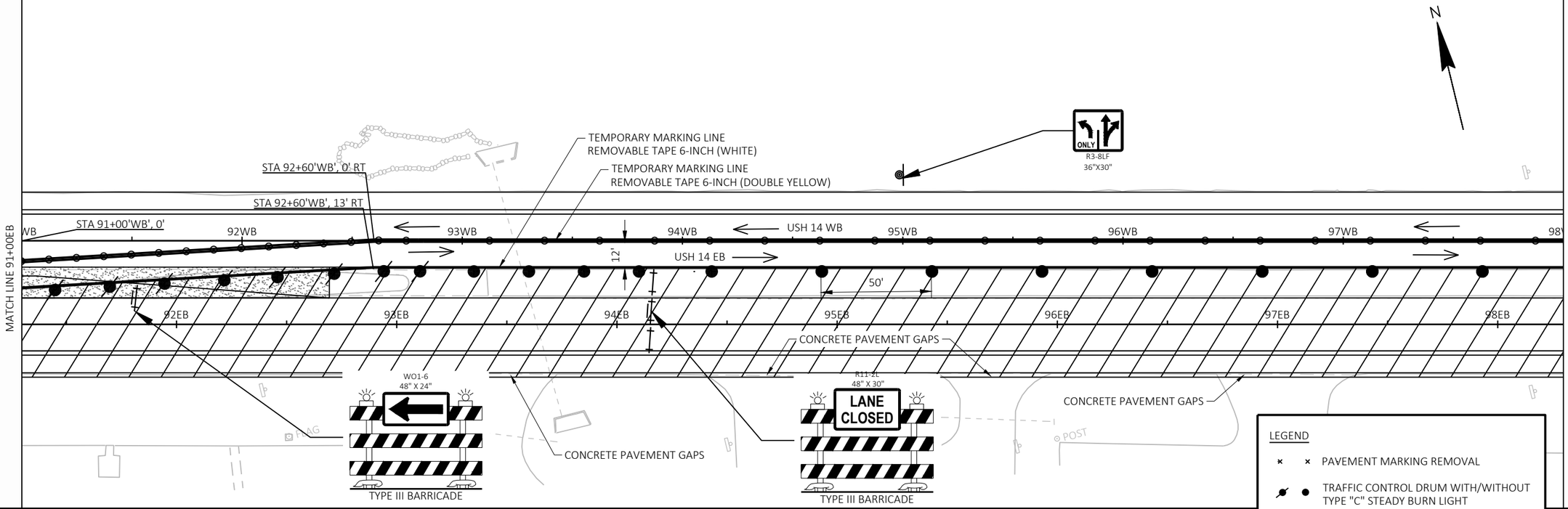
CONCRETE PAVEMENT GAPS

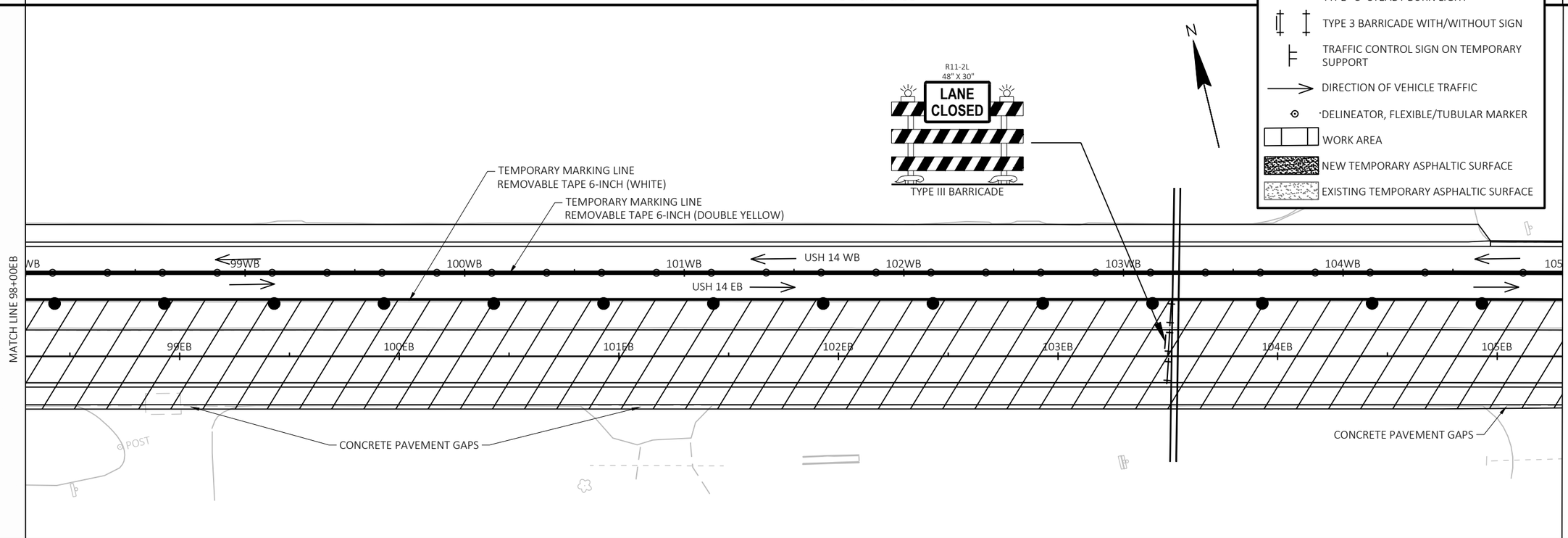
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 128	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE C.DWG
LAYOUT NAME - USH 14 9

PLOT DATE : 7/30/2025 10:33 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

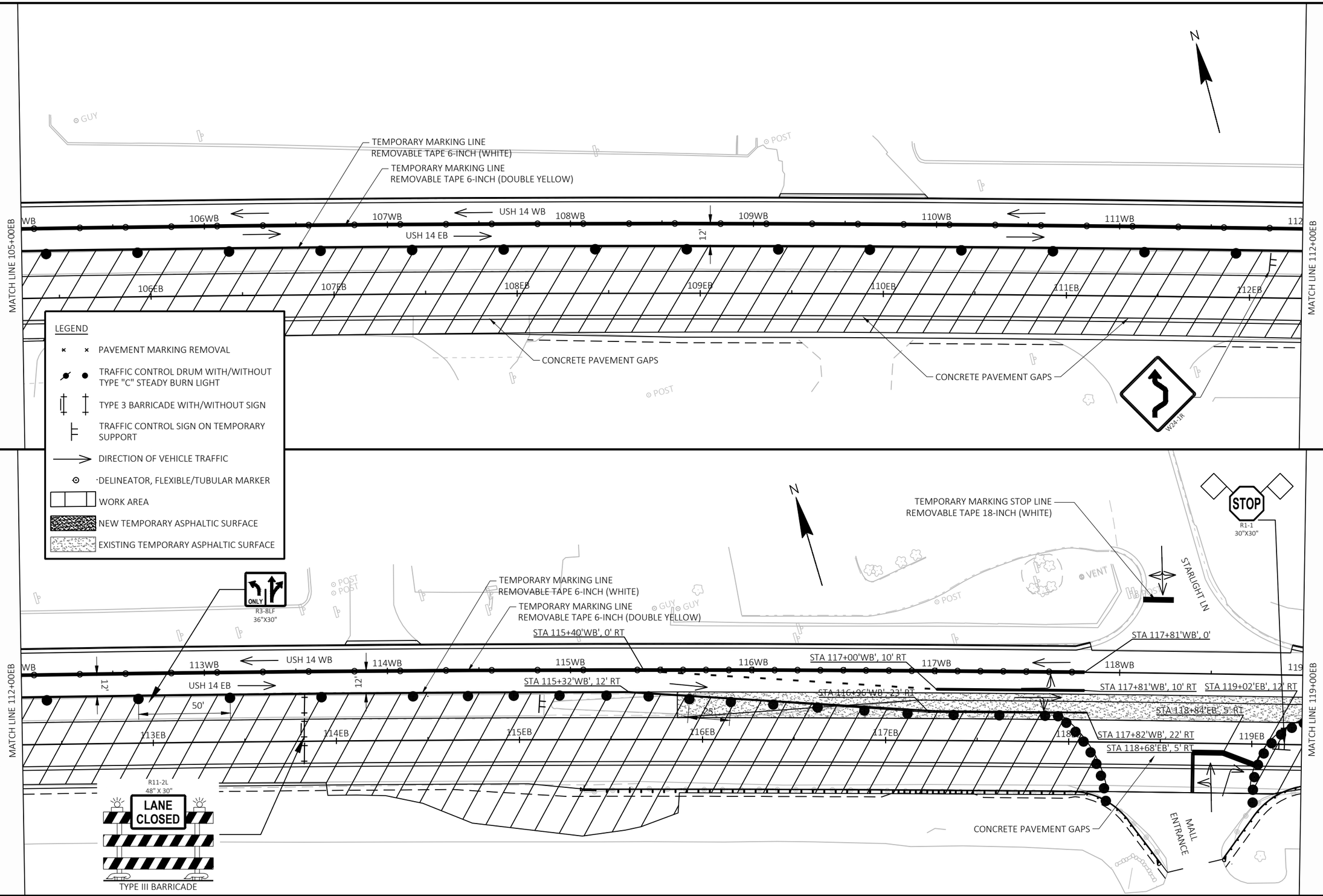
WISDOT/CADDS SHEET 44



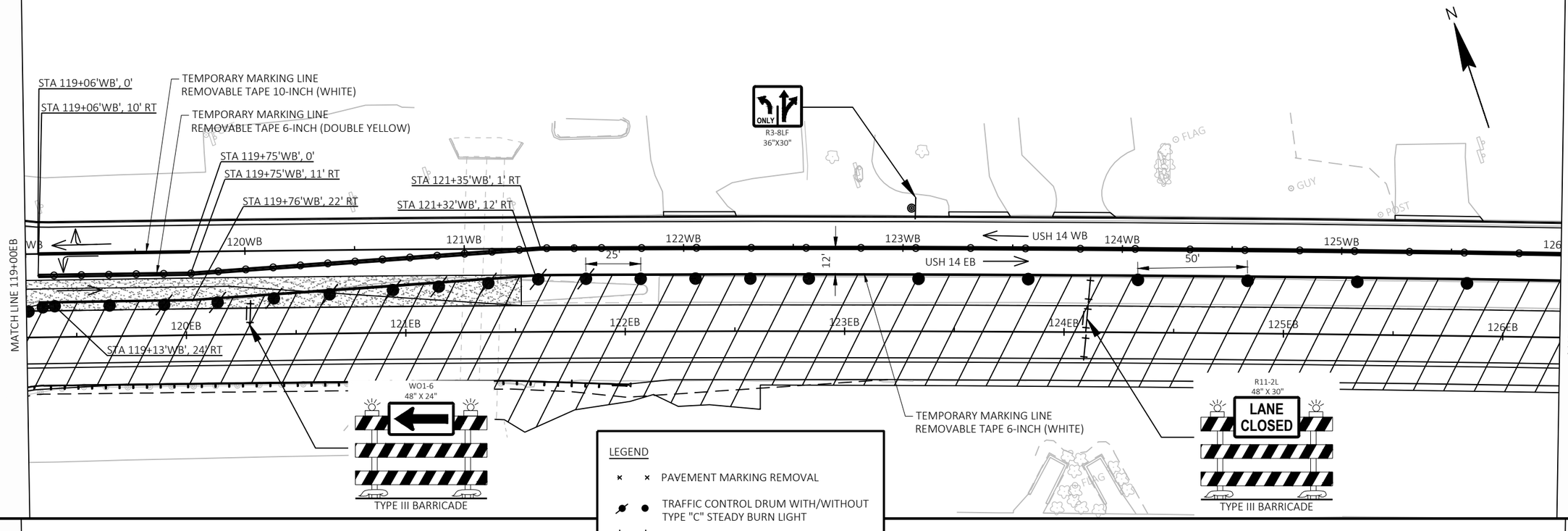


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 129	E

2

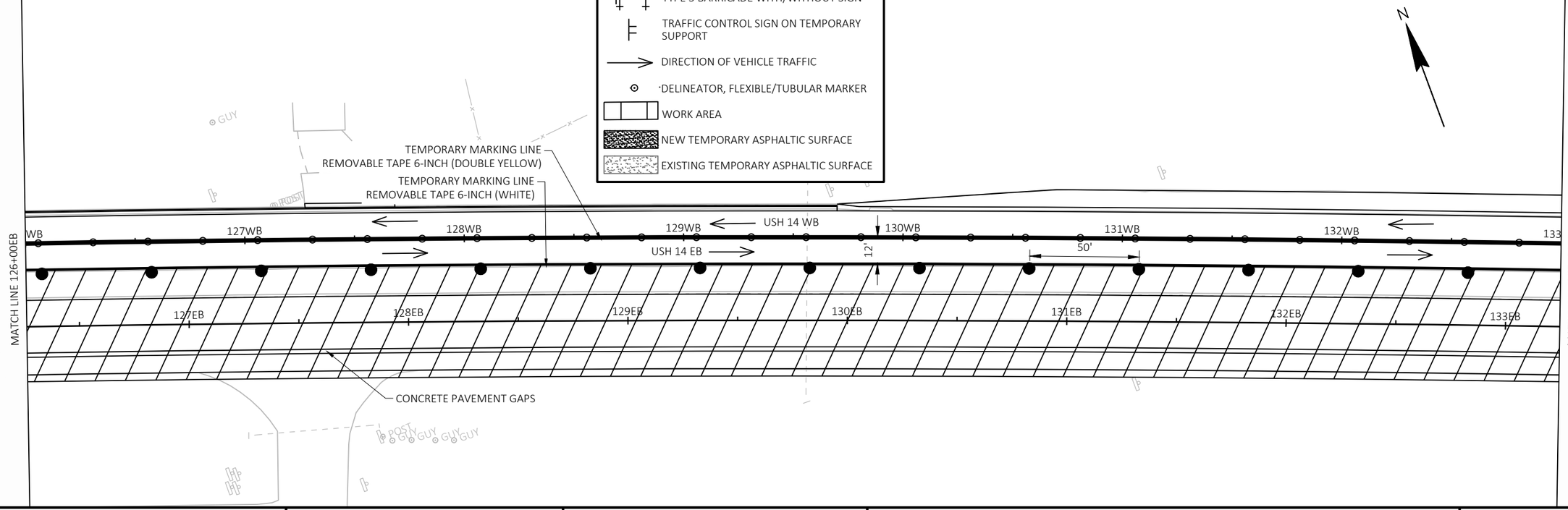


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 130	E



LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 131	E

2

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

MATCH LINE 133+00EB

WB 134WB 135WB 136WB USH 14 WB 137WB 138WB 139WB 140

USH 14 EB

12'

50'

134EB 135EB 136EB 137EB 138EB 139EB 140EB

MATCH LINE 140+00EB

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO1-4R

N

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

WO1-6
48" X 24"

TYPE III BARRICADE

N

GUY

GUY POLE

RD OO

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

STA 143+16'WB', 1' RT

MATCH LINE 140+00EB

WB 141WB 142WB 143WB STA 143+91'WB', 10' RT 144WB USH 14 WB 145WB 146WB STA 146+34'WB', 0' LT 147

STA 142+90'WB', 12' RT

USH 14 EB

STA 145+13'WB', 26' RT

STA 146+35'WB', 10' RT

STA 143+60'WB', 22' RT

STA 146+35'WB', 22' RT

141EB 142EB 143EB 144EB 145EB 146EB 147EB

STA 146+62'EB', 0' RT

MATCH LINE 147+00EB

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

ONLY

R3-8LA
36"X30"

POST

POST

STA 145+11'EB', 0' RT

CONCRETE PAVEMENT GAPS

CONCRETE PAVEMENT GAPS

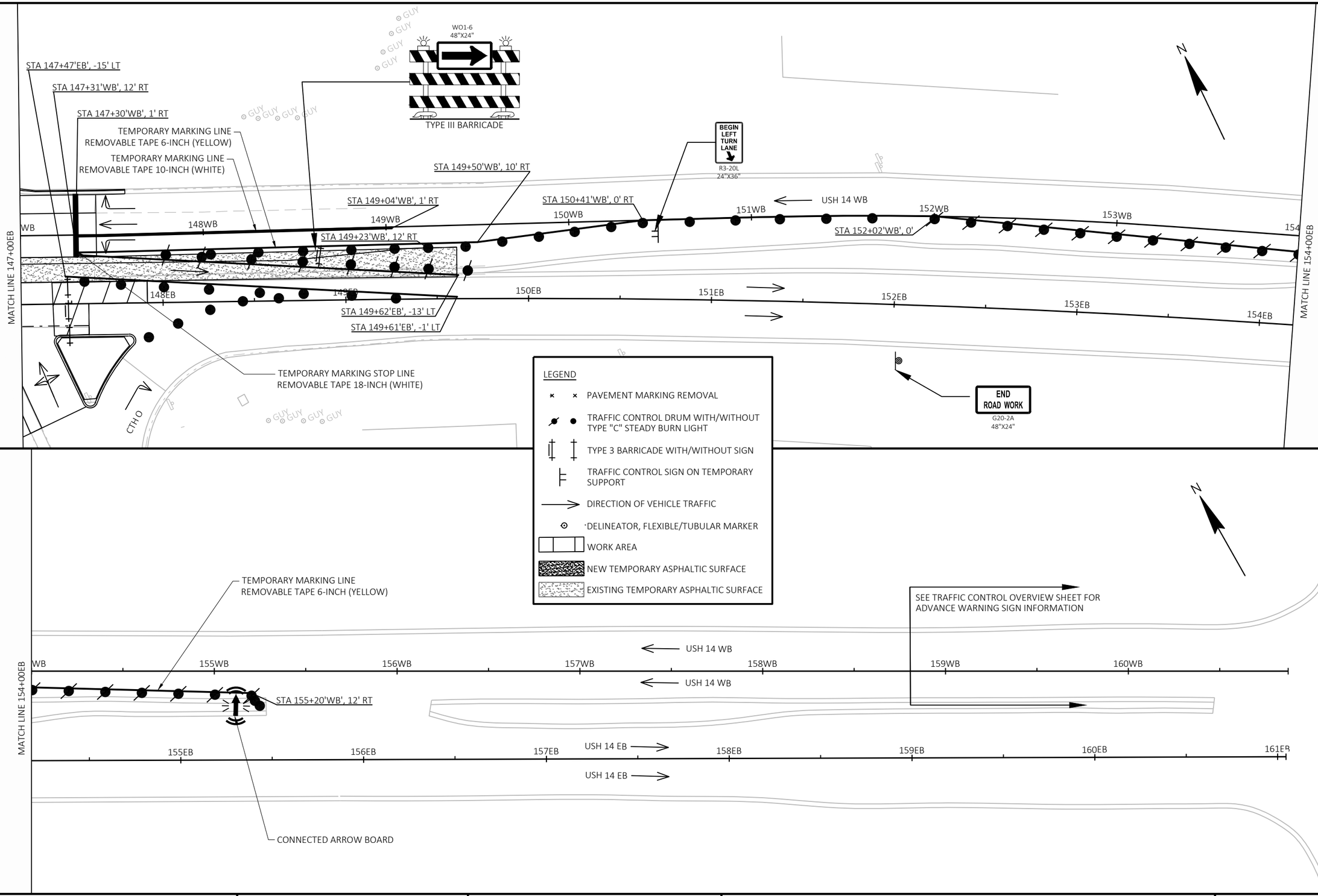
SIGN

SIGN

CTH O

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 132	E

2



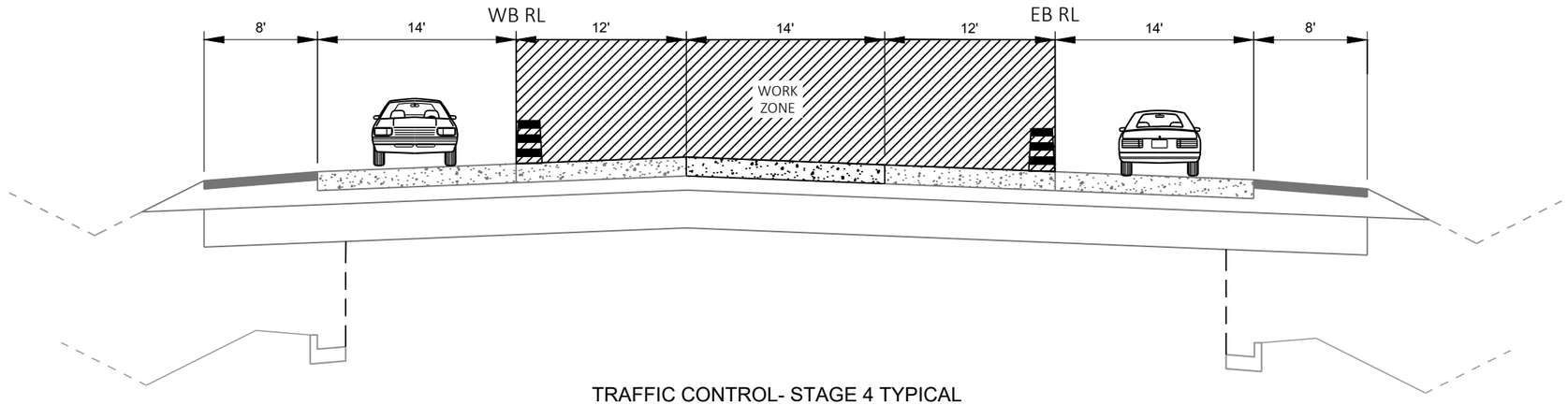
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3C	SHEET 133	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 3) - PHASE C.DWG
LAYOUT NAME - USH 14 14

PLOT DATE : 7/30/2025 10:33 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

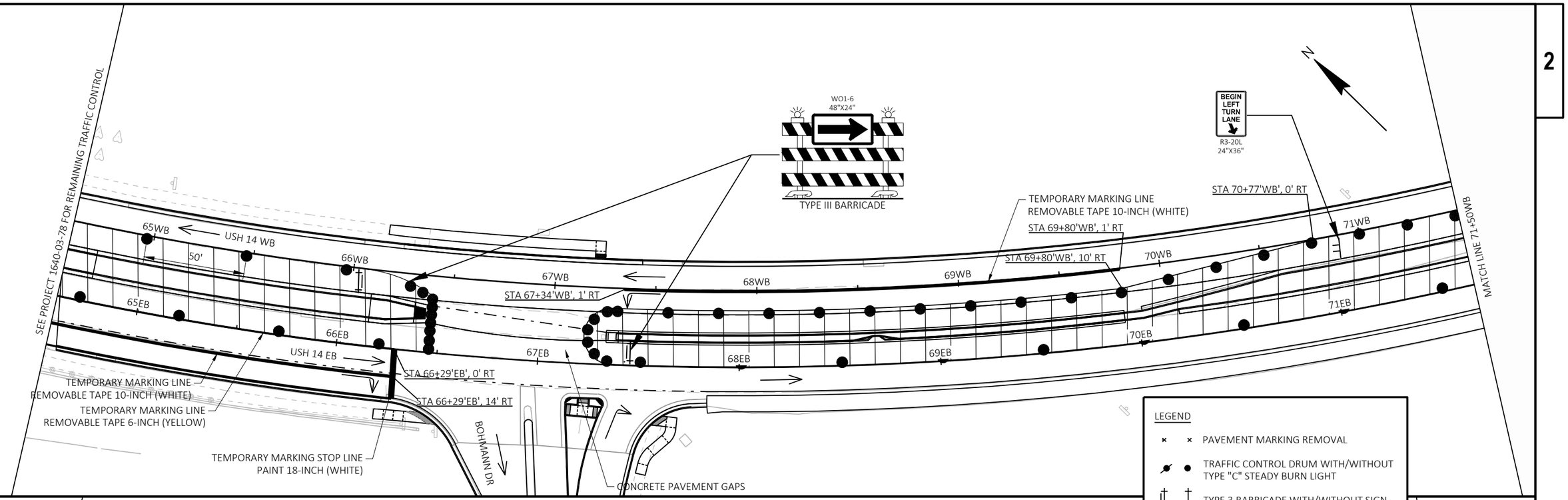
WISDOT/CADDS SHEET 44

2



TRAFFIC CONTROL- STAGE 4 TYPICAL

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 135	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 8
PLOT DATE : 7/30/2025 10:31 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE 78+50WB

MATCH LINE 85+50WB

79WB 80WB 81WB USH 14 WB 82WB 83WB 84WB 85WB

79EB 80EB 81EB 82EB 83EB 84EB 85EB

USH 14 EB

50'

STA 84+94'WB', 0' LT

STA 85+48'WB', -10' LT

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

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

WO1-6
48"X24"

TYPE III BARRICADE

PEEBLES DR

ONLY
R3-8ER
36"X30"

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

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

MATCH LINE 85+50WB

USH 14 WB 86WB 87WB 88WB 89WB 90WB 91WB 92WB

86EB 87EB 88EB 89EB 90EB 91EB 92EB

USH 14 EB

STA 86+52'WB', -1' LT

STA 91+00'WB', 10' RT

STA 91+54'WB', 0' RT

MATCH LINE 92+50WB

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

CONCRETE PAVEMENT GAPS

FOUNDRY DR E

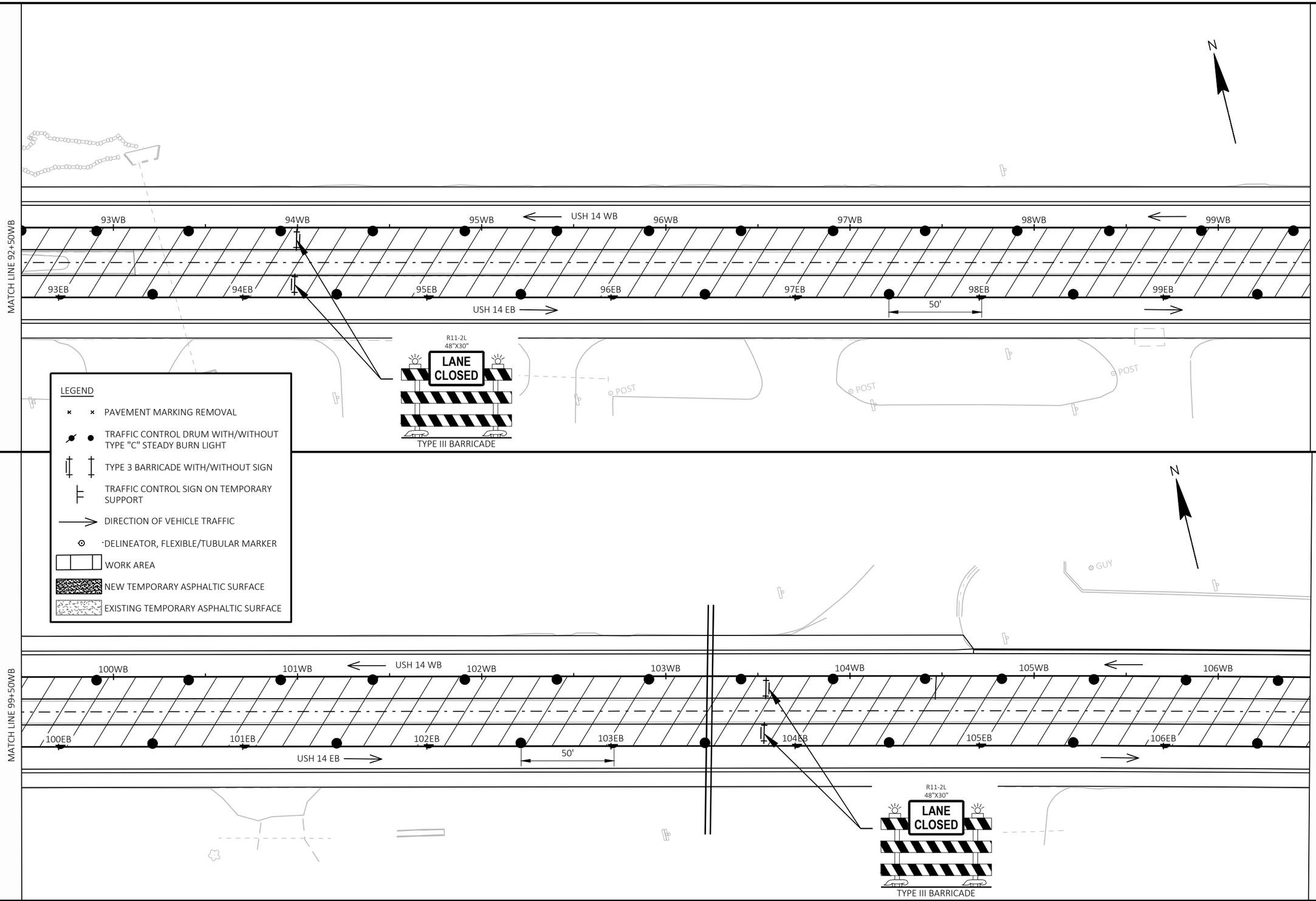
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 136	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 9

PLOT DATE : 7/30/2025 10:31 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 137	E

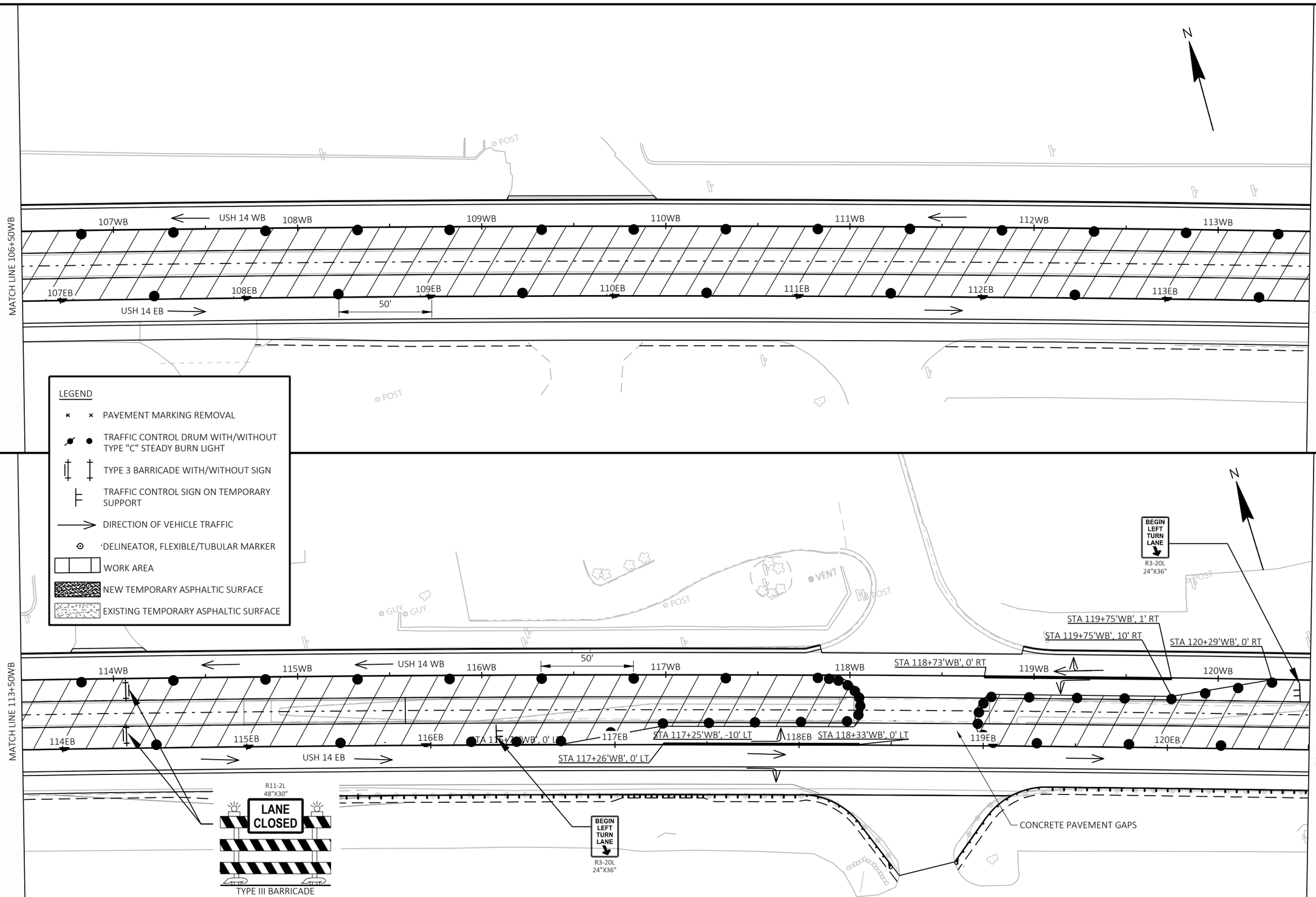
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 10

PLOT DATE : 7/30/2025 10:31 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2



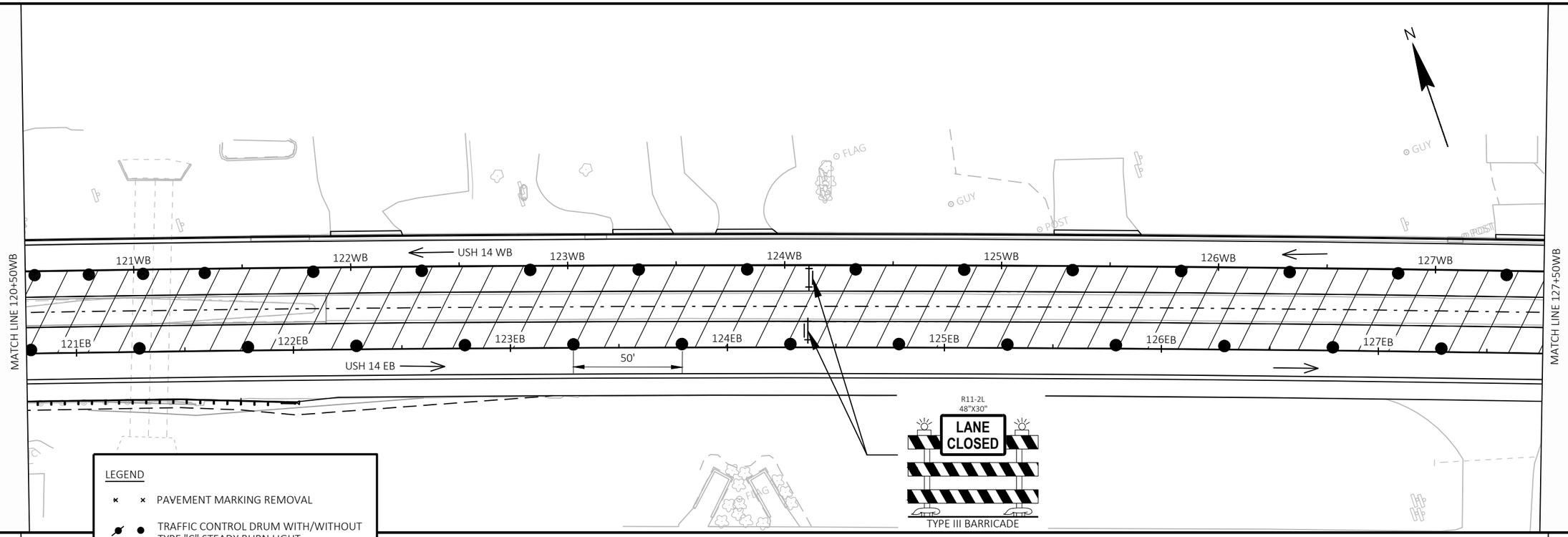
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 138	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 11

PLOT DATE : 7/30/2025 10:31 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 139	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 12

PLOT DATE : 7/30/2025 10:31 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 134+50WB

MATCH LINE 141+50WB

135WB 136WB 137WB 138WB USH 14 WB 139WB 140WB 141WB

135EB 136EB 137EB 138EB 139EB 140EB 141EB

USH 14 EB

N

POST

GUY

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE

WO1-6
48"X24"

TYPE III BARRICADE

GUY
GUY POLE

RD OO

SFPV

CONCRETE PAVEMENT GAPS

MATCH LINE 141+50WB

MATCH LINE 148+50WB

142WB USH 14 WB 143WB 50' 144WB 145WB 146WB 147WB 148WB

142EB 143EB 144EB 145EB 146EB 147EB 148EB

USH 14 EB

STA 147+31'WB', 0' RT

STA 147+31'WB', 12' RT

STA 144+84'EB', 17' RT

STA 146+46'WB', 12' RT

STA 145+41'EB', 12' RT

STA 145+51'WB', 25' RT

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

SIGN

CTH O

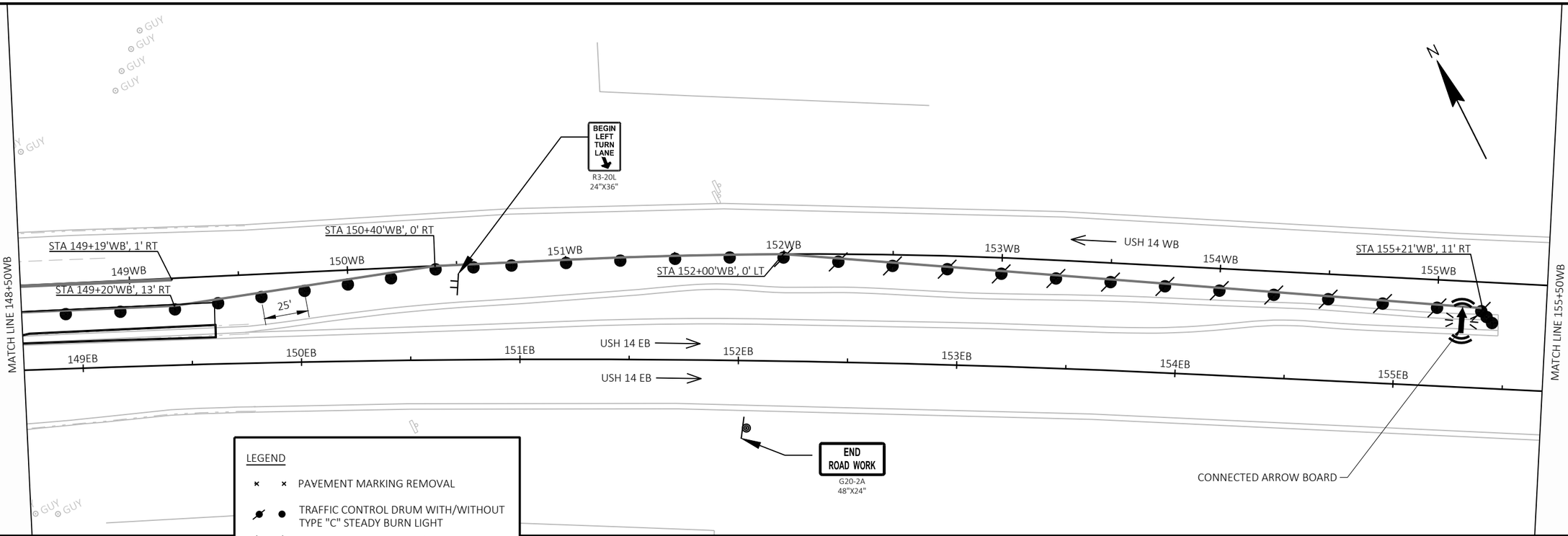
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 140	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 13

PLOT DATE : 7/30/2025 10:31 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

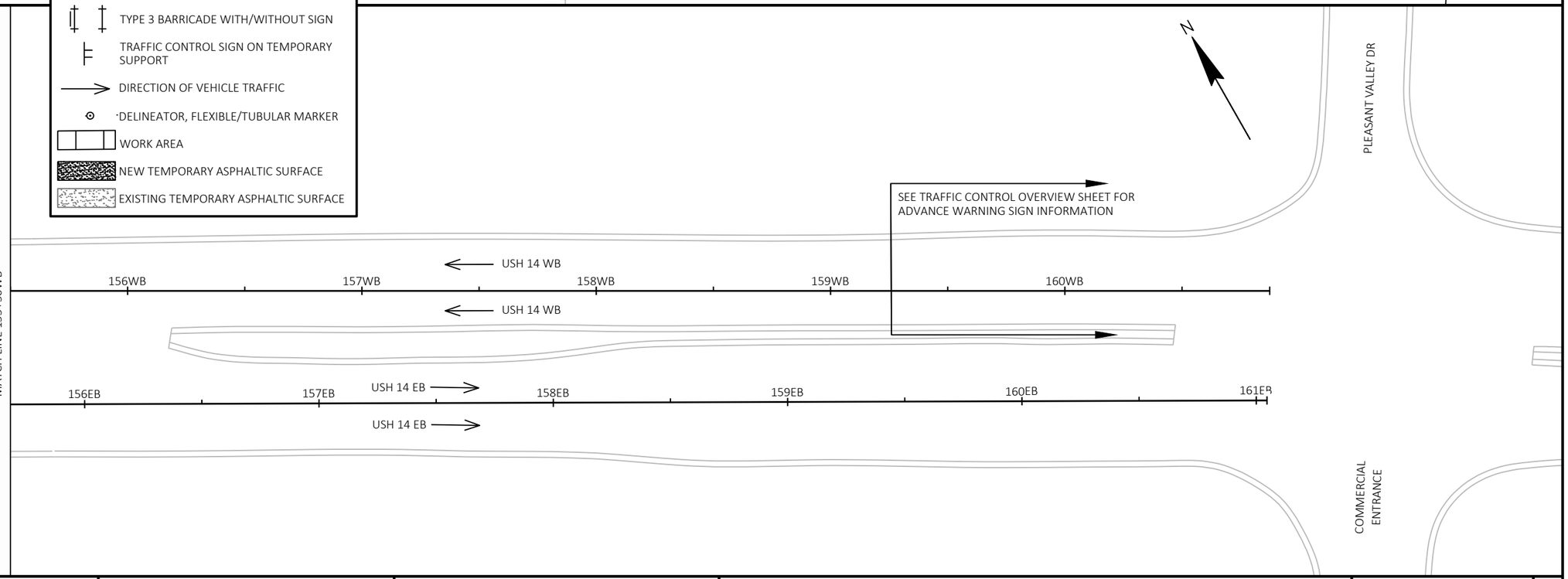
WISDOT/CADDS SHEET 44

2



LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- NEW TEMPORARY ASPHALTIC SURFACE
- EXISTING TEMPORARY ASPHALTIC SURFACE



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4	SHEET 141	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\025100-TC (STAGE 4).DWG
LAYOUT NAME - USH 14 14
PLOT DATE : 7/30/2025 10:31 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

SEE PROJECT 1640-03-78 FOR REMAINING TRAFFIC CONTROL

RAMP TO BE CONSTRUCTED IN STAGE 2

65'WB' 66'WB' 67'WB' 68'WB' 69'WB' 70'WB' 71'WB'

USH 14 WB

1, 4 1, 4

65'EB' 66'EB' 67'EB' 68'EB' 69'EB' 70'EB' 71'EB'

USH 14 EB

2 2 2 2 2

1,2,4 1,2,4

RAMP TO BE CONSTRUCTED IN STAGE 3C

1,2,4 1,2,4 1,2,4

BOHMANN DR

SIDEWALK FULLY OPEN TO SOUTH

RAMP TO BE CONSTRUCTED IN STAGE 3A

M4-60R
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"

RAMP TO BE CONSTRUCTED IN STAGE 3

NOTES:

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS" FOR FURTHER INFORMATION.

REFER TO CURB RAMP DETAILS FOR CURB RAMP LAYOUT INFORMATION.

PEDESTRIANS SHALL UTILIZE EXISTING SIDEWALK AND STREET CROSSWALKS FOR STAGES 1 AND 2 UNLESS APPROVED OTHERWISE BY THE ENGINEER.

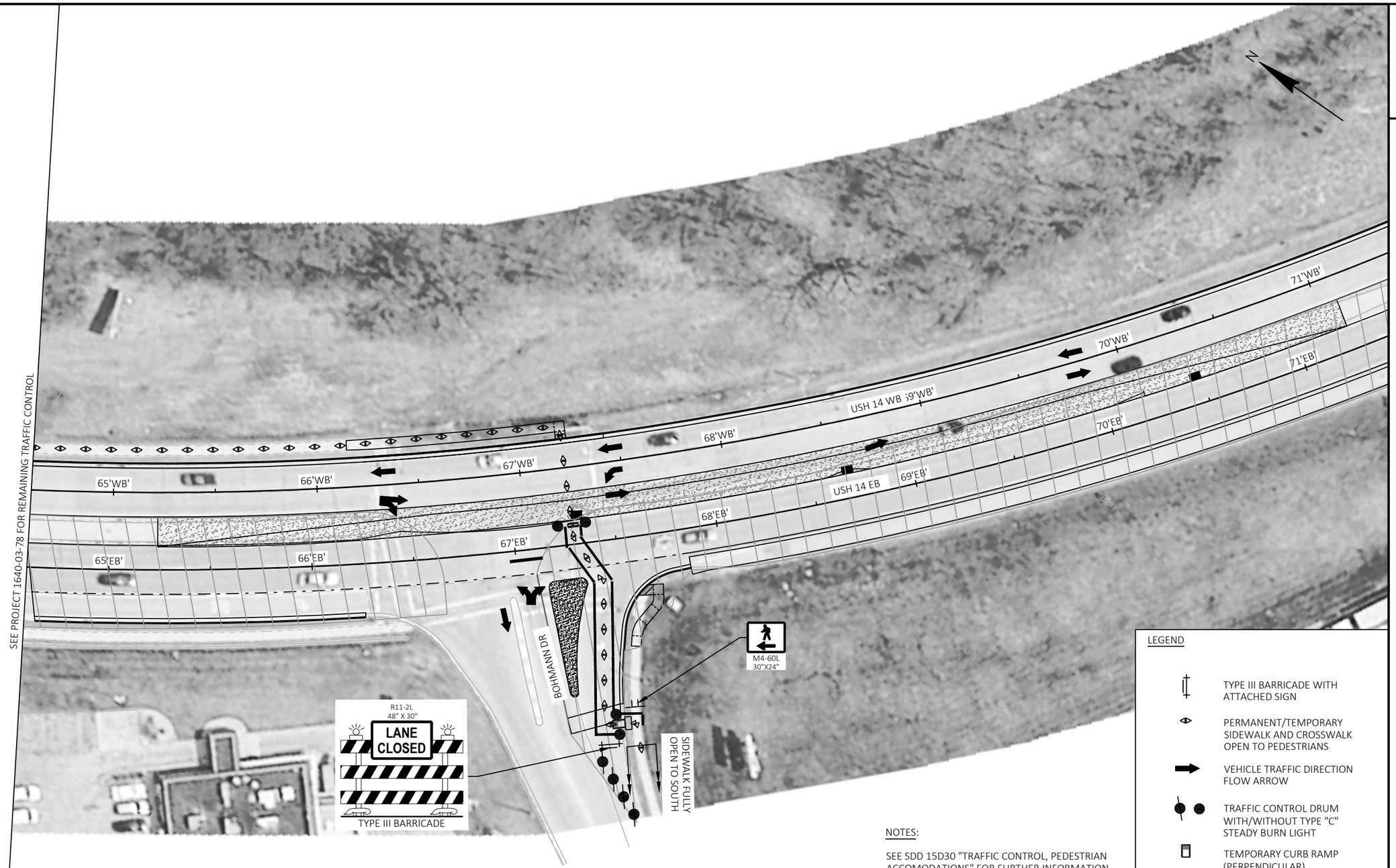
PEDESTRIANS SHALL UTILIZE THE SIDEWALK AND STREET CROSSWALKS CONSTRUCTED IN STAGE 3 FOR STAGE 4 UNLESS APPROVED OTHERWISE BY THE ENGINEER.

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- VEHICLE TRAFFIC DIRECTION FLOW ARROW
- (X,X) ASSOCIATED STAGE(S) FOR VEHICLE TRAFFIC DIRECTION FLOW ARROW

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGES 1, 2, & 4 PEDESTRIAN ACCOMMODATIONS	SHEET 142	E

2



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- VEHICLE TRAFFIC DIRECTION FLOW ARROW
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TEMPORARY CURB RAMP (PERPENDICULAR)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTES:

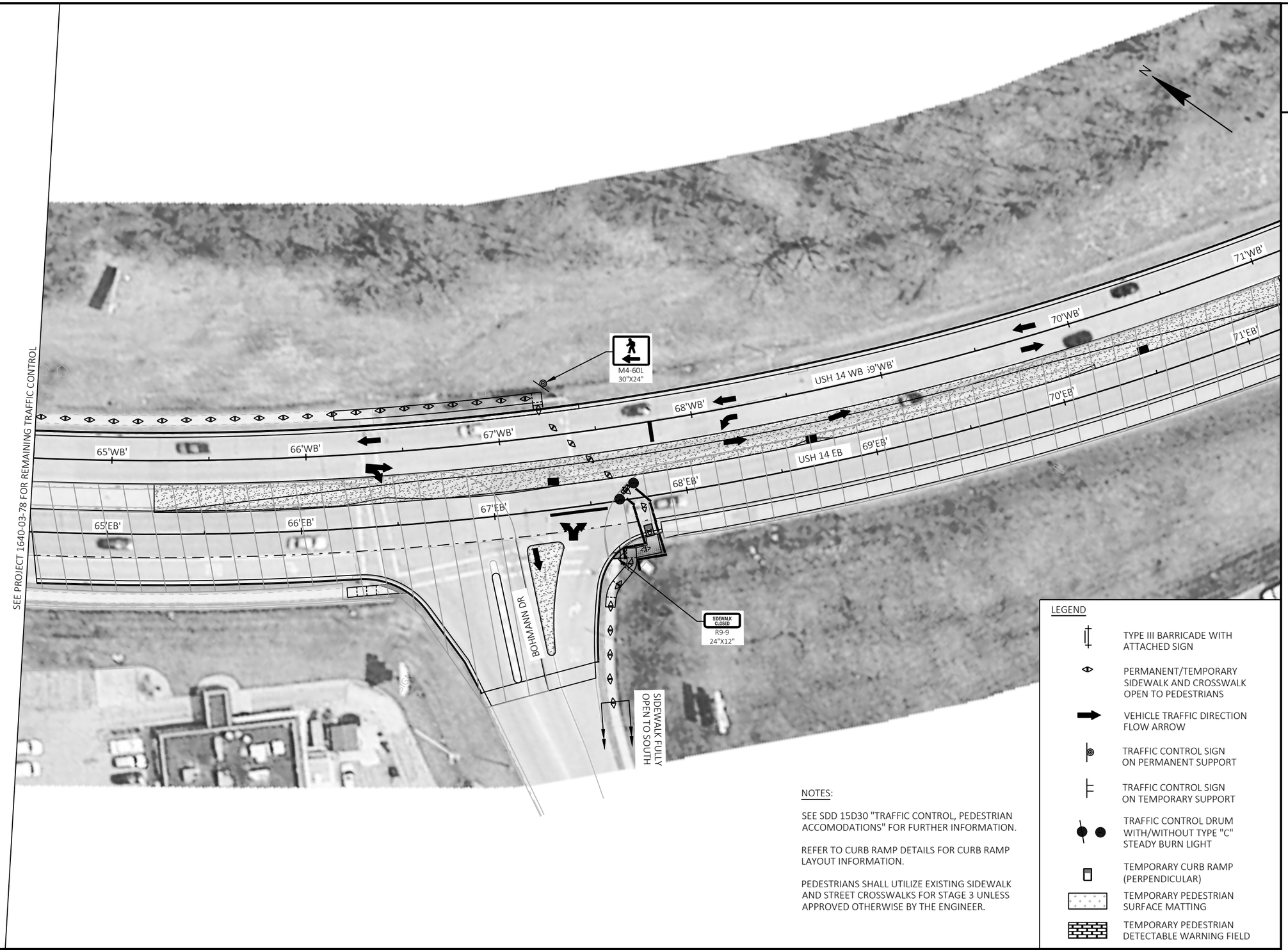
SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS" FOR FURTHER INFORMATION.

REFER TO CURB RAMP DETAILS FOR CURB RAMP LAYOUT INFORMATION.

PEDESTRIANS SHALL UTILIZE EXISTING SIDEWALK AND STREET CROSSWALKS FOR STAGE 3 UNLESS APPROVED OTHERWISE BY THE ENGINEER.

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL: STAGE 3A PEDESTRIAN ACCOMMODATIONS	SHEET 143	E

2



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- VEHICLE TRAFFIC DIRECTION FLOW ARROW
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TEMPORARY CURB RAMP (PERPENDICULAR)
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTES:

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS" FOR FURTHER INFORMATION.

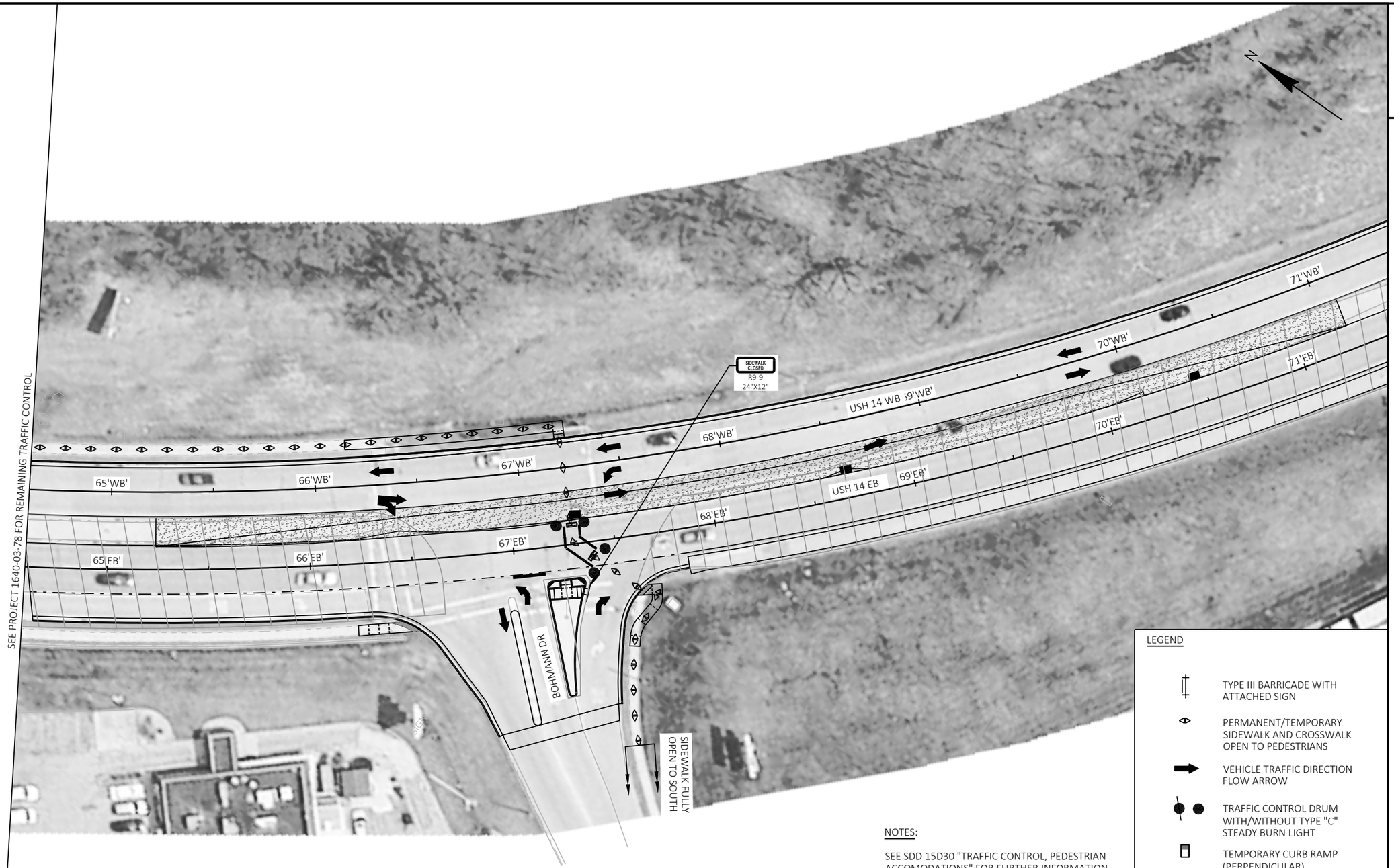
REFER TO CURB RAMP DETAILS FOR CURB RAMP LAYOUT INFORMATION.

PEDESTRIANS SHALL UTILIZE EXISTING SIDEWALK AND STREET CROSSWALKS FOR STAGE 3 UNLESS APPROVED OTHERWISE BY THE ENGINEER.

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL: STAGE 3B PEDESTRIAN ACCOMMODATIONS	SHEET 144	E

2

2



SEE PROJECT 1640-03-78 FOR REMAINING TRAFFIC CONTROL

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- VEHICLE TRAFFIC DIRECTION FLOW ARROW
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TEMPORARY CURB RAMP (PERPENDICULAR)
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

NOTES:

SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS" FOR FURTHER INFORMATION.

REFER TO CURB RAMP DETAILS FOR CURB RAMP LAYOUT INFORMATION.

PEDESTRIANS SHALL UTILIZE EXISTING SIDEWALK AND STREET CROSSWALKS FOR STAGE 3 UNLESS APPROVED OTHERWISE BY THE ENGINEER.

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL: STAGE 3C PEDESTRIAN ACCOMMODATIONS	SHEET 145	E

1640-03-73

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0004	204.0100	Removing Concrete Pavement	SY	68,814.000	68,814.000
0008	204.0150	Removing Curb & Gutter	LF	876.000	876.000
0010	204.0155	Removing Concrete Sidewalk	SY	438.000	438.000
0012	204.0165	Removing Guardrail	LF	614.000	614.000
0014	204.0195	Removing Concrete Bases	EACH	25.000	25.000
0016	204.9060.S	Removing (item description) 02. Traffic Signals	EACH	25.000	25.000
0018	205.0100	Excavation Common	CY	63,783.000	63,783.000
0020	209.2500	Backfill Granular Grade 2	TON	820.000	820.000
0022	213.0100	Finishing Roadway (project) 01. 1640-03-73	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	140.000	140.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	26,568.000	26,568.000
0030	312.0110	Select Crushed Material	TON	69,076.000	69,076.000
0032	415.0080	Concrete Pavement 8-Inch	SY	62,835.000	62,835.000
0034	415.0210	Concrete Pavement Gaps	EACH	35.000	35.000
0036	415.1080	Concrete Pavement HES 8-Inch	SY	2,800.000	2,800.000
0038	415.6000.S	Rout and Seal	LF	11,956.000	11,956.000
0040	416.0610	Drilled Tie Bars	EACH	172.000	172.000
0042	416.0620	Drilled Dowel Bars	EACH	172.000	172.000
0048	455.0605	Tack Coat	GAL	797.000	797.000
0050	460.2000	Incentive Density HMA Pavement	DOL	1,090.000	1,090.000
0052	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,689.000	1,689.000
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	383.000	383.000
0056	465.0125	Asphaltic Surface Temporary	TON	621.000	621.000
0058	520.8000	Concrete Collars for Pipe	EACH	24.000	24.000
0060	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0062	601.0115	Concrete Curb Type G	LF	68.000	68.000
0064	601.0205	Concrete Gutter 24-Inch	LF	1,299.000	1,299.000
0066	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	5,887.000	5,887.000
0068	601.0600	Concrete Curb Pedestrian	LF	42.000	42.000
0070	602.0405	Concrete Sidewalk 4-Inch	SF	2,653.000	2,653.000
0072	602.0410	Concrete Sidewalk 5-Inch	SF	1,215.000	1,215.000
0074	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	40.000	40.000
0076	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	38.000	38.000
0080	602.2400	Concrete Safety Islands	SF	2,858.000	2,858.000
0082	602.3010	Concrete Surface Drains	CY	12.000	12.000
0084	606.0200	Riprap Medium	CY	28.000	28.000
0086	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	205.000	205.000
0088	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	15.000	15.000
0090	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	24.000	24.000
0092	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	116.000	116.000
0094	611.0530	Manhole Covers Type J	EACH	22.000	22.000
0096	611.0606	Inlet Covers Type B	EACH	7.000	7.000
0098	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0100	611.0639	Inlet Covers Type H-S	EACH	31.000	31.000
0102	611.0642	Inlet Covers Type MS	EACH	3.000	3.000
0104	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0106	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0108	611.3220	Inlets 2x2-FT	EACH	4.000	4.000

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Line	Item	Item Description	Unit	Total	Qty
0110	611.3230	Inlets 2x3-FT	EACH	18.000	18.000
0112	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
0114	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0118	611.8120.S	Cover Plates Temporary	EACH	2.000	2.000
0120	614.2300	MGS Guardrail 3	LF	414.000	414.000
0122	614.2330	MGS Guardrail 3 K	LF	50.000	50.000
0124	614.2350	MGS Guardrail Short Radius	LF	63.000	63.000
0126	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0128	614.2630	MGS Guardrail Short Radius Terminal	EACH	2.000	2.000
0130	616.0700.S	Fence Safety	LF	20.000	20.000
0132	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1640-03-73	EACH	1.000	1.000
0136	619.1000	Mobilization	EACH	0.850	0.850
0138	620.0100	Concrete Corrugated Median	SF	227.000	227.000
0140	620.0300	Concrete Median Sloped Nose	SF	206.000	206.000
0142	624.0100	Water	MGAL	401.000	401.000
0144	625.0100	Topsoil	SY	3,407.000	3,407.000
0146	625.0500	Salvaged Topsoil	SY	13,626.000	13,626.000
0148	628.1504	Silt Fence	LF	10,181.000	10,181.000
0150	628.1520	Silt Fence Maintenance	LF	10,181.000	10,181.000
0152	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0154	628.1910	Mobilizations Emergency Erosion Control	EACH	7.000	7.000
0158	628.2008	Erosion Mat Urban Class I Type B	SY	17,033.000	17,033.000
0160	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0162	628.7010	Inlet Protection Type B	EACH	9.000	9.000
0164	628.7015	Inlet Protection Type C	EACH	41.000	41.000
0168	628.7504	Temporary Ditch Checks	LF	270.000	270.000
0170	628.7555	Culvert Pipe Checks	EACH	10.000	10.000
0172	629.0205	Fertilizer Type A	CWT	11.000	11.000
0174	630.0140	Seeding Mixture No. 40	LB	766.000	766.000
0176	630.0500	Seed Water	MGAL	383.000	383.000
0178	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	6.000	6.000
0184	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	2.000	2.000
0186	637.2210	Signs Type II Reflective H	SF	63.000	63.000
0188	638.2102	Moving Signs Type II	EACH	77.000	77.000
0190	638.2602	Removing Signs Type II	EACH	38.000	38.000
0192	638.3000	Removing Small Sign Supports	EACH	24.000	24.000
0194	638.4000	Moving Small Sign Supports	EACH	53.000	53.000
0196	642.5201	Field Office Type C	EACH	0.850	0.850
0198	643.0300	Traffic Control Drums	DAY	94,063.000	94,063.000
0200	643.0420	Traffic Control Barricades Type III	DAY	6,738.000	6,738.000
0202	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	864.000	864.000
0204	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	864.000	864.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	8,146.000	8,146.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	12,689.000	12,689.000
0210	643.0810	Traffic Control Connected Arrow Boards	DAY	265.000	265.000
0212	643.0900	Traffic Control Signs	DAY	15,635.000	15,635.000
0216	643.0920	Traffic Control Covering Signs Type II	EACH	18.000	18.000
0220	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0222	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	265.000	265.000

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Line	Item	Item Description	Unit	Total	Qty
0224	643.3165	Temporary Marking Line Paint 6-Inch	LF	31,865.000	31,865.000
0226	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	26,215.000	26,215.000
0228	643.3265	Temporary Marking Line Paint 10-Inch	LF	1,628.000	1,628.000
0230	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	875.000	875.000
0234	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	228.000	228.000
0236	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	180.000	180.000
0238	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	79.000	79.000
0240	643.5000	Traffic Control	EACH	0.850	0.850
0244	644.1601	Temporary Pedestrian Curb Ramp	DAY	90.000	90.000
0246	644.1605	Temporary Pedestrian Detectable Warning Field	SF	10.000	10.000
0248	644.1810	Temporary Pedestrian Barricade	LF	228.000	228.000
0252	645.0120	Geotextile Type HR	SY	19.000	19.000
0256	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	4,288.000	4,288.000
0258	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	38,616.000	38,616.000
0260	646.4020	Marking Line Epoxy 10-Inch	LF	179.000	179.000
0262	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,155.000	2,155.000
0264	646.5020	Marking Arrow Epoxy	EACH	60.000	60.000
0266	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0268	646.6120	Marking Stop Line Epoxy 18-Inch	LF	335.000	335.000
0270	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	38,616.000	38,616.000
0272	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	2,155.000	2,155.000
0274	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	389.000	389.000
0276	646.8020	Marking Corrugated Median Epoxy	SF	86.000	86.000
0278	646.8120	Marking Curb Epoxy	LF	131.000	131.000
0280	646.8220	Marking Island Nose Epoxy	EACH	10.000	10.000
0282	646.9000	Marking Removal Line 4-Inch	LF	1,175.000	1,175.000
0286	646.9100	Marking Removal Line 8-Inch	LF	78.000	78.000
0290	646.9200	Marking Removal Line Wide	LF	36.000	36.000
0296	650.4000	Construction Staking Storm Sewer	EACH	27.000	27.000
0298	650.4500	Construction Staking Subgrade	LF	16,611.000	16,611.000
0300	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0302	650.7000	Construction Staking Concrete Pavement	LF	16,611.000	16,611.000
0304	650.8501	Construction Staking Electrical Installations (project) 01. 1640-03-73	EACH	1.000	1.000
0308	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0310	650.9500	Construction Staking Sidewalk (project) 01. 1640-03-73	EACH	1.000	1.000
0314	650.9911	Construction Staking Supplemental Control (project) 01. 1640-03-73	EACH	1.000	1.000
0318	650.9920	Construction Staking Slope Stakes	LF	16,611.000	16,611.000
0320	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,187.000	1,187.000
0322	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	728.000	728.000
0324	652.0615	Conduit Special 3-Inch	LF	1,513.000	1,513.000
0326	652.0800	Conduit Loop Detector	LF	558.000	558.000
0328	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	24.000	24.000
0330	653.0900	Adjusting Pull Boxes	EACH	3.000	3.000
0332	653.0905	Removing Pull Boxes	EACH	26.000	26.000
0334	654.0101	Concrete Bases Type 1	EACH	7.000	7.000
0336	654.0102	Concrete Bases Type 2	EACH	6.000	6.000
0340	654.0110	Concrete Bases Type 10	EACH	3.000	3.000
0342	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0344	654.0120	Concrete Bases Type 10-Special	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0346	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
0348	655.0210	Cable Traffic Signal 3-14 AWG	LF	75.000	75.000
0350	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,388.000	2,388.000
0352	655.0240	Cable Traffic Signal 7-14 AWG	LF	881.000	881.000
0354	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,022.000	2,022.000
0356	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,379.000	1,379.000
0358	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,097.000	2,097.000
0360	655.0610	Electrical Wire Lighting 12 AWG	LF	1,854.000	1,854.000
0362	655.0700	Loop Detector Lead In Cable	LF	4,811.000	4,811.000
0364	655.0800	Loop Detector Wire	LF	2,636.000	2,636.000
0366	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. USH 14 & Bohmann Dr	EACH	1.000	1.000
0368	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. USH 14 & CTH O	EACH	1.000	1.000
0374	657.0100	Pedestal Bases	EACH	7.000	7.000
0376	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	6.000	6.000
0378	657.0315	Poles Type 4	EACH	6.000	6.000
0382	657.0345	Poles Type 9	EACH	1.000	1.000
0384	657.0350	Poles Type 10	EACH	2.000	2.000
0386	657.0352	Poles Type 10-Special	EACH	2.000	2.000
0388	657.0360	Poles Type 13	EACH	2.000	2.000
0390	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
0392	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0394	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000	3.000
0396	657.0515	Monotube Arms 15-FT	EACH	1.000	1.000
0398	657.0525	Monotube Arms 25-FT	EACH	1.000	1.000
0400	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0402	657.0536	Monotube Arms 35-FT-Special	EACH	1.000	1.000
0406	657.0546	Monotube Arms 45-FT-Special	EACH	1.000	1.000
0408	657.0555	Monotube Arms 55-FT	EACH	2.000	2.000
0410	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	6.000	6.000
0414	657.0815	Luminaire Arms Steel 15-FT	EACH	6.000	6.000
0416	658.0173	Traffic Signal Face 3S 12-Inch	EACH	23.000	23.000
0418	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000	8.000
0420	658.0416	Pedestrian Signal Face 16-Inch	EACH	5.000	5.000
0422	658.5070	Signal Mounting Hardware (location) 01. USH 14 & Bohmann Dr	EACH	1.000	1.000
0424	658.5070	Signal Mounting Hardware (location) 02. USH 14 & CTH O	EACH	1.000	1.000
0430	659.1125	Luminaires Utility LED C	EACH	12.000	12.000
0432	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	46.000	46.000
0434	661.0201	Temporary Traffic Signals for Intersections (location) 01. USH 14 & Bohmann Dr	EACH	1.000	1.000
0436	661.0201	Temporary Traffic Signals for Intersections (location) 02. USH 14 & CTH O	EACH	1.000	1.000
0442	680.0100	Public Land Reference Monument Verify and Reset	EACH	1.000	1.000
0444	690.0150	Sawing Asphalt	LF	417.000	417.000
0446	690.0250	Sawing Concrete	LF	266.000	266.000
0448	715.0715	Incentive Flexural Strength Concrete Pavement	DOL	18,086.000	18,086.000
0450	740.0440	Incentive IRI Ride	DOL	12,584.000	12,584.000
0452	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0454	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,900.000	4,900.000
0456	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	2.000	2.000
0458	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	3.000	3.000
0460	SPV.0060	Special 04. Accessible Pedestrian Signals	EACH	5.000	5.000

1640-03-73

Line	Item	Item Description	Unit	Total	Qty
0462	SPV.0060	Special 06. Inlet Covers Flat Temporary	EACH	3.000	3.000
0466	SPV.0060	Special 08. Adjusting Water Valve Cover	EACH	12.000	12.000
0468	SPV.0090	Special 01. Pipe Underdrain (6-Inch) with Geotextile Fabric and Aggregate	LF	6,887.000	6,887.000
0470	SPV.0090	Special 02. Install State-Supplied Non-Intrusive Detection Cable	LF	1,963.000	1,963.000

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REMOVALS SUMMARY

STAGE	CAT	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	REMARKS
3	0010	USH 14 EB, RT TURN LANE/SHOULDER	10,644	245	81	--	
3	0010	USH 14 EB, OUTSIDE LANE AND JOINT	11,058	95	67	614	
3	0010	USH 14 EB, INSIDE LANE AND JOINT	12,525	248	--	--	
1	0010	USH 14, MEDIAN LANE	9,528	--	277	--	
2	0010	USH 14 WB, INSIDE LANE AND JOINT	12,084	248	--	--	
2	0010	USH 14 WB, OUTSIDE LANE AND JOINT	12,975	40	13	--	
		TOTAL	**68,814**	**876**	**438**	**614**	

BASE AGGREGATE SUMMARY

STAGE	CAT	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
1	0010	CROSSOVER/SIDEWALK	30	25	--	
1	0010	USH 14 MEDIAN	--	4,284	11,517	
2	0010	USH 14 WB	20	10,208	27,220	
3	0010	USH 14 EB	89	10,551	28,136	
	0010	EBS	--	--	2,203	
	0010	UNDITRIBUTED	--	1,500	--	ACCESS AND STAGING
		TOTAL	**140**	**26,568**	**69,076**	

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CONCRETE PAVEMENT SUMMARY

STAGE	CAT	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.1080 CONCRETE PAVEMENT HES 8-INCH SY	415.6000.S ROUT AND SEAL LF	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	REMARKS
3	0010	USH 14 EB, OUTSIDE LANE	12,597	16	1,280	7,604	5	20	
3	0010	USH 14 EB, INSIDE AND MIDDLE LANE	12,104	--	--	--	--	30	
4	0010	USH 14, MEDIAN LANE	11,139	5	400	--	27	39	
2	0010	USH 14 WB, INSIDE LANE	13,862	--	--	--	21	70	
2	0010	USH 14 WB, OUTSIDE LANE	13,133	14	1,120	4,352	119	13	
		TOTALS	**62,835**	**35**	**2,800**	**11,956**	**172**	**172**	

CULVERT REPLACEMENT SUMMARY

LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	209.2500 BACKFILL GRANULAR GRADE 2 TON	REMARKS
CULVERT	1	820	30-INCH RCCP
TOTAL	**1**	**820**	

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	MISCELLANEOUS QUANTITIES	SHEET: 151	E

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DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	COMMENT
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.25			
DIVISION 1											
USH 14	64+59.33/147+41.44		61,580	2,203	51,461	10,119	6	8	61,573		
DIVISION 1 SUBTOTAL			61,580	2,203	51,461	10,119	6	8	61,573	61,573	
GRAND TOTAL			61,580	2,203	51,461	10,119	6	8	61,573	61,573	
CAT 0010	TOTAL COMMON EXC		63,783								

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
(3) EBS EXCAVATION TO BE BACKFILLED WITH BACKFILL GRANULAR GRADE 2
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(6) EXPANDED FILL FACTOR = 1.25
DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR**
(7) 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

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ASPHALT PAVEMENT SUMMARY

STAGE	CAT	LOCATION	AREA SY	SINGLE LAYER DEPTH IN	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
2	0010	USH 14 WB SHOULDERS	2,681	3.50	188	525	47	--	
3	0010	USH 14 EB SHOULDERS	5,939	3.50	416	1,164	336	--	
1	0010	TEMPORARY PAVEMENT	2,771	4	194	--	--	621	
		TOTAL	**8,619**		**797**	**1,689**	**383**	**621**	

CONCRETE CURB AND GUTTER SUMMARY

STAGE	CAT	LOCATION	601.0115 CONCRETE CURB TYPE G LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	601.0205 CONCRETE GUTTER 24-INCH LF	602.3010 CONCRETE SURFACE DRAINS CY	REMARKS
2	0010	USH 14 WB, OUTSIDE	--	4,347	--	--	--	
2	0010	USH 14 WB, INSIDE	--	360	--	648	--	
3	0010	USH 14 EB, INSIDE	68	360	--	651	--	
3	0010	USH 14 EB, OUTSIDE	--	820	42	--	12	
		TOTAL	**68**	**5,887**	**42**	**1,299**	**12**	

CONCRETE SIDEWALK SUMMARY

STAGE	CAT	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	REMARKS
3	0010	USH 14 EB	--	665	30	38	
2	0010	USH 14 WB	--	550	10	--	
4	0010	USH 14 MEDIAN	2,653	--	--	--	
		TOTAL	**2,653**	**1,215**	**40**	**38**	

CONCRETE MEDIAN SUMMARY

STAGE	CAT	STATION	602.2400 CONCRETE SAFETY ISLANDS SF	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
3	0010	USH 14 EB	922	227	--	
2	0010	USH 14 WB	--	--	--	
4	0010	USH 14 MEDIAN	1,936	--	206	
		TOTAL	**2,858**	**227**	**206**	

ADJUSTING CASTINGS

CATEGORY	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	SPV.0060.06 INLET COVERS FLAT TEMPORARY EACH	SPV.0060.08 ADJUSTING WATER VALVE COVERS EACH	REMARKS
0010	USH 14	2	2	5	--	
0020	USH 14	--	--	--	12	
	TOTAL	**2**	**2**	**5**	**12**	

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TEMPORARY MARKING SUMMARY

CAT	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF	643.3980 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH (WHITE) LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF
0010	STAGE 1	3,426	794	--	--	950	--	41	--	--	1,175	78	36
0010	STAGE 2	18,633	9,012	--	--	678	--	116	28	--	--	--	--
0010	STAGE 3	--	--	14,431	9,700	--	114	71	128	79	--	--	--
0010	STAGE 4	--	--	1,840	244	--	761	--	24	--	--	--	--
	SUBTOTALS	22,059	9,806	16,271	9,944	1,628	875	228	180	79	1,175	78	36
	TOTALS	**31,865**		**26,215**		**1,628**	**875**	**228**	**180**	**79**	**1,175**	**78**	**36**

STORM SEWER STRUCTURES

CAT	STRUCTURE	STATION	OFFSET*	LOCATION	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0606 INLET COVERS TYPE B EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	FLOW LINE/RIM** ELEVATION	TOP OF STRUCT. ELEVATION	INVERT*** ELEVATION	STRUCTURE DEPTH**** FT
0010	3	64+89.54	25.49' RT	14EB	-	-	-	1	-	-	-	-	-	-	-	-	748.79	-	-	-
0010	4	64+94.21	13.50' LT	14EB	-	-	-	-	1	-	-	-	-	-	-	-	748.12	-	-	-
0010	5	65+05.00	13.50' LT	14EB	-	-	-	-	1	-	-	-	-	1	-	1	748.13	747.30	745.03	2.85
0010	6	65+03.00	13.50' RT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	747.95	747.12	744.94	2.76
0010	9	64+92.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	747.03	746.20	743.65	3.13
0010	10	65+03.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	747.04	746.21	744.02	2.78
0010	11	66+92.95	28.02' LT	14WB	-	-	-	-	-	2	-	-	-	-	1	1	747.82	747.15	744.84	3.17
0010	12	66+92.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	747.59	-	-	-
0010	14	67+32.17	13.76' LT	14EB	-	-	1	-	-	-	-	-	-	-	-	-	749.36	-	-	-
0010	17	68+58.00	13.50' LT	14WB	-	-	-	1	-	-	-	-	-	-	-	-	750.09	-	-	-
0010	19	68+68.30	13.50' LT	14EB	-	-	-	-	1	-	-	-	-	-	-	-	751.50	-	-	-
0010	21	70+46.50	13.50' LT	14EB	-	-	-	-	1	-	-	-	-	1	-	1	755.45	754.62	751.51	3.70
0010	22	70+33.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	754.23	753.40	751.00	2.98
0010	23	72+44.00	13.00' LT	14EB	-	-	1	-	-	-	-	-	1	-	-	1	758.54	757.21	755.33	2.46
0010	24	72+25.00	13.00' RT	14WB	-	-	1	-	-	-	-	-	1	-	-	1	758.16	756.83	755.11	2.30
0010	25	72+25.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	757.32	-	-	-
0010	26	76+45.00	13.00' LT	14EB	-	-	1	-	-	-	-	-	-	-	-	-	758.86	-	-	-
0010	27	76+16.50	13.00' RT	14WB	-	-	1	-	-	-	-	-	1	-	-	1	758.478	757.14	755.03	2.70
0010	28	76+16.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	757.63	-	-	-
0010	29	78+46.50	13.00' LT	14EB	-	-	1	-	-	-	-	-	-	-	-	-	755.31	-	-	-
0010	30	78+17.50	13.00' RT	14WB	-	-	1	-	-	-	-	-	1	-	-	1	755.29	753.96	752.44	2.10
0010	31	78+17.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	754.88	-	-	-
0010	32	80+16.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	749.93	749.10	746.60	3.08
0010	33	81+74.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	746.19	-	-	-
0010	34	83+22.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	743.71	742.88	740.58	2.88
0010	35	83+42.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	743.44	742.61	740.31	2.88
0010	36	104+75.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	730.16	729.33	726.70	3.21
0010	37	104+80.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	730.19	-	-	-
0010	38	106+49.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	731.93	-	-	-
0010	39	108+24.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	734.54	-	-	-
0010	40	109+99.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	737.01	736.17	733.79	2.97
0010	41	111+87.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	738.65	737.82	735.25	3.15
0010	42	116+54.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	738.01	-	-	-
0010	43	121+00.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	732.62	-	-	-
0010	44	121+17.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	-	-	-	732.41	-	-	-
0010	45	123+14.00	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	729.91	729.08	725.69	3.97
0010	46	127+17.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	725.73	724.89	722.32	3.16
0010	47	129+50.50	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	725.03	724.20	721.42	3.36
0010	50	145+40.00	24.96' RT	14EB	-	-	-	-	1	-	-	-	-	1	-	1	732.59	731.76	729.36	2.98
0010	57	148+41.64	23.50' RT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	734.49	733.66	730.89	3.43
0010	58	117+74.55	13.50' LT	14WB	-	-	-	-	1	-	-	-	-	1	-	1	736.75	735.92	734.50	2.00
0010	101	66+90.49	3.73' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	747.95	-	-	-
0010	102	68+58.79	6.09' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	750.39	-	-	-
0010	103	70+31.57	4.67' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	754.53	-	-	-
0010	104	72+26.76	6.43' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	757.61	-	-	-
0010	105	76+14.94	5.83' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	757.94	-	-	-
0010	106	78+16.31	4.59' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	755.11	-	-	-
0010	107	80+17.30	4.11' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	750.11	-	-	-
0010	108	81+75.91	3.60' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	746.39	-	-	-
0010	109	83+31.45	5.35' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	743.78	-	-	-
0010	110	103+24.02	5.83' LT	14WB	-	1	-	-	-	-	-	1	-	-	-	1	729.84	728.60	723.73	5.83
0010	111	104+75.05	3.56' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	730.39	-	-	-
0010	112	106+49.80	3.85' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	732.15	-	-	-
0010	113	108+24.16	3.88' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	734.77	-	-	-
0010	114	109+99.04	3.75' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	737.23	-	-	-
0010	115	111+87.92	4.32' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	738.87	-	-	-
0010	116	116+54.69	4.69' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	738.22	-	-	-
0010	117	118+66.19	6.40' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	735.77	-	-	-
0010	118	123+14.78	3.90' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	730.12	-	-	-
0010	119	125+16.43	4.01' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	727.63	-	-	-
0010	120	127+17.50	4.01' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	725.95	-	-	-
0010	121	129+58.38	5.48' LT	14WB	-	1	-	-	-	-	-	-	-	-	-	-	725.22	-	-	-
0010	122	117+74.55	5.41' LT	14WB	-	1	-	-	-	-	1	-	-	-	-	1	736.91	735.67	731.66	4.76
0010	123	103+52.56	41.00' RT	14EB	1	-	-	-	-	-	-	-	-	-	-	1	722.89	725.68	722.89	3.08
0010	124	103+24.52	38.61' LT	14WB	-	-	-	-	-	1	-	-	-	-	1	1	727.00	726.33	724.06	3.23
				TOTALS	1	22	7	2	31	3	1	1	4	18	2	27				

STRUCTURE REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLOWLINE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LI
****DEPTH = RIM ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

STORM SEWER PIPES

CAT	FROM	-	TO	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	INLET* ELEVATION	DISCHARGE* ELEVATION
0010	EXISTING PIPE	-	57	1	8	-	-	-	VERIFY	730.89
0010	EXISTING PIPE	-	57	1	8	-	8	-	VERIFY	730.89
0010	EXISTING PIPE	-	30	1	8	-	-	-	VERIFY	752.44
0010	EXISTING PIPE	-	27	1	8	-	-	-	VERIFY	755.03
0010	EXISTING PIPE	-	5	1	6	-	-	-	VERIFY	745.03
0010	EXISTING PIPE	-	110	1	-	-	8	-	VERIFY	724.00
0010	5	-	6	-	11	-	-	-	745.03	744.94
0010	6	-	EXISTING PIPE	1	8	-	-	-	744.94	VERIFY
0010	9	-	EXISTING PIPE	1	8	-	-	-	743.65	VERIFY
0010	10	-	9	-	11	-	-	-	744.94	744.91
0010	11	-	12	-	-	15	-	-	744.84	744.78
0010	21	-	EXISTING PIPE	1	8	-	-	-	751.51	VERIFY
0010	22	-	EXISTING PIPE	1	6	-	-	-	751.00	VERIFY
0010	23	-	24	-	12	-	-	-	756.04	756.01
0010	24	-	EXISTING PIPE	1	8	-	-	-	755.11	VERIFY
0010	27	-	EXISTING PIPE	1	8	-	-	-	755.03	VERIFY
0010	30	-	EXISTING PIPE	1	8	-	-	-	752.44	VERIFY
0010	32	-	EXISTING PIPE	1	6	-	-	-	746.60	VERIFY
0010	34	-	EXISTING PIPE	1	8	-	-	-	740.58	VERIFY
0010	35	-	EXISTING PIPE	1	8	-	-	-	740.31	VERIFY
0010	36	-	EXISTING PIPE	1	6	-	-	-	726.70	VERIFY
0010	37	-	36	-	5	-	-	-	726.79	726.75
0010	40	-	EXISTING PIPE	1	6	-	-	-	733.79	VERIFY
0010	41	-	EXISTING PIPE	1	6	-	-	-	735.25	VERIFY
0010	45	-	EXISTING PIPE	1	6	-	-	-	725.69	VERIFY
0010	46	-	EXISTING PIPE	1	6	-	-	-	722.32	VERIFY
0010	47	-	EXISTING PIPE	1	6	-	-	-	721.42	VERIFY
0010	50	-	EXISTING PIPE	1	8	-	-	-	729.36	VERIFY
0010	57	-	EXISTING PIPE	1	-	-	8	-	730.89	VERIFY
0010	58	-	122	-	8	-	-	-	734.50	734.48
0010	110	-	123	-	-	-	-	84	723.73	722.89
0010	124	-	110	-	-	-	-	32	724.064	723.73
			TOTALS	24	205	15	24	116		

REMARKS:
*CONTRACTOR TO FIELD VERIFY CONNECTIONS TO EXISTING PIPES

GUARDRAIL SUMMARY

CAT	STATION	-	STATION	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH	616.0700.S FENCE SAFETY LF	REMARKS
0010	115+35	-	118+51 EB	185	50	30	1	1	--	STAGE 3
0010	118+85	-	122+00 EB	229	--	33	1	1	--	STAGE 3
				--	--	--	--	--	20	NW INTERSECTION OF USH 14 AND RD OO
			TOTAL	**414**	**50**	**63**	**2**	**2**	**20**	

3

EROSION CONTROL SUMMARY

STAGE	CAT	LOCATION	606.0200 RIPRAP MEDIUM CY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
3	0010	USH 14 EB	--	6,273	6,273	--	--	8,229	--	--	3	--	6	--	
2	0010	USH 14 WB	28	1,872	1,872	--	--	5,397	1	--	24	216	2	19	
1	0010	USH 14 MEDIAN	--	--	--	--	--	--	--	7	6	--	--	--	
	0010	UNDISTRIBUTED	--	2,036	2,036	6	7	3,407	--	2	8	54	2	--	
		TOTAL	**28**	**10,181**	**10,181**	**6**	**7**	**17,033**	**1**	**9**	**41**	**270**	**10**	**19**	

LANDSCAPING SUMMARY

STAGE	CAT	STATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	629.0205 FERTILIZER TYPE A CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
3	0010	USH 14 EB	--	8,229	5	370	185	
2	0010	USH 14 WB	--	5,397	3	243	121	
	0010	UNDISTRIBUTED	3,407	--	2	153	77	
		TOTAL	**3,407**	**13,626**	**11**	**766**	**383**	

PERMANENT SIGNS

SIGN NO	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
1M-1		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
1M-2		LT	R7-1D	NO PARKING ANY TIME [DBA]		1	--	--	1	--	--	--	
1-3		MONOTUBE ARM	M1-94H	BOHMANN DR	96"X18"	--	--	12.00	--	--	--	--	
1M-4		MEDIAN	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO LIGHT POLE
1M-5		MEDIAN	R4-7	KEEP RIGHT		--	--	--	1	--	--	--	BAND TO LIGHT POLE
1M-6		MEDIAN	R3-4	NO U-TURNS		--	--	--	1	--	--	--	BAND TO LIGHT POLE BELOW 1M-6
1M-7		RT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
1M-8		RT	R5-1	DO NOT ENTER		--	--	--	1	--	1	--	BAND TO SIGNAL STANDARD
1M-10		LT	R6-2L	ONE WAY (LEFT)		--	--	--	1	--	--	--	BAND TO SIGNAL POLE
1M-11		RT	R6-3A	DIVIDED HIGHWAY		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
1M-12		RT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD BELOW 1M-8
1M-13		BOHMANN DR	D9-2	HOSPITAL SYMBOL		--	1	--	1	--	--	--	
1M-13A		BOHMANN DR	SP--	ARROW PLAQUE		--	--	--	--	--	--	--	INSTALL BELOW 1M-6
1M-14		RT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
1M-15		LT	R5-1	DO NOT ENTER		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
1M-16		LT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
1-17		MONOTUBE ARM	M1-94H	BOHMANN DR	96"X18"	--	--	12.00	--	--	--	--	
1M-18		MEDIAN	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	BAND TO SIGNAL STANDARD
2-1		RT	J4-2	EAST 14; FLW TRAIL	48"X36"	1	--	12.00	--	--	--	--	
2M-3		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
2M-4		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
2M-5		LT	R3-9D	END		--	--	--	1	--	--	1	
2M-6		LT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	--	--	--	--	MOVE WITH 2M-5
2M-7		MEDIAN	R4-7	KEEP RIGHT		--	--	--	1	--	--	1	
2M-8		RT	R3-9C	BEGIN		--	--	--	1	--	--	1	
2M-9		RT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	--	--	--	--	MOVE WITH 2M-8
2M-10		RT	R5-1	DO NOT ENTER		--	--	--	--	--	--	--	MOVE WITH 2M-8
2M-11		LT	W3-3	SIGNAL AHEAD		--	--	--	1	--	--	1	
2M-12		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
3M-1		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
3M-2		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
3M-3		RT	I55-56	ADOPT-A-HIGHWAY		--	--	--	1	--	--	1	
3M-4		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
4M-1		RT	D1-55L	[LA] NATL GUARD ARMORY		--	--	--	1	--	--	2	
4R-2		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
4R-3		LT	R5-1	KEEP RIGHT		--	--	--	--	1	--	--	REMOVE SIGN ONLY
4M-4		LT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	1	--	--	1	
4M-5		LT	R7-1L	NO PARKING ANY TIME [LA]		--	--	--	1	--	--	1	
4R-6		LT	R5-1A	WRONG WAY		--	--	--	--	1	1	--	REMOVE SIGN AND POST
4R-8		PEEBLES DR	R6-3A	DIVIDED HIGHWAY		--	--	--	--	1	--	--	REMOVE SIGN. POST AND R1-1 TO REMAIN
4R-10		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
4R-11		RT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5R-1		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5R-2		RT	R6-2L	ONE WAY (LEFT)		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5R-3		LT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5M-4		LT	R14-1	TRUCK ROUTE		--	--	--	1	--	--	1	
5M-5		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
5R-6		RT	R5-1	DO NOT ENTER		--	--	--	--	1	--	--	REMOVE SIGN ONLY
5R-8		LT	R5-1A	WRONG WAY		--	--	--	--	1	--	--	REMOVE SIGN ONLY
5R-9		LT	R6-2L	ONE WAY (LEFT)		--	--	--	--	1	--	--	REMOVE SIGN ONLY
5M-10		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
5R-11		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5R-12		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
5R-14		FOUNDRY DR	R6-3A	DIVIDED HIGHWAY		--	--	--	--	1	--	--	REMOVE SIGN. POST AND R1-1 TO REMAIN
5R-15		RT	R5-1A	WRONG WAY		--	--	--	--	1	1	--	REMOVE SIGN AND POST

PERMANENT SIGNS (CONTINUTED)

SIGN NO	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
5M-16		RT	D1-55R	NATL GUARD ARMORY [RA]		--	--	--	1	--	--	2	
5R-17		RT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
6R-1		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
6R-2		MEDIAN	W5-54	IN ROAD OBJECT MARKER		--	--	--	--	--	--	--	REMOVE WITH SIGN 6R-1
6M-3		RT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	1	--	--	1	
6M-4		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
6M-5		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
6-6		LT	R3-9B	TWO WAY LEFT TURN LANE	24"X36"	1	--	12.00	--	--	--	--	
8M-1		LT	R7-1R	NO PARKING ANY TIME [RA]		--	--	--	1	--	--	1	
8M-3		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
8M-4		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
9M-1		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
9M-3		W MALL DWY	R1-1	STOP		1	--	--	1	--	1	--	
9M-4		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
9M-5		LT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	1	--	--	1	
9M-6		LT	D1-51	[LA] DMV		--	--	--	1	--	--	1	
9R-7		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
9R-8		MEDIAN	W5-54	IN ROAD OBJECT MARKER		--	--	--	--	--	--	--	REMOVE WITH SIGN 9R-7
9R-9		LT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
9R-10		LT	R5-1A	WRONG WAY		--	--	--	--	1	1	--	REMOVE SIGN AND POST
10M-1		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
10R-2		RT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
10R-3		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
10R-4		LT	R6-2L	ONE WAY (LEFT)		--	--	--	--	1	--	--	REMOVE SIGN. POST AND R1-1 TO REMAIN
10R-5		STARLIGHT DR	R6-3A	DIVIDED HIGHWAY		--	--	--	--	--	--	--	REMOVE WITH SIGN 3R-5
10M-11		E MALL DWY	R1-1	STOP		--	--	--	1	--	--	1	
10R-12		MALL ENTRANCE	R6-3A	DIVIDED HIGHWAY		--	--	--	--	1	--	--	REMOVE SIGN. POST AND R1-1 TO REMAIN
10R-13		MALL ENTRANCE	R6-2R	ONE WAY (RIGHT)		--	--	--	--	1	1	--	REMOVE SIGN AND POST
10R-14		MALL ENTRANCE	R6-2L	ONE WAY (LEFT)		--	--	--	--	--	--	--	REMOVE WITH SIGN 3R-21
10R-15		LT	R5-1	DO NOT ENTER		--	--	--	--	1	--	--	REMOVE SIGN. POST AND "NEIGHBORHOOD WATCH" SIGN TO REMAIN
10R-17		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
10R-18		MEDIAN	W5-54	IN ROAD OBJECT MARKER		--	--	--	--	--	--	--	REMOVE WITH SIGN 3R-13
10R-19		LT	D1-51	DMV [RA]		--	--	--	1	--	--	1	
10R-20		LT	R5-1A	WRONG WAY		--	--	--	--	1	--	--	REMOVE SIGN ONLY
10M-21		LT	R7-1D	NO PARKING ANY TIME [DBA]		--	--	--	1	--	--	1	
10M-22		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
10R-23		RT	R5-1	DO NOT ENTER		--	--	--	--	1	--	--	REMOVE SIGN ONLY
10M-24		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
11M-1		RT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	1	--	--	1	
11-2		LT	R7-1D	NO PARKING ANY TIME [DBA]	18"X24"	1	--	3.00	--	--	--	--	
11-4		LT	R3-9B	TWO WAY LEFT TURN LANE	24"X36"	1	--	12.00	--	--	--	--	
12M-2		LT	R7-1L	NO PARKING ANY TIME [LA]		--	--	--	1	--	--	1	
12M-4		LT	I2-3	RICHLAND CENTER POPULATION		--	--	--	1	--	--	2	
12M-5		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
12M-6		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
13M-1		RT	J1-1	JCT CTH O		--	--	--	1	--	--	1	
13M-2		RT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
13M-3		RT	W3-3	SIGNAL AHEAD		--	--	--	1	--	--	1	
14M-1		RT	D1-3	PINE VALLEY COMM VILL [RA]		--	--	--	1	--	--	2	
14M-2		LT	R2-1	SPEED LIMIT 40		--	--	--	1	--	--	1	
14R-3		RT	R5-1	DO NOT ENTER		--	--	--	--	1	1	--	REMOVE SIGN AND POST
14M-4		LT	J4-2	WEST 14; FLW TRAIL		--	--	--	1	--	--	1	
14M-5		LT	R3-9C	BEGIN		--	--	--	1	--	--	1	
14M-5A		LT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	--	--	--	--	MOVE WITH 14M-5
14M-6		LT	J13-1	CTH O [RA]		--	--	--	1	--	--	--	BAND TO LIGHT POLE

3

PERMANENT SIGNS (CONTINUED)

SIGN NO	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
14R-8		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	1	--	REMOVE SIGN AND POST
14M-9		LT	R3-9D	END		--	--	--	1	--	--	1	
14M-10		LT	R3-9B	TWO WAY LEFT TURN LANE		--	--	--	--	--	--	--	MOVE WITH 14M-9
14R-11		THEATER ENTRANC	R6-2L	ONE WAY (LEFT)		--	--	--	--	1	--	--	REMOVE SIGN ONLY
14M-12		THEATER ENTRANC	R6-3A	DIVIDED HIGHWAY		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
14M-12A		THEATER ENTRANC	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
14R-13		MEDIAN	R1-1F	STOP (FOLDING)		--	--	--	--	1	--	--	REMOVE SIGN ONLY
14R-14		MEDIAN	R4-7	KEEP RIGHT		--	--	--	--	1	--	--	REMOVE SIGN ONLY
14M-15		RT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
14R-16		RT	R5-1	DO NOT ENTER		--	--	--	--	1	--	--	REMOVE SIGN ONLY
15M-1		CTH O	R4-7	KEEP RIGHT		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15R-2		CTH O	R6-3A	DIVIDED HIGHWAY		--	--	--	--	1	--	--	REMOVE SIGN ONLY
15M-2A		CTH O	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15M-3		CTH O	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15M-4		CTH O	R6-2L	ONE WAY (LEFT)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15M-5		LT	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15M-6		LT	R5-1	DO NOT ENTER		--	--	--	1	--	--	--	MOVE TO NEW SIGNAL STANDARD
15M-7		CTH O	R1-1	STOP		--	--	--	1	--	--	1	
15M-8		MEDIAN	R4-7	KEEP RIGHT		--	--	--	1	--	--	--	MOVE TO LIGHT POLE
15M-9		MEDIAN	R1-1F	STOP (FOLDING)		--	--	--	1	--	--	--	MOVE TO LIGHT POLE
15R-10		CTH O	R6-3A	DIVIDED HIGHWAY		--	--	--	--	1	--	--	REMOVE SIGN ONLY
15M-11		CTH O	W12-1D	DOUBLE DOWN ARROWS		--	1	--	1	--	1	--	
				TOTAL		**6**	**2**	**63.00**	**77**	**38**	**24**	**53**	

TRAFFIC CONTROL SUMMARY

			643.0300		643.0420		643.0500	643.0600	643.0705		643.0715		643.0900		643.0920			643.1050		643.5000	
			TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS TYPE II			TRAFFIC CONTROL SIGNS PCMS		TRAFFIC CONTROL	
CAT	STAGE	DURATION	NUMBER	DAYS	NUMBER	DAYS	EACH	EACH	NUMBER	DAYS	NUMBER	DAYS	NUMBER	DAYS	NUMBER	CYCLES	EACH	NUMBER	DAYS	EACH	REMARKS
0010	PREWARN	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	28	--	
0010	DETAIL B	265	--	--	--	--	--	--	--	--	--	--	7	1,855	--	--	--	--	--	--	
0010	STAGE 1	48	452	21,696	21	1,008	--	--	44	2,112	20	960	52	2,496	9	1	9	--	--	--	
0010	STAGE 2	91	277	25,207	24	2,184	366	366	22	2,002	65	5,915	52	4,732	--	--	--	--	--	--	
0010	STAGE 3	90	356	32,040	31	2,790	385	385	28	2,520	59	5,310	52	4,680	--	--	--	--	--	--	
0010	STAGE 4	36	420	15,120	21	756	--	--	42	1,512	14	504	52	1,872	9	1	9	--	--	--	
0010	UNDISTRIBUTED	--	--	--	--	--	113	113	--	--	--	--	--	--	--	--	--	--	--	0.85	
	TOTALS			**94,063**		**6,738**	**864**	**864**		**8,146**		**12,689**		**15,635**			**18**		**28**	**0.85**	

ARROW BOARD SUMMARY

			643.0810		643.1220		
			CONNECTED ARROW BOARD		CONNECTED WORK ZONE START AND END LOCATION MARKERS		
CAT	STAGE	DURATION	NUMBER	DAYS	NUMBER	DAYS	REMARKS
0010	STAGE 1	48	1	48	1	48	
0010	STAGE 2	91	1	91	1	91	
0010	STAGE 3	90	1	90	1	90	
0010	STAGE 4	36	1	36	1	36	
	TOTALS			**265**		**265**	

TEMPORARY PEDESTRIAN FACILITIES SUMMARY

			644.1601		644.1605	644.1810	
			TEMPORARY PEDESTRIAN CURB RAMP		TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	
CAT	STAGE	DURATION	EACH	DAY	SF	LF	REMARKS
0010	STAGE 3	90	1	90	10	228	
	TOTAL			**90**	**10**	**228**	

3

PAVEMENT MARKING SUMMARY

STAGE	CAT	STATION - STATION	LOCATION	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH (BLACK) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY (YELLOW) SF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	REMARKS
3	0010	56+21 EB - 146+01 EB	USH 14 EB	2,025	2,603	9,642	79	1,142	13	5	118	12,245	1,142	139	--	40	3	
2	0010	59+92 EB - 155+08 EB	USH 14 WB	2,263	2,186	9,776	--	965	8	3	58	11,962	965	67	--	40	2	
1	0010	61+82 EB - 147+38 EB	USH 14 TWLTL	--	14,409	--	--	--	34	--	--	14,409	--	--	--	--	--	
3	0010	BOHMANN DR	USH 14	--	--	--	--	48	1	--	39	--	48	183	86	--	2	
2	0010	PEBBLES DR	USH 14	--	--	--	--	--	--	--	35	--	--	--	--	--	--	
3	0010	FOUNDRY DR E	USH 14	--	--	--	--	--	--	--	19	--	--	--	--	--	--	
2	0010	MALL ENTRANCE	USH 14	--	--	--	--	--	--	--	41	--	--	--	--	--	--	
2	0010	CTH O	USH 14	--	--	--	100	--	4	--	25	--	--	--	--	51	3	
			SUBTOTALS	4,288	19,198	19,418	179	2,155	60	8	335	38,616	2,155	389	86	131	10	
			TOTALS	**4,288**	**38,616**		**179**	**2,155**	**60**	**8**	**335**	**38,616**	**2,155**	**389**	**86**	**131**	**10**	

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WATER SUMMARY

CAT	LOCATION	624.0100 WATER MGAL	REMARKS
0010	UNDISTRIBUTED	401	
	TOTAL	**401**	

CONSTRUCTION STAKING SUMMARY

CAT	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES	REMARKS
0010	USH 14	16,611	1	16,611	6	1	1	16,611	
	TOTAL	**16,611**	**1**	**16,611**	**6**	**1**	**1**	**16,611**	

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UNDERDRAIN SUMMARY

CAT	LOCATION	SPV.0090.01 PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF	REMARKS
0010	USH 14	6,887	
	TOTAL	**6,887**	

SAWING SUMMARY

STAGE	CAT	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
3	0010	USH 14 EB	203	138	
2	0010	USH 14 WB	214	128	
		TOTAL	**417**	**266**	

SURVEY SUMMARY

CAT	LOCATION	680.0100 PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET EACH	SPV.0060.02 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.03 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH	REMARKS
0010	USH 14	1	2	3	
	TOTAL	**1**	**2**	**3**	

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SIGNAL BASES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	REMARKS
ID 1640-03-73									
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMANN DR									
SB1	67+16	R	31	1					
SB2	66+84	R	19	1					
SB3	66+74	R	28		1				
SB4	66+04	R	37	1					
SB5	65+81	R	29		1				
SB6	65+94	L	67				1		
SB7	66+69	L	65			1			
SB8	66+89	L	58	1					
SB9	67+01	L	58		1				
SB10	67+12	L	14	1					
SB11	67+38	R	25					1	
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O									
SB21	147+23	R	22					1	
SB22	147+02	R	24		1				
SB23	146+71	R	35	1					
SB24	146+22	R	42			1			
SB25	146+01	R	31		1				
SB26	145+67	L	71				1		
SB27	145+81	L	85	1					
SB28	146+44	L	85			1			
SB29	147+14	L	67		1				
1640-03-73 TOTAL				**7**	**6**	**3**	**2**	**2**	

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PULL BOXES

PULLBOX NUMBER	STATION	R/L	OFFSET	CAT 0010 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
ID 1640-03-73				
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR				
PB1	67 + 19	R	43	1
PB2	66 + 78	R	36	1
PB3	65 + 90	R	29	1
PB4	65 + 79	L	20	1
PB5	66 + 3	L	55	1
PB6	66 + 64	L	56	1
PB7	66 + 94	L	54	1
PB8	67 + 25	L	14	1
PB9	67 + 29	R	23	1
PB10	68 + 55	L	56	1
PB11	70 + 11	L	56	1
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O				
PB21	147 + 76	R	41	1
PB22	147 + 15	R	35	1
PB23	146 + 78	R	51	1
PB24	146 + 29	R	50	1
PB25	145 + 85	R	32	1
PB26	145 + 72	L	76	1
PB27	146 + 47	L	80	1
PB28	147 + 43	L	66	1
PB29	147 + 84	R	36	1
PB30	144 + 39	R	29	1
PB31	142 + 99	R	23	1
PB32	148 + 66	L	68	1
PB33	150 + 12	L	70	1
1640-03-73 TOTAL				24

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CONDUIT	FROM	-	TO	CAT 0010 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	CAT 0010 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	CAT 0010 652.0615 CONDUIT SPECIAL 3-INCH LF	CAT 0040 652.0800 CONDUIT LOOP DECTECTOR LF
ID 1640-03-73							
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR							
	LOOP 21	-	PB11	-	-	-	48
	LOOP 22	-	PB11	-	-	-	72
	LOOP 61	-	Existing PB3	-	-	-	76
	LOOP 62	-	Existing PB3	-	-	-	58
	SC1	-	PB1	-	40	-	-
	PB1	-	PB2	-	-	83	-
	PB2	-	PB3	-	-	177	-
	PB3	-	PB4	-	-	101	-
	PB4	-	PB5	-	-	85	-
	PB5	-	PB6	-	122	-	-
	PB6	-	PB7	-	62	-	-
	PB7	-	PB8	-	-	101	-
	PB8	-	PB9	-	-	75	-
	PB9	-	SC1	-	37	-	-
	PB1	-	SB1	13	-	-	-
	PB2	-	SB2	18	-	-	-
	PB2	-	SB3	9	-	-	-
	PB3	-	SB4	16	-	-	-
	PB3	-	SB5	10	-	-	-
	PB5	-	SB6	-	16	-	-
	PB6	-	SB7	-	11	-	-
	PB7	-	SB8	7	-	-	-
	PB7	-	SB9	8	-	-	-
	PB8	-	SB10	13	-	-	-
	PB9	-	SB11	-	10	-	-
	PB7	-	PB10	161	-	-	-
	PB10	-	PB11	156	-	-	-
	PB4	-	Existing PB1	124	-	-	-

CONDUIT	FROM	-	TO	CAT 0010 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	CAT 0010 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	CAT 0010 652.0615 CONDUIT SPECIAL 3-INCH LF	CAT 0040 652.0800 CONDUIT LOOP DECTECTOR LF
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O							
	LOOP 21O	-	PB33	-	-	-	68
	LOOP 22O	-	PB33	-	-	-	92
	LOOP 61O	-	PB31	-	-	-	60
	LOOP 62O	-	PB31	-	-	-	84
	SC2	-	PB21	-	55	-	-
	PB21	-	PB22	-	-	123	-
	PB22	-	PB23	-	-	81	-
	PB23	-	PB24	-	-	98	-
	PB24	-	PB25	-	96	-	-
	PB25	-	PB26	-	-	218	-
	PB26	-	PB27	-	-	151	-
	PB27	-	PB28	-	194	-	-
	PB28	-	PB29	-	-	220	-
	PB29	-	SC2	-	43	-	-
	PB22	-	SB21	-	16	-	-
	PB22	-	SB22	17	-	-	-
	PB23	-	SB23	18	-	-	-
	PB24	-	SB24	-	11	-	-
	PB25	-	SB25	17	-	-	-
	PB26	-	SB26	-	8	-	-
	PB26	-	SB27	13	-	-	-
	PB27	-	SB28	-	7	-	-
	PB28	-	SB29	29	-	-	-
	PB25	-	PB30	147	-	-	-
	PB30	-	PB31	141	-	-	-
	PB28	-	PB32	123	-	-	-
	PB32	-	PB33	147	-	-	-
1640-03-73 TOTAL				1187	728	1513	558

TRAFFIC SIGNAL WIRE

FROM - TO	CAT 0010 655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	CAT 0010 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	CAT 0010 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	CAT 0010 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	CAT 0010 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	CAT 0010 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	CAT 0010 655.0610 ELECTRICAL WIRE TRAFFIC LIGHTING 12 AWG LF	CAT 0010 655.0700 LOOP DETECTOR LEAD IN CABLE LF	CAT 0010 655.0800 LOOP DETECTOR WIRE LF	CAT 0010 SPV.0090.011 INSTALL STATE-SUPPLIED NON-INTRUSIVE DETECTION CABLE LF	
ID 1640-03-73											
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR											
SB1 - UP POLE	15	18	-	-	-	-	-	-	-	-	
SB2 - UP POLE	15	-	-	-	-	-	-	-	-	-	
SB3 - UP POLE	15	20	-	-	-	-	150	-	-	-	
SB4 - UP POLE	15	-	-	-	-	-	-	-	-	-	
SB5 - UP POLE	-	40	-	-	-	-	150	-	-	-	
SB6 - UP POLE	-	233	-	-	-	-	159	-	-	60	
SB7 - UP POLE	-	43	-	-	-	-	-	-	-	60	
SB8 - UP POLE	15	-	-	-	-	-	-	-	-	-	
SB9 - UP POLE	-	20	-	-	-	-	150	-	-	-	
SB10 - UP POLE	-	18	-	-	-	-	-	-	-	-	
SB11 - UP POLE	-	114	-	-	-	-	159	-	-	60	
SC1 - SB1	-	-	48	-	-	-	-	48	-	-	
SC1 - SB2	-	-	105	-	-	-	-	105	-	-	
SC1 - SB3	-	-	96	-	96	-	-	96	-	-	
SC1 - SB4	-	202	-	-	-	-	-	202	-	-	
SC1 - SB5	-	-	-	196	-	-	-	-	-	-	
SC1 - SB6	-	316	-	316	-	-	-	-	-	316	
SC1 - SB7	-	195	-	-	-	-	-	-	-	195	
SC1 - SB8	-	150	-	-	-	-	-	150	-	-	
SC1 - SB9	-	151	-	-	-	-	-	-	-	-	
SC1 - SB10	-	95	-	-	-	-	-	-	-	-	
SC1 - SB11	-	44	-	-	44	-	-	-	-	44	
SB3 - SB5	-	-	-	-	136	-	-	-	-	-	
SB5 - SB6	-	-	-	-	158	-	-	-	-	-	
SB11 - SB9	-	-	-	-	145	-	-	-	-	-	
SC1 - SC1	-	-	-	-	-	961	-	-	-	-	GROUNDING CONDUCTOR RING
PB11 - LOOP 21	-	-	-	-	-	-	-	-	202	-	
PB11 - LOOP 22	-	-	-	-	-	-	-	-	370	-	
EX. PB3 - LOOP 61	-	-	-	-	-	-	-	-	390	-	
EX. PB3 - LOOP 62	-	-	-	-	-	-	-	-	242	-	
SC1 - PB11	-	-	-	-	-	-	-	1206	-	-	
SC1 - EX. PB3	-	-	-	-	-	-	-	952	-	-	

FROM - TO	CAT 0010 655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	CAT 0010 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	CAT 0010 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	CAT 0010 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	CAT 0010 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	CAT 0010 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	CAT 0010 655.0610 ELECTRICAL WIRE TRAFFIC LIGHTING 12 AWG LF	CAT 0010 655.0700 LOOP DETECTOR LEAD IN CABLE LF	CAT 0010 655.0800 LOOP DETECTOR WIRE LF	CAT 0010 SPV.0090.02 INSTALL STATE-SUPPLIED NON-INTRUSIVE DETECTION CABLE LF	
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O											
SB21 - UP POLE	-	183	-	-	-	-	159	-	-	60	
SB22 - UP POLE	-	20	-	-	-	-	150	-	-	-	
SB23 - UP POLE	-	40	-	-	-	-	-	-	-	-	
SB24 - UP POLE	-	53	-	-	-	-	159	-	-	60	
SB25 - UP POLE	-	40	-	-	-	-	150	-	-	-	
SB26 - UP POLE	-	213	-	-	-	-	159	-	-	60	
SB27 - UP POLE	-	36	-	-	-	-	-	-	-	-	
SB28 - UP POLE	-	104	-	-	-	-	159	-	-	60	
SB29 - UP POLE	-	40	-	-	-	-	150	-	-	-	
SC2 - SB21	-	-	-	128	128	-	-	-	-	128	
SC2 - SB22	-	-	129	-	-	-	-	-	-	-	
SC2 - SB23	-	-	-	181	-	-	-	-	-	-	
SC2 - SB24	-	-	233	-	-	-	-	-	-	233	
SC2 - SB25	-	-	-	297	-	-	-	-	-	-	
SC2 - SB26	-	-	-	357	-	-	-	-	-	357	
SC2 - SB27	-	-	-	362	-	-	-	-	-	-	
SC2 - SB28	-	-	270	-	-	-	-	-	-	270	
SC2 - SB29	-	-	-	185	185	-	-	-	-	-	
SB21 - SB22	-	-	-	-	51	-	-	-	-	-	
SB22 - SB24	-	-	-	-	156	-	-	-	-	-	
SB29 - SB28	-	-	-	-	161	-	-	-	-	-	
SB28 - SB26	-	-	-	-	119	-	-	-	-	-	
SC2 - SC2	-	-	-	-	-	1136	-	-	-	-	GROUNDING CONDUCTOR RING
PB31 - LOOP 610	-	-	-	-	-	-	-	-	250	-	
PB31 - LOOP 620	-	-	-	-	-	-	-	-	430	-	
PB33 - LOOP 210	-	-	-	-	-	-	-	-	282	-	
PB33 - LOOP 220	-	-	-	-	-	-	-	-	470	-	
SC2 PB31	-	-	-	-	-	-	-	1168	-	-	
SC2 PB33	-	-	-	-	-	-	-	884	-	-	
1640-03-73 TOTAL	75	2388	881	2022	1379	2097	1854	4811	2636	1963	

MONOTUBE POLES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 657.0345 POLES TYPE 9 EACH	CAT 0010 657.0350 POLES TYPE 10 EACH	CAT 0010 657.0352 POLES TYPE 10 SPECIAL EACH	CAT 0010 657.0360 POLES TYPE 13 EACH	CAT 0010 657.0515 MONOTUBE ARMS 15-FT EACH	CAT 0010 657.0525 MONOTUBE ARMS 25-FT EACH	CAT 0010 657.0530 MONOTUBE ARMS 30-FT EACH	CAT 0010 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH	CAT 0010 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	CAT 0010 657.0555 MONOTUBE ARMS 55-FT EACH	CAT 0010 657.0815 LUMINAIRE ARMS STEEL 15-FT EACH
ID 1640-03-73														
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR														
SB6	65 + 94	L	67	-	-	-	1	-	-	-	-	-	1	1
SB7	66 + 69	L	65	1	-	-	-	1	-	-	-	-	-	-
SB11	67 + 38	R	25	-	-	1	-	-	-	-	1	-	-	1
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O														
SB21	147 + 23	R	22	-	-	1	-	-	-	-	-	1	-	1
SB24	146 + 22	R	42	-	1	-	-	-	1	-	-	-	-	1
SB26	145 + 67	L	71	-	-	-	1	-	-	-	-	-	1	1
SB28	146 + 44	L	85	-	1	-	-	-	-	1	-	-	-	1
1640-03-73 TOTAL				1	2	2	2	1	1	1	1	1	2	6

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 657.0100 PEDESTAL BASES EACH	CAT 0010 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	CAT 0040 657.0420 TRAFFIC SIGNAL STANDARD ALUMINUM 13' EACH	CAT 0040 657.0425 TRAFFIC SIGNAL STANDARD ALUMINUM 15' EACH	CAT 0010 657.0430 TRAFFIC SIGNAL STANDARD ALUMINUM 10' EACH	CAT 0010 657.0315 POLES TYPE 4 EACH	CAT 0010 657.0709 LUMINAIRE ARMS TRUSS MEMBER 4-INCH CLAMP 12-FT EACH
ID 1640-03-73										
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR										
SB1	67 + 16	R	31	1	-	1	-	-	-	-
SB2	66 + 84	R	19	1	-	-	-	1	-	-
SB3	66 + 74	R	28	-	1	-	-	-	1	1
SB4	66 + 4	R	37	1	-	-	-	1	-	-
SB5	65 + 81	R	29	-	1	-	-	-	1	1
SB8	66 + 89	L	58	1	-	-	-	1	-	-
SB9	67 + 1	L	58	-	1	-	-	-	1	1
SB10	67 + 12	L	14	1	-	1	-	-	-	-
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O										
SB22	147 + 2	R	24	-	1	-	-	-	1	1
SB23	146 + 71	R	35	1	-	-	1	-	-	-
SB25	146 + 1	R	31	-	1	-	-	-	1	1
SB27	145 + 81	L	85	1	-	1	-	-	-	-
SB29	147 + 14	L	67	-	1	-	-	-	1	1
1640-03-73 TOTAL				7	6	3	1	3	6	6

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TRAFFIC SIGNAL INDICATIONS AND EQUIPMENT

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	CAT 0010 658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	CAT 0010 SPV.0060.04 ACCESSIBLE PEDESTRIAN SIGNALS EACH	CAT 0010 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	CAT 0010 659.1125 LUMINAIRES UTILITY LED C EACH
ID 1640-03-73								
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR								
SB1	67 + 16	R	31	1	-	1	1	-
SB2	66 + 84	R	19	-	-	1	1	-
SB3	66 + 74	R	28	1	-	1	1	1
SB4	66 + 4	R	37	-	-	1	1	-
SB5	65 + 81	R	29	1	1	-	-	1
SB6	65 + 94	L	67	3	1	-	-	1
SB7	66 + 69	L	65	1	-	-	-	-
SB8	66 + 89	L	58	-	-	1	1	-
SB9	67 + 1	L	58	1	-	-	-	1
SB10	67 + 12	L	14	1	-	-	-	-
SB11	67 + 38	R	25	2	-	-	-	1
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O								
SB21	147 + 23	R	22	2	1	-	-	1
SB22	147 + 2	R	24	1	-	-	-	1
SB23	146 + 71	R	35	1	1	-	-	-
SB24	146 + 22	R	42	1	-	-	-	1
SB25	146 + 1	R	31	1	1	-	-	1
SB26	145 + 67	L	71	2	1	-	-	1
SB27	145 + 81	L	85	2	-	-	-	-
SB28	146 + 44	L	85	1	1	-	-	1
SB29	147 + 14	L	67	1	1	-	-	1
1640-03-73 TOTAL				23	8	5	5	12

ELECTRICAL EQUIPMENT

	CABINET BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1640-03-73) EACH	CAT 0010 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	CAT 0010 656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 14 & BOHMAN DR) EACH	CAT 0010 656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 14 & CTH O) EACH	CAT 0010 658.5070.01 SIGNAL MOUNTING HARDWARE (USH 14 & BOHMAN DR) EACH	CAT 0010 658.5070.02 SIGNAL MOUNTING HARDWARE (USH 14 & CTH O) EACH	CAT 0010 661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 14 & BOHMAN DR) EACH	CAT 0010 661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 14 & CTH O) EACH
ID 1640-03-73												
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR												
	SC1	67 + 29	R	35	1	1	1	-	1	-	1	-
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O												
	SC2	147 + 93	R	47	-	1	-	1	-	1	-	1
1640-03-73 TOTAL					1	2	1	1	1	1	1	1

REMOVALS

	EXISTING INTERSECTION	CAT 0010 204.0195 REMOVING CONCRETE BASES EACH	CAT0010 204.9060.S.02 REMOVING TRAFFIC SIGNALS EACH	CAT 0010 653.0900 ADJUSTING PULL BOXES EACH	CAT 0010 653.0905 REMOVING PULL BOXES EACH	CAT 0010 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
ID 1640-03-73						
TRAFFIC SIGNAL - S52-0490 - USH 14 & BOHMAN DR						
	SC1	11	11	3	13	25
TRAFFIC SIGNAL - S52-0617 - USH 14 & CTH O						
	SC2	14	14	-	13	21
1640-03-73 TOTAL		25	25	3	26	46

VOLUME: PAGE:
339115
06/24/2024 10:42 AM
SUSAN TRIGGS
RICHLAND COUNTY WI
PAGES: 3

TRANSPORTATION PROJECT PLAT NO: 1640-03-23 - 4.01

THAT PART OF LOT 1, CERTIFIED SURVEY MAP 139, RECORDED IN VOLUME 1 CSM ON PAGES 361-362 AS DOCUMENT 210648, BEING IN AND INCLUDING PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 , AND THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, ALL IN SECTION 27, TOWNSHIP 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER USH 14 RICHLAND CENTER - SPRING GREEN BOHMANN DRIVE TO CTH O RICHLAND COUNTY, WISCONSIN

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LACROSSE.

EXISTING RIGHT OF WAY FOR USH 14 ESTABLISHED FROM PREVIOUS PROJECTS 1642-04-21, DIVISION JOB 9443, CSM 237, CSM 967, CSM 154, CSM139, AND CSM 818.

EXISTING ACCESS CONTROL FOR USH 14 ESTABLISHED FROM PREVIOUS PROJECT 1642-04-21.

EXISTING RIGHT OF WAY FOR STARLIGHT LN ESTABLISHED FROM POS 410012704202000A, POS 410012706101988A, POS ALTA 410012706302016A, AND POS 410012709292000A.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
200	RICHLAND CENTER UTILITES - ELECTRIC	RELEASE OF RIGHTS
201	SPECTRUM - COMMUNICATION	RELEASE OF RIGHTS

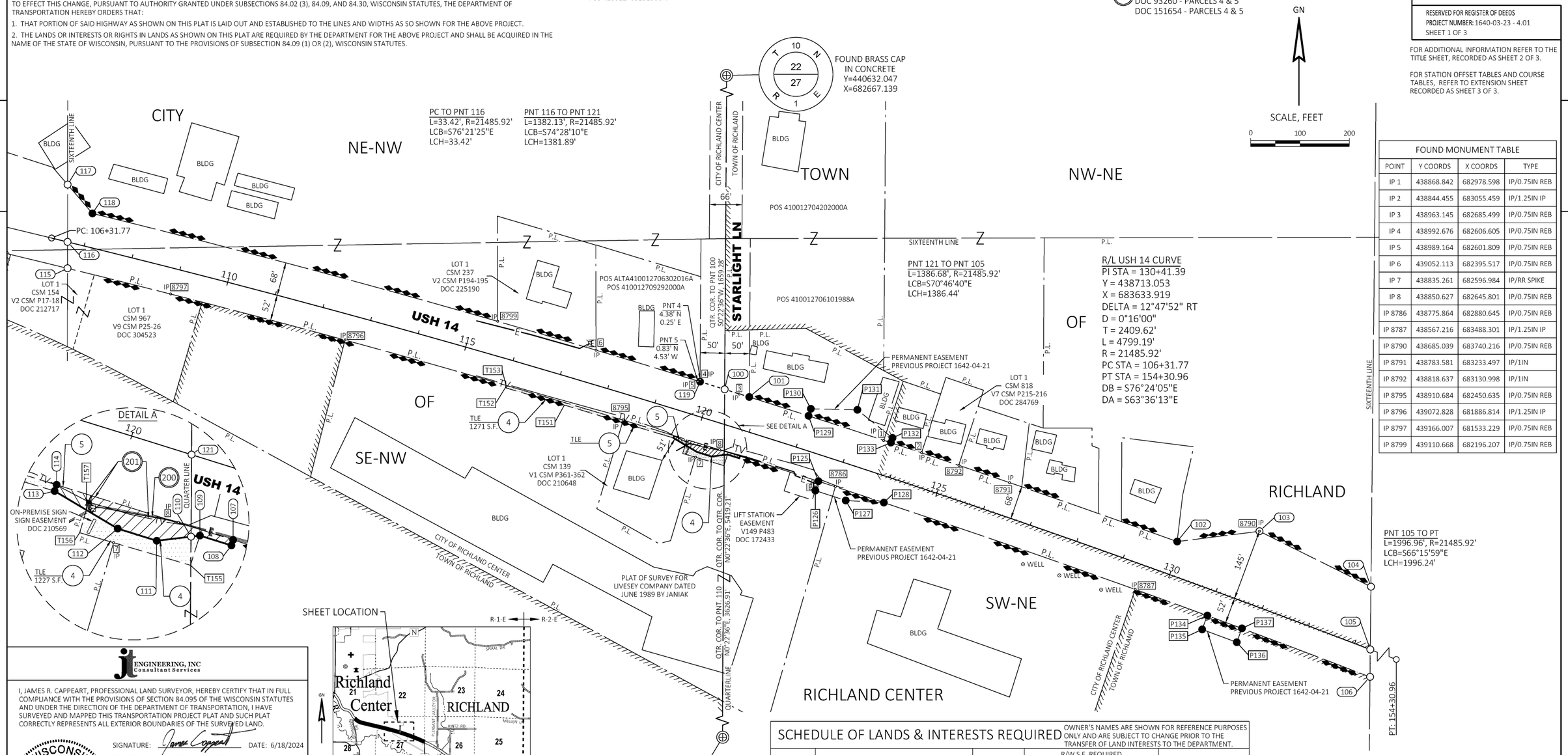
(200) RICHLAND CENTER UTILITIES - ELECTRIC
NO RECORDED EASEMENT - PARCELS 4 & 5

(201) SPECTRUM - COMMUNICATION
DOC 93260 - PARCELS 4 & 5
DOC 151654 - PARCELS 4 & 5

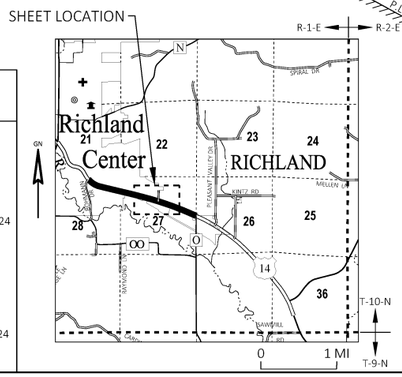
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1640-03-23 - 4.01
SHEET 1 OF 3

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

FOR STATION OFFSET TABLES AND COURSE TABLES, REFER TO EXTENSION SHEET RECORDED AS SHEET 3 OF 3.



FOUND MONUMENT TABLE			
POINT	Y COORDS	X COORDS	TYPE
IP 1	438868.842	682978.598	IP/0.75IN REB
IP 2	438844.455	683055.459	IP/1.25IN IP
IP 3	438963.145	682685.499	IP/0.75IN REB
IP 4	438992.676	682606.605	IP/0.75IN REB
IP 5	438989.164	682601.809	IP/0.75IN REB
IP 6	439052.113	682395.517	IP/0.75IN REB
IP 7	438835.261	682596.984	IP/RR SPIKE
IP 8	438850.627	682645.801	IP/0.75IN REB
IP 8786	438775.864	682880.645	IP/0.75IN REB
IP 8787	438567.216	683488.301	IP/1.25IN IP
IP 8790	438685.039	683740.216	IP/0.75IN REB
IP 8791	438783.581	683233.497	IP/1IN
IP 8792	438818.637	683130.998	IP/1IN
IP 8795	438910.684	682450.635	IP/0.75IN REB
IP 8796	439072.828	681886.814	IP/1.25IN IP
IP 8797	439166.007	681533.229	IP/0.75IN REB
IP 8799	439110.668	682196.207	IP/0.75IN REB



JT ENGINEERING, INC
Consultant Services

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

SIGNATURE: James Cappeart DATE: 6/18/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN
James R. Cappeart
S-3044
Green Bay
Wis.
LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - LA CROSSE

SIGNATURE: Emily Hemling DATE: 6/18/2024
PRINT NAME: EMILY HEMLING

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST(S) REQUIRED	R/W S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
4	LOWTHERBROTHERS LLC	FEE, TLE	1394	---	1394	2498
5	VENDOR: LOWTHEBROTHERS LLC VENDEE: ARGZON SALIU	FEE, TLE	223	---	223	552

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 6/18/2024
PLOT DATE : 6/18/2024 12:15 PM
PLOT BY : RYAN MALUEG
PLOT NAME :
PLOT SCALE : 1IN:100 FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1640-03-23
RICHLAND CENTER - SPRING GREEN
BOHMANN DRIVE TO CTH O
USH 14
RICHLAND COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4-INCH REBAR UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

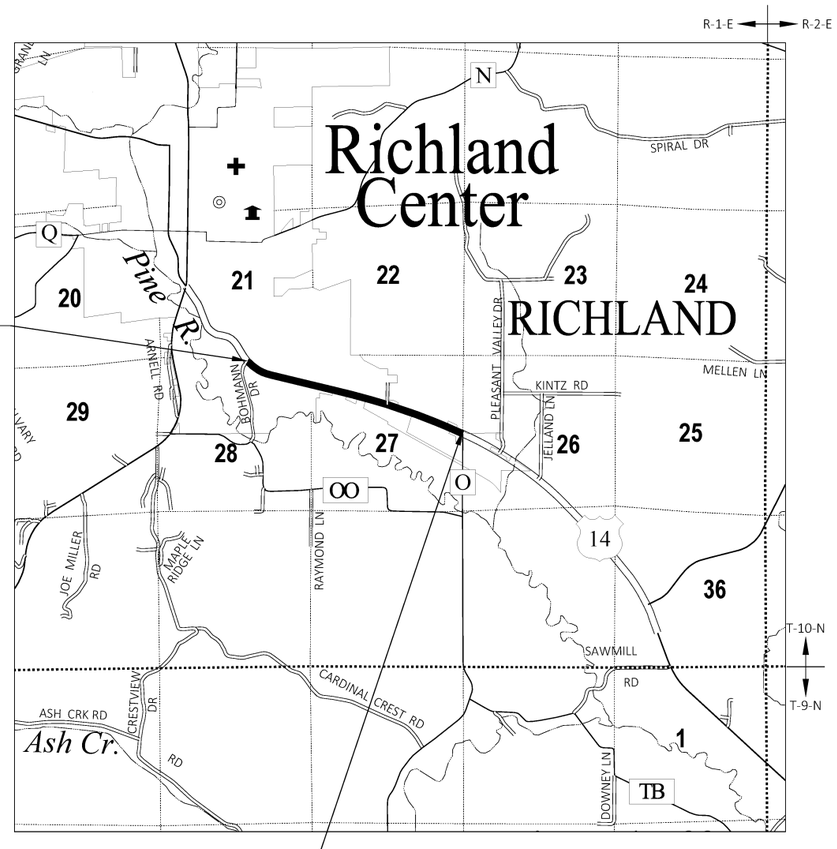
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD TRANSMISSION LINES
E	ELECTRIC
TV	CABLE TELEVISION
FO	FIBER OPTIC
SAN	SANITARY SEWER
SS	STORM SEWER



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1640-03-23

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

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

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

4

PROJECT NUMBER 1640-03-23 - 4. 01
SHEET 2 OF 3

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\RW\040101-TI.DWG
LAYOUT NAME: 040101-ti
PLOT DATE : 3/26/2024 7:04 AM PLOT BY : RYAN MALUEG PLOT NAME : _____

TRANSPORTATION PROJECT PLAT NO: 1640-03-23 - 4.01
EXTENSION SHEET

RELOCATION ORDER USH 14 RICHLAND CENTER - SPRING GREEN BOHMANN DRIVE TO CTH O RICHLAND COUNTY, WISCONSIN

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 3.

4

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
100	120+26.61	68.00' LT
101	120+78.73	68.00' LT
102	129+91.31	68.00' LT
103	131+40.10	145.00' LT
104	133+89.70	119.35' LT
105	134+34.00	0.00' RT
106	134+53.47	52.00' RT
107	120+96.63	52.00' RT
108	120+96.63	56.44' RT
109	120+71.63	56.44' RT
110	120+65.48	59.21' RT
111	120+41.63	69.94' RT
112	120+10.63	69.94' RT
113	119+56.63	56.94' RT
114	119+56.63	52.00' RT
115	106+77.82	52.00' RT
116	106+65.20	0.00' RT
117	106+38.00	112.95' LT
118	107+00.43	68.00' LT
119	119+74.52	68.00' LT
121	120+47.33	0.00' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T151	117+25.10	57.00' RT
T152	116+00.10	57.00' RT
T153	116+00.10	52.00' RT
T155	120+71.62	79.96' RT
T156	119+84.09	81.41' RT
T157	119+83.89	63.52' RT

PLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
P125	122+63.98	52.00' RT
P126	122+63.98	72.00' RT
P127	123+28.97	72.00' RT
P128	124+03.97	52.00' RT
P129	122+04.37	68.00' LT
P130	122+04.37	83.00' LT
P131	122+94.37	110.00' LT
P132	123+79.37	78.00' LT
P133	123+79.37	68.00' LT
P134	131+00.10	52.00' RT
P135	131+00.10	82.00' RT
P136	131+75.10	82.00' RT
P137	131+75.10	52.00' RT

COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	S72° 36' 45"E	52.29'
101-102	SEE CURVE TABLE	
102-103	N82° 50' 34"E	168.19'
103-104	S63° 32' 50"E	252.44'
104-105	S00° 35' 40"W	127.35'
105-106	S00° 35' 40"W	55.52'
106-107	SEE CURVE TABLE	
107-108	S17° 30' 17"W	4.44'
108-109	N72° 31' 45"W	24.93'
109-110	S83° 06' 24"W	6.74'
110-111	S83° 06' 24"W	26.08'
111-112	N72° 41' 01"W	30.90'
112-113	N59° 13' 21"W	55.39'
113-114	N17° 07' 51"E	4.94'
114-115	SEE CURVE TABLE	
115-116	N00° 04' 41"E	53.51'
116-117	N00° 04' 41"E	116.19'
117-118	S40° 39' 53"E	77.14'
118-119	SEE CURVE TABLE	
119-100	S72° 45' 05"E	52.25'
110-121	N00° 22' 36"E	61.92'
121-100	N00° 22' 36"E	71.10'

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
107-P125	SEE CURVE TABLE	
P125-P126	S17° 57' 04"W	20.00'
P126-P127	S71° 57' 44"E	64.78'
P127-P128	S86° 44' 54"E	77.41'
P128-P125	SEE CURVE TABLE	
P128-106	SEE CURVE TABLE	

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
101-P129	SEE CURVE TABLE	
P129-P130	N17° 47' 32"E	15.00'
P130-P131	S88° 42' 59"E	94.35'
P131-P132	S51° 18' 25"E	91.17'
P132-P133	S18° 15' 32"W	10.00'
P133-P129	SEE CURVE TABLE	
P133-102	SEE CURVE TABLE	

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
107-P134	SEE CURVE TABLE	
P134-P135	S20° 10' 51"W	30.00'
P135-P136	S69° 43' 09"E	74.71'
P136-P137	N20° 22' 51"E	30.00'
P137-P134	SEE CURVE TABLE	
P137-106	SEE CURVE TABLE	

CURVE TABLE				
COURSE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
101-102	915.47'	21553.92'	S71° 19' 34"E	915.40'
106-107	1353.56'	21433.92'	N70° 41' 10"W	1353.33'
114-115	1275.72'	21433.92'	N74° 34' 25"W	1275.53'
118-119	1278.12'	21553.92'	S74° 31' 11"E	1277.94'
107-P125	166.94'	21433.92'	S72° 16' 19"E	166.94'
P128-P125	139.66'	21433.92'	N71° 51' 44"W	139.66'
P128-106	1046.96'	21433.92'	S70° 16' 35"E	1046.85'
101-P129	126.04'	21553.92'	S72° 22' 31"E	126.04'
P133-P129	175.55'	21553.92'	N71° 58' 28"W	175.55'
P133-102	613.88'	21553.92'	S70° 55' 31"E	613.86'
107-P134	1001.04'	21433.92'	S71° 09' 26"E	1000.95'
P137-P134	74.82'	21433.92'	N69° 43' 09"W	74.82'
P137-106	277.70'	21433.92'	S69° 14' 53"E	277.69'

4

PROJECT NUMBER 1640-03-23 - 4.01
SHEET 3 OF 3
AMENDMENT NO:

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\RW\040101-RP.DWG PLOT DATE : 6/18/2024 12:09 PM PLOT BY : RYAN MALUEG

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	JULIE A. KELLER & RANDALL V. BALDWIN	TLE	230
2	JANE R. EWING	TLE	1300
3	RNJ PROPERTIES, LLC	TLE	260

AT&T WISCONSIN & HOME TELEPHONE
DOC 93260 - PARCELS 1, 2, & 3

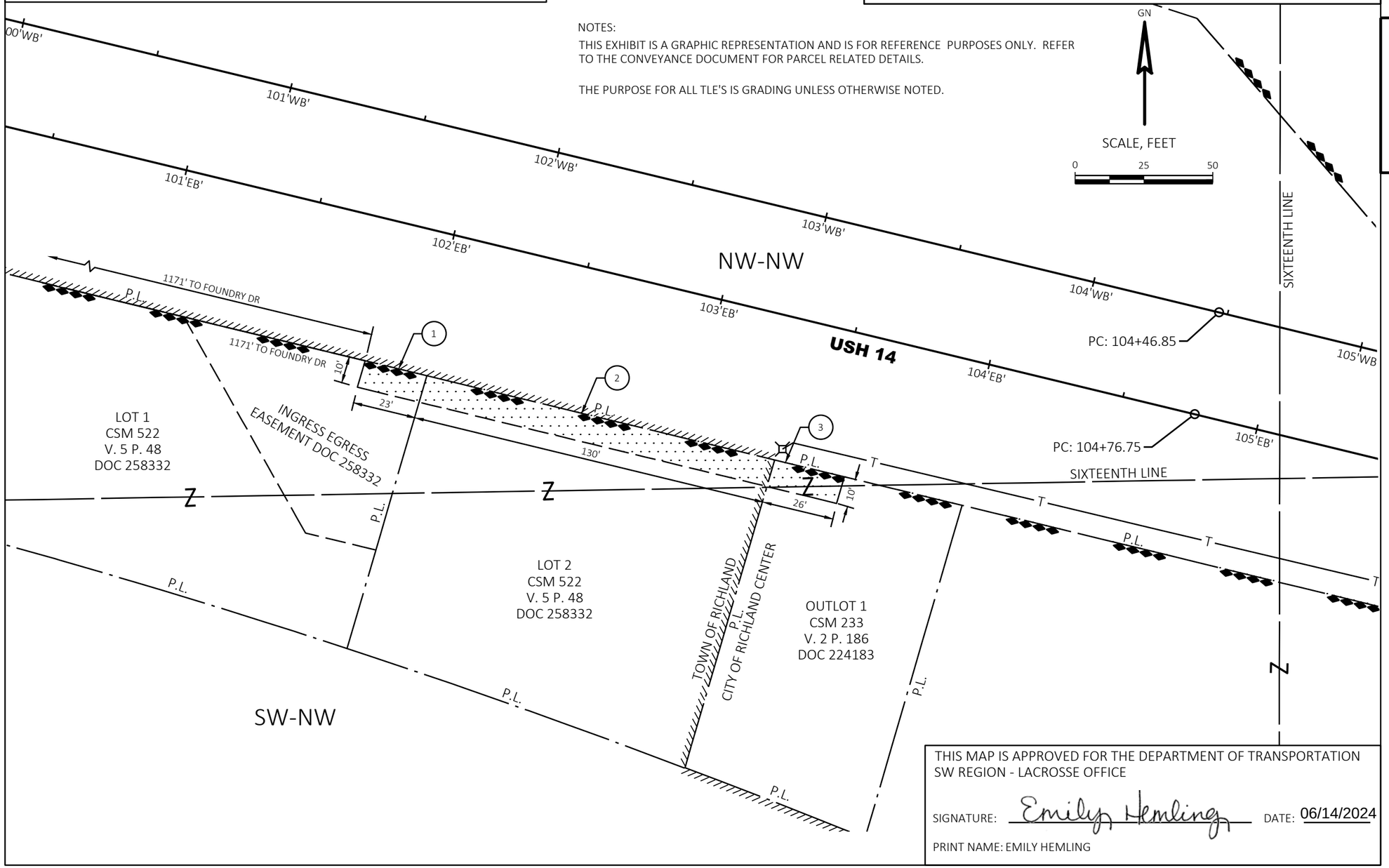
R/W PROJECT NUMBER: 1640-03-23 | **EXHIBIT NUMBER: 1**

TLE ACQUISITION EXHIBIT
RICHLAND CENTER - SPRING GREEN
USH 14 BOHMANN DRIVE TO CTH O RICHLAND COUNTY

THAT PART OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP 522, BEING IN PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 27, TOWNSHIP 10 NORTH, RANGE 1 EAST, TOWN OF RICHLAND, AND THAT PART OF OUTLOT 1 OF CERTIFIED SURVEY 233, BEING PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 27, TOWNSHIP 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, ALL IN RICHLAND COUNTY, WISCONSIN.

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.



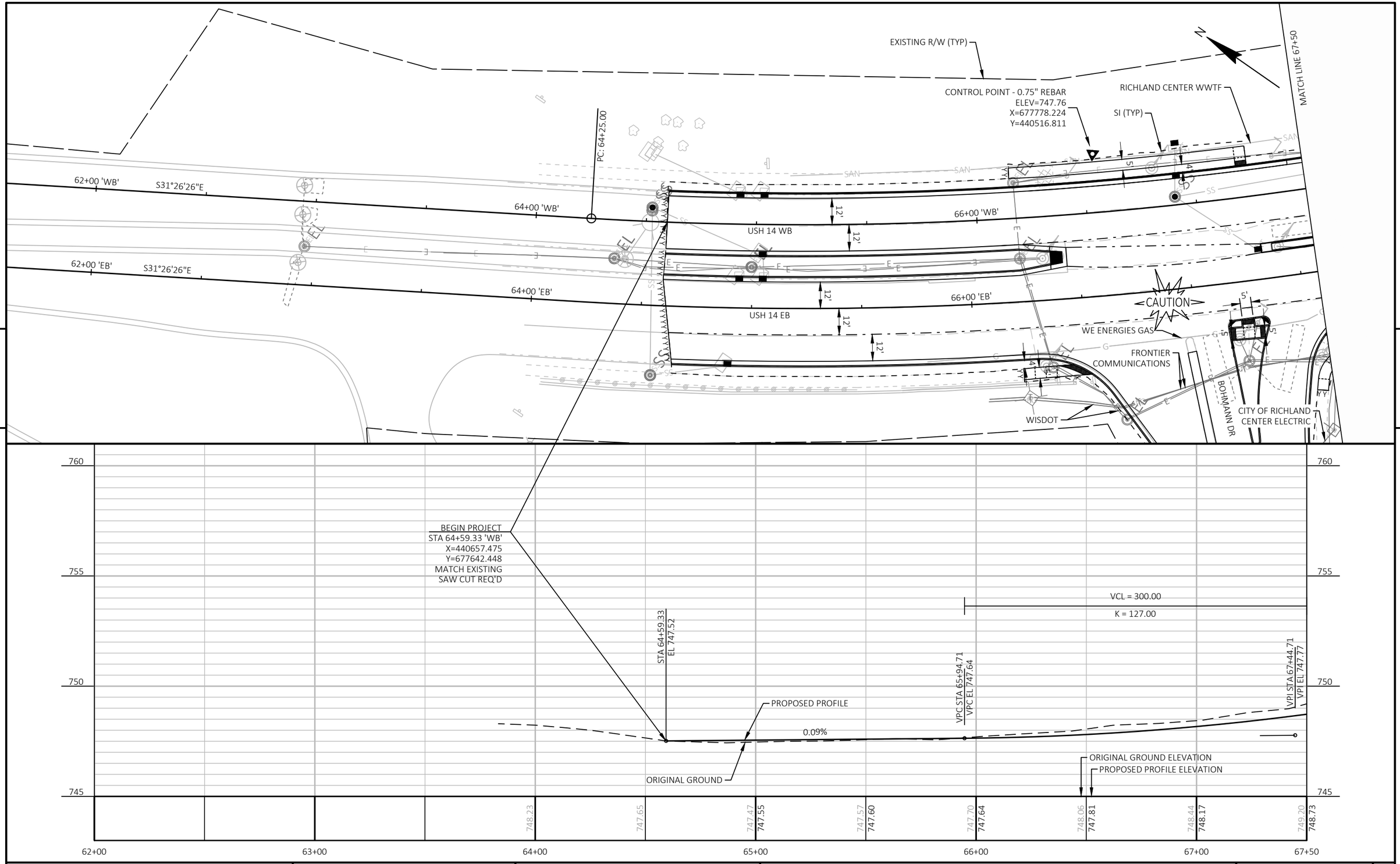
THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SW REGION - LACROSSE OFFICE

SIGNATURE: Emily Hemling DATE: 06/14/2024

PRINT NAME: EMILY HEMLING

4

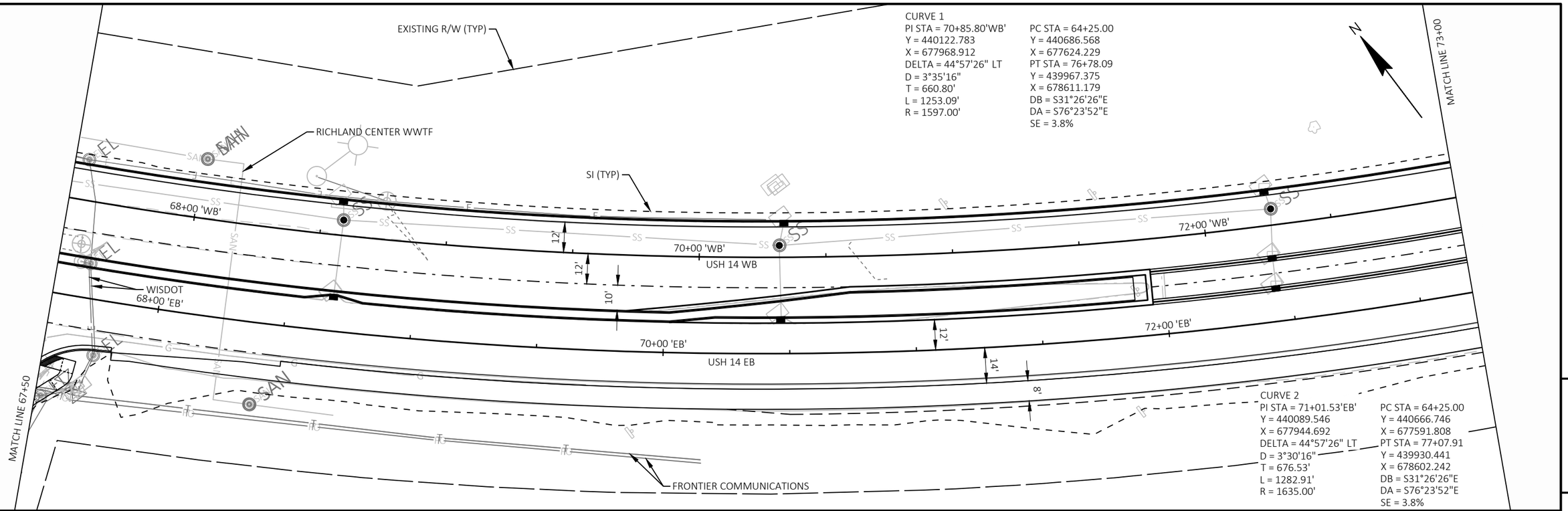
FILE NAME : TLE EXHIBIT.DWG PLOT DATE : 6/13/2024 1:42 PM R/W PROJECT: 1640-03-23



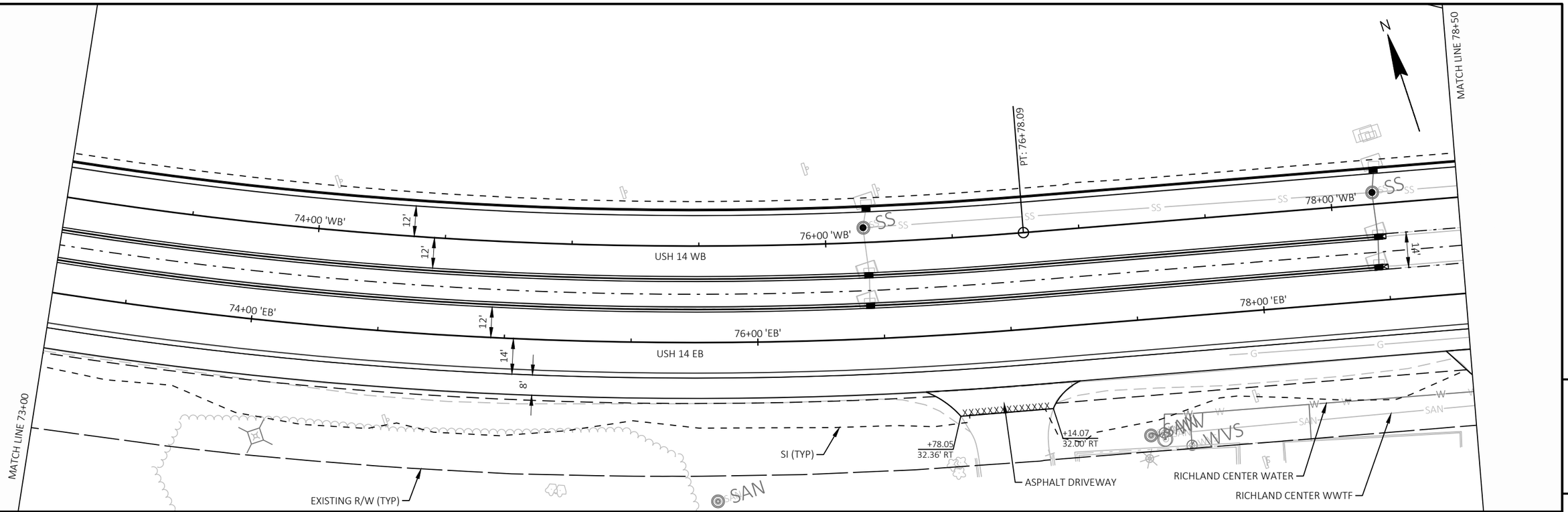
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 175	E

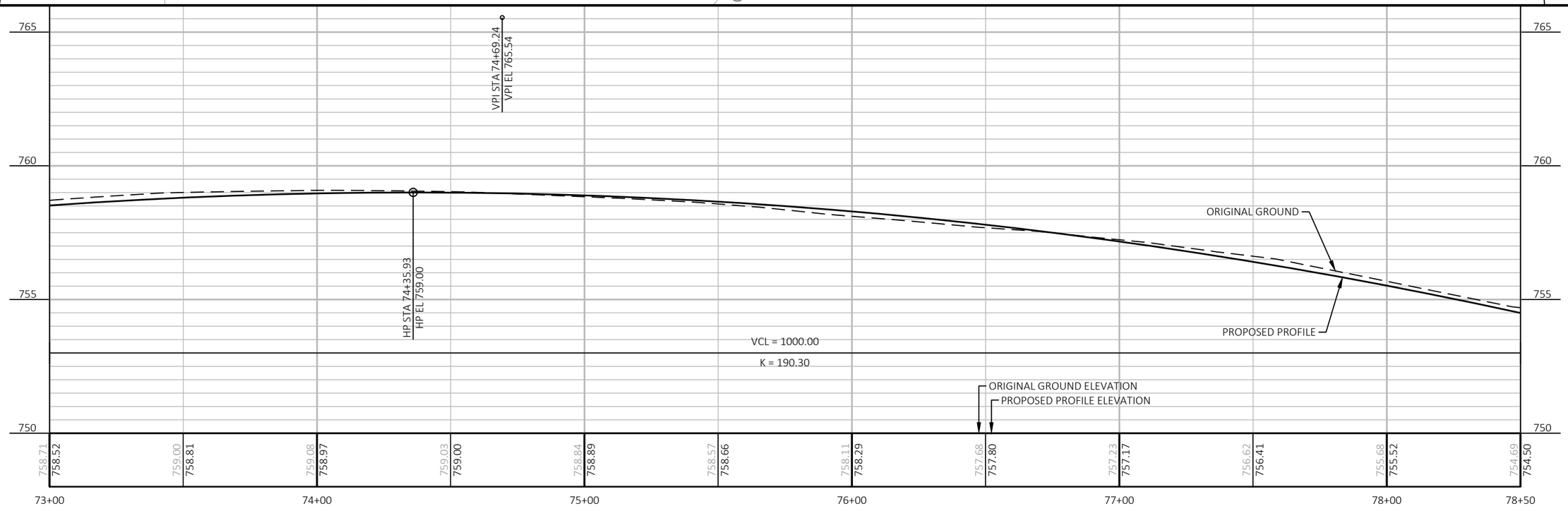
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2025 4:11 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 176	E





PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 177	E

MATCH LINE 78+50

MATCH LINE 84+00

5

5

N

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS

VENT

POST

VENT

+89.08
-16.50' LT

ASPHALT DRIVEWAY

+44.78
-16.50' LT

SI (TYP)

CITY OF RICHLAND ELECTRIC

80+00 'WB'

82+00 'WB'

84+00

12'

USH 14 WB

12'

14'

12'

80+00 'EB'

82+00 'EB'

84+00 'EB'

14'

USH 14 EB

8"

+75.96
32.00' RT

+20.89
32.00' RT

+27.39
32.00' RT

ASPHALT DRIVEWAY

RICHLAND CENTER WATER

RICHLAND CENTER WWTF

ASPHALT DRIVEWAY

CAUTION

WE ENERGIES GAS

+00.81
32.06' RT

FRONTIER COMMUNICATIONS

ASPHALT DRIVEWAY

+47.29
32.00' RT

CHARTER COMMUNICATIONS

755

750

745

740

VPT STA 79+69.24
VPT EL 751.53

VCL = 450.00

K = 225.19

-2.80%

VCL = 1000.00

K = 190.30

VPC STA 79+95.42
VPC EL 750.80

PROPOSED PROFILE

ORIGINAL GROUND

ORIGINAL GROUND ELEVATION

PROPOSED PROFILE ELEVATION

VPI STA 82+20.42
VPI EL 744.49

754.69	753.47	752.07	750.64	749.26	747.98	746.83	745.83	744.98	744.26	743.59	743.04
754.50	753.34	752.06	750.67	749.33	748.11	746.99	745.99	745.10	744.32	743.65	743.09

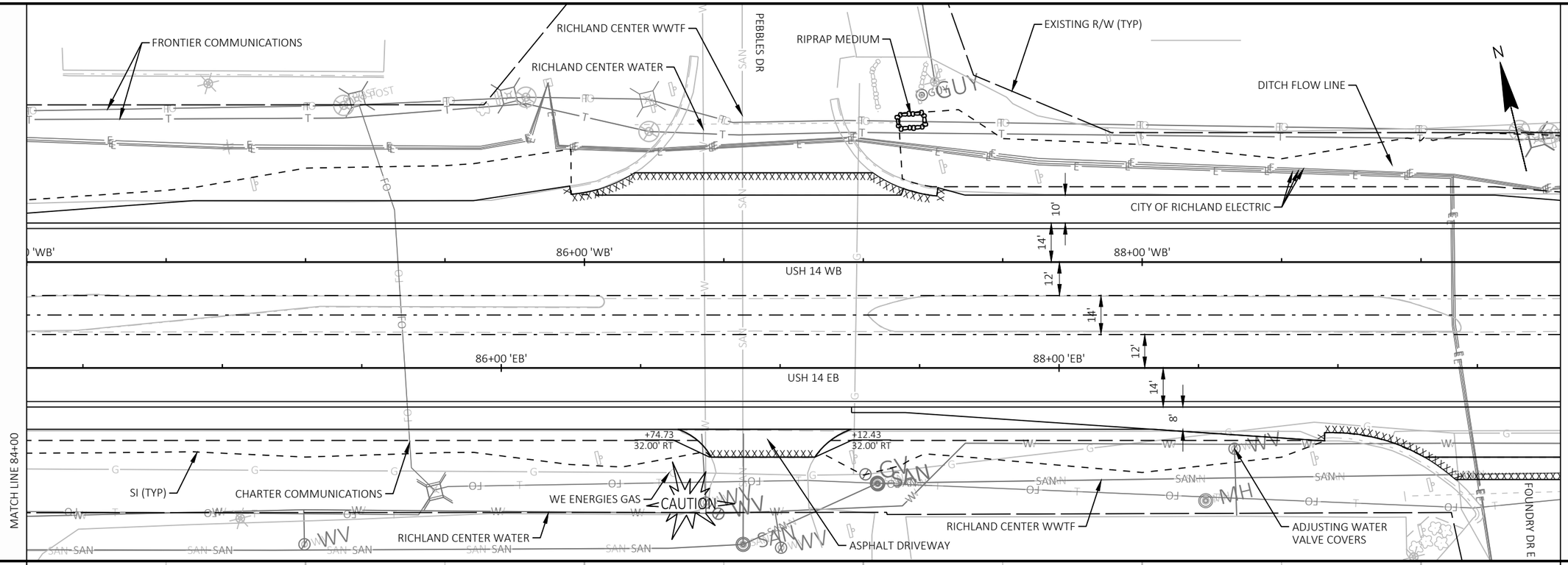
78+50 79+00 80+00 81+00 82+00 83+00 84+00

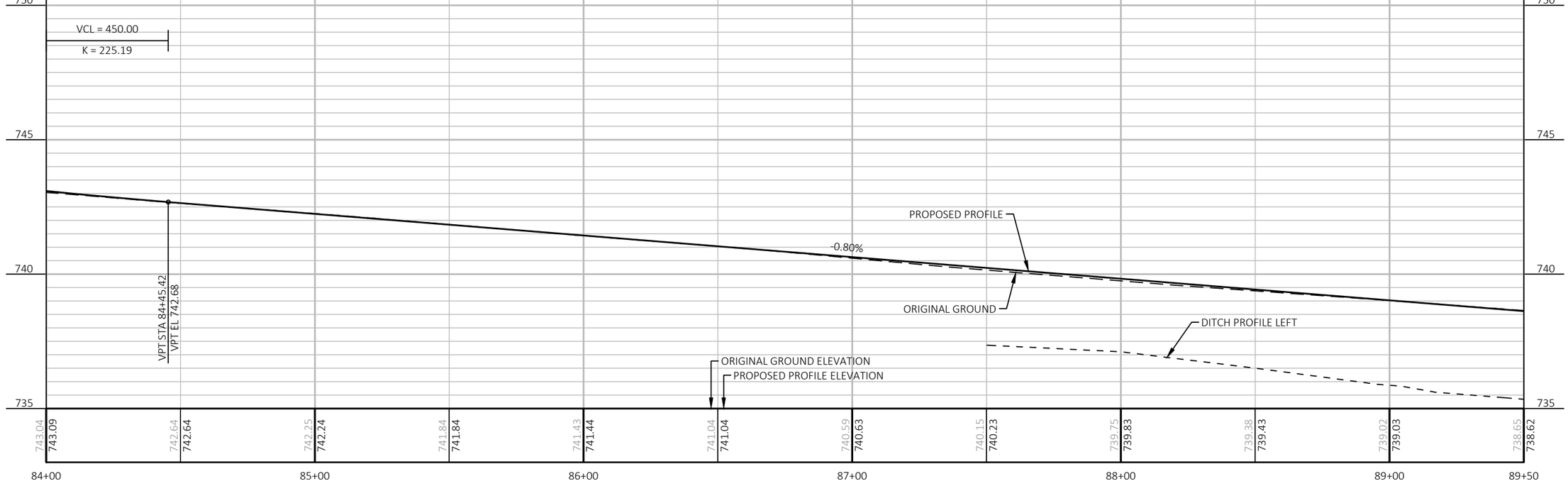
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 178	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2025 4:11 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

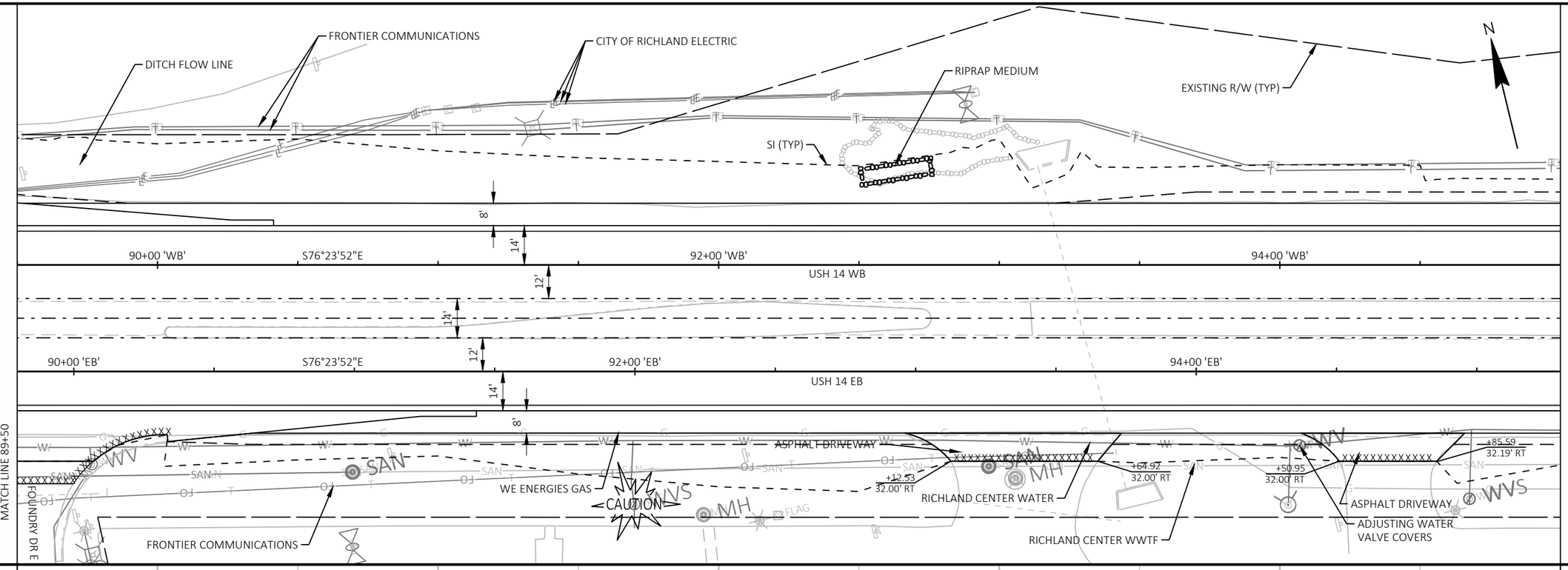
WISDOT/CADDS SHEET 44





PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 179	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 05
PLOT DATE : 7/30/2025 4:11 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 180	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 06
PLOT DATE : 7/30/2025 4:11 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

MATCH LINE 95+00

MATCH LINE 100+50

FRONTIER COMMUNICATIONS

SI (TYP)

8'

14'

96+00 'WB'

98+00 'WB'

100+00 'WB'

USH 14 WB

12'

14'

12'

96+00 'EB'

98+00 'EB'

100+00 'EB'

USH 14 EB

14'

8'

+55.09
32.00' RT

+84.37
32.00' RT

+77.21
32.00' RT

+24.07
32.00' RT

+67.62
31.96' RT

+15.04
32.00' RT

RICHLAND CENTER WATER

ASPHALT DRIVEWAY

RICHLAND CENTER WWTF

ASPHALT DRIVEWAY

CAUTION

WE ENERGIES GAS

ADJUSTING WATER VALVE COVERS

ASPHALT DRIVEWAY

EXISTING R/W (TYP)

735

730

725

724

ORIGINAL GROUND

-0.58%

PROPOSED PROFILE

ORIGINAL GROUND ELEVATION

PROPOSED PROFILE ELEVATION

734.31	734.29
733.96	734.00
733.68	733.71
733.42	733.42
733.17	733.13
732.92	732.85
732.67	732.56
732.32	732.27
731.96	731.98
731.69	731.69
731.43	731.41
731.14	731.12

95+00 96+00 97+00 98+00 99+00 100+00 100+50

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 181 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 07

PLOT DATE : 7/30/2025 4:11 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 100+50

MATCH LINE 106+00

EXISTING R/W (TYP)

ALLIANT ELECTRIC

N

SI (TYP)

+80.61
-30.26' LT

ASPHALT DRIVEWAY

104+46.85

+60.16
-27.50' LT

8'
14'
12'
14'
12'
14'
8'

102+00 'WB'

USH 14 WB

104+00 'WB'

106+0

102+00 'EB'

104+00 'EB'

106+00 'EB'

USH 14 EB

+92.66
32.00' RT

+34.41
32.00' RT

RICHLAND CENTER WATER

RICHLAND CENTER WWTF

CAUTION

+04.31
32.00' RT

+38.06
32.00' RT

ASPHALT DRIVEWAY

TLE

WE ENERGIES GAS

FRONTIER COMMUNICATIONS

ASPHALT DRIVEWAY

VCL = 500.00

K = 239.35

LP STA 103+20.06
LP EL 729.96

CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH

ORIGINAL GROUND

-0.58%

PROPOSED PROFILE

VPC STA 101+82.19
VPC EL 730.36

VPI STA 104+32.19
VPI EL 728.92

DITCH PROFILE RIGHT

ORIGINAL GROUND ELEVATION

PROPOSED PROFILE ELEVATION

735
730
725
720

731.14	730.83	730.51	730.31	730.16	730.04	730.09	730.15	730.26	730.59	731.08	731.62
731.12	730.83	730.54	730.26	730.06	729.97	729.98	730.09	730.31	730.64	731.06	731.60

100+50 101+00 102+00 103+00 104+00 105+00 106+00

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 182	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 08

PLOT DATE : 7/30/2025 4:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

ALLIANT ELECTRIC

RICHLAND CENTER WWTF

EXISTING R/W (TYP)

MATCH LINE 106+00

MATCH LINE 111+50

+14.68
-16.50' LT

ASPHALT DRIVEWAY

+93.37
-16.50' LT

108+00 'WB'

110+00 'WB'

USH 14 WB

12'

12'

14'

12'

108+00 'EB'

110+00 'EB'

USH 14 EB

14'

8'

10'

3'

3'

+56.68
32.00' RT

+02.26
31.97' RT

RICHLAND CENTER WATER

ASPHALT DRIVEWAY

+07.80
32.31' RT

+74.19
32.00' RT

CAUTION

WE ENERGIES GAS

FRONTIER COMMUNICATIONS

ADJUSTING WATER
VALVE COVERS

STA 108+05.63, 23.21' RT

RICHLAND CENTER WWTF

SI (TYP)

CHARTER COMMUNICATIONS

VPC STA 108+87.37
VPC EL 735.80

VCL = 500.00

K = 239.35

VPT STA 106+82.19
VPT EL 732.70

1.51%

PROPOSED PROFILE

ORIGINAL GROUND

VCL = 900.01

K = 323.44

ORIGINAL GROUND ELEVATION

PROPOSED PROFILE ELEVATION

745

740

735

730

731.62	731.60	732.25	732.23	732.95	732.97	733.74	733.72	734.47	734.48	735.24	735.24	736.00	735.99	736.67	736.69	737.22	737.31	737.81	737.85	738.29	738.32	738.64	738.71

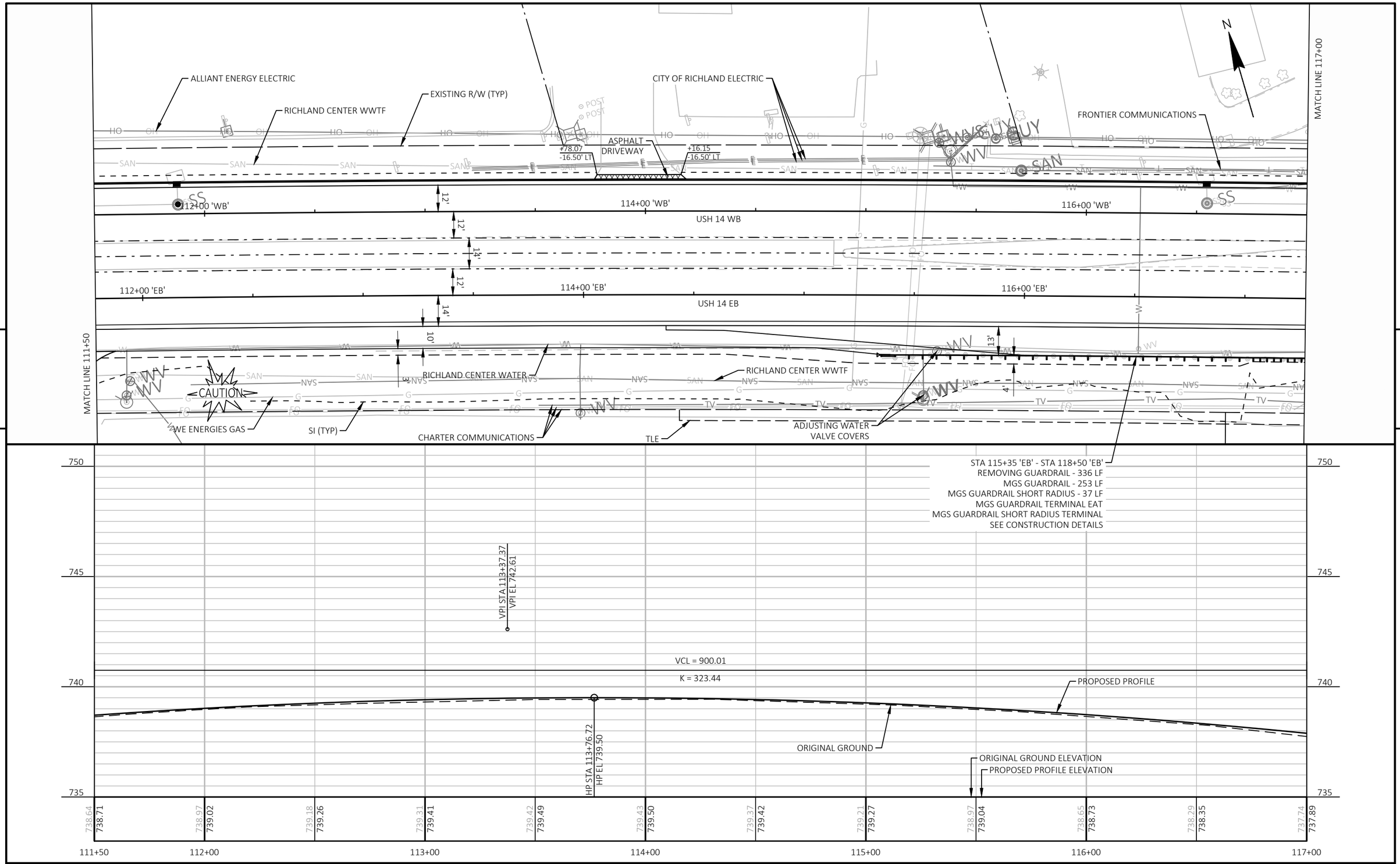
106+00 107+00 108+00 109+00 110+00 111+00 111+50

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 183	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 09

PLOT DATE : 7/30/2025 4:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

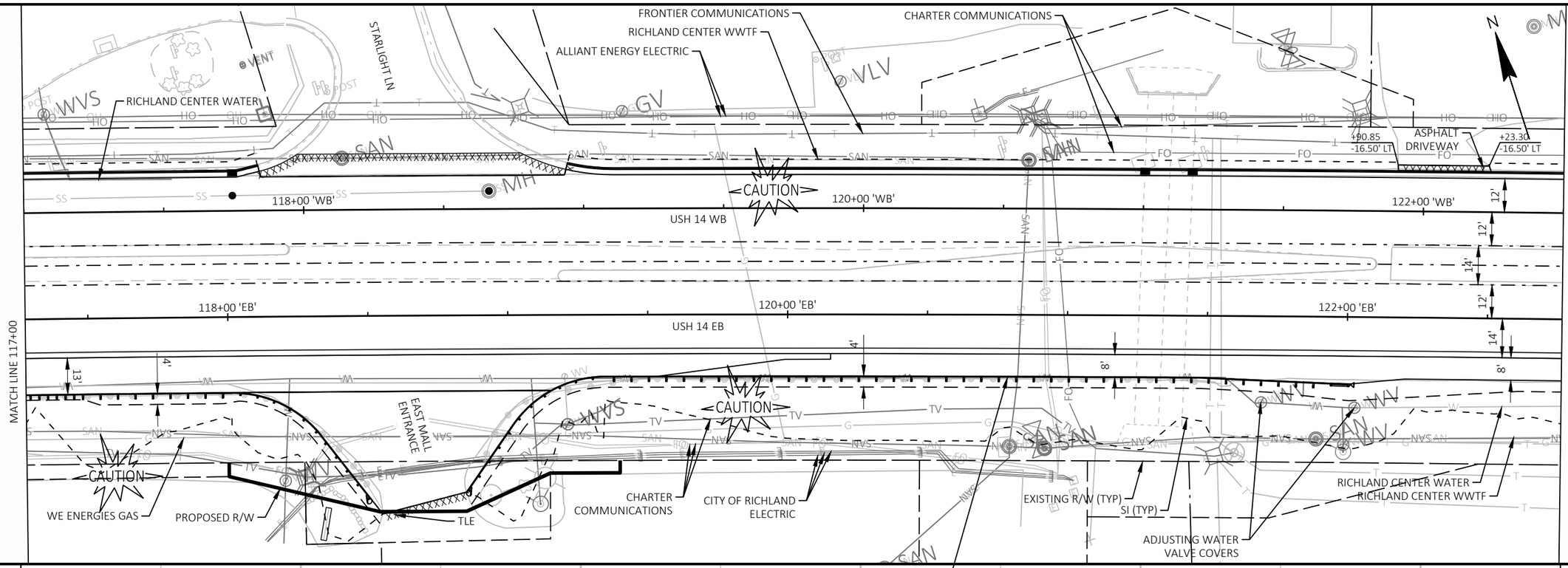


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 184	E

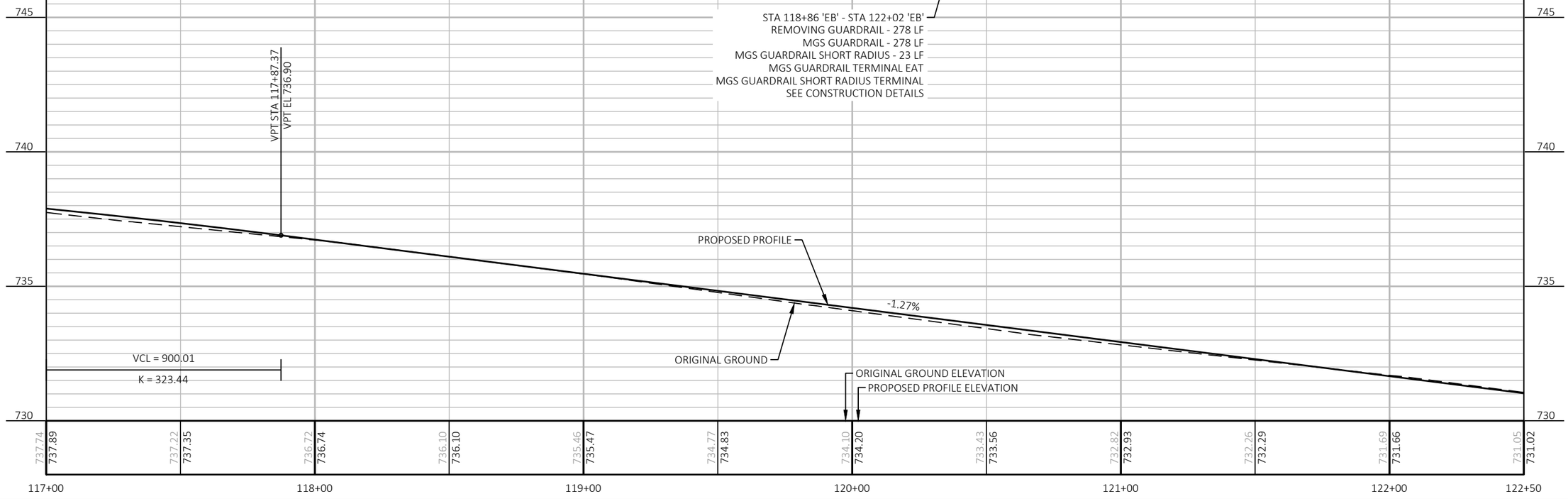
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 10

PLOT DATE : 7/30/2025 4:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

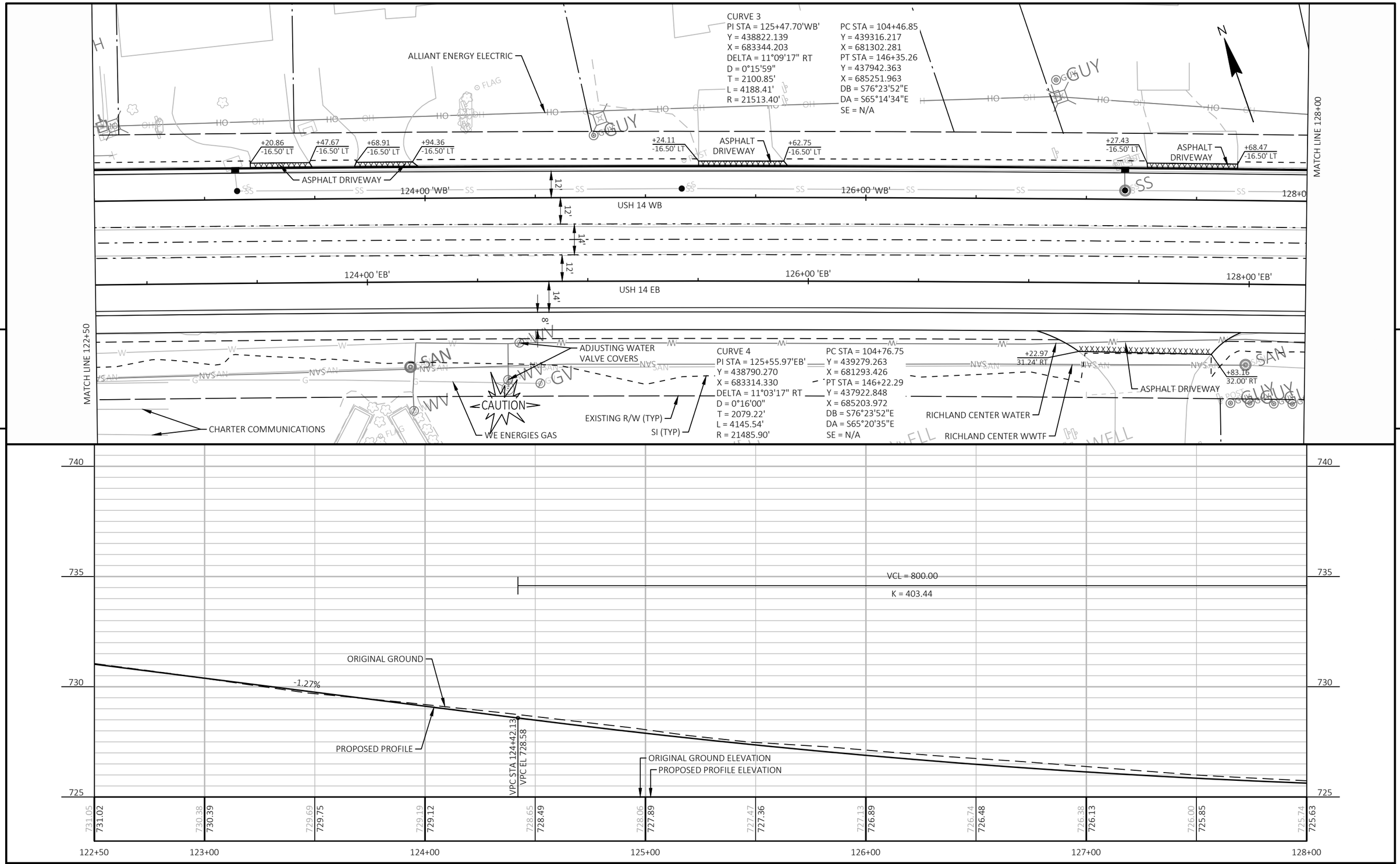
WISDOT/CADDS SHEET 44



STA 118+86 'EB' - STA 122+02 'EB'
REMOVING GUARDRAIL - 278 LF
MGS GUARDRAIL - 278 LF
MGS GUARDRAIL SHORT RADIUS - 23 LF
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL SHORT RADIUS TERMINAL
SEE CONSTRUCTION DETAILS

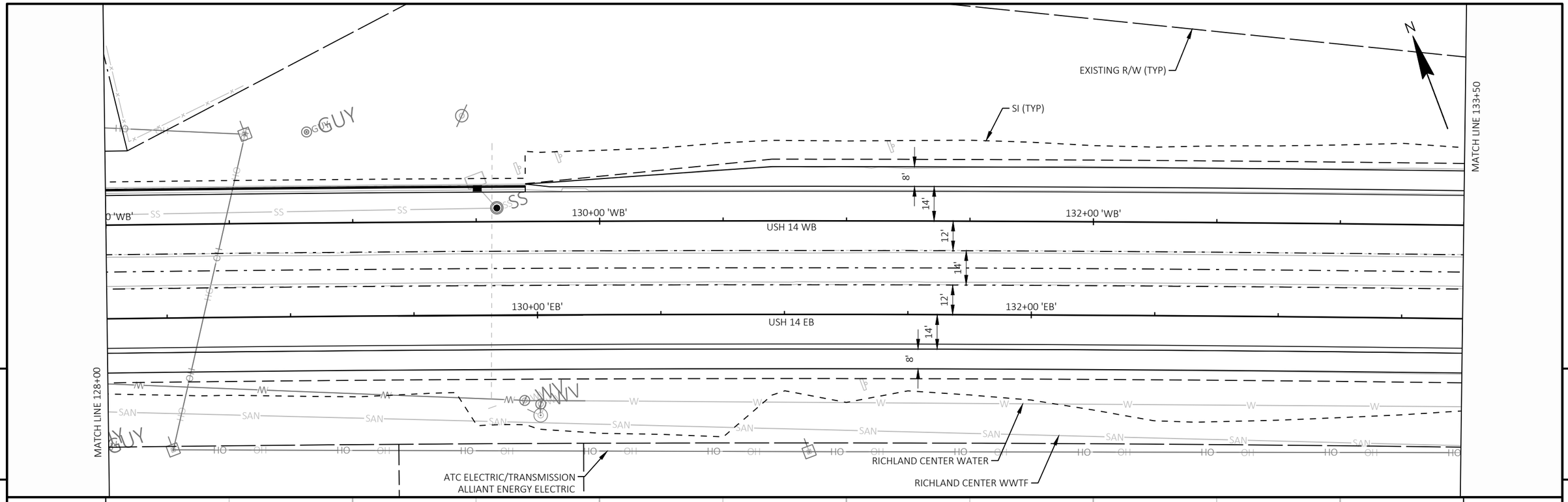


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 185	E



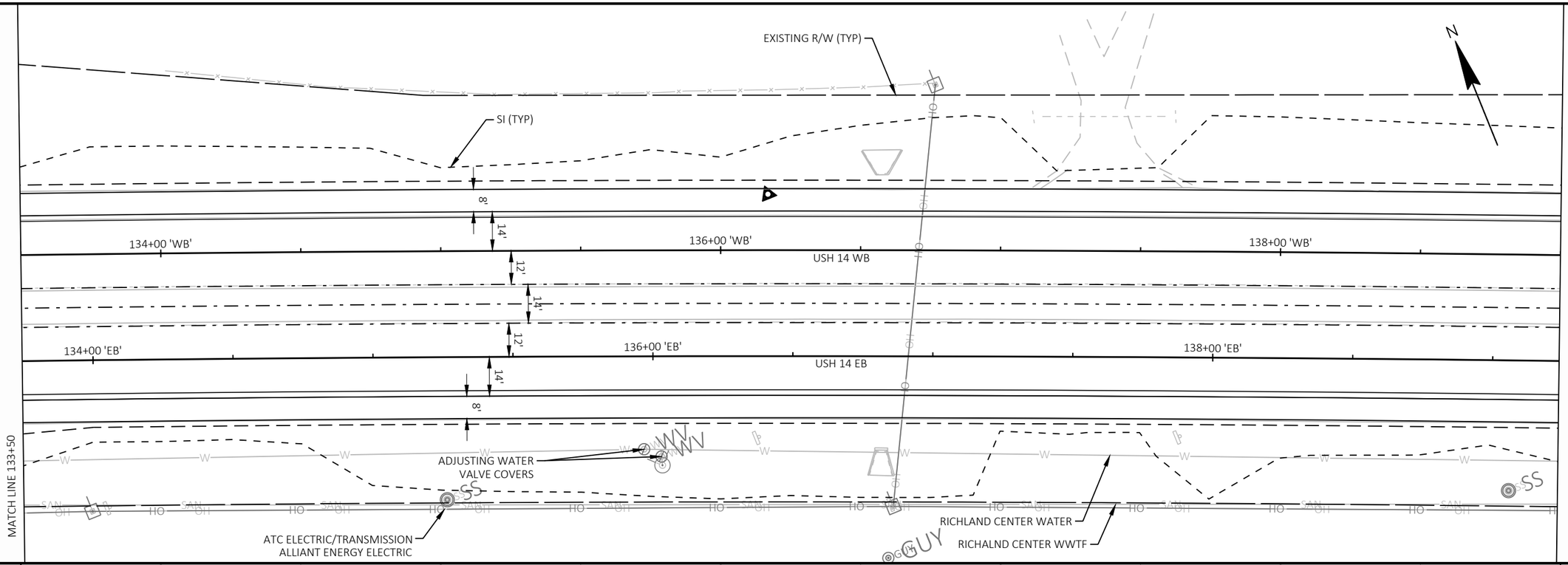
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 186	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 12
PLOT DATE : 7/30/2025 4:12 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 187	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 13
PLOT DATE : 7/30/2025 4:12 PM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 188 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 14

PLOT DATE : 7/30/2025 4:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

EXISTING R/W (TYP)

SI (TYP)

8'

14'

140+00 'WB'

12'

USH 14 WB

14'

142+00 'WB'

144+00 'WB'

12'

140+00 'EB'

USH 14 EB

142+00 'EB'

144+00 'EB'

14'

8'

MATCH LINE 139+00

MATCH LINE 144+50

GUY

OH

CITY OF RICHLAND ELECTRIC

FRONTIER COMMUNICATION

WE ENERGIES GAS

WISDOT

+17.49
60.32' RT

+52.52
60.32' RT

ASPHALT DRIVEWAY

RICHLAND CENTER WATER

RICHLAND CENTER WWTF

ENVIRONMENTALLY SENSITIVE AREA

WE ENERGIES GAS

CAUTION

FRONTIER COMMUNICATIONS

ATC ELECTRIC/TRANSMISSION
ALLIANT ENERGY ELECTRIC

CONCRETE SURFACE DRAIN

CONTROL POINT - SPIKE
ELEV=730.88
X=684742.001
Y=438102.049

5

5

740

735

730

725

STA 143+47.61
EL 732.25

ORIGINAL GROUND

PROPOSED PROFILE

0.41%

0.49%

ORIGINAL GROUND ELEVATION

PROPOSED PROFILE ELEVATION

| | | |

EXISTING R/W (TYP)
NGS MONUMENT DQ5156
FENCE SAFETY
FRONTIER COMMUNICATIONS
SI (TYP)
CONTROL POINT - 0.75" REBAR
ELEV=733.15
X=685306.044
Y=437958.319
CITY OF RICHLAND ELECTRIC
RICHLAND CENTER WWTF
GUY POLE
RD OO
PI 146+85.26
PI 147+45.91
8'
14'
12'
14'
12'
12'
14'
146+00 'WB'
S65°14'34"E
148+00 'WB'
S66°03'19"E
150+00 'WB'
USH 14 WB
146+00 'EB'
USH 14 EB
148+00 'EB'
150+00 'EB'
S65°20'35"E
+45.26
22.01' RT
+45.19
25.56' RT
+38.71
22.00' RT
+38.58
28.15' RT
END CONSTRUCTION
STA 149+38.71'WB'
MATCH EXISTING
SAW CUT REQ'D
MATCH LINE 144+50
WISDOT
WE ENERGIES GAS
CAUTION
FRONTIER COMMUNICATIONS
ENVIRONMENTALLY SENSITIVE AREA
CTH O
ATC ELECTRIC/TRANSMISSION
ALLIANT ENERGY ELECTRIC
RICHLAND CENTER WATER
5
5

745
740
735
730

END PROJECT
STA 147+41.45
MATCH EXISTING
SAW CUT REQ'D
STA 145+94.20
EL 733.47
STA 147+41.45
EL 734.34
ORIGINAL GROUND
0.49%
0.59%
PROPOSED PROFILE
ORIGINAL GROUND ELEVATION
PROPOSED PROFILE ELEVATION

732.71	732.98	733.26	733.55	733.84
732.76	733.00	733.25	733.50	733.80

734.12	734.42	734.75	735.00	735.29	735.61	
734.10						

144+50 145+00 146+00 147+00 148+00 149+00 149+50

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE: PLAN SHEETS	SHEET 190	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 16
PLOT DATE : 7/30/2025 4:12 PM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-03	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C15-02	CONCRETE BASE TYPE 10 SPECIAL
09C16-01	CONCRETE BASE TYPE 10 SPECIAL EXTENSION
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
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

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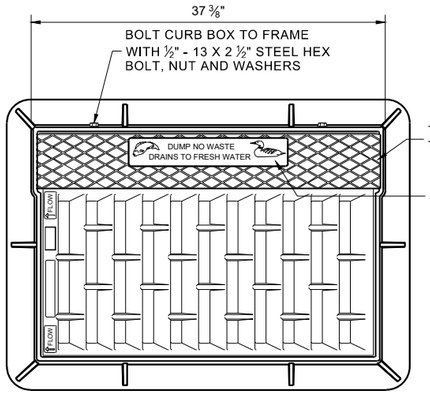
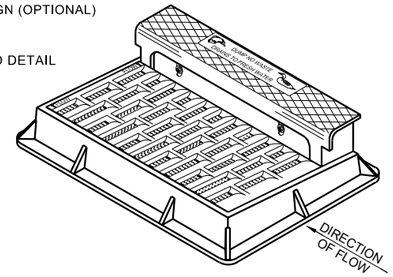
Standard Detail Drawing List

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)
14B53-03A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-10B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	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
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

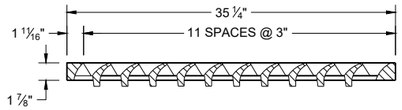
6

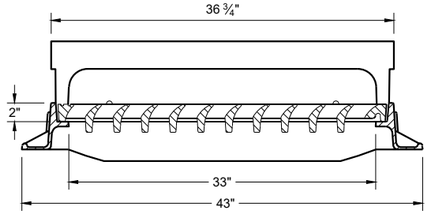


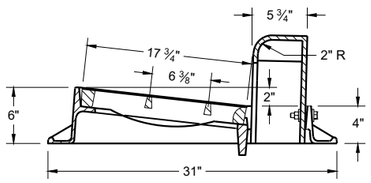
NOTE: EITHER CASTING IS ACCEPTABLE

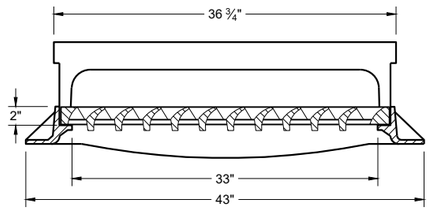


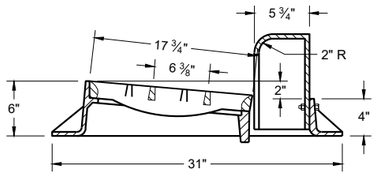
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







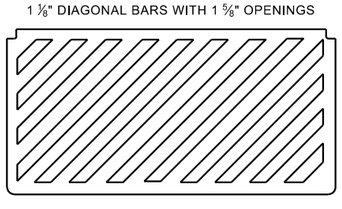




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

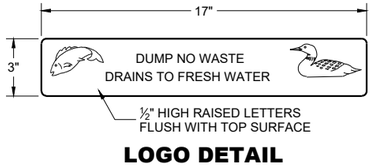
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



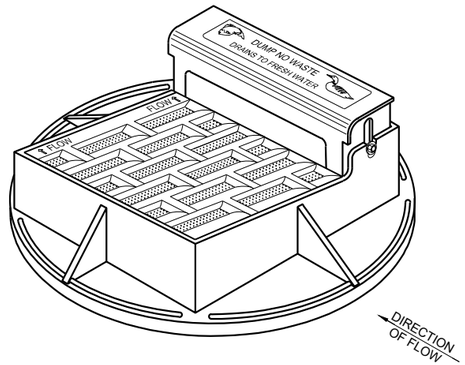
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

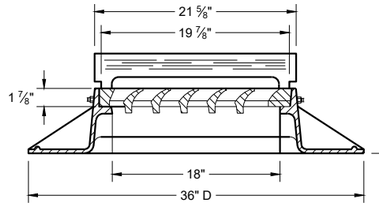


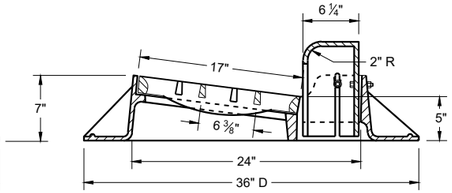
LOGO DETAIL



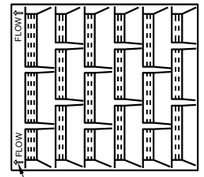
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

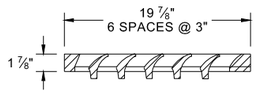




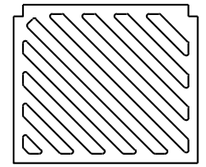
TYPE "A"



DIRECTION OF FLOW ARROWS



1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")

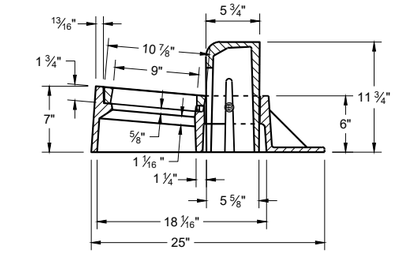
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

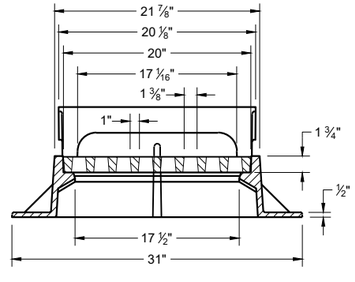
GENERAL NOTES

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

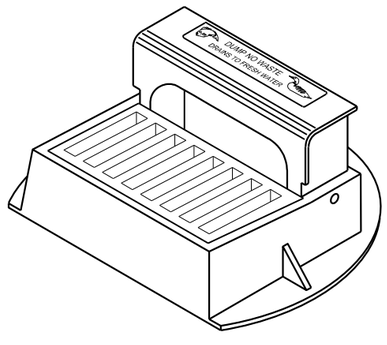
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





TYPE "Z"



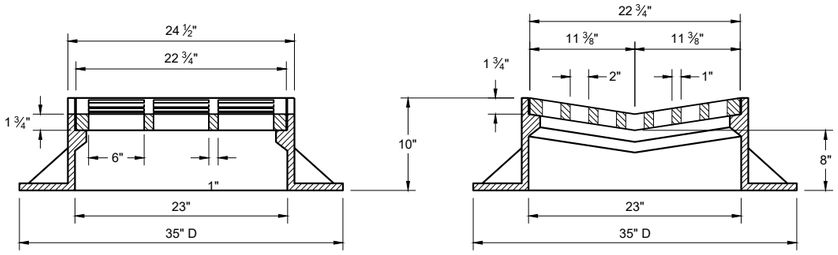
INLET COVERS
TYPES A, H, A-S, H-S AND Z

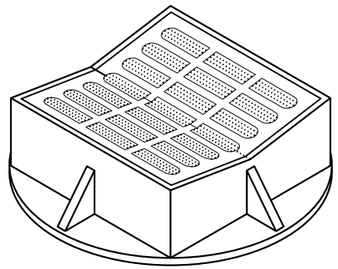
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

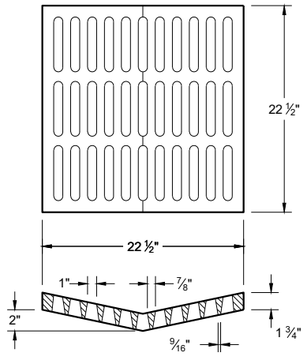
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





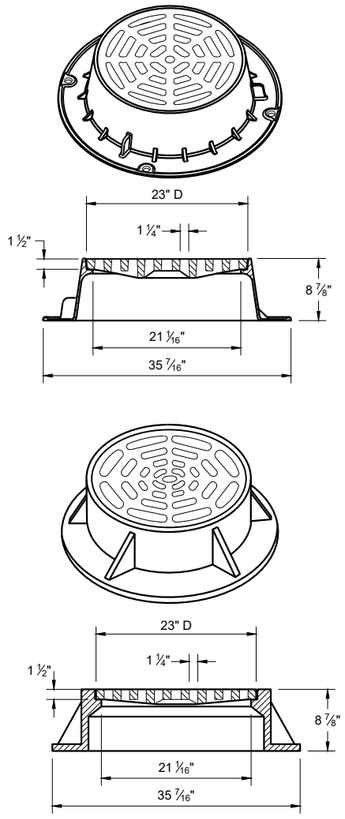
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

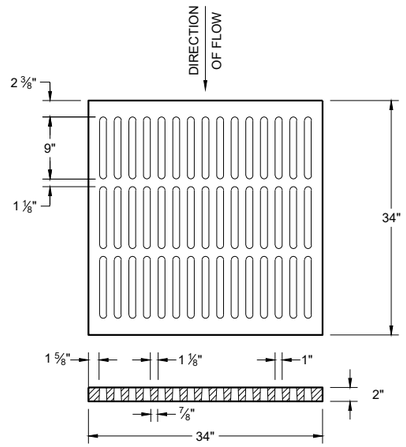
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

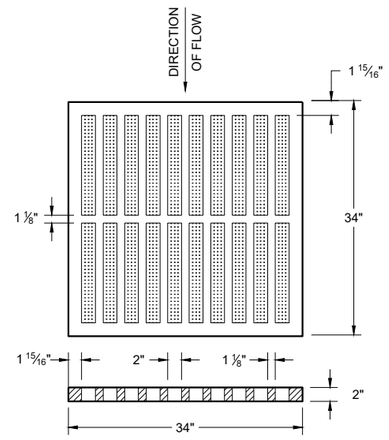
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

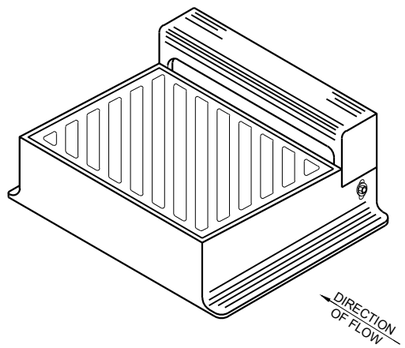
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



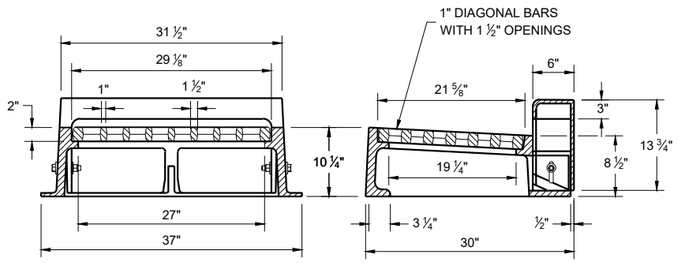
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

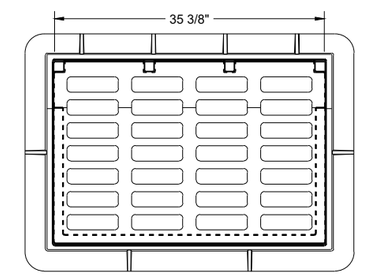


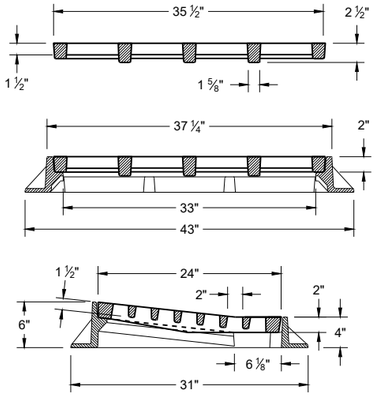
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

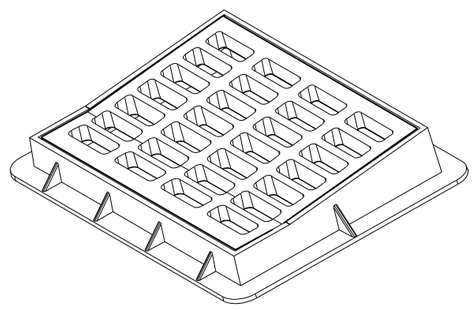
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

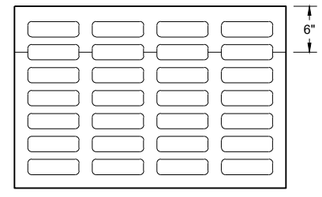




TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.





INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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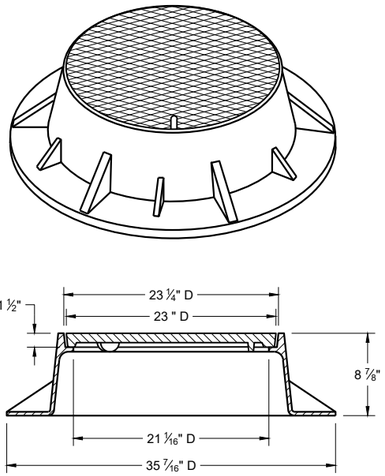
SDD 08A05-22b

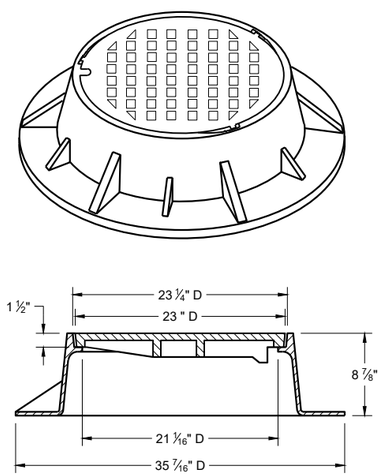
GENERAL NOTES

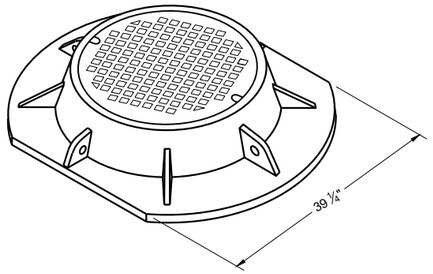
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

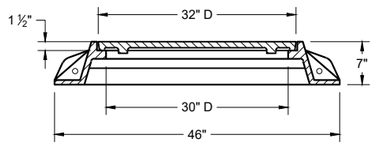
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

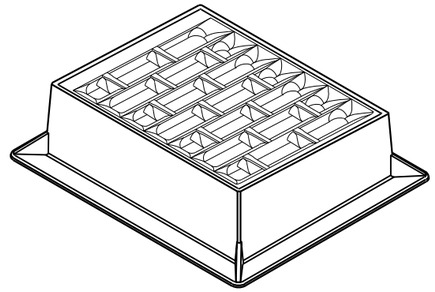


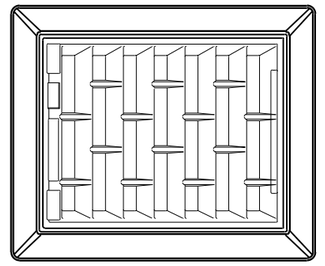


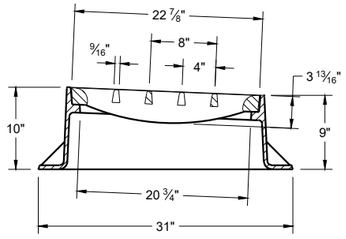


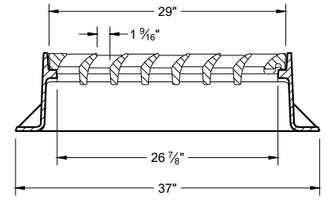


TYPE "K"

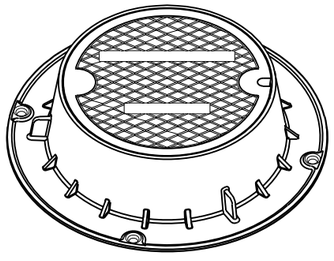


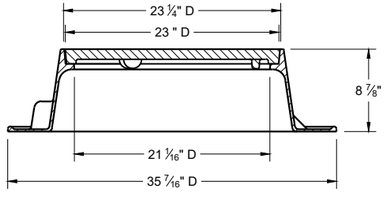






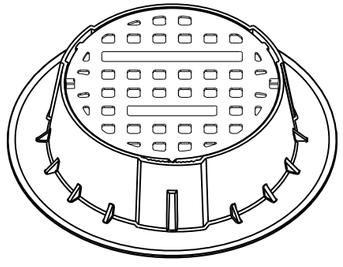
INLET COVER TYPE "BW"

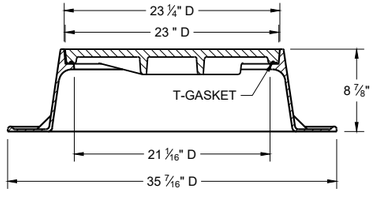




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

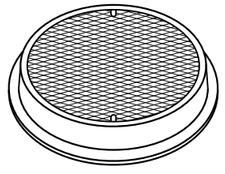


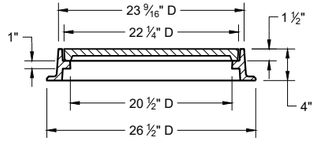


TYPE "J" SPECIAL

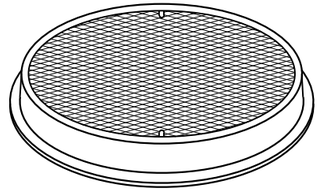
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

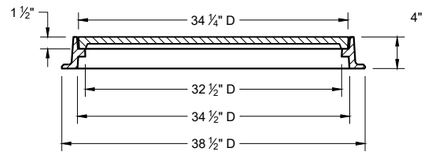
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

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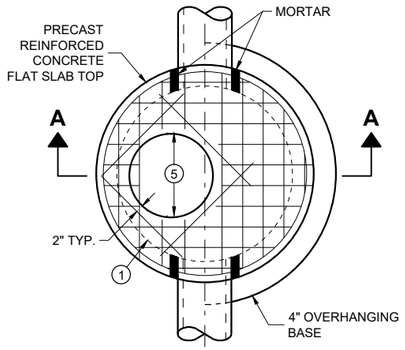
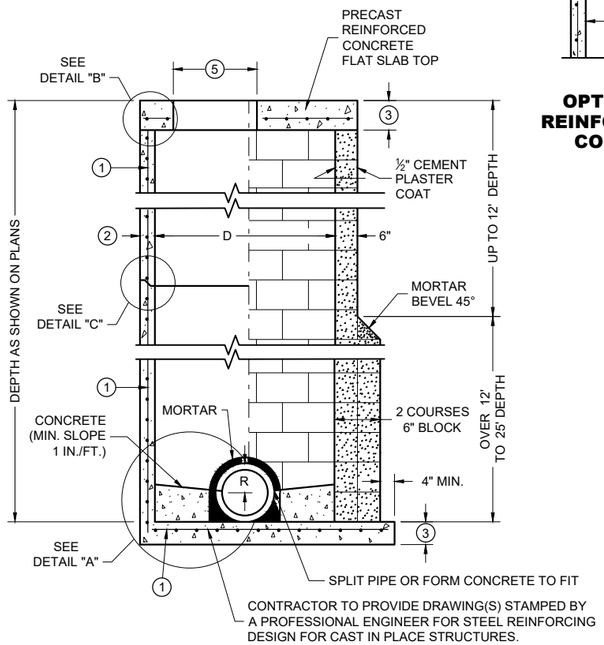


PLAN VIEW

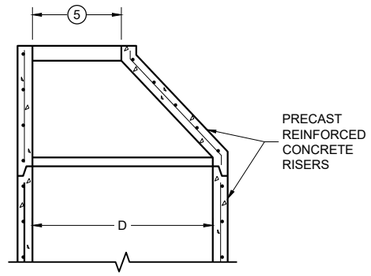
CIRCULAR OPENING



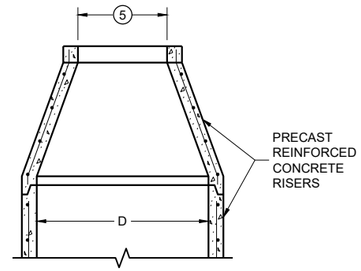
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

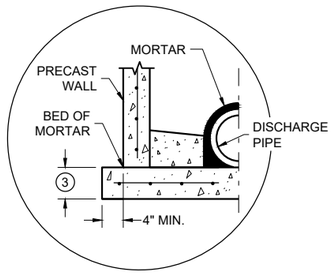
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



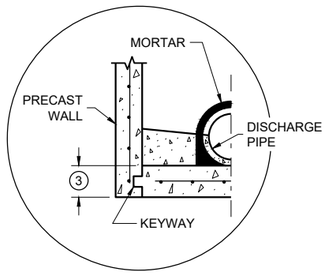
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

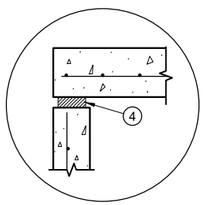


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

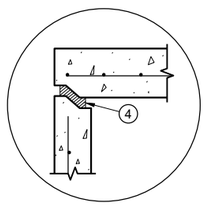


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

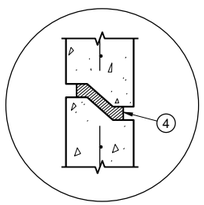
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

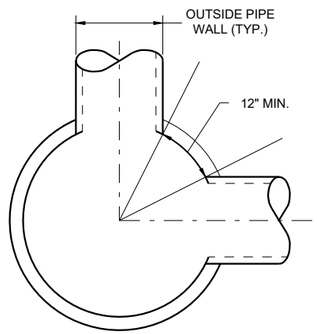
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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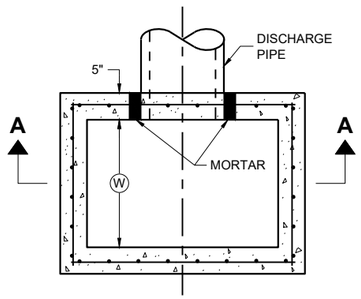
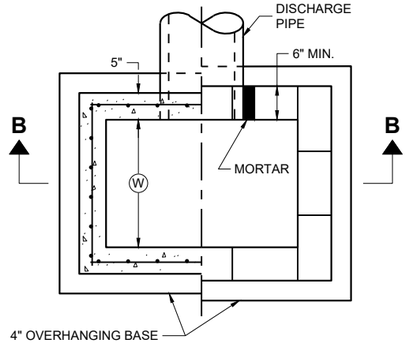
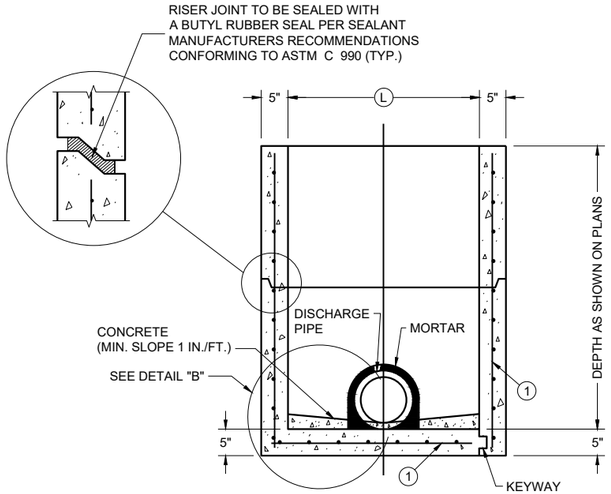
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER



PLAN VIEW



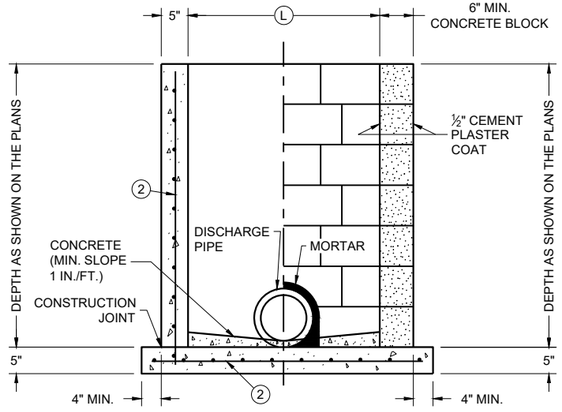
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

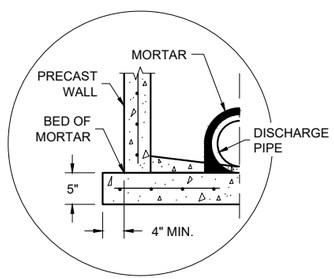
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

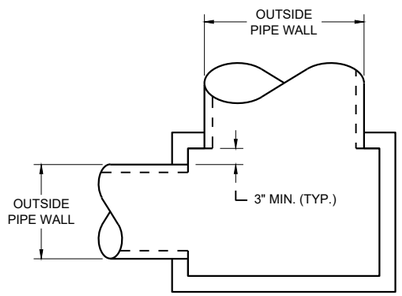
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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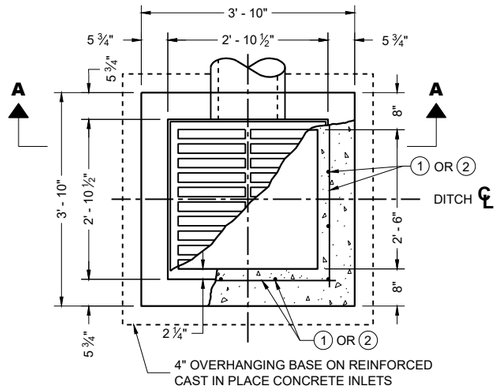
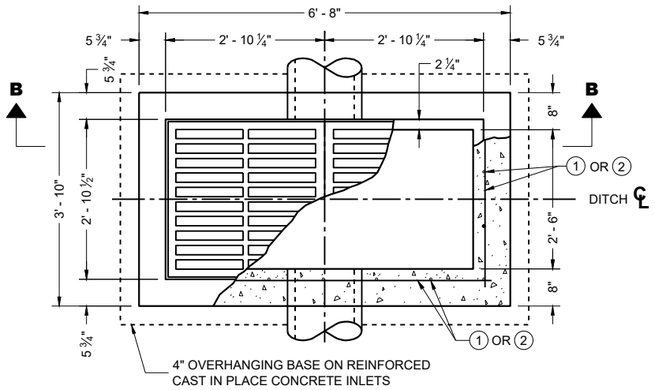
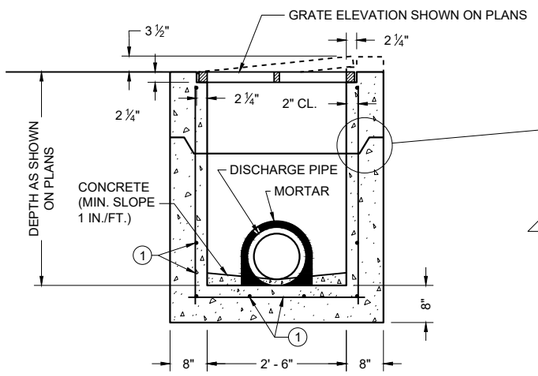


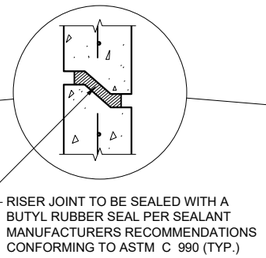
PLAN VIEW

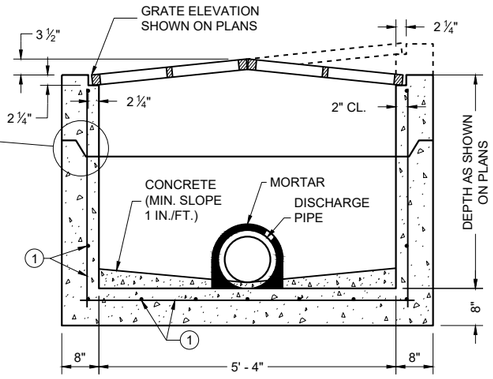


PLAN VIEW

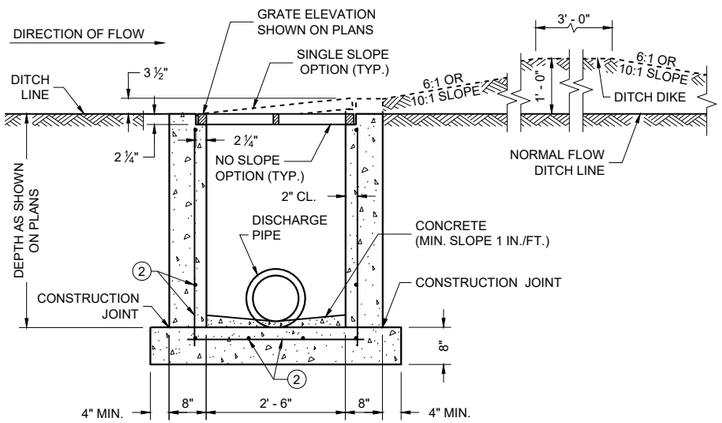


PRECAST REINFORCED CONCRETE SECTION A - A



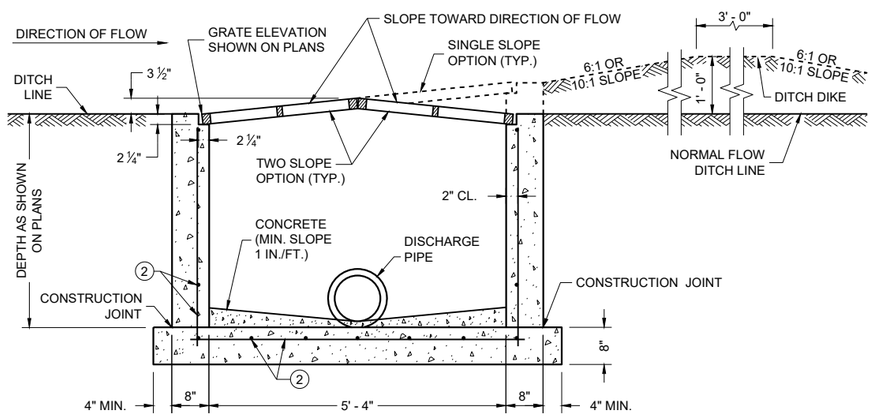


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

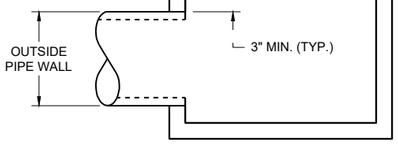
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

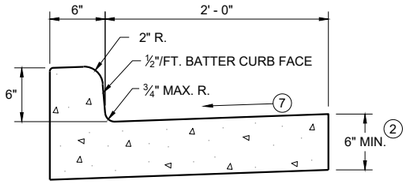
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

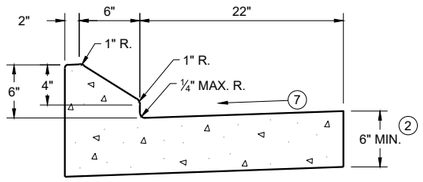
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

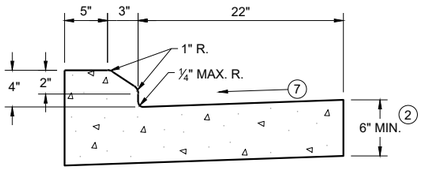
6
SDD 08C08-03



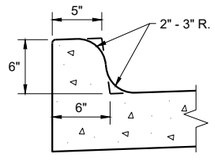
TYPES A (1) & D



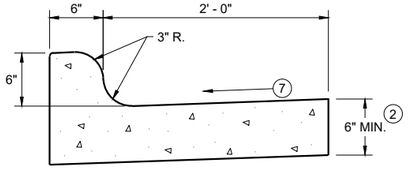
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

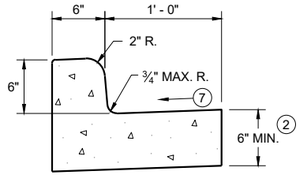


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



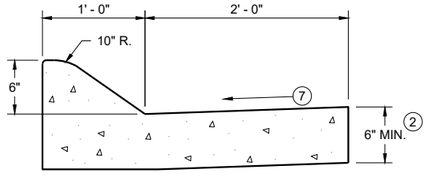
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

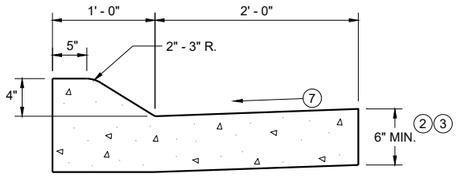


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

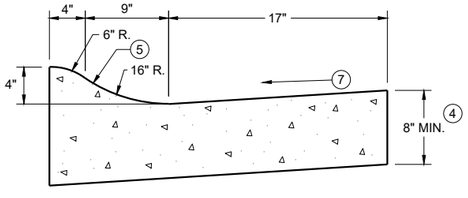


6" SLOPED CURB TYPES A (1) & D



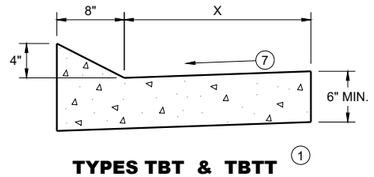
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

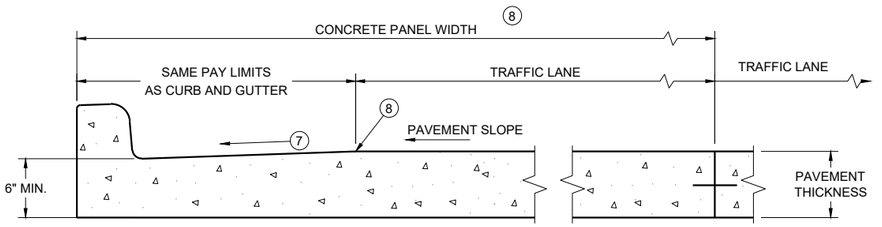


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

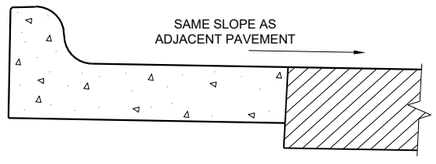
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

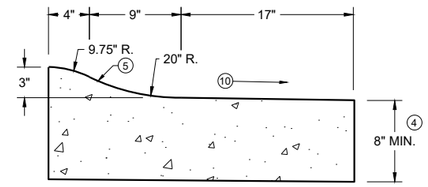
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

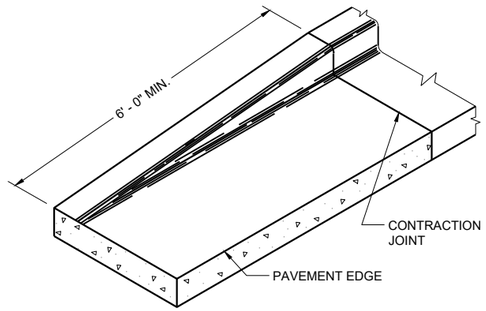
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



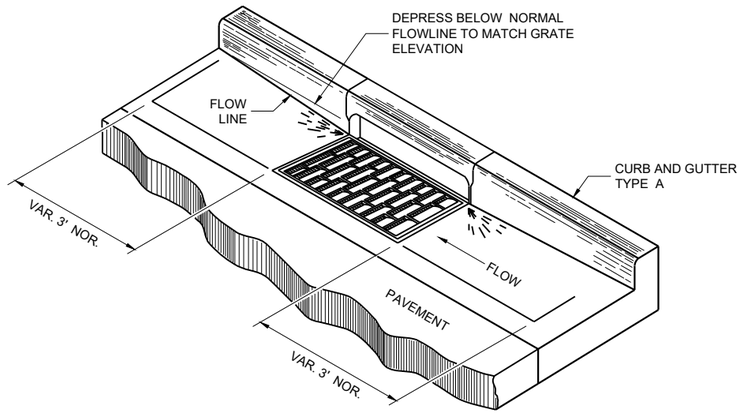
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

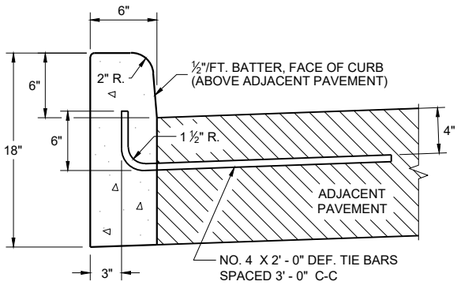
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

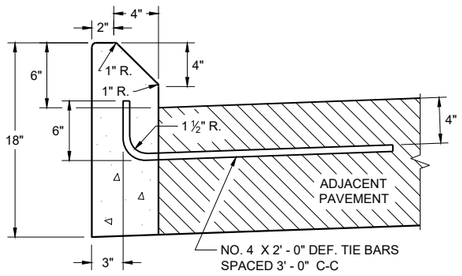
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

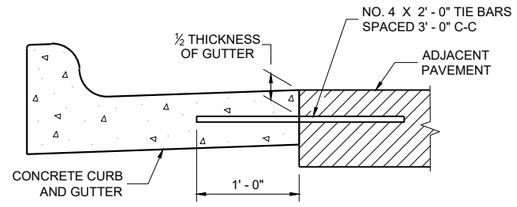


TYPES A (1) & D

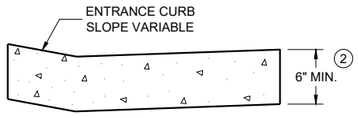


TYPES G (1) & J

CONCRETE CURB

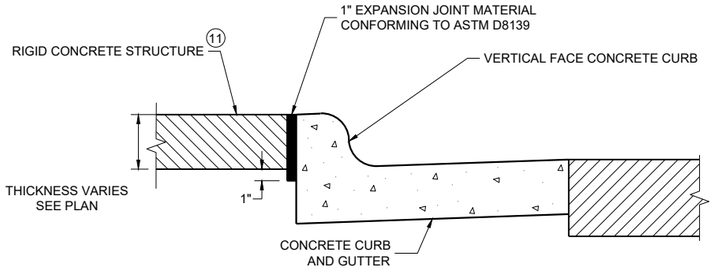


TYPICAL TIE BAR LOCATION (1)

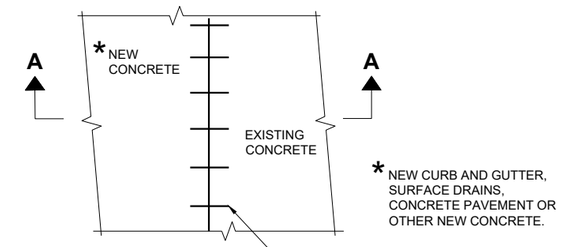


DRIVEWAY ENTRANCE CURB (10)

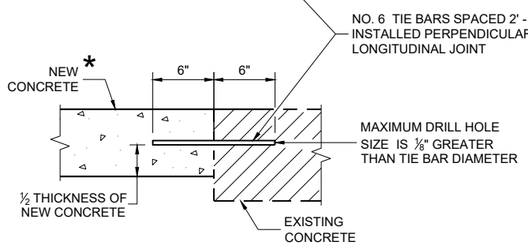
(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D01-24b

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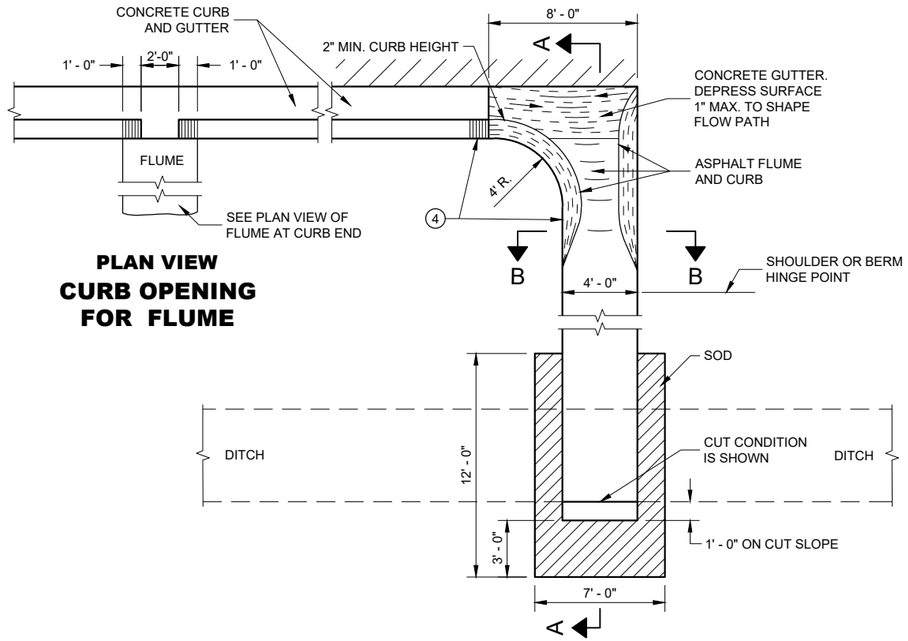
SDD 08D01-24b

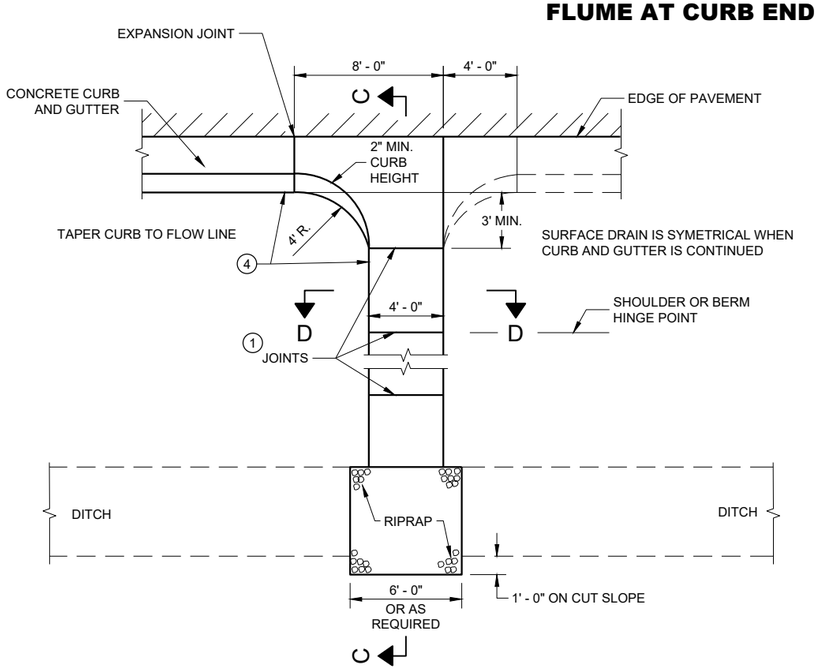
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



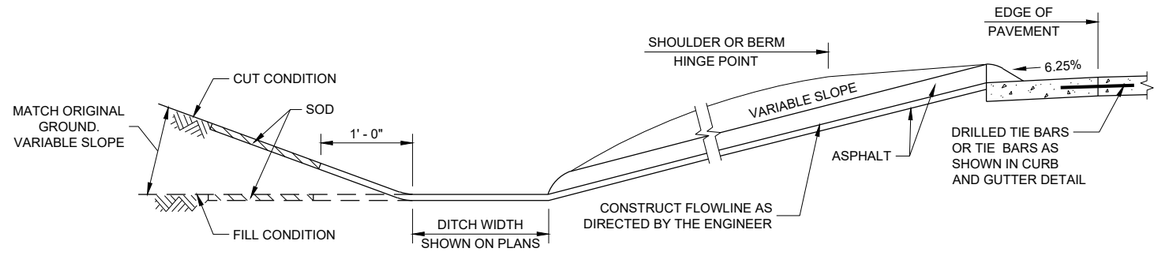
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

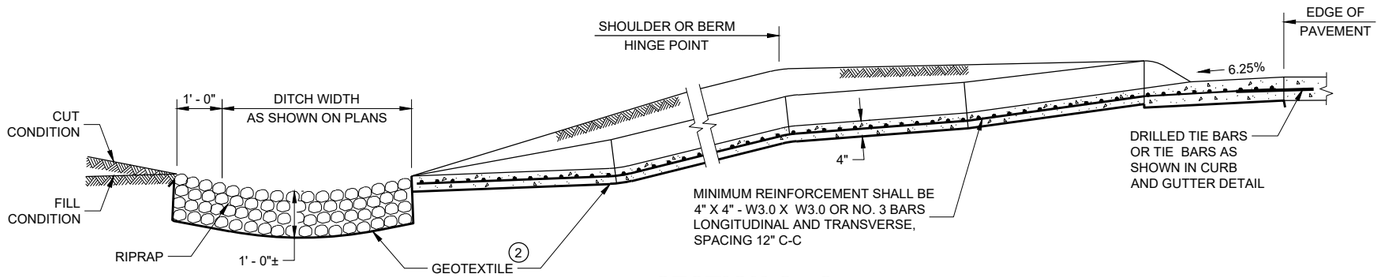
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

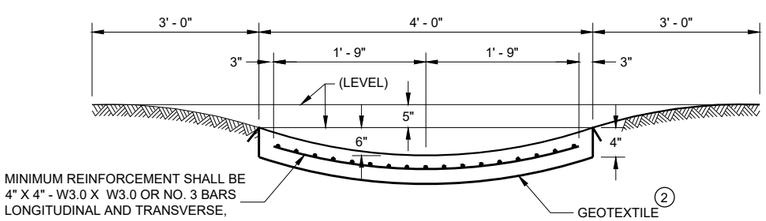


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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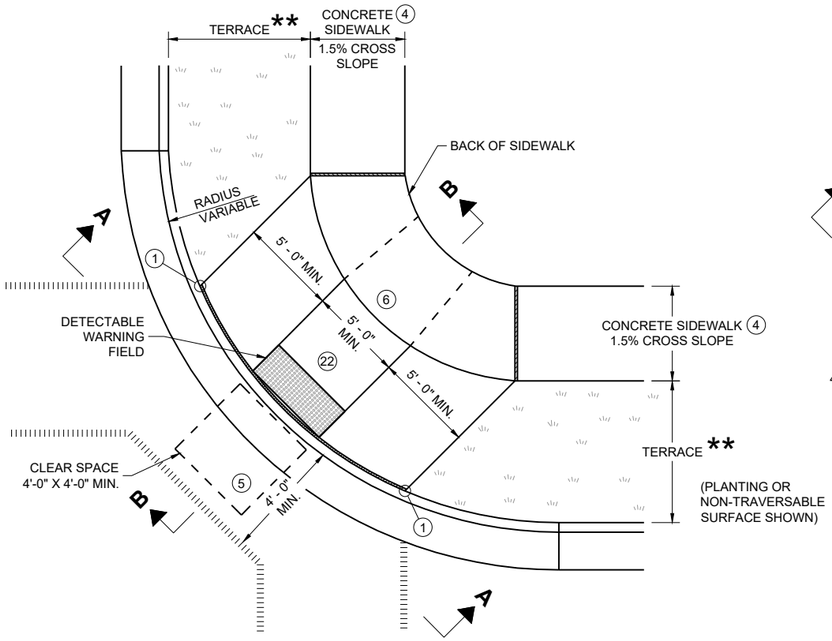
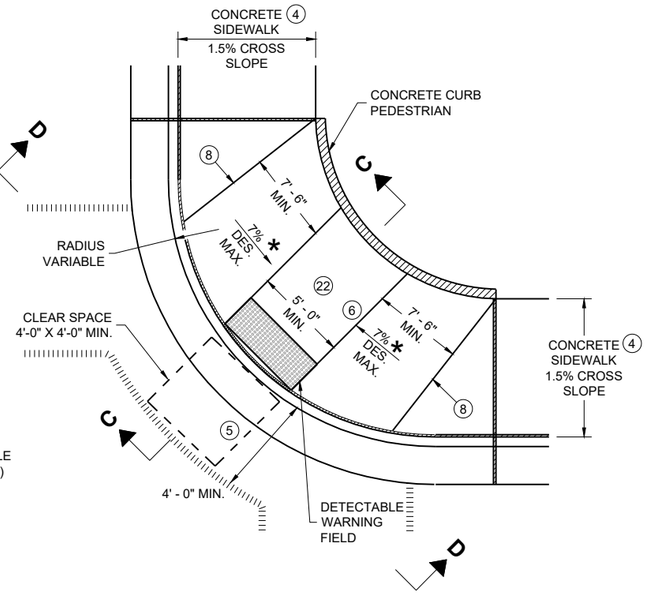
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

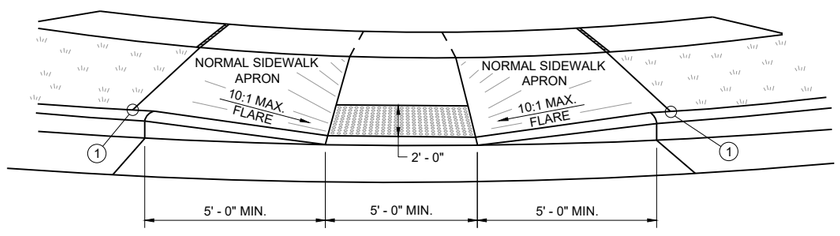
(CENTER OF CORNER RADIUS)



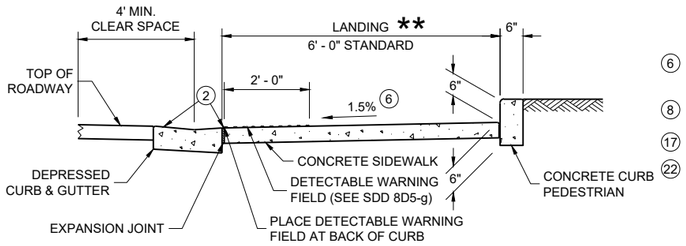
PLAN VIEW

CURB RAMP TYPE 1 - A

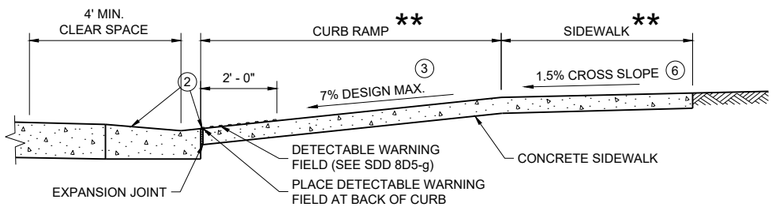
(NO TERRACE)



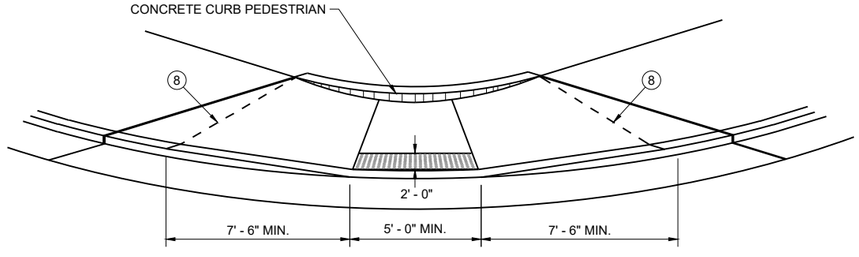
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

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

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

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

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

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

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

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

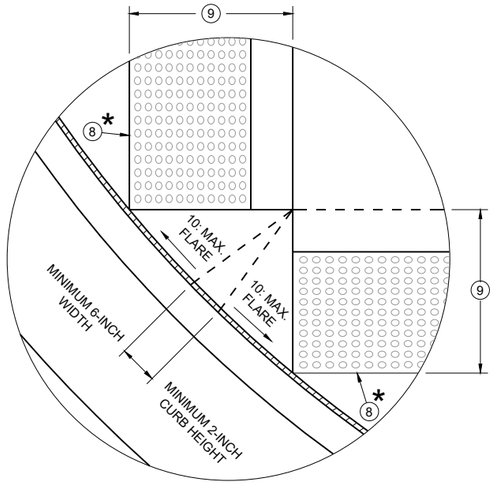
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

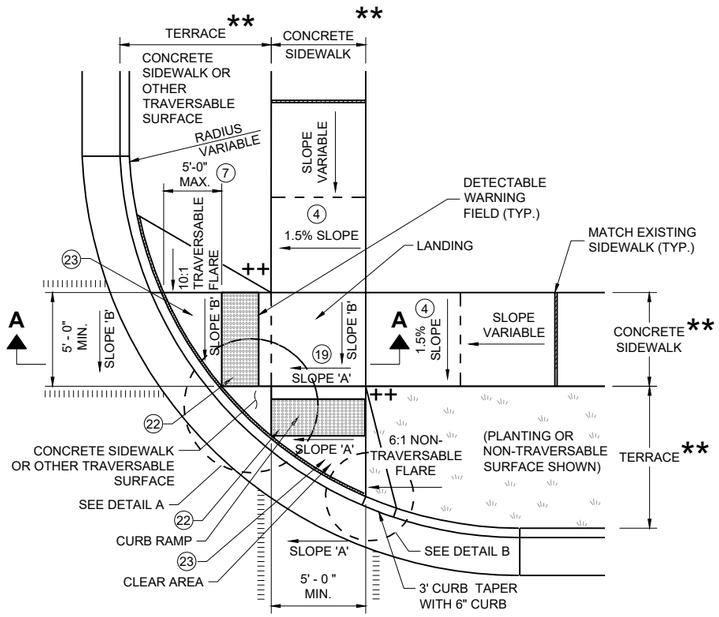
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



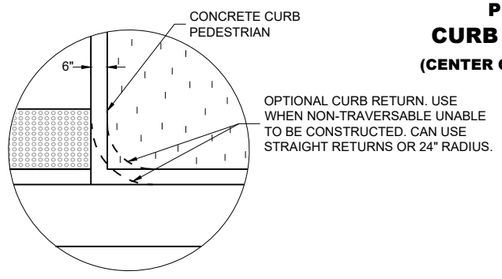
DETAIL A



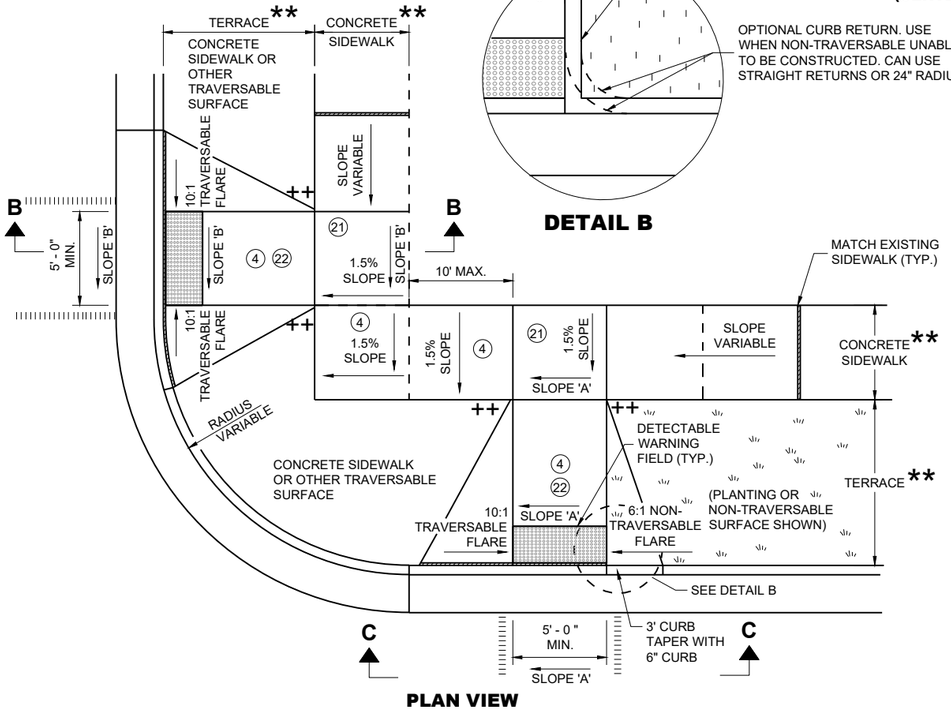
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

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

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

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

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

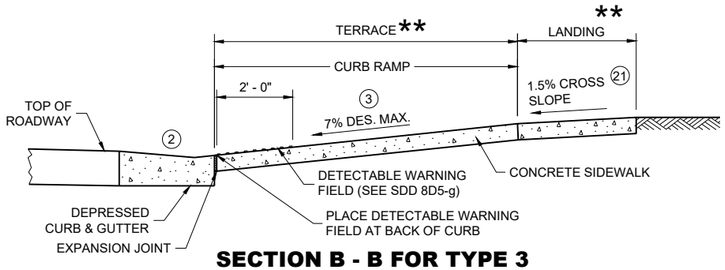
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

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

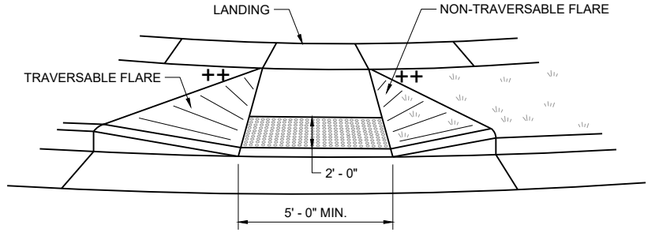
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

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

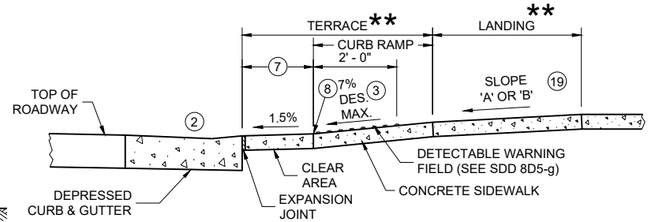
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

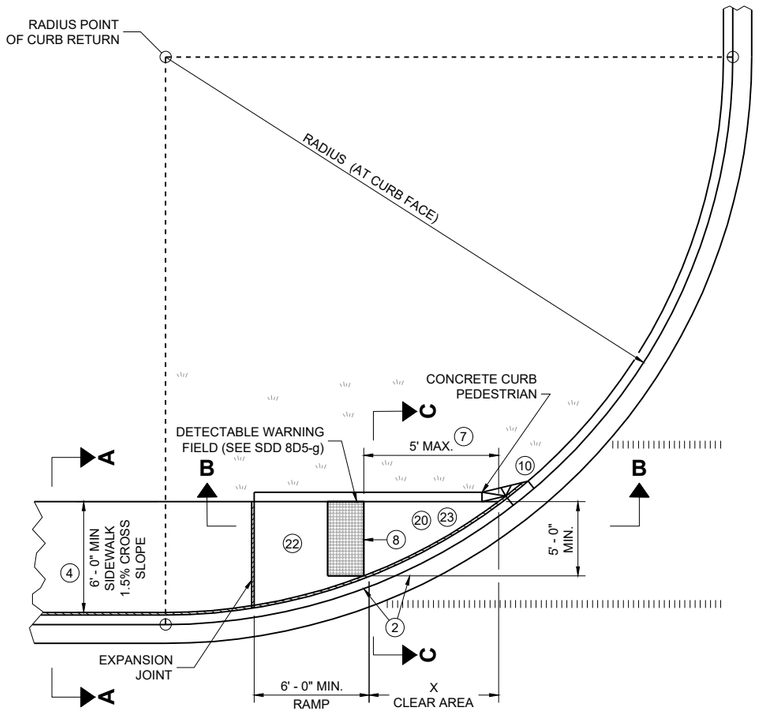
LEGEND

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

CURB RAMPS TYPE 2 AND 3

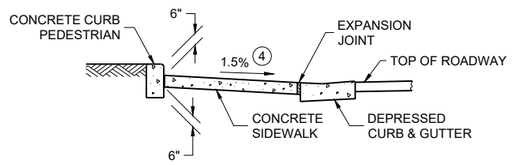
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22b

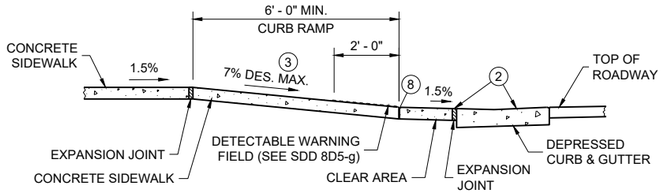


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



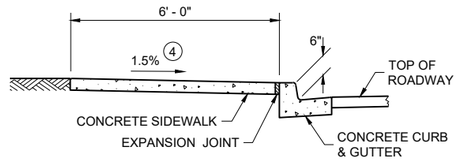
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

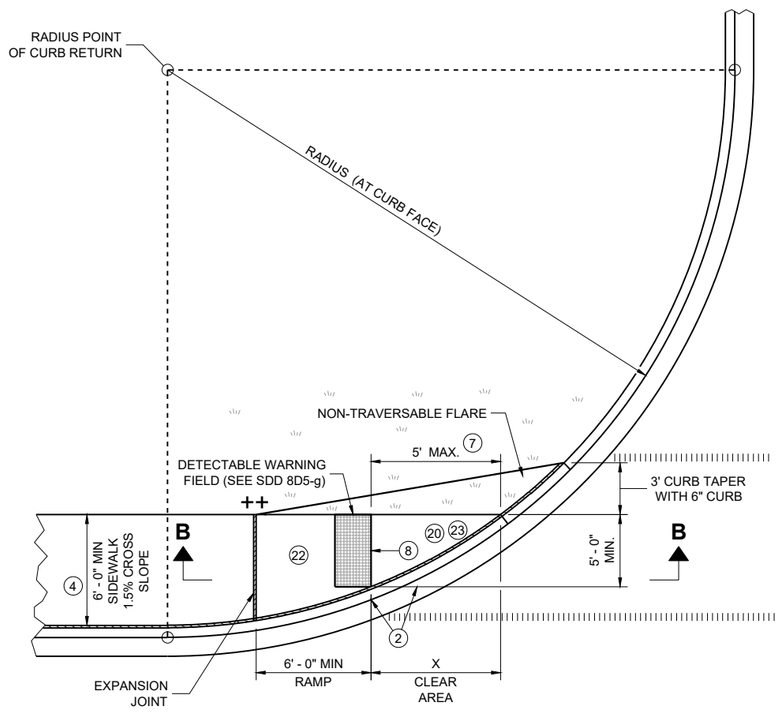
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



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.

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

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

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

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

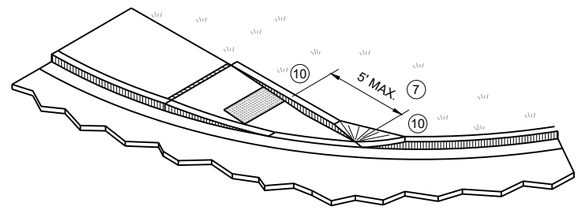
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

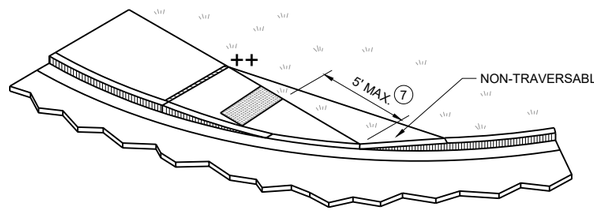
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

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



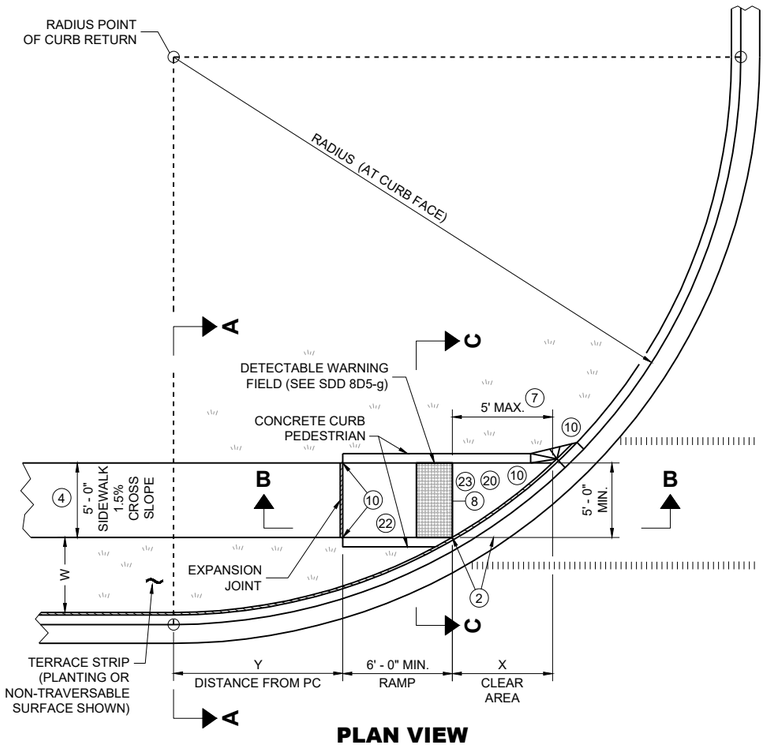
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

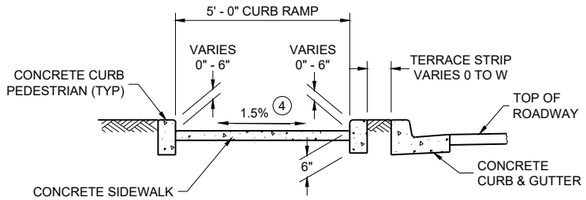
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

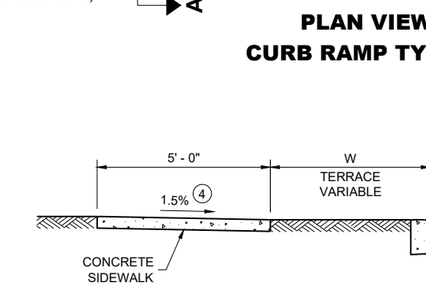
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

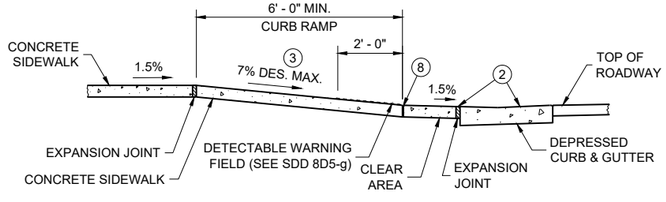
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

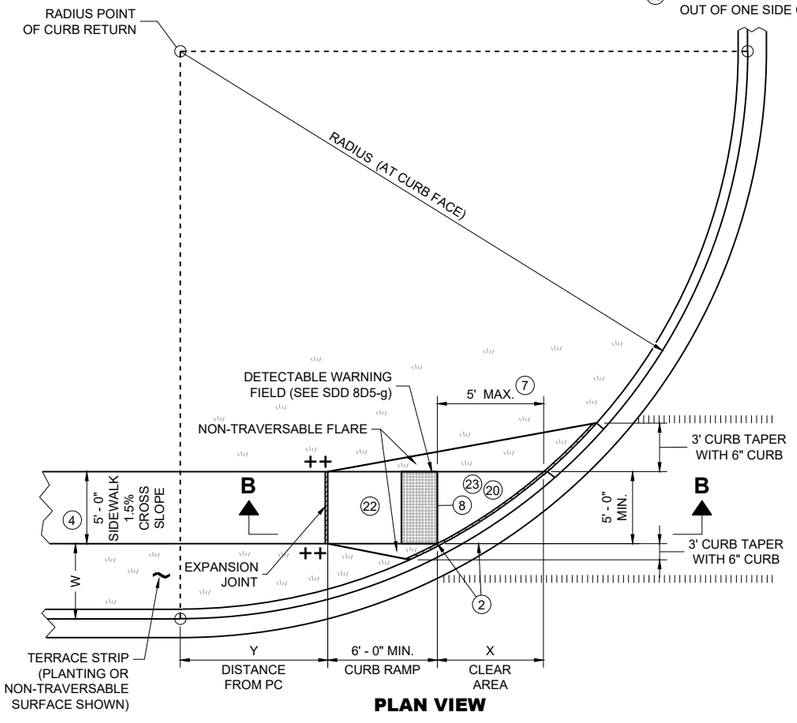
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



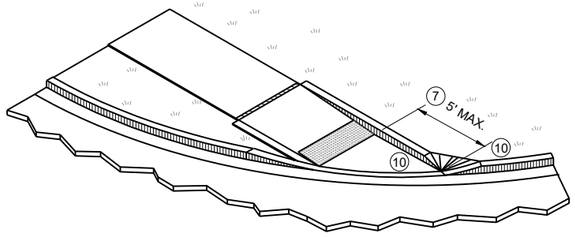
SECTION A - A FOR TYPE 4B



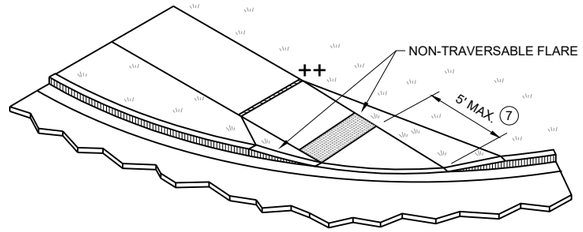
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



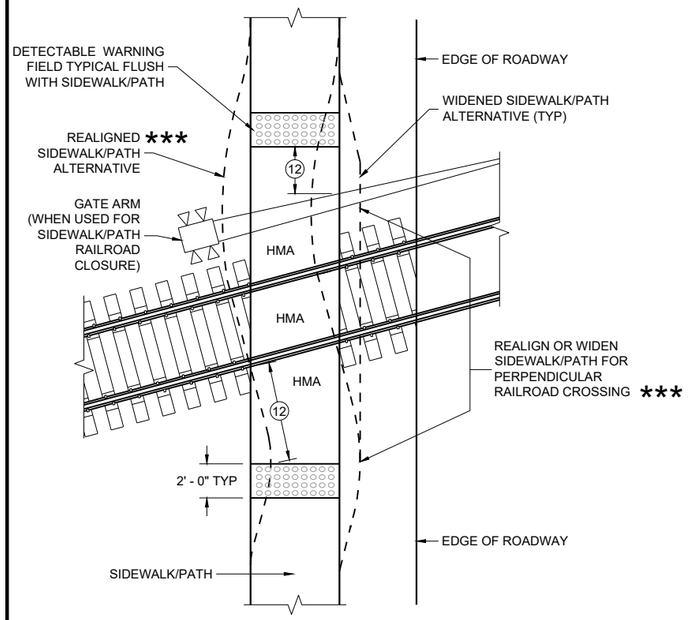
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

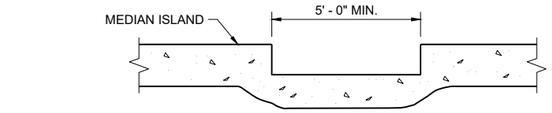
6

SDD 08D05-22d

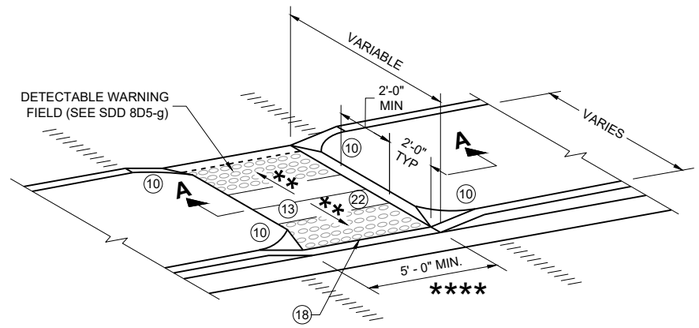


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

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

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

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

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

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

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

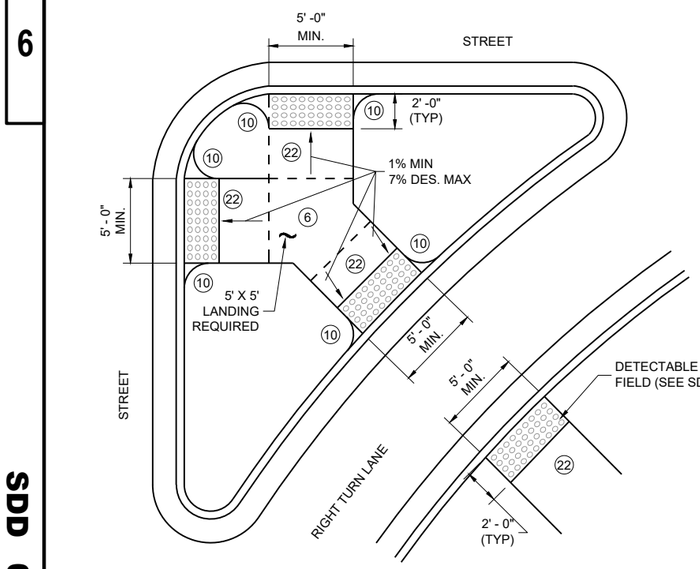
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

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

CURB RAMP TYPE 7A

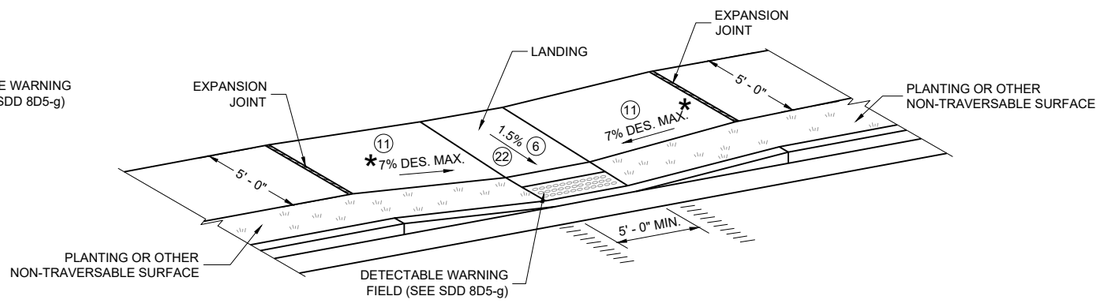
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

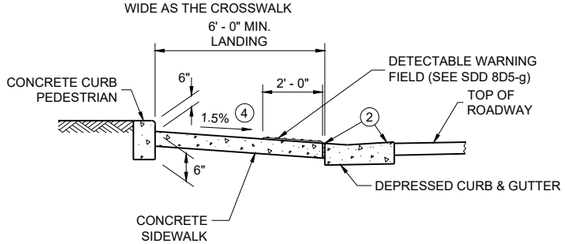


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

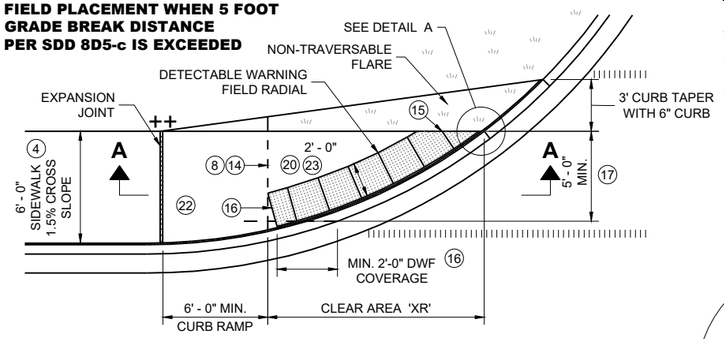


SECTION B - B FOR TYPE 7A

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

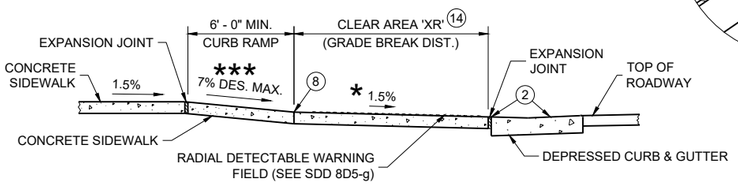
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

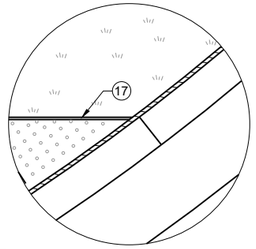
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

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

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

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

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

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

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

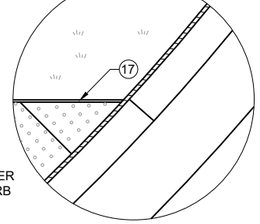
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

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

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

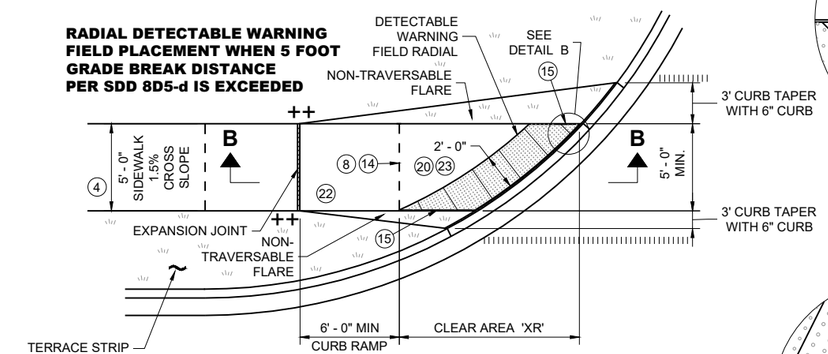
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

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



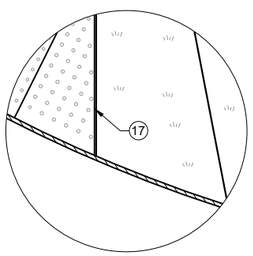
DETAIL B

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

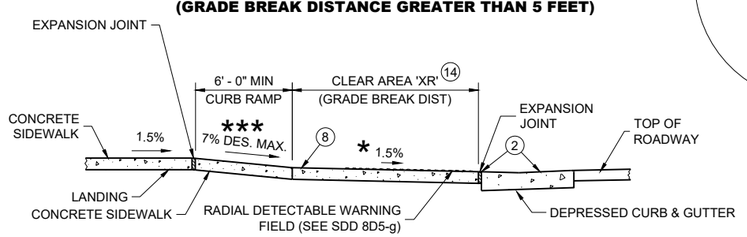


PLAN VIEW

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

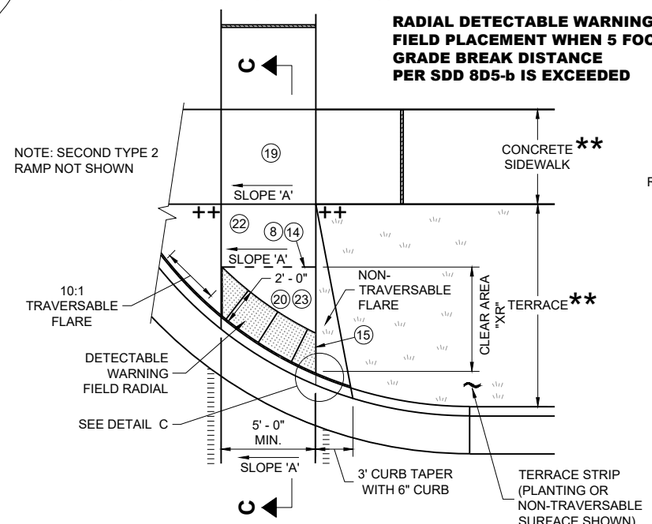


DETAIL C



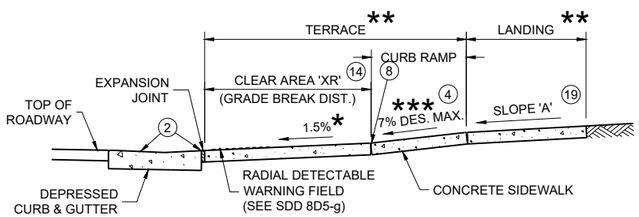
SECTION B - B FOR TYPE 4B1

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



PLAN VIEW

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



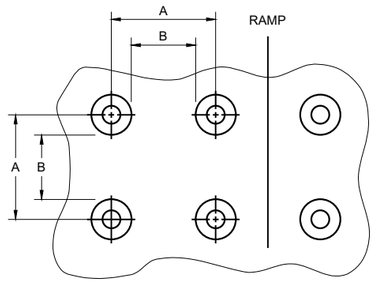
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

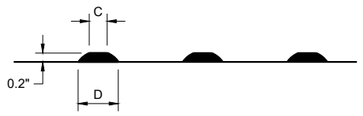
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

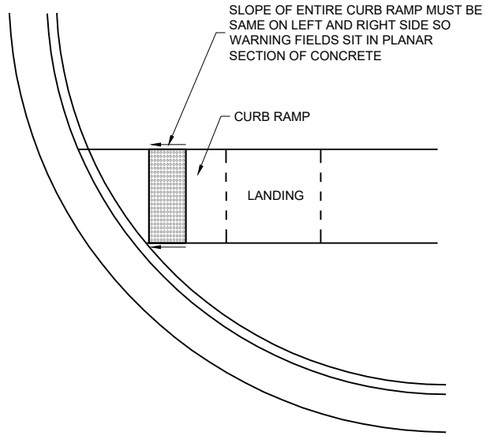
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

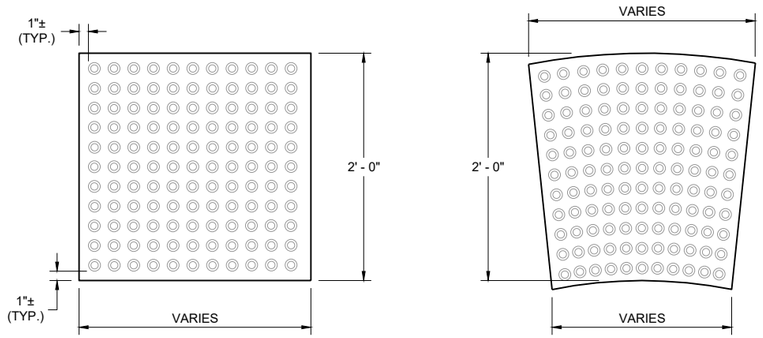
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

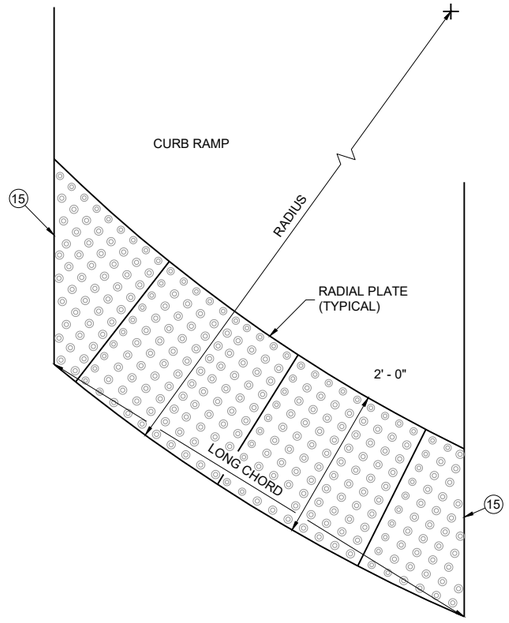
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



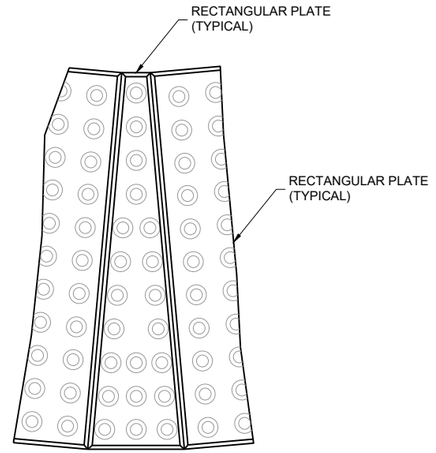
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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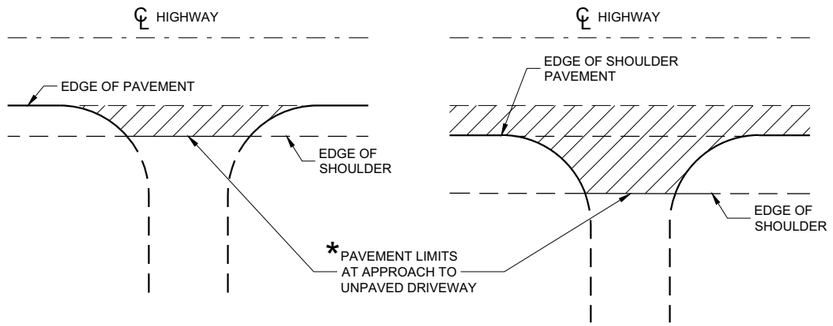
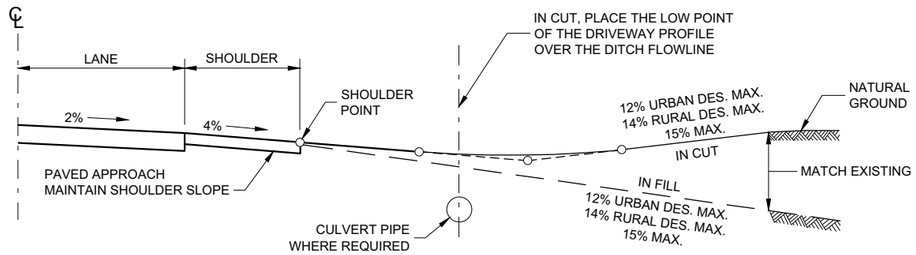
SDD 08D05-22g



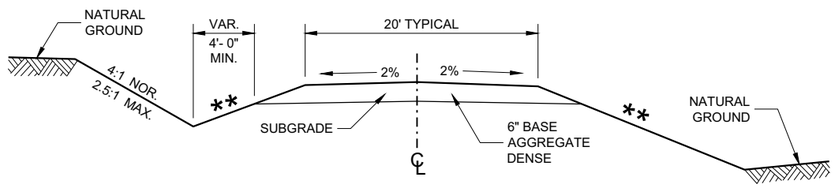
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

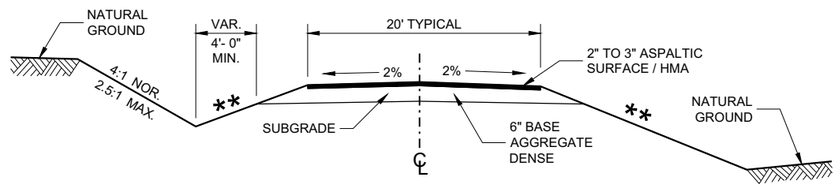


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

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SDD 08D21 - 01

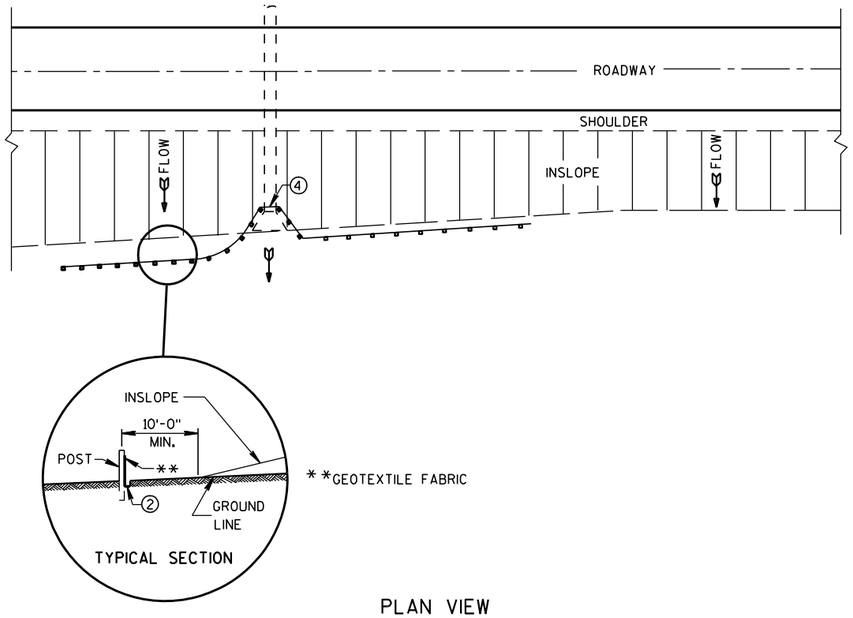
SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

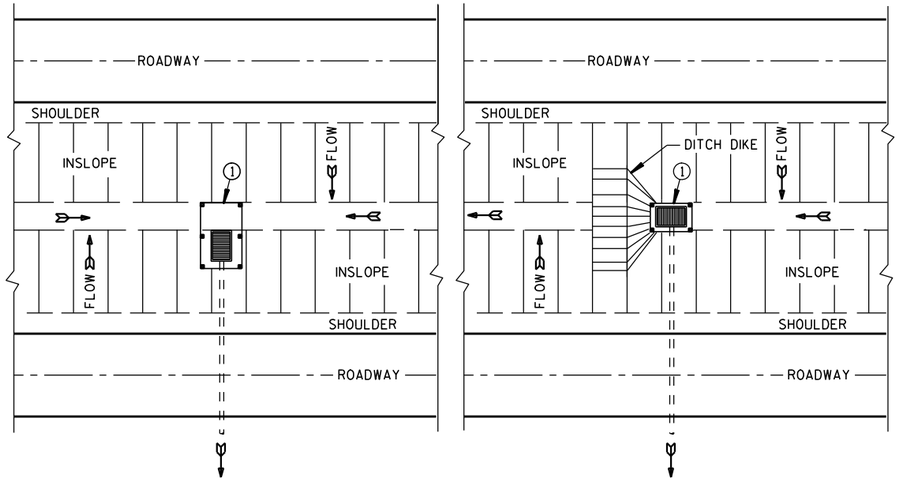
APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA



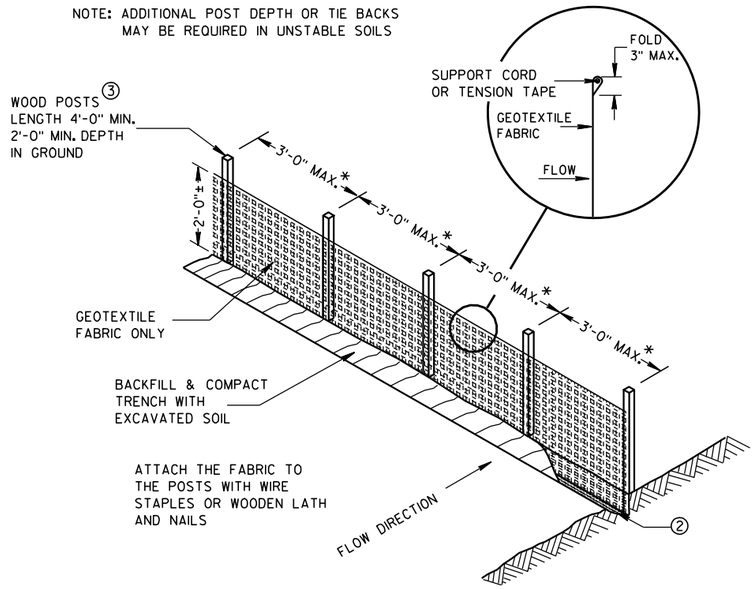
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



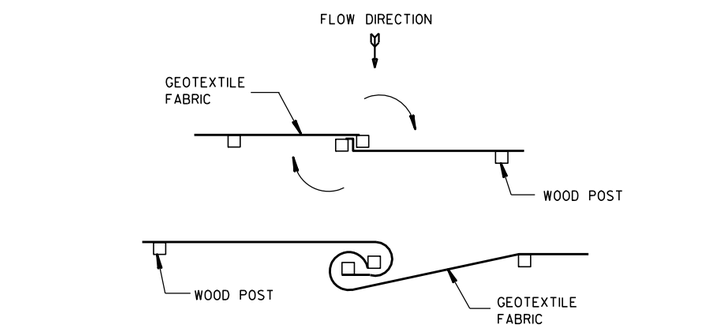
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

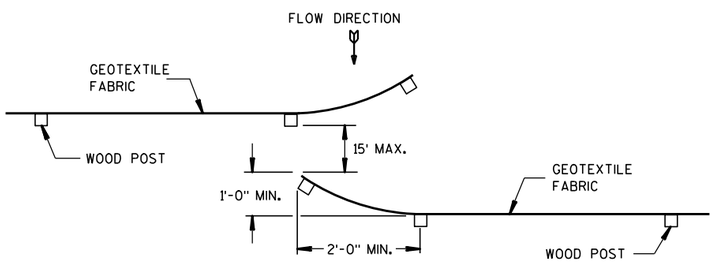


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TWIST METHOD



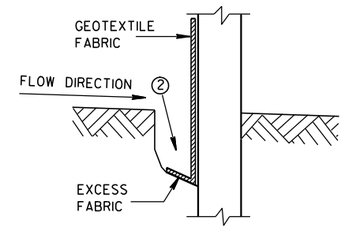
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

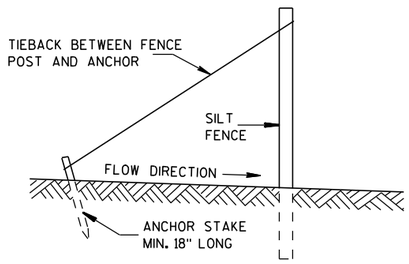
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

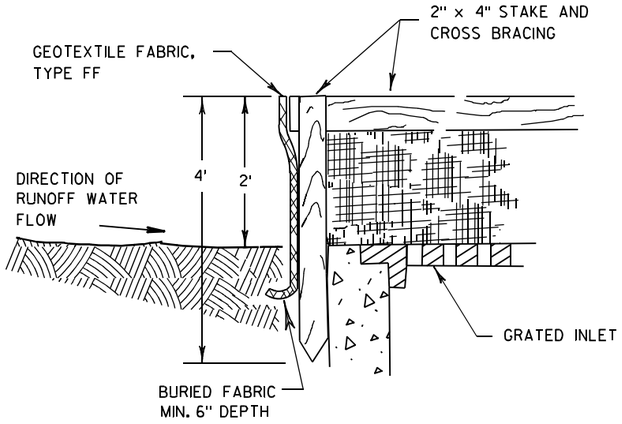
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

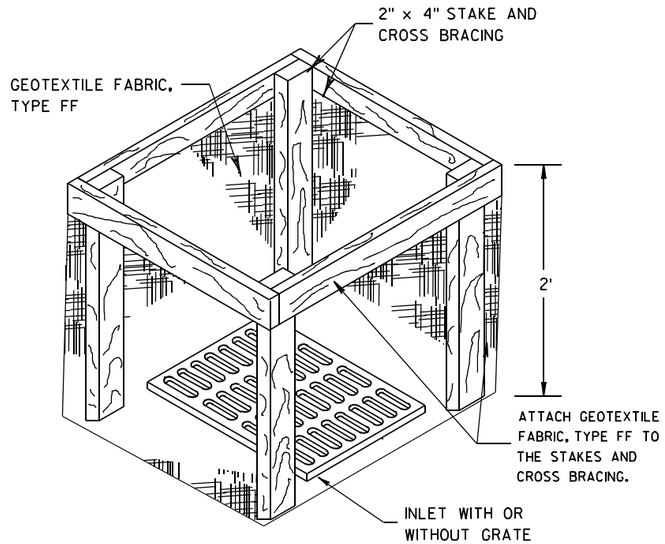
6

S.D.D. 8 E 9-6

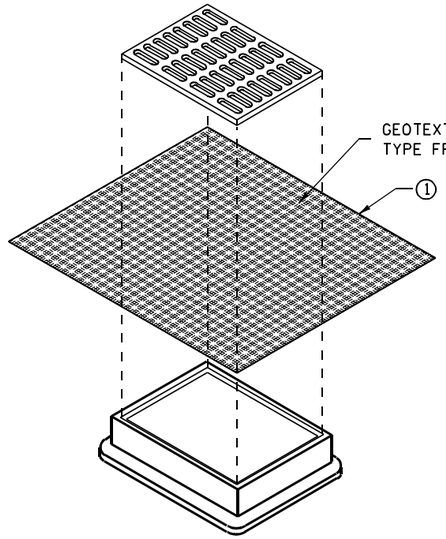
6

S.D.D. 8 E 9-6



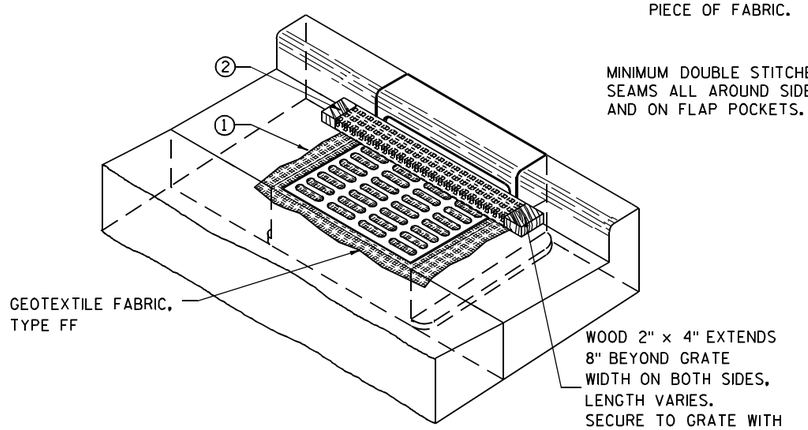


INLET PROTECTION, TYPE A

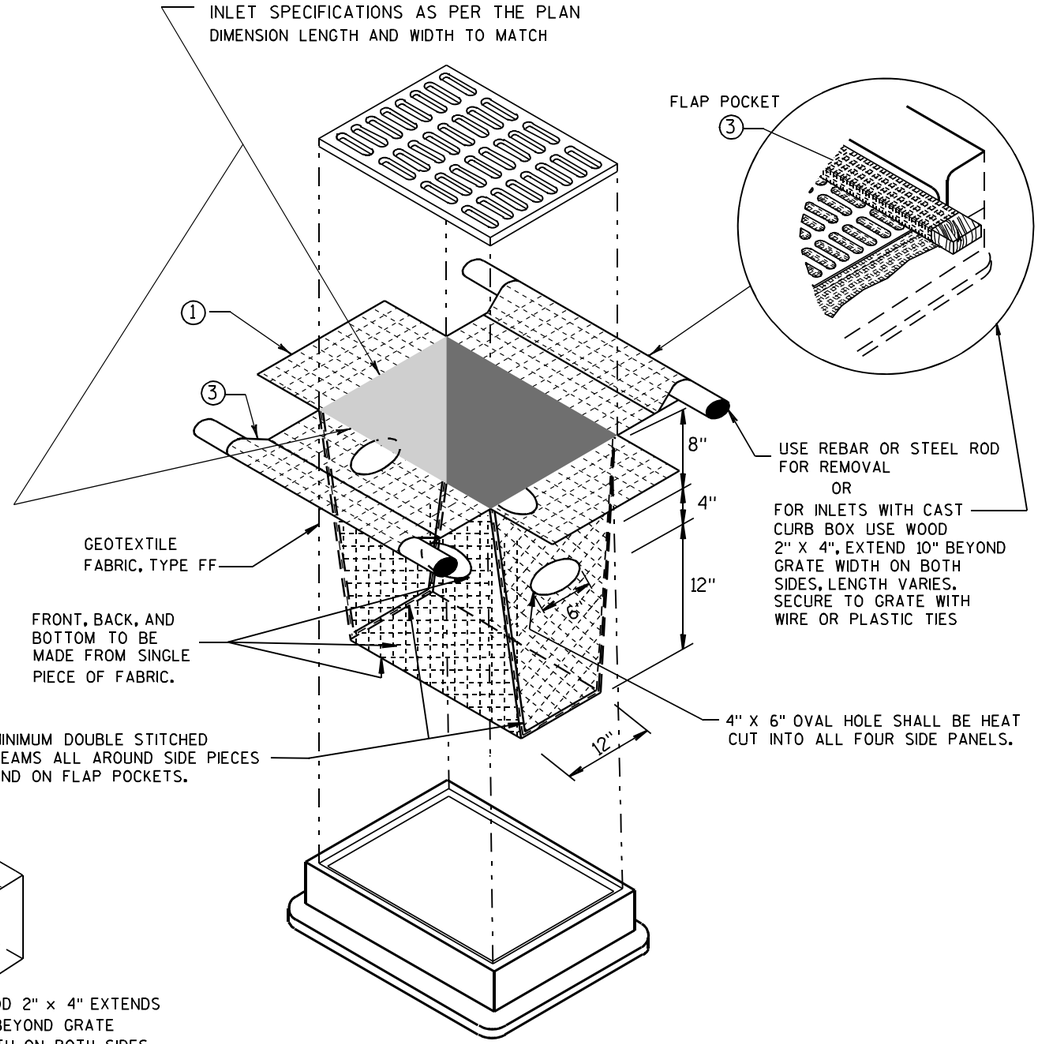


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

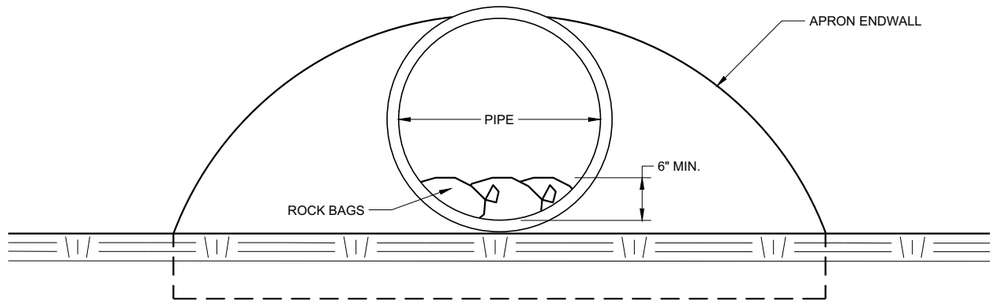
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

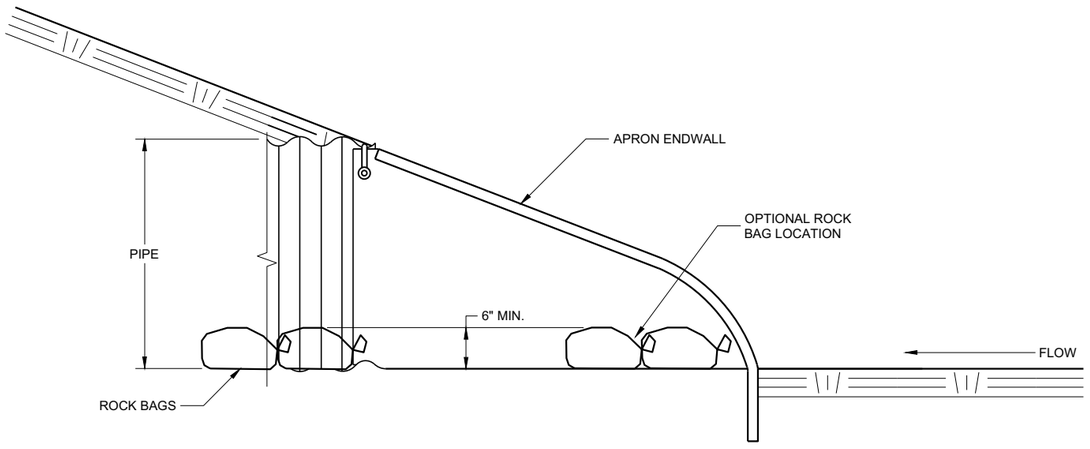
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

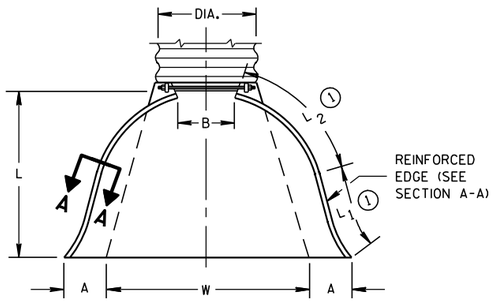
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

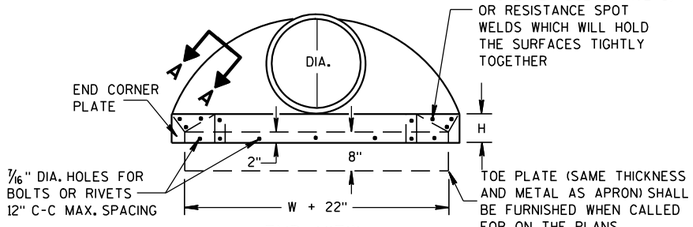
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

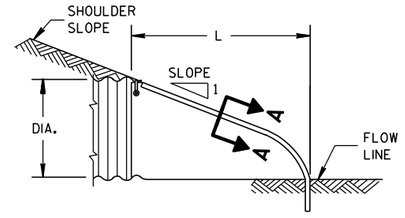
*MINIMUM
**MAXIMUM



PLAN VIEW

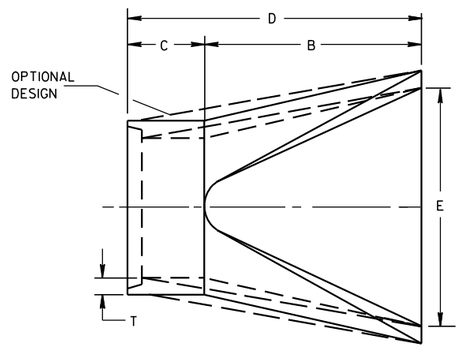


END VIEW

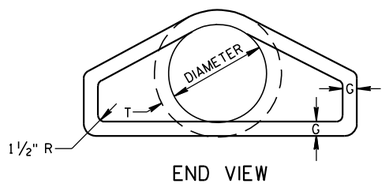


SIDE ELEVATION

METAL ENDWALLS



PLAN



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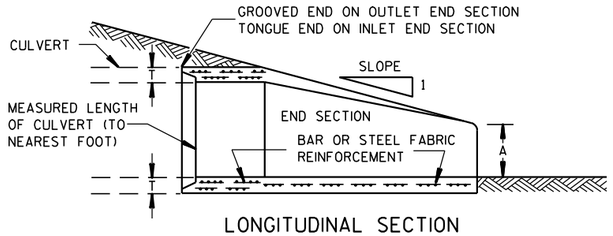
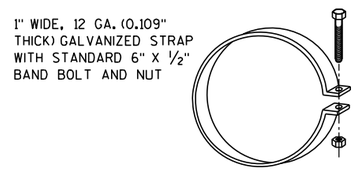


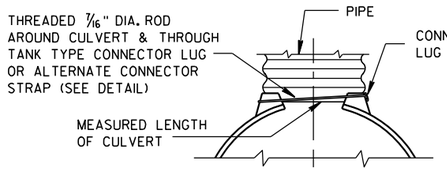
LONGITUDINAL SECTION

CONCRETE ENDWALLS

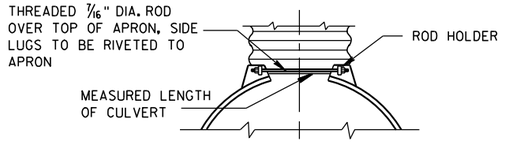


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

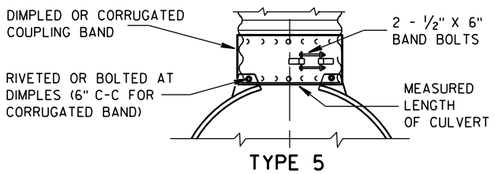


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

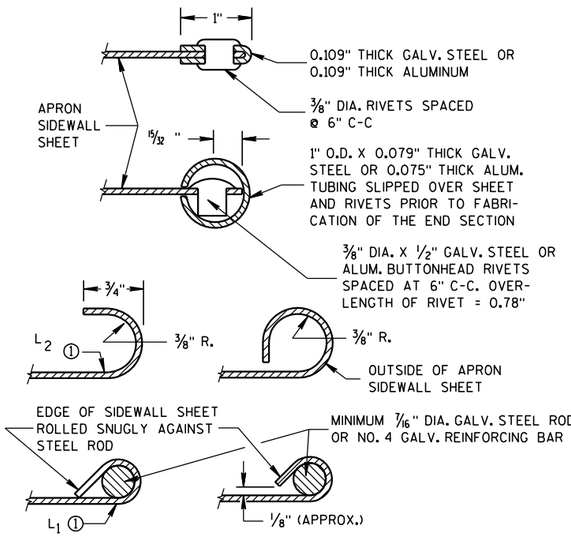
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

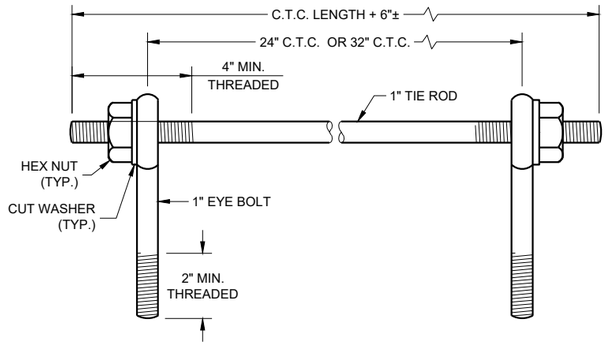
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

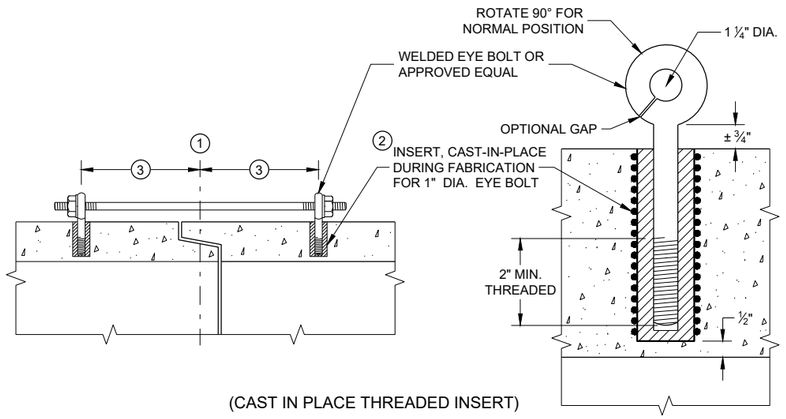
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

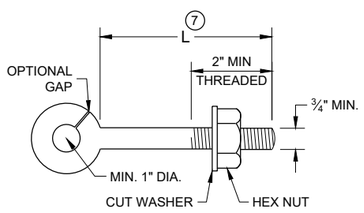
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

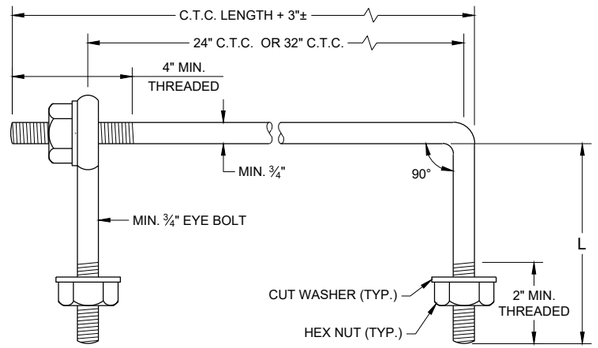
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

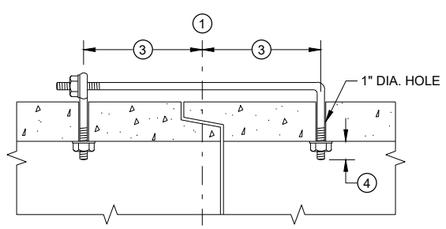


EYE BOLT (7)

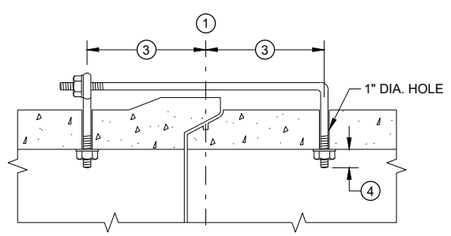
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

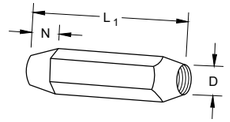
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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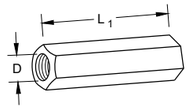
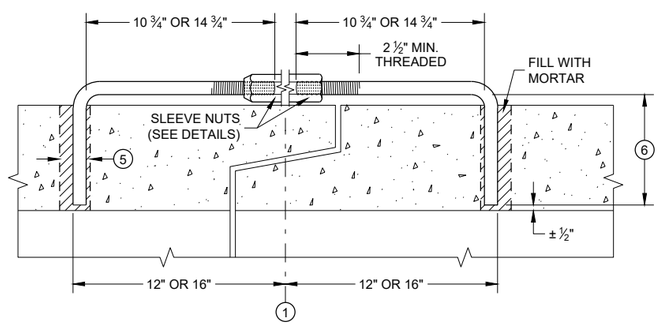


PLAIN

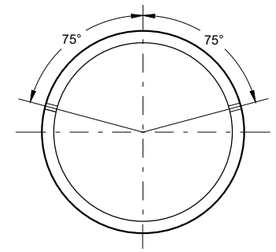
RIGHT AND LEFT THREADS

SLEEVE NUTS



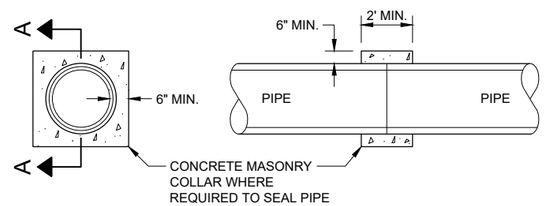
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

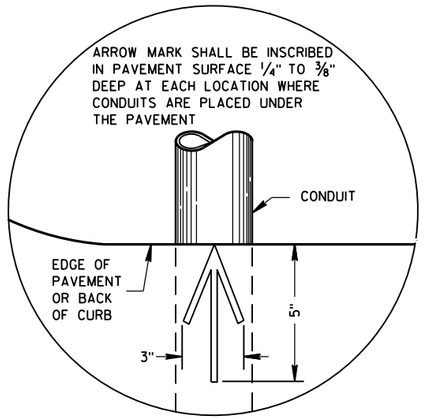
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

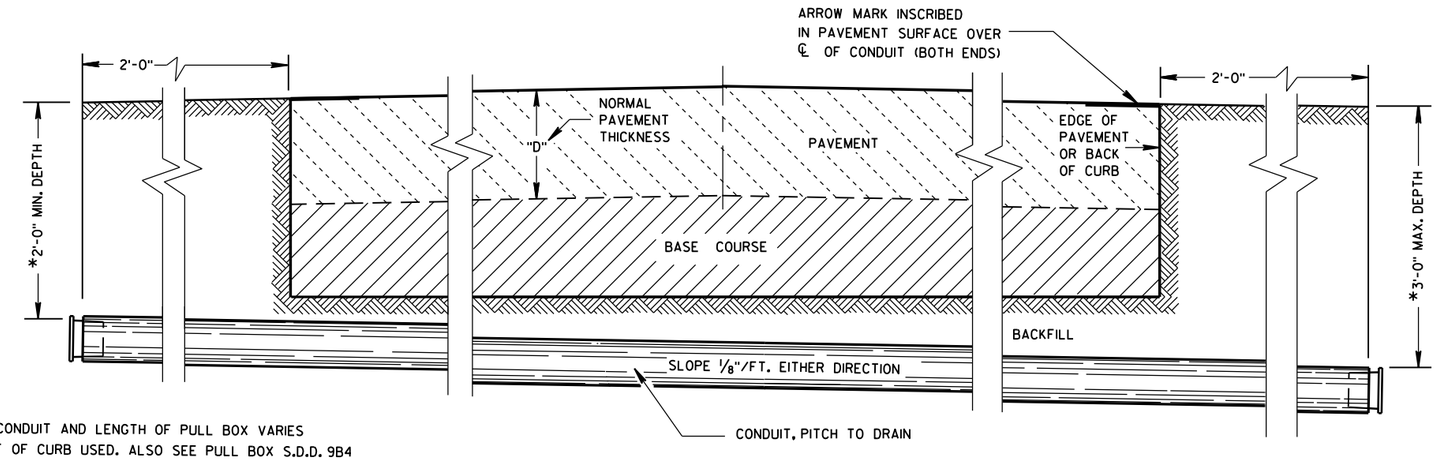
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

6

S.D.D. 9 B 2-10

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

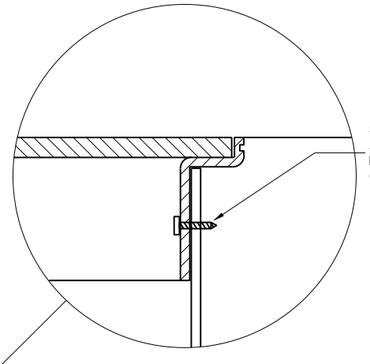
6
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

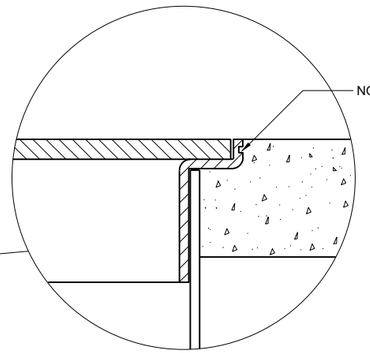
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

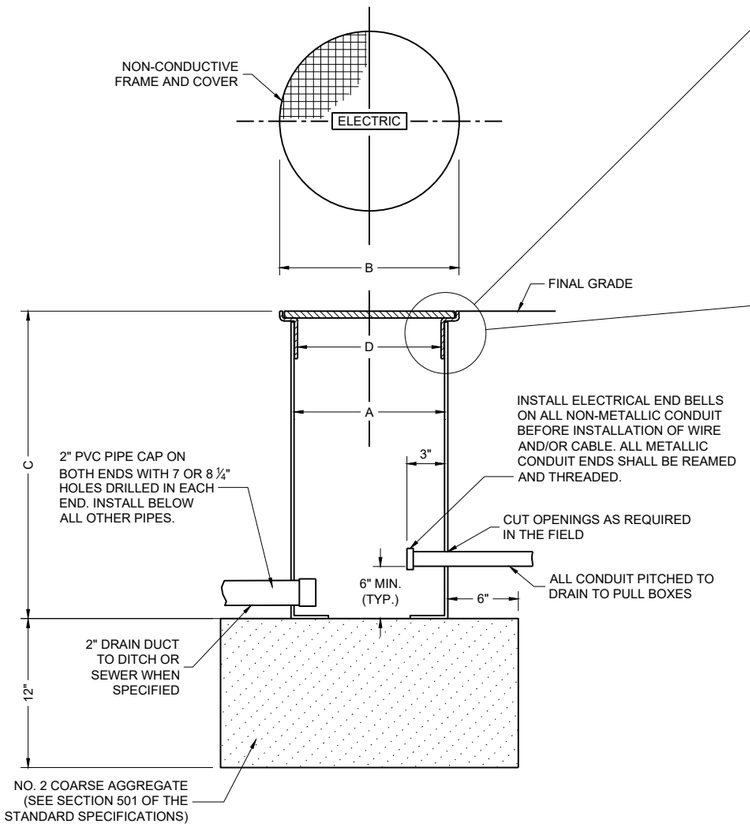
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



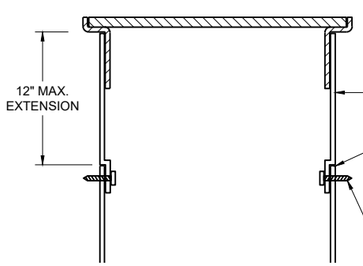
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

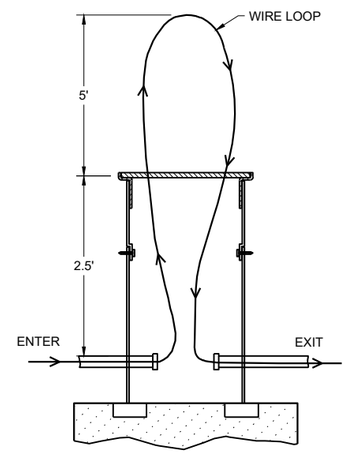
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

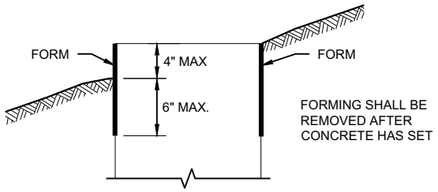
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

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

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

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

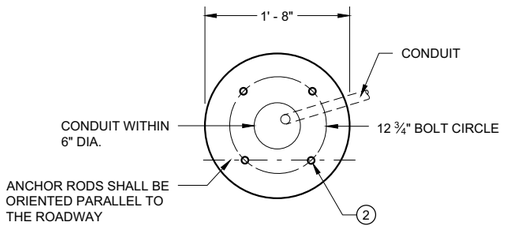
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

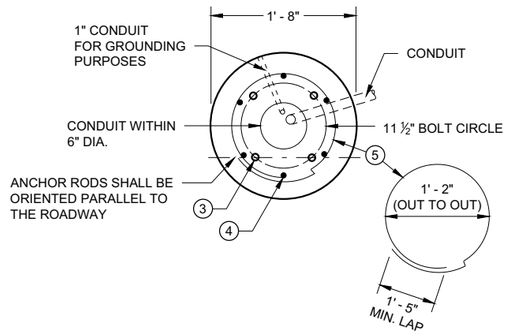
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

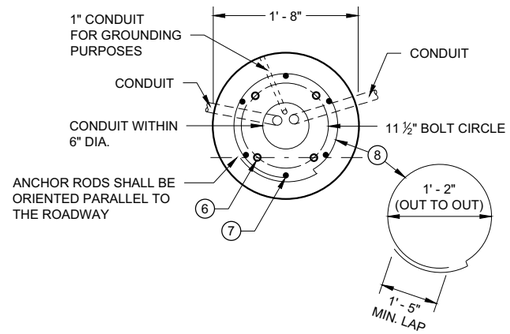
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

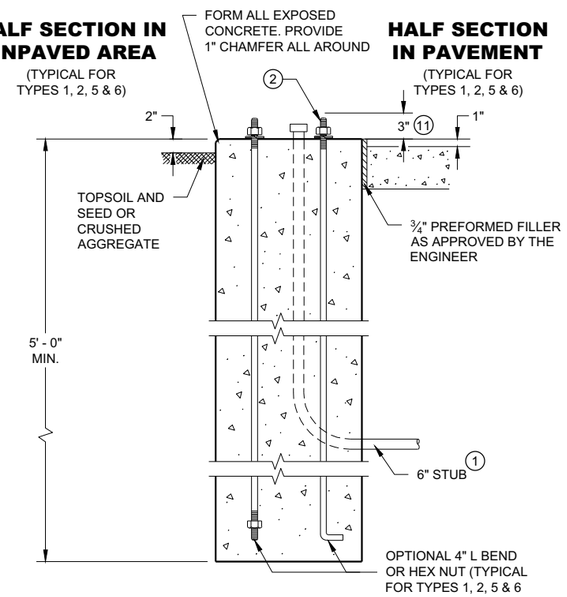
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

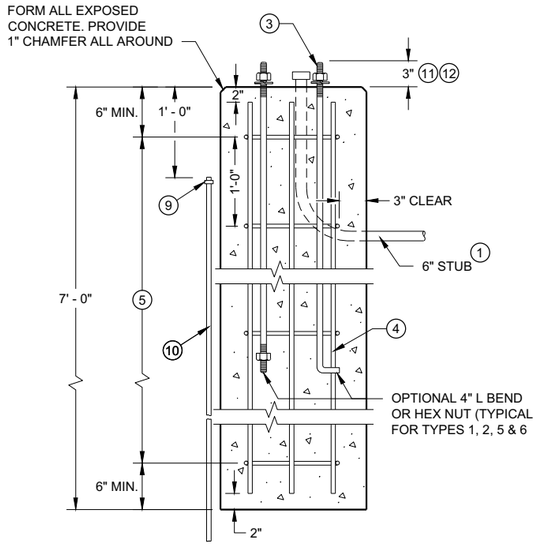
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

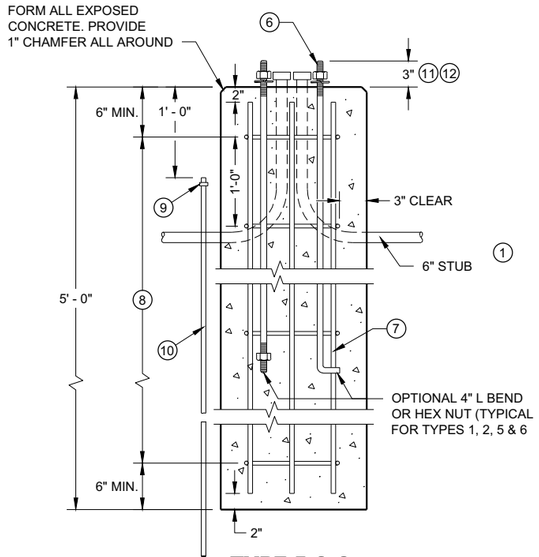
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 217
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

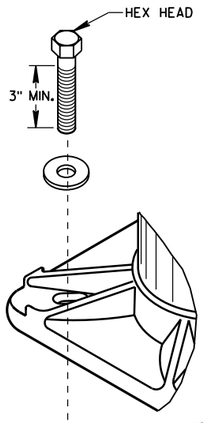
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

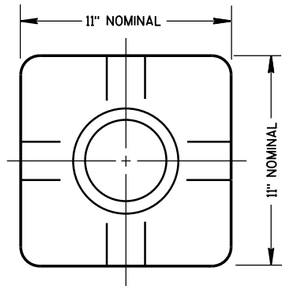
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

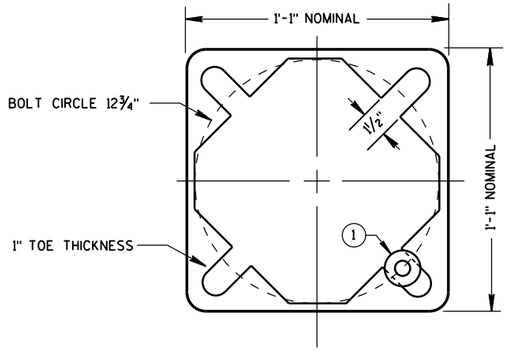
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

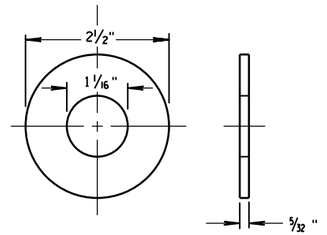




TOP VIEW
(PEDESTAL BASE)

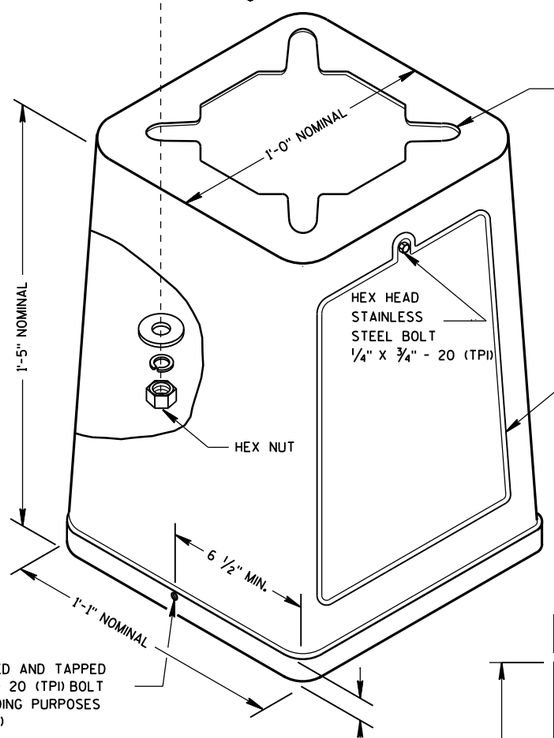


BOTTOM VIEW
(PEDESTAL BASE)

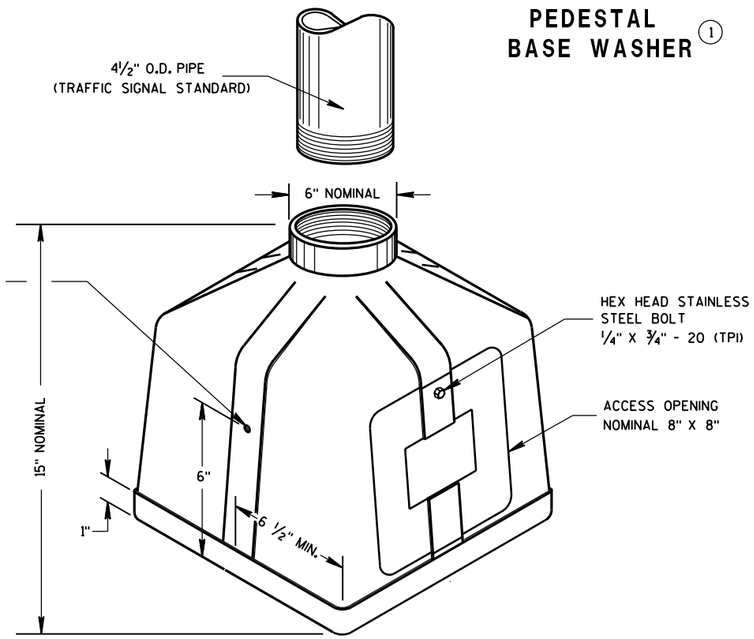


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

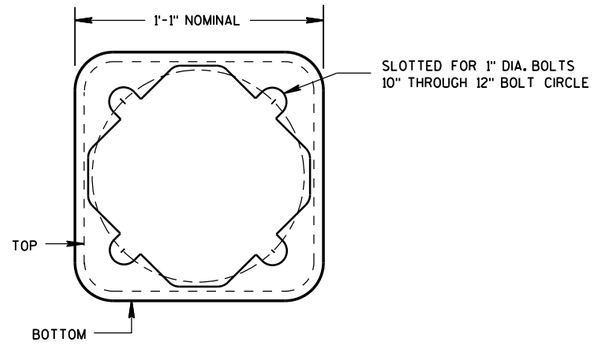
PEDESTAL BASE WASHER (1)



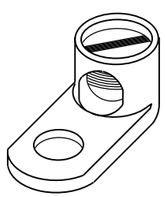
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

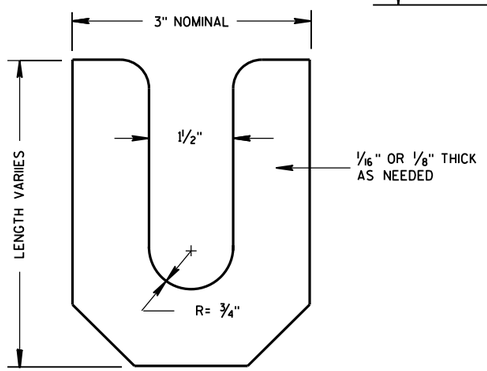


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 3-4

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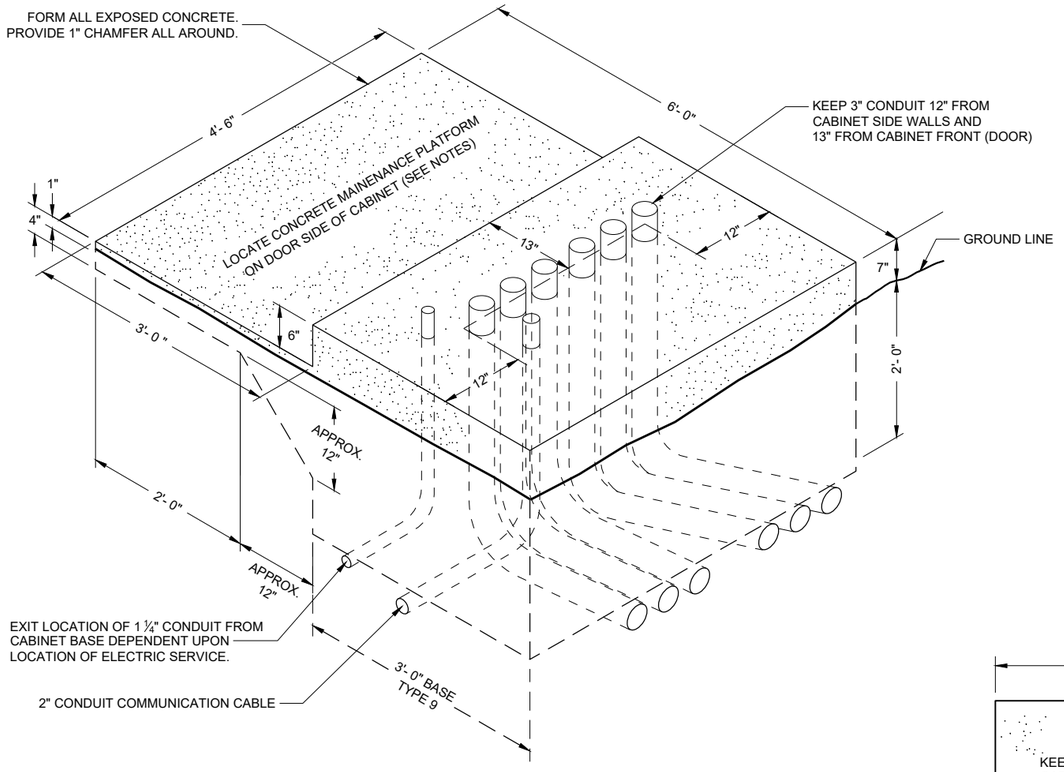
S.D.D. 9 C 3-4

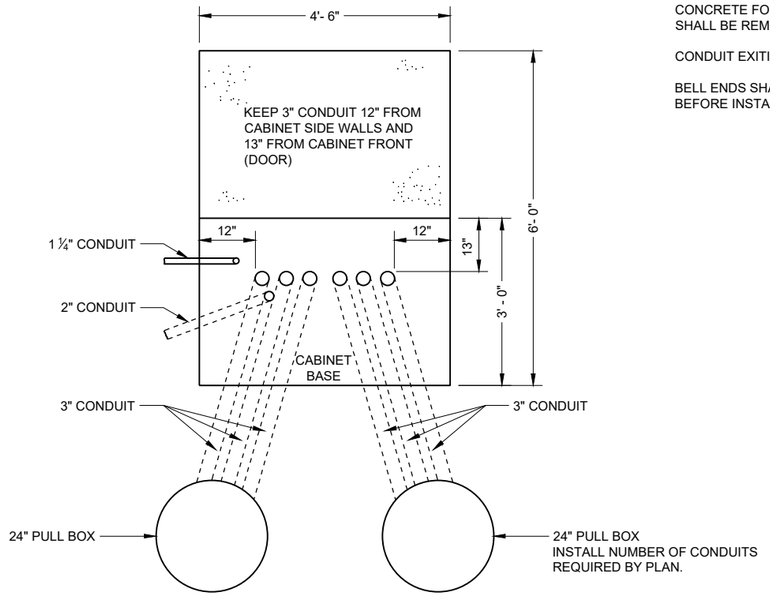
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

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

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

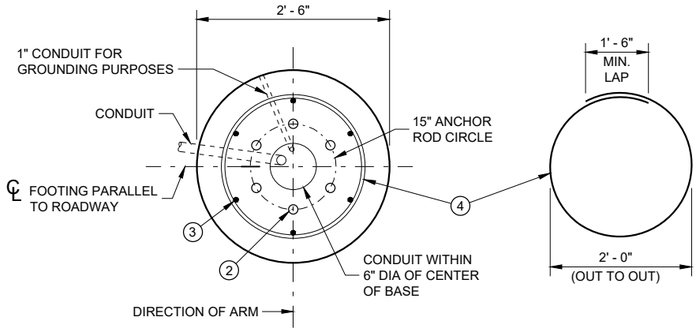
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

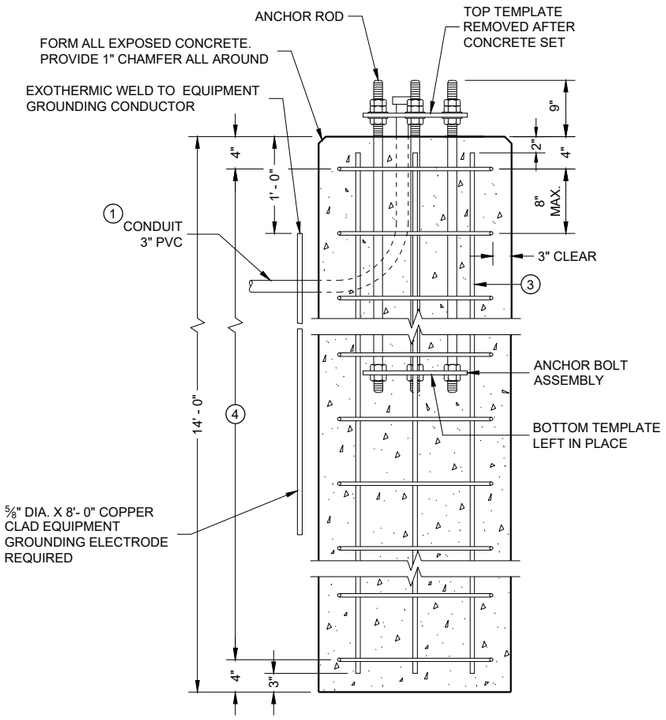
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

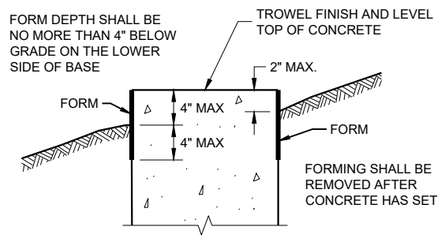
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



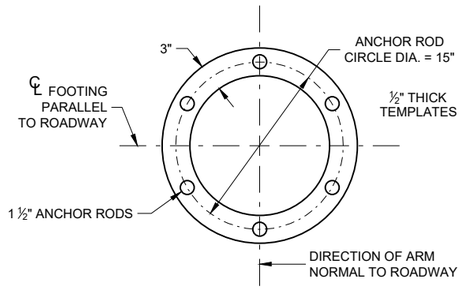


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

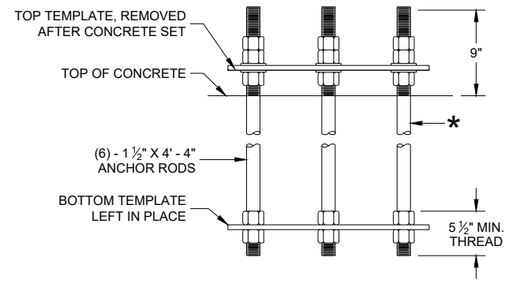
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

220

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SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, 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.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC 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 NONMETALLIC 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 NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR 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 CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL 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 THE WRITTEN APPROVAL OF THE ENGINEER.

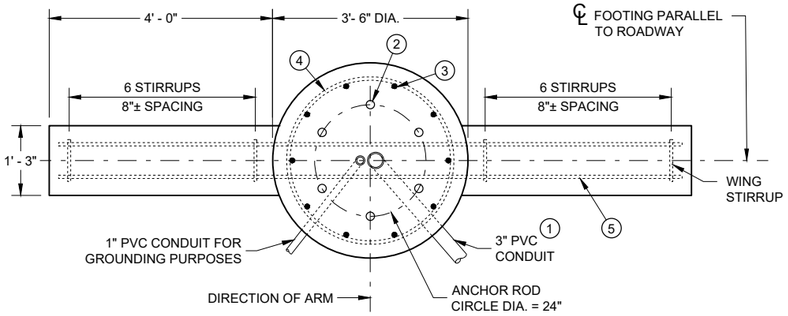
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

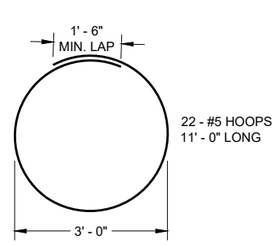
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

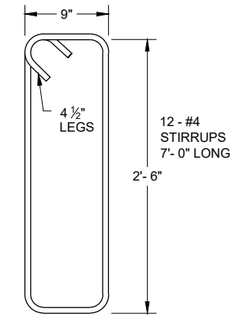
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



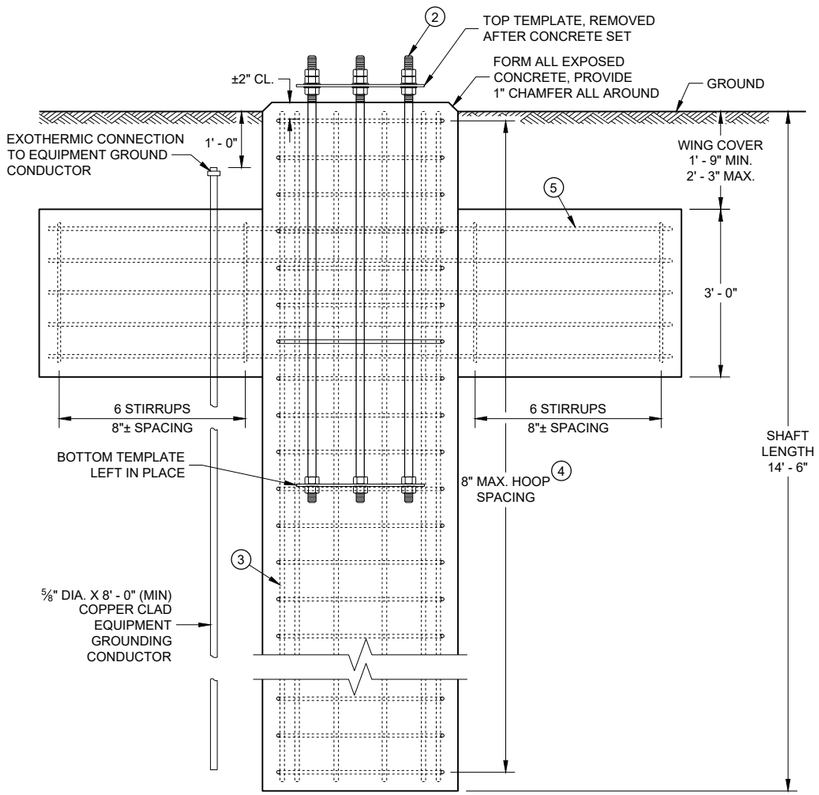
PLAN VIEW



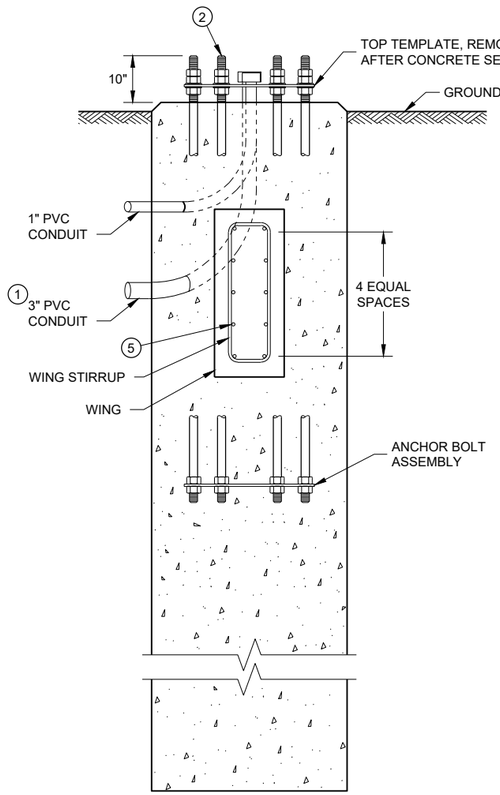
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

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

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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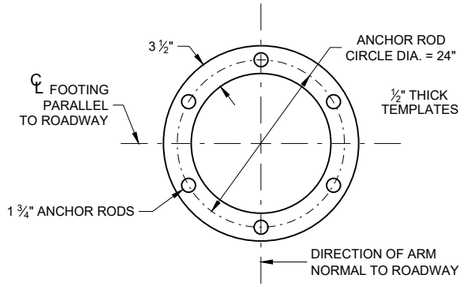
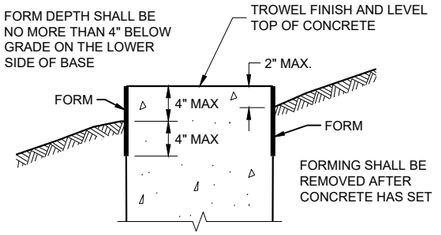
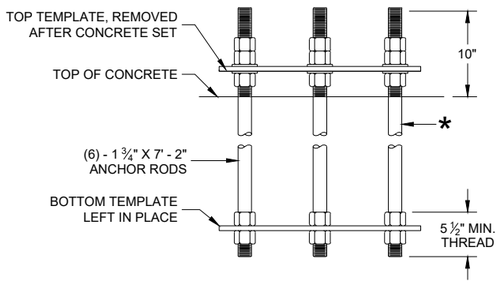
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" 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 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2017
DATE

/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

FHWA

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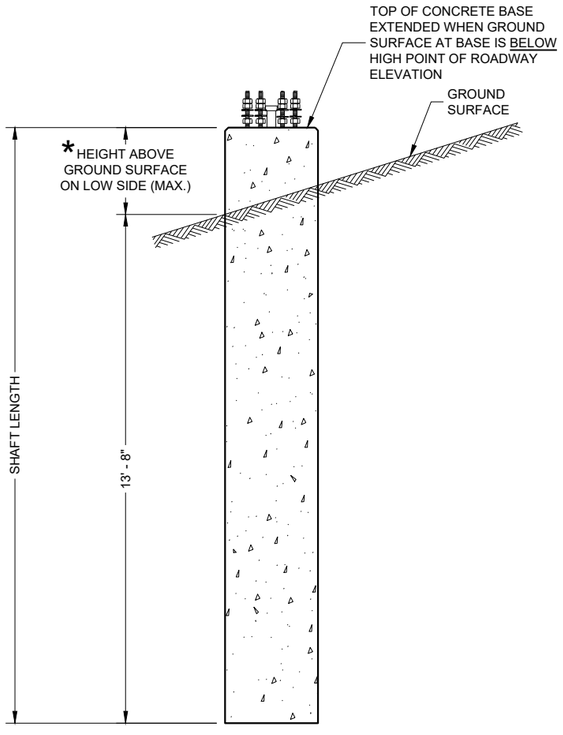
SDD 09C12 - 09b

SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

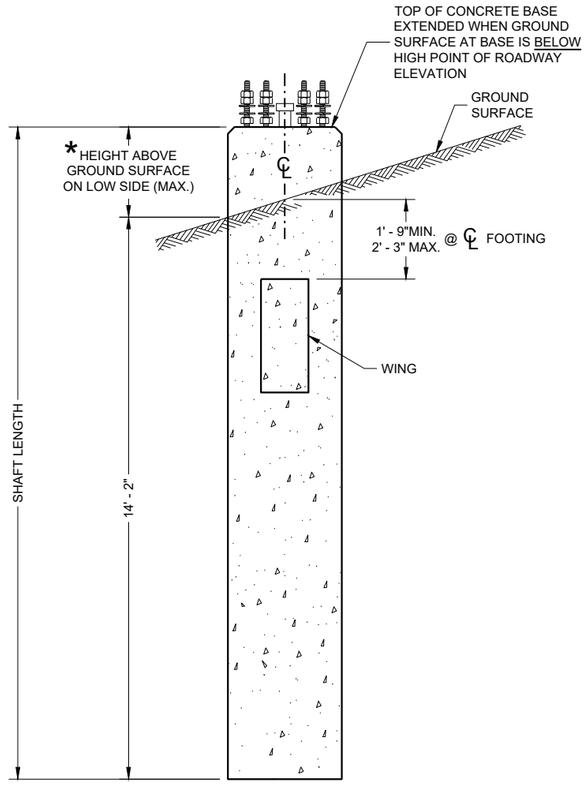
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	22	2.6	180	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	23	2.7	188	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	24	2.8	196	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	24	2.9	196	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	23	6.5	654
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	24	6.6	673
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	24	6.8	680
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	25	7.0	699



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 223

FHWA

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SDD 09C13 - 03

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

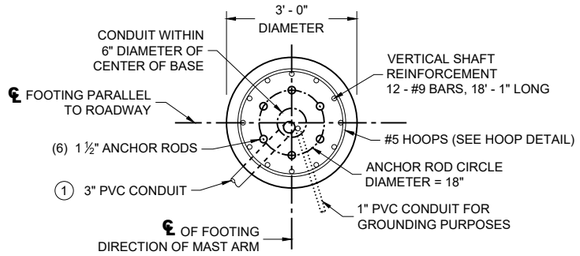
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

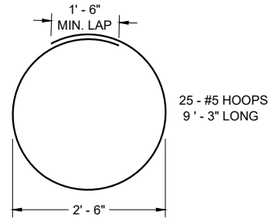
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

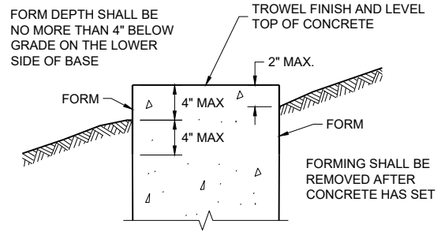
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



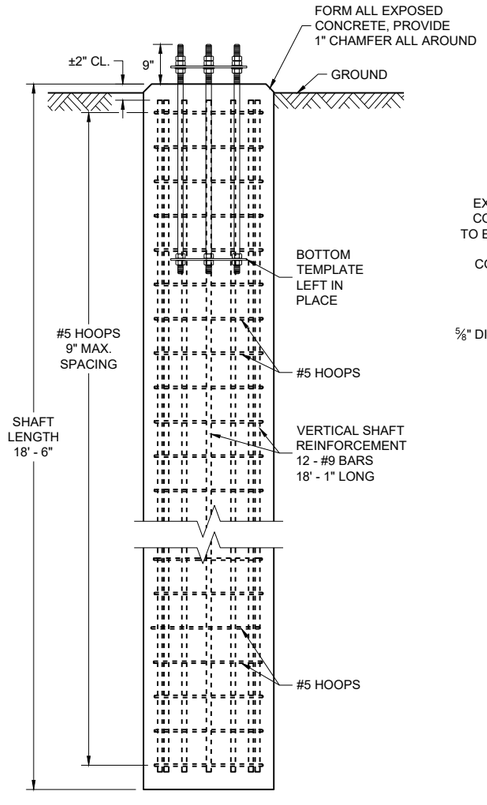
PLAN VIEW



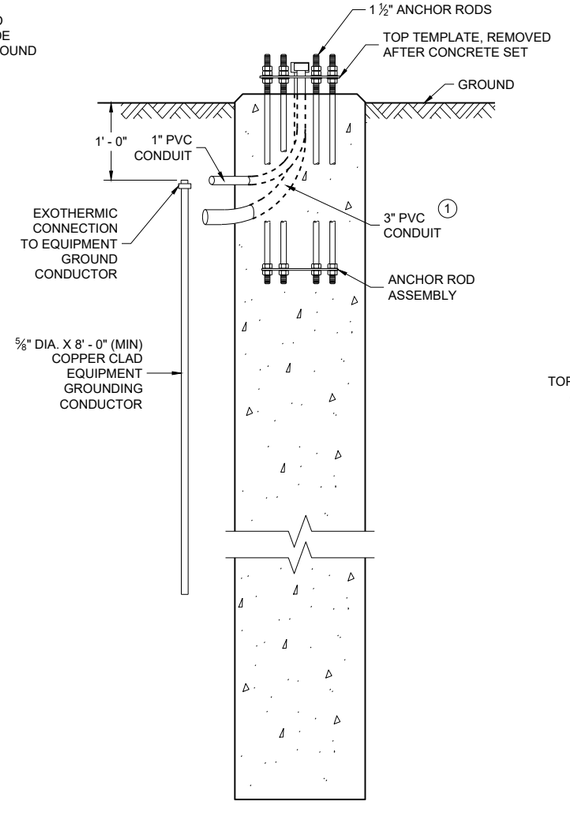
HOOP DETAIL



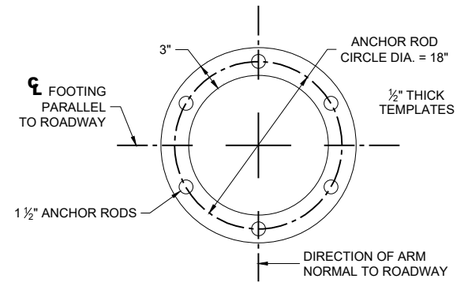
FORMING DETAIL



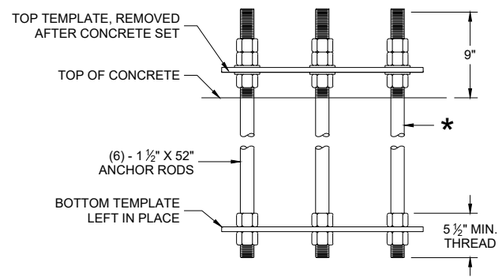
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES 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 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

FHWA

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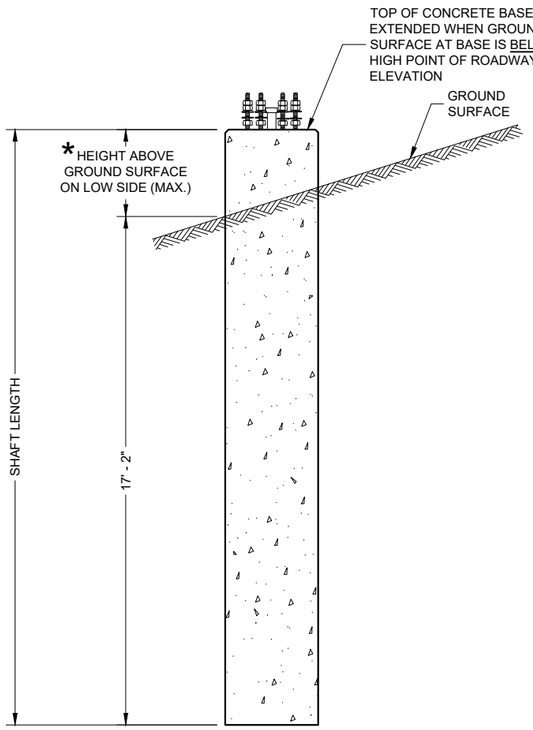
SDD 09C15-02

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 SPECIAL CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #8 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	18' - 0"	17' - 7"	25	4.7	241	563
>6" TO 1' - 0"	1' - 4"	18' - 6"	18' - 1"	25	4.8	241	579
>1' - 0" TO 1' - 6"	1' - 10"	19' - 0"	18' - 7"	26	5.0	251	595
>1' - 6" TO 2 - 0"	2' - 4"	19' - 6"	19' - 1"	27	5.1	260	611



CONCRETE BASE TYPE 10 SPECIAL (EXTENDED)

CONCRETE BASE TYPE 10 SPECIAL EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 225

FHWA

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SDD 09C16-01

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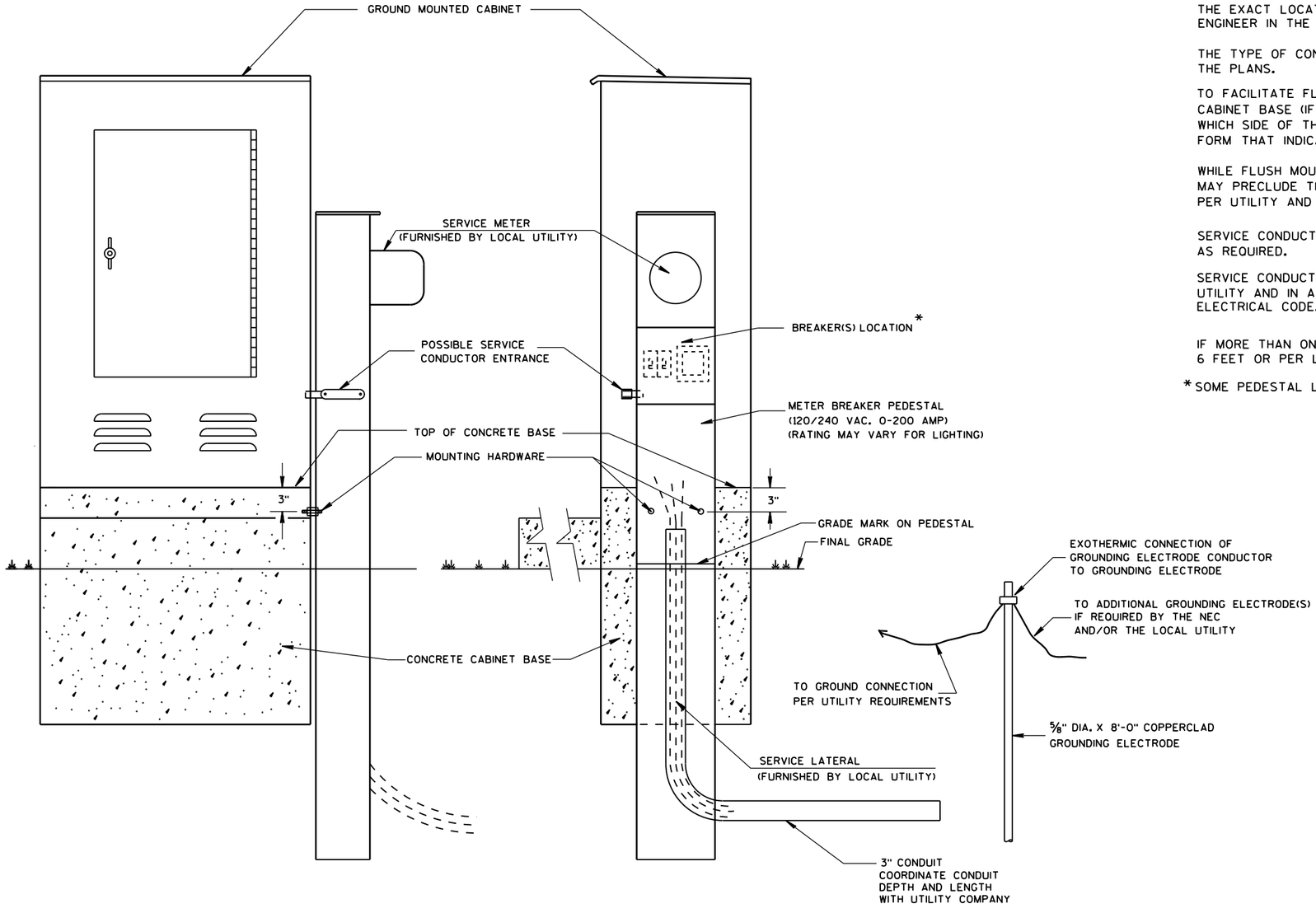
SDD 09C16-01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

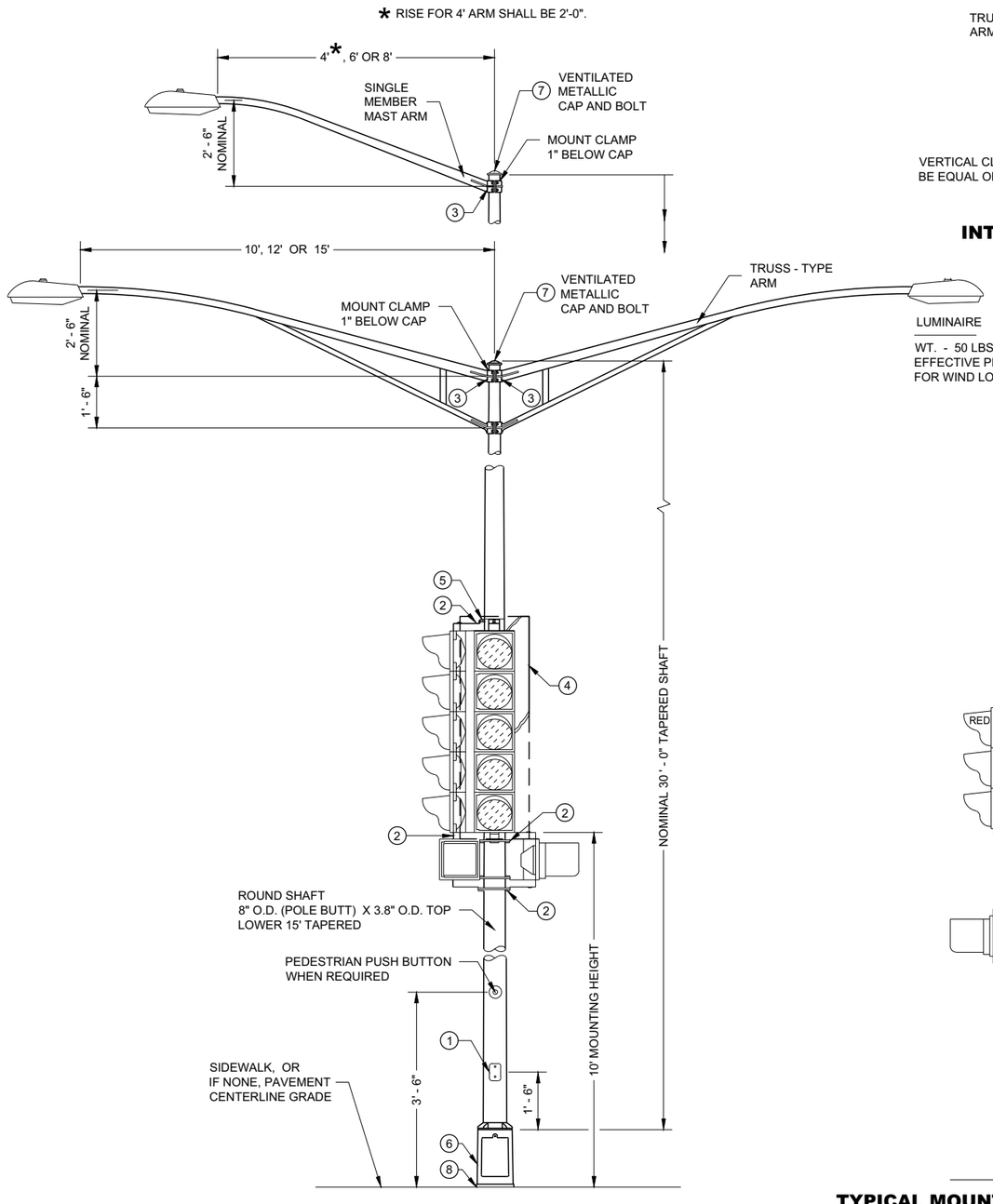
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

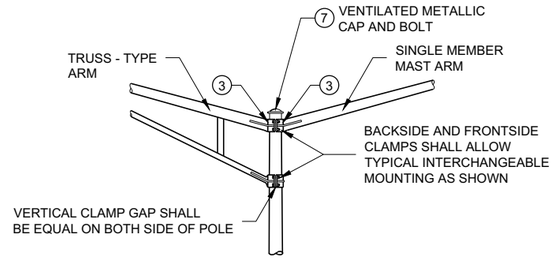
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA



(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

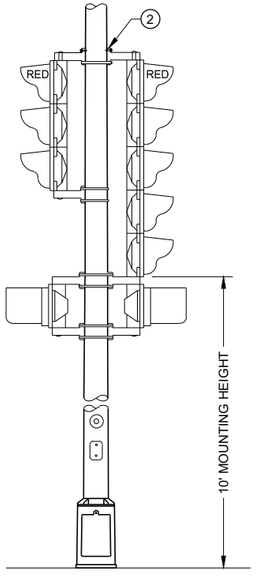
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

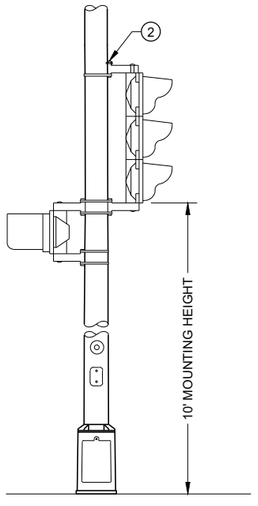
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

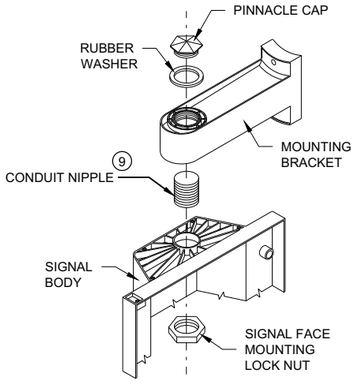
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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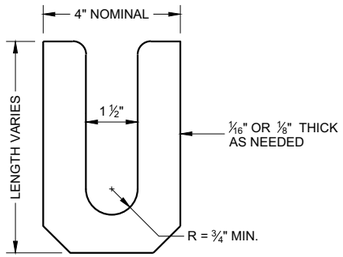
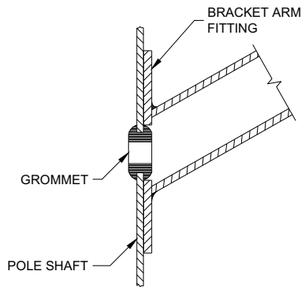
SDD 09E01 - 15c

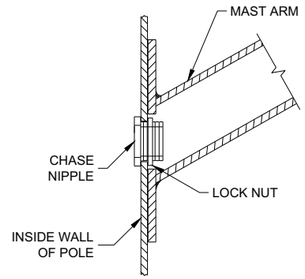
SDD 09E01 - 15c



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

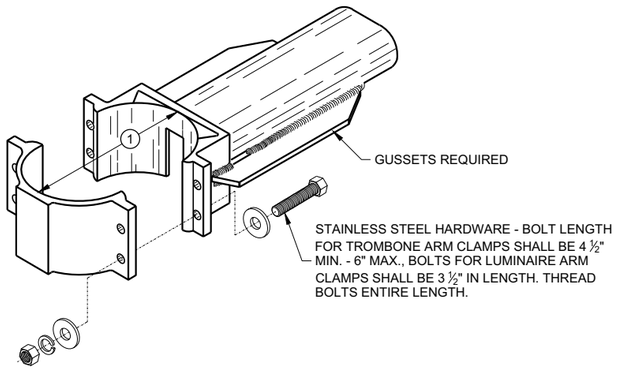
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

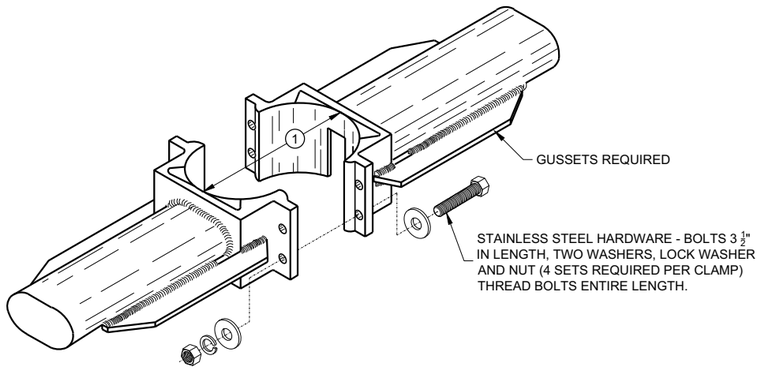
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

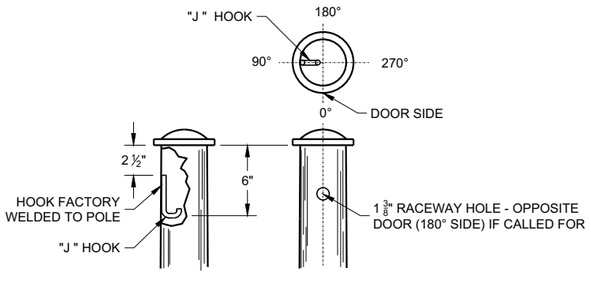
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



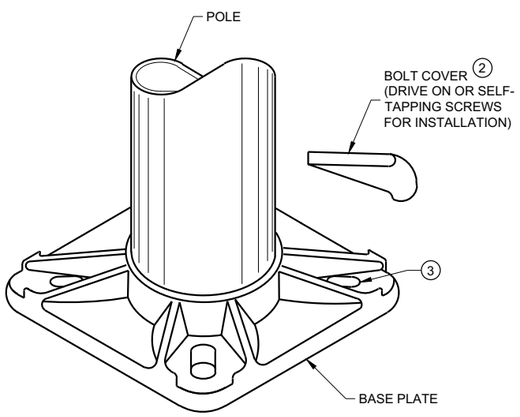
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



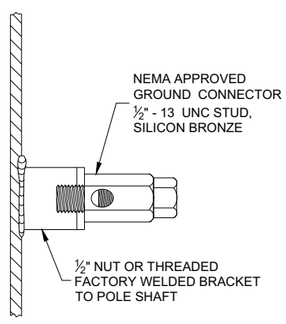
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

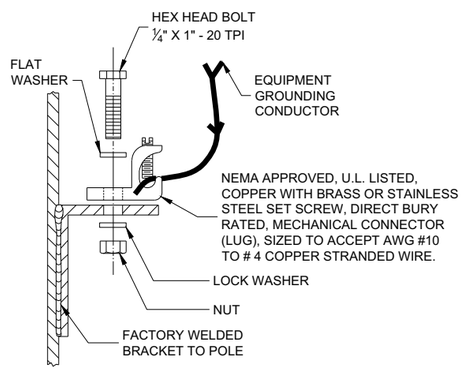


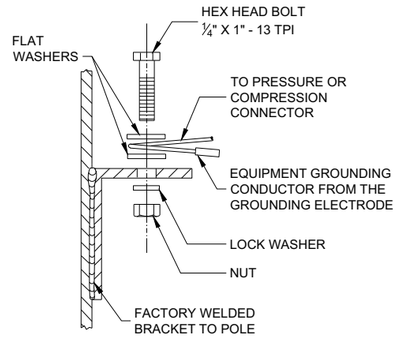
TYPICAL "J" HOOK LOCATION



BASE PLATE







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

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 228

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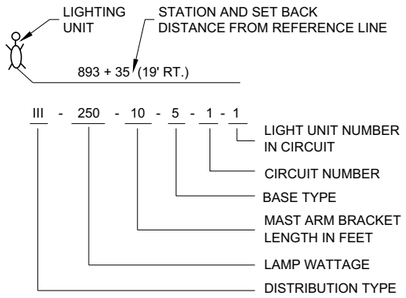
SDD 09E01 - 15g

GENERAL NOTES

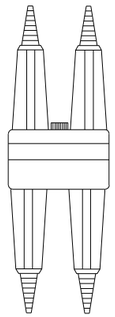
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

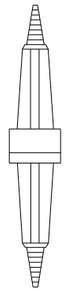
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



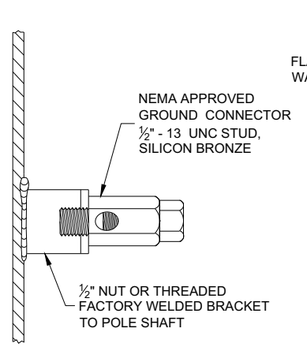
LIGHTING UNIT CODE
(TYPICAL)



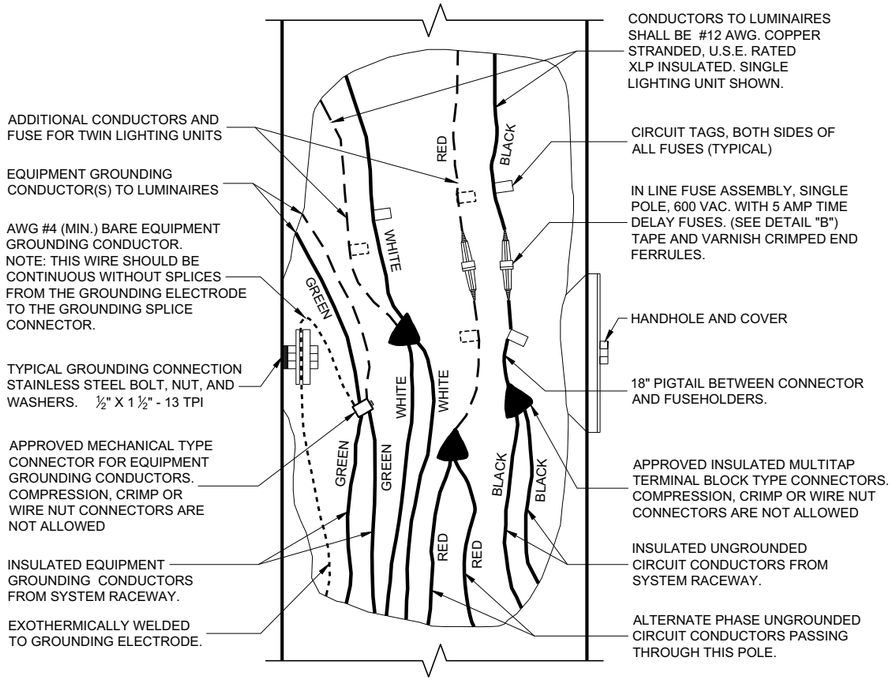
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



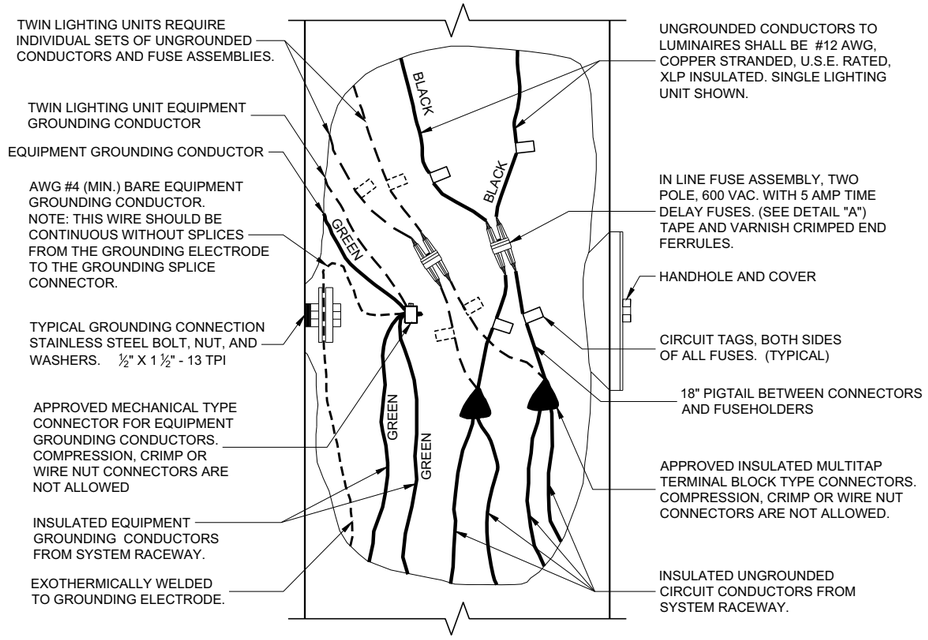
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
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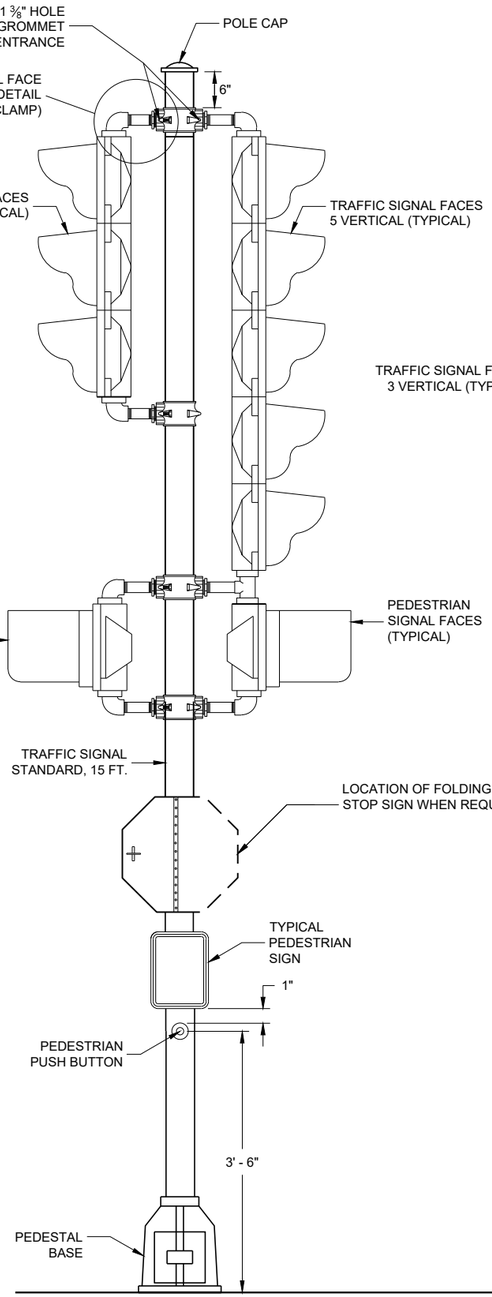
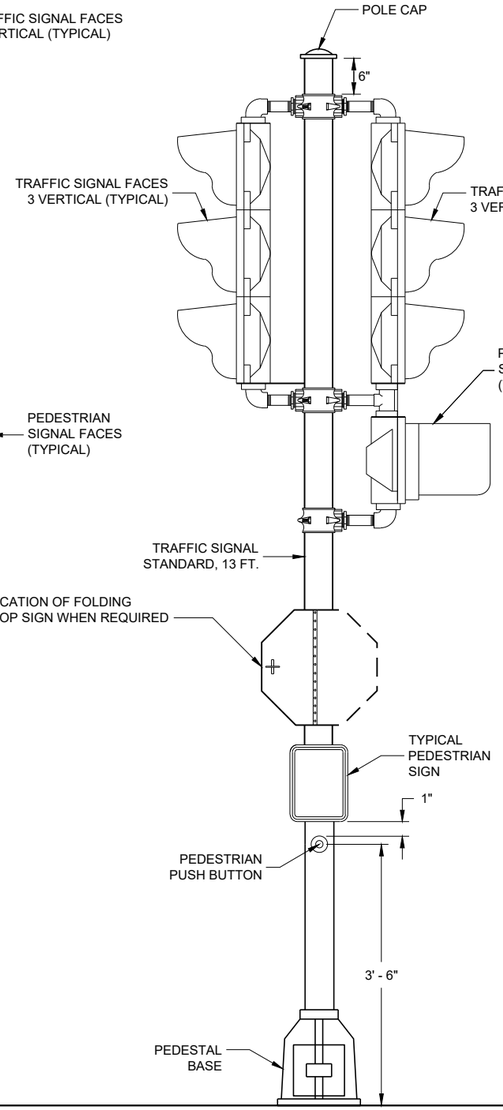
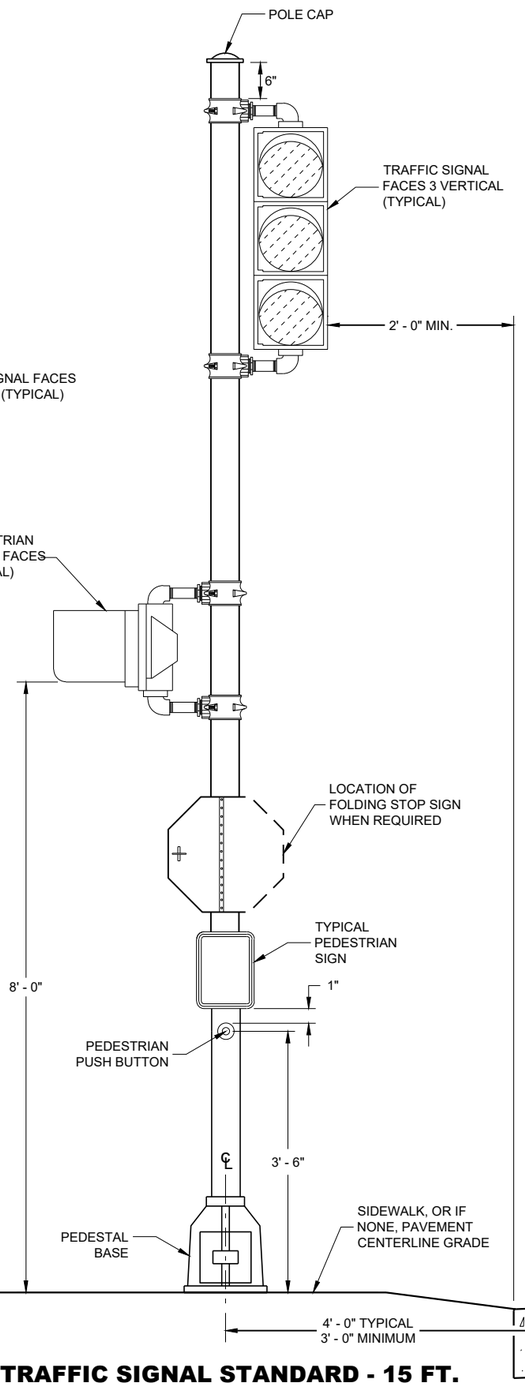


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

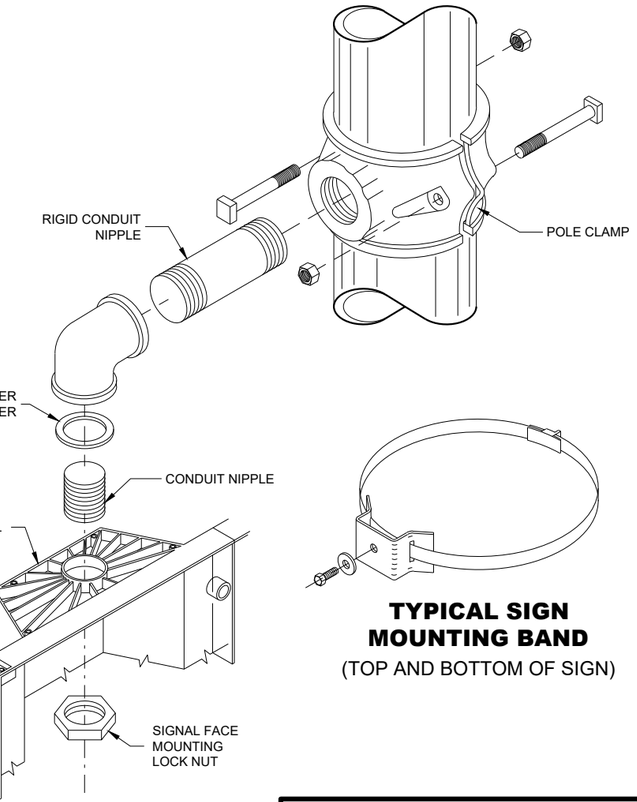
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL (ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.

STATE OF WISCONSIN
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2/28/2013
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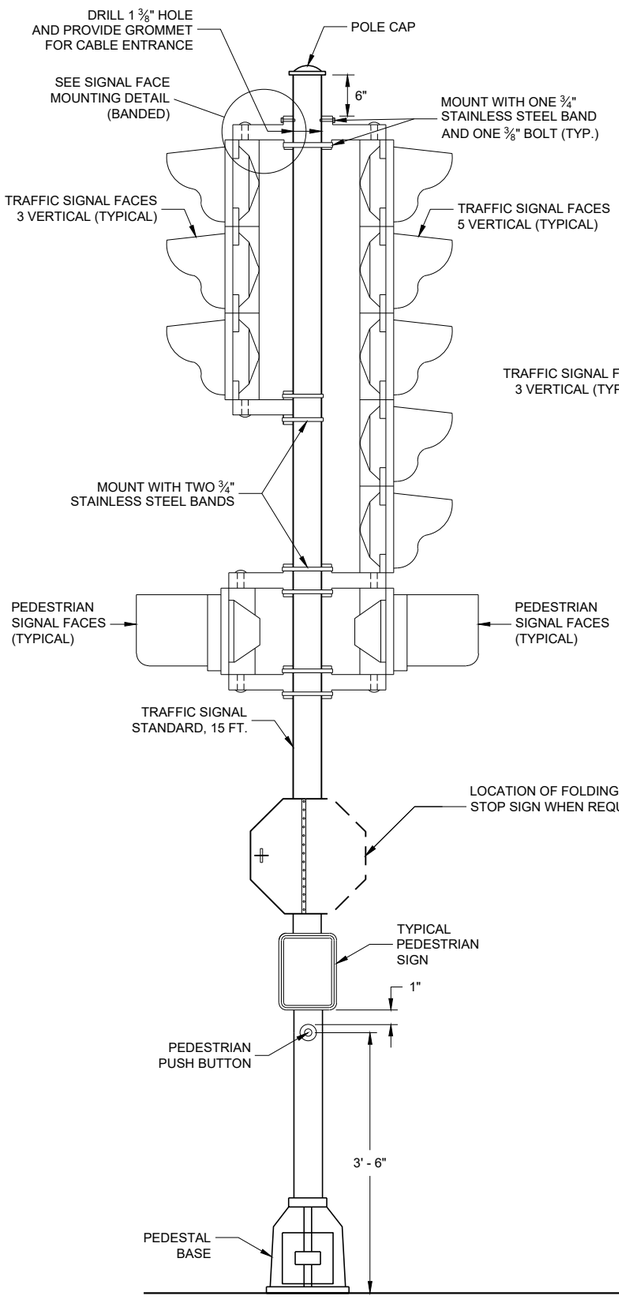
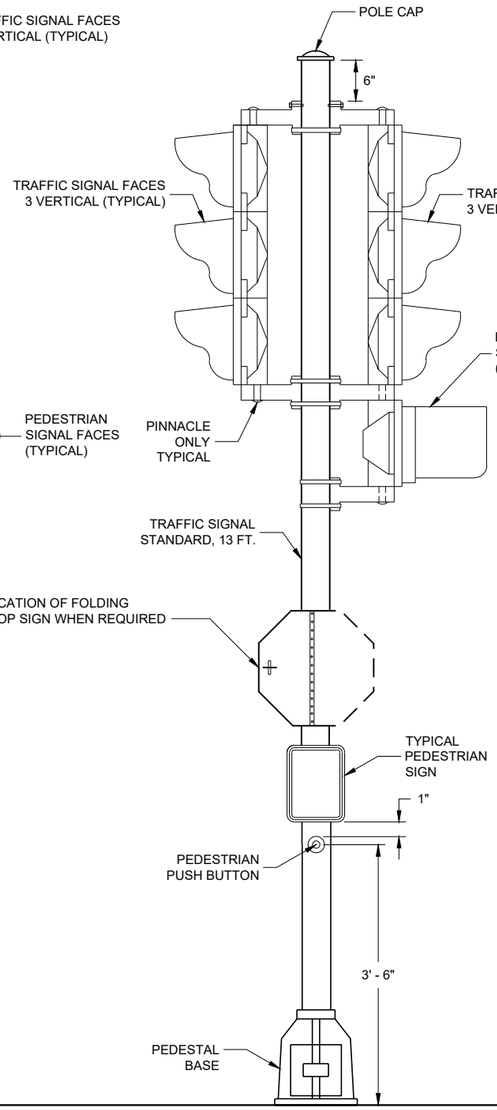
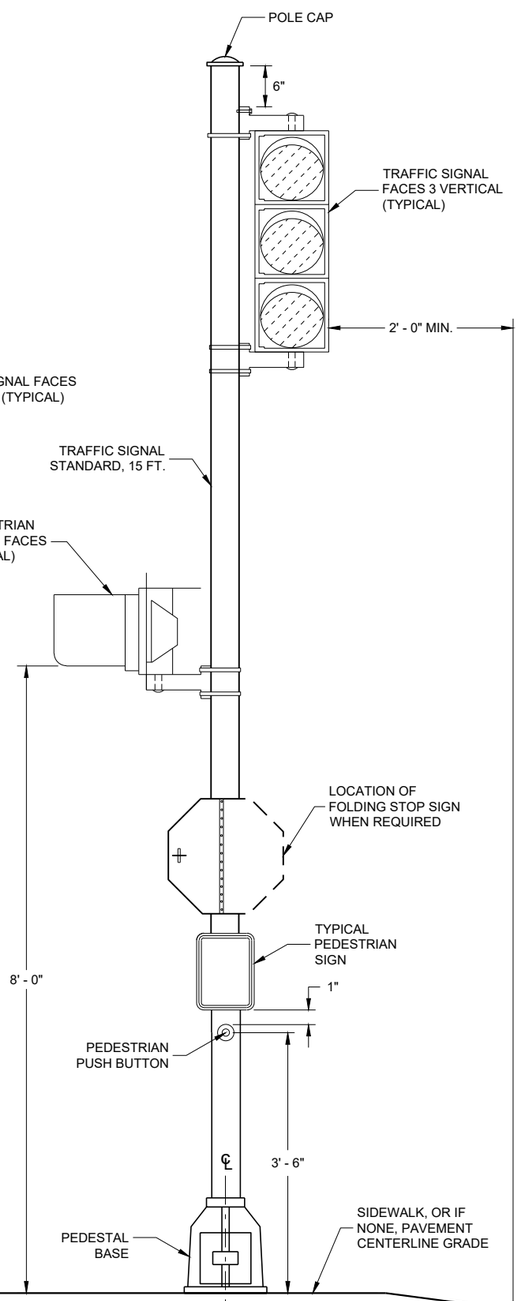
SDD 09E05 - 06



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

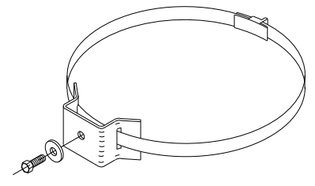
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

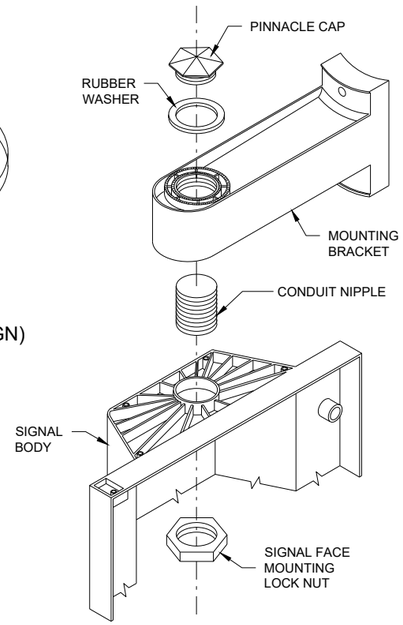
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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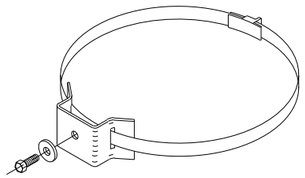
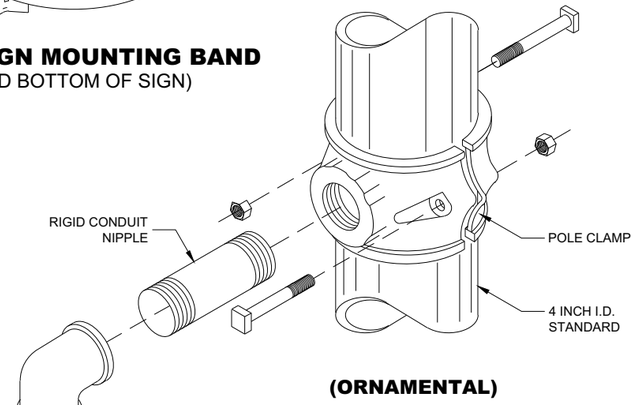
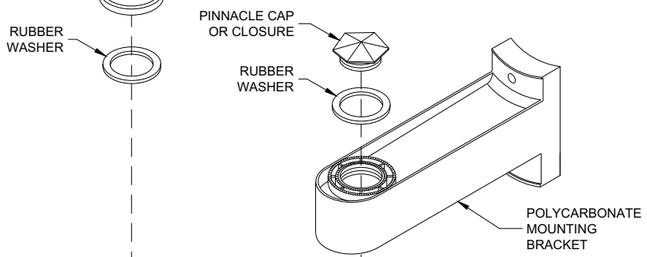


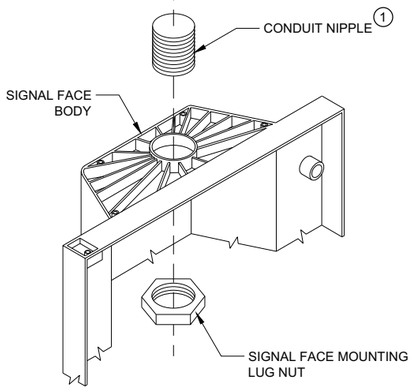
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



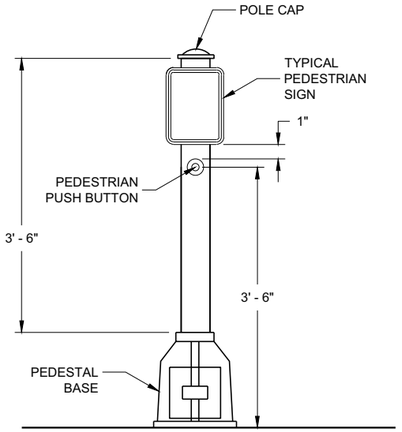
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

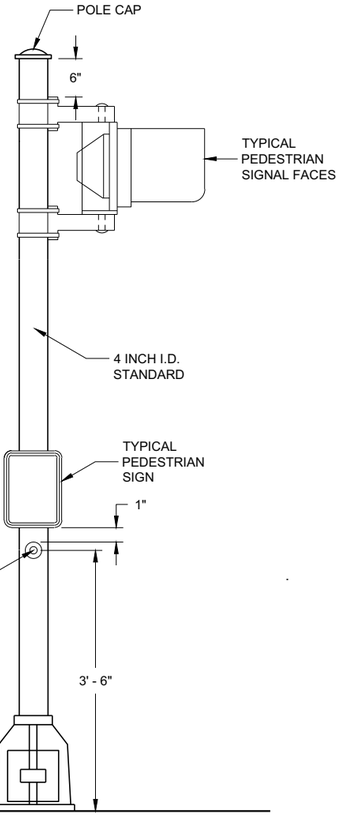
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

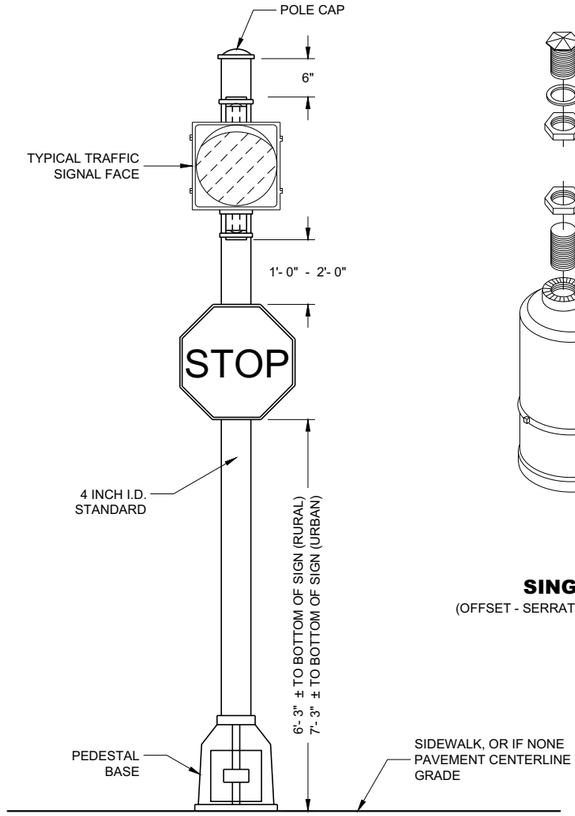
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

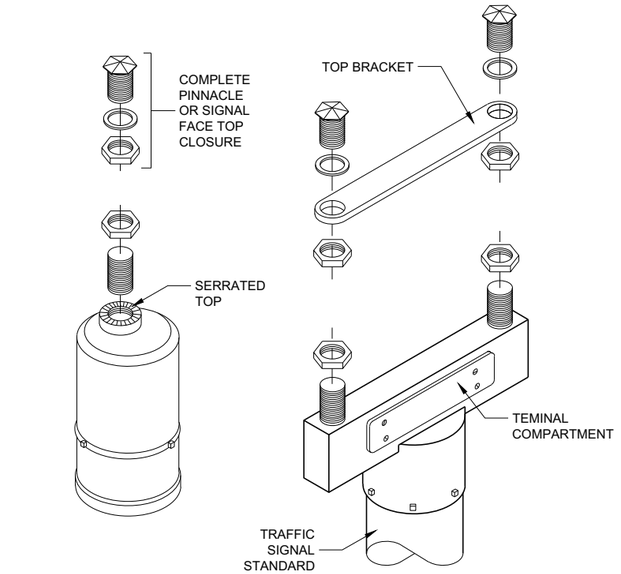
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



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



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



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 232

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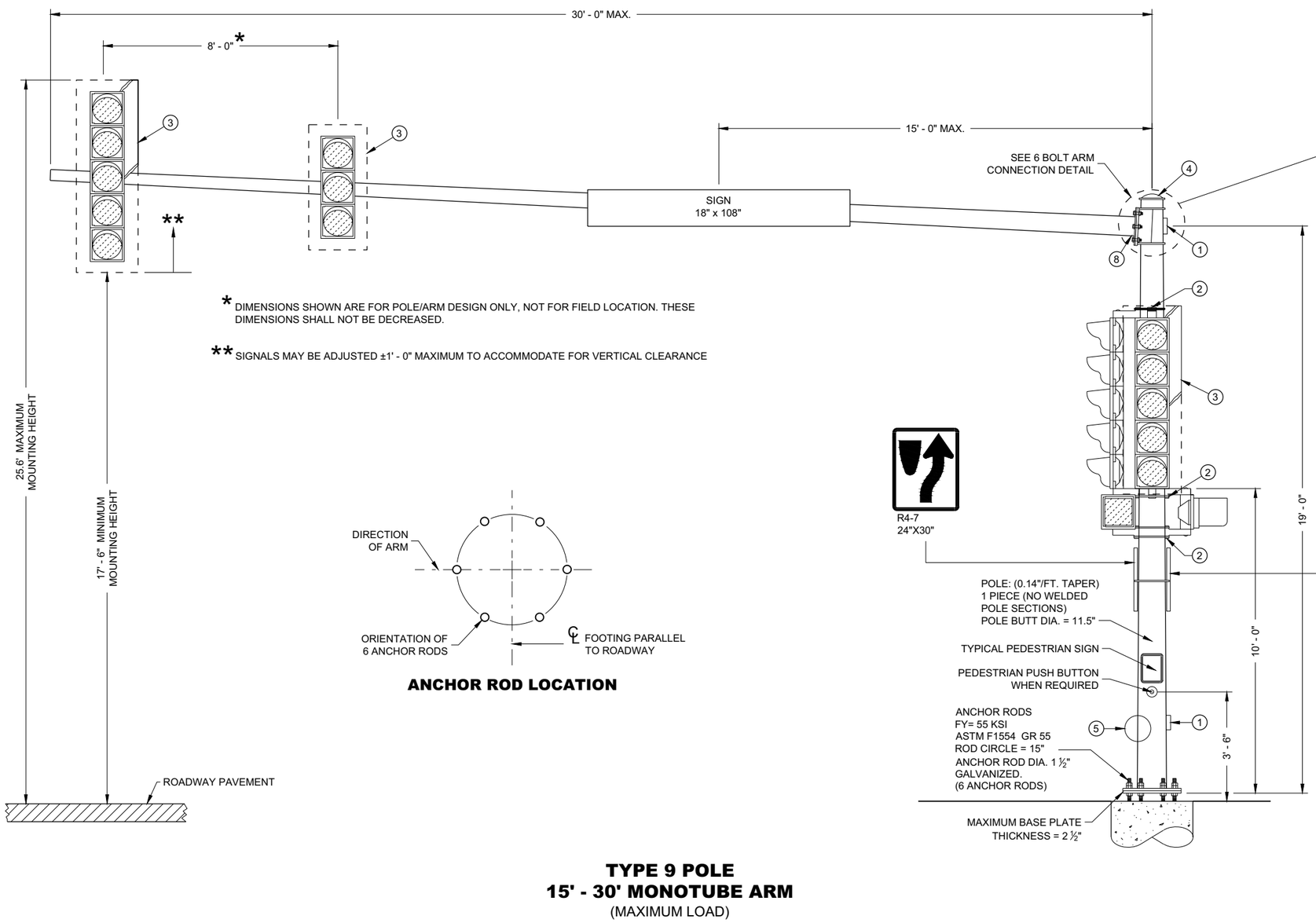
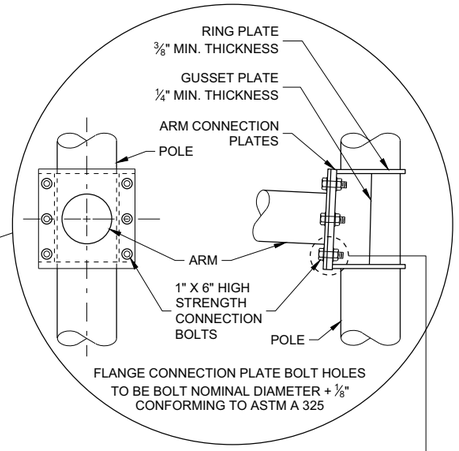


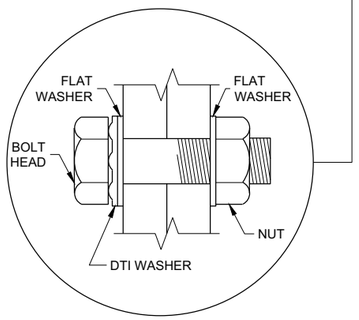
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

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

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

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SDD 09E08 - 09a

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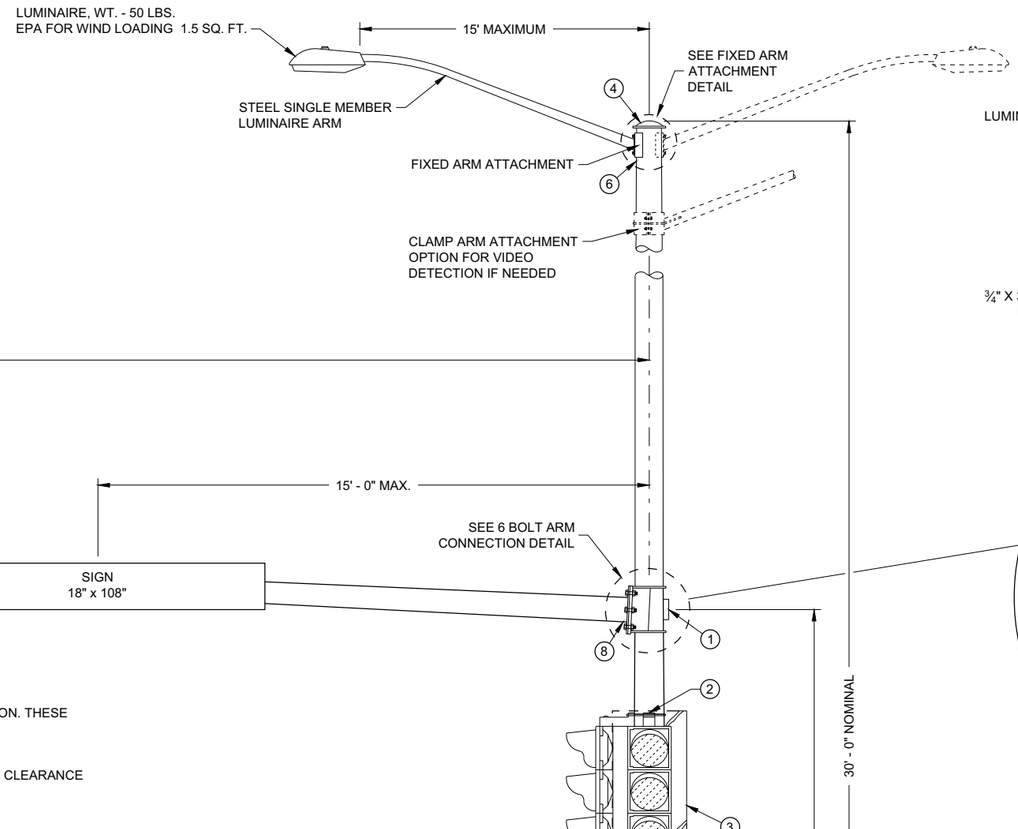
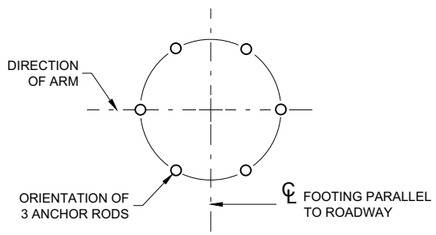
SDD 09E08 - 09a

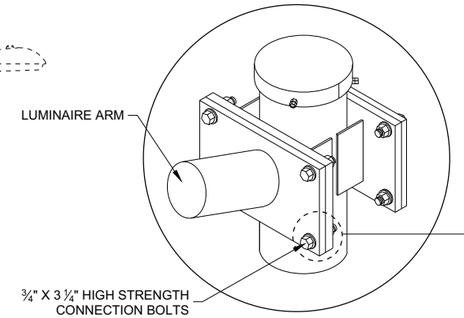


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

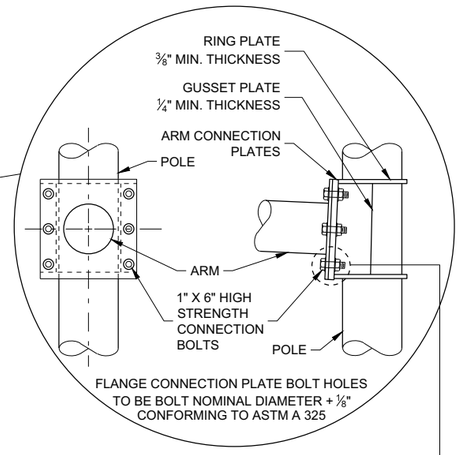
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



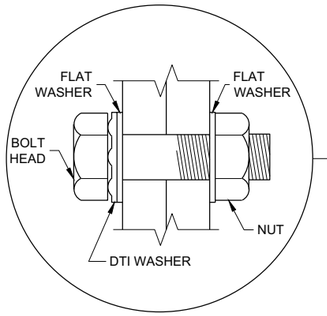
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
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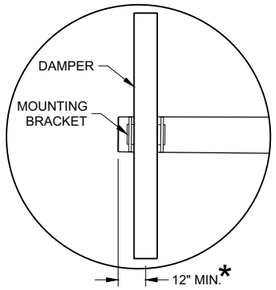
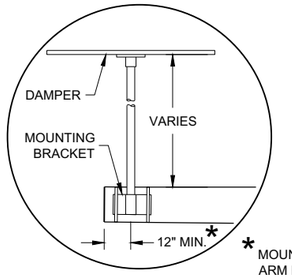
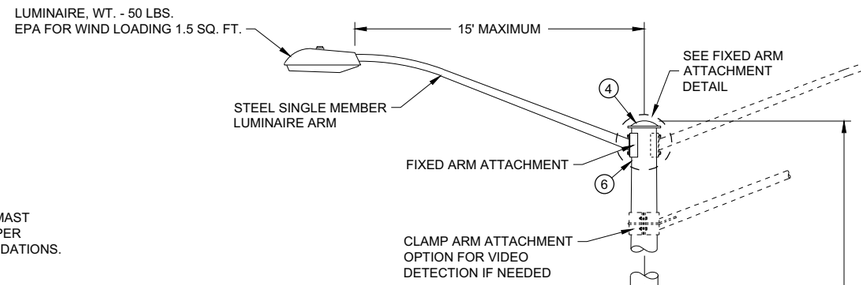


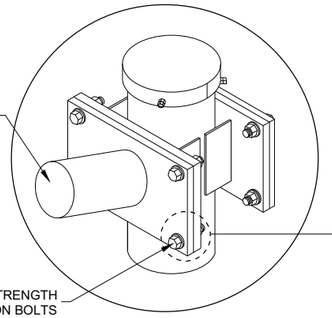
DUMBBELL VIBRATION DAMPER



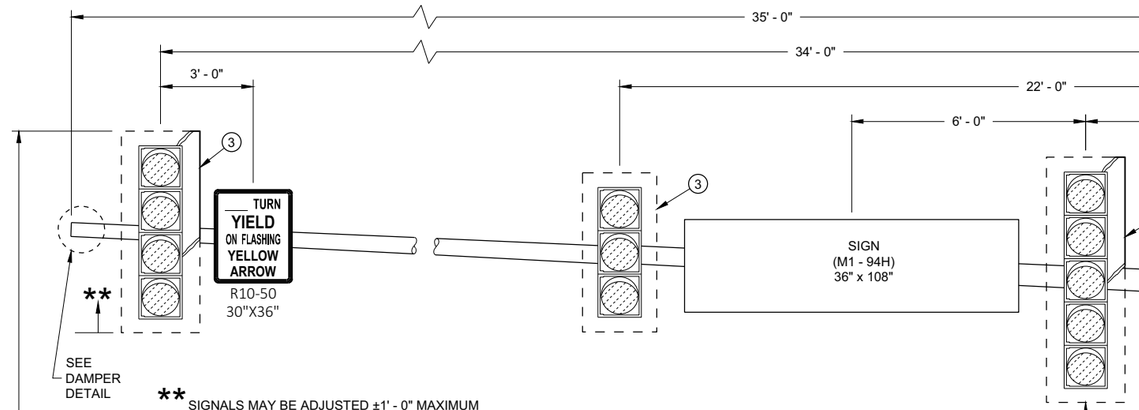
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

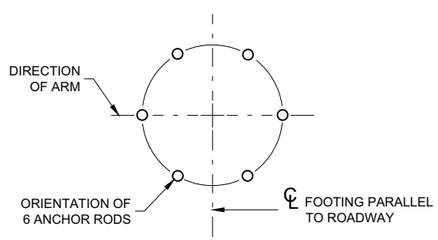




FIXED ARM ATTACHMENT DETAIL

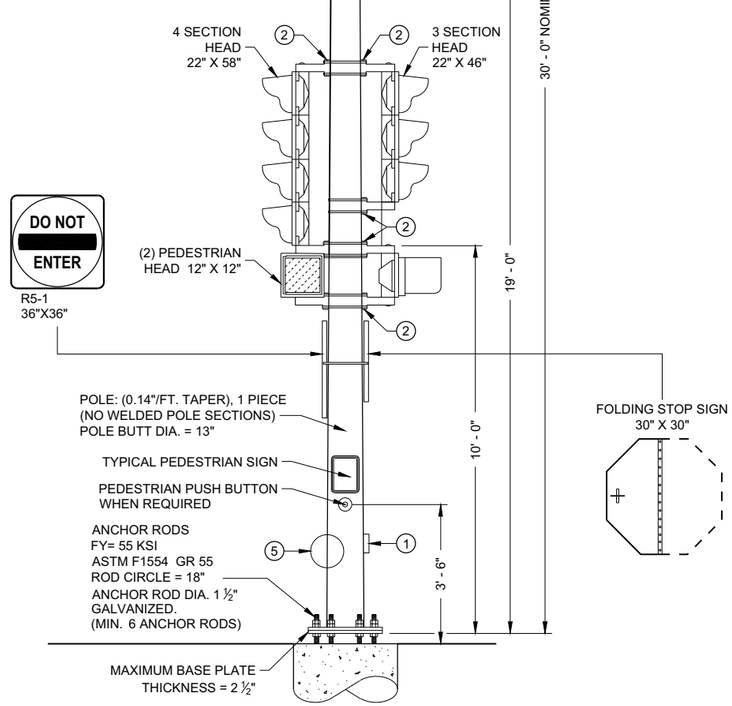


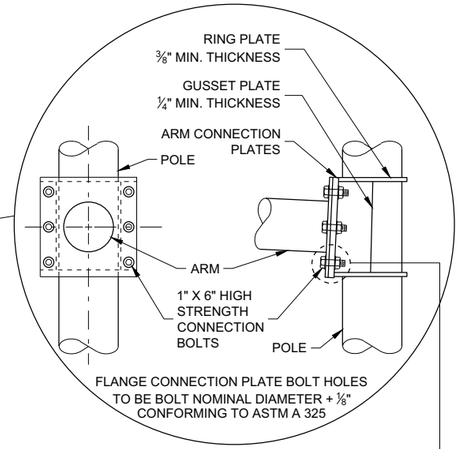
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



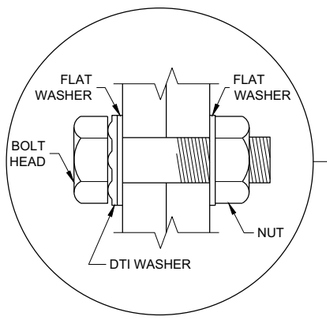
ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)





6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
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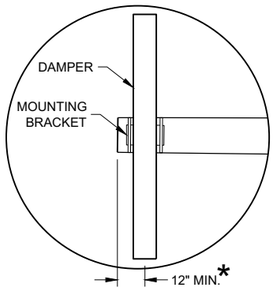
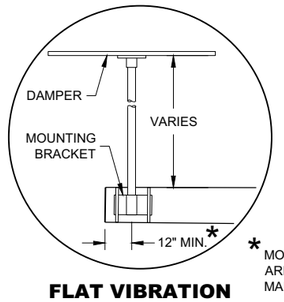
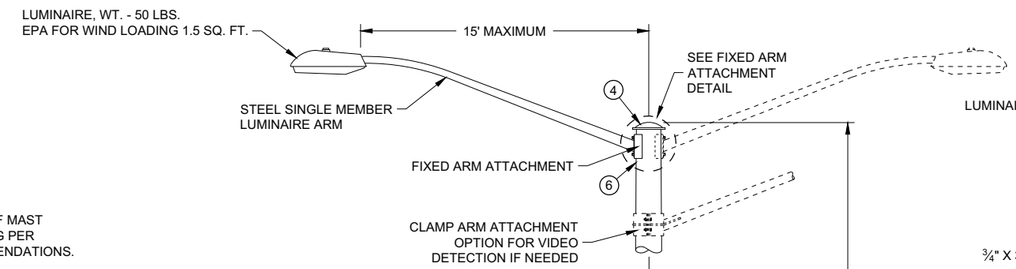


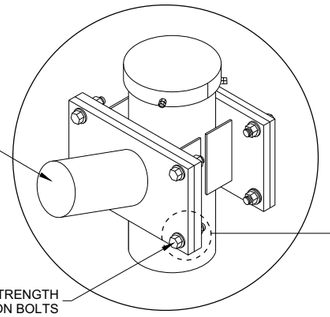
DUMBBELL VIBRATION DAMPER



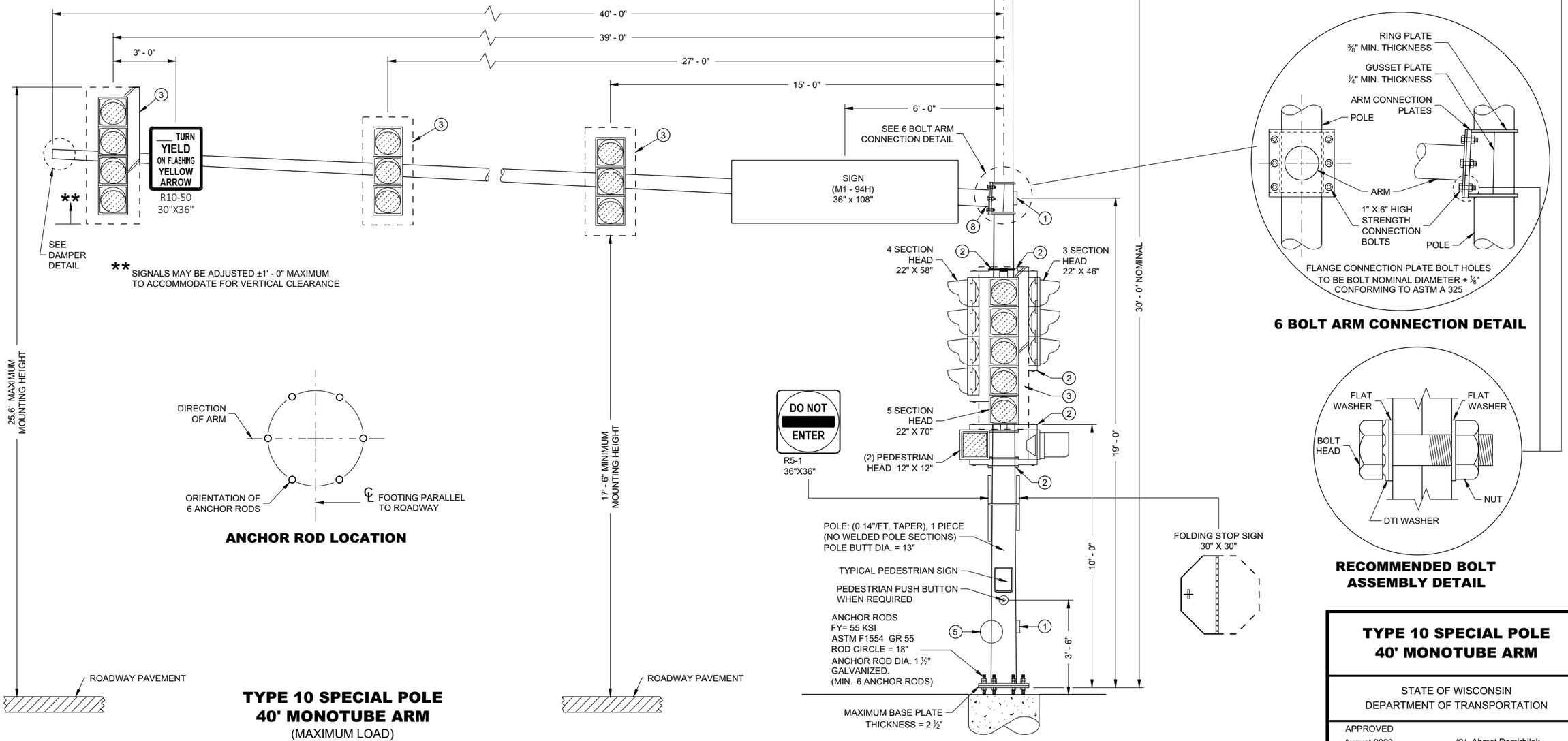
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



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

ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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August 2020
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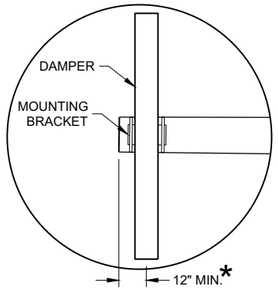
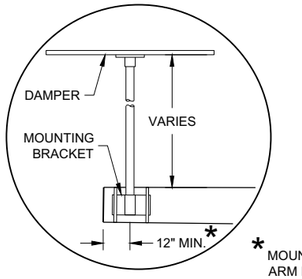
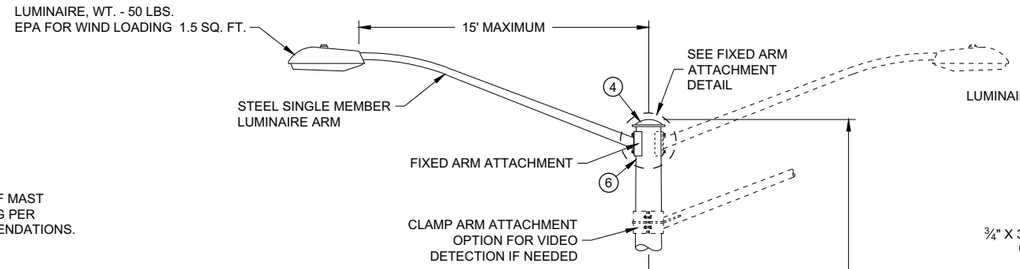


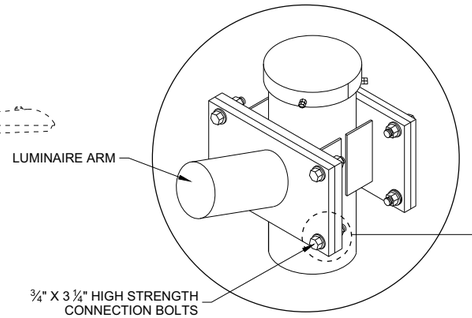
DUMBBELL VIBRATION DAMPER



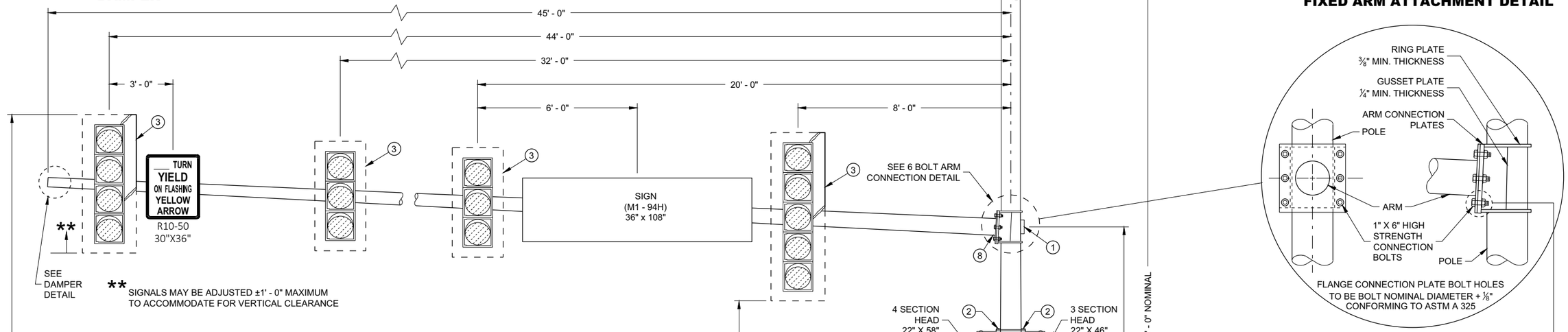
FLAT VIBRATION DAMPER

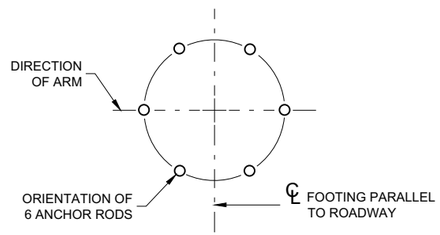
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL

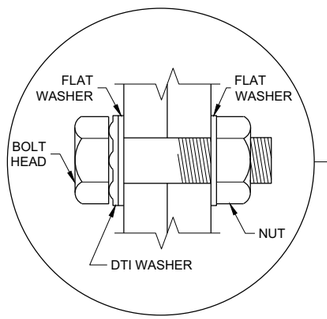




ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
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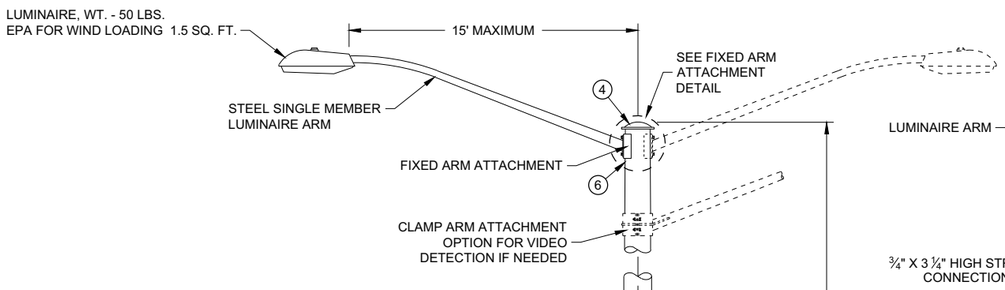
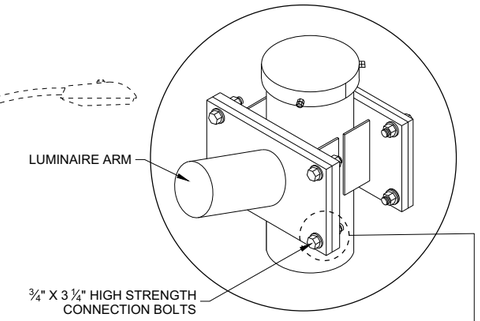
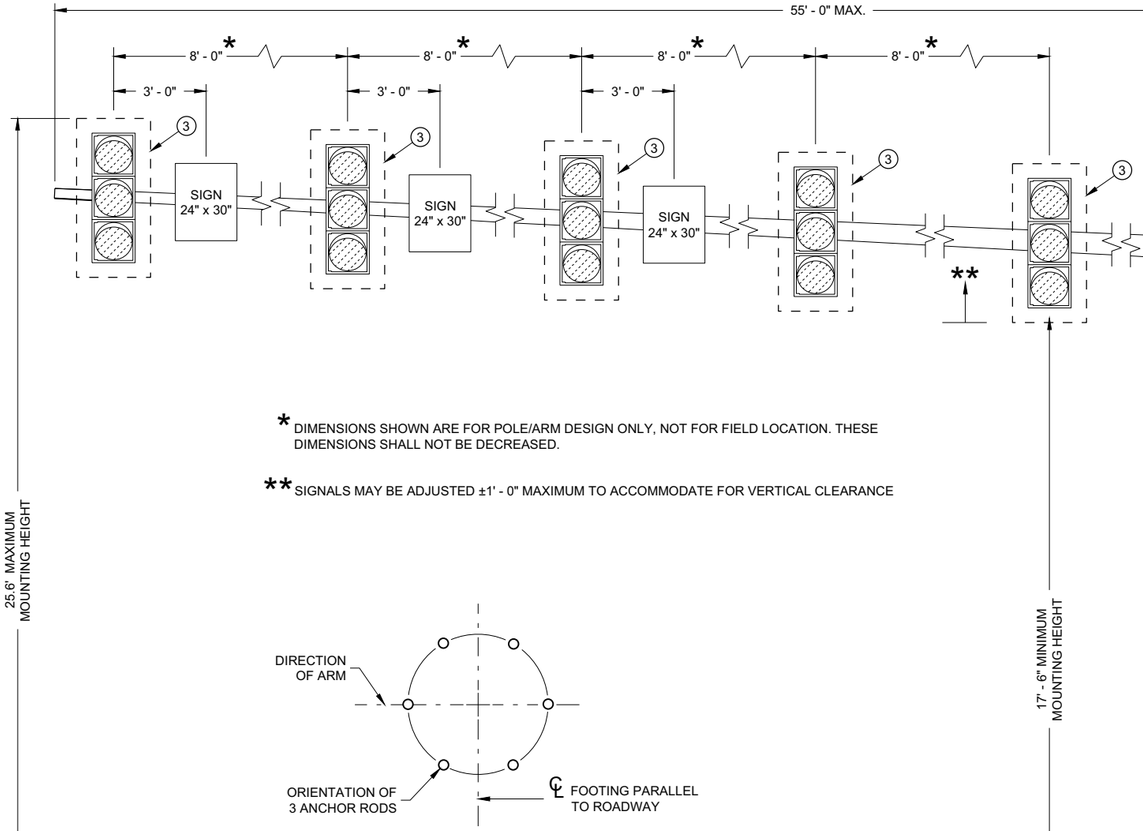
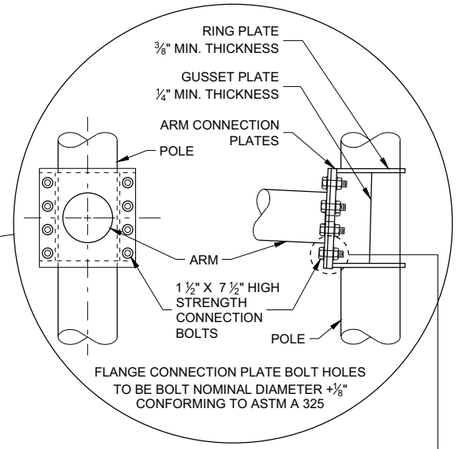


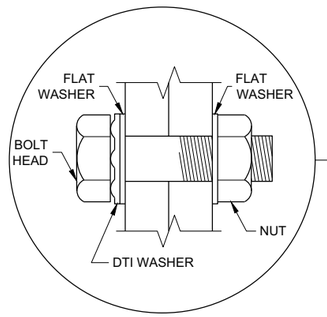


FIXED ARM ATTACHMENT DETAIL





8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* 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 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

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

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

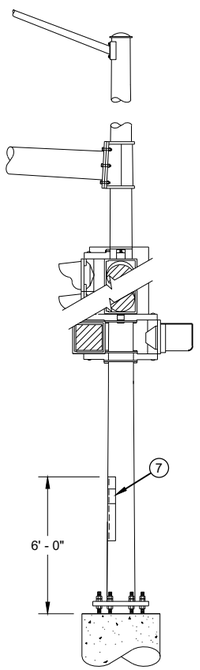
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

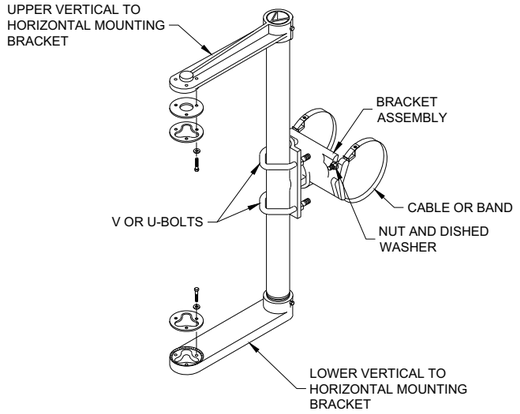
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

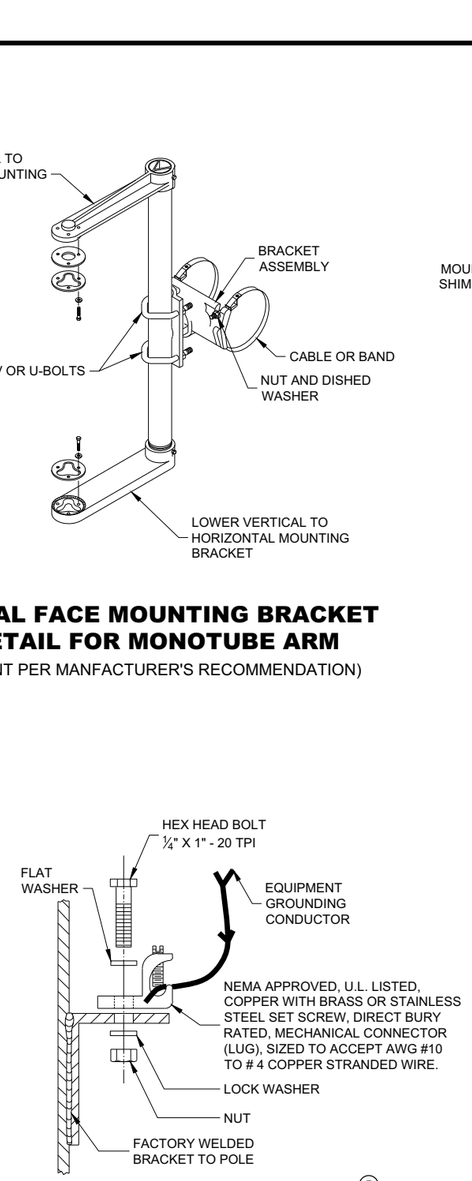


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



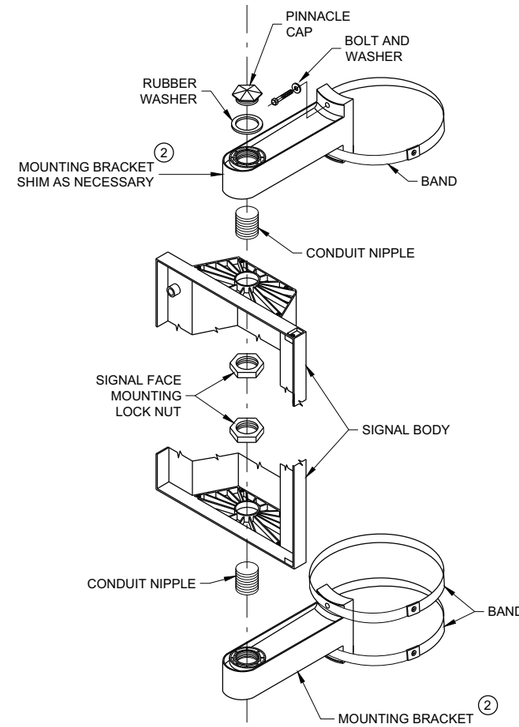
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

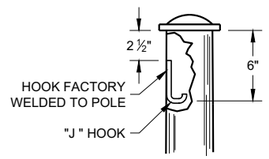


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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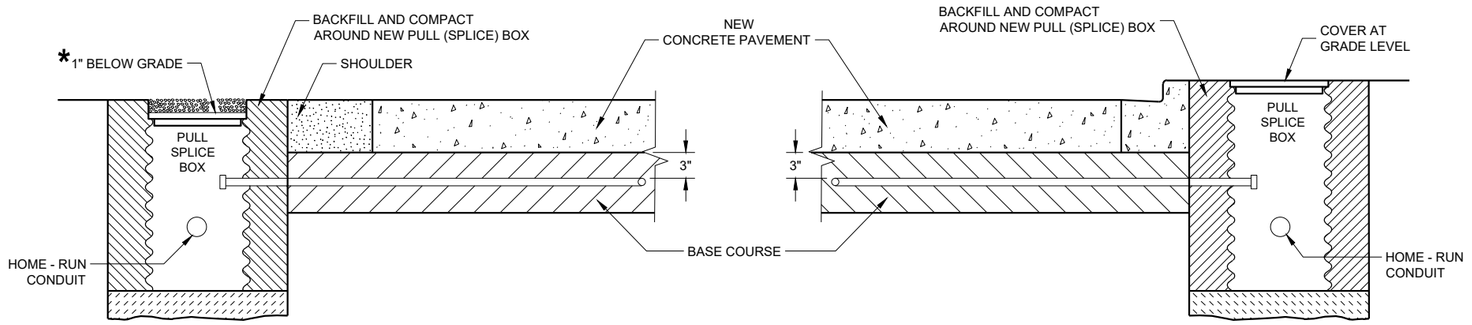


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

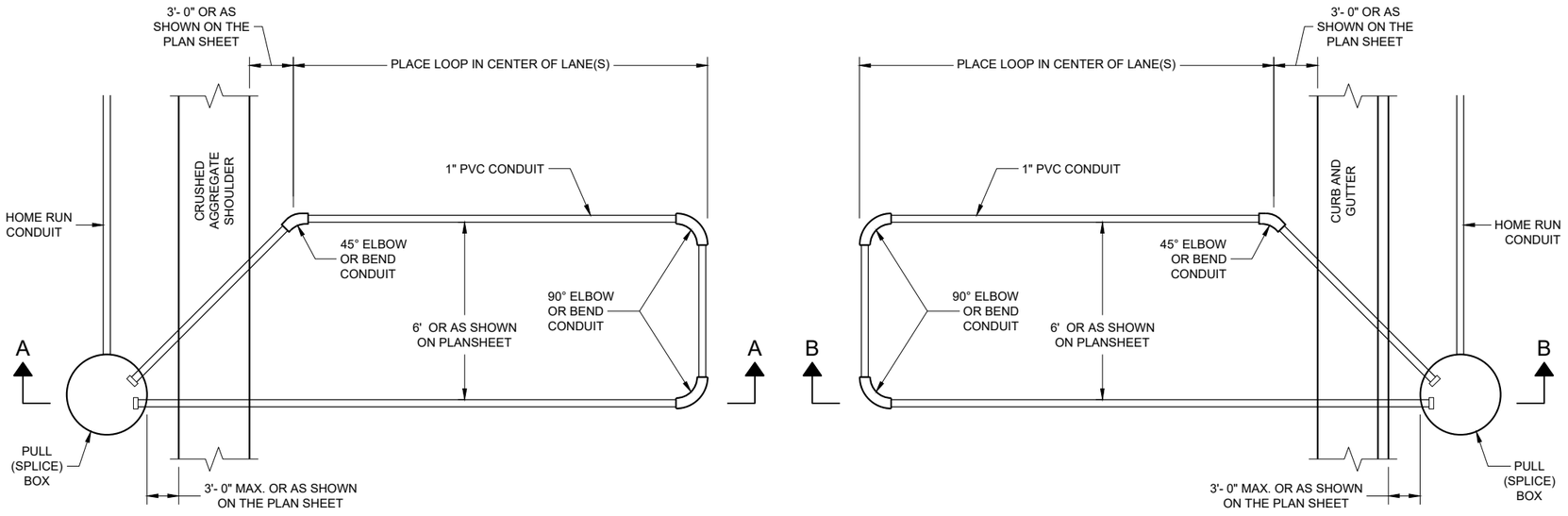
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

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

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



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
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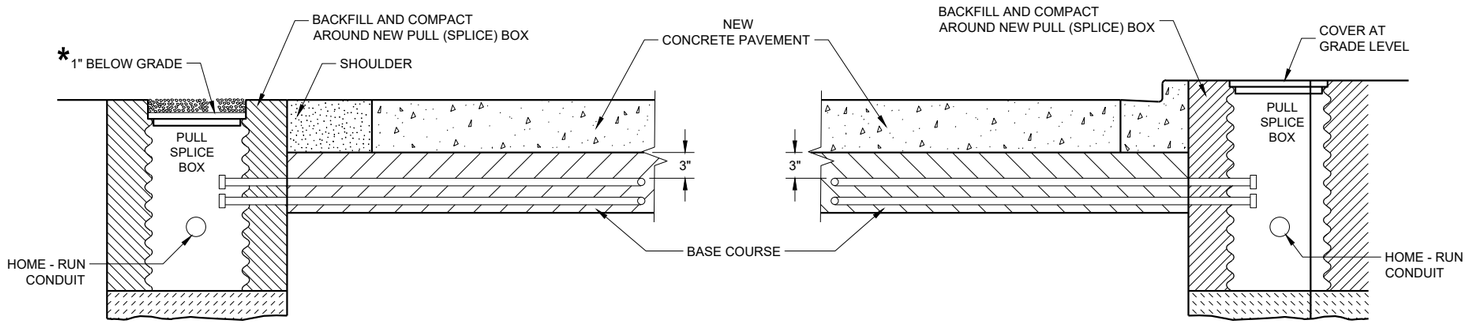


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

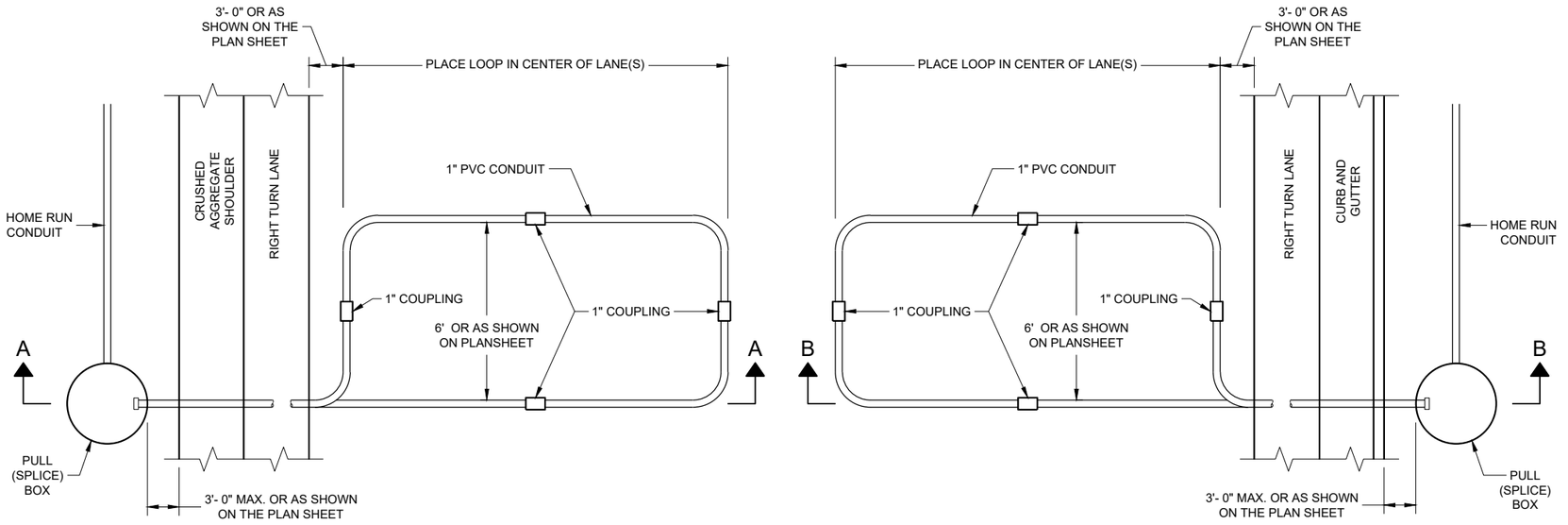
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

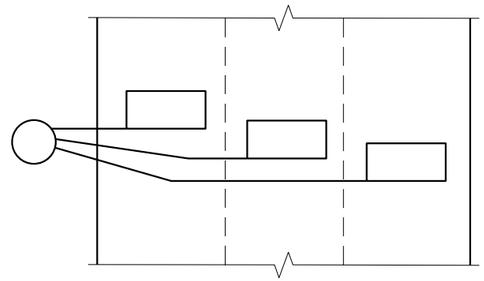
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

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

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



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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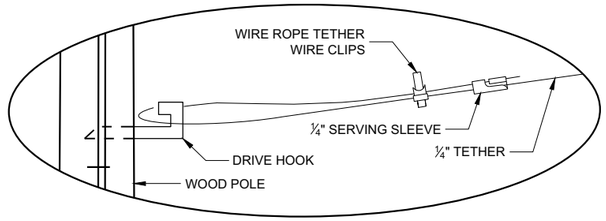
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

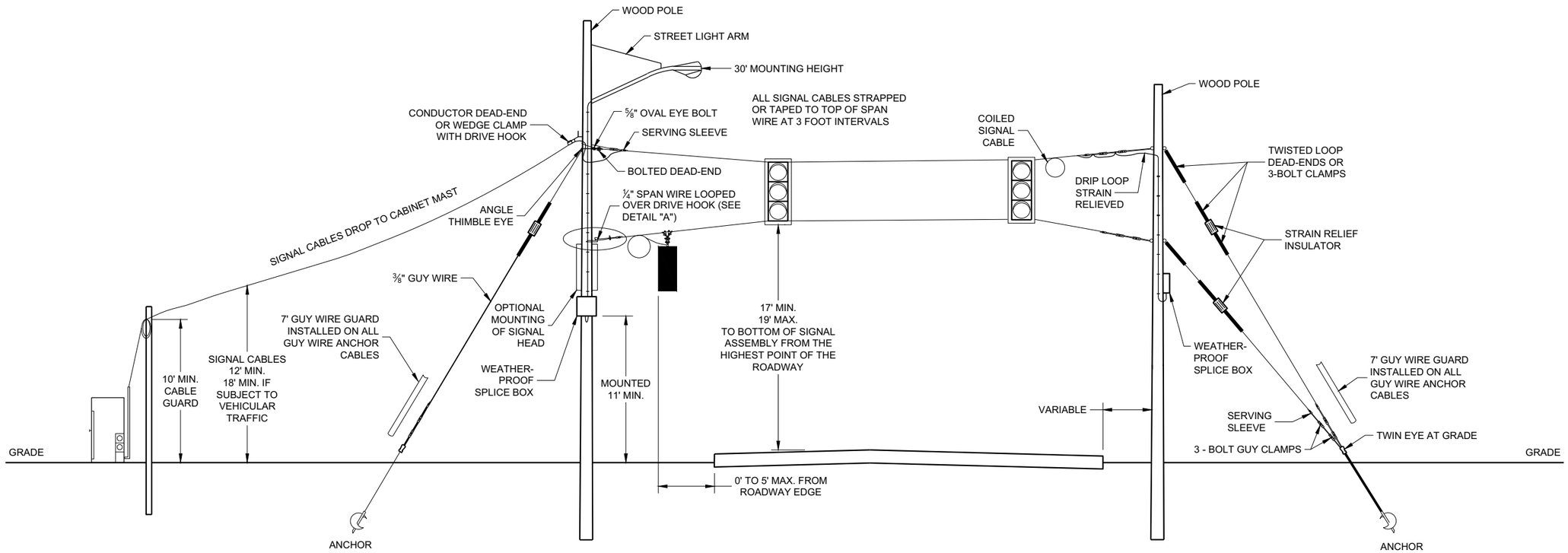


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — STATE ELECTRICAL ENGI

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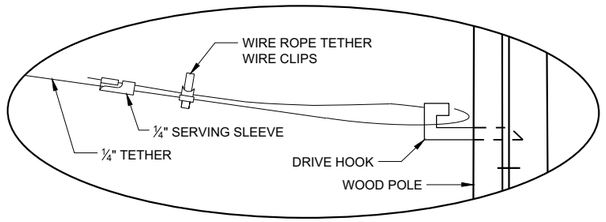
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
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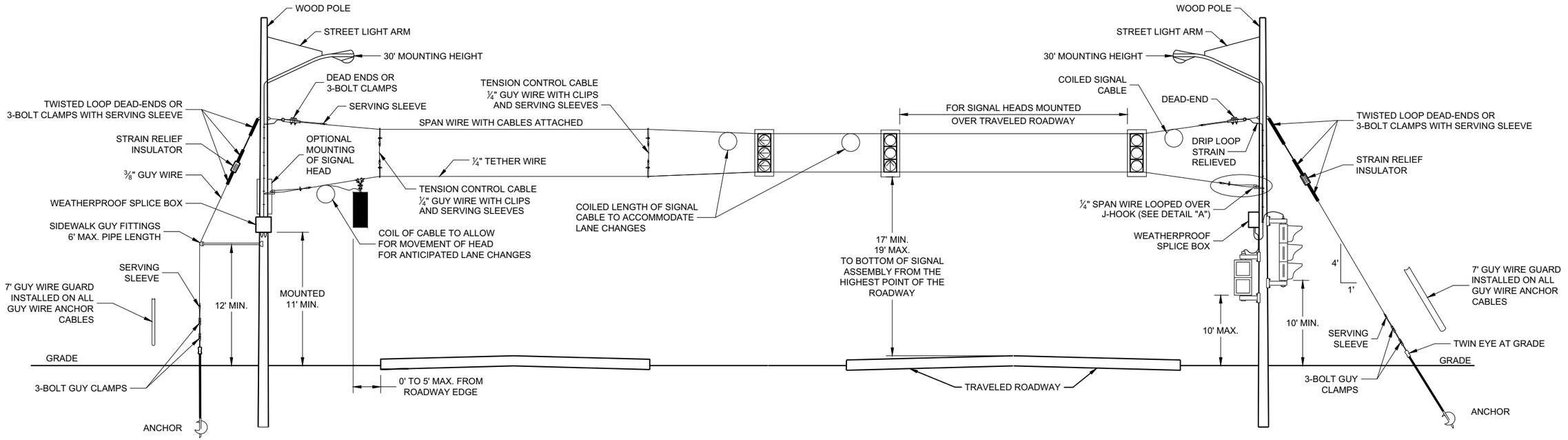

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
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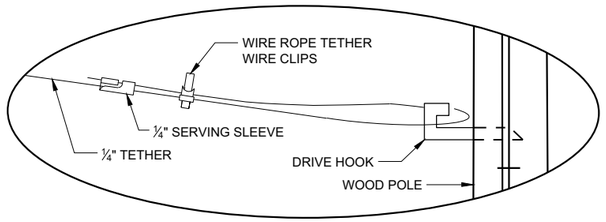
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
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   - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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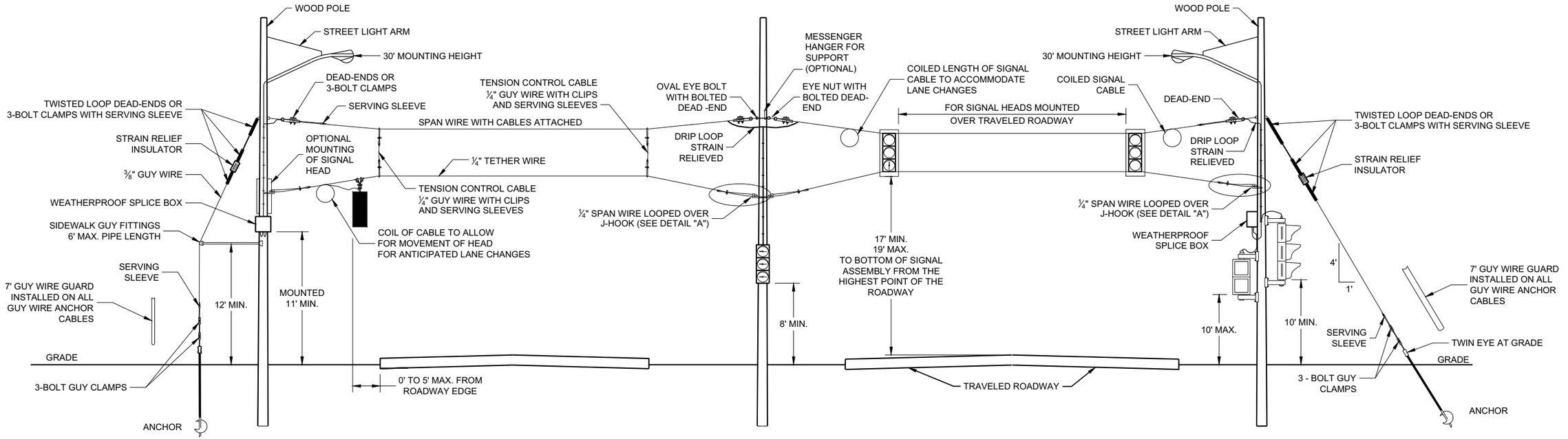
   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

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STATE ELECTRICAL ENGI 244

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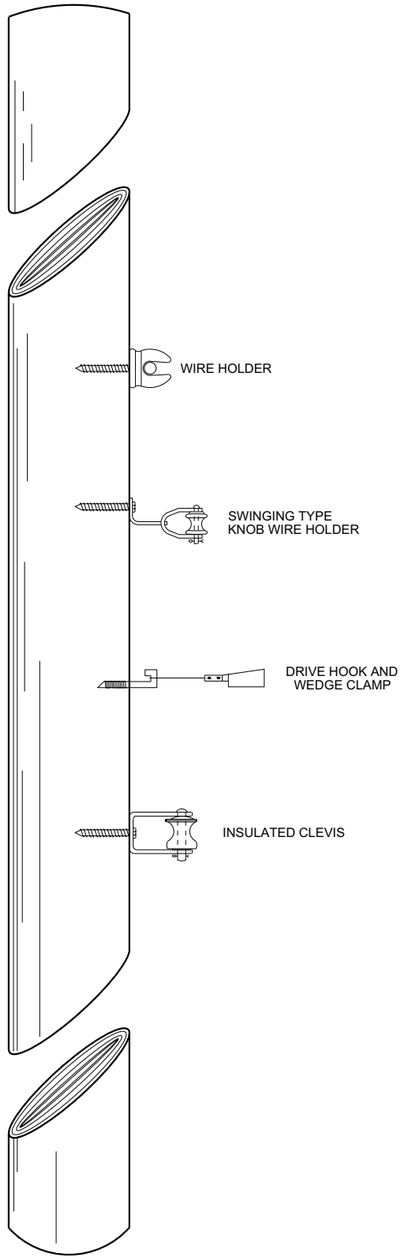

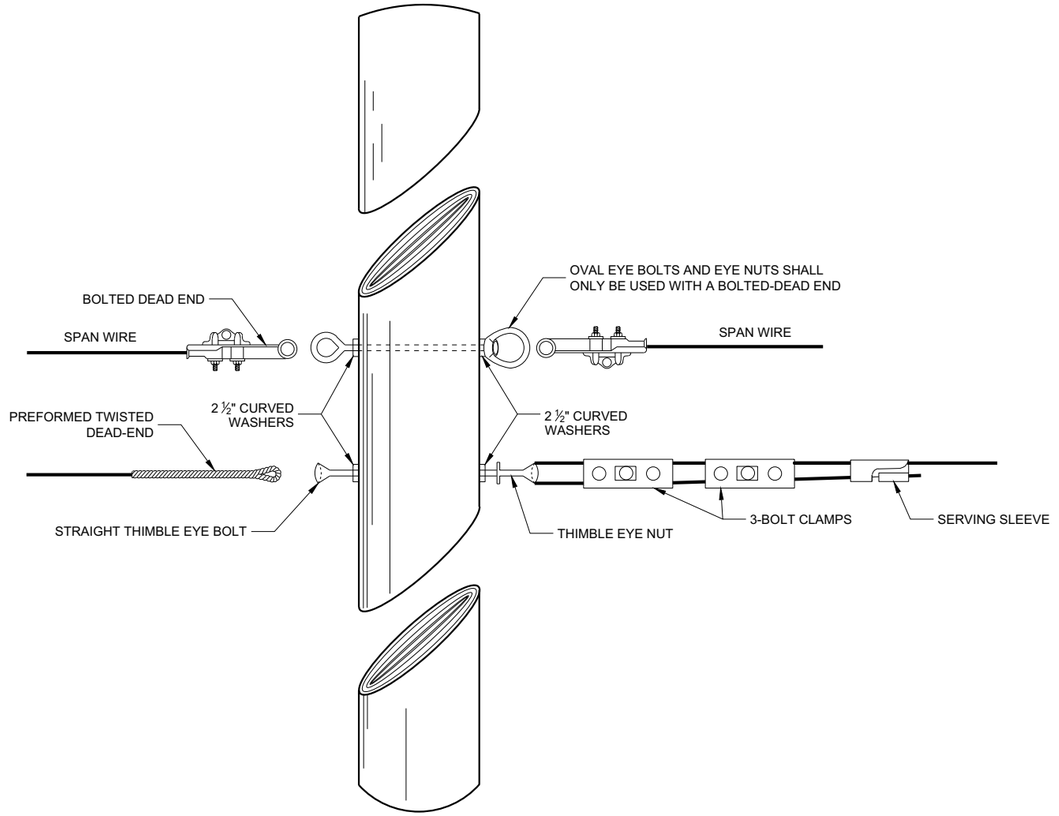

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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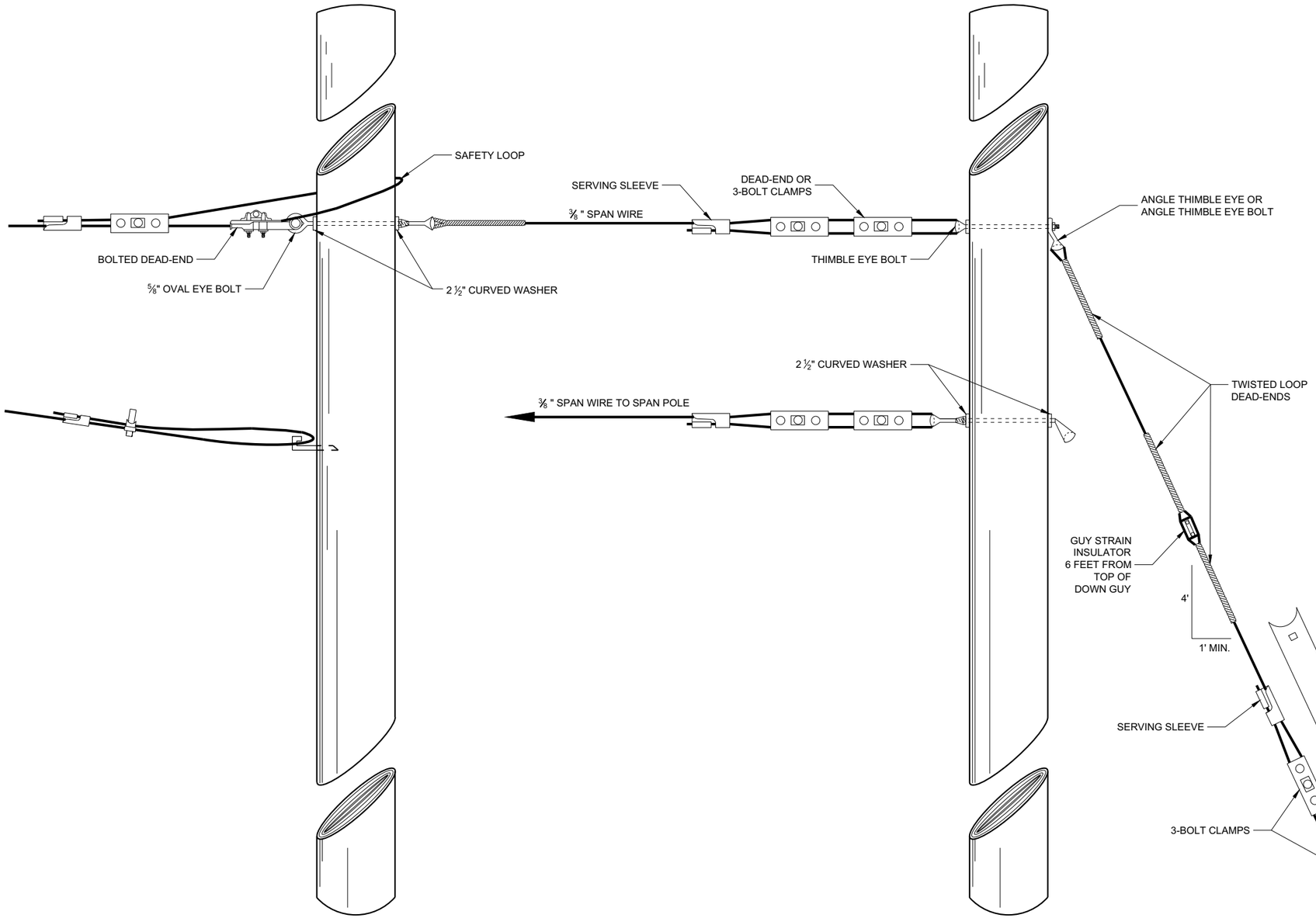
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE **GUY POLE**

TYPICAL DEAD-ENDINGS OR GUYING

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SDD 09G01 - 4e

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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ROADWAY STANDARDS DEVE ENGINEER

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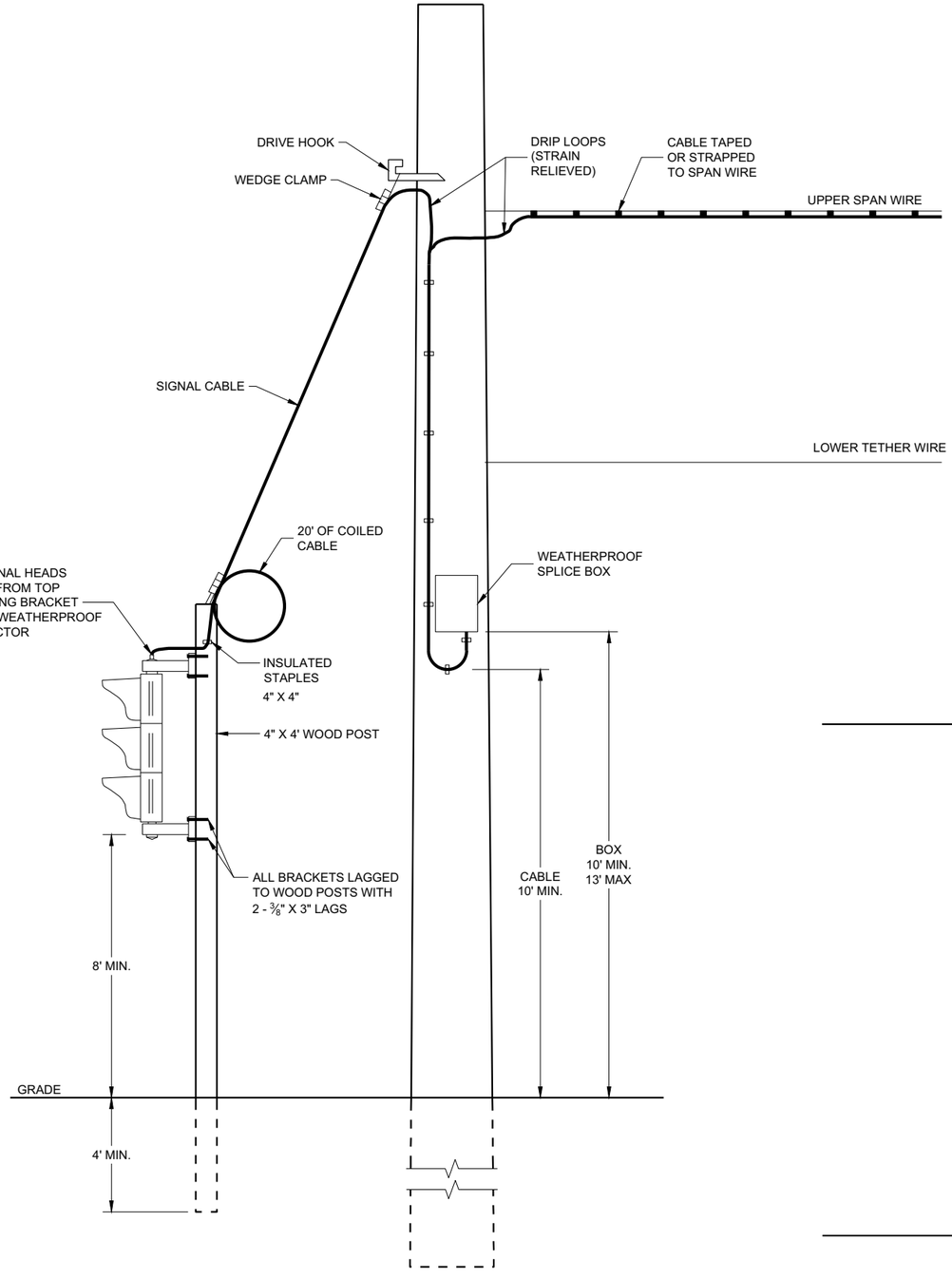
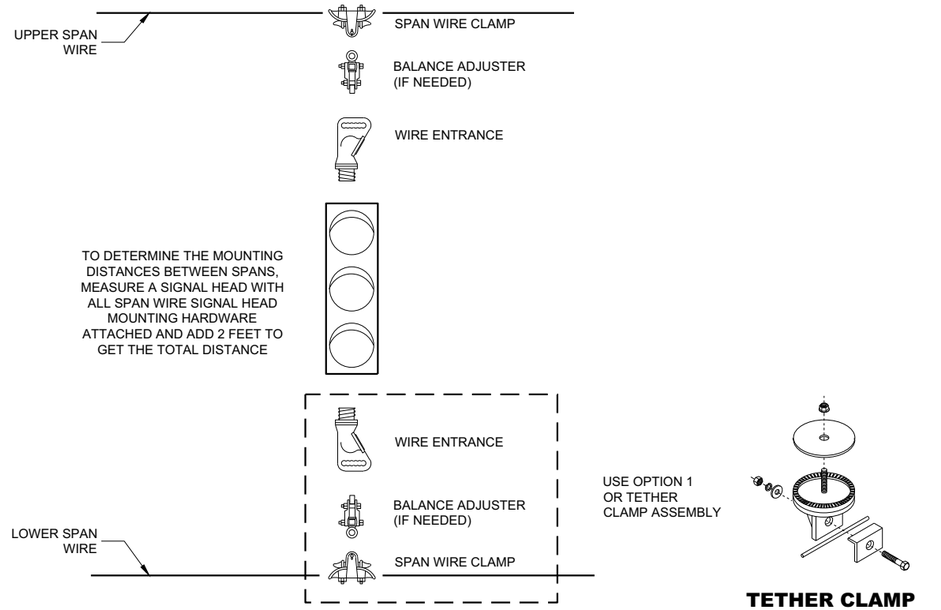
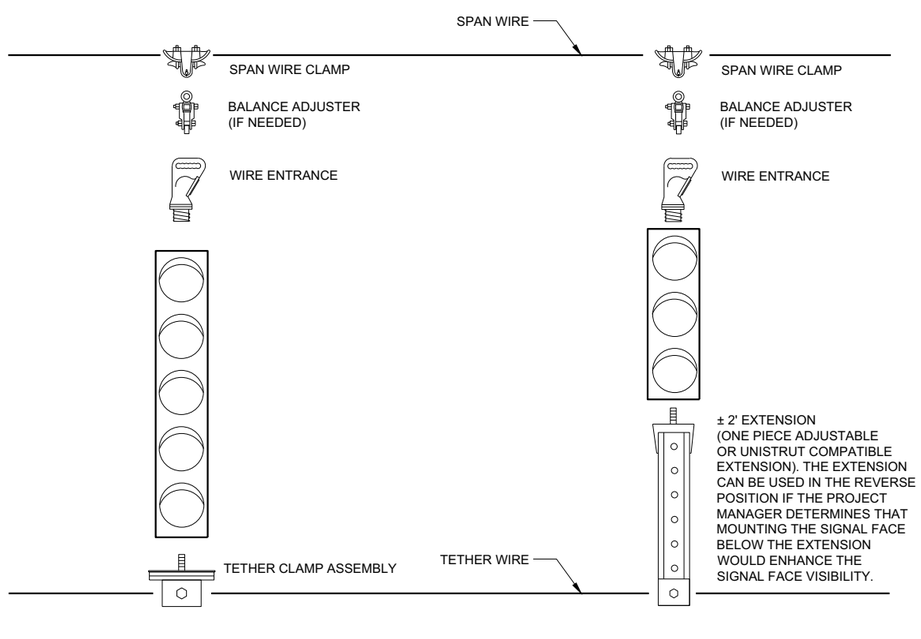


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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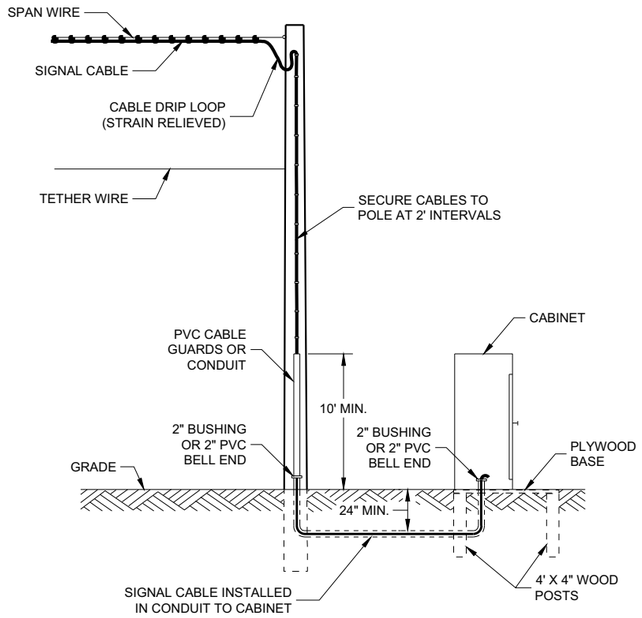
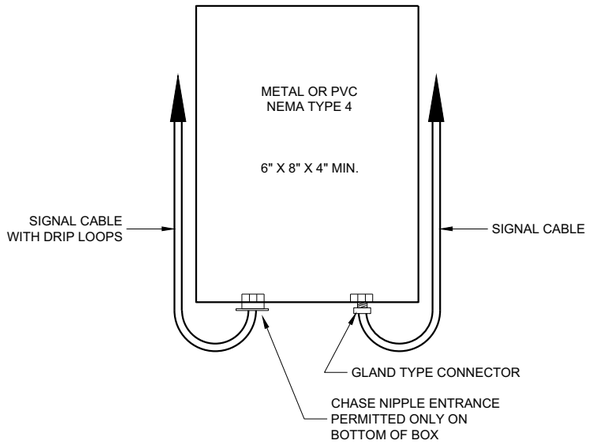
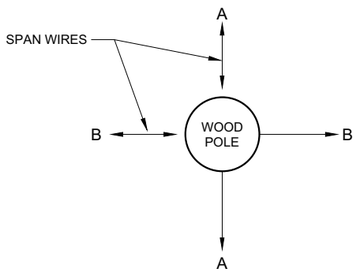




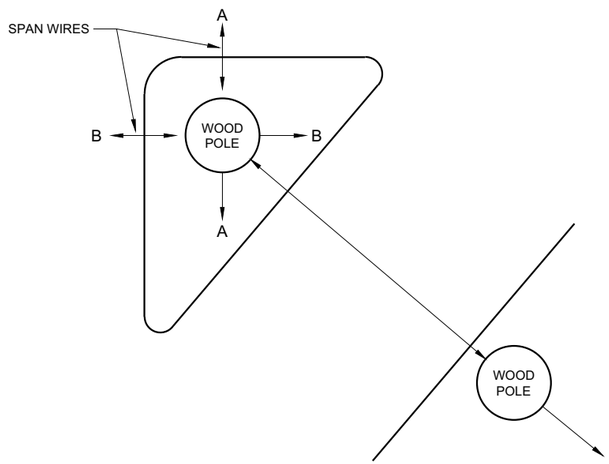
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

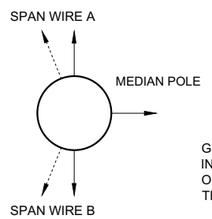


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 09G01 - 4g

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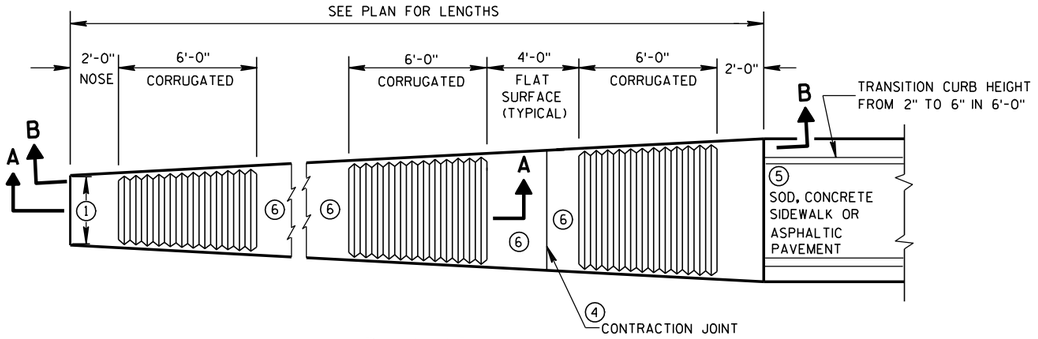
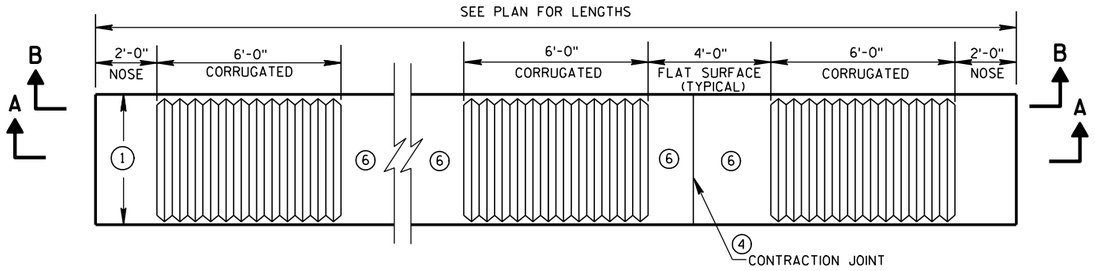


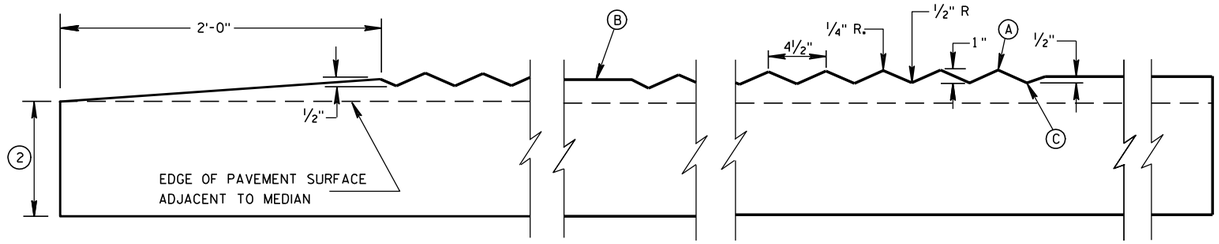
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

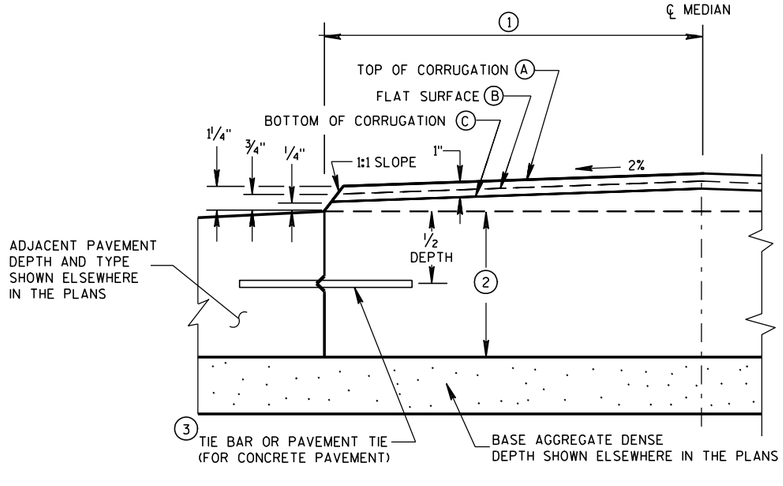
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

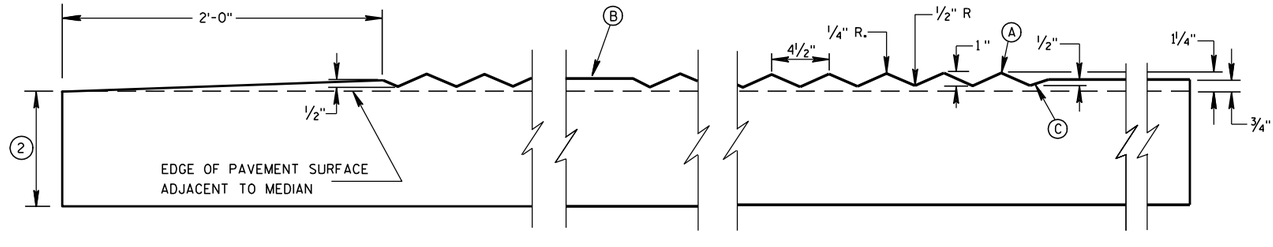
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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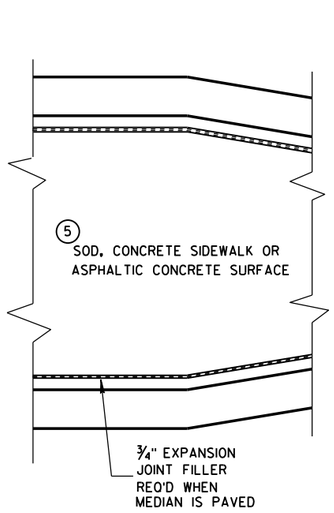
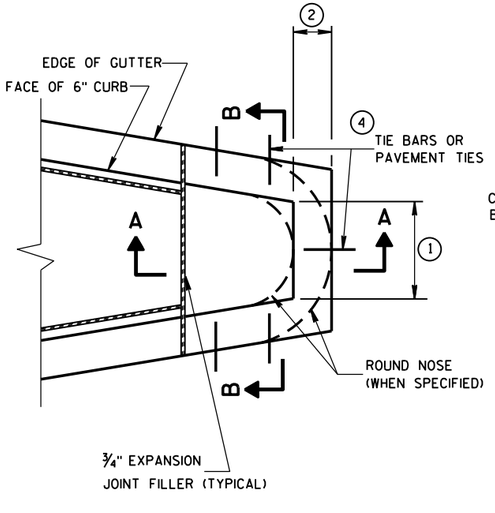
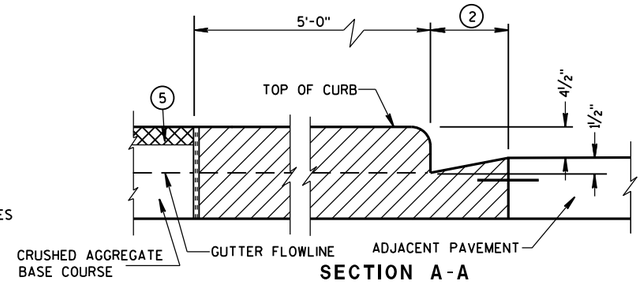
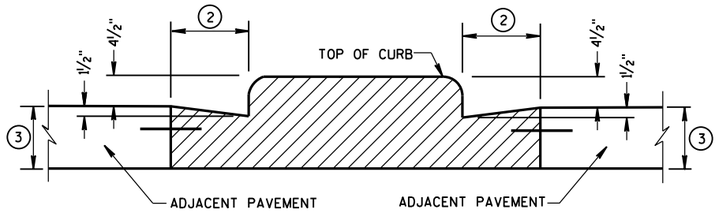
S.D.D. 11 B 1-5







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

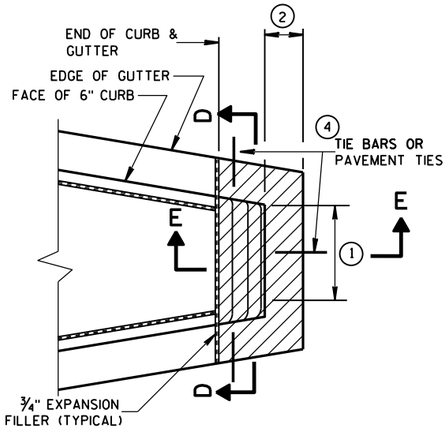
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

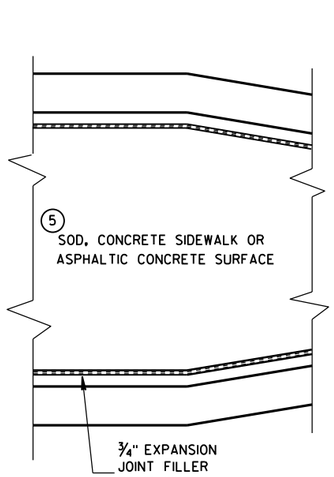
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

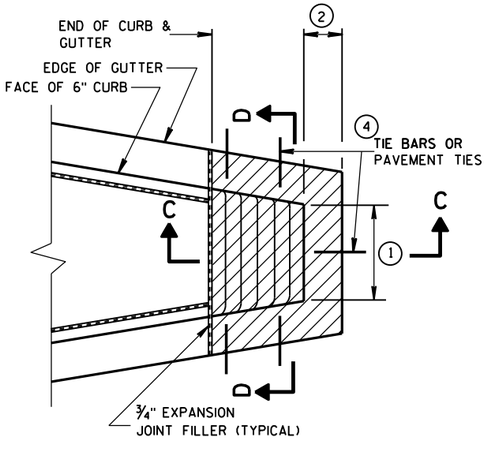
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

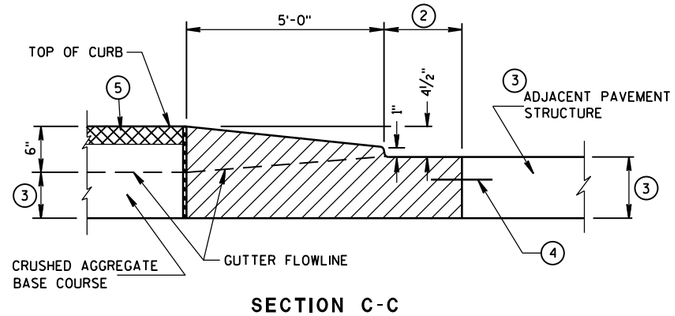
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



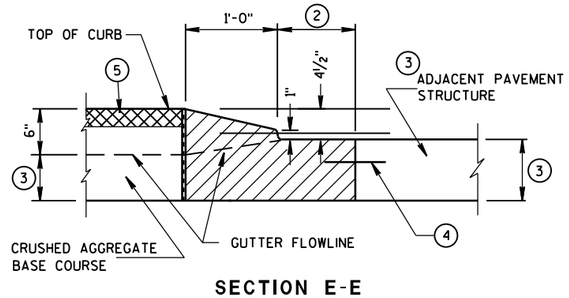




CONCRETE MEDIAN SLOPED NOSE TYPE 1

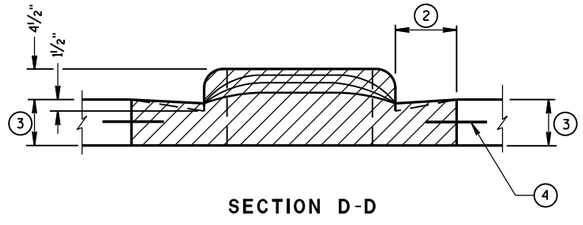


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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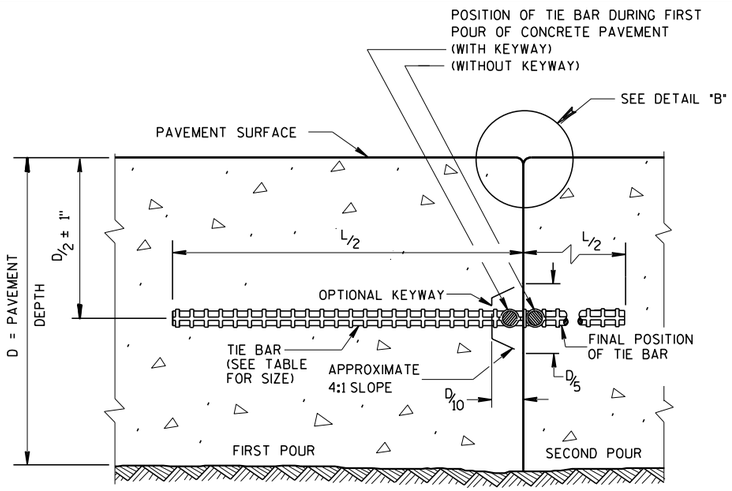
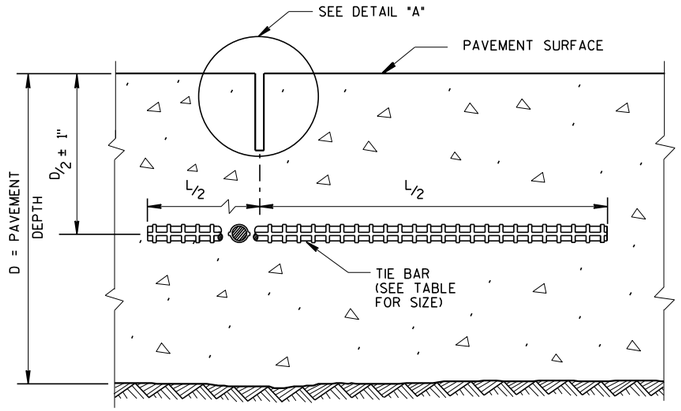
S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

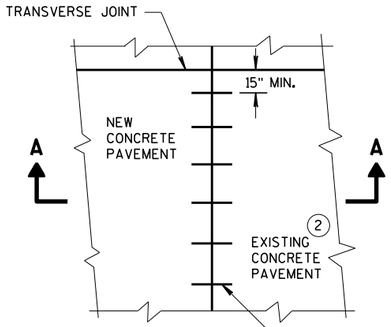
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

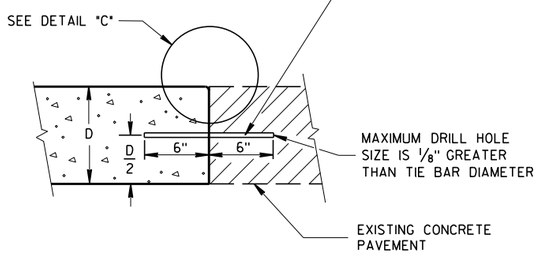
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

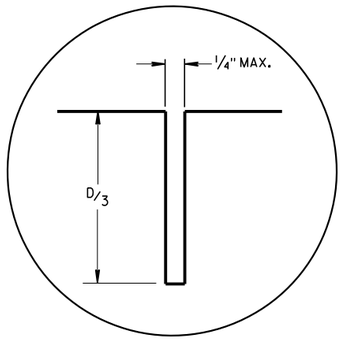


PLAN VIEW

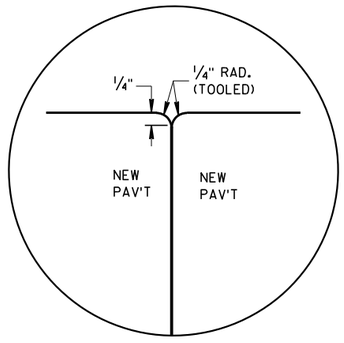


SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



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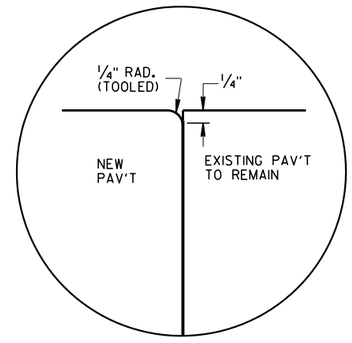


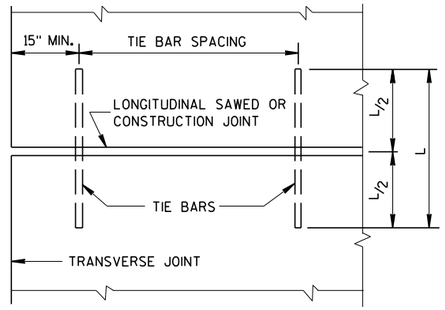
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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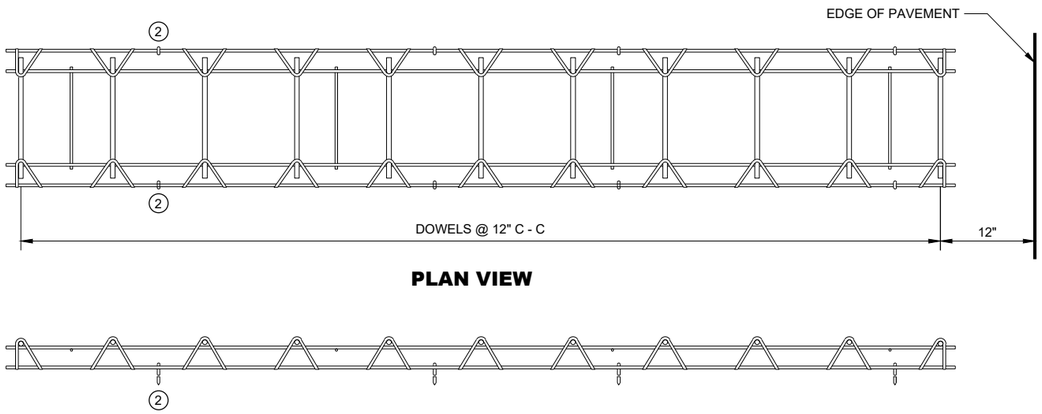
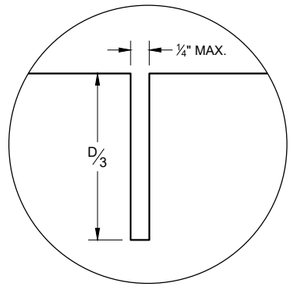
S.D.D. 13 C 1-19



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

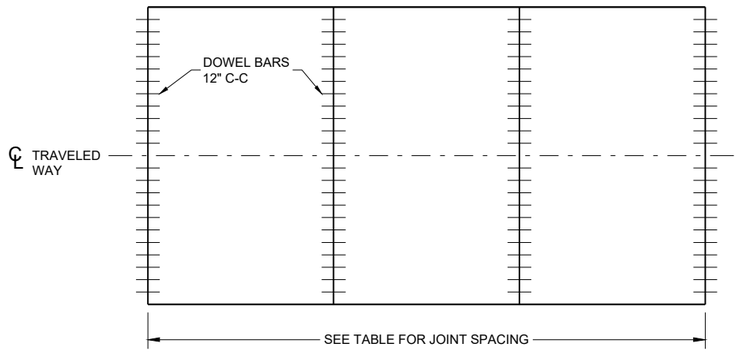
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

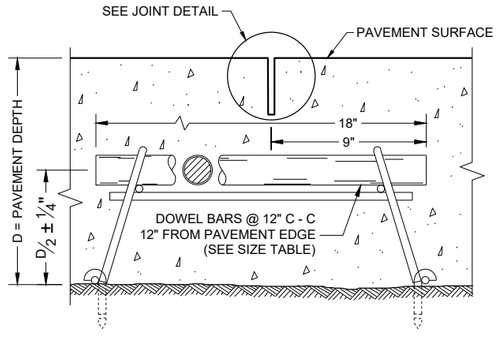
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



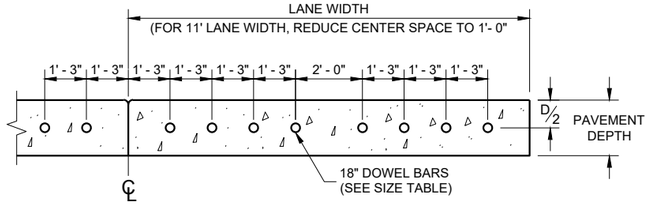
CONTRACTION JOINT LOCATIONS



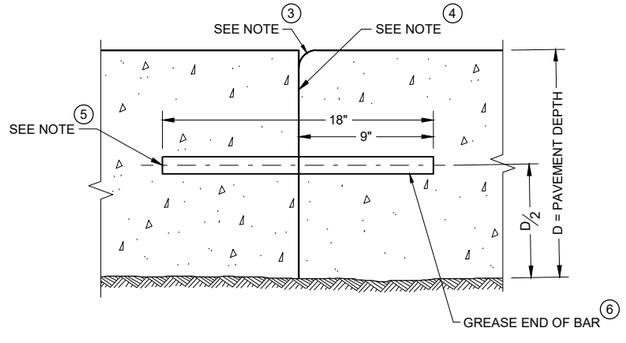
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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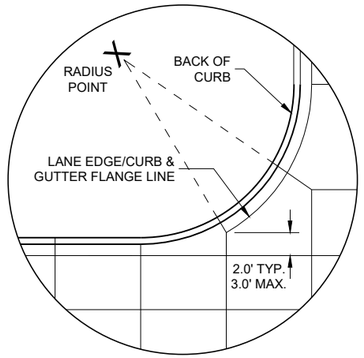
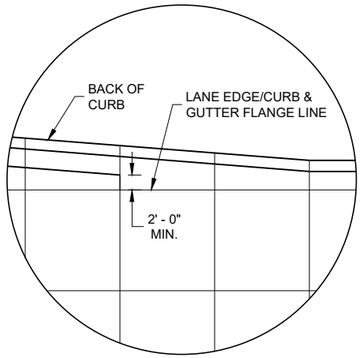
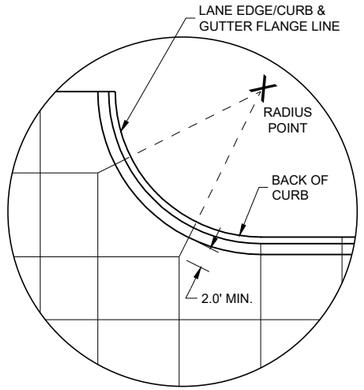
SDD 13C13 - 11



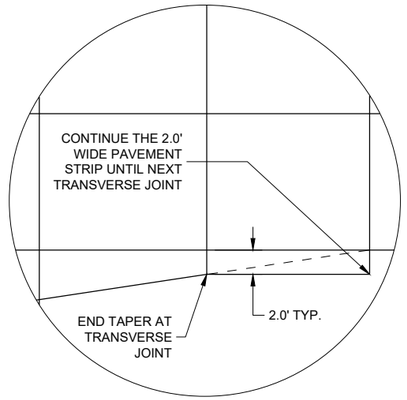
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

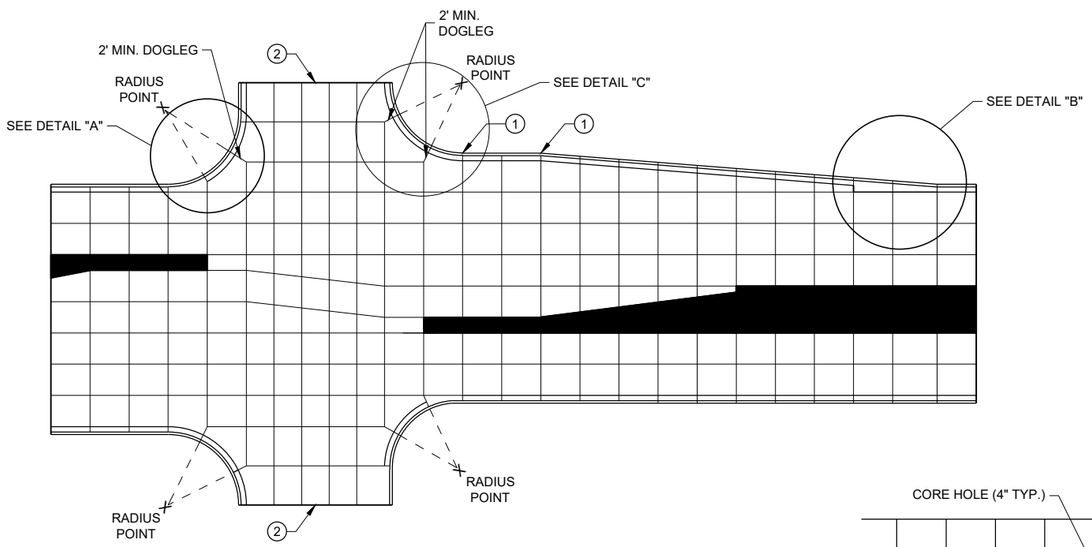
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

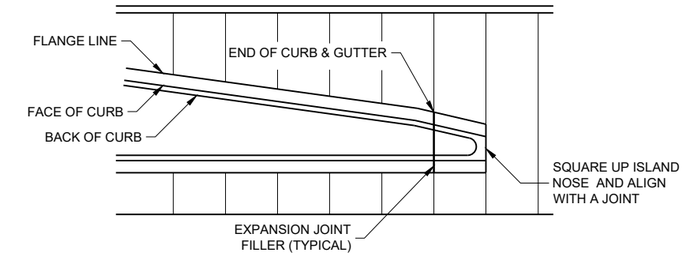
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



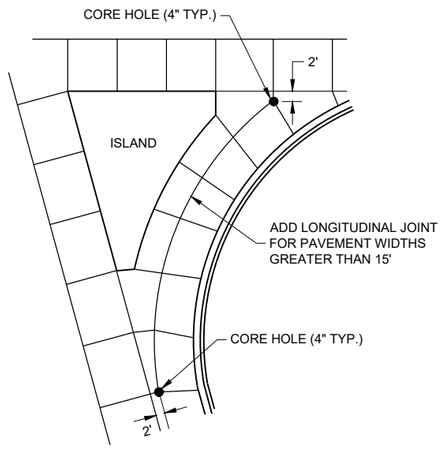
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

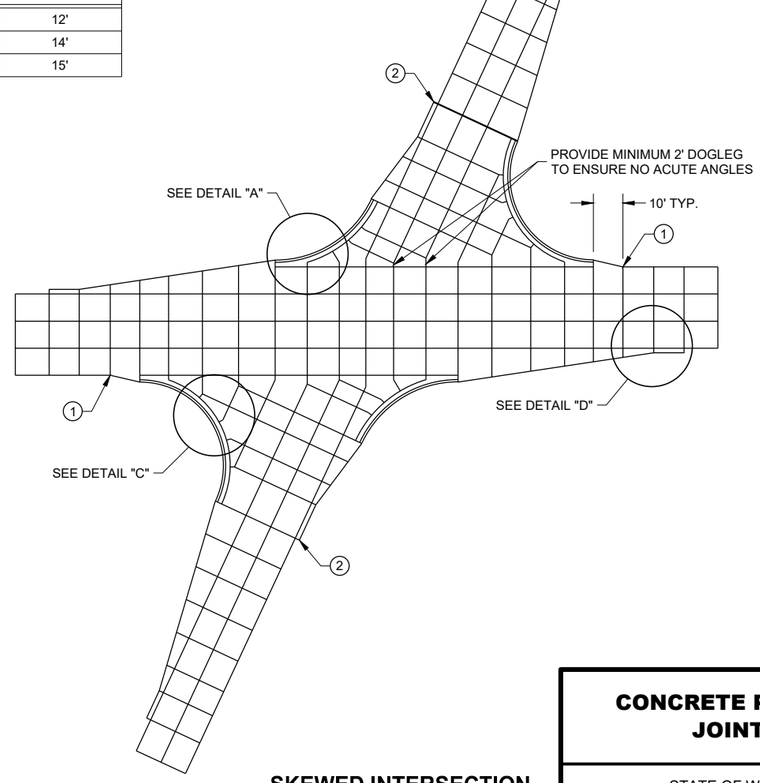
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

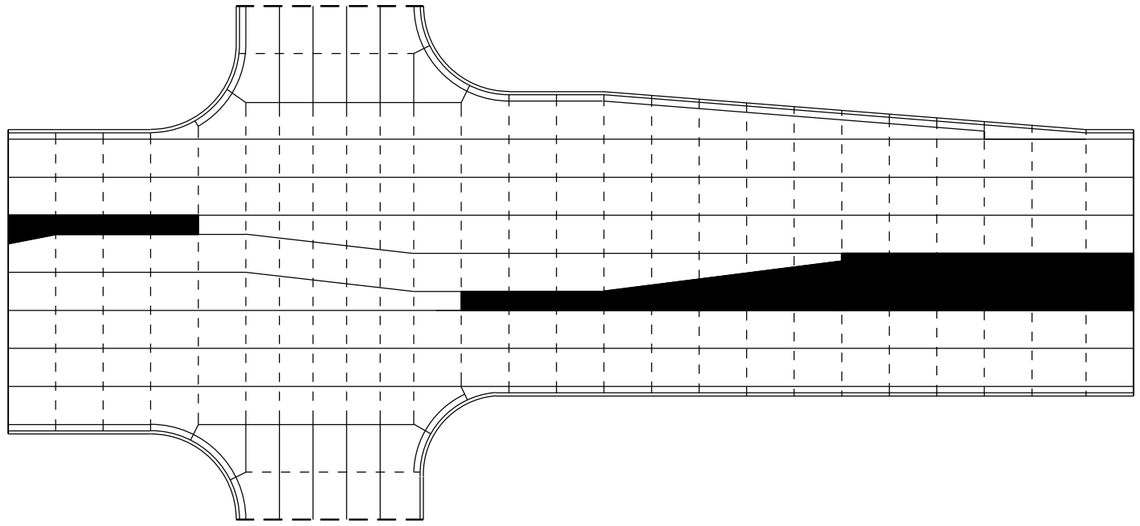
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

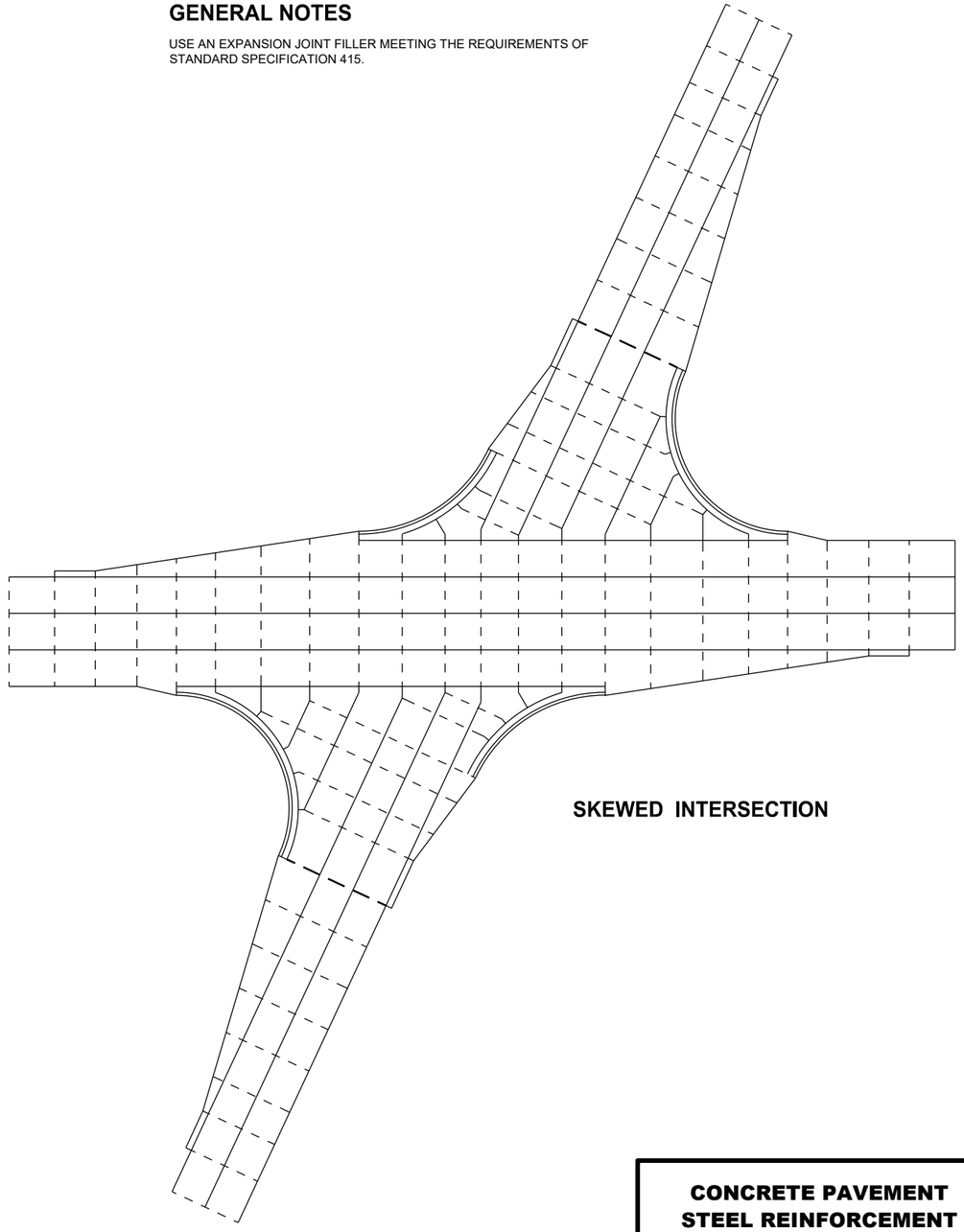
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

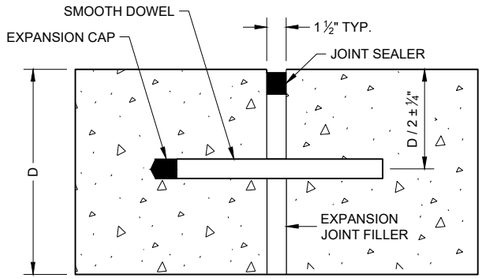
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

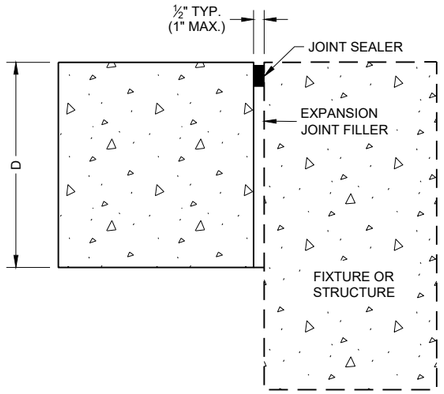
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

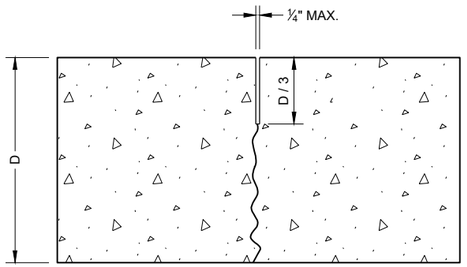
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

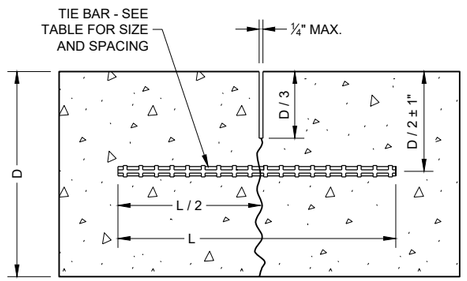
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

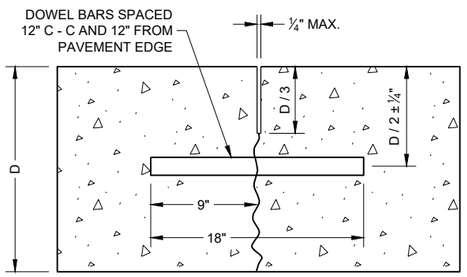
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

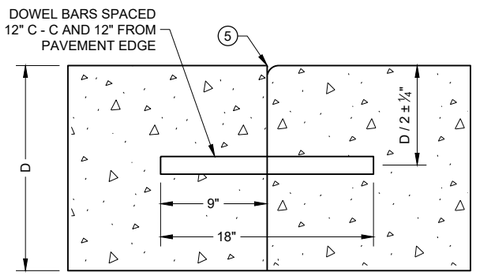


TIED LONGITUDINAL

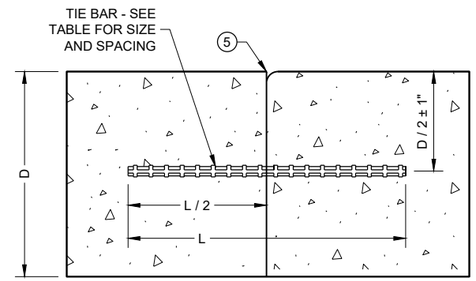


DOWELED TRANSVERSE

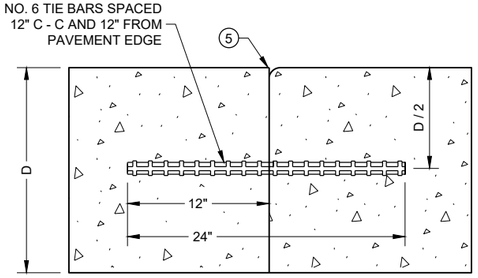
CONTRACTION JOINTS (2)



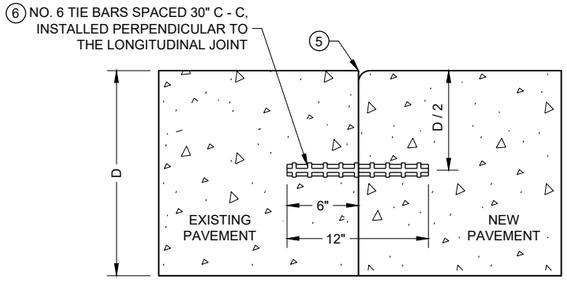
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

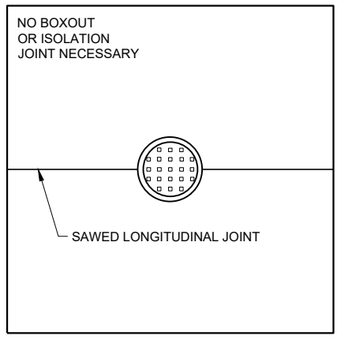
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

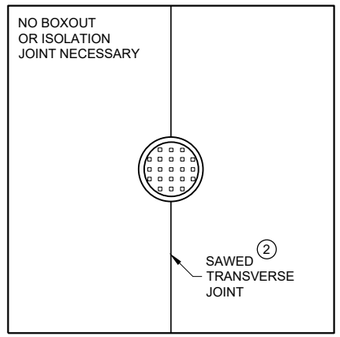
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

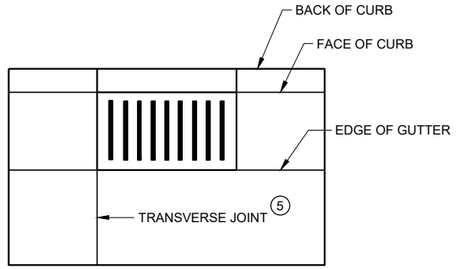
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



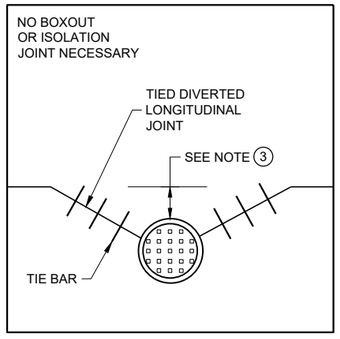
MANHOLE WITH TRANSVERSE JOINT



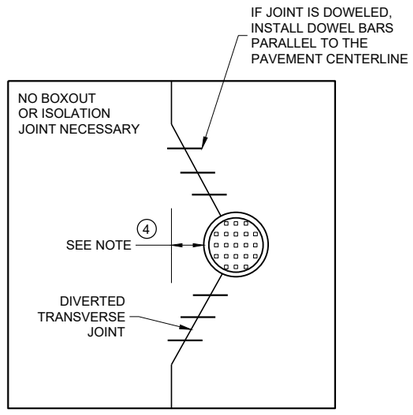
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

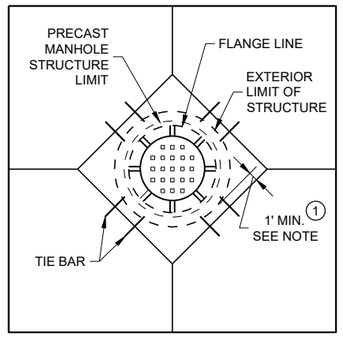
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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SDD13C18 - 08d

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

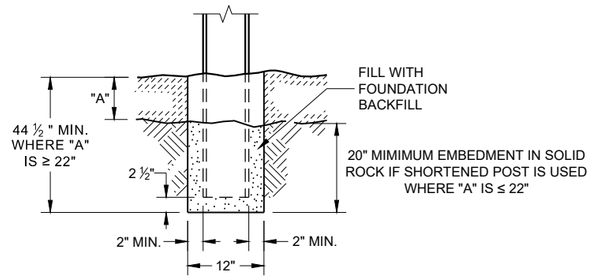
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

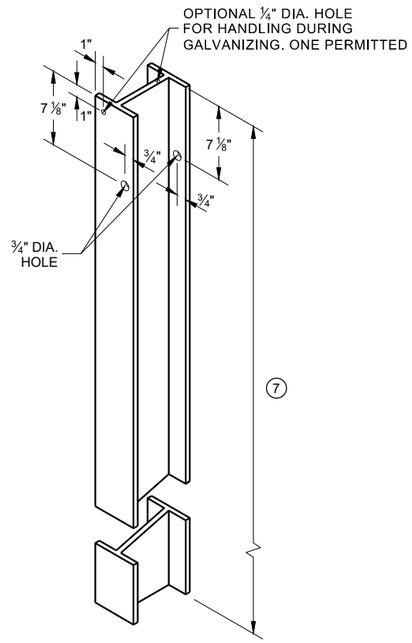
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

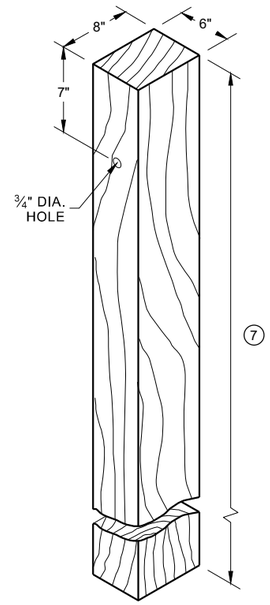
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



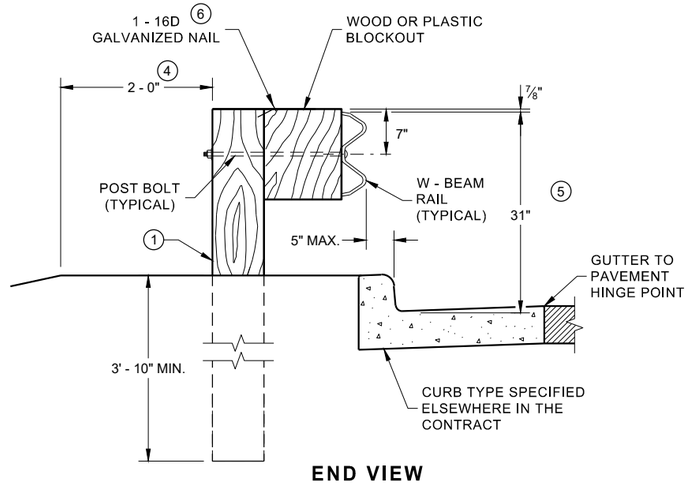
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



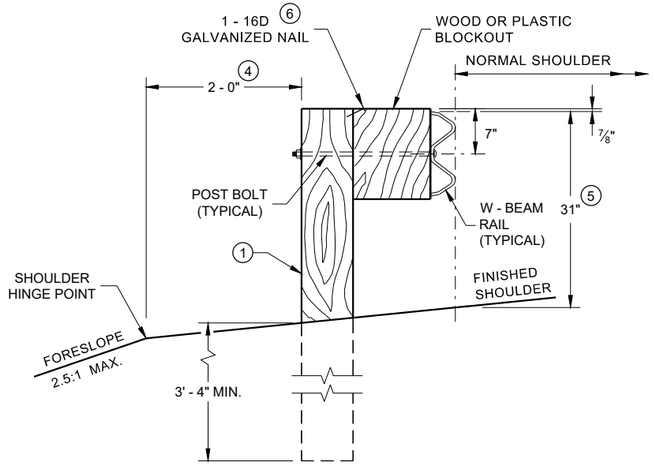
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



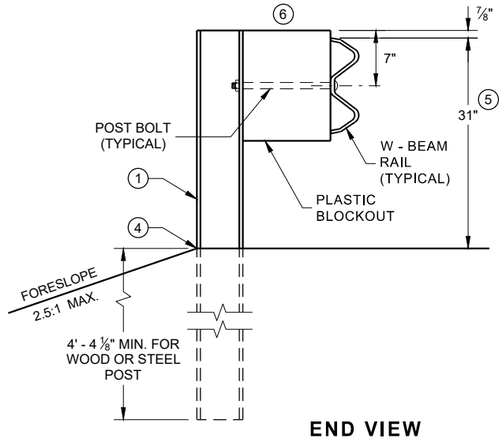
WOOD POST (6" X 8") NOMINAL (1)



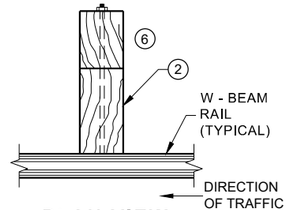
END VIEW
LOCATED ALONG A CURBED ROADWAY



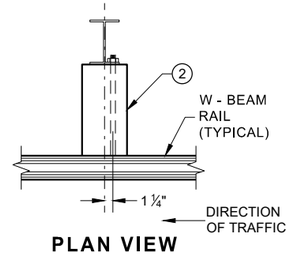
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



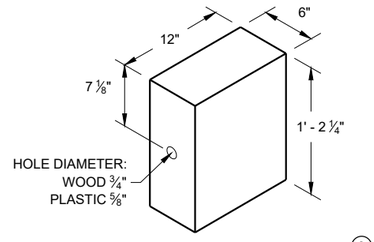
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



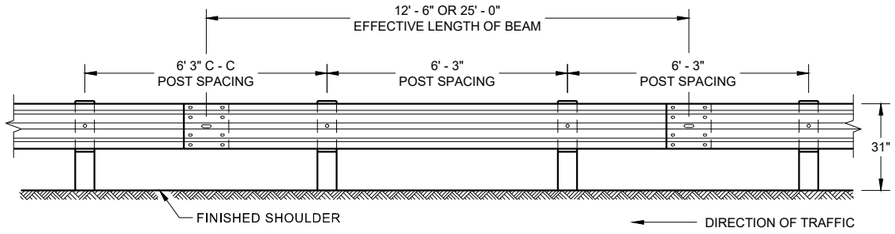
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

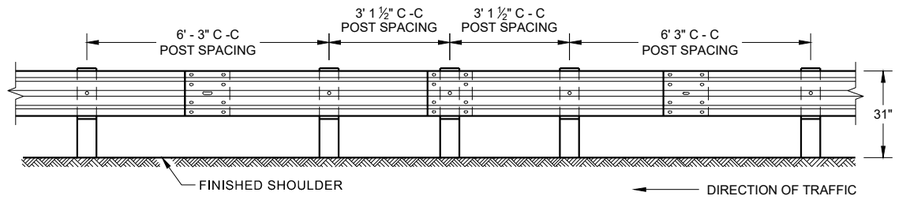
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

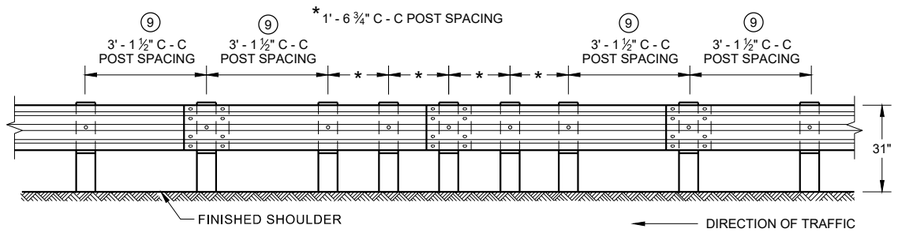
SDD 14B42 - 07a



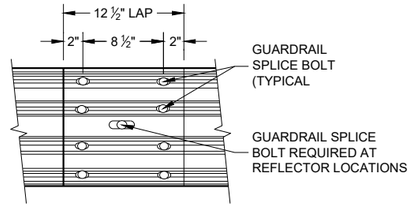
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

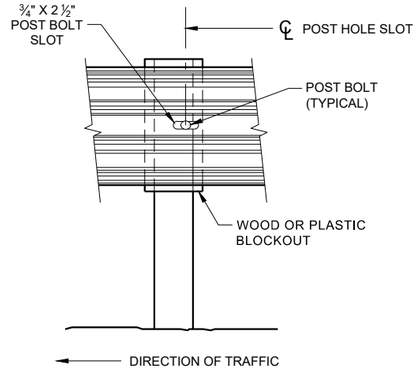
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

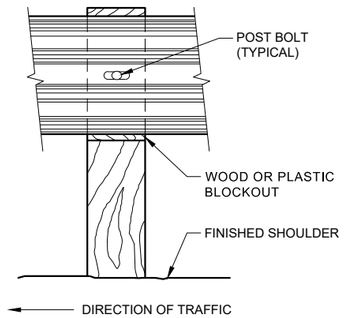
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

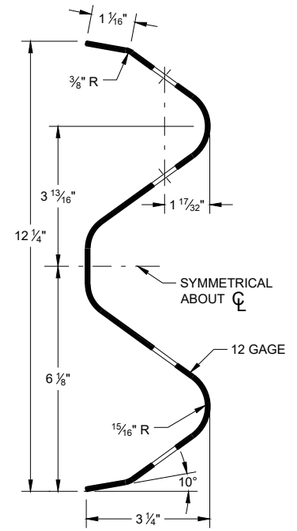
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



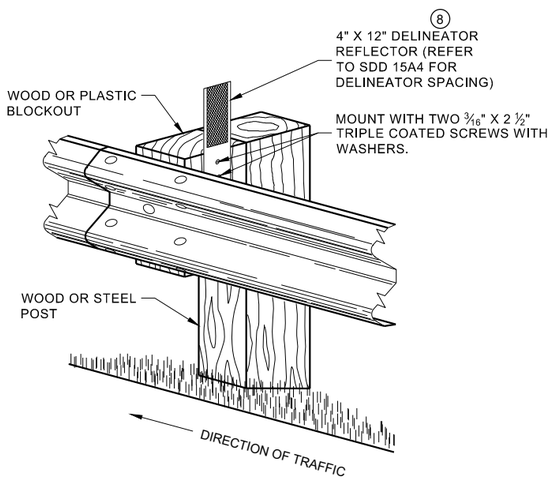
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



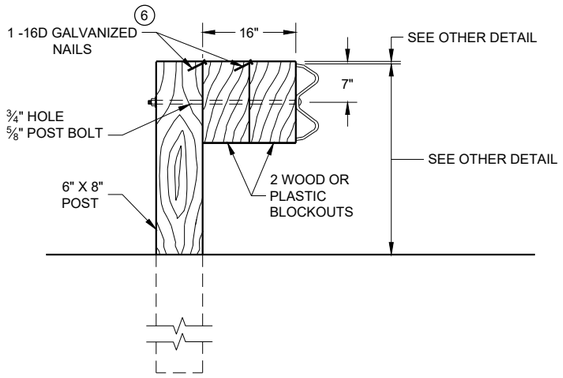
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

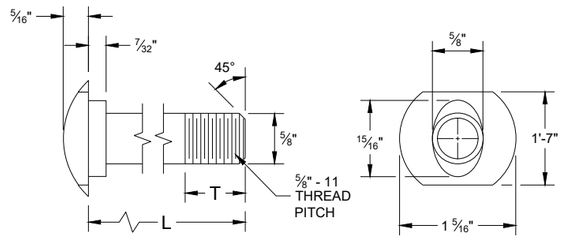


DETAIL FOR 16" BLOCKOUT DEPTH

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

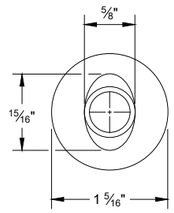
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

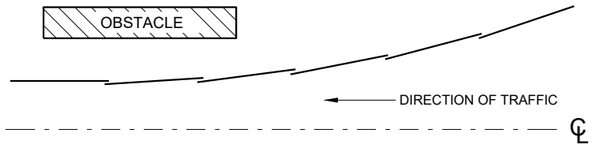


POST BOLT TABLE

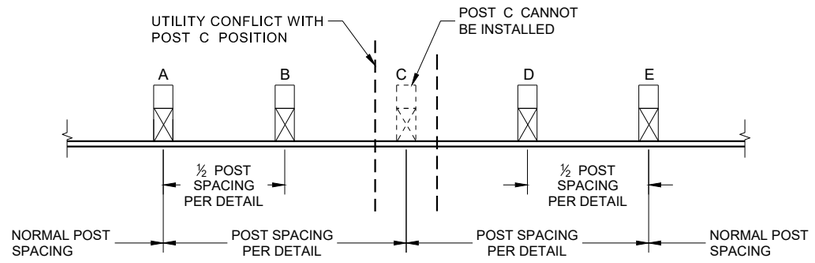
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



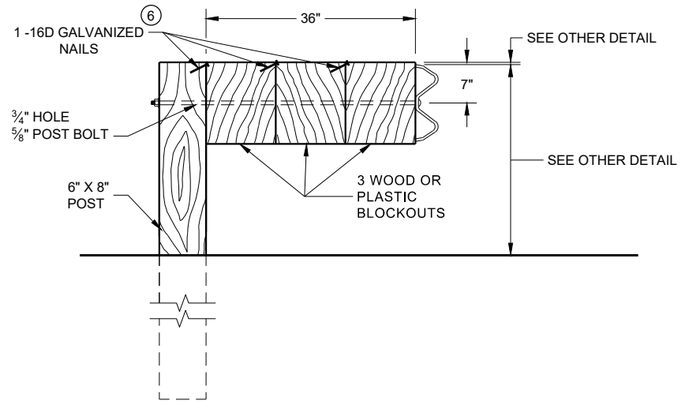
ALTERNATE BOLT HEAD



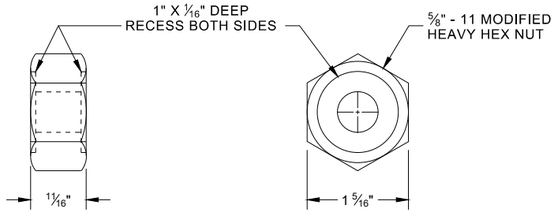
PLAN VIEW
BEAM LAPPING DETAIL



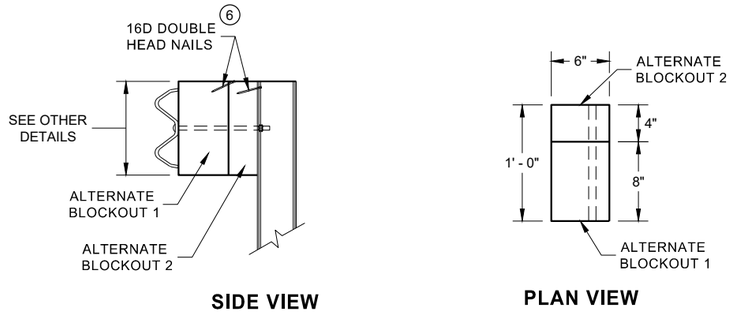
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

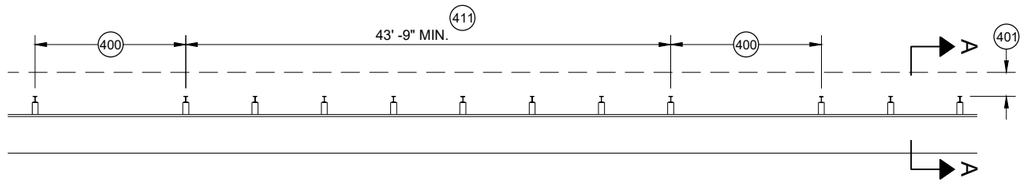
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

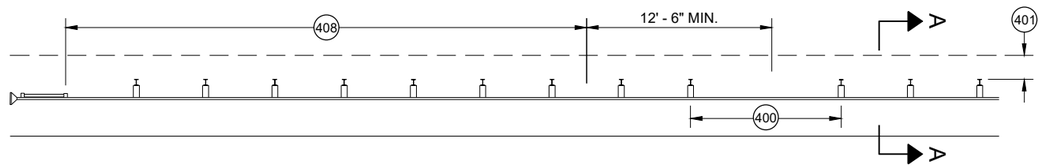
6

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

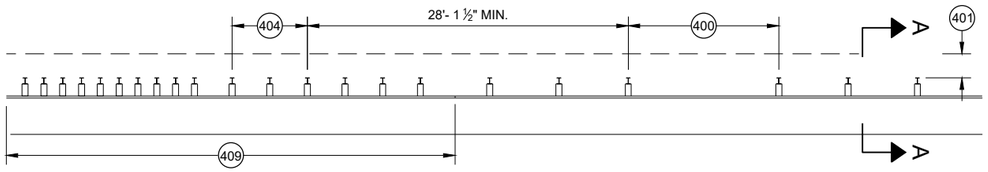
SDD 14B42 - 07c



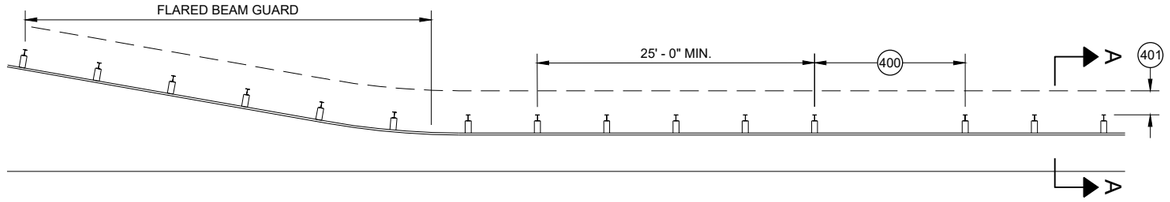
MISSING POST IN MGS GUARDRAIL



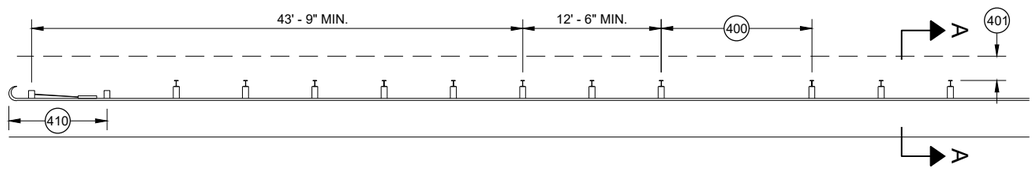
MISSING POST IN MGS GUARDRAIL NEAR EAT



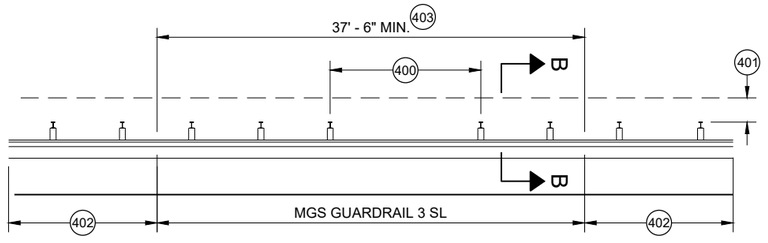
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

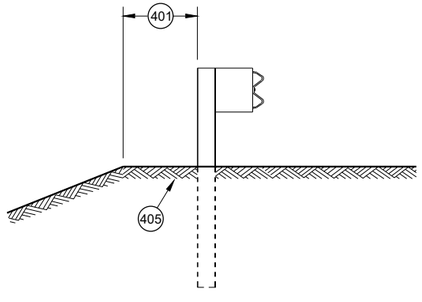


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

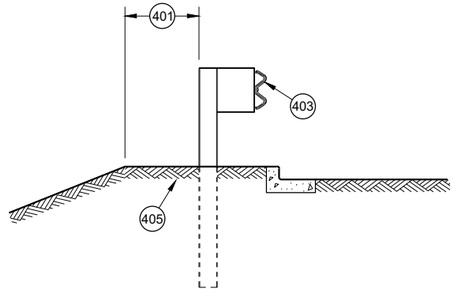


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

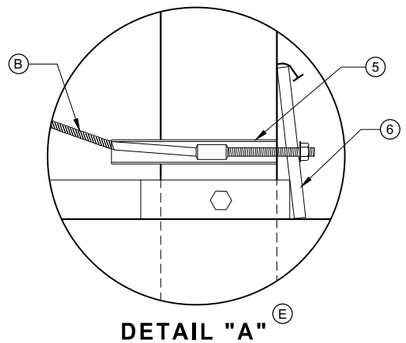
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

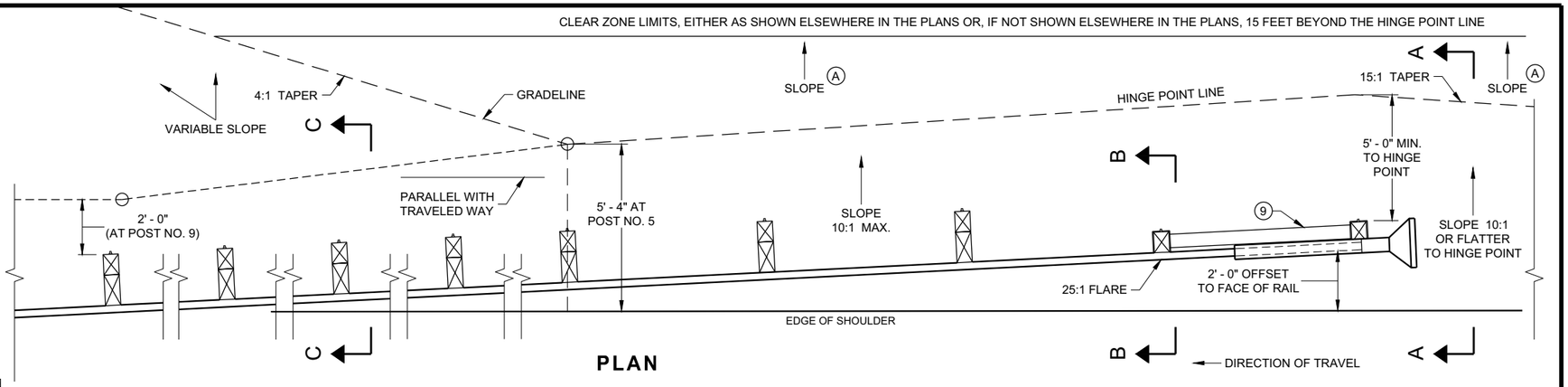
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

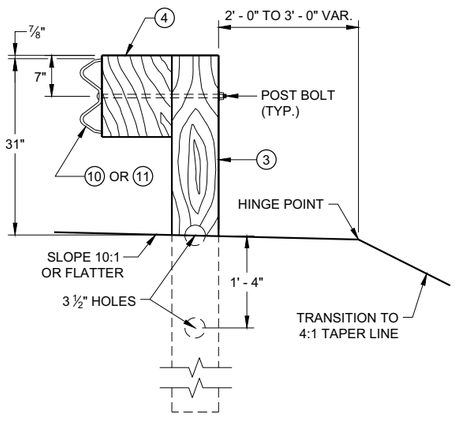
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

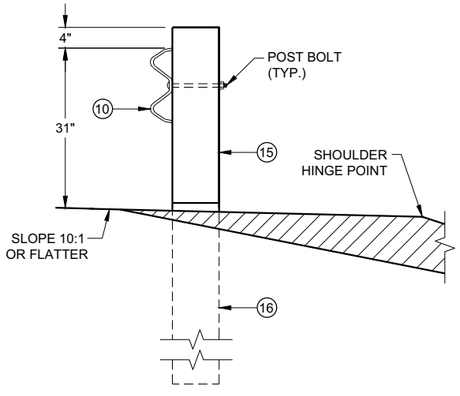


DETAIL "A" (E)

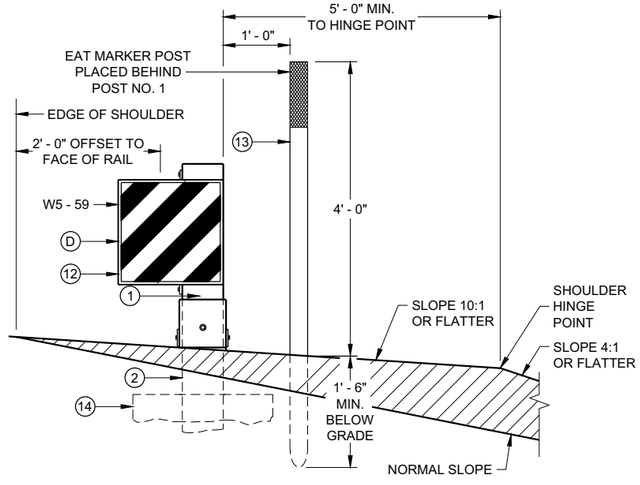




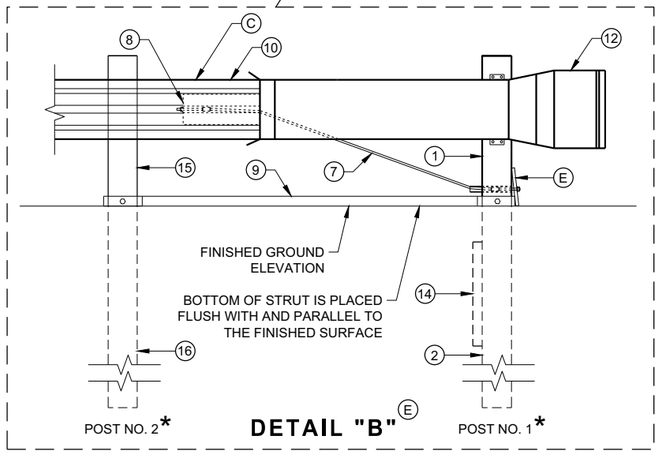
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

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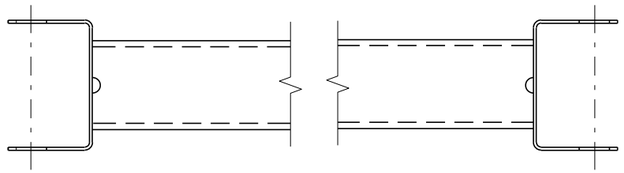
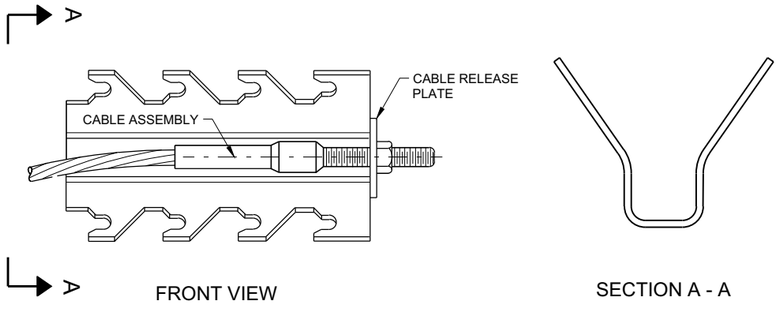
BILL OF MATERIALS

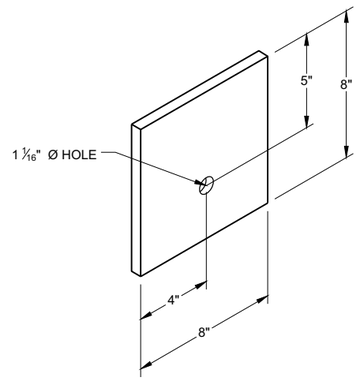
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL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



GENERIC GROUND STRUT ⑨ Ⓔ



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



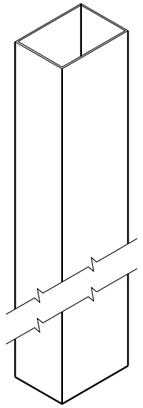
BEARING PLATE ⑥ Ⓔ

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

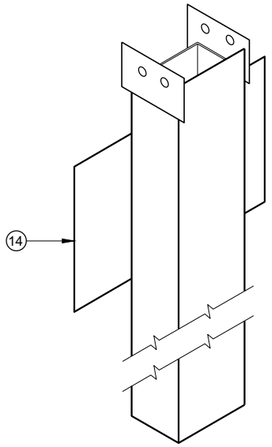
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

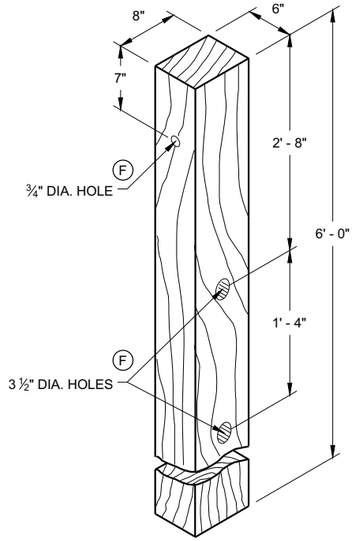
SDD 14B44 - 04b



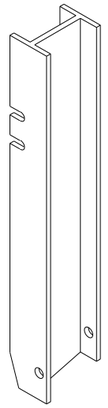
UPPER POST NO. 1 (1) (E)



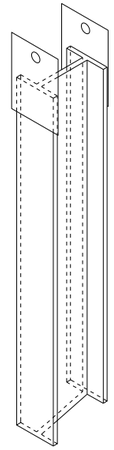
LOWER POST NO. 1 (2) (E)



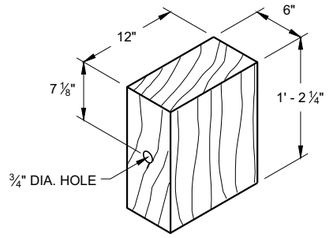
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



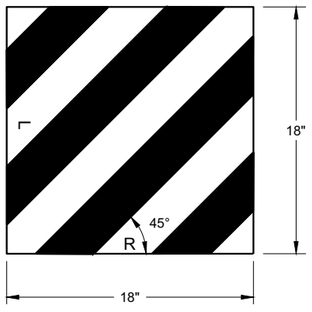
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

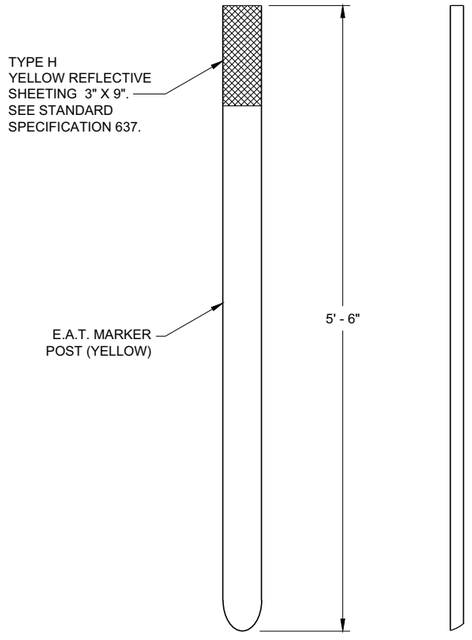


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



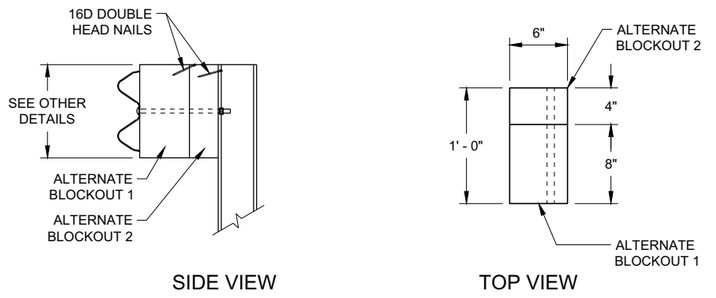
W5 - 59

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)

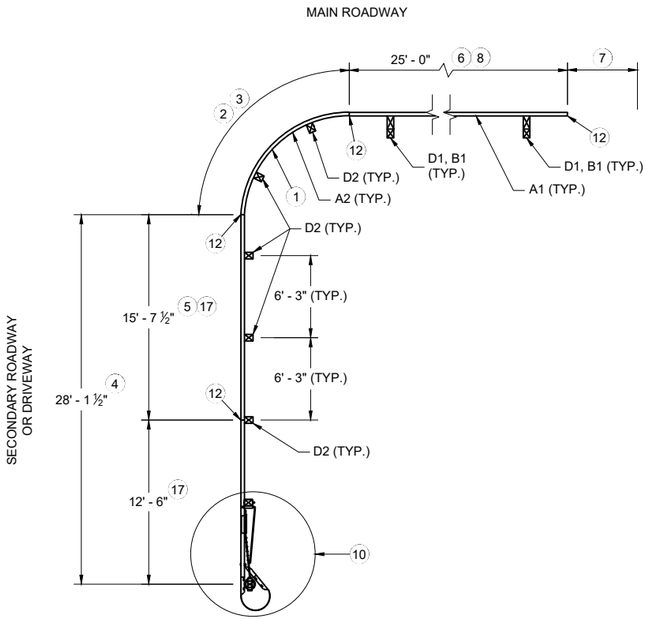
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

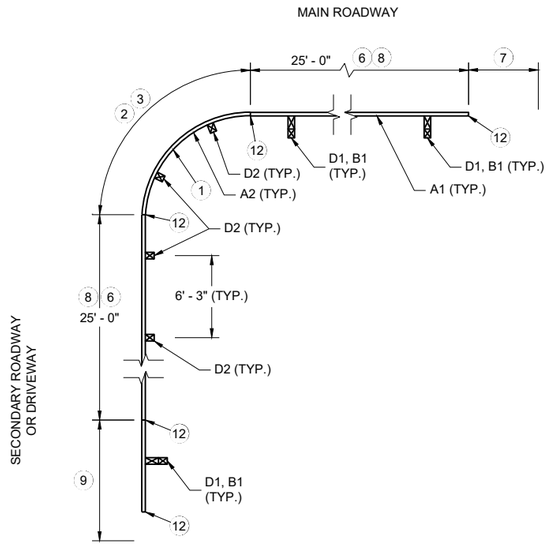
6

SDD 14B44 - 04c
SDD 14B44 - 04c



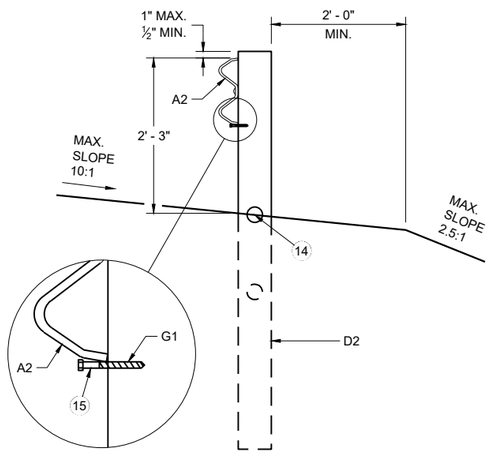
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

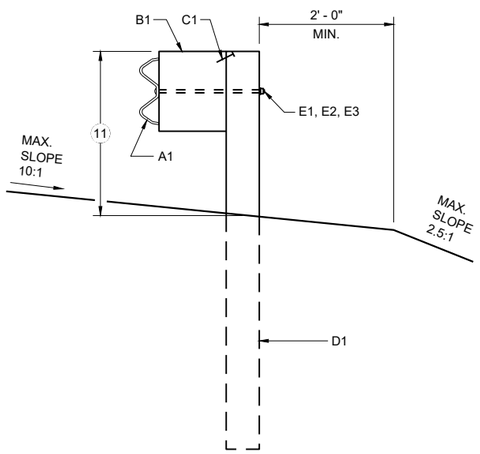


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



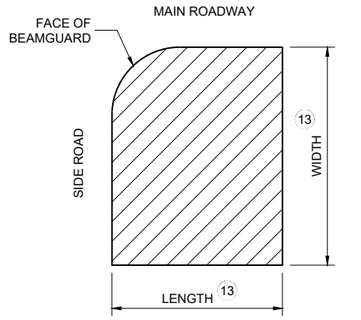
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION

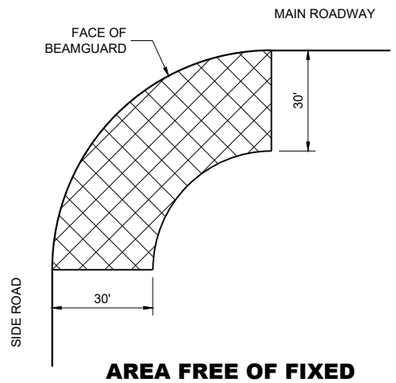
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30

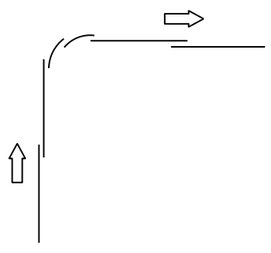


16

AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

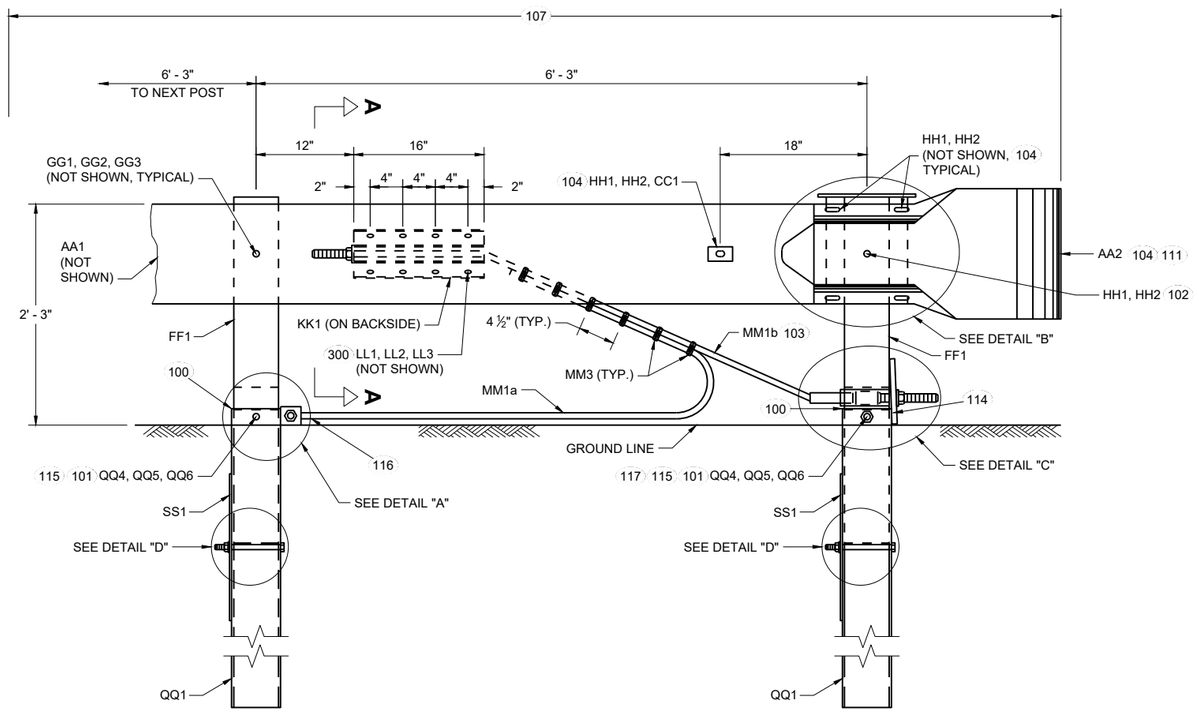
1. RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.
2. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.
3. WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.
4. MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.
5. ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.
6. MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.
7. BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.
8. TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.
9. ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.
10. SHORT RADIUS TERMINAL (SEE OTHER DETAILS).
11. HEIGHT VARIES. SEE NOTE 8 AND 8 .
12. BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.
13. SEE TABLE FOR VALUES.
14. MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".
15. DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.
16. SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.
17. TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

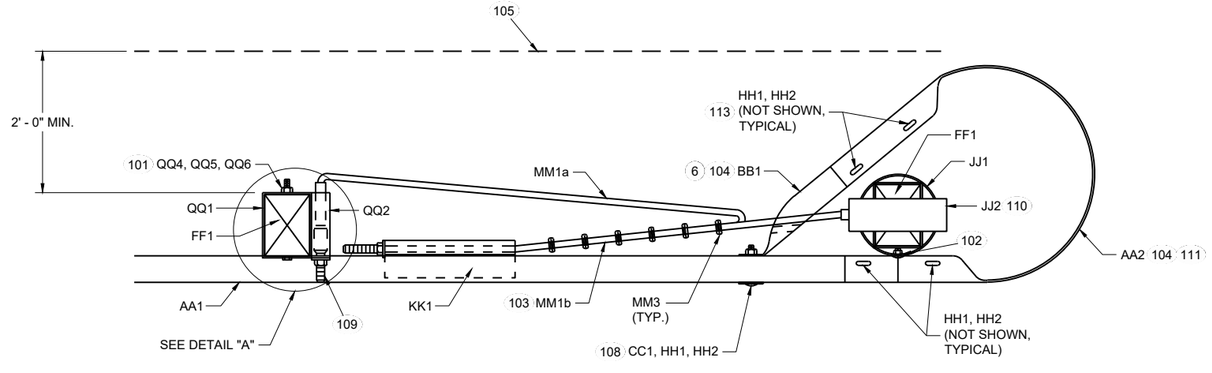
6

SDD 14B53-03a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

106 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

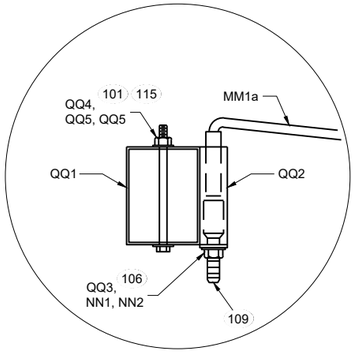
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.

114 NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

115 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST AND SOIL TUBE.

116 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLT. PLACE CABLE ON TOP OF MATERIAL.

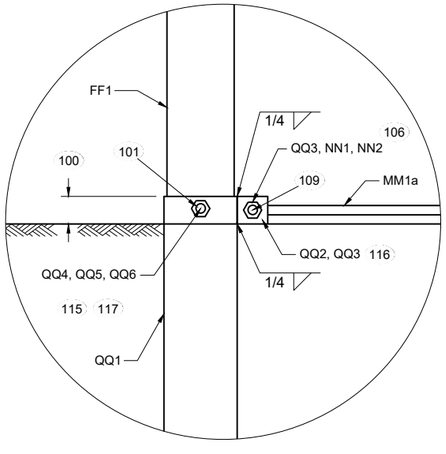
117 ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

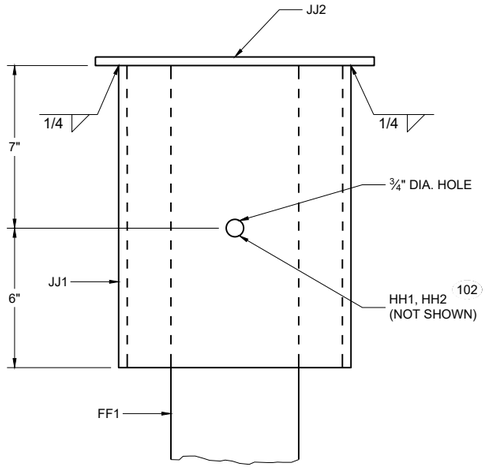
DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

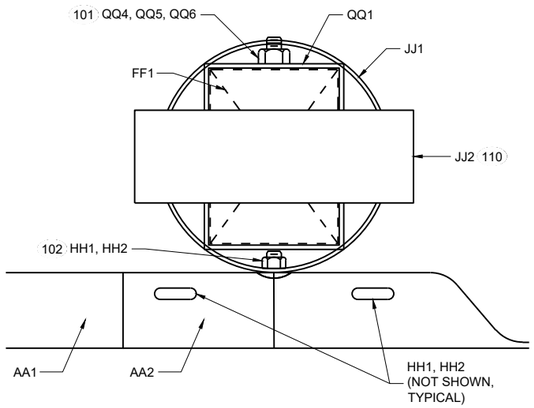
6

SDD 14B53-03b



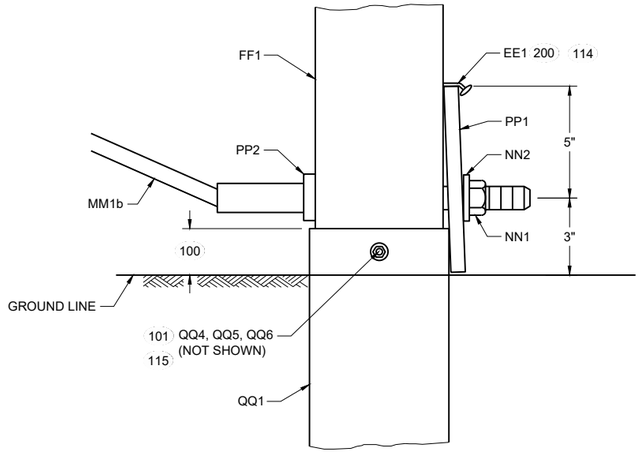
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY

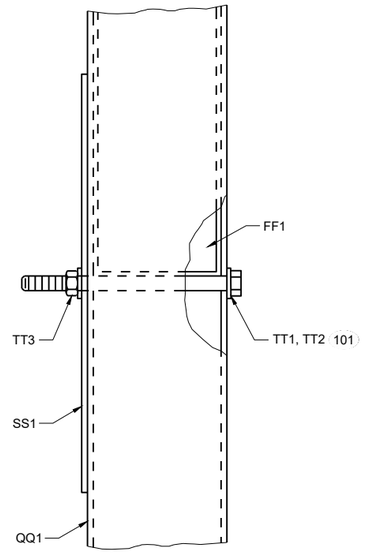


PROFILE VIEW

DETAIL "C"

GENERAL NOTES

200 TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



PROFILE VIEW

DETAIL "D"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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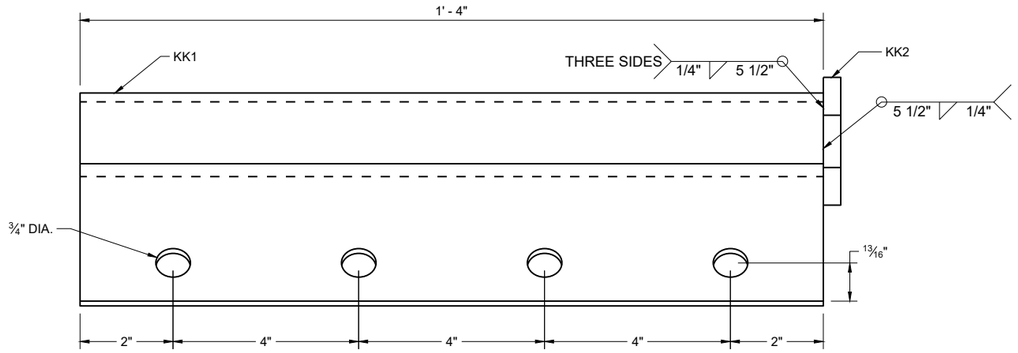
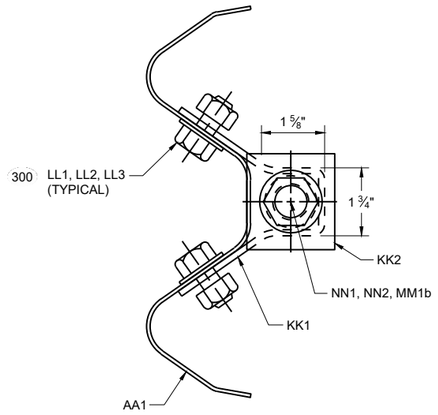
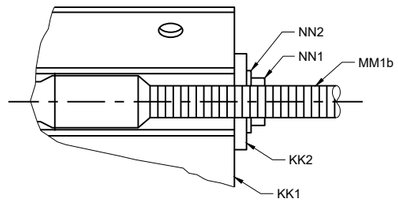
SDD 14B53-03c

GENERAL NOTES

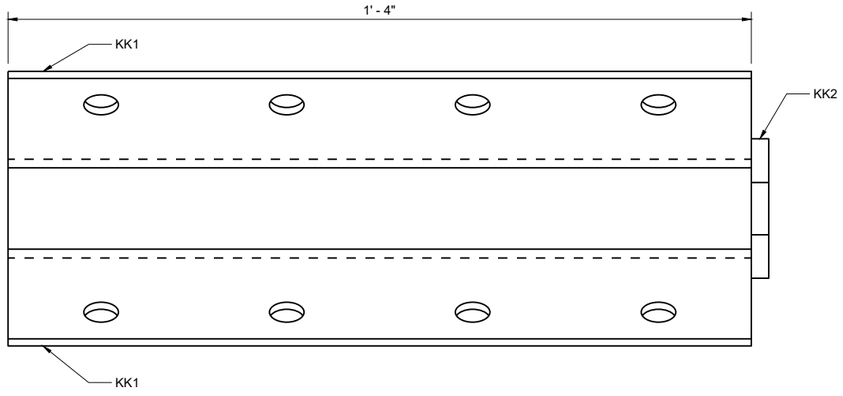
300 WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

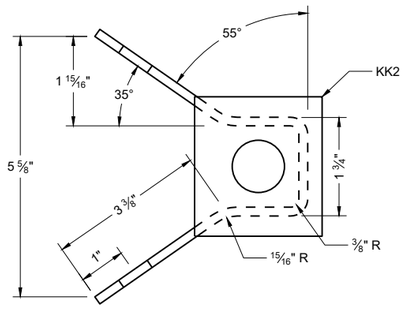




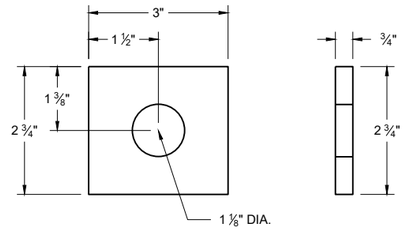


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53-03d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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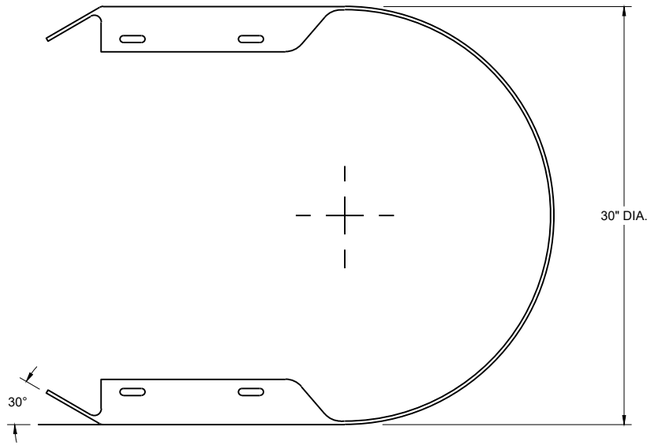
SDD 14B53-03d

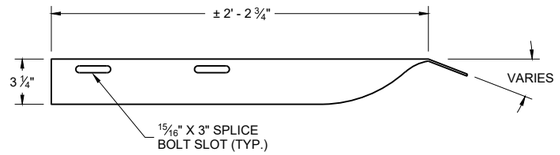
GENERAL NOTES

400 CROSS SECTION OF PART IS TO FIT OVER AA1 .

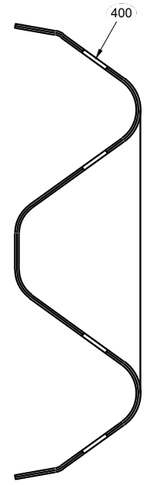
401 CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



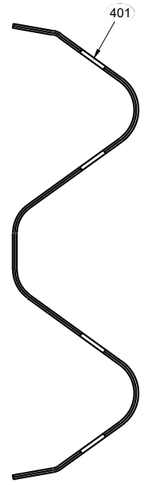
TOP VIEW



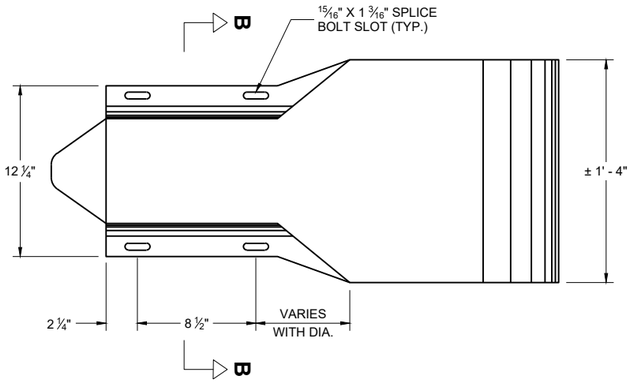
TOP VIEW



SECTION B -B

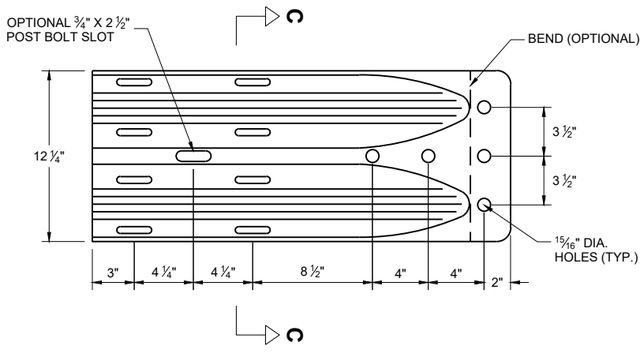


SECTION C -C



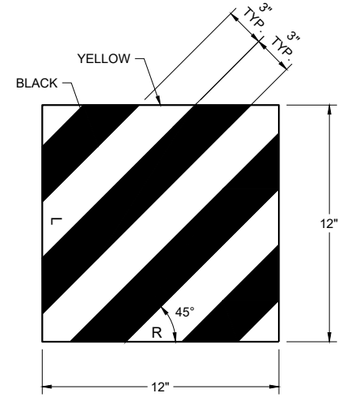
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

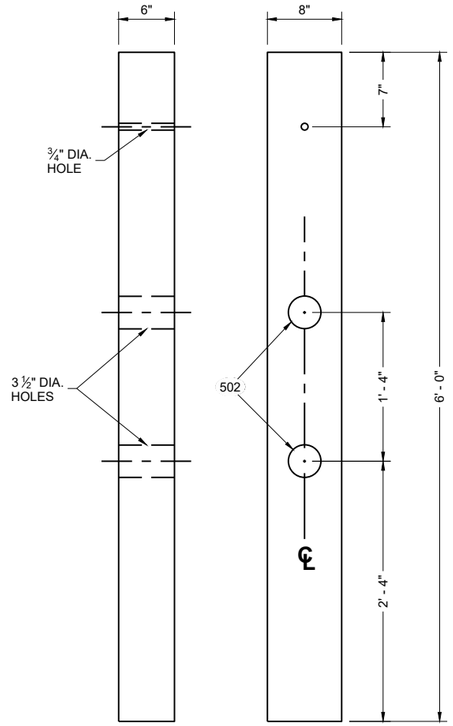
W BEAM
TERMINAL CONNECTOR (BB1)



REFLECTIVE SHEETING (UU1, UU2)

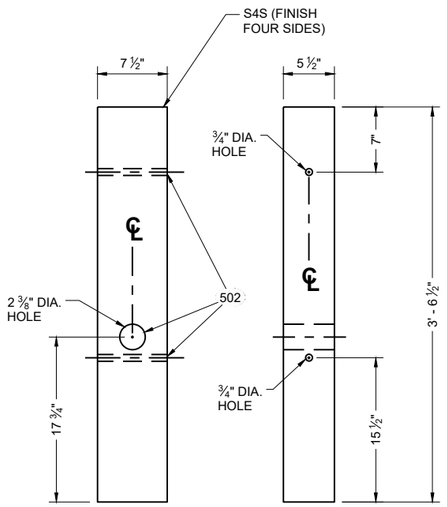
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



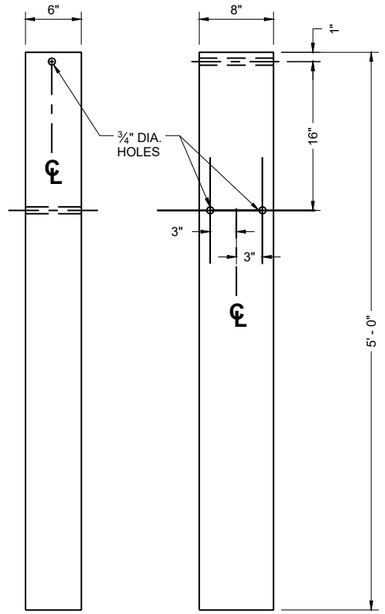
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) 500

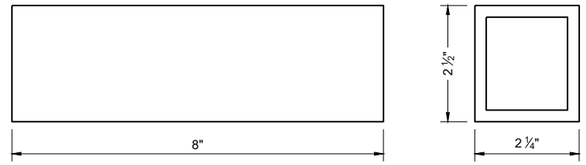
GENERAL NOTES

500 SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

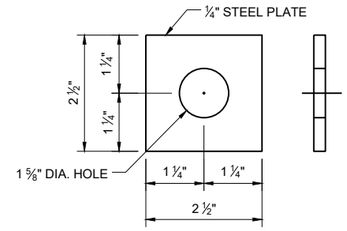
501 FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

502 LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

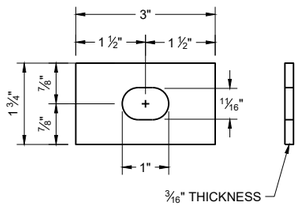
503 MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE 109.



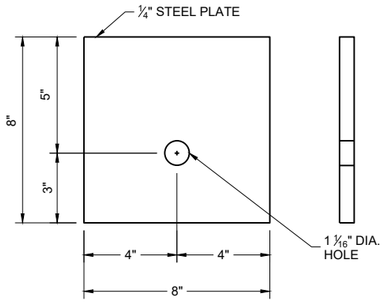
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



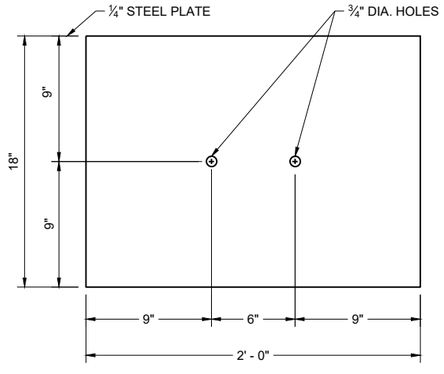
ANCHOR CABLE TUBE END PLATE (QQ3)



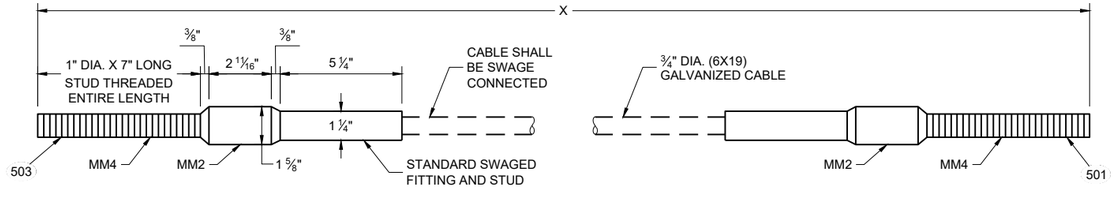
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53-03g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 3/8" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53-03h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

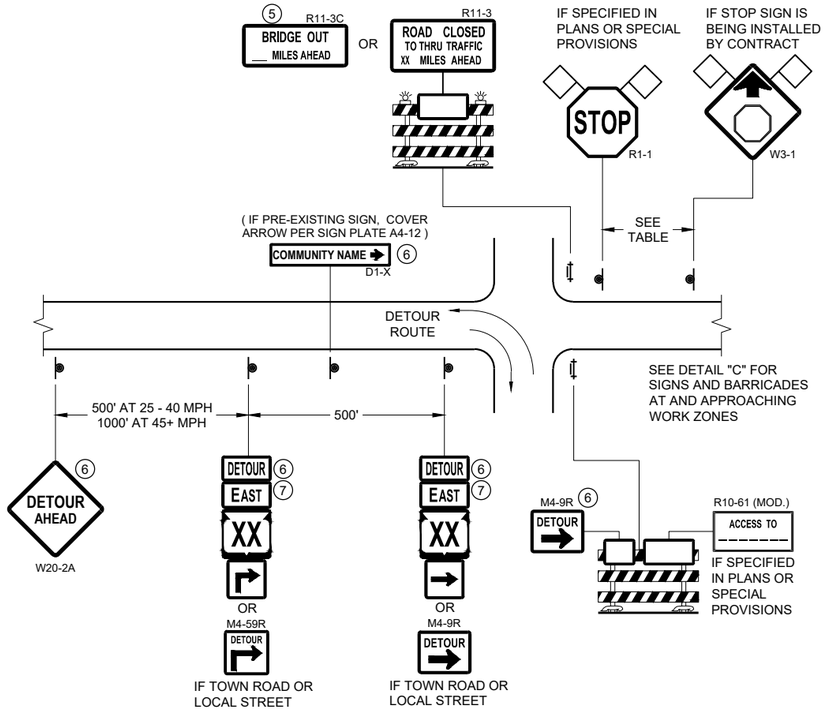
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

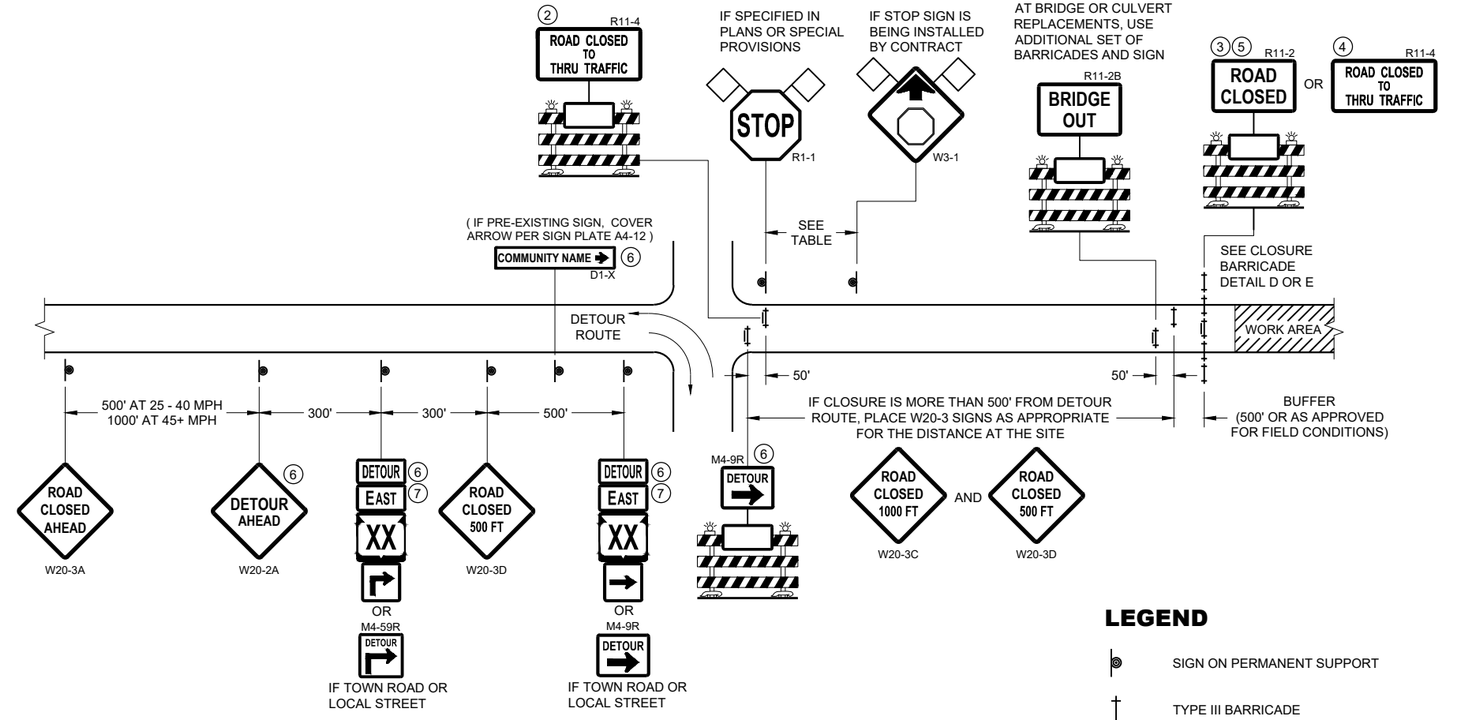
FHWA

6 SDD 14B53-03i



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



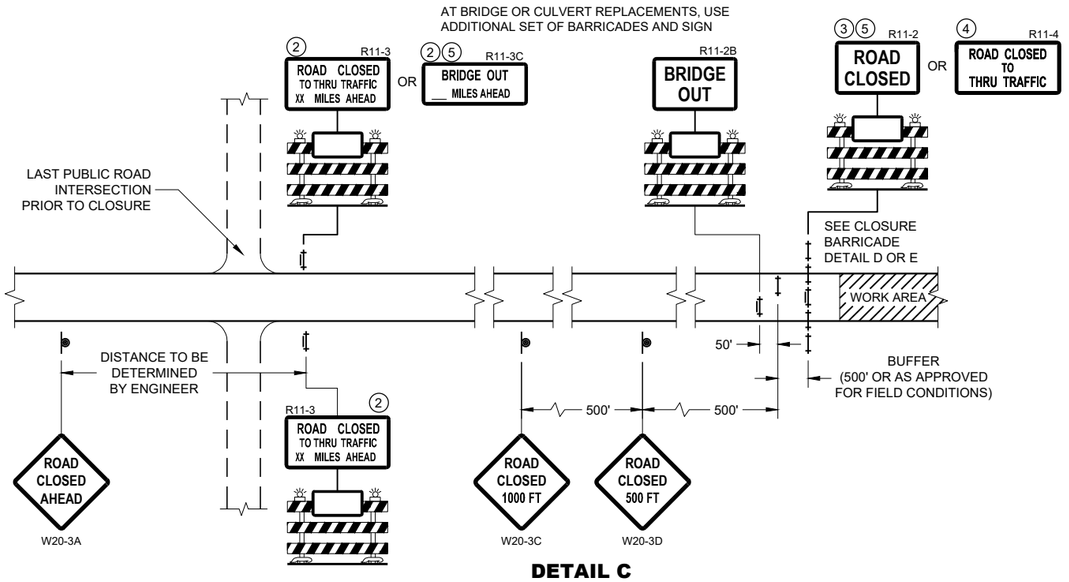
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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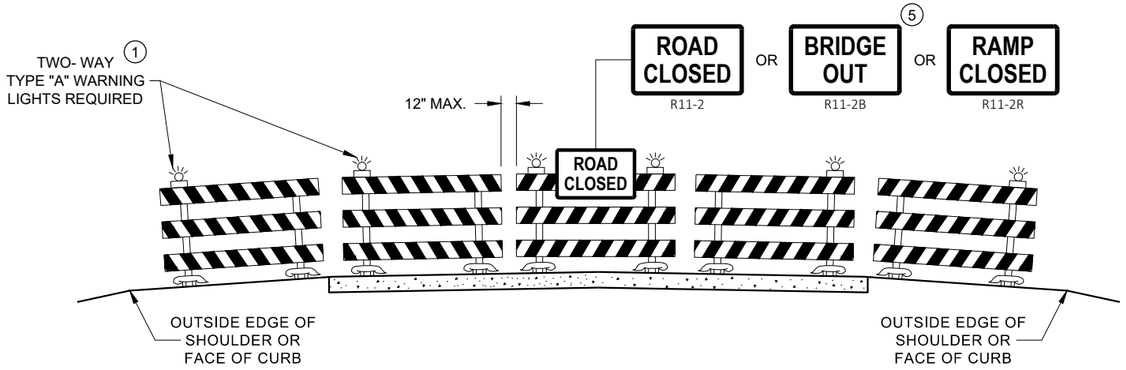
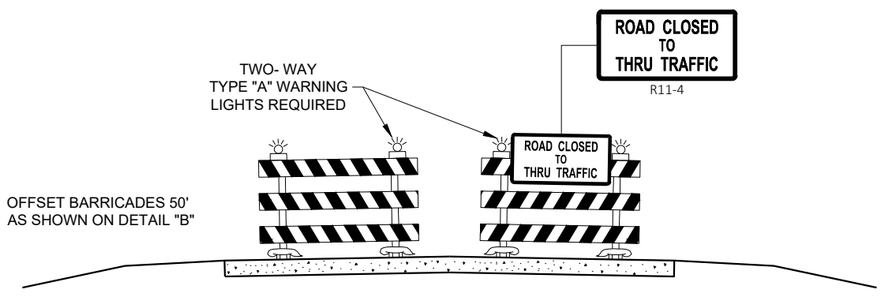
SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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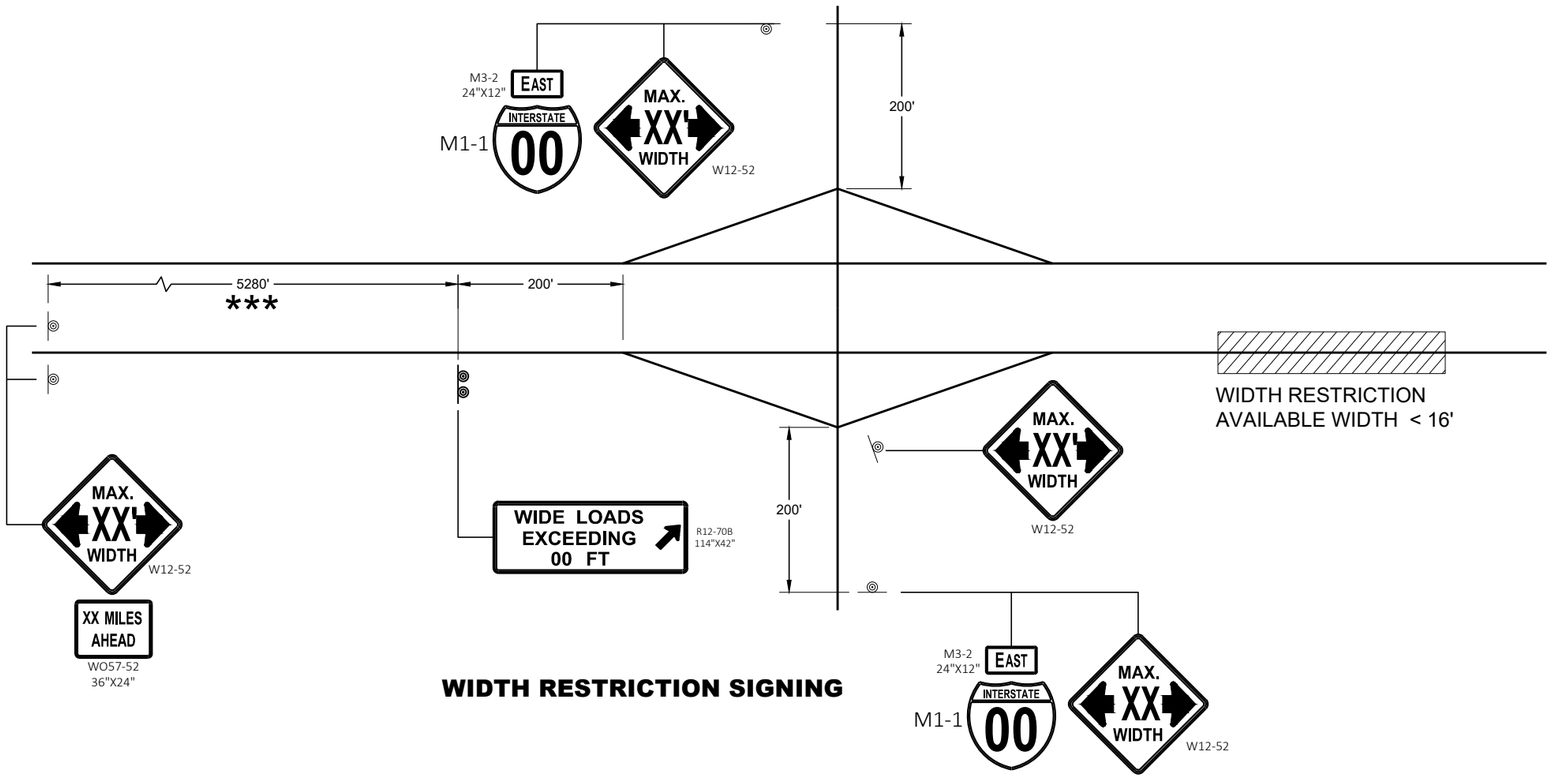
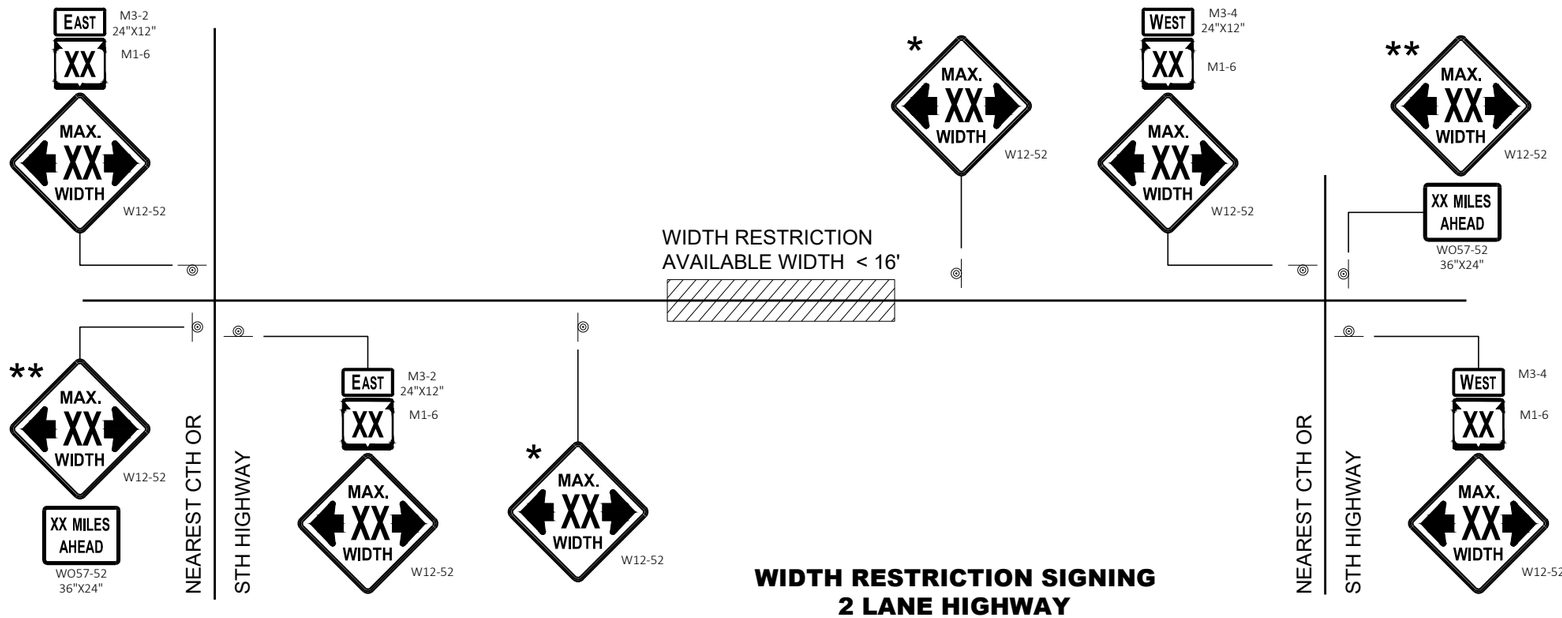
SDD 15C02 - 09b



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

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

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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

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

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C02 - 09f

6

SDD 15C02 - 09f

GENERAL NOTES

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

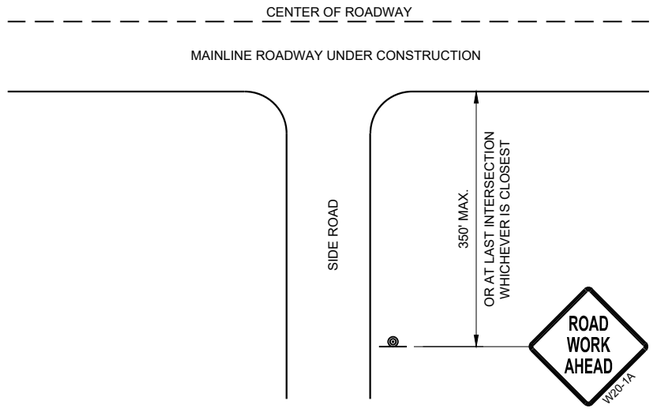
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

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



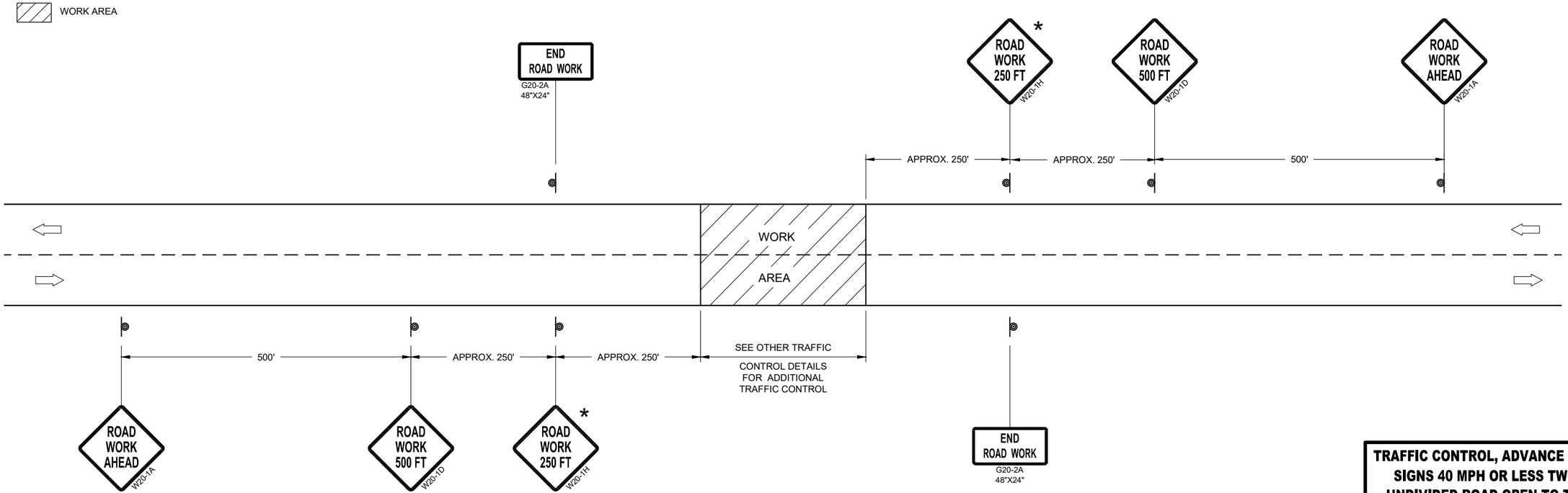
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

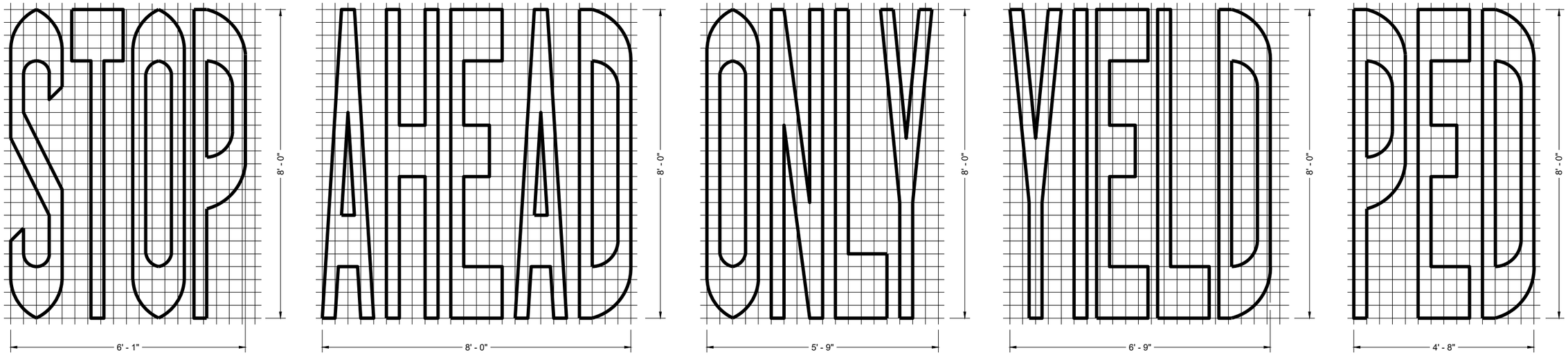
APPROVED
July 2018
DATE

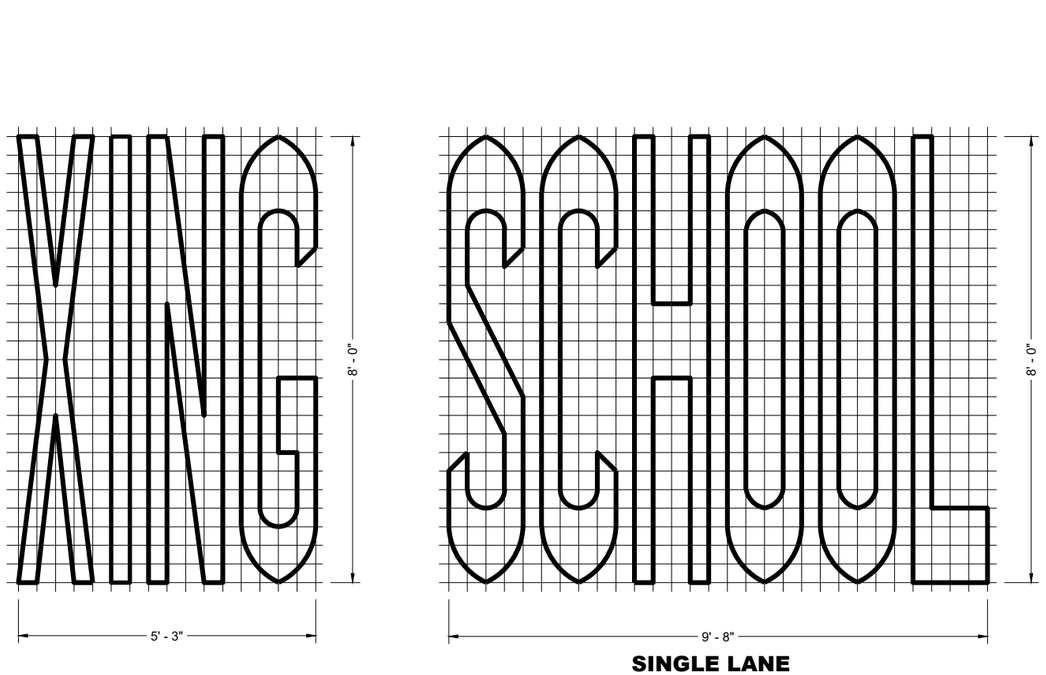
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

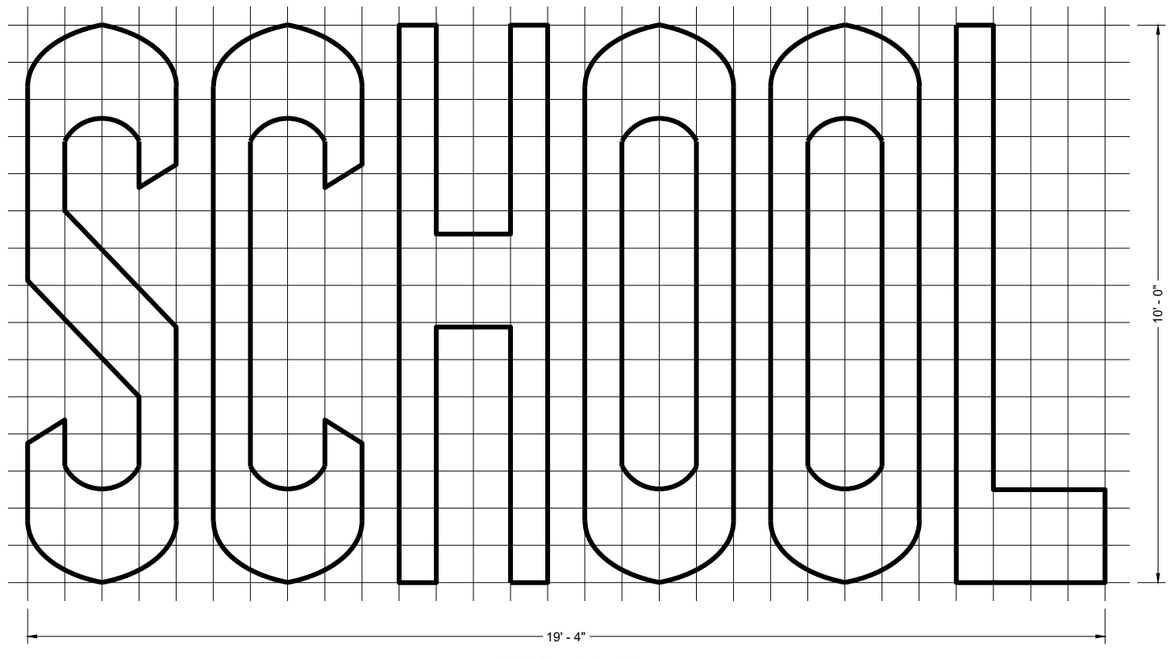
6

SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

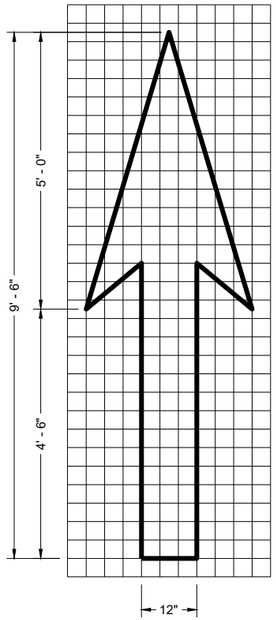
SDD 15C07-16b

6

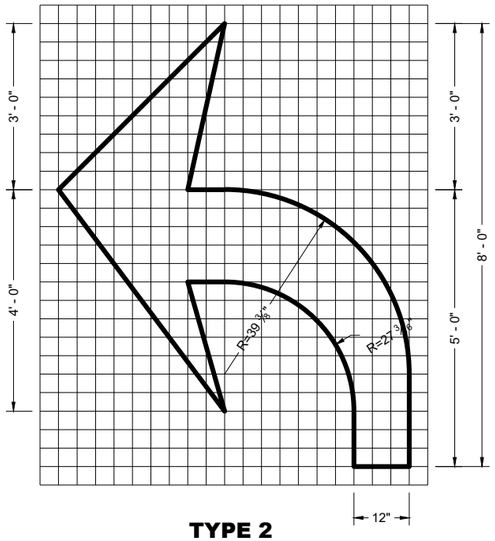
SDD 15C07-16b

GENERAL NOTES

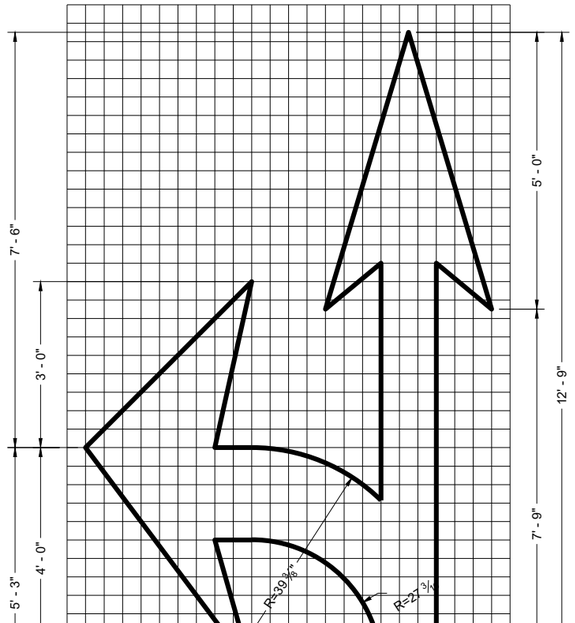
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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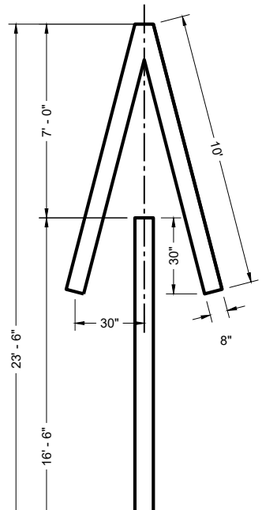

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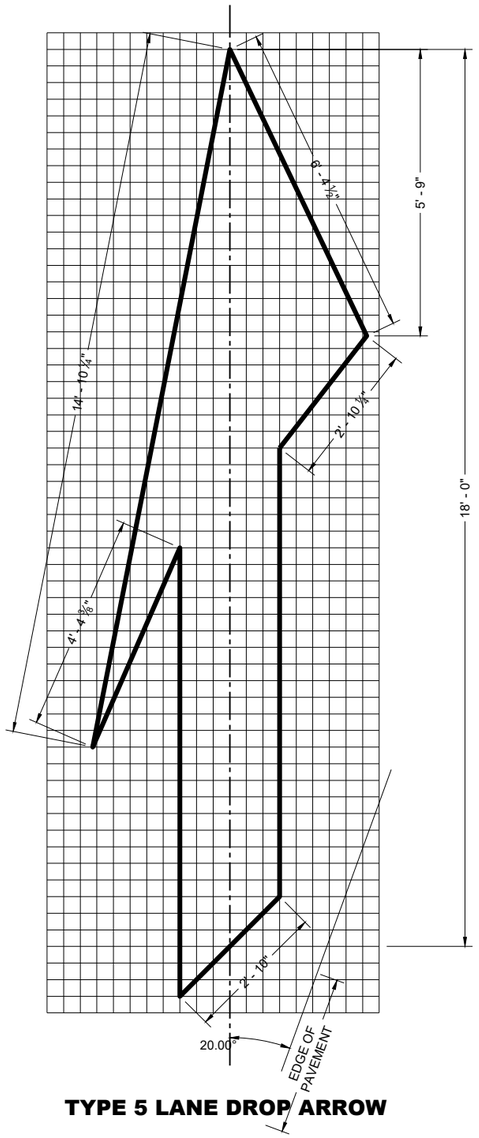
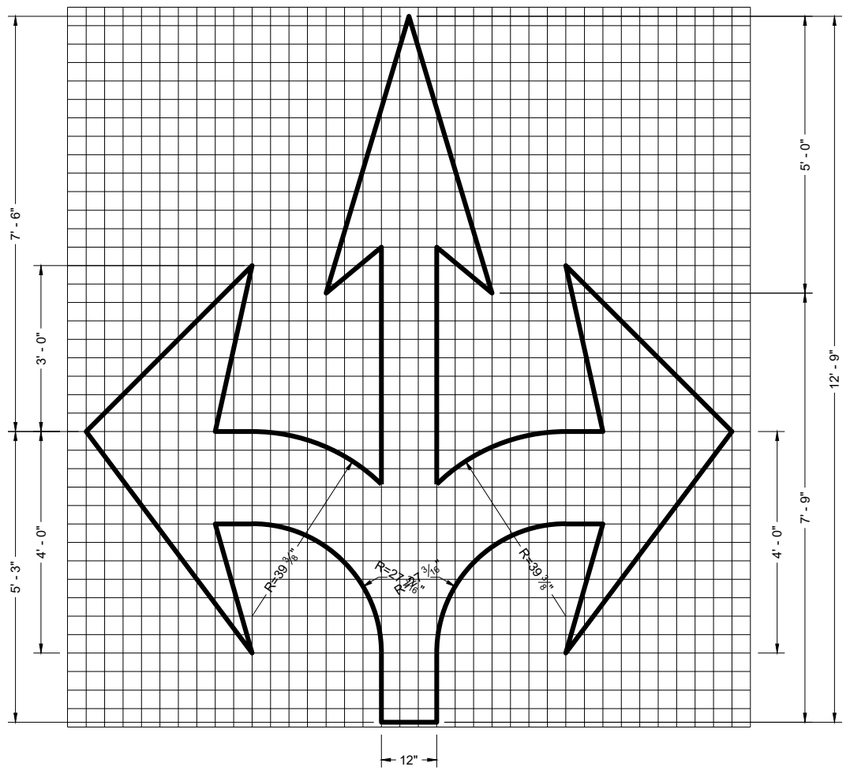
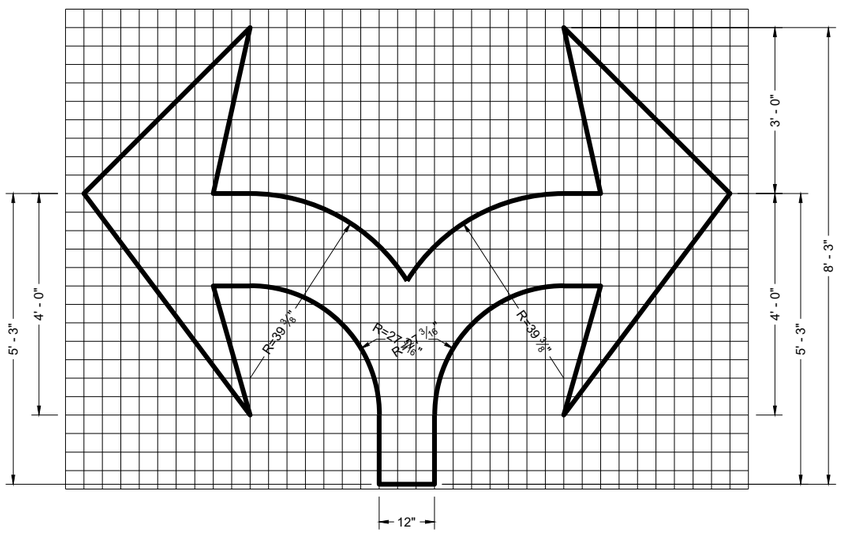


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07-16c

6

SDD 15C07-16c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

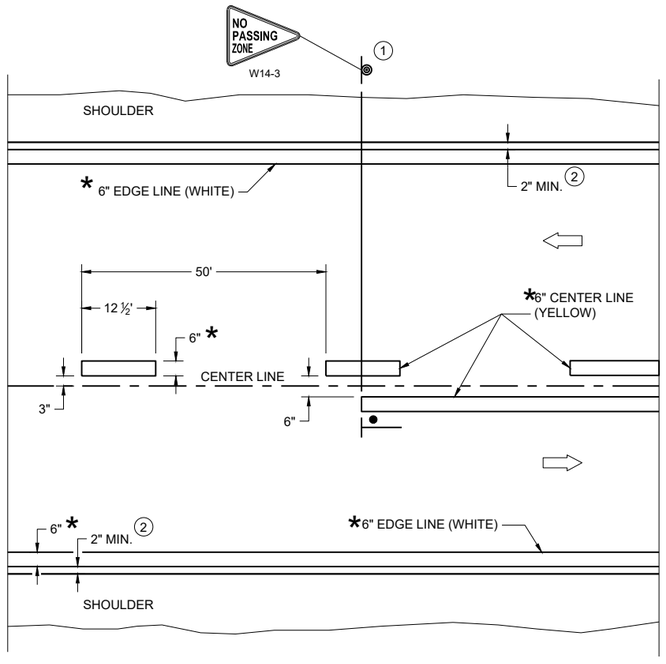
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

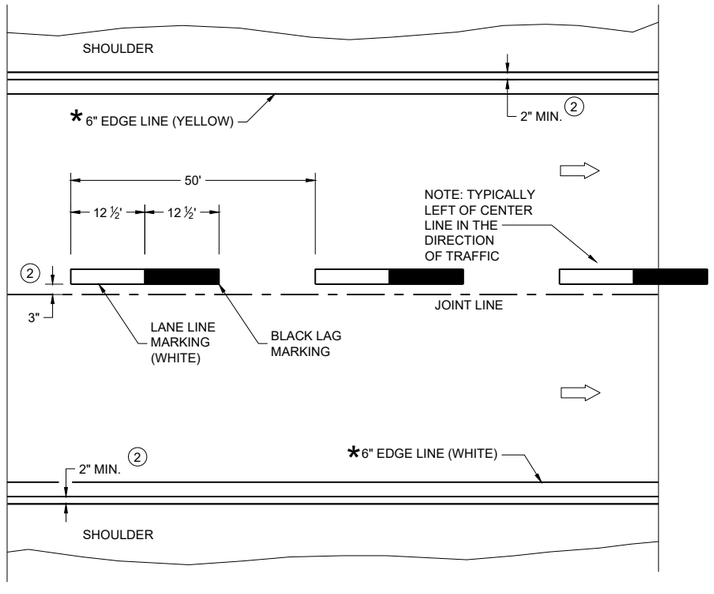
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

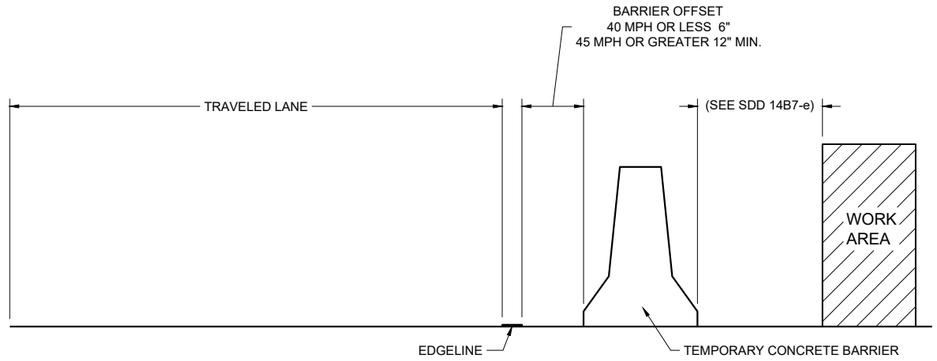
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

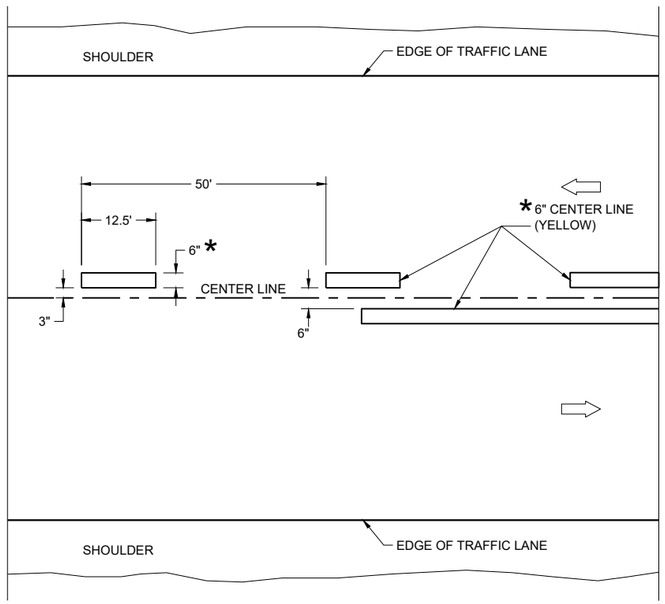
GENERAL NOTES

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

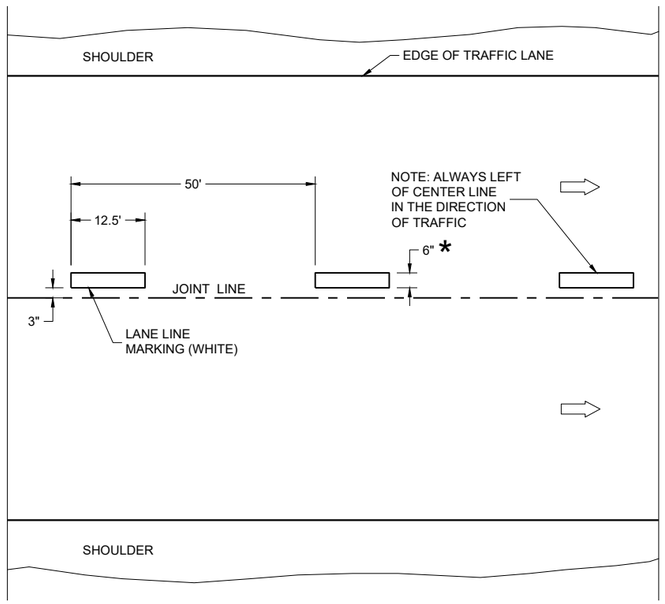
LEGEND

⇨ DIRECTION OF TRAFFIC

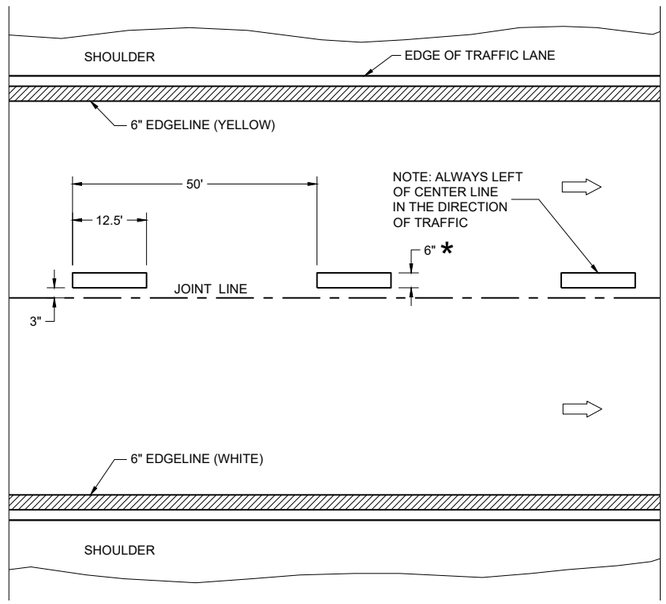
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

6

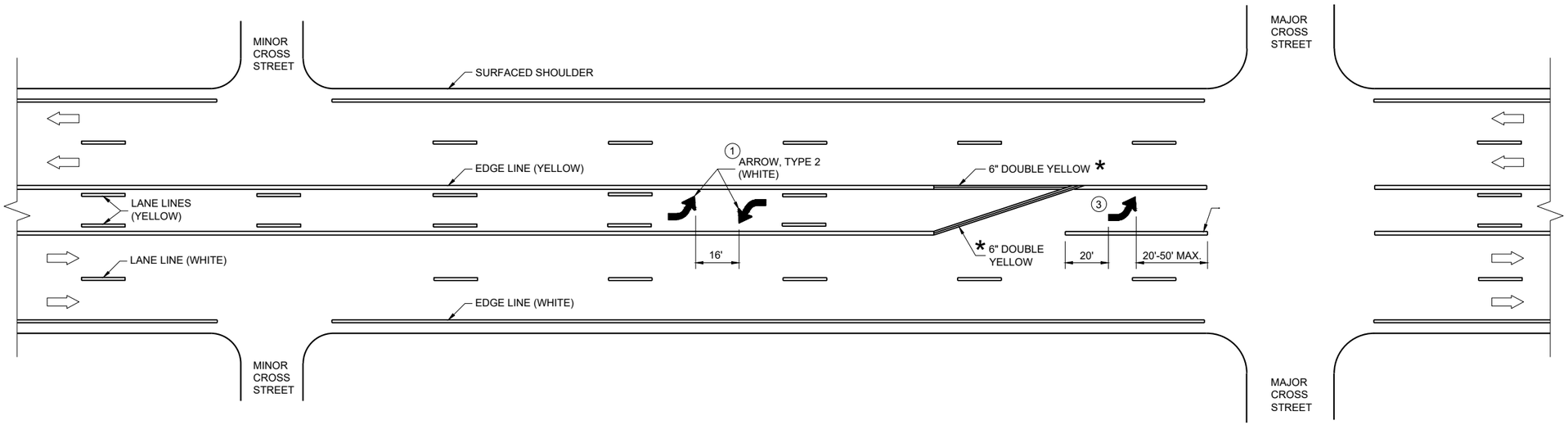
SDD 15C08-24b

GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



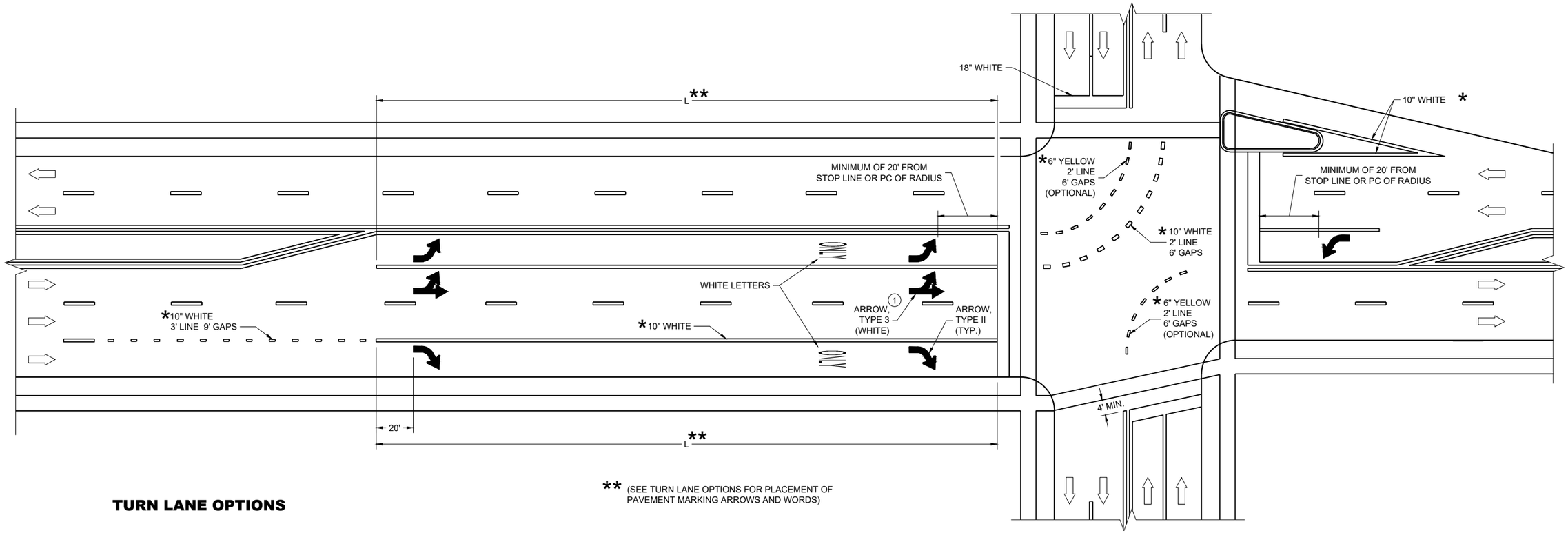
TWO WAY LEFT TURN LANE

6

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

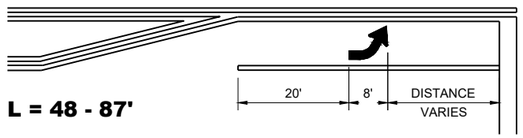
SDD 15C08-24c



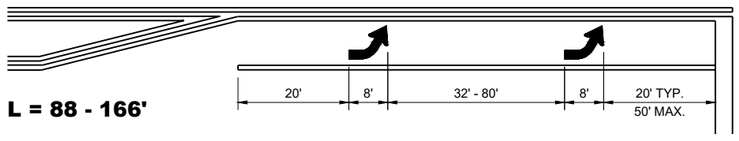
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

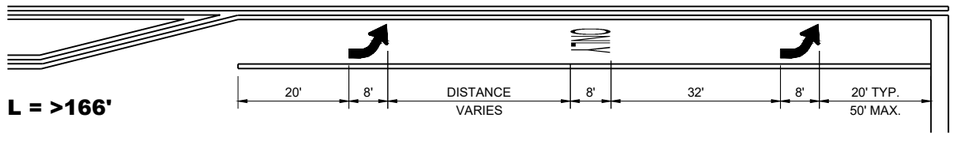
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

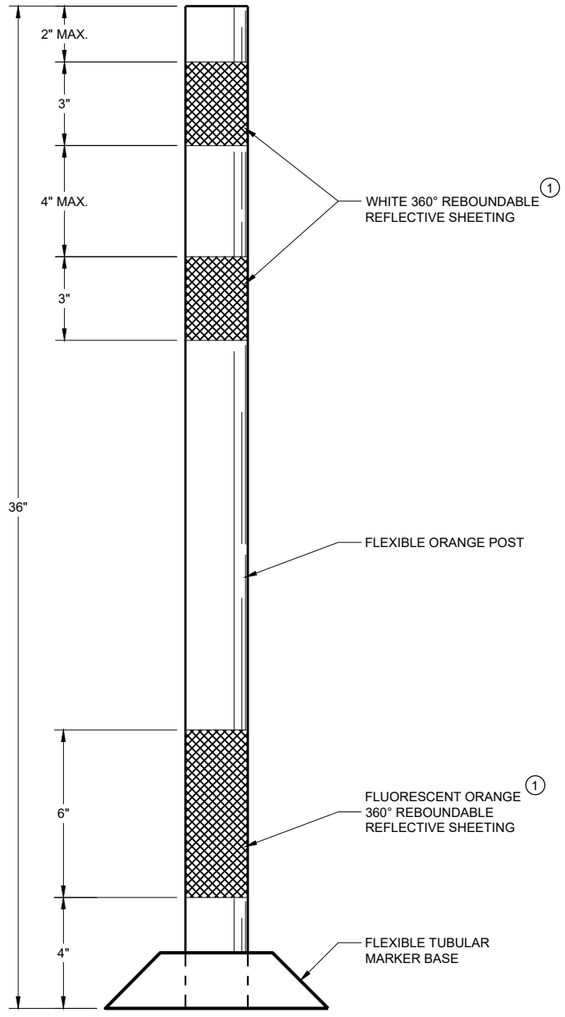
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

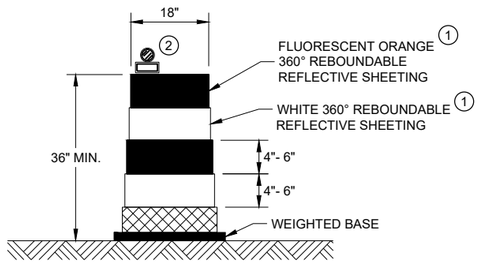
FHWA

6

SDD 15C11 - 10a

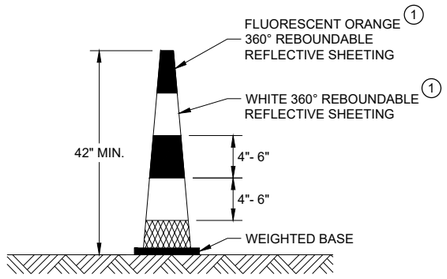
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

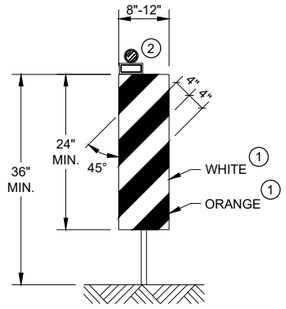
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

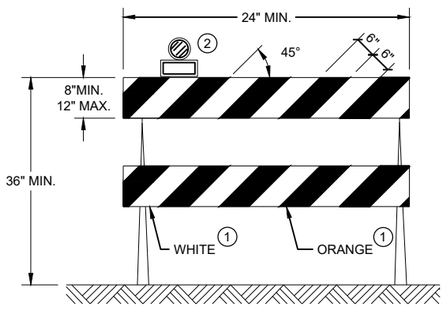
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



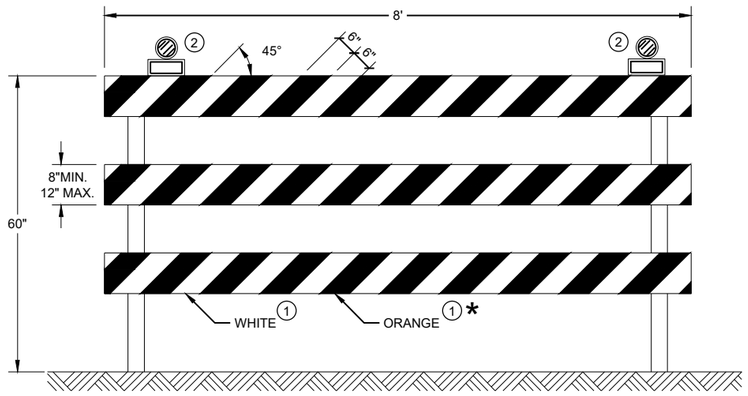
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

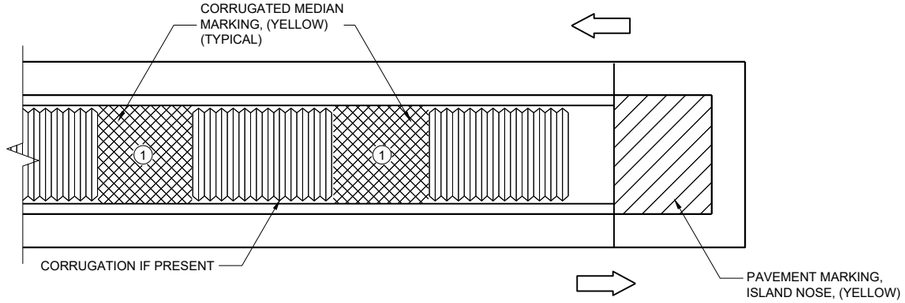
FHWA

6

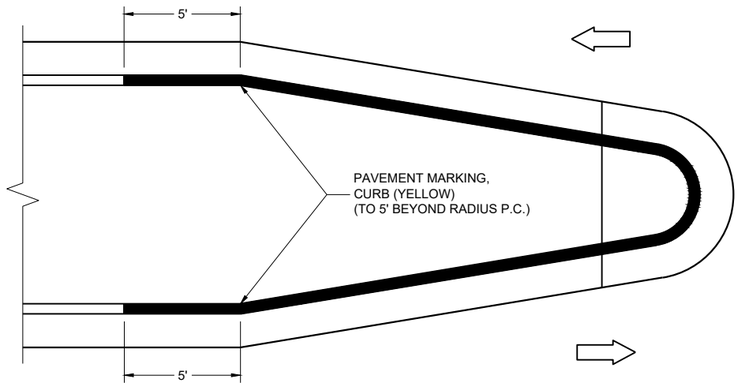
SDD 15C11 - 10b

6

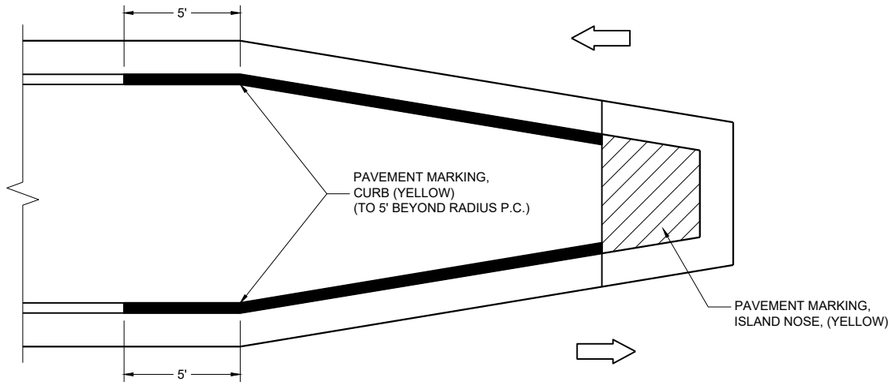
SDD 15C11 - 10b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

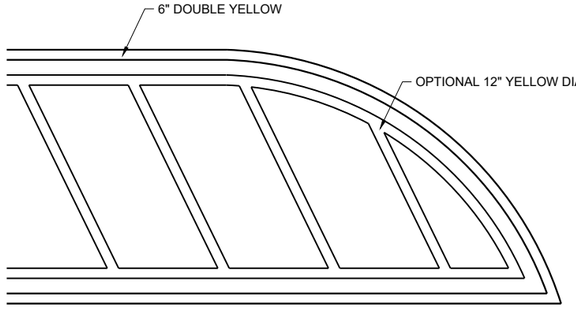
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C18-09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)

GENERAL NOTES

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

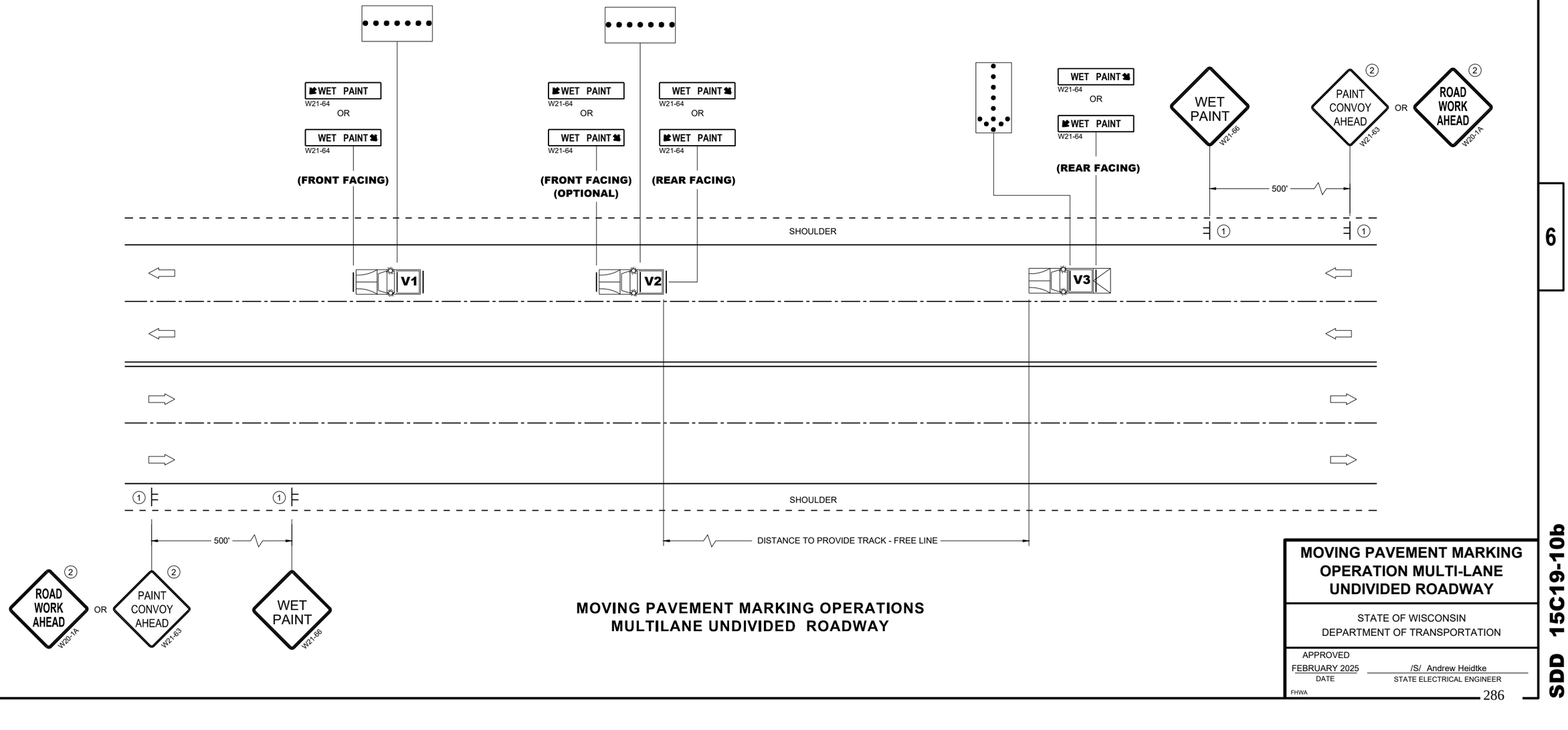
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES 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 HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(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.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEBRUARY 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

6

SDD 15C19-10b

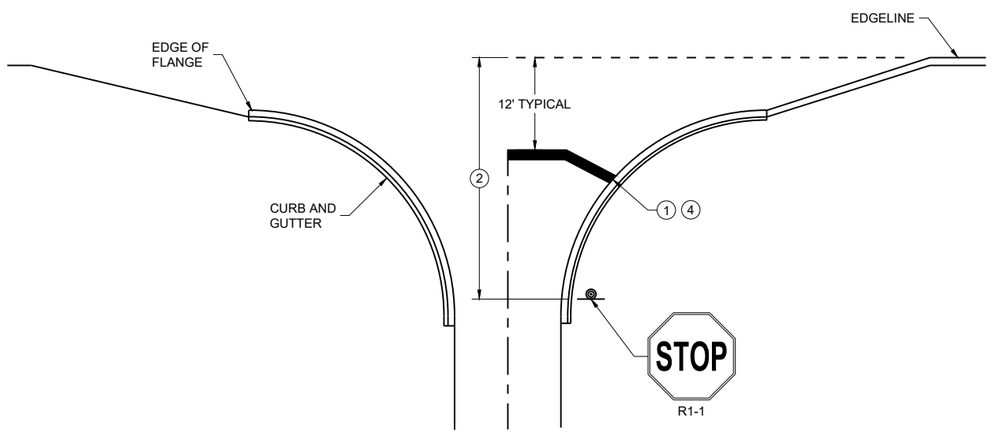
6

SDD 15C19-10b

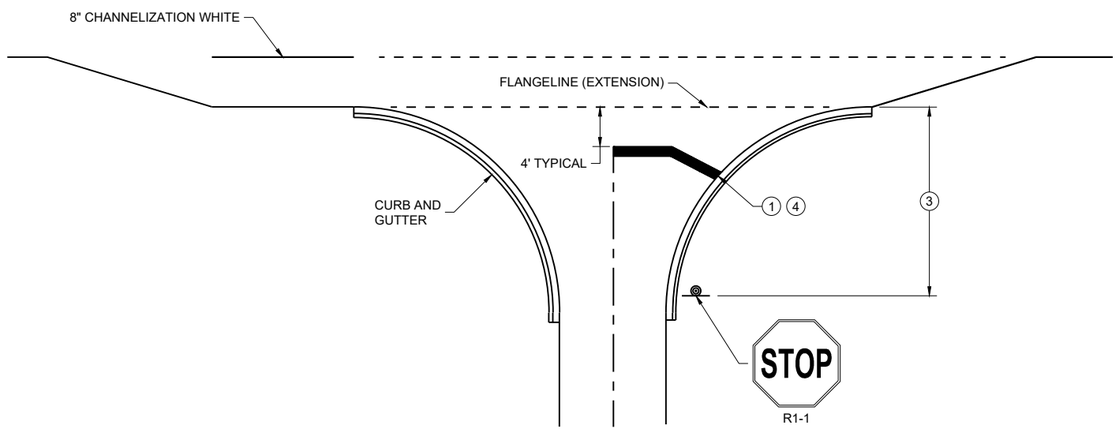
GENERAL NOTES

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

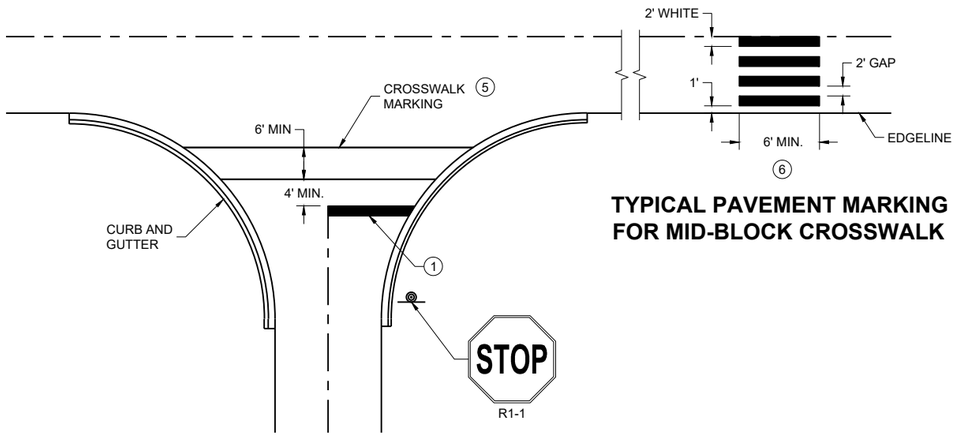
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

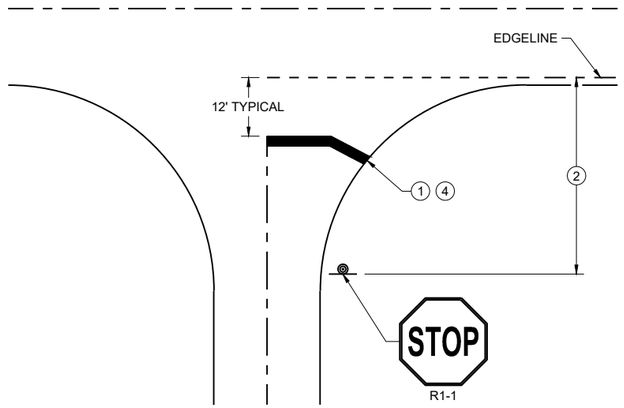


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

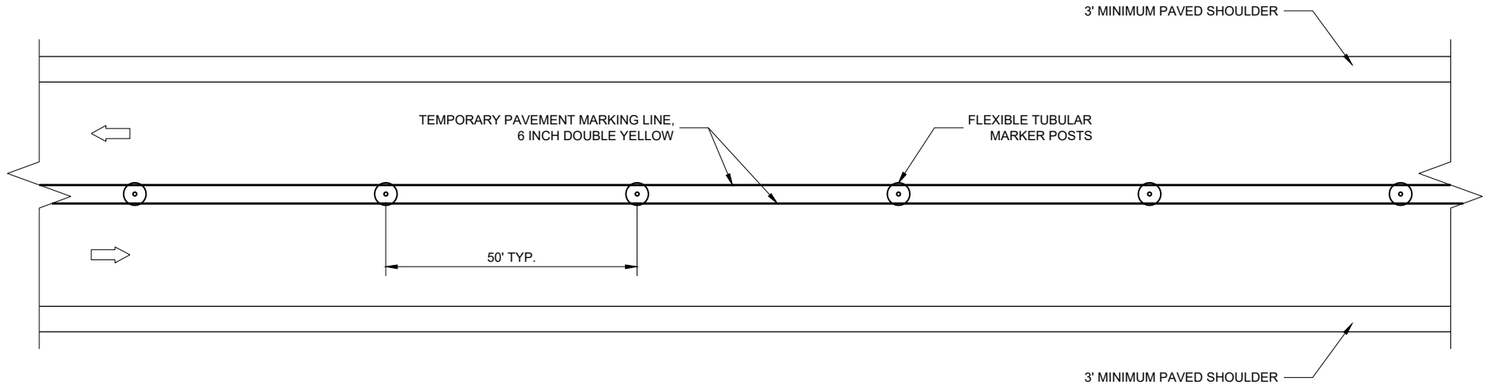
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.

1. THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

2. CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

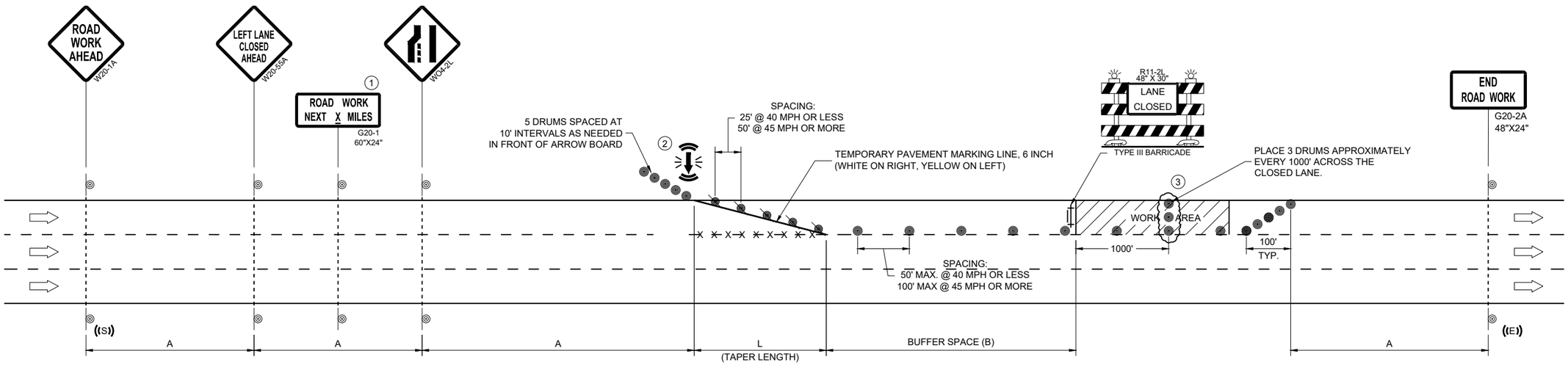
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

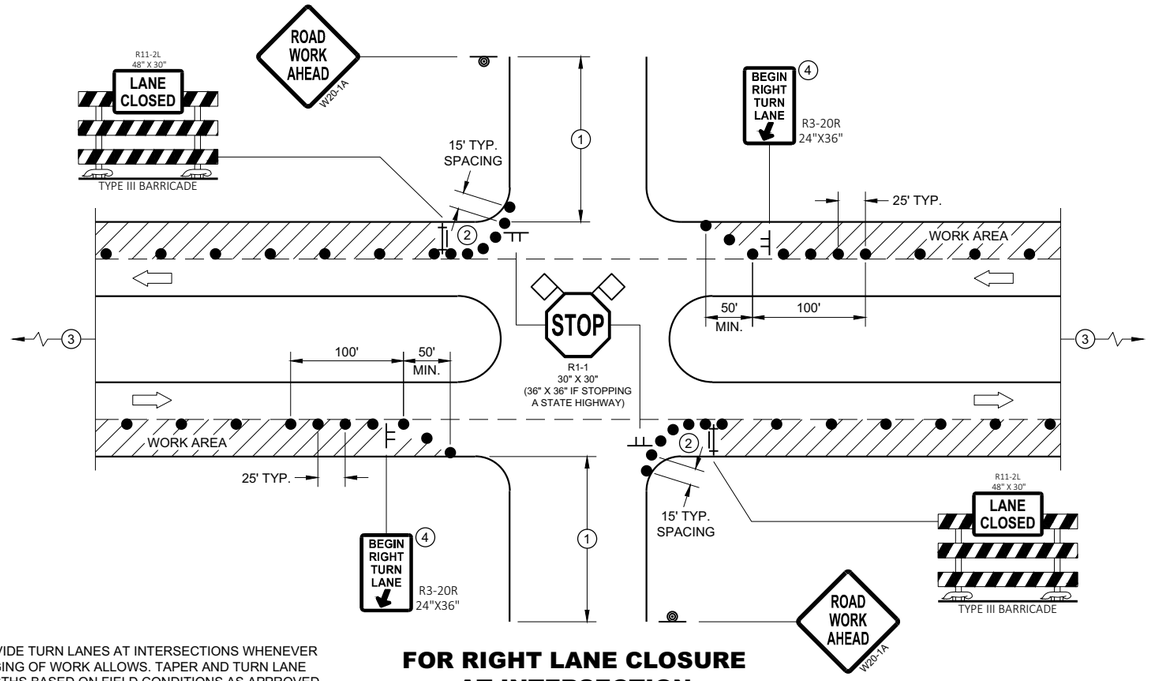
APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

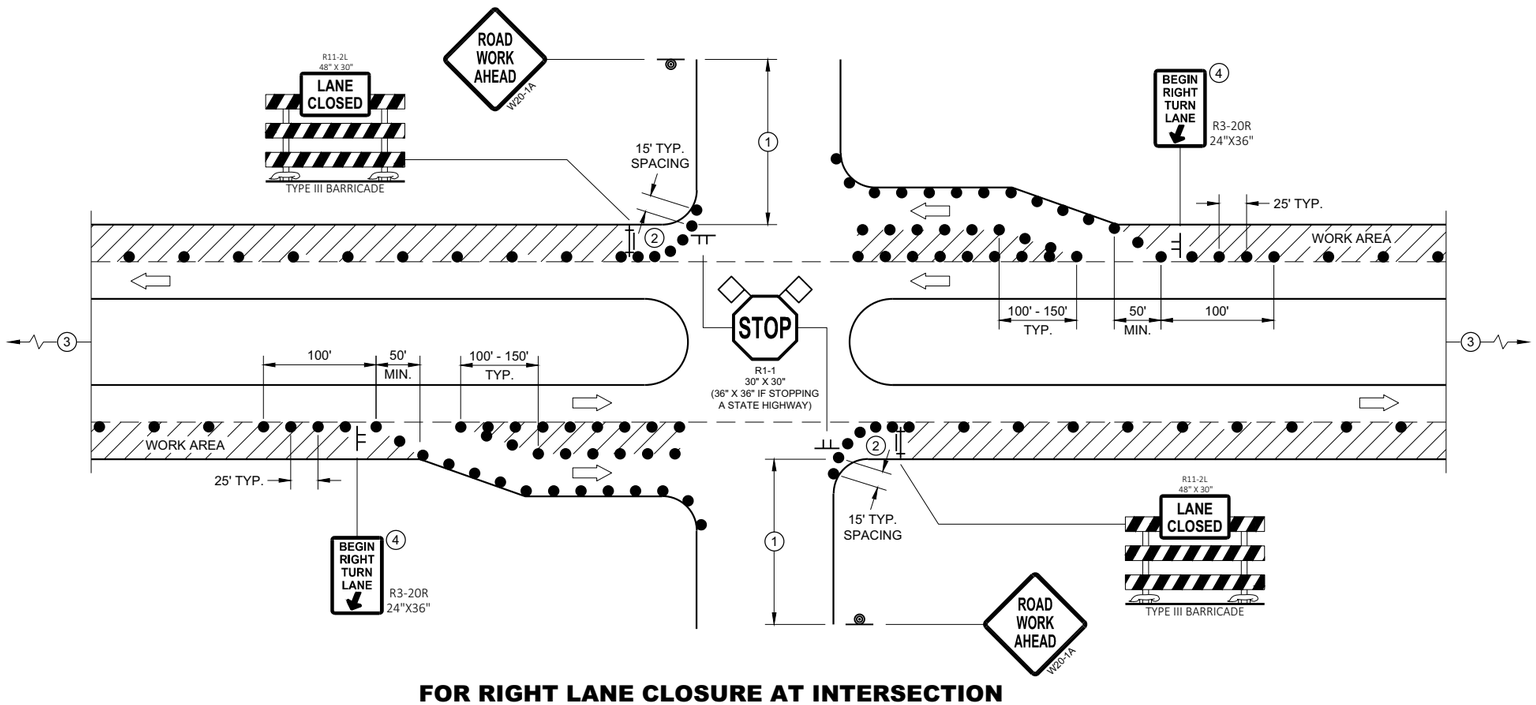
6

SDD 15D20-10a
SDD 15D20-10a



FOR RIGHT LANE CLOSURE AT INTERSECTION

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



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

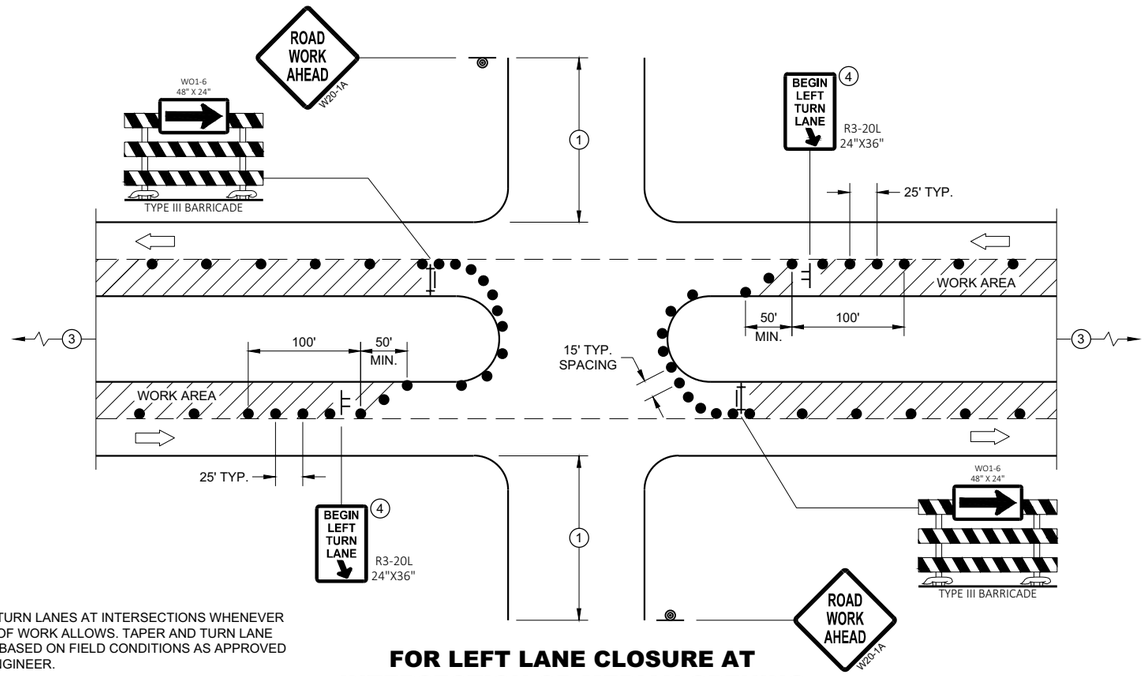
LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD 15D21 - 07a



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

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

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

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

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

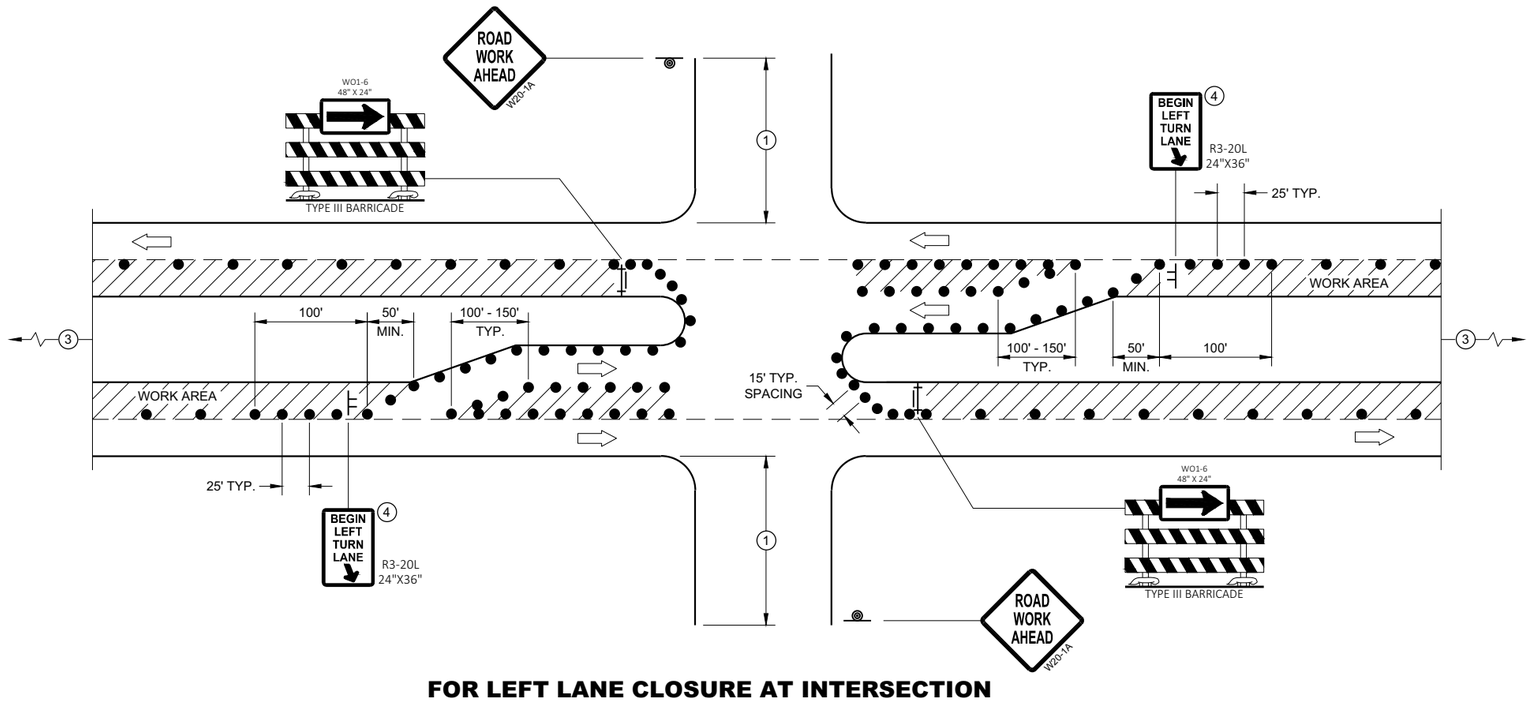
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



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

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D21 - 07b

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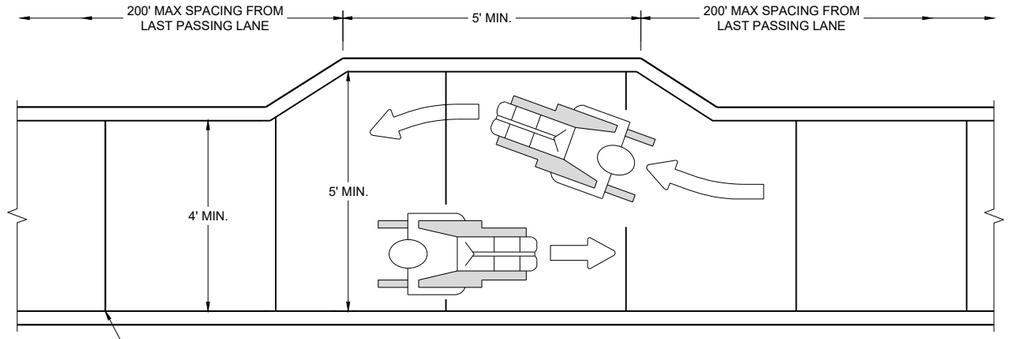
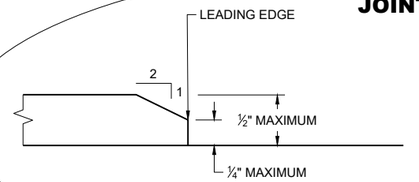
SDD 15D21 - 07b

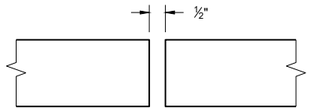


NARROW SIDEWALK PASSING DETAIL

JOINT ALLOWANCES



MAXIMUM VERTICAL GAP



MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

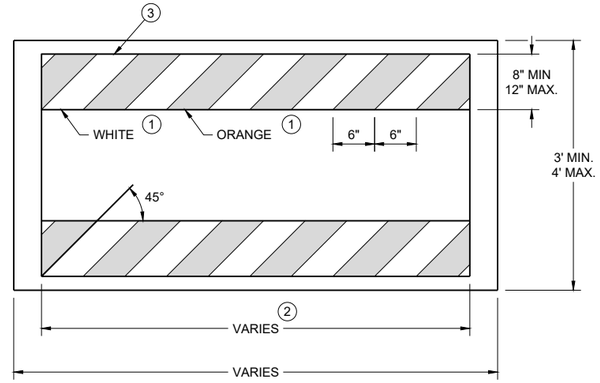
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

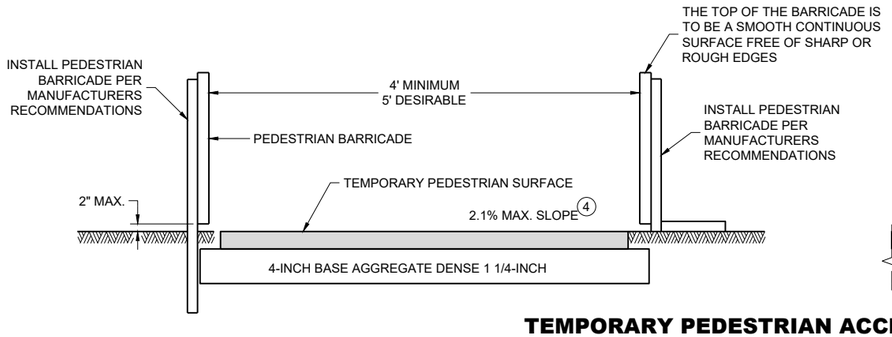
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

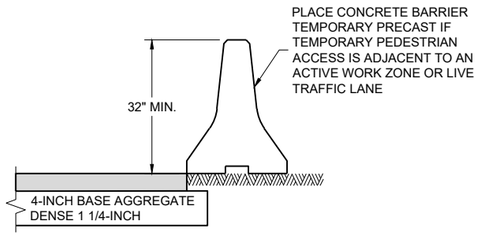
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

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



TEMPORARY PEDESTRIAN BARRICADE *



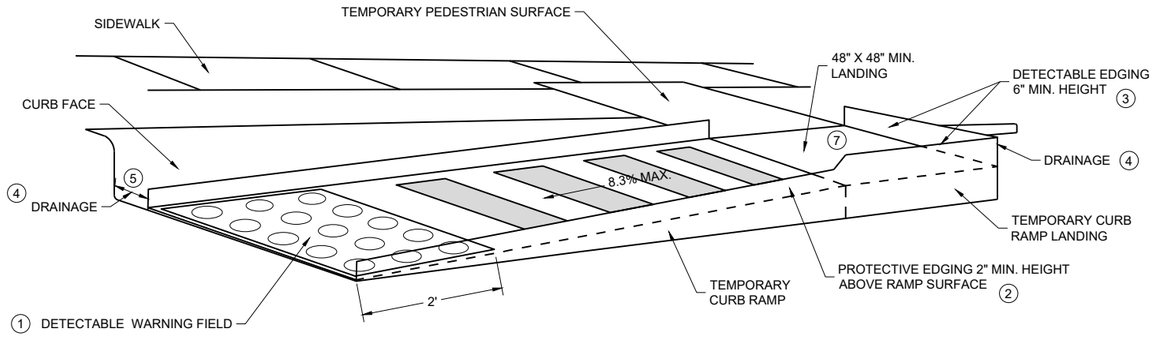


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11a



PERSPECTIVE VIEW

GENERAL NOTES

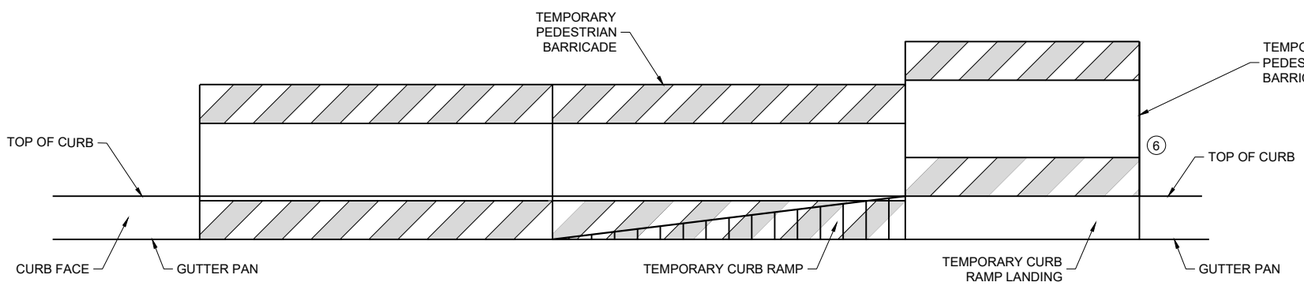
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

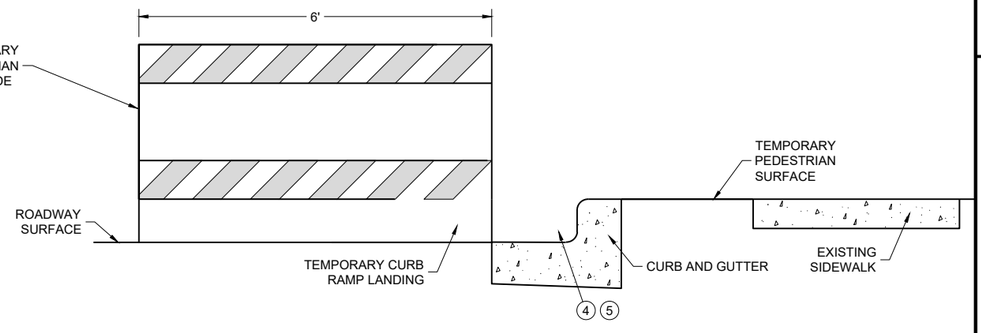
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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



FRONT VIEW



SIDE VIEW

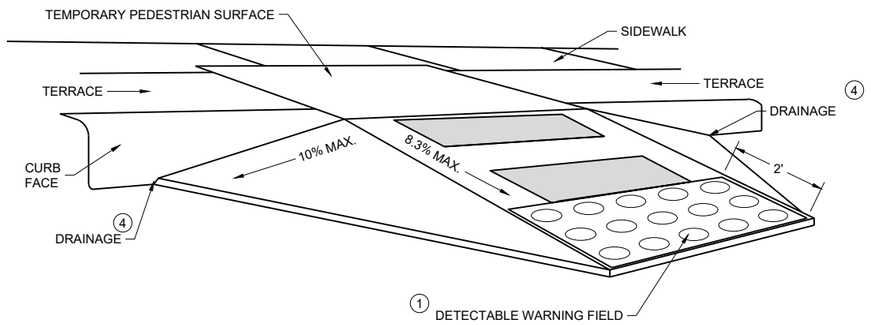
TEMPORARY CURB RAMP PARALLEL TO CURB

6

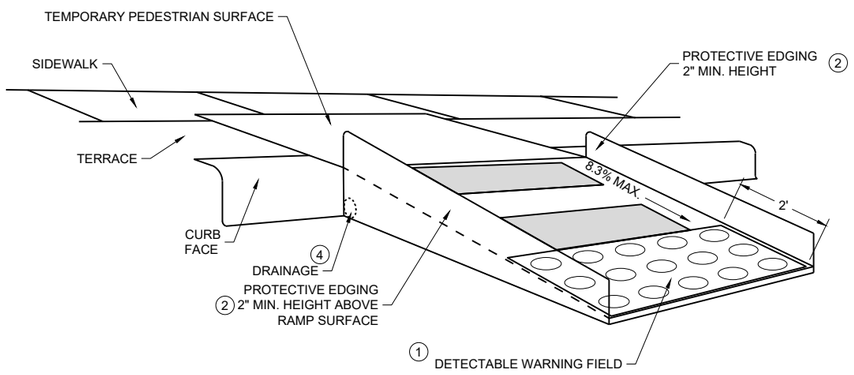
SDD 15D30-11b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

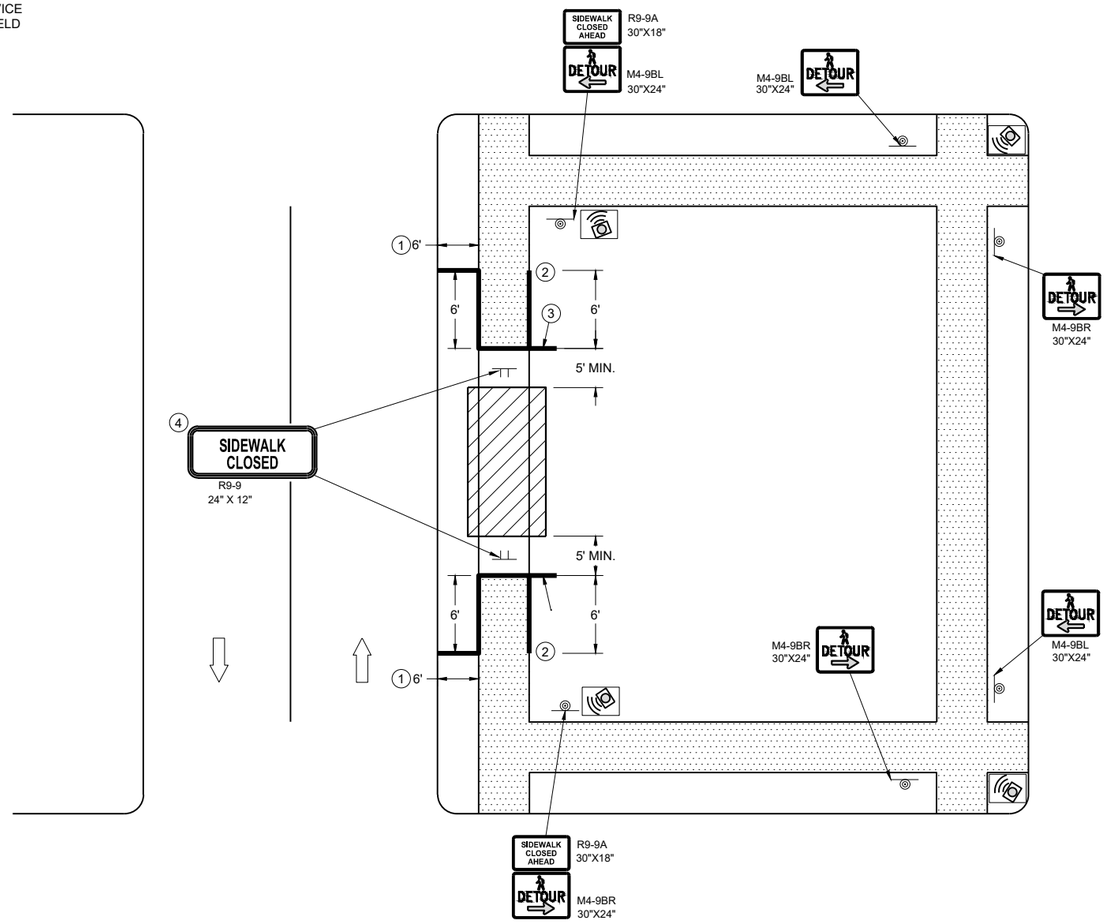
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D30-11c

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

UNDER PEDESTRIAN TRAFFIC

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN BARRICADE

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

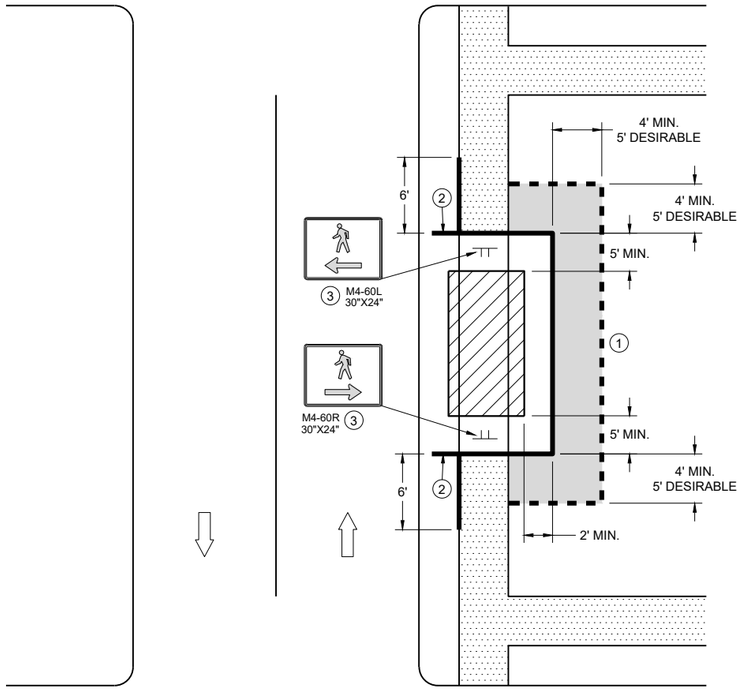
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-11g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

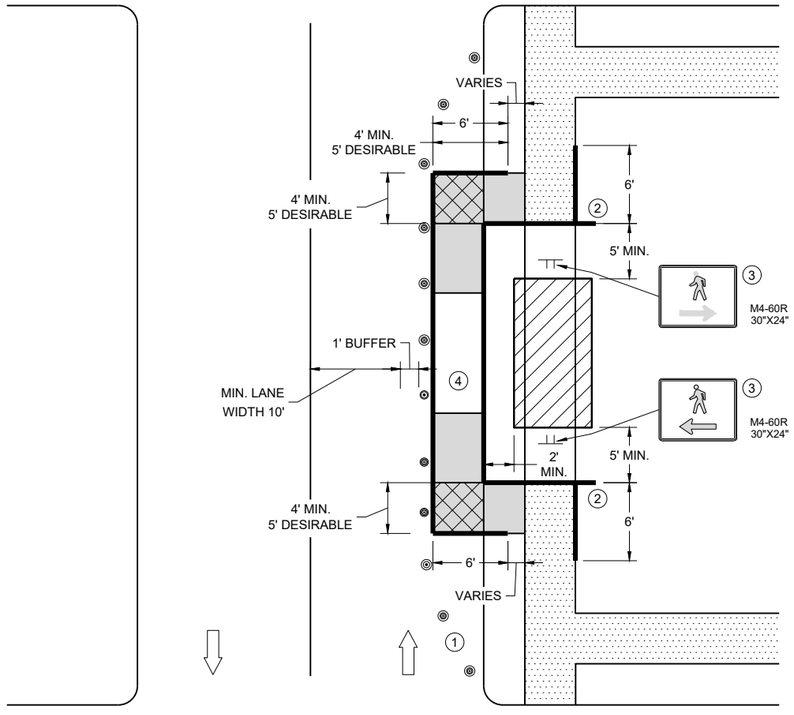
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

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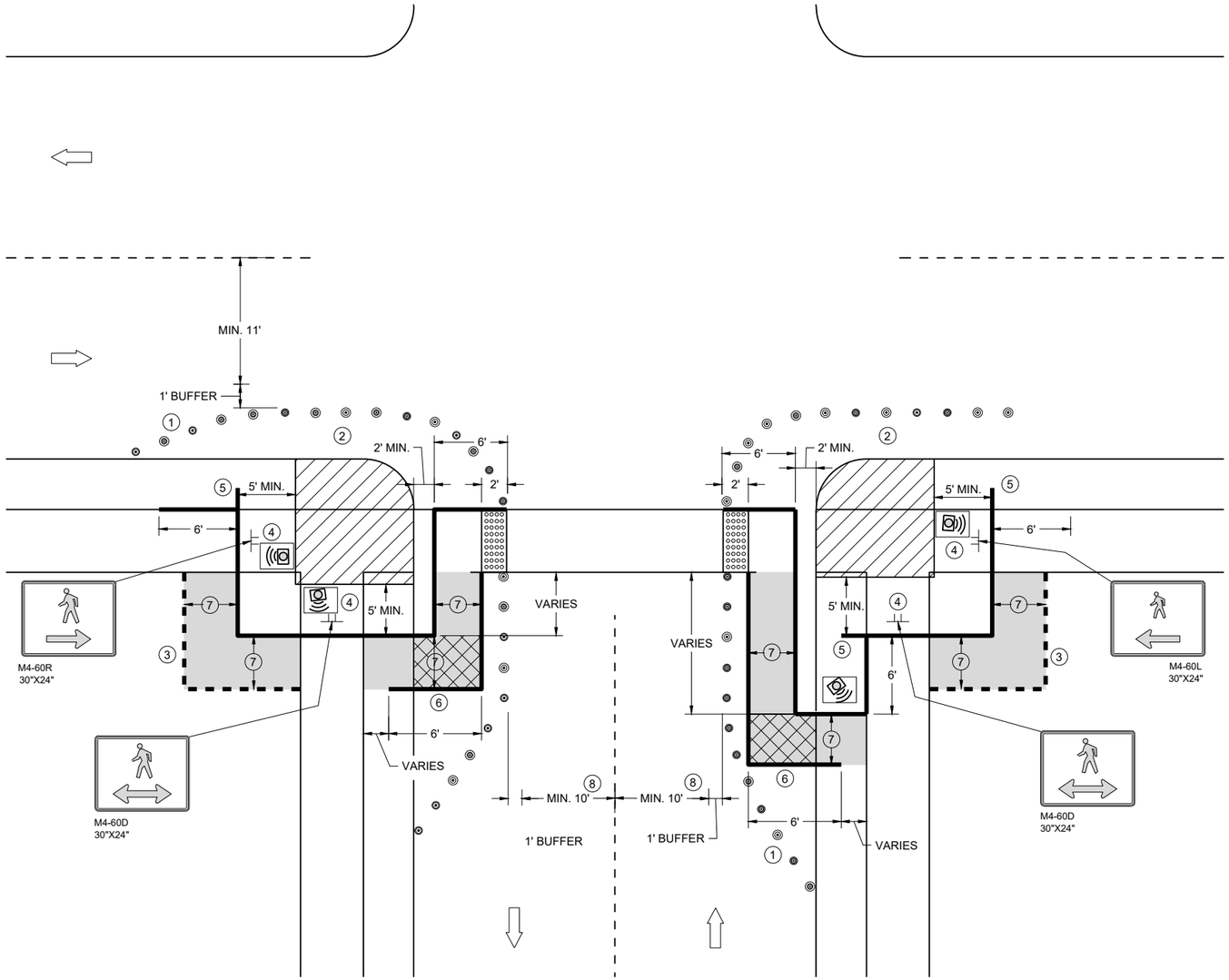
SDD 15D30-11h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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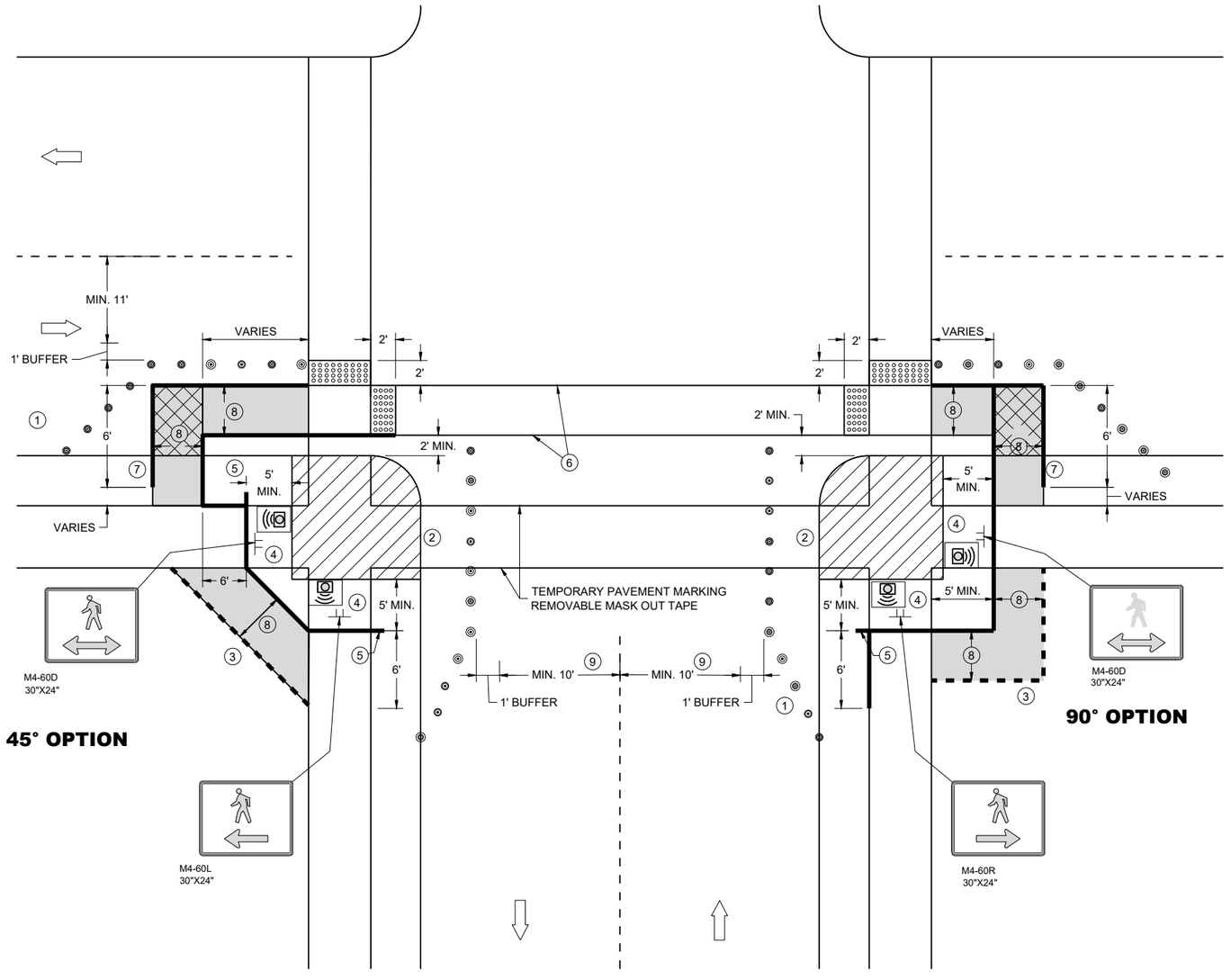


CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

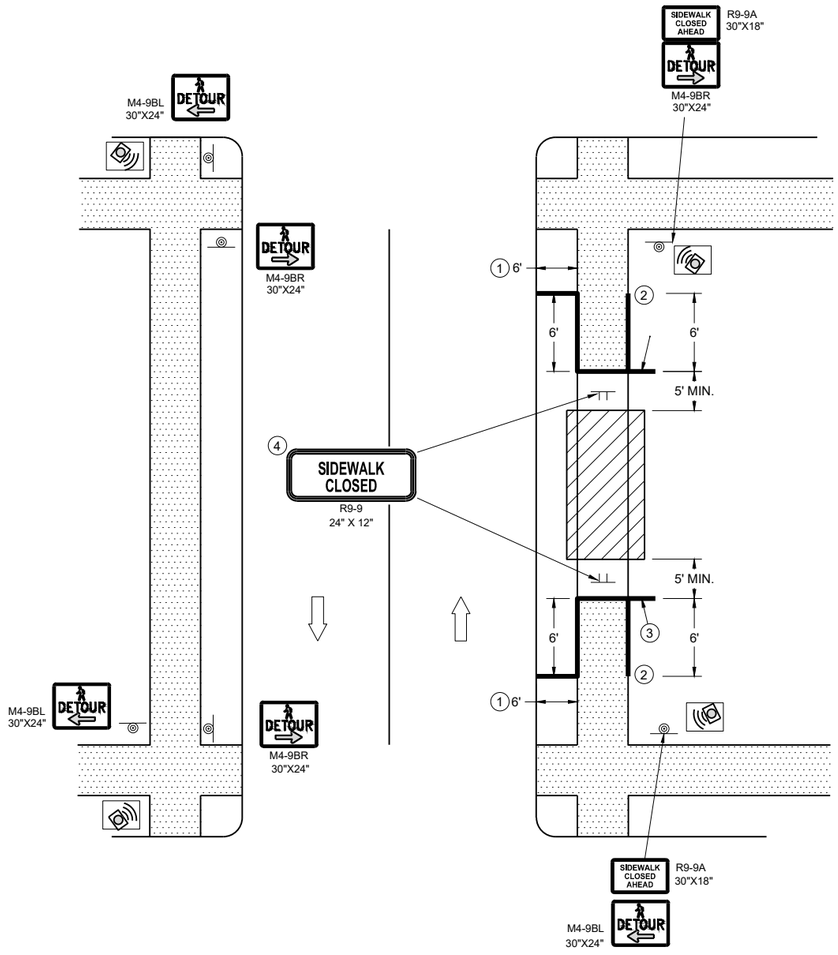
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

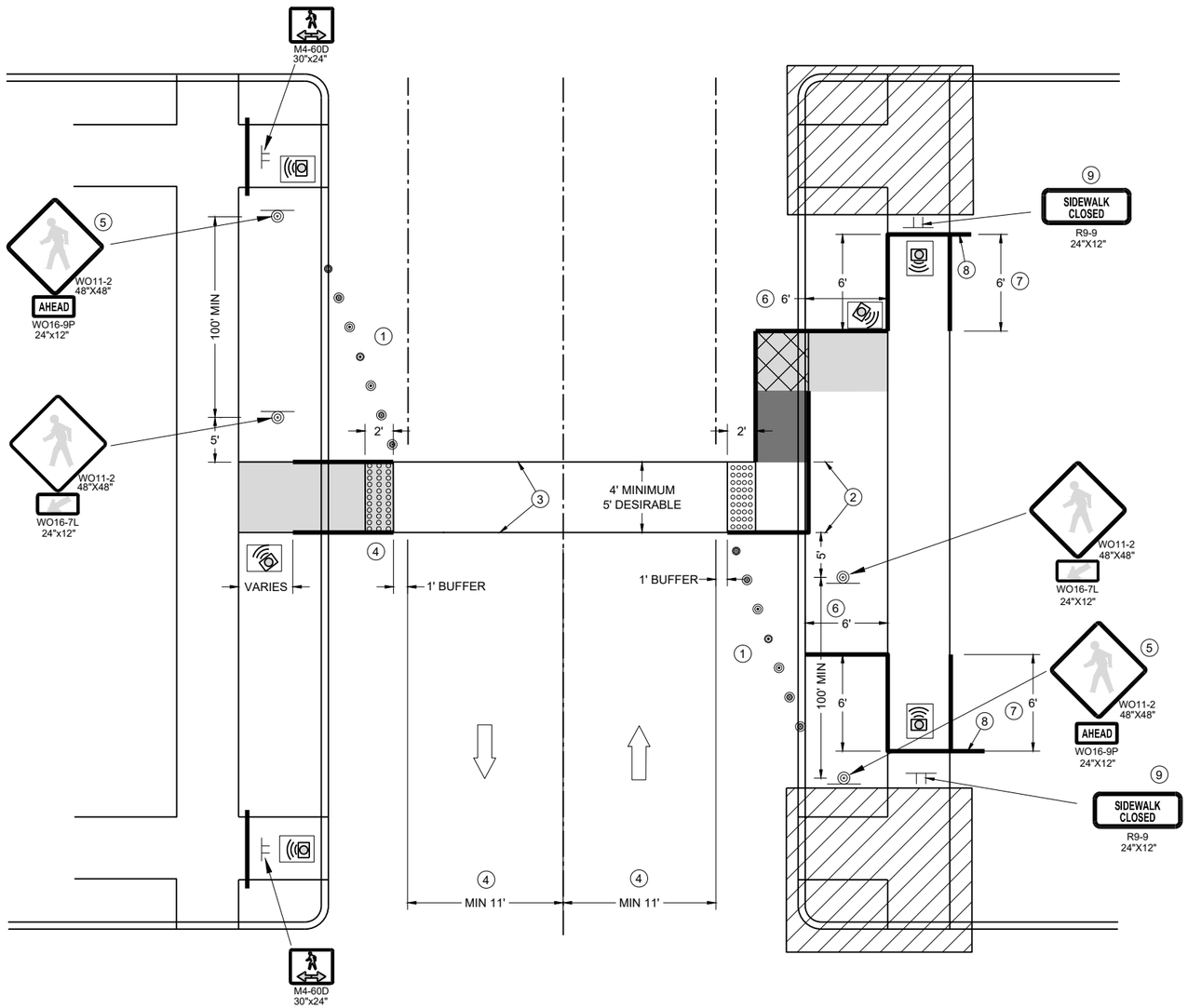
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

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

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	155
30	200	75	83	90	98	105	200
35	350	102	112	123	133	143	250
40	350	133	147	160	173	187	305
45	500	225	248	270	293	315	360

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

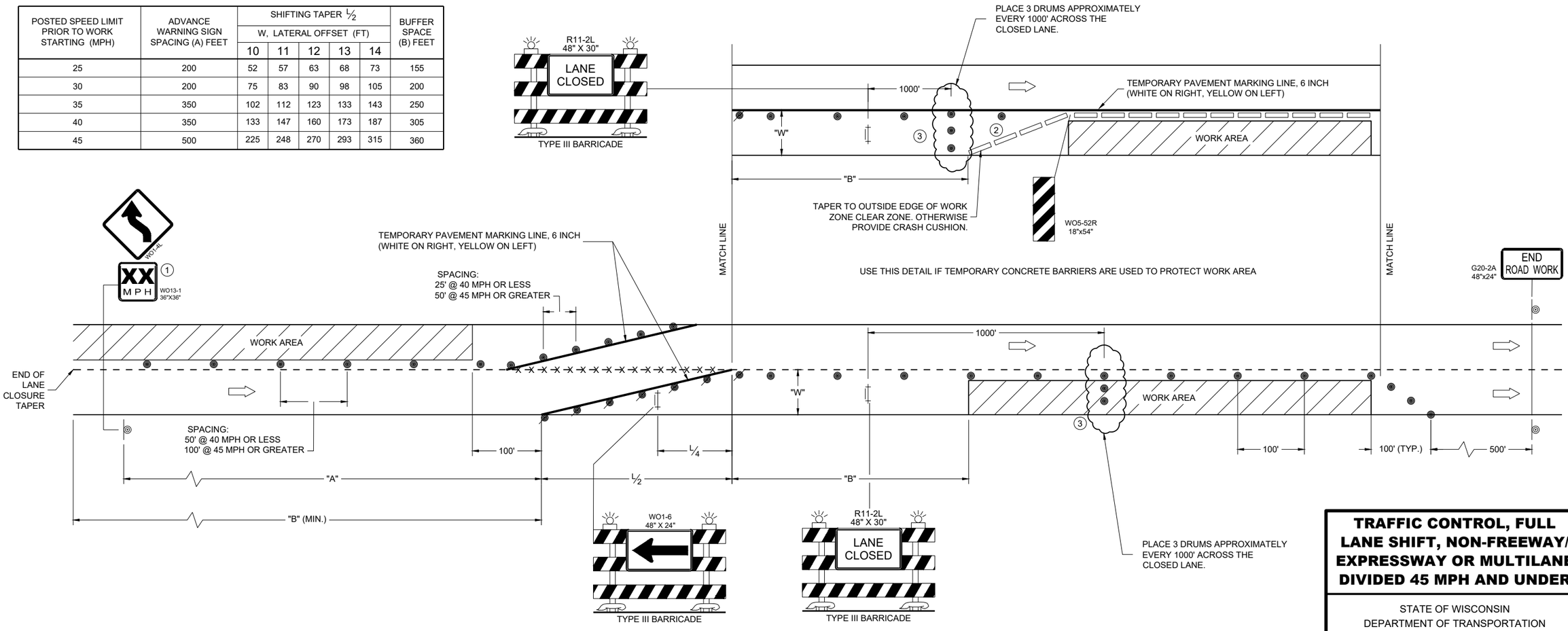
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER

SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-06a

6

SDD 15D40-06a

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
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

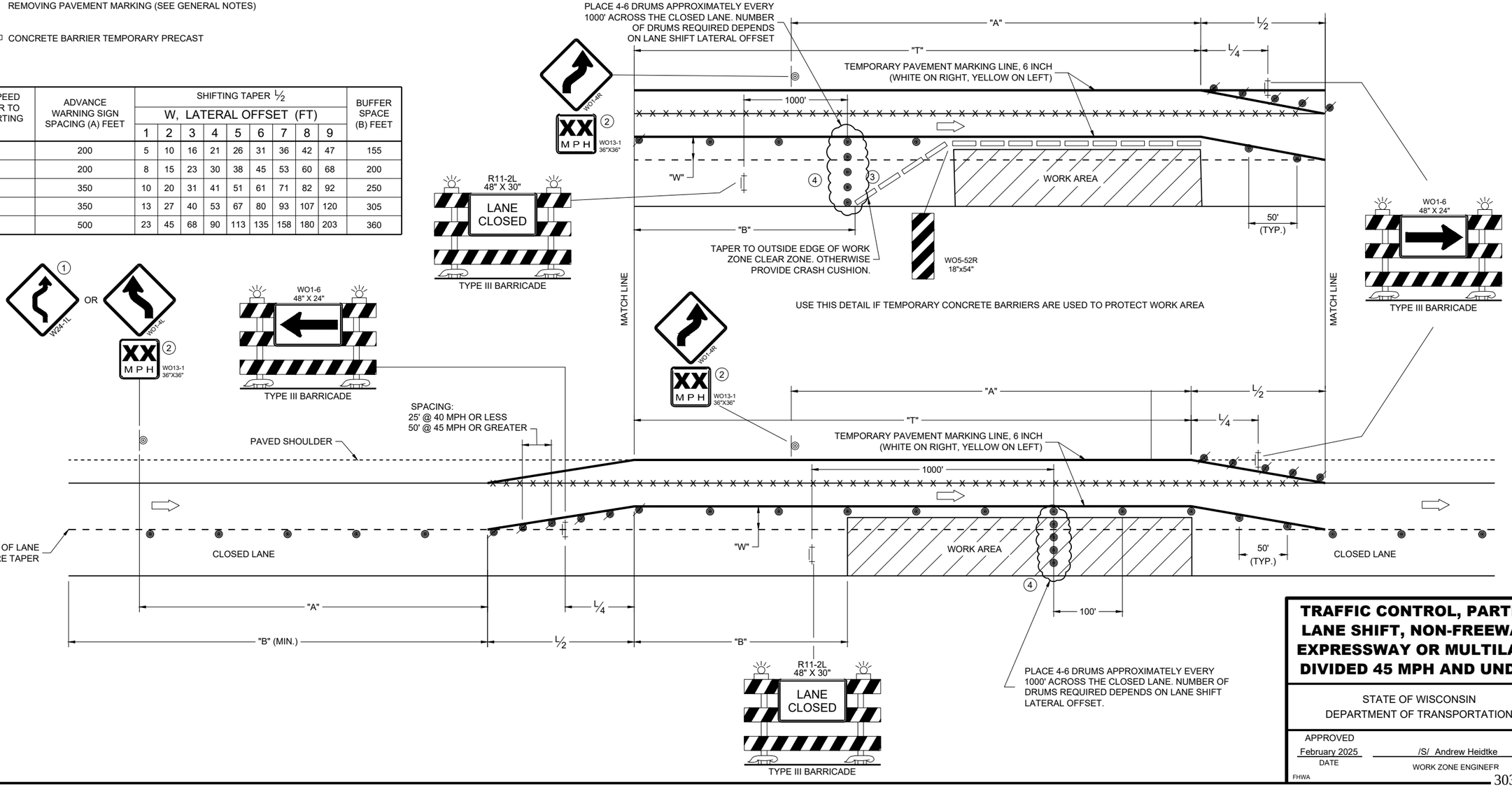
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6
SDD 15D40-06c

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.

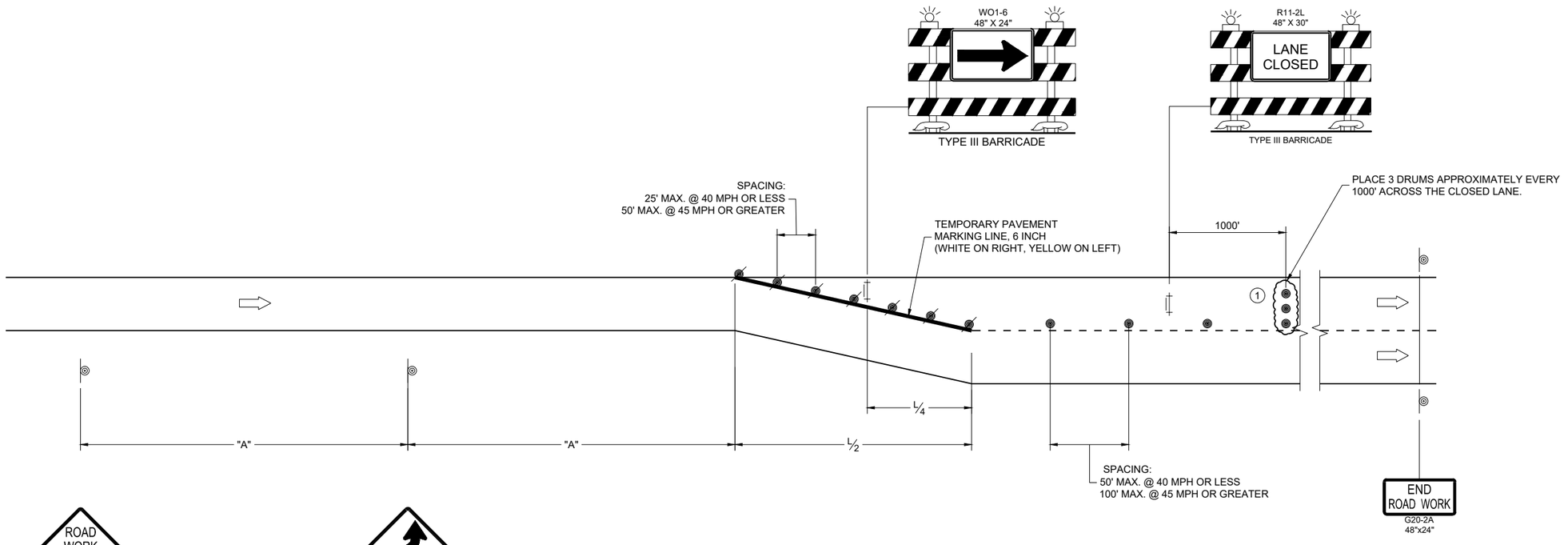
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

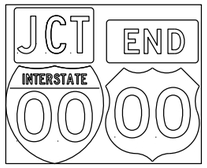
APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6 SDD 15D50-04b

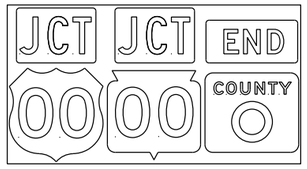
6 SDD 15D50-04b

TYPICAL ASSEMBLIES

J1-1



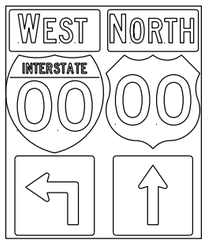
J1-2



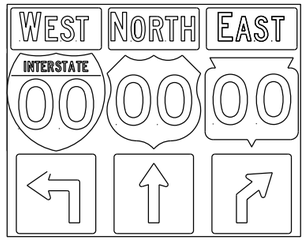
J1-3

JR1-1

J2-1

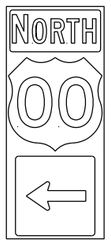


J2-2

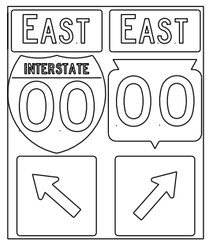


J2-3

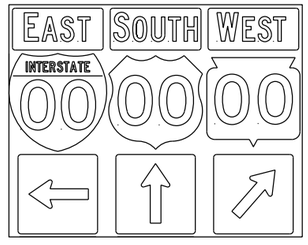
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

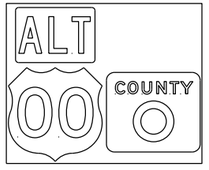


J3-2

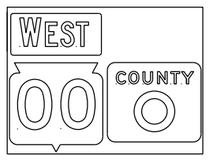


J3-3

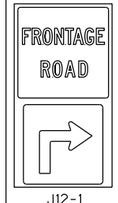
J4-1



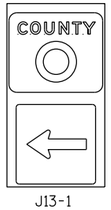
J4-2



J4-2



J12-1

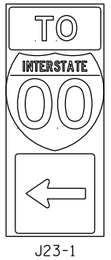


J13-1

J32-1

J33-1

J22-1

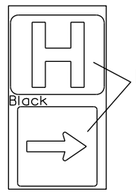


J23-1

JR13-1

JR23-1

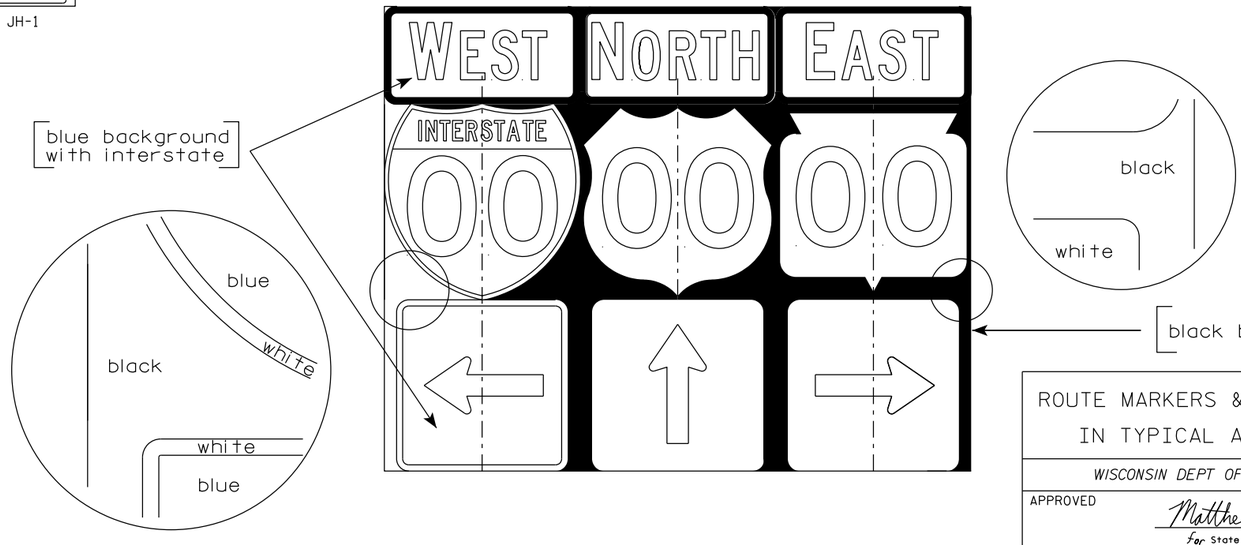
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

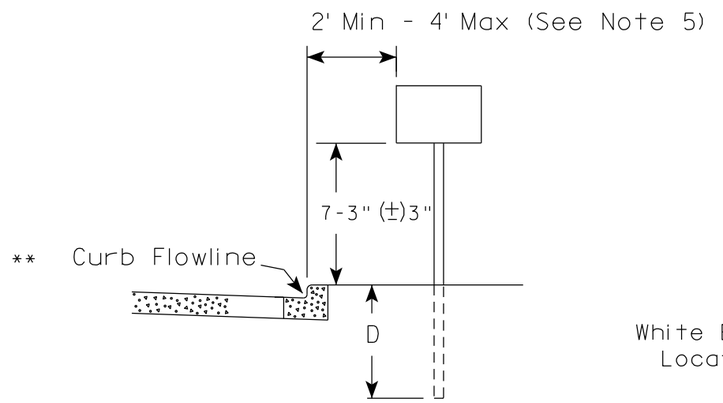
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

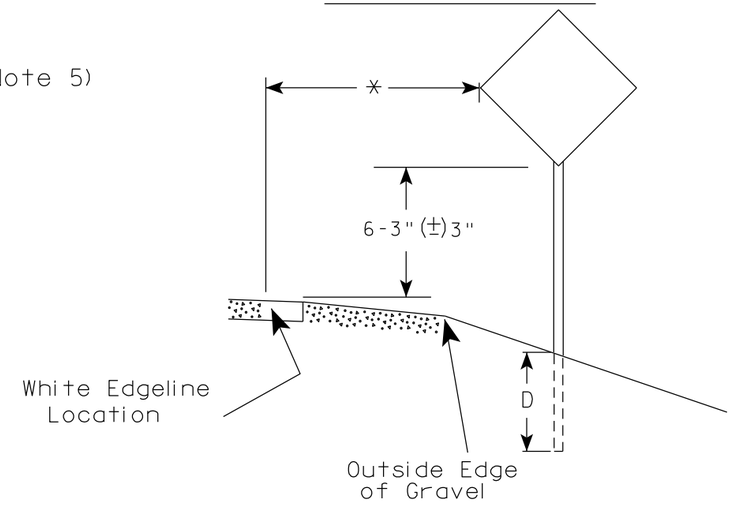
PROJECT NO:

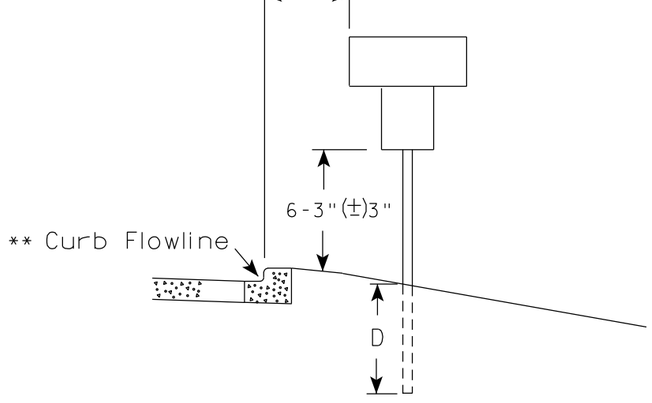
SHEET NO: 305 E

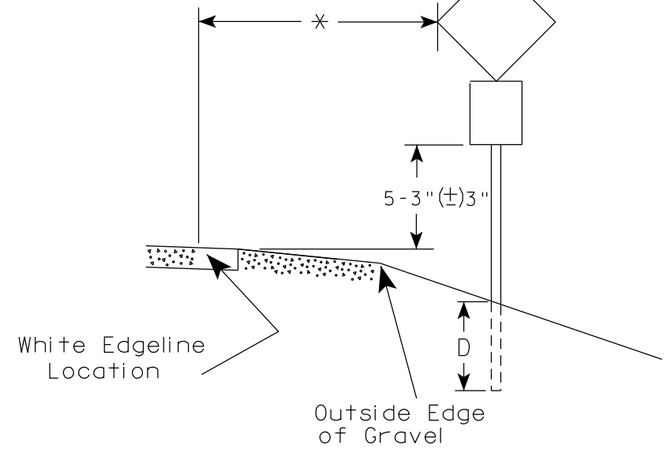
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

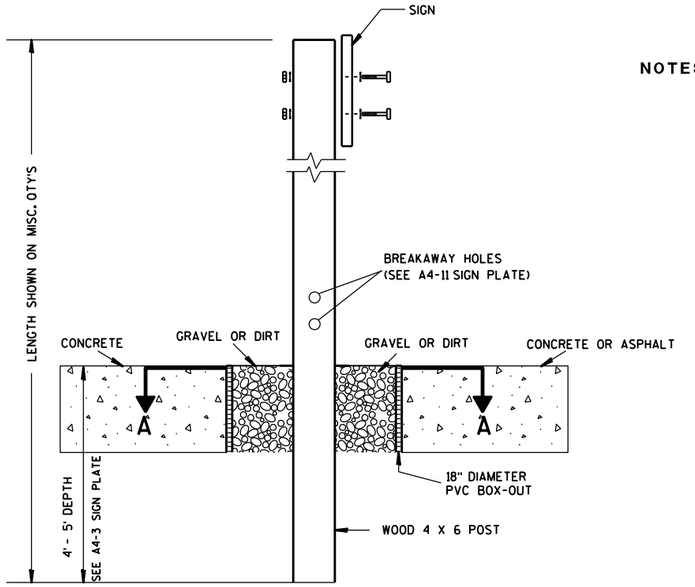
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

7

7

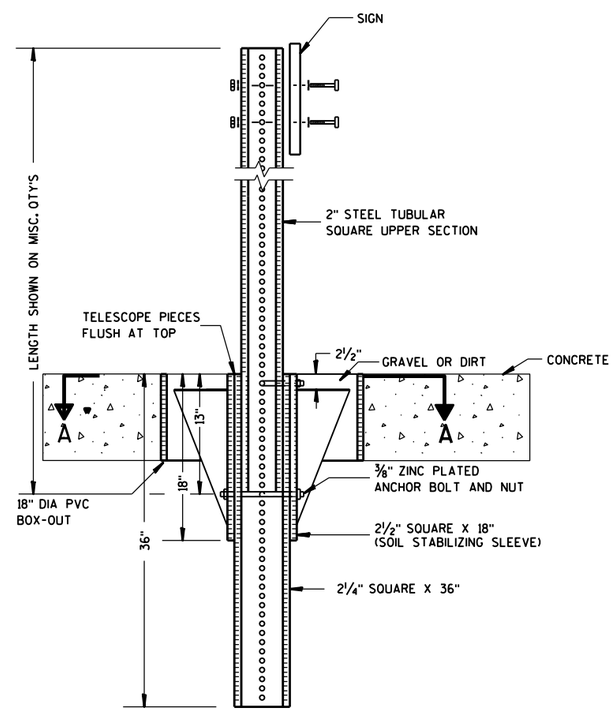
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E



ELEVATION VIEW

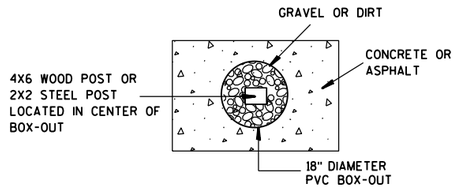
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

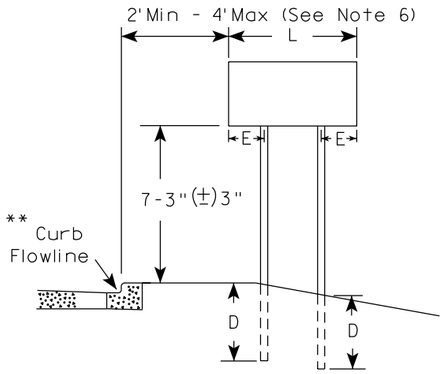
APPROVED Matthew R Rauch
for State Traffic Engineer

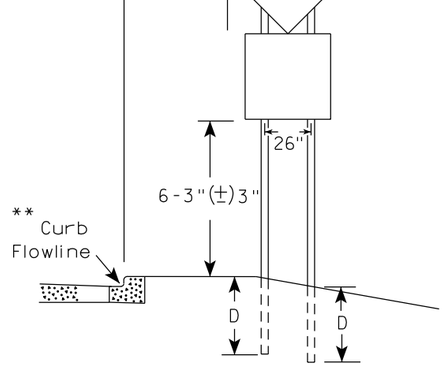
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

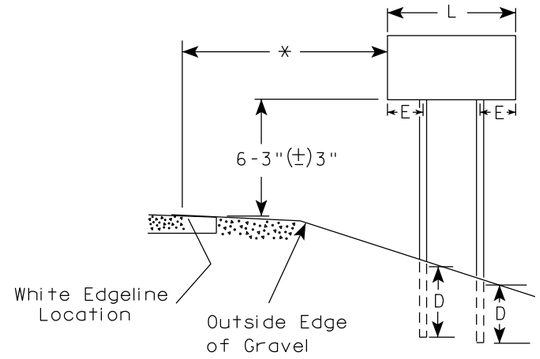
URBAN AREA

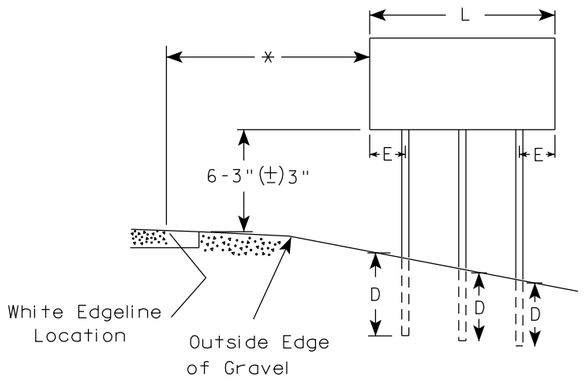


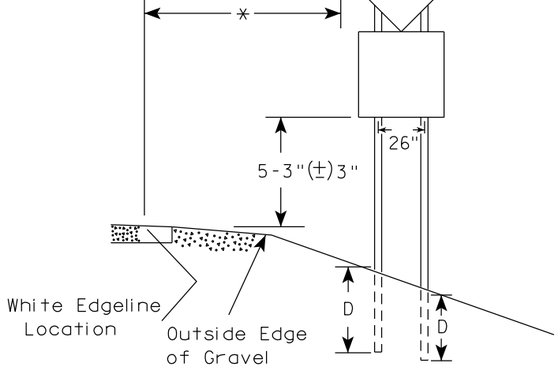


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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'

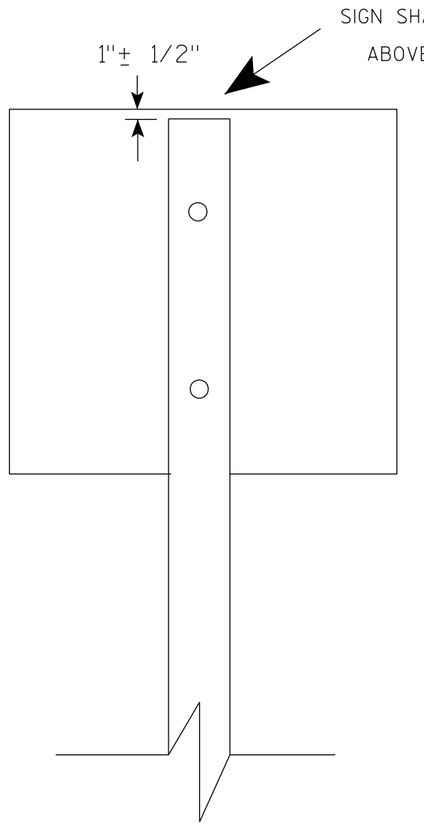
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

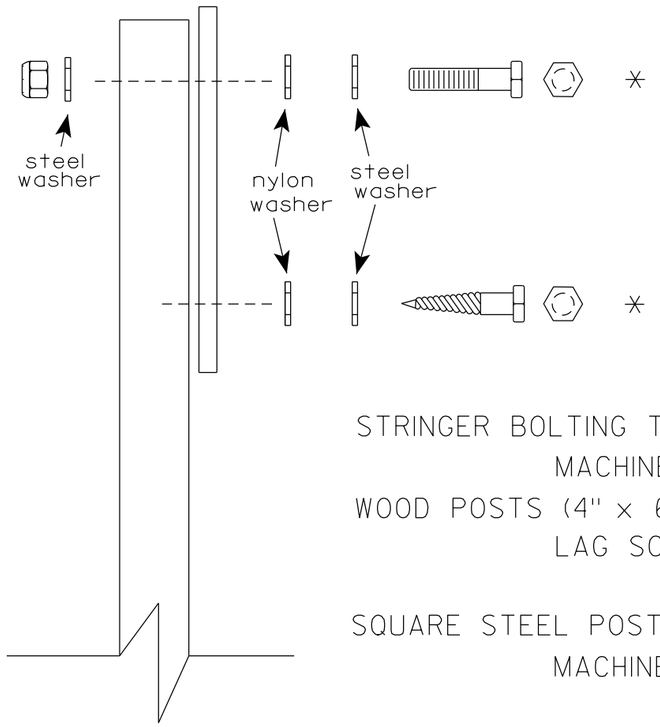
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 309 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

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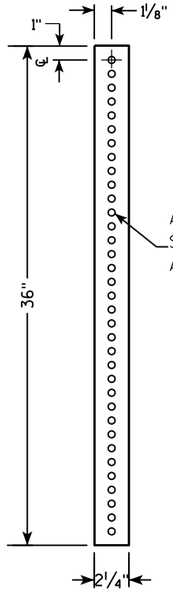
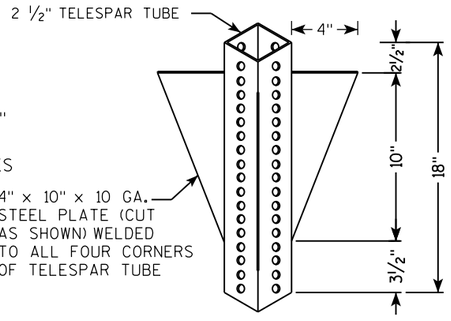
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

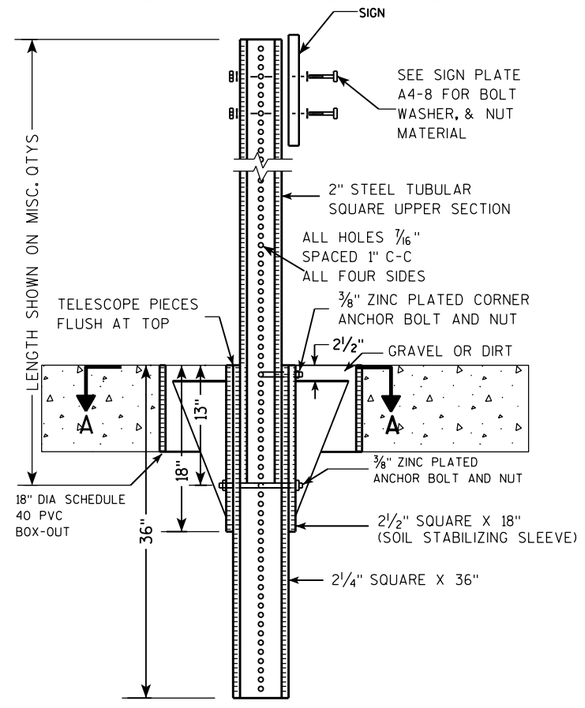
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



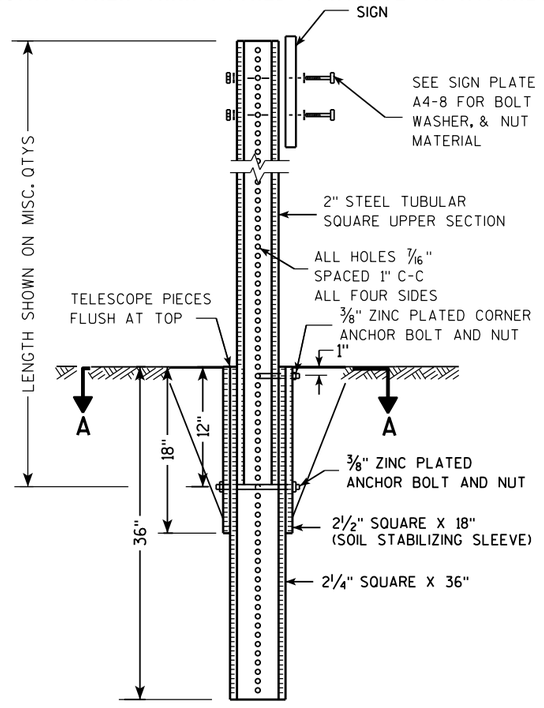
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

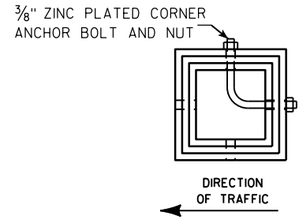


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

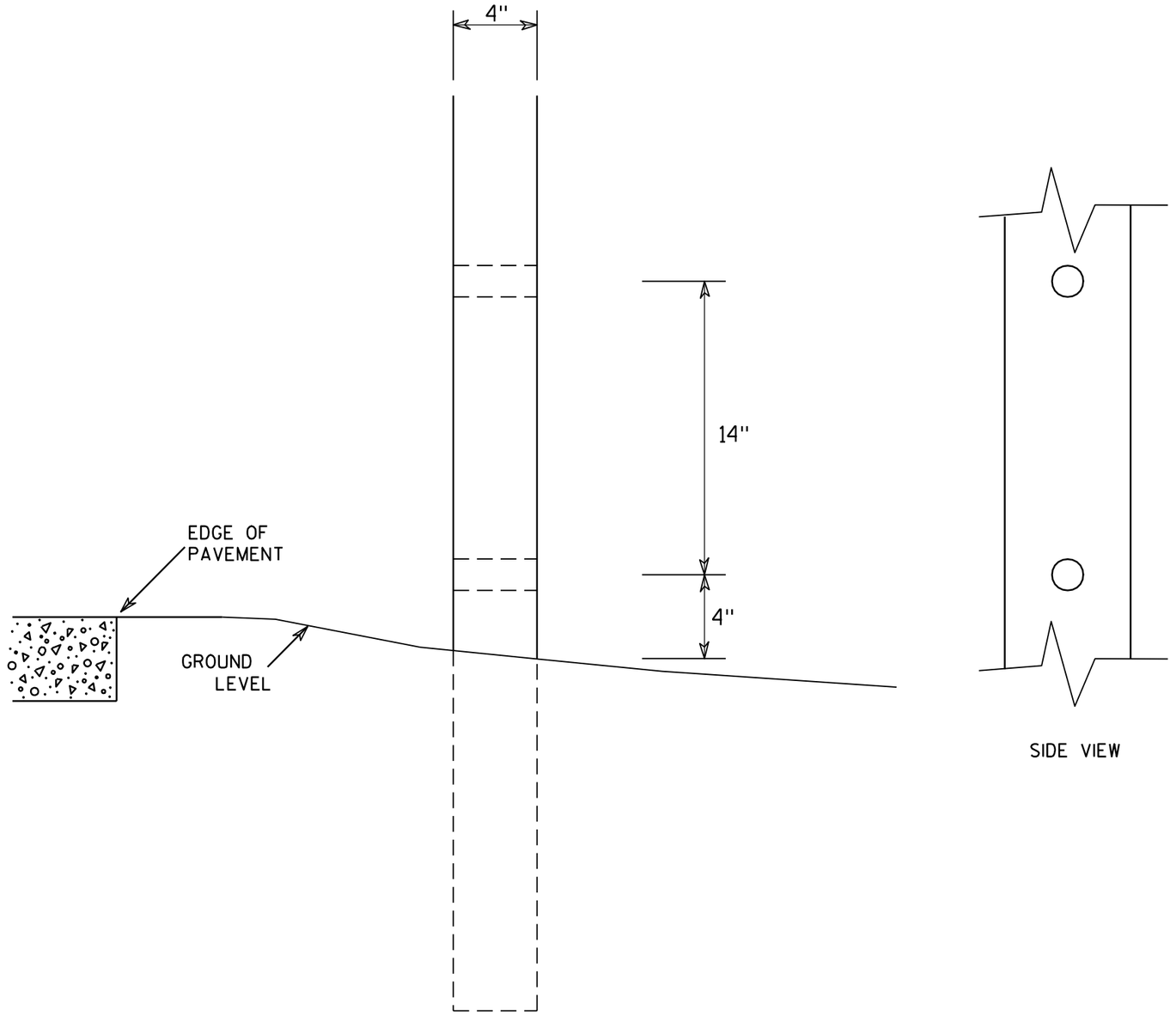
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 310 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

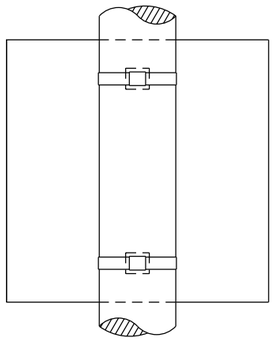
APPROVED Chester J Spang for State Traffic Engineer

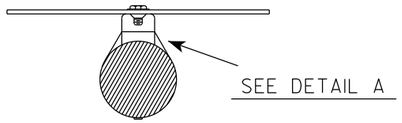
DATE 3/27/97 PLATE NO. A4-11.2

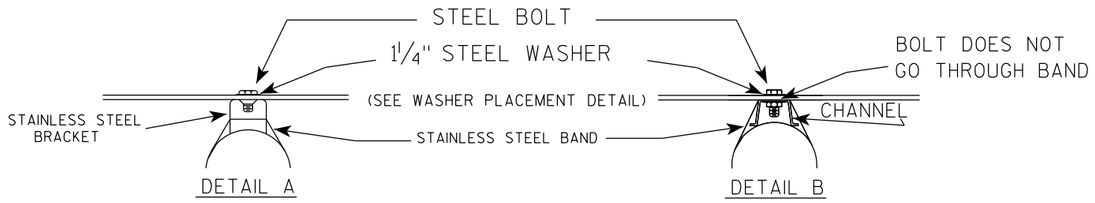
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 311	E

BANDING

SINGLE SIGN



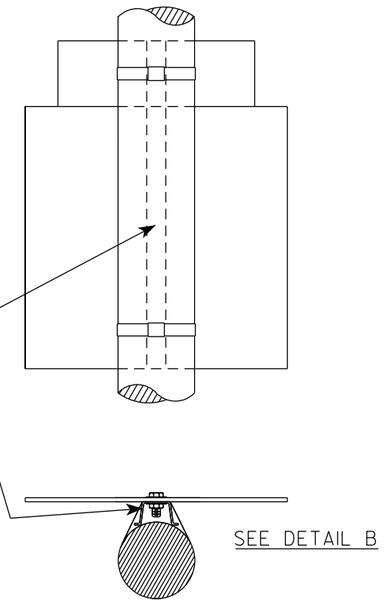




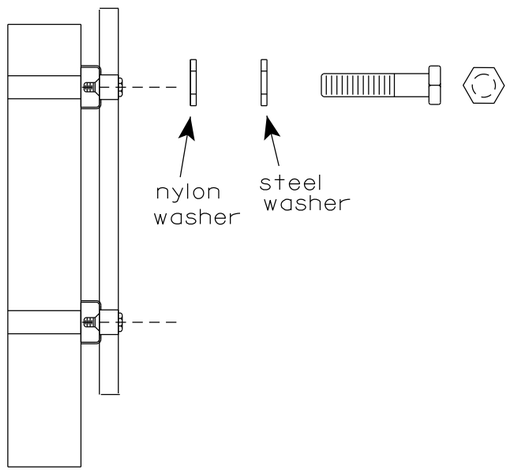
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

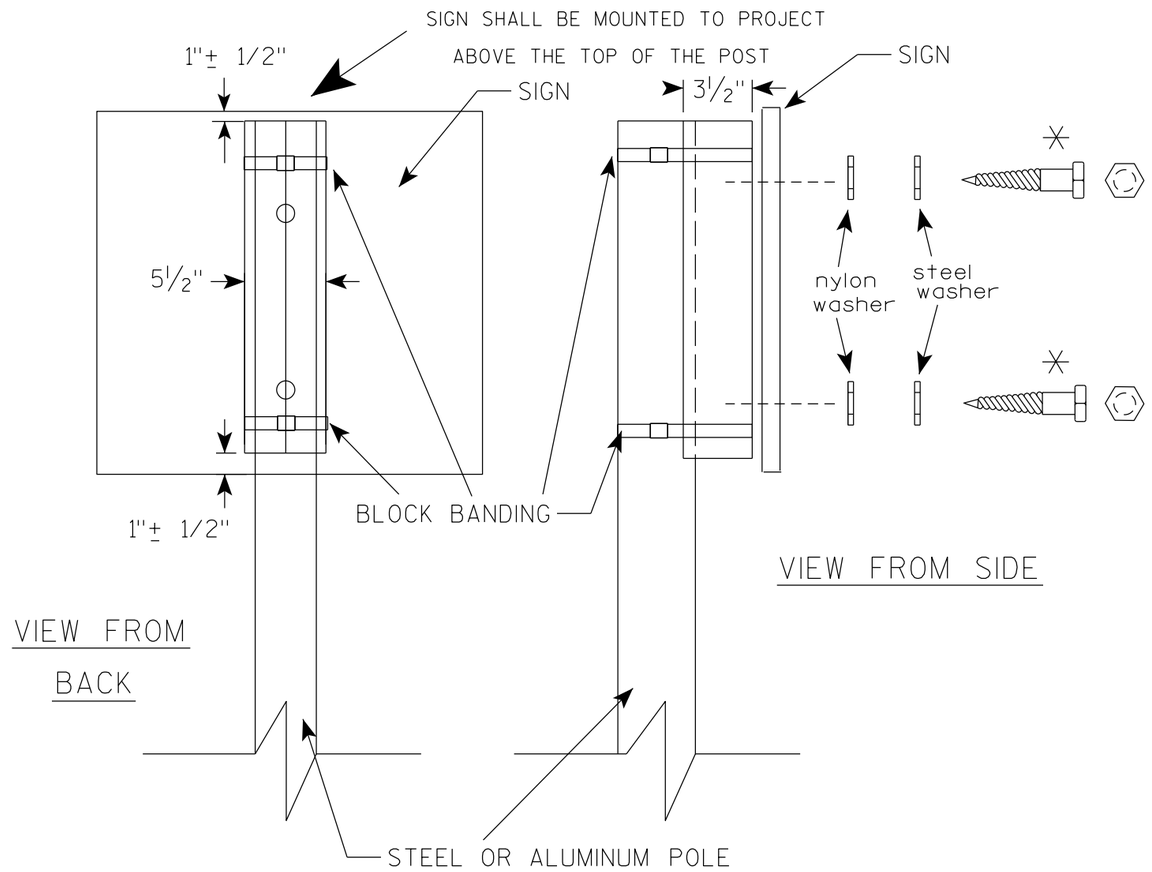
DATE 6/10/19 PLATE NO. A5-9.4

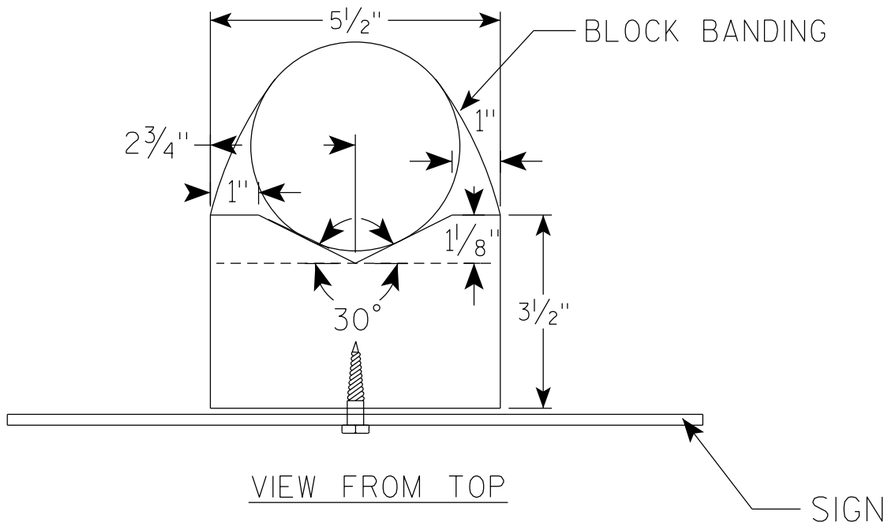
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 312	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

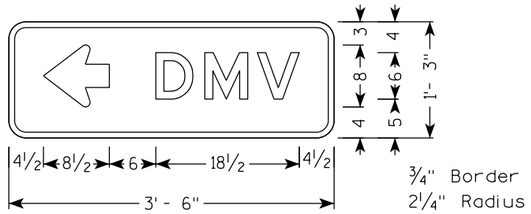
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

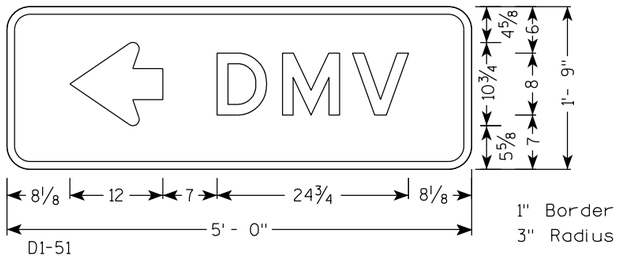
PROJECT NO:

SHEET NO: 313 E



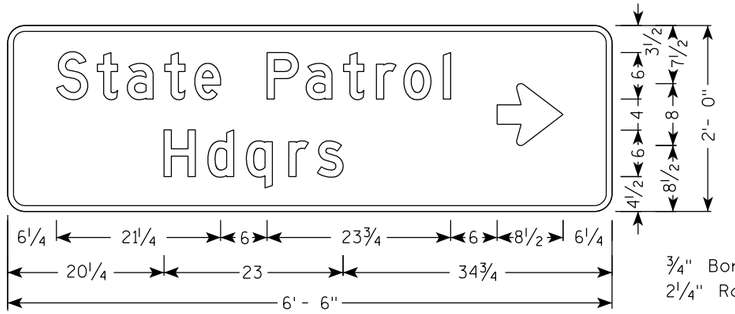
¾" Border
2¼" Radius

D1-51
SERIES E, SIZE 2



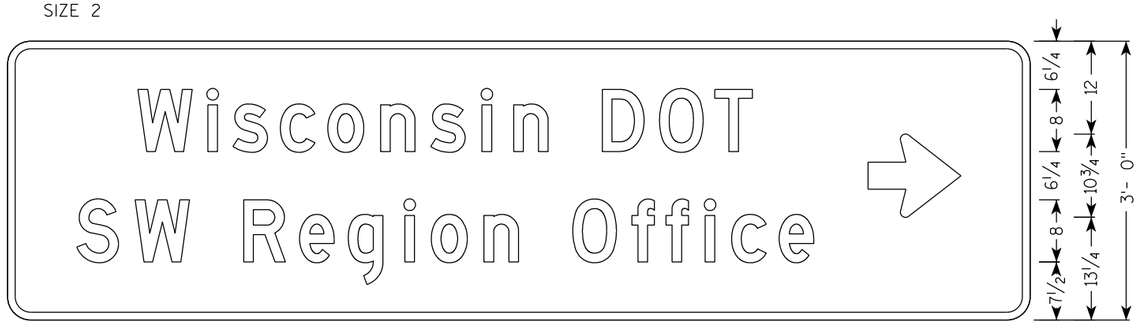
1" Border
3" Radius

D1-51
SERIES E, SIZE 3



¾" Border
2¼" Radius

D1-53
SIZE 2



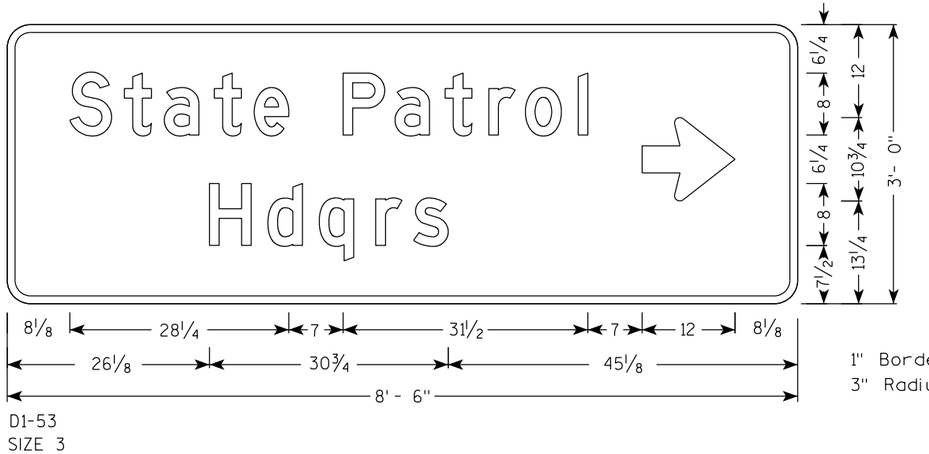
1" Border
3" Radius

*Varies

D1-54
SIZE 3

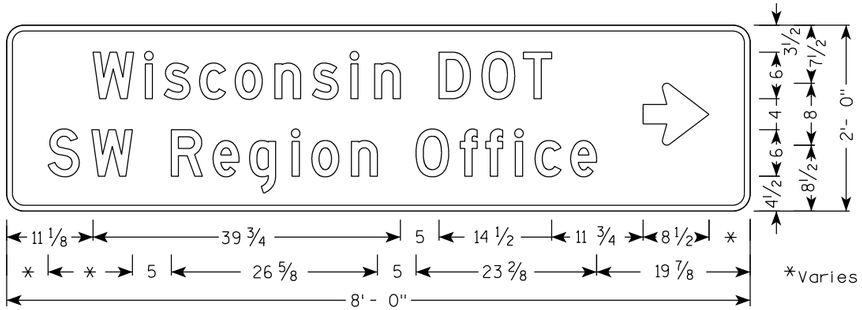
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D, except as noted.
4. For Region Offices Substitute appropriate message and adjust horizontal spacing as needed.



1" Border
3" Radius

D1-53
SIZE 3



*Varies

¾" Border
2¼" Radius

D1-54
SIZE 2

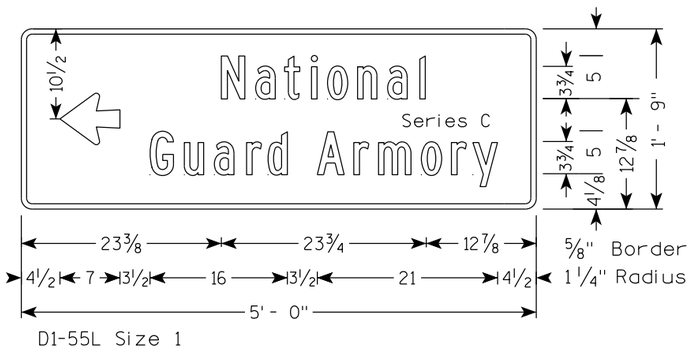
TYPICAL STANDARD
D1-51 THRU D1-54

WISCONSIN DEPT OF TRANSPORTATION

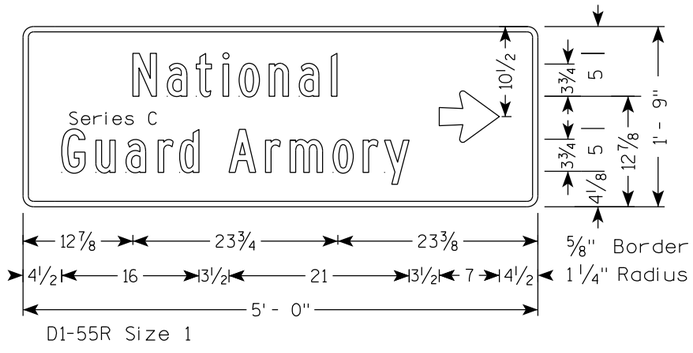
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/19 PLATE NO. D1-51.4

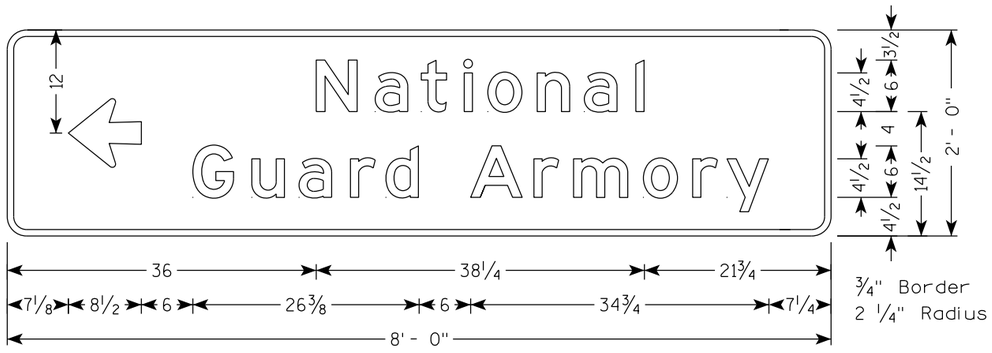
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



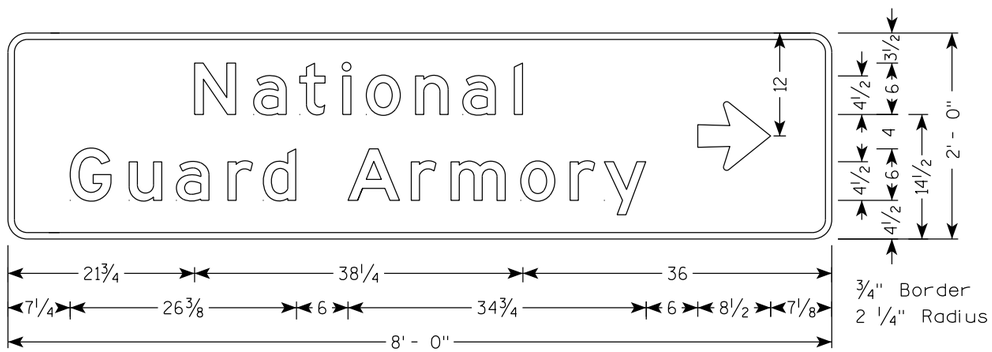
D1-55L Size 1



D1-55R Size 1



D1-55L Size 2



D1-55R Size 2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted

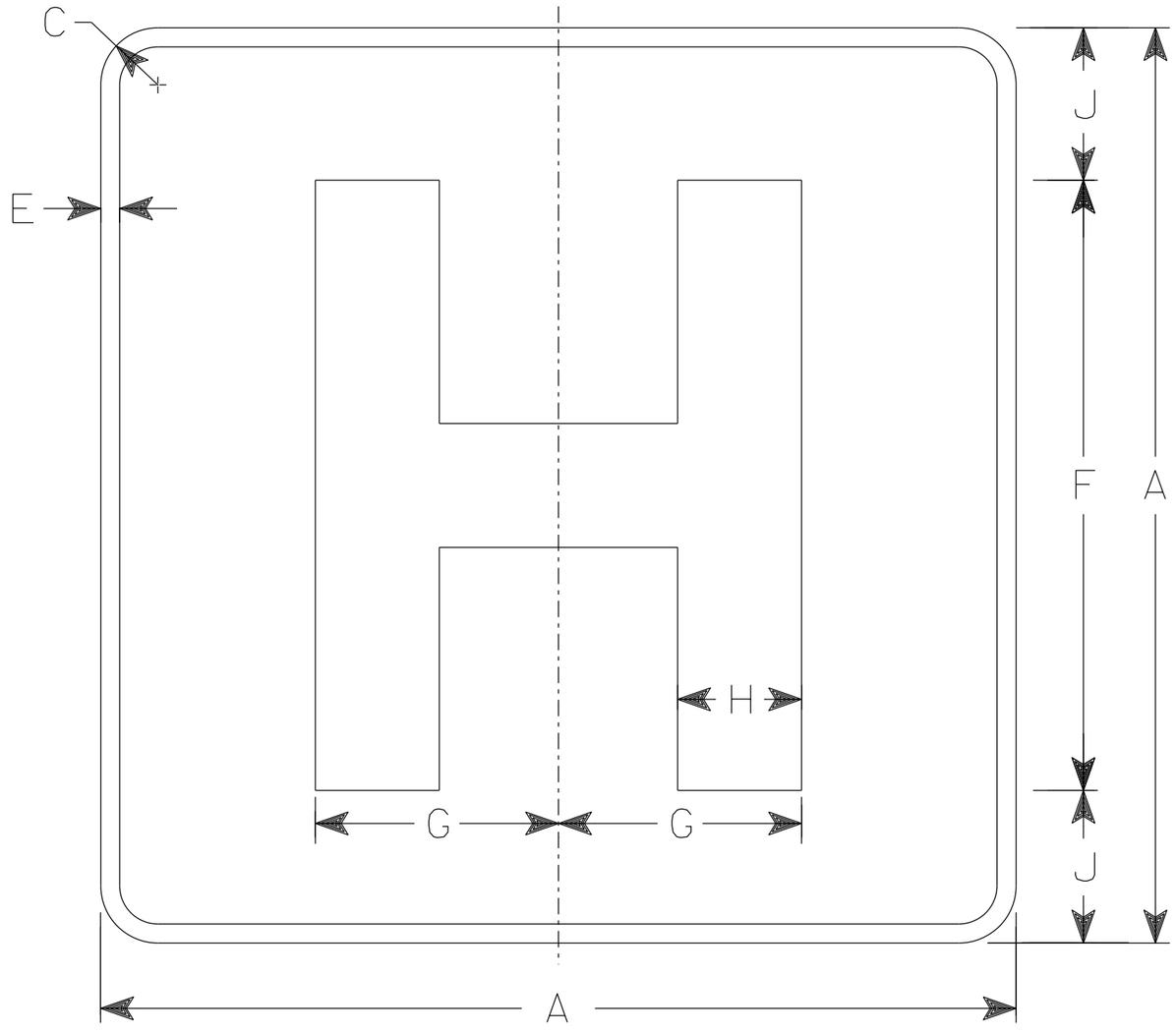
TYPICAL STANDARD
D1-55L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/14/21 PLATE NO. D1-55.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	E



D9-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E Modified
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	18		1 1/2		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

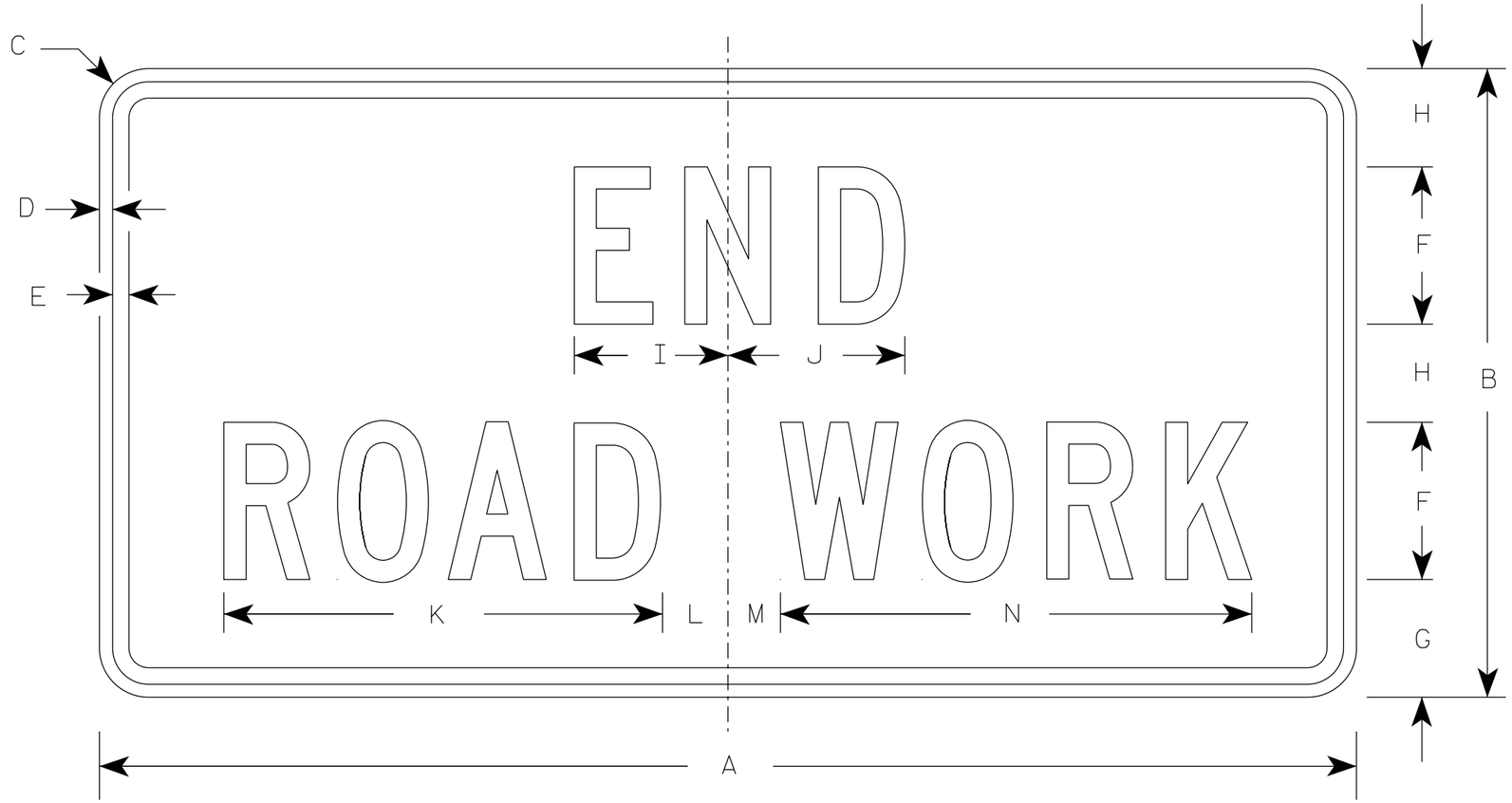
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/25/2023 PLATE NO. D9-2.6

PROJECT NO:

SHEET NO: 316 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

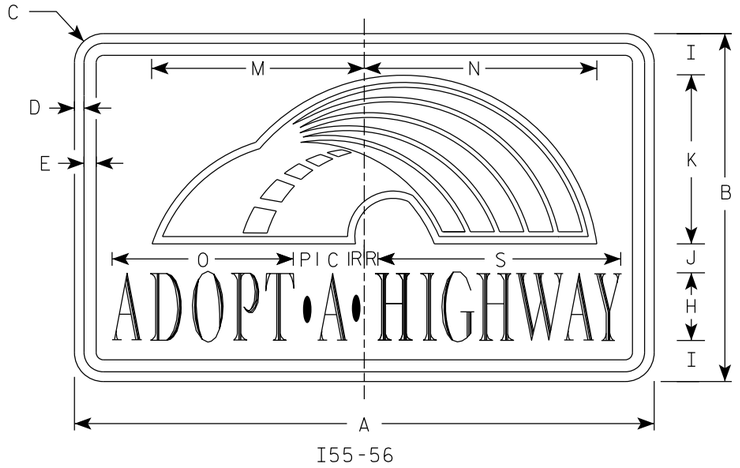
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

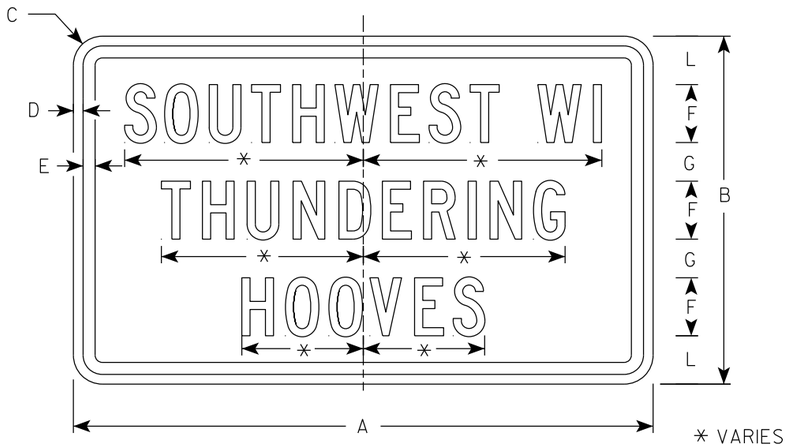
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 E

7



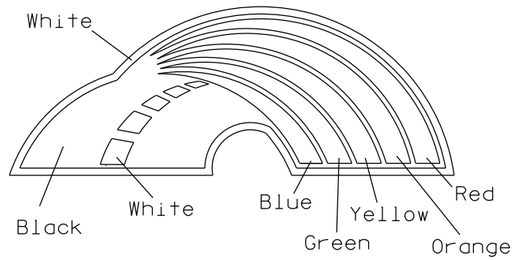
I55-56



I55-56P

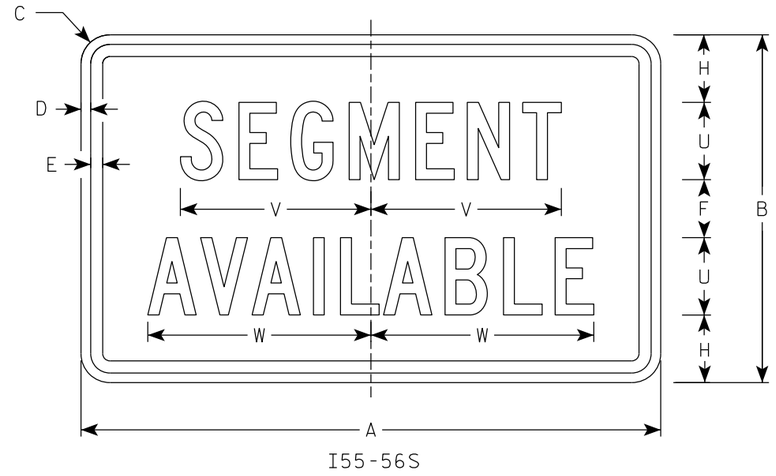
* VARIES

Background Colors of Symbol*



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
   Rainbow detail - See Below
3. Message Series - Adopt a Highway - Dutch 8011L
   All other Text - Series C
4. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

*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																											

STANDARD SIGN
I55-56

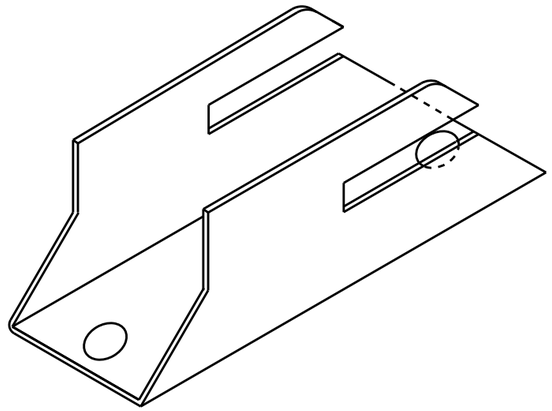
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

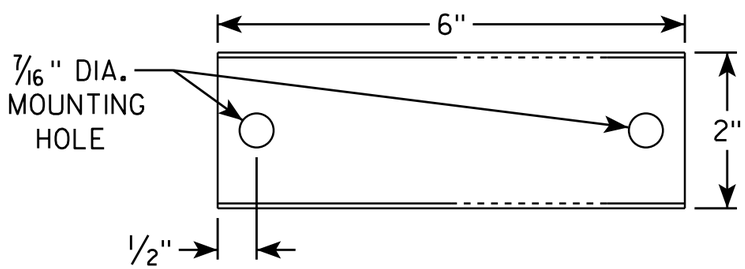
DATE 3/13/2025 PLATE NO. 155-56.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E

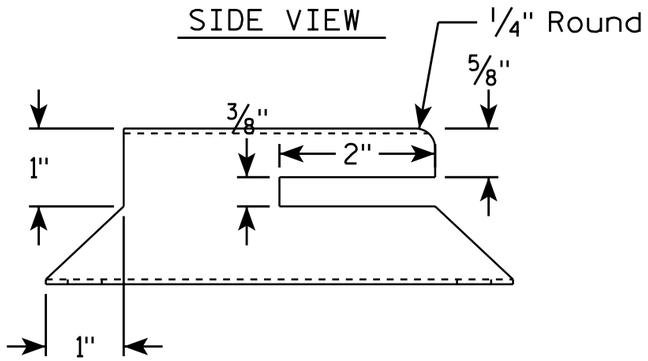
ISOMETRIC VIEW



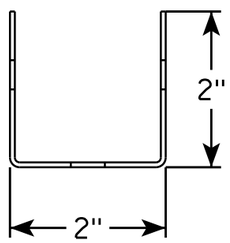
TOP VIEW



SIDE VIEW



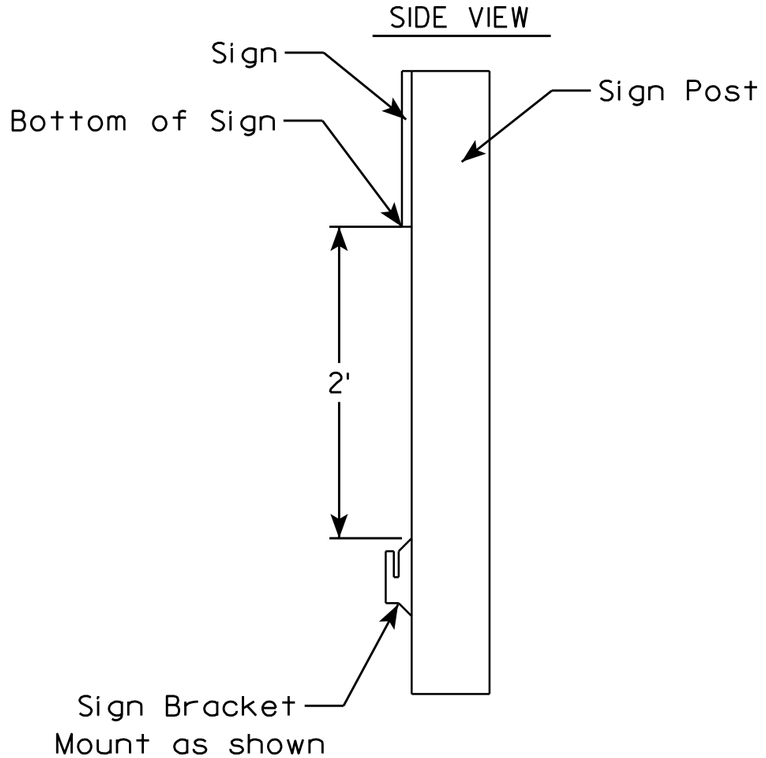
END VIEW



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 Matthew R Rauch
for State Traffic Engineer

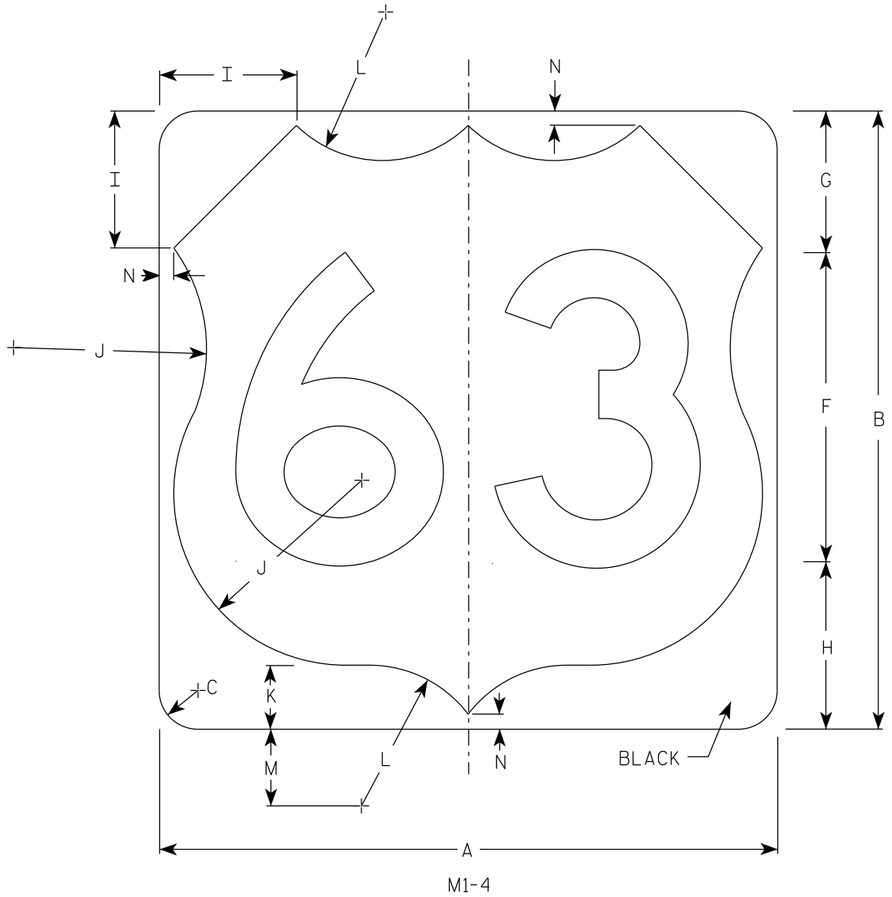
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

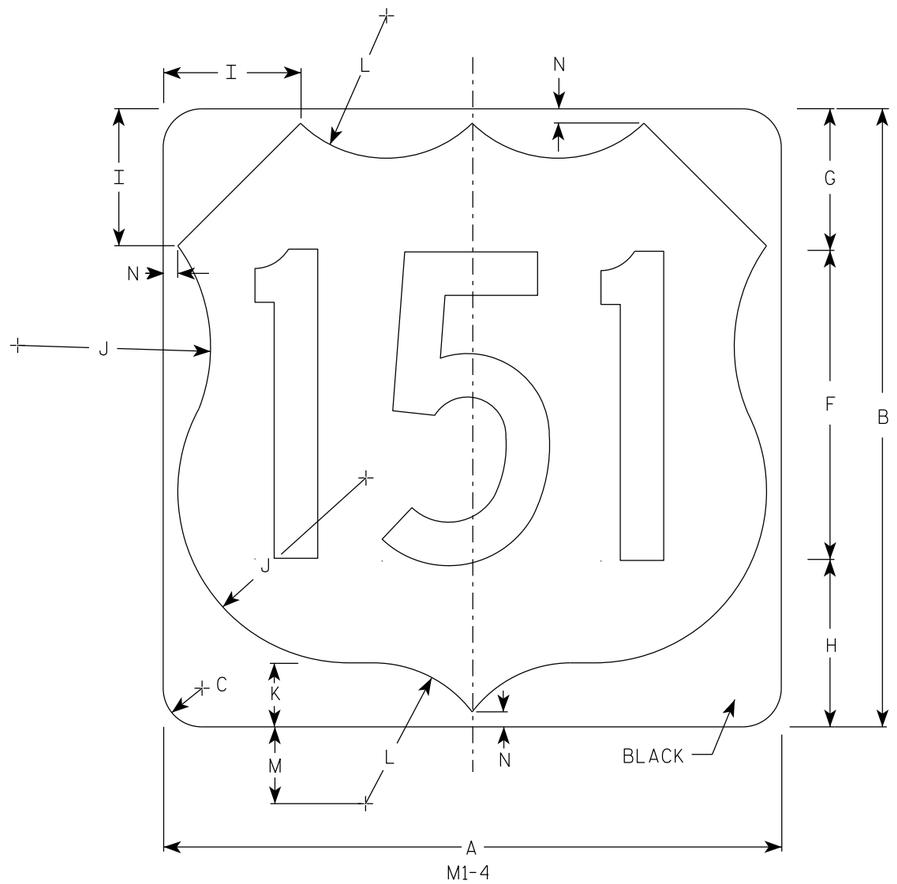
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000 WISDOT/CADDS SHEET 42

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



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
2M	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0

USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E

M1-90

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Brown
   Message - White
3. Message Series - Century Gothic
4. Contact WisDOT with any questions.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 ½																								4.0
2M	24		1 ½																								4.0
3	36		2 ¼																								9.0
4	36		2 ¼																								9.0
5																											

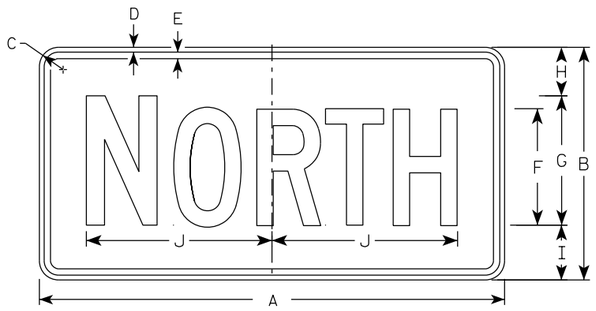
STANDARD SIGN
M1-90

WISCONSIN DEPT OF TRANSPORTATION

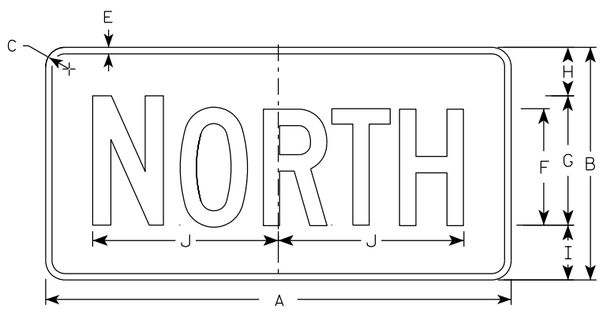
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/28/24 PLATE NO. M1-90.3

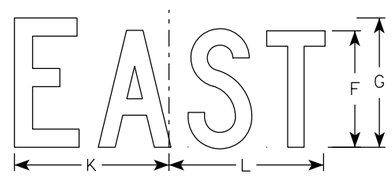
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 321	E



M3-1
MM3-1
MP3-1

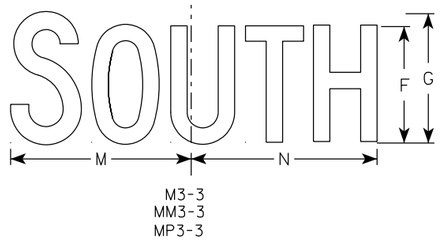


MB3-1
MK3-1
MN3-1

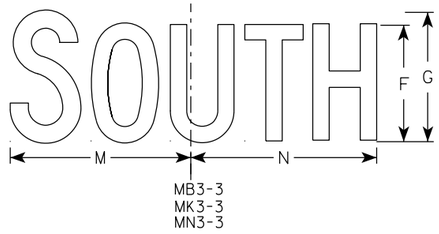


M3-2
MM3-2
MP3-2

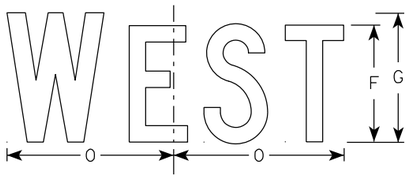
MB3-2
MK3-2
MN3-2



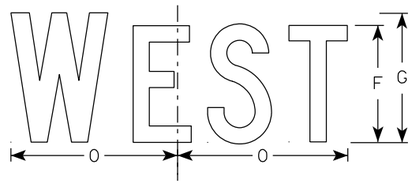
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

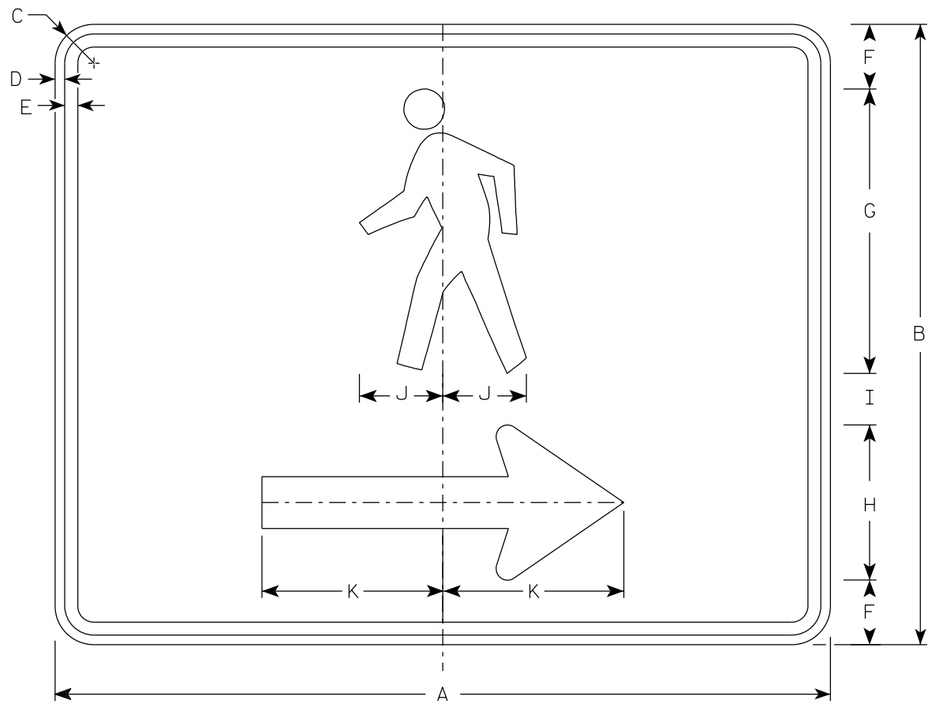
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

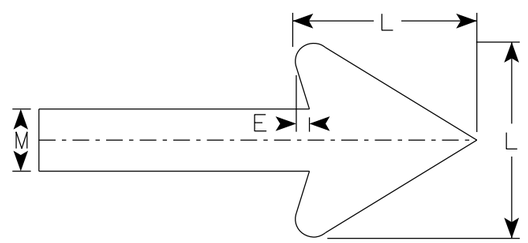
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

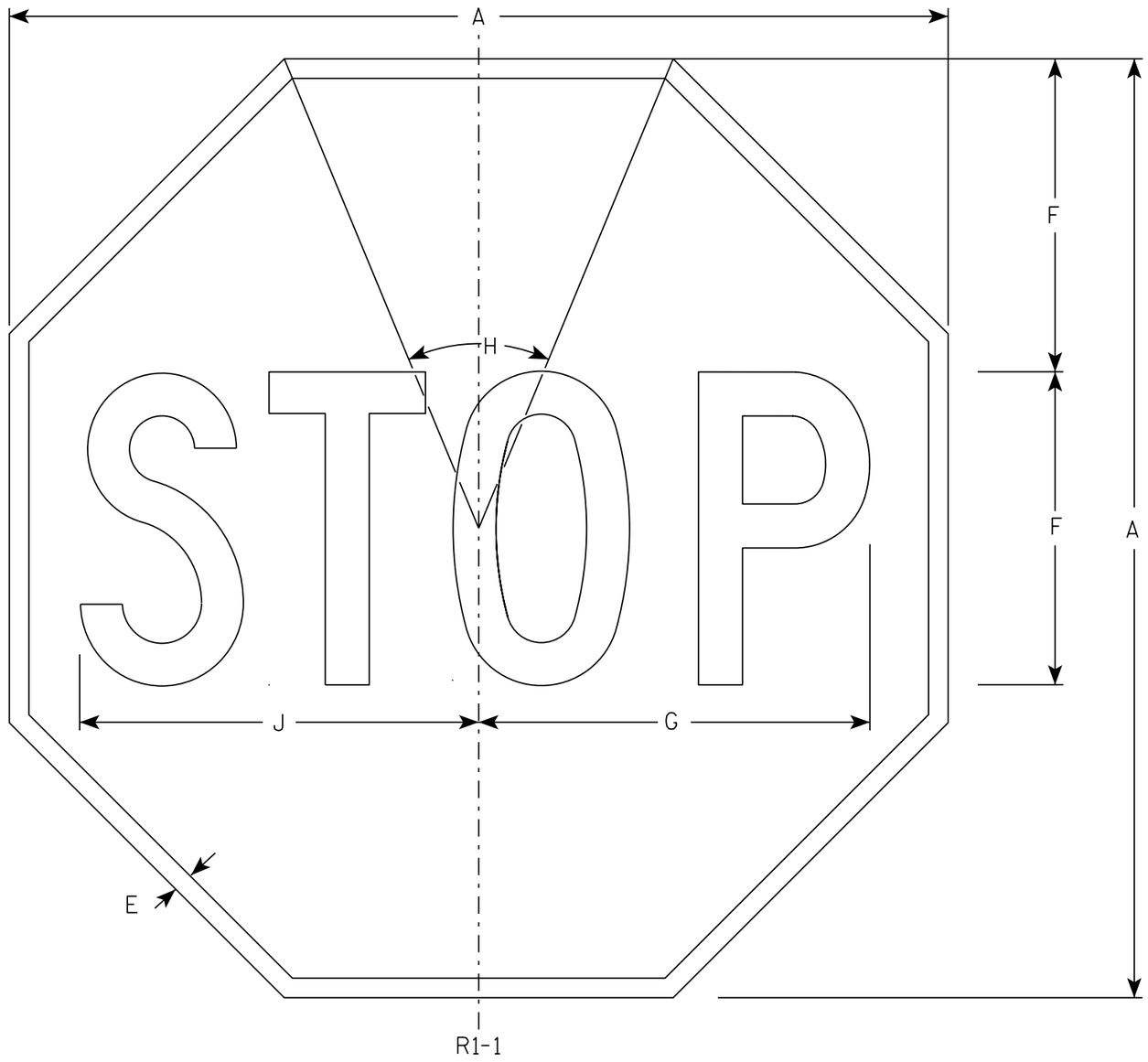
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

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

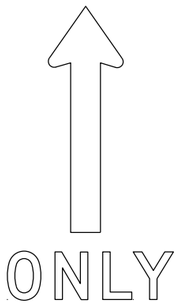
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

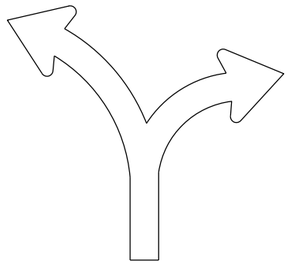
DATE 11/12/15 PLATE NO. R1-1.13

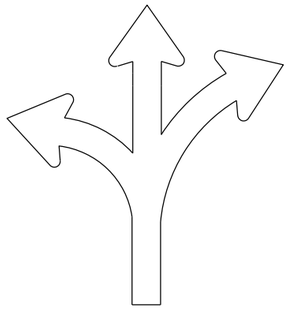
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E

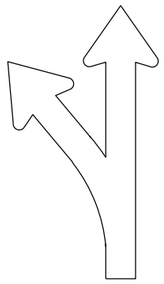


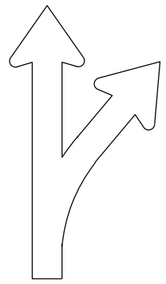
(A)

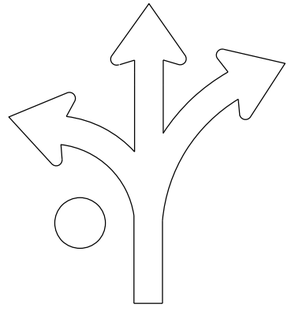
(B)

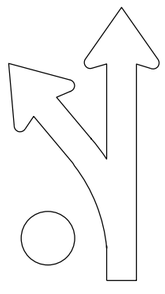

(C)

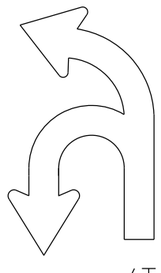

(D)

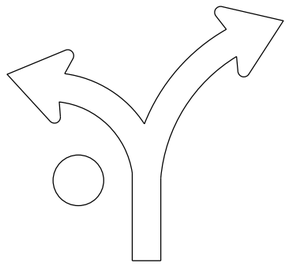

(E)

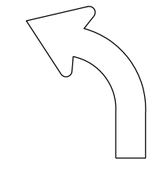

(F)


(G)

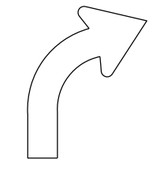

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

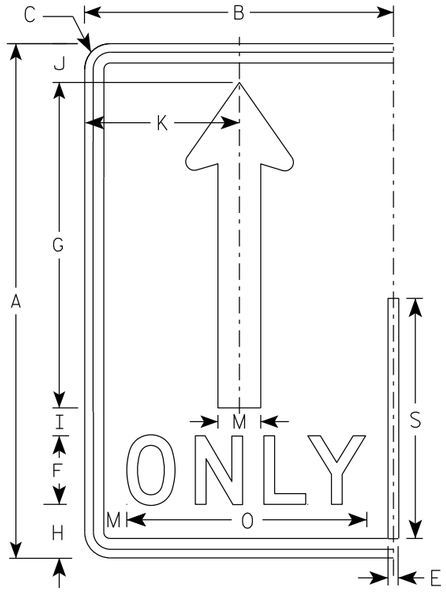
PROJECT NO:

SHEET NO: 325 E

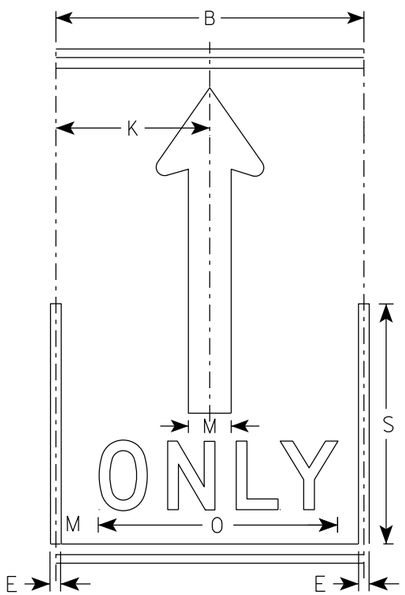
7

NOTES

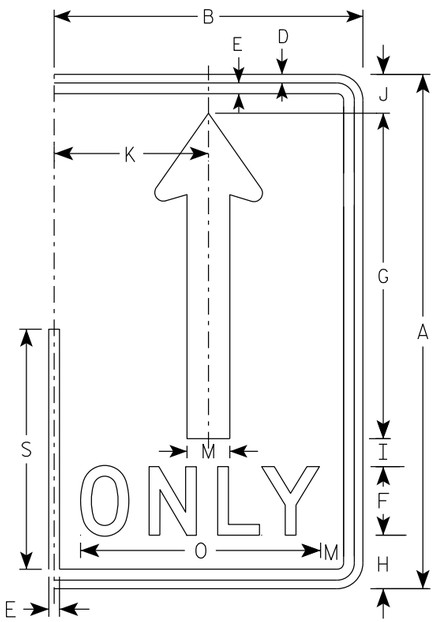
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



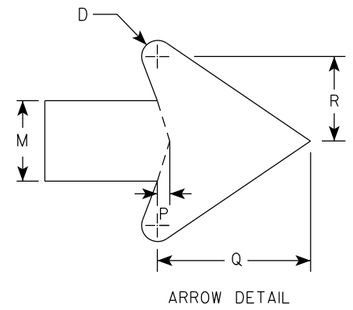
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

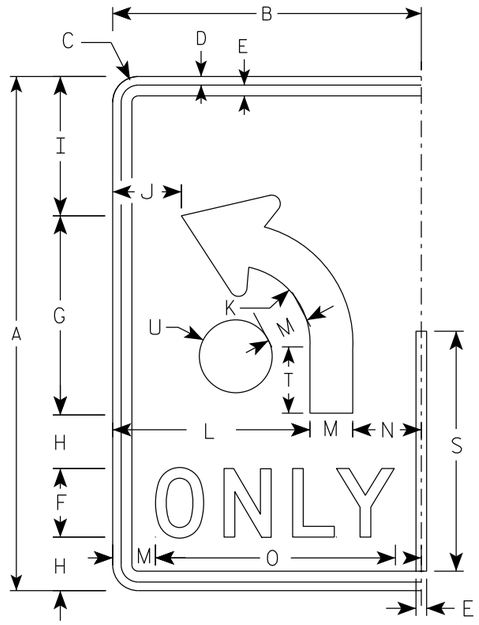
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

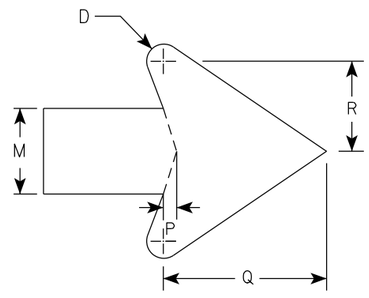
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 326 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

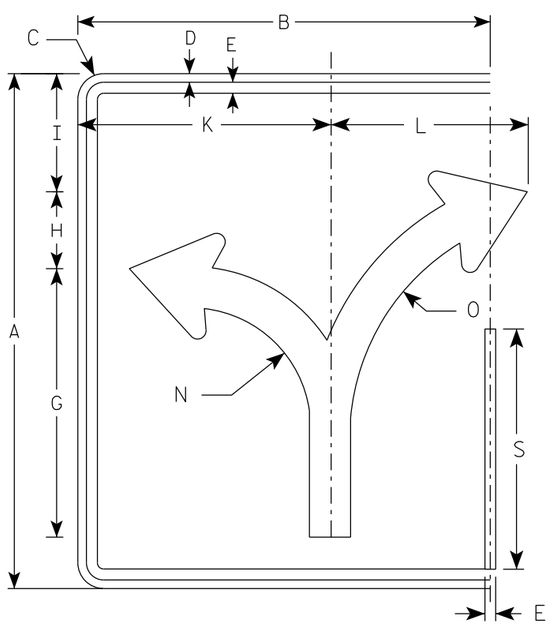
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

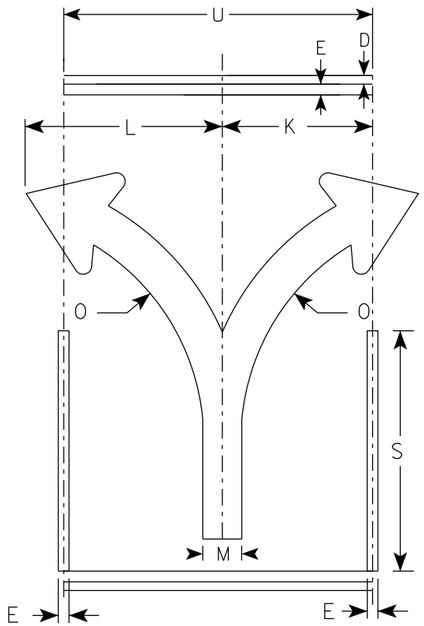
SHEET NO: 327 E

NOTES

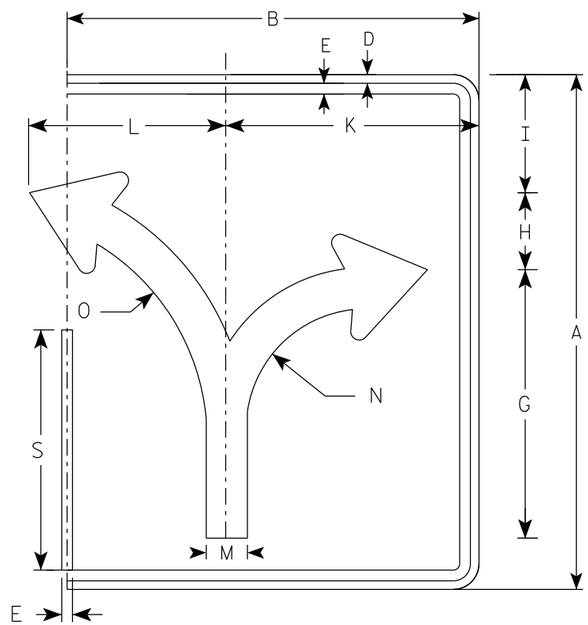
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



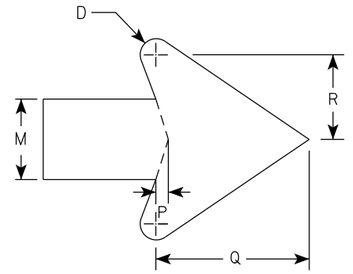
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

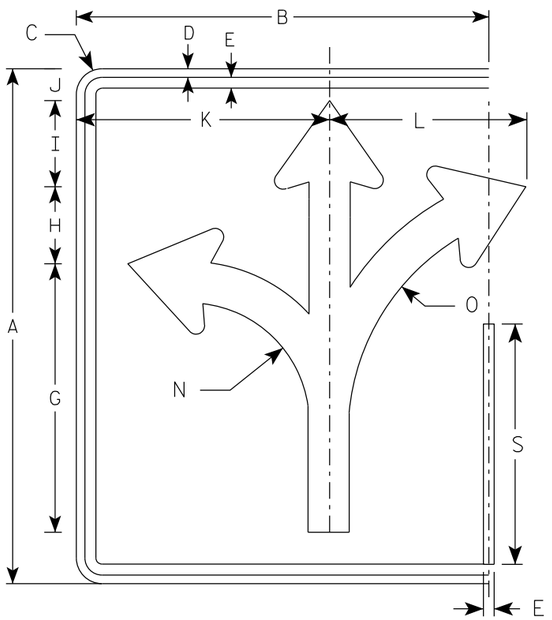
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

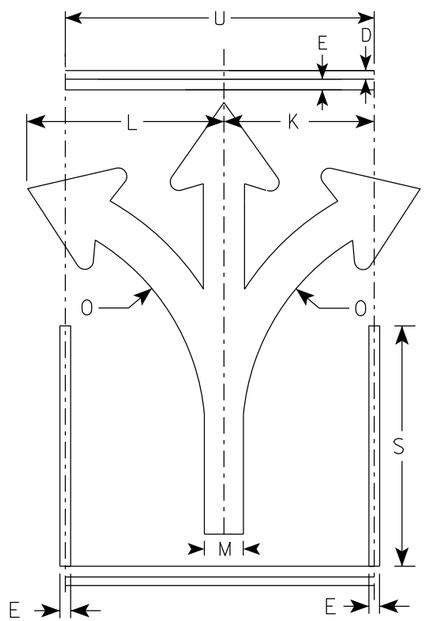
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 E

NOTES

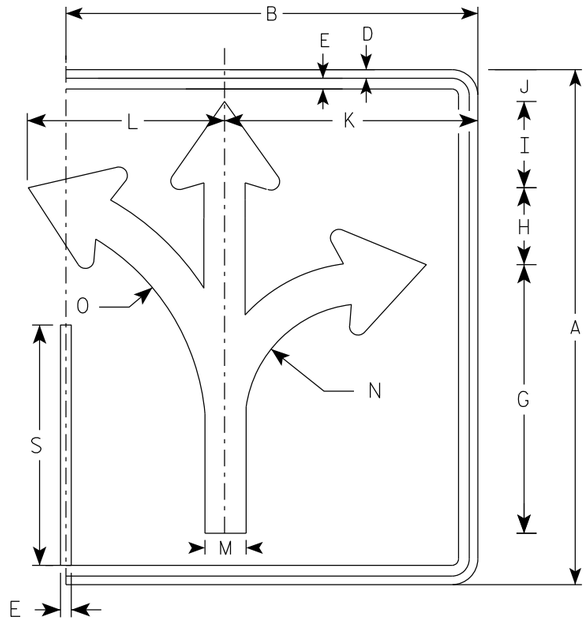
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



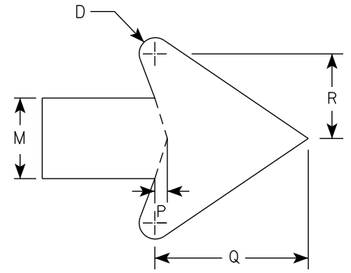
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

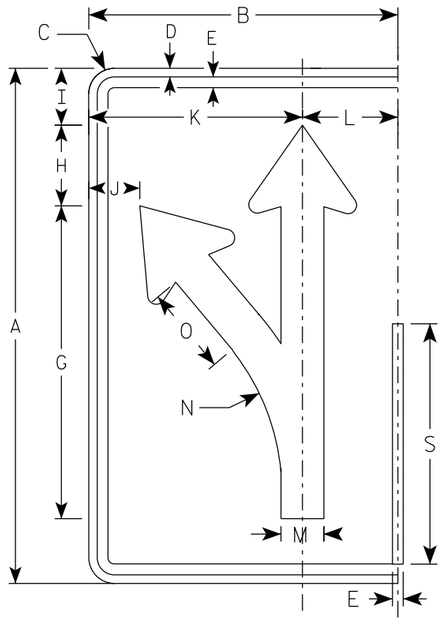
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

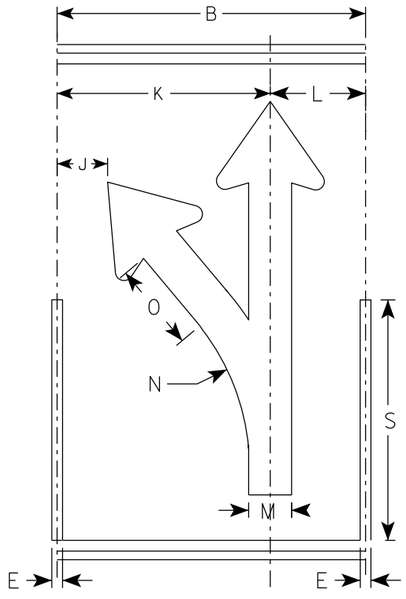
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | E

NOTES

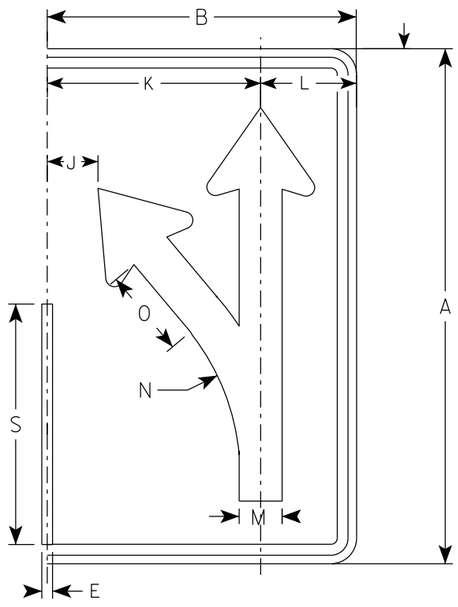
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



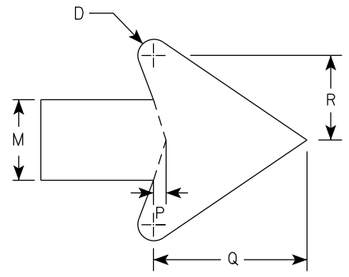
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

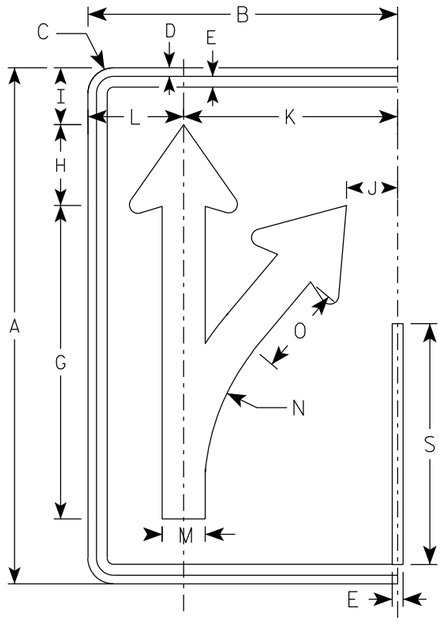
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

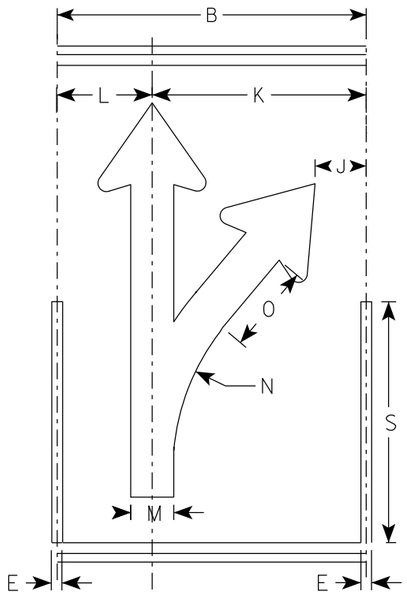
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E

NOTES

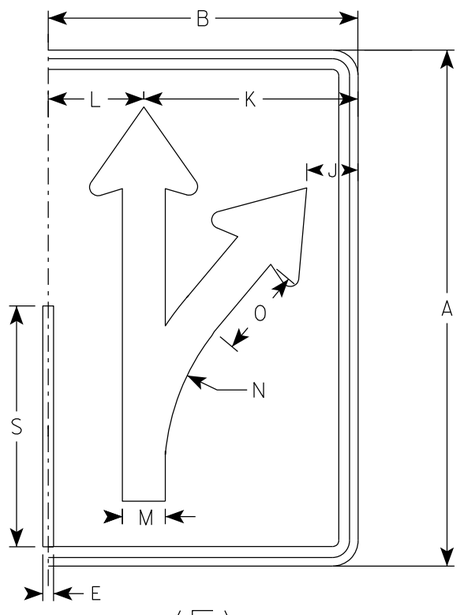
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



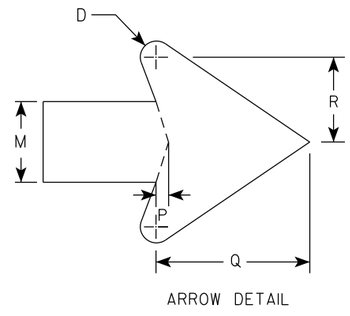
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

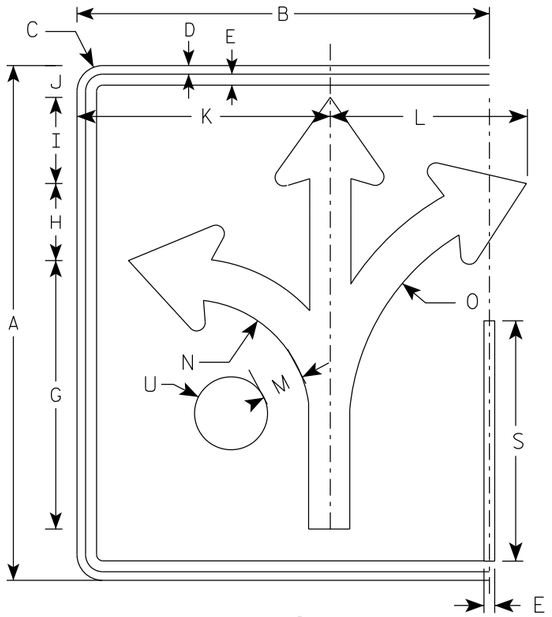
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

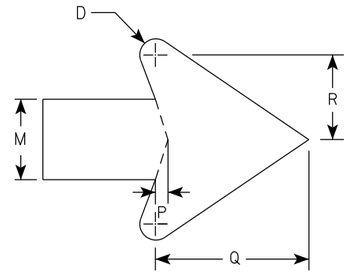
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

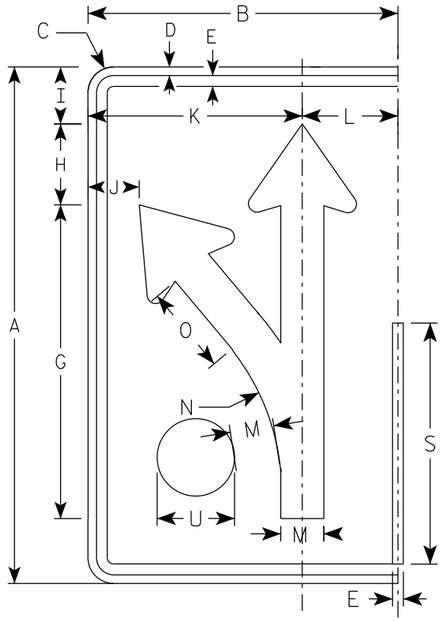
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 332 | E

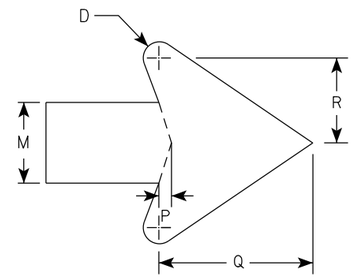
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

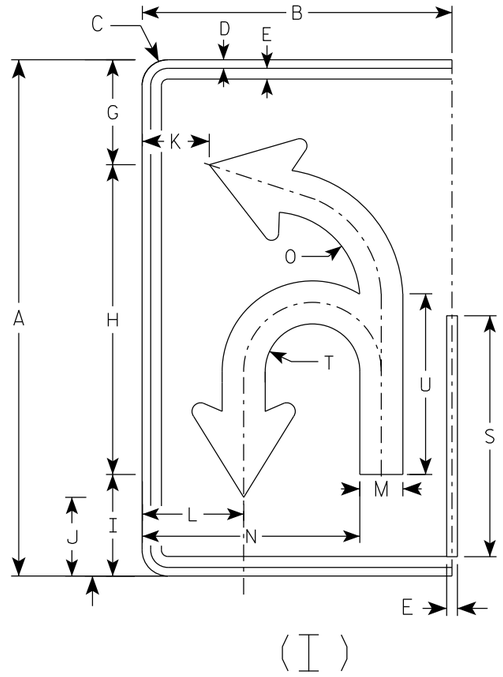
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

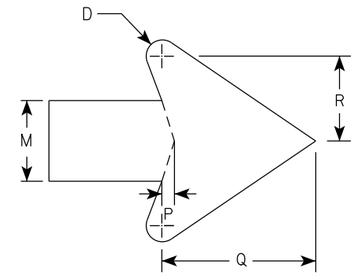
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

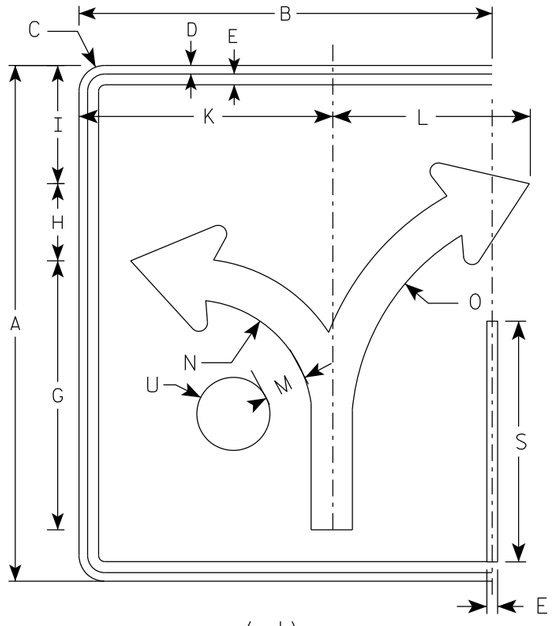
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

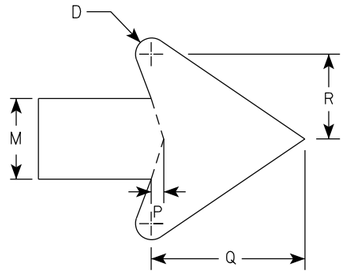
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

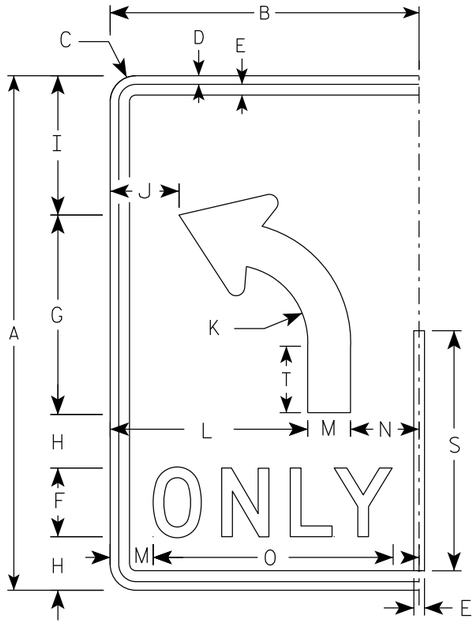
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E

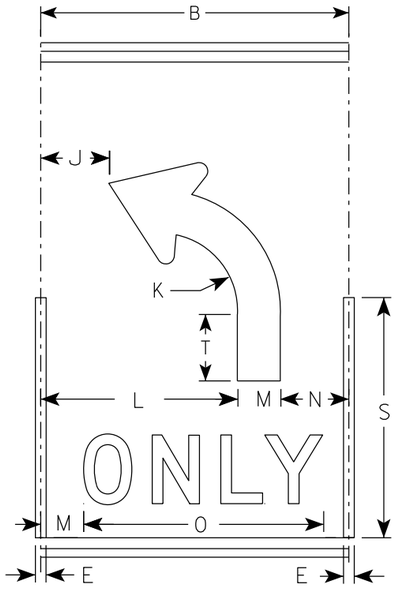
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

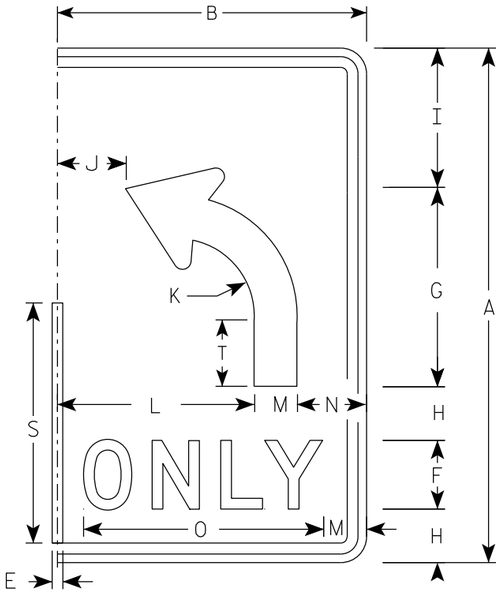
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



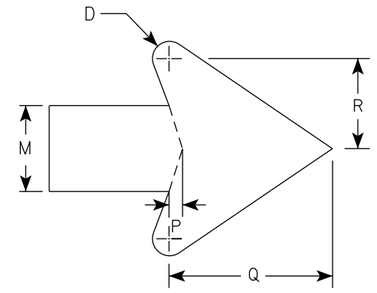
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

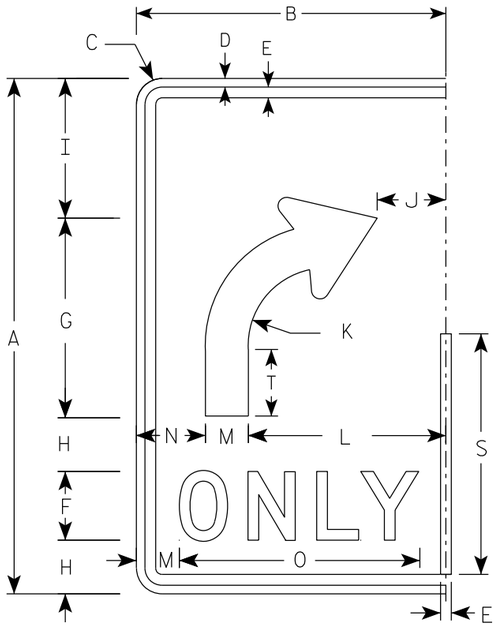
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

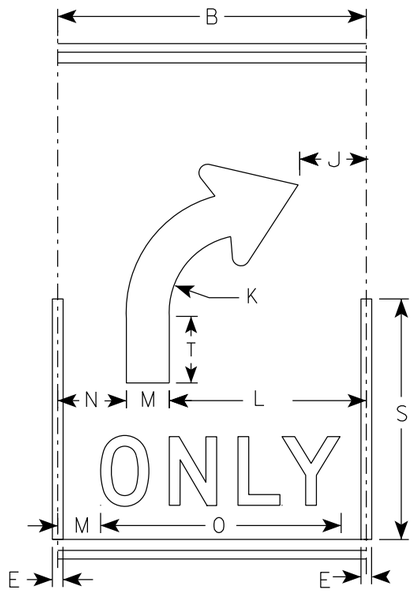
SHEET NO: 336 E

NOTES

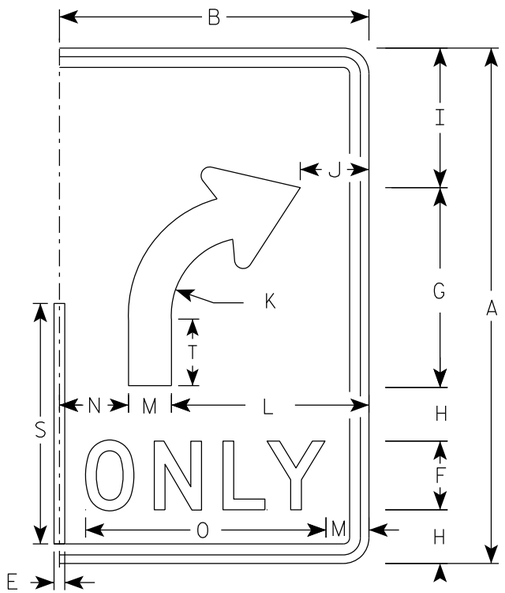
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



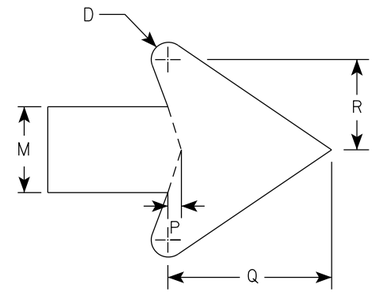
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

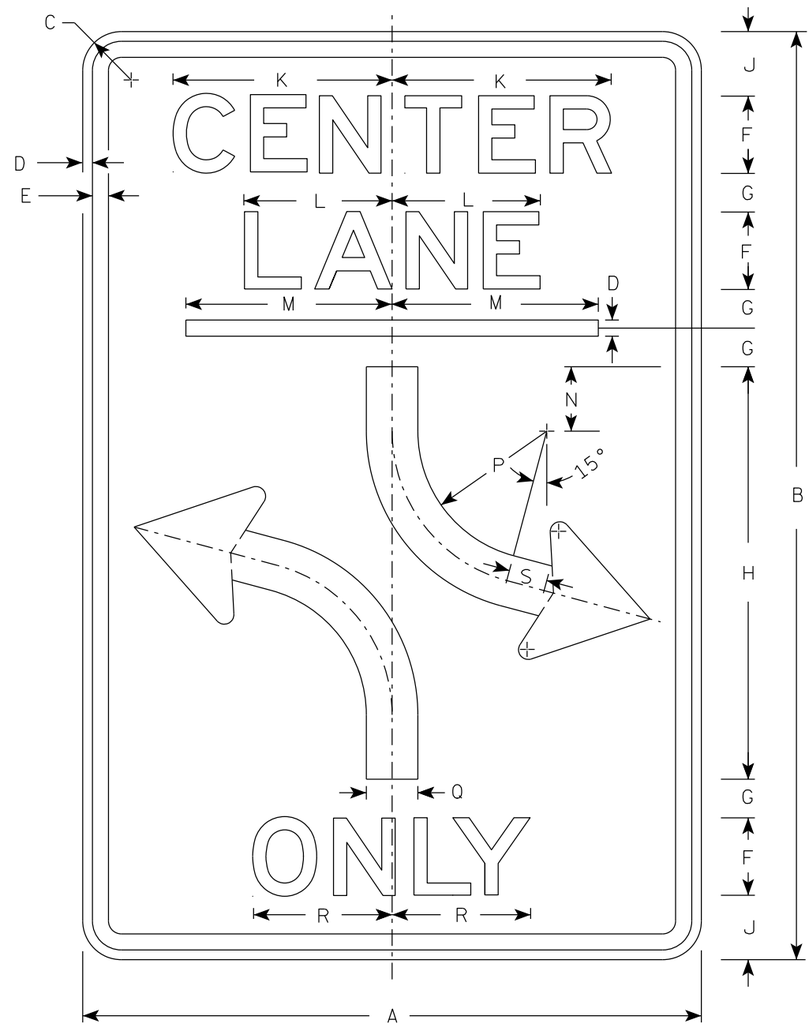
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

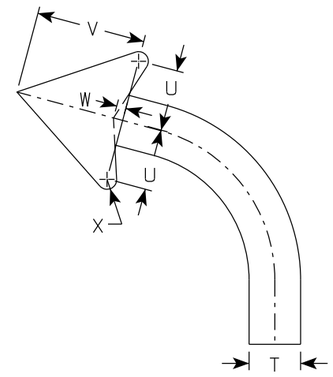
SHEET NO: 337 **E**



R3-9B

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 ½	⅜	½	3	1 ½	16		2 ½	8 ½	5 ¾	8	2 ½		6	2	5 ⅛	1 ½		2 ⅜	4 ⅜	⅜				6.0
2M	24	36	1 ½	⅜	½	3	1 ½	16		2 ½	8 ½	5 ¾	8	2 ½		6	2	5 ⅛	1 ½		2 ⅜	4 ⅜	⅜				6.0
3	36	48	1 ⅞	⅝	⅞	5	1 ½	20		3 ½	14 ⅛	9 ½	12	3		4	3	9 ⅞	2		3 ½	6 ⅛	½				12.0
4																											
5																											

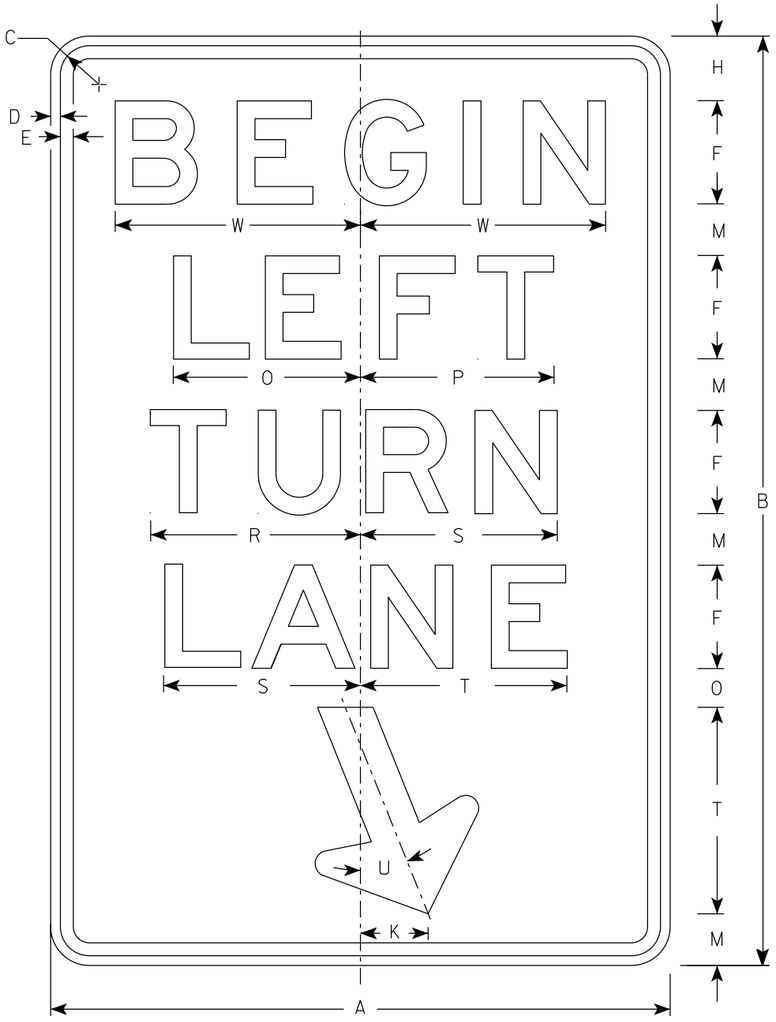
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/15/23 PLATE NO. R3-9B.6

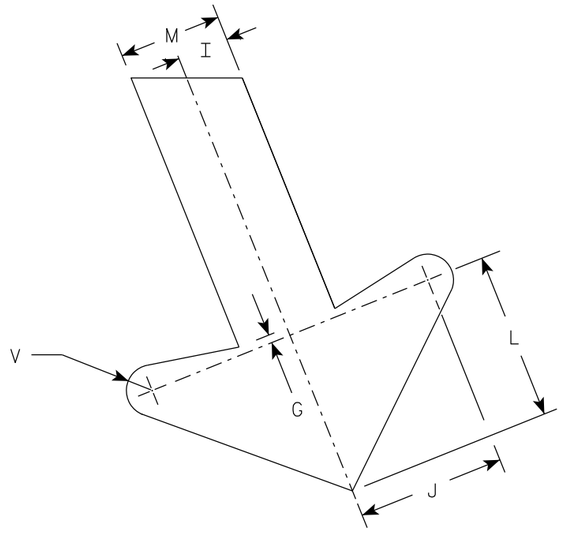
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

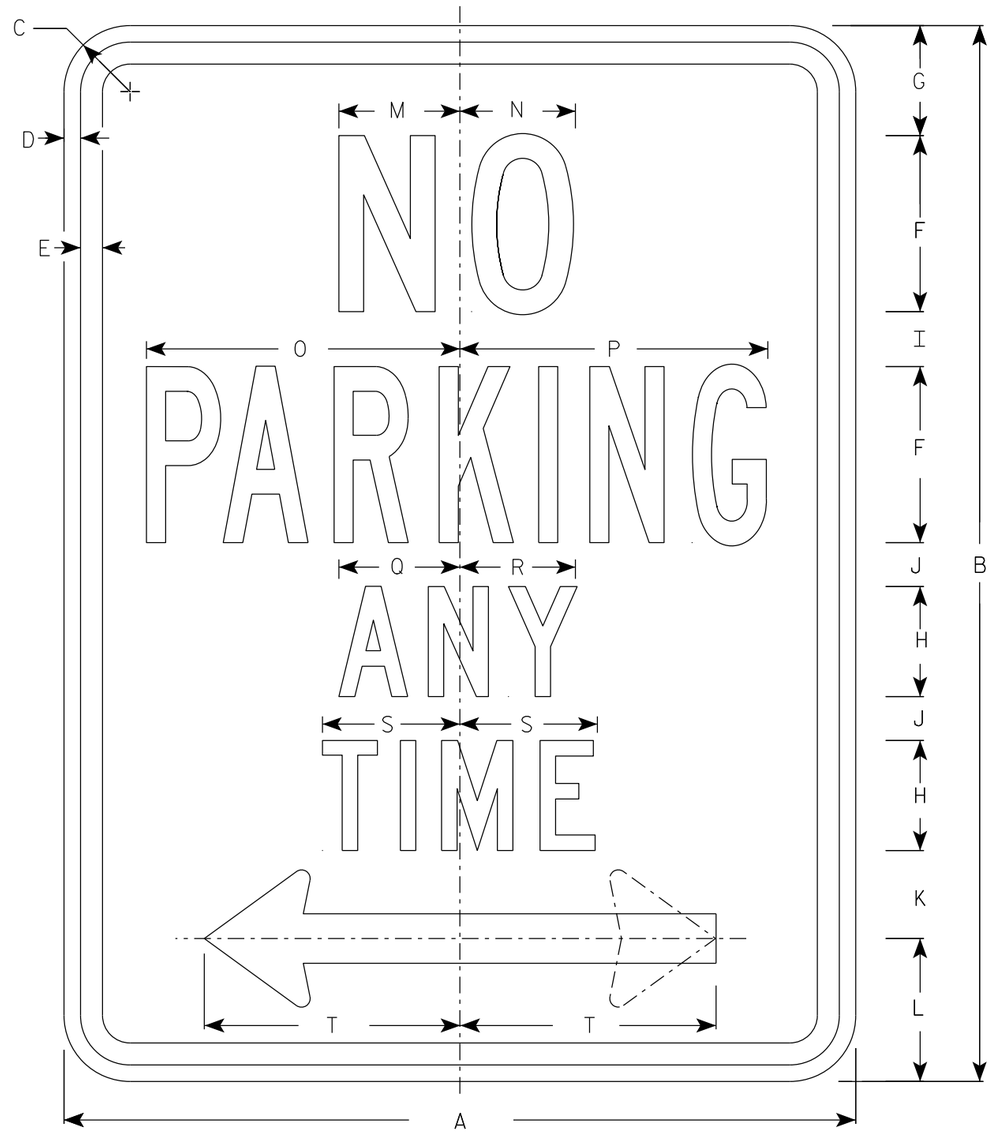
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E

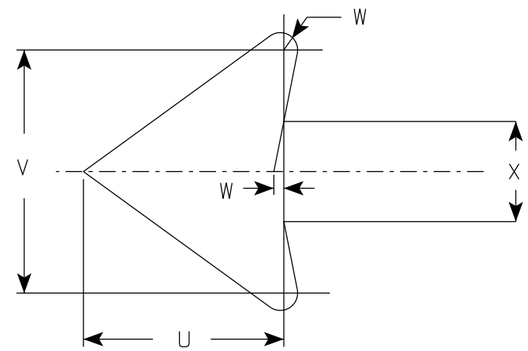


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

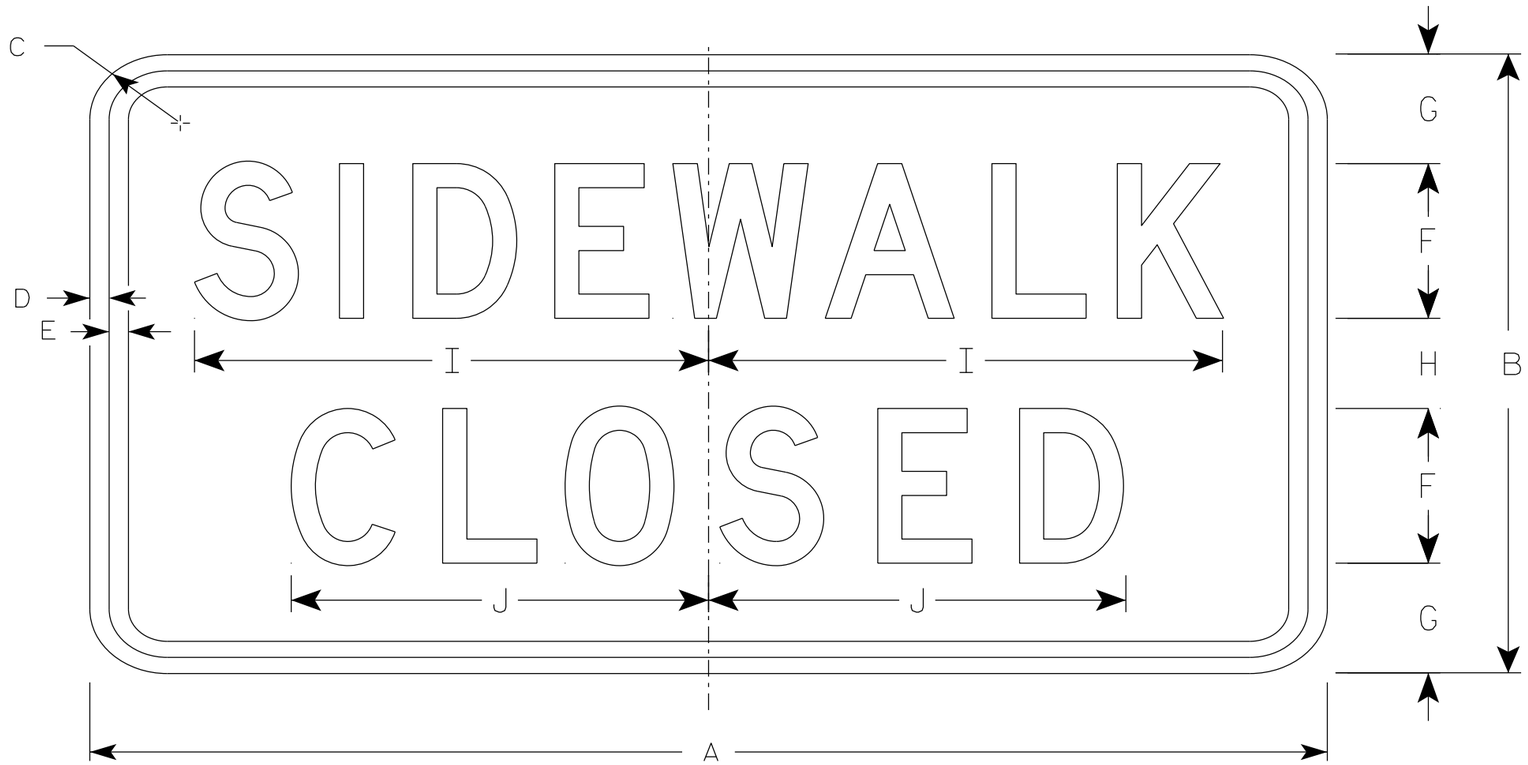
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.dgn PLOT DATE : 26-OCT 2023 2:48 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

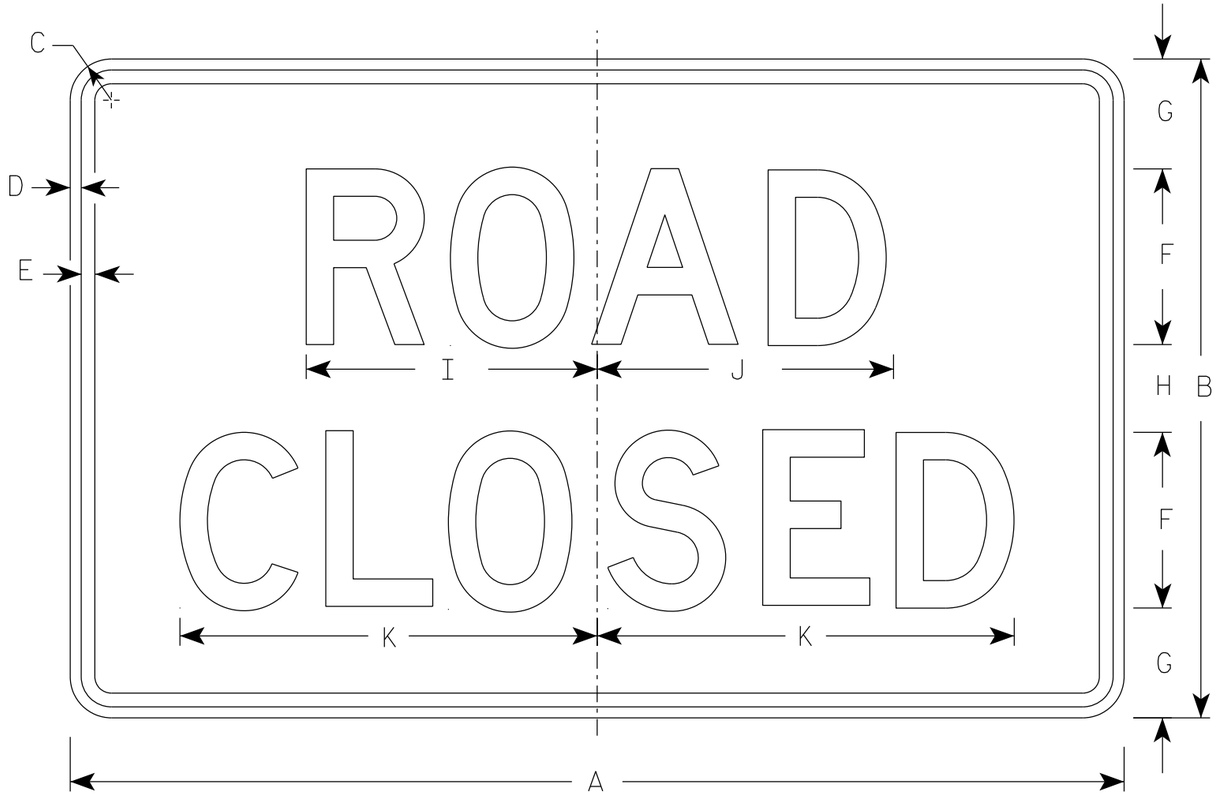
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

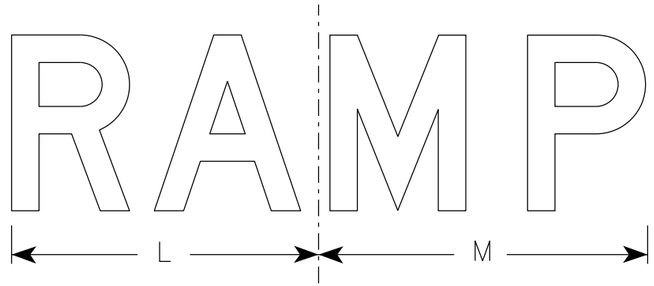
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E



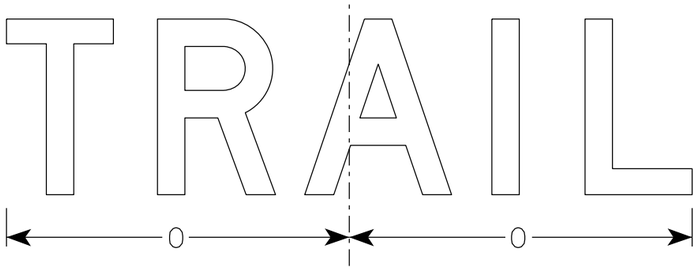
R11-2

NOTES

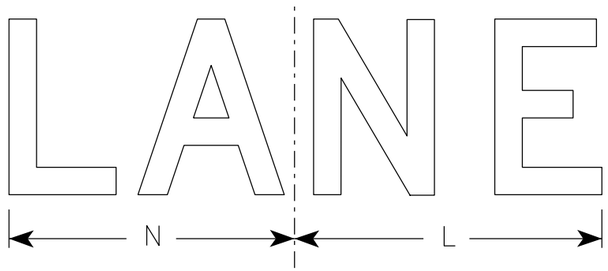
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

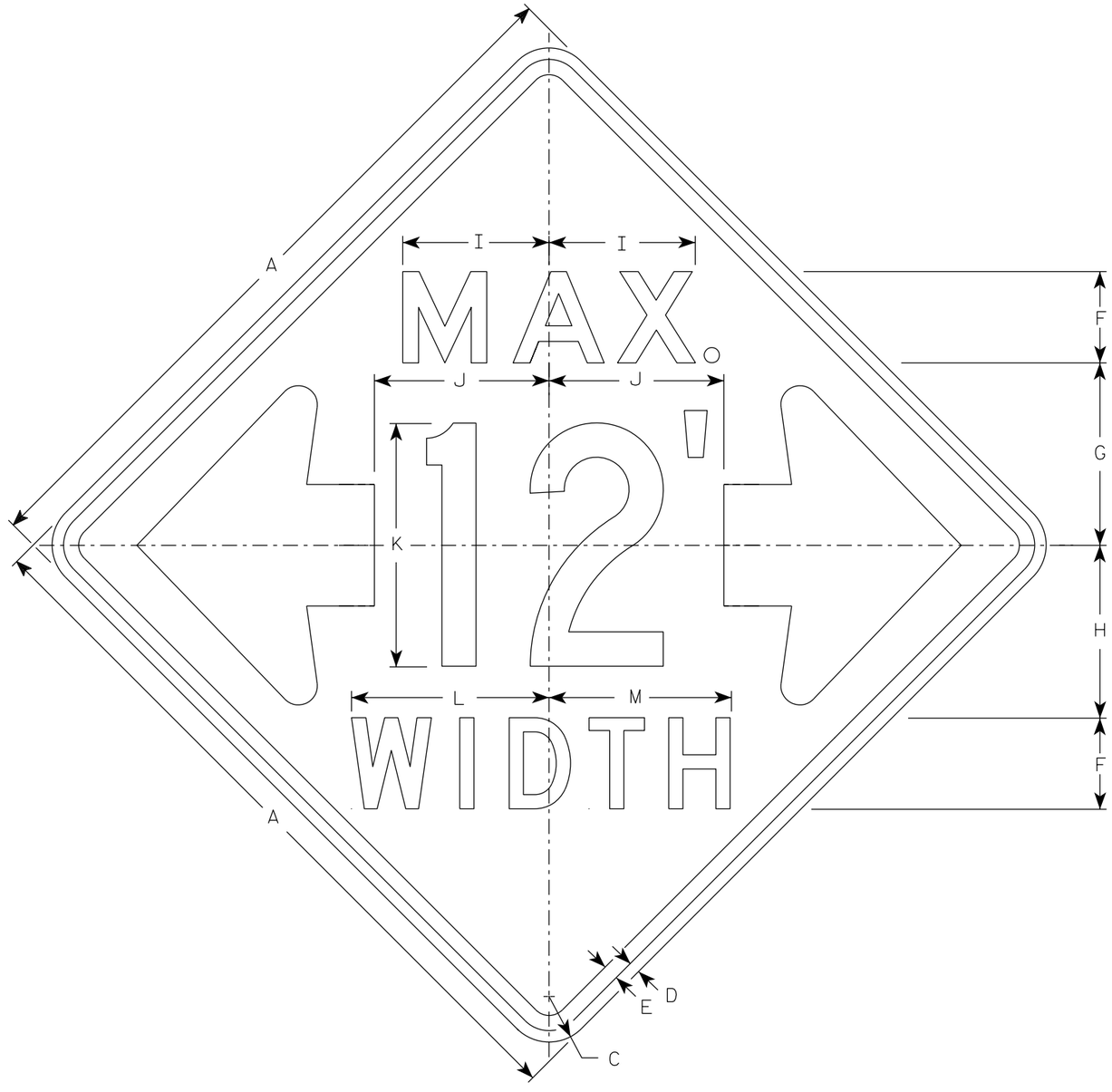
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

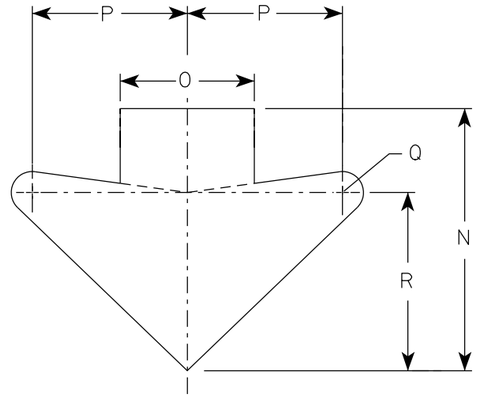
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

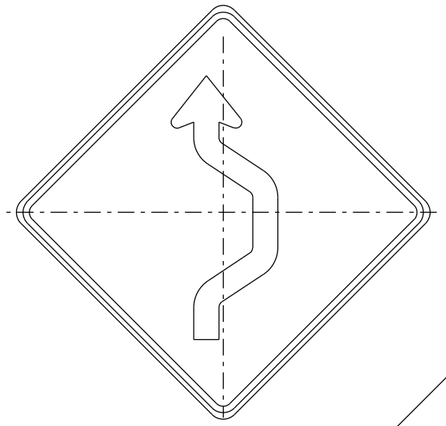
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

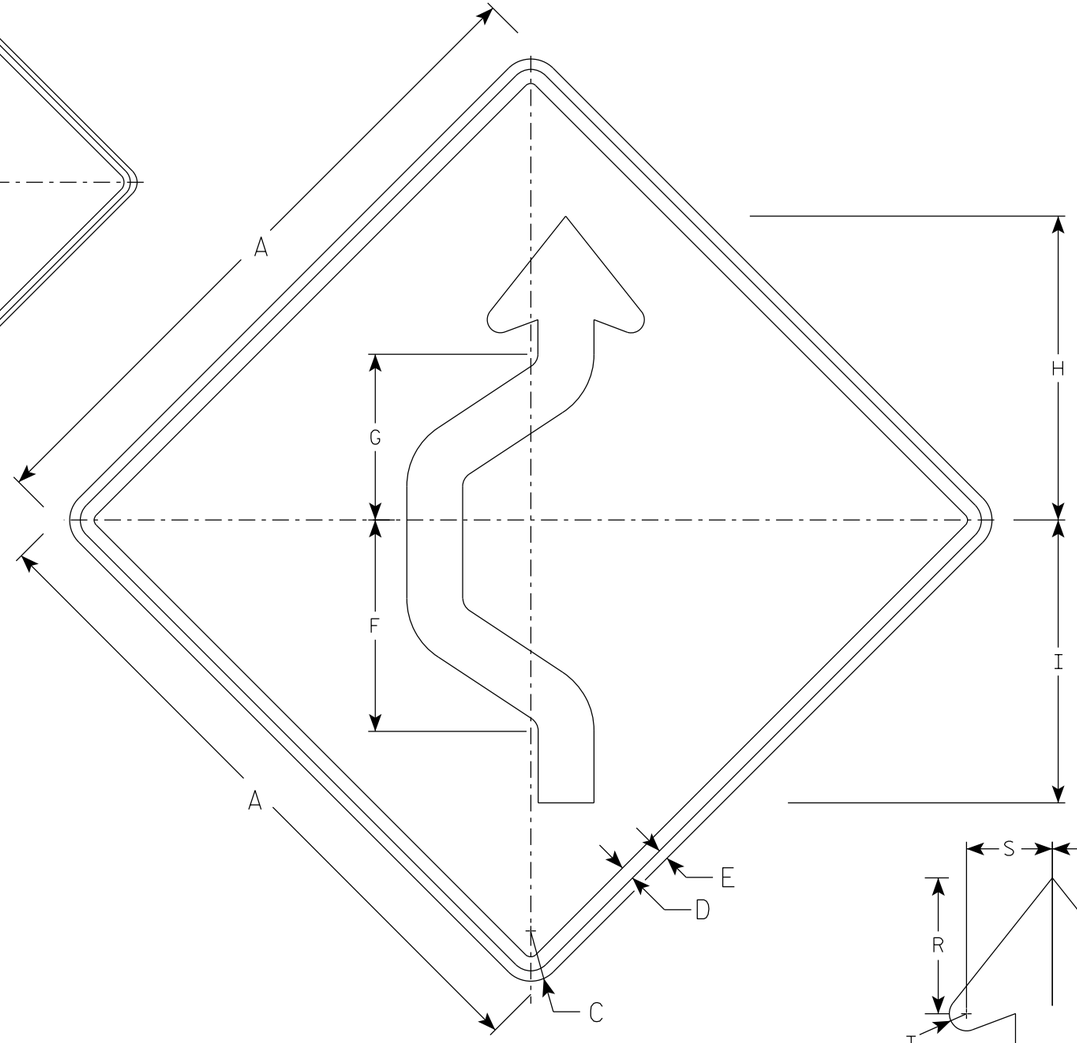
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 343 | E



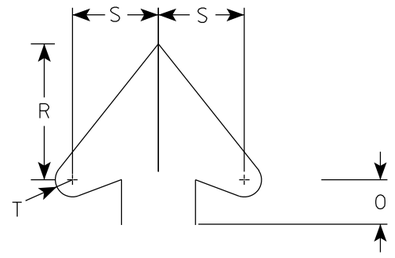
W24-1R



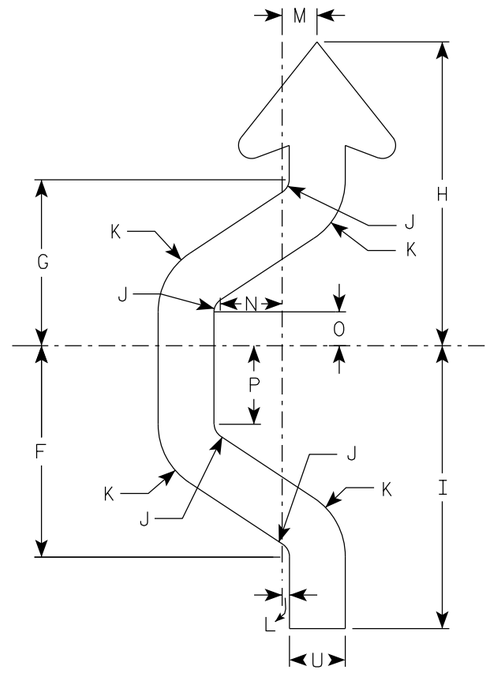
W24-1L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W24-1R is the same as W24-1L except reversed along the vertical centerline.



Arrowhead Detail



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	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2M	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
3																											
4																											
5																											

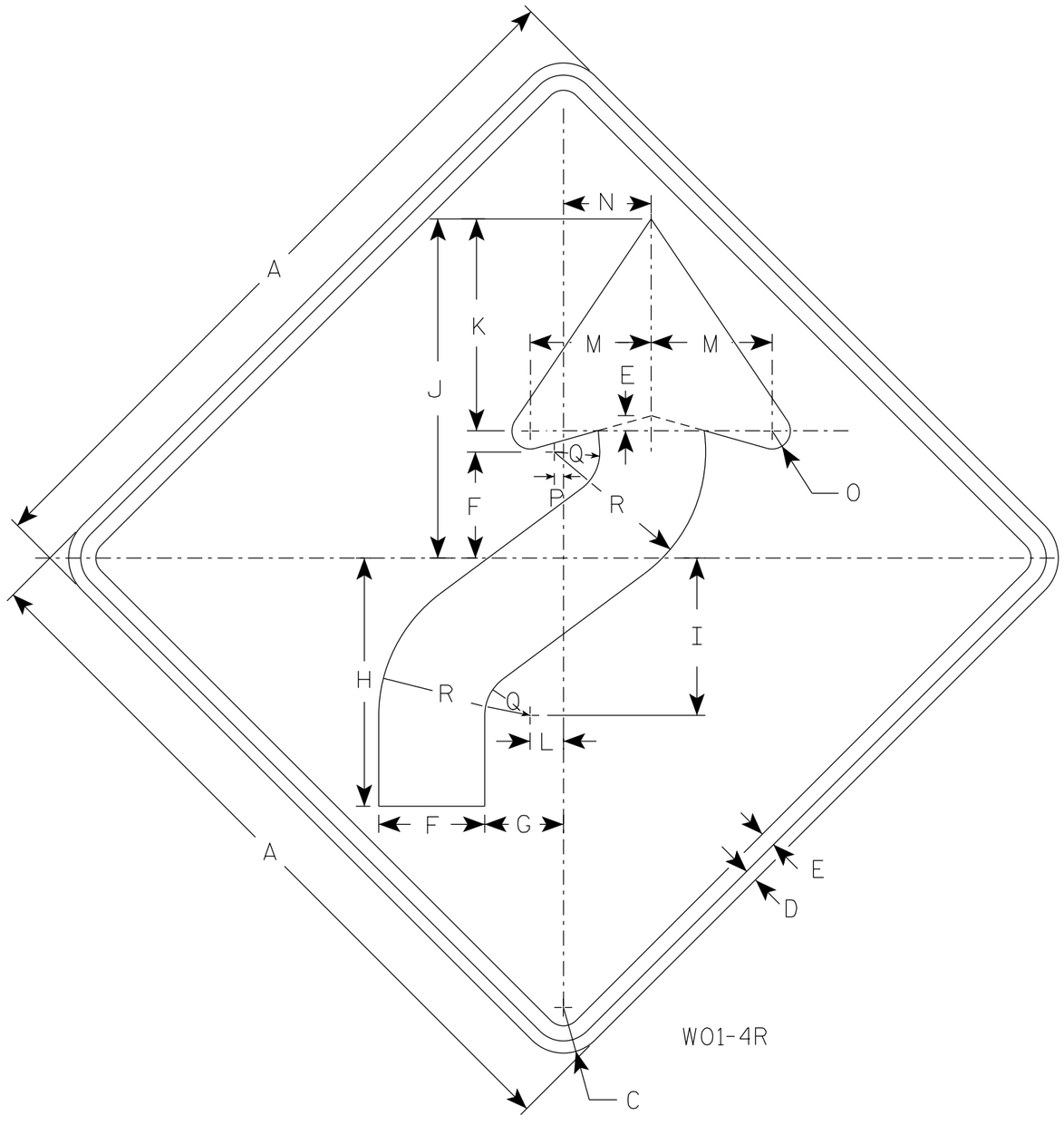
STANDARD SIGN
W24-1L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/22/2024 PLATE NO. W24-1.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344 E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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

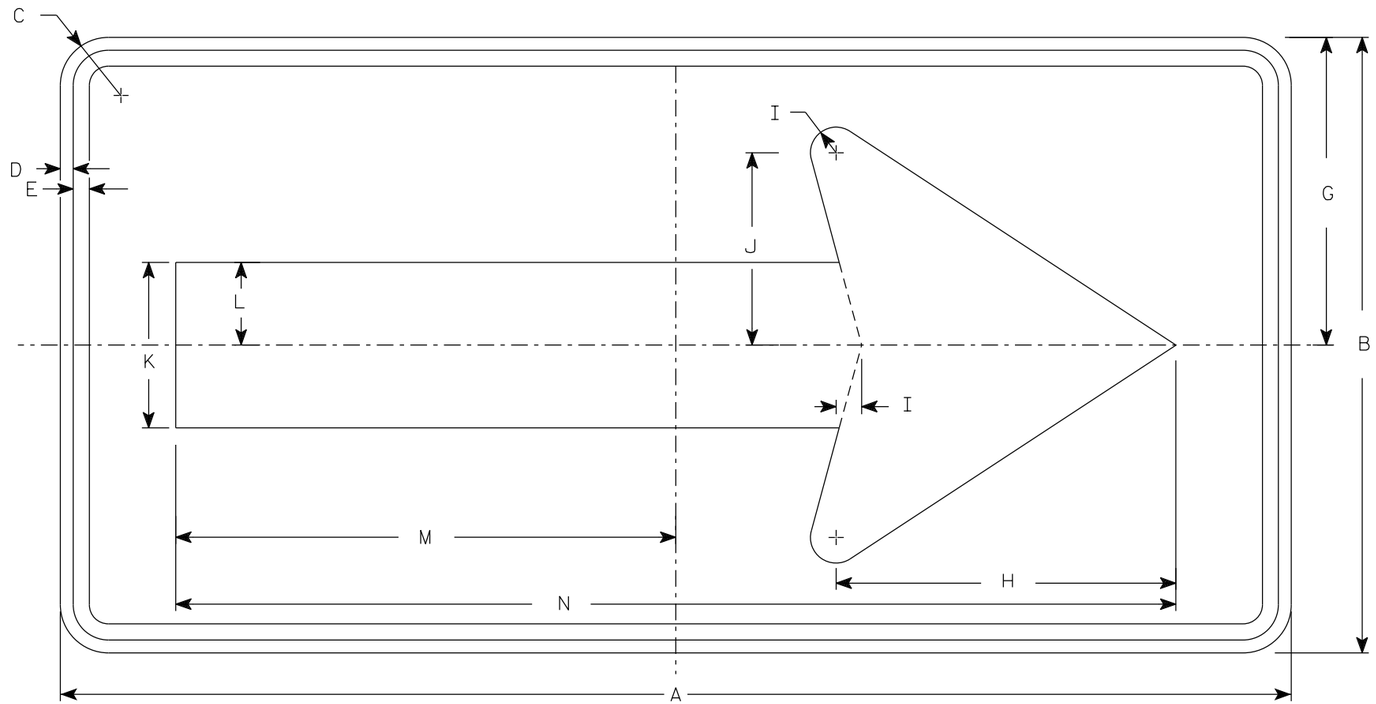
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
WO1-6

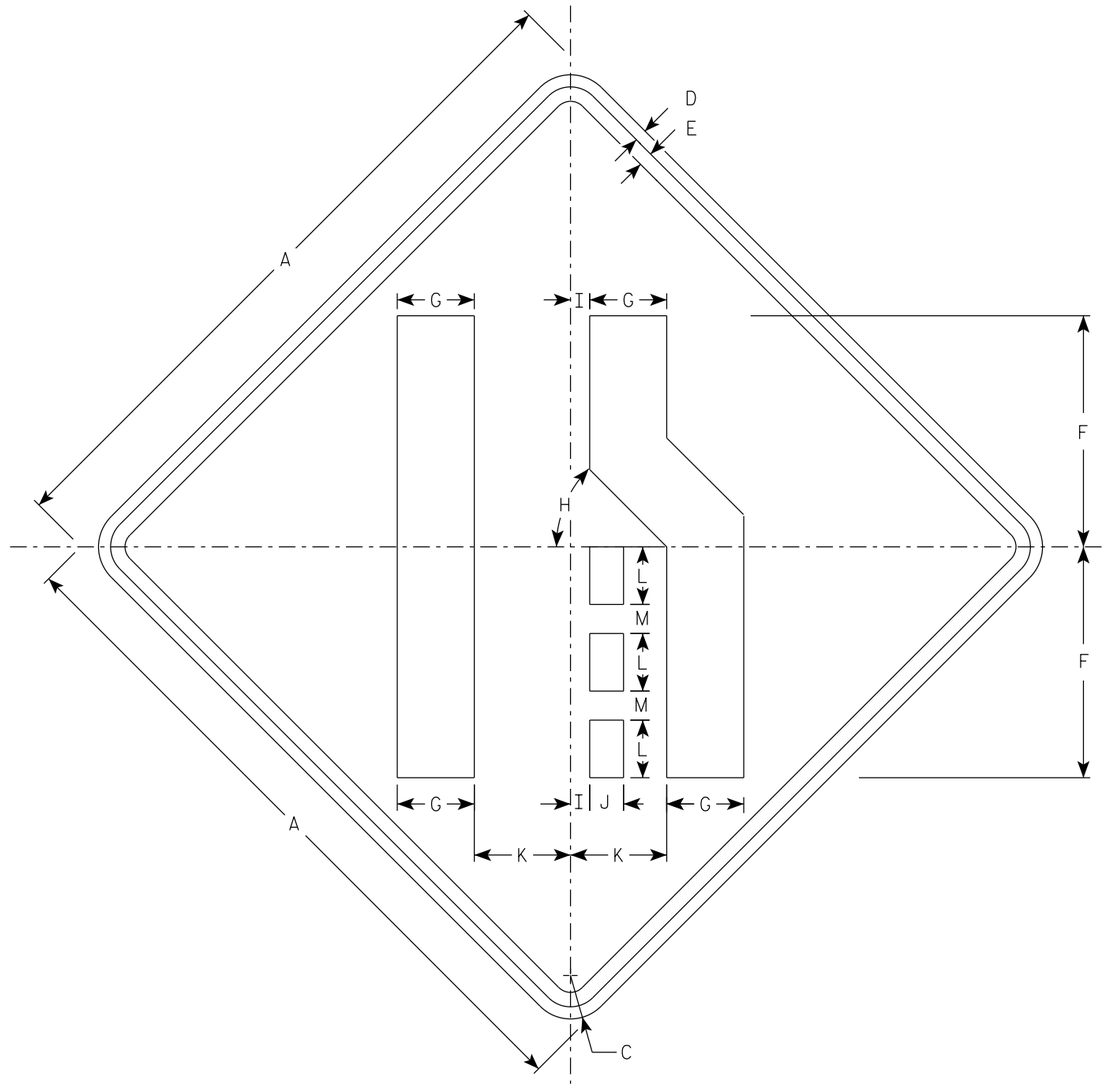
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\WO16.dgn PLOT DATE : 24-JAN 2024 1:12 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

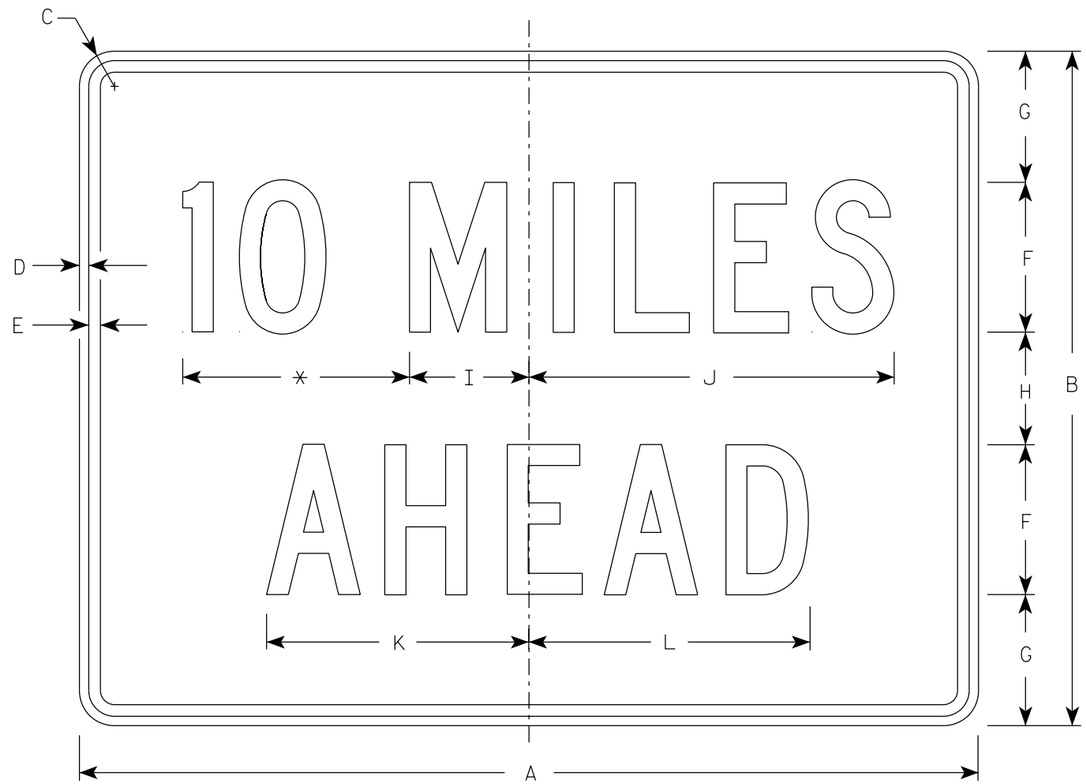
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

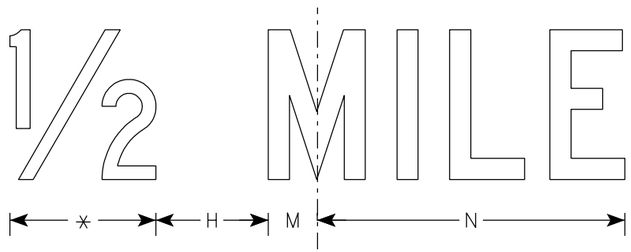
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 347 E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

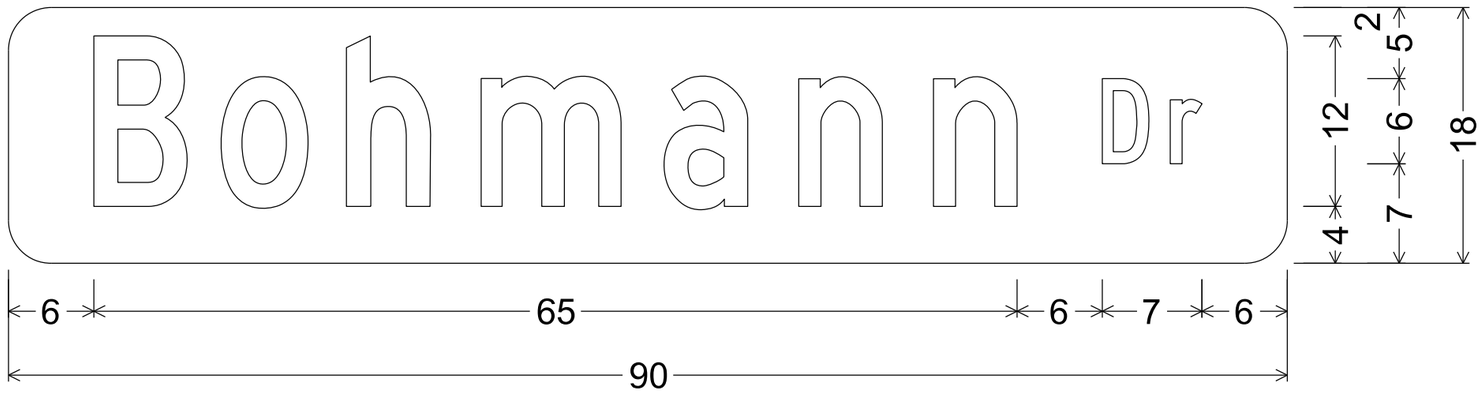
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E

NOTES

1. Sign is Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



M1-94H; 3.000" Radius, No border

7

7

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET NO: 349	E

REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
6459.33	0.00	208.65	0.00	0	0	0	0	0
6500.00	40.67	200.77	0.00	308	0	308	0	308
6550.00	50.00	205.30	0.00	376	0	684	0	684
6600.00	50.00	216.50	0.00	391	0	1075	0	1075
6650.00	50.00	174.39	0.00	362	0	1437	0	1437
6700.00	50.00	185.98	0.00	334	0	1771	0	1771
6750.00	50.00	186.57	0.00	345	0	2116	0	2116
6800.00	50.00	213.99	0.00	371	0	2487	0	2487
6850.00	50.00	201.70	0.00	385	0	2872	0	2872
6900.00	50.00	187.30	0.00	360	0	3232	0	3232
6950.00	50.00	183.08	0.00	343	0	3575	0	3575
7000.00	50.00	184.99	0.00	341	0	3916	0	3916
7050.00	50.00	182.47	0.00	340	0	4256	0	4256
7100.00	50.00	185.23	0.00	340	0	4596	0	4596
7150.00	50.00	184.88	0.31	343	0	4939	0	4939
7200.00	50.00	194.34	0.00	351	0	5290	0	5290
7250.00	50.00	194.58	0.00	360	0	5650	0	5650
7300.00	50.00	193.07	0.00	359	0	6009	0	6009
7350.00	50.00	191.72	0.00	356	0	6365	0	6365
7400.00	50.00	187.17	0.00	351	0	6716	0	6716
7450.00	50.00	181.34	0.00	341	0	7057	0	7057
7500.00	50.00	173.04	0.00	328	0	7385	0	7385
7550.00	50.00	167.53	0.07	315	0	7700	0	7700
7600.00	50.00	160.82	0.18	304	0	8004	0	8004
7650.00	50.00	164.54	0.05	301	0	8305	0	8305
7700.00	50.00	164.58	0.00	305	0	8610	0	8610
7750.00	50.00	177.58	0.00	317	0	8927	0	8927
7800.00	50.00	182.00	0.00	333	0	9260	0	9260
7850.00	50.00	187.91	0.00	343	0	9603	0	9603
7900.00	50.00	176.79	0.00	338	0	9941	0	9941
7950.00	50.00	165.29	0.00	317	0	10258	0	10258
8000.00	50.00	176.97	0.00	317	0	10575	0	10575
8050.00	50.00	186.38	0.00	336	0	10911	0	10911
8100.00	50.00	197.01	0.00	355	0	11266	0	11266
8150.00	50.00	199.14	0.00	367	0	11633	0	11633
8200.00	50.00	198.96	0.00	369	0	12002	0	12002
8250.00	50.00	203.65	0.00	373	0	12375	0	12375
8300.00	50.00	183.61	0.00	359	0	12734	0	12734
8350.00	50.00	207.08	0.00	362	0	13096	0	13096
8400.00	50.00	229.40	0.00	404	0	13500	0	13500
8450.00	50.00	229.42	0.00	425	0	13925	0	13925
8500.00	50.00	227.24	0.00	423	0	14348	0	14348
8550.00	50.00	227.68	0.00	421	0	14769	0	14769
8600.00	50.00	201.34	0.00	397	0	15166	0	15166
8650.00	50.00	172.91	0.00	347	0	15513	0	15513

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

9

PROJECT NO: 1640-03-73 | HWY: USH 14 | COUNTY: RICHLAND | EARTHWORK DATA | SHEET: 350 | E

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : July 22, 2025 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
8700.00	50.00	193.36	0.00	339	0	15852	0	15852
8750.00	50.00	233.73	0.00	395	0	16247	0	16247
8800.00	50.00	228.41	0.00	428	0	16675	0	16675
8850.00	50.00	222.33	0.00	417	0	17092	0	17092
8900.00	50.00	198.38	0.00	390	0	17482	0	17482
8950.00	50.00	193.11	0.00	362	0	17844	0	17844
9000.00	50.00	214.75	0.00	378	0	18222	0	18222
9050.00	50.00	214.32	0.00	397	0	18619	0	18619
9100.00	50.00	208.59	0.00	392	0	19011	0	19011
9150.00	50.00	205.15	0.00	383	0	19394	0	19394
9200.00	50.00	203.33	0.13	378	0	19772	0	19772
9250.00	50.00	201.40	0.00	375	0	20147	0	20147
9300.00	50.00	172.09	0.05	346	0	20493	0	20493
9350.00	50.00	197.41	0.03	342	0	20835	0	20835
9400.00	50.00	209.16	0.00	376	0	21211	0	21211
9450.00	50.00	196.40	0.00	376	0	21587	0	21587
9500.00	50.00	220.06	0.00	386	0	21973	0	21973
9550.00	50.00	192.94	0.00	382	0	22355	0	22355
9600.00	50.00	215.28	0.00	378	0	22733	0	22733
9650.00	50.00	193.75	0.00	379	0	23112	0	23112
9700.00	50.00	217.27	0.00	381	0	23493	0	23493
9750.00	50.00	220.26	0.00	405	0	23898	0	23898
9800.00	50.00	220.78	0.00	408	0	24306	0	24306
9850.00	50.00	197.23	0.00	387	0	24693	0	24693
9900.00	50.00	217.10	0.00	384	0	25077	0	25077
9950.00	50.00	217.93	0.00	403	0	25480	0	25480
10000.00	50.00	218.09	0.00	404	0	25884	0	25884
10050.00	50.00	217.88	0.00	404	0	26288	0	26288
10100.00	50.00	195.82	0.00	383	0	26671	0	26671
10150.00	50.00	215.26	0.00	381	0	27052	0	27052
10200.00	50.00	218.28	0.00	401	0	27453	0	27453
10250.00	50.00	217.48	0.00	403	0	27856	0	27856
10300.00	50.00	216.66	0.00	402	0	28258	0	28258
10350.00	50.00	217.52	0.00	402	0	28660	0	28660
10400.00	50.00	194.68	0.00	382	0	29042	0	29042
10450.00	50.00	194.40	0.00	360	0	29402	0	29402
10500.00	50.00	181.72	0.00	348	0	29750	0	29750
10550.00	50.00	203.78	0.00	357	0	30107	0	30107
10600.00	50.00	205.69	0.00	379	0	30486	0	30486
10650.00	50.00	205.24	0.00	380	0	30866	0	30866
10700.00	50.00	202.14	0.00	377	0	31243	0	31243
10750.00	50.00	179.79	0.00	354	0	31597	0	31597
10800.00	50.00	202.90	0.00	354	0	31951	0	31951
10850.00	50.00	207.14	0.00	380	0	32331	0	32331
10900.00	50.00	209.06	0.00	385	0	32716	0	32716

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

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PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	EARTHWORK DATA	SHEET: 351	E

REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
10950.00	50.00	179.60	0.00	360	0	33076	0	33076
11000.00	50.00	205.80	0.00	357	0	33433	0	33433
11050.00	50.00	203.98	0.00	379	0	33812	0	33812
11100.00	50.00	177.61	0.00	353	0	34165	0	34165
11150.00	50.00	205.39	0.00	355	0	34520	0	34520
11200.00	50.00	205.78	0.00	381	0	34901	0	34901
11250.00	50.00	205.07	0.00	380	0	35281	0	35281
11300.00	50.00	203.06	0.01	378	0	35659	0	35659
11350.00	50.00	204.63	0.02	377	0	36036	0	36036
11400.00	50.00	203.53	0.00	378	0	36414	0	36414
11450.00	50.00	205.35	0.00	379	0	36793	0	36793
11500.00	50.00	206.97	0.42	382	0	37175	0	37175
11550.00	50.00	212.32	0.47	388	1	37563	1	37562
11600.00	50.00	216.04	0.07	397	0	37960	1	37959
11650.00	50.00	215.26	0.05	399	0	38359	1	38358
11700.00	50.00	212.66	0.00	396	0	38755	1	38754
11750.00	50.00	216.61	0.01	397	0	39152	1	39151
11800.00	50.00	171.60	0.00	359	0	39511	1	39510
11850.00	50.00	169.07	0.00	315	0	39826	1	39825
11900.00	50.00	170.69	0.00	315	0	40141	1	40140
11950.00	50.00	206.92	0.21	350	0	40491	1	40490
12000.00	50.00	208.74	0.37	385	1	40876	3	40874
12050.00	50.00	204.59	0.50	383	1	41259	4	41255
12100.00	50.00	196.98	0.17	372	1	41631	5	41626
12150.00	50.00	203.28	0.72	371	1	42002	6	41996
12200.00	50.00	214.94	0.00	387	1	42389	8	42382
12250.00	50.00	212.31	0.00	396	0	42785	8	42778
12300.00	50.00	208.77	0.00	390	0	43175	8	43168
12350.00	50.00	207.99	0.00	386	0	43561	8	43554
12400.00	50.00	211.32	0.00	388	0	43949	8	43942
12450.00	50.00	214.09	0.00	394	0	44343	8	44336
12500.00	50.00	214.82	0.00	397	0	44740	8	44733
12550.00	50.00	214.91	0.00	398	0	45138	8	45131
12600.00	50.00	218.67	0.00	401	0	45539	8	45532
12650.00	50.00	217.68	0.00	404	0	45943	8	45936
12700.00	50.00	191.81	0.00	379	0	46322	8	46315
12750.00	50.00	189.15	0.00	353	0	46675	8	46668
12800.00	50.00	210.33	0.00	370	0	47045	8	47038
12850.00	50.00	212.35	0.00	391	0	47436	8	47429
12900.00	50.00	210.33	0.00	391	0	47827	8	47820
12950.00	50.00	205.46	0.00	385	0	48212	8	48205
13000.00	50.00	200.35	0.00	376	0	48588	8	48581
13050.00	50.00	203.25	0.00	374	0	48962	8	48955
13100.00	50.00	205.03	0.00	378	0	49340	8	49333
13150.00	50.00	206.39	0.00	381	0	49721	8	49714

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.25	
				NOTE 1	NOTE 2	NOTE 1		
13200.00	50.00	206.08	0.00	382	0	50103	8	50096
13250.00	50.00	205.36	0.00	381	0	50484	8	50477
13300.00	50.00	203.89	0.00	379	0	50863	8	50856
13350.00	50.00	203.43	0.00	377	0	51240	8	51233
13400.00	50.00	203.40	0.00	377	0	51617	8	51610
13450.00	50.00	204.23	0.00	377	0	51994	8	51987
13500.00	50.00	204.71	0.00	379	0	52373	8	52366
13550.00	50.00	203.77	0.00	378	0	52751	8	52744
13600.00	50.00	200.38	0.00	374	0	53125	8	53118
13650.00	50.00	195.34	0.02	366	0	53491	8	53484
13700.00	50.00	198.48	0.00	365	0	53856	8	53849
13750.00	50.00	185.73	0.00	356	0	54212	8	54205
13800.00	50.00	206.68	0.00	363	0	54575	8	54568
13850.00	50.00	207.29	0.00	383	0	54958	8	54951
13900.00	50.00	206.76	0.00	383	0	55341	8	55334
13950.00	50.00	204.10	0.00	380	0	55721	8	55714
14000.00	50.00	204.02	0.00	378	0	56099	8	56092
14050.00	50.00	204.76	0.00	379	0	56478	8	56471
14100.00	50.00	206.55	0.01	381	0	56859	8	56852
14150.00	50.00	206.68	0.01	383	0	57242	8	57235
14200.00	50.00	207.72	0.05	384	0	57626	8	57619
14250.00	50.00	186.68	0.09	365	0	57991	8	57984
14300.00	50.00	187.22	0.06	346	0	58337	8	58330
14350.00	50.00	212.74	0.01	370	0	58707	8	58700
14400.00	50.00	220.83	0.01	401	0	59108	8	59101
14450.00	50.00	218.27	0.09	407	0	59515	8	59508
14500.00	50.00	220.74	0.01	406	0	59921	8	59914
14550.00	50.00	221.94	0.00	410	0	60331	8	60324
14600.00	50.00	218.66	0.01	408	0	60739	8	60732
14650.00	50.00	155.86	0.00	347	0	61086	8	61079
14700.00	50.00	151.63	0.00	285	0	61371	8	61364
14741.44	41.44	120.65	0.00	209	0	61580	8	61573

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

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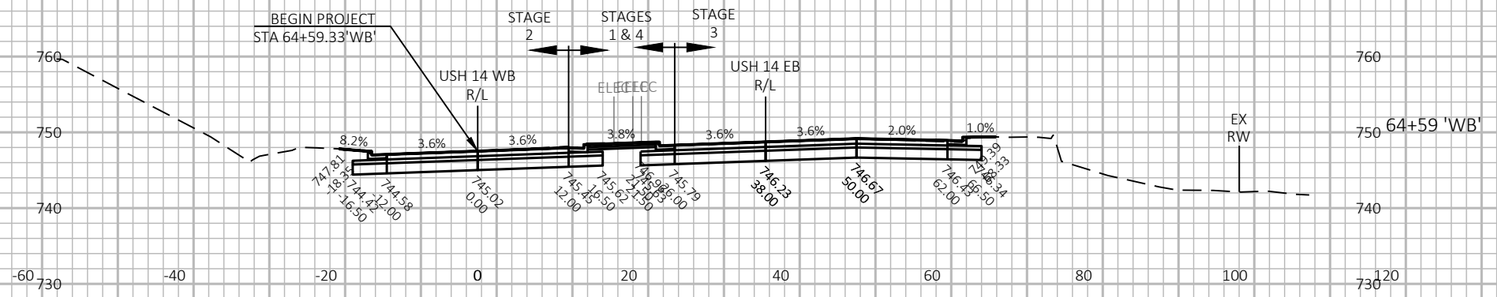
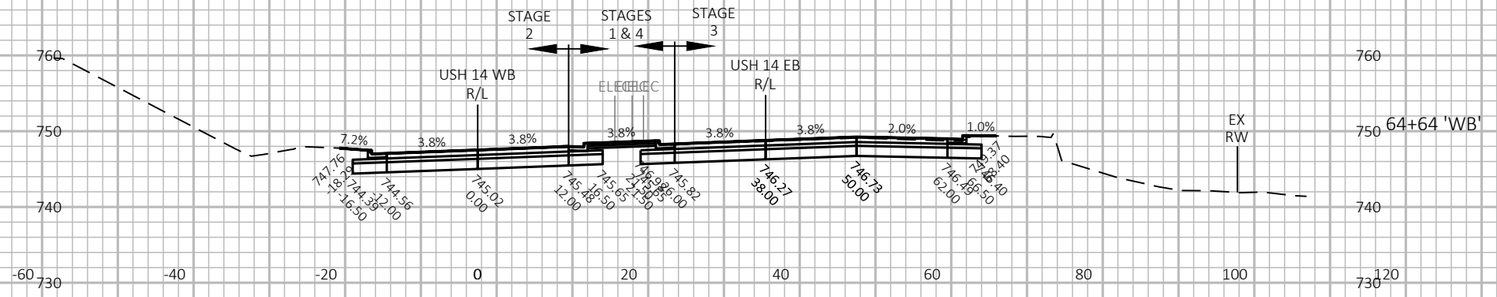
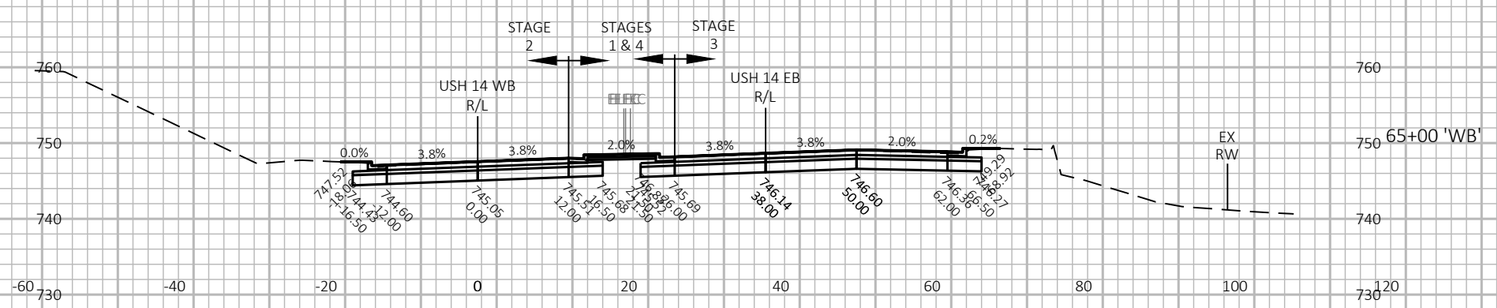
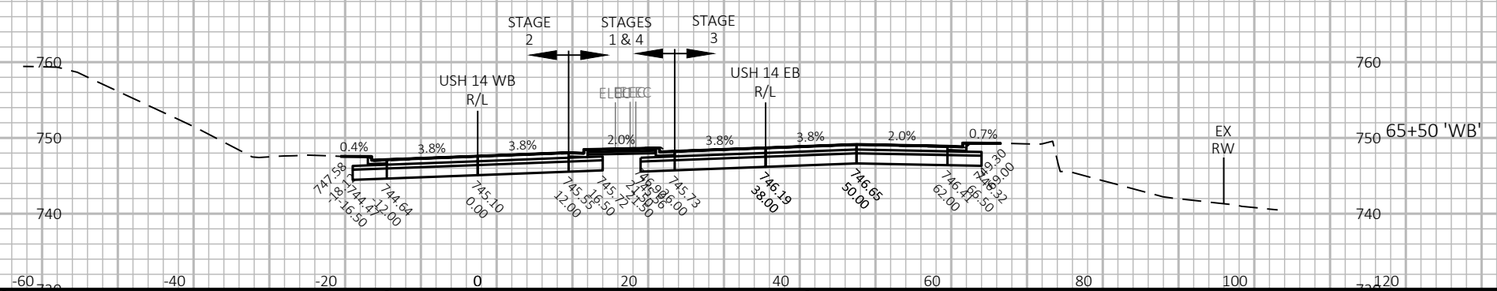
PROJECT NO: 1640-03-73 | HWY: USH 14 | COUNTY: RICHLAND | EARTHWORK DATA | SHEET: 353 | E

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : July 22, 2025 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1









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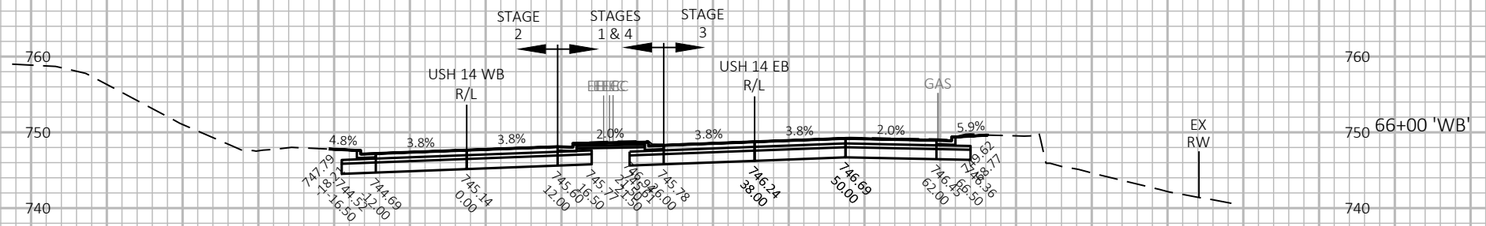
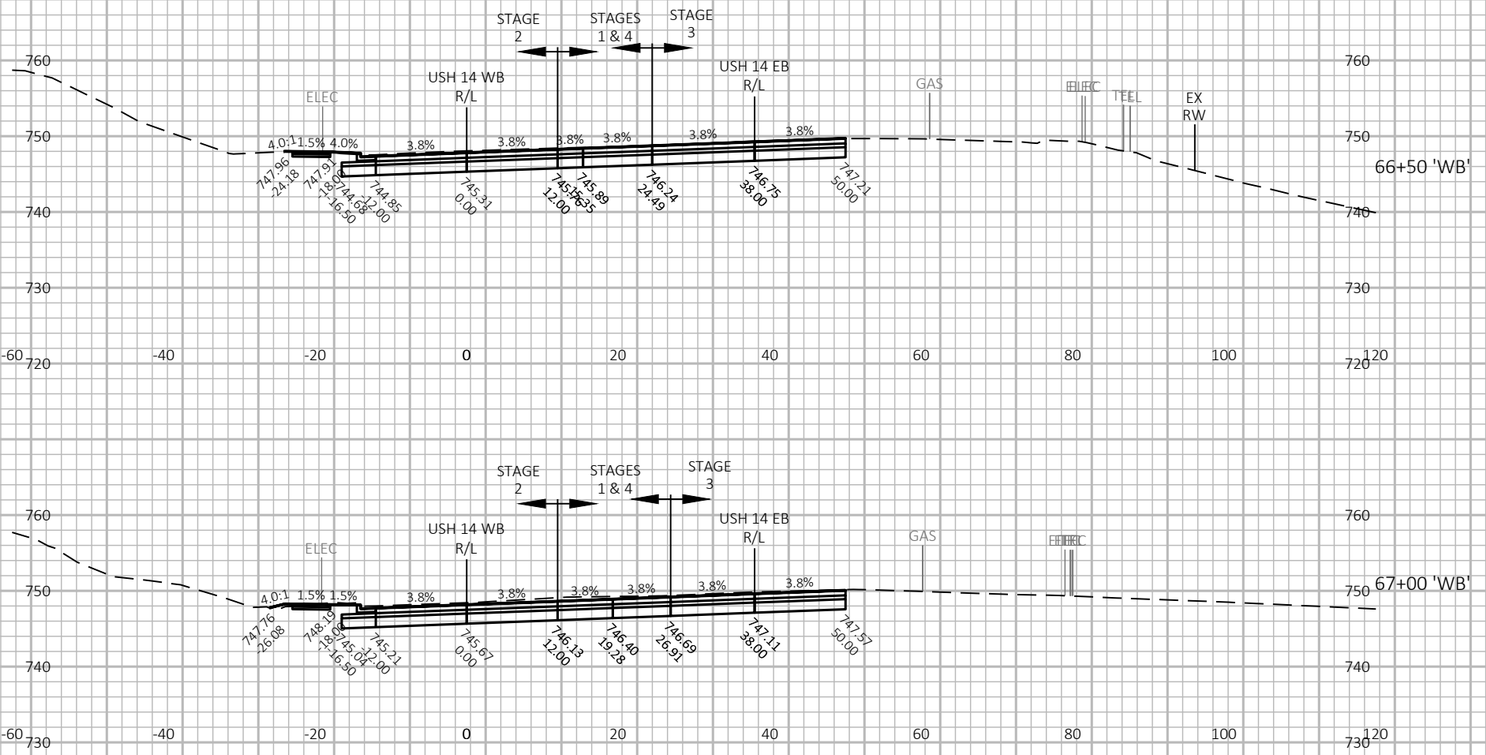
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 354	E

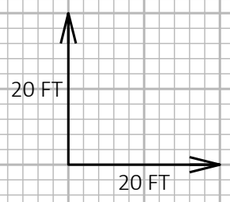
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 54

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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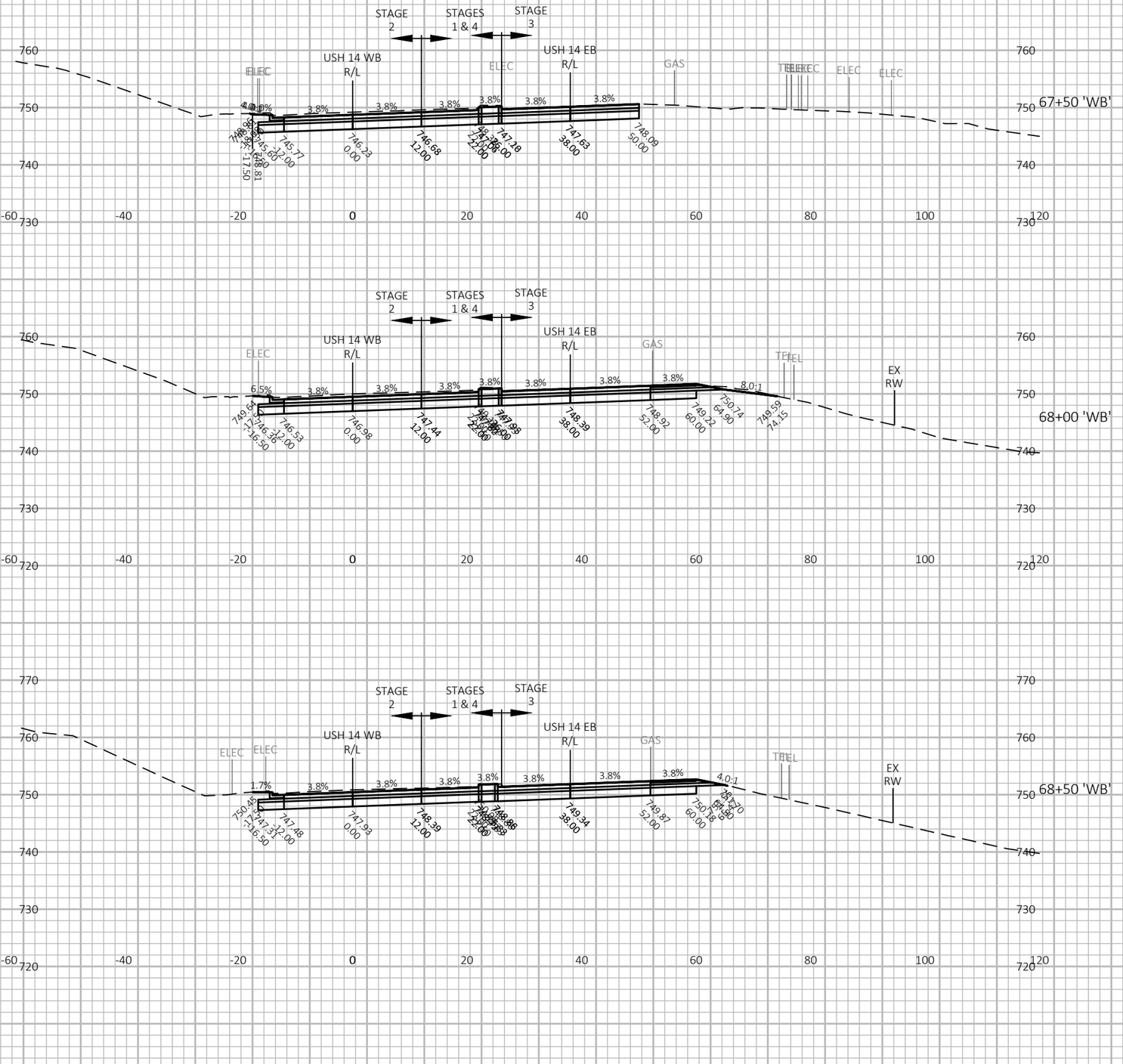
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 355	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 55

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

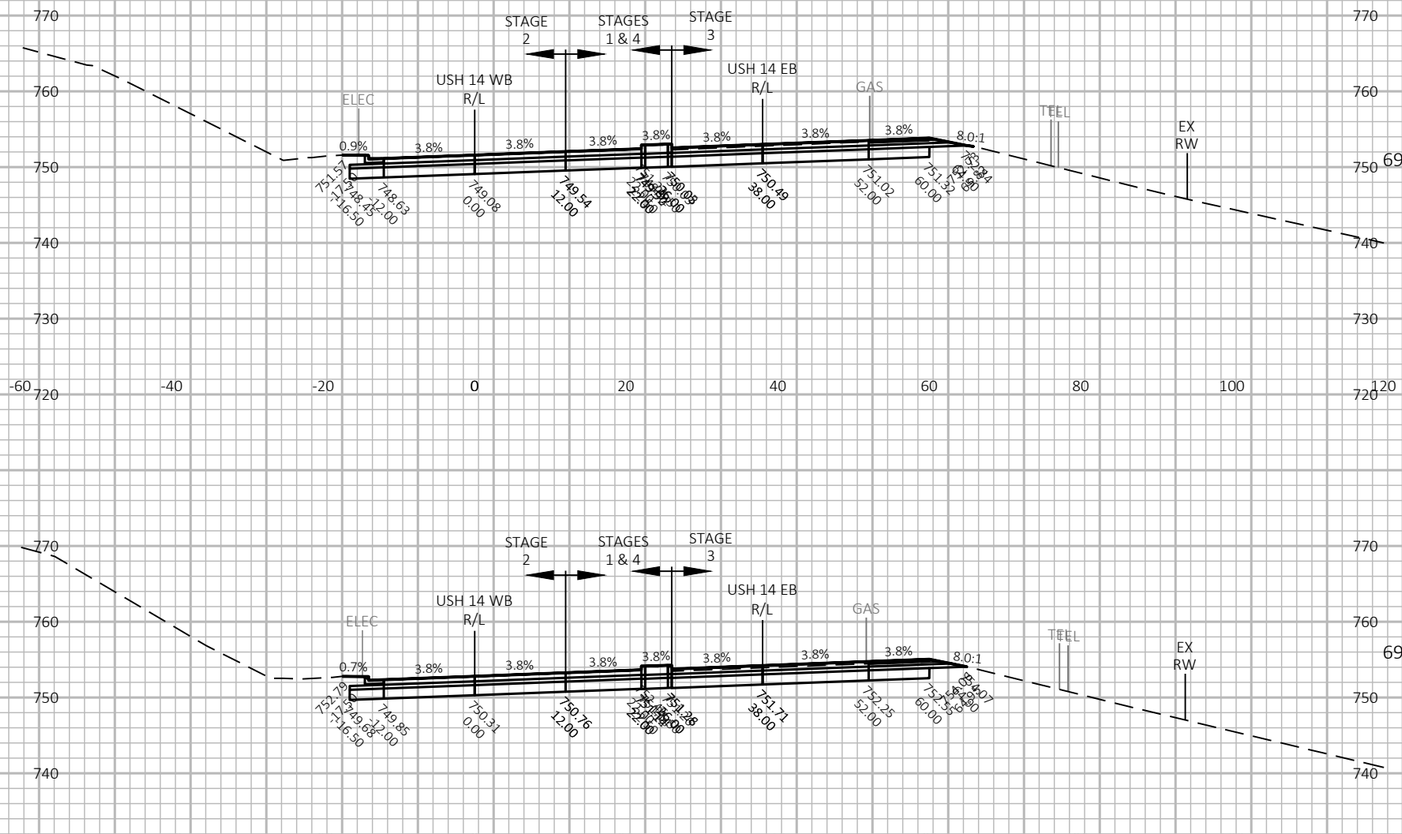
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 356	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 56

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 357	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 57

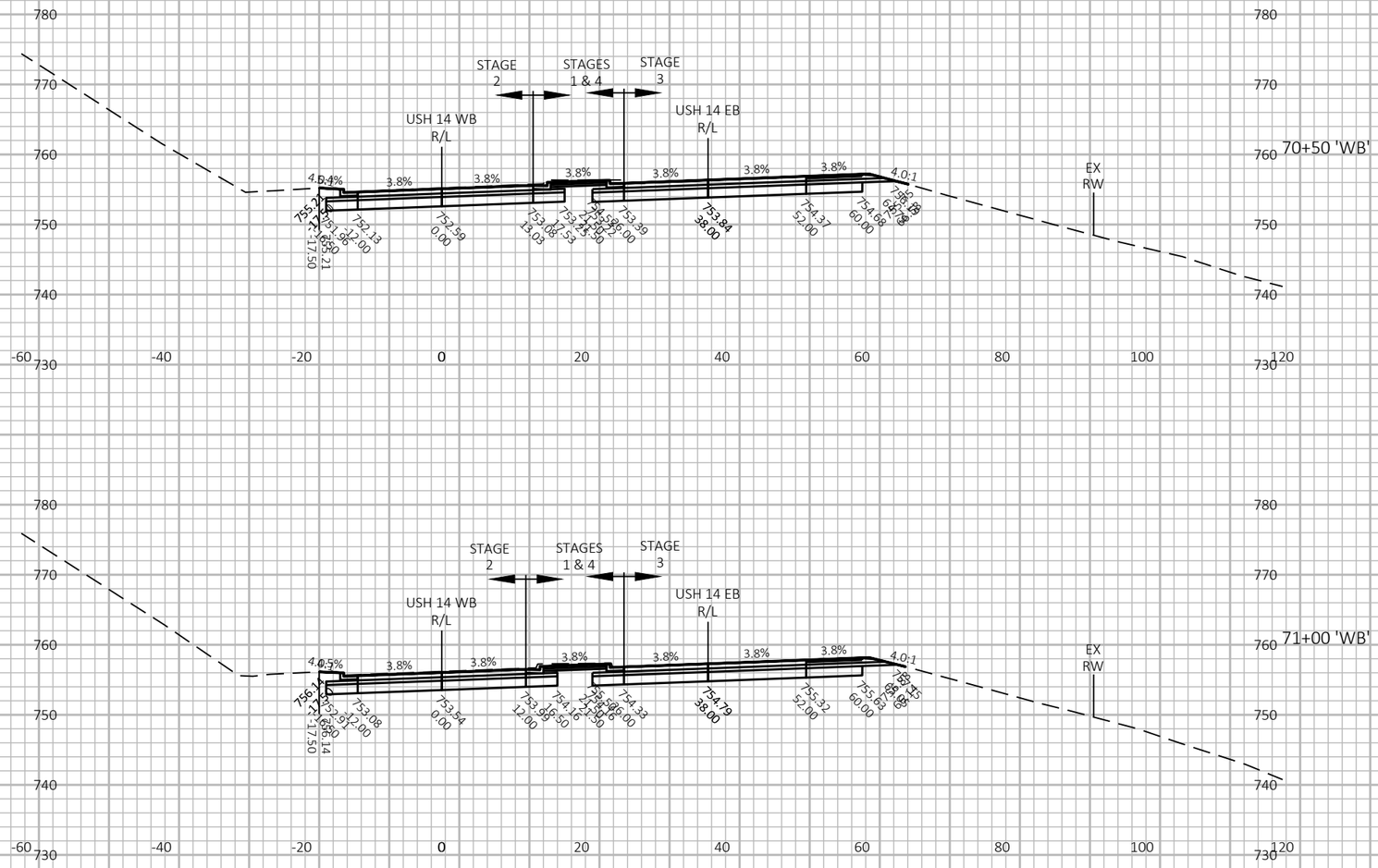
PLOT DATE : 7/22/2025 11:09 AM

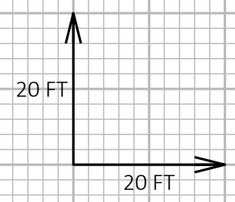
PLOT BY : RILEY SMEATON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

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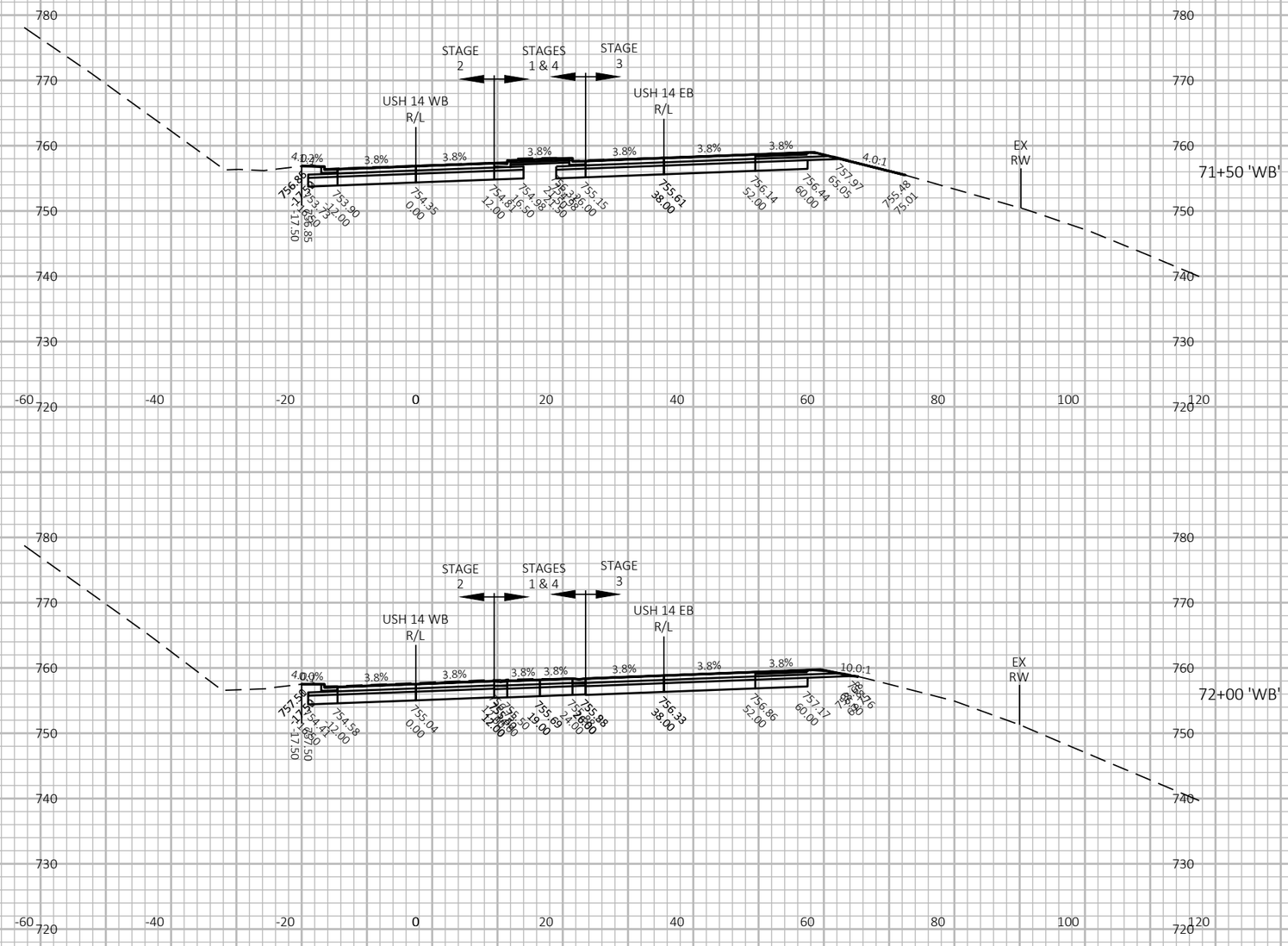
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 358	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 58

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



20 FT

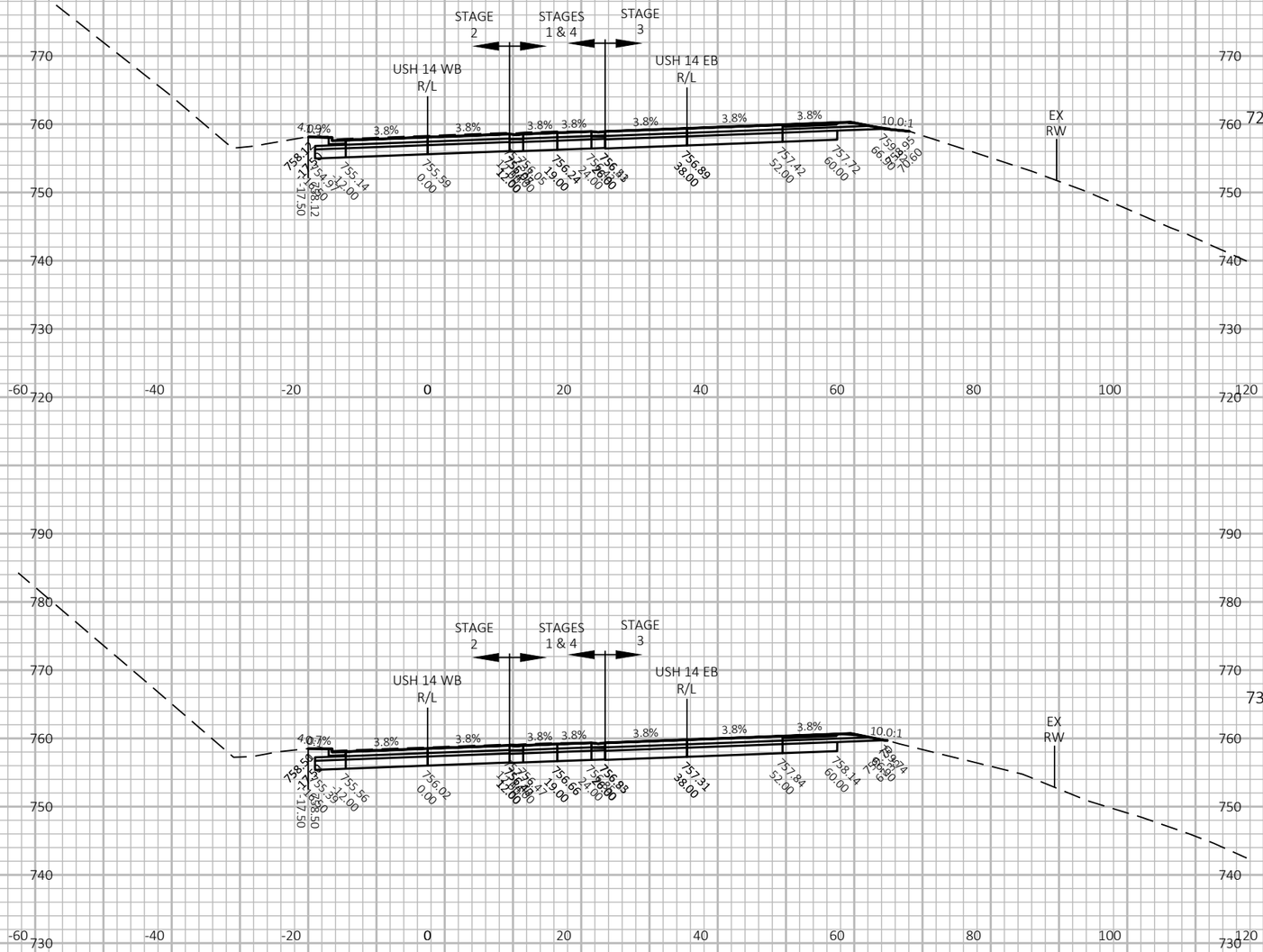
20 FT

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 359	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 59

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

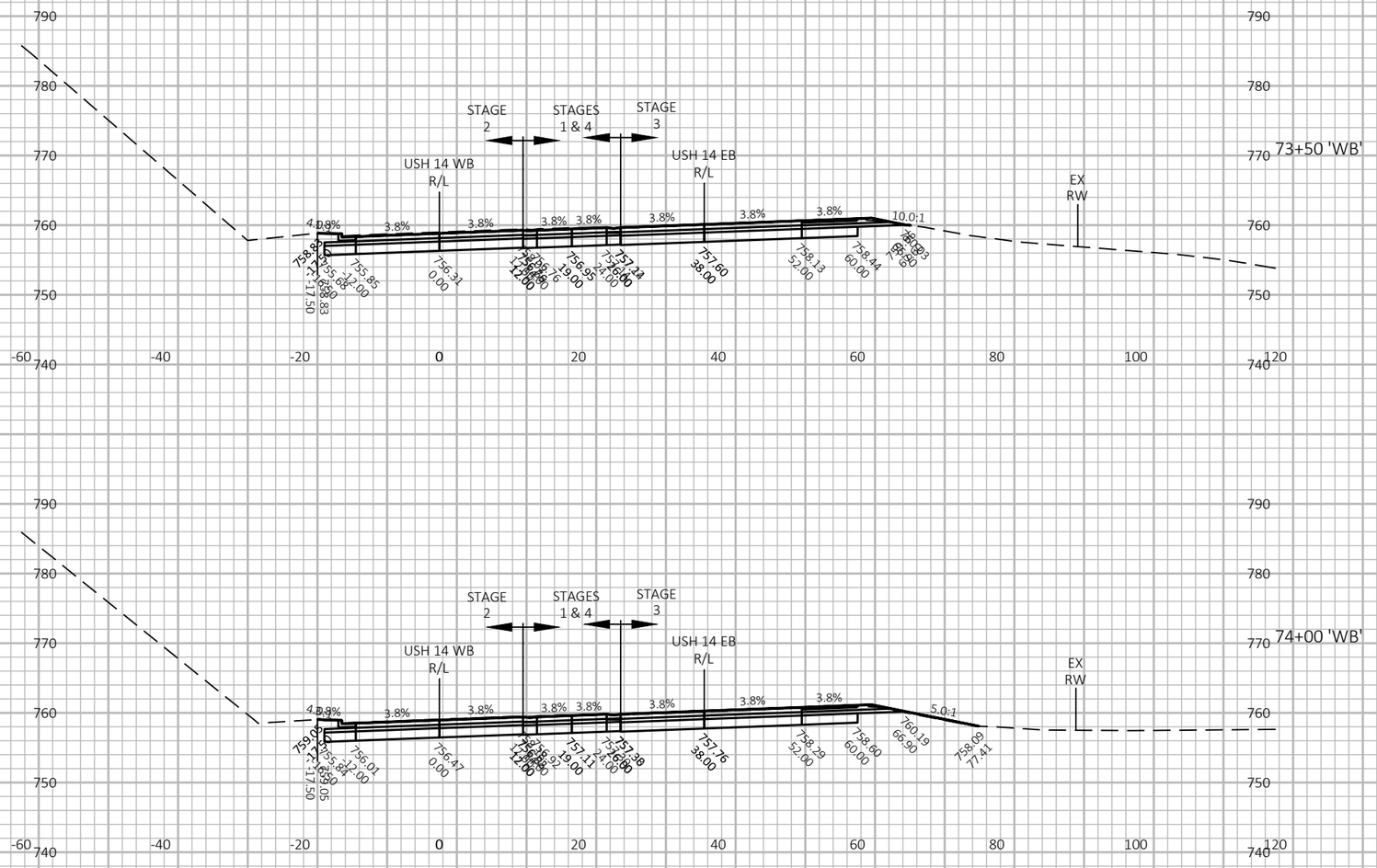


PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 360	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 60

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



20 FT

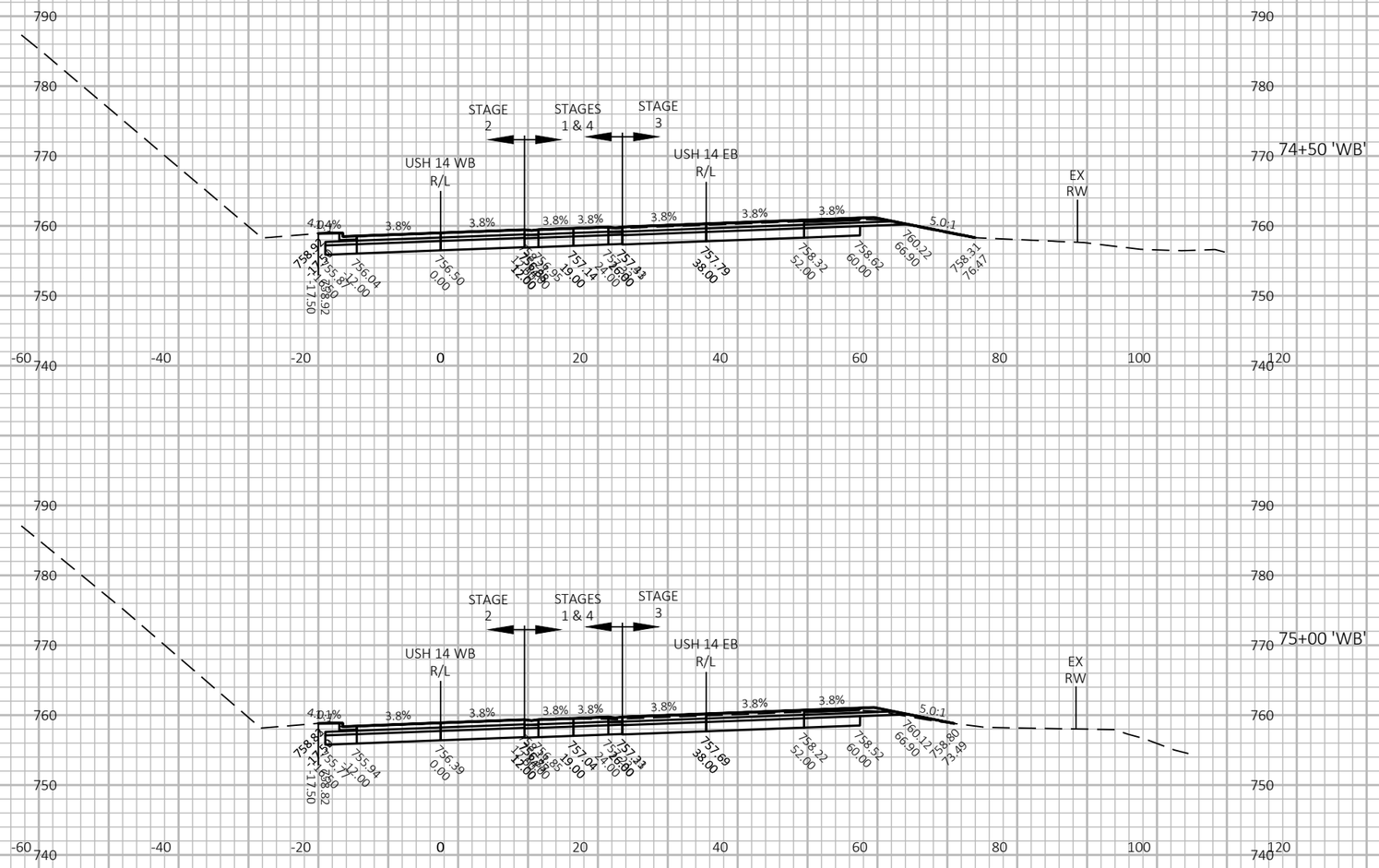
20 FT

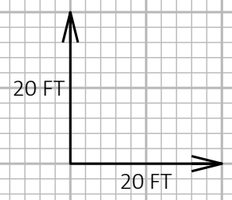
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 361	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 61

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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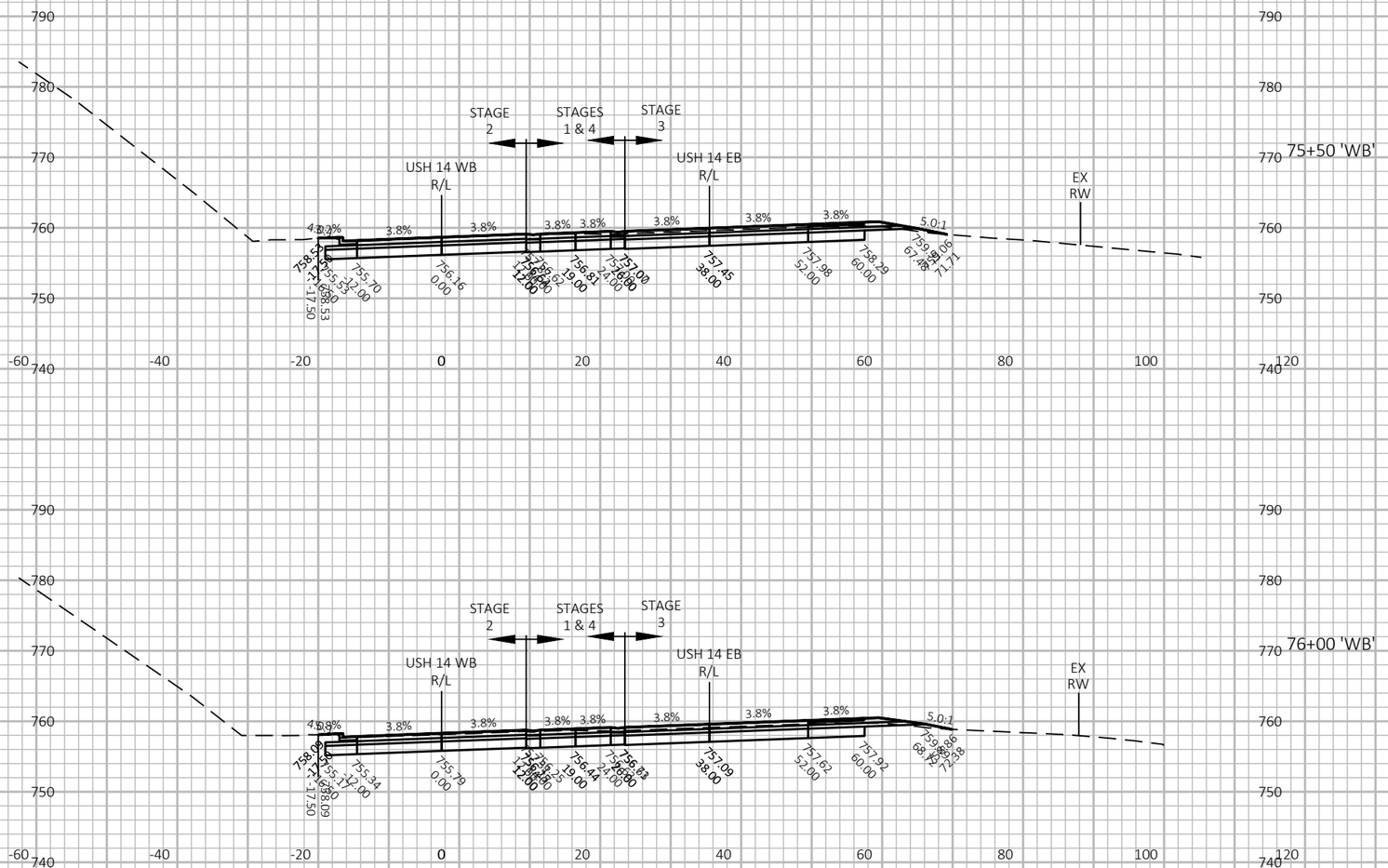
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 362	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 62

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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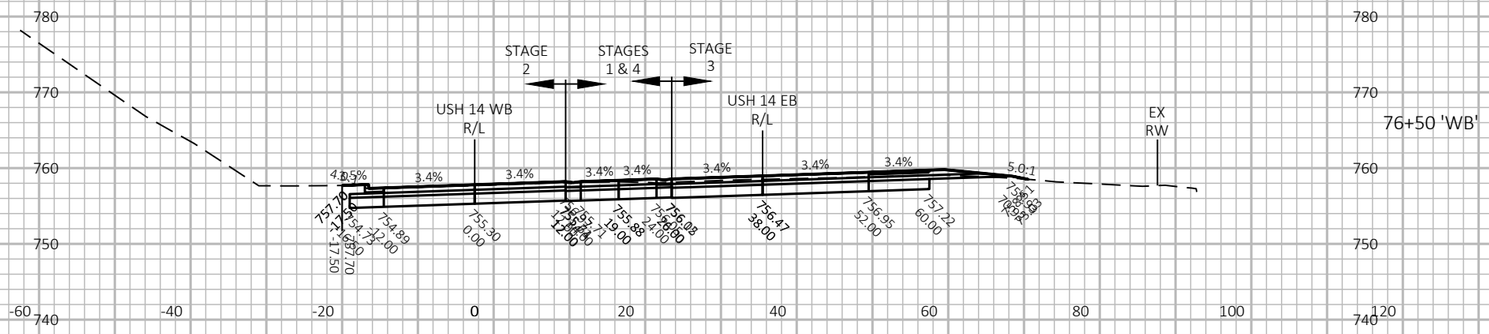
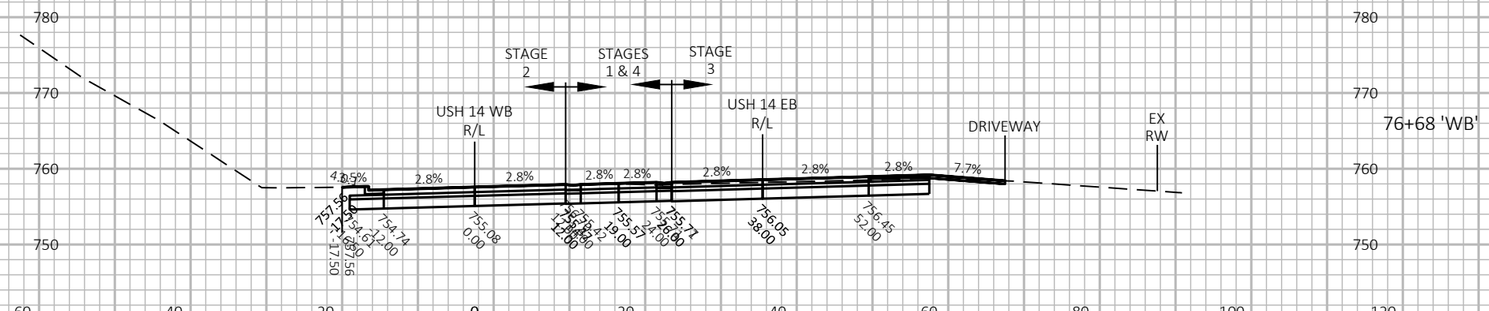
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 363	E

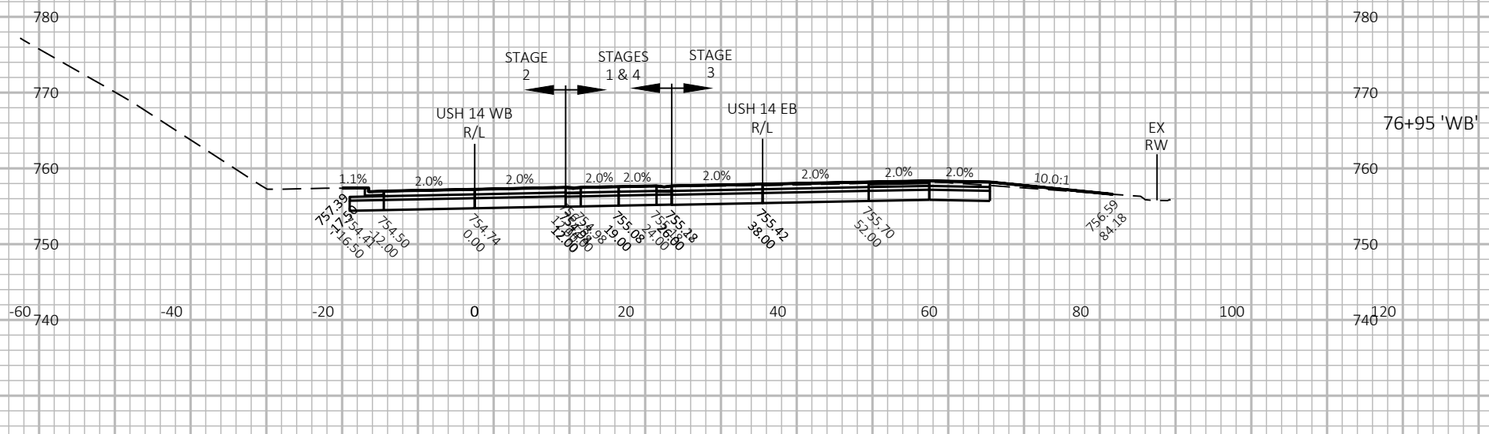
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 63

PLOT DATE : 7/22/2025 11:09 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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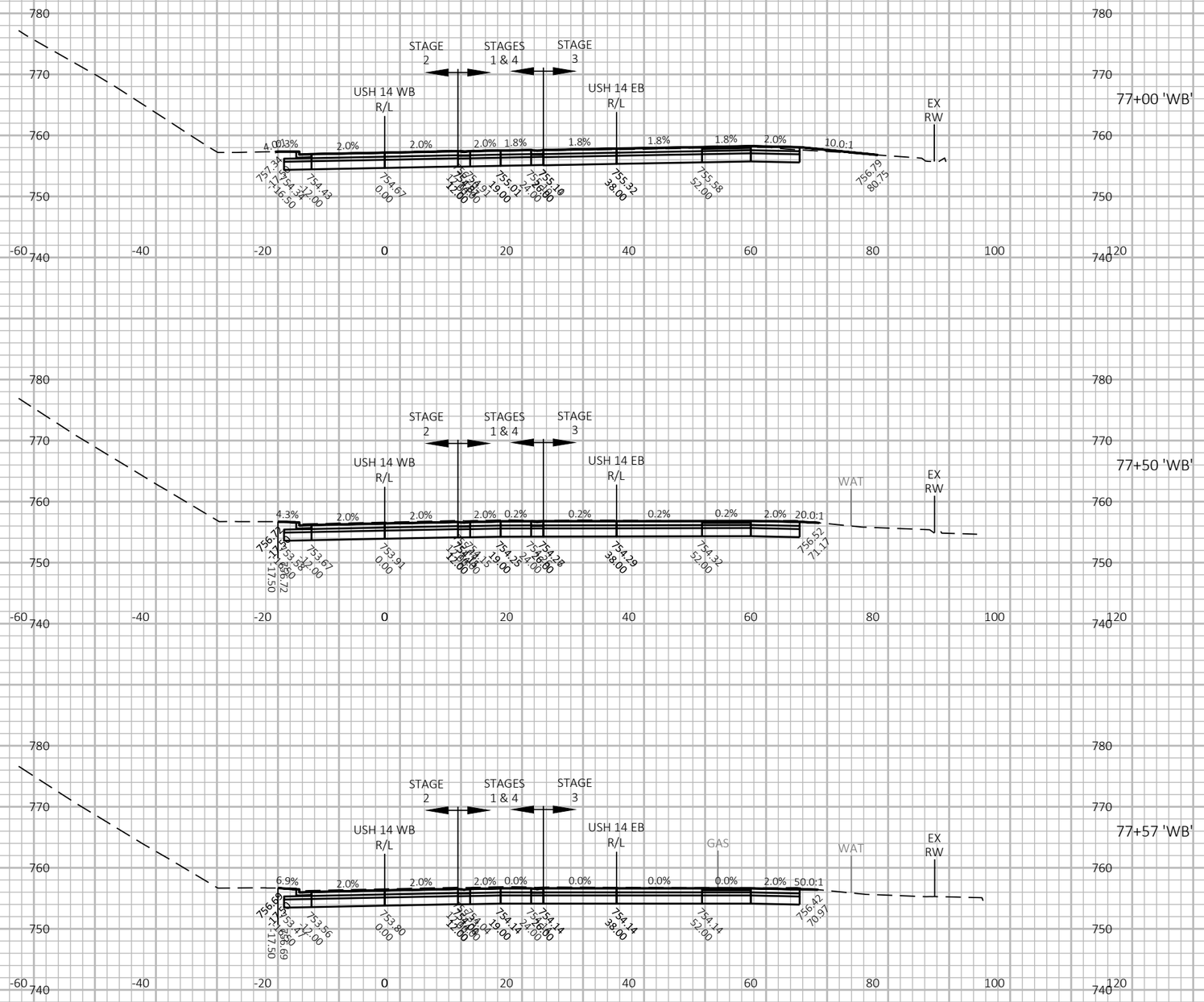
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 364	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 64

PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

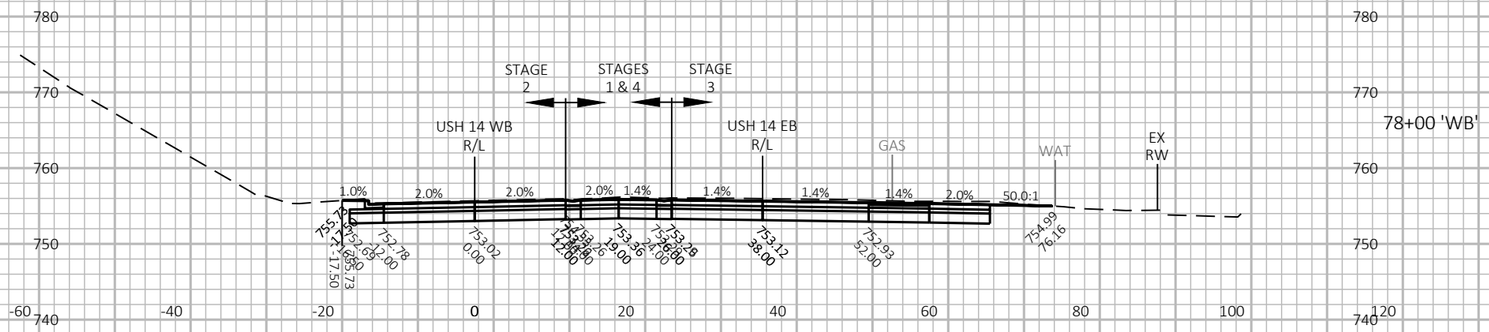


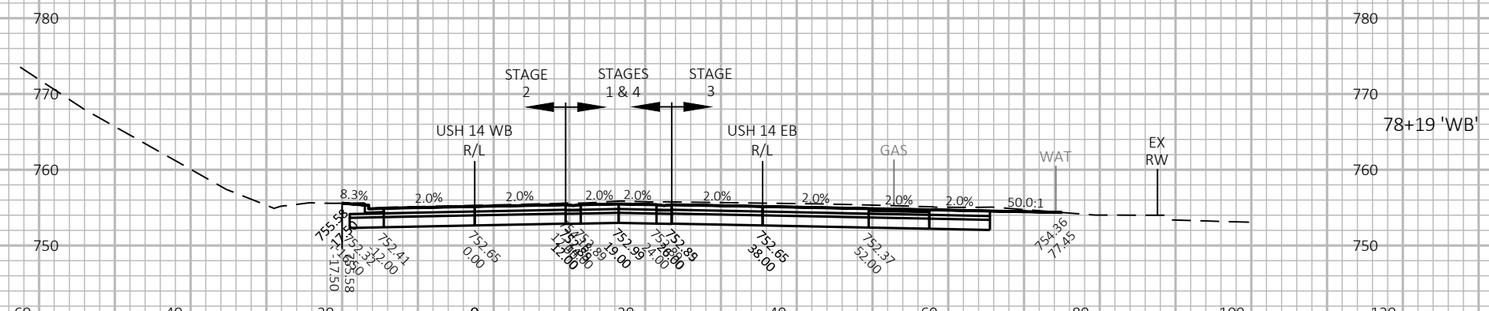
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 365 E

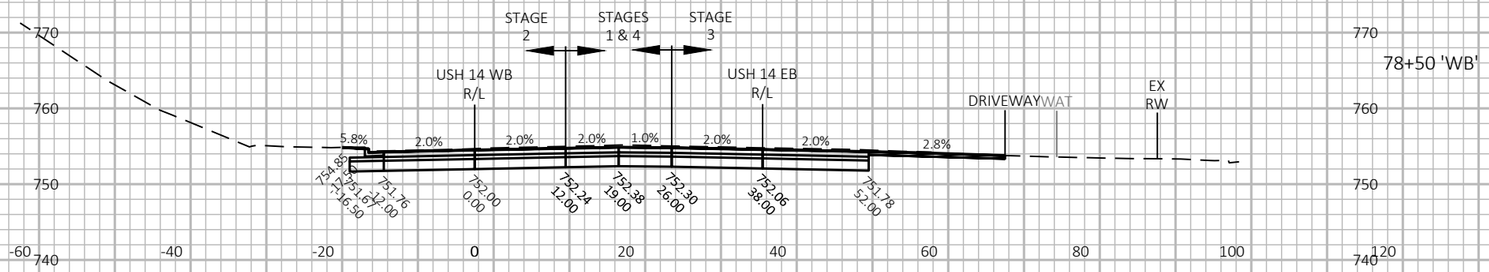
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 65

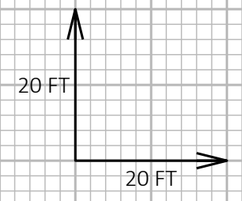
PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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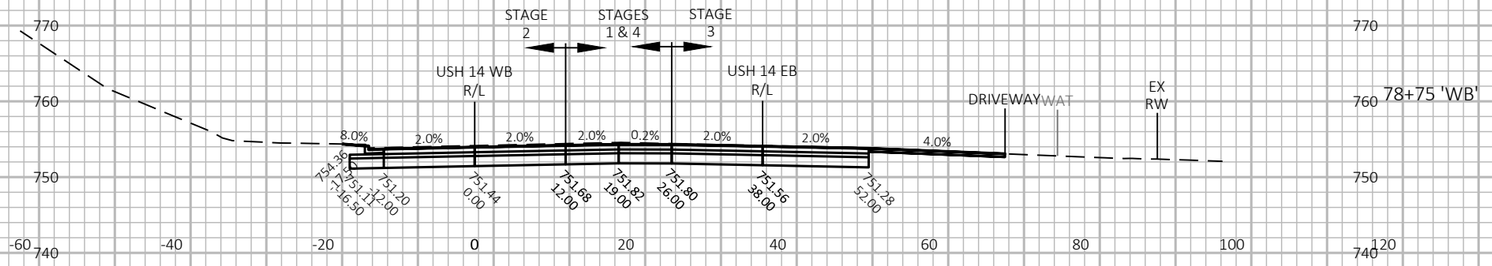
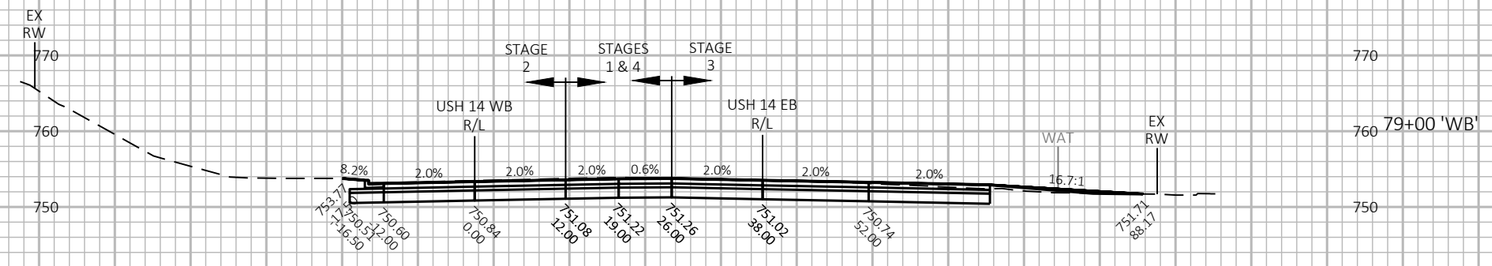
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 366	E

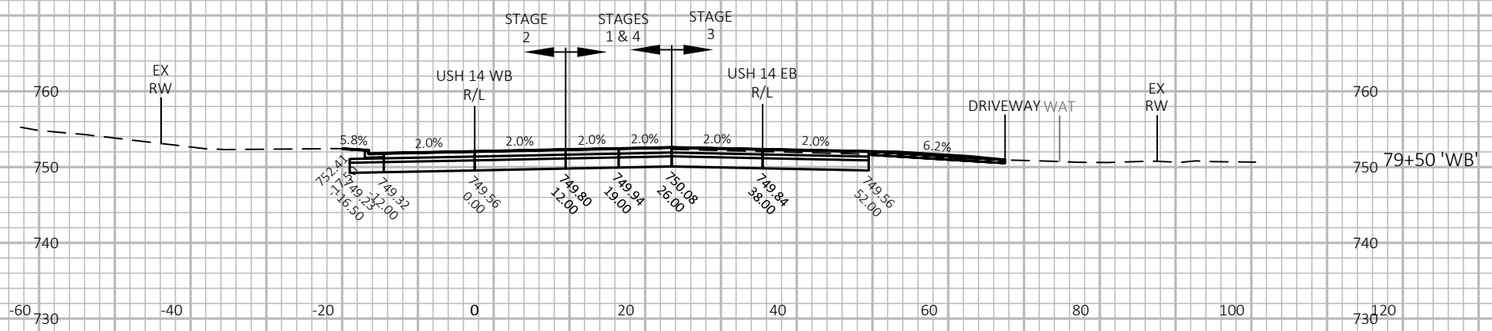
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 66

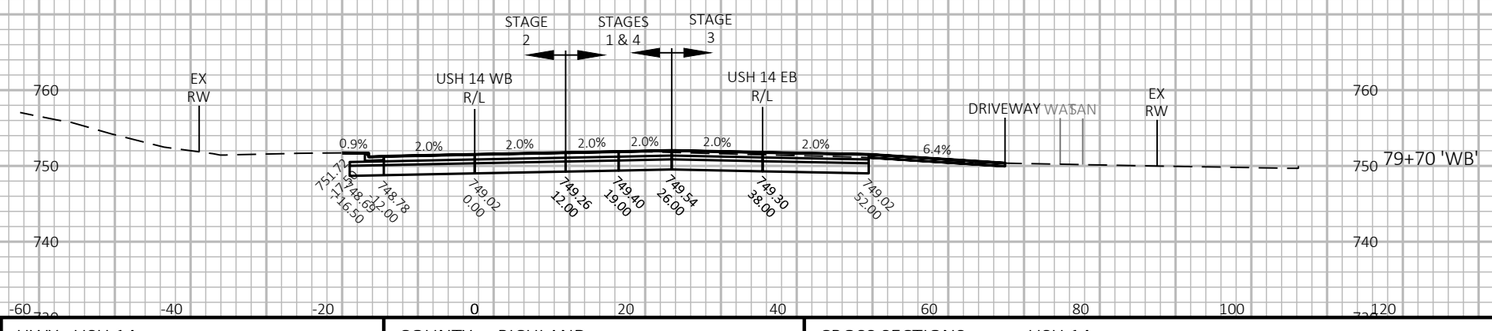
PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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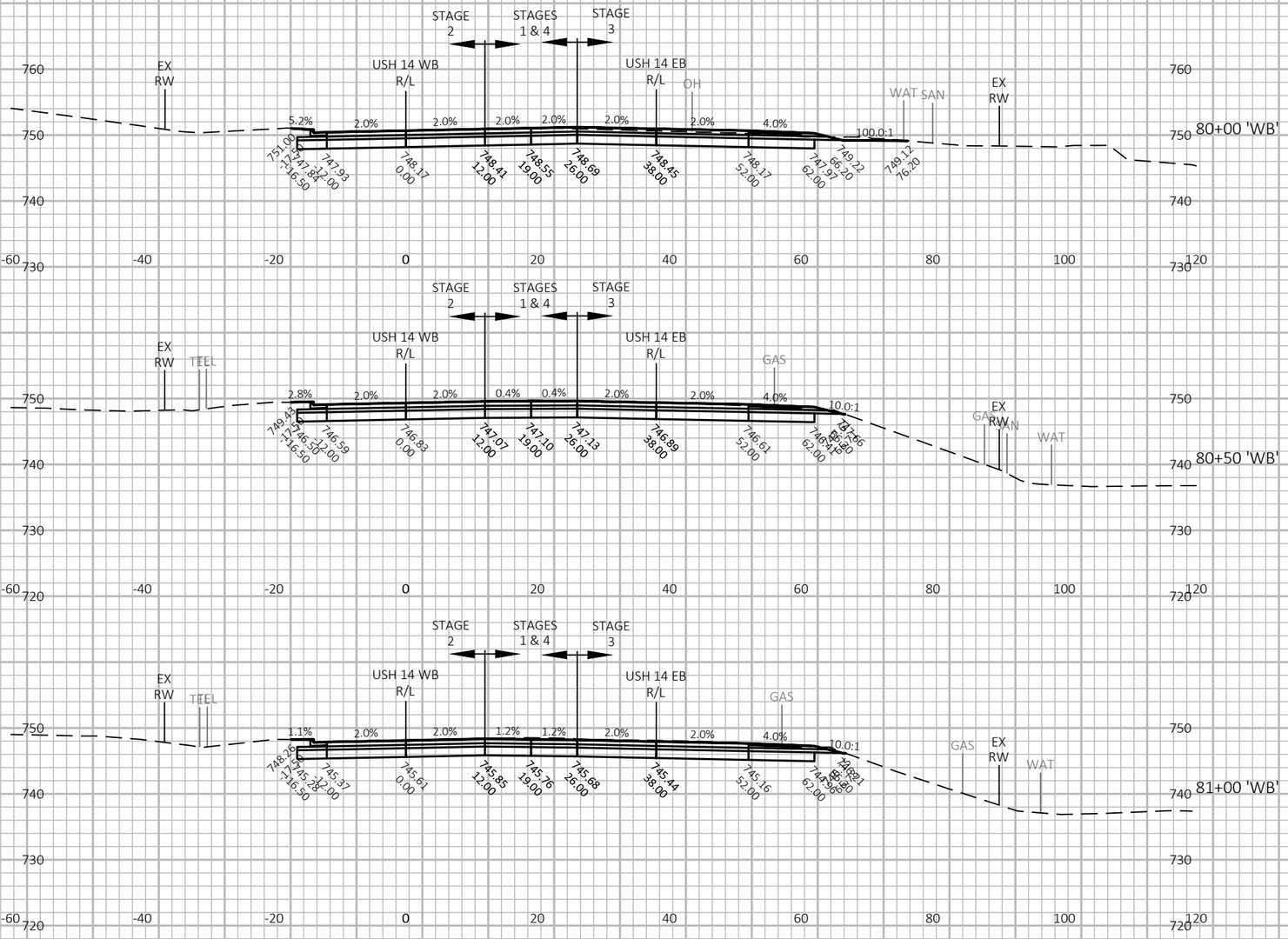
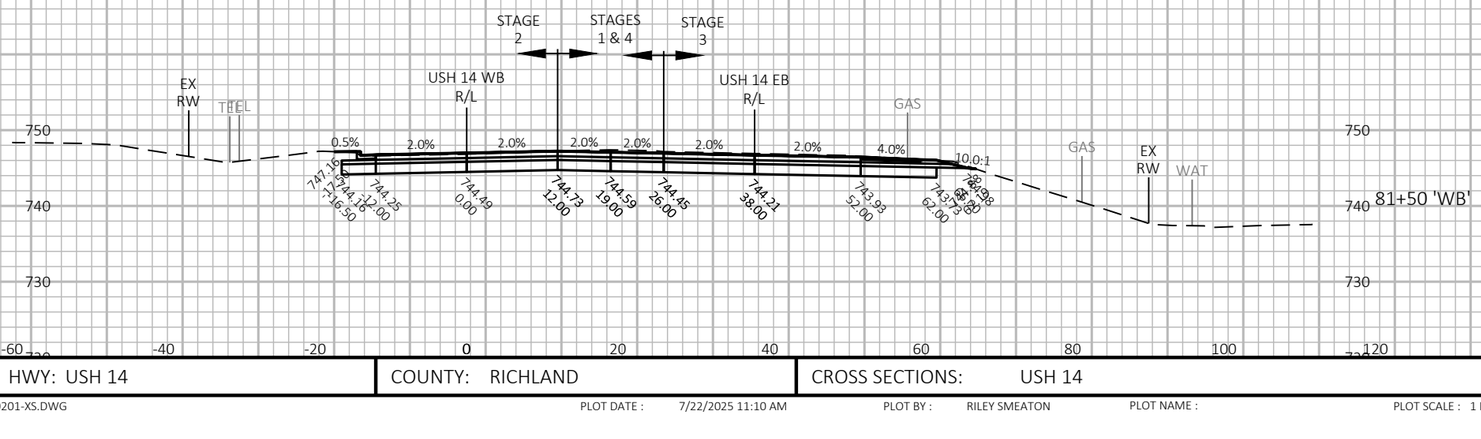
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 367	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 67

PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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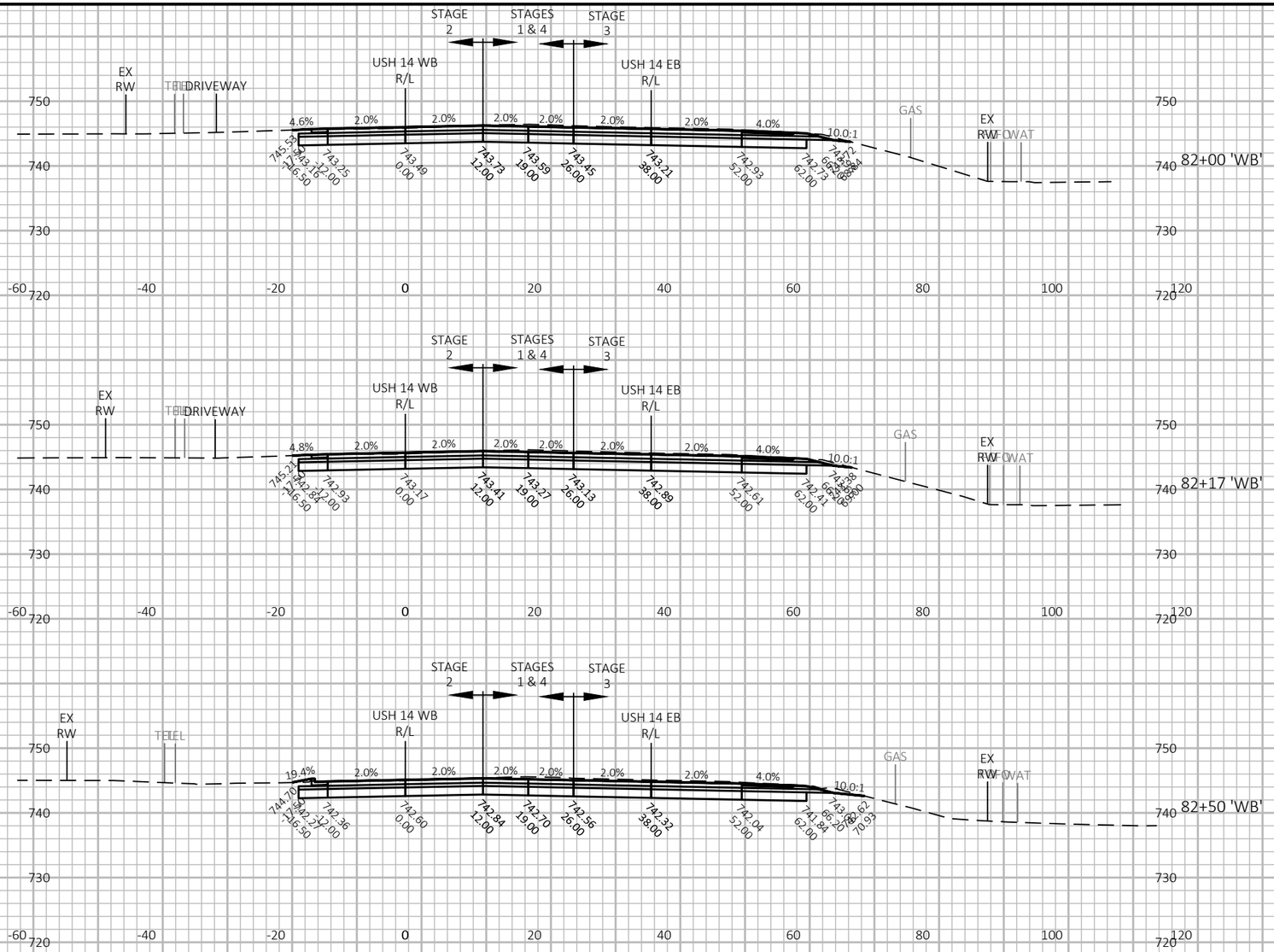
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 368	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 68
PLOT DATE : 7/22/2025 11:10 AM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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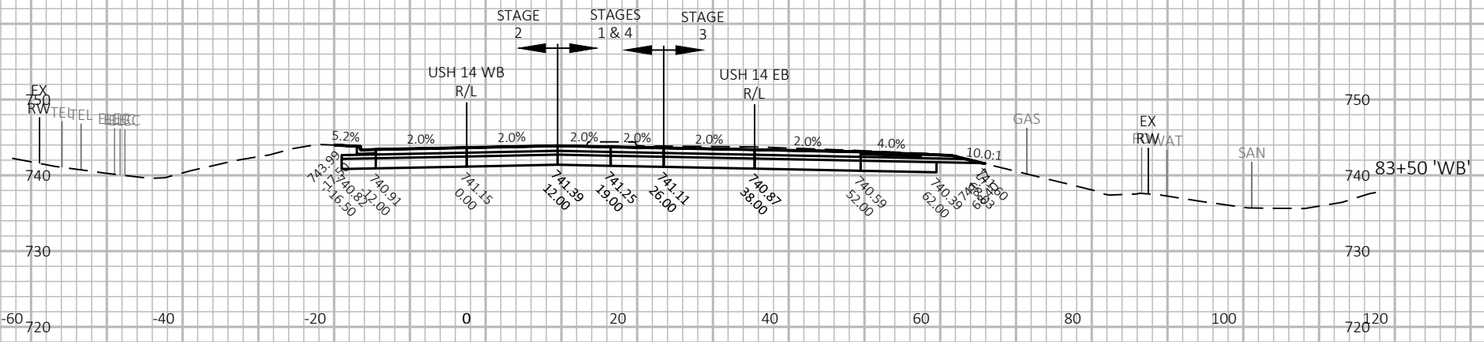
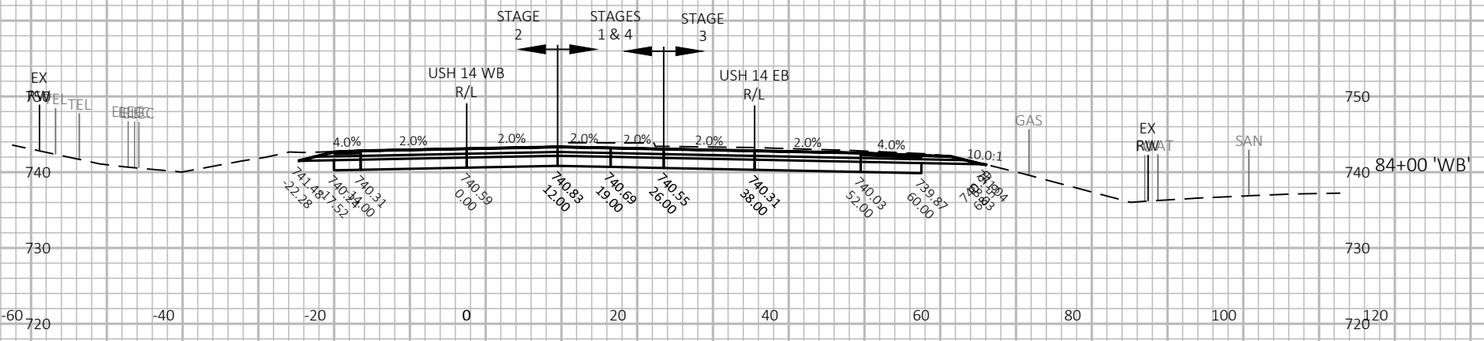
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 369	E

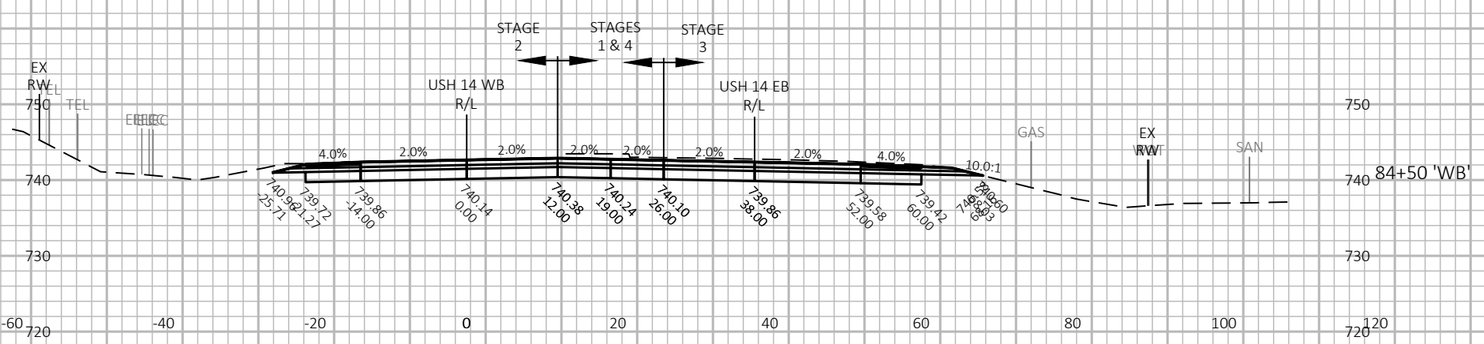
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 69

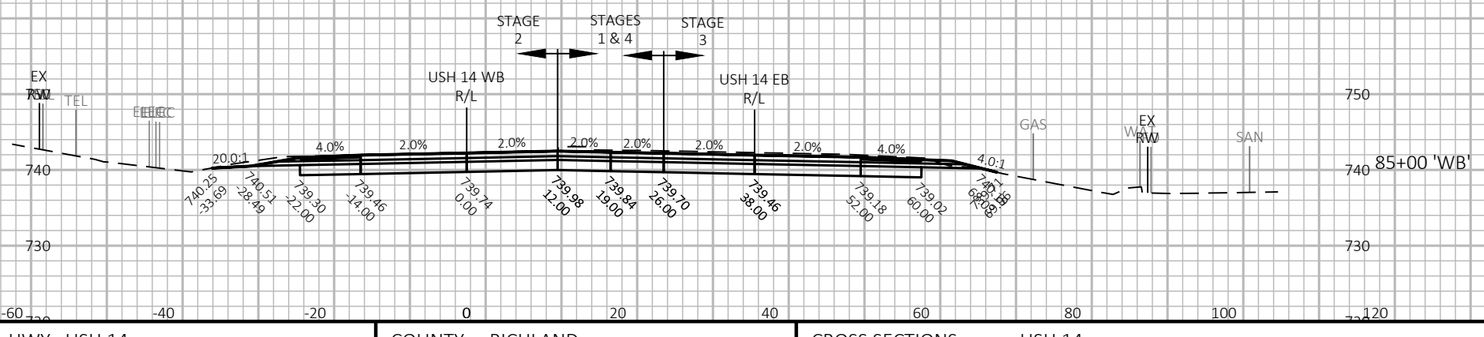
PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 370	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 70

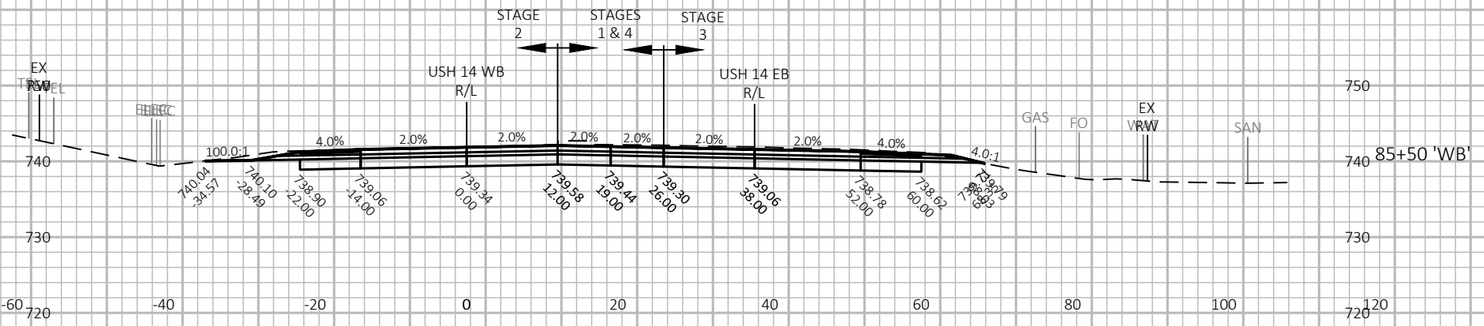
PLOT DATE : 7/22/2025 11:10 AM

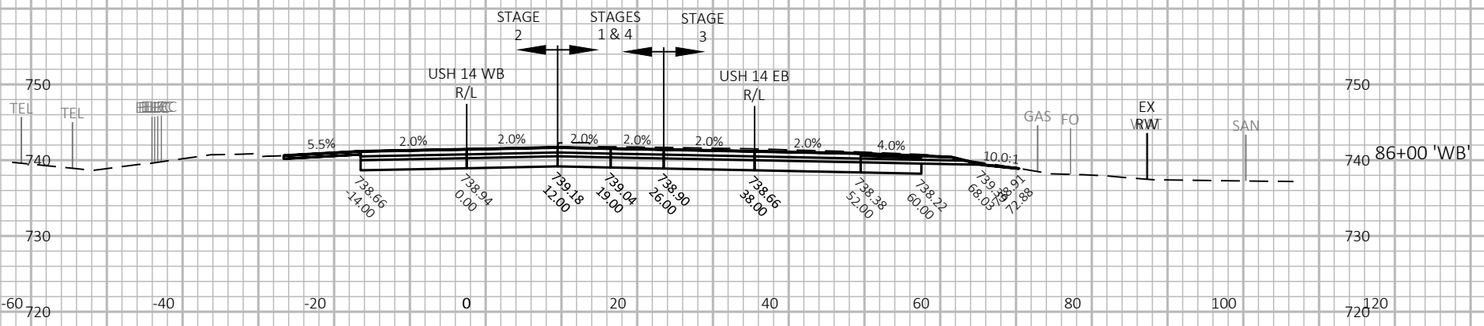
PLOT BY : RILEY SMEATON

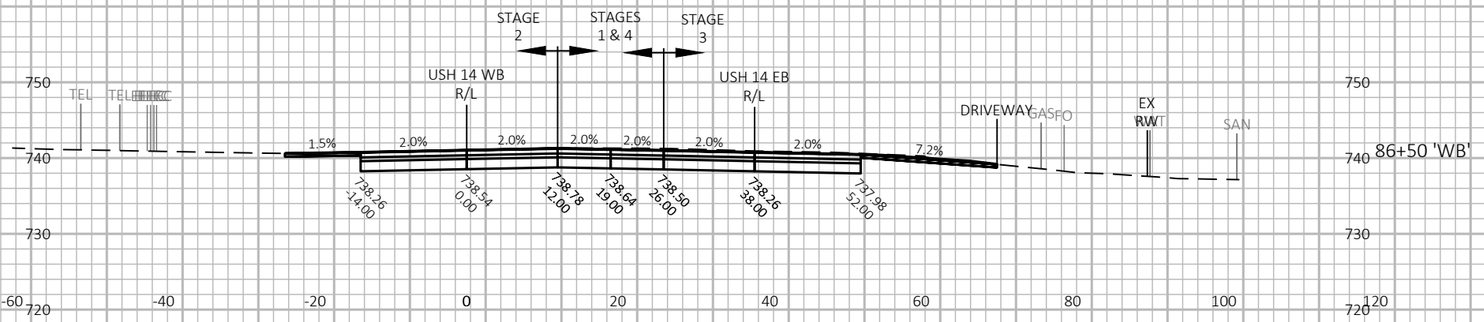
PLOT NAME :

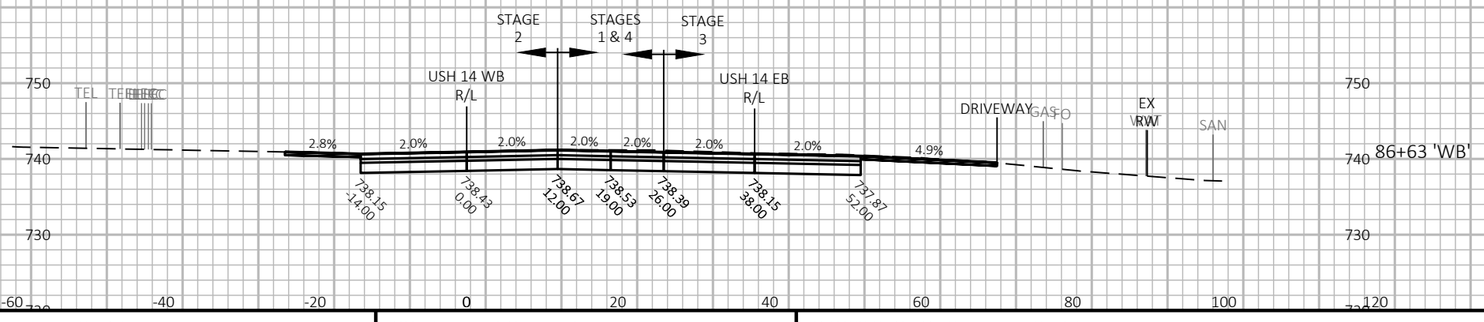
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







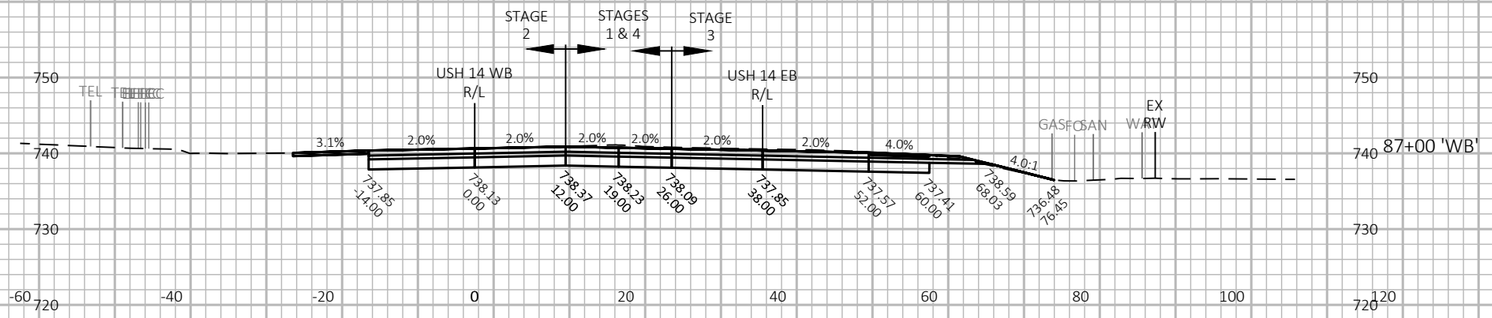


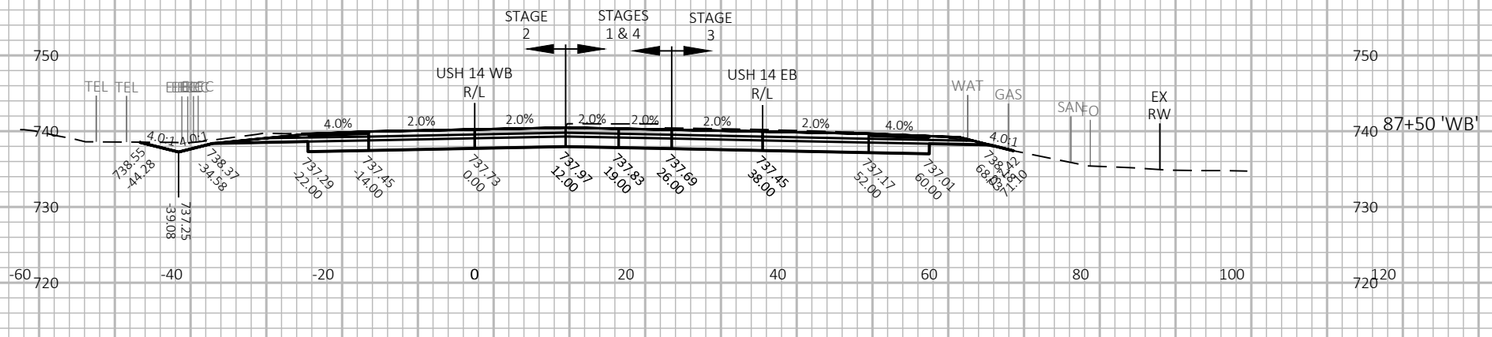
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 371	E

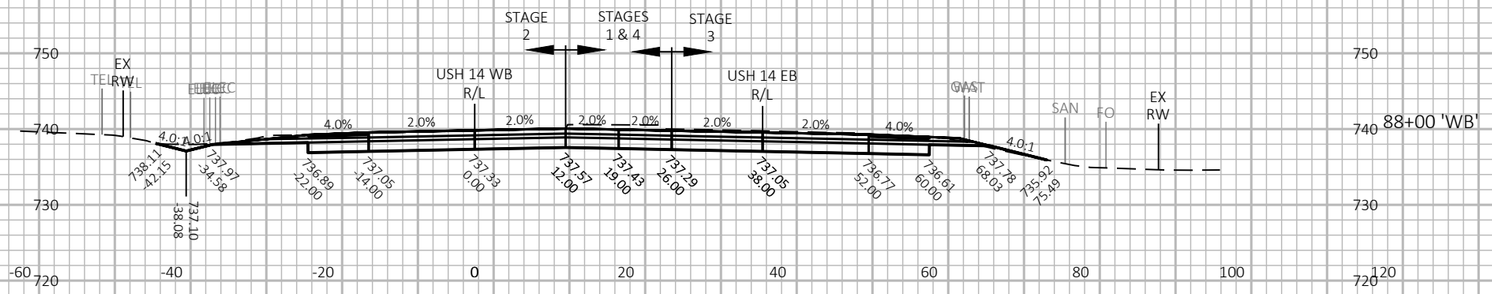
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 71

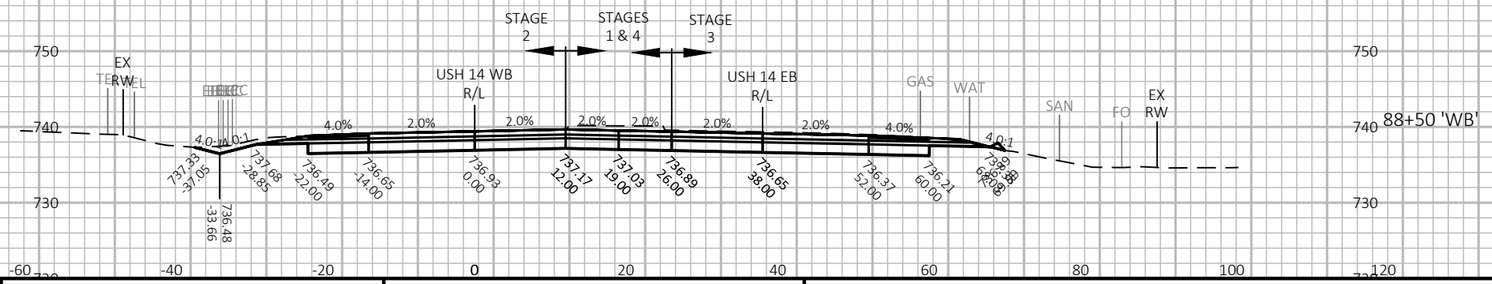
PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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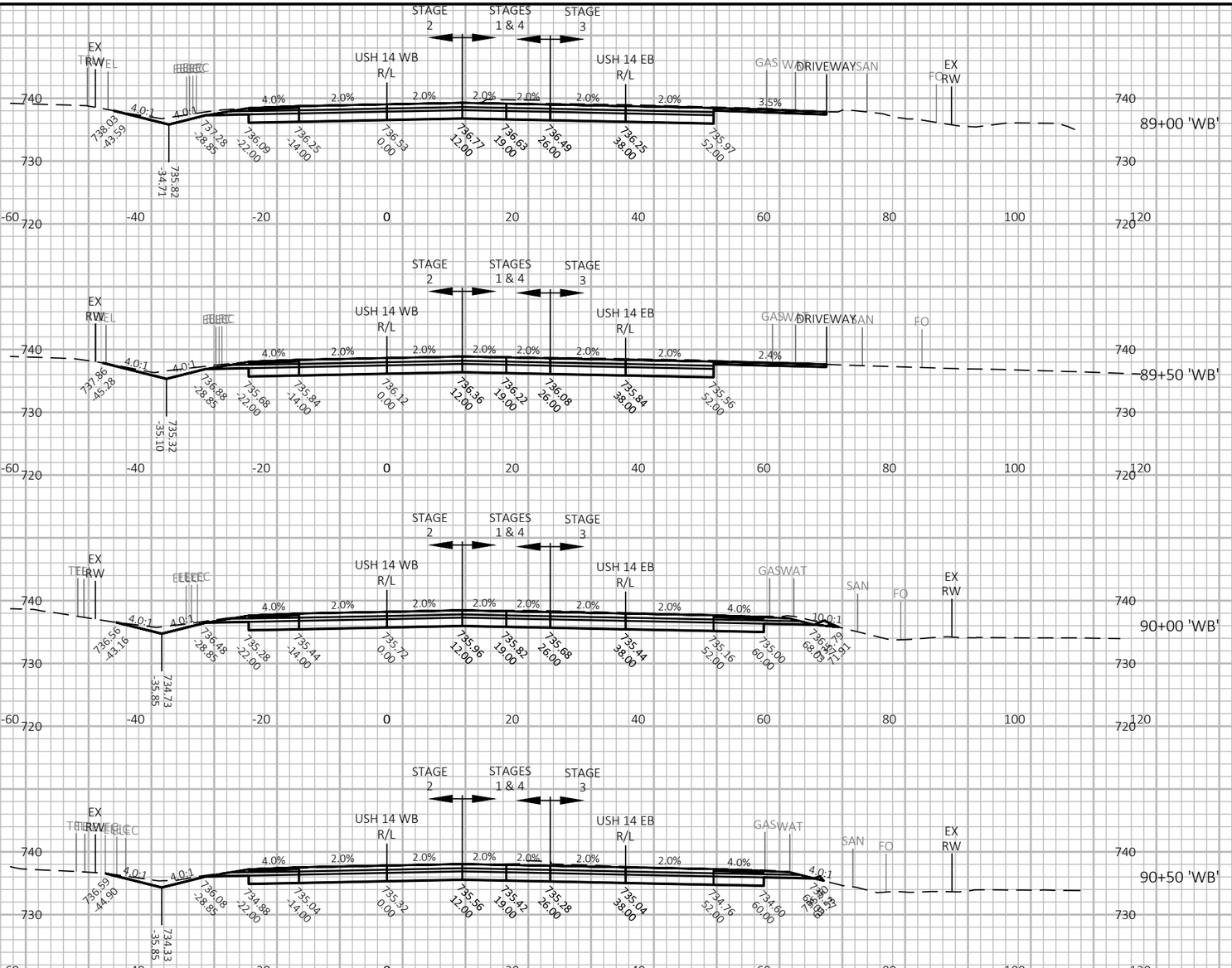
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 372	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 72

PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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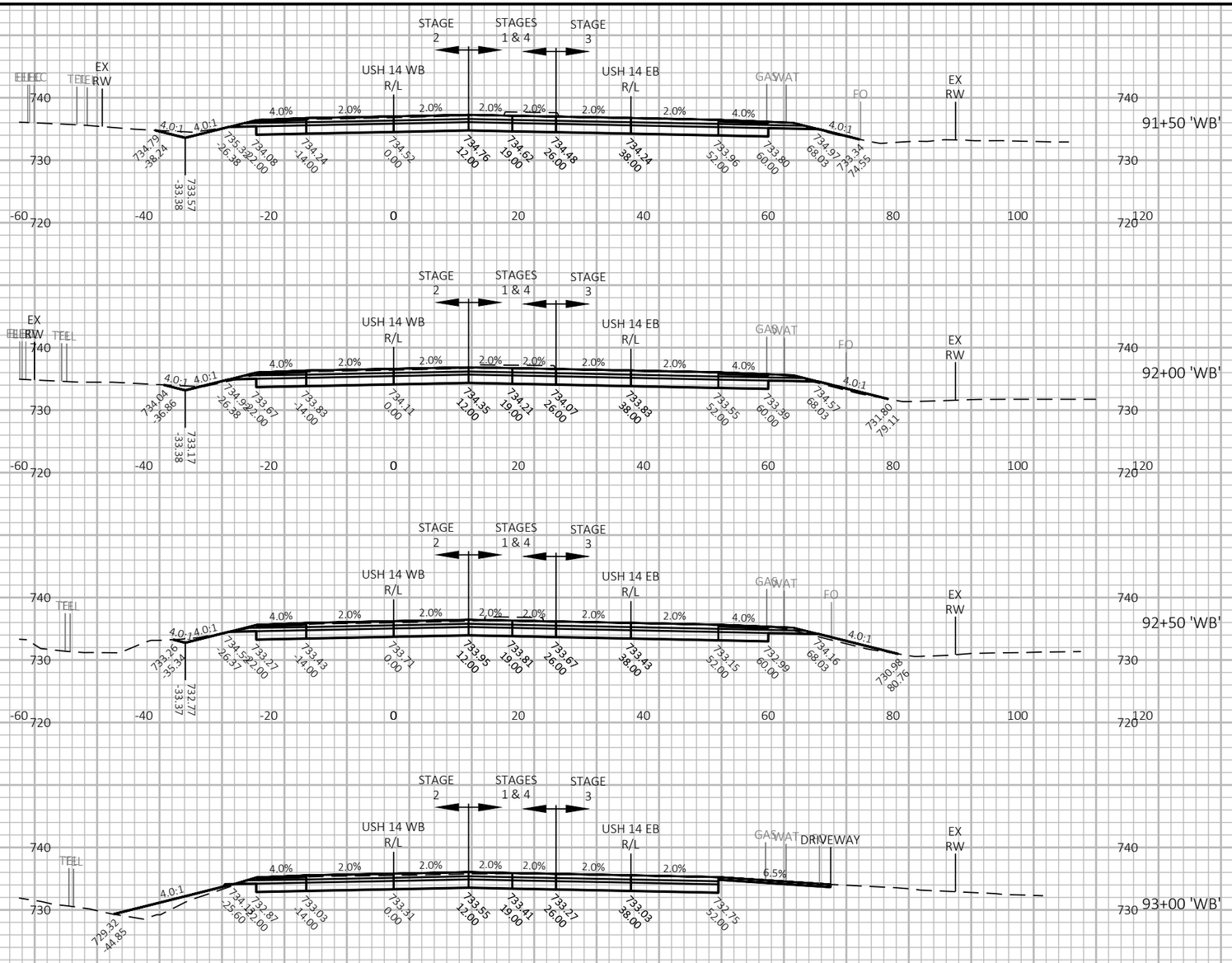
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 373	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 73

PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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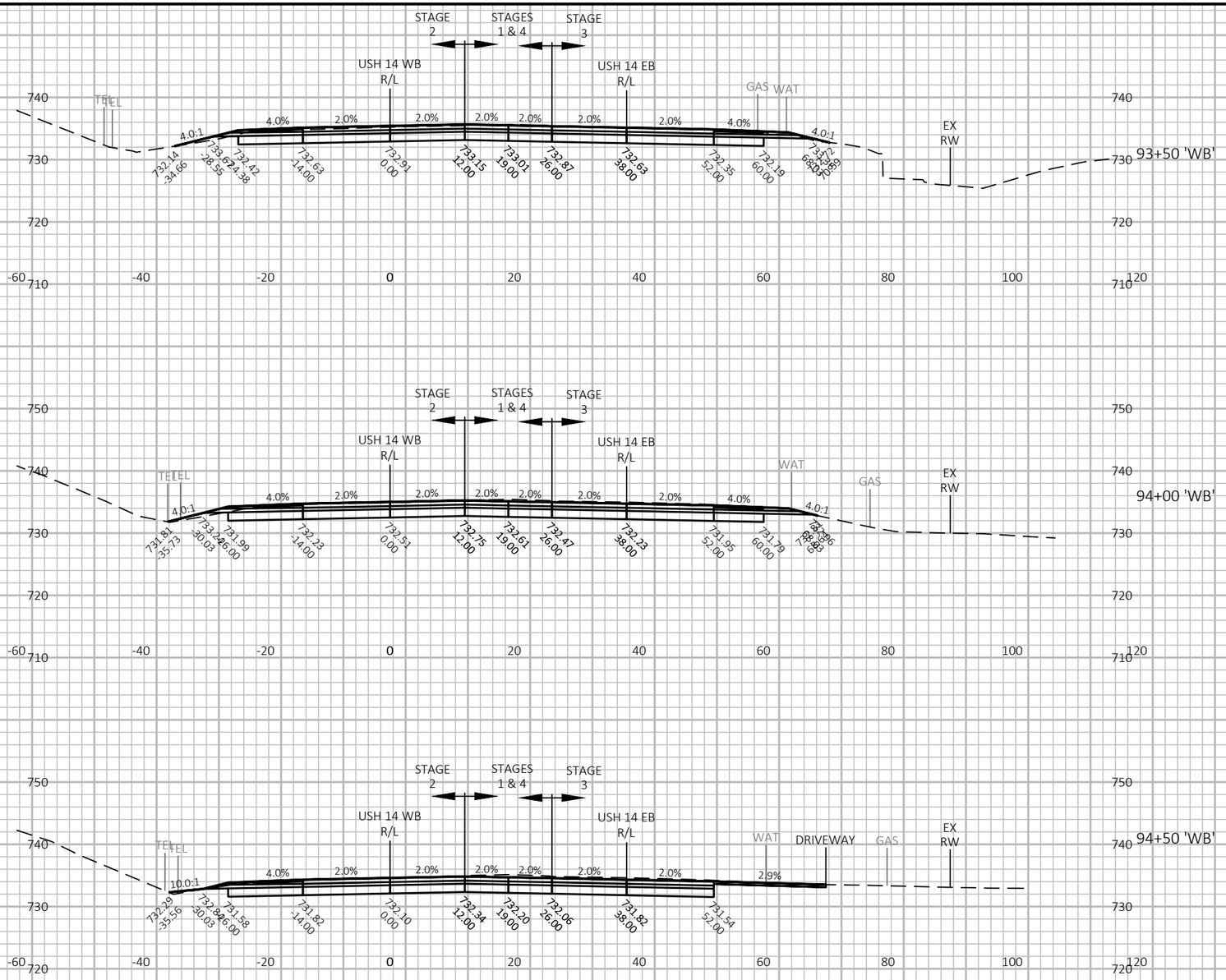
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 374	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 74

PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

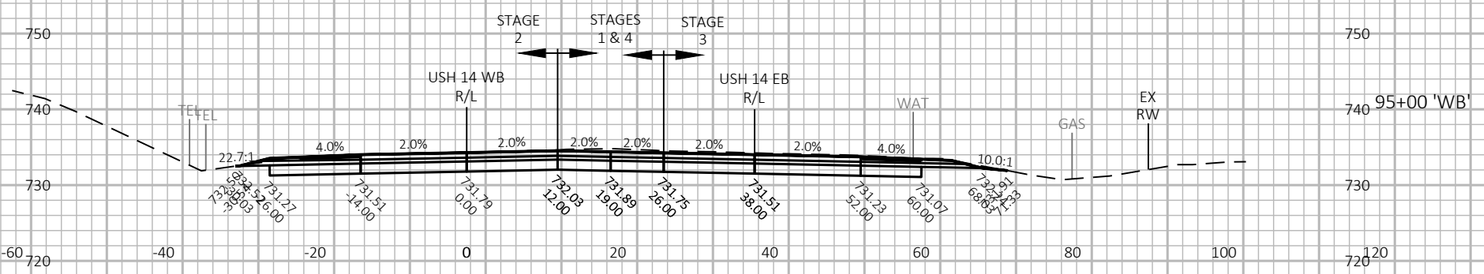


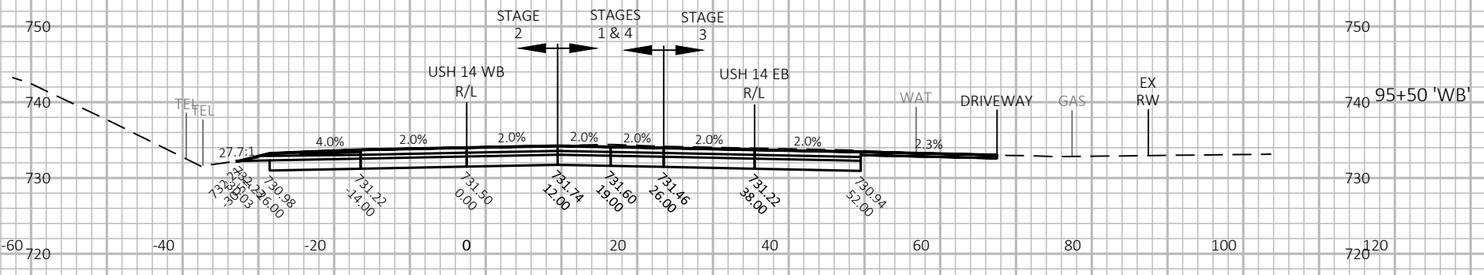
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 375	E

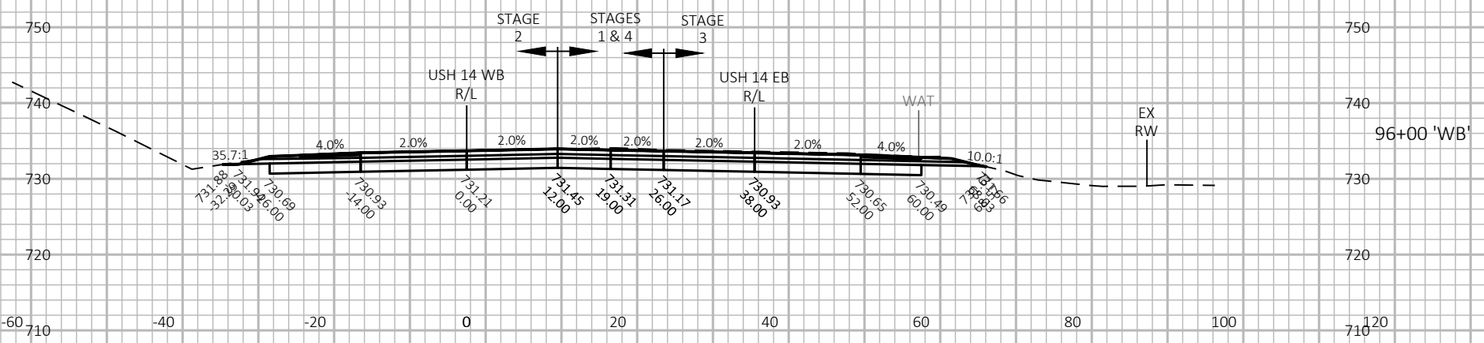
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 75

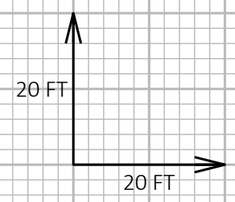
PLOT DATE : 7/22/2025 11:10 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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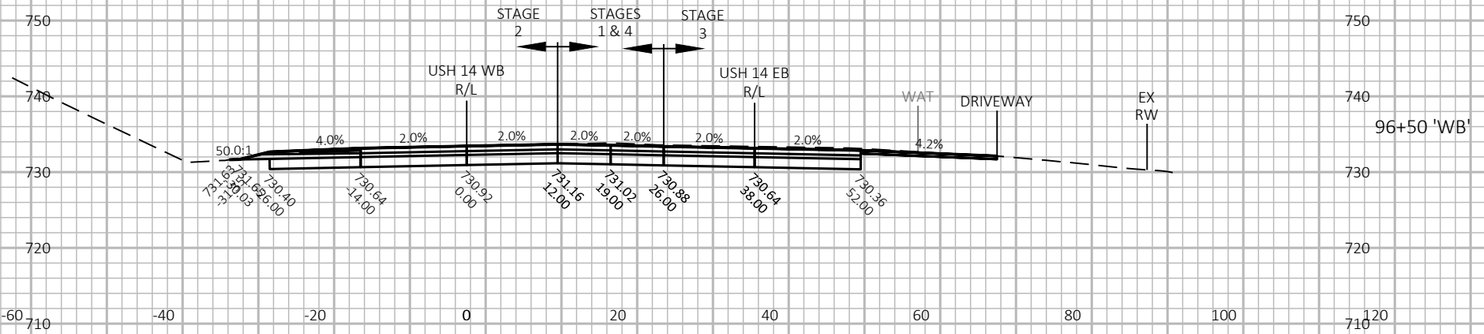
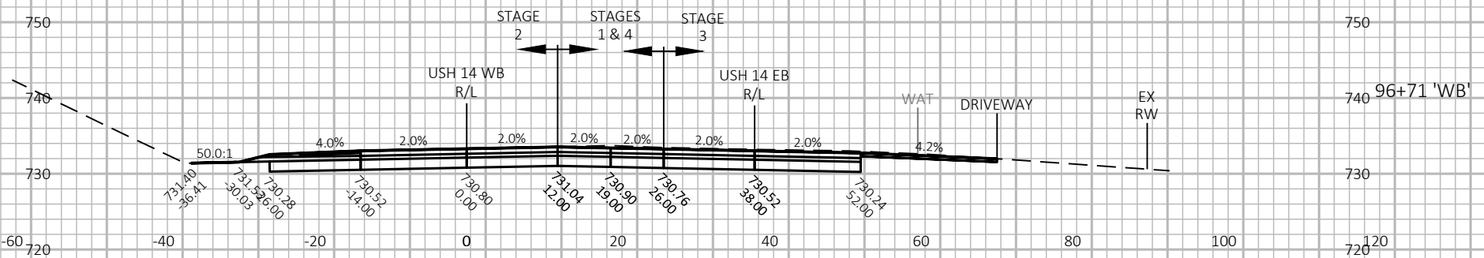
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 376	E

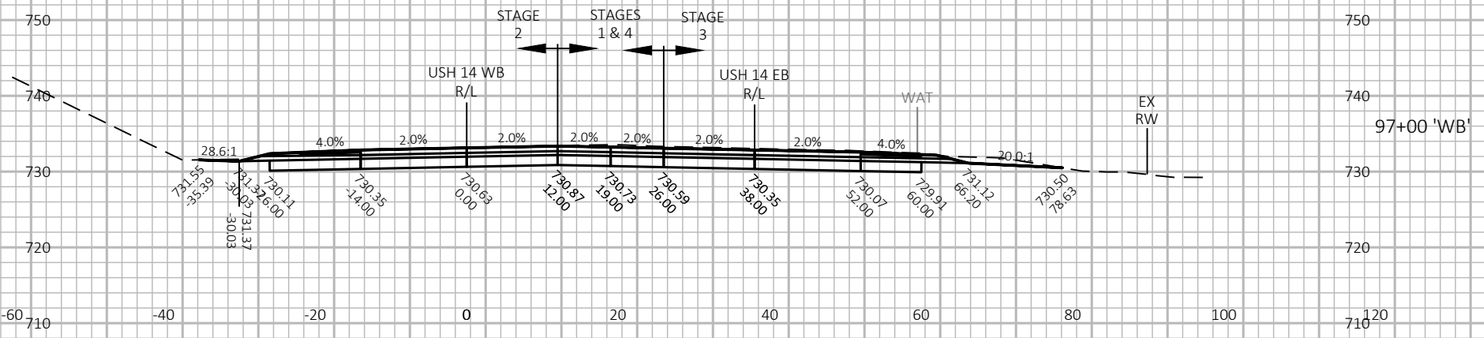
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 76

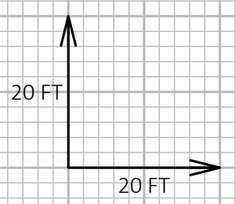
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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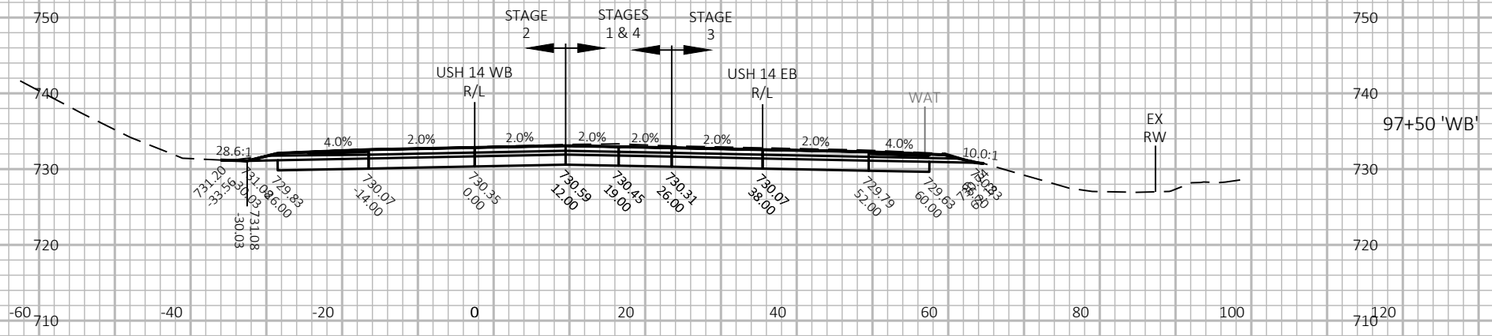
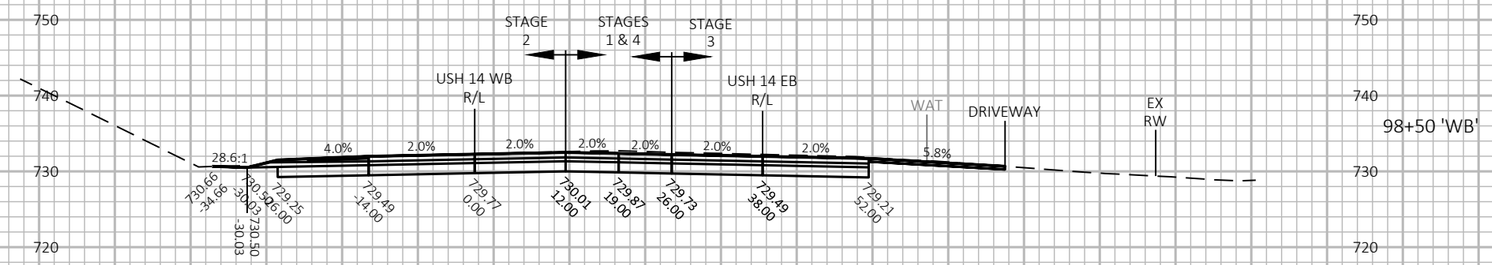
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 377	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 77

PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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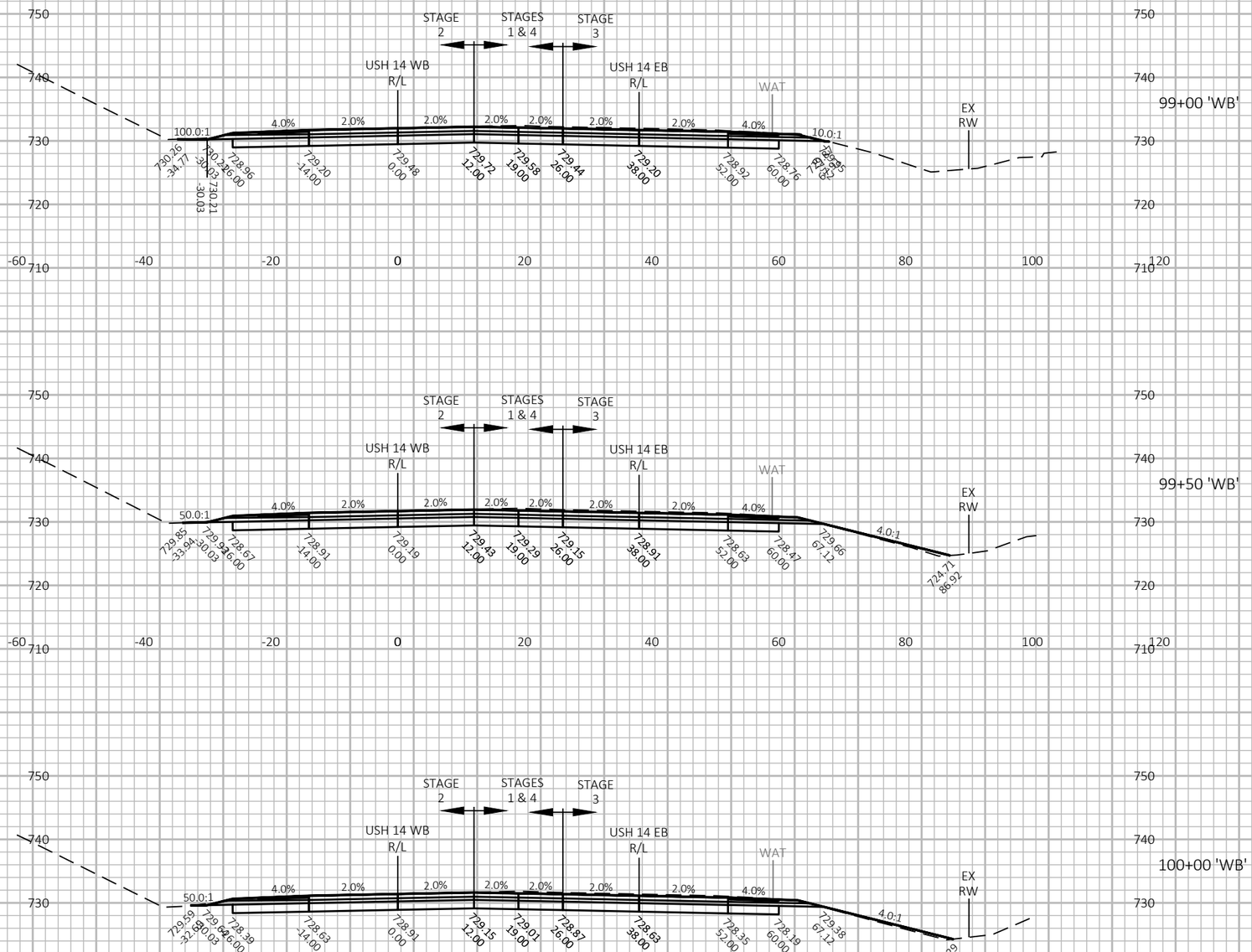
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 378	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 78

PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

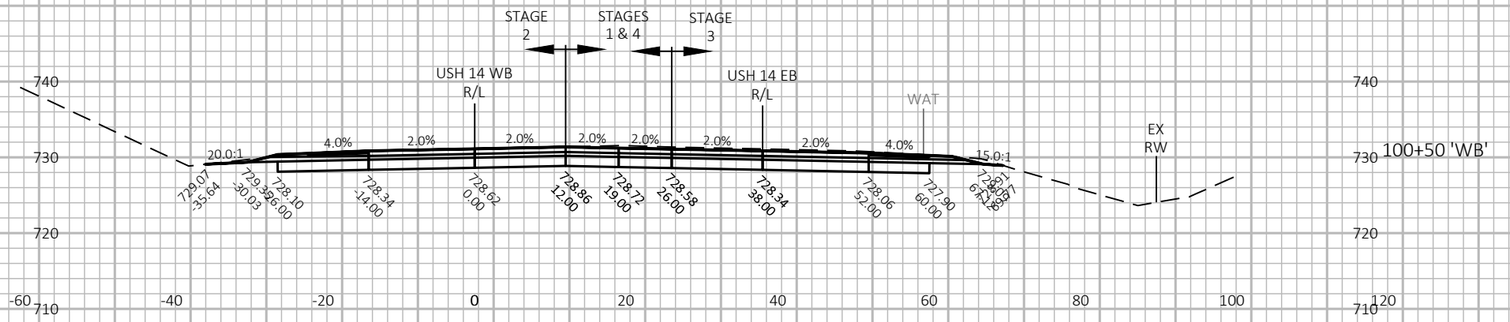


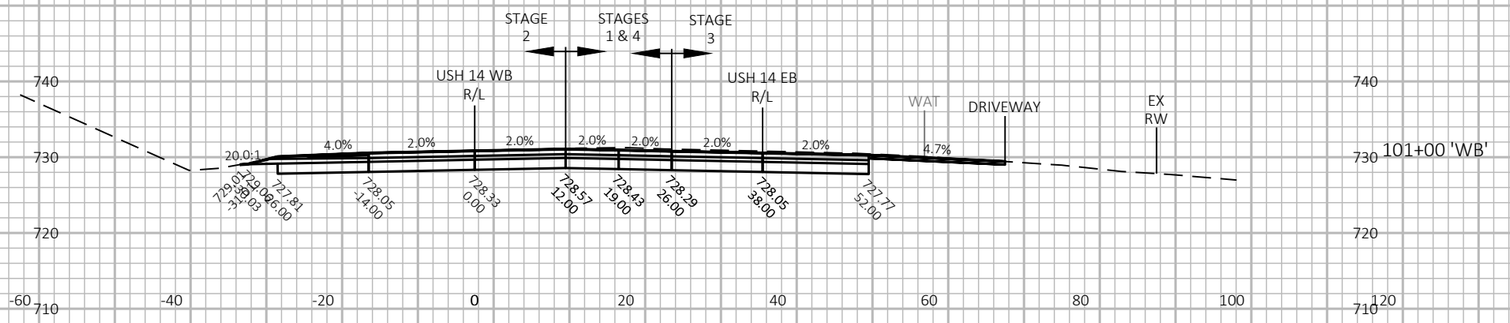
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 379	E

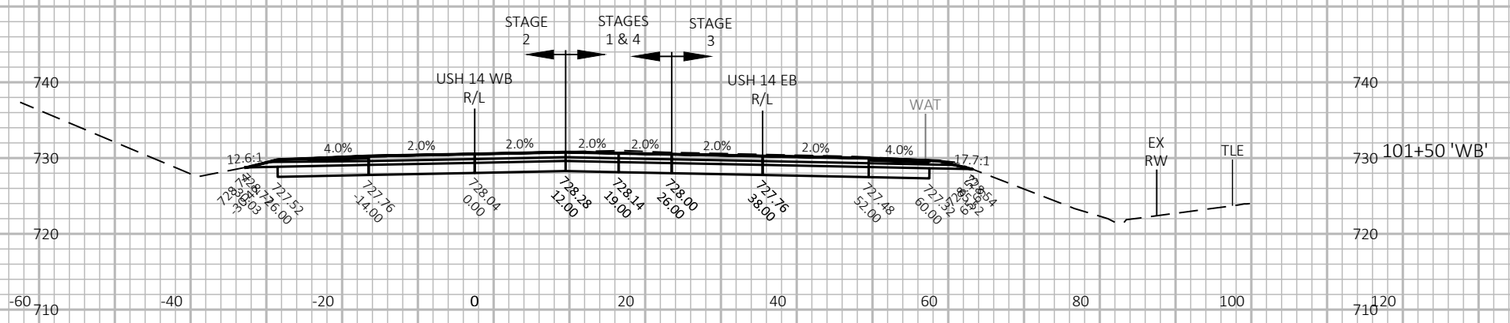
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 79

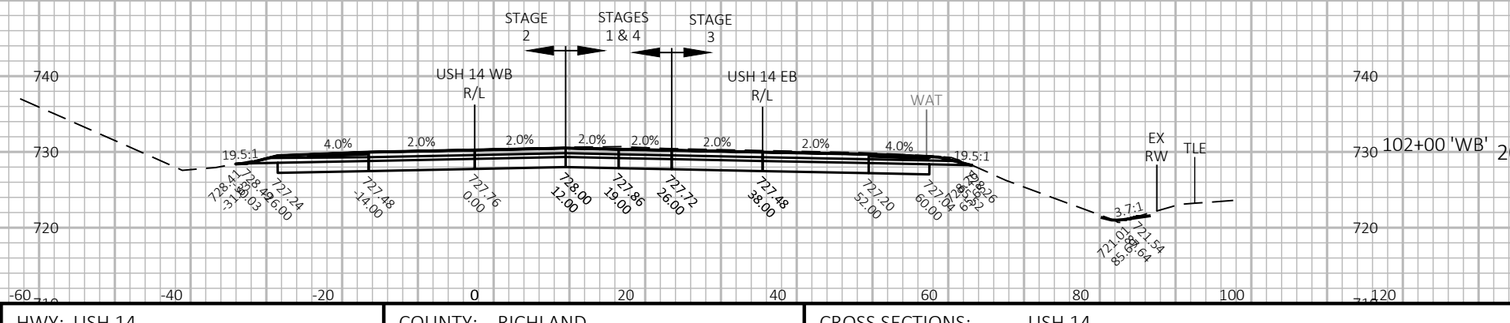
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 380	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 80

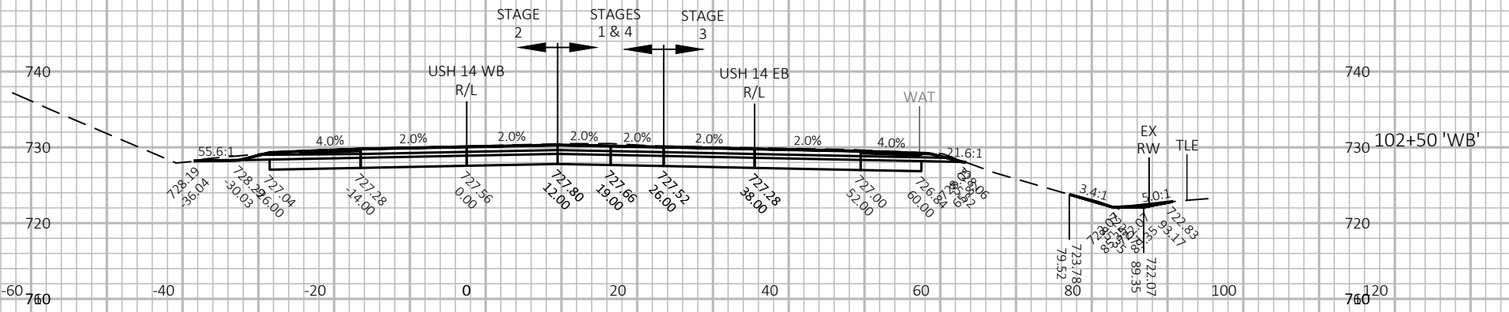
PLOT DATE : 7/22/2025 11:11 AM

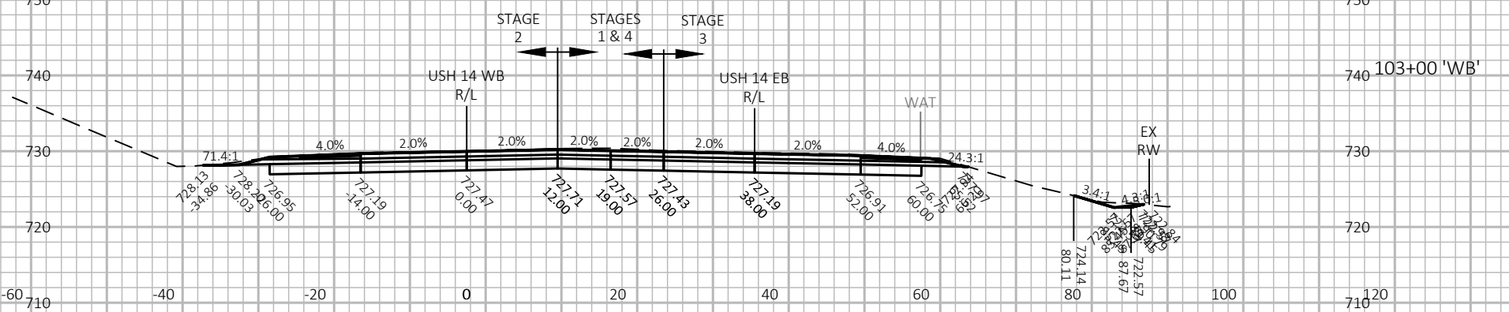
PLOT BY : RILEY SMEATON

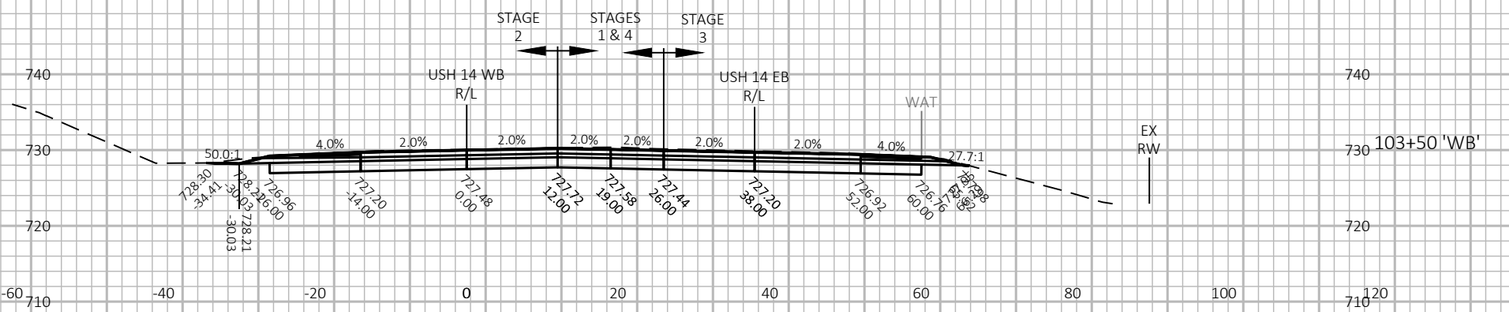
PLOT NAME :

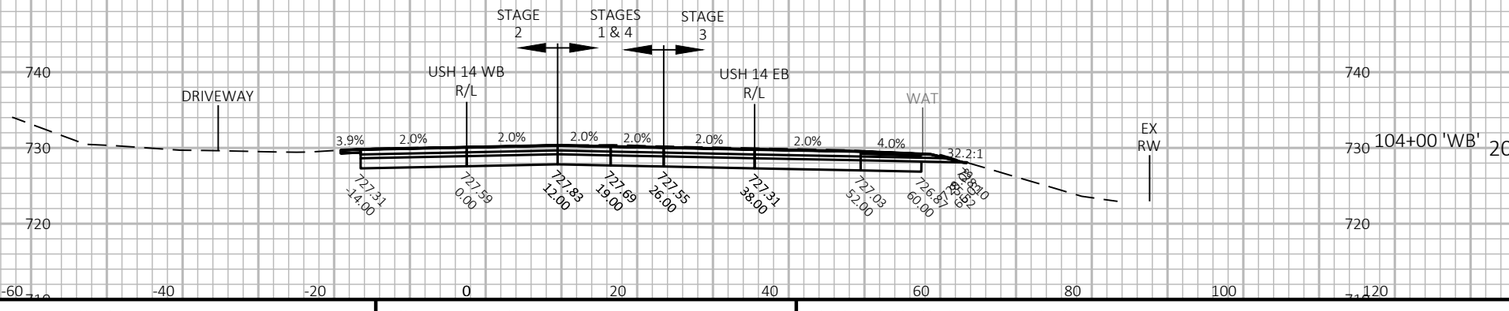
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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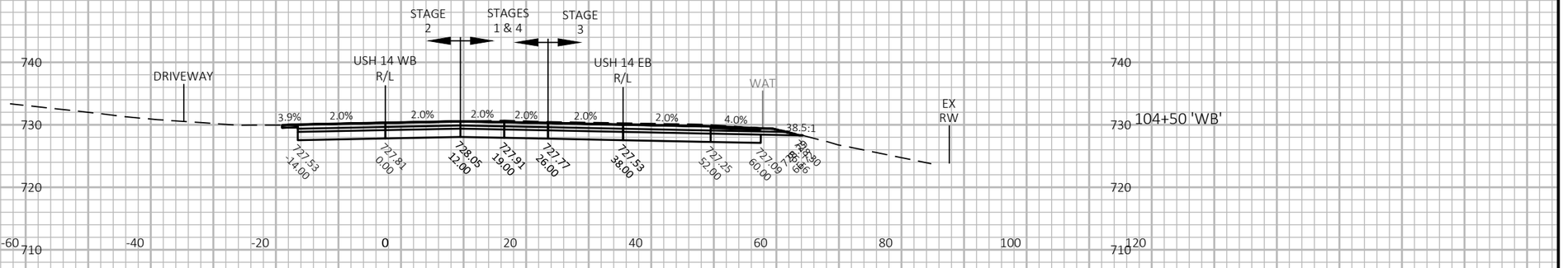
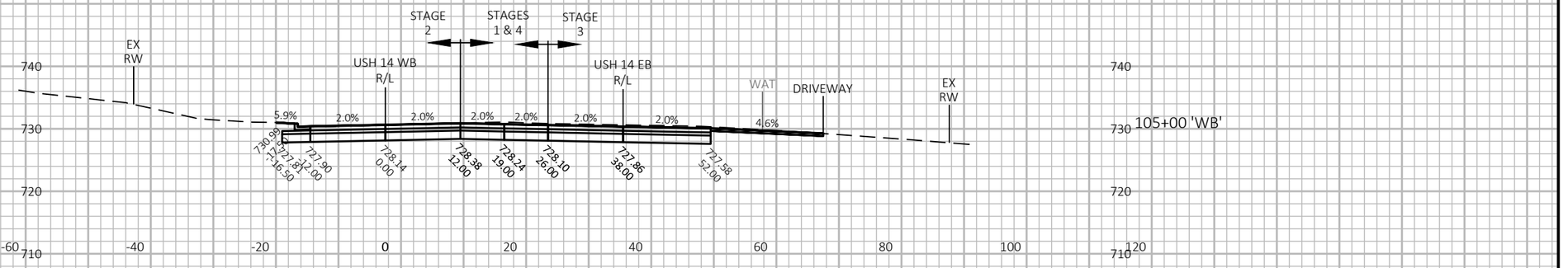
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 381	E

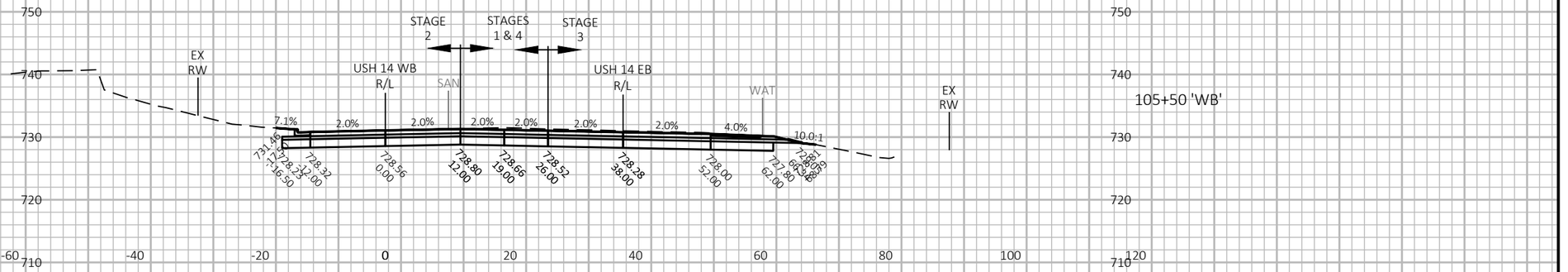
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 81

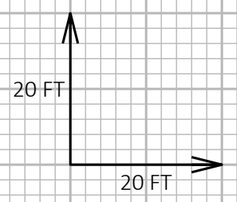
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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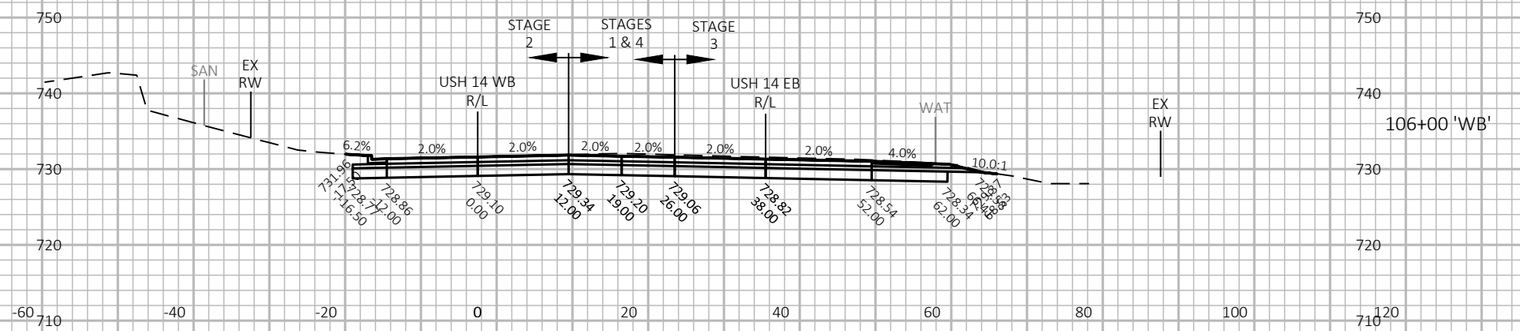
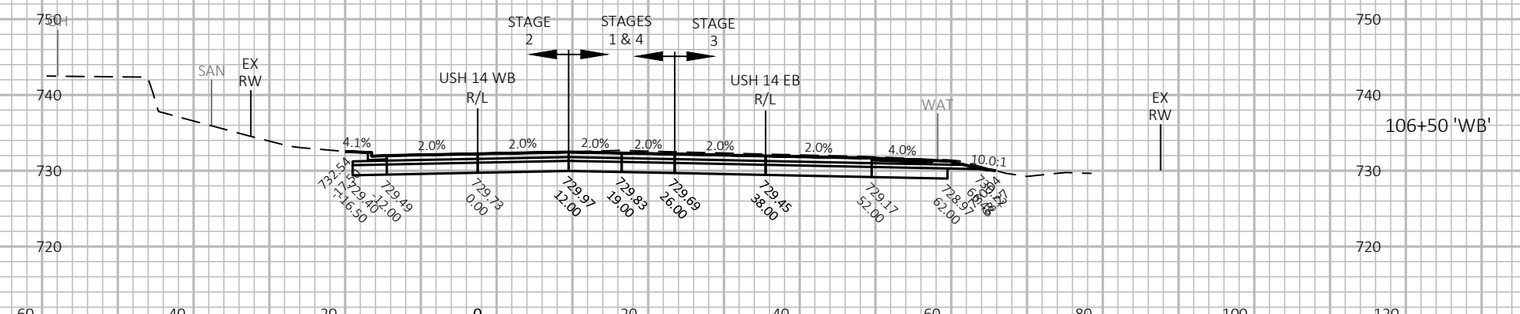
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 382	E

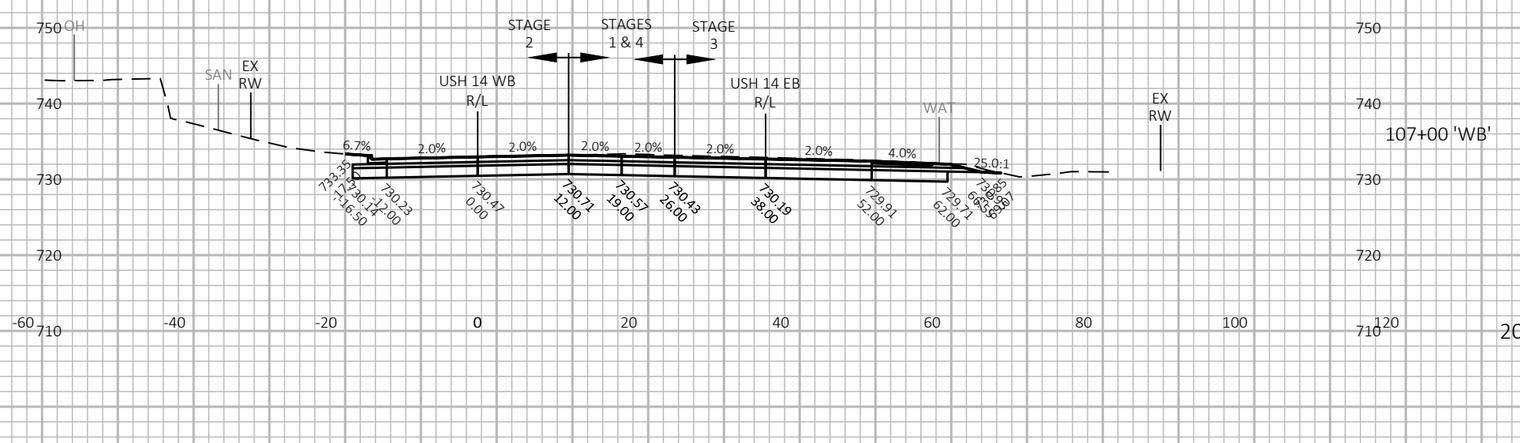
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 82

PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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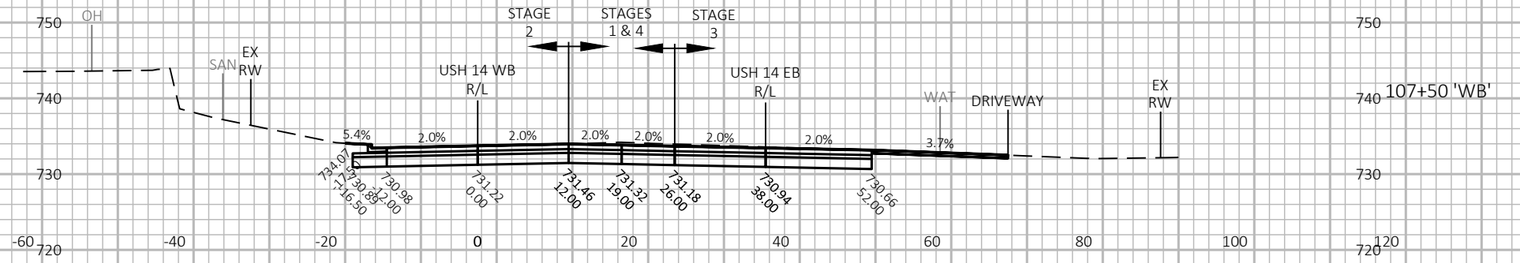
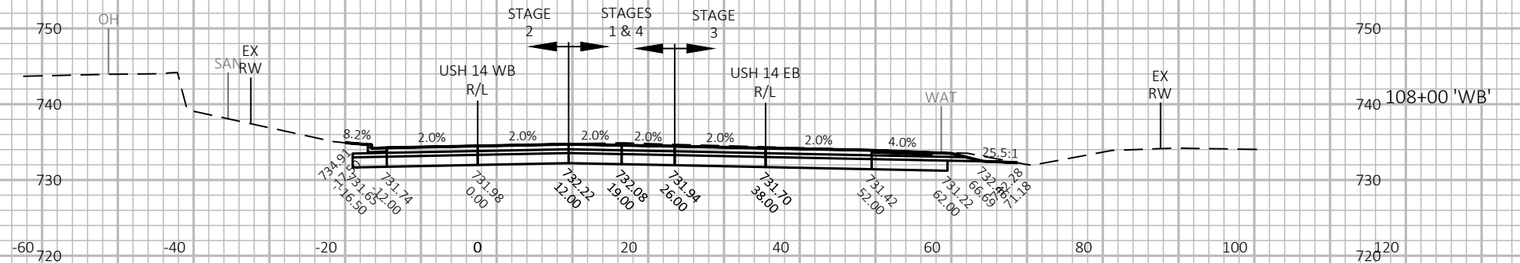
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 383	E

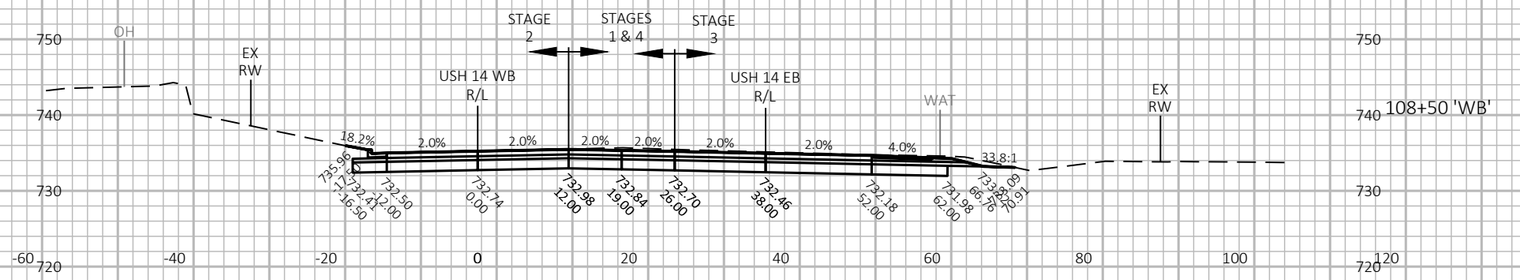
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 83

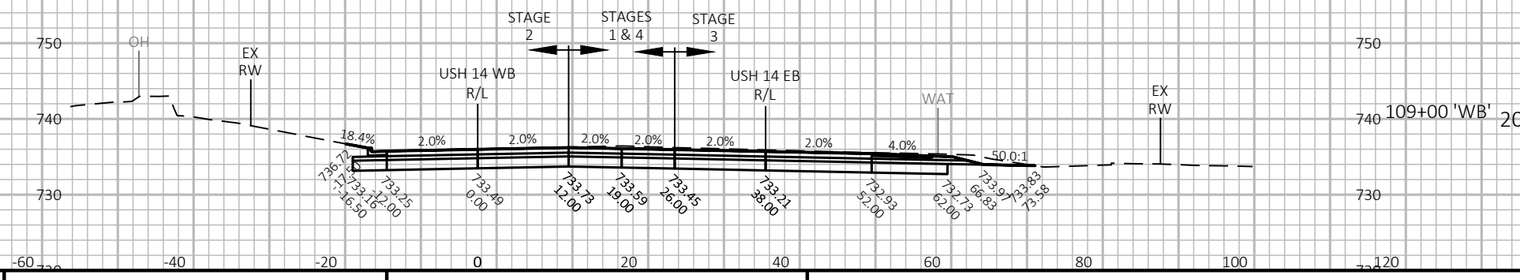
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

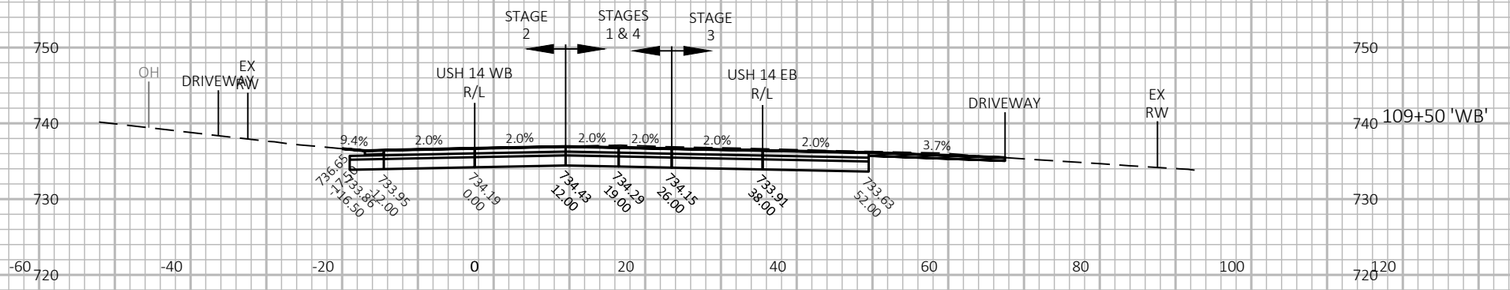
9

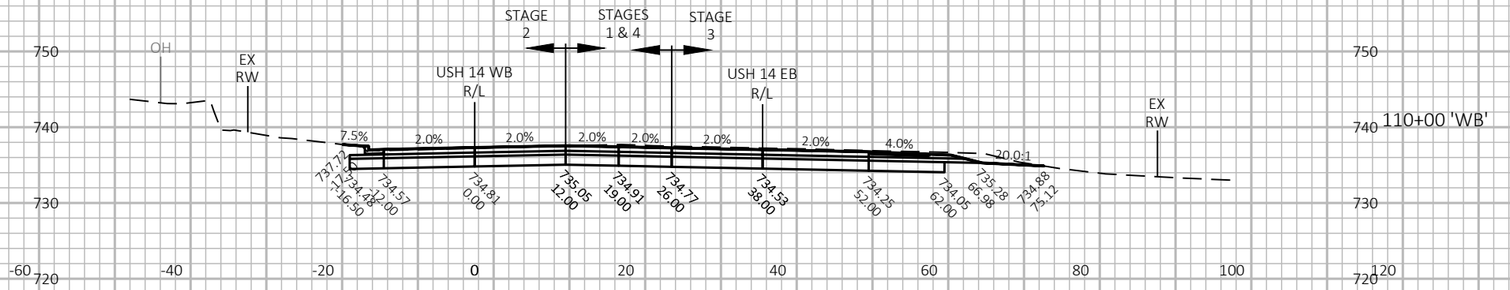
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 384	E

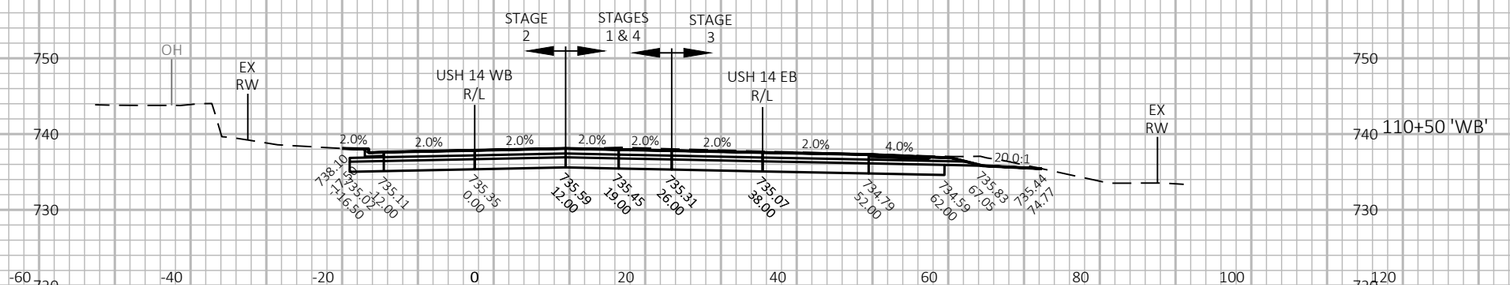
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 84

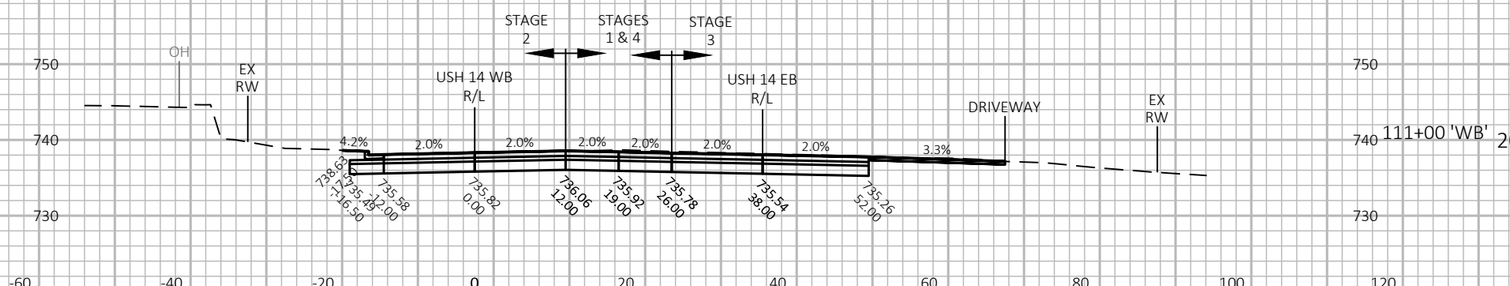
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

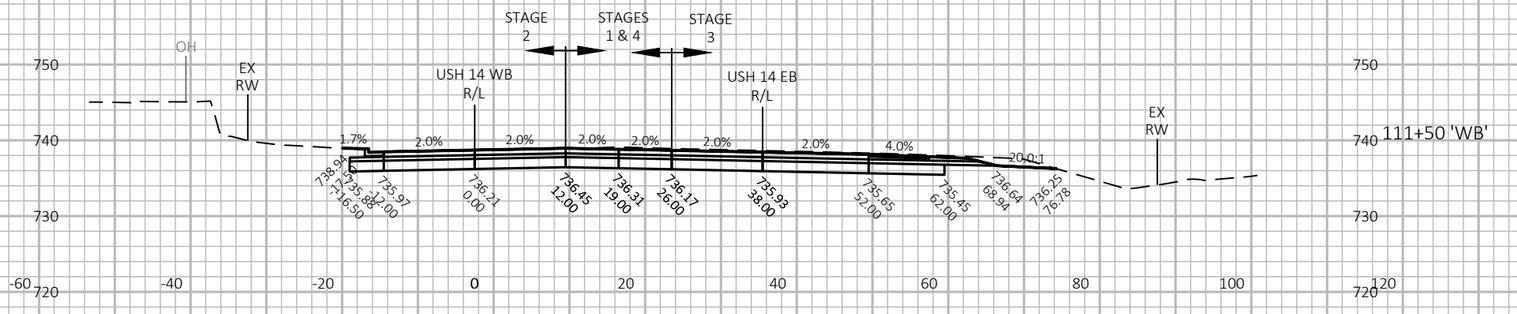
9

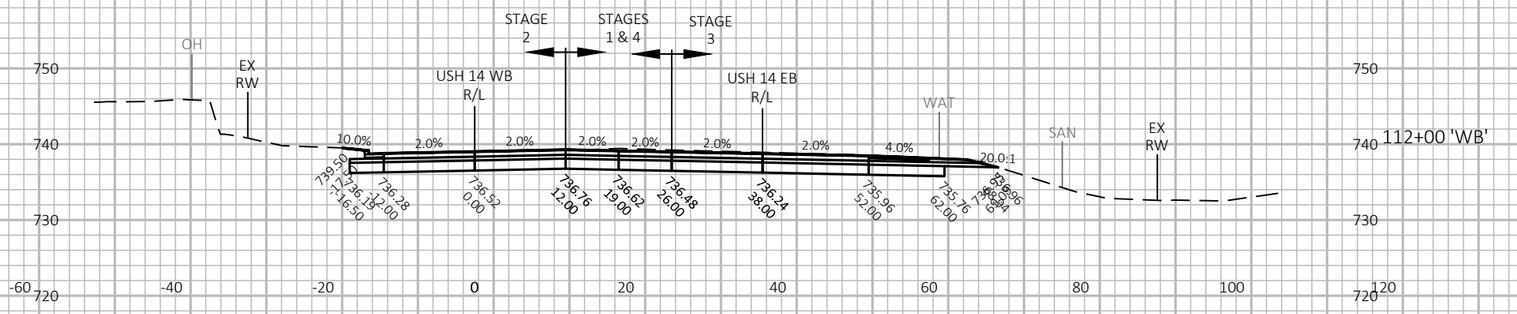
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 385	E

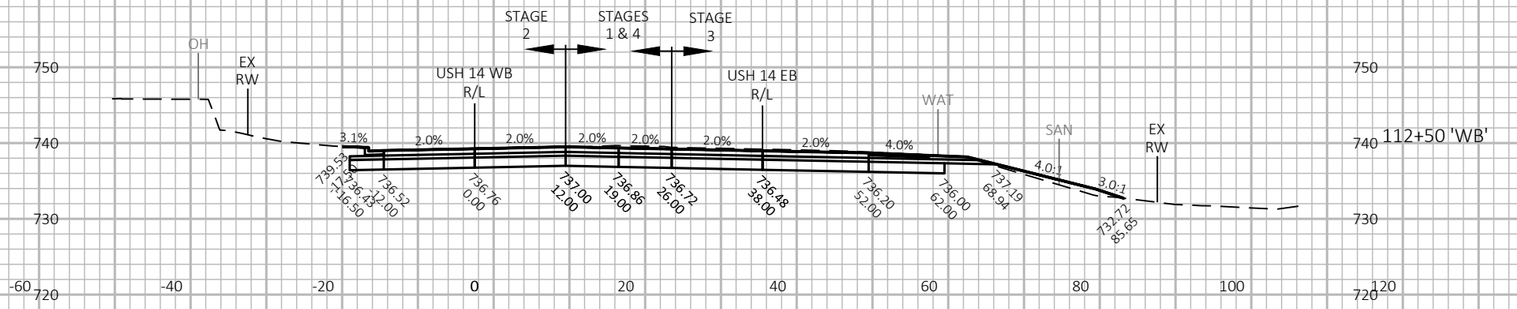
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 85

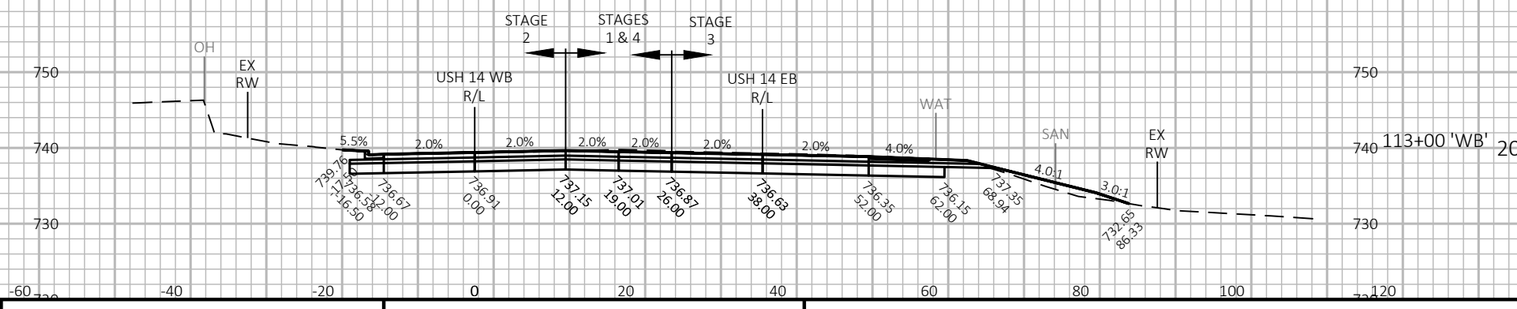
PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

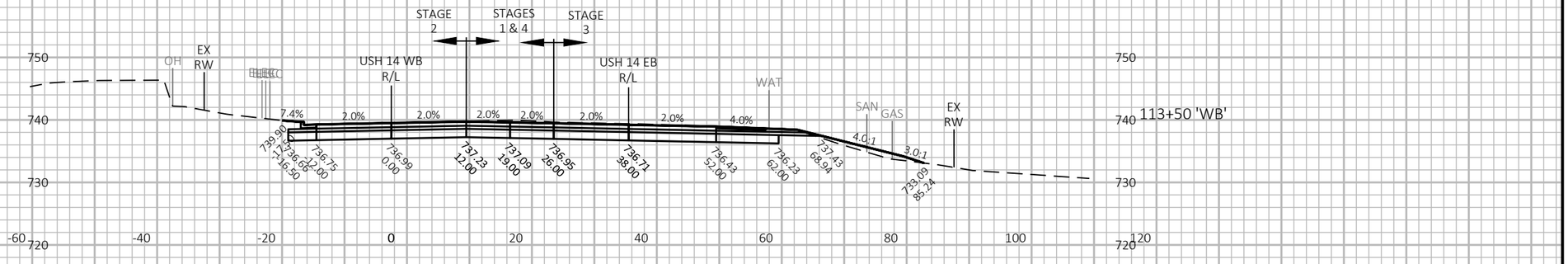
9

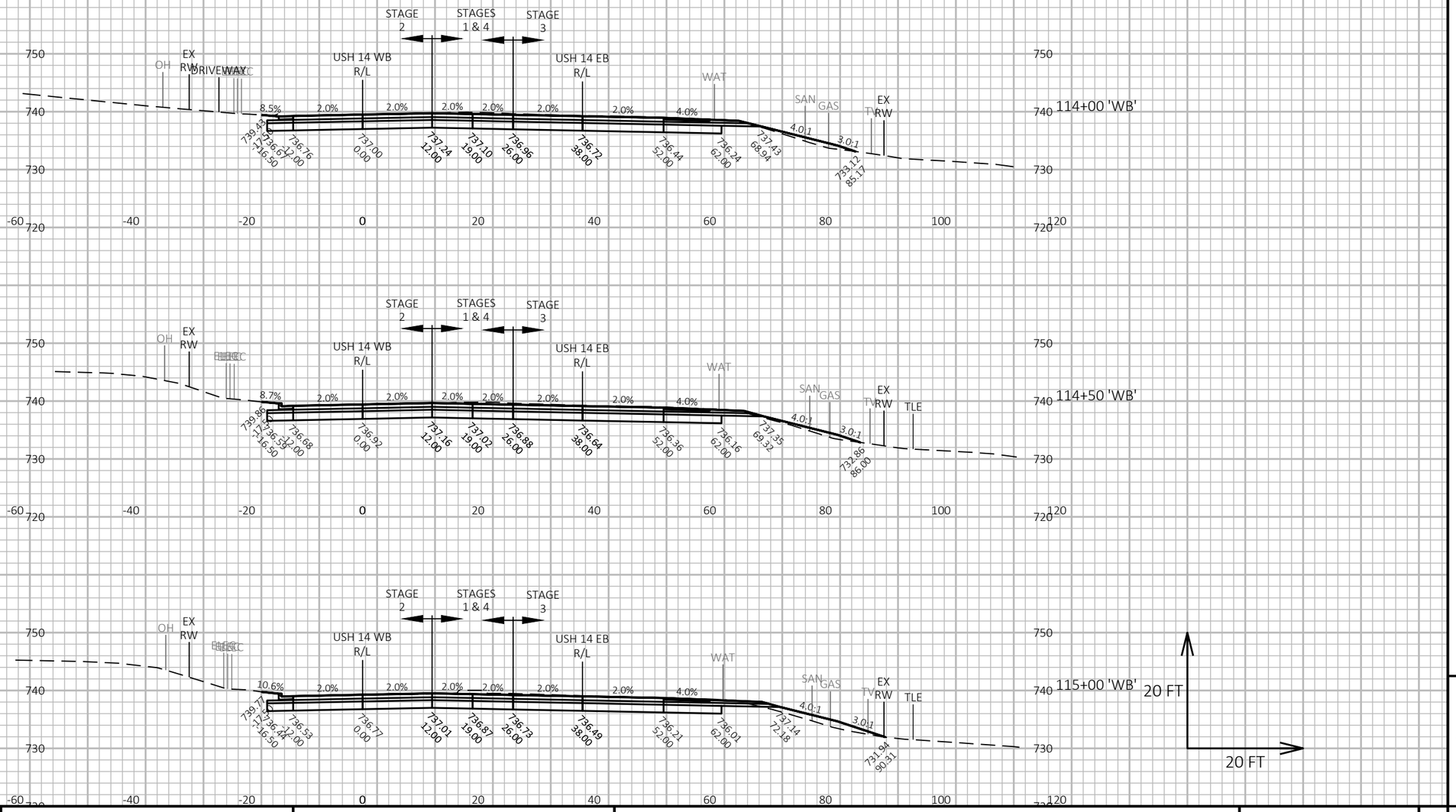
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 386	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 86

PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

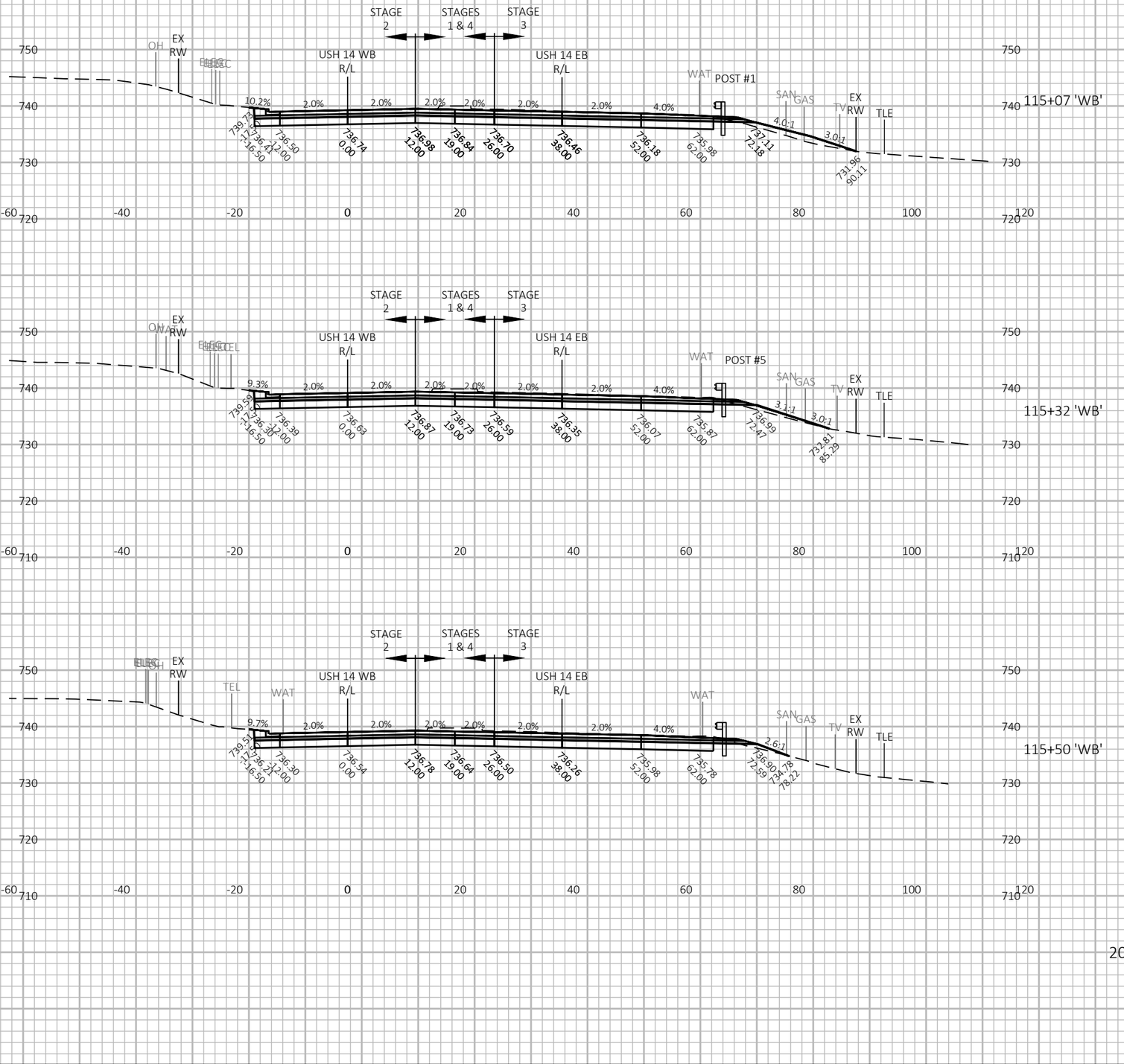
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 387	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 87

PLOT DATE : 7/22/2025 11:11 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

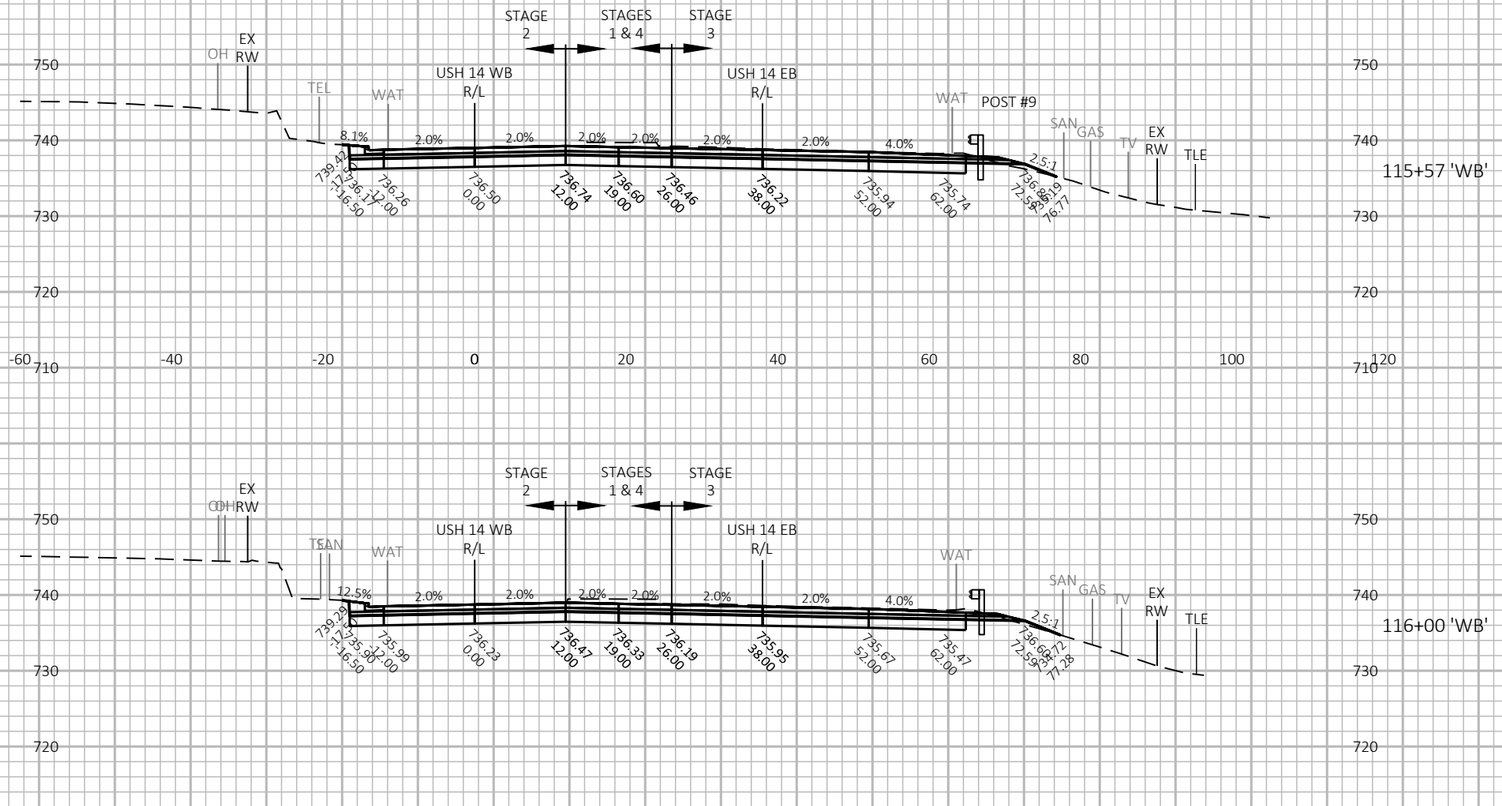
9

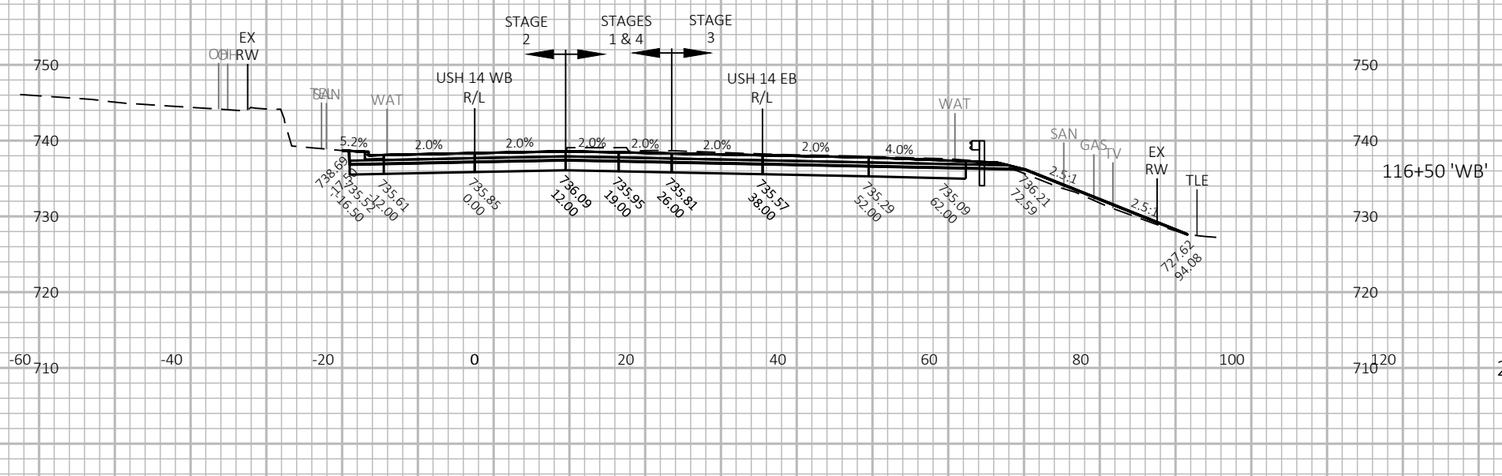
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 388	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 88

PLOT DATE : 10/22/2025 10:27 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

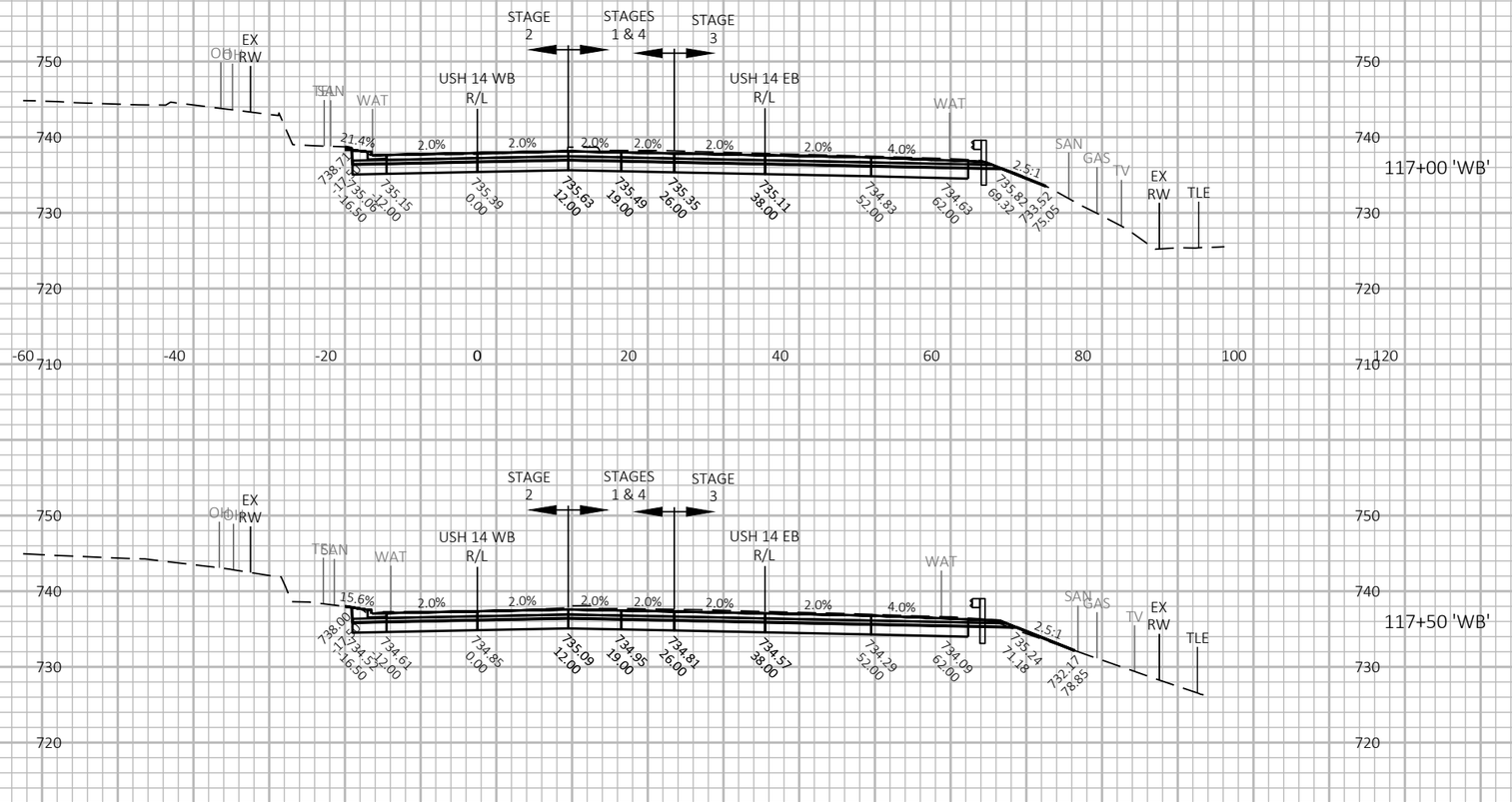
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 389	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 89

PLOT DATE : 10/22/2025 10:28 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

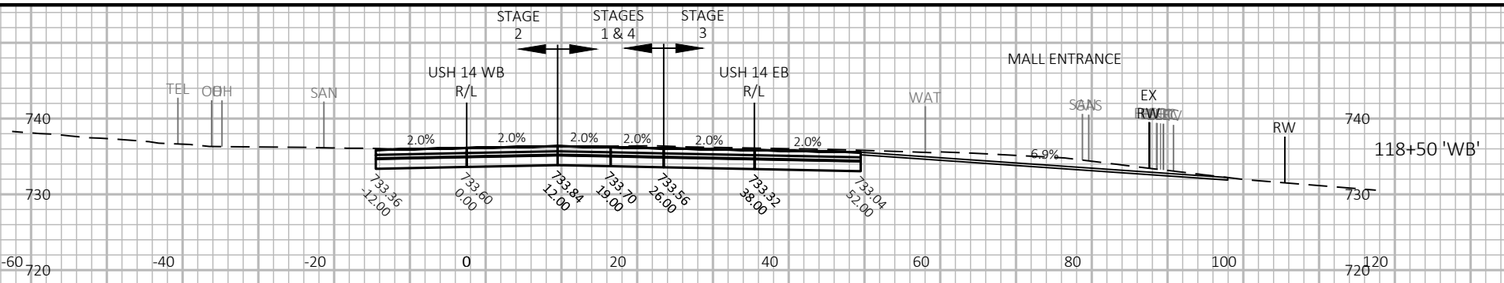
9

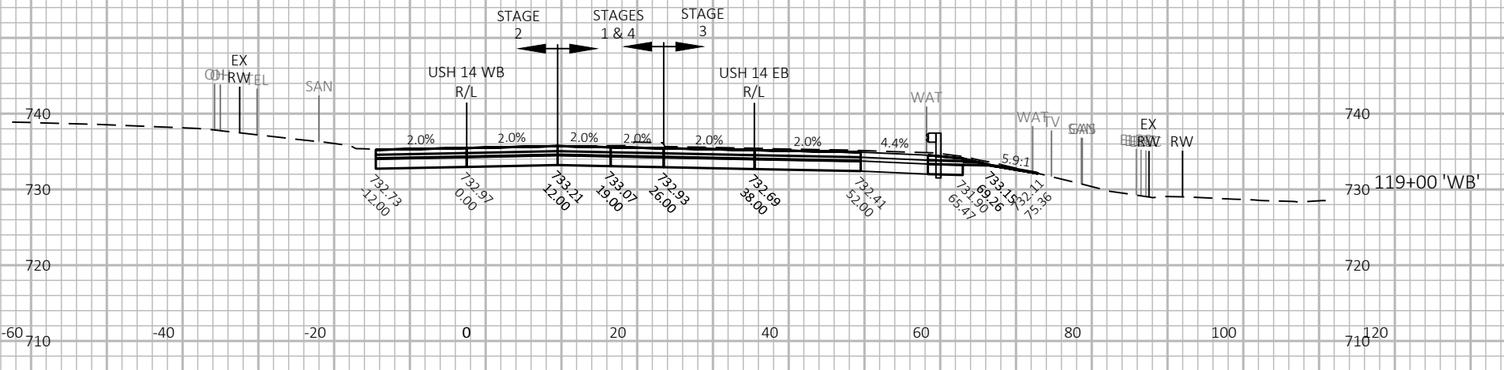
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 390	E

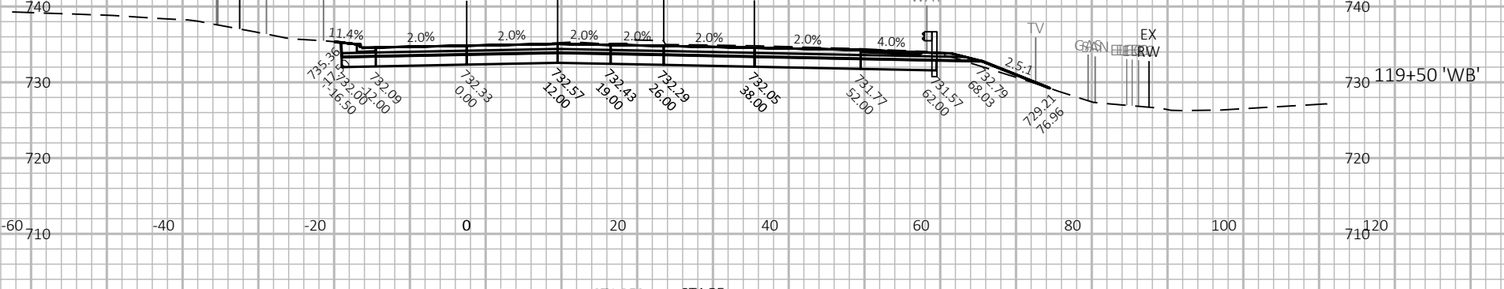
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 90

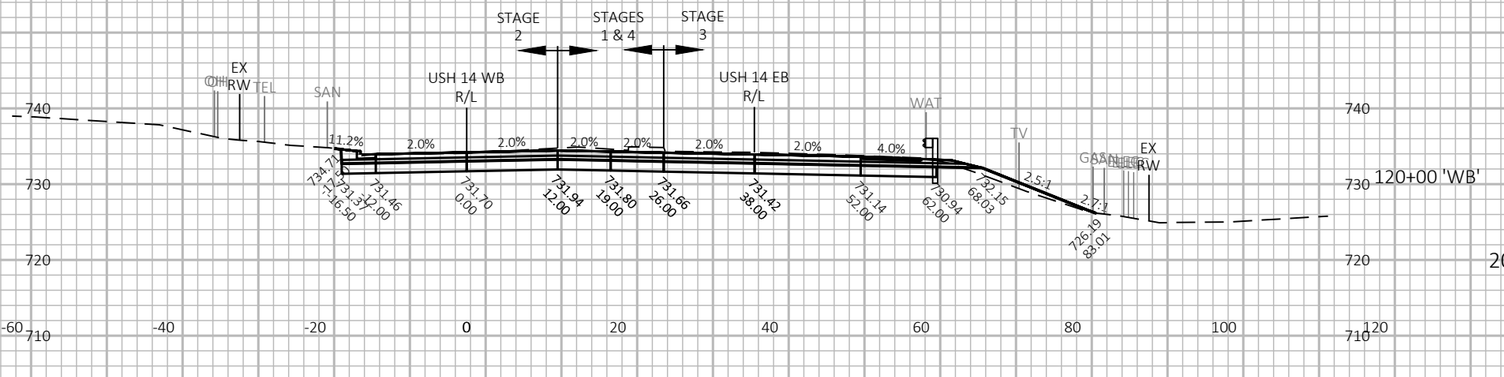
PLOT DATE : 10/22/2025 10:28 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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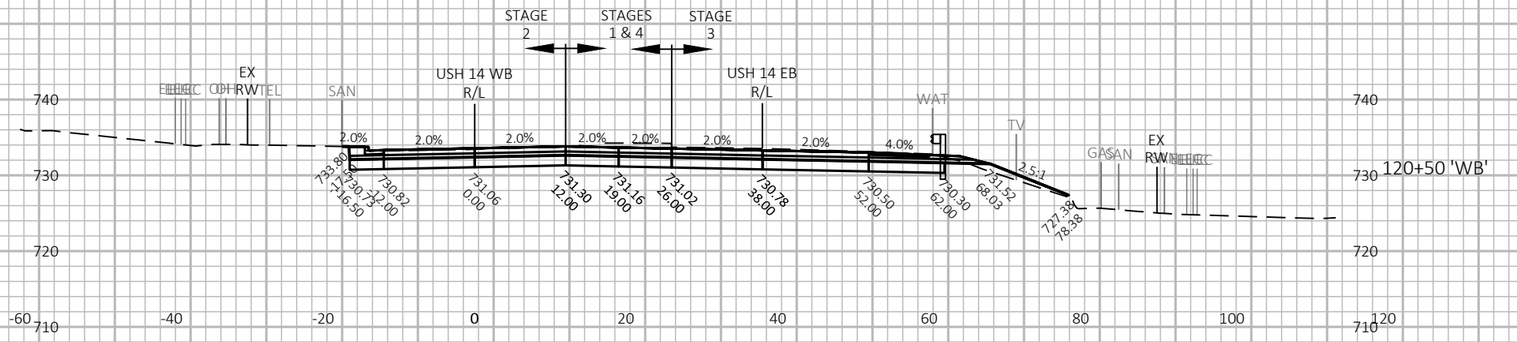
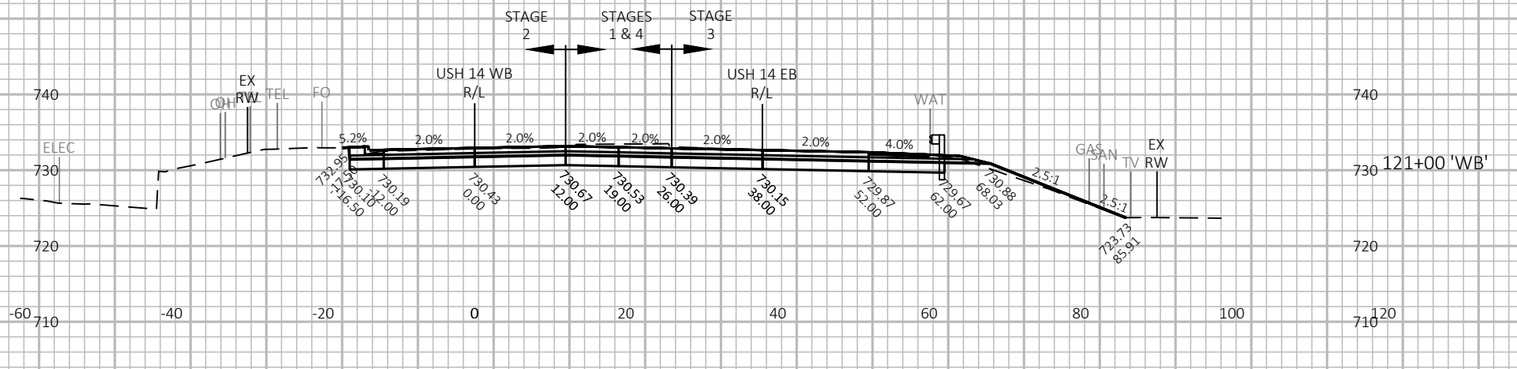
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 391	E

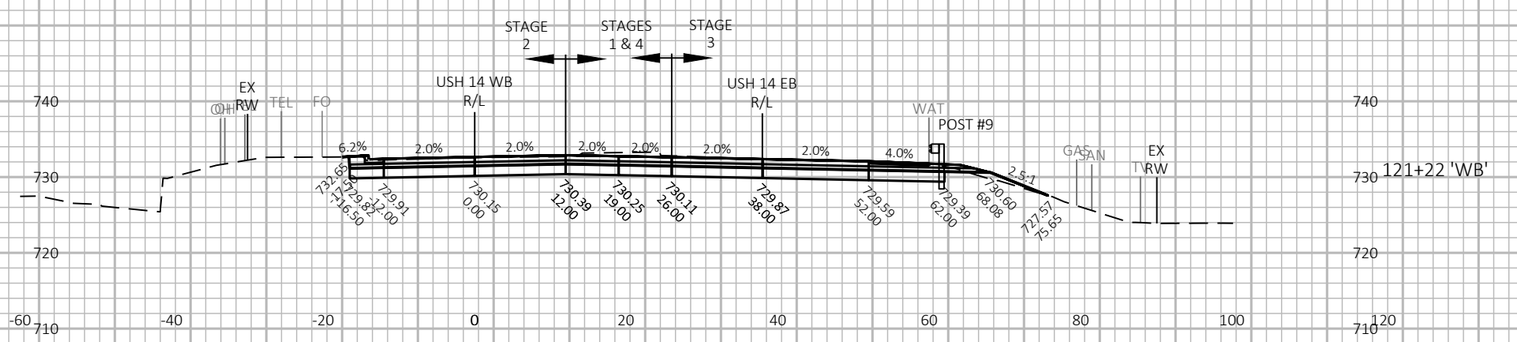
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 91

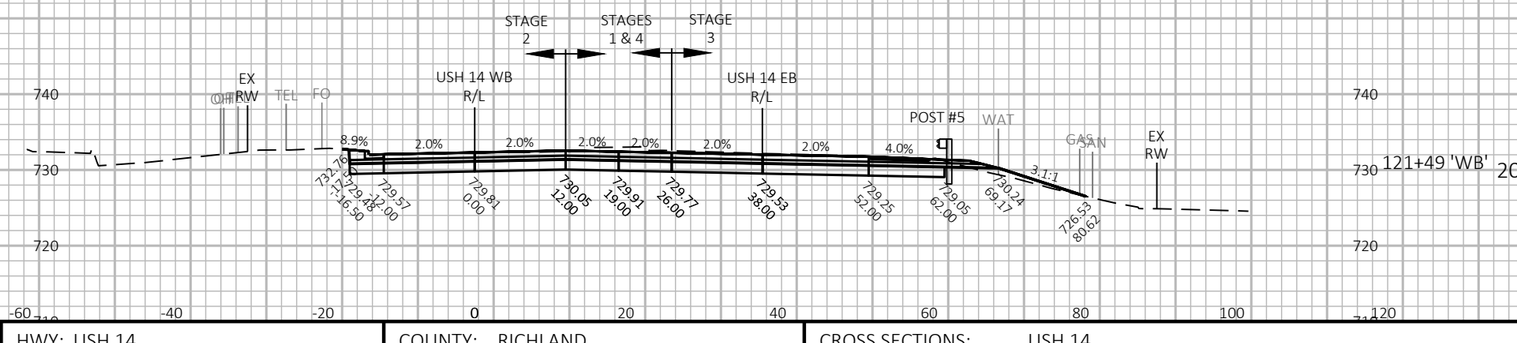
PLOT DATE : 10/22/2025 10:28 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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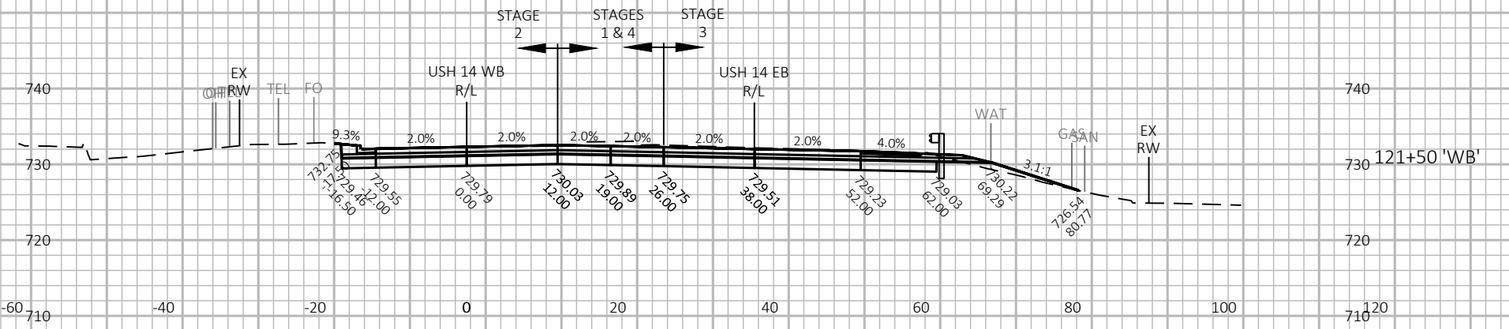
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 392	E

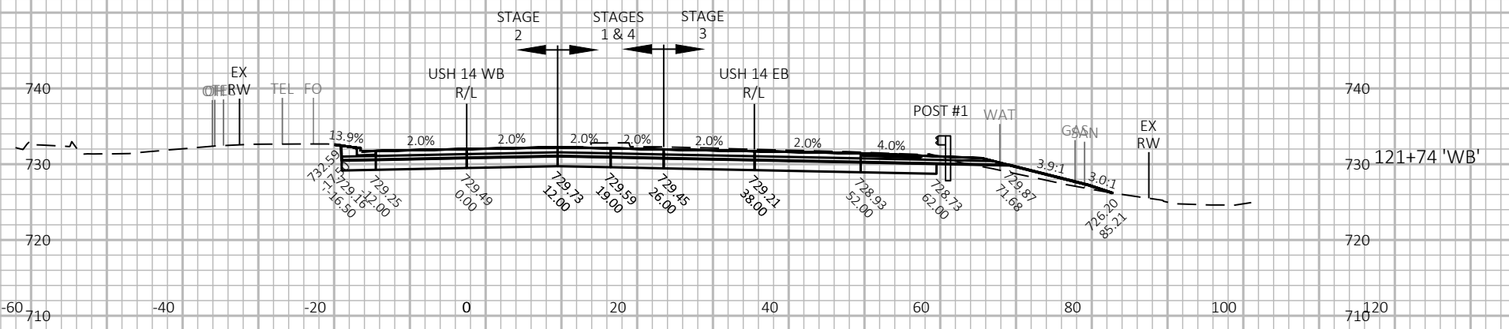
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 92

PLOT DATE : 10/22/2025 10:28 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

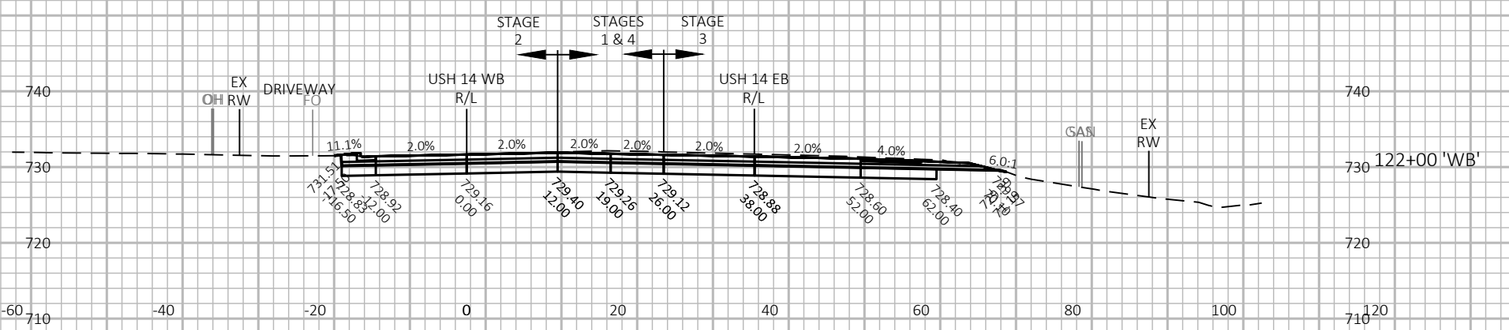
WISDOT/CADDS SHEET 49



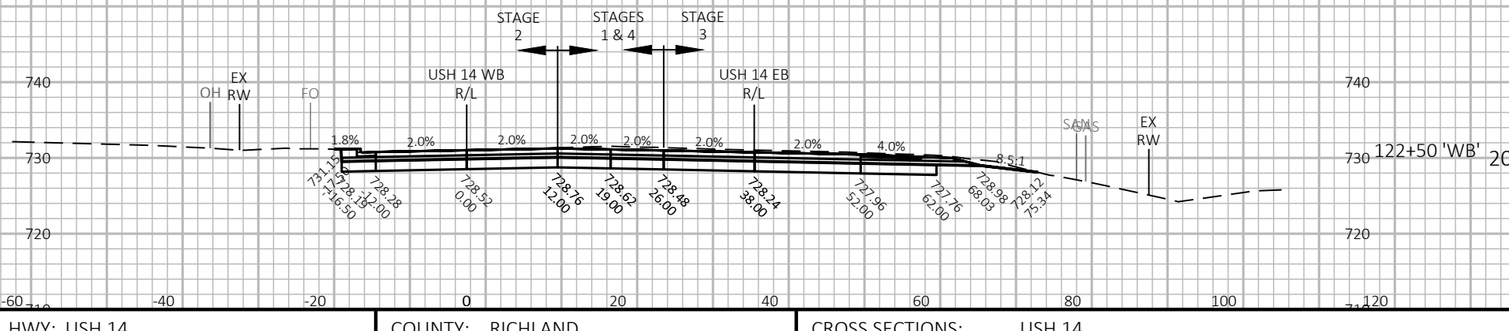
121+50 'WB'



121+74 'WB'



122+00 'WB'



122+50 'WB'

20 FT

20 FT

9

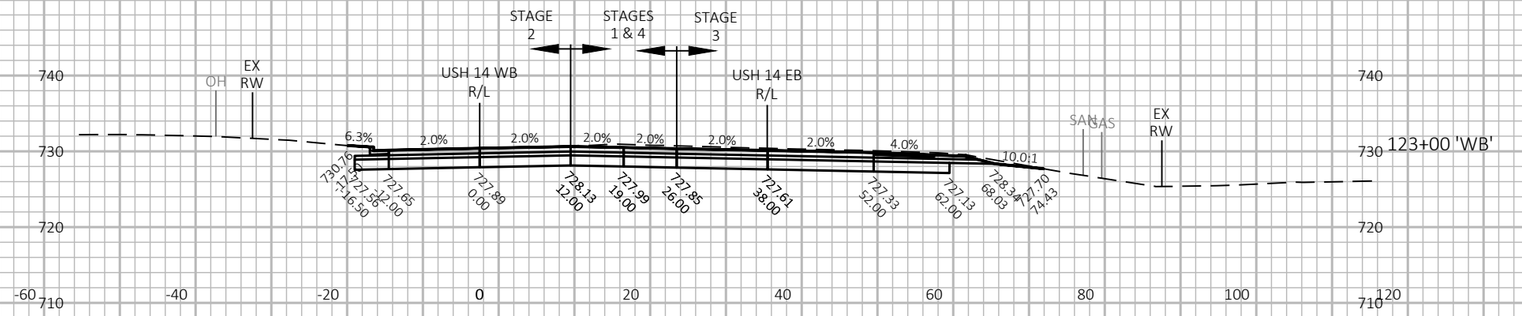
9

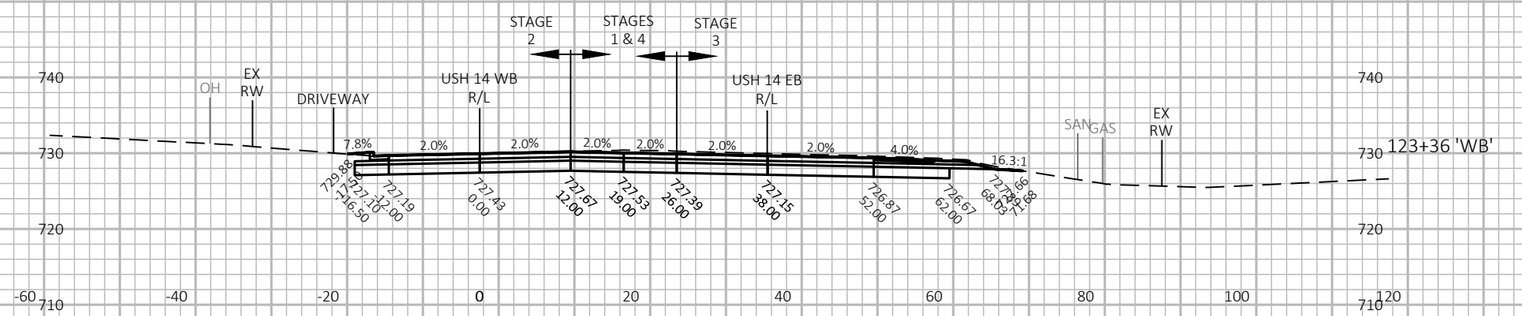
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 393	E

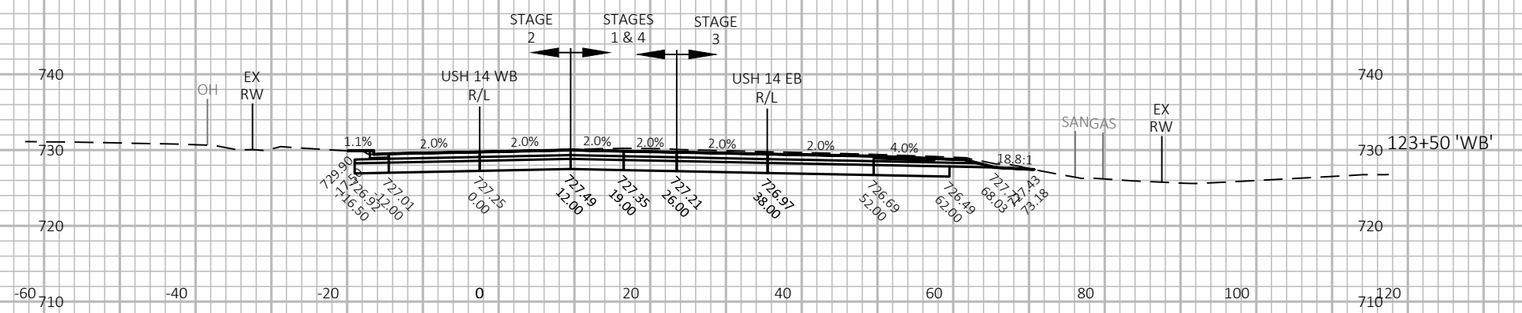
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 93

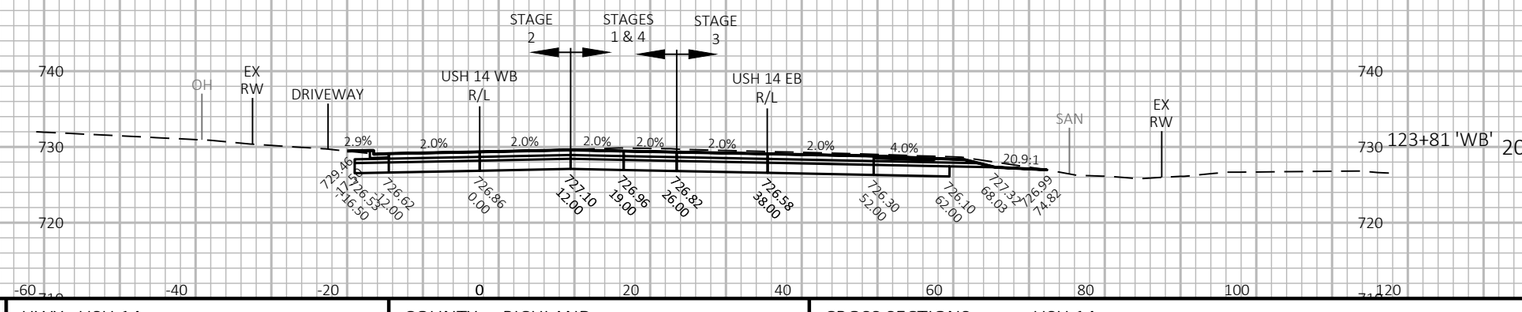
PLOT DATE : 10/22/2025 10:28 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

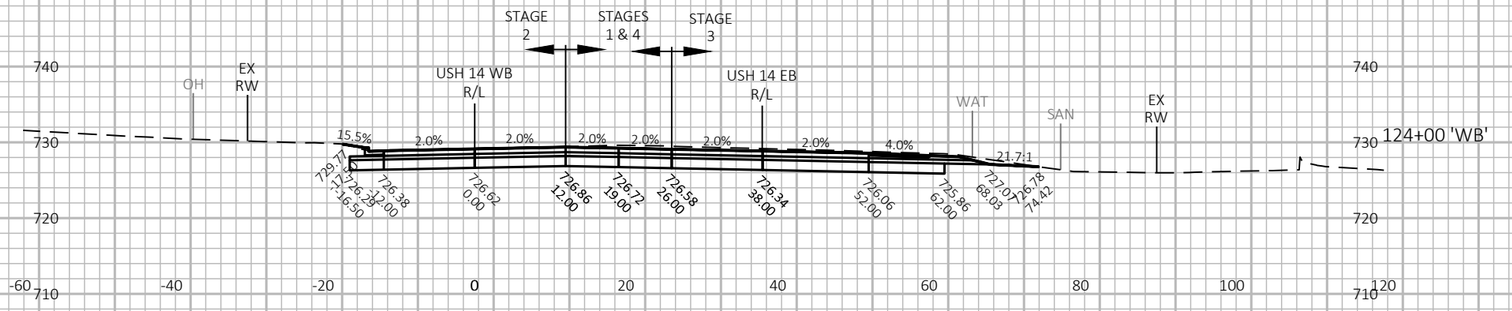
9

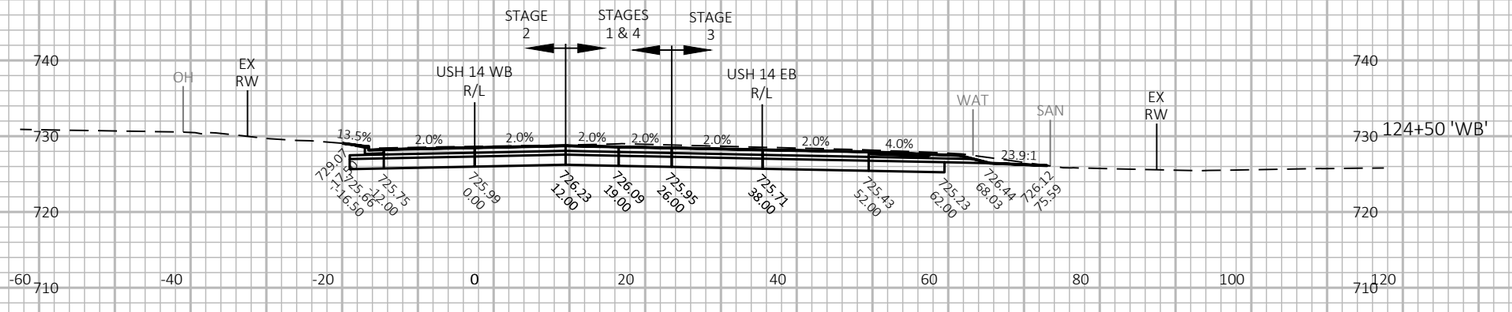
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 394	E

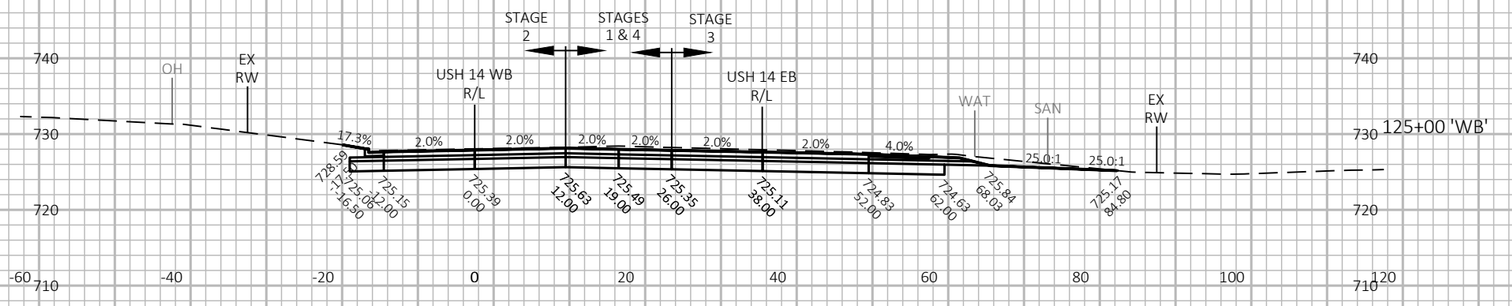
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 94

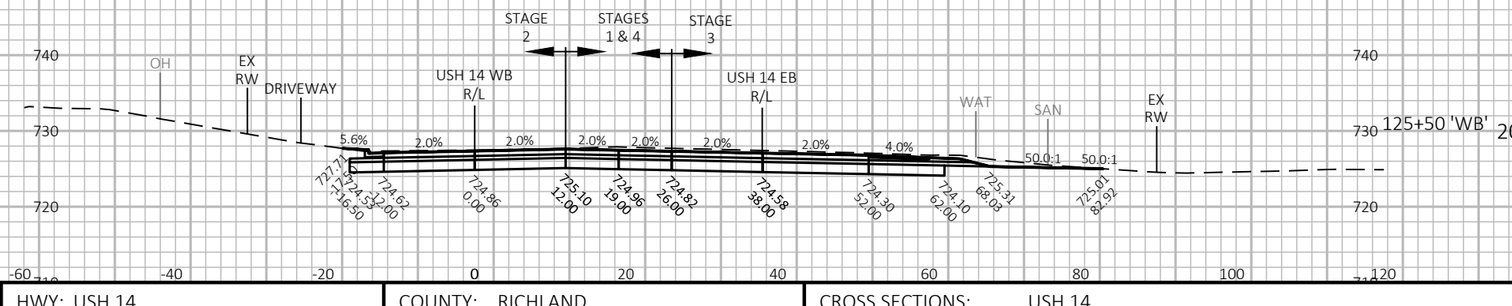
PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

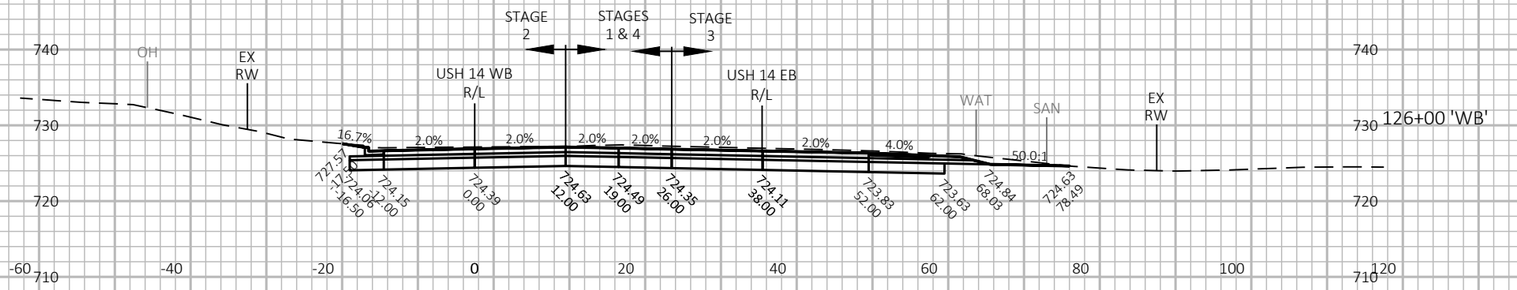
9

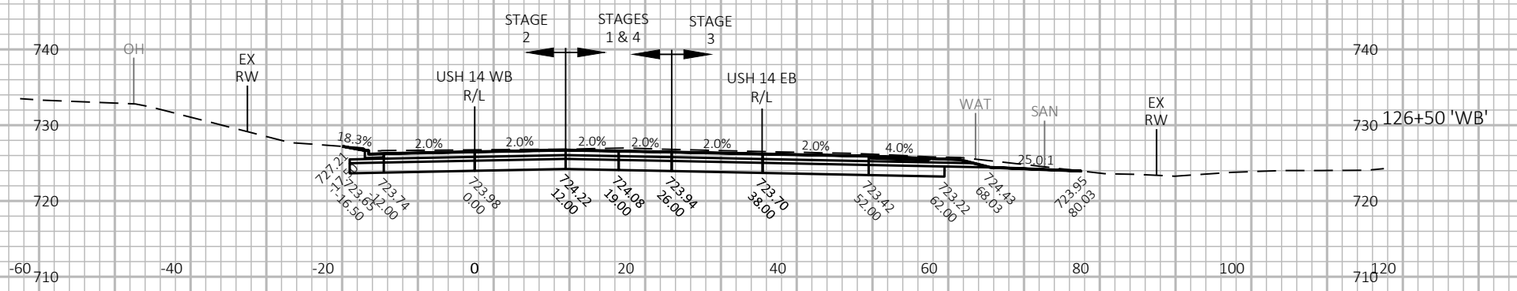
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 395	E

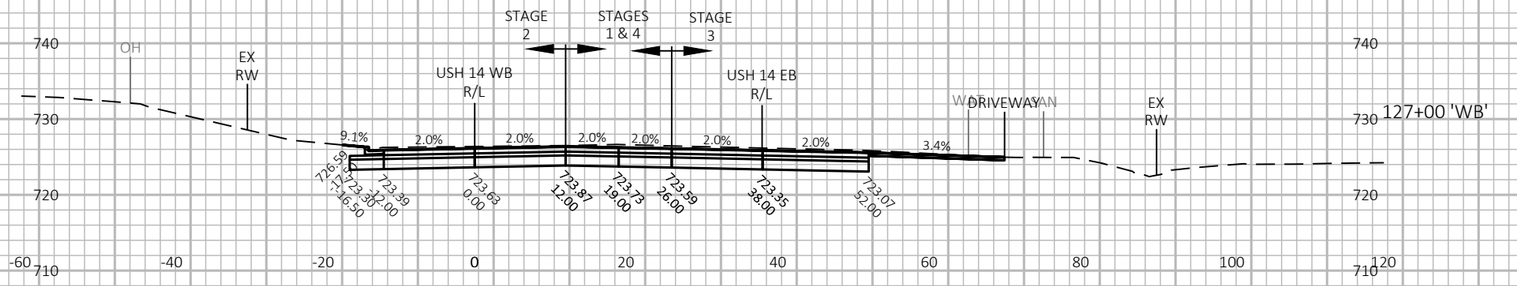
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 95

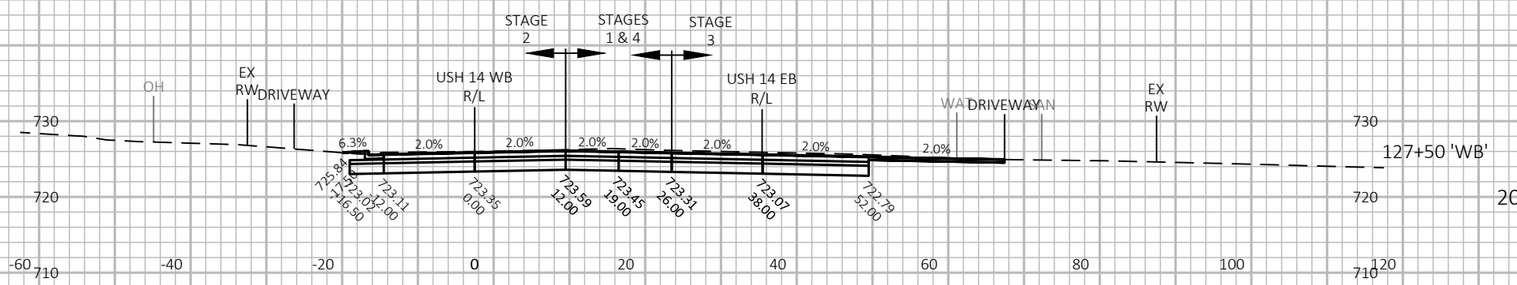
PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









20 FT
20 FT

9

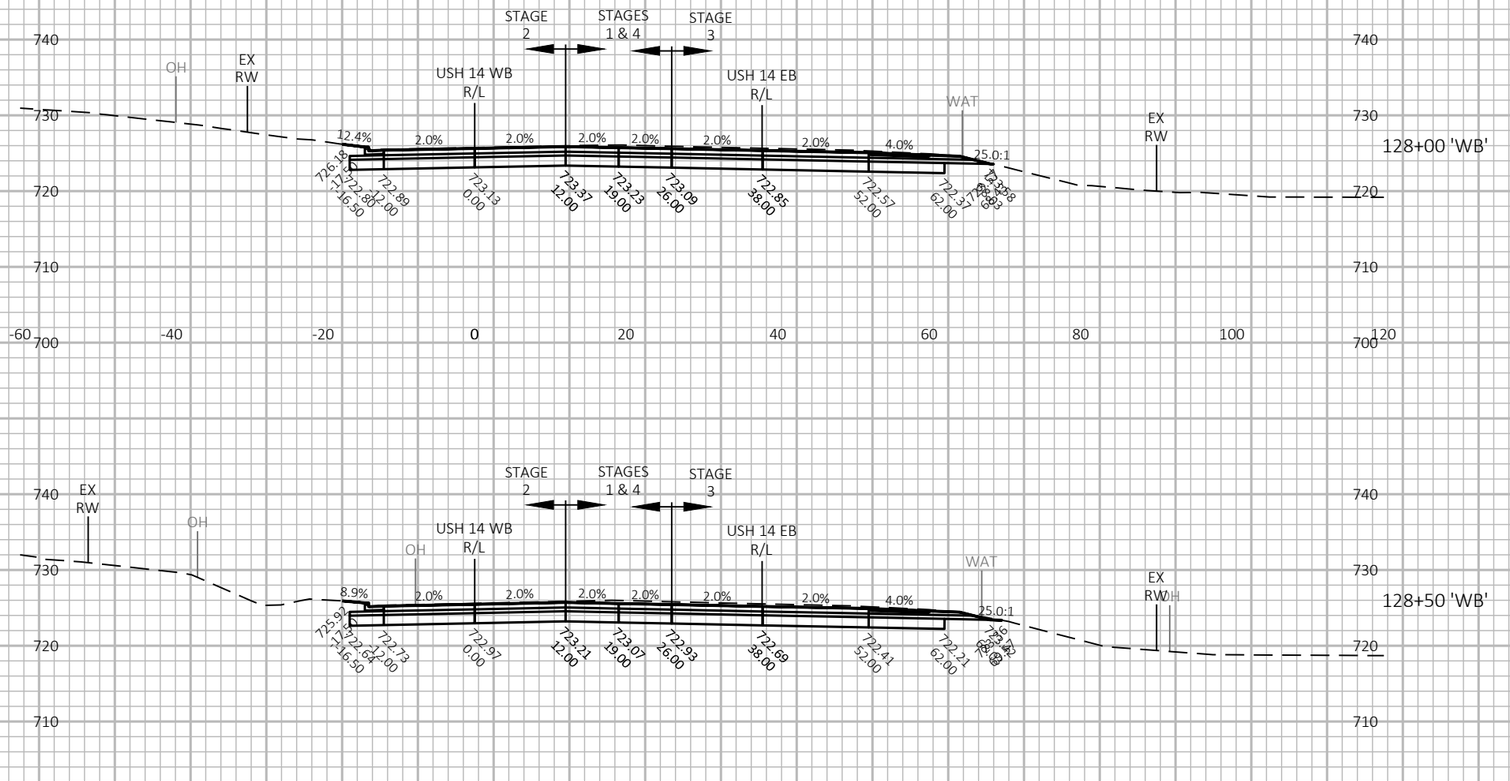
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 396	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 96

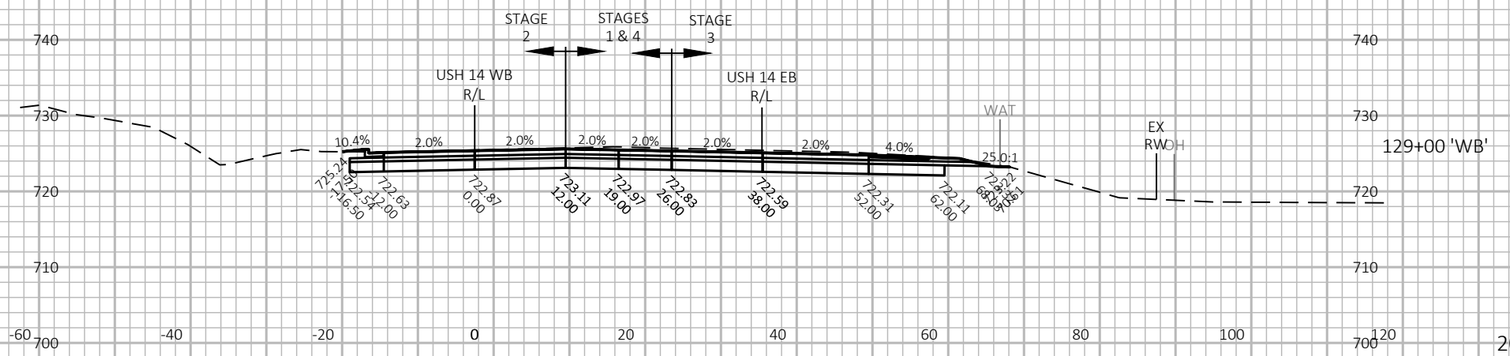
PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



128+00 'WB'

128+50 'WB'



129+00 'WB'

20 FT

20 FT

9

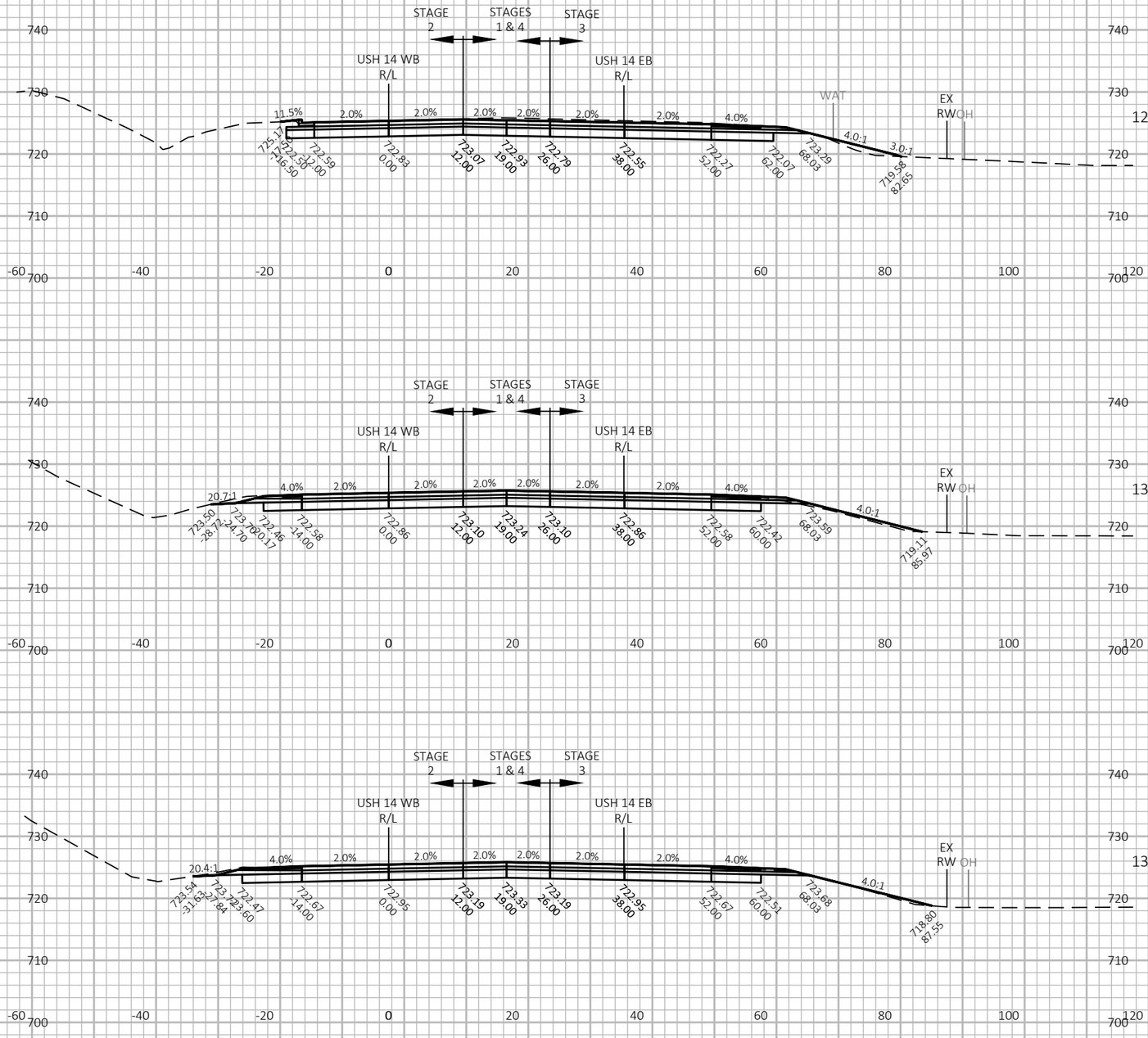
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 397	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 97

PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

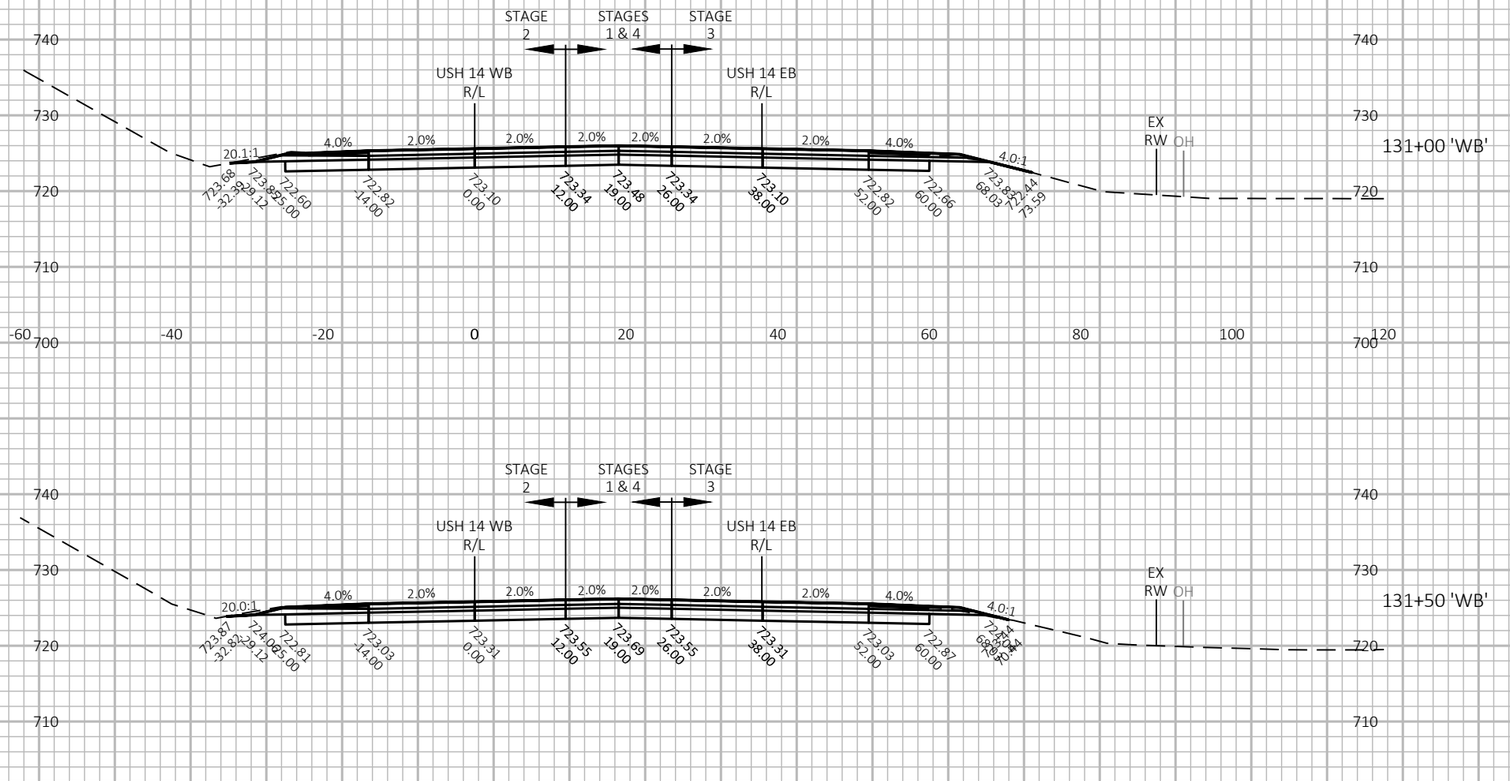


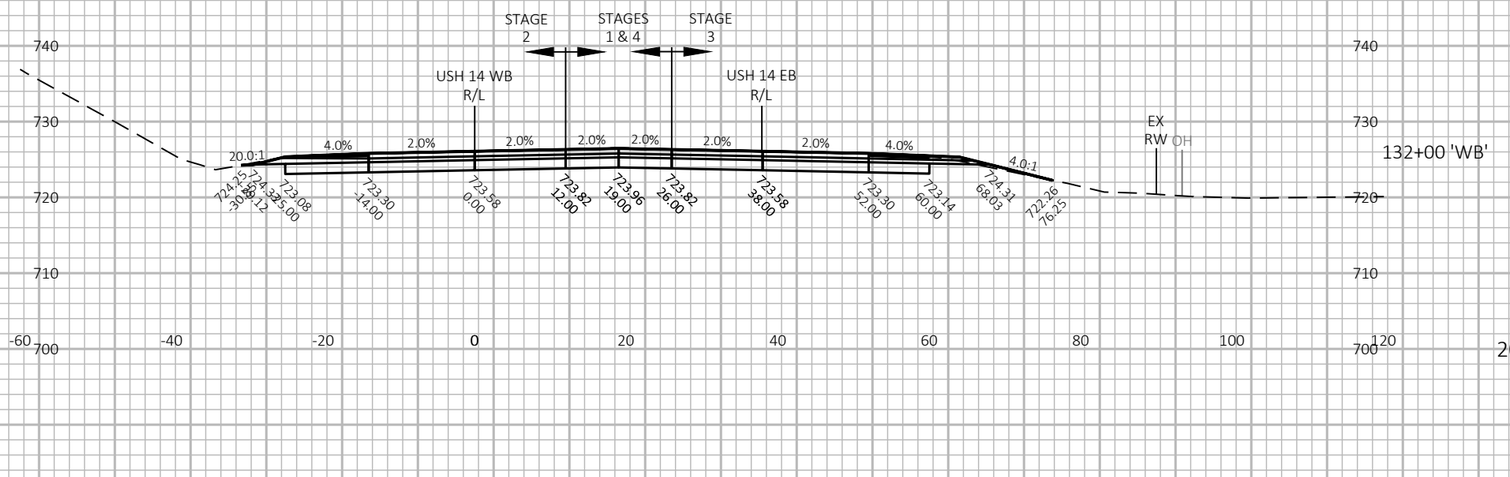
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 398	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 98

PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

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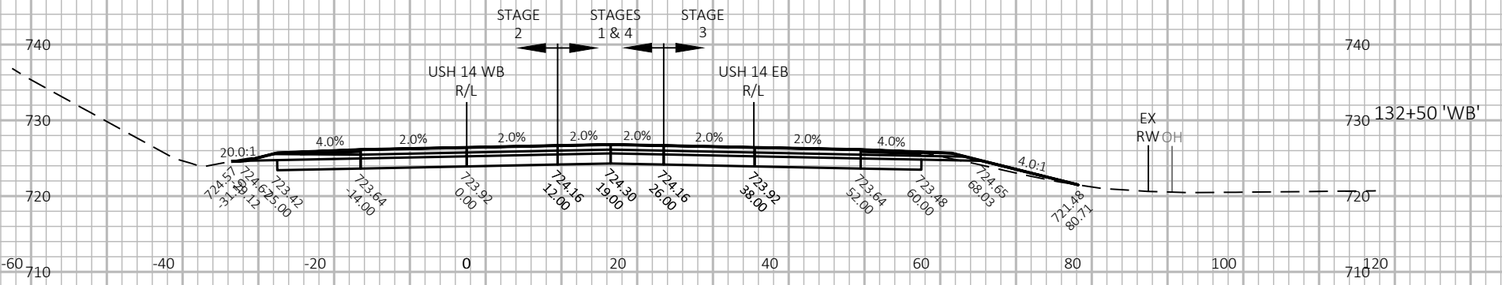
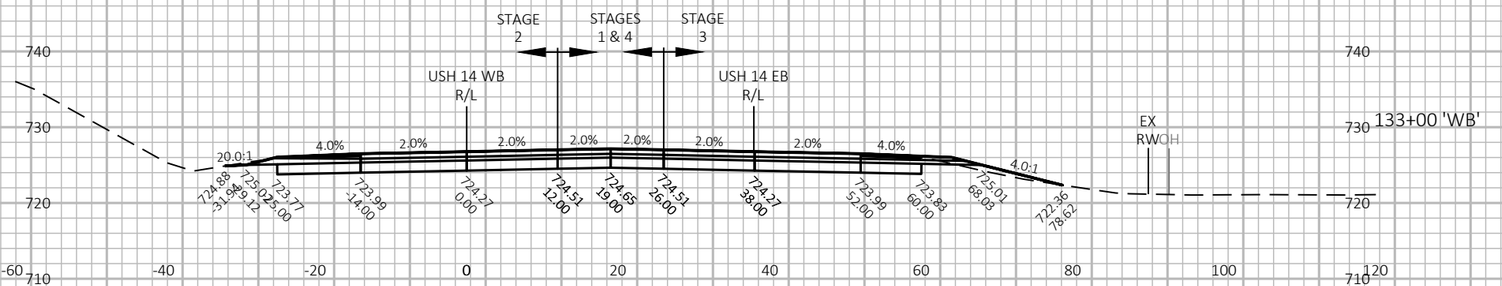
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 399	E

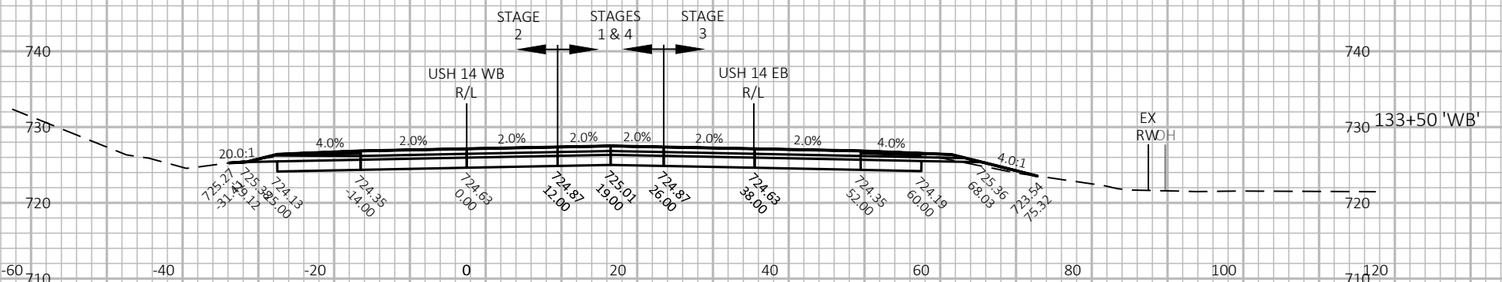
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 99

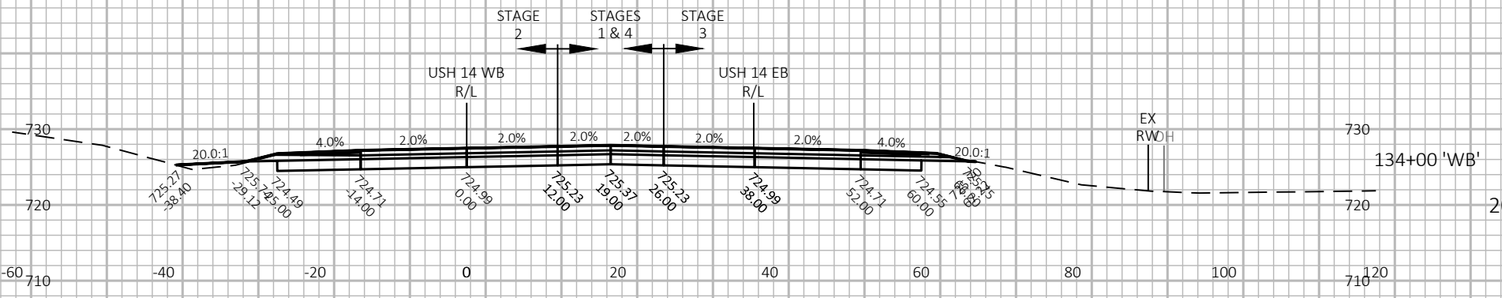
PLOT DATE : 7/22/2025 11:12 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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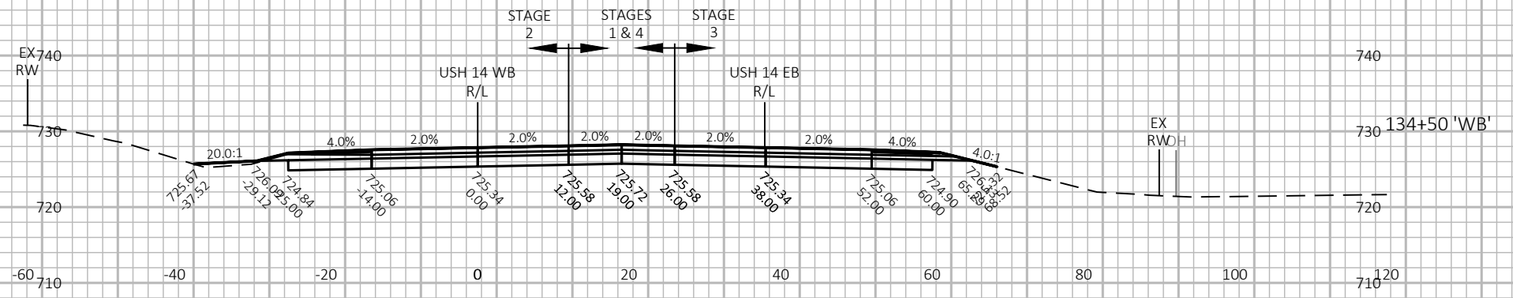
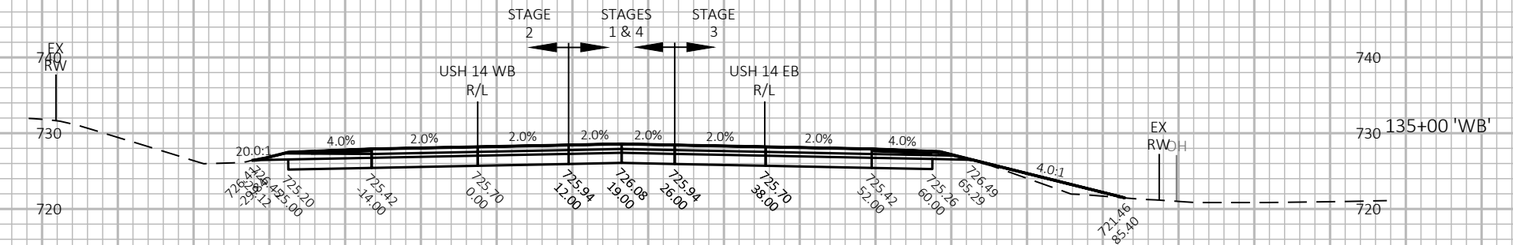
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 400	E

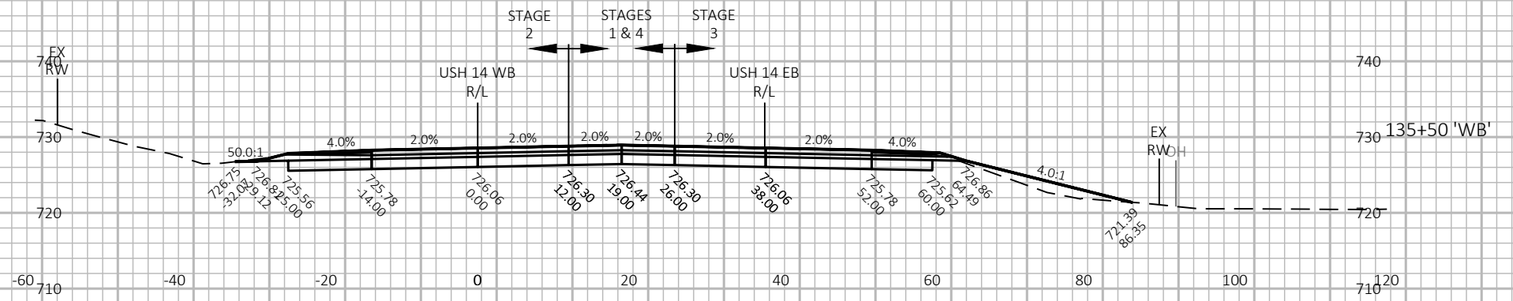
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 100

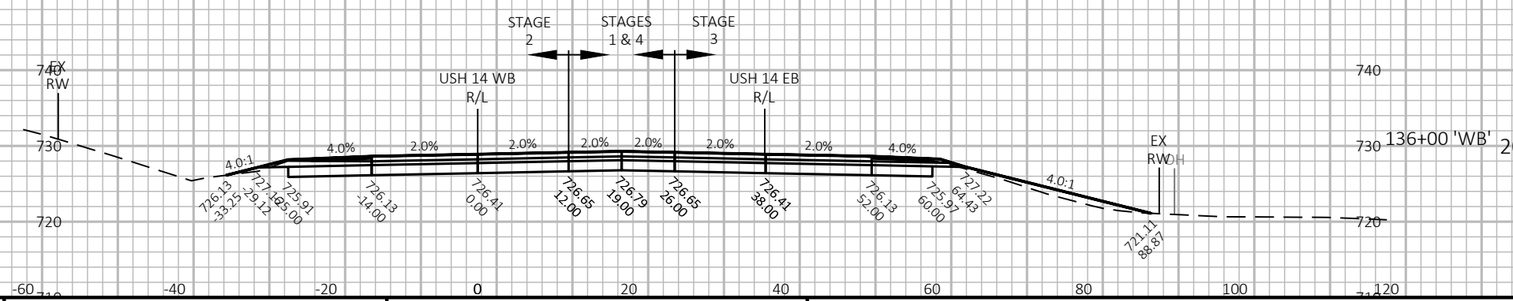
PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

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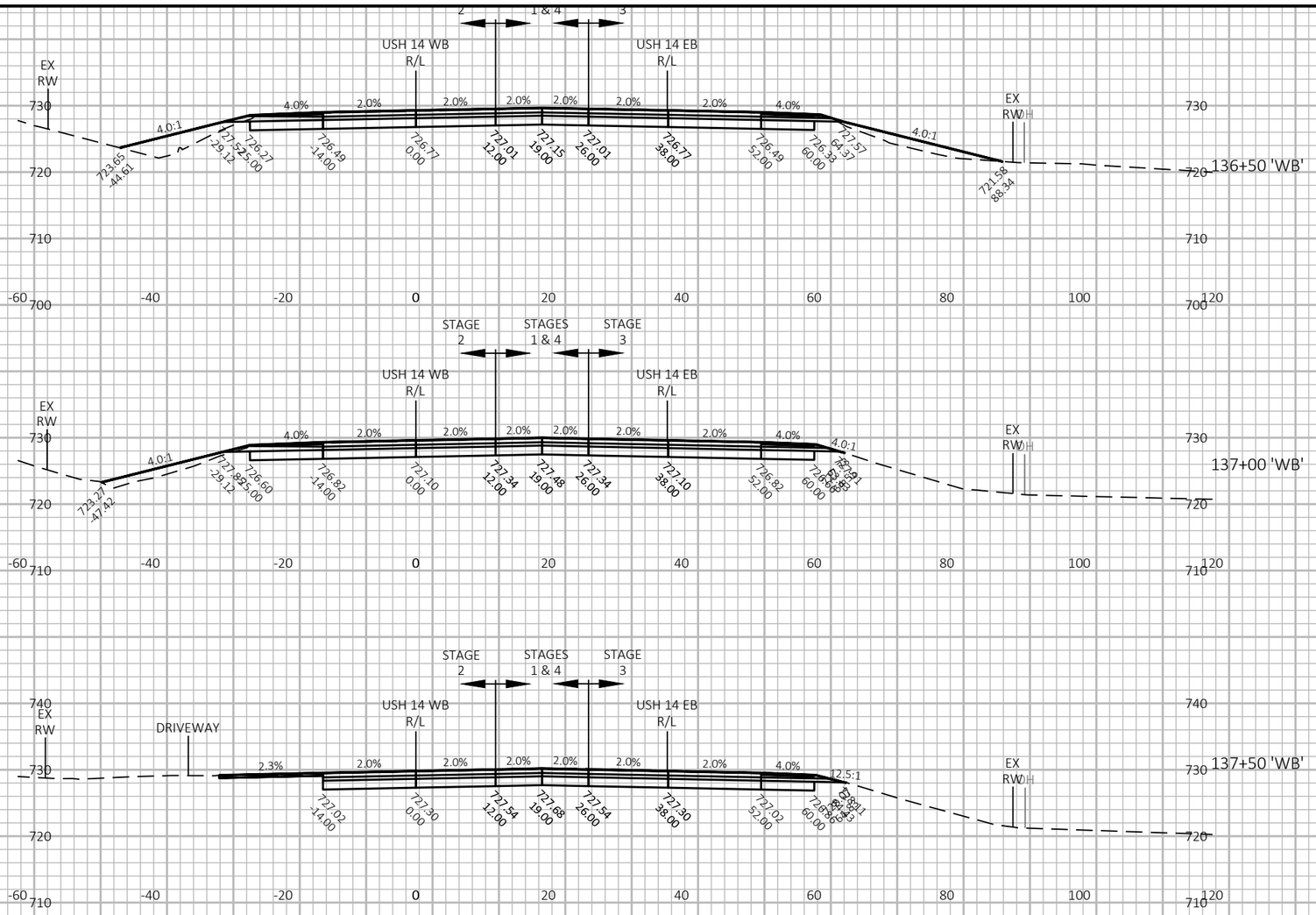
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 401	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 101

PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

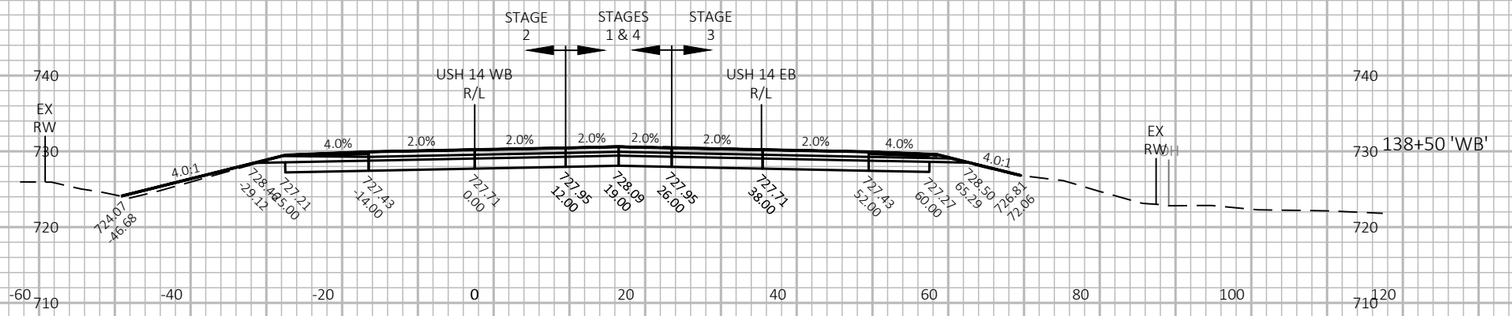


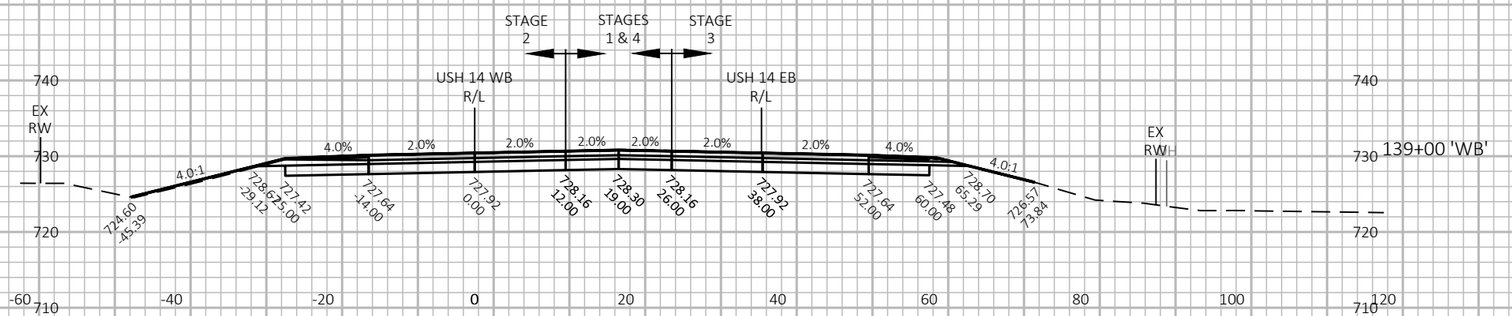
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 402	E

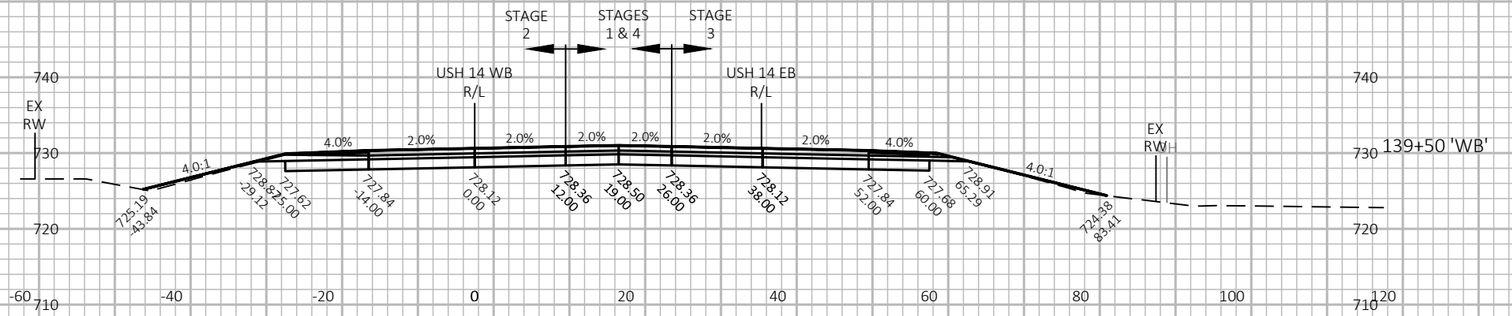
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 102

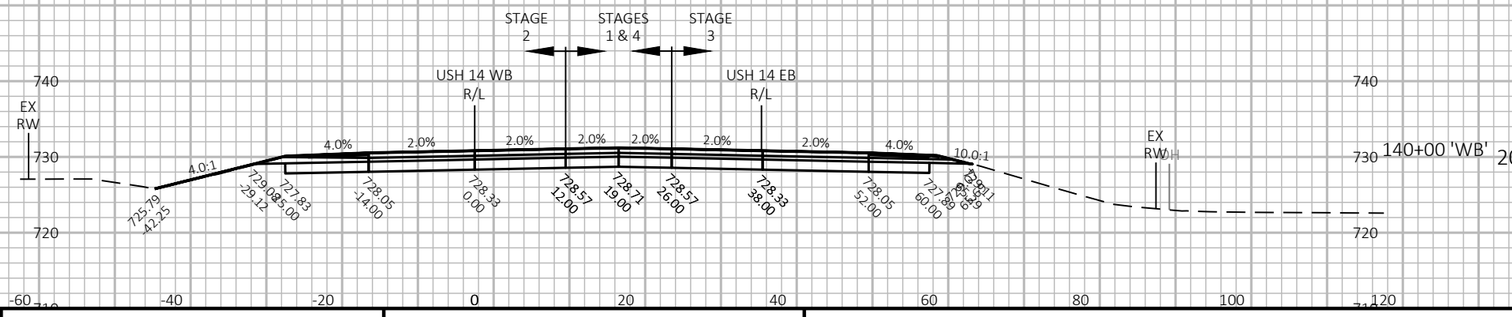
PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









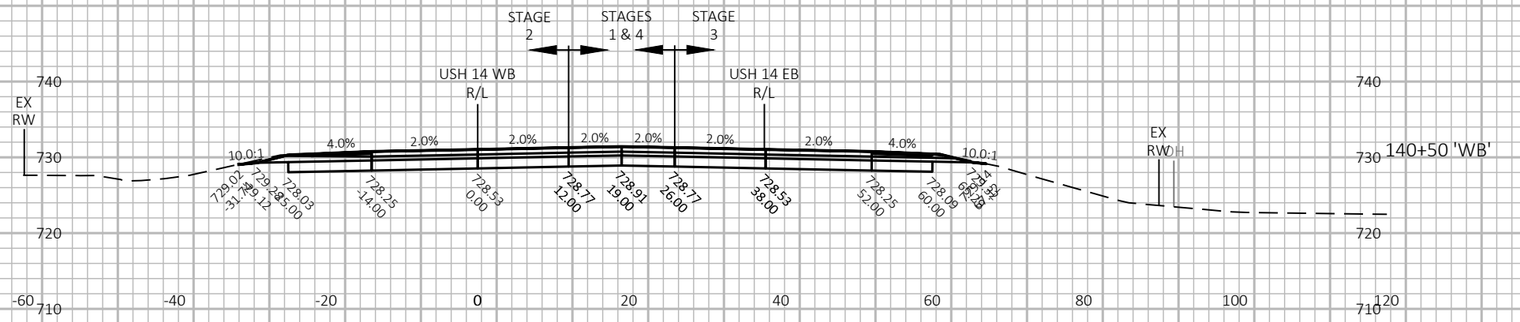
9

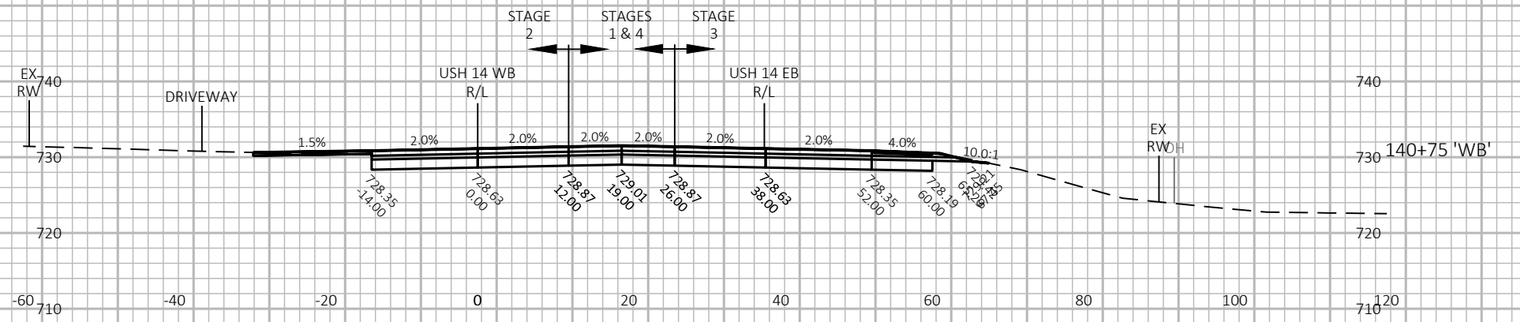
9

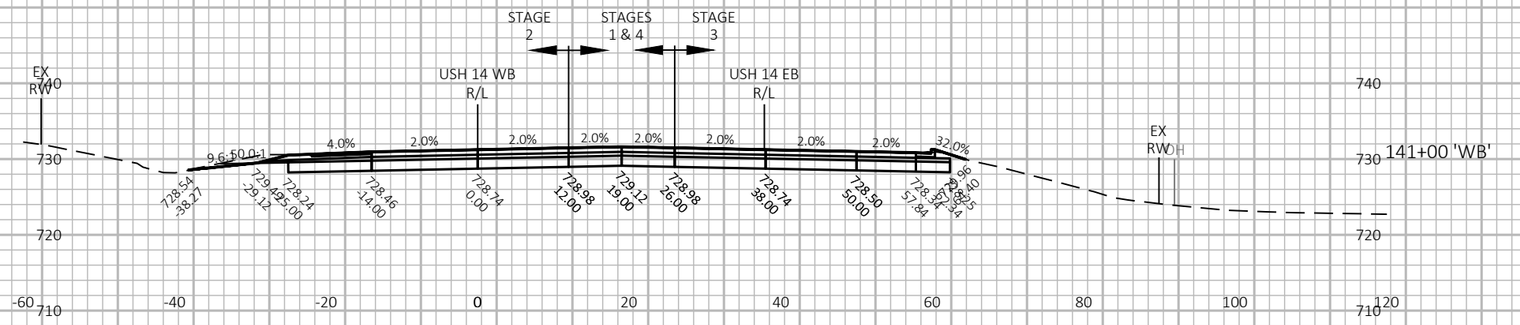
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 403	E

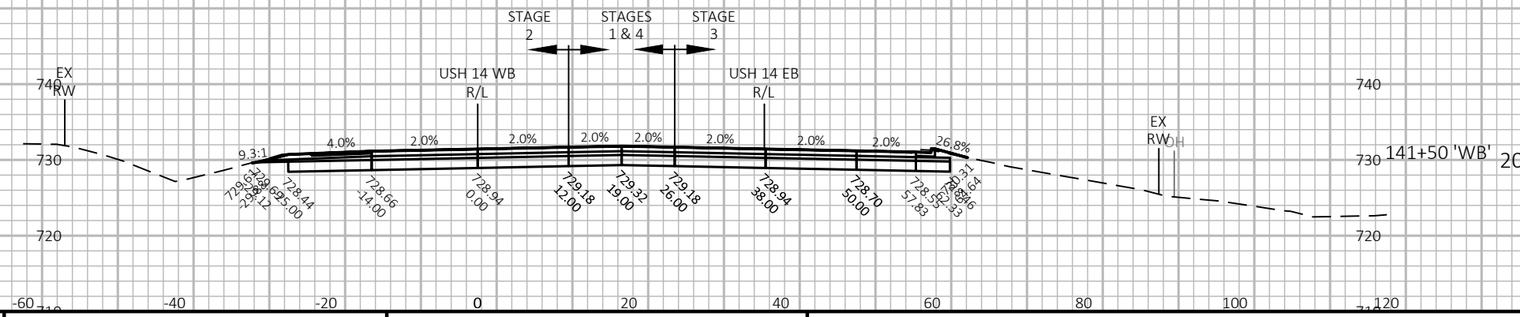
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 103

PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.









9

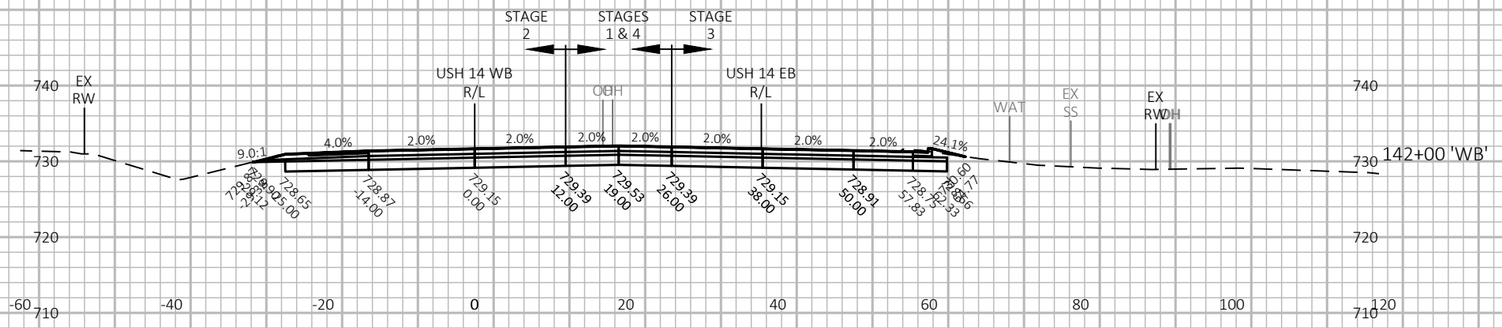
9

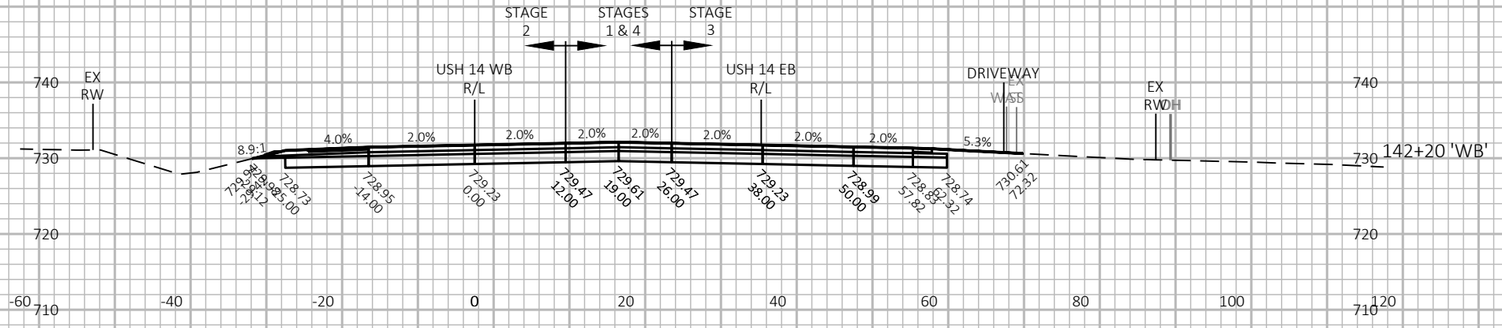
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 404	E

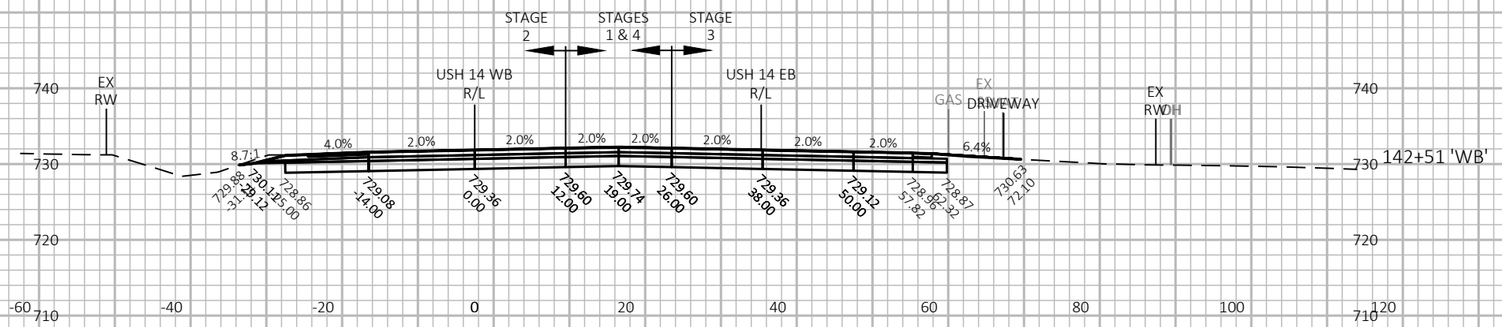
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 104

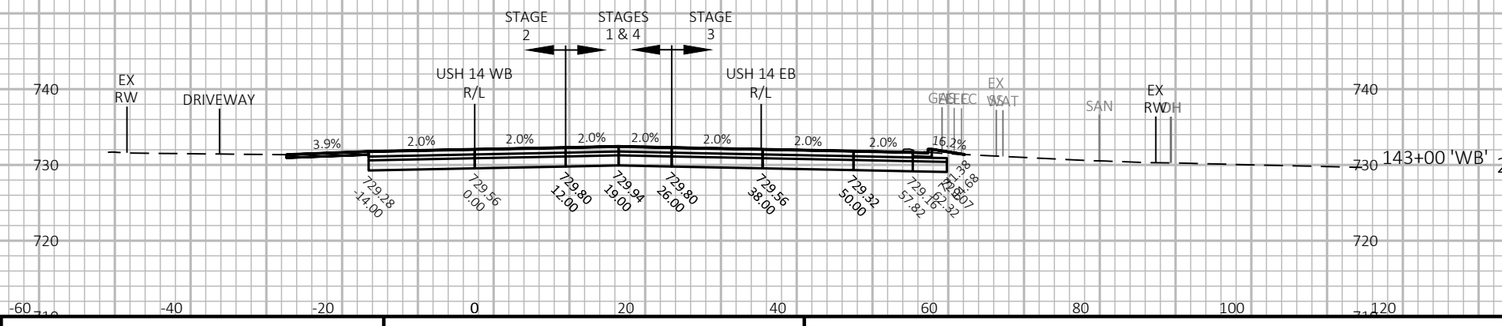
PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









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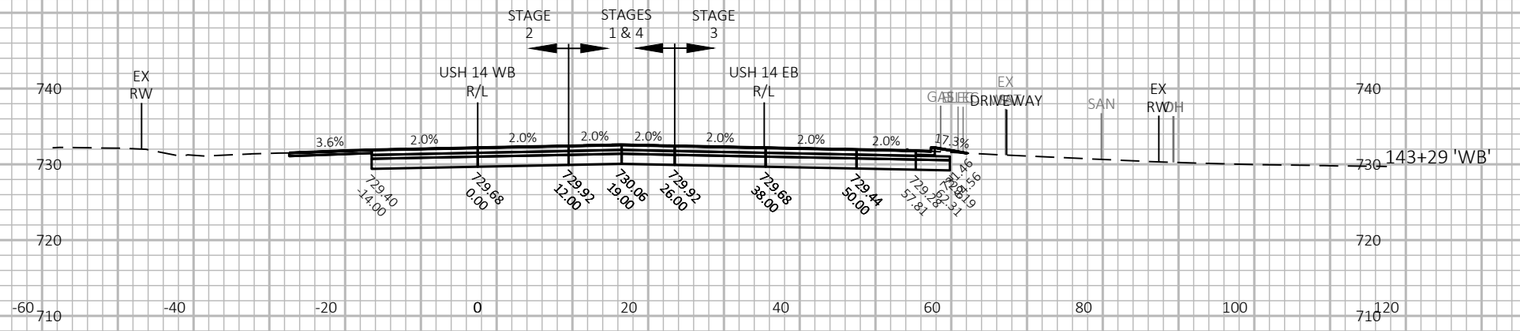
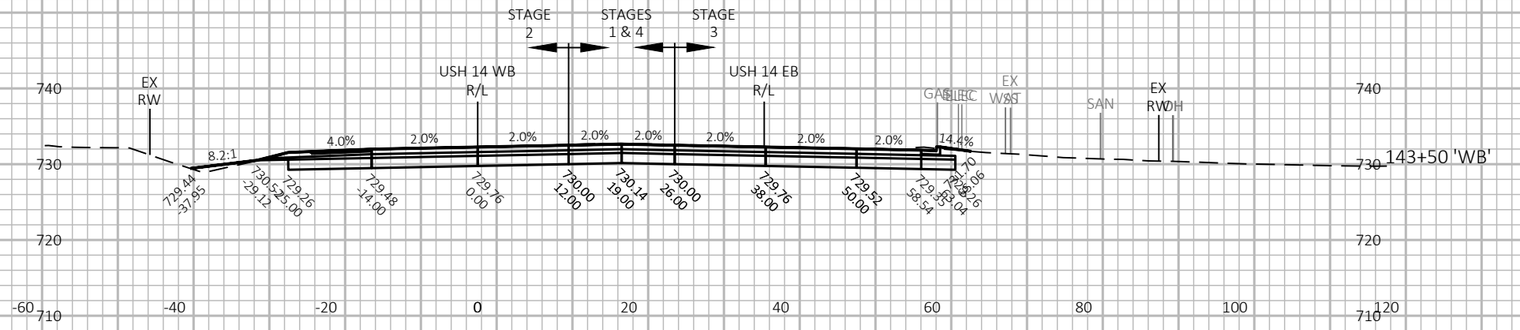
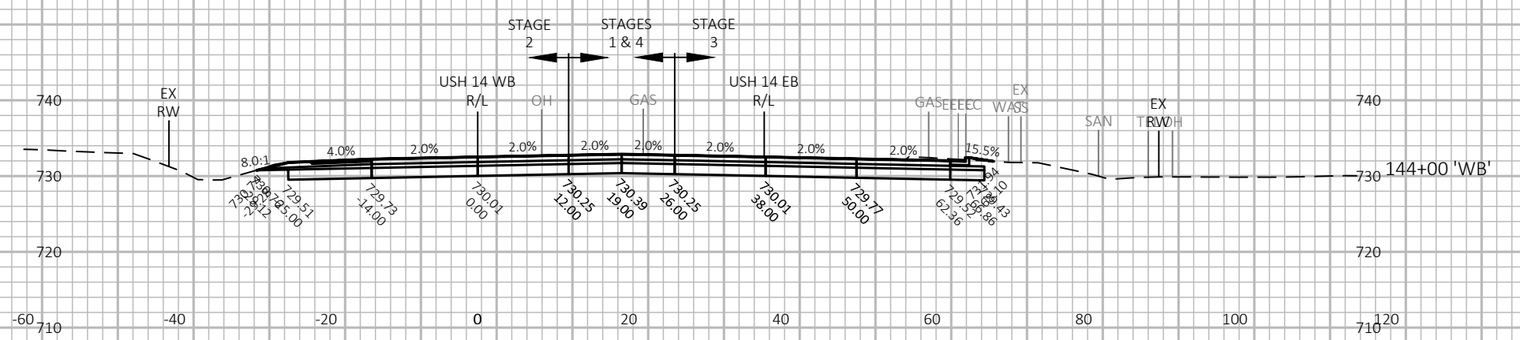
9

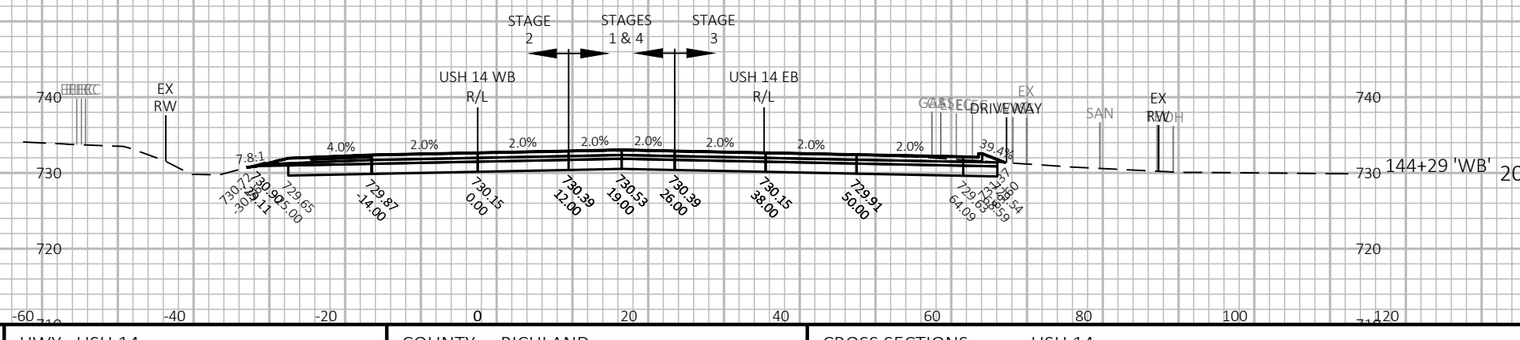
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 405	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 105
PLOT DATE : 7/22/2025 11:13 AM
PLOT BY : RILEY SMEATON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49









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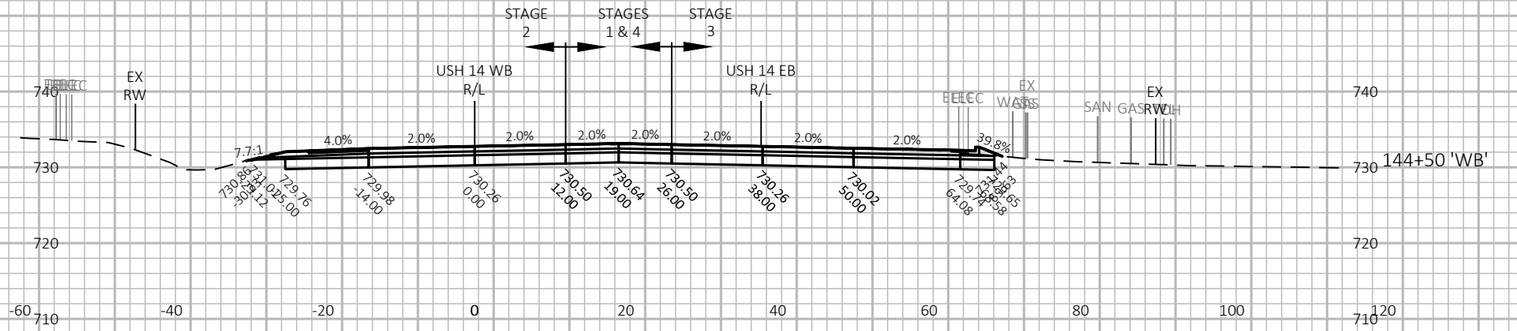
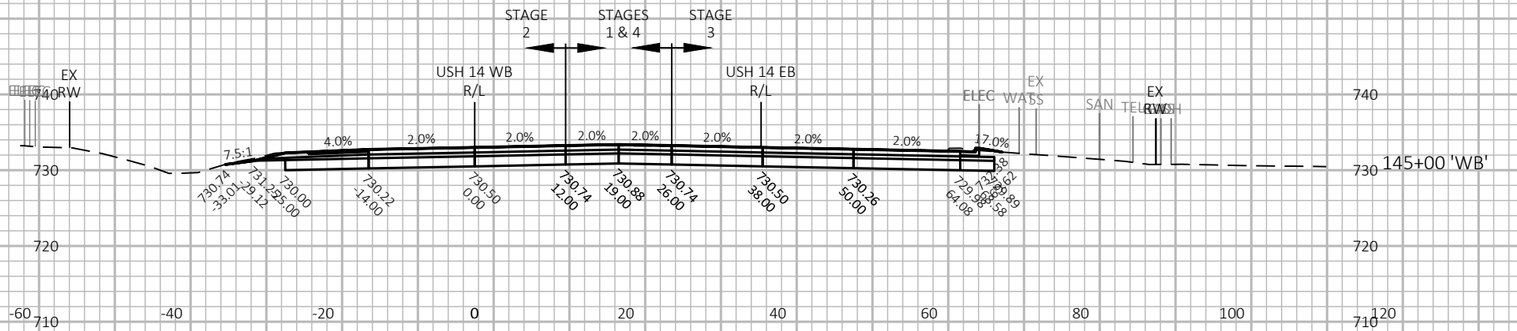
PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 406	E

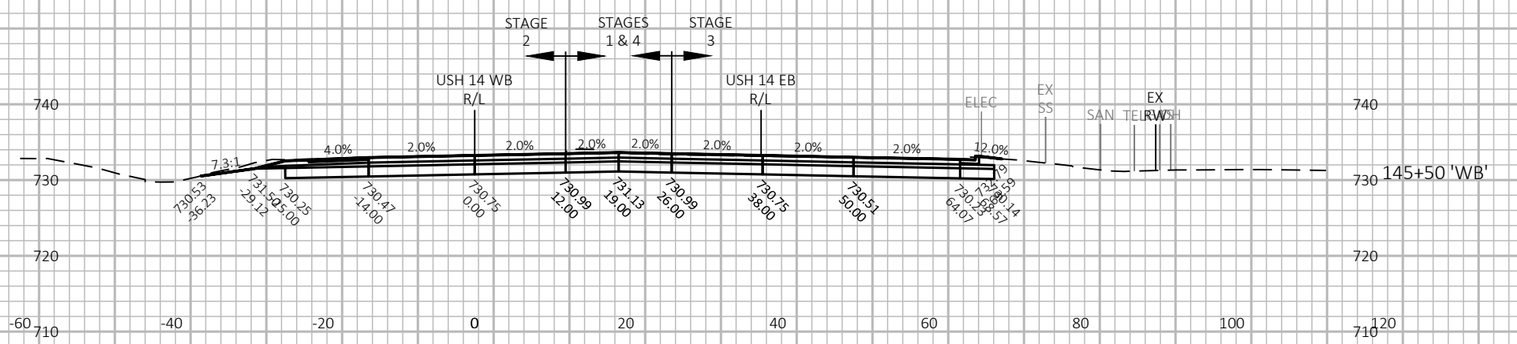
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 106

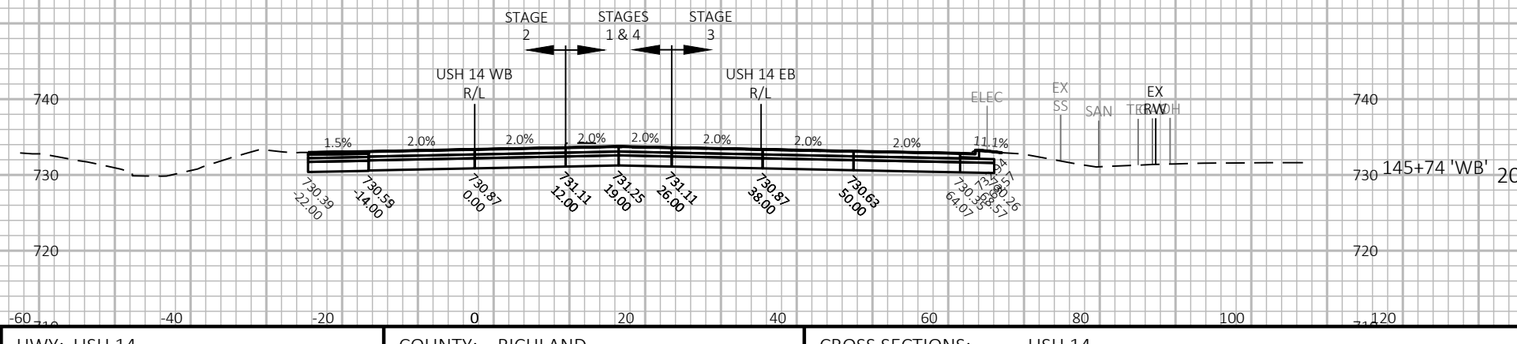
PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









9

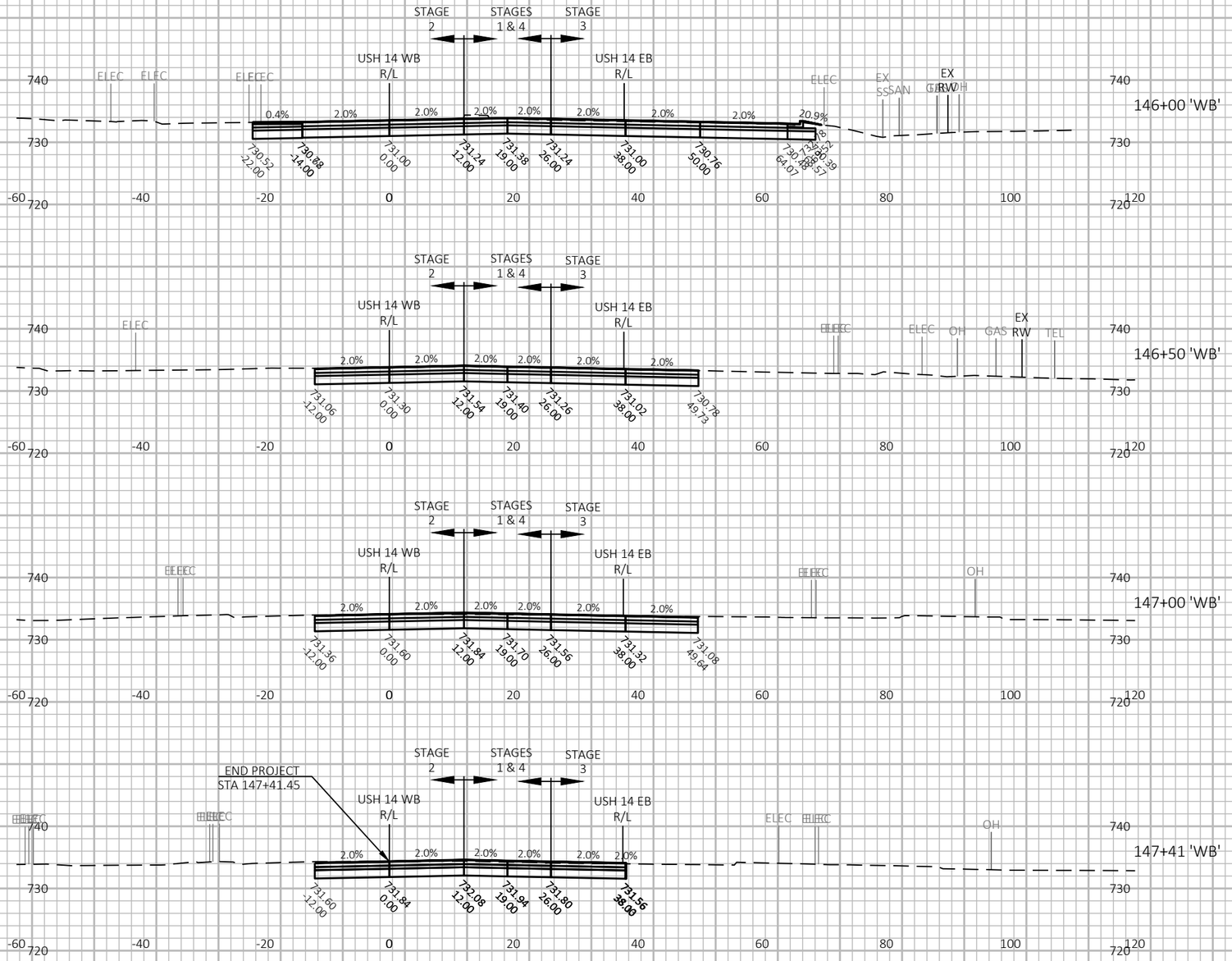
9

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 407	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 107

PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



20 FT

20 FT

PROJECT NO: 1640-03-73	HWY: USH 14	COUNTY: RICHLAND	CROSS SECTIONS: USH 14	SHEET 408	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-03_USH 14\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 108

PLOT DATE : 7/22/2025 11:13 AM PLOT BY : RILEY SMEATON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX

PROJECT ID: 1640-03-78

WITH: 1640-03-73

COUNTY: RICHLAND

DECEMBER 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 = 258

N

03

DESIGN DESIGNATION 1640-03-08

A.A.D.T.	2028	=	17,500
A.A.D.T.	2048	=	19,200
D.H.V.		=	N/A
D.D.		=	59/41
T.		=	6.2%
DESIGN SPEED		=	40 MPH
ESALS		=	3,300,000

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 (300'ER')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C RICHLAND CENTER, USH 14

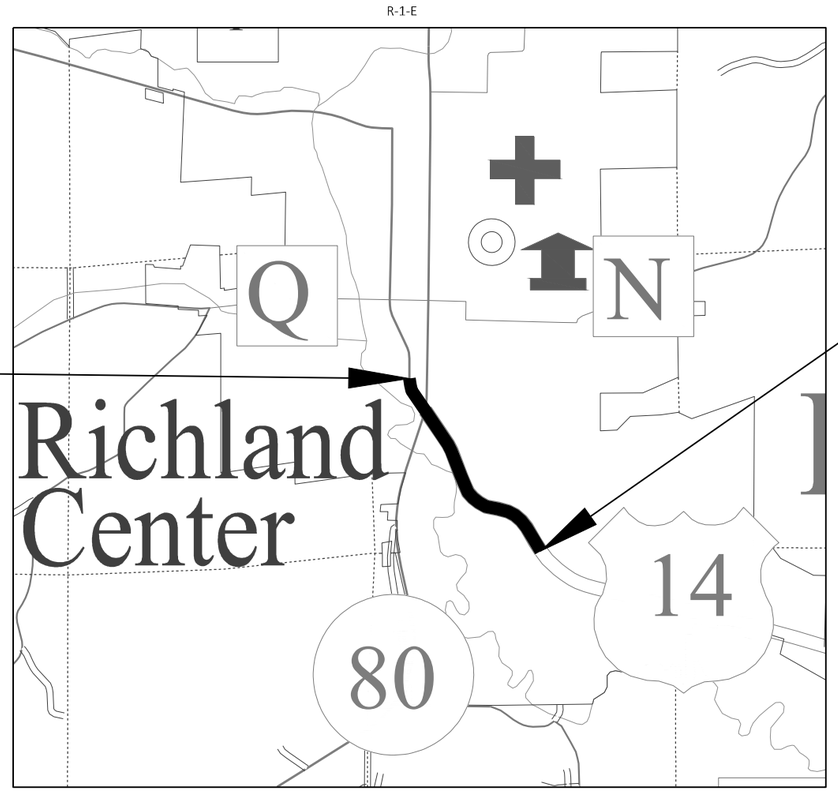
STH 80 TO BOHMANN DRIVE

USH 14

RICHLAND COUNTY

STATE PROJECT NUMBER
1640-03-78

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1640-03-78	WISC 2026096	1



BEGIN PROJECT
STA 25+48.00'WB'
X=675362.15
Y=443560.87

END PROJECT
STA 64+59.33'WB'

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.741 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18A.

ORIGINAL PLANS PREPARED BY

JT ENGINEERING

WISCONSIN PROFESSIONAL ENGINEER
JAY M HILLE
E-41450
OREGON
WI

DATE: 7/22/2025 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JT ENGINEERING
Designer	JT ENGINEERING
Project Manager	JERED LEX, PE
Regional Examiner	SW REGION
Regional Supervisor	BRIAN MEYER, PE

APPROVED FOR THE DEPARTMENT

DATE: _____ Jered Lex (Signature)

E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 7/22/2025 3:32 PM

PLOT BY : JAY HILLE

PLOT NAME :

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. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.

CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE QUANTITY OF ITEMS FOR EROSION CONTROL PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

STATIONING OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT LOCATIONS IN THE PLAN ARE APPROXIMATE. VERIFY LOCATIONS WITH ENGINEER.

SAWING CONCRETE WILL BE MEASURED AND PAID FOR ONLY ONCE WHEN REPAIRS ARE ADJACENT ALONG THE CENTERLINE OF THE LANES.

OVER-SAWING INTO PAVEMENT THAT IS TO REMAIN TO FACILITATE REMOVAL OF REPAIR AREAS SHALL BE SEALED WITH AN APPROVED EPOXY. THE OVER-SAWING AND EPOXY ARE INCIDENTAL TO BID ITEMS 416.1710, CONCRETE PAVEMENT REPAIR, AND 416.1720, CONCRETE PAVEMENT REPLACEMENT.

WITHIN CONCRETE PAVEMENT REPLACEMENT SECTIONS, THE NEW CONTRACTION JOINTS MAY NOT MATCH ABUTTING EXISTING JOINTS BECAUSE OF CHANGES TO STANDARDS AND PRIOR REPAIRS. ADJUST NEW JOINTS TO MATCH EXISTING JOINTS WHERE PRACTICAL. DO NOT EXCEED THE MAXIMUM CONTRACTION JOINT SPACING OF 15'.

THE NEW CONCRETE TINING/FINISHING SHOULD MATCH THE ADJACENT PAVEMENT PATTERN.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PERMANENT SIGNING
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR PLAN

UTILITIES

DOUG VOSBERG
ATC MANAGEMENT, INC. - ELECTRICITY/TRANSMISSION
2489 RINDEN RD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
DVOSBERG@ATCLLC.COM

SCOTT GALD
CITY UTILITIES RICHLAND CENTER - ELECTRICITY
PO BOX 312
RICHLAND CENTER, WI 53581
PHONE: (608) 607-6456
SGALD@CITYUTILITIESOFRC.COM

STEVE KRUEGER
CITY UTILITIES RICHLAND CENTER - WATER
PO BOX 312
RICHLAND CENTER, WI 53581
PHONE: (608) 647-4226
MOBILE: (608) 604-1048
SKRUEGER@CITYUTILITIESOFRC.COM

CHRISTOPHER POLLACK
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
521 N 4TH ST
WAUSAU, WI 54403
PHONE: (715) 847-1240
CHRISTOPHER.POLLACK@FTR.COM

BRANDON KINNEY
GENUINE TELECOM - COMMUNICATION LINE
430 W UNION ST STE 3
RICHLAND CENTER, WI 53581
PHONE: (608) 647-2345
MOBILE: (608) 604-6062
BKINNEY@GENUINETEL.COM

TODD FISCHER
CITY UTILITIES RICHLAND CENTER - SEWER
PO BOX 312
RICHLAND CENTER, WI 53581
PHONE: (608) 647-3917
MOBILE: (608) 604-4917
RCWWRC@MWT.NET

NIEL HUNTAMER
SPECTRUM - COMMUNICATION LINE
315 KING ST
DODGEVILLE, WI 53533
PHONE: (608) 219-1321
NIEL.HUNTAMER@CHARTER.COM

KYLE SCHUELKE
WE ENERGIES - GAS/PETROLEUM
315 WILLIAM ST
WATERTOWN, WI 53094
PHONE: (262) 365-6448
MOBILE: (920) 366-5392
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

JOSH LIEN
RICHLAND GRANT TELEPHONE - COMMUNICATION LINE
202 N EAST ST
BLUE RIVER, WI 53518
PHONE: (608) 537-2461
MOBILE: (608) 434-2796
JOSHL@RGTC.COOP

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 21.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.03 ACRES

DESIGN CONTACTS

JERED LEX
WISDOT SOUTHWEST REGION
LA CROSSE OFFICE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
(608) 785-9956
JERED.LEX@DOT.WI.GOV

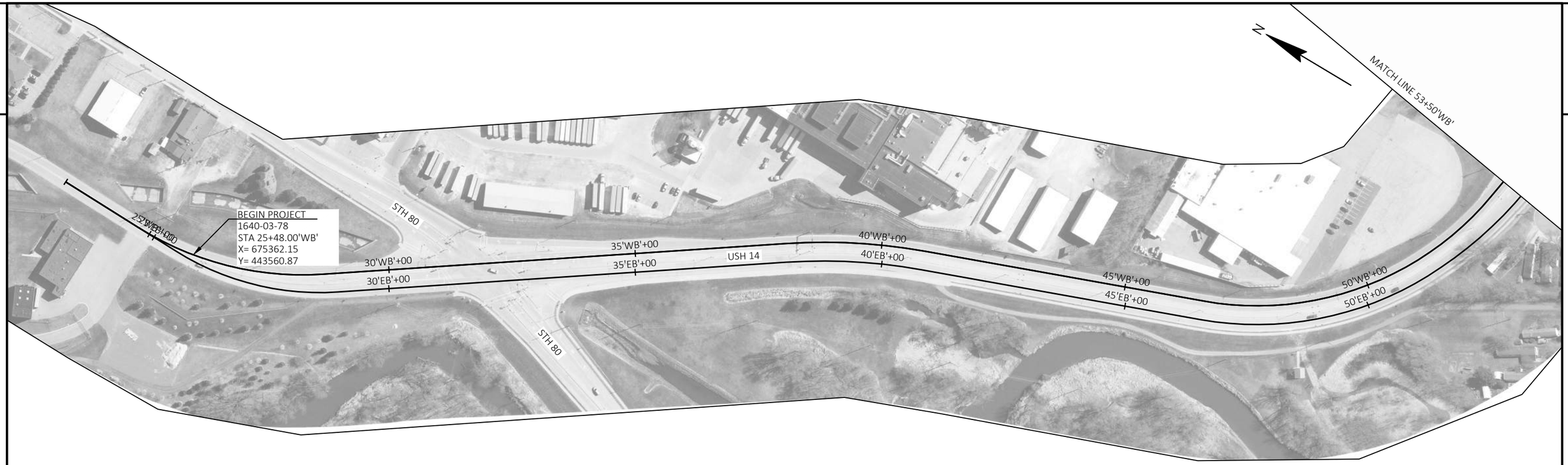
JAY HILLE
JT ENGINEERING, INC.
281 W NETHERWOOD RD, SUITE 1
OREGON, WI 53575
(608) 515-5325
JAYH@JT-ENGINEERING.COM

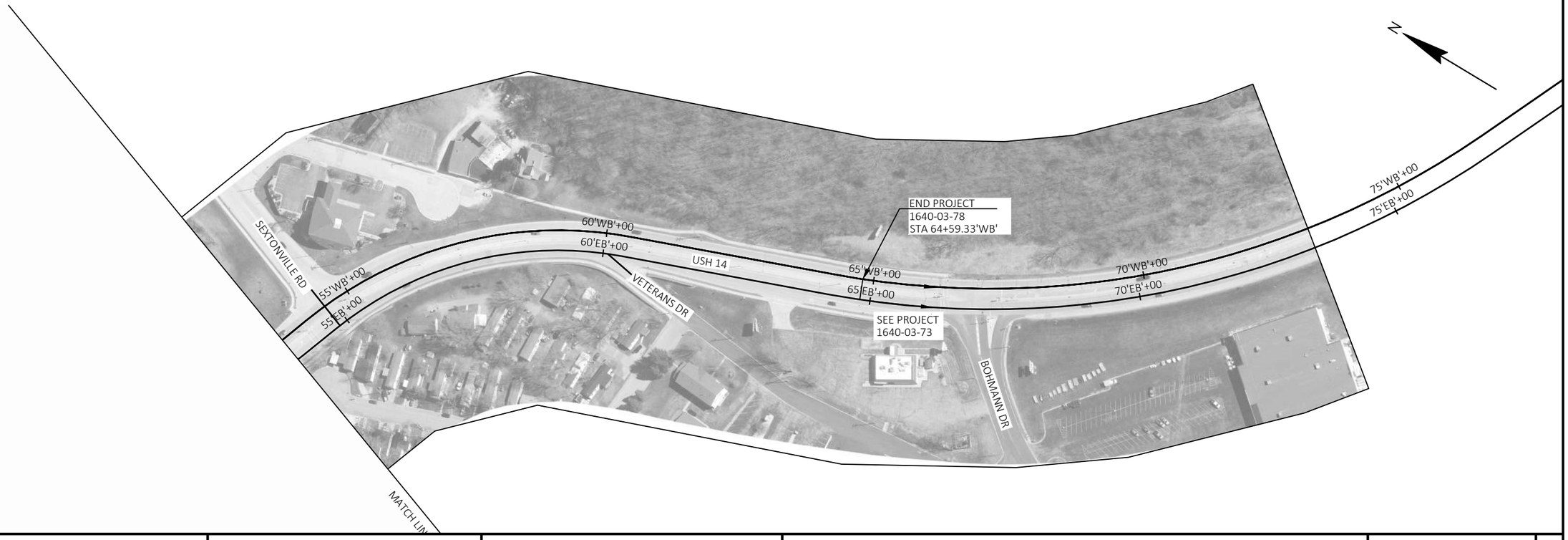
WISCONSIN DNR LIASON

ANDY BARTA
SOUTHWEST REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 235-2955
ANDREW.BARTA@WISCONSIN.GOV

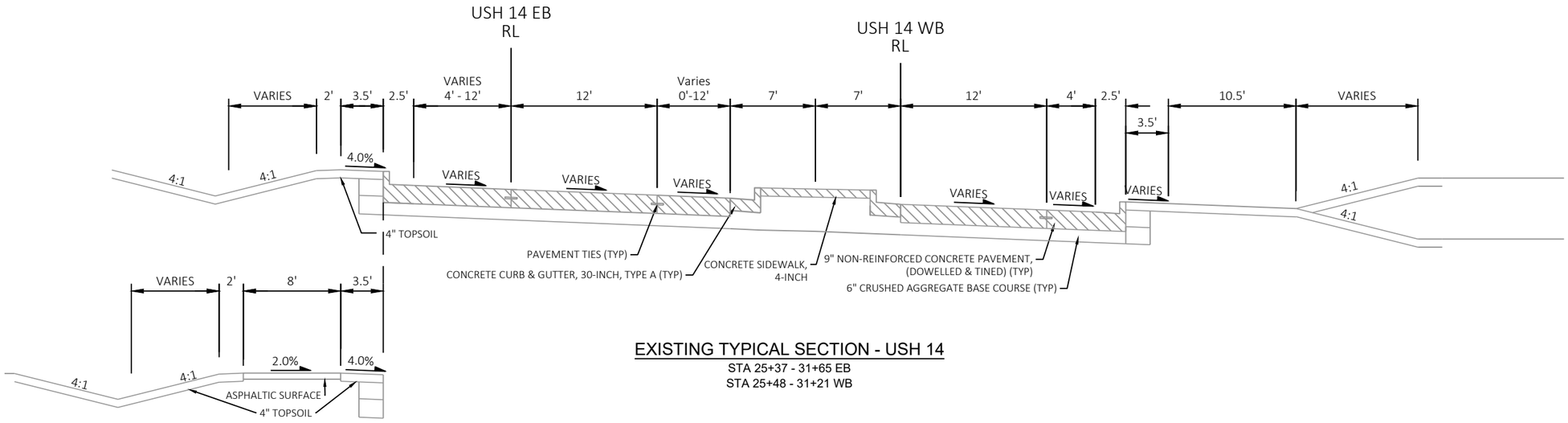
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2



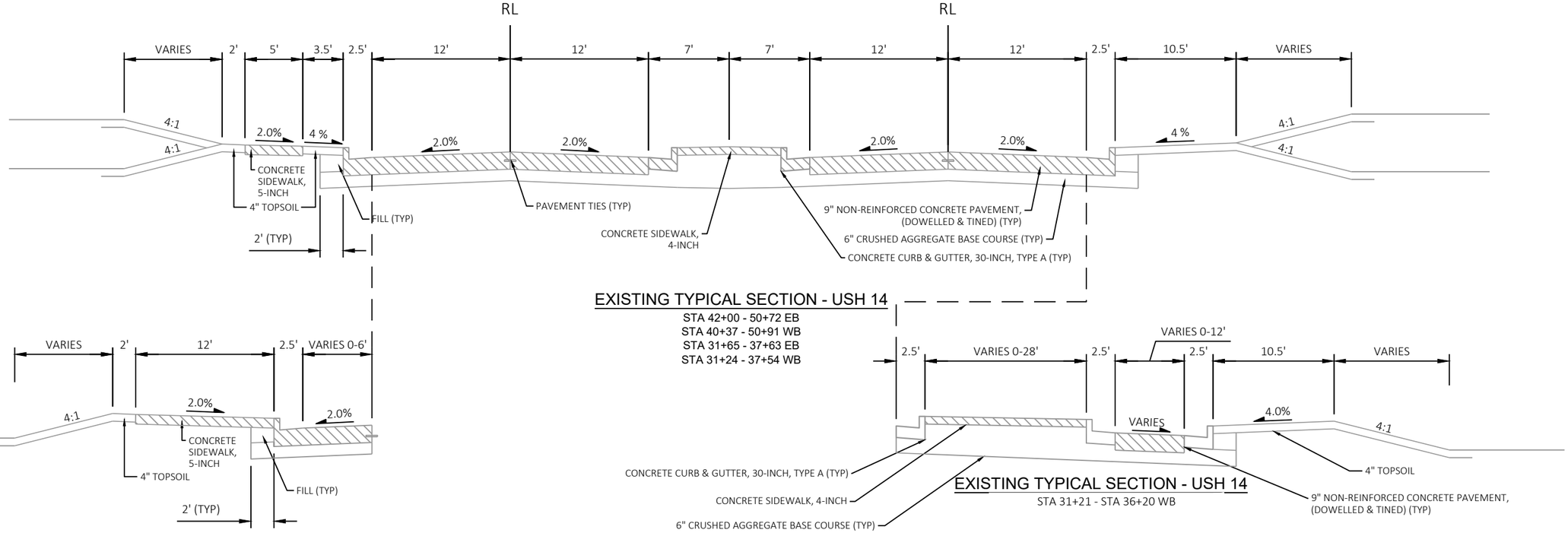


PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION - USH 14
STA 25+37 - 31+65 EB
STA 25+48 - 31+21 WB

EXISTING TYPICAL SECTION
STA 28+07 - 31+65 EB



EXISTING TYPICAL SECTION - USH 14
STA 42+00 - 50+72 EB
STA 40+37 - 50+91 WB
STA 31+65 - 37+63 EB
STA 31+24 - 37+54 WB

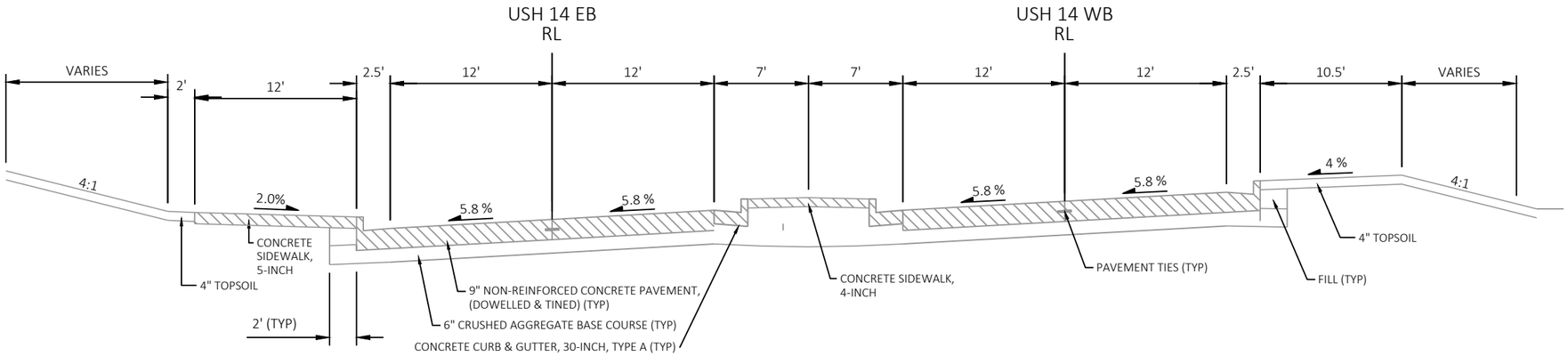
EXISTING TYPICAL SECTION - USH 14
STA 31+65 - 37+63 EB

EXISTING TYPICAL SECTION - USH 14
STA 31+21 - STA 36+20 WB

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 4	E

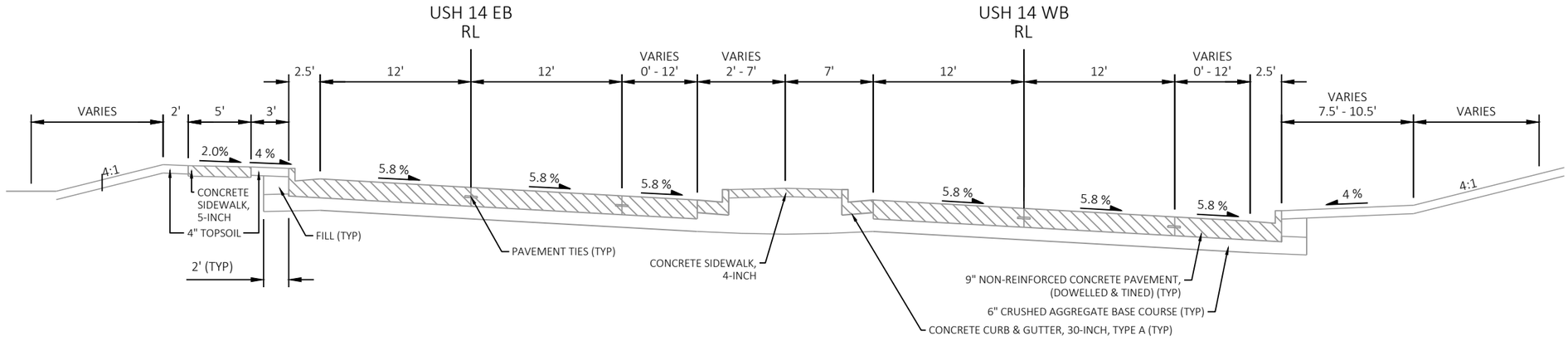
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 01-10ft
PLOT DATE : 7/22/2025 4:35 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION - USH 14

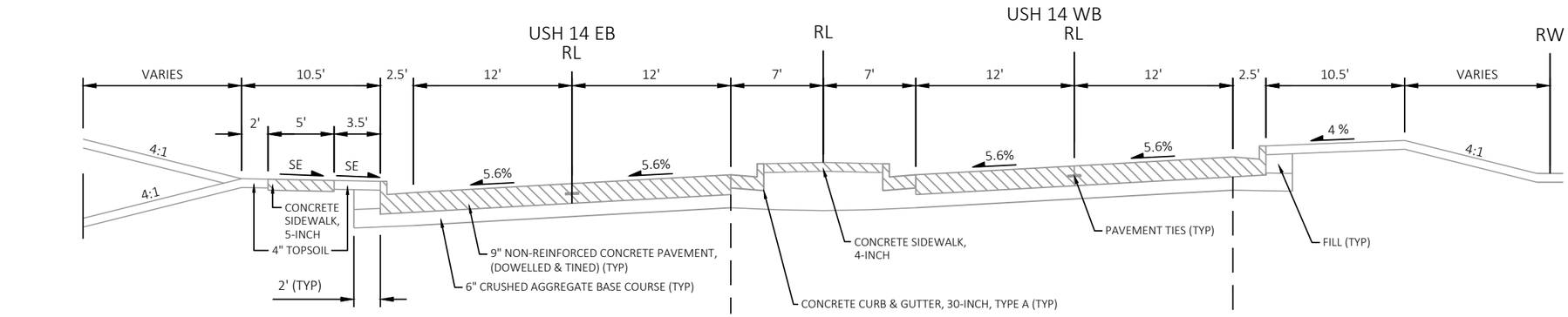
STA 37+63 - 42+00 EB
STA 37+54 - 40+37 WB



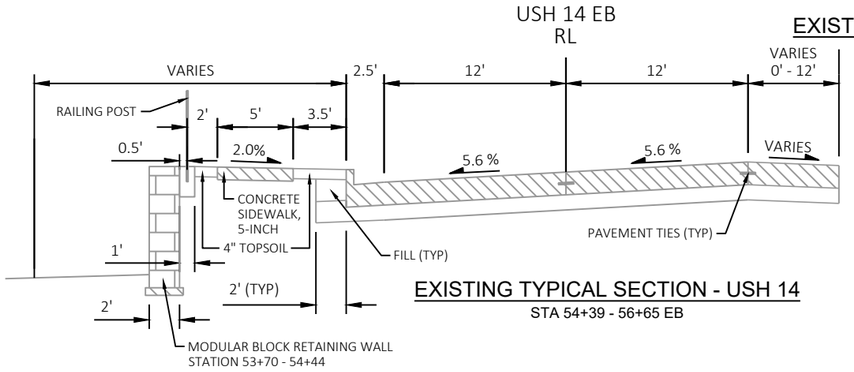
EXISTING TYPICAL SECTION - USH 14

STA 50+72 - 54+39 EB
STA 50+91 - 53+99 WB

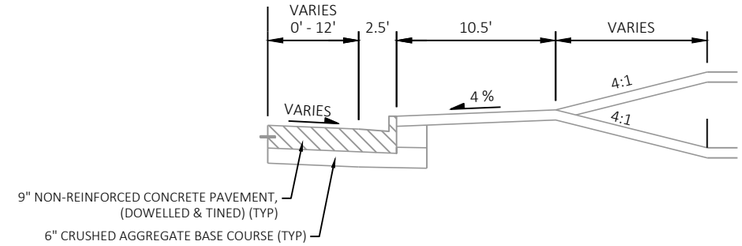
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 5	E



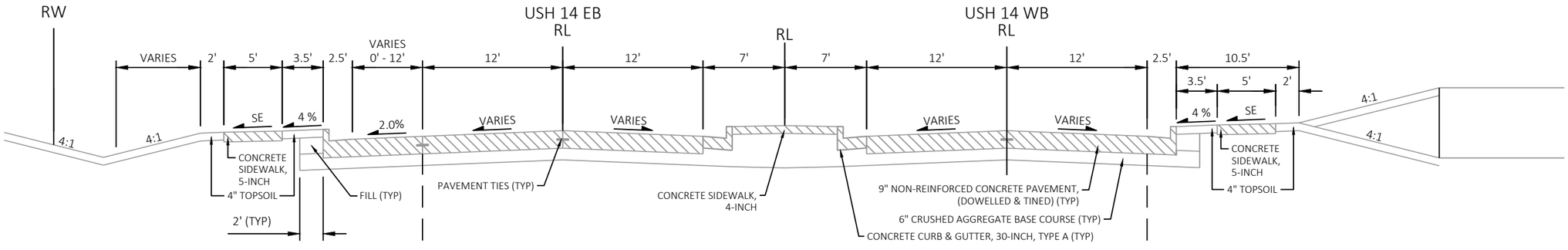
EXISTING TYPICAL SECTION - USH 14
STA 54+39 - 59+90 EB
STA 53+99 - 59+94 WB



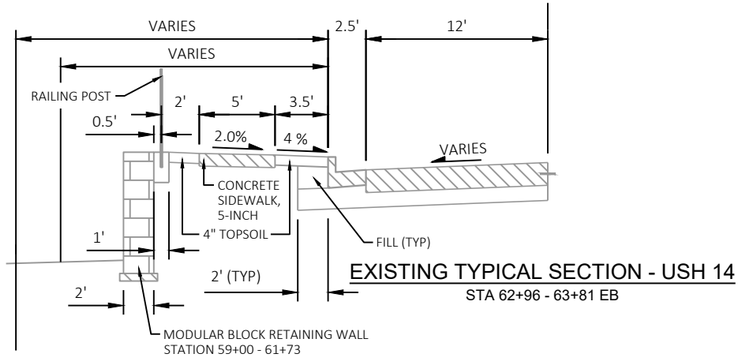
EXISTING TYPICAL SECTION - USH 14
STA 54+39 - 56+65 EB



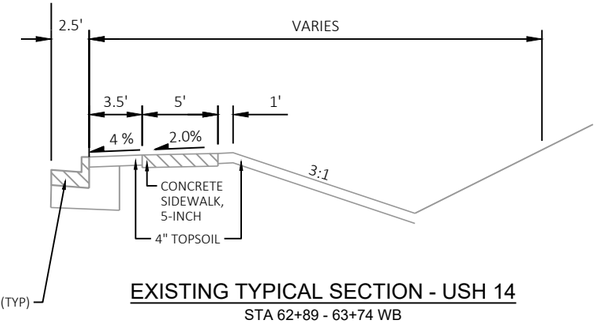
EXISTING TYPICAL SECTION - USH 14
STA 53+99 - 56+45 WB



EXISTING TYPICAL SECTION - USH 14
STA 59+90 - 63+81 EB
STA 59+94 - 64+33 WB



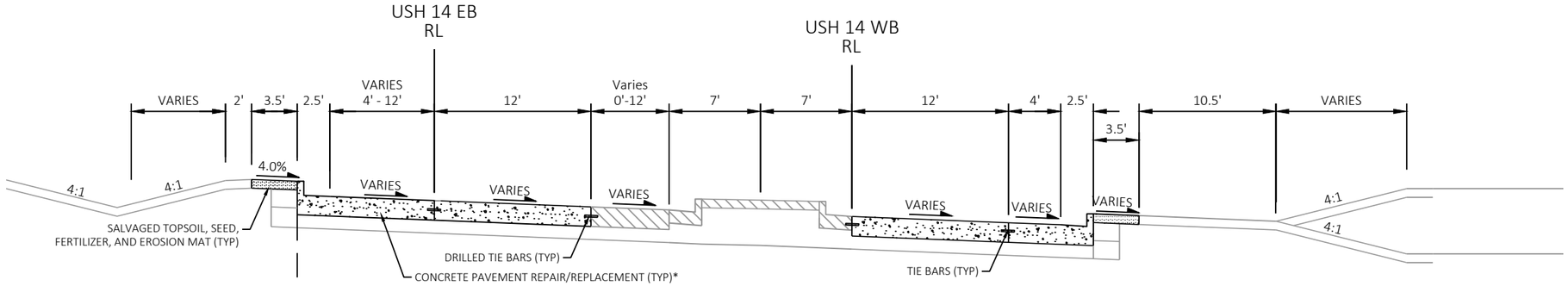
EXISTING TYPICAL SECTION - USH 14
STA 62+96 - 63+81 EB



EXISTING TYPICAL SECTION - USH 14
STA 62+89 - 63+74 WB

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 6	E

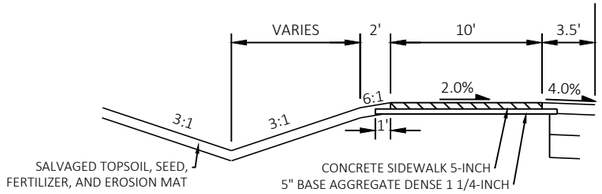
2



FINISHED TYPICAL SECTION - USH 14

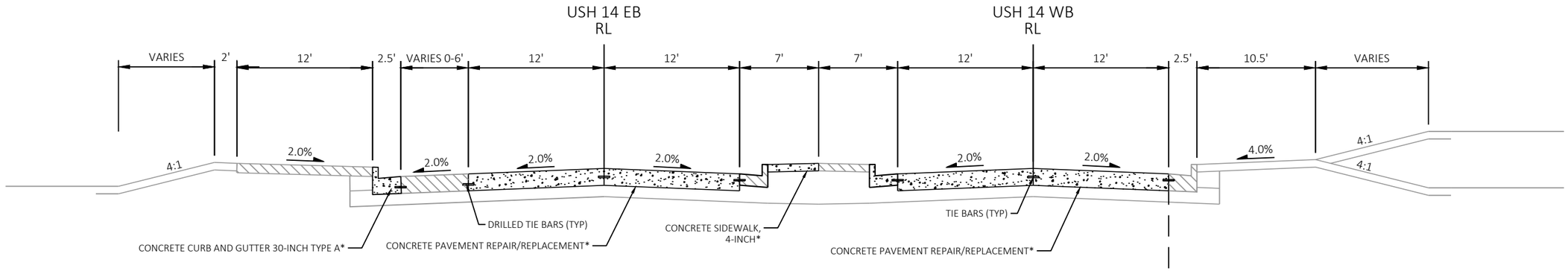
STA 25+44 - 31+65 EB
STA 25+48 - 31+21 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



PROPOSED TYPICAL SECTION - USH 14

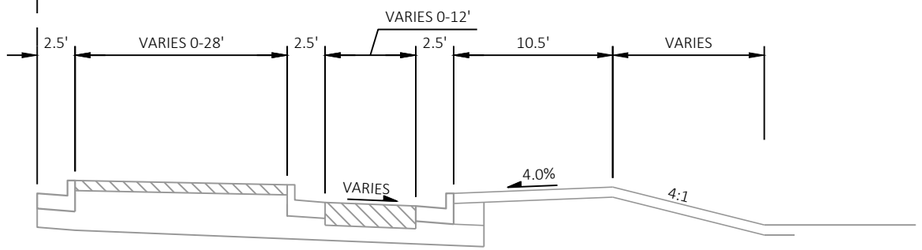
STA 28+07 - 31+65 EB



FINISHED TYPICAL SECTION - USH 14

STA 31+65 - 37+63 EB
STA 31+24 - 37+54 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS

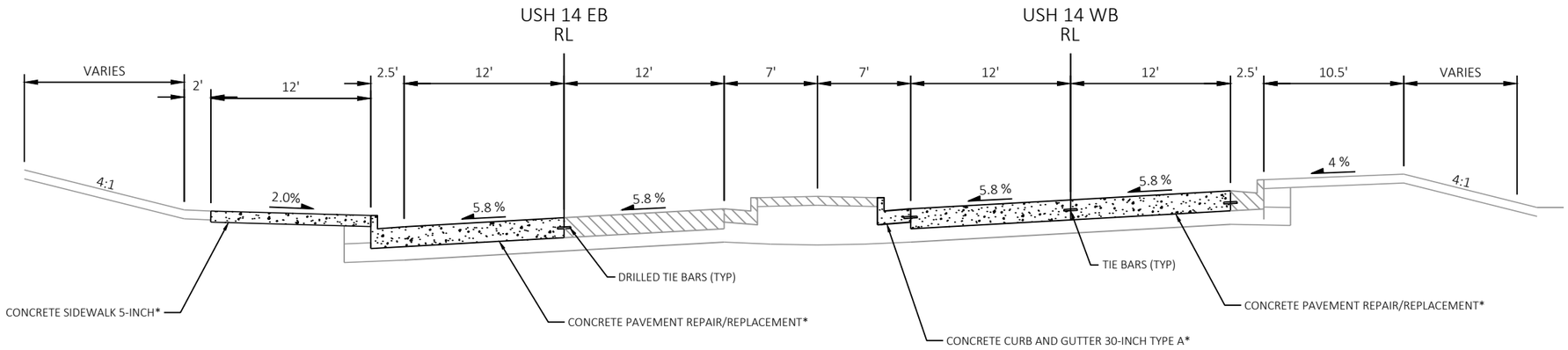


PROPOSED TYPICAL SECTION - USH 14

STA 31+21 - STA 36+20 WB

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 7	E

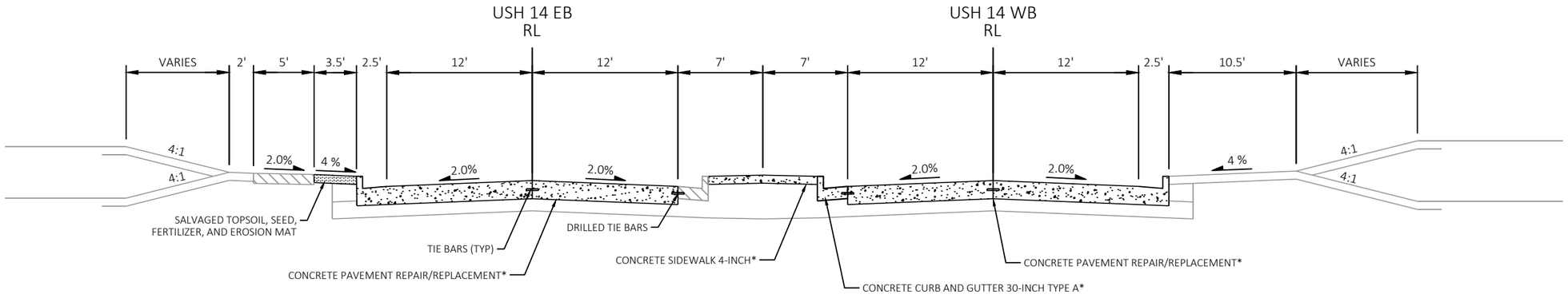
2



FINISHED TYPICAL SECTION - USH 14

STA 37+63 - 42+00 EB
STA 37+54 - 40+37 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



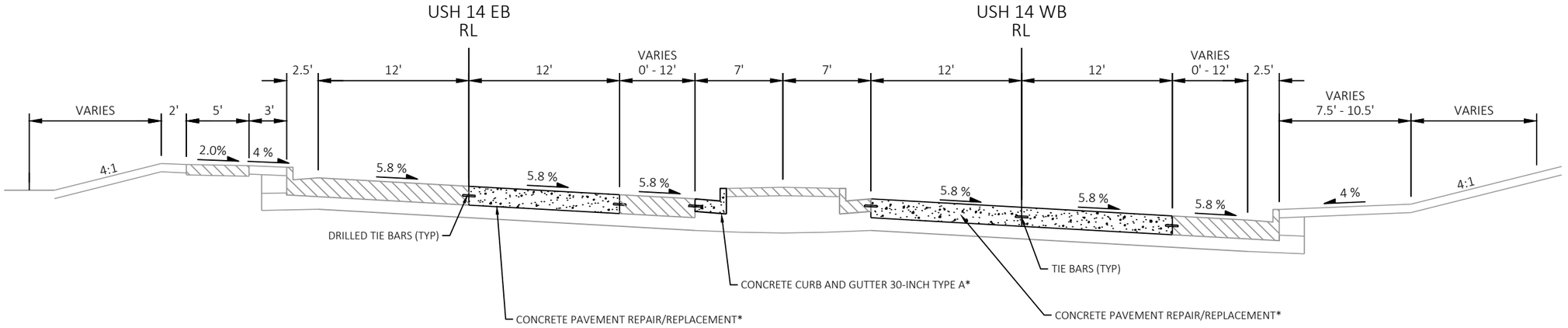
FINISHED TYPICAL SECTION - USH 14

STA 42+00 - 50+72 EB
STA 40+37 - 50+91 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 8	E

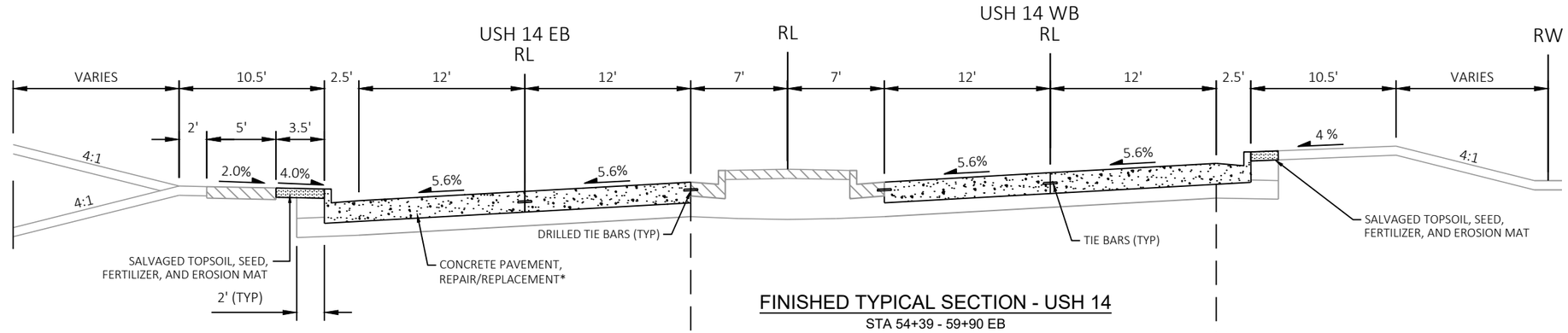
2



FINISHED TYPICAL SECTION - USH 14

STA 50+72 - 54+39 EB
STA 50+91 - 53+99 WB

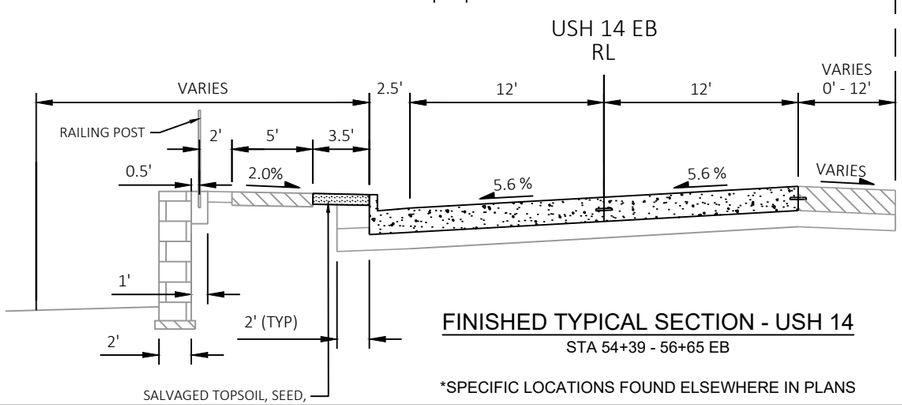
*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



FINISHED TYPICAL SECTION - USH 14

STA 54+39 - 59+90 EB
STA 53+99 - 59+94 WB

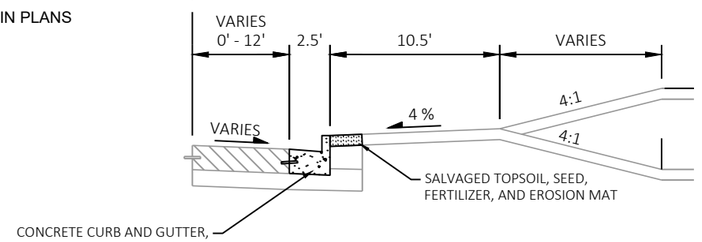
*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



FINISHED TYPICAL SECTION - USH 14

STA 54+39 - 56+65 EB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



FINISHED TYPICAL SECTION - USH 14

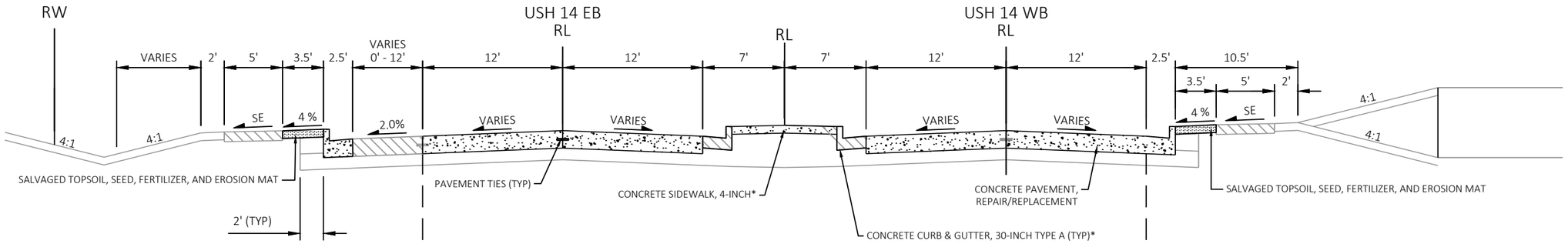
STA 53+99 - 56+45 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 9	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 06-10ft
PLOT DATE : 7/22/2025 4:35 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

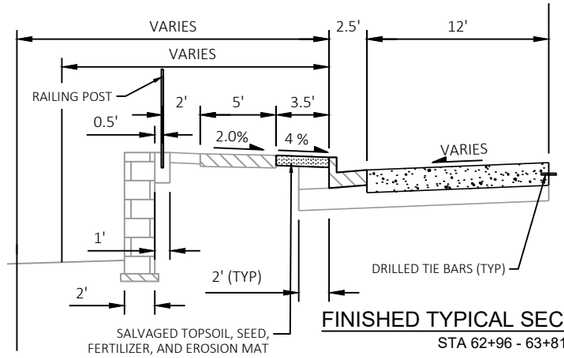


FINISHED TYPICAL SECTION - USH 14

STA 59+90 - 63+81 EB

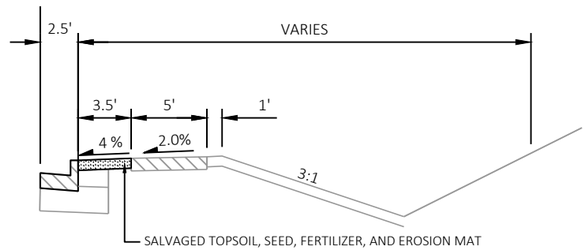
STA 59+94 - 63+74 WB

*SPECIFIC LOCATIONS FOUND ELSEWHERE IN PLANS



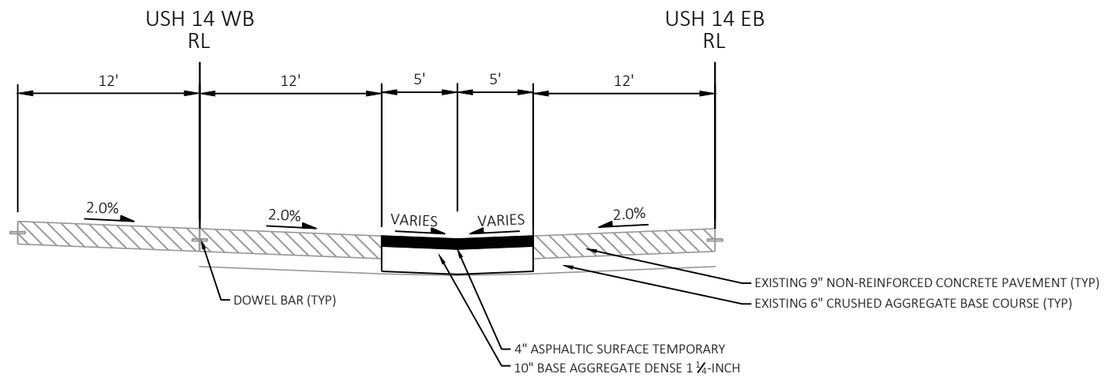
FINISHED TYPICAL SECTION - USH 14

STA 62+96 - 63+81 EB



FINISHED TYPICAL SECTION - USH 14

STA 62+89 - 63+74 WB

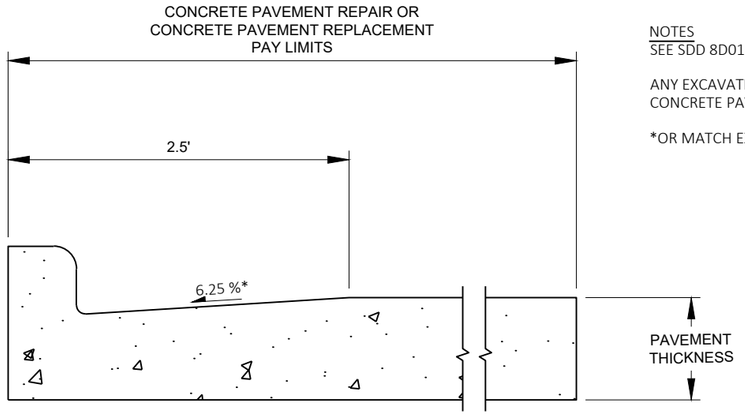


TEMPORARY CROSSOVER TYPICAL SECTION

STA 32+60.50 TO STA 34+67.00

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 10	E

2



NOTES
SEE SDD 8D01 AND SDD 13C9 FOR FURTHER DETAILS

ANY EXCAVATION OR BACKFILL BEYOND THE BACK OF CURB REQUIRED TO CONSTRUCT THE CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT IS INCIDENTAL TO THESE ITEMS OR THE ADJACENT FINISHING ITEMS.

*OR MATCH EXISTING

CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT
REPLACEMENT WITH INTEGRAL CURB AND GUTTER

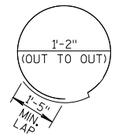
CONSTRUCTION NOTES:

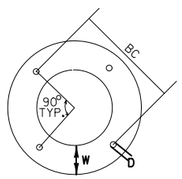
1. SPREAD FOOTING BASE TO BE USED FOR CONFLICT MITIGATION WITH SHALLOW UTILITIES. ADVANCE ENGINEER APPROVAL REQUIRED.

SPREAD FOOTING DIMENSIONS
STEEL AND CONCRETE QUANTITIES ARE APPROXIMATE

TYPE OF BASE	D =	THEN L=	401 HOOPS LBS.	402 VERTICAL BARS LBS.	403 HORIZ BARS LBS.	602 VERTICAL BARS LBS.	TOTAL LBS. STEEL	CONCR YDS.
TYPE 1	3'	4' 6"	11	11	32	-	54	1.6
TYPE 2	5'	6' 0"	15	-	55	44	114	2.9
TYPE 2	6'	6' 0"	20	-	55	53	128	3.0

(401) HOOP, NO. 4 5'-1" BAR STEEL
(402) VERTICAL, NO. 4 "D" - 4" BAR STEEL
(403) HORIZONTAL, NO. 4 "L" - 6" BAR STEEL
(602) VERTICAL, NO. 6 "L" - 6" BAR STEEL





	TYPE 1	TYPE 2
THICKNESS OF PLATE	½"	½"
BOLT CIRCLE "BC"	12.75"	11.5"
WIDTH "W"	3" +/-	3" +/-
HOLE DIAMETER "D"	1.125"	1.125"
ANCHOR ROD	1" X 2'-3"	1" X 2'-3"

ANCHOR ROD TEMPLATE

GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS 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.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X 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 NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1 :40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

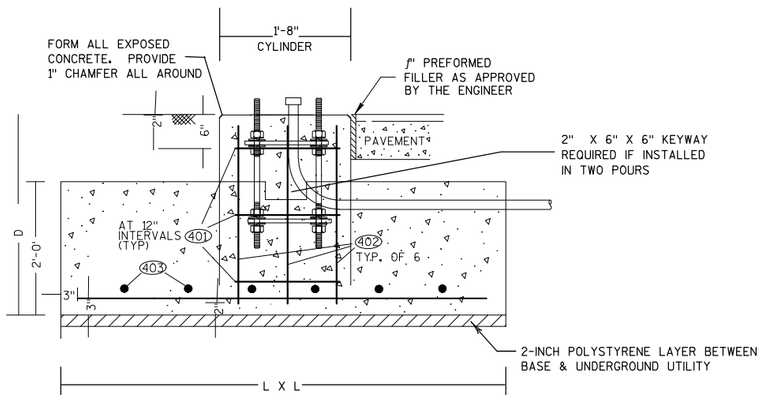
WELDING OF THE ANCHOR RODS TO THE CAGE OR TEMPLATE IS UNACCEPTABLE.
TIE WIRES SHALL BE USED.

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

CONDUIT SHOWN FOR ILLUSTRATION ONLY AND VARIES BY "D"

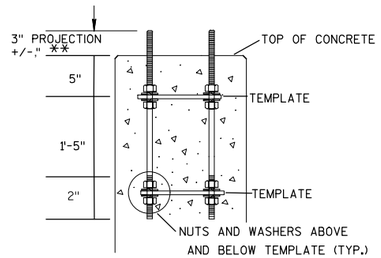
ANCHOR ROD PATTERN SHALL BE PARALLEL TO THE ROADWAY

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE 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 BY THE ENGINEER.



CONCRETE BASE TYPE 2 WITH SPREAD FOOTING

NOT TO SCALE



ANCHOR ROD ASSEMBLY

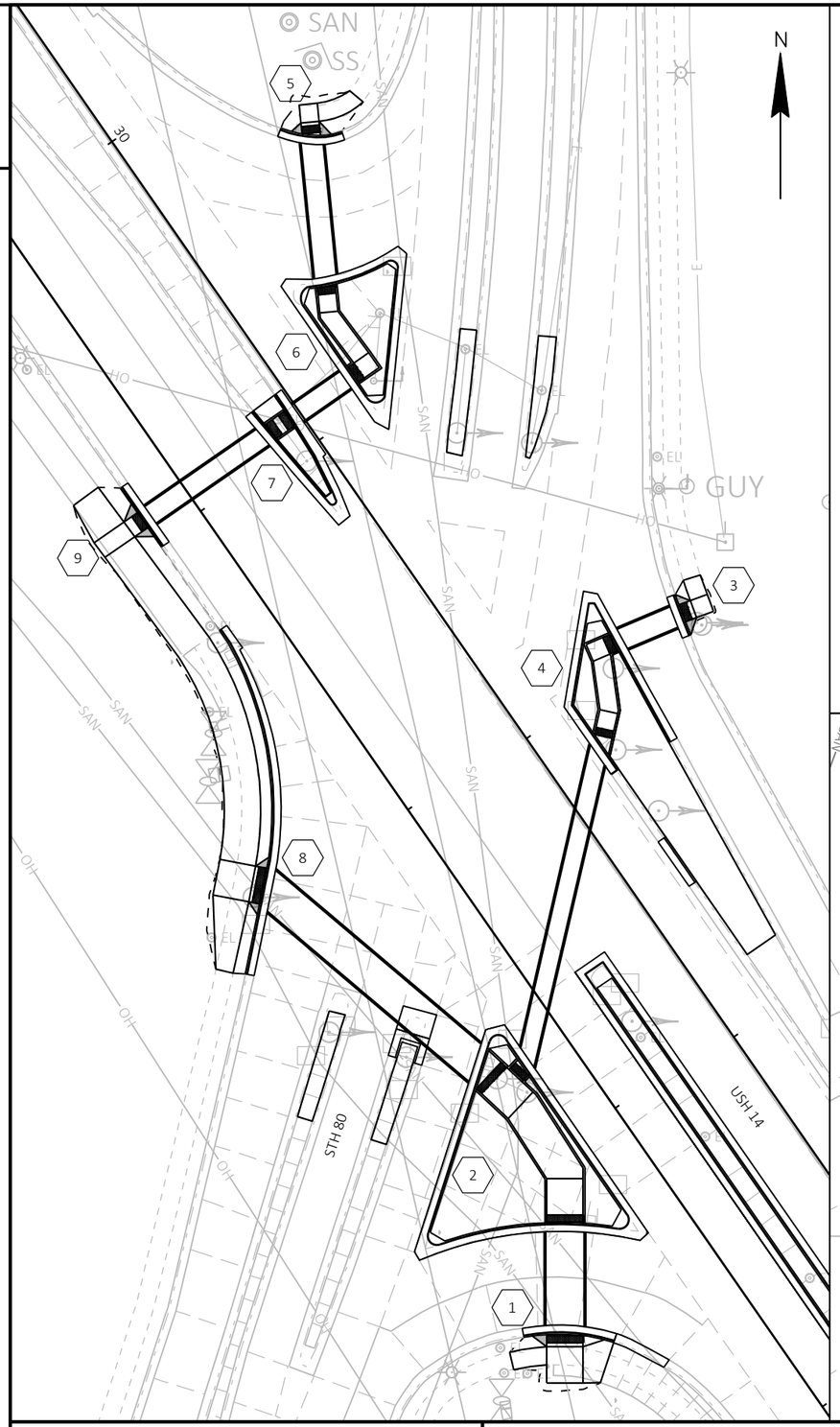
ANCHOR ROD SHALL BE ASTM A449/AASHTO M314-90 GR55 THREADED 12-INCH AT TOP; 4-INCH AT BOTTOM, HOT-DIP GAVANIZED TO ASTM A153, GR C

REQUIRED:

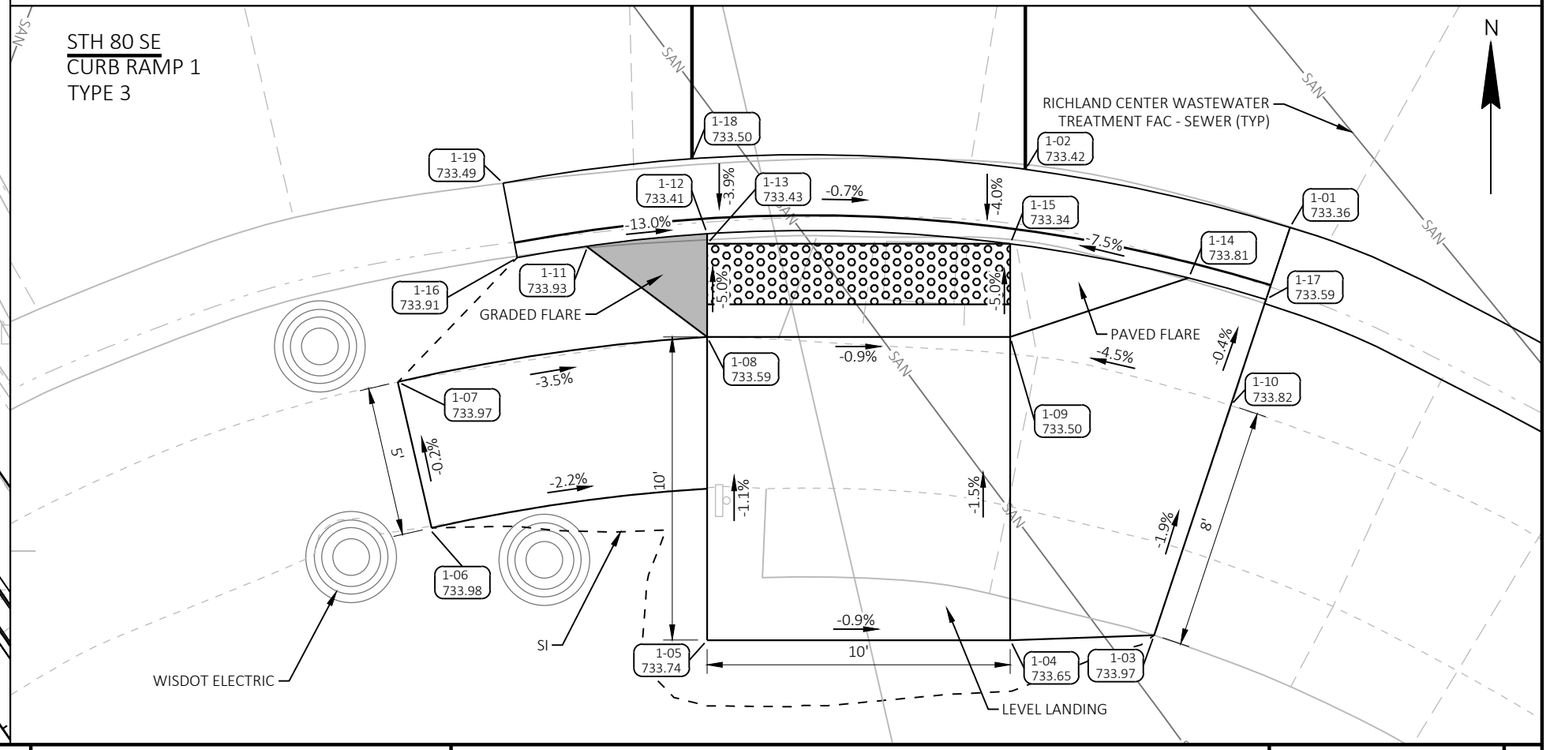
2 TEMPLATES
4 ANCHOR RODS
16 FLAT WASHERS HOT-DIP GALVANIZED
16 HEAVY DUTY HEX NUTS* HOT-DIP GALVANIZED

*CHASE THREADS FOR HOT-DIP GALVANIZED ANCHOR RODS
** FAILURE TO MEET TOLERANCE CONDEMNS THE BASE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CONSTRUCTION DETAILS - SPREAD FOOTING	SHEET 12 E

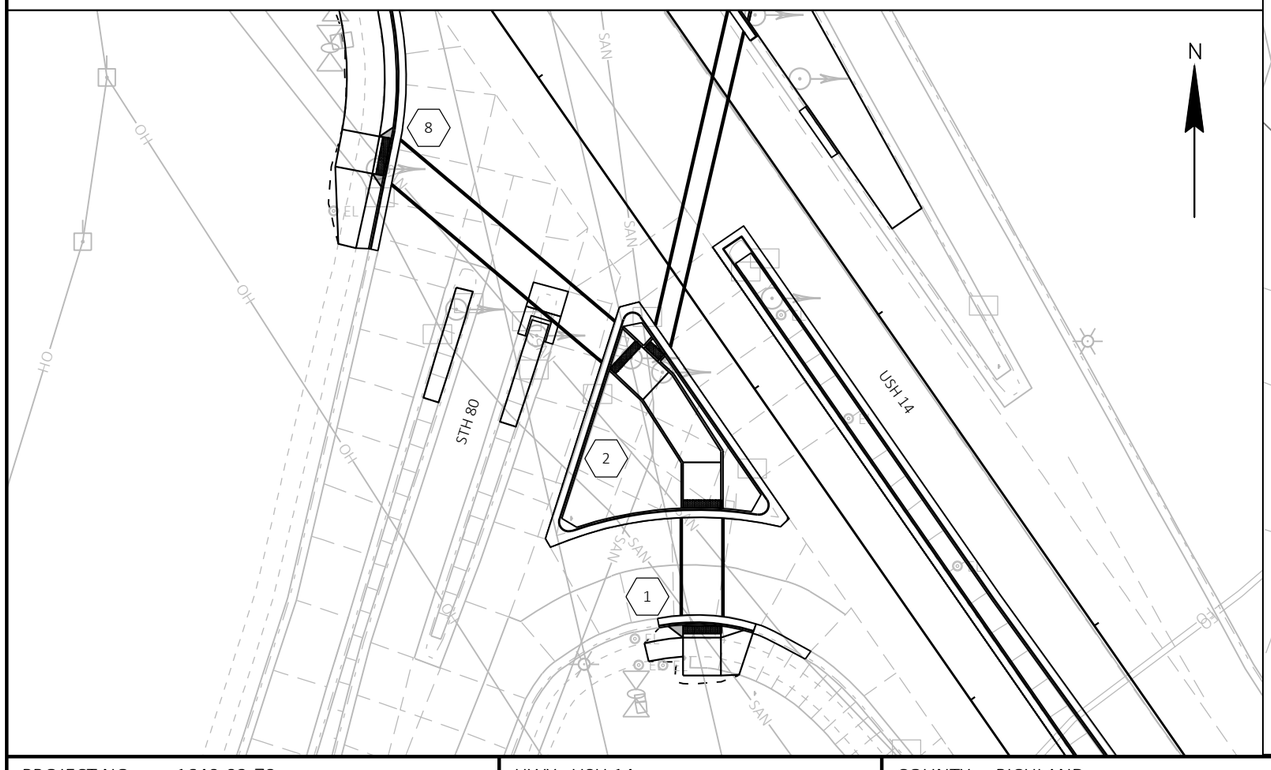


STH 80 SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-01	33+51.21	35.08' RT	733.36	442877.55	675679.03
1-02	33+44.65	41.15' RT	733.42	442879.47	675670.30
1-03	33+59.69	46.43' RT	733.97	442864.10	675674.54
1-04	33+57.12	50.42' RT	733.65	442863.94	675669.80
1-05	33+51.41	58.64' RT	733.74	442863.94	675659.80
1-06	33+43.18	63.99' RT	733.98	442867.64	675650.70
1-07	33+38.59	62.16' RT	733.97	442872.45	675649.59
1-08	33+43.20	52.93' RT	733.59	442873.94	675659.80
1-09	33+48.91	44.72' RT	733.50	442873.94	675669.80
1-10	33+54.91	40.03' RT	733.82	442871.68	675677.07
1-11	33+38.49	54.45' RT	733.93	442876.94	675655.86
1-12	33+40.40	50.99' RT	733.41	442877.34	675659.80
1-13	33+40.67	51.18' RT	733.43	442877.01	675659.80
1-14	33+50.67	38.77' RT	733.81	442875.89	675675.69
1-15	33+46.38	42.96' RT	733.34	442877.01	675669.80
1-16	33+37.48	56.59' RT	733.91	442876.55	675653.53
1-17	33+52.70	37.08' RT	733.59	442875.17	675678.23
1-18	33+38.09	49.99' RT	733.50	442879.82	675659.30
1-19	33+35.19	55.57' RT	733.49	442879.01	675653.06

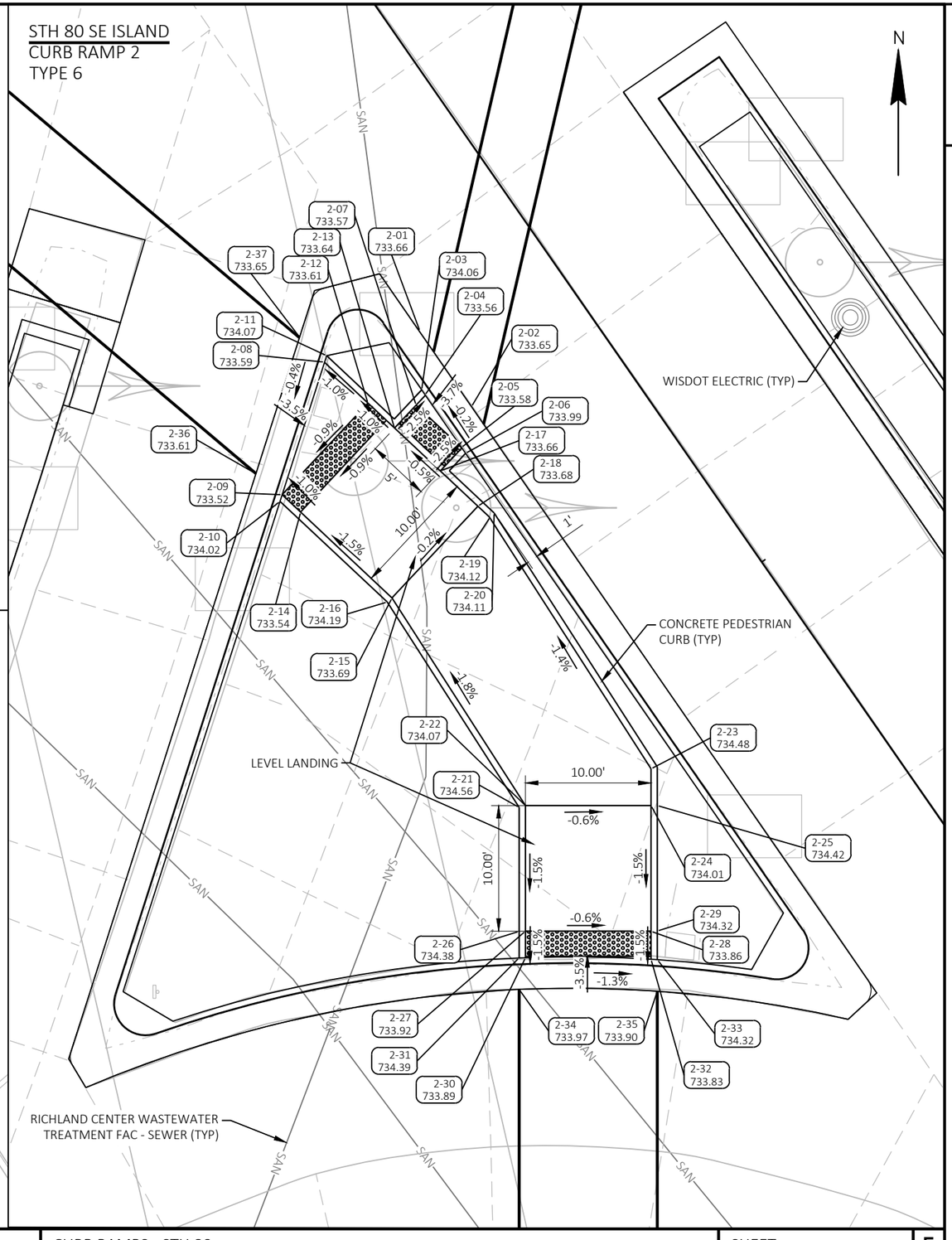


STH 80 SE ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-01	32+69.37	11.92' RT	733.66	442957.97	675651.35
2-02	32+76.65	11.94' RT	733.65	442951.98	675655.50
2-03	32+73.30	14.43' RT	734.06	442953.31	675651.54
2-04	32+73.81	14.43' RT	733.56	442952.89	675651.83
2-05	32+78.92	14.44' RT	733.58	442948.69	675654.74
2-06	32+79.43	14.44' RT	733.99	442948.27	675655.03
2-07	32+74.03	15.49' RT	733.57	442952.11	675651.09
2-08	32+67.07	19.53' RT	733.59	442955.52	675643.80
2-09	32+73.81	28.33' RT	733.52	442944.96	675640.42
2-10	32+74.15	28.77' RT	734.02	442944.43	675640.25
2-11	32+66.74	19.10' RT	734.07	442956.04	675643.96
2-12	32+71.72	18.55' RT	733.61	442952.26	675647.26
2-13	32+74.56	17.94' RT	733.64	442950.27	675649.37
2-14	32+75.77	27.91' RT	733.54	442943.59	675641.88
2-15	32+85.55	25.82' RT	733.69	442936.75	675649.17
2-16	32+85.59	26.32' RT	734.19	442936.43	675648.78
2-17	32+79.45	16.90' RT	733.66	442946.85	675653.02
2-18	32+83.46	16.04' RT	733.68	442944.05	675656.01
2-19	32+84.67	15.78' RT	734.12	442943.20	675656.91

STH 80 SE ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-20	32+84.63	15.28' RT	734.11	442943.52	675657.30
2-21	33+05.02	27.02' RT	734.56	442920.08	675659.30
2-22	33+05.19	26.53' RT	734.07	442920.21	675659.80
2-23	33+08.49	16.64' RT	734.48	442923.15	675669.80
2-24	33+10.90	18.32' RT	734.01	442920.21	675669.80
2-25	33+11.18	17.91' RT	734.42	442920.22	675670.30
2-26	33+13.12	32.65' RT	734.38	442910.21	675659.29
2-27	33+13.40	32.24' RT	733.92	442910.21	675659.80
2-28	33+19.11	24.02' RT	733.86	442910.21	675669.80
2-29	33+19.38	23.60' RT	734.32	442910.23	675670.30
2-30	33+15.13	33.43' RT	733.89	442908.12	675659.80
2-31	33+14.86	33.86' RT	734.39	442908.10	675659.29
2-32	33+20.94	25.29' RT	733.83	442907.99	675669.80
2-33	33+21.25	24.90' RT	734.32	442907.96	675670.30
2-34	33+16.91	35.28' RT	733.97	442905.59	675659.30
2-35	33+23.31	26.33' RT	733.90	442905.45	675670.30
2-36	32+71.24	29.08' RT	733.61	442946.65	675638.33
2-37	32+64.33	20.06' RT	733.65	442957.47	675641.80

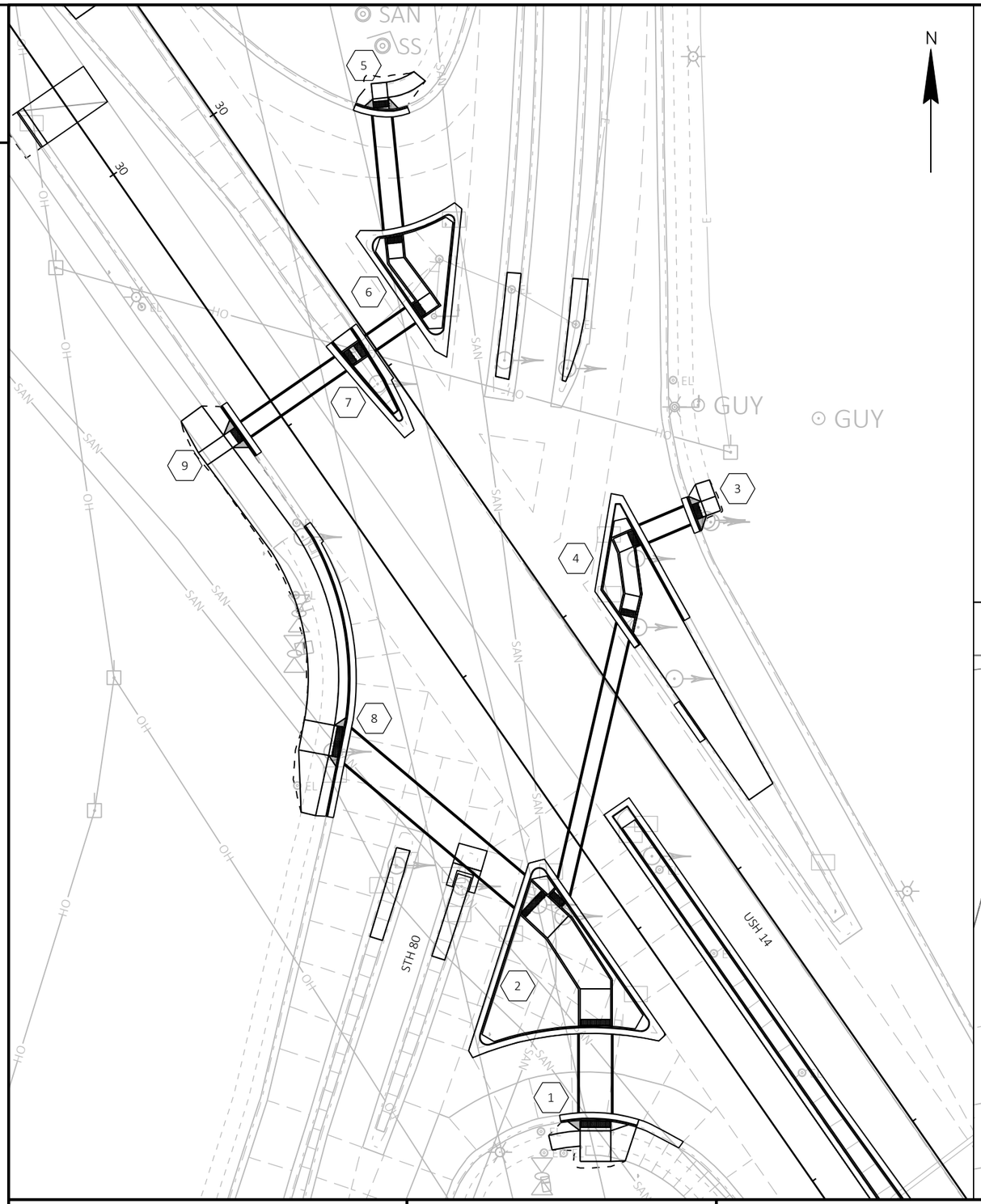


STH 80 SE ISLAND
CURB RAMP 2
TYPE 6



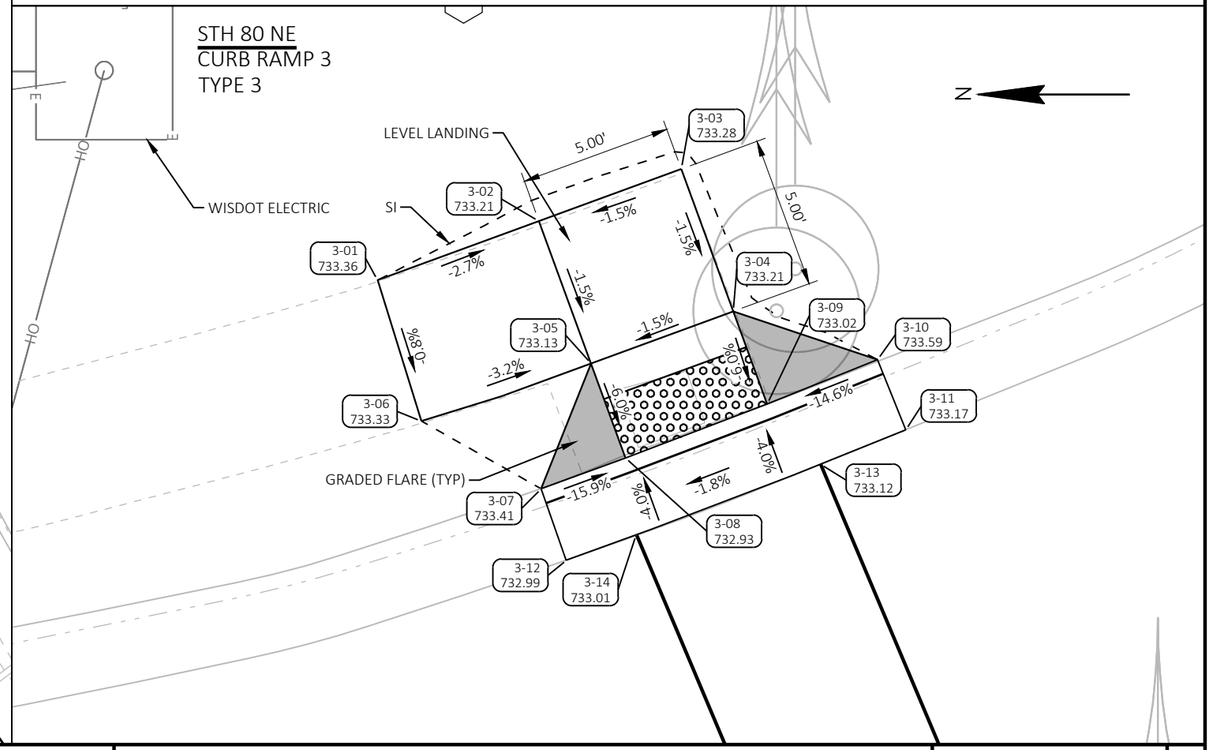
2

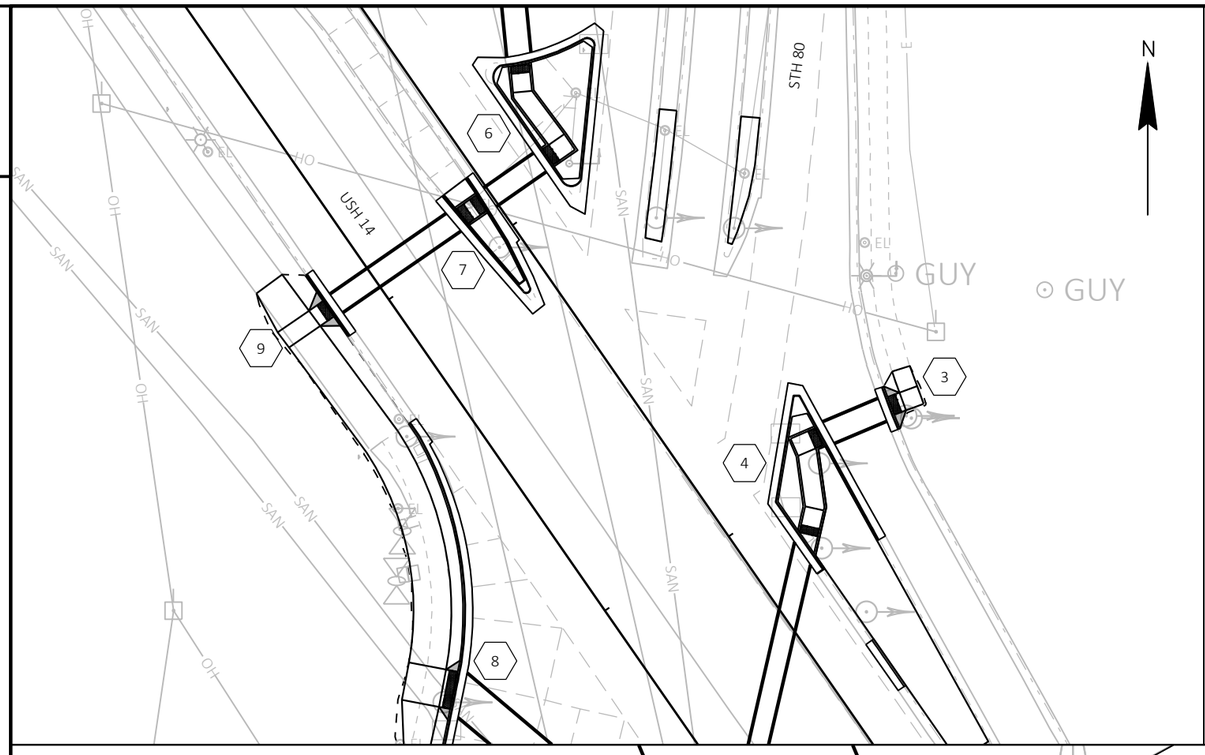
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - STH 80	SHEET 14	E



STH 80 NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-01	31+90.32	64.94' LT	733.36	443086.33	675702.05
3-02	31+95.80	63.51' LT	733.21	443081.01	675704.00
3-03	32+00.64	62.24' LT	733.28	443076.31	675705.72
3-04	31+99.37	57.40' LT	733.21	443074.60	675701.02
3-05	31+94.54	58.67' LT	733.13	443079.29	675699.30
3-06	31+88.86	60.30' LT	733.33	443084.89	675697.40
3-07	31+90.83	56.22' LT	733.41	443080.94	675695.17
3-08	31+93.70	55.46' LT	732.93	443078.15	675696.19
3-09	31+98.55	54.26' LT	733.02	443073.48	675697.97
3-10	32+02.37	53.38' LT	733.59	443069.84	675699.43
3-11	32+01.81	50.94' LT	733.17	443068.91	675697.11
3-12	31+90.19	53.80' LT	732.99	443080.08	675692.82
3-13	31+98.86	51.62' LT	733.12	443071.72	675695.98
3-14	31+92.54	53.18' LT	733.01	443077.79	675693.66

STH 80 NE
CURB RAMP 3
TYPE 3

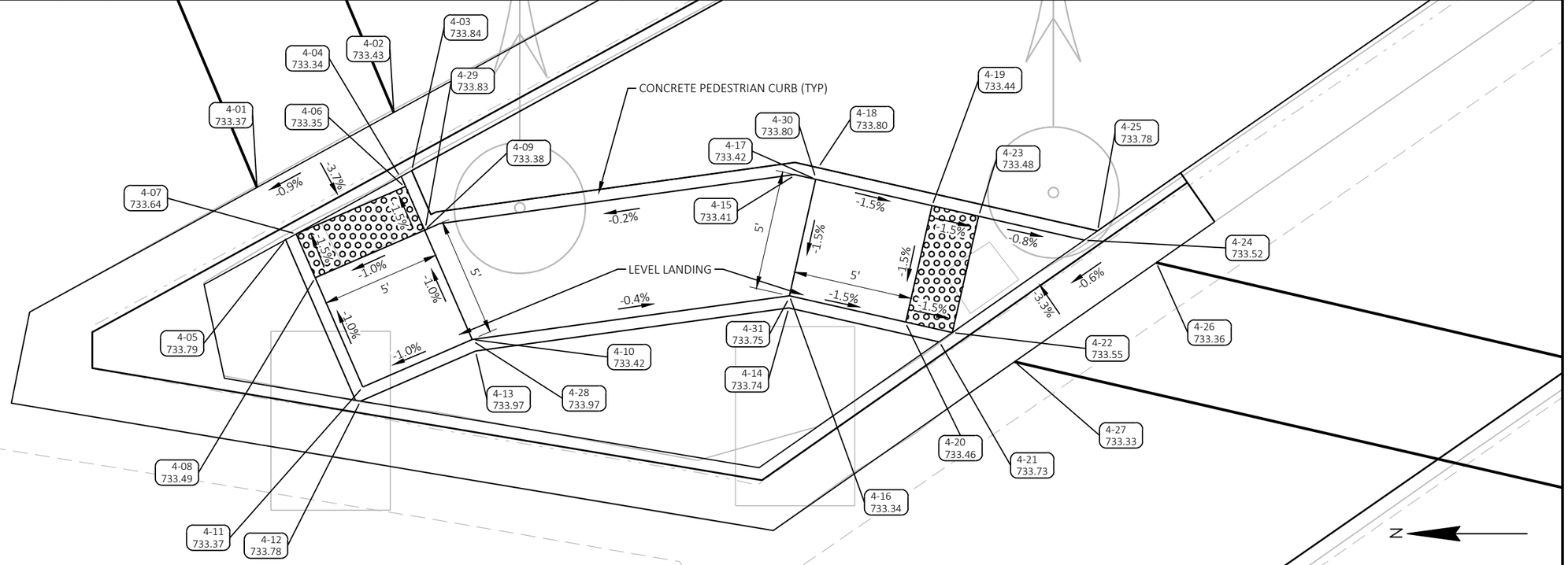




STH 80 NE ISLAND						STH 80 NE ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-01	31+89.26	37.59' LT	733.37	443071.60	675678.98	4-17	32+08.67	24.51' LT	733.42	443048.19	675679.32
4-02	31+95.76	36.90' LT	733.43	443065.87	675682.13	4-18	32+09.04	24.85' LT	733.80	443048.08	675679.80
4-03	31+94.98	34.47' LT	733.84	443065.12	675679.68	4-19	32+12.05	20.83' LT	733.44	443043.32	675678.22
4-04	31+94.43	34.53' LT	733.34	443065.60	675679.42	4-20	32+08.36	17.45' LT	733.46	443044.42	675673.34
4-05	31+89.00	35.11' LT	733.79	443070.40	675676.79	4-21	32+09.05	15.97' LT	733.73	443043.01	675672.51
4-06	31+94.35	34.08' LT	733.35	443065.41	675679.01	4-22	32+09.71	15.97' LT	733.55	443042.47	675672.90
4-07	31+89.49	35.05' LT	733.64	443069.96	675677.03	4-23	32+13.40	19.35' LT	733.48	443041.36	675677.77
4-08	31+89.10	33.09' LT	733.49	443069.16	675675.20	4-24	32+16.47	16.00' LT	733.52	443036.93	675676.77
4-09	31+94.01	32.11' LT	733.38	443064.57	675677.19	4-25	32+17.15	16.00' LT	733.78	443036.37	675677.16
4-10	31+93.03	27.21' LT	733.42	443062.58	675672.61	4-26	32+18.41	13.50' LT	733.36	443033.92	675675.83
4-11	31+88.13	28.19' LT	733.37	443067.17	675670.61	4-27	32+11.16	13.48' LT	733.33	443039.85	675671.67
4-12	31+87.72	27.76' LT	733.78	443067.26	675670.03	4-28	31+93.01	27.15' LT	733.97	443062.56	675672.54
4-13	31+92.86	26.73' LT	733.97	443062.44	675672.12	4-29	31+94.08	32.16' LT	733.83	443064.54	675677.27
4-14	32+04.68	20.73' LT	733.74	443049.32	675673.93	4-30	32+08.71	24.56' LT	733.80	443048.19	675679.37
4-15	32+08.05	25.15' LT	733.41	443049.07	675679.49	4-31	32+04.92	21.06' LT	733.75	443049.30	675674.34
4-16	32+04.99	21.14' LT	733.34	443049.29	675674.44						

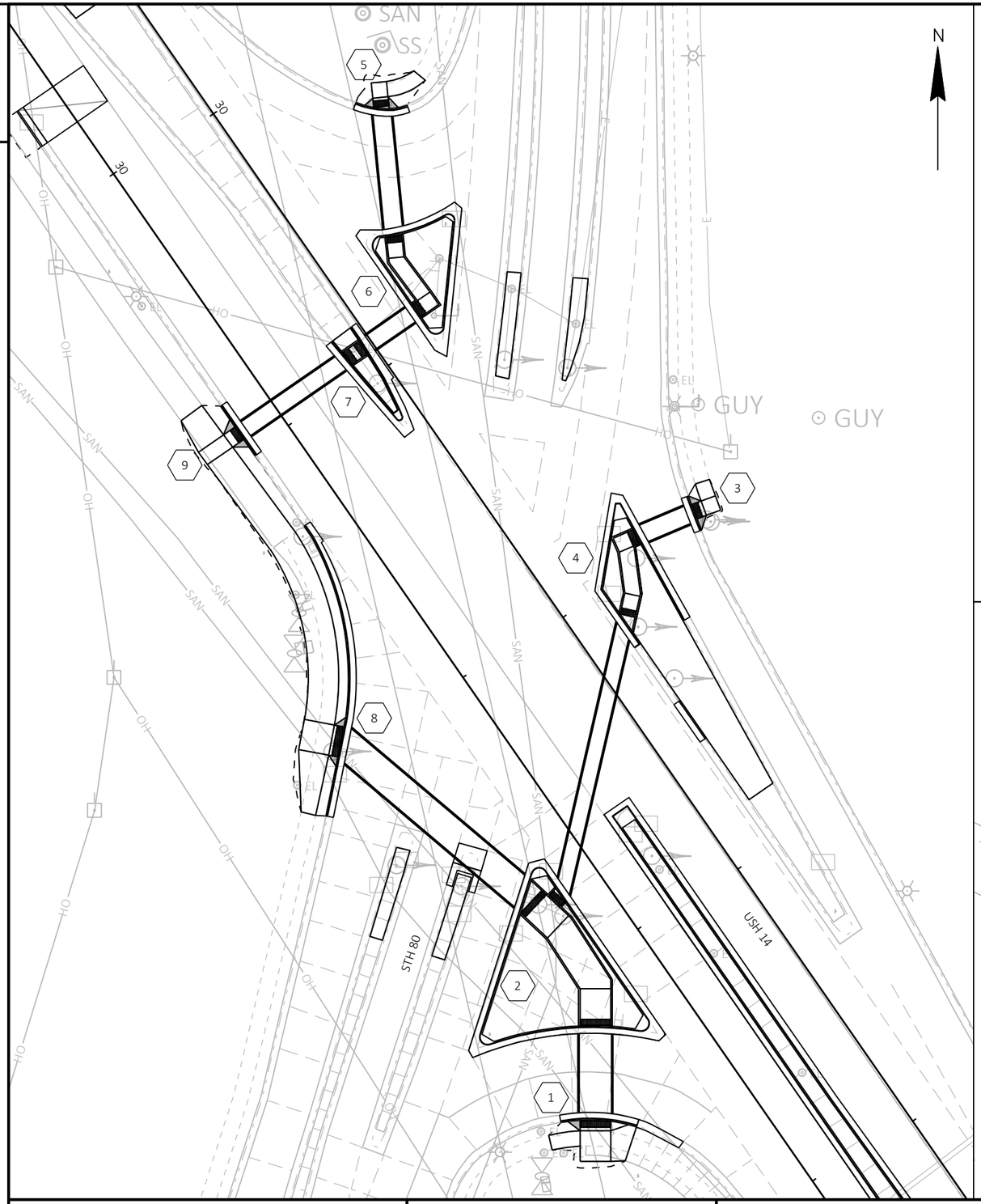
2

STH 80 NE ISLAND
CURB RAMP 4
TYPE 5



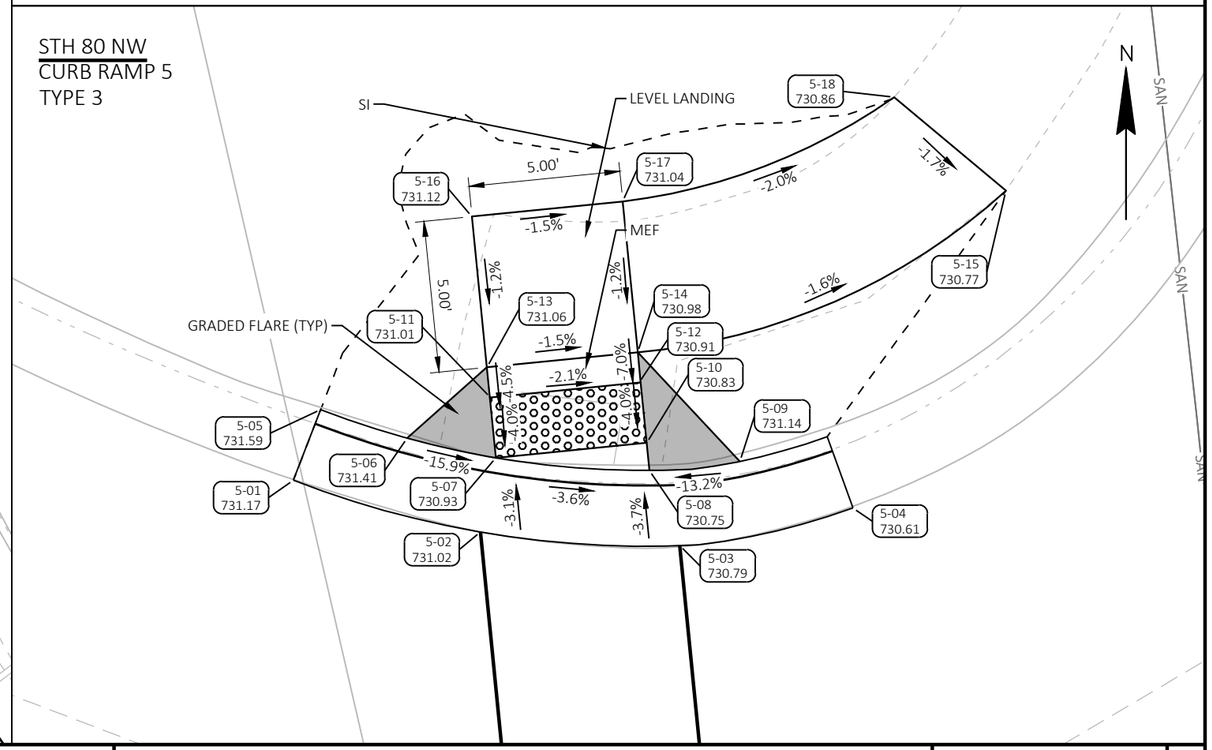
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - STH 80	SHEET 16	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04
PLOT DATE : 7/29/2025 9:12 AM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

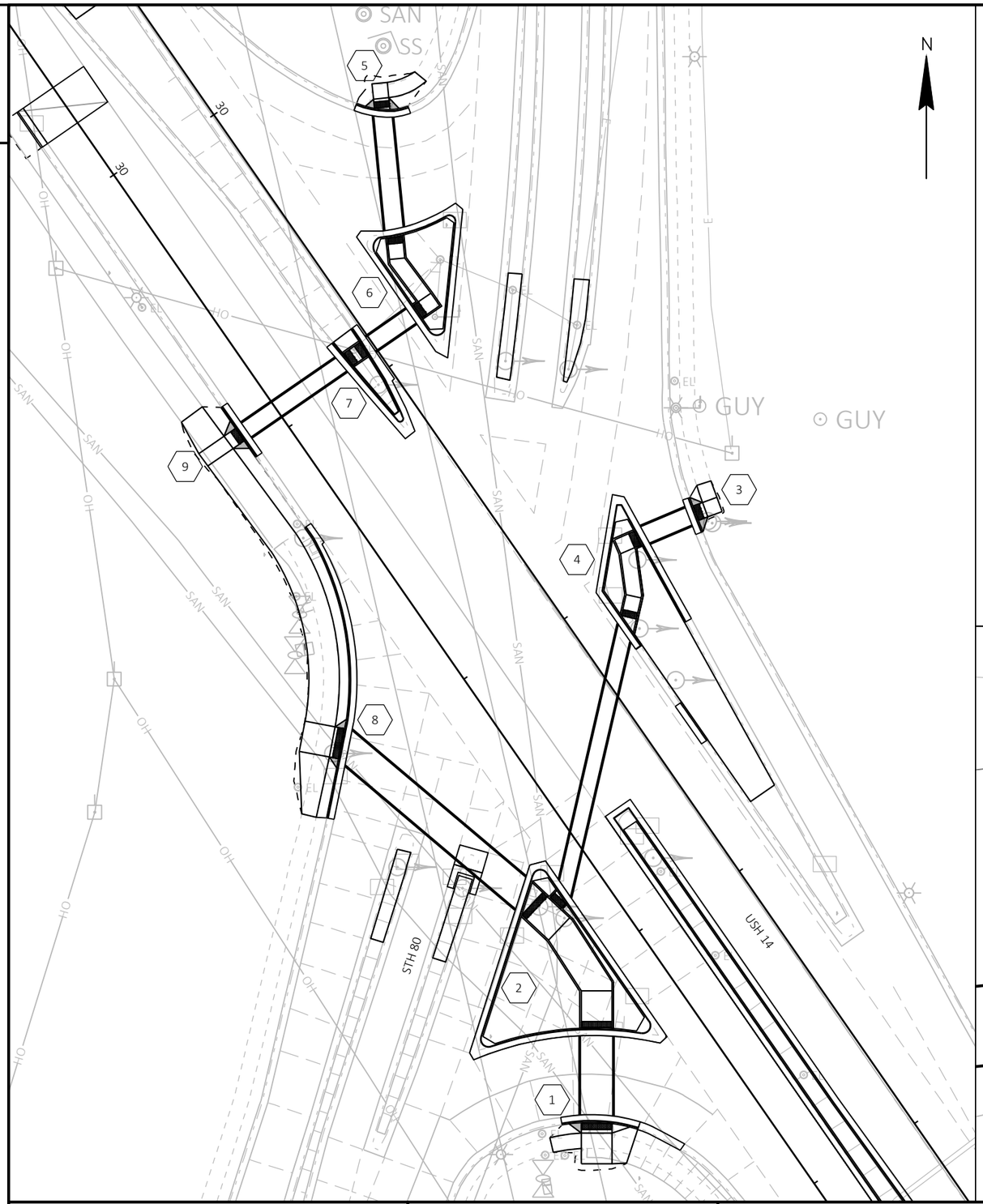


STH 80 NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-01	30+24.91	38.25' LT	731.17	443206.95	675585.76
5-02	30+29.83	42.34' LT	731.02	443205.25	675591.93
5-03	30+33.95	47.48' LT	730.79	443204.80	675598.50
5-04	30+36.19	52.89' LT	730.61	443206.04	675604.22
5-05	30+23.51	40.32' LT	731.59	443209.29	675586.66
5-06	30+25.91	42.12' LT	731.41	443208.34	675589.51
5-07	30+28.11	44.15' LT	730.93	443207.69	675592.44
5-08	30+31.34	48.08' LT	730.75	443207.28	675597.50
5-09	30+32.80	50.70' LT	731.14	443207.58	675600.49
5-10	30+30.54	48.52' LT	730.83	443208.19	675597.41
5-11	30+26.37	45.15' LT	731.01	443209.69	675592.26
5-12	30+28.77	49.45' LT	730.91	443210.17	675597.16
5-13	30+25.49	45.61' LT	731.06	443210.68	675592.14
5-14	30+27.92	49.98' LT	730.98	443211.17	675597.12
5-15	30+30.48	63.00' LT	730.77	443216.50	675609.26
5-16	30+21.12	48.05' LT	731.12	443215.66	675591.65
5-17	30+23.55	52.42' LT	731.04	443216.15	675596.62
5-18	30+25.84	61.73' LT	730.86	443219.59	675605.58

STH 80 NW
CURB RAMP 5
TYPE 3

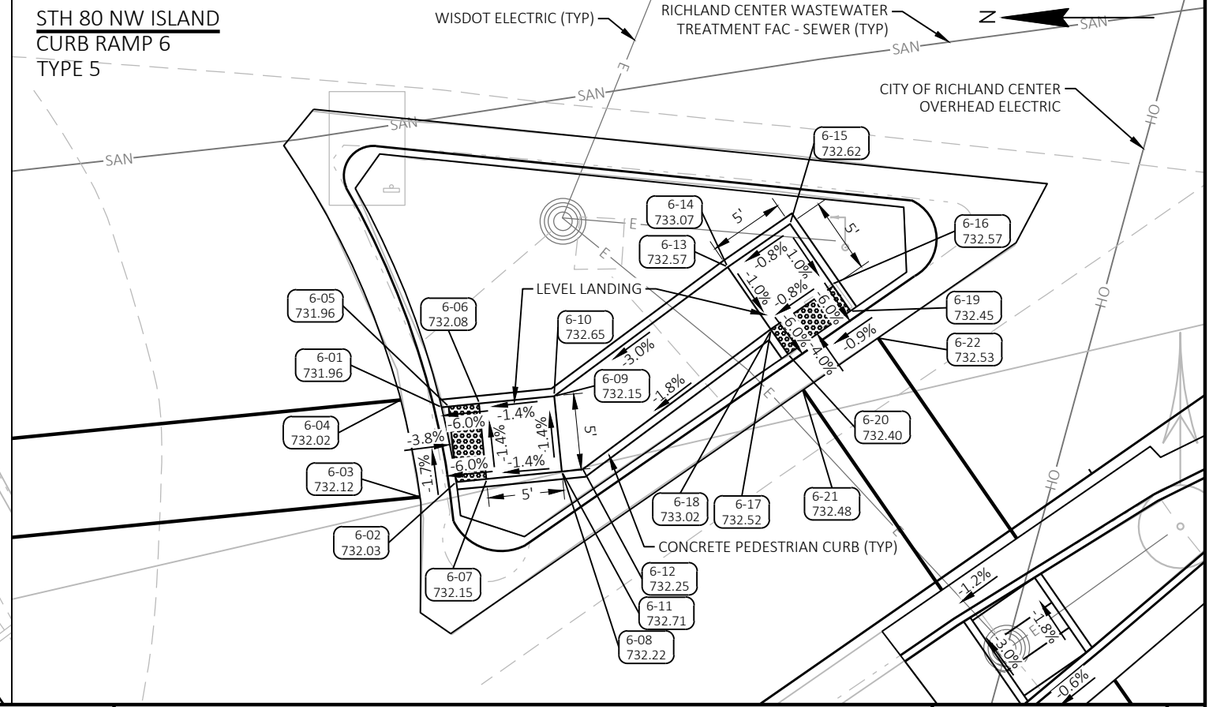


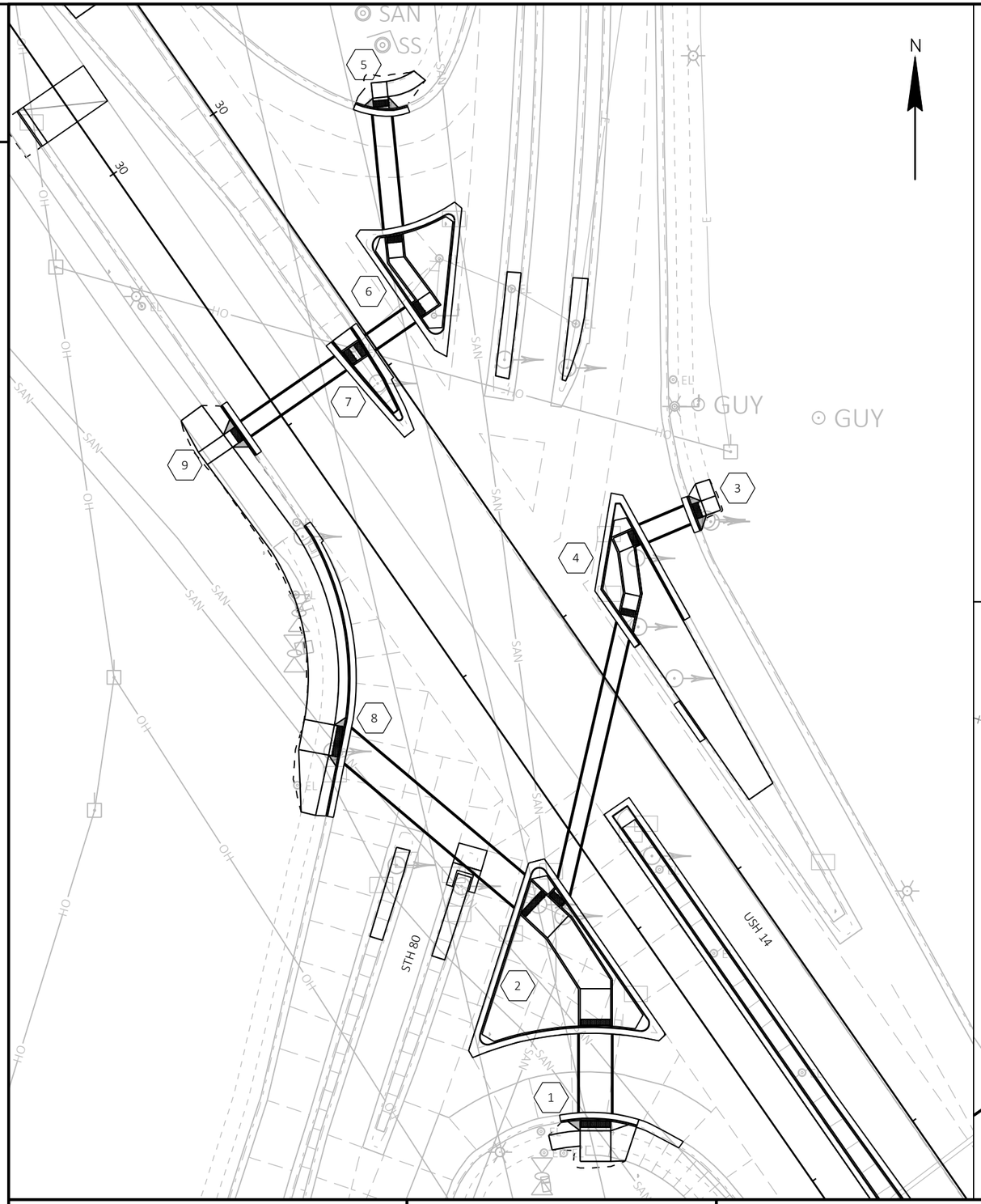
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - STH 80	SHEET 17	E



STH 80 NW ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-01	30+67.27	28.07' LT	731.96	443166.36	675601.56
6-02	30+65.24	23.47' LT	732.03	443165.40	675596.63
6-03	30+62.72	24.02' LT	732.12	443167.78	675595.64
6-04	30+65.33	30.01' LT	732.02	443169.06	675602.05
6-05	30+67.68	27.84' LT	731.96	443165.89	675601.61
6-06	30+69.42	26.87' LT	732.08	443163.90	675601.81
6-07	30+66.99	22.50' LT	732.15	443163.41	675596.83
6-08	30+71.36	20.07' LT	732.22	443158.43	675597.33
6-09	30+73.79	24.44' LT	732.15	443158.93	675602.30
6-10	30+73.80	24.46' LT	732.65	443158.93	675602.33
6-11	30+71.35	20.05' LT	732.71	443158.43	675597.31
6-12	30+72.59	19.46' LT	732.25	443157.08	675597.53
6-13	30+88.04	24.90' LT	732.57	443147.49	675610.82
6-14	30+88.04	24.93' LT	733.07	443147.51	675610.83
6-15	30+93.04	24.89' LT	732.62	443143.38	675613.66
6-16	30+93.03	20.04' LT	732.57	443140.62	675609.67
6-17	30+88.03	19.90' LT	732.52	443144.64	675606.70
6-18	30+88.00	19.85' LT	733.02	443144.64	675606.65
6-19	30+93.03	17.89' LT	732.45	443139.39	675607.90
6-20	30+88.03	17.90' LT	732.40	443143.51	675605.06
6-21	30+87.52	15.40' LT	732.48	443142.50	675602.72
6-22	30+93.52	15.39' LT	732.53	443137.56	675606.13

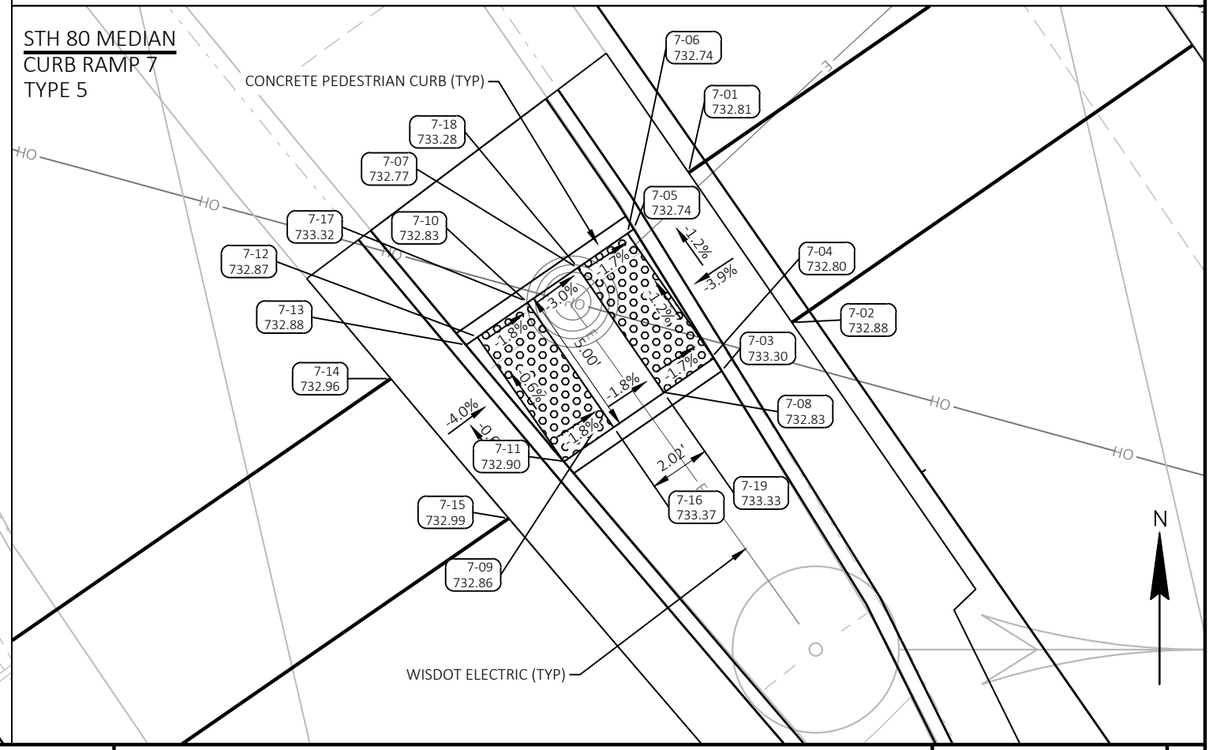
STH 80 NW ISLAND
CURB RAMP 6
TYPE 5

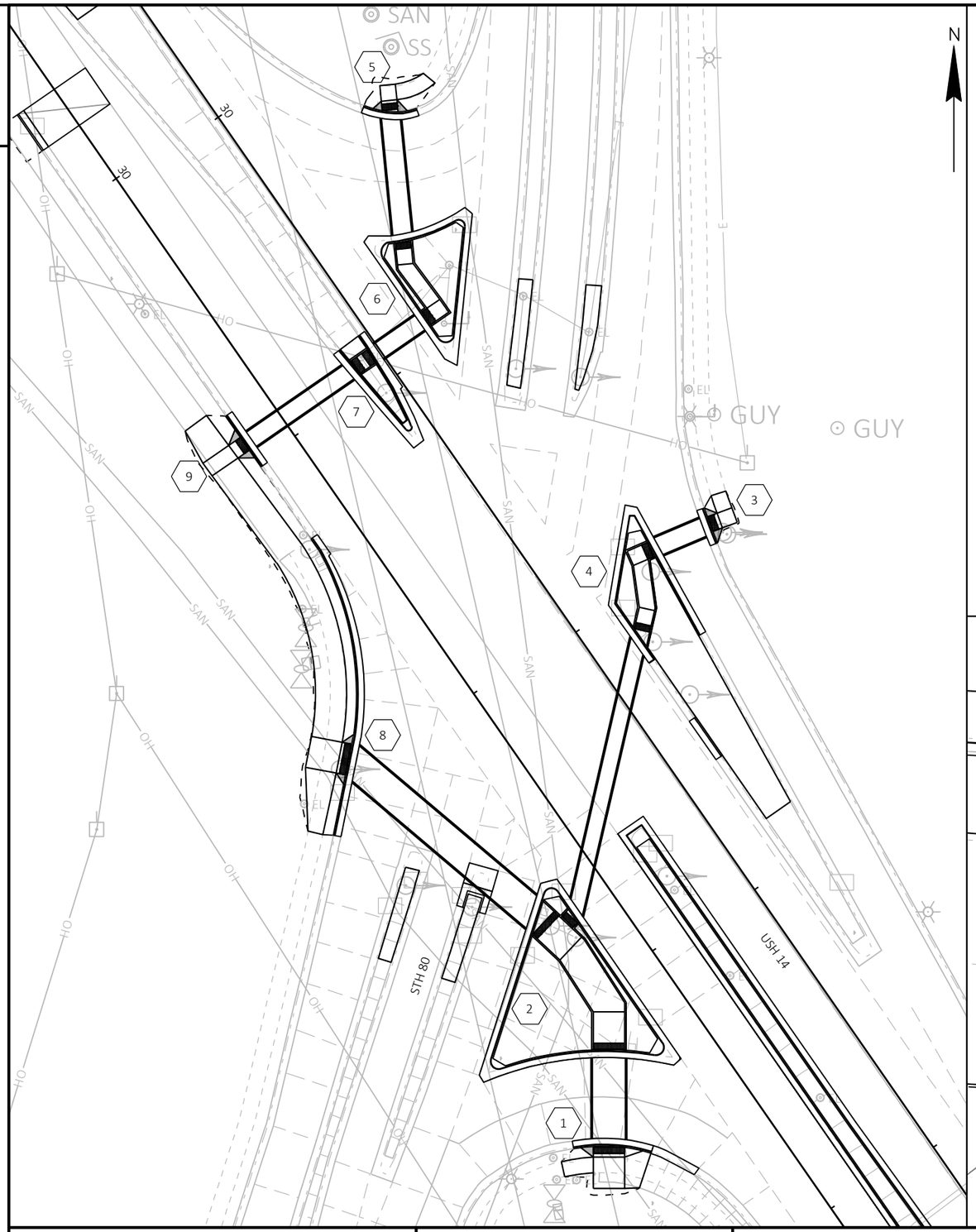




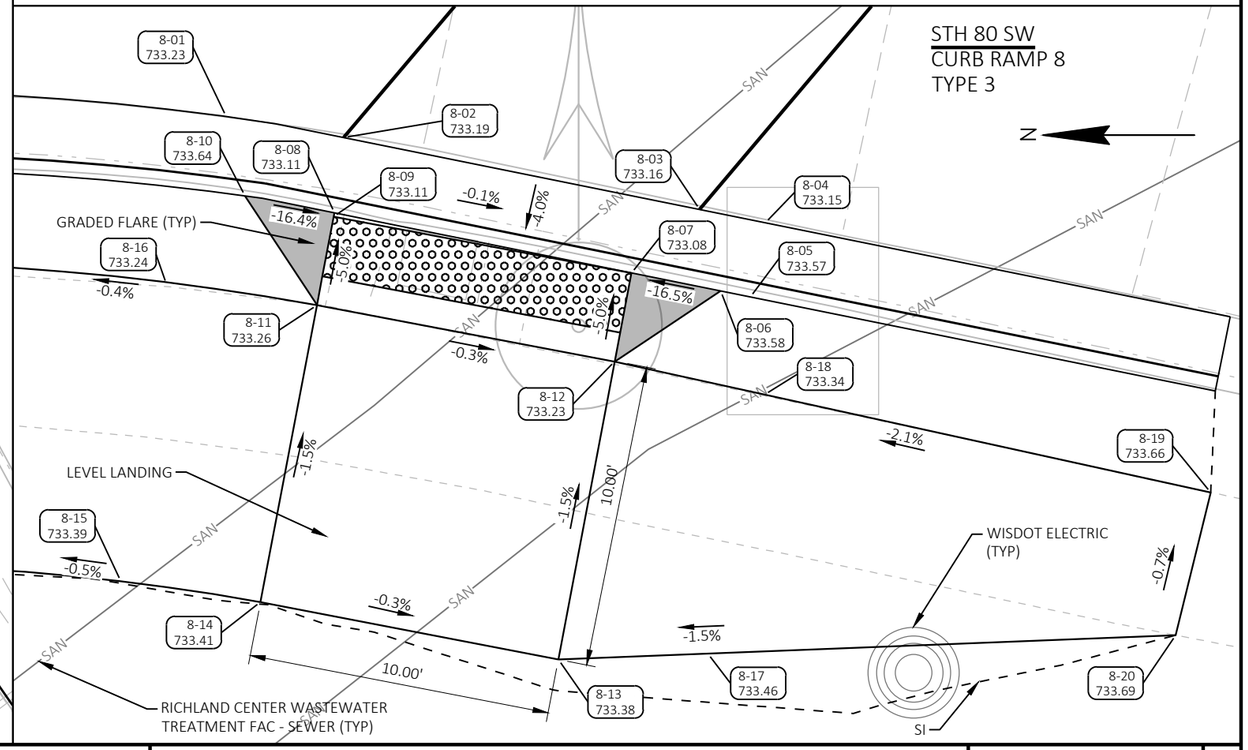
STH 80 MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-01	30+87.49	0.67' RT	732.81	443133.36	675589.50
7-02	30+93.49	0.69' RT	732.88	443128.42	675592.91
7-03	30+93.48	3.51' RT	733.30	443126.81	675590.59
7-04	30+92.93	3.52' RT	732.80	443127.26	675590.26
7-05	30+87.99	3.22' RT	732.74	443131.50	675587.69
7-06	30+87.98	3.46' RT	732.74	443131.35	675587.49
7-07	30+87.98	5.46' RT	732.77	443130.22	675585.84
7-08	30+92.63	5.56' RT	732.83	443126.34	675588.42
7-09	30+92.46	7.50' RT	732.86	443125.37	675586.73
7-10	30+87.98	7.48' RT	732.83	443129.07	675584.18
7-11	30+92.29	9.44' RT	732.90	443124.41	675585.03
7-12	30+87.97	9.48' RT	732.87	443127.93	675582.54
7-13	30+87.97	9.92' RT	732.88	443127.68	675582.17
7-14	30+87.47	12.61' RT	732.96	443126.56	675579.68
7-15	30+93.47	12.04' RT	732.99	443121.96	675583.57
7-16	30+93.01	7.49' RT	733.37	443124.94	675587.05
7-17	30+87.92	7.47' RT	733.32	443129.12	675584.16
7-18	30+87.94	5.46' RT	733.28	443130.25	675585.82
7-19	30+93.05	5.48' RT	733.33	443126.04	675588.73

STH 80 MEDIAN
CURB RAMP 7
TYPE 5

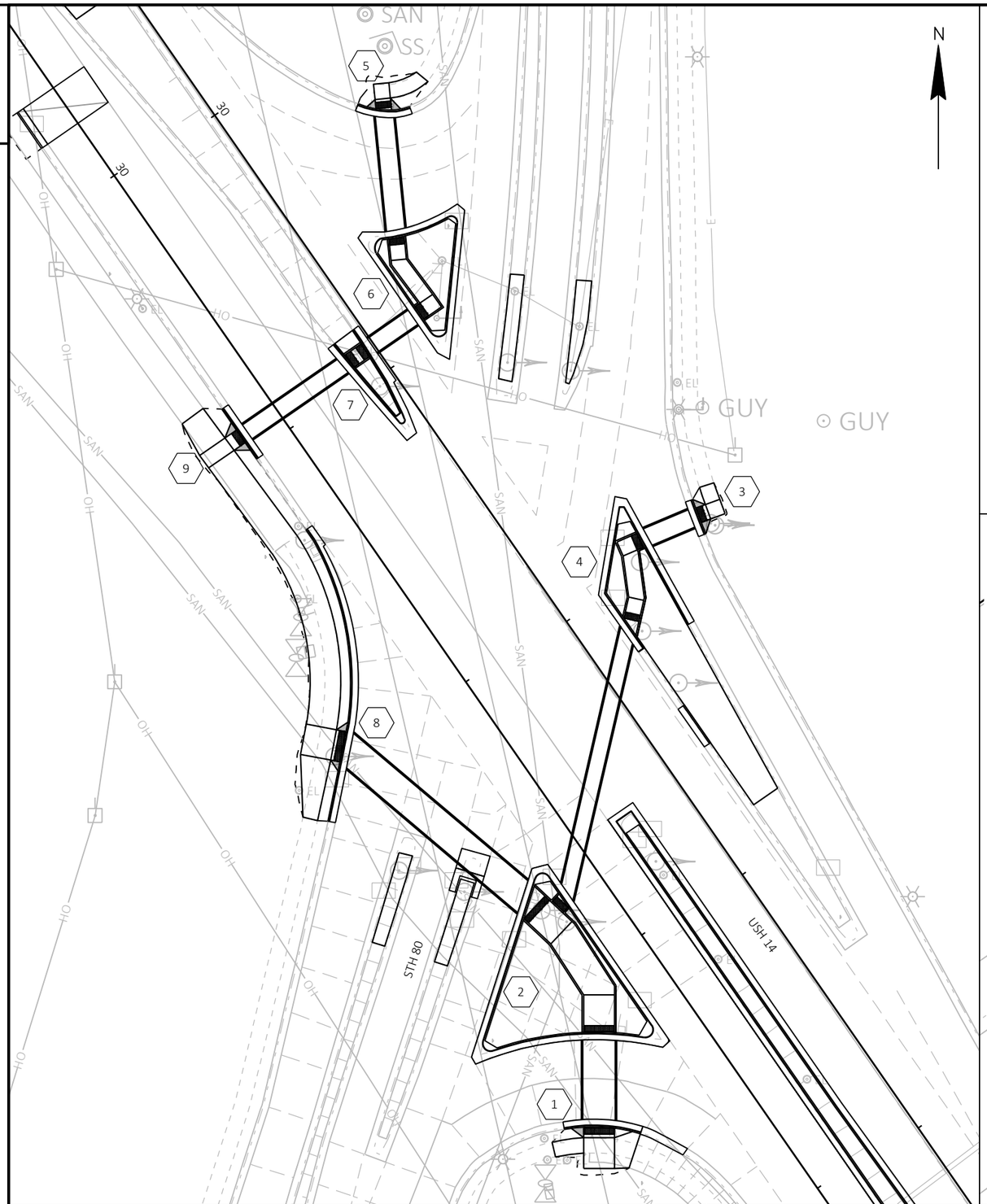




STH 80 SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-01	31+89.92	36.48' RT	733.23	443009.21	675585.86
8-02	31+92.71	39.26' RT	733.19	443005.33	675585.17
8-03	32+01.00	47.91' RT	733.16	442993.59	675582.80
8-04	32+02.53	49.51' RT	733.15	442991.42	675582.36
8-05	32+00.73	51.24' RT	733.57	442991.92	675579.91
8-06	32+00.03	50.51' RT	733.58	442992.90	675580.11
8-07	31+97.96	48.35' RT	733.08	442995.84	675580.70
8-08	31+91.04	41.13' RT	733.11	443005.64	675582.68
8-09	31+90.95	41.22' RT	733.11	443005.66	675582.56
8-10	31+88.94	38.99' RT	733.64	443008.59	675583.24
8-11	31+88.83	43.30' RT	733.26	443006.22	675579.64
8-12	31+95.84	50.43' RT	733.23	442996.39	675577.78
8-13	31+88.71	57.44' RT	733.38	442998.25	675567.95
8-14	31+81.71	50.28' RT	733.41	443008.08	675569.85
8-15	31+78.32	47.08' RT	733.39	443012.69	675570.54
8-16	31+85.15	39.90' RT	733.24	443011.18	675580.33
8-17	31+92.87	60.10' RT	733.46	442993.31	675568.15
8-18	31+99.28	54.15' RT	733.34	442991.44	675576.69
8-19	32+09.53	65.19' RT	733.66	442976.73	675573.47
8-20	32+05.89	68.40' RT	733.69	442977.88	675568.76

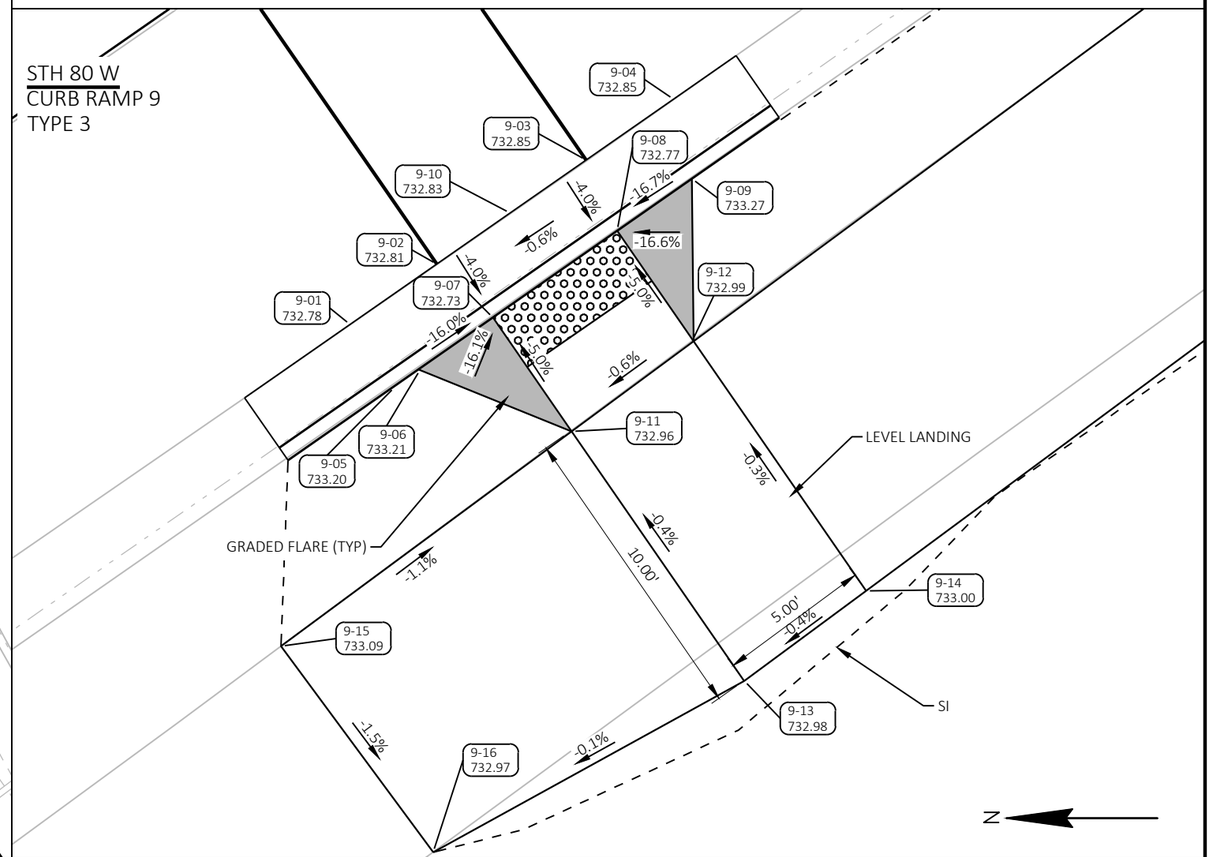


PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - STH 80	SHEET 20	E

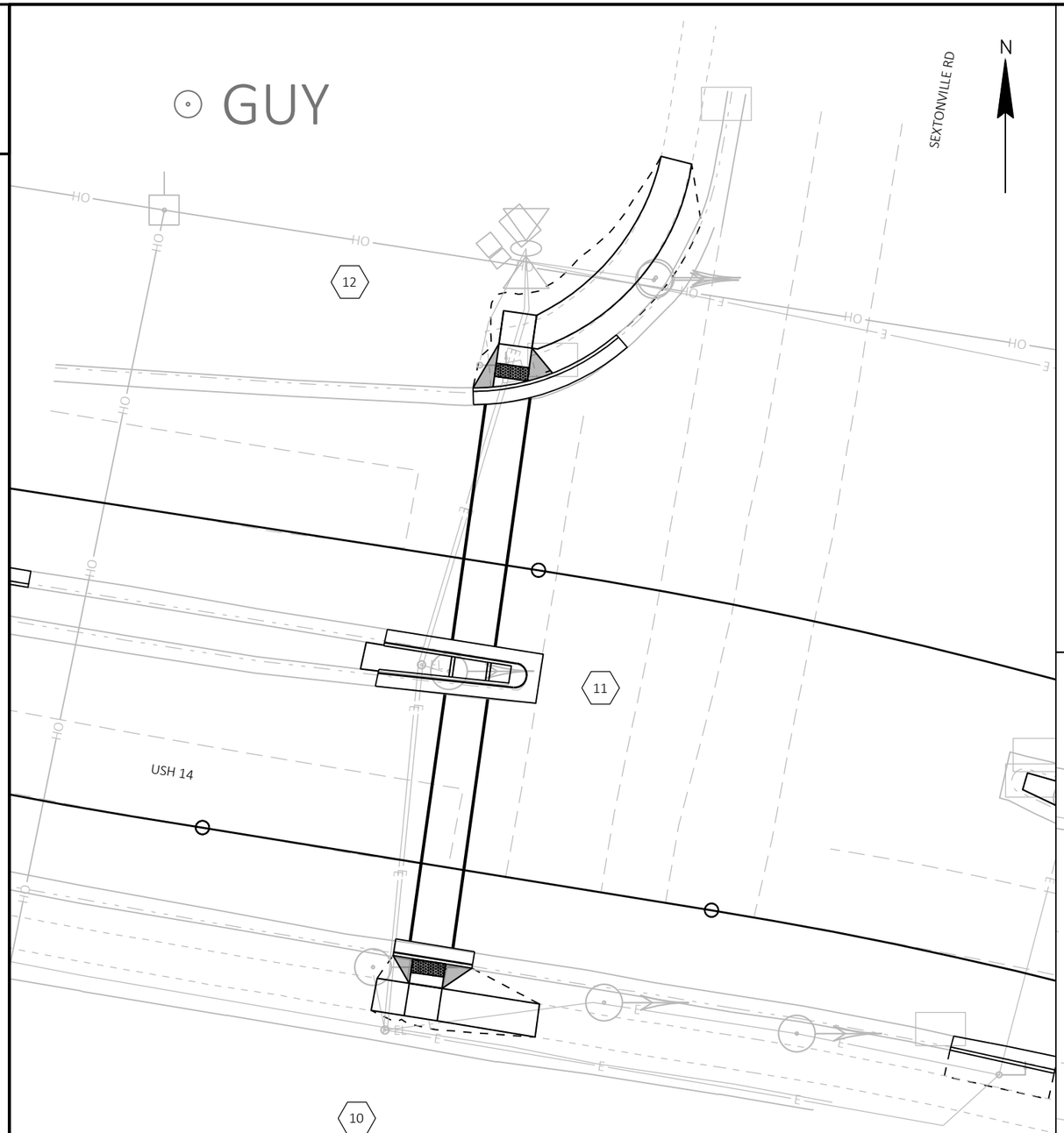


STH 80 W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-01	30+86.43	11.95' RT	732.78	443108.20	675546.96
9-02	30+89.92	11.95' RT	732.81	443105.34	675548.96
9-03	30+95.92	11.94' RT	732.85	443100.42	675552.39
9-04	30+99.43	11.93' RT	732.85	443097.54	675554.40
9-05	30+86.43	14.45' RT	733.20	443106.77	675544.91
9-06	30+87.43	14.45' RT	733.21	443105.95	675545.48
9-07	30+90.43	14.45' RT	732.73	443103.49	675547.20
9-08	30+95.43	14.44' RT	732.77	443099.39	675550.06
9-09	30+98.43	14.45' RT	733.27	443096.92	675551.76
9-10	30+92.86	11.94' RT	732.83	443102.92	675550.64
9-11	30+90.42	19.02' RT	732.96	443100.89	675543.44
9-12	30+95.42	18.87' RT	732.99	443096.87	675546.41
9-13	30+90.40	29.02' RT	732.98	443095.20	675535.21
9-14	30+95.40	28.88' RT	733.00	443091.18	675538.18
9-15	30+78.50	19.37' RT	733.09	443110.48	675536.35
9-16	30+78.75	27.81' RT	732.97	443105.46	675529.56

STH 80 W
CURB RAMP 9
TYPE 3

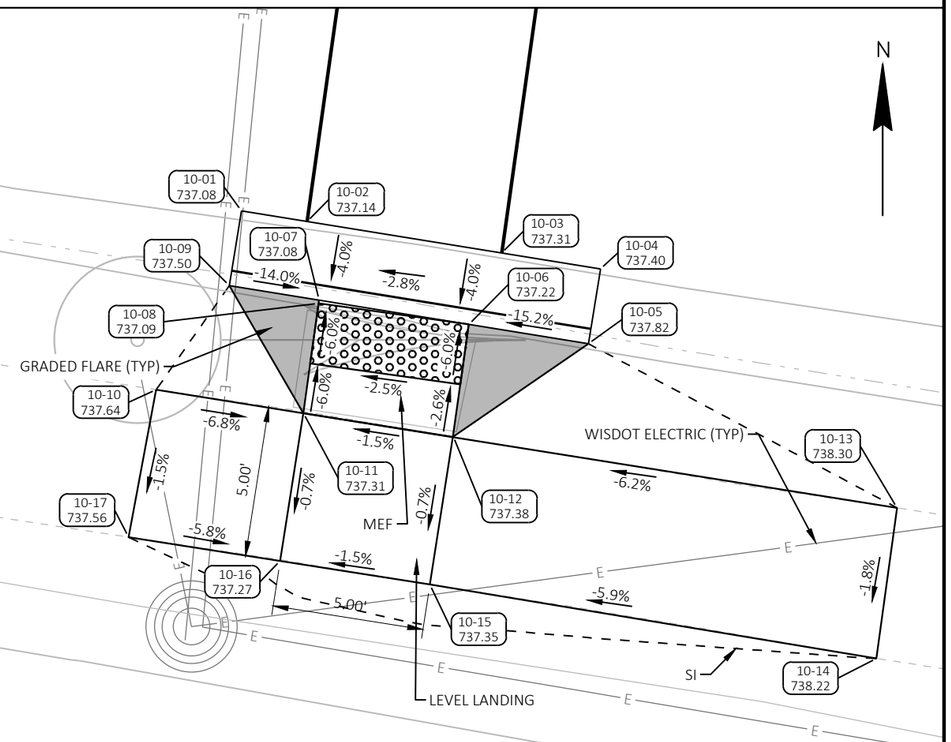


PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - STH 80	SHEET 21	E

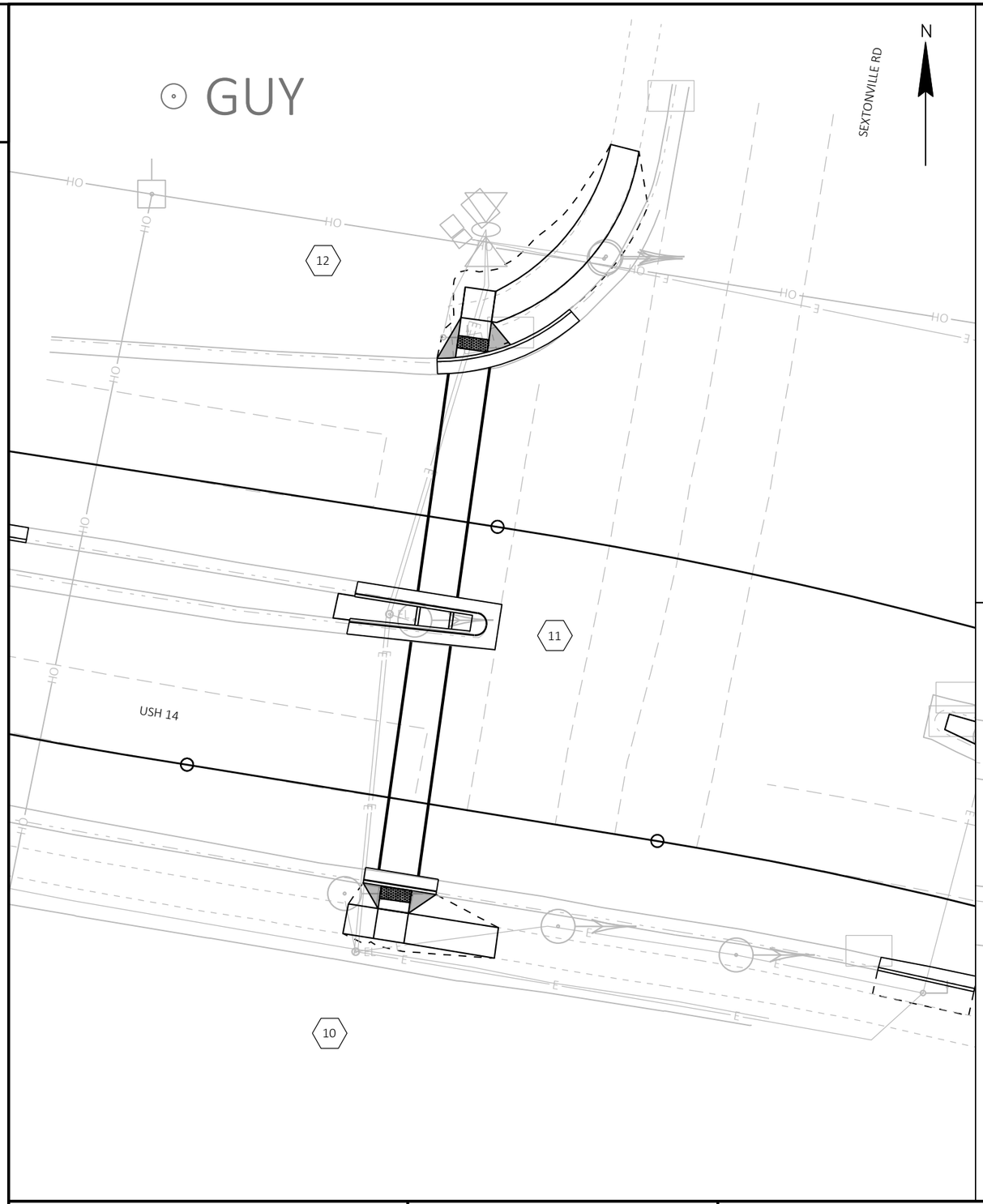


SEXTONVILLE RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-01	54+28.36	11.87' RT	737.08	441298.26	676890.05
10-02	54+30.56	11.86' RT	737.14	441297.91	676892.22
10-03	54+37.06	11.86' RT	737.31	441296.87	676898.64
10-04	54+40.36	11.86' RT	737.40	441296.34	676901.89
10-05	54+40.37	14.36' RT	737.82	441293.87	676901.50
10-06	54+36.37	14.36' RT	737.22	441294.51	676897.55
10-07	54+31.36	14.36' RT	737.08	441295.31	676892.61
10-08	54+31.37	14.47' RT	737.09	441295.21	676892.60
10-09	54+28.36	14.37' RT	737.50	441295.79	676889.65
10-10	54+26.53	18.14' RT	737.64	441292.36	676887.24
10-11	54+31.45	18.11' RT	737.31	441291.60	676892.09
10-12	54+36.45	18.09' RT	737.38	441290.82	676897.03
10-13	54+51.28	18.07' RT	738.30	441288.46	676911.68
10-14	54+51.41	23.09' RT	738.22	441283.49	676911.00
10-15	54+36.47	23.03' RT	737.35	441285.94	676896.27
10-16	54+31.47	23.06' RT	737.27	441286.71	676891.33
10-17	54+26.41	23.09' RT	737.56	441287.49	676886.33

SEXTONVILLE RD SW
CURB RAMP 10
TYPE 3

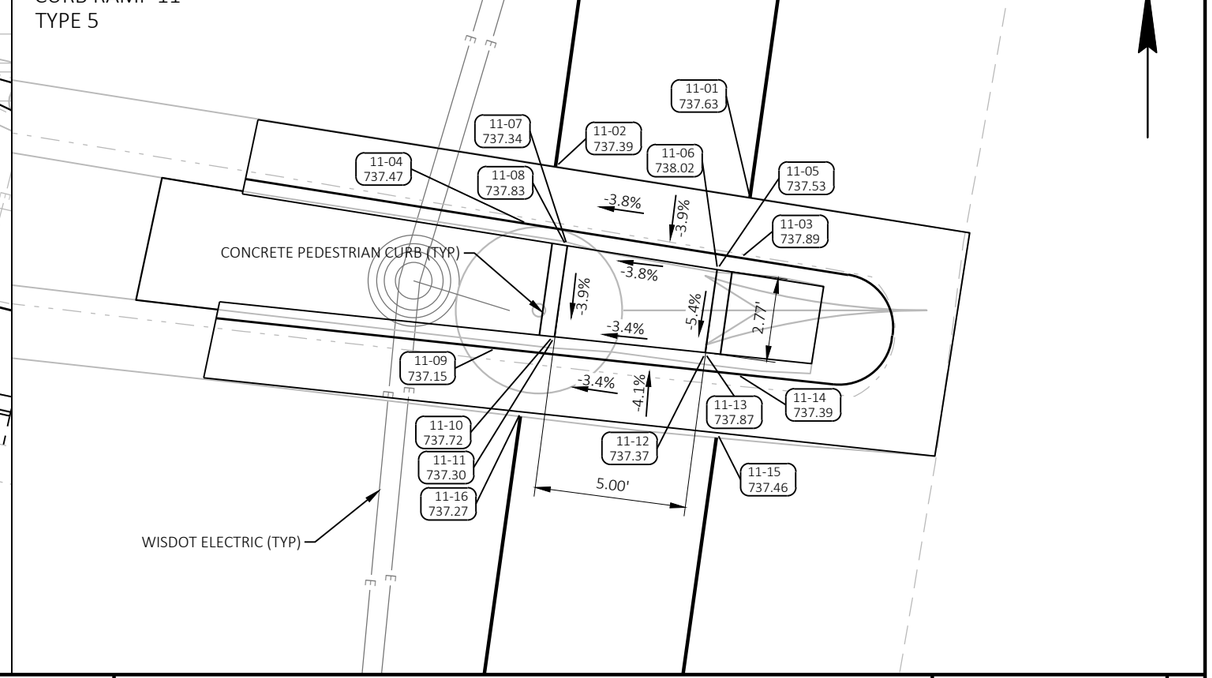


PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - SEXTONVILLE RD	SHEET 22	E

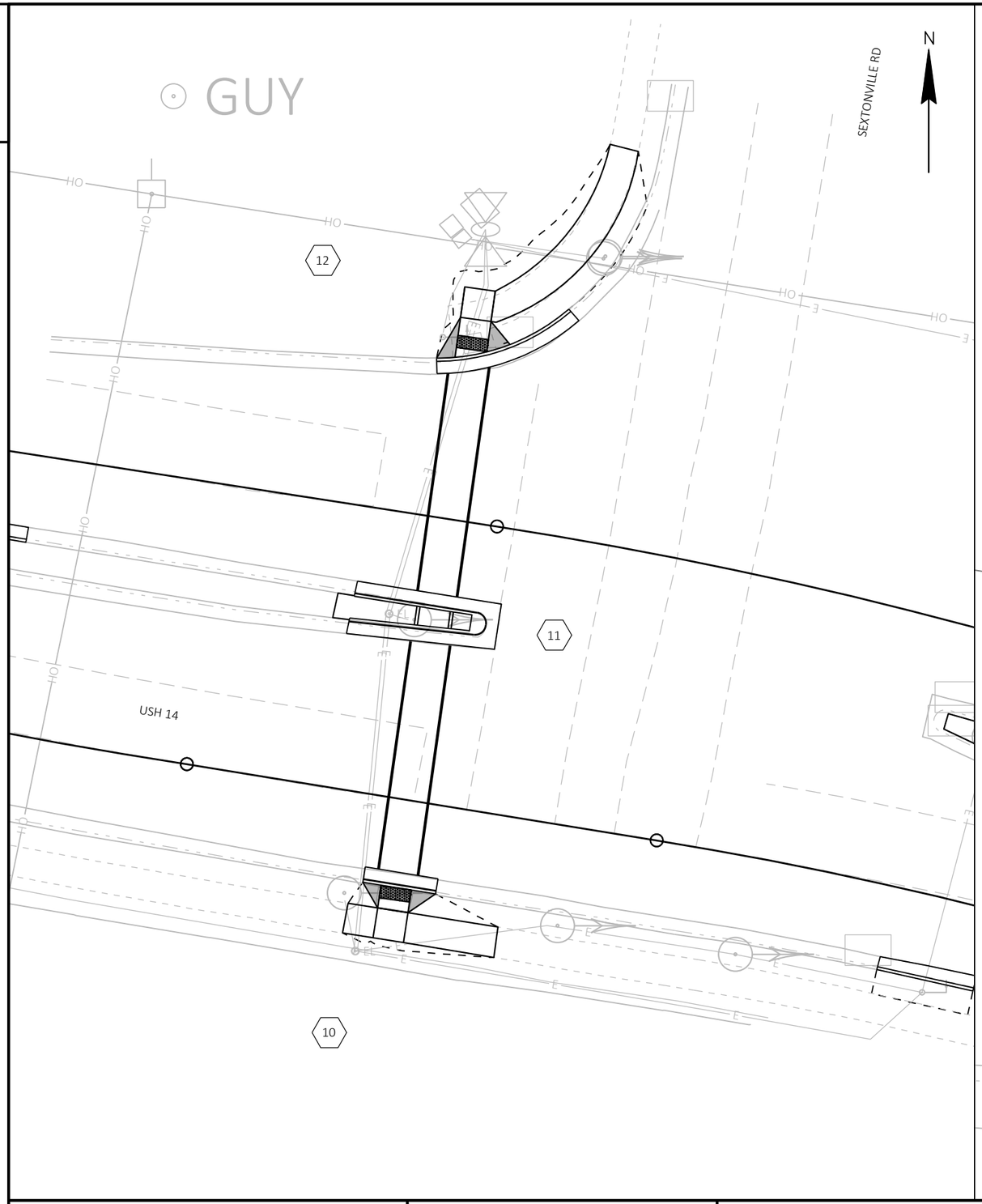


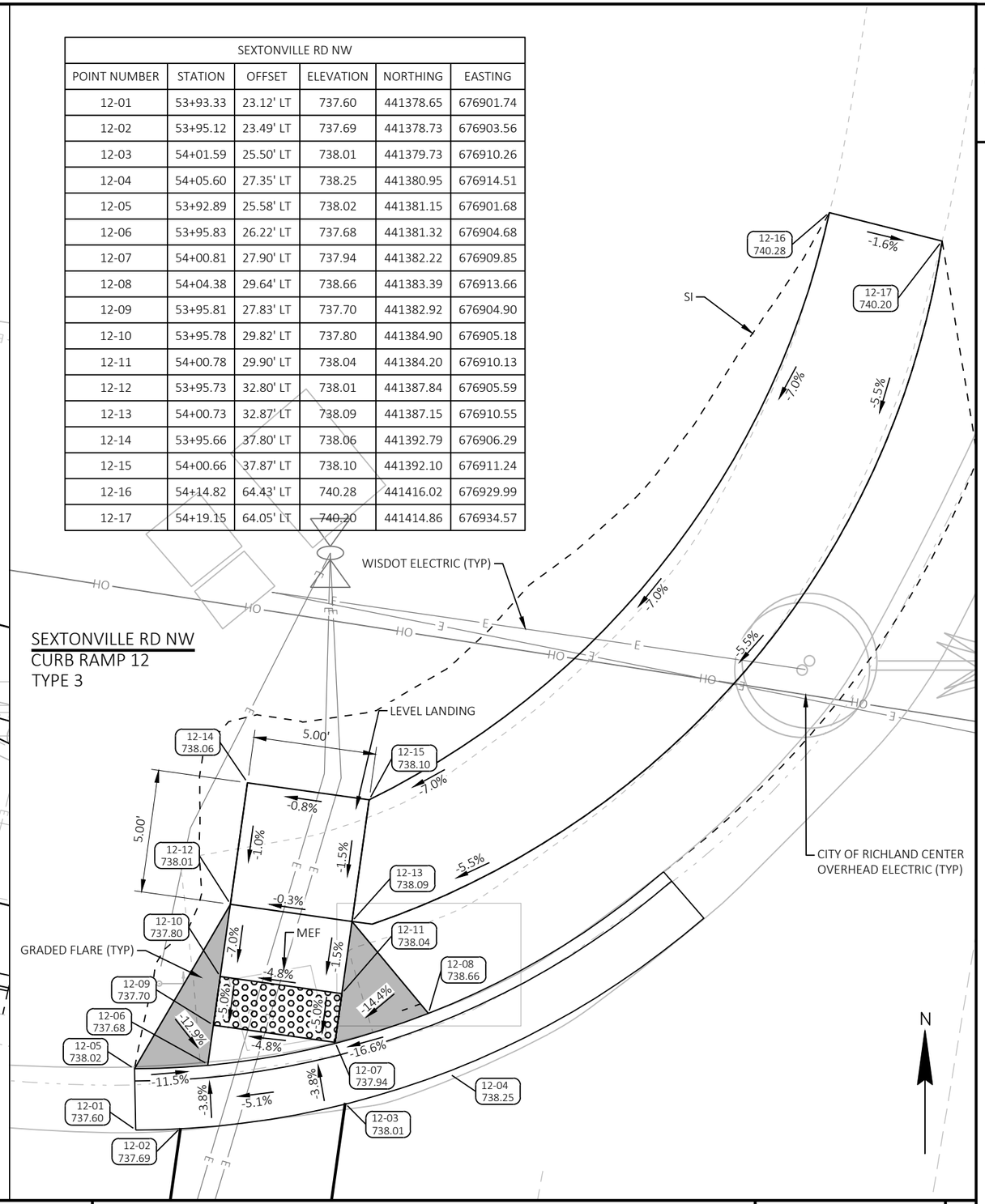
SEXTONVILLE RD MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-01	54+02.14	12.34' RT	737.63	441342.25	676905.00
11-02	53+95.64	12.32' RT	737.39	441343.27	676898.59
11-03	54+02.13	14.35' RT	737.89	441340.27	676904.69
11-04	53+95.02	14.32' RT	737.47	441341.39	676897.67
11-05	54+01.42	14.85' RT	737.53	441339.89	676903.91
11-06	54+01.44	14.87' RT	738.02	441339.86	676903.93
11-07	53+96.42	14.83' RT	737.34	441340.67	676898.98
11-08	53+96.39	14.84' RT	737.83	441340.66	676898.94
11-09	53+94.61	18.53' RT	737.15	441337.29	676896.62
11-10	53+96.42	17.84' RT	737.72	441337.69	676898.51
11-11	53+96.46	17.86' RT	737.30	441337.67	676898.55
11-12	54+01.46	17.61' RT	737.37	441337.15	676903.53
11-13	54+01.50	17.59' RT	737.87	441337.17	676903.57
11-14	54+02.60	18.15' RT	737.39	441336.44	676904.58
11-15	54+02.25	20.17' RT	737.46	441334.50	676903.92
11-16	53+95.75	20.47' RT	737.27	441335.19	676897.45

SEXTONVILLE RD MEDIAN
CURB RAMP 11
TYPE 5



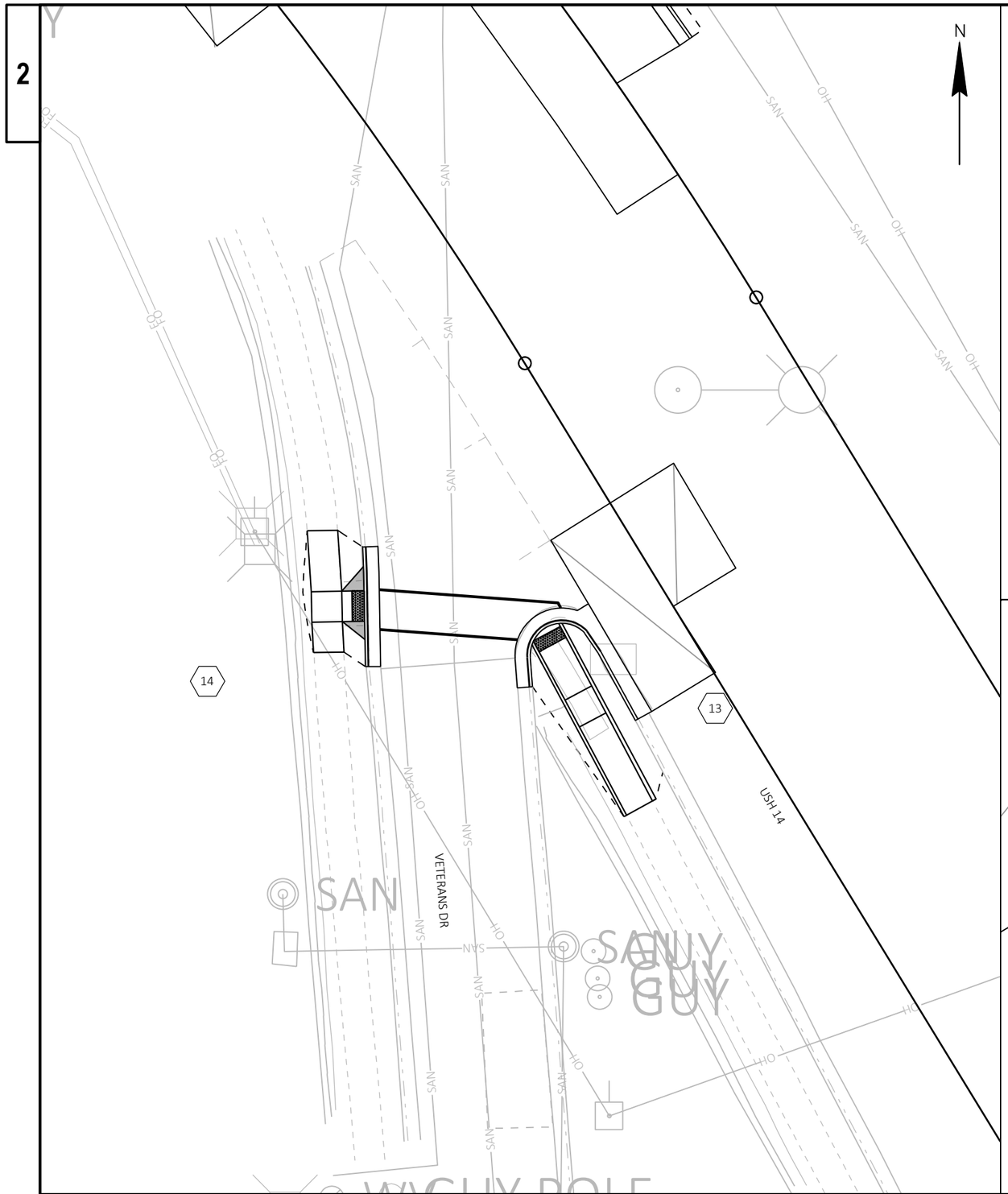
SEXTONVILLE RD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-01	53+93.33	23.12' LT	737.60	441378.65	676901.74
12-02	53+95.12	23.49' LT	737.69	441378.73	676903.56
12-03	54+01.59	25.50' LT	738.01	441379.73	676910.26
12-04	54+05.60	27.35' LT	738.25	441380.95	676914.51
12-05	53+92.89	25.58' LT	738.02	441381.15	676901.68
12-06	53+95.83	26.22' LT	737.68	441381.32	676904.68
12-07	54+00.81	27.90' LT	737.94	441382.22	676909.85
12-08	54+04.38	29.64' LT	738.66	441383.39	676913.66
12-09	53+95.81	27.83' LT	737.70	441382.92	676904.90
12-10	53+95.78	29.82' LT	737.80	441384.90	676905.18
12-11	54+00.78	29.90' LT	738.04	441384.20	676910.13
12-12	53+95.73	32.80' LT	738.01	441387.84	676905.59
12-13	54+00.73	32.87' LT	738.09	441387.15	676910.55
12-14	53+95.66	37.80' LT	738.06	441392.79	676906.29
12-15	54+00.66	37.87' LT	738.10	441392.10	676911.24
12-16	54+14.82	64.43' LT	740.28	441416.02	676929.99
12-17	54+19.15	64.05' LT	740.20	441414.86	676934.57





PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - SEXTONVILLE RD	SHEET 24	E

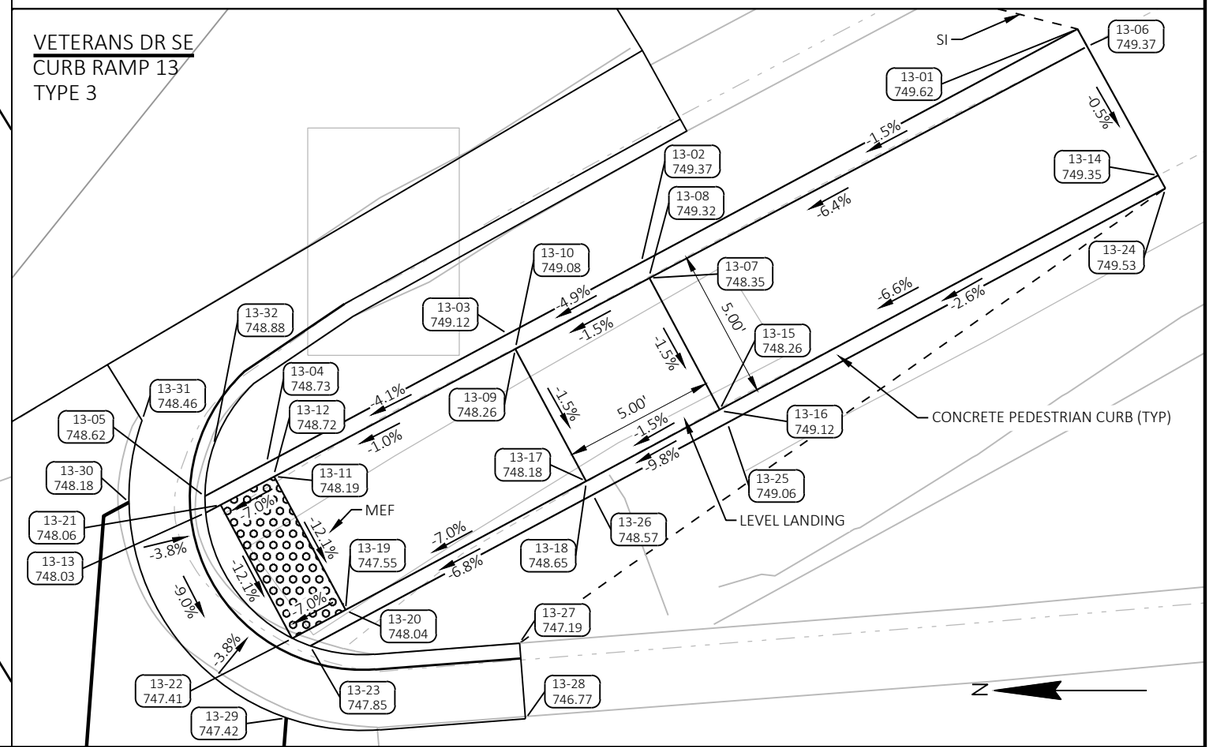
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 11
PLOT DATE : 7/22/2025 4:45 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



VETERANS DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-01	61+06.54	18.88' RT	749.62	440928.60	677409.59
13-02	60+90.25	17.95' RT	749.37	440942.99	677401.89
13-03	60+85.26	17.66' RT	749.12	440947.40	677399.53
13-04	60+76.25	17.14' RT	748.73	440955.35	677395.27
13-05	60+73.94	17.01' RT	748.62	440957.39	677394.18
13-06	61+06.51	19.54' RT	749.37	440928.28	677409.01
13-07	60+90.20	18.53' RT	748.35	440942.72	677401.37
13-08	60+90.21	18.49' RT	749.32	440942.74	677401.40
13-09	60+85.21	18.21' RT	748.26	440947.14	677399.03
13-10	60+85.21	18.21' RT	749.08	440947.15	677399.04
13-11	60+76.23	17.65' RT	748.19	440955.10	677394.82
13-12	60+76.23	17.62' RT	748.72	440955.12	677394.85
13-13	60+73.67	17.49' RT	748.03	440957.37	677393.63
13-14	61+06.30	24.39' RT	749.35	440925.93	677404.76
13-15	60+89.92	23.44' RT	748.26	440940.40	677397.03
13-16	60+89.92	23.48' RT	749.12	440940.39	677396.99

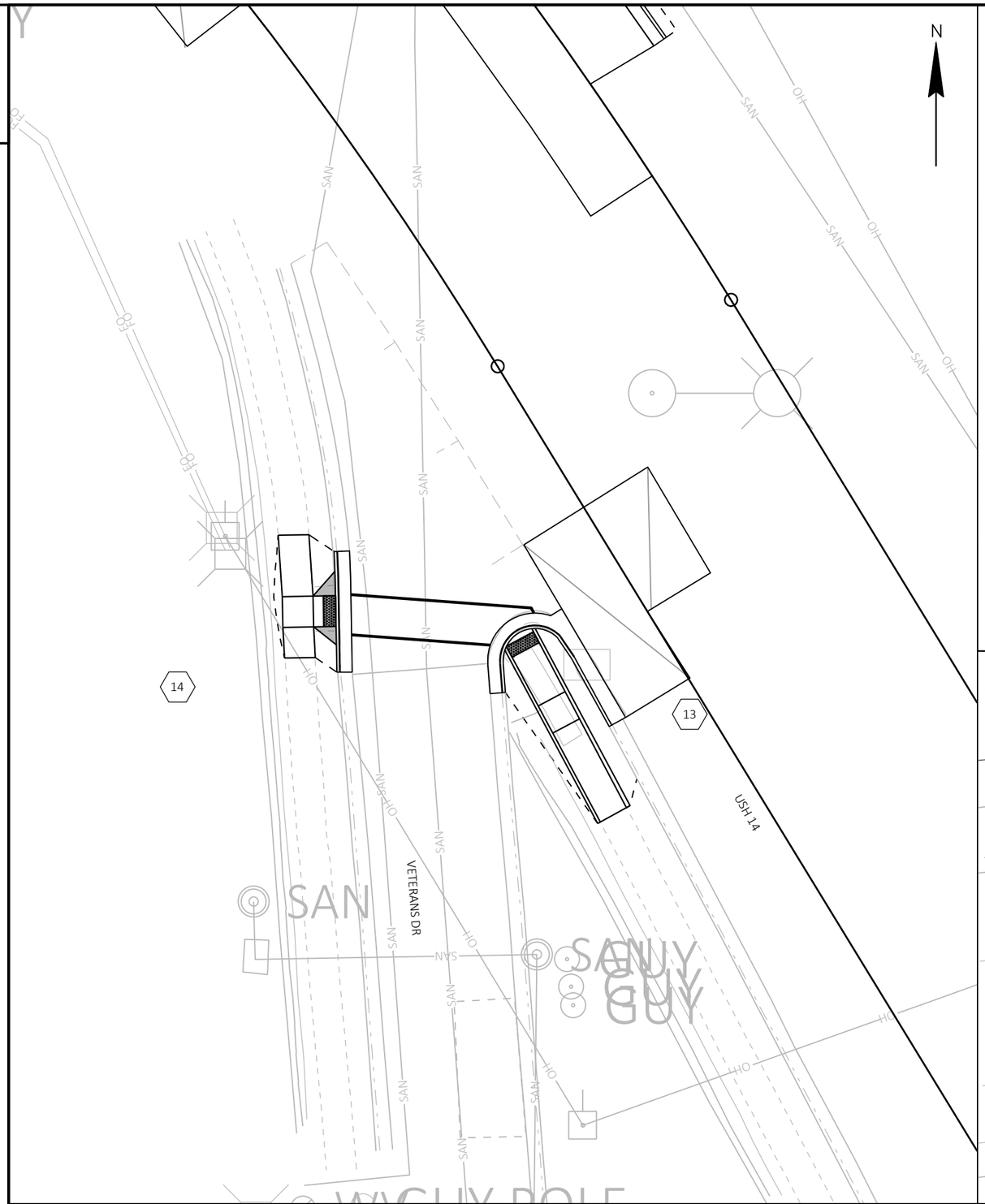
VETERANS DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-17	60+84.93	23.15' RT	748.18	440944.81	677394.67
13-18	60+84.93	23.18' RT	748.65	440944.80	677394.65
13-19	60+75.95	22.64' RT	747.55	440952.75	677390.43
13-20	60+75.94	22.65' RT	748.04	440952.74	677390.41
13-21	60+74.24	17.53' RT	748.06	440956.87	677393.89
13-22	60+73.95	22.52' RT	747.41	440954.51	677389.48
13-23	60+74.32	23.04' RT	747.85	440953.92	677389.23
13-24	61+06.28	24.88' RT	749.53	440925.70	677404.33
13-25	60+89.91	23.94' RT	749.06	440940.15	677396.60
13-26	60+84.89	23.65' RT	748.57	440944.59	677394.22
13-27	60+80.27	26.57' RT	747.19	440947.00	677389.33
13-28	60+79.14	28.79' RT	746.77	440946.81	677386.84
13-29	60+72.41	24.66' RT	747.42	440954.71	677386.86
13-30	60+71.70	15.88' RT	748.18	440959.89	677393.98
13-31	60+73.48	13.80' RT	748.46	440959.46	677396.68
13-32	60+75.06	15.74' RT	748.88	440957.10	677395.85

VETERANS DR SE
CURB RAMP 13
TYPE 3



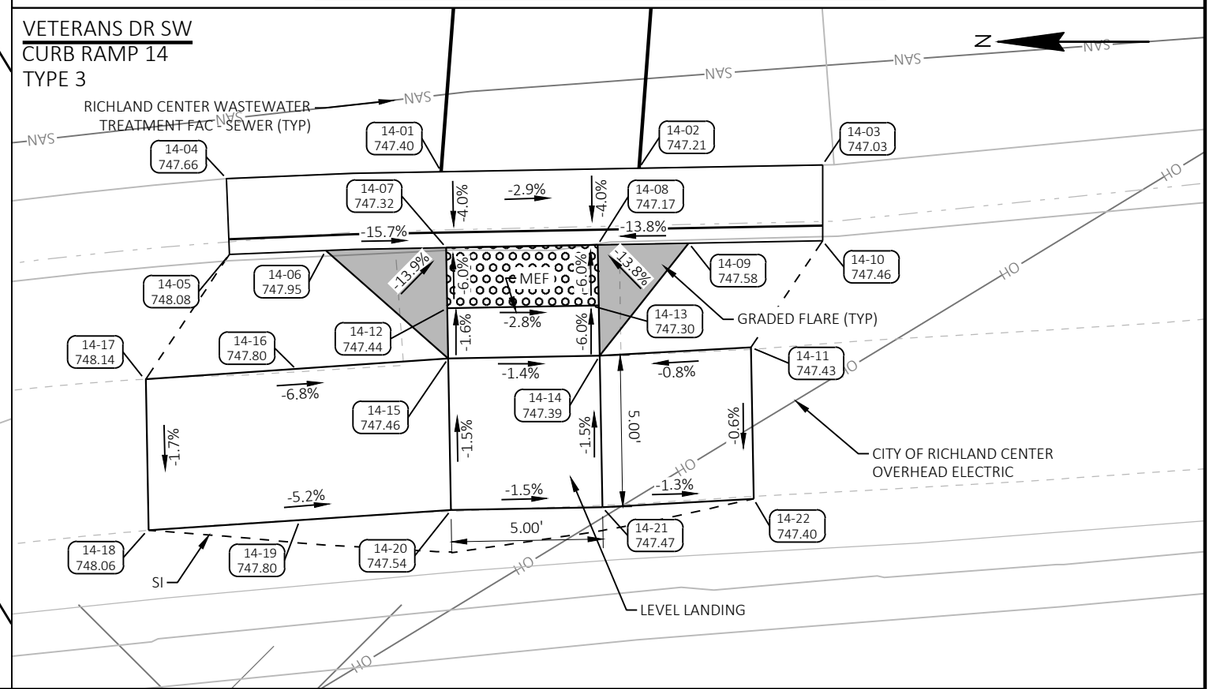
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - VETERANS DR	SHEET 25	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 12
PLOT DATE : 7/22/2025 4:45 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT



VETERANS DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14-01	60+53.61	39.69' RT	747.40	440962.91	677364.22
14-02	60+59.24	43.00' RT	747.21	440956.38	677364.34
14-03	60+64.46	46.06' RT	747.03	440950.32	677364.45
14-04	60+47.45	36.19' RT	747.66	440969.99	677364.00
14-05	60+46.23	38.37' RT	748.08	440969.89	677361.50
14-06	60+49.00	39.92' RT	747.95	440966.72	677361.63
14-07	60+52.45	41.91' RT	747.32	440962.74	677361.72
14-08	60+56.76	44.44' RT	747.17	440957.74	677361.81
14-09	60+59.35	45.96' RT	747.58	440954.74	677361.87
14-10	60+63.16	48.20' RT	747.46	440950.32	677361.95
14-11	60+59.31	49.96' RT	747.43	440952.69	677358.43
14-12	60+51.43	43.64' RT	747.44	440962.71	677359.72
14-13	60+55.53	46.04' RT	747.30	440957.96	677359.81
14-14	60+54.91	47.59' RT	747.39	440957.68	677358.16
14-15	60+50.60	45.06' RT	747.46	440962.68	677358.07
14-16	60+46.14	42.78' RT	747.80	440967.67	677357.69
14-17	60+41.69	40.42' RT	748.14	440972.69	677357.38
14-18	60+39.17	44.73' RT	748.06	440972.60	677352.40
14-19	60+43.63	47.06' RT	747.80	440967.58	677352.73
14-20	60+48.06	49.38' RT	747.54	440962.59	677353.07
14-21	60+52.38	51.91' RT	747.47	440957.59	677353.16
14-22	60+56.78	54.27' RT	747.40	440952.60	677353.43

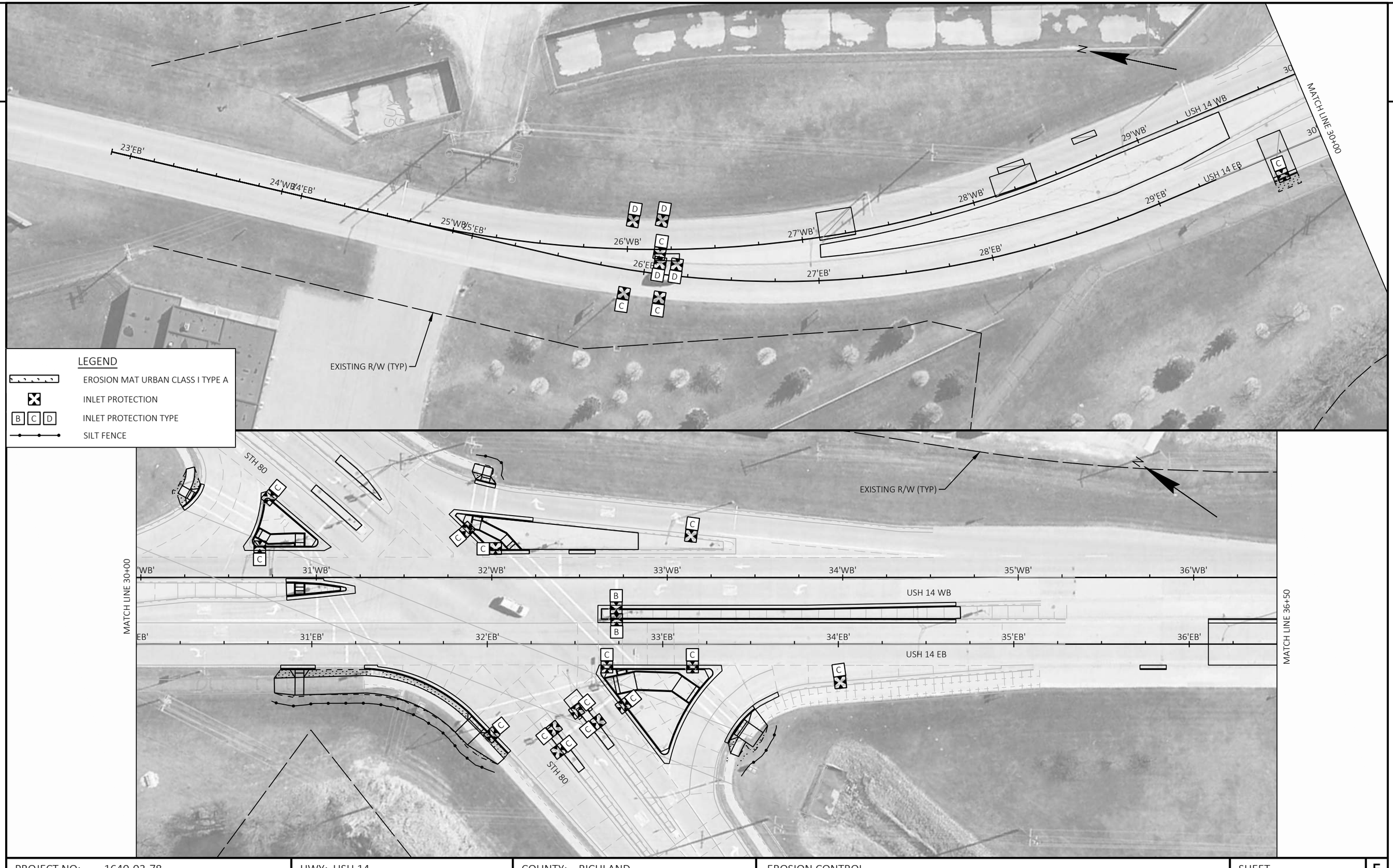
VETERANS DR SW
CURB RAMP 14
TYPE 3



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	CURB RAMPS - VETERANS DR	SHEET 26	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 13
PLOT DATE : 7/22/2025 4:45 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 27	E

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 28	E

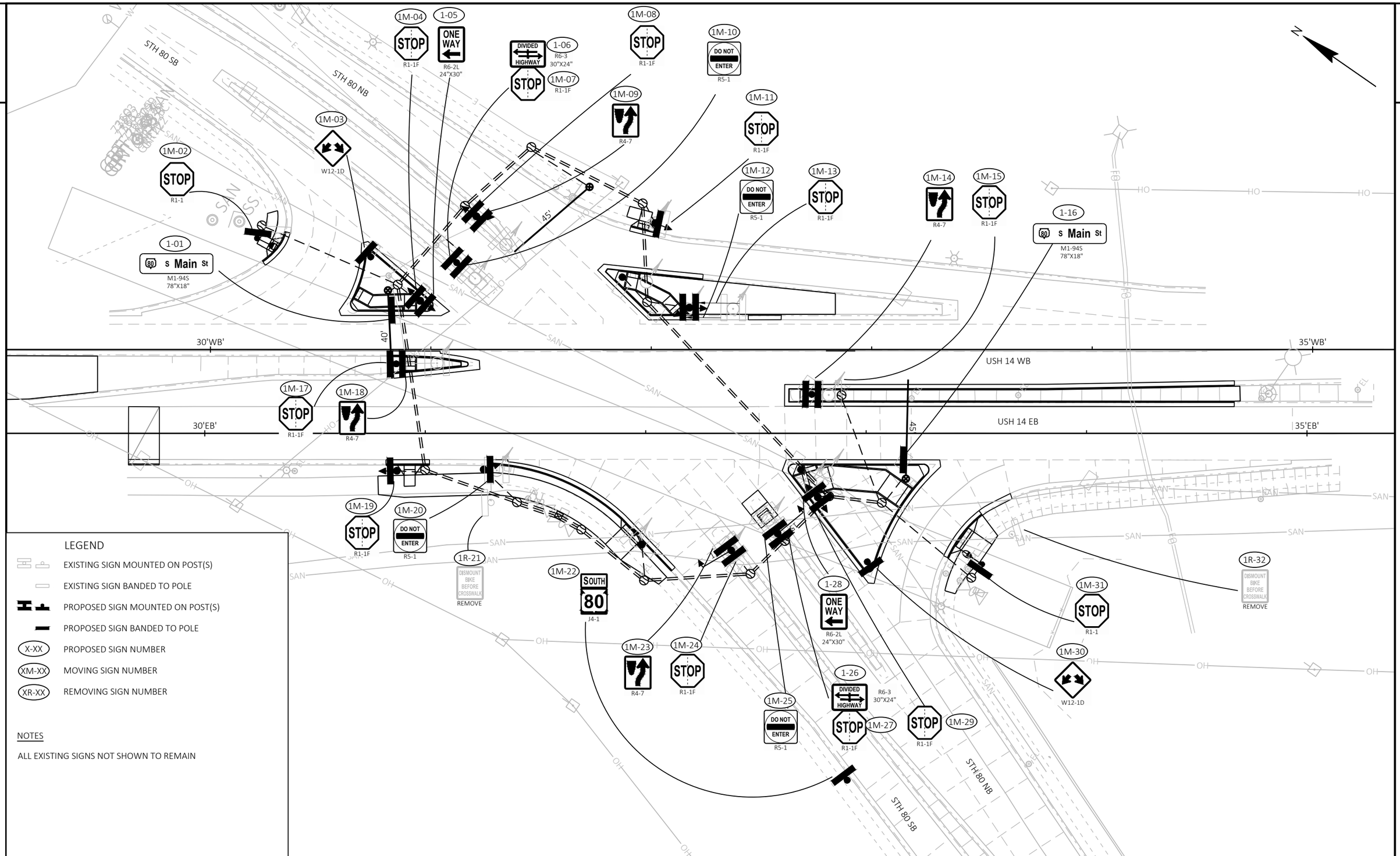
2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	EROSION CONTROL	SHEET 29	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/22/2025 4:53 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

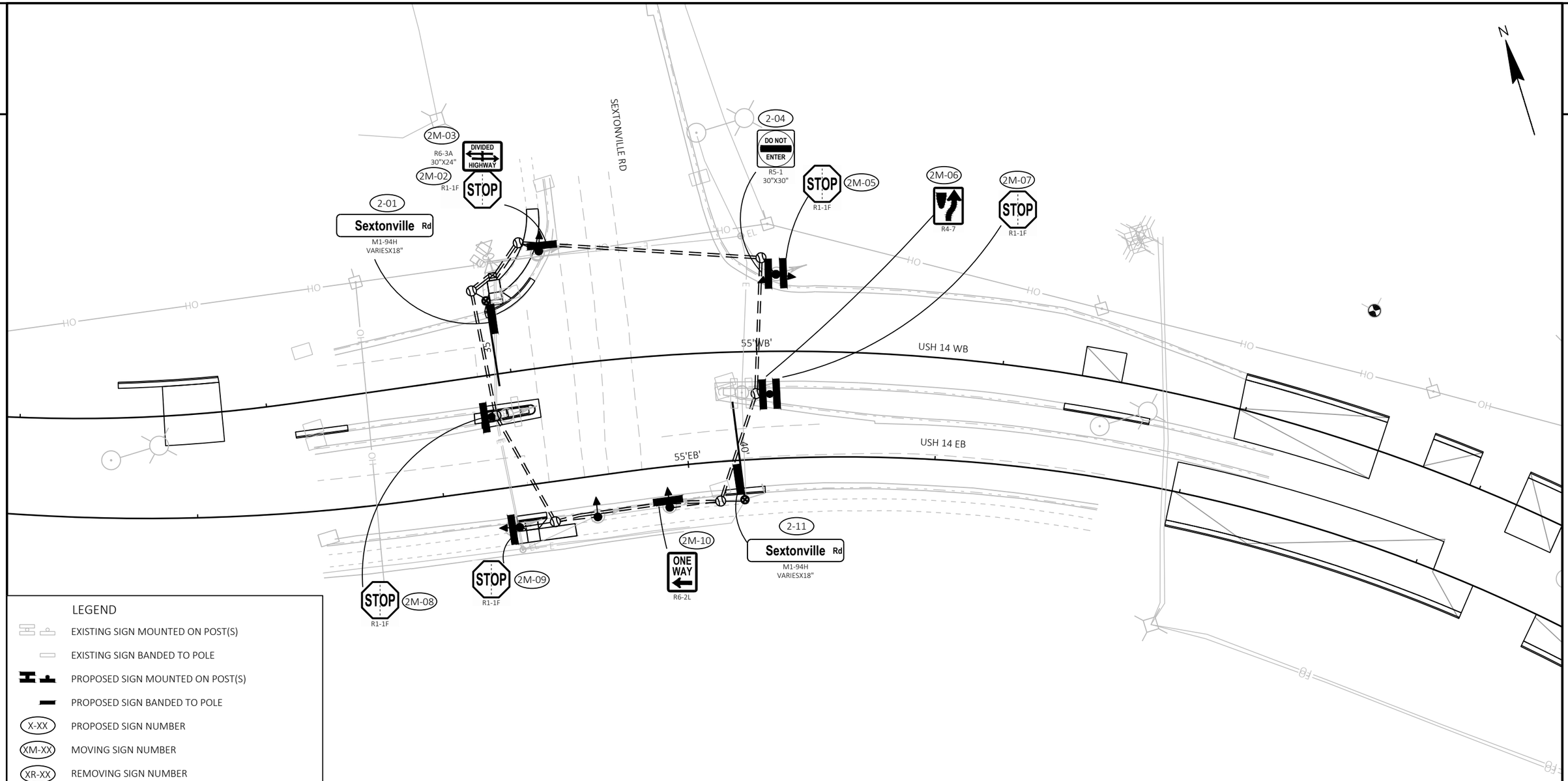
WISDOT/CADDS SHEET 44



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 30	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps
PLOT DATE : 1/9/2024 8:54 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

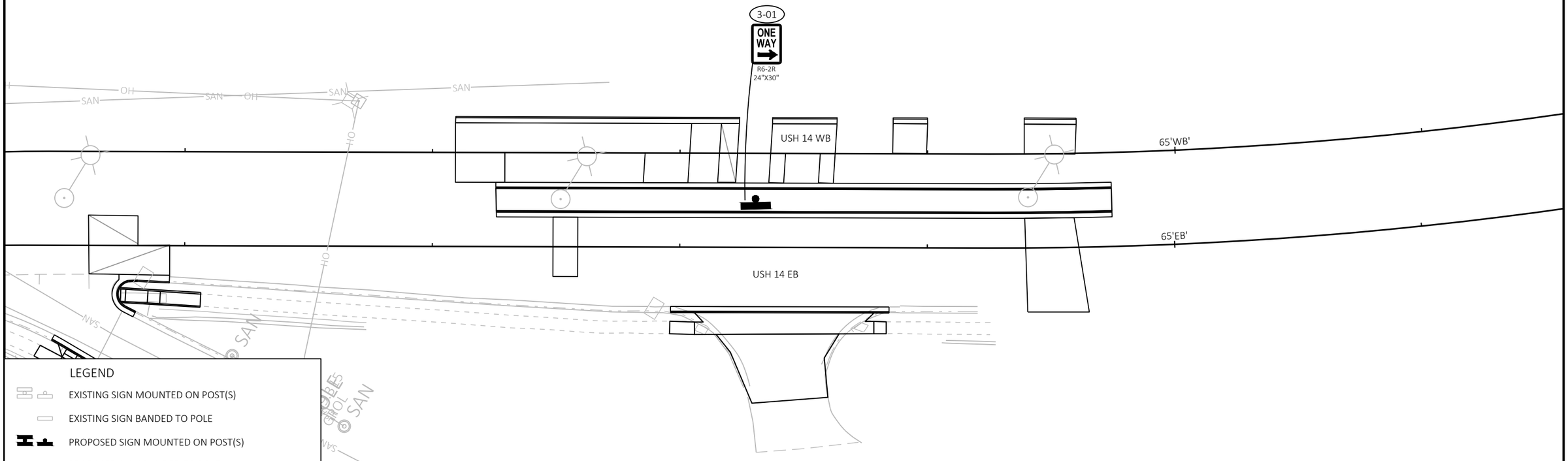
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN BANDED TO POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN BANDED TO POLE
- X-XX — PROPOSED SIGN NUMBER
- XM-XX — MOVING SIGN NUMBER
- XR-XX — REMOVING SIGN NUMBER

NOTES

ALL EXISTING SIGNS NOT SHOWN TO REMAIN

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 31	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN BANDED TO POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN BANDED TO POLE
- X-XX PROPOSED SIGN NUMBER
- XM-XX MOVING SIGN NUMBER
- XR-XX REMOVING SIGN NUMBER

NOTES

ALL EXISTING SIGNS NOT SHOWN TO REMAIN

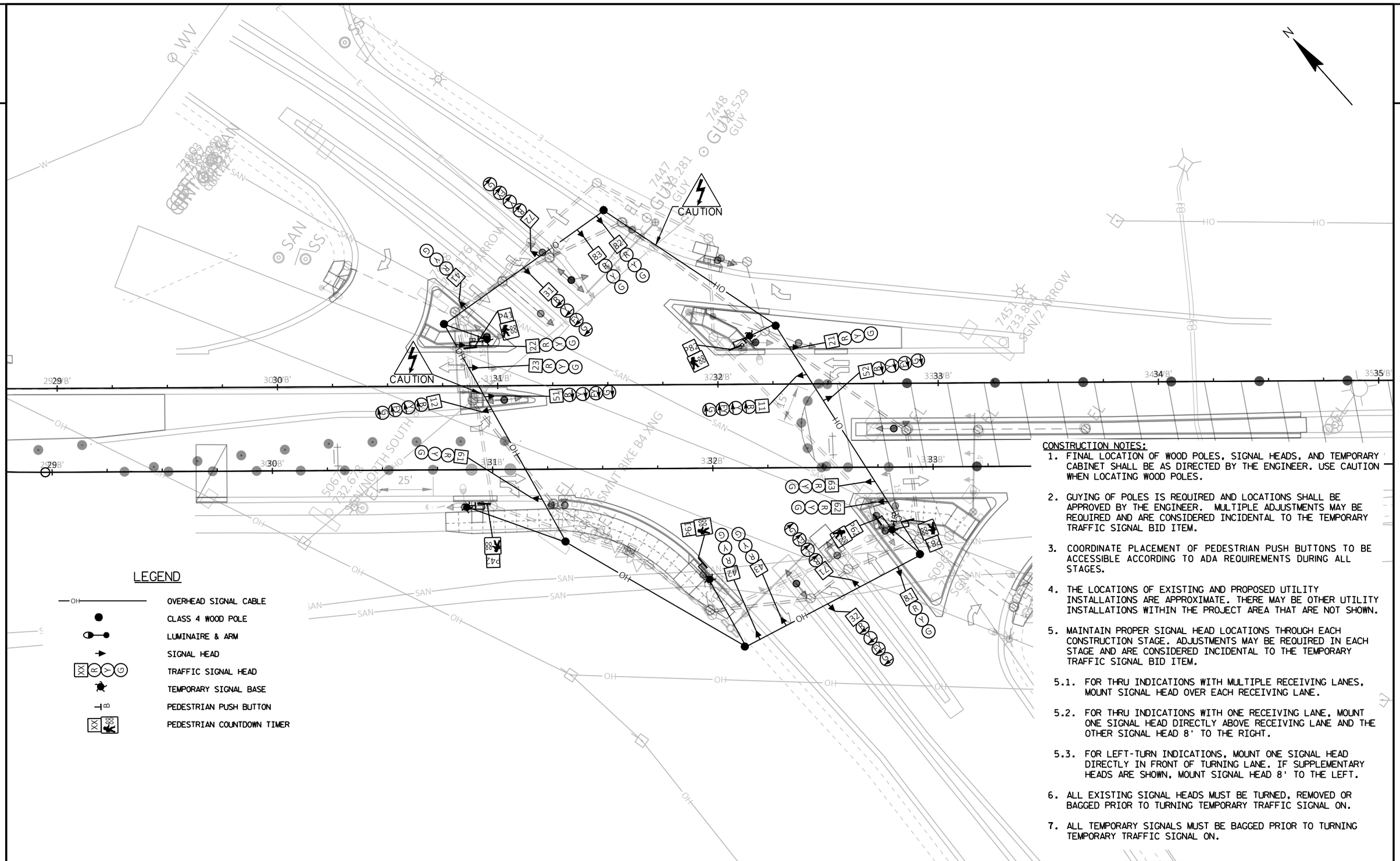
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PERMANENT SIGNING	SHEET 32	E

REMOVAL ITEMS
1 - TYPE 9 CONCRETE BASE
12 - TYPE 1 CONCRETE BASE
4 - TYPE 2 CONCRETE BASE
1 - TYPE 5 CONCRETE BASE
2 - TRAFFIC SIGNAL STANDARD 10', PEDESTAL BASE
10 - TRAFFIC SIGNAL STANDARD 13', PEDESTAL BASE
4 - TYPE 3 POLE, TRANSFORMER BASE, 20' MAST ARM, 12' LUMINAIRE ARM
1 - TYPE 5 POLE, 12' LUMINAIRE ARM
5 - LED C LUMINAIRE
16 - 3 SECTION SIGNAL HEAD
4 - 5 SECTION SIGNAL HEAD
8 - PEDESTRIAN COUNTDOWN SIGNAL HEAD
15 - STEEL PULLBOX 24"X42"

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL REMOVAL PLAN - USH 14 & STH 80	SHEET 33	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.SIGNALREMOVAL.DWG
LAYOUT NAME - 024001-sr
PLOT DATE : 4/9/2024 10:25 AM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

   5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

   5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

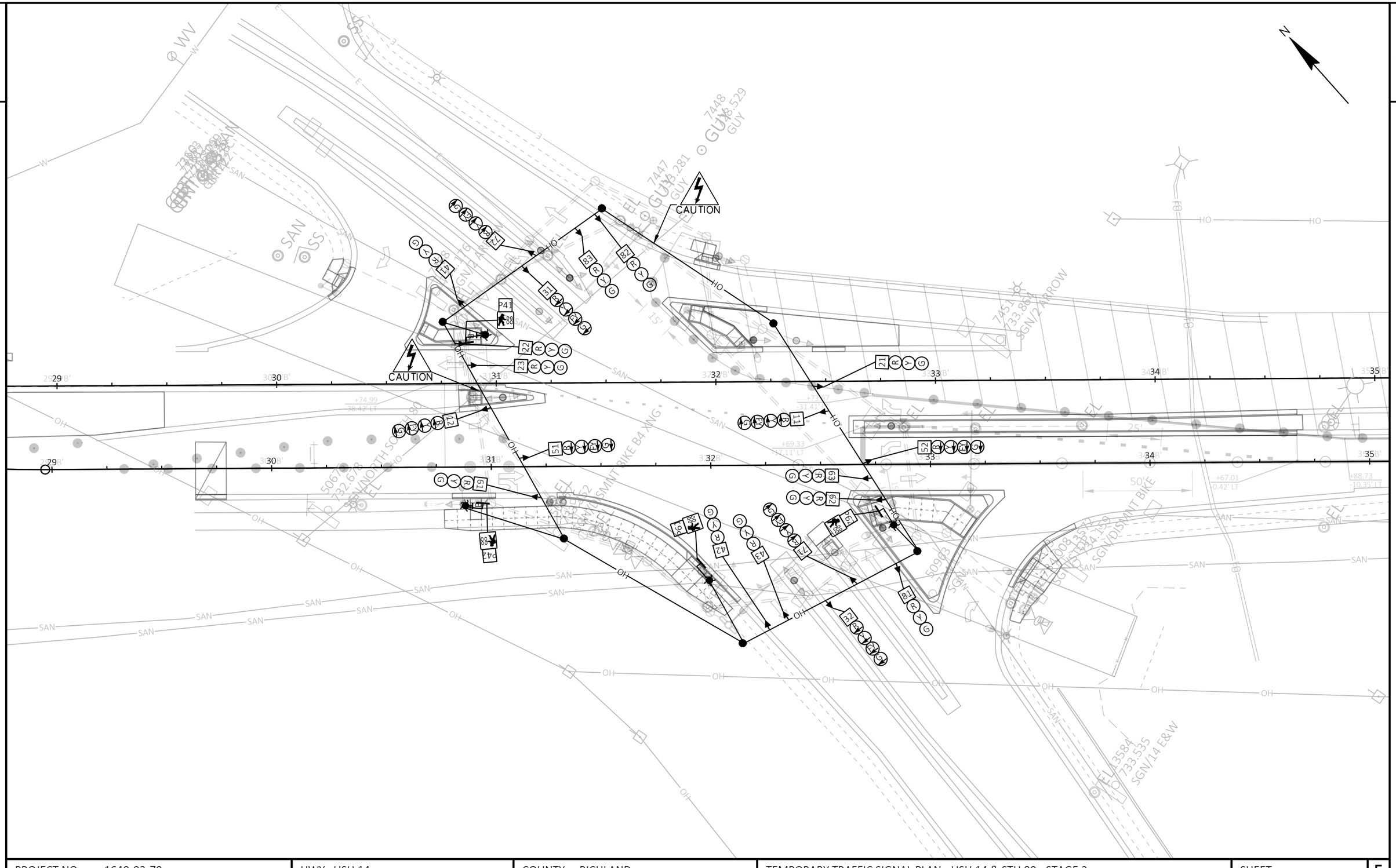
   5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & STH 80 - STAGE 1	SHEET 34	E

2


CAUTION
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SAN
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SAN
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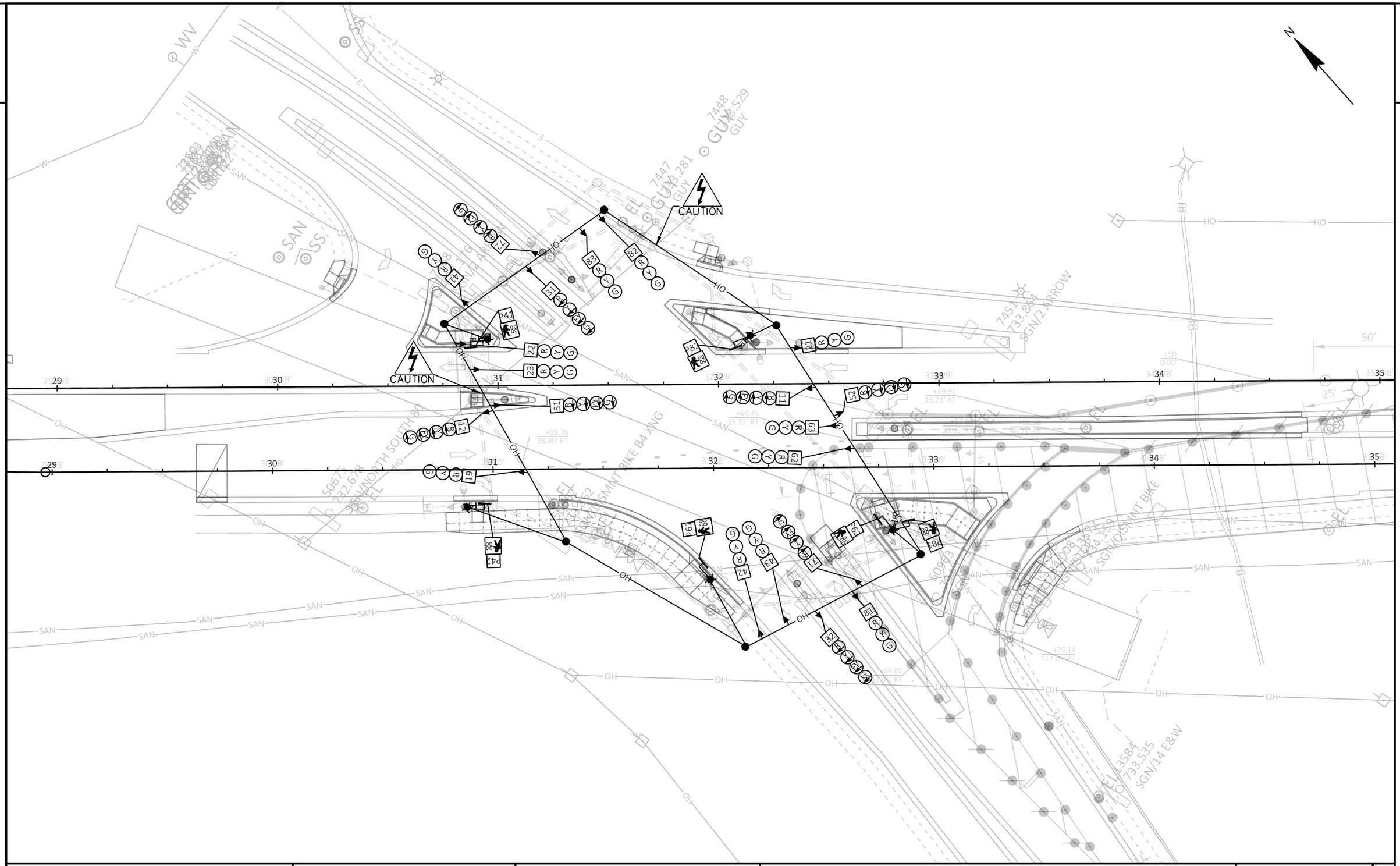
SAN



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & STH 80 - STAGE 3	SHEET 36	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024103-st
PLOT DATE : 6/13/2025 3:54 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CONSTRUCTION NOTES:

1. FOR STAGE 4, THE FOLLOWING HEADS FROM PREVIOUS STAGES (NOT SHOWN ON THIS PLAN SHEET) SHALL BE REMOVED OR BAGGED/COVERED:
   - 1.1. HEADS 11, 12
   - 1.2. HEADS 21, 22, 23
   - 1.3. HEADS 31, 32
   - 1.4. HEADS 61, 62, 63

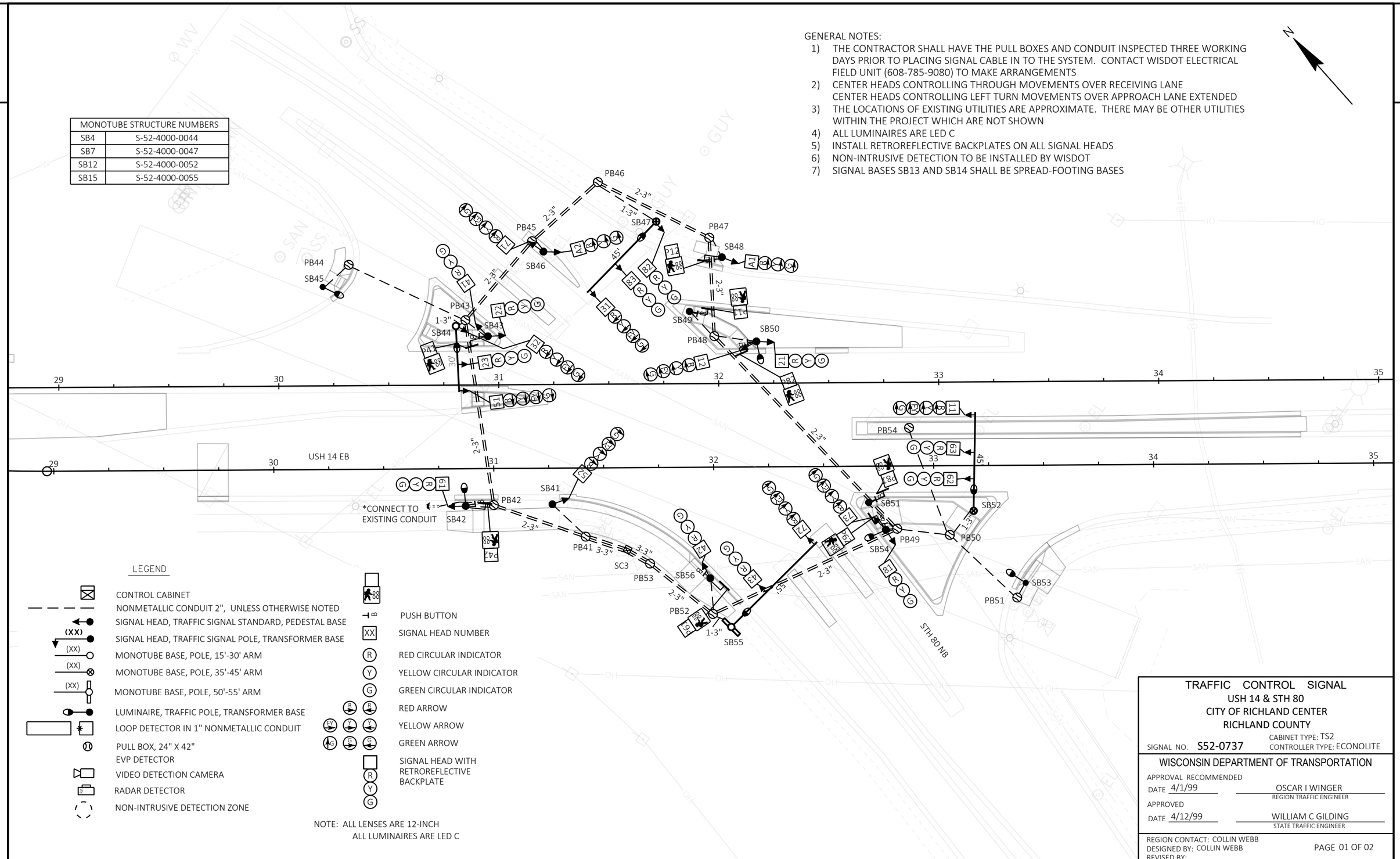
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & STH 80 - STAGE 4	SHEET 37	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024104-st
PLOT DATE : 6/13/2025 3:54 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

MONOTUBE STRUCTURE NUMBERS	
SB4	S-52-4000-0044
SB7	S-52-4000-0047
SB12	S-52-4000-0052
SB15	S-52-4000-0055

GENERAL NOTES:

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT (608-785-9080) TO MAKE ARRANGEMENTS
2) CENTER HEADS CONTROLLING THROUGH MOVEMENTS OVER RECEIVING LANE
   CENTER HEADS CONTROLLING LEFT TURN MOVEMENTS OVER APPROACH LANE EXTENDED
3) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT WHICH ARE NOT SHOWN
4) ALL LUMINAIRES ARE LED C
5) INSTALL RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS
6) NON-INTRUSIVE DETECTION TO BE INSTALLED BY WISDOT
7) SIGNAL BASES SB13 AND SB14 SHALL BE SPREAD-FOOTING BASES



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- EVP DETECTOR
- VIDEO DETECTION CAMERA
- RADAR DETECTOR
- NON-INTRUSIVE DETECTION ZONE

- PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE

NOTE: ALL LENSES ARE 12-INCH
ALL LUMINAIRES ARE LED C

TRAFFIC CONTROL SIGNAL

USH 14 & STH 80
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0737
CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/1/99 — OSCAR I WINGER, REGION TRAFFIC ENGINEER

APPROVED
DATE 4/12/99 — WILLIAM C GILDING, STATE TRAFFIC ENGINEER

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 01 OF 02

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL PLAN - USH 14 & STH 80	SHEET 38	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.SIGNALDESIGN.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 6/13/2025 2:39 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

USH 14 & STH 80 TRAFFIC SIGNAL CABLING 14 AWG CABLE													
HOME RUN	CABLE	INDICATION/WIRE COLOR											
		BLK	WHT	RED	GRN	ORG	BLU	WHT/BLK	RED/BLK	GRN/BLK	ORG/BLK	BLU/BLK	BLK/WHT
SC3 - SB41	7/C		NEUTRAL	5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW						
SC3 - SB42	7/C	4-DW	NEUTRAL	6-RED	6-GRN	6-YEL	4-WALK						
SC3 - SB43	12/C	4-DW	NEUTRAL	2-RED	2-GRN	2-YEL	4-WALK						
SC3 - SB44	7/C		NEUTRAL	3-R-ARW	3-G-ARW	3-Y-ARW	3-FY-ARW						
SC3 - SB44	12/C		NEUTRAL	2-RED	2-GRN	2-YEL			5-R-ARW	5-G-ARW	5-Y-ARW	5-FY-ARW	
SC3 - SB46	12/C		NEUTRAL	A-R-ARW	A-G-ARW	A-Y-ARW			7-R-ARW	7-G-ARW	7-Y-ARW	7-FY-ARW	
SC3 - SB47	12/C		NEUTRAL	3-R-ARW	3-G-ARW	3-Y-ARW	3-FY-ARW		8-RED	8-GRN	8-YEL		
SC3 - SB48	7/C	1-DW	NEUTRAL	A-R-ARW	A-G-ARW	A-Y-ARW	1-WALK						
SC3 - SB49	7/C	1-DW	NEUTRAL				1-WALK						
SC3 - SB50	12/C	8-DW	NEUTRAL	2-RED	2-GRN	2-YEL	8-WALK		1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	
SC3 - SB51	7/C	8-DW	NEUTRAL				8-WALK						
SC3 - SB52	12/C		NEUTRAL	6-RED	6-GRN	6-YEL			1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	
SC3 - SB54	12/C	6-DW	NEUTRAL	8-RED	8-GRN	8-YEL	6-WALK		7-R-ARW	7-G-ARW	7-Y-ARW	7-FY-ARW	
SC3 - SB55	12/C		NEUTRAL	4-RED	4-GRN	4-YEL			7-R-ARW	7-G-ARW	7-Y-ARW	7-FY-ARW	
SC3 - SB56	7/C	6-DW	NEUTRAL	4-RED	4-GRN	4-YEL	6-WALK						

USH 14 & STH 80 LIGHTING CABLING UF 2-12 AWG CABLE W/ GROUND	
FROM	TO
SC3	SB42
SB42	SB44
SB44	SB45
SB44	SB47
SC3	SB55
SB55	SB54
SB54	SB53
SB54	SB52
SB52	SB50

USH 14 & STH 80 EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SC3	SB41
SB41	SB42
SB42	SB43
SB43	SB44
SB44	SB45
SB45	SB46
SB46	SB47
SB47	SB48
SB48	SB49
SB49	SB50
SB50	SB51
SB51	SB52
SB52	SB53
SB53	SB54
SB54	SB55
SB55	SB56
SB56	SC3

USH 14 & STH 80 PEDESTRIAN DETECTION CABLING LOOP DETECTOR LEAD-IN CABLE	
FROM	TO
SC3	SB42
SC3	SB43
SC3	SB48
SC3	SB49
SC3	SB50
SC3	SB51
SC3	SB54
SC3	SB56

USH 14 & STH 80 VIDEO DETECTION CABLING STATE-FURNISHED CAT5E CABLE	
FROM	TO
SC3	SB44
SC3	SB47
SC3	SB52
SC3	SB55

TRAFFIC CONTROL SIGNAL
USH 14 & STH 80
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0737

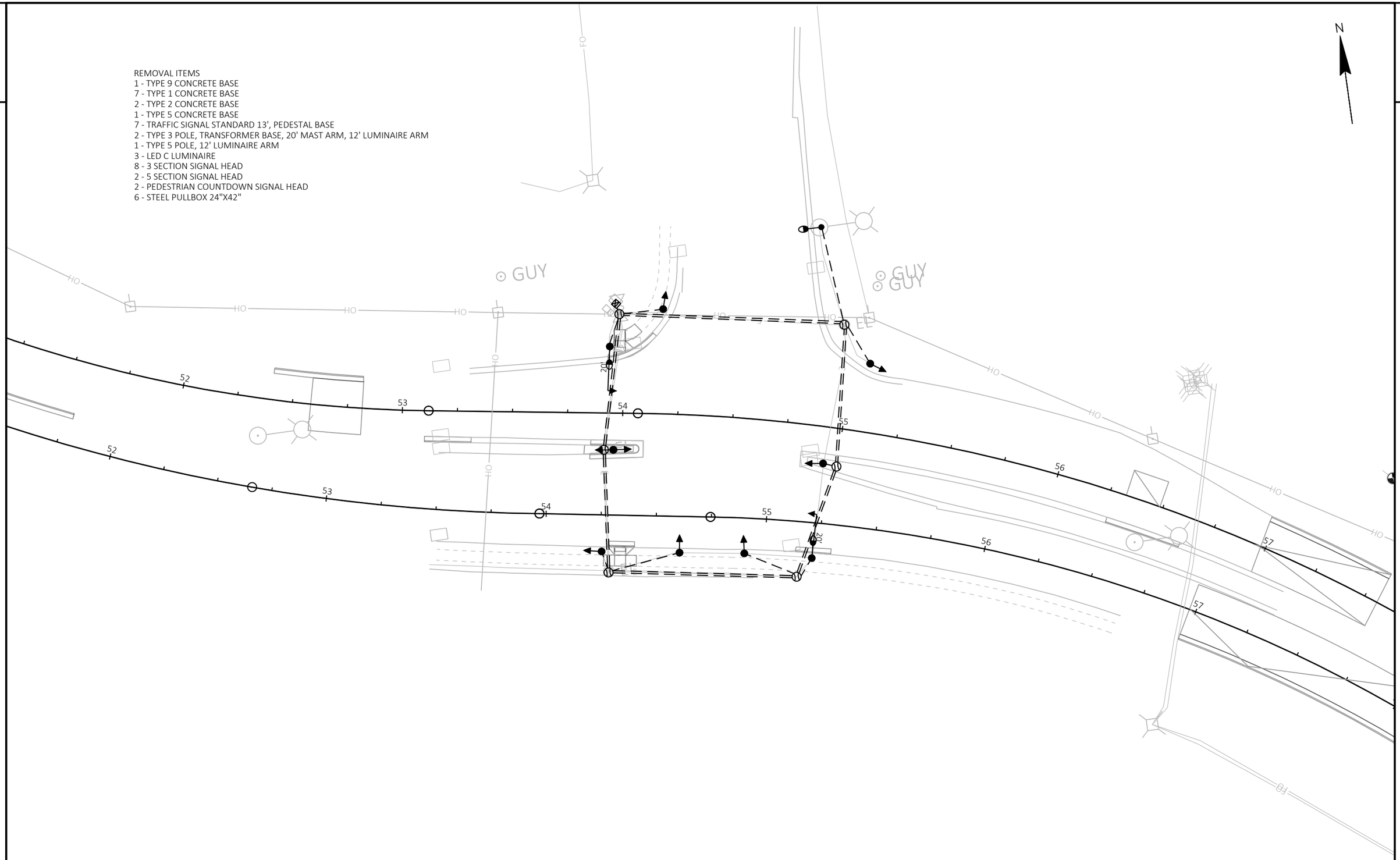
REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 02 OF 02

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.SIGNALDESIGN.DWG
LAYOUT NAME - 024401-cr
PLOT DATE : 6/13/2025 2:39 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

REMOVAL ITEMS
1 - TYPE 9 CONCRETE BASE
7 - TYPE 1 CONCRETE BASE
2 - TYPE 2 CONCRETE BASE
1 - TYPE 5 CONCRETE BASE
7 - TRAFFIC SIGNAL STANDARD 13', PEDESTAL BASE
2 - TYPE 3 POLE, TRANSFORMER BASE, 20' MAST ARM, 12' LUMINAIRE ARM
1 - TYPE 5 POLE, 12' LUMINAIRE ARM
3 - LED C LUMINAIRE
8 - 3 SECTION SIGNAL HEAD
2 - 5 SECTION SIGNAL HEAD
2 - PEDESTRIAN COUNTDOWN SIGNAL HEAD
6 - STEEL PULLBOX 24"X42"



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL REMOVAL PLAN - USH 14 & SEXTONVILLE RD	SHEET 40	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.SIGNALREMOVAL.DWG
LAYOUT NAME - 024002-sr
PLOT DATE : 4/9/2024 10:25 AM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

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

5. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

   5.1. FOR THRU INDICATIONS WITH MULTIPLE RECEIVING LANES, MOUNT SIGNAL HEAD OVER EACH RECEIVING LANE.

   5.2. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

   5.3. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

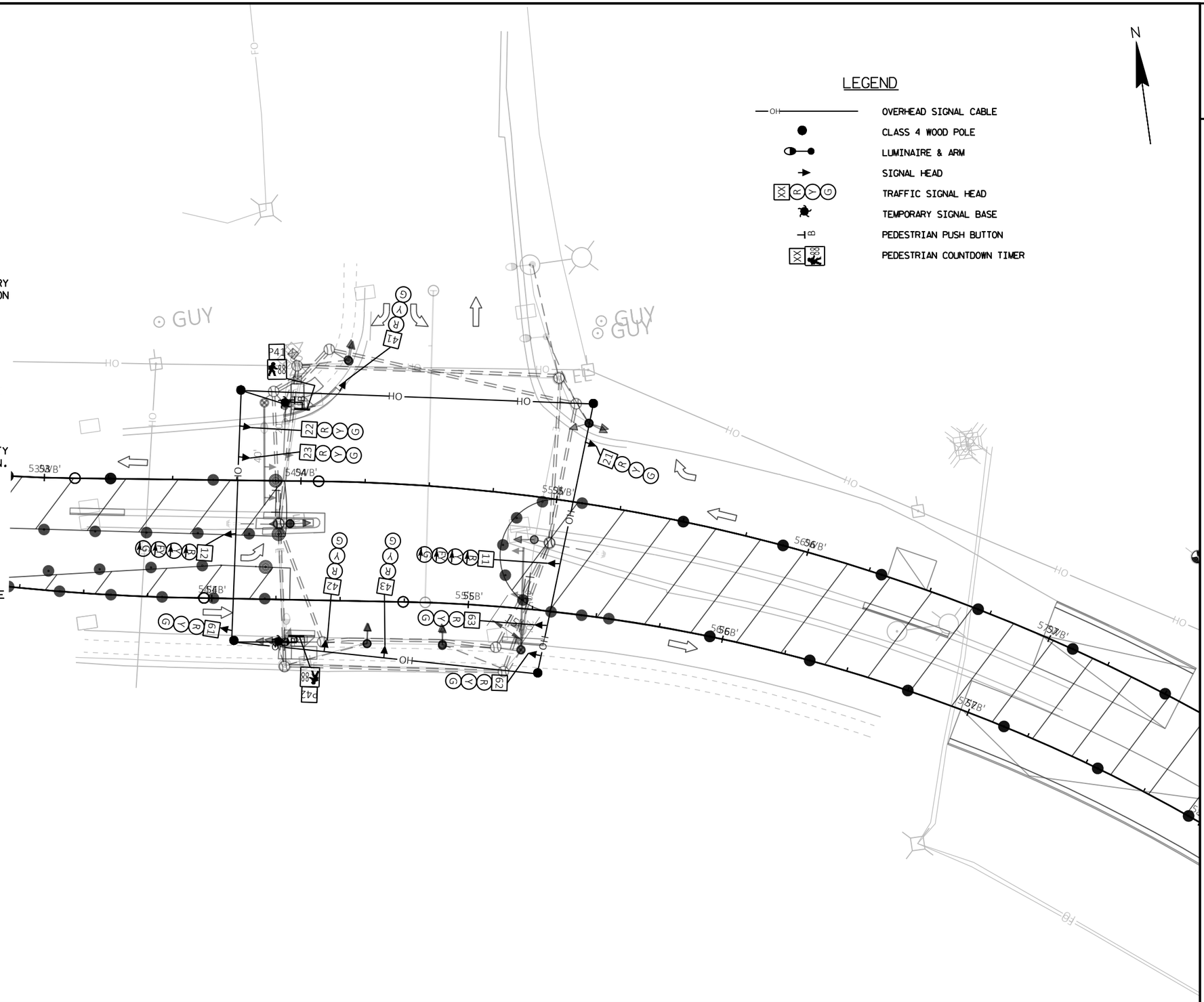
6. ALL EXISTING SIGNAL HEADS MUST BE TURNED, REMOVED OR BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

7. ALL TEMPORARY SIGNALS MUST BE BAGGED PRIOR TO TURNING TEMPORARY TRAFFIC SIGNAL ON.

LEGEND

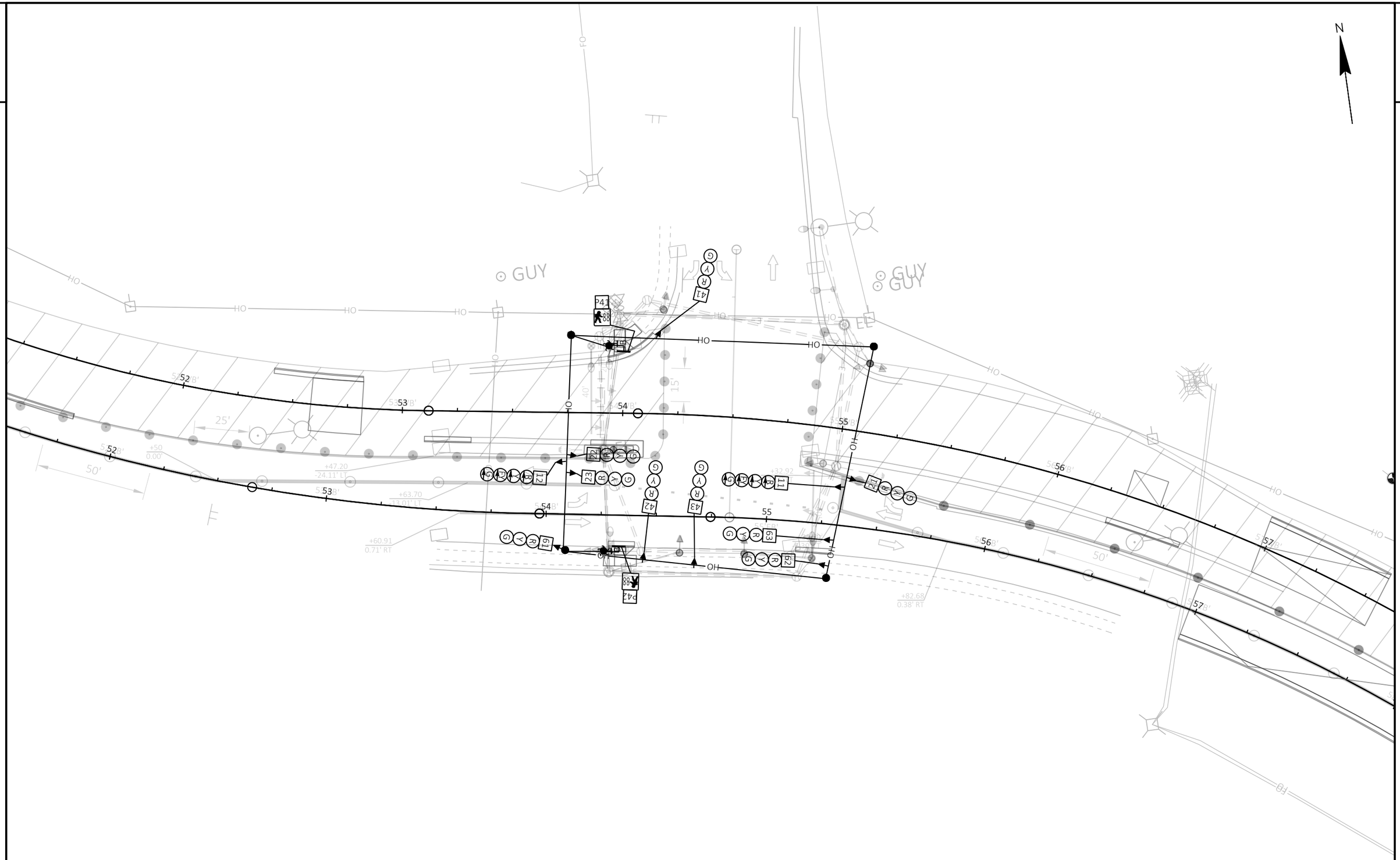
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- TEMPORARY SIGNAL BASE
- PEDESTRIAN PUSH BUTTON
- PEDESTRIAN COUNTDOWN TIMER

N



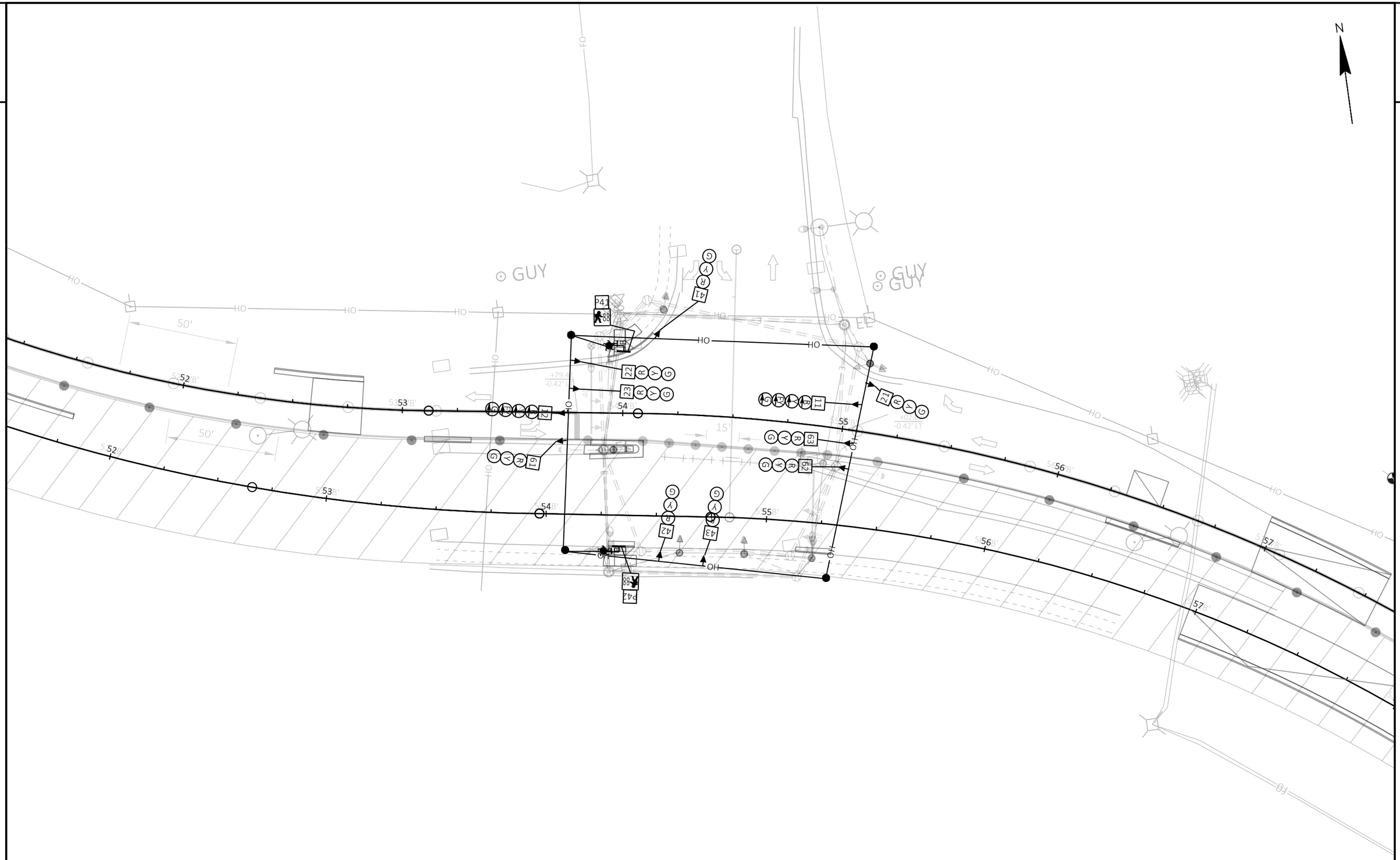
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & SEXTONVILLE RD - STAGE 1	SHEET 41	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024105-st
PLOT DATE : 6/13/2025 3:55 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



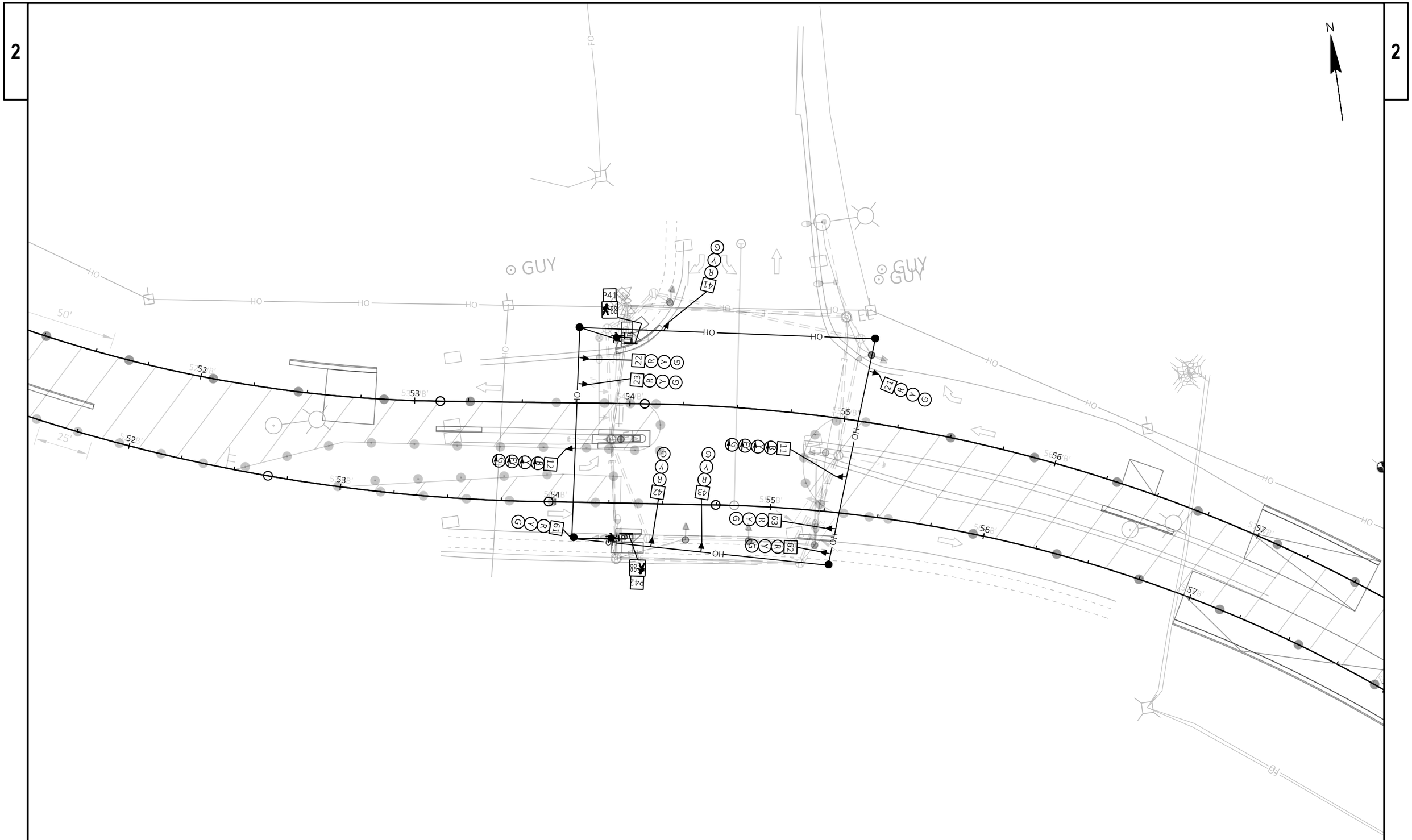
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & SEXTONVILLE RD - STAGE 2	SHEET 42	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024106-st
PLOT DATE : 6/13/2025 3:55 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & SEXTONVILLE RD - STAGE 3	SHEET 43	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024107-st
PLOT DATE : 6/13/2025 3:55 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY TRAFFIC SIGNAL PLAN - USH 14 & SEXTONVILLE RD - STAGE 4	SHEET 44	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.TEMPSIGNALDESIGN.DWG
LAYOUT NAME - 024108-st

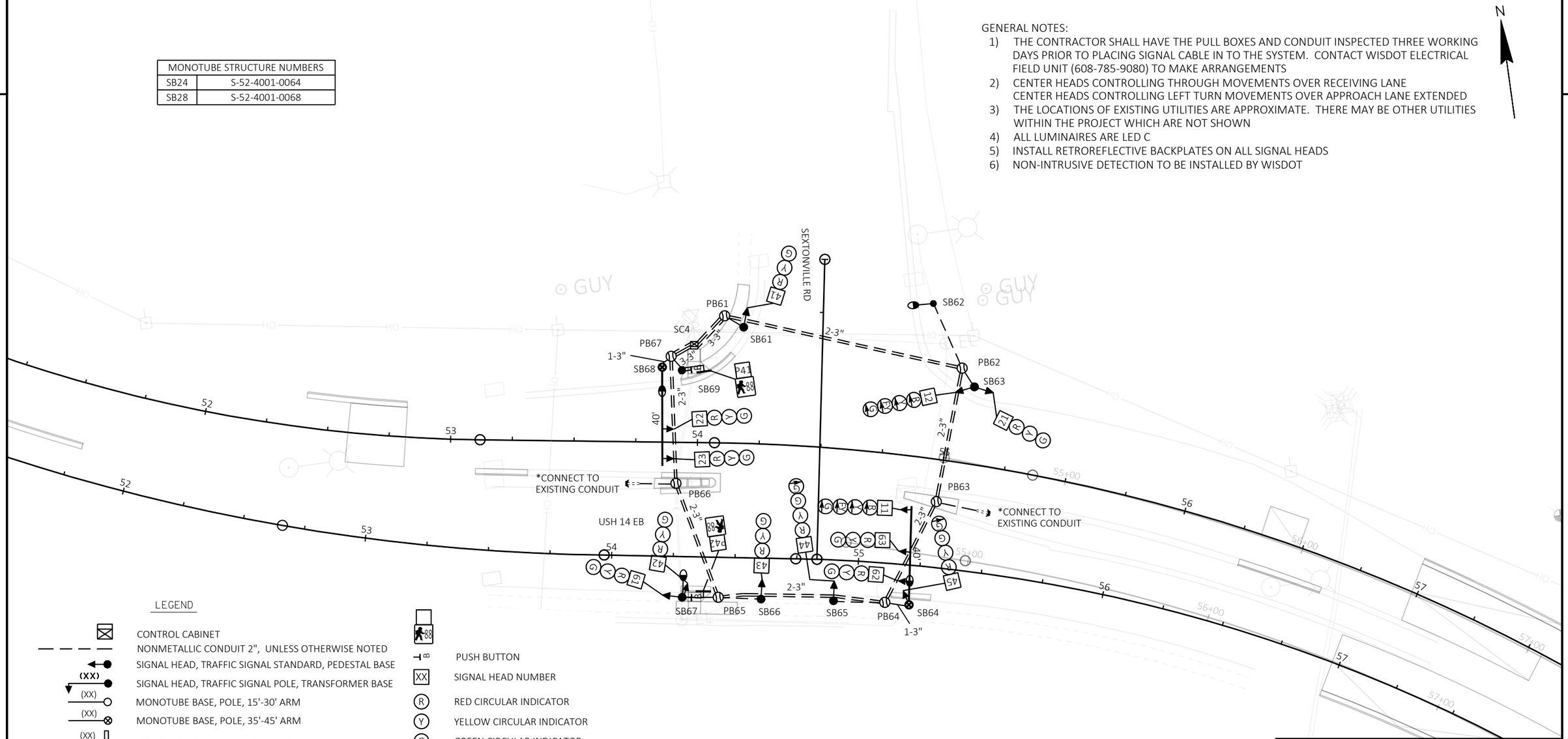
PLOT DATE : 6/13/2025 3:55 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

MONOTUBE STRUCTURE NUMBERS	
SB24	S-52-4001-0064
SB28	S-52-4001-0068

GENERAL NOTES:

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT (608-785-9080) TO MAKE ARRANGEMENTS
2) CENTER HEADS CONTROLLING THROUGH MOVEMENTS OVER RECEIVING LANE
   CENTER HEADS CONTROLLING LEFT TURN MOVEMENTS OVER APPROACH LANE EXTENDED
3) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT WHICH ARE NOT SHOWN
4) ALL LUMINAIRES ARE LED C
5) INSTALL RETROREFLECTIVE BACKPLATES ON ALL SIGNAL HEADS
6) NON-INTRUSIVE DETECTION TO BE INSTALLED BY WISDOT



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- (XX) MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- EVP DETECTOR
- VIDEO DETECTION CAMERA
- RADAR DETECTOR
- NON-INTRUSIVE DETECTION ZONE

- PUSH BUTTON
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- SIGNAL HEAD WITH RETROREFLECTIVE BACKPLATE

NOTE: ALL LENSES ARE 12-INCH
ALL LUMINAIRES ARE LED C

TRAFFIC CONTROL SIGNAL
USH 14 & SEXTONVILLE ROAD
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0548
CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 12/7/93 ROGER C WINTER
REGION TRAFFIC ENGINEER

APPROVED
DATE 12/27/93 ROBERT J MOE
STATE TRAFFIC ENGINEER

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL PLAN - USH 14 & SEXTONVILLE RD	SHEET 45	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\SWR-PROJECTS-STATE\DESIGN\16400308\TRAFFIC\ELECTRICAL\SIGNALS\1640-03-78.SIGNALDESIGN.DWG
LAYOUT NAME - 024202-sp
PLOT DATE : 6/13/2025 2:39 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

USH 14 & SEXTONVILLE ROAD TRAFFIC SIGNAL CABLING 14 AWG CABLE													
HOME RUN	CABLE	INDICATION/WIRE COLOR											
		BLK	WHT	RED	GRN	ORG	BLU	WHT/BLK	RED/BLK	GRN/BLK	ORG/BLK	BLU/BLK	BLK/WHT
SC4 - SB61	7/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC4 - SB63	12/C		NEUTRAL	2-RED	2-GRN	2-YEL			1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	
SC4 - SB64	7/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC4 - SB64	12/C		NEUTRAL	6-RED	6-GRN	6-YEL			1-R-ARW	1-G-ARW	1-Y-ARW	1-FY-ARW	
SC4 - SB65	7/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC4 - SB66	7/C		NEUTRAL	4-RED	4-GRN	4-YEL							
SC4 - SB67	12/C	4-DW	NEUTRAL	4-RED	4-GRN	4-YEL	4-WALK		6-RED	6-GRN	6-YEL		
SC4 - SB68	7/C		NEUTRAL	2-RED	2-GRN	2-YEL							
SC4 - SB69	7/C	4-DW	NEUTRAL				4-WALK						

USH 14 & SEXTONVILLE ROAD LIGHTING CABLING UF 2-12 AWG CABLE W/ GROUND	
FROM	TO
SC4	SB62
SB62	SB64
SC4	SB68
SB68	SB67

USH 14 & SEXTONVILLE ROAD EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SC3	SB61
SB61	SB62
SB62	SB63
SB63	SB64
SB64	SB65
SB65	SB66
SB66	SB67
SB67	SB68
SB68	SB69
SB69	SC4

USH 14 & SEXTONVILLE ROAD PEDESTRIAN DETECTION CABLING LOOP DETECTOR LEAD-IN CABLE	
FROM	TO
SC4	SB67
SC4	SB69

USH 14 & SEXTONVILLE ROAD VIDEO DETECTION CABLING STATE-FURNISHED CAT5E CABLE	
FROM	TO
SC4	SB64
SC4	SB66
SC4	SB68

TRAFFIC CONTROL SIGNAL
USH 14 & SEXTONVILLE ROAD
CITY OF RICHLAND CENTER
RICHLAND COUNTY

SIGNAL NO. S52-0548

REGION CONTACT: COLLIN WEBB
DESIGNED BY: COLLIN WEBB
REVISED BY:

PAGE 02 OF 02

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC SIGNAL CABLE ROUTING - USH 14 & SEXTONVILLE RD	SHEET 46	E

GENERAL NOTES

SEE SDDS PAVEMENT MARKING WORDS; PAVEMENT MARKING ARROWS; PERMANENT LONGITUDINAL PAVEMENT MARKINGS; PAVEMENT MARKING (TURN LANES); PAVEMENT MARKINGS, MEDIAN ISLAND NOSE; STOP LINE AND CROSSWALK PAVEMENT MARKING FOR FURTHER DETAILS

ENSURE LONGITUDINAL SKIP MARKING CYCLE TIES INTO EXISTING CYCLE AT PROJECT LIMITS

LEGEND

EW6	MARKING LINE EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE EPOXY 6-INCH (SKIP, WHITE)(12.5' SEG, 37.5' GAP)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW10	MARKING LINE EPOXY 10-INCH (WHITE)
ESW10	MARKING LINE EPOXY 10-INCH (SKIP, WHITE)(3' SEG, 9' GAP)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWE6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 47 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 4/15/2024 1:42 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

GENERAL NOTES

SEE SDDS PAVEMENT MARKING WORDS; PAVEMENT MARKING ARROWS; PERMANENT LONGITUDINAL PAVEMENT MARKINGS; PAVEMENT MARKING (TURN LANES); PAVEMENT MARKINGS, MEDIAN ISLAND NOSE; STOP LINE AND CROSSWALK PAVEMENT MARKING FOR FURTHER DETAILS

ENSURE LONGITUDINAL SKIP MARKING CYCLE TIES INTO EXISTING CYCLE AT PROJECT LIMITS

MATCH LINE 40+00

MATCH LINE 47+50

EW6
ESW6
EY6
USH 14 WB
USH 14 EB
41'WB'
42'WB'
43'WB'
44'WB'
45'WB'
46'WB'
47'WB'
41'EB'
42'EB'
43'EB'
44'EB'
45'EB'
46'EB'
47'EB'

LEGEND

EW6	MARKING LINE EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE EPOXY 6-INCH (SKIP, WHITE)(12.5' SEG, 37.5' GAP)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW10	MARKING LINE EPOXY 10-INCH (WHITE)
ESW10	MARKING LINE EPOXY 10-INCH (SKIP, WHITE)(3' SEG, 9' GAP)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWE6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

N

MATCH LINE 47+50

MATCH LINE 55+00

SEXTONVILLE RD

EW6
ESW6
EY6
CWE6
CE
INE
AE
EW10
SEW18
USH 14 WB
USH 14 EB
48'WB'
49'WB'
50'WB'
51'WB'
52'WB'
53'WB'
54'WB'
48'EB'
49'EB'
50'EB'
51'EB'
52'EB'
53'EB'
54'EB'
+86.5'WB' -22.0' LT
+95.5'WB' 0.4' RT
+95.6'WB' 11.7' RT
+84.3'WB' -11.7' LT
+01.0'EB' 23.9' LT
+96.2'EB' -26.4' LT
+30.0'EB' -28.1' LT
+36.8'EB' -0.4' LT
+37.1'EB' 11.6' RT
+25.0'EB' -12.6' LT
+49.7'EB' -12.8' LT
+25.3'EB' -0.4' LT
+25.6'EB' 11.6' RT
+79.0'EB' -11.7' LT

N

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 48 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 4/15/2024 1:42 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

GENERAL NOTES

SEE SDDS PAVEMENT MARKING WORDS; PAVEMENT MARKING ARROWS; PERMANENT LONGITUDINAL PAVEMENT MARKINGS; PAVEMENT MARKING (TURN LANES); PAVEMENT MARKINGS, MEDIAN ISLAND NOSE; STOP LINE AND CROSSWALK PAVEMENT MARKING FOR FURTHER DETAILS

ENSURE LONGITUDINAL SKIP MARKING CYCLE TIES INTO EXISTING CYCLE AT PROJECT LIMITS

LEGEND

EW6	MARKING LINE EPOXY 6-INCH (WHITE)
ESW6	MARKING LINE EPOXY 6-INCH (SKIP, WHITE)(12.5' SEG, 37.5' GAP)
EY6	MARKING LINE EPOXY 6-INCH (YELLOW)
EW10	MARKING LINE EPOXY 10-INCH (WHITE)
ESW10	MARKING LINE EPOXY 10-INCH (SKIP, WHITE)(3' SEG, 9' GAP)
SEW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
AE	MARKING ARROWS EPOXY (WHITE)
WE	MARKING WORD EPOXY (WHITE)
CWE6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)

MATCH LINE 55+00

MATCH LINE 62+50

MATCH LINE 62+50

USH 14 WB

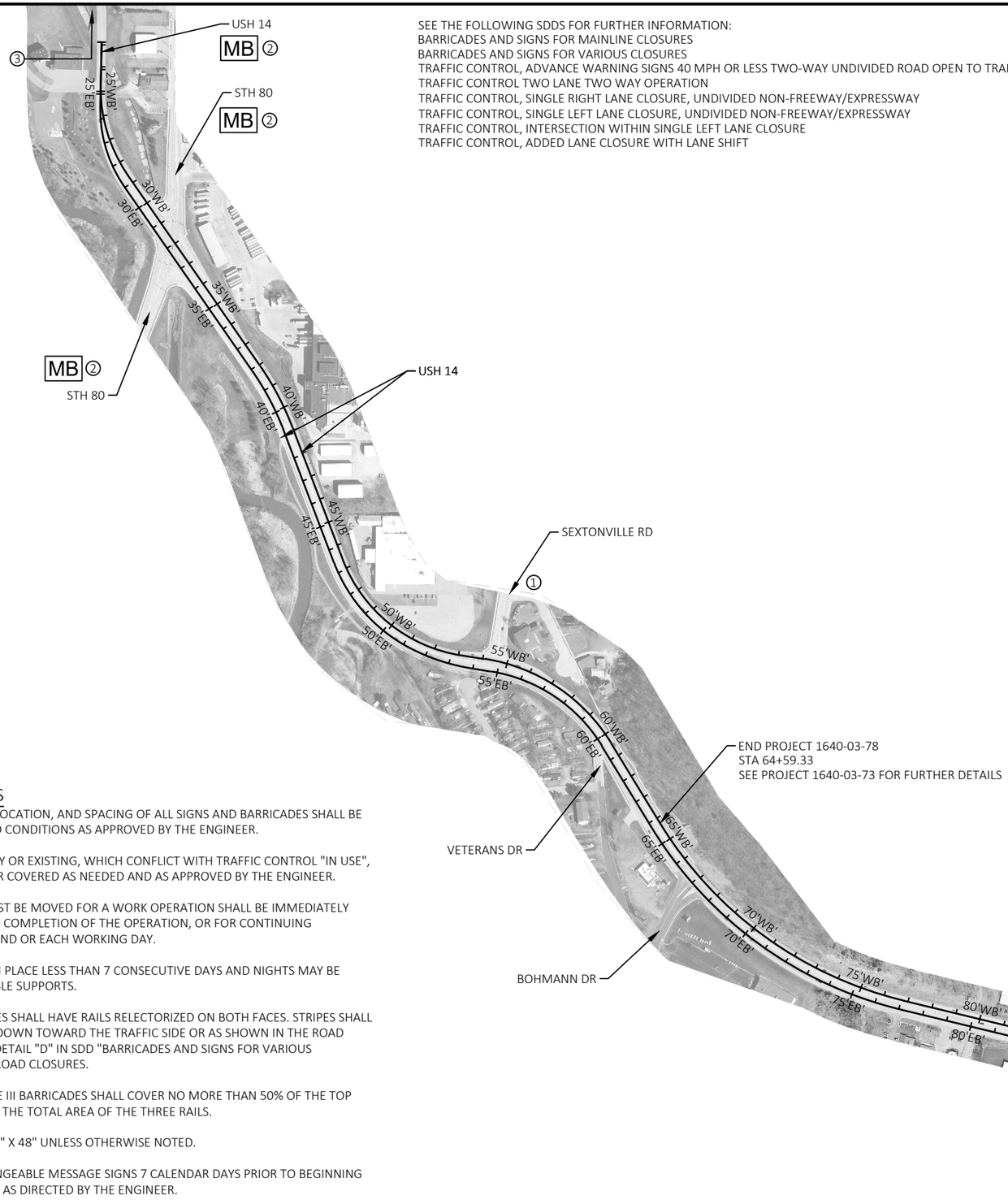
USH 14 EB

VETERANS DR

BOHMANN DR

N

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PAVEMENT MARKING	SHEET 49	E



SEE THE FOLLOWING SDDS FOR FURTHER INFORMATION:
BARRICADES AND SIGNS FOR MAINLINE CLOSURES
BARRICADES AND SIGNS FOR VARIOUS CLOSURES
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL TWO LANE TWO WAY OPERATION
TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE
TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

N

LEGEND

MB	PORTABLE CHANGEABLE MESSAGE BOARD
①	SEE "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" ON SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
②	SEE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS" ON SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
③	SEE TRAFFIC CONTROL WIDTH RESTRICTION PREWARNING DETAIL FOR SIGNING ON USH 14 AND STH 80 AT SIXTH STREET

PCMS - PROJECT PREWARN

	FIRST FRAME	SECOND FRAME
USH 14 MB	ROAD WORK BEGINS	XXXXDAY XX/XX
STH 80 MB	HWY 14 ROAD WORK	BEGINS XXXXDAY XX/XX

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.

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 OR EACH WORKING DAY.

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

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

SIGNS PLACED ON TYPE III BARRICADES SHALL COVER NO MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

PLACE PORTABLE CHANGEABLE MESSAGE SIGNS 7 CALENDAR DAYS PRIOR TO BEGINNING OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - OVERVIEW	SHEET 50	E

2

2

N

EAST
14
M3-2
24"X12"
M1-4
24"X24"

MAX.
11'
WIDTH
W12-52
48"X48"

N ORANGE ST

USH 14

6TH ST

USH 14

MAX.
11'
WIDTH
W12-52
48"X48"

1 MILE
AHEAD
WO57-52
48"X36"

LEGEND

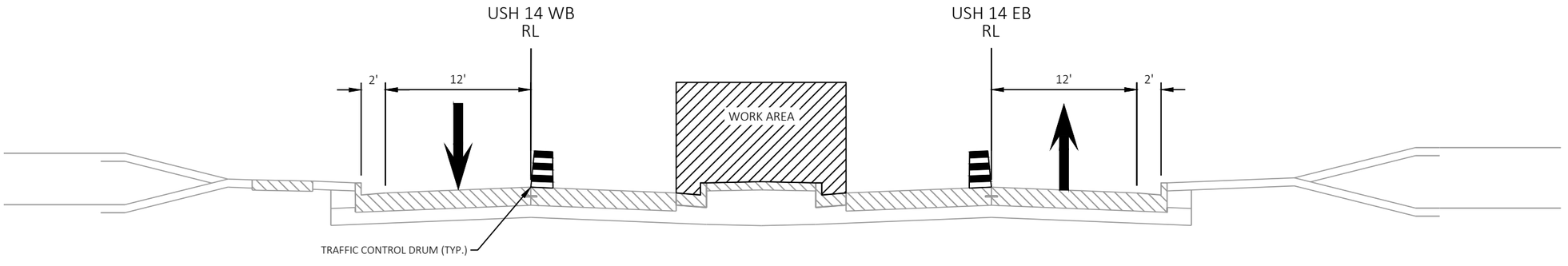
- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL WIDTH RESTRICTION PREWARNING	SHEET 51	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025100-TC (DETAILS A & B).DWG
LAYOUT NAME - DETAIL A

PLOT DATE : 7/28/2025 3:48 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



TRAFFIC CONTROL TYPICAL SECTION

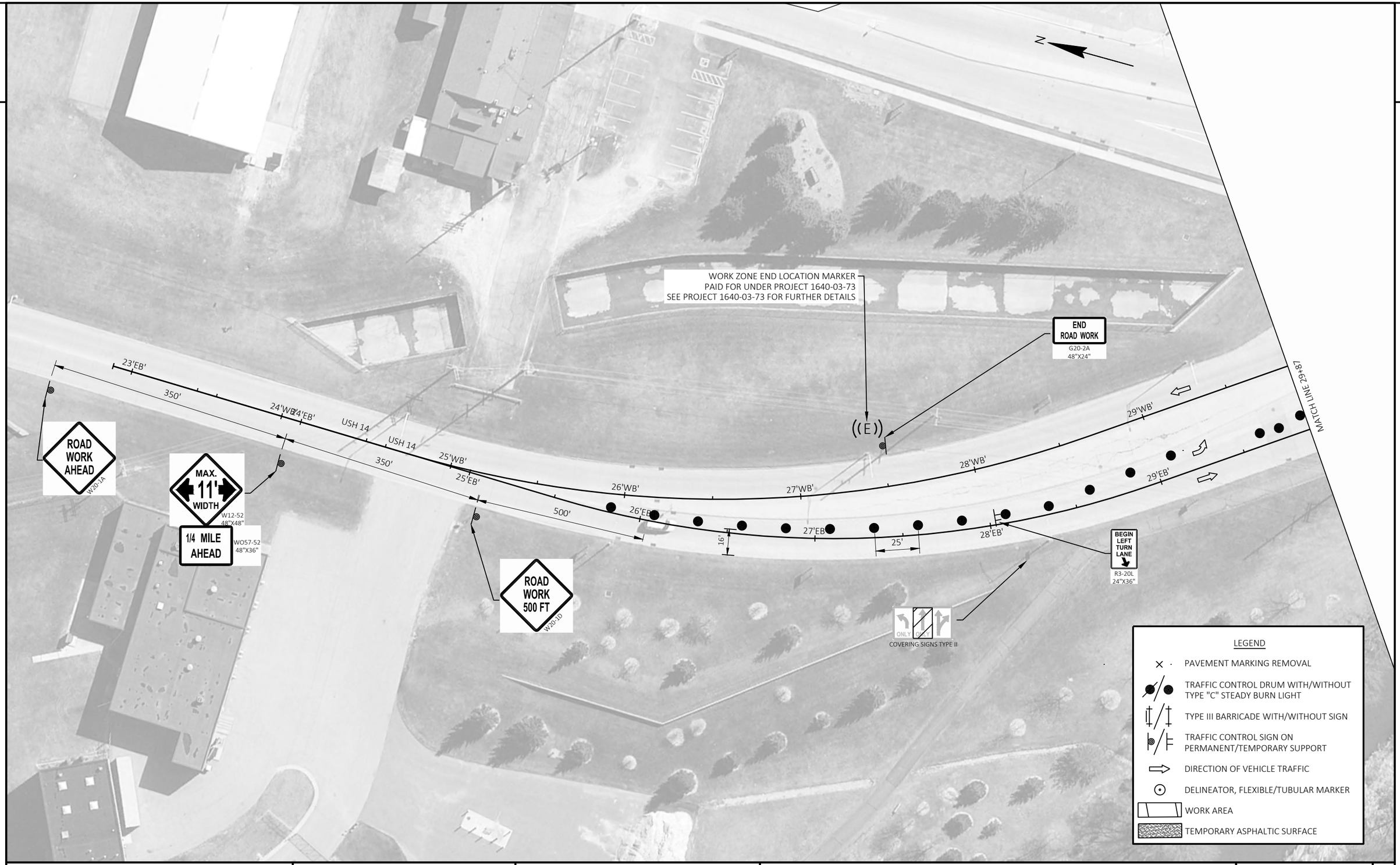
STAGE 1

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 52	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\TRAFFIC CONRTOL TYPICAL SECTIONS.DWG
LAYOUT NAME - 01-10ft

PLOT DATE : 7/29/2025 8:59 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1:10

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 53	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 1.1

PLOT DATE : 7/28/2025 3:50 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

*SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE WARNING SIGN PLACEMENT ON STH 80.

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

COVERING SIGNS TYPE II

INLET COVERS FLAT TEMPORARY

USH 14

30'WB' 31'WB' 32'WB' 33'WB' 34'WB' 35'WB' 36'WB'

30'EB' 31'EB' 32'EB' 33'EB' 34'EB' 35'EB' 36'EB'

25' 15' 16' 25' 50'

MATCH LINE 29+87

MATCH LINE 36+74

W01-6 48" X 24"
TYPE III BARRICADE

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 54	E

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 55	E

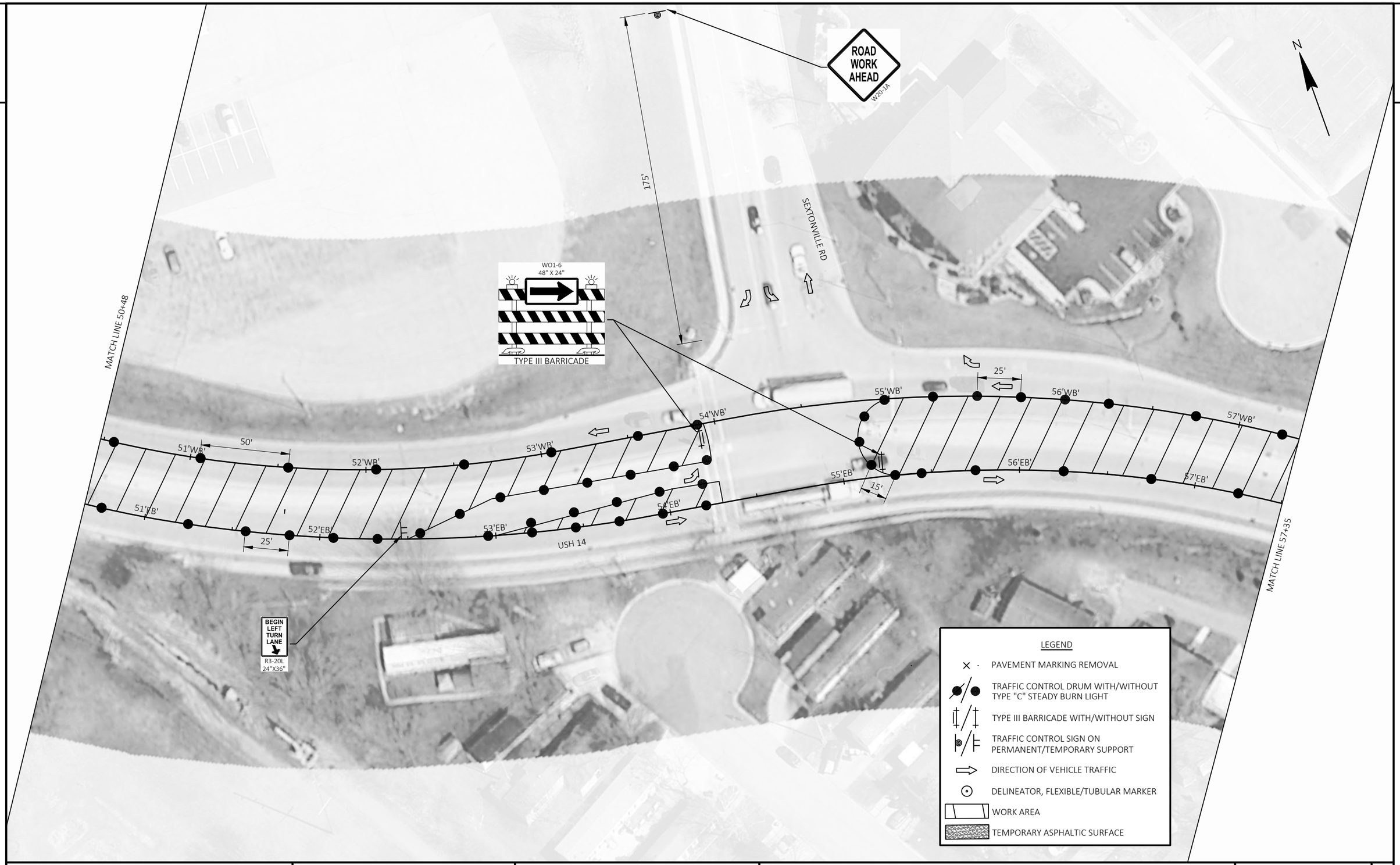
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 1.3

PLOT DATE : 7/28/2025 3:50 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 56	E

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 57	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 1.5

PLOT DATE : 7/28/2025 3:50 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

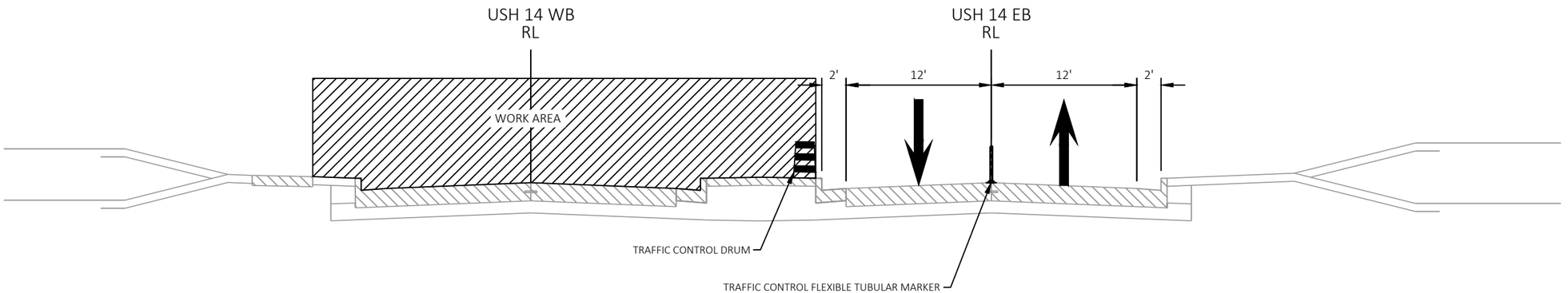
2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 1	SHEET 58	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 1.6

PLOT DATE : 7/28/2025 3:50 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



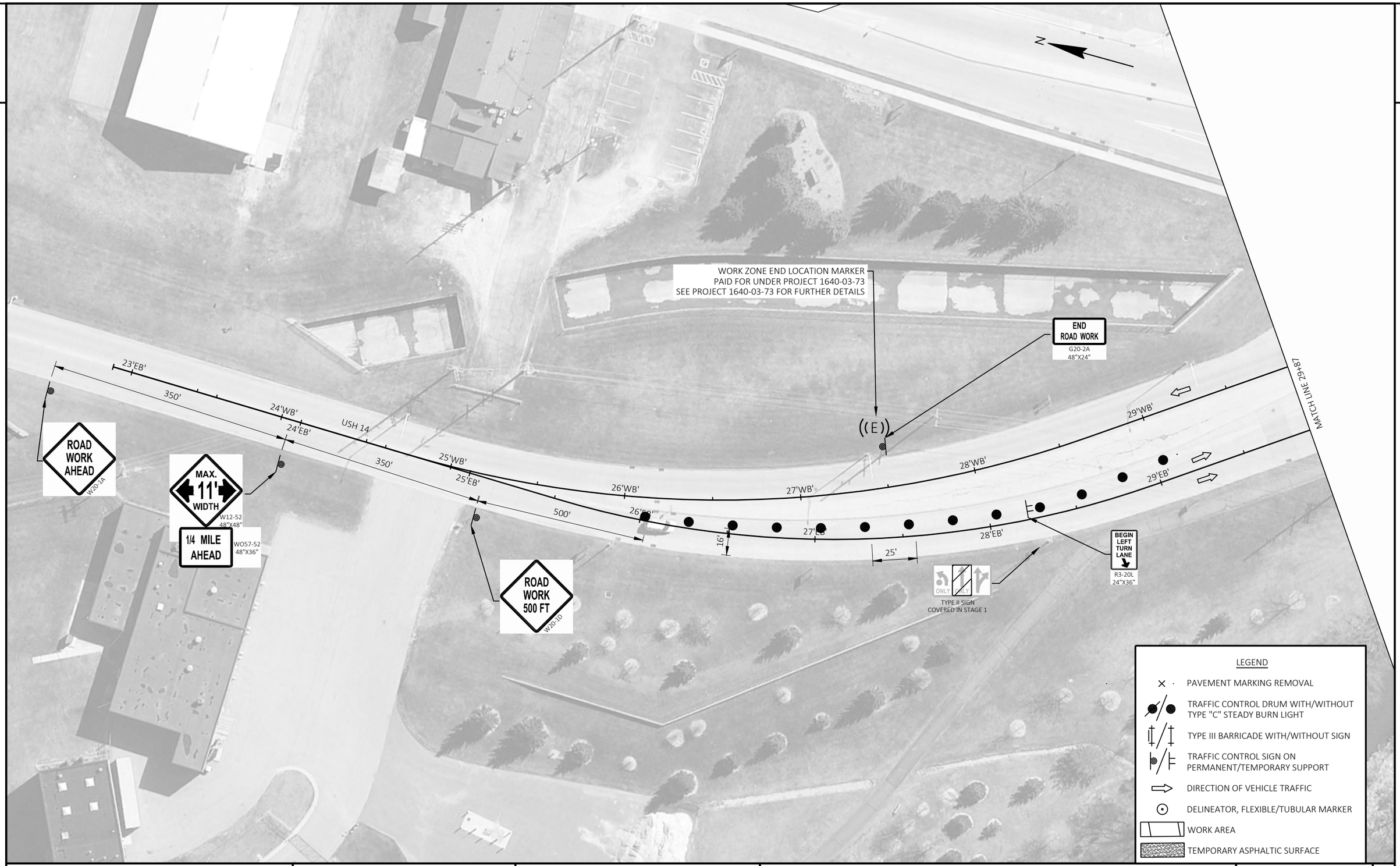
TRAFFIC CONTROL TYPICAL SECTION

STAGE 2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 59	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\TRAFFIC CONRTOL TYPICAL SECTIONS.DWG
LAYOUT NAME - 02-10ft
PLOT DATE : 7/29/2025 8:59 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 60	E

*SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE WARNING SIGN PLACEMENT ON STH 80.

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE, 3' LINE, 9' GAP)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

ONLY
R3-8LF
36"X30"

WATCH FOR WIDE TURNING TRUCKS
FIXED MESSAGE SIGN
48"X48"

15'

30'WB' 31'WB' 32'WB' 33'WB' 34'WB' 35'WB' 36'WB'

+74.99
-38.42' LT

+73.67
-31.41' LT

+69.33
-17.11' LT

50'

25'

30'EB' 31'EB' 32'EB' 33'EB' 34'EB' 35'EB' 36'EB'

16'

50'

+67.01
-0.42' LT

USH 14

+88.73
-10.35' LT

MATCH LINE 29+87

MATCH LINE 36+74

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW, 2' LINE, 6' GAP)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

AHEAD
WO6-3
WO16-9P
48"X24"

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

NEXT 2 MILES
WO6-3
WO57-51
48"X24"

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 61	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 2.2

PLOT DATE : 7/28/2025 3:53 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SOUTH
(80)

COVERING SIGNS TYPE I

W01-4R

DO NOT PASS
R4-1
24"X30"

N

MATCH LINE 36+74

37'WB'
38'WB'
39'WB'
40'WB'
41'WB'
42'WB'
43'WB'

50'

37'EB'
38'EB'
39'EB'
40'EB'
41'EB'
42'EB'
43'EB'

50'

USH 14

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

MATCH LINE 43+61

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

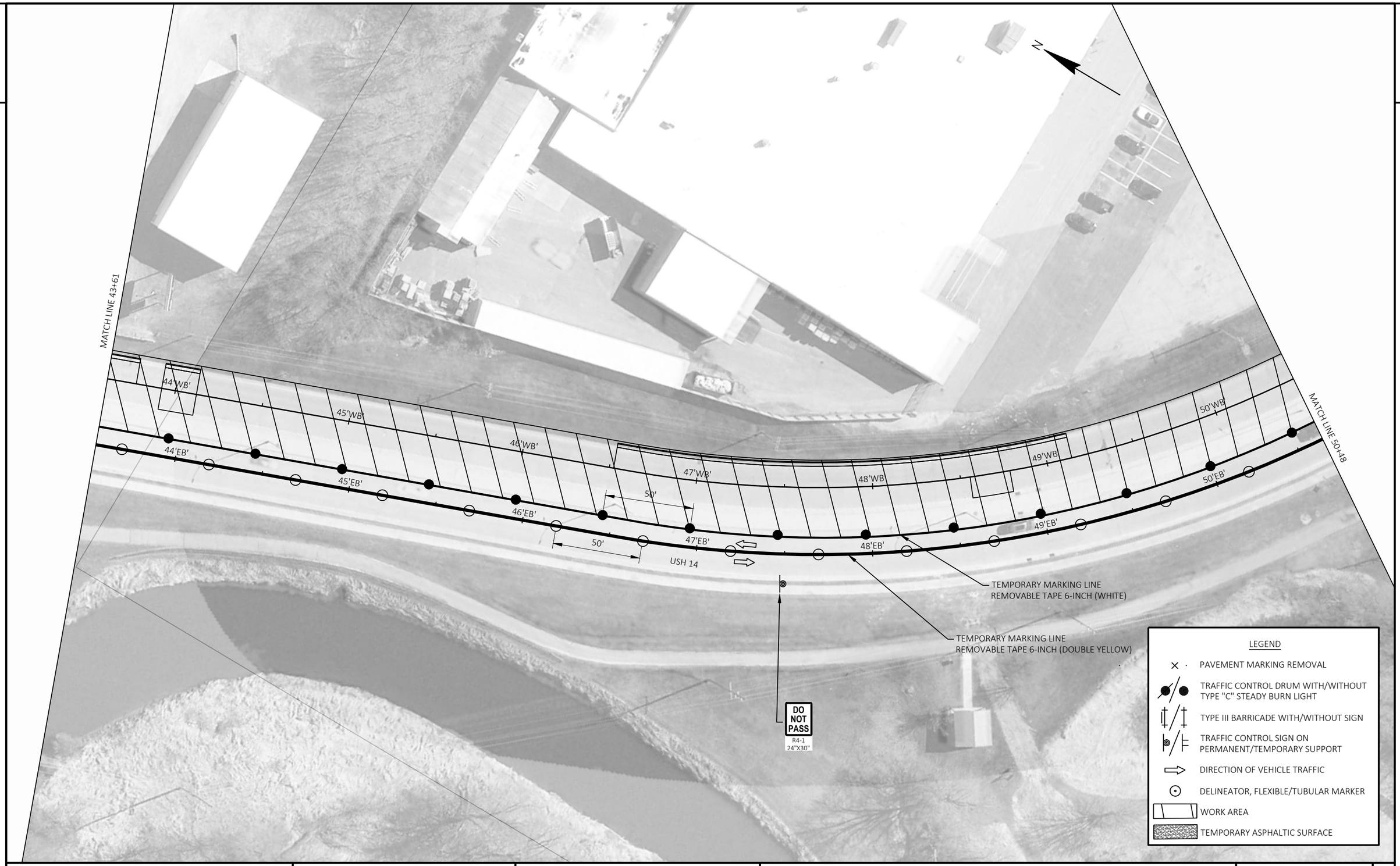
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 62	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 2.3

PLOT DATE : 7/28/2025 3:53 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 63	E

2

2

ROAD WORK AHEAD
W20-1A

75'

M4-4
24"X12"
TRUCK
R3-1
24"X24"

100'

SEXTONVILLE RD

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

W06-3

MATCH LINE 50+48

15'

54'WB'

55'WB'

56'WB'

57'WB'

51'WB'

52'WB'

53'WB'

+32.92
-22.16' LT

56'EB'

50'

57'EB'

25'

51'EB'

+50
0.00'

52'EB'

+47.20
-24.11' LT

53'EB'

+63.70
-13.01' LT

54'EB'

55'EB'

+32.70
-6.30' LT

+82.68
0.38' RT

50'

USH 14

+60.91
0.71' RT

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW 2' LINE, 6' GAP)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

ONLY ONLY
R3-8LA
36"X30"

MATCH LINE 57+35

N

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 64	E

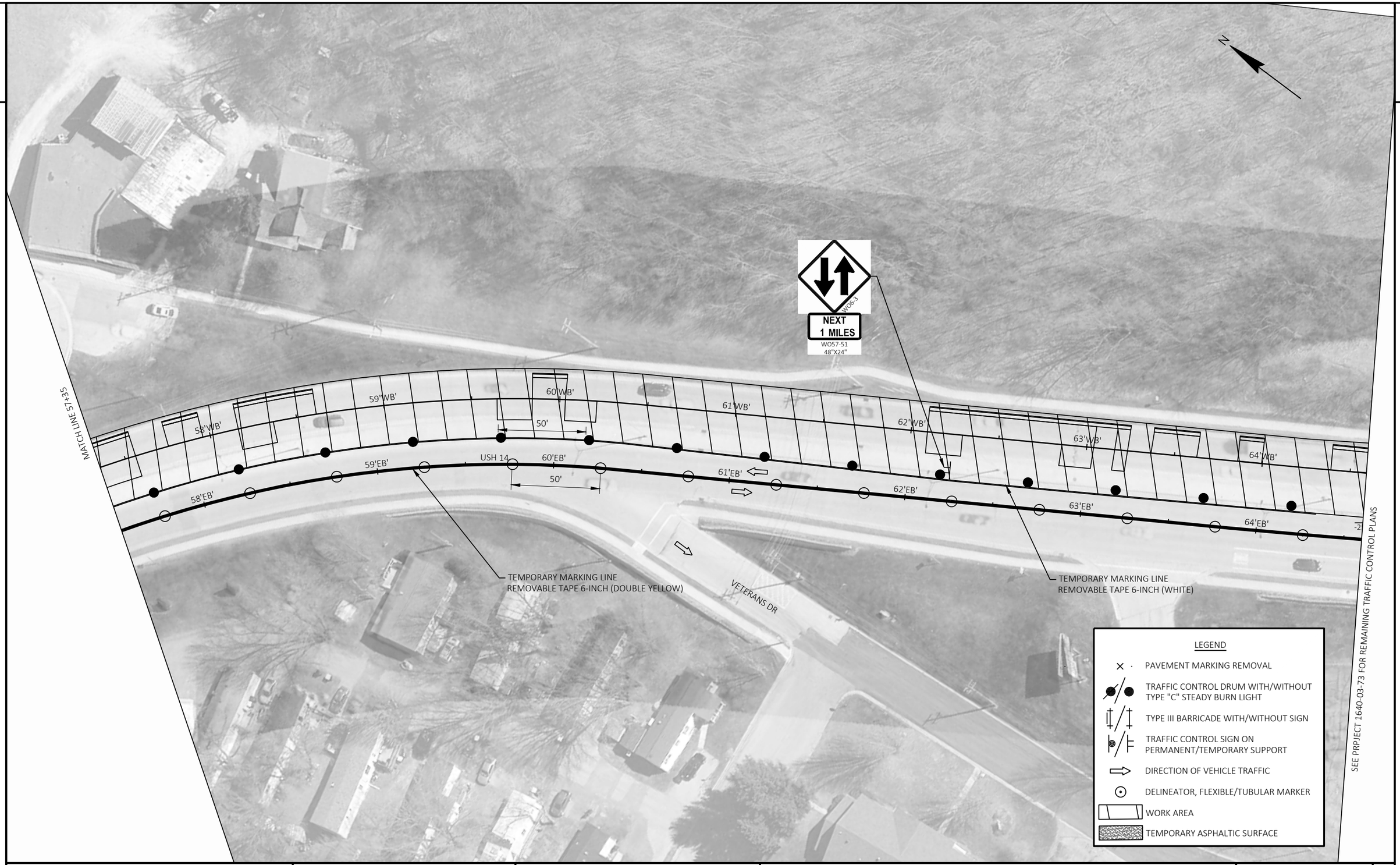
FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 2.5

PLOT DATE : 7/28/2025 3:53 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

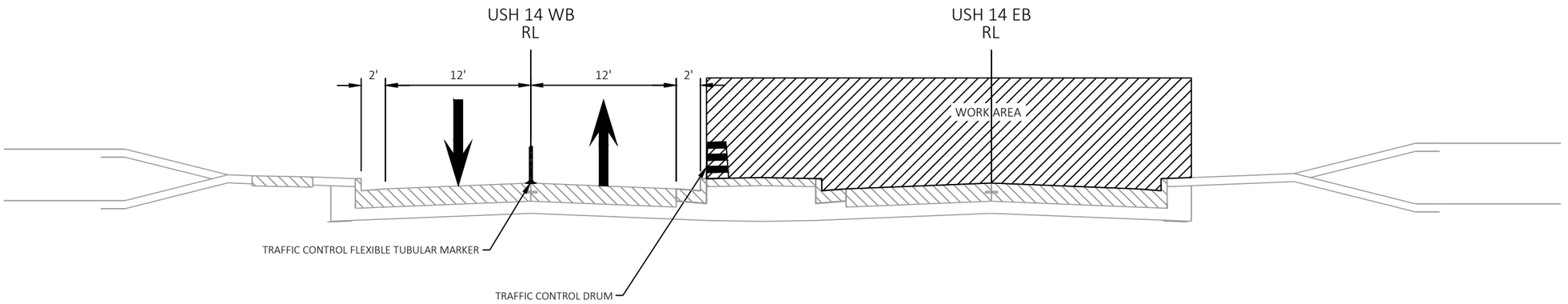
2

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 2	SHEET 65	E

2



TRAFFIC CONTROL TYPICAL SECTION

STAGE 3

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 66	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\TRAFFIC CONRTOL TYPICAL SECTIONS.DWG
LAYOUT NAME - 03-10ft
PLOT DATE : 7/29/2025 8:59 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2

N

WORK ZONE END LOCATION MARKER
PAID FOR UNDER PROJECT 1640-03-73
SEE PROJECT 1640-03-73 FOR FURTHER DETAILS

END ROAD WORK
G20-2A
48"X24"

MATCH LINE 29+87

23'EB'
350'
24'WB'
24'EB'
USH 14
25'WB'
25'EB'
350'
26'WB'
26'EB'
500'
27'WB'
27'EB'
28'WB'
28'EB'
29'WB'
29'EB'

ROAD WORK AHEAD
W20-1A

MAX. 11' WIDTH
W12-52
48"X48"

1/4 MILE AHEAD
WO57-52
48"X36"

ROAD WORK 500 FT
W20-1D

ONLY ONLY ONLY
R3-8LAR
54"X30"

W01-1L

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 67	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 3.1

PLOT DATE : 7/28/2025 3:55 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

*SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE WARNING SIGN PLACEMENT ON STH 80.

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

EAST 14 — M3-2 24"X12" / M1-4 24"X24" / W12-52 48"X48" — MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE, 2' LINE, 6' GAP)

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

USH 14

30'WB' 31'WB' 32'WB' 33'WB' 34'WB' 35'WB' 36'WB'

30'EB' 31'EB' 32'EB' 33'EB' 34'EB' 35'EB' 36'EB'

+50 0.00'

50' 25' 50'

+09.76 38.00' RT

+76.93 13.51' RT

+60.45 25.72' RT

+49.91 16.21' RT

+57.69 30.05' RT

+88.38 30.71' RT

+02.15 13.17' RT

15'

+25.14 112.05' RT

+05.02 111.96' RT

MATCH LINE 29+87

MATCH LINE 36+74

WO6-3 AHEAD WO16-9P 48"X24"

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

BEGIN LEFT TURN LANE COVERING SIGNS TYPE II

STOP R1-1 36"X36"

WO1-6 48" X 24" TYPE III BARRICADE

R3-8ER 36"X30"

ONLY ONLY ONLY COVERING SIGNS TYPE II

R11-2L 48" X 30" LANE CLOSED TYPE III BARRICADE

605'

STH 80

EAST 14 — M3-2 24"X12" / M1-4 24"X24" / W12-52 48"X48" — MAX. 11' WIDTH

INSTALL BETWEEN W20-1A AND W20-1D

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 68	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 3.2
PLOT DATE : 7/28/2025 3:55 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

SOUTH
80

TYPE I SIGN
COVERED IN STAGE 2

DO NOT PASS
R4-1
24"X30"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

MATCH LINE 36+74

50'

38'WB'
39'WB'
40'WB'
USH 14
41'WB'
42'WB'
43'WB'
37'WB'

50'

37'EB'
38'EB'
39'EB'
40'EB'
41'EB'
42'EB'
43'EB'

W06-3

NEXT
2 MILES
WO57-51
48"X24"

MATCH LINE 43+61

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 69	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 3.3

PLOT DATE : 7/28/2025 3:55 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 43+61

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

44'WB'
45'WB'
50'
46'WB'
47'WB'
48'WB'
49'WB'
50'WB'
44'EB'
45'EB'
50'
46'EB'
47'EB'
48'EB'
49'EB'
50'EB'

USH 14

MATCH LINE 50+48

DO NOT PASS
R4-1
24"X30"

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

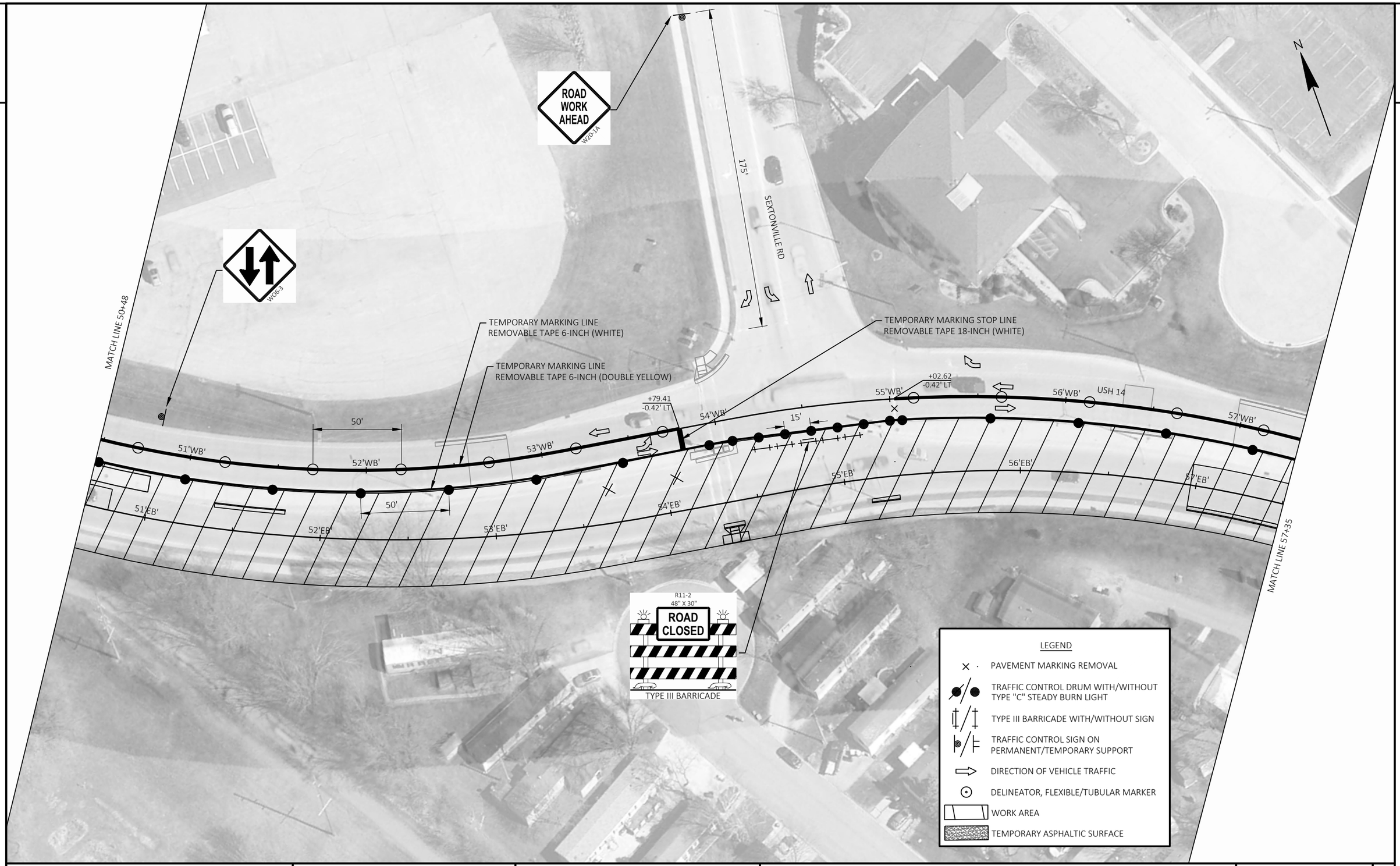
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 70	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 3.4

PLOT DATE : 7/28/2025 3:55 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

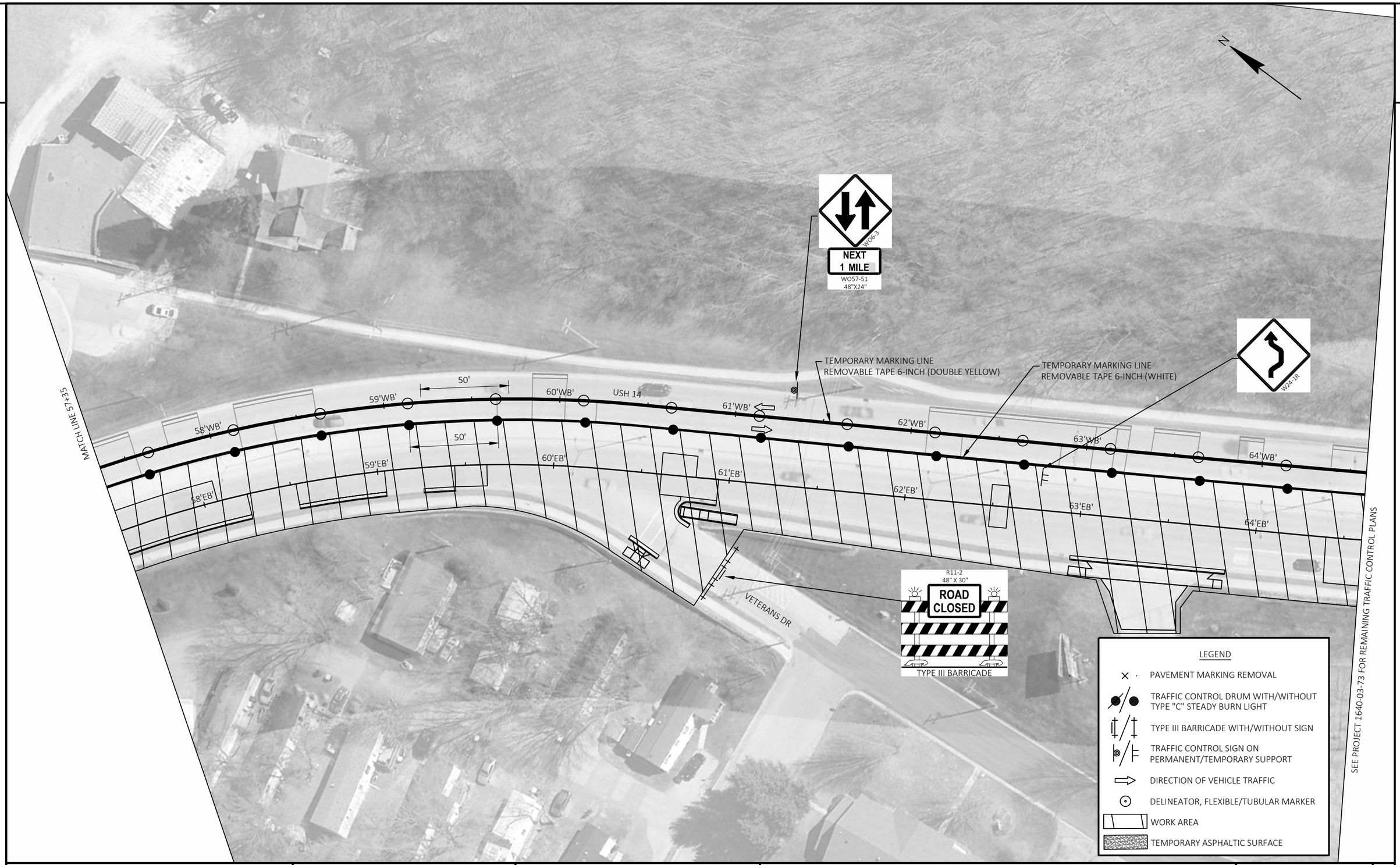
WISDOT/CADDS SHEET 42

2



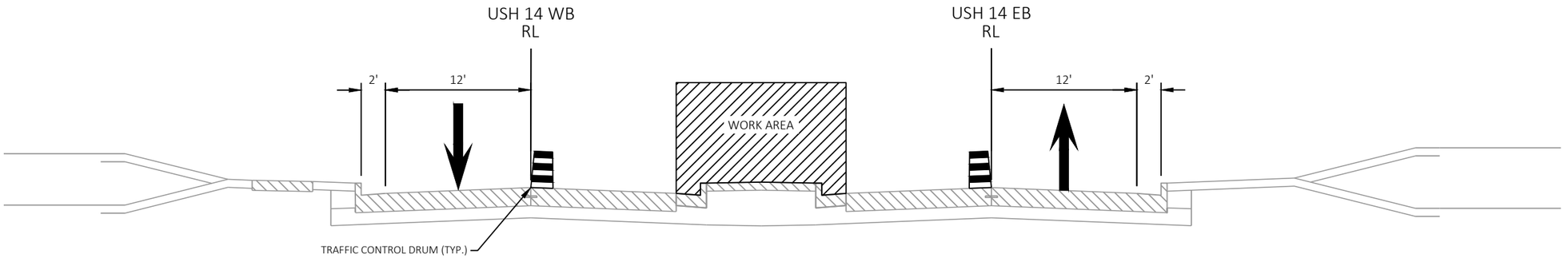
PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 71	E

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 3	SHEET 72	E

2



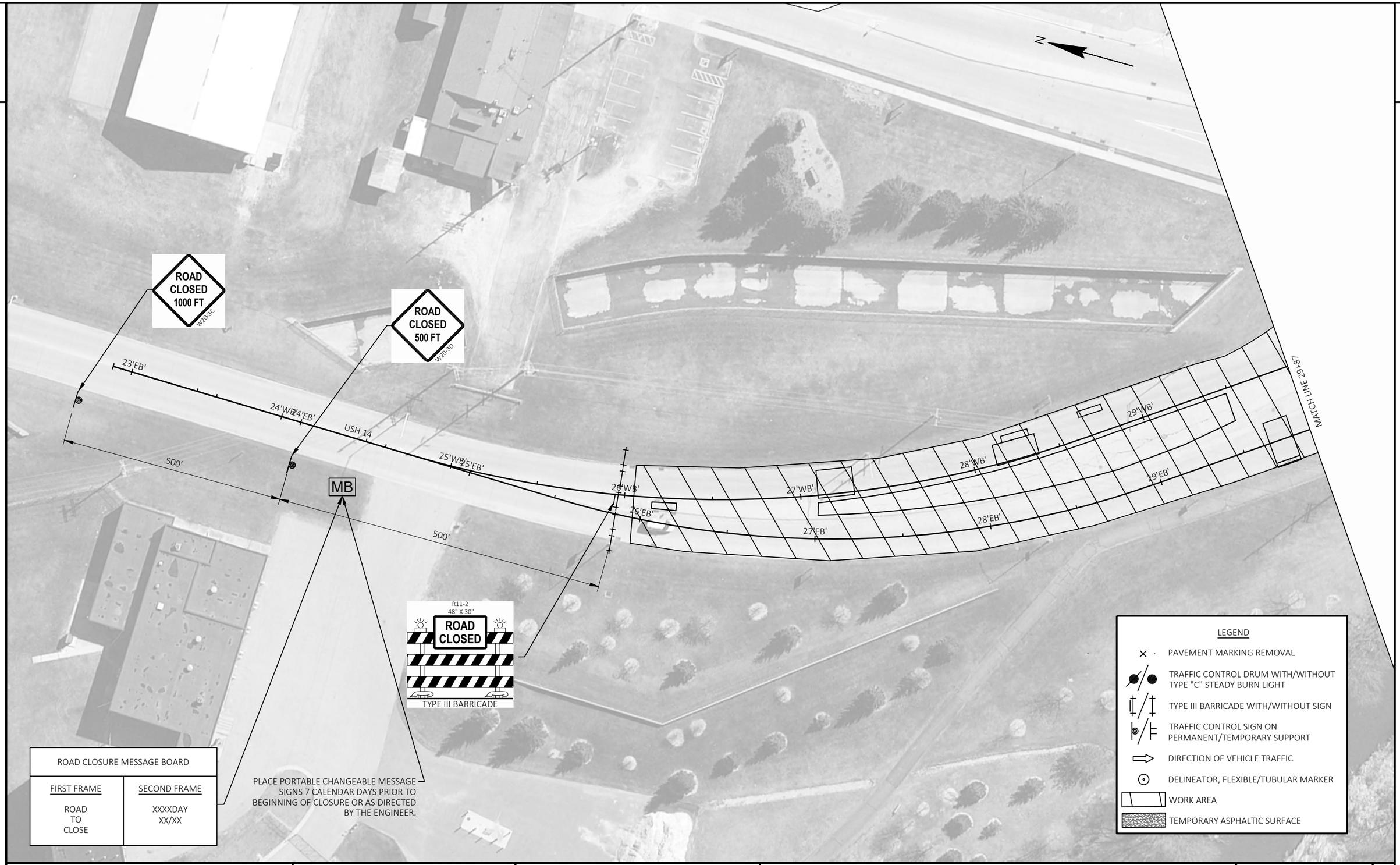
TRAFFIC CONTROL TYPICAL SECTION

STAGE 4A/4B

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 73	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\TRAFFIC CONRTOL TYPICAL SECTIONS.DWG
LAYOUT NAME - 04-10ft
PLOT DATE : 7/29/2025 8:59 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 74	E

2

*SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE WARNING SIGN PLACEMENT ON STH 80.

INSTALL BETWEEN W20-1A AND W20-1D

EAST 14 — M3-2 24"X12" / M1-4 24"X24"

MAX. 11' WIDTH — W12-52 48"X48"

DETOUR WEST 14 — M4-8 24"X12" / M3-4 24"X12" / M1-4 24"X24"

M4-9R 30"X24"

DETOUR

TYPE III BARRICADE

WORK ZONE END LOCATION MARKER
PAID FOR UNDER PROJECT 1640-03-73
SEE PROJECT 1640-03-73 FOR FURTHER DETAILS

DETOUR WEST 14 — M4-8 24"X12" / M3-4 24"X12" / M1-4 24"X24" / MO6-1 21"X21"

R3-1 24"X24"

STH 80

MATCH LINE 29+87

30'WB' 31'WB' 32'WB' 33'WB' 34'WB' 35'WB' 36'WB'

25'

15'

15'

30'EB' 31'EB' 32'EB' 33'EB' 34'EB' 35'EB' 36'EB'

50'

USH 14

MATCH LINE 36+74

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

WO1-6 48" X 24"

TYPE III BARRICADE

STH 80

R3-2 24"X24"

25'

EAST 14 — M3-2 24"X12" / M1-4 24"X24"

MAX. 11' WIDTH — W12-52 48"X48"

INSTALL BETWEEN W20-1A AND W20-1D

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (YELLOW)

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 75	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 4.2

PLOT DATE : 7/28/2025 3:57 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

SOUTH 80

TYPE I SIGN
COVERED IN STAGE 2

Readstown
Muscoda
Hillsboro

ARROW PER SIGN PLATE A4-12
9.5"X9.5"

ONLY ONLY ONLY

COVERING SIGNS TYPE II

M4-8
24"X12"

DETOUR

SOUTH 80 | WEST 14 | NORTH 80

MO5-1R
21"X21"

MATCH LINE 36+74

37'WB' 38'WB' 39'WB' 40'WB' 41'WB' 42'WB' 43'WB'

37'EB' 38'EB' 39'EB' 40'EB' 41'EB' 42'EB' 43'EB'

50'

USH 14

MATCH LINE 43+61

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 76	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 4.3

PLOT DATE : 7/28/2025 3:57 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 77	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 4.4

PLOT DATE : 7/28/2025 3:57 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

175'

SEXTONVILLE RD

WO1-6
48" X 24"
TYPE III BARRICADE

N

MATCH LINE 50+48

MATCH LINE 57+35

51'WB'
50'
52'WB'
53'WB'
54'WB'
55'WB'
56'WB'
57'WB'
51'EB'
52'EB'
25'
100'
53'EB'
54'EB'
55'EB'
15'
56'EB'
57'EB'
USH 14

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

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 78	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 4.5

PLOT DATE : 7/28/2025 3:57 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

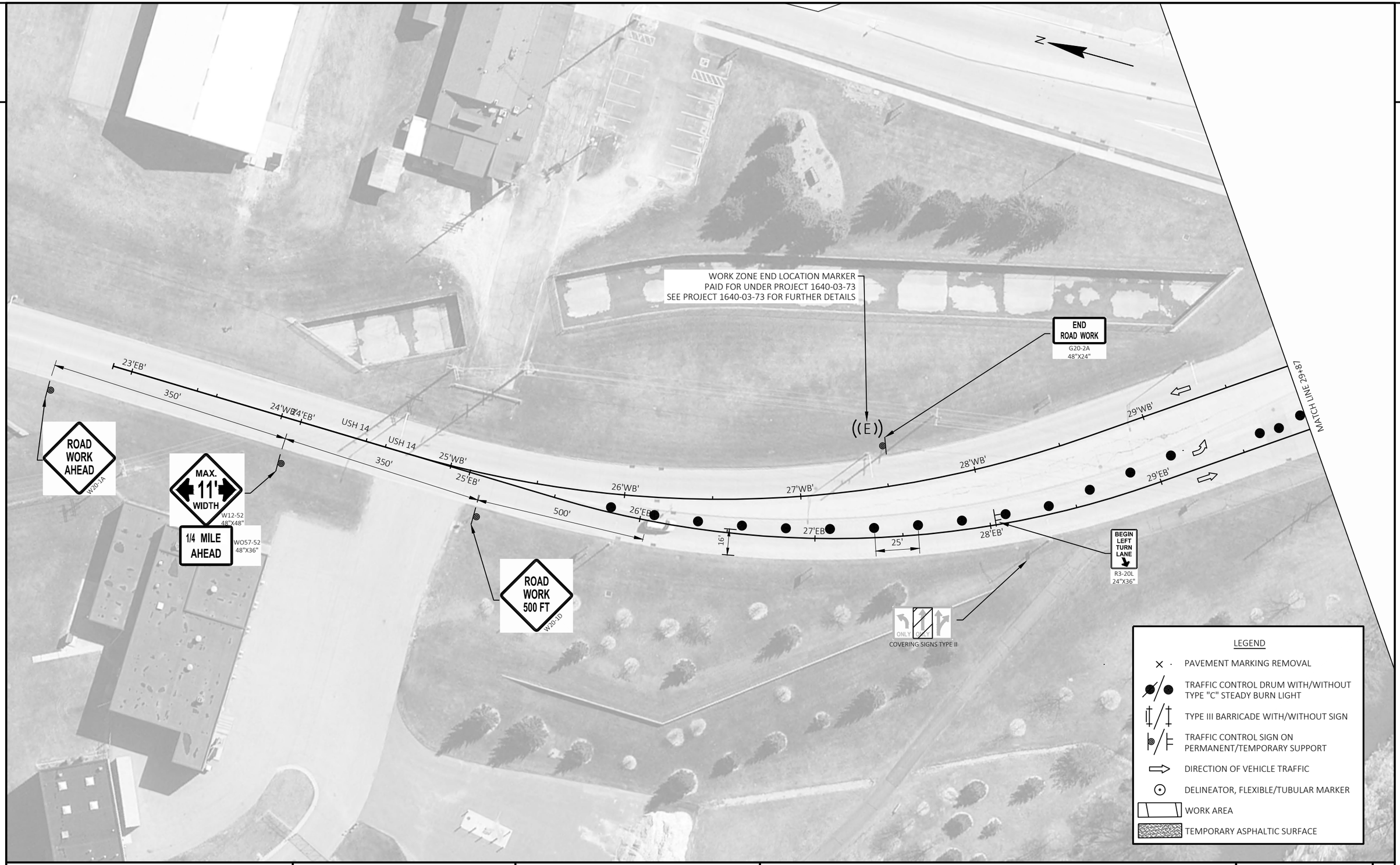
WISDOT/CADDS SHEET 42

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4A	SHEET 79	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 4.6
PLOT DATE : 7/28/2025 3:57 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 80	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 1.1

PLOT DATE : 7/28/2025 4:03 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

*SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY TRAFFIC UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE WARNING SIGN PLACEMENT ON STH 80.

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

COVERING SIGNS TYPE II

INLET COVERS FLAT TEMPORARY

USH 14

MATCH LINE 29+87

MATCH LINE 36+74

30'WB' 31'WB' 32'WB' 33'WB' 34'WB' 35'WB' 36'WB'

30'EB' 31'EB' 32'EB' 33'EB' 34'EB' 35'EB' 36'EB'

25' 15' 16' 50'

WO1-6 48" X 24"
TYPE III BARRICADE

EAST 14
M3-2 24"X12"
M1-4 24"X24"
W12-52 48"X48"
MAX. 11' WIDTH

STH 80

INSTALL BETWEEN W20-1A AND W20-1D

LEGEND

- PAVEMENT MARKING REMOVAL
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON PERMANENT/TEMPORARY SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY ASPHALTIC SURFACE

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 81	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 1.2
PLOT DATE : 7/28/2025 4:03 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 82	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 1.3

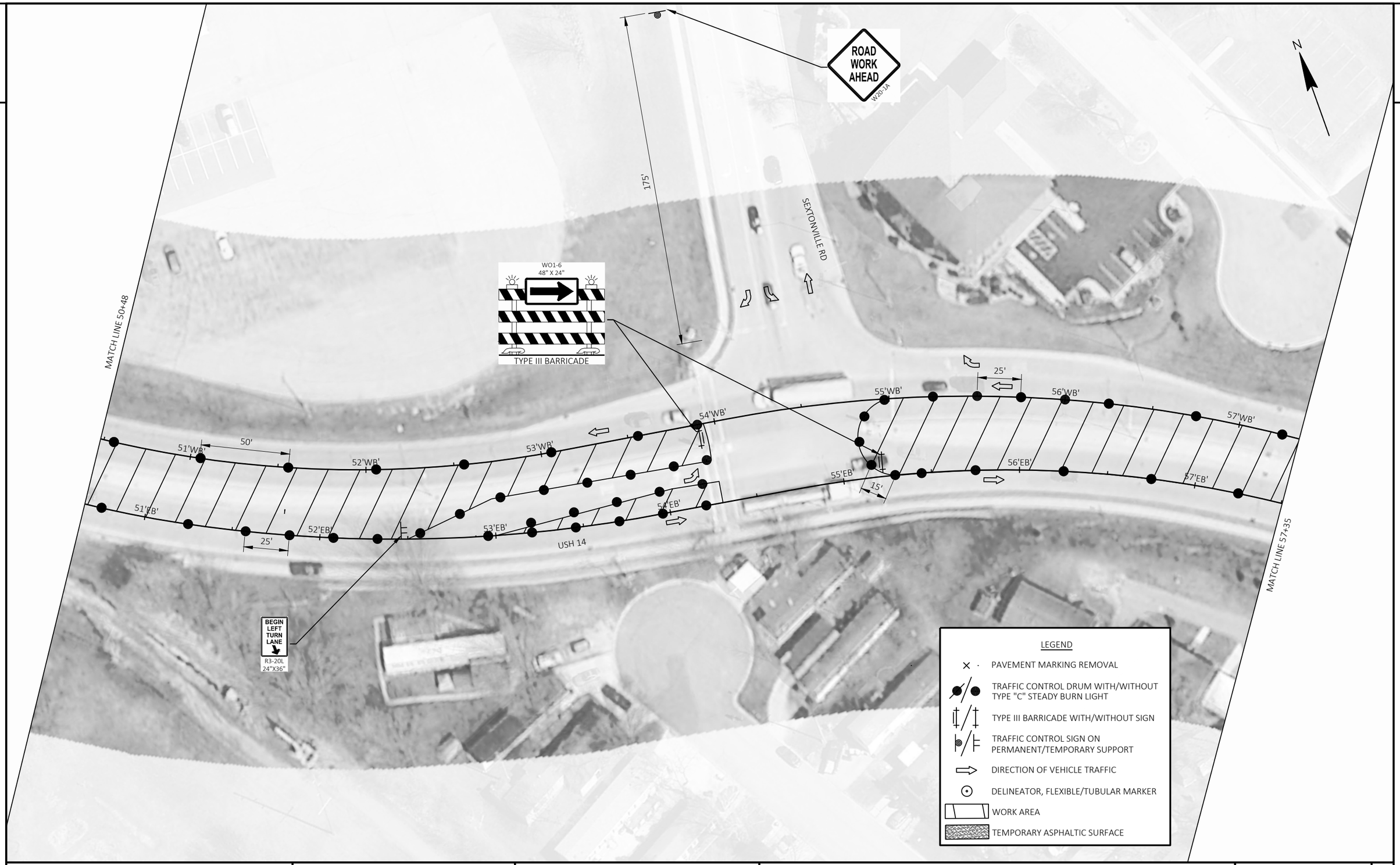
PLOT DATE : 7/28/2025 4:03 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 83	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 1.4
PLOT DATE : 7/28/2025 4:03 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 84	E

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL - STAGE 4B	SHEET 85	E

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)
- AMD — AUDIBLE MESSAGE DEVICE

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

AMD

SIDEWALK CLOSED
R9-9
24"X12"

STH 80

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

N

34'WB'
34'EB'
33'WB'
33'EB'
32'WB'
32'EB'
31'WB'
31'EB'
30'WB'
30'EB'
29'WB'
29'EB'
28'WB'
25'
50'
15'
USH 14

AMD

SIDEWALK CLOSED
R9-9
24"X12"

STH 80

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 2	SHEET 86	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 01
PLOT DATE : 7/28/2025 4:05 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)

PLEASANT VIEW CT

PLEASANT VIEW CT

SIDEWALK CLOSED AHEAD

R9-9A
30"X18"

S BUHMEYER CIR

SEXTONVILLE RD

N

M4-60L
30"X24"

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

15'

52'WB'

25'

53'WB'

54'WB'

55'WB'

56'WB'

57'WB'

58'WB'

52'EB'

53'EB'

USH 14

54'EB'

55'EB'

56'EB'

50'

57'EB'

USH 14

58'EB'

SIDEWALK CLOSED

R9-9
24"X12"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (TYP)

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 2	SHEET 87	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 02

PLOT DATE : 7/28/2025 4:05 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)

N

STH 80

USH 14

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (TYP)

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

M4-60L
30"X24"

M4-60R
30"X24"

14

36'WB'

35'WB'

35'EB'

34'WB'

34'EB'

33'WB'

33'EB'

32'WB'

32'EB'

31'WB'

31'EB'

30'WB'

30'EB'

29'WB'

29'EB'

28'WB'

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 3	SHEET 88	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\026101-S3.DWG
LAYOUT NAME - 02

PLOT DATE : 7/28/2025 4:06 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)

N

PLEASANT VIEW CT

PLEASANT VIEW CT

S BUHMEYER CIR

SEXTONVILLE RD

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

51'WB'

52'WB'

USH 14

53'WB'

54'WB'

55'WB'

56'WB'

USH 14

57'WB'

MATCH LINE 58+00

52'EB'

53'EB'

54'EB'

55'EB'

56'EB'

57'EB'

58'EB'

M4-60L
30"X24"

M4-60R
30"X24"

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 3	SHEET 89	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\026101-S3.DWG
LAYOUT NAME - 04

PLOT DATE : 7/28/2025 4:06 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)

N

SEE PROJECT 1640-03-71 FOR REMAINING PEDESTRIAN ACCOMMODATIONS

MATCH LINE SS 48+00

USH 14

59'WB' 60'WB' 61'WB' 62'WB' 63'WB' 64'WB'

59'EB' 60'EB' 61'EB' 62'EB' 63'EB' 64'EB'

VETERANS DR

SIDEWALK CLOSED
R9-9
24"X12"

M4-60L
30"X24"

M4-60R
30"X24"

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 3	SHEET 90	E

2

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- TYPE 3 BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL SIGN ON PERMANENT SUPPORT
- DIRECTION OF VEHICLE TRAFFIC
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- WORK AREA
- TEMPORARY PEDESTRIAN SURFACE
- PERMANENT/TEMPORARY SIDEWALK AND CROSSWALK OPEN TO PEDESTRIANS
- TEMPORARY CURB RAMP (PERPENDICULAR)
- AMD — AUDIBLE MESSAGE DEVICE

N

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

AMD

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

M4-60L
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (TYP)

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STH 80

USH 14

34'WB'
34'EB'
33'WB'
33'EB'
32'WB'
32'EB'
31'WB'
31'EB'
30'WB'
30'EB'
29'WB'
29'EB'
28'WB'

15'

5'

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TRAFFIC CONTROL PEDESTRIAN ACCOMODATIONS - STAGE 4A	SHEET 91	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\026201-S4.DWG
LAYOUT NAME - 01
PLOT DATE : 7/28/2025 4:07 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

N

USH 14

CTH Q

CTH N

FIRST ST

SIXTH ST

STH 80

ROAD CLOSURE

700'

500'

500'

500'

TYPE III BARRICADE

TYPE III BARRICADE

TYPE III BARRICADE

COVERING SIGNS TYPE II

COVERING SIGNS TYPE II

COVERING SIGNS TYPE II

COVERING SIGNS TYPE II

ARROW PER SIGN PLATE A4-12
9.5"X9.5"

2

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	DETOUR PLAN - STAGE 4A	SHEET 92 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/28/2025 4:08 PM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:500 FT

1640-03-78

Line	Item	Item Description	Unit	Total	Qty
0006	204.0110	Removing Asphaltic Surface	SY	640.000	640.000
0008	204.0150	Removing Curb & Gutter	LF	872.000	872.000
0010	204.0155	Removing Concrete Sidewalk	SY	1,033.000	1,033.000
0014	204.0195	Removing Concrete Bases	EACH	29.000	29.000
0016	204.9060.S	Removing (item description) 02. Traffic Signals	EACH	27.000	27.000
0018	205.0100	Excavation Common	CY	129.000	129.000
0024	213.0100	Finishing Roadway (project) 02. 1640-03-78	EACH	1.000	1.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	713.000	713.000
0040	416.0610	Drilled Tie Bars	EACH	1,493.000	1,493.000
0042	416.0620	Drilled Dowel Bars	EACH	968.000	968.000
0044	416.1710	Concrete Pavement Repair	SY	230.000	230.000
0046	416.1720	Concrete Pavement Replacement	SY	2,850.000	2,850.000
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	19.000	19.000
0056	465.0125	Asphaltic Surface Temporary	TON	55.000	55.000
0066	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,550.000	1,550.000
0068	601.0600	Concrete Curb Pedestrian	LF	257.000	257.000
0070	602.0405	Concrete Sidewalk 4-Inch	SF	7,858.000	7,858.000
0072	602.0410	Concrete Sidewalk 5-Inch	SF	3,313.000	3,313.000
0074	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	220.000	220.000
0078	602.0810	Concrete Driveway 6-Inch	SY	68.000	68.000
0098	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0114	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0116	611.8115	Adjusting Inlet Covers	EACH	18.000	18.000
0134	618.0100	Maintenance and Repair of Haul Roads (project) 02. 1640-03-78	EACH	1.000	1.000
0136	619.1000	Mobilization	EACH	0.150	0.150
0140	620.0300	Concrete Median Sloped Nose	SF	60.000	60.000
0142	624.0100	Water	MGAL	11.000	11.000
0146	625.0500	Salvaged Topsoil	SY	526.000	526.000
0148	628.1504	Silt Fence	LF	294.000	294.000
0150	628.1520	Silt Fence Maintenance	LF	294.000	294.000
0152	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0154	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0156	628.2006	Erosion Mat Urban Class I Type A	SY	526.000	526.000
0162	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0164	628.7015	Inlet Protection Type C	EACH	51.000	51.000
0166	628.7020	Inlet Protection Type D	EACH	20.000	20.000
0172	629.0205	Fertilizer Type A	CWT	0.350	0.350
0174	630.0140	Seeding Mixture No. 40	LB	14.000	14.000
0176	630.0500	Seed Water	MGAL	13.000	13.000
0178	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0180	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	2.000	2.000
0182	634.0809	Posts Tubular Steel 2x2-Inch X 9.5-FT	EACH	1.000	1.000
0184	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	7.000	7.000
0186	637.2210	Signs Type II Reflective H	SF	79.250	79.250
0188	638.2102	Moving Signs Type II	EACH	32.000	32.000
0190	638.2602	Removing Signs Type II	EACH	2.000	2.000
0192	638.3000	Removing Small Sign Supports	EACH	6.000	6.000
0196	642.5201	Field Office Type C	EACH	0.150	0.150
0198	643.0300	Traffic Control Drums	DAY	36,921.000	36,921.000

1640-03-78

Line	Item	Item Description	Unit	Total	Qty
0200	643.0420	Traffic Control Barricades Type III	DAY	1,866.000	1,866.000
0202	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	143.000	143.000
0204	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	143.000	143.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	2,759.000	2,759.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	900.000	900.000
0212	643.0900	Traffic Control Signs	DAY	13,382.000	13,382.000
0214	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0216	643.0920	Traffic Control Covering Signs Type II	EACH	13.000	13.000
0218	643.1000	Traffic Control Signs Fixed Message	SF	16.000	16.000
0220	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0226	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	18,530.000	18,530.000
0230	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	137.000	137.000
0232	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	399.000	399.000
0236	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	72.000	72.000
0240	643.5000	Traffic Control	EACH	0.150	0.150
0242	644.1440	Temporary Pedestrian Surface Matting	SF	406.000	406.000
0244	644.1601	Temporary Pedestrian Curb Ramp	DAY	565.000	565.000
0246	644.1605	Temporary Pedestrian Detectable Warning Field	SF	70.000	70.000
0248	644.1810	Temporary Pedestrian Barricade	LF	1,607.000	1,607.000
0250	644.1900.S	Temporary Audible Message Devices	DAY	110.000	110.000
0254	646.2020	Marking Line Epoxy 6-Inch	LF	14,710.000	14,710.000
0260	646.4020	Marking Line Epoxy 10-Inch	LF	1,586.000	1,586.000
0264	646.5020	Marking Arrow Epoxy	EACH	13.000	13.000
0266	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0268	646.6120	Marking Stop Line Epoxy 18-Inch	LF	244.000	244.000
0274	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	786.000	786.000
0278	646.8120	Marking Curb Epoxy	LF	193.000	193.000
0280	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0284	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	1,022.000	1,022.000
0288	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	164.000	164.000
0292	646.9210	Marking Removal Line Water Blasting Wide	LF	74.000	74.000
0294	646.9310	Marking Removal Special Marking Water Blasting	EACH	21.000	21.000
0306	650.8501	Construction Staking Electrical Installations (project) 02. 1640-03-78	EACH	1.000	1.000
0308	650.9000	Construction Staking Curb Ramps	EACH	17.000	17.000
0312	650.9500	Construction Staking Sidewalk (project) 02. 1640-03-78	EACH	1.000	1.000
0316	650.9911	Construction Staking Supplemental Control (project) 02. 1640-03-78	EACH	1.000	1.000
0320	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	281.000	281.000
0322	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	701.000	701.000
0324	652.0615	Conduit Special 3-Inch	LF	1,603.000	1,603.000
0328	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	21.000	21.000
0332	653.0905	Removing Pull Boxes	EACH	22.000	22.000
0334	654.0101	Concrete Bases Type 1	EACH	12.000	12.000
0336	654.0102	Concrete Bases Type 2	EACH	3.000	3.000
0338	654.0105	Concrete Bases Type 5	EACH	2.000	2.000
0340	654.0110	Concrete Bases Type 10	EACH	1.000	1.000
0342	654.0113	Concrete Bases Type 13	EACH	1.000	1.000
0344	654.0120	Concrete Bases Type 10-Special	EACH	4.000	4.000
0346	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
0348	655.0210	Cable Traffic Signal 3-14 AWG	LF	150.000	150.000

1640-03-78

Line	Item	Item Description	Unit	Total	Qty
0350	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,293.000	1,293.000
0352	655.0240	Cable Traffic Signal 7-14 AWG	LF	2,239.000	2,239.000
0354	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,420.000	2,420.000
0356	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,699.000	1,699.000
0358	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,585.000	2,585.000
0360	655.0610	Electrical Wire Lighting 12 AWG	LF	2,004.000	2,004.000
0362	655.0700	Loop Detector Lead In Cable	LF	2,065.000	2,065.000
0370	656.0201	Electrical Service Meter Breaker Pedestal (location) 03. STH 80	EACH	1.000	1.000
0372	656.0201	Electrical Service Meter Breaker Pedestal (location) 04. Sextonville Rd	EACH	1.000	1.000
0374	657.0100	Pedestal Bases	EACH	12.000	12.000
0376	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0378	657.0315	Poles Type 4	EACH	4.000	4.000
0380	657.0322	Poles Type 5-Aluminum	EACH	3.000	3.000
0384	657.0350	Poles Type 10	EACH	1.000	1.000
0386	657.0352	Poles Type 10-Special	EACH	4.000	4.000
0388	657.0360	Poles Type 13	EACH	1.000	1.000
0390	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	6.000	6.000
0392	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	3.000	3.000
0394	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000	3.000
0400	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0404	657.0541	Monotube Arms 40-FT-Special	EACH	2.000	2.000
0406	657.0546	Monotube Arms 45-FT-Special	EACH	2.000	2.000
0408	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000
0410	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	4.000	4.000
0412	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	3.000	3.000
0414	657.0815	Luminaire Arms Steel 15-FT	EACH	6.000	6.000
0416	658.0173	Traffic Signal Face 3S 12-Inch	EACH	23.000	23.000
0418	658.0174	Traffic Signal Face 4S 12-Inch	EACH	13.000	13.000
0420	658.0416	Pedestrian Signal Face 16-Inch	EACH	10.000	10.000
0426	658.5070	Signal Mounting Hardware (location) 03. STH 80	EACH	1.000	1.000
0428	658.5070	Signal Mounting Hardware (location) 04. Sextonville Rd	EACH	1.000	1.000
0430	659.1125	Luminaires Utility LED C	EACH	13.000	13.000
0432	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	48.000	48.000
0438	661.0201	Temporary Traffic Signals for Intersections (location) 03. USH 14 & STH 80	EACH	1.000	1.000
0440	661.0201	Temporary Traffic Signals for Intersections (location) 04. USH 14 & Sextonville Rd	EACH	1.000	1.000
0444	690.0150	Sawing Asphalt	LF	42.000	42.000
0446	690.0250	Sawing Concrete	LF	6,516.000	6,516.000
0460	SPV.0060	Special 04. Accessible Pedestrian Signals	EACH	10.000	10.000
0462	SPV.0060	Special 06. Inlet Covers Flat Temporary	EACH	2.000	2.000
0464	SPV.0060	Special 07. Concrete Bases Type 2 Spread Footing	EACH	2.000	2.000
0470	SPV.0090	Special 02. Install State-Supplied Non-Intrusive Detection Cable	LF	1,574.000	1,574.000

3

REMOVALS

STATION	-	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
BEGIN PROJECT	-	STH 80	EB	--	108	63	
BEGIN PROJECT	-	STH 80	MED	--	--	438	
BEGIN PROJECT	-	STH 80	WB	--	70	67	
STH 80	-	SEXTONVILLE RD	EB	--	305	148	
STH 80	-	SEXTONVILLE RD	MED	246	--	91	
STH 80	-	SEXTONVILLE RD	WB	--	283	166	
SEXTONVILLE RD	-	END PROJECT	EB	145	167	36	
SEXTONVILLE RD	-	END PROJECT	MED	249	--	24	
SEXTONVILLE RD	-	END PROJECT	WB	--	47	--	
TOTALS				**640**	**872**	**1,033**	

BASE AGGREGATE

STATION	-	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
BEGIN PROJECT	-	STH 80	EB	61	
BEGIN PROJECT	-	STH 80	MED	--	
BEGIN PROJECT	-	STH 80	WB	--	
STH 80	-	SEXTONVILLE RD	EB	5	
STH 80	-	SEXTONVILLE RD	MED	130	CROSSOVER
STH 80	-	SEXTONVILLE RD	WB	--	
SEXTONVILLE RD	-	END PROJECT	EB	--	
SEXTONVILLE RD	-	END PROJECT	MED	236	
SEXTONVILLE RD	-	END PROJECT	WB	138	
UNDISTRIBUTED				143	
TOTAL				**713**	

EARTHWORK

STATION	-	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	REMARKS
30+79	-	32+10	EB	24	SIDEWALK EXPANSION
33+40	-	33+60	EB	2	SIDEWALK EXPANSION
32+61	-	34+67	MED	96	CROSSOVER
63+01	-	63+76	EB	7	DRIVEWAY APRON
TOTALS				**129**	

ASPHALT SUMMARY

STATION	STATION	LOCATION	AREA SY	SINGLE LAYER DEPTH IN	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
32'EB'+61 -	34'EB'+67	MEDIAN	246	4.00	--	55	CROSSOVER
63'EB'+17 -	63'EB'+62	RT	111	3.00	19	--	DRIVEWAY
TOTALS					**19**	**55**	

CONCRETE PAVEMENT

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	REMARKS
BEGIN PROJECT	-	STH 80	EB	43	32	37	--	
BEGIN PROJECT	-	STH 80	WB	80	32	5	95	
STH 80	-	SEXTONVILLE RD	EB	317	144	29	452	
STH 80	-	SEXTONVILLE RD	WB	377	208	52	654	
SEXTONVILLE RD	-	END PROJECT	EB	270	160	27	622	
SEXTONVILLE RD	-	END PROJECT	WB	270	304	59	768	
UNDISTRIBUTED				136	88	21	259	
TOTALS				**1,493**	**968**	**230**	**2,850**	

3

ANCILLARY CONCRETE

STATION		STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
BEGIN PROJECT	-	STH 80	EB	108	--	--	1423	30	--	--	
BEGIN PROJECT	-	STH 80	MED	--	13	3907	32	20	--	60	
BEGIN PROJECT	-	STH 80	WB	84	60	352	223	30	--	--	
STH 80	-	SEXTONVILLE RD	EB	305	102	345	1021	80	--	--	
STH 80	-	SEXTONVILLE RD	MED	--	6	798	15	--	--	--	
STH 80	-	SEXTONVILLE RD	WB	283	63	--	317	40	--	--	
SEXTONVILLE RD	-	END PROJECT	EB	173	13	--	282	20	68	--	
SEXTONVILLE RD	-	END PROJECT	MED	500	--	2456	--	--	--	--	
SEXTONVILLE RD	-	END PROJECT	WB	97	--	--	--	--	--	--	
TOTALS				**1,550**	**257**	**7,858**	**3,313**	**220**	**68**	**60**	

STORM SEWER

STATION		STATION	LOCATION	611.0624 INLET COVERS TYPE H EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060 06. INLET COVERS FLAT TEMPORARY EACH	REMARKS
BEGIN PROJECT	-	STH 80	EB	--	--	2	--	
BEGIN PROJECT	-	STH 80	WB	--	1	2	--	
STH 80	-	SEXTONVILLE RD	EB	--	--	5	--	
STH 80	-	SEXTONVILLE RD	MED	2	--	2	2	
STH 80	-	SEXTONVILLE RD	WB	--	--	5	--	
SEXTONVILLE RD	-	END PROJECT	EB	--	--	3	--	
SEXTONVILLE RD	-	END PROJECT	WB	--	1	1	--	
TOTALS				**2**	**2**	**18**	**2**	

MOBILIZATION

619.1000

MOBILIZATION

LOCATION	EACH	REMARKS
PROJECT	0.15	
TOTAL	**0.15**	

WATER

624.0100

LOCATION	MGAL	REMARKS
UNDISTRIBUTED	11	
TOTAL	**11**	

3

EROSION CONTROL SUMMARY

LOCATION			628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	REMARKS
BEGIN PROJECT	- STH 80	EB	141	141	--	--	--	7	2	65	
BEGIN PROJECT	- STH 80	WB	31	31	--	--	--	3	2	24	
STH 80	- SEXTONVILLE RD	EB	37	37	--	--	1	13	6	75	
STH 80	- SEXTONVILLE RD	WB	26	26	--	--	1	12	6	120	
SEXTONVILLE RD	- END PROJECT	EB	--	--	--	--	--	9	2	122	
SEXTONVILLE RD	- END PROJECT	WB	--	--	--	--	--	7	2	72	
UNDISTRIBUTED			59	59	4	3	--	--	--	48	
TOTALS			**294**	**294**	**4**	**3**	**2**	**51**	**20**	**526**	

3

LANDSCAPING SUMMARY

LOCATION			625.0500 SALVAGED TOPSOIL SY	629.0205 FERTILIZER TYPE A CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
BEGIN PROJECT	- STH 80	EB	65	0.04	2	1	
BEGIN PROJECT	- STH 80	WB	24	0.02	1	1	
STH 80	- SEXTONVILLE RD	EB	75	0.05	2	2	
STH 80	- SEXTONVILLE RD	WB	120	0.08	3	3	
SEXTONVILLE RD	- END PROJECT	EB	122	0.08	3	3	
SEXTONVILLE RD	- END PROJECT	WB	72	0.05	2	2	
UNDISTRIBUTED			48	0.03	1	1	
TOTALS			**526**	**0.35**	**14**	**13**	

FIELD OFFICE TYPE C

LOCATION	642.5201 EACH	REMARKS
PROJECT	0.15	
TOTAL	**0.15**	

PERMANENT SIGNS

STATION LOCATION	SIGN NUMBER	SIGN CODE	MESSAGE	WIDTH INCHES	HEIGHT INCHES	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	634.0809 POSTS TUBULAR STEEL 2X2-INCH X 9.5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
	1-01	M1-94S	80 S MAIN ST	84	18	--	--	--	--	10.50	--	--	--	INSTALL ON S-52-4000-4
	1M-02	R1-1	STOP	--	--	--	--	--	--	--	1	--	1	BAND TO LIGHT POLE SB5
	1M-03	W12-1D	DOUBLE DOWN ARROWS	--	--	--	1	--	--	--	1	--	1	2'-3" MOUNTING HEIGHT
	1M-04	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB3. 5'-3" MOUNTING HEIGHT
	1-05	R6-2L	ONE WAY [LEFT ARROW]	24	30	--	--	--	--	5.00	--	--	--	BAND TO SIGNAL POLE SB3
	1-06	R6-3	DIVIDED HIGHWAY	30	24	--	--	--	1	5.00	--	--	--	INSTALL ABOVE 1M-07
	1M-07	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT
	1M-08	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB6. 5'-3" MOUNTING HEIGHT
	1M-09	R4-7	KEEP RIGHT	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB6
	1M-10	R5-1	DO NOT ENTER	--	--	--	--	--	--	--	1	--	--	INSTALL BEHIND 1-06
	1M-11	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB8. 5'-3" MOUNTING HEIGHT
	1M-12	R5-1	DO NOT ENTER	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB10
	1M-13	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB10. 5'-3" MOUNTING HEIGHT
	1M-14	R4-7	KEEP RIGHT	--	--	--	--	--	1	--	1	--	--	
	1M-15	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. INSTALL BEHIND 1M-14
	1-16	M1-94S	80 S MAIN ST	84	18	--	--	--	--	10.50	--	--	--	INSTALL ON S-52-4000-12
	1M-17	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. INSTALL BEHIND 1M-18
	1M-18	R4-7	KEEP RIGHT	--	--	--	--	--	1	--	1	--	--	
	1M-19	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB2. 5'-3" MOUNTING HEIGHT
	1M-20	R5-1	DO NOT ENTER	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB1
	1R-21	--	DISMOUNT BIKES BEFORE CROSSWALK	--	--	--	--	--	--	--	--	1	1	
	1M-22	J4-1	SOUTH 80	--	--	1	--	--	--	--	1	--	--	
	1M-23	R4-7	KEEP RIGHT	--	--	--	--	--	1	--	1	--	--	
	1M-24	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. INSTALL BEHIND 1M-23
	1M-25	R5-1	DO NOT ENTER	--	--	--	--	--	1	--	1	--	--	
	1-26	R6-3	DIVIDED HIGHWAY	30	24	--	--	--	--	5.00	--	--	--	INSTALL ABOVE 1M-27
	1M-27	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. INSTALL BEHIND 1M-25
	1-28	R6-2L	ONE WAY [LEFT ARROW]	24	30	--	--	--	--	5.00	--	--	--	BAND TO SIGNAL POLE SB14
	1M-29	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. BAND TO SIGNAL POLE SB14
	1M-30	W12-1D	DOUBLE DOWN ARROWS	--	--	--	1	--	--	--	1	--	1	2'-3" MOUNTING HEIGHT
	1M-31	R1-1	STOP	--	--	--	--	--	--	--	1	--	1	BAND TO LIGHT POLE SB13
	1R-32	--	DISMOUNT BIKES BEFORE CROSSWALK	--	--	--	--	--	--	--	--	1	1	
	2-01	M1-94H	SEXTONVILLE RD	108	18	--	--	--	--	13.50	--	--	--	INSTALL ON S-52-4001-28
	2M-02	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. BAND TO SIGNAL POLE SB21
	2M-03	R6-3A	DIVIDED HIHGWAY (TEE)	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB21. INSTALL ABOVE 2M-02
	2-04	R5-1	DO NOT ENTER	30	30	--	--	--	--	6.25	--	--	--	BAND TO SIGNAL POLE SB23
	2M-05	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB23. 5'-3" MOUNTING HEIGHT
	2M-06	R4-7	KEEP RIGHT	--	--	--	--	--	1	--	1	--	--	
	2M-07	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	5'-3" MOUNTING HEIGHT. INSTALL BEHIND SM-06
	2M-08	R1-1F	FOLDING STOP	--	--	--	--	1	--	--	1	--	--	5'-3" MOUNTING HEIGHT
	2M-09	R1-1F	FOLDING STOP	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB27. 5'-3" MOUNTING HEIGHT
	2M-10	R6-2L	ONE WAY [LEFT ARROW]	--	--	--	--	--	--	--	1	--	--	BAND TO SIGNAL POLE SB25
	2-11	M1-94H	SEXTONVILLE RD	108	18	--	--	--	--	13.50	--	--	--	INSTALL ON S-52-4001-24
	3-01	R6-2R	ONE WAY [RIGHT ARROW]	24	30	--	--	--	1	5.00	--	--	--	
					TOTALS	**1**	**2**	**1**	**7**	**79.25**	**32**	**2**	**6**	

TRAFFIC CONTROL SUMMARY

		643.0300		643.0420		643.0500	643.0600	643.0705		643.0715		643.0900 *		643.1000	643.0910			643.0920			643.1050		643.5000	
LOCATION	DURATION	TRAFFIC CONTROL DRUMS EACH	DAYS	TRAFFIC CONTROL BARRICADES TYPE III EACH	DAYS	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAYS	TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	DAYS	TRAFFIC CONTROL SIGNS EACH	DAYS	TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	TRAFFIC CONTROL COVERING SIGNS TYPE I COVERS	CYCLES	EACH	TRAFFIC CONTROL COVERING SIGNS TYPE II COVERS	CYCLES	EACH	TRAFFIC CONTROL SIGNS PCMS EACH	DAYS	TRAFFIC CONTROL EACH	REMARKS
PREWARN	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	21	--	PREWARN
DETAIL A	265	--	--	--	--	--	--	--	--	--	--	5	1,325	--	--	--	--	--	--	--	--	--	--	
STAGE 1	48	196	9,408	3	144	--	--	6	288	--	--	24	1,152	--	--	--	--	3	1	3	--	--	--	
STAGE 2	91	117	10,647	4	364	62	62	5	455	--	--	34	3,094	16	1	1	1	--	--	--	--	--	--	
STAGE 3	90	109	9,810	11	990	62	62	16	1,440	10	900	37	3,330	--	--	--	--	2	1	2	--	--	--	
STAGE 4A	20	196	3,920	16	320	--	--	24	480	--	--	110	2,200	--	--	--	--	5	1	5	1	7	--	
STAGE 4B	16	196	3,136	3	48	--	--	6	96	--	--	24	384	--	--	--	--	3	1	3	--	--	--	
UNDISTRIBUTED	--	--	--	--	--	19	19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.15	
TOTALS			**36,921**		**1,866**	**143**	**143**		**2,759**		**900**		**11,485**	**16**			**1**			**13**		**28**	**0.15**	

TEMPORARY PAVEMENT MARKING SUMMARY

		643.3180		643.3280	643.3350	643.3850	
LOCATION	DAYS	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	(YELLOW) LF	TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE) LF	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) LF	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF	REMARKS
STAGE 1	15	--	--	--	--	--	
STAGE 2	27	3,054	6,187	137	103	32	
STAGE 3	21	3,191	6,079	--	97	40	
STAGE 4	36	--	19	--	199	--	
SUBTOTALS		6,245	12,285	137	399	72	
TOTALS		**18,530**		**137**	**399**	**72**	

TEMPORARY PEDESTRIAN ACCOMMODATION SUMMARY

		643.0900 *		644.1440	644.1601		644.1605	644.1810	644.1900.S		
LOCATION	DURATION	TRAFFIC CONTROL SIGNS EACH	DAYS	TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP EACH	DAYS	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD LF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE DEVICES EACH	DAYS	REMARKS
STAGE 2	90	12	1080	18	1	90	10	170	1	90	
STAGE 3	91	7	637	358	5	455	50	1168	--	--	
STAGE 4A	20	9	180	30	1	20	10	269	1	20	
TOTALS			**1,897**	**406**		**565**	**70**	**1,607**		**110**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

PAVEMENT MARKING SUMMARY

STATION	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHTIE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHTIE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHTIE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	REMARKS
BEGIN PROJECT	STH 80	USH 14 EB	474	50	108	3	--	37	75	25	1	
BEGIN PROJECT	STH 80	USH 14 WB	471	--	51	--	--	35	106	25	1	
STH 80	SEXTONVILLE RD	USH 14 EB	2,120	2,635	157	1	--	90	360	42	1	
STH 80	SEXTONVILLE RD	USH 14 WB	2,134	2,570	941	6	3	43	189	8	1	
SEXTONVILLE RD	END PROJECT	USH 14 EB	887	1,180	207	1	--	--	56	88	1	
SEXTONVILLE RD	END PROJECT	USH 14 WB	963	1,226	122	2	--	39	--	5	--	
		SUBTOTALS	7,049	7,661	1,586	13	3	244	786	193	5	
		TOTALS	**14,710**		**1,586**	**13**	**3**	**244**	**786**	**193**	**5**	

PAVEMENT MARKING REMOVAL SUMMARY

LOCATION	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	646.9310 MARKING REMOVAL SPECIAL MARKING WATER BLASTING EACH	REMARKS
STAGE 1	--	--	--	3	
STAGE 2	654	--	16	8	
STAGE 3	368	--	58	4	
STAGE 4	--	164	--	6	
UNDISTRIBUTED	--	--	--	--	
TOTALS	**1,022**	**164**	**74**	**21**	

CONSTRUCTION STAKING SUMMARY

STATION		STATION	LOCATION	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) EACH	REMARKS
25+48.00	-	64+33.94	USH 14	17	1	1	
			TOTALS	**17**	**1**	**1**	

SAWING SUMMARY

STATION		STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
BEGIN PROJECT	-	STH 80	EB	8	213	
BEGIN PROJECT	-	STH 80	MED	--	40	
BEGIN PROJECT	-	STH 80	WB	--	282	
STH 80	-	SEXTONVILLE RD	EB	--	1155	
STH 80	-	SEXTONVILLE RD	MED	--	68	
STH 80	-	SEXTONVILLE RD	WB	--	1352	
SEXTONVILLE RD	-	END PROJECT	EB	--	1272	
SEXTONVILLE RD	-	END PROJECT	MED	--	8	
SEXTONVILLE RD	-	END PROJECT	WB	34	1534	
UNDISTRIBUTED				--	592	
TOTALS				**42**	**6,516**	

3

PULL BOXES

PULLBOX NUMBER	STATION	R/L	OFFSET	CAT 0010 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
ID 1640-03-78				
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80				
PB41	31 + 42	R	31	1
PB42	31 + 0	R	17	1
PB43	30 + 87	L	67	1
PB44	30 + 35	L	93	1
PB45	31 + 18	L	103	1
PB46	31 + 48	L	130	1
PB47	31 + 99	L	104	1
PB48	32 + 1	L	60	1
PB49	32 + 83	R	29	1
PB50	33 + 7	R	31	1
PB51	33 + 37	R	60	1
PB52	31 + 99	R	67	1
PB53	31 + 71	R	44	1
PB54	32 + 89	L	17	1
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD				
PB61	54 + 44	L	98	1
PB62	55 + 33	L	81	1
PB63	55 + 29	L	27	1
PB64	55 + 12	R	16	1
PB65	54 + 43	R	16	1
PB66	54 + 25	L	30	1
PB67	54 + 22	L	81	1
1640-03-78 TOTAL				21

SIGNAL BASES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 654.0101 CONCRETE BASES TYPE 1 EACH	CAT 0010 654.0102 CONCRETE BASES TYPE 2 EACH	CAT 0010 654.0105 CONCRETE BASES TYPE 5 EACH	CAT 0010 654.0110 CONCRETE BASES TYPE 10 EACH	CAT 0010 654.0113 CONCRETE BASES TYPE 13 EACH	CAT 0010 654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	CAT 0010 SPV.0060.07 CONCRETE BASES TYPE 2 SPREAD FOOTING EACH
ID 1640-03-78										
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80										
SB41	31 + 27	R	16	1	-	-	-	-	-	-
SB42	30 + 87	R	17	-	1	-	-	-	-	-
SB43	30 + 98	L	60	1	-	-	-	-	-	-
SB44	30 + 83	L	65	-	-	-	1	-	-	-
SB45	30 + 23	L	83	-	-	1	-	-	-	-
SB46	31 + 23	L	98	1	-	-	-	-	-	-
SB47	31 + 75	L	112	-	-	-	-	-	1	-
SB48	32 + 4	L	95	1	-	-	-	-	-	-
SB49	31 + 90	L	71	1	-	-	-	-	-	-
SB50	32 + 20	L	57	-	1	-	-	-	-	-
SB51	32 + 71	R	17	1	-	-	-	-	-	-
SB52	33 18	R	21	-	-	-	-	-	1	-
SB53	33 41	R	53	-	-	-	-	-	-	1
SB54	32 78	R	29	-	-	-	-	-	-	1
SB55	32 8	R	73	-	-	-	-	1	-	-
SB56	31 98	R	50	1	-	-	-	-	-	-
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD										
SB61	54 + 52	R	93	1	-	-	-	-	-	-
SB62	55 + 21	R	106	-	-	1	-	-	-	-
SB63	55 + 38	R	74	1	-	-	-	-	-	-
SB64	55 + 22	R	16	-	-	-	-	-	1	-
SB65	54 + 91	R	17	1	-	-	-	-	-	-
SB66	54 + 61	L	17	1	-	-	-	-	-	-
SB67	54 + 29	L	17	-	1	-	-	-	-	-
SB68	54 + 19	L	76	-	-	-	-	-	1	-
SB69	54 + 28	L	75	1	-	-	-	-	-	-
1640-03-78 TOTAL				12	3	2	1	1	4	2

3

CONDUIT

FROM - TO	CAT 0010 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	CAT 0010 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	CAT 0010 652.0615 CONDUIT SPECIAL 3-INCH LF
ID 1640-03-78			
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80			
SC3 - PB41	-	58	-
PB41 - PB42	-	89	-
PB42 - PB43	-	-	170
PB43 - PB45	-	-	96
PB45 - PB46	-	-	81
PB45 - PB47	-	115	-
PB47 - PB48	-	-	89
PB48 - PB49	-	-	243
PB49 - PB52	-	-	185
PB52 - PB53	-	73	-
PB53 - SC3	-	38	-
PB43 - PB44	-	-	59
PB49 - PB50	-	25	-
PB50 - PB51	-	-	42
PB50 - PB54	-	-	52
PB41 - SB41	22	-	-
PB42 - SB42	13	-	-
PB43 - SB43	14	-	-
PB43 - SB44	-	5	-
PB44 - SB45	16	-	-
PB45 - SB46	8	-	-
PB46 - SB47	-	33	-
PB47 - SB48	11	-	-
PB48 - SB49	16	-	-
PB48 - SB50	20	-	-
PB49 - SB51	17	-	-
PB50 - SB52	-	15	-
PB51 - SB53	9	-	-
PB49 SB54	5	-	-
PB52 SB55	-	11	-
PB52 SB56	18	-	-

FROM - TO	CAT 0010 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	CAT 0010 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	CAT 0010 652.0615 CONDUIT SPECIAL 3-INCH LF
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD			
SC4 - PB61	-	51	-
PB61 - PB62	-	-	182
PB62 - PB63	-	-	109
PB63 - PB64	-	-	93
PB64 - PB65	-	138	-
PB65 - PB66	-	-	99
PB66 - PB67	-	-	103
PB67 - SC4	-	34	-
PB61 - SB61	10	-	-
PB62 - SB62	28	-	-
PB62 - SB63	9	-	-
PB64 - SB64	-	10	-
PB64 - SB65	22	-	-
PB65 - SB66	19	-	-
PB65 - SB67	15	-	-
PB67 - SB68	-	6	-
PB67 - SB69	9	-	-
1640-03-78 TOTAL	281	701	1603

TRAFFIC SIGNAL WIRE

FROM - TO	CAT 0010 655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	CAT 0010 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	CAT 0010 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	CAT0010 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	CAT0010 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	CAT0010 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	CAT 0010 655.0610 ELECTRICAL WIRE TRAFFIC LIGHTING 12 AWG LF	CAT 0010 655.0700 LOOP DETECTOR LEAD IN CABLE LF	CAT 0010 SPV.0090.02 INSTALL STATE-SUPPLIED NON-INTRUSIVE DETECTION CABLE LF	
ID 1640-03-78										
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80										
SB41 - UP POLE	-	20	-	-	-	-	-	-	-	
SB42 - UP POLE	15	20	-	-	-	-	150	-	-	
SB43 - UP POLE	15	36	-	-	-	-	-	-	-	
SB44 - UP POLE	-	124	-	-	-	-	159	-	60	
SB45 - UP POLE	-	-	-	-	-	-	150	-	-	
SB46 - UP POLE	-	40	-	-	-	-	-	-	-	
SB47 - UP POLE	-	154	-	-	-	-	159	-	60	
SB48 - UP POLE	15	18	-	-	-	-	-	-	-	
SB49 - UP POLE	15	-	-	-	-	-	-	-	-	
SB50 - UP POLE	15	40	-	-	-	-	150	-	-	
SB51 - UP POLE	15	-	-	-	-	-	-	-	-	
SB52 - UP POLE	-	183	-	-	-	-	159	-	60	
SB53 - UP POLE	-	-	-	-	-	-	150	-	-	
SB54 - UP POLE	15	40	-	-	-	-	150	-	-	
SB55 - UP POLE	-	154	-	-	-	-	159	-	60	
SB56 - UP POLE	15	18	-	-	-	-	-	-	-	
SC3 - SB41	-	-	63	-	-	-	-	-	-	
SC3 - SB42	-	-	109	-	109	-	-	109	-	
SC3 - SB43	-	-	-	205	-	-	-	205	-	
SC3 - SB44	-	-	196	196	-	-	-	-	196	
SC3 - SB46	-	-	-	257	-	-	-	-	-	
SC3 - SB47	-	-	-	322	-	-	-	-	322	
SC3 - SB48	-	-	382	-	-	-	-	382	-	
SC3 - SB49	-	-	332	-	-	-	-	332	-	
SC3 - SB50	-	-	-	336	-	-	-	336	-	
SC3 - SB51	-	-	201	-	-	-	-	201	-	
SC3 - SB52	-	-	-	234	-	-	-	-	234	
SC3 - SB54	-	-	-	189	-	-	-	189	-	
SC3 - SB55	-	-	-	92	92	-	-	-	92	
SC3 - SB56	-	-	99	-	-	-	-	99	-	
SB42 - SB44	-	-	-	-	131	-	-	-	-	
SB44 - SB45	-	-	-	-	108	-	-	-	-	
SB44 - SB47	-	-	-	-	165	-	-	-	-	
SB55 - SB54	-	-	-	-	137	-	-	-	-	
SB54 - SB53	-	-	-	-	119	-	-	-	-	
SB54 - SB52	-	-	-	-	73	-	-	-	-	
SB52 - SB50	-	-	-	-	220	-	-	-	-	
SC3 - SC3	-	-	-	-	-	1804	-	-	-	GROUNDING CONDUCTOR RING

FROM - TO	CAT 0010 655.0210 CABLE TRAFFIC SIGNAL 3-14 AWG LF	CAT 0010 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	CAT 0010 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	CAT0010 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	CAT0010 655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	CAT0010 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	CAT 0010 655.0610 ELECTRICAL WIRE TRAFFIC LIGHTING 12 AWG LF	CAT 0010 655.0700 LOOP DETECTOR LEAD IN CABLE LF	CAT 0010 SPV.0090.02 INSTALL STATE-SUPPLIED NON-INTRUSIVE DETECTION CABLE LF	
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD										
SB61 - UP POLE	-	18	-	-	-	-	-	-	-	
SB62 - UP POLE	-	-	-	-	-	-	150	-	-	
SB63 - UP POLE	-	40	-	-	-	-	-	-	-	
SB64 - UP POLE	-	188	-	-	-	-	159	-	60	
SB65 - UP POLE	-	18	-	-	-	-	-	-	-	
SB66 - UP POLE	-	18	-	-	-	-	-	-	60	
SB67 - UP POLE	15	40	-	-	-	-	150	-	-	
SB68 - UP POLE	-	124	-	-	-	-	159	-	60	
SB69 - UP POLE	15	-	-	-	-	-	-	-	-	
SC4 - SB61	-	-	48	-	-	-	-	-	-	
SC4 - SB62	-	-	-	-	167	-	-	-	-	
SC4 - SB63	-	-	-	148	-	-	-	-	-	
SC4 - SB64	-	-	271	271	-	-	-	-	271	
SC4 - SB65	-	-	283	-	-	-	-	-	-	
SC4 - SB66	-	-	174	-	-	-	-	-	-	
SC4 - SB67	-	-	-	170	-	-	-	170	-	
SC4 - SB68	-	-	39	-	39	-	-	-	39	
SC4 - SB69	-	-	42	-	-	-	-	42	-	
SB62 - SB64	-	-	-	-	178	-	-	-	-	
SB68 - SB67	-	-	-	-	161	-	-	-	-	
SC4 - SC4	-	-	-	-	-	781	-	-	-	GROUNDING CONDUCTOR RING
1640-03-78 TOTAL	150	1293	2239	2420	1699	2585	2004	2065	1574	

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MONOTUBE POLES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 657.0350 POLES TYPE 10 EACH	CAT 0010 657.0352 POLES TYPE 10 SPECIAL EACH	CAT 0010 657.0360 POLES TYPE 13 EACH	CAT 0010 657.0530 MONOTUBE ARMS 30-FT EACH	CAT 0010 657.0541 MONOTUBE ARMS 40-FT SPECIAL EACH	CAT 0010 657.0546 MONOTUBE ARMS 45-FT SPECIAL EACH	CAT 0010 657.0555 MONOTUBE ARMS 55-FT EACH	CAT 0010 657.0815 LUMINAIRE ARMS STEEL 15-FT EACH
ID 1640-03-78											
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80											
SB44	30 + 83	L	65	1	-	-	1	-	-	-	1
SB47	31 + 75	L	112	-	1	-	-	-	1	-	1
SB52	33 + 18	R	21	-	1	-	-	-	1	-	1
SB55	32 + 8	R	73	-	-	1	-	-	-	1	1
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD											
SB64	55 + 22	R	16	-	1	-	-	1	-	-	1
SB68	54 + 19	L	76	-	1	-	-	1	-	-	1
1640-03-78 TOTAL				1	4	1	1	2	2	1	6

TRAFFIC SIGNAL POLES

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 657.0100 PEDESTAL BASES EACH	CAT 0010 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	CAT 0040 657.0420 TRAFFIC SIGNAL STANDARD ALUMINUM 13' EACH	CAT 0040 657.0425 TRAFFIC SIGNAL STANDARD ALUMINUM 15' EACH	CAT 0010 657.0430 TRAFFIC SIGNAL STANDARD ALUMINUM 10' EACH	CAT 0010 657.0315 POLES TYPE 4 EACH	CAT 0010 657.0322 POLES TYPE 5-ALUMINUM EACH	CAT 0010 657.0709 LUMINAIRE ARMS TRUSS MEMBER 4-INCH CLAMP 12-FT EACH	CAT 0010 657.0710 LUMINAIRE ARMS TRUSS MEMBER 4.5-INCH CLAMP 12-FT EACH
ID 1640-03-78												
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80												
SB41	31 + 27	R	16	1	-	-	1	-	-	-	-	-
SB42	30 + 87	R	17	-	1	-	-	-	1	-	1	-
SB43	30 + 98	L	60	1	-	1	-	-	-	-	-	-
SB45	30 + 23	L	83	-	1	-	-	-	-	1	-	1
SB46	31 + 23	L	98	1	-	-	1	-	-	-	-	-
SB48	32 + 4	L	95	1	-	1	-	-	-	-	-	-
SB49	31 + 90	L	71	1	-	-	-	1	-	-	-	-
SB50	32 + 20	L	57	-	1	-	-	-	1	-	1	-
SB51	32 + 71	R	17	1	-	-	-	1	-	-	-	-
SB53	33 + 41	R	53	-	1	-	-	-	-	1	-	1
SB54	32 + 78	R	29	-	1	-	-	-	1	-	1	-
SB56	31 + 98	R	50	1	-	1	-	-	-	-	-	-
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD												
SB61	54 + 52	L	93	1	-	1	-	-	-	-	-	-
SB62	55 + 21	L	106	-	1	-	-	-	-	1	-	1
SB63	55 + 38	L	74	1	-	-	1	-	-	-	-	-
SB65	54 + 91	R	17	1	-	1	-	-	-	-	-	-
SB66	54 + 61	R	17	1	-	1	-	-	-	-	-	-
SB67	54 + 29	R	17	-	1	-	-	-	1	-	1	-
SB69	54 + 28	L	75	1	-	-	-	1	-	-	-	-
1640-03-78 TOTAL				12	7	6	3	3	4	3	4	3

3

TRAFFIC SIGNAL INDICATIONS AND EQUIPMENT

SIGNAL BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	CAT 0010 658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	CAT 0010 SPV.0060.04 ACCESSIBLE PEDESTRIAN SIGNALS EACH	CAT 0010 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	CAT 0010 659.1125 LUMINAIRES UTILITY LED C EACH
ID 1640-03-78								
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80								
SB41	31 + 27	R	16	-	1	-	-	-
SB42	30 + 87	R	17	1	-	1	1	1
SB43	30 + 98	L	60	2	-	1	1	-
SB44	30 + 83	L	65	1	2	-	-	1
SB45	30 + 23	L	83	-	-	-	-	1
SB46	31 + 23	L	98	1	1	-	-	-
SB47	31 + 75	L	112	2	1	-	-	1
SB48	32 + 4	L	95	1	-	1	1	-
SB49	31 + 90	L	71	-	-	1	1	-
SB50	32 + 20	L	57	1	1	1	1	1
SB51	32 + 71	R	17	-	-	1	1	-
SB52	33 + 18	R	21	2	1	-	-	1
SB53	33 + 41	R	53	-	-	-	-	1
SB54	32 + 78	R	29	1	1	1	1	1
SB55	32 + 8	R	73	1	1	-	-	1
SB56	31 + 98	R	50	1	-	1	1	-
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD								
SB61	54 + 52	L	93	1	-	-	-	-
SB62	55 + 21	L	106	-	-	-	-	1
SB63	55 + 38	L	74	1	1	-	-	-
SB64	55 + 22	R	16	2	2	-	-	1
SB65	54 + 91	R	17	-	1	-	-	-
SB66	54 + 61	R	17	1	-	-	-	-
SB67	54 + 29	R	17	2	-	1	1	1
SB68	54 + 19	L	76	2	-	-	-	1
SB69	54 + 28	L	75	-	-	1	1	-
1640-03-78 TOTAL				23	13	10	10	13

3

ELECTRICAL EQUIPMENT

	CABINET BASE NUMBER	STATION	R/L	OFFSET	CAT 0010 650.8501.02 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1640-03-78) EACH	CAT 0010 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	CAT 0010 656.0201.03 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 14 & STH 80) EACH	CAT 0010 656.0201.04 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 14 & SEXTONVILLE RD) EACH	CAT 0010 658.5070.03 SIGNAL MOUNTING HARDWARE (USH 14 & STH 80) EACH	CAT 0010 658.5070.04 SIGNAL MOUNTING HARDWARE (USH 14 & SEXTONVILLE RD) EACH	CAT 0010 661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 14 & STH 80) EACH	CAT 0010 661.0201.04 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 14 & SEXTONVILLE RD) EACH
ID 1640-03-78												
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80												
	SC3	31 + 60	R/L	38	1	1	1	-	1	-	1	-
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD												
	SC4	54 + 32	L	86	-	1	-	1	-	1	-	1
1640-03-78 TOTAL					1	2	1	1	1	1	1	1

REMOVALS

	EXISTING INTERSECTION	CAT 0010 204.0195 REMOVING CONCRETE BASES EACH	CAT 0010 204.9060.S.02 REMOVING TRAFFIC SIGNALS EACH	CAT 0010 653.0905 REMOVING PULL BOXES EACH	CAT 0010 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
ID 1640-03-78					
TRAFFIC SIGNAL - S52-0737 - USH 14 & STH 80					
	SC3	18	17	16	33
TRAFFIC SIGNAL - S52-0548 - USH 14 & SEXTONVILLE RD					
	SC4	11	10	6	15
1640-03-78 TOTAL		29	27	22	48

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1	25+83.23 'WB'	730.44'	HMOD DQ515 - BRASS CAP IN CONCRETE
CP1	29+78.55 'WB'	731.77'	0.75" REBAR

CURVE 1 'WB'
PI STA = 26+76.83
Y = 443482.041
X = 675348.105
DELTA = 35°58'47" LT
D = 9°10'02"
T = 202.95'
L = 392.48'
R = 625.00'
PC STA = 24+73.87
Y = 443684.950
X = 675352.337
PT STA = 28+66.35
Y = 443315.356
X = 675463.890
DB = S01°11'41"W
DA = S34°47'06"E

BENCHMARK 1
X=675576.425
Y=443256.920
Z=730.440

EXISTING R/W (TYP)

CITY UTILITIES RICHLAND CENTER - WATER

BP: 23+00.36 'WB'

BP: 22+88.96 'EB'

23'EB'

S1°11'41"W

24'WB'

24'EB'

S1°11'41"W

USH 14

PC: 24+73.87 'WB'

BEGIN PROJECT
STA 25'WB'+48.00

25'WB'

25'EB'

ADJUSTING
MANHOLE COVER

CP-RPL

27'WB'

26'WB'

26'EB'

SW-4

27'EB'

28'WB'

SW-4

29'EB'

28'EB'

PT: 28+66.35 'WB'

30-A

29'WB'

CP-RPL

30'

30'

CP-RPR

MATCH LINE 30+00 WB'

CAUTION

ATC MANAGEMENT - ELECTRICITY-TRANSMISSION

PC: 25+51.50 'EB'

CONTROL POINT 1
X=675332.991
Y=443571.843
Z=731.77

CURVE 1 'EB'
PI STA = 27+30.10
Y = 443417.375
X = 675346.756
DELTA = 35°58'47" LT
D = 10°25'03"
T = 178.60'
L = 345.38'
R = 550.00'
PC STA = 25+51.50
Y = 443595.935
X = 675350.481
PT STA = 28+96.88
Y = 443270.692
X = 675448.647
DB = S01°11'41"W
DA = S34°47'06"E

PT: 28+96.88 'EB'

ADJUSTING
INLET COVER

SI

RICHLAND CENTER WASTEWATER
TREATMENT FAC - SEWER

PLAN DETAIL LEGEND	
SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PLAN	SHEET 108	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01

PLOT DATE : 4/16/2024 11:19 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP2	30+60.76 'WB'	729.84'	0.75" REBAR
CP3	31+66.28 'WB'	733.69'	0.75" REBAR

CONTROL POINT 2
X=675688.462
Y=443234.638
Z=729.84

CITY UTILITIES RICHLAND CENTER - WATER

WISDOT - ELECTRIC

EXISTING R/W (TYP)

FRONTIER COMMUNICATIONS - COMMUNICATION LINE

CITY UTILITIES RICHLAND CENTER - ELECTRICITY

STH 80

ADJUSTING INLET COVER

INLET COVER TYPE H

CP-RPR

CP-RPL

SI (TYP)

CONTROL POINT 3
X=675581.928
Y=443032.162
Z=733.69

CAUTION

USH 14

RICHLAND CENTER WASTEWATER TREATMENT FAC - SEWER - FORCE MAIN

RICHLAND CENTER WASTEWATER TREATMENT FAC - SEWER

ATC MANAGEMENT - ELECTRICITY-TRANSMISSION

MATCH LINE 30+00'WB'

MATCH LINE 36+50'WB'

S34°47'06"E

PLAN DETAIL LEGEND	
SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PLAN	SHEET 109	E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02

PLOT DATE : 4/16/2024 11:19 AM PLOT BY : JAY HILLE PLOT NAME : PLOT SCALE : 1 IN:50 FT

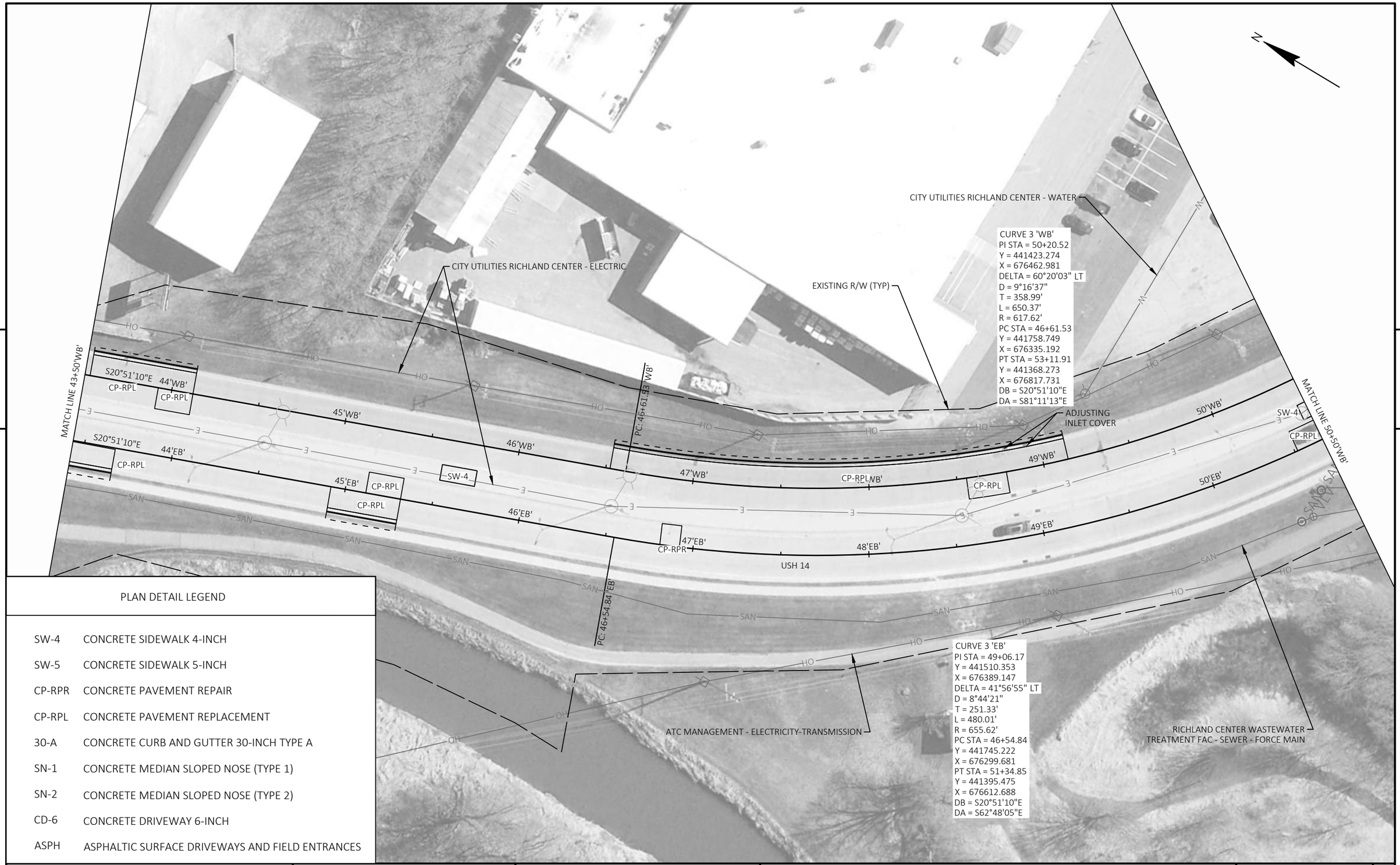
WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP4	42+57.39 'WB'	726.64'	0.75" REBAR

CURVE 2 'WB'
PI STA = 39+46.74
Y = 442428.038
X = 676080.247
DELTA = 13°55'56" RT
D = 4°55'06"
T = 142.33'
L = 283.26'
R = 1164.92'
PC STA = 38+04.40
Y = 442544.937
X = 675999.045
PT STA = 40+87.67
Y = 442295.027
X = 676130.913
DB = S34°47'06"E
DA = S20°51'10"E

WE ENERGIES - GAS
CITY UTILITIES RICHLAND CENTER - ELECTRIC
CITY UTILITIES RICHLAND CENTER - WATER
EXISTING R/W (TYP)
PC: 38+04.40 'WB'
PT: 40+87.67 'WB'
MATCH LINE 36+50'WB'
MATCH LINE 43+50'WB'
CP-RPR
CP-RPL
30-A
SW-5
SS
ADJUSTING INLET COVER
USH 14
CAUTION
CURVE 2 'EB'
PI STA = 39+44.64
Y = 442410.172
X = 676046.389
DELTA = 13°55'56" RT
D = 5°05'03"
T = 137.69'
L = 274.02'
R = 1126.92'
PC STA = 38+06.95
Y = 442523.258
X = 675967.836
PT STA = 40+80.97
Y = 442281.500
X = 676095.403
DB = S34°47'06"E
DA = S20°51'10"E
PC: 38+06.95 'EB'
PT: 40+80.97 'EB'
CONTROL POINT 4
X=676130.431
Y=442113.228
Z=726.64
RICHLAND CENTER WASTEWATER TREATMENT FAC - SEWER - FORCE MAIN
ATC MANAGEMENT - ELECTRICITY-TRANSMISSION

PLAN DETAIL LEGEND	
SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES



PLAN DETAIL LEGEND	
SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM2	57+37.56 'WB'	752.07'	FIRE HYDRANT
CP5	50+77.25 'WB'	730.79'	0.75" REBAR
CP6	54+93.00 'WB'	740.99'	0.75" REBAR

5

5

SEXTONVILLE RD

CONTROL POINT 6
X=677006.340
Y=441373.806
Z=740.99

BENCHMARK 2
X=677246.545
Y=441276.359
Z=752.072

CITY UTILITIES RICHLAND CENTER - ELECTRICITY

CITY UTILITIES RICHLAND CENTER - WATER

EXISTING R/W (TYP)

ADJUSTING INLET COVER

ADJUSTING INLET COVER

ADJUSTING INLET COVER

ADJUSTING INLET COVER

ADJUSTING INLET COVER

SL (TYP)

WISDOT - ELECTRIC

CONTROL POINT 5
X=676565.095
Y=441390.916
Z=730.79

RICHLAND CENTER WASTEWATER TREATMENT FAC - SEWER - FORCE MAIN

ATC MANAGEMENT - ELECTRICITY-TRANSMISSION

USH 14

MATCH LINE 50+50'WB'

MATCH LINE 57+50'WB'

PC: 51+34.85 'EB'

PT: 53+11.91 'WB'

PC: 54+74.55 'EB'

PT: 53+96.94 'EB'

S81°11'13"E

S80°47'20"E

51'WB'

52'WB'

53'WB'

54'WB'

55'WB'

56'WB'

57'WB'

51'EB'

52'EB'

53'EB'

54'EB'

55'EB'

56'EB'

57'EB'

SW-4

SW-5

SN-1

30-A

CP-RPL

CP-RPR

CURVE 4 'EB'
PI STA = 52+67.04
Y = 441335.052
X = 676730.266
DELTA = 18°28'25" LT
D = 7°02'55"
T = 132.19'
L = 262.09'
R = 812.88'
PC STA = 51+34.85
Y = 441395.475
X = 676612.688
PT STA = 53+96.94
Y = 441315.000
X = 676860.930
DB = S62°48'05"E
DA = S81°16'30"E

PLAN DETAIL LEGEND

SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

PLAN DETAIL LEGEND

SW-4	CONCRETE SIDEWALK 4-INCH
SW-5	CONCRETE SIDEWALK 5-INCH
CP-RPR	CONCRETE PAVEMENT REPAIR
CP-RPL	CONCRETE PAVEMENT REPLACEMENT
30-A	CONCRETE CURB AND GUTTER 30-INCH TYPE A
SN-1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
SN-2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
CP7	59+49.82 'WB'	751.40'	0.75" REBAR

CURVE 5 'WB'
PI STA = 57+47.58
Y = 441301.524
X = 677248.262
DELTA = 49°44'48" RT
D = 7°47'43"
T = 340.76'
L = 638.16'
R = 735.00'
PC STA = 54+06.82
Y = 441353.732
X = 676911.526
PT STA = 60+44.98
Y = 441010.794
X = 677426.007
DB = S81°11'13"E
DA = S31°26'26"E

CONTROL POINT 7
X=677384.370
Y=441099.108
Z=751.40

CURVE 5 'EB'
PI STA = 57+73.17
Y = 441254.776
X = 677232.303
DELTA = 49°20'54" RT
D = 8°48'53"
T = 298.61'
L = 559.84'
R = 650.00'
PC STA = 54+74.55
Y = 441302.576
X = 676937.542
PT STA = 60+34.39
Y = 441000.005
X = 677388.063
DB = S80°47'20"E
DA = S31°26'26"E

CITY UTILITIES RICHLAND CENTER - ELECTRIC
FRONTIER COMMUNICATIONS - COMMUNICATION LINE
GENUINE TELECOM - COMMUNICATION LINE
SPECTRUM - COMMUNICATION LINE
RICHLAND CENTER WASTEWATER TREATMENT FAC - SEWER
CITY UTILITIES RICHLAND CENTER - WATER
PT: 60+44.98 'WB'
END PROJECT
STA 64'WB'+59.33
ADJUSTING MANHOLE COVER
PC: 64+25.00 'WB'
ADJUSTING INLET COVER
VETERANS DR
USH 14
PT: 60+34.39 'EB'
PC: 64+25.00 'EB'
MATCHLINE 63+74.82 'WB'
MATCH LINE 57+50 'WB'
SI (TYP)
EXISTING R/W (TYP)
ASPH
CD-6
30-A
SW-5
CP-RPL
CP-RPR
59'WB'
60'WB'
61'WB'
62'WB'
63'WB'
64'WB'
65'WB'
58'EB'
59'EB'
60'EB'
61'EB'
62'EB'
63'EB'
64'EB'
65'EB'
S31°26'26"E

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	PLAN	SHEET 113 E

FILE NAME : X:\PROJECTS\RICHLAND\1640-03-08_USH 14_STH 80 TO BOHMANN DR\DESIGN\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 7/22/2025 8:07 PM
PLOT BY : JAY HILLE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

Standard Detail Drawing List

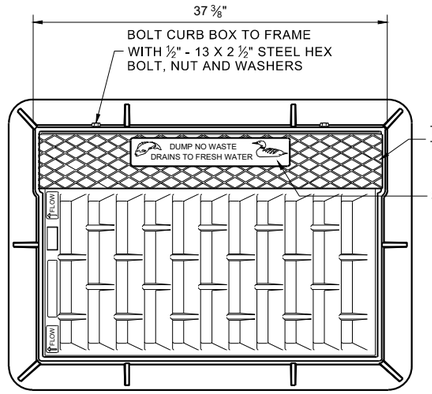
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPE 4B AND 4B1
08D05-22E	CURB 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
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-03	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C15-02	CONCRETE BASE TYPE 10 SPECIAL
09C16-01	CONCRETE BASE TYPE 10 SPECIAL EXTENSION
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09G	TYPE 10 SPECIAL POLE 40' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

6

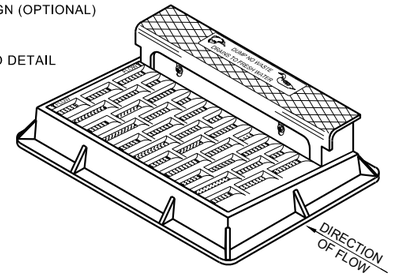
Standard Detail Drawing List

15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	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
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

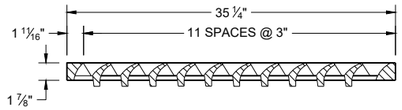
6

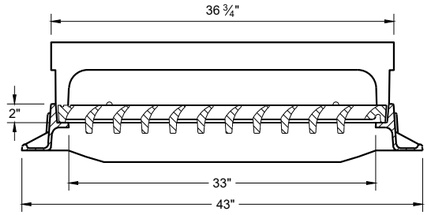


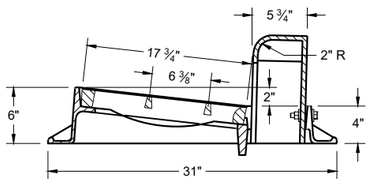
NOTE: EITHER CASTING IS ACCEPTABLE

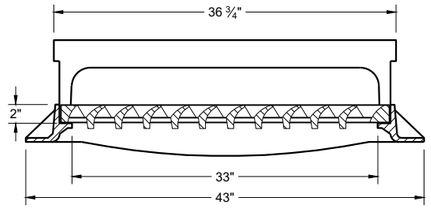


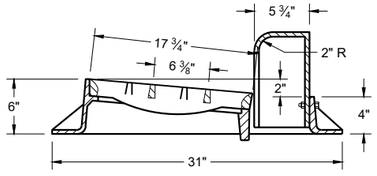
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







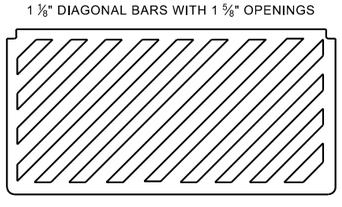




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

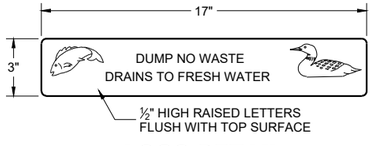
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



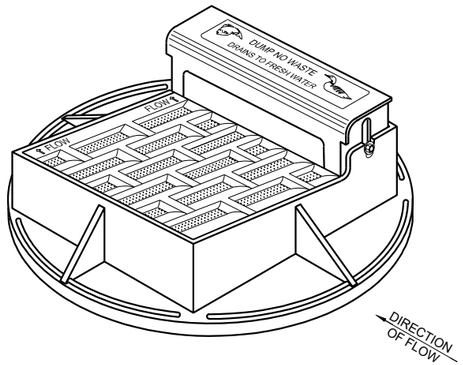
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

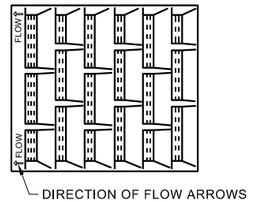


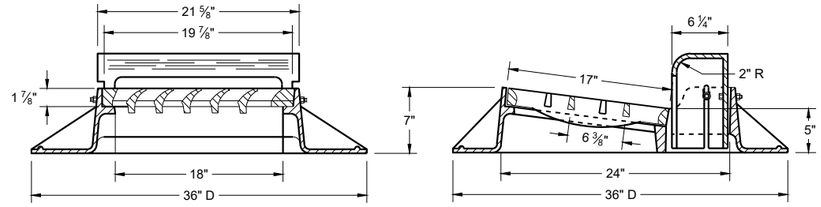
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "A"

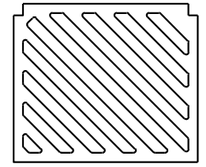
GENERAL NOTES

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

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

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

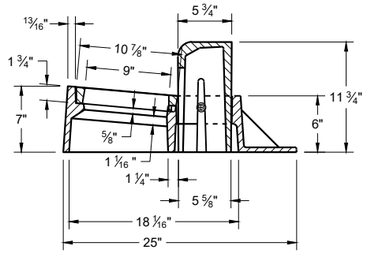
1" DIAGONAL BARS
WITH 1 ½" OPENINGS

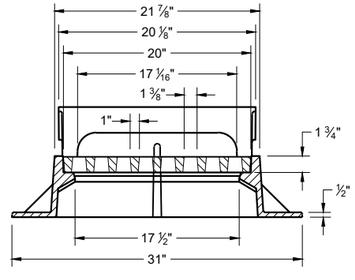


SPECIAL GRATE FOR TYPE "A" COVER

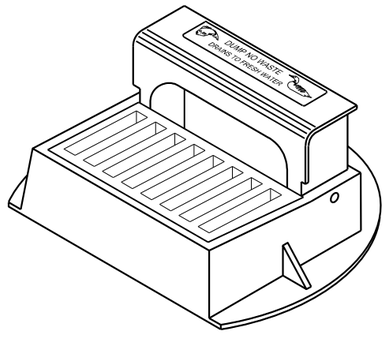
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



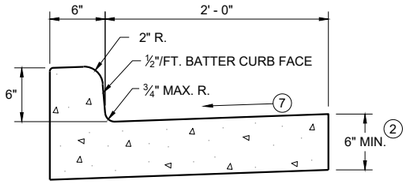
INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

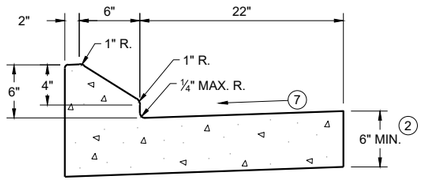
APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

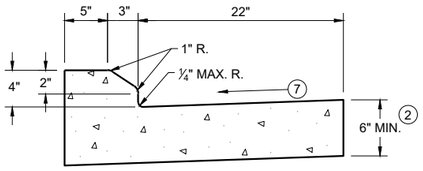
FHWA



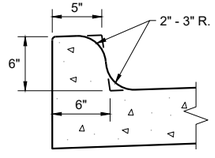
TYPES A (1) & D



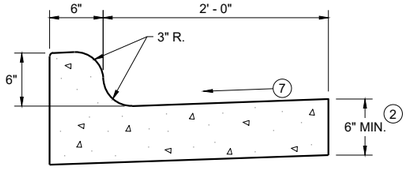
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

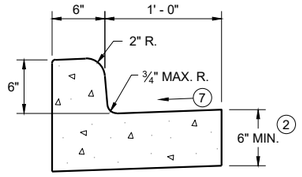


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



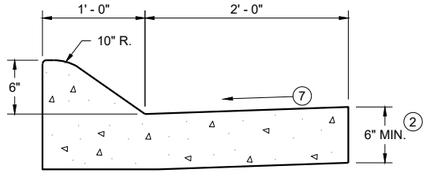
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

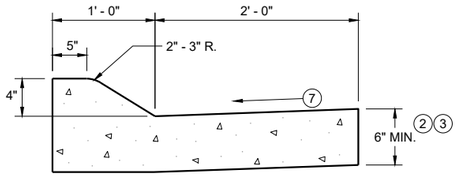


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

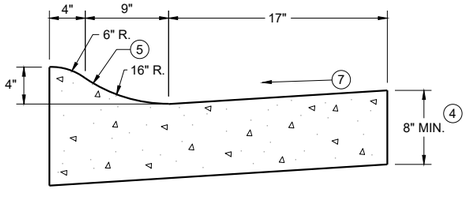


6" SLOPED CURB TYPES A (1) & D



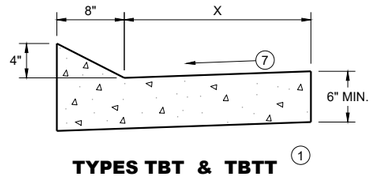
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

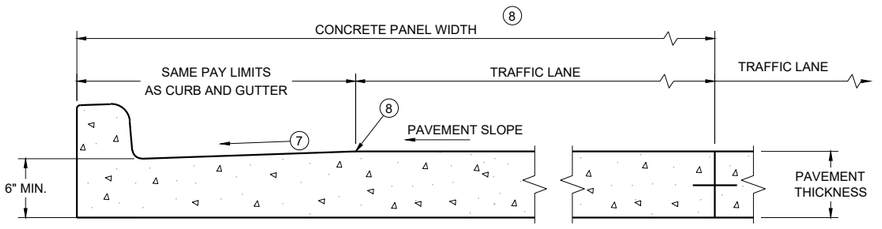


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

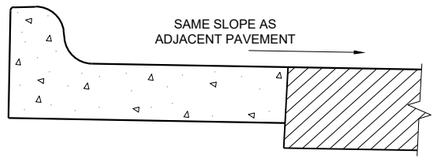
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

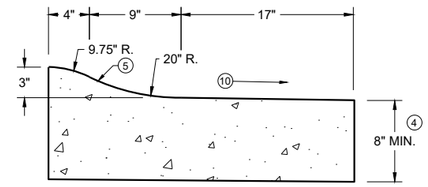
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

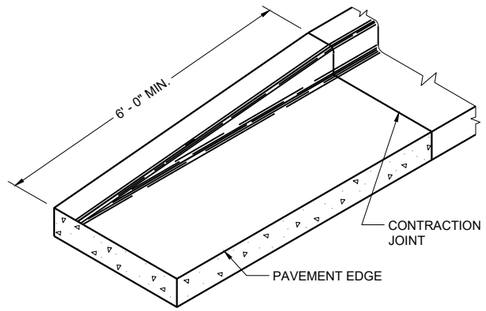
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



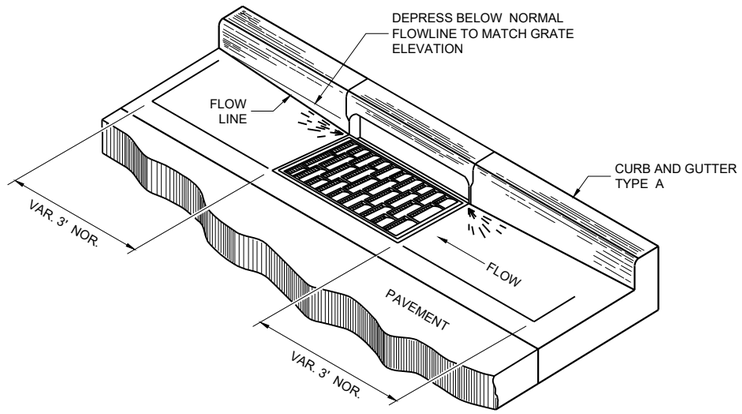
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

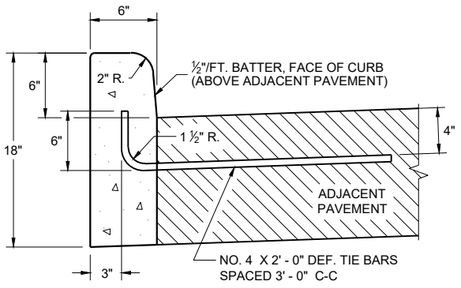
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

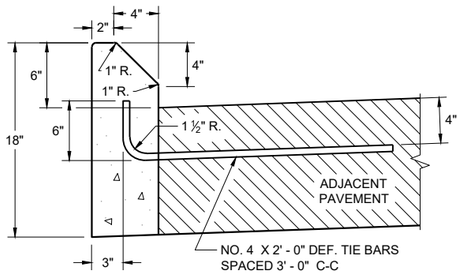
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

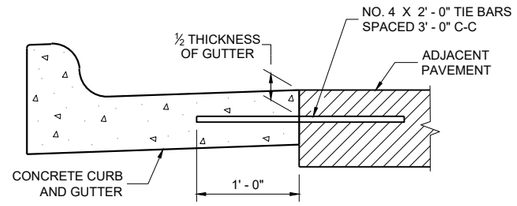


TYPES A (1) & D

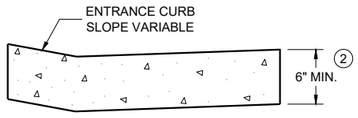


TYPES G (1) & J

CONCRETE CURB

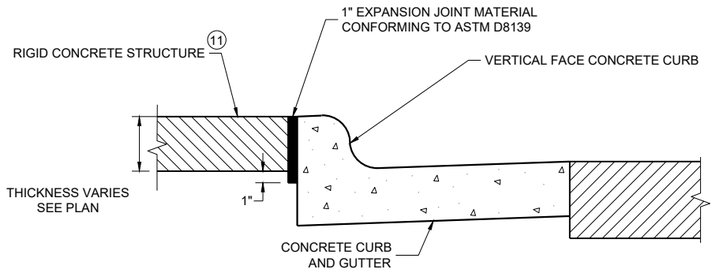


TYPICAL TIE BAR LOCATION (1)

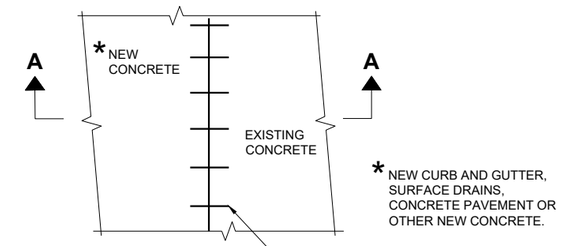


DRIVEWAY ENTRANCE CURB (10)

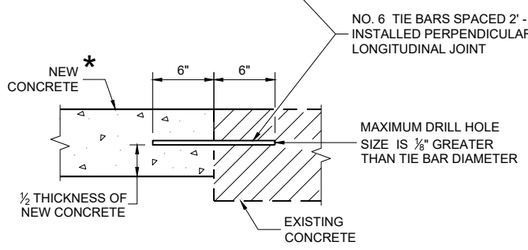
(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08D01-24b

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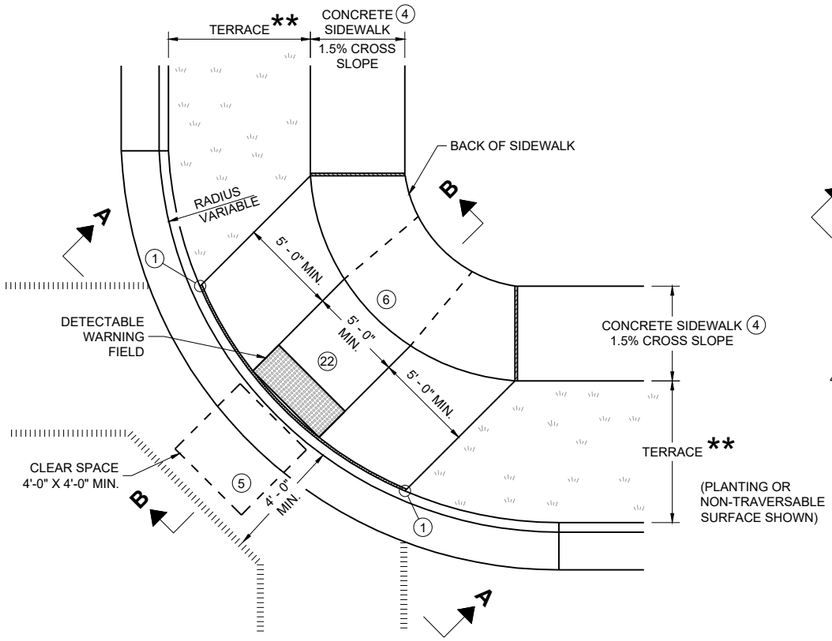
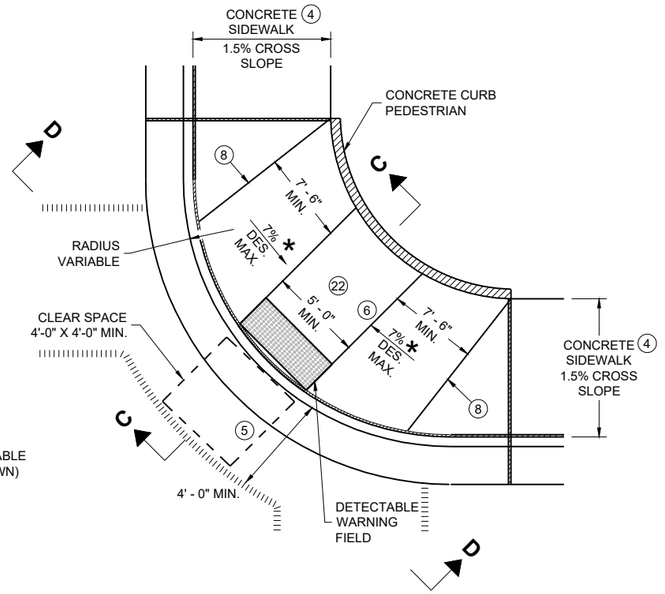
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

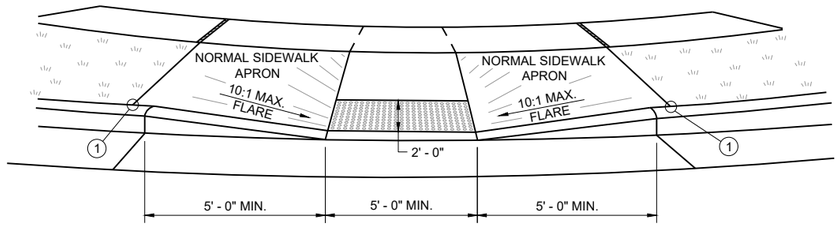
(CENTER OF CORNER RADIUS)



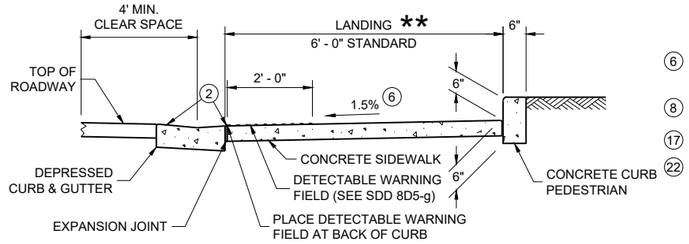
PLAN VIEW

CURB RAMP TYPE 1 - A

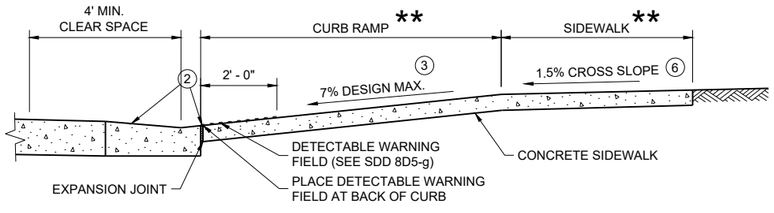
(NO TERRACE)



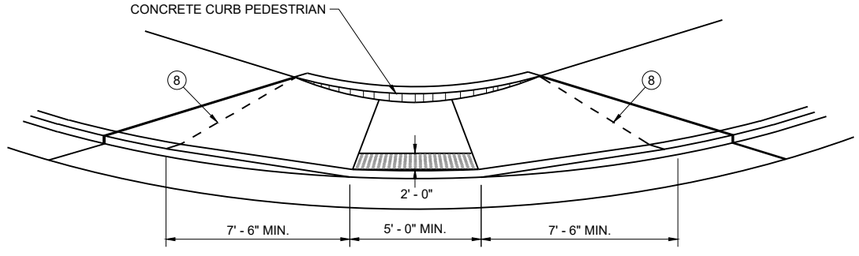
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

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

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

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

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

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

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

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

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

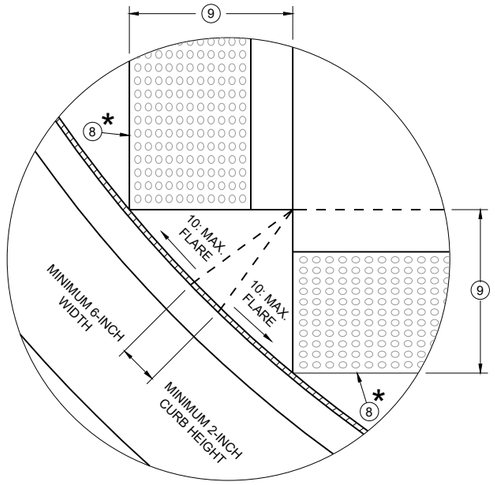
LEGEND

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

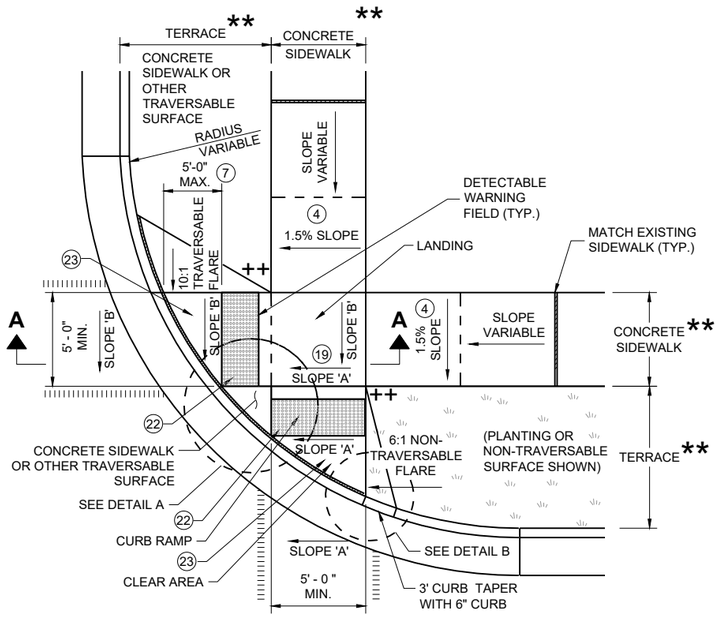
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22a



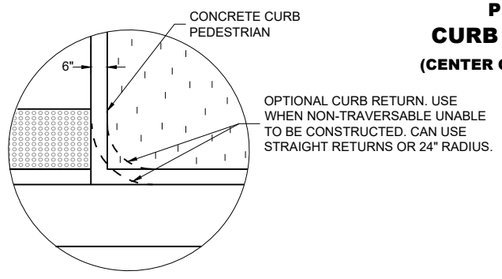
DETAIL A



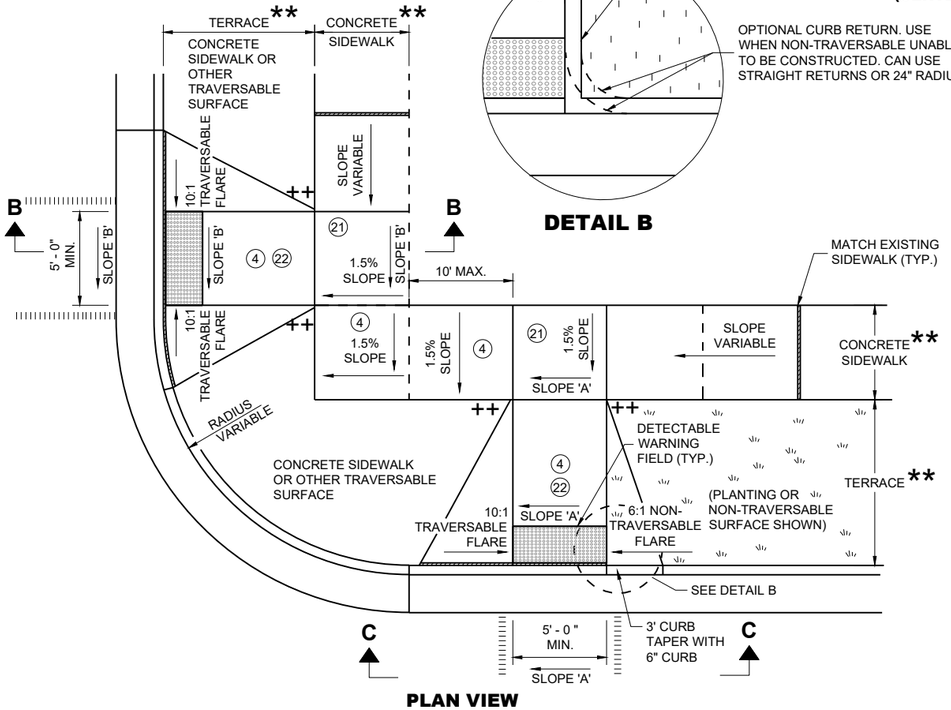
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

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

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

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

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

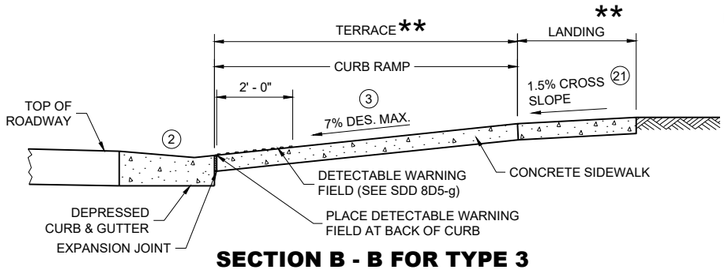
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

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

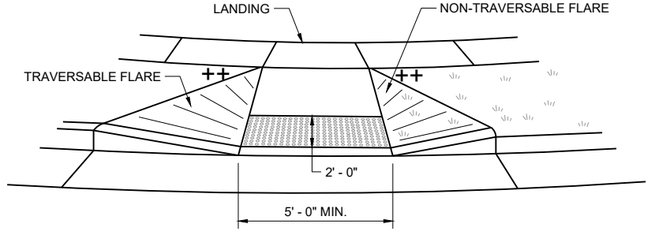
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

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

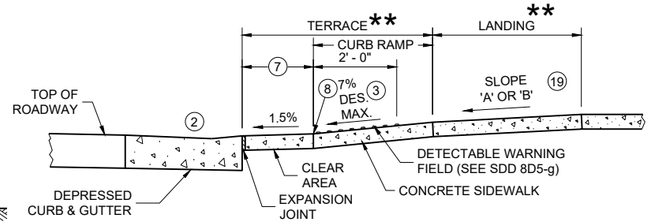
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

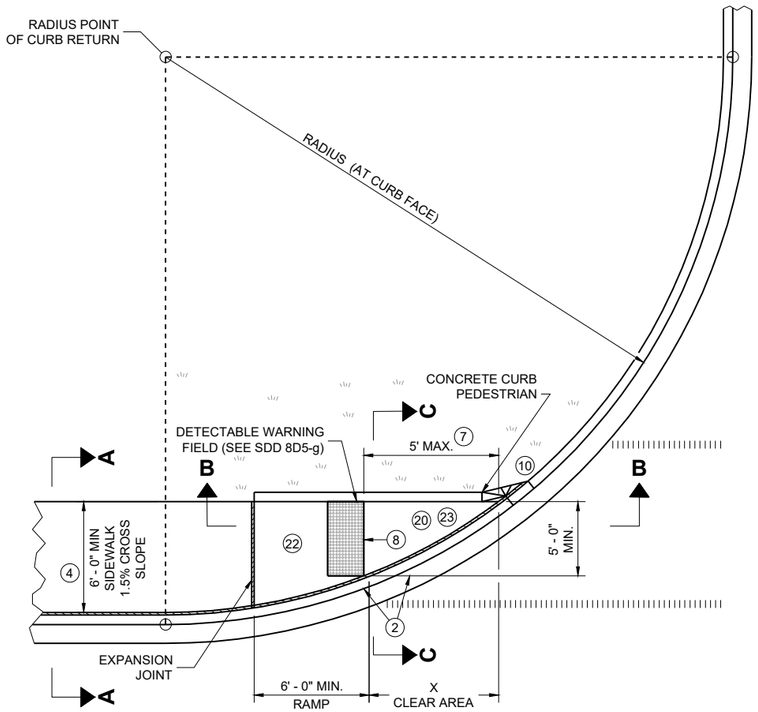
LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22b



PLAN VIEW

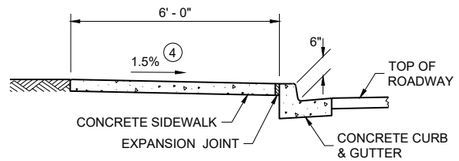
CURB RAMP TYPE 4A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

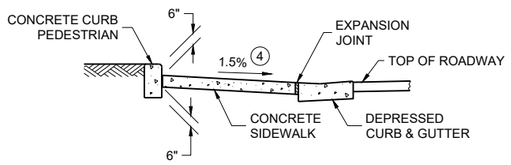
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

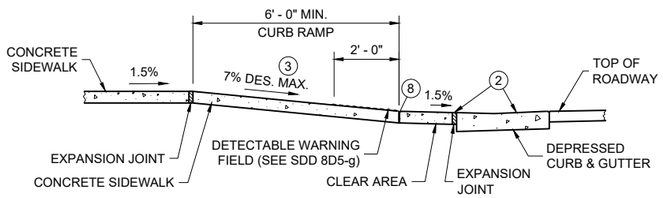
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

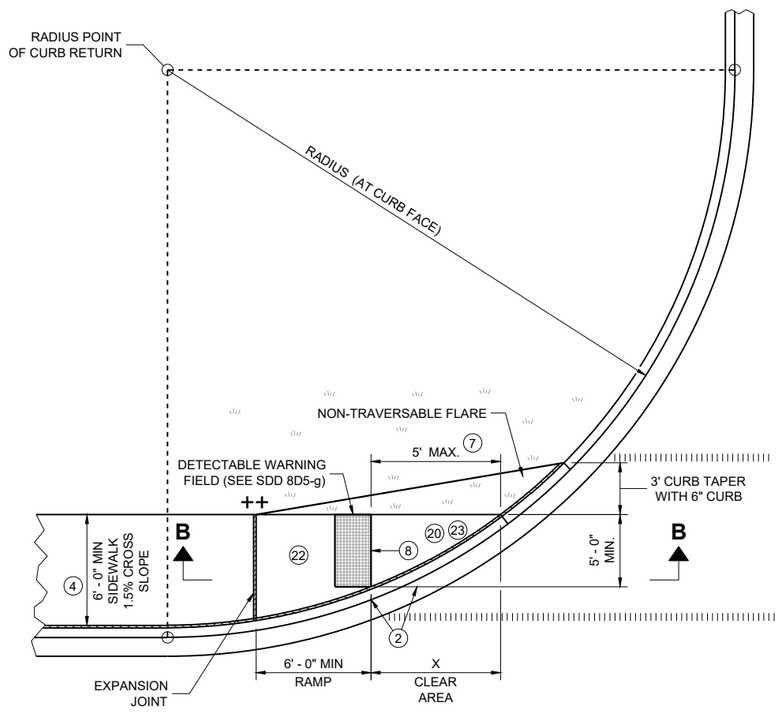
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION C - C FOR TYPE 4A

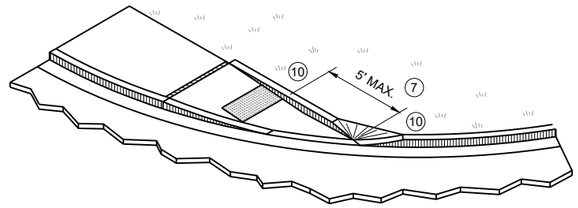


SECTION B - B FOR TYPE 4A AND TYPE 4A1

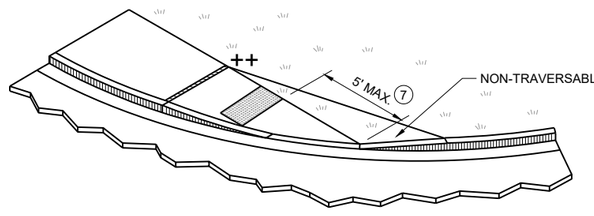


PLAN VIEW

CURB RAMP TYPE 4A1



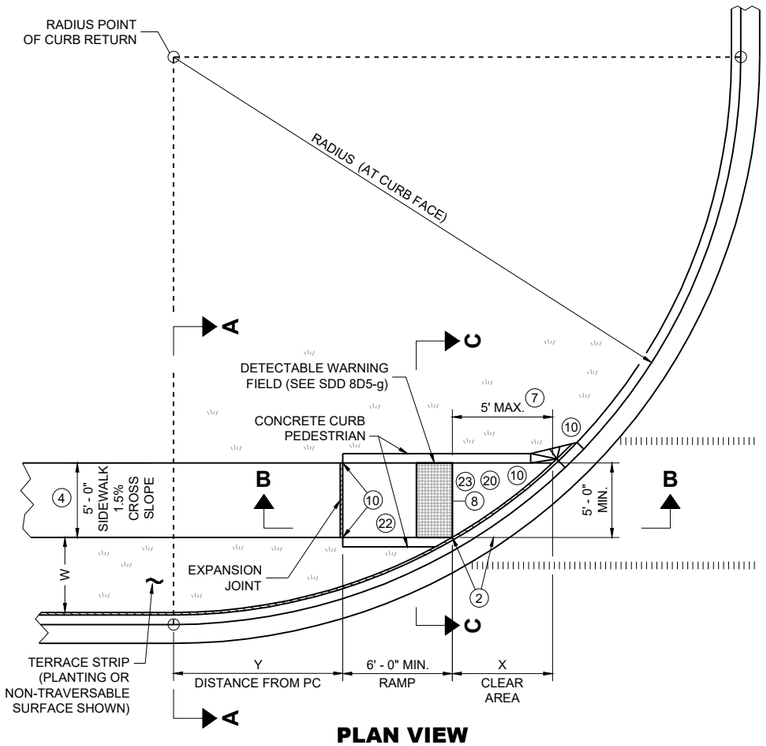
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

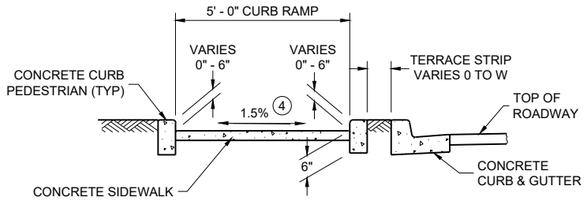
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

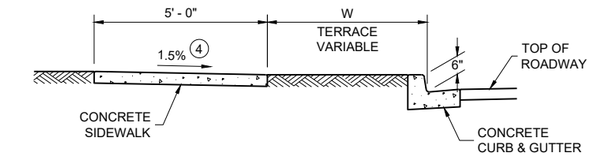
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

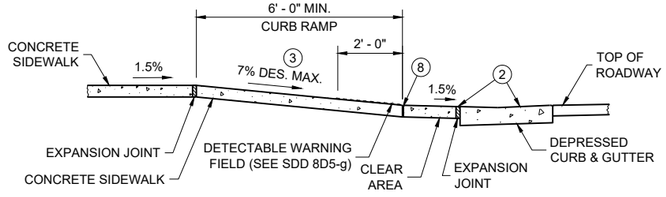
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

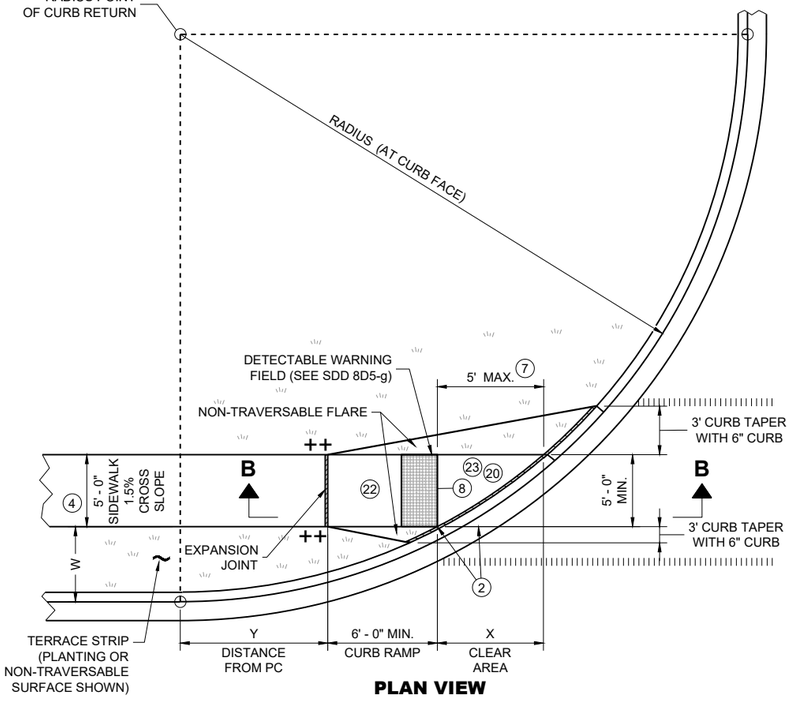
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



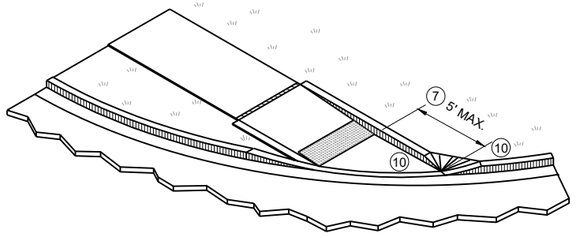
SECTION A - A FOR TYPE 4B



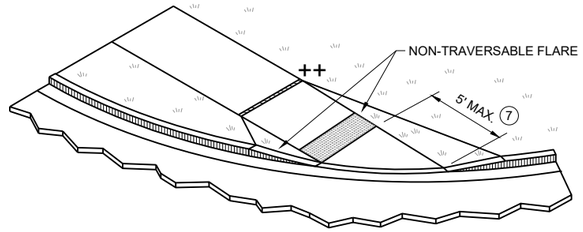
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



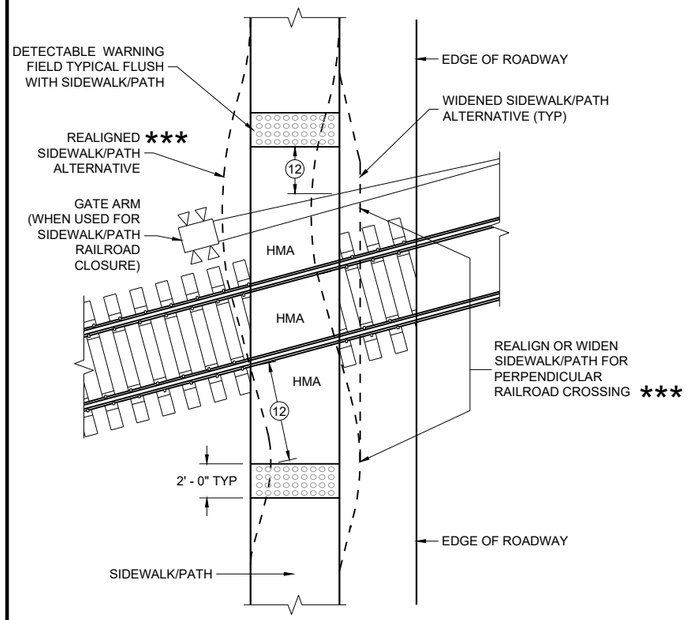
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

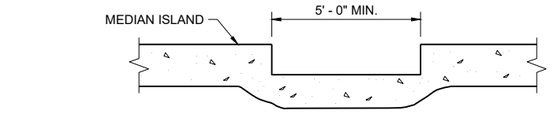
6

SDD 08D05-22d

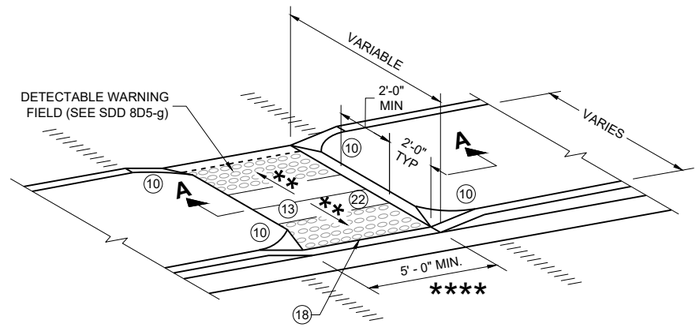


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

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

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

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

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

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

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

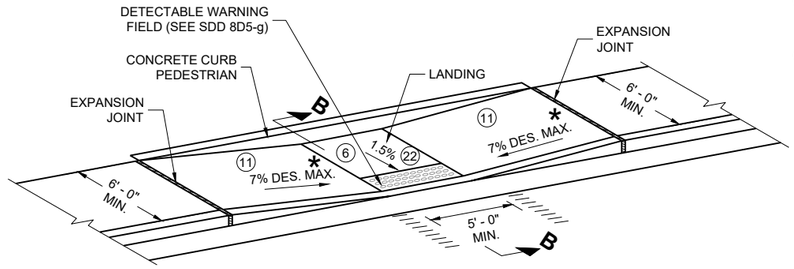
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

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

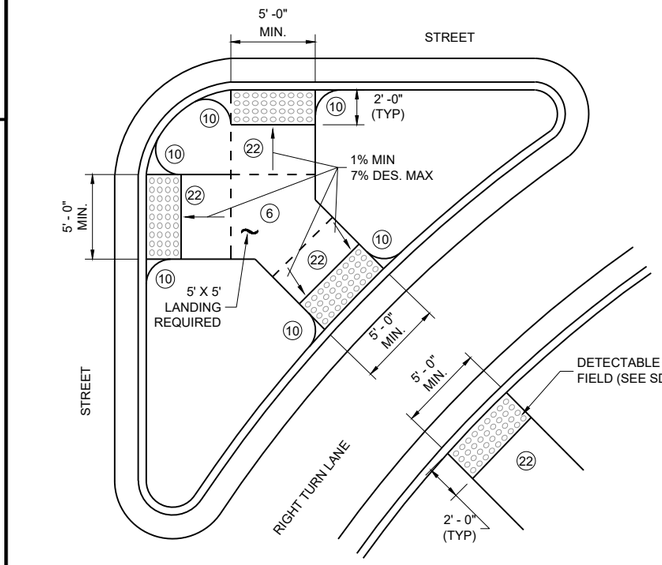
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

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



CURB RAMP TYPE 7A

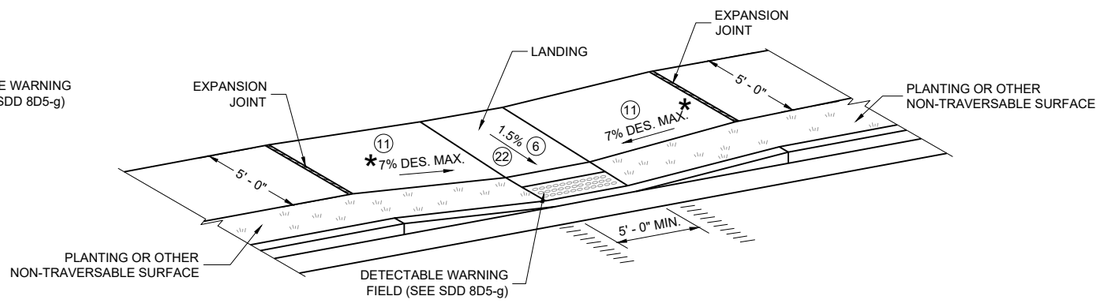
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

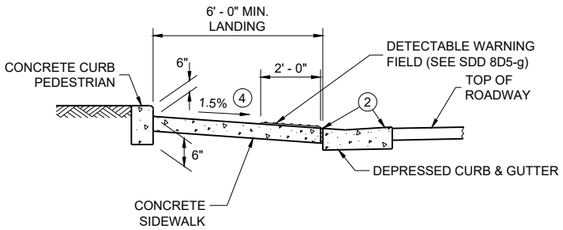


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

- ½" 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

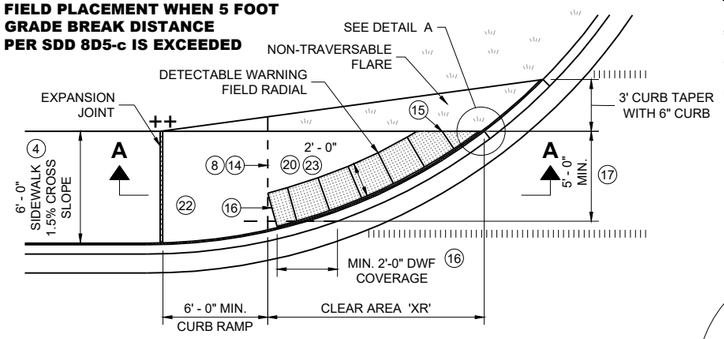


SECTION B - B FOR TYPE 7A

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

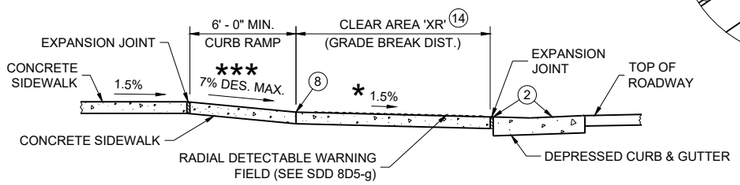
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



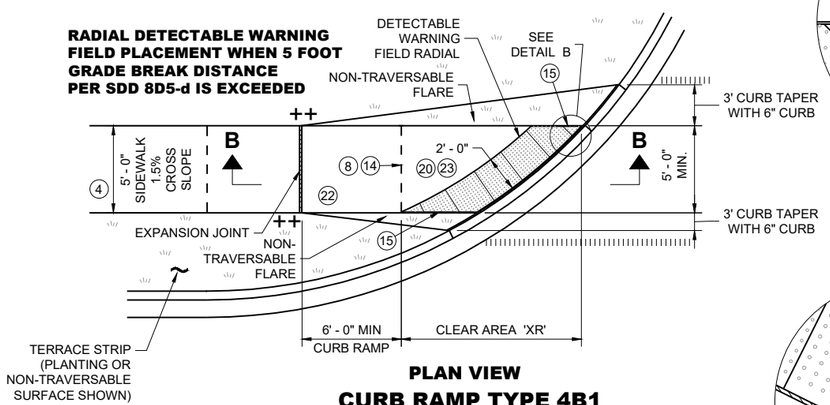
PLAN VIEW

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



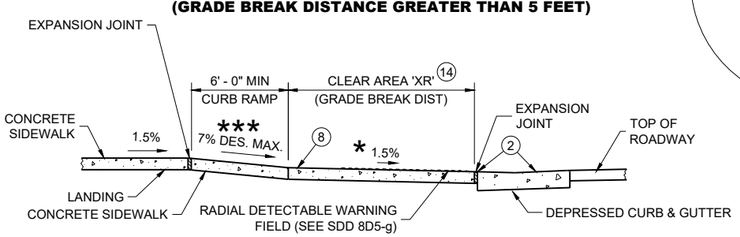
SECTION A - A FOR TYPE 4A1

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



PLAN VIEW

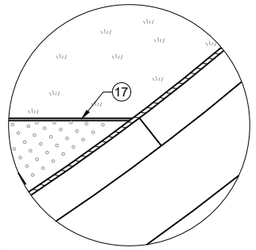
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



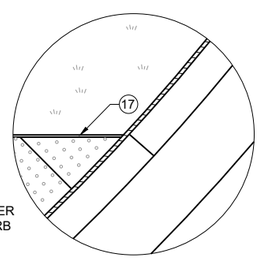
SECTION B - B FOR TYPE 4B1

LEGEND

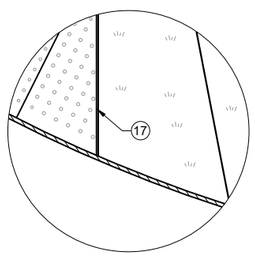
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



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 FILED ARE PROHIBITED.

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

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

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

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

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

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

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

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

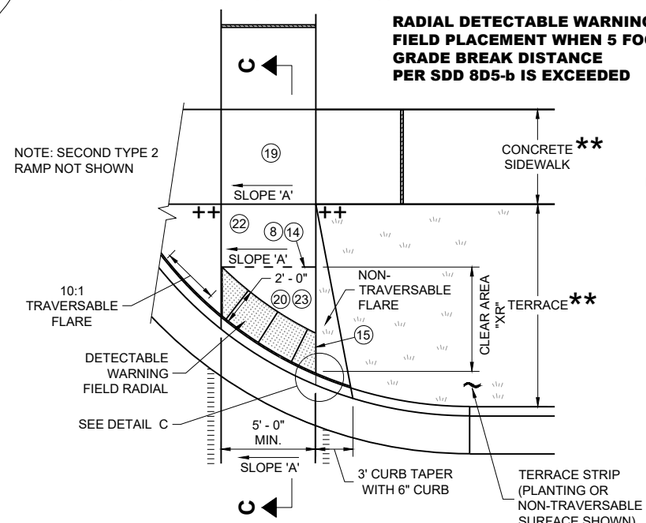
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

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

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

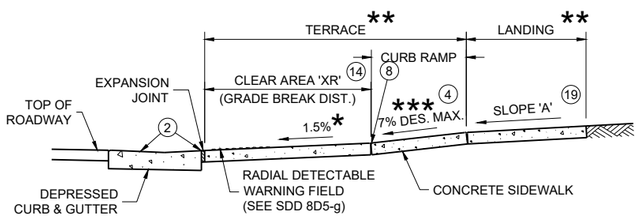
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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



PLAN VIEW

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



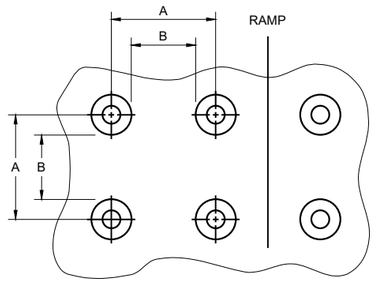
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

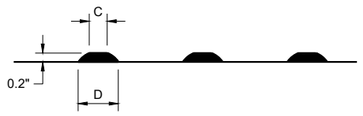
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

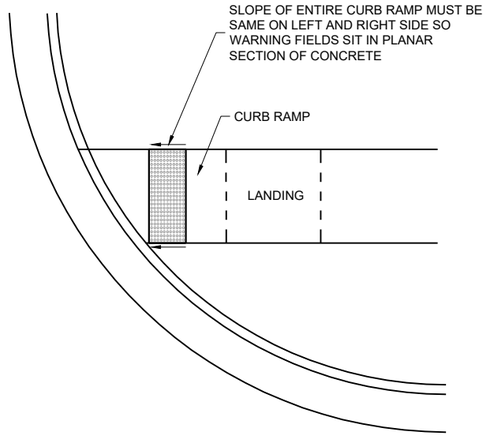
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

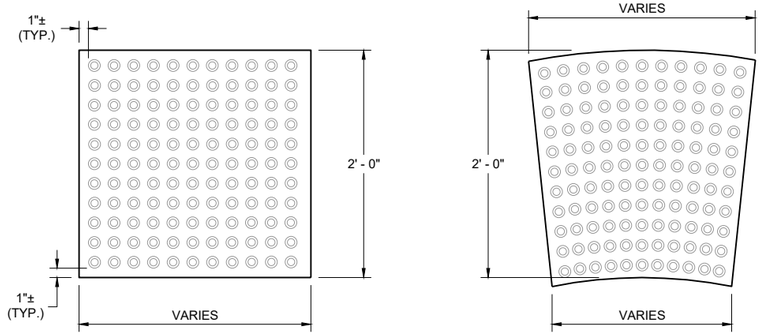
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

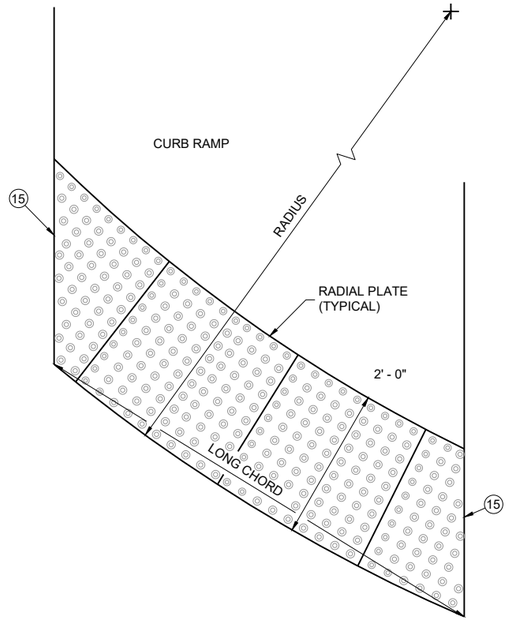
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



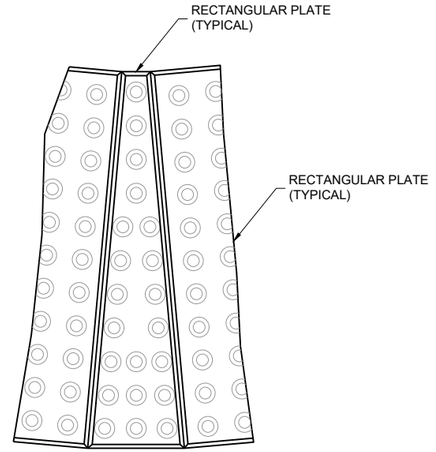
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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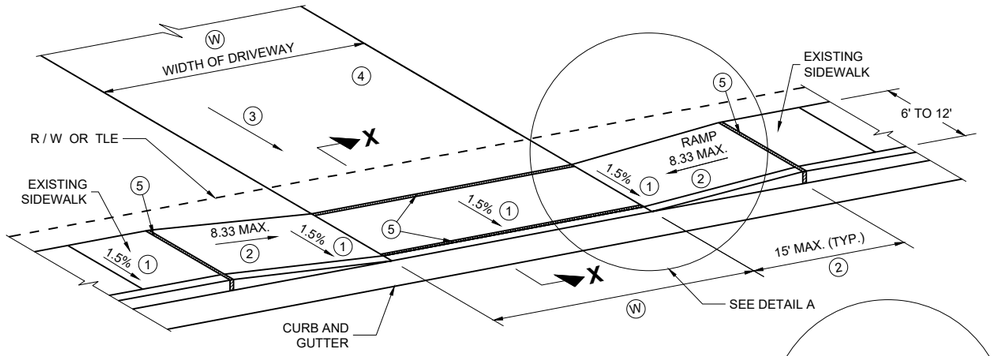
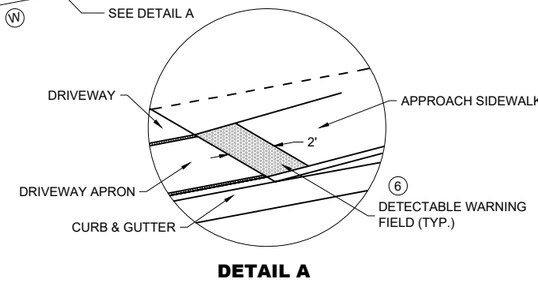
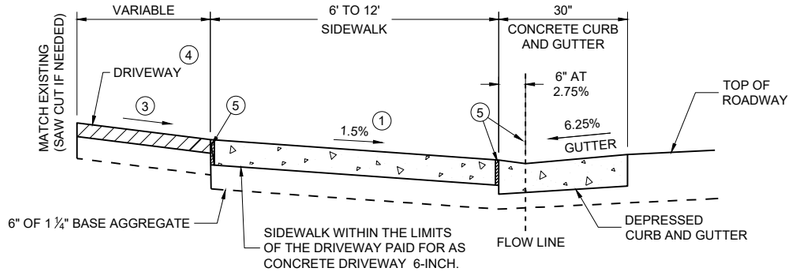
SDD 08D05-22g



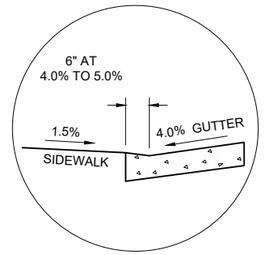
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



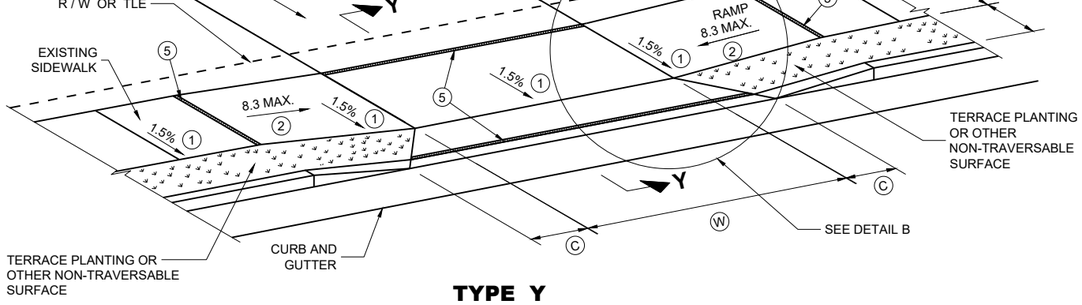
SECTION X - X
4% GUTTER SLOPE

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

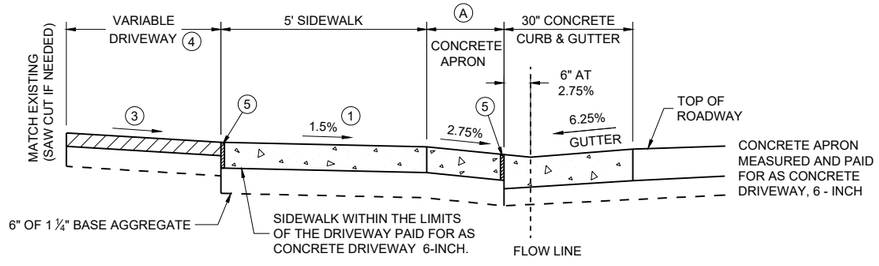
TABLE Y

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



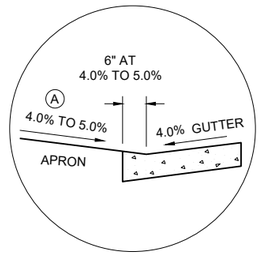
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y



SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

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

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

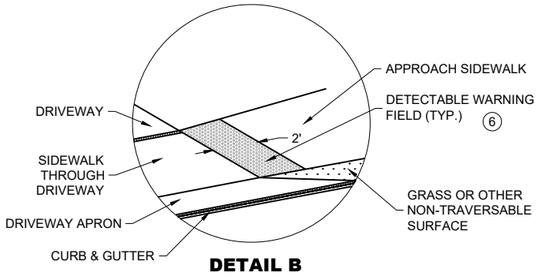
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL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

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

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

⑤ 1/2" EXPANSION JOINT FILLER

⑥ DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA

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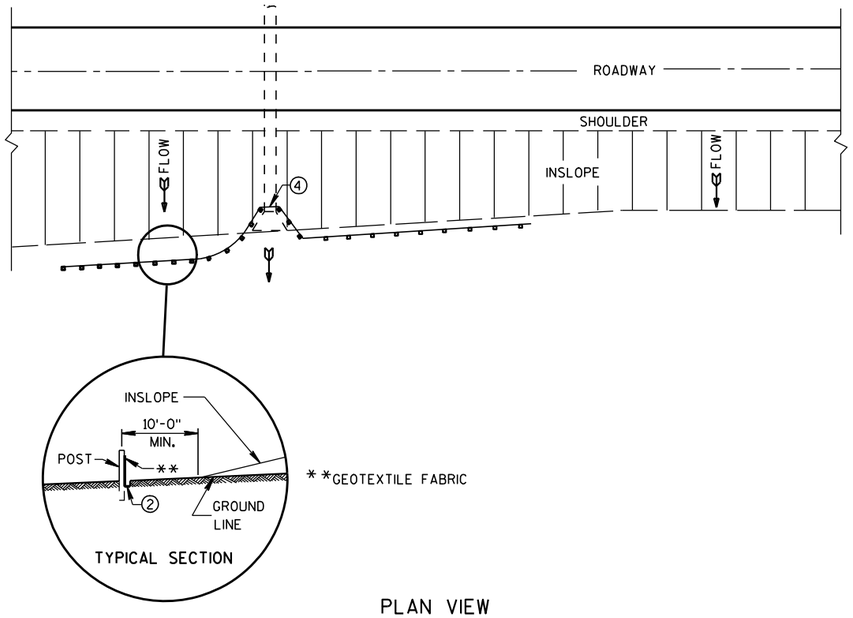
SDD 08D18-05

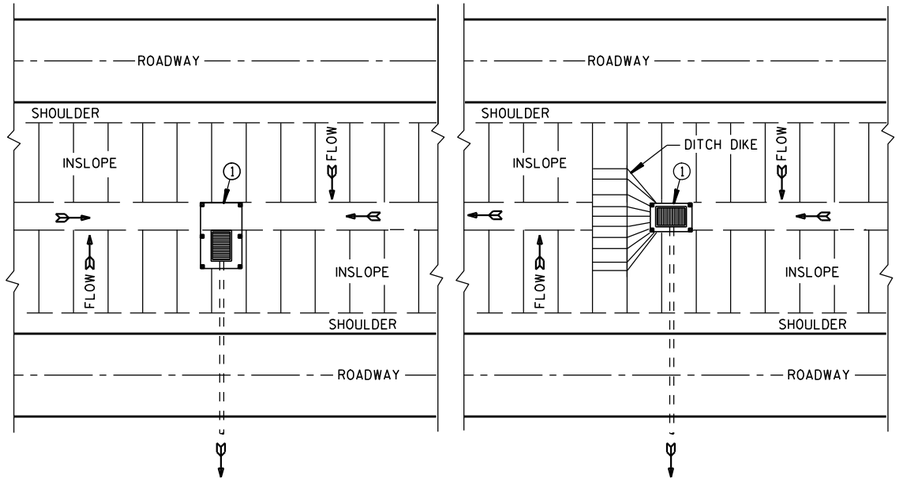
6

SDD 08D18-05



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



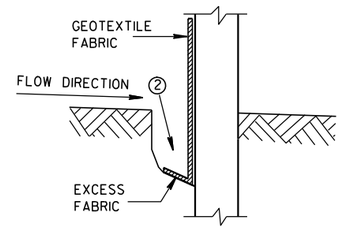
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

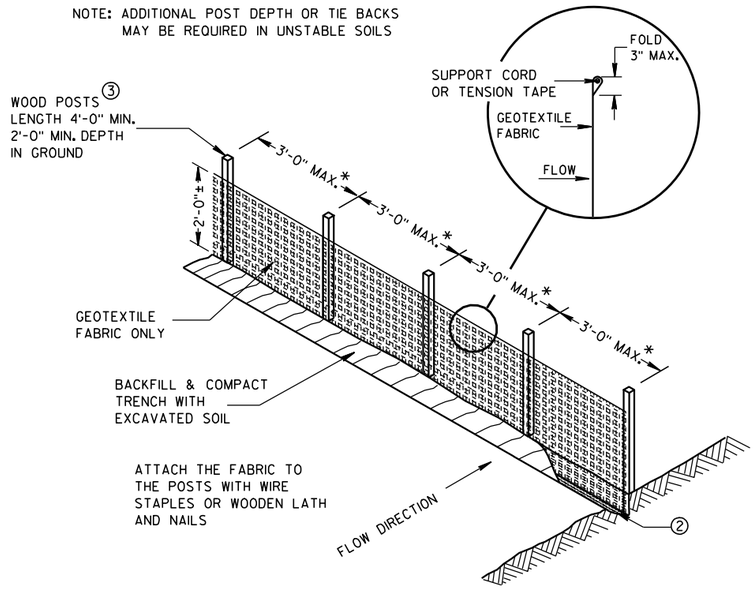
GENERAL NOTES

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

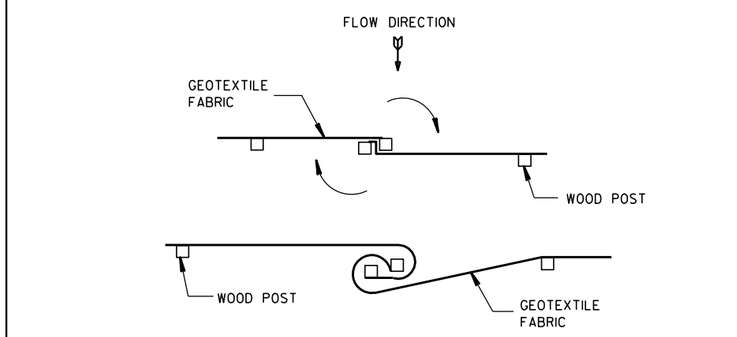
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



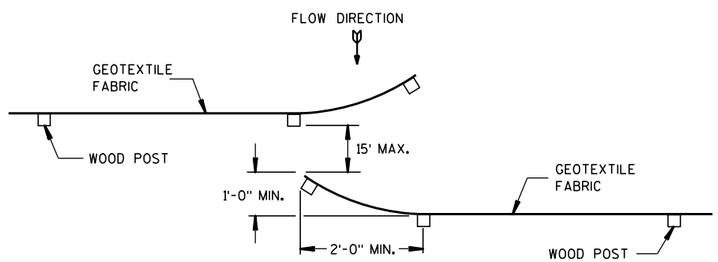
TRENCH DETAIL



SILT FENCE

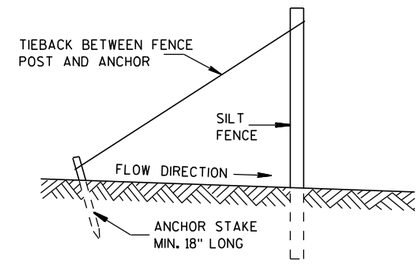


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

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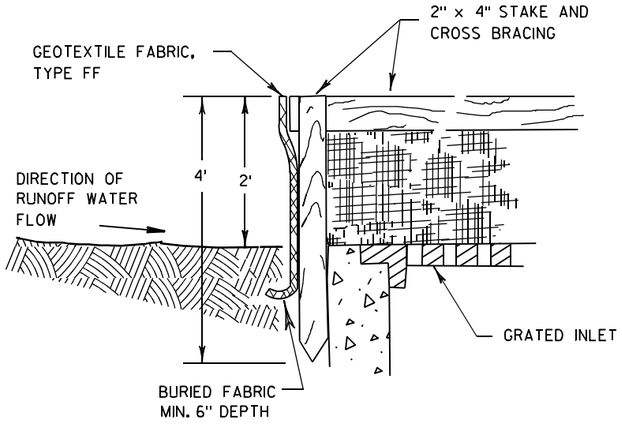
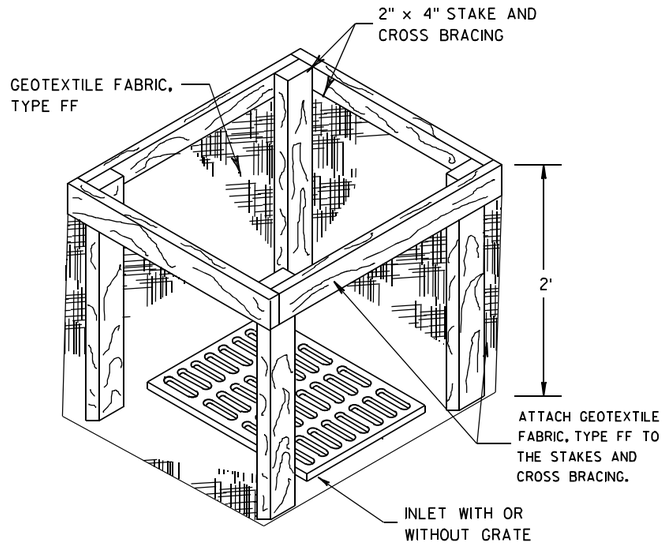
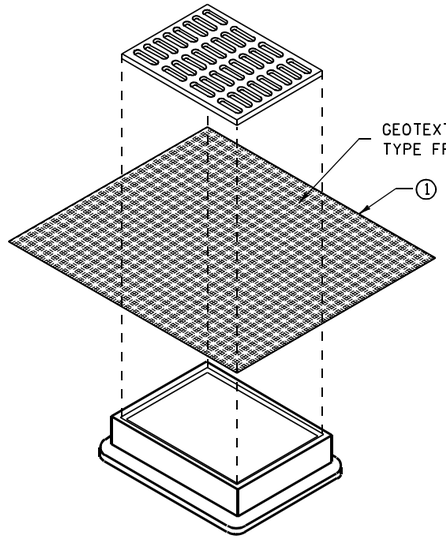
S.D.D. 8 E 9-6



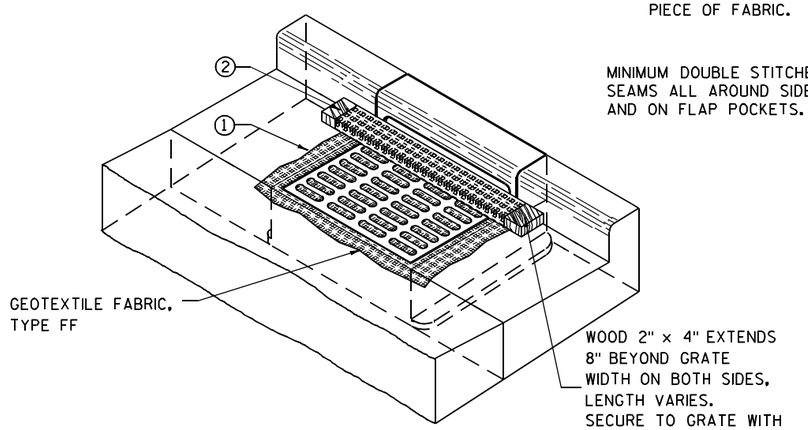


INLET PROTECTION, TYPE A

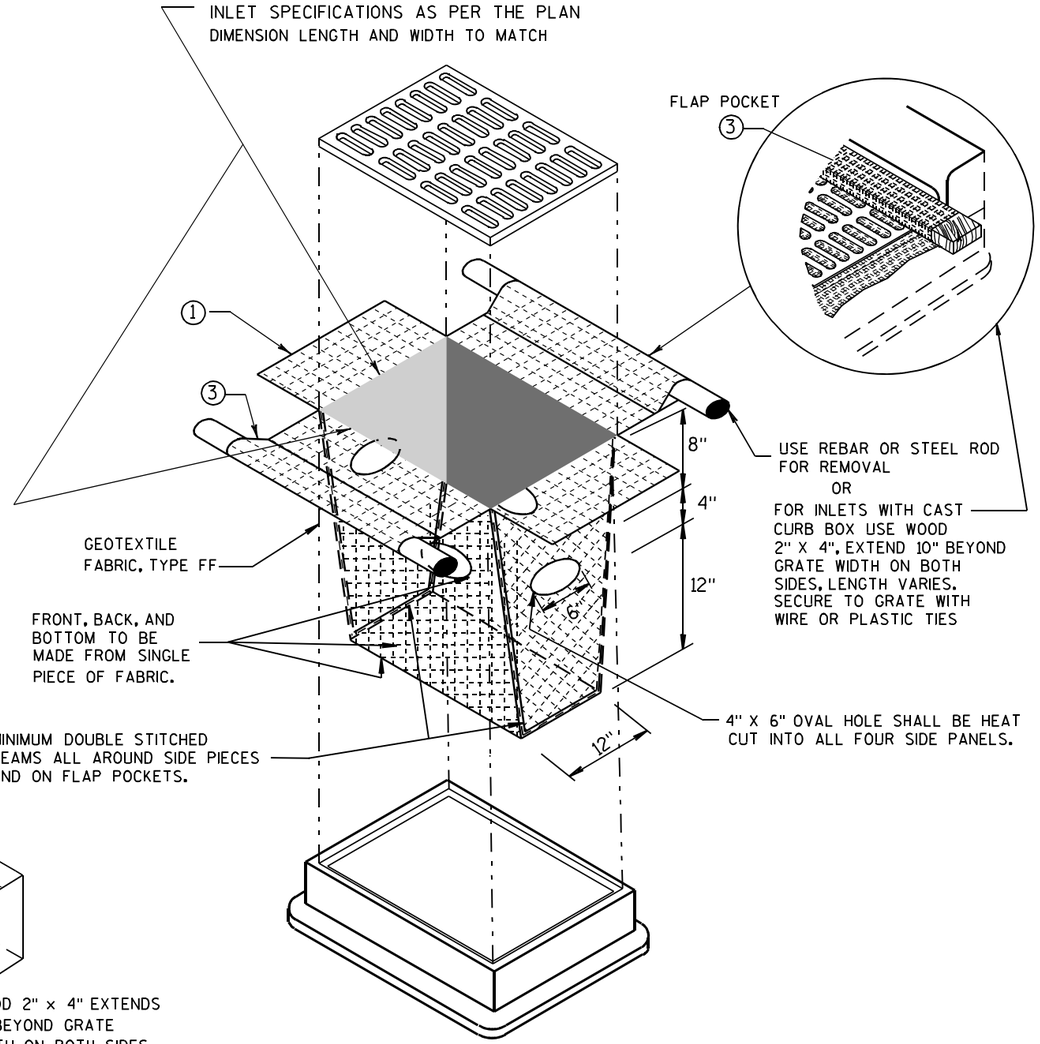


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

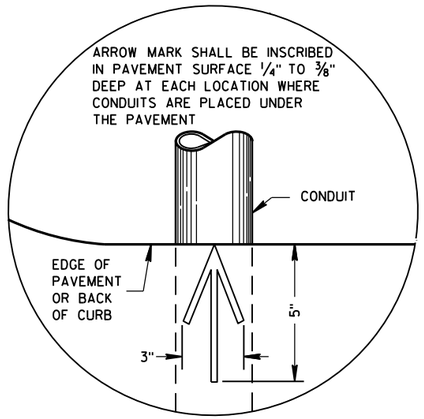
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

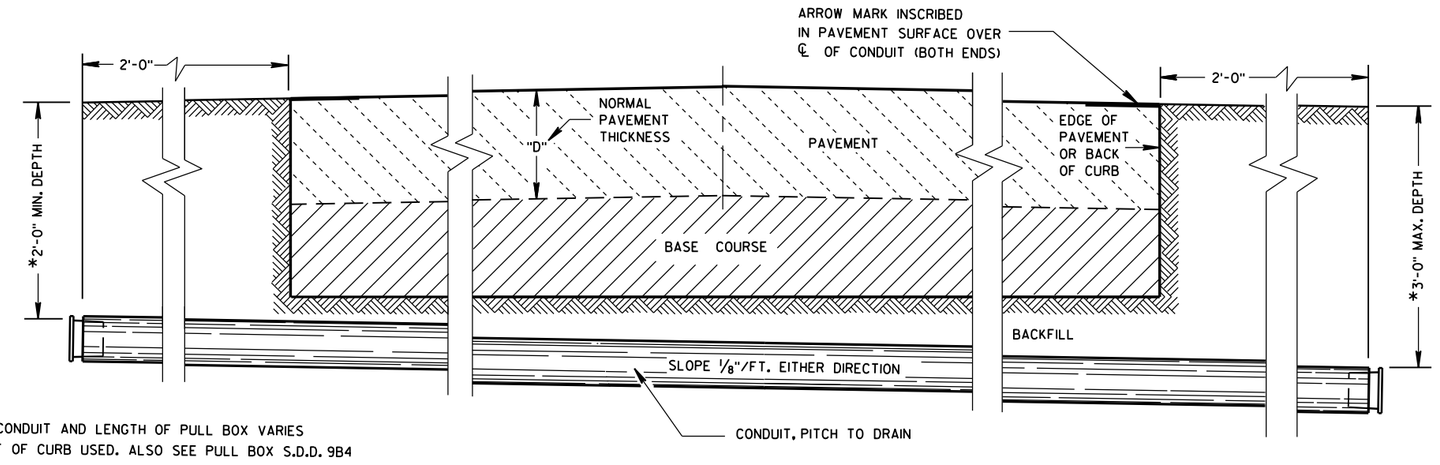
FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

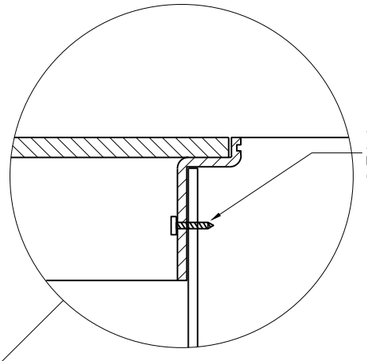
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

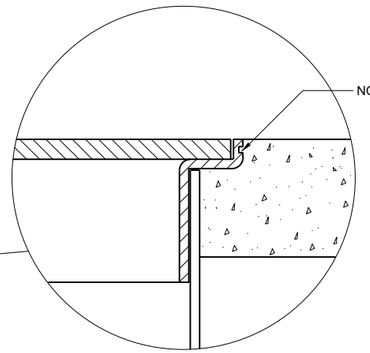
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

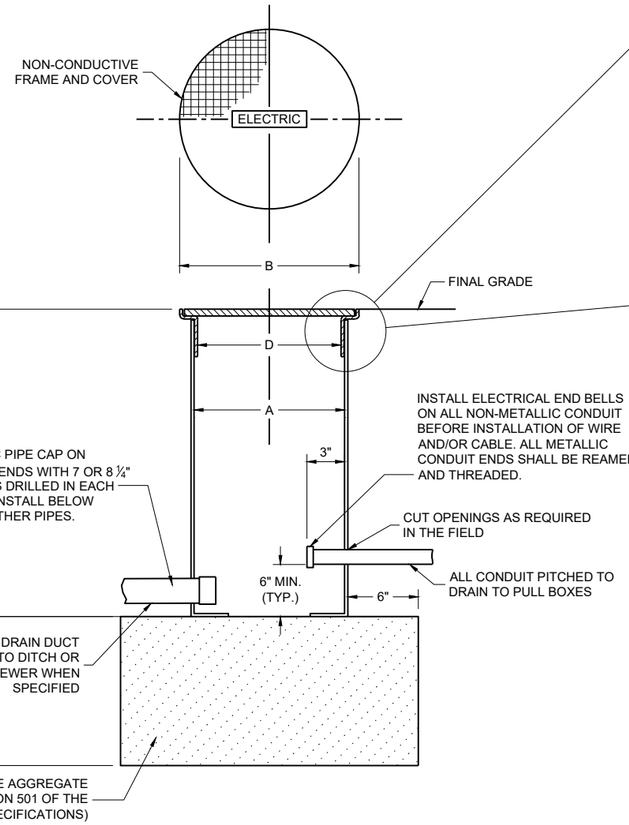
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

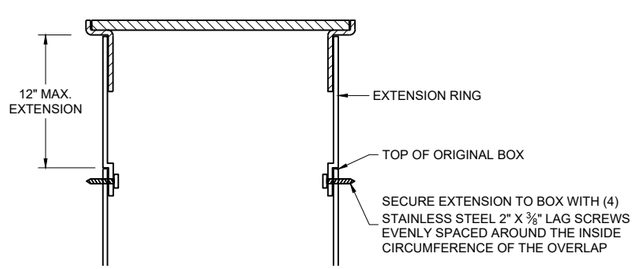
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

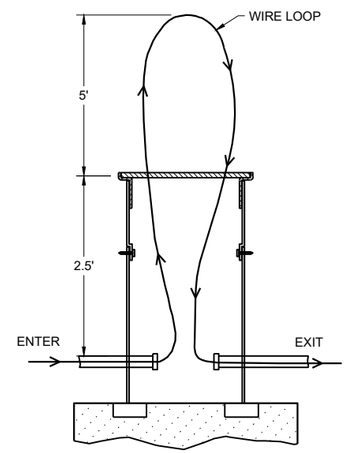
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



NON-CONDUCTIVE PULL BOX



BOX EXTENSION



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

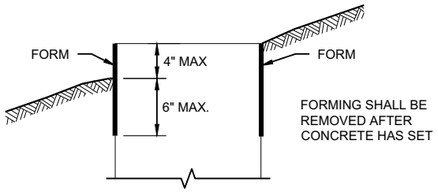
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

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

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

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

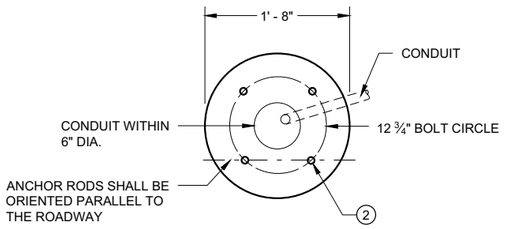
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

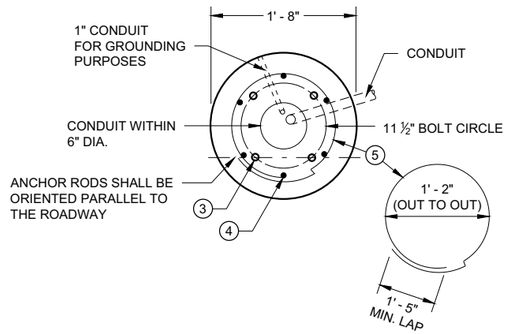
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

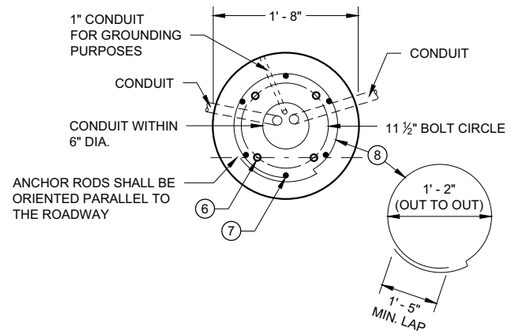
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

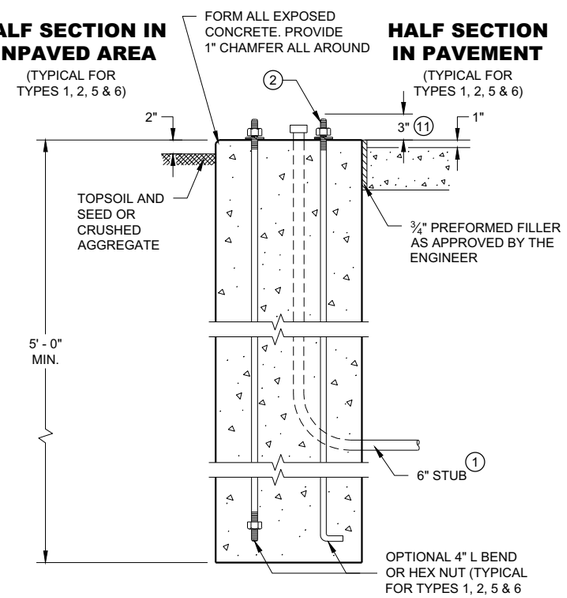
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

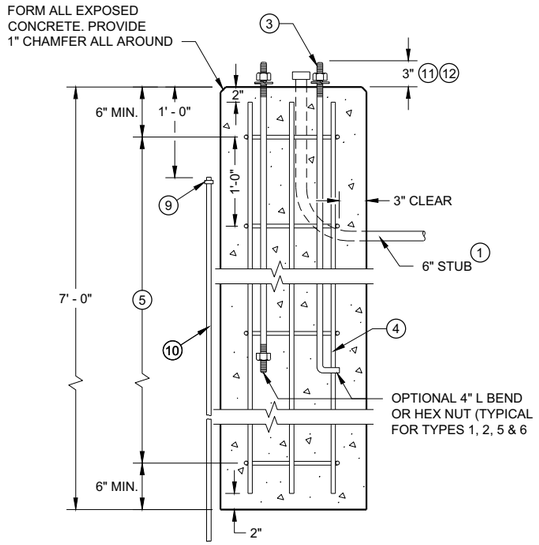
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

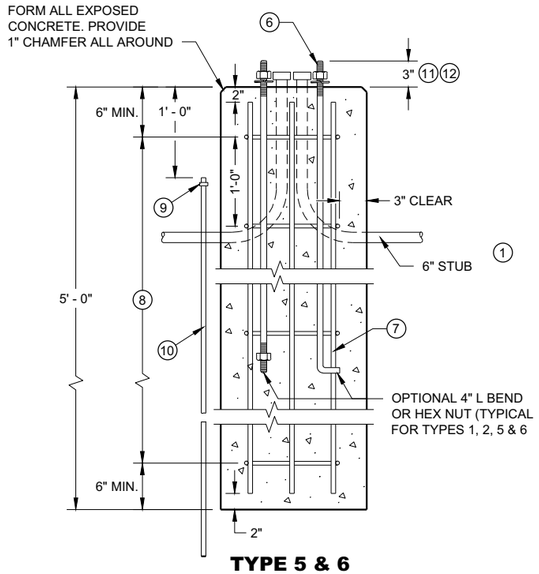
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

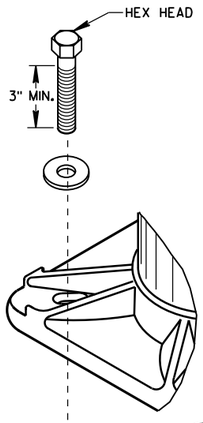
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

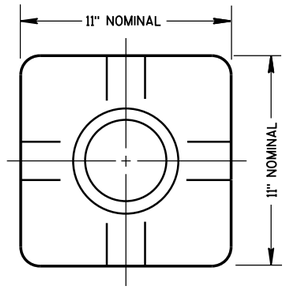
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

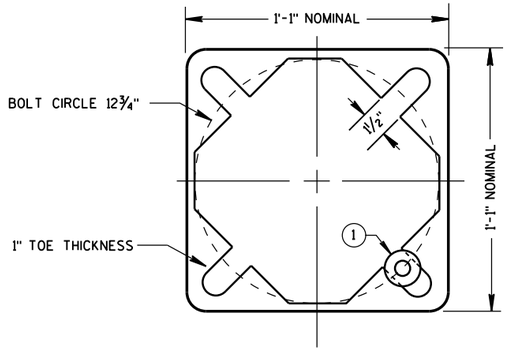
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

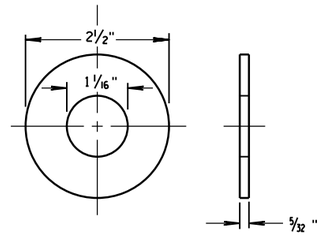




TOP VIEW
(PEDESTAL BASE)

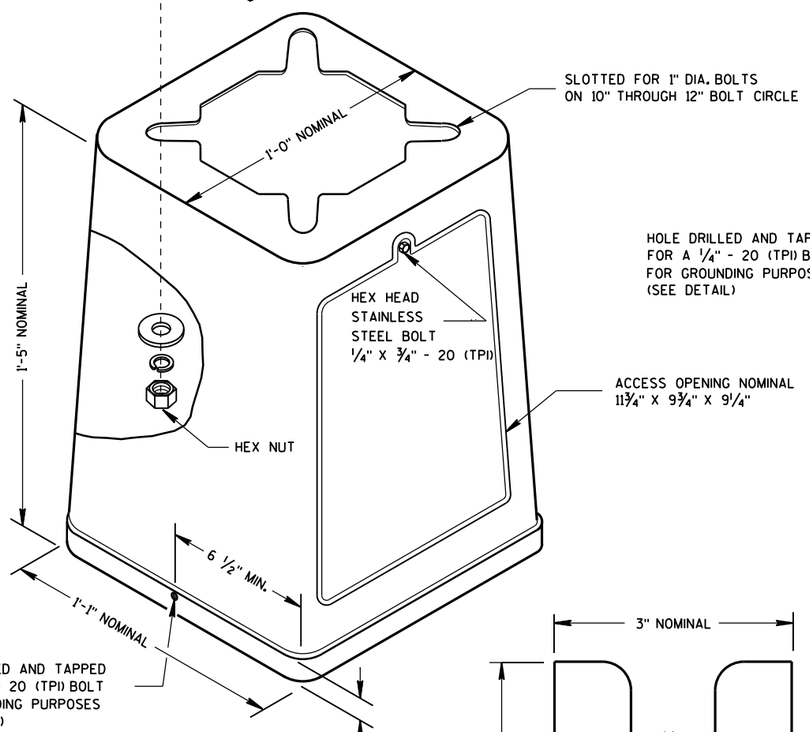


BOTTOM VIEW
(PEDESTAL BASE)

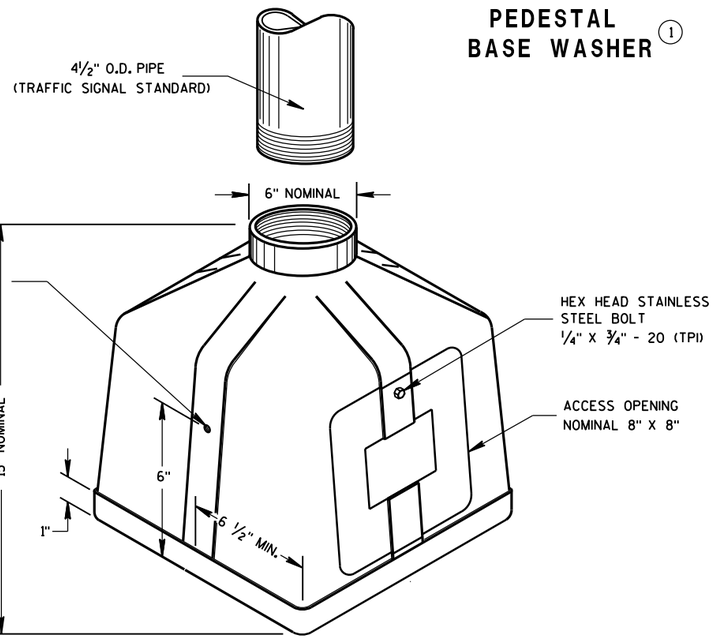


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

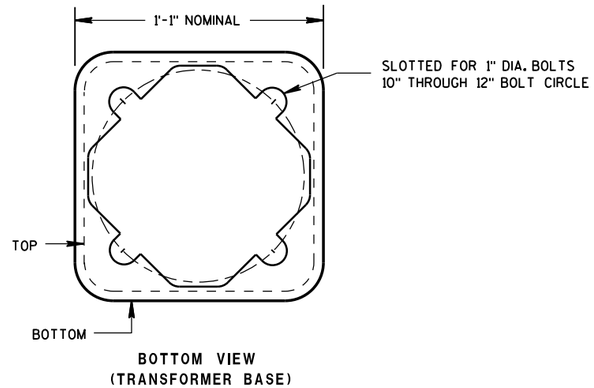
PEDESTAL BASE WASHER (1)



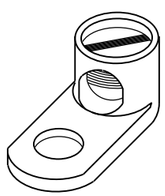
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

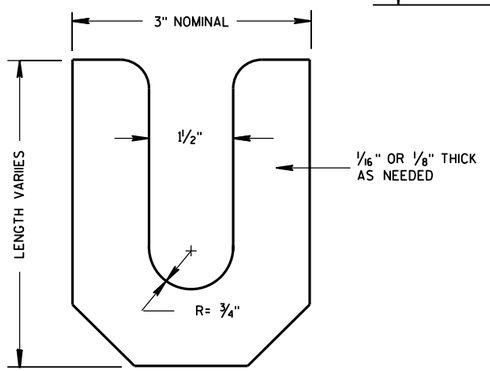


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 3-4

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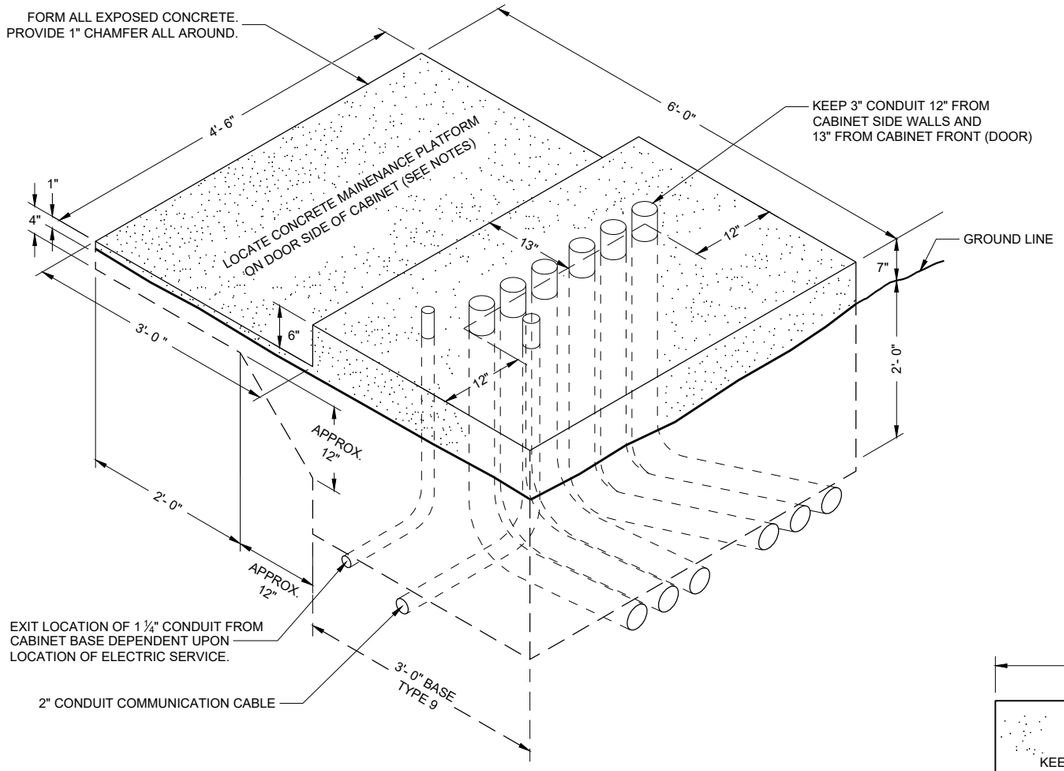
S.D.D. 9 C 3-4

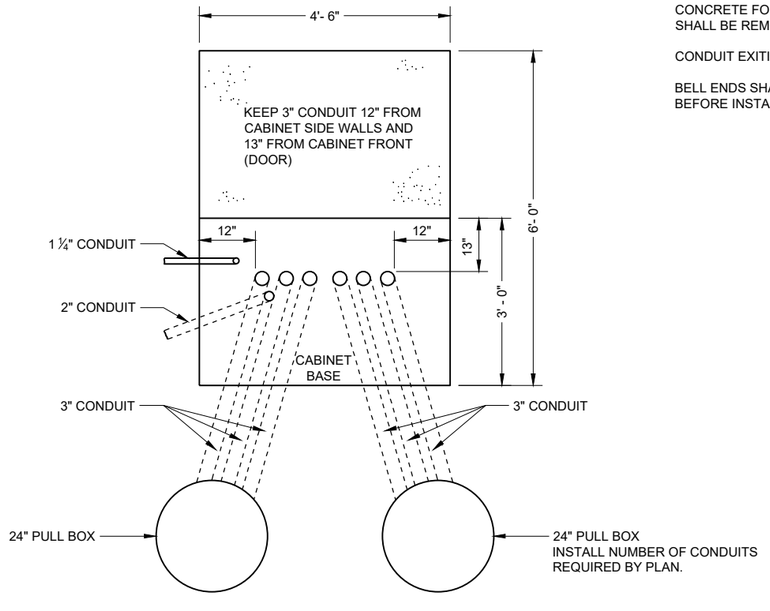
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

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

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

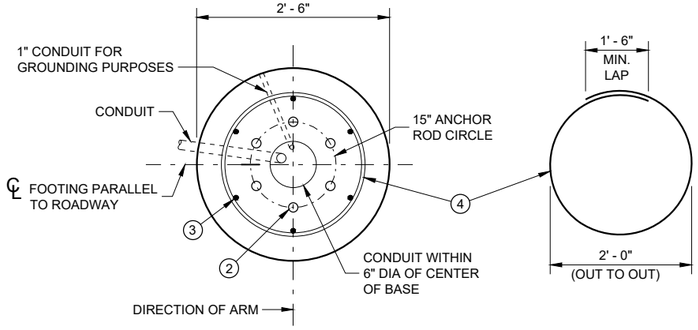
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

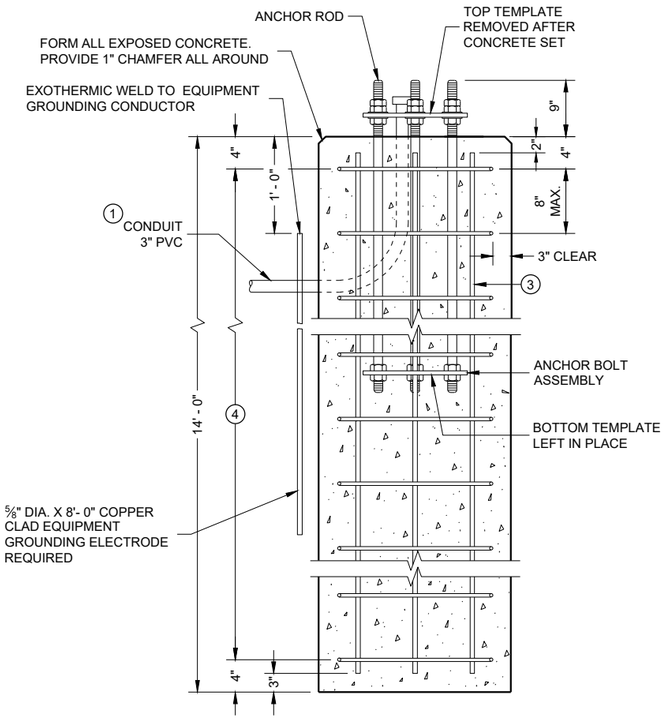
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

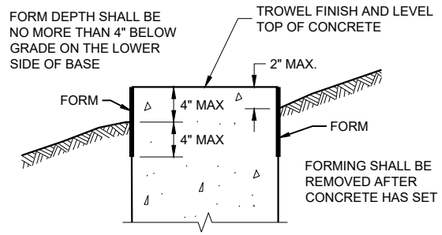
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



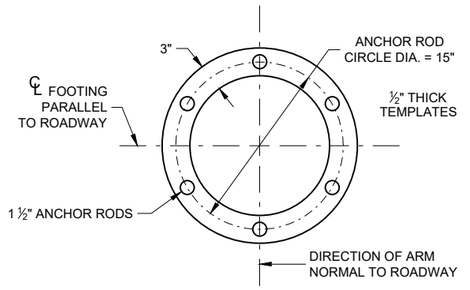


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

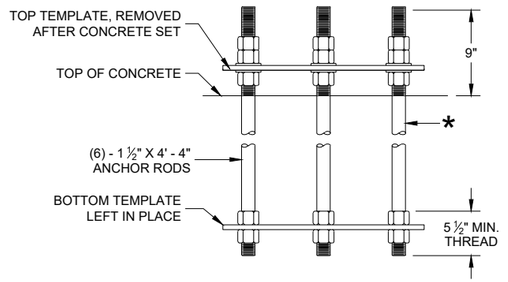
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10

6

SDD 09C11 - 10

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, 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.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC 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 NONMETALLIC 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 NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR 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 CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL 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 THE WRITTEN APPROVAL OF THE ENGINEER.

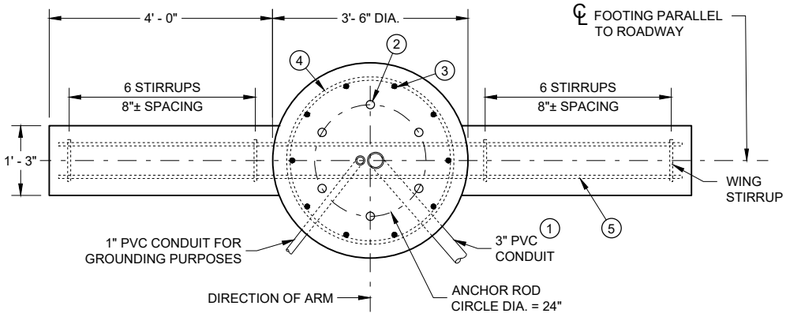
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

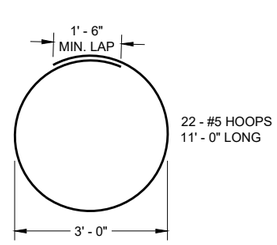
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

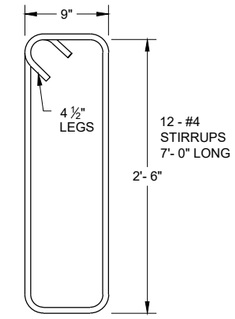
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



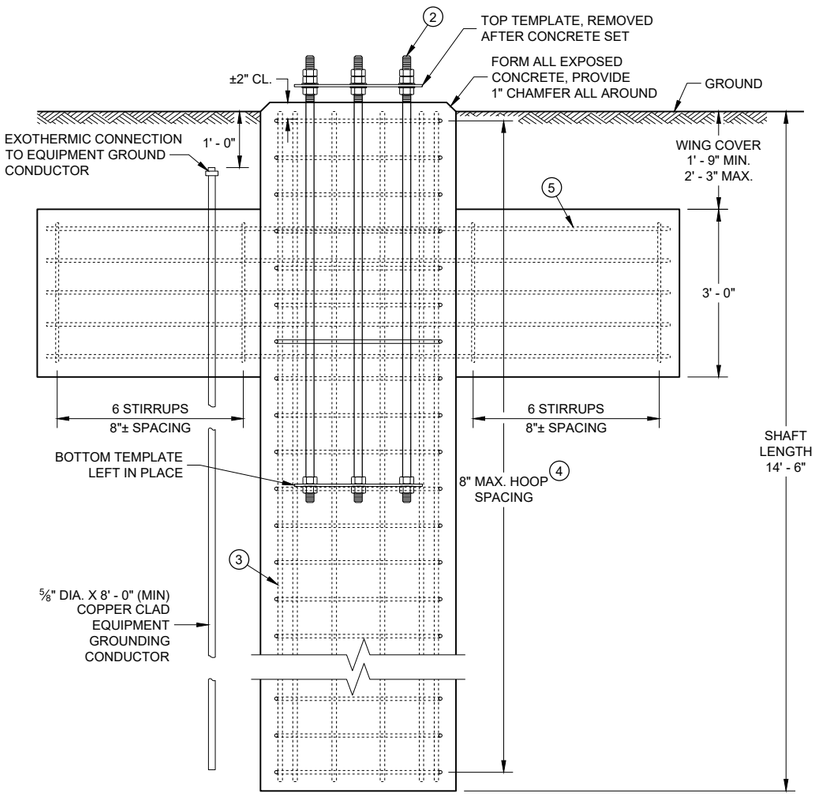
PLAN VIEW



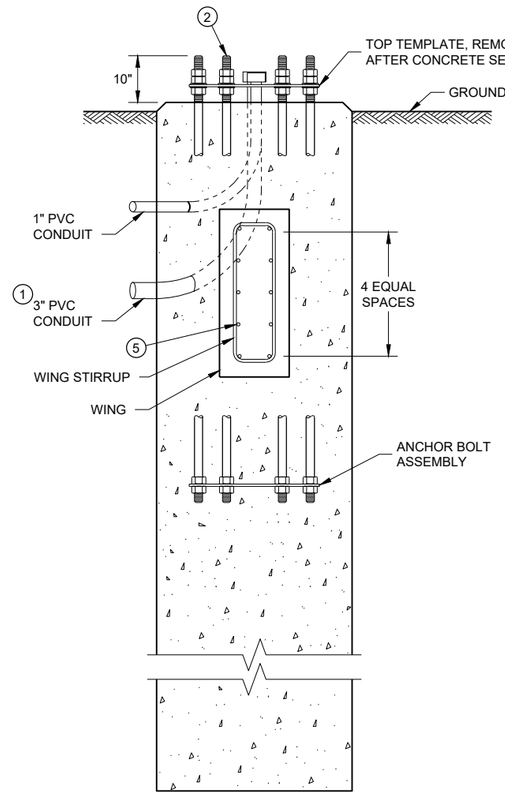
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

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

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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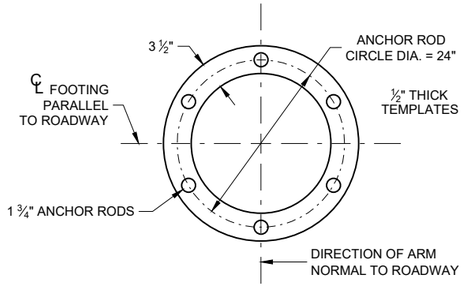
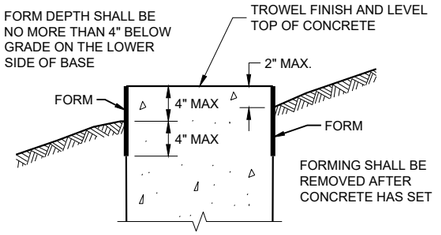
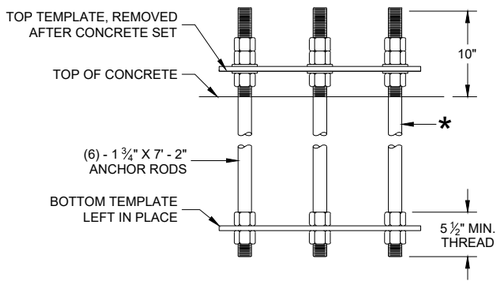
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" 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 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2017
DATE

/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

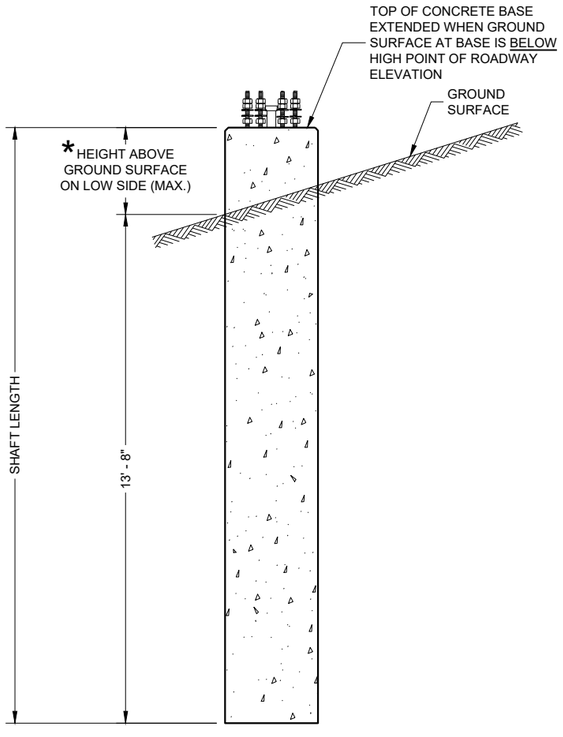
FHWA

6

SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

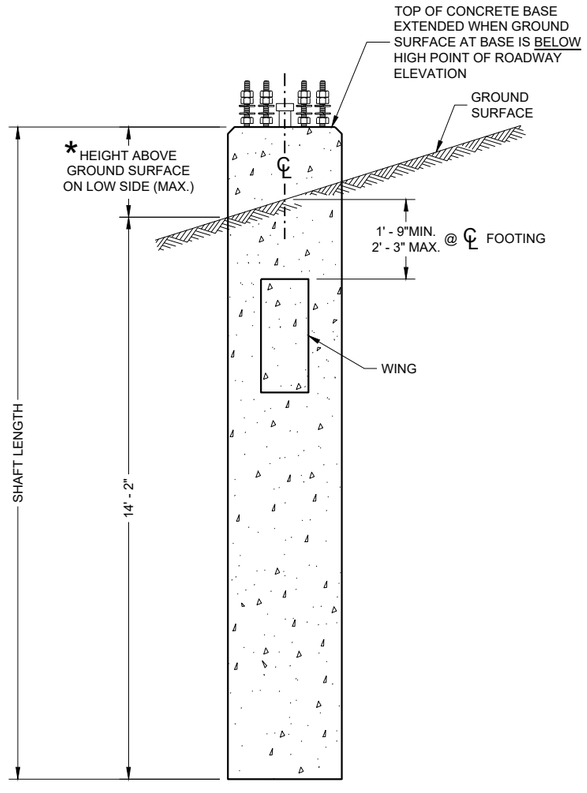
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	22	2.6	180	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	23	2.7	188	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	24	2.8	196	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	24	2.9	196	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	23	6.5	654
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	24	6.6	673
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	24	6.8	680
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	25	7.0	699



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C13 - 03

SDD 09C13 - 03

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

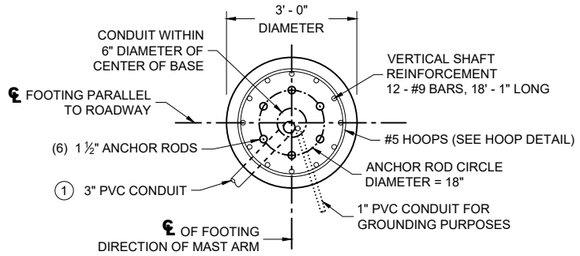
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

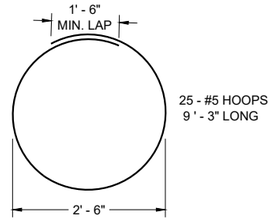
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

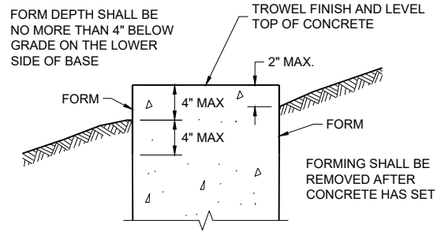
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



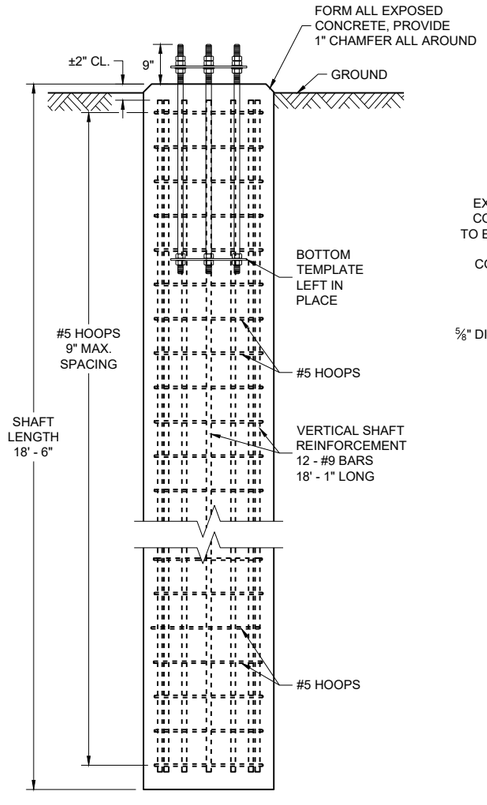
PLAN VIEW



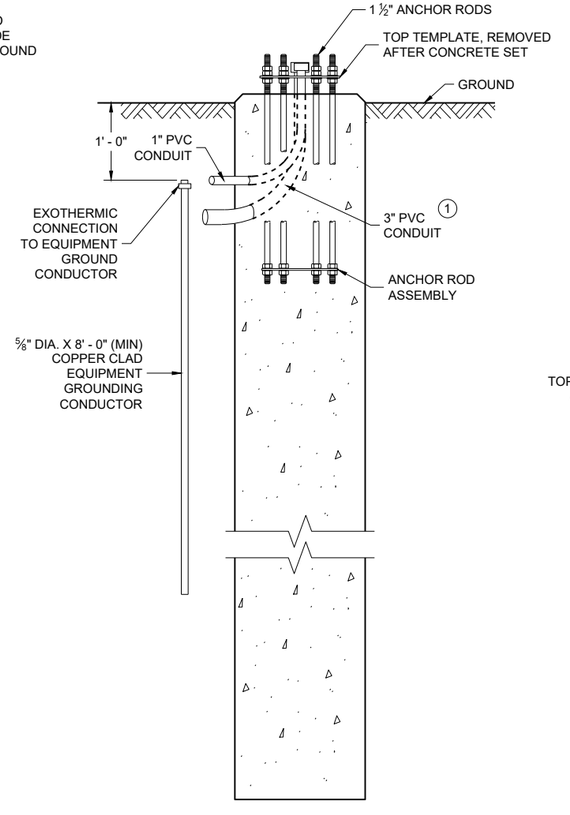
HOOP DETAIL



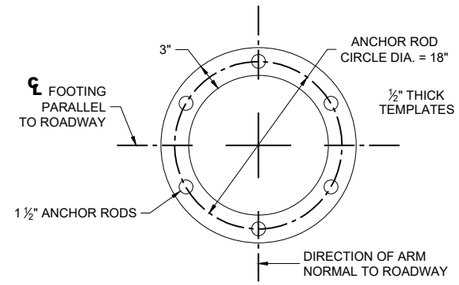
FORMING DETAIL



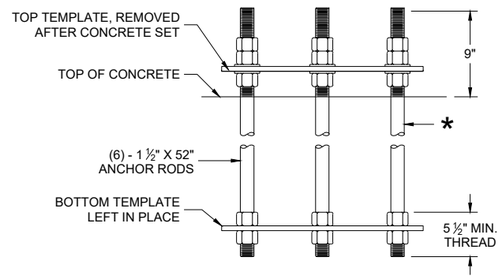
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



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 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES 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 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTURES PROGRAM LEADER

FHWA

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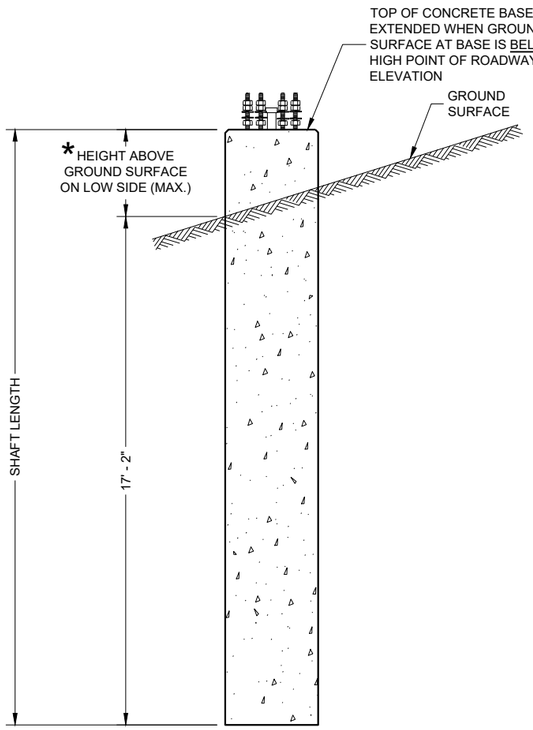
SDD 09C15-02

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 SPECIAL CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #8 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	18' - 0"	17' - 7"	25	4.7	241	563
>6" TO 1' - 0"	1' - 4"	18' - 6"	18' - 1"	25	4.8	241	579
>1' - 0" TO 1' - 6"	1' - 10"	19' - 0"	18' - 7"	26	5.0	251	595
>1' - 6" TO 2 - 0"	2' - 4"	19' - 6"	19' - 1"	27	5.1	260	611



CONCRETE BASE TYPE 10 SPECIAL (EXTENDED)

CONCRETE BASE TYPE 10 SPECIAL EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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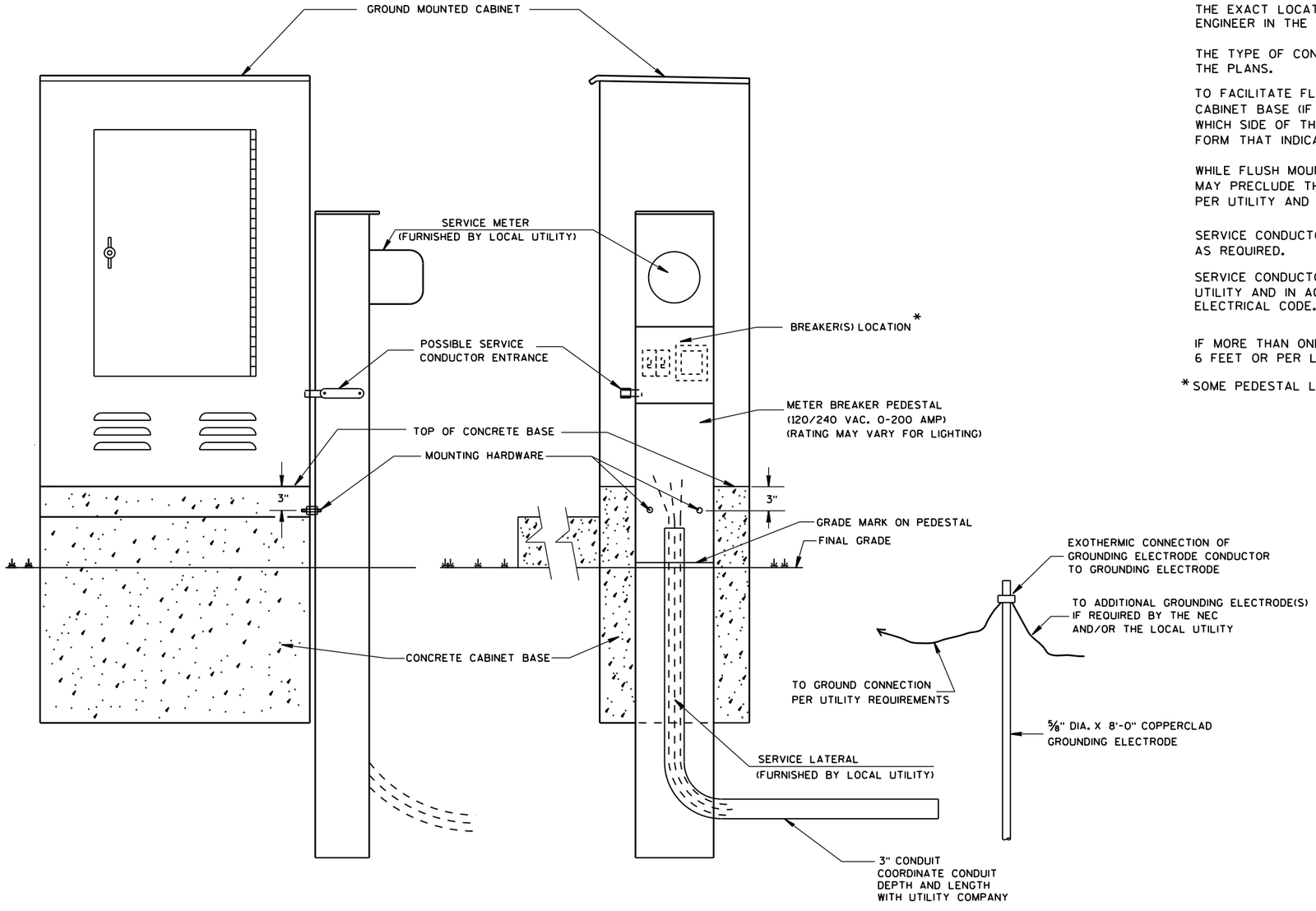
SDD 09C16-01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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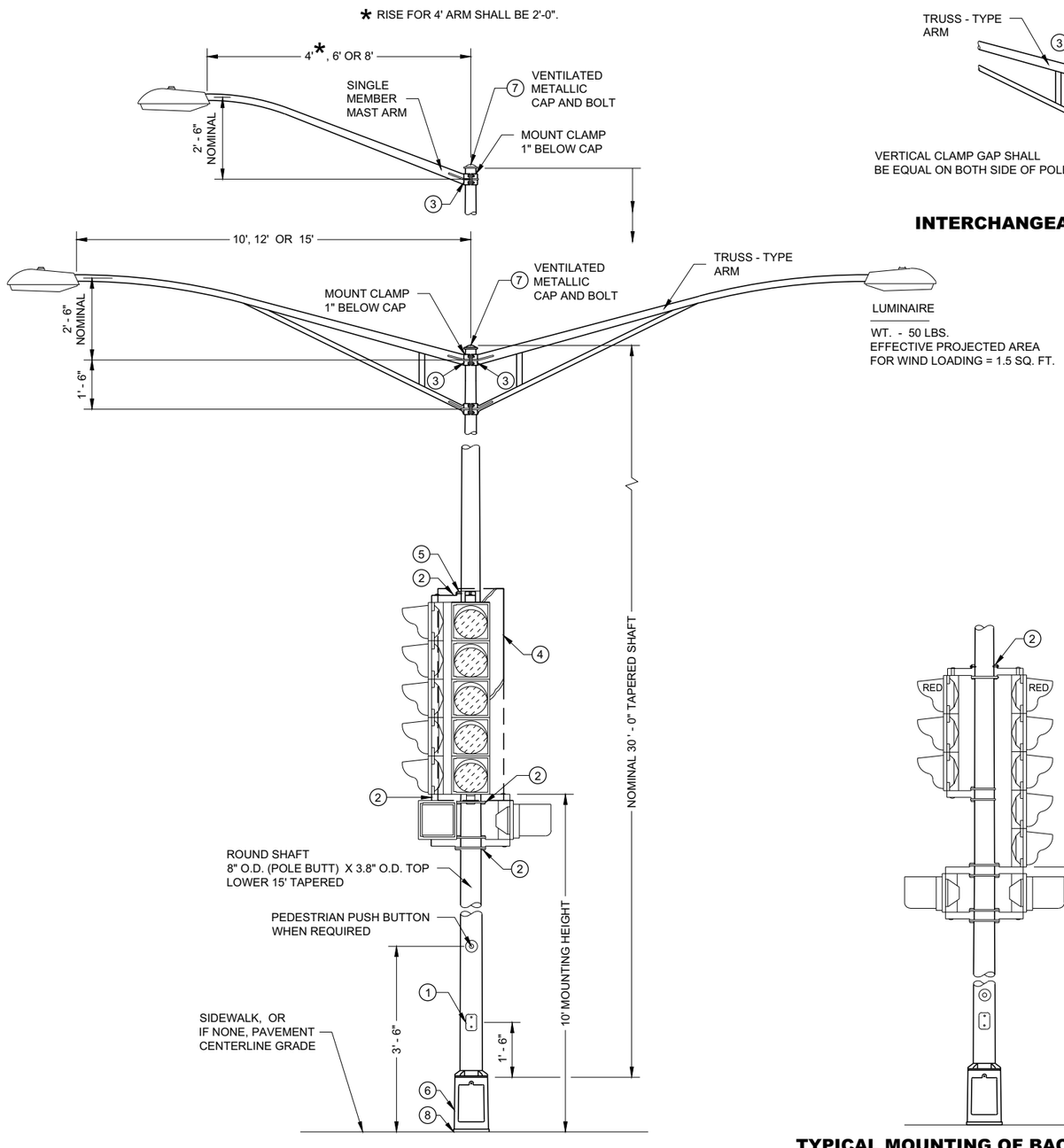
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

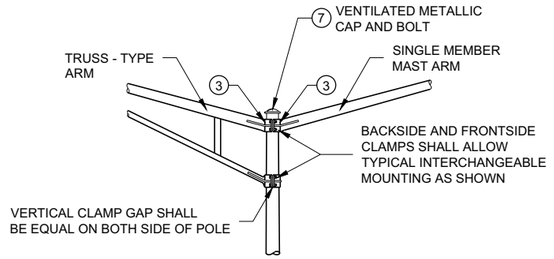
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA



(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

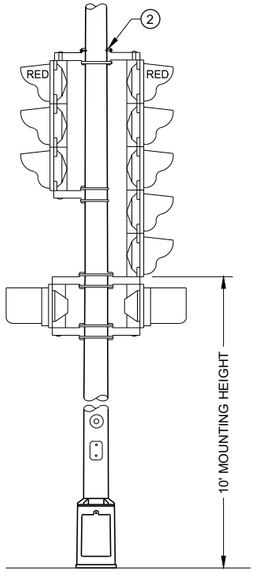
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

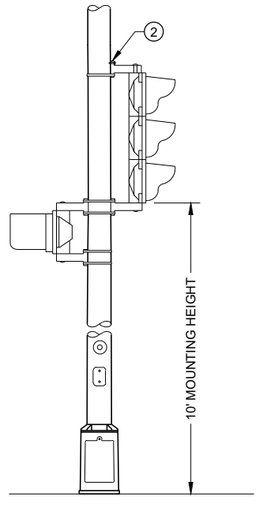
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

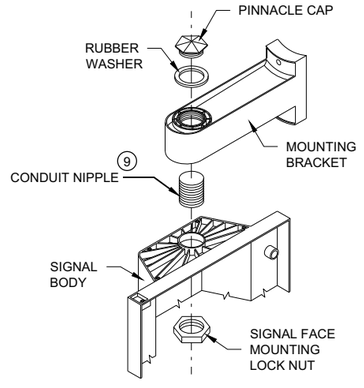
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09E01 - 15c

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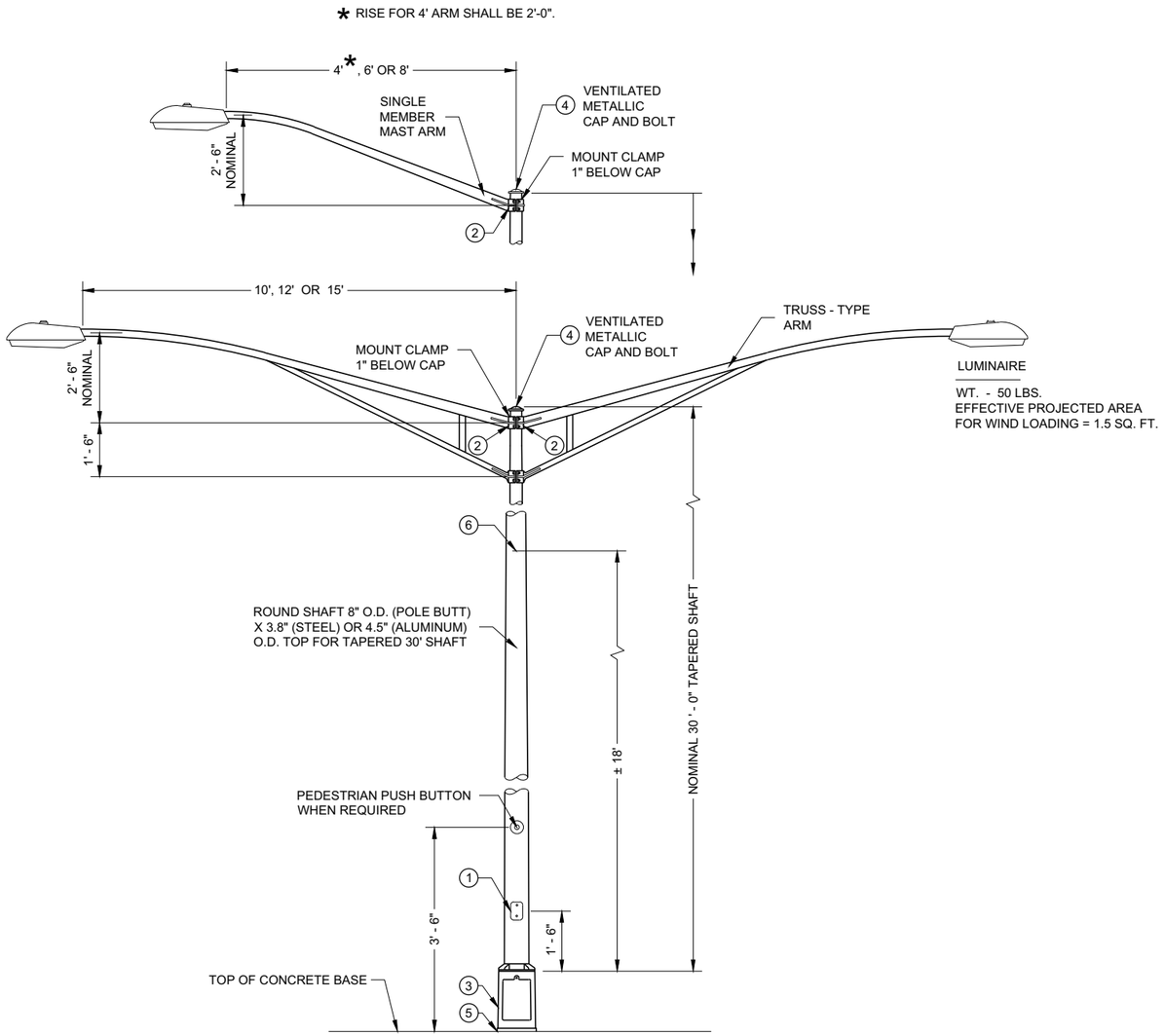


TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

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

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

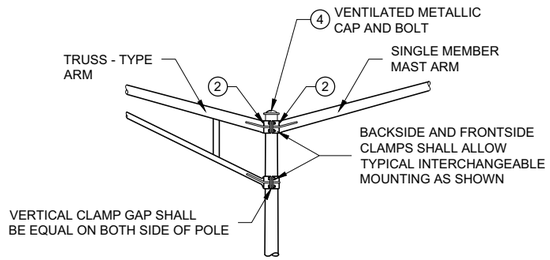
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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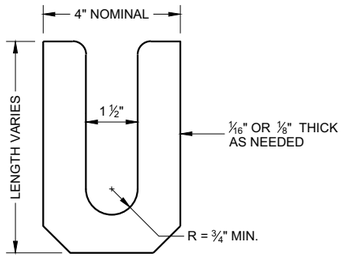
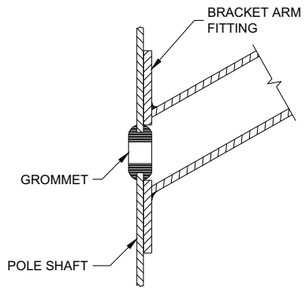
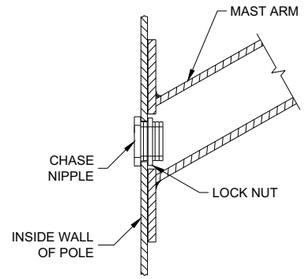
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

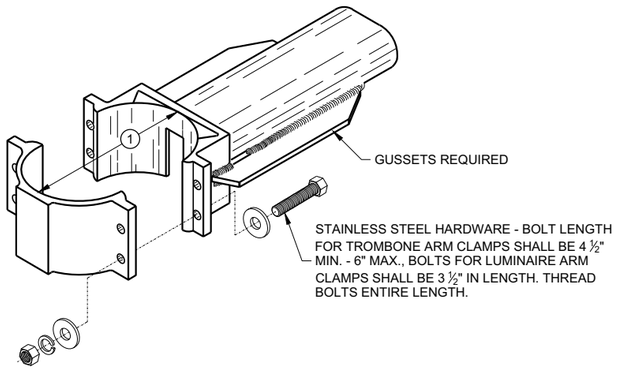
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

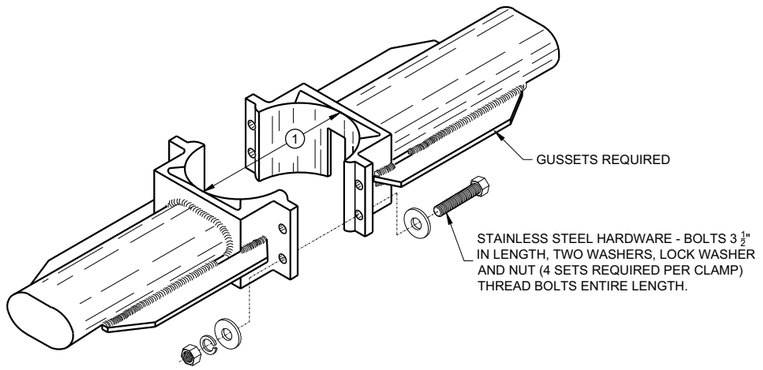
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

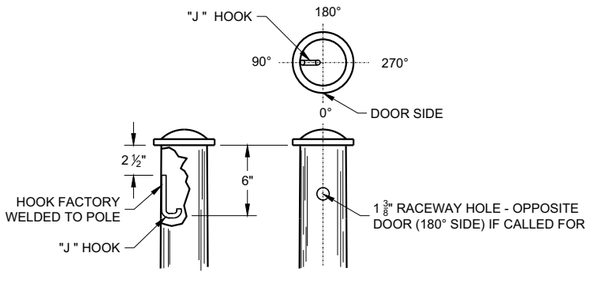
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



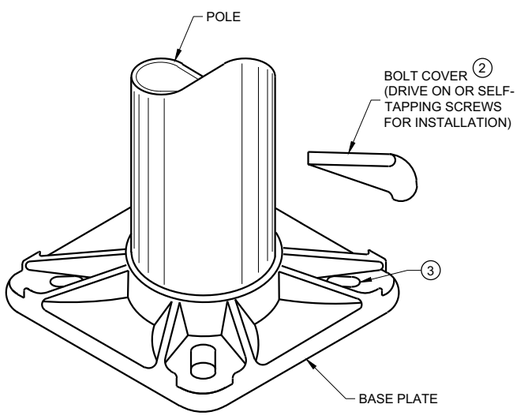
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



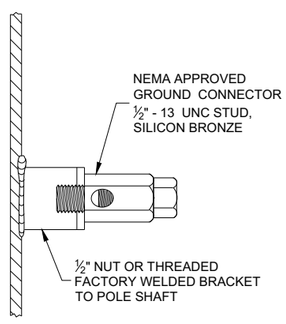
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

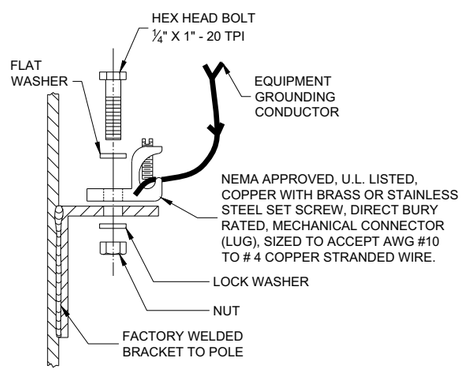


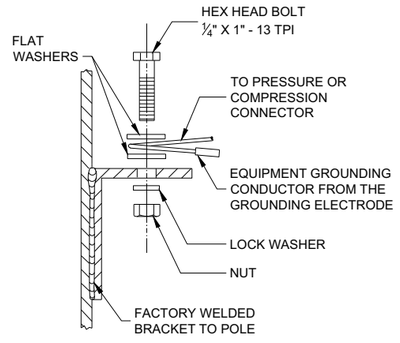
TYPICAL "J" HOOK LOCATION



BASE PLATE







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

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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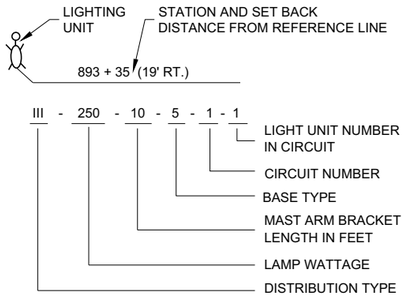
SDD 09E01 - 15g

GENERAL NOTES

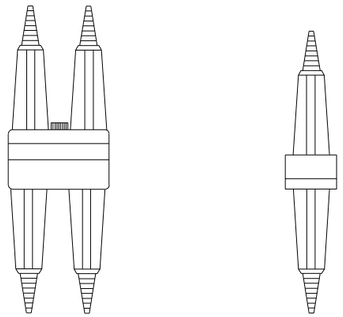
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

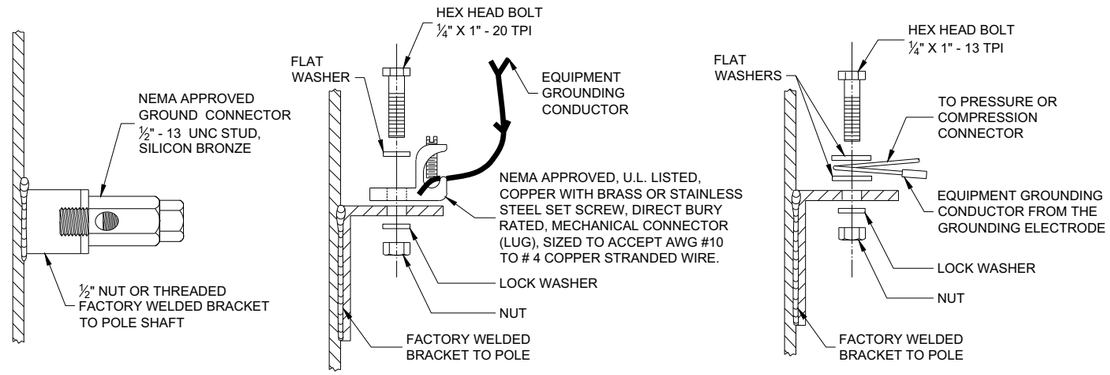


LIGHTING UNIT CODE
(TYPICAL)

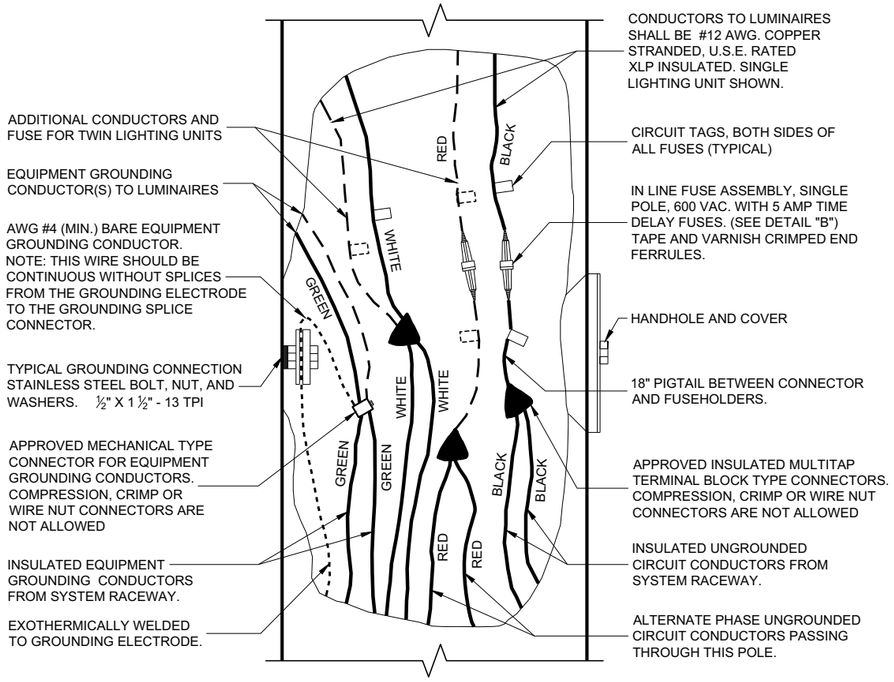


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

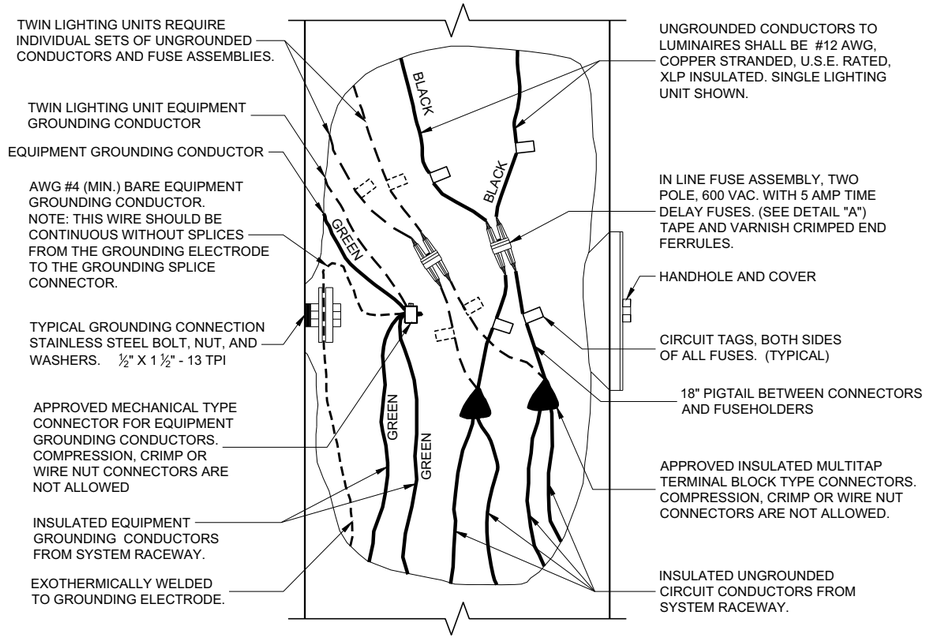
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
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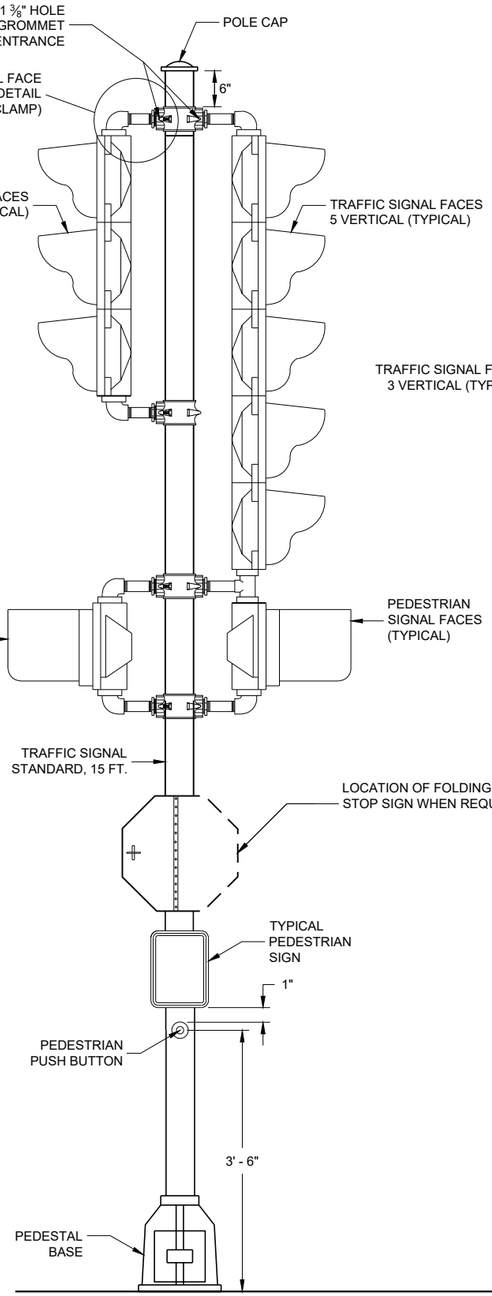
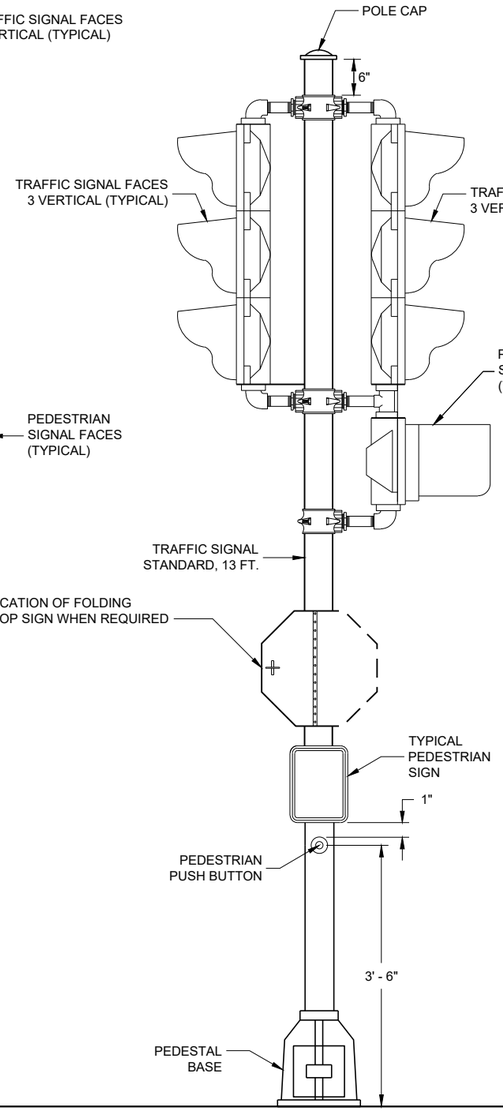
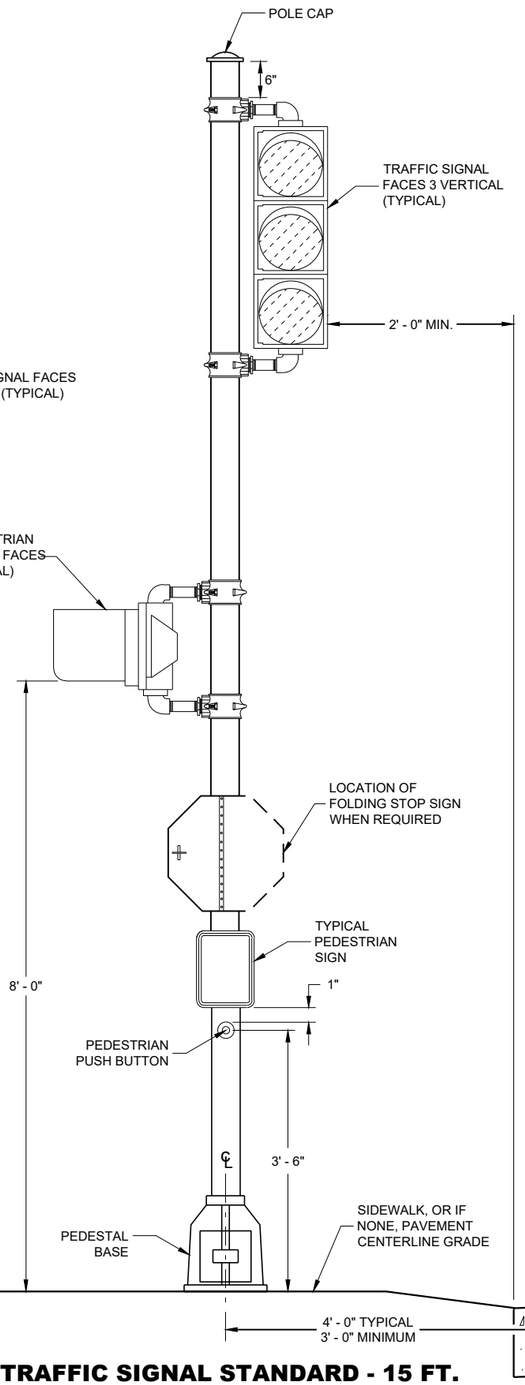


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

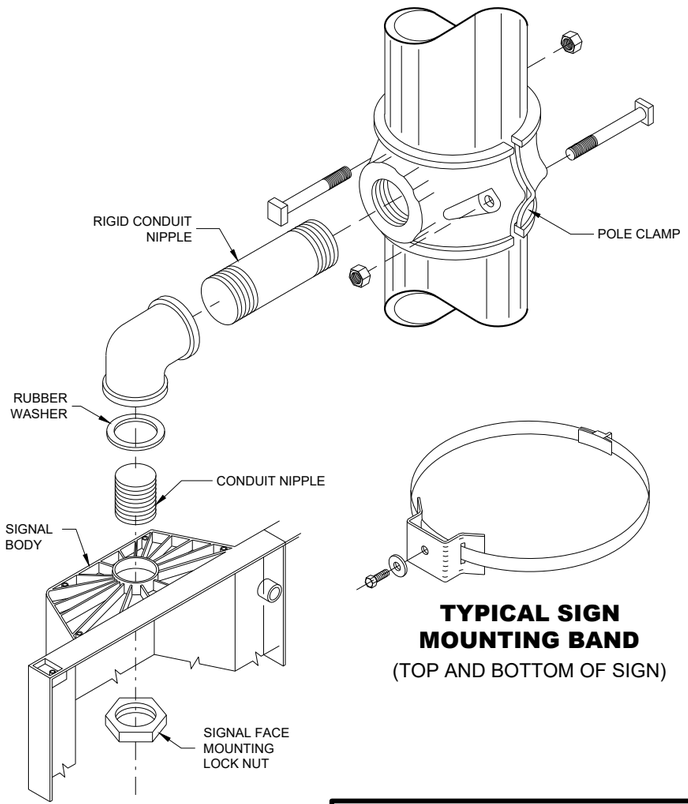
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL (ORNAMENTAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
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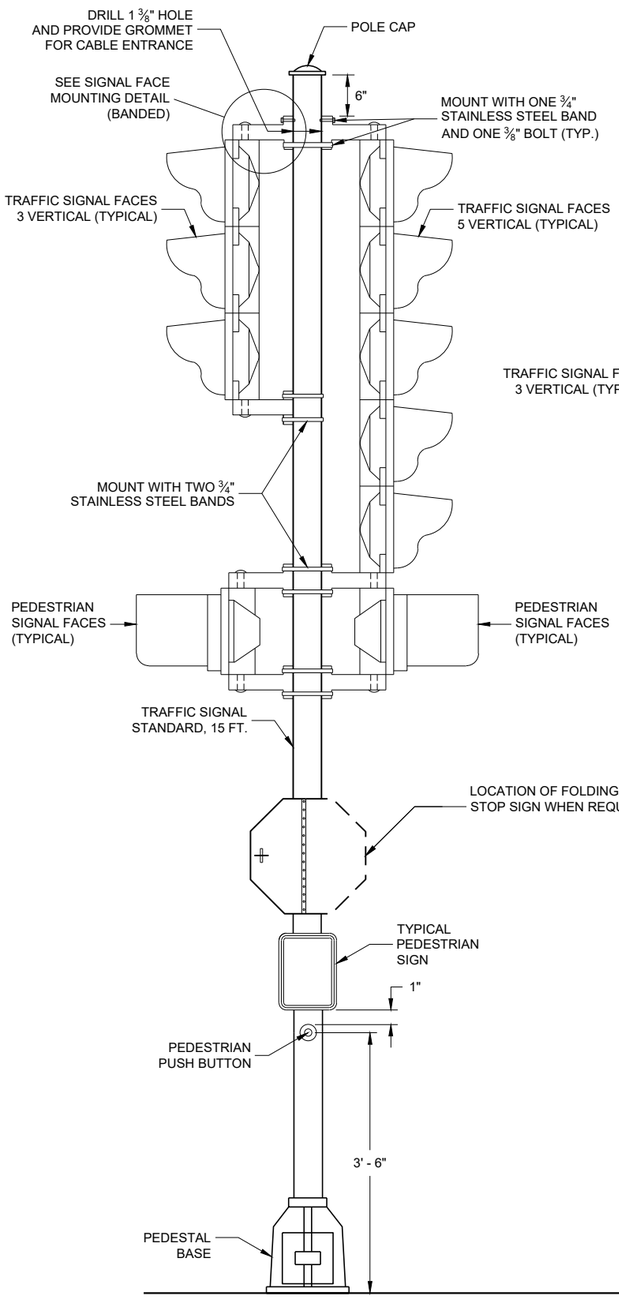
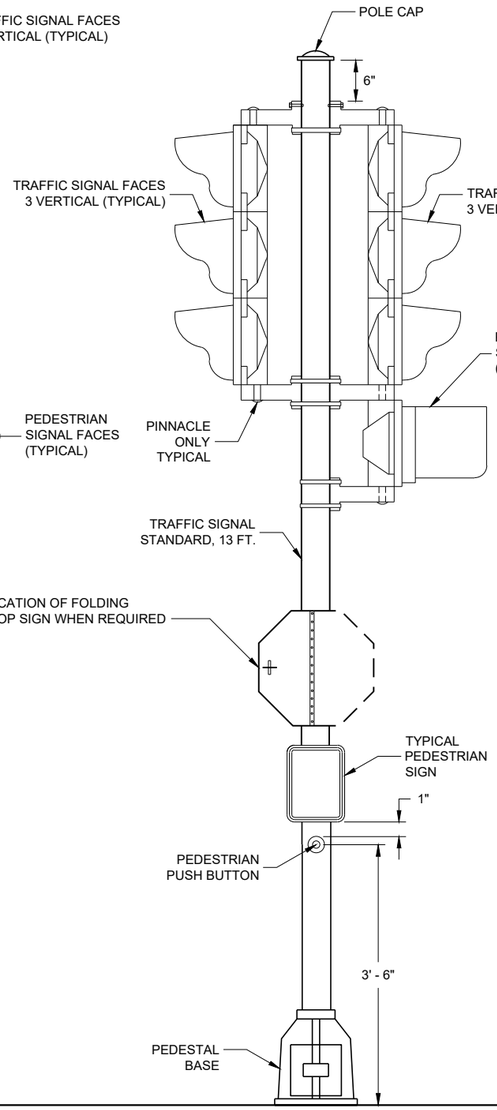
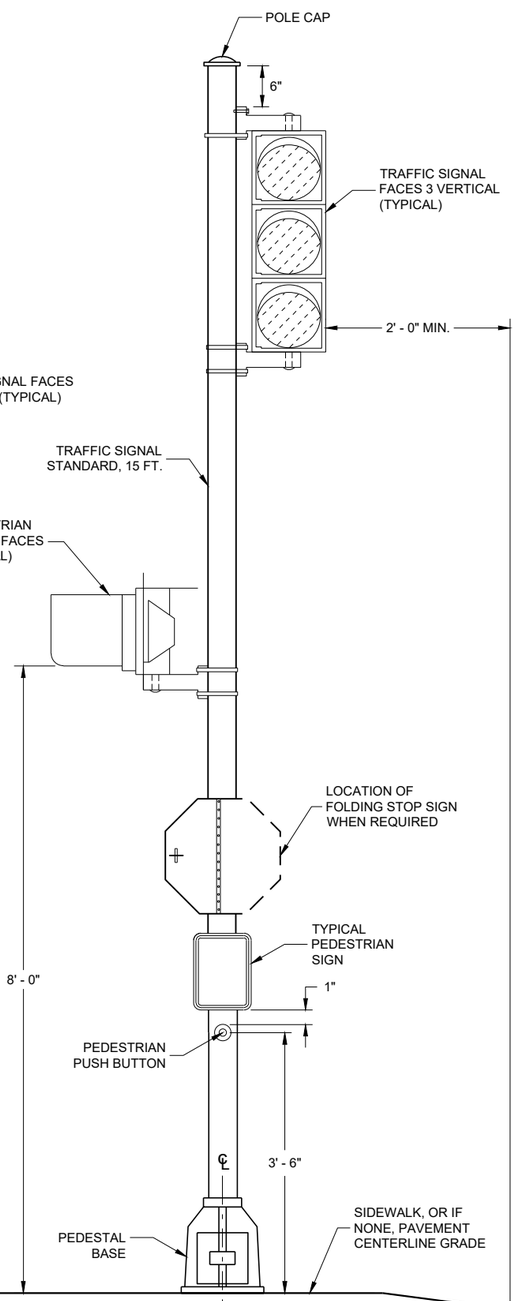


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

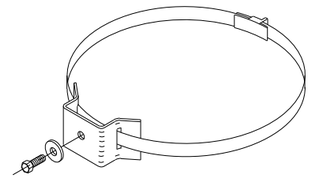
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

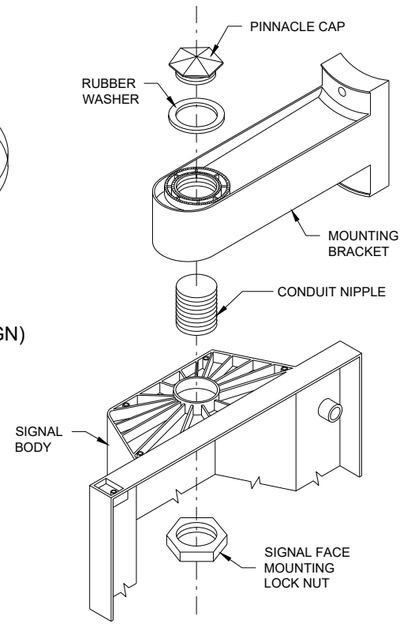
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

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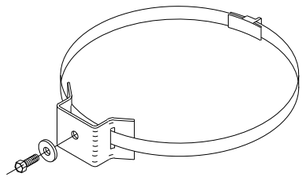
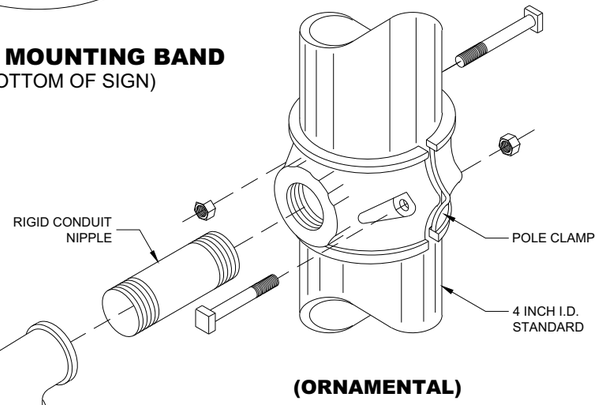
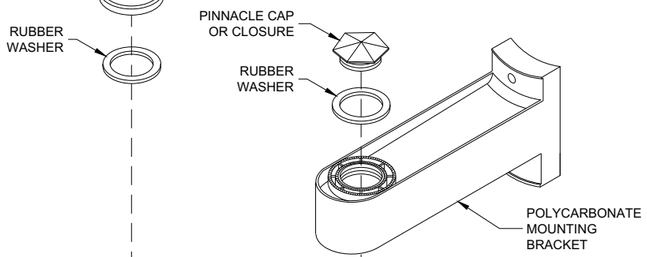


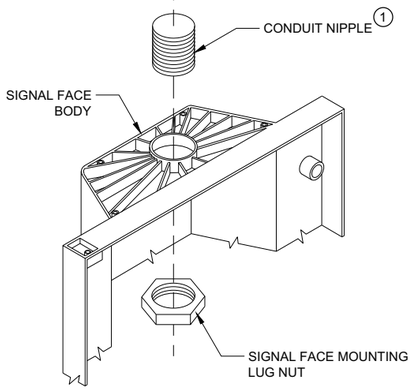
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



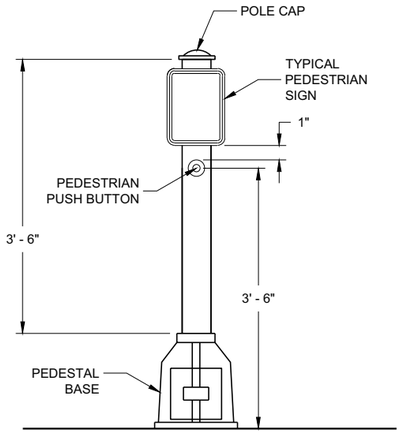
(ORNAMENTAL)



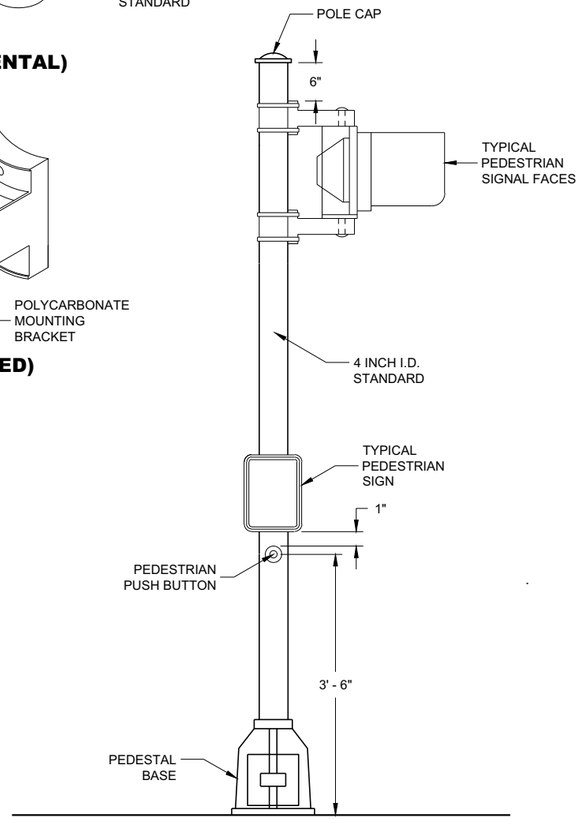
(BANDED)



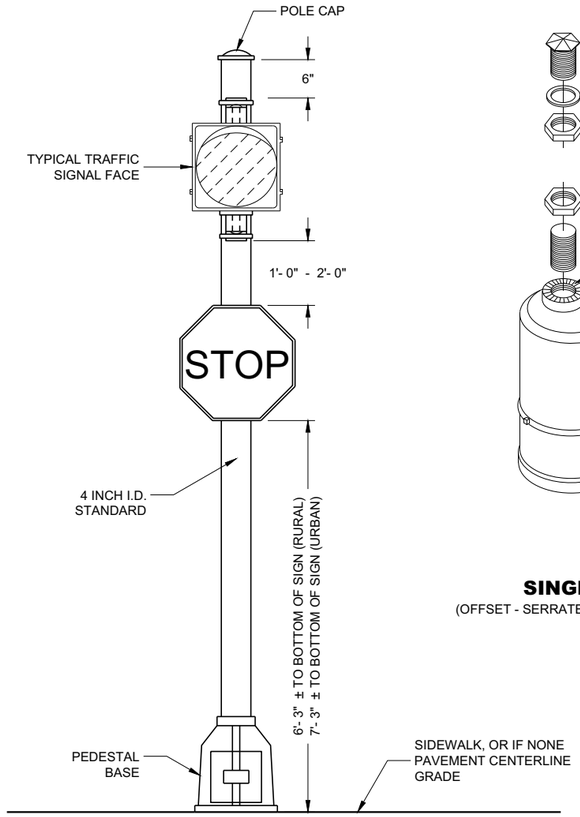
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



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



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

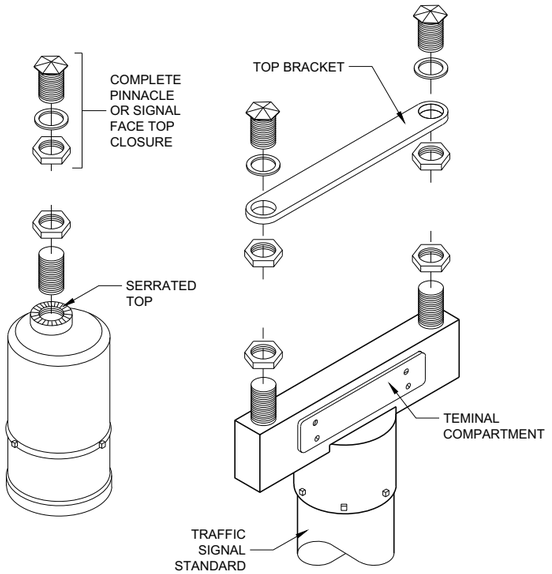
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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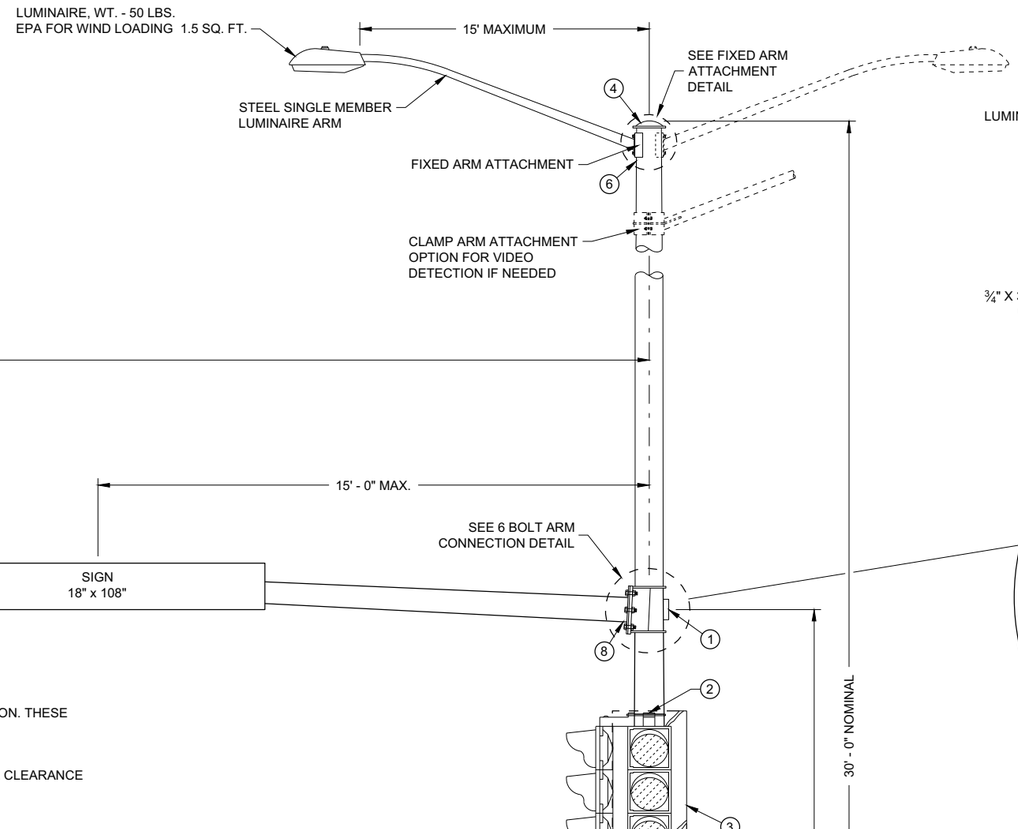
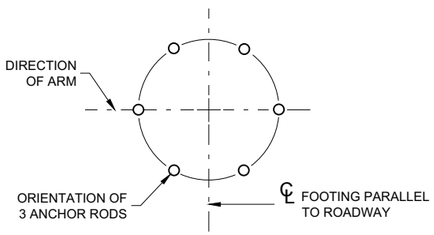
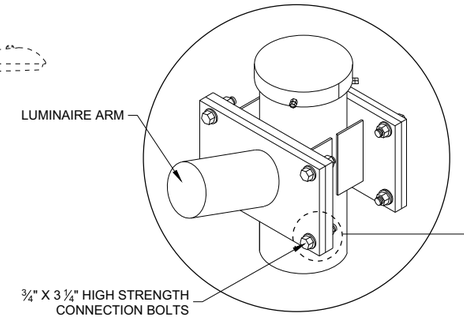


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

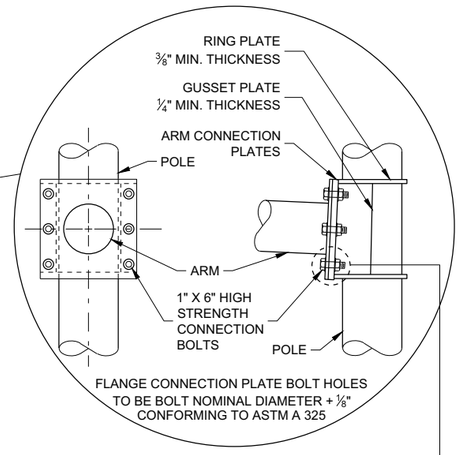
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



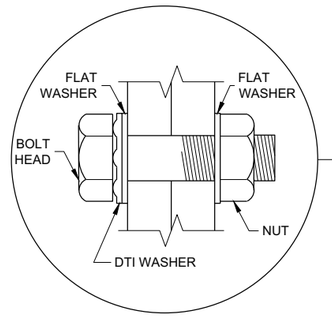
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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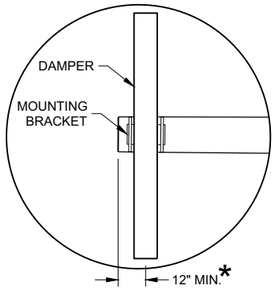
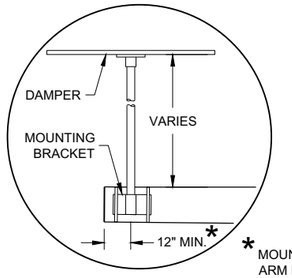
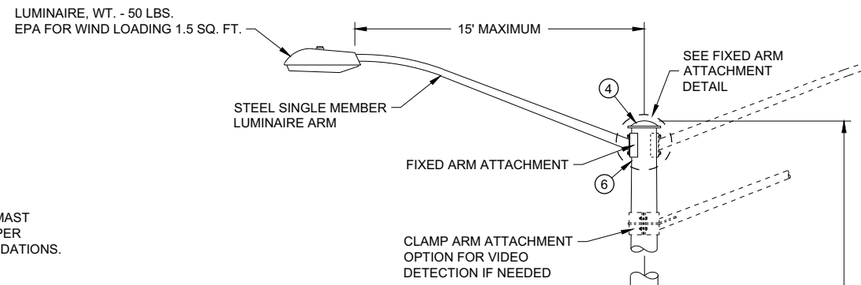


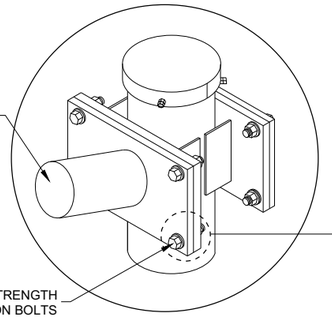
DUMBBELL VIBRATION DAMPER



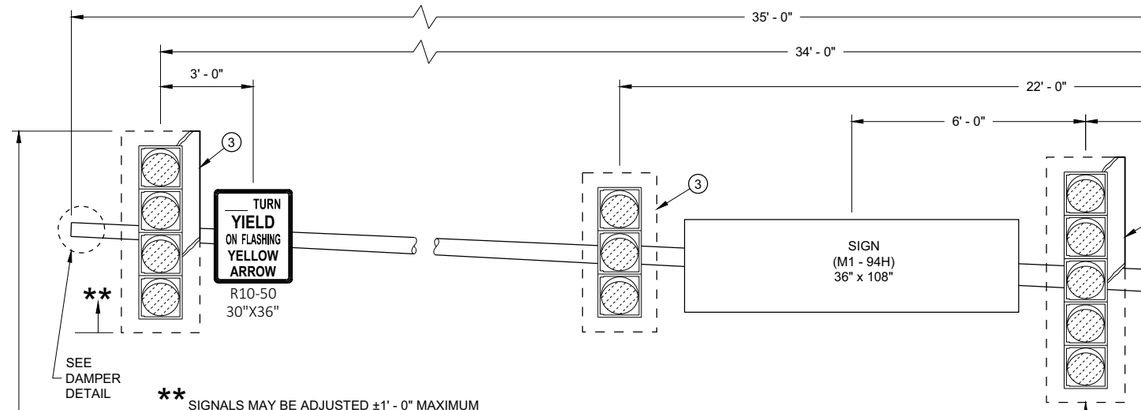
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

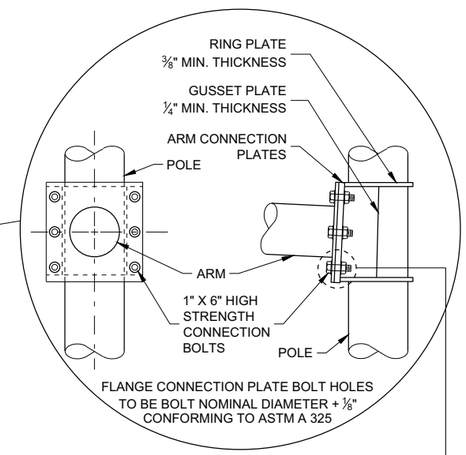




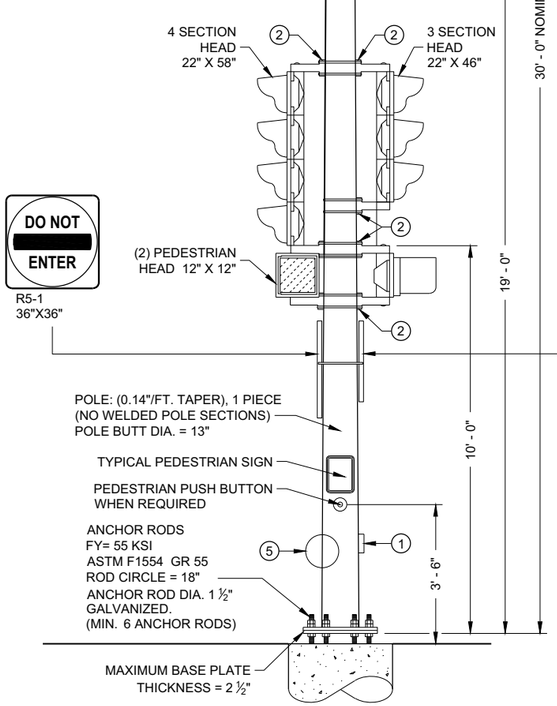
FIXED ARM ATTACHMENT DETAIL

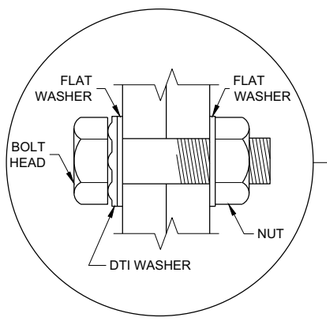


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

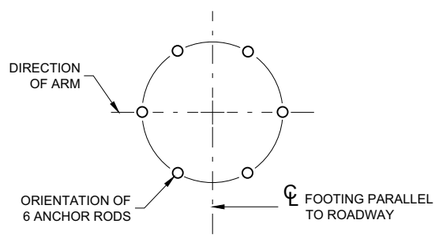


6 BOLT ARM CONNECTION DETAIL

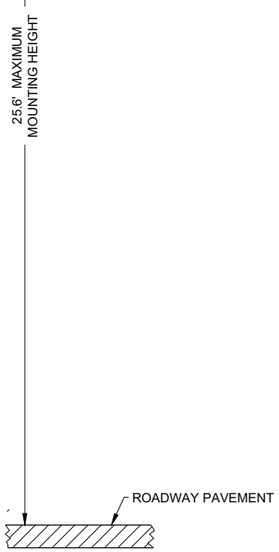


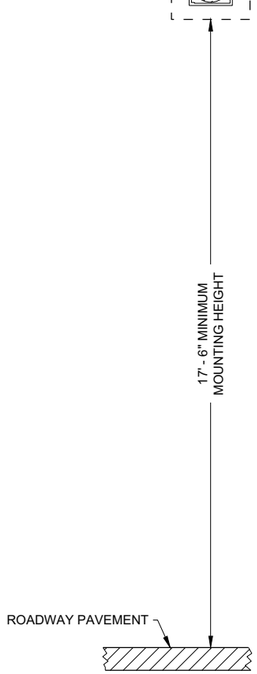


RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION





TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
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August 2020
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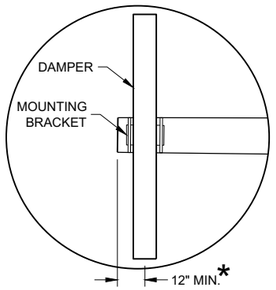
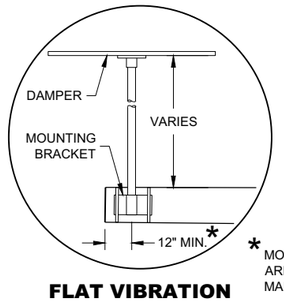
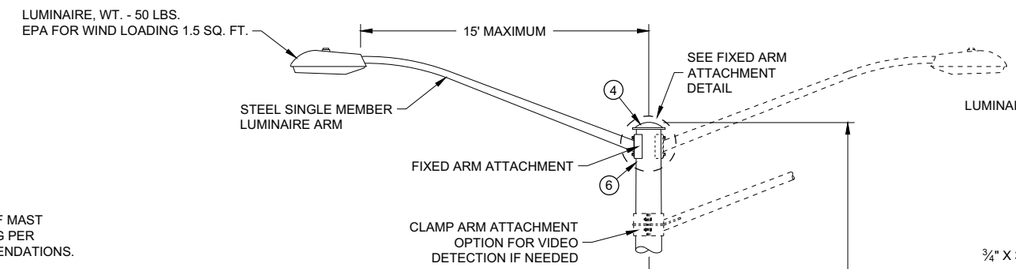


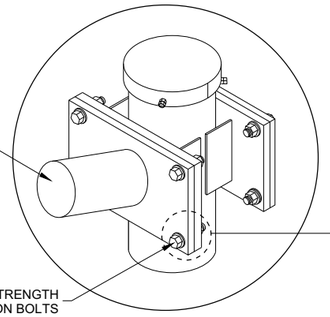
DUMBBELL VIBRATION DAMPER



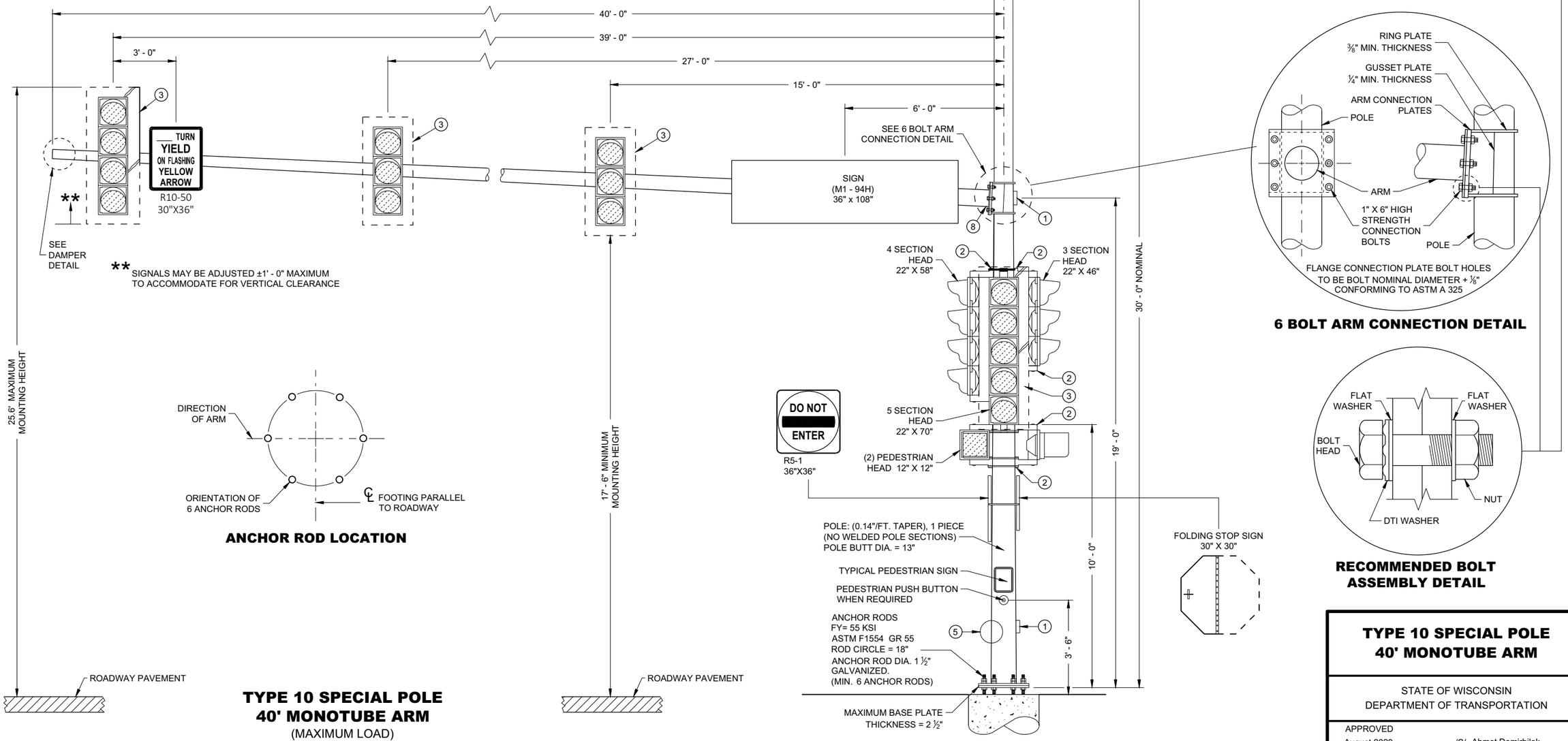
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



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

ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
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August 2020
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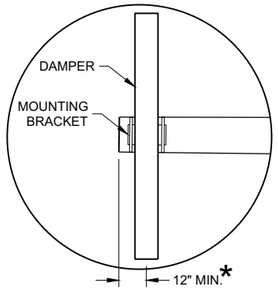
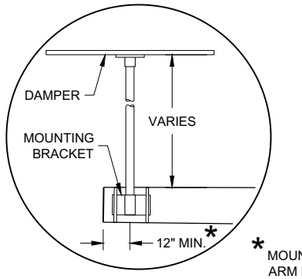
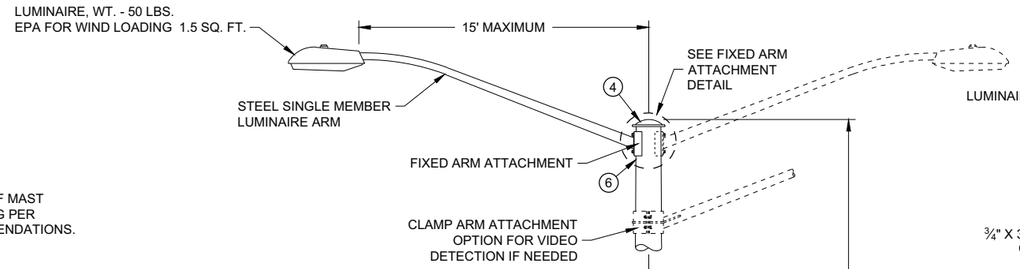


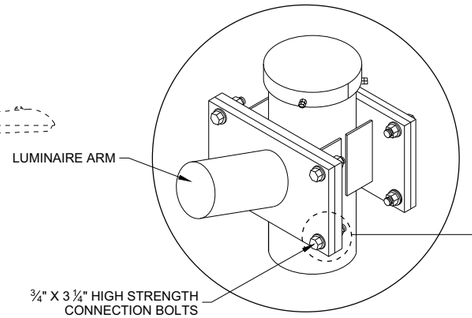
DUMBBELL VIBRATION DAMPER



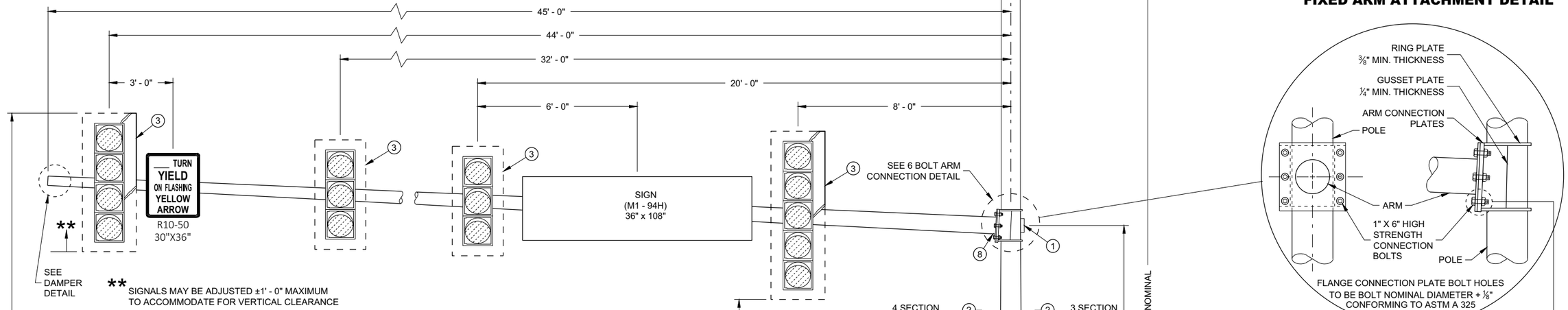
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

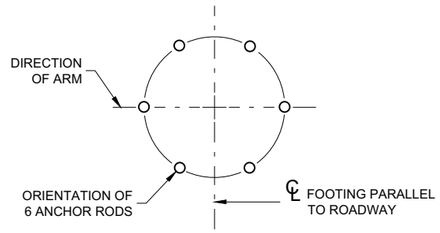




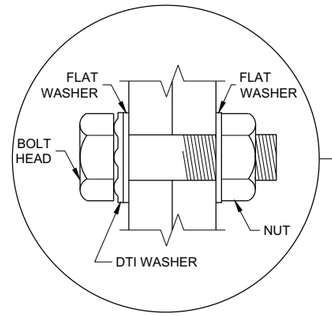
FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



ANCHOR ROD LOCATION



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
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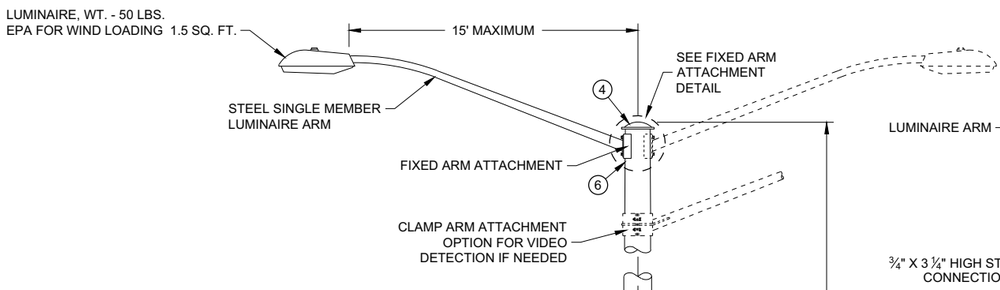
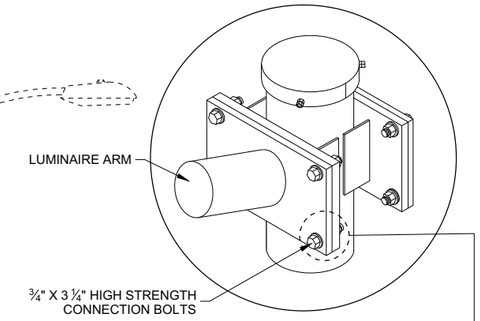
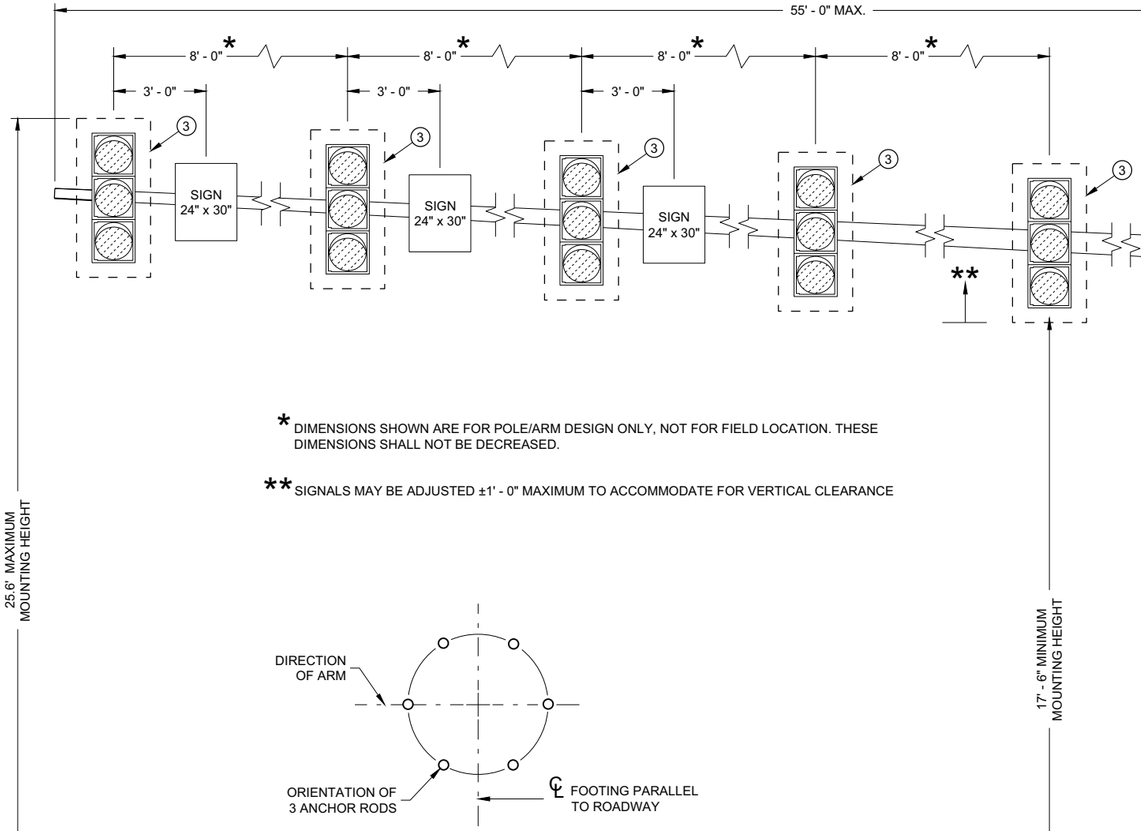
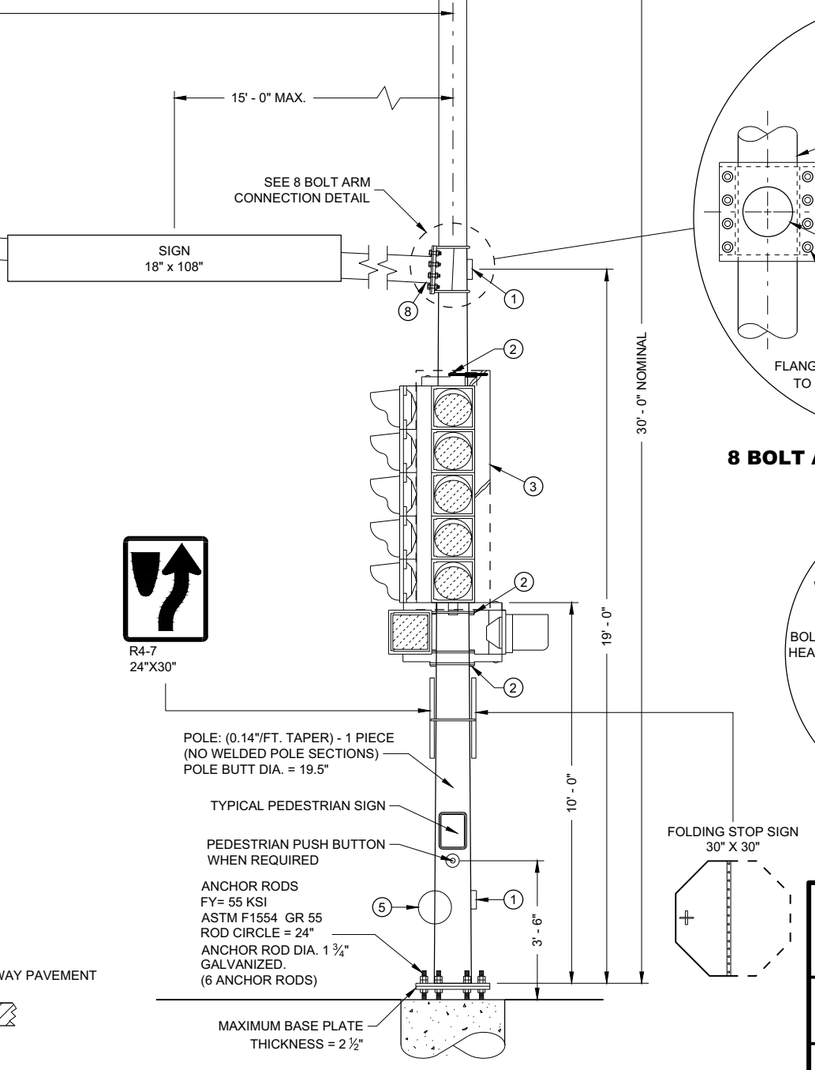
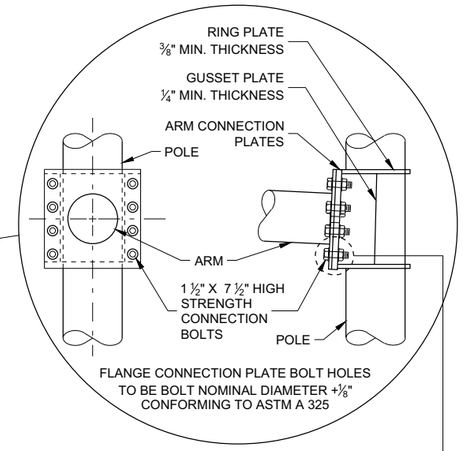




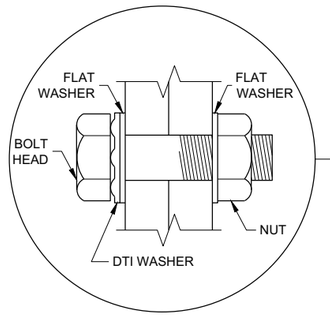
FIXED ARM ATTACHMENT DETAIL







8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

* 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 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 152

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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

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

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

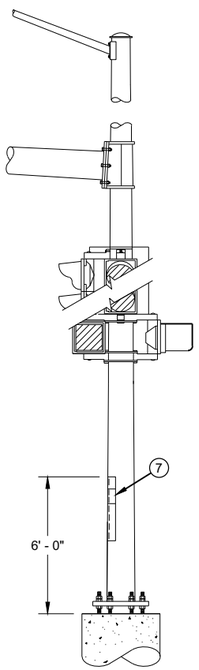
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

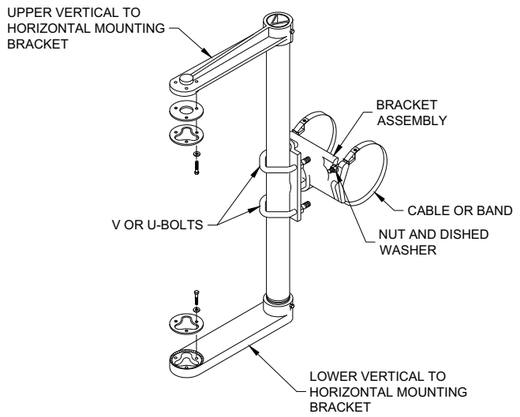
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

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

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

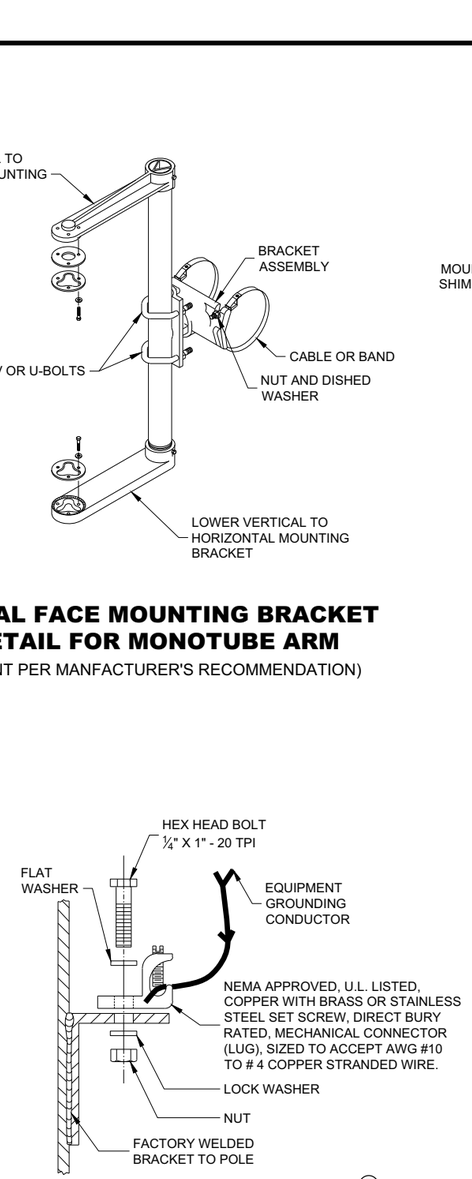


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



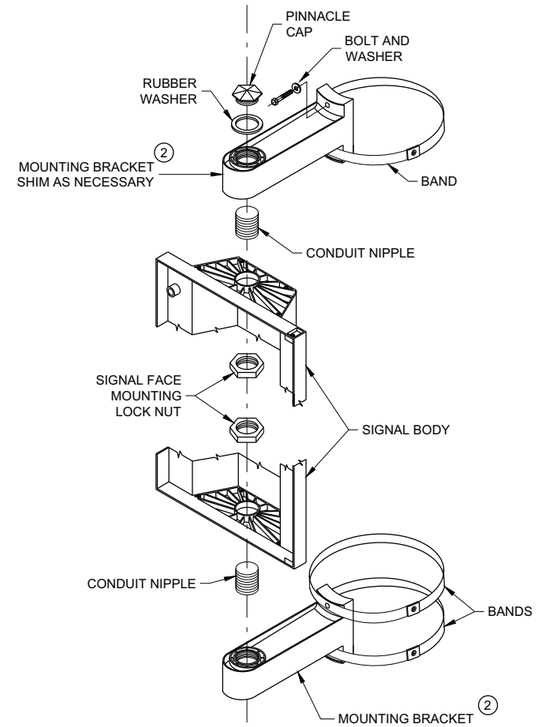
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

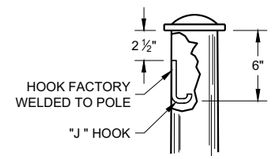


TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

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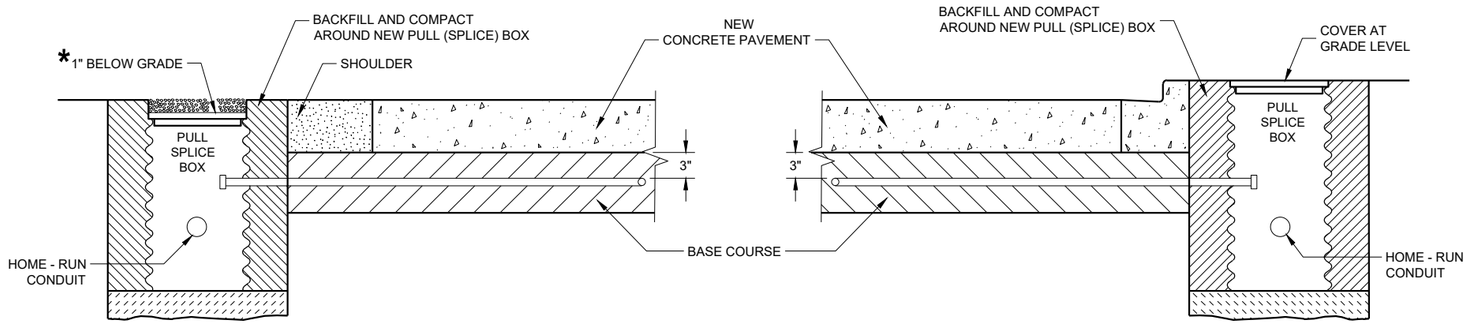


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

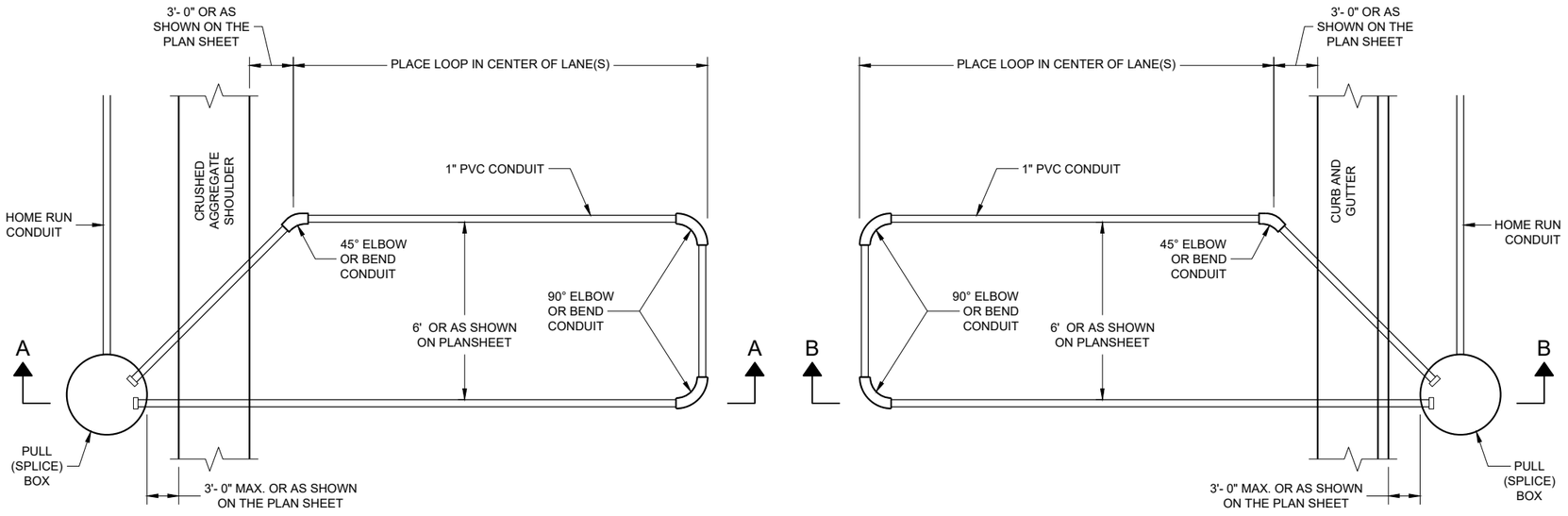
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

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

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



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
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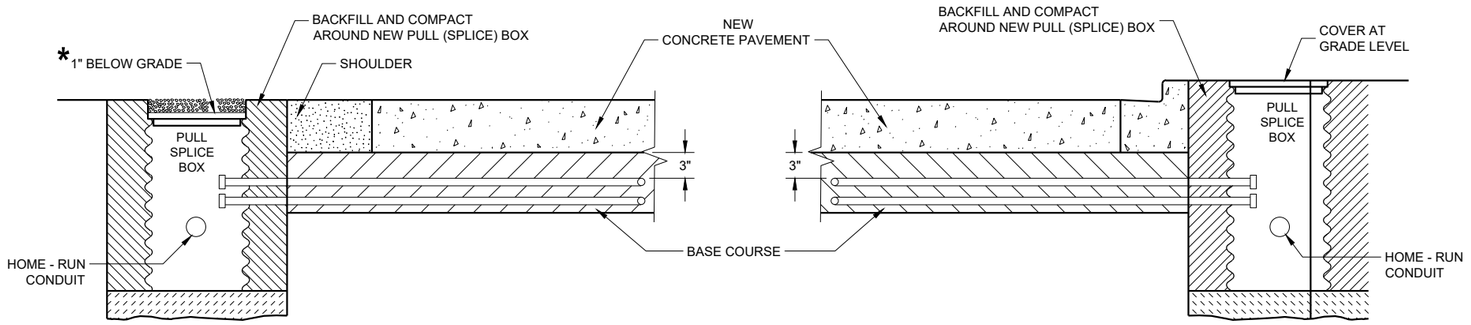


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

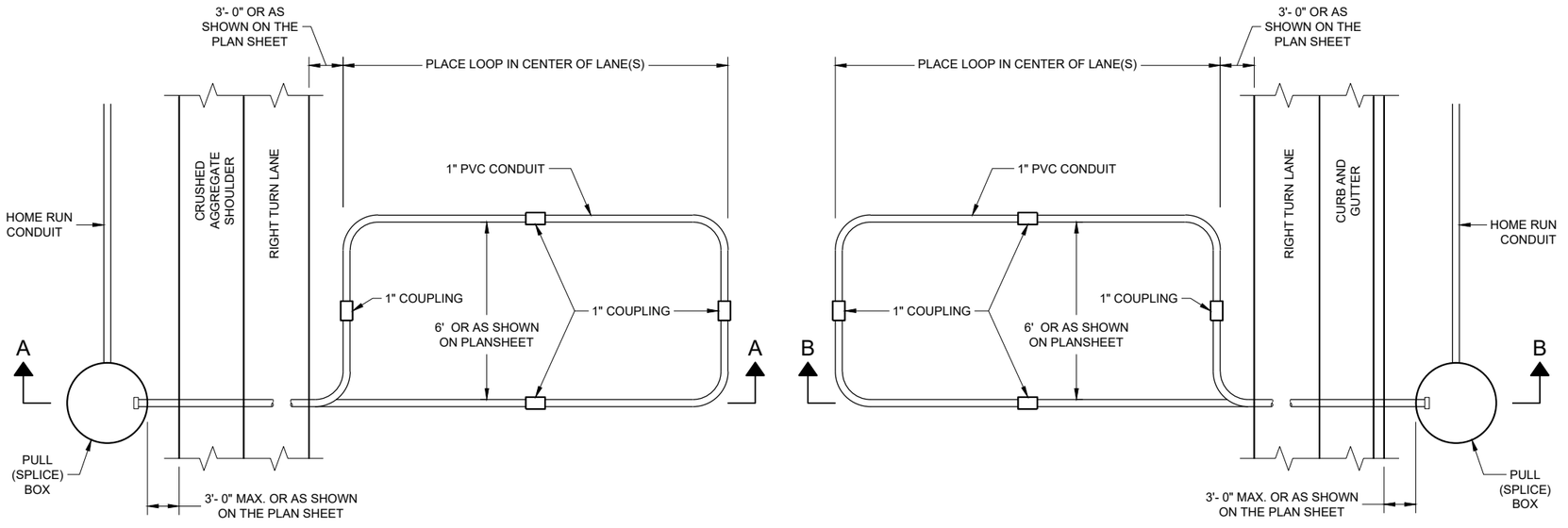
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

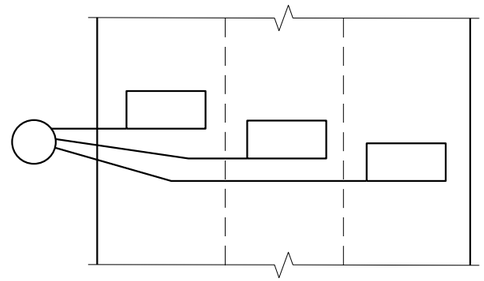
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

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

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



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
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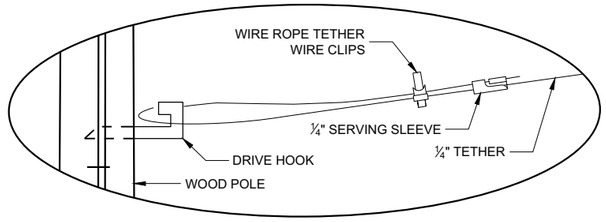
MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

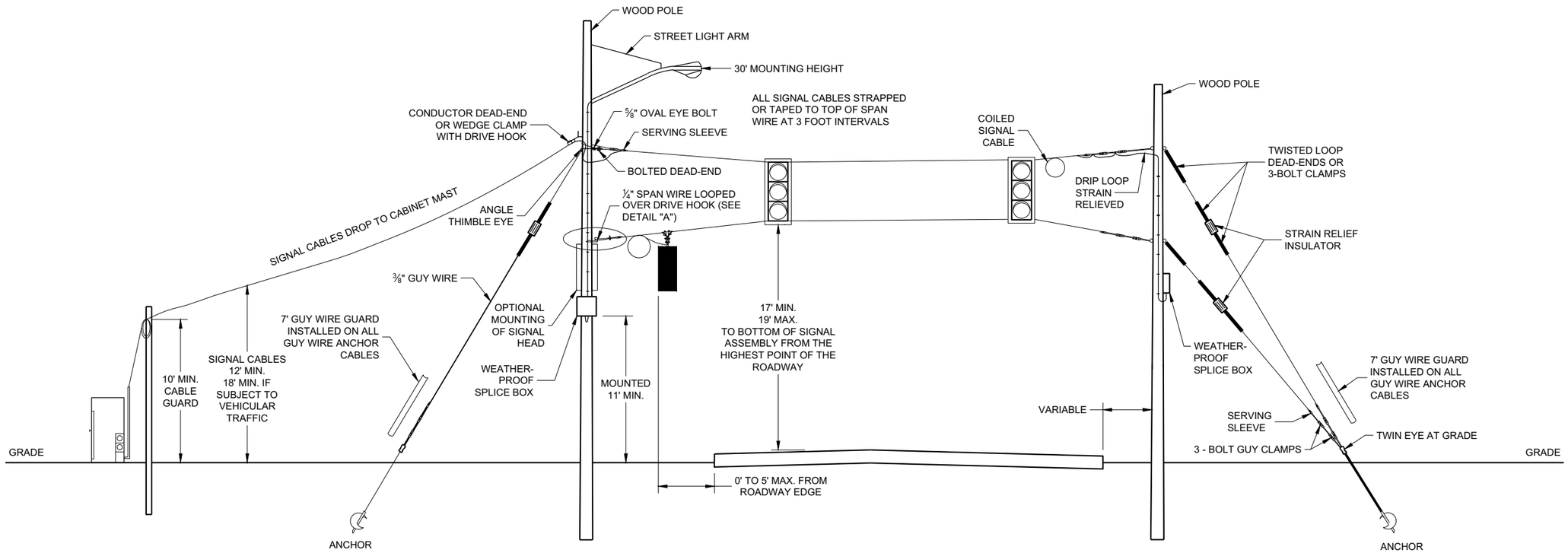


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — STATE ELECTRICAL ENGI

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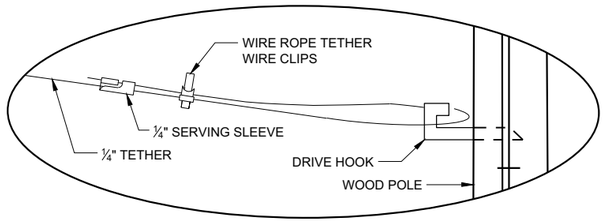
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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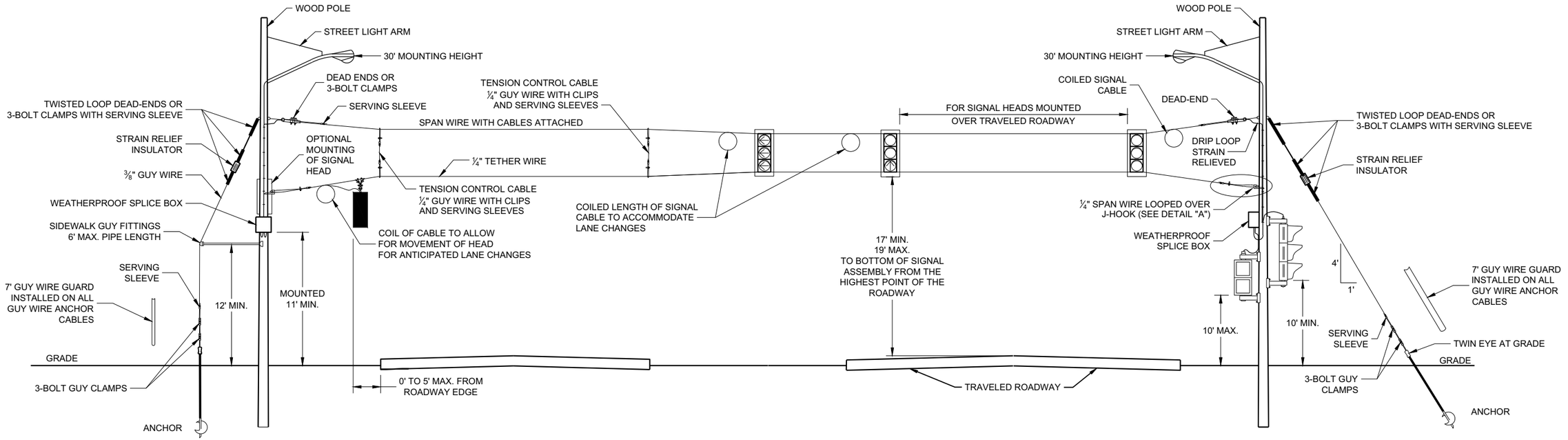
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
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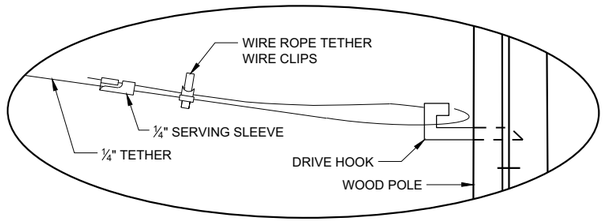
MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'



DETAIL "A"

GENERAL NOTES

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   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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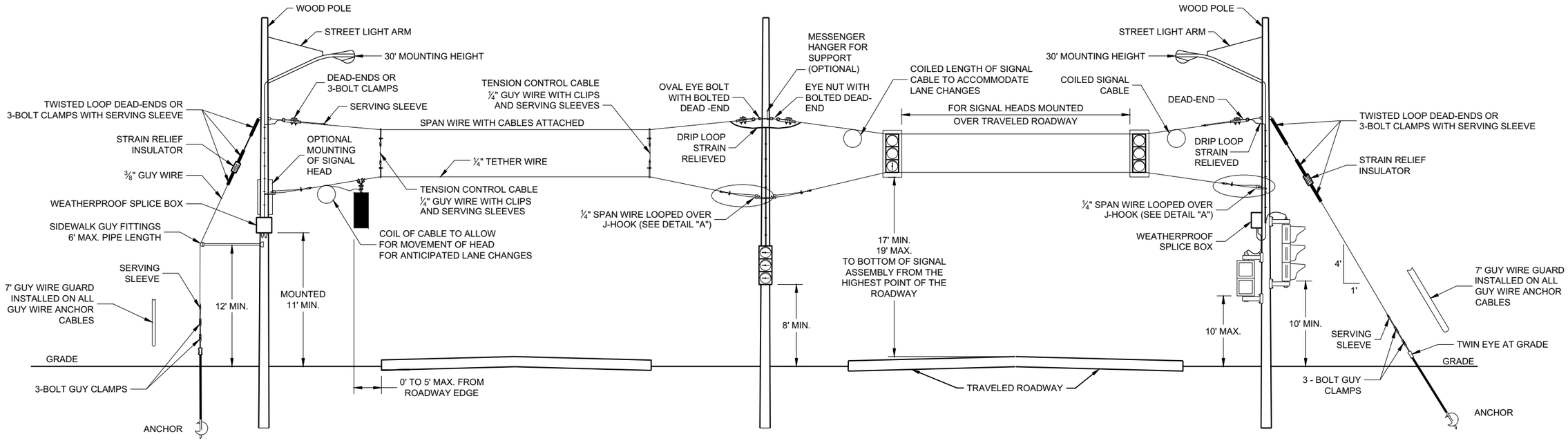

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
DATE
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STATE ELECTRICAL ENGI

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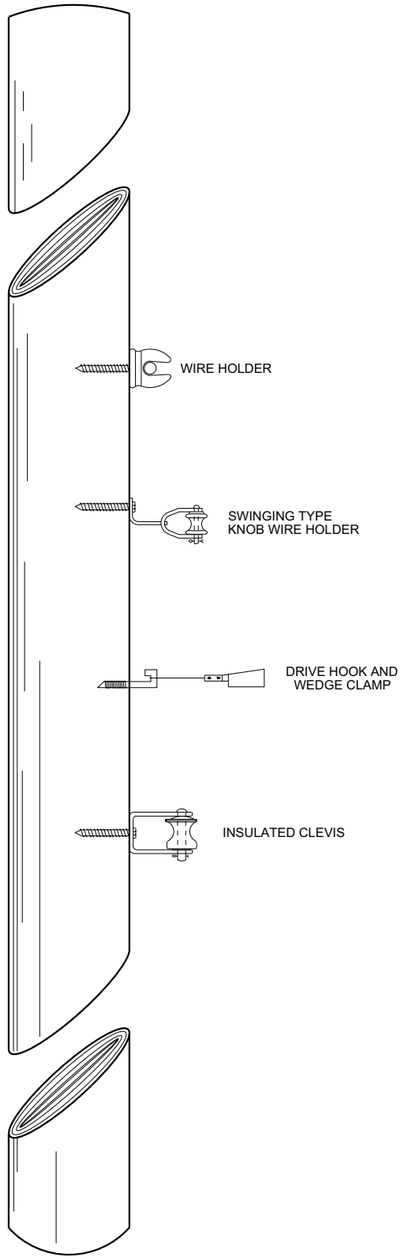

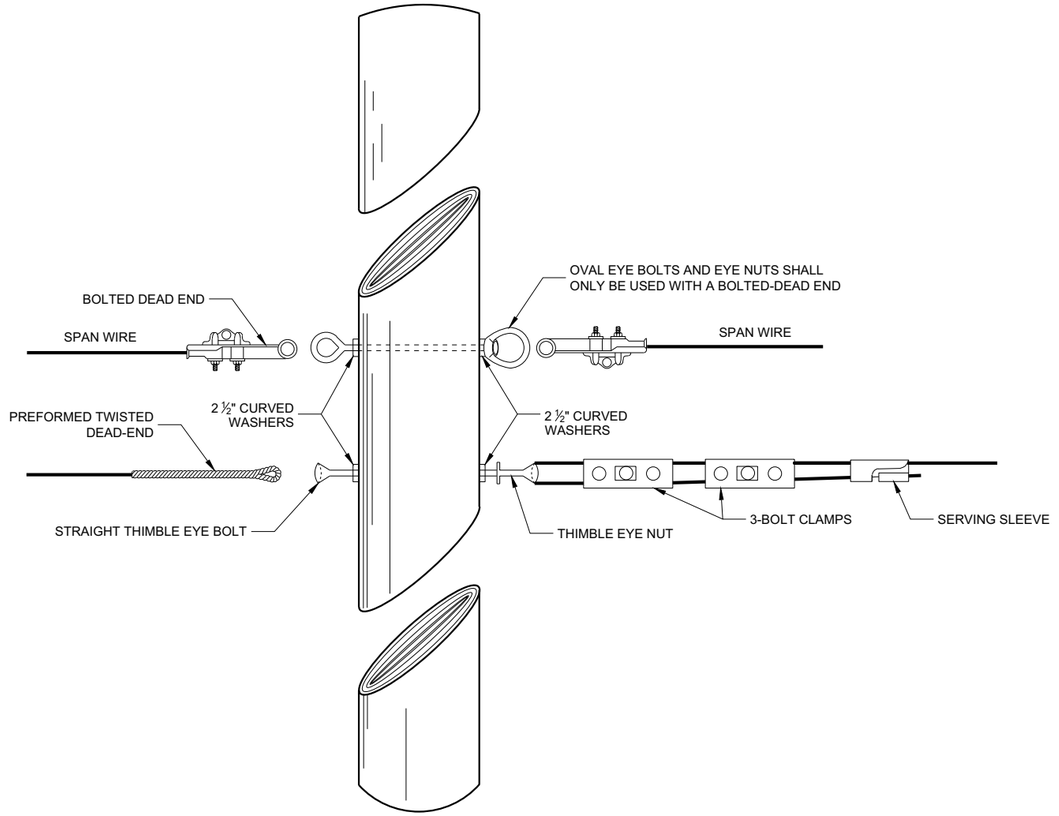

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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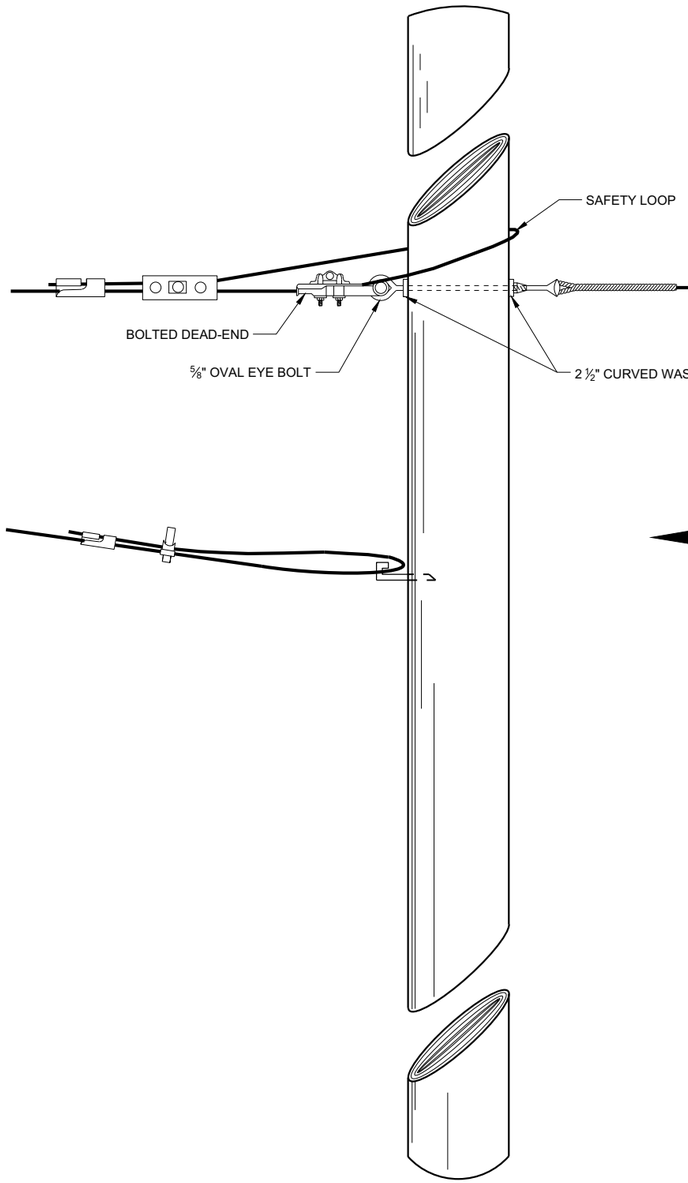
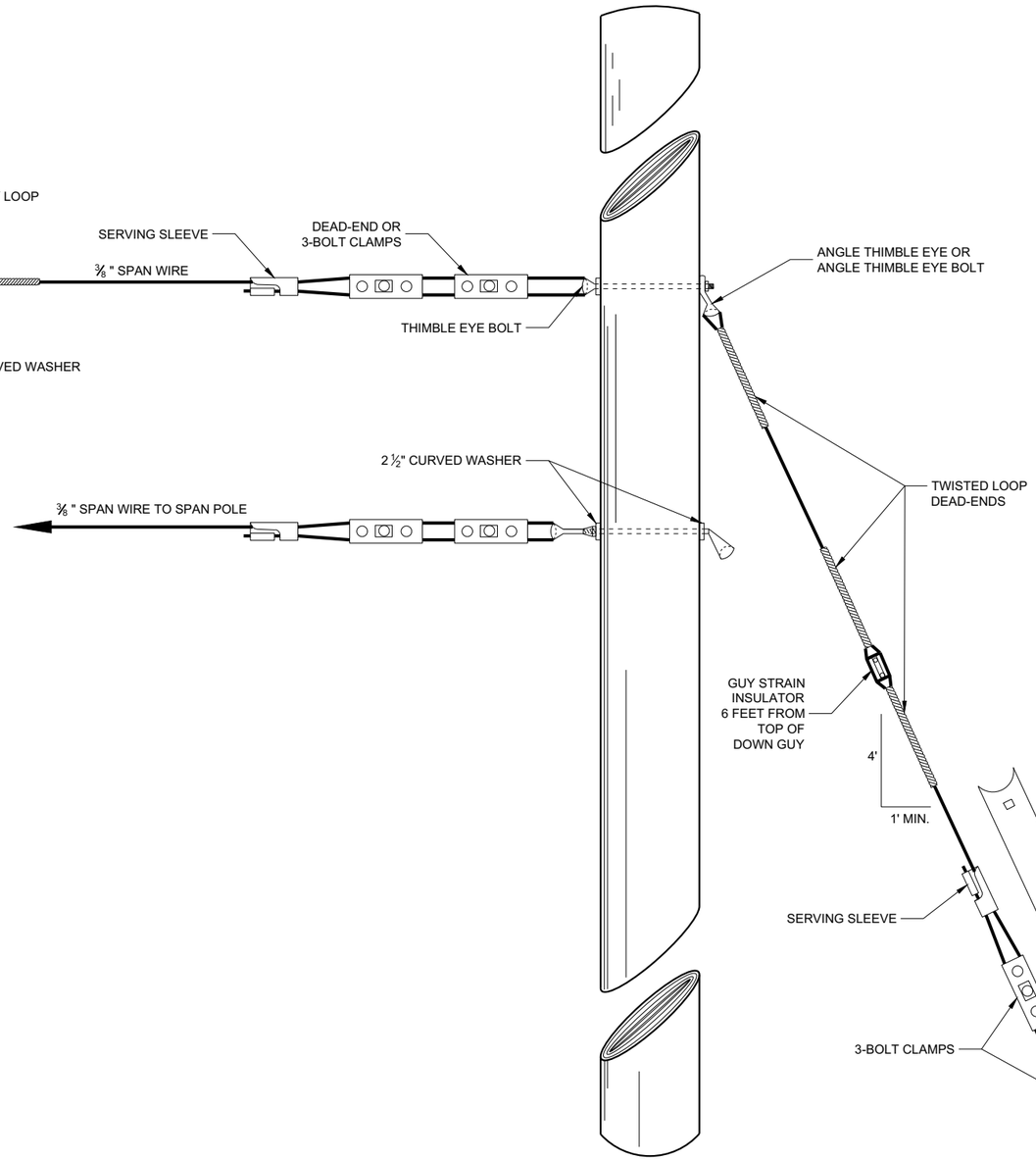
GENERAL NOTES

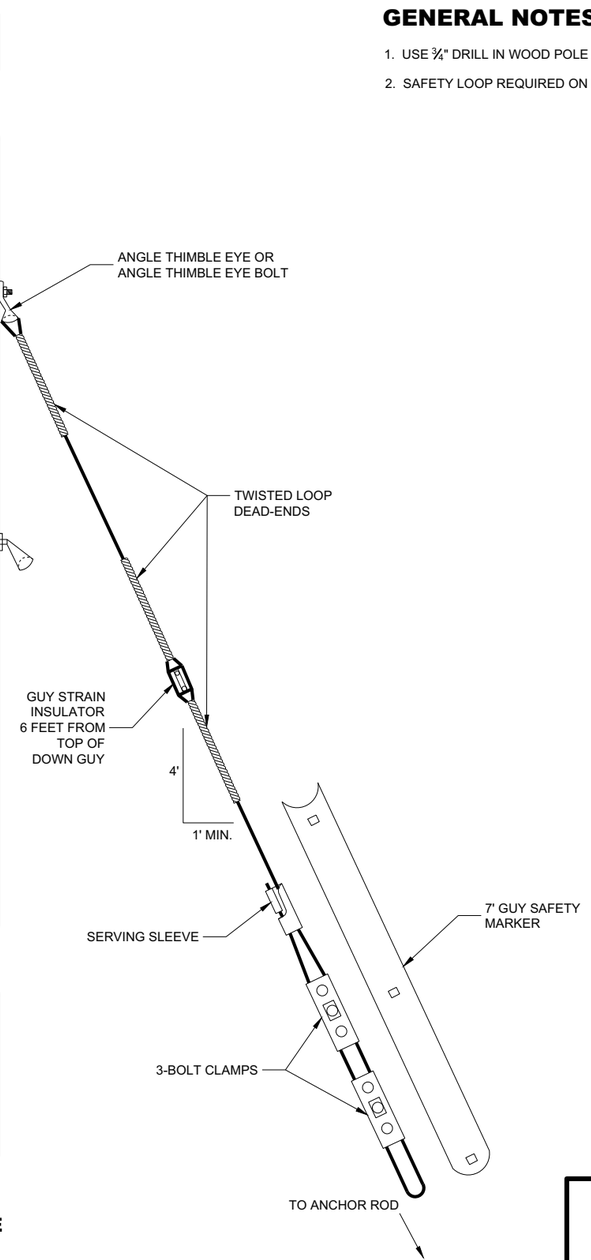
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER
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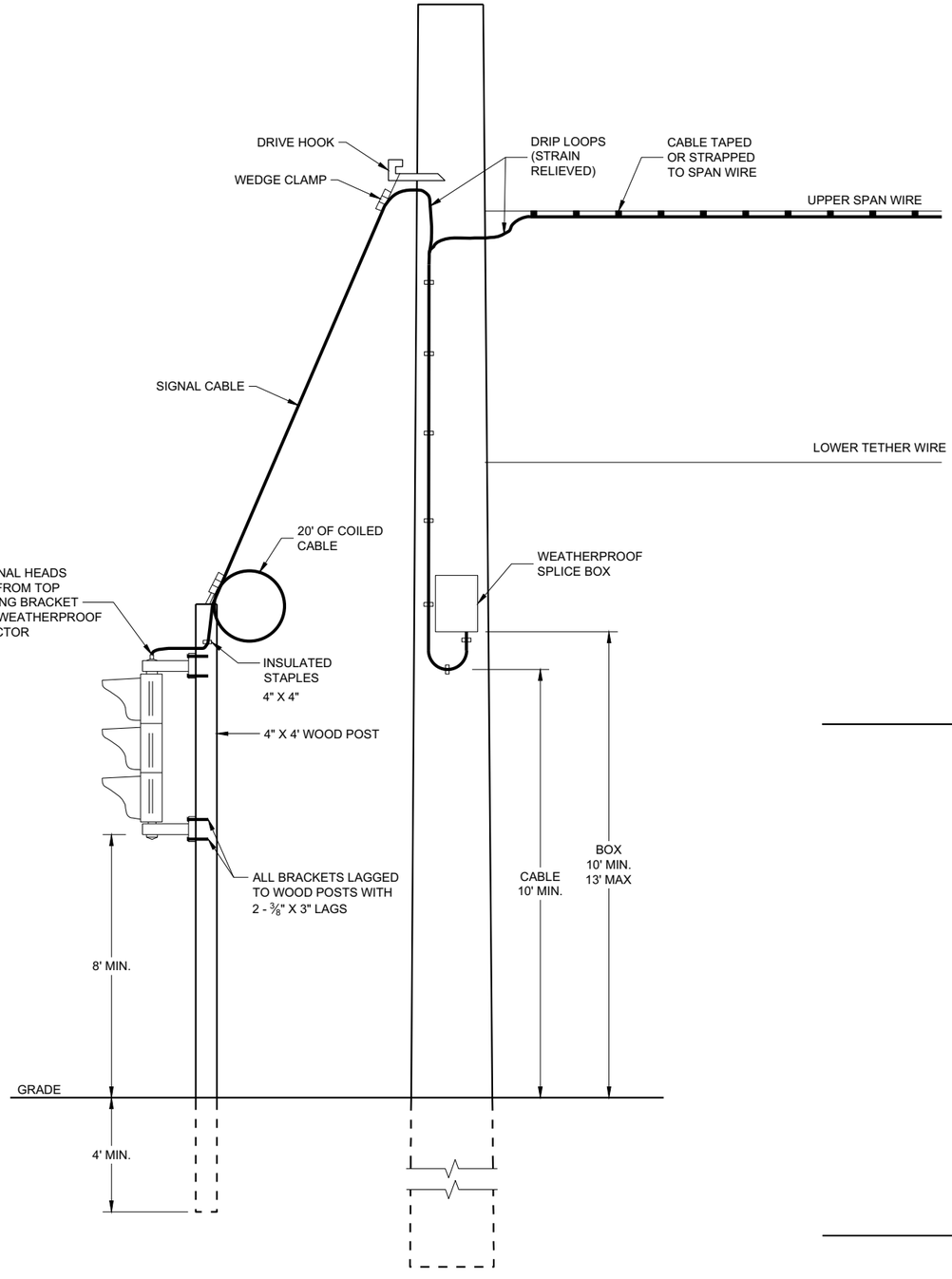
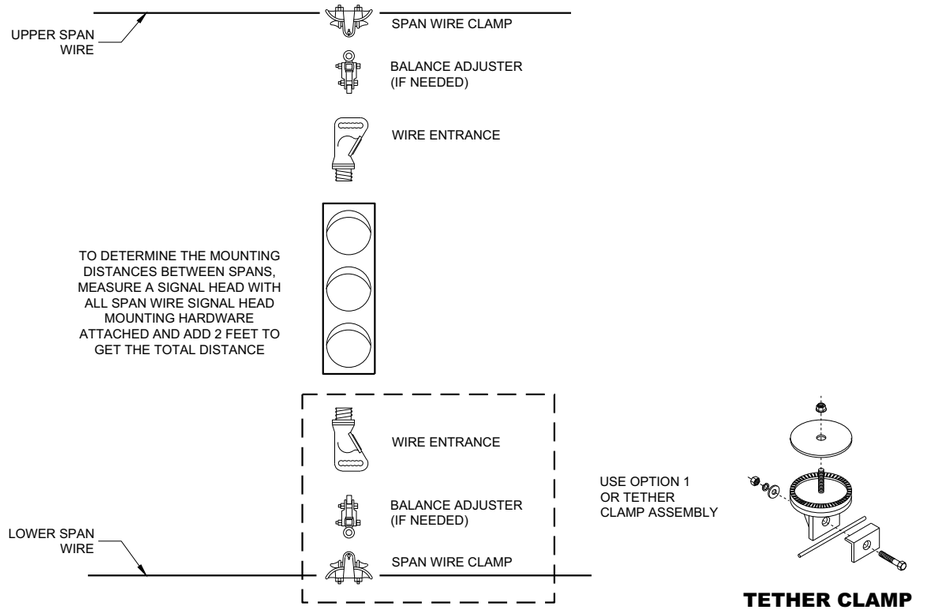


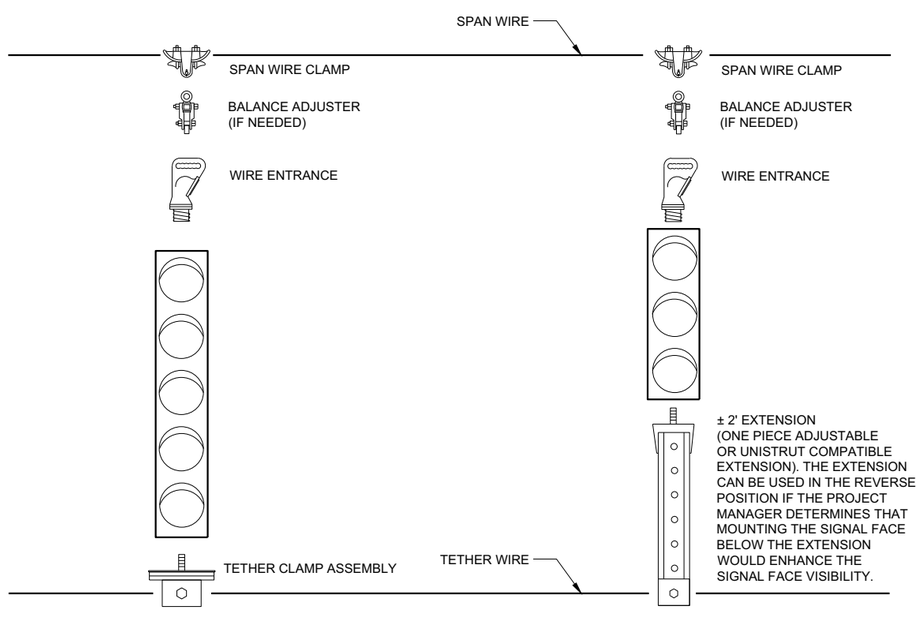
TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



OPTION 1

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

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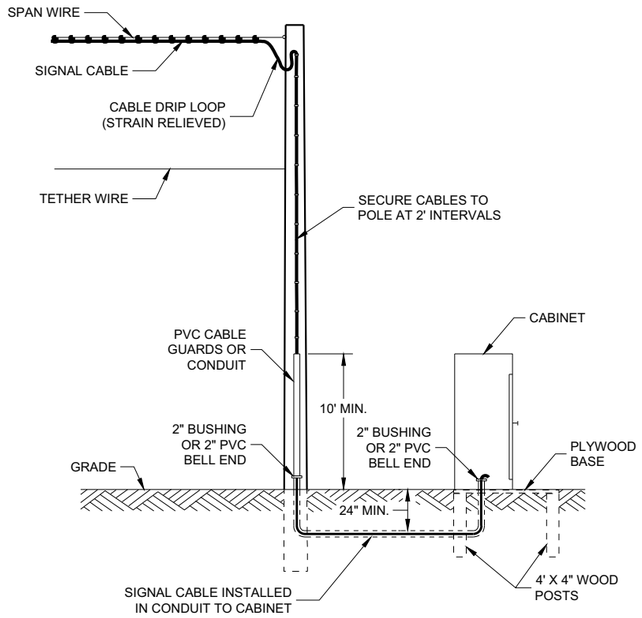
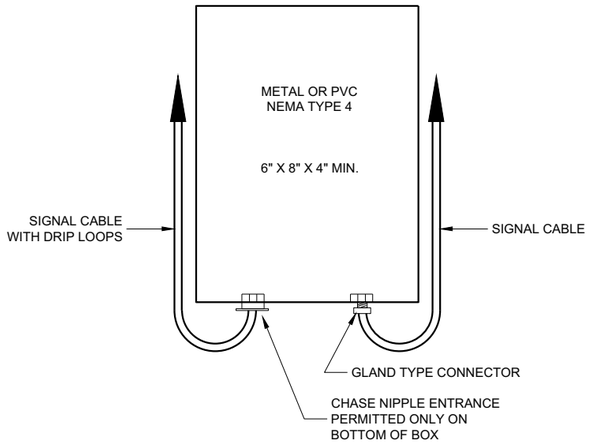
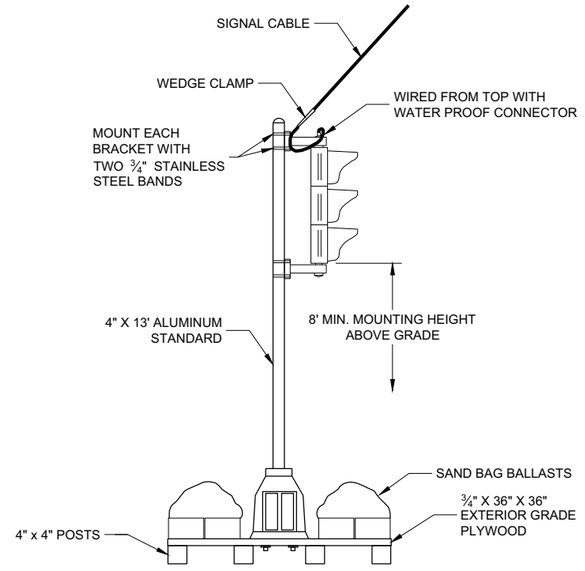
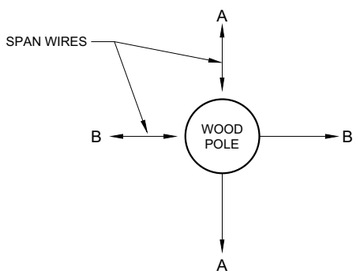




SPLICE BOX

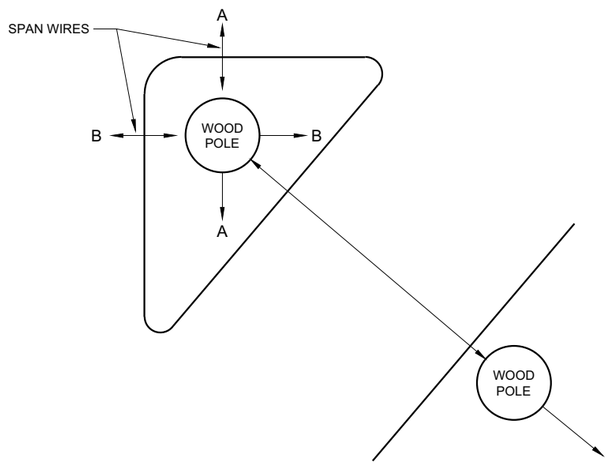


TYPICAL SKID TYPE TEMPORARY

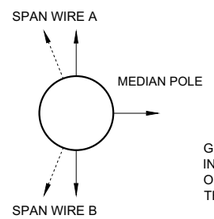


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

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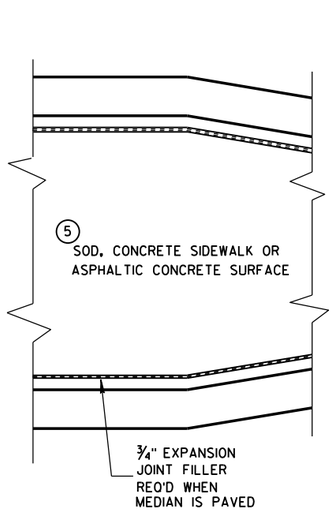
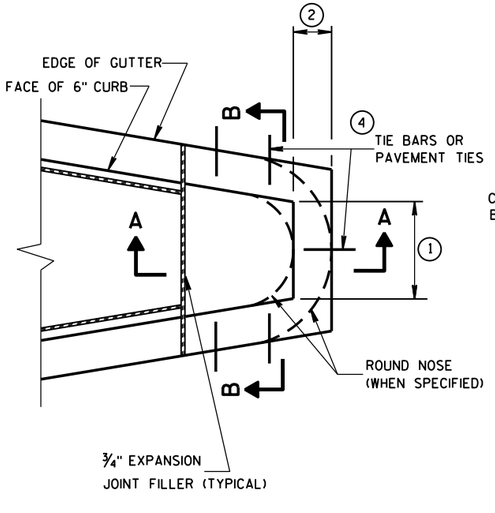
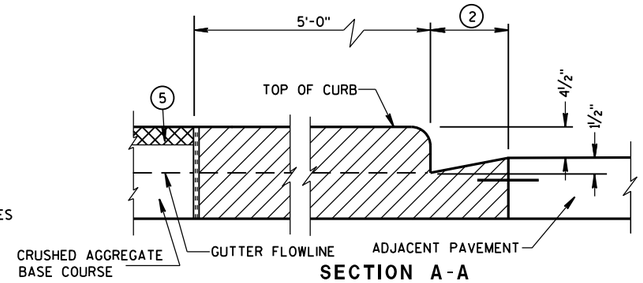
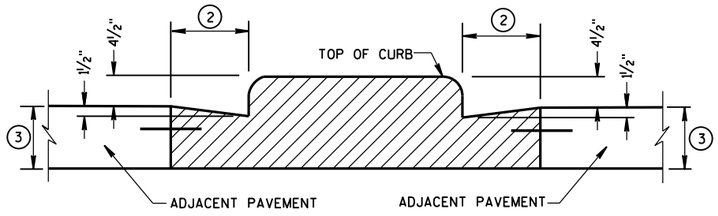






SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

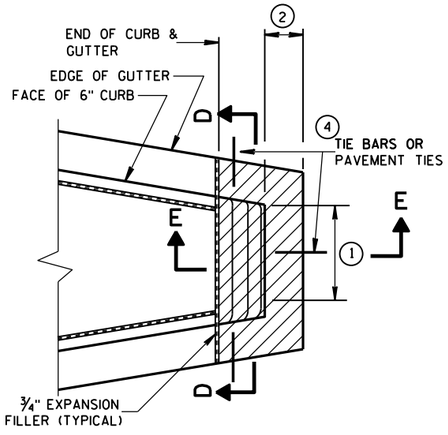
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

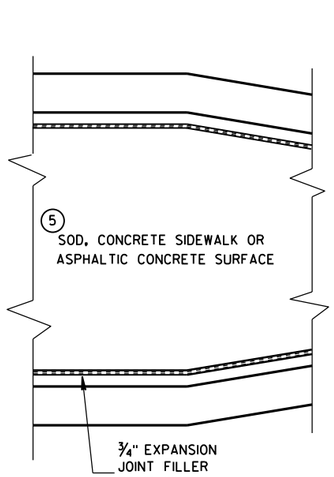
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

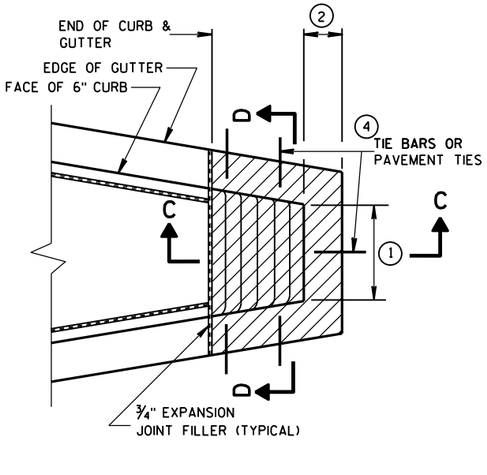
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

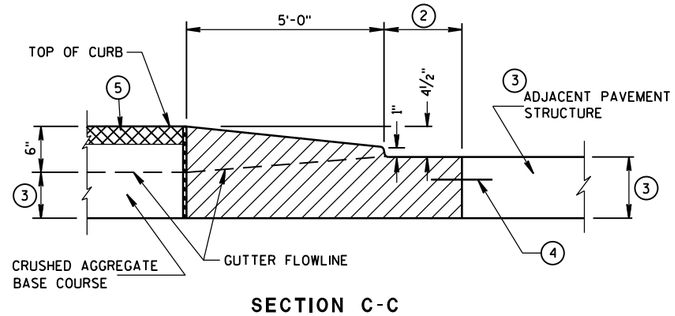
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



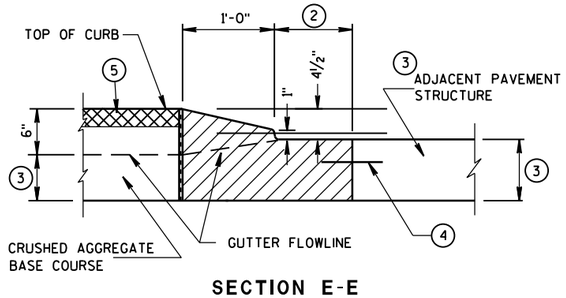




CONCRETE MEDIAN SLOPED NOSE TYPE 1

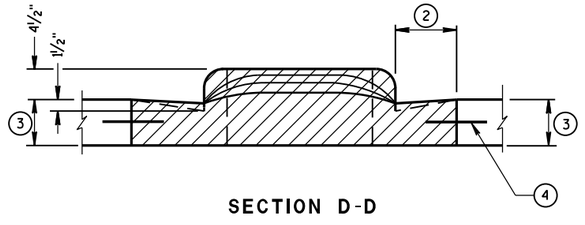


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

S.D.D. 11 B 2-2

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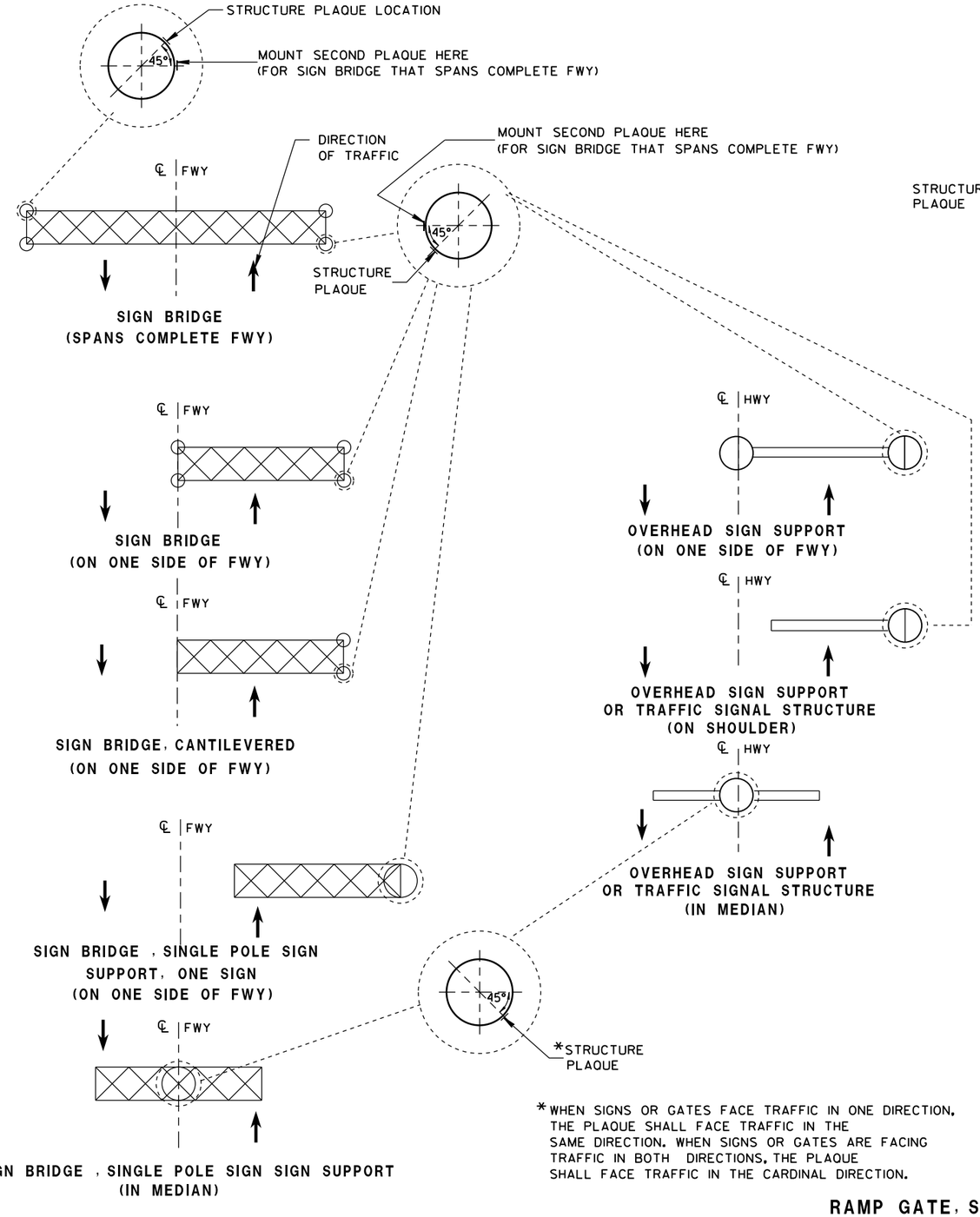
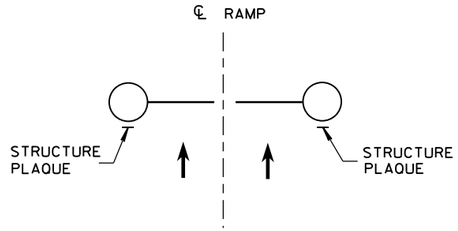
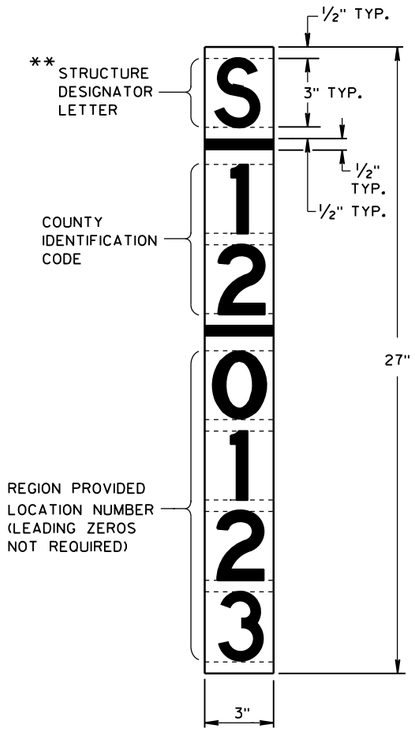


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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



RAMP GATE
(ACROSS FWY ON-RAMP)



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

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.

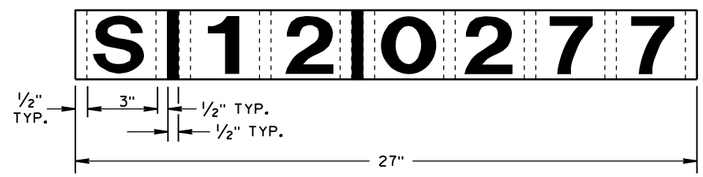
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" 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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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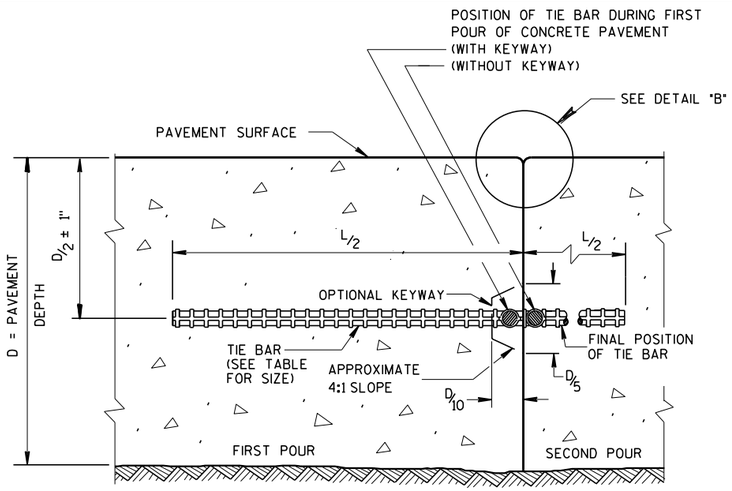
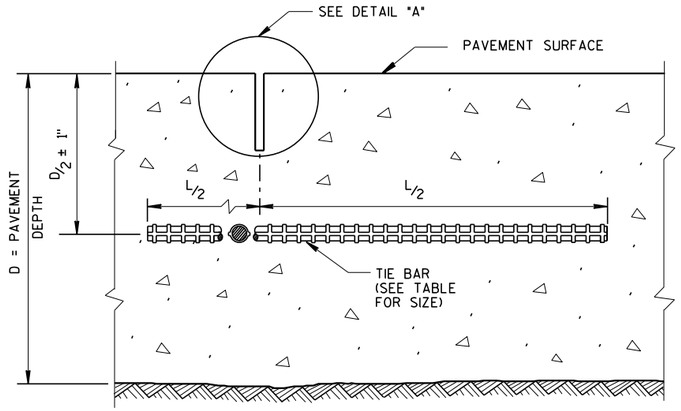
S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

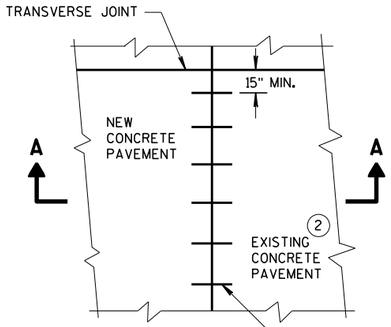
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

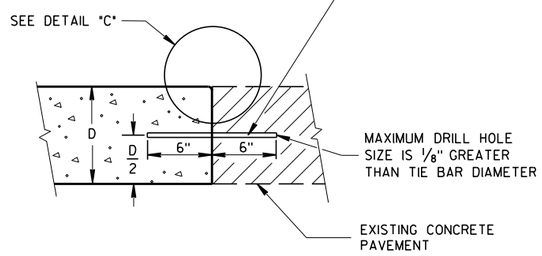
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

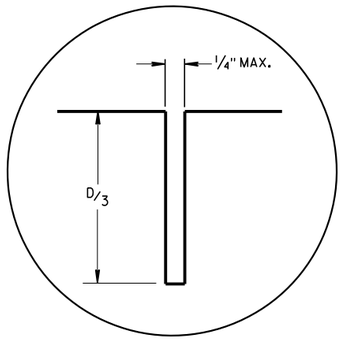


PLAN VIEW

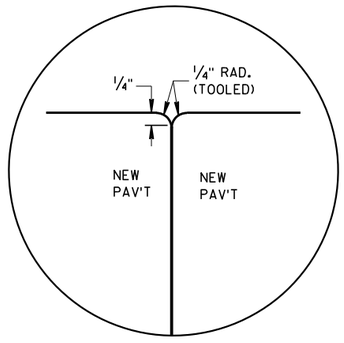


SECTION A-A

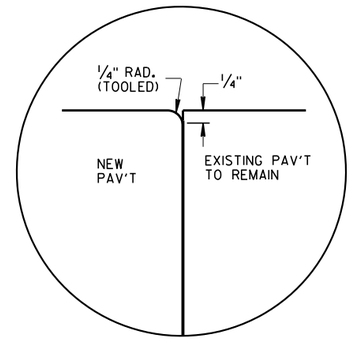
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



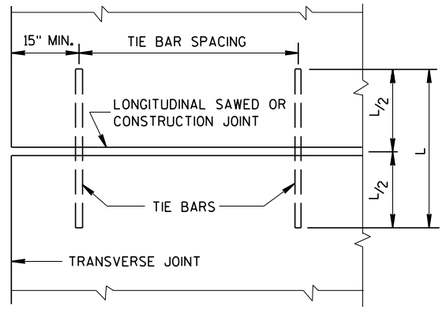
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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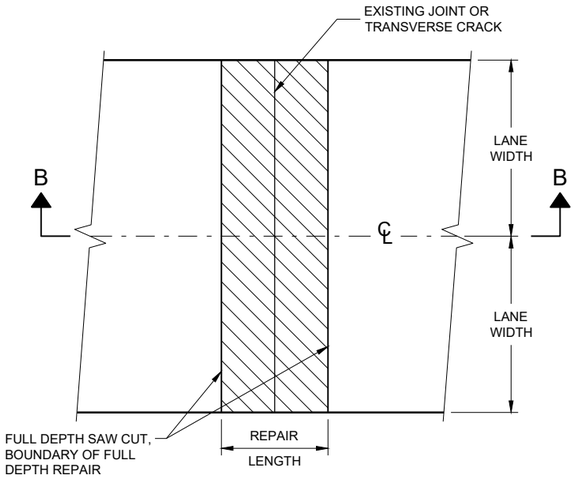
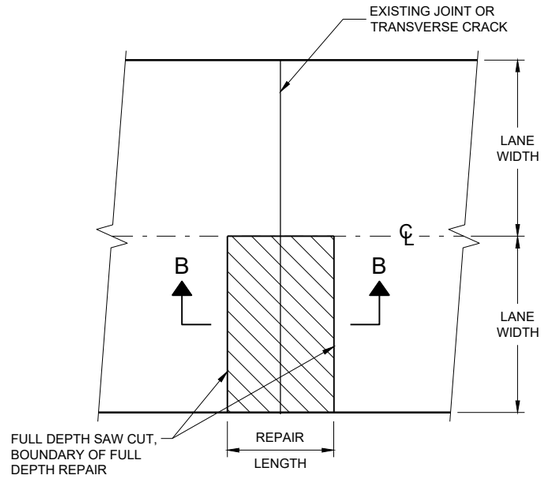
S.D.D. 13 C 1-19



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

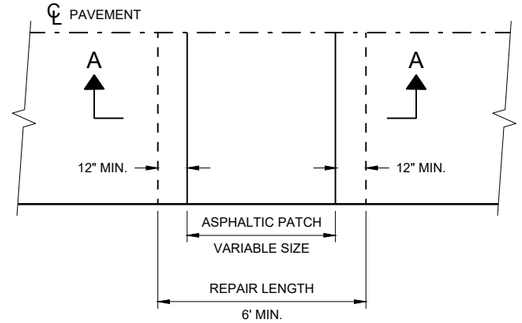
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

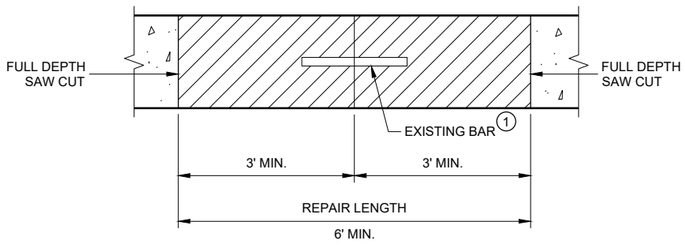
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



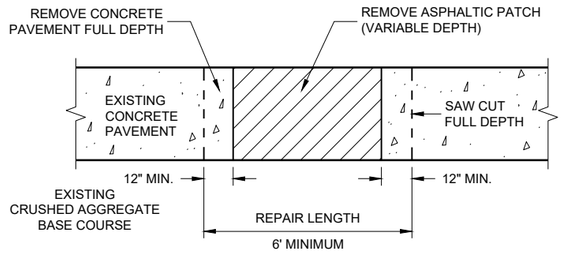
PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

CONCRETE REMOVAL



SECTION A - A

HMA PATCH REMOVAL

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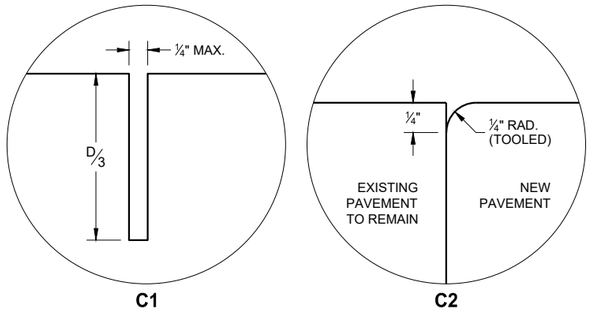
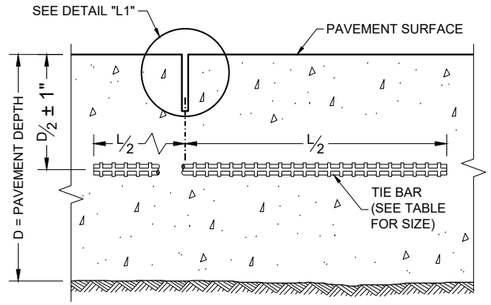
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

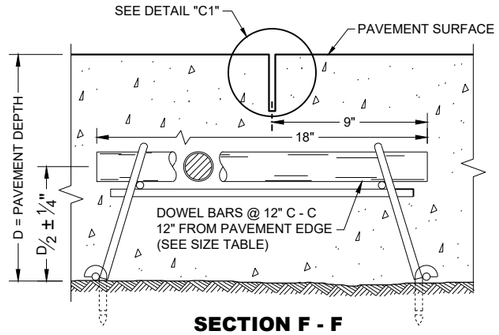


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

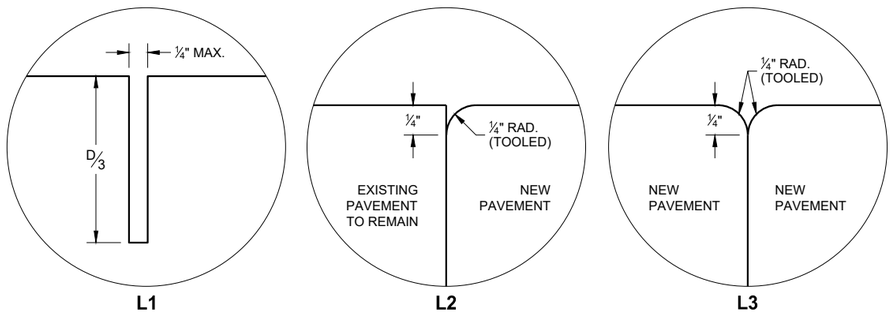
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

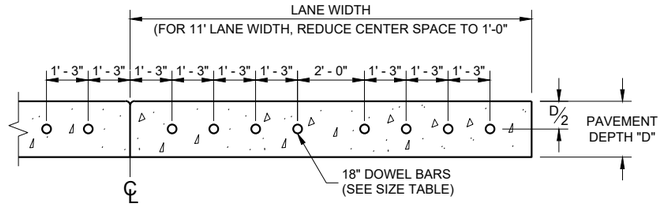
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

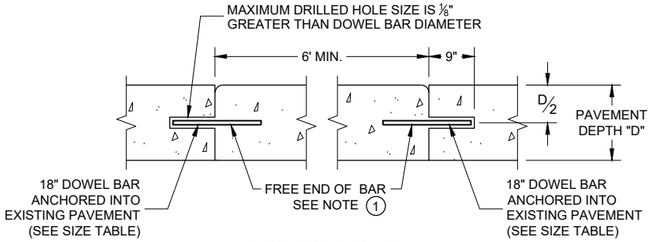


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

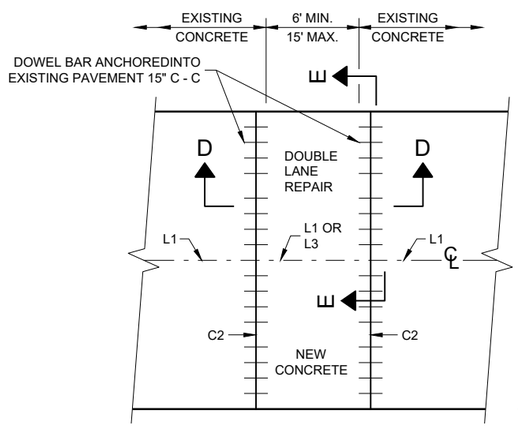
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

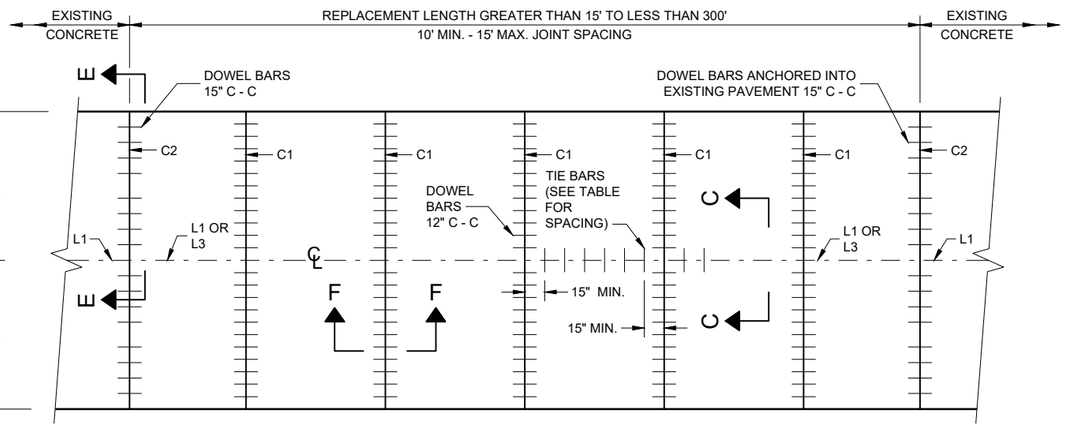
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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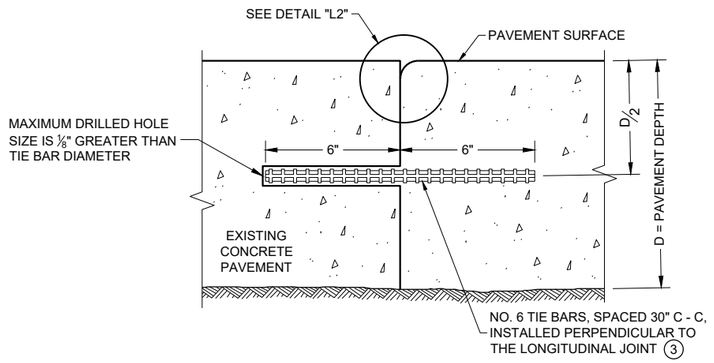
SDD 13C09 - 17b

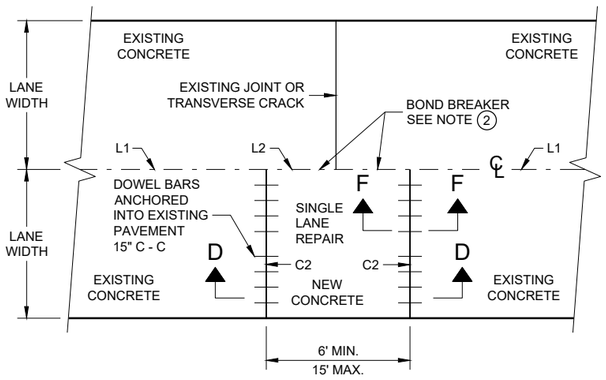


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

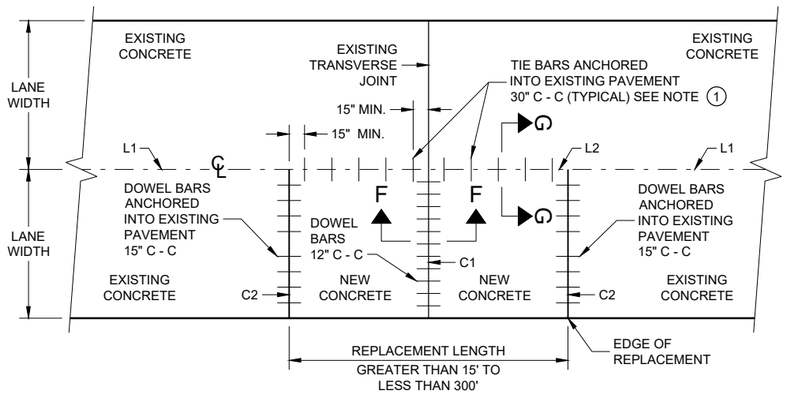
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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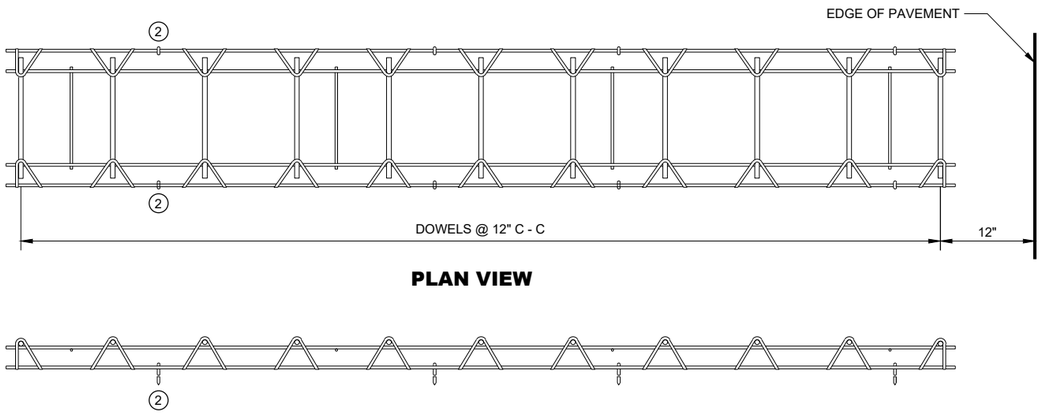
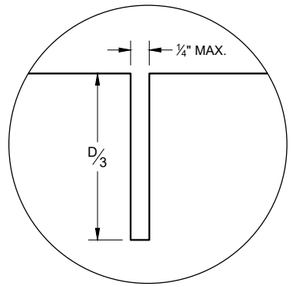
SDD 13C09 - 17c



CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

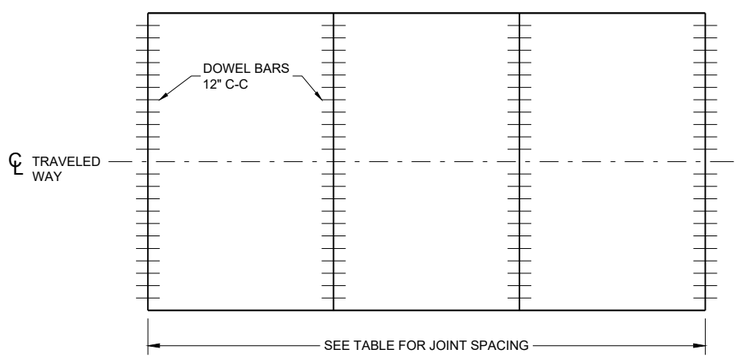
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

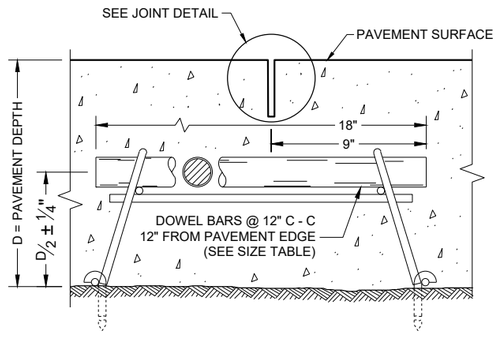
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



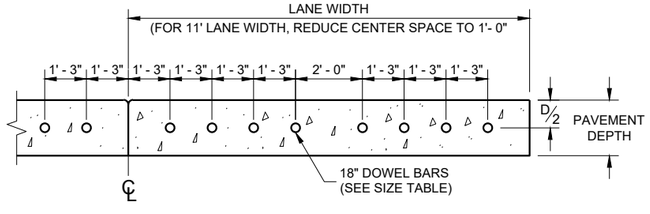
CONTRACTION JOINT LOCATIONS



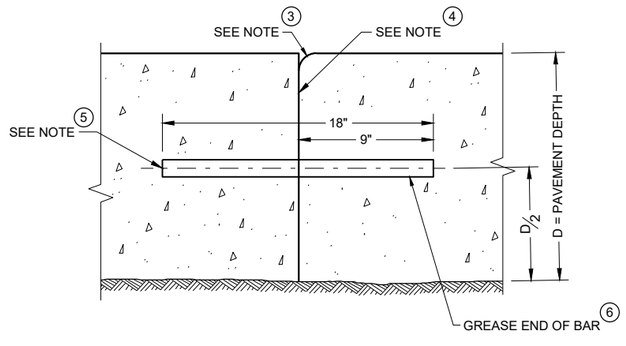
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C13 - 11

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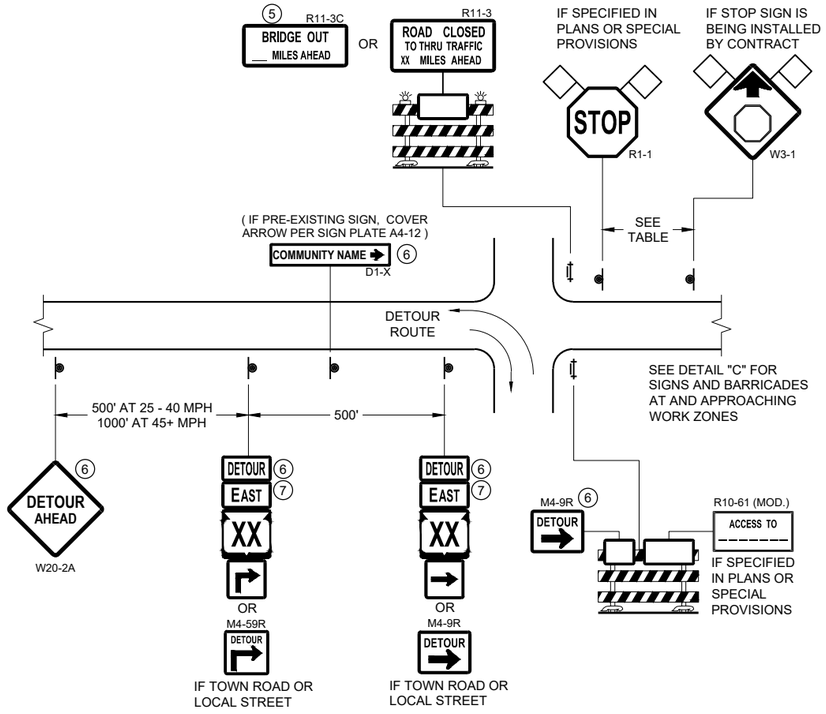
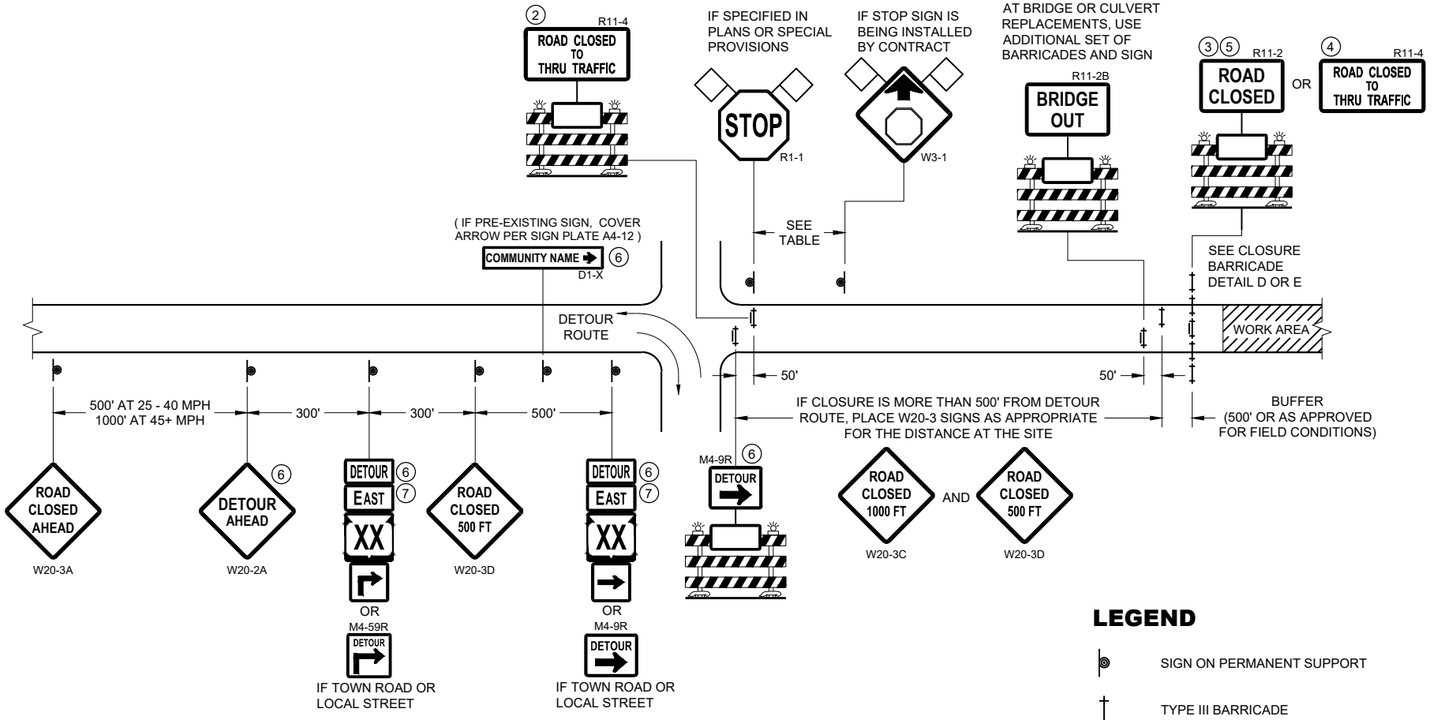
SDD 13C13 - 11



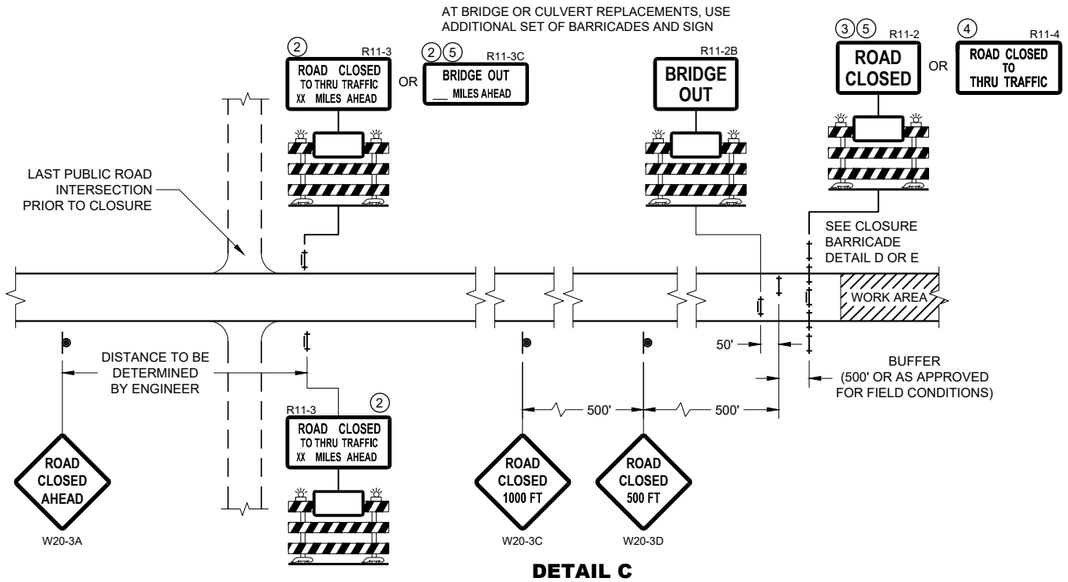
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C02 - 09a

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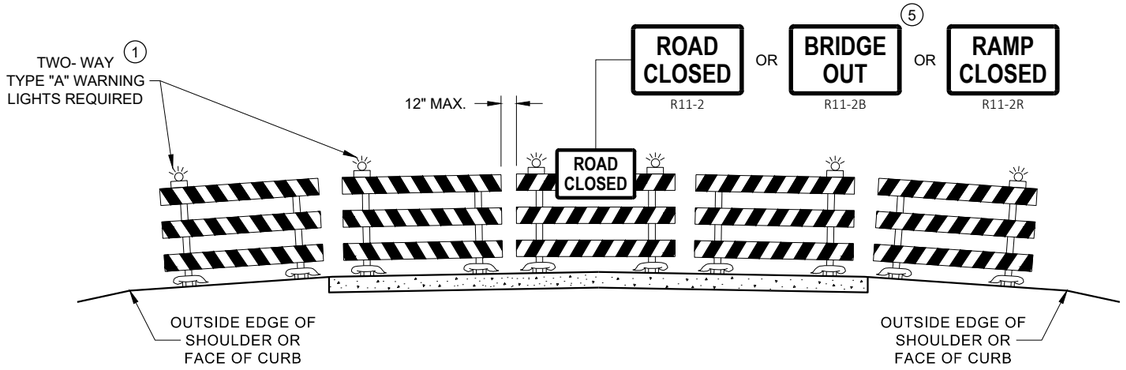
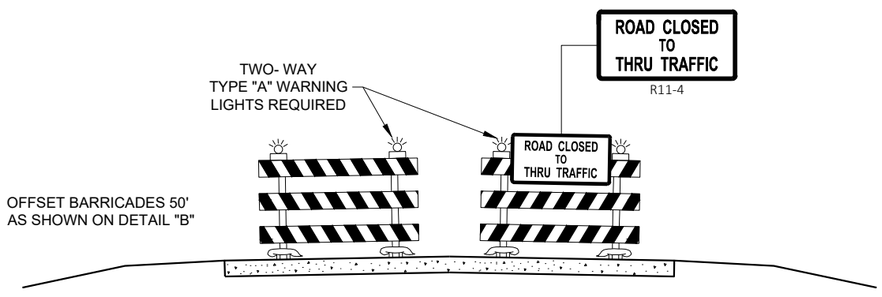


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

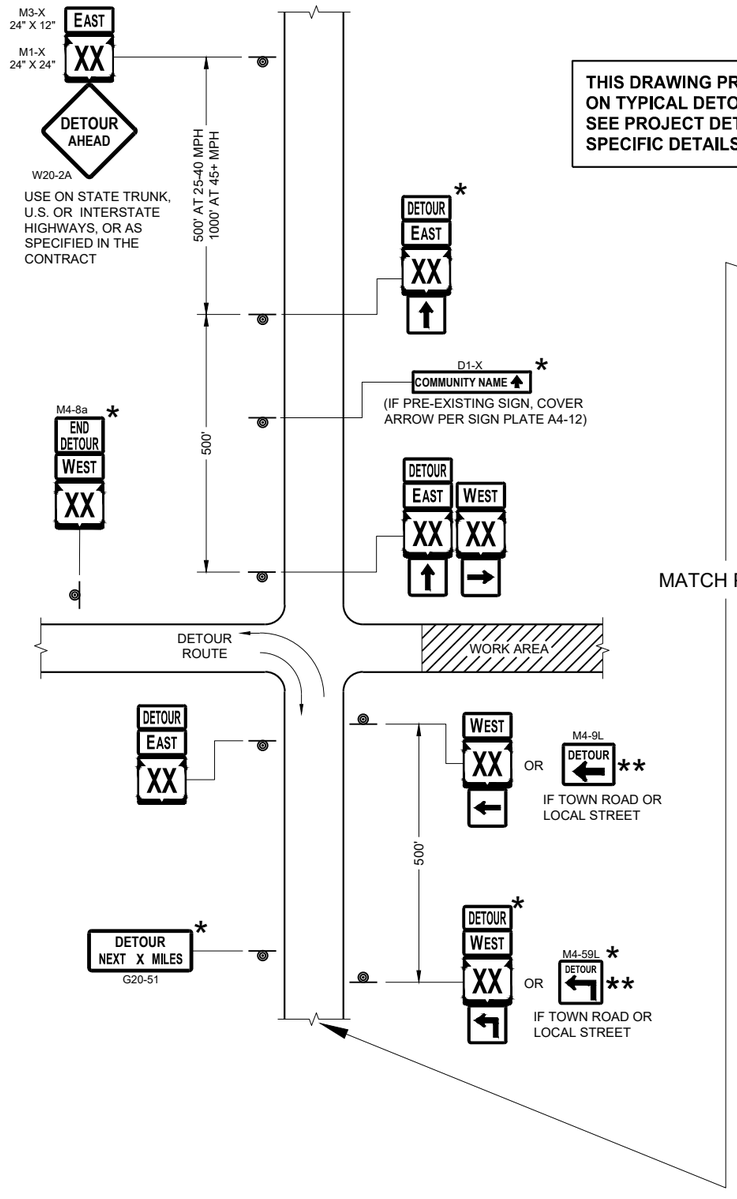
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

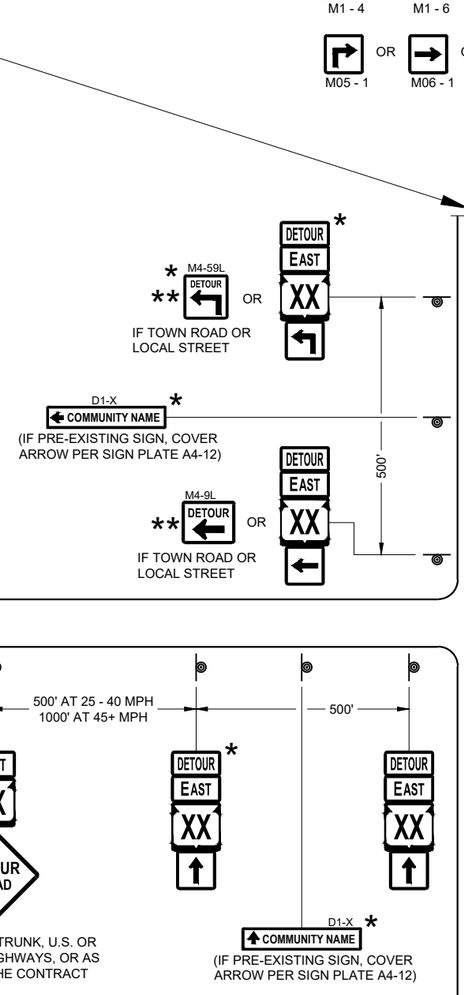
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

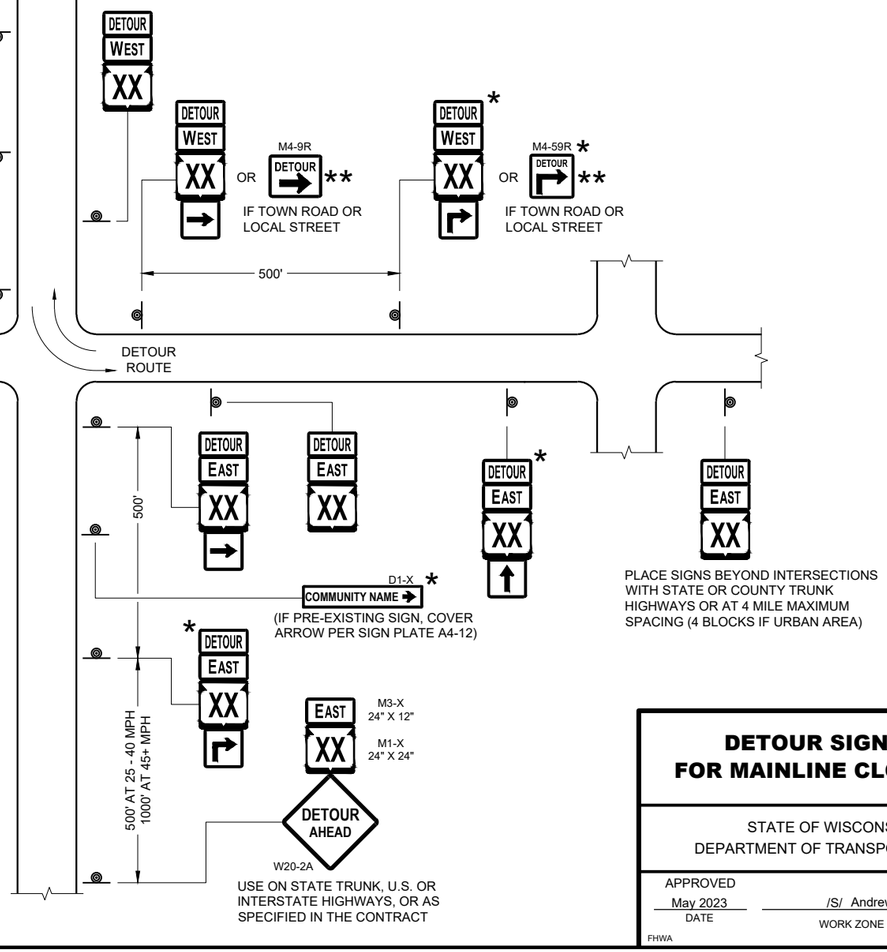
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



MATCH POINT





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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

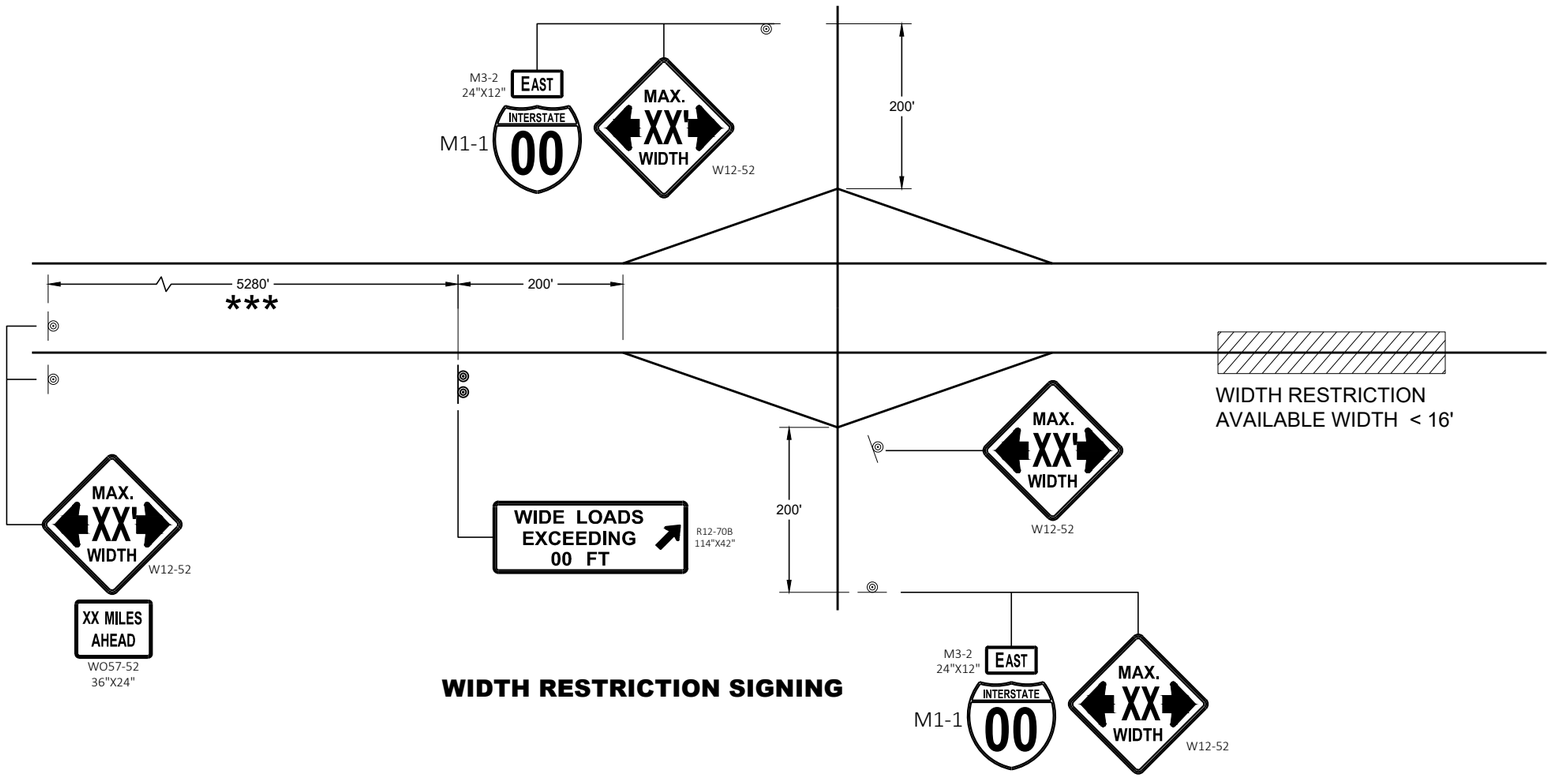
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

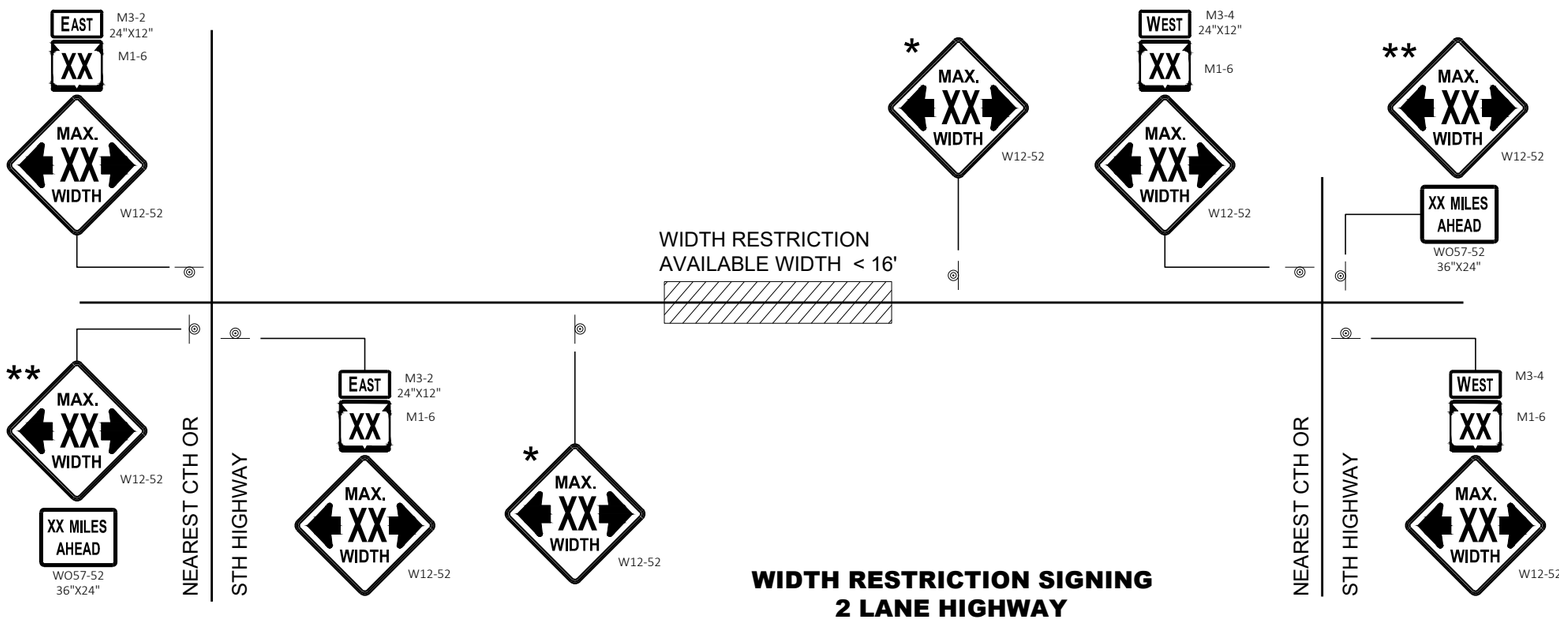
FHWA

6

SDD 15C02 - 09c



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

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

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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

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

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 09f

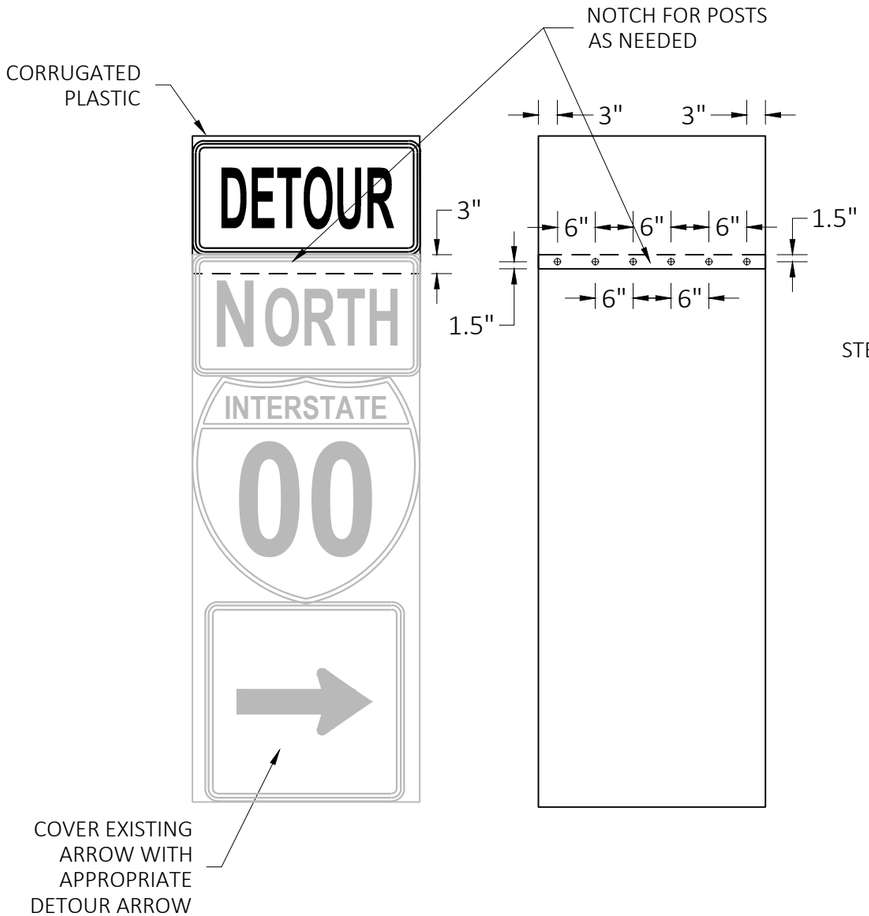
6

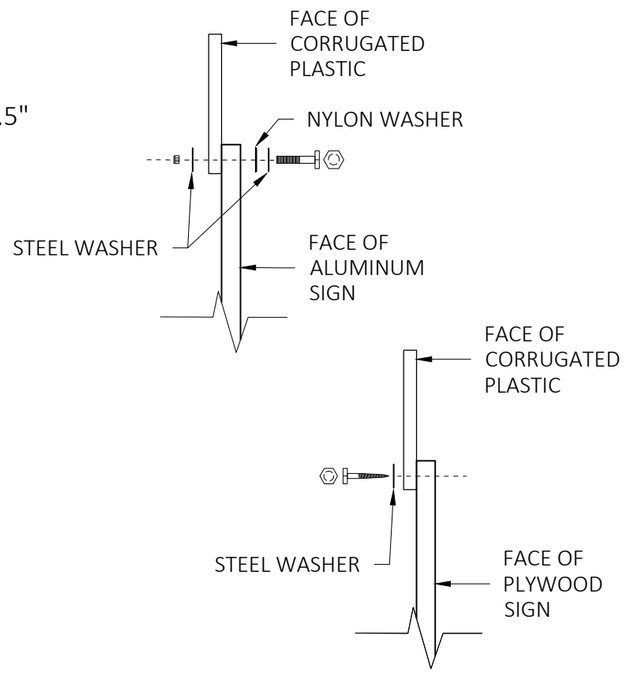
SDD 15C02 - 09f

FRONT SIDE

BACK SIDE

SIDE VIEW





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
FHWA

6
SDD 15C02-09h

GENERAL NOTES

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

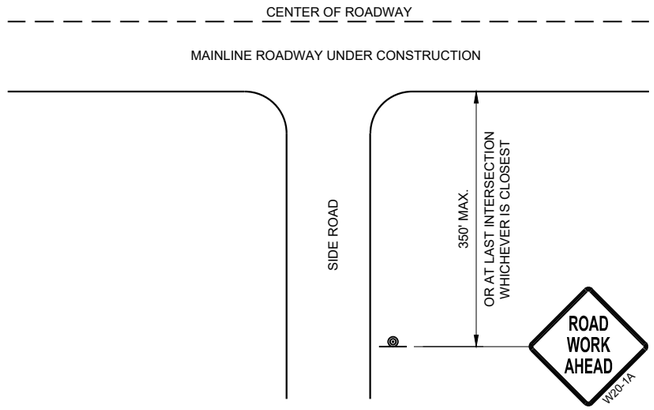
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

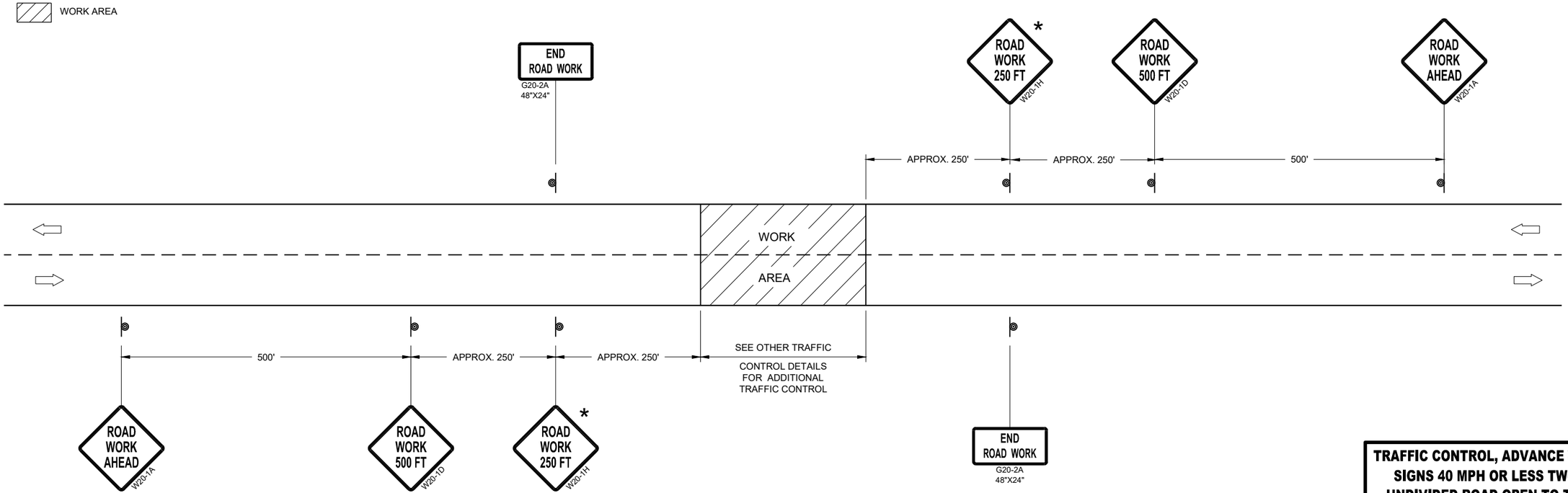
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C05 - 05

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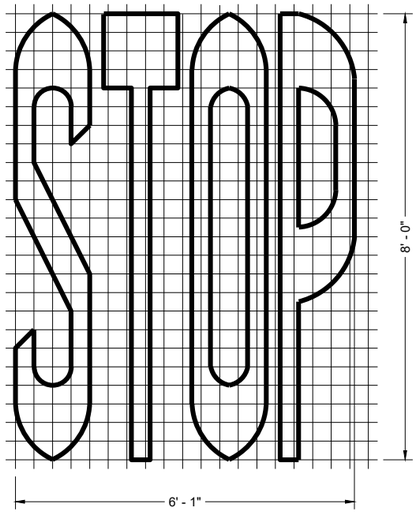
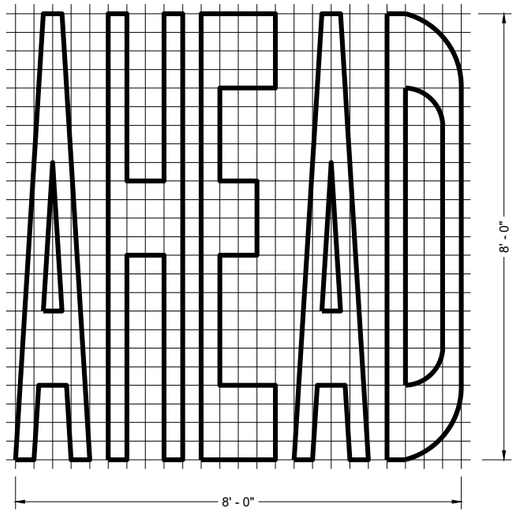
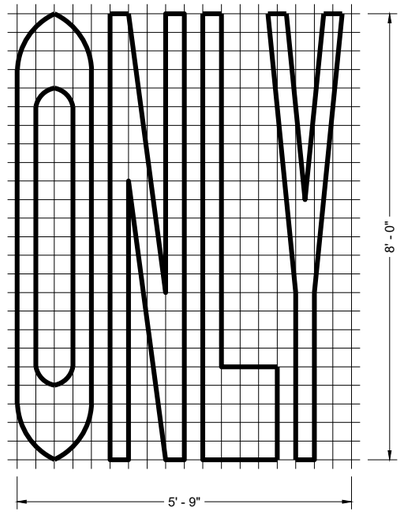
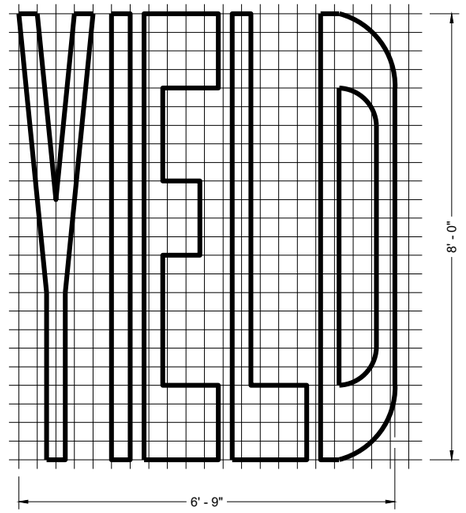
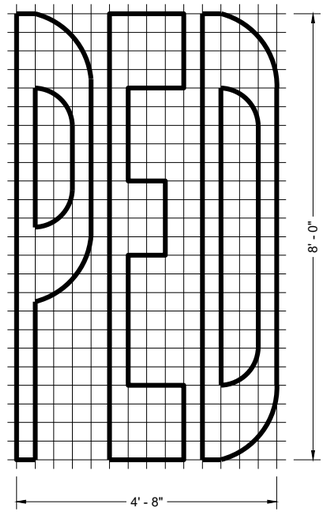
SDD 15C05 - 05

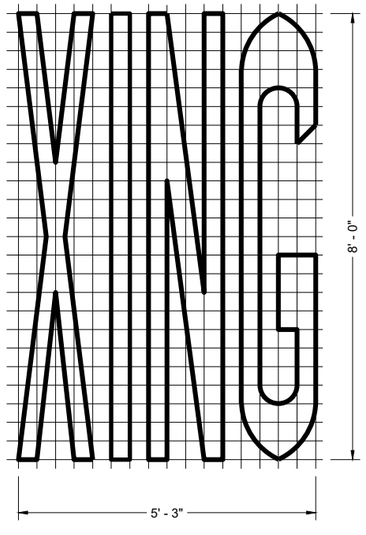


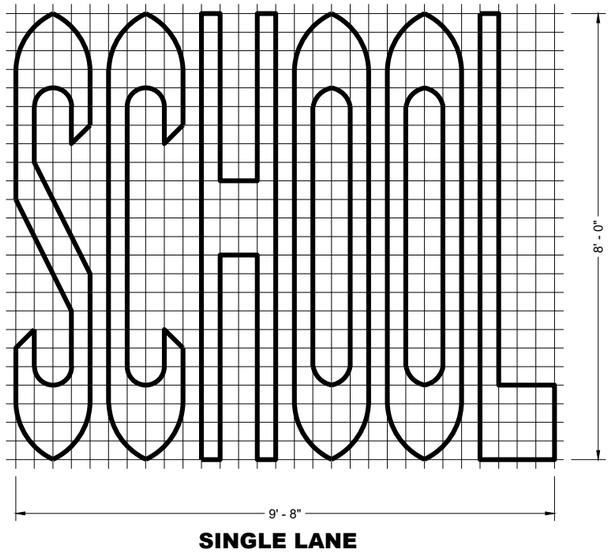




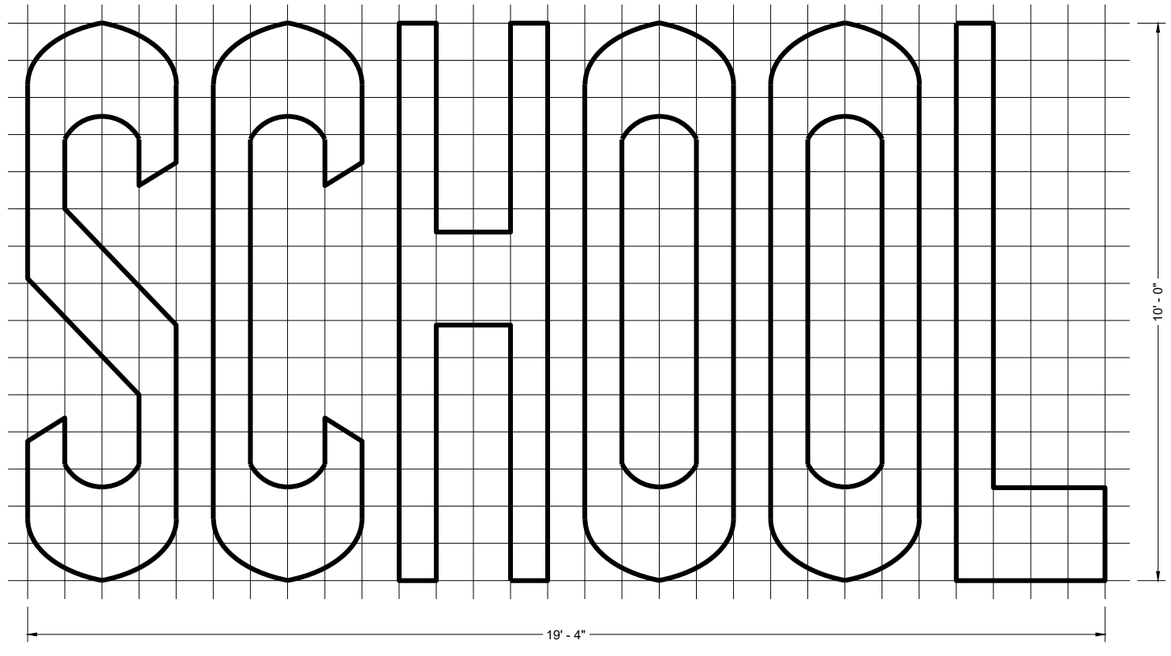








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

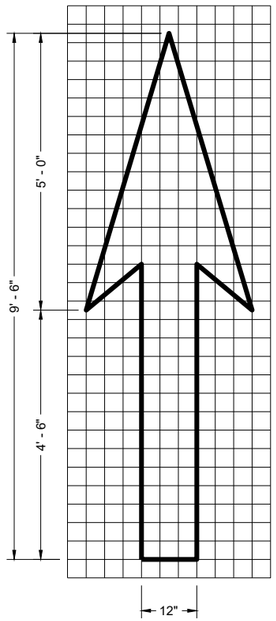
SDD 15C07-16b

6

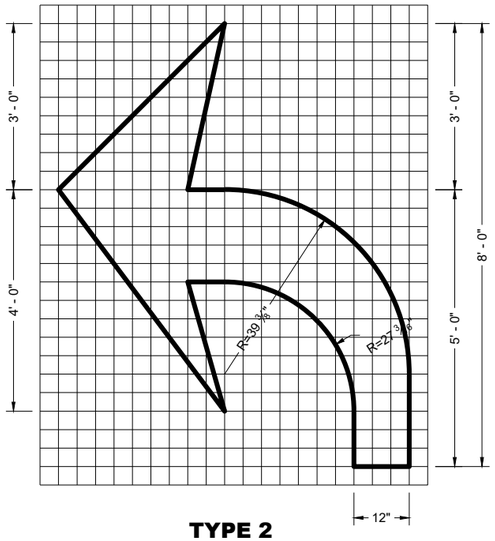
SDD 15C07-16b

GENERAL NOTES

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



TYPE 1



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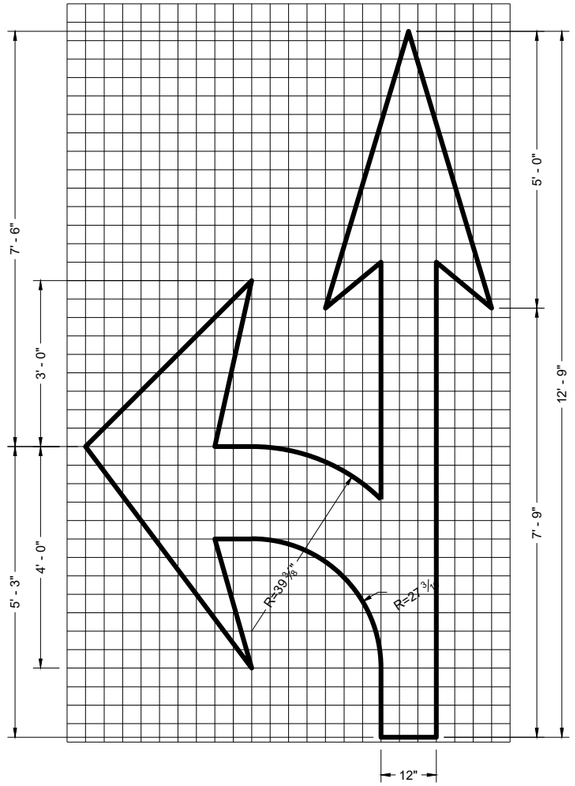

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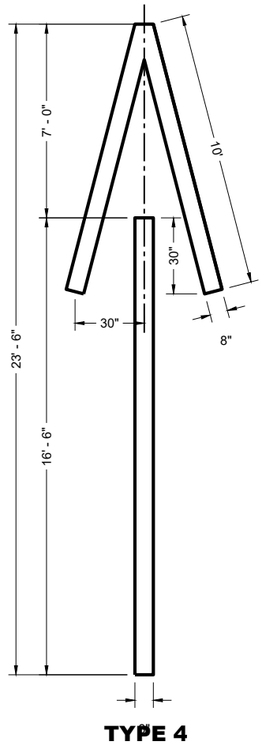

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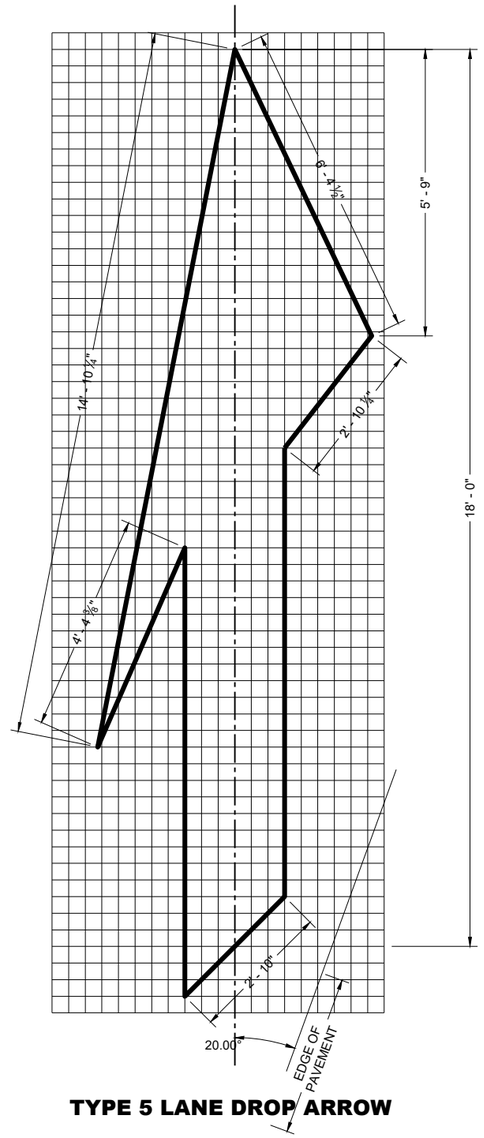
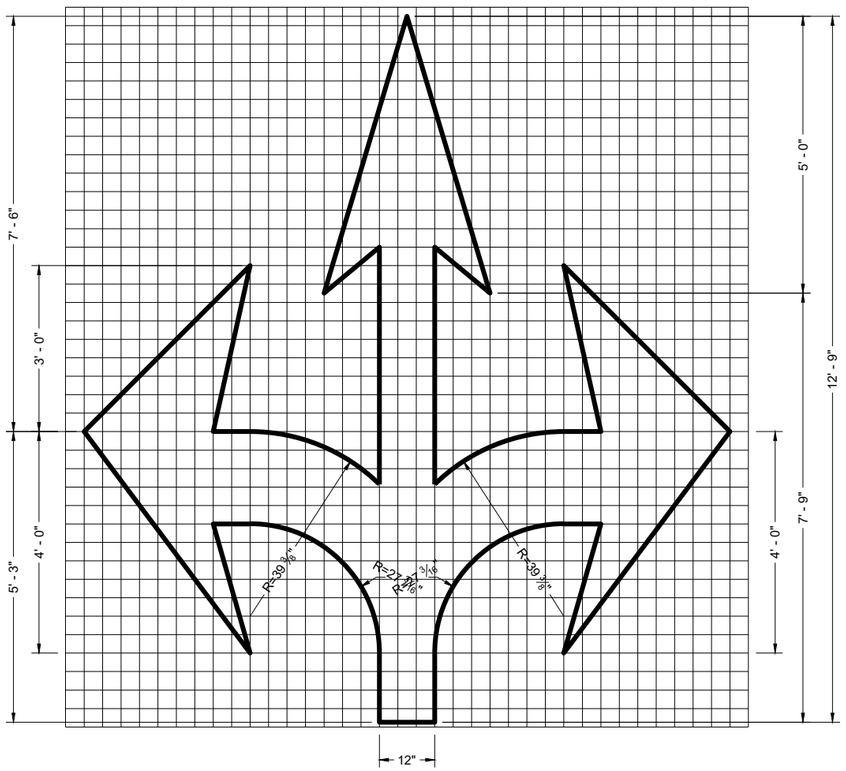
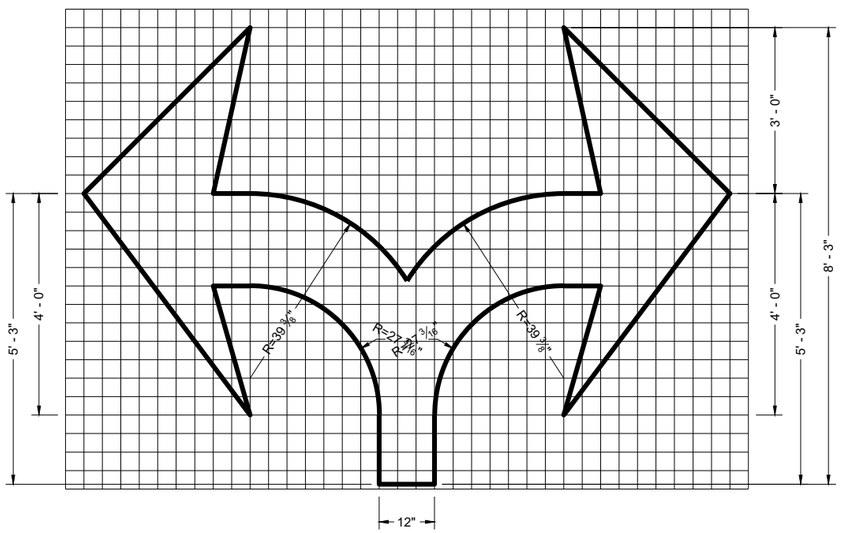


TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C07-16c

6

SDD 15C07-16c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

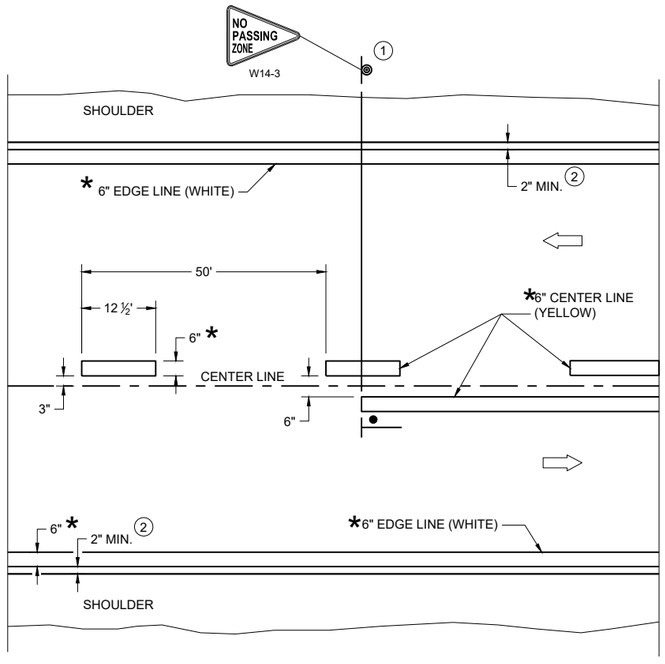
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

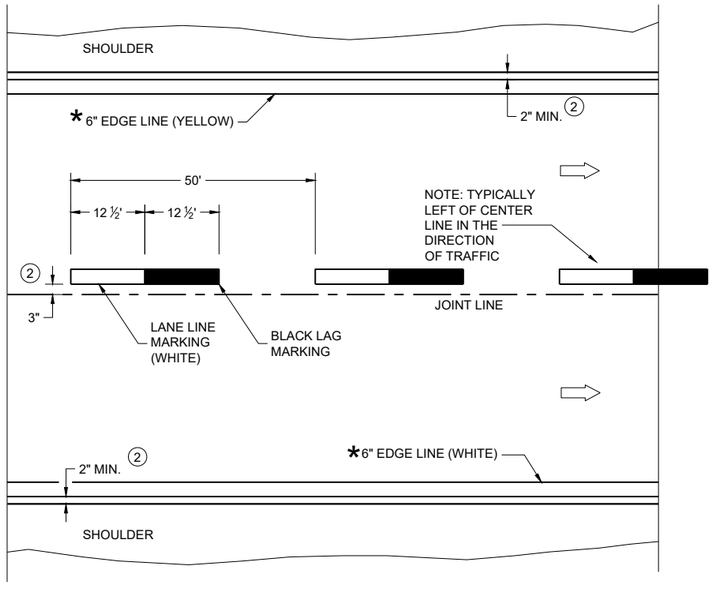
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

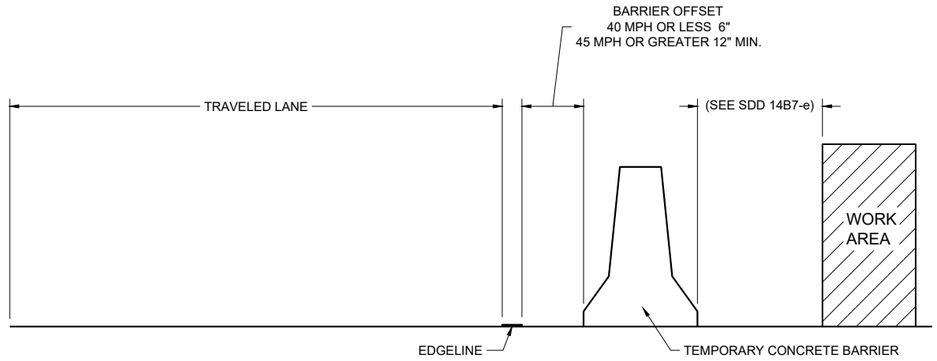
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

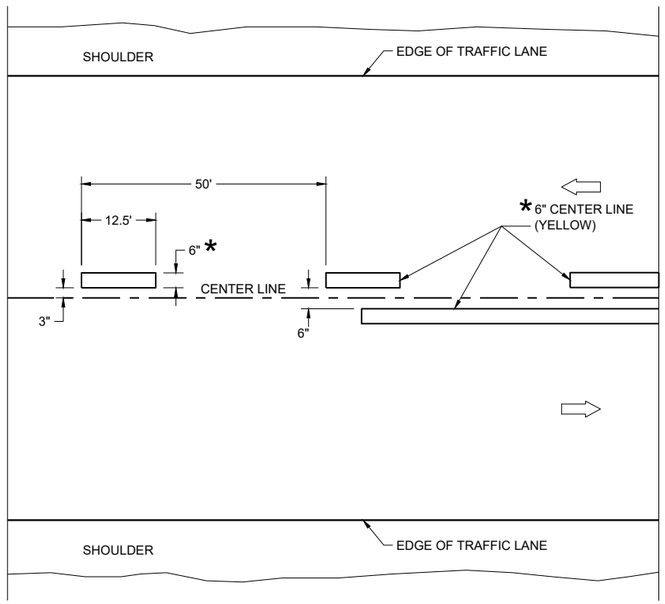
GENERAL NOTES

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

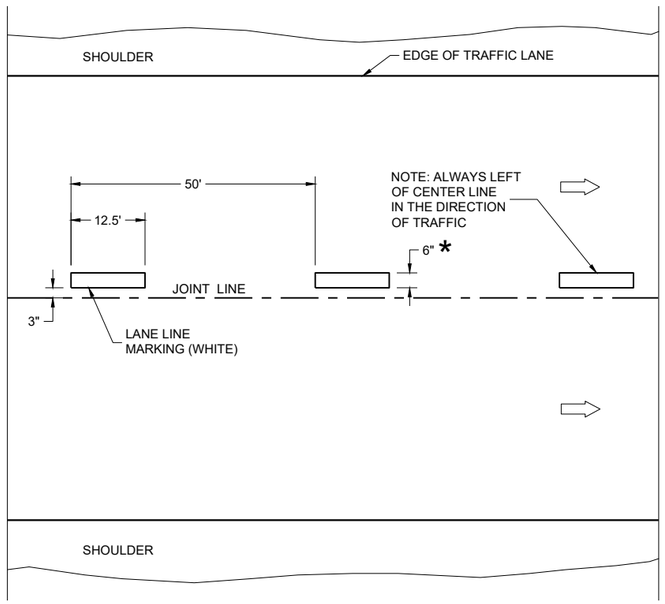
LEGEND

⇨ DIRECTION OF TRAFFIC

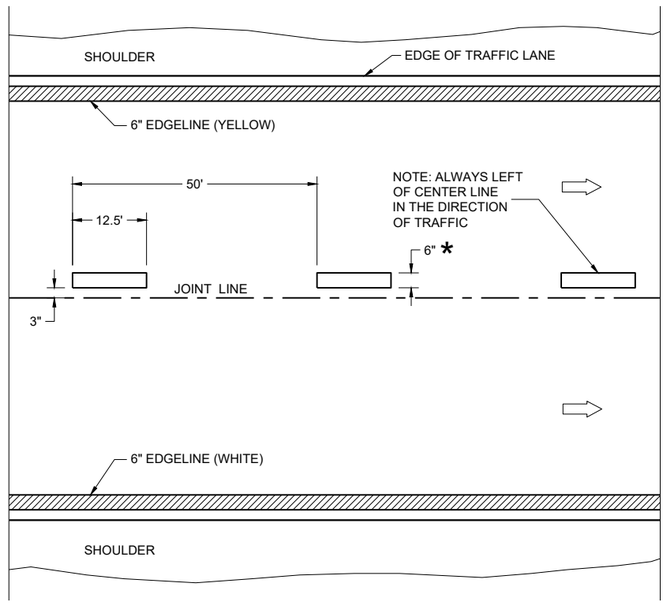
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

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

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SDD 15C08-24b

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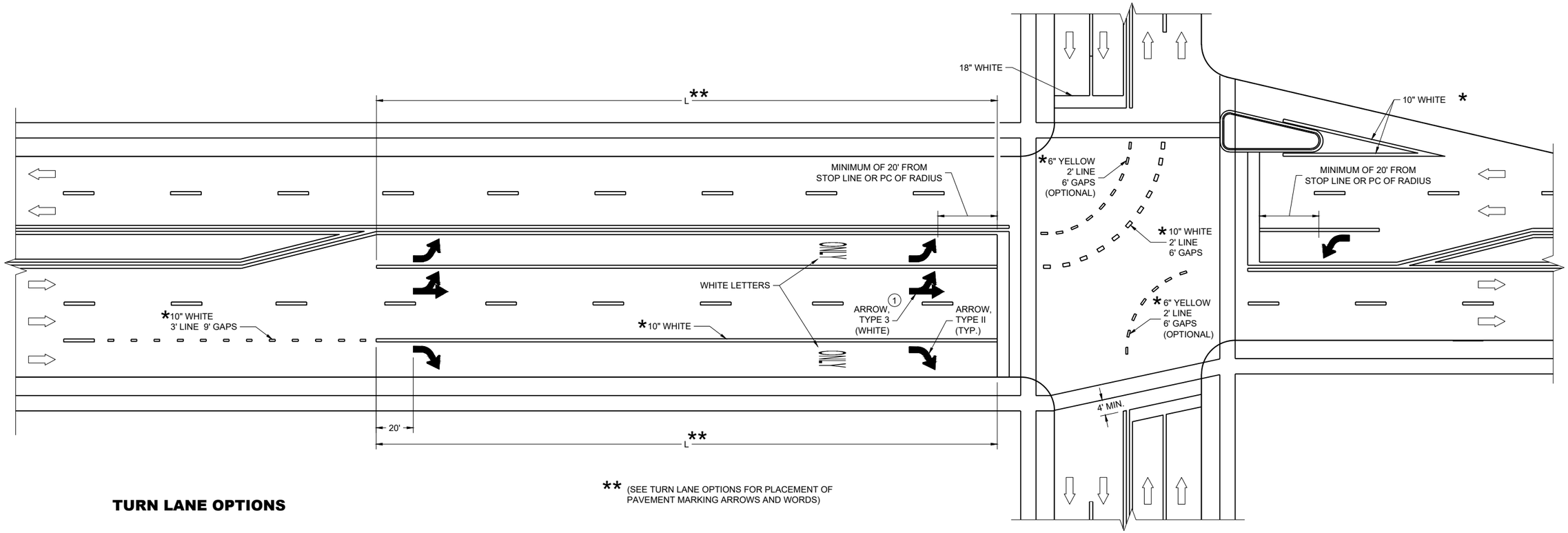
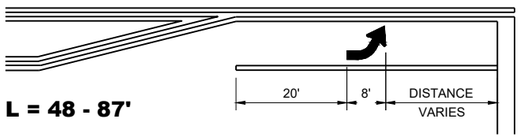
SDD 15C08-24b



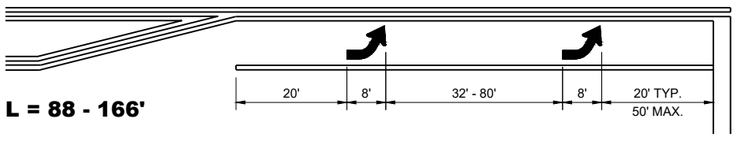
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

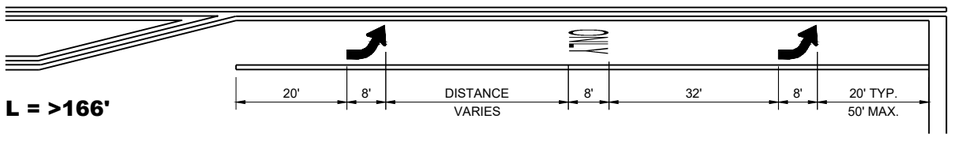
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

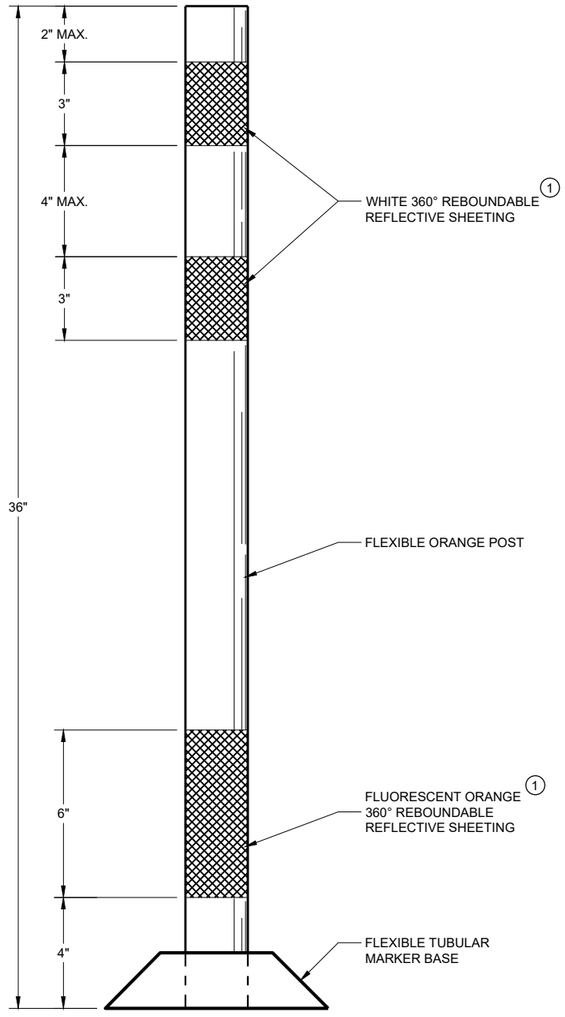
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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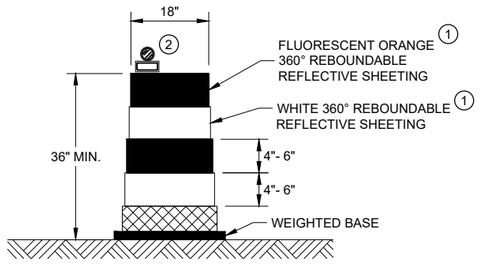
SDD 15C11 - 10a

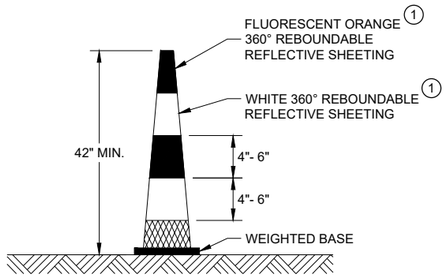
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

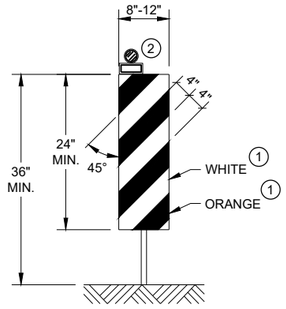
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

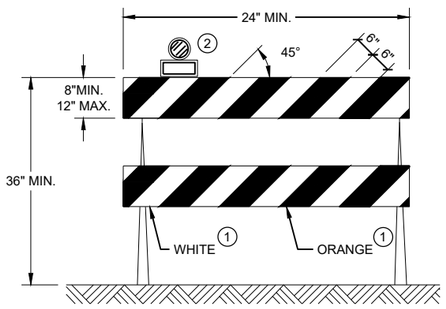
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



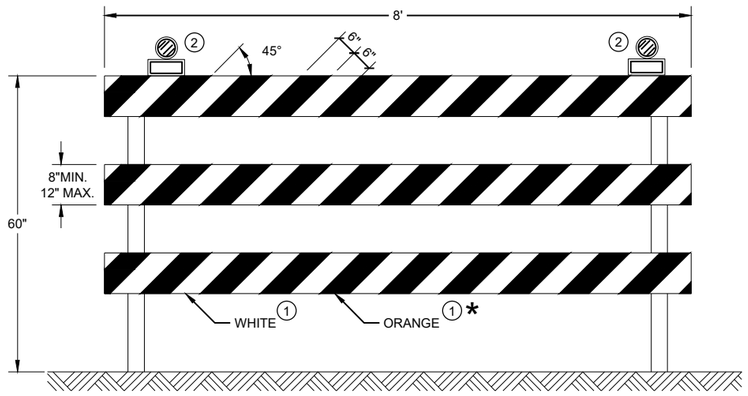
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

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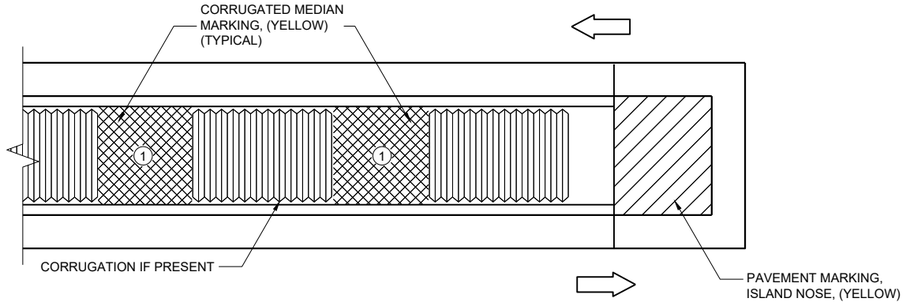
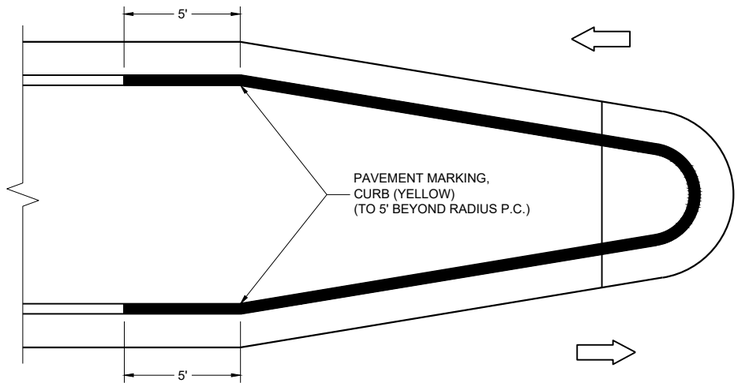
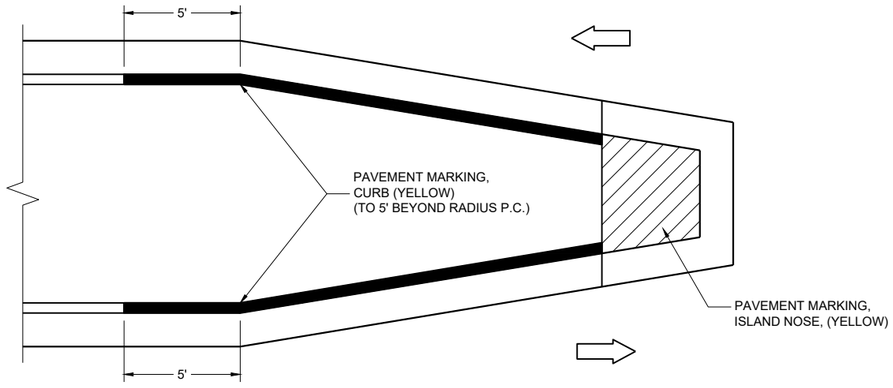


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

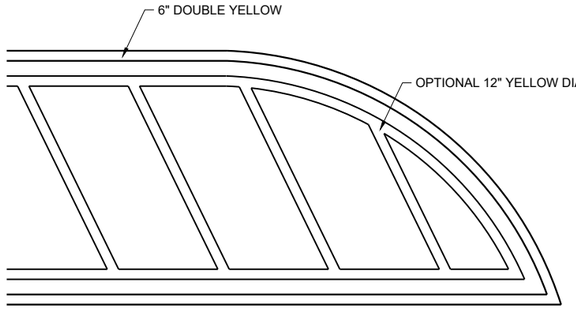
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

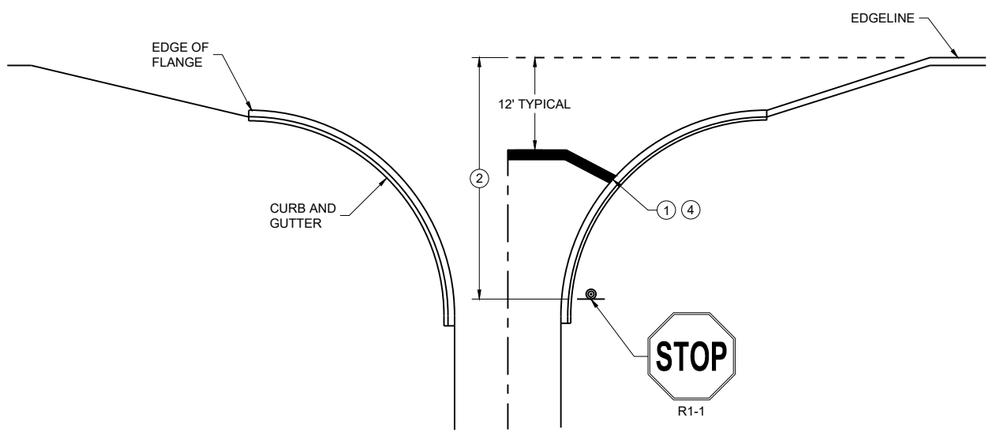
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

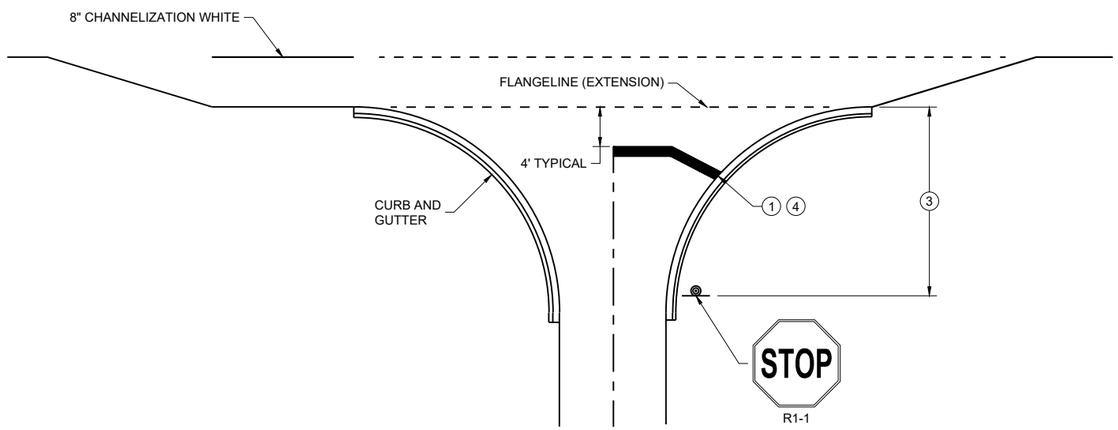
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

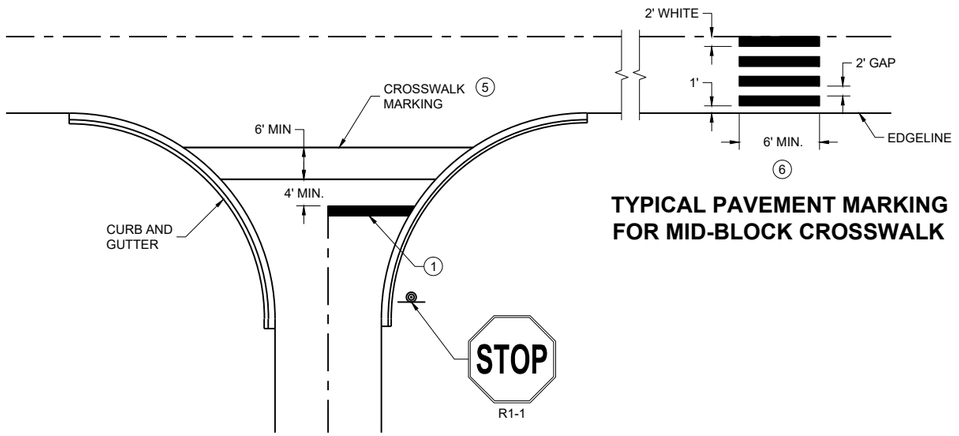
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

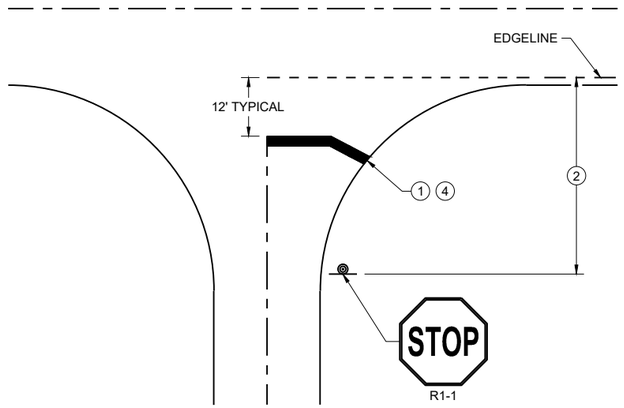


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33-05

6

SDD 15C33-05

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

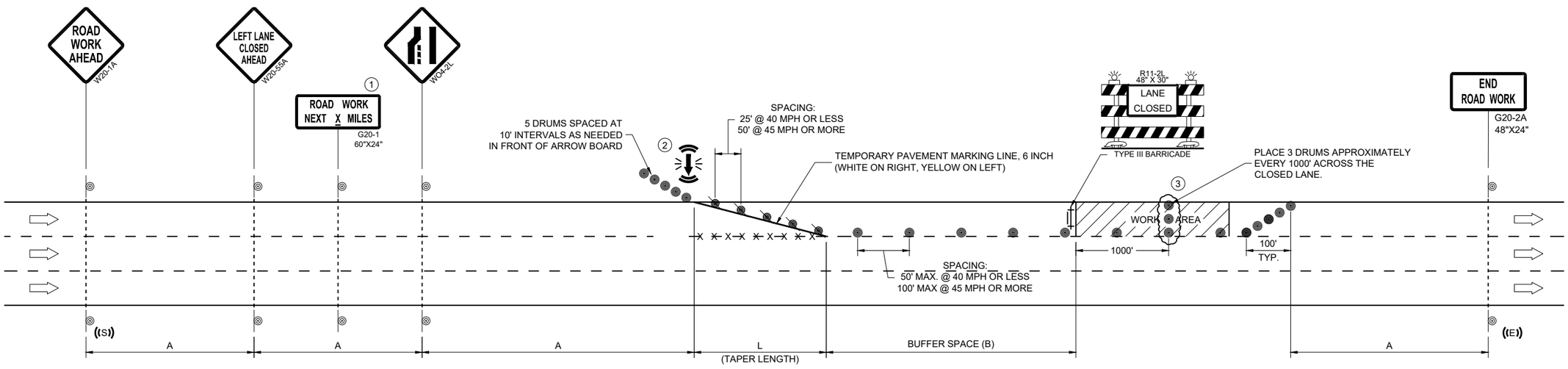
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- 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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

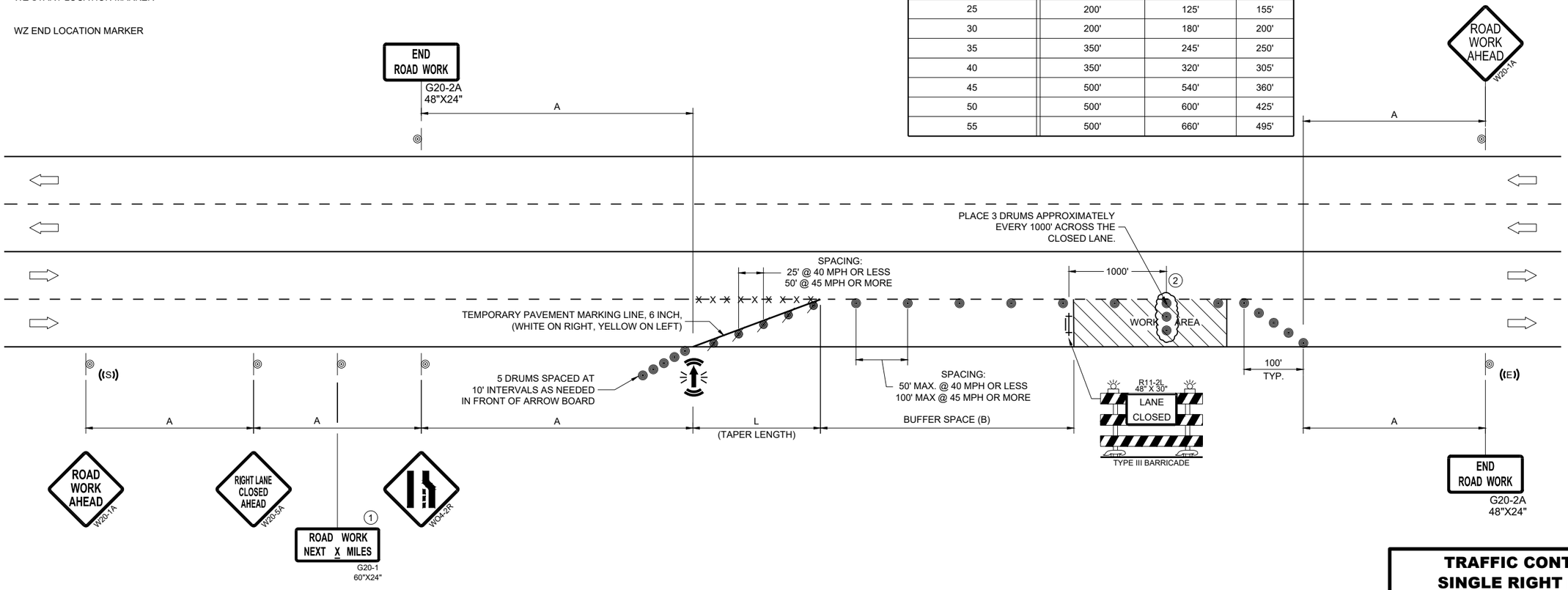
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-10b

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

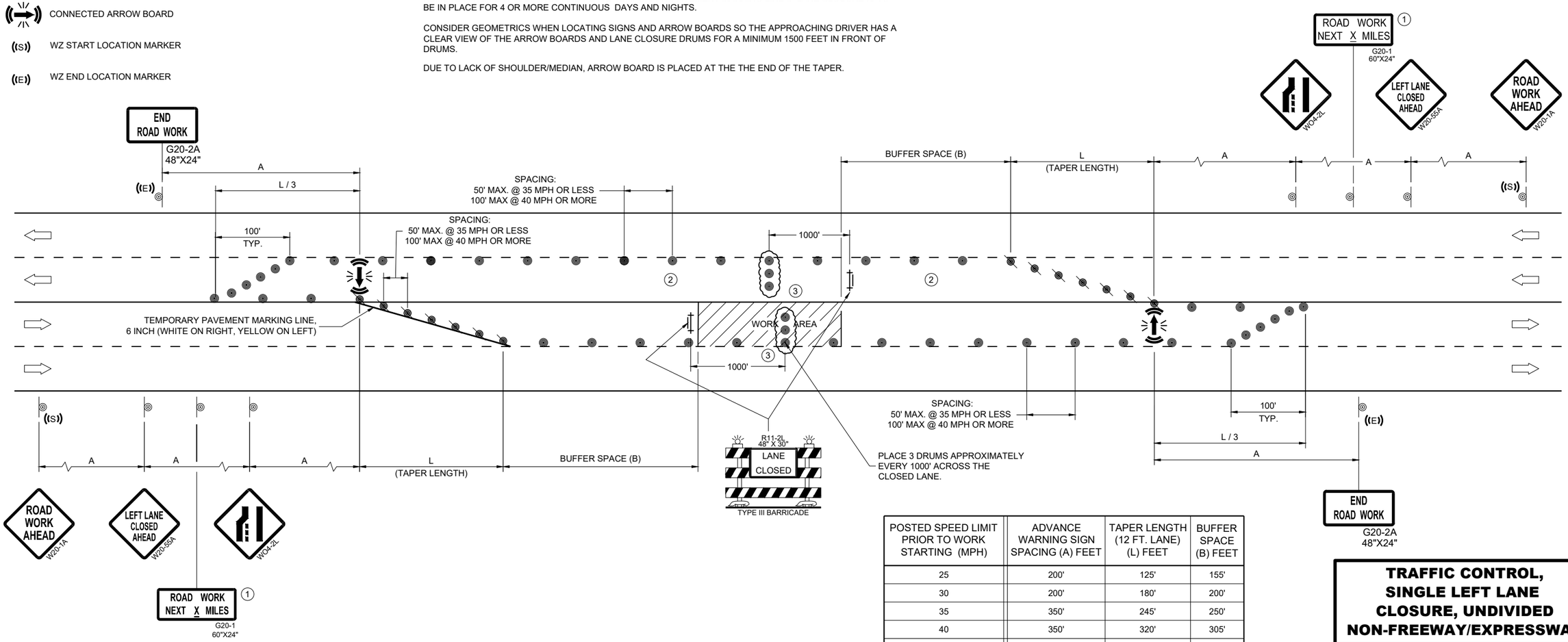
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

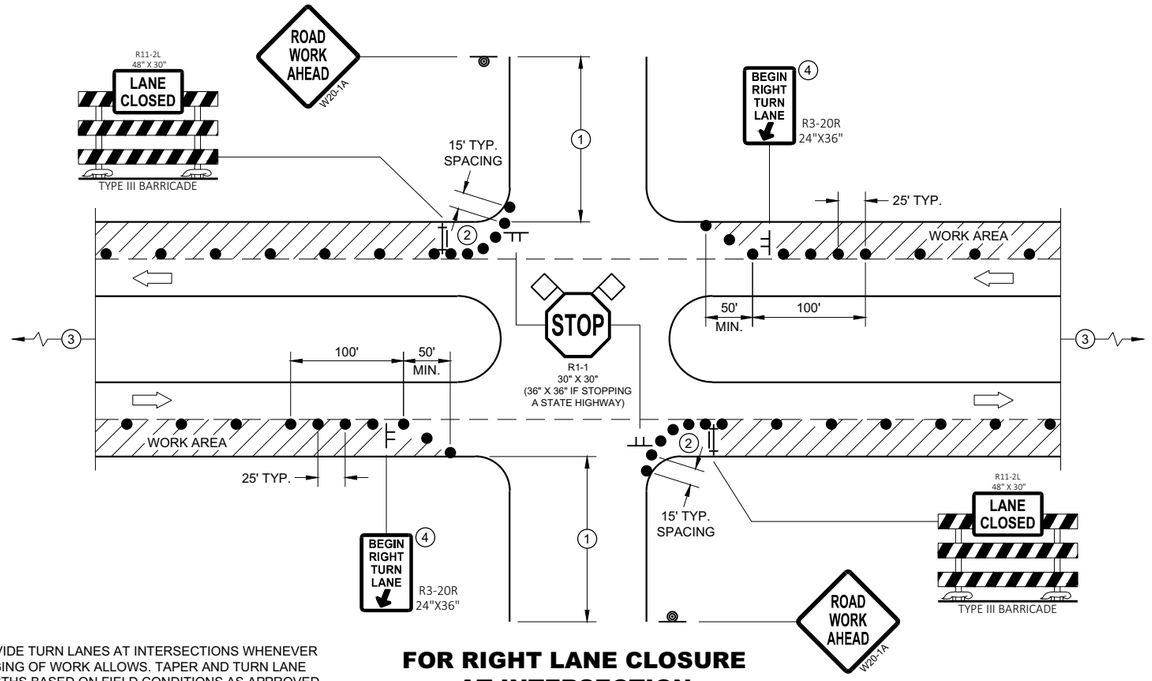
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

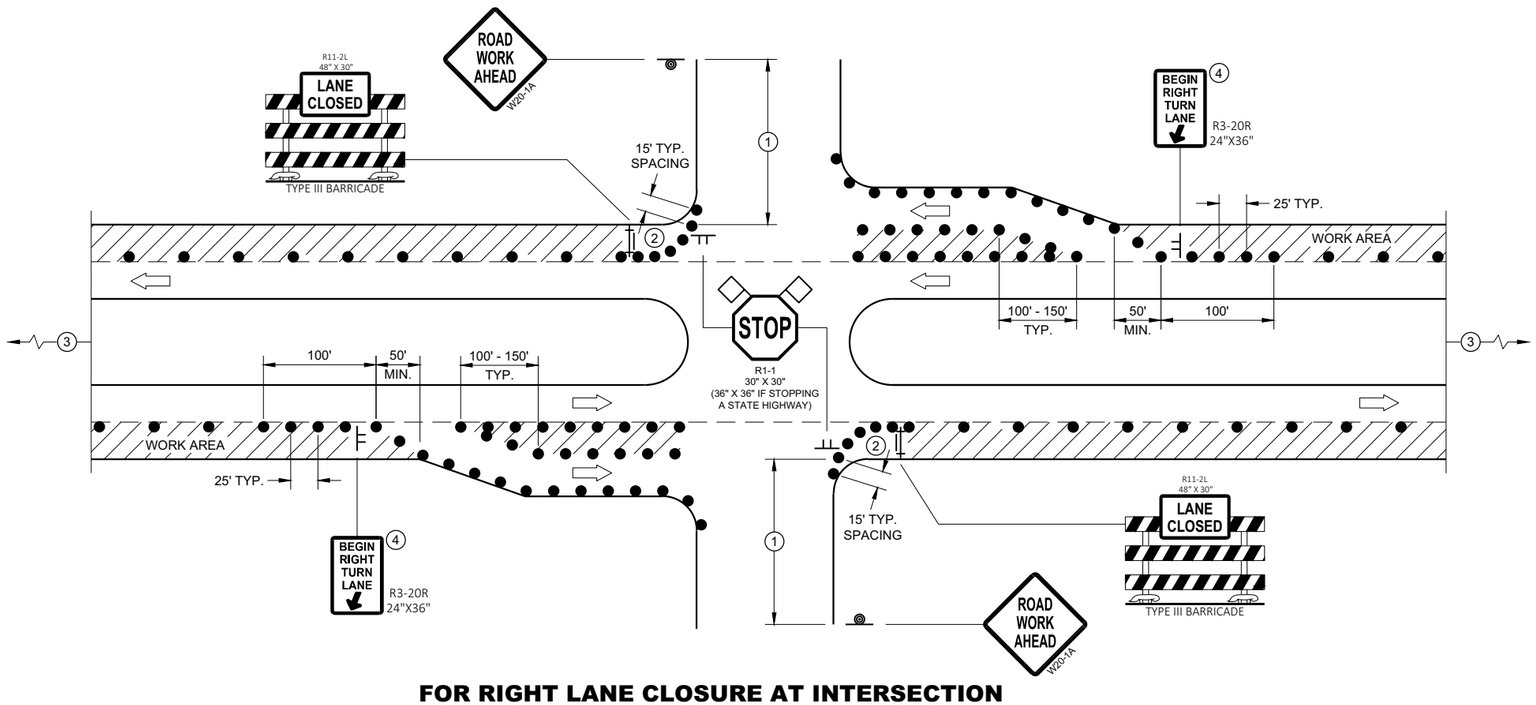
FHWA

6
SDD 15D20-10c



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

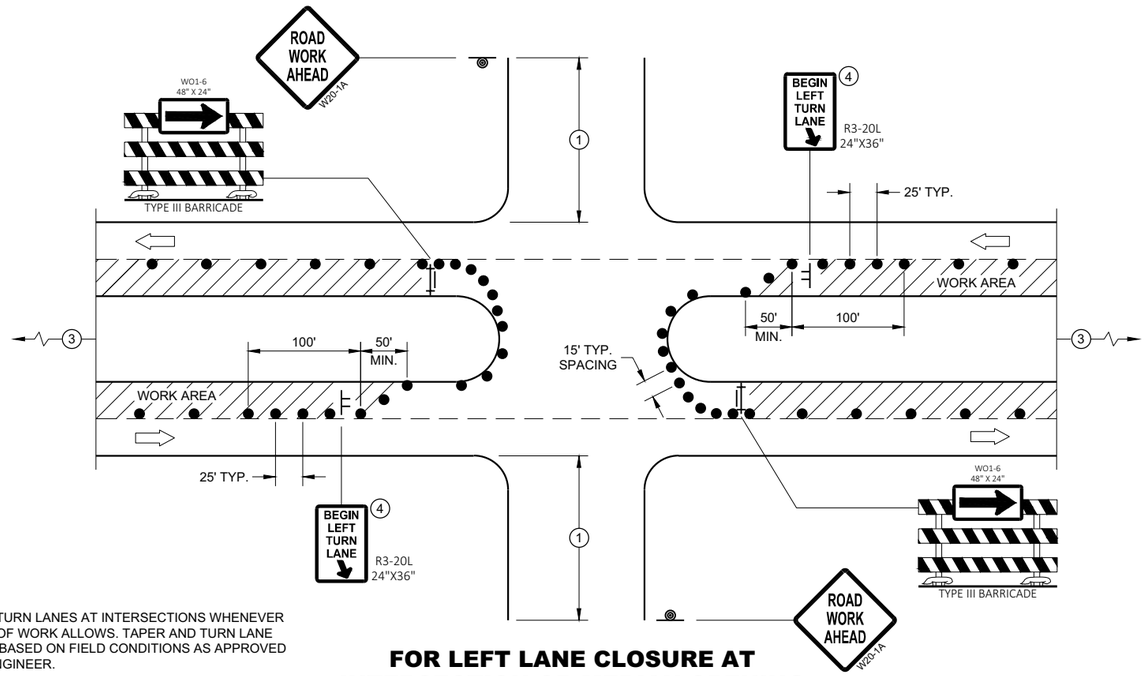
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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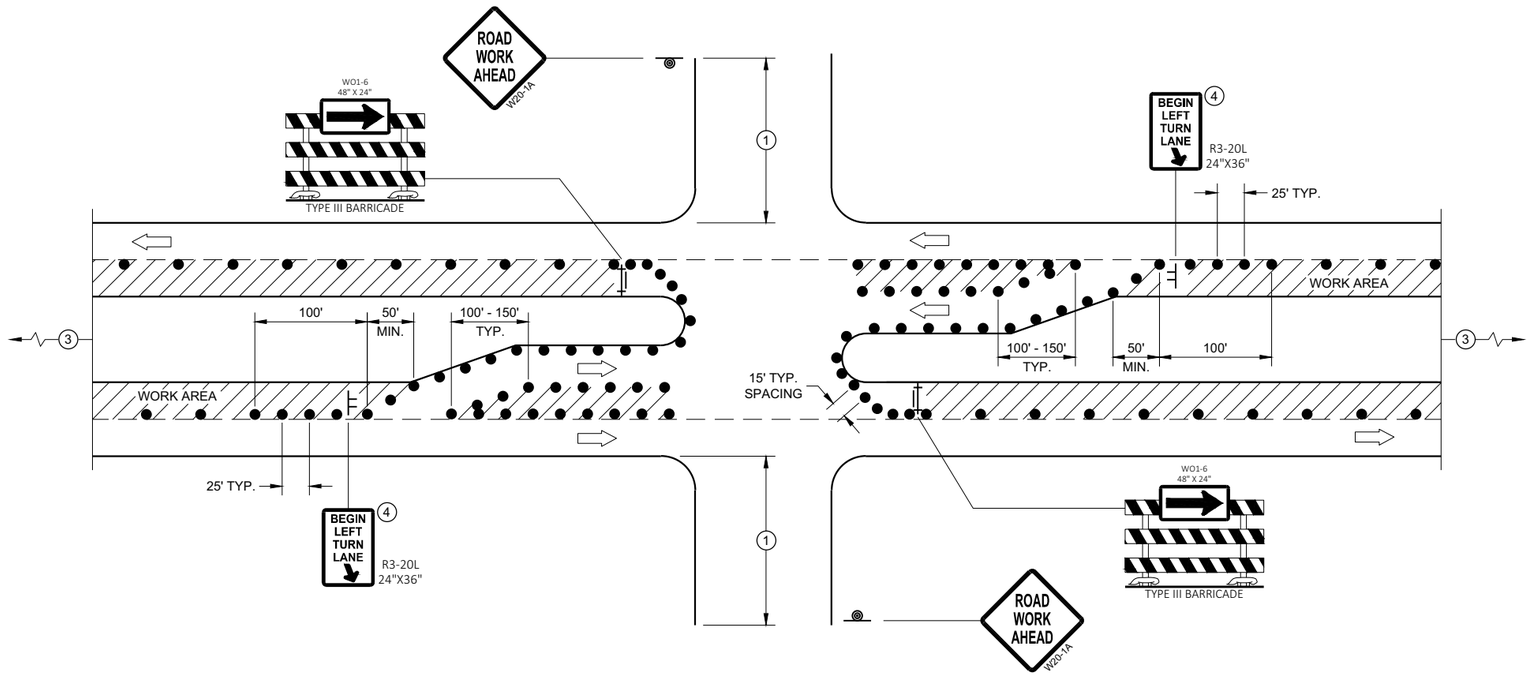
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

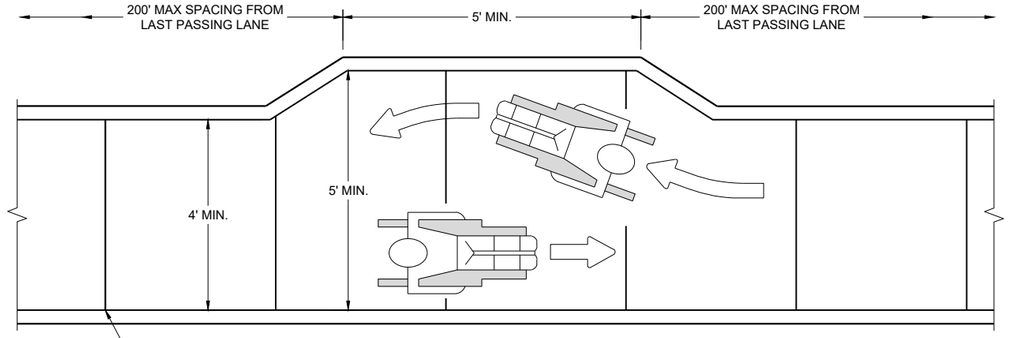
FHWA

6

SDD 15D21 - 07b

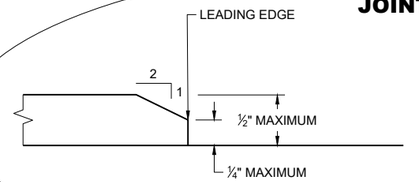
6

SDD 15D21 - 07b

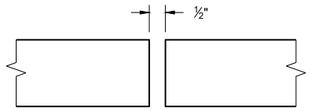


NARROW SIDEWALK PASSING DETAIL

JOINT ALLOWANCES



MAXIMUM VERTICAL GAP



MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

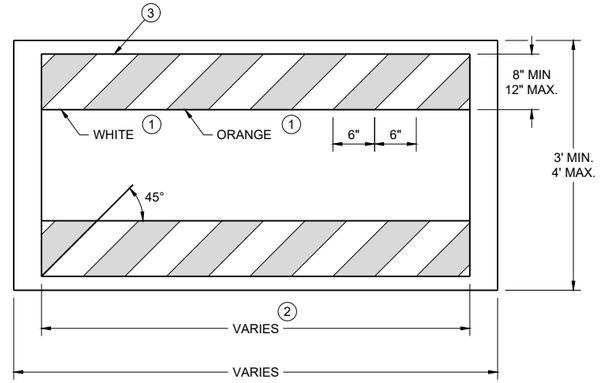
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

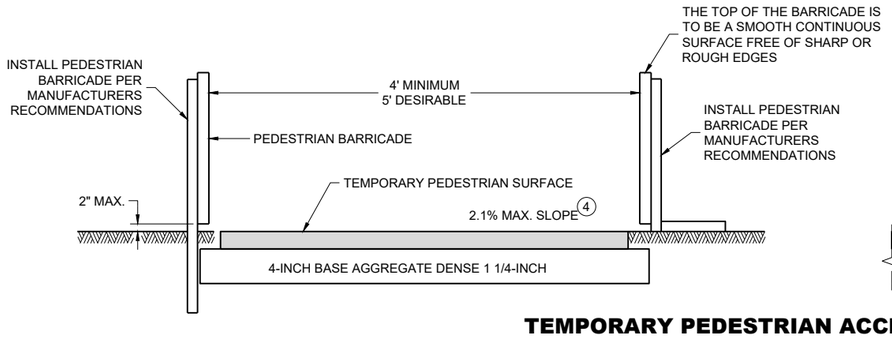
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

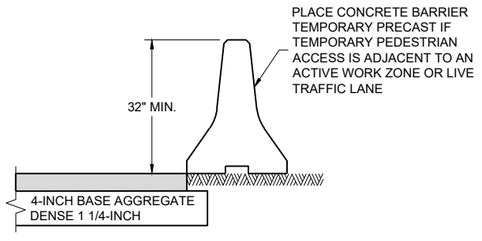
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *



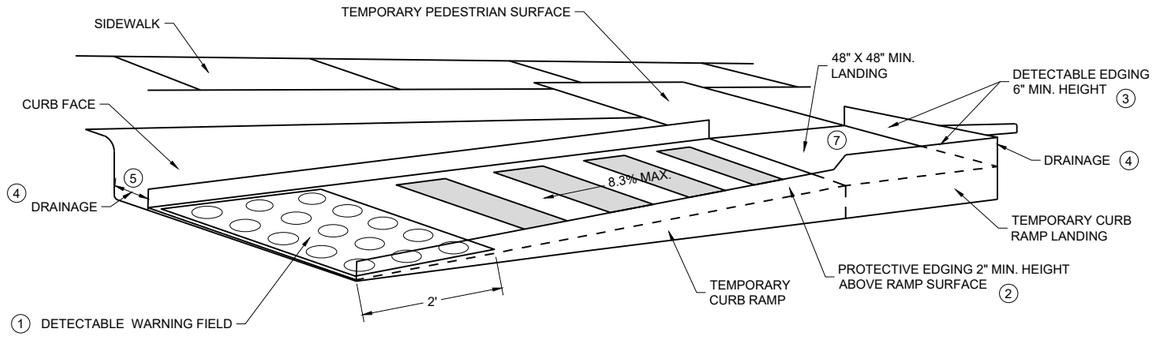


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11a



PERSPECTIVE VIEW

GENERAL NOTES

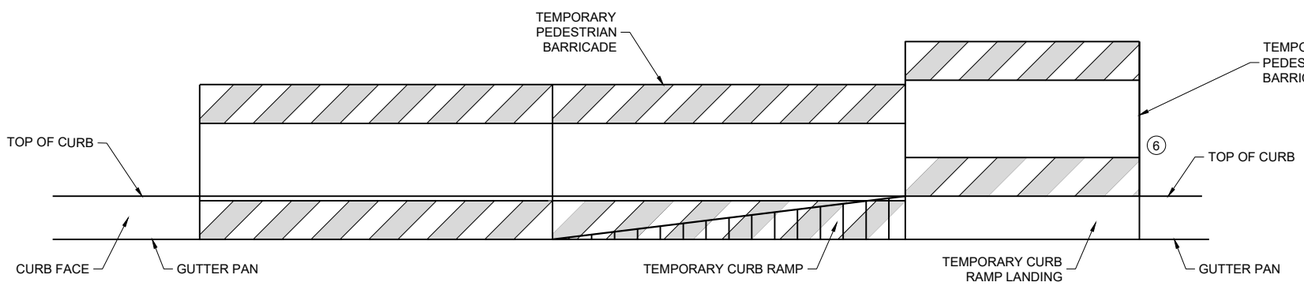
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

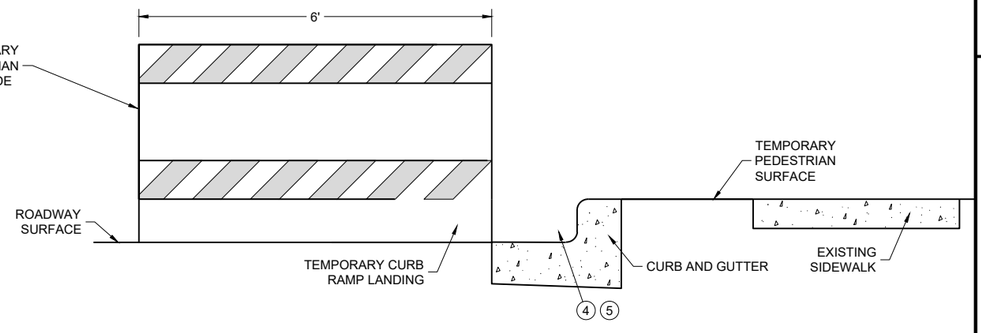
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

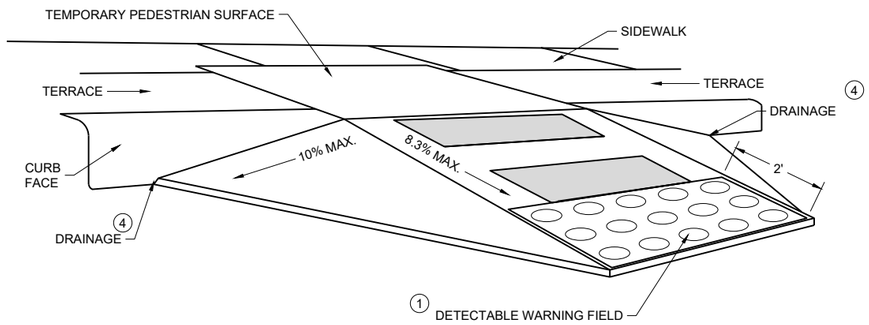
SDD 15D30-11b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

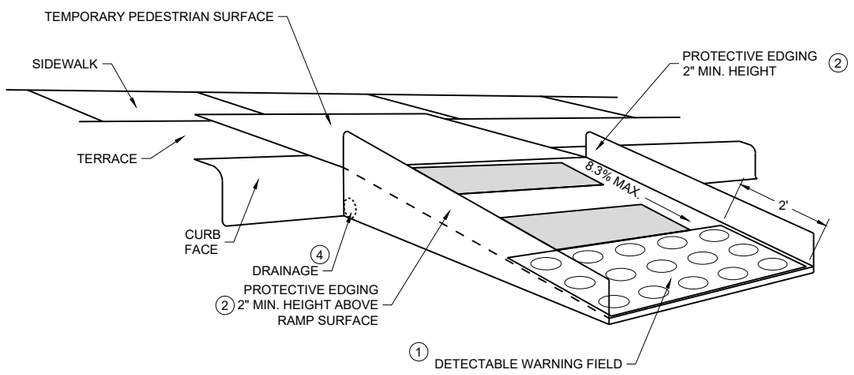
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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(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.

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.

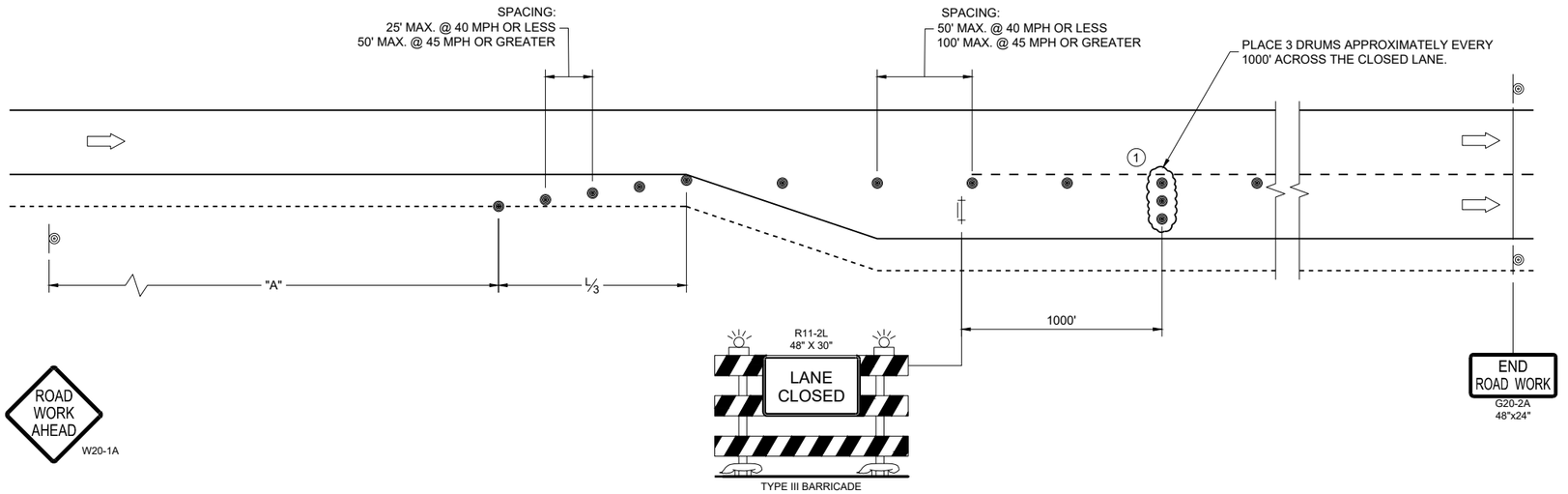
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

(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 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D50-04a

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.

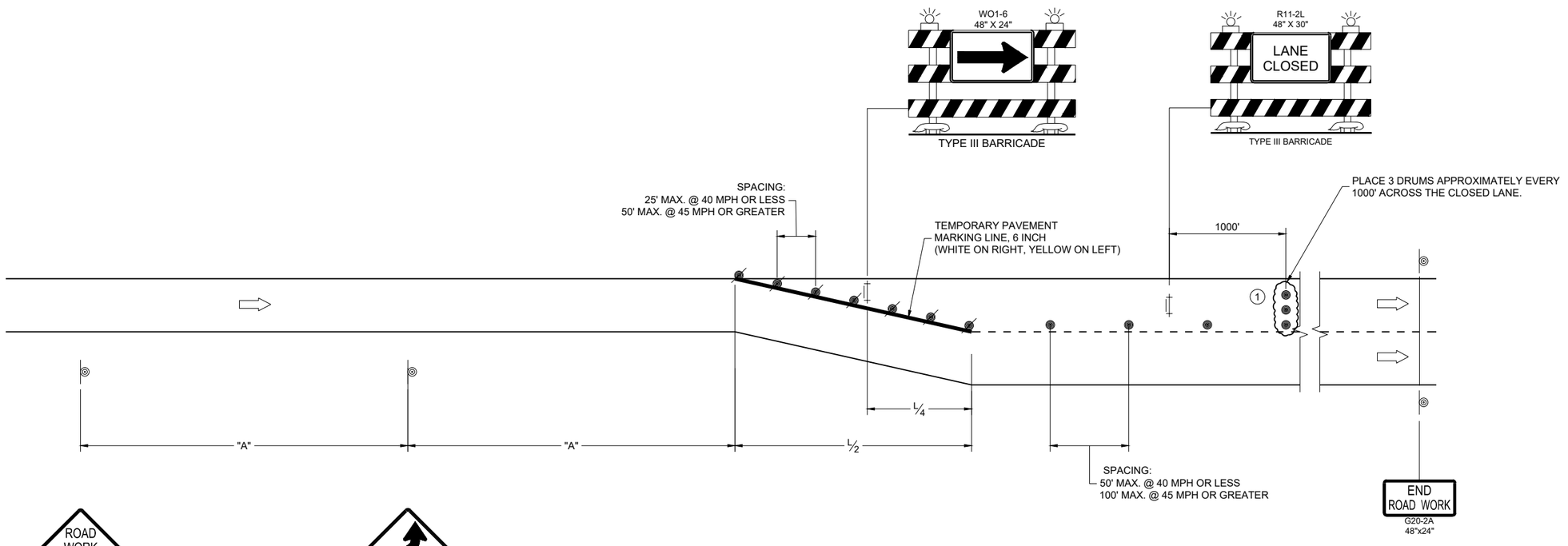
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

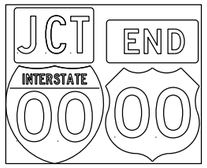
FHWA

6

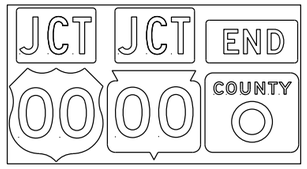
SDD 15D50-04b

TYPICAL ASSEMBLIES

J1-1



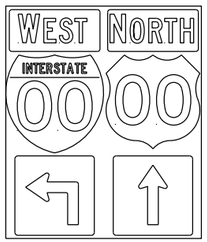
J1-2



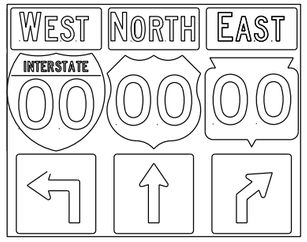
J1-3

JR1-1

J2-1

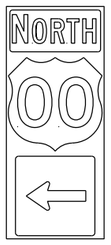


J2-2

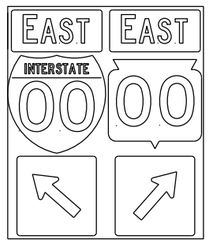


J2-3

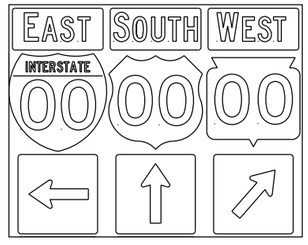
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

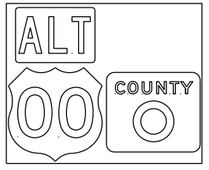


J3-2

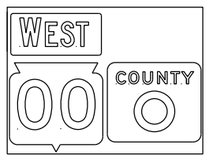


J3-3

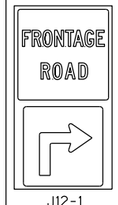
J4-1



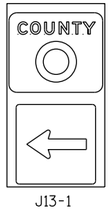
J4-2



J4-2



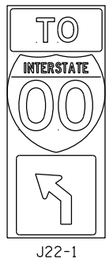
J12-1



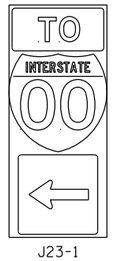
J13-1

J32-1

J33-1



J22-1

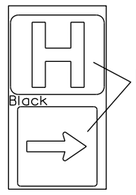


J23-1

JR13-1

JR23-1

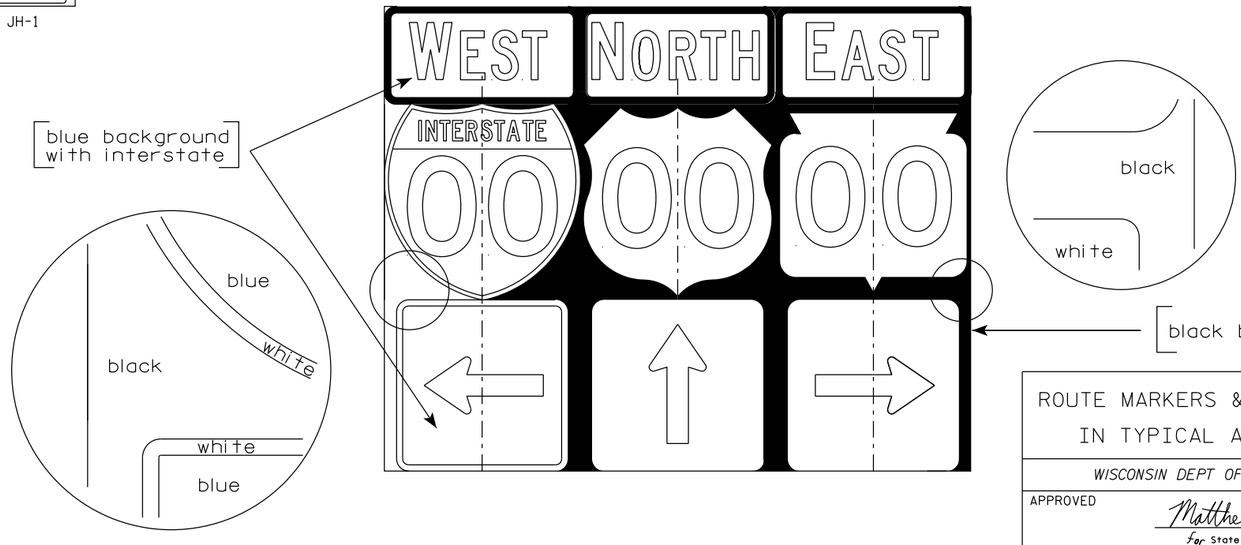
JR99-1



Blue Background
JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

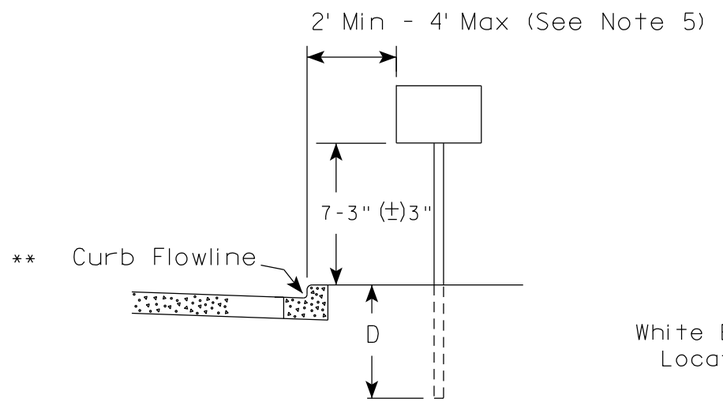
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

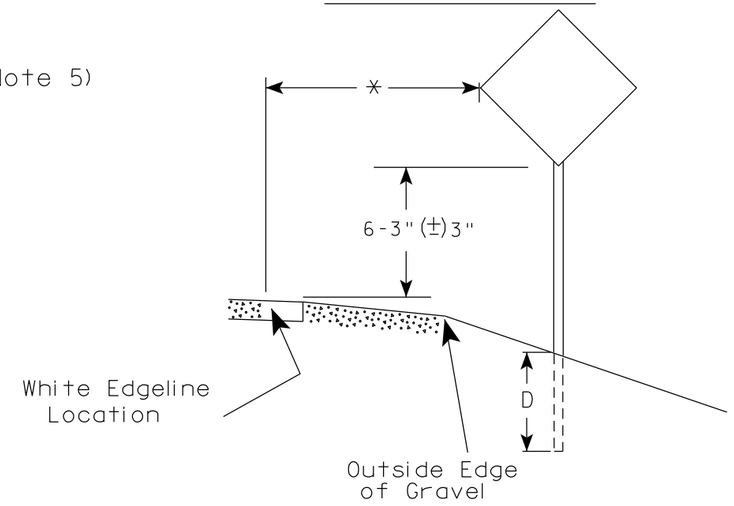
PROJECT NO:

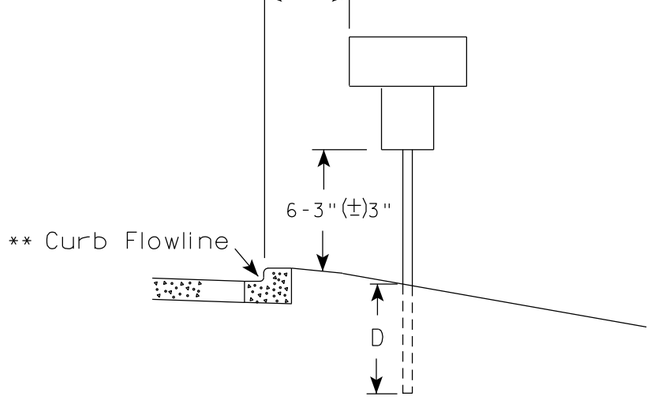
SHEET NO: 195 E

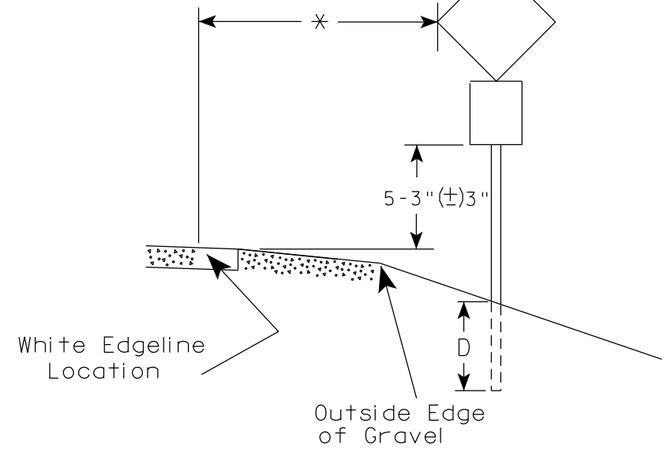
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

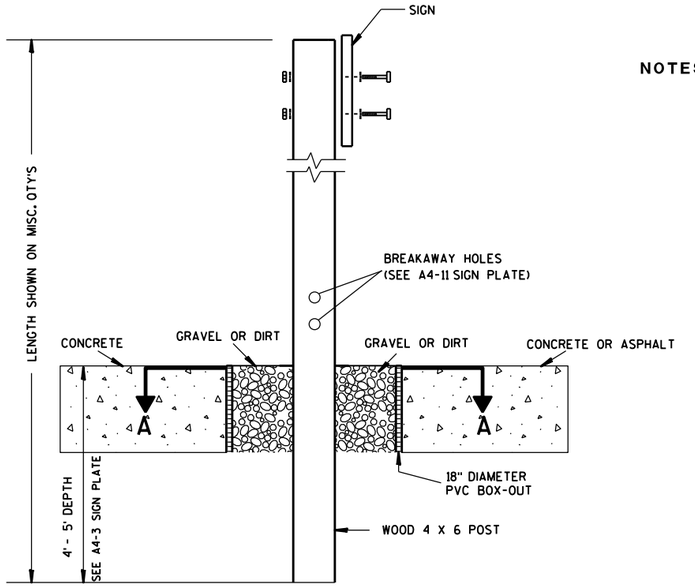
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

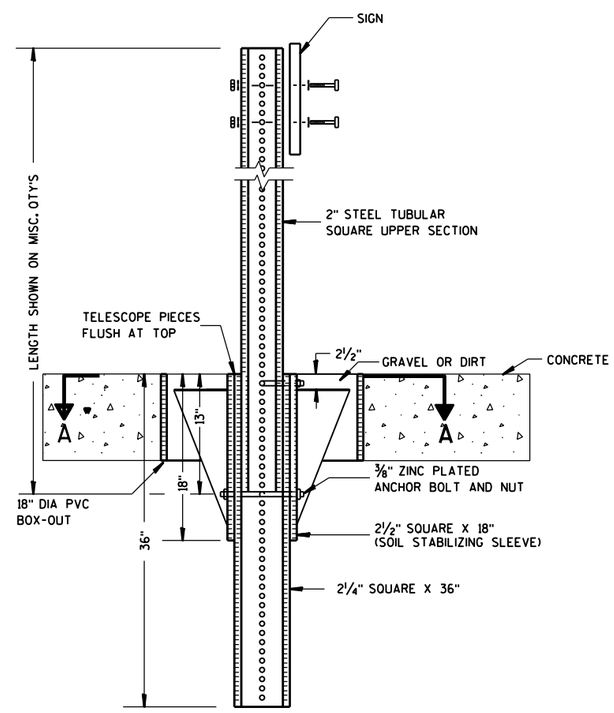
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

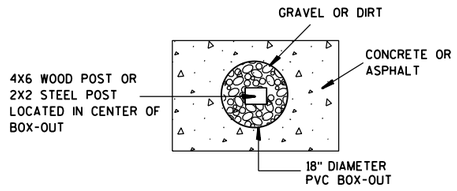
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

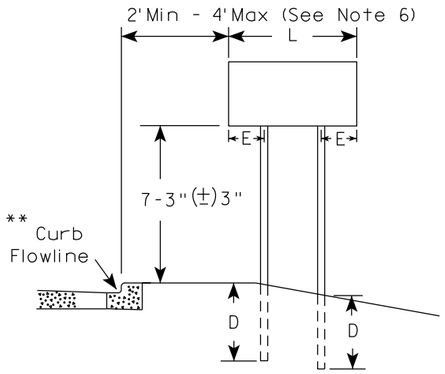
APPROVED Matthew R Rauch
for State Traffic Engineer

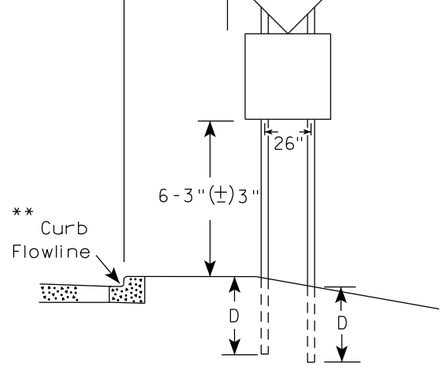
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

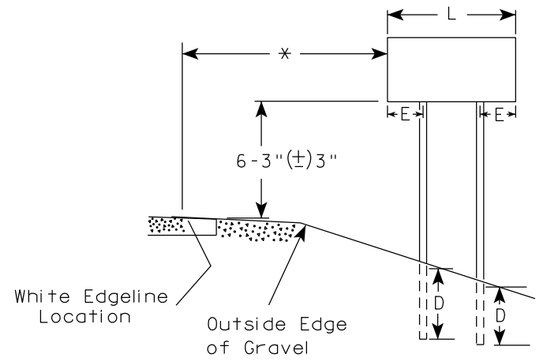
URBAN AREA

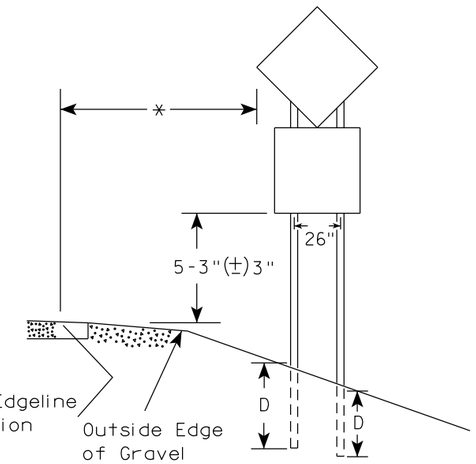




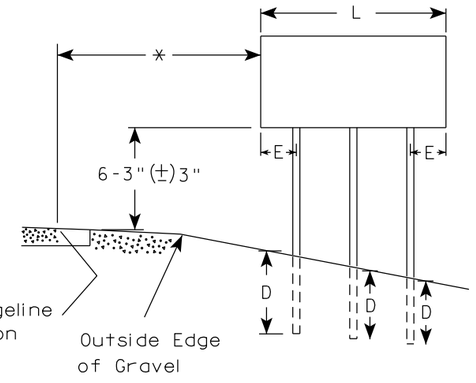
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



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'

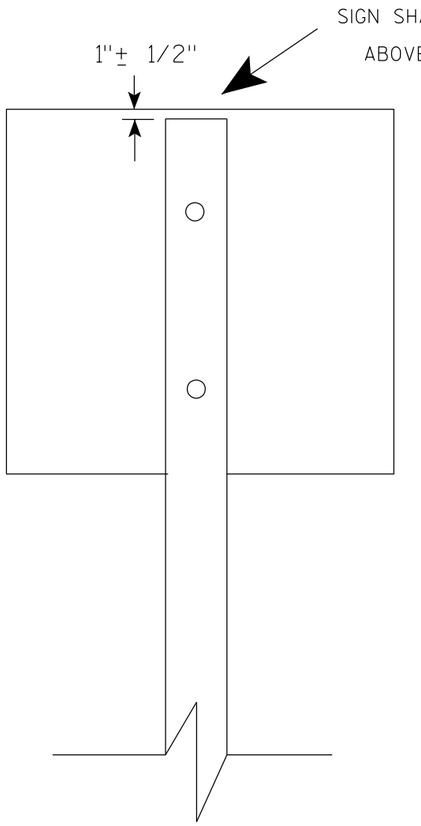
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

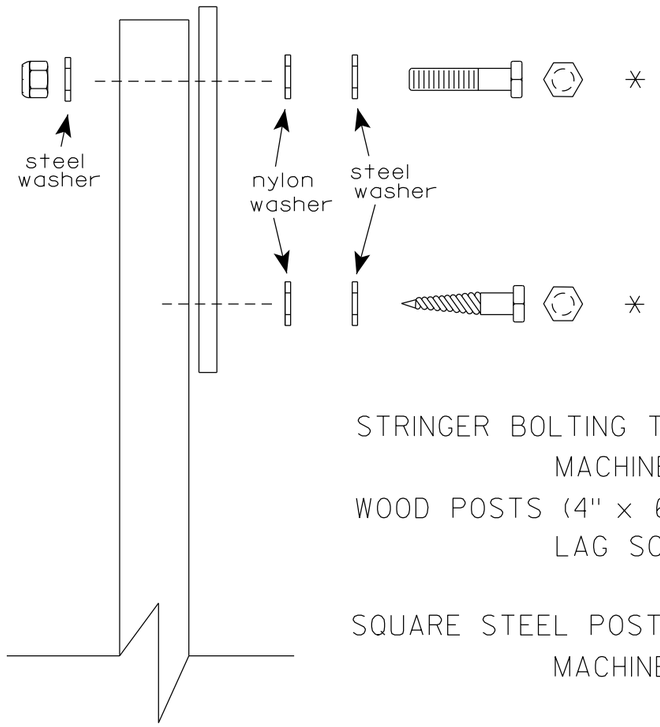
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

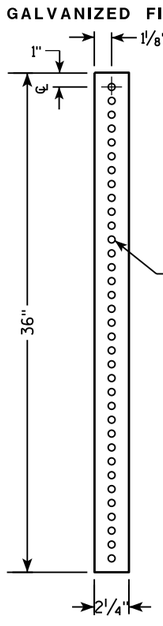
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

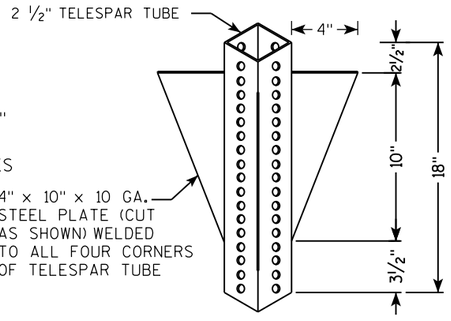
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

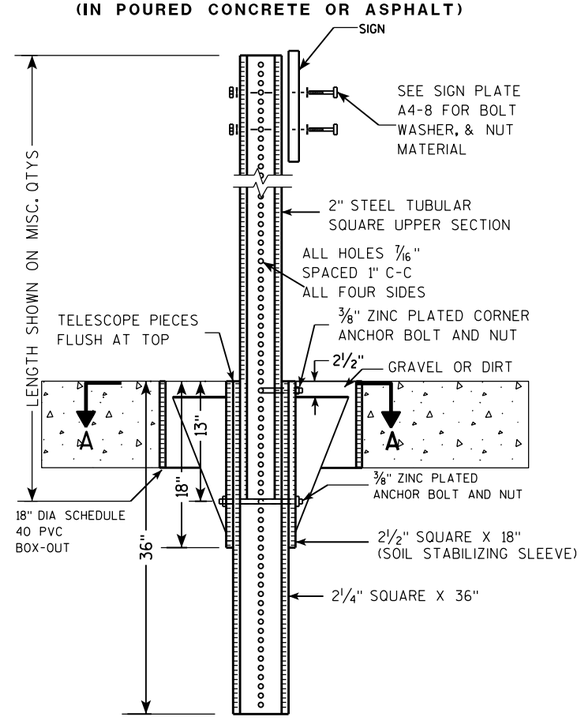
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



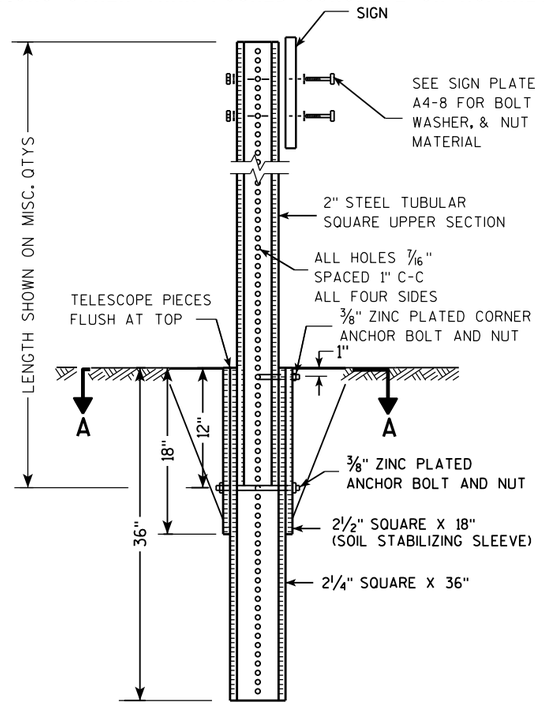
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

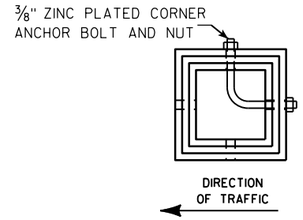


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

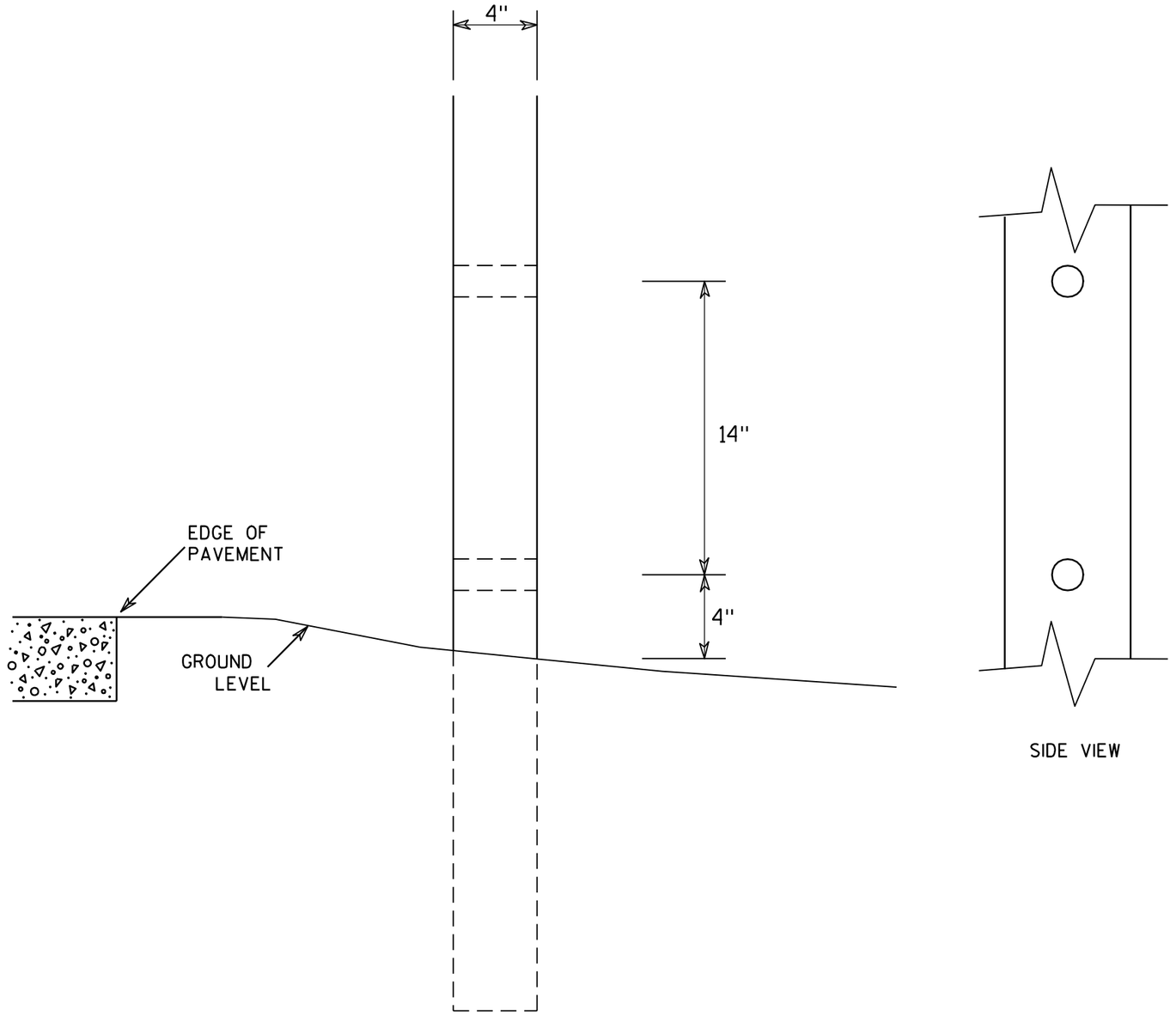
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 200 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000



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

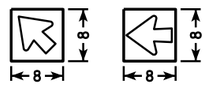
WISCONSIN DEPT OF TRANSPORTATION

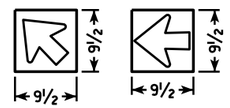
APPROVED Chester J Spang for State Traffic Engineer

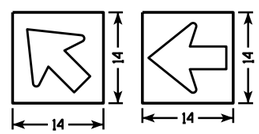
DATE 3/27/97 PLATE NO. A4-11.2

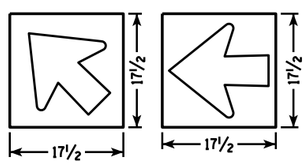
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







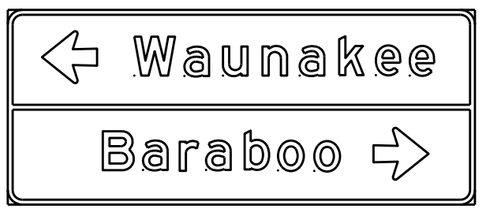


GENERAL NOTES

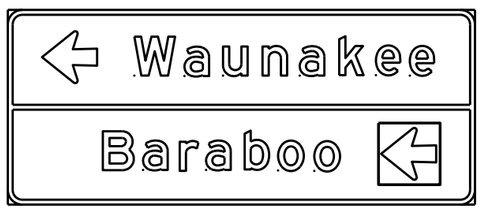
1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

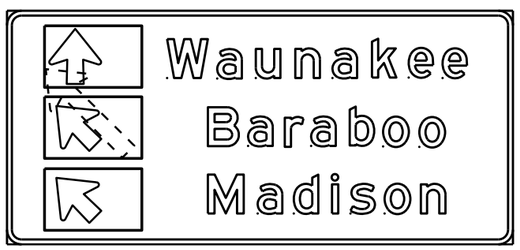
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

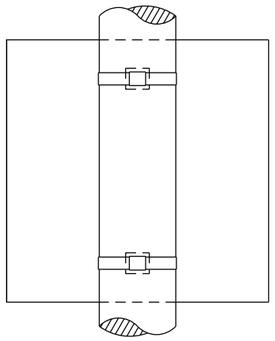
WISDOT/CADDS SHEET 42

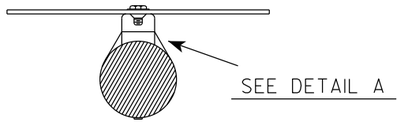
7

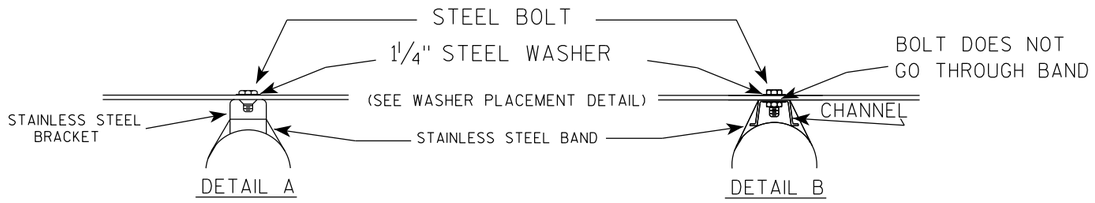
7

BANDING

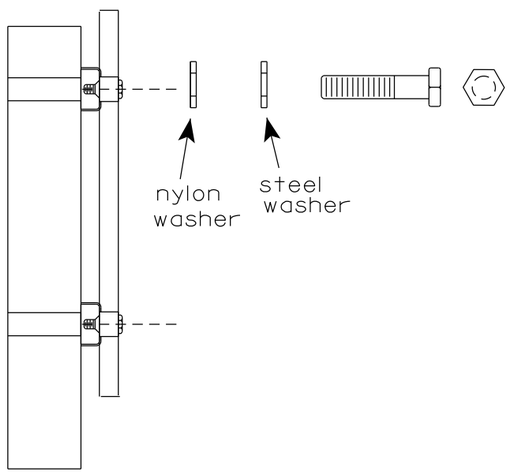
SINGLE SIGN







WASHER PLACEMENT

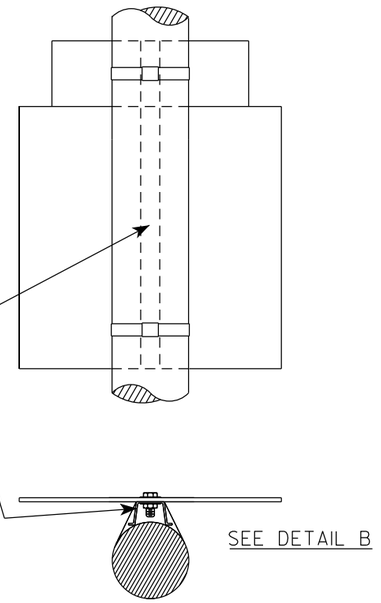


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

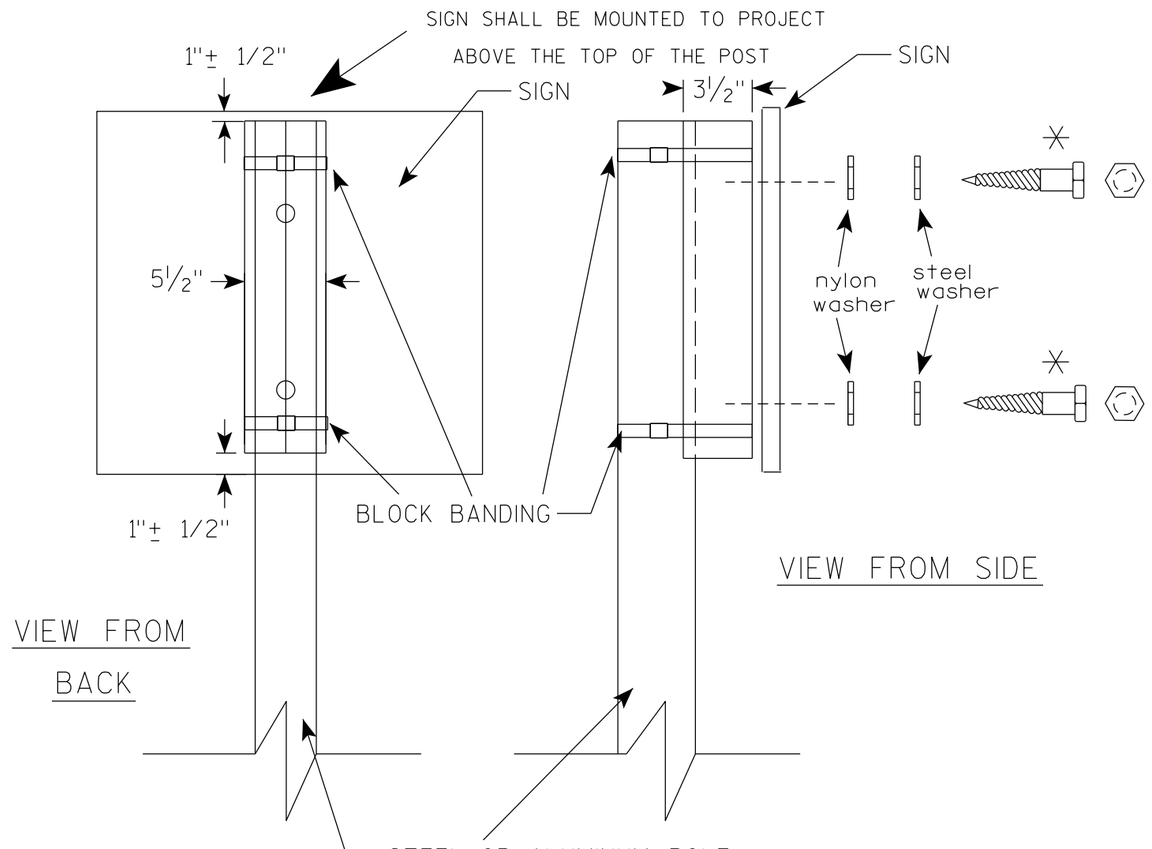
DATE 6/10/19 PLATE NO. A5-9.4

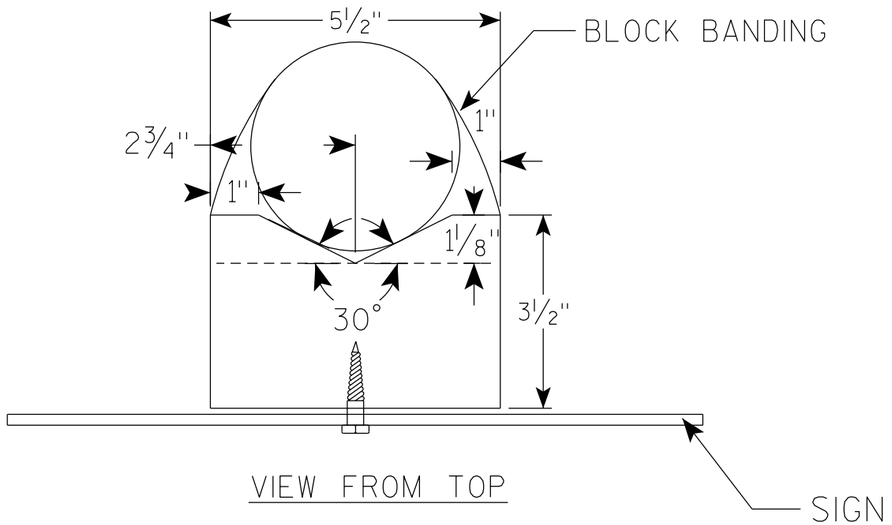
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 203	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

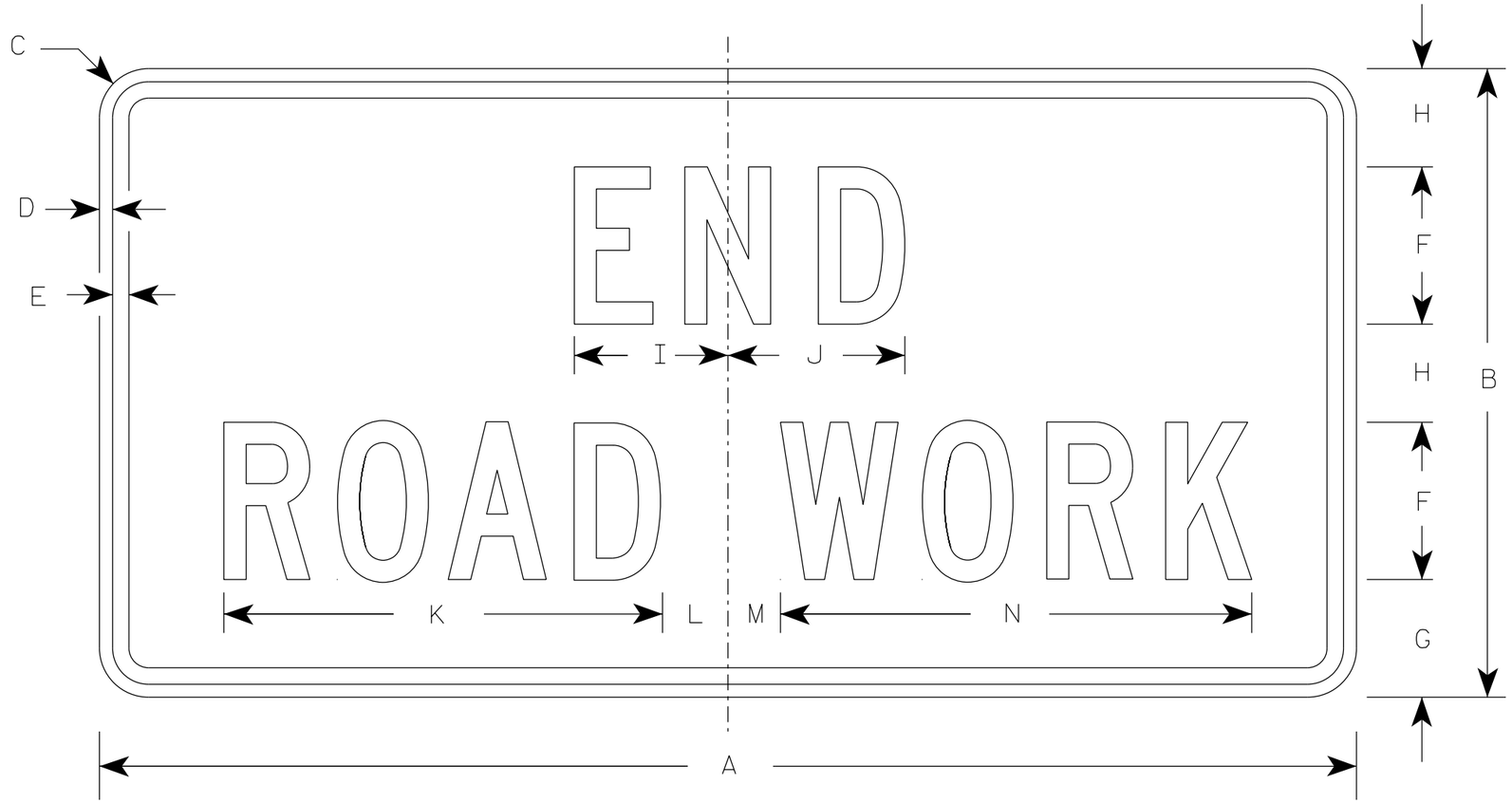
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 204 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

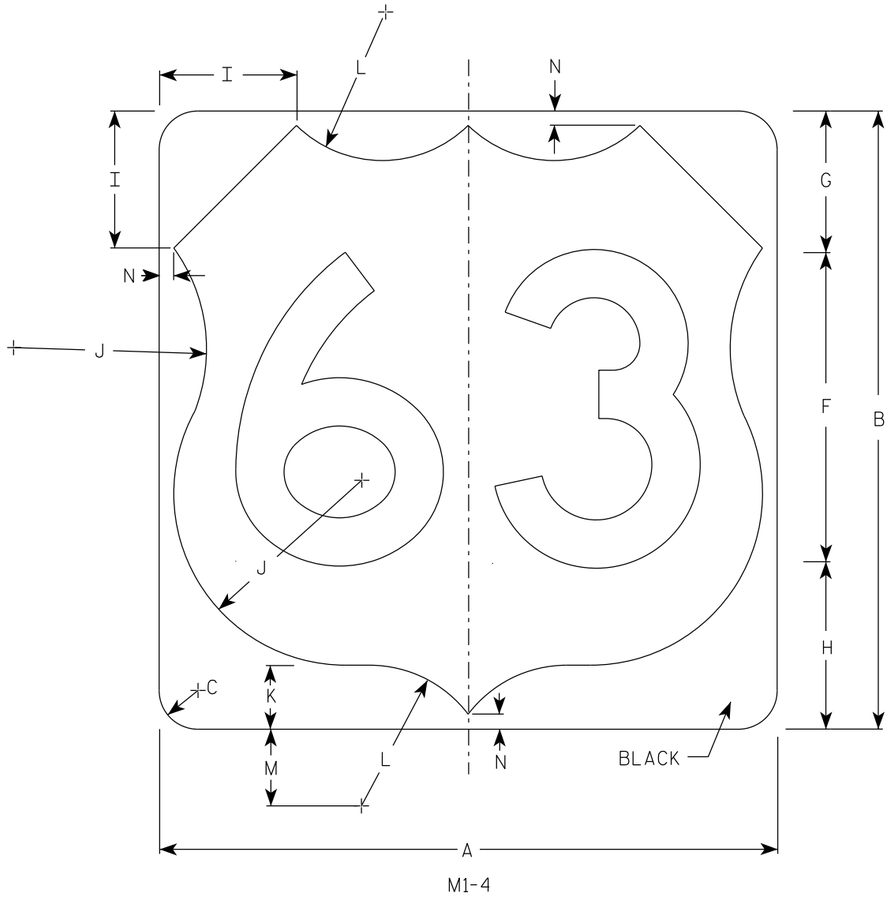
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

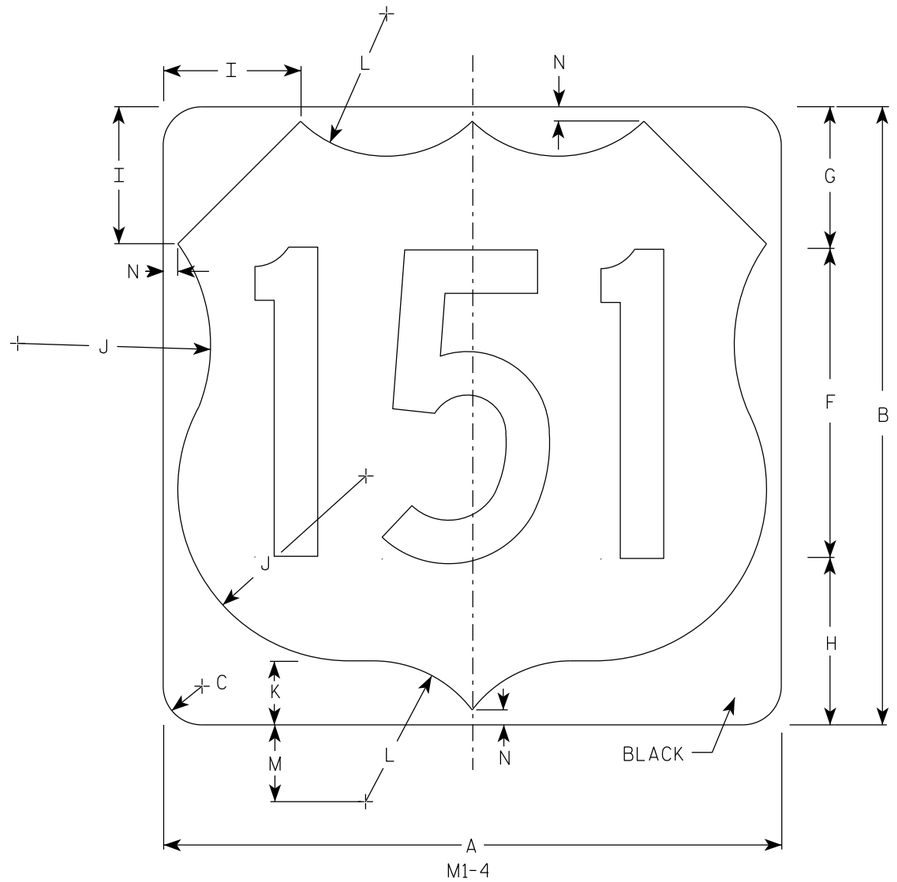
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
2M	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0

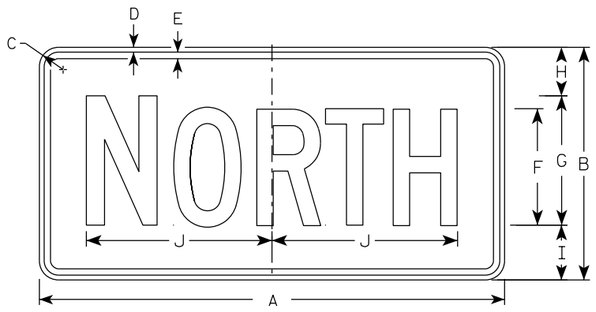
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

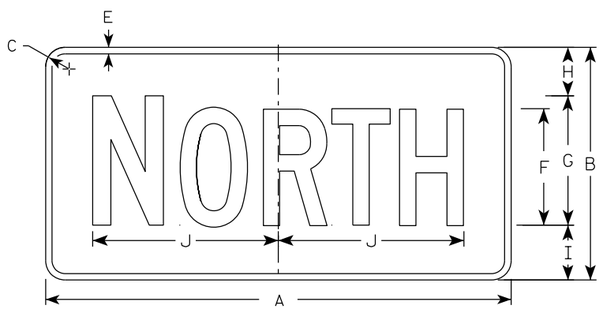
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

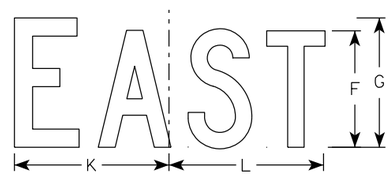
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 E



M3-1
MM3-1
MP3-1

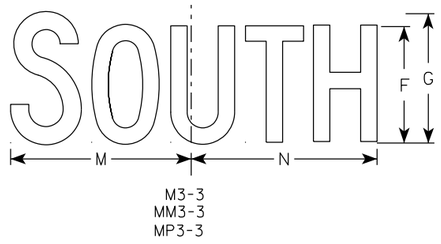


MB3-1
MK3-1
MN3-1

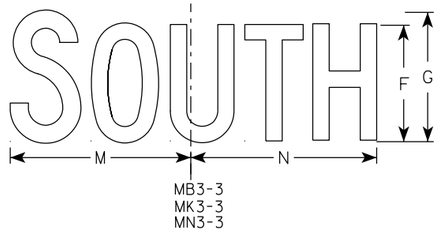


M3-2
MM3-2
MP3-2

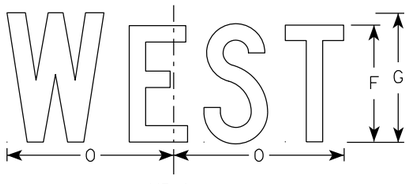
MB3-2
MK3-2
MN3-2



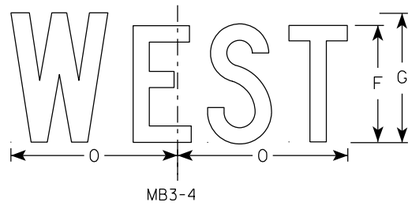
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

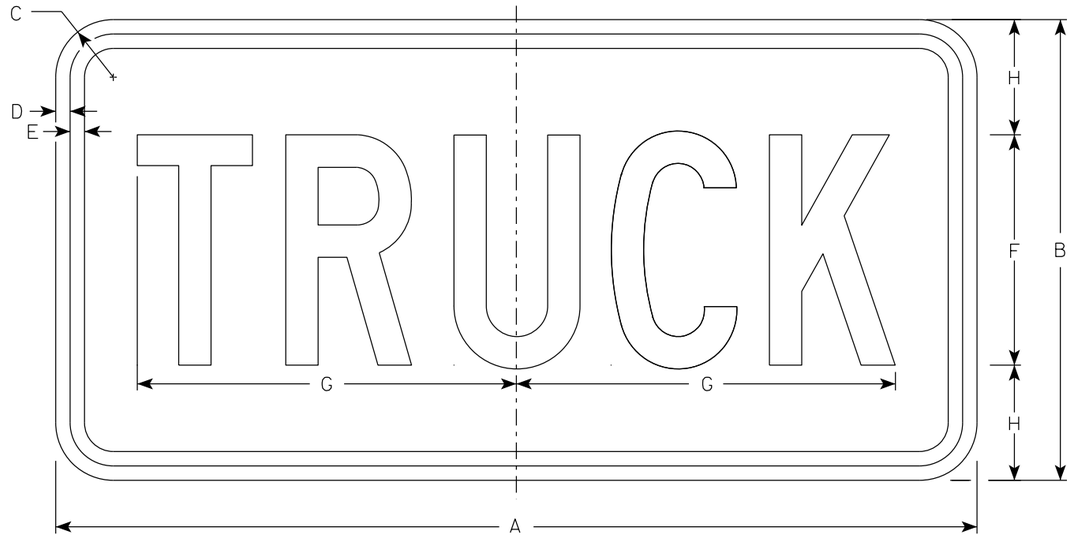
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



M4-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
2M	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
5	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5

STANDARD SIGN

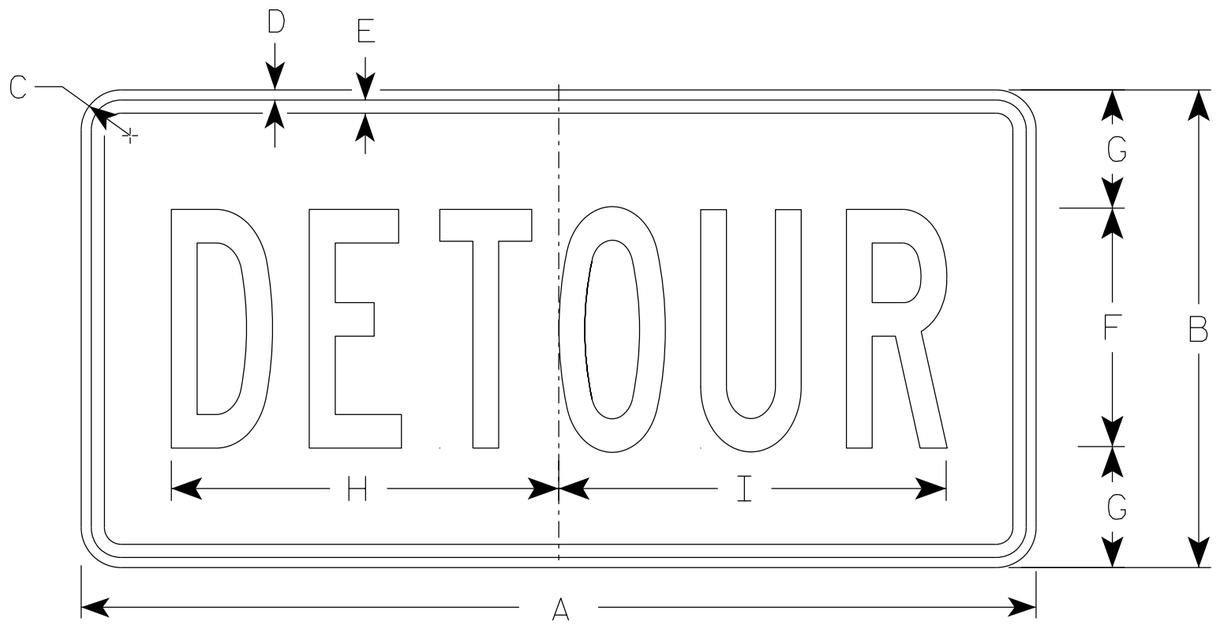
M4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-4.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

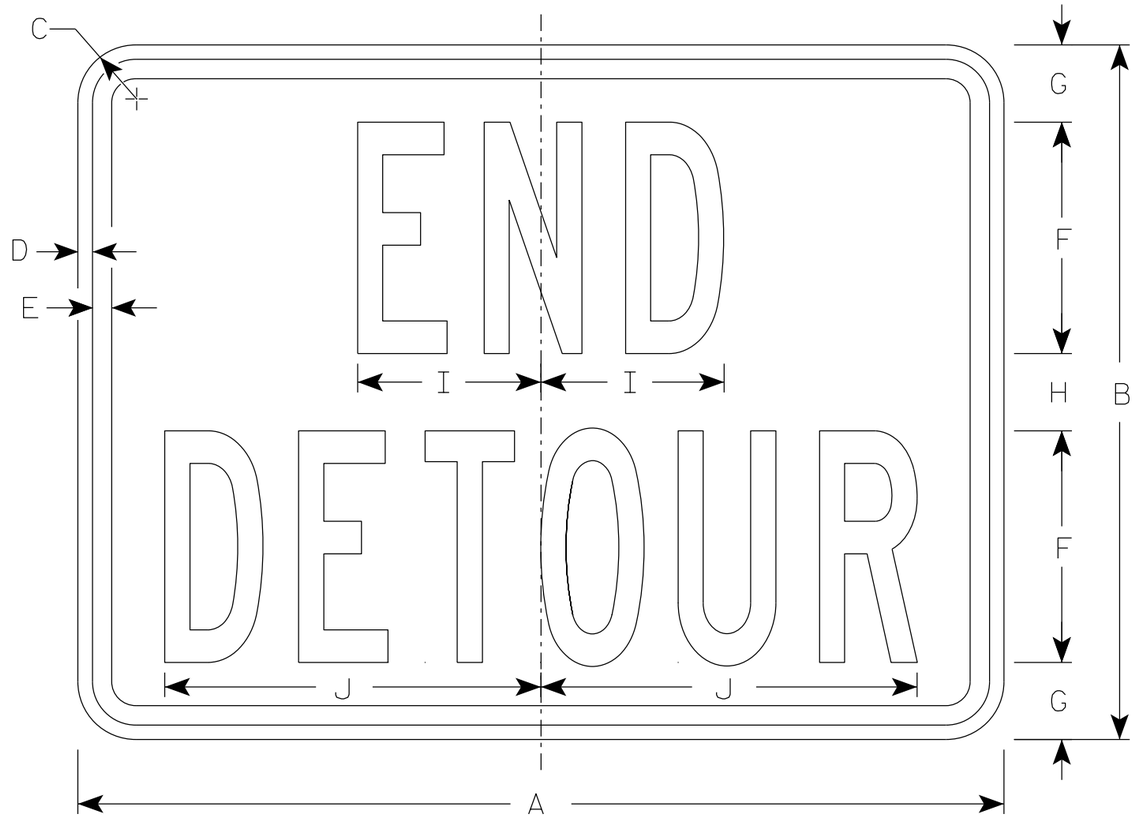
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

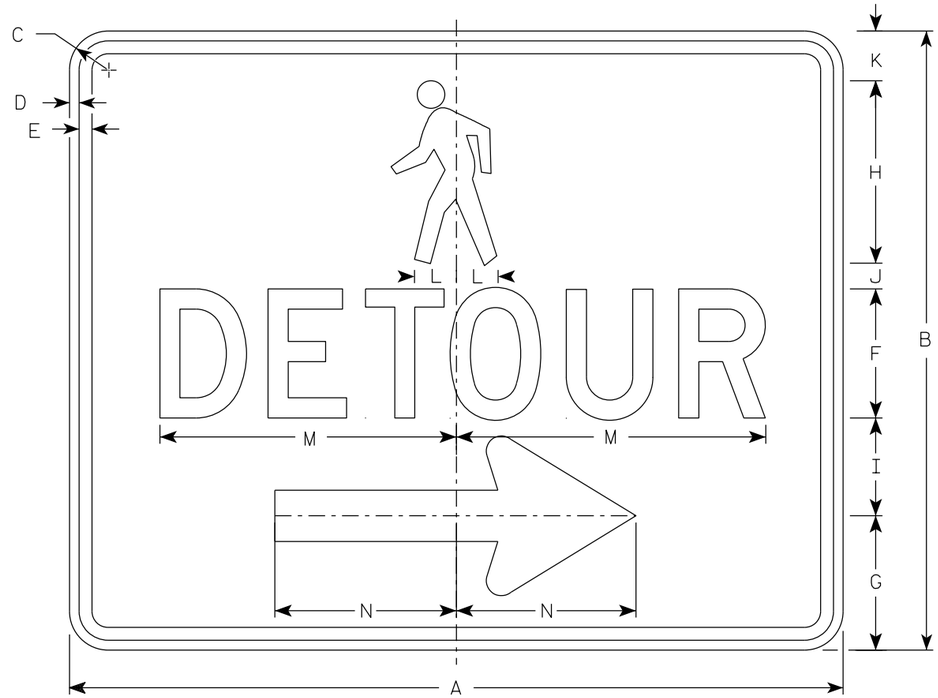
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

7

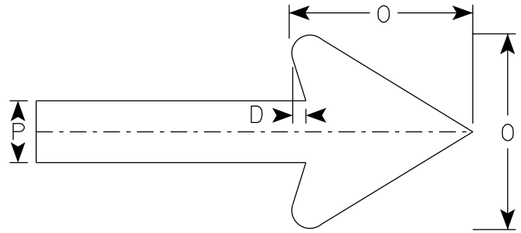
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48A.dgn PLOT DATE : 9-FEB 2023 8:03 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

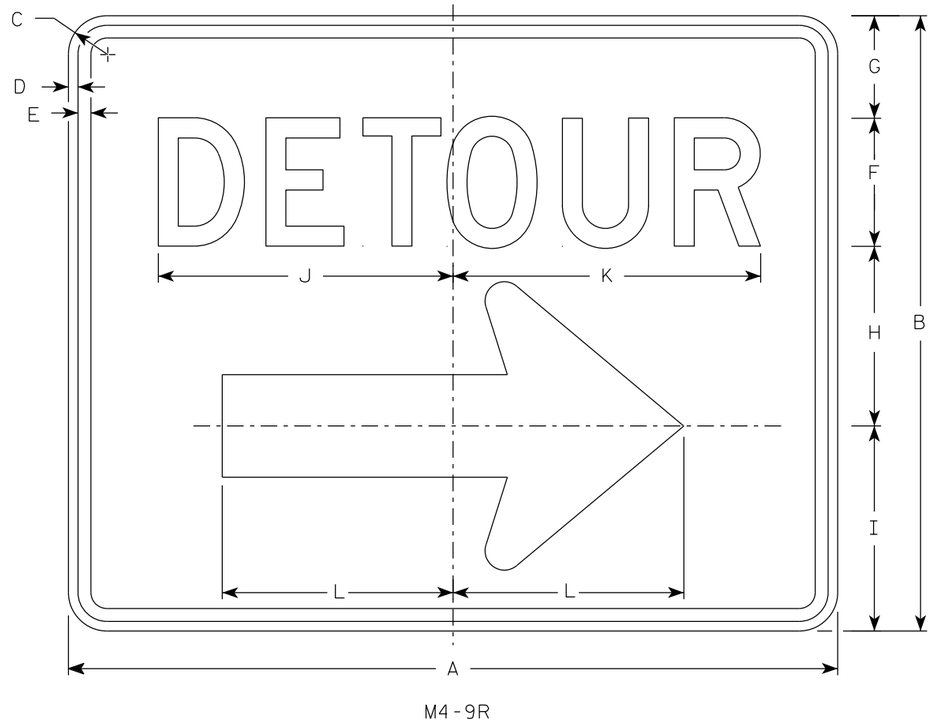
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

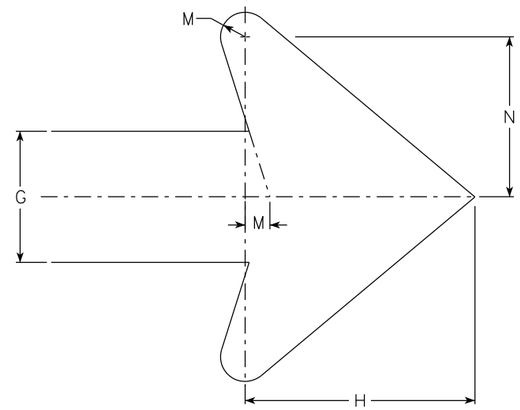
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E



M4-9R

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

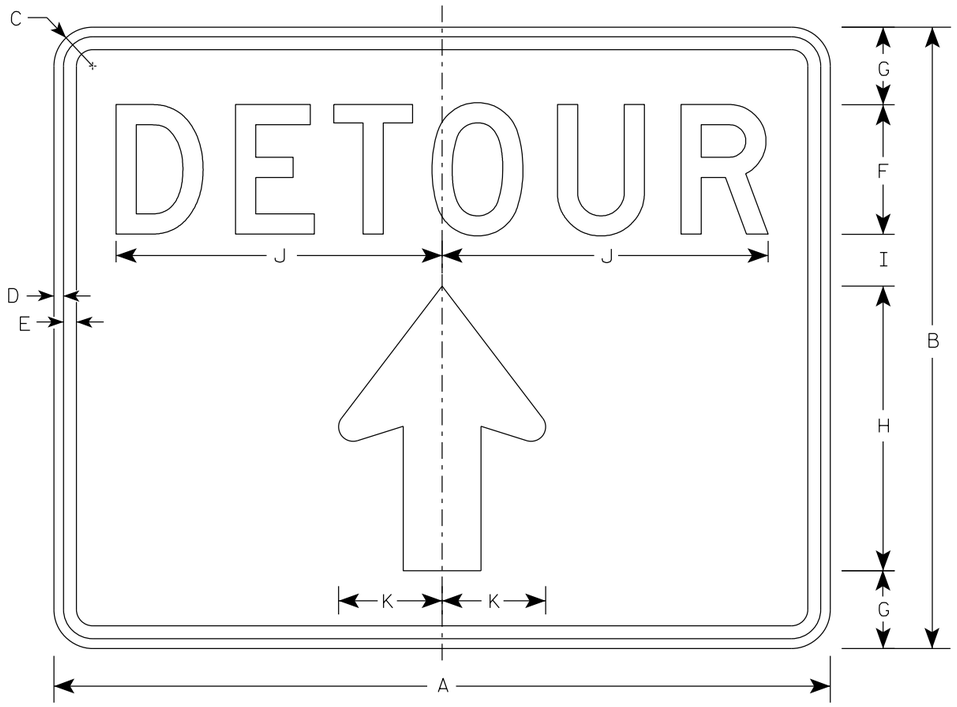
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

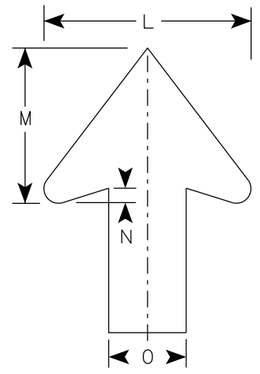
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



M4-9RA



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	3	11	2	12 5/8	4	8	6	1/2	3												5.00
2M	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

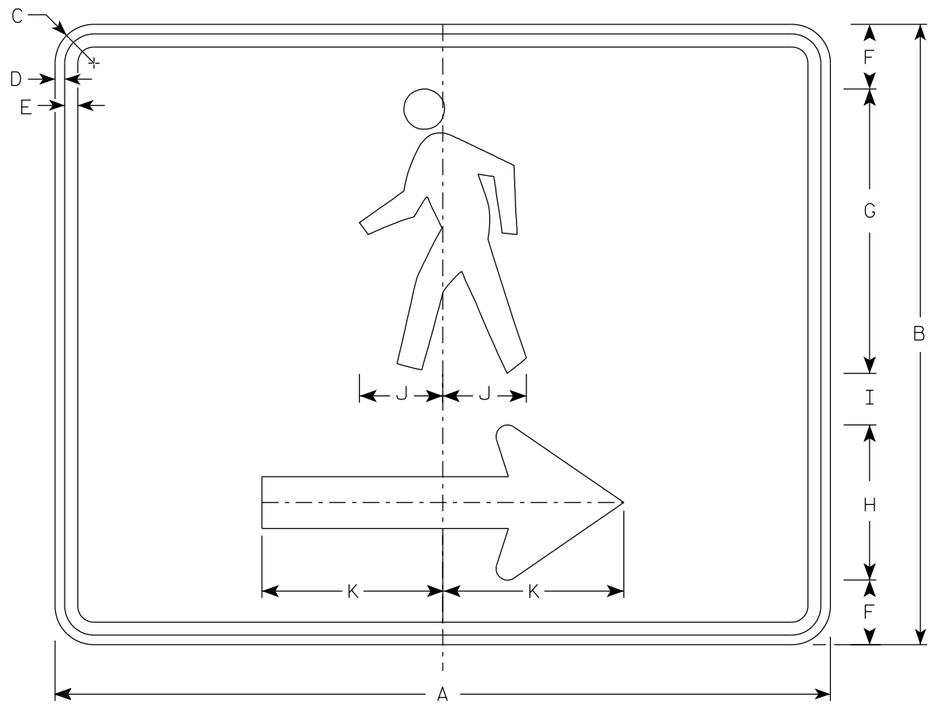
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9RA.3

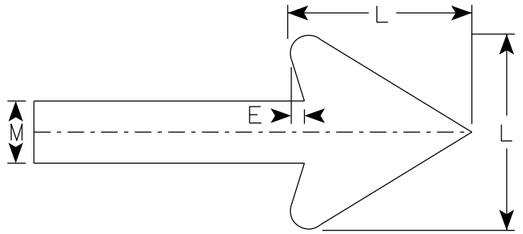
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

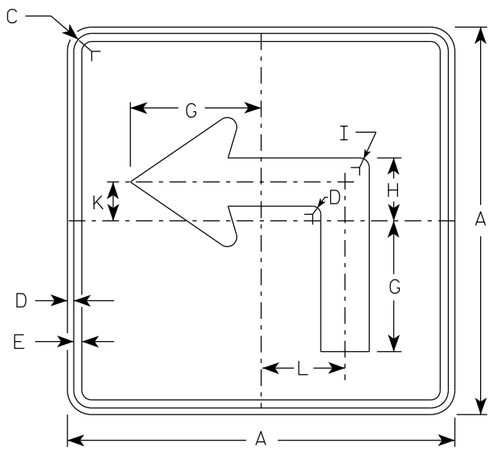
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

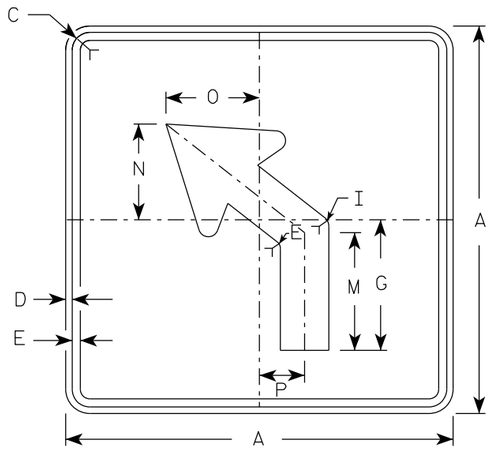
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

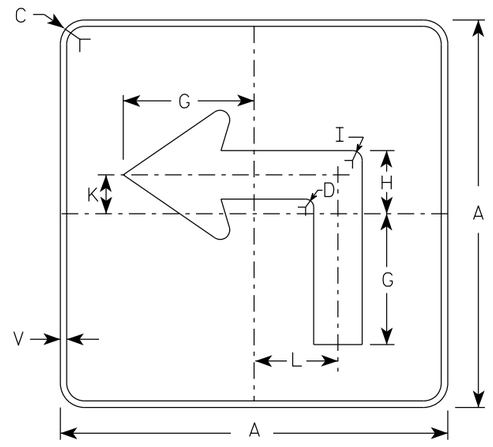
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



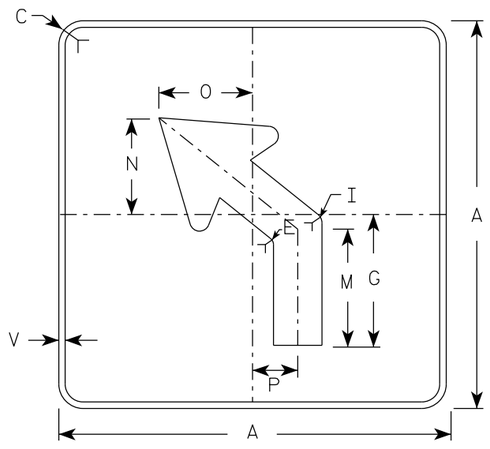
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

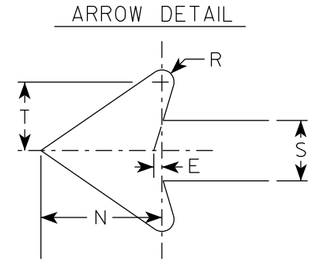


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

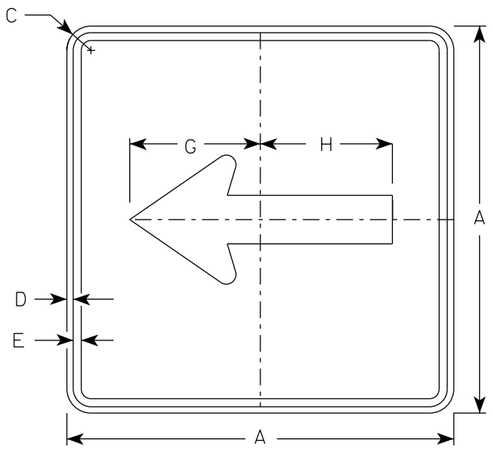
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

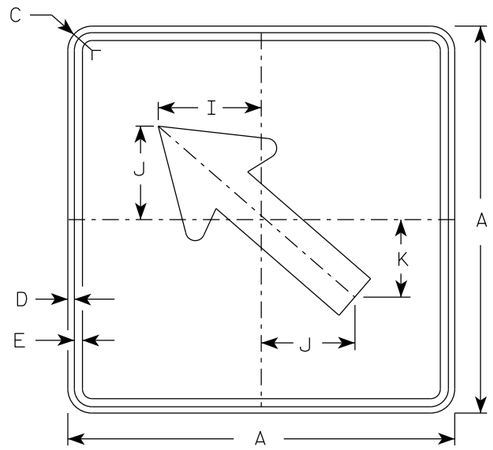
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

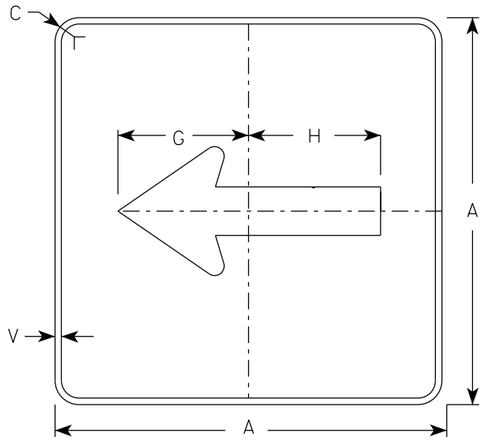
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



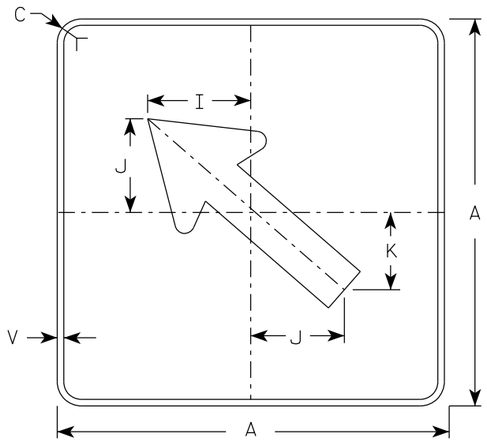
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

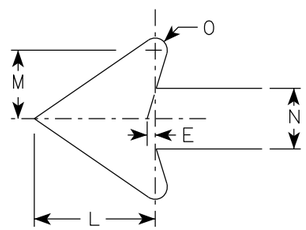


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

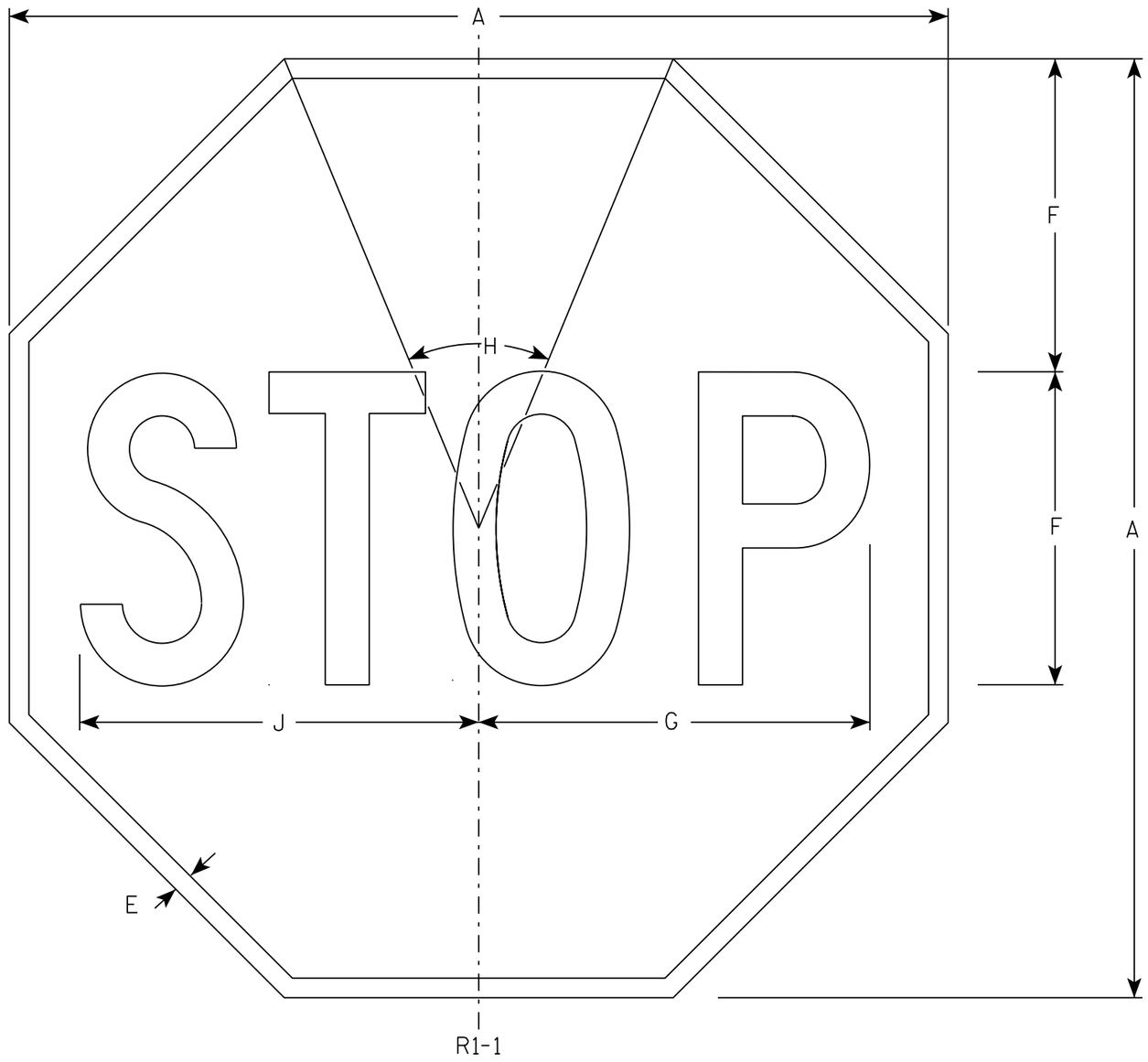
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

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

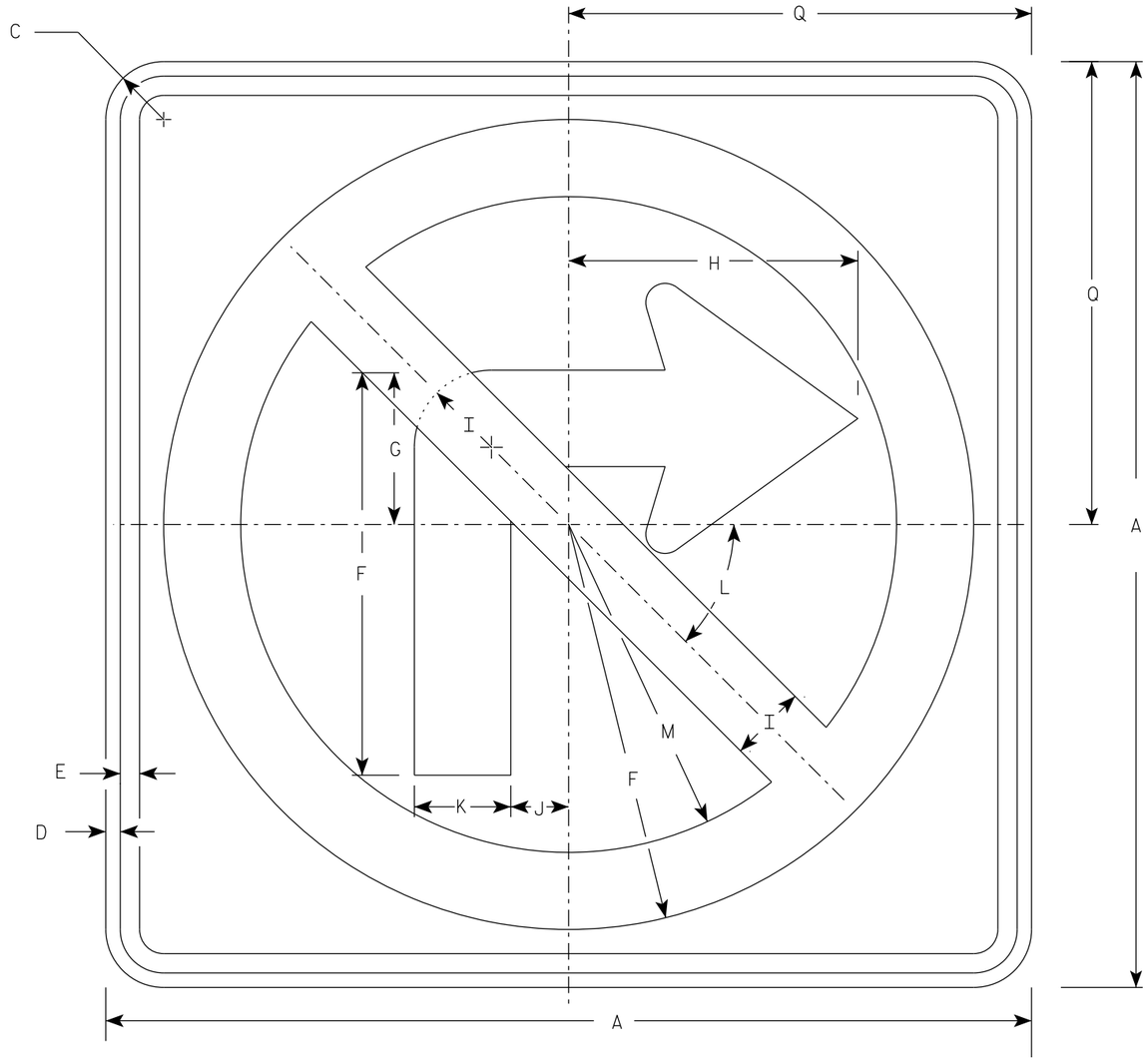
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

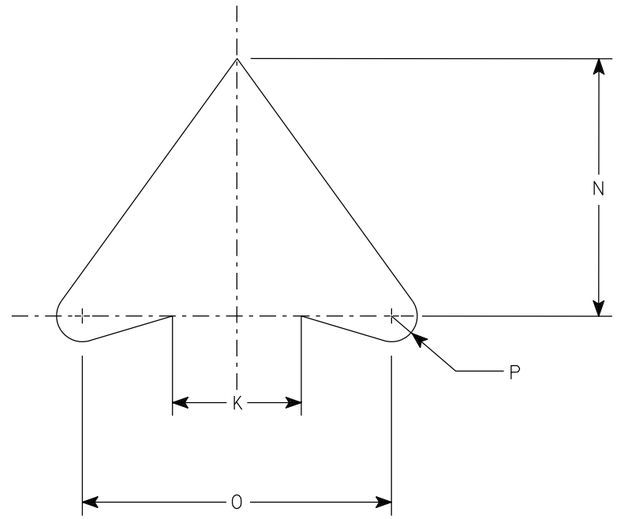
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

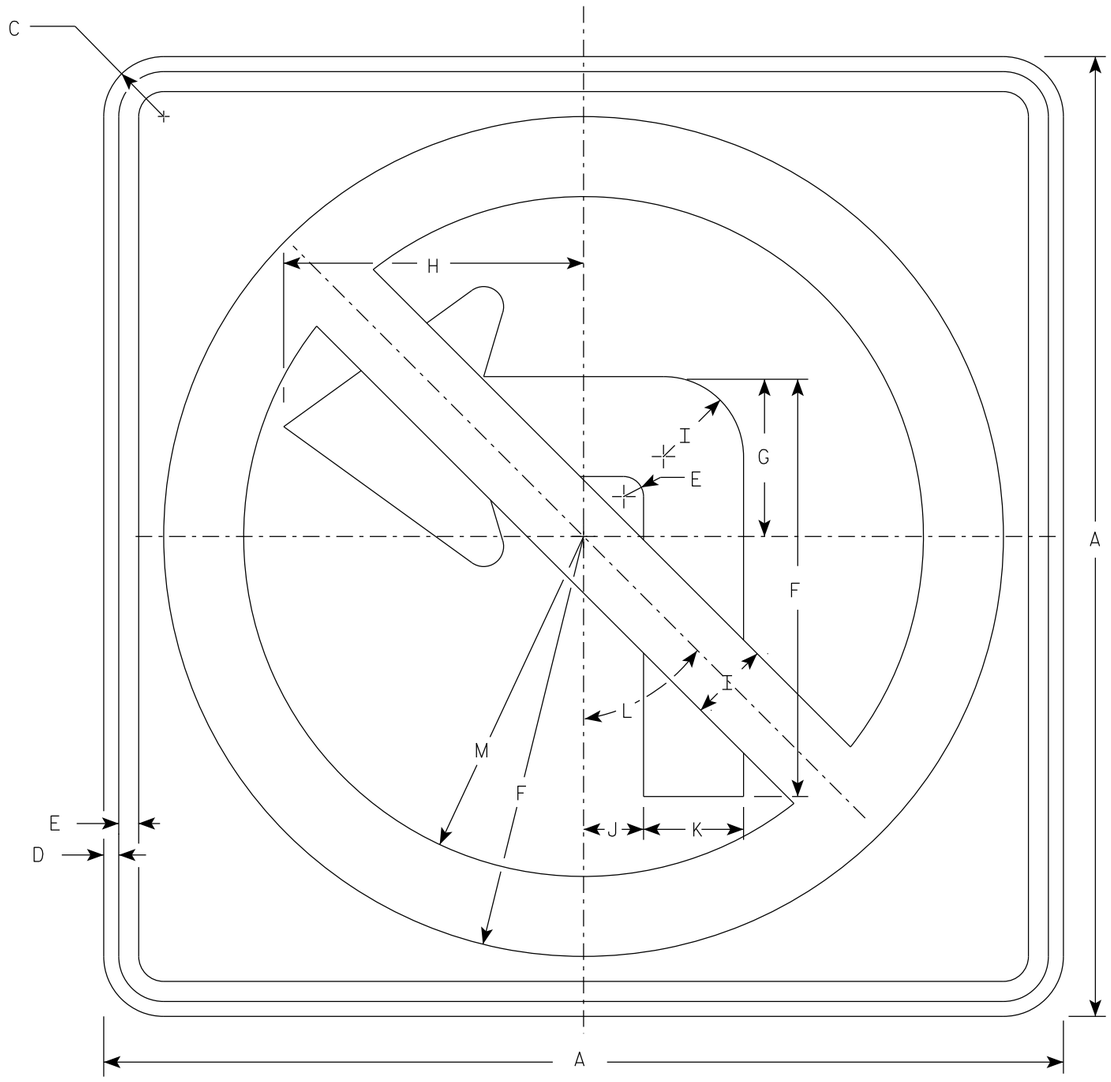
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

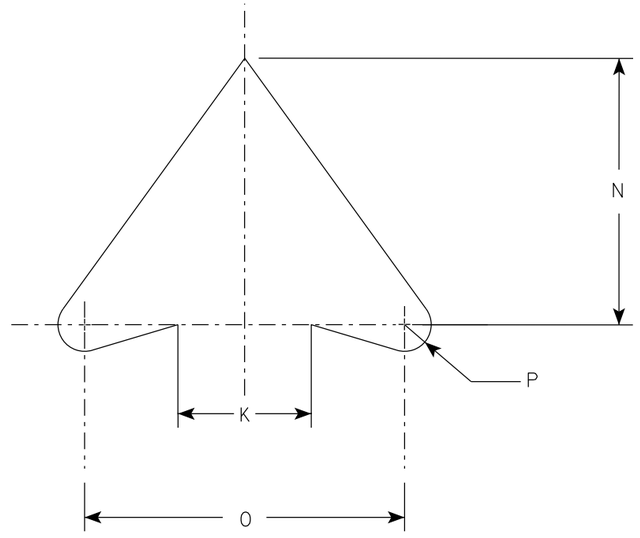
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

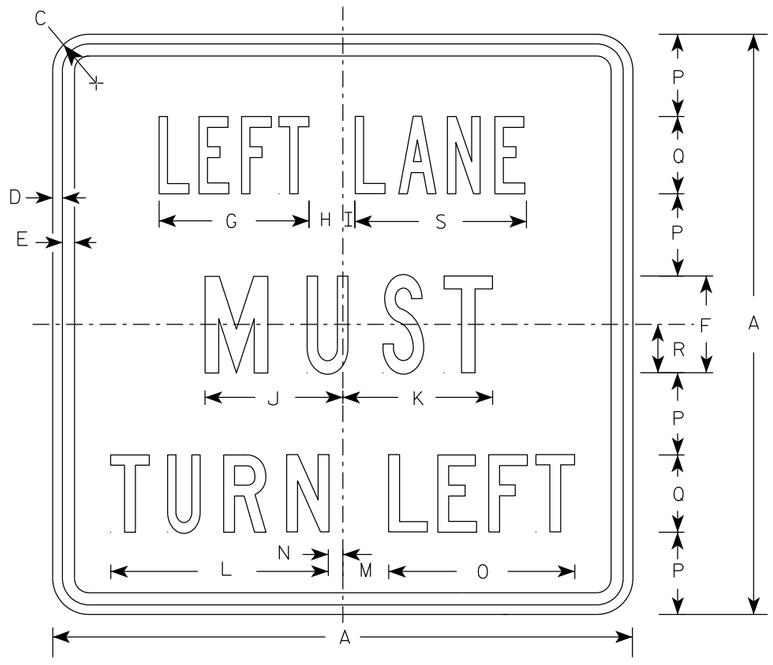
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

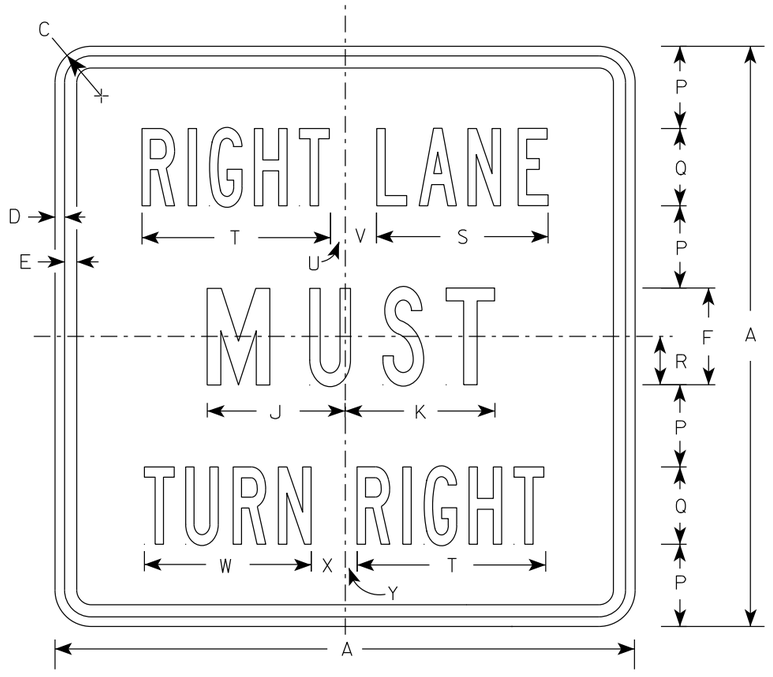
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

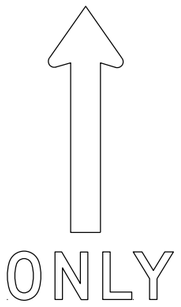
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

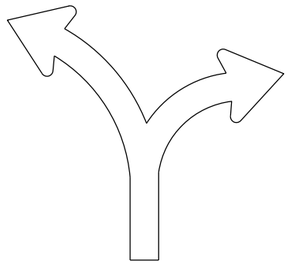
DATE 2/13/23 PLATE NO. R3-7.4

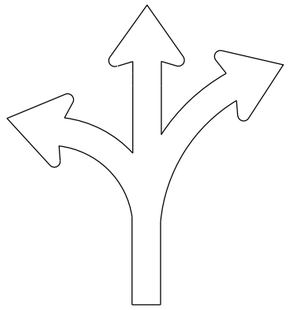
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E

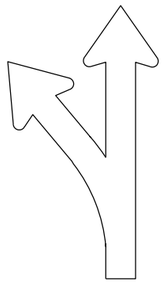


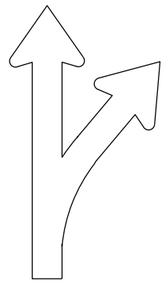
(A)

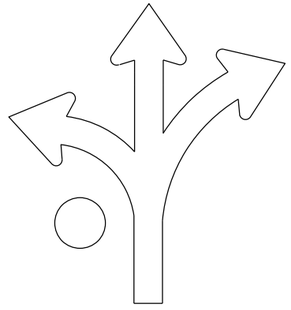
(B)

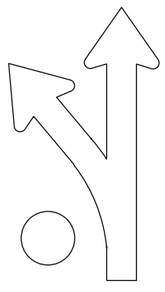

(C)

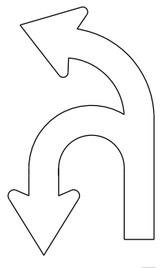

(D)

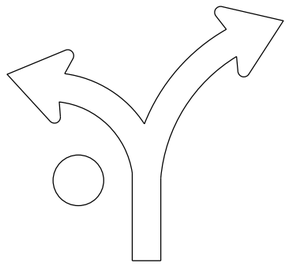

(E)

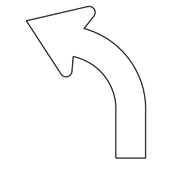

(F)


(G)

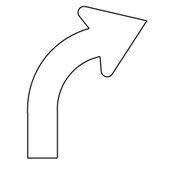

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

7

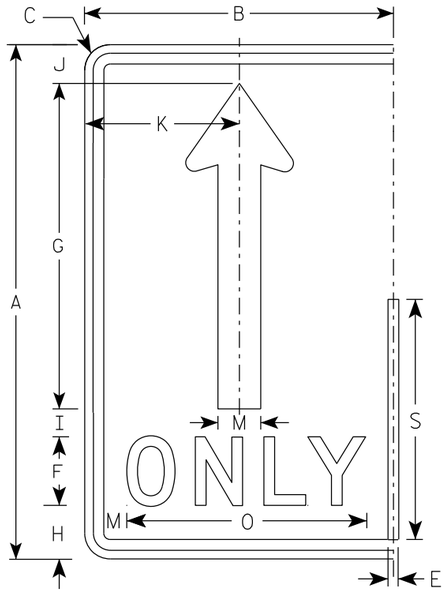
7

PROJECT NO:

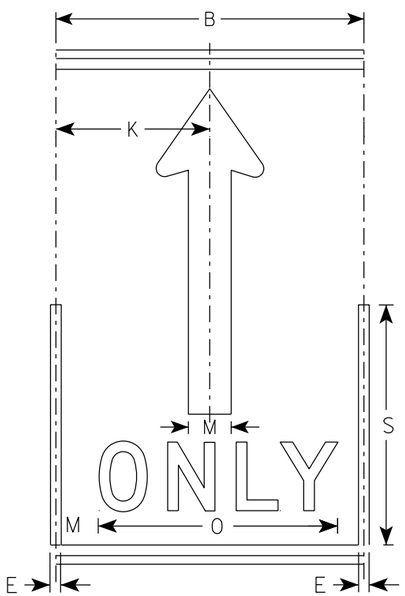
SHEET NO: 221 E

NOTES

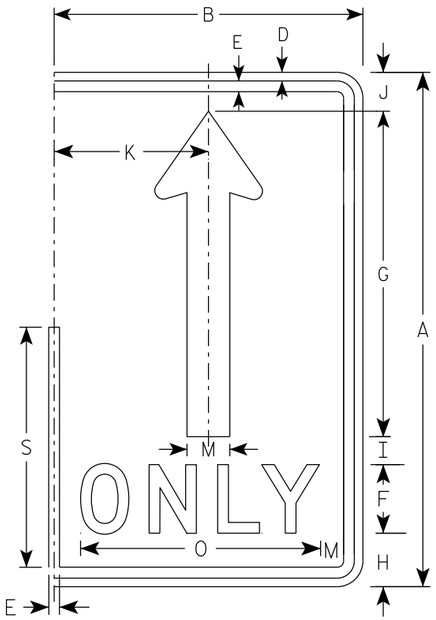
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



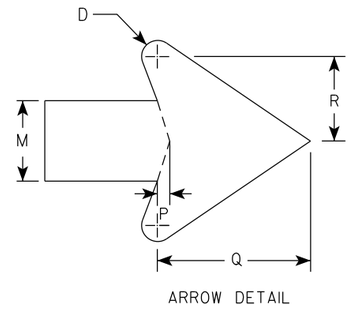
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

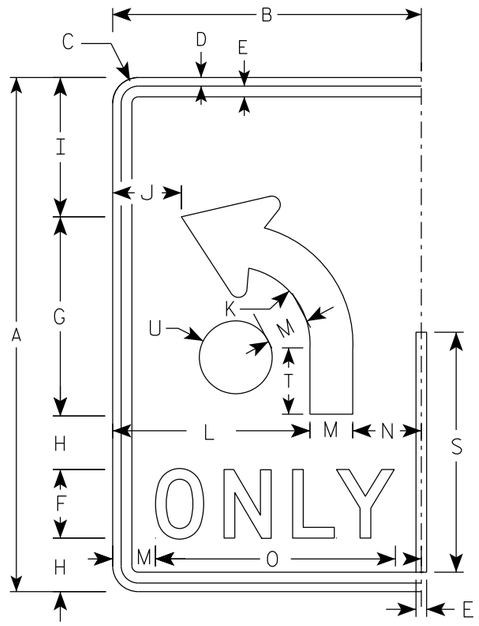
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

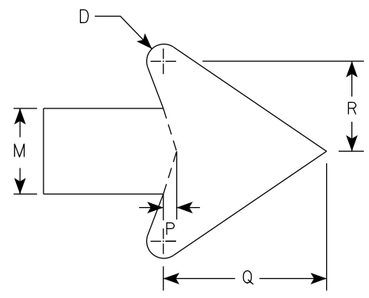
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

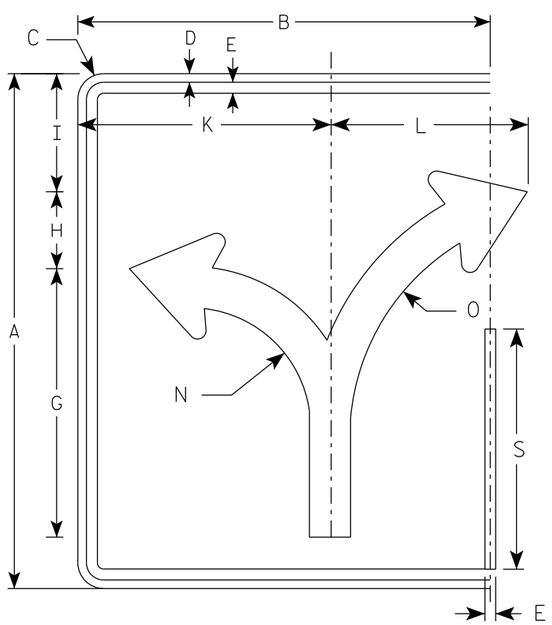
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

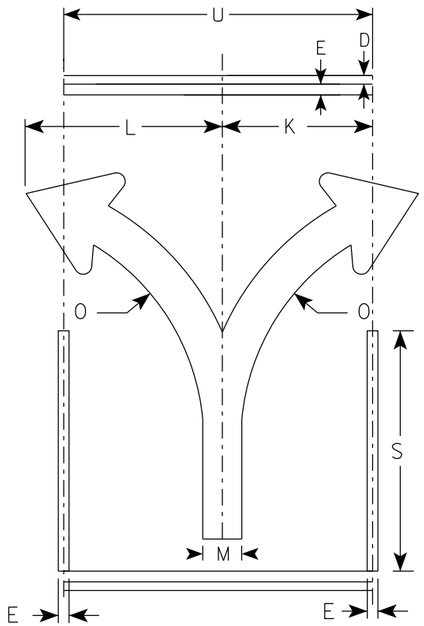
SHEET NO: 223 E

NOTES

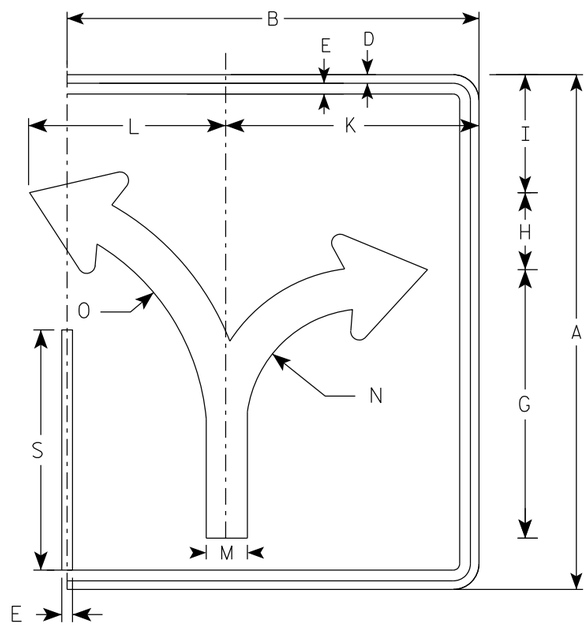
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



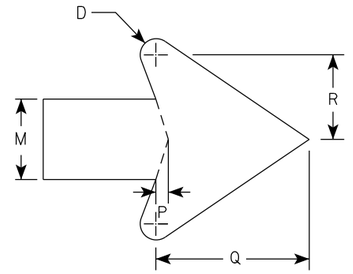
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

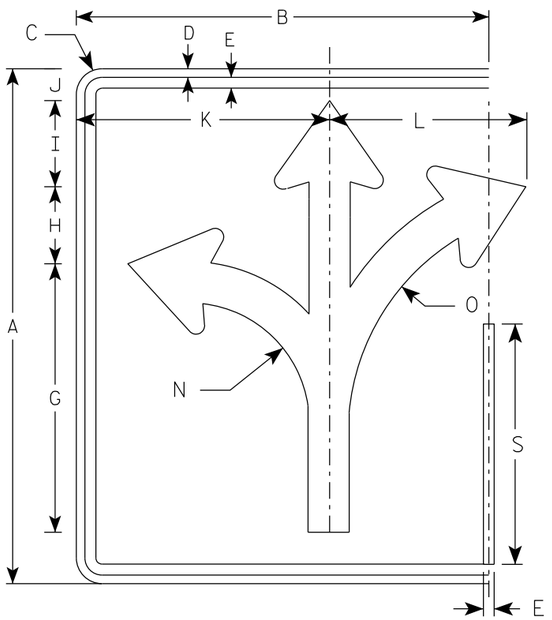
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 | E

7

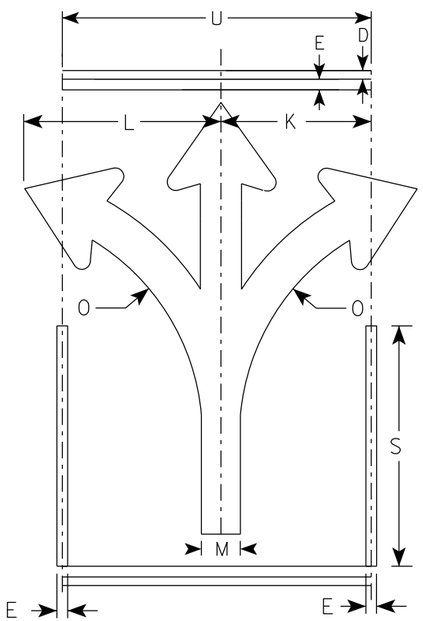
7

NOTES

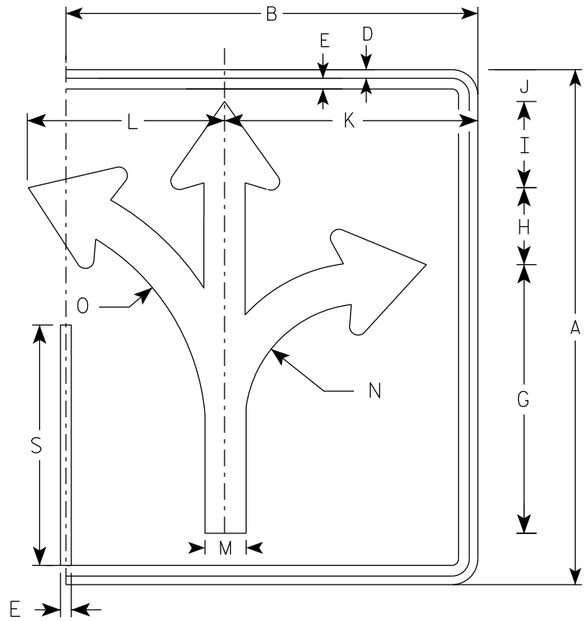
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



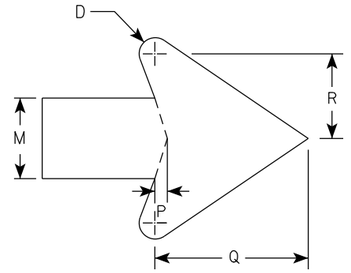
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

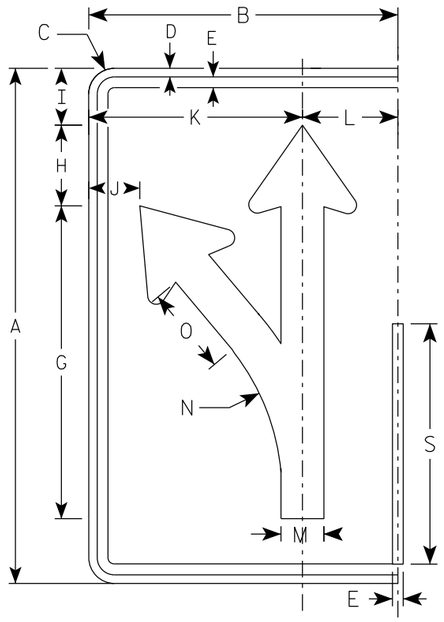
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

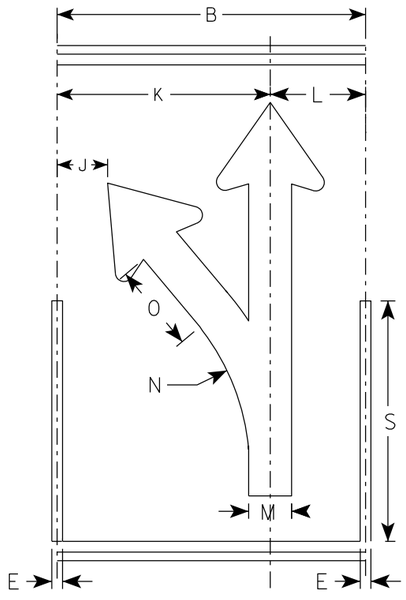
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

NOTES

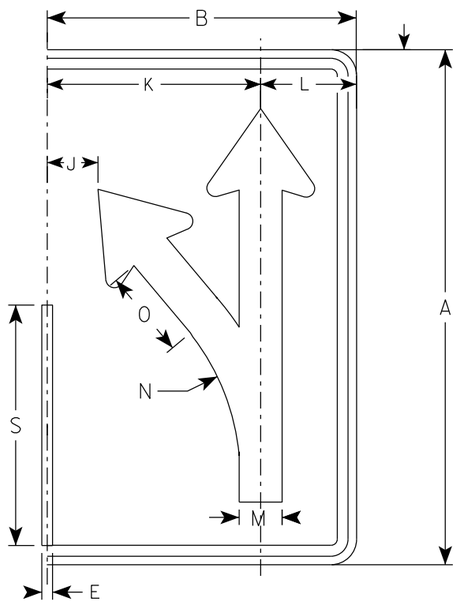
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



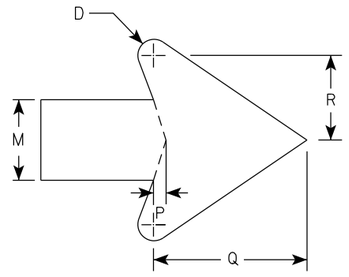
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

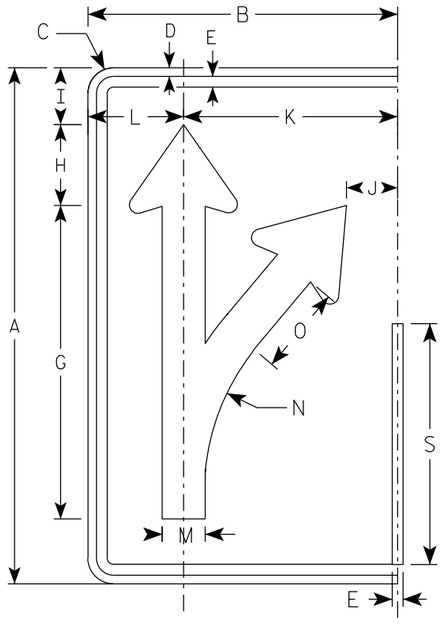
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E

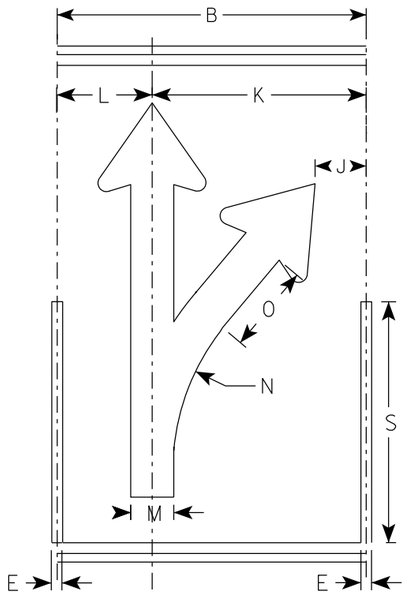
7

NOTES

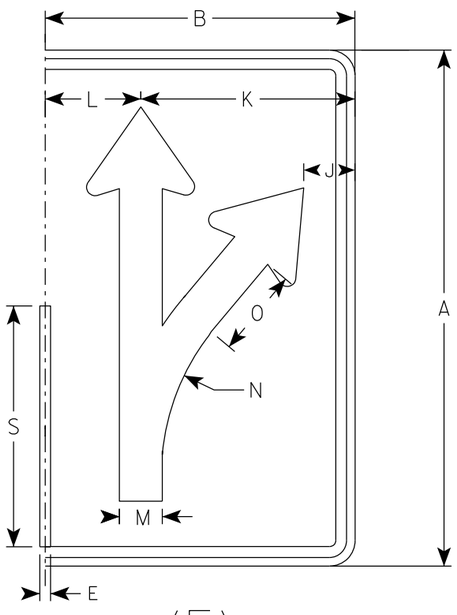
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



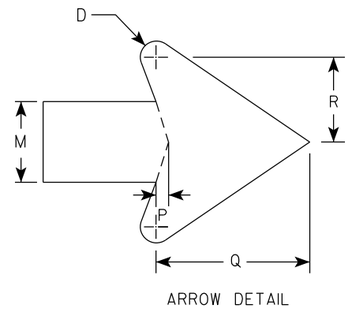
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

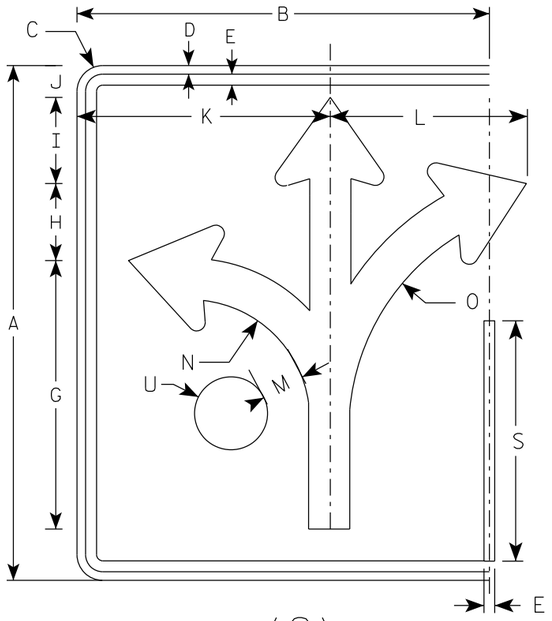
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

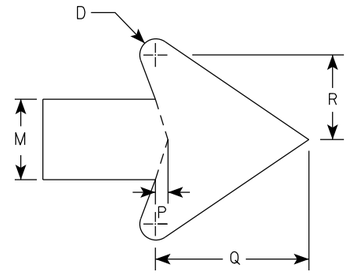
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

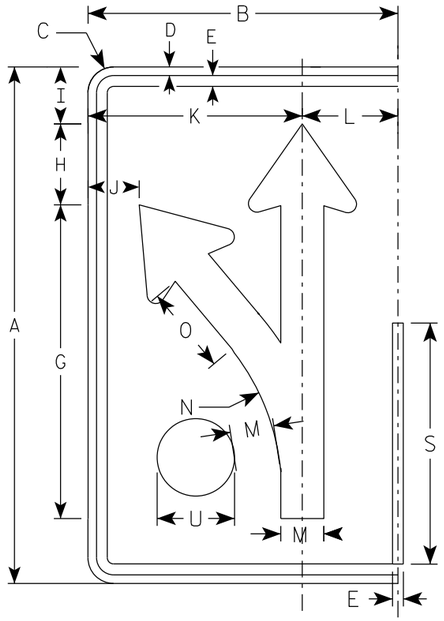
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

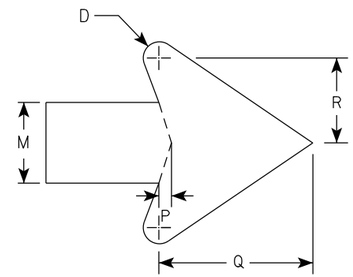
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

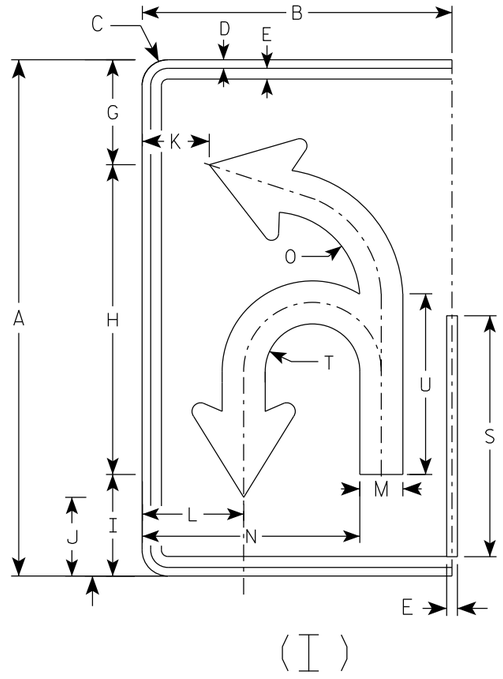
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

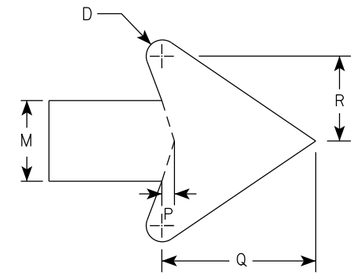
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 229 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

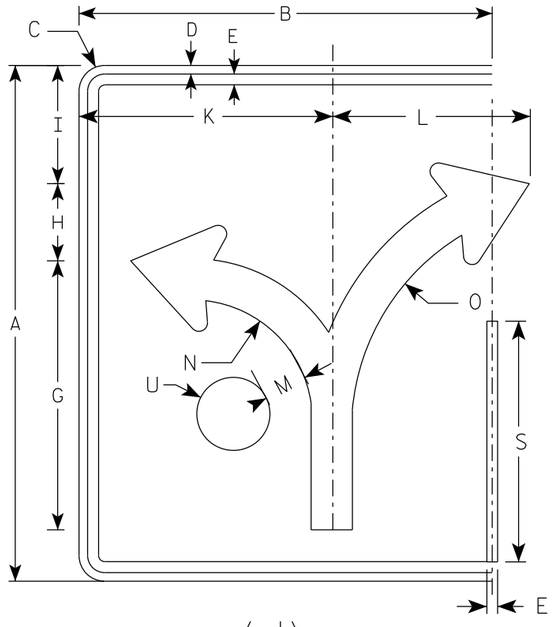
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

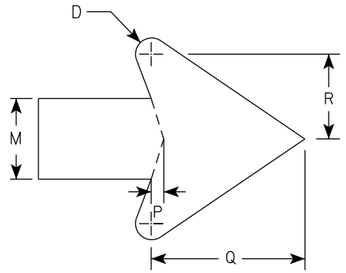
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

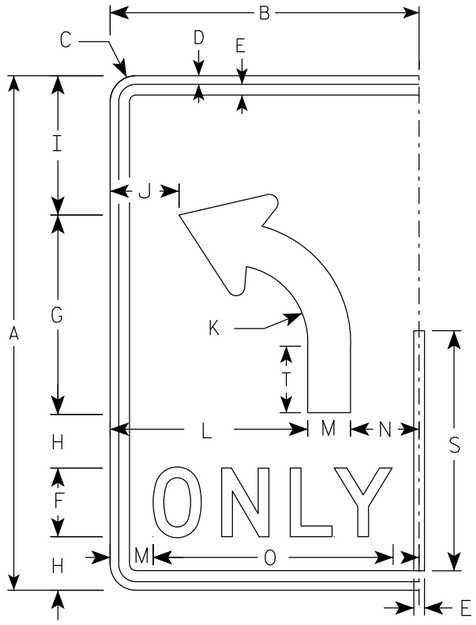
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 | E

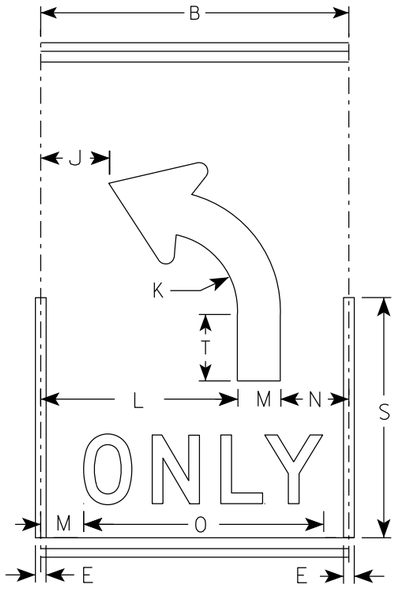
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

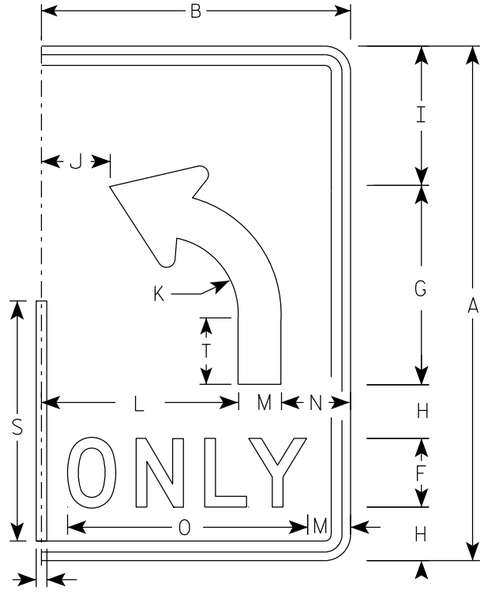
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



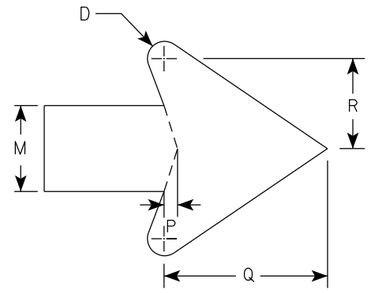
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

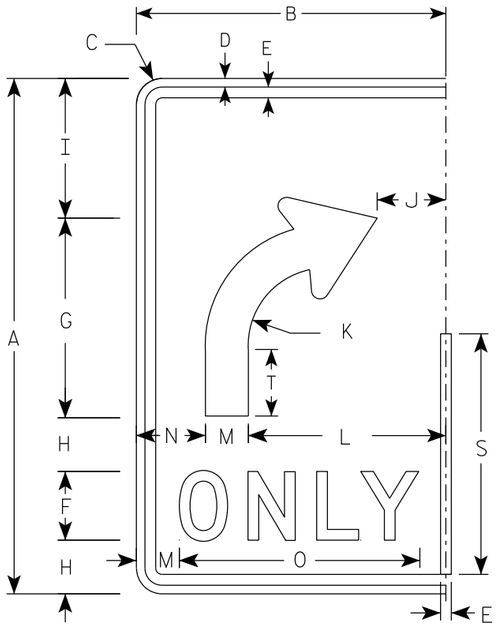
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

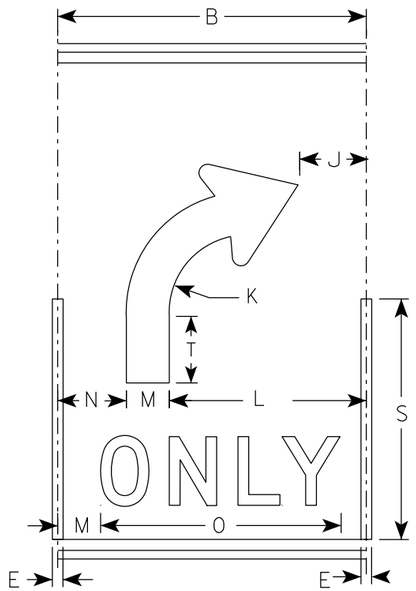
SHEET NO: 232 E

NOTES

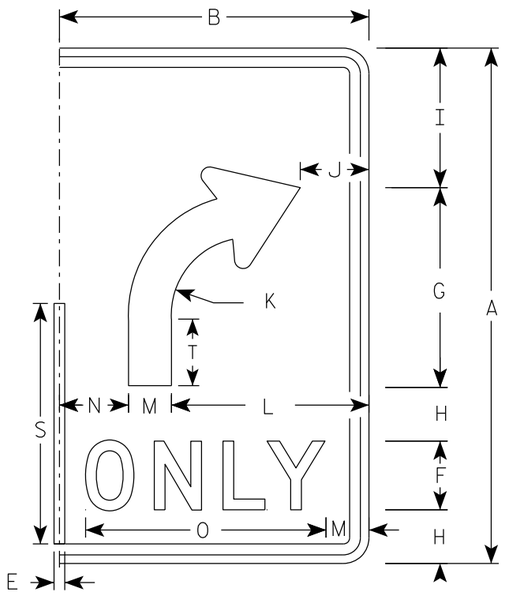
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



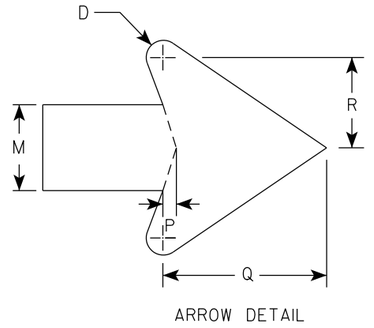
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

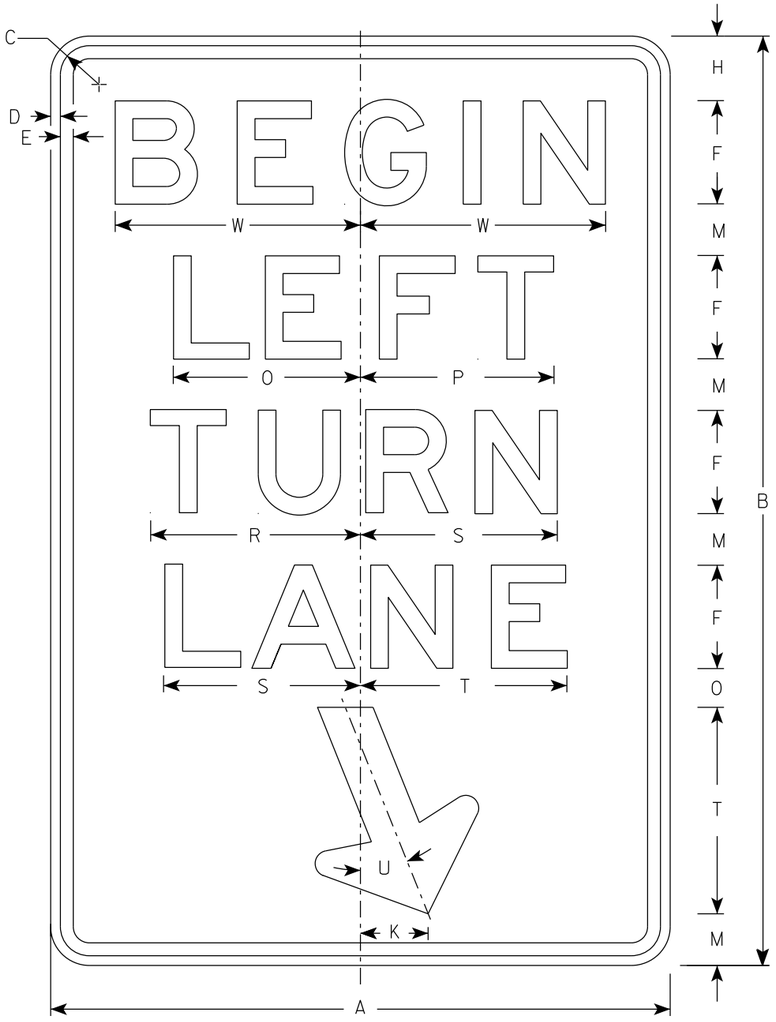
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

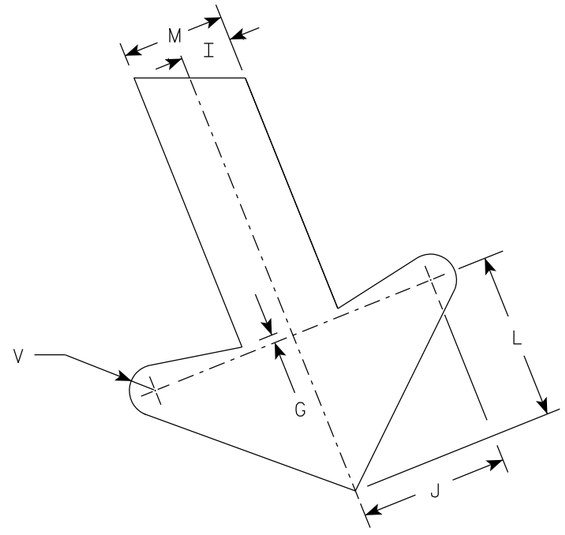
SHEET NO: 233 **E**



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

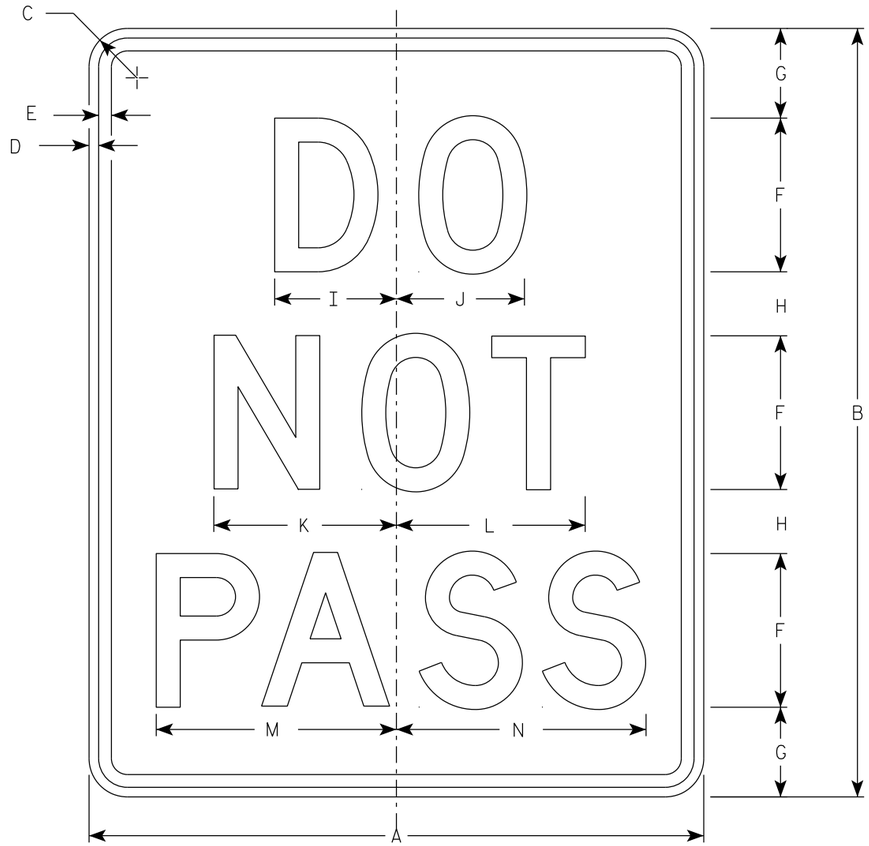
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R4-1

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	18	24	1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

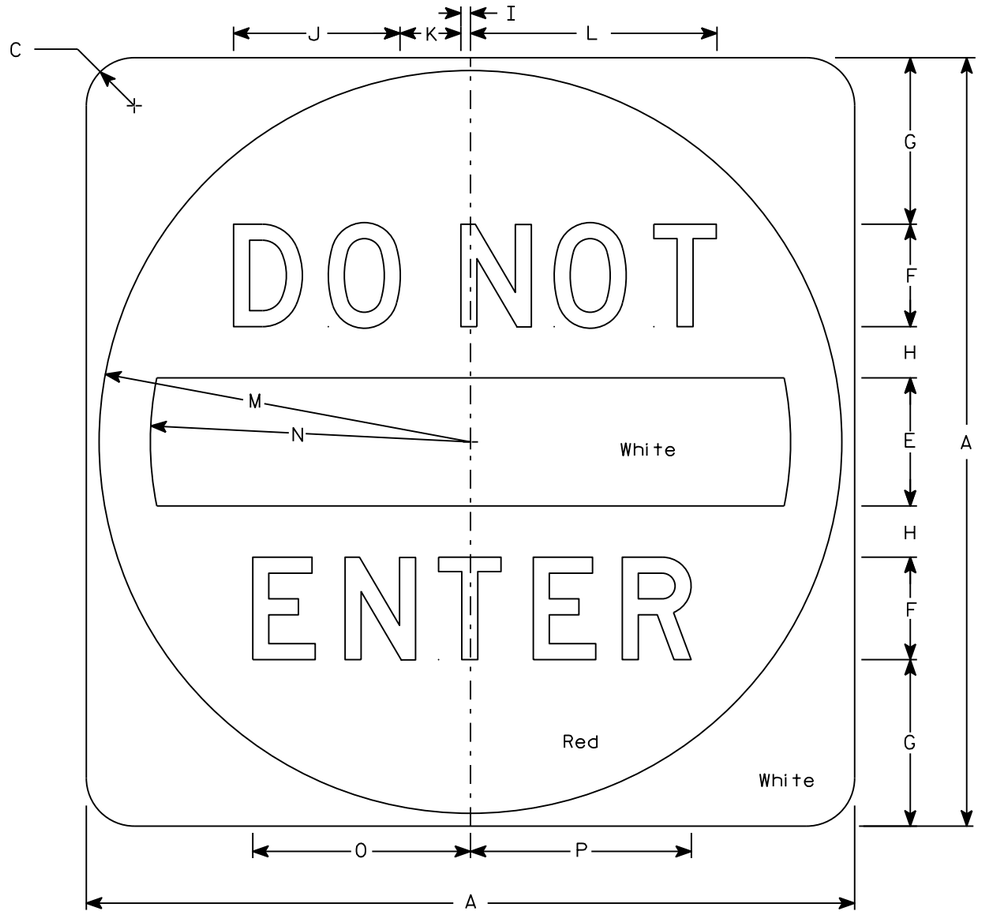
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/23 PLATE NO. R4-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

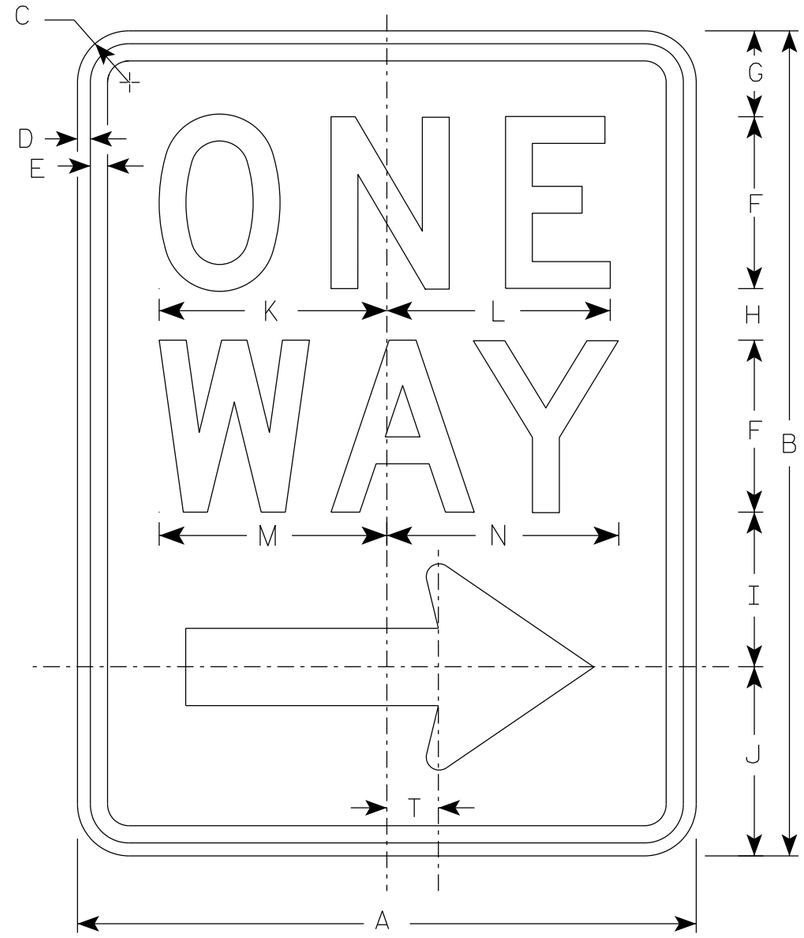
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E

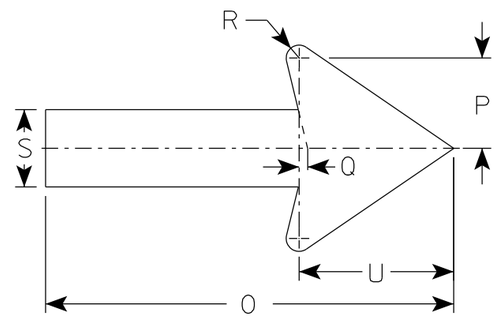
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

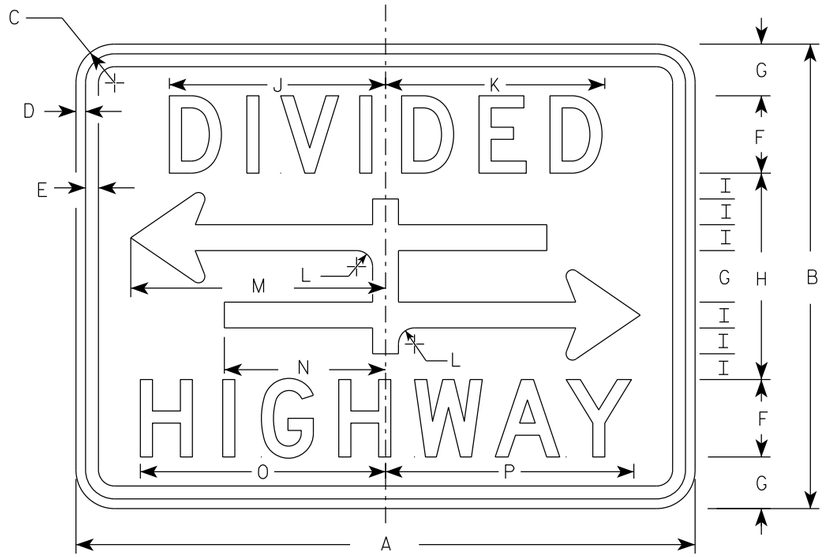
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

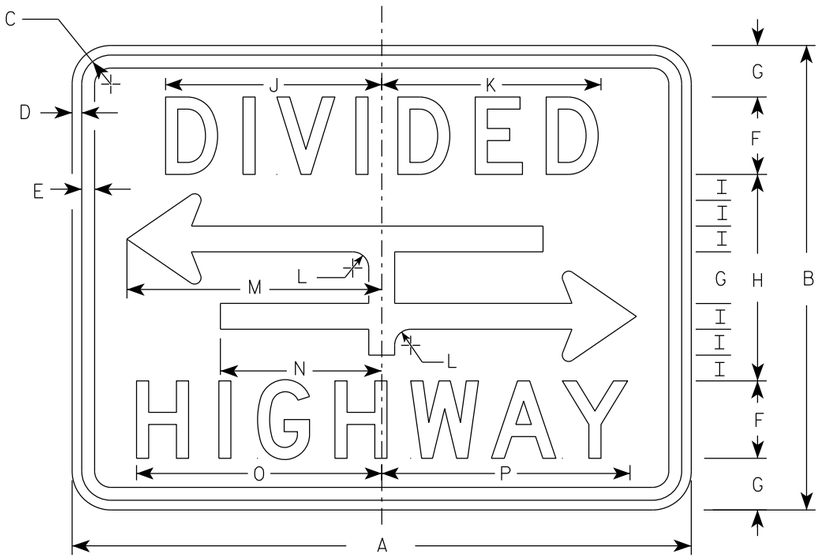
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E

NOTES

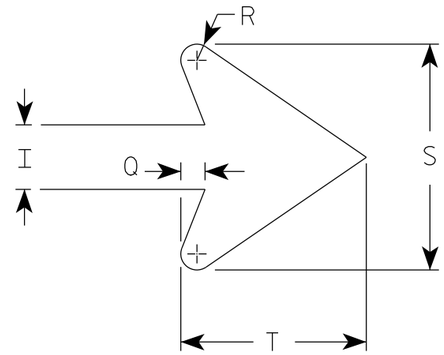
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R6-3



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/2	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

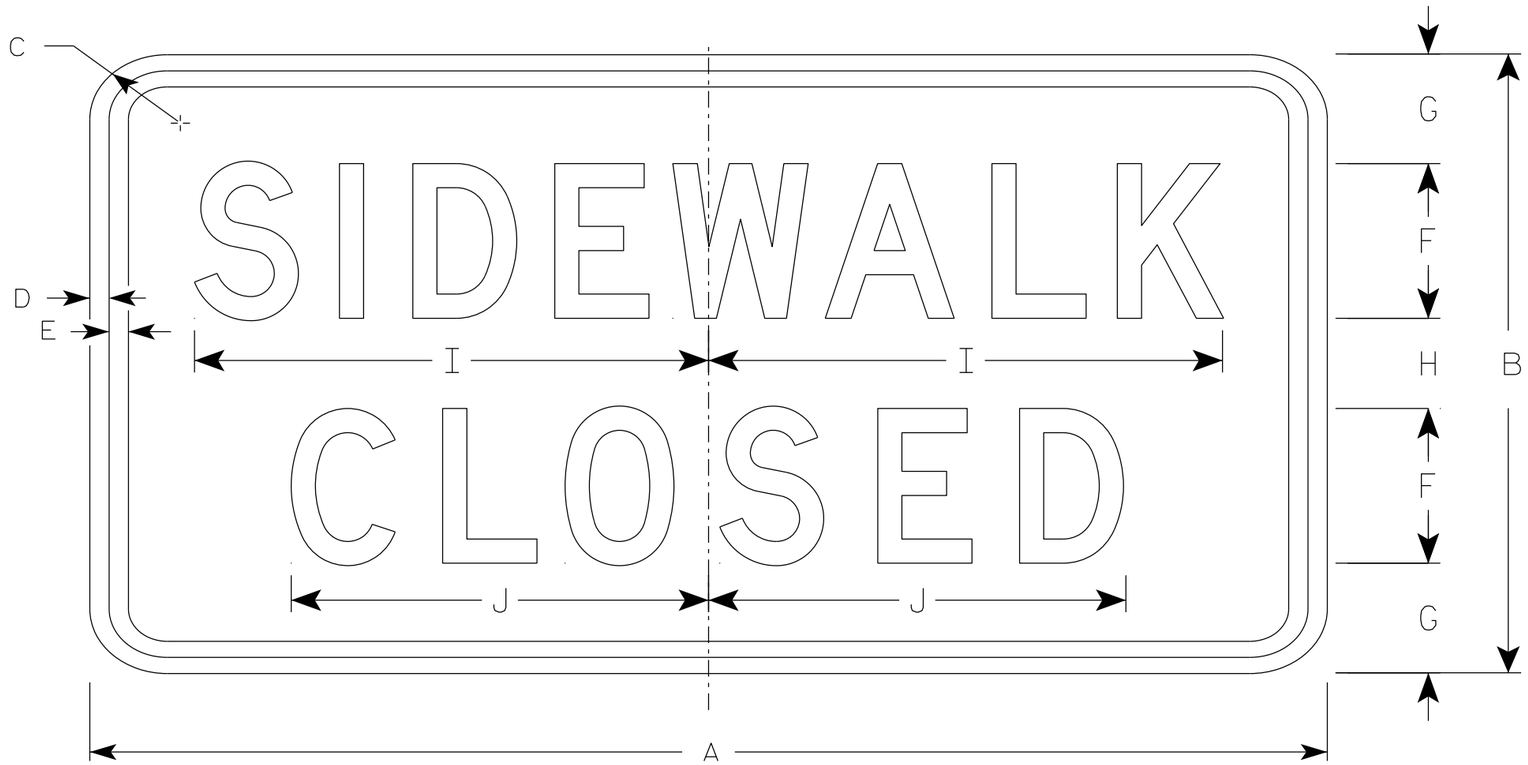
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 238 E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

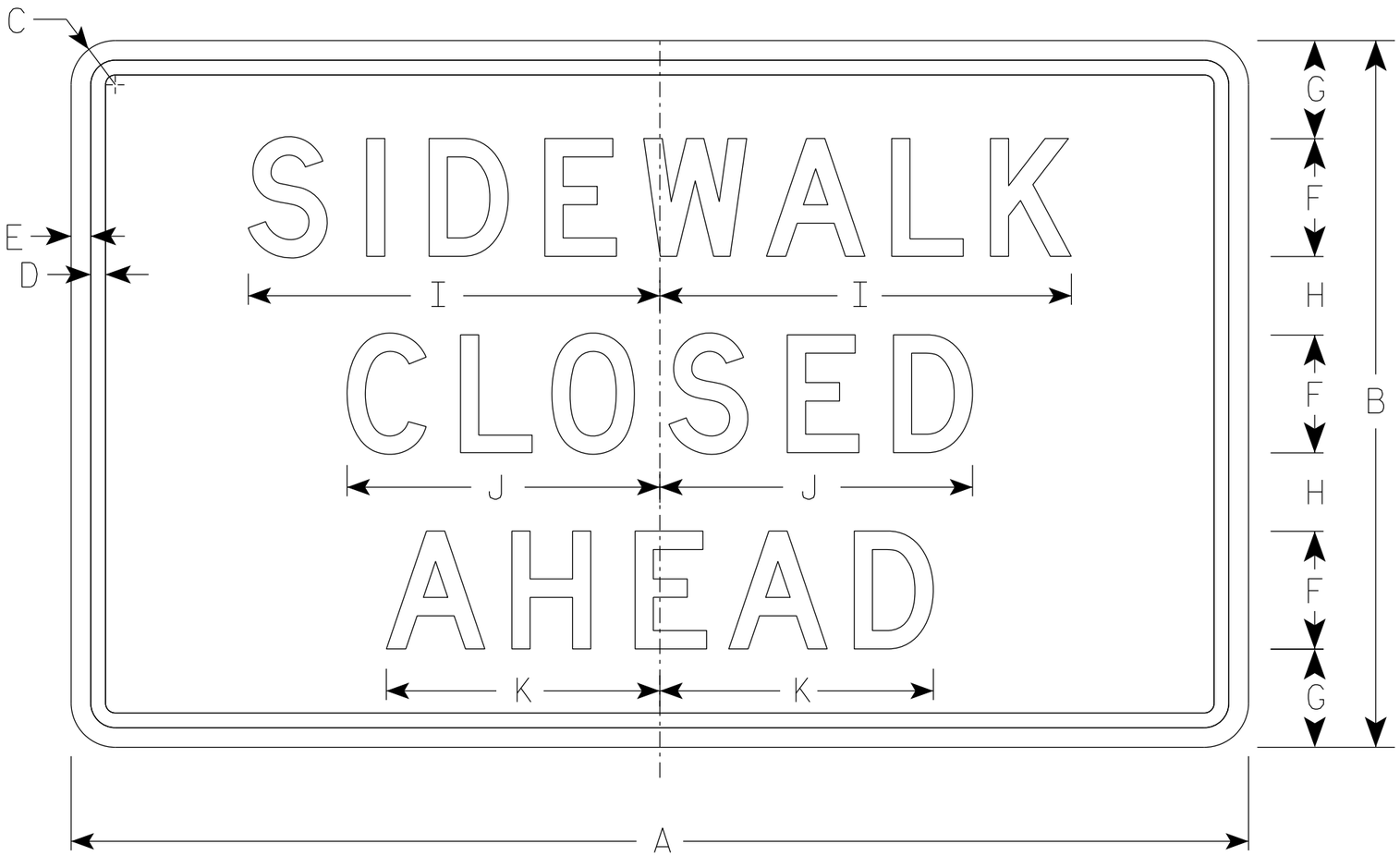
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

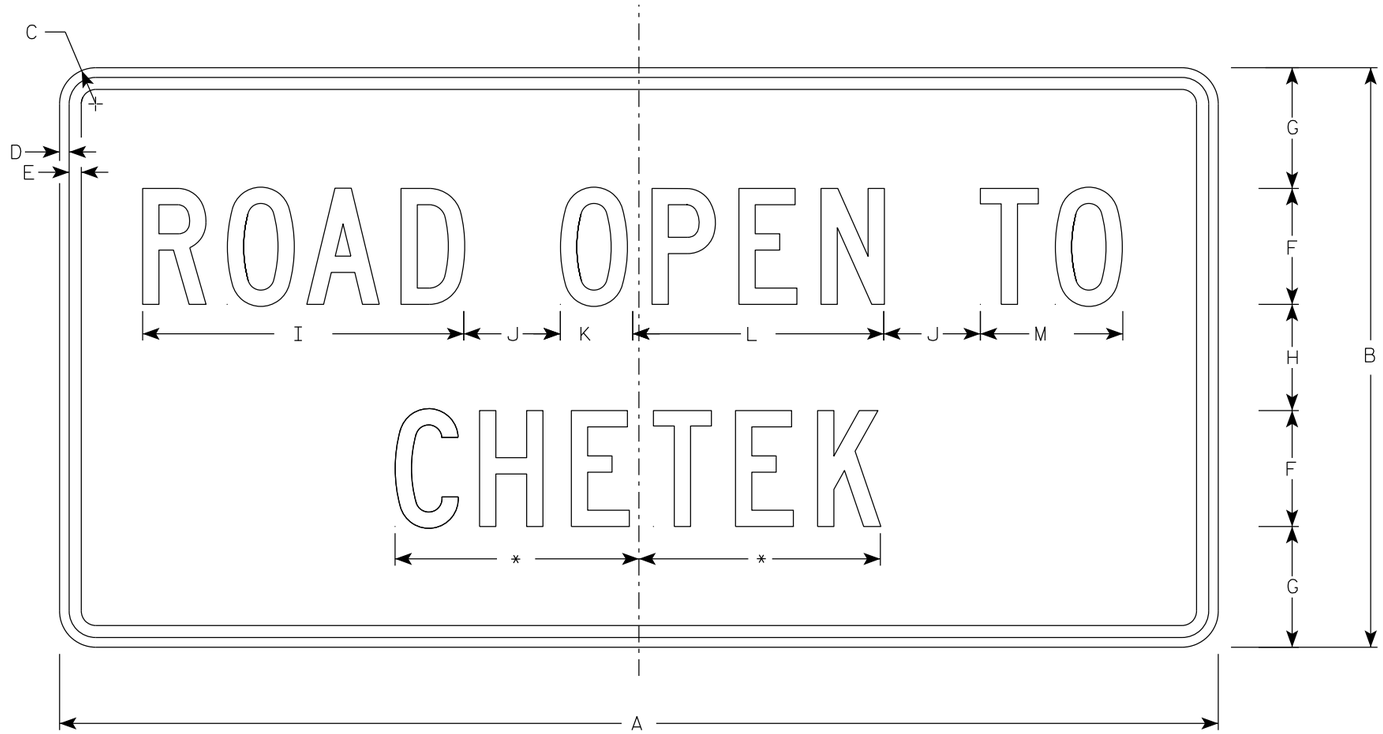
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | E



R10-61

*See note 5

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 message and optically 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	36	24	1 1/2	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

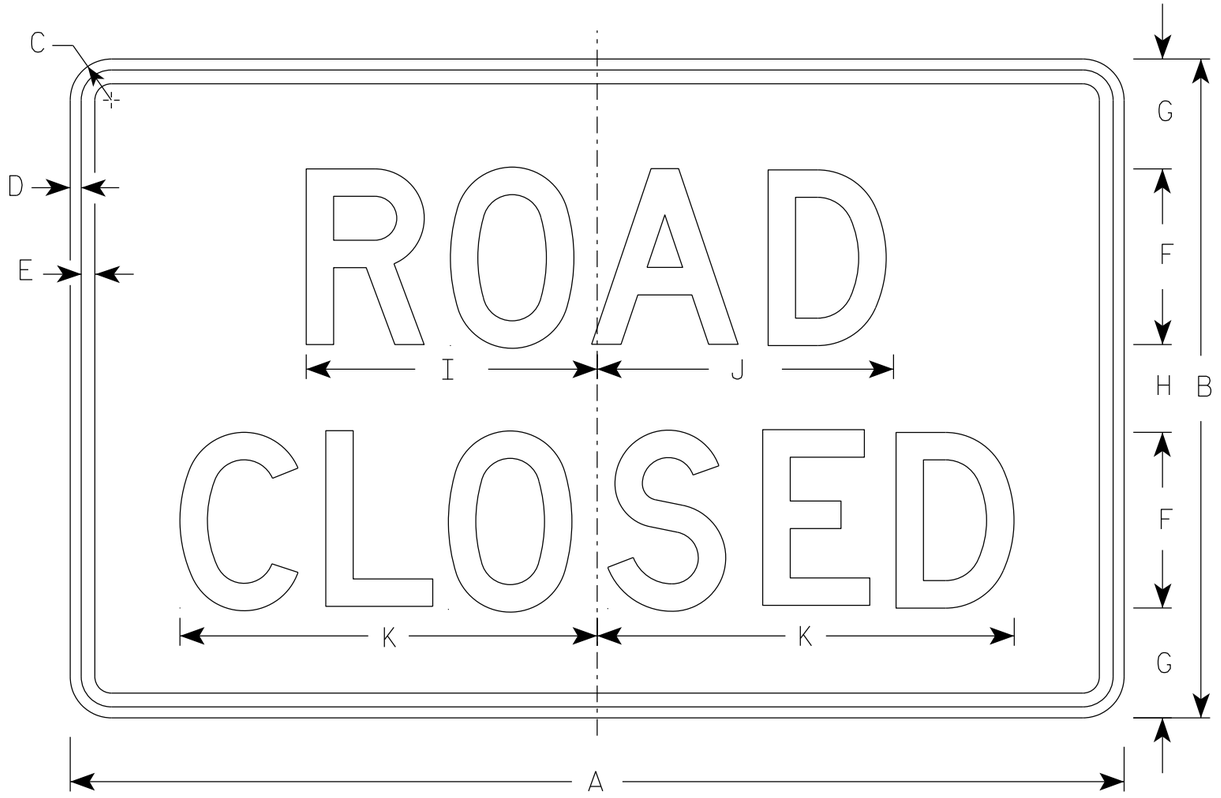
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-61.6

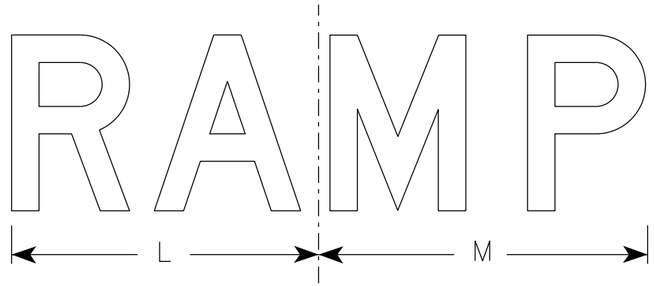
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E



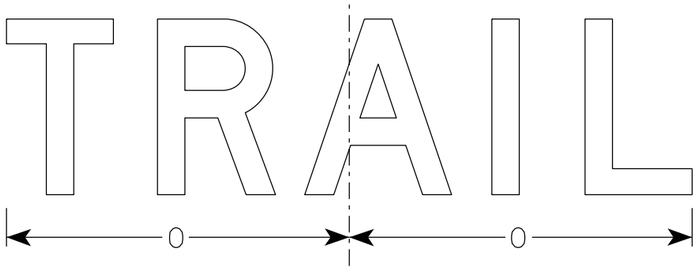
R11-2

NOTES

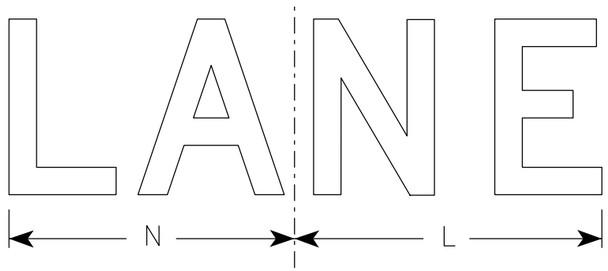
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

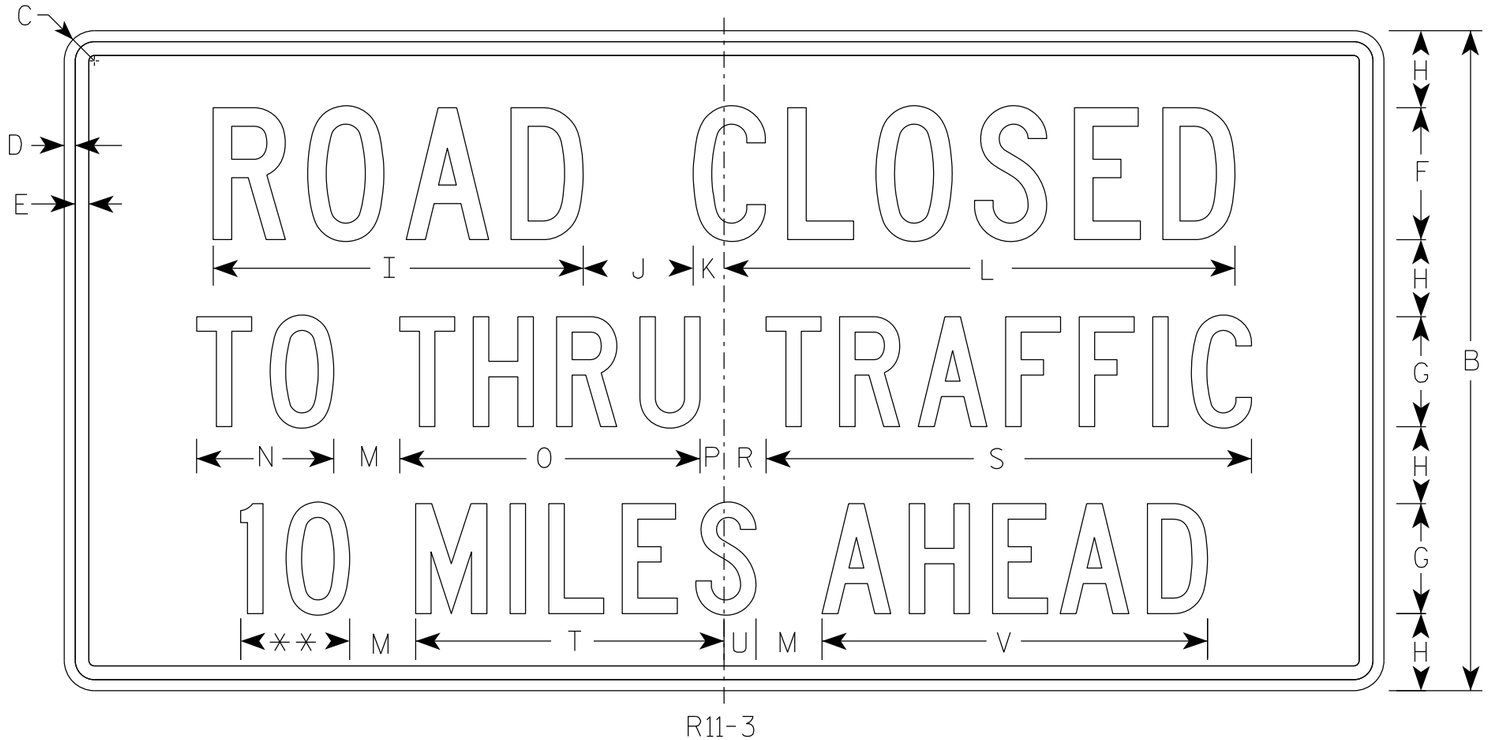
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E

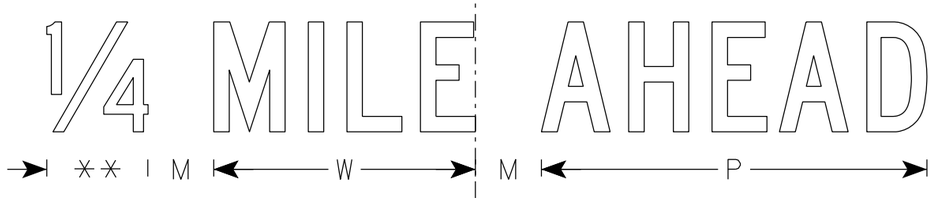
NOTES

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																											

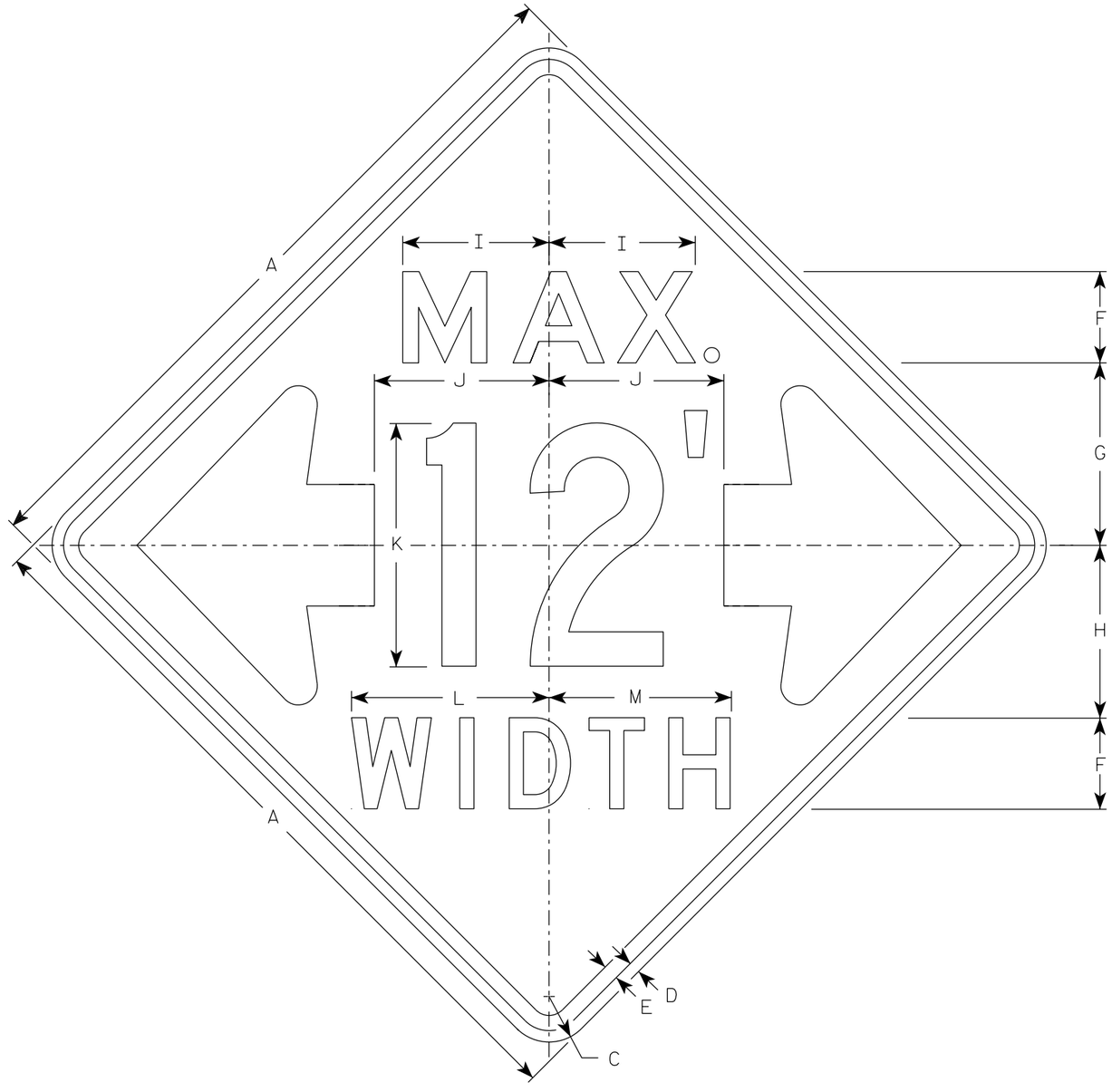
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

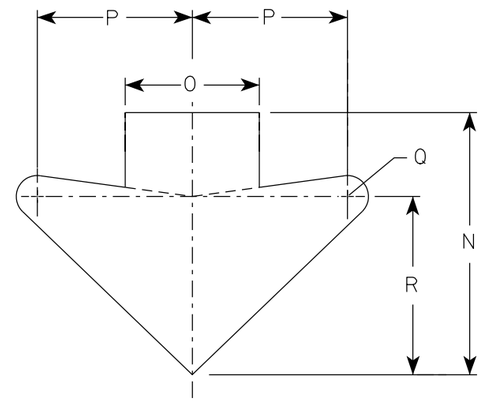
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 243 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

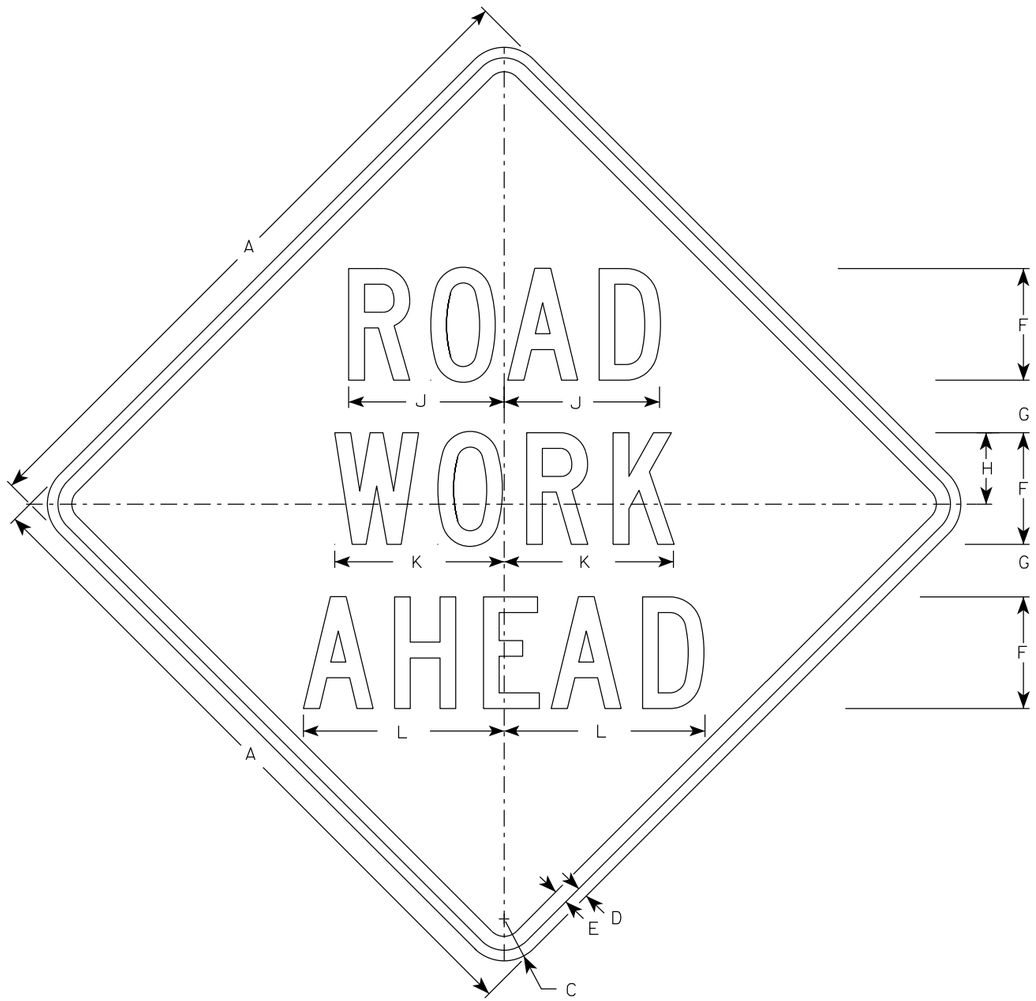
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

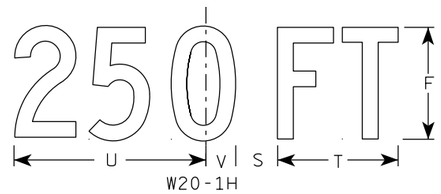
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

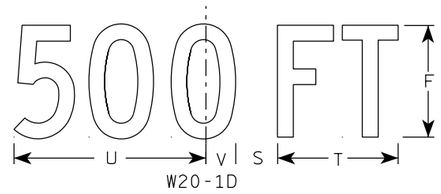
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



W20-1A

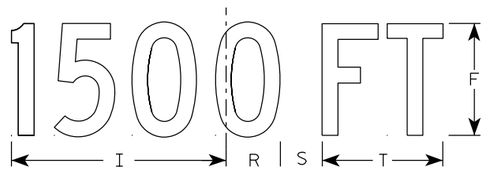


W20-1H



W20-1D

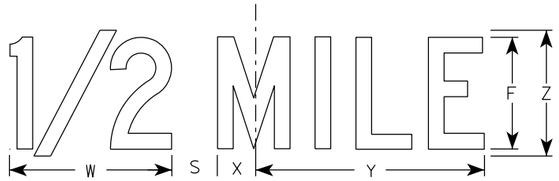
W20-1C



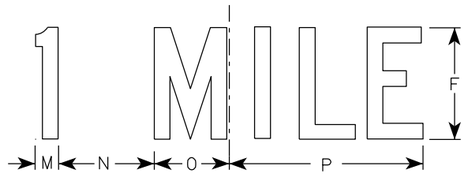
W20-1B

NOTES

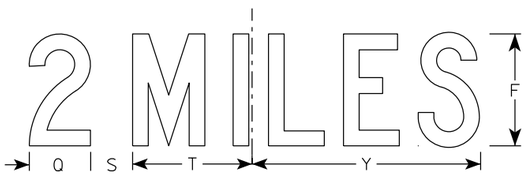
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

SHEET NO: 245 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

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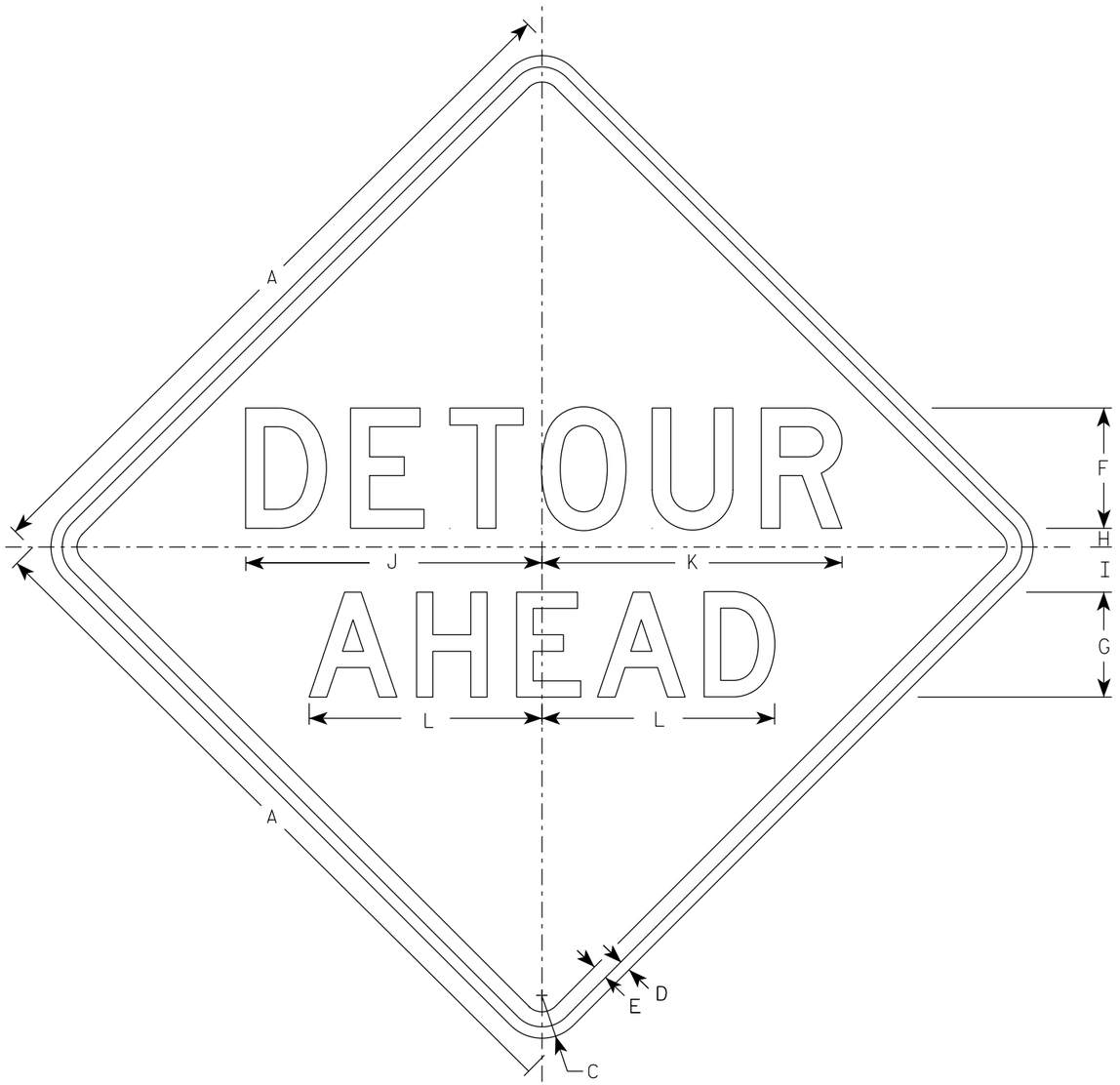
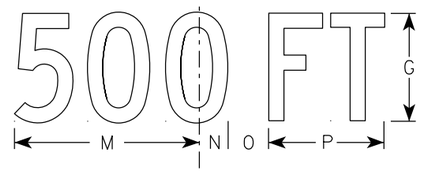
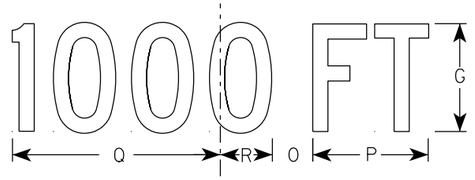


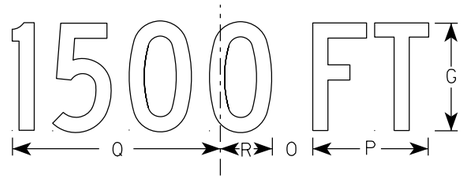
W20-2A



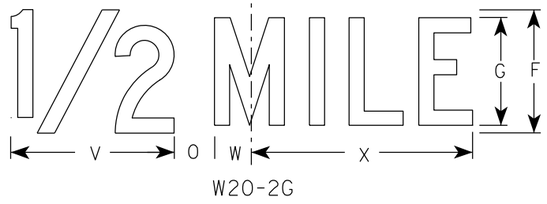
W20-2D



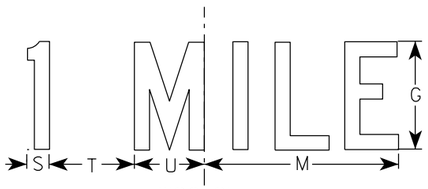
W20-2C



W20-2B



W20-2G



W20-2F

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. 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

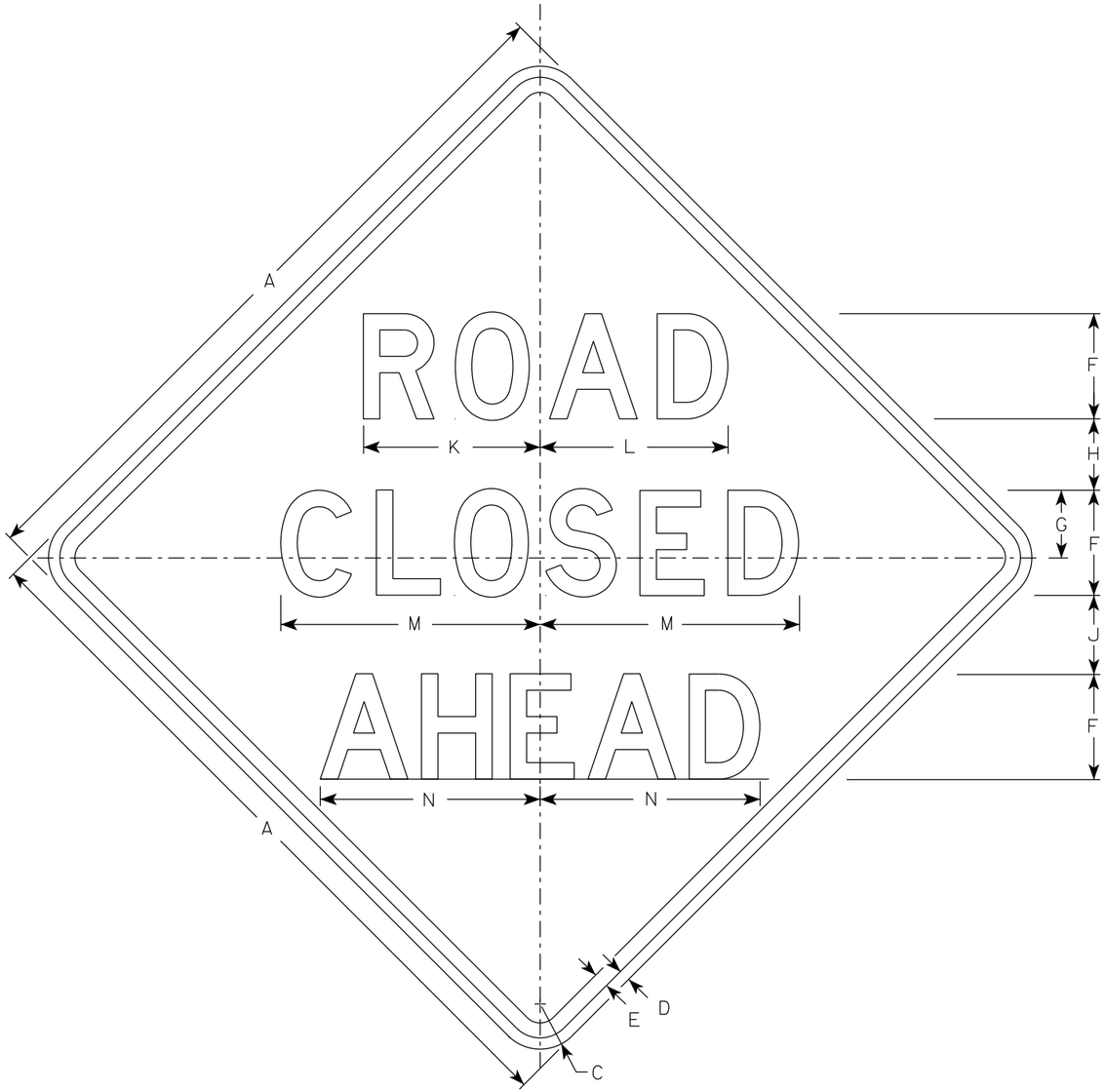
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

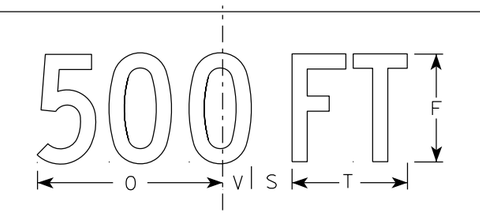
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

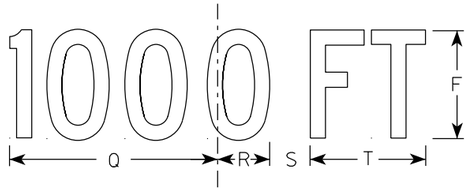
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



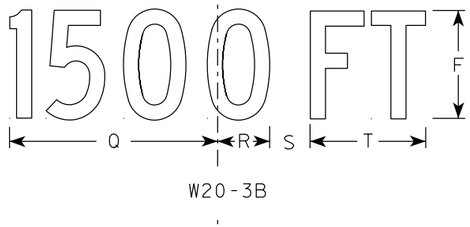
W20-3A



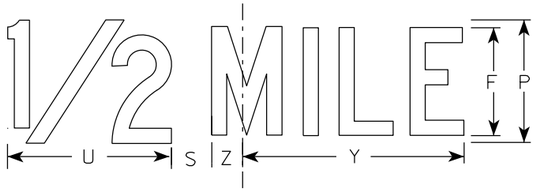
W20-3D



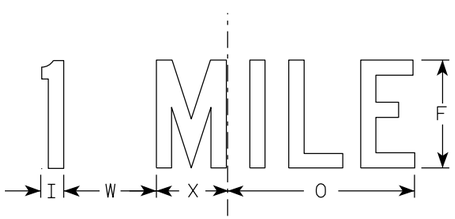
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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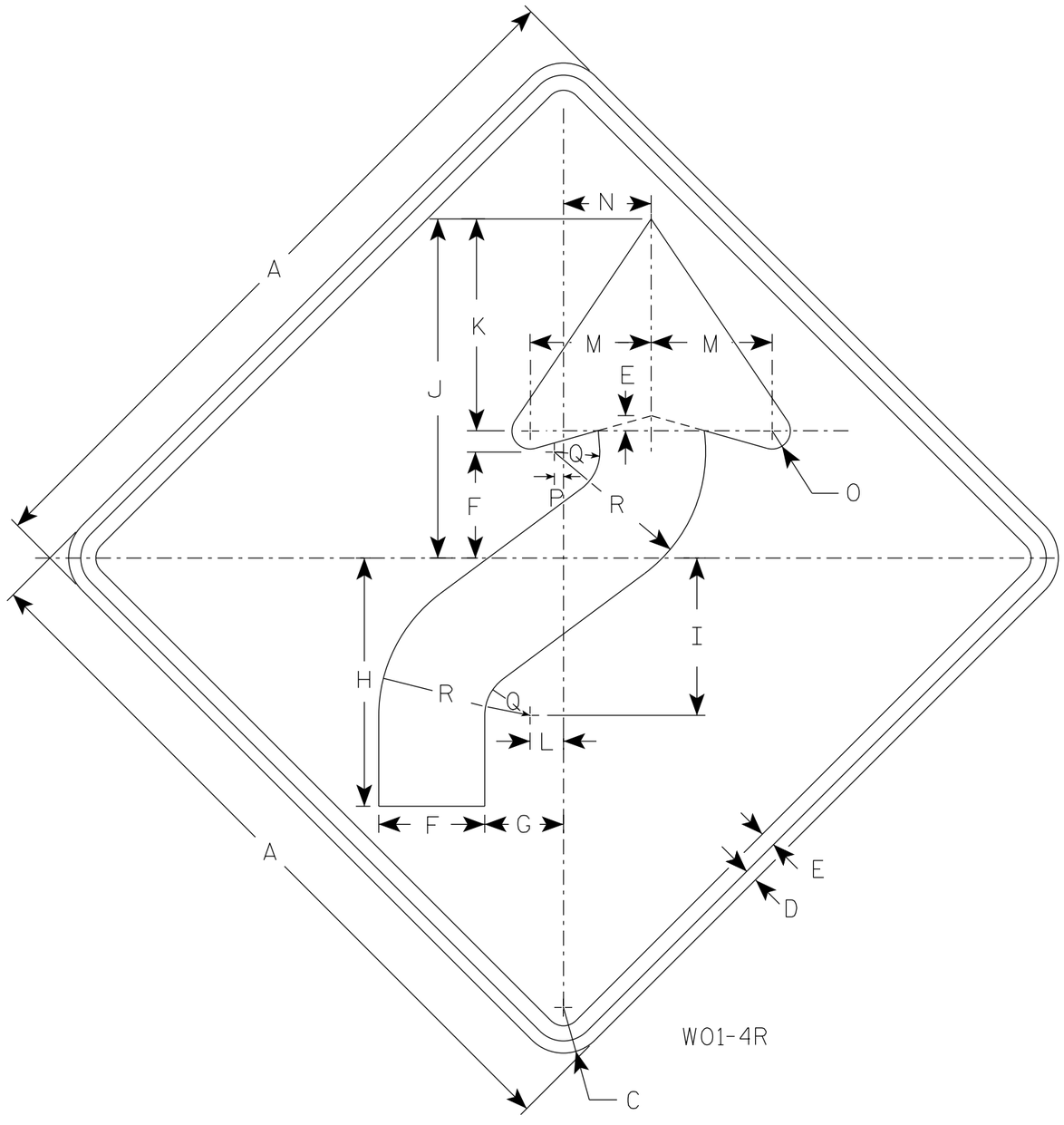


W01-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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

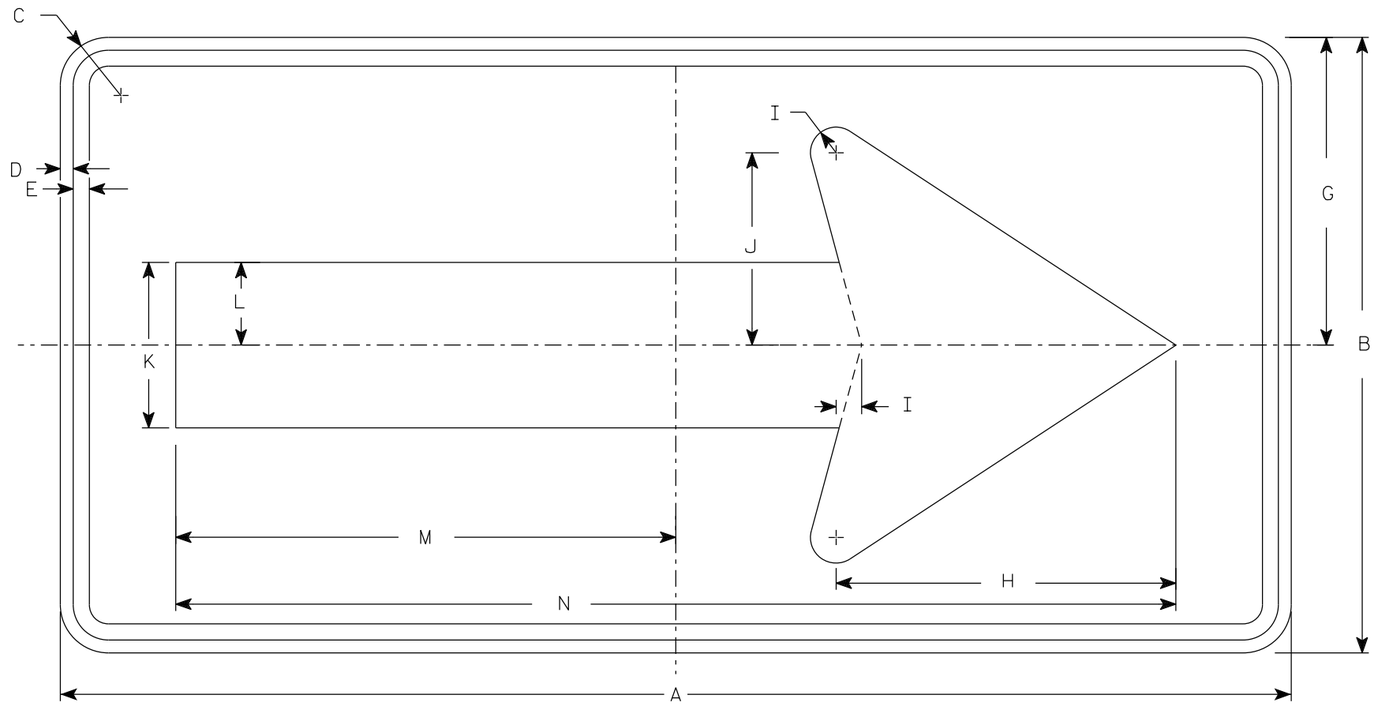
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

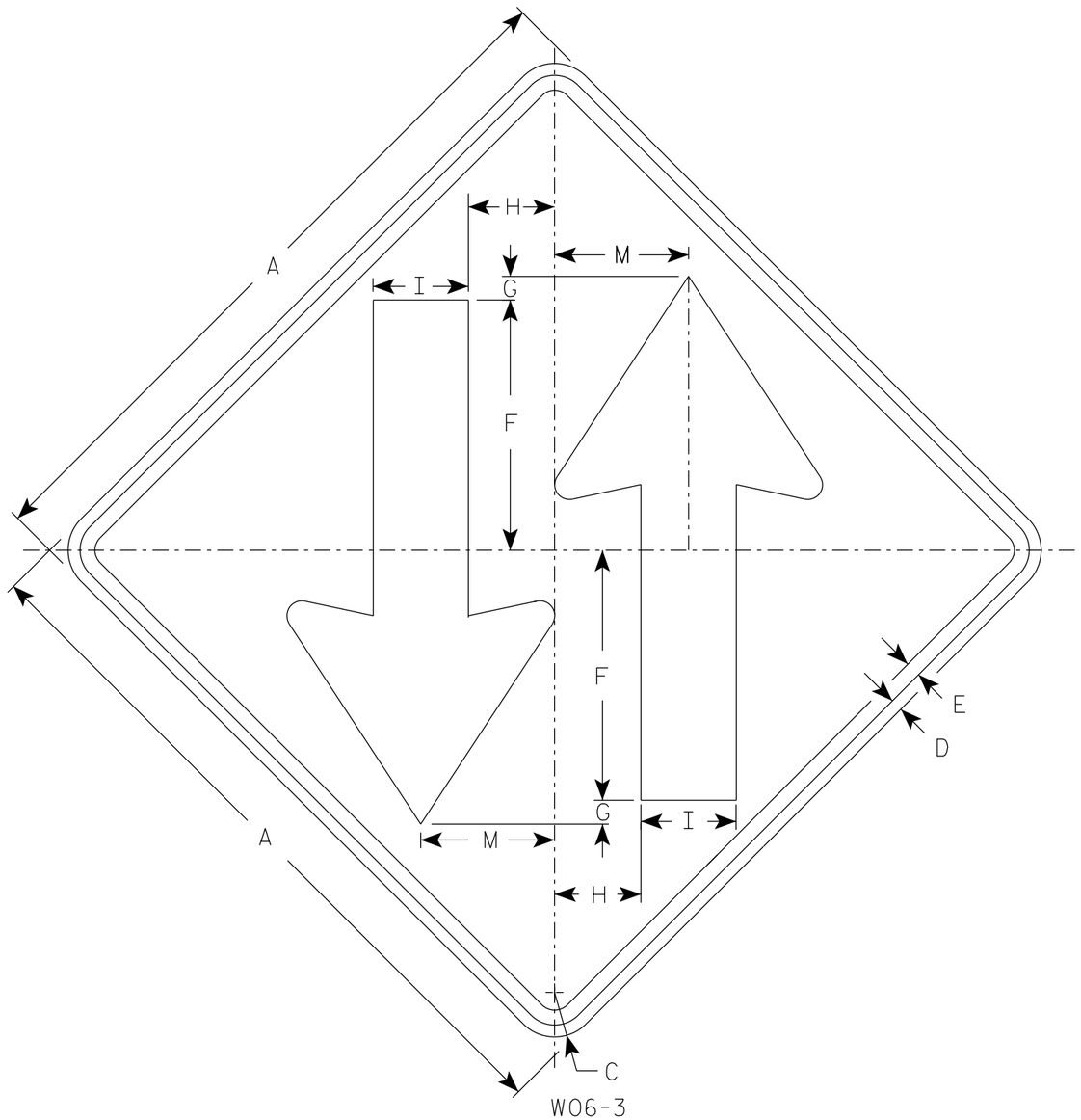
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

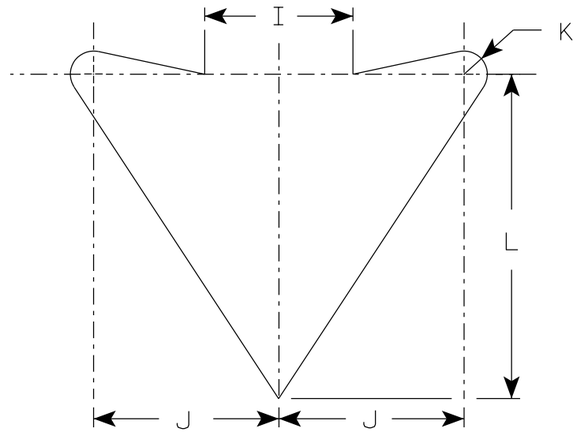
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN

W06-3

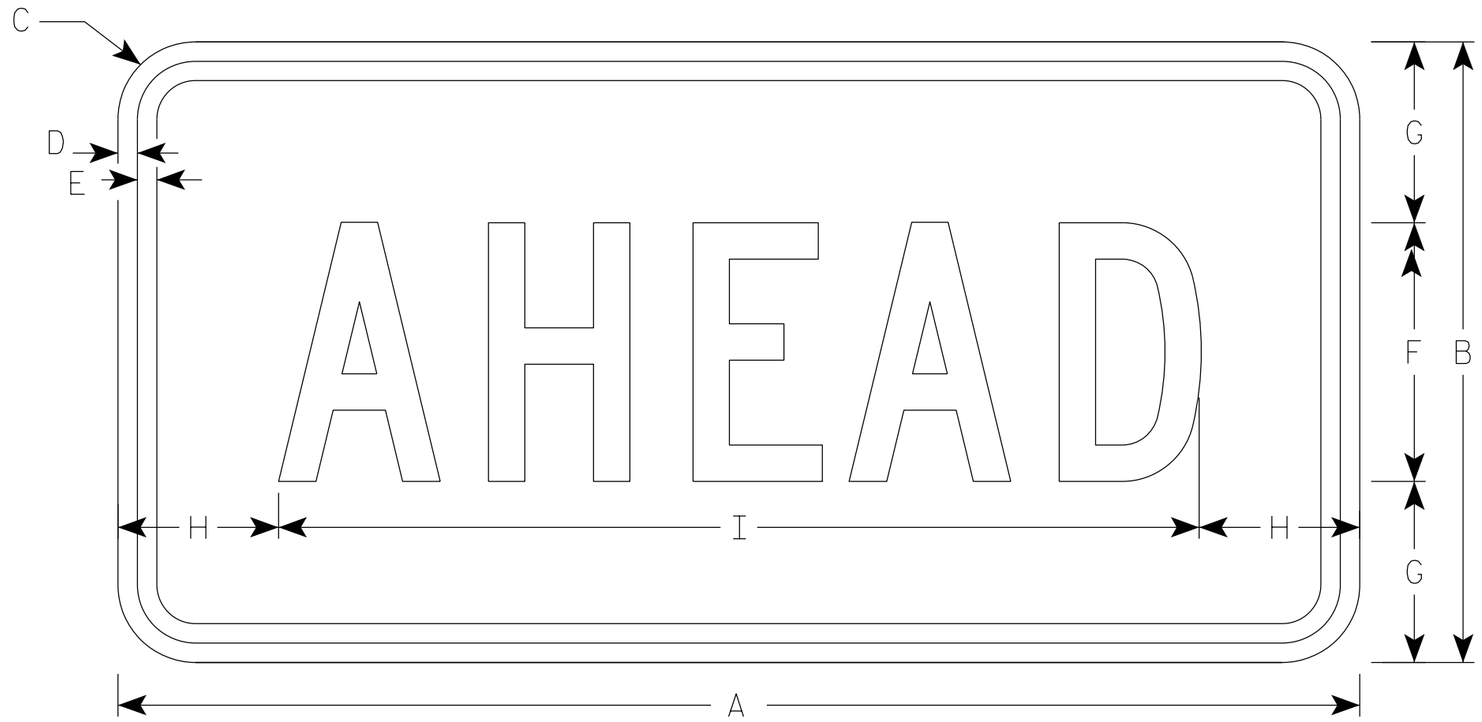
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W063.dgn PLOT DATE : 30-JAN 2024 11:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

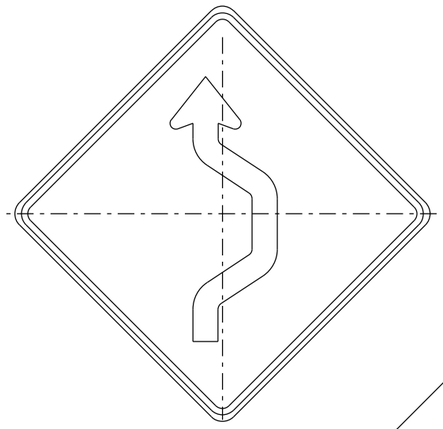
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

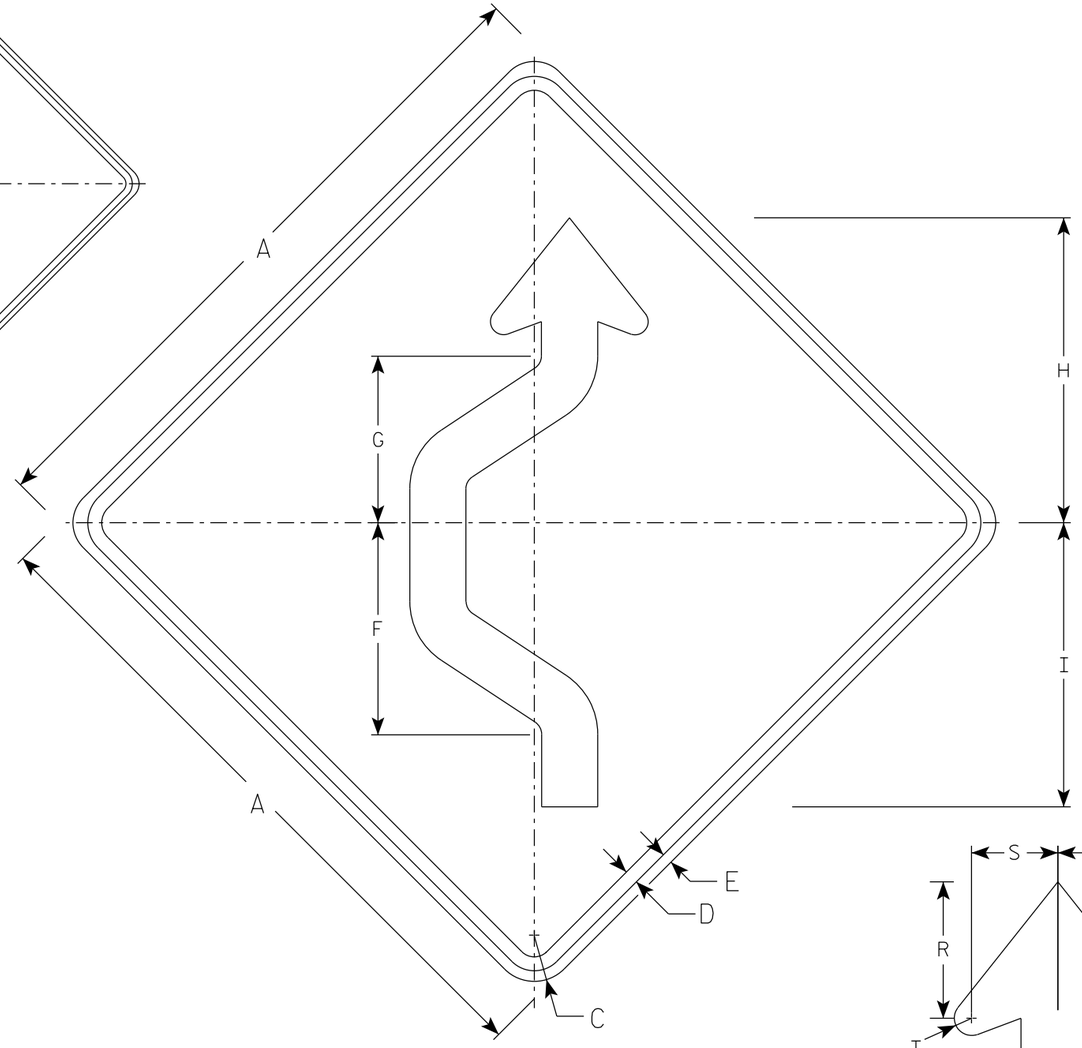
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

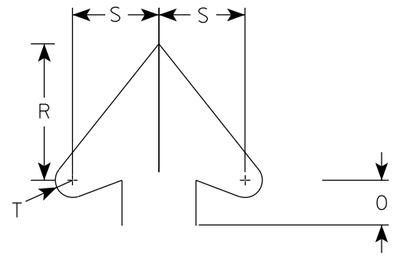
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E



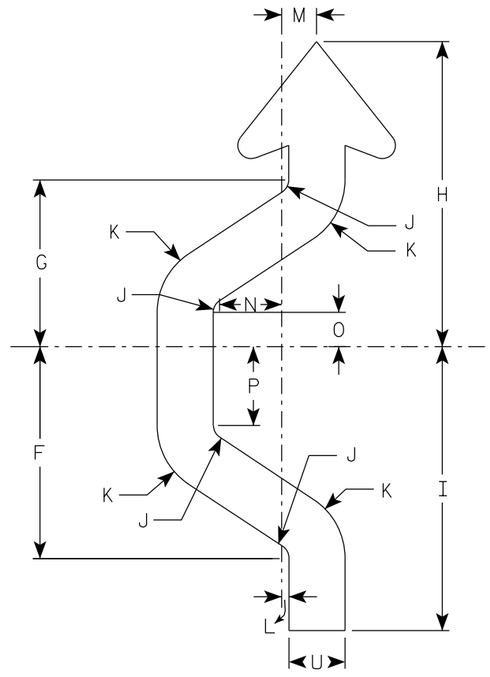
W024-1R



W024-1L



Arrowhead Detail



Arrow Detail

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. W024-1R is the same as W024-1L except 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	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2S	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
2M	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
3	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
4	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
5	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

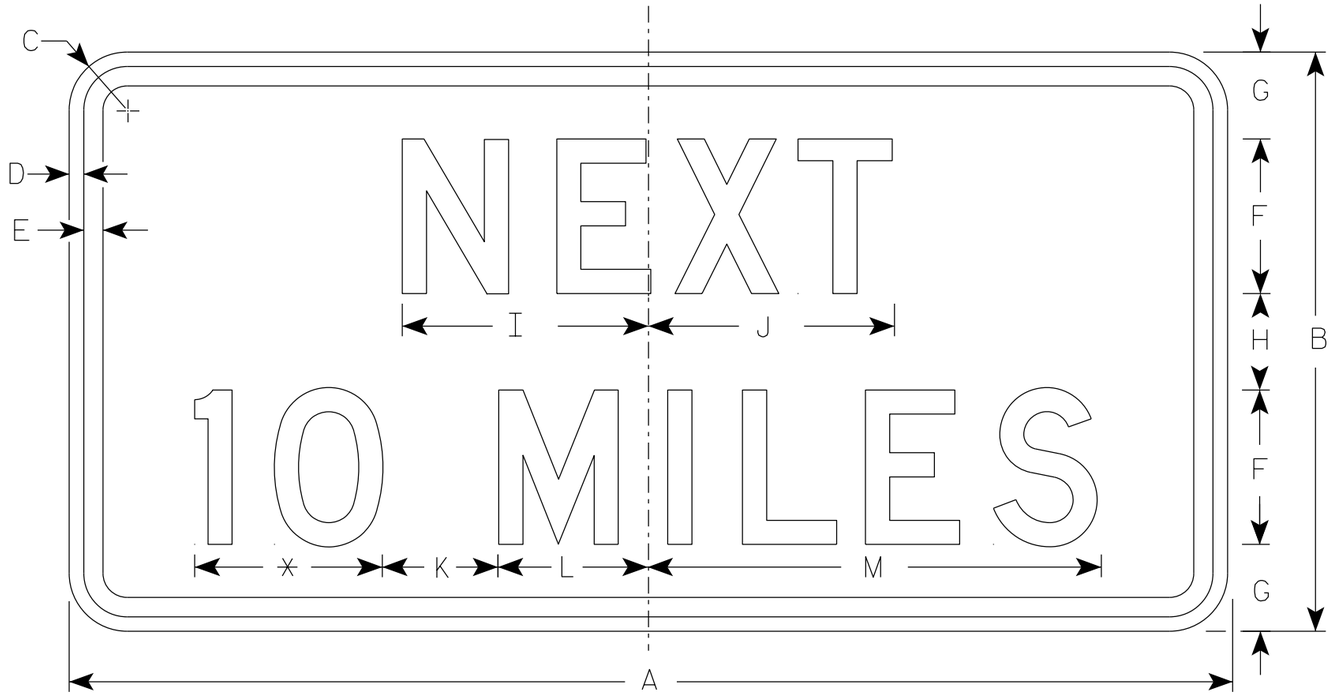
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0241.dgn PLOT DATE : 1-FEB 2024 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



W057-51

* See note 5

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. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

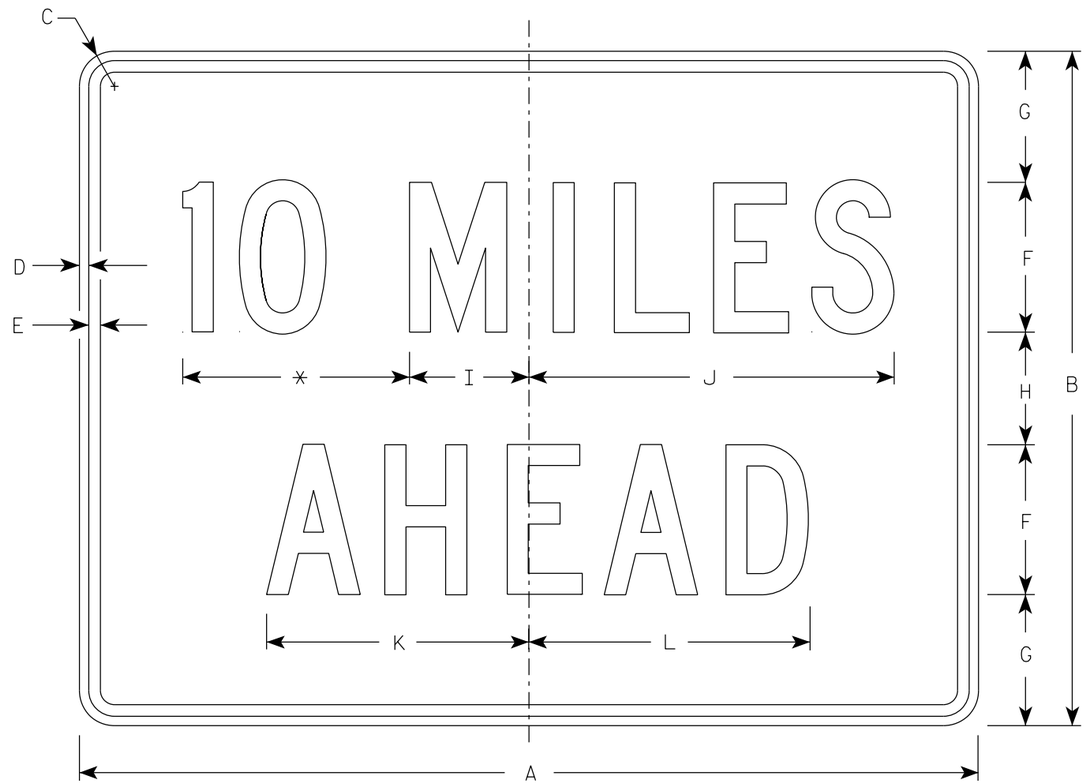
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

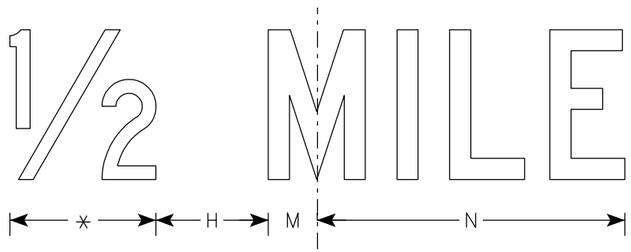
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-51.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

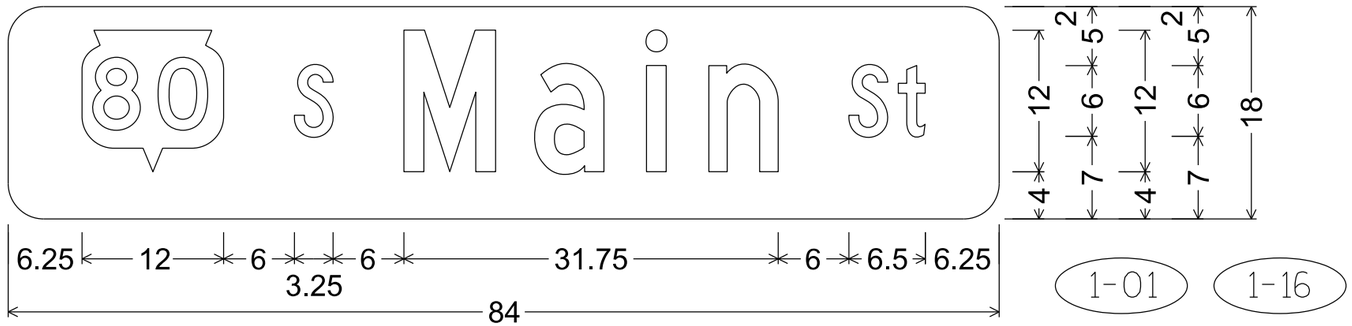
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

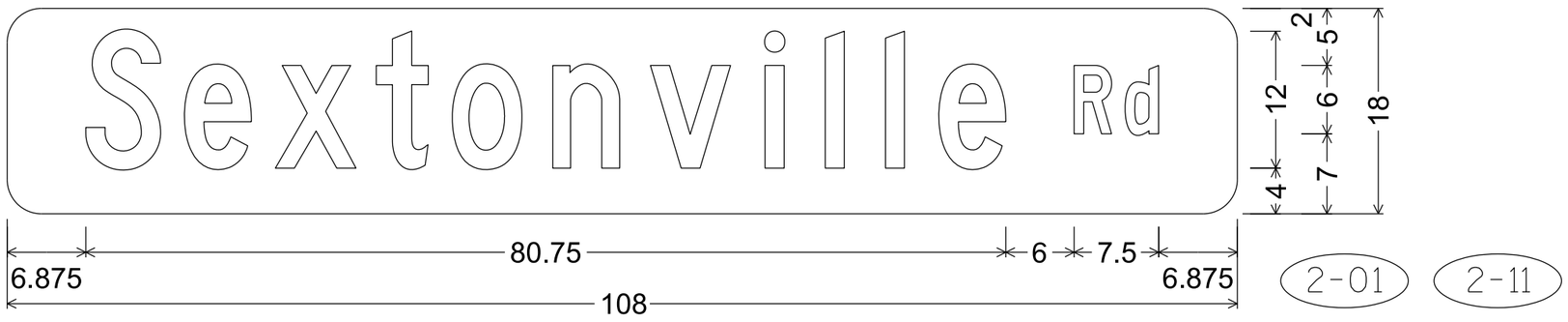
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 E

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



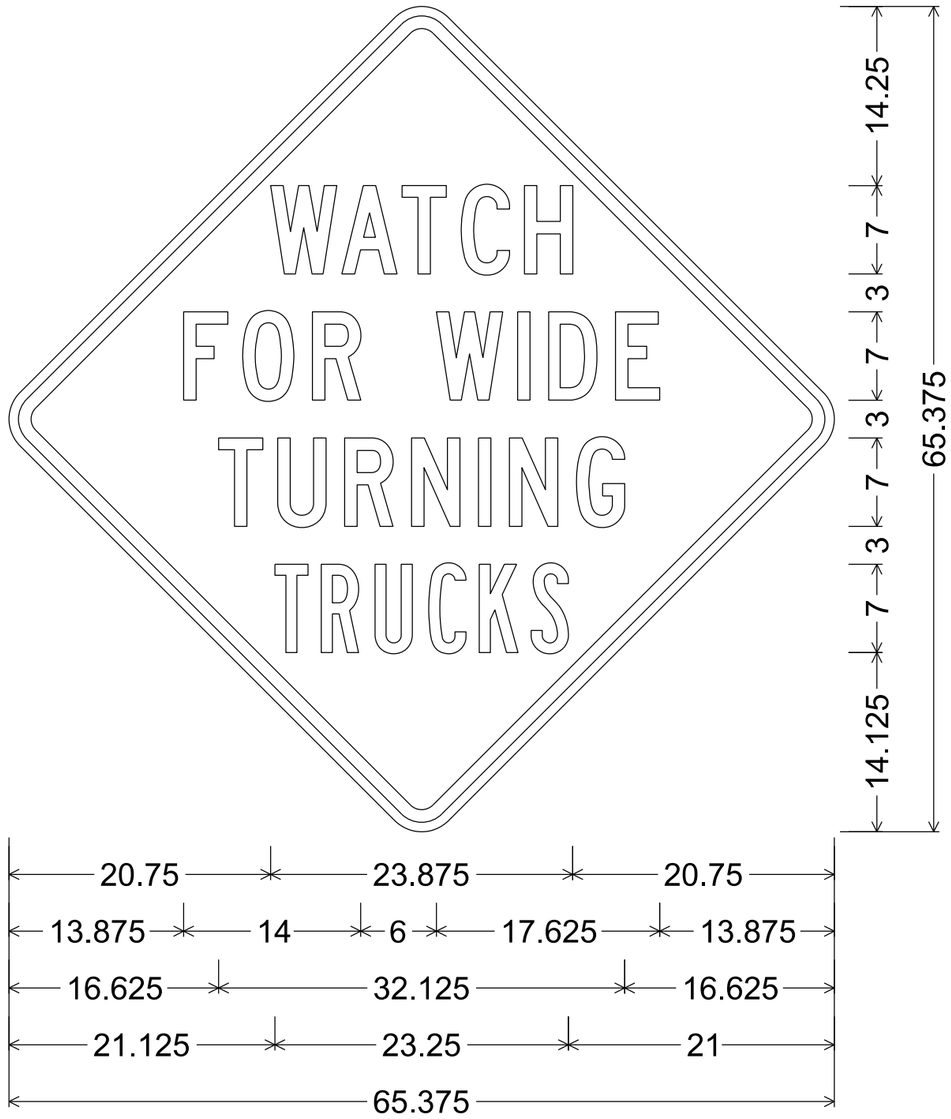
M1-94S; 3.000" Radius, No border



M1-94H; 3.000" Radius, No border

7

7



48.000" across sides 3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C except line 4 Series B

7

7

PROJECT NO: 1640-03-78	HWY: USH 14	COUNTY: RICHLAND	TEMPORARY SIGNING	SHEET NO: 256	E

Notes

Wisconsin Department of Transportation

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