MAD

PROJECT ID: 3686-00-70

WITH: N/A

COUNTY: DANE

FEBRUARY 2026

ORDER OF SHEETS

TOTAL SHEETS = 122

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 73 - USH 12 (CTH PQ)

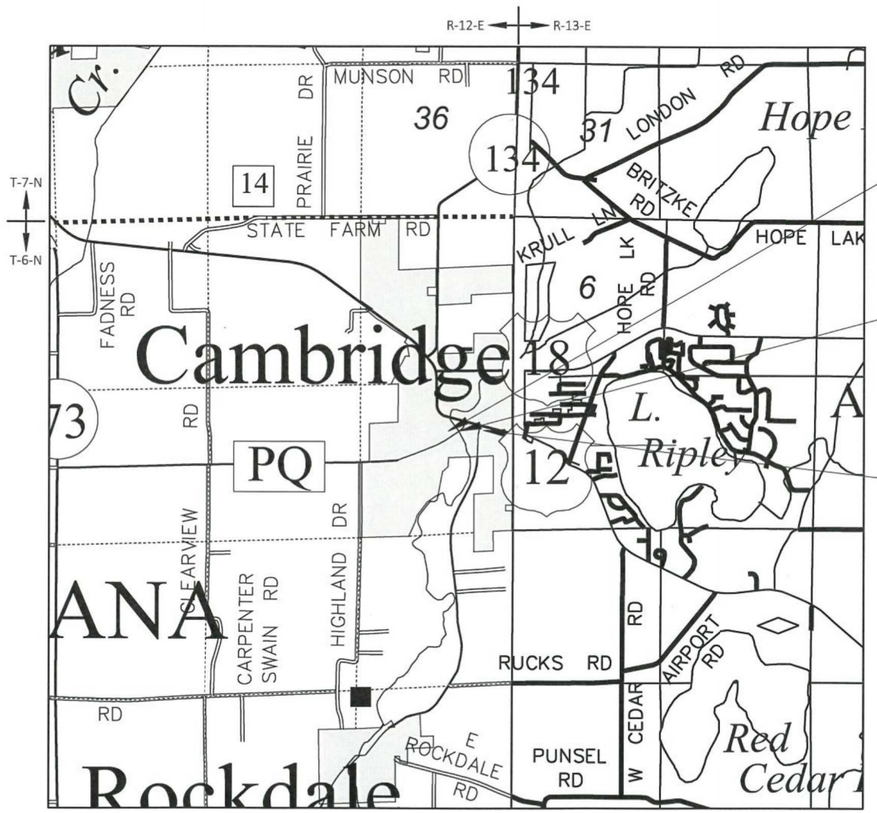
KOSHKONONG CREEK BRIDGE, B-13-0910

CTH PQ
DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3686-00-70		

STATE PROJECT NUMBER

3686-00-70



BEGIN PROJECT
STA 102+61.82
Y= 456,936.072
X= 918,673.016

STRUCTURE B-13-0910
STA 103+10 - STA 103+75

END PROJECT
STA 104+26.73

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.031 MI

DESIGN DESIGNATION 3686-00-00

A.A.D.T.	2026	=	1500
A.A.D.T.	2046	=	1700
D.H.V.		=	206
D.D.		=	60/40
T.		=	5.4%
DESIGN SPEED		=	25 MPH
ESALS		=	140,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

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

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

ACCEPTED FOR

DANE COUNTY

DATE: 10/15/25 Clement Abongwa
(Signature and Title of Official)

emcs

1600 Aspen Commons, Suite 230
Middleton, WI 53562
608.827.8810 Fax 608.833.3198

WISCONSIN
HARRY TRAN
E-47156-6
MADISON, WI
PROFESSIONAL ENGINEER

10/15/2025 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS, INC
Designer	EMCS, INC
Project Manager	ZACH PEARSON
Regional Examiner	SW REGION
Regional Supervisor	KYLE HEMP

APPROVED FOR THE DEPARTMENT

DATE: 10/21/25 ZACHARY PEARSON
(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.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- SALVAGED TOPSOIL SHALL BE PLACED 1 INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.
- THE QUANTITY OF THE ITEMS FOR EROSION 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.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND EROSION MATTED AS DIRECTED BY THE ENGINEER.
- (SALVAGED) TOPSOIL HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 10 FT.
- FERTILIZER SHALL NOT BE USED WITHIN 20' OF NAVIGABLE WATERWAYS OR WETLANDS.
- APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED PAVEMENT SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.
- A CONVERSION FACTOR OF 2.10 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 3/4-INCH.
- A CONVERSION FACTOR OF 2.00 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 1 1/4-INCH.
- A CONVERSION FACTOR OF 112 LB/SY/IN. IS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.
- ASPHALTIC PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

TOTAL LAYER PAVEMENT THICKNESS	LAYERS	GRADATION
5" ASPHALTIC SURFACE	2" (UPPER) 3" (LOWER)	12.5 mm (UPPER LAYER) 19.0 mm (LOWER LAYER)

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 STRIPTURF:	.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 SLOPETURF:			.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 = 0.40 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.28 ACRES

UTILITIES

ALLIANT ENERGY - ELECTRIC

DAN TREINEN
1521 PROGRESS LN
STOUGHTON, WI 53589
P: 608-459-5259
EMAIL: DANTREINEN@ALLIANTENERGY.COM

FRONTIER - COMMUNICATIONS

CHRIS POLLACK
421 4TH ST
WAUSAU, WI 54403
P: 715-847-1240
C: 715-297-4773
EMAIL: CHRISTOPHER.POLLACK@FTR.COM

SPECTRUM MID-AMERICA, LLC. - COMMUNICATIONS

EDWARD RIVERA
2701 DANIELS ST
MADISON, WI 53718
P: 608-516-8164
EMAIL: EDWARD.RIVERA@CHARTER.COM

VILLAGE OF CAMBRIDGE - WATER

DEREK SCHROEDL
200 S SPRING ST
CAMBRIDGE, WI 53523
P: 608-423-3712
EMAIL: DSCHROEDL@CI.CAMBRIDGE.WI.US

ALLIANT ENERGY - GAS

DAN TREINEN
1521 PROGRESS LN
STOUGHTON, WI 53589
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EMAIL: DANTREINEN@ALLIANTENERGY.COM

SCHOOL DISTRICT OF CAMBRIDGE - FIBER

ANDREW BAMLETT
403 BLUE JAY WAY
CAMBRIDGE, WI 53523
P: 608-423-4345
EMAIL: ABAMLETT@CAMBRIDGE.K12.WI.US

VILLAGE OF CAMBRIDGE - SEWER

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ORDER OF SECTION 2 SHEETS

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

OTHER AGENCIES

WDNR LIAISON

ERIC HEGGELUND
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
PHONE: (608) 228-7927
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

DANE COUNTY HIGHWAY DEPARTMENT

DANE COUNTY
MARK MISUN
2302 FISH HATCHERY ROAD
MADISON, WI 53713
PHONE: (608) 575-2824
EMAIL: MISUN.MARK@DANECOUNTY.GOV

WISDOT/DESIGN CONTACTS

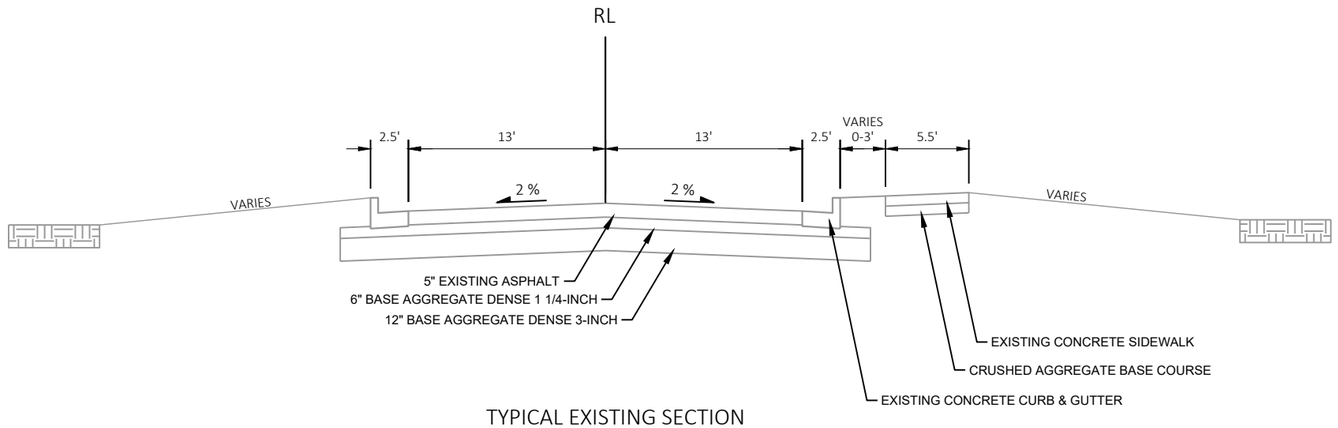
EMCS, INC.
HARRY TRAN
1600 ASPEN COMMONS, SUITE 230
MIDDLETON, WI 53562
PHONE: (608) 729-5688
EMAIL: HTRAN@EMCSINC.COM

WISDOT SW REGION
ZACK PEARSON
2101 WRIGHT ST
MADISON, WI 53704
PHONE: (608) 246-5319
EMAIL: ZACHARY.PEARSON@DOT.WI.GOV

STANDARD ABBREVIATIONS

AGG	AGGREGATE	MGAL	1000 GALLONS
<	ANGLE	N	NORTH
AE,AEW	APRON ENDWALL	NB	NORTHBOUND
ASPH.	ASPHALTIC	NOR.	NORMAL
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
CMCP	CORRUGATED METAL CULVERT PIPE	P.T.	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	P.E.	PRIVATE ENTRANCE
CO.	COUNTY	R	RADIUS OR RANGE
CTH	COUNTY TRUNK HIGHWAY	R/L	REFERENCE LINE
CR.	CREEK	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
C&G	CURB AND GUTTER	RT	RIGHT
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
D.D.	DIRECTIONAL DISTRIBUTION	SHLD.	SHOULDER(S)
EA	EACH	S	SOUTH
E	EAST	SB	SOUTHBOUND
EB	EASTBOUND	S.F.	SQUARE FOOT (FEET)
ELEC.	ELECTRIC(AL), ELEC. CABLE	SDD	STANDARD DETAIL DRAWING(S)
EL., ELEV.	ELEVATION	STH	STATE TRUNK HIGHWAY
ESALS	EQUIVALENT SINGLE AXLE LOADS	STA.	STATION
EXC.	EXCAVATION	S.E.	SUPERELEVATION
EXIST	EXISTING	S.I.	SLOPE INTERCEPT
F.E.	FIELD ENTRANCE	T.	PERCENT TRUCKS
CWT	HUNDRED WEIGHT	TEL.	TELEPHONE
IH	INTERSTATE HIGHWAY	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	TYP	TYPICAL
L.	LENGTH OF CURVE	VAR	VARIABLE
L.F.	LINEAR FOOT(FEET)	W	WEST
LC.	LONG CHORD	WB	WESTBOUND
LS	LUMP SUM		

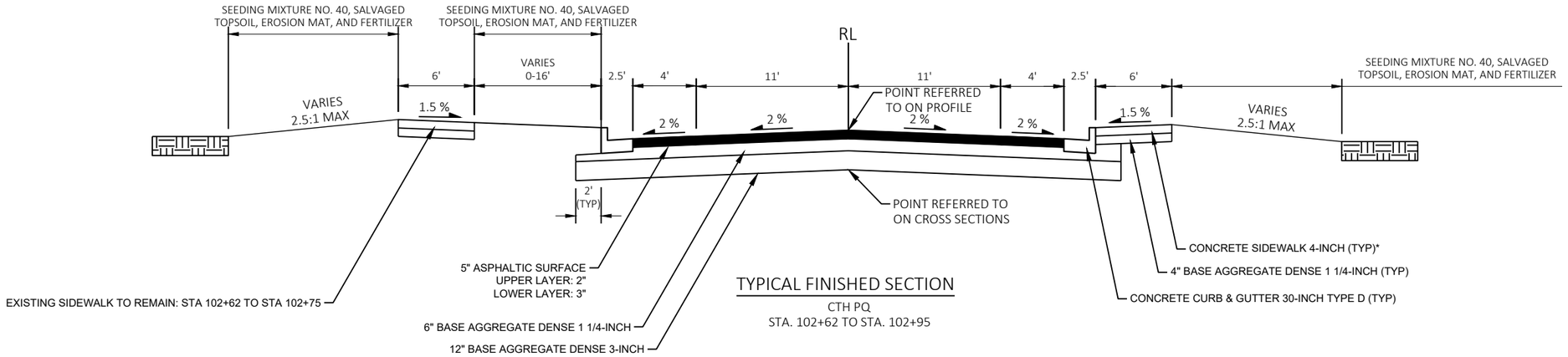
2



TYPICAL EXISTING SECTION

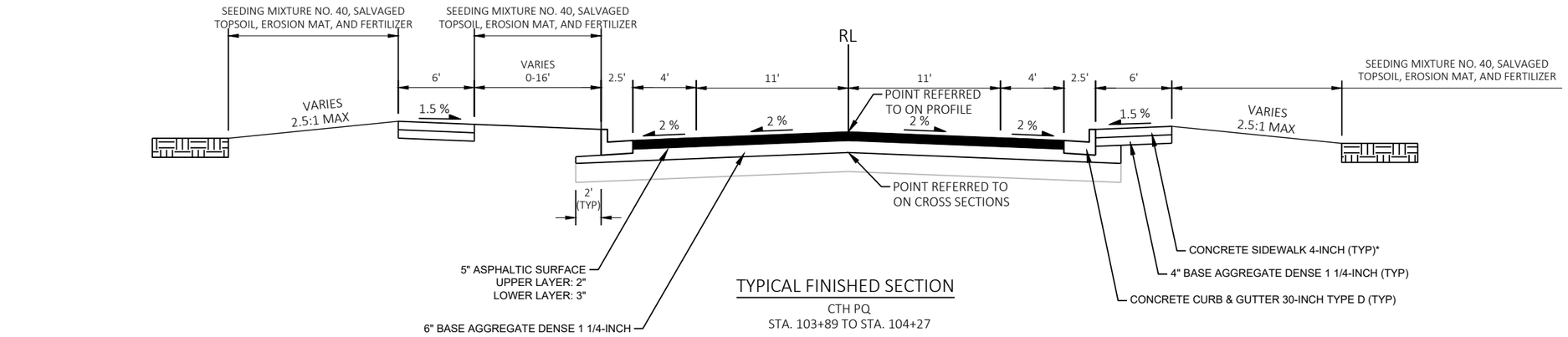
CTH PQ
STA. 102+62 TO STA. 103+17
STA. 103+69 TO STA. 104+27

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	TYPICAL SECTIONS	SHEET 3	E



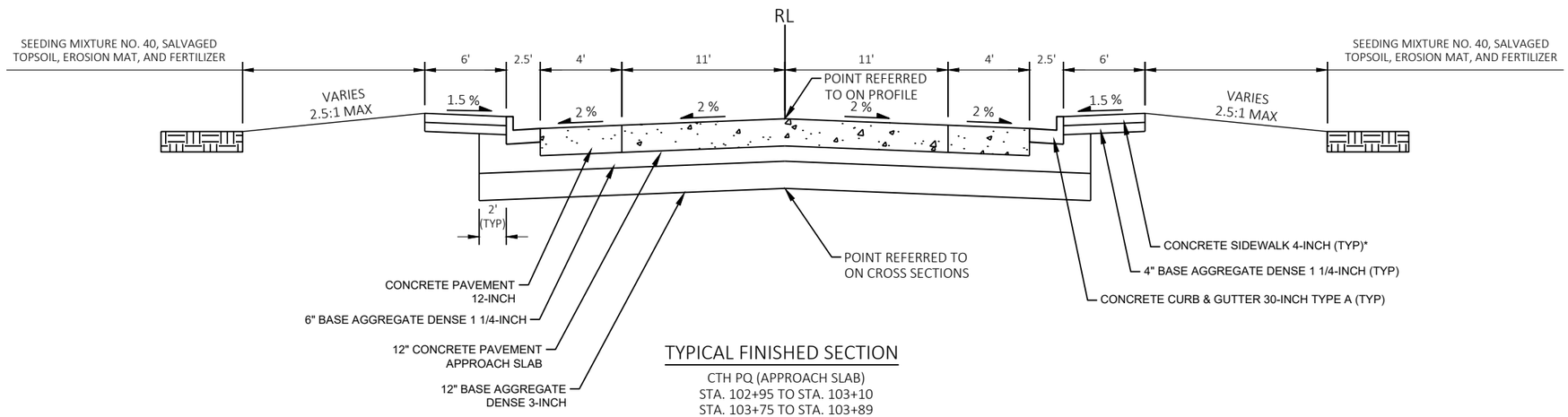
TYPICAL FINISHED SECTION

CTH PQ
STA. 102+62 TO STA. 102+95



TYPICAL FINISHED SECTION

CTH PQ
STA. 103+89 TO STA. 104+27



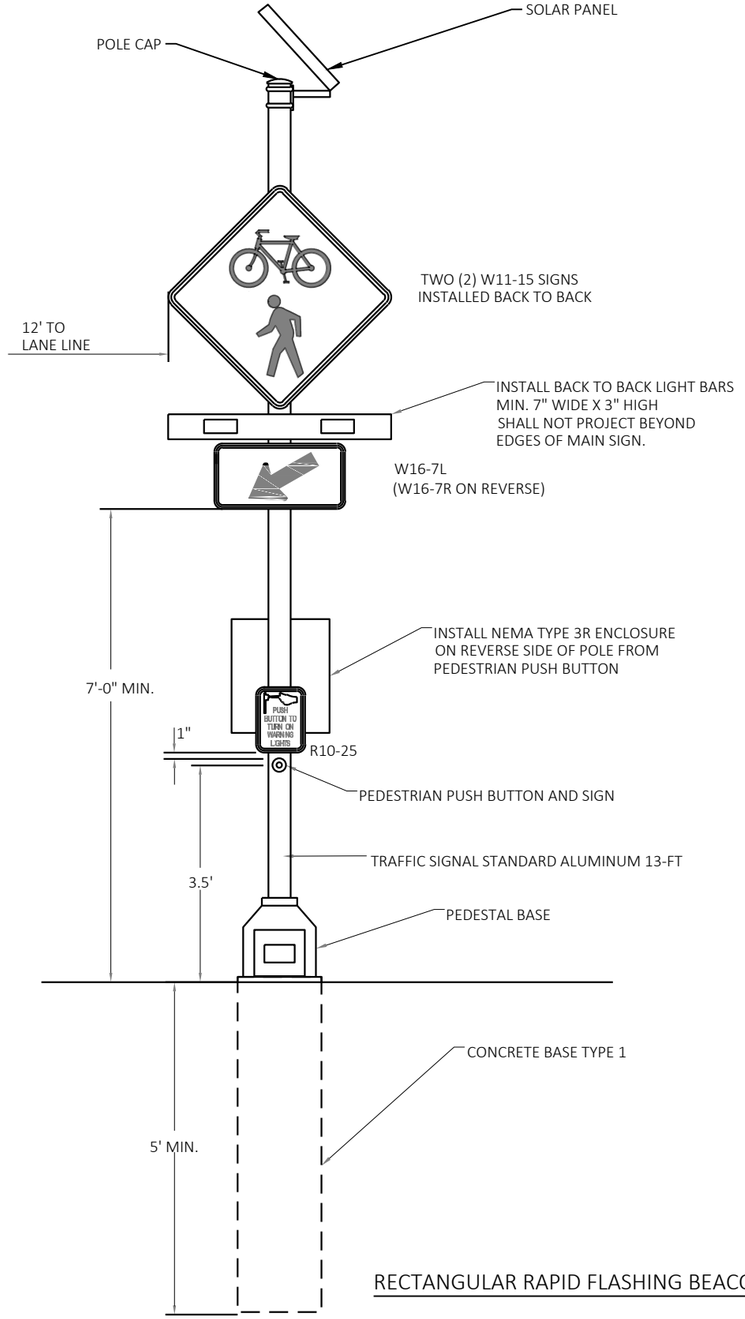
TYPICAL FINISHED SECTION

CTH PQ (APPROACH SLAB)
STA. 102+95 TO STA. 103+10
STA. 103+75 TO STA. 103+89

* = SEE CURB RAMP DETAILS AND PLAN AND PROFILE FOR LOCATIONS OF CONCRETE SIDEWALK 6-INCH

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	TYPICAL SECTIONS	SHEET 4	E

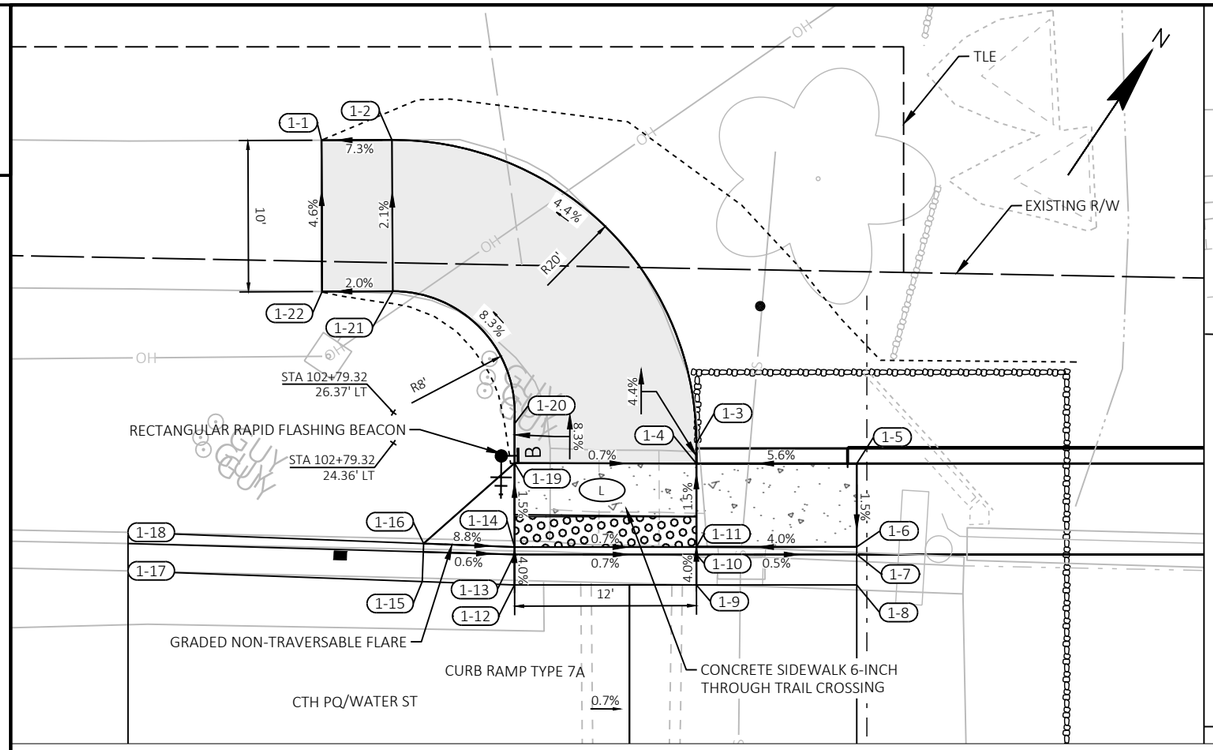
2

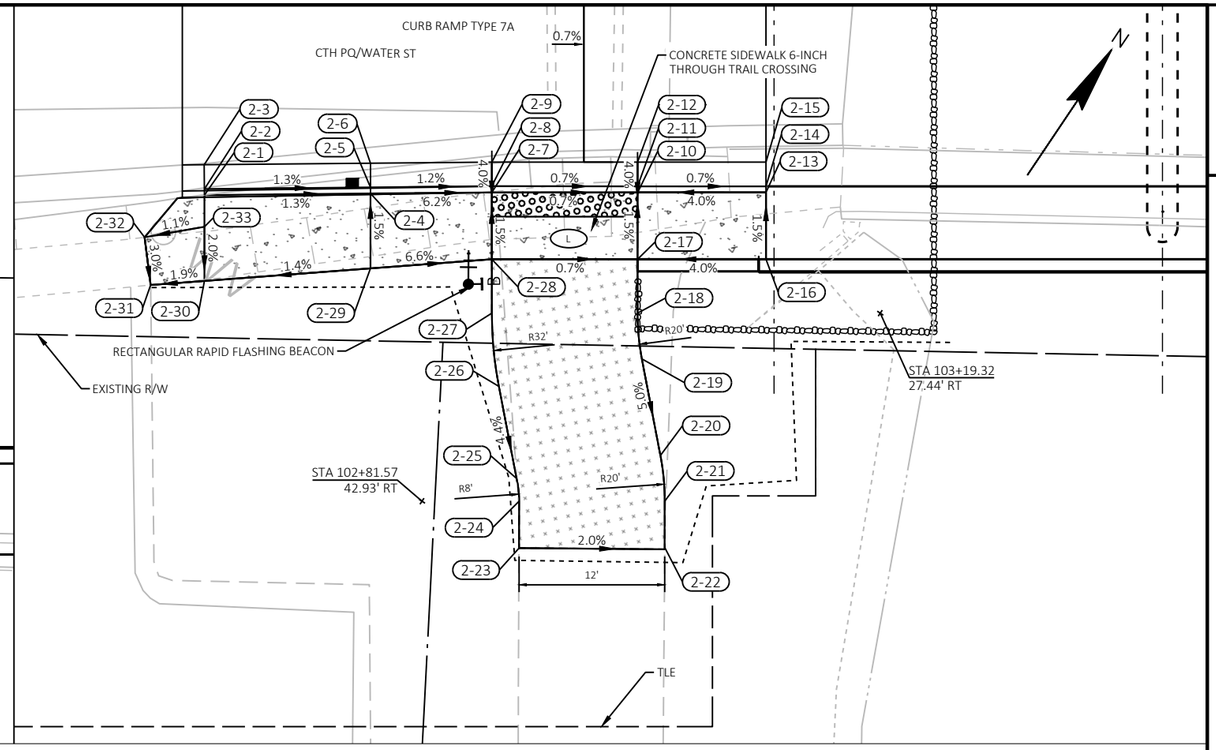


NOTES:

1) EACH POLE SHALL HAVE ONE (1) W16-7L SIGN AND ONE (1) W16-7R SIGN, ONE (1) ON EACH SIDE OF THE POLE. THE ARROW SHALL BE DIRECTED TOWARDS THE CROSSWALK.
2) EACH RRFB POLE SHALL HAVE TWO (2) W11-15 SIGNS, WITH ONE (1) ON EACH SIDE OF THE POLE.
3) LOCATE R10-25 SIGN ABOVE PUSH BUTTON.
4) FIELD LOCATE ALL BASES TO PROVIDE 1.5' MAXIMUM REACH FROM ACCESSIBLE SLOPED AREA.

RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM DETAIL





NORTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-1	102+74.58	44.34' LT	827.618	456980.12	918658.81
1-2	102+79.24	44.36' LT	827.959	456982.73	918662.66
1-3	102+99.32	24.36' LT	829.351	456977.33	918690.49
1-4	102+99.32	23.00' LT	829.411	456976.20	918691.24
1-5	103+09.91	23.00' LT	829.999	456982.10	918700.03
1-6	103+09.91	17.50' LT	829.918	456977.54	918703.10
1-7	103+09.91	17.00' LT	829.440	456977.12	918703.37
1-8	103+09.91	15.00' LT	829.502	456975.46	918704.49
1-9	102+99.32	15.00' LT	829.573	456969.56	918695.70
1-10	102+99.32	17.00' LT	829.493	456971.22	918694.59
1-11	102+99.32	17.50' LT	829.493	456971.63	918694.31
1-12	102+87.31	15.00' LT	829.654	456962.86	918685.73
1-13	102+87.31	17.00' LT	829.573	456964.52	918684.62
1-14	102+87.32	17.50' LT	829.575	456964.94	918684.35
1-15	102+81.23	15.22' LT	829.690	456959.66	918680.56
1-16	102+81.32	17.73' LT	830.106	456961.79	918679.24
1-17	102+61.82	15.92' LT	829.775	456949.42	918664.05
1-18	102+61.82	18.47' LT	830.178	456951.53	918662.63

NORTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-19	102+87.32	23.03' LT	829.491	456969.54	918681.26
1-20	102+87.32	25.64' LT	829.276	456971.70	918679.81
1-21	102+79.29	34.37' LT	828.173	456974.47	918668.27
1-22	102+74.63	34.35' LT	828.080	456971.85	918664.41

LEGEND

- ASPHALTIC SURFACE (3-INCH)
- CONCRETE SIDEWALK
- BASE AGGREGATE DENSE 1 1/4-INCH
- DETECTABLE WARNING FIELD
- SLOPE INTERCEPT
- L — LANDING

NOTE: CONCRETE SIDEWALK IS 4-INCH UNLESS OTHERWISE NOTED IN PLANS

SOUTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-1	102+63.64	17.71' RT	830.370	456922.51	918684.32
2-2	102+63.64	17.21' RT	829.870	456922.92	918684.04
2-3	102+63.62	15.22' RT	829.950	456924.57	918682.91
2-4	102+77.32	17.58' RT	830.198	456930.25	918695.60
2-5	102+77.32	17.08' RT	830.113	456930.66	918695.32
2-6	102+77.32	15.09' RT	829.780	456932.31	918694.22
2-7	102+87.32	17.50' RT	829.574	456935.89	918703.86
2-8	102+87.32	16.98' RT	829.574	456936.32	918703.57
2-9	102+87.32	15.00' RT	829.654	456937.96	918702.47
2-10	102+99.33	17.50' RT	829.494	456942.58	918713.83
2-11	102+99.32	17.00' RT	829.493	456942.99	918713.54
2-12	102+99.32	15.00' RT	829.573	456944.65	918712.43
2-13	103+09.91	17.50' RT	829.918	456948.48	918722.61
2-14	103+09.91	17.00' RT	829.440	456948.89	918722.33
2-15	103+09.91	15.00' RT	829.502	456950.55	918721.21
2-16	103+09.91	23.00' RT	829.999	456943.91	918725.67
2-17	102+99.32	23.00' RT	829.576	456938.01	918716.89
2-18	102+99.32	27.44' RT	829.352	456934.33	918719.37

SOUTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-19	102+99.68	31.21' RT	829.160	456931.40	918721.76
2-20	103+01.21	39.16' RT	828.752	456925.65	918727.46
2-21	103+01.57	42.93' RT	828.561	456922.72	918729.86
2-22	103+01.57	46.76' RT	828.365	456919.54	918732.00
2-23	102+89.57	46.79' RT	828.604	456912.82	918722.05
2-24	102+89.57	42.93' RT	828.774	456916.03	918719.90
2-25	102+89.35	41.06' RT	828.857	456917.46	918718.68
2-26	102+87.90	33.47' RT	829.196	456922.95	918713.24
2-27	102+87.32	27.44' RT	829.462	456927.64	918709.40
2-28	102+87.32	23.00' RT	829.657	456931.32	918706.93
2-29	102+77.32	23.75' RT	830.290	456925.12	918699.05
2-30	102+63.64	24.79' RT	830.093	456916.64	918688.26
2-31	102+59.21	25.12' RT	830.008	456913.89	918684.77
2-32	102+58.71	21.19' RT	830.126	456916.87	918682.17
2-33	102+63.64	20.32' RT	830.182	456920.34	918685.77

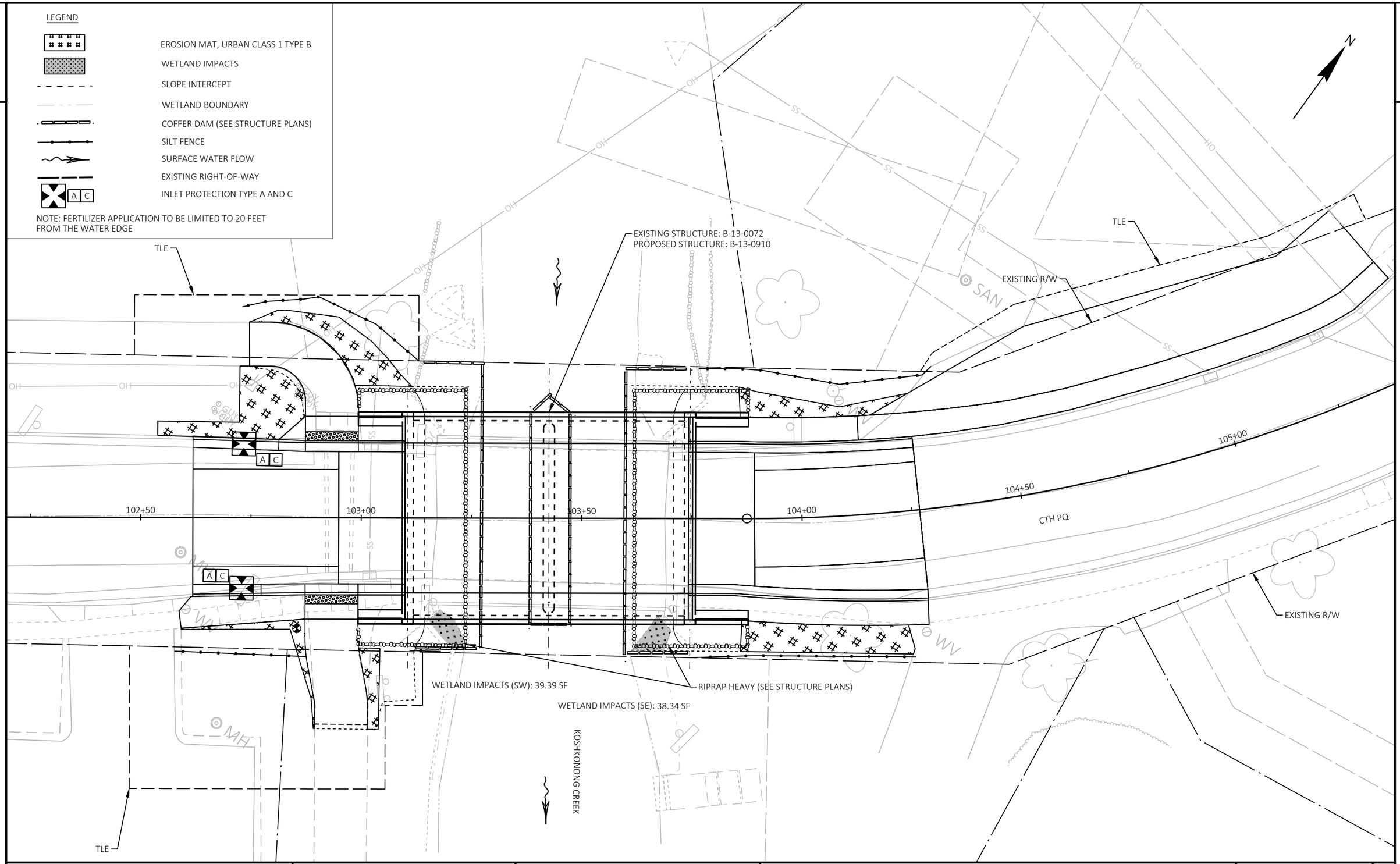
PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	CURB RAMPS	SHEET 6	E

2

LEGEND

- EROSION MAT, URBAN CLASS 1 TYPE B
- WETLAND IMPACTS
- SLOPE INTERCEPT
- WETLAND BOUNDARY
- COFFER DAM (SEE STRUCTURE PLANS)
- SILT FENCE
- SURFACE WATER FLOW
- EXISTING RIGHT-OF-WAY
- A C INLET PROTECTION TYPE A AND C

NOTE: FERTILIZER APPLICATION TO BE LIMITED TO 20 FEET FROM THE WATER EDGE

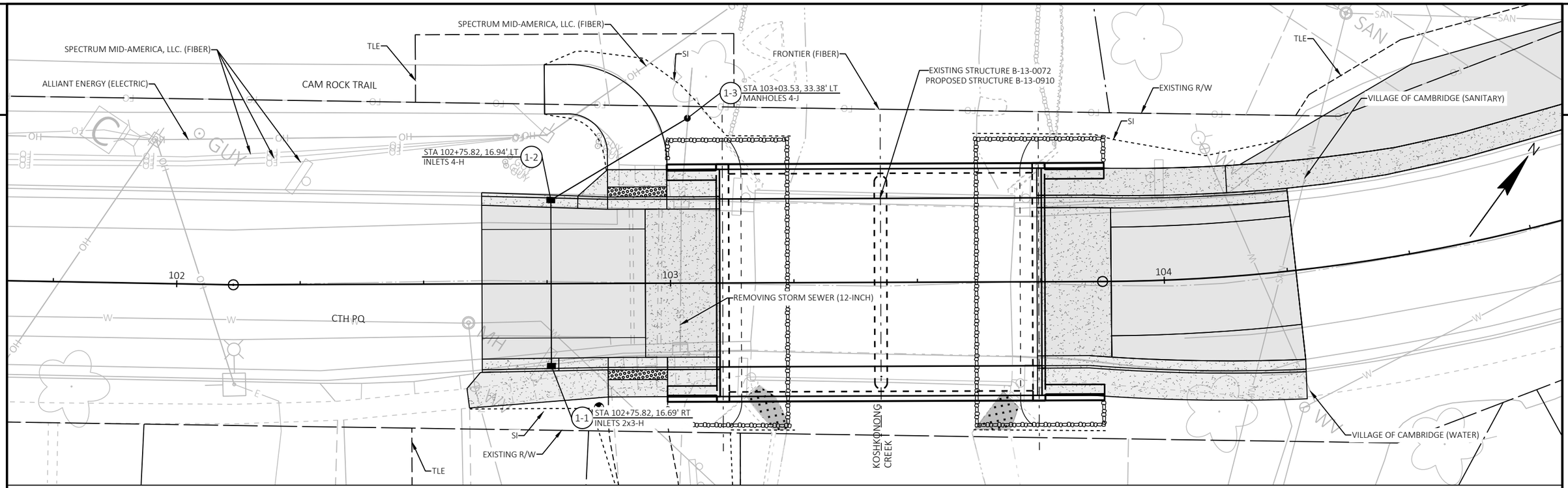


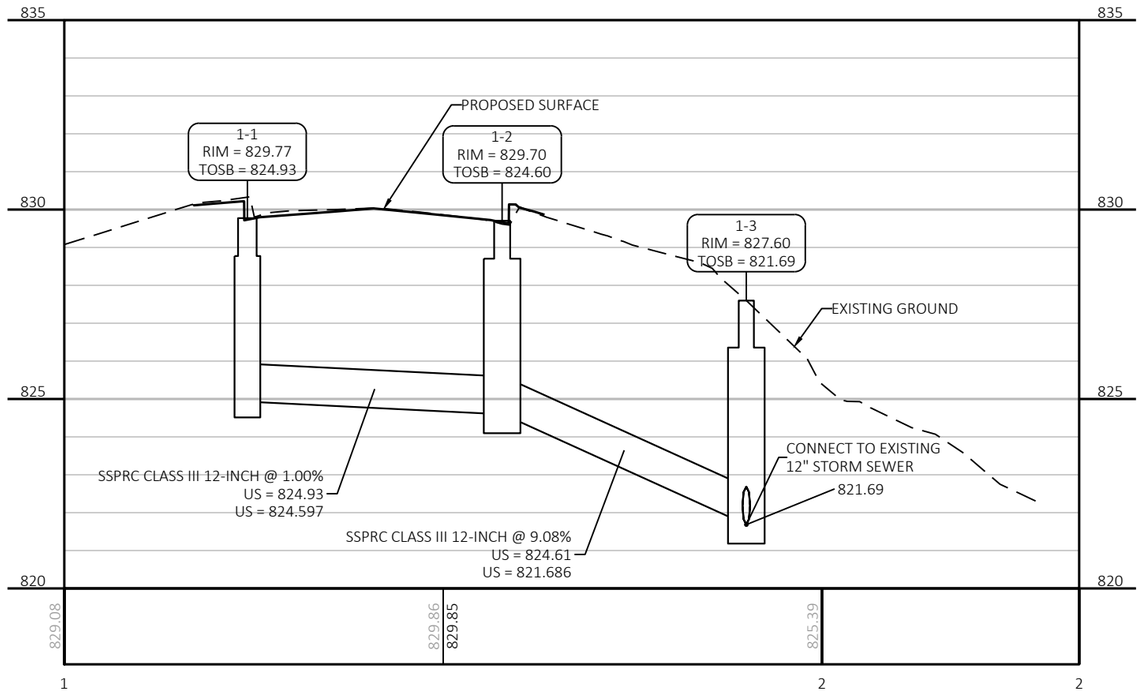
PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	EROSION CONTROL	SHEET 7	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 9/25/2025 10:54 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42





PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	STORM SEWER	SHEET 8	E

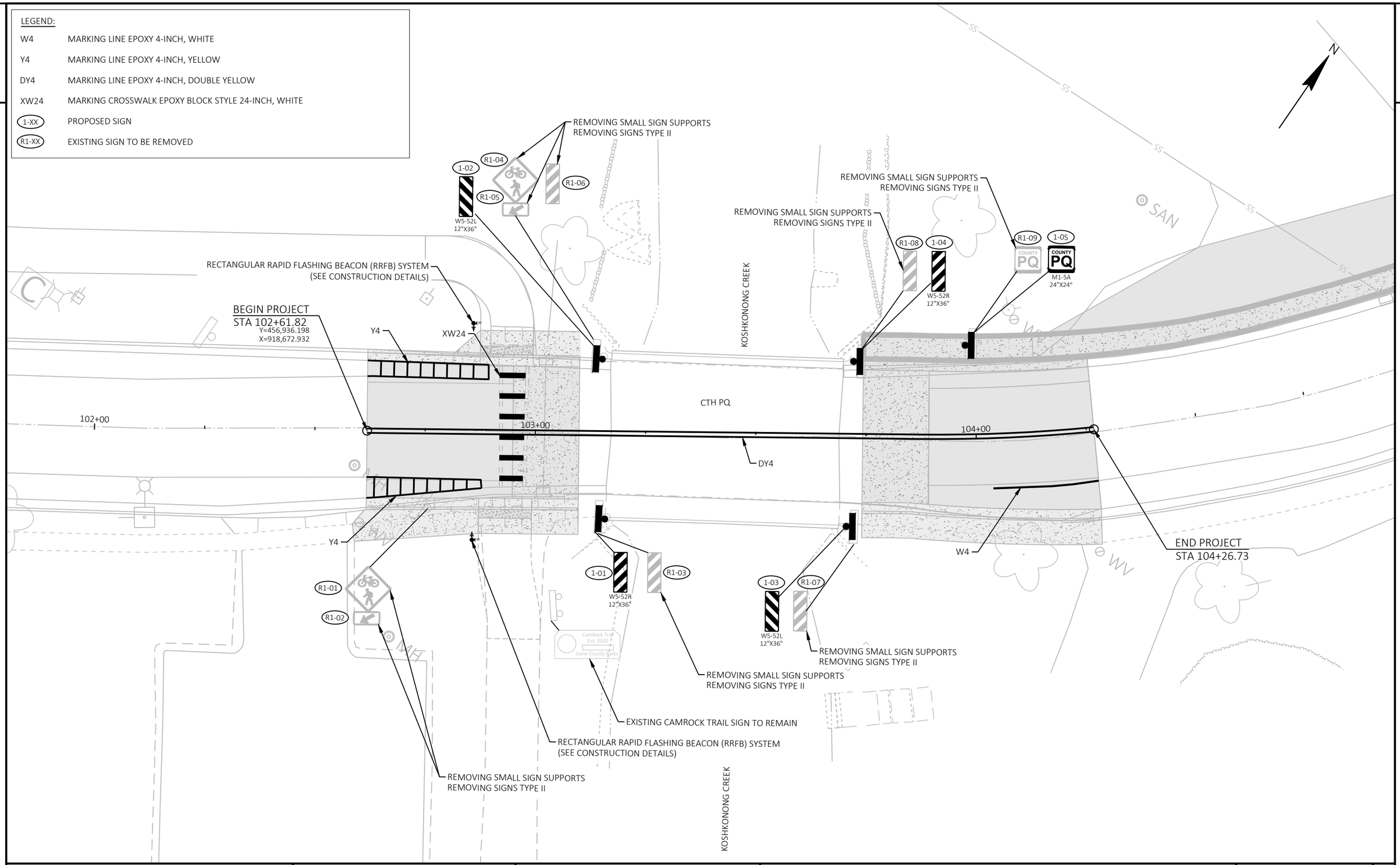
FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\022501-SS.DWG
LAYOUT NAME - SS 1 IN 20 FT

PLOT DATE : 9/22/2025 2:27 PM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND:

W4	MARKING LINE EPOXY 4-INCH, WHITE
Y4	MARKING LINE EPOXY 4-INCH, YELLOW
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
XW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE
1-XX	PROPOSED SIGN
R1-XX	EXISTING SIGN TO BE REMOVED



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PAVEMENT MARKING AND SIGNING	SHEET 9 E

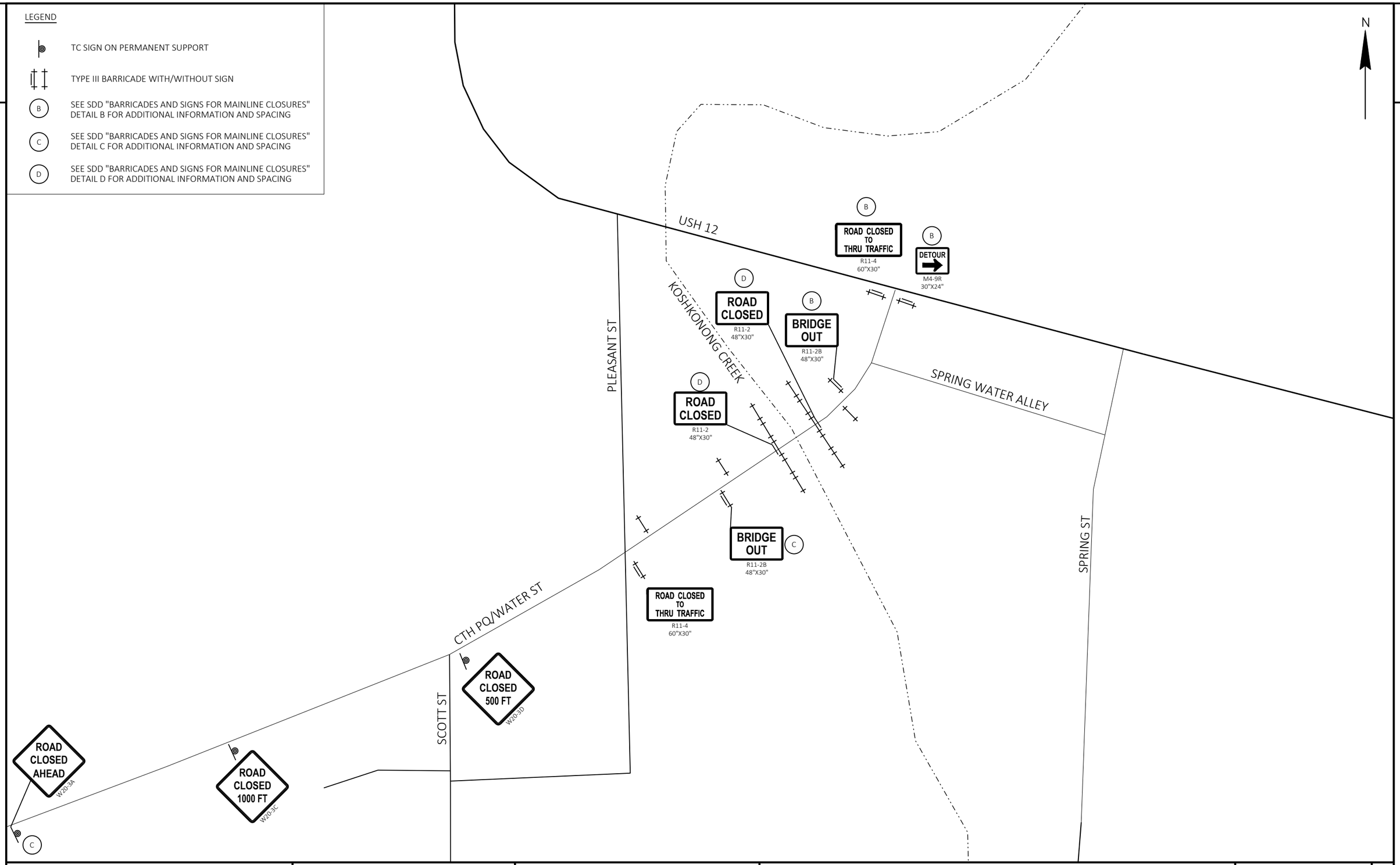
FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\024501-PM.DWG
LAYOUT NAME - 024501-pm

PLOT DATE : 12/15/2025 11:38 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- (B) SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B FOR ADDITIONAL INFORMATION AND SPACING
- (C) SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADDITIONAL INFORMATION AND SPACING
- (D) SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL D FOR ADDITIONAL INFORMATION AND SPACING



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	TRAFFIC CONTROL	SHEET 10	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\025100-TC.DWG
LAYOUT NAME - 025100-tc

PLOT DATE : 9/22/2025 2:28 PM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

DETOUR NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II UNLESS OTHERWISE NOTED.

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SIGN SPACING NOT SHOWN IN DETAILS.

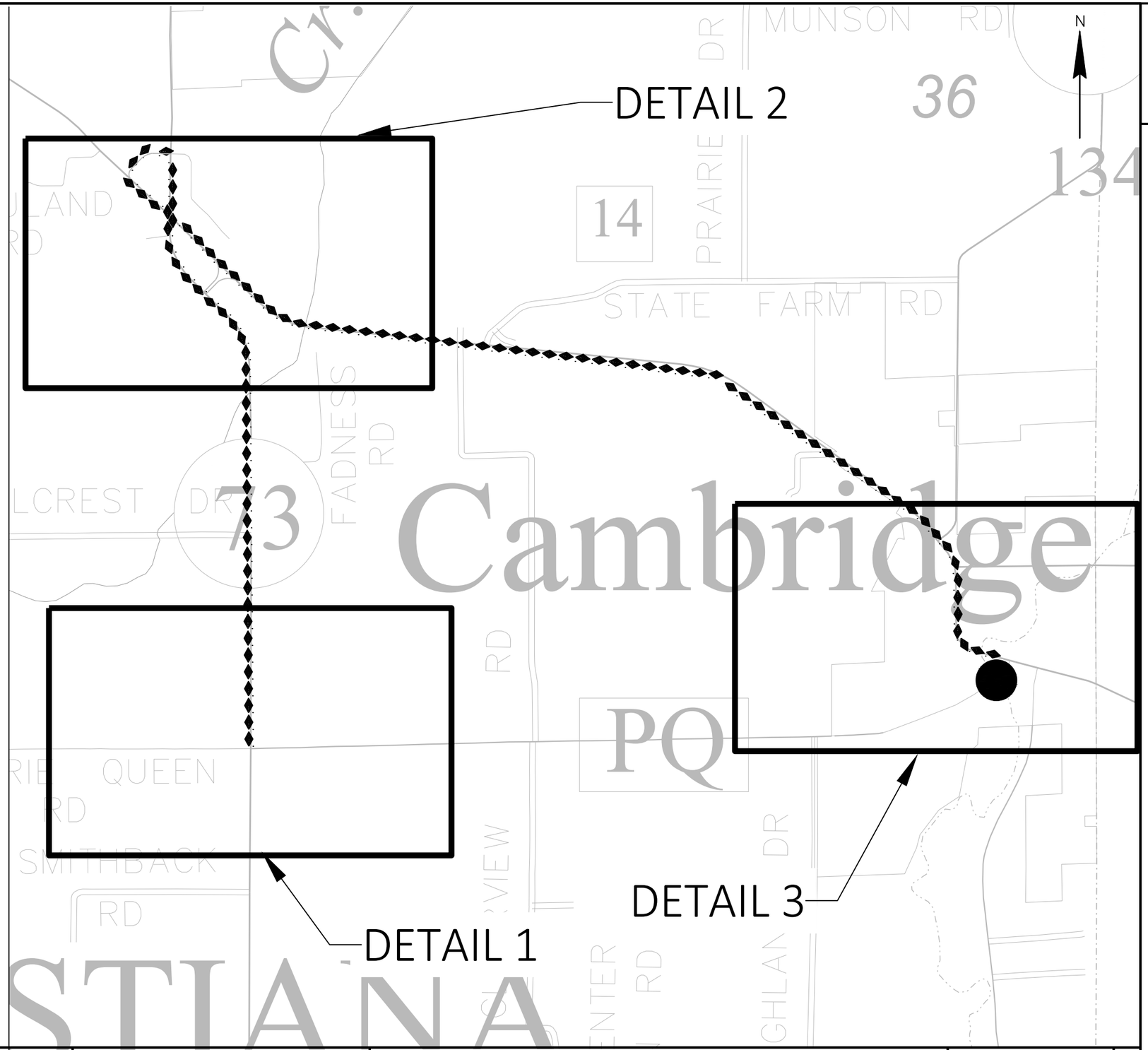
SEVEN CALENDAR DAYS IN ADVANCE OF CLOSING CTH PQ, PLACE PCMS AT THE EAST AND WEST END OF THE DETOUR ROUTE ON CTH PQ AS DETERMINED BY THE ENGINEER. MESSAGE TO READ AS LISTED BELOW OR AS APPROVED BY THE ENGINEER.

TRAFFIC CONTROL SIGNS PCMS MESSAGES		
PCMS SIGN LOCATION	PHASE 1	PHASE 2
CTH PQ AT STH 73	ROAD TO CLOSE	(DATE)
CTH PQ AT USH 12	ROAD TO CLOSE	(DATE)

LEGEND

CTH PQ DETOUR

PROJECT LOCATION



2

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	DETOUR	SHEET 11	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027001-DT.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 9/22/2025 2:46 PM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- PROPOSED SIGN (COUNTY PQ)
- EXISTING SIGN (COUNTY PQ)
- TRAFFIC CONTROL SIGN
- DETOUR ROUTE
- EXISTING MOUNTED SIGN ON ONE/TWO POSTS
- BARRICADE TYPE III WITH/WITHOUT SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

N

2

PRAIRIE QUEEN RD

CTH PQ

STH 73

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"

END DETOUR M4-8A 24"X18"
COUNTY PQ

A

BRIDGE OUT
2 1/2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3B 60"X30"

A

DETOUR M4-9L 30"X24"

EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"
DETOUR AHEAD W20-2A

A

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"
MO5-1L 21"X21"

A

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"
MO6-1 21"X21"

A

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
COUNTY PQ
MO6-1 21"X21"

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"
MO6-1 21"X21"

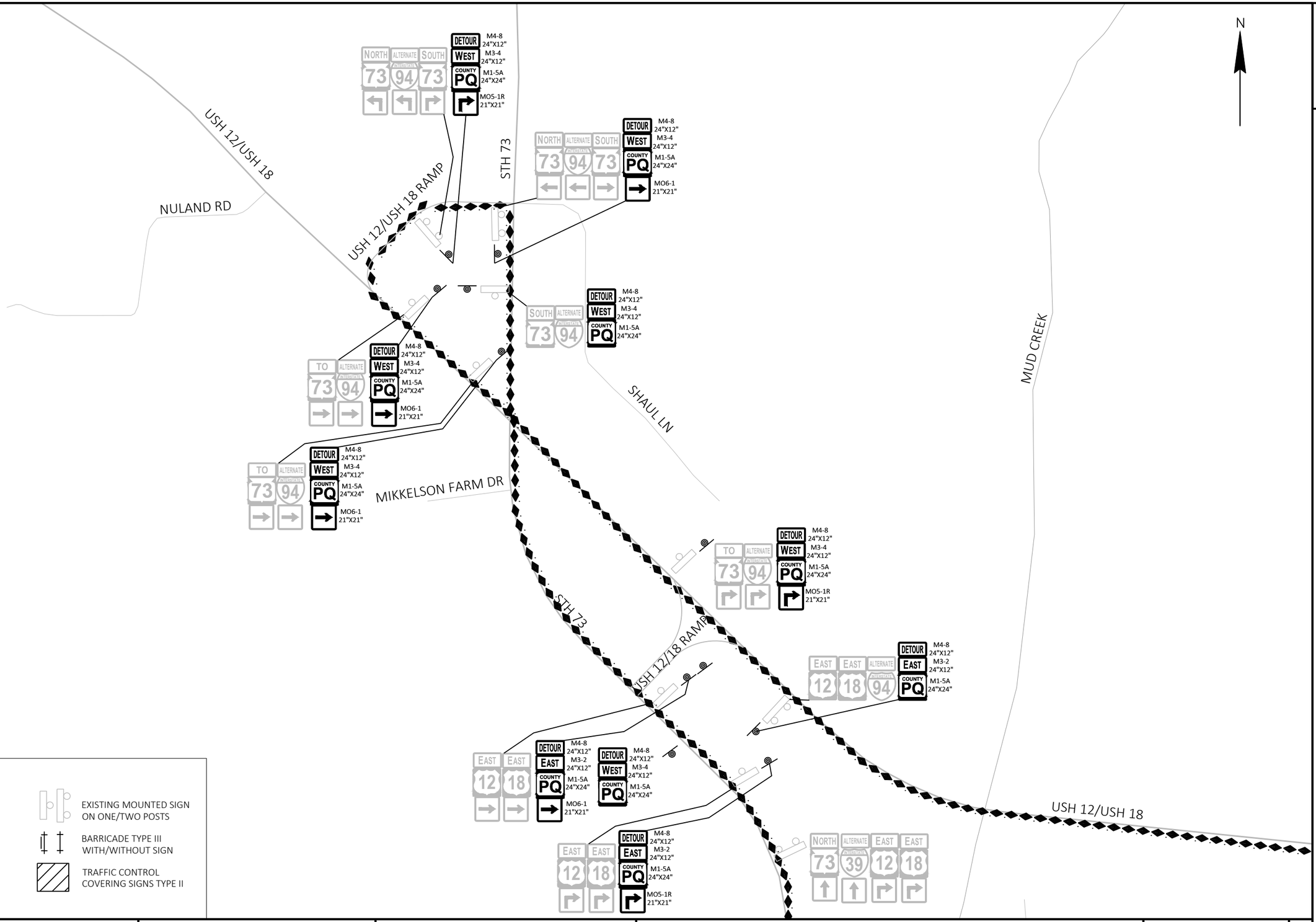
EAST M3-2 24"X12"
COUNTY PQ M1-5A 24"X24"
DETOUR AHEAD W20-2A

A SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL A

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	DETOUR - DETAIL 1	SHEET 12	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027001-DT.DWG
LAYOUT NAME - DETOUR CTH PQ - DETAIL 1

PLOT DATE : 9/22/2025 2:46 PM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:500 FT



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	DETOUR - DETAIL 2	SHEET 13	E

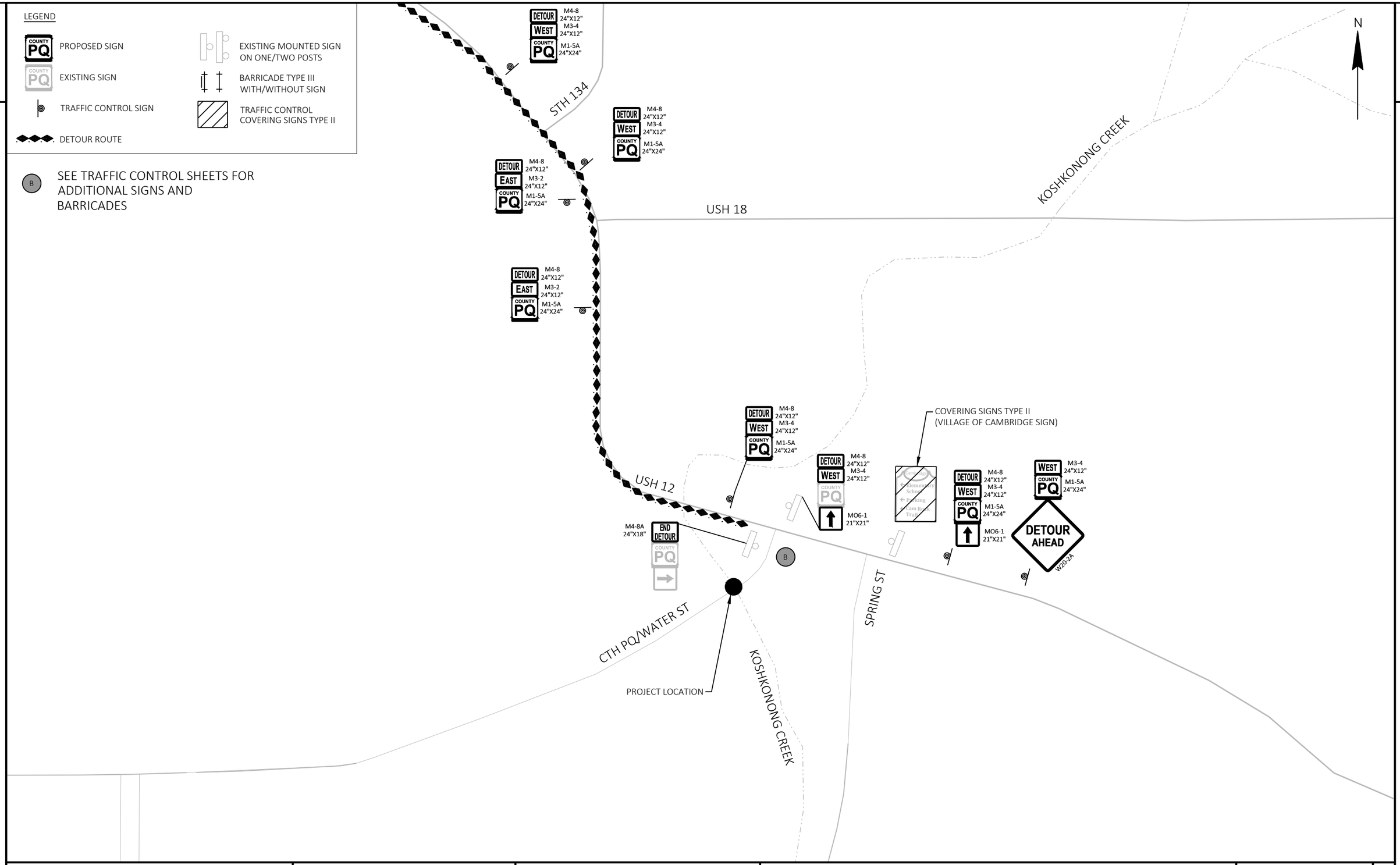
FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027001-DT.DWG
LAYOUT NAME - DETOUR CTH PQ - DETAIL 2

PLOT DATE : 9/22/2025 2:46 PM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:500 FT

LEGEND

- PROPOSED SIGN
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- DETOUR ROUTE
- EXISTING MOUNTED SIGN ON ONE/TWO POSTS
- BARRICADE TYPE III WITH/WITHOUT SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

B SEE TRAFFIC CONTROL SHEETS FOR ADDITIONAL SIGNS AND BARRICADES



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	DETOUR - DETAIL 3	SHEET 14	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027001-DT.DWG
LAYOUT NAME - DETOUR CTH PQ - DETAIL 3

PLOT DATE : 9/22/2025 2:46 PM PLOT BY : JORDYN BENN PLOT NAME : 1 IN:500 FT

2

2

N

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

USH 12

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

KOSHKONONG CREEK

PLEASANT ST

ALLEN ST

DETAIL 3

SPRING WATER ALLEY

CAM ROCK TRAIL

DETAIL 2

CTH PQ/W WATER ST

CAM ROCK TRAIL

DETAIL 1

DETOUR
M4-9CR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9CL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

PLEASANT ST

LEGEND

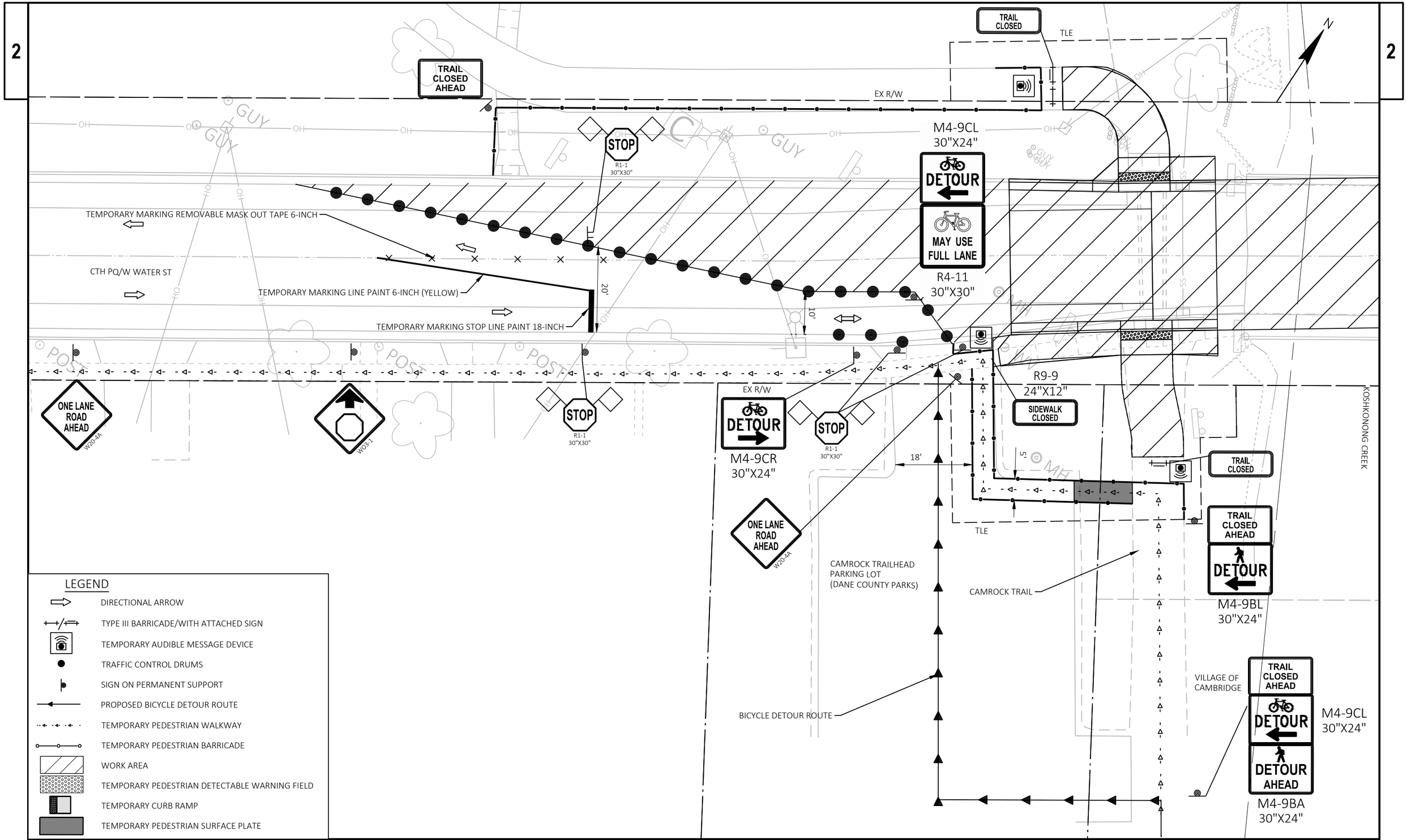
- DIRECTIONAL ARROW
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TRAFFIC CONTROL DRUMS
- SIGN ON PERMANENT SUPPORT
- PROPOSED BICYCLE DETOUR ROUTE
- TEMPORARY PEDESTRIAN WALKWAY
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PEDESTRIAN DETOUR - OVERVIEW	SHEET 15	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027002-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 9/25/2025 10:04 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PEDESTRIAN DETOUR - DETAIL 1	SHEET 16	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027002-DT.DWG
LAYOUT NAME - 027002-dt
PLOT DATE : 9/25/2025 10:04 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED
CROSS HERE
R9-11AL
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

CTH PQ/W WATER ST

EX R/W

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SPRING WATER ALLEY

EX R/W

N

LEGEND

- DIRECTIONAL ARROW
- TYPE III BARRICADE/WITH ATTACHED SIGN
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TRAFFIC CONTROL DRUMS
- SIGN ON PERMANENT SUPPORT
- PROPOSED BICYCLE DETOUR ROUTE
- TEMPORARY PEDESTRIAN WALKWAY
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE

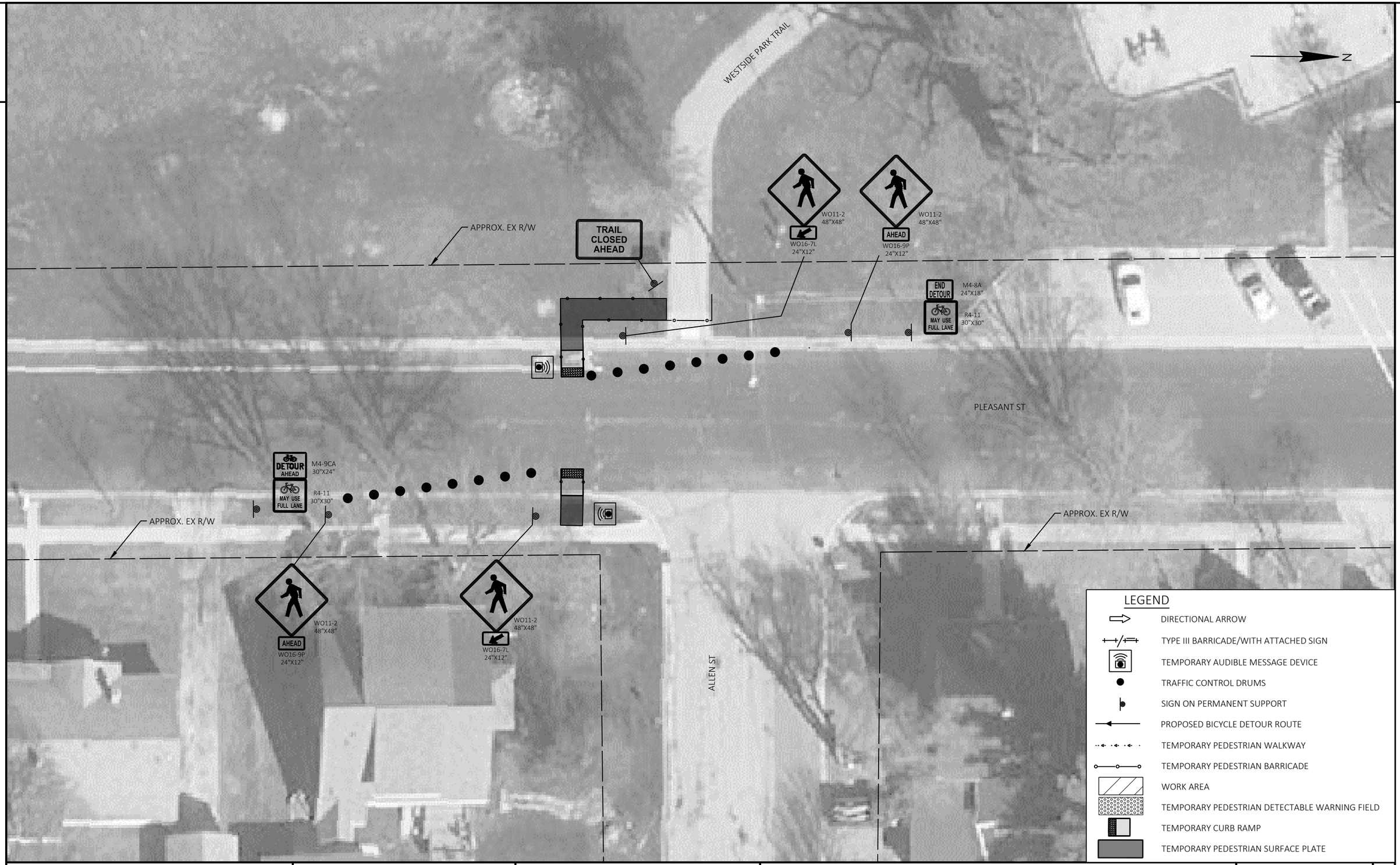
PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PEDESTRIAN DETOUR - DETAIL 2	SHEET 17	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027002-DT.DWG
LAYOUT NAME - 027003-dt

PLOT DATE : 9/25/2025 10:04 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PEDESTRIAN DETOUR - DETAIL 3	SHEET 18	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\SHEETS\027002-DT.DWG
LAYOUT NAME - 027004-dt

PLOT DATE : 9/25/2025 10:04 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:20 FT

Estimate Of Quantities

3686-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. B-13-72	EACH	1.000	1.000
0004	204.0110	Removing Asphaltic Surface	SY	648.000	648.000
0006	204.0150	Removing Curb & Gutter	LF	225.000	225.000
0008	204.0155	Removing Concrete Sidewalk	SY	67.000	67.000
0010	204.0220	Removing Inlets	EACH	2.000	2.000
0012	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	47.000	47.000
0014	205.0100	Excavation Common	CY	312.000	312.000
0016	206.1001	Excavation for Structures Bridges (structure) 01. B-13-910	EACH	1.000	1.000
0018	206.5001	Cofferdams (structure) 01. B-13-910	EACH	1.000	1.000
0020	210.1500	Backfill Structure Type A	TON	360.000	360.000
0022	213.0100	Finishing Roadway (project) 01. 3686-00-70	EACH	1.000	1.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	279.000	279.000
0026	305.0130	Base Aggregate Dense 3-Inch	TON	141.000	141.000
0028	415.0120	Concrete Pavement 12-Inch	SY	27.000	27.000
0030	415.0410	Concrete Pavement Approach Slab	SY	74.000	74.000
0032	455.0605	Tack Coat	GAL	17.000	17.000
0034	465.0105	Asphaltic Surface	TON	67.000	67.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	34.000	34.000
0038	502.0100	Concrete Masonry Bridges	CY	273.000	273.000
0040	502.3200	Protective Surface Treatment	SY	359.000	359.000
0042	502.3210	Pigmented Surface Sealer	SY	74.000	74.000
0044	502.9000.S	Underwater Substructure Inspection (structure) 01. B-13-910	EACH	1.000	1.000
0046	505.0400	Bar Steel Reinforcement HS Structures	LB	7,250.000	7,250.000
0048	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	50,643.000	50,643.000
0050	513.7031	Railing Steel Type C6	LF	151.000	151.000
0052	516.0500	Rubberized Membrane Waterproofing	SY	24.000	24.000
0054	550.0500	Pile Points	EACH	22.000	22.000
0056	550.2128	Piling CIP Concrete 12 3/4 X 0.50-Inch	LF	1,470.000	1,470.000
0058	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	60.000	60.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	142.000	142.000
0062	602.0405	Concrete Sidewalk 4-Inch	SF	961.000	961.000
0064	602.0415	Concrete Sidewalk 6-Inch	SF	633.000	633.000
0066	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	48.000	48.000
0068	606.0300	Riprap Heavy	CY	113.000	113.000
0070	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	65.000	65.000
0072	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0074	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0076	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0078	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0080	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0082	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	158.000	158.000
0084	618.0100	Maintenance and Repair of Haul Roads (project) 01. 3686-00-70	EACH	1.000	1.000
0086	619.1000	Mobilization	EACH	1.000	1.000
0088	624.0100	Water	MGAL	9.000	9.000
0090	625.0500	Salvaged Topsoil	SY	151.000	151.000
0092	628.1504	Silt Fence	LF	160.000	160.000
0094	628.1520	Silt Fence Maintenance	LF	160.000	160.000
0096	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000

3686-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	628.2008	Erosion Mat Urban Class I Type B	SY	111.000	111.000
0102	628.7005	Inlet Protection Type A	EACH	2.000	2.000
0104	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0106	629.0210	Fertilizer Type B	CWT	0.300	0.300
0108	630.0140	Seeding Mixture No. 40	LB	2.000	2.000
0110	630.0200	Seeding Temporary	LB	1.000	1.000
0112	630.0500	Seed Water	MGAL	3.000	3.000
0114	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	4.000	4.000
0116	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	1.000	1.000
0118	637.2210	Signs Type II Reflective H	SF	4.000	4.000
0120	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0122	638.2602	Removing Signs Type II	EACH	9.000	9.000
0124	638.3000	Removing Small Sign Supports	EACH	6.000	6.000
0126	642.5001	Field Office Type B	EACH	1.000	1.000
0128	643.0300	Traffic Control Drums	DAY	6,825.000	6,825.000
0130	643.0420	Traffic Control Barricades Type III	DAY	2,625.000	2,625.000
0132	643.0705	Traffic Control Warning Lights Type A	DAY	4,200.000	4,200.000
0134	643.0900	Traffic Control Signs	DAY	15,015.000	15,015.000
0136	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0138	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0140	643.3165	Temporary Marking Line Paint 6-Inch	LF	50.000	50.000
0142	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	10.000	10.000
0144	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	65.000	65.000
0146	643.5000	Traffic Control	EACH	1.000	1.000
0148	644.1430	Temporary Pedestrian Surface Plate	SF	253.000	253.000
0150	644.1601	Temporary Pedestrian Curb Ramp	DAY	210.000	210.000
0152	644.1605	Temporary Pedestrian Detectable Warning Field	SF	50.000	50.000
0154	644.1810	Temporary Pedestrian Barricade	LF	530.000	530.000
0156	644.1900.S	Temporary Audible Message Devices	DAY	1,050.000	1,050.000
0158	645.0111	Geotextile Type DF Schedule A	SY	110.000	110.000
0160	645.0120	Geotextile Type HR	SY	270.000	270.000
0162	646.1020	Marking Line Epoxy 4-Inch	LF	517.000	517.000
0164	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	34.000	34.000
0166	650.4000	Construction Staking Storm Sewer	EACH	3.000	3.000
0168	650.4500	Construction Staking Subgrade	LF	165.000	165.000
0170	650.5000	Construction Staking Base	LF	165.000	165.000
0172	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	201.000	201.000
0174	650.6501	Construction Staking Structure Layout (structure) 01. B-13-910	EACH	1.000	1.000
0176	650.7000	Construction Staking Concrete Pavement	LF	30.000	30.000
0178	650.9000	Construction Staking Curb Ramps	EACH	2.000	2.000
0180	650.9500	Construction Staking Sidewalk (project) 01. 3686-00-70	EACH	1.000	1.000
0182	650.9911	Construction Staking Supplemental Control (project) 01. 3686-00-70	EACH	1.000	1.000
0184	650.9920	Construction Staking Slope Stakes	LF	165.000	165.000
0186	690.0150	Sawing Asphalt	LF	163.000	163.000
0188	690.0250	Sawing Concrete	LF	20.000	20.000
0190	715.0502	Incentive Strength Concrete Structures	DOL	1,638.000	1,638.000
0192	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0194	SPV.0060	Special 01. Rectangular Rapid Flashing Beacon (RRFB) System	EACH	2.000	2.000

REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01.12-INCH) LF
0010	102+62	-	103+10	PEDESTRIAN WALKWAY	33	110	37	--	--
0010	102+62	-	103+10	WEST MAINLINE APPROACH	173	--	--	2	47
0010	103+69	-	104+27	EAST MAINLINE APPROACH	202	115	30	--	--
		-							
				TOTAL 0010	408	225	67	2	47
0030	104+14	-	105+47	EAST DRIVEWAY	240	--	--	--	--
				TOTAL 0030	240	--	--	--	--

EARTHWORK

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE
DIVISION 1								
CTH PQ WEST	102+61.82/103+10.00		169	169	1	1	168	
DIVISION 1 SUBTOTAL			169	169	1	1	168	168
DIVISION 2								
CTH PQ EAST	103+75.00/105+45.77		143	143	23	29	114	
DIVISION 2 SUBTOTAL			143	143	23	29	114	114
GRAND TOTAL			312	312	24	30	282	282
TOTAL COMMON EXC			312					

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.
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	624.0100 WATER MGAL	REMARKS
0010	102+95	-	103+10	WEST	22	33	--	APPROACH SLAB
0010	102+62	-	102+95	WEST	48	75	--	MAINLINE PAVEMENT
0010	102+62	-	103+10	WEST	27	--	--	CONCRETE SIDEWALK
0010	102+62	-	103+10	WEST	12	--	--	ASPHALT PATH
0010	103+74	-	103+89	EAST	22	33	--	APPROACH SLAB
0010	103+89	-	104+27	EAST	56	--	--	MAINLINE PAVEMENT
0010	103+74	-	105+47	EAST	7	--	--	CONCRETE SIDEWALK
0010		-		PROJECT 3686-00-70	--	--	7	
				TOTAL 0010	193	141	7	
0030	103+74	-	105+47	EAST	5	--	--	CONCRETE SIDEWALK
0030	103+74	-	105+47	EAST	23	--	--	CONCRETE SIDEWALK 6-INCH
0030	103+74	-	105+47	EAST	57	--	--	ASPHALT DRIVEWAY
				PROJECT 3686-00-70	--	--	2	
				TOTAL 0030	86	--	2	

CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	415.0120 CONCRETE PAVEMENT 12-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
0030	102+95	-	103+10	WEST	13	37
0030	103+74	-	103+89	EAST	13	37
				TOTAL 0030	27	74

3

ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	102+62	-	102+95	WEST	8	31	6
0010	103+89	-	104+27	EAST	9	36	--
0010	102+62	-	104+27	PROJECT 3686-00-70	--	--	--
				TOTAL 0010	17	67	6
0030	103+74	-	105+47	EAST	--	--	28
				TOTAL 0030	--	--	28

CURB AND GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	REMARKS
0010	102+62	-	102+95	CTH PQ	--	66	WEST SIDE APPROACH
0010	102+95	-	103+10	CTH PQ	30	--	WEST SIDE APPROACH SLAB
0010	103+74	-	103+89	CTH PQ	30	--	EAST SIDE APPROACH SLAB
0010	103+89	-	104+27	CTH PQ	--	76	EAST SIDE APPROACH
				TOTAL 0010	60	142	

3

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	SPV.0060.01 SPECIAL (01. RECTANGULAR RAPID FLASHING BEACON) EACH
0010	102+62	-	103+10	WEST	441	--	48	2
0010	103+74	-	104+27	EAST	299	--	--	
				TOTAL 0010	740	0	48	2
0030	102+62	-	103+10	WEST	--	--	--	--
0030	103+74	-	105+47	NORTHEAST	221	633	--	--
				TOTAL 0030	221	633	0	0

STORM SEWER ITEMS

CATEGORY	FROM STRUCTURE	TO STRUCTURE	LOCATION	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE (FT/FT)
0010	1-1	1-2	CTH PQ	34	824.93	824.60	0.0100
0010	1-2	1-3	CTH PQ	31	824.61	821.69	0.0100
			TOTAL 0010	65			

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	STATION	OFFSET*	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
0010	1-1	102+75.82	16.69' RT	CTH PQ	--	1	--	1	--	1	829.77	824.93	4.01
0010	1-2	102+75.82	16.94' LT	CTH PQ	--	1	--	--	1	1	829.70	824.60	4.27
0010	1-3	103+03.53	33.38' LT	CTH PQ	1	--	1	--	--	1	827.60	821.69	4.84
				TOTAL 0010	1	2	1	1	1	3			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE 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 LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
0010	102+62	-	103+10	CTH PQ	67	0.1	1	--	1.5
0010	103+74	-	104+27	CTH PQ	43	0.1	1	--	1.0
0010				UNDISTRIBUTED	41	0.1	--	1	0.5
				TOTAL 0010	151	0.3	2	1	3

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2008 EROSION MAT URBAN CLASS I TYPE B SY
0010	102+62	-	103+10	CTH PQ	55	55	68
0010	103+43			CTH PQ	--	--	--
0010	103+74	-	104+27	CTH PQ	105	105	43
				TOTAL 0010	160	160	111

3

EROSION CONTROL MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	102+62	-	104+27	PROJECT	4	4
				TOTAL 0010	4	4

TYPE II SIGNS AND SUPPORTS

CATEGORY	SIGN NO.	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H IN	X	IN	DESCRIPTION	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF
0010	1-01	W05-52R	2S	II	12	X	36	BRIDGE HASHMARK	1	--	--	3
0010	1-02	W05-52R	2S	II	12	X	36	BRIDGE HASHMARK	1	--	--	3
0010	1-03	W05-52R	2S	II	12	X	36	BRIDGE HASHMARK	1	--	--	3
0010	1-04	W05-52R	2S	II	12	X	36	BRIDGE HASHMARK	1	--	--	3
0010	1-05	M1-5A	2S	II	24	X	24	COUNTY PQ	--	1	4	--
								TOTAL 0010	4	1	4	12

INLET PROTECTION

CATEGORY	STATION	OFFSET	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
0010	102+78	RT	1	1
0010	102+78	LT	1	1
		TOTAL 0010	2	2

REMOVING SIGNS AND SUPPORTS

CATEGORY	LOCATION	STATION	OFFSET	SIGN NUMBER	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	WEST SIDE APPROACH	102+75	RT	R1-01	BICYCLE & PEDESTRIAN	1	1	
	WEST SIDE APPROACH	102+75	RT	R1-02	YELLOW DIAGONAL ARROW	1	--	SAME POST AS R1-01
	ON BRIDGE RAILING, WEST APPROACH SLAB	103+16	RT	R1-03	WORKZONE BRIDGE HASHMARK	1	1	
	WEST SIDE APPROACH	103+15	LT	R1-04	BICYCLE & PEDESTRIAN	1	1	
	WEST SIDE APPROACH	103+15	LT	R1-05	YELLOW DIAGONAL ARROW	1	--	SAME POST AS R1-04
	WEST APPROACH SLAB	103+15	LT	R1-06	WORKZONE BRIDGE HASHMARK	1	--	SAME POST AS R1-04
	EAST APPROACH SLAB	103+71	RT	R1-07	WORKZONE BRIDGE HASHMARK	1	1	
	EAST APPROACH SLAB	103+71	LT	R1-08	WORKZONE BRIDGE HASHMARK	1	1	
	EAST SIDE APPROACH	103+97	LT	R1-09	COUNTY PQ	1	1	
					TOTAL 0010	9	6	

3

TEMPORARY PEDESTRIAN TRAFFIC CONTROL

				643.0300		* 643.0420		* 643.0900		644.1430	644.1601		644.1605	644.1810	644.1900.S		
			DURATION	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL SIGNS		TEMPORARY PEDESTRIAN SURFACE PLATE	TEMPORARY PEDESTRIAN CURB RAMP		TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	TEMPORARY AUDIBLE DEVICES TEMPORARY MESSAGE DEVICES		
CATEGORY	LOCATION	CYCLES	DAYS	NO.	DAY	NO.	DAY	NO.	DAY	SF	NO.	DAY	SF	LF	NO.	DAY	REMARKS
0010	CTH PQ	1	105	--	--	--	--	11	1,155	--	--	--	--	--	3	315	OVERVIEW
0010	CTH PQ	1	105	25	2,625	3	315	18	1,890	68	--	--	--	315	3	315	DETAIL 1
0010	CTH PQ	1	105	24	2,520	2	210	3	315	--	--	--	30	100	2	210	DETAIL 2
0010	CTH PQ	1	105	16	1,680	--	--	13	1,365	185	2	210	20	115	2	210	DETAIL 3
	TOTAL 0010				6,825		525		4,725	253		210	50	530		1,050	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TRAFFIC CONTROL ITEMS

				* 643.0420		643.0705		* 643.0900		643.1050		643.5000	
			DURATION	TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS		TRAFFIC CONTROL	
CATEGORY	LOCATION	CYCLES	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	EACH	REMARKS
0010	PROJECT LOCATION	1	105	18	1,890	36	3,780	10	1,050	--	--	--	TRAFFIC CONTROL
0010	STH 73 & CTH PQ	1	105	2	210	4	420	25	2,625	--	--	--	CTH PQ - DETAIL 1
0010	STH 73 & USH 12/18	1	105	--	--	--	--	37	3,885	--	--	--	CTH PQ - DETAIL 2
0010	USH 12/18 & CTH PQ	1	105	--	--	--	--	26	2,730	--	--	--	CTH PQ - DETAIL 3
0010	CTH PQ	1	7	--	--	--	--	--	--	2	14	--	ADVANCE WARNING PCMS
0010	PROJECT 3686-00-70			--	--	--	--	--	--	--	--	1	
	TOTAL 0010				2,100		4,200		10,290		14	1	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

COVERING SIGNS

				643.0920	
				TRAFFIC CONTROL COVERING SIGNS TYPE II	
CATEGORY	LOCATION	NO	CYCLES	EACH	REMARKS
0010	STH 73 & CTH PQ	1	1	1	SEE DETOUR DETAIL 1
0010	USH 12/18 & CTH PQ	1	1	1	SEE DETOUR DETAIL 3
	TOTAL 0010			2	

TEMPORARY MARKING

				643.3165	643.3805	643.3960
				TEMPORARY MARKING LINE PAINT 6-INCH	TEMPORARY MARKING STOP LINE PAINT 18-INCH	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
CATEGORY	STATION	TO	STATION	LF	LF	LF
0010	102+62	-	103+10	50	10	65
			TOTAL 0010	50	10	65

PAVEMENT MARKINGS

STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	REMARKS
102+62	-	103+10	CTH PQ	163	--	34	SHOULDER MARKINGS
102+62	-	104+27	CTH PQ	330	--		CENTERLINE
104+38	-	104+27	CTH PQ	--	24	--	
			SUBTOTAL	493	24	34	
			TOTAL 0010	517		34	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6501 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (01. B-13-910) EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 3686-00-70) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 3686-00-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	102+62	-	104+27	CTH PQ	165	165	201	--	30	2	1	1	165
				TOTAL 0010	165	165	201	0	30	2	1	1	165
0020	102+62	-	104+27	CTH PQ	--	--	--	1	--	--	--	--	--
				TOTAL 0020	0	0	0	1	0	0	0	0	0

SAWING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	102+62	-	103+10	WEST	41	10
	103+74	-	104+27	EAST	32	10
				DRIVEWAY	90	--
				TOTAL 0010	163	20

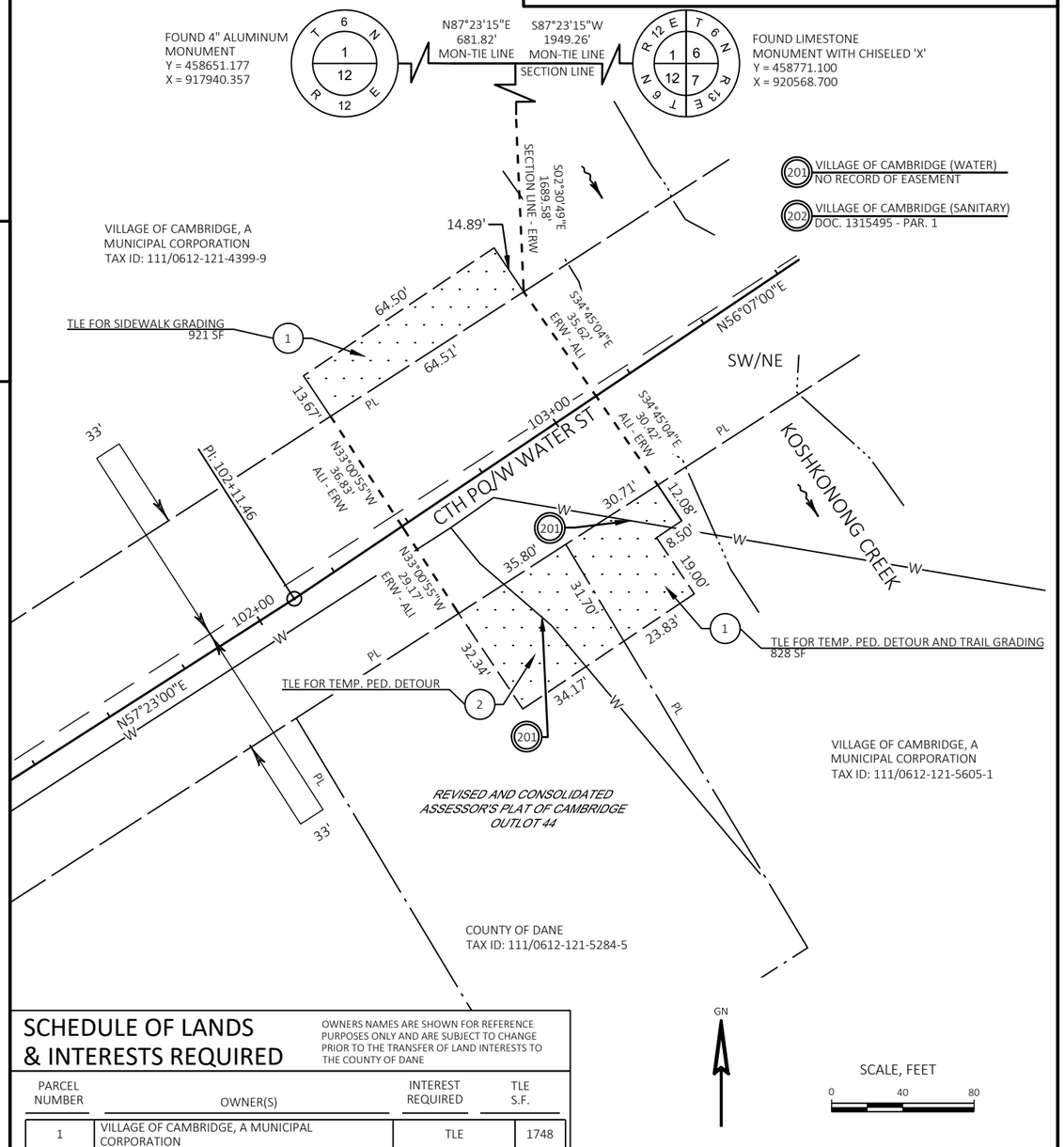
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

R/W PROJECT NUMBER: 3686-00-00	EXHIBIT NUMBER: 4.01

TLE ACQUISITION EXHIBIT
STH 73 - USH 12 (CTH PQ)
KOSHKONONG CREEK BRIDGE, B-13-0910

CTH PQ — DANE COUNTY

THAT PART OF THE SW1/4 OF THE NE1/4, SECTION 12, TOWNSHIP 6 NORTH, RANGE 12 EAST, VILLAGE OF CAMBRIDGE, DANE COUNTY, WISCONSIN.



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 COUNTY OF DANE

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	VILLAGE OF CAMBRIDGE, A MUNICIPAL CORPORATION	TLE	1748
2	COUNTY OF DANE	TLE	1120

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
201	VILLAGE OF CAMBRIDGE (WATER)	RELEASE OF RIGHTS
202	VILLAGE OF CAMBRIDGE (SANITARY)	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE VILLAGE OF CAMBRIDGE.

SIGNATURE: Lisa Moen DATE: 4-17-25

PRINT NAME: Lisa Moen

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 3/18/2025 9:28 AM R/W PROJECT: 3686-00-00

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

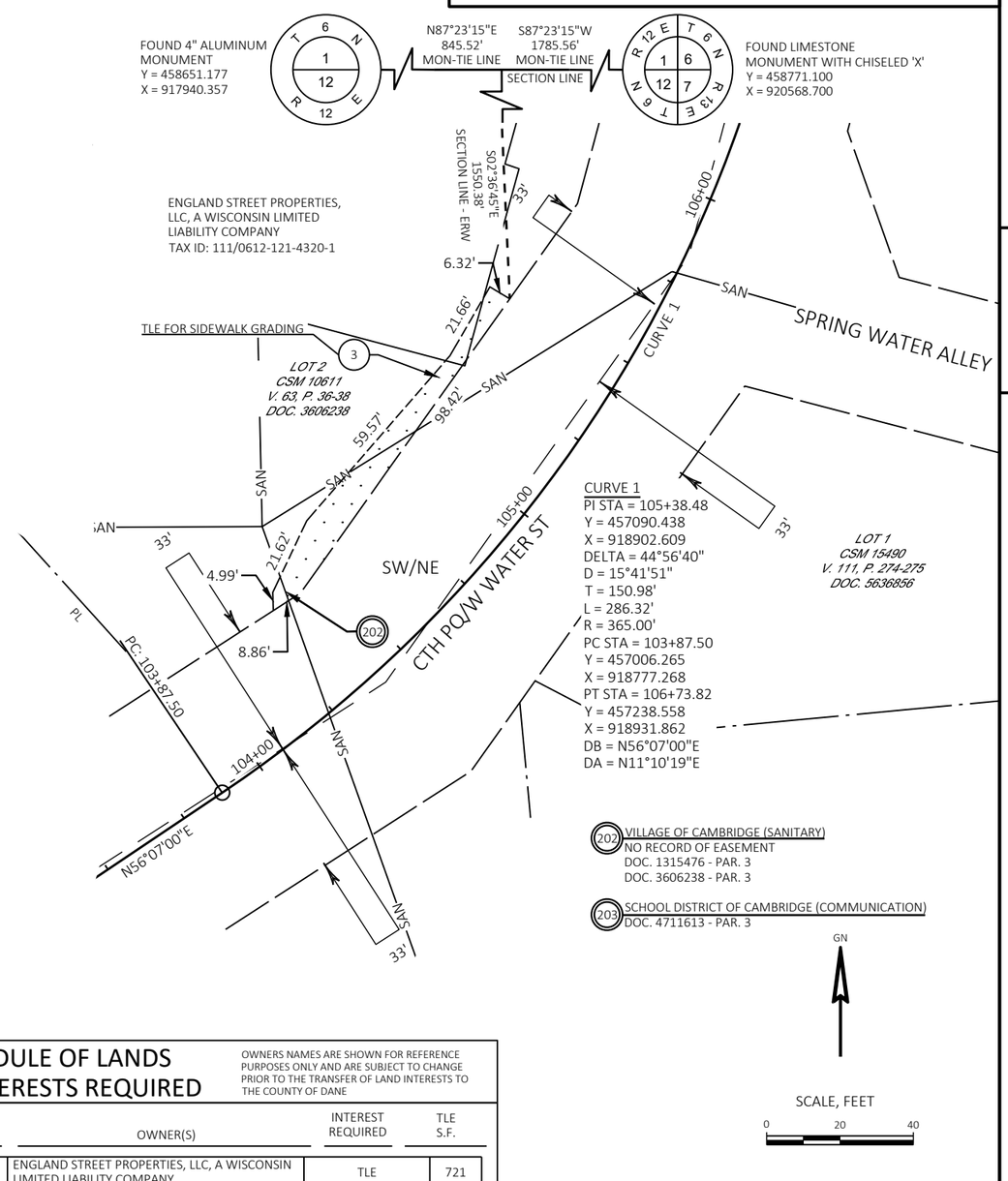
ALL TLE AREAS INCLUDE UP TO BUT NOT INCLUDING BUILDINGS.

R/W PROJECT NUMBER: 3686-00-00	EXHIBIT NUMBER: 4.02

TLE ACQUISITION EXHIBIT
STH 73 - USH 12 (CTH PQ)
KOSHKONONG CREEK BRIDGE, B-13-0910

CTH PQ — DANE COUNTY

THAT PART OF LOT 2 CSM 10611, ALL LOCATED IN THE SW1/4 OF THE NE1/4, SECTION 12, TOWNSHIP 6 NORTH, RANGE 12 EAST, VILLAGE OF CAMBRIDGE, DANE COUNTY, WISCONSIN.



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 COUNTY OF DANE

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
3	ENGLAND STREET PROPERTIES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	721

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	VILLAGE OF CAMBRIDGE (SANITARY)	RELEASE OF RIGHTS
203	SCHOOL DISTRICT OF CAMBRIDGE (COMMUNICATION)	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE VILLAGE OF CAMBRIDGE.

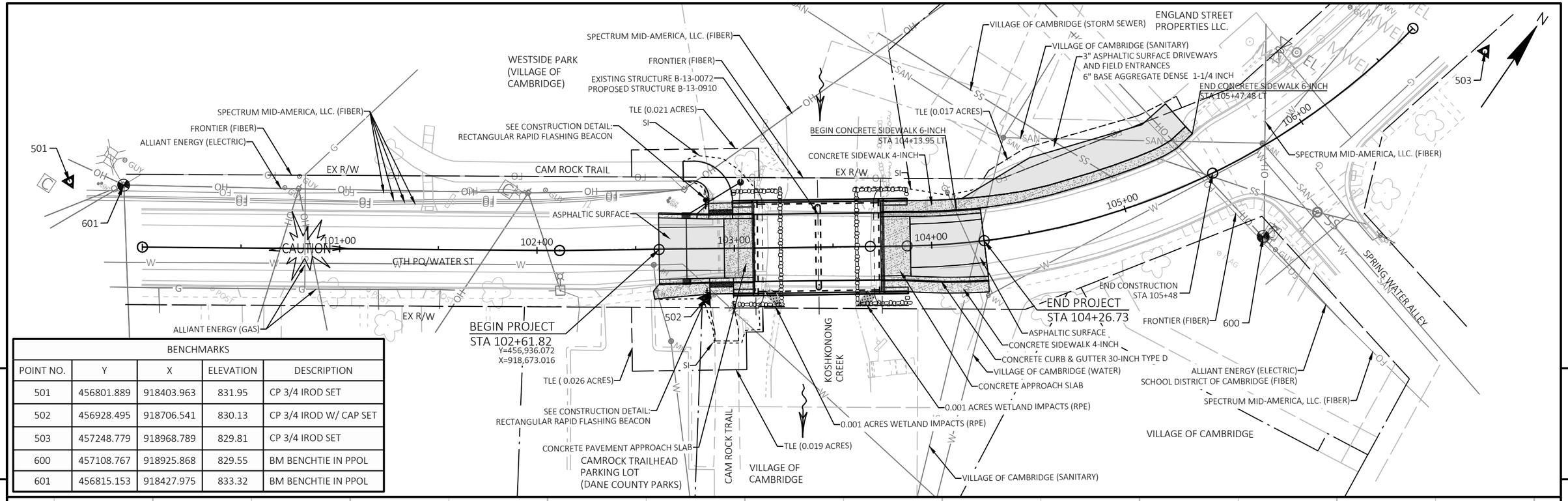
SIGNATURE: Lisa Moen DATE: 4-17-25

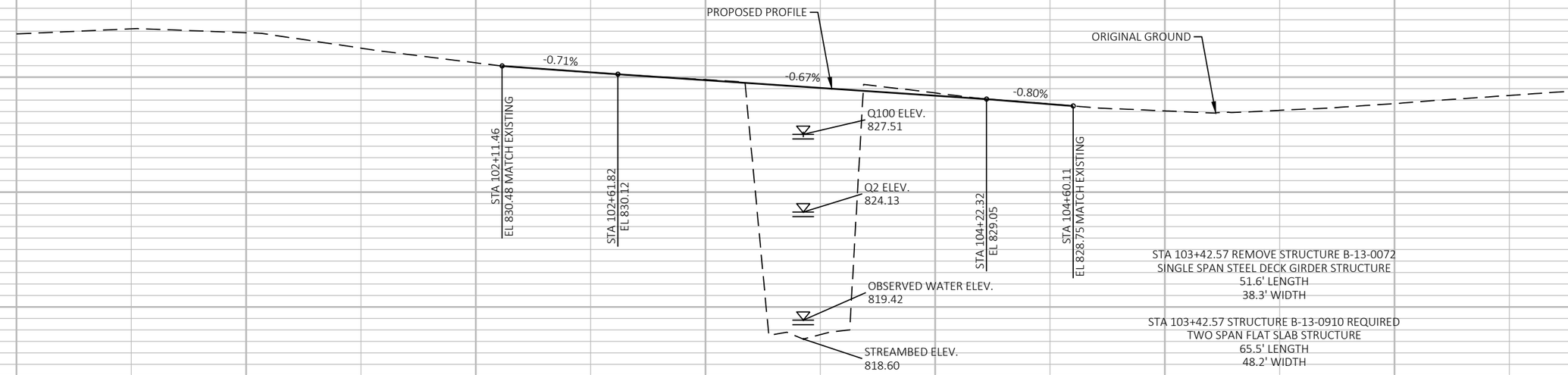
PRINT NAME: Lisa Moen

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 3/18/2025 9:28 AM R/W PROJECT: 3686-00-00

4

BENCHMARKS				
POINT NO.	Y	X	ELEVATION	DESCRIPTION
501	456801.889	918403.963	831.95	CP 3/4 IROD SET
502	456928.495	918706.541	830.13	CP 3/4 IROD W/ CAP SET
503	457248.779	918968.789	829.81	CP 3/4 IROD SET
600	457108.767	918925.868	829.55	BM BENCHTIE IN PPOL
601	456815.153	918427.975	833.32	BM BENCHTIE IN PPOL



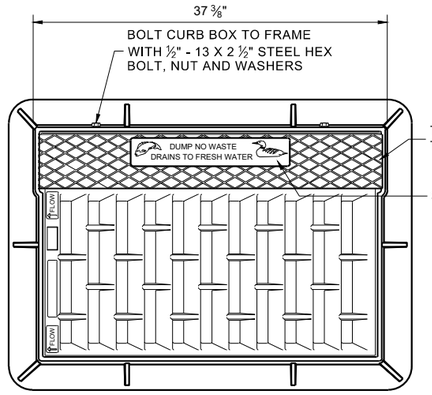


PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	PLAN AND PROFILE: CTH PQ	SHEET 27	E

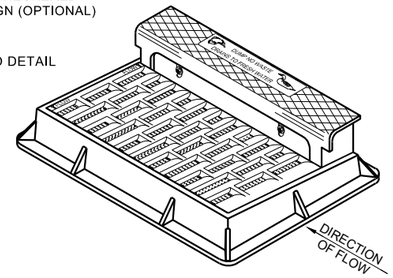
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
12A03-10	NAME PLATE (STRUCTURES)
13A03-07	CONCRETE PAVEMENT SHOULDERS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D32-07	TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION

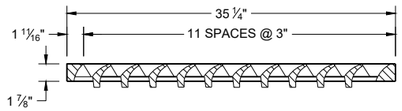
6

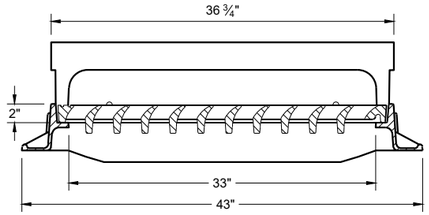


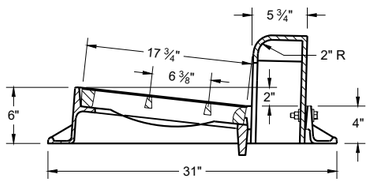
NOTE: EITHER CASTING IS ACCEPTABLE

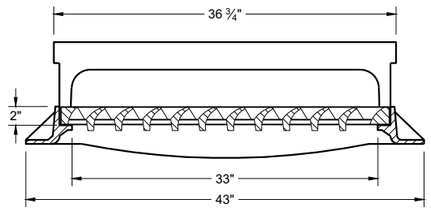


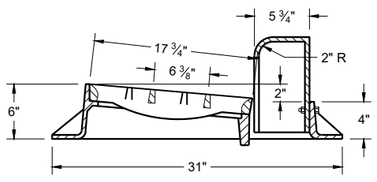
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







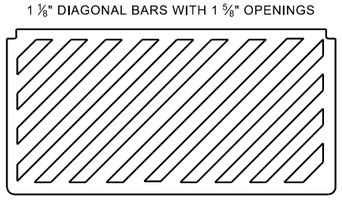




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

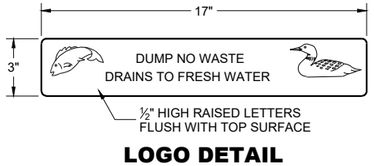
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



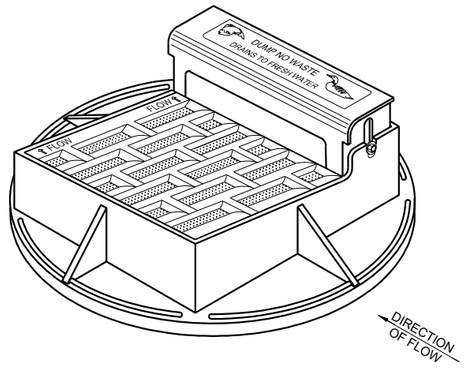
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

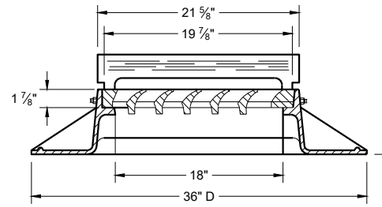


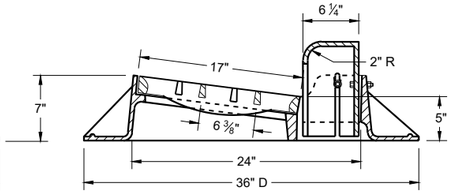
LOGO DETAIL



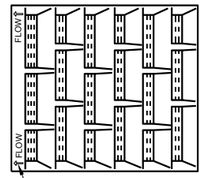
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

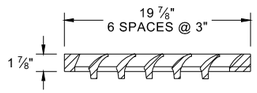




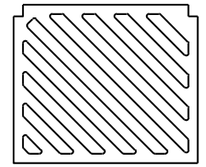
TYPE "A"



DIRECTION OF FLOW ARROWS



1" DIAGONAL BARS
WITH 1 ½" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

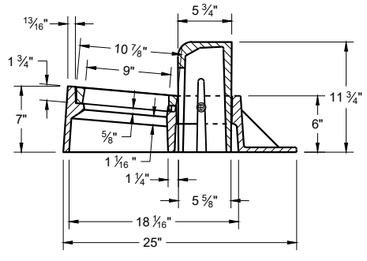
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

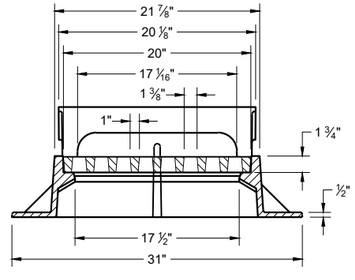
GENERAL NOTES

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.

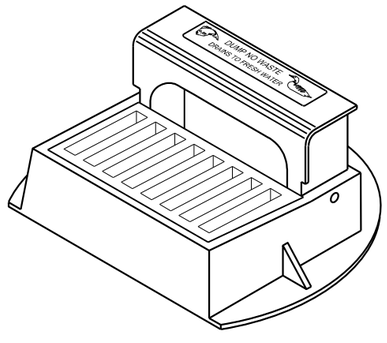
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

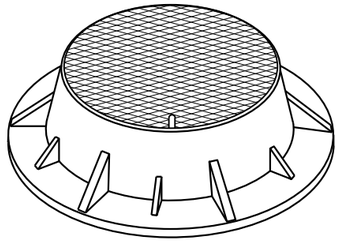
6
SDD 08A05-22a

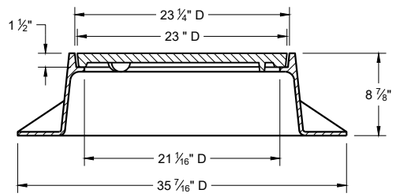
GENERAL NOTES

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.

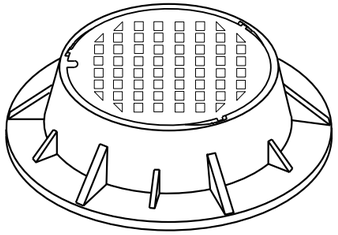
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

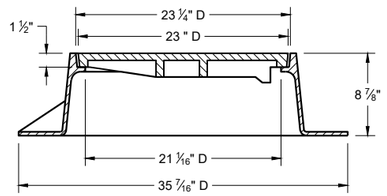




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

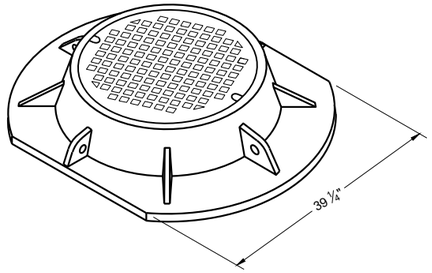


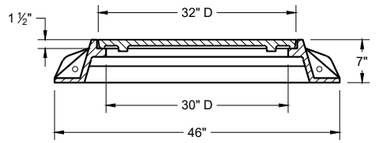


TYPE "J" SPECIAL

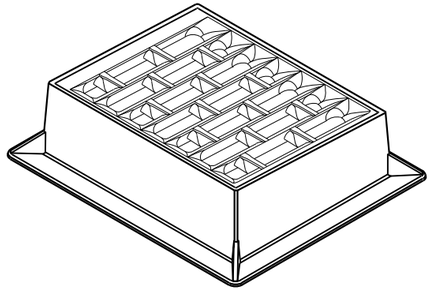
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

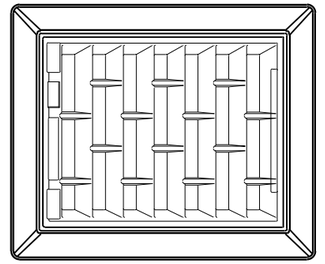
NOTE: EITHER CASTING IS ACCEPTABLE

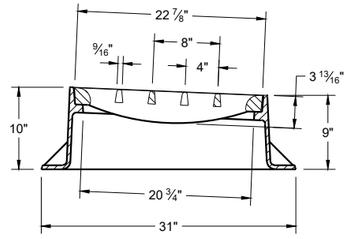


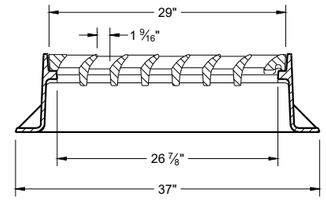


TYPE "K"

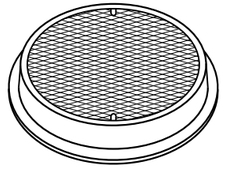


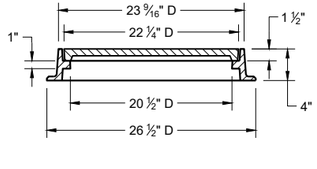




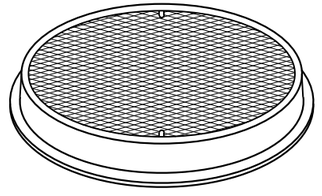


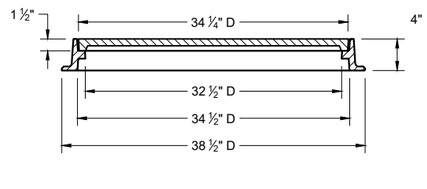
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

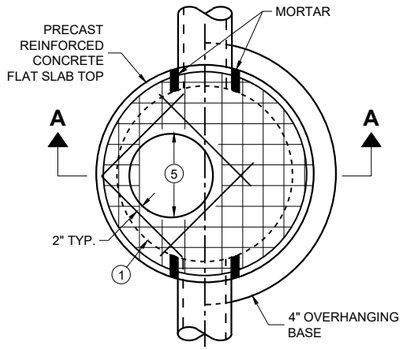
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

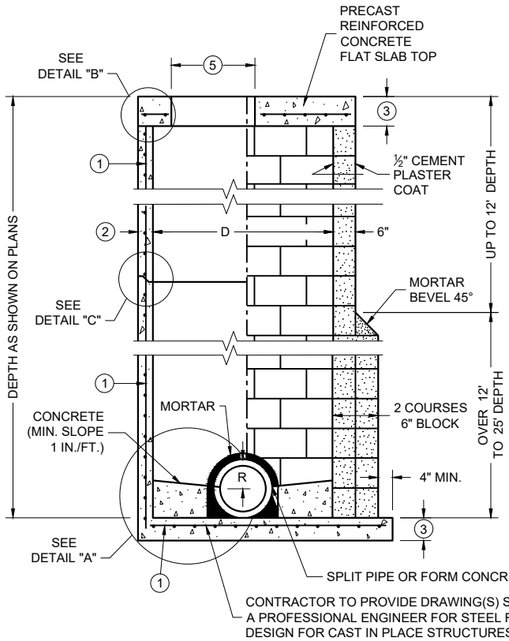
FHWA

6
SDD 08A05-22e



PLAN VIEW

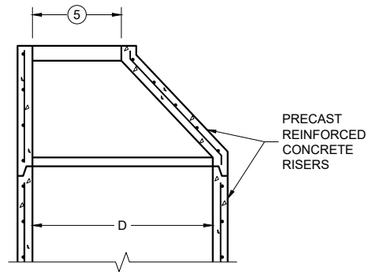
CIRCULAR OPENING



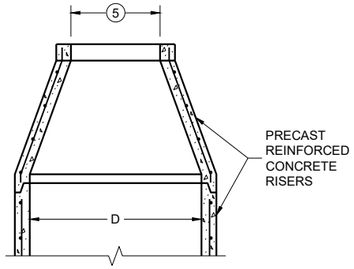
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

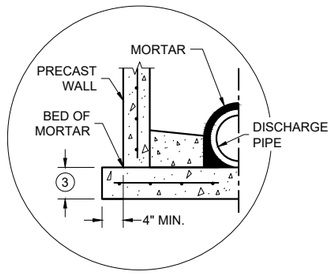
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



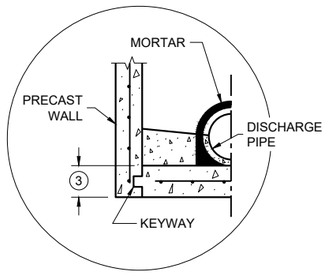
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

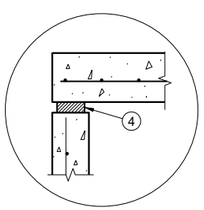


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

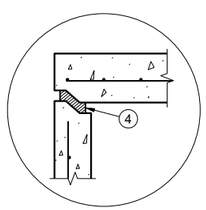


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

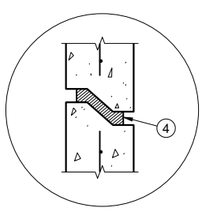
DETAIL "A"



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".

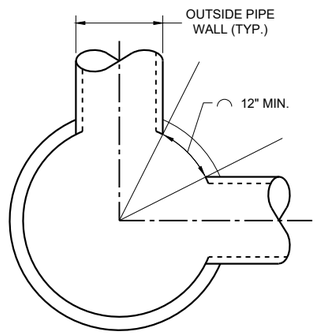
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

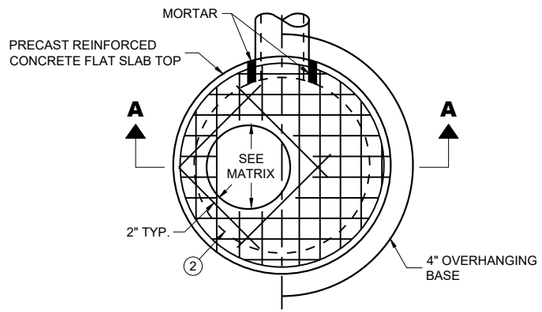
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

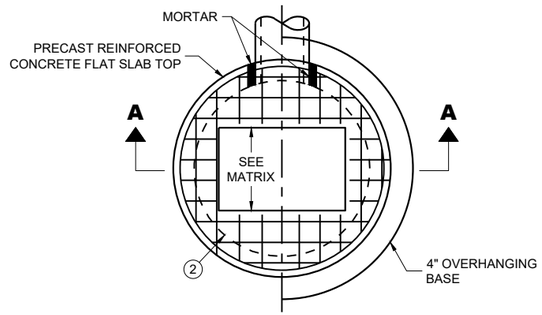
FHWA

SDD 08B09-04

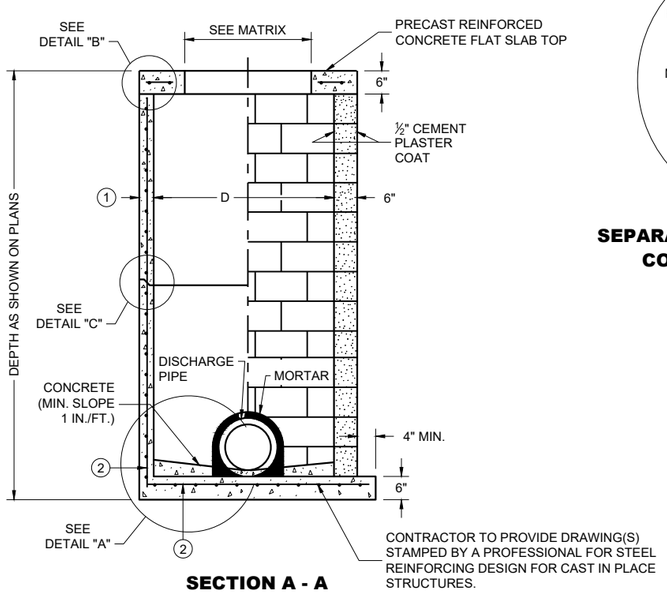
SDD 08B09-04



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

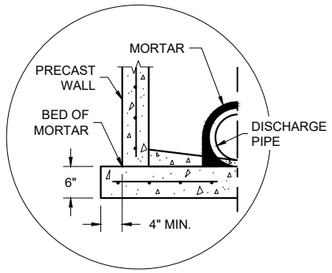
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

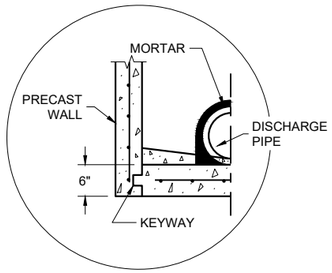
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

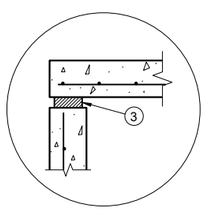


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

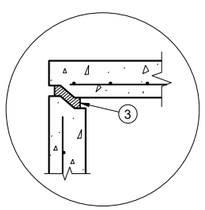


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

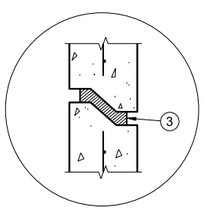
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 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.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

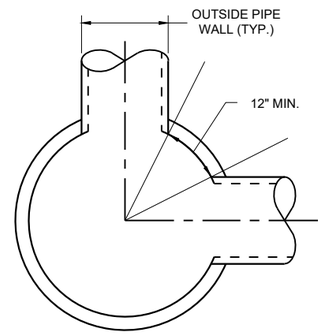
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) 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.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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December 2023 — DATE
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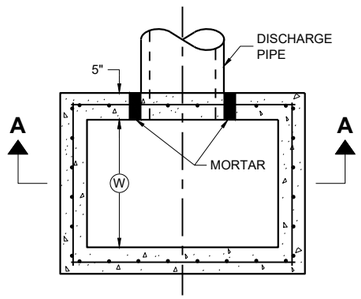
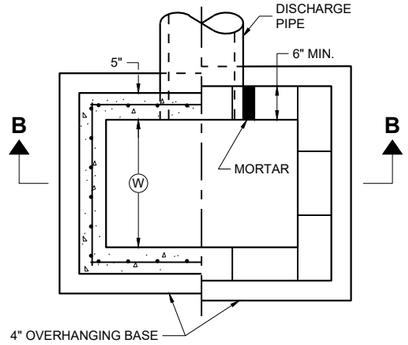
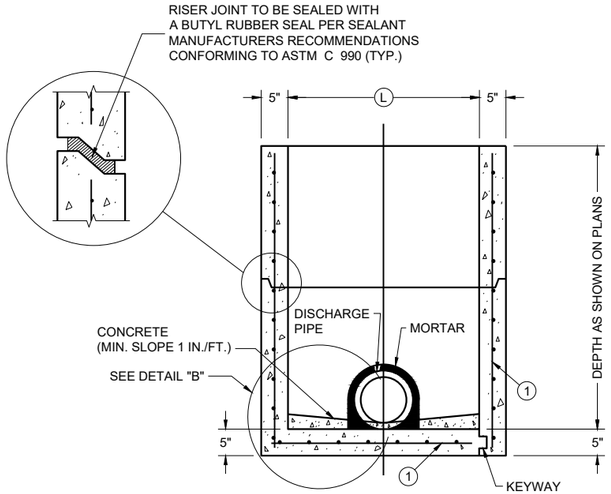
SDD 08C06-03



PLAN VIEW



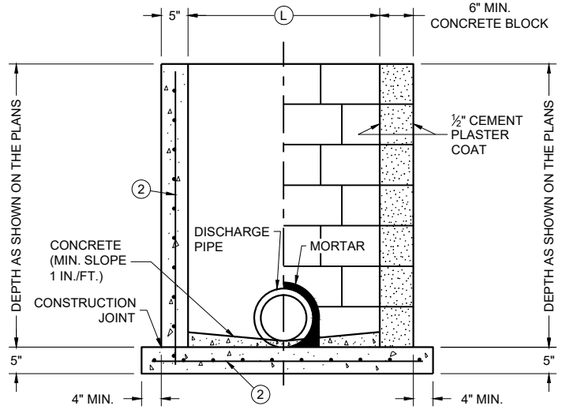
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

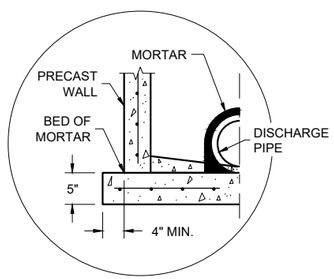
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

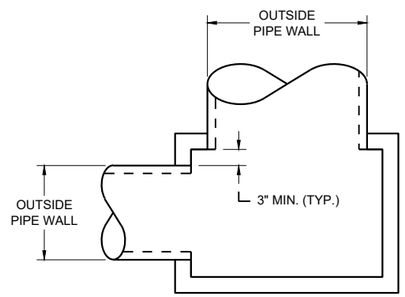
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

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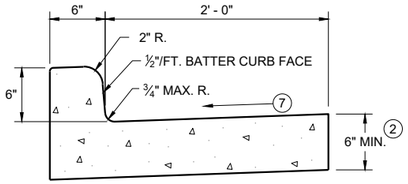
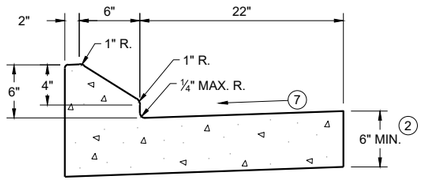
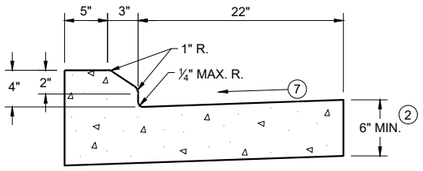


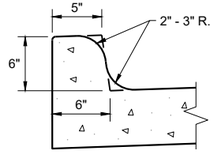
TYPES A (1) & D



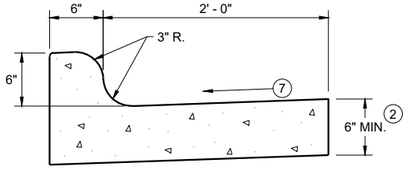
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

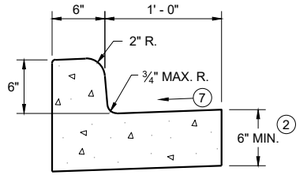


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



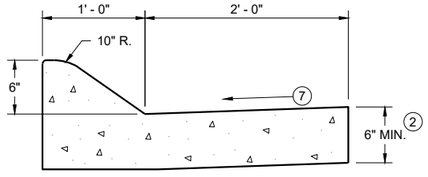
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

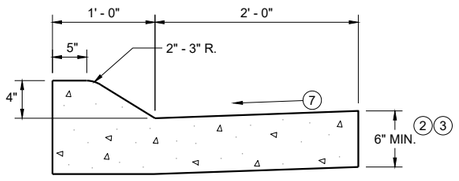


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

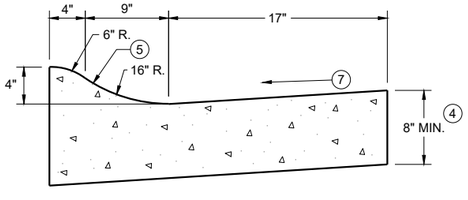


6" SLOPED CURB TYPES A (1) & D



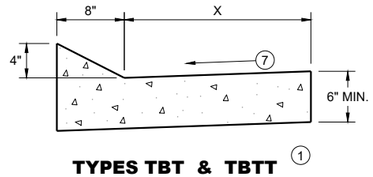
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

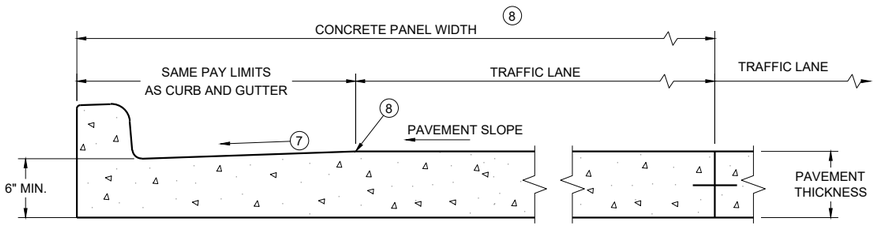


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

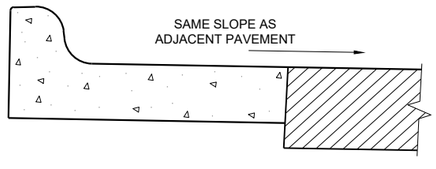
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

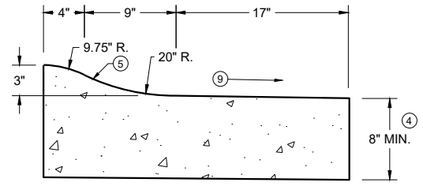
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

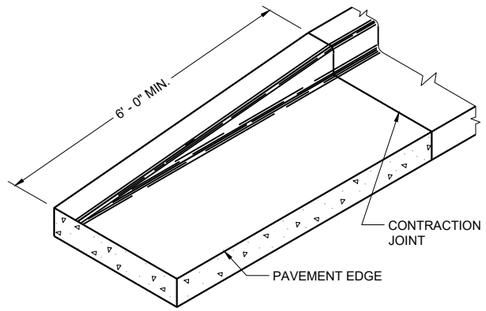
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



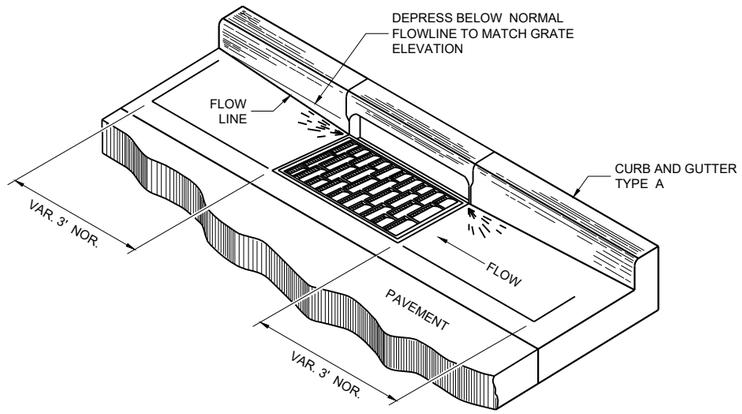
3" SLOPED CURB TYPES R (1) & T

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.

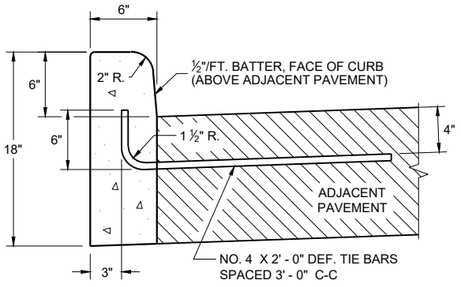
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

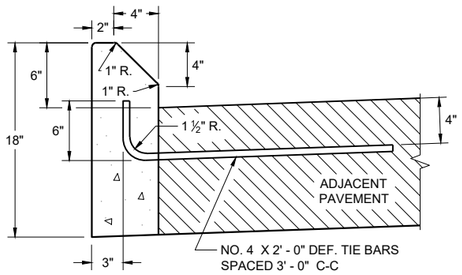
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

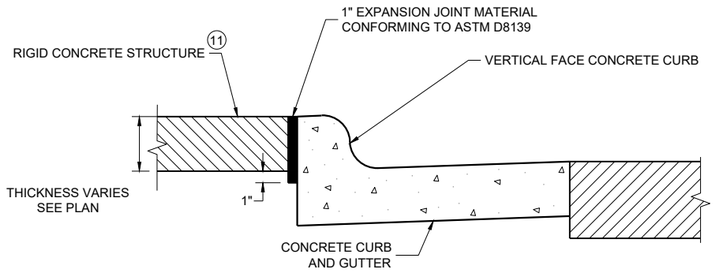


TYPES A (1) & D

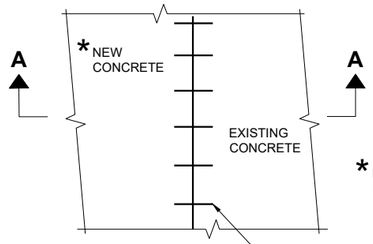


TYPES G (1) & J

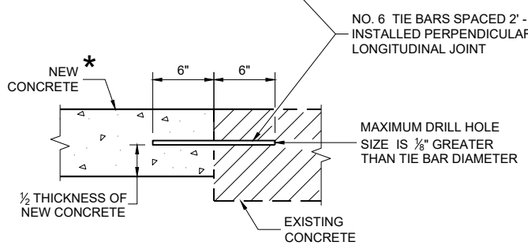
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

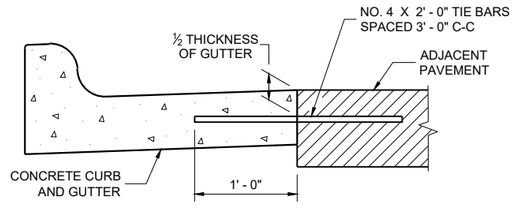


PLAN VIEW

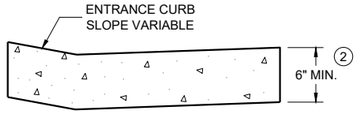


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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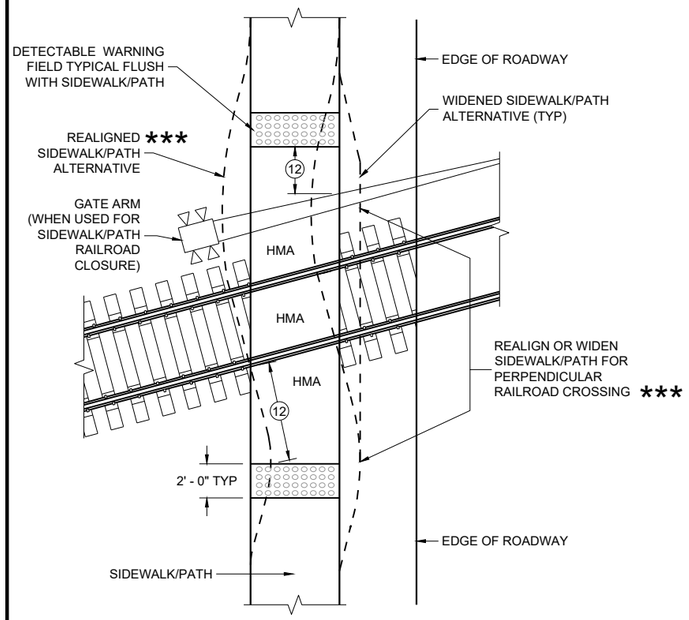
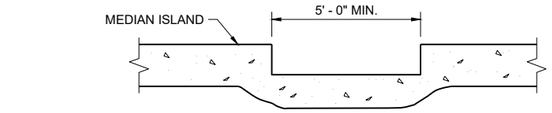
SDD 08D01-24b

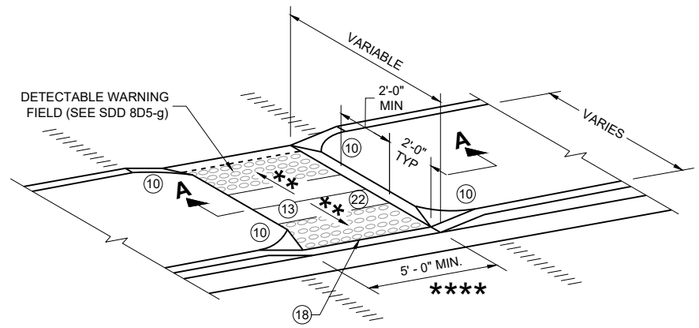


CURB RAMP TYPE 8

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.

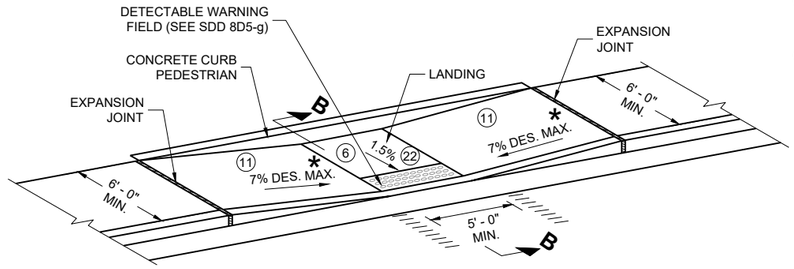
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM 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.

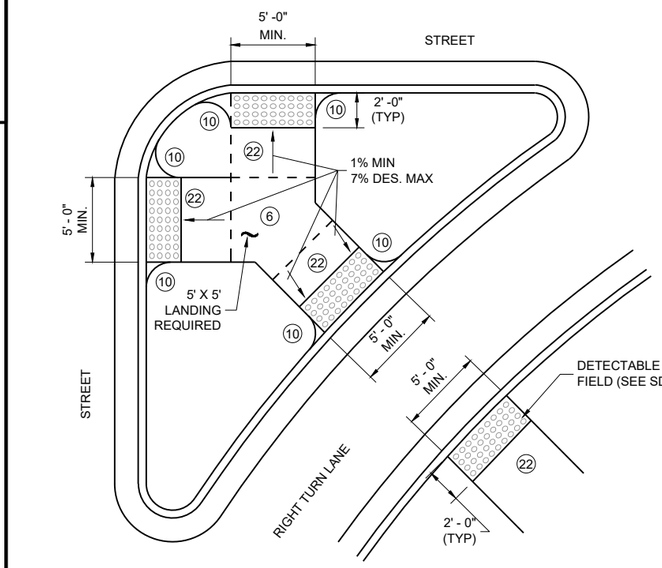
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE 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

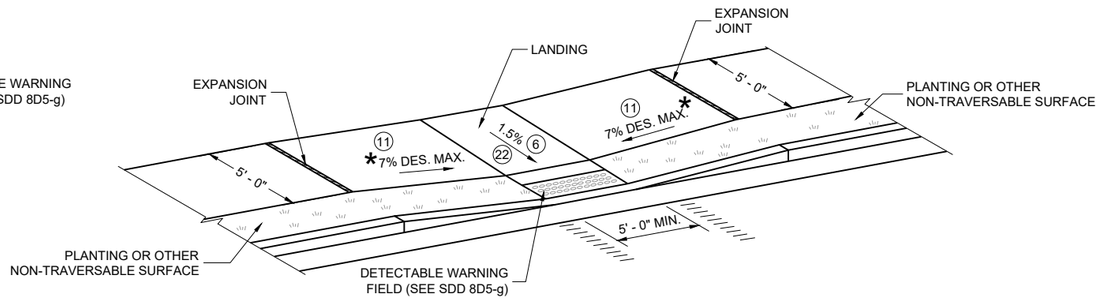
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

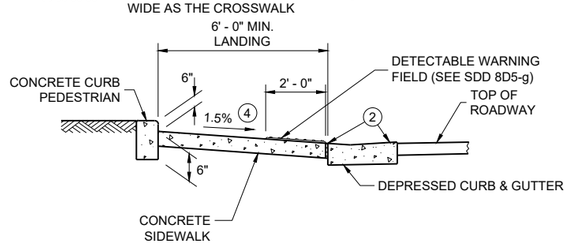


CURB RAMP TYPE 7B

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



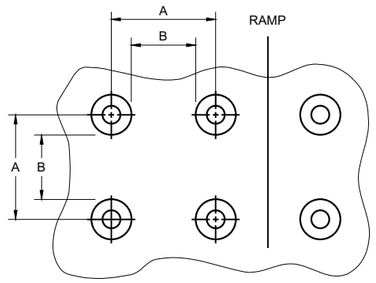
SECTION B - B FOR TYPE 7A

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

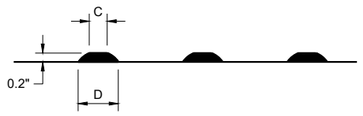
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

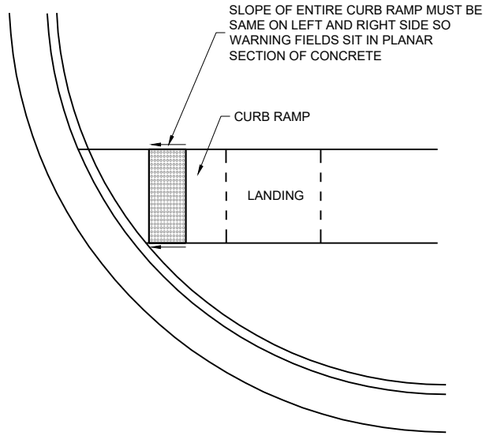
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

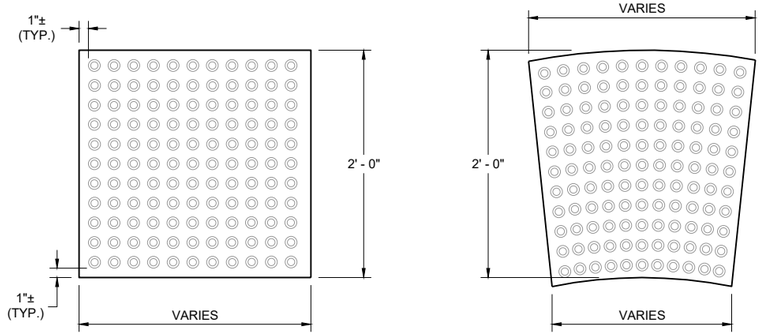
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

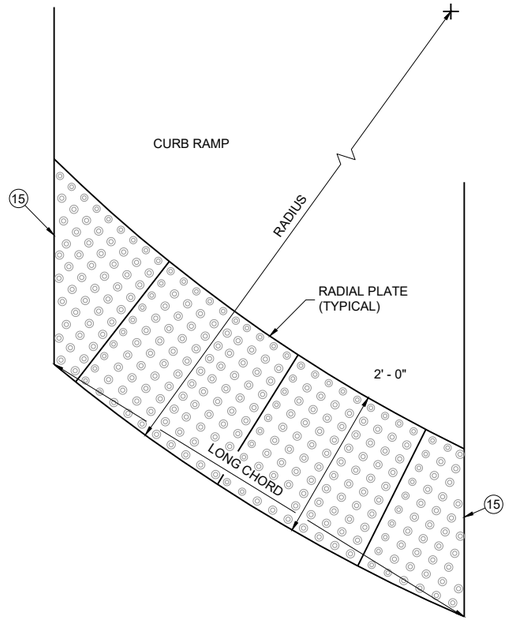
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



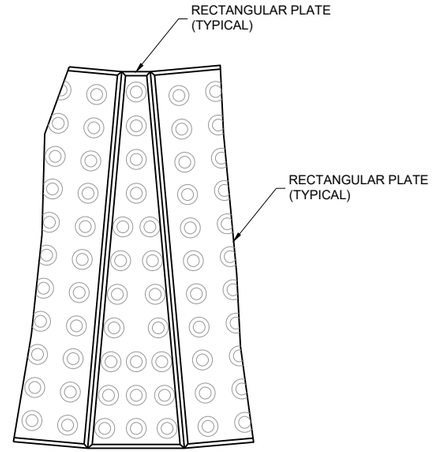
RECTANGULAR PLATES

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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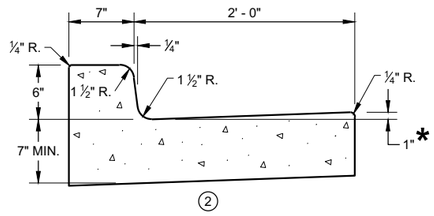
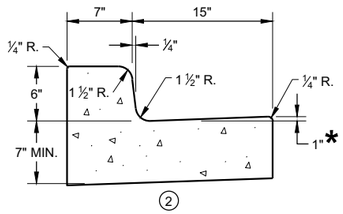
SDD 08D05-22g

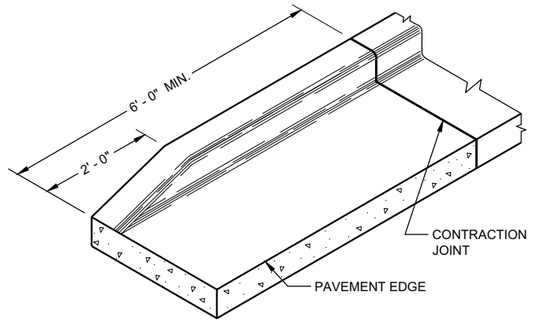


CONCRETE CURB AND GUTTER 31" ①

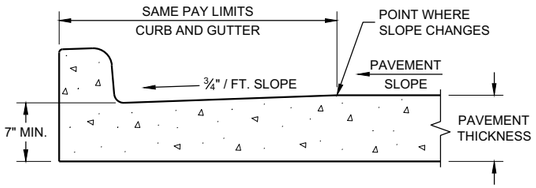
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



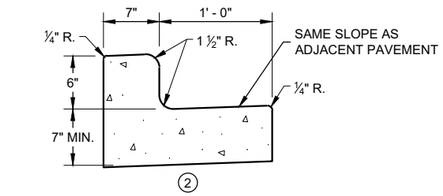
CONCRETE CURB AND GUTTER 22" ①



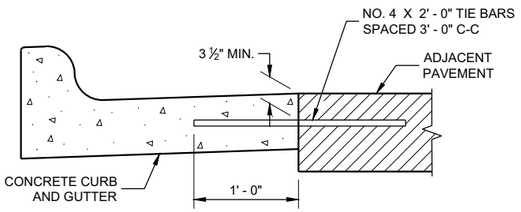
END SECTIONCURB AND GUTTER



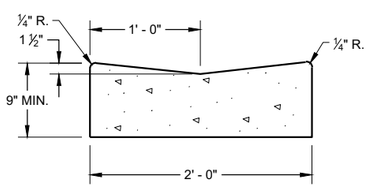
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



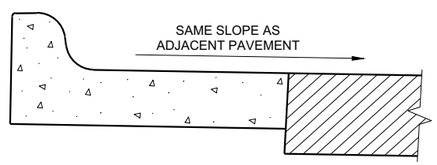
CONCRETE CURB AND GUTTER 19" ①



TYPICAL TIE BAR LOCATION ①



CONCRETE GUTTER 24" ①



HIGH SIDE SECTION ③

(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.

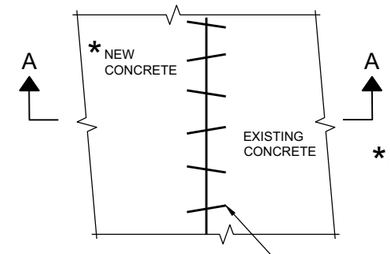
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

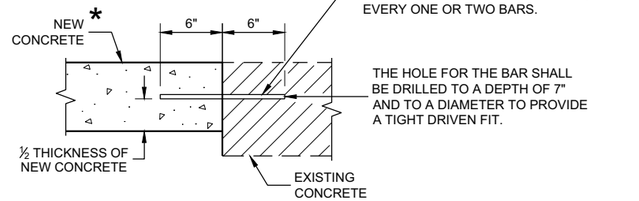
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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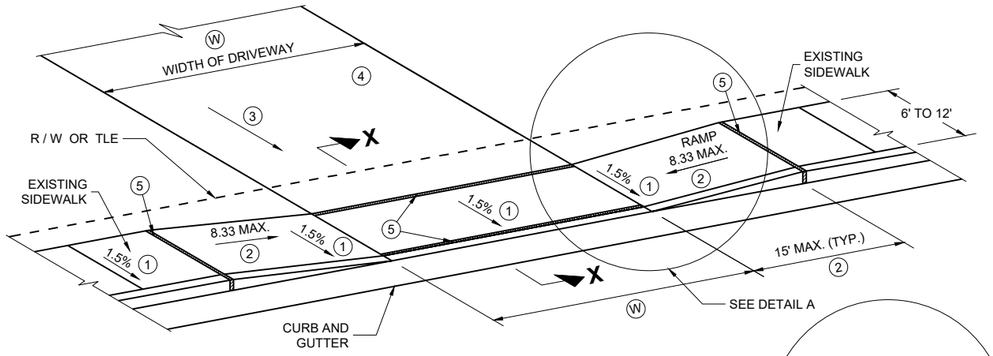
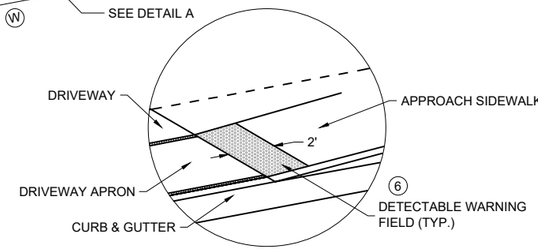
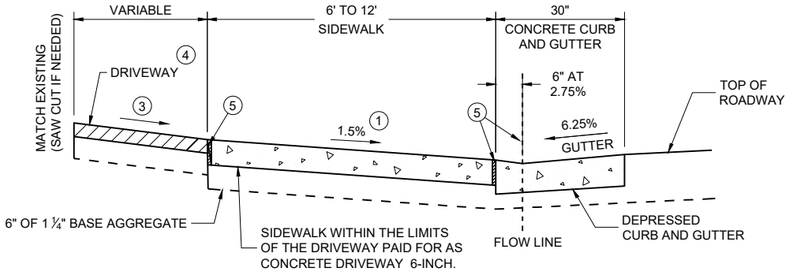


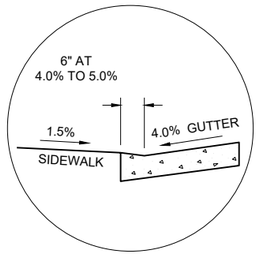
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



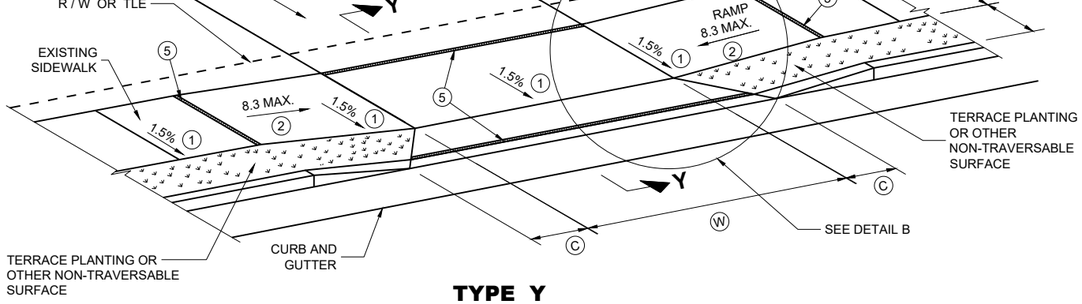
SECTION X - X
4% GUTTER SLOPE

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

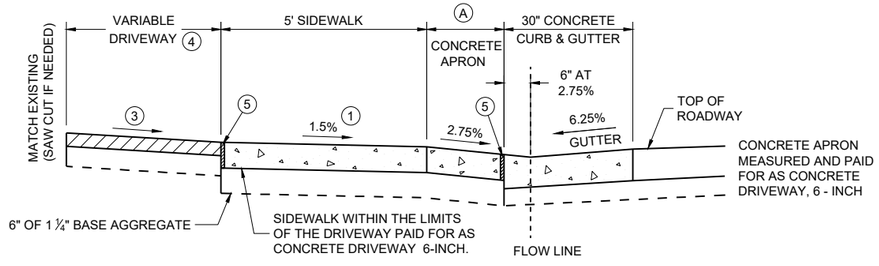
TABLE Y

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



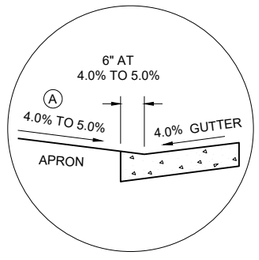
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ: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%.

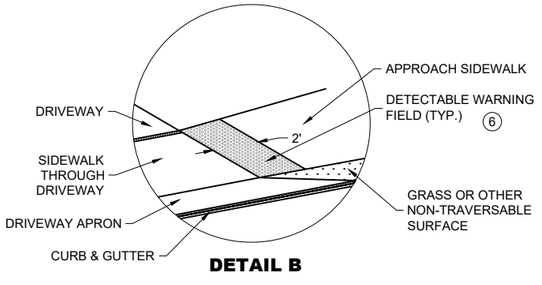
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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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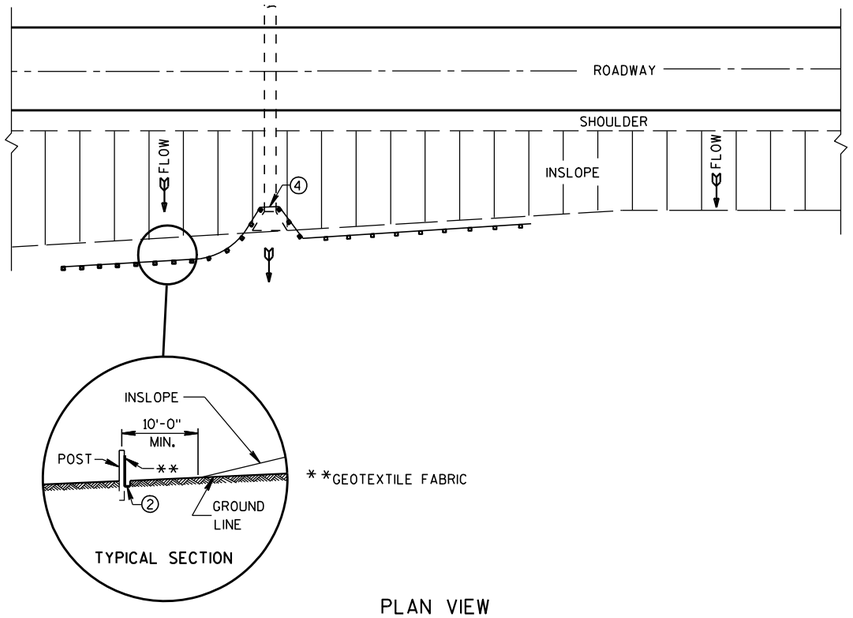
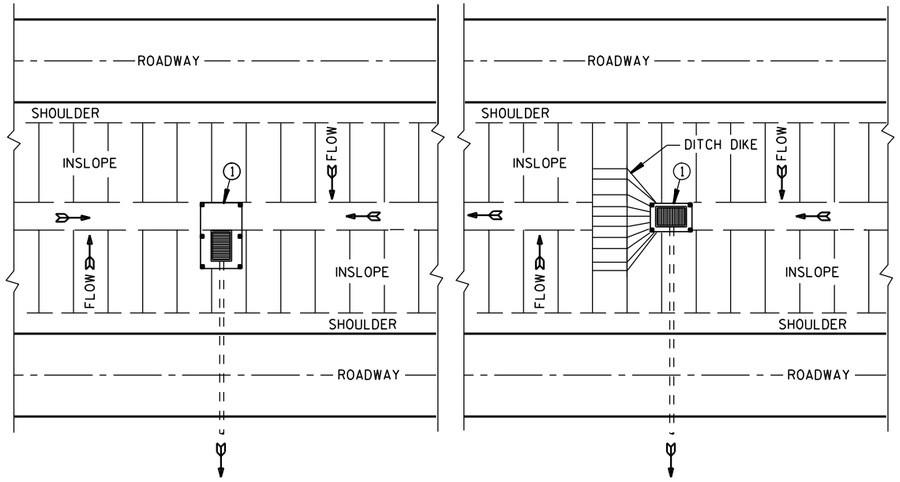
SDD 08D18-05



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.

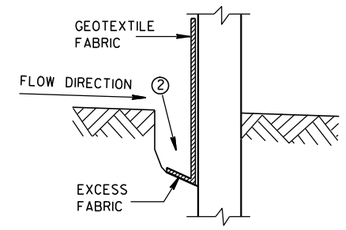
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

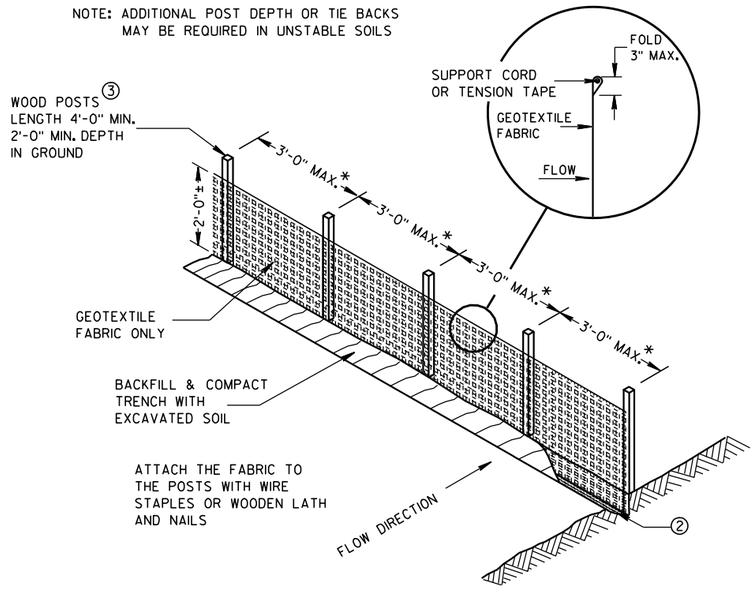
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

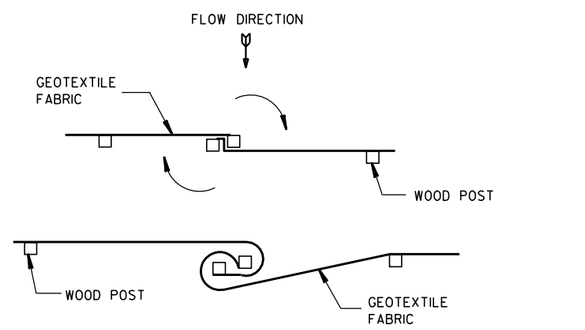
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



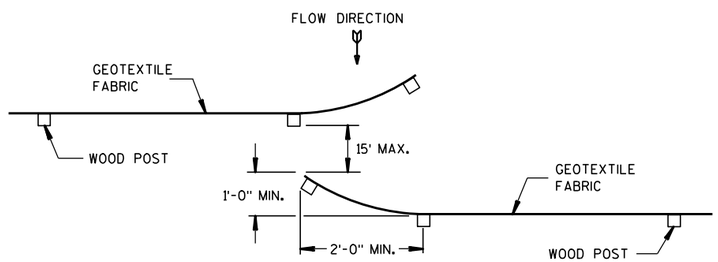
TRENCH DETAIL



SILT FENCE

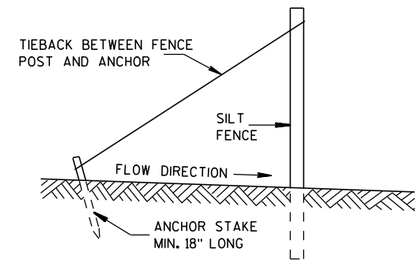


TWIST METHOD



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

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S.D.D. 8 E 9-6

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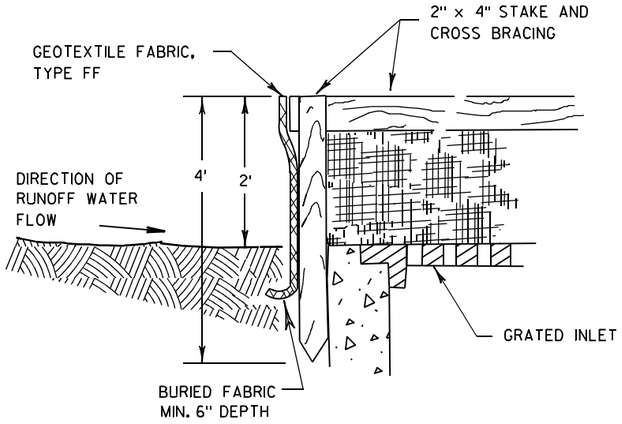
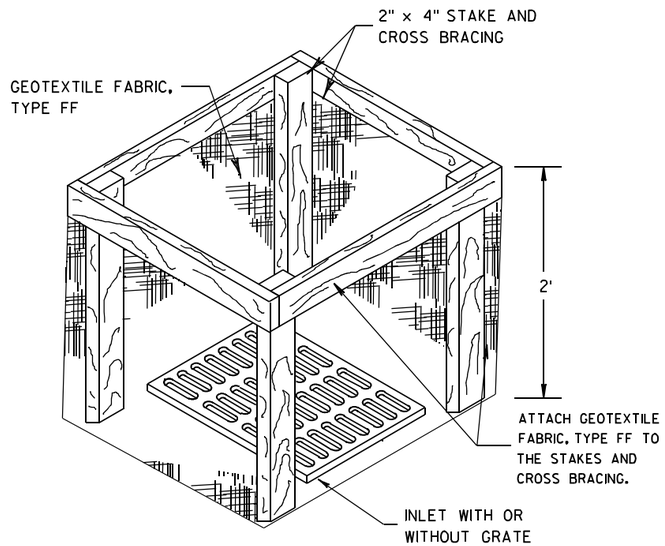
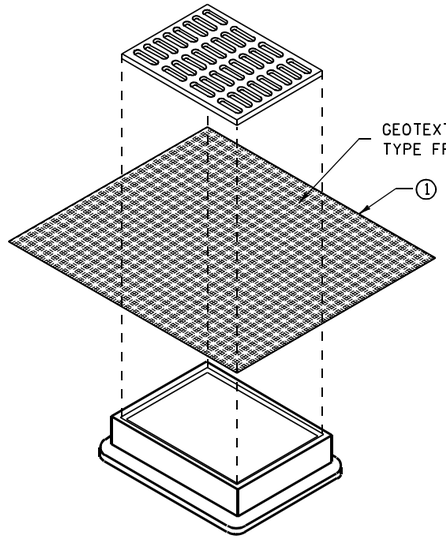
S.D.D. 8 E 9-6



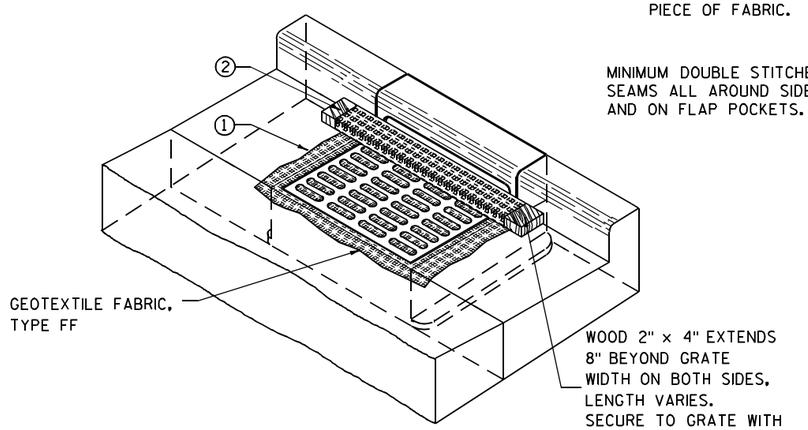


INLET PROTECTION, TYPE A

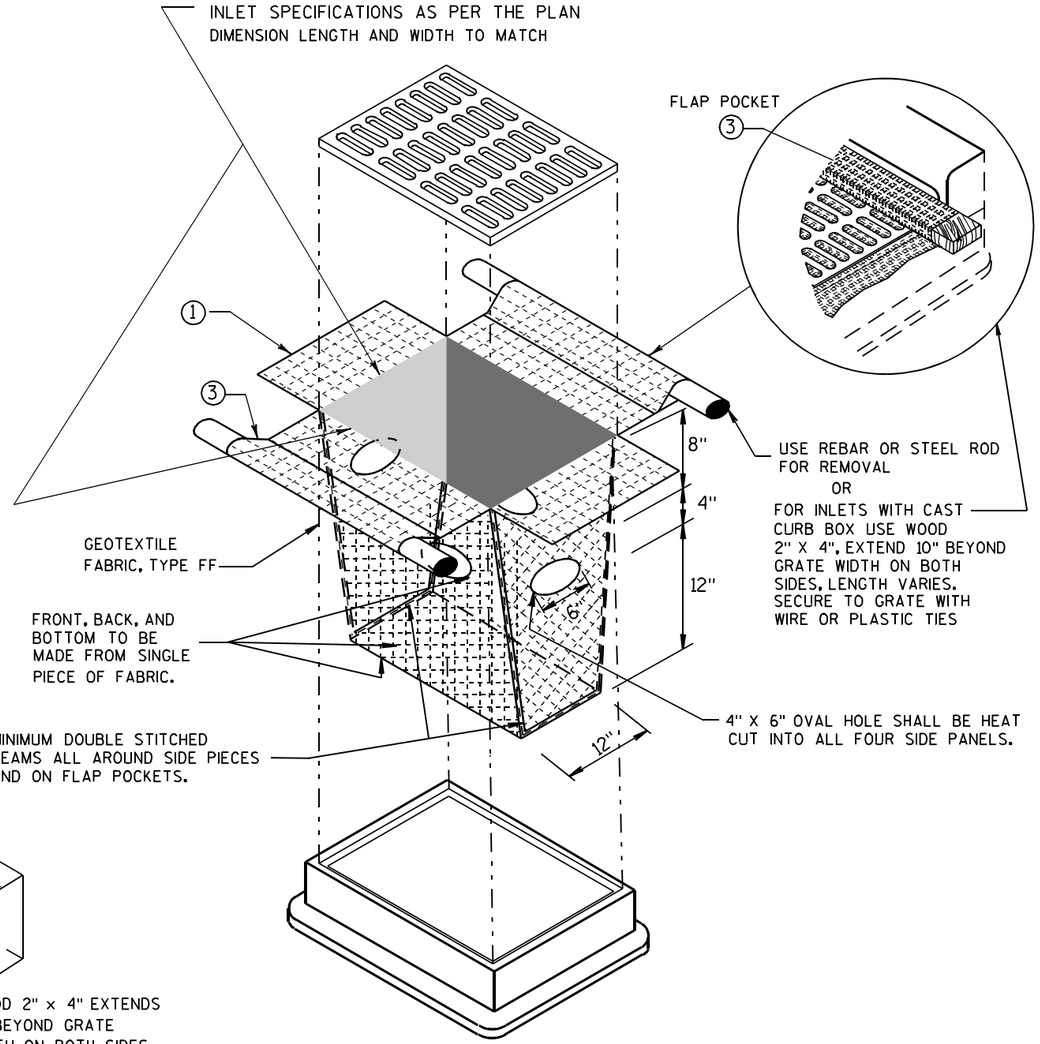


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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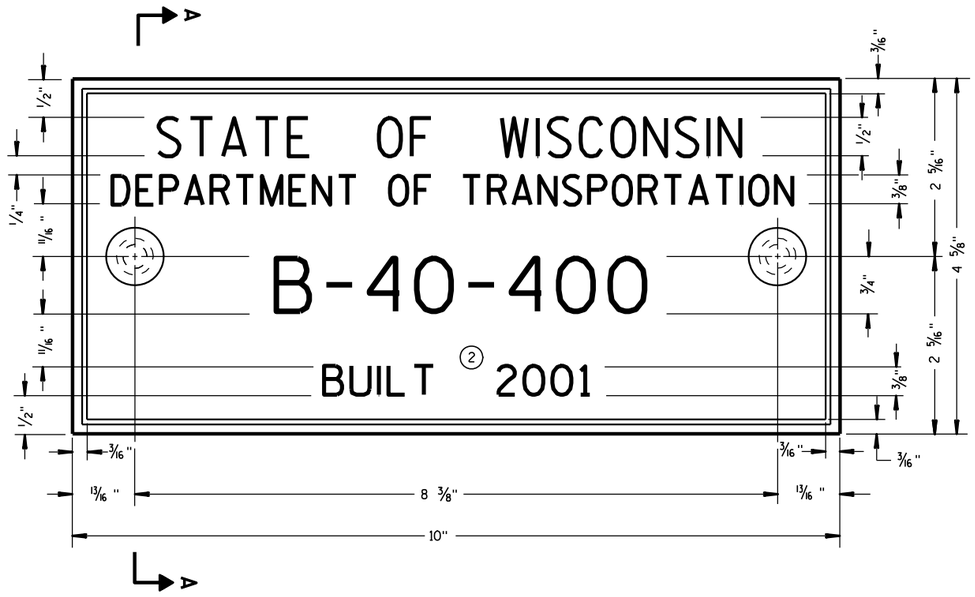
S.D.D. 8 E 10-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

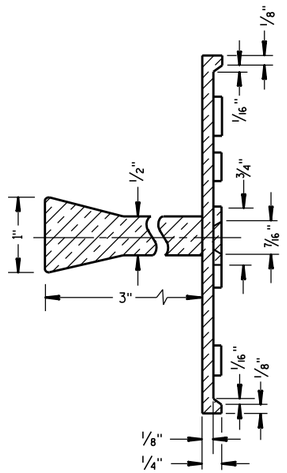
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

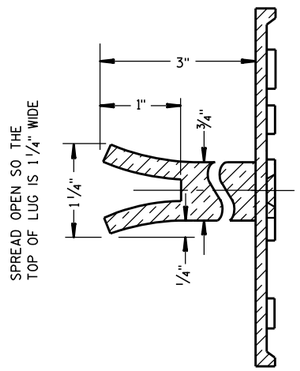
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.

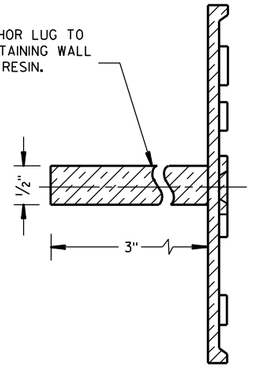


SECTION A-A



ALTERNATE LUG

(1) ADHERE ANCHOR LUG TO PRECAST RETAINING WALL WITH EPOXY RESIN.



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

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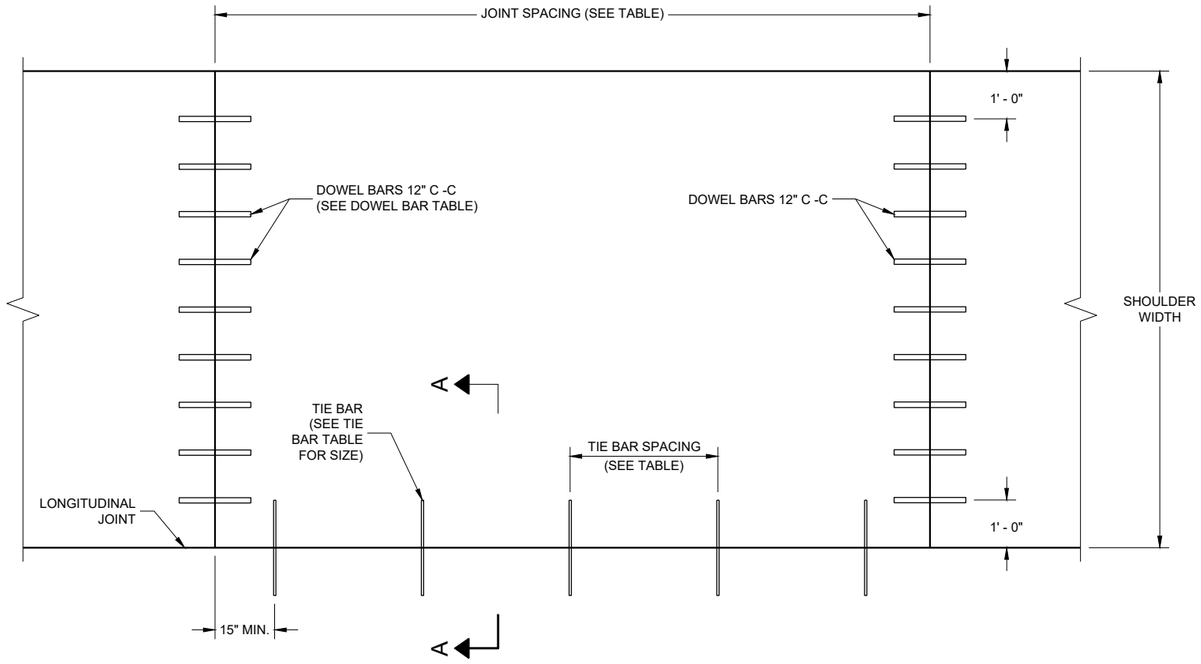
S.D.D. 12 A 3-10



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

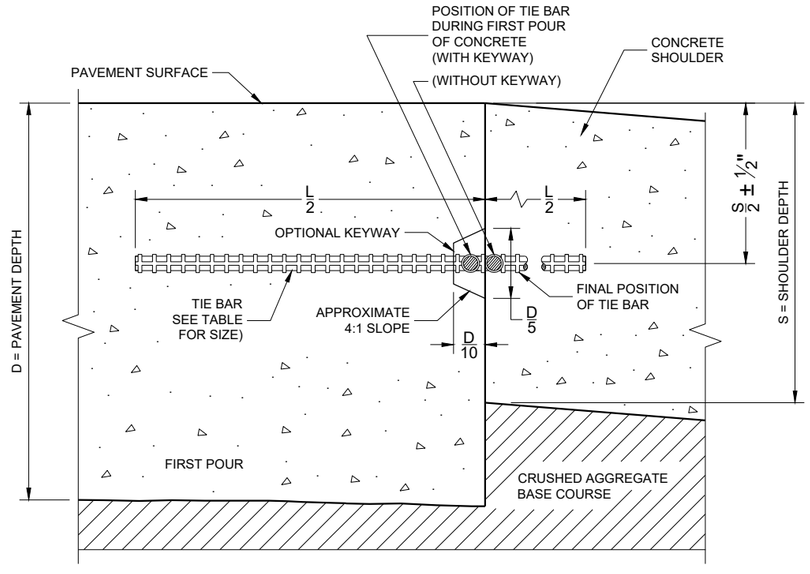
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

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 BATS 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 ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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SDD 13A03 - 07

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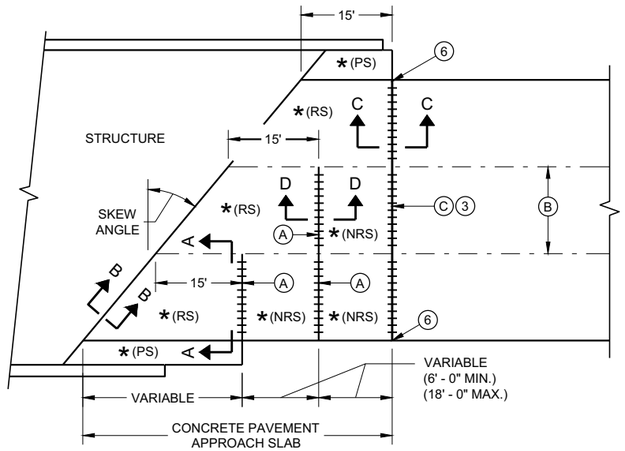
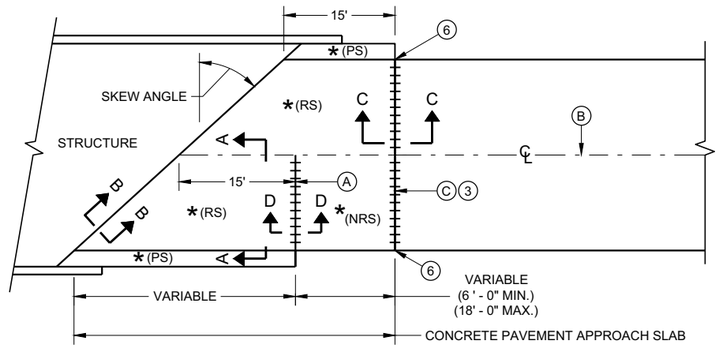
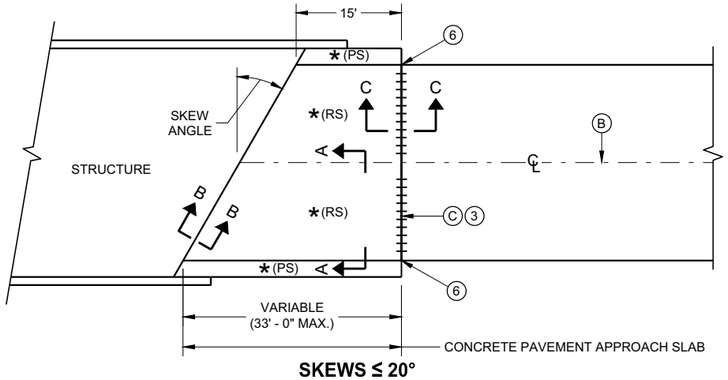
SDD 13A03 - 07



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

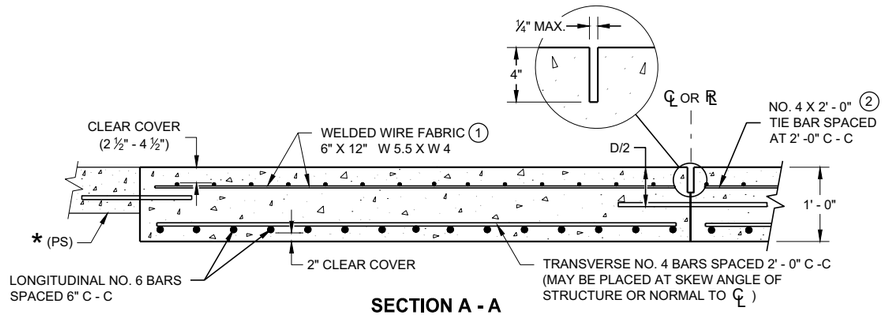
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

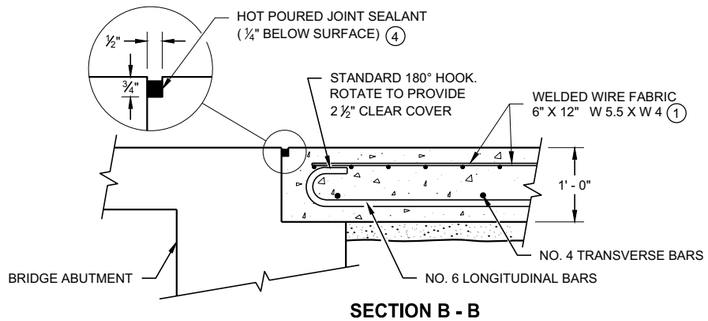
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

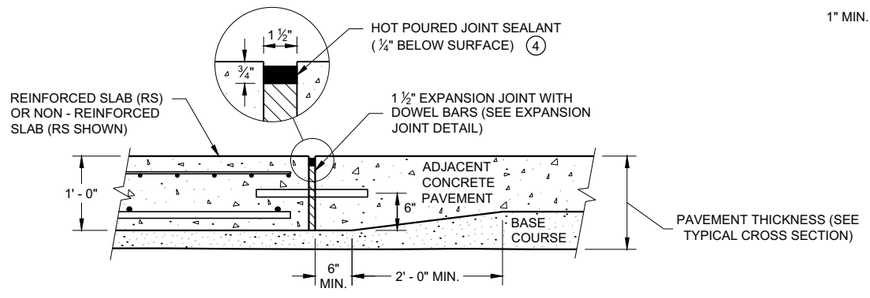
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

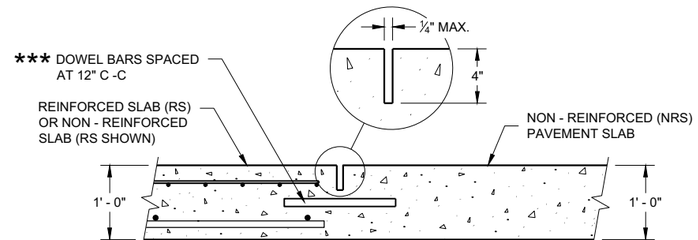
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

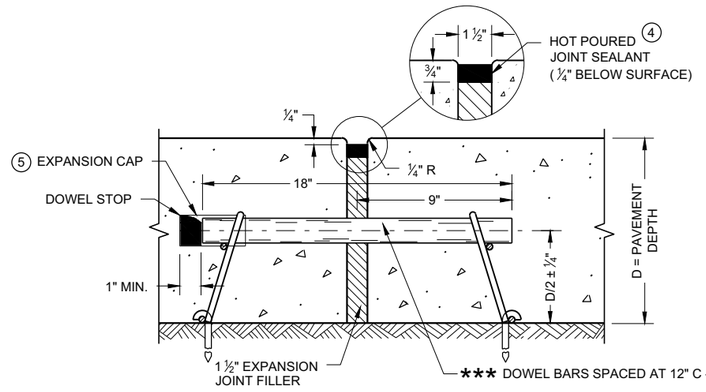
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISI

FHWA

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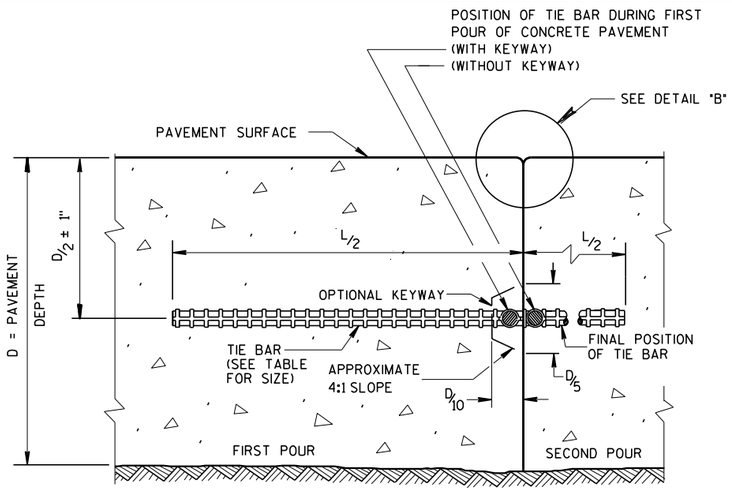
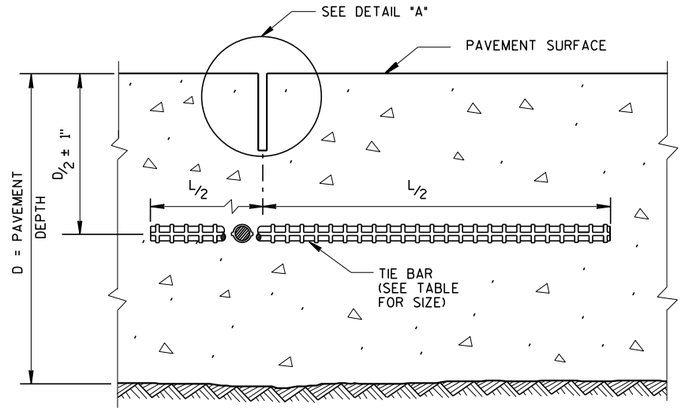
SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

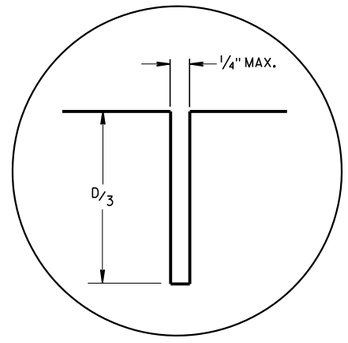
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

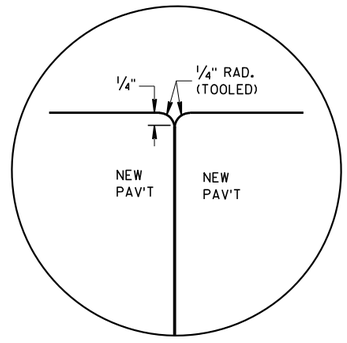
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

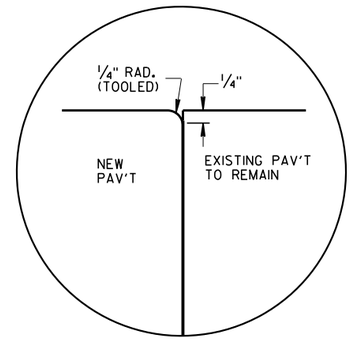
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



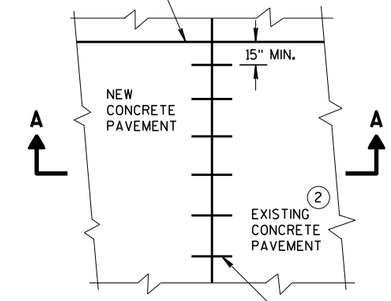
DETAIL "A"



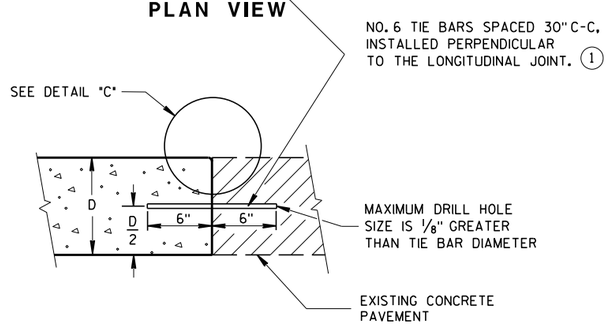
DETAIL "B"



DETAIL "C"



PLAN VIEW



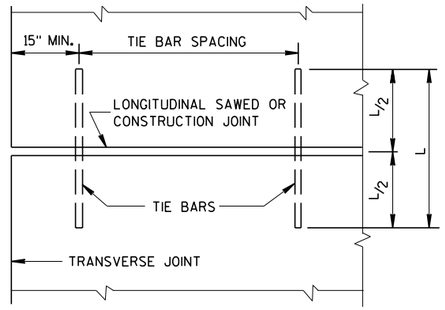
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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 — PAVEMENT SUPE
FHWA

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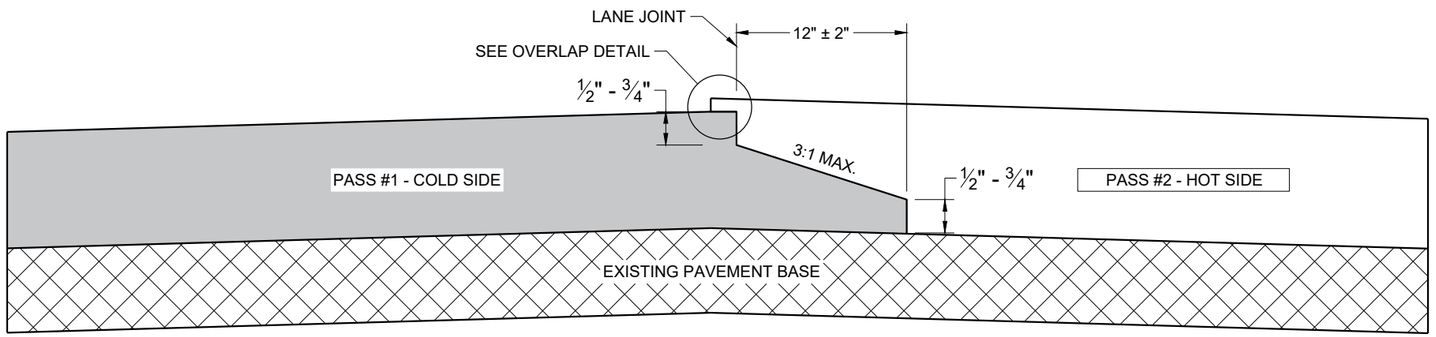
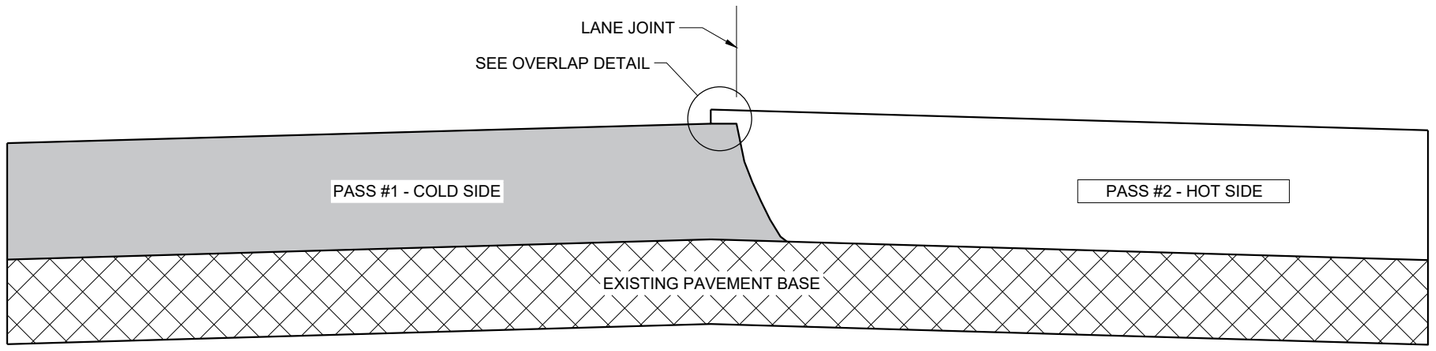
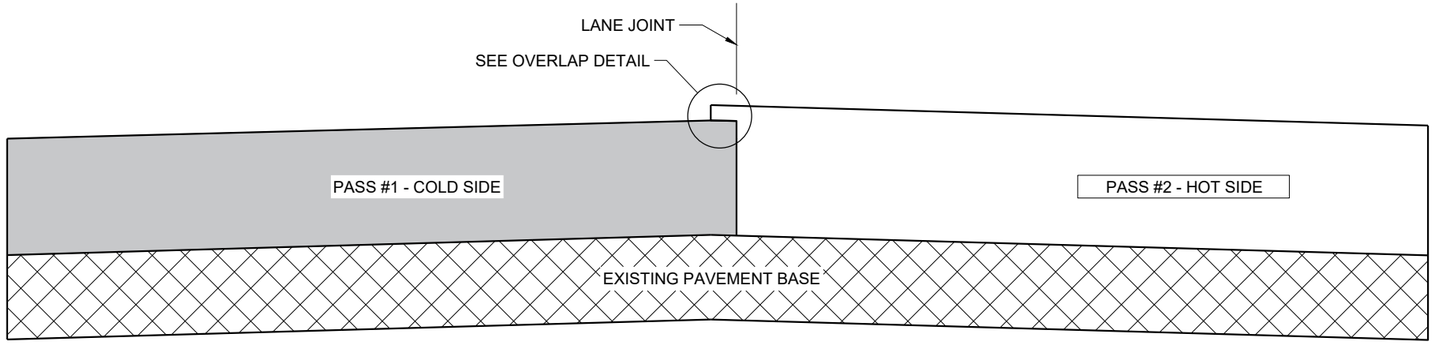
S.D.D. 13 C 1-19



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

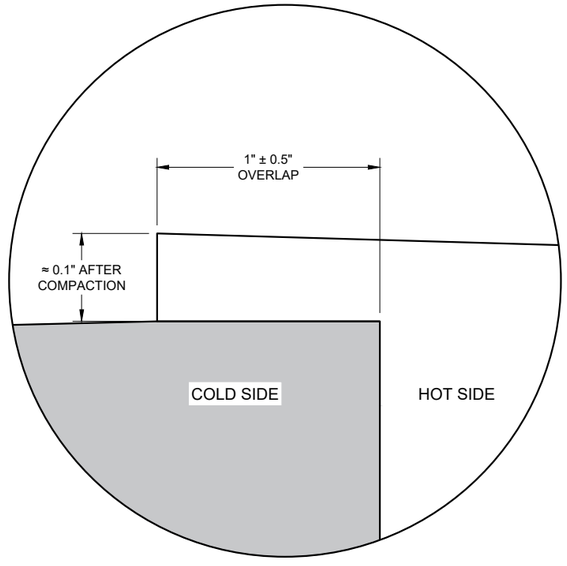
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

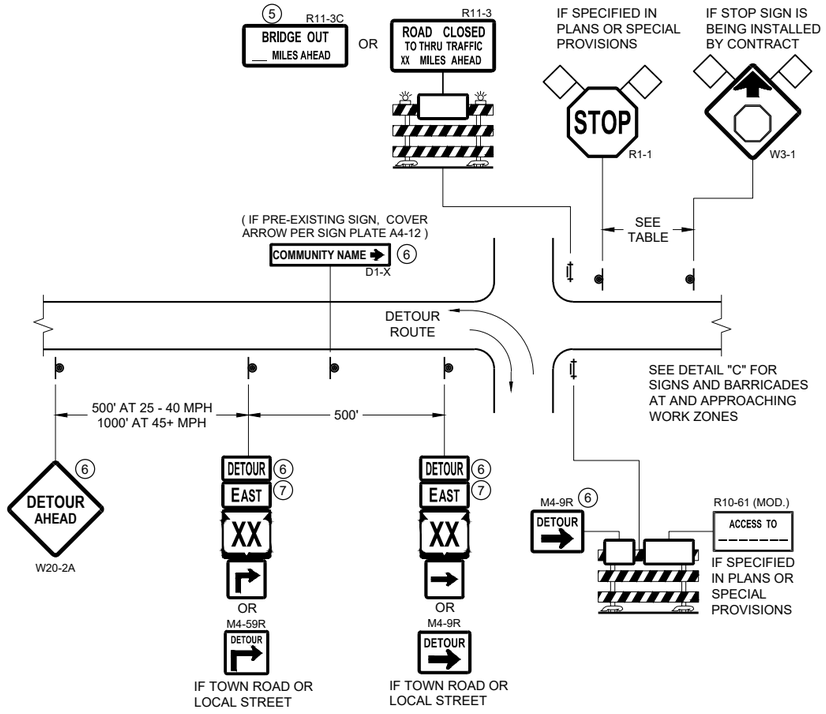
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

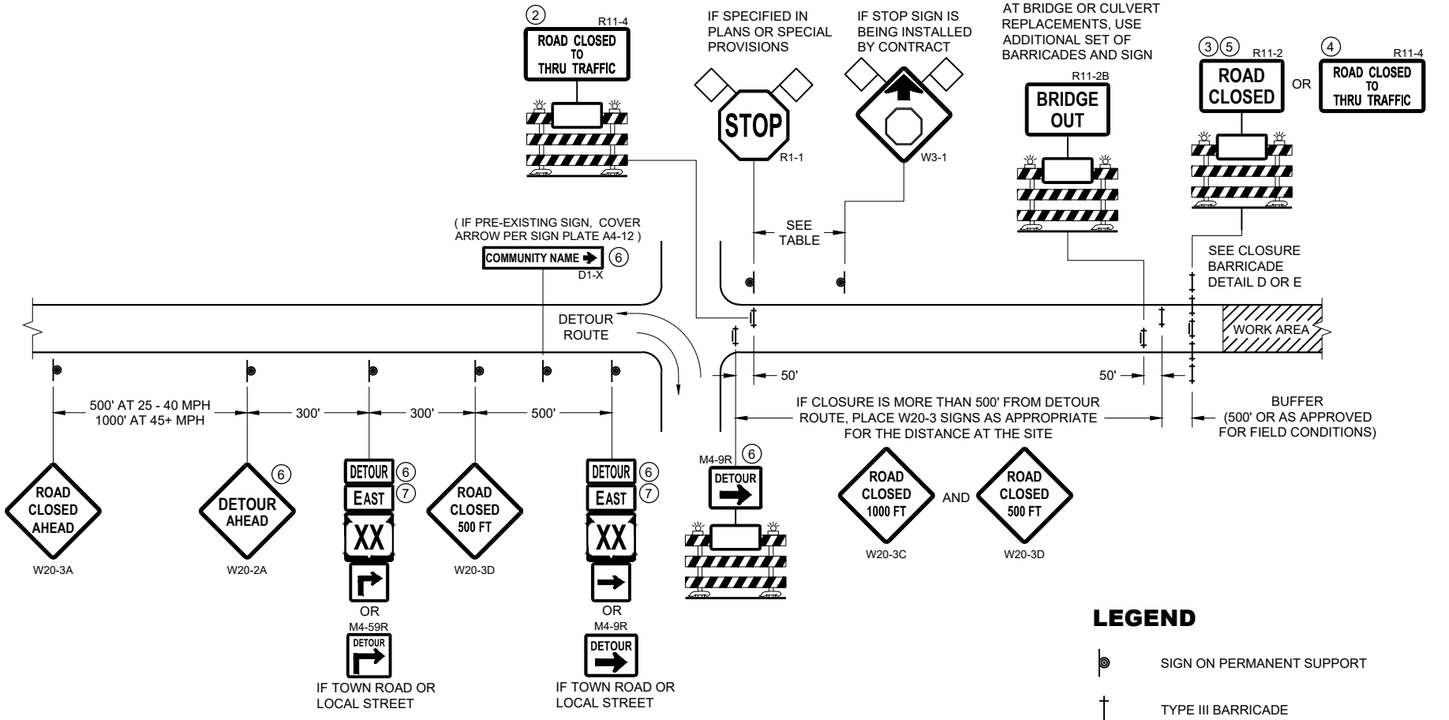
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



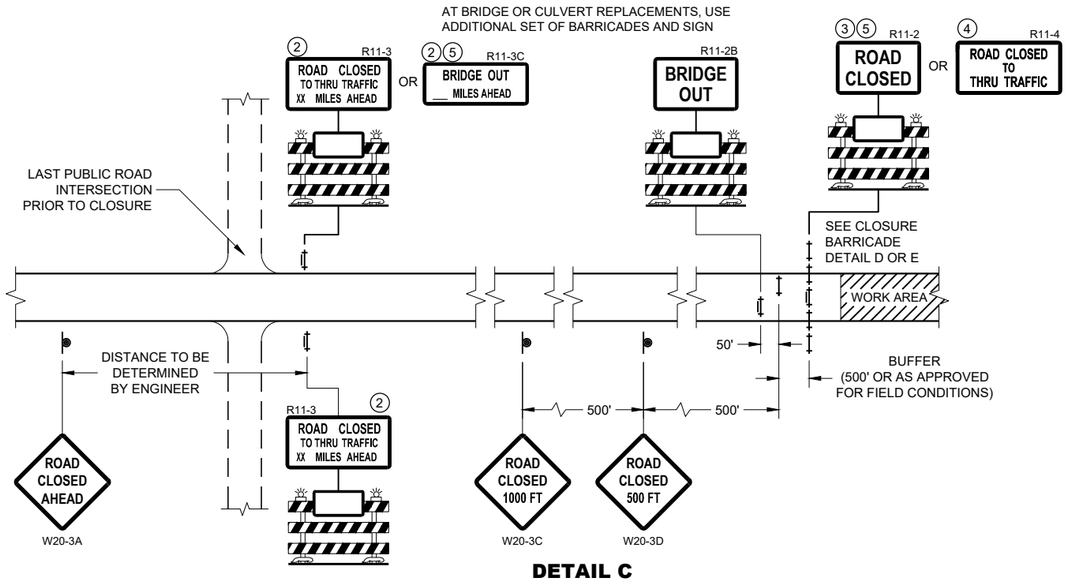
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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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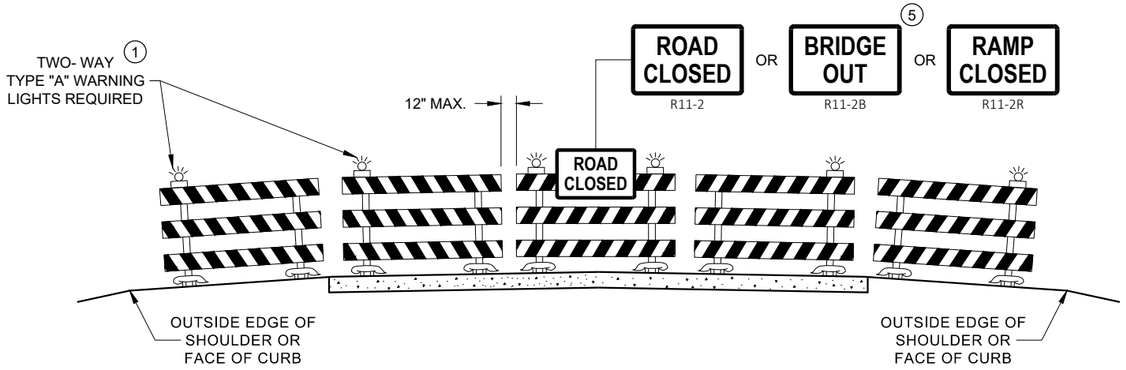
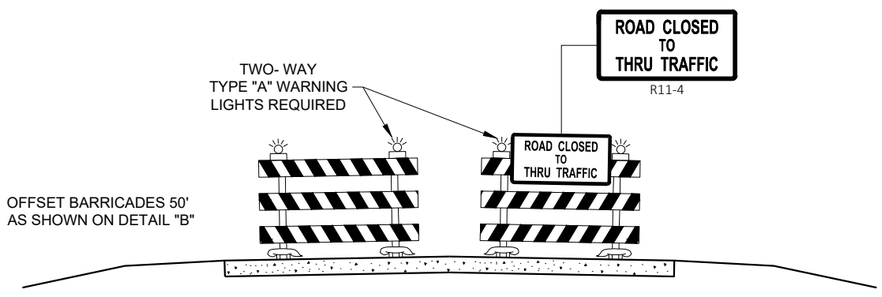
SDD 15C02 - 09a

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

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
- OR — 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.

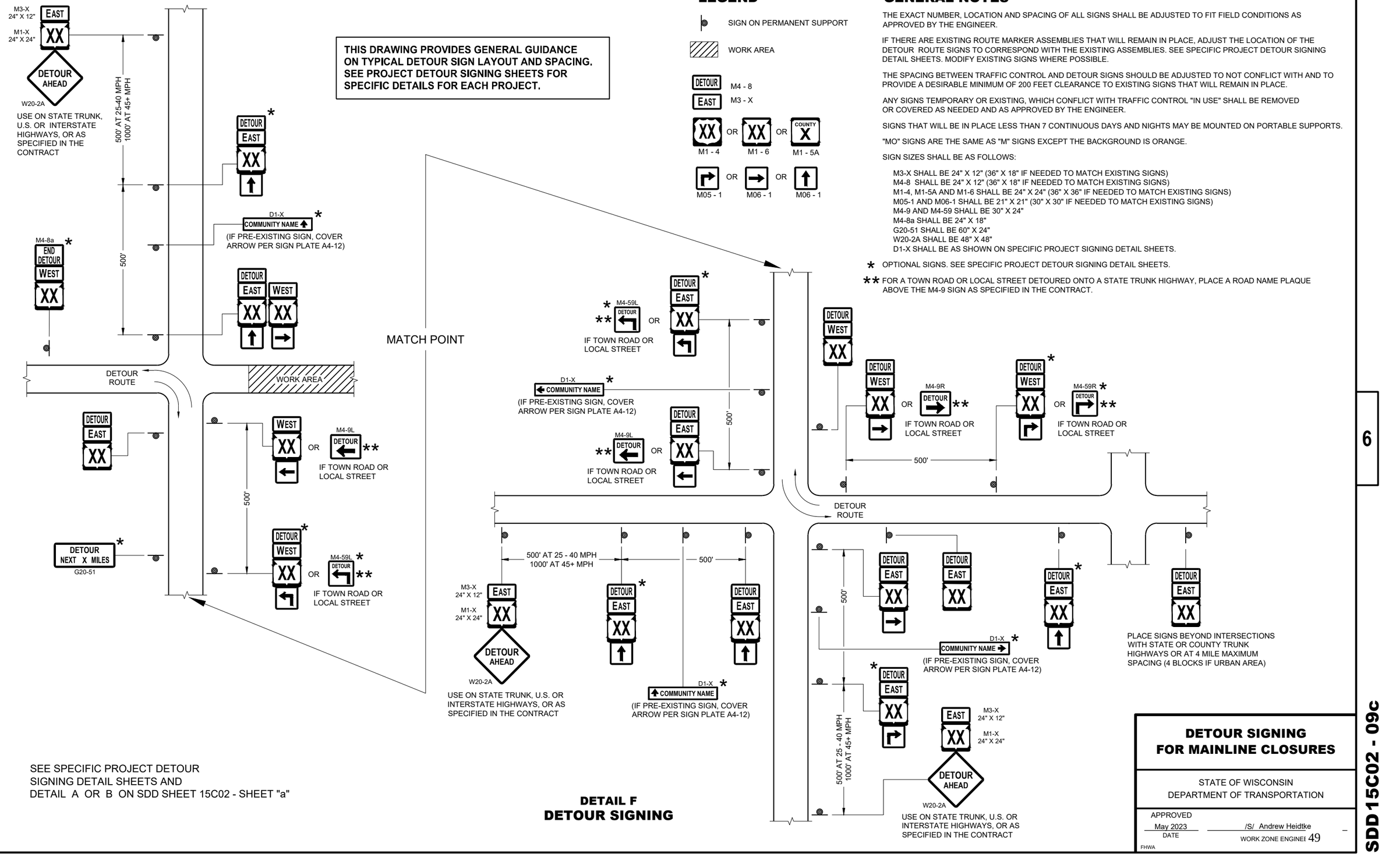
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.



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

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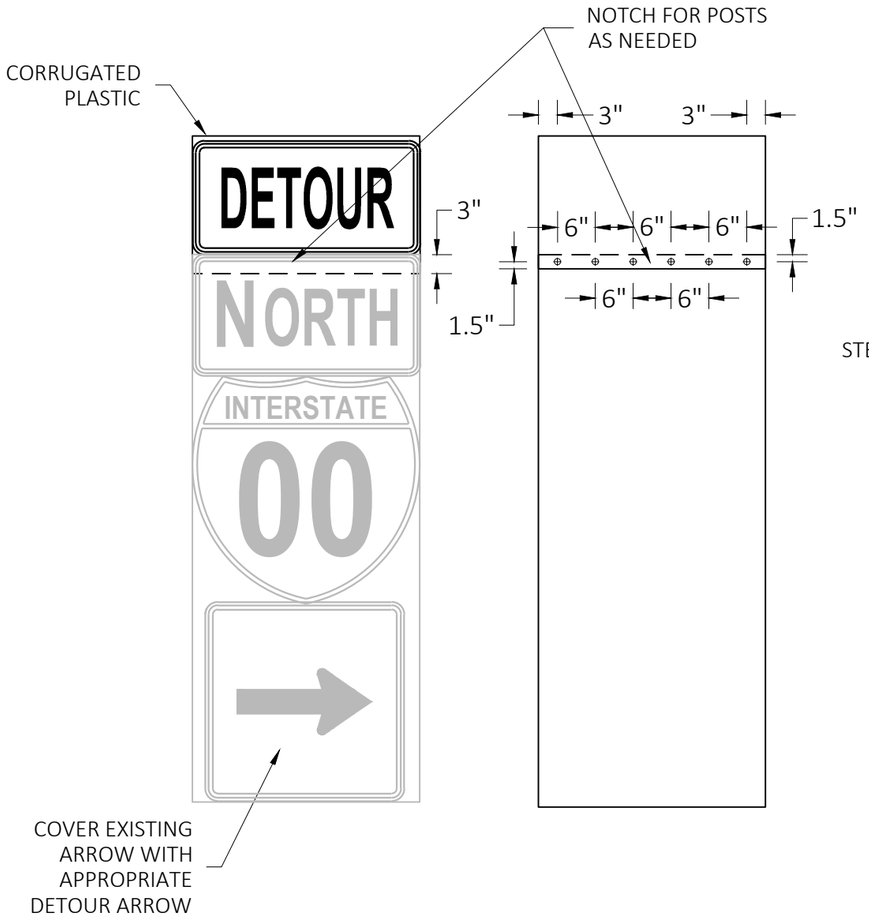
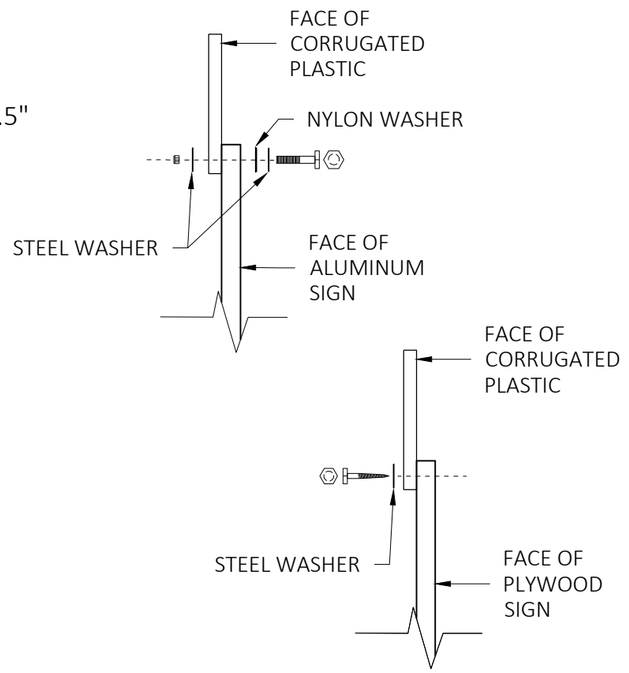
SDD 15C02 - 09c

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.

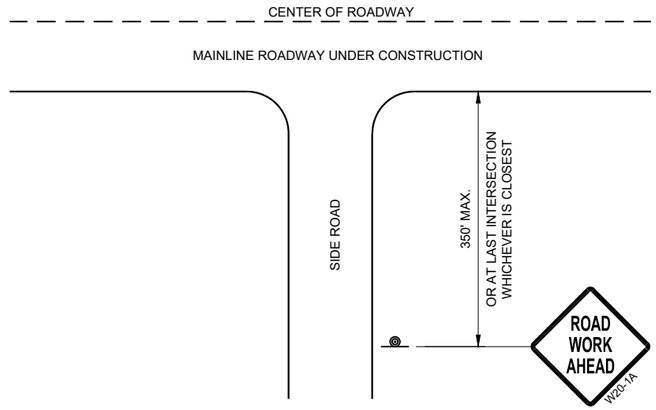
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



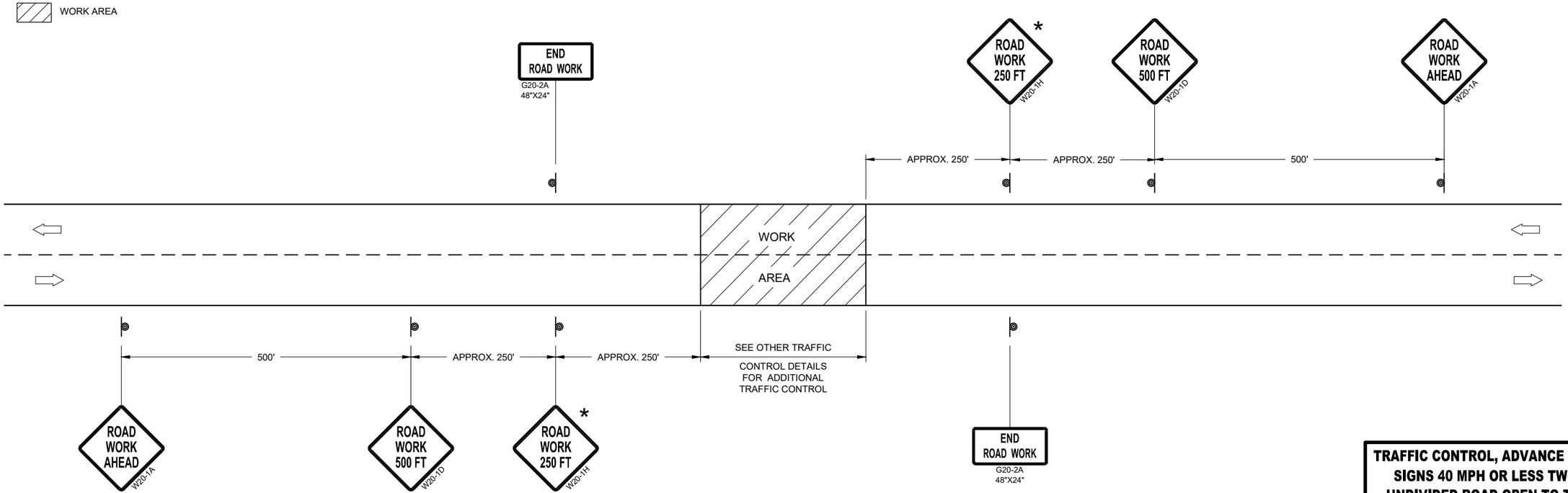
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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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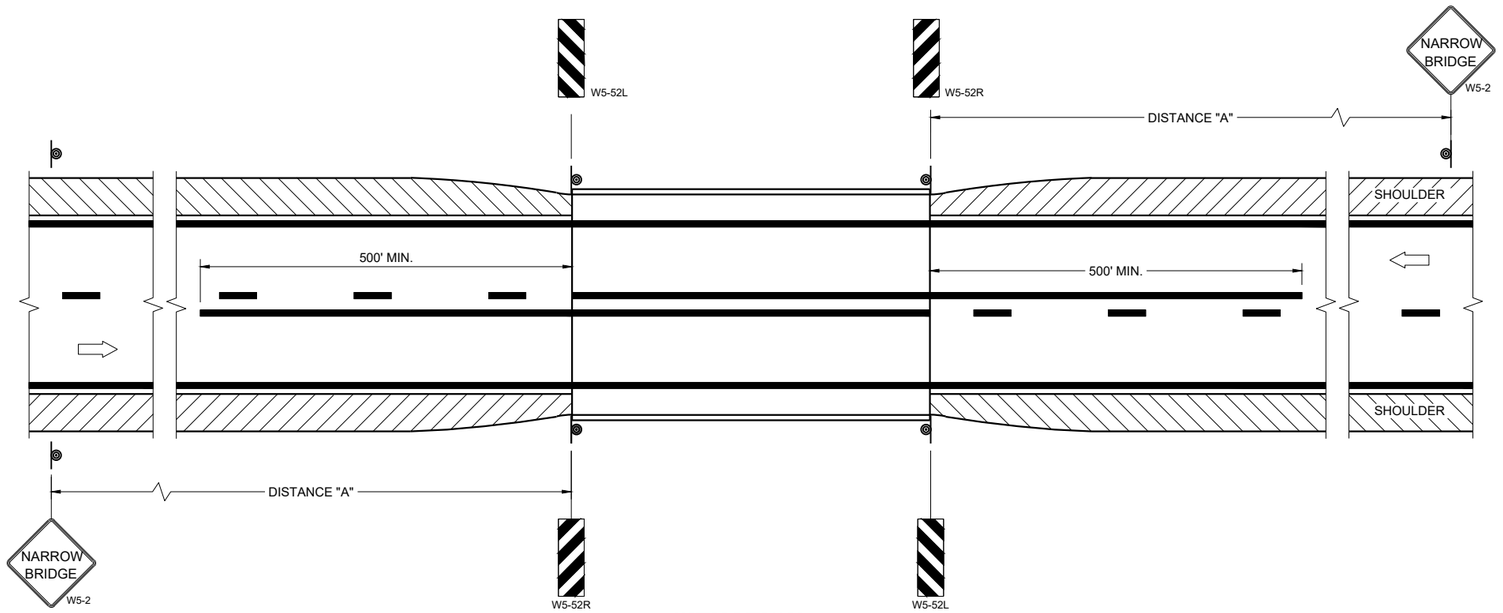
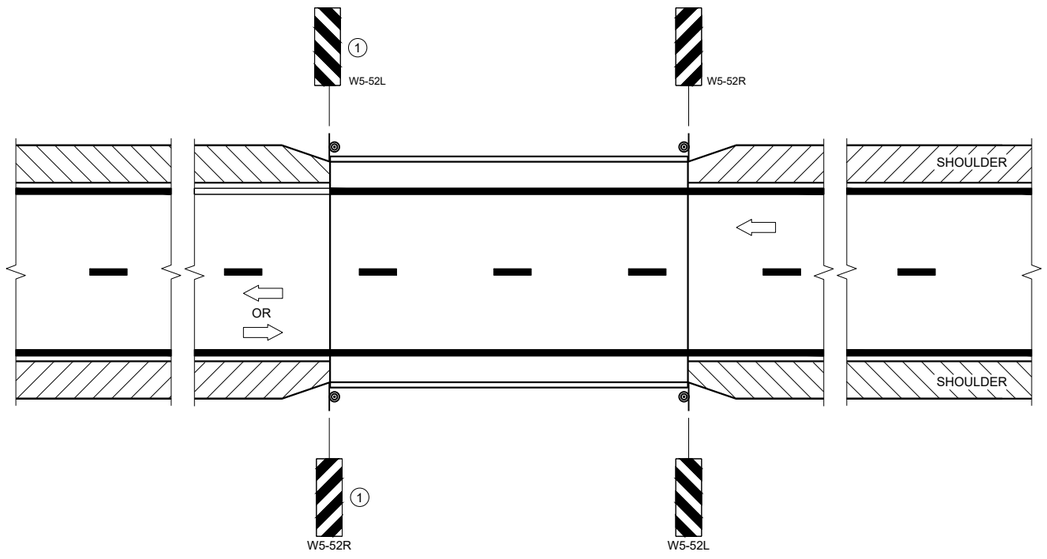
SDD 15C05 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

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.

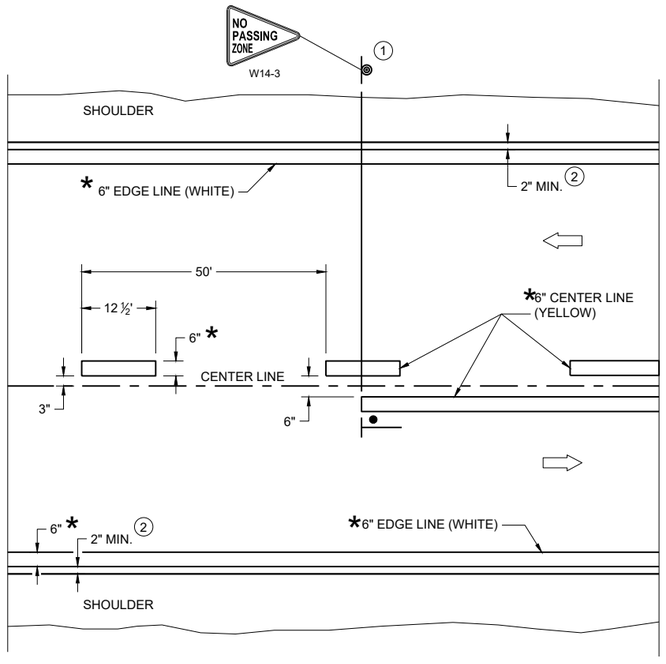
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

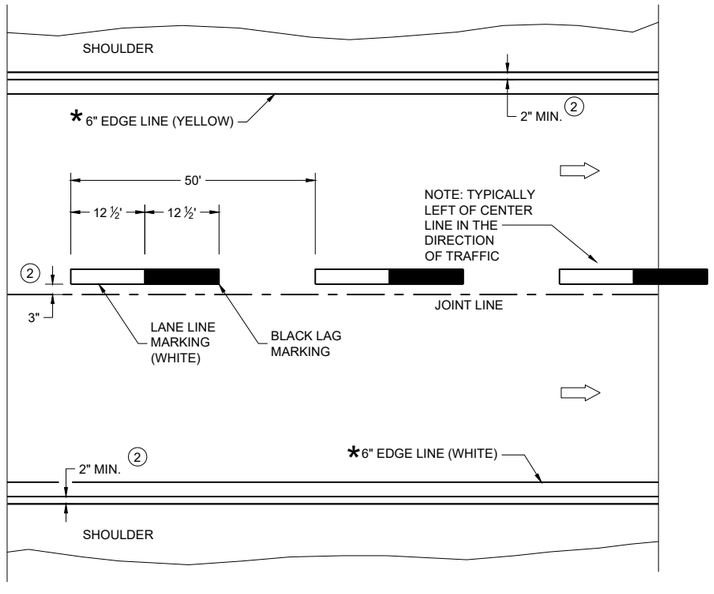
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-24a

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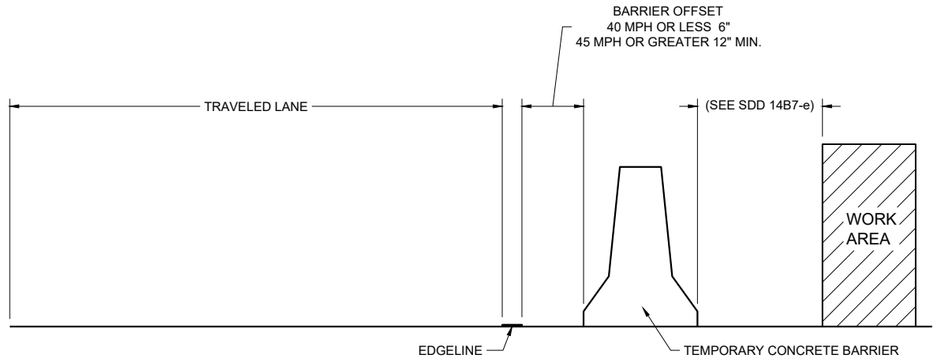
SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

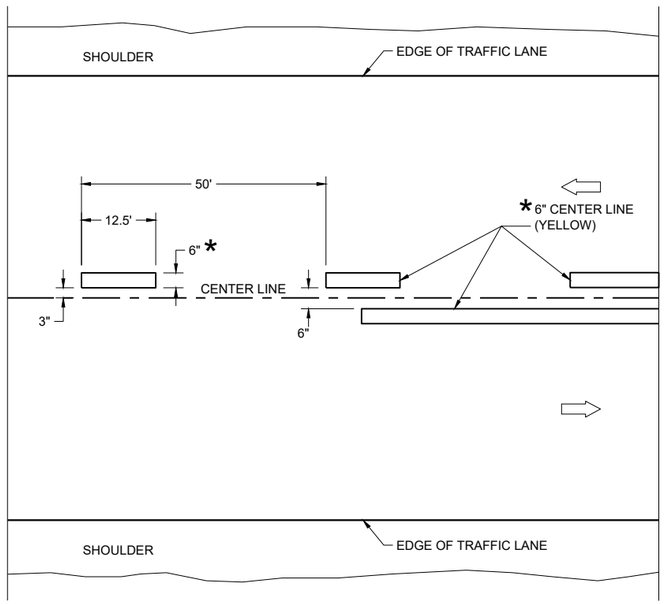
GENERAL NOTES

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

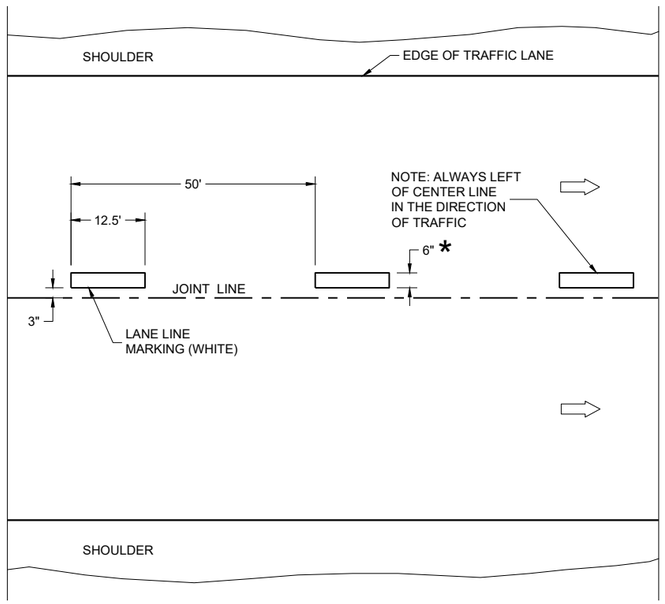
LEGEND

DIRECTION OF TRAFFIC

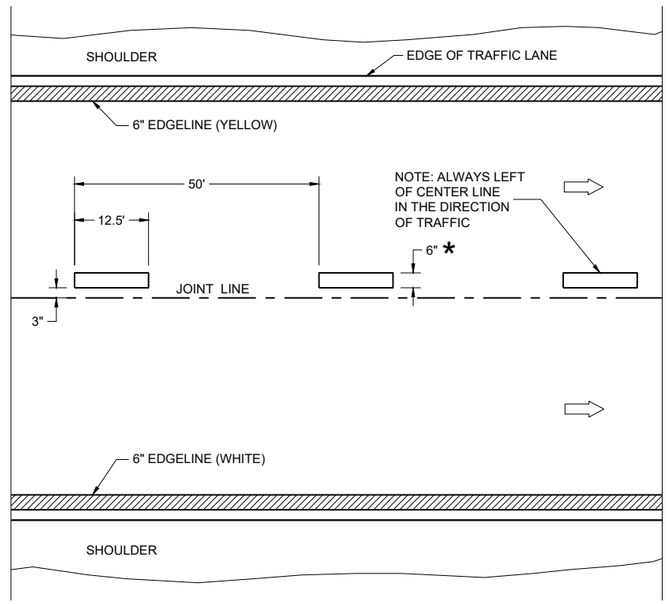
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

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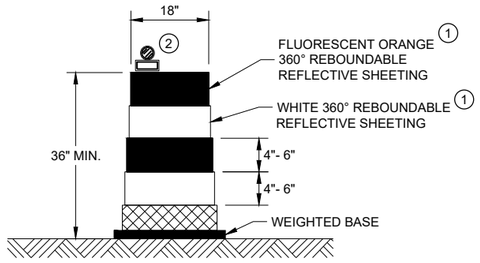
SDD 15C08-24b

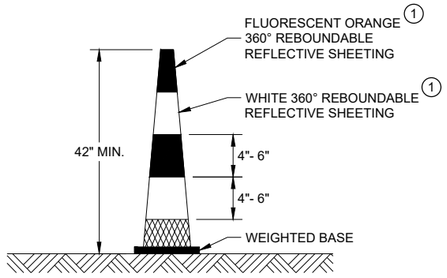
GENERAL NOTES

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

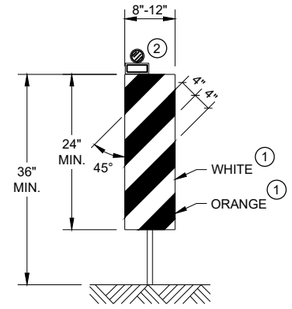
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

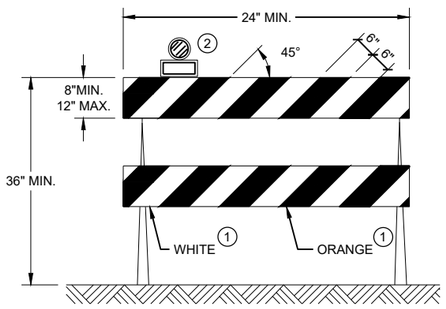
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



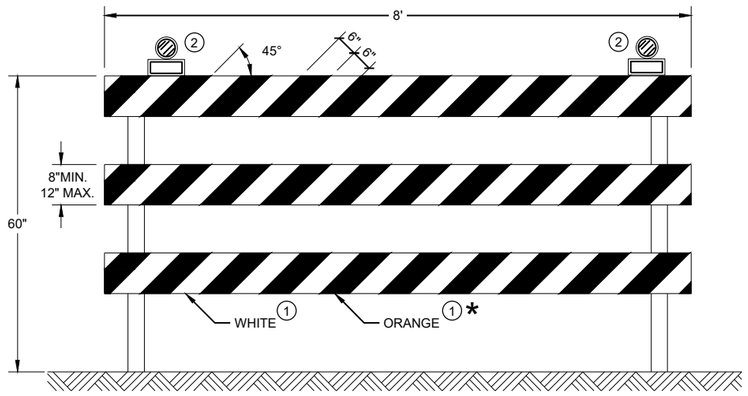
VERTICAL PANEL

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

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SDD 15C11 - 10b

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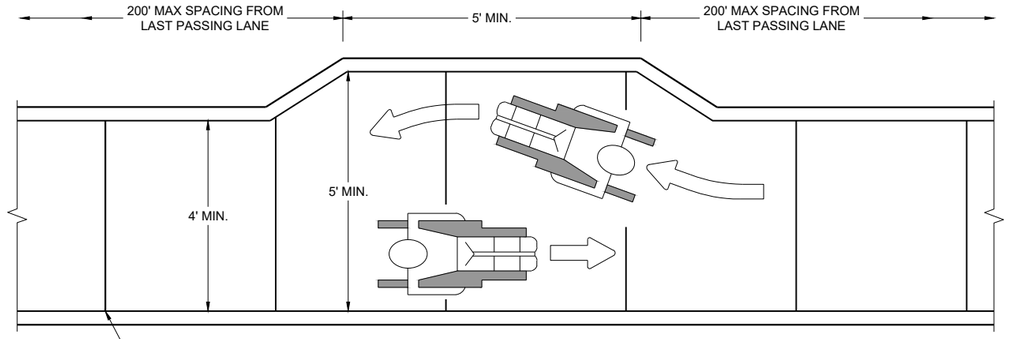
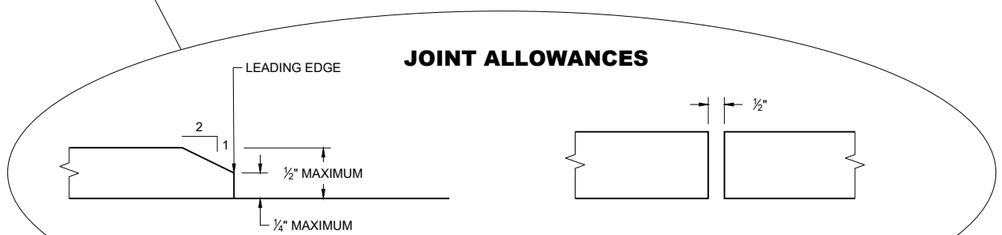
SDD 15C11 - 10b



NARROW SIDEWALK PASSING DETAIL



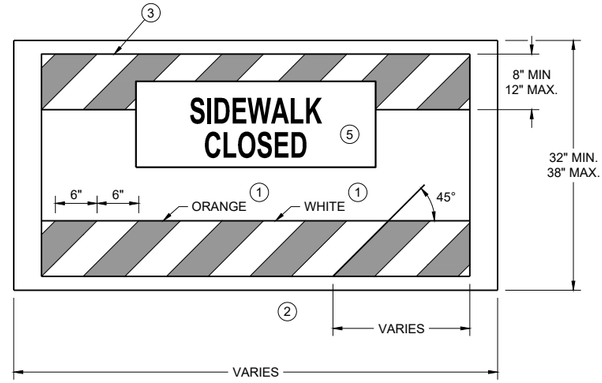
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

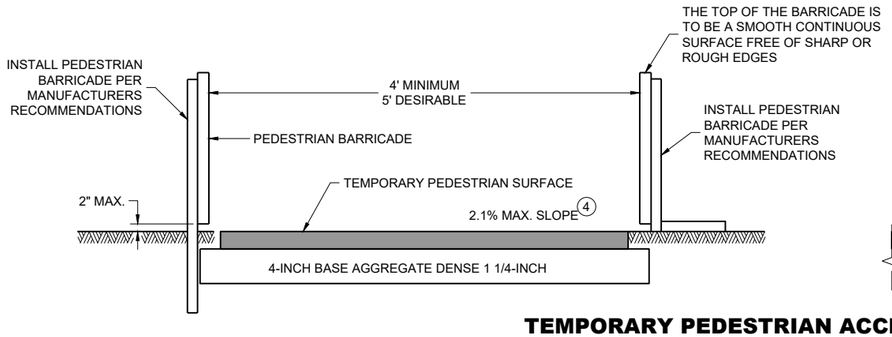
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

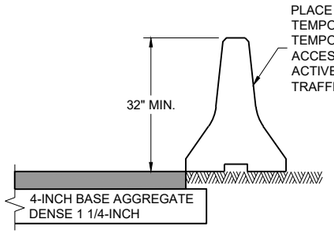
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.



TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS



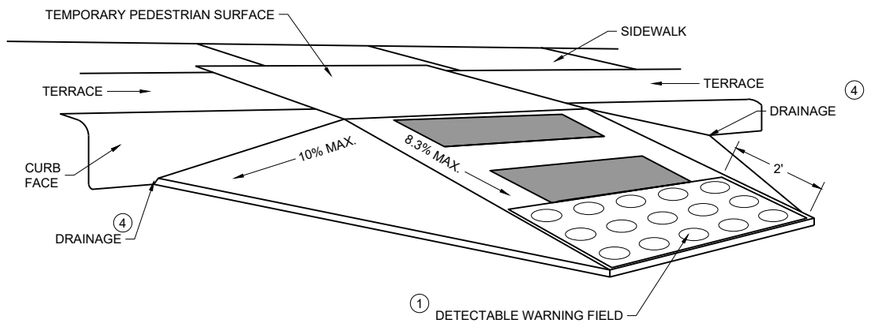
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

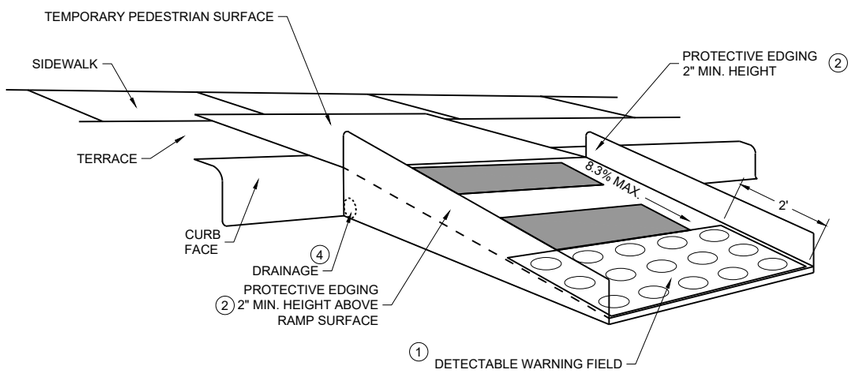
- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

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.

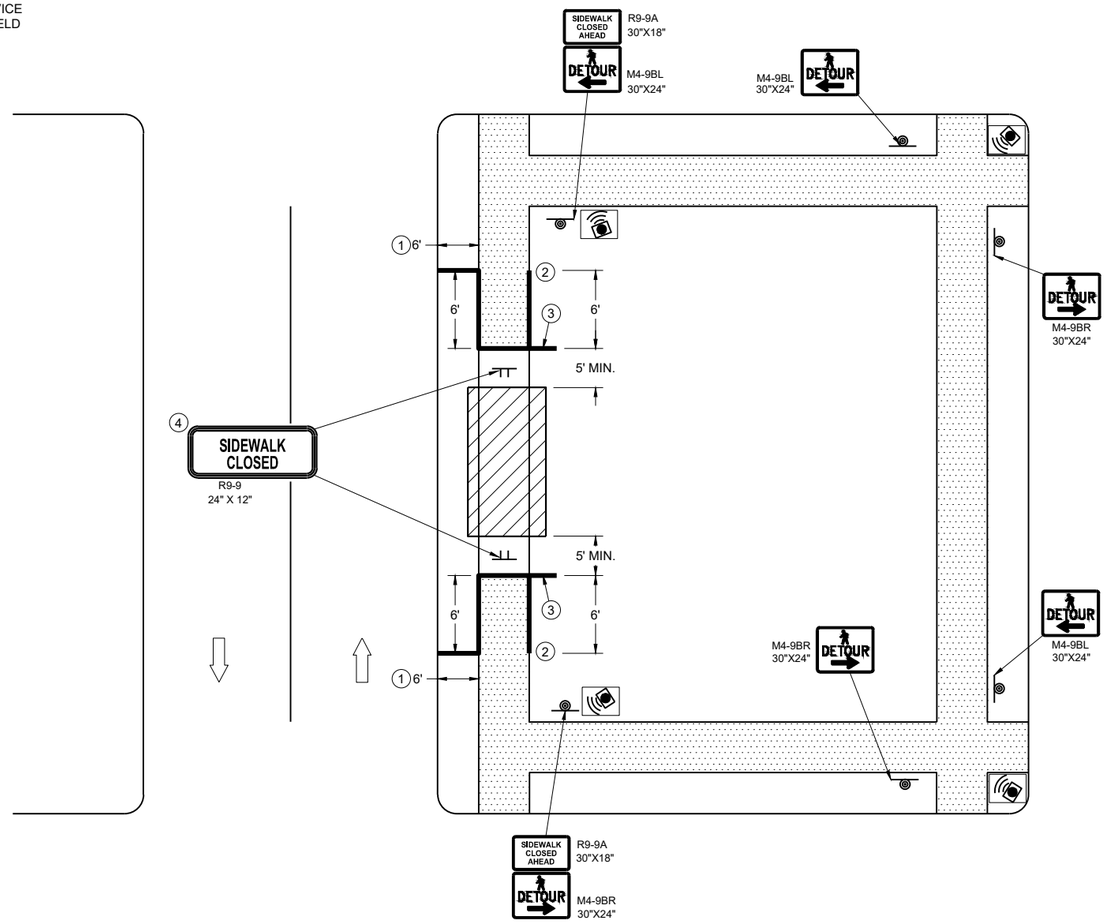
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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

6

SDD 15D30-12f

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.

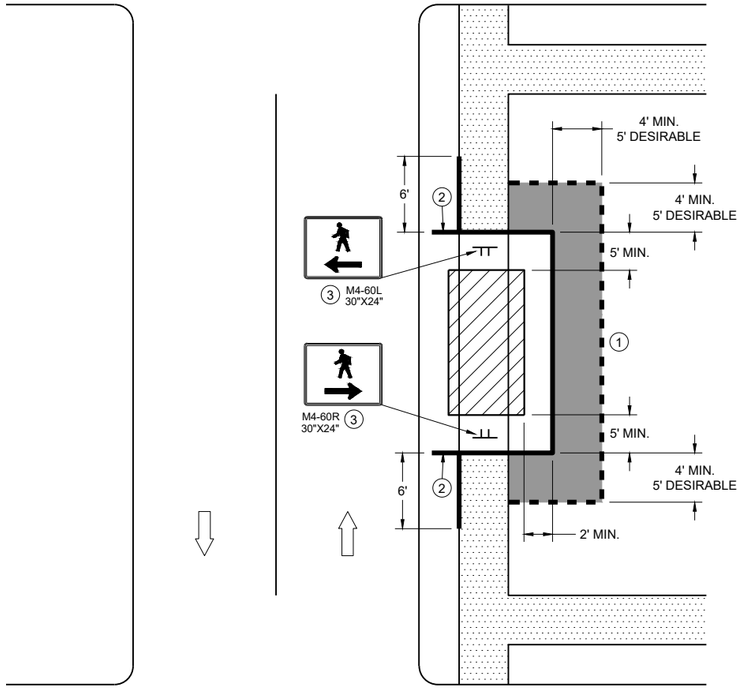
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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 15D30-12g

6

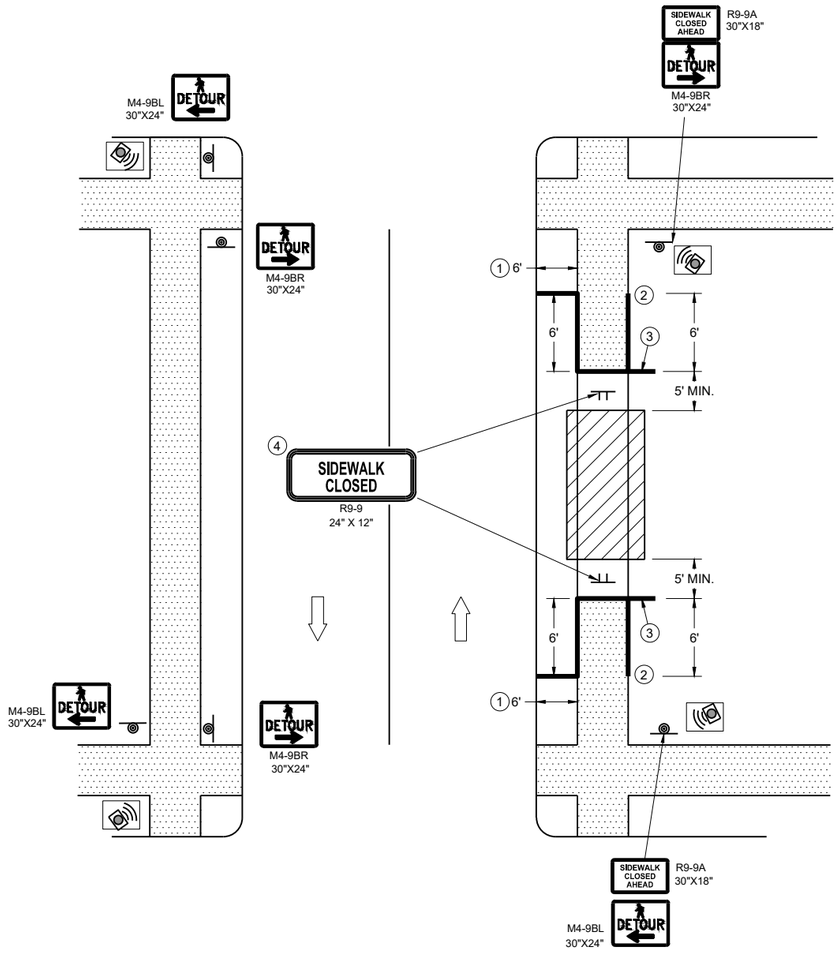
SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

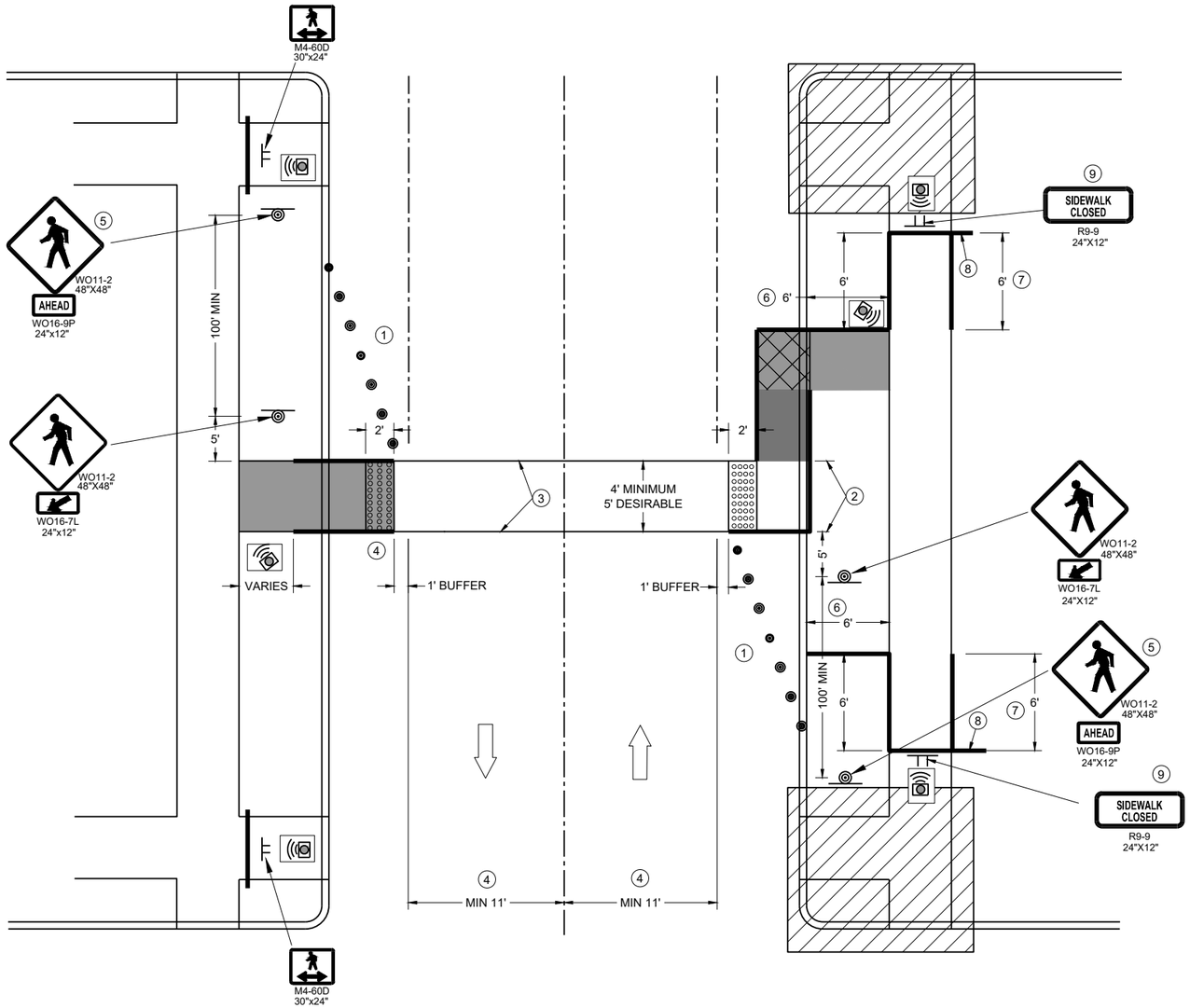
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



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

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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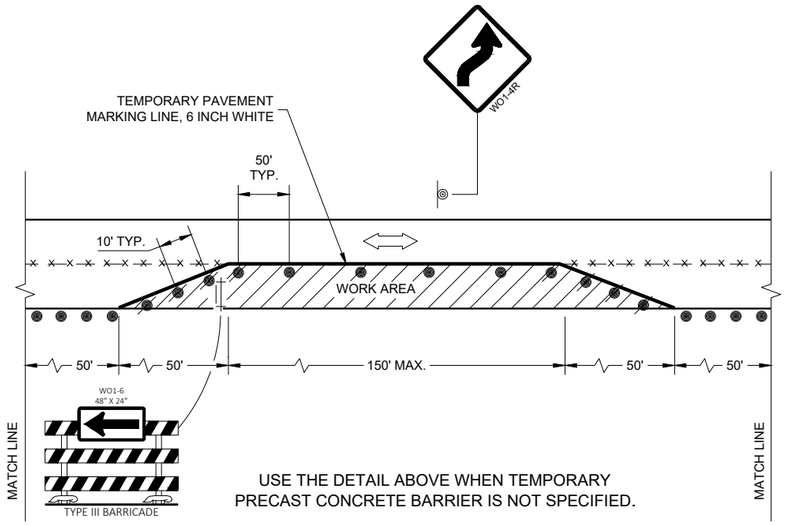
SDD 15D30-12I

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

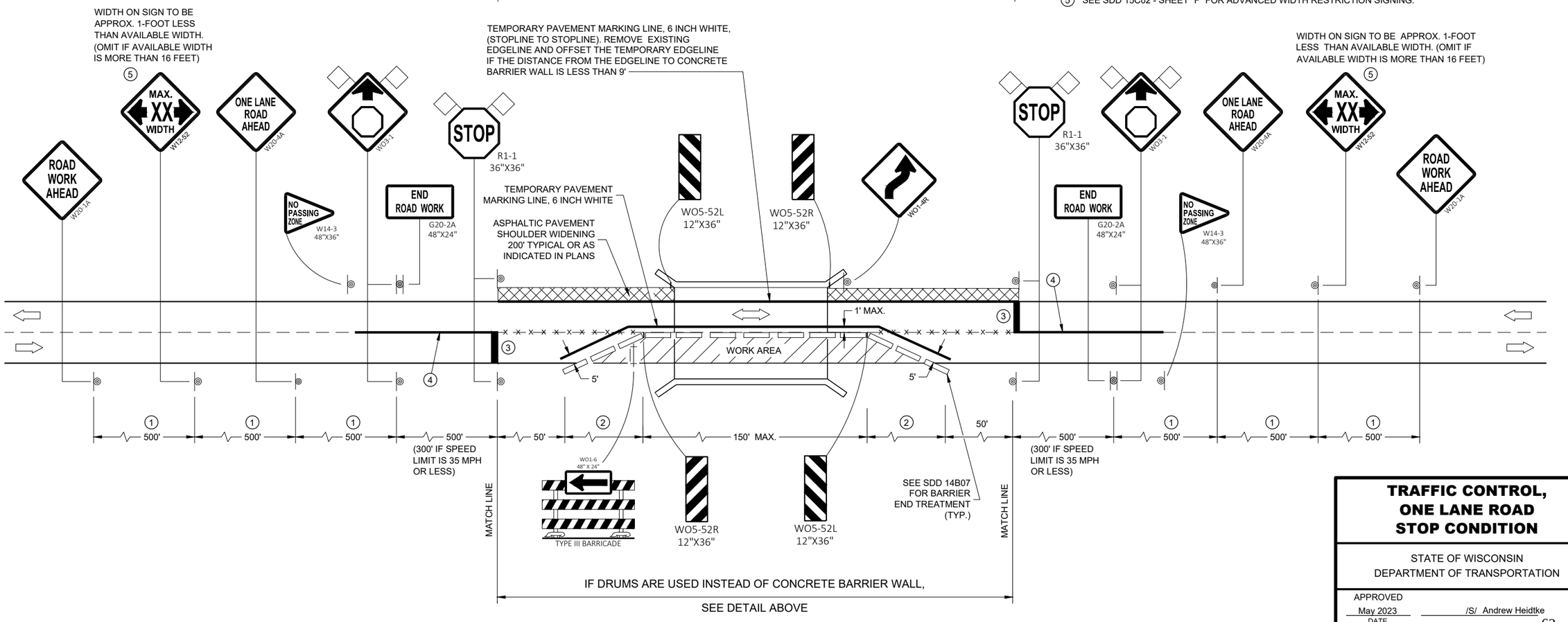
ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

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

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.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.
2. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
3. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
4. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW. WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
5. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

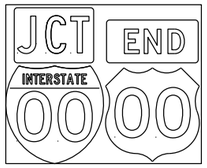
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

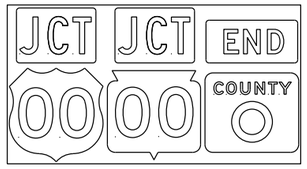
6
SDD 15D32-07

TYPICAL ASSEMBLIES

J1-1



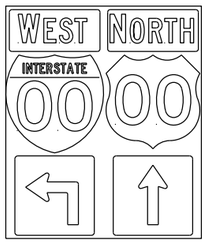
J1-2



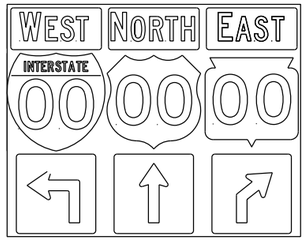
J1-3

JR1-1

J2-1

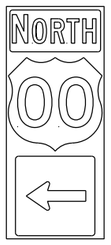


J2-2

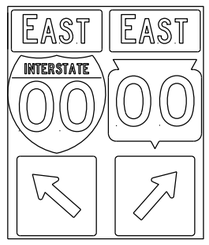


J2-3

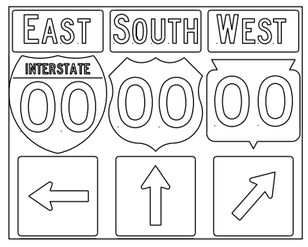
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1

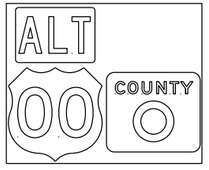


J3-2

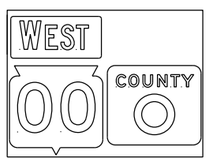


J3-3

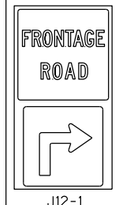
J4-1



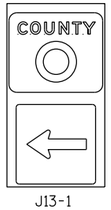
J4-2



J4-2



J12-1

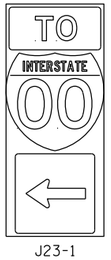


J13-1

J32-1

J33-1

J22-1

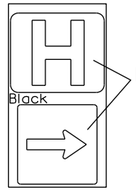


J23-1

JR13-1

JR23-1

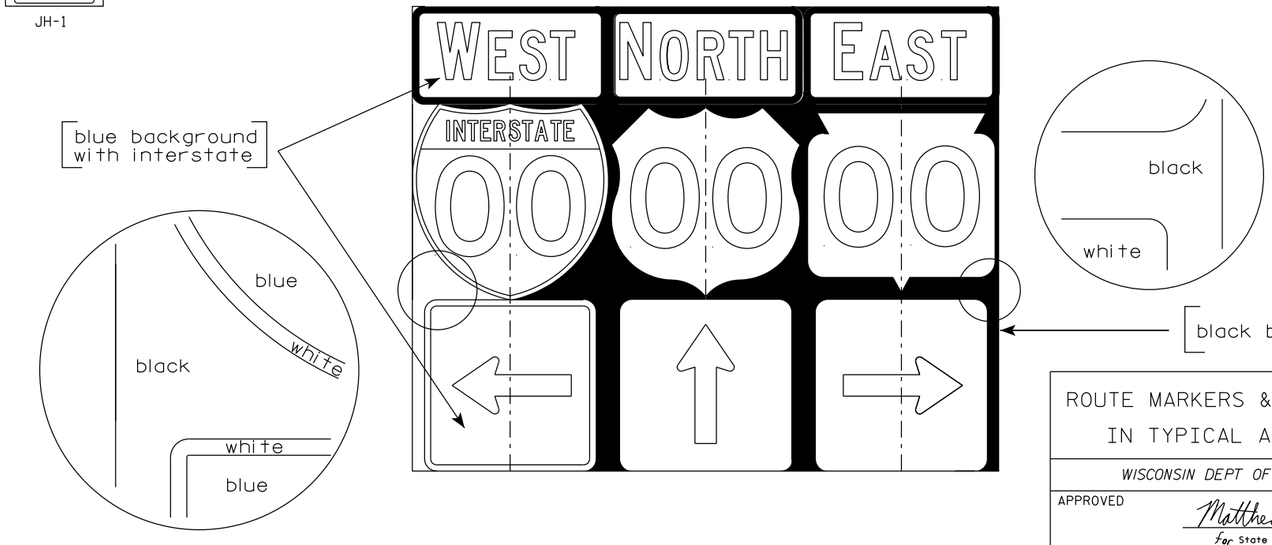
JR99-1



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

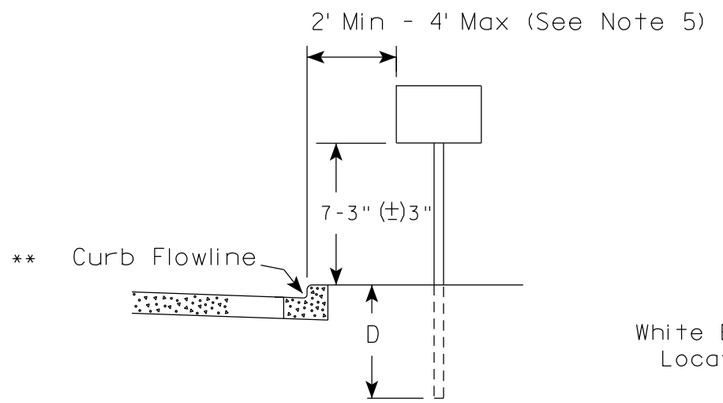
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

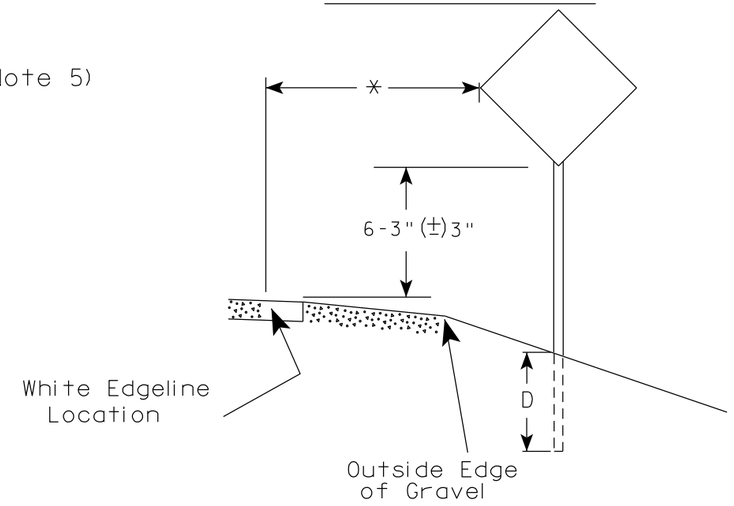
PROJECT NO:

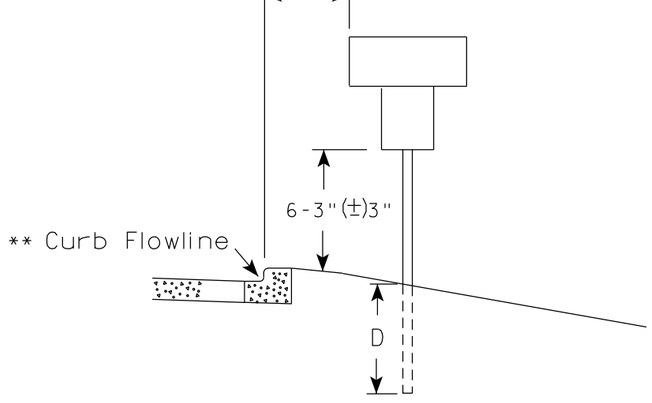
SHEET NO: 63 E

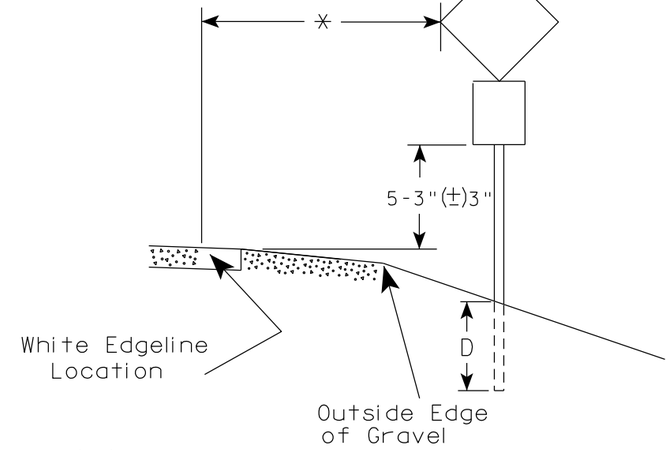
URBAN AREA



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.

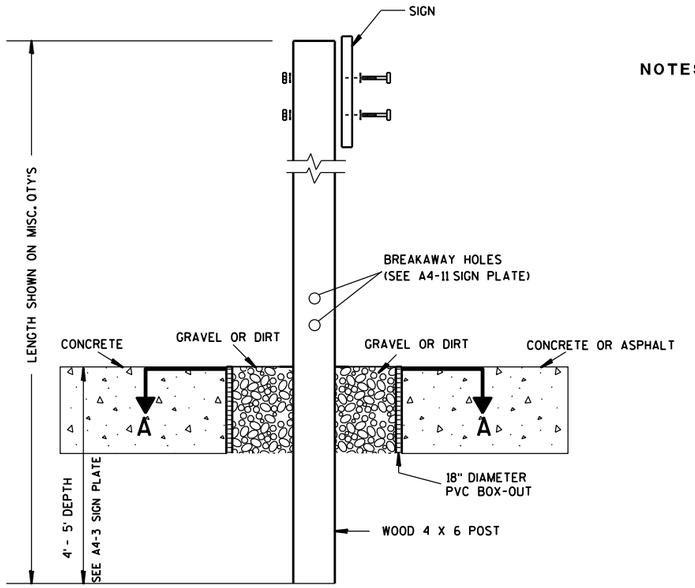
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

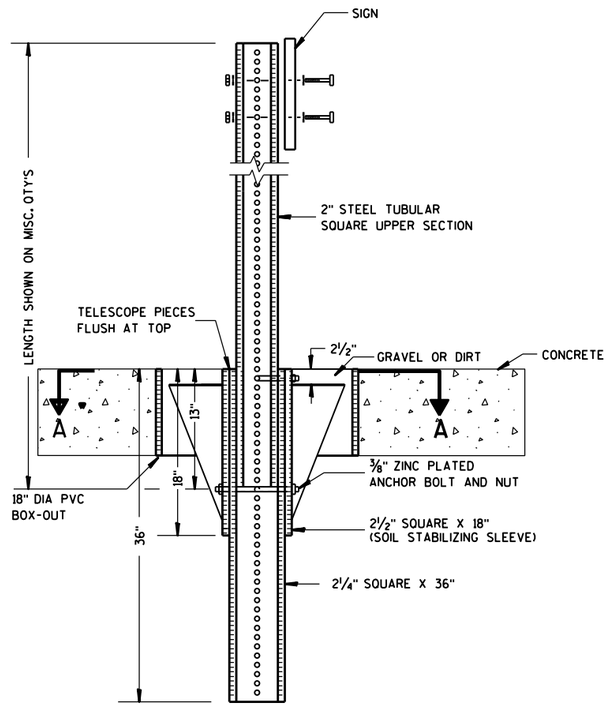
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 64	E



ELEVATION VIEW

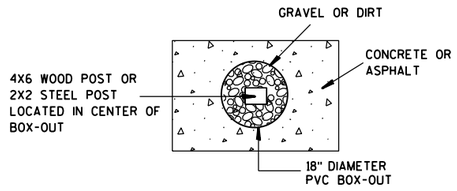
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

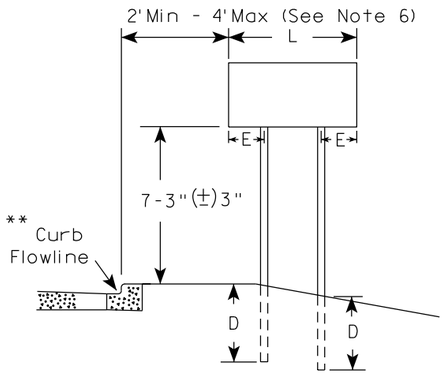
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

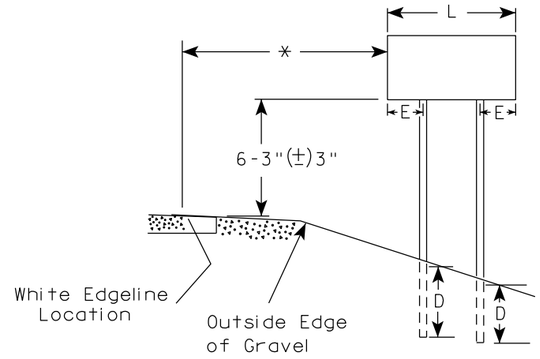
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

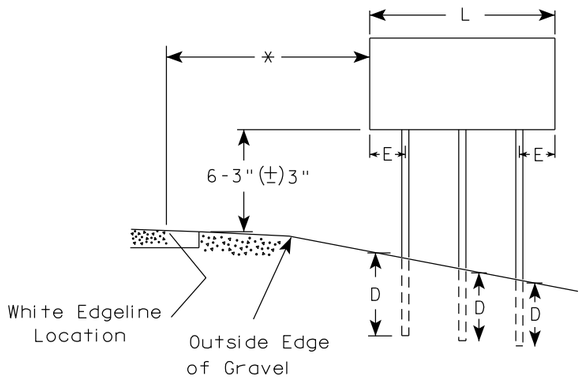
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

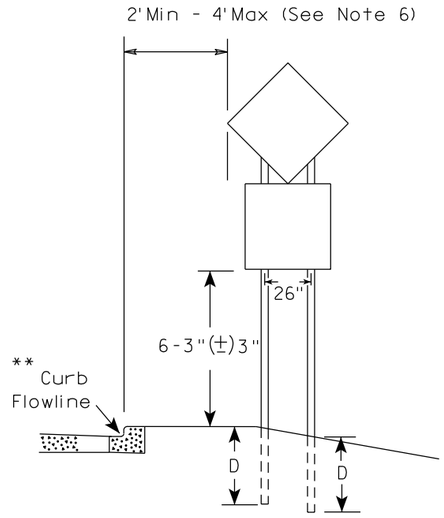
URBAN AREA



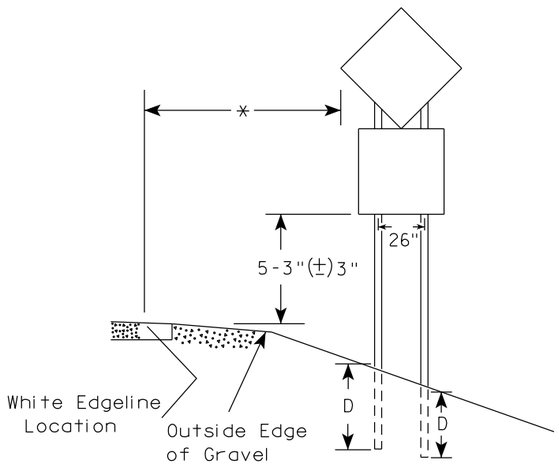
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

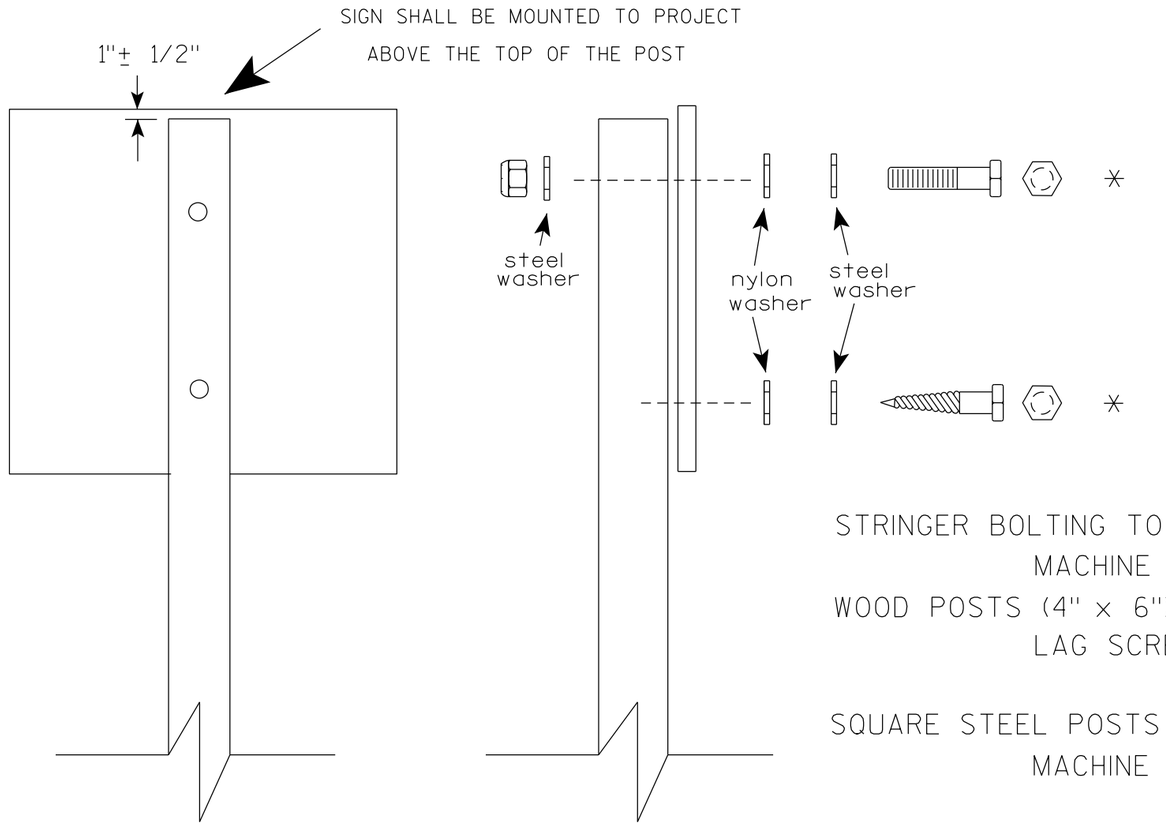
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 66	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

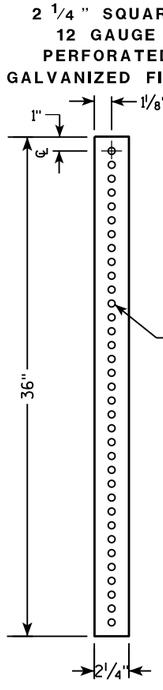
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

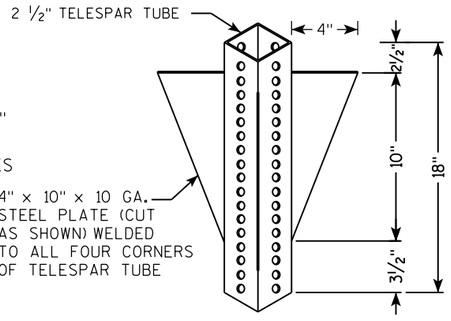
SHEET NO: 67 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

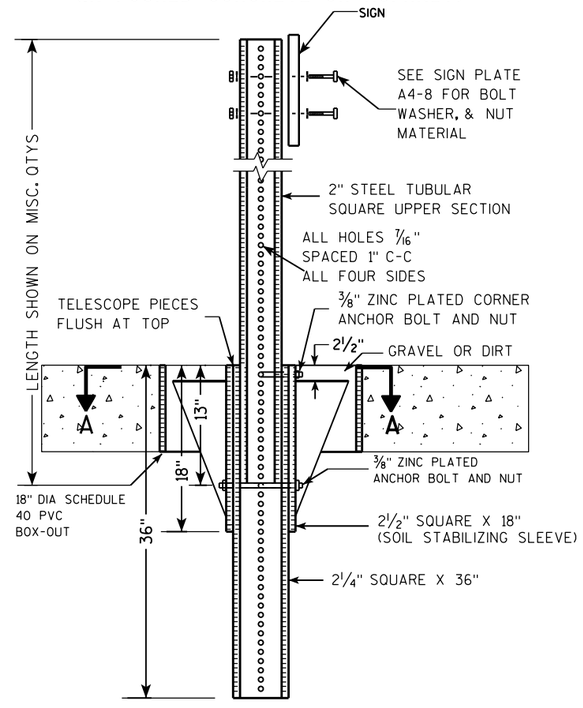
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



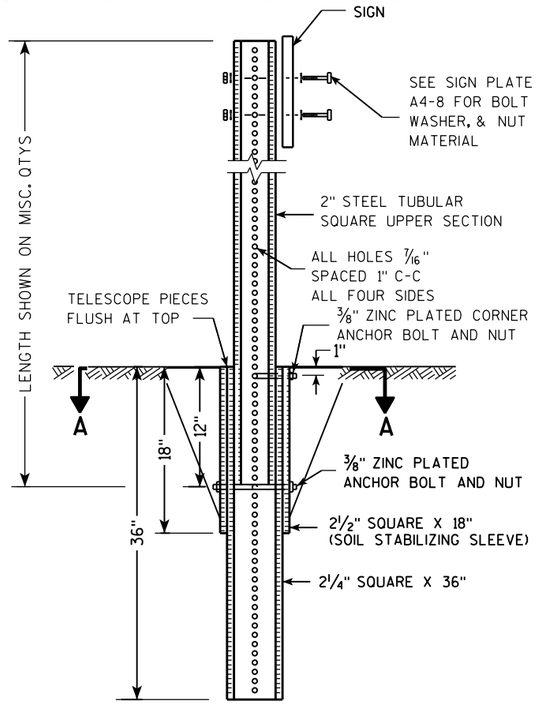
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

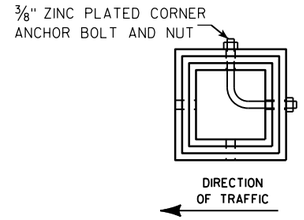


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

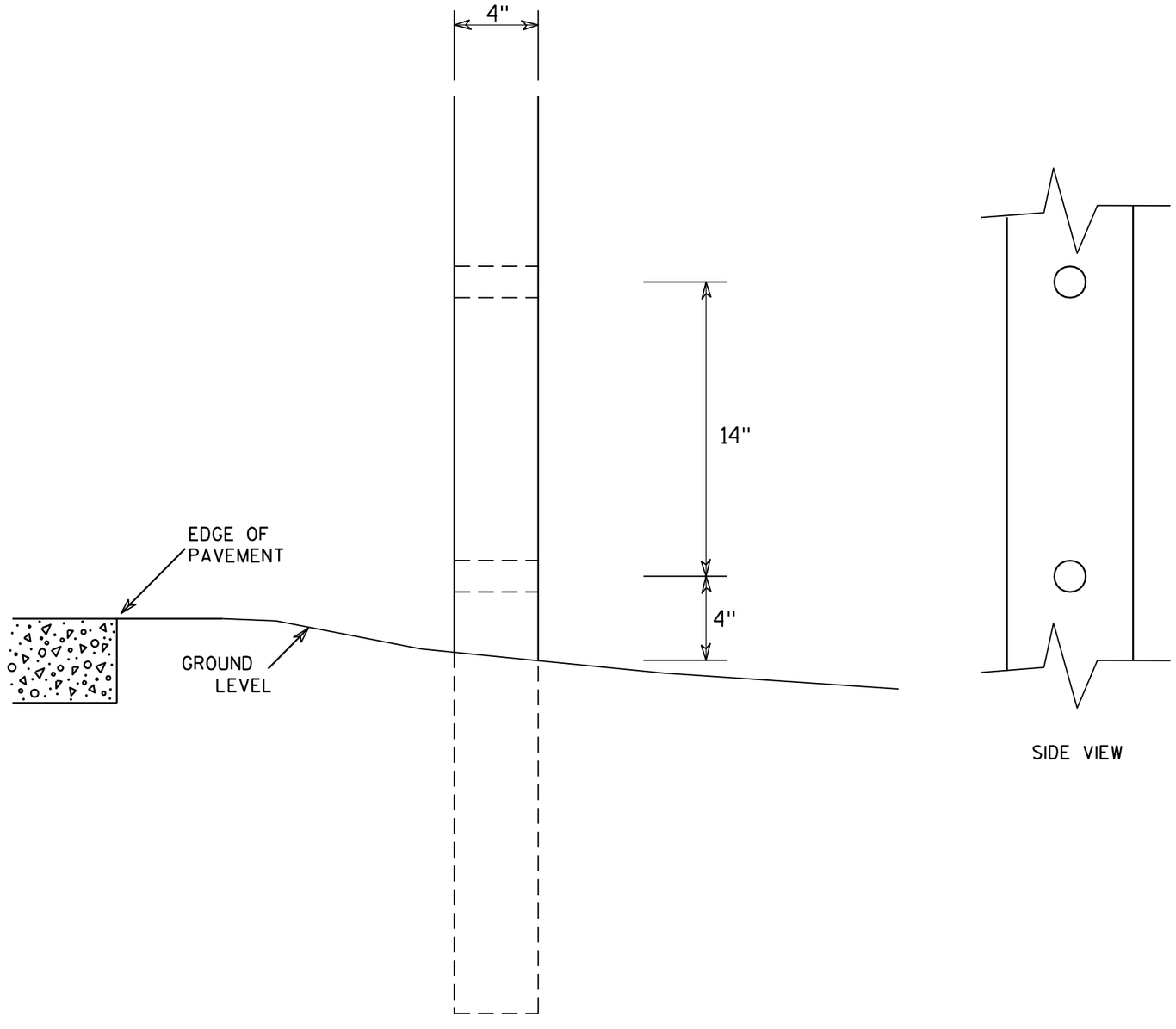
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 68 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.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

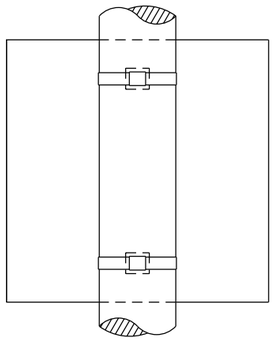
APPROVED Chester J Spang
for State Traffic Engineer

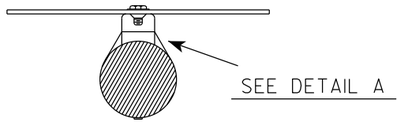
DATE 3/27/97 PLATE NO. A4-11.2

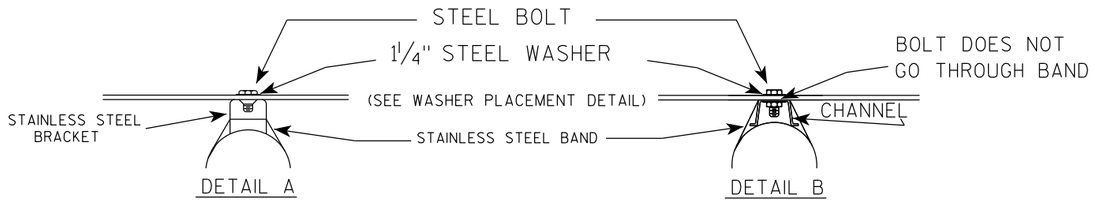
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 69	E

BANDING

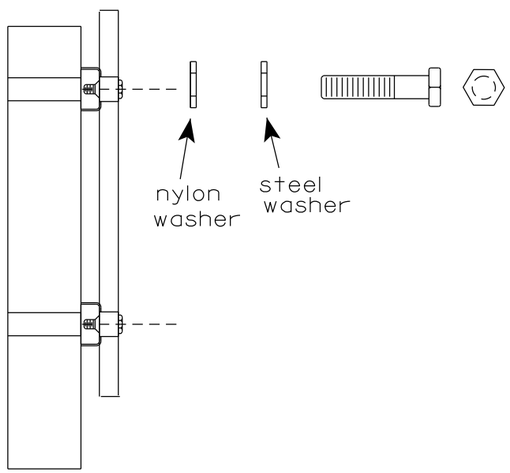
SINGLE SIGN







WASHER PLACEMENT

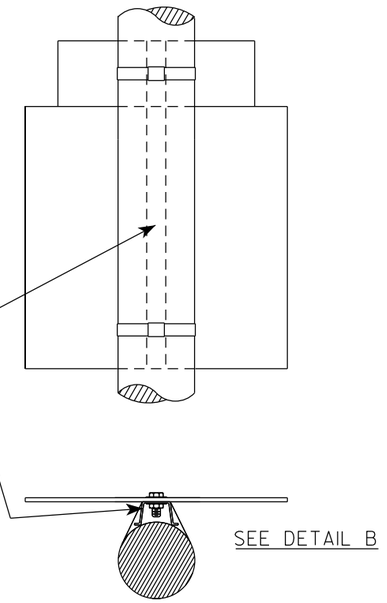


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

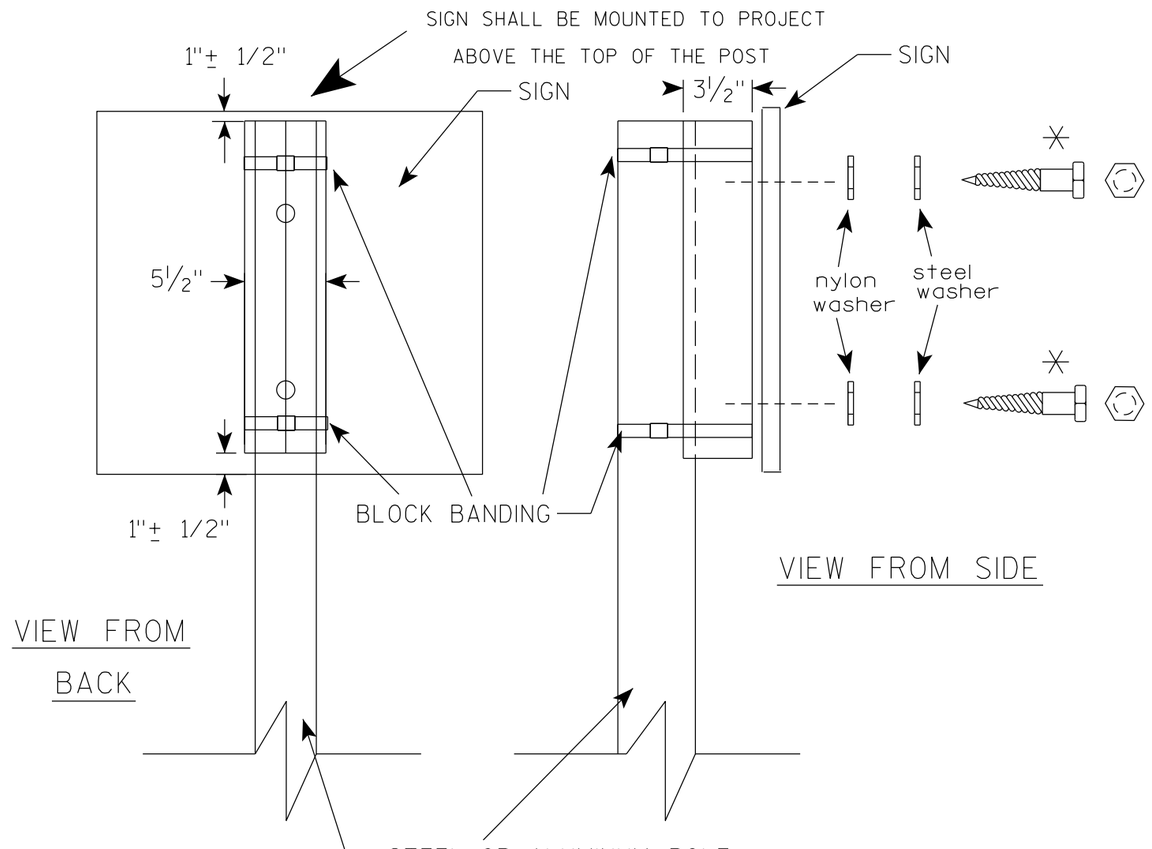
DATE 6/10/19 PLATE NO. A5-9.4

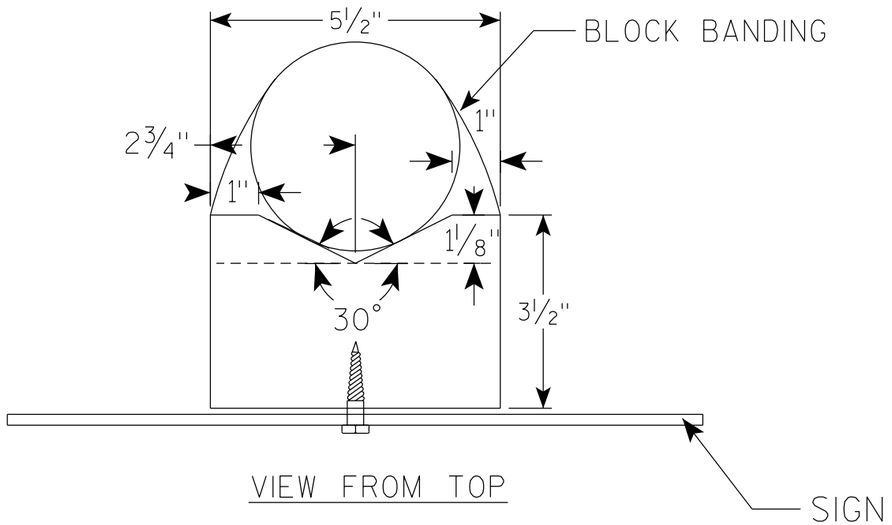
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 70	E

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)

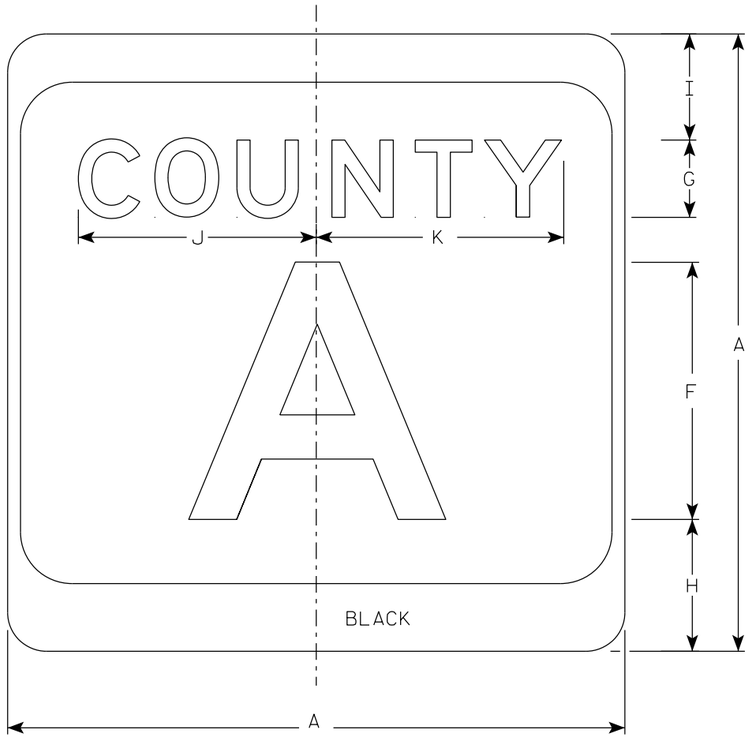
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

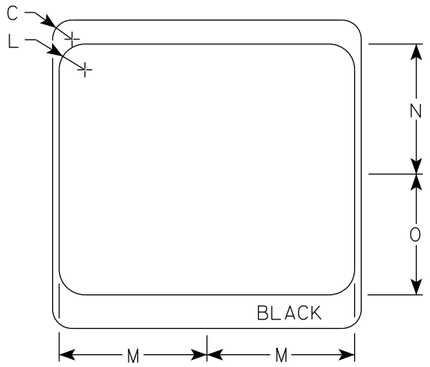
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 71 E

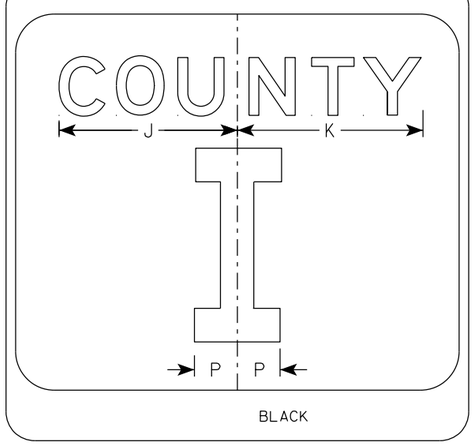


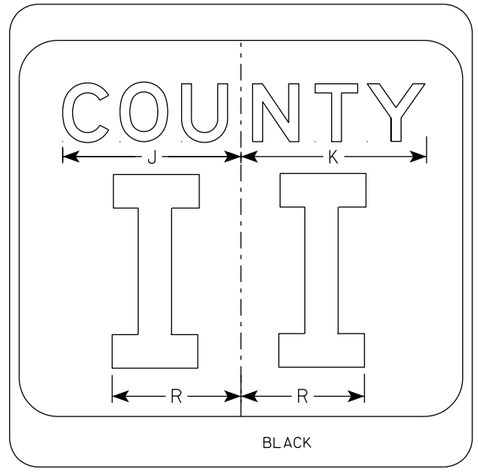
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

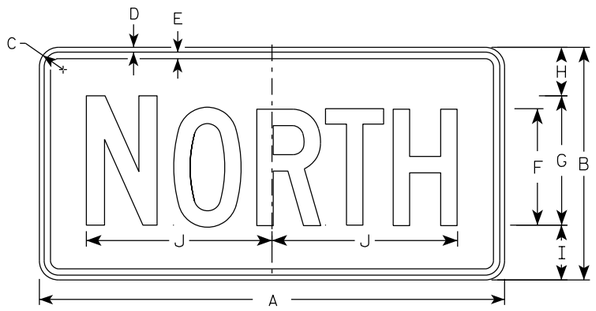
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

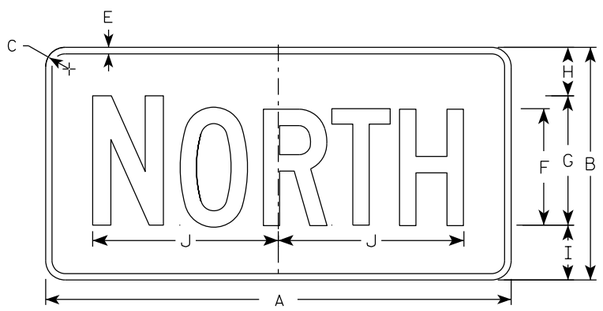
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

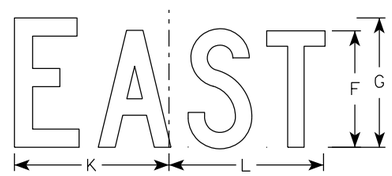
7



M3-1
MM3-1
MP3-1

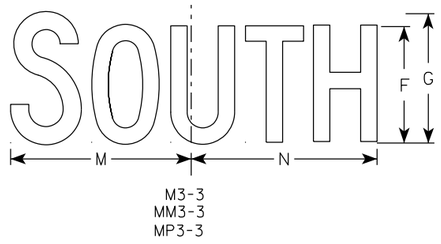


MB3-1
MK3-1
MN3-1

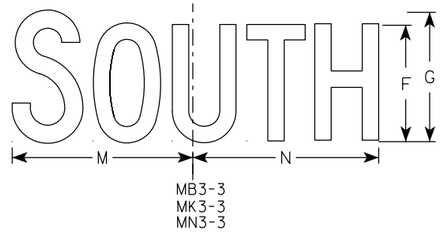


M3-2
MM3-2
MP3-2

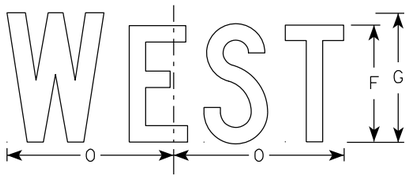
MB3-2
MK3-2
MN3-2



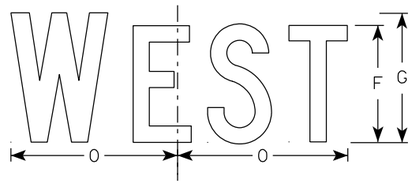
M3-3
MM3-3
MP3-3



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

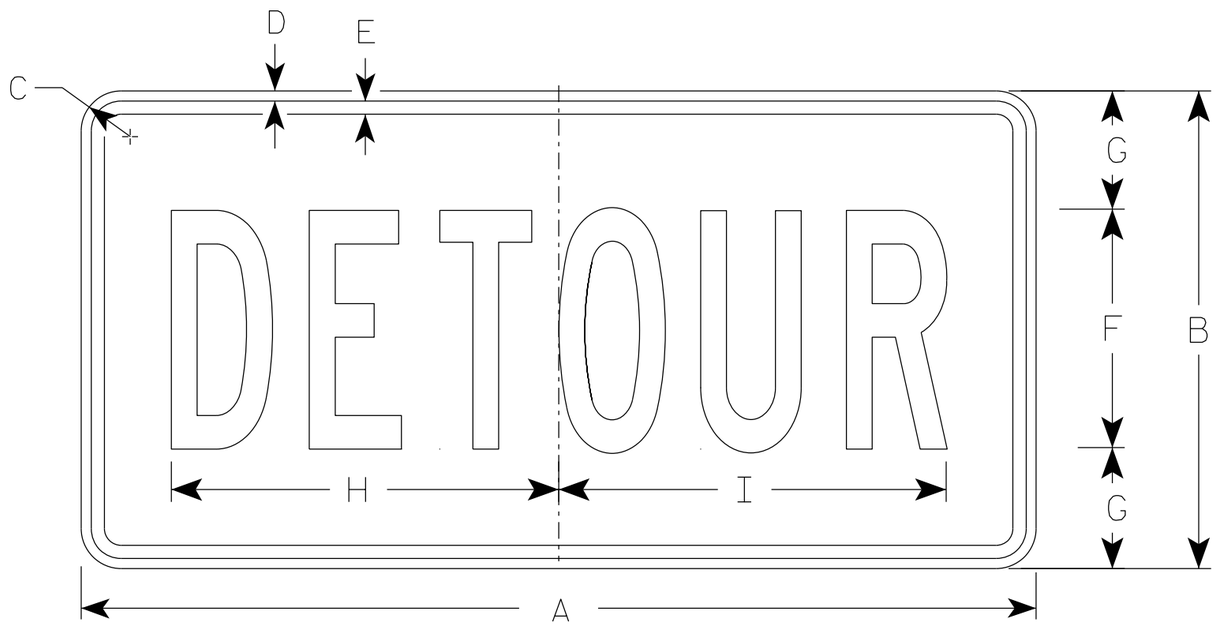
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 73 | E

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.



M4-8

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

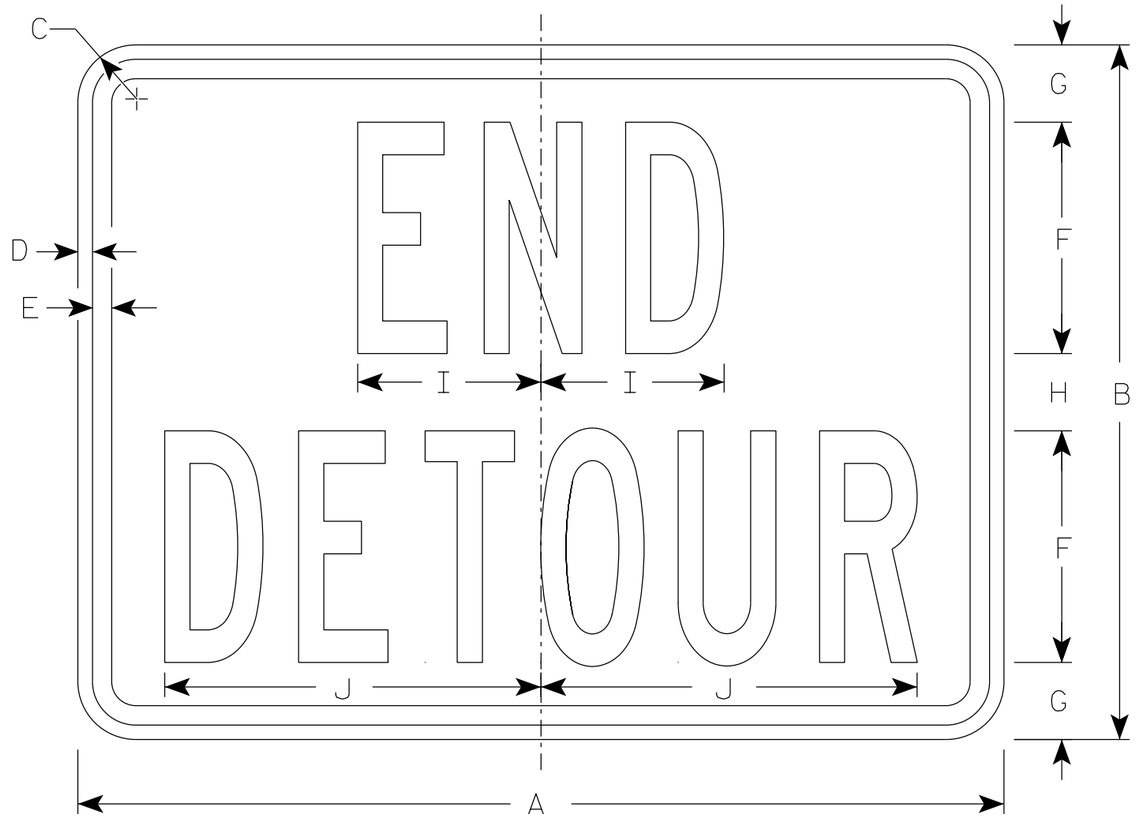
STANDARD SIGN
M4-8

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: 74	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 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

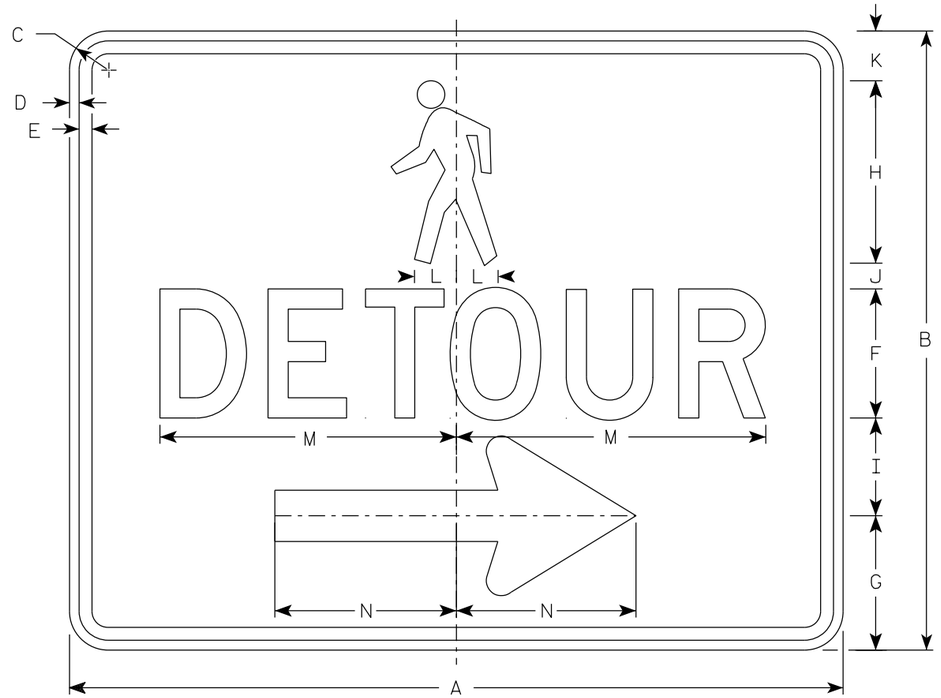
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

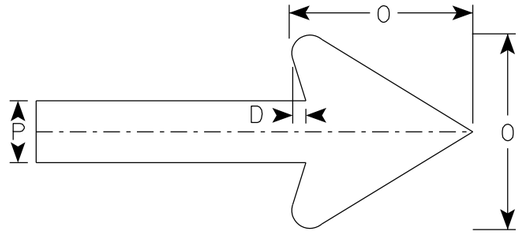
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 75 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

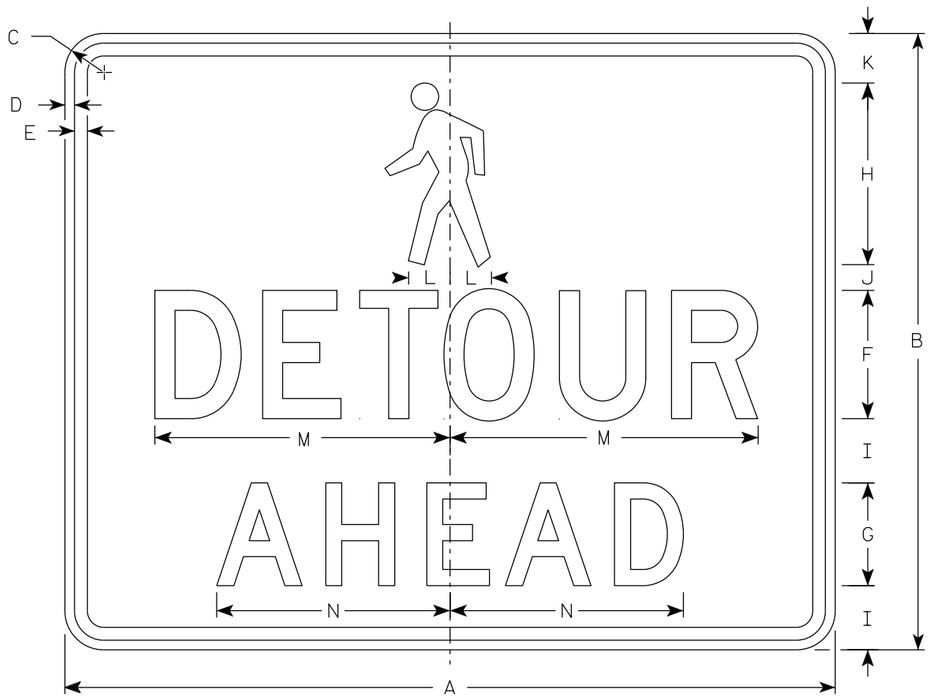
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 76 | E



M4-9BA

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

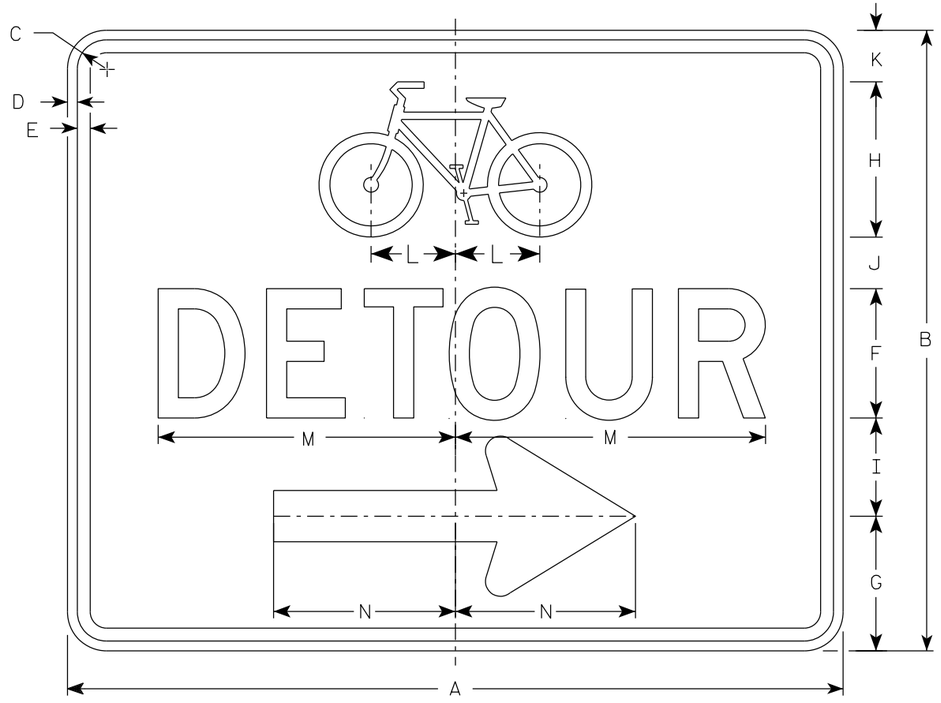
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	4	7 1/8	2 1/2	1	1 7/8	1 5/8	11 3/4	9 1/8													5.0
2M	30	24	1 1/2	3/8	1/2	5	4	7 1/8	2 1/2	1	1 7/8	1 5/8	11 3/4	9 1/8													5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9BA

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 2/9/2023 PLATE NO. M4-9BA.3

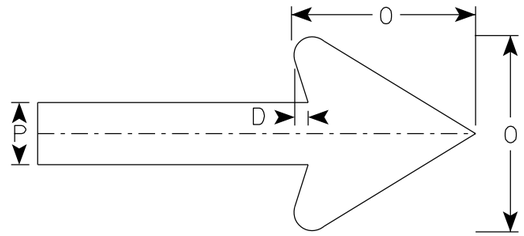
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 77	E



M4-9CR

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. M4-9CL is the same as M4-9CR 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 1/8	3/8	1/2	5	5 1/4	6	3 3/4	2	2	3 1/4	11 3/4	7	6	2											5.00
2M	30	24	1 1/8	3/8	1/2	5	5 1/4	6	3 3/4	2	2	3 1/4	11 3/4	7	6	2											5.00
3																											
4																											
5																											

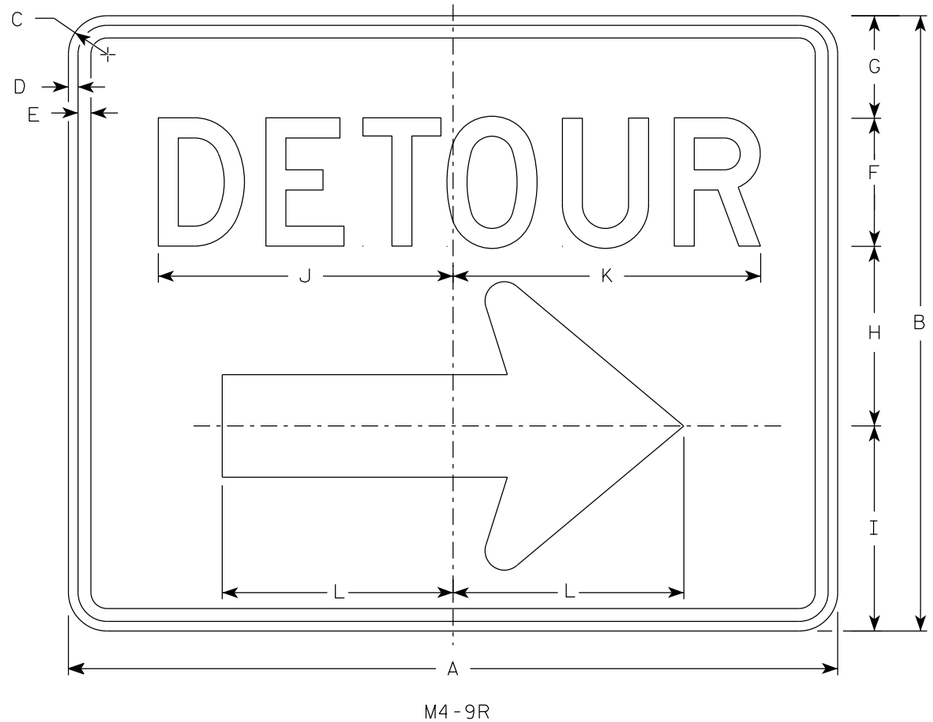
STANDARD SIGN
M4-9C L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/18/2023 PLATE NO. M4-9C.2

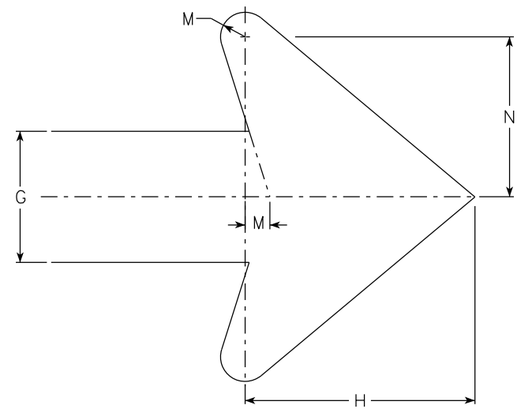
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 78	E



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

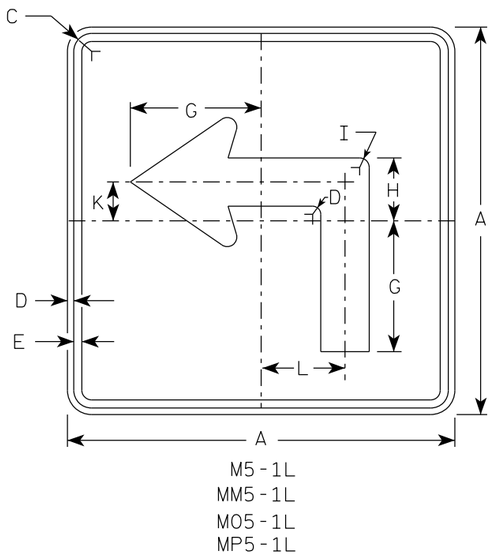
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

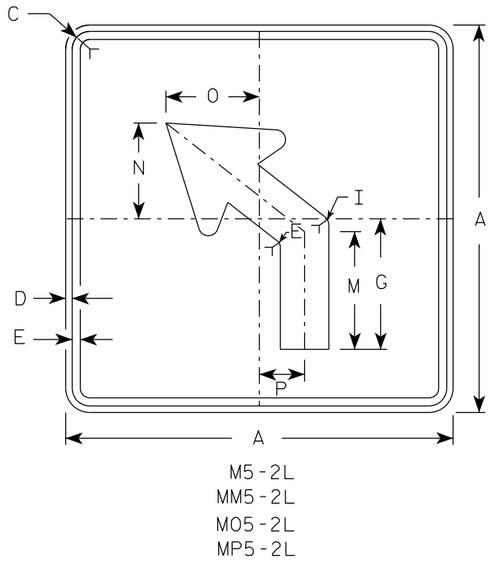
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

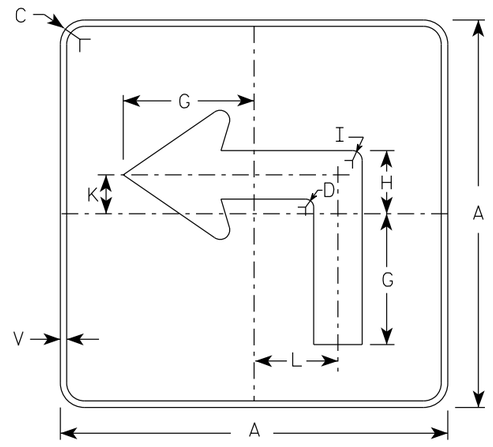
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



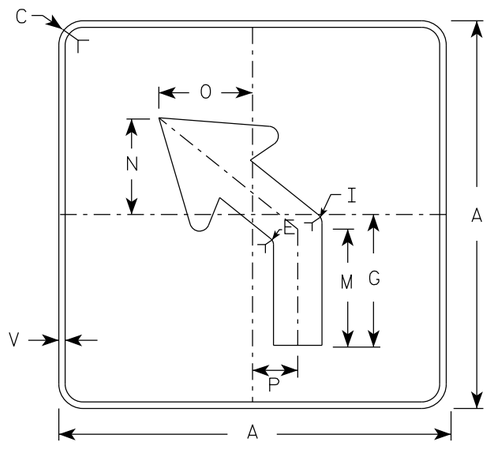
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

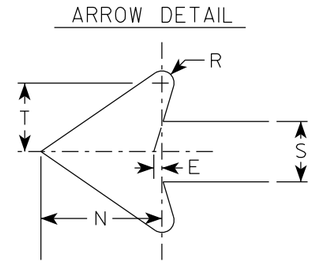


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

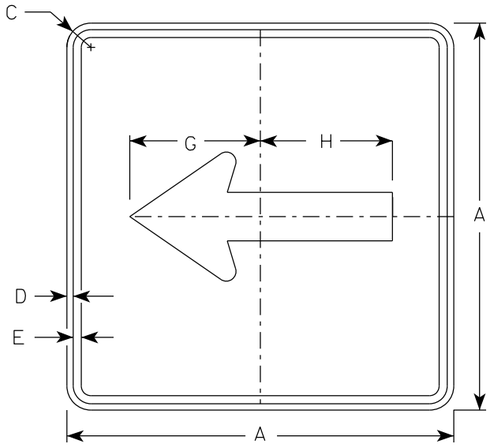
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

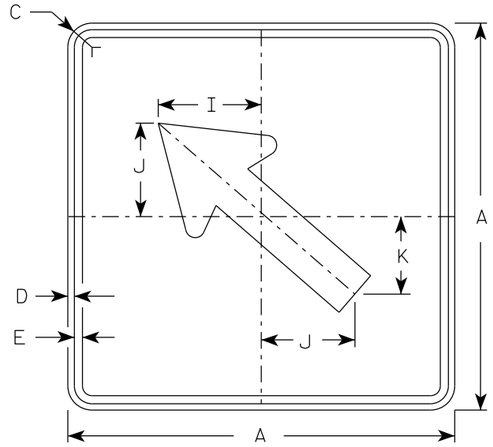
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

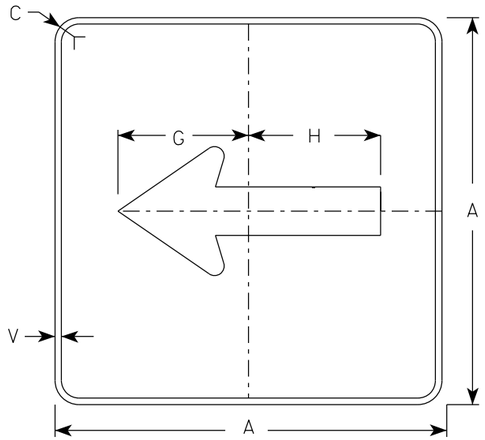
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 80 | E



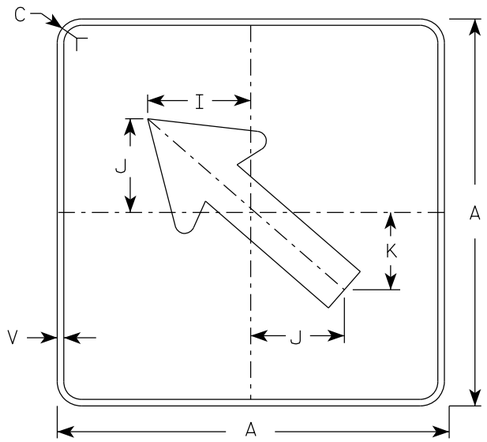
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

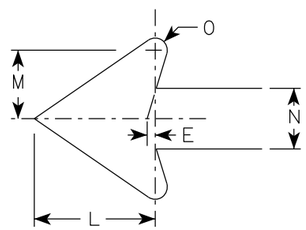


MB6-2
MK6-2
MN6-2
MR6-2

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

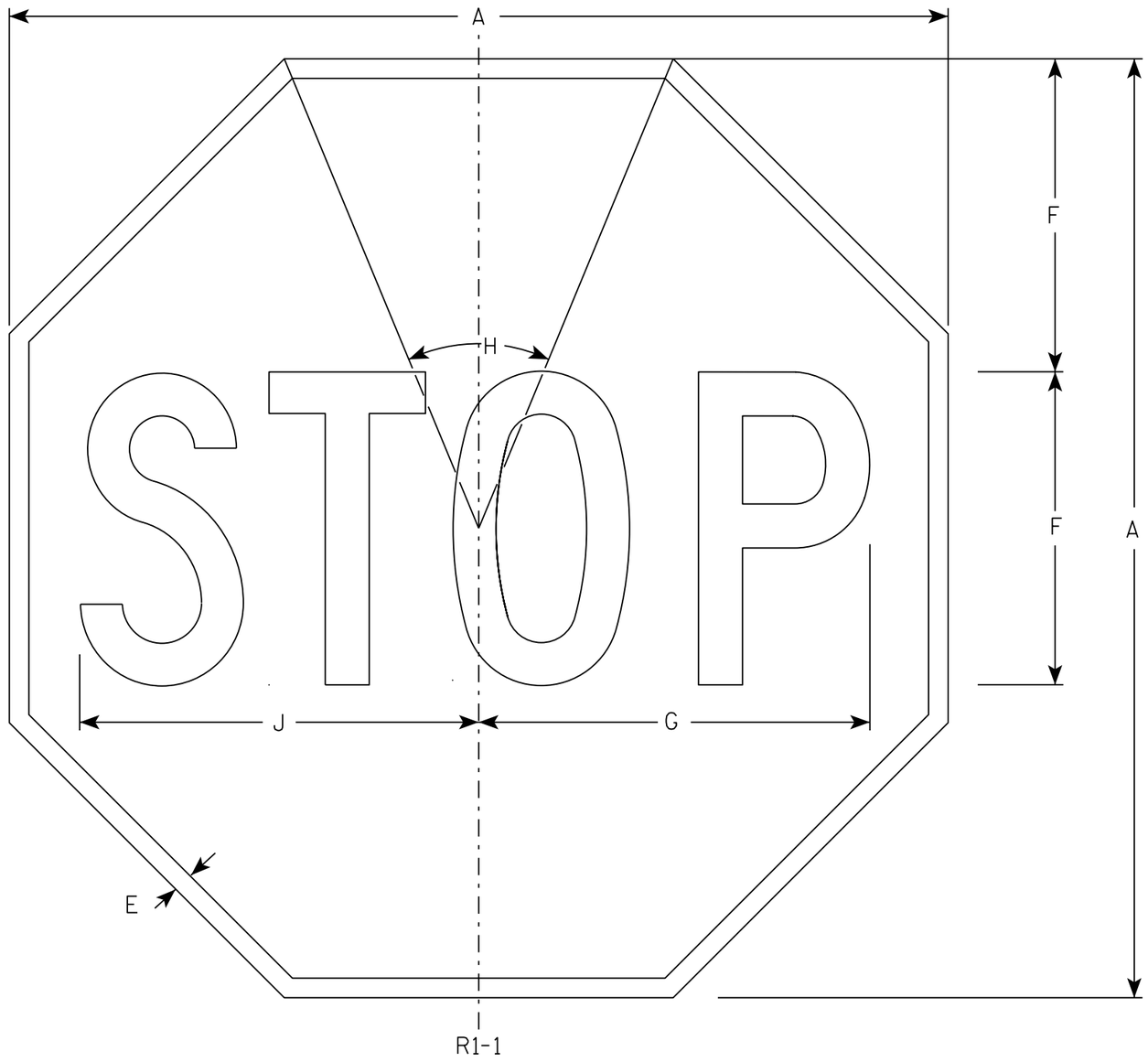
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 81 | 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: 82	E

R4-11

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
2M	30		1 7/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
3																											
4																											
5																											

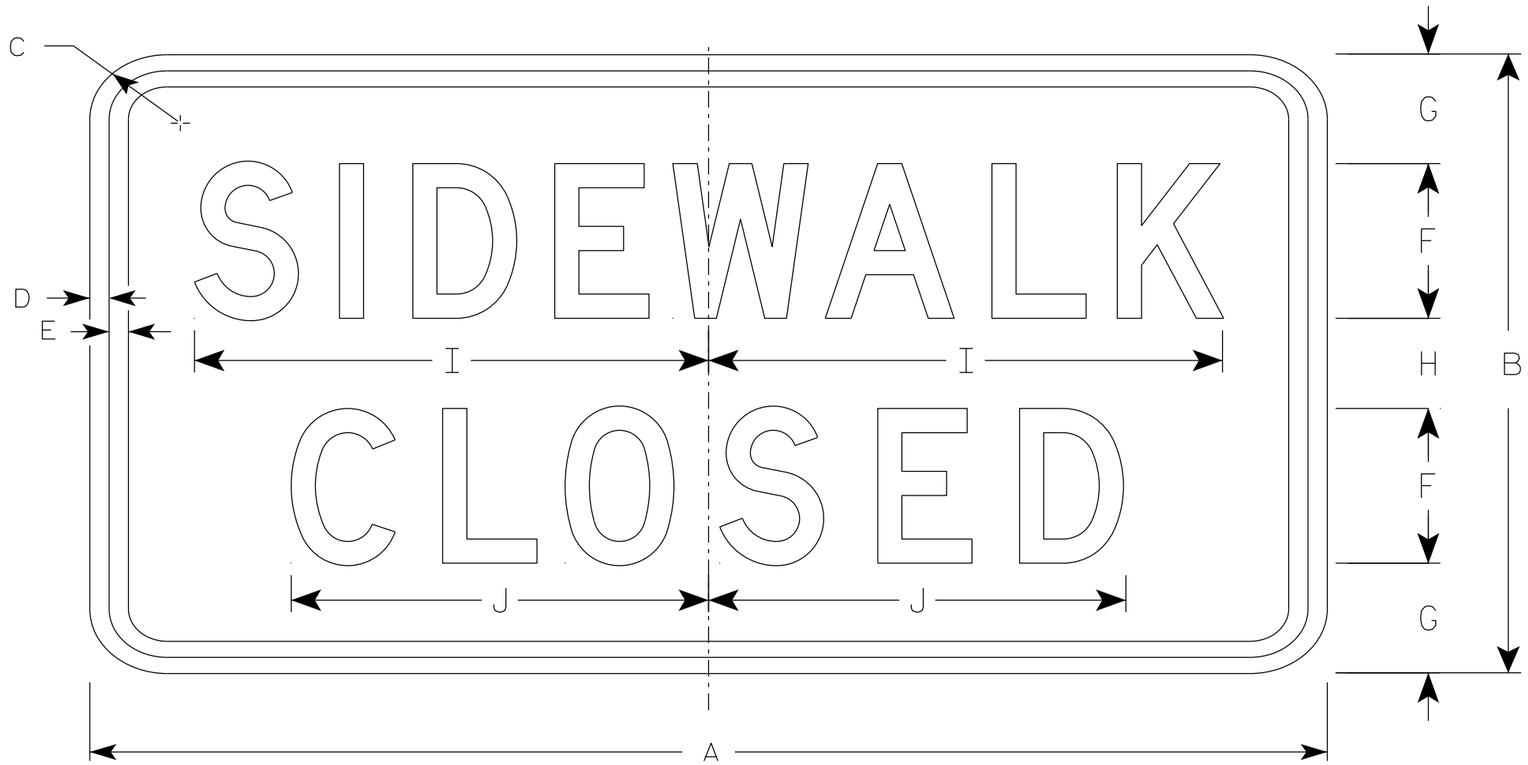
STANDARD SIGN
R4-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-11.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 83 | 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

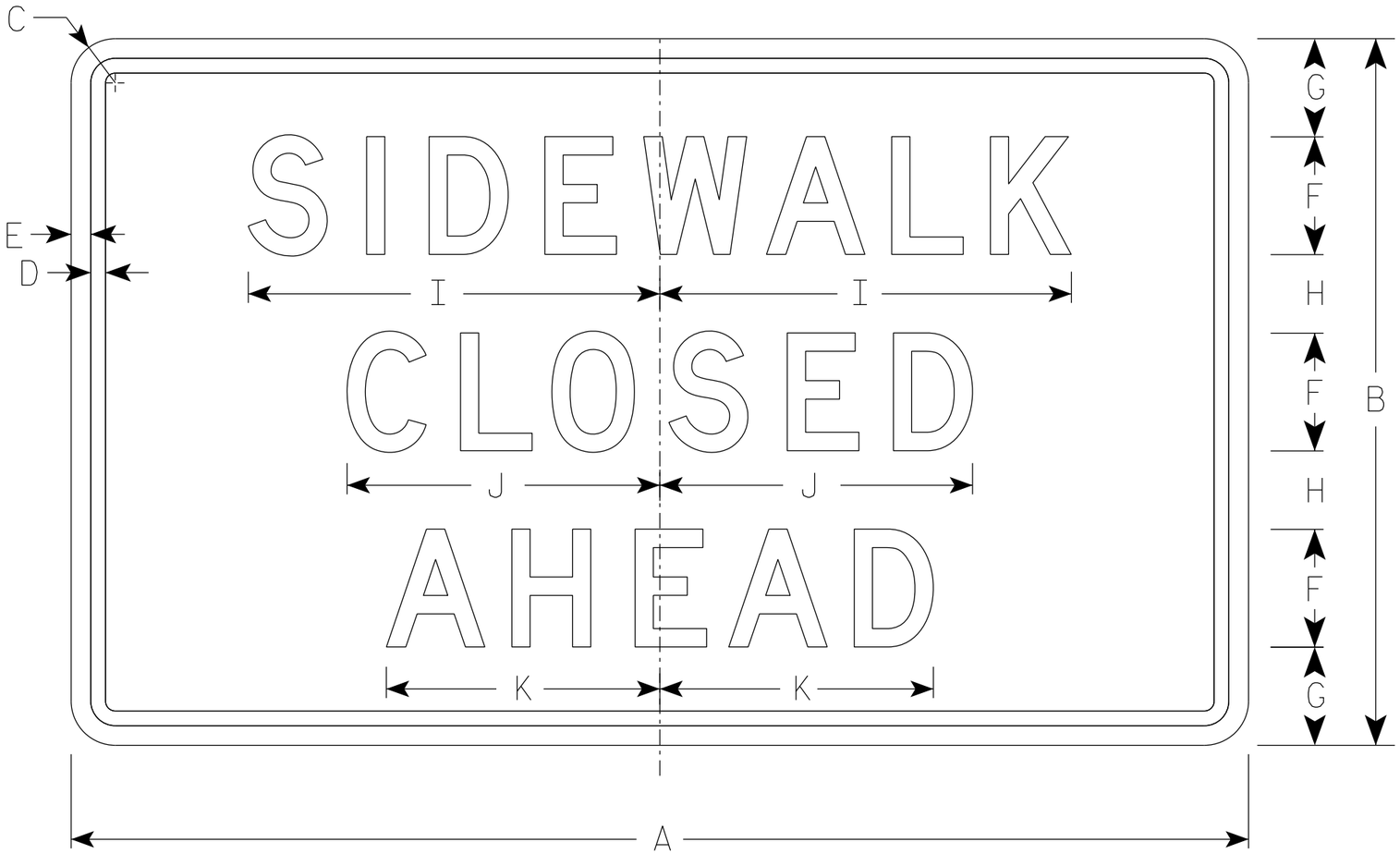
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 84 | 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																											

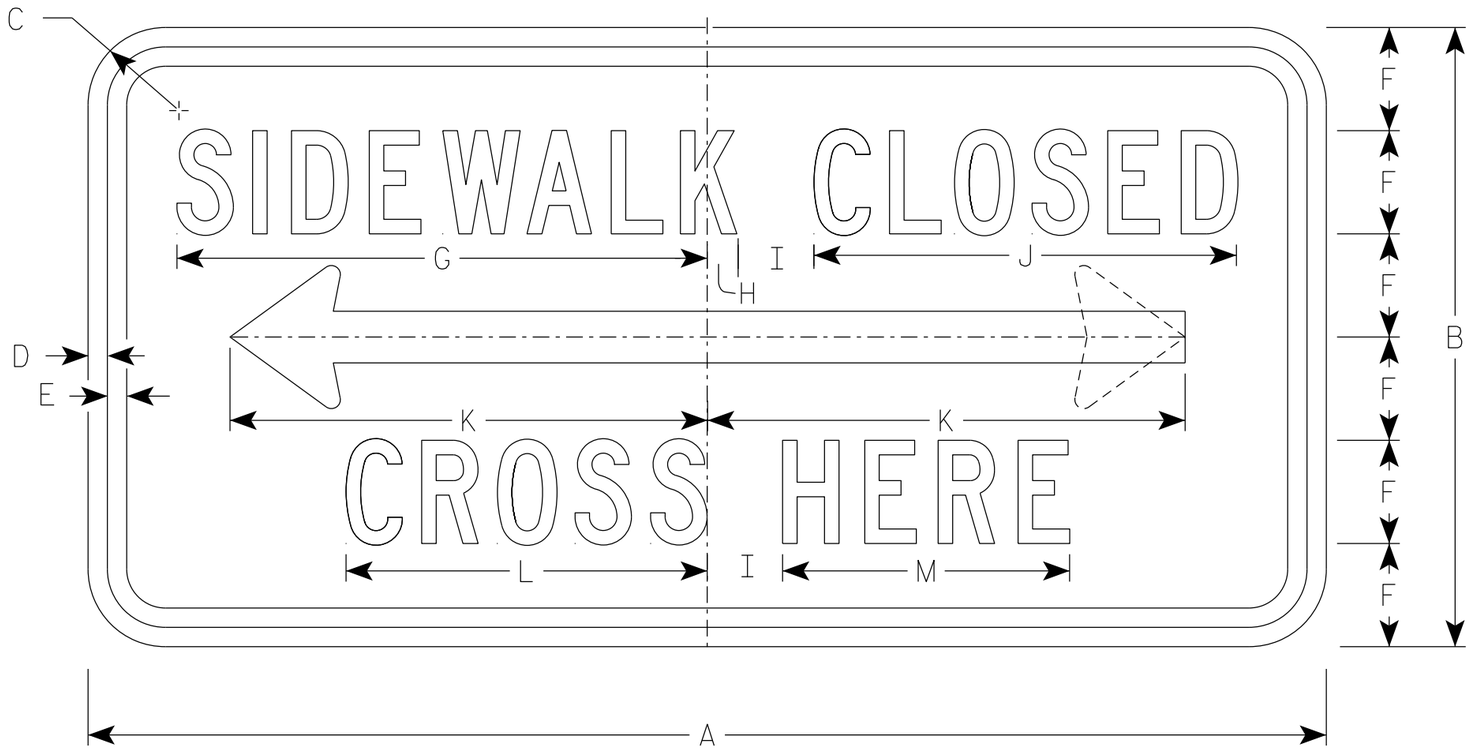
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

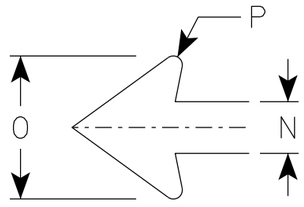
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 85 | E



R9-11A

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.
5. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (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																											
2S	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/2	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

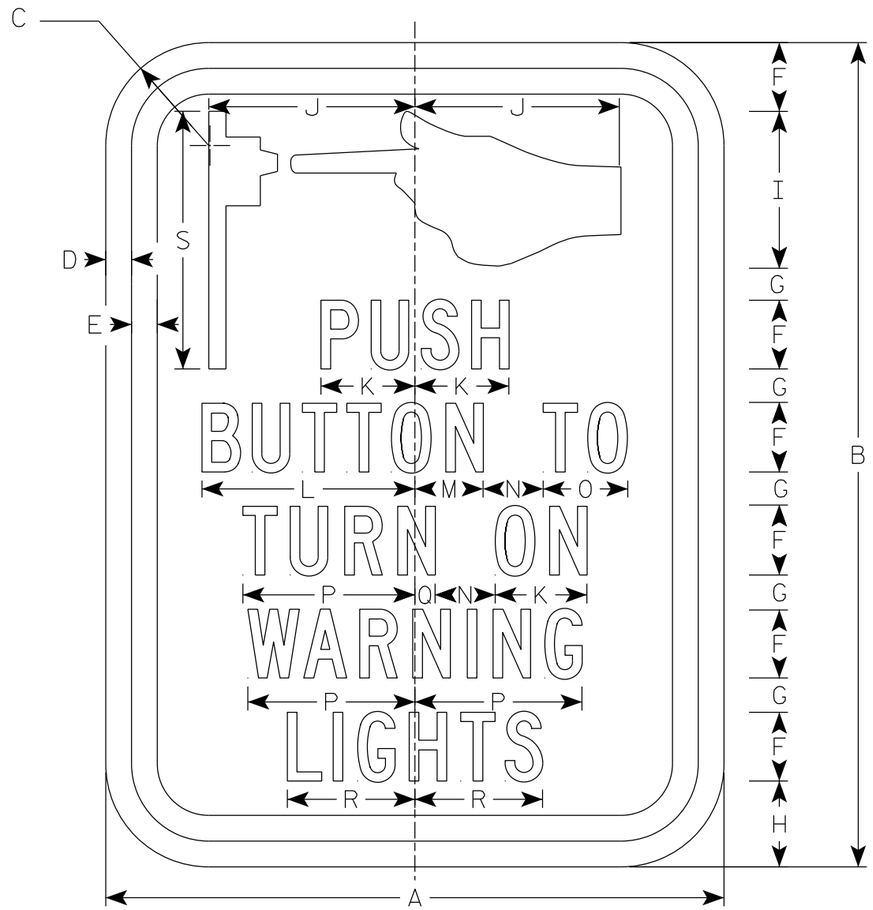
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-11A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 86 | E



R10-25

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Size (1) comes as a decal only.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1 1/2	3/8	3/8	3/4	3/8	1	1 3/4	2	7/8	2 1/8	5/8	5/8	7/8	1 5/8	1/4	1 1/4	2 7/8								.38
2S	9	12	1 1/2	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
2M	9	12	1 1/2	3/8	3/8	1	1/2	1 1/4	2 1/4	3	1 3/8	3 1/8	1	7/8	1 1/4	2 1/2	1/4	1 7/8	3 3/4								.75
3																											
4																											
5																											

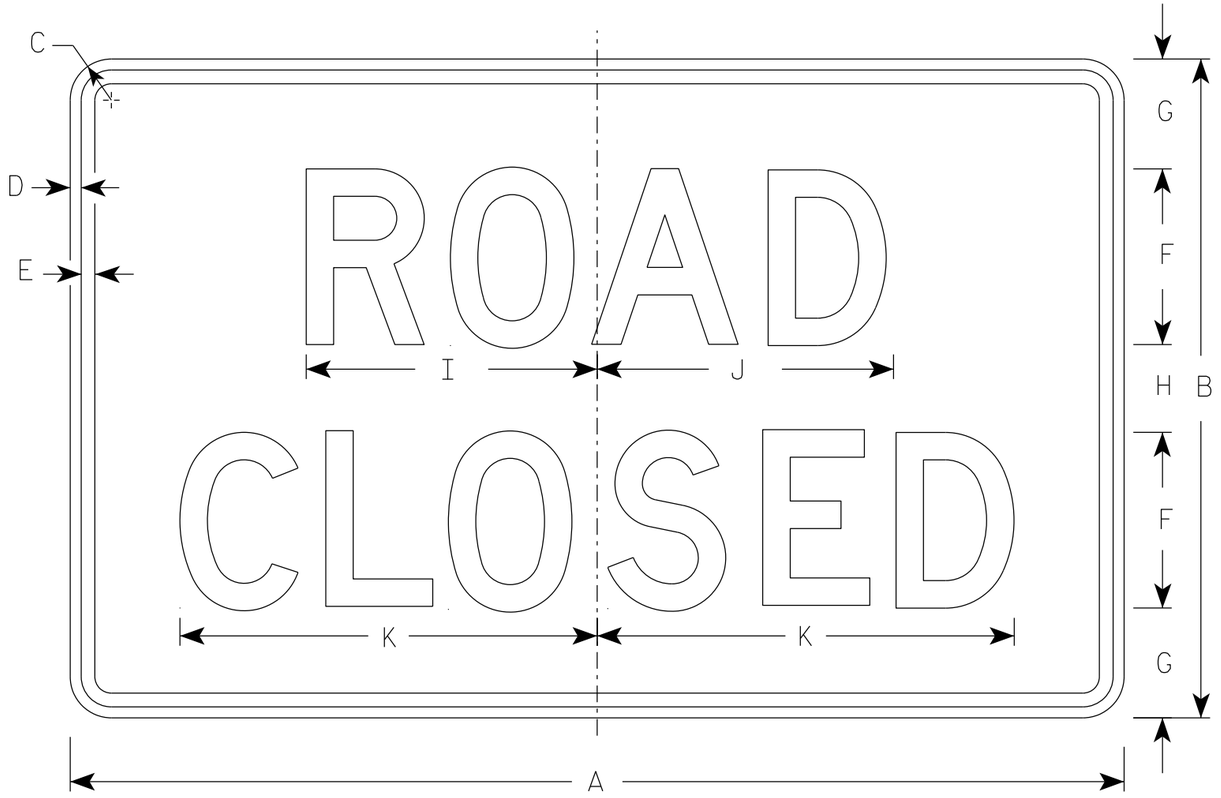
STANDARD SIGN
R10-25

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-25.2

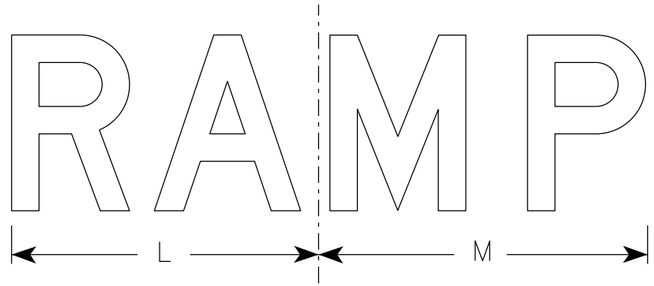
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 87 | E



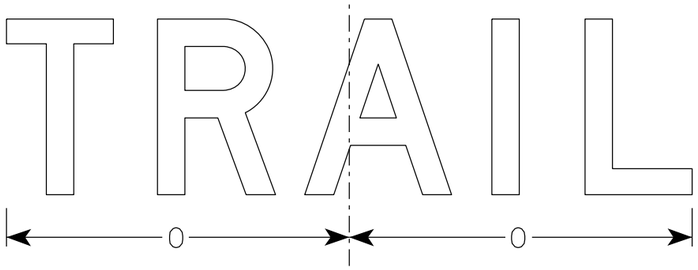
R11-2

NOTES

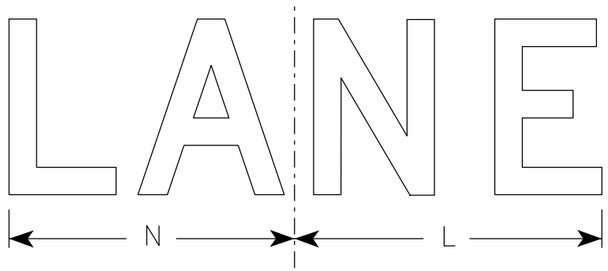
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

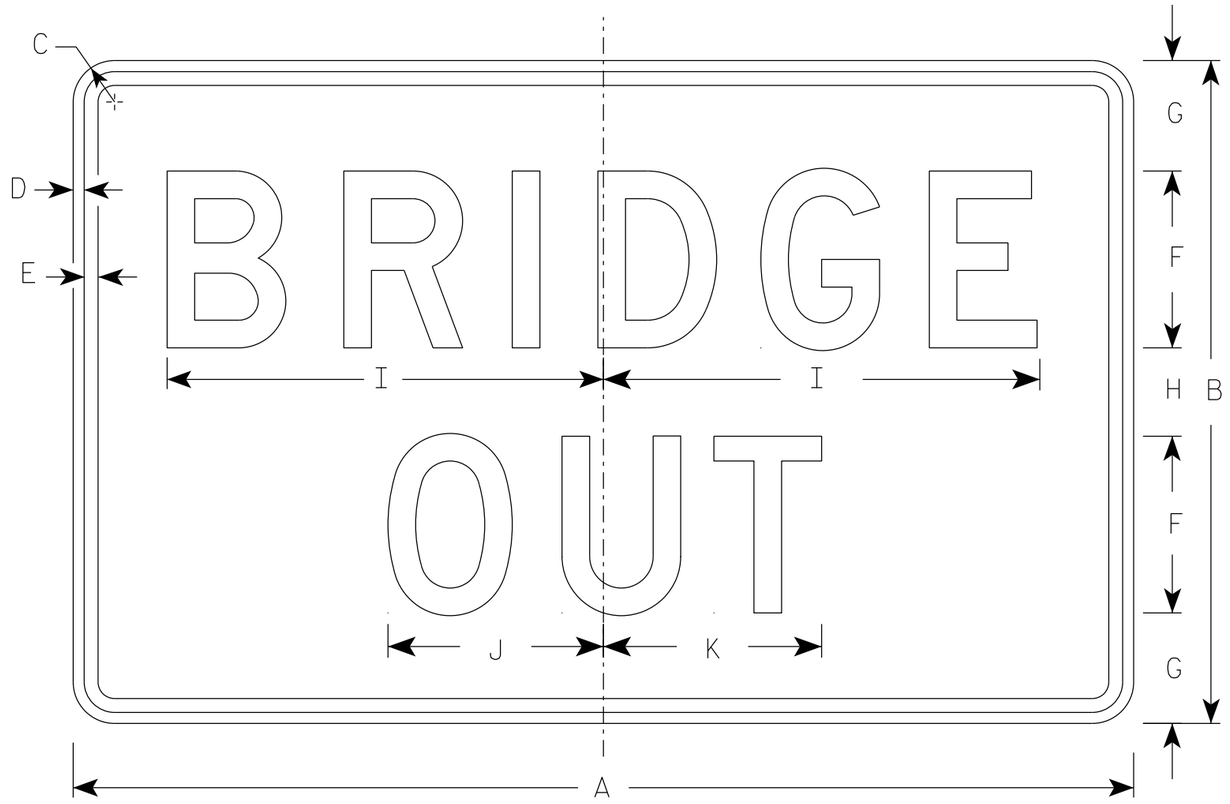
WISCONSIN DEPT OF TRANSPORTATION

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



R11-2B

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.

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	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

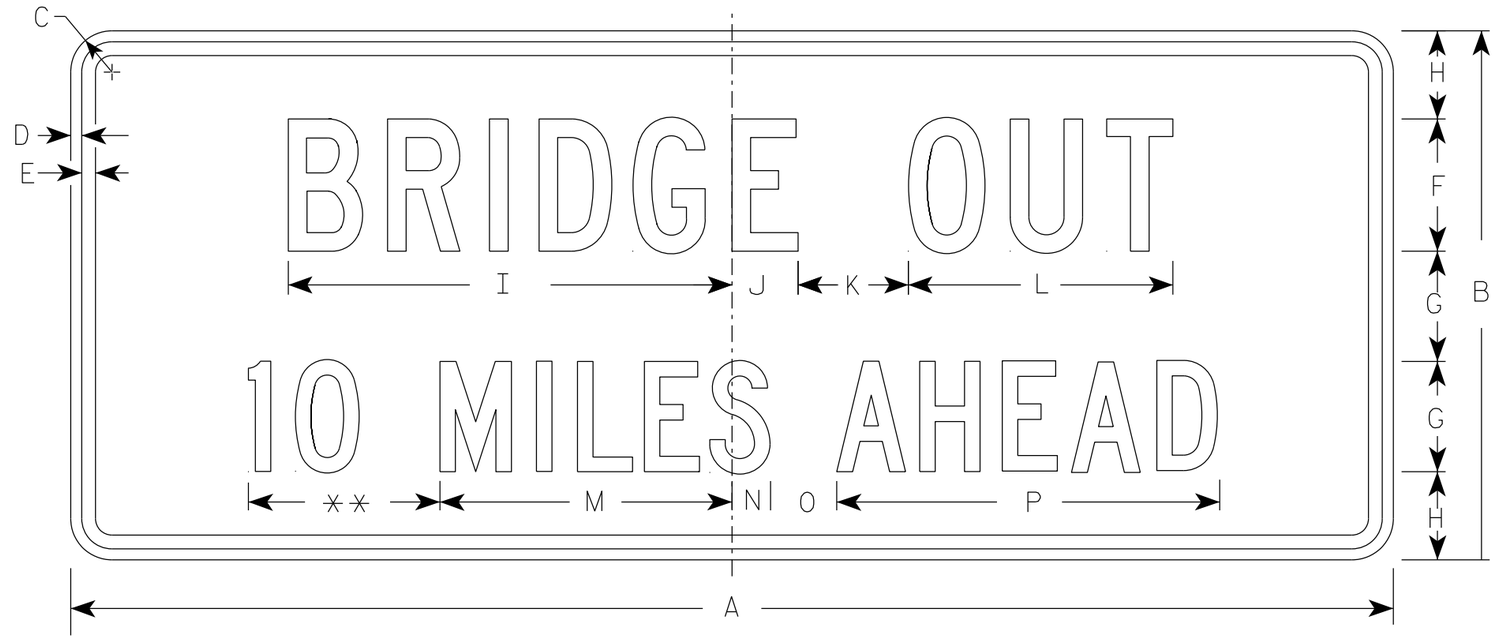
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 89 E

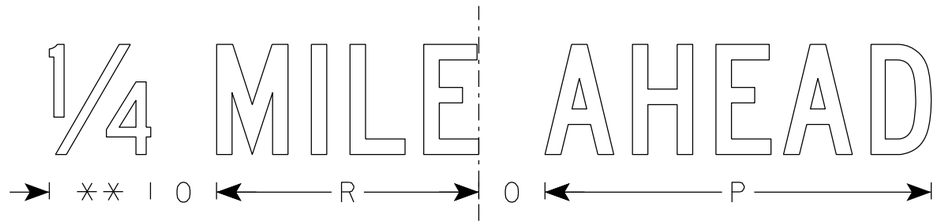
NOTES

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.



R11-3C

** 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	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

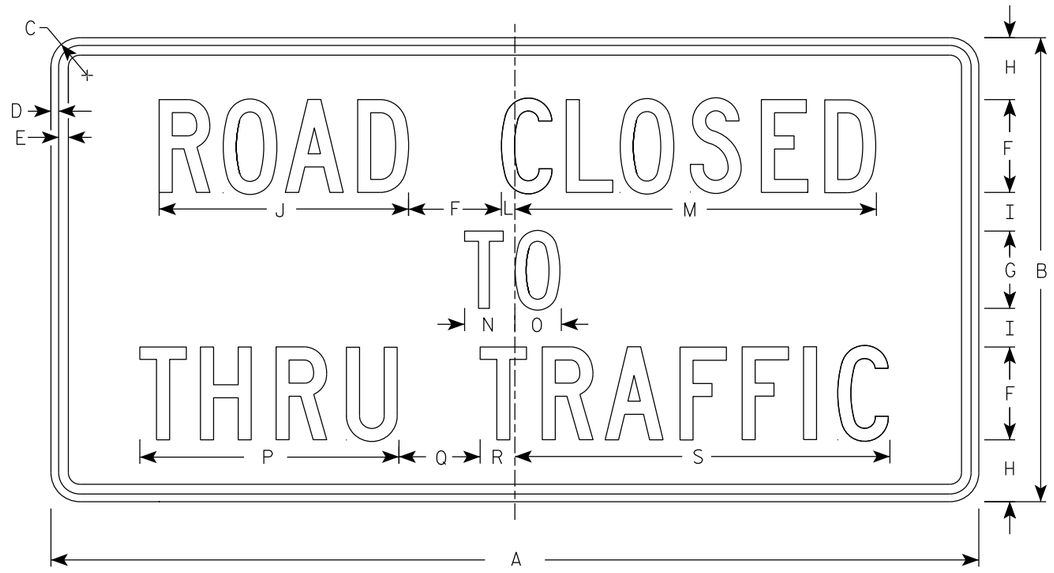
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 90 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

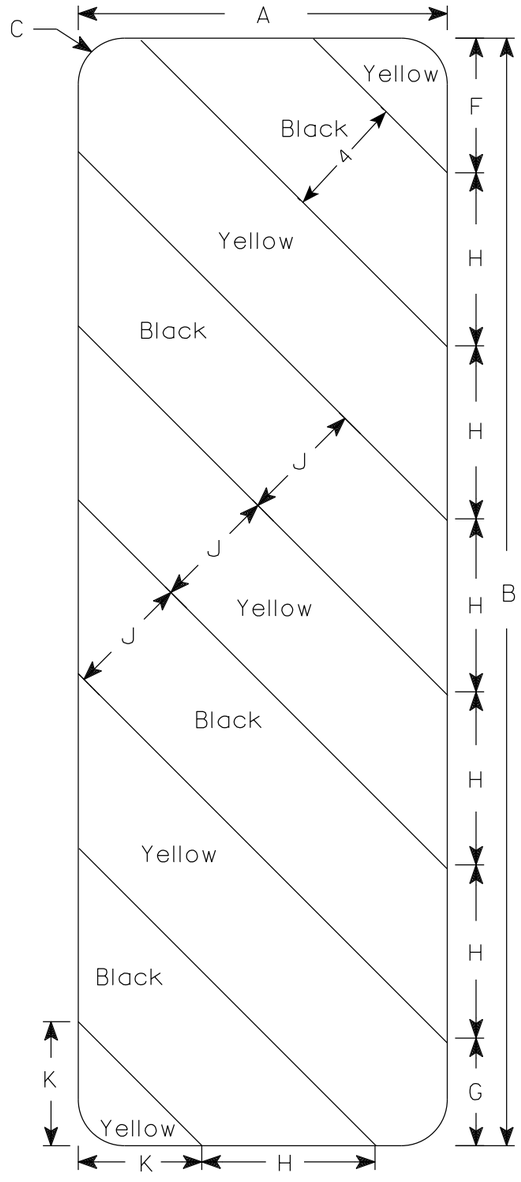
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

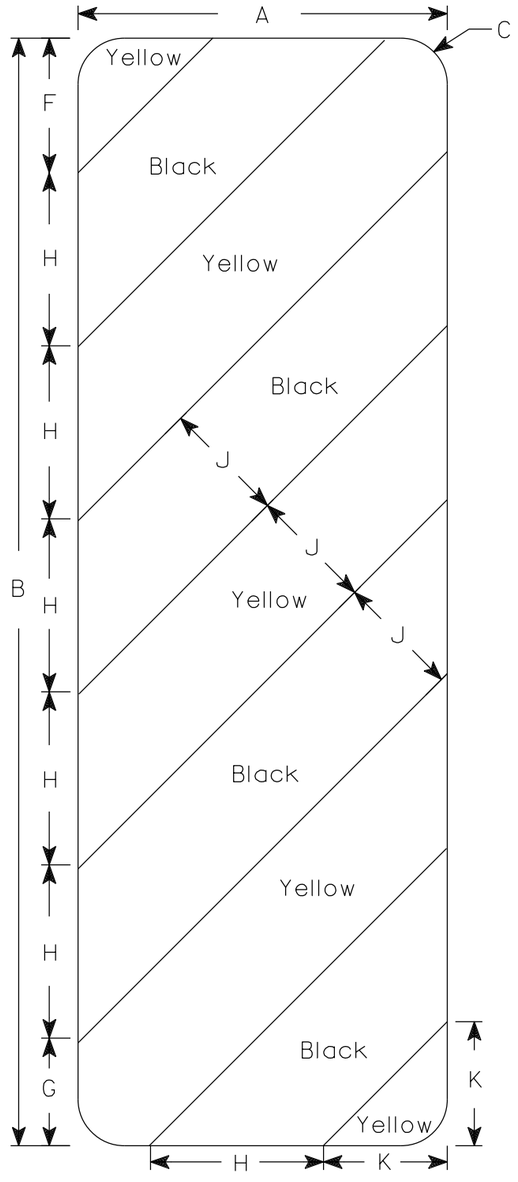
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 91 | E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

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	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

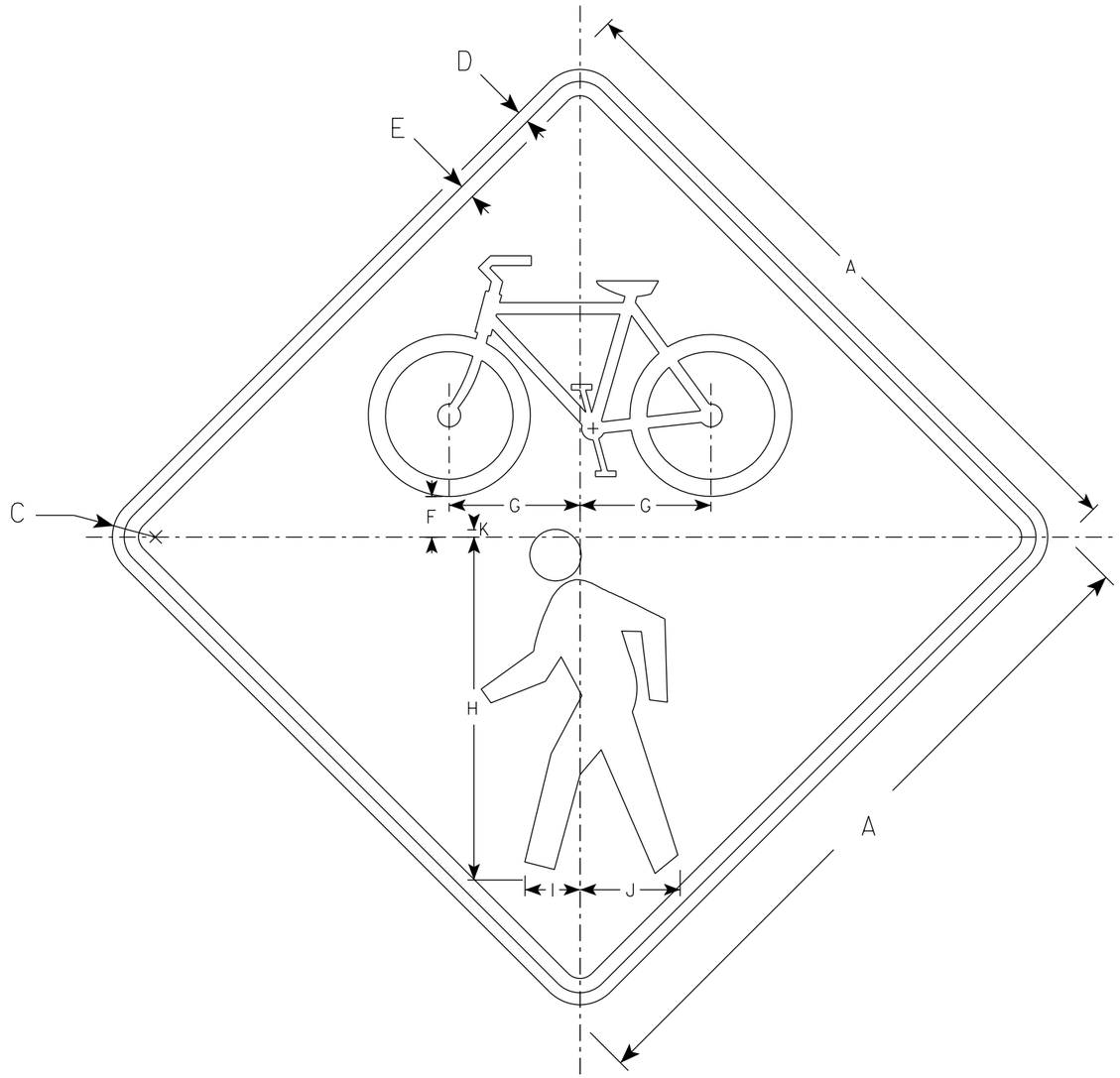
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 92 E

7

7



W11-15

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 7/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		2 1/4	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
4	48		3	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

WISCONSIN DEPT OF TRANSPORTATION

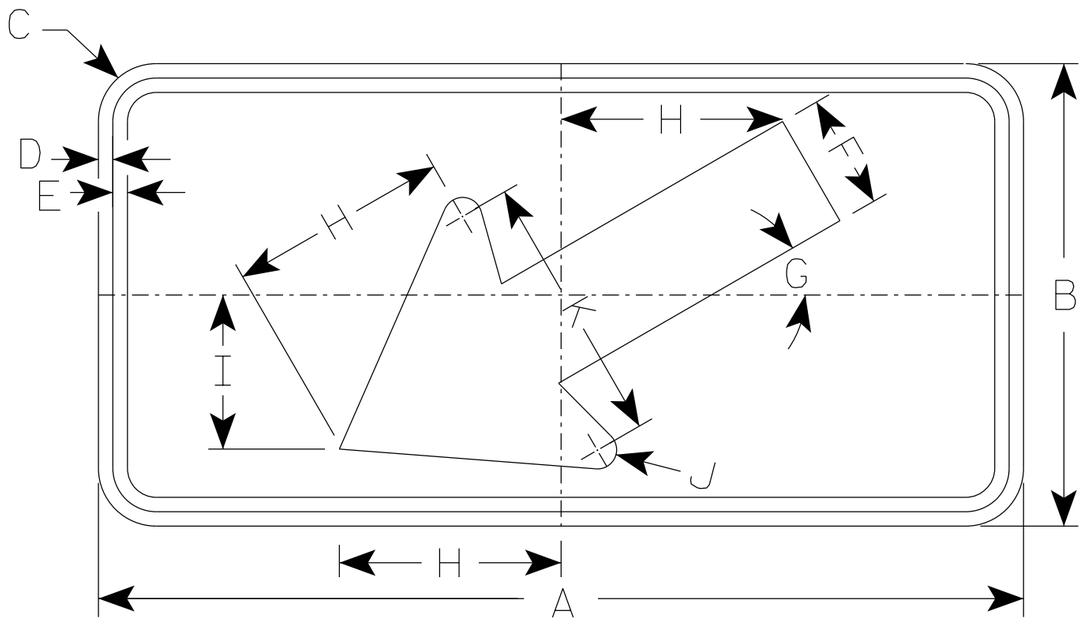
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-15.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 93	E

7

7



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

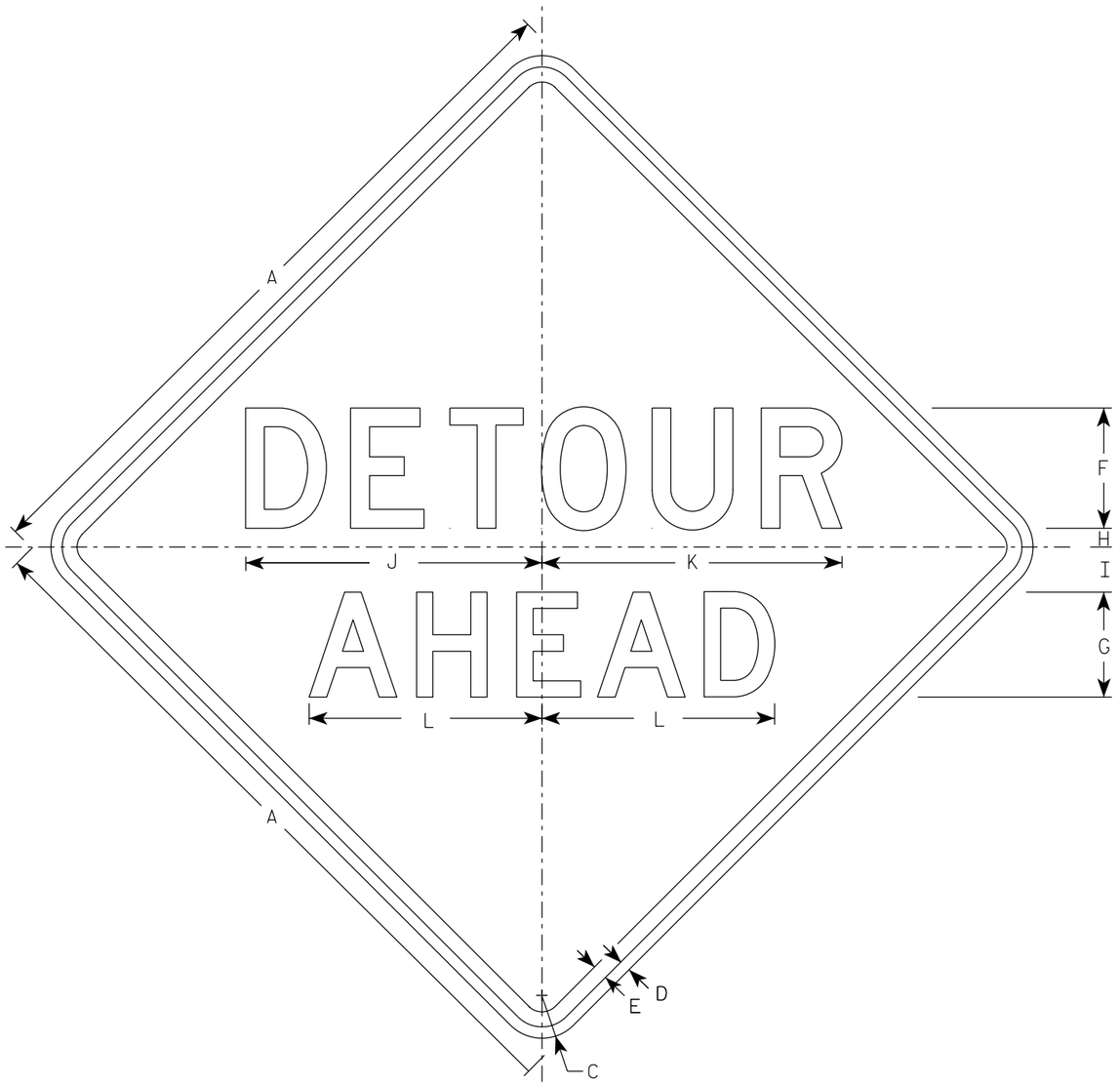
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

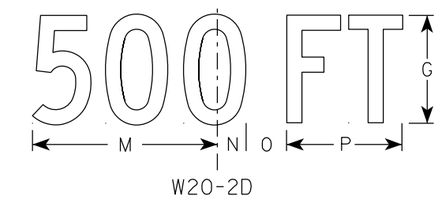
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

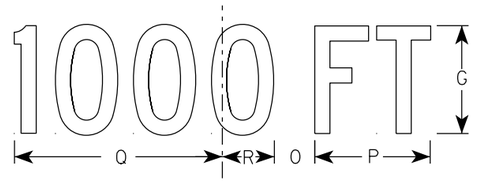
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 94 E



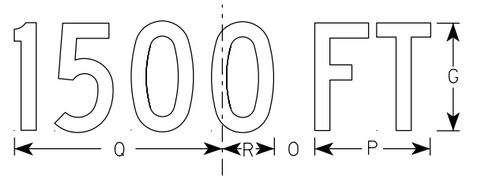
W20-2A



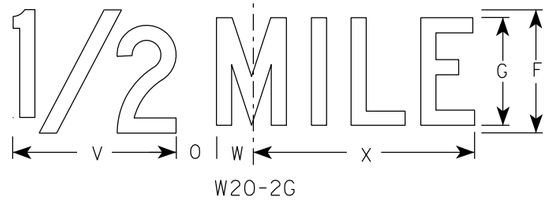
W20-2D



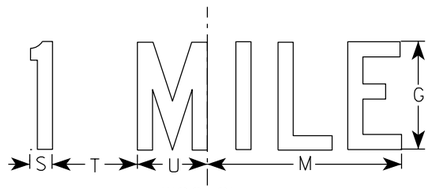
W20-2C



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

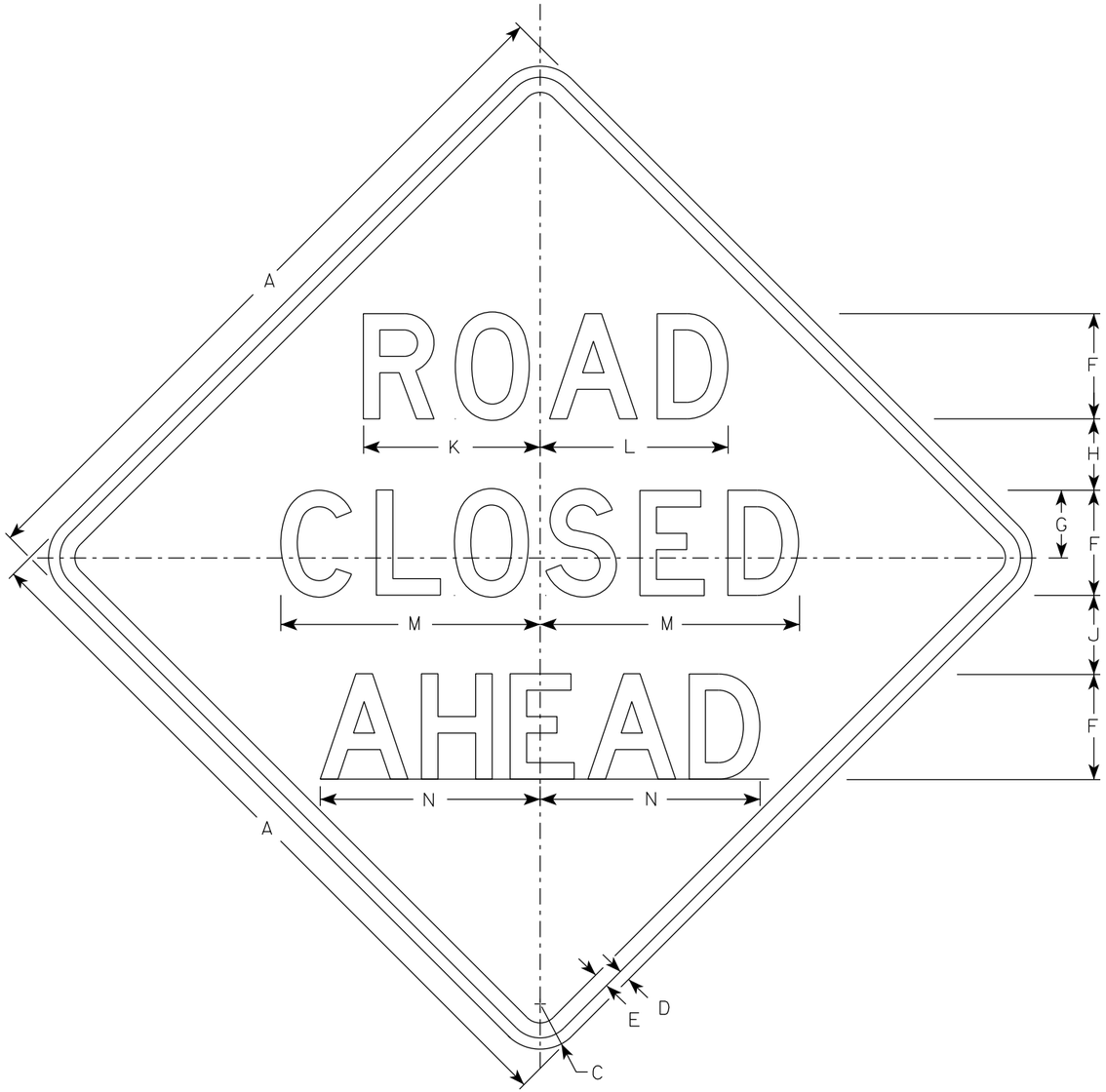
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

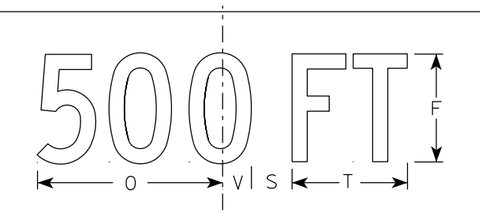
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

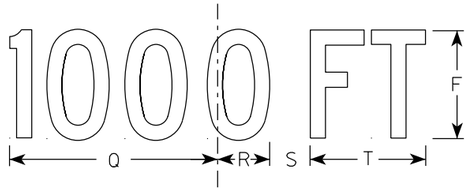
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



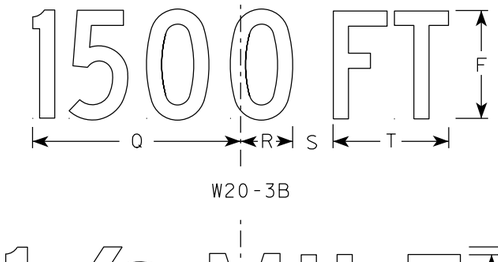
W20-3A



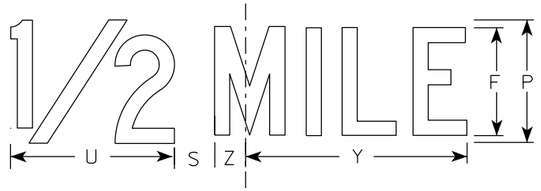
W20-3D



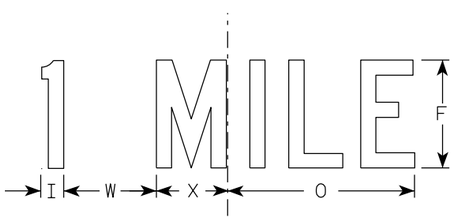
W20-3C



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

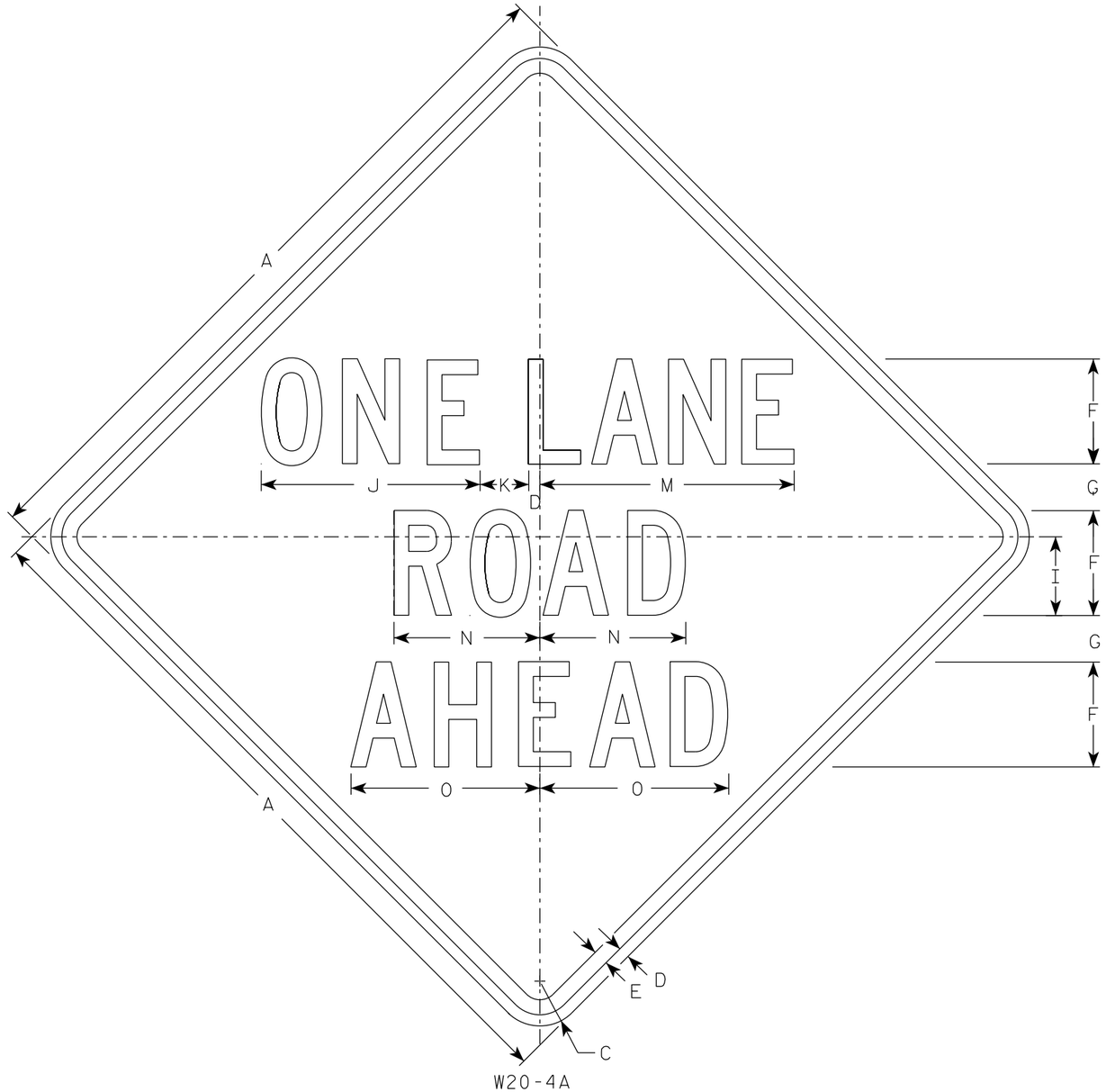
STANDARD SIGN
W20-3A, B, C, D, F & G

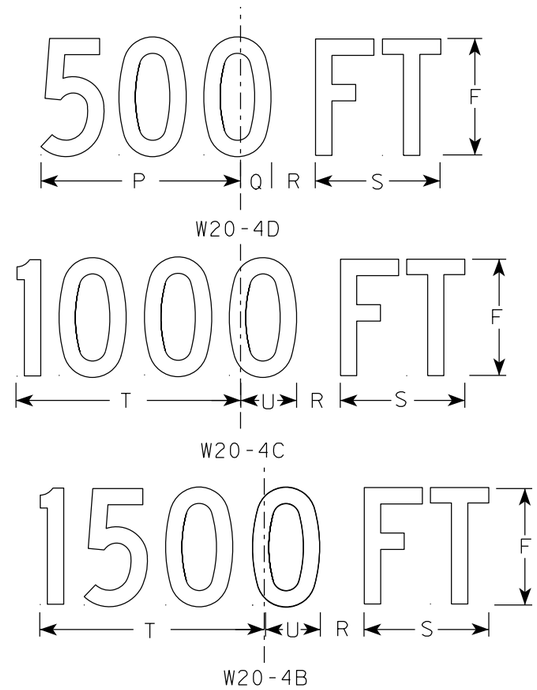
WISCONSIN DEPT OF TRANSPORTATION

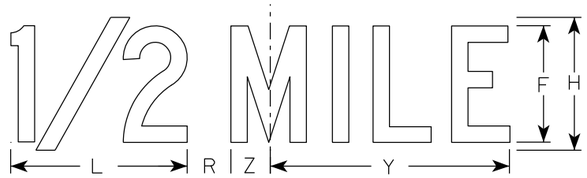
APPROVED Matthew R Rauch
for State Traffic Engineer

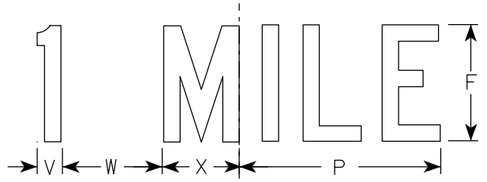
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E









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		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

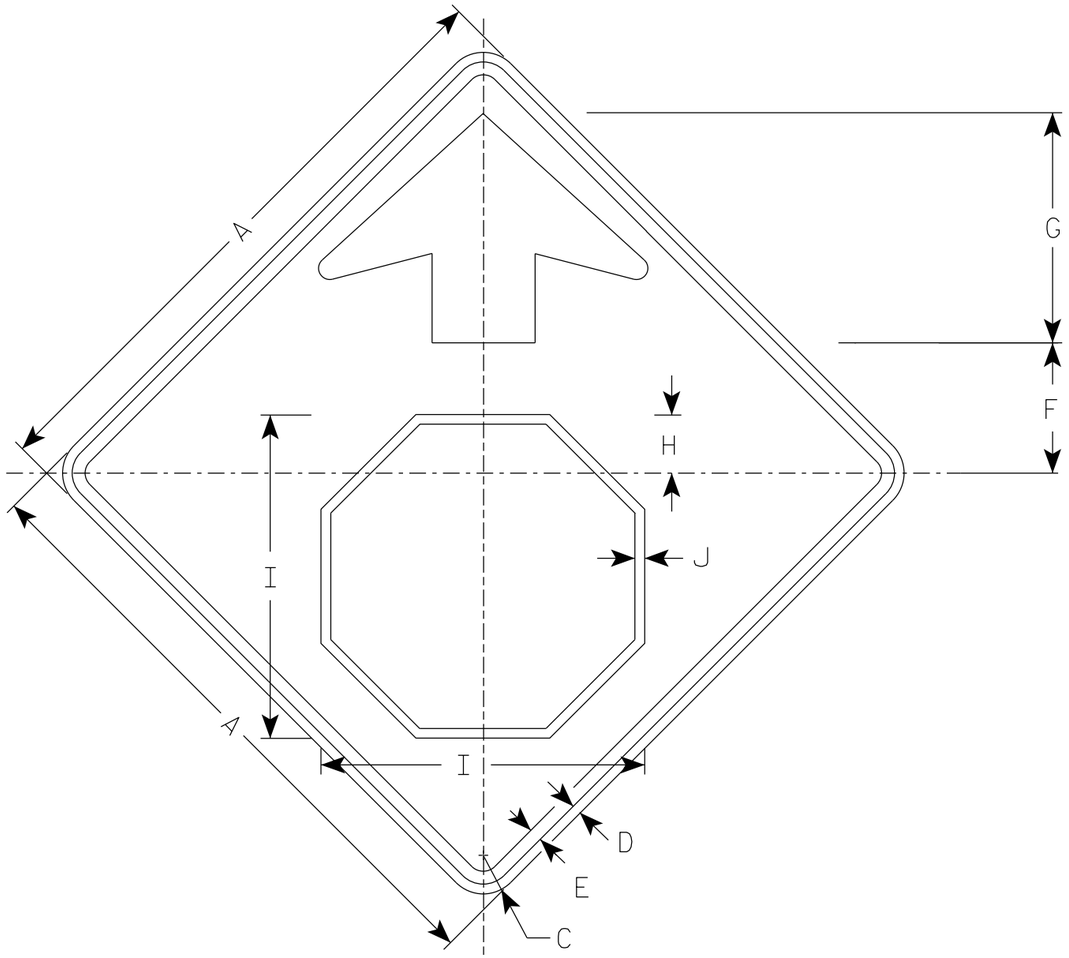
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

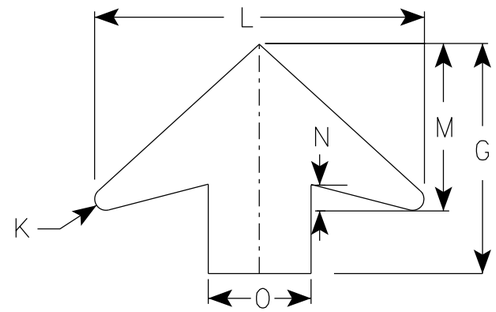
SHEET NO: 97 E



W03-1

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



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	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

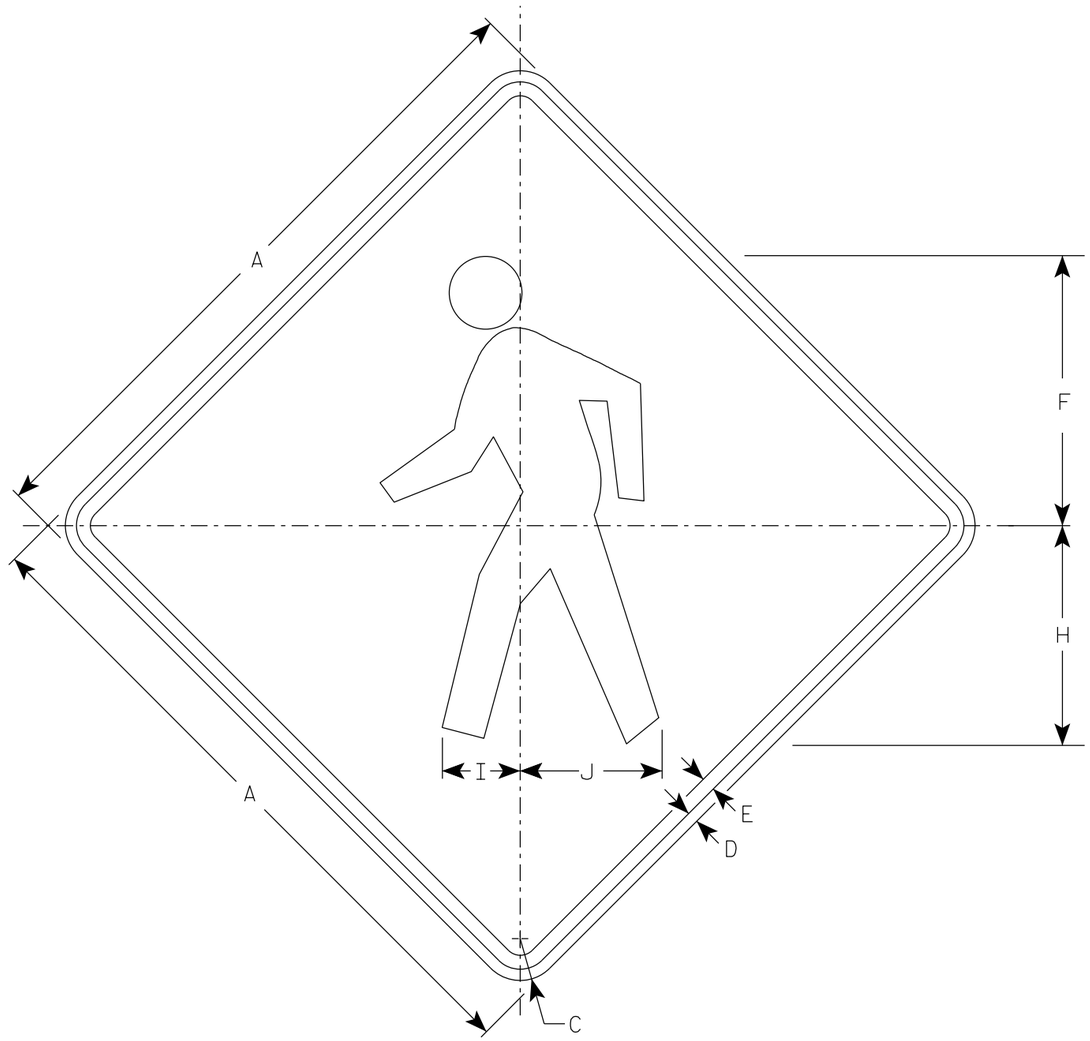
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-1.2

PROJECT NO:

SHEET NO: 98 E



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

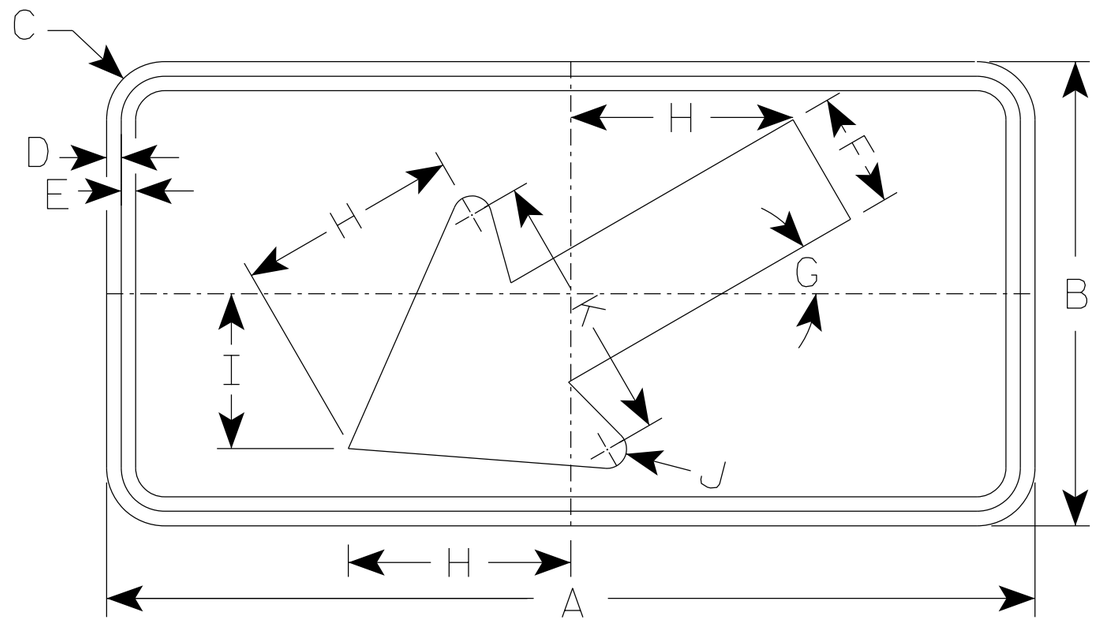
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2S	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
2M	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
3	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0

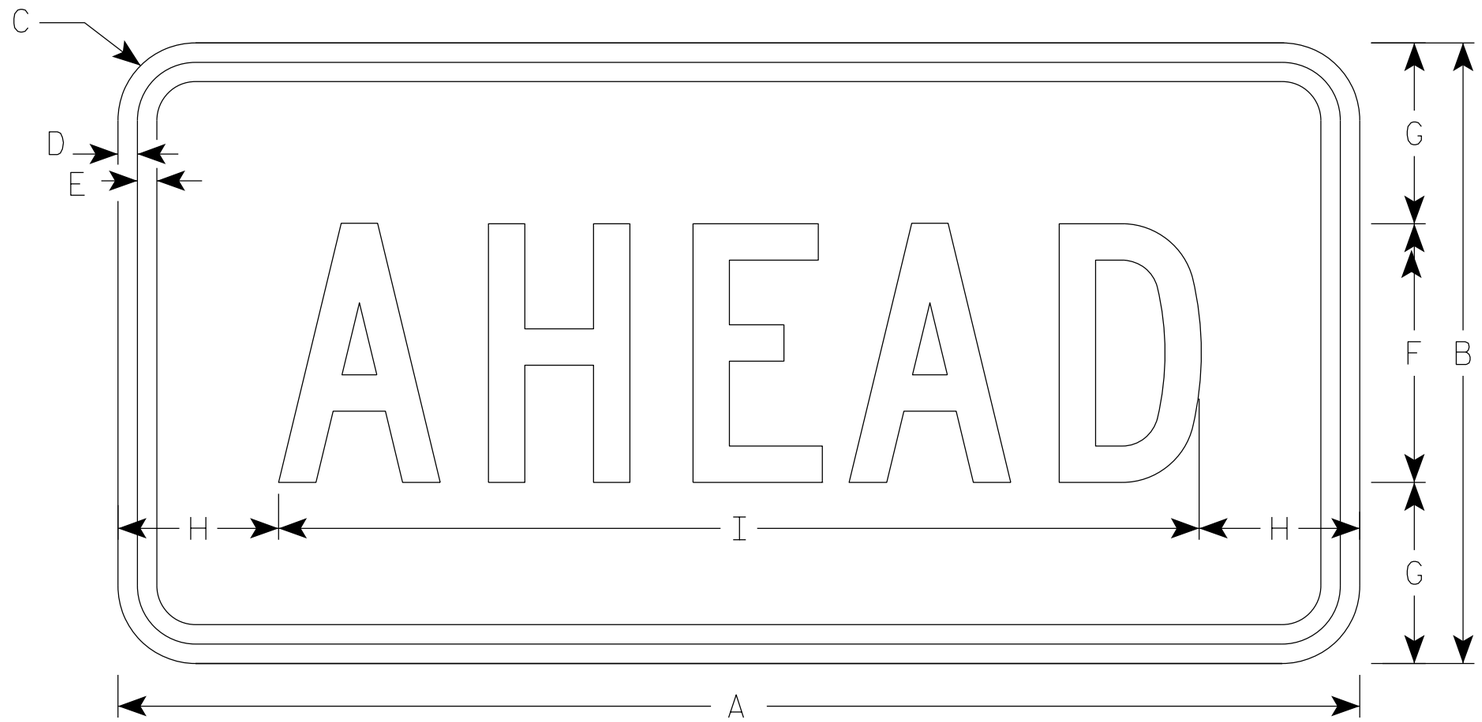
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 100	E



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

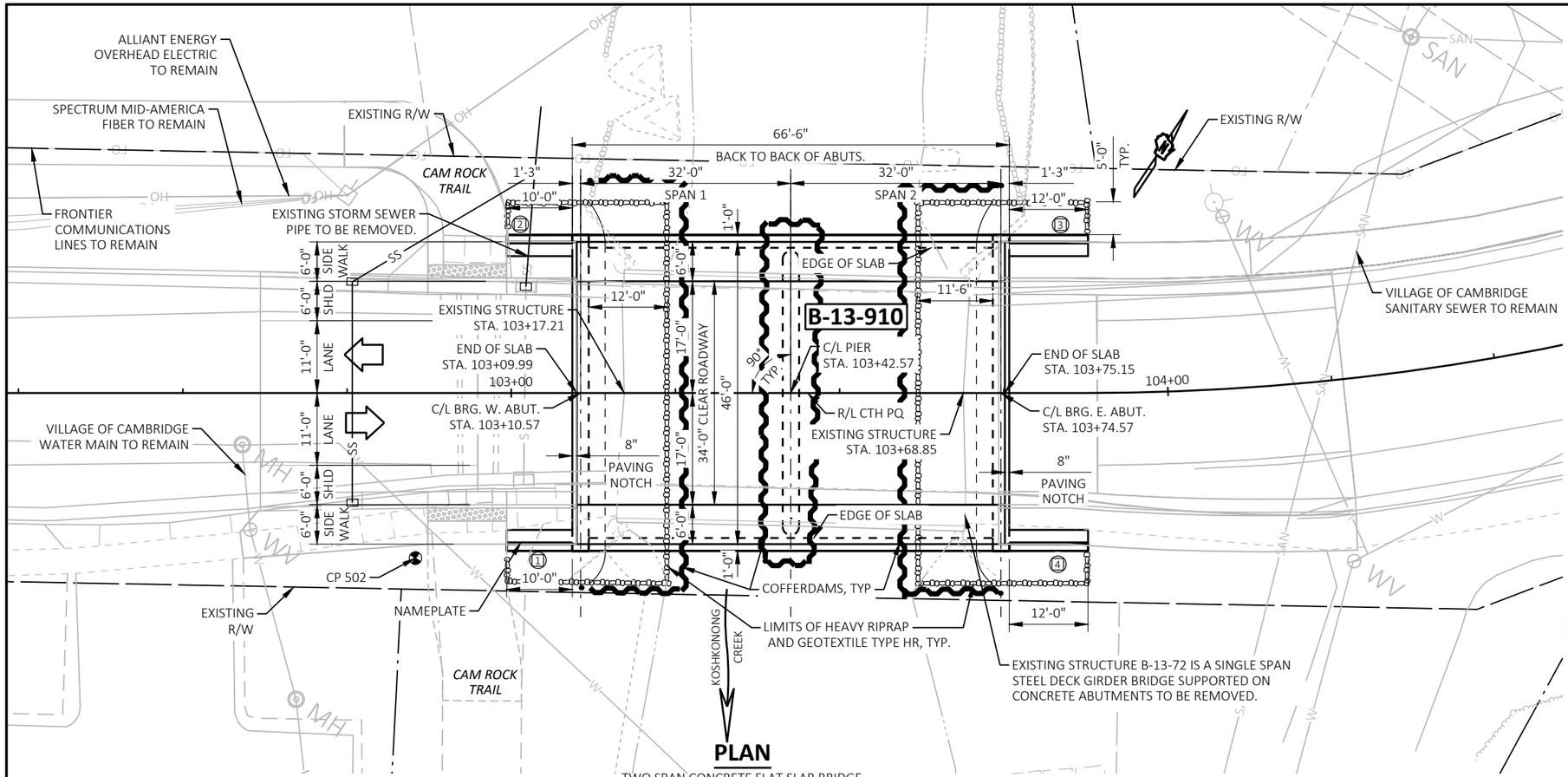
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

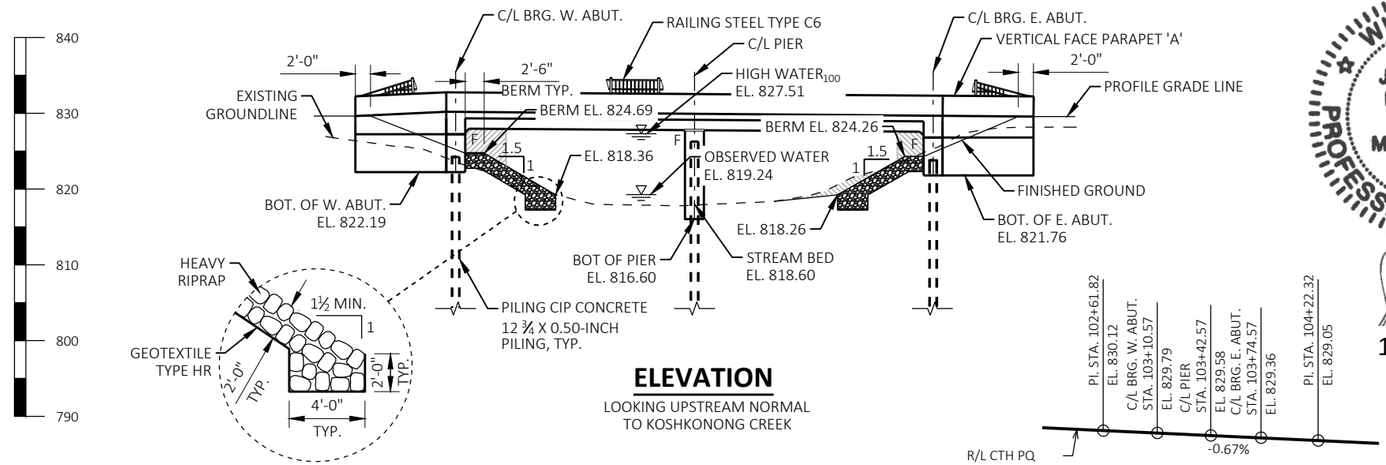
DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 101 E



PLAN

TWO SPAN CONCRETE FLAT SLAB BRIDGE



ELEVATION

LOOKING UPSTREAM NORMAL TO KOSHKONONG CREEK

PROFILE GRADE LINE

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
502	102+85.43	CP ¾ IROD W/ CAP SET	830.134

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.075
OPERATING RATING: RF = 1.393
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING CIP CONCRETE 12 ¾ " X 0.5 INCH WITH PILE POINTS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 65'-0" LONG AT ABUTMENTS.

PIER TO BE SUPPORTED ON PILING CIP CONCRETE 12 ¾ " X 0.5 INCH WITH PILE POINTS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 70'-0" LONG AT PIER.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

LEGEND

(X) INDICATES WING NUMBER

COST OF EXCAVATION SHALL BE INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-13-910".

HYDRAULIC DATA

100-YEAR FREQUENCY:

Q_{100}= 2,873 C.F.S.
V_{100}= 8.46 F.P.S.
HW_{100}= EL.827.51
WATERWAY AREA = 339 SQ. FT.
DRAINAGE AREA = 134.1 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

2-YEAR FREQUENCY:

Q_2= 1,018C.F.S.
V_2= 4.97 F.P.S.
HW_2= EL. 824.27

TRAFFIC DATA

CTH PQ

ADT = 1,500 (2026)
ADT = 1,700 (2046)
R.D.S. = 25 MPH

STRUCTURE DESIGN CONTACTS:

JOSH MITCHELL (EMCS) 414-939-7023
AARON BONK (WISDOT) 608-261-0261

WISCONSIN
JOSHUA R. MITCHELL
E-46242-6
MILWAUKEE, WI
PROFESSIONAL ENGINEER

Josh Mitchell
11/10/2025

LIST OF DRAWINGS:

STATE PROJECT NUMBER
3686-00-70

NO.	DATE	REVISION	BY

emcs
Transforming Challenges into Solutions

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 11/20/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-910

CTH PQ OVER KOSHKONONG CREEK

COUNTY	VILLAGE
DANE	CAMBRIDGE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

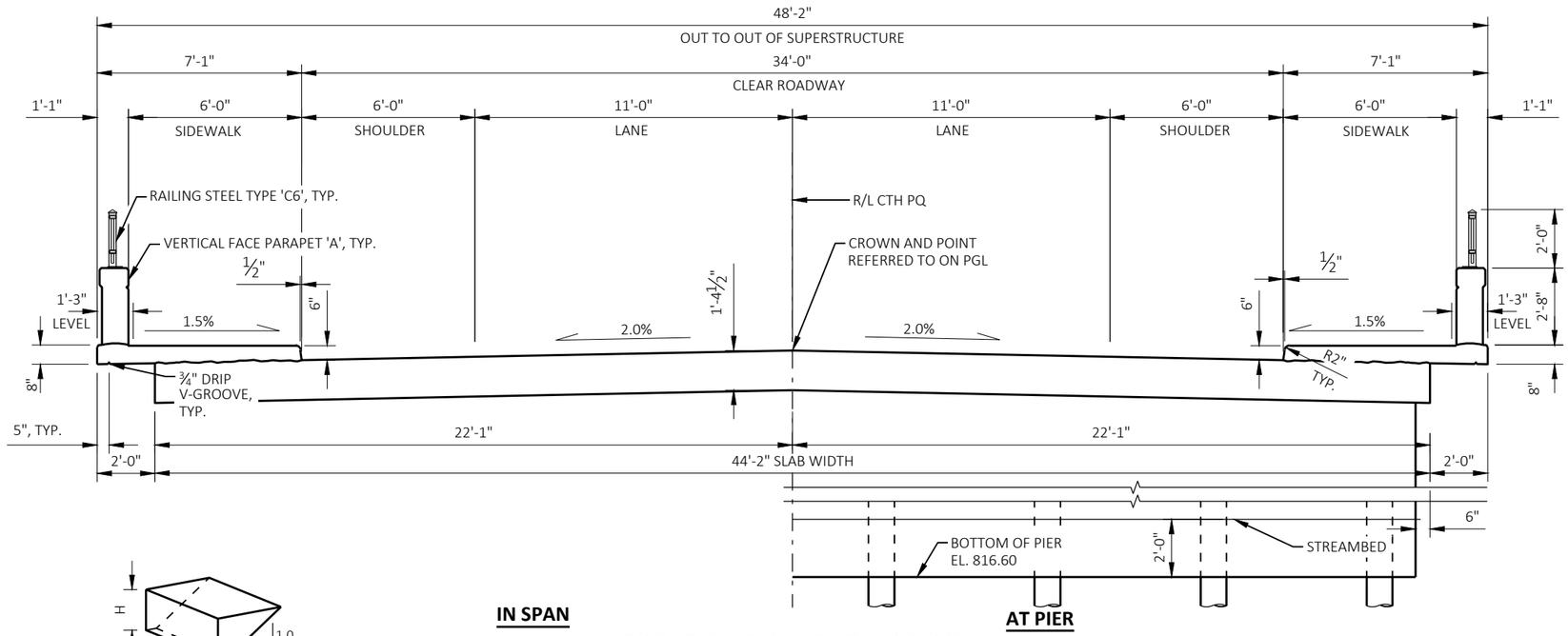
DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
AMR	JRM	AMR	JRM

GENERAL PLAN & ELEVATION

SHEET 1 OF 14
102

I.D. 3686-00-00 DATE: 09/01/2025

8 8



IN SPAN **AT PIER**

CROSS SECTION THRU BRIDGE

LOOKING EAST

ABUTMENT BACKFILL DIAGRAM

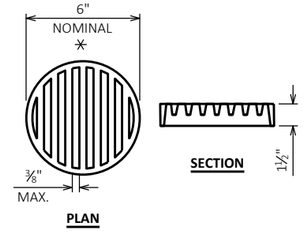
L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEMS	UNIT	W ABUT.	PIER	E ABUT.	SUPER	TOTAL
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS B-13-72	EACH	-	-	-	-	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-13-910	EACH	-	-	-	-	1
206.5001	COFFERDAMS B-13-910	EACH					1
210.1500	BACKFILL STRUCTURE TYPE A	TON	180	-	180	-	360
502.0100	CONCRETE MASONRY BRIDGES	CY	38.2	45.2	38.0	151.4	273
502.3200	PROTECTIVE SURFACE TREATMENT	SY	9	-	9	341	359
502.3210	PIGMENTED SURFACE SEALER	SY	9	-	9	56	74
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2,780	1,690	2,780	0	7,250
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,420	60	1,700	47,463	50,643
513.7031	RAILING STEEL TYPE C6	LF	-	-	-	151	151
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12		12	-	24
550.0500	PILE POINTS	EACH	7	8	7	-	22
550.2128	PILING CIP CONCRETE 12 3/4 X 0.50-INCH	LF	455	560	455	-	1,470
606.0300	RIPRAP HEAVY	CY	60	-	53	-	113
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	79	-	79	-	158
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	55	-	55	-	110
645.0120	GEOTEXTILE TYPE HR	SY	135	-	135	-	270
	NON-BID ITEMS						
	FILLER	SIZE	-		-	-	1/2", 3/4"
	NAME PLATE	EACH					1

ALL ITEMS ARE CATEGORY 0020

TYPICAL FILL SECTION AT WING TIPS



PLAN

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET. ELEVATIONS REFERENCED TO NAVD 88 (2012 DATUM).

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-13-910" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECK, TOP OF SIDEWALK, VERTICAL EDGE OF SIDEWALK, AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE ROADWAY FACE AND THE TOP OF THE PARAPETS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

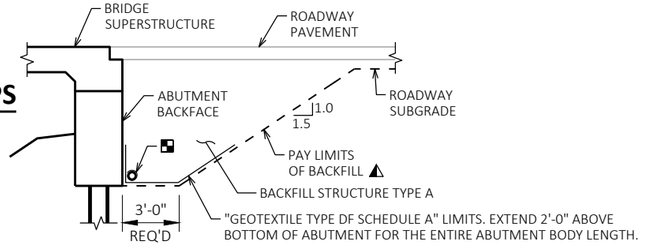
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE, UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

THE EXISTING STREAM BED SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIER.

AT ABUTMENTS AND PIER, CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.

ALL MATERIAL IN COMBINATION RAILING TYPE 'C6' SHALL BE GALVANIZED. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 20059 (BROWN).

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153 TYPE I, II, OR III OR AASHTO DESIGNATION M213.



TYPICAL SECTION THRU ABUTMENT

BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

STATE PROJECT NUMBER

3686-00-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-910

DRAWN BY JRM | PLANS CK'D AJC

CROSS SECTION, NOTES & QUANTITIES

SHEET 2 OF 14
103

8

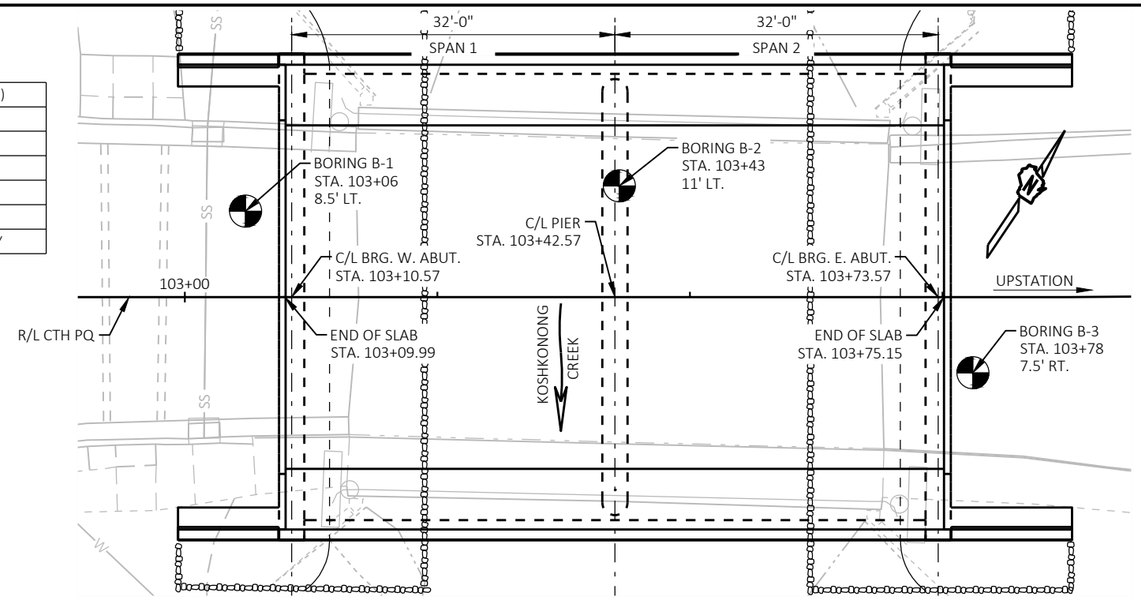
8

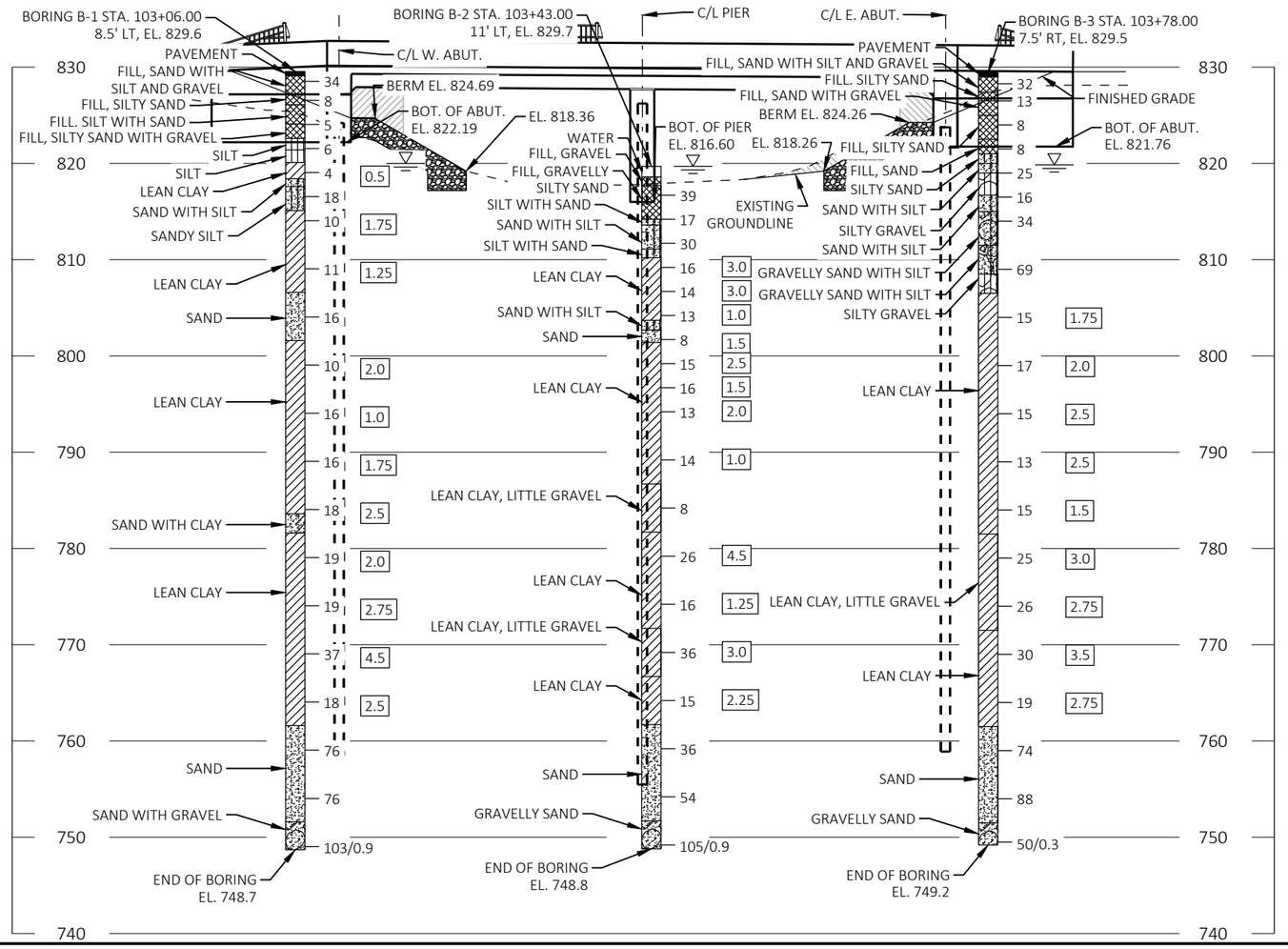
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	5/14/2024	456968	918704
B-2	5/16/2024	456991	918734
B-3	5/15/2024	456995	918774
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011)		DANE COUNTY	

NOTES

BORING STATIONS AND OFFSETS ARE BASED ON R/L CTH PQ.

THE SUBSURFACE INFORMATION PRESENTED HEREIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.





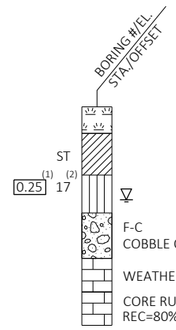
STATE PROJECT NUMBER

3686-00-70

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-910

DRAWN BY AMR PLANS CK'D JRM

SUBSURFACE EXPLORATION

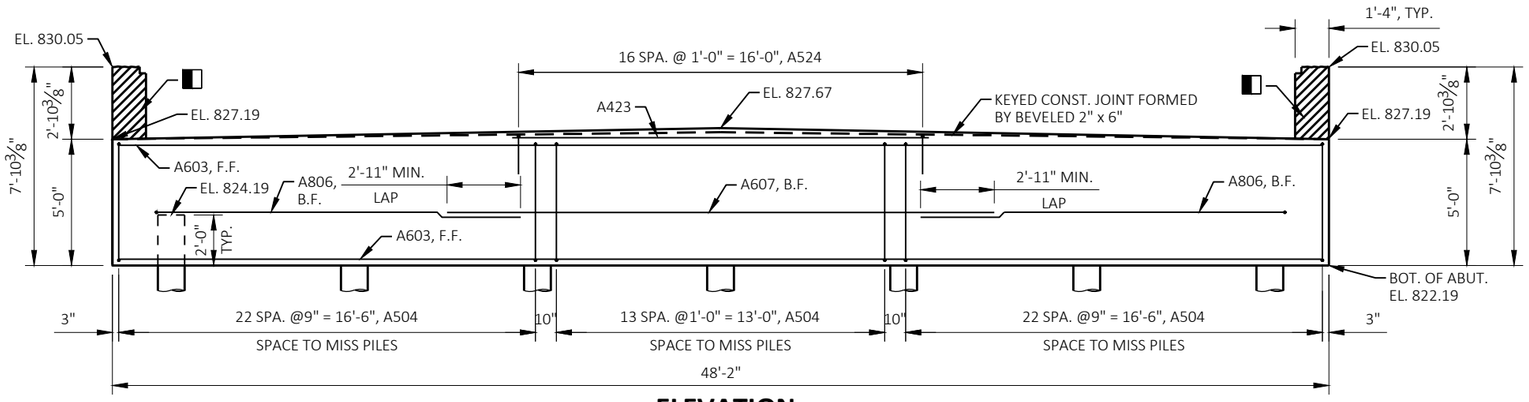
SHEET 3 OF 14
104

8

8

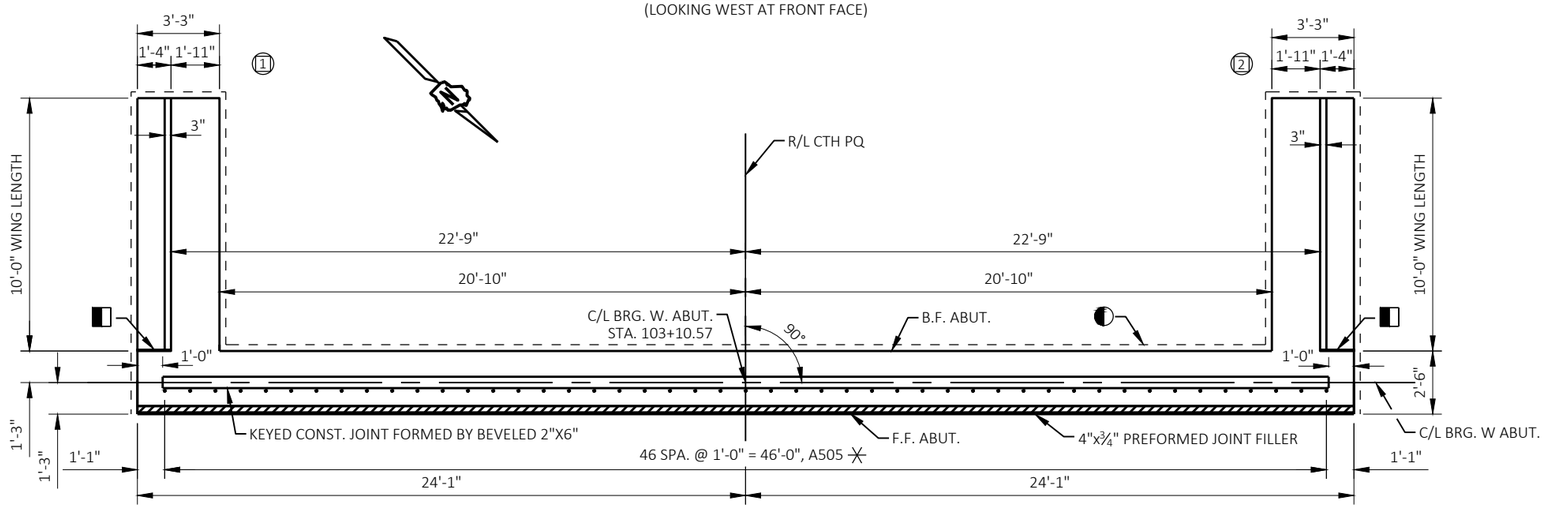
STATE PROJECT NUMBER

3686-00-70

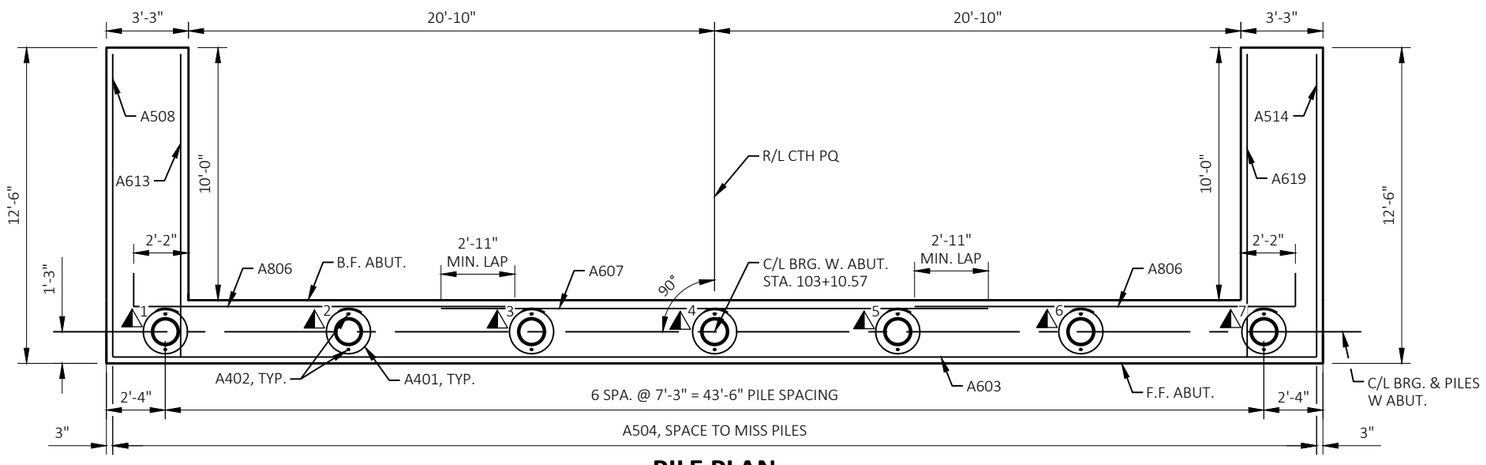


ELEVATION

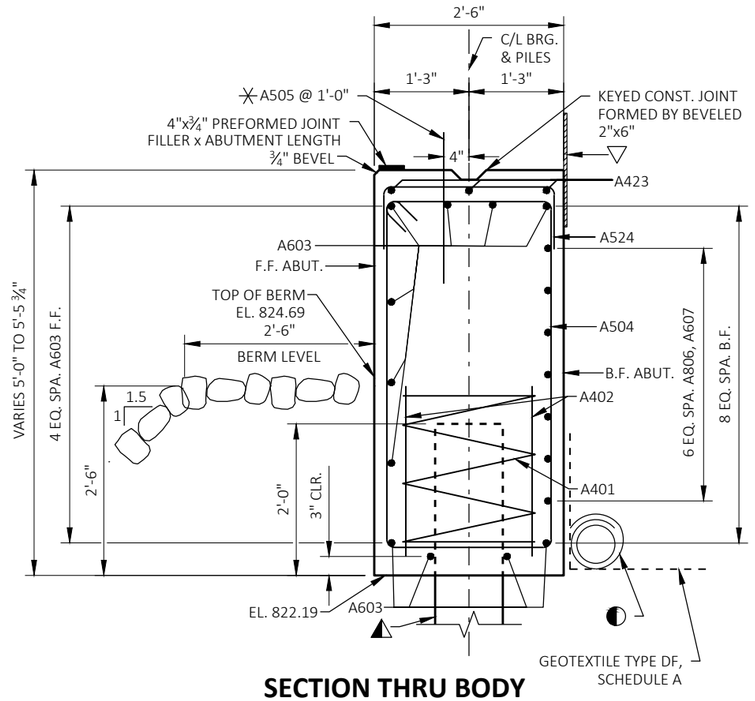
(LOOKING WEST AT FRONT FACE)



PLAN



PILE PLAN



SECTION THRU BODY

LEGEND

▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

◐ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "CROSS SECTION, NOTES & QUANTITIES" SHEET. RODENT SHIELD TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

◭ SUPPORT ABUTMENT ON PILING CIP 12 ¾" x 0.50-INCH PILING WITH PILE POINTS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS. ESTIMATED 65'-0". SEE ADDITIONAL FOUNDATION DATA ON SHEET 1 AND PILE SPLICE DETAILS ON "ABUTMENT DETAILS" SHEET.

◧ ½" FILLER INCLUDED IN WING LENGTH. EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

✳ EMBED 1'-0". THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

NOTES

SEE "ABUTMENT DETAILS" SHEET FOR BILL OF BARS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-910

DRAWN BY EMM | PLANS CK'D JRM

WEST ABUTMENT

SHEET 4 OF 14

105

8

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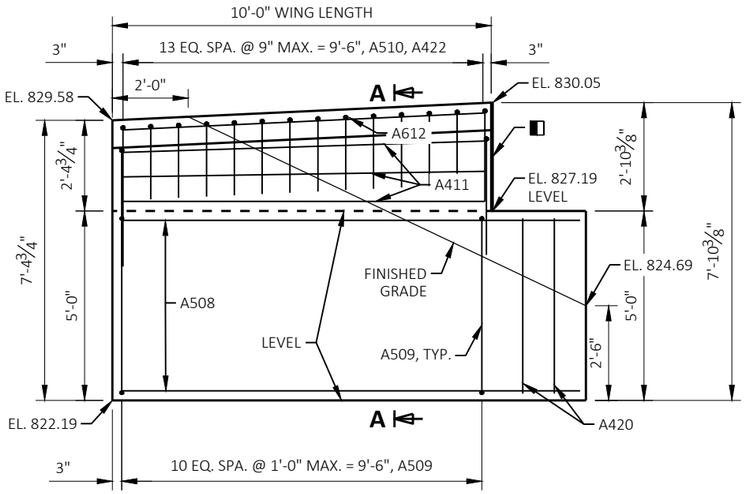
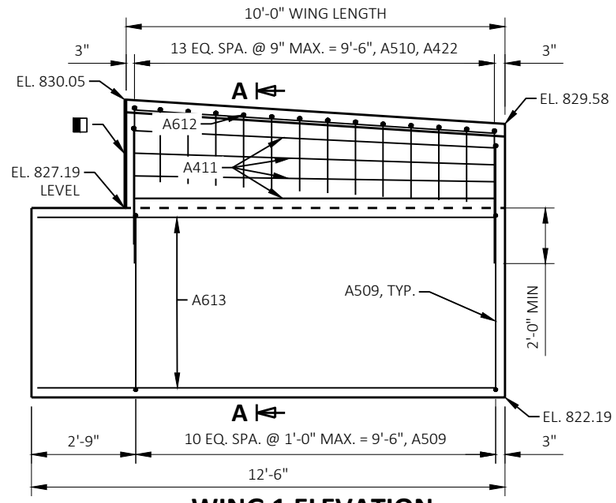
STATE PROJECT NUMBER

3686-00-70



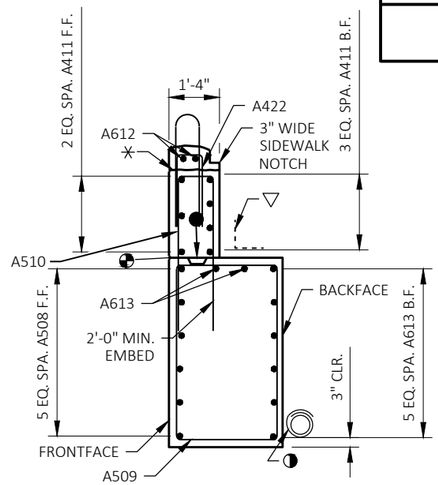
WING 1 ELEVATION

(FRONT FACE)

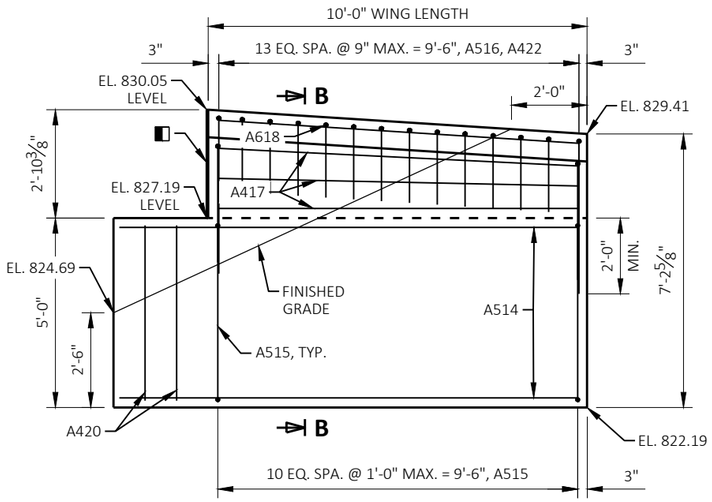


WING 1 ELEVATION

(BACK FACE)

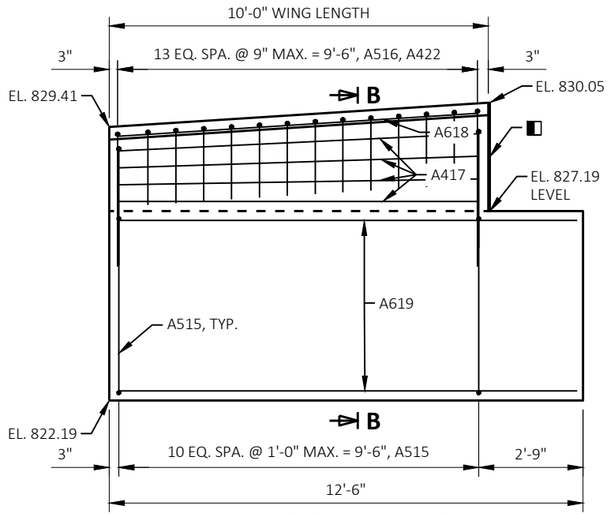


SECTION A-A



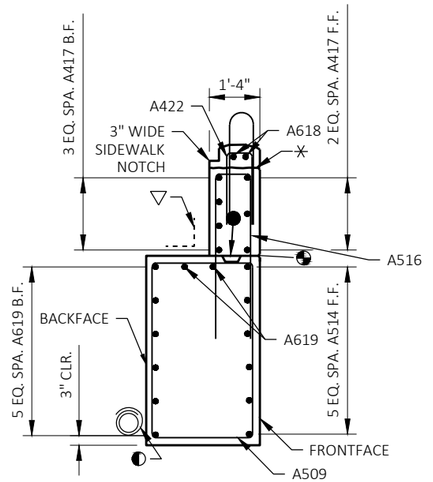
WING 2 ELEVATION

(FRONT FACE)



WING 2 ELEVATION

(BACK FACE)



SECTION B-B

- ◔ ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.
- ● OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" X 6" WITH MEMBRANE ON BACK FACE.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ◐ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON 'CROSS SECTION NOTES & QUANTITIES' SHEET. RODENT SHIELD TO BE INCLUDED IN BID ITEM 'PIPE UNDERDRAIN WRAPPED 6-INCH'.

  FOR PILE SPLICE DETAIL SEE "ABUTMENT DETAILS" SHEET.

  SEE "ABUTMENT DETAILS" FOR BILL OF BARS.
- ◧ ½" FILLER. INCLUDED IN WING LENGTH. EXTEND FILLER FROM BRIDGE SEAT TO TOP OF PARAPET.
- ✳ OPTIONAL CONST. JOINT. LEAVE ROUGH. POUR CONCRETE ABOVE THIS JOINT AFTER DECK IS IN PLACE. IF JOINT IS USED, UTILIZE RUBBERIZED MEMBRANE WATERPROOFING (COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES"

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DRAWN BY EMM | PLANS CK'D JRM

WEST ABUTMENT DETAILS

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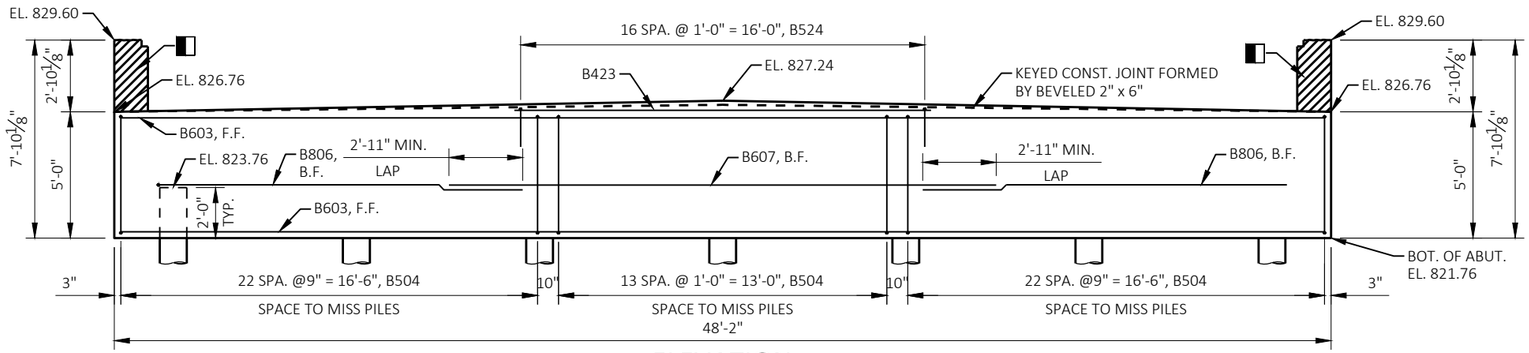
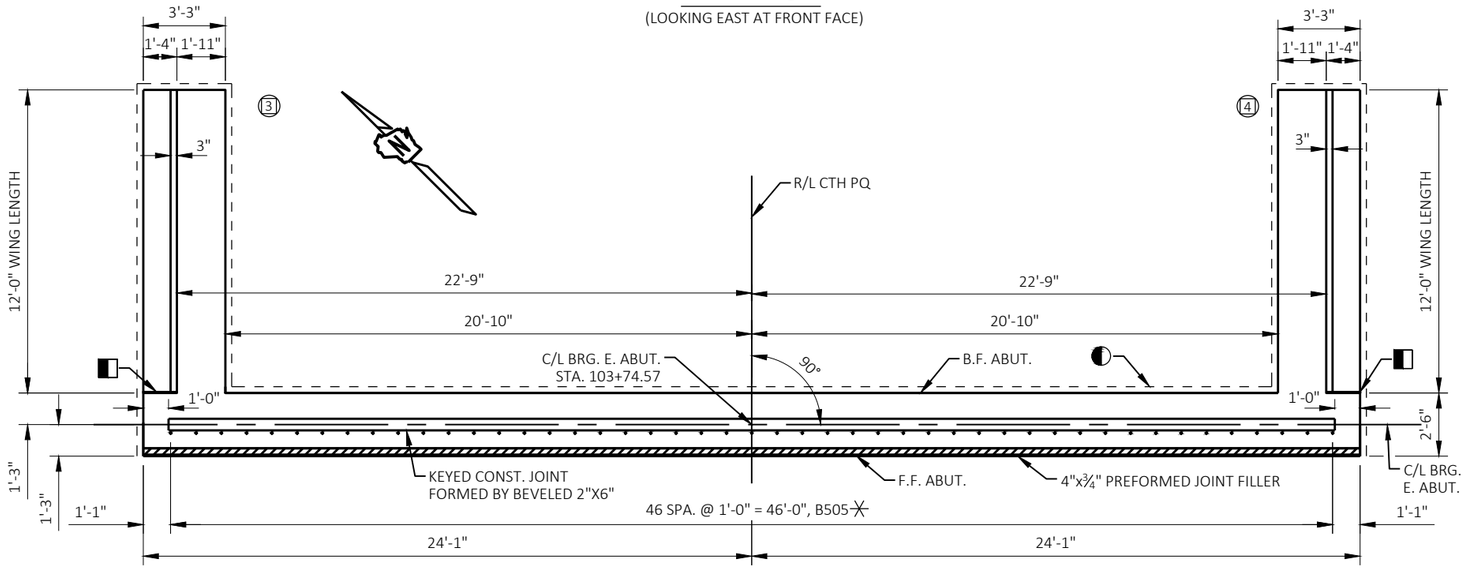
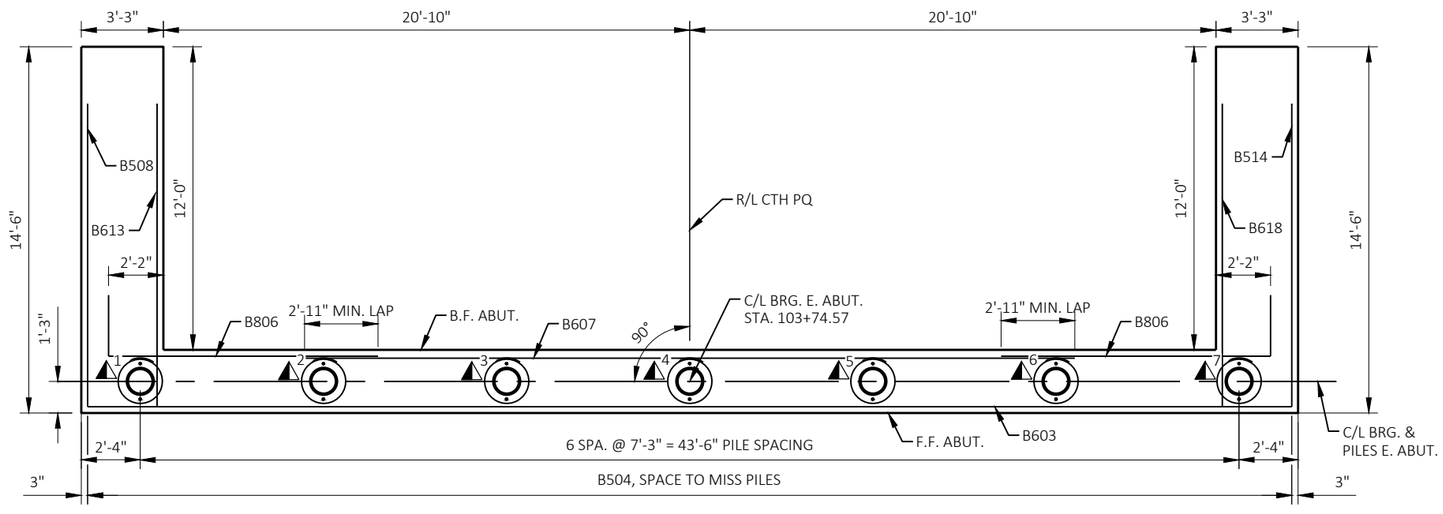


ELEVATION

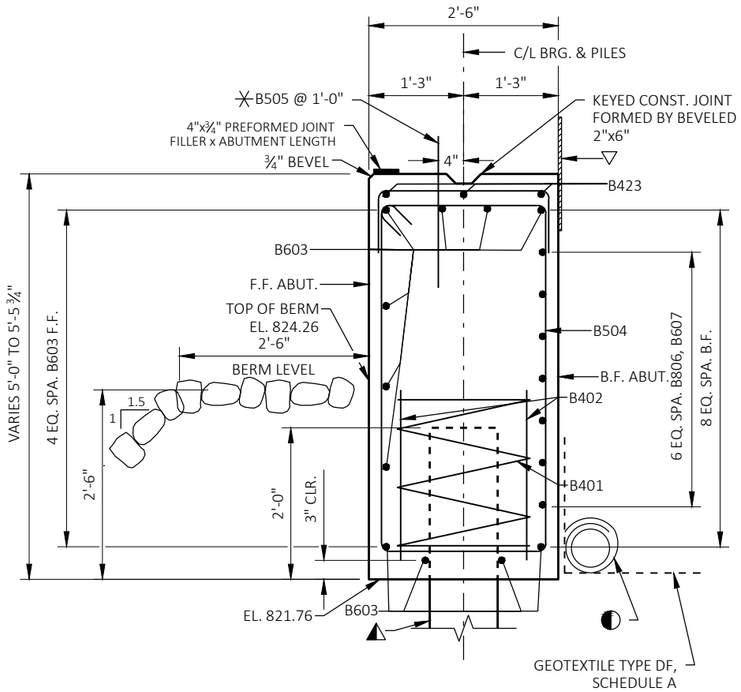
(LOOKING EAST AT FRONT FACE)



PLAN



PILE PLAN



SECTION THRU BODY

LEGEND

▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

◐ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON "CROSS SECTION, NOTES & QUANTITIES" SHEET. RODENT SHIELD TO BE INCLUDED IN BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

◭ SUPPORT ABUTMENT ON PILING CIP 12 ¾" x 0.50-INCH PILING WITH PILE POINTS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 160 TONS. ESTIMATED 65'-0". SEE ADDITIONAL FOUNDATION DATA ON SHEET 1 AND PILE SPLICE DETAILS ON "ABUTMENT DETAILS" SHEET.

◧ ½" FILLER INCLUDED IN WING LENGTH. EXTEND FROM BRIDGE SEAT TO TOP OF CONCRETE PARAPET.

✳ EMBED 1'-0". THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE.

NOTES

SEE "ABUTMENT DETAILS" SHEET FOR BILL OF BARS.

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EAST ABUTMENT

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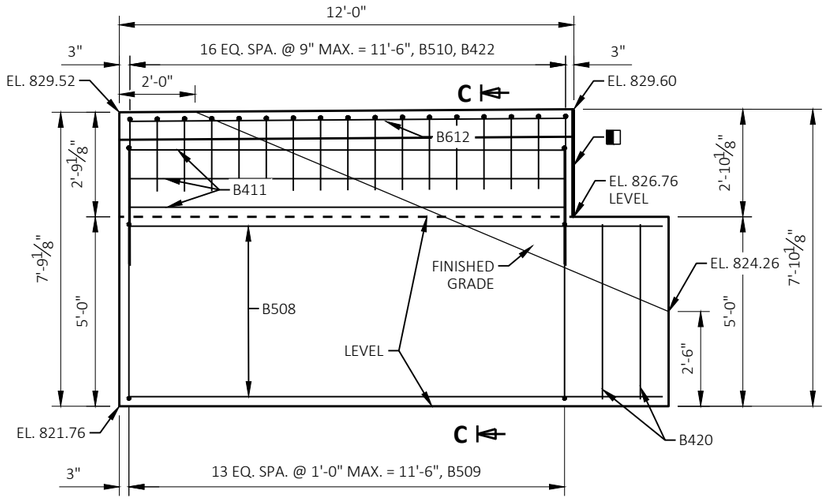
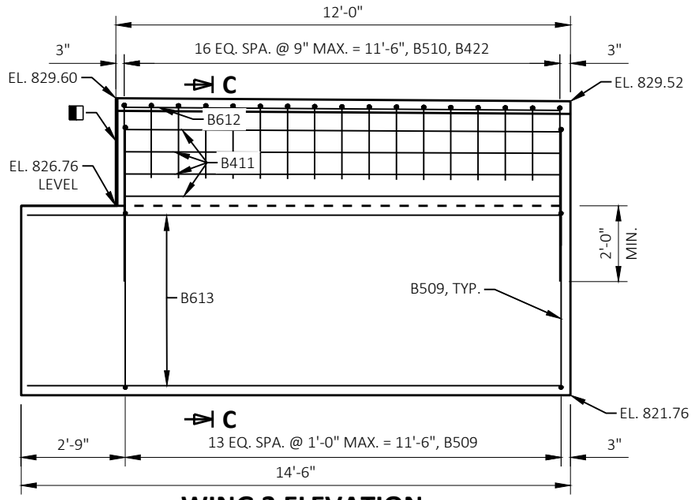
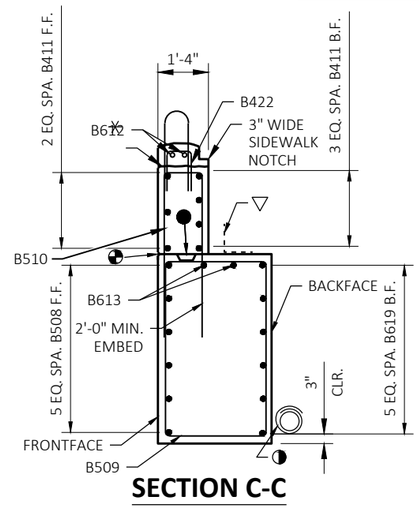


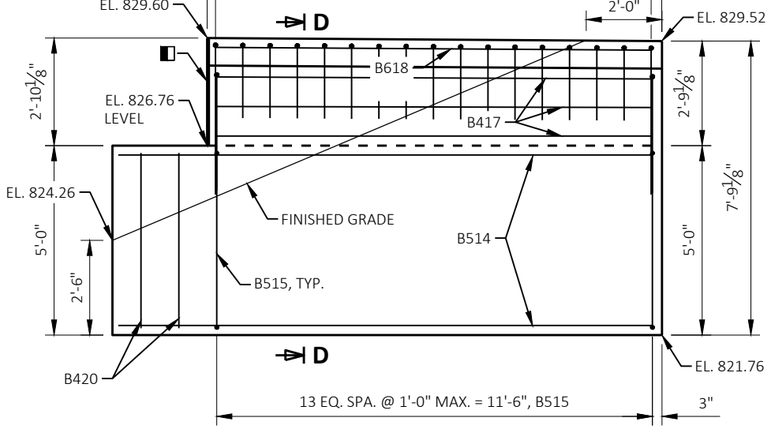
WING 3 ELEVATION
(FRONT FACE)



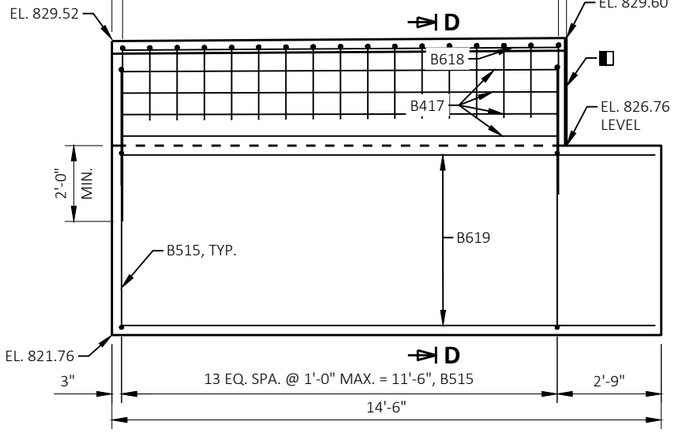
WING 3 ELEVATION
(BACK FACE)



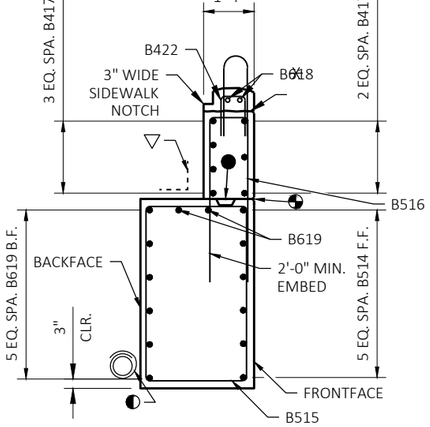
SECTION C-C



WING 4 ELEVATION
(FRONT FACE)



WING 4 ELEVATION
(BACK FACE)



SECTION D-D

- ◔ ¾" "V" GROOVE ON FRONT FACE OF WINGWALL.
- ● OPT. KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" X 6" WITH MEMBRANE ON BACK FACE.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ◐ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS DETAILED ON 'CROSS SECTION NOTES & QUANTITIES' SHEET. RODENT SHIELD TO BE INCLUDED IN BID ITEM 'PIPE UNDERDRAIN WRAPPED 6-INCH'.

  FOR PILE SPLICE DETAIL SEE "ABUTMENT DETAILS" SHEET.

  SEE "ABUTMENT DETAILS" FOR BILL OF BARS.
- ◧ ½" FILLER. INCLUDED IN WING LENGTH. EXTEND FILLER FROM BRIDGE SEAT TO TOP OF PARAPET.
- ✳ OPTIONAL CONST. JOINT. LEAVE ROUGH. POUR CONCRETE ABOVE THIS JOINT AFTER DECK IS IN PLACE. IF JOINT IS USED, UTILIZE RUBBERIZED MEMBRANE WATERPROOFING (COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES"

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EAST ABUTMENT DETAILS

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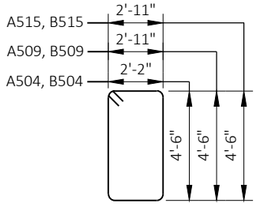
WEST ABUTMENT BILL OF BARS

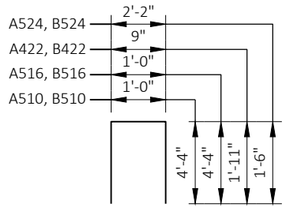
BAR MARK	COAT	NO.	LENGTH	BENT	LOCATION
A401		7	28'-0"	X	ABUT PILES - 1 PER PILE
A402		14	2'-3"		ABUT PILES - 2 PER PILE
A603		11	47'-8"		ABUT BODY - HORIZ.
A504		60	14'-0"	X	ABUT BODY STIRRUPS
A505	X	47	2'-0"		ABUT. BODY - DOWEL
A806		14	16'-3"	X	ABUT BODY - HORIZ. B.F.
A607		7	21'-8"		ABUT BODY - HORIZ. B.F.
A508	X	6	12'-2"		WING 1 LOWER HORIZ. FF
A509	X	11	15'-6"	X	WING 1 - STIRRUP
A510	X	14	9'-5"	X	WING 1 UPPER VERT.
A411	X	7	9'-8"		WING 1 UPPER HORIZ. E.F.
A612	X	2	9'-8"		WING 1 UPPER HORIZ. E.F.
A613	X	8	12'-0"		WING 1 LOWER HORIZ. BF
A514	X	6	12'-2"		WING 2 LOWER HORIZ FF
A515	X	11	15'-6"	X	WING 2 - STIRRUP
A516	X	14	9'-5"	X	WING 2 UPPER VERT.
A417	X	7	9'-8"		WING 2 UPPER HORIZ. E.F.
A618	X	2	9'-8"		WING 2 UPPER HORIZ. E.F.
A619	X	8	12'-0"		WING 2 LOWER HORIZ. BF
A420	X	4	4'-8"		WING LOWER VERT. FF
A422	X	28	4'-5"	X	SIDEWALK STIRRUP
A423		3	16'-6"		ABUT. BODY - HIGH SEAT
A524		17	4'-11"		U BAR IN HIGH SEAT

EAST ABUTMENT BILL OF BARS

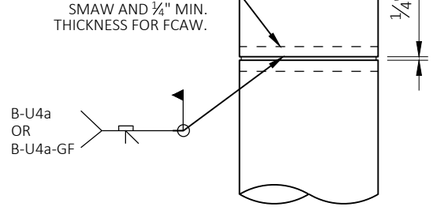
BAR MARK	COAT	NO.	LENGTH	BENT	LOCATION
B401		7	28'-0"	X	ABUT PILES - 1 PER PILE
B402		14	2'-3"		ABUT PILES - 2 PER PILE
B603		11	47'-8"		ABUT BODY - HORIZ.
B504		60	14'-0"	X	ABUT BODY STIRRUPS
B505	X	47	2'-0"		ABUT. BODY - DOWEL
B806		14	16'-3"	X	ABUT BODY - HORIZ. B.F.
B607		7	21'-8"		ABUT BODY - HORIZ. B.F.
B508	X	6	14'-2"		WING 3 LOWER HORIZ. FF
B509	X	14	15'-6"	X	WING 3 - STIRRUP
B510	X	17	9'-5"	X	WING 3 UPPER VERT.
B411	X	7	11'-8"		WING 3 UPPER HORIZ. E.F.
B612	X	2	11'-8"		WING 3 UPPER HORIZ. E.F.
B613	X	8	14'-0"		WING 3 LOWER HORIZ. BF
B514	X	6	14'-2"		WING 4 LOWER HORIZ. FF
B515	X	14	15'-6"	X	WING 4 - STIRRUP
B516	X	17	9'-5"	X	WING 4 UPPER VERT.
B417	X	7	11'-8"		WING 4 UPPER HORIZ.
B618	X	2	11'-8"		WING 4 UPPER HORIZ.
B619	X	8	14'-0"		WING 4 LOWER HORIZ. BF
B420	X	4	4'-8"		WING LOWER VERT. FF
B422	X	34	4'-5"	X	SIDEWALK STIRRUP
B423		3	16'-6"		ABUT. BODY - HIGH SEAT
B524		17	4'-11"		HIGH SEAT REINFORCEMENT



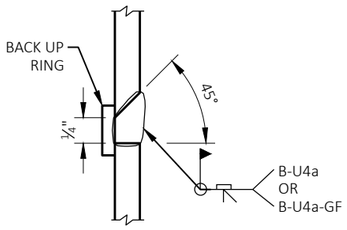
A504, B504, A509, B509, A515, B515



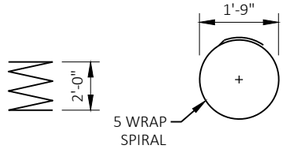
A510, B510, A516, B516, A422, B422, A524, B524



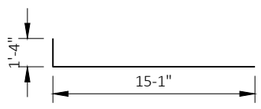
CAST-IN-PLACE 'PILE PIPE'



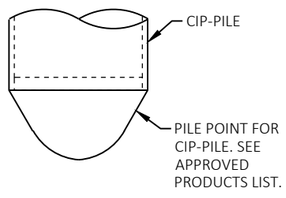
CIP PILE WELD DETAIL



A401, B401



A806, B806



PILE POINT FOR CIP PILING

PILE POINT SHALL BE INSTALLED ACCORDING TO THE PILE POINT MANUFACTURE'S INSTRUCTIONS. ENSURE PILE POINT WELDS ARE WATERTIGHT.

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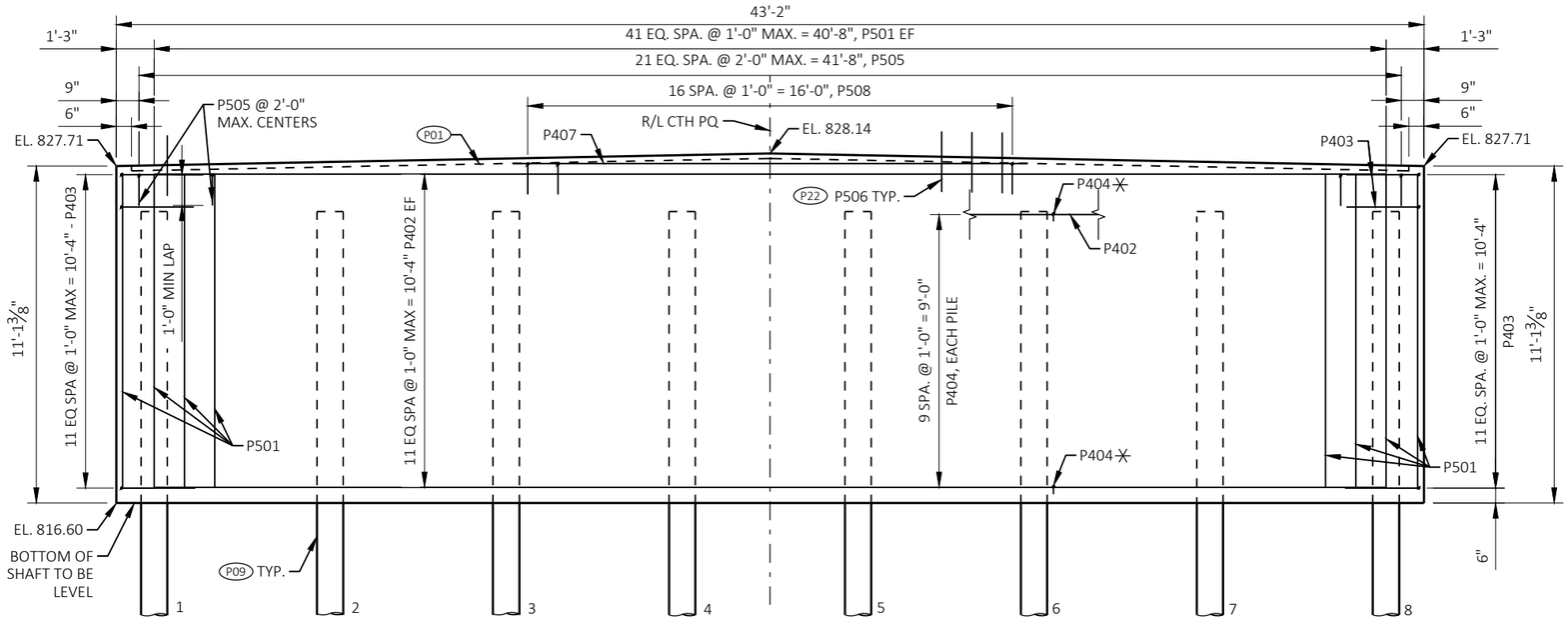
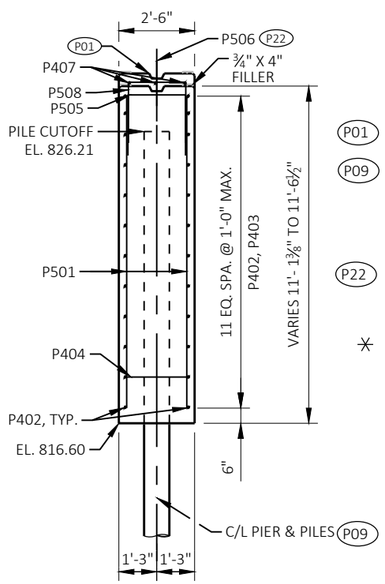


ELEVATION

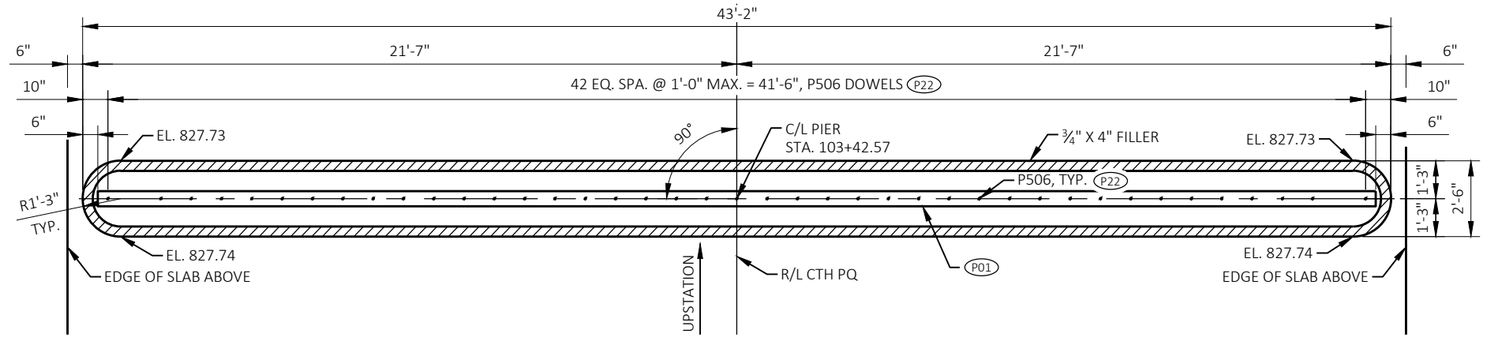
(LOOKING EAST)



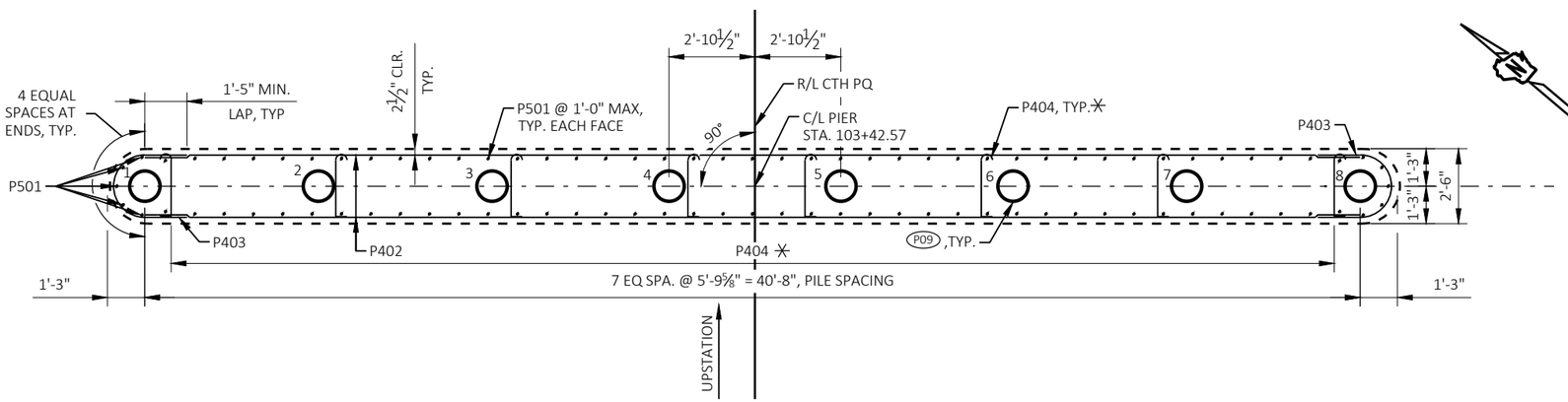
SECTION THRU PIER

LEGEND

- P01 — 2"x 6" BEVELED KEYWAY
- P09 — SUPPORT PIER ON PILING CIP 12 ¾" x 0.50-INCH PILING WITH PILE POINTS DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 210 TONS. ESTIMATED 70'-0". FOR PILE SPLICE DETAILS SEE "ABUTMENT DETAILS" SHEET.
- P22 — P506 BARS MAY BE PLACED AFTER PIER IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED BARS 1'-0" INTO CONCRETE.
- ✳ — PLACE ADJACENT TO EACH PILE ONLY. TIE TO NEAREST VERT. P505 BAR. VERTICAL SPA. @ 1'-0" TO MATCH P404 HORIZ. OUTSIDE BARS. ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF TIES.



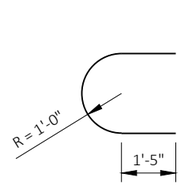
PLAN



PILE PLAN

BILL OF BARS

BAR MARK	COAT	NO.	LENGTH	BENT	LOCATION
P501		90	10'-3"		PIER VERTICAL EACH FACE
P402		24	40'-8"		PIER HORIZ. EACH FACE
P403		24	6'-0"	X	PIER NOSE ENDS
P404		80	3'-0"	X	PIER TIES
P505		22	4'-10"	X	PIER VERT. TOP SHAFT
P506	X	43	2'-0"		PIER VERT. DOWELS
P407		3	16'-6"		PIER HIGH SEAT HORIZ.
P508		17	4'-11"	X	PIER VERT. TOP SEAT



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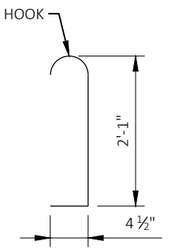

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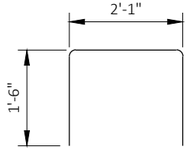
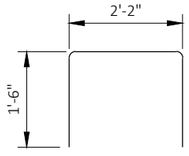


P505



P508

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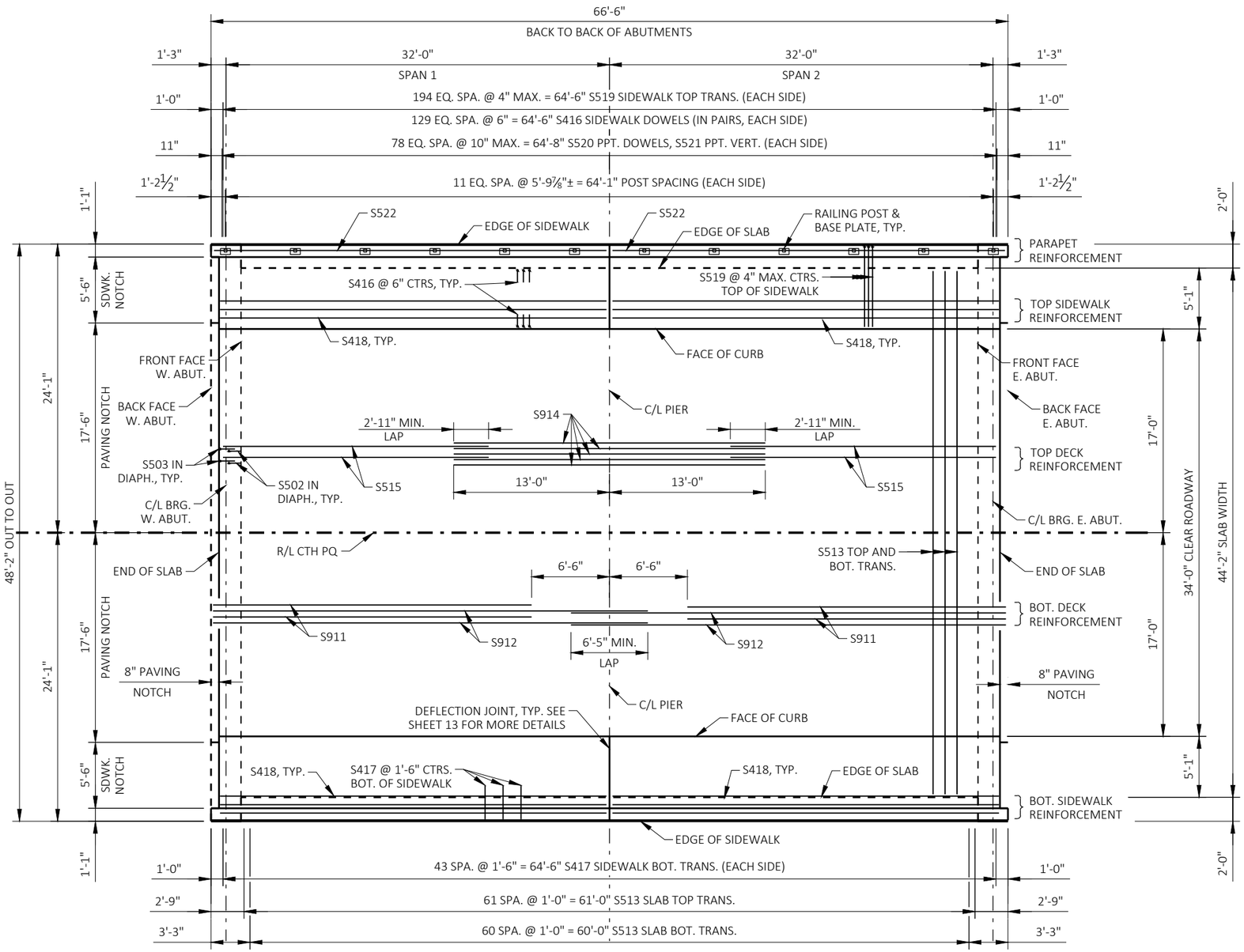
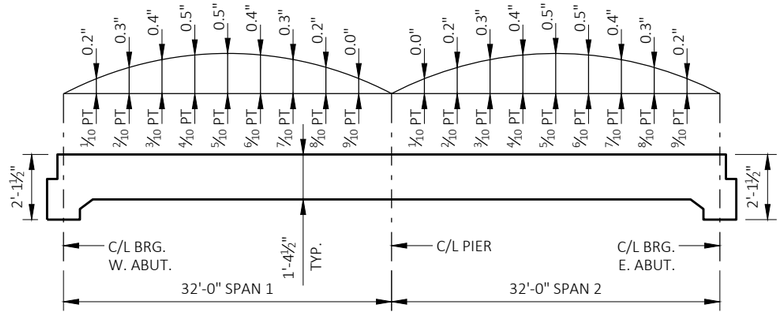


SLAB REINFORCEMENT PLAN



CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTION.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN REMOVED.

SURVEY TOP OF SLAB ELEVATIONS

LOCATION	ABUTMENT	5/10 PT.	PIER	5/10 PT.	ABUTMENT
N. EDGE OF SLAB					
CROWN OR R/L					
S. EDGE OF SLAB					

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE C/L OF ABUTMENTS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF DECK AND CROWN OR R/L. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BAR SPACINGS NOT SHOWN ON THIS SHEET. FOR BILL OF BARS, SEE "SUPERSTRUCTURE DETAILS 2" SHEET.

FILL IN THE TABLE OF "SURVEY TOP OF SLAB ELEVATIONS" FOR EACH SPAN ON AS BUILT PLANS.

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.
ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

SIDEWALKS AND PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

SEE "COMBINATION RAILINGS TYPE C6" SHEET FOR SECTION AND REINFORCEMENT THROUGH VERTICAL FACE TYPE 'A' .

FOR BILL OF BARS, SEE "SUPERSTRUCTURE DETAILS 2" SHEET.

TOP OF SLAB ELEVATIONS

LOCATION	C/L WEST ABUT	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	C/LPIER	0.1 PT	0.2 PT	0.3 PT	0.4 PT	0.5 PT	0.6 PT	0.7 PT	0.8 PT	0.9 PT	C/L EAST ABUT
NORTH EDGE OF DECK	829.35	829.33	829.31	829.29	829.27	829.24	829.22	829.20	829.18	829.16	829.15	829.13	829.10	829.08	829.06	829.04	829.02	829.00	828.98	828.95	828.92
NORTH FACE OF CURB	829.45	829.43	829.41	829.39	829.37	829.35	829.32	829.30	829.28	829.26	829.24	829.22	829.20	829.17	829.15	829.13	829.11	829.09	829.07	829.05	829.02
PGL	829.79	829.77	829.75	829.73	829.71	829.69	829.66	829.64	829.62	829.60	829.58	829.56	829.54	829.51	829.49	829.47	829.45	829.43	829.41	829.39	829.36
SOUTH EDGE OF CURB	829.45	829.43	829.41	829.39	829.37	829.35	829.32	829.30	829.28	829.26	829.24	829.22	829.20	829.17	829.15	829.13	829.11	829.09	829.07	829.05	829.02
SOUTH EDGE OF DECK	829.35	829.33	829.31	829.29	829.27	829.24	829.22	829.20	829.18	829.16	829.15	829.13	829.10	829.08	829.06	829.04	829.02	829.00	828.98	828.95	828.92

ELEVATIONS AT THE EDGE OF DECK ARE TAKEN PRIOR TO SIDEWALK CONSTRUCTION
AND ASSUME A 2" CROSS SLOPE FROM THE GUTTER LINE TO EDGE OF DECK

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DRAWN BY AMR | PLANS CK'D JRM

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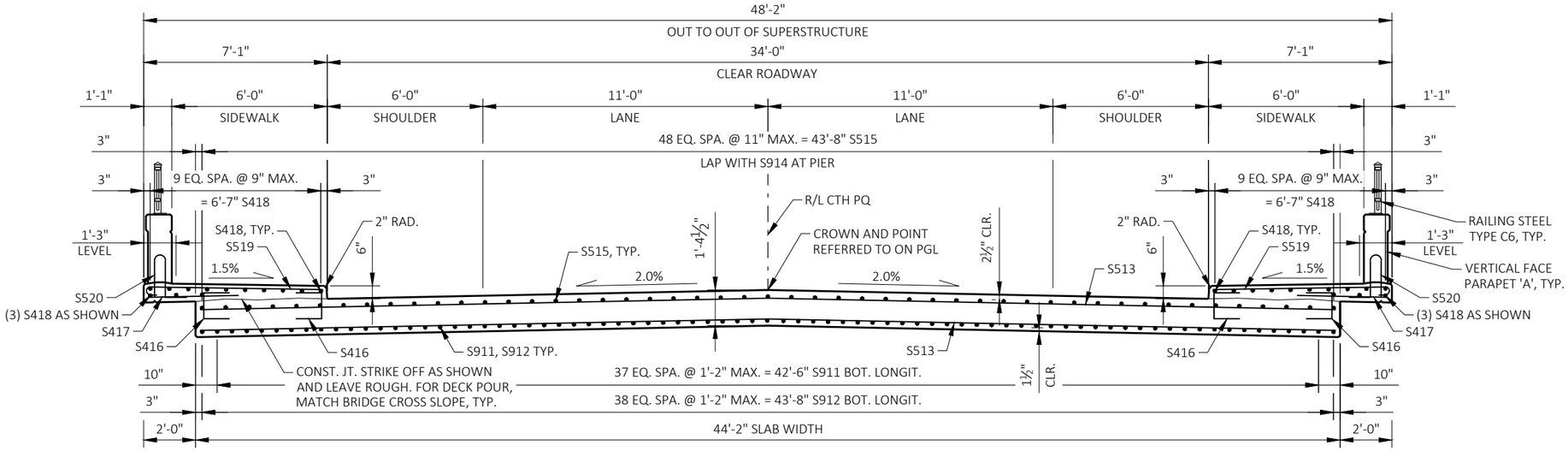
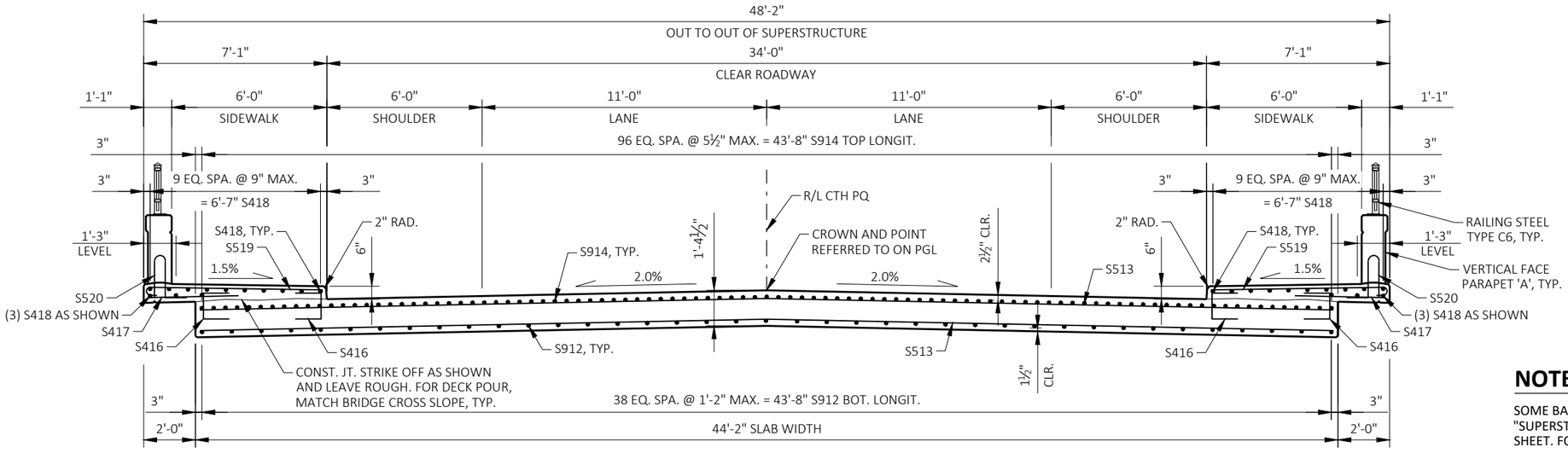
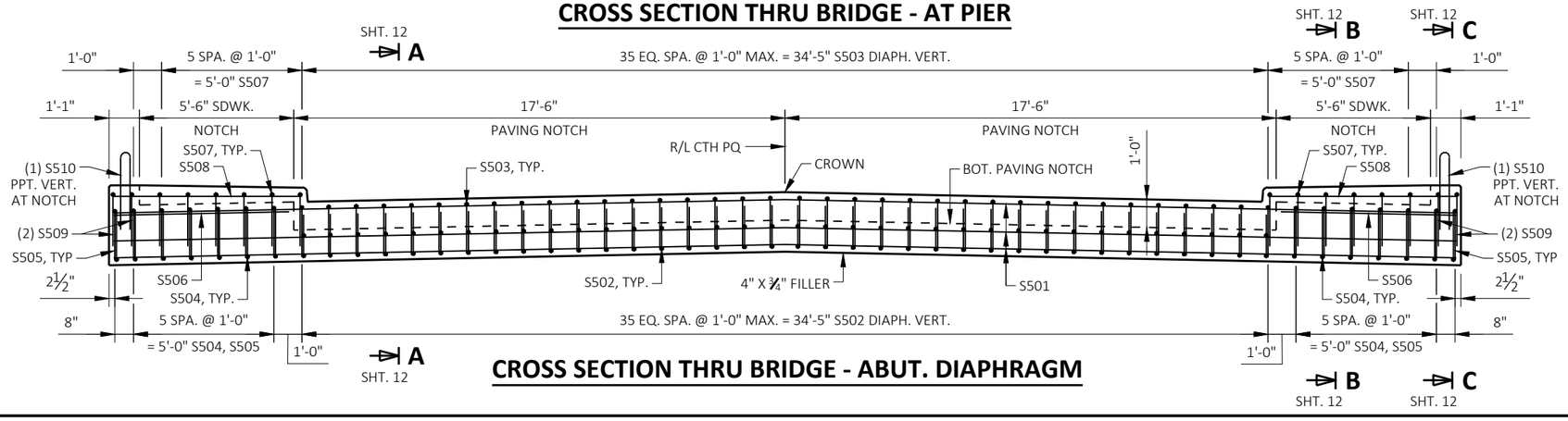
3686-00-70



CROSS SECTION THRU BRIDGE - IN SPAN



CROSS SECTION THRU BRIDGE - AT PIER



CROSS SECTION THRU BRIDGE - ABUT. DIAPHRAGM

NOTES

SOME BARS HAVE BEEN OMITTED FOR CLARITY. SEE "SUPERSTRUCTURE" SHEET FOR BAR SPACINGS NOT SHOWN ON THIS SHEET. FOR BILL OF BARS, SEE "SUPERSTRUCTURE DETAILS 2" SHEET.

FOR SECTIONS A-A, B-B, AND C-C, SEE "SUPERSTRUCTURE DETAILS 2" SHEET.

SEE "COMBINATION RAILINGS TYPE C6" SHEET FOR SECTION AND REINFORCEMENT THROUGH VERTICAL FACE TYPE 'A' .

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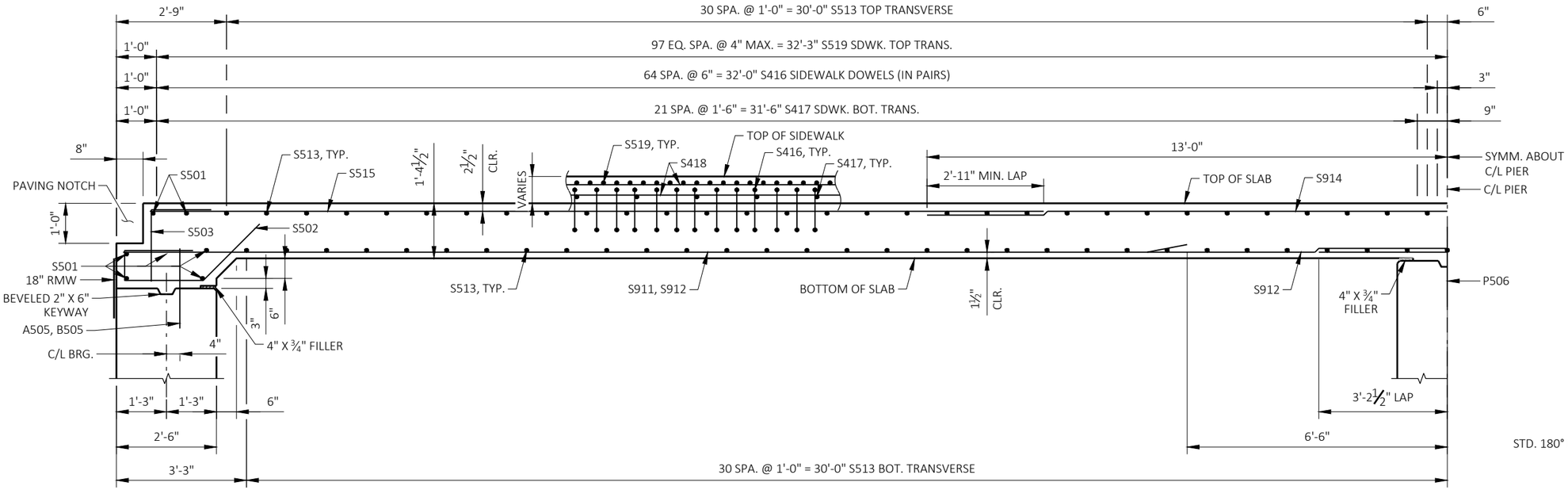
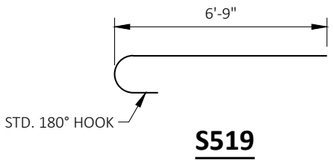


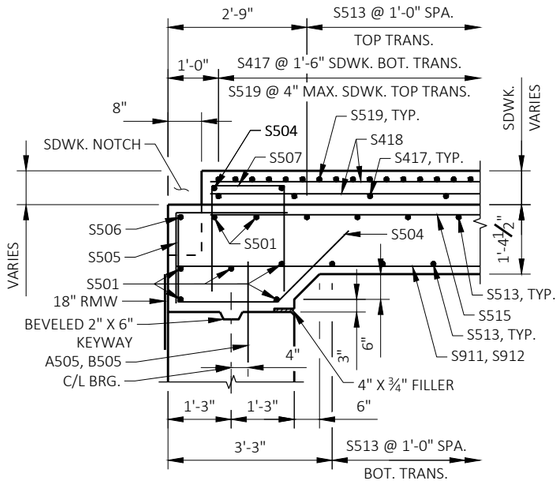
LONGITUDINAL SECTION



S519

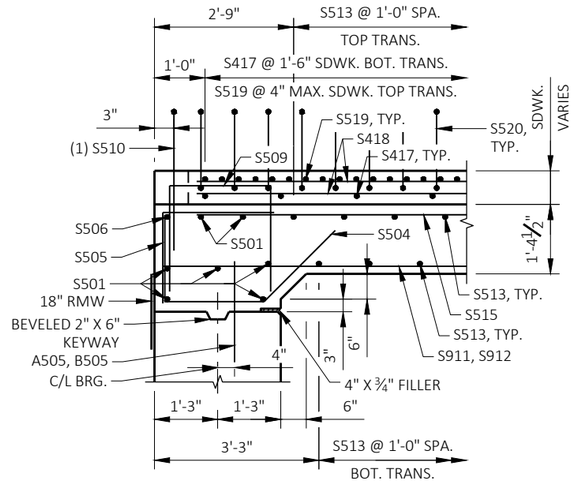
SECTION A-A

SEE LOCATION ON SHEET 11



SECTION B-B

SEE LOCATION ON SHEET 11

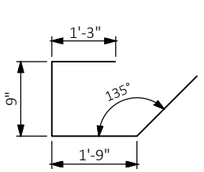


SECTION C-C

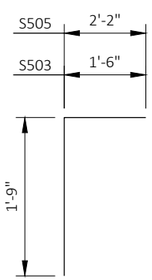
SEE LOCATION ON SHEET 11

BILL OF BARS

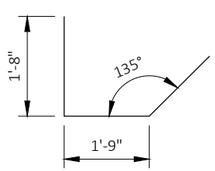
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	14	47'-9"			ABUT. DIAPH. - TRANS.
S502	X	72	5'-6"	X		ABUT. DIAPH. - VERT.
S503	X	72	3'-2"	X		ABUT. DIAPH. - VERT.
S504	X	28	5'-4"	X		ABUT. DIAPH. - VERT.
S505	X	28	3'-10"	X		ABUT. DIAPH. - VERT.
S506	X	4	6'-3"			ABUT. DIAPH. - TRANS.
S507	X	24	5'-2"	X		ABUT. DIAPH. - VERT.
S508	X	8	6'-8"			ABUT. DIAPH. - TRANS.
S509	X	8	5'-9"	X		ABUT. DIAPH. - VERT.
S510	X	4	6'-6"	X		ABUT. DIAPH. - PPT. VERT.
S911	X	76	26'-7"			SLAB - BOT. LONGIT.
S912	X	78	36'-4"			SLAB - BOT. LONGIT.
S513	X	123	43'-9"			SLAB - TOP & BOT. TRANS.
S914	X	97	26'-0"			SLAB - TOP LONGIT. - PIER
S515	X	98	22'-4"			SLAB - TOP LONGIT.
S416	X	520	2'-10"	X		SLAB - SIDEWALK DOWELS
S417	X	88	3'-6"			SIDEWALK - BOT. TRANS.
S418	X	52	32'-3"			SIDEWALK - LONGIT.
S519	X	390	7'-4"	X		SIDEWALK - TOP TRANS.
S520	X	158	4'-4"	X		PARAPET - DOWELS
S521	X	158	4'-9"	X		PARAPET - VERT.
S522	X	32	32'-9"			PARAPET - LONGIT.



S502



S503, S505



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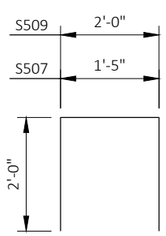
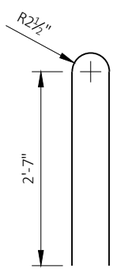


S507, S509



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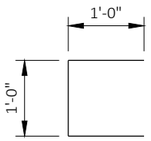

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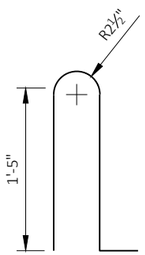

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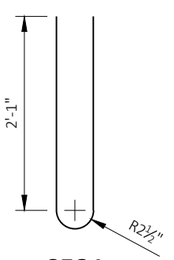

S521

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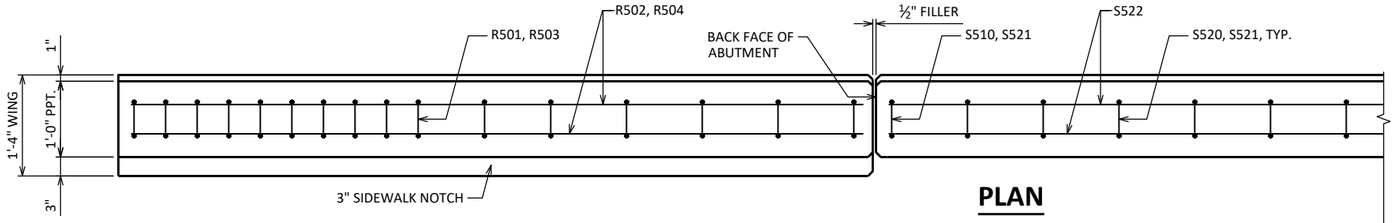
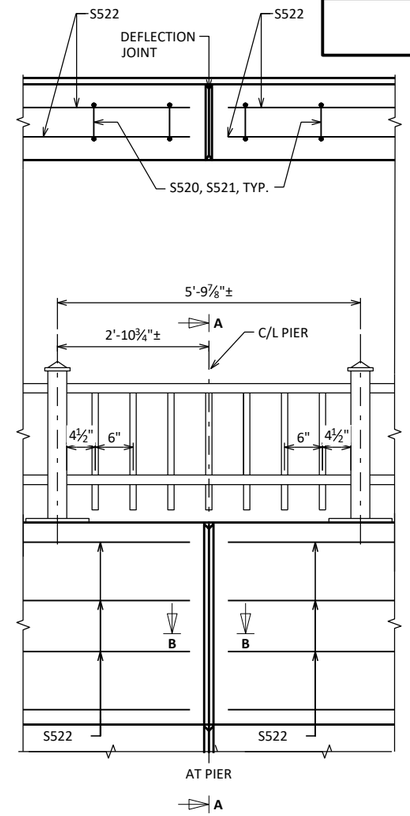
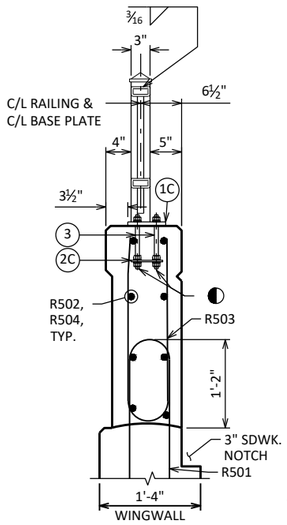


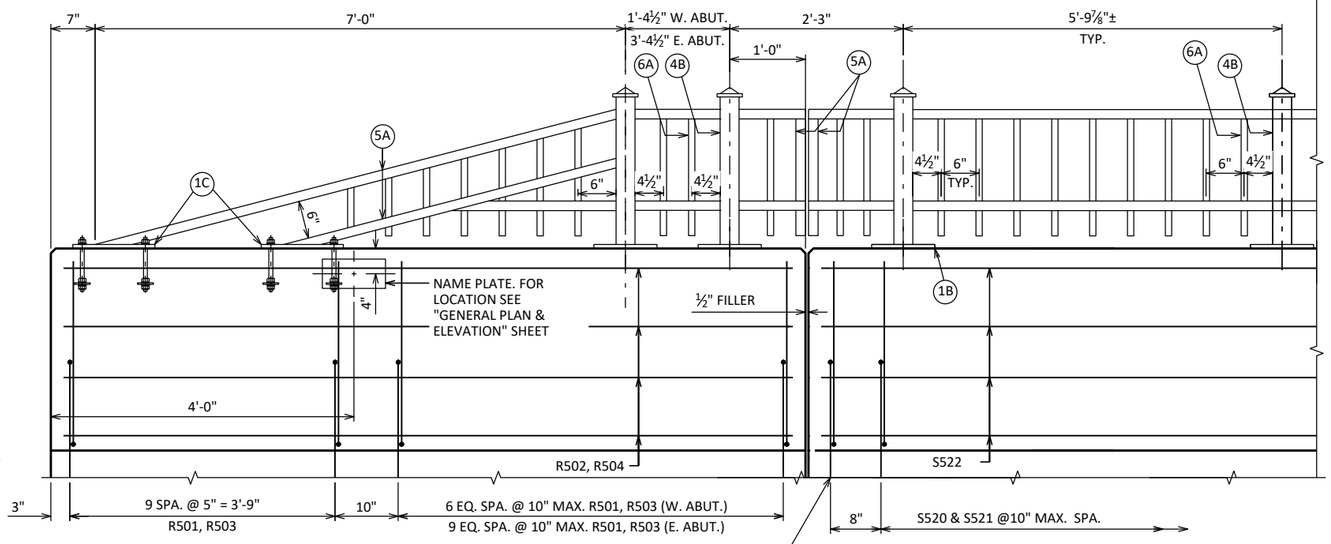
PLAN



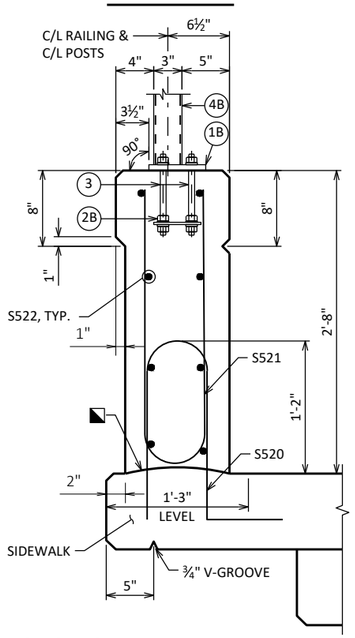
◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



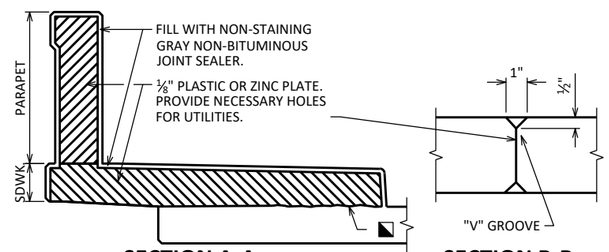
END VIEW



ELEVATION OF PARAPET



SECTION THRU PARAPET ON BRIDGE



SECTION A-A

SECTION B-B

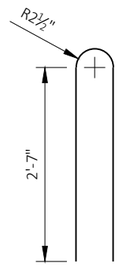
(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅜" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION A-A BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

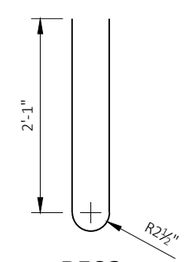
◪ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

BILL OF BARS

BAR MARK	COAT	W. ABUT. NO. REQ'D	E. ABUT. NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	17	20	6'-6"	X		WING PPT. - VERT.
R502	X	8	-	9'-7"			WING PPT. - HORIZ.
R503	X	17	20	4'-9"	X		WING PPT. - VERT.
R504	X	-	8	11'-7"			WING PPT. - HORIZ.



R501



R503

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COMBINATION RAILINGS TYPE C6

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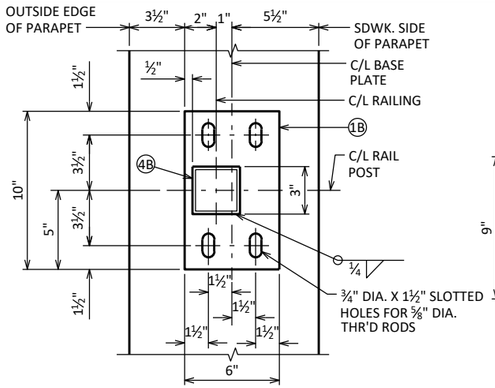
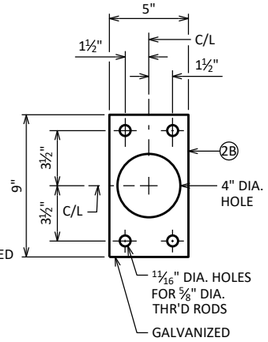
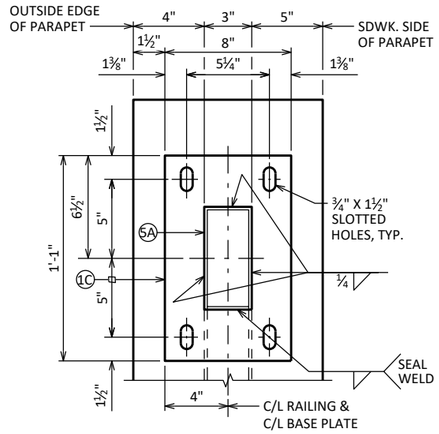


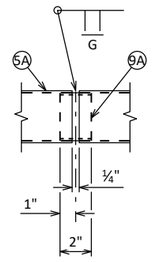
TYPICAL RAIL POST BASE PLATE



ANCHOR PLATE



END RAIL BASE PLATE



SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

LEGEND

- (1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.
- (1C) PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.
- (2B) ¼" X 5" X 9" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16" DIA. HOLES FOR THR'D RODS NO. 3.
- (3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 OF THE STANDARD SPECIFICATIONS.
- (4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.
- (6A) BAR 1" x 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL
- (9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C6", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

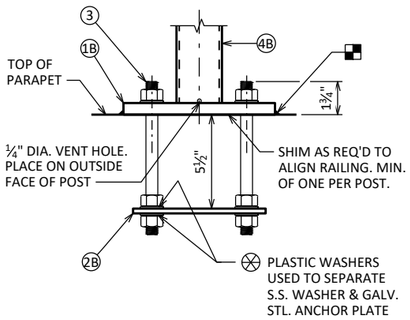
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 20059 (BROWN).

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

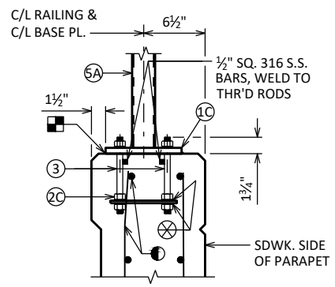
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



ANCHORAGE FOR RAIL POSTS

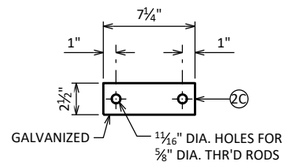
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



ANCHORAGE FOR END RAIL

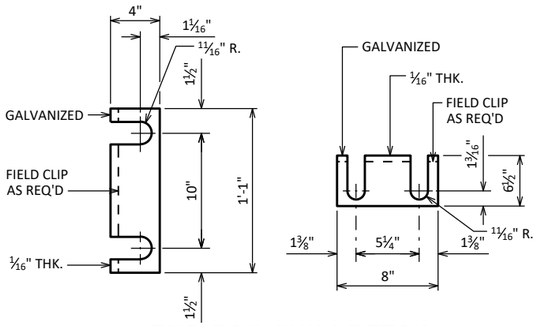
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



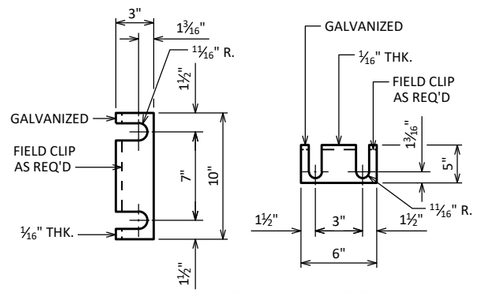
END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE



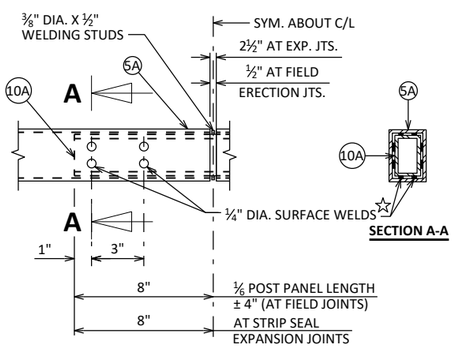
END RAIL SHIM DETAIL

(2 SETS PER POST)



RAIL POST SHIM DETAIL

(2 SETS PER POST)



FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

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COMBINATION RAILINGS DETAILS

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STATION	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 3	NOTE 1		NOTE 8
102+61.82	10261.82	0.00	84.22	0.07	0	0	0	0	0
102+75.00	10275.00	13.18	84.97	0.00	41	0	41	0	41
102+77.32	10277.32	2.32	85.19	0.00	7	0	48	0	48
102+81.32	10281.32	4.00	85.98	0.00	13	0	61	0	61
102+87.33	10287.33	6.01	130.41	4.00	24	0	85	0	85
102+99.33	10299.33	12.00	89.07	0.00	49	1	134	1	133
103+10.00	10310.00	10.67	88.29	0.09	35	0	169	1	168
STRUCTURE B-13-0910									
STATION	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 3	NOTE 1		NOTE 8
103+75.00	10375.00	0.00	98.39	0.98	0	0	0	0	0
103+85.00	10385.00	10.00	56.81	11.27	29	2	29	3	27
104+00.00	10400.00	15.00	52.43	1.50	30	4	59	8	52
104+22.32	10422.32	22.32	42.92	0.34	39	1	98	9	89
104+57.73	10457.73	35.41	3.68	3.99	31	3	129	13	117
105+00.00	10500.00	42.27	4.02	4.35	6	7	135	21	114
105+18.84	10518.84	18.84	4.50	2.61	3	2	138	24	114
105+24.17	10524.17	5.33	3.96	3.46	1	1	139	25	114
105+45.77	10545.77	21.60	4.94	2.85	4	3	143	29	114

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)

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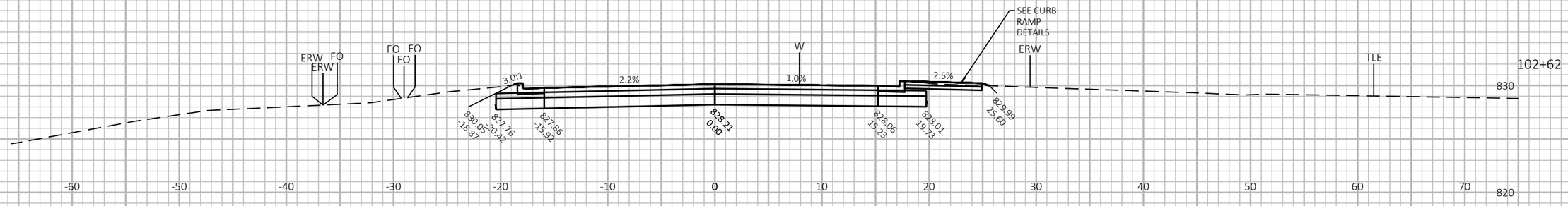
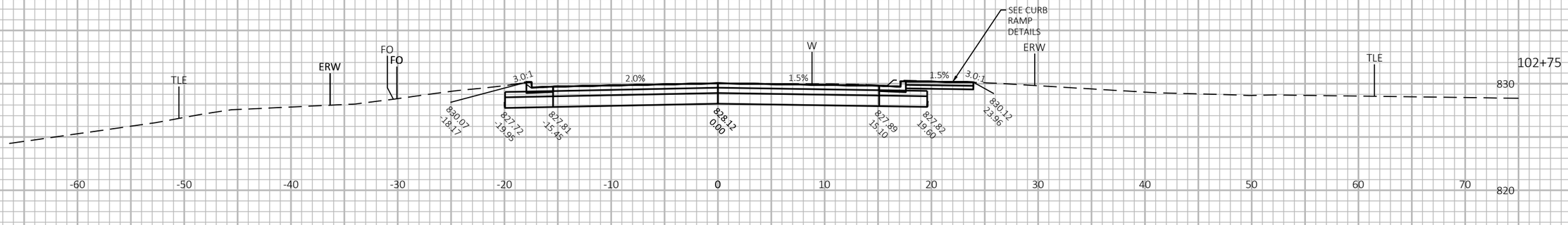
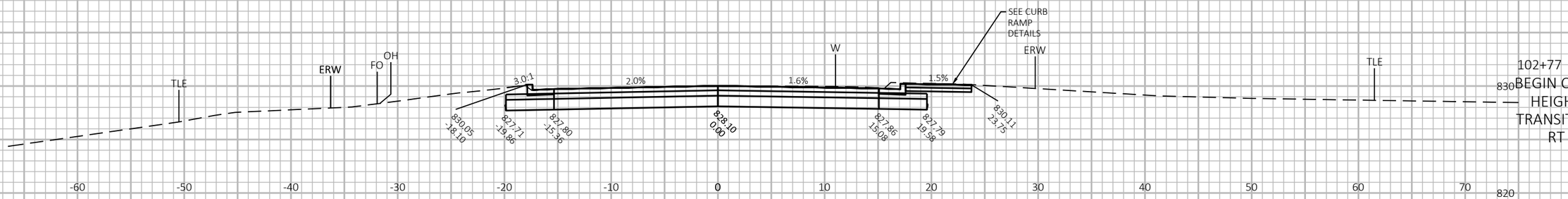
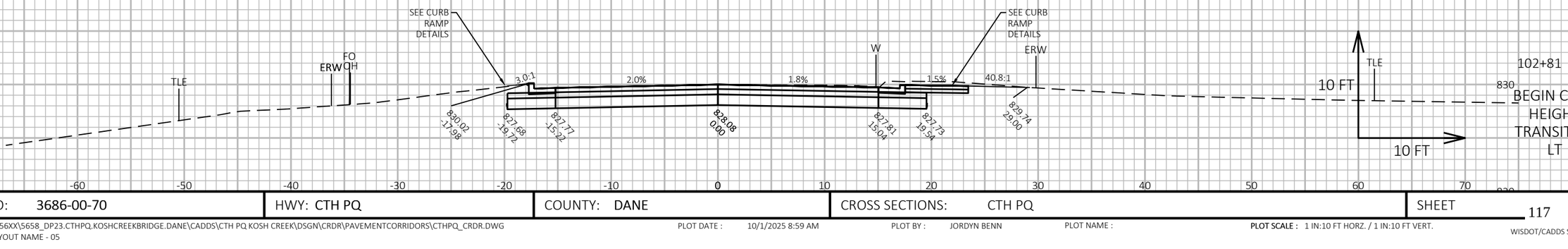
STA 102+62 BEGIN CONSTRUCTION









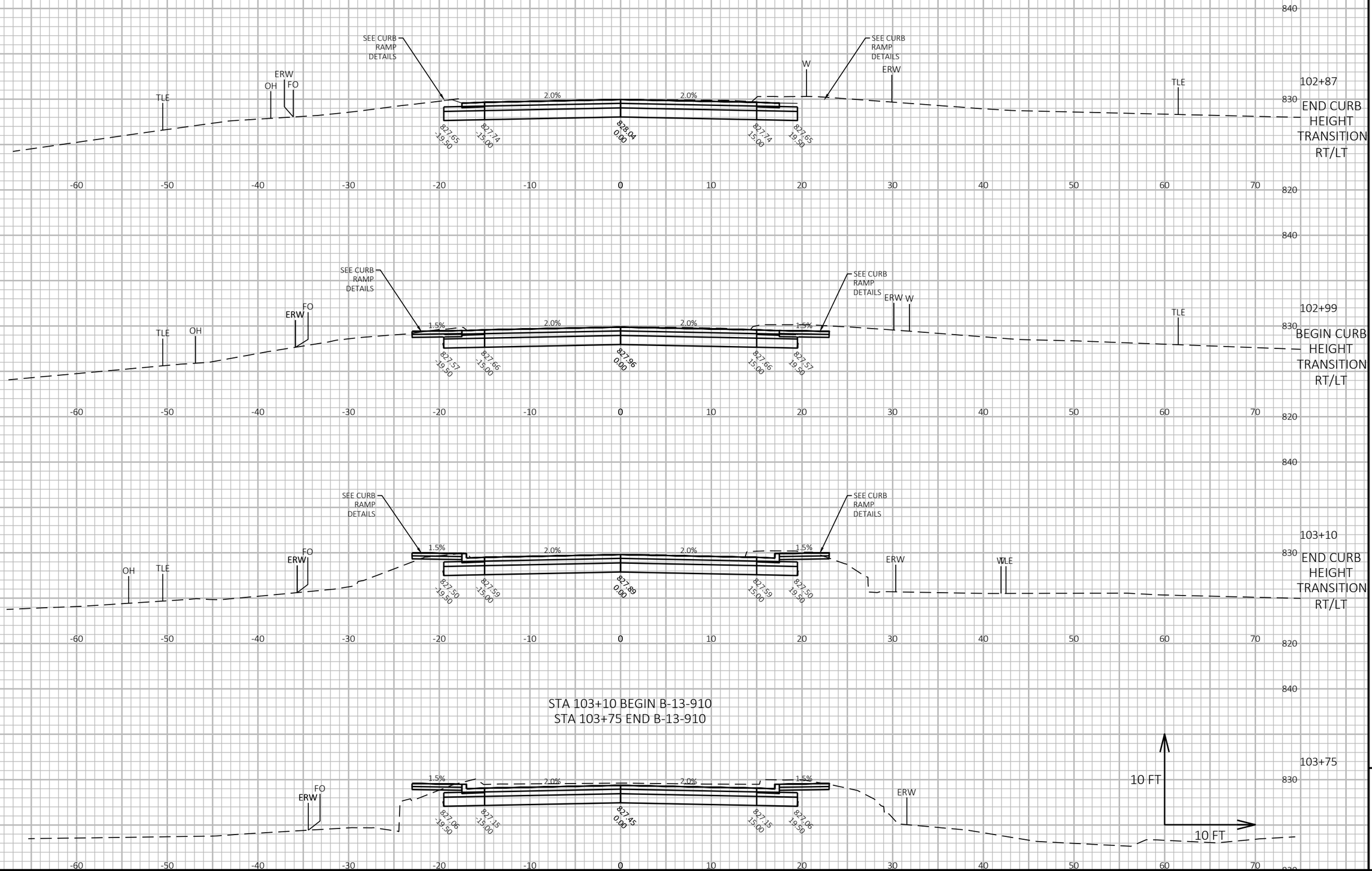
9 9

PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	CROSS SECTIONS: CTH PQ	SHEET 117	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\DSGN\CRDR\PAVEMENTCORRIDORS\CTHPQ_CRDR.DWG
LAYOUT NAME - 05

PLOT DATE : 10/1/2025 8:59 AM PLOT BY : JORDYN BENN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



STA 103+10 BEGIN B-13-910
STA 103+75 END B-13-910

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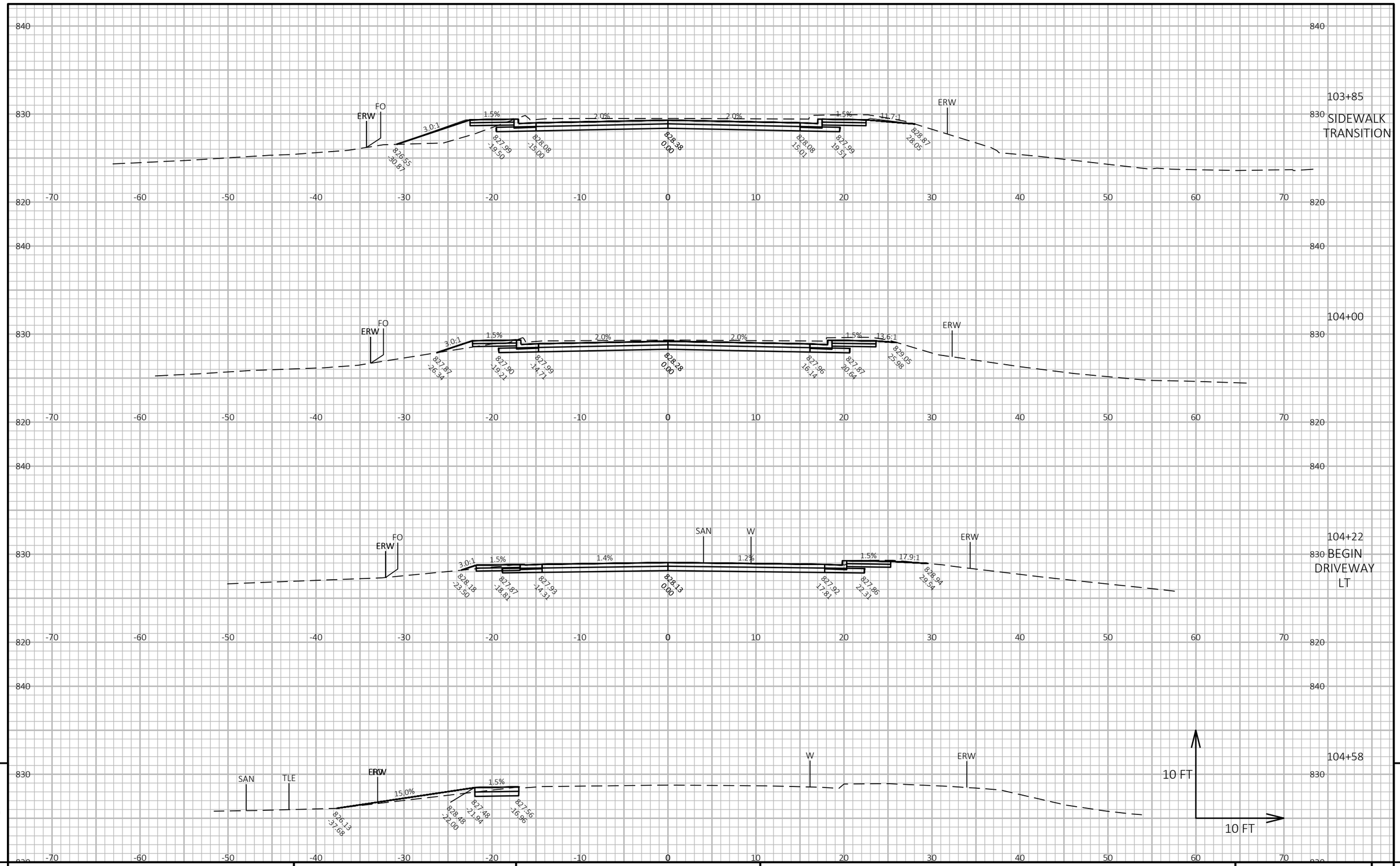
PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	CROSS SECTIONS: CTH PQ	SHEET 118	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\DSGN\CRDR\PAVEMENTCORRIDORS\CTHPQ_CRDR.DWG
LAYOUT NAME - 06

PLOT DATE : 10/1/2025 8:59 AM PLOT BY : JORDYN BENN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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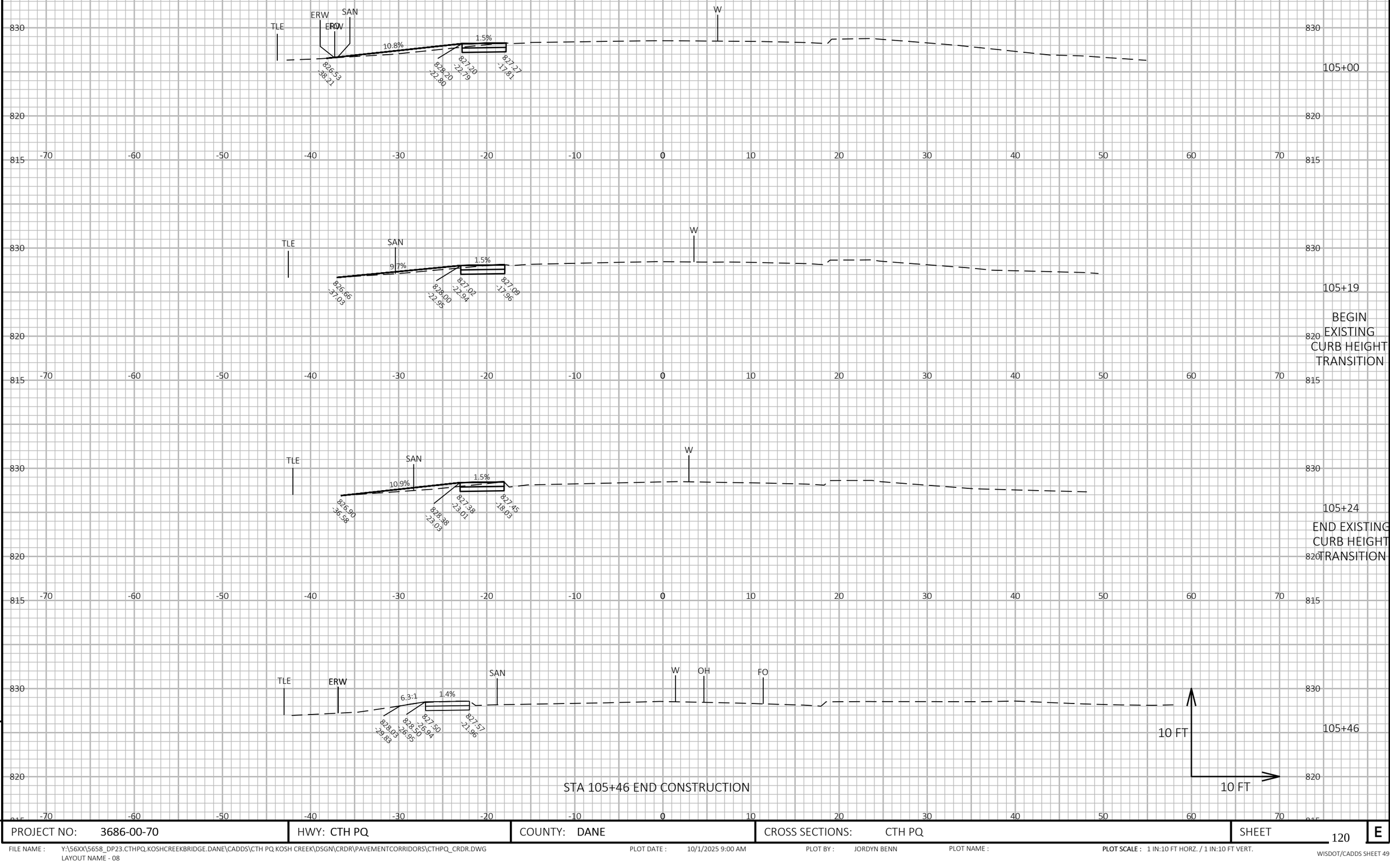
PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	CROSS SECTIONS: CTH PQ	SHEET 119	E

FILE NAME : Y:\56XX\5658_DP23.CTHPQ.KOSHCREEKBRIDGE.DANE\CADDS\CTH PQ KOSH CREEK\DSGN\CRDR\PAVEMENTCORRIDORS\CTHPQ_CRDR.DWG
LAYOUT NAME - 07

PLOT DATE : 10/1/2025 9:00 AM PLOT BY : JORDYN BENN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3686-00-70	HWY: CTH PQ	COUNTY: DANE	CROSS SECTIONS: CTH PQ	SHEET 120	E

Notes

Wisconsin Department of Transportation

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