MAD

PROJECT ID: 5993-01-77

WITH: N/A

COUNTY: DANE

NOVEMBER 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 298



12

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF MIDDLETON, CTH M

PHEASANT BR CREEK BRIDGE B-13-0905

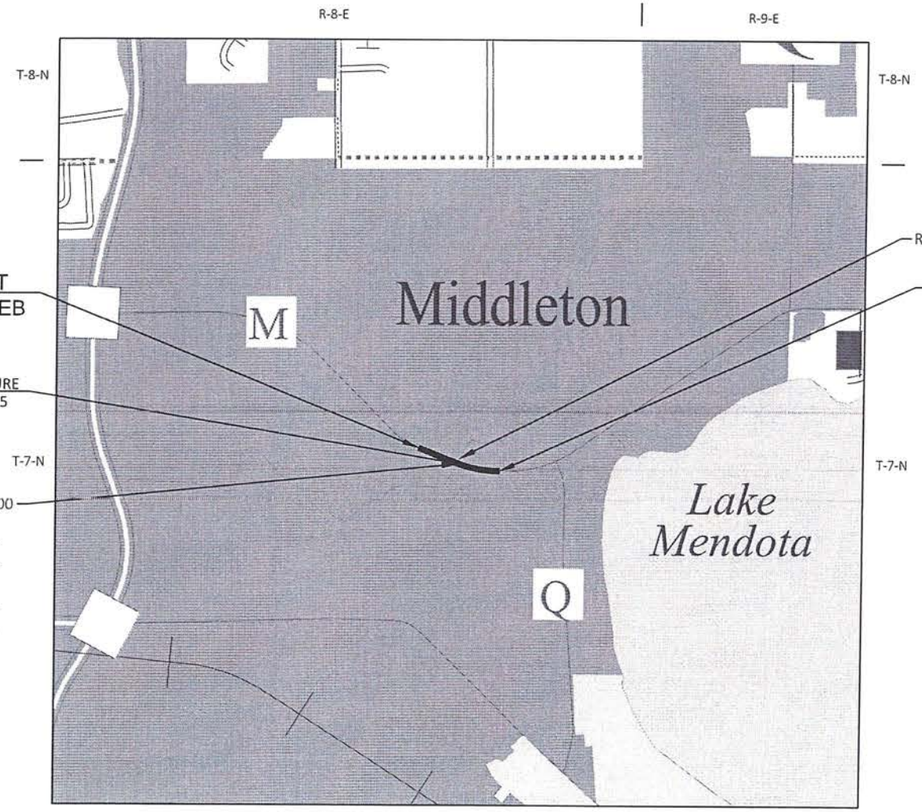
CTH M

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5993-01-77	WISC 2027056	1

STATE PROJECT NUMBER

5993-01-77



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.166 MI

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.

DESIGN DESIGNATION

A.A.D.T.	2027	=	16,450
A.A.D.T.	2047	=	19,150
D.H.V.		=	2,265
D.D.		=	59/41
T.		=	5.70%
DESIGN SPEED		=	35 MPH
ESALS		=	1,700,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ACCEPTED FOR DANE COUNTY

Date 7/29/26 Clement Abongwa
(Signature and Title of Official)

DANE COUNTY HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES

WISCONSIN
ELISA C BECKER
E-44991
MADISON
WI
PROFESSIONAL ENGINEER

7/17/26

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	DELLA KOENIG
Regional Examiner	WISDOT SW REGION
Regional Supervisor	DELLA KOENIG

APPROVED FOR THE DEPARTMENT

DATE: Digitally signed by Della Koenig P.E. Date: 2026.07.29 13:40:38-05'00'

E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\010101-TI.DWG

PLOT DATE : 7/17/2026 3:17 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

GENERAL NOTES:

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

WETLANDS EXIST IN THE PROJECT AREA. DO NOT DISTURB AREAS OUTSIDE THE SLOPE INTERCEPTS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FERTILIZED AND SEEDED.

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO CONSTRUCTION.

GRADES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS MOVED AS PART OF THE PLAN OR THE ENGINEER APPROVES THE REMOVAL.

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

ASPHALT BID/MIX SPECIFICATIONS		
	THICKNESS	BID/MIX SPECIFICATIONS
UPPER LAYER	2.25-INCH	4 MT 58-28 H
LOWER LAYER	4.00-INCH	3 MT 58-28 S

ORDER OF SECTION 2 DETAIL SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
STORM SEWER PLANS
PERMANENT SIGNING
TRAFFIC SIGNAL REMOVAL
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
ADVANCE WARNING SIGNING
STAGE CONSTRUCTION PLAN
DETOUR ROUTE
ALIGNMENT DETAILS
CONTROL POINT AND BENCHMARK DATA

UTILITIES

** CHARTER COMMUNICATIONS
PAUL TREPCZYK
2701 DANIELS STREET
MADISON, WI 53718
608-288-6814
608-280-1663 (MOBILE)
PAUL.TREPCZYK@CHARTER.COM

** CITY OF MIDDLETON - SANITARY SEWER
MIKE MEIER
7426 HUBBARD AVE.
MIDDLETON, WI 53562
608-821-8375
MMEIER@CITYOFMIDDLETON.US

** CITY OF MIDDLETON - WATER
MIKE MEIER
7426 HUBBARD AVE.
MIDDLETON, WI 53562
608-821-8375
MMEIER@CITYOFMIDDLETON.US

** MCI
RJ CICATELLO JR.
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
262-232-1323
RANDY.CICATELLO@VERIZON.COM

** MG&E ELECTRIC
MARK BOHM
623 RAILROAD STREET
MADISON, WI 53701
608-252-4730
MBOHM@MGE.COM

** MG&E GAS
ROGER AHLES
623 RAILROAD STREET
MADISON, WI 53701
608-252-5682
RAHLES@MGE.COM

** TDS TELECOM
LORIN MISSALL
525 JUCTION RD
MADISON, WI 53719
608-225-5913
LORIN.MISSALL@TDSTELECOM.COM

** DENOTES DIGGERS HOTLINE MEMBER

OTHER CONTACTS

DESIGN CONSULTANT
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STRAND ASSOCIATES, INC.
910 WEST WINGRA DR.
MADISON, WI 53715
(608) 251-4843
elisa.becker@strand.com

WISDOT CONTACT
DELLA KOENIG
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-7963
Della.Koenig@dot.wi.gov

CITY OF MIDDLETON
BENJAMIN JOHN
7426 HUBBARD AVENUE
MIDDLETON, WI 53562
(608) 821-8381
bjohn@cityofmiddleton.us

DNR LIASON
ERIC HEGGELUND
DNR SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PH: (608) 275-3301
eric.heggelund@wisconsin.gov

DANE COUNTY
MARK MISUN
DANE COUNTY
2302 FISH HATCHERY ROAD
MADISON, WI 53713
PH: (608) 575-2824
misun.mark@danecounty.gov

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

2

N

BEGIN CONSTRUCTION
STA. 101+46.98 EB

BEGIN PROJECT
STA. 102+00.00 EB
Y=493785.70
X=791745.58

END CONSTRUCTION
STA. 14+30.00 TU

END PROJECT
STA. 110+77.72 EB

CITY OF
MIDDLETON

CTH M (CENTURY AVENUE)

PHEASANT BRANCH CREEK

R-13-401

B-13-905

R-13-400

14+00 TU

13+00 TU

12+00 TU

11+00 TU

105+00

110+00 EB

13+00 B

12+00 B

11+00 B

BRANCH ST

AMHERST RD

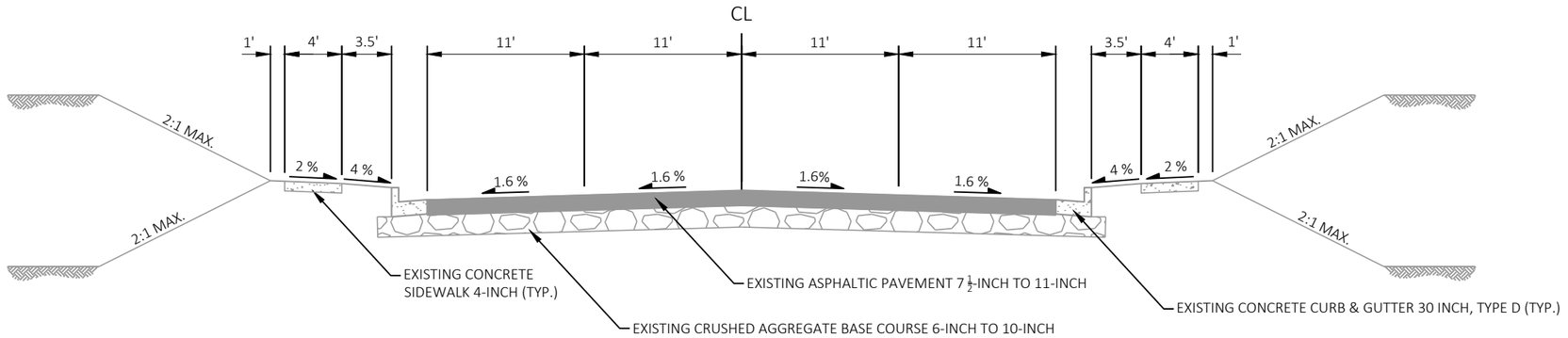
PHEASANT BRANCH TRAIL

BEGIN CONSTRUCTION
STA. 10+27.35 TU

BEGIN CONSTRUCTION
STA. 11+41.13 B

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

2

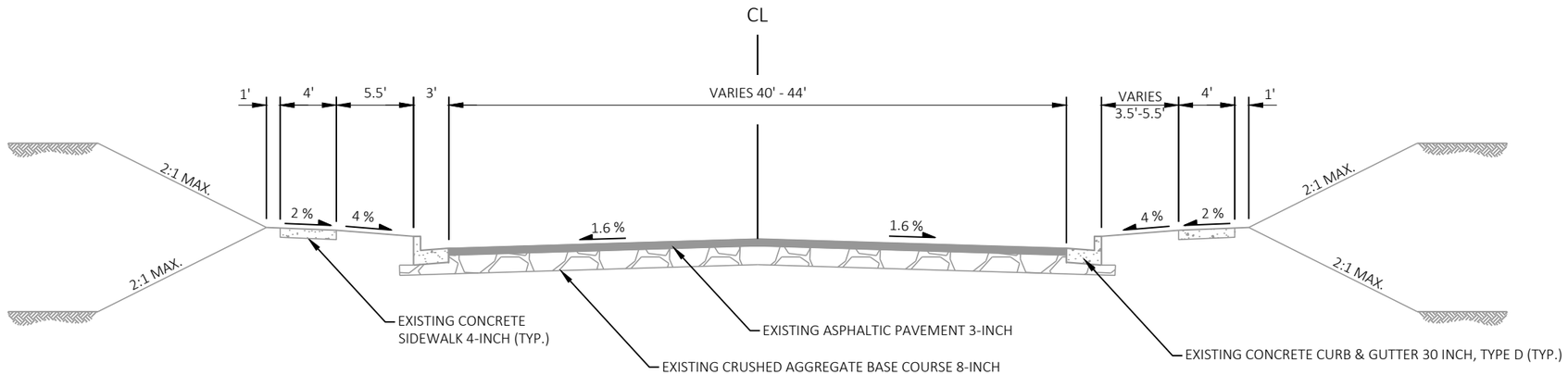


EXISTING TYPICAL SECTION

CTH M (CENTURY AVENUE)
STA 102+00 EB - STA 110+77.72 EB

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TYPICAL SECTIONS	SHEET 4	E

2

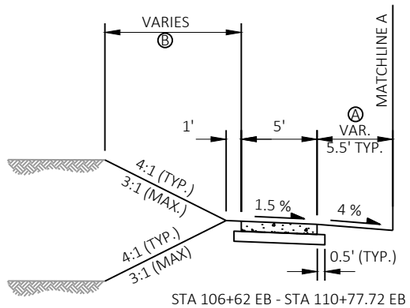


EXISTING TYPICAL SECTION

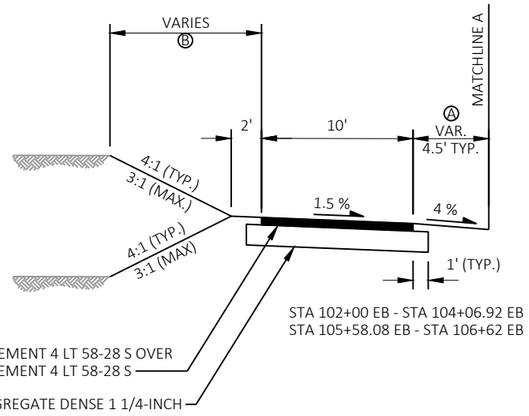
BRANCH STREET

STA 11+41.13 B - STA 13+17.44 B

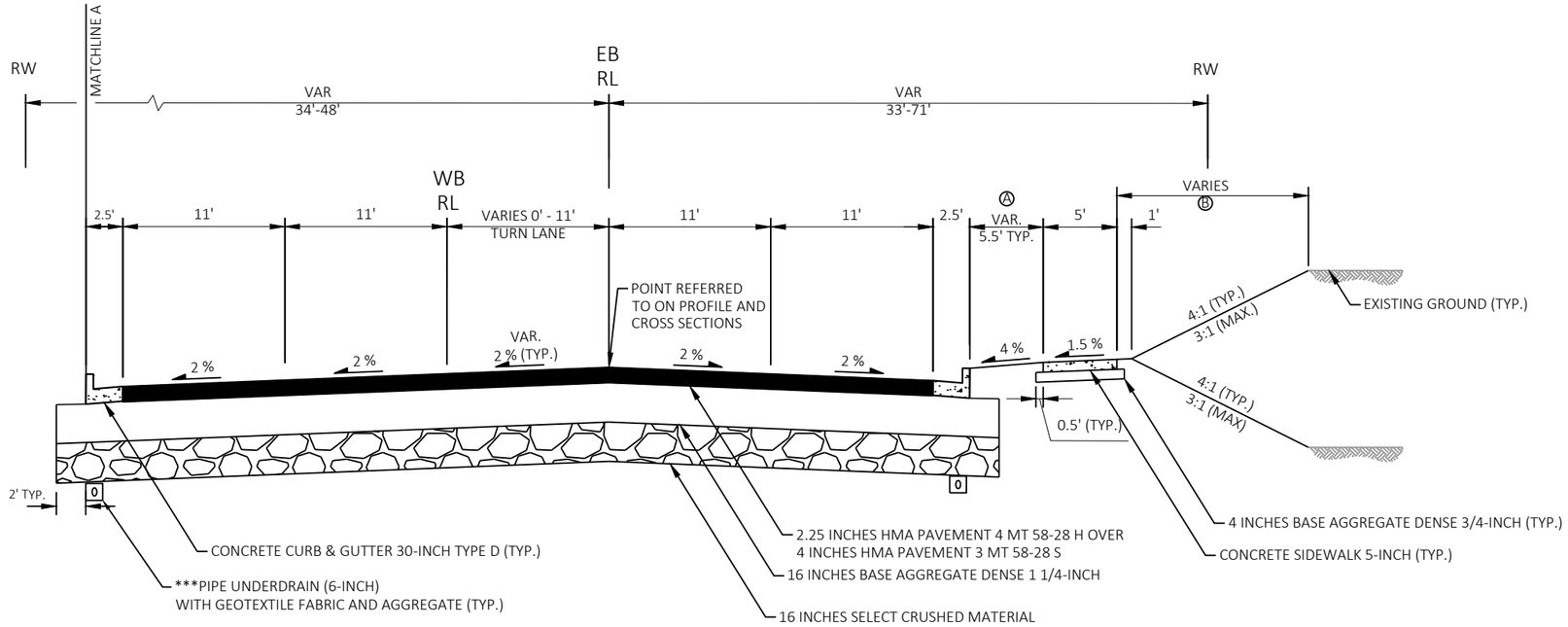
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TYPICAL SECTIONS	SHEET 5	E



STA 106+62 EB - STA 110+77.72 EB

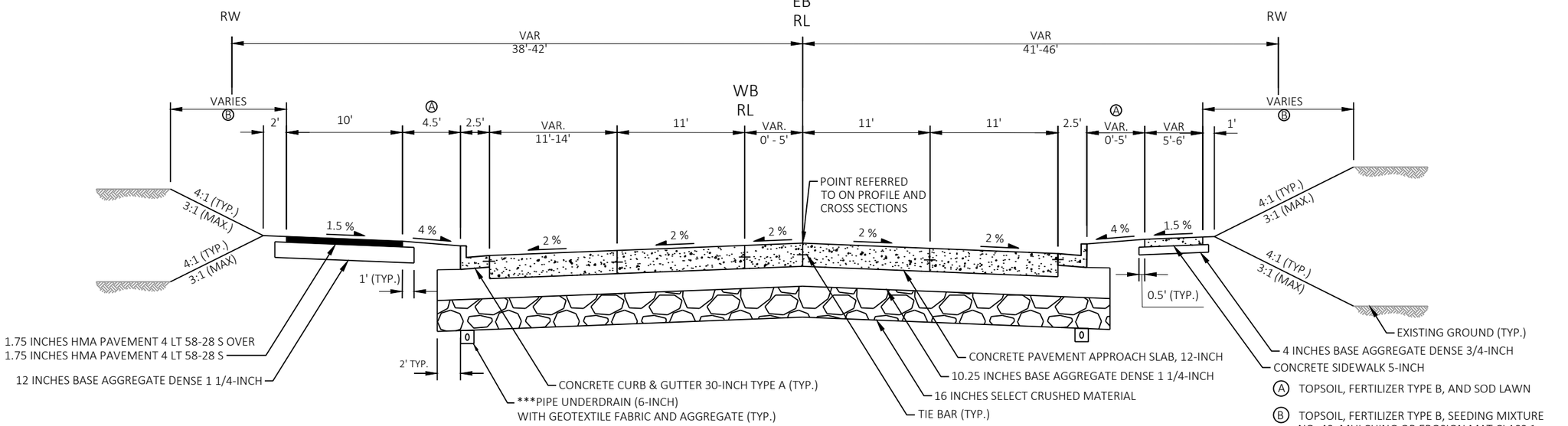


STA 102+00 EB - STA 104+06.92 EB
STA 105+58.08 EB - STA 106+62 EB



FINISHED TYPICAL SECTION

CTH M (CENTURY AVENUE)
STA 102+00 EB - STA 104+06.92 EB
STA 105+58.08 EB - STA 110+77.72 EB



FINISHED TYPICAL SECTION

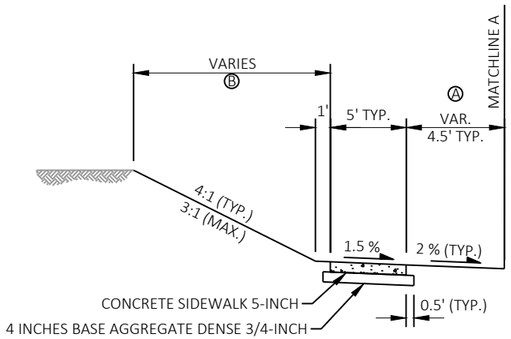
CTH M (CENTURY AVENUE)
STA 104+06.92 EB - STA 104+21.92 EB
STA 105+43.08 EB - STA 105+58.08 EB

(A) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

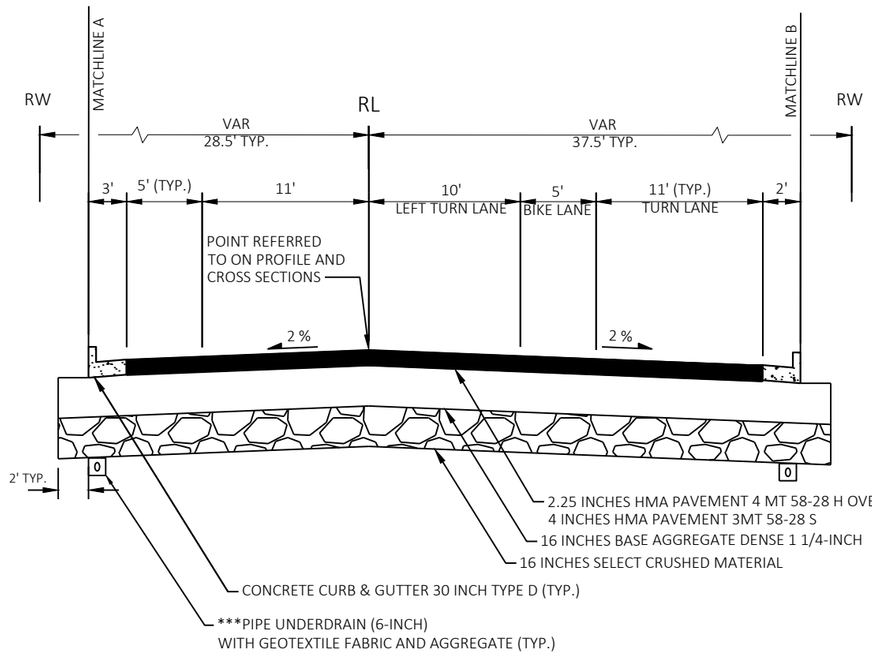
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40, MULCHING OR EROSION MAT CLASS 1 TYPE A URBAN (SEE EROSION CONTROL PLANS FOR LOCATIONS)

*** INSTALL PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE ONLY AT LOW POINTS OR AS CALLED OUT IN MISC. QUANTITIES

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TYPICAL SECTIONS	SHEET 6	E



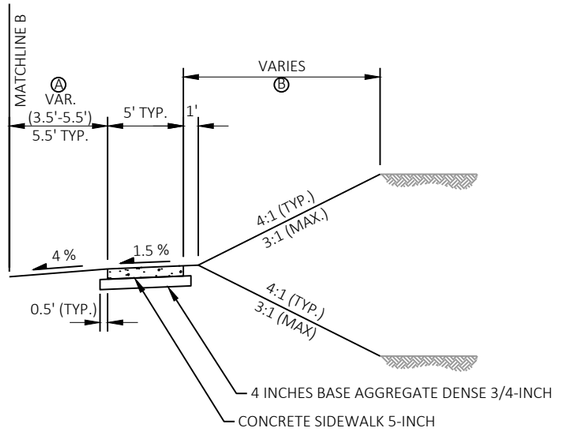
STA 11+85.01 B - STA 13+17.44 B



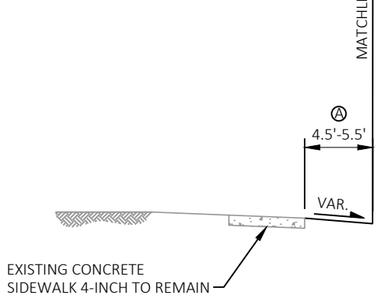
FINISHED TYPICAL SECTION

BRANCH STREET

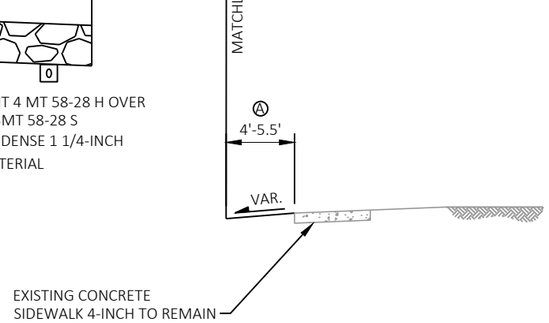
STA 11+41.13 B - STA 13+17.44 B



STA 12+15.24 B - STA 13+17.44 B



STA 11+42.13 B - STA 11+85.01 B



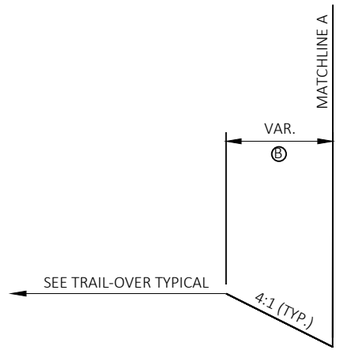
STA 11+42.13 B - STA 12+15.24 B

(A) TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

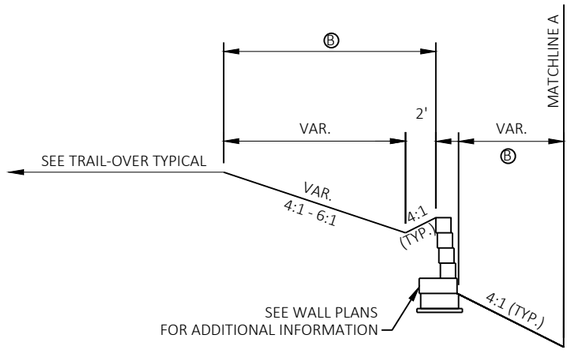
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40, MULCHING OR EROSION MAT CLASS 1 TYPE A URBAN (SEE EROSION CONTROL PLANS FOR LOCATIONS)

*** INSTALL PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE ONLY AT LOW POINTS OR AS CALLED OUT IN MISC. QUANTITIES

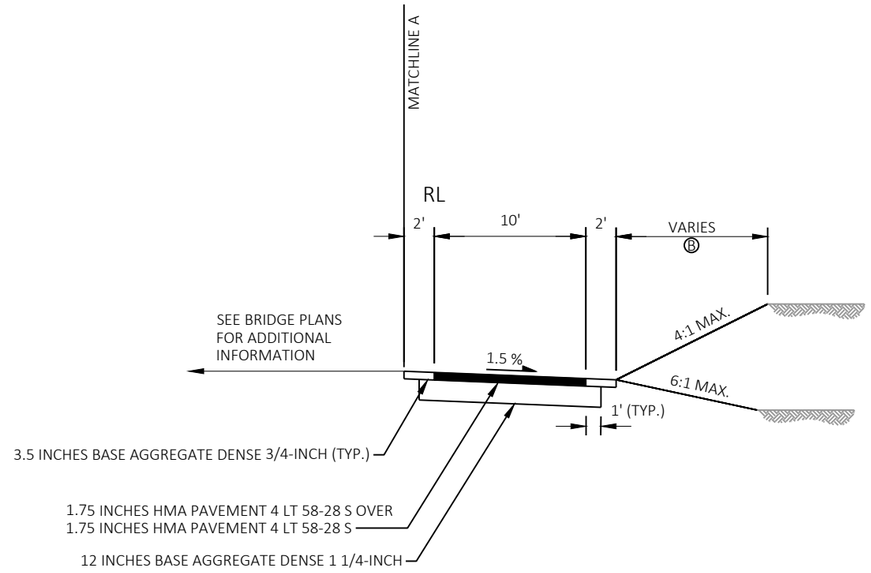
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TYPICAL SECTIONS	SHEET 7	E



STA 10+77.71 TU - STA 11+60.00 TU



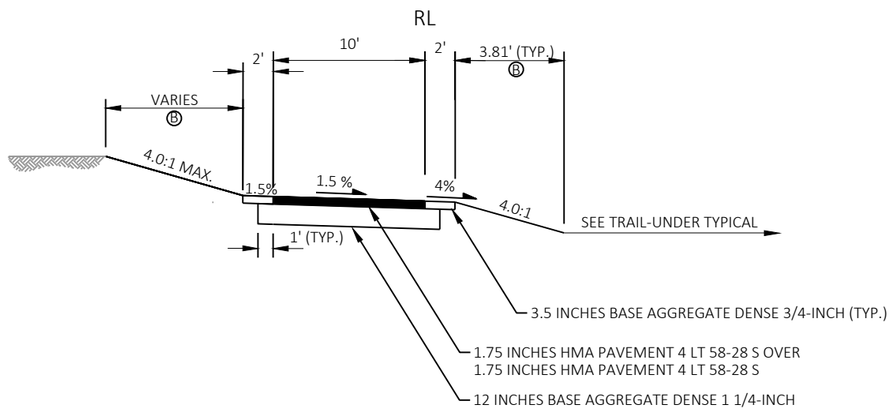
STA 11+60.00 TU - STA 14+30.00 TU



FINISHED TYPICAL SECTION

TRAIL-UNDER

STA 10+27.35 TU - STA 14+30.00 TU



FINISHED TYPICAL SECTION

TRAIL-OVER

STA 10+77.71 TO - STA 12+56.70 TO

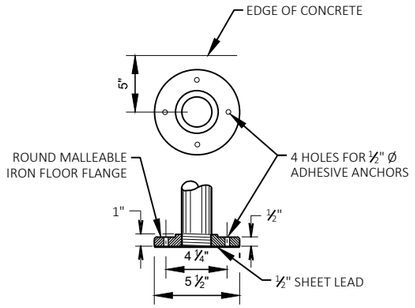
Ⓐ TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN

Ⓑ TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 75, AND EROSION MAT CLASS 1 TYPE A URBAN (SEE EROSION CONTROL PLANS FOR LOCATIONS)

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 3.04 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.42 ACRES



FLANGE DETAIL

NOTE:

THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

MINIMUM STAIR WIDTH SHALL BE 48" UNLESS OTHERWISE NOTED ON THE PLAN DETAIL SHEETS.

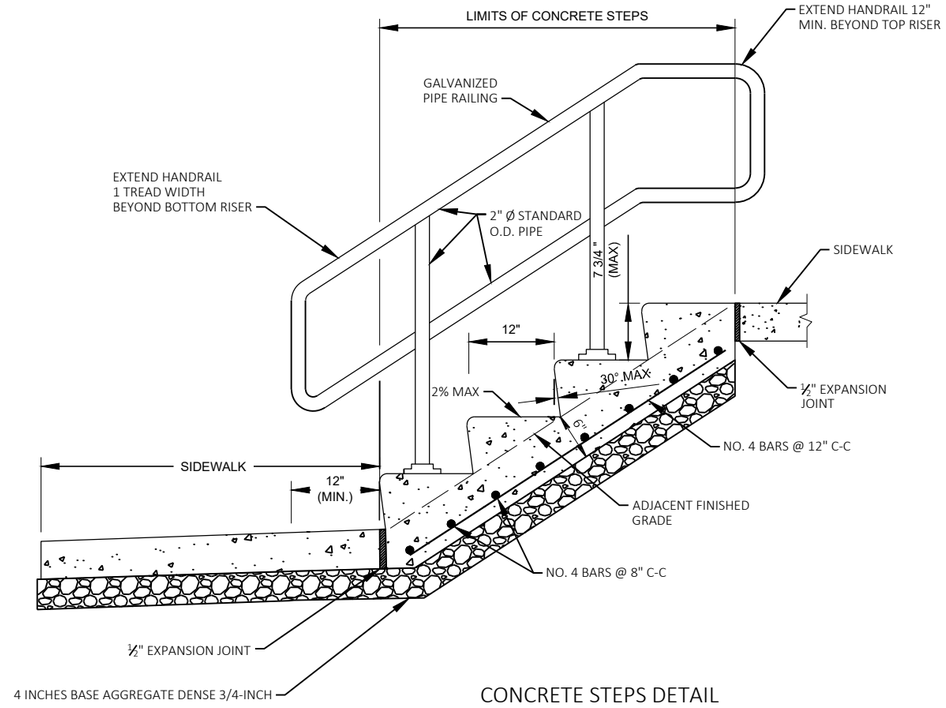
GALVANIZED PIPE RAILING TO BE PLACED ON ONE SIDE OF STAIRS.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR.

STAIRS SHALL BE CONSTRUCTED IN ACCORDANCE WITH WISCONSIN BUILDING CODE.

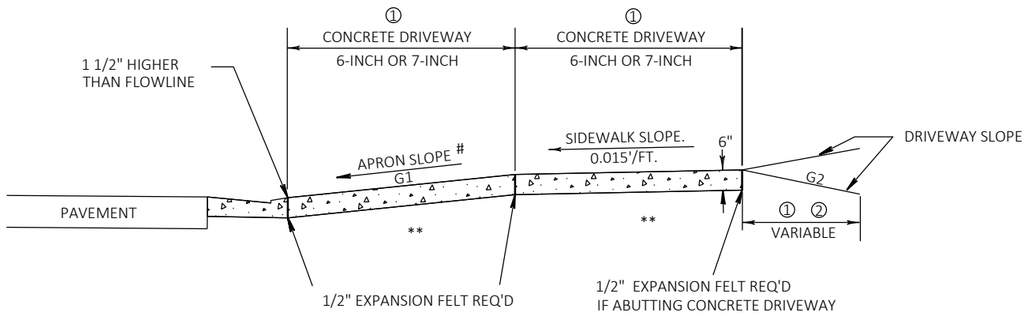
RAILING SHALL BE 34-INCHES MINIMUM AND 38-INCHES MAXIMUM VERTICALLY ABOVE STAIR NOSINGS. RAILING SHALL BE A CONSISTENT HEIGHT ABOVE STAIR NOSINGS.

HANDRAIL NOT REQUIRED ON STEPS WITH 3 RISERS OR LESS.



CONCRETE STEPS DETAIL

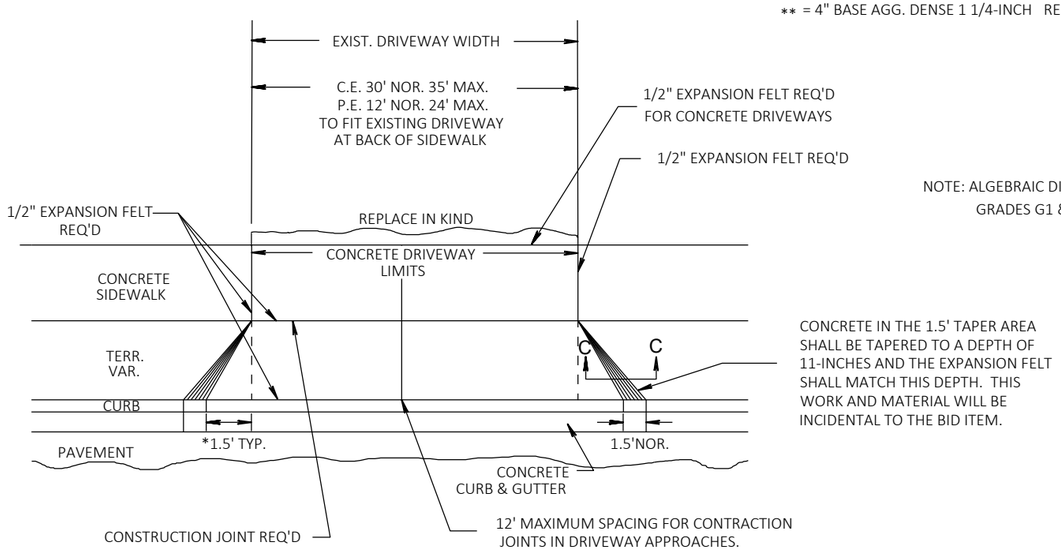
105+60 EB RT



①— 6" OR 7" CONCRETE DRIVEWAY OR
H.E.S. CONCRETE DRIVEWAY

②— 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 6 INCHES BASE AGG. DENSE 1 1/4-INCH

** = 4" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

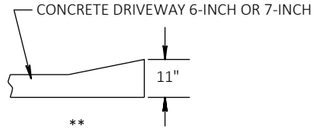


NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT
GRADES G1 & G2 TO NOT EXCEED 15%

CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

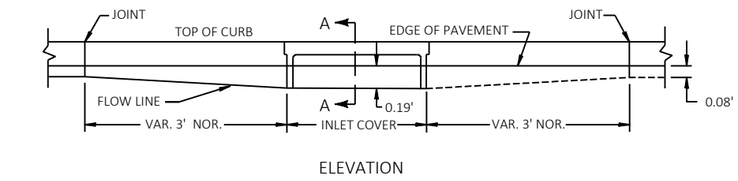
PLAN VIEW

*SEE PLAN DETAILS FOR
ADDITIONAL INFORMATION.

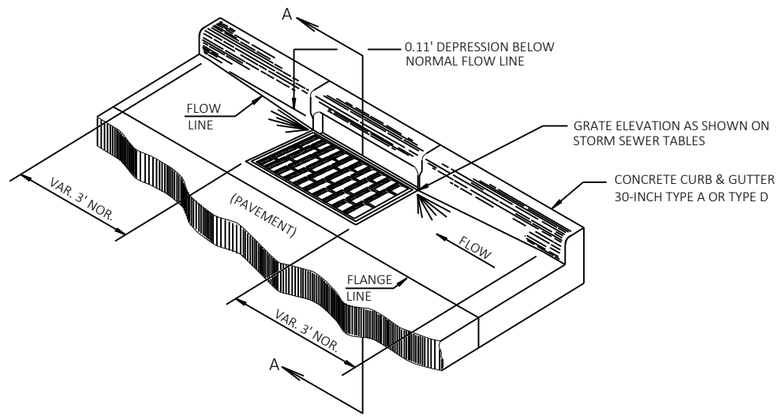


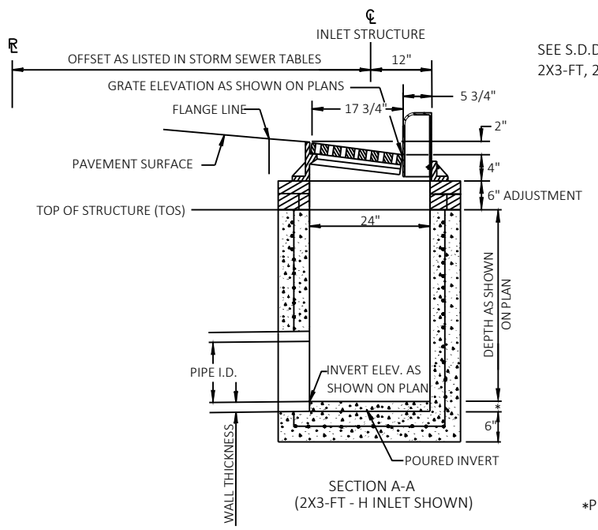
SECTION C-C

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



ELEVATION

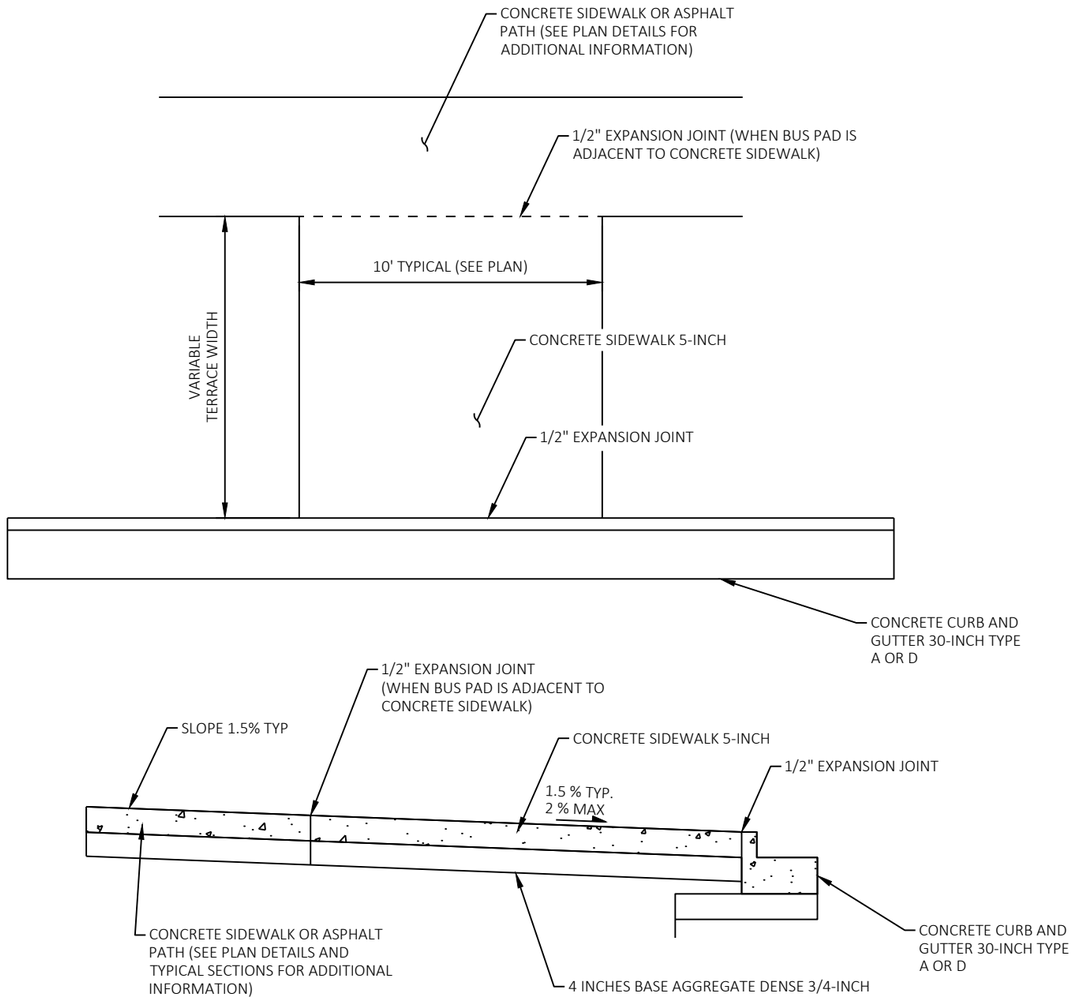




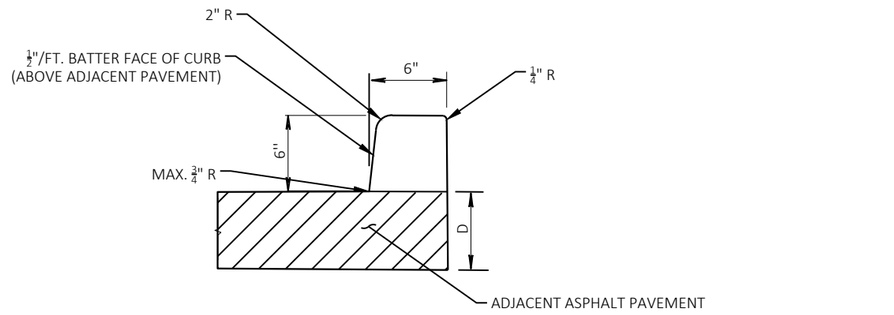
SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT,
2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

*PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB & GUTTER 30-INCH AT INLETS

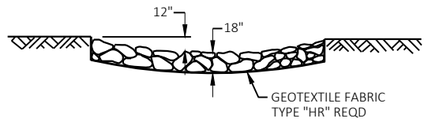


BUS PAD DETAIL

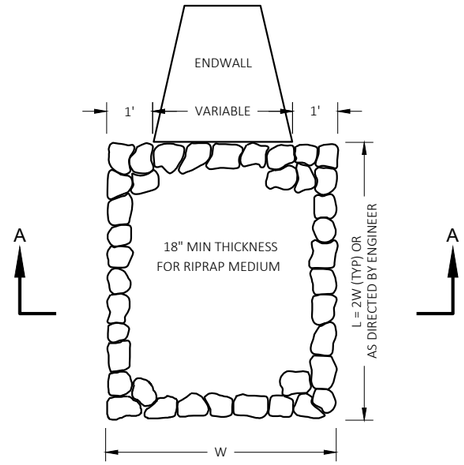


ASPHALTIC CURB DETAIL

D = DEPTH OF ADJACENT ASPHALT PAVEMENT



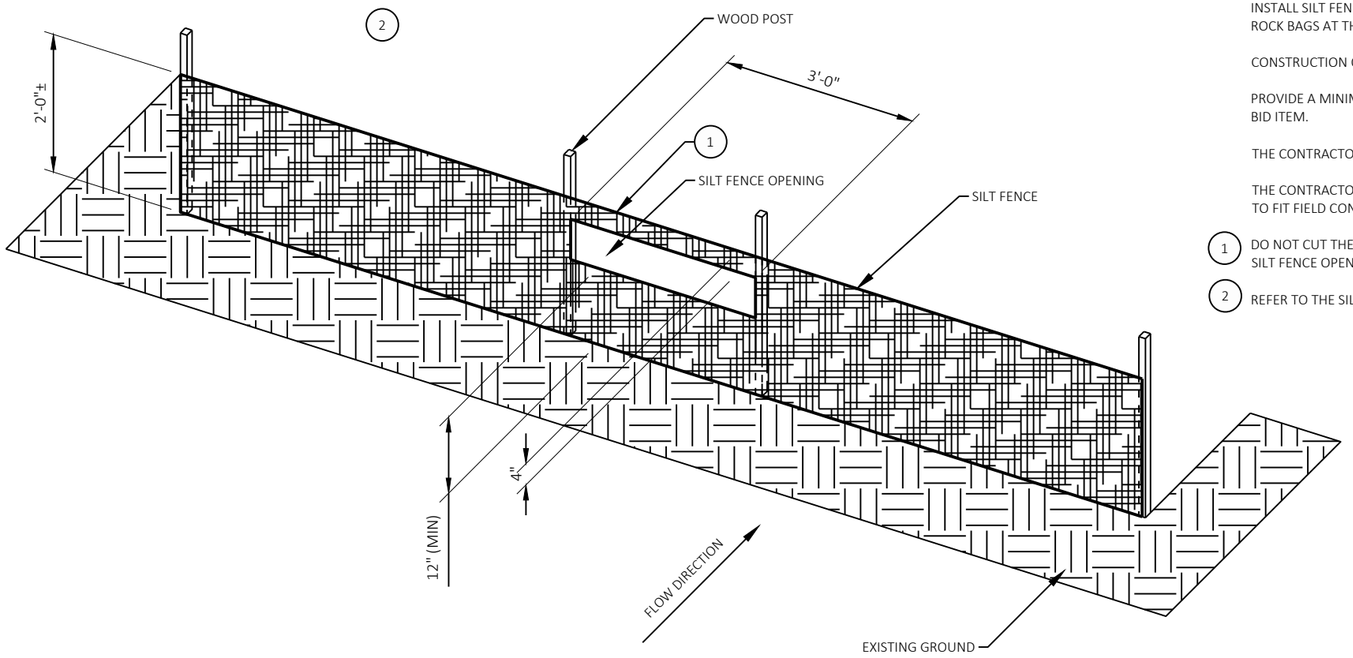
SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 11	E

2



GENERAL NOTES

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCIDENTAL TO THE COST OF THE SILT FENCE BID ITEM.

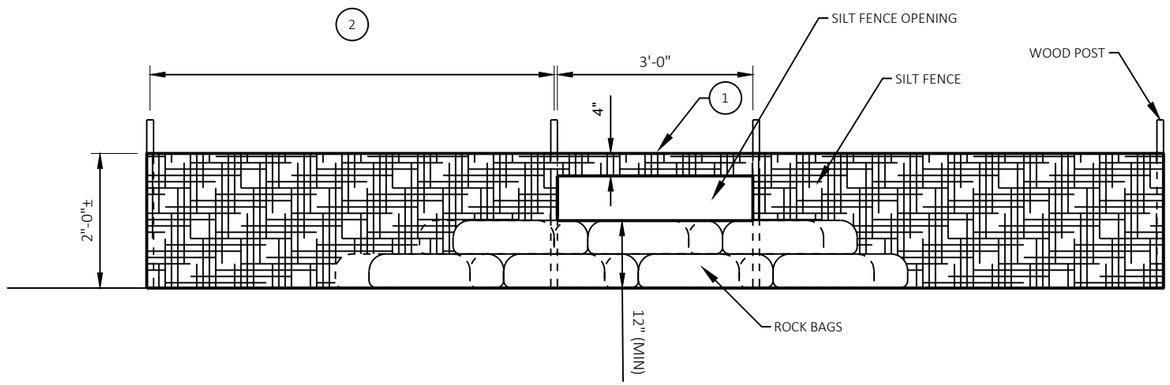
PROVIDE A MINIMUM OF 22 ROCK BAGS PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID UNDER THE ROCK BAGS BID ITEM.

THE CONTRACTOR SHALL LOCATE SILT FENCE RELIEF OPENINGS AT SILT FENCE LOW POINTS AND AS DIRECTED BY THE FIELD ENGINEER.

THE CONTRACTOR SHALL ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF: TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER.

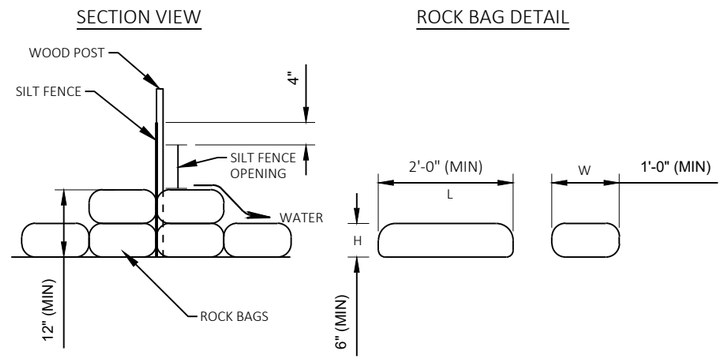
(1) DO NOT CUT THE SUPPORT CORD OR TENSION TAPE WHEN CONSTRUCTING THE SILT FENCE OPENING. KEEP THE TOP OF THE SILT FENCE OPENING 1"± BELOW THE 3" FOLD AT THE SUPPORT CORD OR TENSION TAPE.

(2) REFER TO THE SILT FENCE STANDARD DETAILS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.

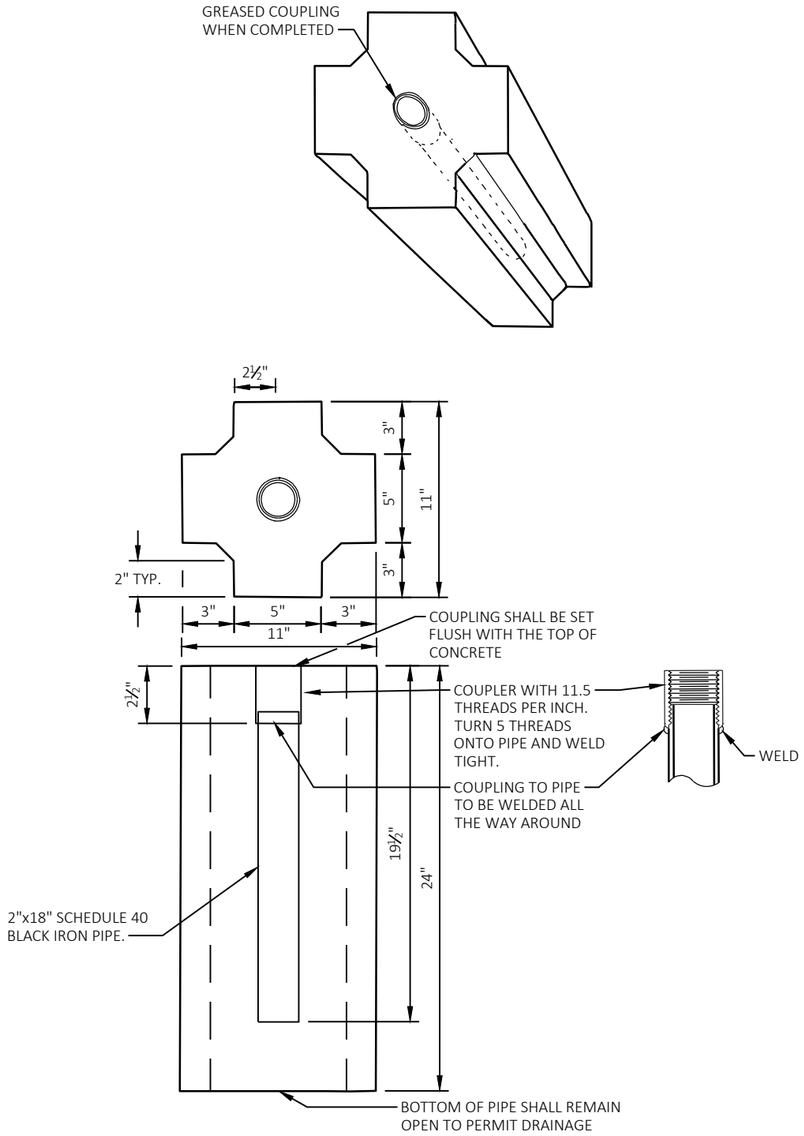


SILT FENCE RELIEF DETAIL

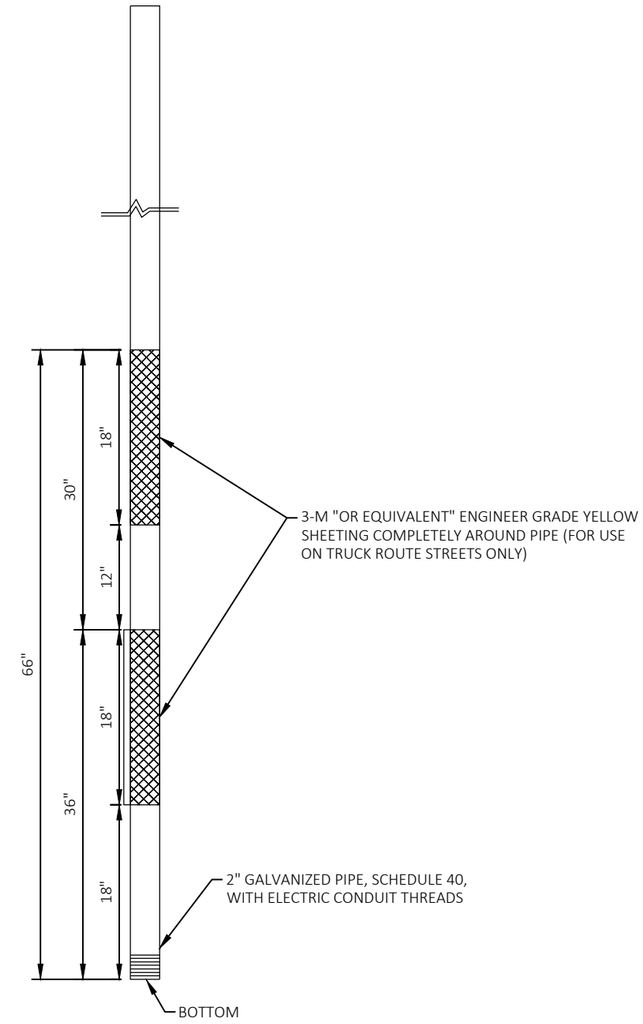
SEE EROSION CONTROL PLANS FOR LOCATIONS



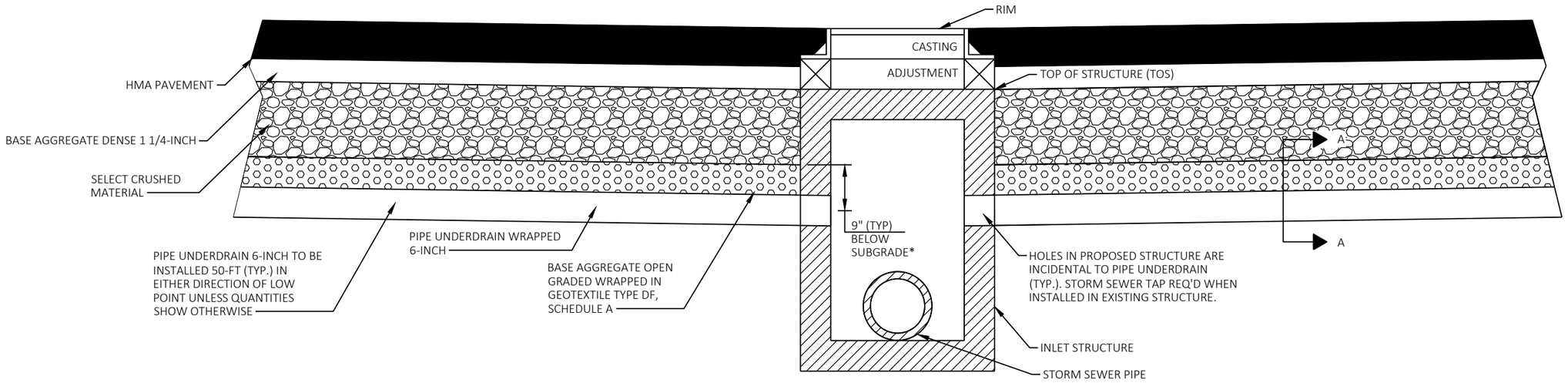
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 12	E



PRECAST SIGN POST BASE DETAIL

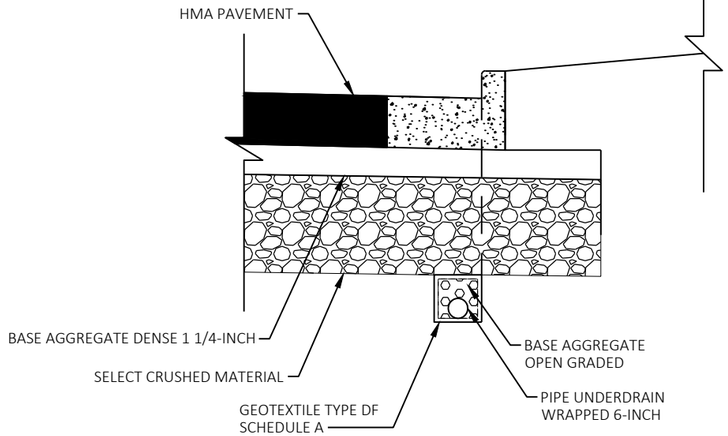


SIGN POST DETAIL

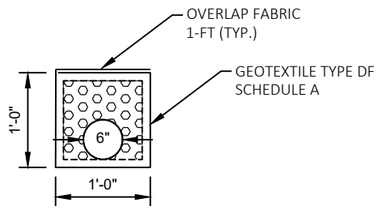


PIPE UNDERDRAIN (LOW POINT) 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE PROFILE VIEW

*IF EBS REQUIRED, UNDERDRAIN TO BE INSTALLED BELOW BOTTOM OF EBS EXCAVATION



PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE CROSS SECTION



SECTION A-A

PIPE UNDERDRAIN 6-INCH WRAPPED ENCLOSED IN A 1'-0" x 1'-0" AREA OF BASE AGGREGATE OPEN GRADED WRAPPED IN GEOTEXTILE, TYPE DF, SCHEDULE A.

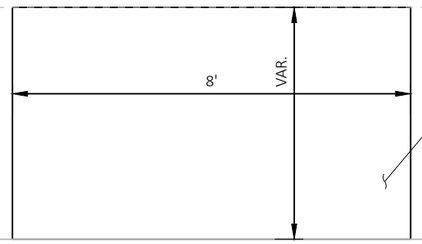
PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE DETAIL

NOTES:
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.





EXISTING SIDEWALK



EXISTING CONCRETE CURB AND GUTTER

LOCATE TEMPORARY BUS STOP APPROXIMATELY 65'-75' AFTER THE INTERSECTION SUCH THAT BUS PAD MEETS PROWAG ACCESSIBILITY STANDARDS.

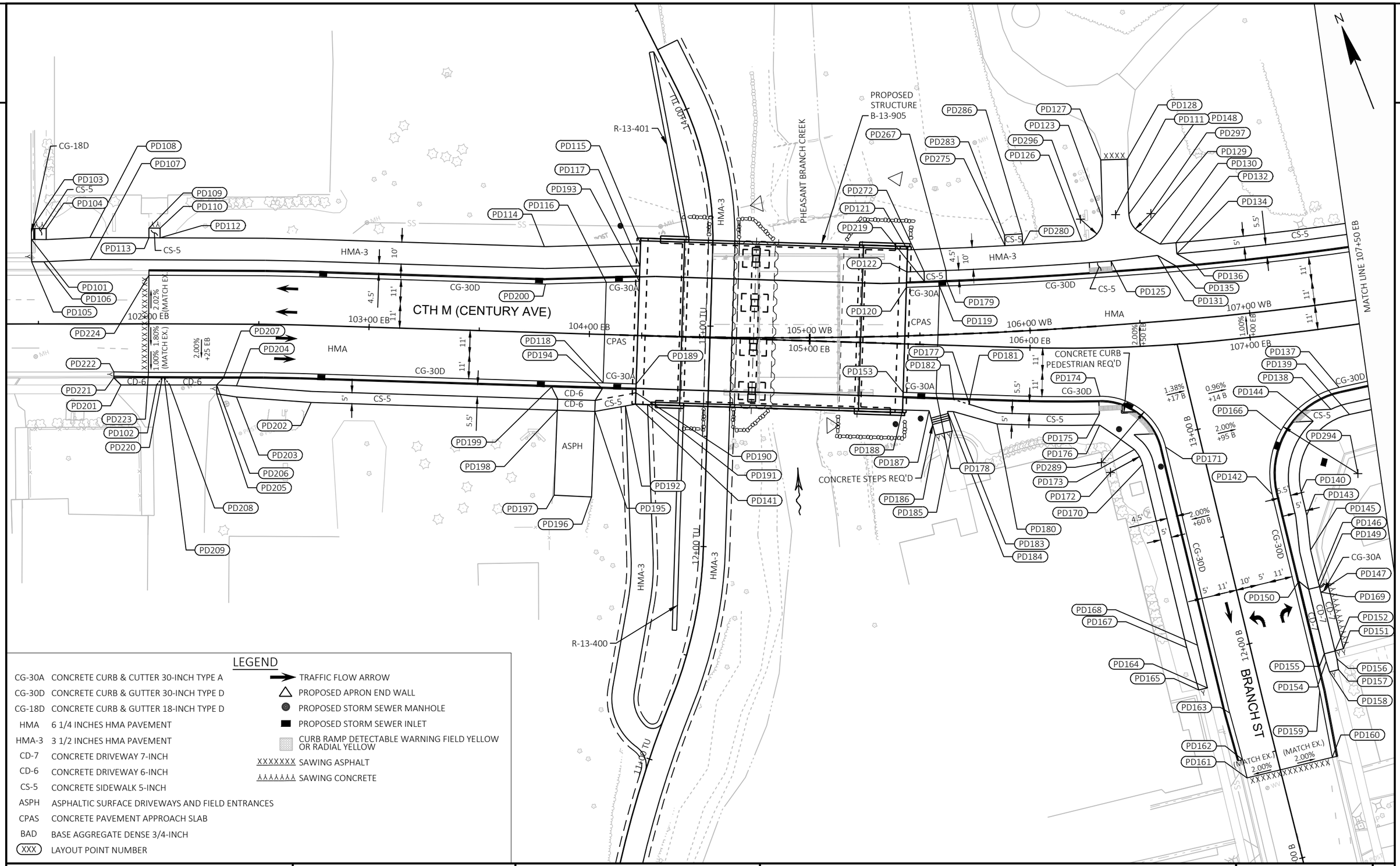
AT LOCATIONS INSTALLED BY THE CONTRACTOR, ONCE TEMPORARY BUS STOP IS NO LONGER NEEDED, REMOVE AND RESTORE TO ORIGINAL CONDITIONS.

TEMPORARY BUS STOPS

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 15	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021003-CD - TEMPORARY BUS STOPS.DWG
LAYOUT NAME - 021009_cd_TempBusStop
PLOT DATE : 6/8/2026 3:58 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

CG-30A	CONCRETE CURB & CUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
HMA	6 1/4 INCHES HMA PAVEMENT
HMA-3	3 1/2 INCHES HMA PAVEMENT
CD-7	CONCRETE DRIVEWAY 7-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CPAS	CONCRETE PAVEMENT APPROACH SLAB
BAD	BASE AGGREGATE DENSE 3/4-INCH
(XXX)	LAYOUT POINT NUMBER

	TRAFFIC FLOW ARROW
	PROPOSED APRON END WALL
	PROPOSED STORM SEWER MANHOLE
	PROPOSED STORM SEWER INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW OR RADIAL YELLOW
XXXXXXX	SAWING ASPHALT
AAAAAAA	SAWING CONCRETE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN DETAILS	SHEET 16	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021201-PD.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 9/17/2026 2:02 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD101	101+46.89 EB	38.31 LT	493840.516	791709.767	---	MATCH EXIST.
PD102	102+03.70 EB	27.75 RT	493758.507	791738.896	---	MATCH EXIST; EDGE OF DWY APRON TAPER
PD103	101+46.87 EB	43.26 LT	493845.148	791711.531	---	MATCH EXIST.
PD104	101+53.60 EB	43.26 LT	493842.736	791717.805	---	MATCH EXIST.
PD105	101+46.98 EB	28.21 LT	493831.059	791706.219	---	MATCH EXIST.
PD106	101+52.52 EB	28.20 LT	493829.067	791711.395	---	MATCH EXIST.; BEGIN TAPER
PD107	101+73.58 EB	29.17 LT	493822.405	791731.399	888.28	FRONT OF PATH, END TAPER
PD108	101+73.39 EB	39.17 LT	493831.810	791734.806	888.43	BACK OF PATH, END TAPER
PD109	101+99.96 EB	43.35 LT	493826.094	791761.317	---	MATCH EXIST.
PD110	102+04.96 EB	43.39 LT	493824.280	791766.030	---	MATCH EXIST.
PD111	106+49.68 WB	74.57 LT	493673.709	792172.599	880.14	PATH CROWN
PD112	102+04.98 EB	39.00 LT	493820.189	791764.449	887.34	BACK OF PATH
PD113	101+99.98 EB	39.00 LT	493822.026	791759.765	887.48	BACK OF PATH
PD114	103+78.36 EB	39.00 LT	493753.588	791925.637	885.17	BACK OF PATH
PD115	104+21.92 EB	41.58 LT	493739.024	791966.772	884.74	BACK OF PATH; MATCH STRUCTURE
PD116	104+06.92 EB	23.67 LT	493728.369	791945.977	884.21	EOP; BEGIN CONC APPROACH SLAB
PD117	104+21.92 EB	31.58 LT	493729.813	791962.875	884.59	FRONT OF PATH; MATCH STRUCTURE
PD118	104+06.92 EB	22.00 RT	493686.313	791928.185	884.25	EOP; BEGIN CONC APPROACH SLAB
PD119	105+59.69 WB	22.01 LT	493672.169	792086.339	882.67	EOP; END CONC APPROACH SLAB
PD120	105+44.49 WB	22.01 LT	493677.123	792072.148	882.96	EOP: BEGIN CONC APPROACH SLAB
PD121	105+45.54 WB	39.01 LT	493692.808	792078.784	883.60	BACK OF PATH; MATCH STRUCTURE
PD122	105+44.92 WB	29.01 LT	493683.581	792074.880	883.45	FRONT OF PATH; MATCH STRUCTURE
PD123	106+36.47 WB	48.59 LT	493674.202	792166.412	880.19	EDGE OF PATH
PD125	106+38.98 WB	28.99 LT	493654.723	792163.091	---	FRONT OF PATH, BEGIN TAPER; SEE CURB RAMP DETAILS
PD126	106+26.38 WB	39.00 LT	493667.961	792154.035	---	BACK OF PATH, BEGIN RADIUS; SEE CURB RAMP DETAILS
PD127	106+37.56 WB	75.13 LT	493699.260	792175.220	---	MATCH EXIST.
PD128	106+49.68 WB	74.57 LT	493695.227	792186.522	---	MATCH EXIST.
PD129	106+53.08 WB	40.96 LT	493662.107	792179.924	880.54	EDGE OF PATH, BEGIN RADIUS
PD130	106+62.02 WB	35.00 LT	493653.905	792186.571	---	BACK OF PATH; SEE CURB RAMP DETAILS
PD131	106+60.44 WB	30.00 LT	493649.550	792183.664	---	FRONT OF PATH, END TAPER; SEE CURB RAMP DETAILS
PD132	106+69.40 WB	34.98 LT	493651.863	792193.482	---	BOS; BEGIN CS-5; SEE CURB RAMP DETAILS
PD134	106+69.41 WB	30.00 LT	493647.080	792192.102	---	FRONT OF SIDEWALK; BEGIN CS-5; SEE CURB RAMP DETAILS
PD135	106+68.54 WB	24.50 LT	493642.033	792189.755	---	BOC; BIKE SLIP RAMP; SEE CURB RAMP DETAILS
PD136	106+77.41 WB	24.50 LT	493639.627	792198.141	---	BOC; BIKE SLIP RAMP; SEE CURB RAMP DETAILS
PD137	107+37.07 EB	27.28 RT	493564.030	792238.860	880.29	EOP; END RADIUS; BEGIN TAPER
PD138	107+32.19 EB	36.65 RT	493556.103	792231.795	---	FRONT OF SIDEWALK; SEE CURB RAMP DETAILS
PD139	107+40.12 EB	40.06 RT	493550.871	792238.898	---	BOS; END RADIUS; SEE CURB RAMP DETAILS
PD140	12+61.45 B	39.00 RT	493526.035	792205.734	882.03	BOS; BEGIN RADIUS

STATION & OFFSET TABLE

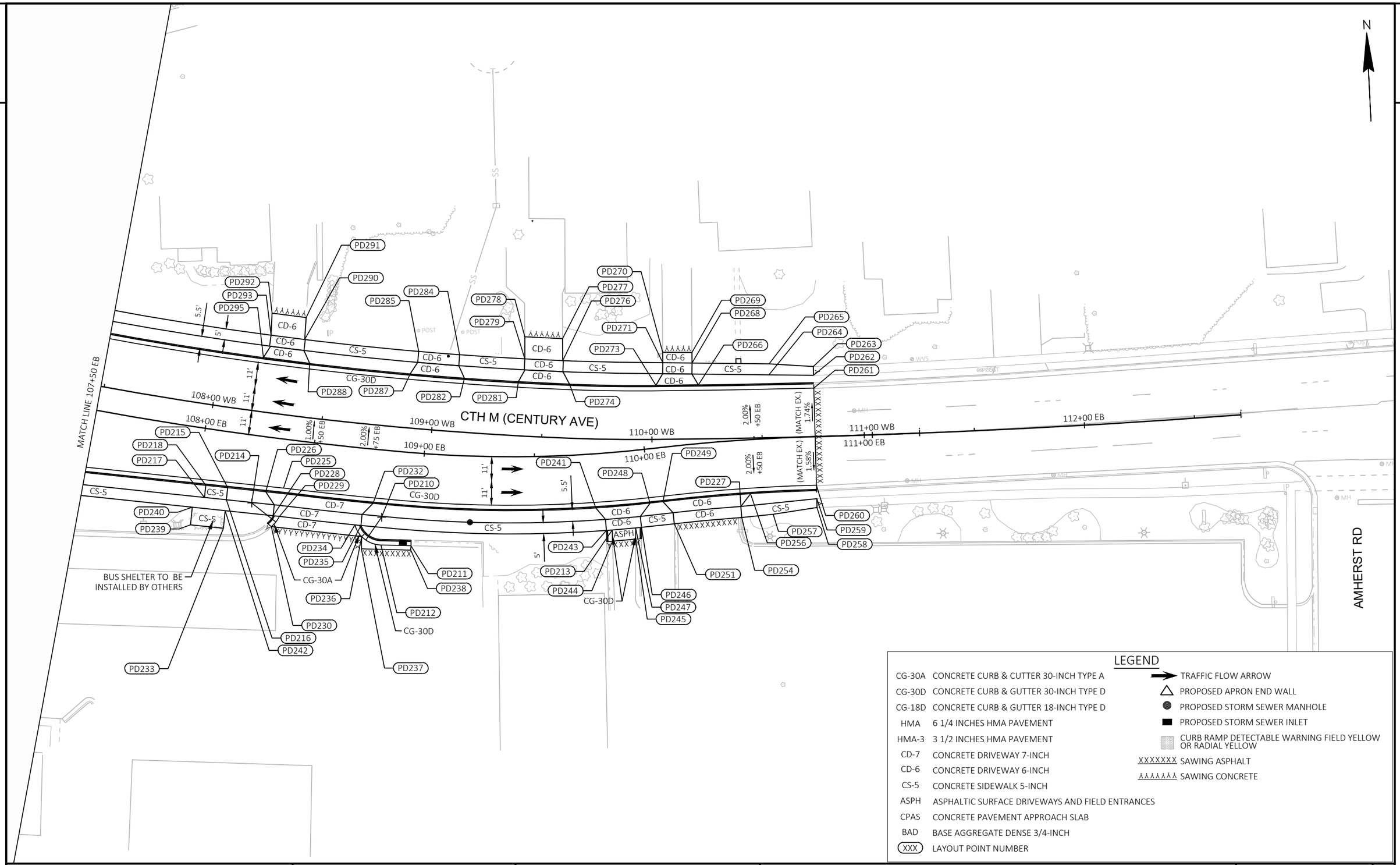
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD141	104+21.91 EB	31.17 RT	493672.026	791938.426	884.67	BOS; END TAPER; MATCH STRUCTURE
PD142	12+63.49 B	26.00 RT	493529.773	792193.117	881.28	EOP; BEGIN RADIUS
PD143	12+50.54 B	39.00 RT	493515.214	792204.294	882.24	BOS
PD144	107+23.79 EB	40.97 RT	493553.988	792222.393	---	FRONT OF SIDEWALK; SEE CURB RAMP DETAILS
PD145	12+34.81 B	37.00 RT	493499.888	792200.237	882.45	BOS
PD146	12+20.24 B	37.08 RT	493485.431	792198.392	---	R = 5'
PD147	12+17.08 B	41.00 RT	493481.784	792201.863	---	FLANGE OF CURB; MATCH EXIST.
PD148	106+48.57 WB	49.68 LT	493671.719	792178.259	880.08	EDGE OF PATH; END RADIUS
PD149	12+17.74 B	37.00 RT	493482.965	792197.985	882.62	BOS; END CONC DWY
PD150	12+22.24 B	28.50 RT	493488.546	792190.153	882.48	BOC; END CONC DWY APRON
PD151	11+87.83 B	41.00 RT	493452.789	792198.004	---	EDGE OF CONC DRIVEWAY, MATCH EXISTING
PD152	11+87.74 B	37.00 RT	493453.230	792194.028	---	BOS; BEGIN CONC DWY; MATCH EXIST.
PD153	105+43.08 EB	22.00 RT	493633.259	792053.591	883.03	EOP; BEGIN CONC APPROACH SLAB
PD154	11+84.10 B	32.00 RT	493450.282	792188.591	883.28	FRONT OF SIDEWALK
PD155	11+82.55 B	28.50 RT	493449.211	792184.918	883.29	BOC; BEGIN CONC DWY APRON
PD156	11+84.09 B	37.00 RT	493449.614	792193.546	---	BOS; MATCH EXIST.
PD157	11+79.10 B	36.55 RT	493444.726	792192.438	---	BOS; MATCH EXIST.
PD158	11+79.10 B	32.39 RT	493445.275	792188.316	---	FRONT OF SIDEWALK; MATCH EXIST.
PD159	11+71.44 B	25.98 RT	493438.743	792181.003	883.10	EOP; END TAPER
PD160	11+40.93 B	24.25 RT	493408.671	792175.521	---	EOP; BEGIN TAPER; MATCH EXIST.
PD161	11+41.21 B	15.54 LT	493413.874	792136.067	---	EOP; MATCH EXIST.
PD162	11+49.80 B	15.48 LT	493422.390	792137.187	---	EOP, BEGIN TAPER; MATCH EXIST.
PD163	11+71.79 B	16.02 LT	493444.284	792139.370	883.30	EOP, END TAPER
PD164	11+85.00 B	23.19 LT	493458.454	792134.002	---	FRONT OF SIDEWALK, BEGIN TAPER; MATCH EXIST.
PD165	11+85.02 B	27.20 LT	493458.998	792130.034	---	BOS; BEGIN TAPER; MATCH EXIST.
PD166	12+90.76 B	36.73 RT	493555.385	792207.353	880.46	EOP; GRADE BREAK
PD167	12+05.00 B	28.00 LT	493478.914	792131.874	883.19	BOS, END TAPER
PD168	12+04.95 B	23.00 LT	493478.205	792136.822	883.11	FRONT OF SIDEWALK, END TAPER
PD169	12+15.24 B	37.00 RT	493480.486	792197.655	882.47	EOP; BEGIN RADIUS
PD170	12+90.32 B	28.02 LT	493563.492	792143.107	---	BOS; BEGIN RADIUS; SEE CURB RAMP DETAILS
PD171	12+95.66 B	16.00 LT	493567.203	792155.728	881.21	EOP; END RADIUS
PD172	12+90.32 B	43.00 LT	493565.468	792128.259	---	R = 15'
PD173	12+97.89 B	30.05 LT	493571.261	792142.096	---	BOS; END RADIUS; SEE CURB RAMP DETAILS
PD174	106+31.27 EB	22.00 RT	493599.361	792136.226	881.27	EOP; BEGIN RADIUS
PD175	106+30.90 EB	30.01 RT	493591.971	792133.138	---	FRONT OF SIDEWALK; SEE CURB RAMP DETAILS
PD176	106+30.90 EB	35.00 RT	493587.272	792131.430	---	BOS; SEE CURB RAMP DETAILS
PD177	105+73.36 EB	26.50 RT	493617.320	792079.718	882.90	FRONT OF SIDEWALK
PD178	105+58.08 EB	22.00 RT	493627.415	792067.406	882.76	EOP; END CONC APPROACH SLAB

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD179	105+62.97 WB	24.51 LT	493673.479	792090.217	883.03	BOC; END BUS PAD
PD180	105+86.08 EB	35.00 RT	493604.532	792088.128	882.74	BOS; END TAPER
PD181	105+73.36 EB	24.50 RT	493619.162	792080.497	882.87	BOC
PD182	105+66.08 EB	24.50 RT	493621.995	792073.799	883.02	BOC; BEGIN TAPER
PD183	105+66.08 EB	30.00 RT	493616.930	792071.656	883.10	BOS; BEGIN TAPER
PD184	105+63.48 EB	30.00 RT	493617.945	792069.256	883.16	BOS
PD185	105+65.88 EB	38.87 RT	493608.843	792068.011	---	MATCH EXIST.
PD186	105+58.30 EB	40.95 RT	493609.881	792060.221	---	MATCH EXIST.
PD187	105+55.12 EB	29.96 RT	493621.234	792061.578	883.32	BOS
PD188	105+43.08 EB	30.00 RT	493625.891	792050.474	883.54	BOS; MATCH STRUCTURE
PD189	104+21.92 EB	22.00 RT	493680.469	791942.000	884.15	EOP; END CONC APPROACH SLAB
PD190	104+21.92 EB	25.99 RT	493676.792	791940.444	884.60	EDGE OF PATH; MATCH STRUCTURE
PD191	104+27.37 EB	31.17 RT	493669.901	791943.451	884.64	BOS; MATCH STRUCTURE
PD192	104+17.41 EB	32.11 RT	493672.912	791933.912	884.72	BOS
PD193	104+21.92 EB	24.57 LT	493723.354	791960.143	884.10	EOP; END CONC APPROACH SLAB
PD194	104+06.66 EB	24.50 RT	493684.109	791926.977	884.67	BOC; END CONC DWY APRON
PD195	104+03.58 EB	35.00 RT	493675.639	791920.050	884.49	BOS; END CONC DWY; BEGIN TAPER
PD196	104+03.29 EB	73.71 RT	493640.107	791904.699	---	MATCH EXIST.
PD197	103+86.26 EB	73.58 RT	493646.863	791889.062	---	MATCH EXIST.
PD198	103+86.55 EB	35.00 RT	493682.275	791904.363	884.55	BOS; BEGIN CONC DWY
PD199	103+83.63 EB	24.50 RT	493693.083	791905.765	884.81	BOC; BEGIN CONC DWY APRON
PD200	103+79.38 EB	22.00 LT	493737.567	791919.963	884.42	EOP; BEGIN TAPER
PD201	101+87.43 EB	27.75 RT	493764.309	791723.885	---	FRONT OF SIDEWALK; END DWY APRON TAPER; MATCH EXIST.
PD202	102+74.79 EB	34.99 RT	493725.826	791801.434	886.64	BOS; END TAPER
PD203	102+40.00 EB	33.01 RT	493740.363	791770.773	886.65	BOS; END TAPER; BEGIN TAPER
PD204	102+40.00 EB	28.00 RT	493745.029	791772.602	886.58	FRONT OF SIDEWALK; BEGIN TAPER
PD205	102+31.01 EB	31.63 RT	493744.931	791762.911	---	BOS; MATCH EXIST.
PD206	102+30.99 EB	27.63 RT	493748.662	791764.353	---	FRONT OF SIDEWALK; MATCH EXIST.
PD207	102+33.98 EB	24.50 RT	493750.485	791768.275	886.39	BOC; END CONC DWY APRON
PD208	102+09.74 EB	27.73 RT	493756.328	791744.528	---	FRONT OF SIDEWALK; END DWY APRON TAPER; MATCH EXIST.
PD209	102+07.24 EB	24.50 RT	493760.244	791743.378	886.69	BOC; BEGIN DWY APRON TAPER
PD219	105+52.85 WB	24.51 LT	493676.747	792080.766	883.23	BOC; BEGIN BUS PAD
PD220	102+06.24 EB	24.50 RT	493760.609	791742.447	886.72	BOC; END CONC DWY APRON TAPER
PD221	101+84.16 EB	24.45 RT	493768.561	791722.012	---	BOC; BEGIN CONC DWY APRON; MATCH EXIST.
PD222	101+84.14 EB	21.78 RT	493771.063	791722.961	---	MATCH EXIST.
PD223	101+99.86 EB	22.00 RT	493765.214	791737.552	---	EOP; MATCH EXIST.
PD224	102+00.00 EB	22.00 LT	493806.179	791753.610	---	EOP; MATCH EXIST.
PD267	105+62.97 WB	29.01 LT	493677.736	792091.677	883.11	FRONT OF PATH; END BUS PAD

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD272	105+52.85 WB	28.99 LT	493680.976	792082.240	883.30	FRONT OF PATH; BEGIN BUS PAD
PD275	105+90.72 WB	39.01 LT	493678.548	792120.714	882.75	BACK OF PATH; BEGIN CONC PAD
PD280	105+98.88 WB	39.01 LT	493676.073	792128.321	882.56	BACK OF PATH; END CONC PAD
PD283	105+90.71 WB	44.00 LT	493683.299	792122.259	882.83	EDGE OF CONC PAD
PD286	105+98.89 WB	44.00 LT	493680.824	792129.867	882.63	EDGE OF CONC PAD
PD289	106+31.27 EB	52.00 RT	493571.161	792125.991	---	R=30'
PD294	107+40.31 EB	67.14 RT	493524.497	792232.768	---	R=40'
PD296	106+26.38 WB	49.00 LT	493677.518	792156.978	---	R=10'
PD297	106+58.90 WB	49.22 LT	493668.403	792187.693	---	R=10'

2



LEGEND

CG-30A	CONCRETE CURB & CUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
HMA	6 1/4 INCHES HMA PAVEMENT
HMA-3	3 1/2 INCHES HMA PAVEMENT
CD-7	CONCRETE DRIVEWAY 7-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CPAS	CONCRETE PAVEMENT APPROACH SLAB
BAD	BASE AGGREGATE DENSE 3/4-INCH
(XXX)	LAYOUT POINT NUMBER

- TRAFFIC FLOW ARROW
- PROPOSED APRON END WALL
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM SEWER INLET
- CURB RAMP DETECTABLE WARNING FIELD YELLOW OR RADIAL YELLOW
- XXXXXXX SAWING ASPHALT
- XXXXXXX SAWING CONCRETE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN DETAILS	SHEET 19	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021201-PD.DWG
LAYOUT NAME - 021202-pd
PLOT DATE : 6/8/2026 4:03 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

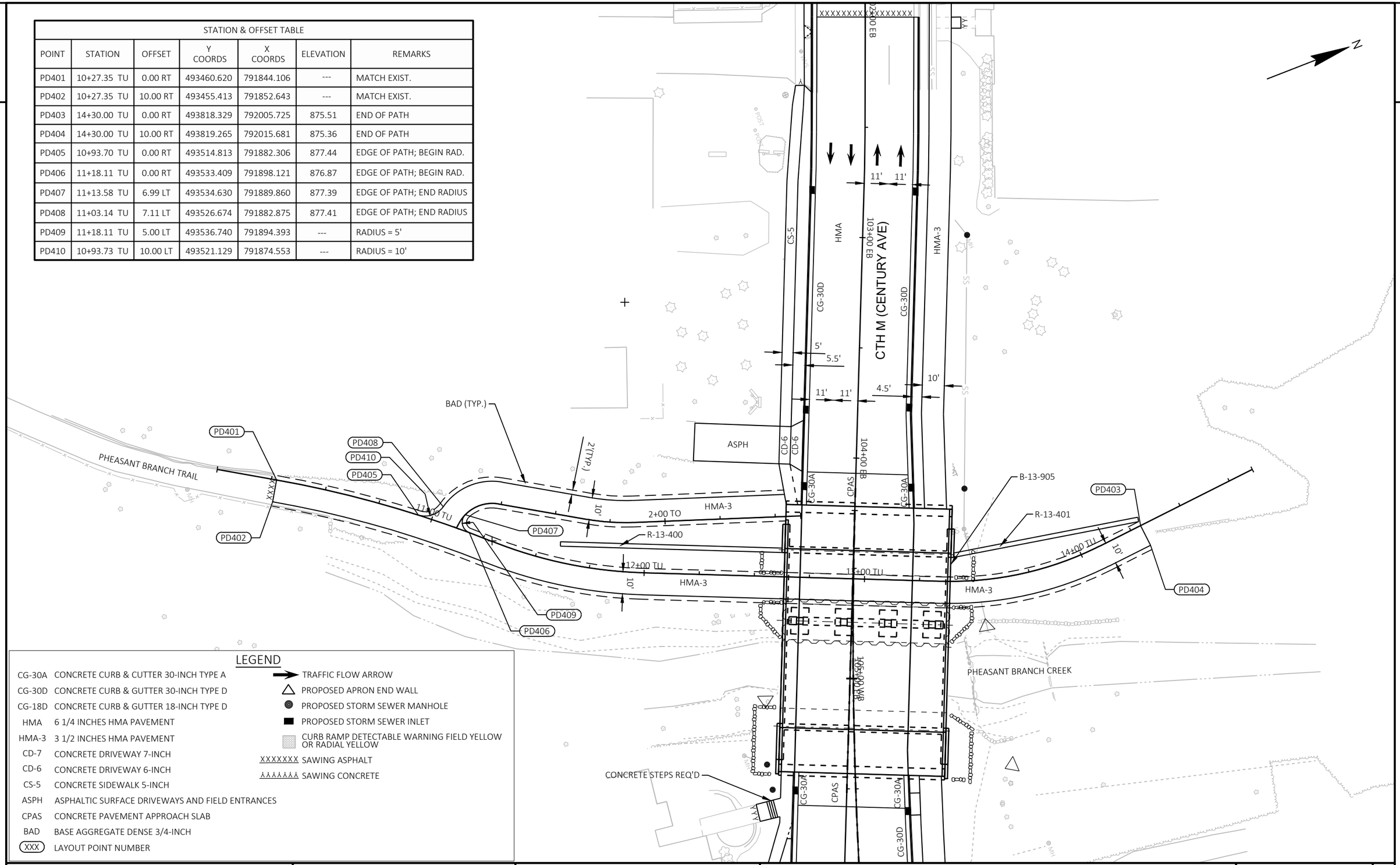
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N

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD210	108+83.40 EB	30.34 RT	493532.993	792384.687	---	R=12.6'
PD211	108+97.17 EB	42.08 RT	493519.433	792397.357	---	EOP; MATCH EXIST.
PD212	108+84.23 EB	42.91 RT	493520.425	792383.771	879.80	EOP; END RADIUS
PD213	109+82.60 EB	35.00 RT	493522.184	792488.903	879.57	BOS
PD214	108+25.28 EB	30.51 RT	493542.268	792326.131	---	R=14'
PD215	108+13.75 EB	25.15 RT	493549.680	792315.558	880.42	BOC; END CONC BUS PAD
PD216	108+13.93 EB	30.65 RT	493544.244	792314.720	880.50	FRONT OF SIDEWALK; END CONC BUS PAD
PD217	108+04.14 EB	31.02 RT	493545.768	792304.837	880.55	FRONT OF SIDEWALK; BEGIN CONC BUS PAD
PD218	108+03.92 EB	25.52 RT	493551.203	792305.675	880.46	BOC; BEGIN CONC BUS PAD
PD225	108+38.54 EB	22.00 RT	493548.305	792340.895	879.89	EOP, END TAPER
PD226	108+30.81 EB	24.66 RT	493547.037	792332.707	880.35	BOC; BEGIN CONC DWY APRON
PD227	110+41.85 EB	30.00 RT	493530.044	792547.726	878.87	FRONT OF SIDEWALK; END CONC DWY; BEGIN TAPER
PD228	108+35.42 EB	35.06 RT	493535.979	792335.532	880.32	BOS; BEGIN CONC DWY
PD229	108+38.22 EB	35.01 RT	493535.542	792338.367	880.31	BOS
PD230	108+35.23 EB	40.06 RT	493531.081	792334.487	---	MATCH EXIST.
PD232	108+79.00 EB	24.50 RT	493539.412	792381.077	880.11	BOC; END CONC DWY APRON
PD233	108+14.36 EB	43.64 RT	493531.396	792312.740	880.70	EOP: CONC BUS SHELTER PAD
PD234	108+71.94 EB	35.00 RT	493530.070	792372.430	880.14	BOS
PD235	108+74.63 EB	35.00 RT	493529.666	792375.150	880.13	BOS; END CONC DWY
PD236	108+75.46 EB	40.00 RT	493524.596	792375.262	---	EOP; MATCH EXIST; END CG-30A; BEGIN CG-30D
PD237	108+75.85 EB	45.53 RT	493519.070	792374.859	---	MATCH EXIST.
PD238	108+97.27 EB	44.07 RT	493517.440	792397.211	---	MATCH EXIST.
PD239	107+99.79 EB	44.21 RT	493533.681	792297.915	880.81	EOP; CONC BUS SHELTER PAD
PD240	107+99.45 EB	36.22 RT	493541.588	792299.134	880.69	BOS; CONC BUS SHELTER PAD
PD241	109+76.22 EB	24.50 RT	493532.514	792481.930	879.51	BOC; BEGIN CONC DWY APRON
PD242	108+14.09 EB	35.64 RT	493539.304	792313.959	880.58	BOS; CONC BUS SHELTER PAD
PD243	109+80.10 EB	35.00 RT	493522.109	792486.248	879.59	BOS; BEGIN CONC DWY
PD244	109+82.37 EB	40.00 RT	493517.179	792488.814	---	MATCH EXIST.
PD245	109+92.14 EB	40.01 RT	493517.579	792499.287	---	MATCH EXIST.
PD246	109+95.13 EB	35.00 RT	493522.743	792502.226	879.47	BOS; END CONC DWY
PD247	109+92.59 EB	35.01 RT	493522.599	792499.528	879.50	BOS
PD248	109+99.87 EB	24.50 RT	493533.513	792506.611	879.33	BOC; END CONC DWY APRON
PD249	110+05.63 EB	24.50 RT	493533.909	792512.525	879.29	BOC; BEGIN CONC DWY APRON
PD251	110+09.74 EB	35.00 RT	493523.697	792517.181	---	BOS; BEGIN CONC DWY; MATCH EXIST.
PD254	110+41.85 EB	35.00 RT	493525.045	792547.845	---	BOS; END CONC DWY; MATCH EXIST.
PD256	110+46.76 EB	24.57 RT	493535.575	792552.360	878.96	BOC; END CONC DWY APRON

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD257	110+56.82 EB	34.42 RT	493525.830	792562.158	879.18	BOS; BEGIN TAPER
PD258	110+77.72 EB	32.14 RT	493527.950	792582.207	---	BOS; END TAPER; MATCH EXIST.
PD259	110+77.72 EB	28.15 RT	493531.944	792582.291	---	FRONT OF SIDEWALK; END TAPER; MATCH EXIST.
PD260	110+77.72 EB	22.00 RT	493538.092	792582.419	---	EOP; MATCH EXIST.
PD261	110+74.05 WB	22.00 LT	493582.083	792583.342	---	EOP; MATCH EXIST.
PD262	110+74.05 WB	27.78 LT	493587.857	792583.463	---	FRONT OF SIDEWALK; END TAPER; MATCH EXIST.
PD263	110+74.05 WB	31.78 LT	493591.856	792583.547	---	BOS, END TAPER, MATCH EXIST.
PD264	110+53.72 WB	28.48 LT	493589.041	792563.295	879.04	FRONT OF SIDEWALK; BEGIN TAPER
PD265	110+53.88 WB	33.48 LT	493594.032	792563.588	879.12	BOS, BEGIN TAPER
PD266	110+21.42 WB	24.50 LT	493586.022	792531.104	879.08	BOC; END CONC DWY APRON
PD268	110+18.64 WB	34.47 LT	493596.079	792528.689	879.06	BOS; END CONC DWY
PD269	110+18.67 WB	39.23 LT	493600.836	792528.886	---	MATCH EXIST.
PD270	110+05.28 WB	39.47 LT	493601.556	792515.640	---	MATCH EXIST.
PD271	110+05.28 WB	34.76 LT	493596.856	792515.462	879.15	BOS; BEGIN CONC DWY
PD273	110+02.05 WB	24.50 LT	493586.726	792511.862	879.20	BOC; BEGIN CONC DWY APRON
PD274	109+61.65 WB	24.50 LT	493589.173	792472.726	879.43	BOC; END CONC DWY APRON
PD276	109+58.08 WB	35.00 LT	493599.941	792470.163	879.45	BOS; END CONC DWY
PD277	109+57.58 WB	45.00 LT	493609.944	792470.571	---	MATCH EXIST.
PD278	109+39.88 WB	44.99 LT	493611.577	792453.478	---	MATCH EXIST.
PD279	109+40.47 WB	35.00 LT	493601.576	792453.042	879.54	BOS; BEGIN CONC DWY
PD281	109+38.03 WB	24.50 LT	493591.374	792449.595	879.56	BOC; BEGIN CONC DWY APRON
PD282	109+13.14 WB	24.50 LT	493594.087	792425.256	879.70	BOC; END CONC DWY APRON
PD284	109+10.09 WB	35.00 LT	493604.870	792423.549	879.72	BOS; END CONC DWY
PD285	108+91.03 WB	35.00 LT	493607.241	792405.086	879.81	BOS; BEGIN CONC DWY
PD287	108+87.98 WB	24.50 LT	493597.239	792400.710	879.83	BOC; BEGIN CONC DWY APRON
PD288	108+41.39 WB	24.50 LT	493604.160	792355.412	880.18	BOC; END CONC DWY APRON
PD290	108+37.76 WB	35.00 LT	493615.107	792353.668	880.46	BOS; END CONC DWY
PD291	108+37.21 WB	45.00 LT	493625.053	792354.827	---	MATCH EXIST.
PD292	108+21.16 WB	44.97 LT	493627.736	792339.489	---	MATCH EXIST.
PD293	108+22.03 WB	35.00 LT	493617.779	792338.537	880.54	BOS; BEGIN CONC DWY
PD295	108+19.88 WB	24.50 LT	493607.830	792334.570	880.29	BOC; BEGIN CONC DWY APRON

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
PD401	10+27.35 TU	0.00 RT	493460.620	791844.106	---	MATCH EXIST.
PD402	10+27.35 TU	10.00 RT	493455.413	791852.643	---	MATCH EXIST.
PD403	14+30.00 TU	0.00 RT	493818.329	792005.725	875.51	END OF PATH
PD404	14+30.00 TU	10.00 RT	493819.265	792015.681	875.36	END OF PATH
PD405	10+93.70 TU	0.00 RT	493514.813	791882.306	877.44	EDGE OF PATH; BEGIN RAD.
PD406	11+18.11 TU	0.00 RT	493533.409	791898.121	876.87	EDGE OF PATH; BEGIN RAD.
PD407	11+13.58 TU	6.99 LT	493534.630	791889.860	877.39	EDGE OF PATH; END RADIUS
PD408	11+03.14 TU	7.11 LT	493526.674	791882.875	877.41	EDGE OF PATH; END RADIUS
PD409	11+18.11 TU	5.00 LT	493536.740	791894.393	---	RADIUS = 5'
PD410	10+93.73 TU	10.00 LT	493521.129	791874.553	---	RADIUS = 10'



LEGEND

CG-30A	CONCRETE CURB & CUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
HMA	6 1/4 INCHES HMA PAVEMENT
HMA-3	3 1/2 INCHES HMA PAVEMENT
CD-7	CONCRETE DRIVEWAY 7-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CPAS	CONCRETE PAVEMENT APPROACH SLAB
BAD	BASE AGGREGATE DENSE 3/4-INCH
(XXX)	LAYOUT POINT NUMBER

- TRAFFIC FLOW ARROW
- PROPOSED APRON END WALL
- PROPOSED STORM SEWER MANHOLE
- PROPOSED STORM SEWER INLET
- CURB RAMP DETECTABLE WARNING FIELD YELLOW OR RADIAL YELLOW
- XXXXXXX SAWING ASPHALT
- XXXXXXX SAWING CONCRETE

2

N

CR-1

CTH M

106+00 WB

106+00 EB

107+00 WB

107+00 EB

108+00 WB

108+00 EB

13+00

CR-2

CR-3

BRANCH ST

CURB RAMP OVERVIEW

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CURB RAMP DETAILS	SHEET 22	E

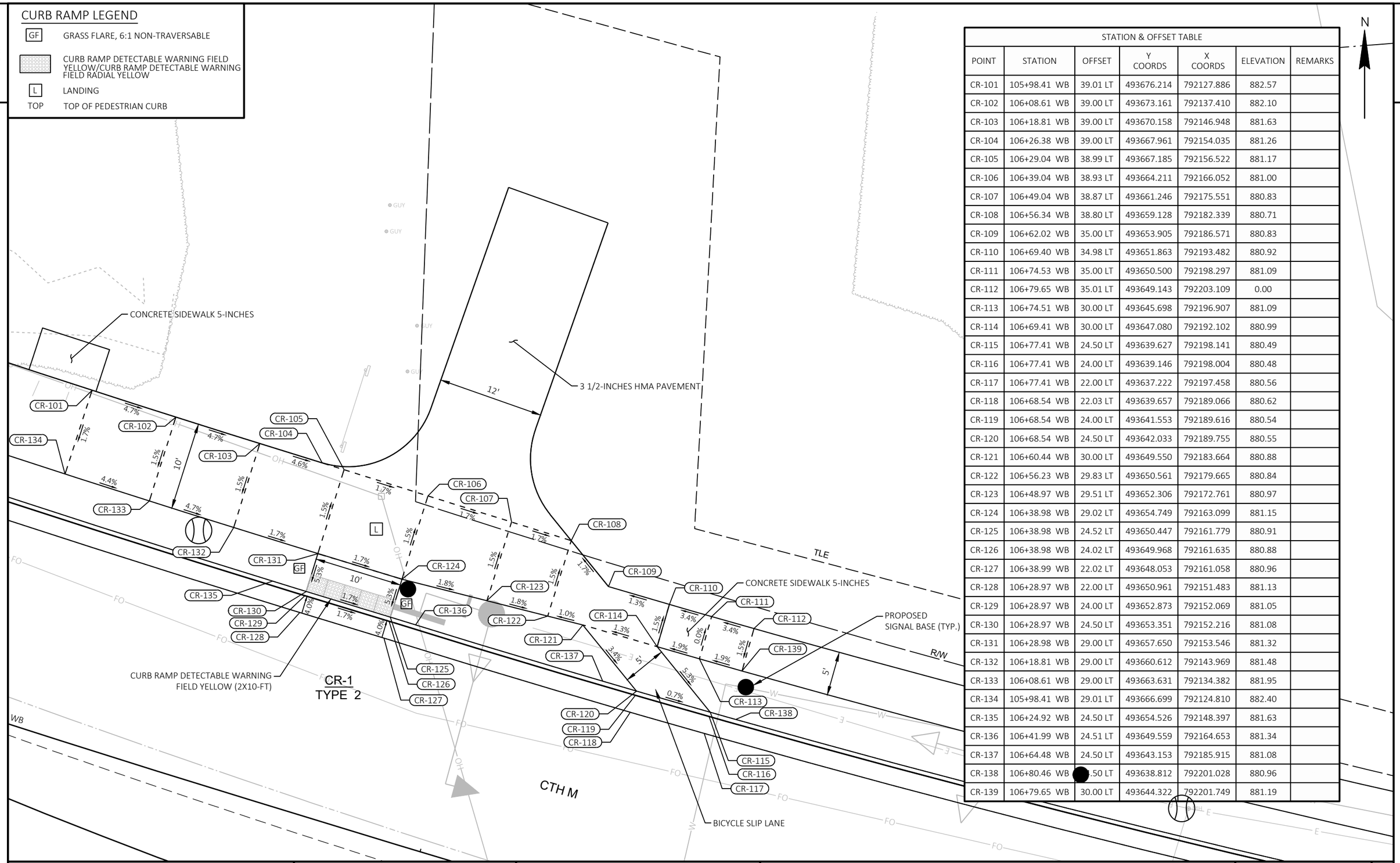
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LAYOUT NAME - 021301-cr

PLOT DATE : 6/8/2026 4:05 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

CURB RAMP LEGEND

GF	GRASS FLARE, 6:1 NON-TRAVERSABLE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW/CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
L	LANDING
TOP	TOP OF PEDESTRIAN CURB



N

2

STATION & OFFSET TABLE

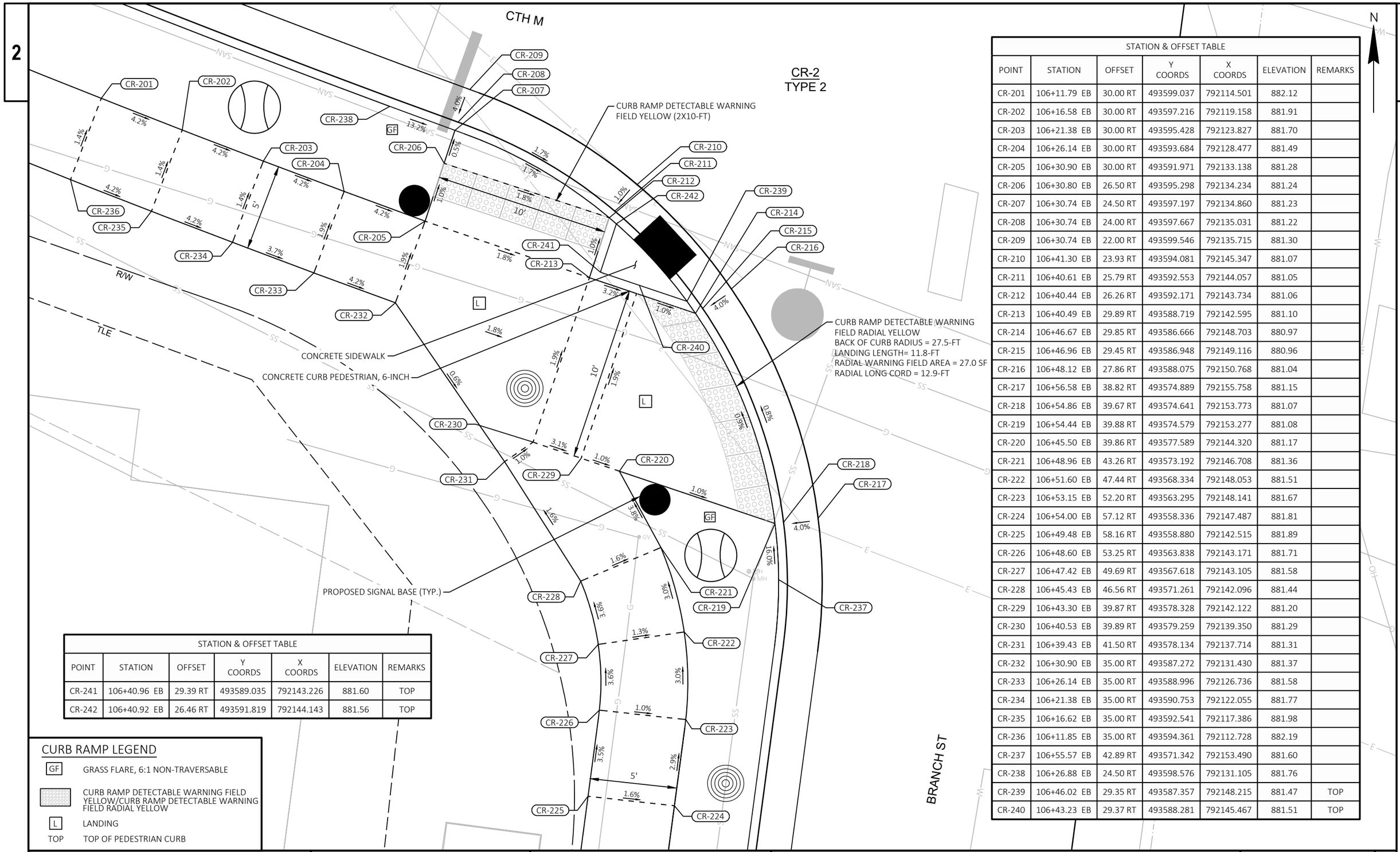
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-101	105+98.41 WB	39.01 LT	493676.214	792127.886	882.57	
CR-102	106+08.61 WB	39.00 LT	493673.161	792137.410	882.10	
CR-103	106+18.81 WB	39.00 LT	493670.158	792146.948	881.63	
CR-104	106+26.38 WB	39.00 LT	493667.961	792154.035	881.26	
CR-105	106+29.04 WB	38.99 LT	493667.185	792156.522	881.17	
CR-106	106+39.04 WB	38.93 LT	493664.211	792166.052	881.00	
CR-107	106+49.04 WB	38.87 LT	493661.246	792175.551	880.83	
CR-108	106+56.34 WB	38.80 LT	493659.128	792182.339	880.71	
CR-109	106+62.02 WB	35.00 LT	493653.905	792186.571	880.83	
CR-110	106+69.40 WB	34.98 LT	493651.863	792193.482	880.92	
CR-111	106+74.53 WB	35.00 LT	493650.500	792198.297	881.09	
CR-112	106+79.65 WB	35.01 LT	493649.143	792203.109	0.00	
CR-113	106+74.51 WB	30.00 LT	493645.698	792196.907	881.09	
CR-114	106+69.41 WB	30.00 LT	493647.080	792192.102	880.99	
CR-115	106+77.41 WB	24.50 LT	493639.627	792198.141	880.49	
CR-116	106+77.41 WB	24.00 LT	493639.146	792198.004	880.48	
CR-117	106+77.41 WB	22.00 LT	493637.222	792197.458	880.56	
CR-118	106+68.54 WB	22.03 LT	493639.657	792189.066	880.62	
CR-119	106+68.54 WB	24.00 LT	493641.553	792189.616	880.54	
CR-120	106+68.54 WB	24.50 LT	493642.033	792189.755	880.55	
CR-121	106+60.44 WB	30.00 LT	493649.550	792183.664	880.88	
CR-122	106+56.23 WB	29.83 LT	493650.561	792179.665	880.84	
CR-123	106+48.97 WB	29.51 LT	493652.306	792172.761	880.97	
CR-124	106+38.98 WB	29.02 LT	493654.749	792163.099	881.15	
CR-125	106+38.98 WB	24.52 LT	493650.447	792161.779	880.91	
CR-126	106+38.98 WB	24.02 LT	493649.968	792161.635	880.88	
CR-127	106+38.99 WB	22.02 LT	493648.053	792161.058	880.96	
CR-128	106+28.97 WB	22.00 LT	493650.961	792151.483	881.13	
CR-129	106+28.97 WB	24.00 LT	493652.873	792152.069	881.05	
CR-130	106+28.97 WB	24.50 LT	493653.351	792152.216	881.08	
CR-131	106+28.98 WB	29.00 LT	493657.650	792153.546	881.32	
CR-132	106+18.81 WB	29.00 LT	493660.612	792143.969	881.48	
CR-133	106+08.61 WB	29.00 LT	493663.631	792134.382	881.95	
CR-134	105+98.41 WB	29.01 LT	493666.699	792124.810	882.40	
CR-135	106+24.92 WB	24.50 LT	493654.526	792148.397	881.63	
CR-136	106+41.99 WB	24.51 LT	493649.559	792164.653	881.34	
CR-137	106+64.48 WB	24.50 LT	493643.153	792185.915	881.08	
CR-138	106+80.46 WB	24.50 LT	493638.812	792201.028	880.96	
CR-139	106+79.65 WB	30.00 LT	493644.322	792201.749	881.19	

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CURB RAMP DETAILS	SHEET 23	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021301-CR.DWG
LAYOUT NAME - 021302-cr

PLOT DATE : 6/8/2026 4:05 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-201	106+11.79 EB	30.00 RT	493599.037	792114.501	882.12	
CR-202	106+16.58 EB	30.00 RT	493597.216	792119.158	881.91	
CR-203	106+21.38 EB	30.00 RT	493595.428	792123.827	881.70	
CR-204	106+26.14 EB	30.00 RT	493593.684	792128.477	881.49	
CR-205	106+30.90 EB	30.00 RT	493591.971	792133.138	881.28	
CR-206	106+30.80 EB	26.50 RT	493595.298	792134.234	881.24	
CR-207	106+30.74 EB	24.50 RT	493597.197	792134.860	881.23	
CR-208	106+30.74 EB	24.00 RT	493597.667	792135.031	881.22	
CR-209	106+30.74 EB	22.00 RT	493599.546	792135.715	881.30	
CR-210	106+41.30 EB	23.93 RT	493594.081	792145.347	881.07	
CR-211	106+40.61 EB	25.79 RT	493592.553	792144.057	881.05	
CR-212	106+40.44 EB	26.26 RT	493592.171	792143.734	881.06	
CR-213	106+40.49 EB	29.89 RT	493588.719	792142.595	881.10	
CR-214	106+46.67 EB	29.85 RT	493586.666	792148.703	880.97	
CR-215	106+46.96 EB	29.45 RT	493586.948	792149.116	880.96	
CR-216	106+48.12 EB	27.86 RT	493588.075	792150.768	881.04	
CR-217	106+56.58 EB	38.82 RT	493574.889	792155.758	881.15	
CR-218	106+54.86 EB	39.67 RT	493574.641	792153.773	881.07	
CR-219	106+54.44 EB	39.88 RT	493574.579	792153.277	881.08	
CR-220	106+45.50 EB	39.86 RT	493577.589	792144.320	881.17	
CR-221	106+48.96 EB	43.26 RT	493573.192	792146.708	881.36	
CR-222	106+51.60 EB	47.44 RT	493568.334	792148.053	881.51	
CR-223	106+53.15 EB	52.20 RT	493563.295	792148.141	881.67	
CR-224	106+54.00 EB	57.12 RT	493558.336	792147.487	881.81	
CR-225	106+49.48 EB	58.16 RT	493558.880	792142.515	881.89	
CR-226	106+48.60 EB	53.25 RT	493563.838	792143.171	881.71	
CR-227	106+47.42 EB	49.69 RT	493567.618	792143.105	881.58	
CR-228	106+45.43 EB	46.56 RT	493571.261	792142.096	881.44	
CR-229	106+43.30 EB	39.87 RT	493578.328	792142.122	881.20	
CR-230	106+40.53 EB	39.89 RT	493579.259	792139.350	881.29	
CR-231	106+39.43 EB	41.50 RT	493578.134	792137.714	881.31	
CR-232	106+30.90 EB	35.00 RT	493587.272	792131.430	881.37	
CR-233	106+26.14 EB	35.00 RT	493588.996	792126.736	881.58	
CR-234	106+21.38 EB	35.00 RT	493590.753	792122.055	881.77	
CR-235	106+16.62 EB	35.00 RT	493592.541	792117.386	881.98	
CR-236	106+11.85 EB	35.00 RT	493594.361	792112.728	882.19	
CR-237	106+55.57 EB	42.89 RT	493571.342	792153.490	881.60	
CR-238	106+26.88 EB	24.50 RT	493598.576	792131.105	881.76	
CR-239	106+46.02 EB	29.35 RT	493587.357	792148.215	881.47	TOP
CR-240	106+43.23 EB	29.37 RT	493588.281	792145.467	881.51	TOP

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-241	106+40.96 EB	29.39 RT	493589.035	792143.226	881.60	TOP
CR-242	106+40.92 EB	26.46 RT	493591.819	792144.143	881.56	TOP

CURB RAMP LEGEND

- GF — GRASS FLARE, 6:1 NON-TRAVERSABLE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW/CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- L — LANDING
- TOP — TOP OF PEDESTRIAN CURB

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CURB RAMP DETAILS	SHEET 24	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021301-CR.DWG
LAYOUT NAME - 021303-cr
PLOT DATE : 6/8/2026 4:05 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	REMARKS
CR-301	107+10.64 EB	61.38 RT	493537.589	792204.158	881.60	
CR-302	107+12.01 EB	56.58 RT	493541.881	792206.750	881.55	
CR-303	107+14.06 EB	52.03 RT	493545.745	792209.944	881.25	
CR-304	107+16.75 EB	47.86 RT	493549.097	792213.672	880.97	
CR-305	107+20.01 EB	44.14 RT	493551.865	792217.852	880.69	
CR-306	107+23.79 EB	40.97 RT	493553.988	792222.393	880.41	
CR-307	107+15.02 EB	40.29 RT	493556.865	792213.832	880.36	
CR-308	107+14.67 EB	39.94 RT	493557.296	792213.580	880.35	
CR-309	107+13.30 EB	38.52 RT	493559.023	792212.570	880.43	
CR-310	107+19.19 EB	33.61 RT	493562.277	792219.628	880.39	
CR-311	107+20.27 EB	35.28 RT	493560.388	792220.285	880.31	
CR-312	107+20.53 EB	35.70 RT	493559.916	792220.449	880.32	
CR-313	107+24.17 EB	35.99 RT	493558.727	792223.986	880.36	
CR-314	107+32.19 EB	36.65 RT	493556.103	792231.795	880.44	
CR-315	107+36.93 EB	35.44 RT	493556.130	792236.803	880.59	
CR-316	107+41.80 EB	34.90 RT	493555.487	792241.770	880.74	
CR-317	107+46.67 EB	34.50 RT	493554.725	792246.712	880.90	
CR-318	107+47.05 EB	39.49 RT	493549.784	792245.950	880.98	
CR-319	107+42.20 EB	39.88 RT	493550.545	792241.009	880.81	
CR-320	107+37.75 EB	40.36 RT	493551.144	792236.461	880.66	
CR-321	107+33.64 EB	41.43 RT	493551.111	792232.102	880.52	
CR-322	107+26.58 EB	45.06 RT	493549.321	792224.188	880.48	
CR-323	107+23.35 EB	47.77 RT	493547.504	792220.298	880.76	
CR-324	107+20.56 EB	50.93 RT	493545.143	792216.732	881.04	
CR-325	107+18.27 EB	54.49 RT	493542.284	792213.552	881.32	
CR-326	107+16.51 EB	58.36 RT	493538.988	792210.828	881.62	
CR-327	107+15.33 EB	62.45 RT	493535.327	792208.618	881.68	
CR-328	107+12.41 EB	43.26 RT	493554.665	792210.494	880.87	
CR-329	107+23.04 EB	34.15 RT	493560.787	792223.319	880.79	

CURB RAMP DETECTABLE WARNING
FIELD RADIAL YELLOW
BACK OF CURB RADIUS = 37.5-FT
LANDING LENGTH = 9.0-FT
RADIAL WARNING FIELD AREA = 15.1 SF
RADIAL LONG CORD = 7.3-FT

PROPOSED SIGNAL BASE (TYP.)

CR-3
TYPE 3

CTH M

BRANCH ST

N

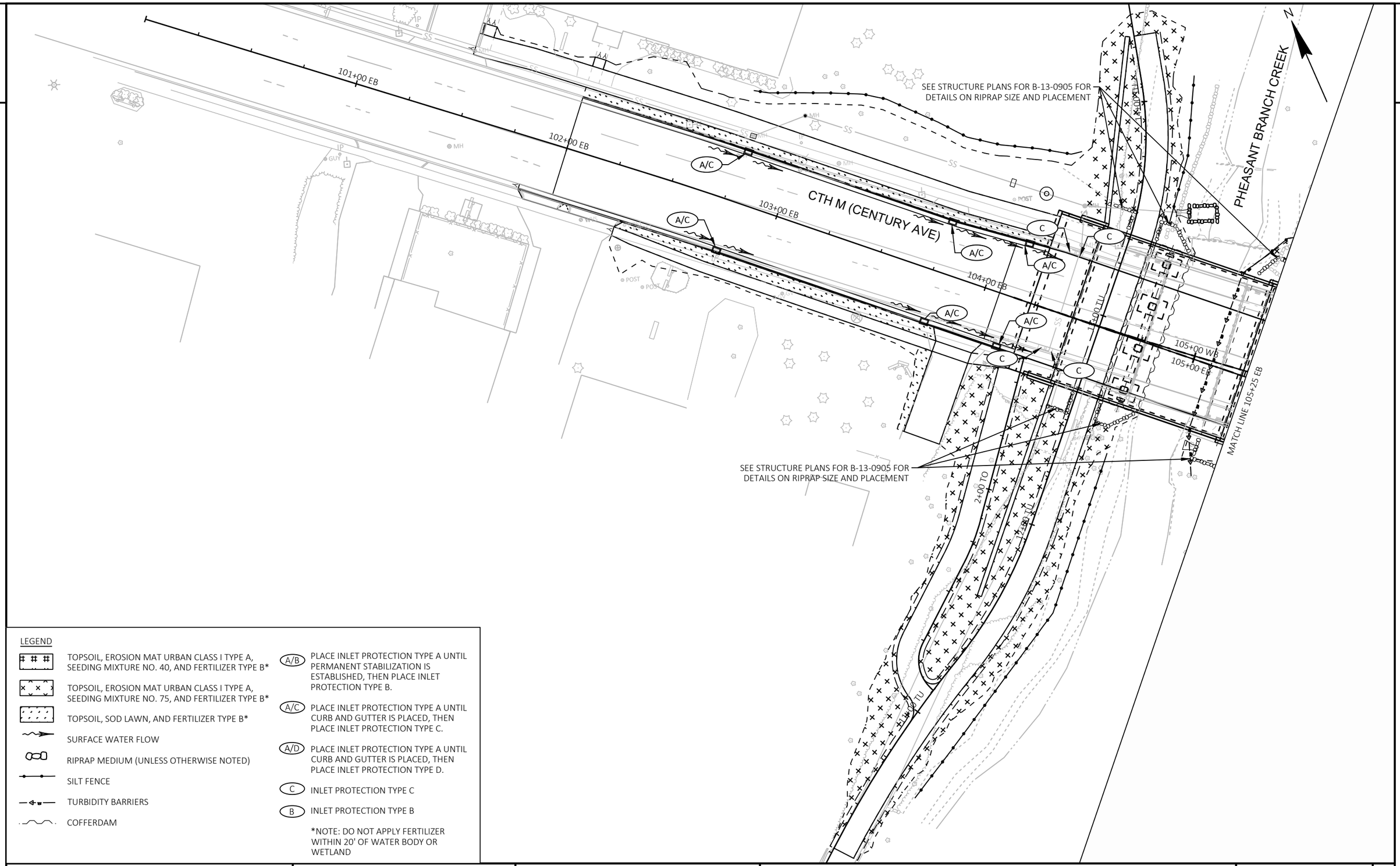
CURB RAMP LEGEND

- GF — GRASS FLARE, 6:1 NON-TRAVERSABLE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW/CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- L — LANDING
- TOP — TOP OF PEDESTRIAN CURB

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021301-CR.DWG
LAYOUT NAME - 021304-cr
PLOT DATE : 6/8/2026 4:05 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:5 FT

2



LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING MIXTURE NO. 40, AND FERTILIZER TYPE B*
- TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING MIXTURE NO. 75, AND FERTILIZER TYPE B*
- TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B*
- SURFACE WATER FLOW
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SILT FENCE
- TURBIDITY BARRIERS
- COFFERDAM

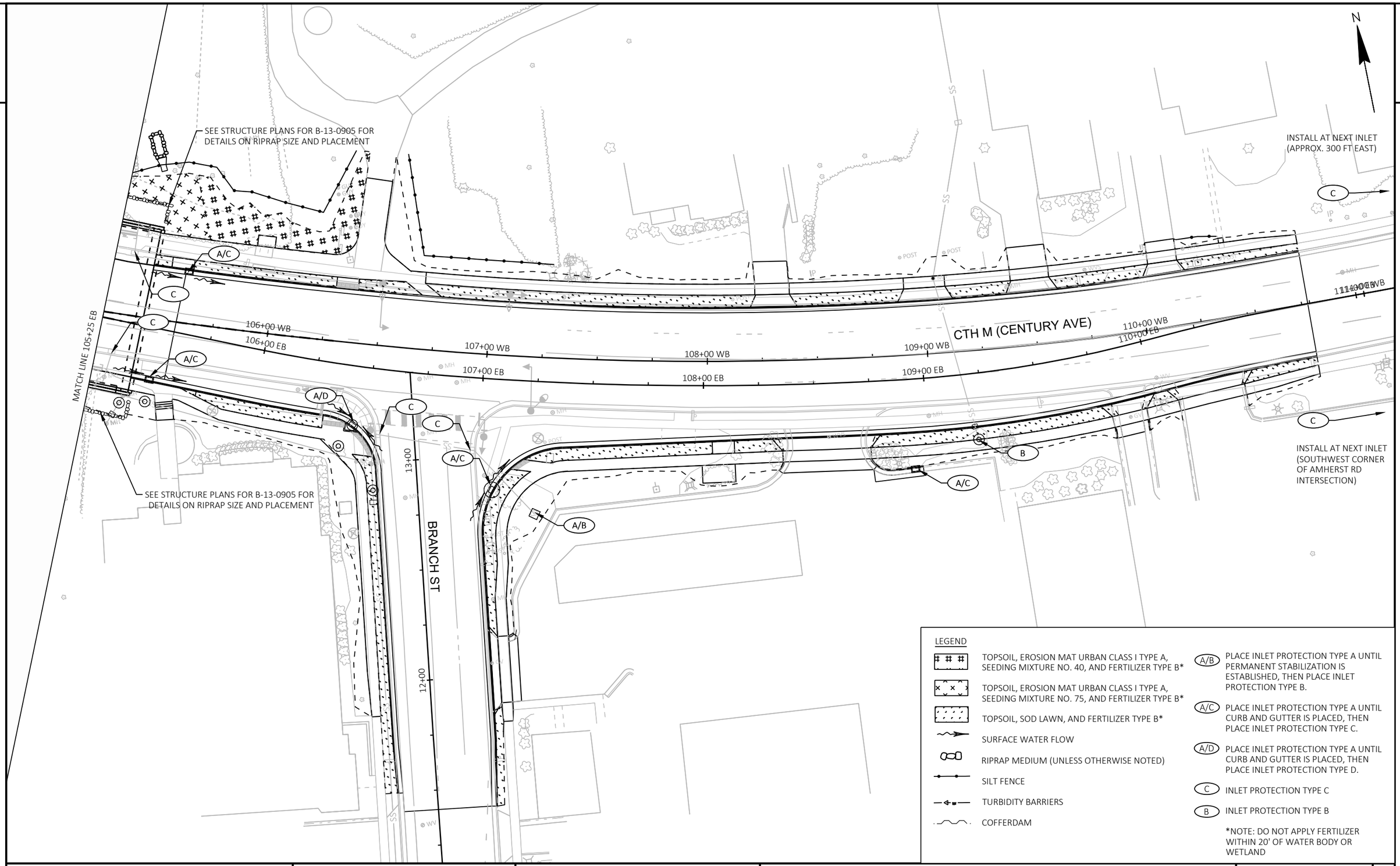
- A/B — PLACE INLET PROTECTION TYPE A UNTIL PERMANENT STABILIZATION IS ESTABLISHED, THEN PLACE INLET PROTECTION TYPE B.
- A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PLACED, THEN PLACE INLET PROTECTION TYPE C.
- A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PLACED, THEN PLACE INLET PROTECTION TYPE D.
- C — INLET PROTECTION TYPE C
- B — INLET PROTECTION TYPE B

*NOTE: DO NOT APPLY FERTILIZER WITHIN 20' OF WATER BODY OR WETLAND

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	EROSION CONTROL	SHEET 26	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\022001-EC.DWG
LAYOUT NAME - 022001-ec
PLOT DATE : 9/17/2026 2:04 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING MIXTURE NO. 40, AND FERTILIZER TYPE B*
- TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, SEEDING MIXTURE NO. 75, AND FERTILIZER TYPE B*
- TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B*
- SURFACE WATER FLOW
- RIPRAP MEDIUM (UNLESS OTHERWISE NOTED)
- SILT FENCE
- TURBIDITY BARRIERS
- COFFERDAM

- (A/B) PLACE INLET PROTECTION TYPE A UNTIL PERMANENT STABILIZATION IS ESTABLISHED, THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PLACED, THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PLACED, THEN PLACE INLET PROTECTION TYPE D.
- (C) INLET PROTECTION TYPE C
- (B) INLET PROTECTION TYPE B

*NOTE: DO NOT APPLY FERTILIZER WITHIN 20' OF WATER BODY OR WETLAND

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	EROSION CONTROL	SHEET 27	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\022001-EC.DWG
LAYOUT NAME - 022002-ec
PLOT DATE : 6/8/2026 4:08 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

3 STA 102+78.20 EB, 31.06' LT
CONCRETE COLLARS; ADJUSTING MANHOLE COVERS

R-13-401

STA 104+12.49 EB, 49.4' LT 8
MANHOLES 5-J

STA 103+96.61 EB, 49.1' LT 8A
CONCRETE COLLARS

2 STA 102+78.45 EB, 23.50' LT
INLETS 2x3-H

3A STA 102+97.49 EB, 47.30' LT
ADJUSTING MANHOLE COVERS

STA 103+76.44 EB, 23.5' LT 6
INLETS 2x3-H

STA 104+12.65 EB, 25.5' LT 7
INLETS 2x3-H

9 STA 104+71.10 EB, 60.52' LT
APRON ENDWALLS FOR CPRC 24-INCH

11 STA 105+38.70 EB, 71.50' LT
APRON ENDWALLS FOR CPRC 12-INCH

10 STA 105+59.26 EB, 28.18' LT
INLETS 2x3-H

B-13-905

22 STA 106+43.88 EB, 26.80' RT
INLETS 4-H-S

STA 109+20.73 EB, 24.0' RT 23A
CONCRETE COLLARS

STA 109+08.37 EB, 44.8' LT 20
ADJUSTING MANHOLE COVERS

CTH M (CENTURY AVE)

103+00 EB
104+00 EB
105+00 WB
105+00 EB
106+00 WB
106+00 EB
107+00 WB
107+00 EB
108+00 WB
108+00 EB
109+00 WB
109+00 EB
110+00

TEMPORARY 18-INCH CONNECTION
SEE STAGING PLANS

TEMPORARY 18-INCH CONNECTION
SEE STAGING PLANS

STA 108+93.68 EB, 40.8' RT 19
INLETS 2x3-H-S

STA 109+21.68 EB, 30.0' RT 23
MANHOLES 4-J

1 STA 102+79.07 EB, 23.50' RT
INLETS 2x3-H

STA 106+39.15 EB, 37.1' RT 18
MANHOLES 4-J-S

12 STA 105+51.38 EB, 23.50' RT
INLETS 2x3-H

13 STA 105+51.40 EB, 33.69' RT
MANHOLES 4-J

14 STA 105+40.05 EB, 36.53' RT
MANHOLES 4-J

14A STA 105+38.05 EB, 42.20' RT
CONCRETE COLLARS

15 STA 105+14.44 EB, 37.86' RT
APRON ENDWALLS FOR CPRC 24-INCH

STA 103+78.70 EB, 23.5' RT 5
INLETS 2x3-H

STA 104+13.36 EB, 23.5' RT 4
INLETS 2x3-H

R-13-400

PHEASANT BRANCH CREEK

BRANCH ST

STA 12+87.47 B, 20.2' LT 17
MANHOLES 4-J-S

STA 12+82.02 B, 20.2' LT 17A
CONCRETE COLLARS

16A STA 12+72.12 B, 52.25' RT
INLETS MEDIAN 1G-MS

16 STA 12+84.22 B, 33.55' RT
MANHOLES 6-H

12+00 TU
11+00 TU
13+00 TU
12+00 B
11+00 B

LEGEND

- A REMOVING INLETS REQ'D
- B REMOVING MANHOLES REQ'D
- C REMOVING STORM SEWER 12-INCH OR LESS REQ'D
- D REMOVING STORM SEWER 15-INCH REQ'D
- E REMOVING STORM SEWER 18-INCH REQ'D
- F REMOVING STORM SEWER 24-INCH REQ'D

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	STORM SEWER	SHEET 28	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 9/17/2026 2:10 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	TOP OF STRUCTURE ELEV.	DISCHARGE PIPE						REMARKS
											DEPTH (FT)	SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
1	102+79.07 'EB'	23.5 'RT	47.0	2	2X3-FT	H	-	-	885.00	884.17	3.17	15	881.00	880.76	47	0.51%	
2	102+78.45 'EB'	23.5 'LT	7.6	3	2X3-FT	H	-	-	885.01	884.18	3.42	15	880.76	880.72	8	0.53%	
3	102+78.20 'EB'	31.1 'LT	-	-	-	-	-	-	884.47	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D; STORM SEWER TAP REQ'D; CONCRETE COLLARS FOR PIPE REQ'D; FIELD VERIFY SIZE AND INVERT ELEVATIONS
3A	102+97.49 'EB'	47.3 'LT	-	-	-	-	-	-	884.05	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D
4	104+13.36 'EB'	23.5 'RT	49.0	7	2X3-FT	H	-	-	884.04	883.21	3.21	24	880.00	878.77	49	2.51%	
5	103+78.70 'EB'	23.5 'RT	34.7	4	2X3-FT	H	-	-	884.25	883.42	3.24	12	880.18	880.00	35	0.52%	
6	103+76.44 'EB'	23.5 'LT	36.3	7	2X3-FT	H	-	-	884.27	883.44	4.49	12	878.95	878.77	36	0.50%	
7	104+12.65 'EB'	25.5 'LT	23.9	8	2X3-FT	H	-	-	884.00	883.17	4.40	24	878.77	878.14	24	2.64%	
8	104+12.49 'EB'	49.4 'LT	59.7	9	-	-	5-FT	J	883.25	882.00	13.60	24	868.40	867.00	60	2.35%	
8A	103+96.61 'EB'	49.1 'LT	16	8	-	-	-	-	-	-	-	24	868.72	868.40	16	2.02%	CONCRETE COLLARS FOR PIPE REQ'D; FIELD VERIFY SIZE AND INVERT ELEVATIONS
9	13+53.16 'TU'	17.6 'RT	-	-	-	-	-	-	-	-	-	-	867.00	-	-	-	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
10	105+60.99 'WB'	23.5 'LT	48.0	11	2X3-FT	H	-	-	882.47	881.64	5.06	12	876.58	873.00	48	7.47%	
11	105+42.84 'WB'	68.1 'LT	-	-	-	-	-	-	-	-	-	-	873.00	-	-	-	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
12	105+51.38 'EB'	23.5 'RT	10.2	13	2X3-FT	H	-	-	882.72	881.89	3.16	15	878.73	878.61	10	1.18%	
13	105+51.40 'EB'	33.7 'RT	11.7	14	-	-	4-FT	J	882.47	881.22	8.68	24	872.54	872.25	12	2.48%	
14	105+40.05 'EB'	36.5 'RT	25.6	15	-	-	4-FT	J	881.39	880.14	8.14	24	872.00	871.00	26	3.90%	
14A	105+38.05 'EB'	42.2 'RT	6.0	14	-	-	-	-	-	-	-	15	872.55	872.39	6	2.66%	CONCRETE COLLARS FOR PIPE REQ'D; FIELD VERIFY SIZE AND INVERT ELEVATIONS
15	105+14.44 'EB'	37.9 'RT	-	-	-	-	-	-	-	-	-	-	871.00	-	-	-	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
16	12+84.22 'B'	33.6 'RT	53.9	17	-	H	6-FT	-	880.49	879.66	2.41	18	877.25	875.67	54	2.93%	
16A	12+72.12 'B'	52.3 'RT	22.3	16	MEDIAN 1 GRATE	MS	-	-	880.15	880.15	2.40	12	877.75	877.25	22	2.25%	
17	12+87.47 'B'	20.2 'LT	25.5	18	-	-	4-FT	J-S	881.74	880.49	5.20	24	875.29	874.78	26	2.00%	
17A	12+82.02 'B'	20.2 'LT	5.5	17	-	-	-	-	-	-	-	24	877.23	877.12	5	2.02%	CONCRETE COLLARS FOR PIPE REQ'D; FIELD VERIFY SIZE AND INVERT ELEVATIONS
18	13+08.48 'B'	34.7 'LT	90.1	13	-	-	4-FT	J-S	881.16	879.91	5.13	24	874.78	872.54	90	2.49%	
19	108+93.68 'EB'	40.8 'RT	31.7	23	2X3-FT	H-S	-	-	879.65	878.82	3.82	12	875.00	874.70	32	0.95%	
20	109+04.89 'WB'	34.0 'LT	-	-	-	-	-	-	879.72	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D; 2 STORM SEWER TAPS REQ'D
22	106+43.88 'EB'	26.8 'RT	11.4	18	4-FT	H-S	-	-	880.83	880.00	4.30	18	875.70	875.58	11	1.05%	
23	109+21.68 'EB'	30.0 'RT	6.1	23A	-	-	4-FT	J	879.93	878.68	3.98	12	874.70	874.64	6	0.98%	
23A	109+18.87 'WB'	34.5 'RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D; FIELD VERIFY SIZE AND INVERT ELEVATIONS

2

CITY OF MIDDLETON

R-13-401

PROPOSED STRUCTURE B-13-905

PHEASANT BRANCH CREEK

CTH M (CENTURY AVE)

102+00 EB

103+00 EB

104+00 EB

105+00 WB

105+00 EB

106+00 WB

106+00 EB

107+00 WB

107+00 EB

MATCH LINE 107+50 EB

R-13-400

101 MOVE

128 STOP R1-1 18"X18"

102 PHEASANT BRANCH NATURE PRESERVE MIDDLETON PARK SYSTEM REMOVE

103 PATH DIRECTIONAL REMOVE

127 REMOVE

126 REMOVE

124 REMOVE

112 MOVE

111 MOVE

110 REMOVE

109 Branch St MOVE

108 Century Ave MOVE

124 STOP REMOVE

125 STOP R1-1F 30"X30"

107 MOVE

SEE SIGN DETAILS

R3-8(MOD) 48"X30"

114 ONLY ONLY REMOVE

106

113 SPEED LIMIT 25 R2-1 24"X30"

105 MOVE

104 SPEED LIMIT 25 REMOVE

BRANCH ST

LEGEND

- PROPOSED SIGN
- EXISTING SIGN
- XXX DESIGNATES SIGN ITEM NUMBER

NOTE: EXISTING SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PERMANENT SIGNING	SHEET 30	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\023201-PS.DWG
LAYOUT NAME - 023201-ps

PLOT DATE : 9/17/2026 2:12 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCH LINE 107+50 EB

CTH M (CENTURY AVE)

108+00 WB

108+00 EB

109+00 WB

109+00 EB

110+00 WB

110+00 EB

111+00 WB

111+00 EB

112+00 EB

AMHERST RD

120

SPEED LIMIT 30 REMOVE

119

MOVE

123

SPEED LIMIT 30 R2-1 24"X30"

115

MOVE

116

MADISON BUS STOP MOVE

117

SPEED LIMIT 30 REMOVE

121

SPEED LIMIT 30 R2-1 24"X30"

118

REMOVE

122

W6-1 36"X36"

REMOVING COMMERCIAL BUSINESS SIGN REQ'D

LEGEND

PROPOSED SIGN

EXISTING SIGN

XXX DESIGNATES SIGN ITEM NUMBER

NOTE: EXISTING SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE.

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PERMANENT SIGNING	SHEET 31	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\023201-PS.DWG
LAYOUT NAME - 023202-ps

PLOT DATE : 6/8/2026 4:13 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

STA. 13+60 TU, 21' LT
LPB-1

R-13-401

3-3 INCH CONDUITS

STA. 13+50 TU, 26' LT
*LC-1

PHEASANT BRANCH TRAIL

13+58 TU, 13' RT
LPB-2

104+00 EB

CTH M (CENTURY AVE)

STA. 13+31 TU, 12' LT
JB-1

STA. 13+32 TU, 11' RT
LPB-3

2-2 INCH CONDUITS

STA. 13+31 TU, 19' RT
JB-5

2-2 INCH CONDUITS

PROPOSED STRUCTURE B-13-905

STA. 13+11 TU, 12' LT
JB-2

STA. 13+22 TU, 19' RT
WP-1 LC-1
III-LED A-1,3-1

2-2 INCH CONDUITS

STA. 13+11 TU, 18' RT
JB-6

2-2 INCH CONDUITS

13+00 TU

STA. 12+91 TU, 12' LT
JB-3

STA. 13+01 TU, 19' RT
WP-2 LC-1
III-LED A-1,3-2

2-2 INCH CONDUITS

STA. 12+91 TU, 18' RT
JB-7

STA. 12+71 TU, 12' LT
JB-4

105+00 WB

105+00 EB

2-2 INCH CONDUITS

STA. 12+81 TU, 19' RT
WP-3 LC-1
III-LED A-1,3-3

106+00 WB

106+00 EB

STA. 12+71 TU, 18' RT
JB-8

LEGEND

- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- LUMINAIRES UNDERDECK LED A
- 4X4X6-INCH OUTLET BOX
- PULL BOXES
- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L30) ELECTRICAL SERVICE METER BREAKER PEDESTAL

STA. XX+XX.XX, XX.XX' LT
- STATION AND SET BACK DISTANCE FROM REFERENCE LINE

WP-XXXX, LC-1
- CONTROL CABINET DESIGNATION
- WALLPACK NUMBER

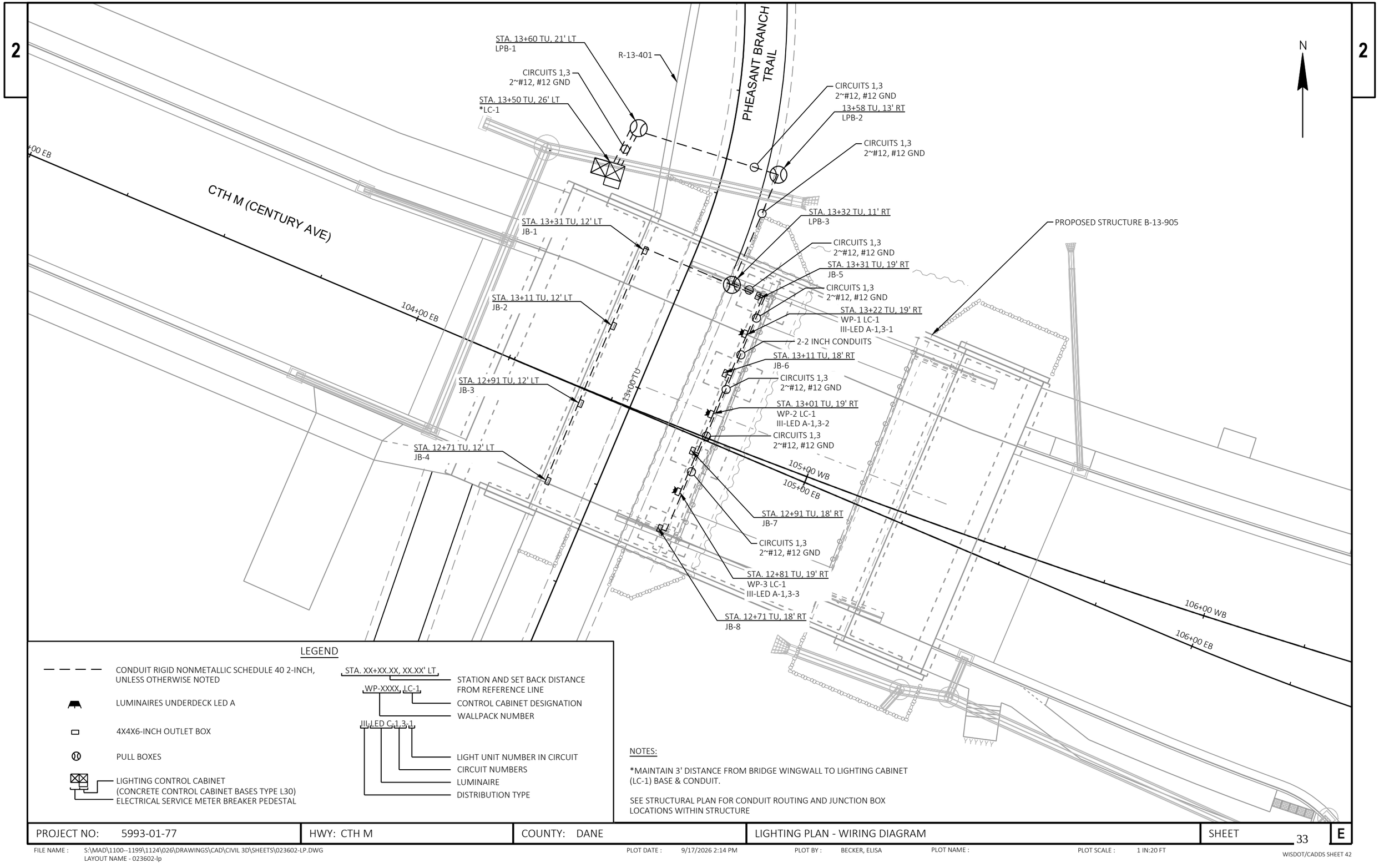
III-LED C-1,3-1
- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBERS
- LUMINAIRE
- DISTRIBUTION TYPE

NOTES:
*MAINTAIN 3' DISTANCE FROM BRIDGE WINGWALL TO LIGHTING CABINET (LC-1) BASE & CONDUIT.

SEE STRUCTURAL PLAN FOR CONDUIT ROUTING AND JUNCTION BOX LOCATIONS WITHIN STRUCTURE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	LIGHTING PLAN	SHEET 32	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\023601-LP.DWG
LAYOUT NAME - 023601-lp
PLOT DATE : 9/17/2026 2:13 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	LIGHTING PLAN - WIRING DIAGRAM	SHEET 33	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\023602-LP.DWG
LAYOUT NAME - 023602-lp
PLOT DATE : 9/17/2026 2:14 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS ARE TO BE ABANDONED. SIGNAL CABLE IN CONDUIT RUNS IS TO BE REMOVED.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED. PAID FOR AS "REMOVE AND TRANSPORT TRAFFIC SIGNALS (INTERSECTION)".
3. BASE REMOVAL PAID AS "REMOVING CONCRETE BASES". PULL BOX REMOVAL PAID AS "REMOVING PULL BOXES". ABOVE GROUND SIGNAL EQUIPMENT REMOVALS AT EACH LOCATION PAID AS "REMOVE AND TRANSPORT TRAFFIC SIGNALS (INTERSECTION)".
4. REMOVE THE EXISTING EMERGENCY VEHICLE PREEMPTION SYSTEM, PEDESTRIAN SIGNAL SYSTEM, AND TRAFFIC SIGNAL CONTROLLER AND RETURN TO THE CITY OF MIDDLETON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES INCURRED DURING THE REMOVAL.
5. GRAYSHADE REPRESENTS EXISTING.
   BOLD REPRESENTS ITEMS TO BE REMOVED.

N

CTH M (CENTURY AVENUE)

CENTURY AVENUE

BRANCH STREET

104+00 105+00 106+00 107+00 108+00 109+00 110+00

13+00 12+00

EXSB1 EXPB1 EXCB1 EXSB2 EXPB2 EXSB3 EXPB3 EXSB4 EXSB5 EXPB4 EXSB6 EXPB5

20' 20' 20'

REMOVE EXISTING PEDESTRIAN SIGNAL SYSTEM AND RETURN TO THE CITY

REMOVE EXISTING EVP SYSTEM AND RETURN TO THE CITY

REMOVE EXISTING TRAFFIC SIGNAL CONTROLLER AND RETURN TO THE CITY

RW

SS MH POST WVS GV GUY IP P

LEGEND:

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN SIGNAL HEAD
- B PEDESTRIAN PUSH BUTTON
- LUMINAIRE
- PULL BOX
- DON'T WALK INDICATOR / WALK INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

TRAFFIC CONTROL SIGNAL
CENTURY AVENUE & BRANCH STREET
CITY OF MIDDLETON
DANE COUNTY

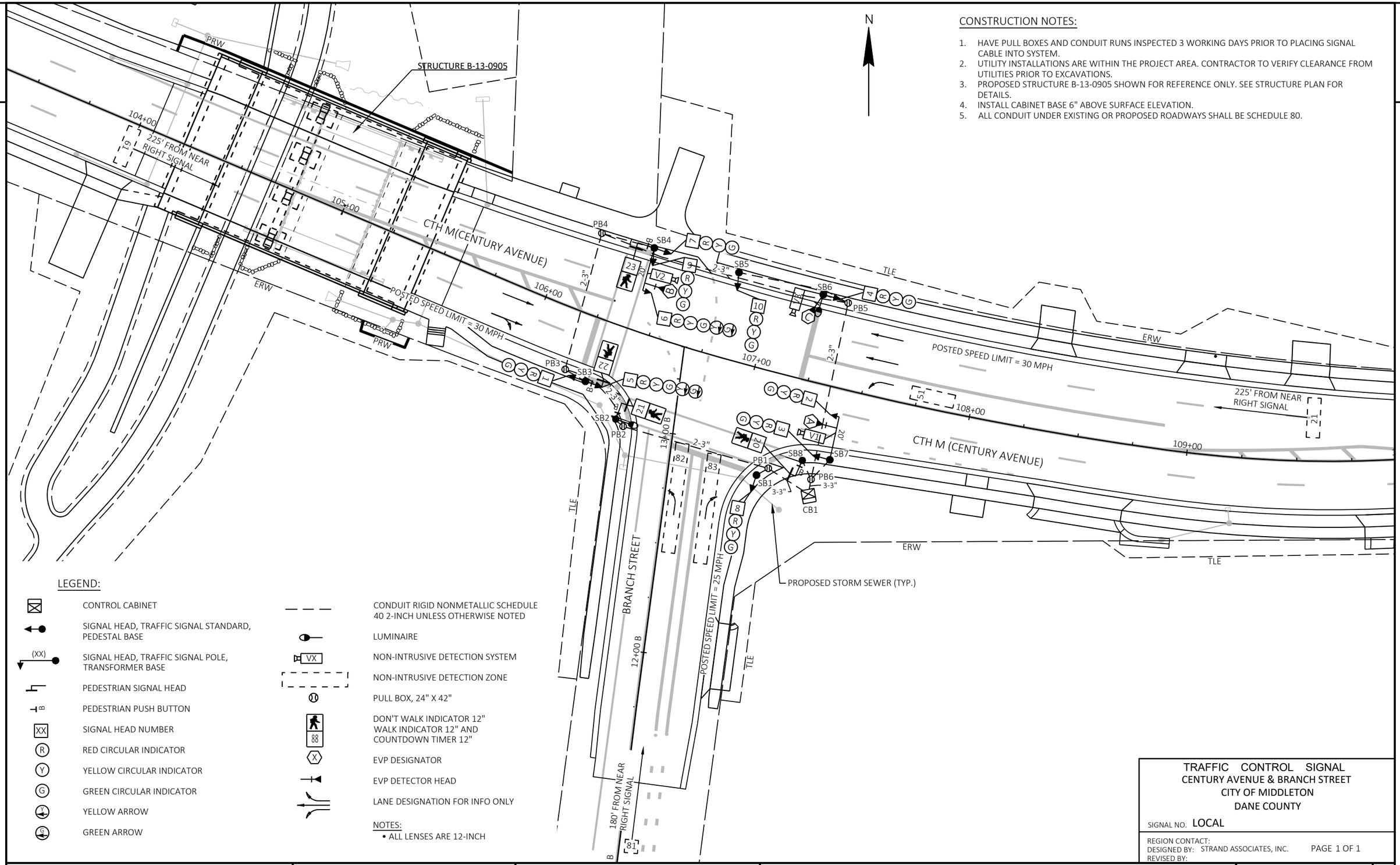
SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC.
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC SIGNAL REMOVAL		SHEET 34	E

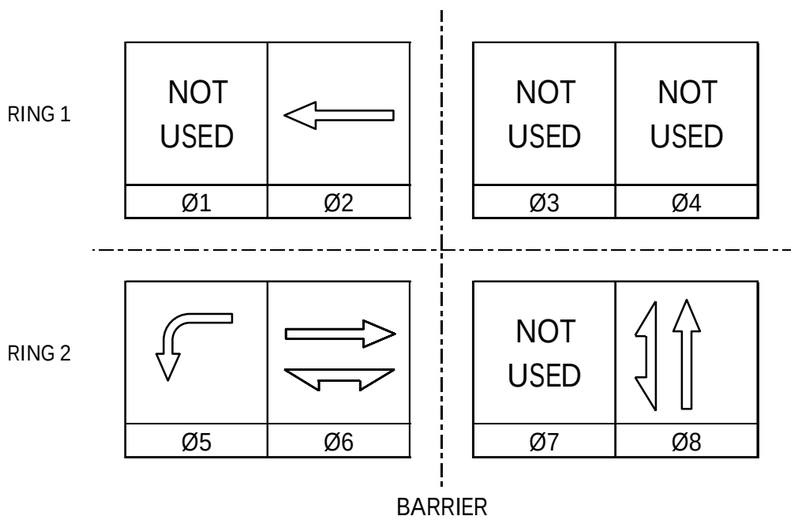
FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\024001-SR.DWG
LAYOUT NAME - 024001-sr
PLOT DATE : 6/8/2026 4:18 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 35	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\024201-SP.DWG
LAYOUT NAME - 024001-sp
PLOT DATE : 9/17/2026 2:15 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6,7	R
Ø3		
Ø4		
Ø5	5,6	R ←
Ø6	1,2,3	R
Ø7		
Ø8	8,9,10	R
Ø2P		
Ø4P		
Ø6P	20,21	
Ø8P	22,23	



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	→	← →	↑	
PHASE	2	6+2	8	

AFTER PREEMPTION SEQUENCE 2 OR6+2, CONTROLLER SHALL RETURN TO PHASES 6+2.
AFTER PREEMPTION SEQUENCE 8, CONTROLLER SHALL RETURN TO PHASES 8.

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

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

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

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

DETECTOR LOGIC

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

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	51	81	83					
CALLED PHASE	5	8	8					
CALL OPTION	X	X	X					
DELAY TIME			5					
EXTENTION OPTION	X	X	X					
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								CALLED PHASE
								CALL OPTION
								DELAY TIME
								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

CENTURY AVENUE & BRANCH STREET
CITY OF MIDDLETON
DANE COUNTY COUNTY

SIGNAL NO: LOCAL	CABINET TYPE: TS2
	CONTROLLER TYPE: MCCAIN
DATE: 2/2/2026	PAGE NO. 2 OF 3

PROJECT ID:	5993-01-77
INTERSECTION:	CENTURY AVE AND BRANCH ST

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

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	15	8	RED	ORG	GRN								
SB2	7	21								BLK	BLU		
		B										WHT/BLK, BLU/WHT	
SB3	15	1	RED	ORG	GRN								
		5	RED/BLK	ORG/BLK	GRN/BLK		BLU/BLK	GRN/WHT					
		22								BLK	BLU		
		B										WHT/BLK, BLU/WHT	
SB4	15	6	RED	ORG	GRN		BLU/BLK	GRN/WHT					
		7	RED	ORG	GRN								
		9	RED/BLK	ORG/BLK	GRN/BLK								
		23								BLK	BLU		
		B										WHT/BLK, BLU/WHT	
SB5	7	10	RED	ORG	GRN								
SB6	7	4	RED	ORG	GRN								
SB7	7	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
SB8	15	20								BLK	BLU		
		B										WHT/BLK, BLU/WHT	

Equipment grounding conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
PB1	SB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB6
PB6	CB1

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB2
CB1	SB6

VIDEO DETECTION CABLE	
From	To
CB1	SB7 (V1)
CB1	SB4 (V2)
CB1	SB6 (V3)

EVP CABLE	
From	To
CB1	SB7 (HEAD A)
CB1	SB4 (HEAD B)
CB1	SB6 (HEAD C)

***Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications**
***Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.**
***Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.**

2

CTH M (CENTURY AVE)

PHEASANT BRANCH CREEK

BRANCH ST

+00 EB, 11.00' LT

+79.38 EB, 22.00' LT

+99.93 EB, 11.00' RT

102+00 EB

103+00 EB

104+00 EB

105+00 WB

105+00 EB

106+00 WB

106+00 EB

107+00 WB

107+00 EB

225'*

25' (TYP.

10'

11'

5'

+44.49 WB, 22.01' LT

+20.39 WB, 11.00' LT

+20.39 WB, 0.00'

+28.93 WB, 11.01' LT

+28.99 WB, 0.00'

+39.29 EB, 8.60' LT

+68.89 WB, 24.23' LT

+76.18 WB, 3.53' LT

+21.60 EB, 0.00'

+48.42 WB, 3.40' RT

+21.60 EB, 11.00' RT

+21.60 EB, 22.00' RT

+29.62 EB, 0.00'

+26.23 EB, 11.00' RT

+71.61 EB, 30.04' RT

+81.30 EB, 30.45' RT

+95.04 B, 0.40' RT

+62.25 B, 18.68' RT

+65.27 B, 6.40' RT

MATCHLINE STA. 107+50 EB

MATCHLINE STA. 12+25 B

R=45'

R=45'

43'-6"

WES

WE10

DYE

AW

LE6W

WS-2

YS-2

S18

Y12

WC6

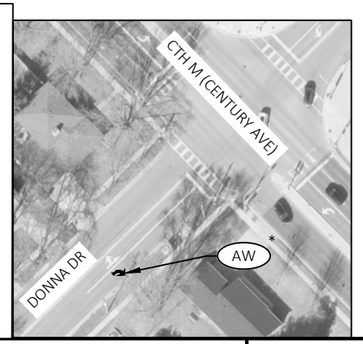
WS-9

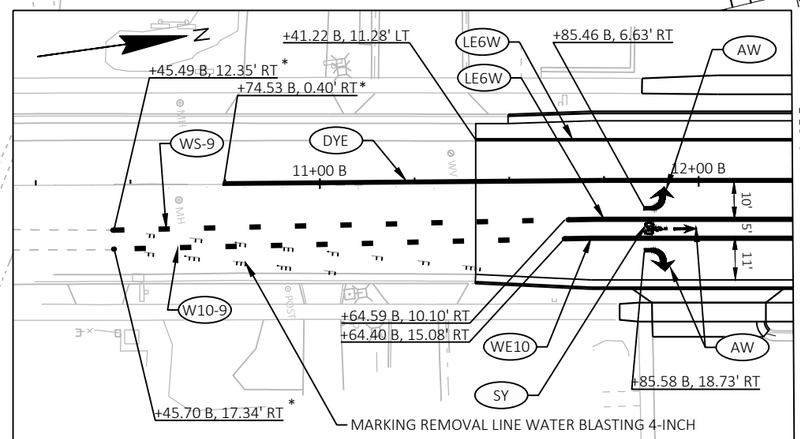
YS-4

*MATCH EXISTING PAVEMENT MARKING

LEGEND

LE6Y	MARKING LINE EPOXY 6-INCH, (YELLOW)
LE6W	MARKING LINE EPOXY 6-INCH, (WHITE)
DYE	MARKING LINE EPOXY 6-INCH, (DOUBLE YELLOW)
Y12	MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
WES	MARKING LINE EPOXY 6-INCH, (WHITE SKIP, 12.5' SEG., 37.5' GAP)
WE10	MARKING LINE EPOXY 10-INCH, (WHITE)
YS-2	MARKING DOTTED EXTENSION EPOXY 6-INCH, (YELLOW SKIP, 2' SEG., 6' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 6-INCH, (WHITE SKIP, 2' SEG., 6' GAP)
YS-4	MARKING LINE EPOXY 4-INCH, (YELLOW SKIP, 3' SEG., 9' GAP)
WS-9	MARKING LINE EPOXY 6-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
W10-9	MARKING LINE EPOXY 10-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, (WHITE)
WO	MARKING WORD EPOXY
AW	MARKING ARROW EPOXY
SY	MARKING SYMBOL EPOXY
S18	MARKING STOP LINE EPOXY 18-INCH
	MARKING REMOVAL LINE WATER BLASTING

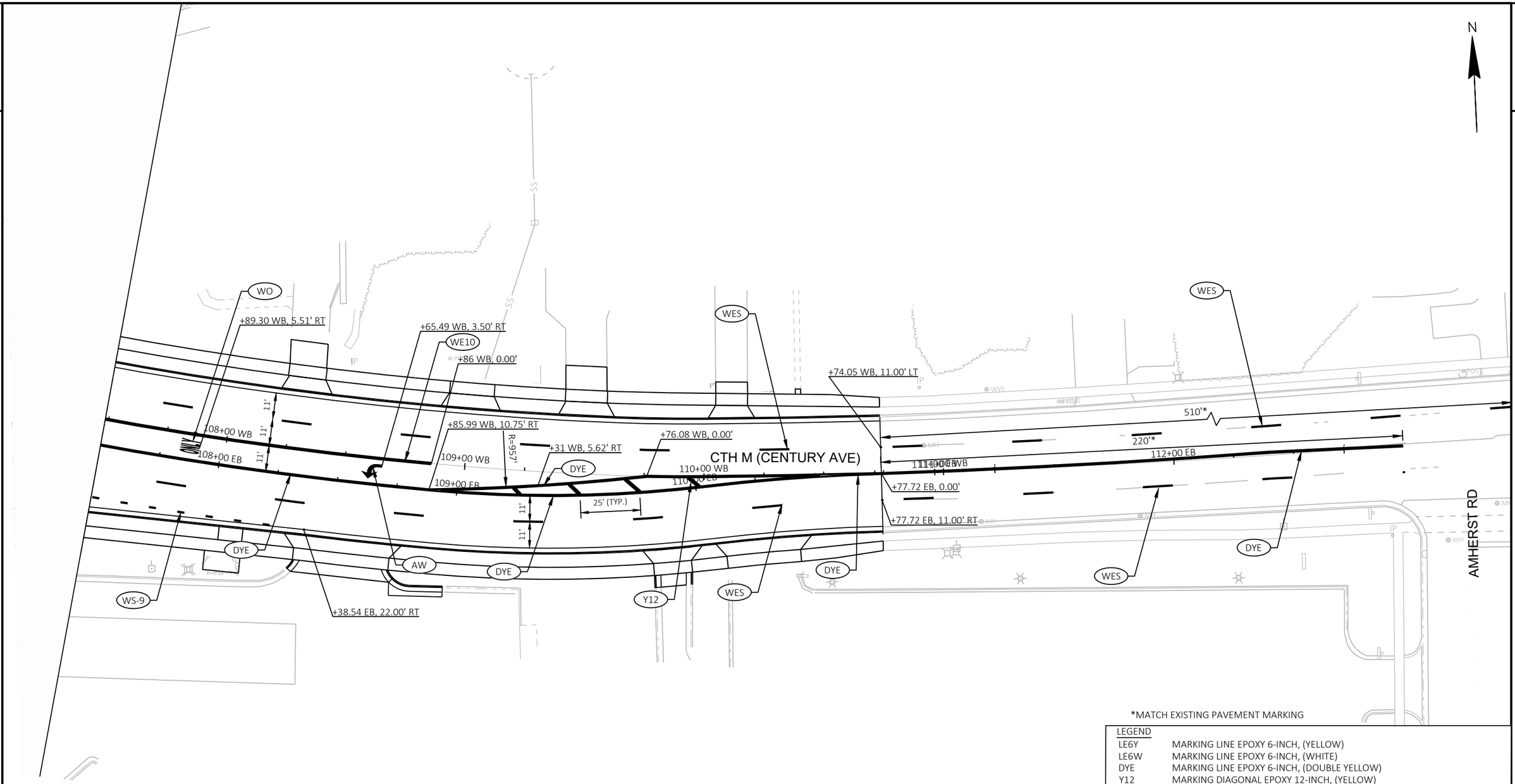




PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PAVEMENT MARKING	SHEET 38 E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\024501-PM.DWG
LAYOUT NAME - 024501-pm
PLOT DATE : 9/17/2026 2:16 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



*MATCH EXISTING PAVEMENT MARKING

LEGEND

LE6Y	MARKING LINE EPOXY 6-INCH, (YELLOW)
LE6W	MARKING LINE EPOXY 6-INCH, (WHITE)
DYE	MARKING LINE EPOXY 6-INCH, (DOUBLE YELLOW)
Y12	MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
WES	MARKING LINE EPOXY 6-INCH, (WHITE SKIP, 12.5' SEG., 37.5' GAP)
WE10	MARKING LINE EPOXY 10-INCH, (WHITE)
YS-2	MARKING DOTTED EXTENSION EPOXY 6-INCH, (YELLOW SKIP, 2' SEG., 6' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 6-INCH, (WHITE SKIP, 2' SEG., 6' GAP)
YS-4	MARKING LINE EPOXY 4-INCH, (YELLOW SKIP, 3' SEG., 9' GAP)
WS-9	MARKING LINE EPOXY 6-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
W10-9	MARKING LINE EPOXY 10-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, (WHITE)
WO	MARKING WORD EPOXY
AW	MARKING ARROW EPOXY
SY	MARKING SYMBOL EPOXY
S18	MARKING STOP LINE EPOXY 18-INCH
[illegible]	MARKING REMOVAL LINE WATER BLASTING

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PAVEMENT MARKING	SHEET 39	E

2



GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.
3. REMOVE OR COVER ANY EXISTING OR TEMPORARY SIGNS WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" AS NEEDED OR AS APPROVED BY THE ENGINEER.
4. PAVEMENT MARKING CONFLICTING WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED.
5. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
6. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
7. DETAILS OF TRAFFIC CONTROL NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS,THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND THE WISCONSIN SUPPLEMENT TO THE MUTCD.

1. ROAD WORK AHEAD W20-1A
2. ROAD WORK 500 FT W20-1D
3. ROAD WORK 250 FT W20-1H
4. END ROAD WORK G20-2A 48"X24"
5. ROAD CLOSED AHEAD W20-3A
6. ROAD CLOSED 500 FT W20-3D
7. RIGHT LANE CLOSED AHEAD W20-5A
8. W04-2R

LEGEND

- SIGN ON TEMPORARY SUPPORT
- ((S)) WORK ZONE START LOCATION
- ((E)) WORK ZONE END LOCATION

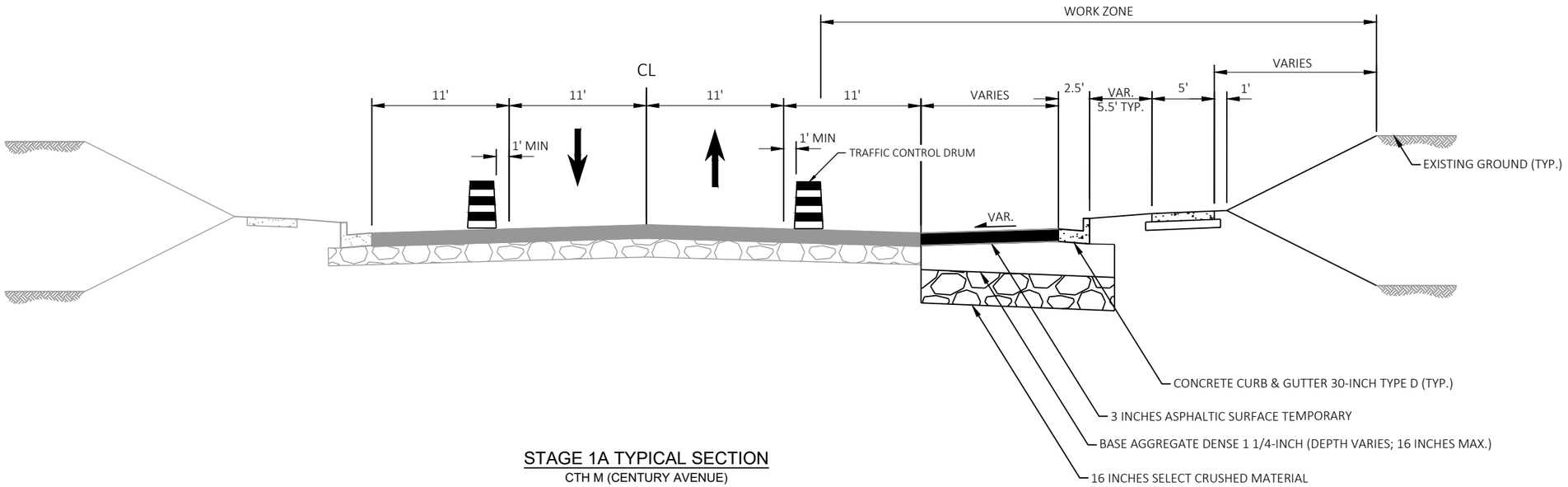
SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION AND SPACING.

- (B) SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B
- (C) SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C
- (D) SEE S.D.D "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1 OVERVIEW - ADVANCE WARNING	SHEET 40	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025100-TC.DWG
LAYOUT NAME - 025100-tc
PLOT DATE : 7/17/2026 2:23 PM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2



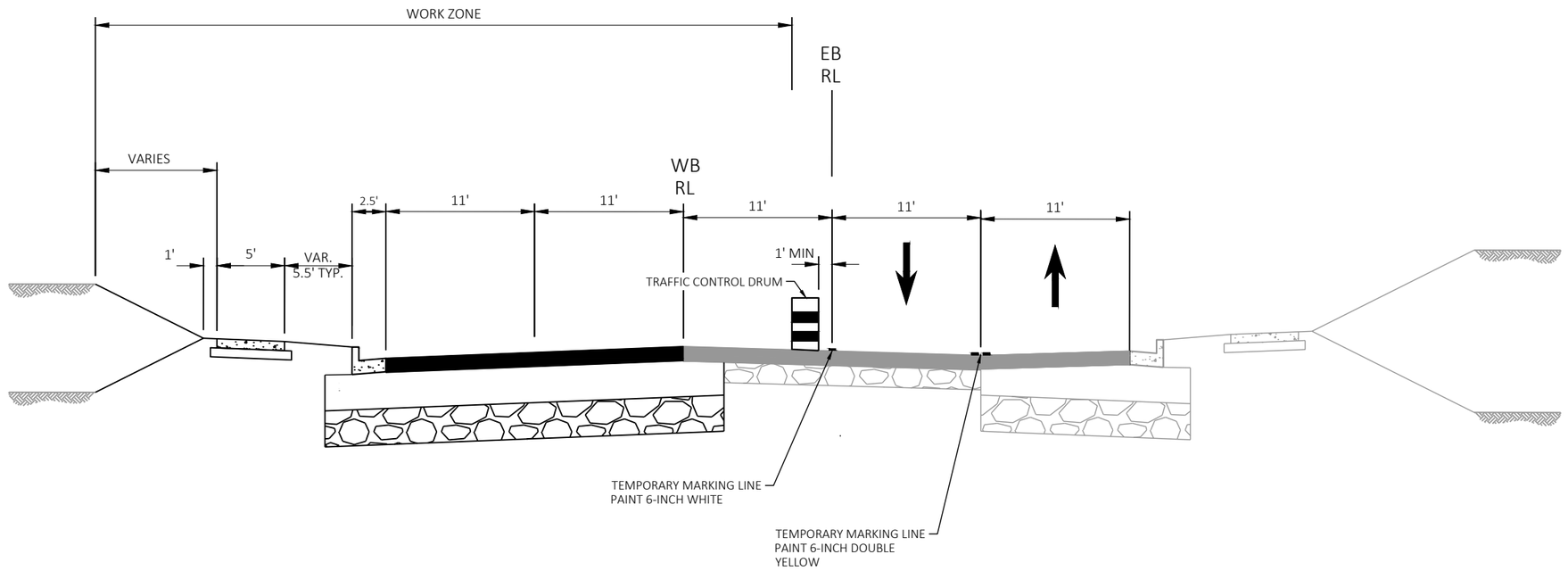
STAGE 1A TYPICAL SECTION

CTH M (CENTURY AVENUE)
EAST OF BRANCH STREET

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 41	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025100-TC.DWG
LAYOUT NAME - 025101-tc
PLOT DATE : 7/17/2026 2:23 PM
PLOT BY : KOWALSKI, NICK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

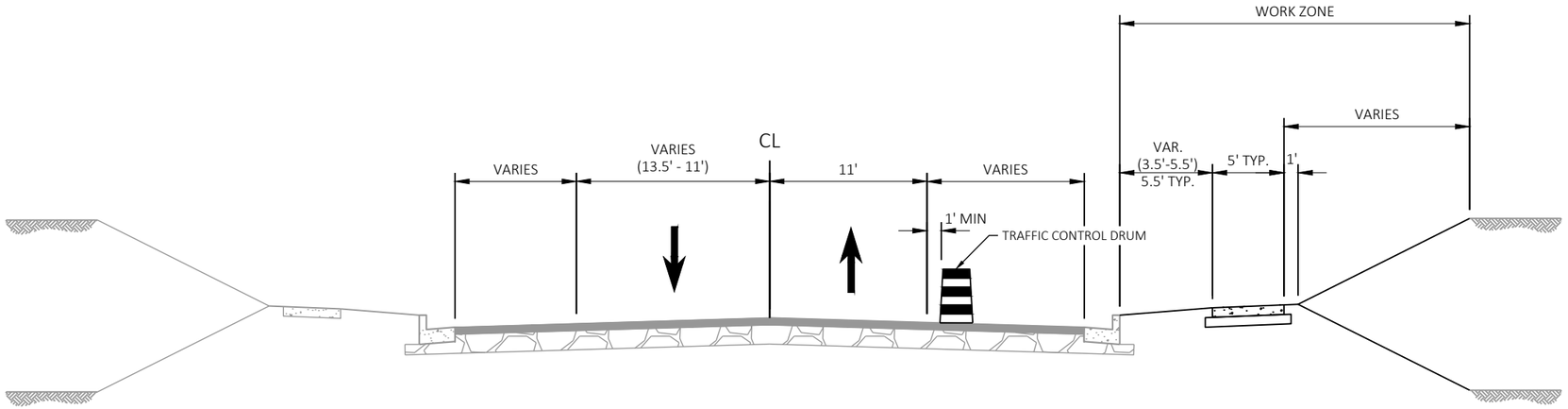
2



STAGE 1B TYPICAL SECTION

CTH M (CENTURY AVENUE)
EAST OF BRANCH STREET

2



STAGE 1 TYPICAL SECTION

BRANCH STREET

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 43	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025100-TC.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 7/17/2026 2:23 PM
PLOT BY : KOWALSKI, NICK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



2

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
SEE PEDESTRIAN ROUTING PLANS FOR MESSAGES AND ADDITIONAL INFORMATION

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT
- TRAFFIC CONTROL CONNECTED ARROW BOARDS
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- SAWING ASPHALT / SAWING CONCRETE
- MARKING REMOVAL LINE
- ARW — TEMPORARY MARKING ARROW TAPE
- PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)
- PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)
- PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)
- COVERING SIGNS TYPE II
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
- TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
- MARKING REMOVAL SPECIAL MARKING
- PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
- PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
- PMP10 — TEMPORARY MARKING PAINT 10-INCH
- PMP18 — TEMPORARY MARKING PAINT 18-INCH

GENERAL NOTES:

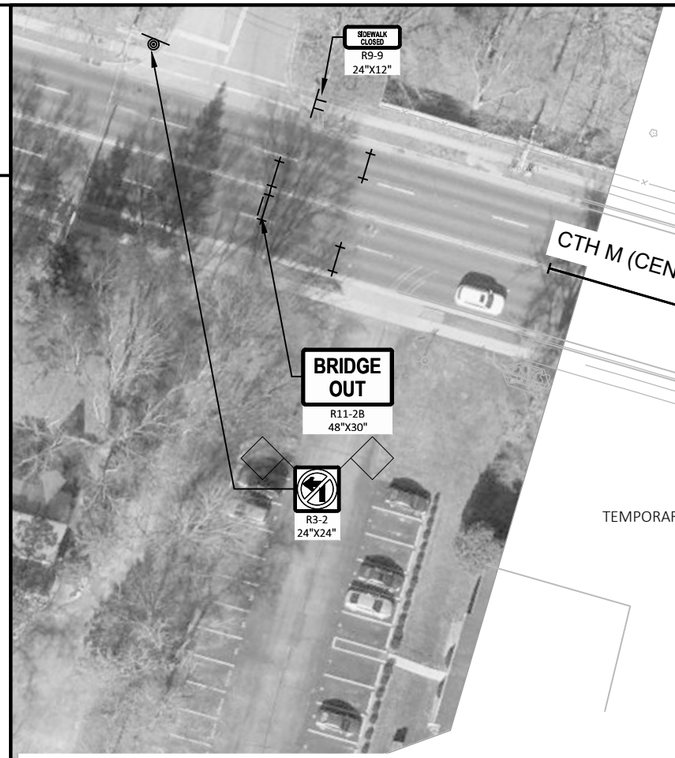
1. SEE STAGE 1 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

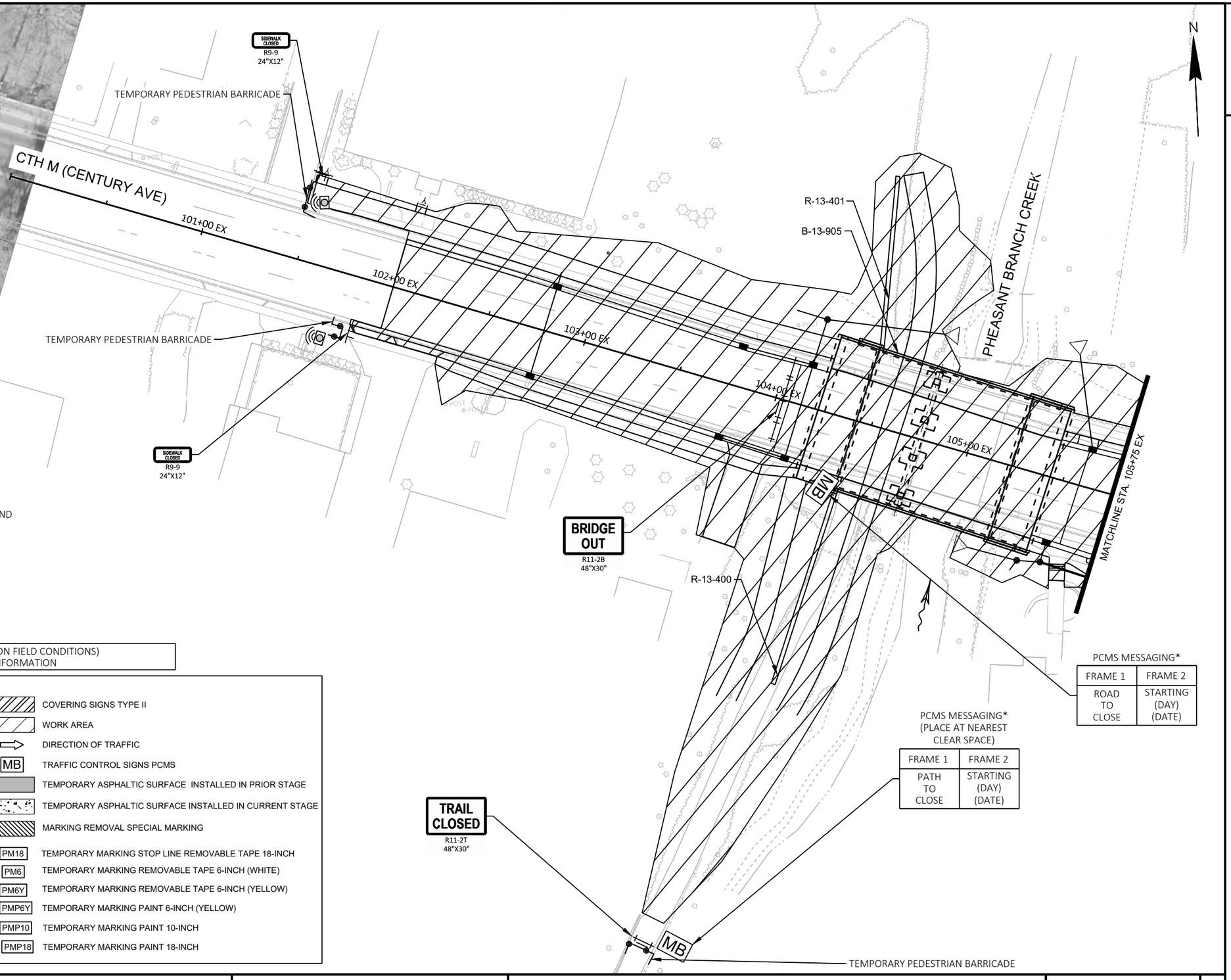
* PLACE PCMS PRE WARN FOR 14 DAYS PRIOR TO STAGE 1 CLOSURE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 1A/B	SHEET 44	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\026001-S1A.DWG
LAYOUT NAME - 026000-s1a

PLOT DATE : 7/17/2026 2:28 PM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:50 FT





GENERAL NOTES:

1. SEE STAGE 1 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

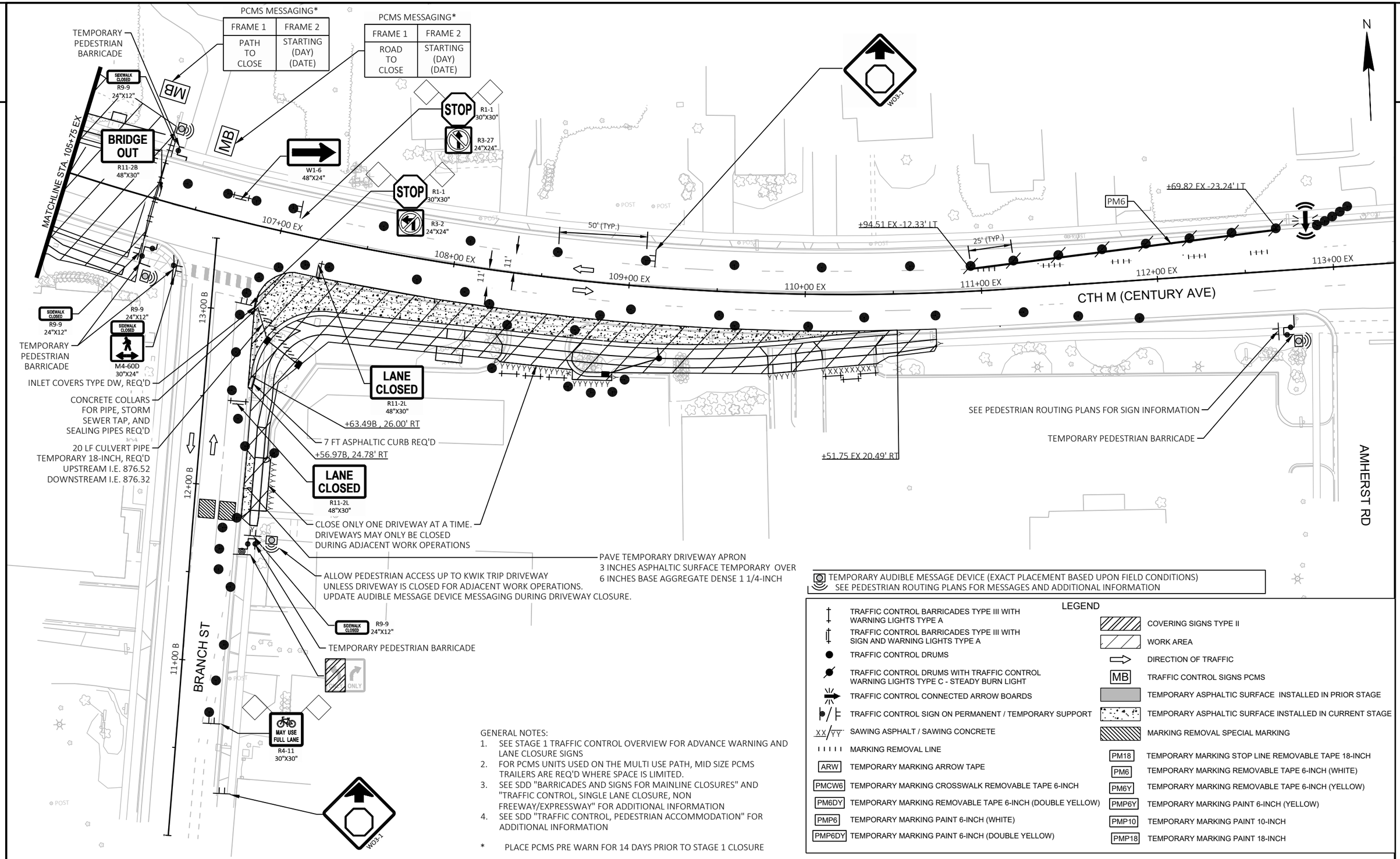
* PLACE PCMS PRE WARN FOR 14 DAYS PRIOR TO STAGE 1 CLOSURE

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
SEE PEDESTRIAN ROUTING PLANS FOR MESSAGES AND ADDITIONAL INFORMATION

LEGEND

TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A	COVERING SIGNS TYPE II
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A	WORK AREA
TRAFFIC CONTROL DRUMS	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT	MB — TRAFFIC CONTROL SIGNS PCMS
TRAFFIC CONTROL CONNECTED ARROW BOARDS	TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT	TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
XX/YY — SAWING ASPHALT / SAWING CONCRETE	MARKING REMOVAL SPECIAL MARKING
MARKING REMOVAL LINE	PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
ARW — TEMPORARY MARKING ARROW TAPE	PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)	PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)	PMP10 — TEMPORARY MARKING PAINT 10-INCH
PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)	PMP18 — TEMPORARY MARKING PAINT 18-INCH

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 1A/B	SHEET 45	E



GENERAL NOTES:

1. SEE STAGE 1 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

* PLACE PCMS PRE WARN FOR 14 DAYS PRIOR TO STAGE 1 CLOSURE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 1A	SHEET 46	E

PCMS MESSAGING*

FRAME 1	FRAME 2
PATH TO CLOSE	STARTING (DAY) (DATE)

SEE STAGE 1A SHEETS FOR TRAFFIC CONTROL ON WEST SIDE OF PHEASANT BRANCH CREEK

TRAIL CLOSED
R11-2T
48"X30"

TEMPORARY PEDESTRIAN BARRICADE

NOTIFY PROPERTY OWNERS AT LEAST TWO DAYS BEFORE RESTRICTING DRIVEWAY ACCESS. DRIVEWAYS SHALL NOT BE RESTRICTED FOR MORE THAN THREE CONSECUTIVE DAYS. (TYP.)

TEMPORARY PEDESTRIAN BARRICADE

MB

BRIDGE OUT
R11-2B
48"X30"

STOP R1-1 30"X30"
R3-27
24"X24"

W03-1

SIDEWALK CLOSED
R9-9
24"X12"

+13.27 EB, 0.30' RT

MATCHLINE STA. 105+00 EB

106+00 WB

106+00 EB

PMP6Y

+37.08 EB, 0.00'

107+00 WB

107+00 EB

50' (TYP.)

108+00 WB

PMP6

CTH M (CENTURY AVE)

109+00 WB

110+00 WB

111+00 WB

PMP6DY

PM6DY

PM6

111+00 EB

110+00 EB

109+00 EB

108+00 EB

11'

11'

25' (TYP)

+77.60 EB, 10.88' RT

MATCHLINE STA. 111+50 EB

SIDEWALK CLOSED
R9-9
24"X12"

BRIDGE OUT
R11-2B
48"X30"

13+00 B

PMP18

PMP18

+22.77 EB, 45.75' RT

SIDEWALK CLOSED
R9-9
24"X12"

PMP6DY

WO1-6

R3-2

12 LF CULVERT PIPE TEMPORARY
18-INCH, REQ'D
UPSTREAM I.E. 875.90
DOWNSTREAM I.E. 875.78

STORM SEWER TAP,
CONCRETE COLLARS FOR PIPE,
SEALING PIPES,
INLET COVERS TYPE DW, REQ'D

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

12'

12'

+94.36 B, 1.97' RT

+94.22 B, 14.29' RT

+56.77 B, 2.14' RT

+74.09 B, 13.21' RT

PMP6DY

STOP R1-1 30"X30"
R3-2
24"X24"

ARW

PMP10

SIDEWALK CLOSED
R9-9
24"X12"

11'

+16.69 B, 14.00' RT

12+00 B

REMOVED STAGE 1A

TEMPORARY PEDESTRIAN BARRICADE

PM6DY

+71.91 B, 13.77' RT

+61.79 B, 1.48' RT

11+00 B

+97.85 B, -0.09' LT

BRANCH ST

WO1-3R

WO1-1

150'

SHIFT DRUMS AND COMPLETE INSTALLATION OF STRUCTURES 17, 17A, 18 AND 22 AND ASSOCIATED PIPE CONNECTIONS UNDER FLAGGING OPERATIONS BETWEEN 9AM AND 3PM PER SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION.

N

GENERAL NOTES:

1. SEE STAGE 1 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

* PLACE PCMS PRE WARN FOR 7 DAYS PRIOR TO STAGE 1B TRAIL CLOSURE

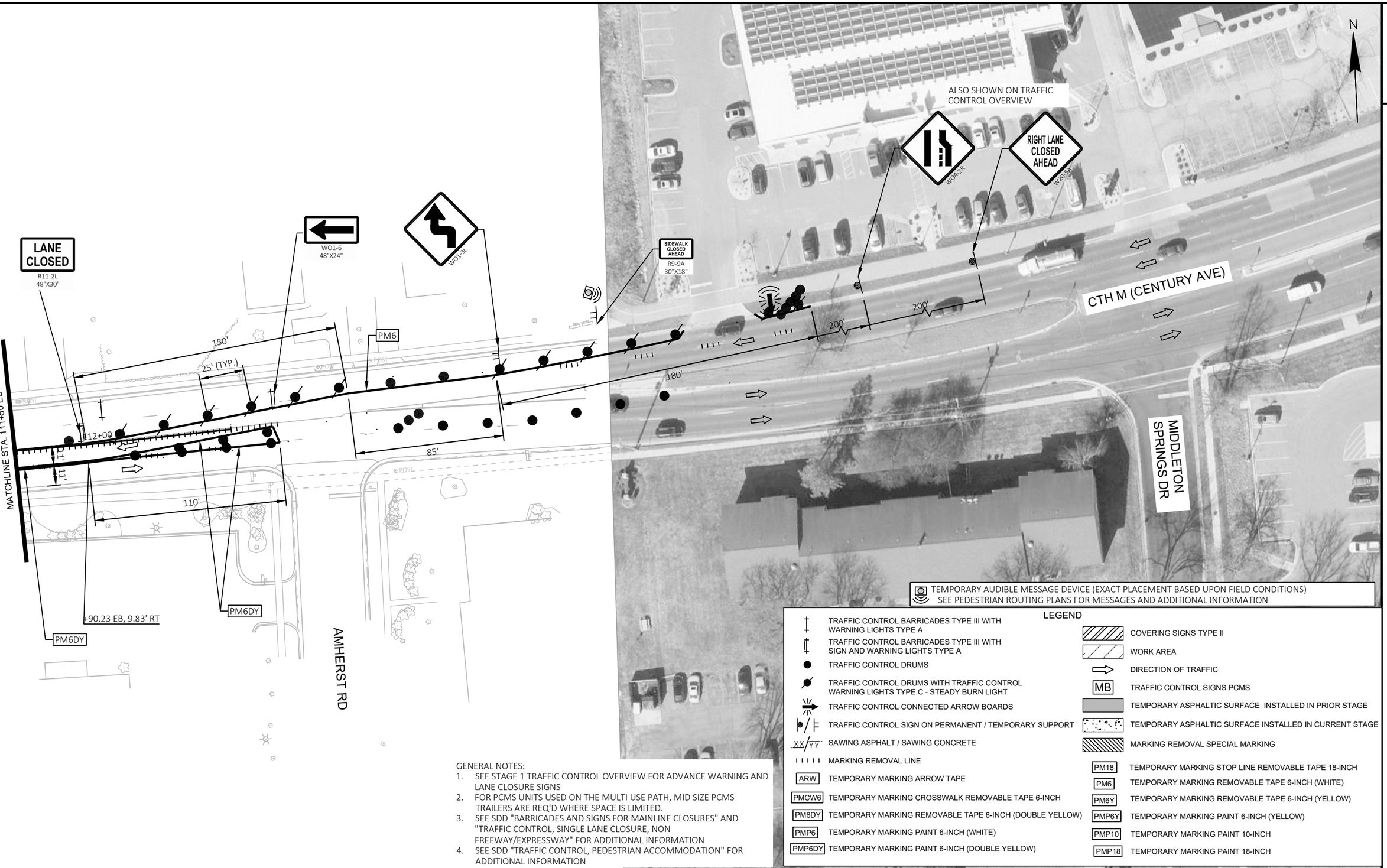
TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
SEE PEDESTRIAN ROUTING PLANS FOR MESSAGES AND ADDITIONAL INFORMATION

LEGEND

- TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A
- TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT
- TRAFFIC CONTROL CONNECTED ARROW BOARDS
- TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT
- XX/YY SAWING ASPHALT / SAWING CONCRETE
- MARKING REMOVAL LINE
- ARW TEMPORARY MARKING ARROW TAPE
- PMCW6 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- PM6DY TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)
- PMP6 TEMPORARY MARKING PAINT 6-INCH (WHITE)
- PMP6DY TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)
- COVERING SIGNS TYPE II
- WORK AREA
- DIRECTION OF TRAFFIC
- MB TRAFFIC CONTROL SIGNS PCMS
- TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
- TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
- MARKING REMOVAL SPECIAL MARKING
- PM18 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
- PM6 TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
- PM6Y TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
- PMP6Y TEMPORARY MARKING PAINT 6-INCH (YELLOW)
- PMP10 TEMPORARY MARKING PAINT 10-INCH
- PMP18 TEMPORARY MARKING PAINT 18-INCH

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 1B	SHEET 47	E

2



LEGEND

TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A	COVERING SIGNS TYPE II
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A	WORK AREA
TRAFFIC CONTROL DRUMS	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT	MB — TRAFFIC CONTROL SIGNS PCMS
TRAFFIC CONTROL CONNECTED ARROW BOARDS	TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT	TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
XX/YY — SAWING ASPHALT / SAWING CONCRETE	MARKING REMOVAL SPECIAL MARKING
MARKING REMOVAL LINE	PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
ARW — TEMPORARY MARKING ARROW TAPE	PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)	PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)	PMP10 — TEMPORARY MARKING PAINT 10-INCH
PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)	PMP18 — TEMPORARY MARKING PAINT 18-INCH

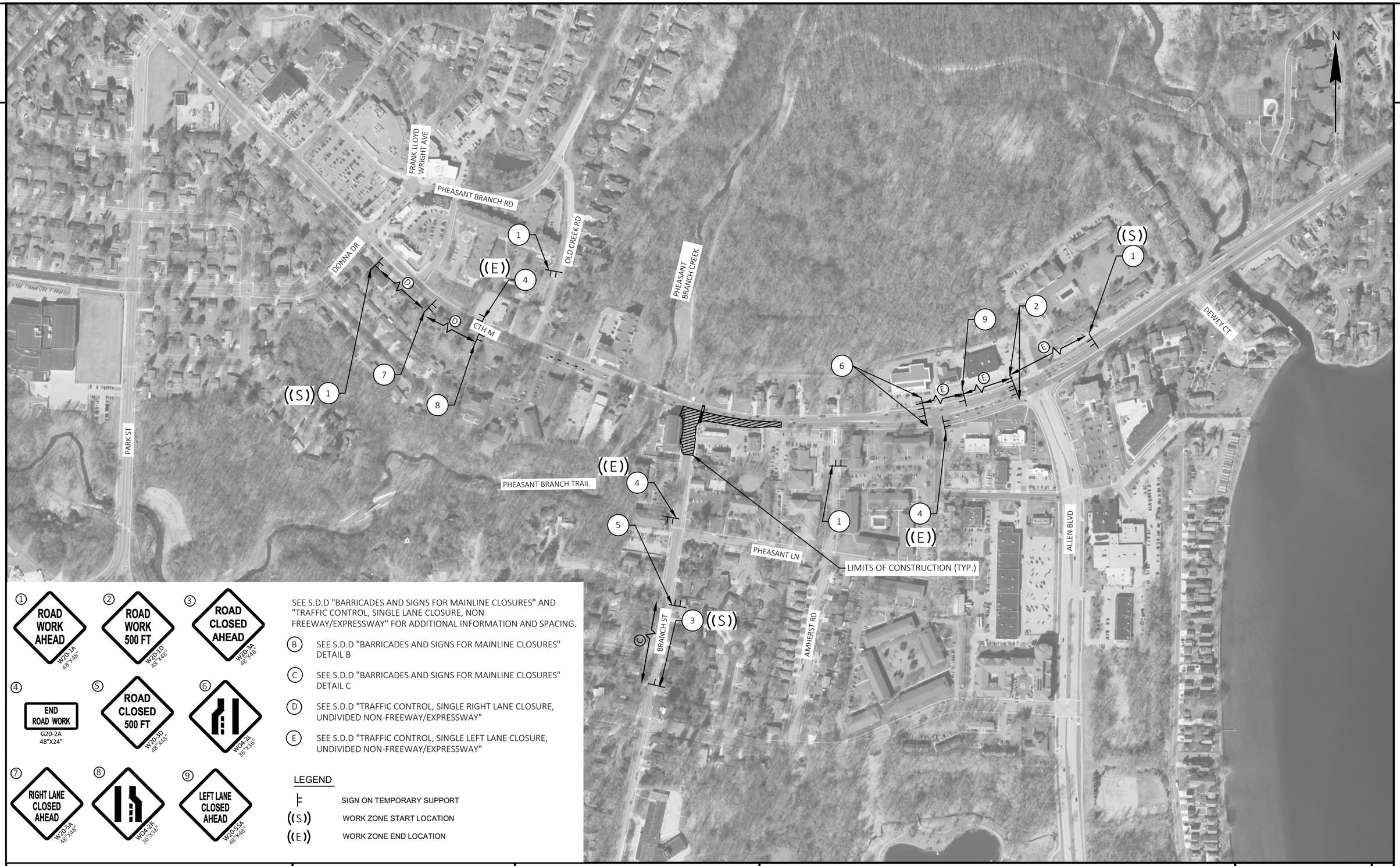
GENERAL NOTES:

1. SEE STAGE 1 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 1B	SHEET 48	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\026101-S1B.DWG
LAYOUT NAME - 026103-s1b
PLOT DATE : 7/17/2026 2:26 PM
PLOT BY : KOWALSKI, NICK
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2



1. ROAD WORK AHEAD — W20-1A, 48"X48"
2. ROAD WORK 500 FT — W20-1D, 48"X48"
3. ROAD CLOSED AHEAD — W20-3A, 48"X48"
4. END ROAD WORK — G20-2A, 48"X24"
5. ROAD CLOSED 500 FT — W20-3D, 48"X48"
6. W04-2L, 36"X36"
7. RIGHT LANE CLOSED AHEAD — W20-5A, 48"X48"
8. W04-2R, 36"X36"
9. LEFT LANE CLOSED AHEAD — W20-5A, 48"X48"

SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION AND SPACING.

(B) SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B

(C) SEE S.D.D "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C

(D) SEE S.D.D "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"

(E) SEE S.D.D "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY"

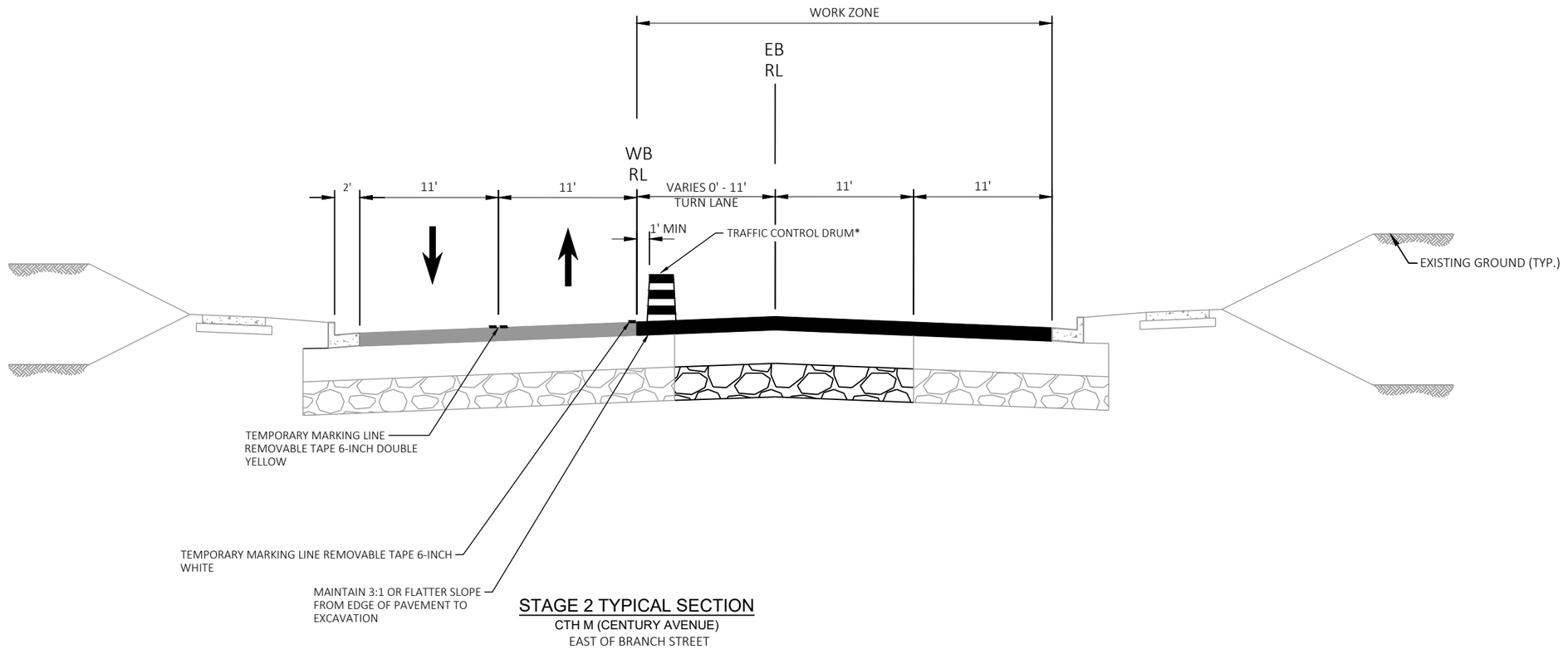
LEGEND

- SIGN ON TEMPORARY SUPPORT
- ((S)) WORK ZONE START LOCATION
- ((E)) WORK ZONE END LOCATION

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2 OVERVIEW - ADVANCE WARNING	SHEET 49 E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025200-TC.DWG
LAYOUT NAME - 025200-tc
PLOT DATE : 7/13/2026 1:34 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

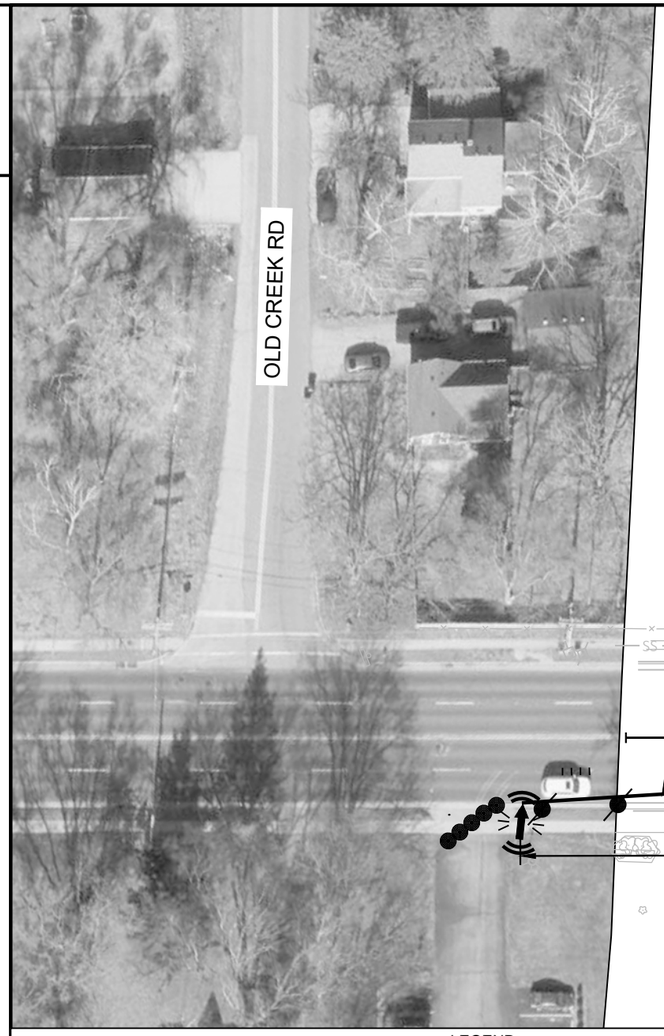


STAGE 2 TYPICAL SECTION

CTH M (CENTURY AVENUE)
EAST OF BRANCH STREET

*MAINTAIN TRAFFIC CONTROL DRUM ON 3' GRAVEL SHOULDER UNTIL PAVING OPERATIONS.

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 50	E



2

N

PHEASANT BRANCH CREEK

B-13-905

R-13-401

W1-6
48"X24"

PM6DY

+32.43 EB, -15.11' LT

+52.77 EB, 0.00'

+79.30 EB, -11.50' LT

PM6Y

+51.48 EB, 0.00'

PM6

+37.81 EB, 11.00' RT

CTH M (CENTURY AVE)

101+00 EB

102+00 EB

103+00 EB

104+00 EB

105+00 WB

105+00 EB

25' (TYP.)

11'

180'

MATCHLINE STA. 105+50 EB

LANE CLOSED
R11-2L
48"X30"

W01-3L

MB

+51.96 EB, 11.00' RT

SIDEWALK CLOSED
R9-9
24"X12"

W03-1

R-13-400

TRAIL CLOSED
R11-2T
48"X30"

TEMPORARY PEDESTRIAN BARRICADE

PCMS MESSAGING*

FRAME 1	FRAME 2
BRANCH STREET CLOSED	STARTING (DAY) (DATE)

LEGEND

TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A	COVERING SIGNS TYPE II
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A	WORK AREA
TRAFFIC CONTROL DRUMS	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT	MB — TRAFFIC CONTROL SIGNS PCMS
TRAFFIC CONTROL CONNECTED ARROW BOARDS	TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT	TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
XX/YY SAWING ASPHALT / SAWING CONCRETE	MARKING REMOVAL SPECIAL MARKING
MARKING REMOVAL LINE	PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
ARW — TEMPORARY MARKING ARROW TAPE	PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)	PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)	PMP10 — TEMPORARY MARKING PAINT 10-INCH
PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)	PMP18 — TEMPORARY MARKING PAINT 18-INCH

GENERAL NOTES:
1. SEE STAGE 2 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS.
2. FOR PCMS UNITS USED ON THE MULTI USE PATH, MID SIZE PCMS TRAILERS ARE REQ'D WHERE SPACE IS LIMITED.
3. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION
4. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

* PLACE PCMS PRE WARN FOR 7 DAYS PRIOR TO STAGE 2 CLOSURE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING- STAGE 2	SHEET 51	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\026201-S2.DWG
LAYOUT NAME - 026201-s2
PLOT DATE : 9/17/2026 2:31 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

PCMS MESSAGING*

FRAME 1	FRAME 2
BRANCH STREET CLOSED	STARTING (DAY) (DATE)

TEMPORARY PEDESTRIAN BARRICADE

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

M4-9BR
30"X24"

M4-9BL
30"X24"

R3-2
24"X24"

TEMPORARY PEDESTRIAN RAMP TYPE 3

WO11-15

WO3-1

STOP
R1-1
30"X30"

MB

MATCHLINE STA. 105+50 EB

106+00 WB

106+00 EB

PM18

PMCW6

PM6DY

PM6

CTH M (CENTURY AVE)

108+00 WB

108+00 EB

109+00 WB

109+00 EB

110+00 WB

110+00 EB

111+00 WB

111+00 EB

112+00 EB

MATCHLINE STA. 112+50 EB

11'

11'

25' (TYP.)

15' (TYP.)

50' (TYP.)

25' (TYP.)

150'

170'

+11.66 EB -12.78' LT

+13.27 EB -0.63' LT

13+00 B

12+00 B

11+00 B

BRANCH ST

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

R3-1
24"X24"

SEALING PIPES, REQ'D

STORM SEWER TAP, REQ'D

CONCRETE COLLARS FOR PIPE, REQ'D

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE MATTING
(PLACE MATTING WHEN EXISTING AND TEMPORARY ASPHALTIC SURFACE IS REMOVED)

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

STORM SEWER TAP, REQ'D
SEALING PIPES, REQ'D
CONCRETE COLLARS FOR PIPE, REQ'D

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

TEMPORARY PEDESTRIAN BARRICADE

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

PCMS MESSAGING*

FRAME 1	FRAME 2
ROAD TO CLOSE	STARTING (DAY) (DATE)

WO1-3R

GENERAL NOTES:
1. SEE STAGE 2 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS.
2. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION.
3. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION ON TEMPORARY PEDESTRIAN SURFACE, TEMPORARY PEDESTRIAN BARRICADE AND TEMPORARY TYPE 3 RAMP
4. PROVIDE A MINIMUM 4FT BY 4FT TURNING SPACE AT THE BOTTOM OF CURB RAMPS USED FOR TEMPORARY PEDESTRIAN CROSSINGS
5. SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION

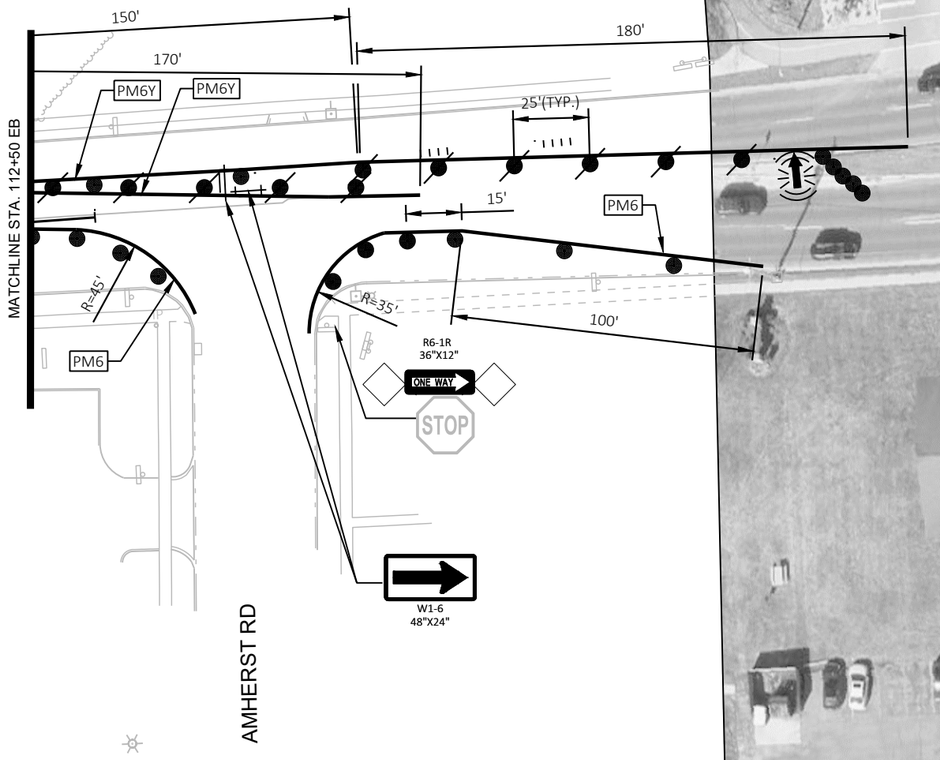
TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS) SEE PEDESTRIAN ROUTING PLANS FOR MESSAGES AND ADDITIONAL INFORMATION.

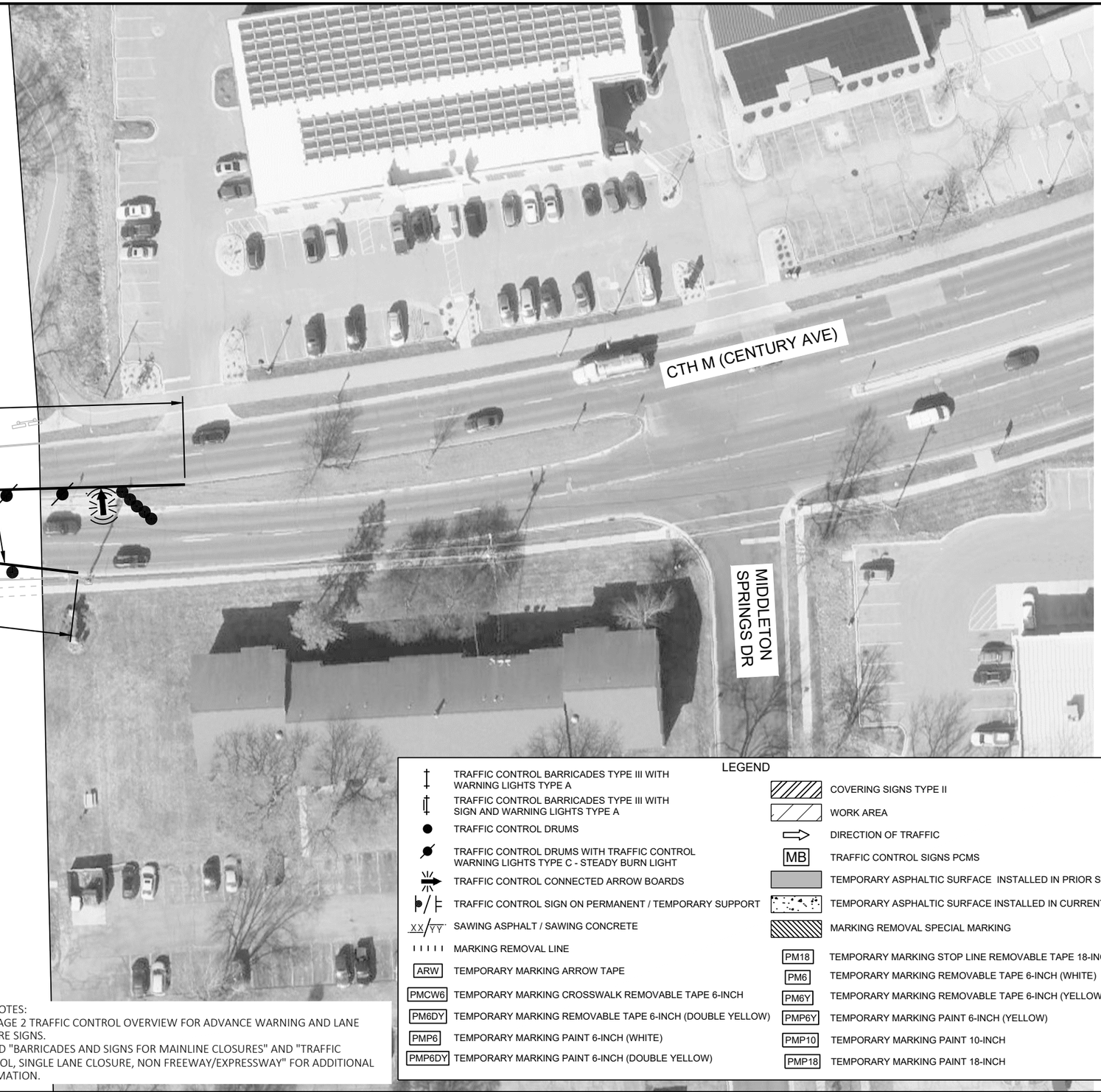
* PLACE PCMS PRE WARN FOR 7 DAYS PRIOR TO STAGE 2 CLOSURE

LEGEND

TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A	COVERING SIGNS TYPE II
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A	WORK AREA
TRAFFIC CONTROL DRUMS	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT	MB — TRAFFIC CONTROL SIGNS PCMS
TRAFFIC CONTROL CONNECTED ARROW BOARDS	TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT	TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
XX/YY SAWING ASPHALT / SAWING CONCRETE	MARKING REMOVAL SPECIAL MARKING
MARKING REMOVAL LINE	PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
ARW — TEMPORARY MARKING ARROW TAPE	PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)	PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)	PMP10 — TEMPORARY MARKING PAINT 10-INCH
PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)	PMP18 — TEMPORARY MARKING PAINT 18-INCH

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING - STAGE 2	SHEET 52	E





LEGEND

TRAFFIC CONTROL BARRICADES TYPE III WITH WARNING LIGHTS TYPE A	COVERING SIGNS TYPE II
TRAFFIC CONTROL BARRICADES TYPE III WITH SIGN AND WARNING LIGHTS TYPE A	WORK AREA
TRAFFIC CONTROL DRUMS	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUMS WITH TRAFFIC CONTROL WARNING LIGHTS TYPE C - STEADY BURN LIGHT	MB — TRAFFIC CONTROL SIGNS PCMS
TRAFFIC CONTROL CONNECTED ARROW BOARDS	TEMPORARY ASPHALTIC SURFACE INSTALLED IN PRIOR STAGE
TRAFFIC CONTROL SIGN ON PERMANENT / TEMPORARY SUPPORT	TEMPORARY ASPHALTIC SURFACE INSTALLED IN CURRENT STAGE
XX/YY — SAWING ASPHALT / SAWING CONCRETE	MARKING REMOVAL SPECIAL MARKING
MARKING REMOVAL LINE	PM18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
ARW — TEMPORARY MARKING ARROW TAPE	PM6 — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (WHITE)
PMCW6 — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	PM6Y — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (YELLOW)
PM6DY — TEMPORARY MARKING REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)	PMP6Y — TEMPORARY MARKING PAINT 6-INCH (YELLOW)
PMP6 — TEMPORARY MARKING PAINT 6-INCH (WHITE)	PMP10 — TEMPORARY MARKING PAINT 10-INCH
PMP6DY — TEMPORARY MARKING PAINT 6-INCH (DOUBLE YELLOW)	PMP18 — TEMPORARY MARKING PAINT 18-INCH

GENERAL NOTES:
1. SEE STAGE 2 TRAFFIC CONTROL OVERVIEW FOR ADVANCE WARNING AND LANE CLOSURE SIGNS.
2. SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION.

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONSTRUCTION STAGING- STAGE 2	SHEET 53	E

2

2

ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF CENTURY AVENUE EASTBOUND AND DONNA DRIVE. SIDEWALK ON CENTURY AVENUE IS CLOSED AT PHEASANT BRANCH CREEK. FOR ACCESS TO SIDEWALK ALONG WESTBOUND CENTURY AVENUE, CROSS HERE.*

ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF CENTURY AVENUE WESTBOUND AND DONNA DRIVE. SIDEWALK ON CENTURY AVENUE IS CLOSED AT PHEASANT BRANCH CREEK. FOR ACCESS TO SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CROSS HERE.*

ATTENTION PEDESTRIANS, SIDEWALK ON CENTURY AVENUE IS CLOSED AT PHEASANT BRANCH CREEK. FOR ACCESS TO SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CONTINUE WEST ONE BLOCK.*

ATTENTION PEDESTRIANS, SIDEWALK TO CROSS PHEASANT BRANCH CREEK AND ACCESS TO PHEASANT BRANCH TRAIL SOUTH IS CLOSED. TO ACCESS SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CONTINUE WEST THREE BLOCKS TO DONNA DRIVE.

ATTENTION PEDESTRIANS, SIDEWALK TO CROSS PHEASANT BRANCH CREEK, AND ACCESS TO PHEASANT BRANCH TRAIL SOUTH IS CLOSED. TO ACCESS CENTURY AVENUE SIDEWALK EAST OF PHEASANT BRANCH CREEK, CONTINUE WEST ONE BLOCK TO DONNA DRIVE.*

ATTENTION PEDESTRIANS, SIDEWALK TO CROSS PHEASANT BRANCH CREEK AND PHEASANT BRANCH TRAIL SOUTH IS CLOSED. TO ACCESS SIDEWALK ON BRANCH STREET AND THE SOUTH SIDE OF CENTURY AVENUE, CROSS CENTURY AVENUE HERE. *

ATTENTION PEDESTRIANS, YOU ARE AT THE CORNER OF CENTURY AVENUE AND ALLEN COURT. SIDEWALK ON CENTURY AVENUE IS CLOSED WEST OF BRANCH STREET. TO ACCESS PHEASANT BRANCH CONSERVANCY, CONTINUE WEST. TO ACCESS SIDEWALK ON THE SOUTH SIDE OF CENTURY AVENUE, CROSS HERE.*

ATTENTION PEDESTRIANS, SIDEWALK AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED. TO ACCESS SIDEWALK ON CENTURY AVENUE AND PHEASANT BRANCH CONSERVANCY, CONTINUE SOUTH TO PHEASANT LANE.*

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF OF BRANCH STREET AND CENTURY AVENUE. SIDEWALK ON CENTURY AVENUE TO CROSS PHEASANT BRANCH CREEK AND HEAD EAST ON CENTURY AVE IS CLOSED. NO ACCESS TO PHEASANT BRANCH TRAIL SOUTH. TO ACCESS SIDEWALK ON EASTBOUND CENTURY AVENUE, CONTINUE SOUTH TO PHEASANT LANE.*

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF CENTURY AVENUE AND ALLEN BOULEVARD. SIDEWALK AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED. TO ACCESS PHEASANT BRANCH CONSERVANCY, CONTINUE NORTH AND CROSS CENTURY AVENUE.*

ATTENTION PEDESTRIANS, PHEASANT BRANCH TRAIL IS CLOSED AHEAD. NO ACCESS TO CENTURY AVENUE. *

LIMITS OF CONSTRUCTION (VAR.)

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTH WEST CORNER OF THE INTERSECTION OF PHEASANT LANE AND BRANCH STREET. SIDEWALK ON CENTURY AVENUE WEST OF BRANCH STREET IS CLOSED. NO ACCESS TO PHEASANT BRANCH TRAIL SOUTH. TO ACCESS SIDEWALK ON THE NORTH SIDE OF CENTURY AVENUE CONTINUE NORTH. TO ACCESS KWIK TRIP OR SIDEWALK ON THE SOUTH SIDE OF CENTURY AVENUE EAST OF BRANCH STREET, CROSS HERE. *

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF CENTURY AVENUE AND AMHERST ROAD. SIDEWALK AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED. TO ACCESS PHEASANT BRANCH CONSERVANCY AND SIDEWALK ON THE NORTH SIDE OF CENTURY AVENUE, CONTINUE EAST TO ALLEN BOULEVARD. TO ACCESS KWIK TRIP AND SIDEWALK ON BRANCH STREET CONTINUE SOUTH ONE BLOCK. *

ATTENTION PEDESTRIANS, YOU ARE AT THE CORNER OF AMHERST ROAD AND PHEASANT LANE. TO ACCESS SIDEWALK ON THE SOUTH SIDE OF CENTURY AVENUE, CONTINUE NORTH ONE BLOCK TO CENTURY AVENUE. TO ACCESS KWIK TRIP AND SIDEWALK ON BRANCH STREET CONTINUE WEST ON PHEASANT LANE ONE BLOCK.*

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF PHEASANT LANE AND BRANCH STREET. SIDEWALK AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED. TO ACCESS SIDEWALK ON THE SOUTH SIDE OF CENTURY AVENUE CONTINUE EAST ONE BLOCK TO AMHERST ROAD. TO ACCESS KWIK TRIP CONTINUE NORTH ON BRANCH STREET. TO ACCESS SIDEWALK ON THE WEST SIDE OF BRANCH STREET, THE NORTH SIDE OF CENTURY AVENUE AND PHEASANT BRANCH CONSERVANCY, CONTINUE WEST TO CROSS BRANCH STREET HERE*

SIDEWALK CLOSED — R9-9 24"X12"
DETOUR — M4-9BL 30"X24"

SIDEWALK CLOSED AHEAD — R9-9A 30"X18"

TRAIL CLOSED AHEAD — R9-9A(MOD.) 30"X18"

DETOUR — M4-9BR 30"X24"

SIDEWALK CLOSED AHEAD — R9-9A 30"X18"

DETOUR — M4-9BR 30"X24"

DETOUR — M4-9BL 30"X24"

SEE CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

LEGEND

- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
- SIDEWALK OPEN TO PEDESTRIANS
- TEMPORARY SIGN SUPPORT
- * COORDINATE FINAL MESSAGE WITH CITY OF MIDDLETON BASED ON THE CITY'S SIGNED DETOURS

FRANK LLOYD WRIGHT AVE
PHEASANT BRANCH RD
DONNA DR
MEADOWBROOK DR
OLD CREEK RD
PHEASANT BRANCH CREEK
CTH M
SPRING GROVE CT
BROOKDALE DR
PARK ST
ALLEN COURT
PHEASANT BRANCH TRAIL
AMHERST RD
MIDDLETON SPRINGS DR
PHEASANT LN
COLUMBUS DR
BOULDER LN
BRANCH ST
PARK LAWN PL
ALLEN BLVD

N

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1A PEDESTRIAN ROUTING	SHEET 54	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025300-PR.DWG
LAYOUT NAME - 025300-pr
PLOT DATE : 7/13/2026 1:24 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:400 FT

2

2

N

ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF CENTURY AVENUE EASTBOUND AND DONNA DRIVE. SIDEWALK ON CENTURY AVENUE IS CLOSED WEST OF PHEASANT BRANCH CREEK. NO ACCESS TO PHEASANT BRANCH TRAIL SOUTH. FOR ACCESS TO SIDEWALK ALONG WESTBOUND CENTURY AVENUE, CROSS HERE.*

ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF CENTURY AVENUE WESTBOUND AND DONNA DRIVE. SIDEWALK ON CENTURY AVENUE IS CLOSED WEST OF PHEASANT BRANCH CREEK. FOR ACCESS TO SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CROSS HERE.*

ATTENTION PEDESTRIANS, SIDEWALK ON CENTURY AVENUE IS CLOSED AT PHEASANT BRANCH CREEK. FOR ACCESS TO SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CONTINUE WEST ONE BLOCK.*

ATTENTION PEDESTRIANS, SIDEWALK TO CROSS PHEASANT BRANCH CREEK AND ACCESS TO PHEASANT BRANCH CONSERVANCY IS CLOSED. TO ACCESS SIDEWALK ALONG EASTBOUND CENTURY AVENUE, CONTINUE WEST THREE BLOCKS TO DONNA DRIVE.*

ATTENTION PEDESTRIANS, SIDEWALK TO CROSS PHEASANT BRANCH CREEK, AND ACCESS TO PHEASANT BRANCH TRAIL SOUTH IS CLOSED. TO ACCESS SIDEWALK ALONG WESTBOUND CENTURY AVENUE EAST OF PHEASANT BRANCH CREEK, PLEASE CONTINUE WEST ONE BLOCK TO DONNA DRIVE.*

ATTENTION PEDESTRIANS, SIDEWALK ON THE NORTH SIDE OF CENTURY AVENUE IS CLOSED. TO ACCESS CENTURY AVENUE, CONTINUE EAST ALONG PHEASANT BRANCH CREEK TRAIL. *

ATTENTION PEDESTRIANS, YOUR ARE AT THE CORNER OF CENTURY AVENUE AND BRANCH STREET. BRANCH STREET CROSSING AND SIDEWALK ON CENTURY AVENUE WEST OF BRANCH STREET IS CLOSED. TO ACCESS PHEASANT BRANCH CONSERVANCY, CONTINUE EAST THREE BLOCKS TO ALLEN BOULEVARD. TO ACCESS SIDEWALK ON THE WEST SIDE OF BRANCH STREET, CONTINUE SOUTH TO PHEASANT LANE.*

ATTENTION PEDESTRIANS, SIDEWALK ON WESTBOUND CENTURY AVENUE AND CROSSING THE PHEASANT BRANCH CREEK IS CLOSED. TO ACCESS PHEASANT BRANCH CONSERVANCY CONTINUE NORTH ON TRAIL. TO ACCESS SIDEWALK ON CENTURY AVENUE EASTBOUND AND BRANCH STREET, CONTINUE EAST TO ALLEN BOULEVARD.*

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHWEST CORNER OF BRANCH STREET AND CENTURY AVENUE. SIDEWALK TO THE WEST ON CENTURY AVENUE IS CLOSED. NO ACCESS TO PHEASANT BRANCH TRAIL SOUTH. TO ACCESS SIDEWALK ON CENTURY AVENUE EAST OF BRANCH STREET AND PHEASANT BRANCH CONSERVANCY, CONTINUE SOUTH TO PHEASANT LANE.*

ATTENTION PEDESTRIANS, YOU ARE AT THE CORNER OF CENTURY AVENUE AND ALLEN COURT. SIDEWALK ON THE NORTH SIDE OF CENTURY AVE IS CLOSED EAST OF BRANCH STREET. TO ACCESS PHEASANT BRANCH CONSERVANCY, CONTINUE WEST. TO ACCESS SIDEWALK ON EASTBOUND CENTURY AVENUE AND SIDEWALK ON BRANCH STREET, CROSS HERE.*

ATTENTION PEDESTRIANS, PHEASANT BRANCH TRAIL IS CLOSED AHEAD. NO ACCESS TO CENTURY AVENUE. *

LIMITS OF CONSTRUCTION (VAR.)

ATTENTION PEDESTRIANS, YOU ARE AT THE CORNER OF BRANCH STREET AND PHEASANT LANE. SIDEWALK ON CENTURY AVENUE WEST OF BRANCH STREET IS CLOSED. NO ACCESS TO PHEASANT BRANCH TRAIL SOUTH. TO ACCESS SIDEWALK ON CENTURY AVENUE, THE EAST SIDE OF BRANCH STREET AND PHEASANT BRANCH CONSERVANCY, CROSS HERE. *

ATTENTION PEDESTRIANS, YOU ARE AT THE CORNER OF CENTURY AVENUE AND ALLEN BOULEVARD. SIDEWALK ON CENTURY AVENUE IS CLOSED WEST OF BRANCH STREET.TO ACCESS PHEASANT BRANCH CONSERVANCY, CROSS CENTURY AVENUE HERE. TO ACCESS SIDEWALK ON BRANCH STREET, CONTINUE WEST THREE BLOCKS TO BRANCH STREET.*

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF BRANCH STREET AND PHEASANT LANE. SIDEWALK ON CENTURY AVE WEST OF BRANCH STREET IS CLOSED. TO ACCESS SIDEWALK ON CENTURY AVENUE OR PHEASANT BRANCH CONSERVANCY, CONTINUE NORTH TO CENTURY AVENUE. TO ACCESS SIDEWALK ON THE WEST SIDE BRANCH STREET, CROSS BRANCH STREET HERE.*

TRAIL CLOSED AHEAD
R9-9A(MOD.)
30"X18"

SEE CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

LEGEND

- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
- SIDEWALK OPEN TO PEDESTRIANS
- TEMPORARY SIGN SUPPORT
- * COORDINATE FINAL MESSAGE WITH CITY OF MIDDLETON BASED ON THE CITY'S SIGNED DETOURS

FRANK LLOYD WRIGHT AVE
PHEASANT BRANCH RD
MEADOWBROOK DR
DONNA DR
OLD CREEK RD
PHEASANT BRANCH CREEK
SPRING GROVE CT
CTH M
BROOKDALE DR
PARK ST
DEWEY CT
LAKE ST
PHEASANT BRANCH TRAIL
MIDDLETON SPRINGS DR
AMHERST RD
ALLEN BLVD
PHEASANT LN
COLUMBUS DR
BRANCH ST
BOULDER LN
MAYWOOD AVE
PARK LAWN PL
NORTH AVE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1B PEDESTRIAN ROUTING	SHEET 55	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025300-PR.DWG
LAYOUT NAME - 025301-pr

PLOT DATE : 7/13/2026 1:24 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

2

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND DONNA DRIVE. SIDEWALK ON THE SOUTHWEST CORNER OF THE CENTURY AVENUE AND BRANCH STREET INTERSECTION IS CLOSED. TO ACCESS PHEASANT BRANCH TRAIL SOUTH, CONTINUE EAST TO THE TRAIL. TO ACCESS SIDEWALK ON BRANCH STREET AND PHEASANT BRANCH CONSERVANCY, CROSS CENTURY AVENUE HERE.

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF CENTURY AVENUE AND DONNA DRIVE. TO ACCESS SIDEWALK ON EASTBOUND CENTURY AVENUE AND PHEASANT BRANCH TRAIL SOUTH, CROSS CENTURY AVENUE HERE. TO ACCESS PHEASANT BRANCH CONSERVANCY, SIDEWALK ON CENTURY AVENUE EAST OF BRANCH STREET AND SIDEWALK ON BRANCH STREET CONTINUE EAST THREE BLOCKS.

M4-9BL 30"X24"

ATTENTION PEDESTRIANS, SIDEWALK AT THE SOUTHWEST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED AHEAD. TO ACCESS SIDEWALK ON BRANCH STREET, THE PHEASANT BRANCH CONSERVANCY, AND SIDEWALK ON CENTURY AVENUE EAST OF BRANCH STREET, CONTINUE WEST ONE BLOCK TO DONNA DRIVE.

ATTENTION PEDESTRIANS, YOU ARE AT THE INTERSECTION OF CENTURY AVENUE WESTBOUND AND BRANCH STREET. TO ACCESS PHEASANT BRANCH TRAIL SOUTH, CONTINUE WEST THREE BLOCKS TO DONNA DRIVE. TO ACCESS SIDEWALK ON BRANCH STREET OR ON THE SOUTH SIDE OF CENTURY AVENUE EAST OF BRANCH STREET, CROSS CENTURY AVENUE HERE.

ATTENTION PEDESTRIANS, YOU ARE AT THE SOUTHEAST CORNER OF CENTURY AVENUE AND BRANCH STREET. SIDEWALK ON THE SOUTHWEST CORNER OF CENTURY AVENUE AND BRANCH STREET IS CLOSED. TO ACCESS SIDEWALK ON THE WEST SIDE OF BRANCH STREET, CONTINUE SOUTH ONE BLOCK TO PHEASANT LANE. TO ACCESS PHEASANT BRANCH CONSERVANCY, PHEASANT BRANCH TRAIL SOUTH, AND SIDEWALK ON CENTURY AVENUE WEST OF PHEASANT BRANCH CREEK, CROSS CENTURY AVENUE HERE AND CONTINUE WEST ALONG CENTURY AVENUE.

LIMITS OF CONSTRUCTION (TYP.)

M4-9BR 30"X24"

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BL 30"X24"

ATTENTION PEDESTRIANS, TRAIL IS CLOSED AHEAD. TO ACCESS BRANCH STREET, THE PHEASANT BRANCH CONSERVANCY, AND SIDEWALK ON CENTURY AVENUE, CONTINUE WEST ON CONNECTING PATH.

ATTENTION PEDESTRIANS, SIDEWALK ON THE SOUTHWEST CORNER OF THE CENTURY AVENUE AND BRANCH STREET INTERSECTION IS CLOSED. TO ACCESS SIDEWALK ON CENTURY AVENUE, PHEASANT BRANCH TRAIL, AND PHEASANT BRANCH CONSERVANCY, CONTINUE SOUTH TO PHEASANT LANE.

M4-9BL 30"X24"

R9-9A 30"X18" SIDEWALK CLOSED AHEAD

M4-9BR 30"X24"

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHEAST CORNER OF THE INTERSECTION OF BRANCH STREET AND PHEASANT LANE. TO ACCESS SIDEWALK ON CENTURY AVENUE, PHEASANT BRANCH TRAIL, AND PHEASANT BRANCH CONSERVANCY, CONTINUE NORTH ONE BLOCK. TO ACCESS SIDEWALK ON THE WEST SIDE OF BRANCH STREET, CROSS BRANCH STREET HERE.

M4-9BR 30"X24"

ATTENTION PEDESTRIANS, YOU ARE AT THE NORTHWEST CORNER OF THE INTERSECTION OF BRANCH STREET AND PHEASANT LANE. SIDEWALK AT THE SOUTHWEST CORNER OF BRANCH STREET AND CENTURY AVENUE IS CLOSED. TO ACCESS SIDEWALK ON CENTURY AVENUE, PHEASANT BRANCH TRAIL, AND PHEASANT BRANCH CONSERVANCY, CROSS BRANCH STREET HERE.*

SEE CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

LEGEND

- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)
- SIDEWALK OPEN TO PEDESTRIANS
- TEMPORARY SIGN SUPPORT
- * COORDINATE FINAL MESSAGE WITH CITY OF MIDDLETON BASED ON THE CITY'S SIGNED DETOURS

N

FRANK LLOYD WRIGHT AVE
PHEASANT BRANCH RD
OLD CREEK RD
PHEASANT BRANCH CREEK
MEADOWBROOK DR
DONNA DR
SPRING GROVE CT
CTH M
BROOKDALE DR
PARK ST
DEWEY CT
LAKE ST
MIDDLETON SPRINGS DR
ALLEN BLVD
AMHERST RD
PHEASANT LN
BRANCH ST
PHEASANT BRANCH TRAIL
COLUMBUS DR
BOULDER LN
MAYWOOD AVE
PARK LAWN PL
PARK ST
NORTH AVE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2 PEDESTRIAN ROUTING	SHEET 56	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\025300-PR.DWG
LAYOUT NAME - 025303-pr

PLOT DATE : 7/13/2026 1:24 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

GENERAL NOTES

DETOUR ROUTE SIGNING TO BE INSTALLED AND MAINTAINED BY CONTRACTOR.

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

REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR AS APPROVED BY THE ENGINEER.

"WO" AND "W" SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE TO BE INSTALLED ONE WEEK PRIOR TO IMPLEMENTATION OF DETOUR ROUTE.

SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES", "BARRICADES AND SIGNS FOR MAINLINE CLOSURES". ALL M3 SERIES SIGNS (NORTH, SOUTH EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)
- COVER EXISTING SIGN
- EXISTING SIGNS MOUNTED ON POST(S)
- DIRECTION OF TRAFFIC

1

M4-8 36"X18" DETOUR
M3-1 36"X18" NORTH
M1-5A 24"X24" COUNTY M

2

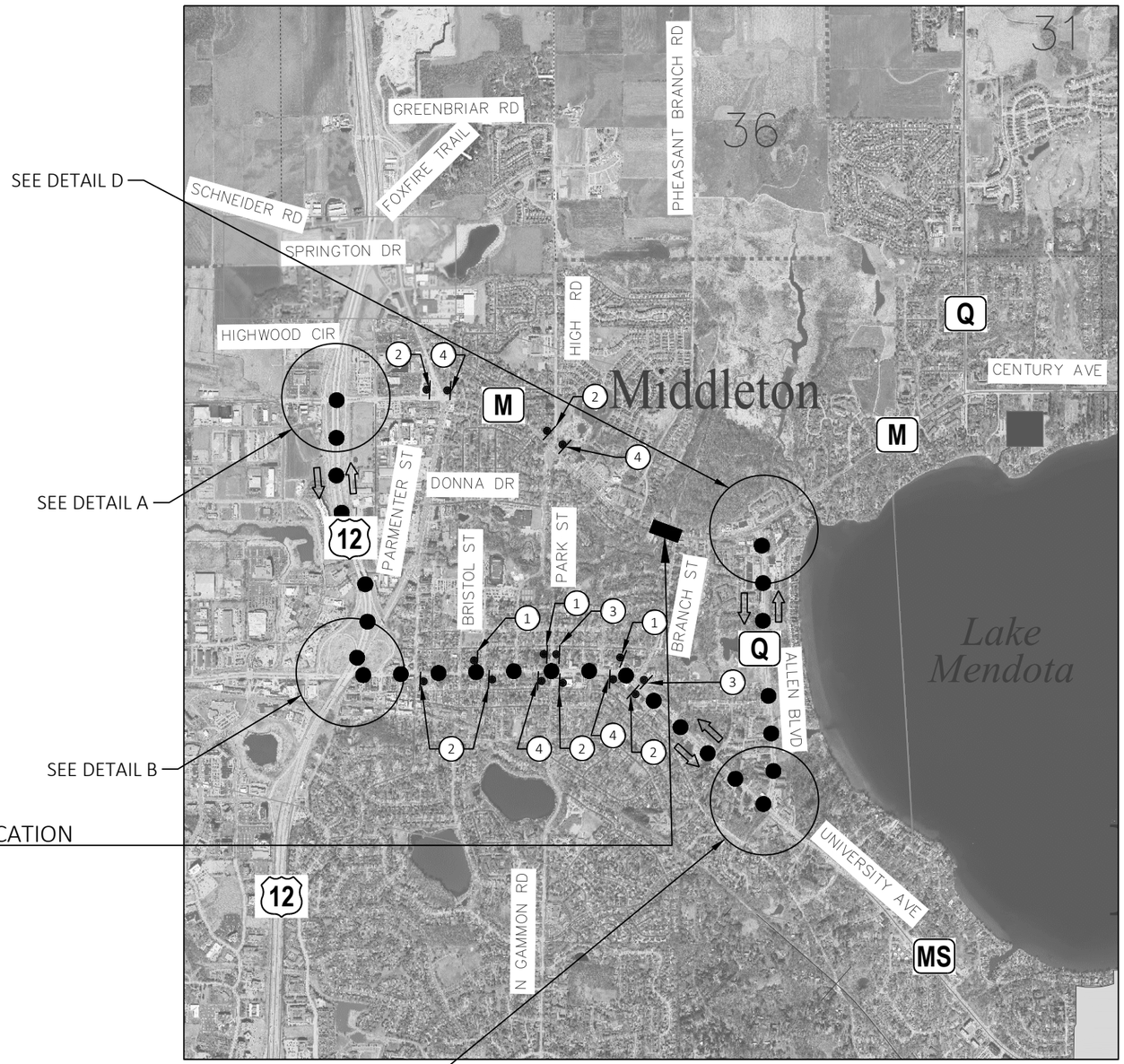
M4-8 36"X18" DETOUR
M3-3 36"X18" SOUTH
M1-5A 24"X24" COUNTY M

3

M4-8 36"X18" DETOUR
M3-1 36"X18" NORTH
M1-5A 24"X24" COUNTY M
MO6-1 21"X21"

4

M4-8 36"X18" DETOUR
M3-3 36"X18" SOUTH
M1-5A 24"X24" COUNTY M
MO6-1 21"X21"



DETOUR OVERVIEW

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE - CTH M	SHEET 57	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027001-DT.DWG
LAYOUT NAME - 027001-dt
PLOT DATE : 7/13/2026 1:17 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

2

2

M1-5A 36"X36"
COUNTY M
DETOUR AHEAD
W20-2A

Airport Rd 1/4
12 University Ave 1 1/4
Greenway Blvd 2

DETOUR NORTH COUNTY M
M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"
MO6-1 30"X30"

EXIT 250
Airport Rd
Century Ave

CTH M (CENTURY AVE)

LAURA LN

END DETOUR SOUTH COUNTY M
M4-8A 30"X24"
M3-3 36"X18"
M1-5A 36"X36"

DETOUR SOUTH COUNTY M
M4-8 36"X18"
M3-3 36"X18"
M1-5A 36"X36"
M6-2 30"X30"

DETOUR SOUTH COUNTY M
M4-8 36"X18"
M3-3 36"X18"
M1-5A 36"X36"
M5-2R 30"X30"

Airport Rd 1/8
Parmenter St 1 1/4
K 2 1/2

12

EXIT 250
Airport Rd
Century Ave
1/2 MILE

BRIDGE OUT
1 1/2 MILES AHEAD
* R11-3C 60"X24"

M4-8 24"X12"
M3-1 24"X12"
M1-5A 24"X24"
M6-1 21"X21"
DETOUR NORTH SOUTH COUNTY M
M3-3 24"X12"
MO6-1 21"X21"

DETOUR
M4-9R 48"X36"

DETOUR NORTH COUNTY M
M4-8 24"X12"
M3-1 24"X12"
M1-5A 24"X24"
M5-1R 21"X21"

NURSERY DR

M1-5A 24"X24"
COUNTY M
DETOUR AHEAD
W20-2A

AIRPORT ROAD

DETOUR NORTH COUNTY M
M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"

EXIT 250
Airport Rd
Century Ave
EXIT ONLY

* STAGE 1 ONLY. STAGE 2 USE G20-55 SIGN.

ROAD WORK
1/2 MILES AHEAD
G20-55
78"X24"

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE - CTH M - DETAIL A	SHEET 58	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027001-DT.DWG
LAYOUT NAME - 027002-dt Detail A
PLOT DATE : 7/13/2026 1:17 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

2

N

M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"
M5-2R 30"X30"
DETOUR NORTH COUNTY M

M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"
M6-2 30"X30"
DETOUR NORTH COUNTY M

M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"
M5-1L 30"X30"
DETOUR NORTH COUNTY M

M4-8 36"X18"
M3-1 36"X18"
M1-5A 36"X36"
M6-1 30"X30"
DETOUR NORTH COUNTY M

M4-8 36"X18"
M3-3 36"X18"
M1-5A 36"X36"
DETOUR SOUTH COUNTY M

M4-8 24"X12"
M3-3 24"X12"
M1-5A 24"X24"
M6-1 21"X21"
DETOUR SOUTH COUNTY M

M4-8 24"X12"
M3-3 24"X12"
M1-5A 24"X24"
M5-1R 21"X21"
DETOUR SOUTH COUNTY M

M4-8 24"X12"
M3-1 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"
DETOUR NORTH COUNTY M

M4-8 24"X12"
M3-1 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"
DETOUR NORTH COUNTY M

M4-8 24"X12"
M3-1 24"X12"
M1-5A 24"X24"
DETOUR NORTH COUNTY M

12
14
12
14

PARMENTER ST
PARMENTER ST
UNIVERSITY AVE
DEMING WAY
DEMING WAY

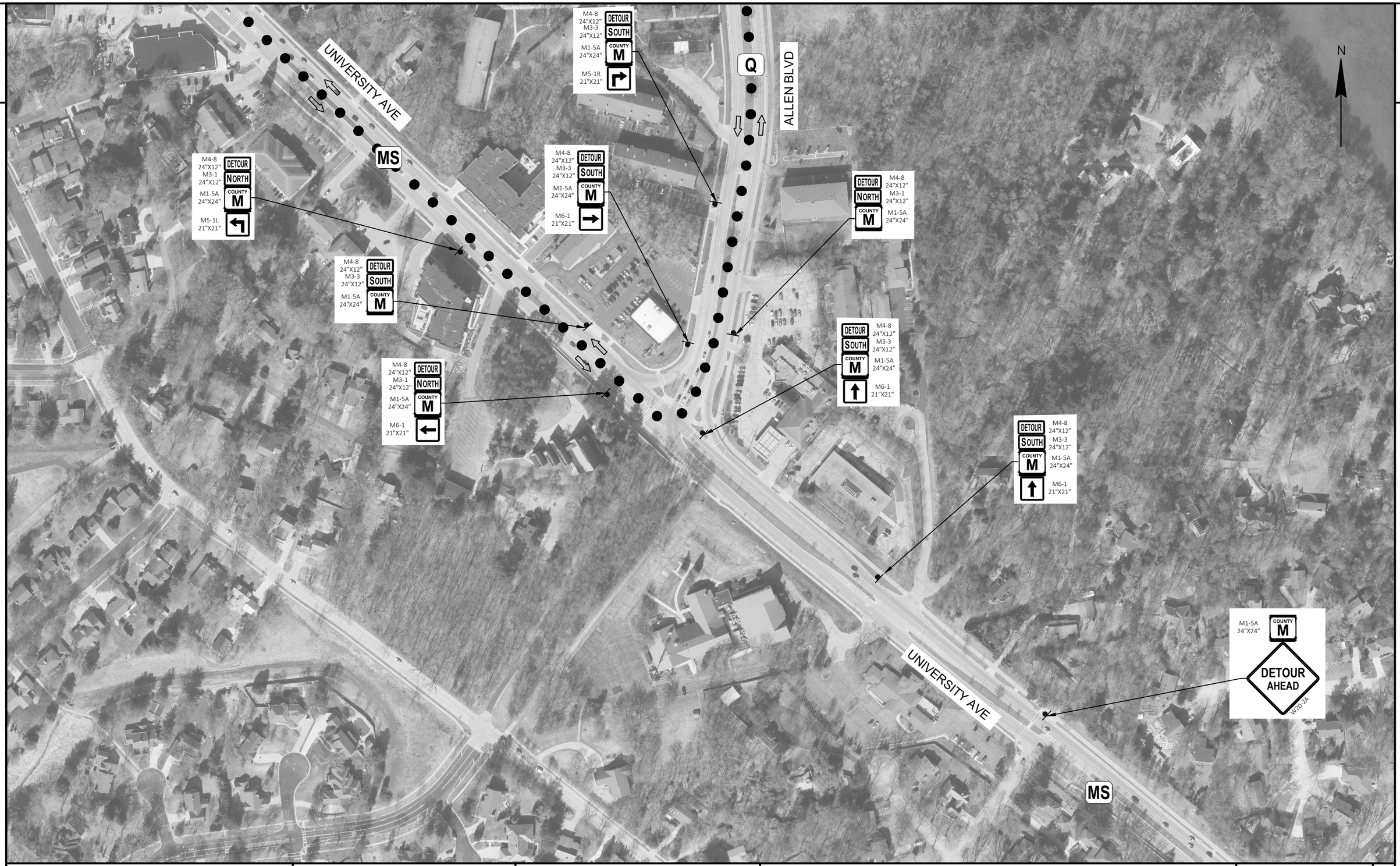
MIDDLETON
CARDINALS

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE - CTH M - DETAIL B	SHEET 59	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027001-DT.DWG
LAYOUT NAME - 027003-dt Detail B

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE - CTH M - DETAIL C	SHEET 60	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027001-DT.DWG
LAYOUT NAME - 027004-dt Detail C

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY M
M5-1L 21"X21"

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY M
M6-1 21"X21"

DETOUR AHEAD
W20-2A

M

CENTURY AVE

DEWEY CT

BRIDGE OUT
1/4 MILES AHEAD
* R11-3C
60"X24"

M

CENTURY AVE

MIDDLETON SPRINGS DR

DETOUR
M4-9L
30"X24"

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY M

MIDDLETON SPRINGS DR

Q

ALLEN BLVD

END DETOUR M4-8A 24"X18"
NORTH M3-1 24"X12"
COUNTY M M1-5A 24"X24"
M5-1R 21"X21"

* STAGE 1 ONLY. STAGE 2 USE G20-55 SIGN.

ROAD WORK
1/4 MILES AHEAD
G20-55
78"X24"

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE - CTH M - DETAIL D	SHEET 61	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027001-DT.DWG
LAYOUT NAME - 027005-df Detail D

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:200 FT

GENERAL NOTES

DETOUR ROUTE SIGNING TO BE INSTALLED AND MAINTAINED BY CONTRACTOR.

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

REMOVE OR COVER ANY SIGN, TEMPORARY OR EXISTING, WHICH CONFLICTS WITH TRAFFIC CONTROL "IN USE", OR AS APPROVED BY THE ENGINEER.

"WO" AND "W" SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE TO BE INSTALLED ONE WEEK PRIOR TO IMPLEMENTATION OF DETOUR ROUTE (INSTALLED BY COUNTY; SEE SPECIAL PROVISIONS).

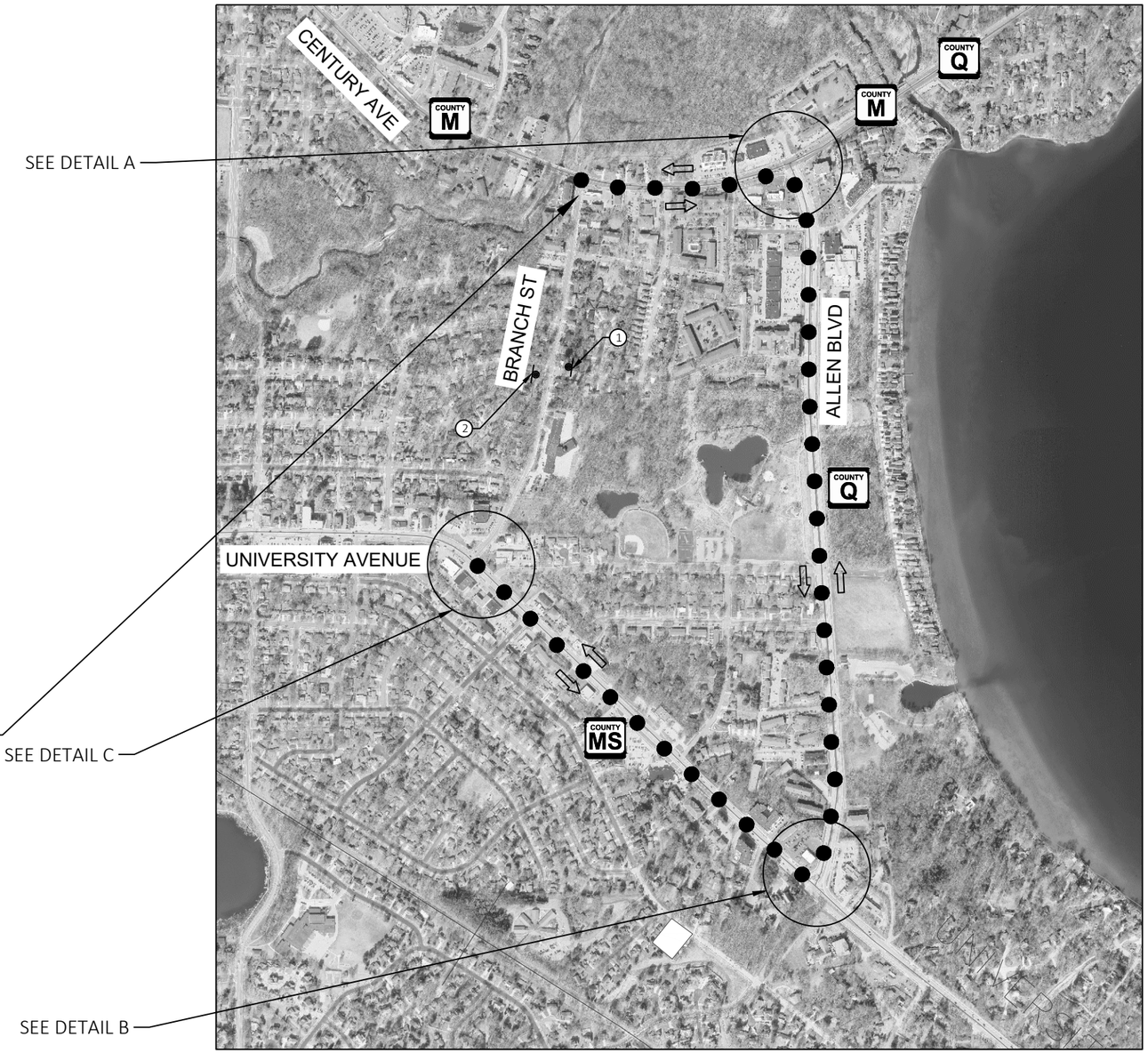
SEE S.D.D. "DETOUR SIGNING FOR MAINLINE CLOSURES", "BARRICADES AND SIGNS FOR MAINLINE CLOSURES". ALL M3 SERIES SIGNS (NORTH, SOUTH EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

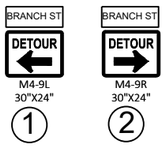
LEGEND

- DETOUR ROUTE
- TRAFFIC CONTROL SIGNS
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN (TWO TYPE "A" WARNING LIGHTS)
- COVER EXISTING SIGN
- EXISTING SIGNS MOUNTED ON POST(S)
- DIRECTION OF TRAFFIC

BRANCH STREET CLOSED AT PROJECT LOCATION

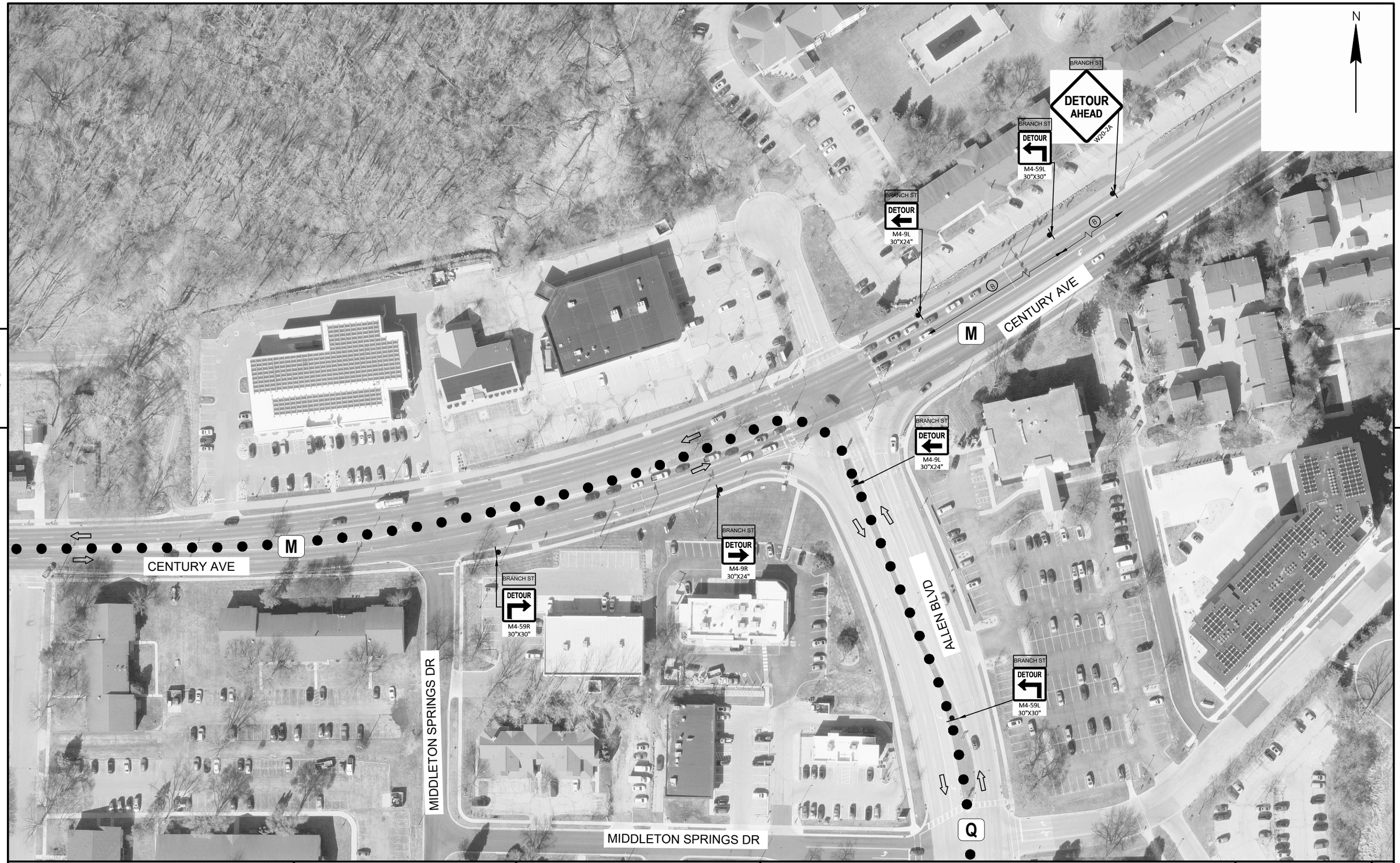


DETOUR OVERVIEW



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE-BRANCH ST	SHEET 62	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027002-DT_BRANCH.DWG
LAYOUT NAME - 027006-dt
PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:1000 FT



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE-BRANCH ST - DETAIL A	SHEET 63	E

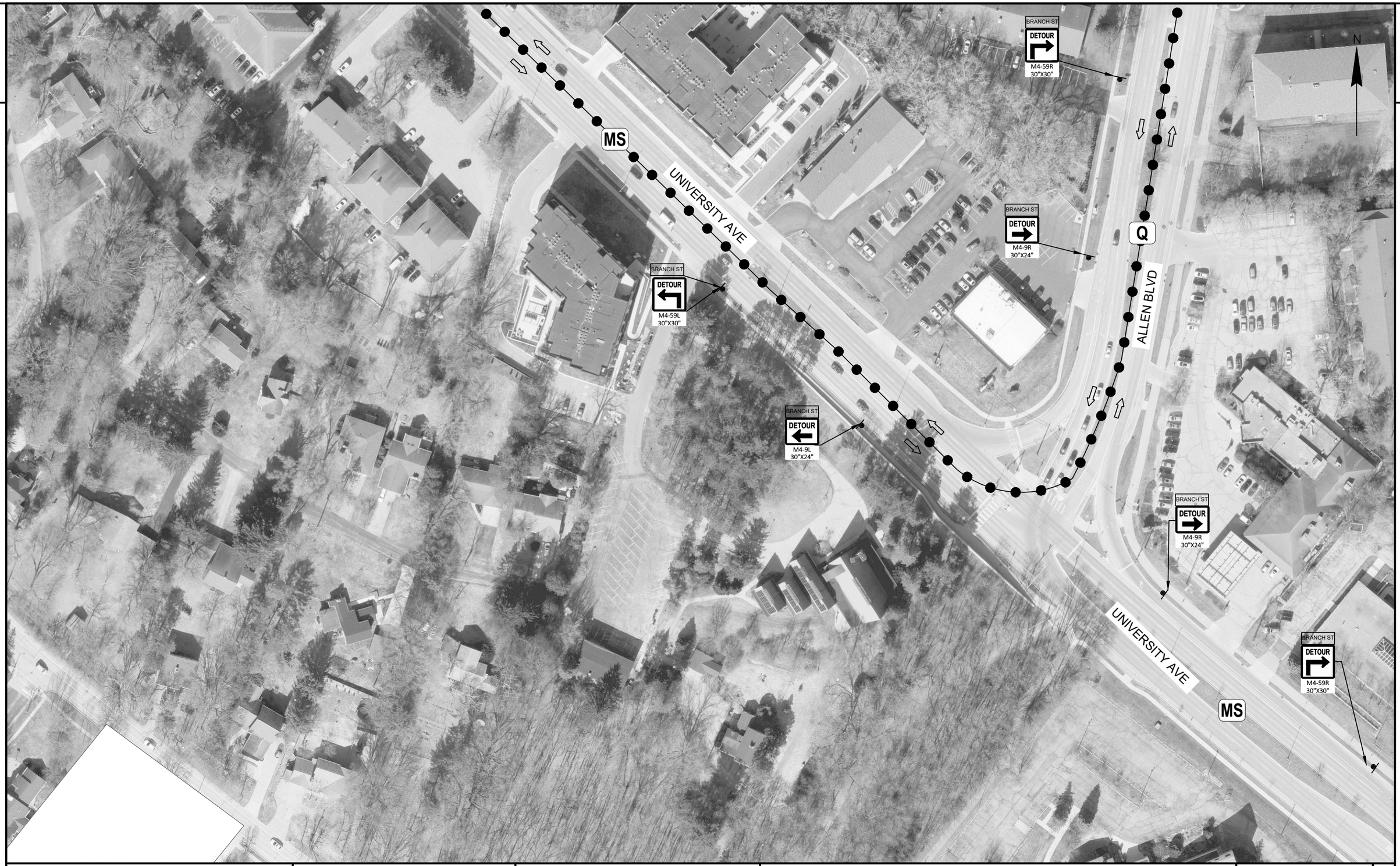
FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027002-DT_BRANCH.DWG
LAYOUT NAME - 027007-dt Detail A

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE-BRANCH ST - DETAIL B	SHEET 64	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027002-DT_BRANCH.DWG
LAYOUT NAME - 027008-dt Details B

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

BRANCH ST
DETOUR AHEAD
W20-2A

BRANCH ST
DETOUR
M4-59L
30"X30"

BRANCH ST
DETOUR
M4-9L
30"X24"

BRANCH ST
DETOUR
M4-9RA
30"X24"

BRANCH ST
END DETOUR
M4-8A
24"X18"

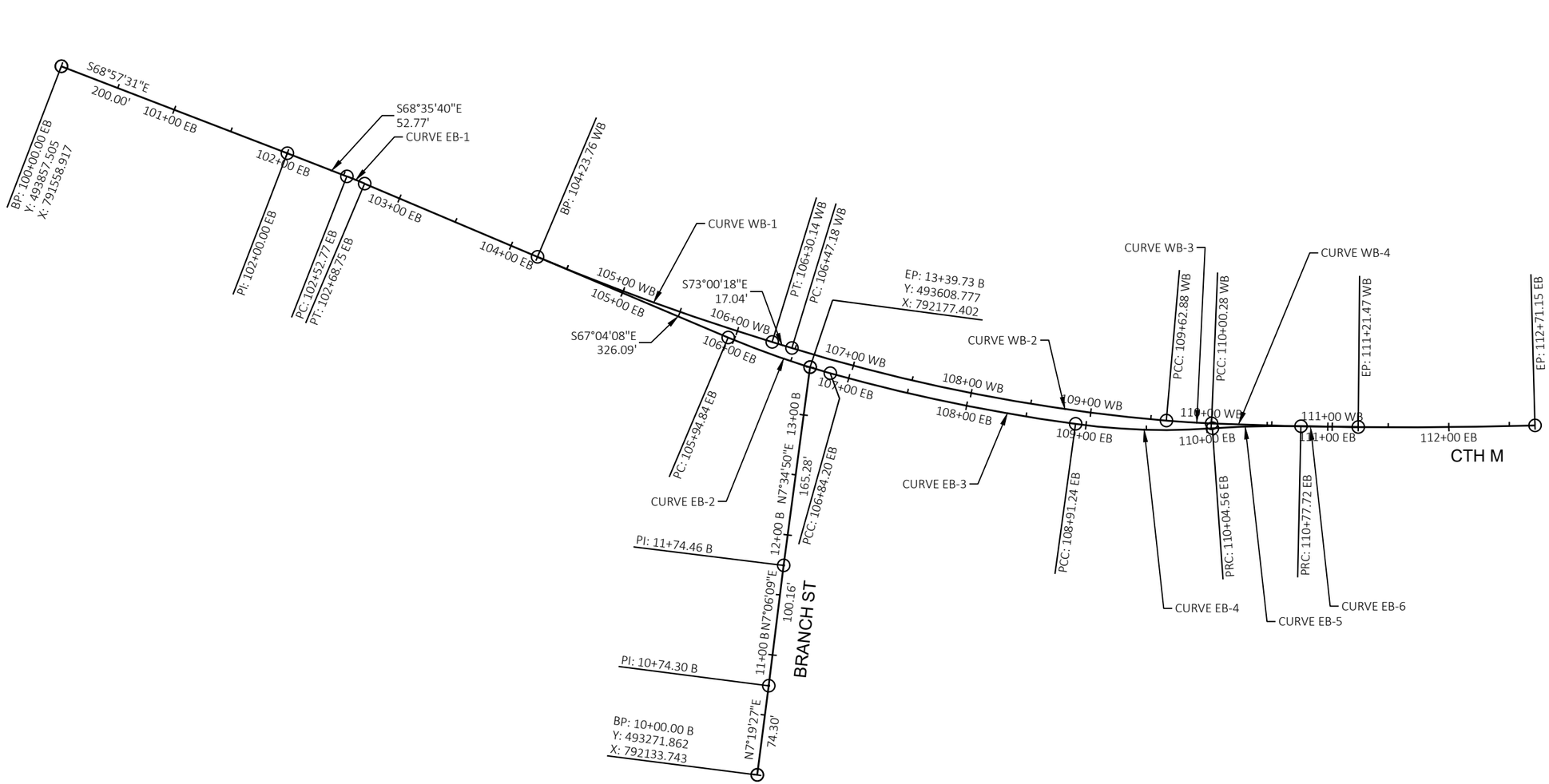
BRANCH ST
DETOUR
M4-9RA
30"X24"

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	DETOUR ROUTE-BRANCH ST - DETAIL C	SHEET 65	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\027002-DT_BRANCH.DWG
LAYOUT NAME - 027009-dt Detail C

PLOT DATE : 7/13/2026 1:17 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



CURVE EB-1
PI STA = 102+60.76 EB
Y = 493763.521
X = 791802.149
DELTA = 1°31'32" RT
D = 9°32'57"
T = 7.99'
L = 15.98'
R = 600.00'
PC STA = 102+52.77 EB
Y = 493766.437
X = 791794.712
PT STA = 102+68.75 EB
Y = 493760.409
X = 791809.507
DB = S68°35'40"E
DA = S67°04'08"E

CURVE EB-2
PI STA = 106+39.58 EB
Y = 493615.922
X = 792151.037
DELTA = 7°18'52" LT
D = 8°11'06"
T = 44.74'
L = 89.36'
R = 700.00'
PC STA = 105+94.84 EB
Y = 493633.354
X = 792109.831
PCC STA = 106+84.20 EB
Y = 493603.877
X = 792194.127
DB = S67°04'08"E
DA = S74°23'00"E

CURVE EB-3
PI STA = 107+87.89 EB
Y = 493575.966
X = 792293.981
DELTA = 7°51'03" LT
D = 3°47'31"
T = 103.68'
L = 207.04'
R = 1511.00'
PCC STA = 106+84.20 EB
Y = 493603.877
X = 792194.127
PCC STA = 108+91.24 EB
Y = 493561.955
X = 792396.712
DB = S74°23'00"E
DA = S82°14'02"E

CURVE EB-4
PI STA = 109+48.10 EB
Y = 493554.272
X = 792453.051
DELTA = 11°48'17" LT
D = 10°25'03"
T = 56.86'
L = 113.32'
R = 550.00'
PCC STA = 108+91.24 EB
Y = 493561.955
X = 792396.712
PRC STA = 110+04.56 EB
Y = 493558.277
X = 792509.770
DB = S82°14'02"E
DA = N85°57'41"E

CURVE EB-5
PI STA = 110+41.17 EB
Y = 493560.855
X = 792546.284
DELTA = 5°14'23" RT
D = 7°09'43"
T = 36.60'
L = 73.16'
R = 800.00'
PRC STA = 110+04.56 EB
Y = 493558.277
X = 792509.770
PRC STA = 110+77.72 EB
Y = 493560.088
X = 792582.881
DB = N85°57'41"E
DA = S88°47'57"E

CURVE EB-6
PI STA = 111+74.45 EB
Y = 493558.060
X = 792679.592
DELTA = 2°46'14" LT
D = 1°25'57"
T = 96.73'
L = 193.43'
R = 4000.00'
PRC STA = 110+77.72 EB
Y = 493560.088
X = 792582.881
PT STA = 112+71.15 EB
Y = 493560.710
X = 792776.288
DB = S88°47'57"E
DA = N88°25'49"E

CURVE WB-1
PI STA = 105+27.04 WB
Y = 493659.771
X = 792047.388
DELTA = 5°56'10" LT
D = 2°52'35"
T = 103.28'
L = 206.38'
R = 1992.00'
PC STA = 104+23.76 WB
Y = 493700.012
X = 791952.268
PT STA = 106+30.14 WB
Y = 493629.583
X = 792146.159
DB = S67°04'08"E
DA = S73°00'18"E

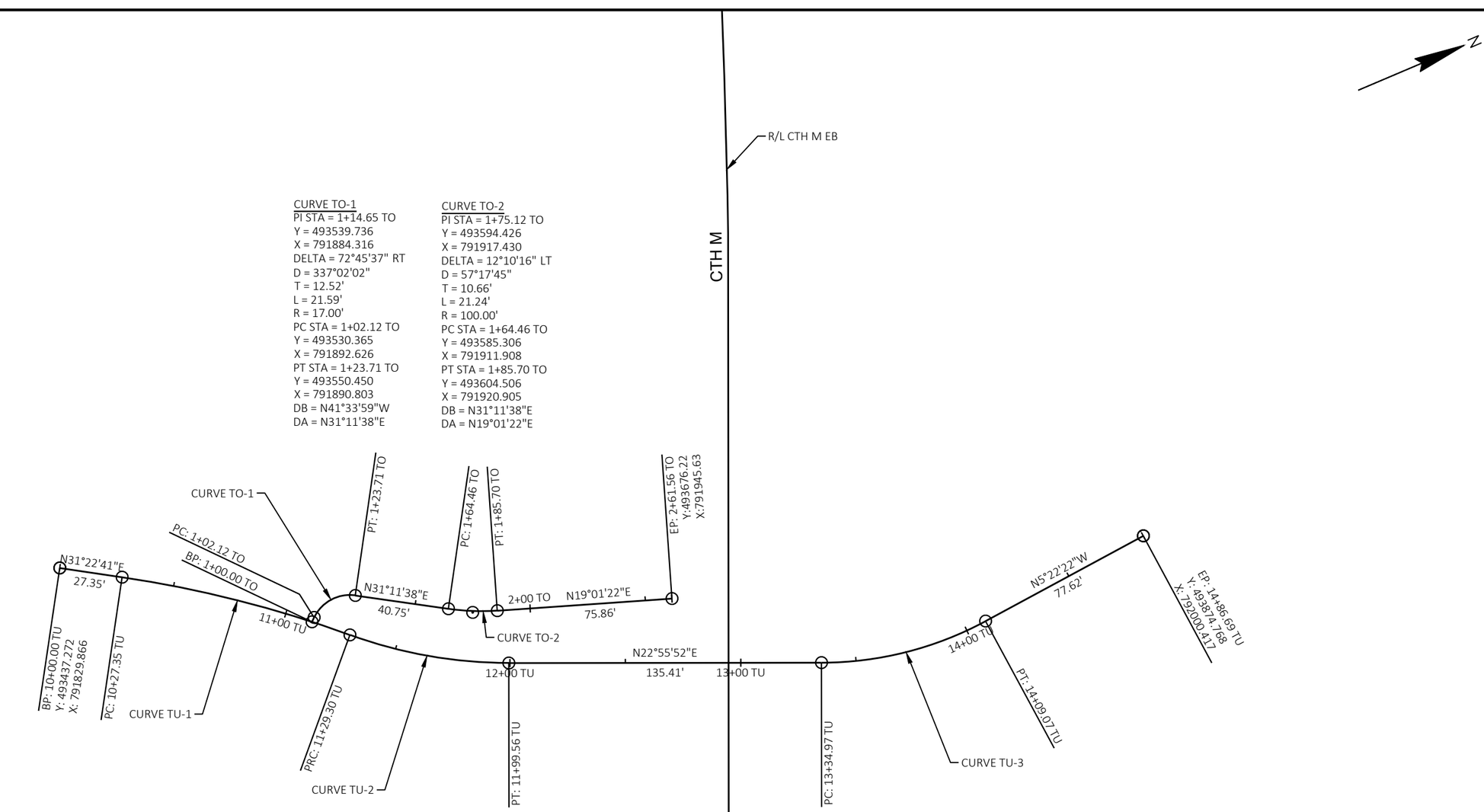
CURVE WB-2
PI STA = 108+05.62 WB
Y = 493578.292
X = 792313.975
DELTA = 12°03'33" LT
D = 3°49'11"
T = 158.44'
L = 315.70'
R = 1500.00'
PC STA = 106+47.18 WB
Y = 493624.602
X = 792162.456
PT STA = 109+62.88 WB
Y = 493564.660
X = 792471.825
DB = S73°00'18"E
DA = S85°03'50"E

CURVE WB-3
PI STA = 109+81.59 WB
Y = 493563.050
X = 792490.459
DELTA = 2°40'43" LT
D = 7°09'43"
T = 18.70'
L = 37.40'
R = 800.00'
PC STA = 109+62.88 WB
Y = 493564.660
X = 792471.825
PT STA = 110+00.28 WB
Y = 493562.313
X = 792509.147
DB = S85°03'50"E
DA = S87°44'33"E

CURVE WB-4
PI STA = 110+60.88 WB
Y = 493559.926
X = 792569.699
DELTA = 1°44'09" LT
D = 1°25'57"
T = 60.60'
L = 121.19'
R = 4000.00'
PC STA = 110+00.28 WB
Y = 493562.313
X = 792509.147
PT STA = 111+21.47 WB
Y = 493559.375
X = 792630.296
DB = S87°44'33"E
DA = S89°28'42"E

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 66	E

2



CURVE TO-1
PI STA = 1+14.65 TO
Y = 493539.736
X = 791884.316
DELTA = 72°45'37" RT
D = 337°02'02"
T = 12.52'
L = 21.59'
R = 17.00'
PC STA = 1+02.12 TO
Y = 493530.365
X = 791892.626
PT STA = 1+23.71 TO
Y = 493550.450
X = 791890.803
DB = N41°33'59"W
DA = N31°11'38"E

CURVE TO-2
PI STA = 1+75.12 TO
Y = 493594.426
X = 791917.430
DELTA = 12°10'16" LT
D = 57°17'45"
T = 10.66'
L = 21.24'
R = 100.00'
PC STA = 1+64.46 TO
Y = 493585.306
X = 791911.908
PT STA = 1+85.70 TO
Y = 493604.506
X = 791920.905
DB = N31°11'38"E
DA = N19°01'22"E

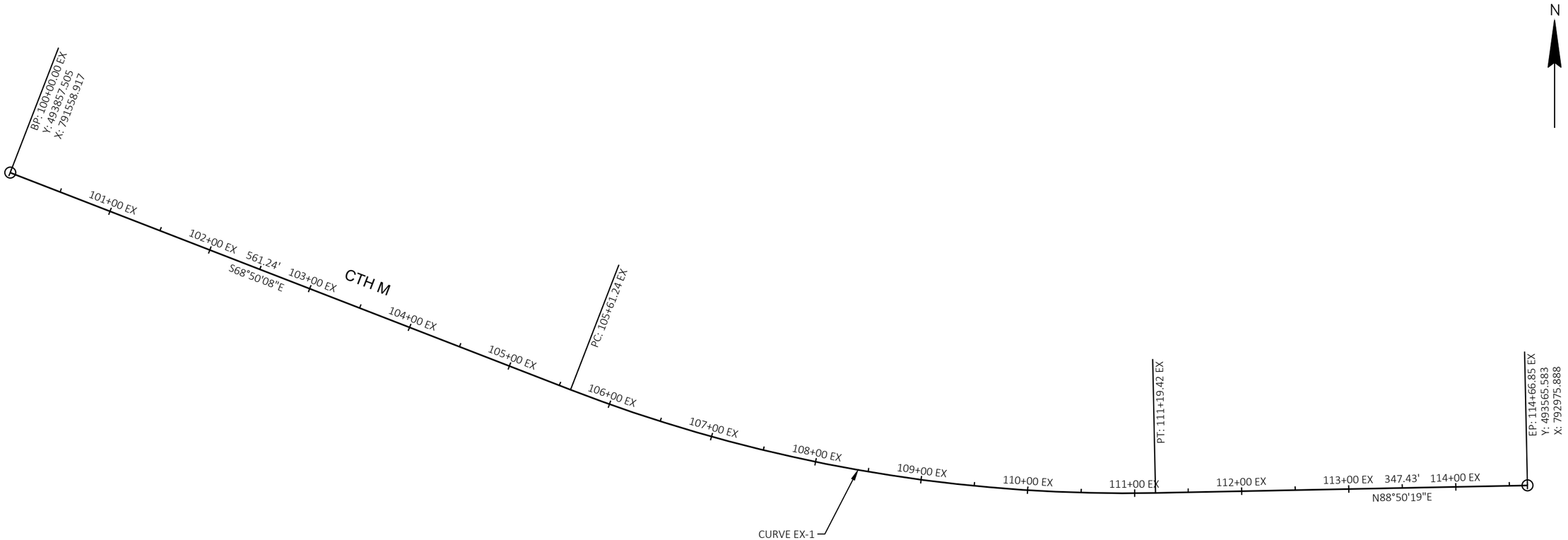
CURVE TU-1
PI STA = 10+78.50 TU
Y = 493504.290
X = 791870.739
DELTA = 11°40'56" RT
D = 11°27'33"
T = 51.15'
L = 101.95'
R = 500.00'
PC STA = 10+27.35 TU
Y = 493460.620
X = 791844.106
PRC STA = 11+29.30 TU
Y = 493541.663
X = 791905.663
DB = N31°22'41"E
DA = N43°03'37"E

CURVE TU-2
PI STA = 11+64.79 TU
Y = 493567.599
X = 791929.900
DELTA = 20°07'45" LT
D = 28°38'52"
T = 35.50'
L = 70.26'
R = 200.00'
PRC STA = 11+29.30 TU
Y = 493541.663
X = 791905.663
PT STA = 11+99.56 TU
Y = 493600.291
X = 791943.731
DB = N43°03'37"E
DA = N22°55'52"E

CURVE TU-3
PI STA = 13+72.79 TU
Y = 493759.835
X = 792011.227
DELTA = 28°18'15" LT
D = 38°11'50"
T = 37.82'
L = 74.10'
R = 150.00'
PC STA = 13+34.97 TU
Y = 493725.001
X = 791996.490
PT STA = 14+09.07 TU
Y = 493797.491
X = 792007.685
DB = N22°55'52"E
DA = N05°22'22"W

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 67	E

2



CURVE EX-1
PI STA = 108+43.91 EX
Y = 493552.812
X = 792345.907
DELTA = 22°19'33" LT
D = 3°59'59"
T = 282.68'
L = 558.19'
R = 1432.50'
PC STA = 105+61.24 EX
Y = 493654.873
X = 792082.295
PT STA = 111+19.42 EX
Y = 493558.541
X = 792628.527
DB = S68°50'08"E
DA = N88°50'19"E

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 68	E

2

N

CONTROL POINTS					
POINT NAME	STATION	OFFSET	Y	X	DESCRIPTION
CP 5	112+59.95 EB	30.48' LT	493590.89	792764.34	CHISELED X
CP 10	109+73.66 EB	21.01' RT	493535.96	792479.20	CHISELED X
CP 14	107+69.16 EB	182.52' LT	493761.58	792315.73	MAG NAIL
CP 15	106+79.58 EB	41.36' LT	493644.90	792201.07	CHISELED X
CP 20	105+34.83 EB	37.93' LT	493691.67	792069.34	CHISELED X
CP 25	104+53.97 EB	35.46' LT	493720.90	791993.91	CHISELED X
CP 28	107+35.05 EB	330.33' RT	493270.07	792165.15	MAG NAIL
CP 29	106+71.24 EB	241.40' RT	493376.24	792112.40	MAG NAIL
CP 30	105+46.52 EB	18.28' RT	493635.34	792058.20	CHISELED X
CP 34	103+73.94 EB	430.99' RT	493322.49	791738.46	MAG NAIL
CP 35	104+58.92 EB	24.24' RT	493663.99	791975.21	CHISELED X
CP 40	103+07.66 EB	26.87' RT	493720.50	791834.88	CHISELED X
CP 45	101+64.09 EB	28.14' RT	493772.32	791701.96	CHISELED X
CP 46	100+44.03 EB	30.80' LT	493870.44	791611.07	MAG NAIL

BENCHMARKS				
NO.	STATION	OFFSET	ELEVATION	DESCRIPTION
BM 1	103+02.91 EB	27.60' LT	886.11	FLANGE BOLT - FIRE HYDRANT
BM 2	104+77.57 EB	23.85' RT	881.37	MONUMENT ON SIDEWALK AT SW CORNER OF BRIDGE

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CONTROL POINT AND BENCHMARK DATA	SHEET 69	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\021001-CD.DWG
LAYOUT NAME - 027301-cp

PLOT DATE : 6/8/2026 3:41 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:100 FT

Estimate Of Quantities

5993-01-77

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0120	Clearing	ID	22.000	22.000
0006	201.0205	Grubbing	STA	5.000	5.000
0008	201.0220	Grubbing	ID	22.000	22.000
0010	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. B-13-046	EACH	1.000	1.000
0012	204.0100	Removing Concrete Pavement	SY	284.000	284.000
0014	204.0150	Removing Curb & Gutter	LF	2,050.000	2,050.000
0016	204.0155	Removing Concrete Sidewalk	SY	910.000	910.000
0018	204.0170	Removing Fence	LF	25.000	25.000
0020	204.0185	Removing Masonry	CY	46.000	46.000
0022	204.0195	Removing Concrete Bases	EACH	16.000	16.000
0024	204.0210	Removing Manholes	EACH	6.000	6.000
0026	204.0220	Removing Inlets	EACH	10.000	10.000
0028	204.0245	Removing Storm Sewer (size) 01. 12-Inch or Less	LF	66.000	66.000
0030	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	45.000	45.000
0032	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	60.000	60.000
0034	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	335.000	335.000
0036	204.0280	Sealing Pipes	EACH	4.000	4.000
0038	204.9060.S	Removing (item description) 01. Commerical Business Sign	EACH	1.000	1.000
0040	204.9060.S	Removing (item description) 02. Gate	EACH	2.000	2.000
0042	205.0100	Excavation Common	CY	6,845.000	6,845.000
0044	205.0508.S	Excavation, Hauling, and Disposal of Potential Creosote Contaminated Soil	TON	360.000	360.000
0046	206.1001	Excavation for Structures Bridges (structure) 01. B-13-0905	EACH	1.000	1.000
0048	206.5001	Cofferdams (structure) 01. B-13-0905	EACH	1.000	1.000
0050	210.1500	Backfill Structure Type A	TON	683.000	683.000
0052	213.0100	Finishing Roadway (project) 01. 5993-01-77	EACH	1.000	1.000
0054	305.0110	Base Aggregate Dense 3/4-Inch	TON	268.000	268.000
0056	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,400.000	7,400.000
0058	312.0110	Select Crushed Material	TON	5,709.000	5,709.000
0060	415.0410	Concrete Pavement Approach Slab	SY	157.000	157.000
0062	415.4100	Concrete Pavement Joint Filling	SY	174.000	174.000
0064	450.4000	HMA Cold Weather Paving	TON	1,165.000	1,165.000
0066	455.0605	Tack Coat	GAL	299.000	299.000
0068	460.2000	Incentive Density HMA Pavement	DOL	1,250.000	1,250.000
0070	460.5224	HMA Pavement 4 LT 58-28 S	TON	220.000	220.000
0072	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,111.000	1,111.000
0074	460.6424	HMA Pavement 4 MT 58-28 H	TON	625.000	625.000
0076	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	19.000	19.000
0078	465.0125	Asphaltic Surface Temporary	TON	85.000	85.000
0080	465.0310	Asphaltic Curb	LF	7.000	7.000
0082	502.0100	Concrete Masonry Bridges	CY	1,022.900	1,022.900
0084	502.1100	Concrete Masonry Seal	CY	148.000	148.000
0086	502.3200	Protective Surface Treatment	SY	1,084.000	1,084.000
0088	505.0400	Bar Steel Reinforcement HS Structures	LB	26,400.000	26,400.000
0090	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	124,500.000	124,500.000
0092	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	680.000	680.000
0094	513.7011	Railing Steel Type C2	LF	233.000	233.000
0096	516.0500	Rubberized Membrane Waterproofing	SY	35.000	35.000
0098	517.1010.S	Concrete Staining (structure) 01. B-13-0905	SF	1,274.000	1,274.000

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Line	Item	Item Description	Unit	Total	Qty
0100	517.1010.S	Concrete Staining (structure) 02. R-13-400	SF	570.000	570.000
0102	517.1010.S	Concrete Staining (structure) 03. R-13-401	SF	367.000	367.000
0104	517.1050.S	Architectural Surface Treatment (structure) 01. B-13-0905	SF	1,274.000	1,274.000
0106	520.2018	Culvert Pipe Temporary 18-Inch	LF	32.000	32.000
0108	520.8000	Concrete Collars for Pipe	EACH	9.000	9.000
0110	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0112	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0114	550.2126	Piling CIP Concrete 12 3/4 x 0.375-Inch	LF	2,518.000	2,518.000
0116	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	5.000	5.000
0118	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	71.000	71.000
0120	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,758.000	1,758.000
0122	601.0600	Concrete Curb Pedestrian	LF	9.000	9.000
0124	602.0410	Concrete Sidewalk 5-Inch	SF	6,250.000	6,250.000
0126	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	82.000	82.000
0128	602.0810	Concrete Driveway 6-Inch	SY	222.000	222.000
0130	602.0815	Concrete Driveway 7-Inch	SY	113.000	113.000
0132	602.1500	Concrete Steps	SF	32.000	32.000
0134	606.0200	Riprap Medium	CY	8.000	8.000
0136	606.0300	Riprap Heavy	CY	335.000	335.000
0138	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	179.000	179.000
0140	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	71.000	71.000
0142	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	65.000	65.000
0144	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	307.000	307.000
0146	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0148	611.0535	Manhole Covers Type J-Special	EACH	2.000	2.000
0150	611.0613	Inlet Covers Type DW	EACH	2.000	2.000
0152	611.0624	Inlet Covers Type H	EACH	9.000	9.000
0154	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0156	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0158	611.2004	Manholes 4-FT Diameter	EACH	5.000	5.000
0160	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0162	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0164	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0166	611.3230	Inlets 2x3-FT	EACH	9.000	9.000
0168	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0170	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000
0172	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	462.000	462.000
0174	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5993-01-77	EACH	1.000	1.000
0176	619.1000	Mobilization	EACH	1.000	1.000
0178	624.0100	Water	MGAL	273.600	273.600
0180	625.0100	Topsoil	SY	3,669.000	3,669.000
0182	627.0200	Mulching	SY	1,275.000	1,275.000
0184	628.1504	Silt Fence	LF	748.000	748.000
0186	628.1520	Silt Fence Maintenance	LF	748.000	748.000
0188	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0190	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0192	628.2006	Erosion Mat Urban Class I Type A	SY	1,531.000	1,531.000
0194	628.6005	Turbidity Barriers	SY	120.000	120.000
0196	628.7005	Inlet Protection Type A	EACH	12.000	12.000

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Line	Item	Item Description	Unit	Total	Qty
0198	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0200	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0202	628.7020	Inlet Protection Type D	EACH	1.000	1.000
0204	628.7560	Tracking Pads	EACH	3.000	3.000
0206	628.7570	Rock Bags	EACH	110.000	110.000
0208	629.0210	Fertilizer Type B	CWT	26.500	26.500
0210	630.0140	Seeding Mixture No. 40	LB	532.000	532.000
0212	630.0175	Seeding Mixture No. 75	LB	333.000	333.000
0214	630.0500	Seed Water	MGAL	52.000	52.000
0216	631.0300	Sod Water	MGAL	19.350	19.350
0218	631.1000	Sod Lawn	SY	1,003.000	1,003.000
0220	632.0101	Trees (species, root, size) 01. Oak, Swamp White, Quercus Bicolor, B&B, 2" CAL	EACH	1.000	1.000
0222	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	25.000	25.000
0224	633.5200	Markers Culvert End	EACH	3.000	3.000
0226	634.0614	Posts Wood 4x6-Inch x 14-FT	EACH	1.000	1.000
0228	634.0616	Posts Wood 4x6-Inch x 16-FT	EACH	1.000	1.000
0230	637.2210	Signs Type II Reflective H	SF	32.040	32.040
0232	637.2230	Signs Type II Reflective F	SF	9.000	9.000
0234	638.2102	Moving Signs Type II	EACH	10.000	10.000
0236	638.2602	Removing Signs Type II	EACH	11.000	11.000
0238	638.3000	Removing Small Sign Supports	EACH	17.000	17.000
0240	642.5201	Field Office Type C	EACH	1.000	1.000
0242	643.0300	Traffic Control Drums	DAY	16,905.000	16,905.000
0244	643.0420	Traffic Control Barricades Type III	DAY	4,187.000	4,187.000
0246	643.0705	Traffic Control Warning Lights Type A	DAY	7,070.000	7,070.000
0248	643.0715	Traffic Control Warning Lights Type C	DAY	2,349.000	2,349.000
0250	643.0810	Traffic Control Connected Arrow Boards	DAY	194.000	194.000
0252	643.0900	Traffic Control Signs	DAY	41,672.000	41,672.000
0254	643.0910	Traffic Control Covering Signs Type I	EACH	5.000	5.000
0256	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0258	643.1050	Traffic Control Signs PCMS	DAY	84.000	84.000
0260	643.1222	Traffic Control Connected Work Zone End Location Marker	DAY	489.000	489.000
0262	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,337.000	1,337.000
0264	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	5,269.000	5,269.000
0266	643.3265	Temporary Marking Line Paint 10-Inch	LF	40.000	40.000
0268	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	44.000	44.000
0270	643.3505	Temporary Marking Arrow Paint	EACH	1.000	1.000
0272	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	36.000	36.000
0274	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	24.000	24.000
0276	643.5000	Traffic Control	EACH	1.000	1.000
0278	644.1410	Temporary Pedestrian Surface Asphalt	SF	170.000	170.000
0280	644.1440	Temporary Pedestrian Surface Matting	SF	1,214.000	1,214.000
0282	644.1601	Temporary Pedestrian Curb Ramp	DAY	31.000	31.000
0284	644.1810	Temporary Pedestrian Barricade	LF	853.000	853.000
0286	644.1900.S	Temporary Audible Message Devices	DAY	2,153.000	2,153.000
0288	645.0111	Geotextile Type DF Schedule A	SY	138.000	138.000
0290	645.0120	Geotextile Type HR	SY	575.000	575.000
0292	646.1020	Marking Line Epoxy 4-Inch	LF	102.000	102.000
0294	646.2020	Marking Line Epoxy 6-Inch	LF	4,267.000	4,267.000

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Line	Item	Item Description	Unit	Total	Qty
0296	646.4020	Marking Line Epoxy 10-Inch	LF	324.000	324.000
0298	646.5020	Marking Arrow Epoxy	EACH	8.000	8.000
0300	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0302	646.5220	Marking Symbol Epoxy	EACH	1.000	1.000
0304	646.6120	Marking Stop Line Epoxy 18-Inch	LF	90.000	90.000
0306	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	4,267.000	4,267.000
0308	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	324.000	324.000
0310	646.7120	Marking Diagonal Epoxy 12-Inch	LF	55.000	55.000
0312	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	237.000	237.000
0314	646.9000	Marking Removal Line 4-Inch	LF	426.000	426.000
0316	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	724.000	724.000
0318	646.9100	Marking Removal Line 8-Inch	LF	140.000	140.000
0320	646.9200	Marking Removal Line Wide	LF	23.000	23.000
0322	646.9300	Marking Removal Special Marking	EACH	3.000	3.000
0324	650.4000	Construction Staking Storm Sewer	EACH	21.000	21.000
0326	650.4500	Construction Staking Subgrade	LF	1,490.000	1,490.000
0328	650.5000	Construction Staking Base	LF	1,460.000	1,460.000
0330	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,772.000	1,772.000
0332	650.6501	Construction Staking Structure Layout (structure) 01. B-13-0905	EACH	1.000	1.000
0334	650.6501	Construction Staking Structure Layout (structure) 02. R-13-400	EACH	1.000	1.000
0336	650.6501	Construction Staking Structure Layout (structure) 03. R-13-401	EACH	1.000	1.000
0338	650.7000	Construction Staking Concrete Pavement	LF	30.000	30.000
0340	650.8501	Construction Staking Electrical Installations (project) 01. 5993-01-77	EACH	1.000	1.000
0342	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0344	650.9500	Construction Staking Sidewalk (project) 01. 5993-01-77	EACH	1.000	1.000
0346	650.9911	Construction Staking Supplemental Control (project) 01. 5993-01-77	EACH	1.000	1.000
0348	650.9920	Construction Staking Slope Stakes	LF	1,490.000	1,490.000
0350	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	464.000	464.000
0352	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	412.000	412.000
0354	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	430.000	430.000
0356	653.0140	Pull Boxes Steel 24x42-Inch	EACH	6.000	6.000
0358	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	3.000	3.000
0360	653.0905	Removing Pull Boxes	EACH	5.000	5.000
0362	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0364	654.0102	Concrete Bases Type 2	EACH	4.000	4.000
0366	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0368	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0370	655.0230	Cable Traffic Signal 5-14 AWG	LF	352.000	352.000
0372	655.0240	Cable Traffic Signal 7-14 AWG	LF	519.000	519.000
0374	655.0270	Cable Traffic Signal 15-14 AWG	LF	597.000	597.000
0376	655.0320	Cable Type UF 2-10 AWG Grounded	LF	295.000	295.000
0378	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,143.000	1,143.000
0380	655.0610	Electrical Wire Lighting 12 AWG	LF	897.000	897.000
0382	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. CTH M - Pedestrian Underpass	EACH	1.000	1.000
0384	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. CTH M & Branch Street	EACH	1.000	1.000
0386	657.0100	Pedestal Bases	EACH	4.000	4.000
0388	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000
0390	657.0305	Poles Type 2	EACH	2.000	2.000
0392	657.0315	Poles Type 4	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0394	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	3.000	3.000
0396	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0398	657.0590	Trombone Arms 20-FT	EACH	2.000	2.000
0400	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	2.000	2.000
0402	658.0173	Traffic Signal Face 3S 12-Inch	EACH	8.000	8.000
0404	658.0175	Traffic Signal Face 5S 12-Inch	EACH	2.000	2.000
0406	658.0412	Pedestrian Signal Face 12-Inch	EACH	4.000	4.000
0408	658.0500	Pedestrian Push Buttons	EACH	4.000	4.000
0410	658.5070	Signal Mounting Hardware (location) 01. CTH M & Branch Street	EACH	1.000	1.000
0412	659.1205	Luminaires Underdeck LED A	EACH	3.000	3.000
0414	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0416	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	18.000	18.000
0418	690.0150	Sawing Asphalt	LF	668.000	668.000
0420	690.0250	Sawing Concrete	LF	203.000	203.000
0422	715.0502	Incentive Strength Concrete Structures	DOL	6,137.000	6,137.000
0424	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0426	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 104+95 EB	EACH	1.000	1.000
0428	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0430	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0432	SPV.0060	Special 01. Outlet Boxes 4x4x6-Inch	EACH	11.000	11.000
0434	SPV.0060	Special 02. Remove Traffic Signals CTH M & Branch Street	EACH	1.000	1.000
0436	SPV.0060	Special 03. Traffic Signal Cabinet and Controller CTH M & Branch Street	EACH	1.000	1.000
0438	SPV.0060	Special 04. Vehicle Video Detection System, CTH M & Branch Street	EACH	1.000	1.000
0440	SPV.0060	Special 05. Emergency Vehicle Preemption System CTH M & Branch Street	EACH	1.000	1.000
0442	SPV.0060	Special 06. Utility Line Opening (ULO)	EACH	5.000	5.000
0444	SPV.0060	Special 07. Luminaire Utility City of Middleton	EACH	2.000	2.000
0446	SPV.0060	Special 08. Salvage Bike Racks	EACH	2.000	2.000
0448	SPV.0060	Special 09. Precast Sign Post Base	EACH	8.000	8.000
0450	SPV.0060	Special 10. Storm Sewer Tap	EACH	7.000	7.000
0452	SPV.0090	Special 01. Fence Chain Link Polymer-Coated 4-FT R-13-400	LF	101.000	101.000
0454	SPV.0090	Special 02. Fence Chain Link Polymer-Coated 4-FT R-13-401	LF	86.000	86.000
0456	SPV.0090	Special 03. Sign Post	LF	29.500	29.500
0458	SPV.0090	Special 04. Reflective Sign Post	LF	49.500	49.500
0460	SPV.0090	Special 05. Relocate Wood Fence	LF	39.000	39.000
0462	SPV.0090	Special 06. Pipe Underdrain (6-Inch) With Geotextile Fabric and Aggregate	LF	560.000	560.000
0464	SPV.0165	Special 01. Wall Modular Block Gravity R-13-400	SF	570.000	570.000
0466	SPV.0165	Special 02. Wall Modular Block Gravity R-13-401	SF	367.000	367.000

CLEARING AND GRUBBING

CATEGORY	STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	103+20 EB			LT	---	---	3	3
	103+44 EB			LT	---	---	3	3
	104+00 EB	-	105+73 EB	LT/RT	2	2	---	---
				CATEGORY 0010 SUBTOTALS	2	2	6	6
0030	102+25 EB			LT	---	---	3	3
	102+64 EB			LT	---	---	4	4
	103+03 EB			LT	---	---	4	4
	108+27 EB			RT	---	---	5	5
	10+00 TU	-	12+75 TU	LT/RT	3	3	---	---
				CATEGORY 0030 SUBTOTALS	3	3	16	16
				GRAND TOTALS	5	5	22	22

REMOVING CONCRETE PAVEMENT

CATEGORY	STAGE	STATION	-	STATION	LOCATION	204.0100 SY
0010	1	103+12 EB	-	105+73 EB	RT/LT	16
					CATEGORY 0010 SUBTOTAL	16
0030	1	101+84 EB	-	103+12 EB	RT	17
	1A	106+98 EB	-	110+78 EB	RT	160
	1B	105+73 EB	-	110+78 EB	LT	91
					CATEGORY 0030 SUBTOTAL	268
					GRAND TOTAL	284

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REMOVING CURB & GUTTER

CATEGORY	STAGE	STATION	-	STATION	LOCATION	204.0150 LF
0010	1	103+12 EB	-	105+73 EB	RT/LT	450
					CATEGORY 0010 SUBTOTAL	450
0030	1A	106+98 EB	-	110+55 EB	RT	470
	1	102+00 EB	-	103+12 EB	RT/LT	250
	1	105+73 EB	-	110+78 EB	RT/LT	600
	2	106+22 EB	-	110+78 EB	RT	280
					CATEGORY 0030 SUBTOTAL	1,600
					TOTAL	2,050

REMOVING CONCRETE SIDEWALK

CATEGORY	STAGE	STATION	-	STATION	LOCATION	204.0155 SY
0010	1	103+12 EB	-	105+73 EB	RT/LT	230
					CATEGORY 0010 SUBTOTAL	230
0030	1A	106+98 EB	-	110+78 EB	RT	250
	1	102+00 EB	-	103+12 EB	RT/LT	120
	1	105+73 EB	-	110+78 EB	RT/LT	260
	2	11+85 B	-	12+96 B	LT	50
					CATEGORY 0030 SUBTOTAL	680
					GRAND TOTAL	910

REMOVING FENCE

CATEGORY	STATION	-	STATION	LOCATION	204.0170 LF
0030	108+49 EB	-	108+57 EB	LT	8
	109+21 EB	-	109+30 EB	LT	17
				TOTAL	25

REMOVING MASONRY

CATEGORY	STATION	-	STATION	LOCATION	204.0185 CY	REMARKS
0030	102+00 EB	-	103+12 EB	LT	6	CONCRETE-ENCASED DUCT PACKAGE
	103+12 EB	-	105+73 EB	LT	12	CONCRETE-ENCASED DUCT PACKAGE
	105+73 EB	-	110+78 EB	LT	28	CONCRETE-ENCASED DUCT PACKAGE
				TOTAL	46	

REMOVING COMMERICAL BUSINESS SIGN

CATEGORY	STATION	LOCATION	204.9060.S.01 EACH
0030	109+34 EB	RT	1

REMOVING GATE

CATEGORY	STATION	LOCATION	204.9060.S.02 EACH
0010	12+33 TU	LT/RT	2

RELOCATE WOOD FENCE

CATEGORY	STATION	-	STATION	LOCATION	SPV.0090.05 LF
0030	10+27 TU	-	10+66 TU	RT	39

REMOVING MANHOLES

CATEGORY	STATION		OFFSET		204.0210 EACH	REMARKS
0010	104+31 'EB'		49.7	'LT	1	
	104+35 'EB'		32.4	'LT	1	
	105+31 'EB'		26.5	'RT	1	
	105+41 'EB'		33.0	'RT	1	
	CATEGORY 0010 SUBTOTAL				4	
0030	104+67 'EB'		20.9	'LT	1	APPROX. 4'x8'x6' COMMUNICATIONS VAULT
	106+54 'EB'		43.3	'RT	1	
	CATEGORY 0030 SUBTOTAL				2	
	TOTAL				6	

REMOVING STORM SEWER

CATEGORY	STATION	-	STATION	LOCATION	204.0245 .01 12-INCH OR LESS LF	.02 15-INCH LF	.03 18-INCH LF	.04 24-INCH LF
0010	103+97	-	104+31 'EB'	LT	---	---	---	35
	104+31	-	104+35 'EB'	LT	---	---	---	20
	104+35	-	104+36 'EB'	LT	---	---	---	5
	104+36	-	104+37 'EB'	LT/RT	---	---	---	45
	104+31	-	104+77 'EB'	LT	---	---	---	55
	105+08	-	105+41 'EB'	RT	---	---	---	40
	105+16	-	105+31 'EB'	RT	---	20	---	---
	105+31	-	105+32 'EB'	RT	---	15	---	---
	105+35	-	105+35 'WB'	LT	20	---	---	---
	105+38	-	105+41 'EB'	RT	---	10	---	---
	105+41	-	106+54 'EB'	RT	---	---	---	120
	CATEGORY 0010 SUBTOTALS				20	45	0	320
0030	106+54	-	106+57 'EB'	RT	---	---	---	15
	106+54	-	106+55 'EB'	RT	---	---	15	---
	106+55	-	106+98 'EB'	RT	---	---	45	---
	106+98	-	107+26 'EB'	RT	40	---	---	---
	109+21		109+22 'EB'	RT	6	---	---	---
	CATEGORY 0030 SUBTOTALS				46	0	60	15
	TOTALS				66	45	60	335

REMOVING INLETS

CATEGORY	STATION		OFFSET		204.0220 EACH
0010	104+34 'EB'		29.2	'LT	2
	104+35 'EB'		17.8	'RT	2
	105+32 'EB'		15.0	'RT	1
	105+35 'WB'		28.9	'LT	1
	CATEGORY 0010 SUBTOTAL				6
0030	106+55 'EB'		29.5	'RT	1
	106+98 'EB'		33.0	'RT	1
	107+26 'EB'		60.0	'RT	1
	109+22 'EB'		30.1	'RT	1
	CATEGORY 0030 SUBTOTAL				4
	TOTAL				10

EXCAVATION, HAULING, AND DISPOSAL OF POTENTIAL CREOSOTE CONTAMINATED SOIL

CATEGORY	STATION - STATION	LOCATION	205.0508.S TON
0030	104+55 EX - 104+80 EX	LT/RT	180
	105+10 EX - 105+35 EX	LT/RT	180
	TOTAL		360

NOTE: CONTAMINATED SOIL WEIGHT CALCULATIONS BASED ON 1.7 TONS/CY.

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 EACH
0010	5993-01-77	1

EARTHWORK SUMMARY

DIVISION	CATEGORY	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE (7)(8)	*312.0110 SELECT CRUSHED MATERIAL	*624.0100 WATER
DIVISION 1 - STAGE 1												
S1A-BRANCH ST-NON PARTICIPATING	0030	11+79.10/13+00.00	LT/RT	229	12	229	0	0	229		23	0.5
S1A-CTH M EB-NON PARTICIPATING	0030	107+00.00/110+54.99	LT/RT	736	35	736	6	8	729		67	1.5
S1-CTH M EB-NON PARTICIPATING	0030	101+50.00/103+11.92	LT/RT	621	31	621	48	60	561		59	1.2
S1-CTH M WB-NON PARTICIPATING	0030	105+73.22/110+74.05	LT/RT	1,711	85	1,711	68	85	1,626		162	3.4
S1-CTH M EB-PARTICIPATING	0010	103+11.92/105+73.08	LT/RT	289	13	289	589	736	-447		25	0.6
S1-TRAIL UNDER-NON PARTICIPATING	0030	10+50.00/14+30.00	LT/RT	779	39	779	49	61	718		74	1.6
S1-TRAIL OVER-NON PARTICIPATING	0030	1+00.00/2+50.00	LT/RT	9	9	9	149	166	-157		17	0.0
DIVISION 1 SUBTOTALS				4,374	224	4,374	909	1,116	3,258	3,482	426	9
DIVISION 2 - STAGE 2												
S2-BRANCH-NON PARTICIPATING	0030	11+41.14/13+17.44	LT/RT	999	50	999	2	3	997		95	2.0
S2-CTH M EB-NON PARTICIPATING	0030	106+21.91/110+77.72	LT/RT	1,141	57	1,141	0	0	1,141		108	2.3
DIVISION 2 SUBTOTALS				2,140	107	2,140	2	3	2,138	2,245	203	4.3
CATEGORY 0010 SUBTOTALS				289	13	289	589	736	-447		25	0.6
CATEGORY 0030 SUBTOTALS				6,225	318	6,225	322	383	5,843		604	12.5
GRAND TOTALS				6,514	331	6,514	911	1,119	5,395	5,726	629	13.1
TOTAL COMMON EXC				6,845								

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ITEM NUMBER 312.0110
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) EXPANDED FILL = (UNEXPANDED FILL)*EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25
(6) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL
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.
(7) WASTE = MASS ORDINATE + EBS EXCAVATION
(8) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
*ADDITIONAL QUANTITIES LISTED ELSEWHERE

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BASE AGGREGATE SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON	* 624.0100 WATER MGAL
0010	1	103+12 EB	-	104+42 EB	LT/RT	16	740	550	28.0
	1	104+71 EB	-	105+73 EB	LT/RT	9	180	160	7.5
					CATEGORY 0010 SUBTOTALS	25	920	710	35.5
0030	1A	106+98 EB	-	110+78 EB	RT	70	720	580	29.0
	1	101+48 EB	-	103+12 EB	LT/RT	16	820	560	30.0
	1B	105+73 EB	-	110+78 EB	LT/RT	69	1,770	1,400	68.0
	1	10+27 TU	-	14+30 TU	LT/RT	54	530	---	13.0
	2	106+22 EB	-	110+78 EB	RT	30	2,150	1,830	85.0
					CATEGORY 0030 SUBTOTALS	239	5,990	4,370	225.0
					TOTALS	264	6,910	5,080	260.5

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE PAVEMENT SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY
0010	104+07 EB	-	104+22 EB	LT/RT	77	85
	105+43 EB	-	105+58 EB	LT/RT	80	89
				CATEGORY 0010 TOTALS	157	174

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ASPHALTIC ITEMS

CATEGORY	STAGE	STATION	-	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	1	103+12 EB	-	104+42 EB	RT/LT	60	29	105	59	24	16	---
	1	104+71 EB	-	105+73 EB	RT/LT	10	---	18	10	6	---	---
					CATEGORY 0010 SUBTOTALS	70	29	123	69	30	16	0
0030	1A	106+98 EB	-	110+78 EB	RT	---	---	---	---	---	3	85
	1	101+48 EB	-	103+12 EB	RT/LT	60	37	123	69	36	---	---
	1B	105+73 EB	-	110+78 EB	RT/LT	130	76	305	172	30	---	---
	1	10+27 TU	-	14+30 TU	RT/LT	40	32	---	---	124	---	---
	2	106+22 EB	-	110+78 EB	RT	875	125	560	315	---	---	---
					CATEGORY 0030 SUBTOTALS	1,105	270	988	556	190	3	85
					TOTALS	1,175	299	1,111	625	220	19	85

APRON ENDWALLS AND RIP RAP SUMMARY

CATEGORY	STRUCT. NO.	STATION		OFFSET		522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	606.0200 RIPRAP MEDIUM CY	* 645.0120 GEOTEXTILE TYPE HR SY
0010	9	13+53.16	'TU'	17.6	'RT'	---	1	1	1	3	9
	11	105+42.84	'WB'	68.1	'LT'	1	---	1	1	2	6
	15	105+14.44	'EB'	37.9	'RT'	---	1	1	1	3	9
		TOTALS				1	2	3	3	8	24

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB & GUTTER SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	465.0310 ASPHALTIC CURB LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	1	103+12 EB	-	104+42 EB	RT/LT	---	---	30	190	---	190
	1	104+71 EB	-	105+73 EB	RT/LT	---	---	30	31	---	31
					CATEGORY 0010 SUBTOTALS	0	0	60	221	0	221
0030	1A	106+98 EB	-	110+78 EB	RT	7	---	11	416	---	416
	1	101+48 EB	-	103+12 EB	RT/LT	---	5	---	240	---	245
	1B	105+73 EB	-	110+78 EB	RT/LT	---	---	---	532	---	532
	2	107+07 EB	-	107+17 EB	LT	---	---	---	10	---	10
	2	106+22 EB	-	110+78 EB	RT	---	---	---	339	9	348
					CATEGORY 0030 SUBTOTALS	7	5	11	1,537	9	1,551
					TOTALS	7	5	71	1,758	9	1,772

CONCRETE SIDEWALK SUMMARY

CATEGORY	STAGE	STATION	-	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	602.1500 CONCRETE STEPS SF
0010	1	103+12 EB	-	104+42 EB	RT	520	---	---	---
	1	104+71 EB	-	105+73 EB	RT/LT	380	---	---	32
					CATEGORY 0010 SUBTOTALS	900	0	0	32
0030	1A	106+98 EB	-	110+78 EB	RT	2,020	15	1	---
	1	101+48 EB	-	103+12 EB	RT/LT	440	---	---	---
	1B	105+73 EB	-	110+78 EB	RT/LT	1,990	20	1	---
	2	106+22 EB	-	110+78 EB	RT	900	47	2	---
					CATEGORY 0030 SUBTOTALS	5,350	82	4	0
					TOTALS	6,250	82	4	32

CONCRETE DRIVEWAY SUMMARY

CATEGORY	STAGE	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.0815 CONCRETE DRIVEWAY 7-INCH SY
0010	1	103+95 EB RT	21	0
		CATEGORY 0010 SUBTOTALS	21	0
0030	1A	12+02 B RT	---	29
		108+55 EB RT	---	70
		109+88 EB RT	22	---
		110+26 EB RT	38	---
	1	101+95 EB RT	8	---
		102+20 EB RT	9	---
	1B	108+33 EB LT	37	---
		109+04 EB LT	23	---
		109+55 EB LT	41	---
		110+18 EB LT	23	---
	2	12+02 B RT	---	14
		CATEGORY 0030 SUBTOTALS	201	113
		GRAND TOTALS	222	113

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0312 CLASS III 12-INCH LF	608.0315 CLASS III 15-INCH LF	608.0318 CLASS III 18-INCH LF	608.0324 CLASS III 24-INCH LF
0030	1	2	---	47	---	---
	2	3	---	8	---	---
	16	17	---	---	54	---
	16A	16	22	---	---	---
	17	18	---	---	---	26
	17A	17	---	---	---	5
	19	23	32	---	---	---
	22	18	---	---	11	---
	23	23A	6	---	---	---
	CATEGORY 0030 SUBTOTALS		60	55	65	31
0010	4	7	---	---	---	49
	5	4	35	---	---	---
	6	7	36	---	---	---
	7	8	---	---	---	24
	8	9	---	---	---	60
	8A	8	---	---	---	16
	10	11	48	---	---	---
	12	13	---	10	---	---
	13	14	---	---	---	12
	14	15	---	---	---	26
	14A	14	---	6	---	---
	18	13	---	---	---	90
	CATEGORY 0010 SUBTOTALS		119	16	0	276
	TOTALS		179	71	65	307

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MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION		OFFSET		611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0030	1	102+79.07	'EB'	23.5	'RT'	---	---	---	1	---	---	---	---	1	---	---	1
	2	102+78.45	'EB'	23.5	'LT'	---	---	---	1	---	---	---	---	1	---	---	1
	16	12+84.22	'B'	33.6	'RT'	---	---	1	---	---	---	---	---	1	---	---	1
	16A	12+72.12	'B'	52.3	'RT'	---	---	---	---	---	1	---	---	---	---	1	1
	17	12+87.47	'B'	20.2	'LT'	1	---	---	---	---	---	1	---	---	---	---	1
	18	13+08.48	'B'	34.7	'LT'	1	---	---	---	---	---	1	---	---	---	---	1
	19	108+93.68	'EB'	40.8	'RT'	---	---	---	1	---	---	---	---	---	1	---	1
	22	106+43.88	'EB'	26.8	'RT'	---	---	---	---	1	---	---	---	---	1	---	1
	23	109+21.68	'EB'	30.0	'RT'	1	---	---	---	---	---	---	1	---	---	---	1
		CATEGORY 0030 SUBTOTALS				3	0	1	3	1	1	2	1	3	2	1	9
0010	4	104+13.36	'EB'	23.5	'RT'	---	---	---	1	---	---	---	---	1	---	---	1
	5	103+78.70	'EB'	23.5	'RT'	---	---	---	1	---	---	---	---	1	---	---	1
	6	103+76.44	'EB'	23.5	'LT'	---	---	---	1	---	---	---	---	1	---	---	1
	7	104+12.65	'EB'	25.5	'LT'	---	---	---	1	---	---	---	---	1	---	---	1
	8	104+12.49	'EB'	49.4	'LT'	---	1	---	---	---	---	---	1	---	---	---	1
	10	105+60.99	'WB'	23.5	'LT'	---	---	---	1	---	---	---	---	1	---	---	1
	12	105+51.38	'EB'	23.5	'RT'	---	---	---	1	---	---	---	---	1	---	---	1
	13	105+51.40	'EB'	33.7	'RT'	1	---	---	---	---	---	---	1	---	---	---	1
	14	105+40.05	'EB'	36.5	'RT'	1	---	---	---	---	---	---	1	---	---	---	1
		CATEGORY 0010 SUBTOTALS				2	1	0	6	0	0	0	3	6	0	0	9
		TOTALS				5	1	1	9	1	1	2	4	9	2	1	18

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STORM SEWER ITEMS

CATEGORY	STAGE	STRUCT. NO.	STATION - STATION	OFFSET	SPV.0060.10 STORM SEWER TAP EACH	204.0280 SEALING PIPES EACH	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0613 INLET COVERS TYPE DW EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
0010	1B	14A	105+38 'EB'	42.2 'RT'	---	---	---	1	---	---
			CATEGORY 0010 SUBTOTALS		0	0	0	1	0	0
0030	1A	---	106+98 'EB'	33.0 'RT'	1	1	---	1	1	---
	1A	---	12+84 'B' - 106+98 'EB'	RT	---	---	20	---	---	---
	1A	23A	109+21 'EB'	24.0 'RT'	---	---	---	1	---	---
	1B	---	106+55 'EB'	29.5 'RT'	1	1	---	1	1	---
	1B	---	106+44 'EB' - 106+55 'EB'	RT	---	---	12	---	---	---
	1B	20	109+05 'WB'	34.0 'LT'	2	---	---	---	---	1
	1B	17A	12+82 'B'	20.2 'LT'	---	---	---	1	---	---
	1	3	102+78 'EB'	31.1 'LT'	1	---	---	1	---	1
	1	3A	102+97 'EB'	47.3 'LT'	---	---	---	---	---	1
	1	8A	103+97 'EB'	49.1 'LT'	---	---	---	1	---	---
			CATEGORY 0030 SUBTOTALS (STAGE 1)		5	2	32	6	2	3
0030	2	16	12+84 'B'	33.6 'RT'	1	1	---	1	---	---
		17	12+87 'B'	20.2 'LT'	1	---	---	1	---	---
		22	106+44 'EB'	26.8 'RT'	---	1	---	---	---	---
			CATEGORY 0030 SUBTOTALS (STAGE 2)		2	2	0	2	0	0
				TOTALS	7	4	32	9	2	3

PIPE UNDERDRAIN SUMMARY

CATEGORY	STRUCTURE	STATION - STATION	OFFSET	SPV.0090.06 PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF	REMARKS
0010	4	103+88 EB - 104+13 EB	RT	25	
	5	103+54 EB - 103+79 EB	RT	25	
	6	103+51 EB - 103+76 EB	LT	25	
	7	103+88 EB - 104+13 EB	LT	25	
		CATEGORY 0010 SUBTOTAL		100	
0030	22	106+20 EB - 12+96 B	RT/LT	50	
	20	108+71 WB - 109+05 WB	LT	40	DRAINS TO STRUCTURE 20
	20	109+05 WB - 110+74 WB	LT	175	DRAINS FROM PROJECT LIMITS TO STRUCTURE 20
	23	108+90 EB - 109+22 EB	RT	35	DRAINS TO STRUCTURE 23
	23	109+22 EB - 110+78 EB	RT	160	DRAINS FROM PROJECT LIMITS TO STRUCTURE 20
		CATEGORY 0030 SUBTOTAL		460	
			TOTAL	560	

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 EACH
0030	5993-01-77	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	5993-01-77	1

FINISHING SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	* 625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0500 SEED WATER MGAL	* 631.1000 SOD LAWN SY	* 631.0300 SOD WATER MGAL
0010	103+12 EB	-	105+73 EB	LT/RT	560	320	3.1	140	19	10	129	3.1
				UNDISTRIBUTED	140	80	5.0	35	5	---	35	---
				CATEGORY 0010 SUBTOTALS	700	400	8.1	175	24	10	164	3.1
0030	102+00 EB	-	103+12 EB	LT/RT	280	180	1.6	72	---	4	99	2.4
	10+27 TU	-	12+43 TU	LT/RT	730	---	4.2	---	180	18	--	--
	13+59 TU	-	14+40 TU	LT/RT	270	---	1.5	---	64	6	--	--
	105+73 EB	-	110+78 EB	LT/RT	1,080	520	6.1	210	---	13	556	13.4
				UNDISTRIBUTED	590	175	5.0	75	65	---	165	---
				CATEGORY 0030 SUBTOTALS	2,950	875	18.4	357	309	42	820	15.8
				TOTALS	3,650	1,275	26.5	532	333	52	984	18.9

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

SILT FENCE SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	103+12 EB	-	104+42 EB	LT	114	114
	105+12 EB	-	105+73 EB	LT	76	76
				UNDISTRIBUTED	20	20
				CATEGORY 0010 SUBTOTALS	210	210
0030	102+72 EB	-	103+12 EB	LT	40	40
	105+73 EB	-	106+98 EB	LT	73	73
	106+54 EB	-	107+30 EB	LT	106	106
	110+26 EB	-	110+44 EB	LT	19	19
	10+66 TU	-	14+08 TU	RT	250	250
				UNDISTRIBUTED	50	50
				CATEGORY 0030 SUBTOTALS	538	538
				TOTALS	748	748

MOBILIZATIONS EROSION CONTROL

CATEGORY	STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	1	4	4
	2	1	1
	TOTALS	5	5

TURBIDITY BARRIERS

CATEGORY	STATION	-	STATION	LOCATION	628.6005 SY
0010	103+12 EB	-	105+73 EB	LT/RT	95
				UNDISTRIBUTED	25
				TOTAL	120

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EROSION MAT

CATEGORY	STATION		STATION	LOCATION	628.2006 URBAN CLASS I TYPE A SY
0010					
	103+12 EB	-	105+73 EB	LT/RT	111
				UNDISTRIBUTED	30
				CATEGORY 0010 SUBTOTAL	141
0030	10+27 TU	-	12+43 TU	LT/RT	734
	13+59 TU	-	14+40 TU	LT/RT	265
	105+73 EB	-	110+78 EB	LT/RT	111
				UNDISTRIBUTED	280
				CATEGORY 0030 SUBTOTAL	1,390
				TOTAL	1,531

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	EAST LIMITS	1
	WEST LIMITS	1
0030	BRANCH ST	1
	TOTAL	3

INLET PROTECTION

CATEGORY	STATION		LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
0010	103+75	EB	RT	1	---	1	---
	103+75	EB	LT	1	---	1	---
	104+13	EB	LT	1	---	1	---
	104+13	EB	RT	1	---	1	---
	104+33	EB	RT	---	---	1	---
	104+32	EB	LT	---	---	1	---
	104+37	EB	RT	---	---	1	---
	104+35	EB	LT	---	---	1	---
	105+32	EB	RT	---	---	1	---
	105+33	WB	LT	---	---	1	---
	105+60	WB	LT	1	---	1	---
	105+51	EB	RT	1	---	1	---
			CATEGORY 0010 SUBTOTALS	6	---	12	---
0030	102+78	EB	LT	1	---	1	---
	102+78	EB	RT	1	---	1	---
	106+44	EB	RT	1	---	---	1
	106+56	EB	RT	---	---	1	---
	106+96	EB	RT	---	---	1	---
	107+07	EB	RT	1	---	1	---
	107+26	EB	RT	1	1	---	---
	108+94	EB	RT	1	---	1	---
	109+22	EB	RT	---	1	---	---
	AMHERST RD INTERSECTION			---	---	2	---
			CATEGORY 0030 SUBTOTALS	6	2	8	1
			TOTALS	12	2	20	1

ROCK BAGS

CATEGORY	LOCATION	628.7570 EACH	REMARKS
0010	UNDISTRIBUTED	110	SILT FENCE RELIEF

TREES (OAK, SWAMP WHITE, QUERCUS BICOLOR, B&B, 2" CAL)

CATEGORY	STATION	LOCATION	632.0101 EACH
0030	11+38 TU	10' LT	1

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	STATION	LOCATION	632.9101 EACH
0030	11+38 TU	10' LT	25

PLANT DATA CHART (FOR INFORMATION ONLY)

COMMON NAME	SCIENTIFIC NAME	TYPE	AVE. MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE BALL OR POT SIZE DIAMETER	MINIMUM SIZE BALL OR POT SIZE DEPTH	MINIMUM SIZE PLANT HOLE DIAMETER	MINIMUM SIZE PLANT HOLE DEPTH	BRACE OR GUY	FERTILIZER UNITS REQ'D	RODENT PROTECT REQ'D	MULCH RING REQ'D
OAK, SWAMP WHITE	QUERCUS BICOLOR	1T	40' - 50'	2" CAL.	B&B	24"	14"	48"	14"	BRACE	4	YES	60"

SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0090.03 SIGN POST LF	SPV.0090.04 REFLECTIVE SIGN POST LF	SPV.0060.09 PRECAST SIGN POST BASE EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	* 204.0195 REMOVING CONCRETE BASES EACH	REMARKS
0010	102	104+30 EB	RT	--	PHEASANT BRANCH NATURE PRESERVE MIDDLETON PARK SYSTEM	---	---	---	---	---	---	---	---	---	1	2	---	
	103	104+42 EB	RT	--	(PATH DIRECTIONAL SIGN)	---	---	---	---	---	---	---	---	---	1	1	1	
	124	104+59 EB	RT	--	DIAMOND ADVISORY SIGN	---	---	---	---	---	---	---	---	---	1	1	1	
	126	104+60 EB	RT	--	TRAIL MARKER POST	---	---	---	---	---	---	---	---	---	---	1	---	
	127	104+67 EB	RT	--	WARNING DO NOT ANCHOR SIGN	---	---	---	---	---	---	---	---	---	1	1	---	
	CATEGORY 0010 TOTALS						0	0	0	0	0	0	0	0	4	6	2	
0030	101	102+80 EB	RT	--	NO PARKING (SYMBOL)	24 x 24	---	---	---	9	1	---	---	1	---	1	1	MOVE TO APPROX. 102+88 EB
	104	11+64 B	LT	R2-1	SPEED LIMIT 25	24 x 30	---	---	---	---	---	---	---	---	1	1	1	
	105	11+64 B	LT	--	NO PARKING (SYMBOL)	24 x 24	---	---	---	---	---	---	---	1	---	---	---	MOVE TO APPROX. 11+69 B; MOUNT BELOW SIGN 113
	106	11+63 B	RT	R3-8 LR	LANE CONTROL SIGN (SYMBOLS)	36 x 30	---	---	---	---	---	---	---	---	1	1	1	
	107	12+52 B	RT	---	NO PARKING (SYMBOL)	24 x 24	---	---	9	---	1	---	---	1	---	1	1	MOVE TO APPROX. 12+44 B
	108	107+22 EB	RT	---	CENTURY AVE	---	---	---	---	---	---	---	---	1	---	---	---	MOVE TO APPROX. 107+43 EB, ON SIGNAL POLE
	109	107+22 EB	RT	---	BRANCH ST	---	---	---	---	---	---	---	---	1	---	---	---	MOVE TO APPROX. 107+43 EB, ON SIGNAL POLE
	110	106+25 EB	LT	---	PHEASANT BRANCH CONSERVANCY	---	---	---	---	---	---	---	---	---	1	2	---	
	111	105+83 EB	LT	---	METRO BUS STOP SIGN	12 x 24	---	---	---	10	1	---	---	1	---	1	1	MOVE TO APPROX. 105+55 EB
	112	105+83 EB	LT	---	NO PARKING (SYMBOL)	24 x 24	---	---	---	---	---	---	---	1	---	---	---	MOVE TO APPROX. 105+55 EB ; SAME POST AS SIGN 111
	113	11+69 B	RT	R2-1	SPEED LIMIT 25	24 x 30	5.00	---	11	---	1	---	---	---	---	---	---	
	114	11+72 B	LT	R3-8 LAR (MOD)	LANE CONTROL SIGN (SYMBOLS)	48 x 30	10.00	---	9.5	---	1	---	---	---	---	---	---	SEE SIGN DETAIL
	115	107+96 EB	RT	---	NO PARKING (SYMBOL)	24 x 24	---	---	---	10	1	---	---	1	---	1	1	MOVE TO 108+21 EB
	116	107+96 EB	RT	---	METRO BUS STOP SIGN	12 x 24	---	---	---	---	---	---	---	1	---	---	---	MOVE TO 108+21 EB; SAME POST AS SIGN 115
	117	109+51 EB	RT	---	SPEED LIMIT 30	24 x 30	---	---	---	---	---	---	---	---	1	1	---	
	118	110+76 EB	RT	---	DIVIDED HIGHWAY AHEAD (SYMBOL)	36 x 36	---	---	---	---	---	---	---	---	1	1	---	
	119	109+77 EB	LT	---	NO PARKING (SYMBOL)	24 x 24	---	---	---	---	---	---	---	1	---	1	1	MOVE TO APPROX. 109+83 EB; SAME POST AS SIGN 123
	120	109+77 EB	LT	---	SPEED LIMIT 30	24 x 30	---	---	---	---	---	---	---	---	1	---	---	
	121	109+49 EB	RT	R2-1	SPEED LIMIT 30	24 x 30	5.00	---	---	9.5	1	---	---	---	---	---	---	
	122	110+66 EB	RT	W6-1	DIVIDED HIGHWAY AHEAD (SYMBOL)	36 x 36	---	9.00	---	0	0	---	1	---	---	---	---	
	123	109+83 EB	LT	R2-1	SPEED LIMIT 30	24 x 30	5.00	---	---	11	1	---	---	---	---	---	---	
	124	12+86 B	RT	R1-1F	STOP [FOLDING SIGN]	30 x 30	5.18	---	---	---	---	---	---	---	---	---	---	ON SIGNAL POLE
	125	13+09 B	RT	---	STOP [FOLDING SIGN]	---	---	---	---	---	---	---	---	---	1	---	---	REMOVE SIGN FROM EXISTING SIGNAL POLE
	128	104+33 EB	RT	R1-1	STOP	18 X 18	1.86	---	---	---	---	1	---	---	---	---	---	
	CATEGORY 0030 TOTALS						32.04	9.00	29.5	49.5	8	1	1	10	7	11	7	
	TOTALS						32.04	9.00	29.5	49.5	8	1	1	10	11	17	9	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

3

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5993-01-77	1

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	LOCATION	DURATION DAYS	643.0300 DRUMS EACH	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III EACH	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A EACH	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAY	643.0810 CONNECTED ARROW BOARDS EACH	643.0810 CONNECTED ARROW BOARDS DAY	643.0900 SIGNS EACH	643.0900 SIGNS DAY	643.1050 SIGNS PCMS EACH	643.1050 SIGNS PCMS DAY	643.1222 CONNECTED WORK ZONE END LOCATION MARKERS EACH	643.1222 CONNECTED WORK ZONE END LOCATION MARKERS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (TYPE 3) EACH	644.1601 TEMPORARY PEDESTRIAN CURB RAMP (TYPE 3) DAY	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES EACH	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	1	PREWARN-ROAD CLOSURE	14	---	---	---	---	---	---	---	---	---	---	---	---	4	56	---	---	---	---	---	---	---	---
		STAGING (1A)	26	100	2,600	26	676	52	1,352	8	208	1	26	50	1,300	---	---	3	78	---	174	---	---	---	---
		PREWARN-TRAIL CLOSURE STG 1B	7	---	---	---	---	---	---	---	---	---	---	---	---	1	7	---	---	---	---	---	---	---	---
		STAGING (1B)	106	106	11,236	22	2,332	44	4,664	---	---	1	106	57	6,042	---	---	3	318	---	183	---	---	---	---
		CTH M DETOUR	132	---	---	4	528	---	---	8	1,056	---	---	191	25,212	---	---	---	---	---	---	---	---	---	---
		PED ROUTING STG 1A	26	---	---	---	---	---	---	---	---	---	---	8	208	---	---	---	---	---	---	---	---	15	390
		PED ROUTING STG 1B	106	---	---	---	---	---	---	---	---	---	---	1	106	---	---	---	---	---	---	---	---	14	1,484
		UNDISTRIBUTED	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	200	100	---	---	---	---
		CATEGORY 0010 SUBTOTALS		13,836		3,536		6,016		1,264		132		32,868		63		396		200	457		---		1,874
0030	2	PREWARN	7	---	---	---	---	---	---	---	---	---	---	---	---	3	21	---	---	---	---	---	---	---	---
		STAGING	31	99	3,069	17	527	34	1,054	27	837	2	62	43	1,333	---	---	3	93	514	196	1	31	---	---
		BRANCH ST DETOUR	31	---	---	---	---	---	---	---	---	---	---	42	1,302	---	---	---	---	---	---	---	---	---	---
		CTH M DETOUR	31	---	---	4	124	---	---	8	248	---	---	191	5,921	---	---	---	---	---	---	---	---	---	---
		PED ROUTING	31	---	---	---	---	---	---	---	---	---	---	8	248	---	---	---	---	---	---	---	---	9	279
		UNDISTRIBUTED	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	500	200	---	---	---	---
		CATEGORY 0030 SUBTOTALS		3,069		651		1,054		1,085		62		8,804		21		93		1,014	396		31		279
		TOTALS		16,905		4,187		7,070		2,349		194		41,672		84		489		1,214	853		31		2,153

TEMPORARY BUS STOP LOCATION ITEMS

CATEGORY	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	* 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 625.0100 TOPSOIL SY	* 631.1000 SOD LAWN SY	* 631.0300 SOD WATER MGAL
0010	MAYWOOD AVE & BRANCH ST INTERSECTION	52	1	6	6	0.14
	PHEASANT LN & BRANCH STREET INTERSECTION	64	2	7	7	0.17
	BRANCH ST & COLUMBUS DR INTERSECTION	54	1	6	6	0.14
	TOTALS	170	4	19	19	0.45

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

COVERING SIGNS SUMMARY

CATEGORY	LOCATION	643.0910 COVERING SIGNS TYPE I CYCLES	643.0910 COVERING SIGNS TYPE I SIGNS	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II CYCLES	643.0920 COVERING SIGNS TYPE II SIGNS	643.0920 COVERING SIGNS TYPE II EACH
0010	STAGING	---	---	---	1	1	1
	CTH M DETOUR	1	5	5	1	2	2
	TOTALS			5			3

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY	STAGE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010* MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	643.3505 TEMPORARY MARKING ARROW PAINT EACH	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
0010	1A	---	---	---	176	---	---	---	---	---	---	---	63	---	---	---	3
	1B	341	151	845	487	---	932	40	---	36	---	426	544	140	23	1	---
	CATEGORY 0010 SUBTOTALS		1,337			1,595		40	---	36	---	426	607	140	23	1	3
0030	2	---	---	---	1,520	844	1,310	---	44	---	24	---	75	---	---	---	---
	CATEGORY 0030 SUBTOTALS		---			3,674		---	44	---	24	---	75	---	---	---	---
	TOTALS		1,337			5,269		40	44	36	24	426	682	140	23	1	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING ITEMS

CATEGORY	STATION	-	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF	646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF	646.2020 MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) LF	646.2020 MARKING DOTTED EPOXY 6-INCH (12.5-FT SEG., 37.5-FT GAP) (WHITE) LF	646.2020 MARKING DOTTED EPOXY 6-INCH (3-FT SEG., 9-FT GAP) (WHITE) LF	646.2020 MARKING DOTTED EPOXY 6-INCH (2-FT SEG., 6-FT GAP) (WHITE) LF	646.2020 MARKING DOTTED EPOXY 6-INCH (2-FT SEG., 6-FT GAP) (YELLOW) LF	646.1020 MARKING DOTTED EPOXY 4-INCH (3-FT SEG., 9-FT GAP) (YELLOW) LF	646.4020 MARKING DOTTED EPOXY 10-INCH (3-FT SEG., 9-FT GAP) (WHITE) LF	646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF
0010	103+12 EB	-	105+73 EB	RT/LT	164	---	732	131		---	---	---	---	---
	SUBTOTALS CATEGORY 0010							1,027				0	0	
0030	102+00 EB	-	103+12 EB	RT/LT	---	---	224	112		---	---	---	---	---
	105+73 EB	-	110+78 EB	RT/LT	---	---	1,690	387		30	17	14	---	---	---	166
	10+74.3 B	-	13+13 B	RT/LT	288	---	448	---		30	---	---	---	---	30	128
	10+27 TU	-	14+30 TU	RT	---	---	---	---		---	---	---	102	---	---	---
	SUBTOTALS CATEGORY 0030							3,240				102	324	
	TOTALS							4,267				102	324	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING ITEMS

CATEGORY	STATION	-	STATION	LOCATION	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5220 MARKING SYMBOL EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) EACH	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.9010* MARKING REMOVAL LINE WATER BLASTING 4-INCH LF
0010	103+12 EB	-	105+73 EB	RT/LT	---	---	---	---	1,027	---	10	---	---
	SUBTOTALS CATEGORY 0010				0	0	0	0	1,027	0	10	0	0
0030	102+00 EB	-	103+12 EB	RT/LT	1	---	---	---	336	---	---	---	---
	105+73 EB	-	110+78 EB	RT/LT	2	1	---	55	2,138	166	45	110	---
	10+74.3 B	-	13+13 B	RT/LT	5	---	1	35	766	158	---	127	42
	10+27 TU	-	14+30 TU	RT	---	---	---	---	---	---	---	---	---
	SUBTOTALS CATEGORY 0030				8	1	1	90	3,240	324	45	237	42
	TOTALS				8	1	1	90	4,267	324	55	237	42

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING CONCRETE BASES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	* 204.0195 EACH
0030	CTH M &	EXSB1	107+02.0	26.5' RT	1
	BRANCH STREET	EXSB2	106+52.0	28.1' RT	1
		EXSB3	106+27.5	14.1' RT	1
		EXSB4	106+49.6	38.8' LT	1
		EXSB5	107+09.9	38.9' LT	1
		EXSB6	107+22.4	13.5' RT	1
		EXCB1	107+32.2	34.8' RT	1
			TOTAL		7

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF
0030	CTH M &	CB1	PB1	--	60	--
	BRANCH STREET	PB1	PB2	--	--	138
		PB2	PB3	--	76	--
		PB3	PB4	--	--	128
		PB4	PB5	--	234	--
		PB5	PB6	--	--	164
		PB6	CB1	--	18	--
		PB1	SB1	6	--	--
		PB2	SB2	5	--	--
		PB3	SB3	12	--	--
		PB4	SB4	26	--	--
		PB5	SB5	54	--	--
		PB5	SB6	13	--	--
		PB6	SB7	14	--	--
		PB6	SB8	11	--	--
			TOTALS	141	388	430

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING PULL BOXES

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0905 EACH
0030	CTH M &	EXPB1	107+03.3	43.8' RT	1
	BRANCH STREET	EXPB2	106+54.3	43.3' RT	1
		EXPB3	106+17.9	14.7' RT	1
		EXPB4	107+35.0	38.8' LT	1
		EXPB5	107+32.2	13.8' RT	1
			TOTAL		5

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	LOCATION* STATION	LOCATION* OFFSET	653.0140 PULL BOXES STEEL 24X42-INCH EACH
0030	CTH M &	PB1	107+17.3	43.0' RT	1
	BRANCH STREET	PB2	106+51.7	42.8' RT	1
		PB3	106+20.0	27.3' RT	1
		PB4	106+13.1	36.3' LT	1
		PB5	107+34.3	38.6' LT	1
		PB6	107+36.8	43.2' RT	1
			TOTAL		6

*FINAL LOCATION TO BE DETERMINED BY THE ENGINEER

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CONCRETE BASES

CATEGORY	INTERSECTION	SB NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
0030	CTH M & BRANCH STREET	CB1	107+37.2	49.8' RT	--	--	1
		SB1	107+13.1	47.3' RT	1	--	--
		SB2	106+47.8	40.7' RT	--	1	--
		SB3	106+30.0	29.1' RT	1	--	--
		SB4	106+39.1	38.4' LT	--	1	--
		SB5	106+81.4	39.3' LT	1	--	--
		SB6	107+22.1	39.6' LT	--	1	--
		SB7	107+42.9	32.5' RT	--	1	--
		SB8	107+31.1	35.7' RT	1	--	--
			TOTALS		4	4	1

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	INTERSECTION	FROM	TO	655.0515 LF
0030	CTH M & BRANCH STREET	CB1	SB1	61
		SB1	SB2	116
		SB2	SB3	91
		SB3	SB4	136
		SB4	SB5	231
		SB5	SB6	85
		SB6	SB7	142
		SB7	SB8	43
		SB8	CB1	50
		PB1	SB1	25
		PB2	SB2	23
		PB3	SB3	29
		PB4	SB4	43
		PB5	SB6	30
		PB6	SB8	38
		TOTAL		1,143

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF
0030	CTH M & BRANCH STREET	CB1	SB1	---	---	58
		SB1	HEAD 8	19	---	---
		CB1	SB2	---	139	---
		SB2	HEAD 21	19	---	---
		SB2	BUTTON	6	---	---
		CB1	SB3	---	---	200
		SB3	HEAD 5	23	---	---
		SB3	HEAD 1	23	---	---
		SB3	HEAD 22	19	---	---
		SB3	BUTTON	6	---	---
		CB1	SB4	---	---	293
		SB4	HEAD 6	46	---	---
		SB4	HEAD 7	19	---	---
		SB4	HEAD 9	19	---	---
		SB4	HEAD 23	19	---	---
		SB4	BUTTON	6	---	---
		CB1	SB5	---	185	---
		SB5	HEAD 10	19	---	---
		CB1	SB6	---	146	---
		SB6	HEAD 4	19	---	---
		CB1	SB7	---	49	---
		SB7	HEAD 2	46	---	---
		SB7	HEAD 3	19	---	---
		CB1	SB8	---	---	46
		SB8	HEAD 20	19	---	---
		SB8	BUTTON	6	---	---
		TOTALS		352	519	597

3

TRAFFIC SIGNAL BASES, POLES, TROMBONE ARMS, PUSH BUTTONS, AND LUMINAIRES

CATEGORY	INTERSECTION	SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0315 POLES TYPE 4 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	SPV.0060.07 LUMINAIRE UTILITY CITY OF MIDDLETON EACH
0030	CTH M & BRANCH STREET	SB1	1	--	--	--	1	--	--	--	--	--
		SB2	--	1	--	1	--	--	--	1	1	1
		SB3	1	--	--	--	--	1	--	--	1	--
		SB4	--	1	1	--	--	--	1	--	1	--
		SB5	1	--	--	--	1	--	--	--	--	--
		SB6	--	1	--	1	--	--	--	1	--	1
		SB7	--	1	1	--	--	--	1	--	--	--
		SB8	1	--	--	--	1	--	--	--	1	--
		TOTALS	4	4	2	2	3	1	2	2	4	2

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	SIGNAL BASE NO.	SIGNAL HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH
0030	CTH M & BRANCH STREET	SB1	8	1	--	--
		SB2	21	--	--	1
		SB3	1	1	--	--
		SB3	5	--	1	--
		SB3	22	--	--	1
		SB4	6	--	1	--
		SB4	7	1	--	--
		SB4	9	1	--	--
		SB4	23	--	--	1
		SB5	10	1	--	--
		SB6	4	1	--	--
		SB7	2	1	--	--
		SB7	3	1	--	--
		SB8	20	--	--	1
		TOTALS		8	2	4

LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	659.5000.S EACH
0030	CTH M & BRANCH STREET	EXSB1	107+02.0	26.5' RT	3
		EXSB2	106+52.0	28.1' RT	---
		EXSB3	106+27.5	14.1' RT	6
		EXSB4	106+49.6	38.8' LT	4
		EXSB5	107+09.9	38.9' LT	3
		EXSB6	107+32.2	13.5' RT	2
		TOTAL			18

TRAFFIC SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.01 EACH
0030	CTH M & BRANCH STREET	1

TRAFFIC SIGNAL LIGHTING WIRE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0030	CTH M & BRANCH STREET	CB1	SB2	145	--
		SB2	LUMN	--	123
		CB1	SB6	150	--
		SB6	LUMN	--	123
		TOTALS		295	246

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVE TRAFFIC SIGNALS

CATEGORY	LOCATION	SPV.0060.02 EACH
0030	CTH M & BRANCH STREET	1

TRAFFIC SIGNAL CABINET AND CONTROLLER

CATEGORY	LOCATION	SPV.0060.03 EACH
0030	CTH M & BRANCH STREET	1

VEHICLE VIDEO DETECTION SYSTEM

CATEGORY	LOCATION	SPV.0060.04 EACH
0030	CTH M & BRANCH STREET	1

EMERGENCY VEHICLE PREEMPTION SYSTEM

CATEGORY	LOCATION	SPV.0060.05 EACH
0030	CTH M & BRANCH STREET	1

UTILITY LINE OPENING (ULO)

CATEGORY	INTERSECTION	SB NO.	SPV.0060.06 EACH
0030	CTH M & BRANCH STREET	SB2	1
		SB4	1
		SB6	1
		SB8	1
		UNDISTRIBUTED	1
		TOTAL	5

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	TO	652.0225** CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235** CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0030	LC-1	LPB-1	---	24
	LPB-1	LPB-2	35	---
	LPB-2	LPB-3	29	---
	LPB-3	JB-1	31	---
	LPB-3	JB-5	30	---
	TOTALS		125	24

*SEE B-13-905 STRUCTURE PLANS FOR ADDITIONAL QUANTITIES.
**ADDITIONAL QUANTITIES LISTED ELSEHWERE

LIGHTING PULL BOX SUMMARY

CATEGORY	PULL BOX NO.	STATION LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0030	LPB-1	13+60 TU, 21' LT	1
	LPB-2	13+58 TU, 13' RT	1
	LPB-3	13+32 TU, 11' RT	1
		TOTAL	3

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH
0030	LC-1	13+50 TU	26' LT	1	1

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	*655.0610 12 AWG LF
0030	LC-1	LPB-1	86
	LPB-1	LPB-2	100
	LPB-2	LPB-3	88
	LPB-3	WP-1	73
	WP-1	WP-2	43
	WP-2	WP-3	43
	TOTAL		433

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

CATEGORY	EQUIP. LOCATION FROM	TO	*655.0610 ELECTICAL WIRE LIGHTING 12 AWG LF
0030	LC-1	LPB-1	43
	LPB-1	LPB-2	50
	LPB-2	LPB-3	44
	LPB-3	WP-1	37
	WP-1	WP-2	22
	WP-2	WP-3	22
	TOTAL		218

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	CABINET NO.	LOCATION	656.0201.01 EACH	656.0201.02 EACH
0030	LC1	CTH M - PEDESTRIAN UNDERPASS	1	---
	CB1	CTH M & BRANCH STREET	---	1
		TOTALS	1	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER

STREET LIGHTING SUMMARY

CATEGORY	LIGHT NO.	STATION	LOCATION	659.1205 LUMINAIRES UNDERDECK LED A EACH
0030	WP-1	13+22 TU	19' RT	1
	WP-2	13+01 TU	19' RT	1
	WP-3	12+81 TU	19' RT	1
			TOTAL	3

3

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5993-01-77	1

SALVAGE BIKE RACKS

CATEGORY	STATION	LOCATION	SPV.0060.08 EACH
0010	105+91 EB	LT	2

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	-	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	103+12 EB	-	105+73 EB	LT/RT	140	110	30	140
			CATEGORY 0010 SUBTOTALS		140	110	30	140
0030	102+00	-	103+12 EB	LT/RT	110	110	---	110
	105+73 EB	-	110+78 EB	LT/RT	505	505	---	505
	11+41.13 B	-	13+17.44 B	LT/RT	175	175	---	175
	10+27 TU	-	14+30 TU	LT/RT	405	405	---	405
	1+00 TO	-	2+55 TO	LT/RT	155	155	---	155
			CATEGORY 0030 SUBTOTALS		1,350	1,350	0	1,350
				TOTALS	1,490	1,460	30	1,490

CONSTRUCTION STAKING STRUCTURE LAYOUT

CATEGORY	STRUCTURE	EACH	BID ITEM NUMBER
0020	B-13-0905	1	650.6501.01
0050	R-13-400	1	650.6501.02
0060	R-13-401	1	650.6501.03

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	650.8501.01 EACH
0030	5993-01-77	1

CONSTRUCTION STAKING SIDEWALK

CATEGORY	PROJECT	650.9500.01 EACH
0010	5993-01-77	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9911.01 EACH
0010	5993-01-77	1

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	STATION	999.2000.S EACH
0020	104+95 EB	1

SAWING SUMMARY

CATEGORY	STAGE			LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
0010	1	103+12 EB	- 105+73 EB	RT	---	8
		CATEGORY 0010 SUBTOTALS			0	8
0030	1A	106+98 EB	- 110+78 EB	RT	40	100
	1	101+48 EB	- 103+12 EB	LT/RT	44	25
	1B	105+73 EB	- 110+78 EB	LT/RT	512	58
	1	10+27 TU		RT	10	---
	2	106+22 EB	- 110+78 EB	RT	62	12
		CATEGORY 0030 SUBTOTALS			668	195
			TOTALS		668	203

STATE OF WISCONSIN
CITY OF MIDDLETON
TRANSPORTATION PROJECT PLAT TITLE SHEET
5993-01-07
CITY OF MIDDLETON, CTH M
PHEASANT BRANCH CREEK BRIDGE, B-13-0905
CTH M
DANE COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4-INCH CAPPED REBAR UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

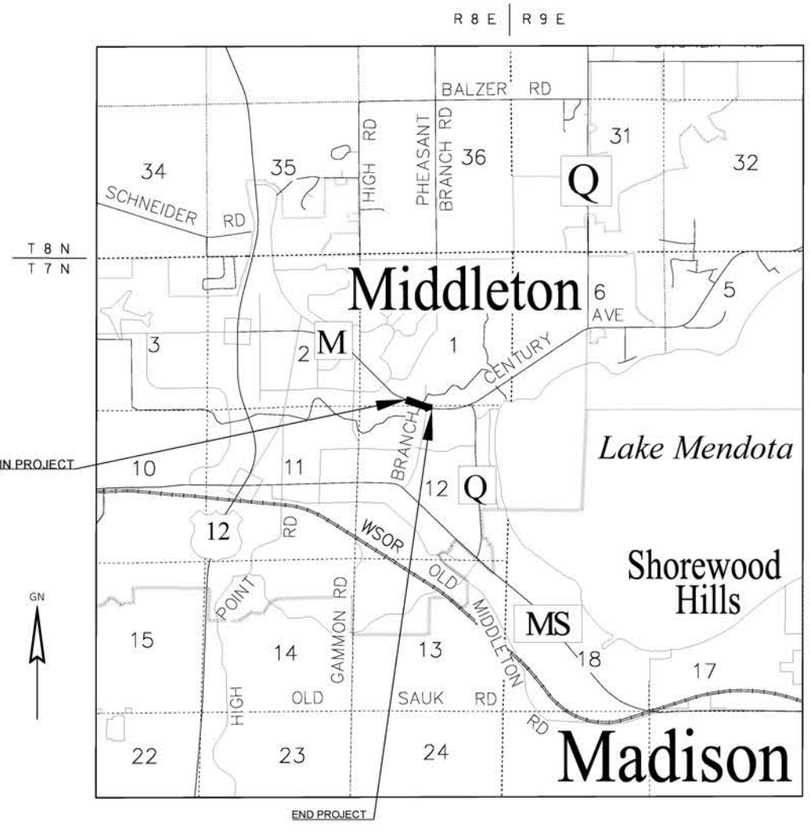
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
FM — FORCE MAIN
SAN — SANITARY SEWER
SS — STORM SEWER



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5993-01-07.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF MIDDLETON.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 5993-01-07-4.01
AMENDMENT NO. 1
SHEET 2 OF 2

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\RW\DWG\040101_RT.DWG
LAYOUT NAME: 040101_rt
PLOT DATE : 5/4/2026 09:05 AM PLOT BY : BARTELT, HEATHER PLOT NAME :
5993-01-07-4.01 AMEND. 1

TRANSPORTATION PROJECT PLAT NO: 5993-01-07-4.01
AMENDMENT NO. 1

AMENDS RELOCATION ORDER TO BE IN THE NAME OF THE CITY OF MIDDLETON INSTEAD OF DANE COUNTY, AMENDS PARCEL 8, REMOVES PARCEL 7, AMENDS UTILITY 100 AND REMOVES UTILITY 102 FROM TRANSPORTATION PROJECT PLAT 5993-01-07-4.01 RECORDED AS DOCUMENT NUMBER 6080230.

PART OF LOT 1 AND OUTLOT 1 OF CSM 14736 AND PART OF LOTS 1 & 2 OF CSM 5650 AND PART OF LOTS 3 & 4, BLOCK 4, AND PART OF LOTS 1 & 2, BLOCK 3, VILLAGE OF PHEASANT BRANCH ALL IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 1, TOWNSHIP 7 NORTH, RANGE 8 EAST AND PART OF LOT 1 & 2 OF CSM 10109, AND PART OF LOTS 1 & 2 OF CSM 5650, AND PART OF LOT 1 AND OUTLOT 1 OF CSM 15904 AND PART OF LOT 1, BLOCK 3 AND PART OF LOT 1, BLOCK 6 AND PART OF LOT 6, BLOCK 1, VILLAGE OF PHEASANT BRANCH, AND PART OF VACATED MANDAMUS ST. ALL BEING LOCATED IN AND INCLUDING OTHER LANDS IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 12, TOWNSHIP 7 NORTH, RANGE 8 EAST, AND PART OF GOVERNMENT LOT 1, SECTION 12, TOWNSHIP 7 NORTH, RANGE 8 EAST, ALL IN THE CITY OF MIDDLETON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH M CITY OF MIDDLETON PHEASANT BRANCH CREEK BRIDGE, B-13-0905 DANE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MIDDLETON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE DESIGNATED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 62.22, WISCONSIN STATUTES, THE CITY OF MIDDLETON HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY OF MIDDLETON FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
1	PHEASANT CREEK, LLC.	TLE	---	---	---	1534
2	CITY OF MIDDLETON	FEE,TLE	984	---	984	29153
3	BRIAN R. & DEBORAH A. GOSTOMSKI	TLE	---	---	---	1939
4	JOHN M. & FRAYNE C. BORN LIVING TRUST	TLE	---	---	---	924
6	THOMAS A. KLUBERTANZ	TLE	---	---	---	652
8	GV CENTURY, LLC.	TLE	---	---	---	964
9	KWIK TRIP, INC.	TLE	---	---	---	442
11	BRANCH STREET PROPERTIES, LLC.	FEE,TLE	108	---	108	1640
12	LAWRENCE A. & SHWU-YUANN MERLEY	TLE	---	---	---	983
201	PHEASANT CREEK, LLC.	TLE	---	---	---	404
202	CITY OF MIDDLETON	TLE	---	---	---	819

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
100	TDS	RELEASE OF RIGHTS
101	CITY OF MIDDLETON - SANITARY SEWER	RELEASE OF RIGHTS
103	MG&E - GAS	RELEASE OF RIGHTS

THE PURPOSE OF ALL TLE'S IS FOR SLOPE GRADING UNLESS OTHERWISE NOTED.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF MIDDLETON I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 5/4/26
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MIDDLETON

SIGNATURE: Lisa Janiszo DATE: 5/7/26
PRINT NAME: LISA JANISZO-MAYOR
SIGNATURE: Lorie Burns DATE: 5/19/26
PRINT NAME: LORIE BURNS-CITY CLERK

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
6100239
05/20/2026 09:09 AM
Trans Fee:
Exempt #:
Rec. Fee: 30.00
Pages:
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5993-01-07-4.01
AMENDMENT NO. 1
SHEET 1 OF 2

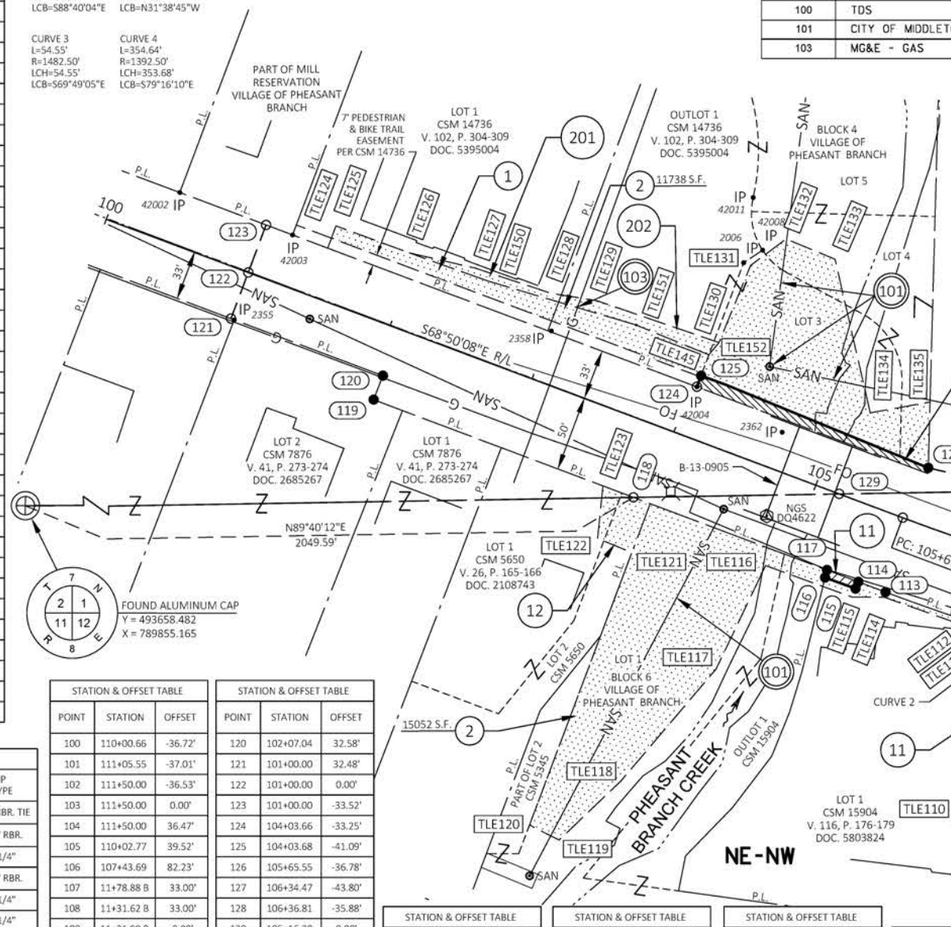
COURSE TABLE		
COURSE	BEARING	DISTANCE
100 - 101	SEE CURVE 1 DATA	
101 - 102	N89° 32' 16"E	44.09'
102 - 103	S01° 09' 41"E	36.53'
103 - 104	S01° 09' 41"E	36.47'
104 - 105	S89° 32' 16"W	150.33'
105 - 106	S89° 43' 26"W	273.05'
106 - 107	S55° 53' 54"W	43.84'
107 - 108	S07° 34' 50"W	47.27'
108 - 109	N81° 47' 05"W	33.00'
109 - 110	N81° 47' 05"W	33.00'
110 - 111	N07° 34' 50"E	97.55'
111 - 112	SEE CURVE 2 DATA	
112 - 113	SEE CURVE 3 DATA	
113 - 114	N68° 47' 06"W	19.17'
114 - 115	S22° 55' 52"W	4.85'
115 - 116	N69° 21' 34"W	21.39'
116 - 117	N14° 22' 57"E	5.09'
117 - 118	N68° 47' 06"W	136.38'
118 - 119	N68° 47' 06"W	183.17'
119 - 120	N21° 36' 28"E	17.00'
120 - 121	N68° 47' 06"W	107.04'
121 - 122	N21° 09' 52"E	32.48'
122 - 123	N21° 09' 52"E	33.52'
123 - 124	S68° 47' 06"E	303.66'
124 - 125	N21° 18' 14"E	7.84'
125 - 126	S67° 18' 37"E	161.82'
126 - 127	S76° 22' 08"E	67.34'
127 - 128	S02° 10' 33"W	8.23'
128 - 100	SEE CURVE 4 DATA	
118 - 129	N89° 40' 12"E	135.74'
129 - 127	N89° 40' 12"E	124.49'
127 - 130	N89° 40' 12"E	349.79'
130 - 100	S01° 57' 42"W	76.14'
100 - 131	S01° 57' 42"W	36.74'
131 - 105	S01° 57' 42"W	39.53'

CURVE 1
L=102.19'
R=1392.50'
LCH=102.17'
LCB=S88°40'04"E

CURVE 2
L=41.08'
R=30.00'
LCH=37.94'
LCB=N31°38'45"W

CURVE 3
L=54.55'
R=1482.50'
LCH=54.55'
LCB=S69°49'05"E

CURVE 4
L=354.64'
R=1392.50'
LCH=353.68'
LCB=S79°16'10"E



STATION & OFFSET TABLE		
POINT	STATION	OFFSET
100	110+00.66	-36.72'
101	111+05.55	-37.01'
102	111+50.00	-36.53'
103	111+50.00	0.00'
104	111+50.00	36.47'
105	110+02.77	39.52'
106	107+43.69	82.23'
107	11+78.88 B	33.00'
108	11+31.62 B	33.00'
109	11+31.98 B	0.00'
110	11+32.35 B	-33.00'
111	12+29.90 B	-33.00'
112	106+20.25	50.22'
113	105+67.54	49.91'
114	105+48.59	49.88'
115	105+48.44	54.72'
116	105+27.06	54.92'
117	105+26.46	49.86'
118	103+90.07	49.74'
119	102+06.91	49.58'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
120	102+07.04	32.58'
121	101+00.00	32.48'
122	101+00.00	0.00'
123	101+00.00	-33.52'
124	104+03.66	-33.25'
125	104+03.68	-41.09'
126	105+65.55	-36.78'
127	106+34.47	-43.80'
128	106+36.81	-35.88'
129	105+16.38	0.00'
TLE100	110+00.27	-44.56'
TLE101	110+22.66	-45.73'
TLE102	110+86.09	-42.85'
TLE103	110+86.09	-36.95'
TLE104	110+01.84	39.58'
TLE105	110+01.58	46.06'
TLE106	108+77.24	61.63'
TLE107	108+65.92	55.68'
TLE108	11+86.45 B	41.50'
TLE109	11+31.62 B	41.81'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE110	11+32.26 B	-41.50'
TLE111	106+35.13	62.12'
TLE112	106+23.05	53.79'
TLE114	105+68.24	53.36'
TLE115	105+48.26	60.72'
TLE116	104+87.55	61.27'
TLE117	104+80.89	136.68'
TLE118	104+48.06	227.71'
TLE119	104+23.48	278.68'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE120	104+01.71	276.25'
TLE121	104+01.85	84.22'
TLE122	103+77.48	83.46'
TLE123	103+68.60	49.72'
TLE124	101+43.48	-40.48'
TLE125	101+43.41	-49.13'
TLE126	101+94.89	-49.42'
TLE127	102+39.23	-55.26'
TLE128	102+91.77	-57.24'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE129	103+21.98	-63.32'
TLE130	104+07.09	-65.69'
TLE131	104+08.78	-120.67'
TLE132	104+24.55	-145.19'
TLE133	104+59.53	-144.11'
TLE134	105+16.88	-57.31'
TLE135	105+51.31	-77.87'
TLE136	106+19.32	-92.93'
TLE137	106+55.19	-94.57'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE138	106+68.87	-42.51'
TLE139	108+07.40	-40.89'
TLE140	108+17.19	-54.92'
TLE141	108+37.08	-55.07'
TLE142	108+47.12	-42.14'
TLE143	108+86.89	-42.38'
TLE144	109+07.02	-56.72'
TLE145	104+03.67	-40.25'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE150	102+50.21	-50.22'
TLE151	103+51.81	-57.39'
TLE152	104+03.71	-55.79'

FOUND MONUMENT TABLE			
POINT #	Y COORDS	X COORDS	IP TYPE
353	493593.402	792533.017	3/4" RBR. TIE
2352	493524.097	792794.770	3/4" RBR.
2353	493520.007	792203.361	1-1/4"
2354	493372.142	792183.796	3/4" RBR.
2355	493790.281	791642.575	1-1/4"
2358	493780.714	791851.754	1-1/4"
2359	493614.445	792364.869	3/4" RBR.
2360	493596.713	792513.910	3/4" RBR.
2361	493595.178	792600.432	3/4" RBR.
2362	493712.189	792003.337	3/4" RBR.
42002	493874.538	791607.485	1-1/2"
42003	493845.956	791681.642	1-1/4" RBR
42004	493742.776	791947.352	3/4" RBR.
42006	493824.294	791979,141	1" RBR.
42008	493832.413	791991.714	1" RBR.
42011	493867.225	791985.834	3/4" RBR. BENT NORTH

(100) TDS NO RECORDED EASEMENT PARCEL 2

(101) CITY OF MIDDLETON-SAN. SEWER DOC. 2861469 PARCEL 2

(101) CITY OF MIDDLETON-SAN. SEWER NO RECORDED EASEMENT PARCEL 2

(103) MG&E - GAS DOC. 5499848 PARCEL 2 & 202

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WIL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN DANE COUNTY AS SHEET 2 OF 2 OF THIS DOCUMENT.

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

GN

SCALE, FEET
0 100 200

SHEET LOCATION



LAYOUT
SCALE 0 1 MI.

PUBLISHED COUNTY SURVEYOR COORDINATE
Y = 496350.160
X = 792525.090

130 FOUND 3.5" BRASS CAP
Y = 493673.809
X = 792514.731
STA. 109+98.31/112.83' LT

MEANDER CORNER FOUND 3.5" BRASS CAP
Y = 493686.340
X = 794670.241

PUBLISHED COUNTY SURVEYOR COORDINATE
Y = 493673.809
X = 792514.731

POT STA = 100+00.00
Y=493857.505
X=791558.916

PI STA = 108+43.91
Y = 493552.812
X = 792345.907 DELTA = 22°19'33" LT D = 3°59'59"
T = 282.68'
L = 558.19'
R = 1432.50'
PC STA = 105+61.24
PT STA = 111+19.42

POT STA = 10+00.00 B
Y=493322.621
X=792143.859

EXISTING ACCESS CONTROL ALONG CTH M HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS AND S845-01-21.

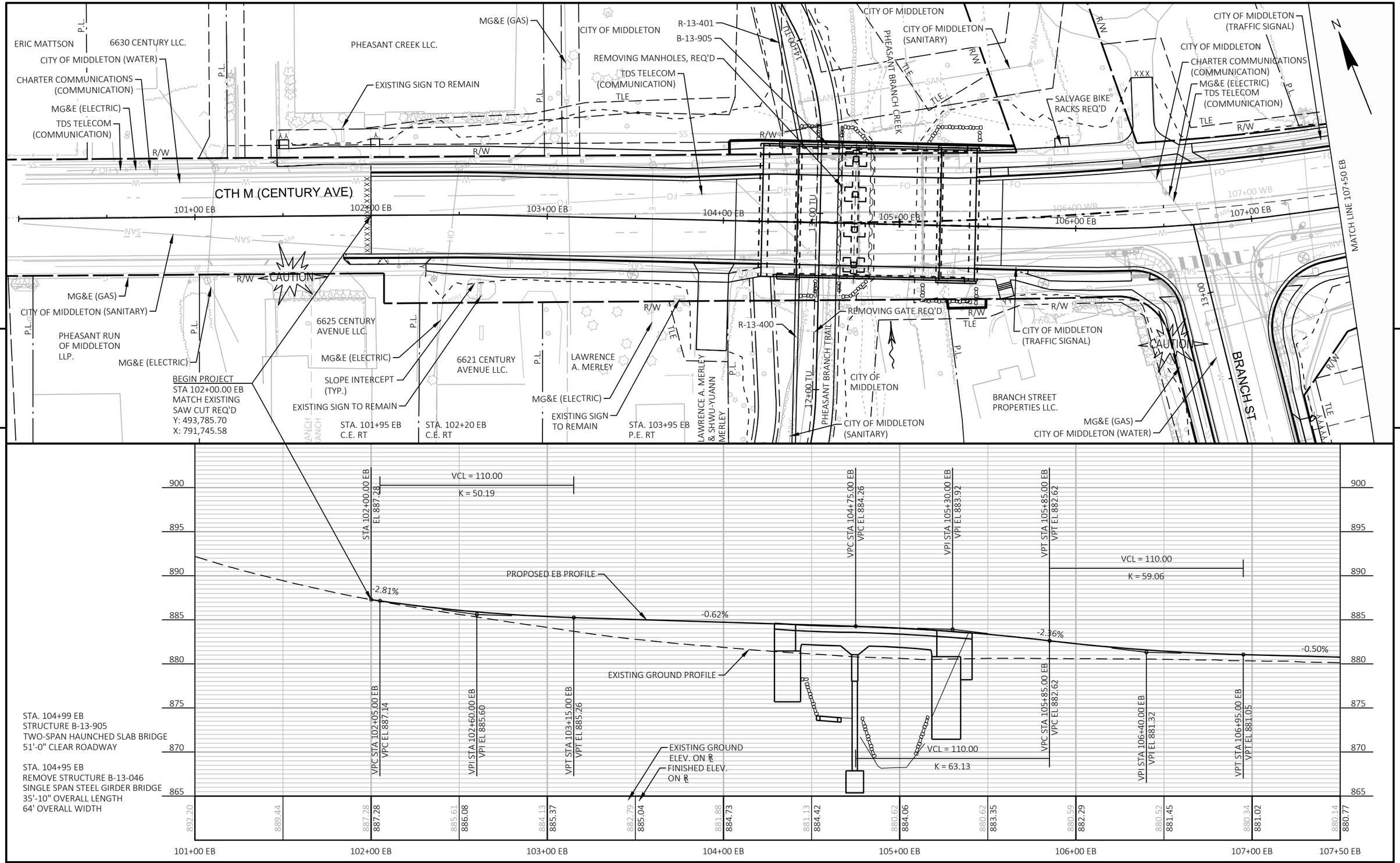
EXISTING HIGHWAY RIGHT-OF-WAY ON CTH M BASED ON PREVIOUS PROJECTS CSM 04207, CSM 03111, CSM 10109, CSM 15904, CSM 14736, CSM 7876, CSM 5650, S0642-S0455, SECTION LINE.

EXISTING HIGHWAY RIGHT-OF-WAY ON BRANCH STREET BASED ON PREVIOUS PROJECT CSM 15904.

EXISTING HIGHWAY RIGHT-OF-WAY ON AMHERST ROAD BASED ON PREVIOUS PROJECT DOCUMENT

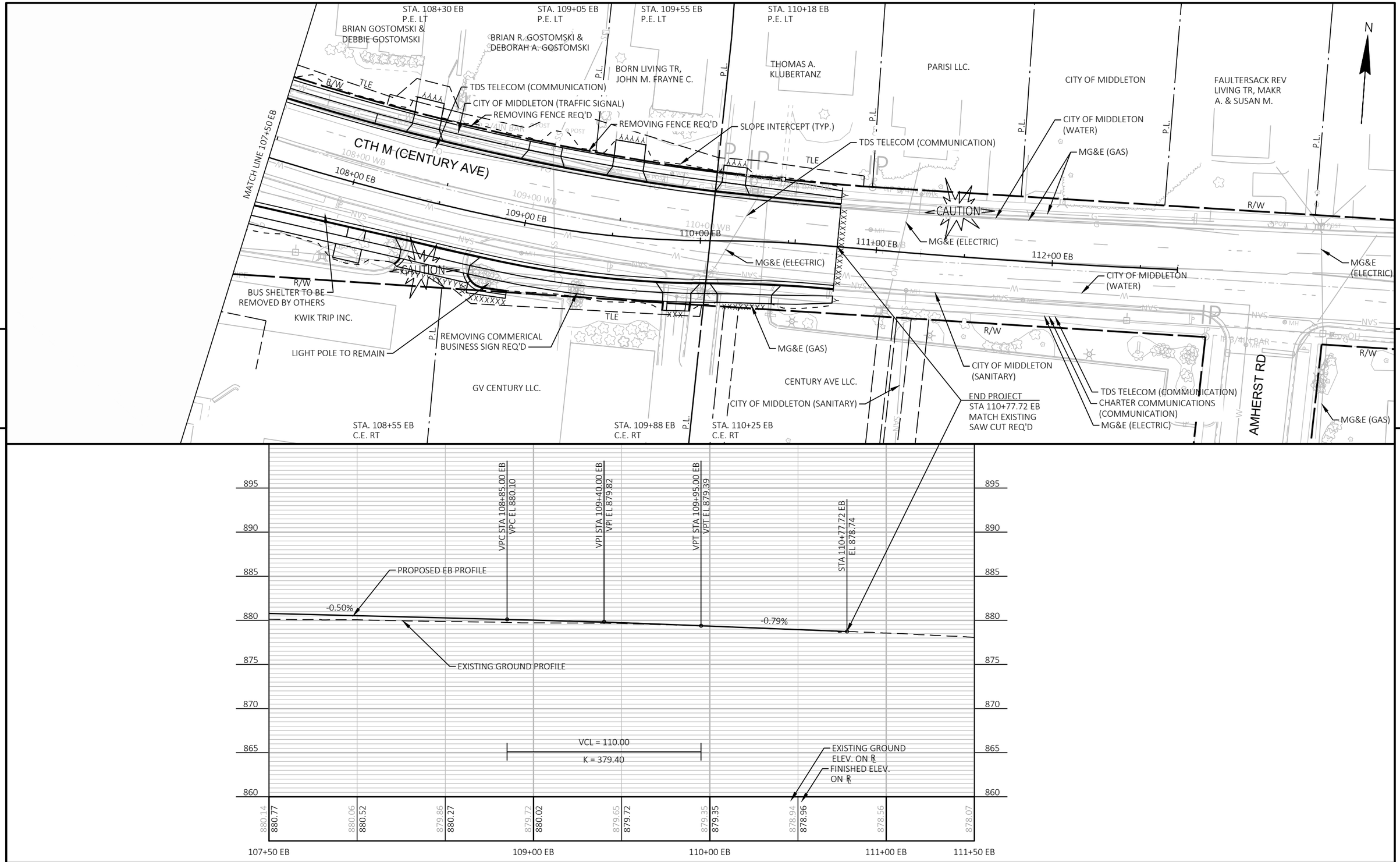
FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 5/4/26
PLOT DATE : 5/4/2026 9:11 AM
PLOT BY : BARTELT, HEATHER
PLOT NAME :
PLOT SCALE : 1" = 100'

CTH M 5993-01-07-4.01 AMEND. 1

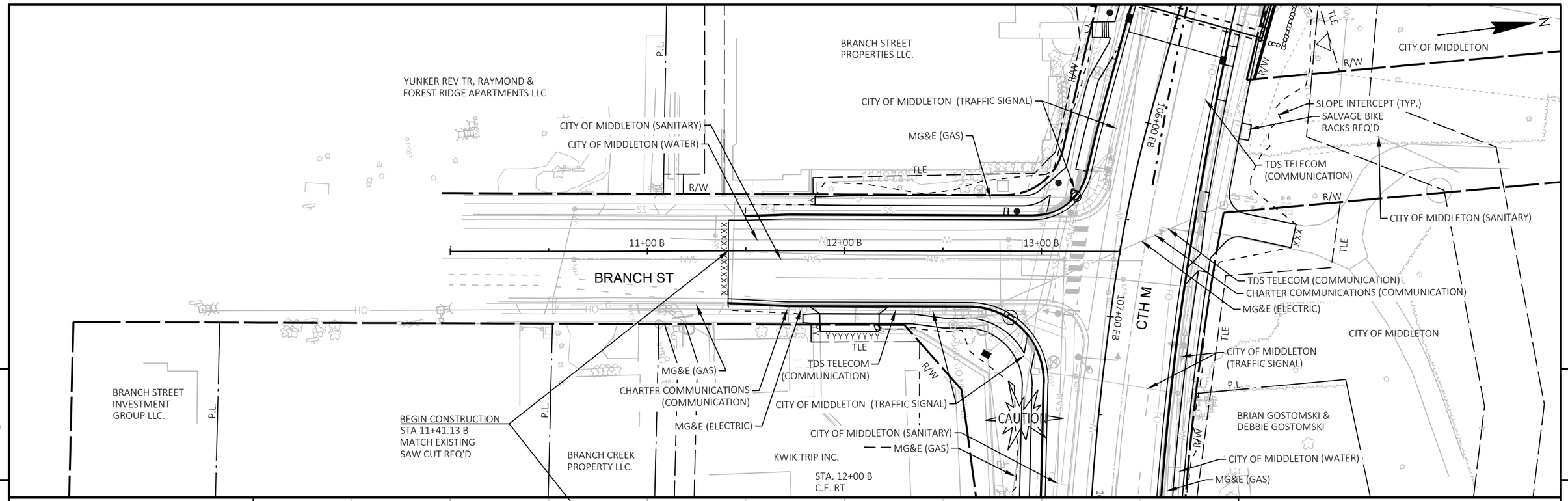


PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN AND PROFILE: CTH M (EB)	SHEET 95	E

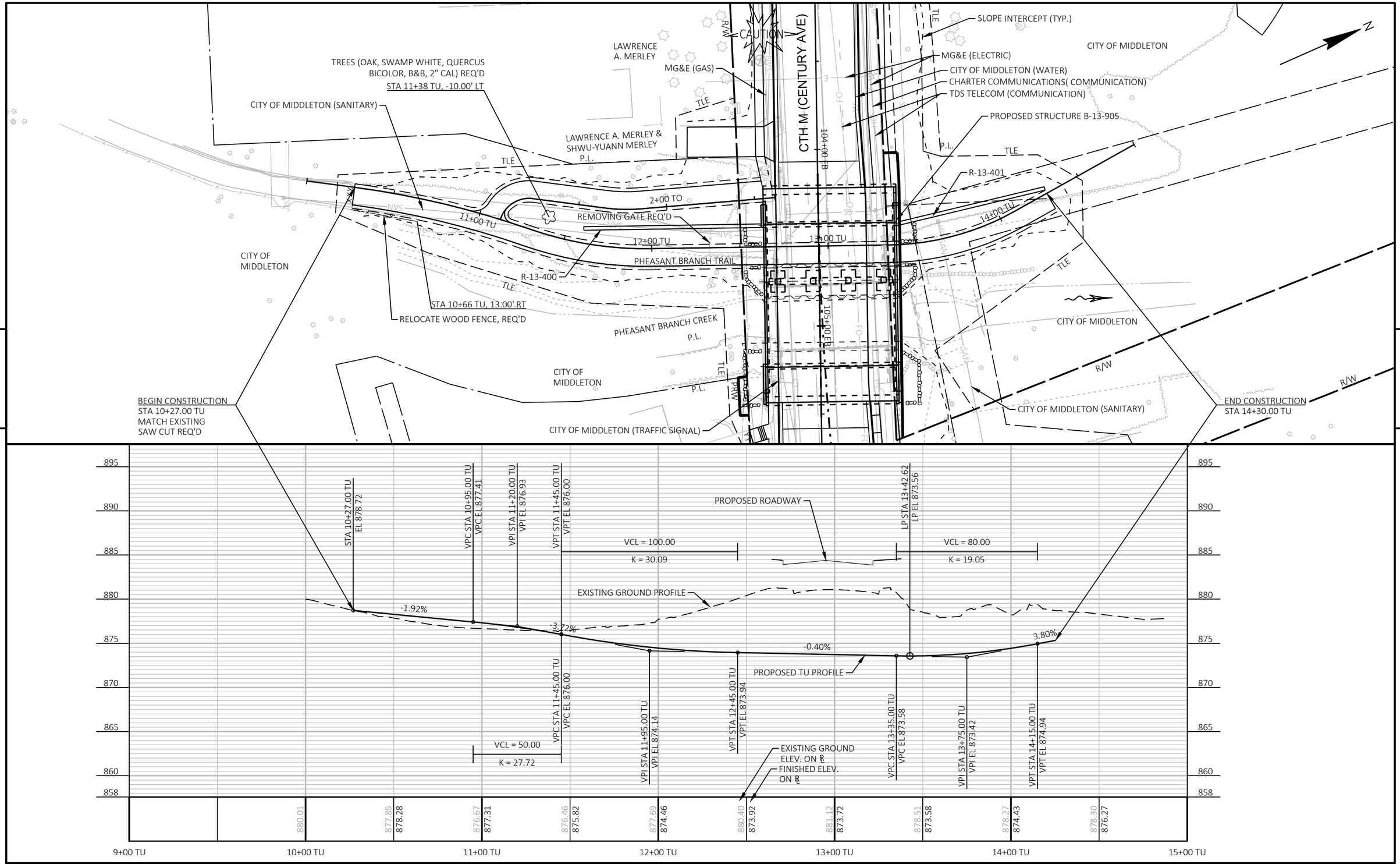
FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\050101-PP.DWG
LAYOUT NAME - 050101-pp
PLOT DATE : 9/17/2026 2:32 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN AND PROFILE: CTH M (EB)	SHEET 96	E



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN AND PROFILE: BRANCH ST (B)	SHEET 97	E

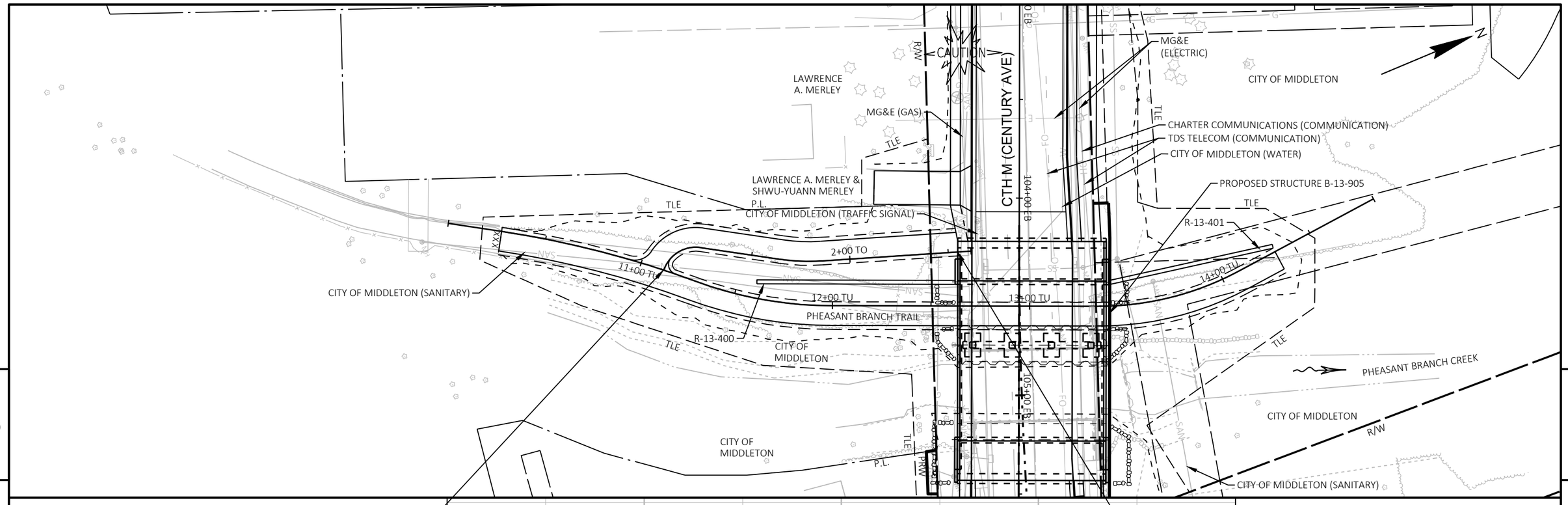


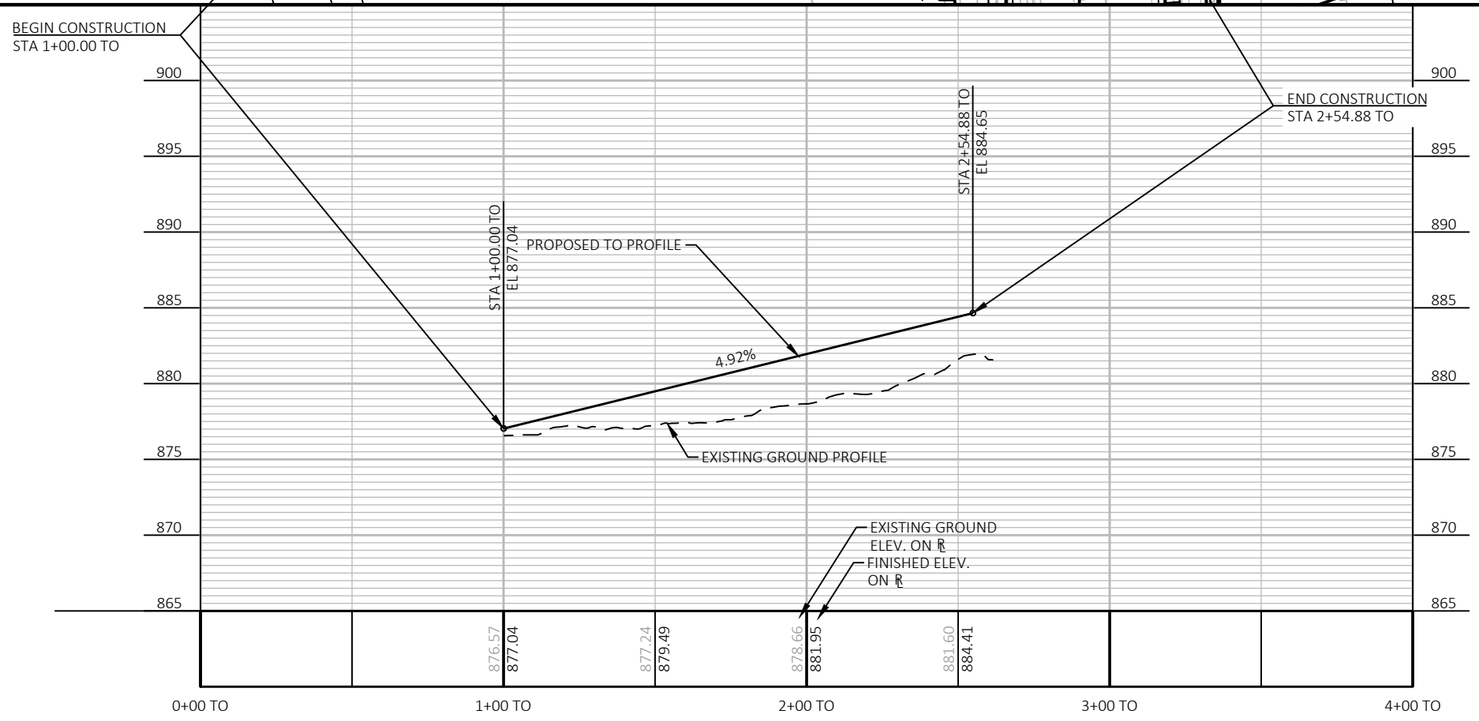
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN AND PROFILE: TRAIL UNDERPASS (TU)	SHEET 98	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\050301-PP.DWG
LAYOUT NAME - 050301-pp

PLOT DATE : 9/17/2026 2:33 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PLAN AND PROFILE: TRAIL OVER CONNECTION (TO)	SHEET 99	E

Standard Detail Drawing List

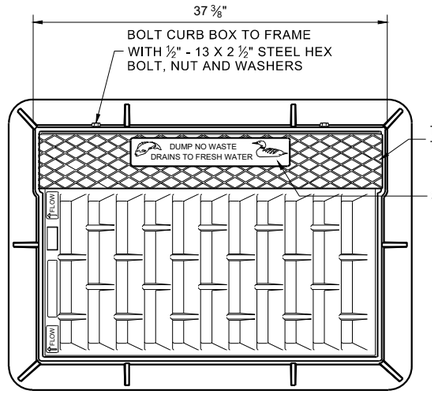
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S AND Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW AND WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L AND M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-23A	CURB RAMPS TYPES 1 AND 1-A
08D05-23B	CURB RAMPS TYPES 2 AND 3
08D05-23C	CURB RAMPS TYPES 4A AND 4A1
08D05-23D	CURB RAMPS TYPES 4B AND 4B1
08D05-23E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-23F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD
08D05-23G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-13	PULL BOX
09B16-04	PULL BOXES NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-17A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-17C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-17G	HARDWARE DETAILS FOR POLE MOUNTING
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-06	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
12A03-10	NAME PLATE (STRUCTURES)
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14A02-01	TREE PLANTING DETAIL
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

6

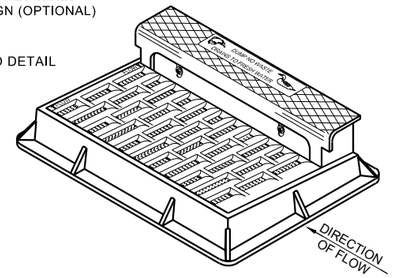
Standard Detail Drawing List

15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C29-08A	BICYCLE LANE MARKING
15C29-08B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-12B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-12C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

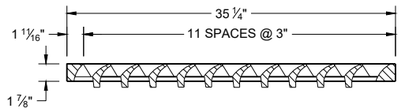
6

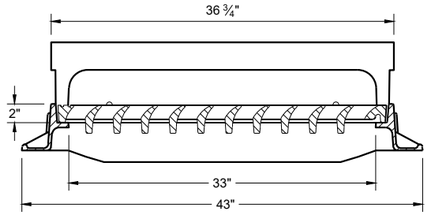


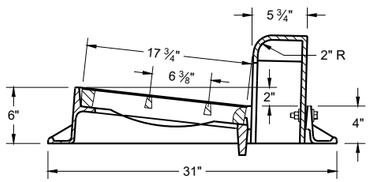
NOTE: EITHER CASTING IS ACCEPTABLE

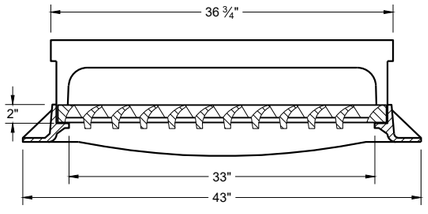


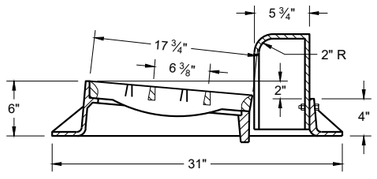
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







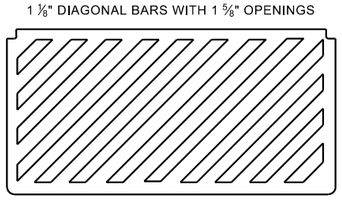




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

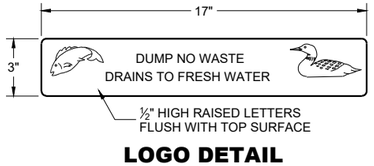
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



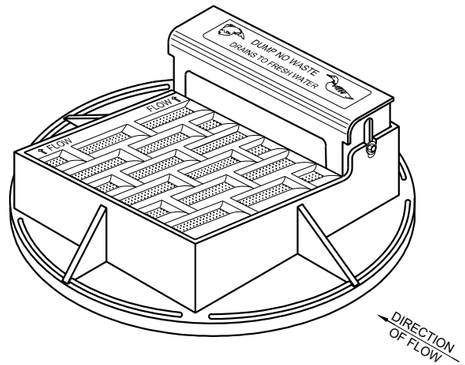
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

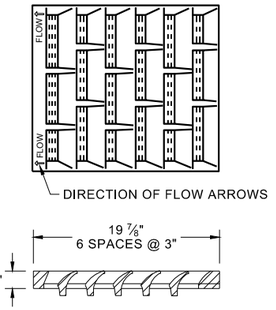


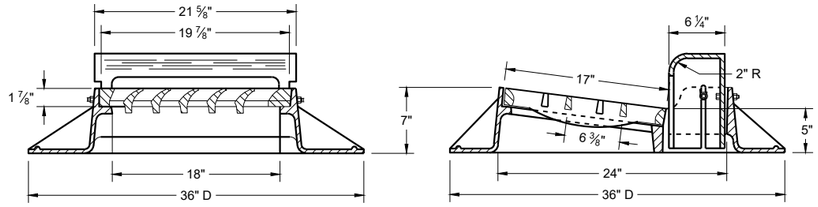
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "A"

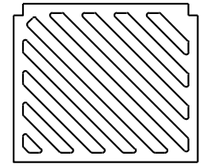
GENERAL NOTES

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

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

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

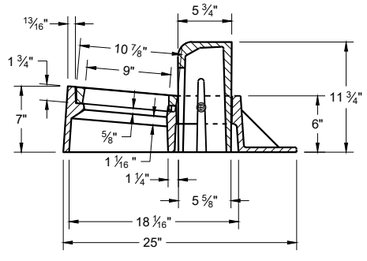
1" DIAGONAL BARS
WITH 1 ½" OPENINGS

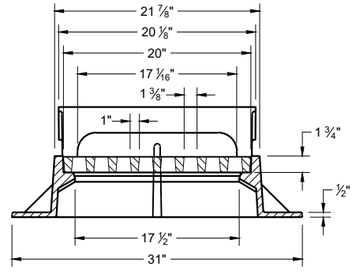


SPECIAL GRATE FOR TYPE "A" COVER

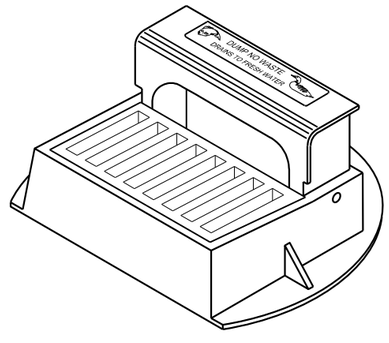
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



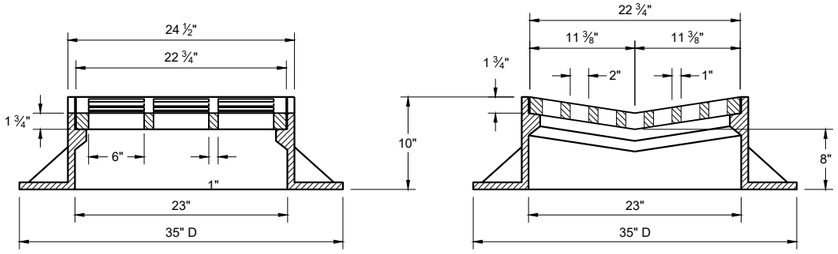
INLET COVERS
TYPES A, H, A-S, H-S AND Z

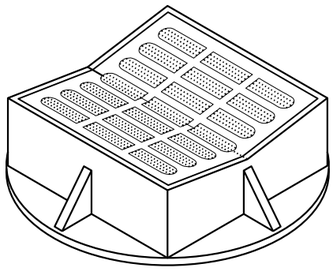
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

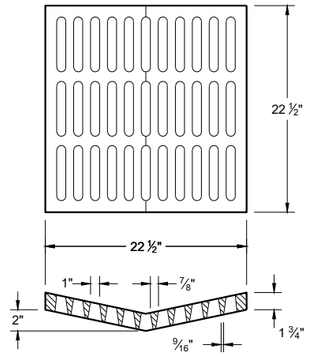
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





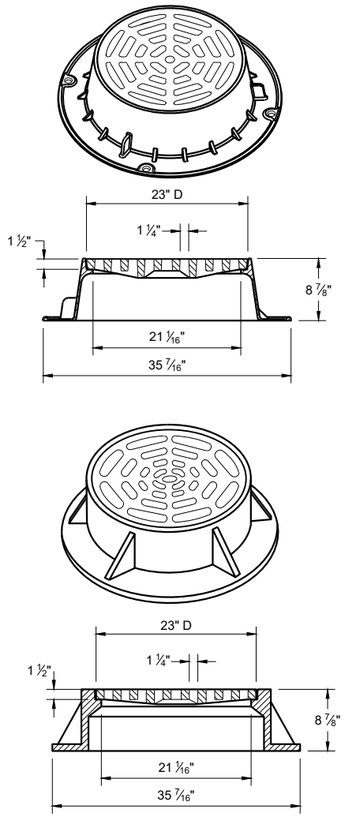
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

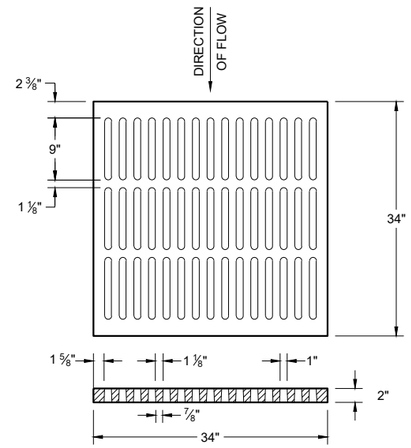
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

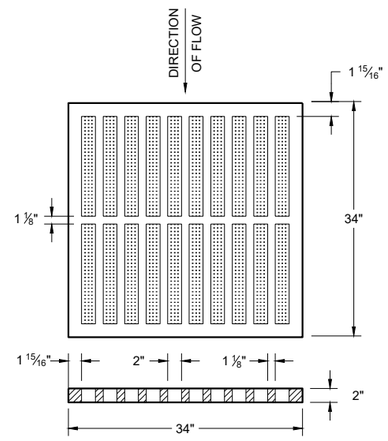
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

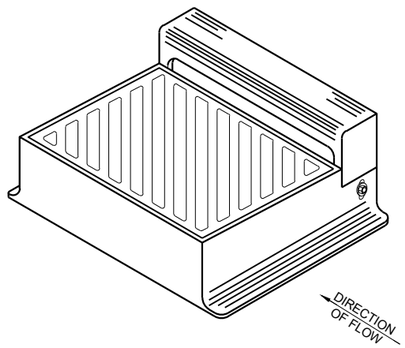
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



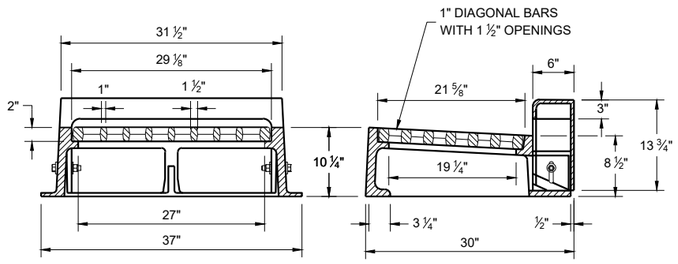
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

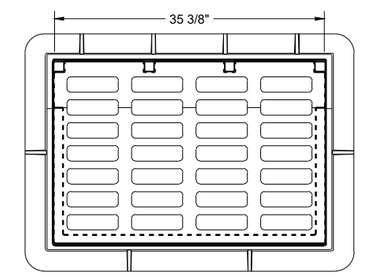


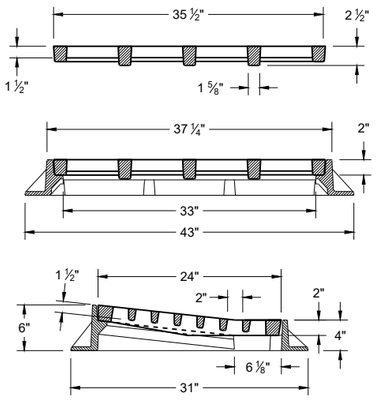
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

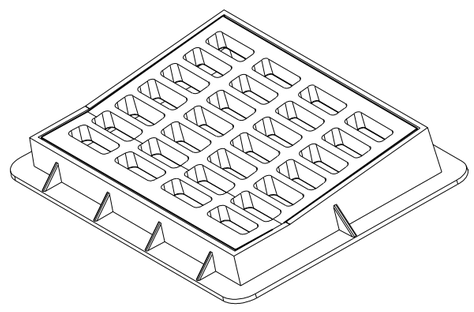


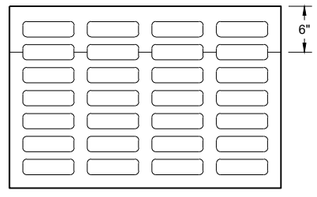
TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"









TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

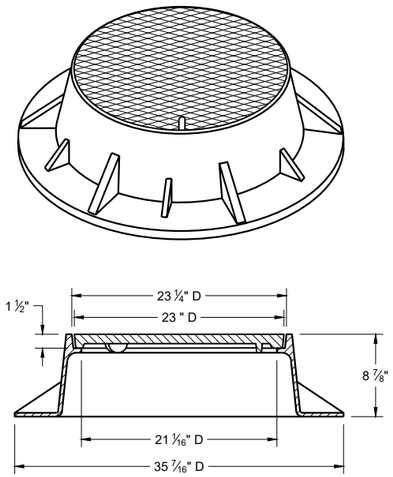
FHWA

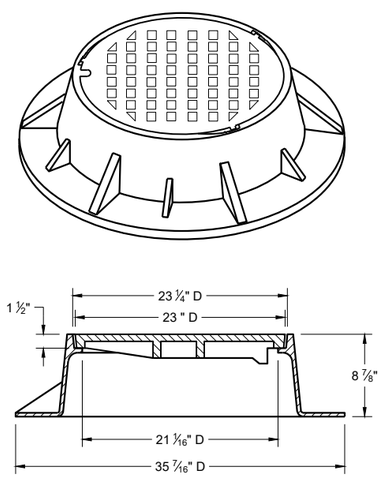
GENERAL NOTES

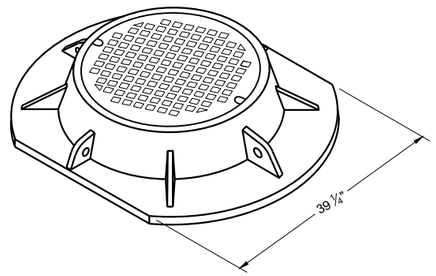
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

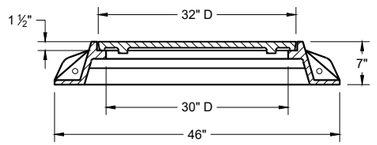
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

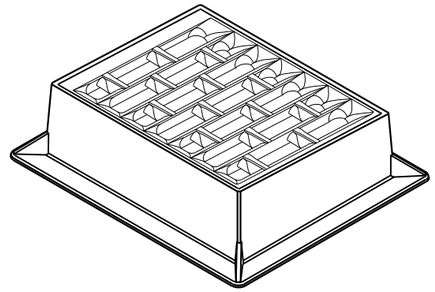


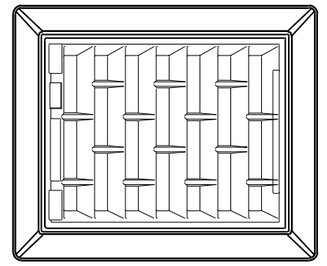


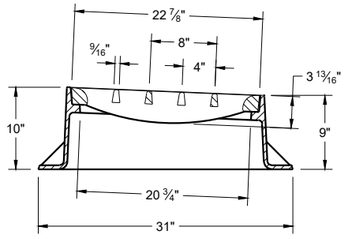


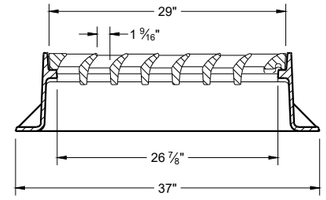


TYPE "K"

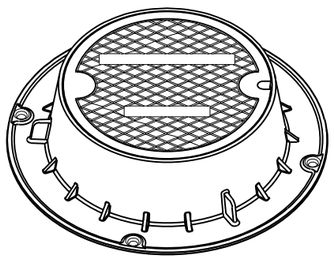


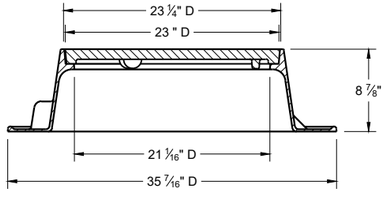






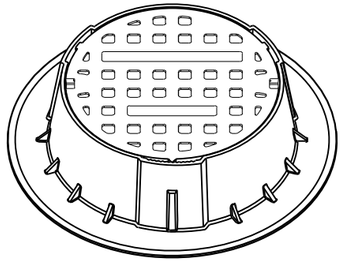
INLET COVER TYPE "BW"

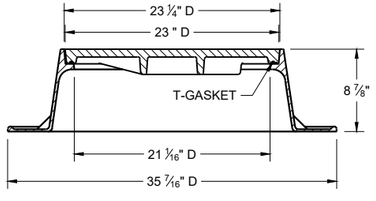




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

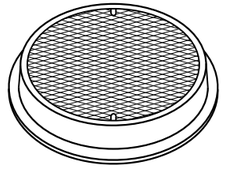


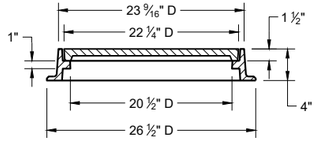


TYPE "J" SPECIAL

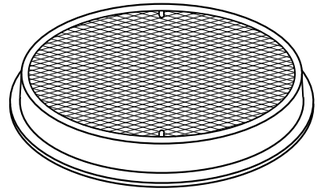
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

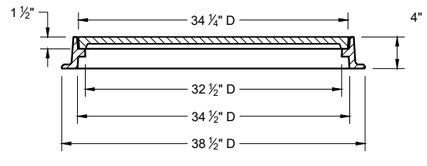
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

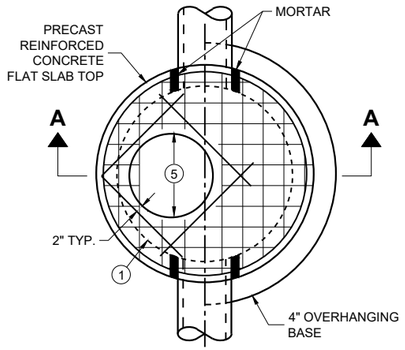
FHWA

6

SDD 08A05-22e

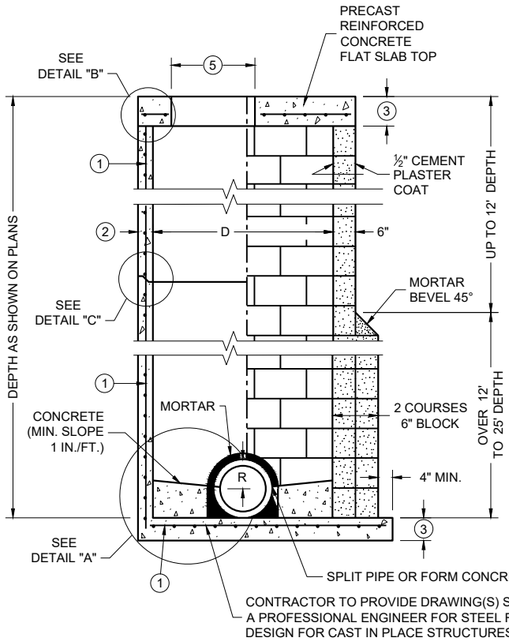
6

SDD 08A05-22e



PLAN VIEW

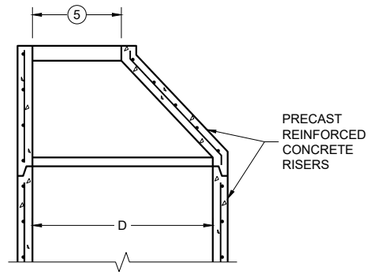
CIRCULAR OPENING



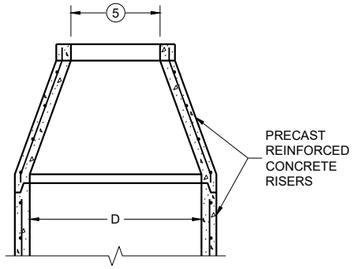
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

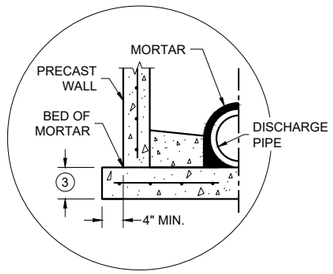
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



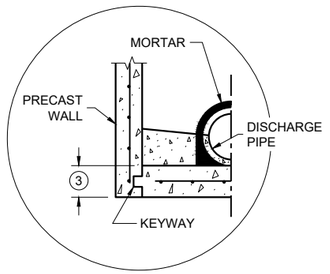
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

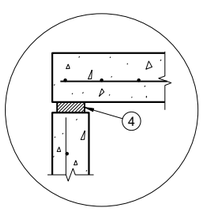


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

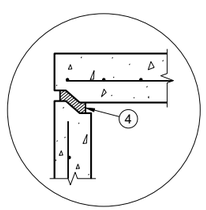


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

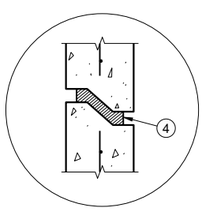
DETAIL "A"



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".

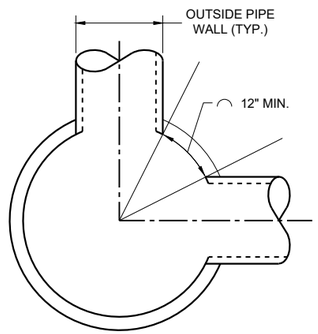
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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"

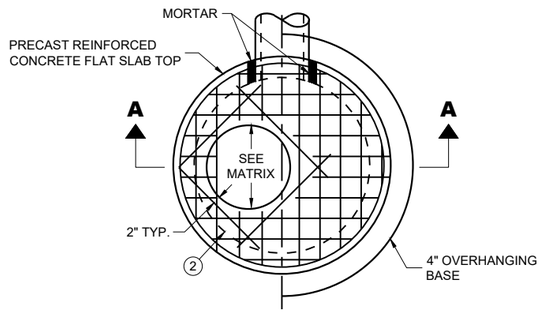
MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

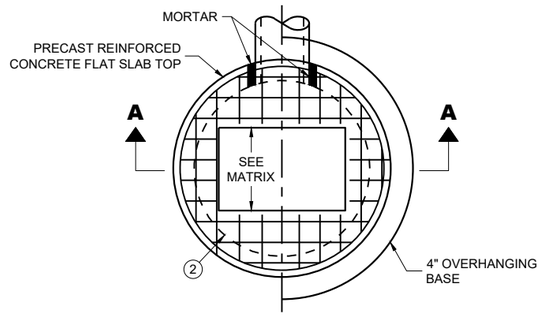
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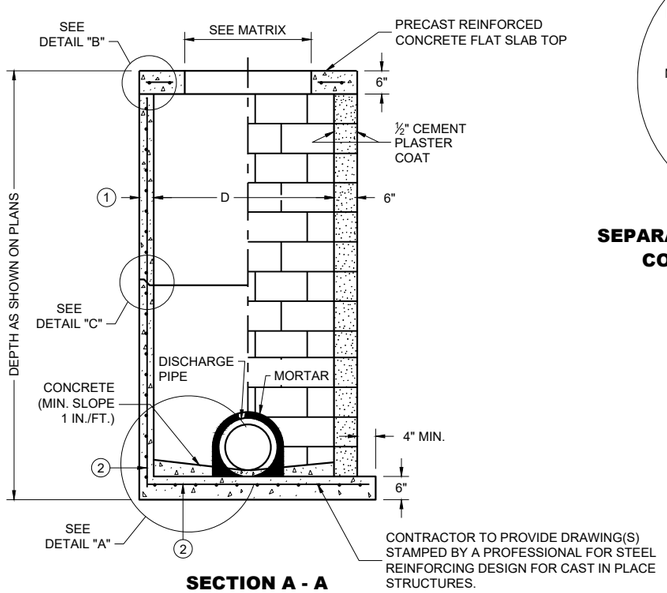
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER



PLAN VIEW 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)

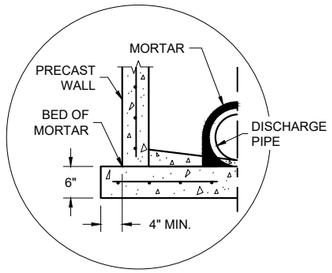
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

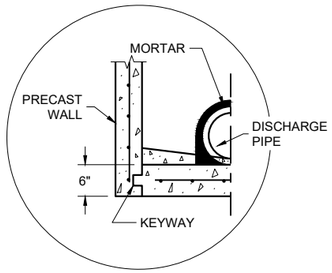
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

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

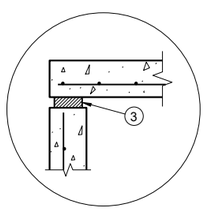


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

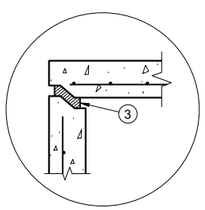


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

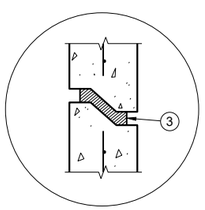
DETAIL "A"



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.

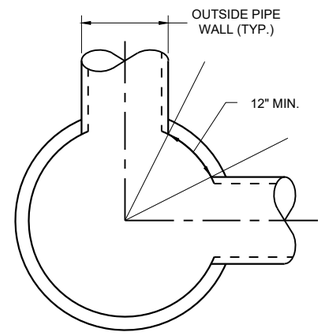
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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"

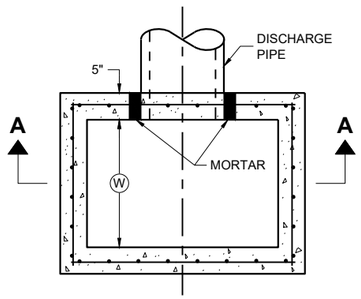
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

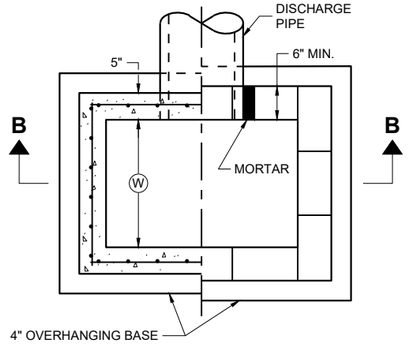
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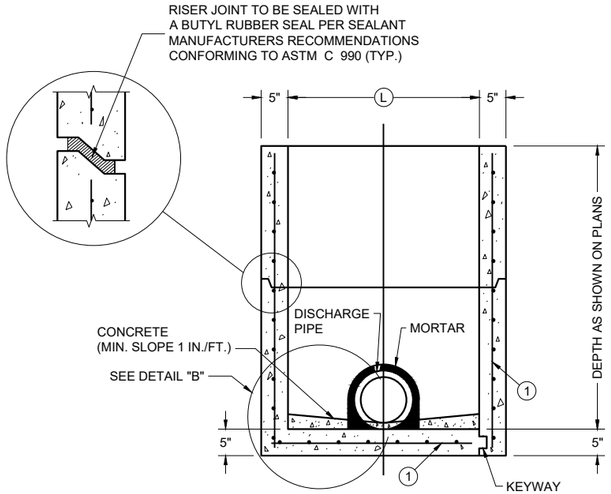
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PLAN VIEW



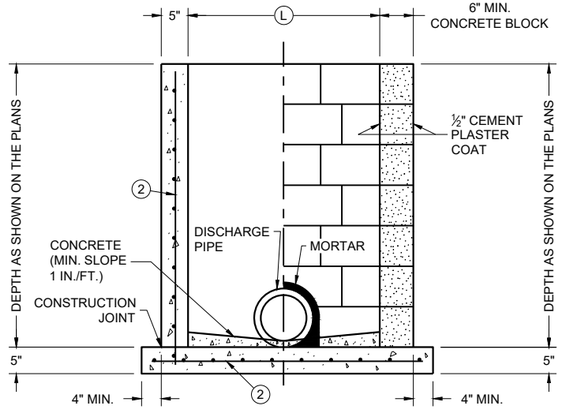
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

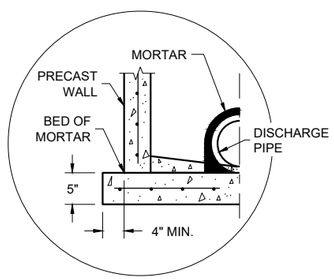
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

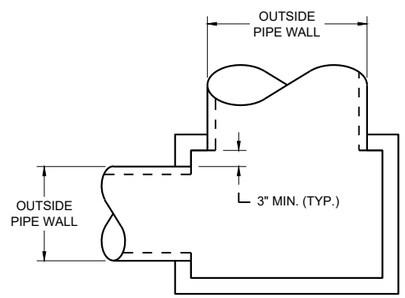
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

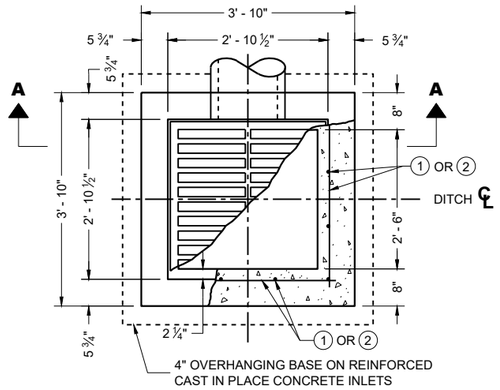
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DEPARTMENT OF TRANSPORTATION

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DATE

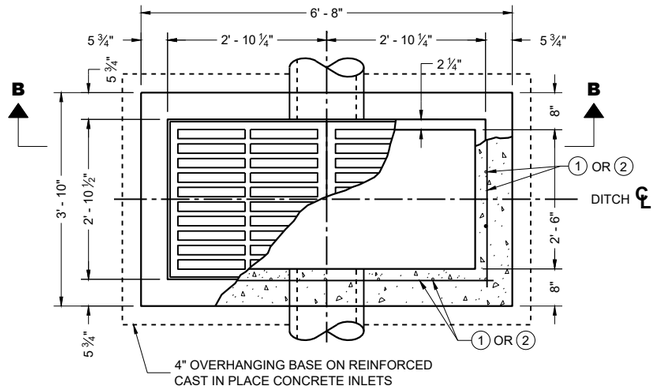
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

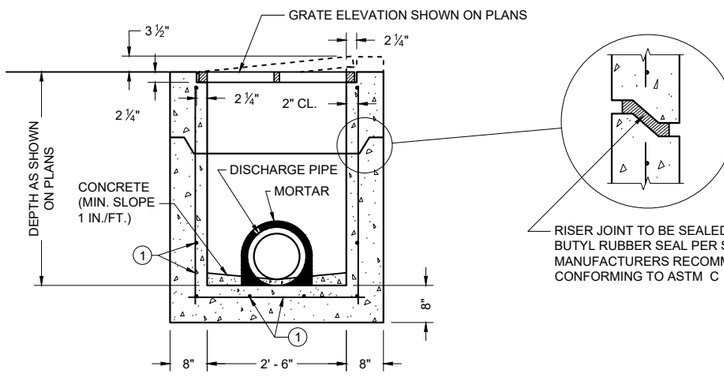
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SDD 08C07-03



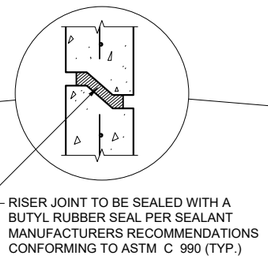
PLAN VIEW

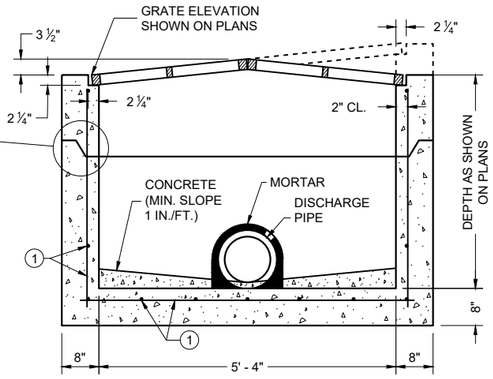


PLAN VIEW

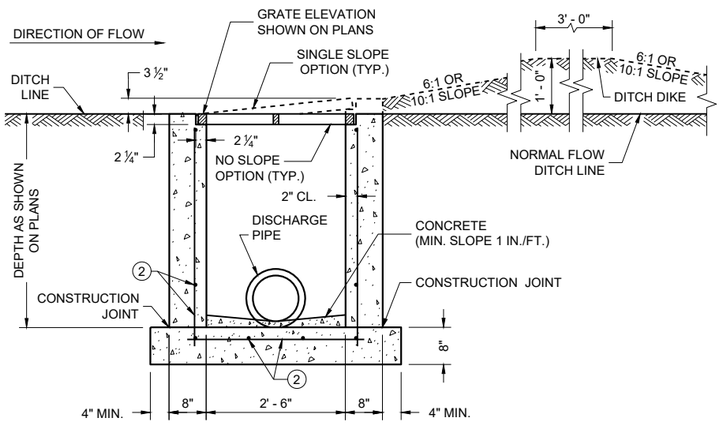


PRECAST REINFORCED CONCRETE SECTION A - A



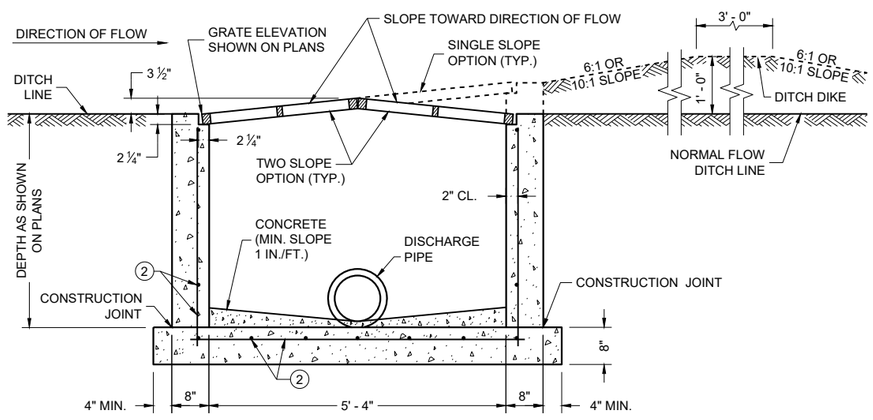


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

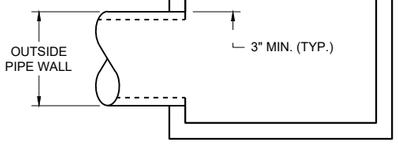
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

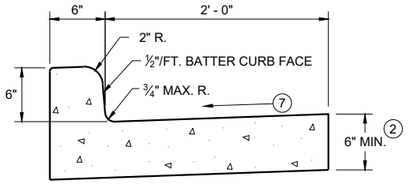
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

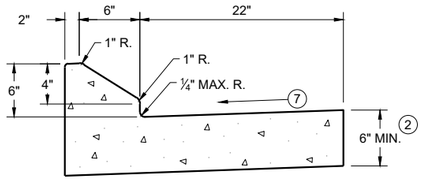
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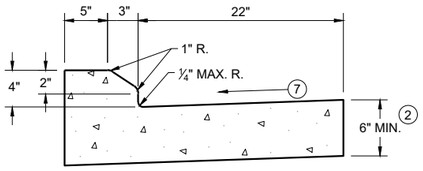
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SDD 08C08-03



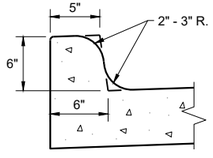
TYPES A (1) & D



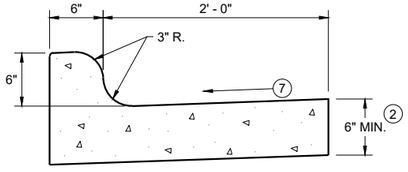
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

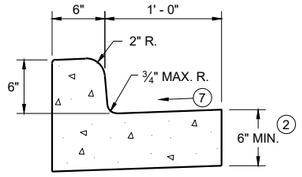


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



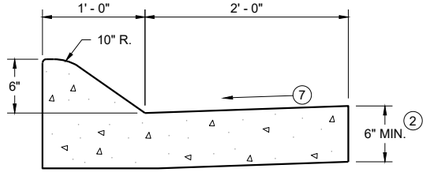
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

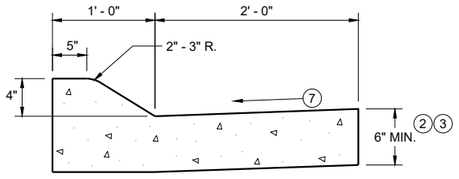


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

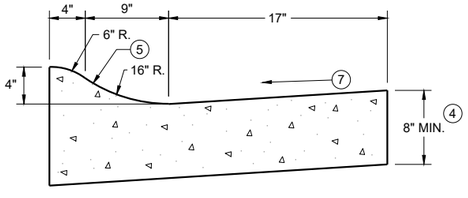


6" SLOPED CURB TYPES A (1) & D



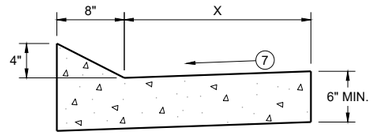
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

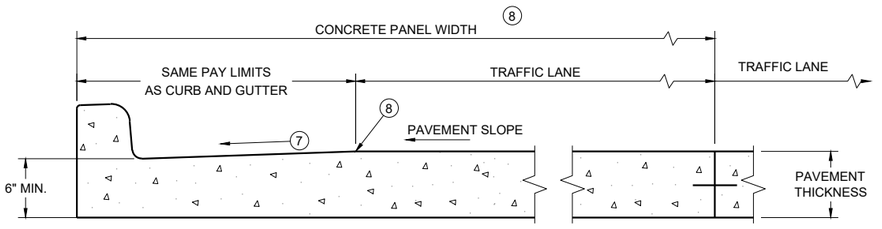


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

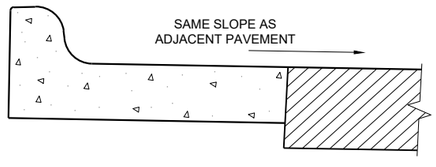
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

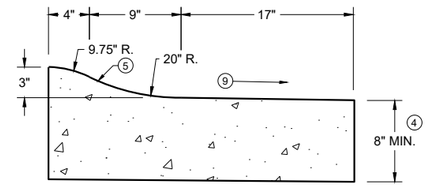
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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



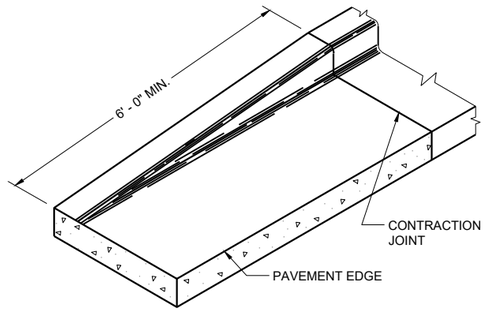
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

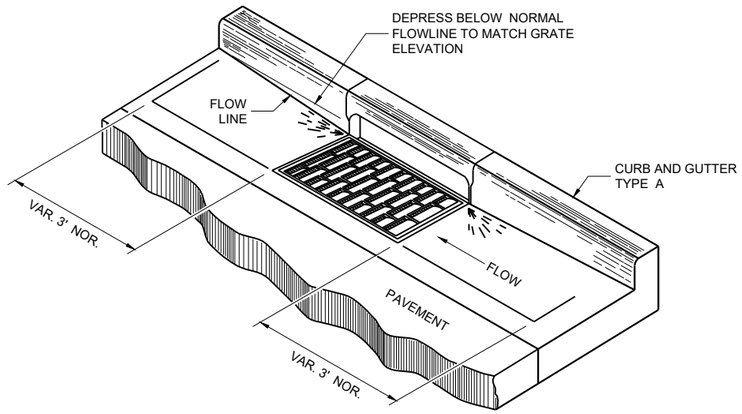
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-24a

6



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.

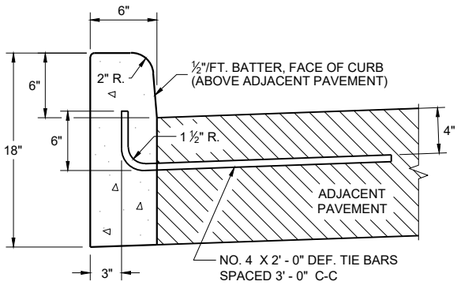
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

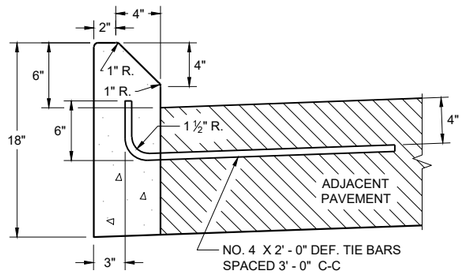
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

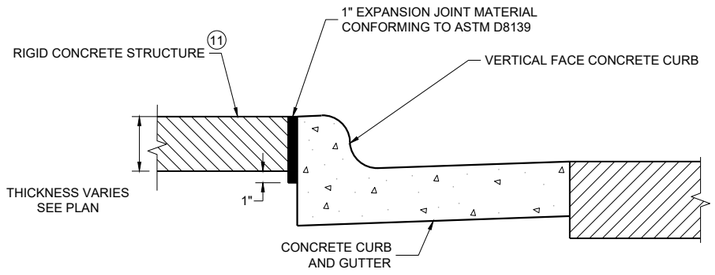


TYPES A (1) & D

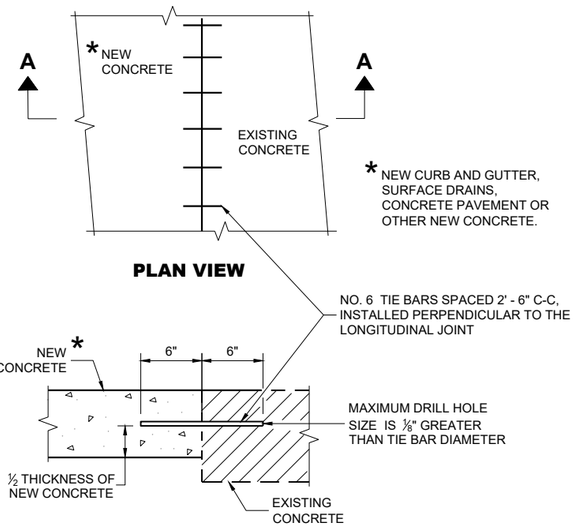


TYPES G (1) & J

CONCRETE CURB



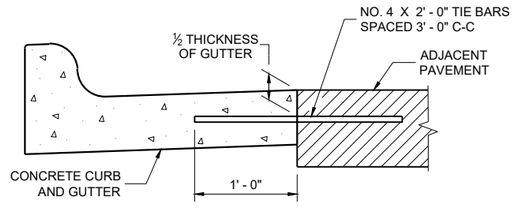
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



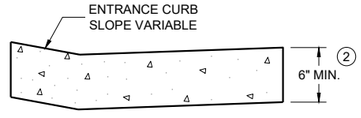
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

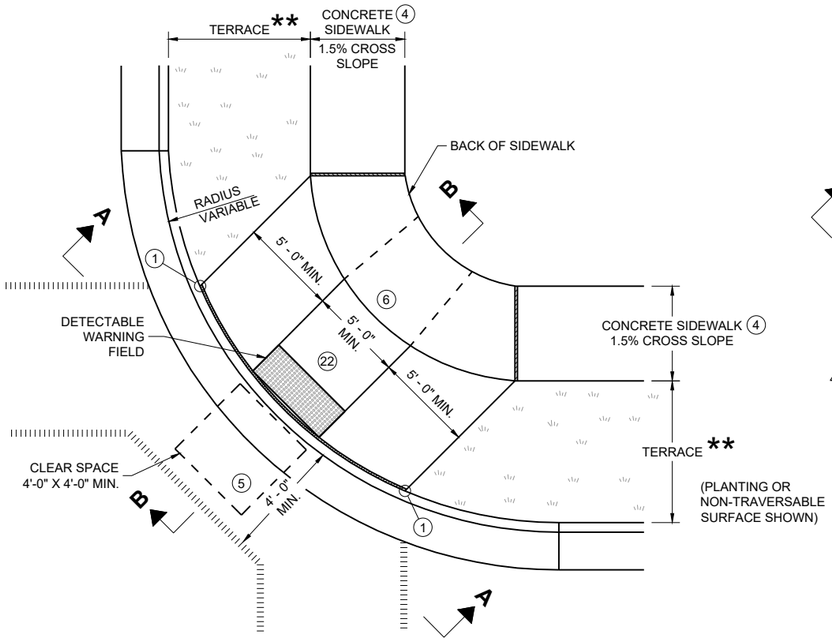
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

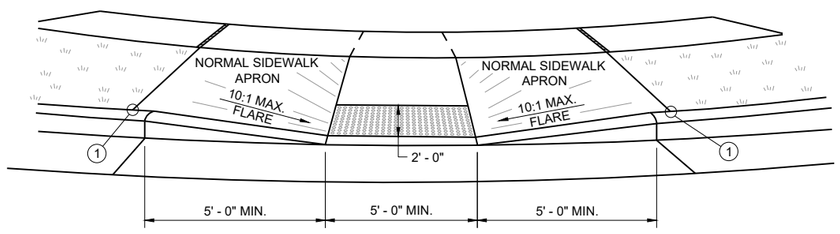
6
SDD 08D01-24b



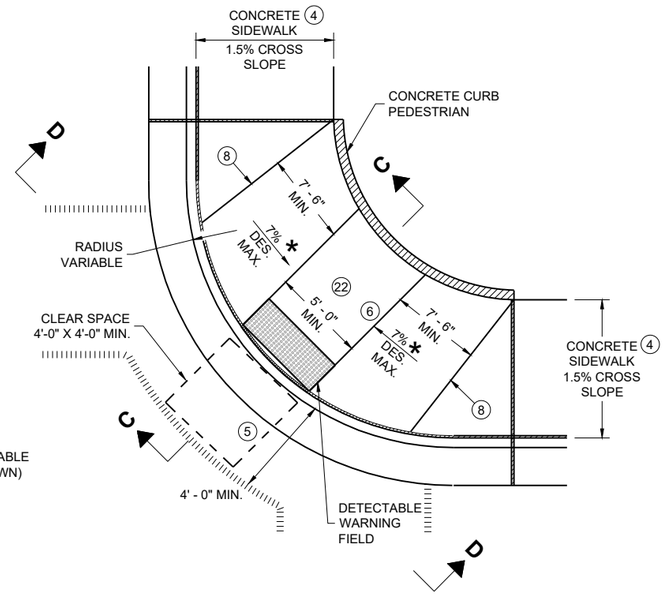
PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



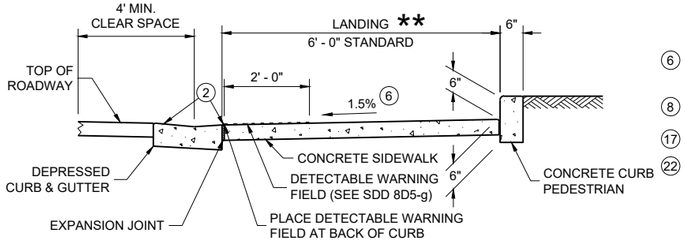
VIEW A - A FOR TYPE 1



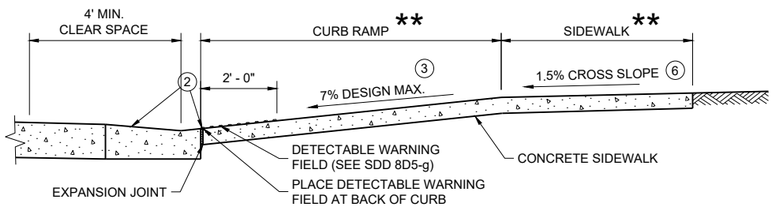
PLAN VIEW

CURB RAMP TYPE 1 - A

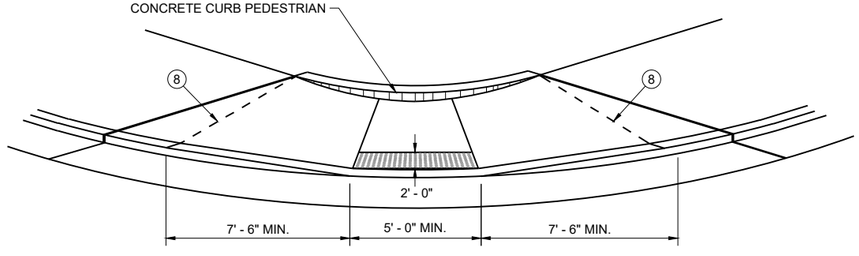
(NO TERRACE)



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

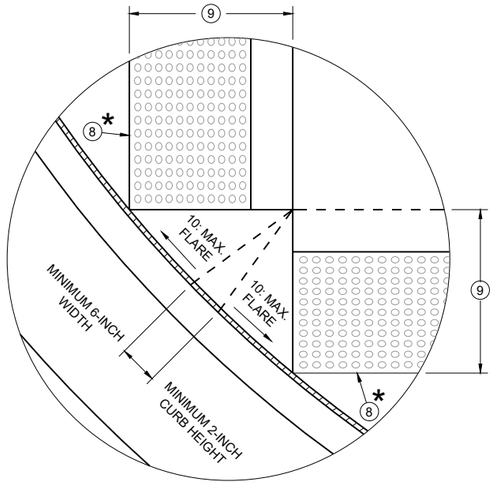
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

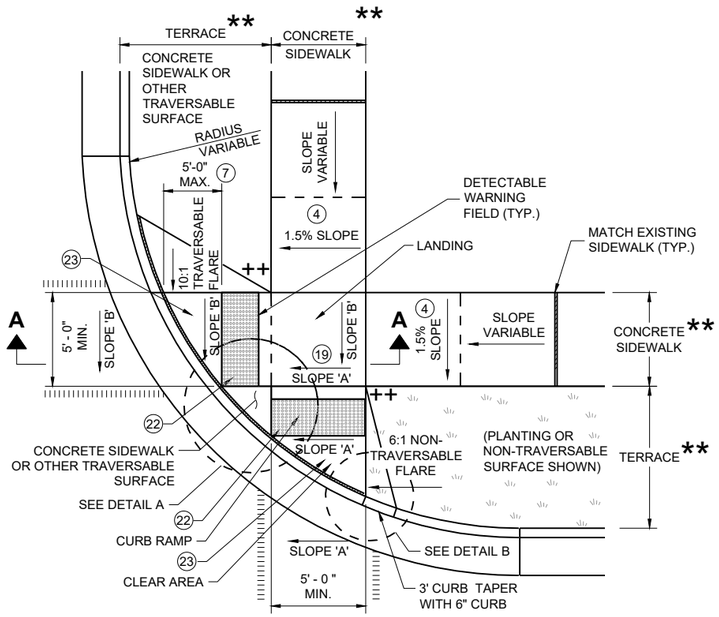
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



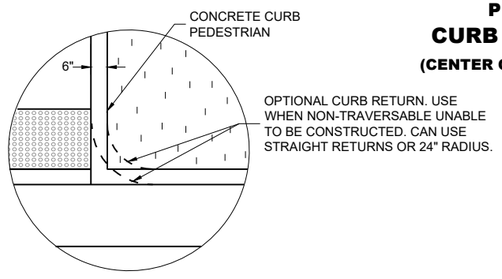
DETAIL A



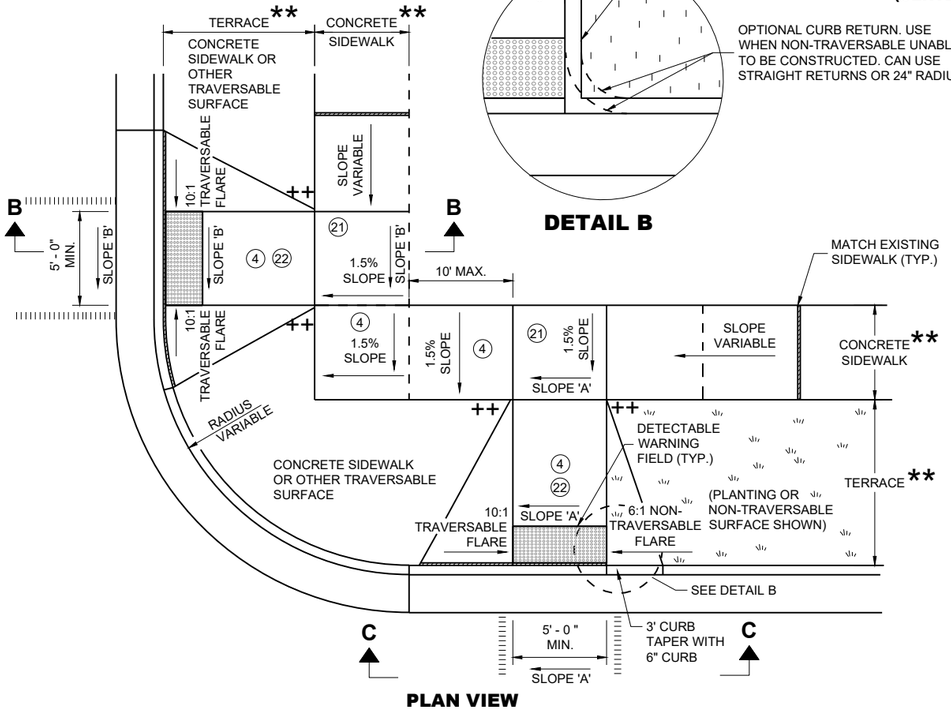
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

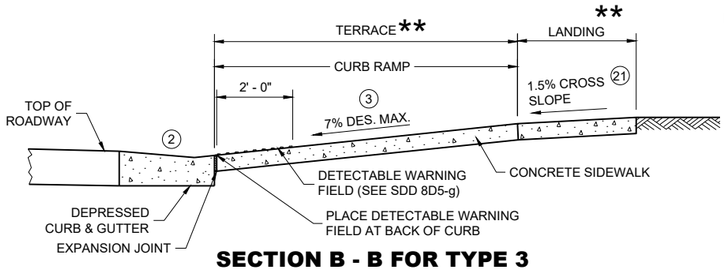
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

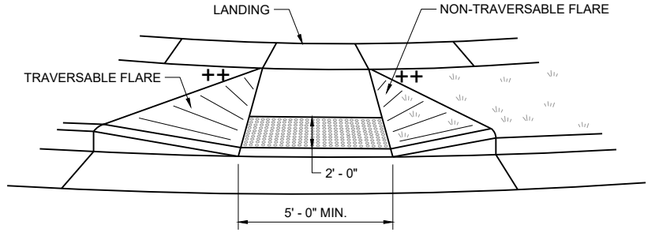
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

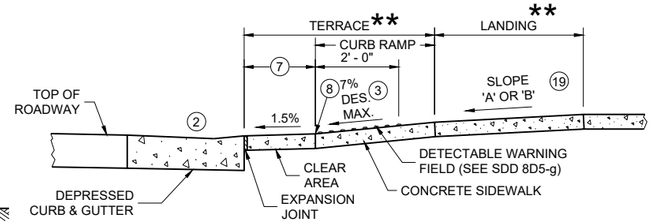
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

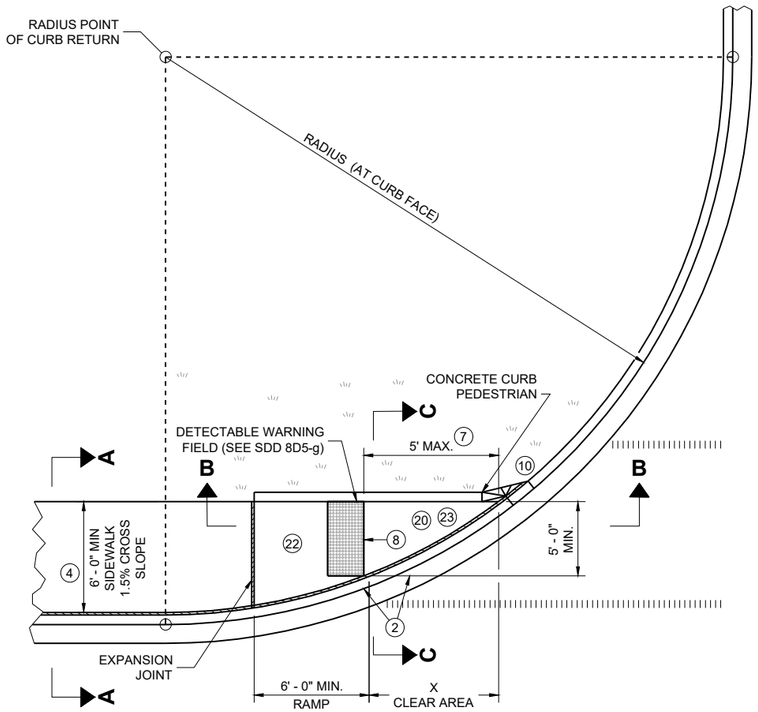
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
ıllıllıllıllı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

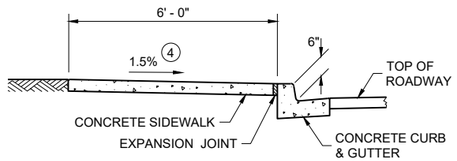
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-23b

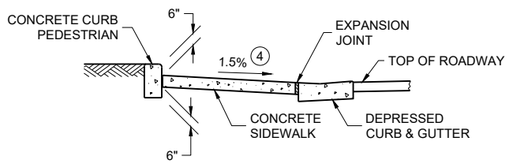


PLAN VIEW

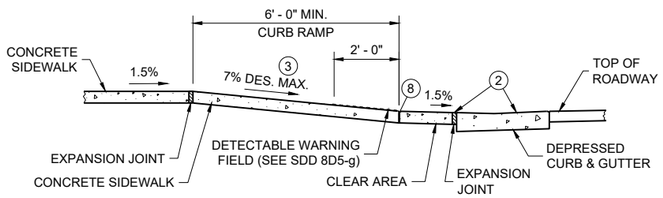
CURB RAMP TYPE 4A



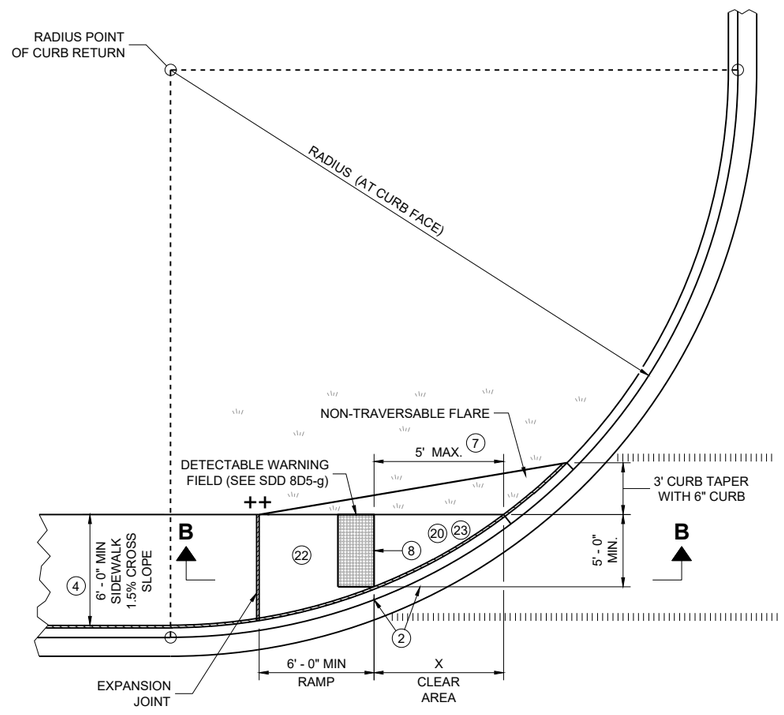
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

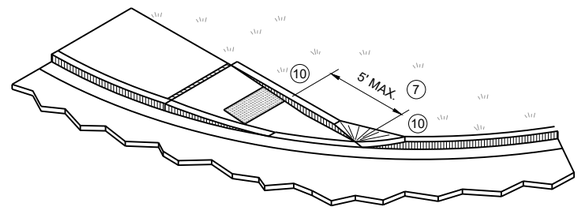
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

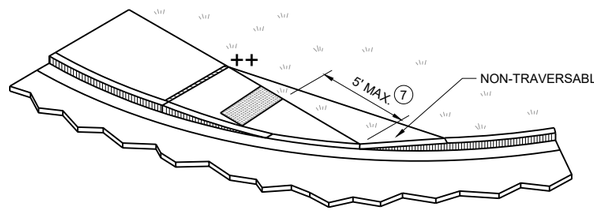
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



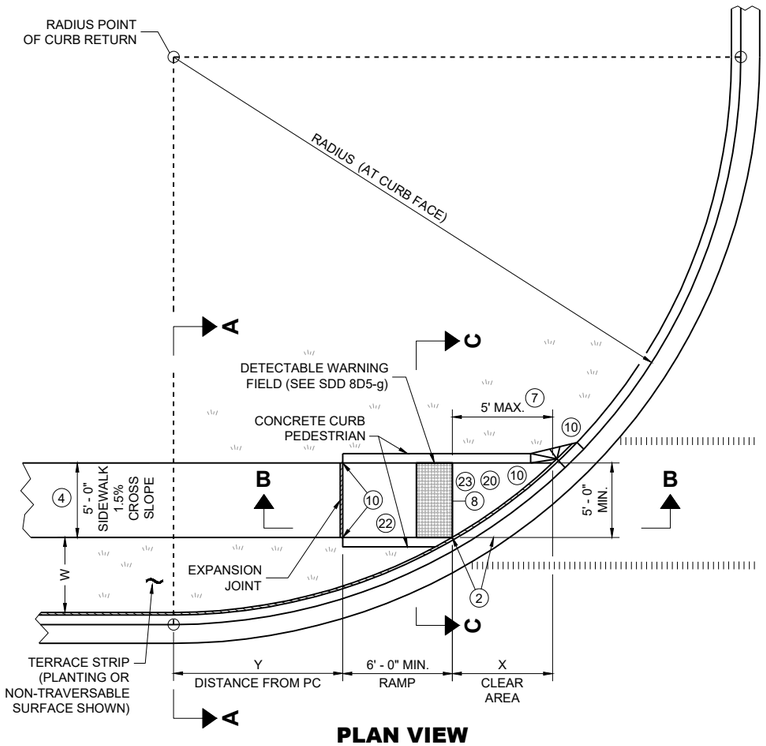
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

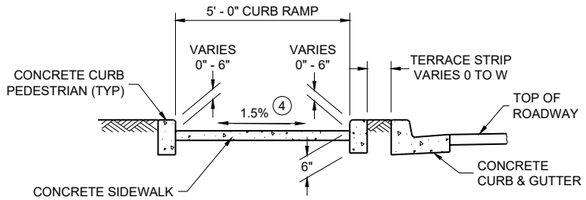
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

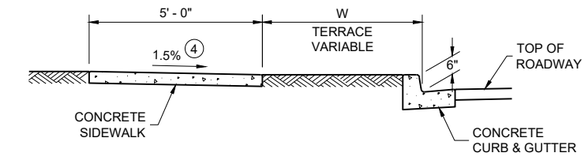
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

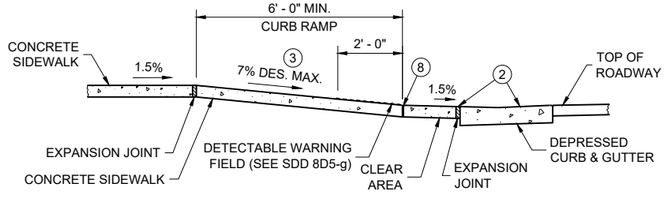
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

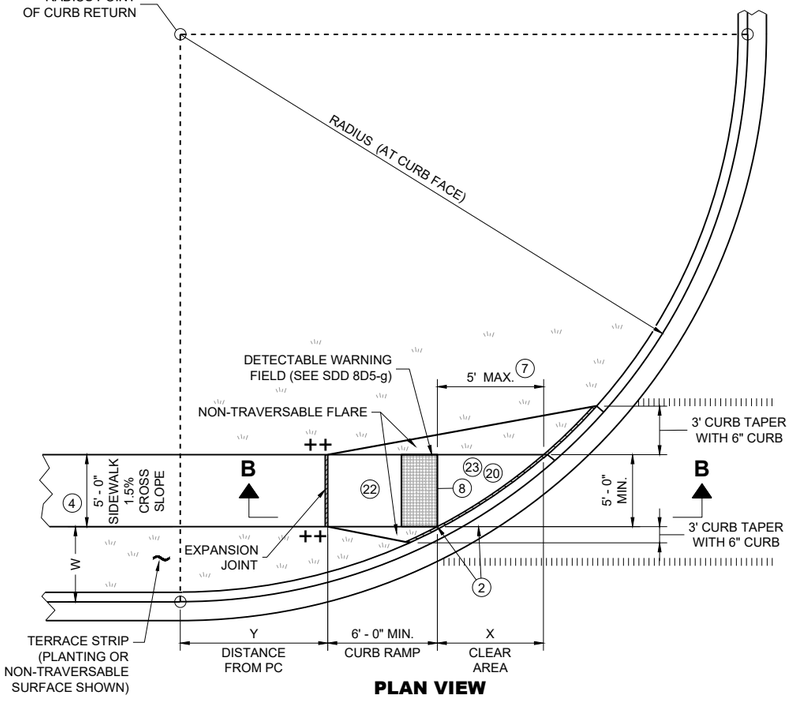
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



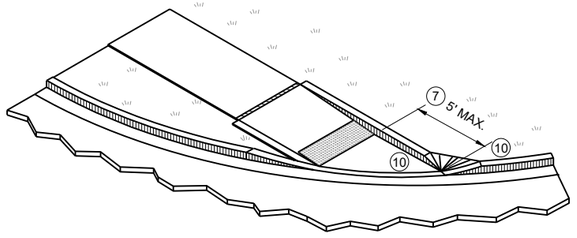
SECTION A - A FOR TYPE 4B



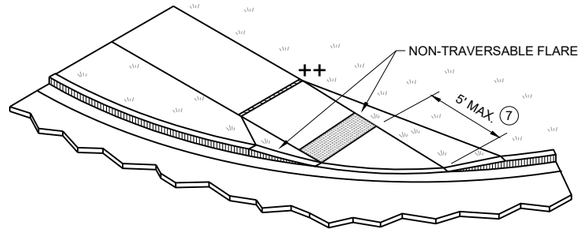
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



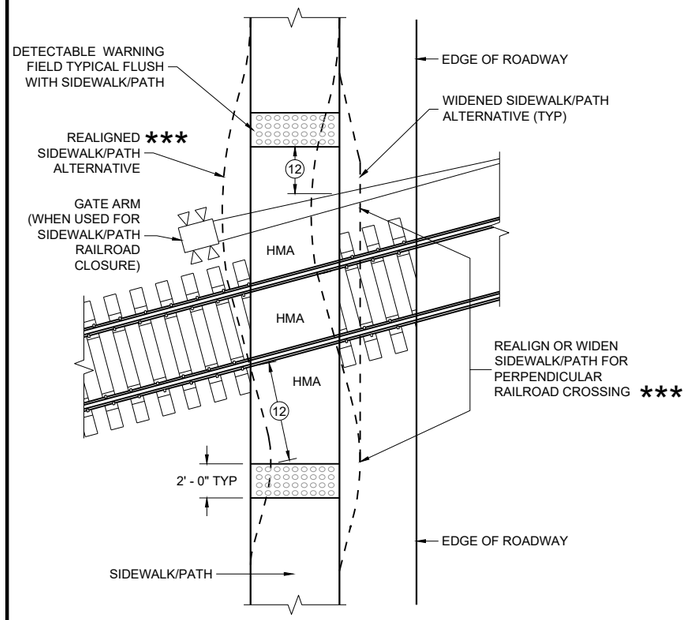
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

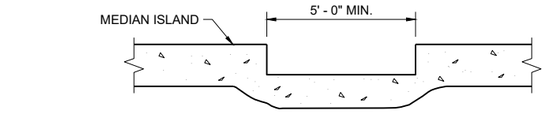
6

SDD 08D05-23d

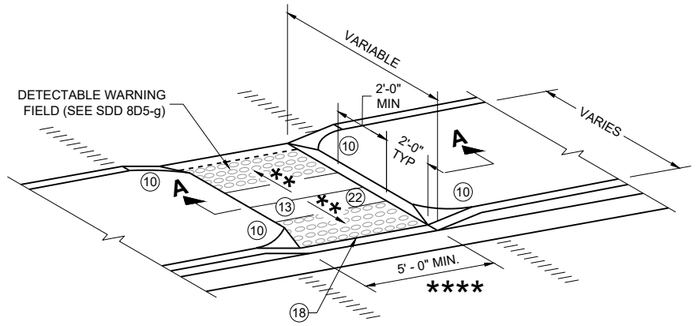


CURB RAMP TYPE 8

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.

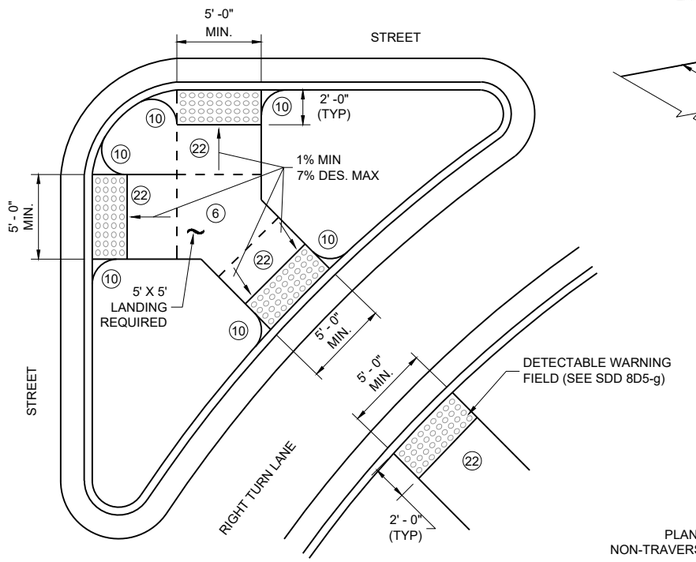
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

(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.

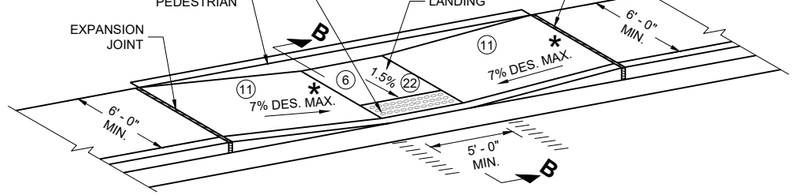
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

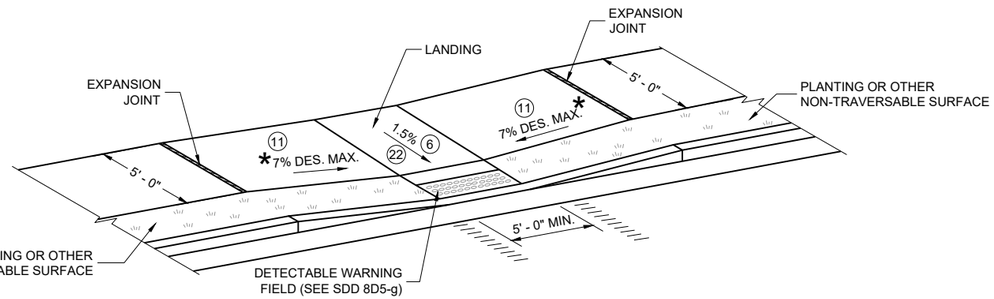
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

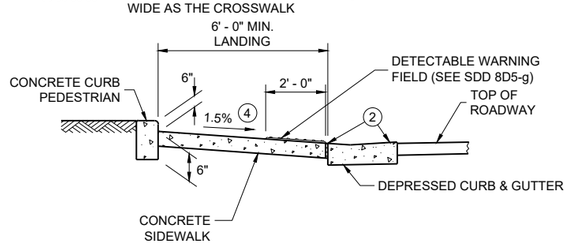


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

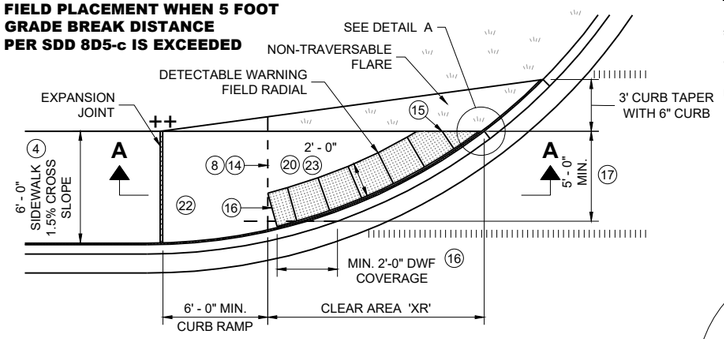


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

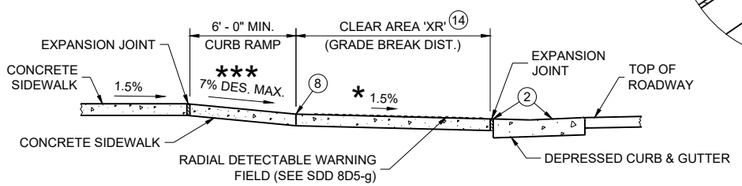
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

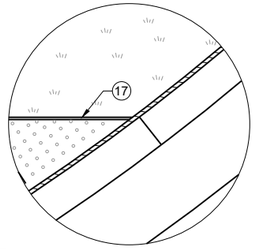
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

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

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

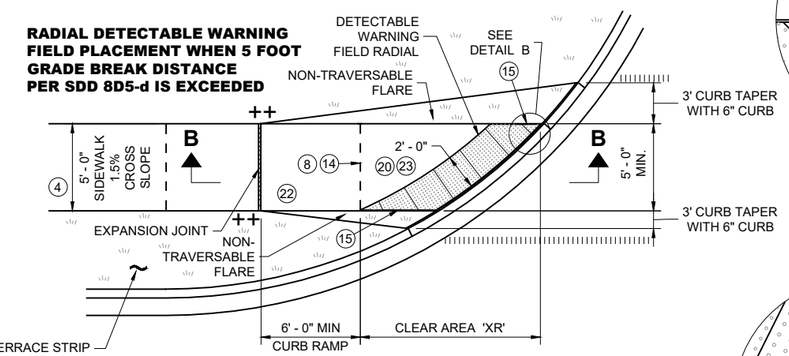
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

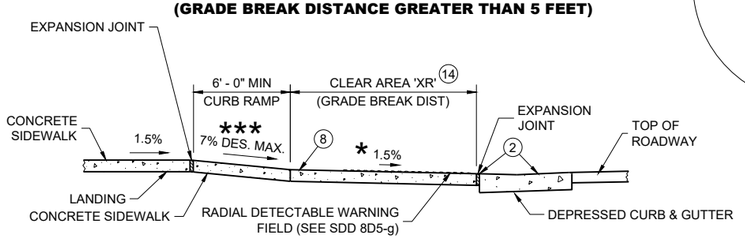
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



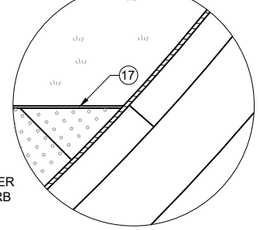
PLAN VIEW

CURB RAMP TYPE 4B1

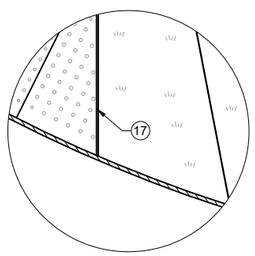
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

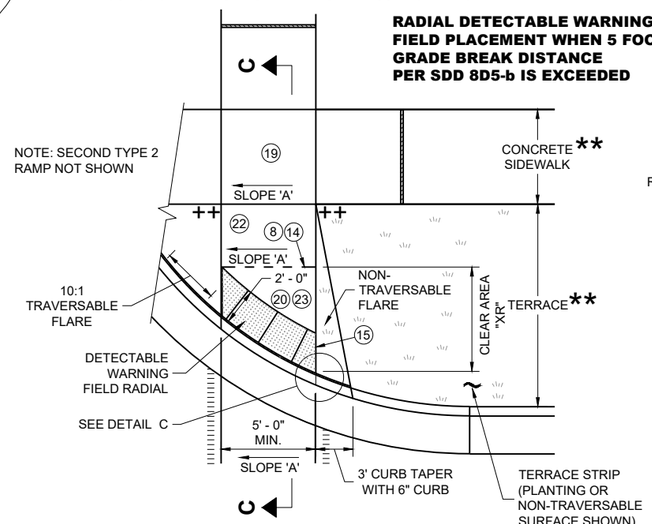


DETAIL B



DETAIL C

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

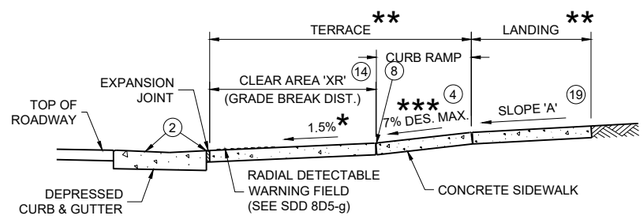


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



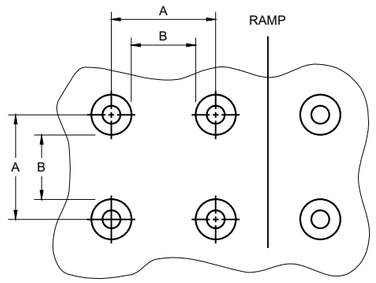
SECTION C - C FOR TYPE 2

CURB RAMPS RADIAL DETECTABLE WARNING

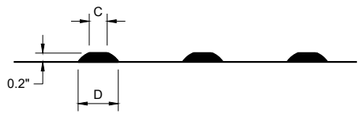
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

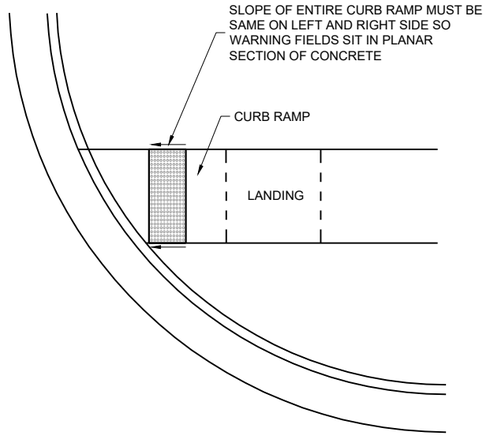
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

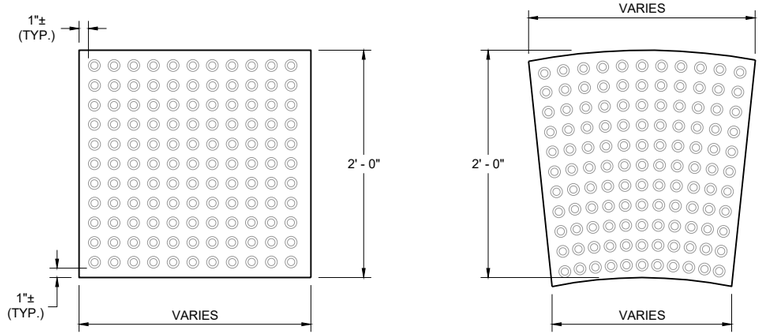
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

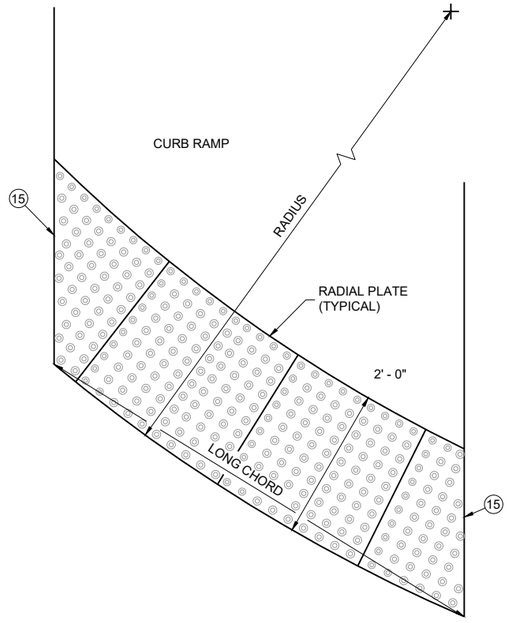
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



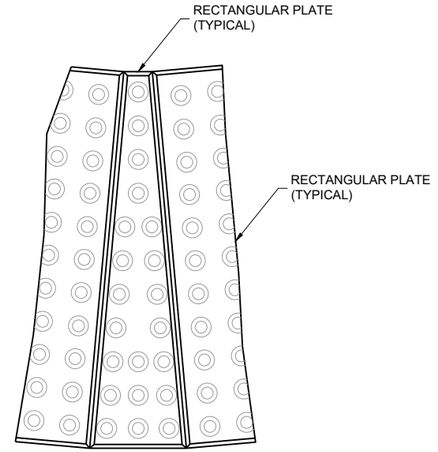
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

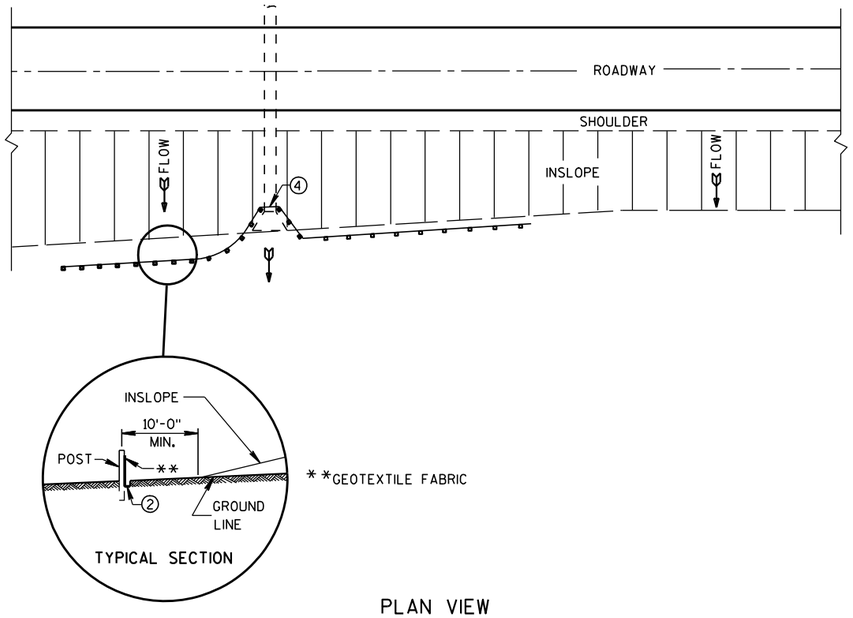
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

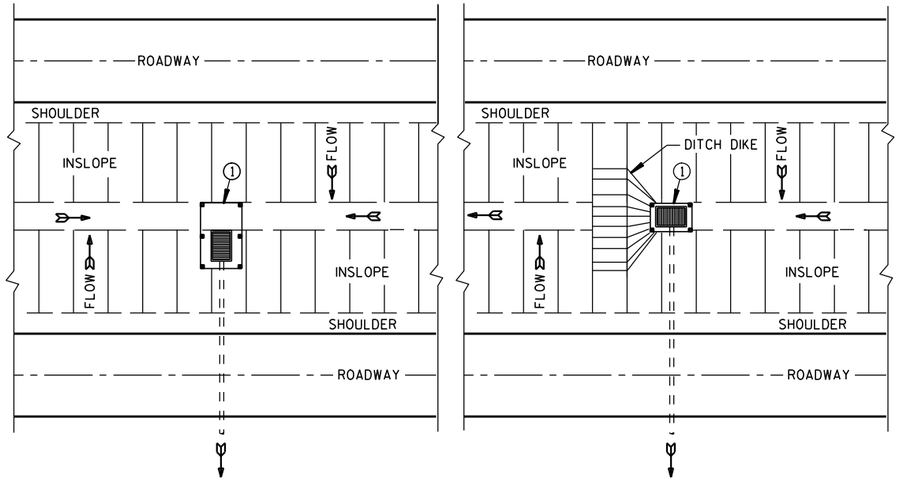
FHWA

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SDD 08D05-23g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



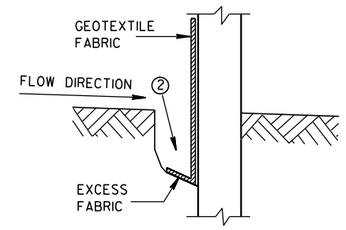
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

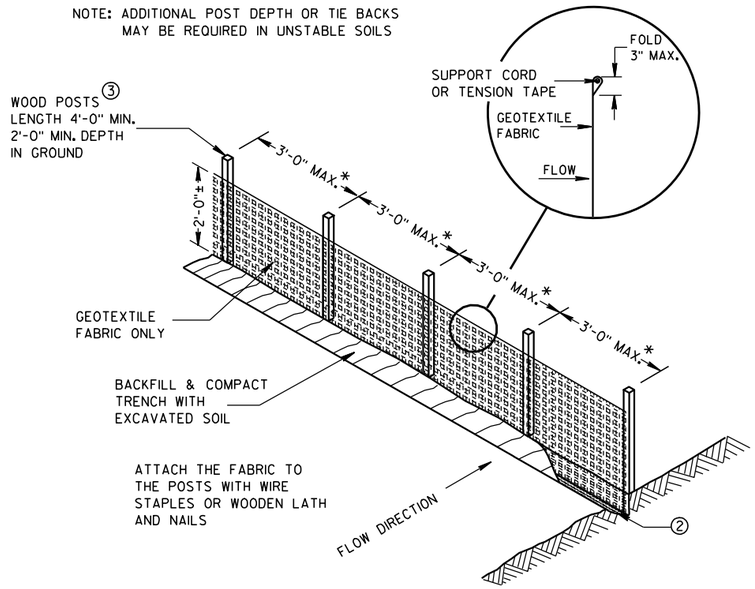
GENERAL NOTES

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

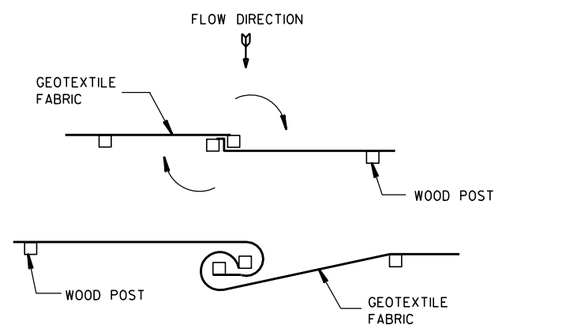
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



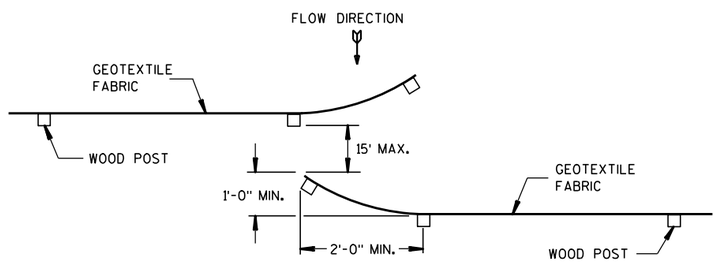
TRENCH DETAIL



SILT FENCE

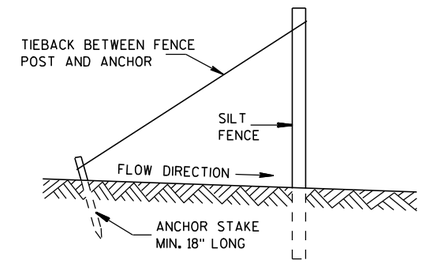


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

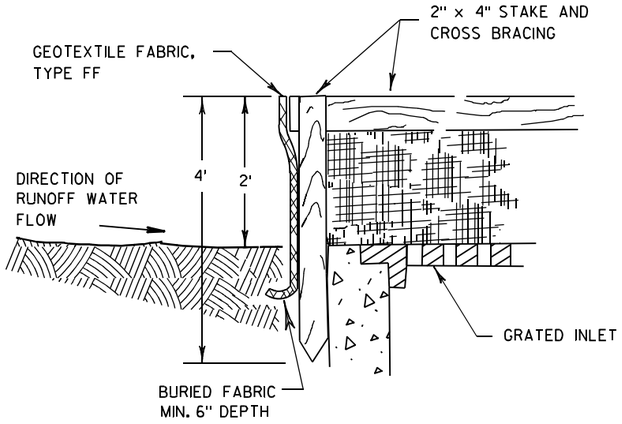
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

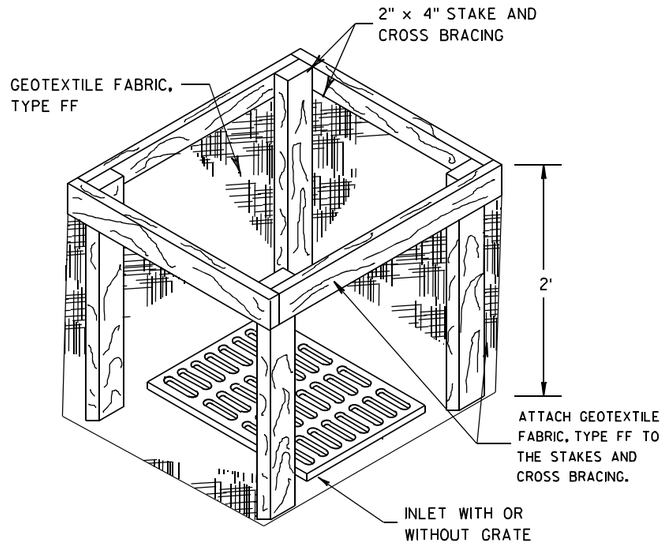
6

S.D.D. 8 E 9-6

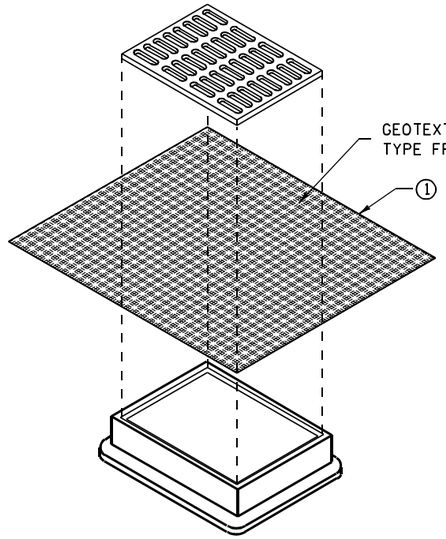
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S.D.D. 8 E 9-6



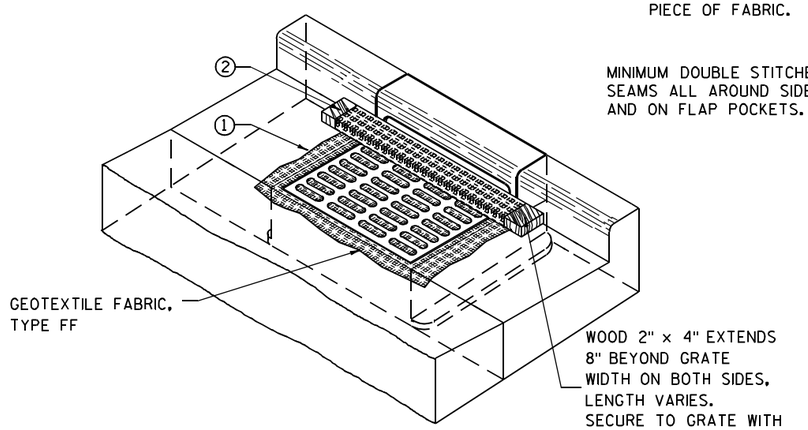


INLET PROTECTION, TYPE A

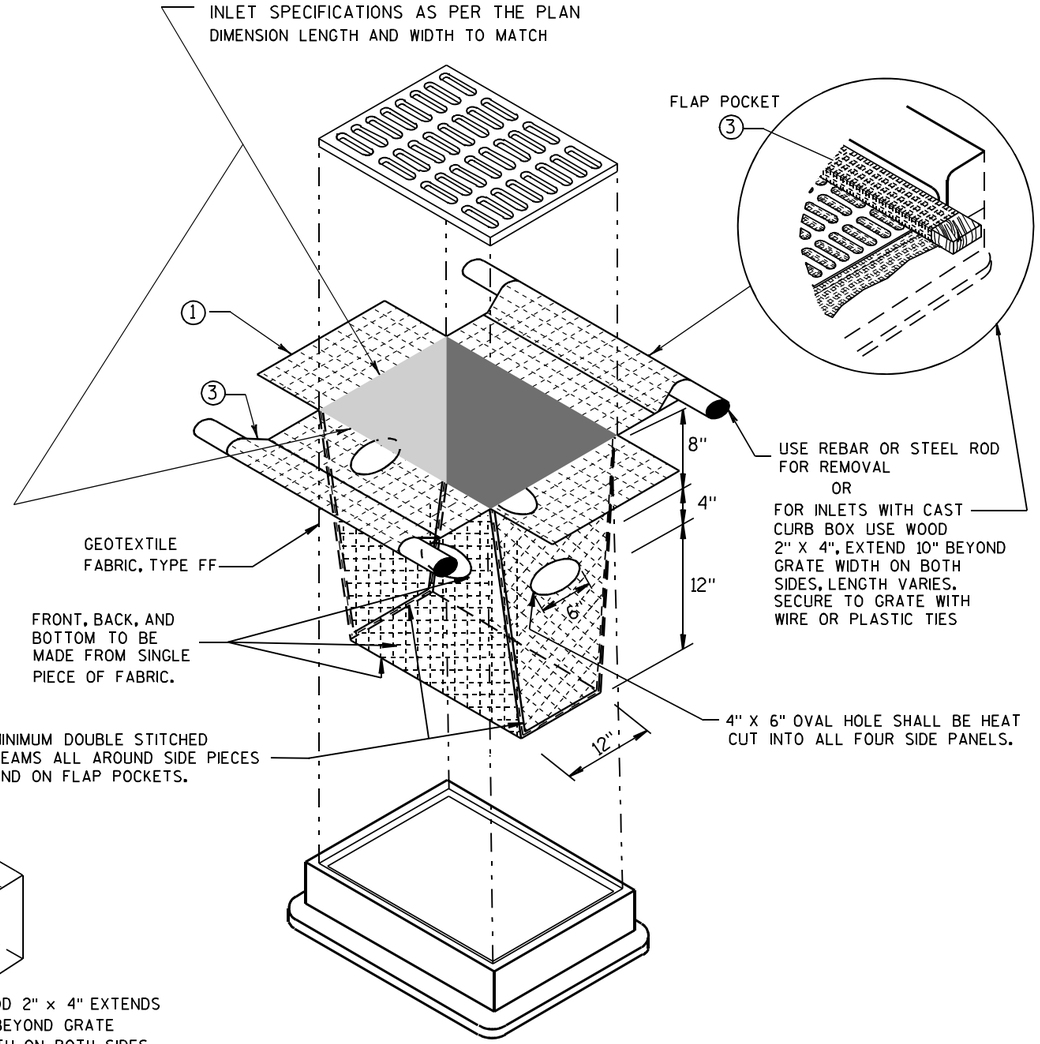


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

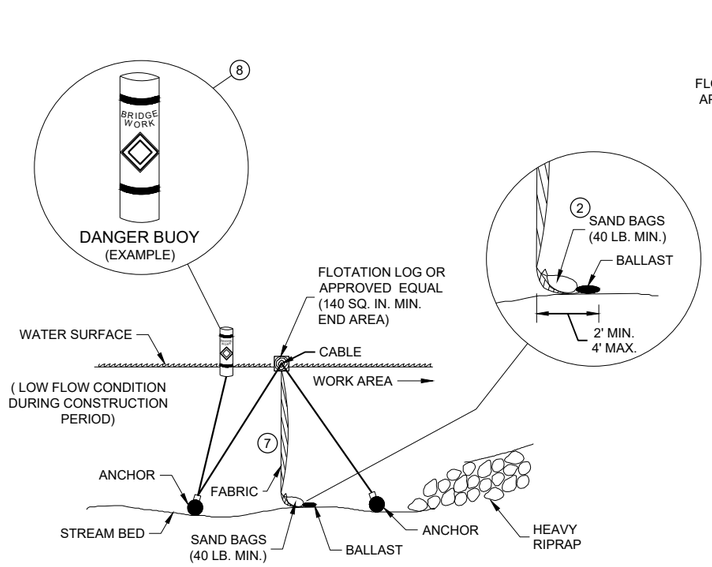
APPROVED

10/16/02
DATE

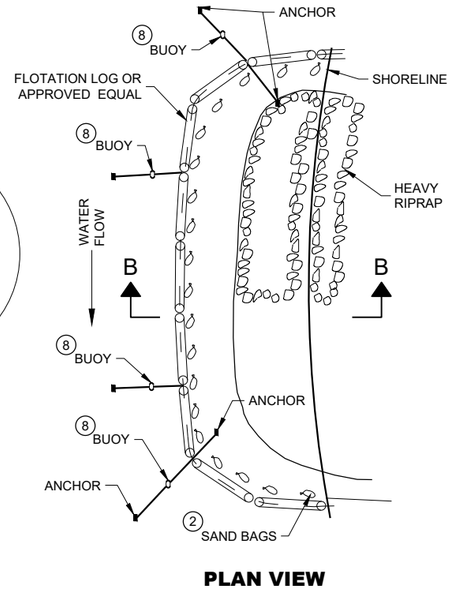
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2

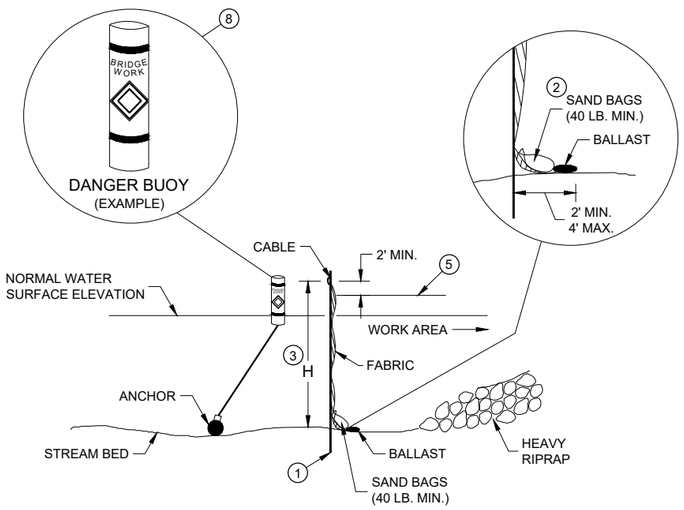


SECTION B - B

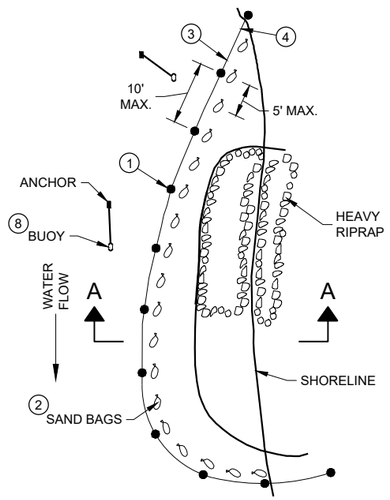


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

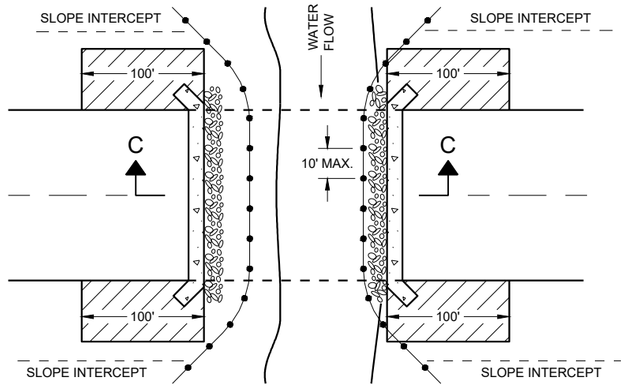
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

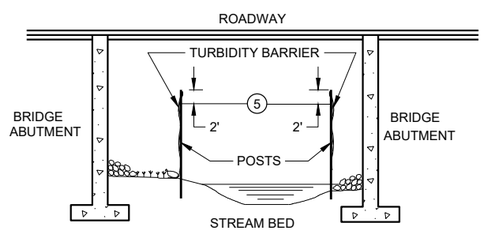
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

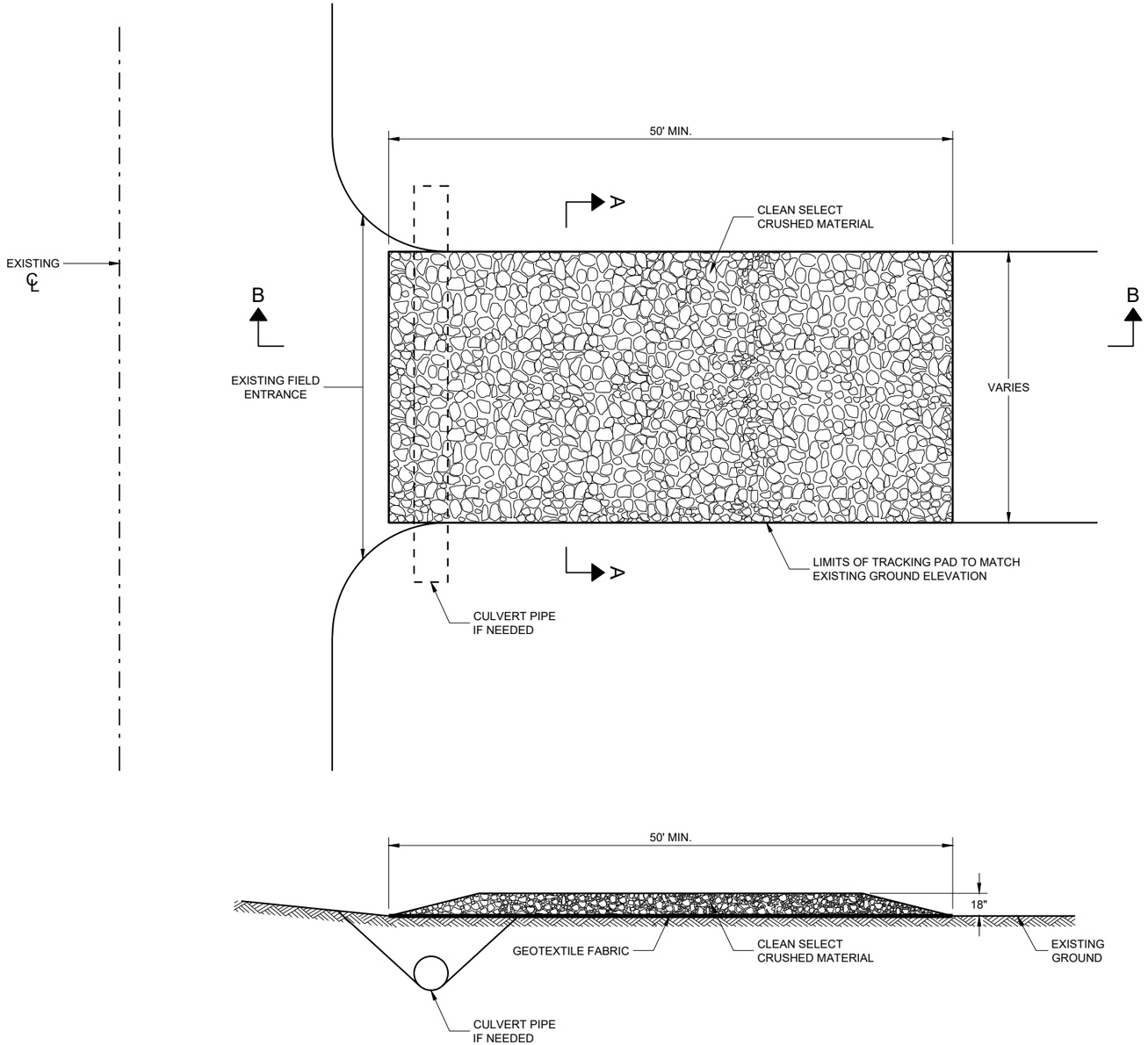
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

6
SDD 08E11 - 02



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

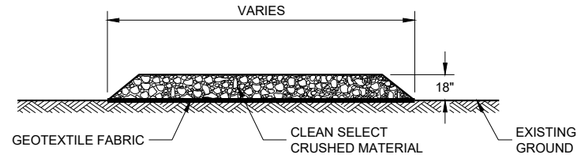
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08E14 - 01

METAL APRON ENDWALLS

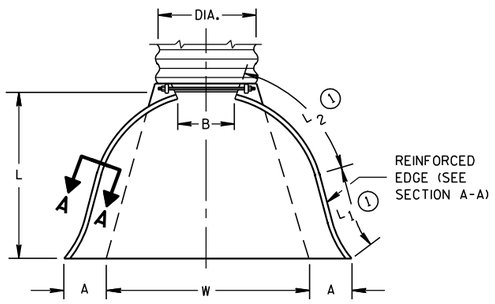
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

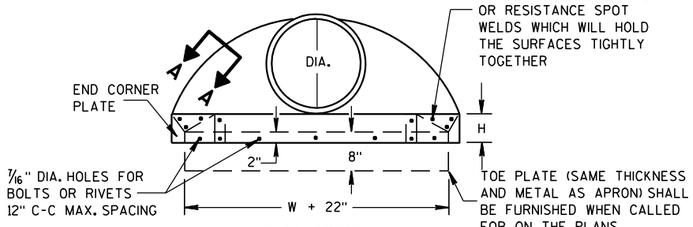
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

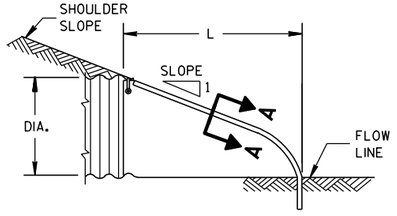
*MINIMUM
**MAXIMUM



PLAN VIEW

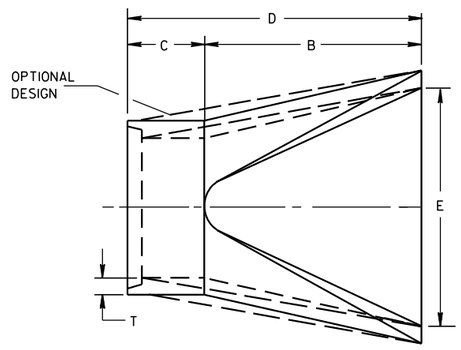


END VIEW

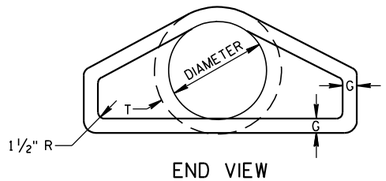


SIDE ELEVATION

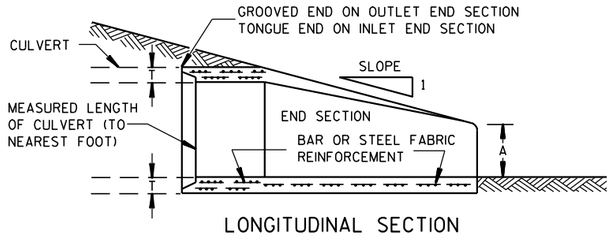
METAL ENDWALLS



PLAN

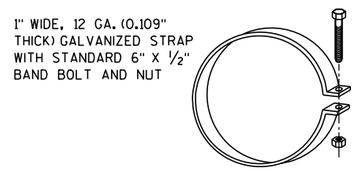


END VIEW



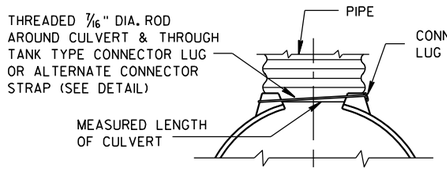
LONGITUDINAL SECTION

CONCRETE ENDWALLS

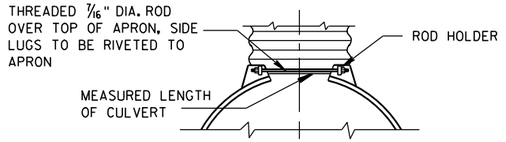


ALTERNATE FOR TYPE 1 CONNECTION

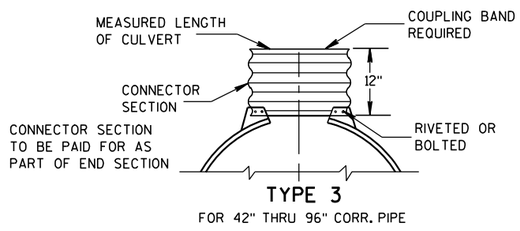
END SECTION CONNECTOR STRAP



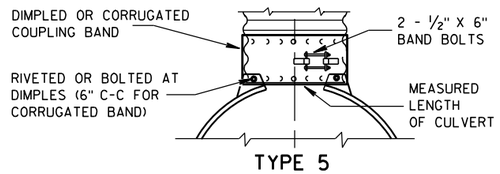
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

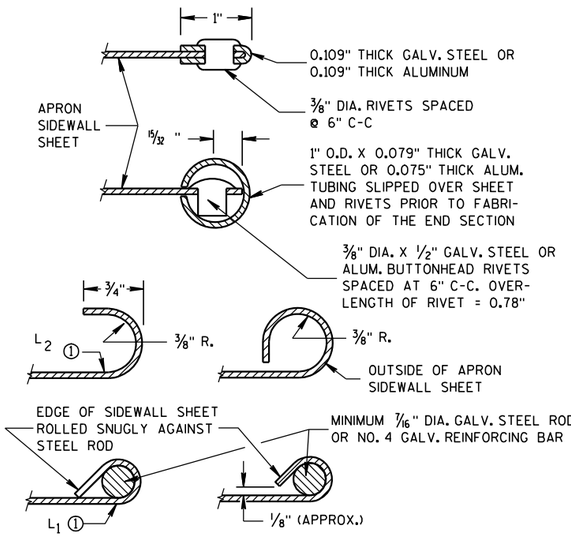
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

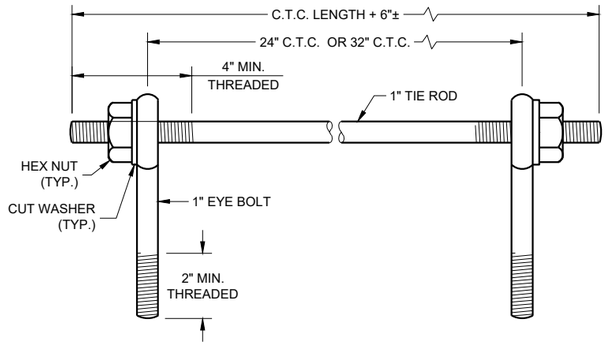
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

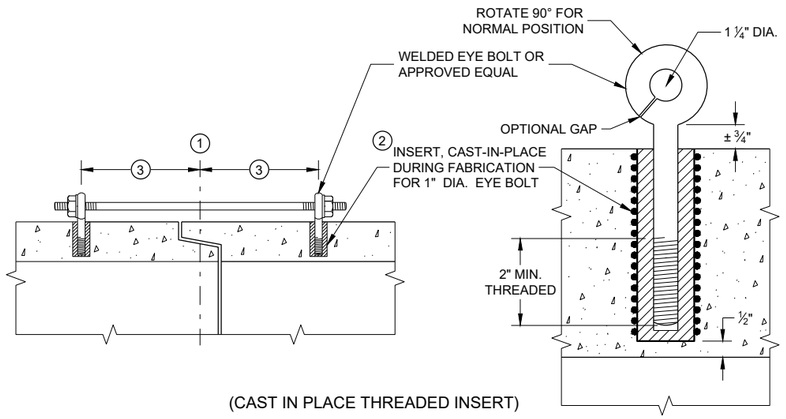
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

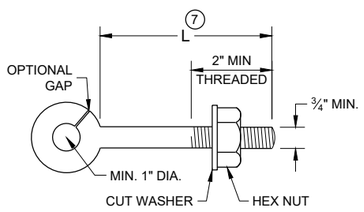
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

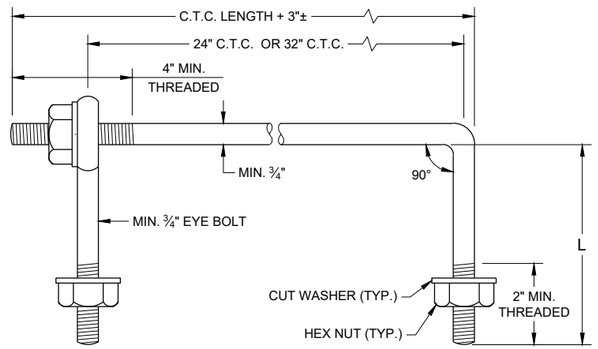
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

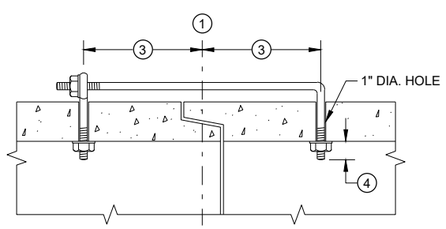


EYE BOLT (7)

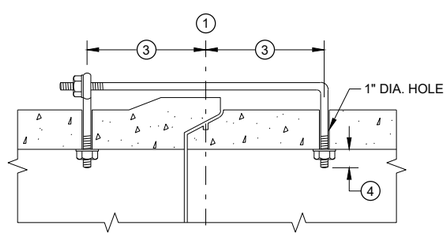
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

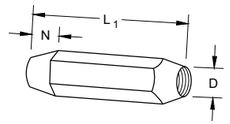
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

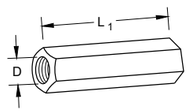
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



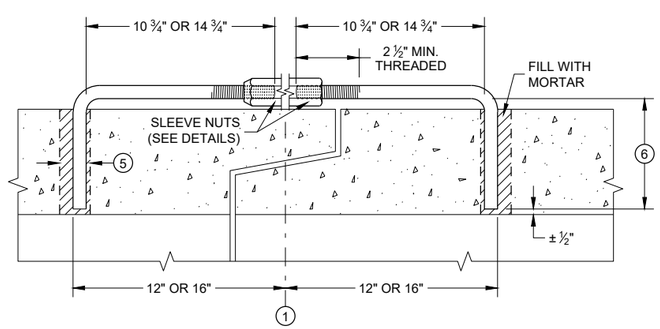
TAPERED



PLAIN

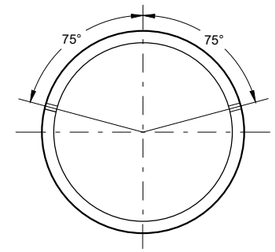
RIGHT AND LEFT THREADS

SLEEVE NUTS



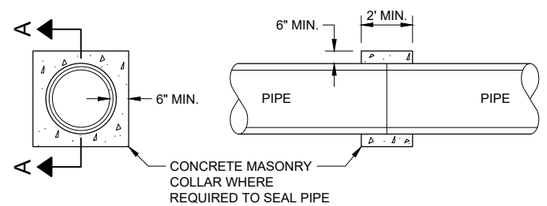
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

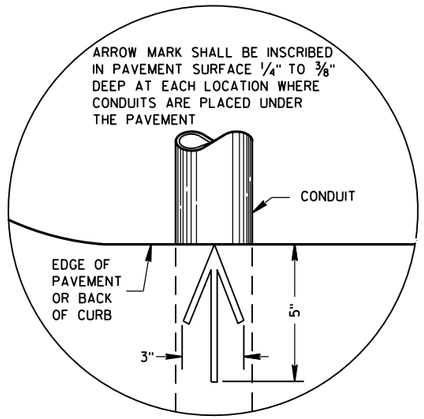
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

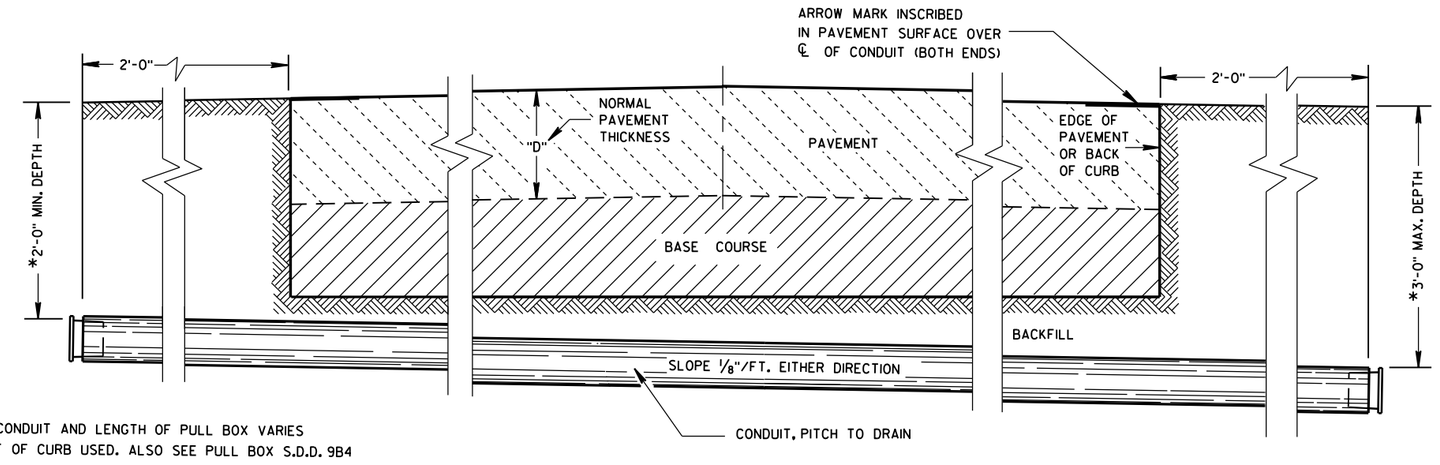
FHWA

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SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

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

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

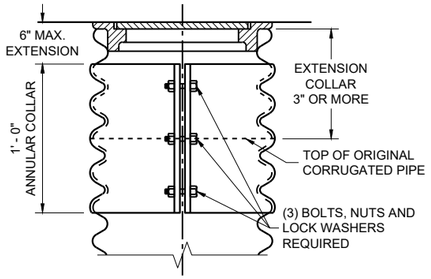
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

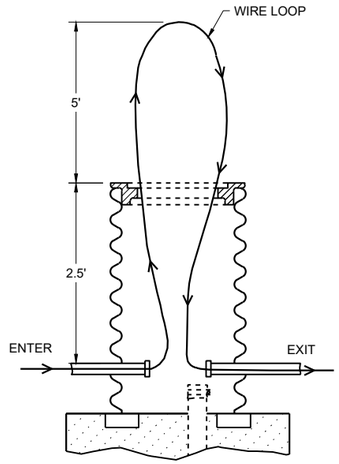
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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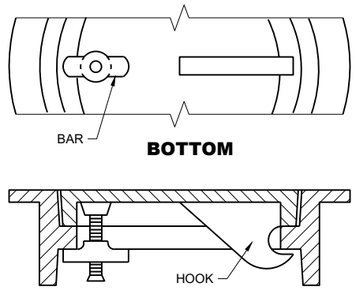
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CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

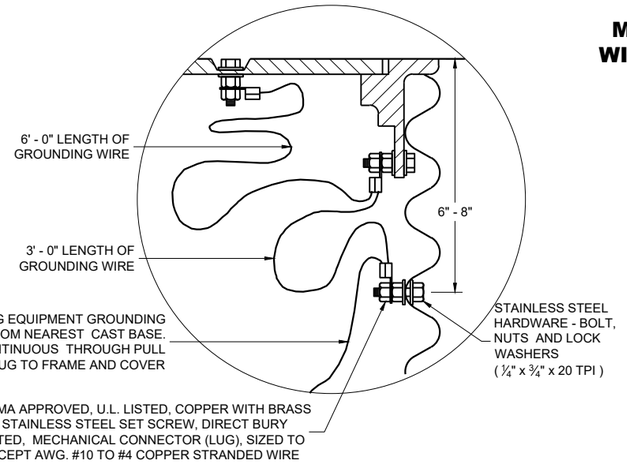
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

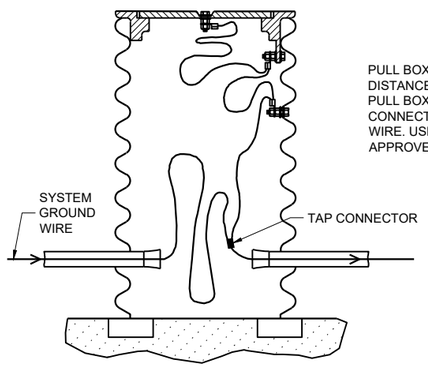
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

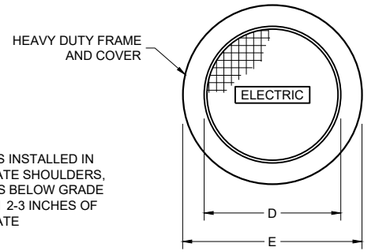


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

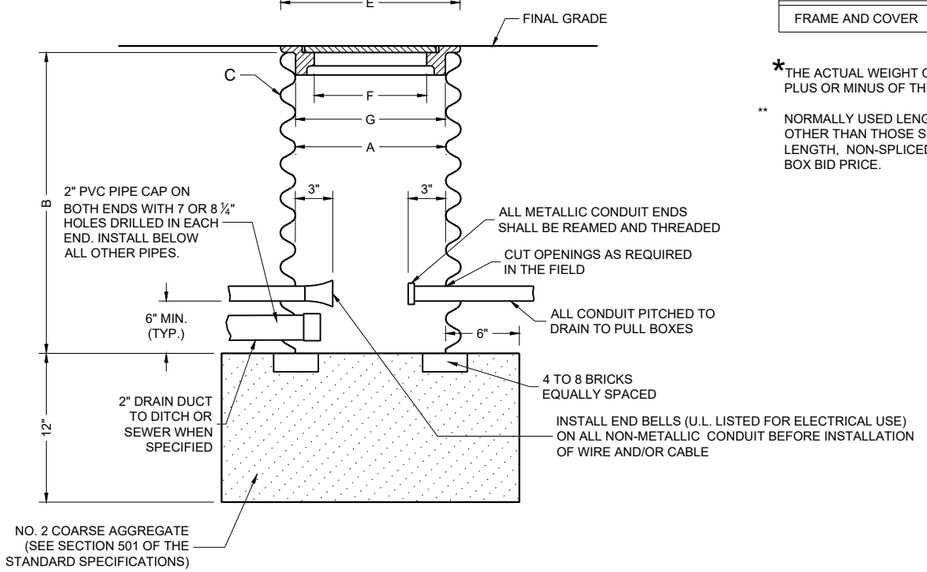


PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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



PULL BOX

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

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

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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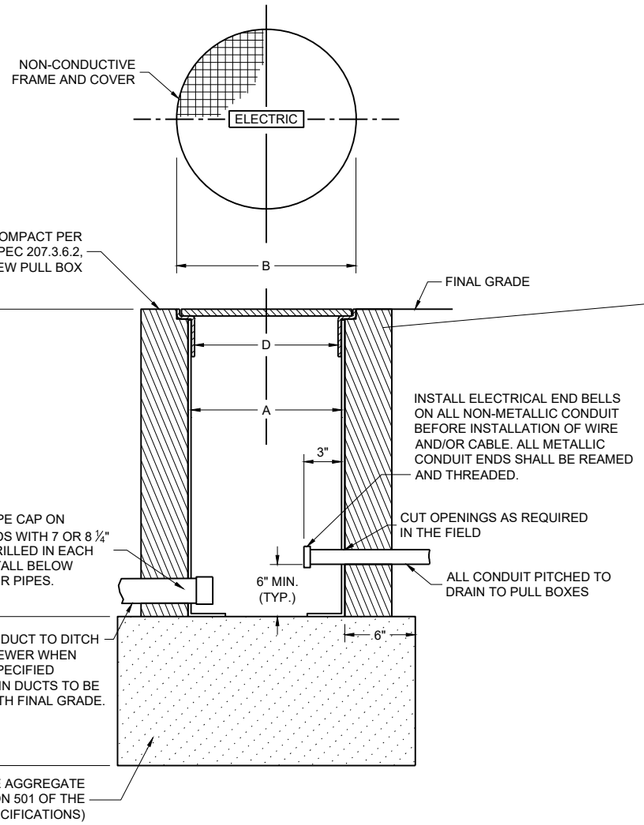
SDD 09B04-13

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

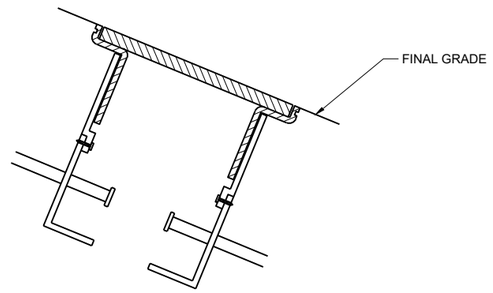
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

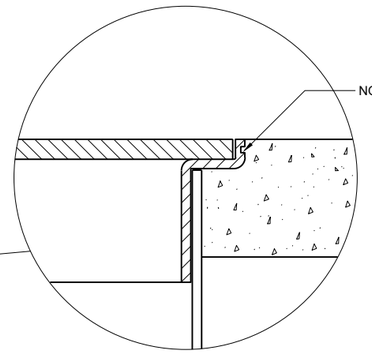
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



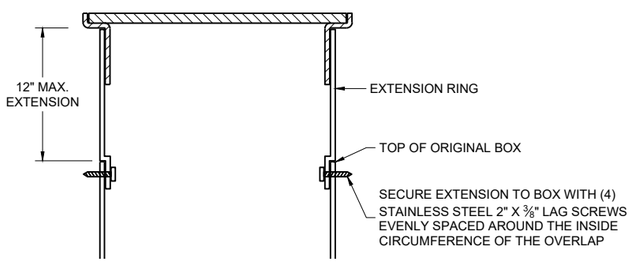
NON-CONDUCTIVE PULL BOX



**INSTALLED IN SOD
OR CRUSHED AGGREGATE**



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN $\frac{1}{2}$" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

INSTALL PULL BOX TO MATCH GRADE UP TO 3:1 MAX.

RING SHALL BE FLUSH WITH TOP OF PULL BOX.

COMPACT AROUND PULL BOX.

**MEASUREMENT DETAIL FOR
WIRE/CABLE IN THE PULL BOX**

**PULL BOXES
NON-CONDUCTIVE**

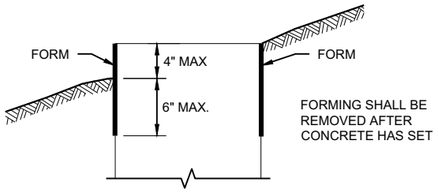
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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SDD 09B16-04

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

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

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

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

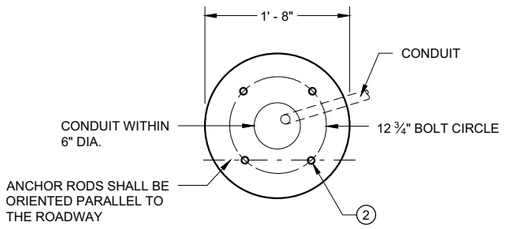
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

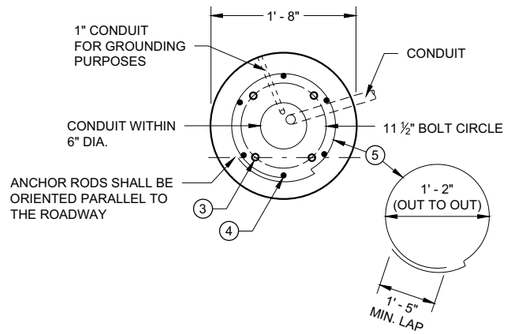
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

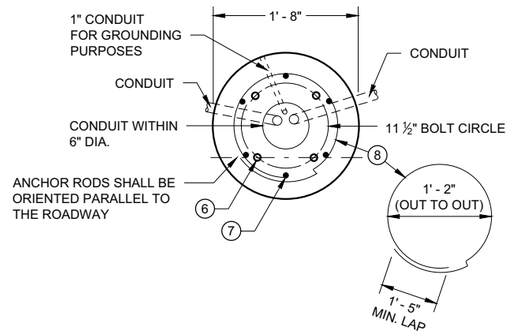
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

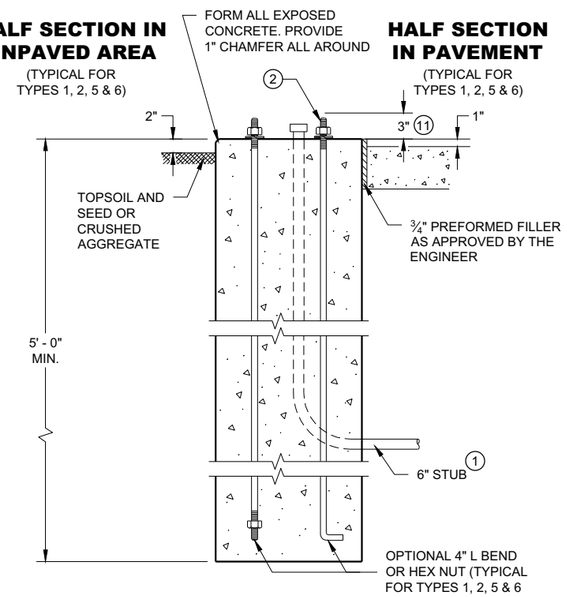
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

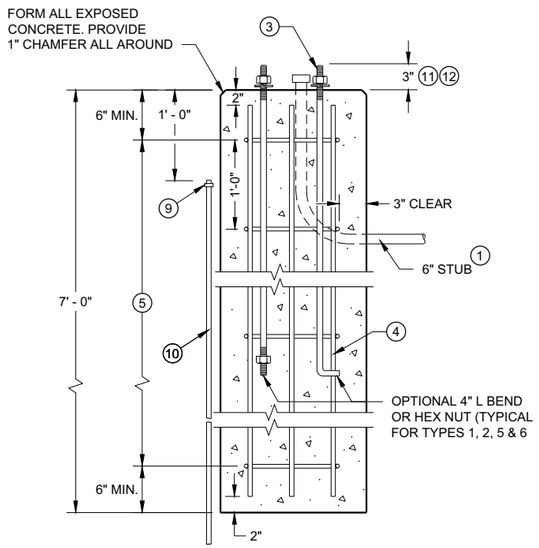
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

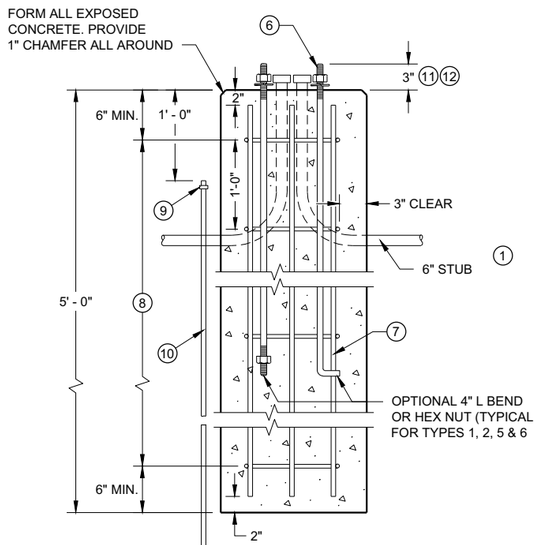
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

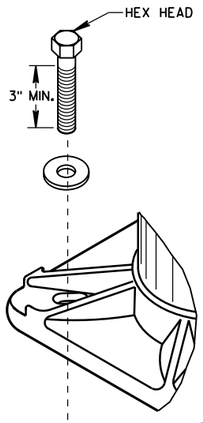
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

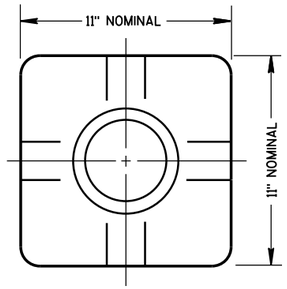
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

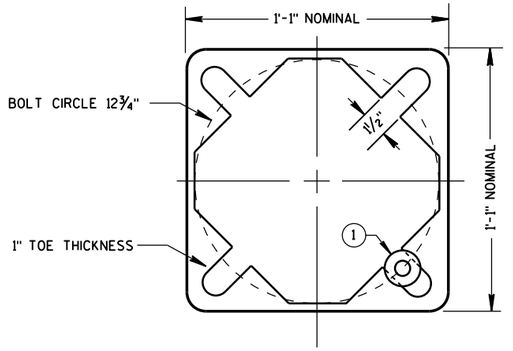
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

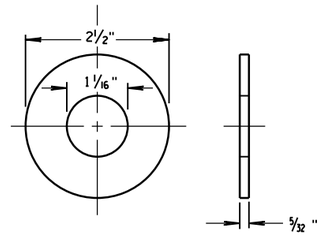




TOP VIEW
(PEDESTAL BASE)

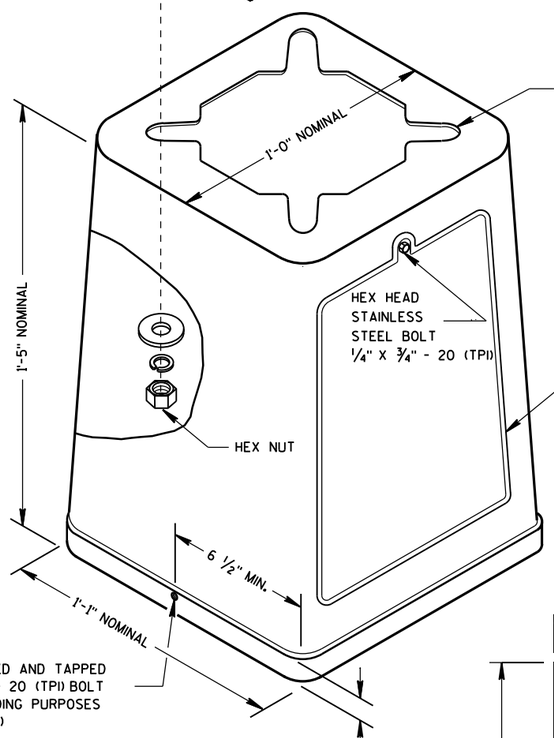


BOTTOM VIEW
(PEDESTAL BASE)

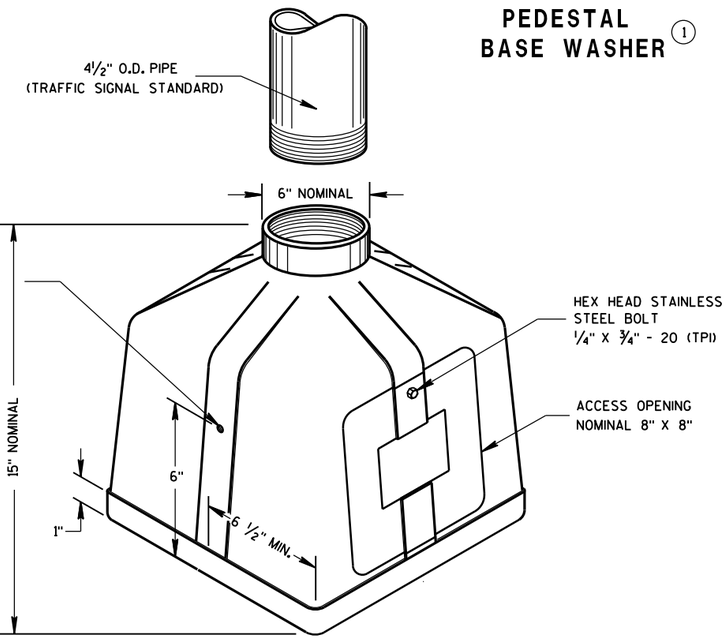


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

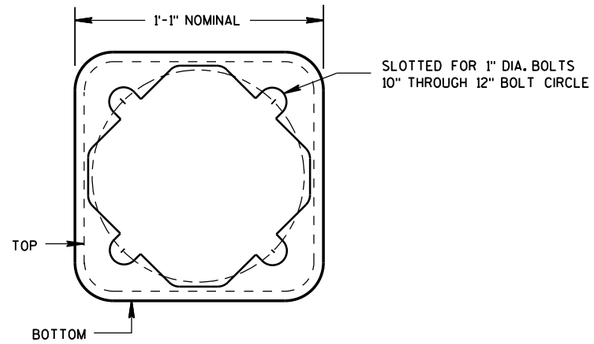
PEDESTAL BASE WASHER (1)



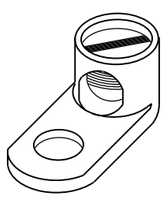
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

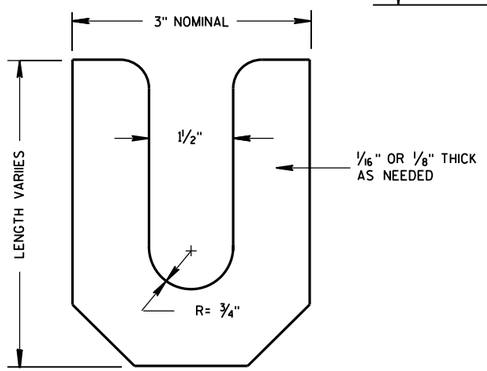


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
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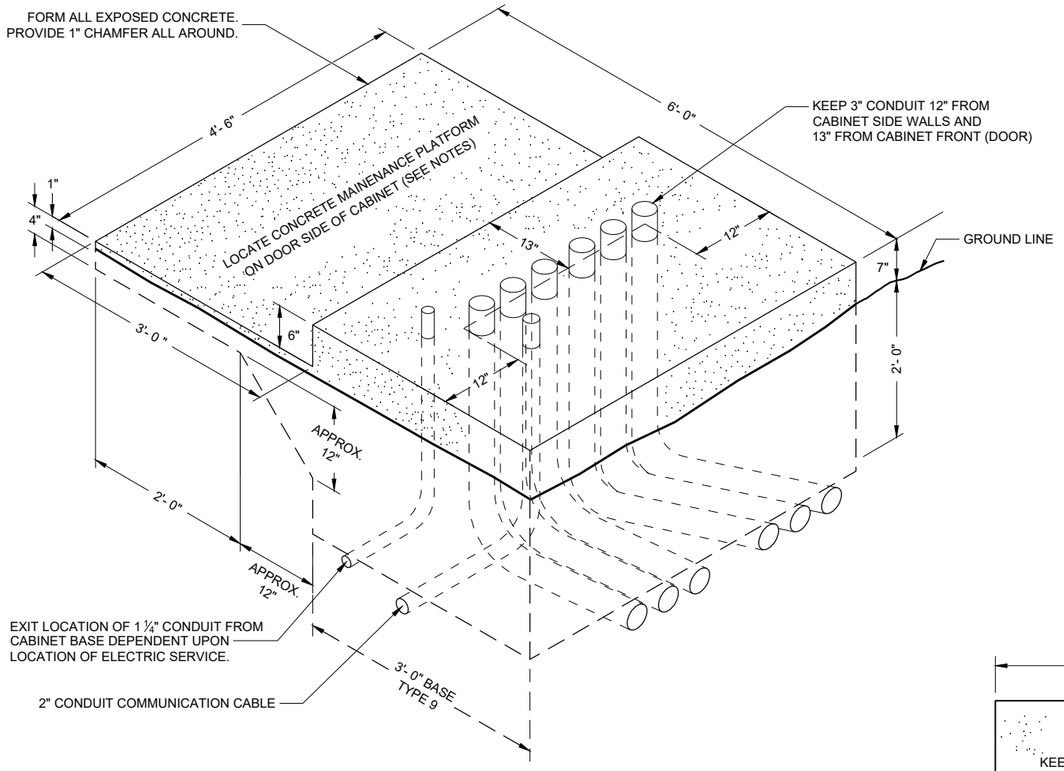
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S.D.D. 9 C 3-4

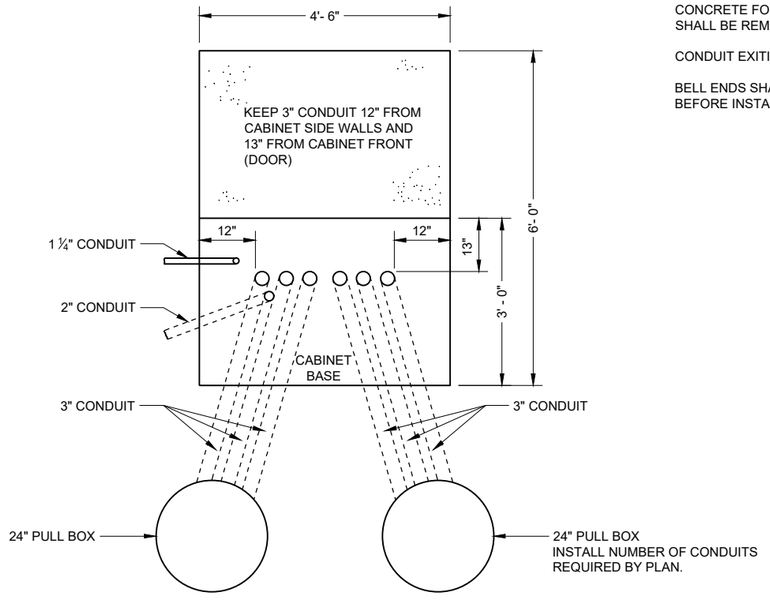
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

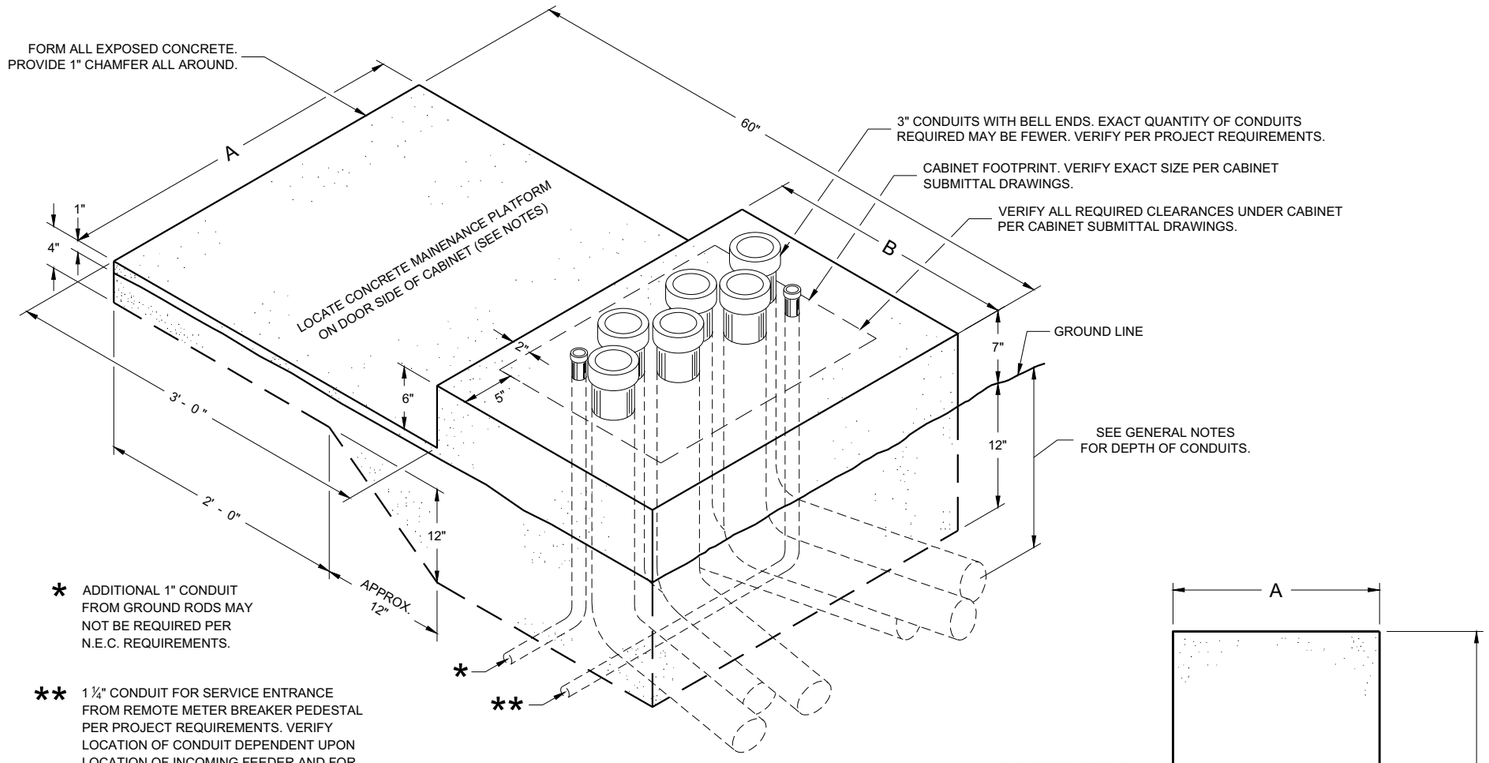
CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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September 2014
DATE
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

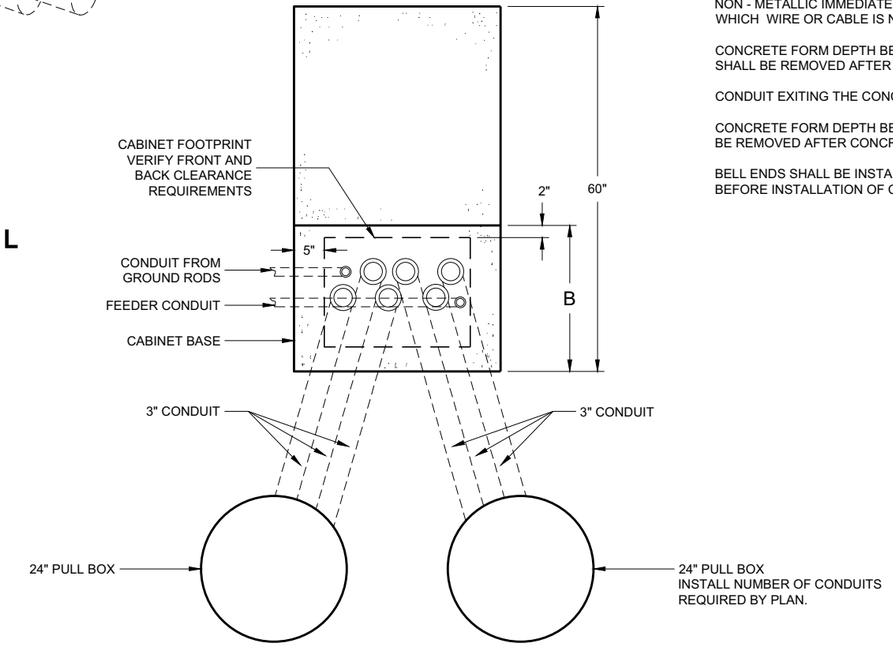
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

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STATE ELECTRICAL ENGI 130

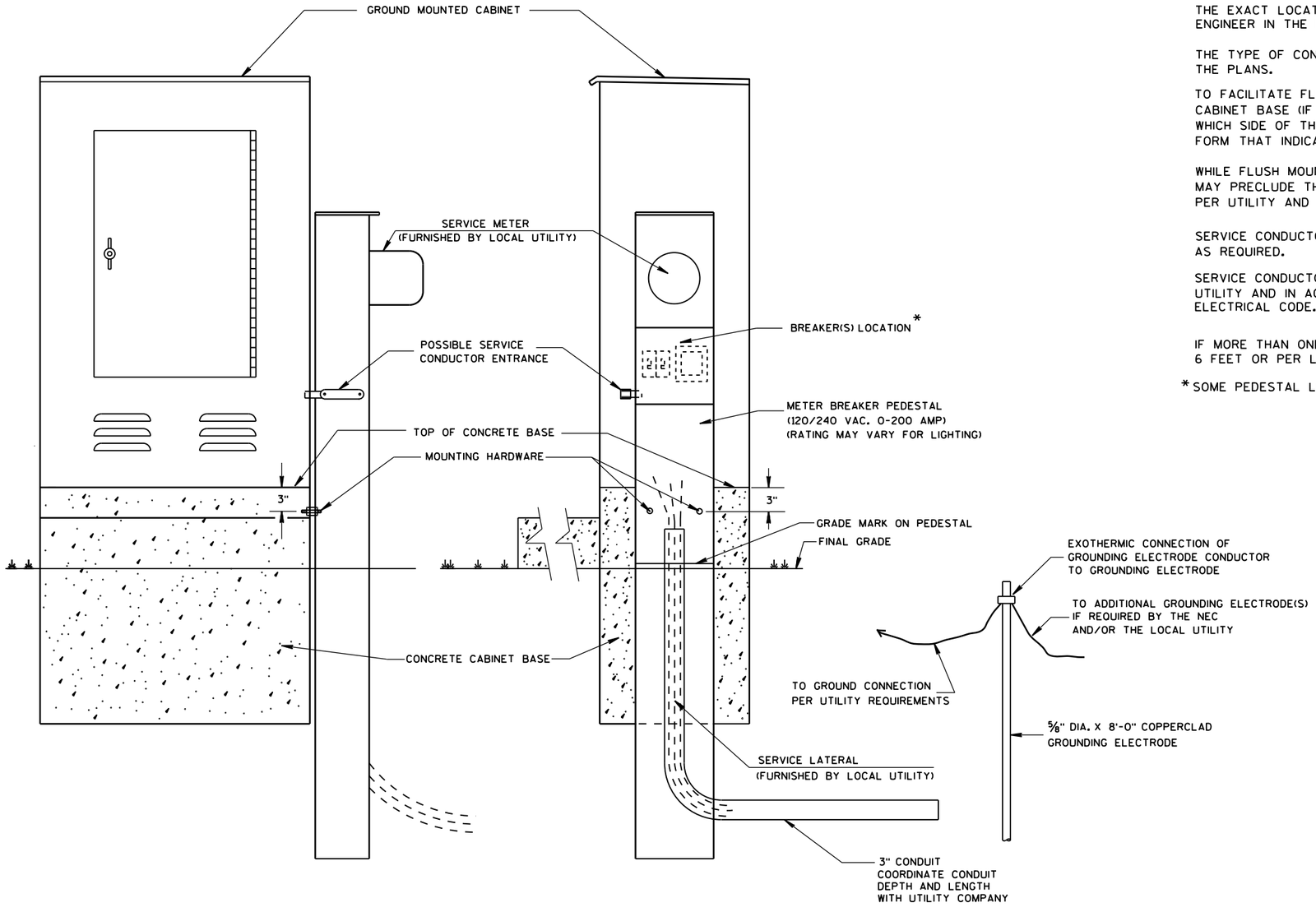
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

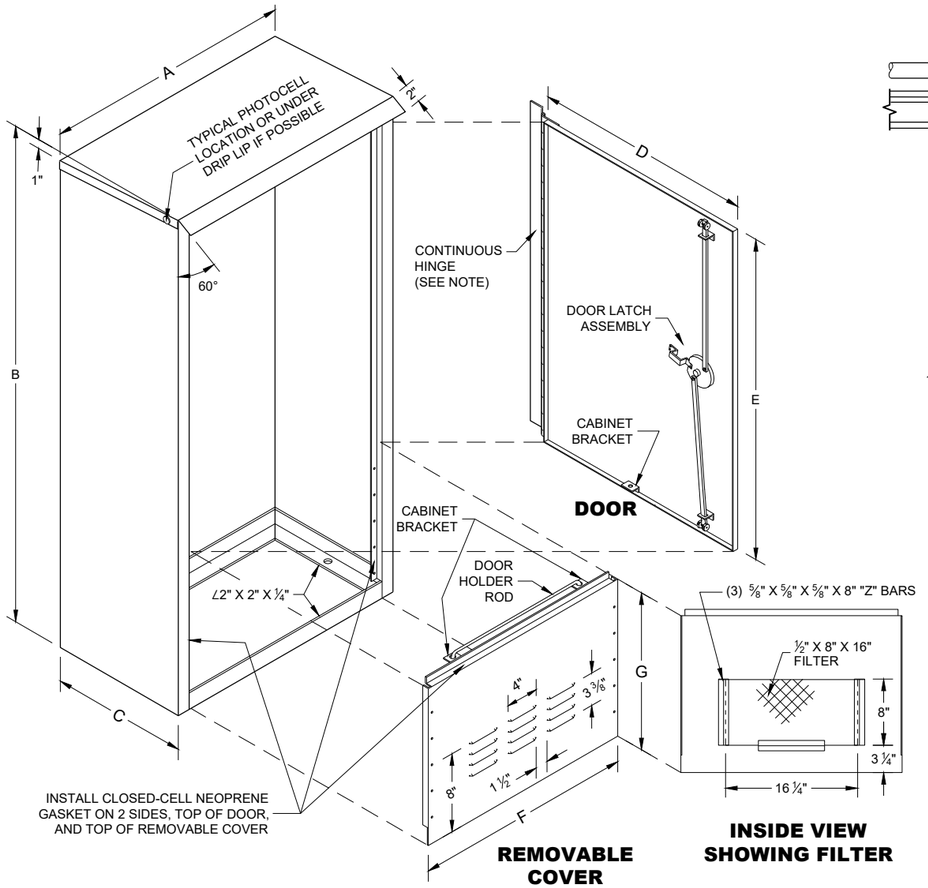
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

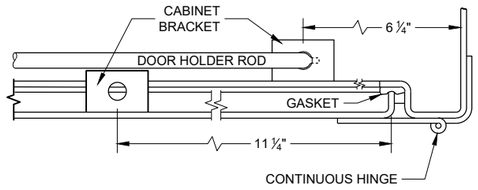
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

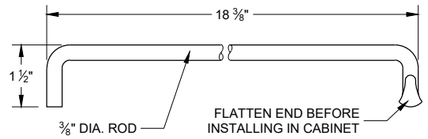
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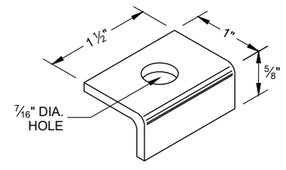




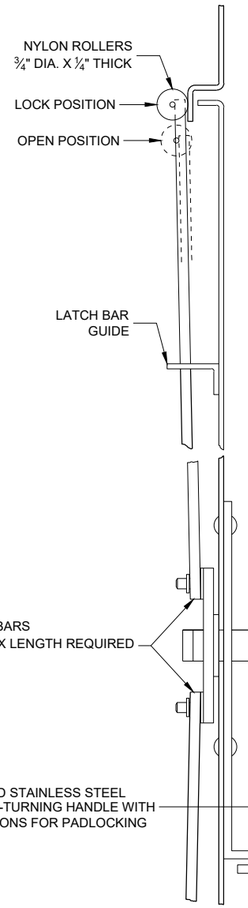
HINGE AND DOOR HOLDER

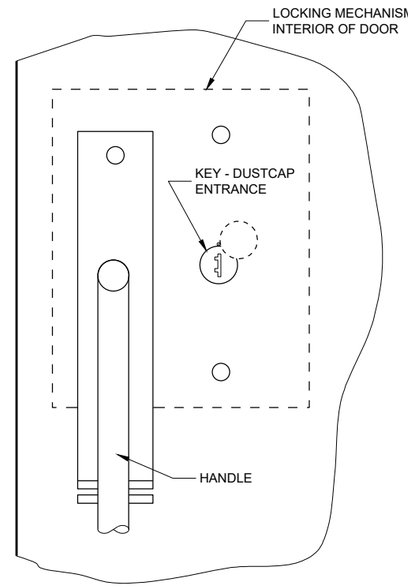


HOLDER ROD



CABINET BRACKET





SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

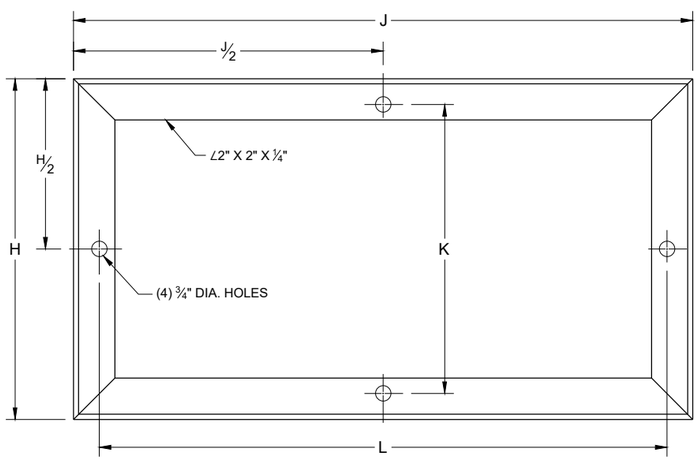
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

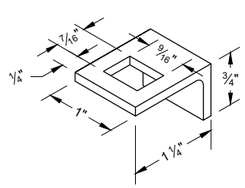
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
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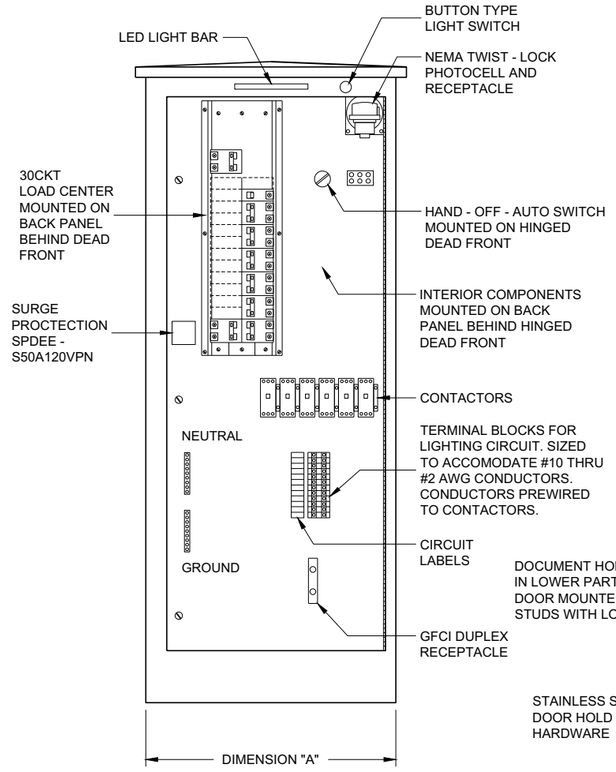
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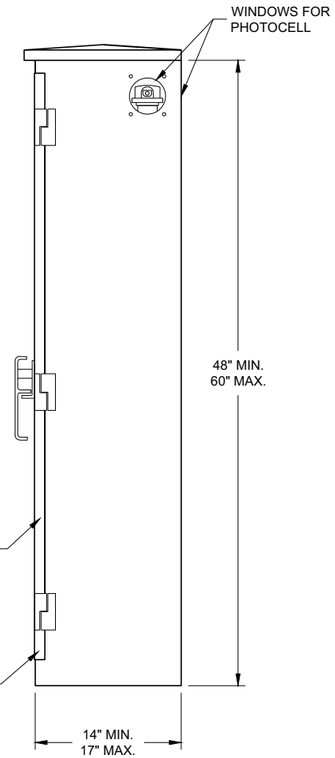
SDD 09D02 - 03

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FRONT INTERIOR ELEVATION



SIDE VIEW



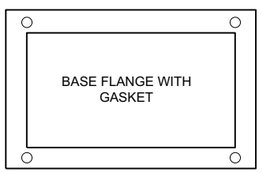
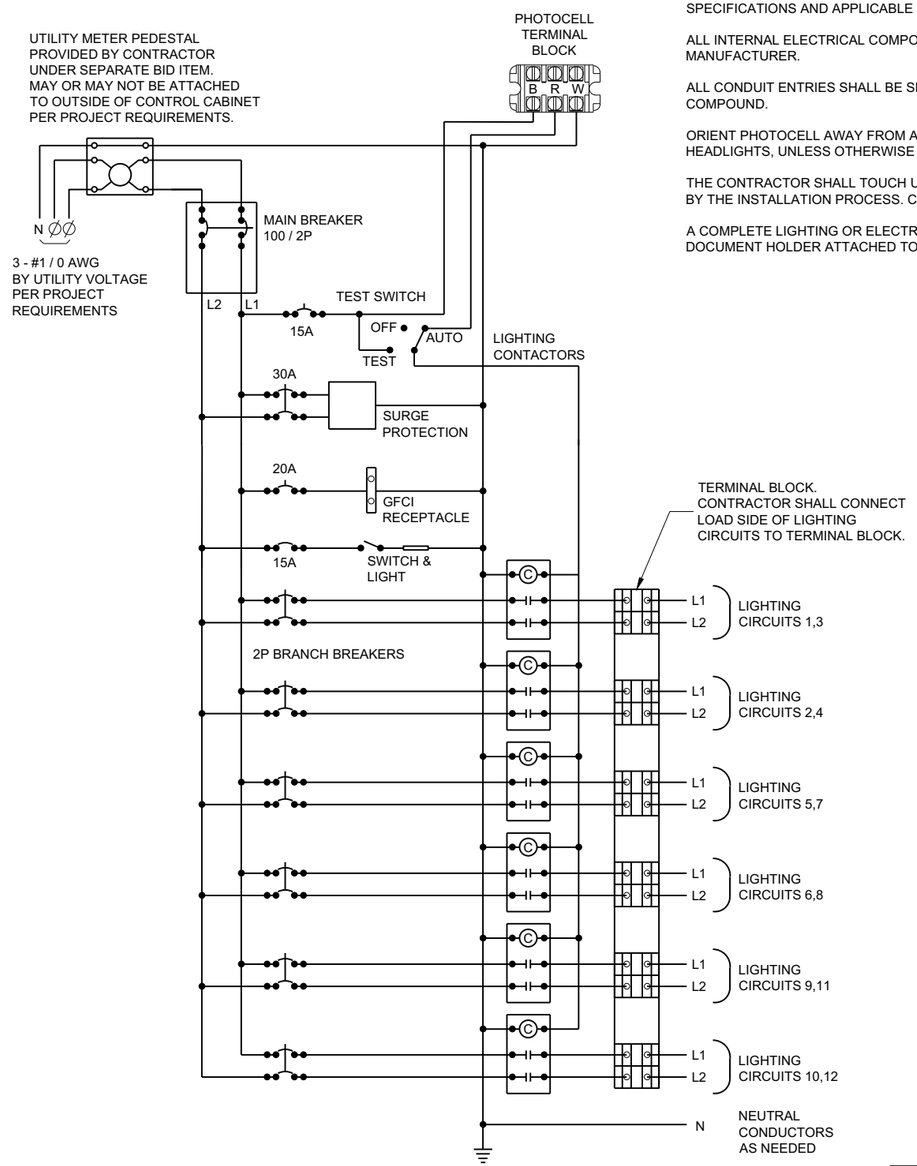


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

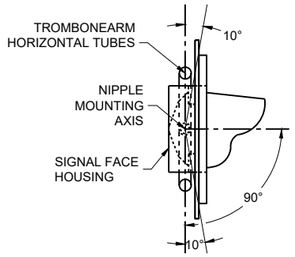
STATE OF WISCONSIN
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APPROVED
November 2018
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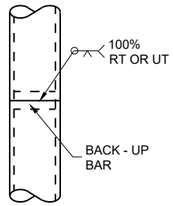


SECTION A-A

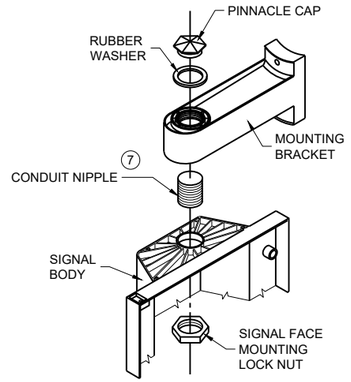
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

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

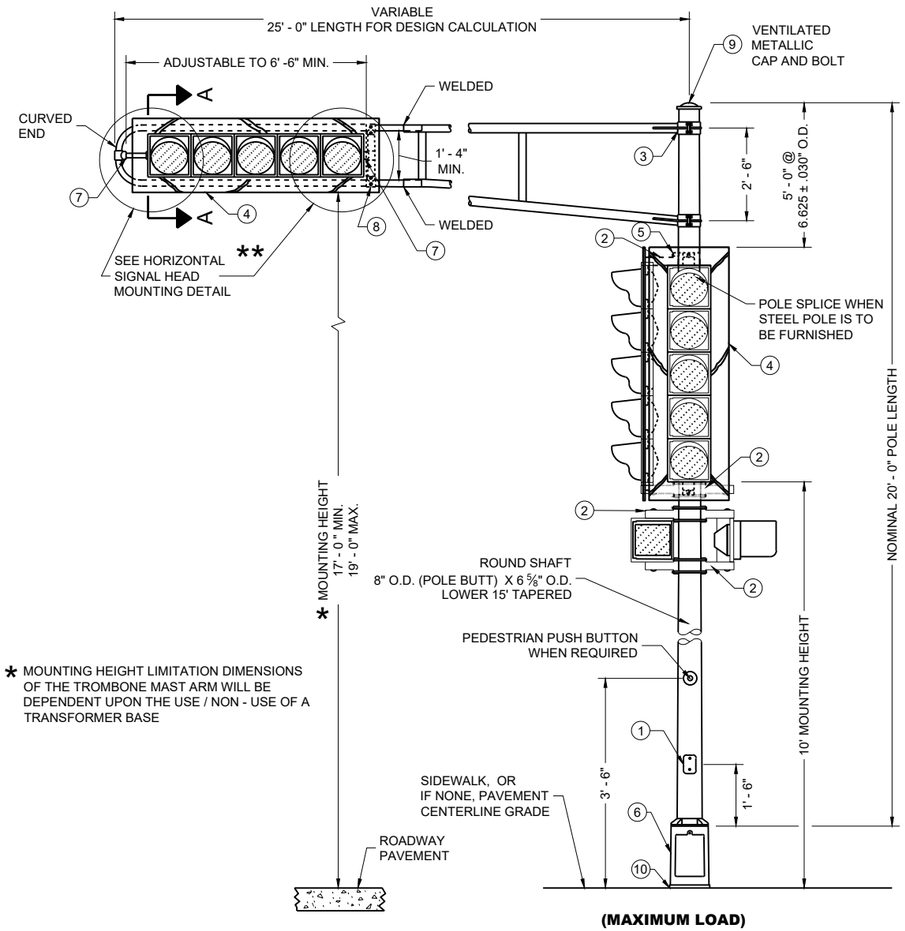


POLE SPLICE DETAIL



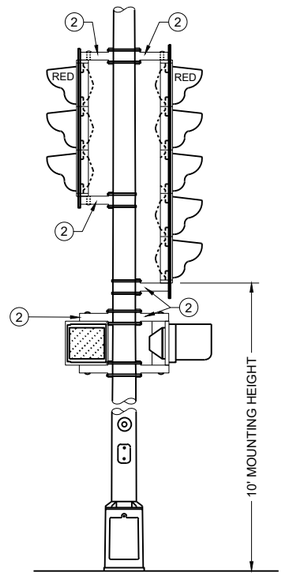
SIGNAL FACE MOUNTING DETAIL

(BANDED)

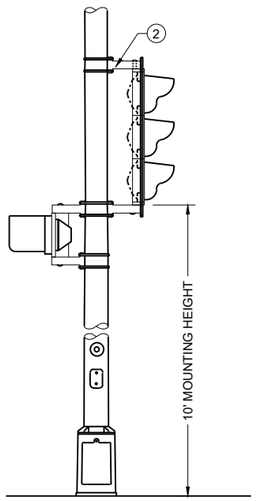


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

(MAXIMUM LOAD)



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

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

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

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

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

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE.

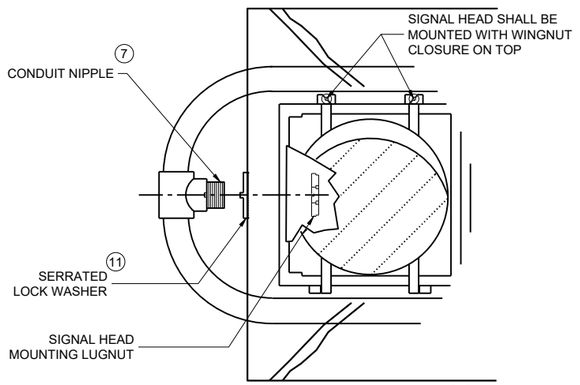
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

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

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

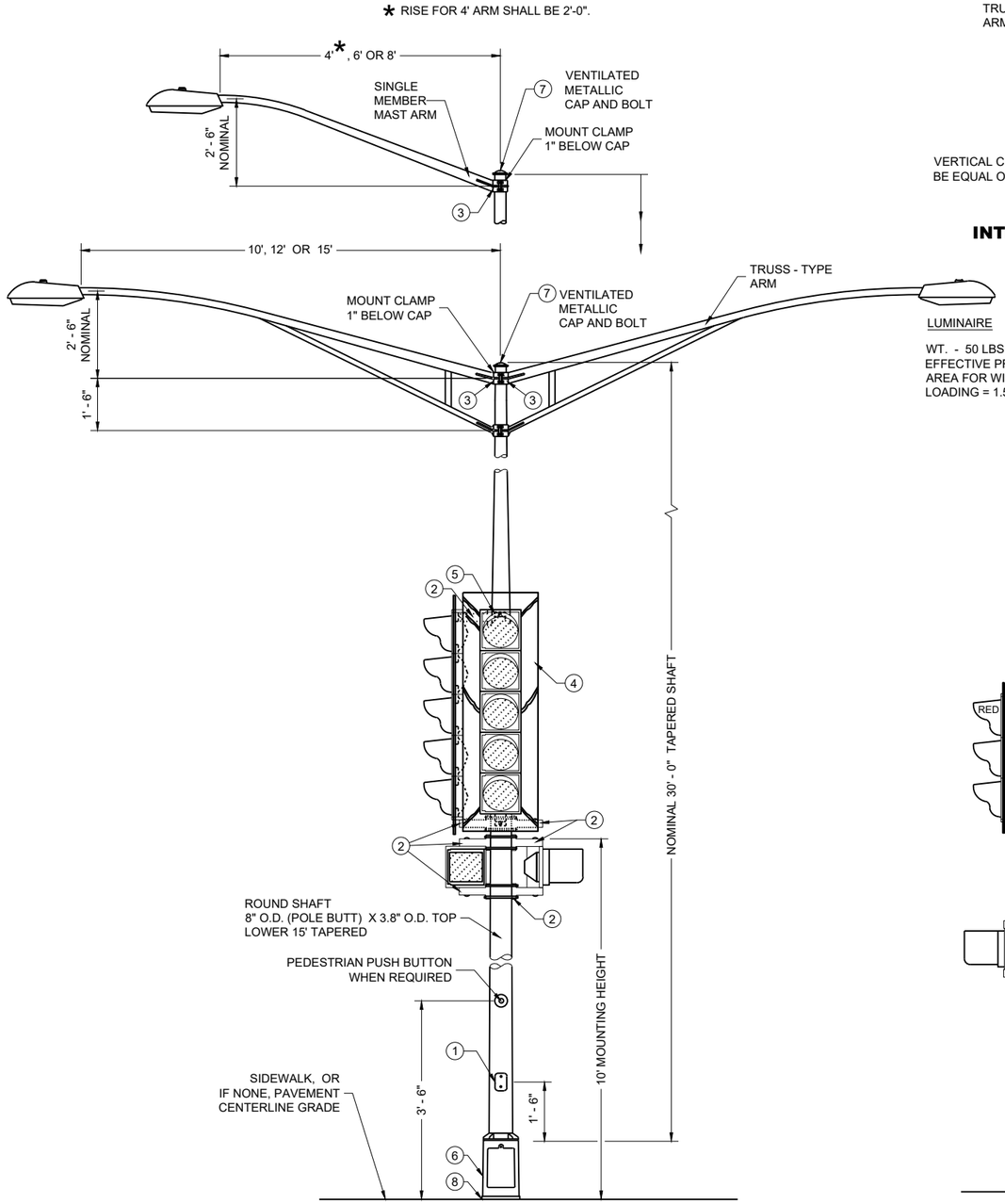
STATE OF WISCONSIN
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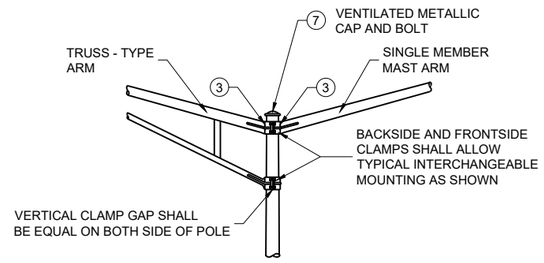
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(MAXIMUM LOAD)

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

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

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

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

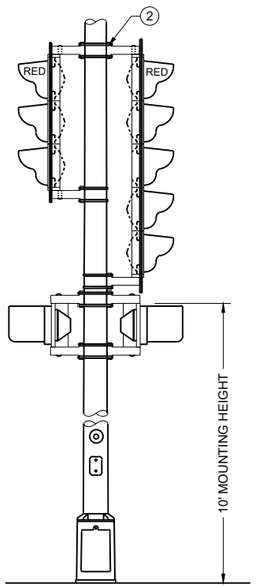
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE. WHEN REQUIRED.

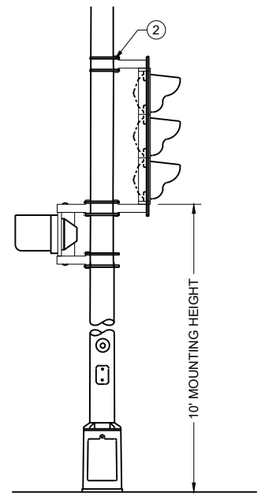
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

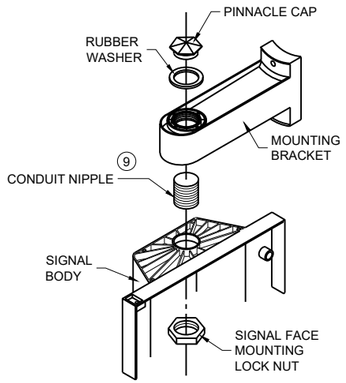
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



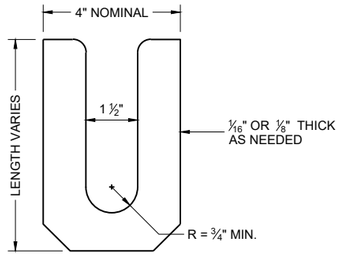
SIGNAL FACE MOUNTING DETAIL

(BANDED)

TYPE 3 POLE MOUNTING CONFIGURATION

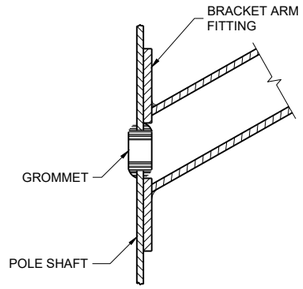
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

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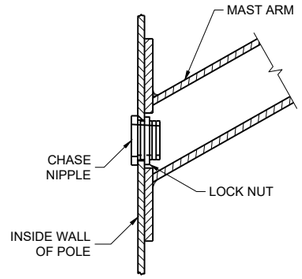


①

LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

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

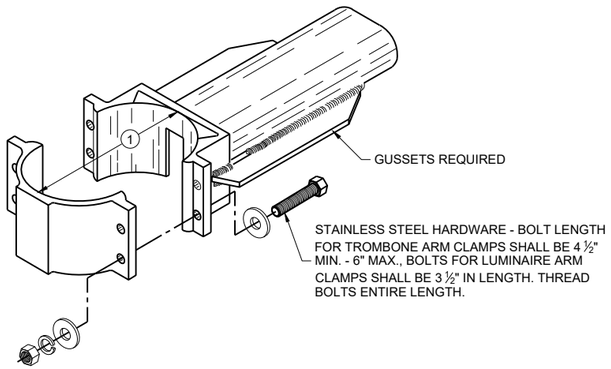
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

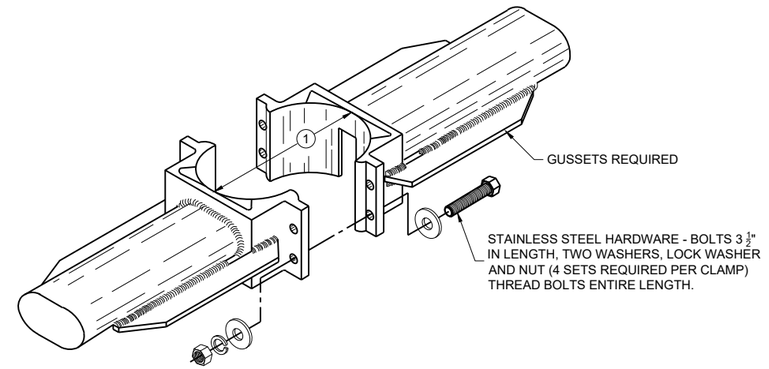
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

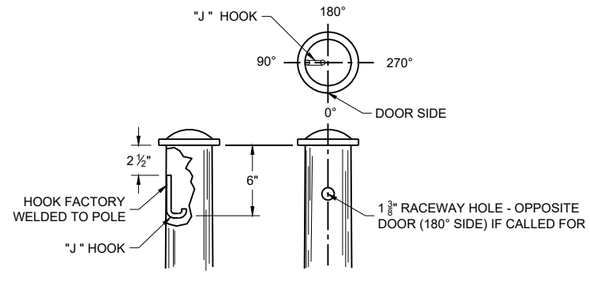
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



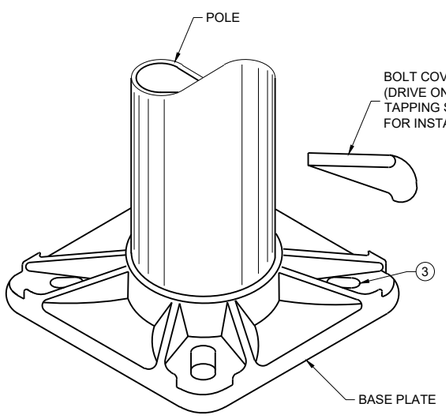
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



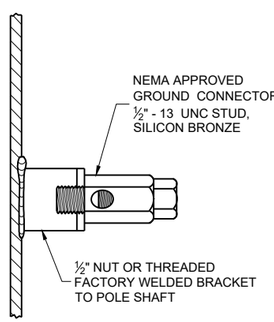
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

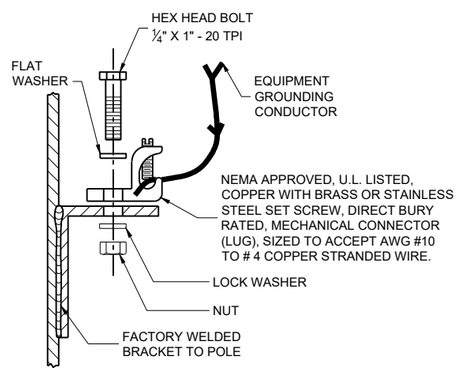


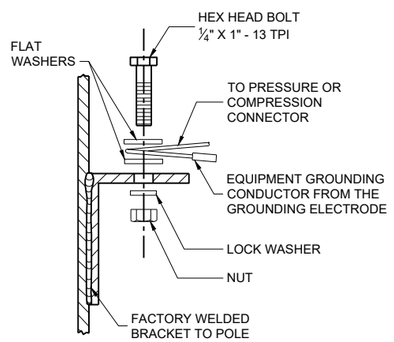
TYPICAL "J" HOOK LOCATION



BASE PLATE







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

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

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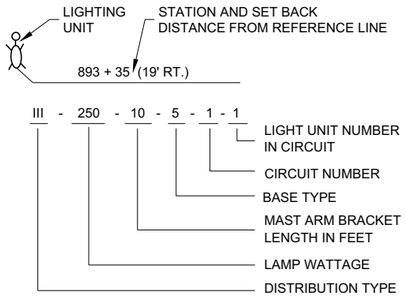
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GENERAL NOTES

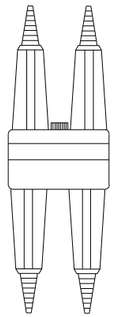
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

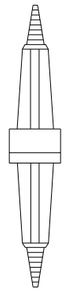
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



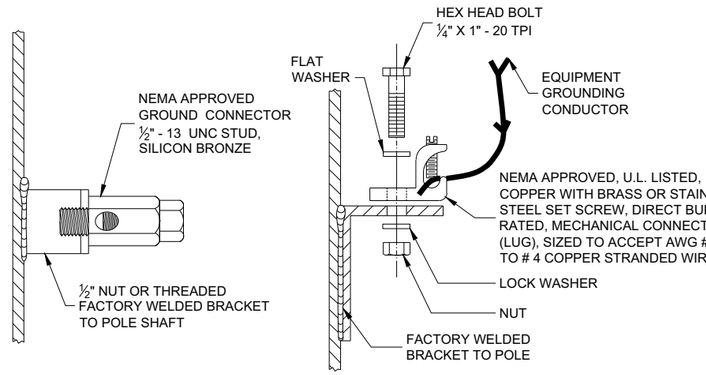
LIGHTING UNIT CODE
(TYPICAL)



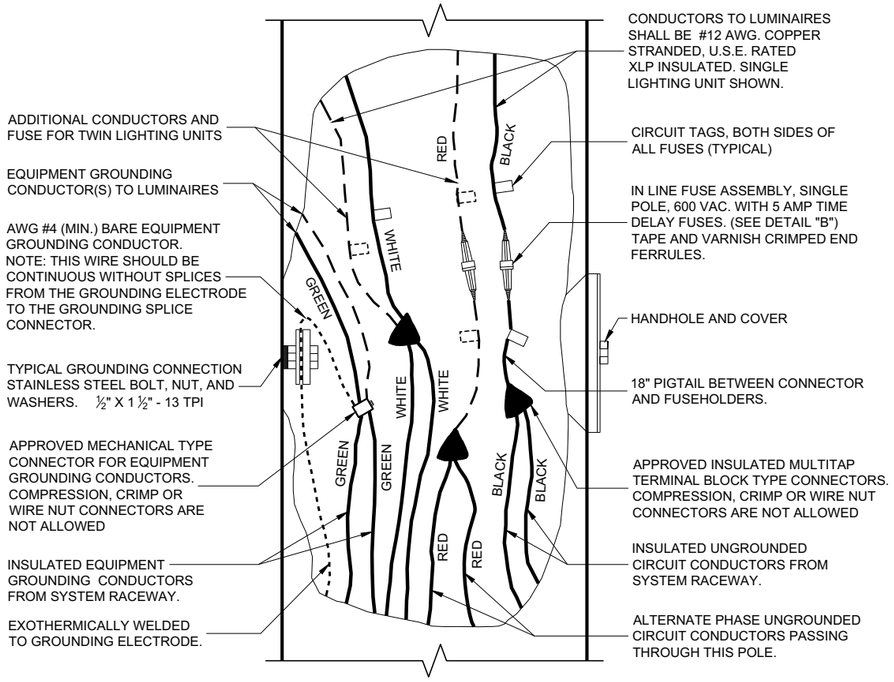
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



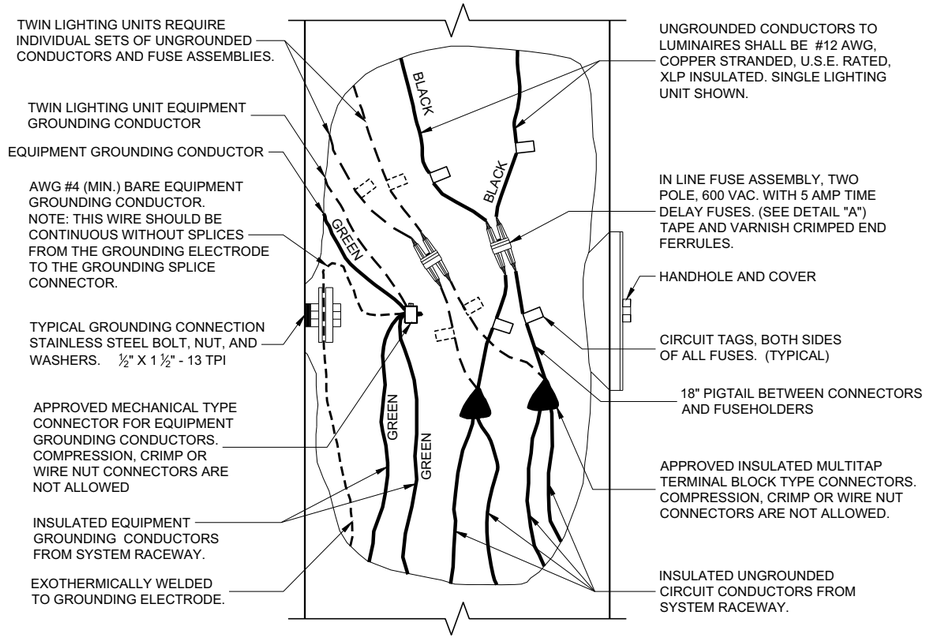
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

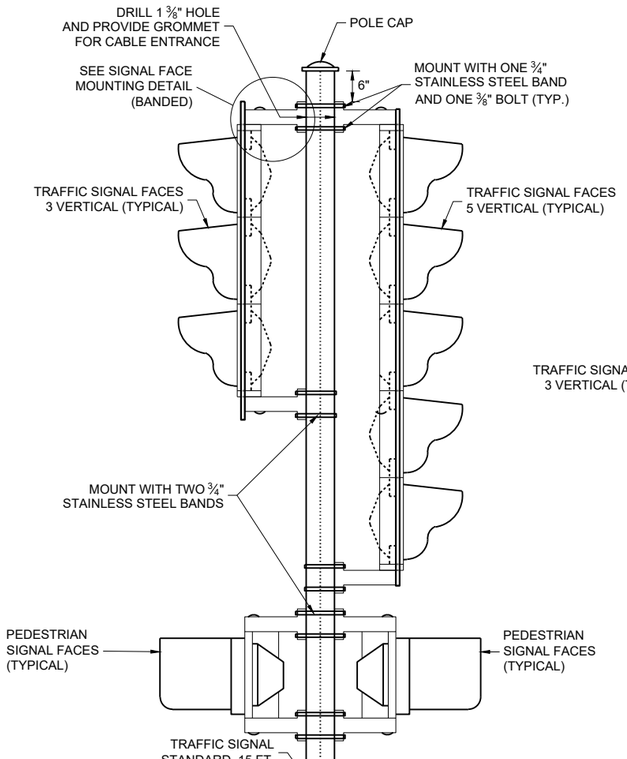
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

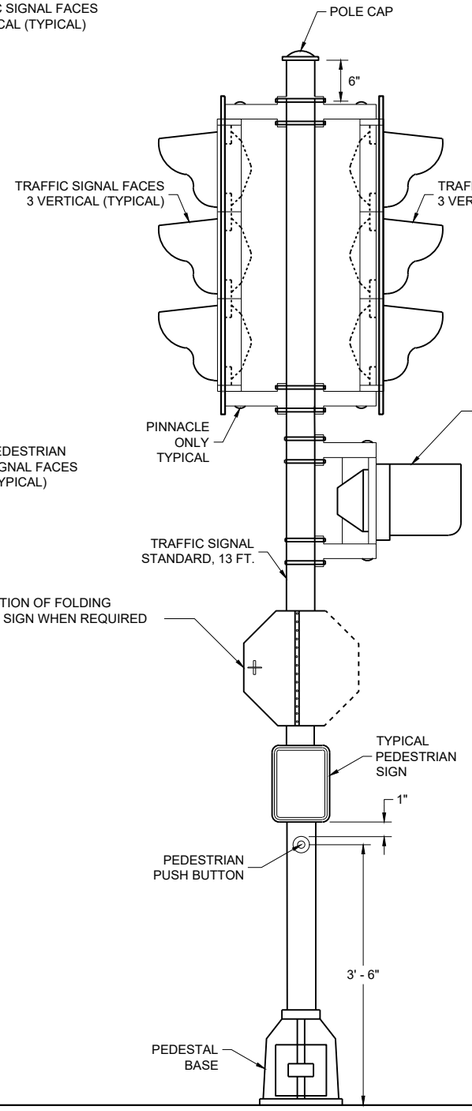
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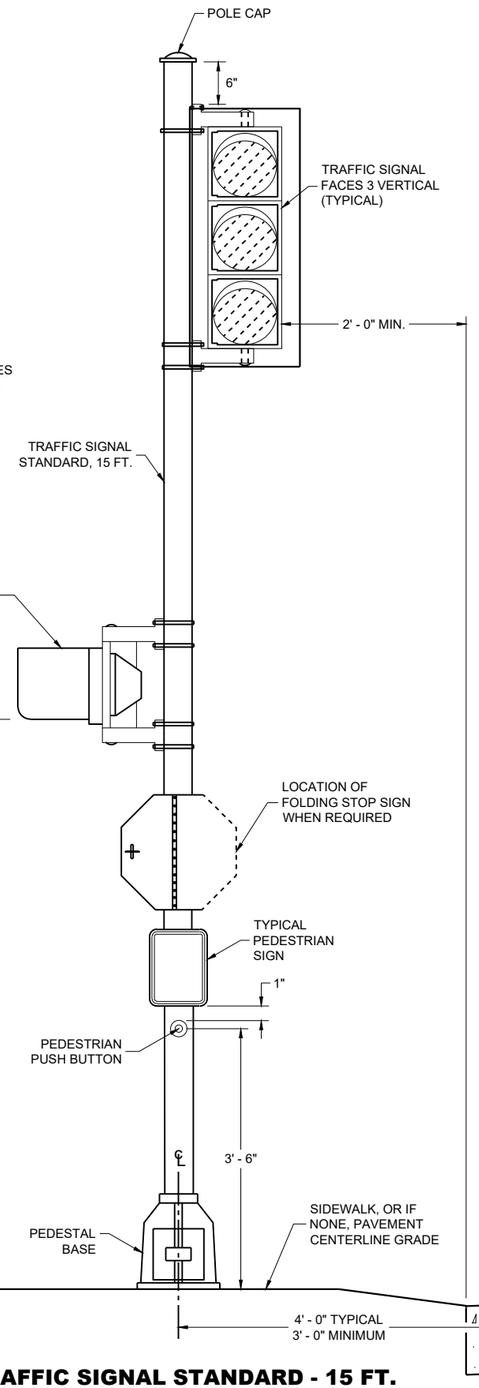
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TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

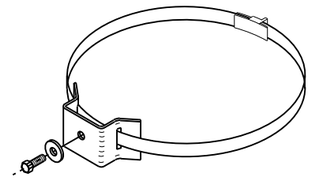
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

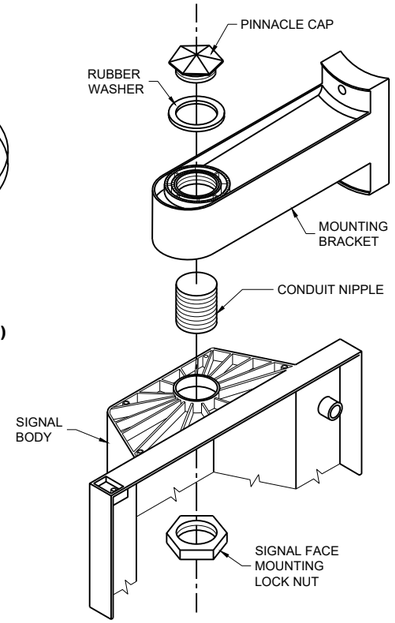
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



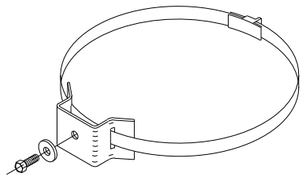
SIGNAL FACE MOUNTING DETAIL (BANDED)

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

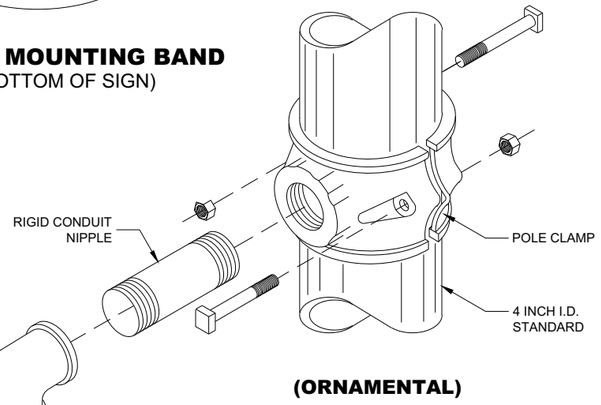
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

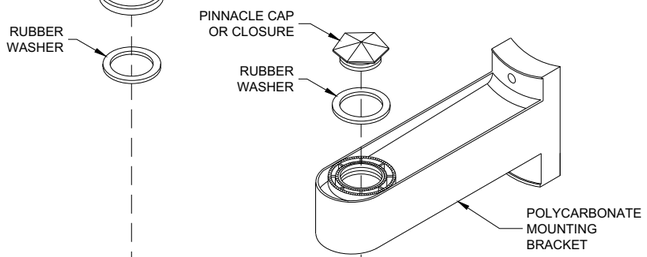
FHWA



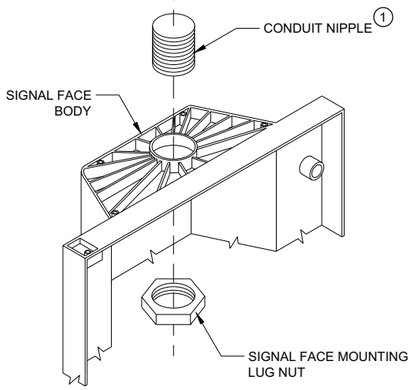
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



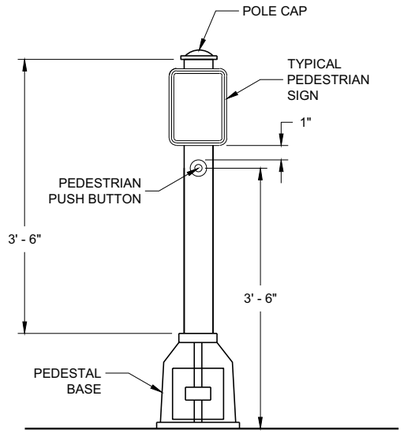
(ORNAMENTAL)



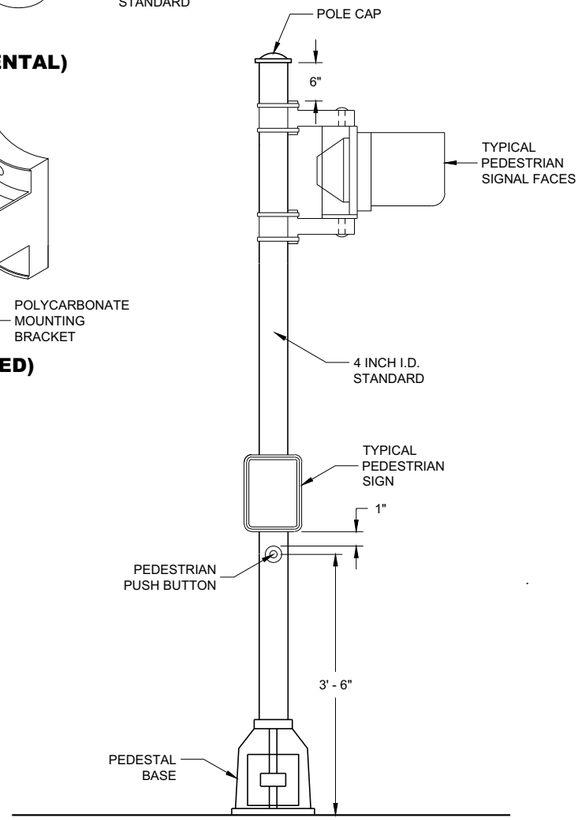
(BANDED)



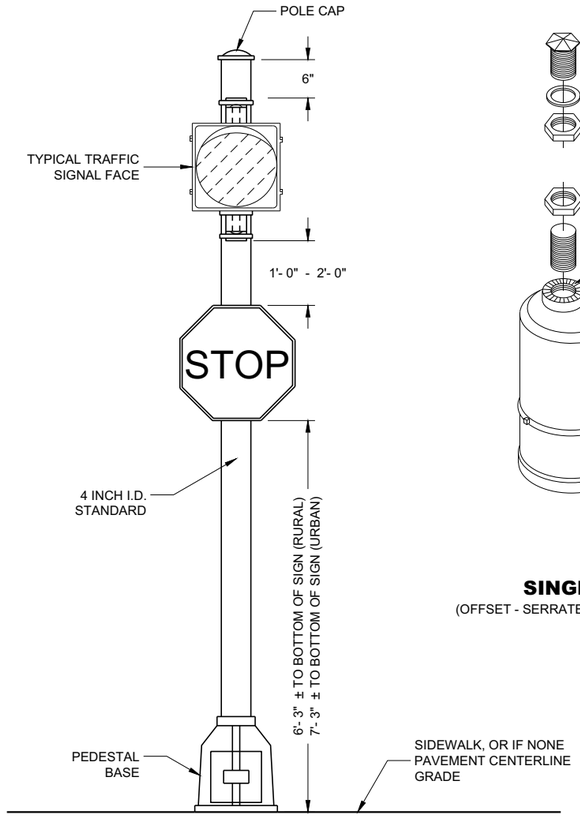
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



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



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

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

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

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

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

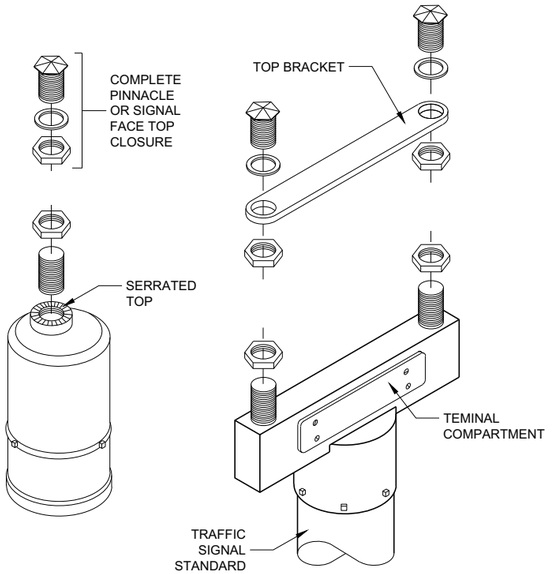
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

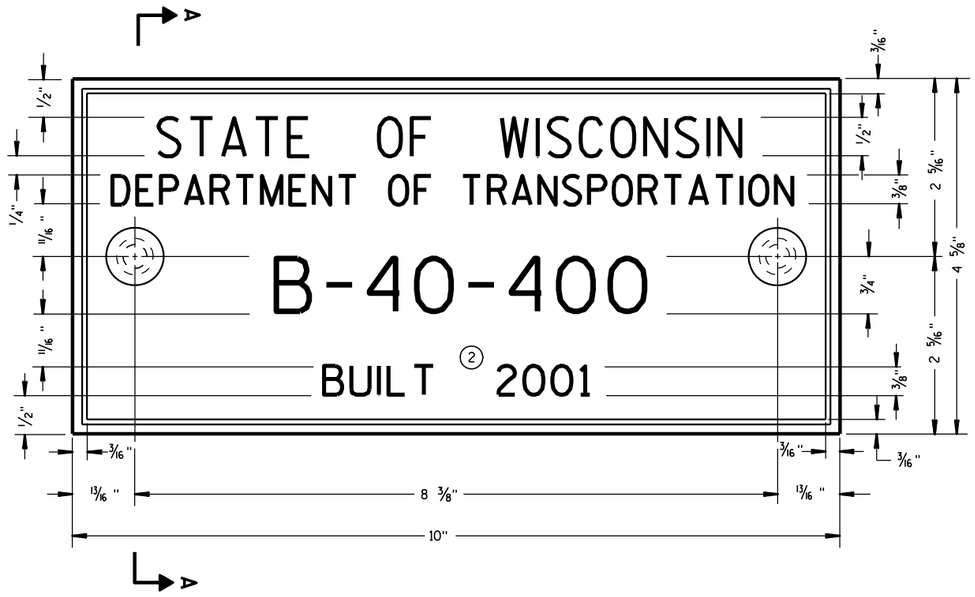
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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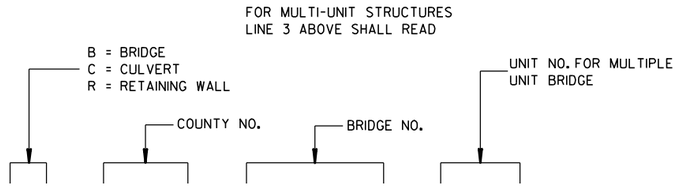
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SDD 09E07 - 06



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

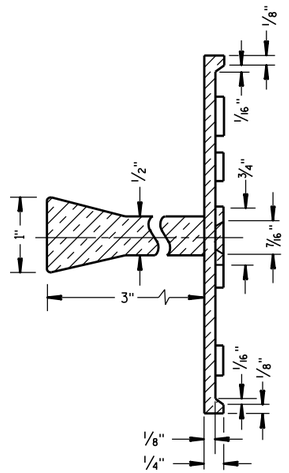
GENERAL NOTES

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.

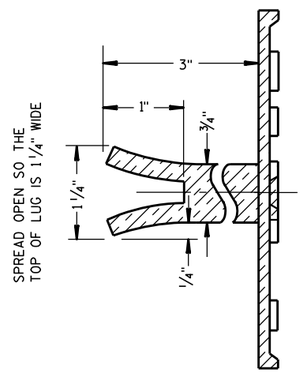
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

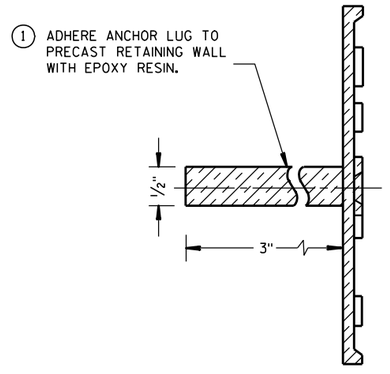
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

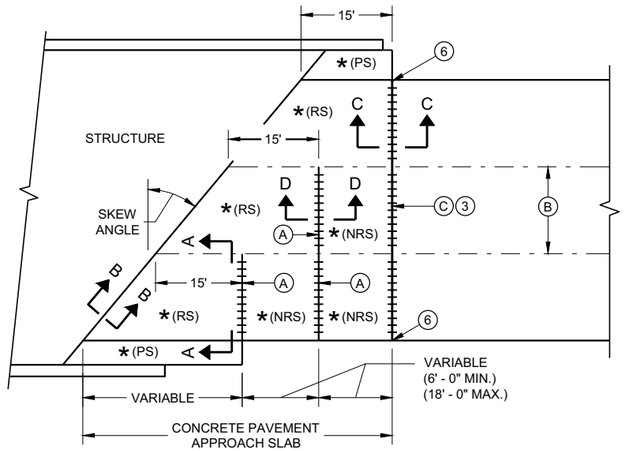
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

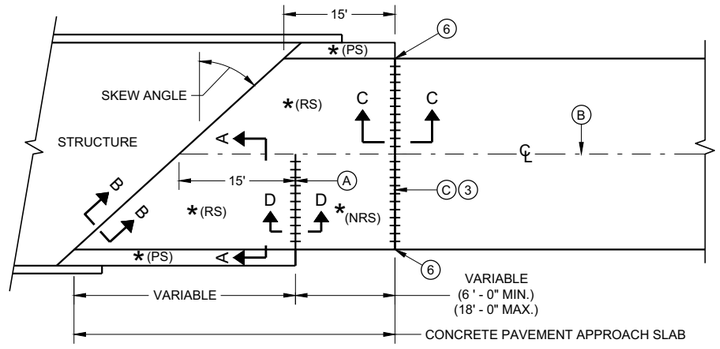
FHWA

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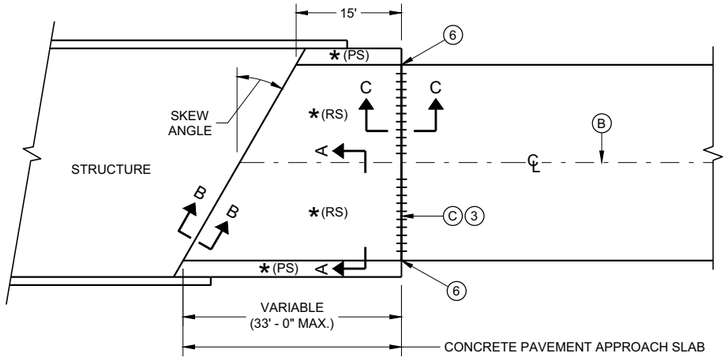
S.D.D. 12 A 3-10



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

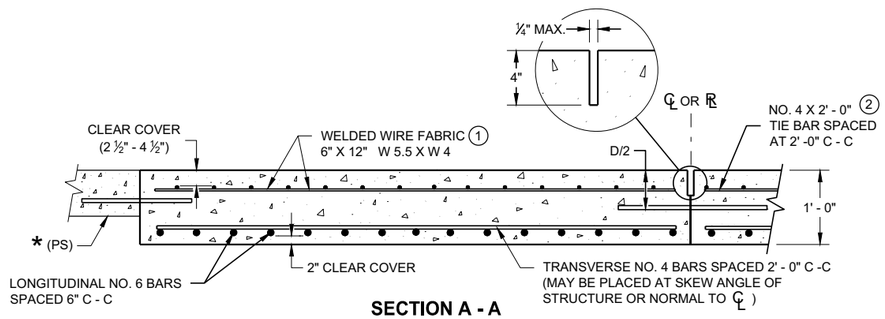
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

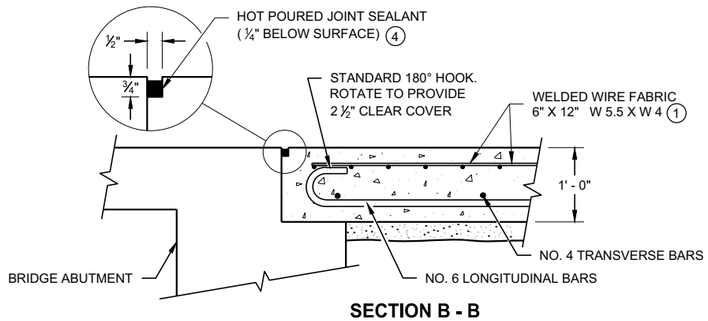
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

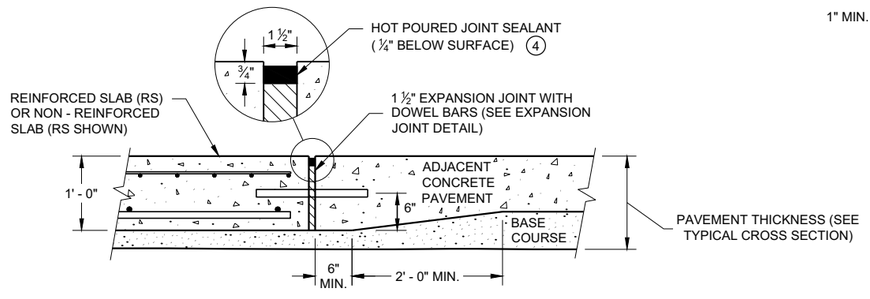
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



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.

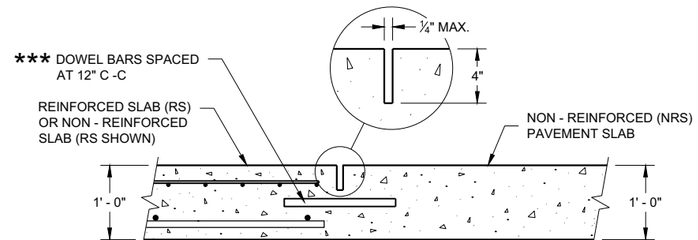
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

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

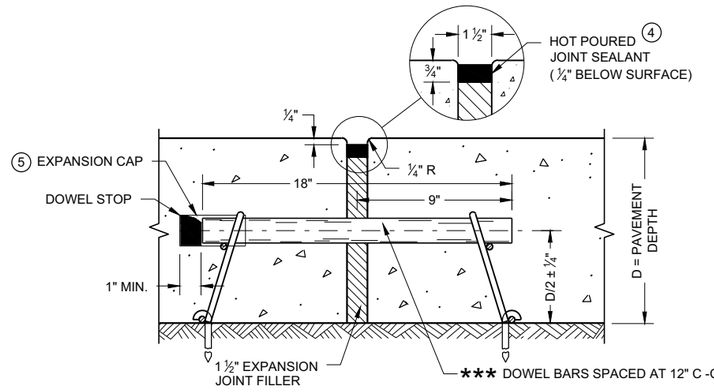
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(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

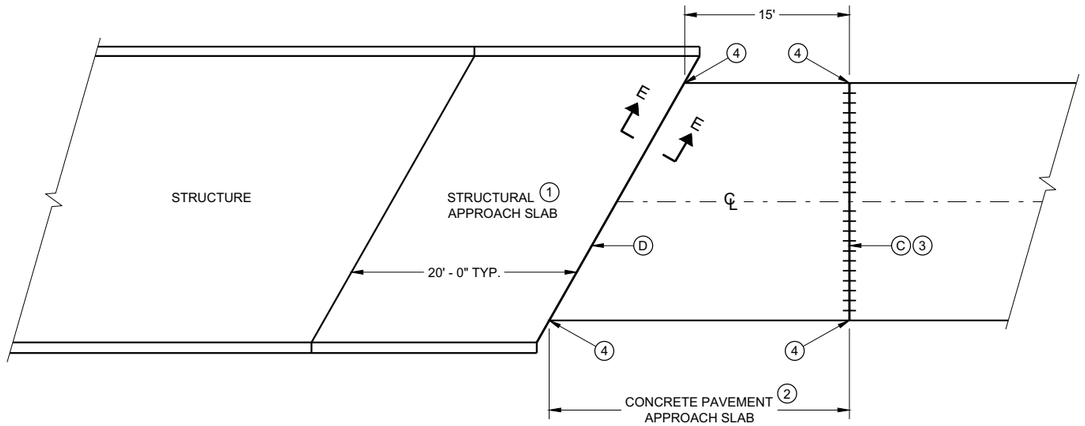
APPROVED
November 2018
DATE

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

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SDD 13B02 - 09a



BRIDGE APPROACHES

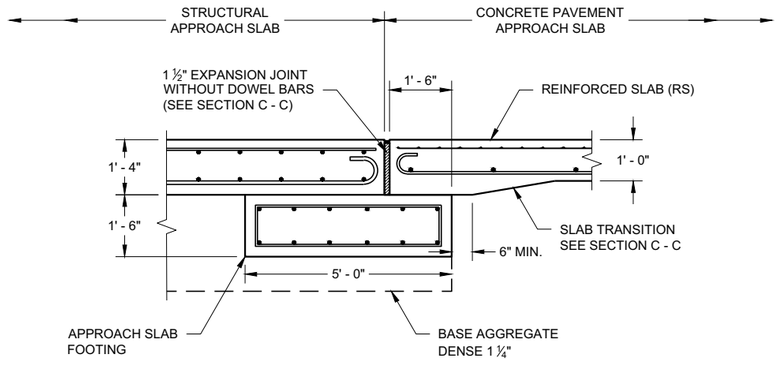
GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

1. SEE BRIDGE PLAN.
2. CONFORM TO SDD 13B02 SHEET A FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS
3. DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.
4. EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

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

D. 1 ½" EXPANSION JOINT (NO DOWELS)



SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

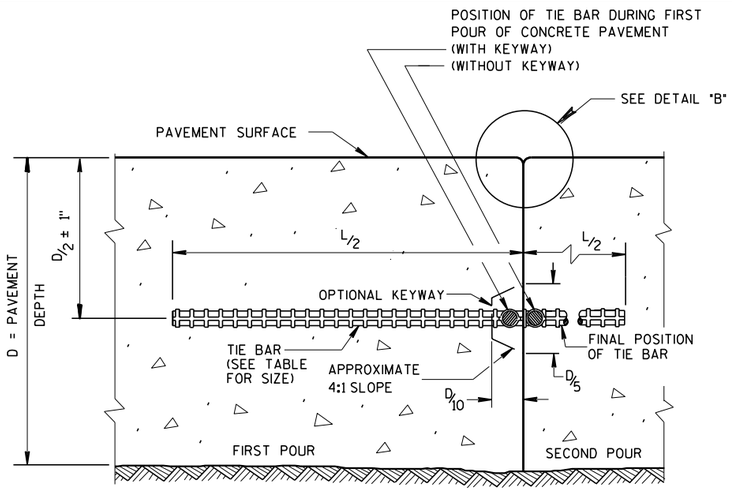
APPROVED
November 2018
DATE
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PAVEMENT SUPERVIS

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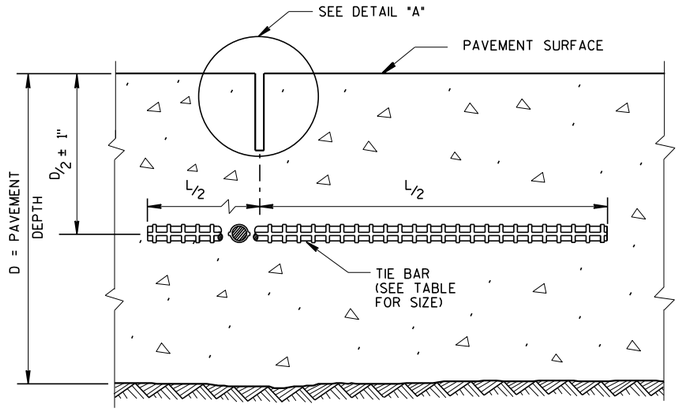
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SDD 13B02 - 09b

SDD 13B02 - 09b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

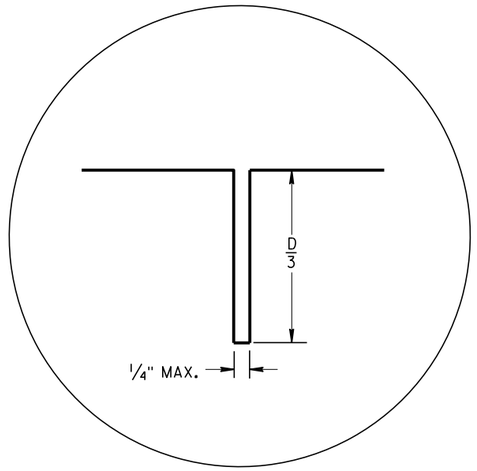
** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

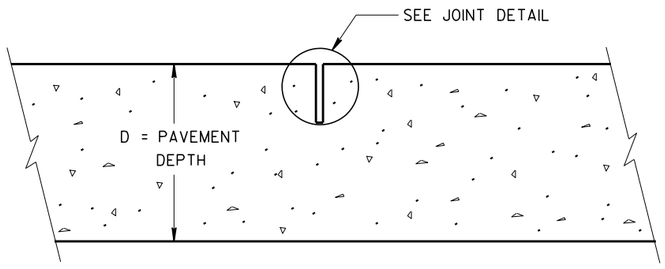
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPE
FHWA



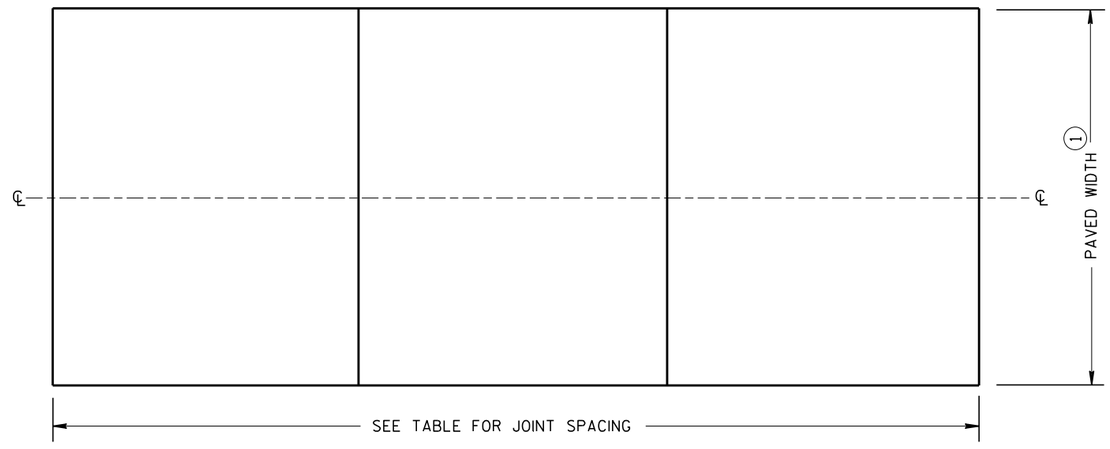
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

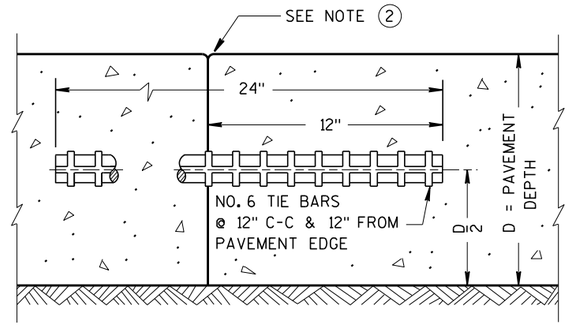
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

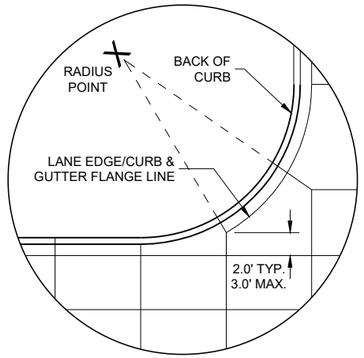
URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

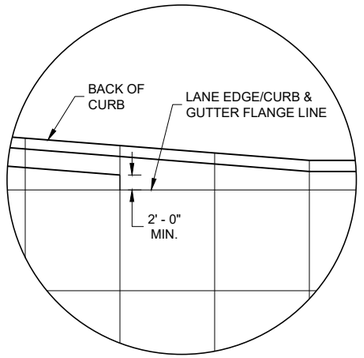
APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPT
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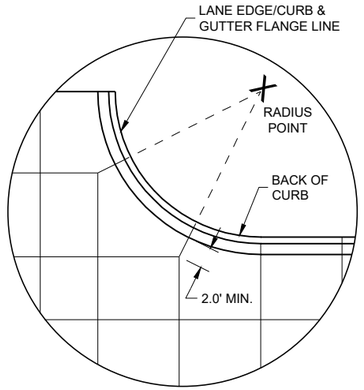
S.D.D. 13 C 4-17



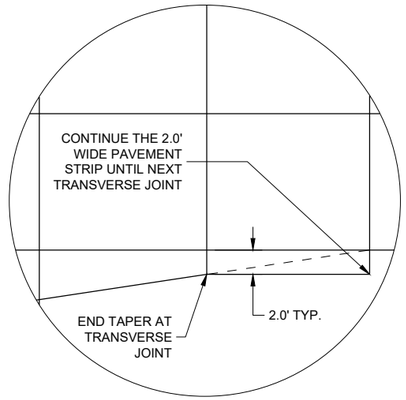
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

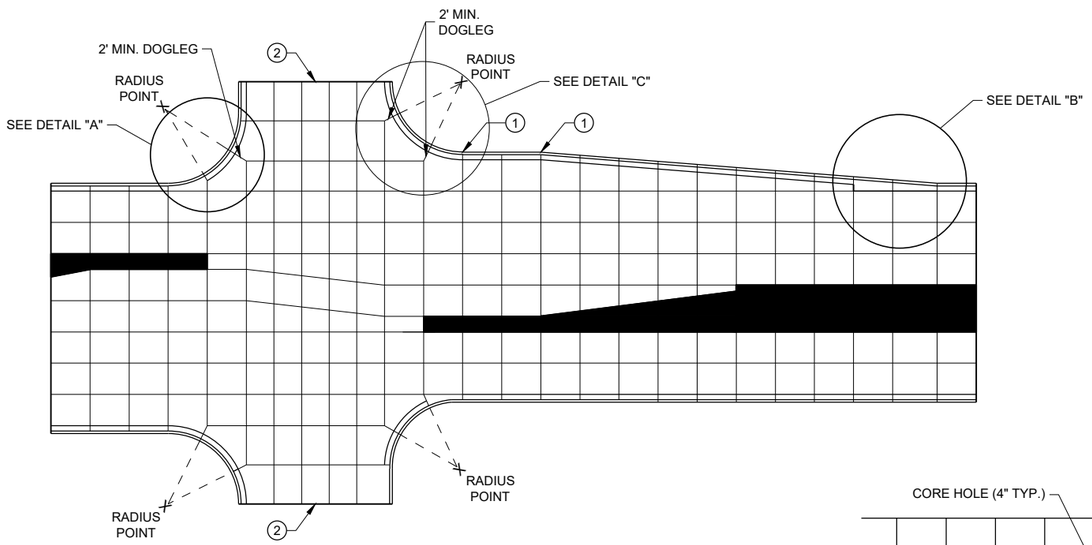
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

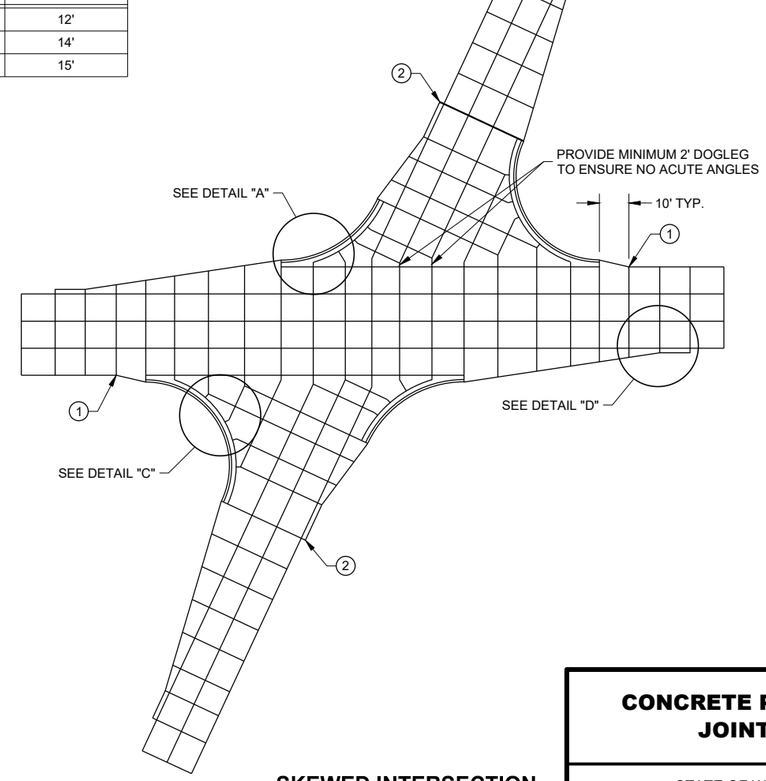
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



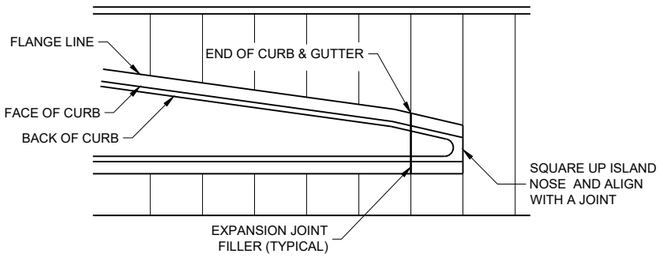
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

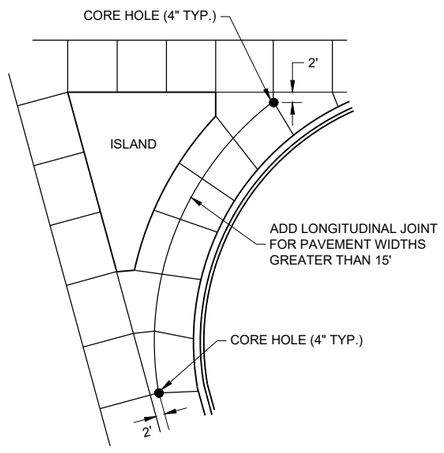
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

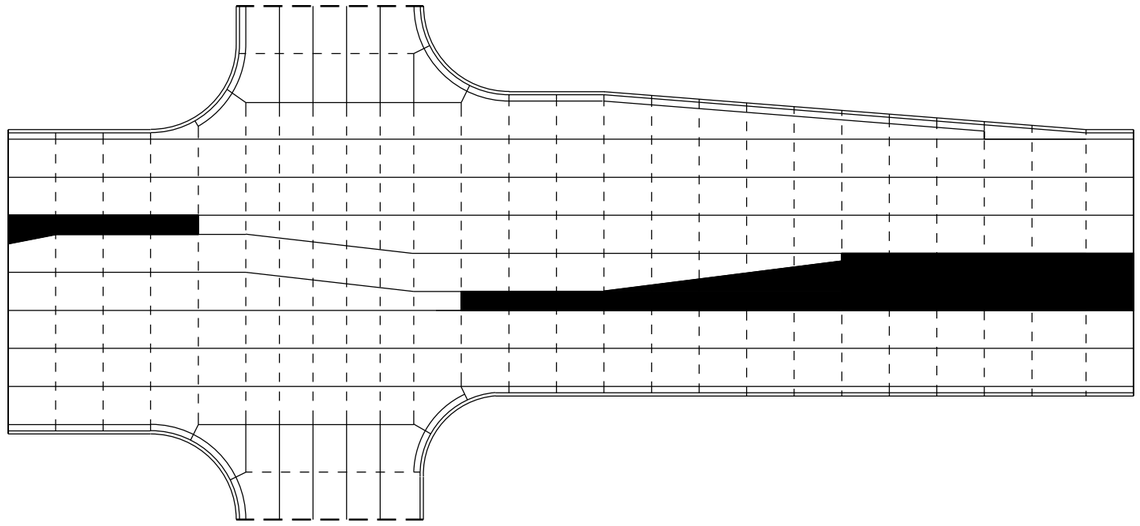
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

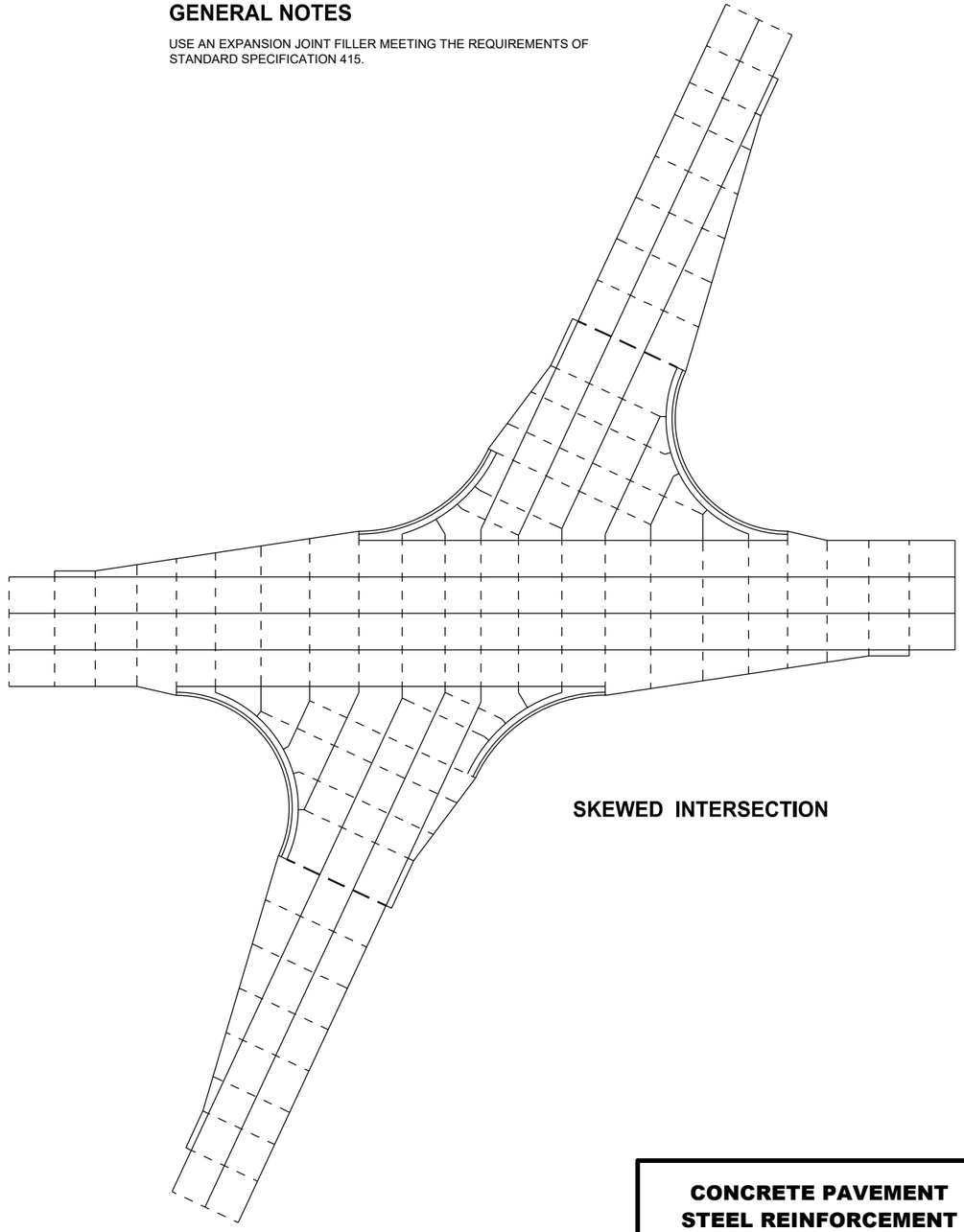
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

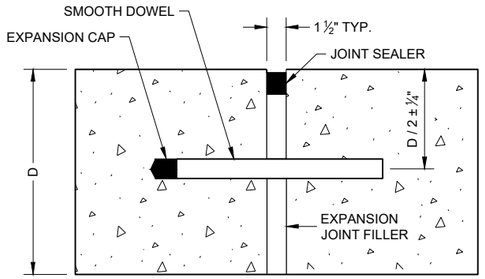
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

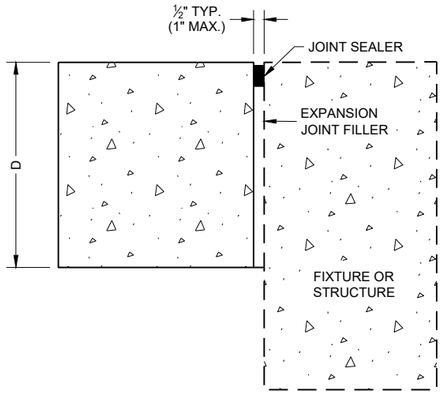
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

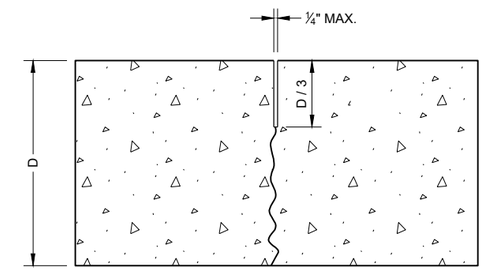
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

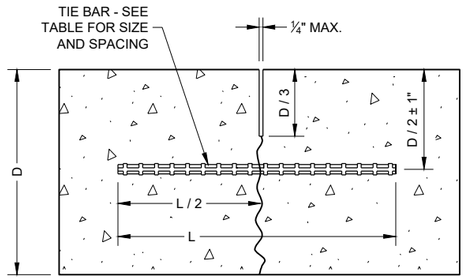
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

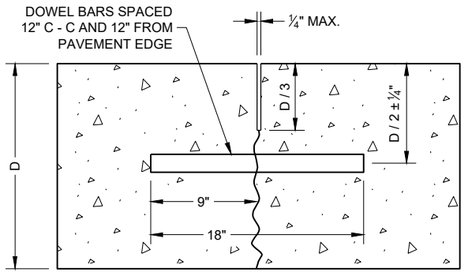
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

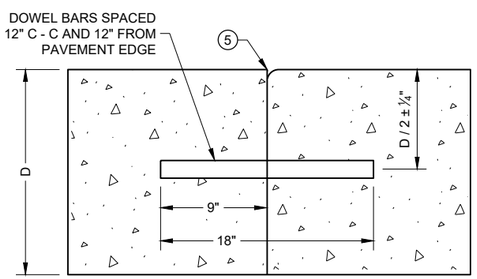


TIED LONGITUDINAL

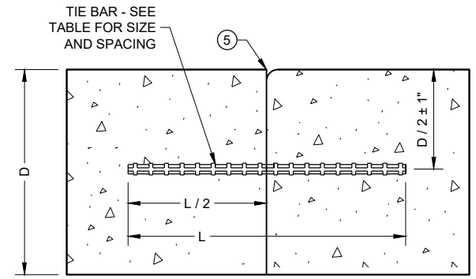


DOWELED TRANSVERSE

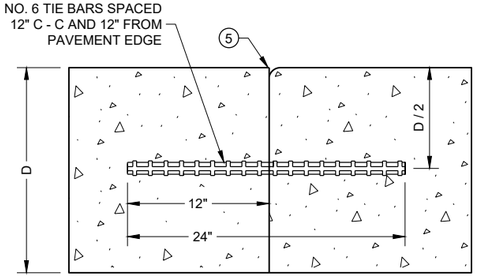
CONTRACTION JOINTS (2)



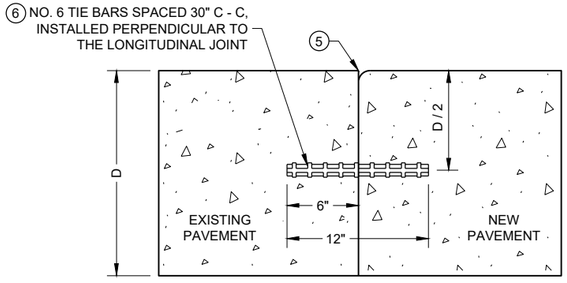
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



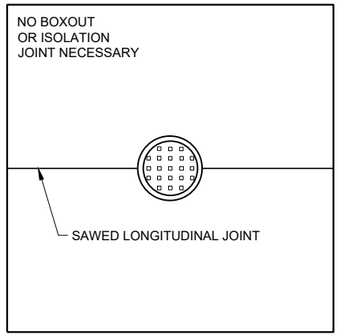
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



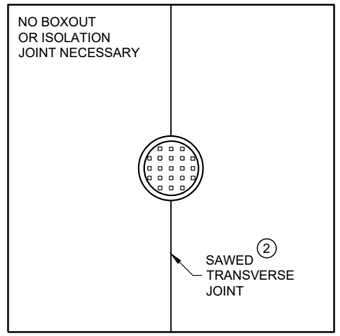
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

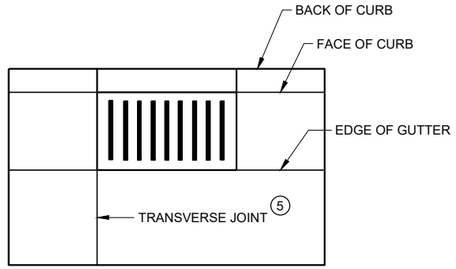
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



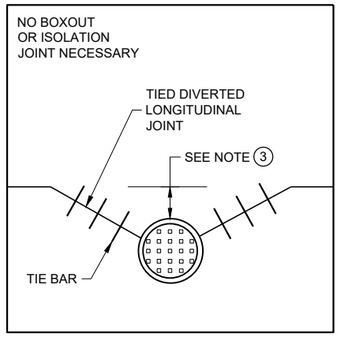
MANHOLE WITH TRANSVERSE JOINT



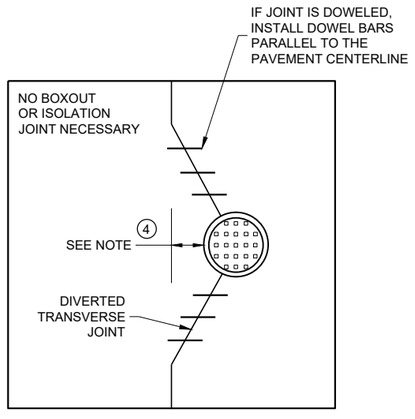
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

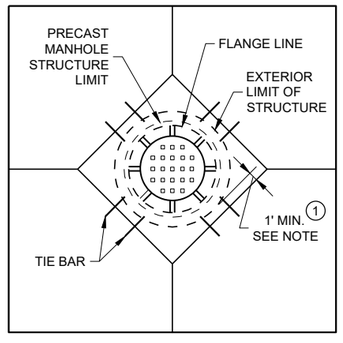
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

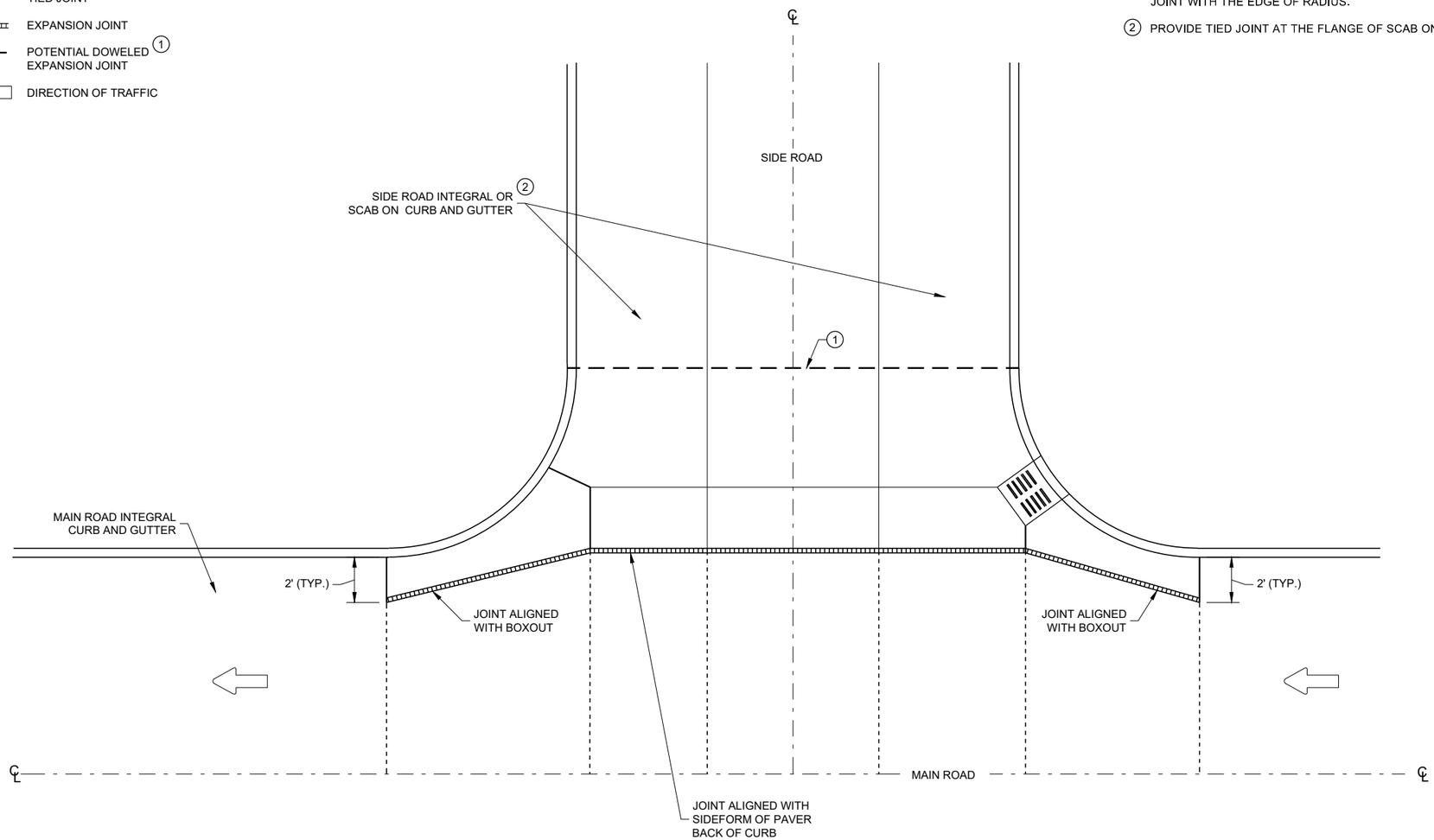
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SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

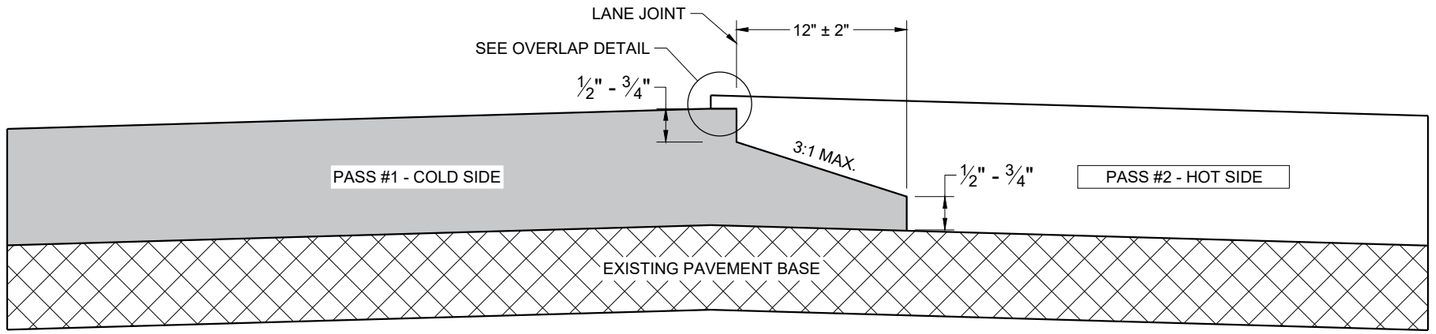
FHWA

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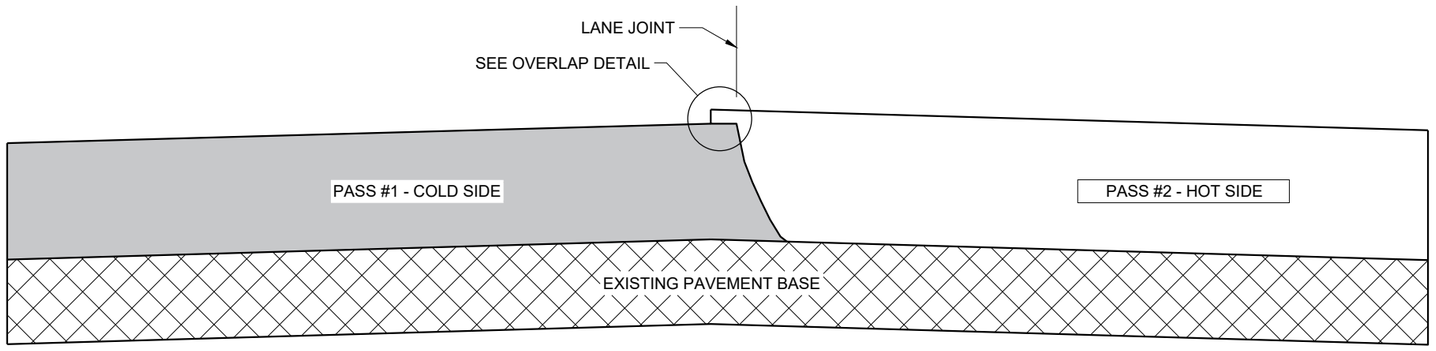
SDD 13C18 - 08f

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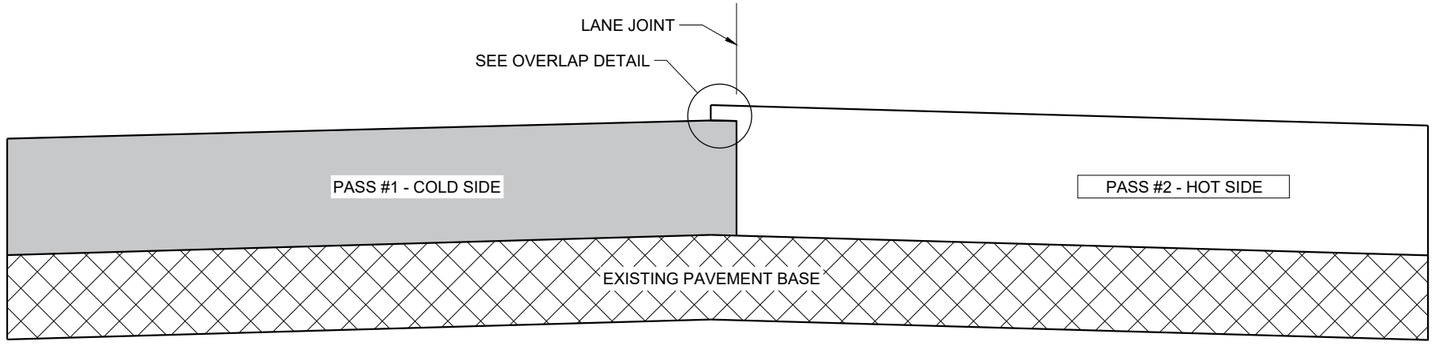
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

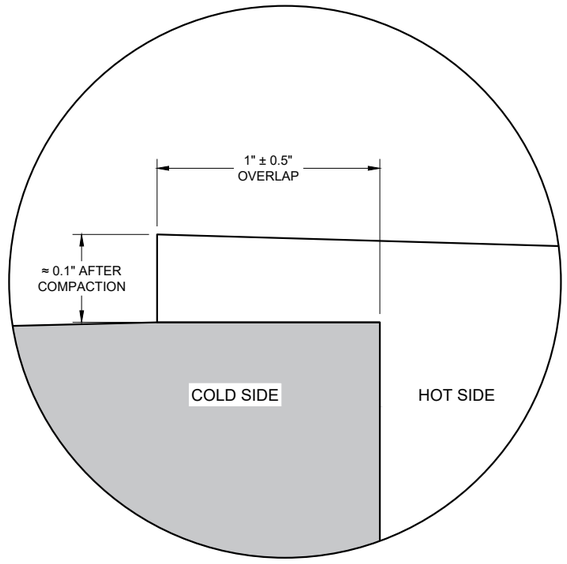
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

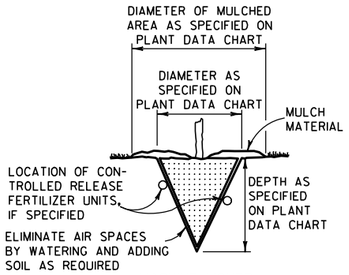
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

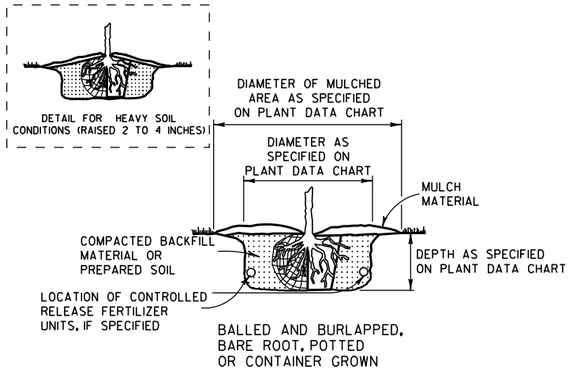
FHWA

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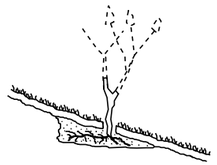
SDD 13C19 - 03



MACHINE MOVED

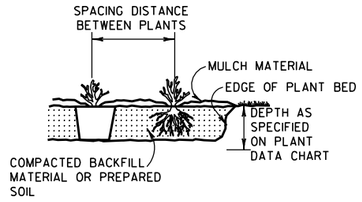


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



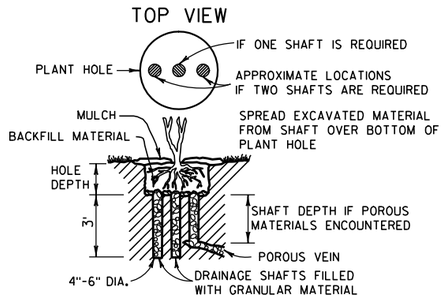
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



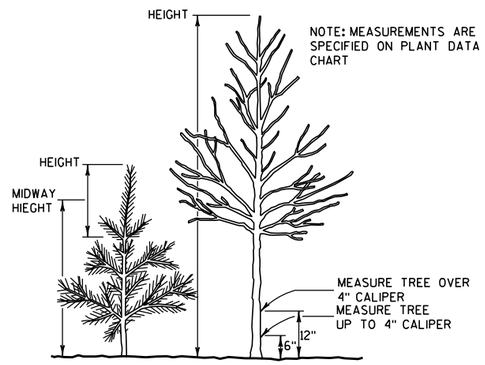
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

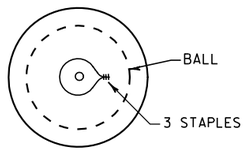


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

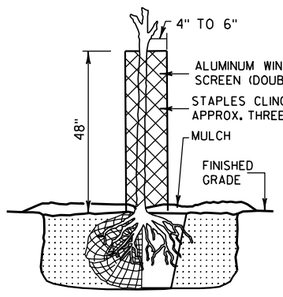
DRAINING



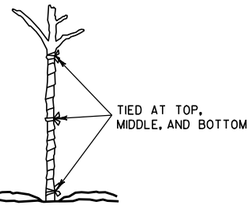
MEASURING



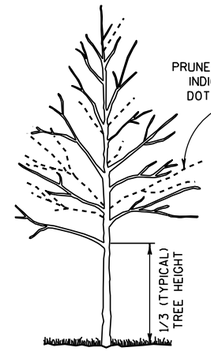
TOP VIEW



RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

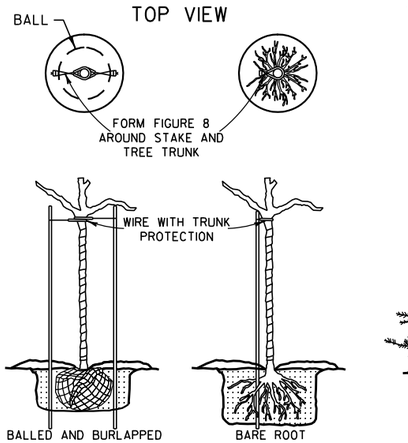


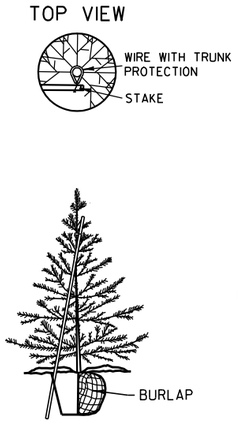
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

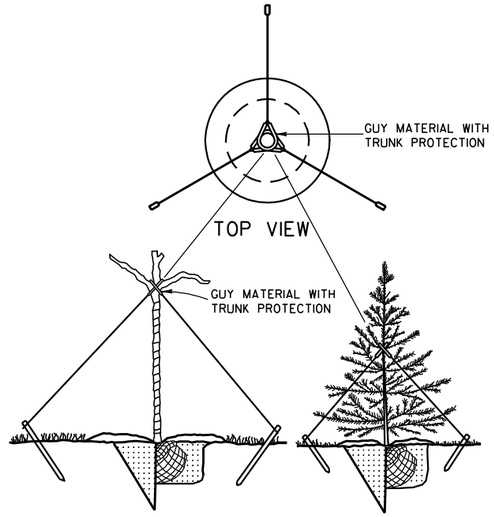
PRUNING





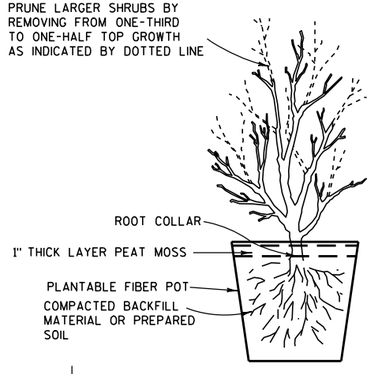
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

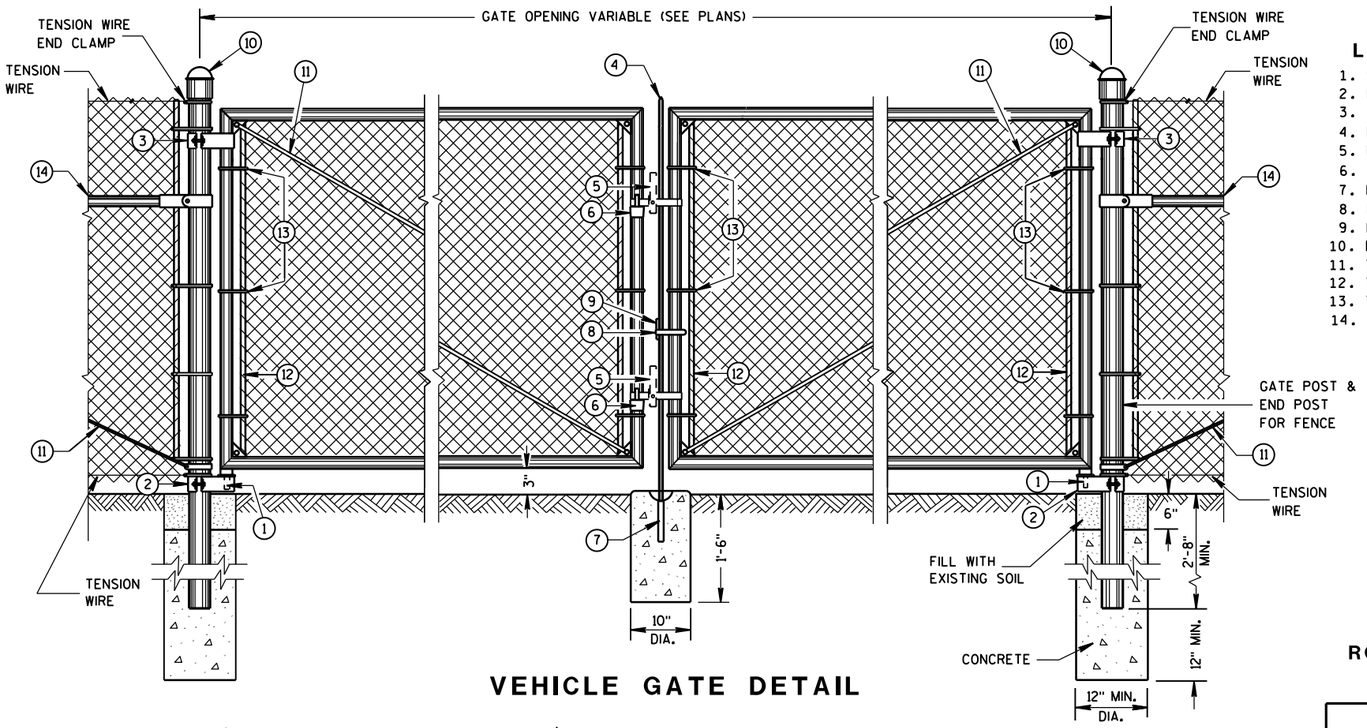
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

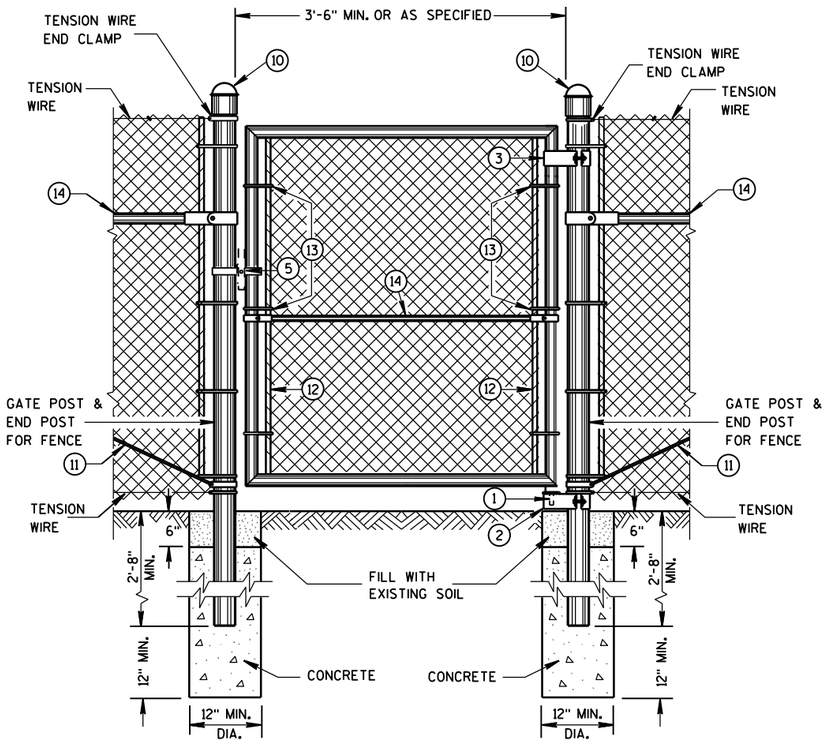
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 A 2-1

6
S.D.D. 14 A 2-1



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

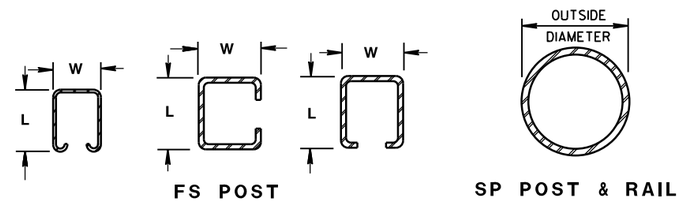
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

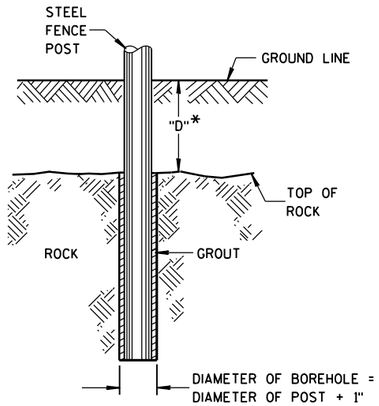
ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

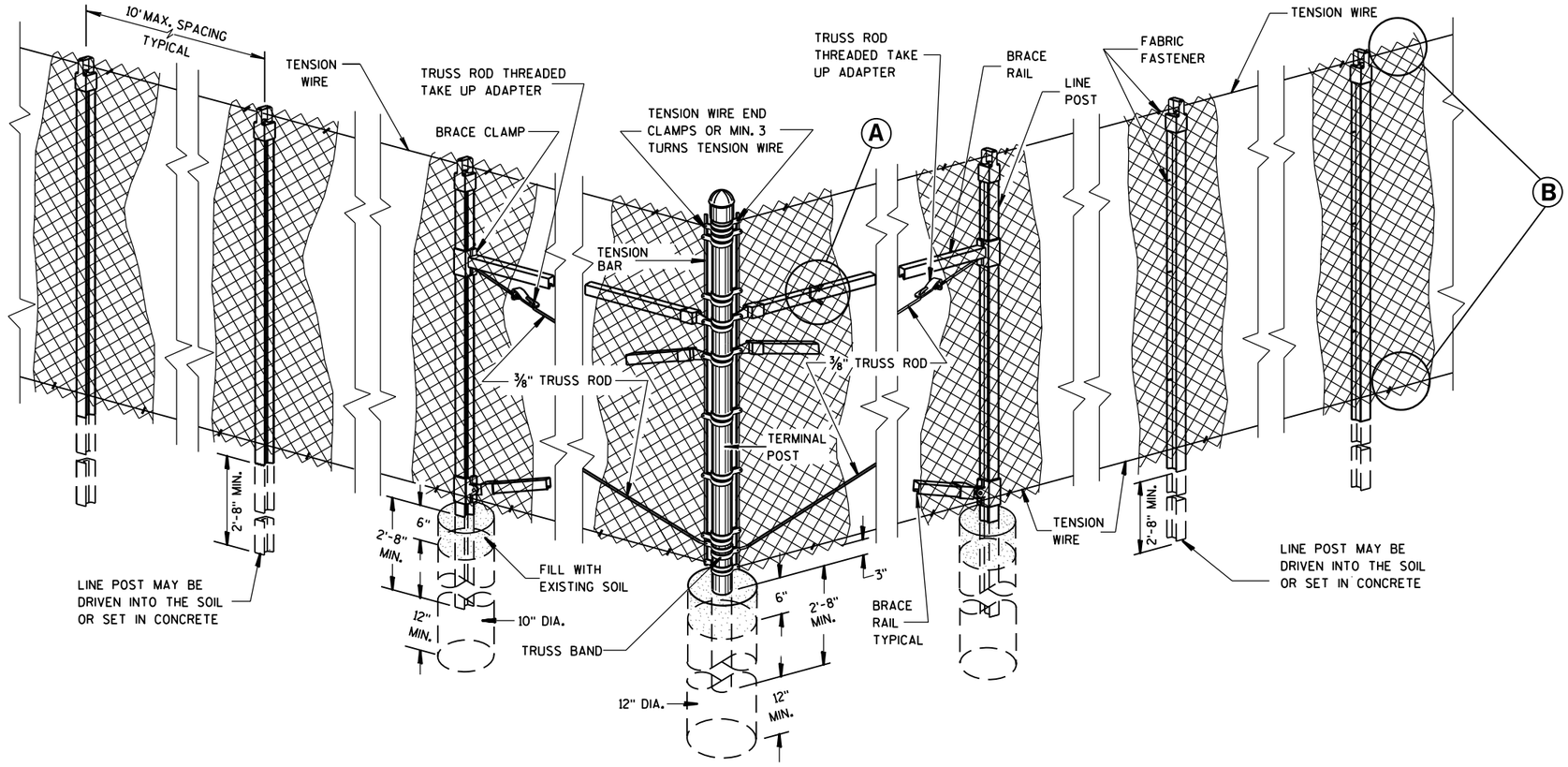
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 15 B 3-15a

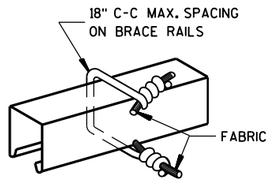


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



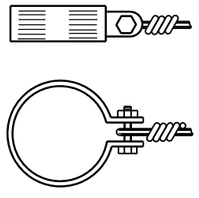
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



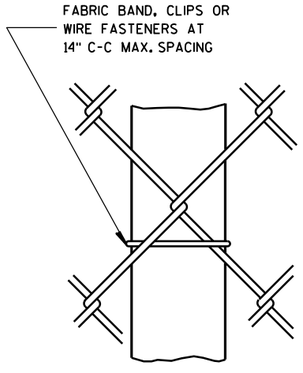
BRACE RAIL

FABRIC FASTENER

Ⓐ



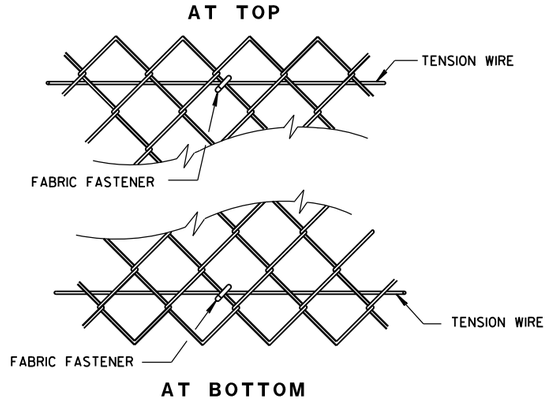
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

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FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

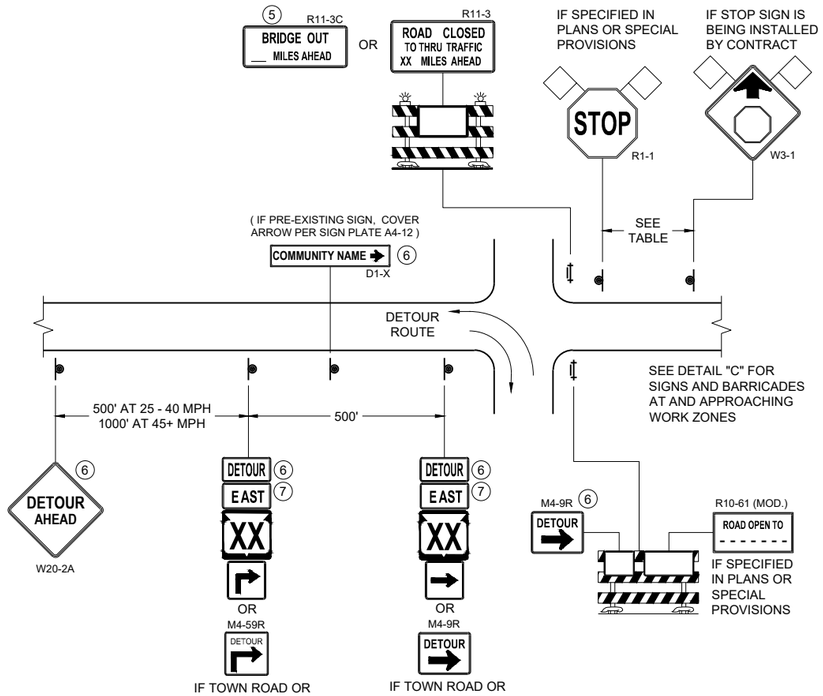
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

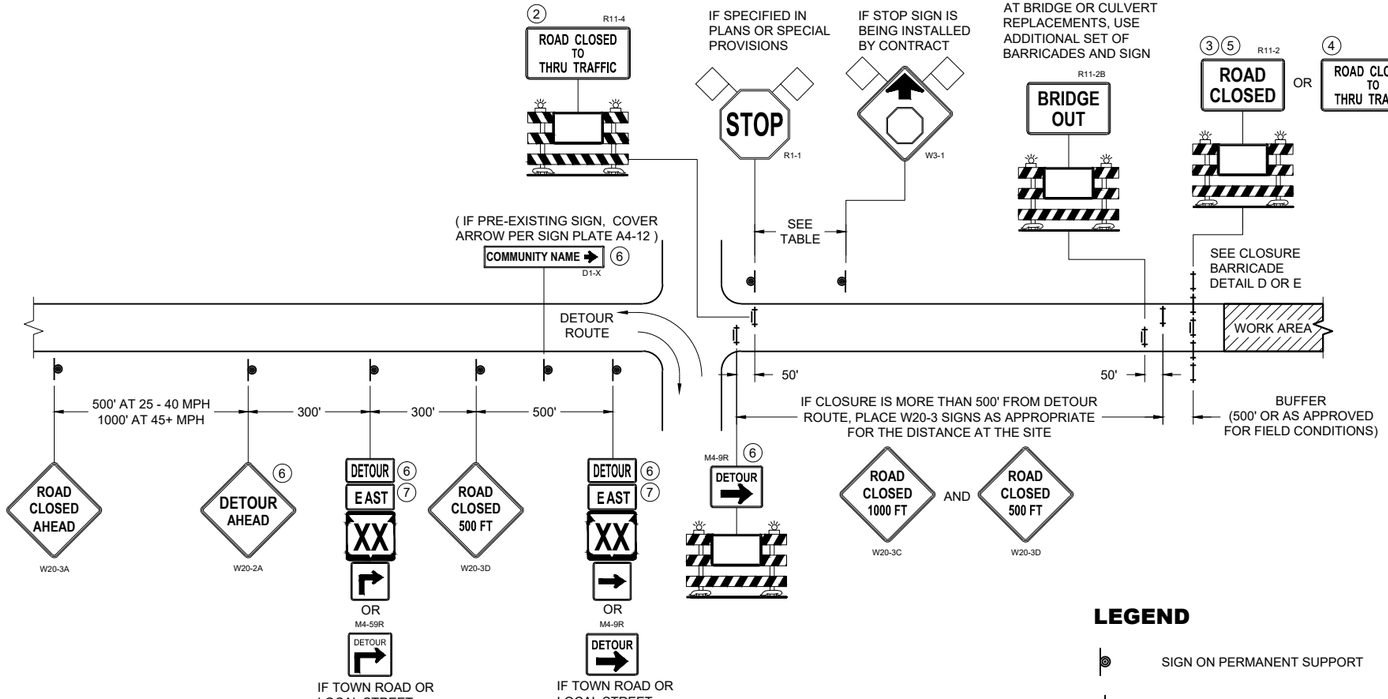
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S.D.D. 15 B 3-15b



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)

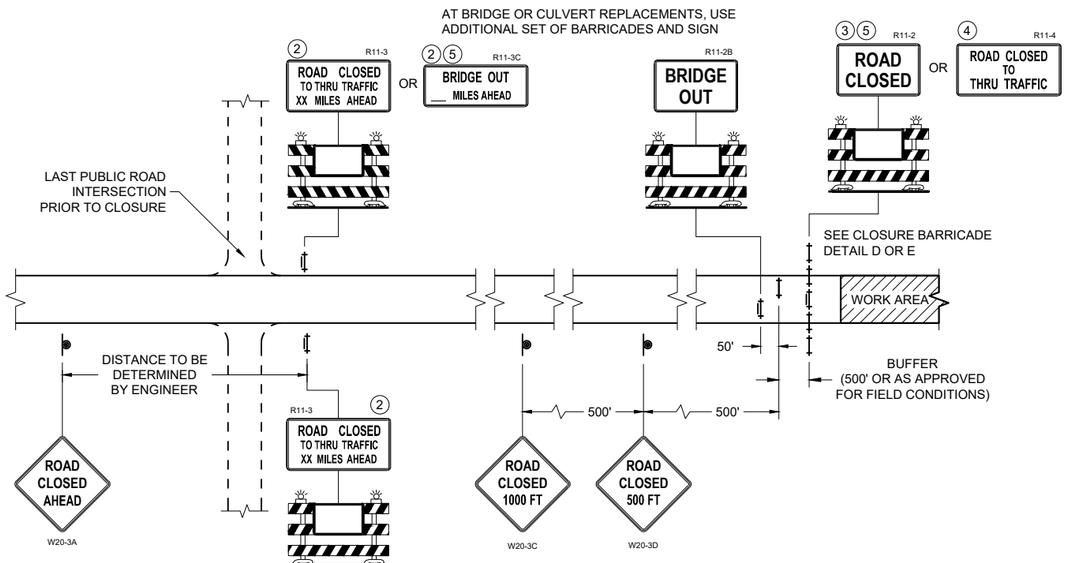
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

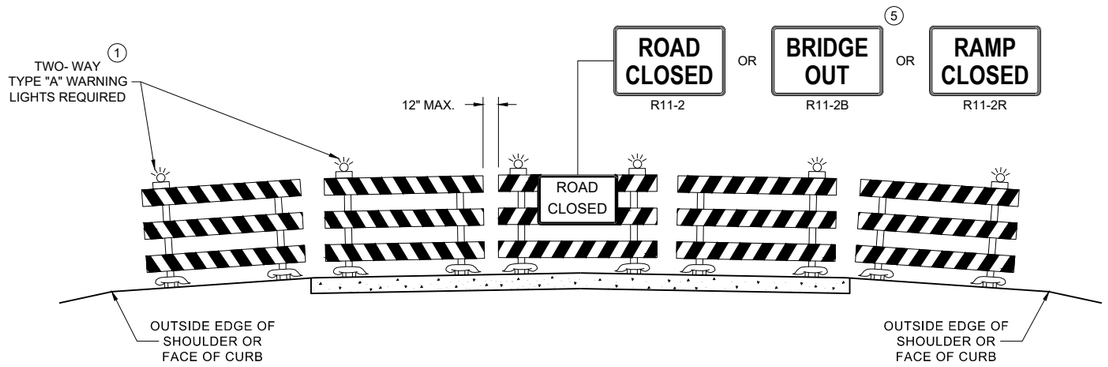
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

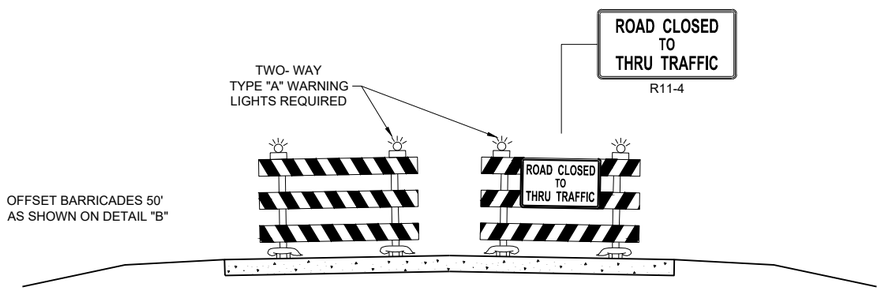
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SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

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

FHWA

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SDD 15C02-10b

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 M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

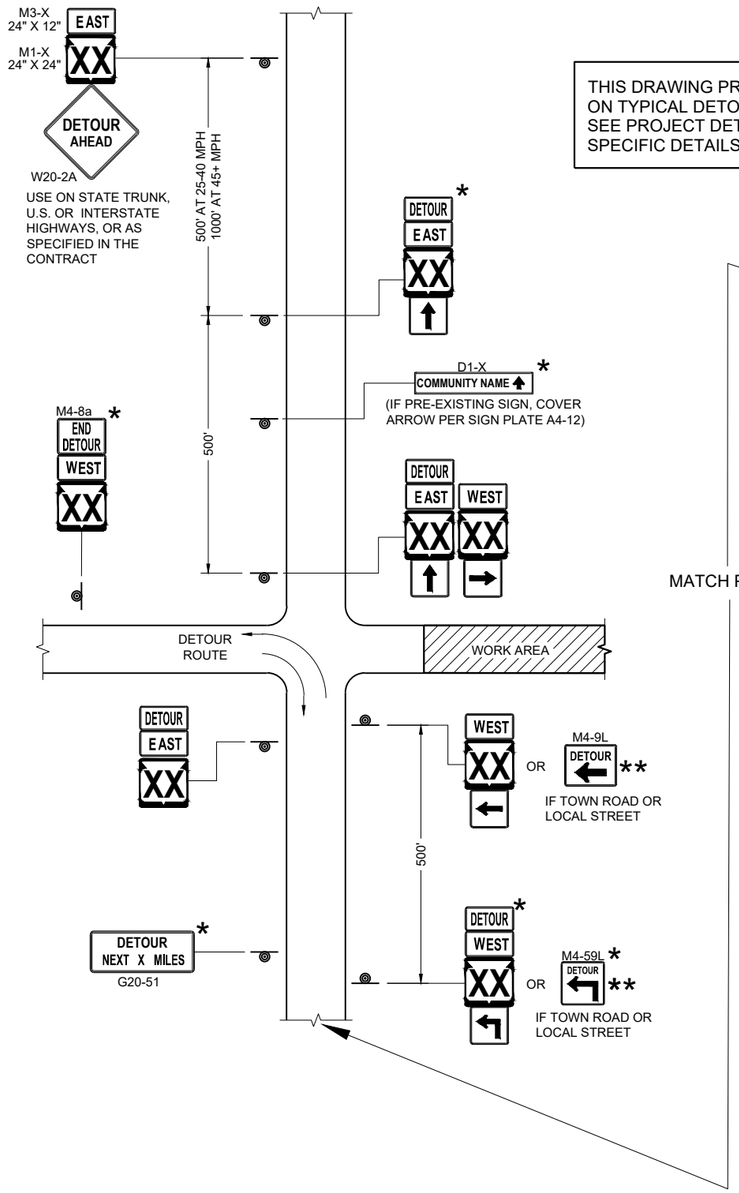
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

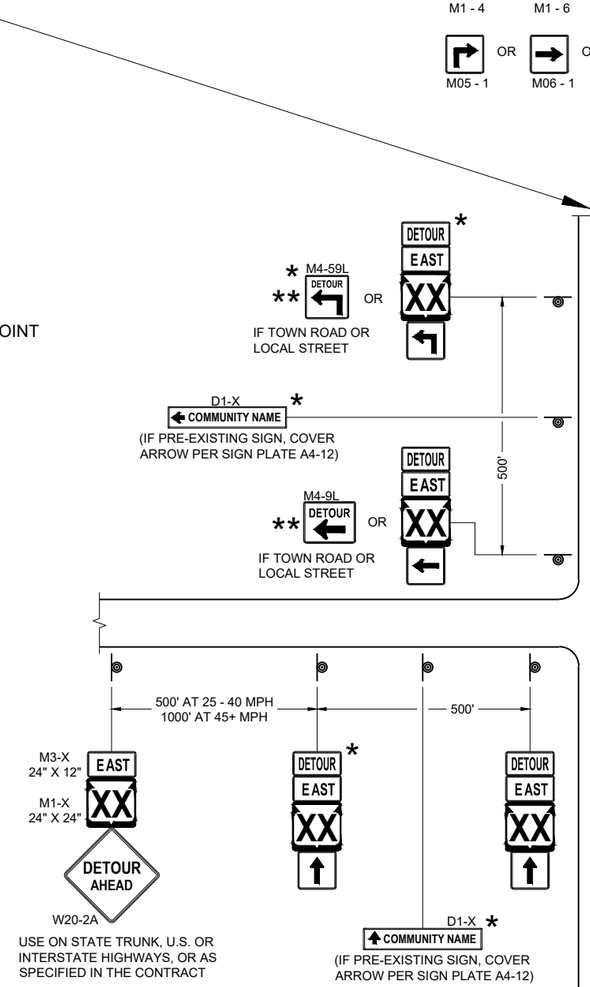
SIGN SIZES SHALL BE AS FOLLOWS:

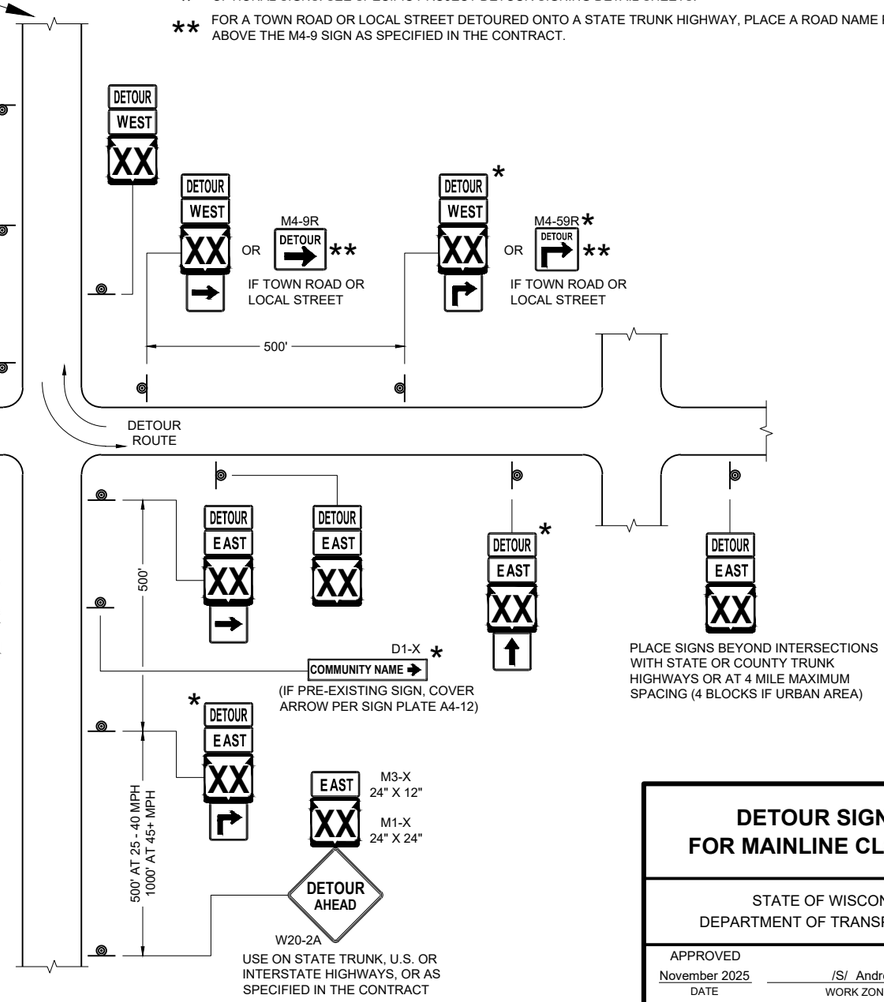
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







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

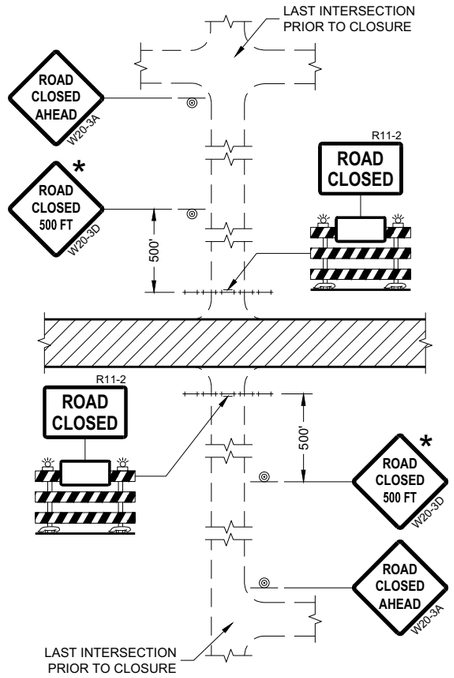
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

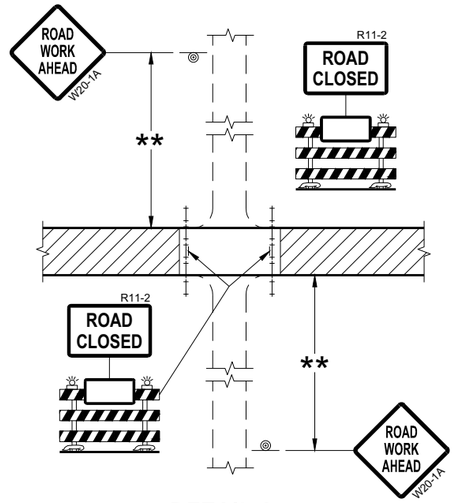
FHWA

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SDD 15C02-10c



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

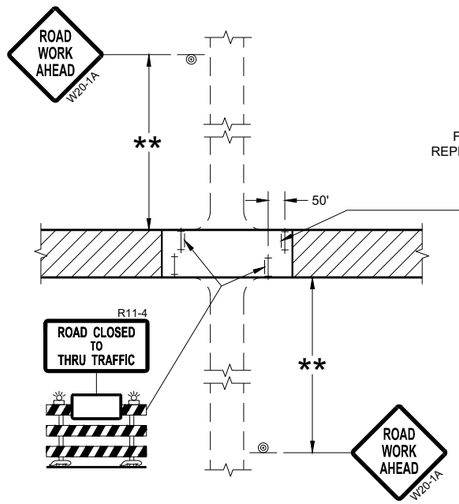
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

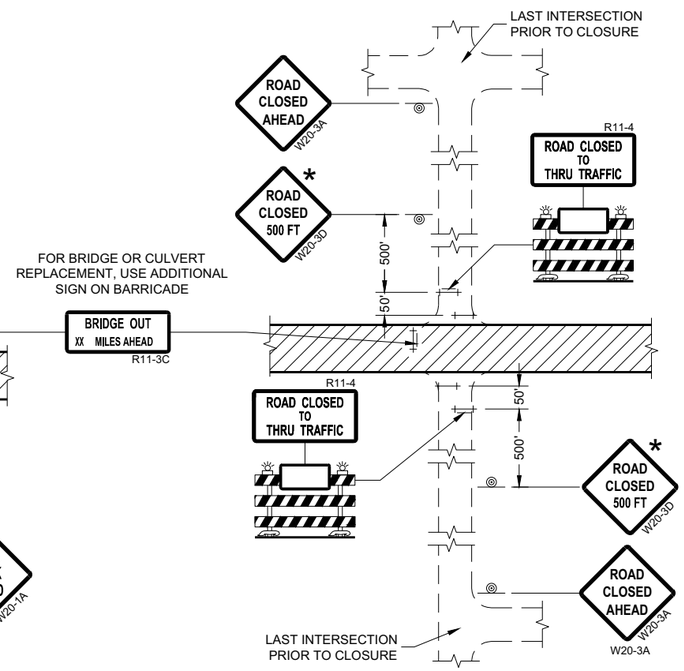
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

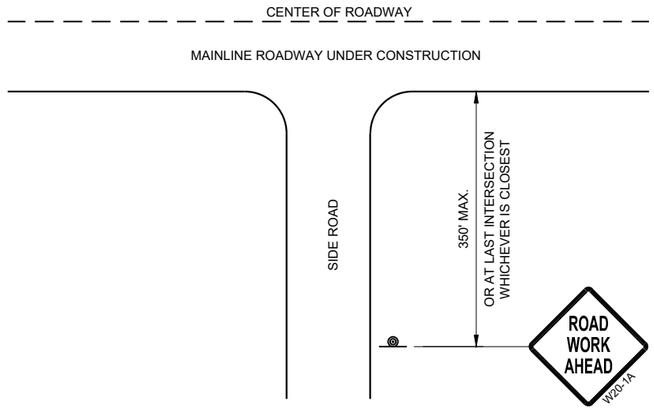
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

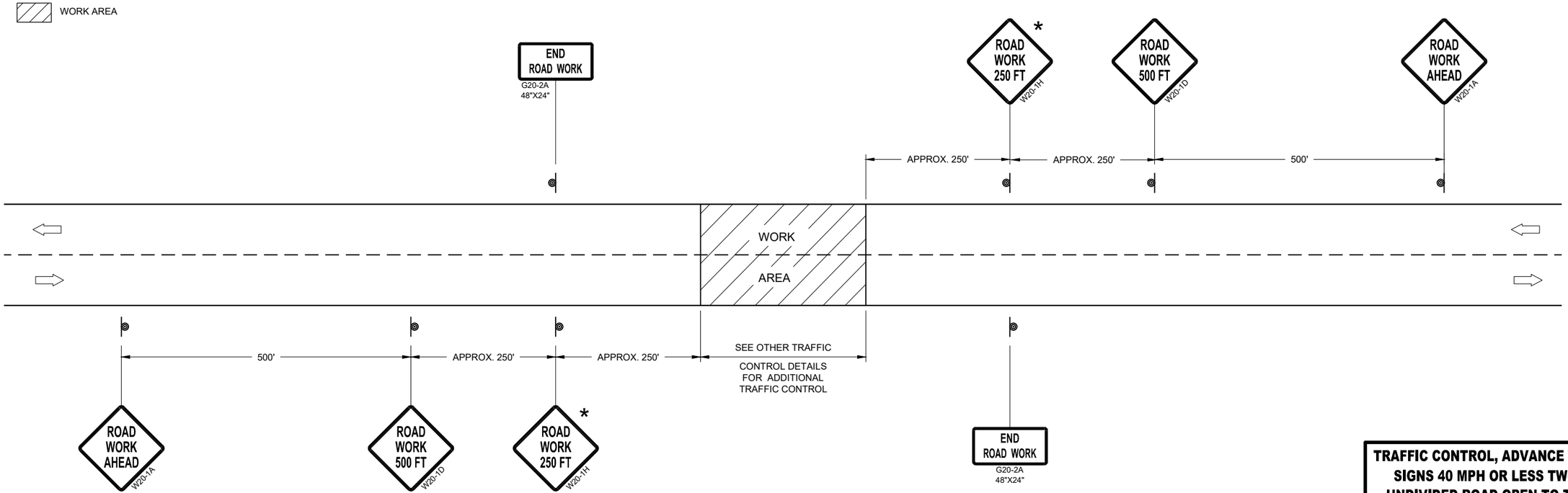
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

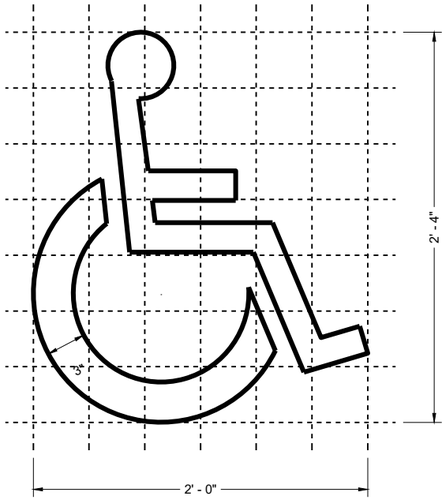
FHWA

6

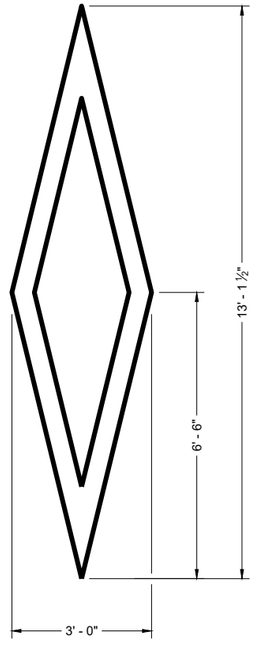
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

SDD 15C07-16a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

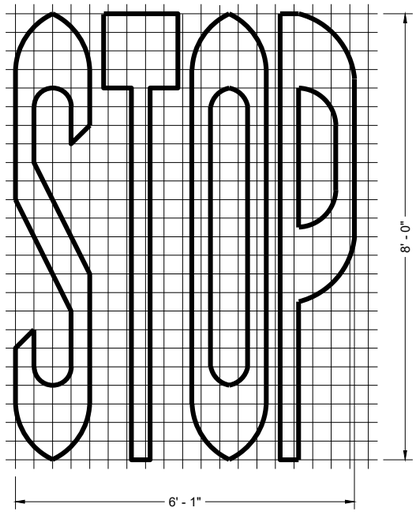
APPROVED
November 2024
DATE

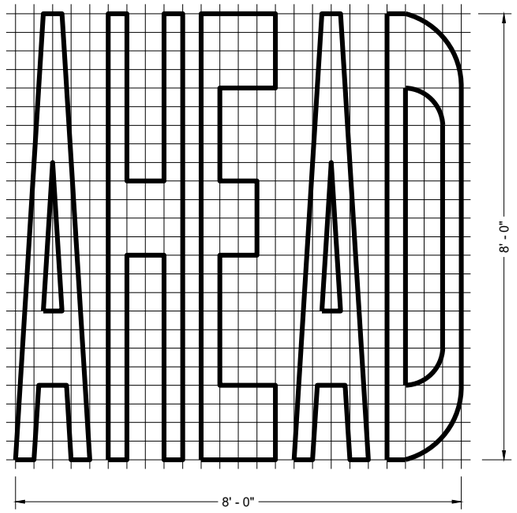
/S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

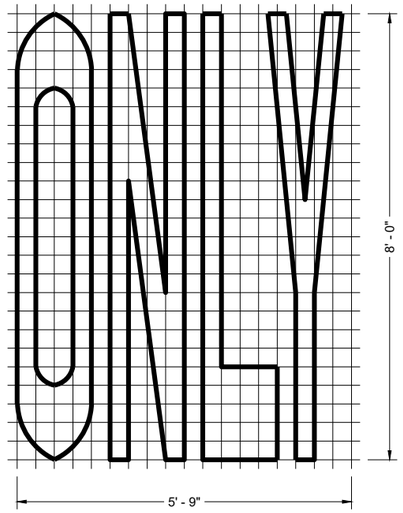
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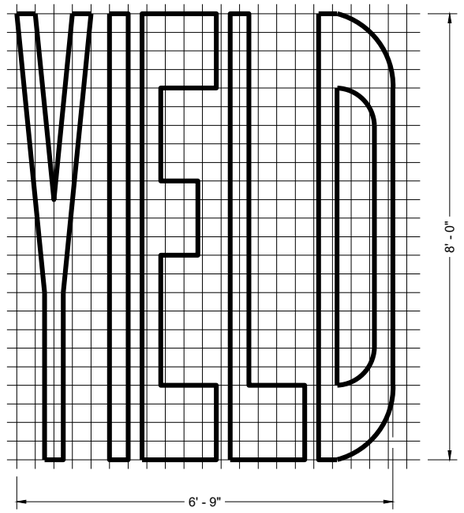
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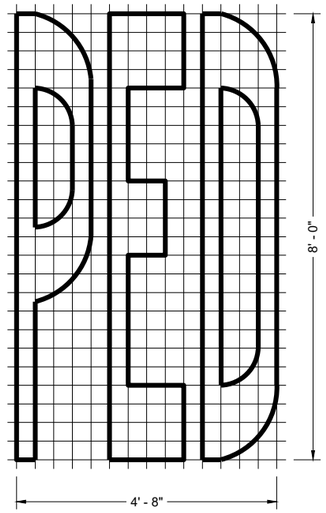
SDD 15C07-16a

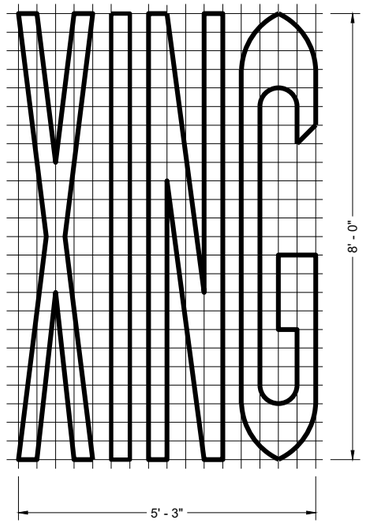


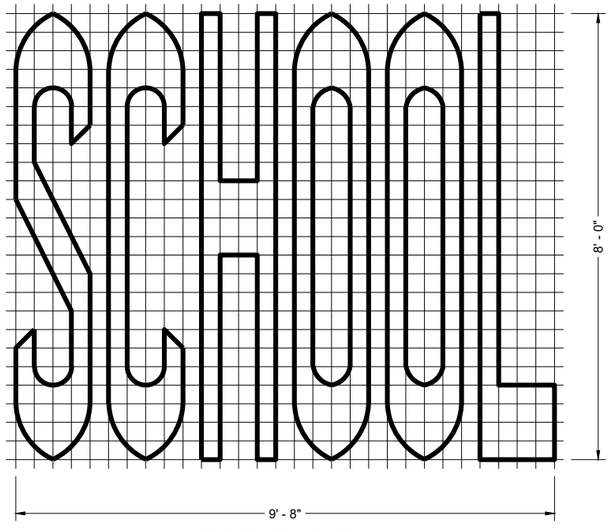




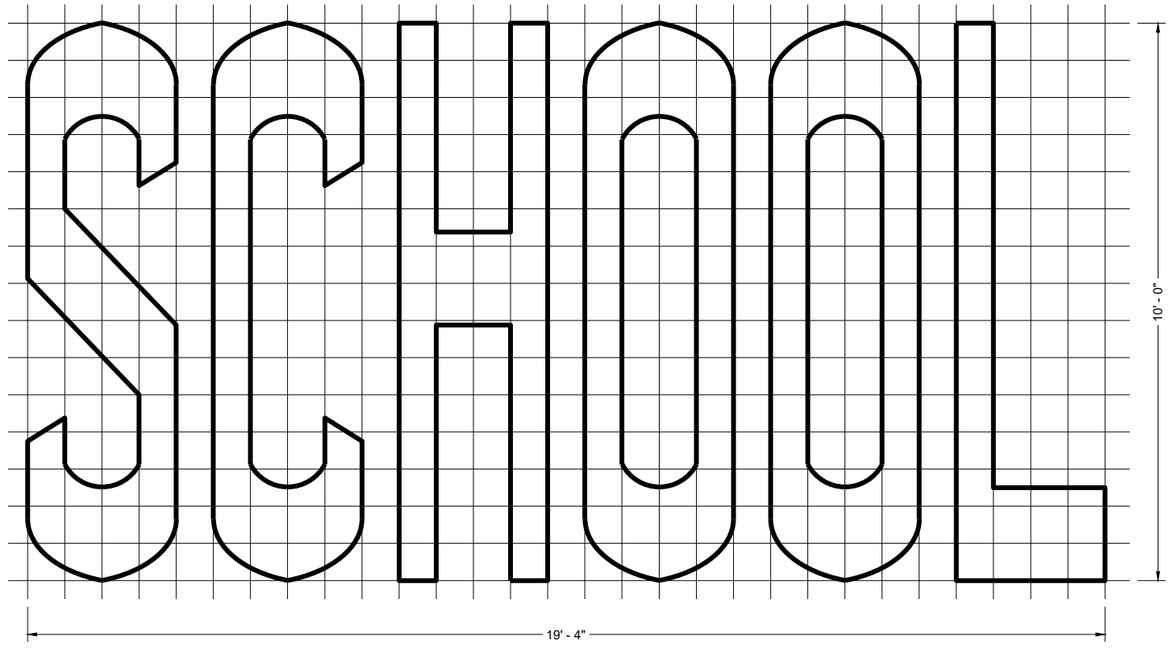








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

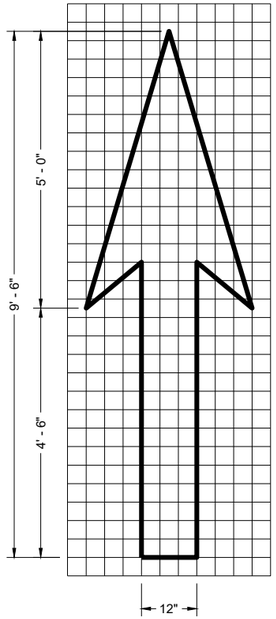
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SDD 15C07-16b

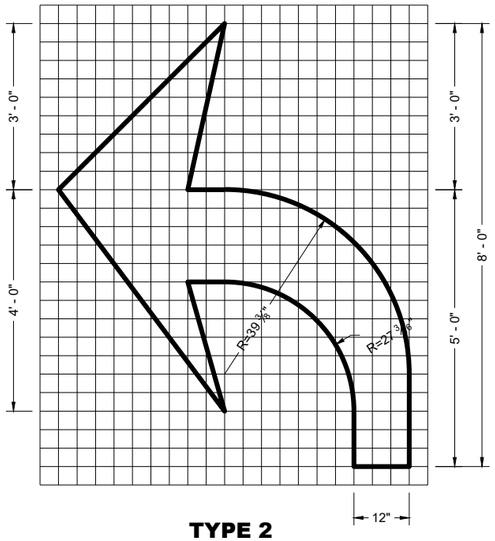
SDD 15C07-16b

GENERAL NOTES

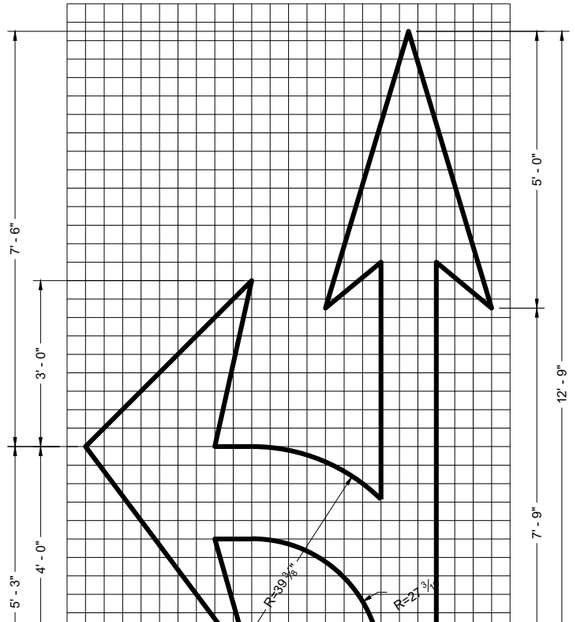
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



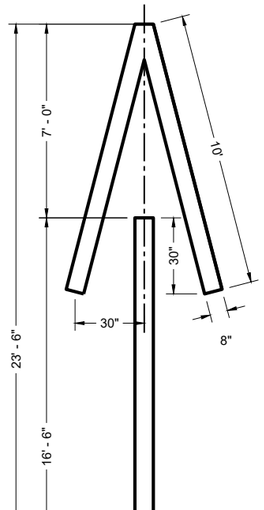
TYPE 1



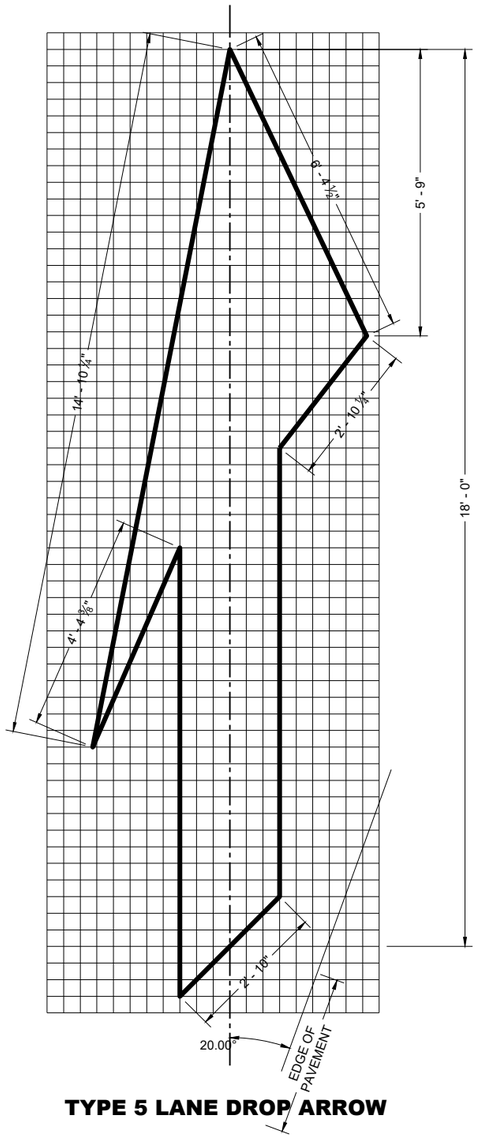
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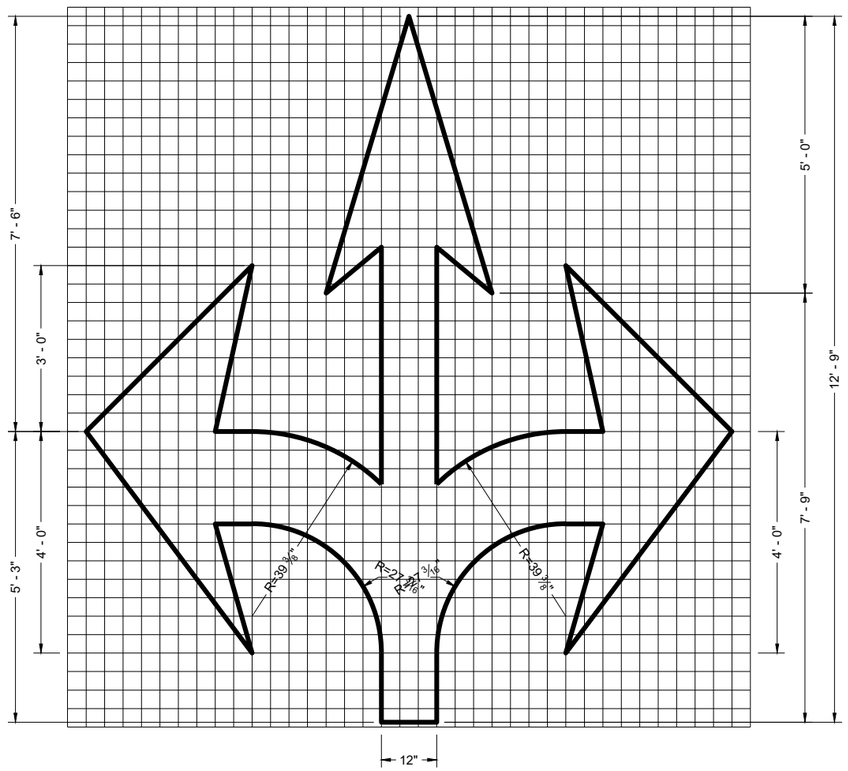
TYPE 3



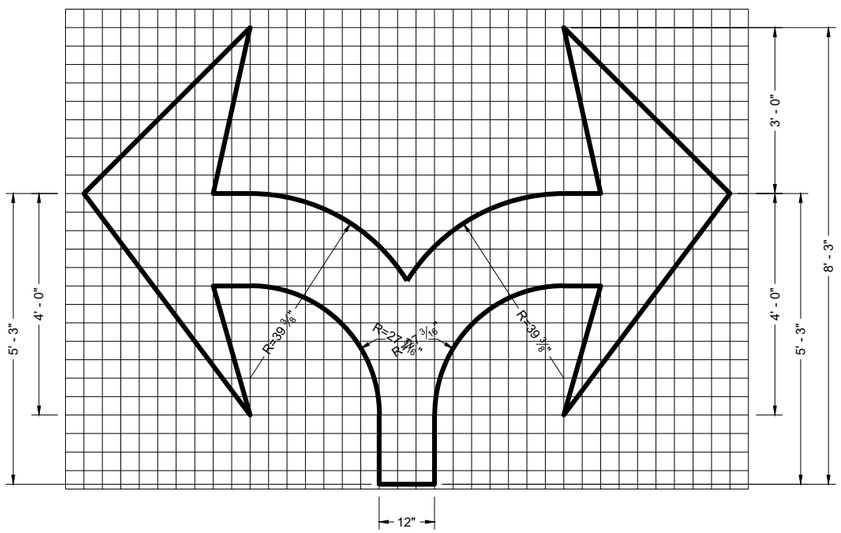
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

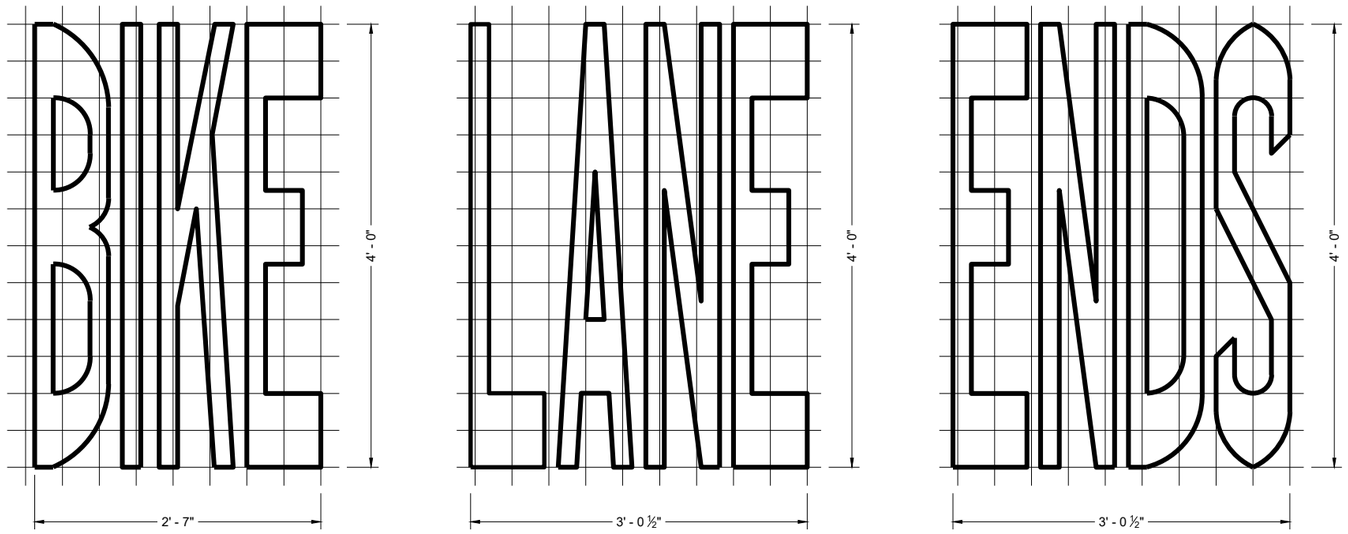
APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C07-16c

6

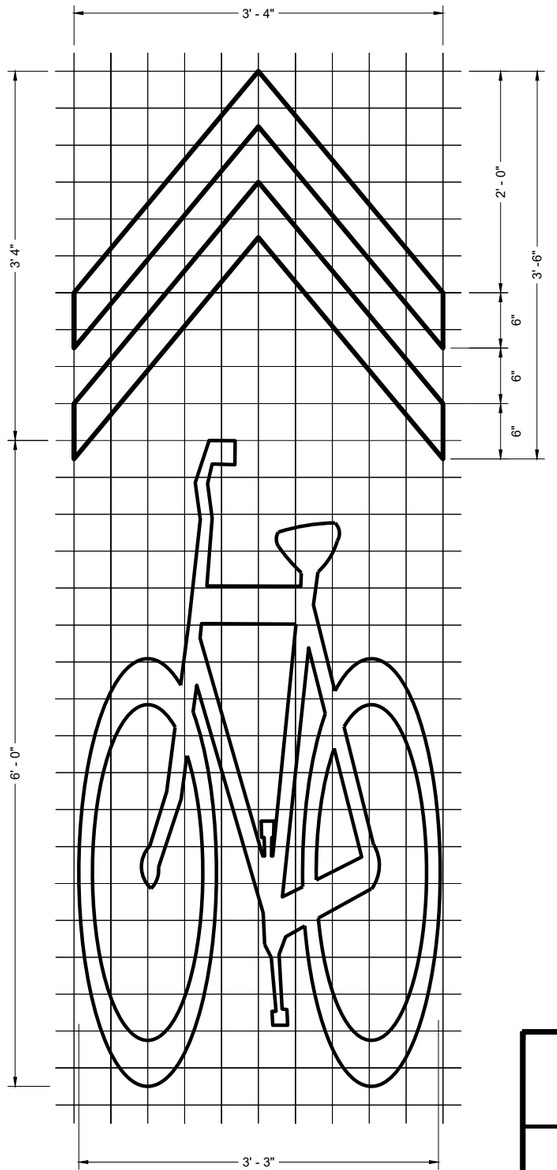
SDD 15C07-16c



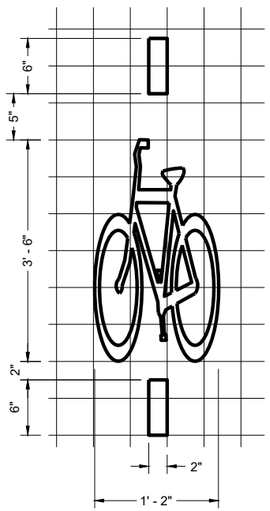
BIKE LANE WORDS

GENERAL NOTES

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



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16e

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.

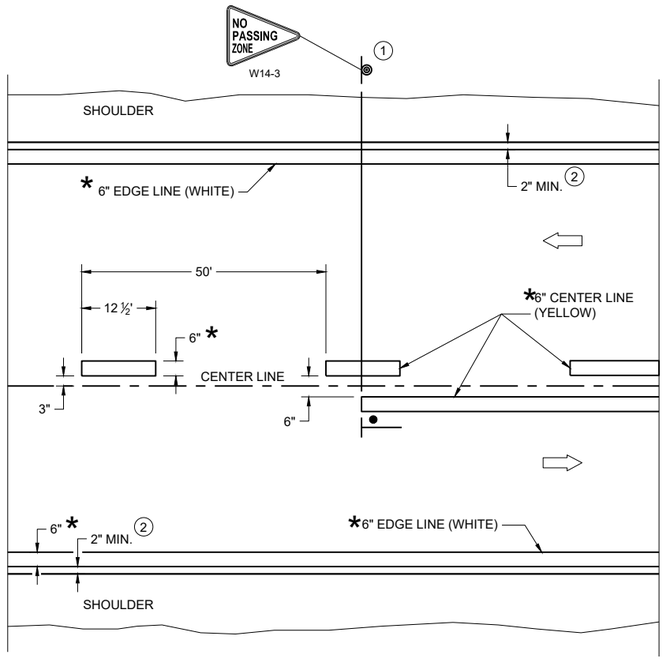
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

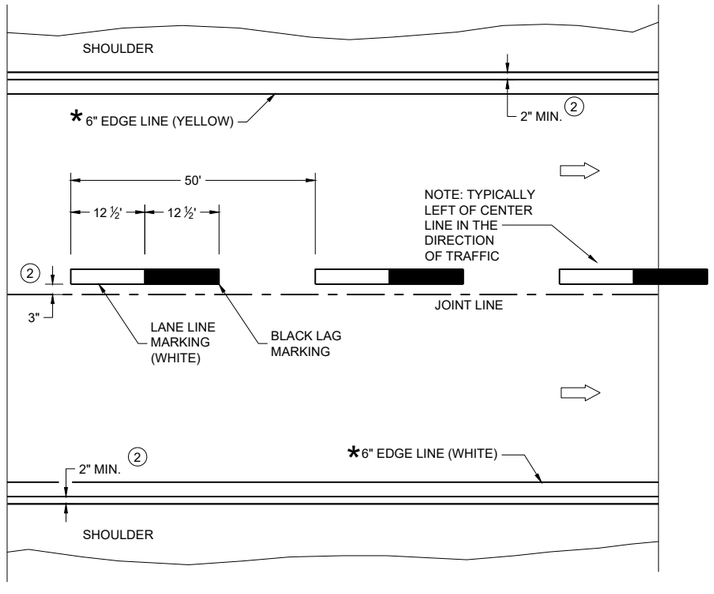
"T" MARKING

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

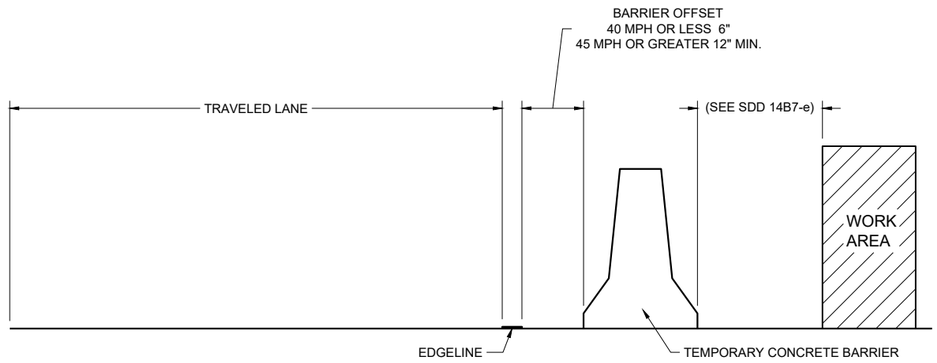
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

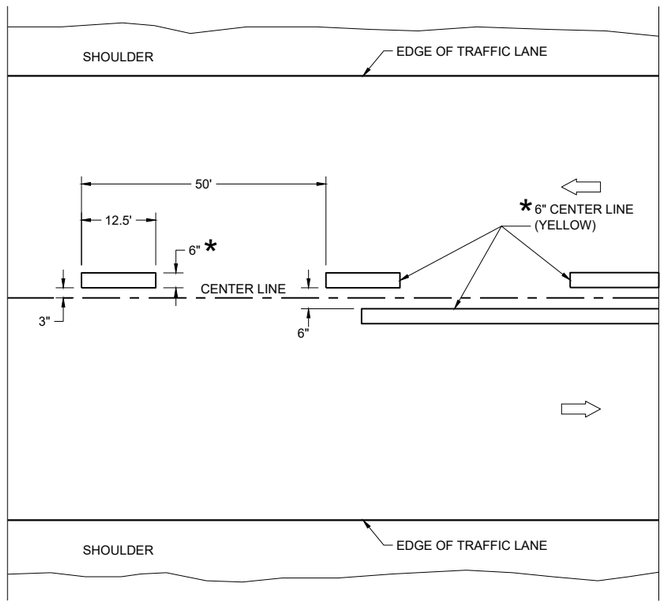
GENERAL NOTES

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

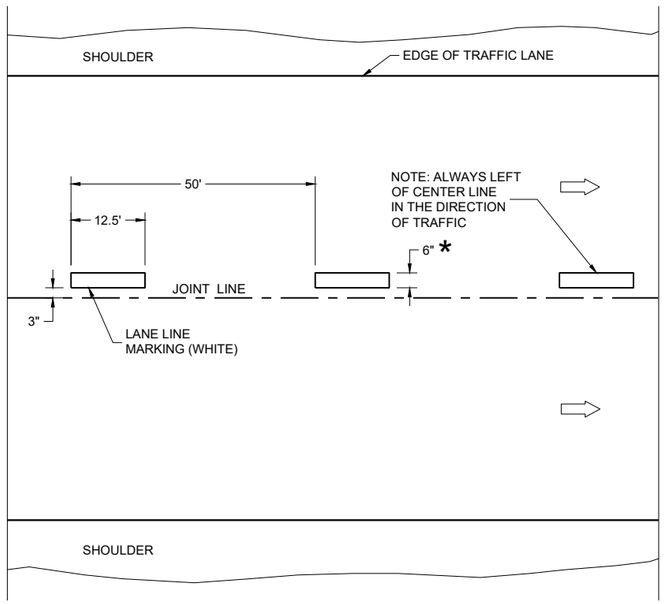
LEGEND

⇨ DIRECTION OF TRAFFIC

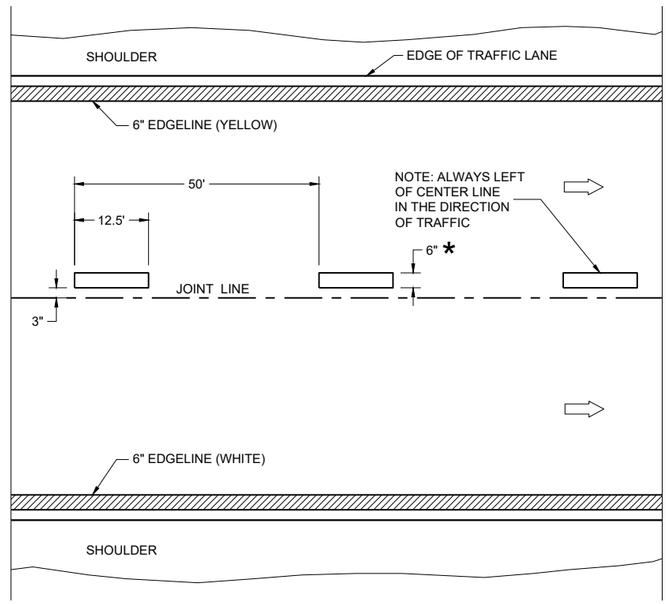
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

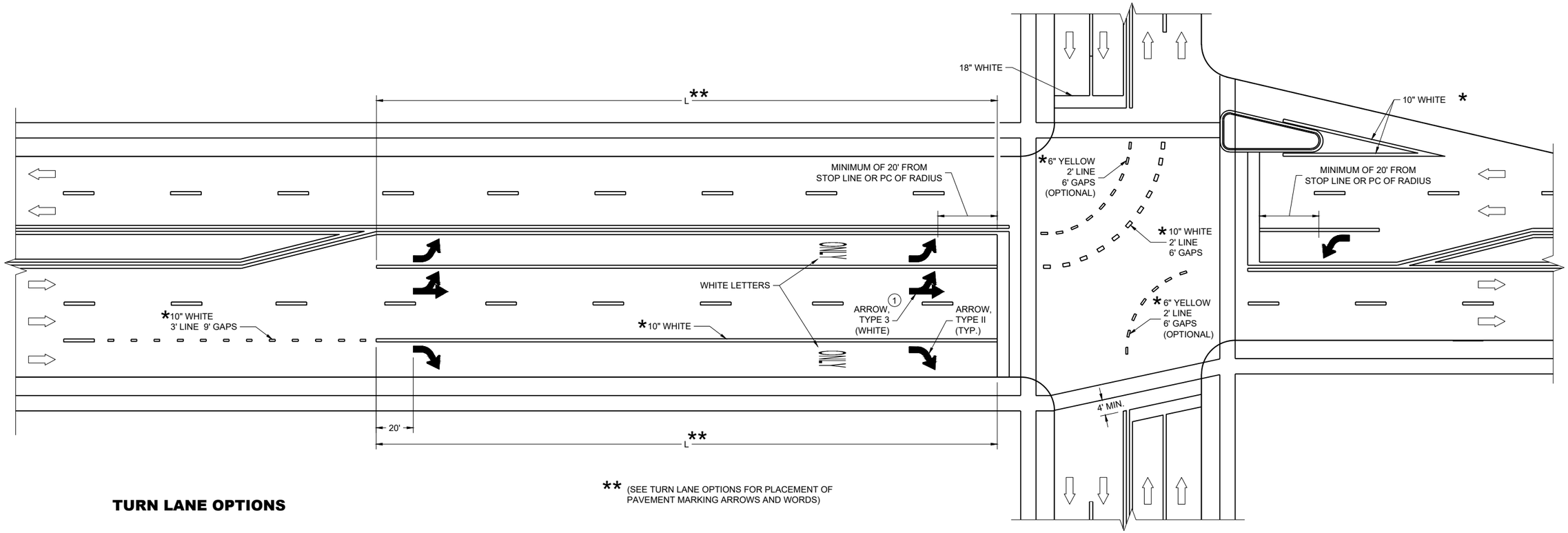
APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

6

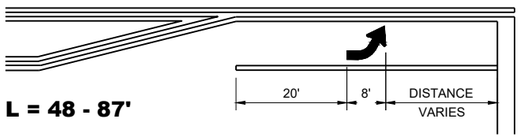
SDD 15C08-24b



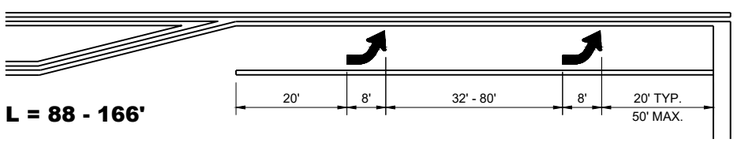
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

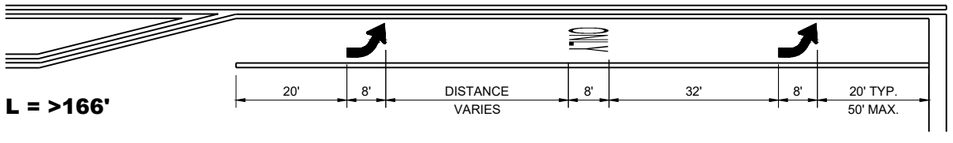
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

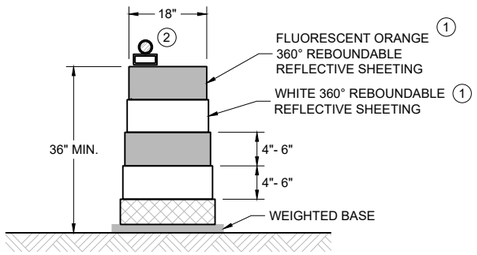
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

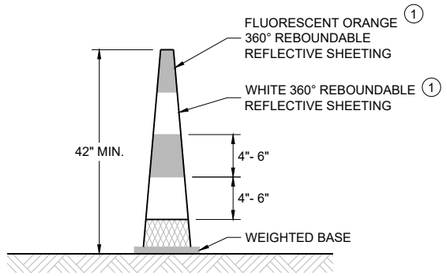
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

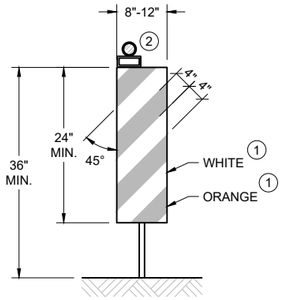
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

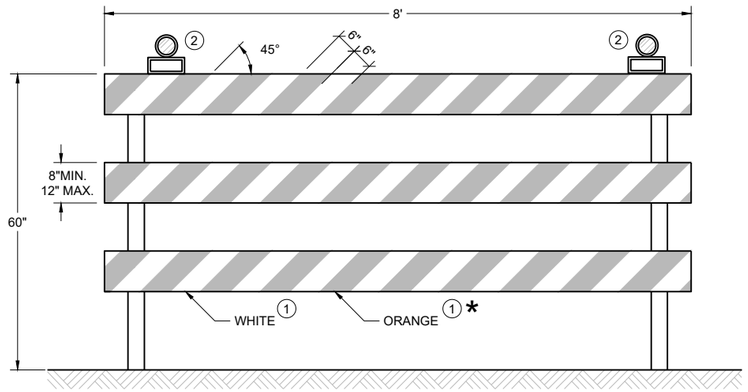
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

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



TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15C11-11b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

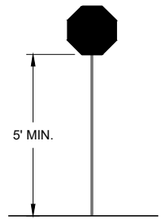
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

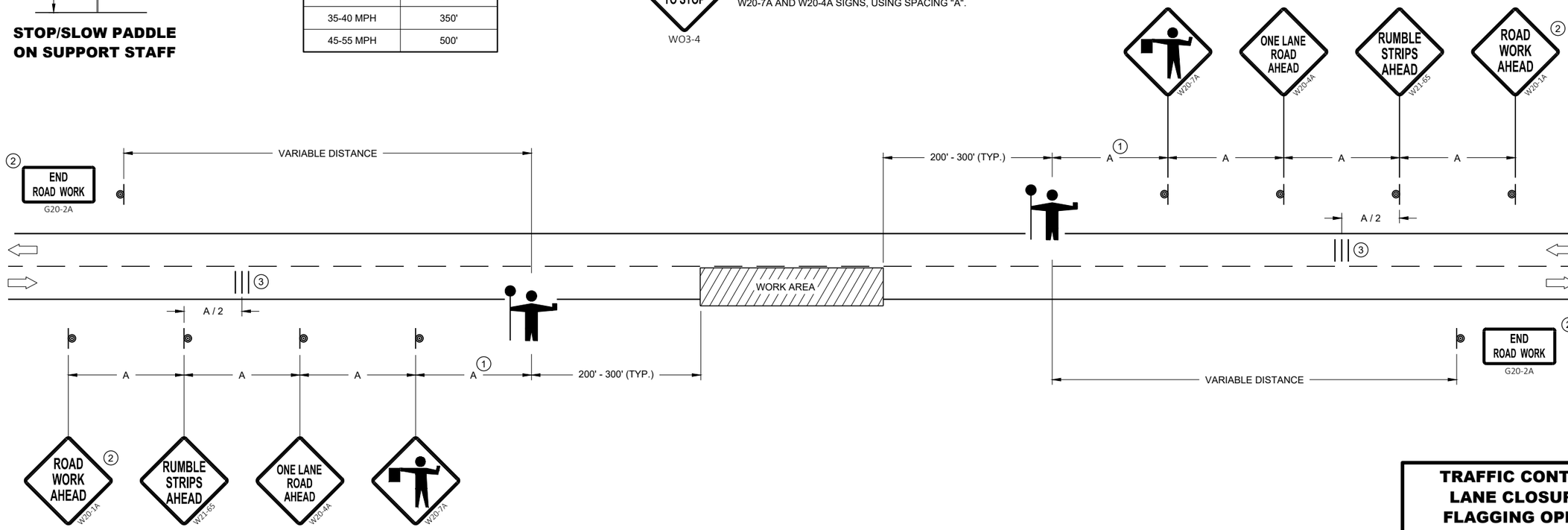
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

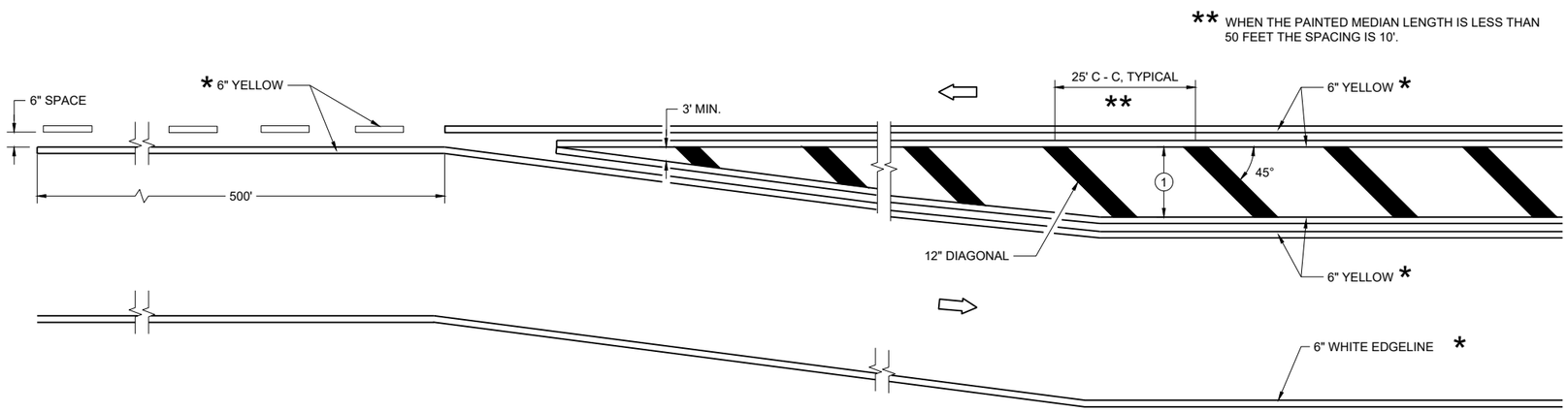
FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a



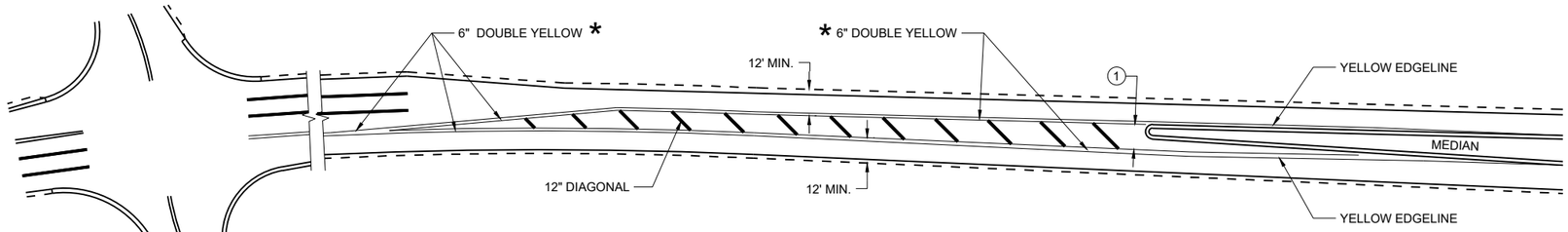
MEDIAN ISLAND DETAIL

GENERAL NOTES

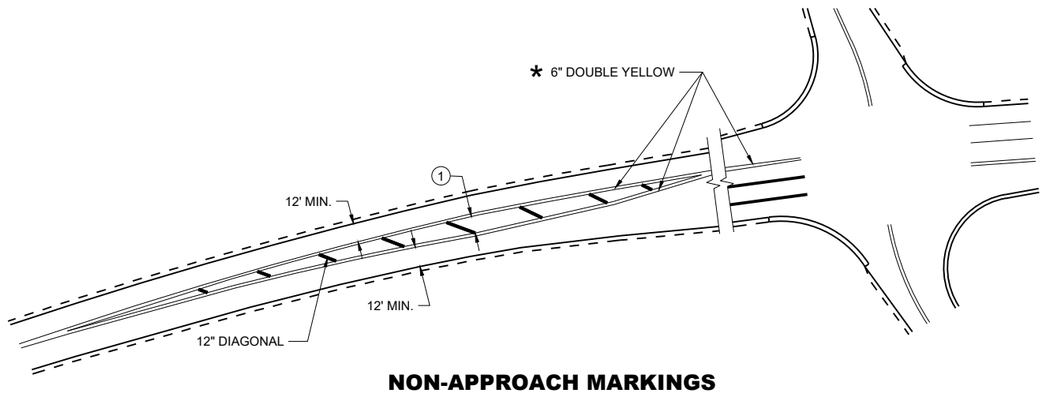
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

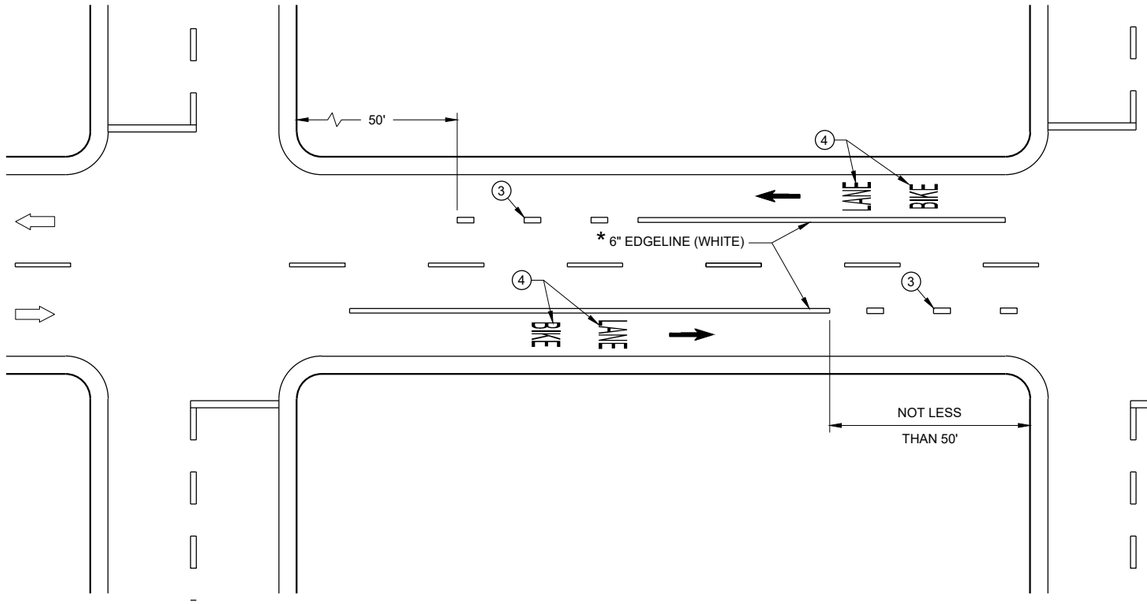
APPROVED
August 2024
DATE

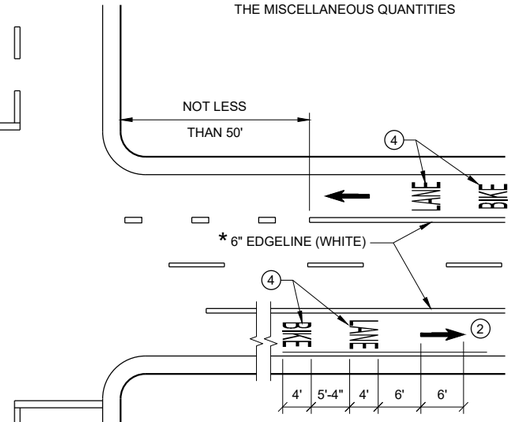
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09a





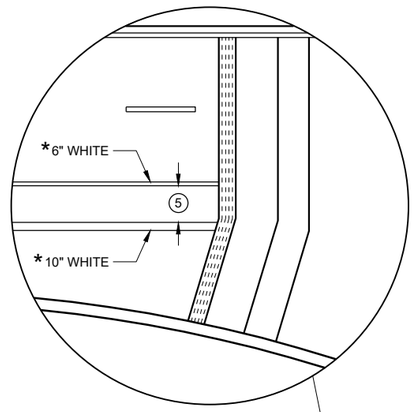
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

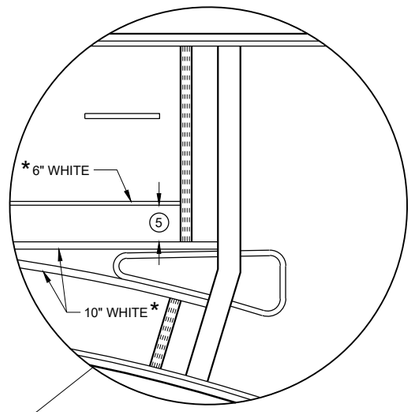
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

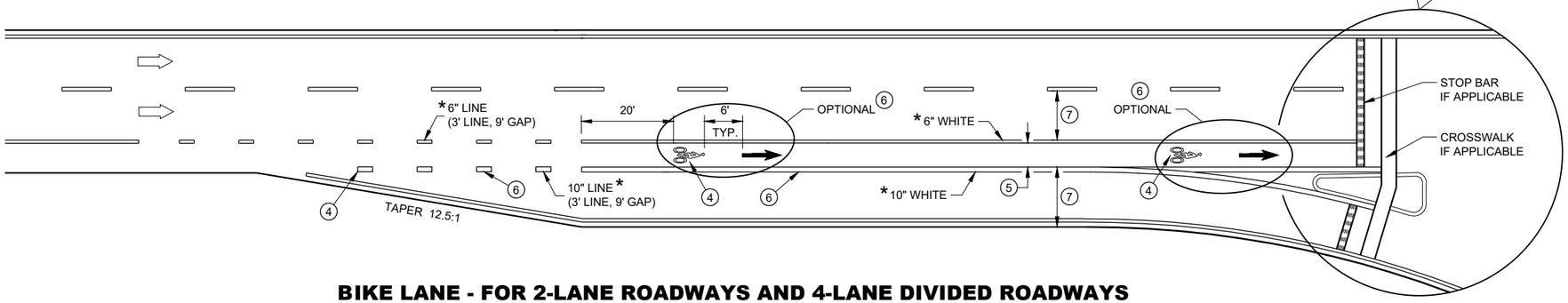
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

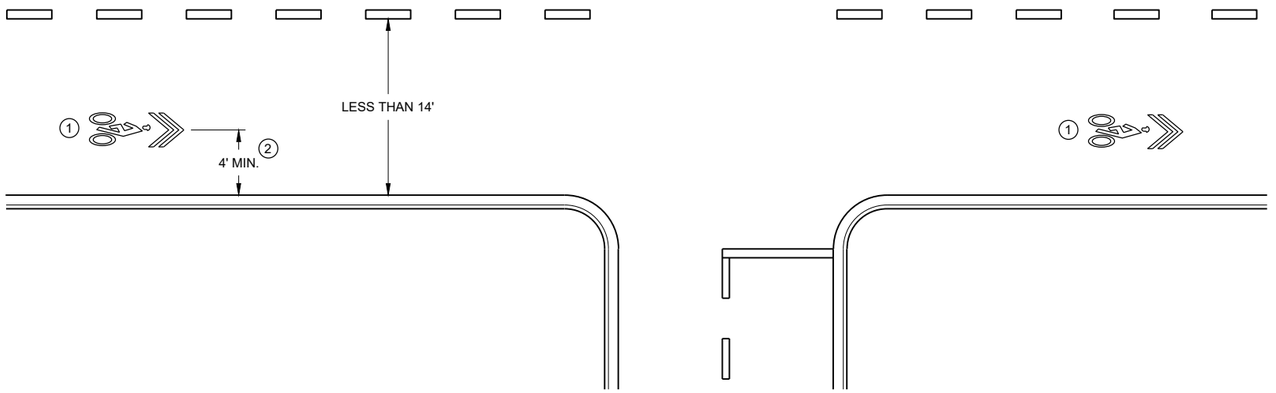
APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

6
SDD 15C29-08a

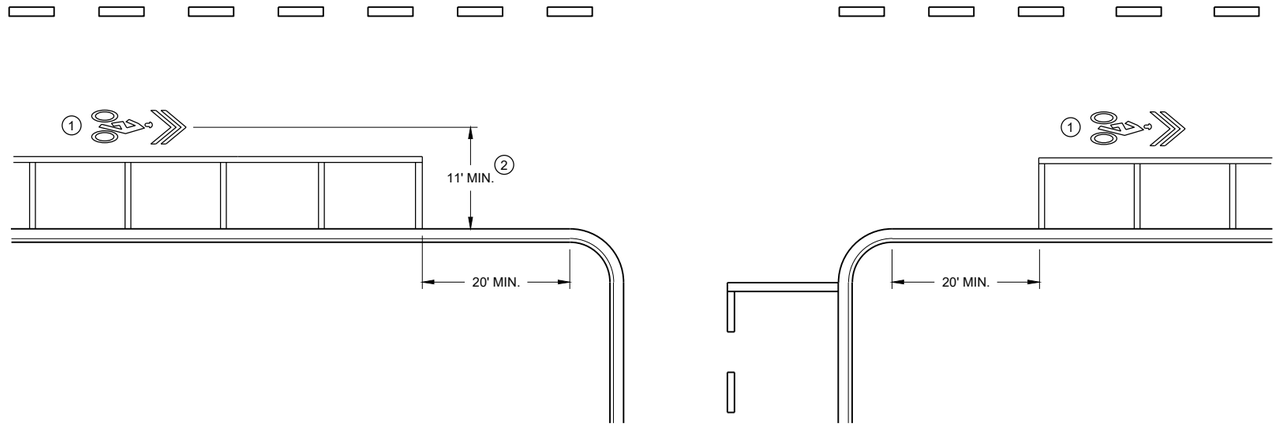
GENERAL NOTES

(1) MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.

(2) OR TO EDGE OF PAVEMENT WITHOUT CURB.



WITHOUT PARKING



WITH PARKING

PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

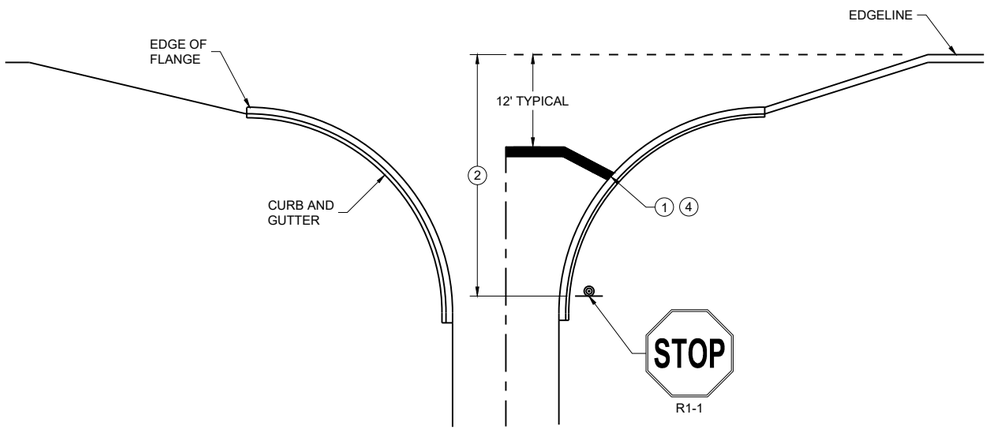
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SDD 15C29-08b

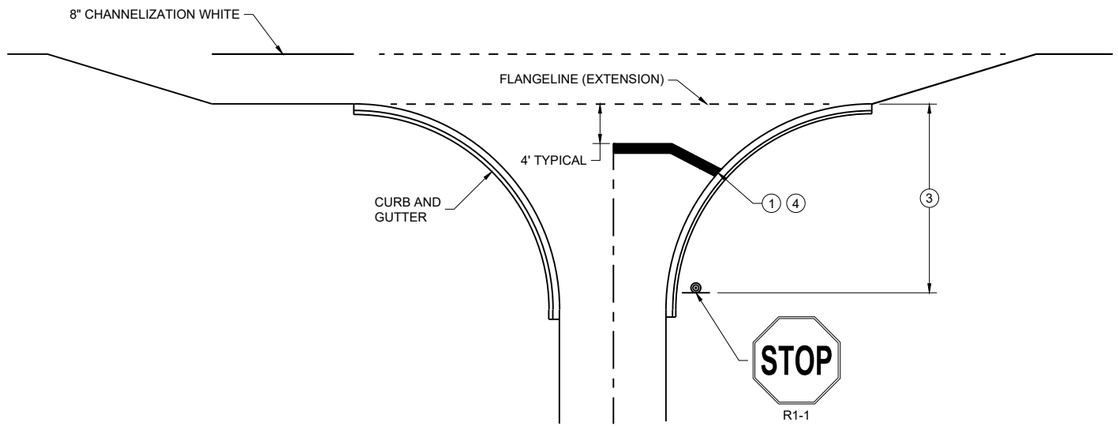
GENERAL NOTES

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

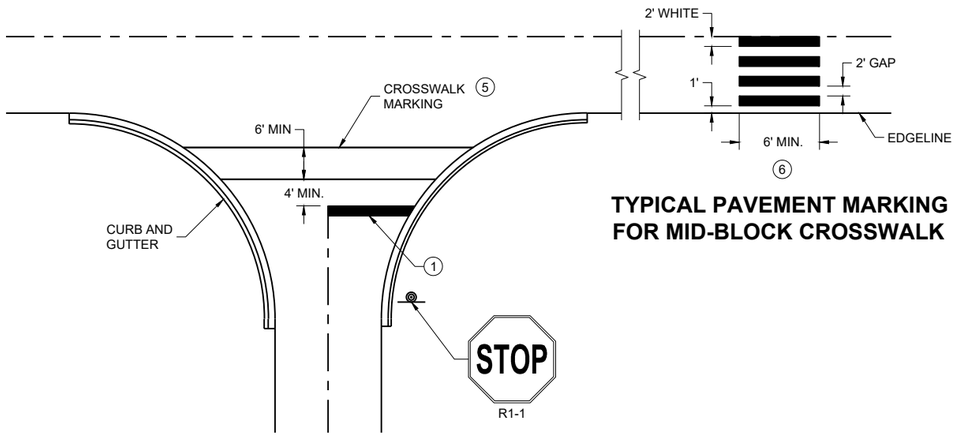
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

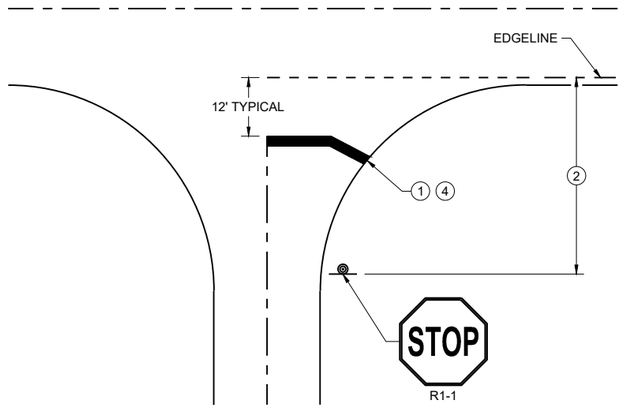


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

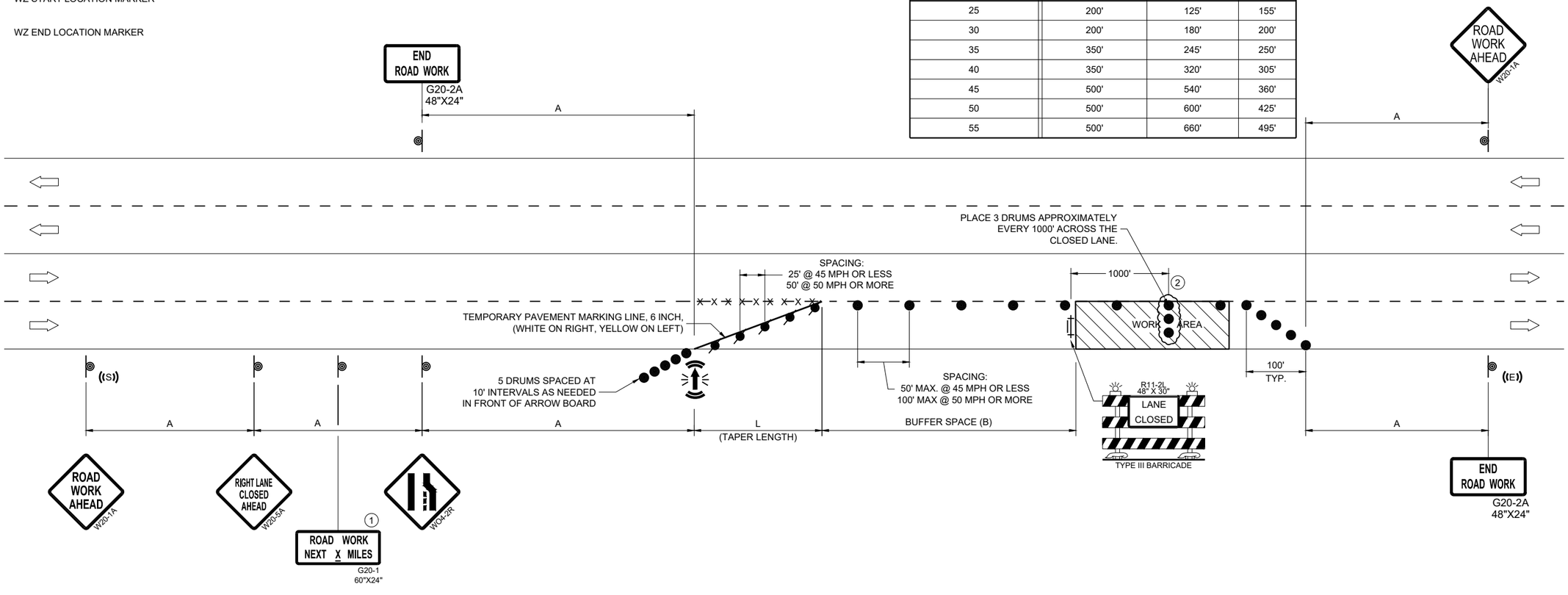
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D20-12b

SDD 15D20-12b

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

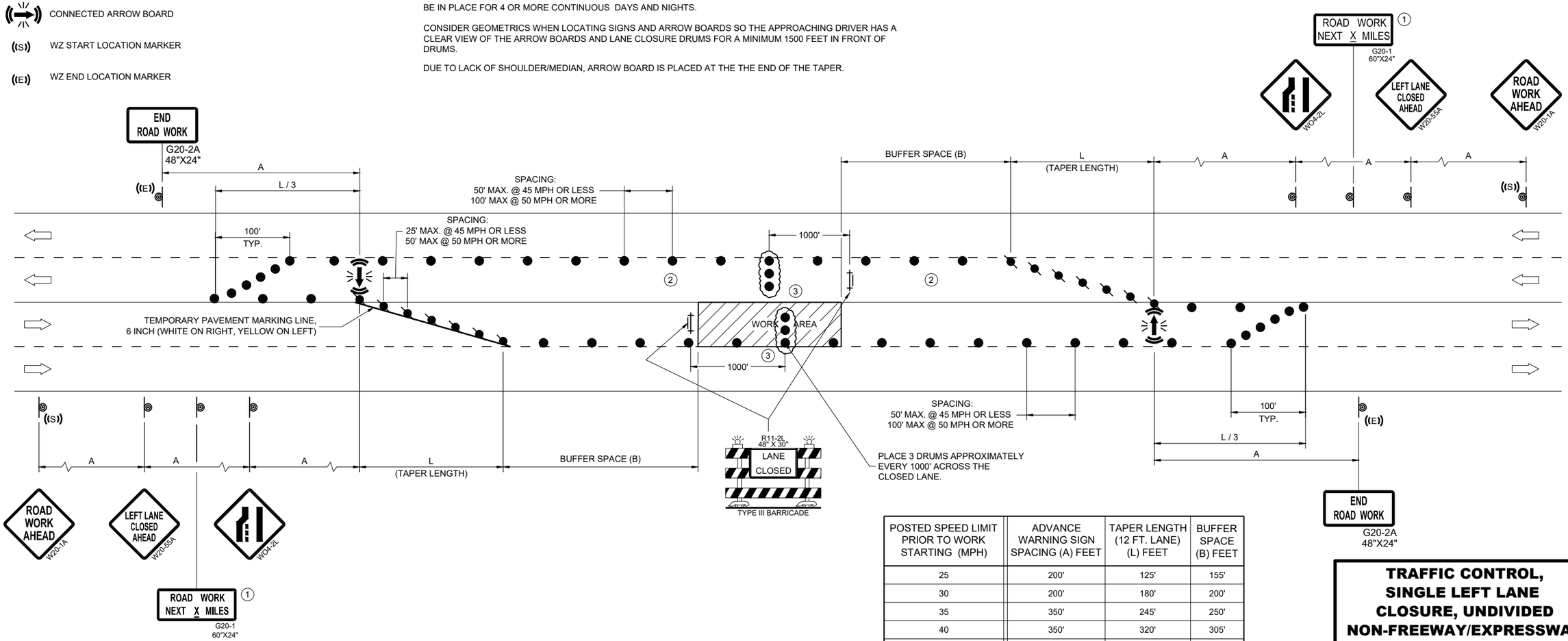
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

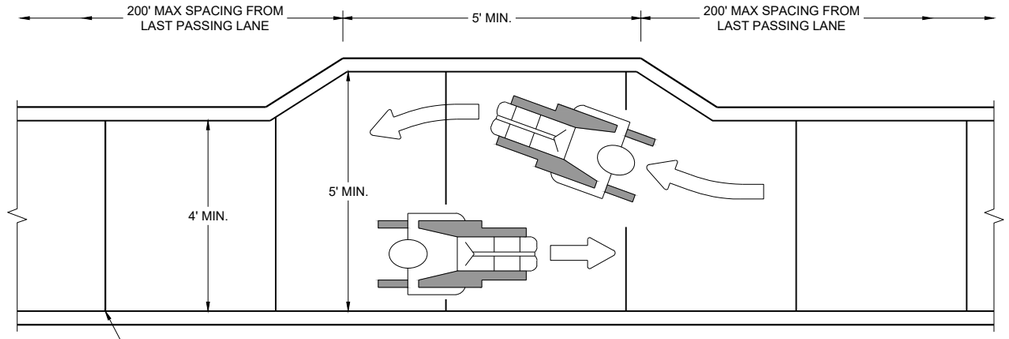
APPROVED

May 2026
DATE

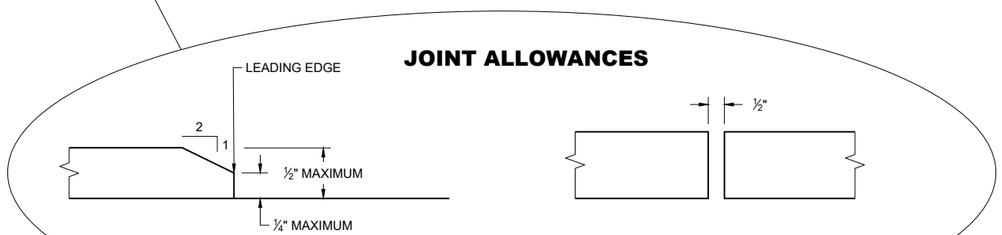
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-12c



NARROW SIDEWALK PASSING DETAIL



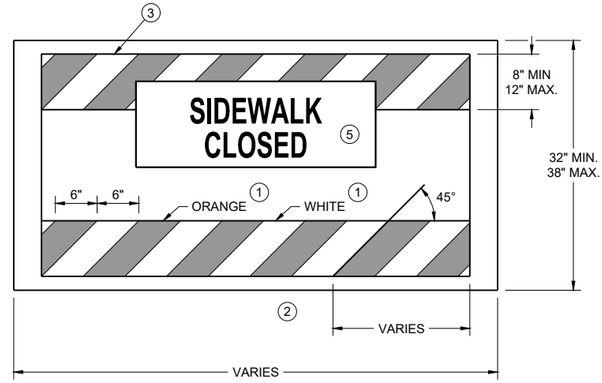
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

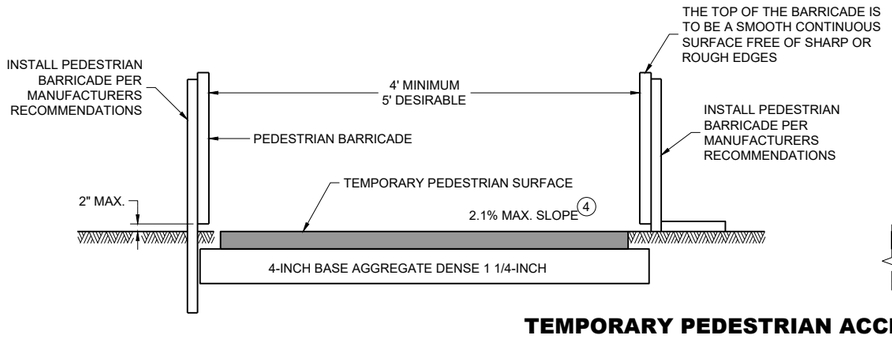
GENERAL NOTES

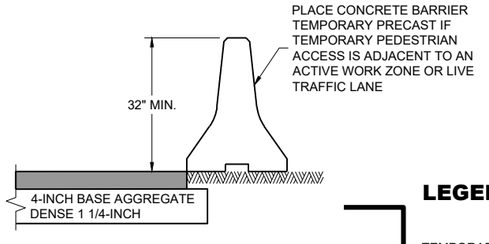
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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.

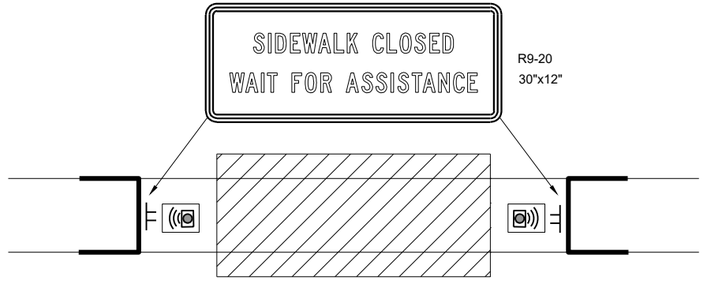


TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS



TEMPORARY AUDIBLE MESSAGE DEVICE (TAMD) MESSAGE: "SIDEWALK CLOSED WAIT FOR ASSISTANCE"

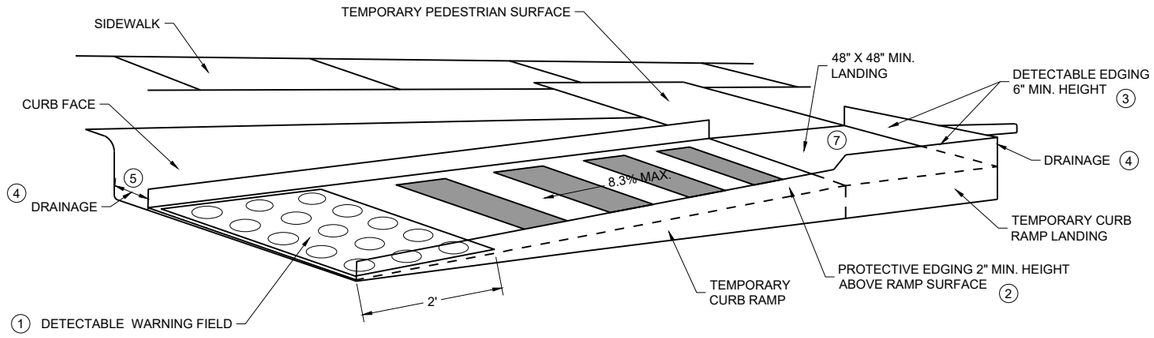
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

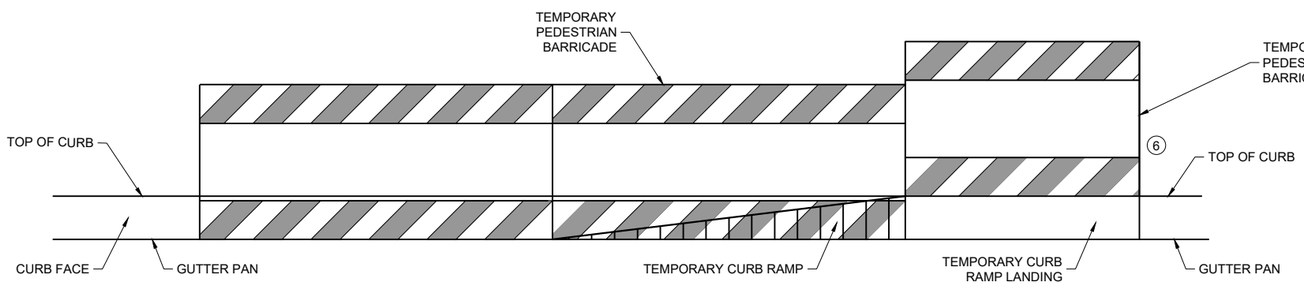
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

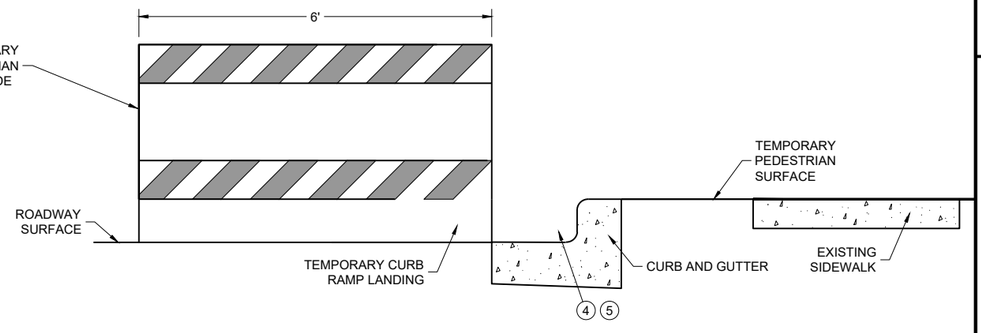
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

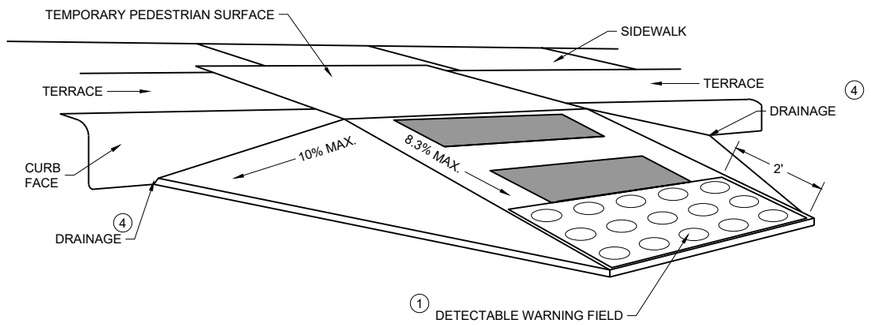
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

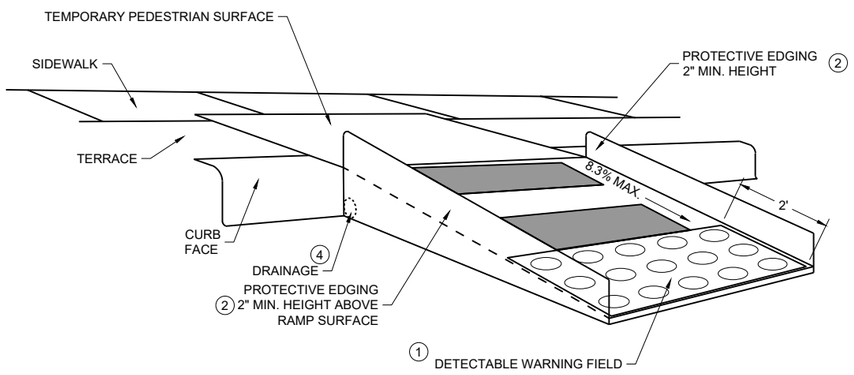
SDD 15D30-12b

6

SDD 15D30-12b



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

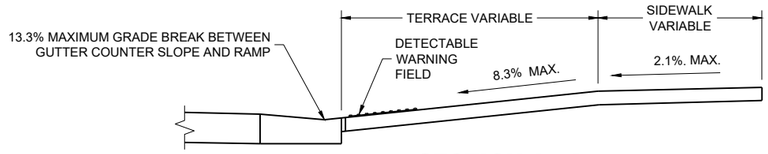
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

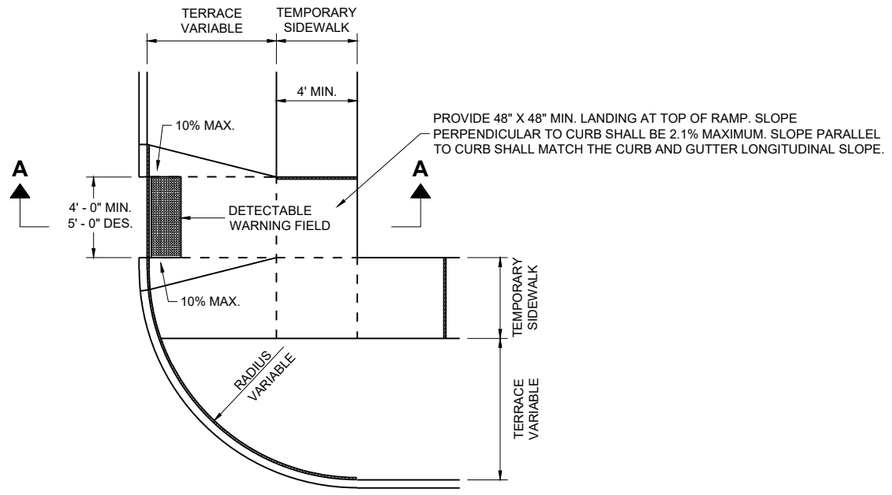
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

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

GENERAL NOTES



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

6

SDD 15D30-12d

6

SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

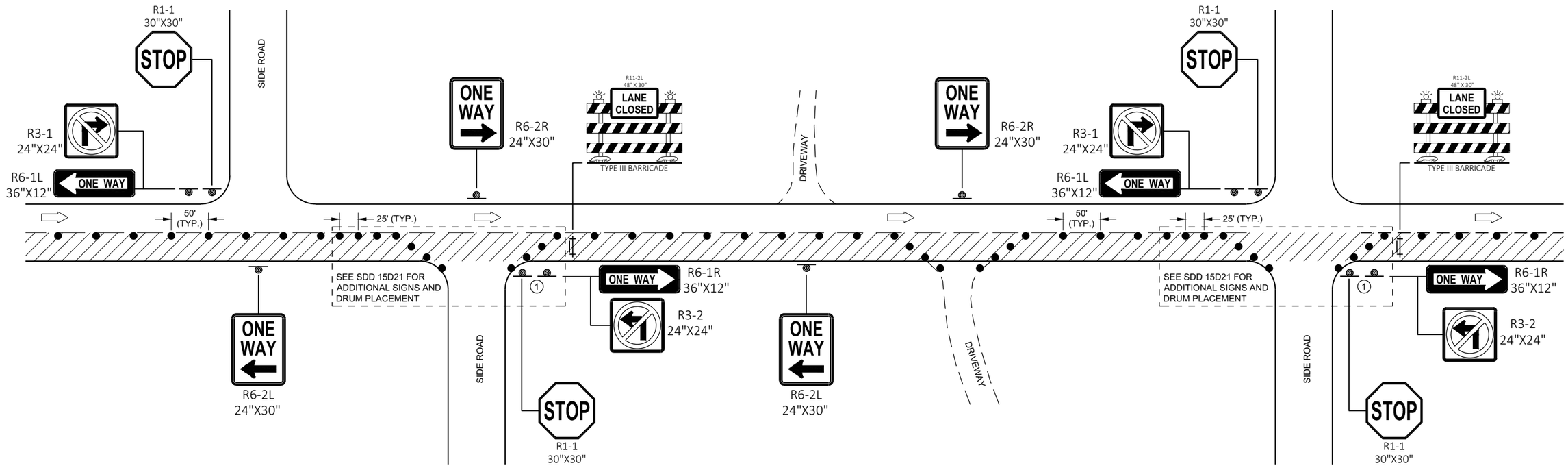
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



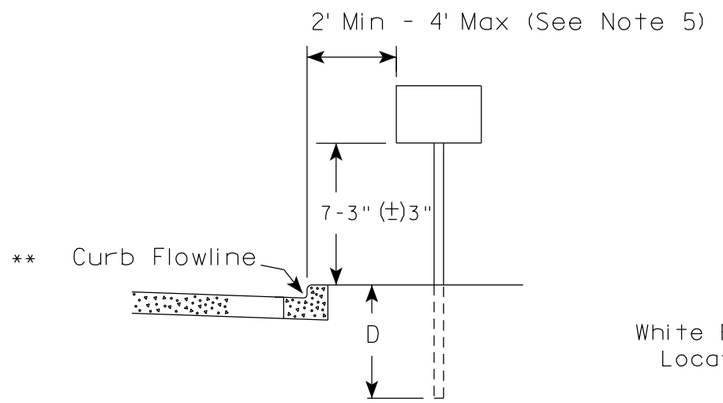
TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

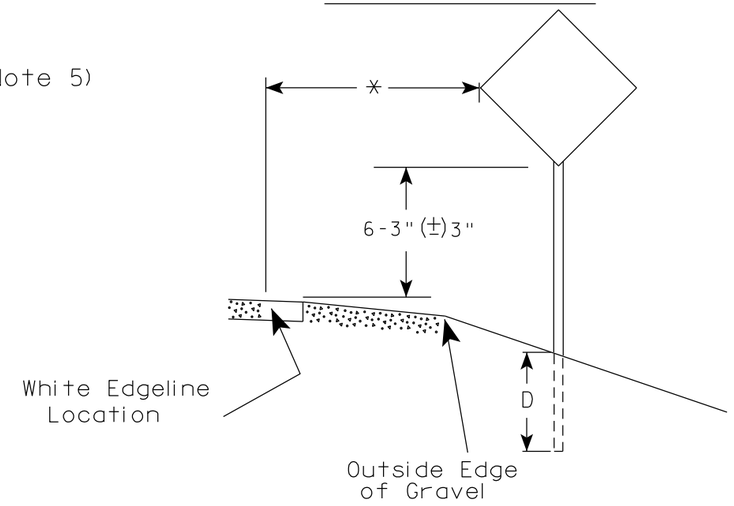
SDD 15D46 - 01

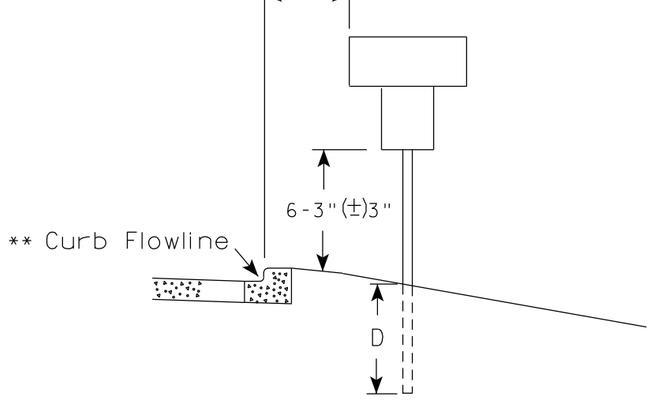
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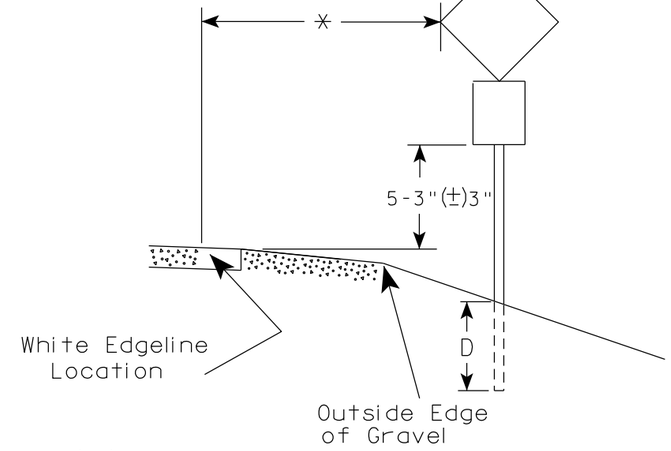
URBAN AREA



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.

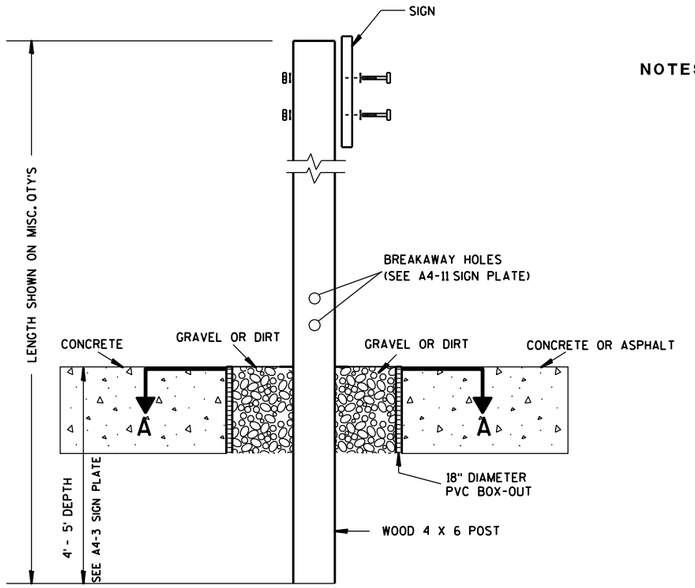
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

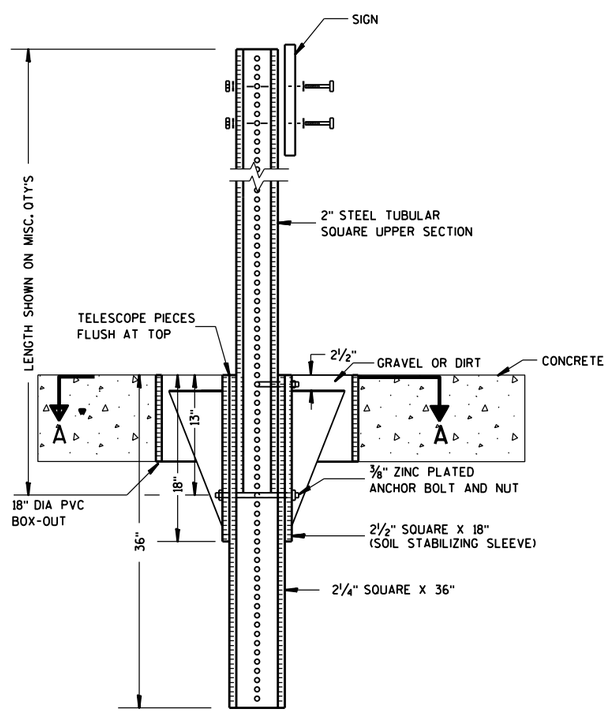
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 179	E



ELEVATION VIEW

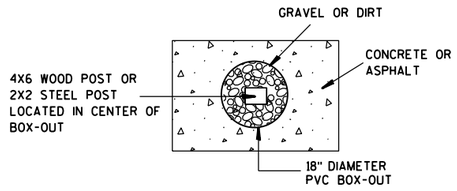
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

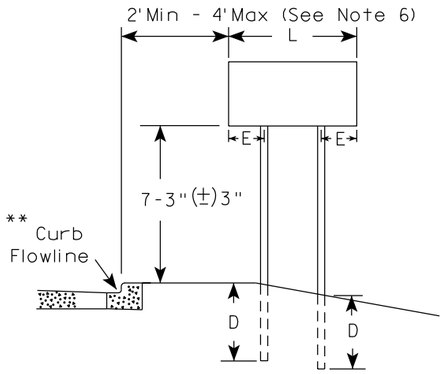
APPROVED Matthew R Rauch
for State Traffic Engineer

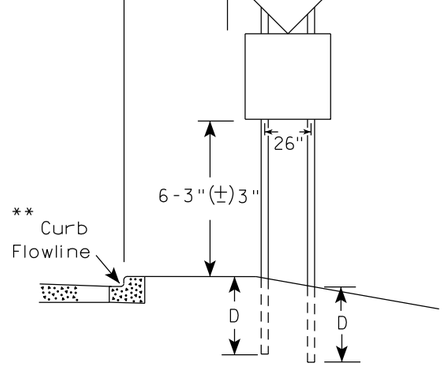
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

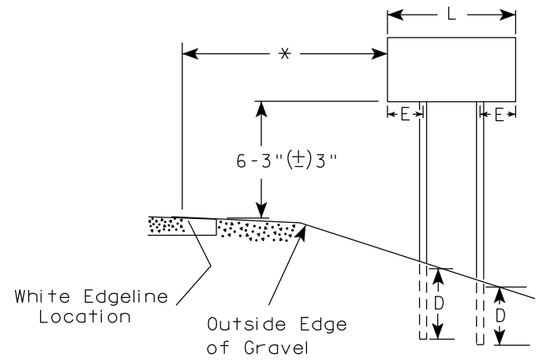
URBAN AREA

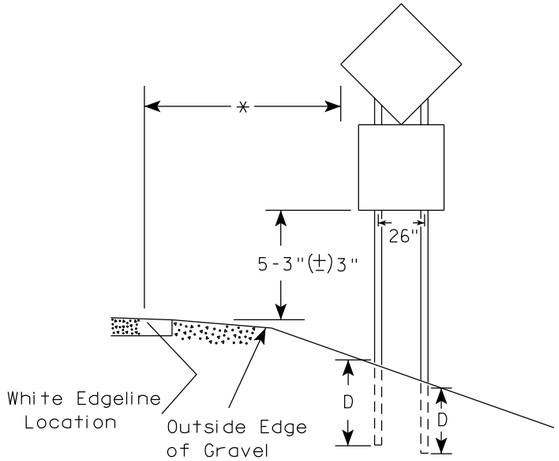




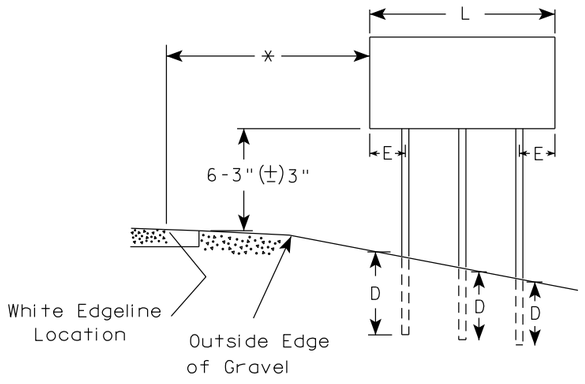
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

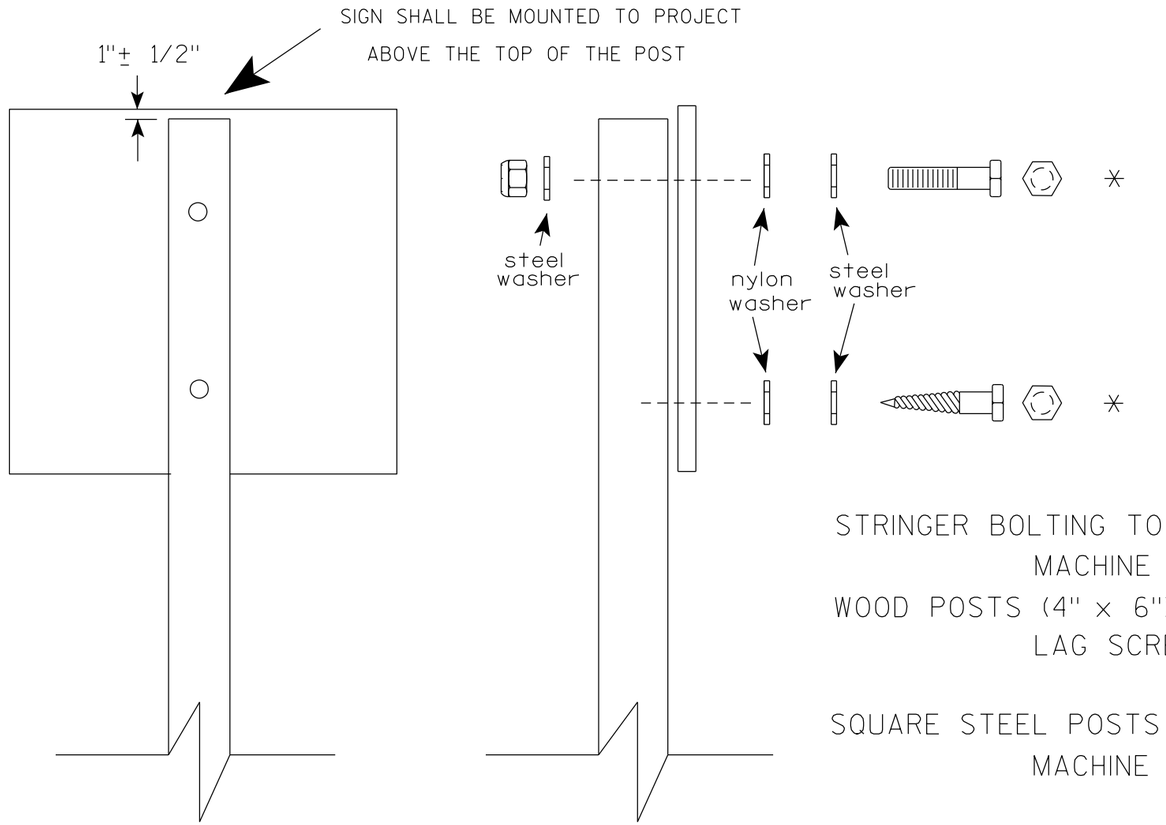
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	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:

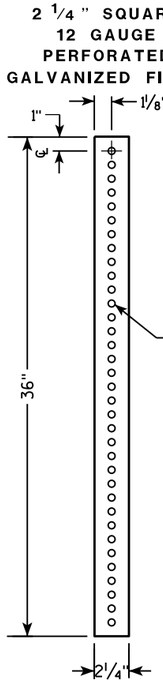
SHEET NO: 182 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

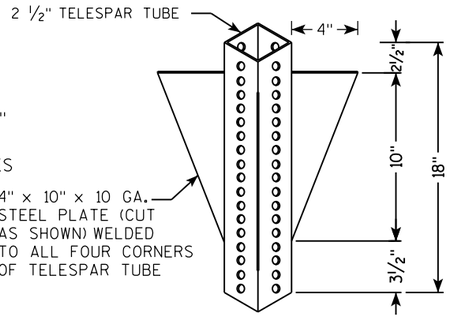
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

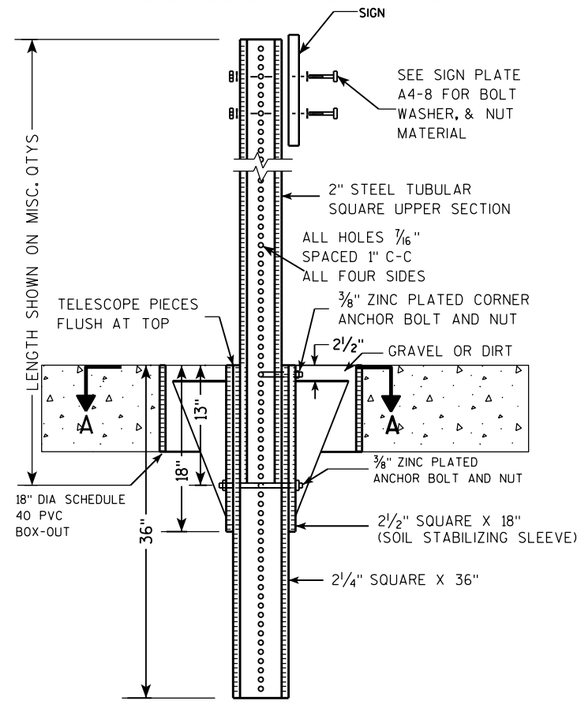
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



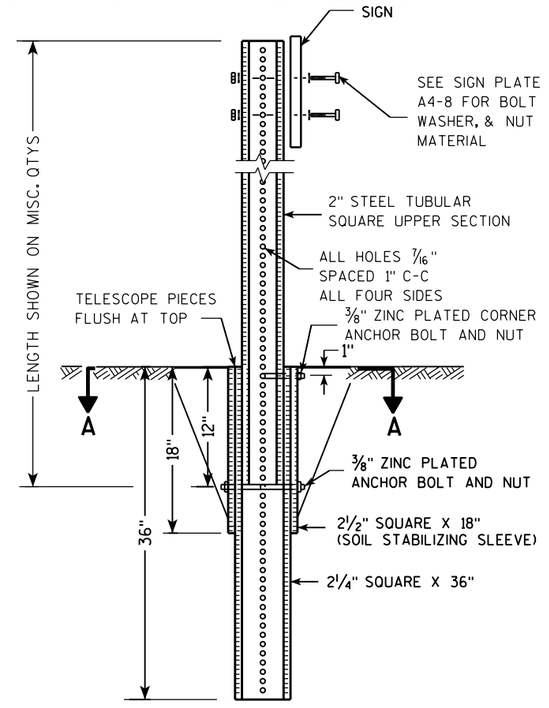
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

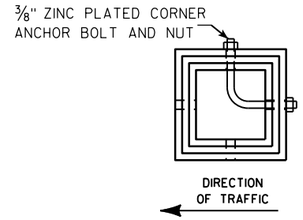


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

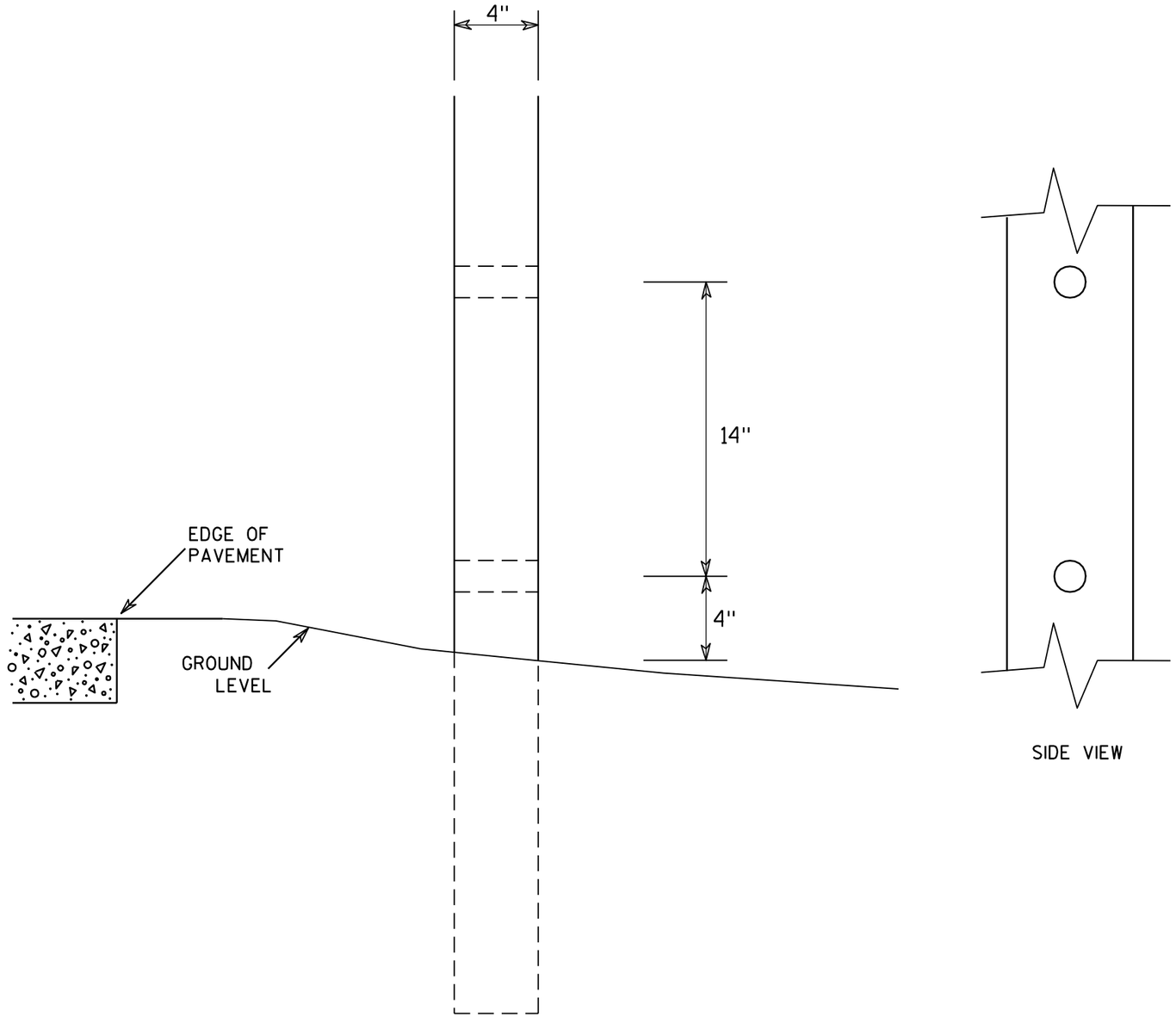
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

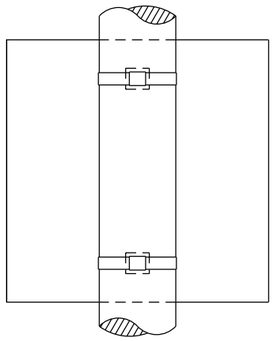
APPROVED Chester J Spang for State Traffic Engineer

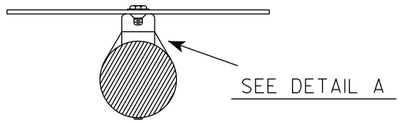
DATE 3/27/97 PLATE NO. A4-11.2

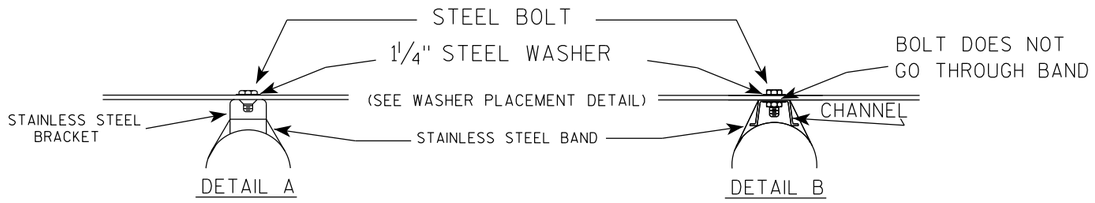
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E

BANDING

SINGLE SIGN



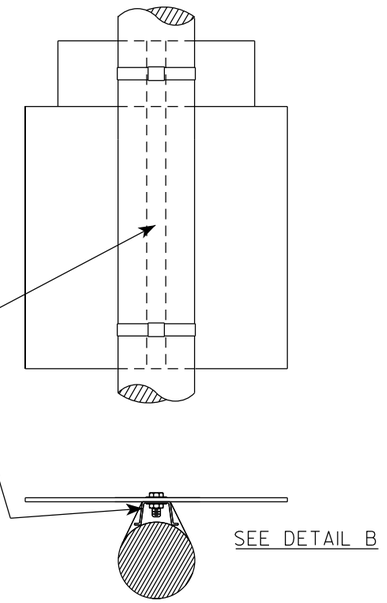




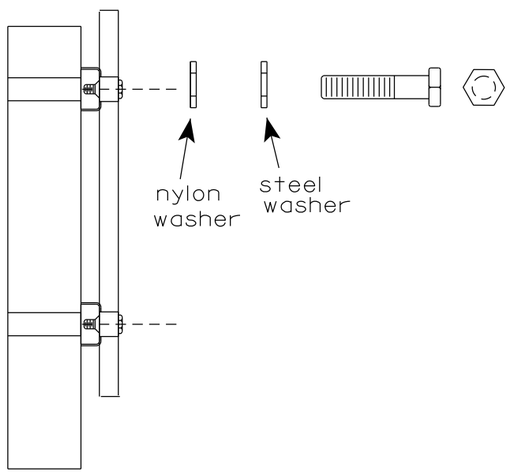
GENERAL NOTES

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

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

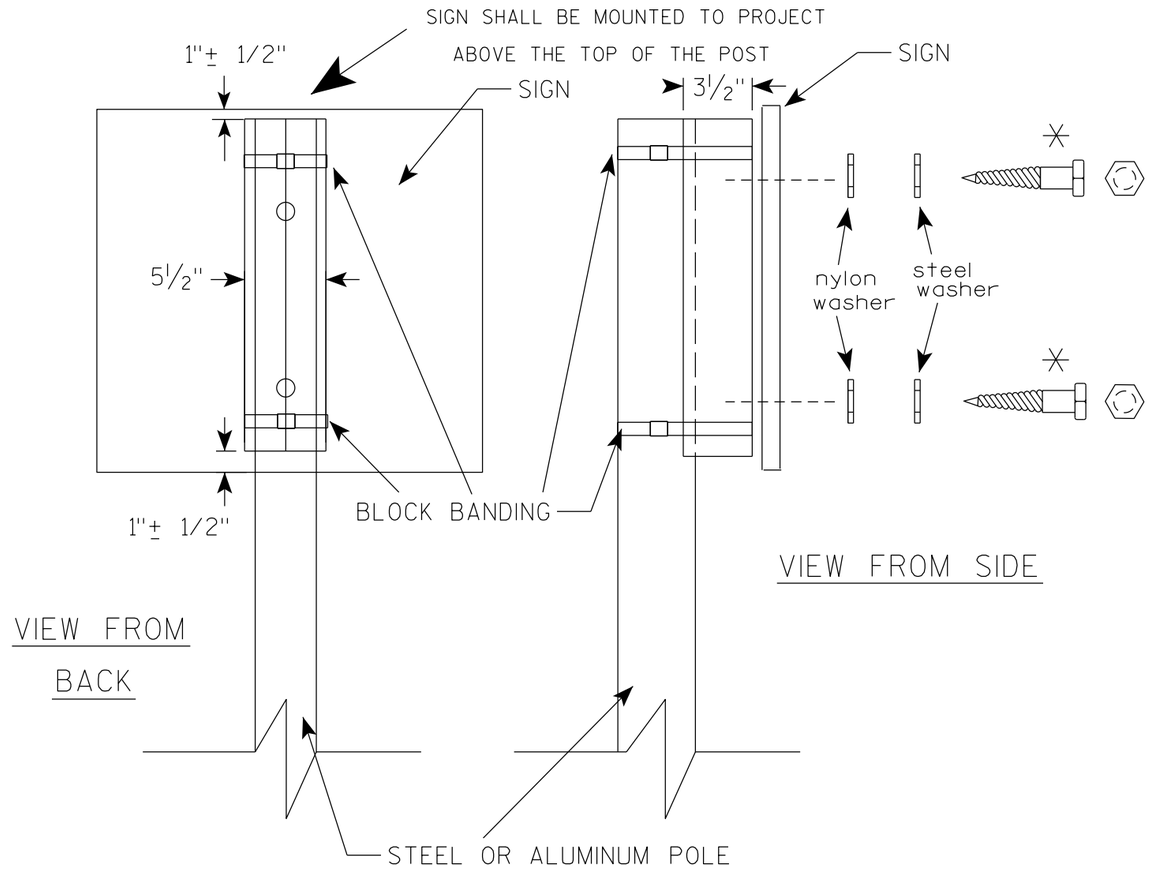
DATE 6/10/19 PLATE NO. A5-9.4

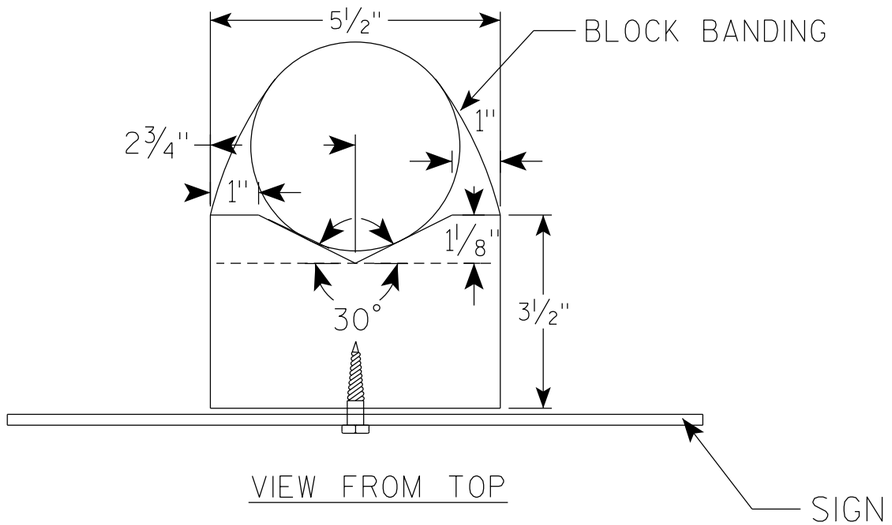
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E

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)

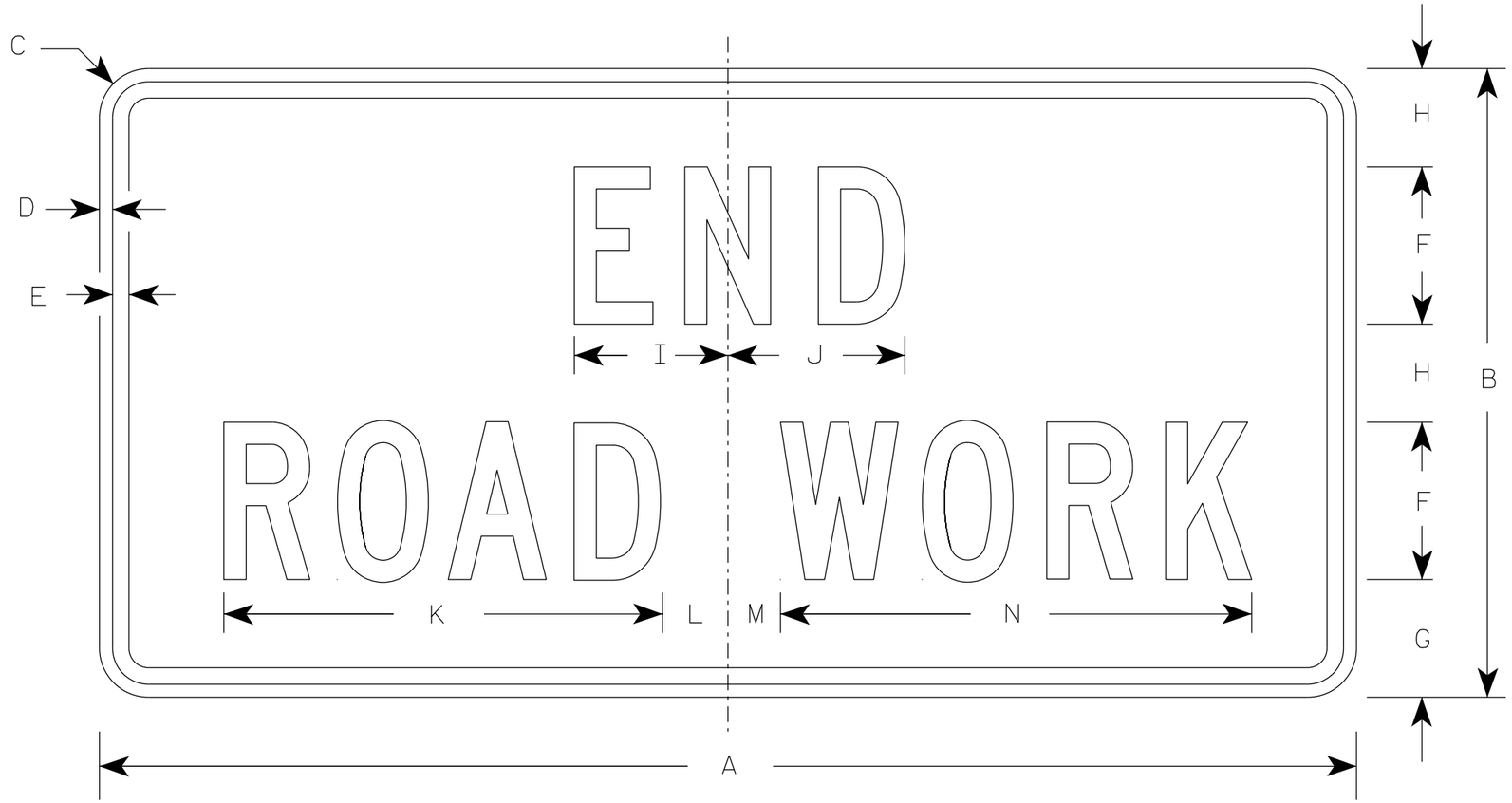
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 186 E



G20-2A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

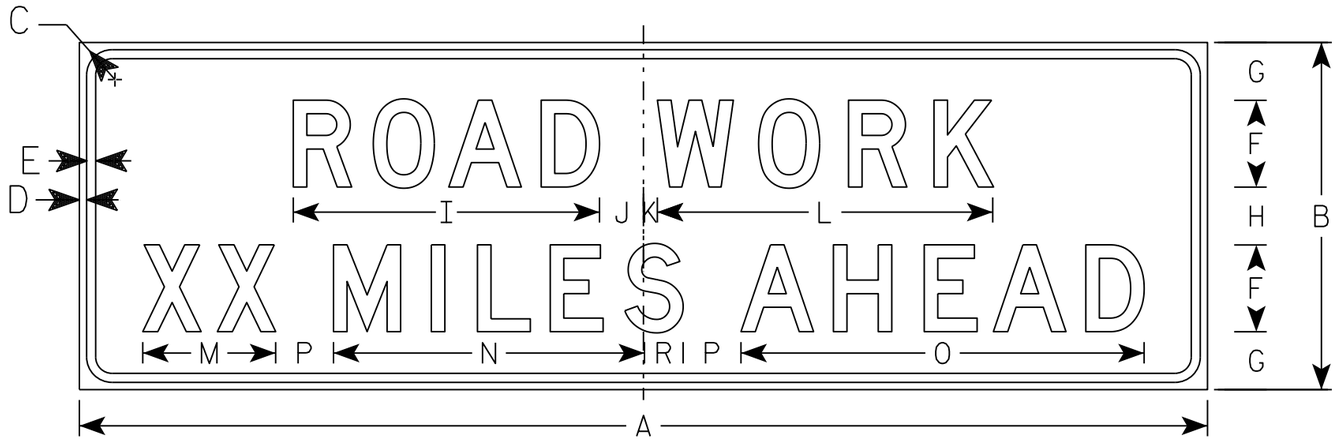
DATE 1/26/2023 PLATE NO. G20-2A.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-55

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	78	24	1 1/8	3/8	1/2	6	4	4	21 1/8	3	1	23 1/4	9 1/4	21 1/2	27 7/8	4		2 5/8									13.0
3	78	24	1 1/8	3/8	1/2	6	4	4	21 1/8	3	1	23 1/2	9 1/4	21 1/2	27 7/8	4		2 5/8									13.0
4	102	30	2 1/4	1/2	5/8	8	4 1/2	5	28 1/4	4 3/8	1 5/8	31	12 1/4	28 5/8	37 1/8	6		3 5/8									21.25
5	132	36	3	3/4	1	10	5	6	35 1/4	6 1/4	2 3/4	38 3/4	15 3/8	35 3/4	46 1/2	9		4 5/8									33.0

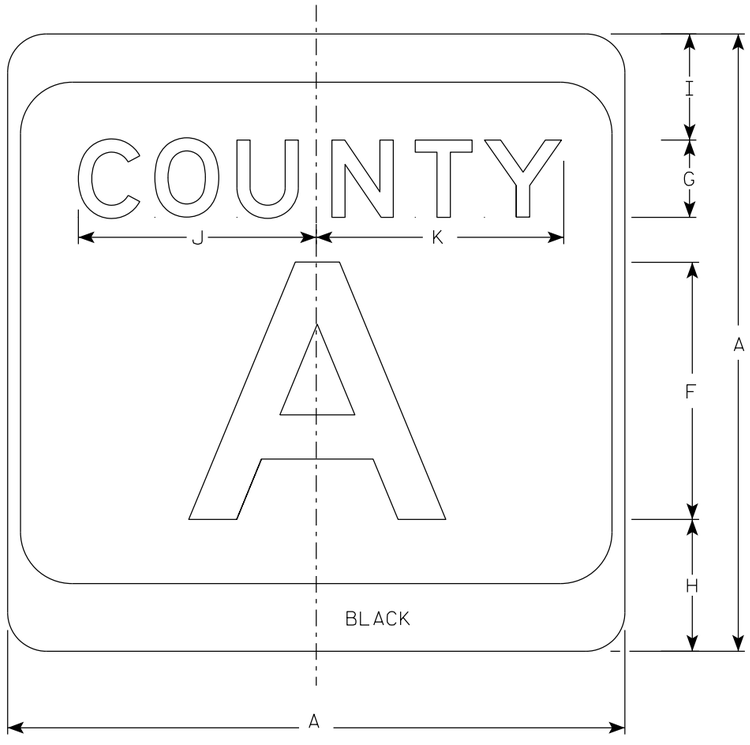
STANDARD SIGN
G20-55

WISCONSIN DEPT OF TRANSPORTATION

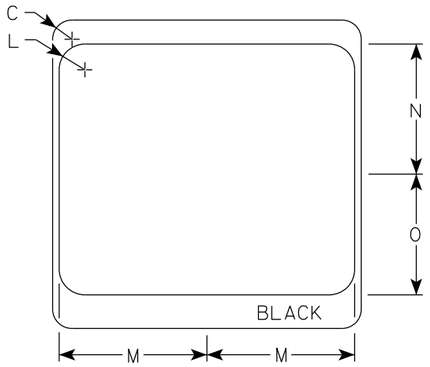
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/19/18 PLATE NO. G20-55.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E

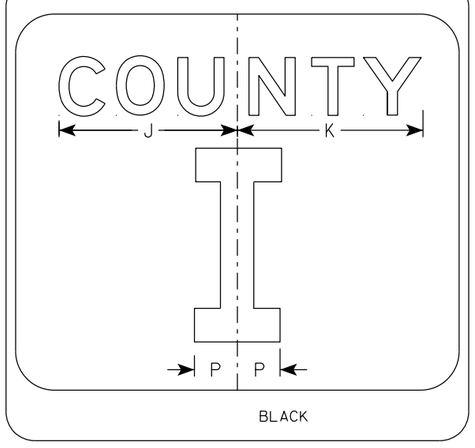


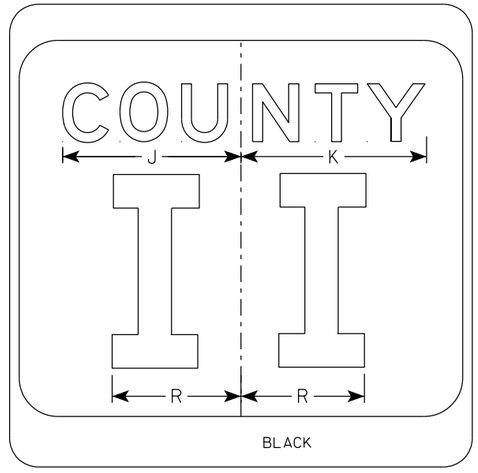
M1-5A



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

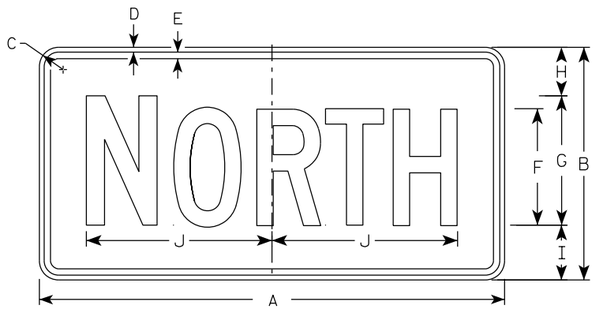
APPROVED Matthew R Rauch
for State Traffic Engineer

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

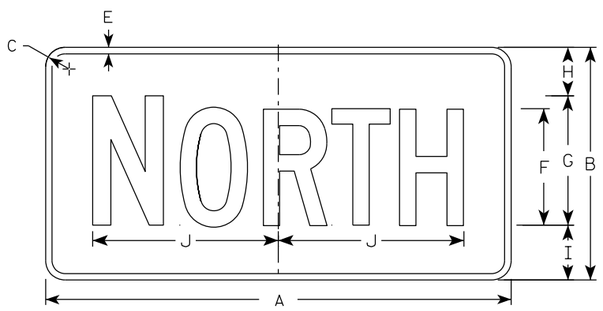
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

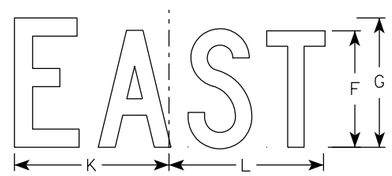
7



M3-1
MM3-1
MP3-1



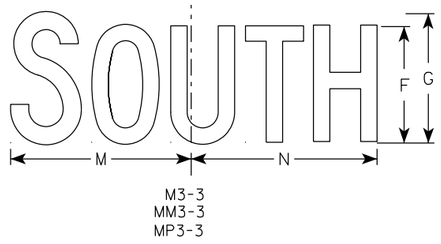
MB3-1
MK3-1
MN3-1



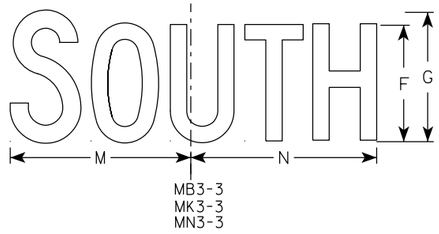
M3-2
MM3-2
MP3-2



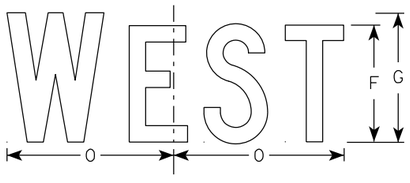
MB3-2
MK3-2
MN3-2



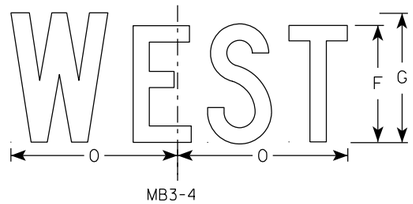
M3-3
MM3-3
MP3-3



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

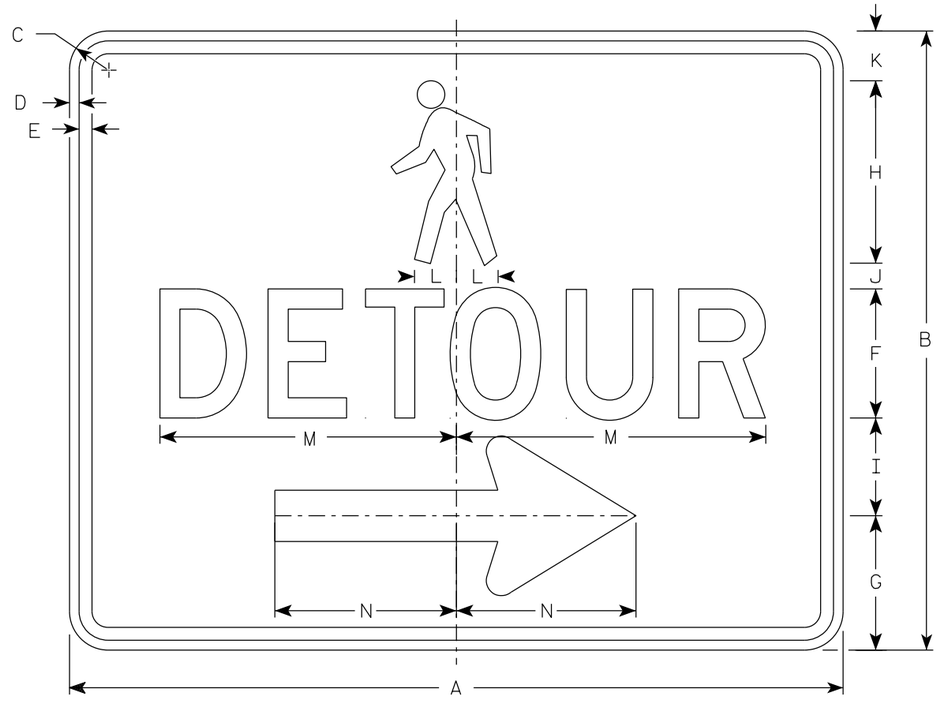
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

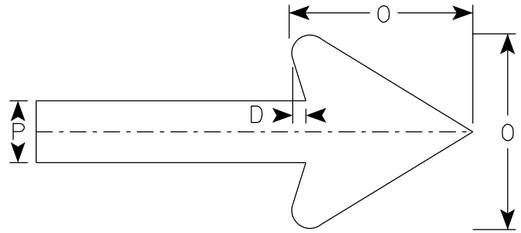
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E



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

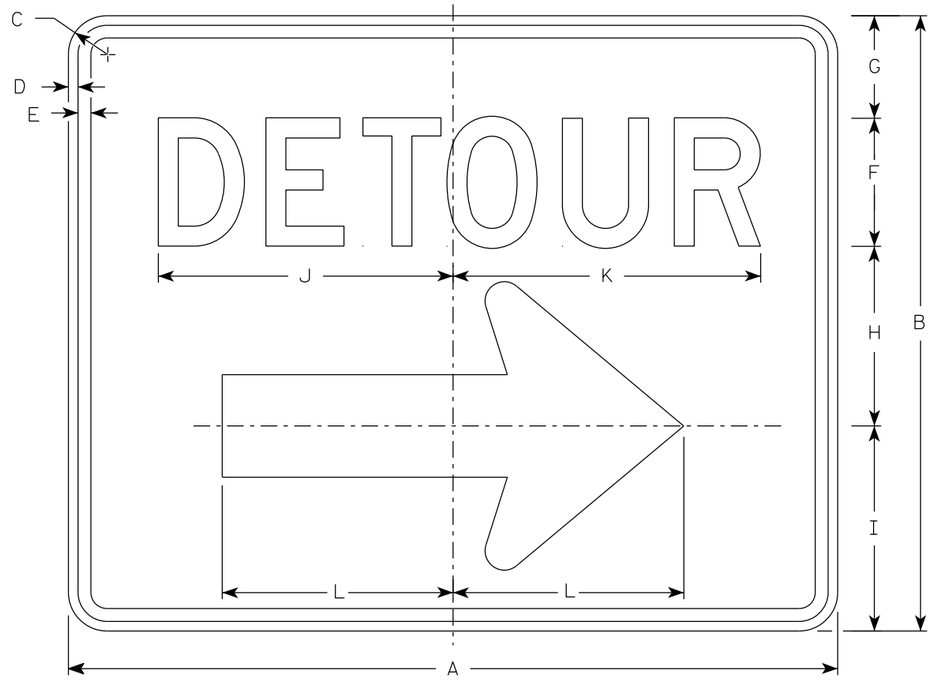
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E

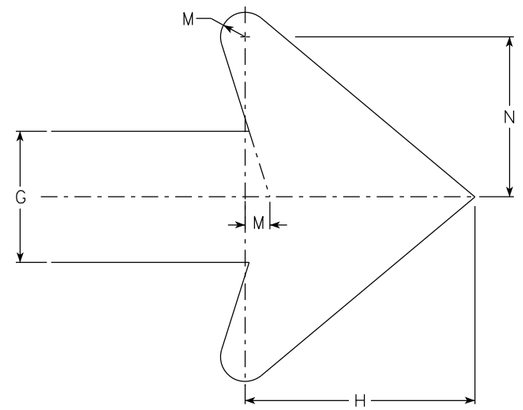
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.dgn PLOT DATE : 9-FEB 2023 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-9R

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

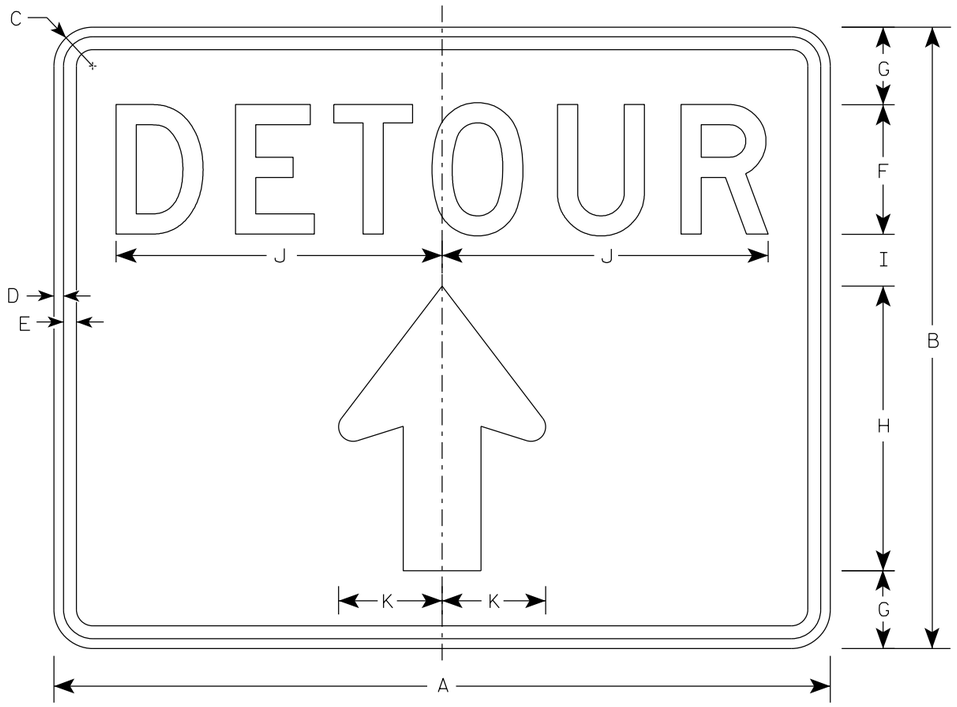
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

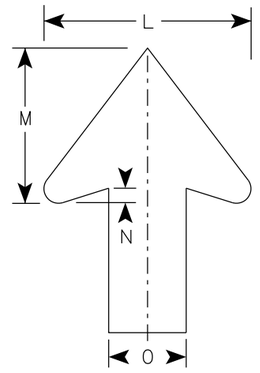
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



M4-9RA



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
2M	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

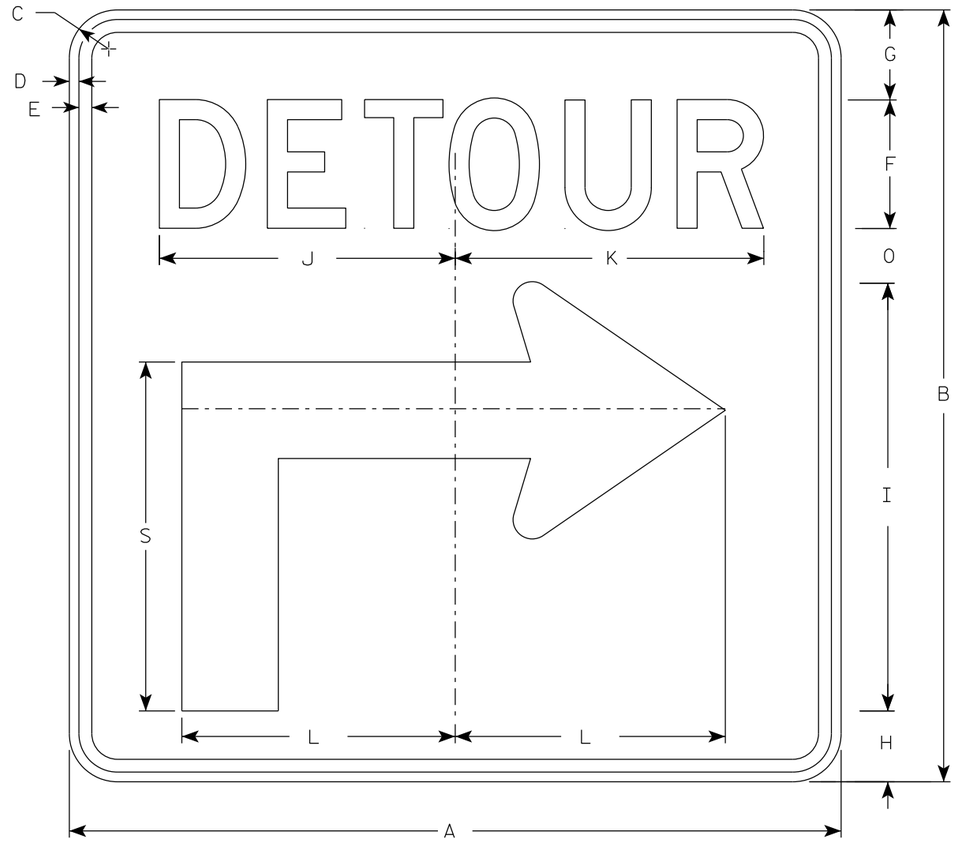
STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9RA.3

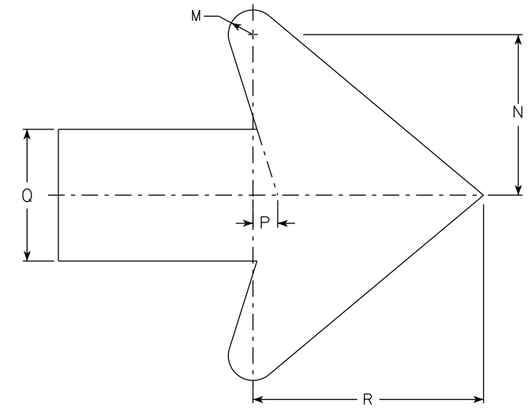
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



M4-59R

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.
5. M4-59L is the same as M4-59R 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	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 1/4	2 1/8	5/8	3 3/4	7 1/2	13 1/2								6.25
2M	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 1/4	2 1/8	5/8	3 3/4	7 1/2	13 1/2								6.25
3	30	30	1 7/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 1/4	2 1/8	5/8	3 3/4	7 1/2	13 1/2								6.25
4	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/4	6 3/4	3 3/8	7/8	6	12	21 3/4								16.0
5	48	48	2 1/4	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/4	6 3/4	3 3/8	7/8	6	12	21 3/4								16.0

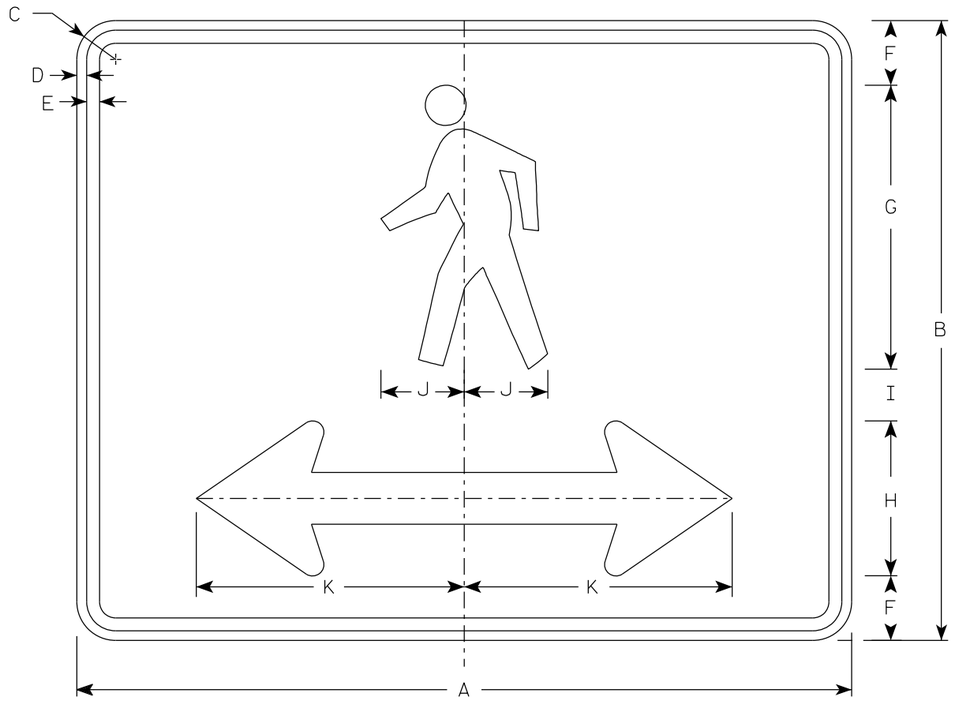
STANDARD SIGN
M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/10/26 PLATE NO. M4-59.3

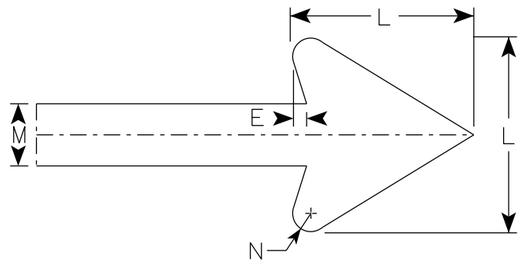
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



M4-60D

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

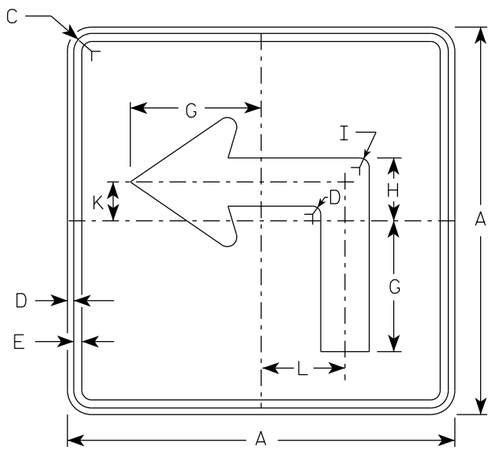
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

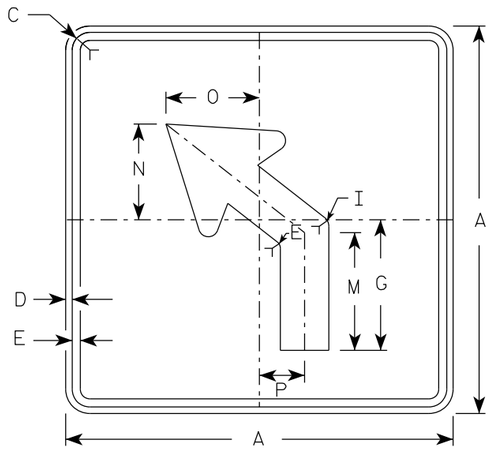
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

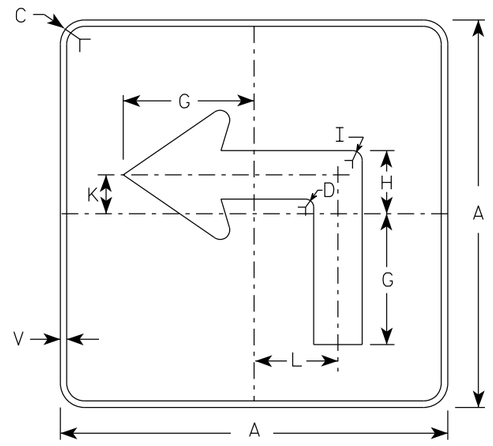
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



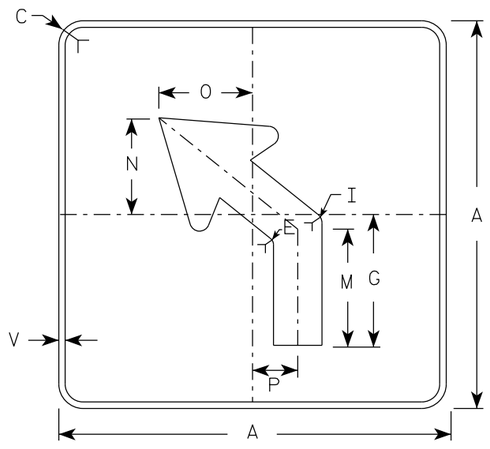
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

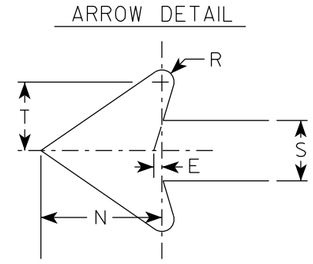


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

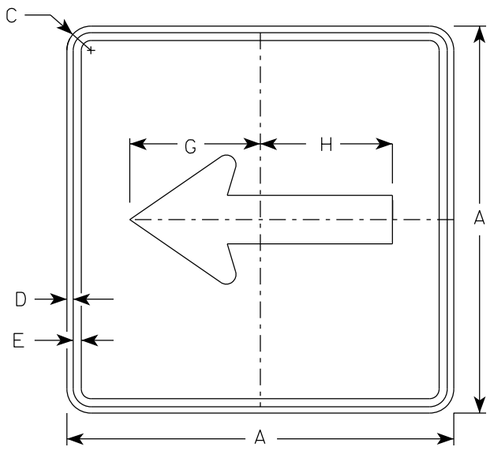
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

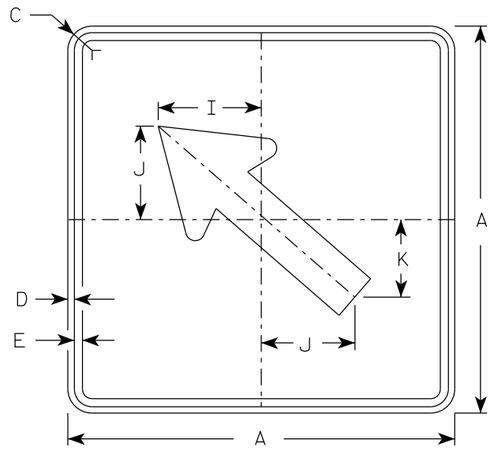
APPROVED Matthew R Rauch
for State Traffic Engineer

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

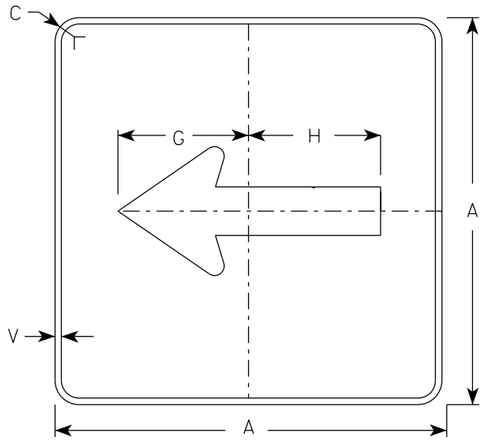
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E



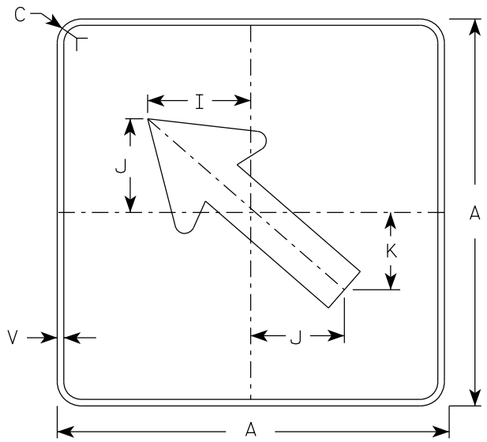
M6-1
MM6-1
MO6-1
MP6-1



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



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

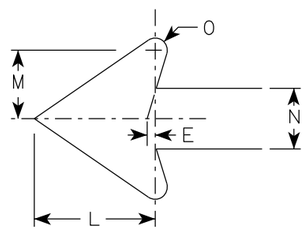


MB6-2
MK6-2
MN6-2
MR6-2

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

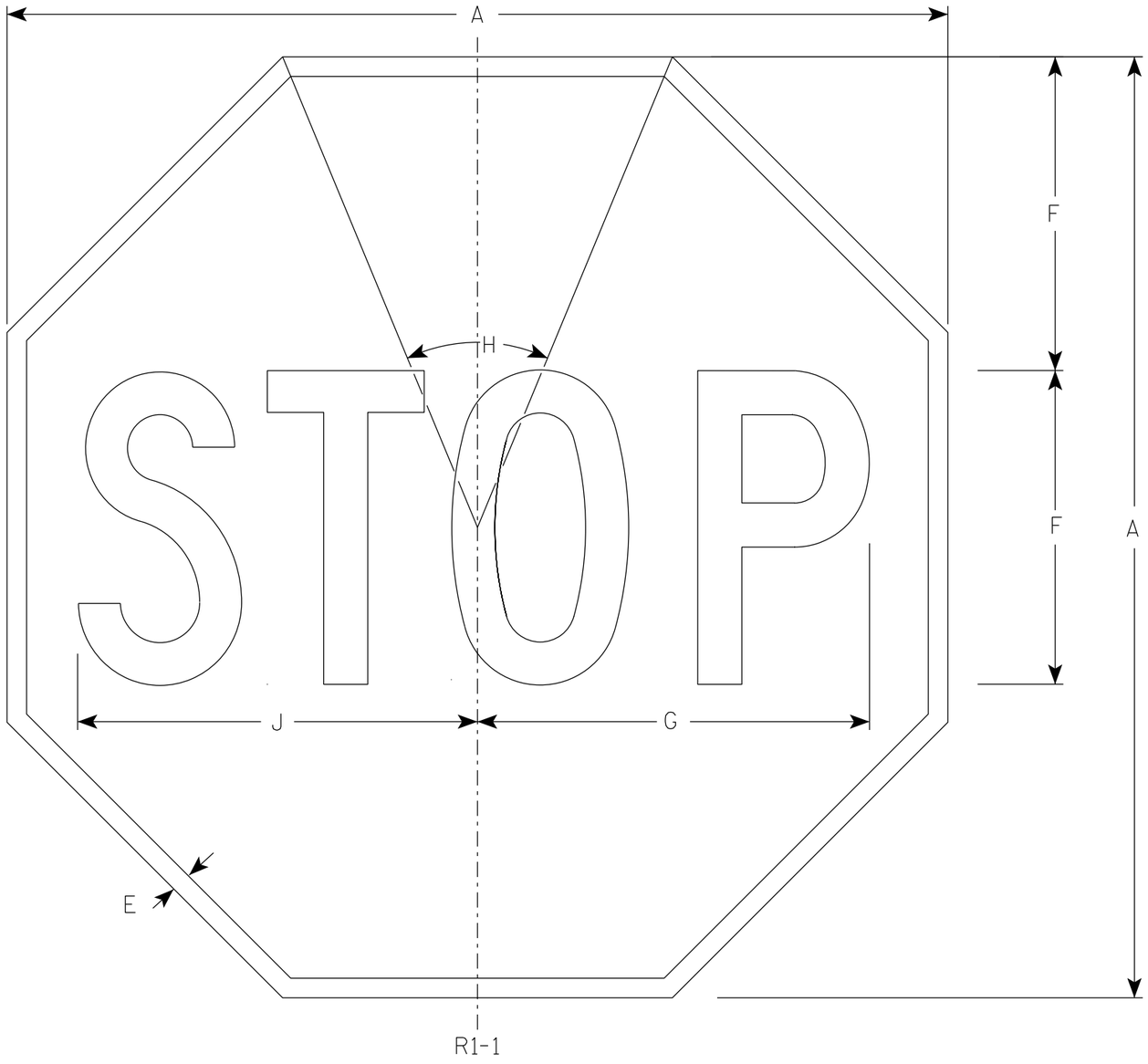
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 197 | E



NOTES

1. Sign is Type II - Type H Reflective
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

STANDARD SIGN

R1-1

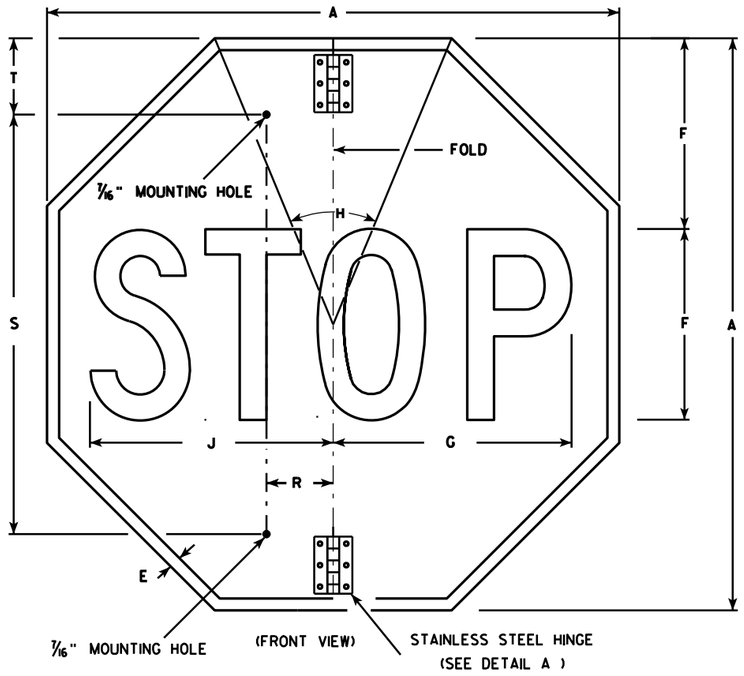
WISCONSIN DEPT OF TRANSPORTATION

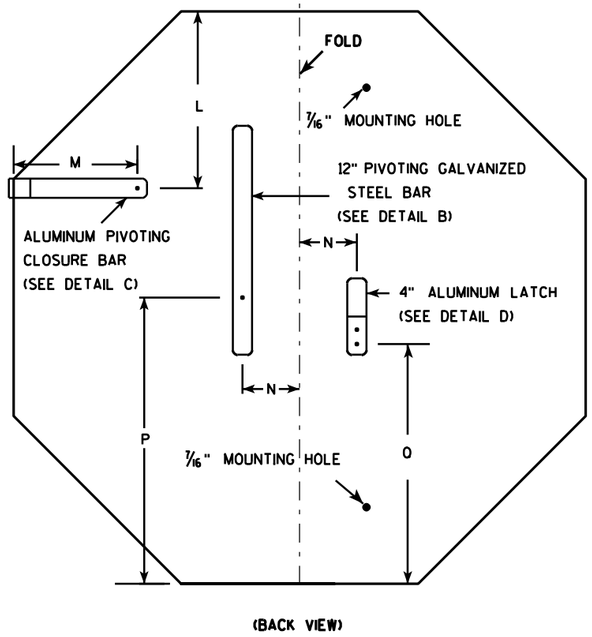
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 198 E

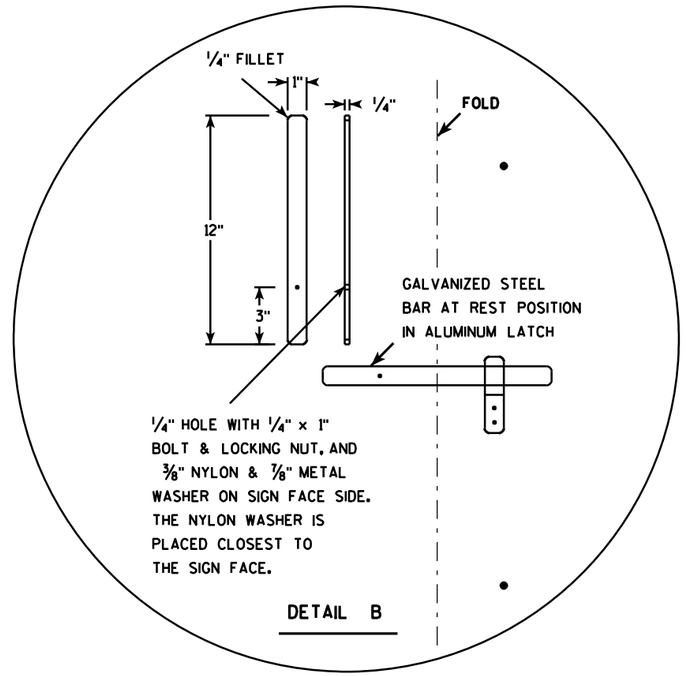
7

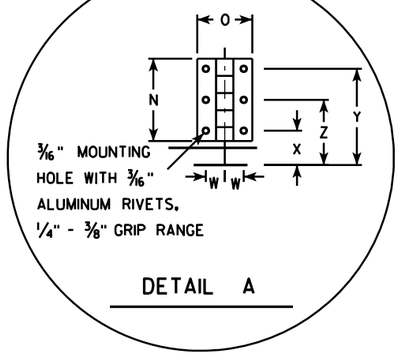


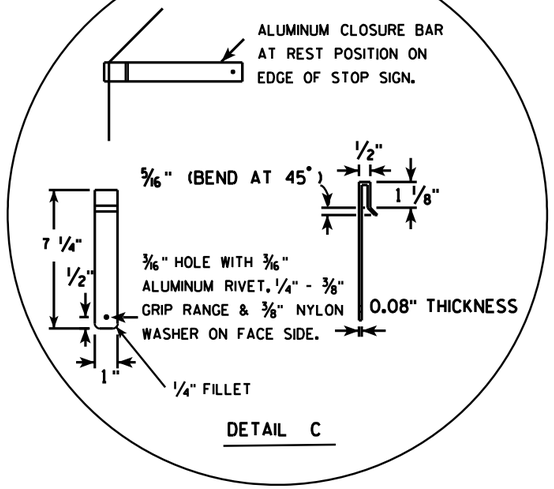


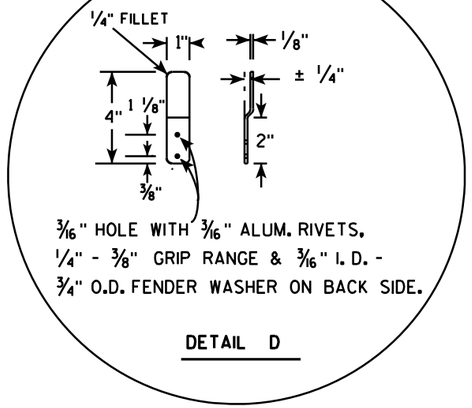
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

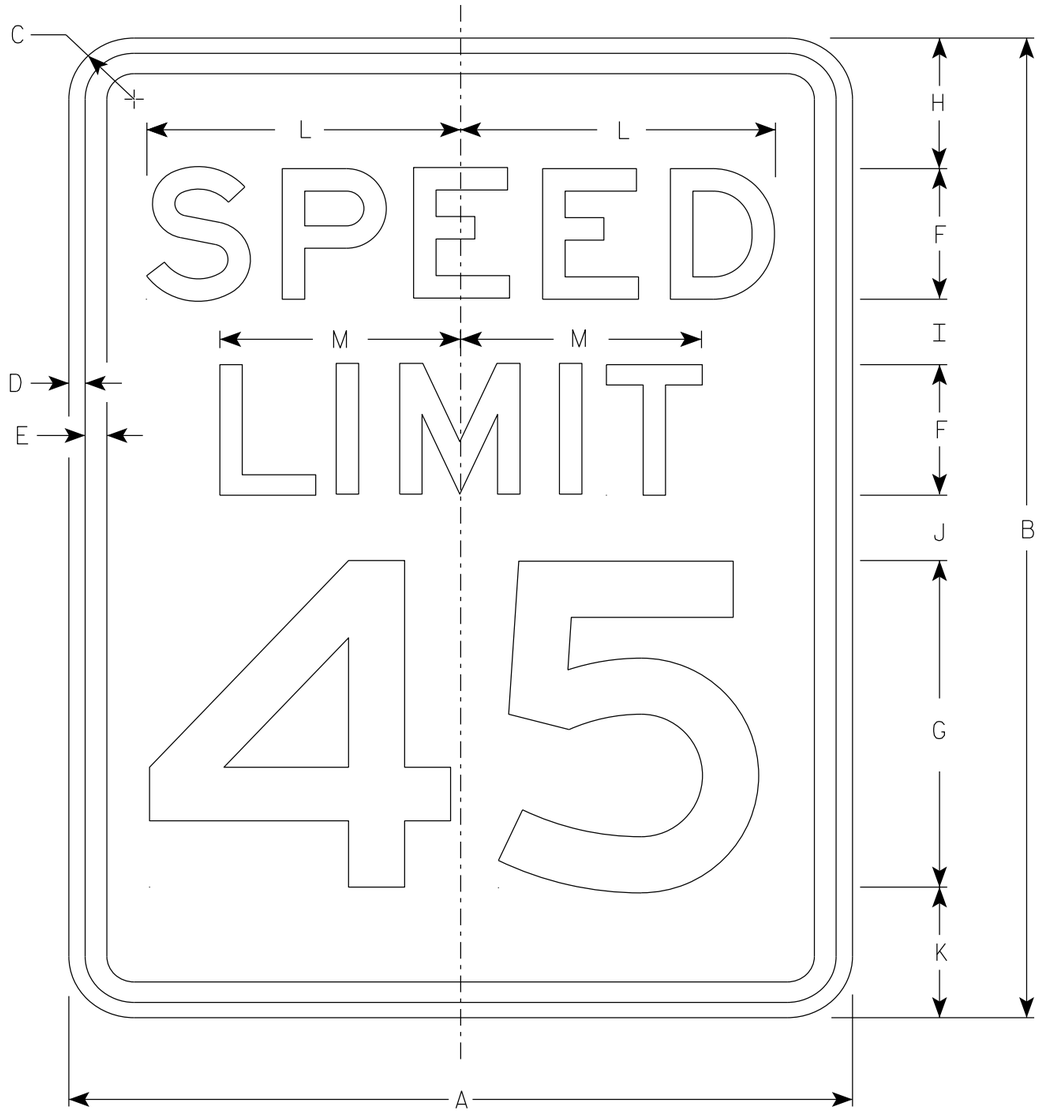
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

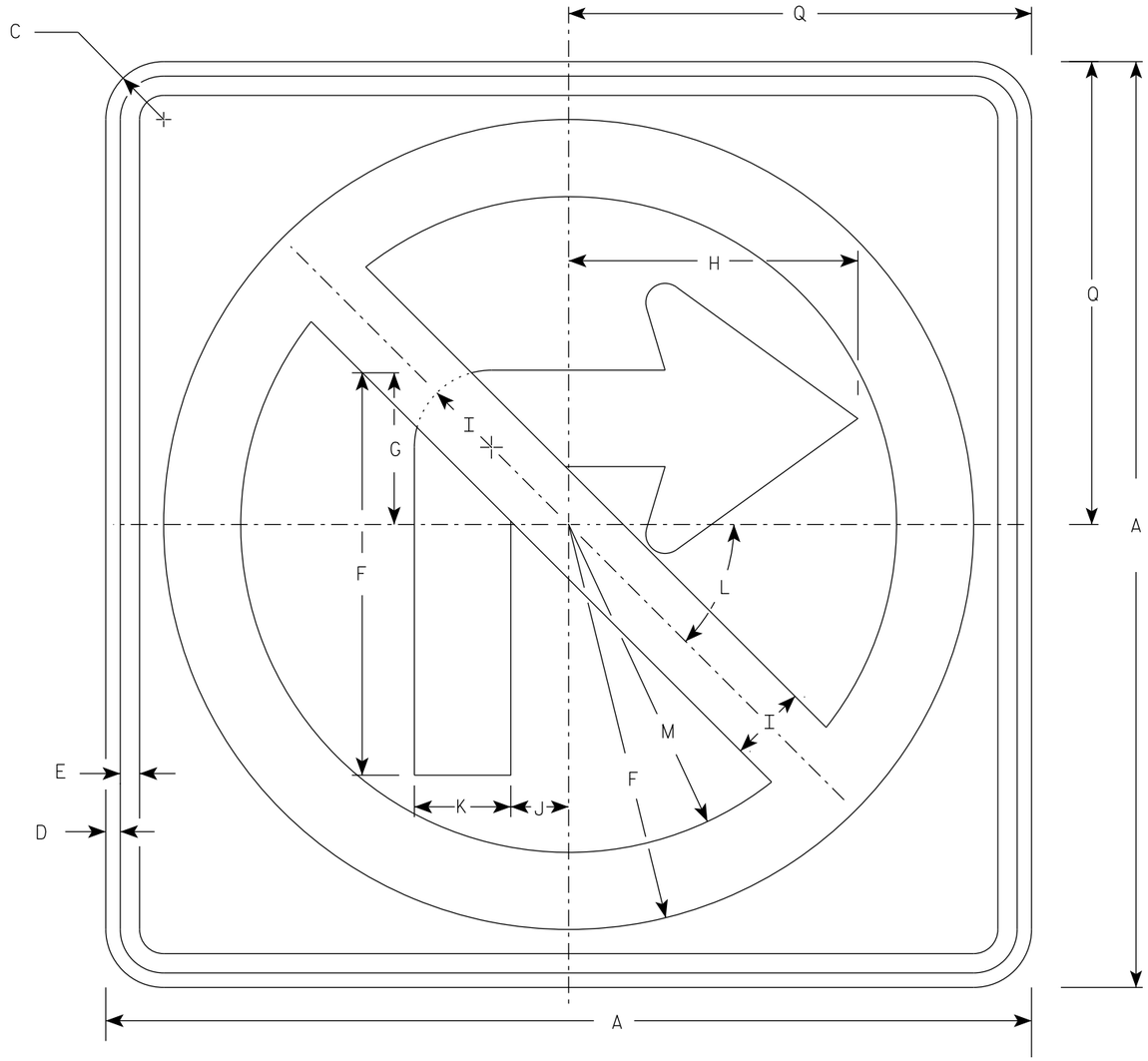
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

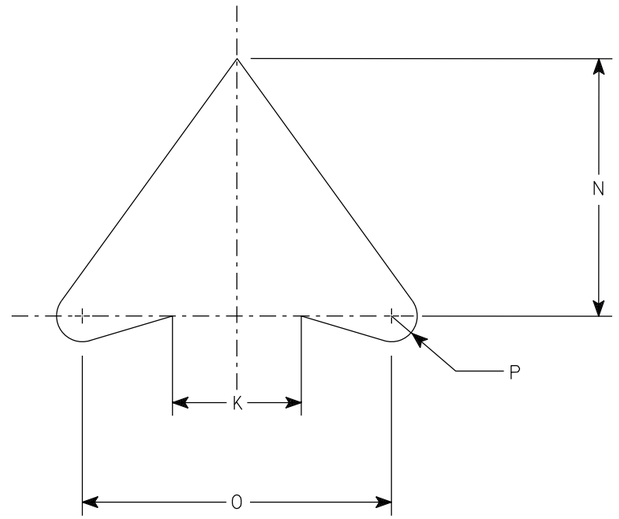
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

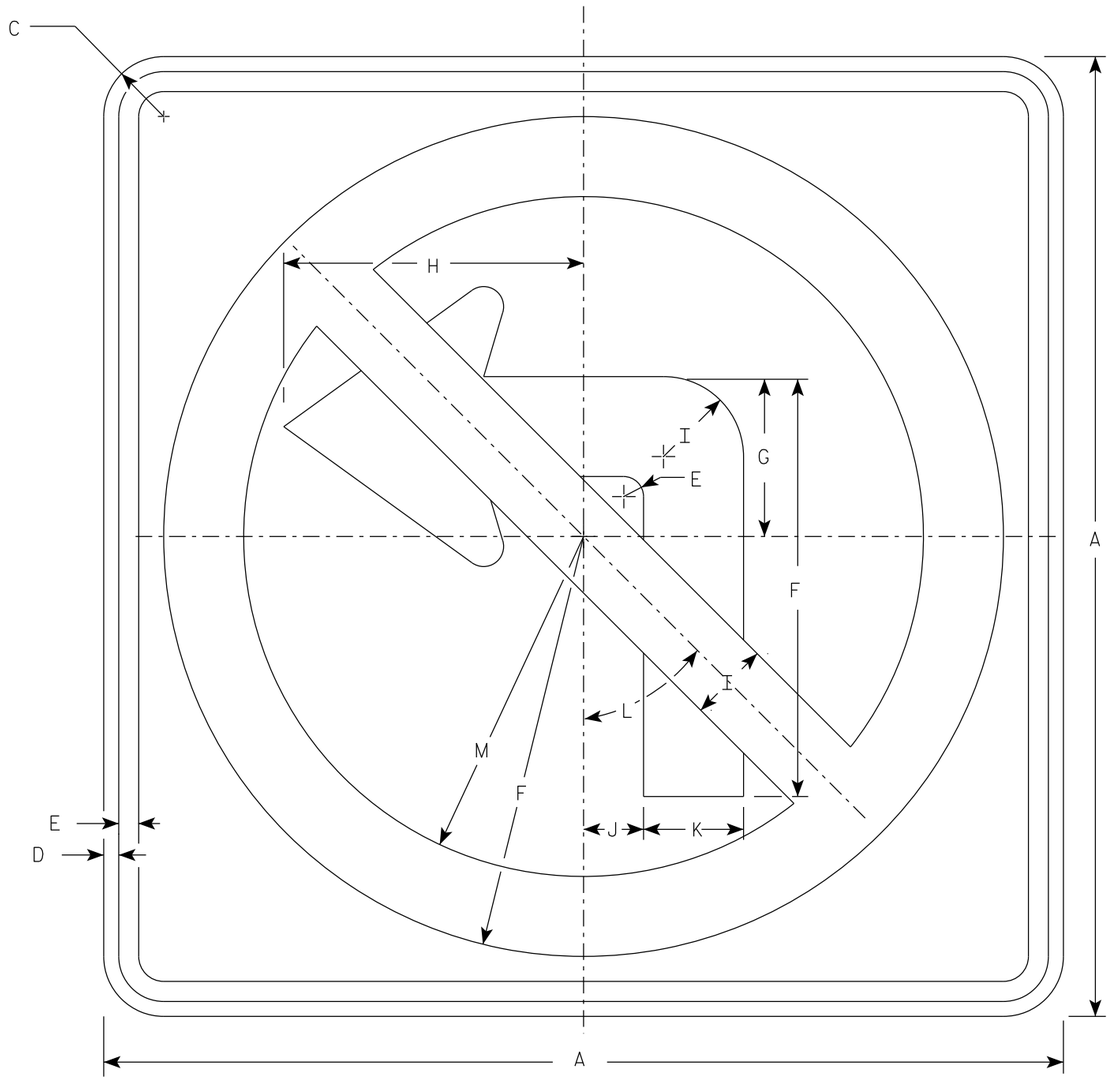
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

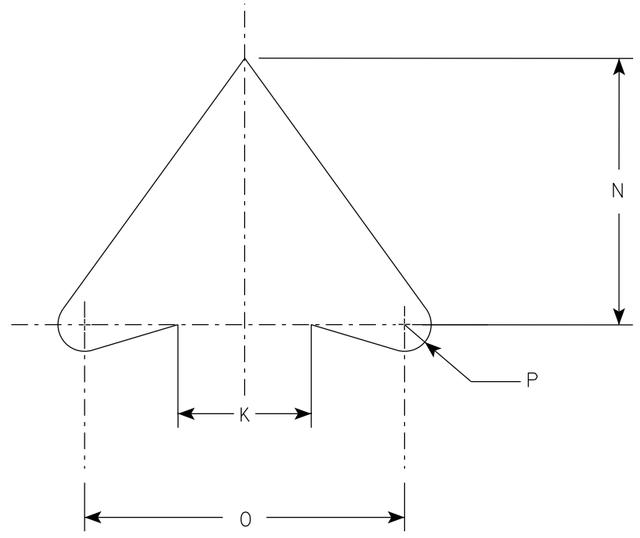
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



R3-2



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

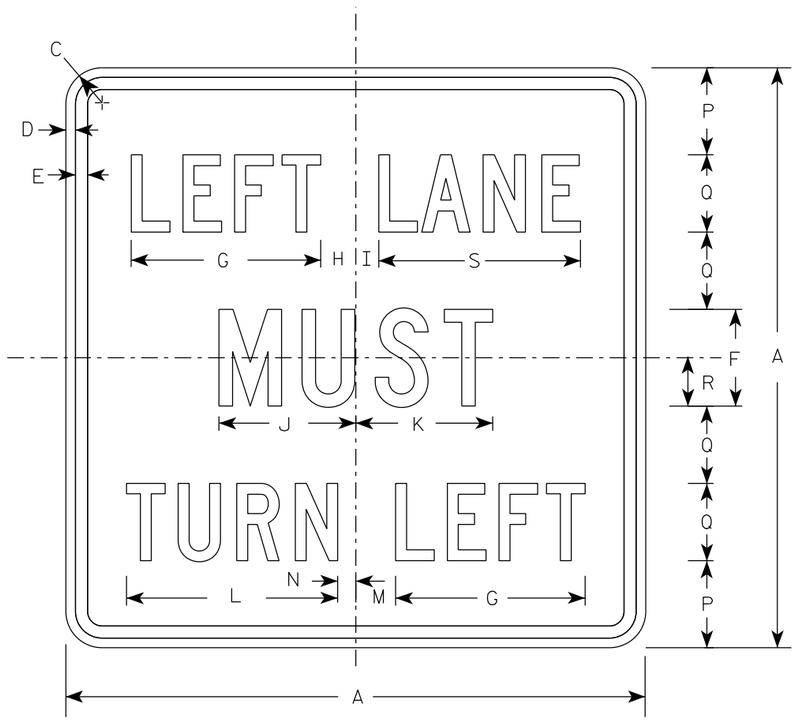
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

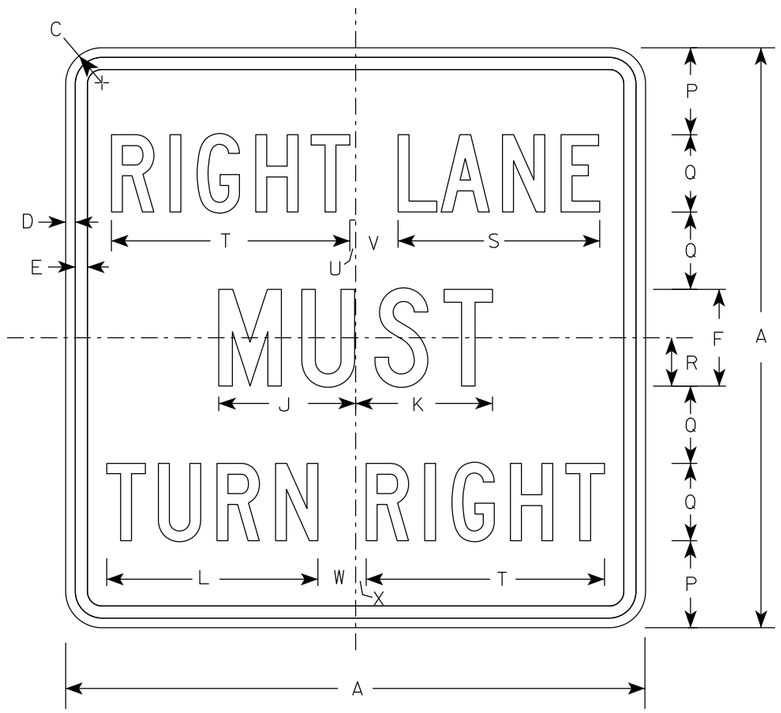
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E

NOTES

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



R3-7L



R3-7R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	5	9 3/4	1 7/8	1 1/8	7 1/8	7 1/8	10 7/8	2	1		4 1/2	4	2 1/2	10 3/8	12 3/8	1/4	2 1/4	2	1/2			6.25
2S	30		1 7/8	1/2	5/8	5	9 3/4	1 7/8	1 1/8	7 1/8	7 1/8	10 7/8	2	1		4 1/2	4	2 1/2	10 3/8	12 3/8	1/4	2 1/4	2	1/2			6.25
2M	30		1 7/8	1/2	5/8	5	9 3/4	1 7/8	1 1/8	7 1/8	7 1/8	10 7/8	2	1		4 1/2	4	2 1/2	10 3/8	12 3/8	1/4	2 1/4	2	1/2			6.25
3	36		2 1/4	5/8	3/4	6	11 3/4	2 1/8	1 3/8	8 1/2	8 1/2	13 1/8	2 1/8	1 1/8		5 3/8	4 3/4	3	12 1/2	14 3/4	3/8	2 5/8	2 3/8	5/8			9.00
4	48		3	3/4	1	8	15 5/8	2 7/8	1 7/8	11 3/8	11 3/8	17 1/2	3 1/4	1 1/2		7 1/8	6 3/8	4	16 3/4	19 3/4	1/2	3 1/2	3 1/8	7/8			16.00
5																											

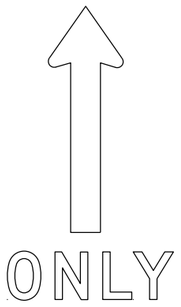
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/16/25 PLATE NO. R3-7.5

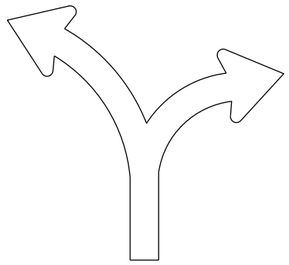
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

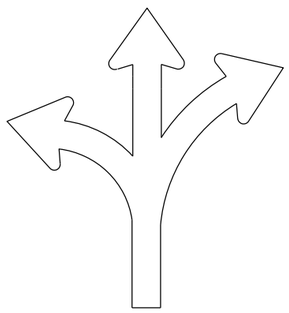


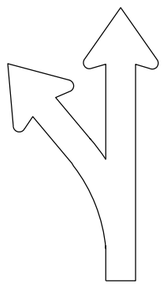
(A)

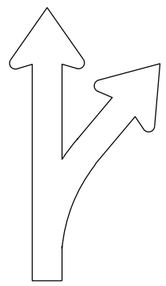


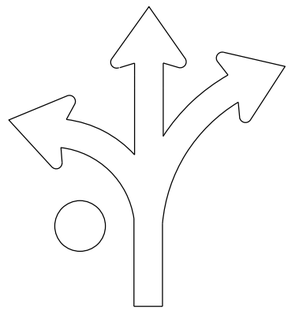
(B)

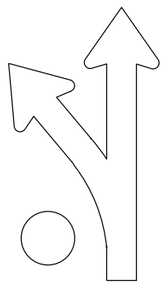

(C)

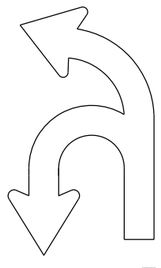

(D)

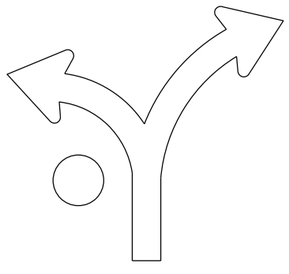

(E)

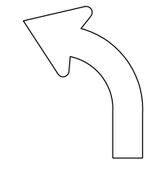

(F)


(G)

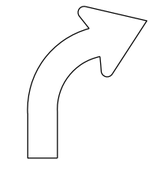

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

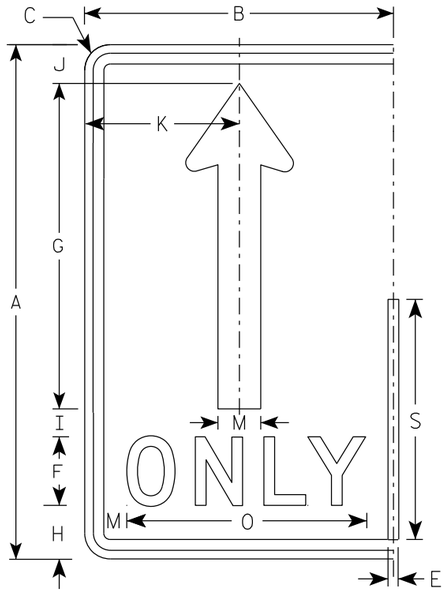
PROJECT NO:

SHEET NO: 204 E

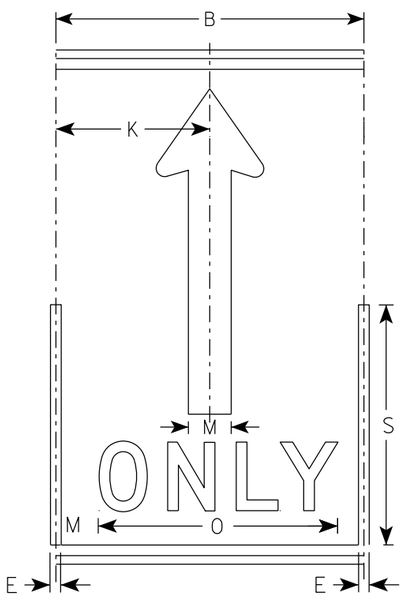
7

NOTES

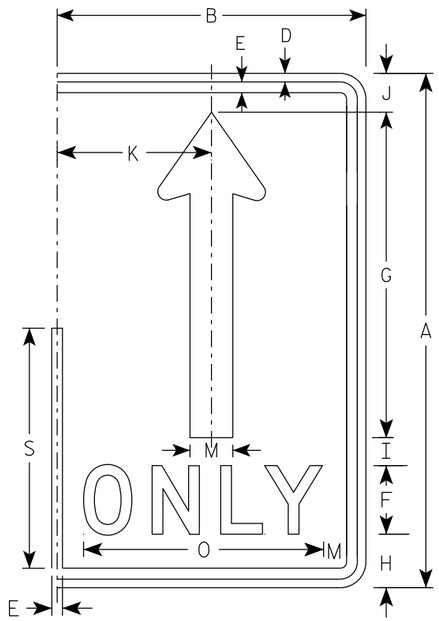
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



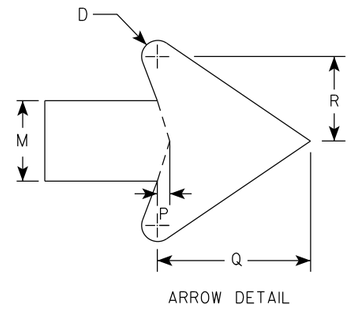
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

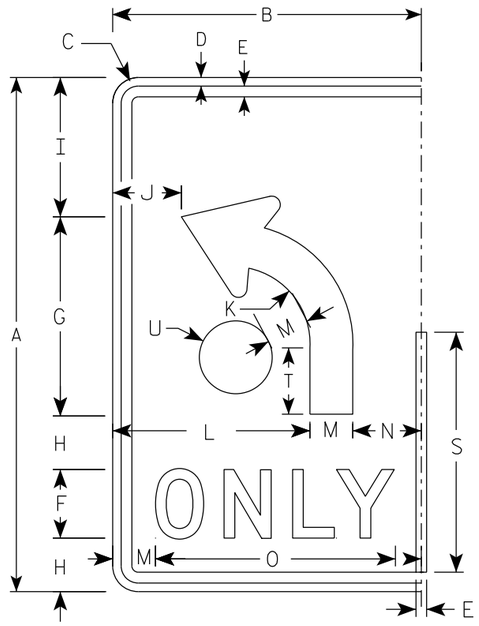
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

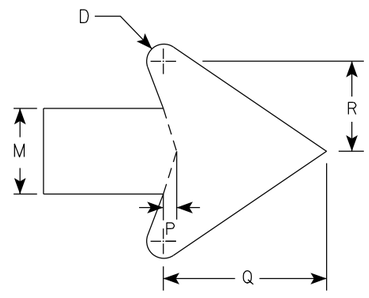
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

NOTES

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



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

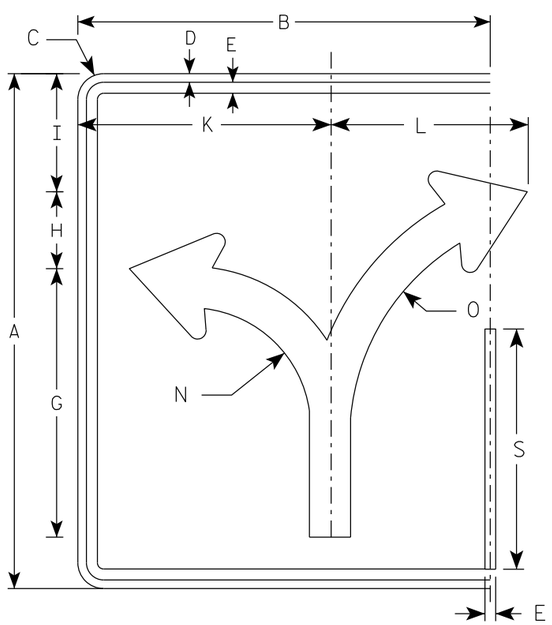
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

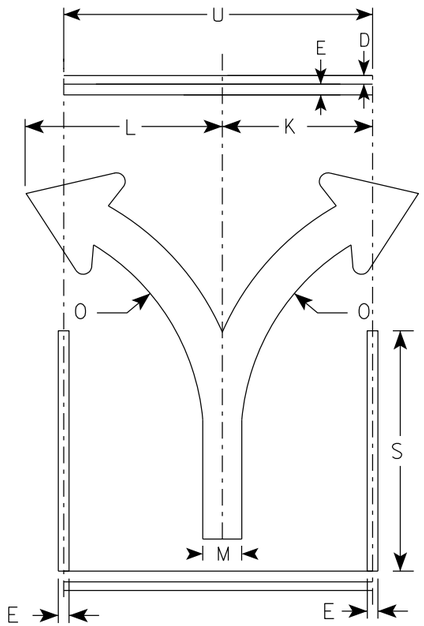
SHEET NO: 206 E

NOTES

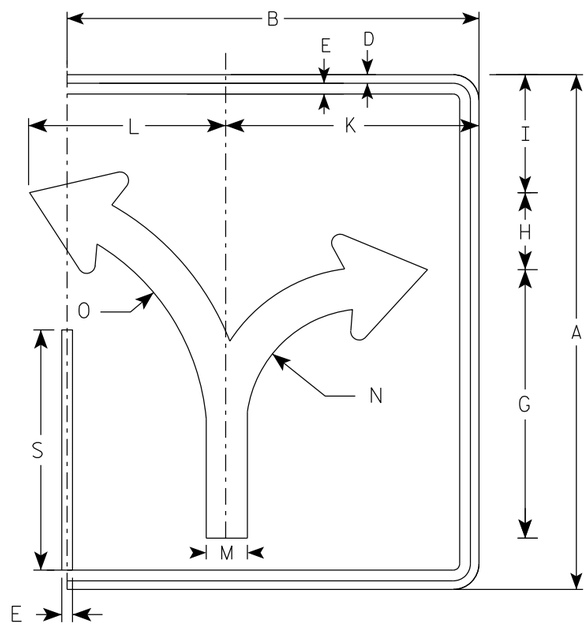
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



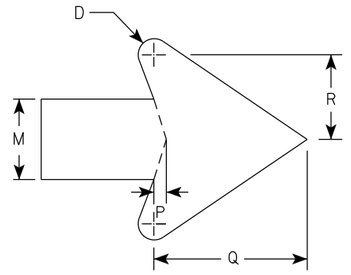
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

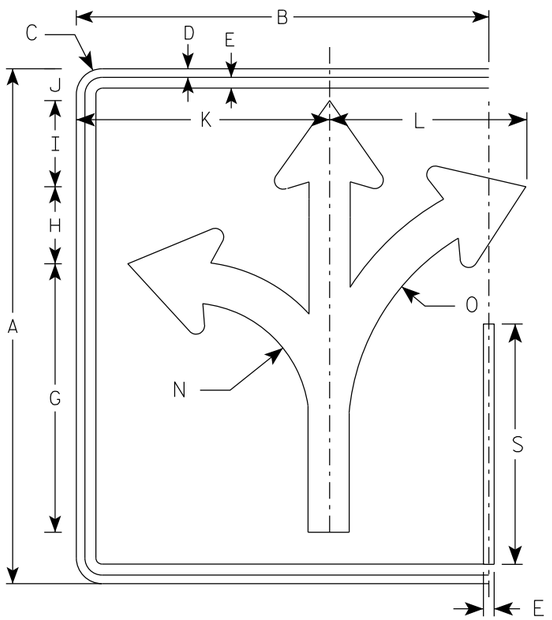
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

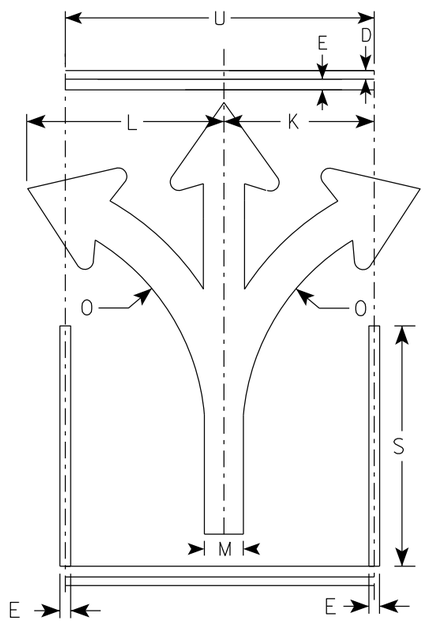
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E

NOTES

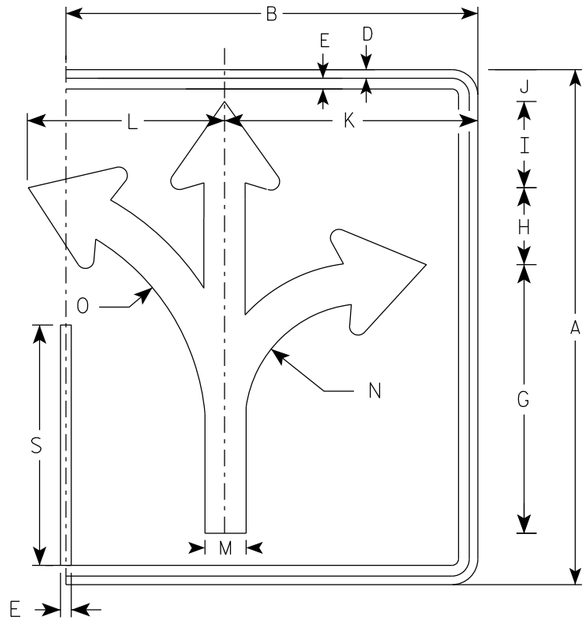
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



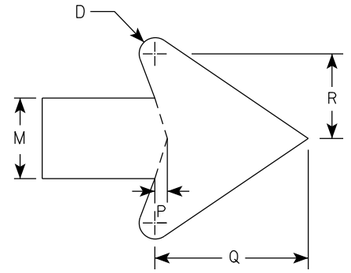
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

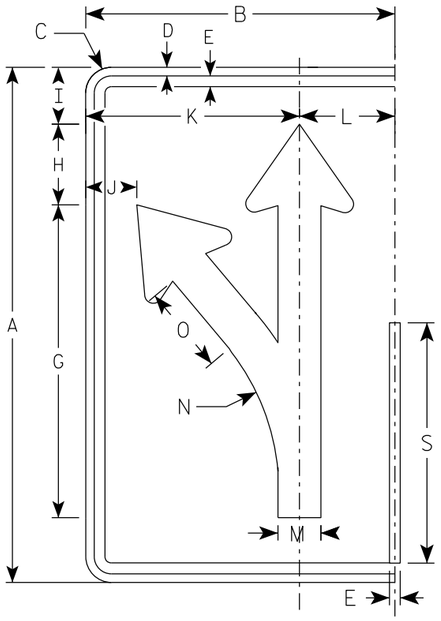
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

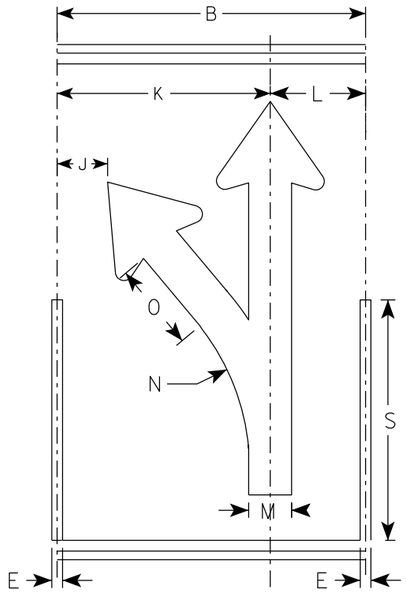
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

NOTES

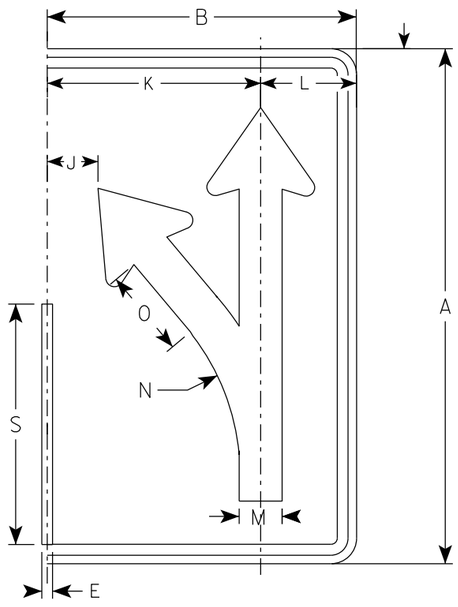
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



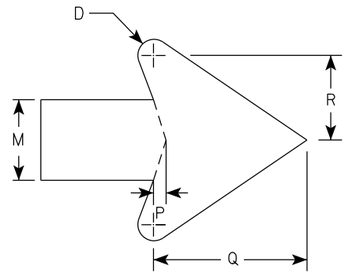
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

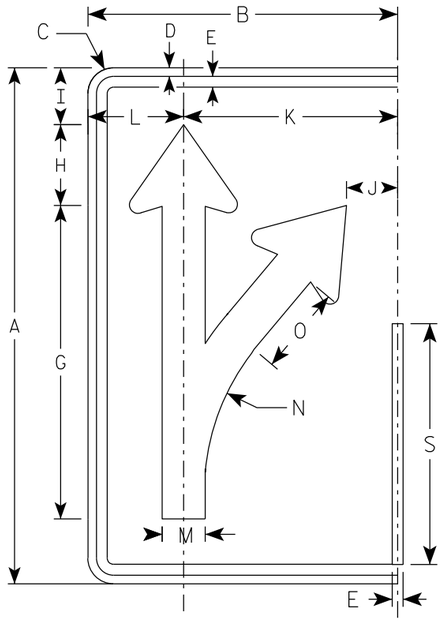
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

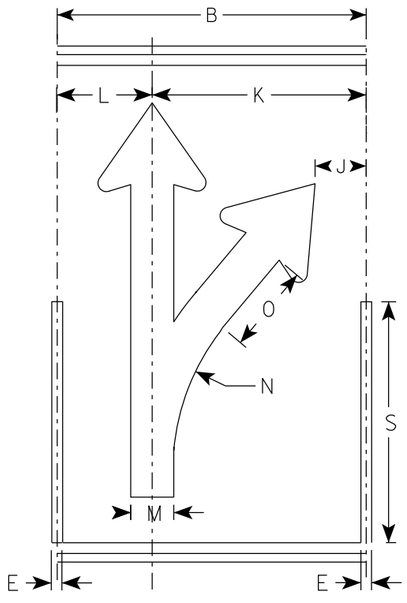
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E

NOTES

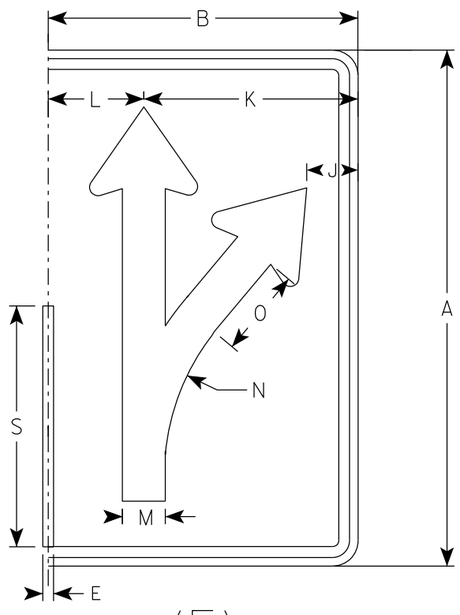
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



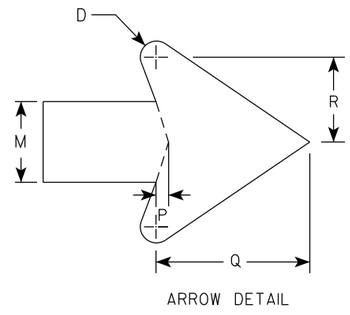
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

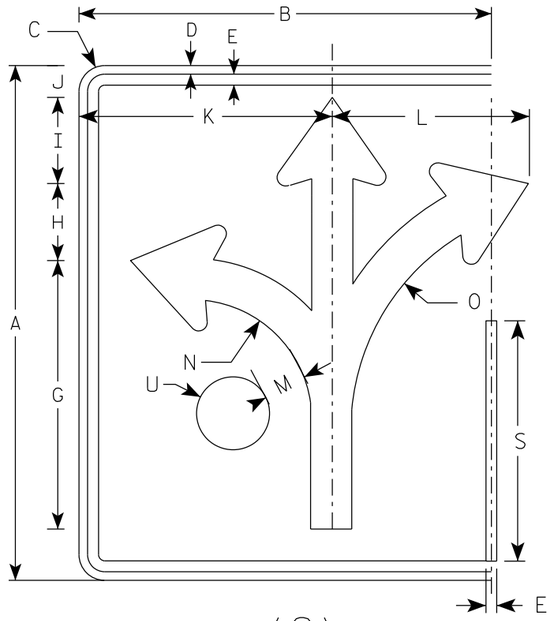
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

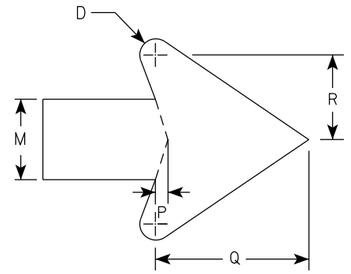
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

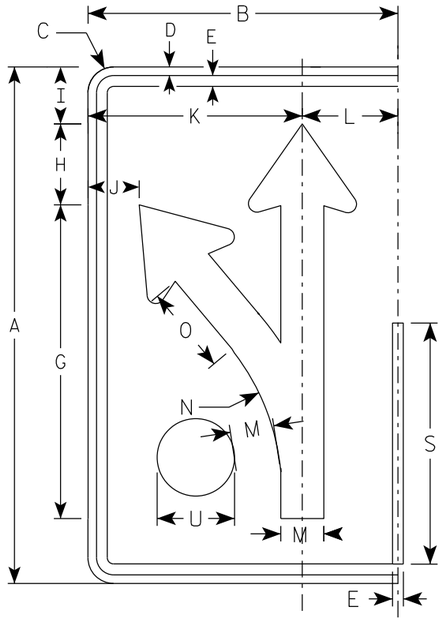
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

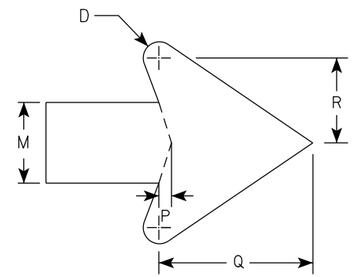
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

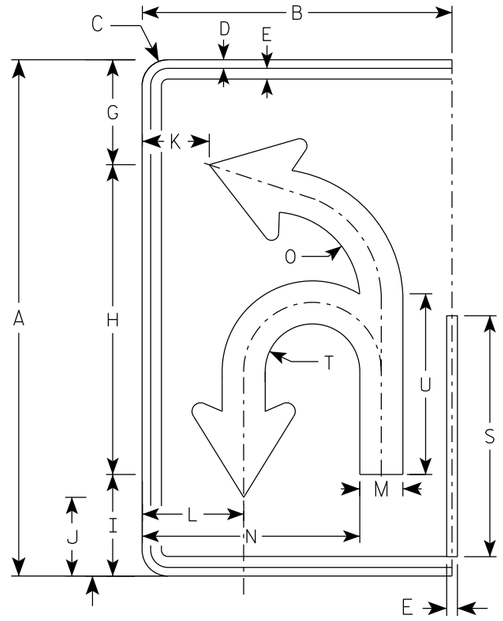
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

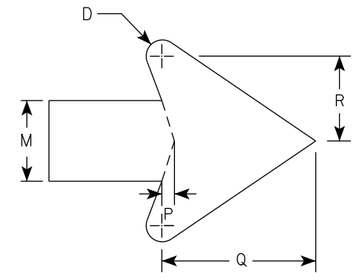
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

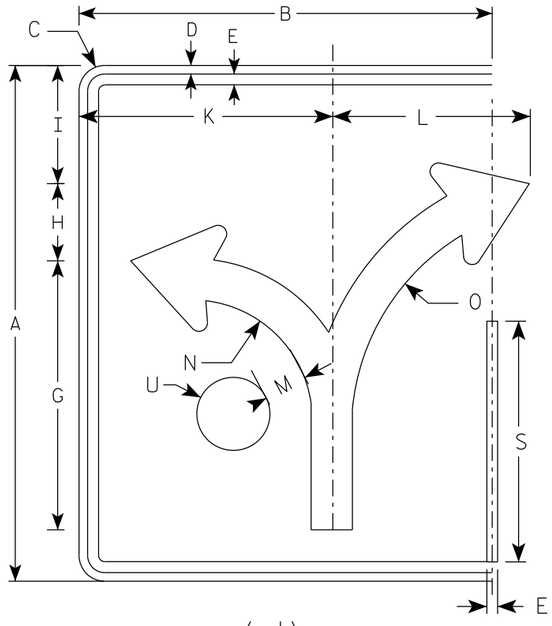
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

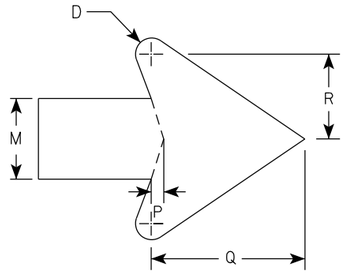
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

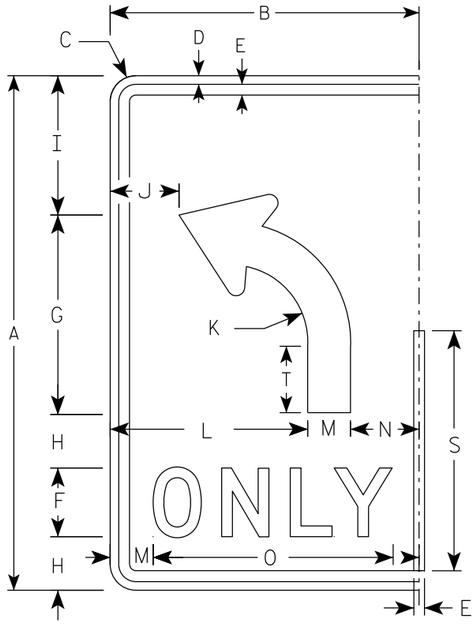
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E

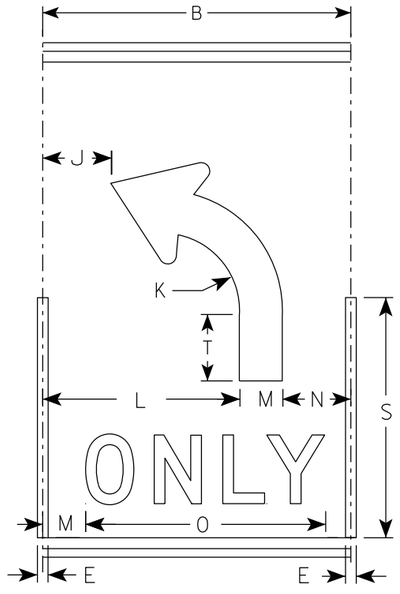
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

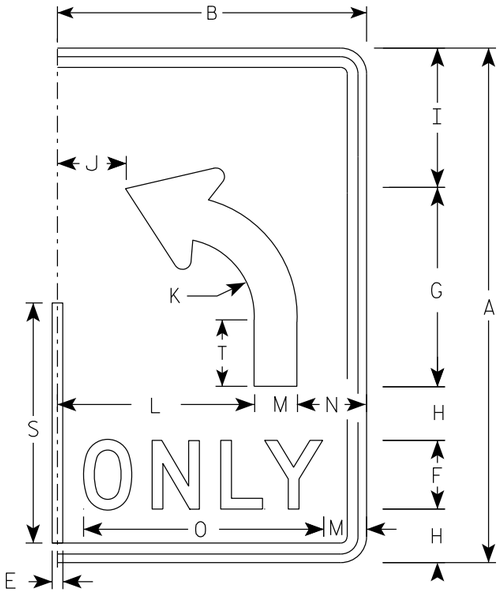
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



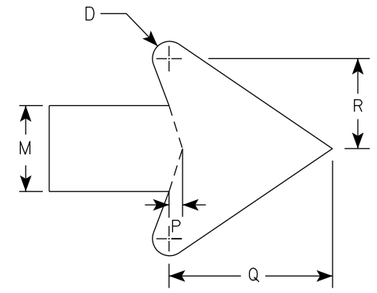
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
2M	30	18	1 ½	½	⅝	4	11 ⅝	3 ⅛	8 ⅛	4	4 ½	11 ½	2 ½	4	14	⅜	4 ¾	2 ⅝	14	3 ⅞							3.75
3	36	24	1 ½	½	⅝	5	14	3 ½	9 ¾	6	5 ⅜	15	3	6	17 ⅝	½	5 ¾	3 ⅛	16 ¾	4 ⅝							6.0
4	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0
5	48	30	2 ¼	¾	1	6	18 ⅝	5 ⅛	13 ⅛	6 ⅛	7 ¼	18	4	8	21 ¾	⅝	7 ⅝	4 ¼	22 ⅜	6 ¼							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

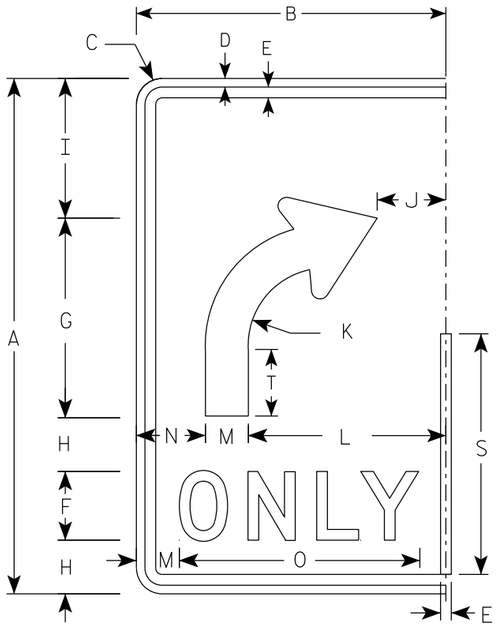
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

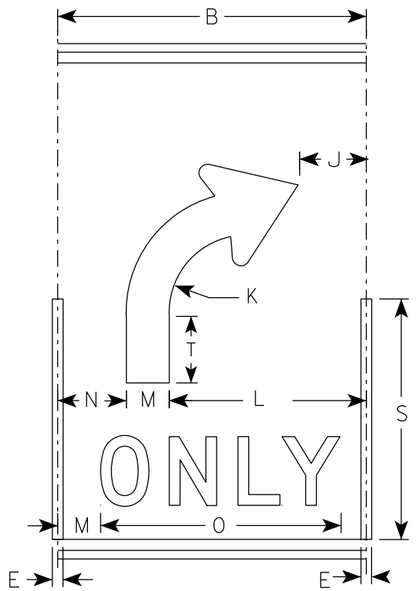
SHEET NO: 215 E

NOTES

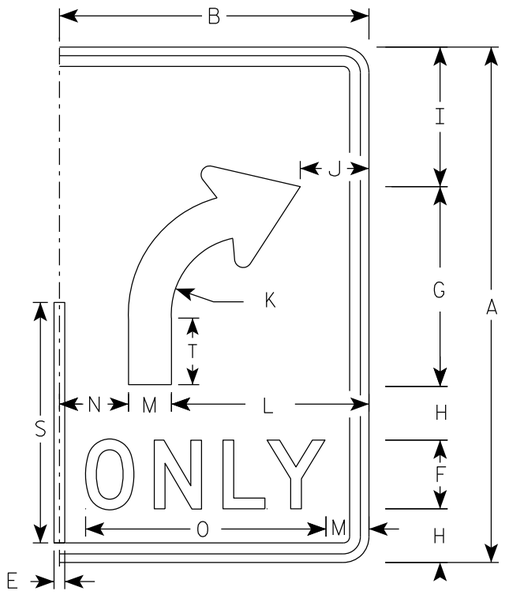
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



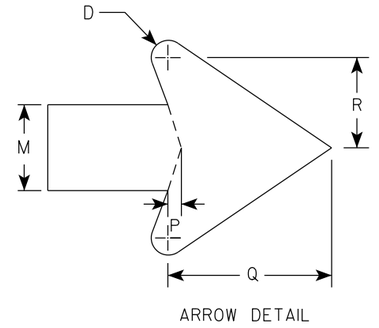
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

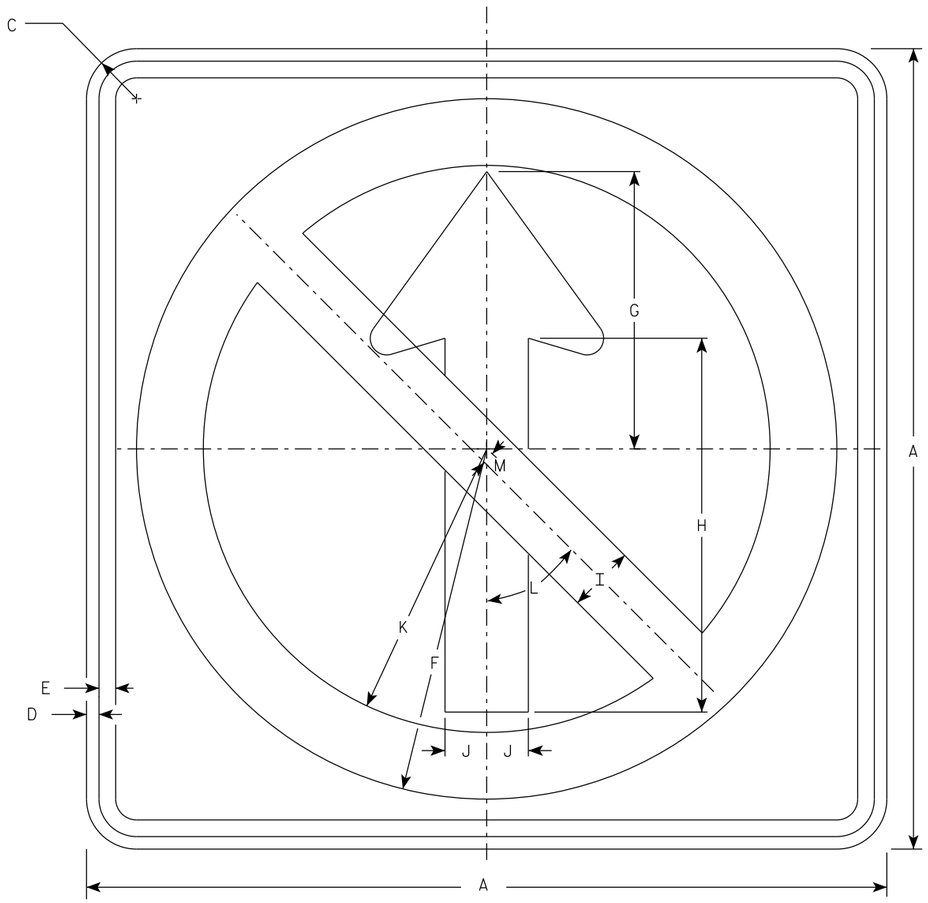
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

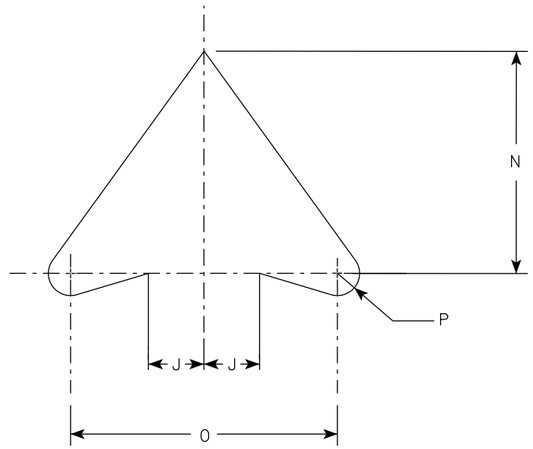
SHEET NO: 216 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



R3-27



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2	10 1/2	8 3/8	11 1/4	2	1 1/4	8 1/2	45°	3/8	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	12 1/2	16 3/4	3	1 7/8	12 3/4	45°	1/2	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	12 1/2	16 3/4	3	1 7/8	12 3/4	45°	1/2	7 1/2	9	3/4											9.0
4	48		2 1/4	3/4	1	21	16 5/8	22 3/8	4	2 1/2	17	45°	3/4	10	12	1											16.0
5																											

STANDARD SIGN
R3-27

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-27.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	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																											

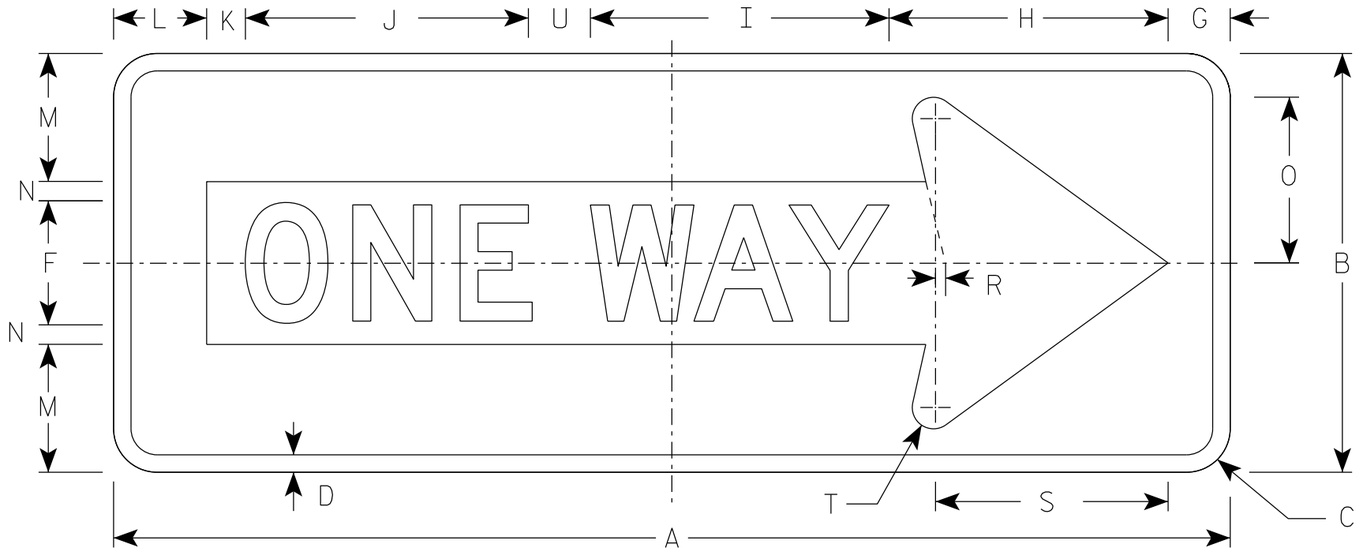
STANDARD SIGN
R4-11

WISCONSIN DEPT OF TRANSPORTATION

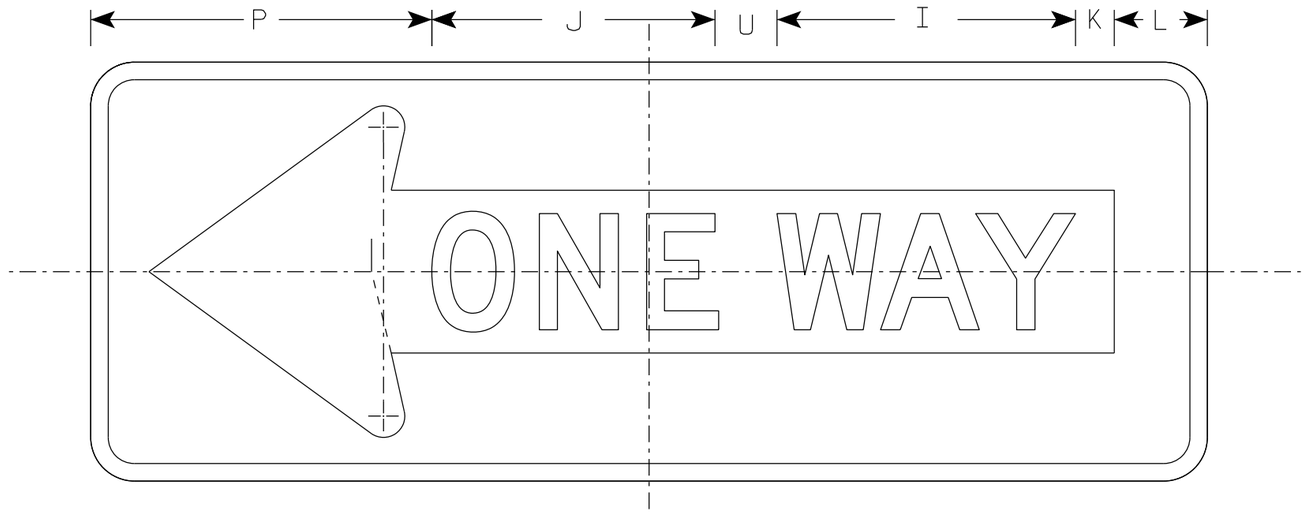
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½	¾	2						3.0
2M	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
3	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
4	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

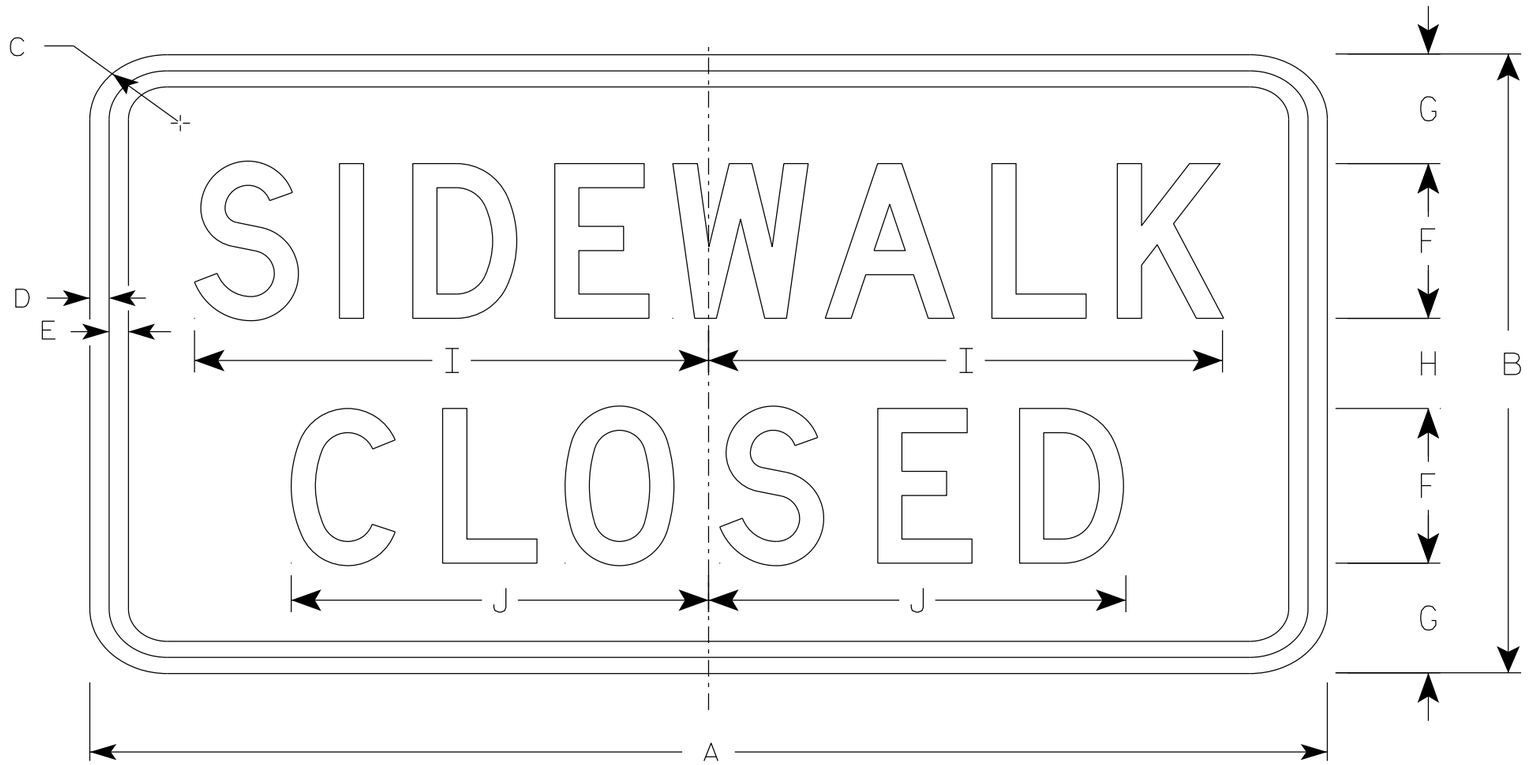
SHEET NO: 219 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

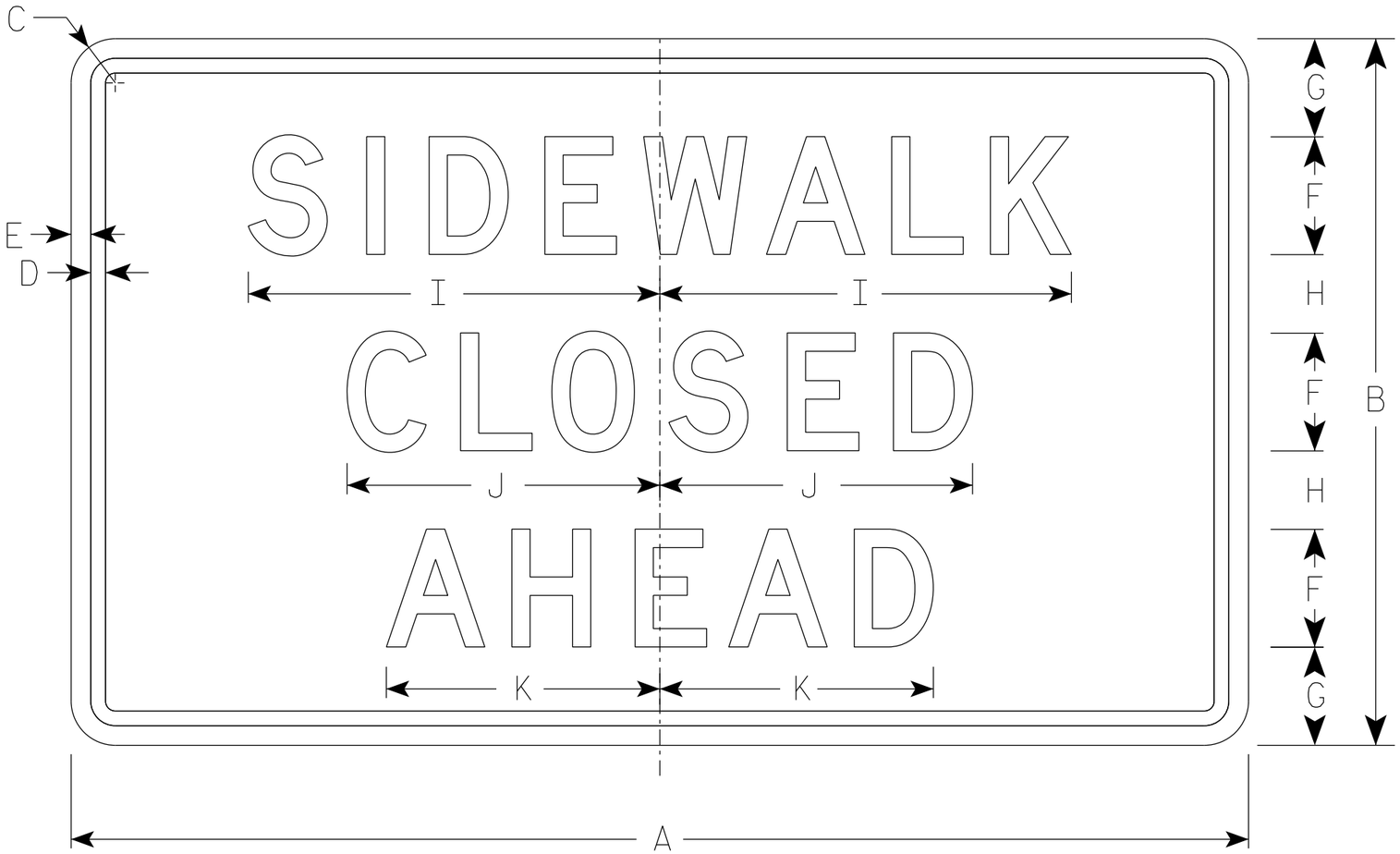
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | 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																											

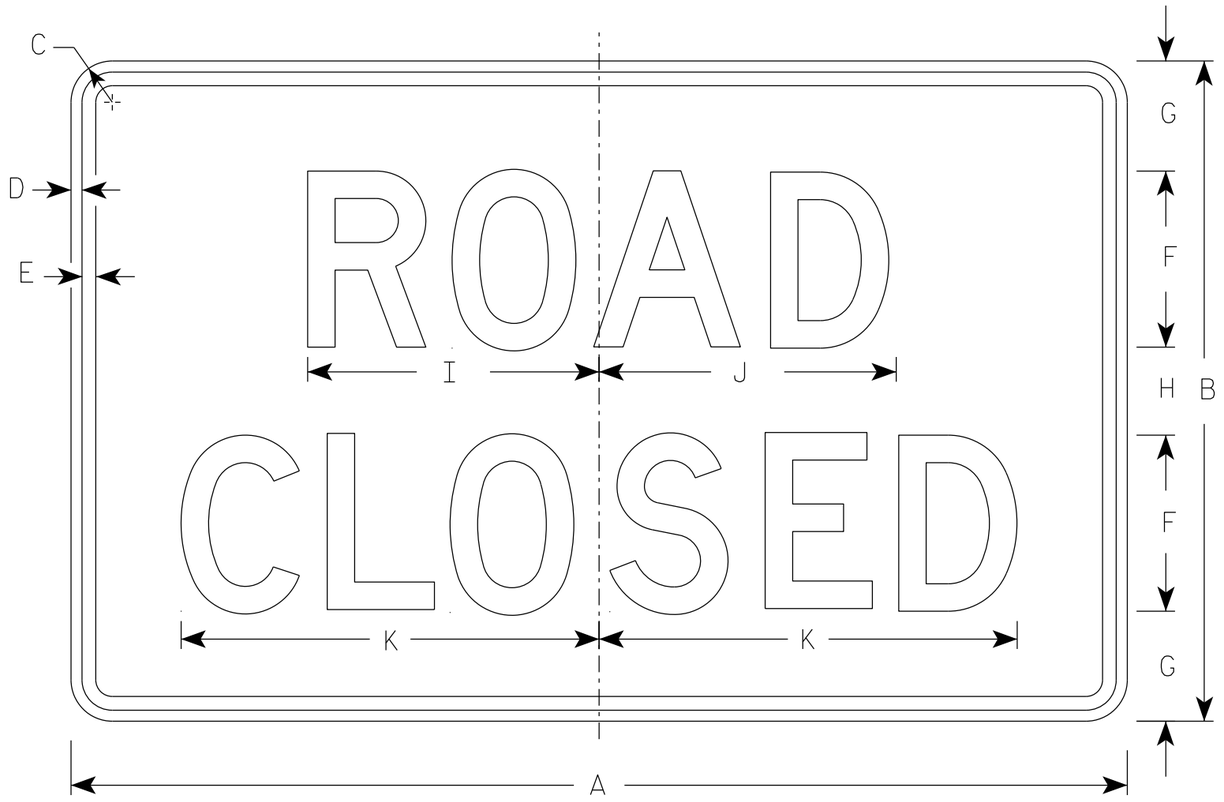
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

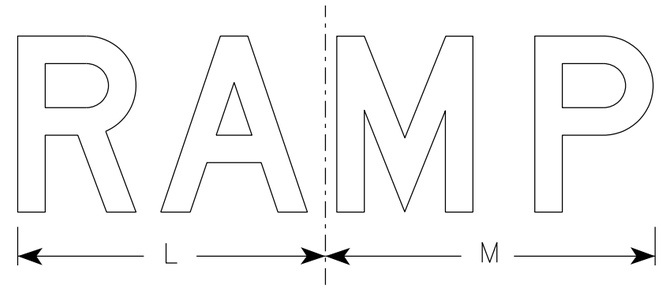
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 221 | E



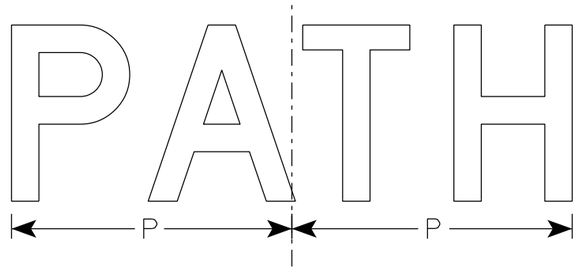
R11-2

NOTES

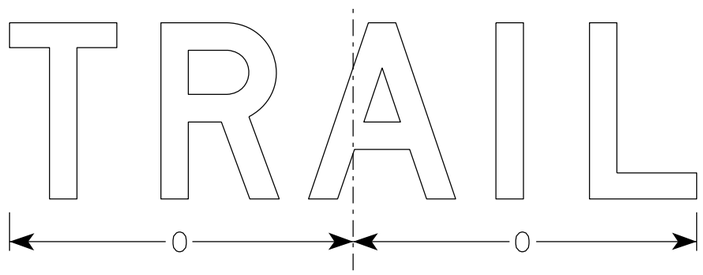
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



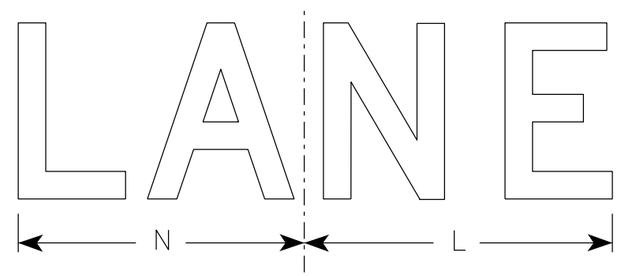
R11-2R



R11-2C



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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											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	12 3/4											10.0

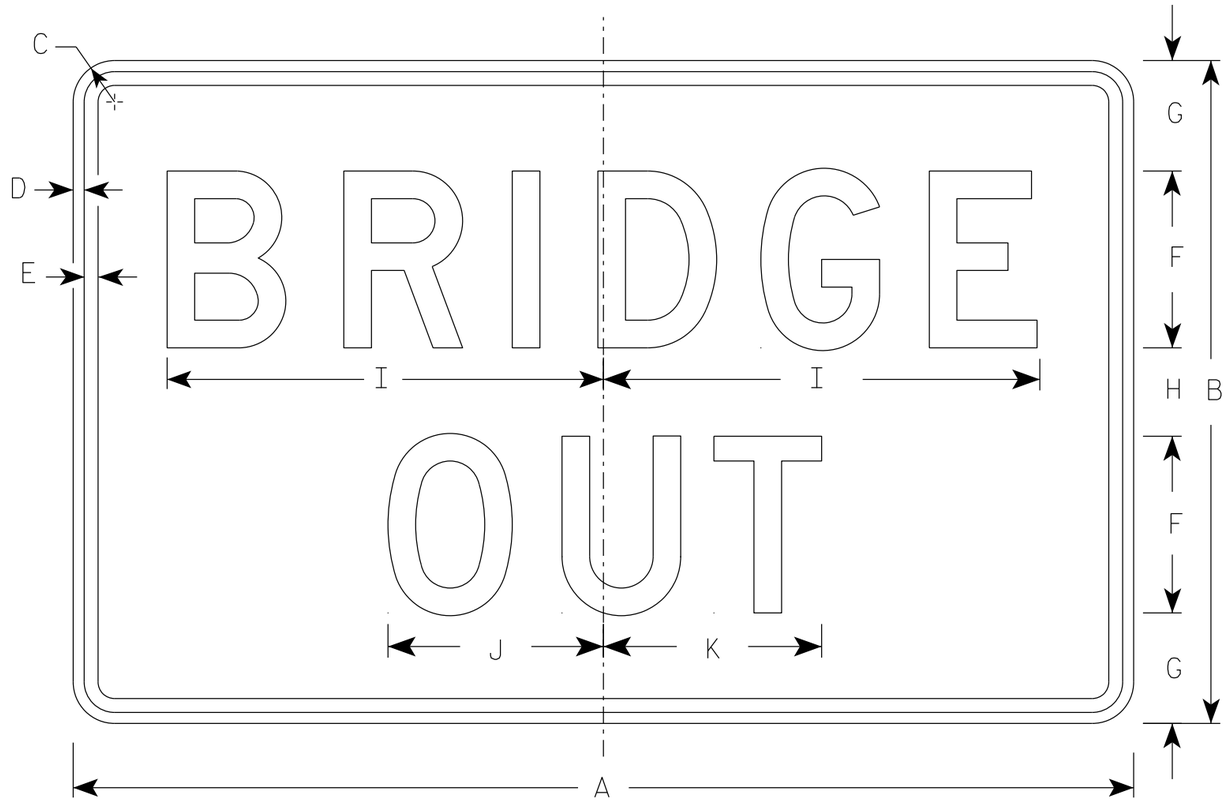
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

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



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

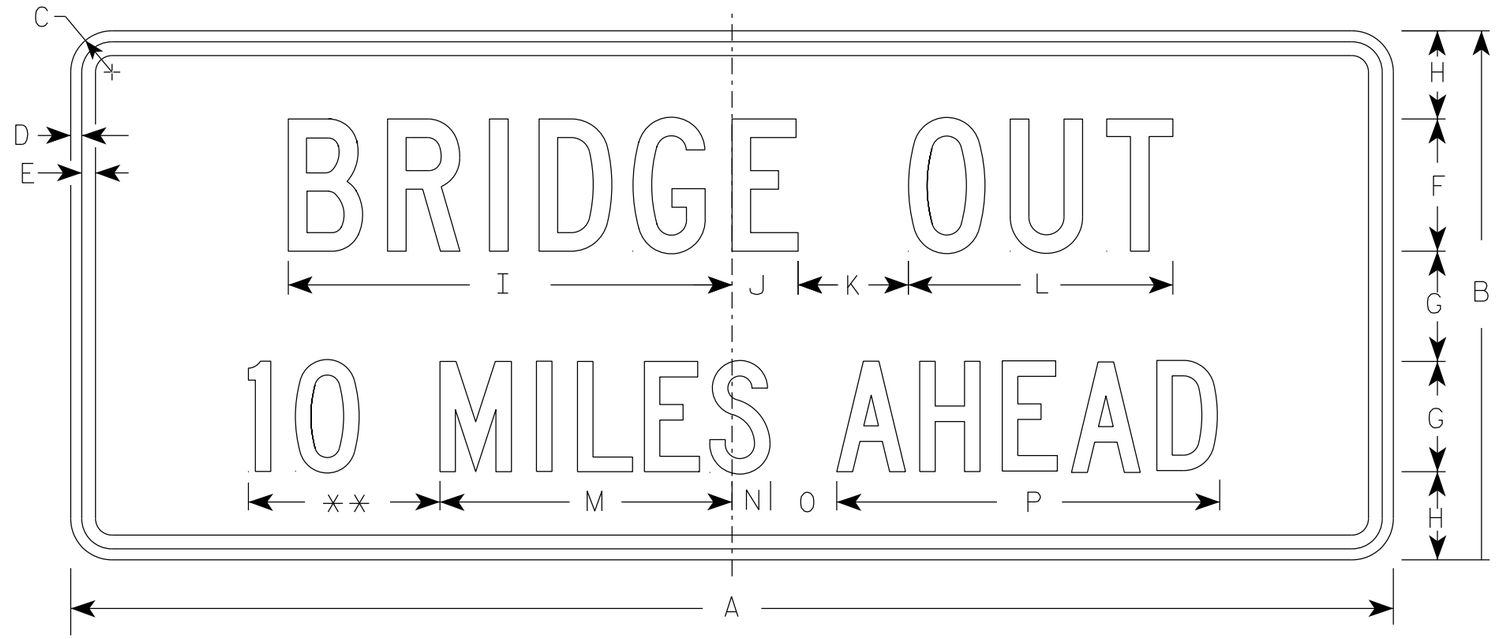
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 223 E

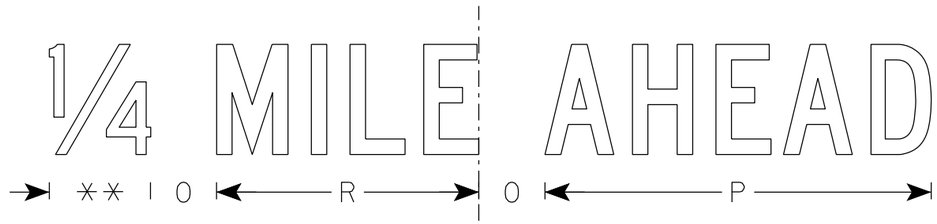
NOTES

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

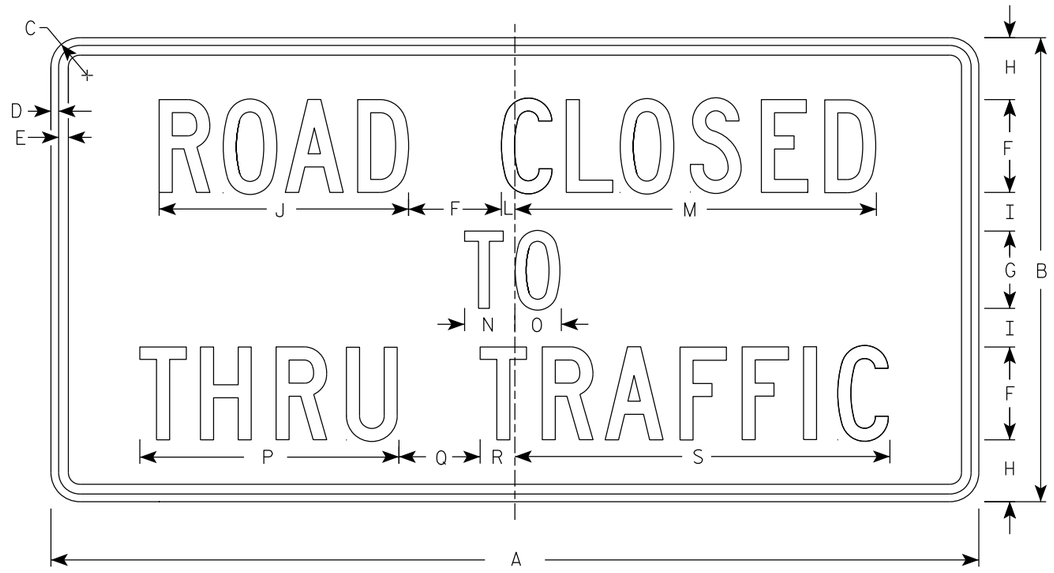
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 224 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																											

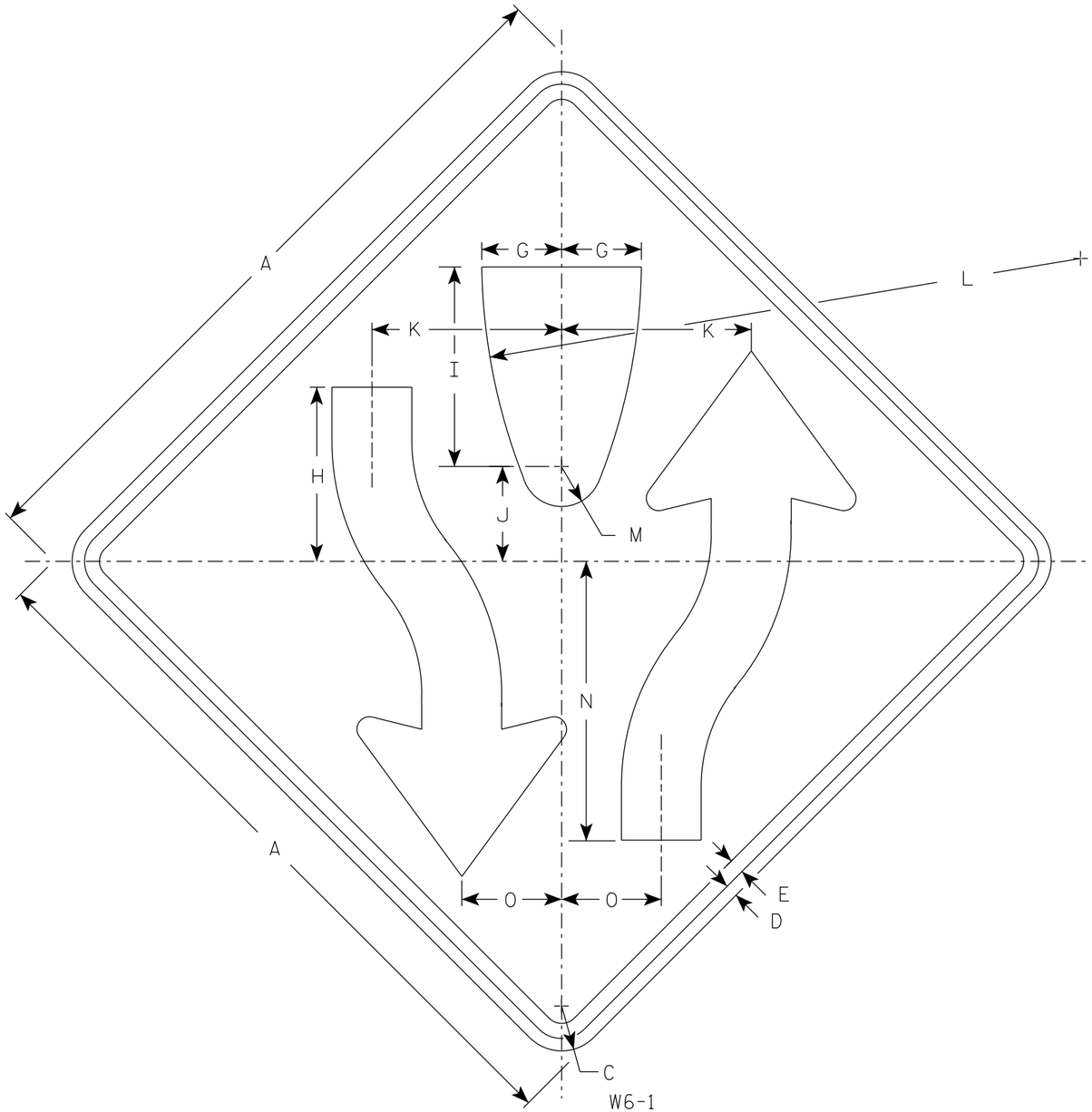
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

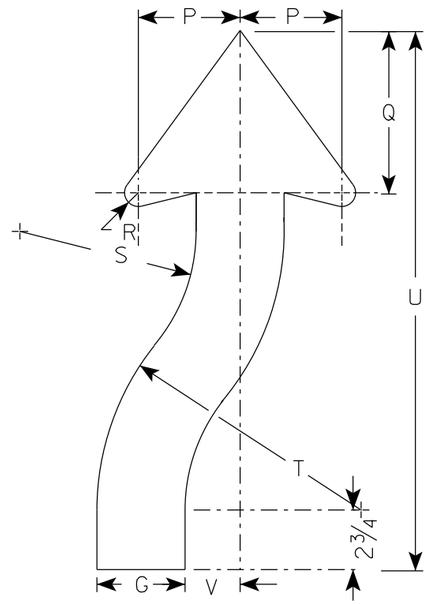
DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W6-2 same as W6-1 but is rotated 180° when mounted.



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	30		1 7/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
4	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

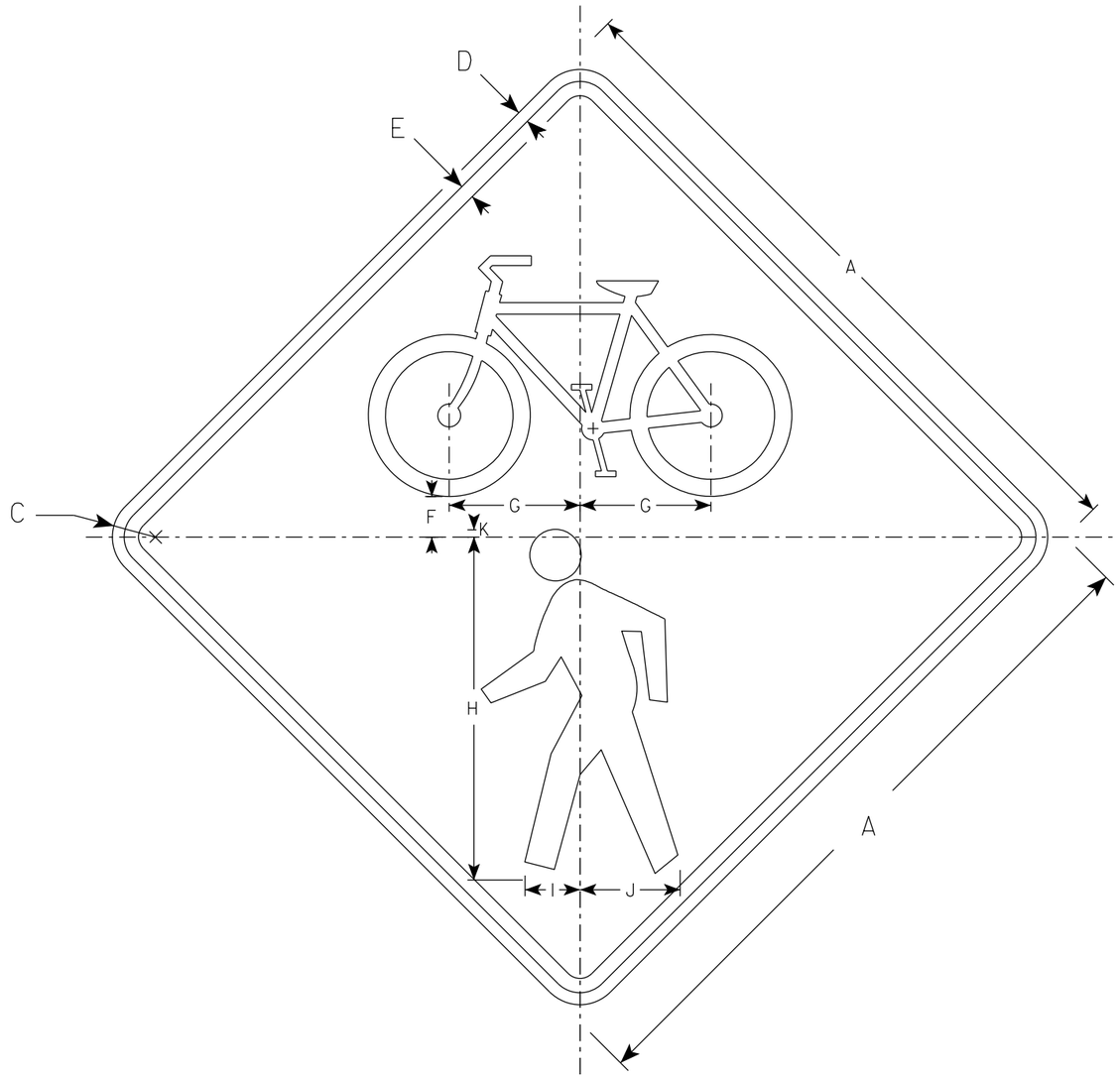
STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



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

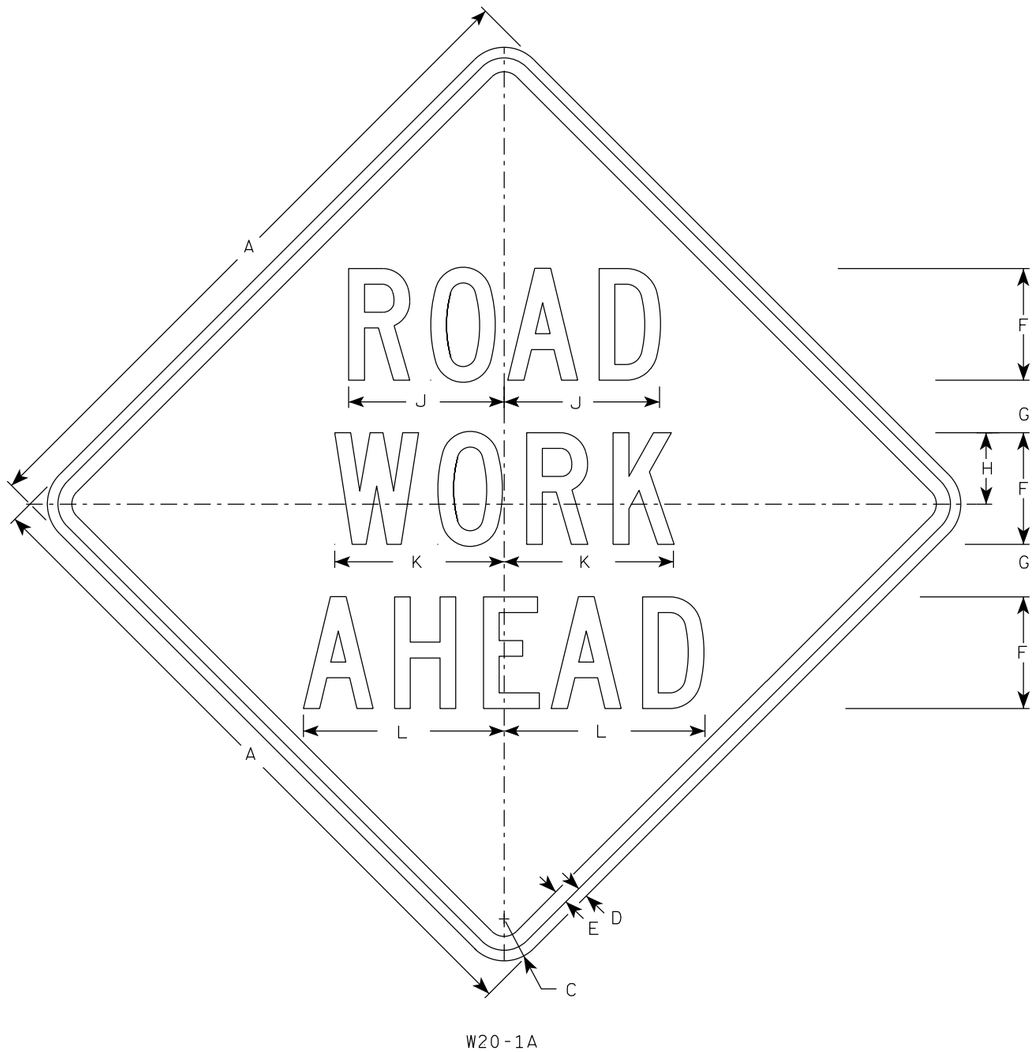
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

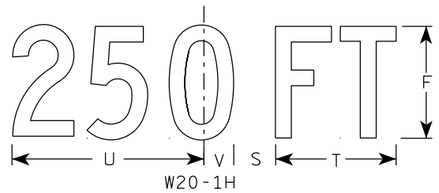
DATE 11/21/2023 PLATE NO. W11-15.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 E

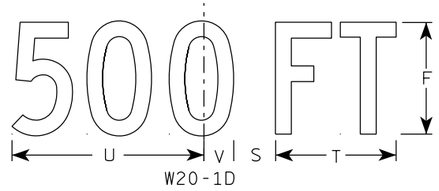
7



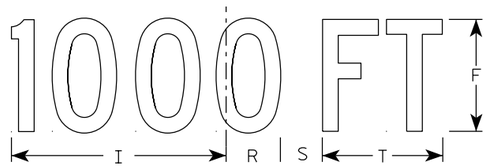
W20-1A



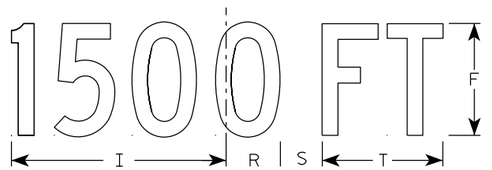
W20-1H



W20-1D



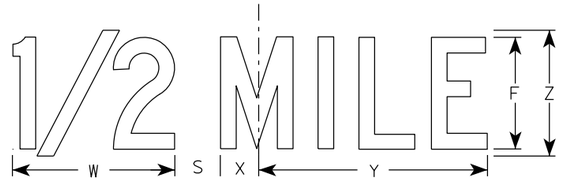
W20-1C



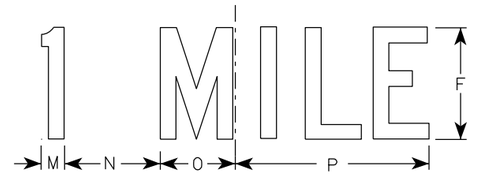
W20-1B

NOTES

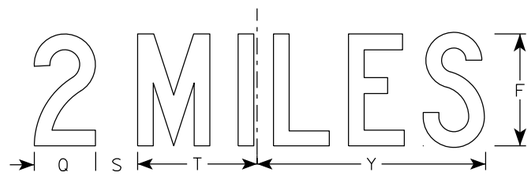
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

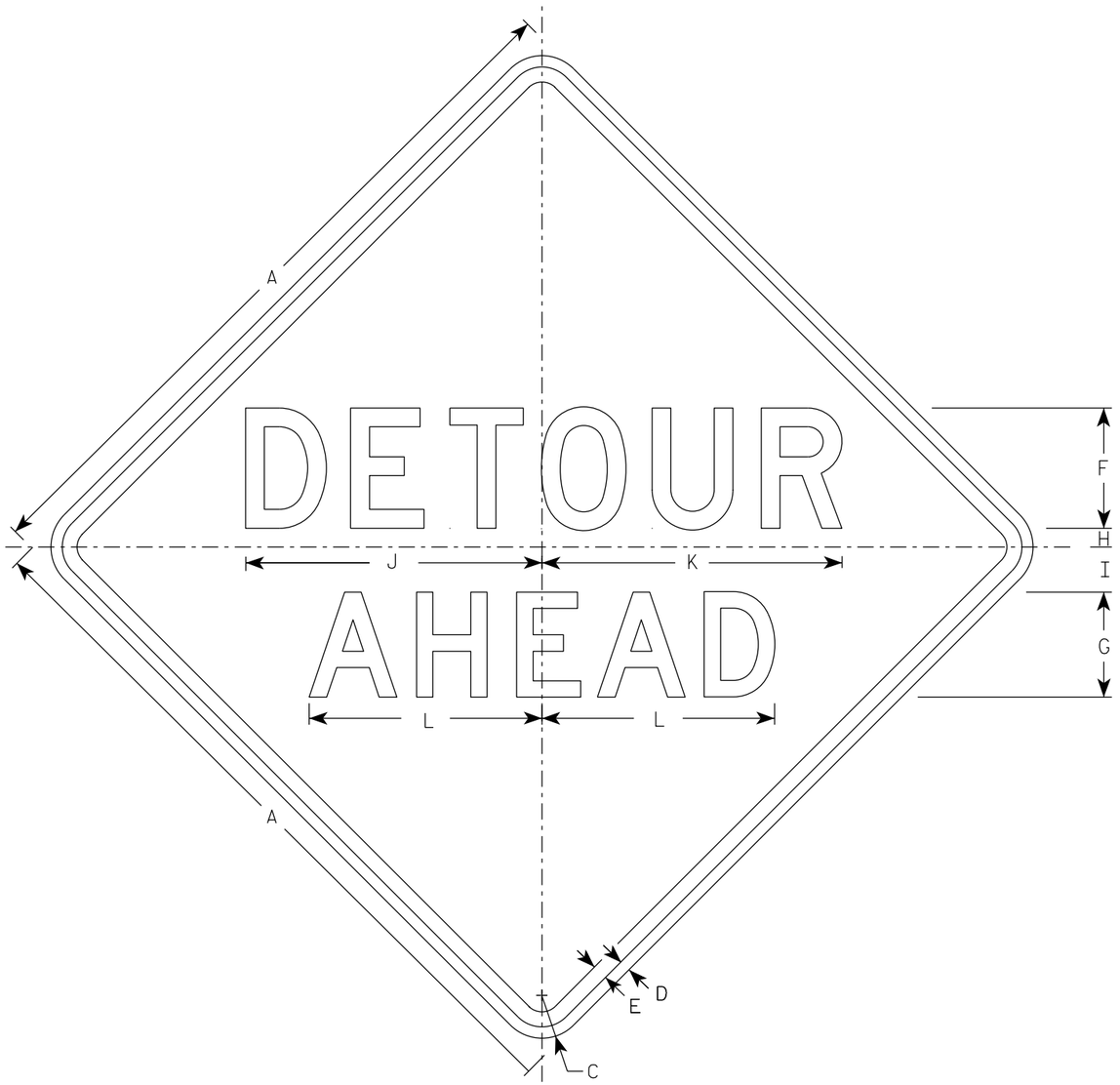
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

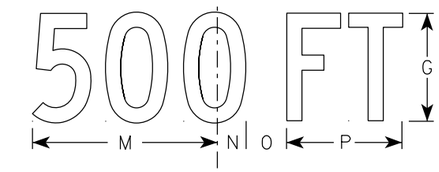
WISDOT/CADDS SHEET 42

7

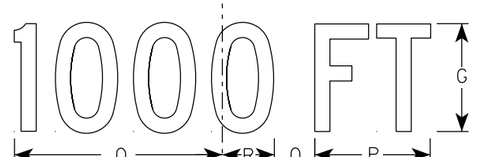
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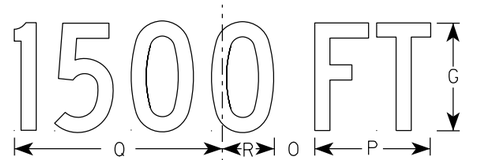
W20-2A



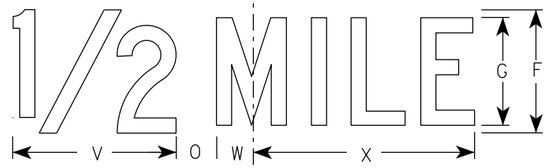
W20-2D



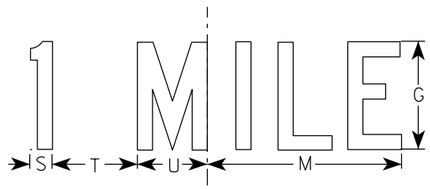
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

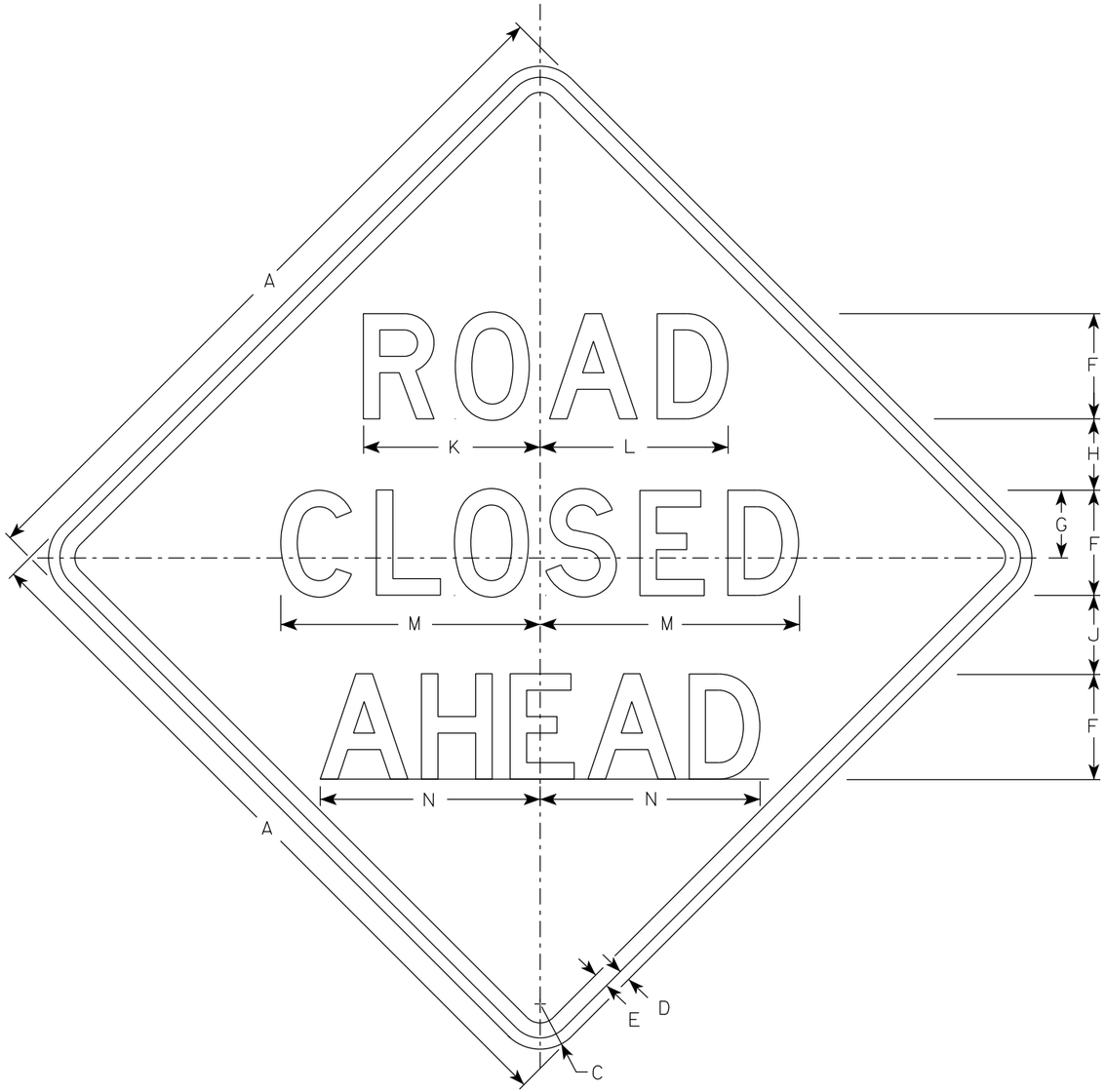
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

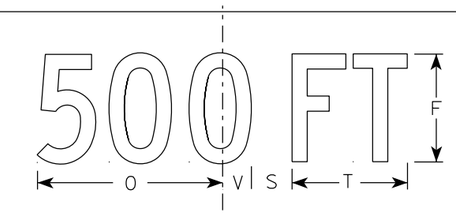
APPROVED Matthew R Rauch
For State Traffic Engineer

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

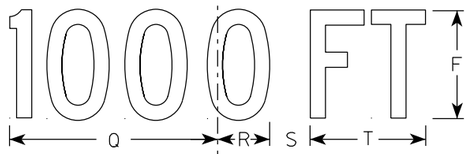
PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



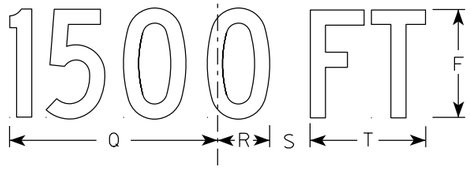
W20-3A



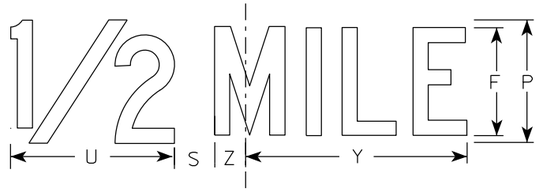
W20-3D



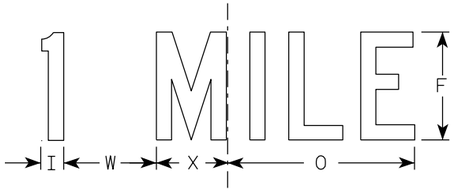
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

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

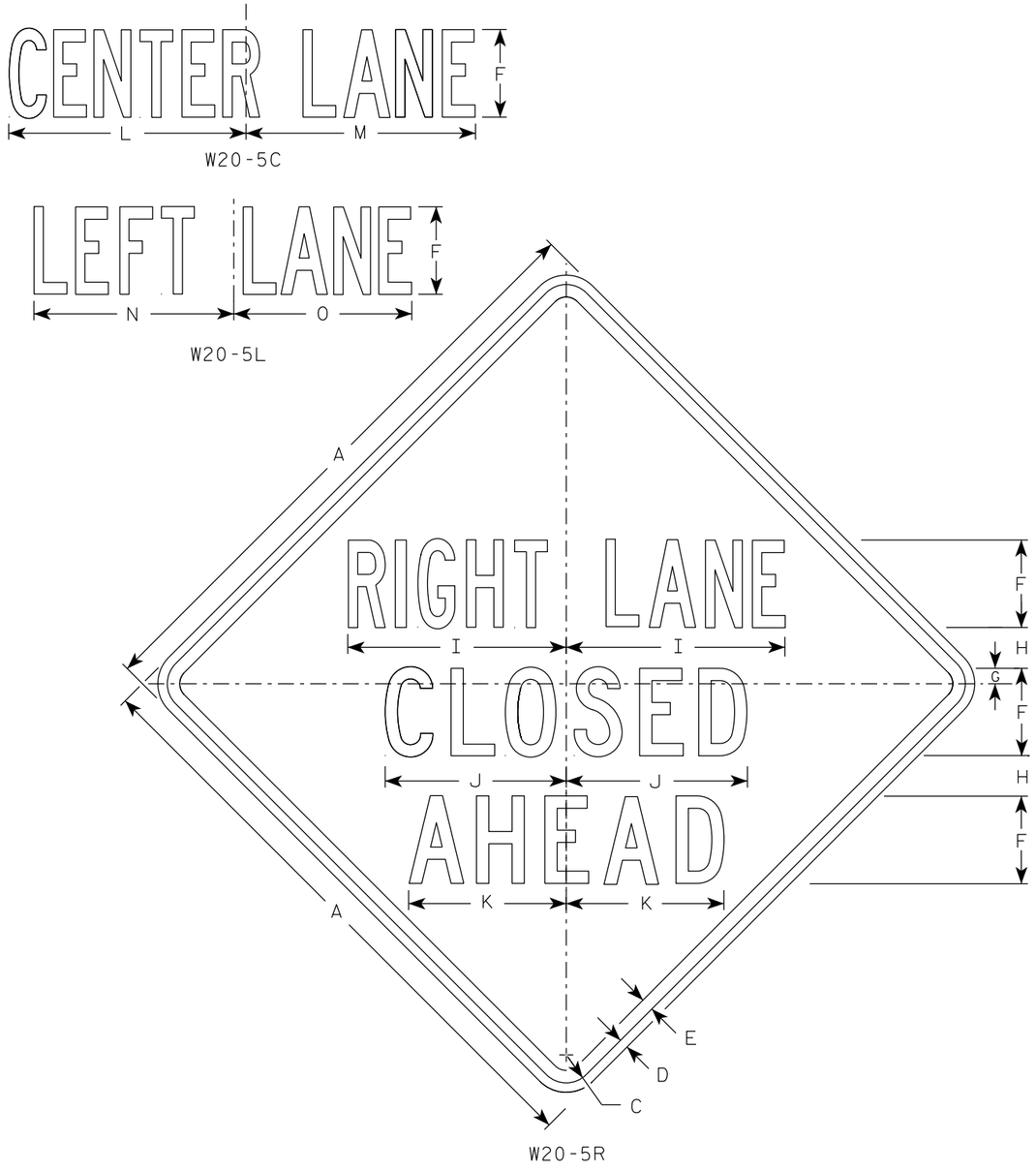
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

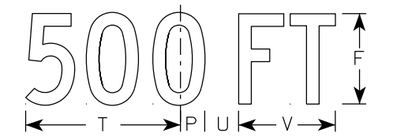
DATE 1/10/2024 PLATE NO. W20-3.8

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

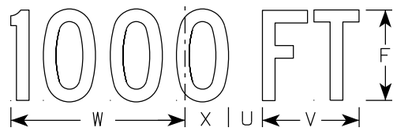
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



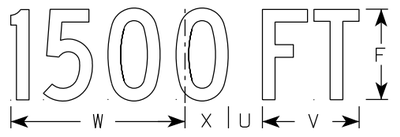
W20-5R



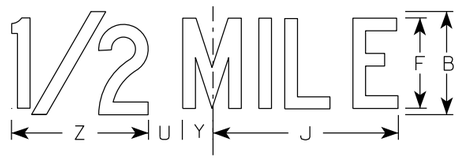
W20-5CD
W20-5LD
W20-5RD



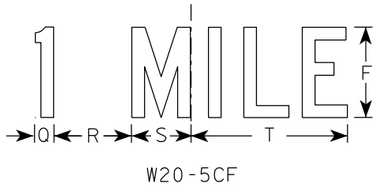
W20-5CE
W20-5LE
W20-5RE



W20-5CB
W20-5LB
W20-5RB



W20-5CG
W20-5LG
W20-5RG



W20-5CF
W20-5LF
W20-5RF

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

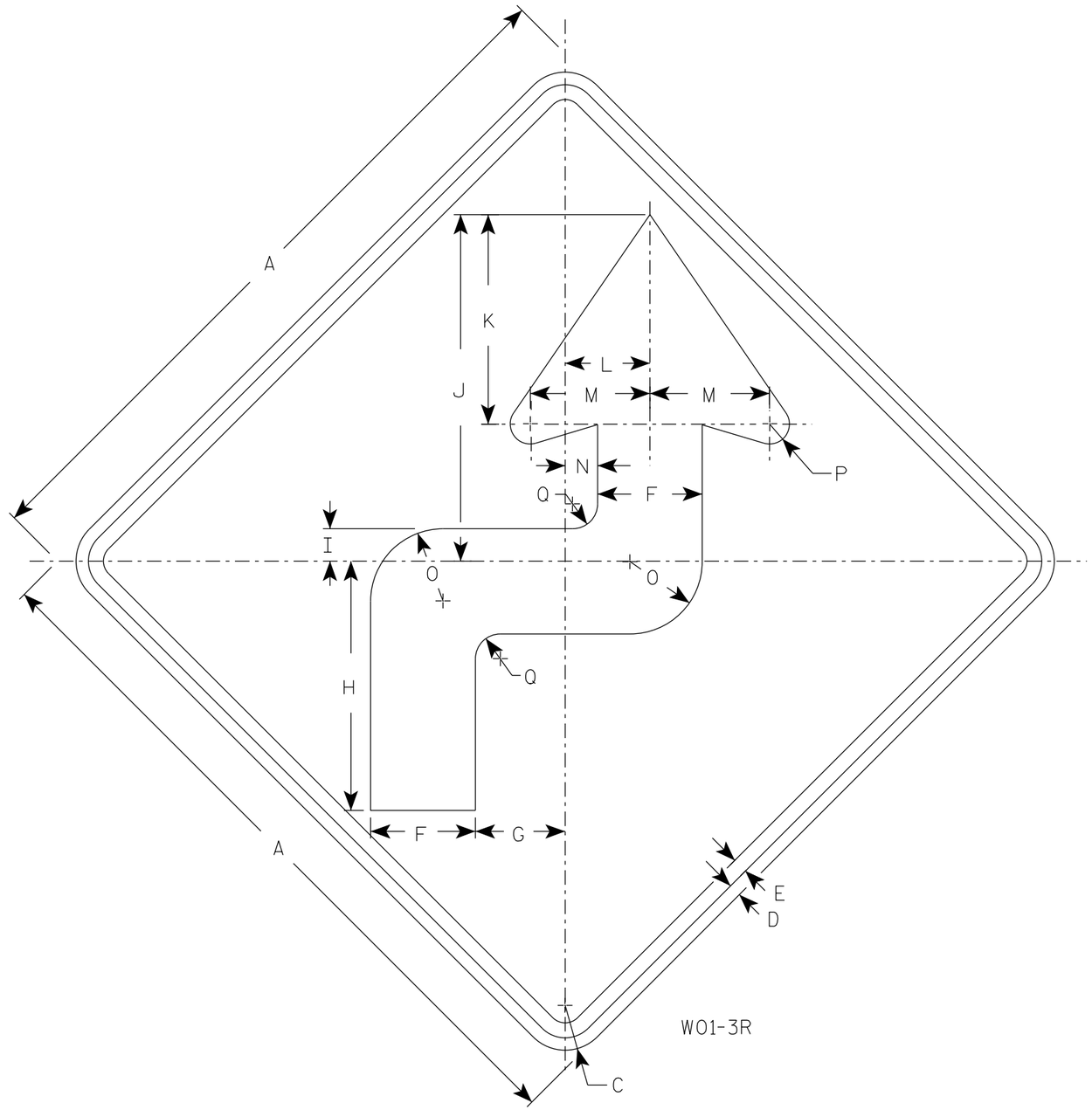
STANDARD SIGN
W20-5C,L,R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/26 PLATE NO. W20-5.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 E



WO1-3R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-3L is the same as WO1-3R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0
2S	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
2M	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
3	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
4	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0
5	48		3	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0

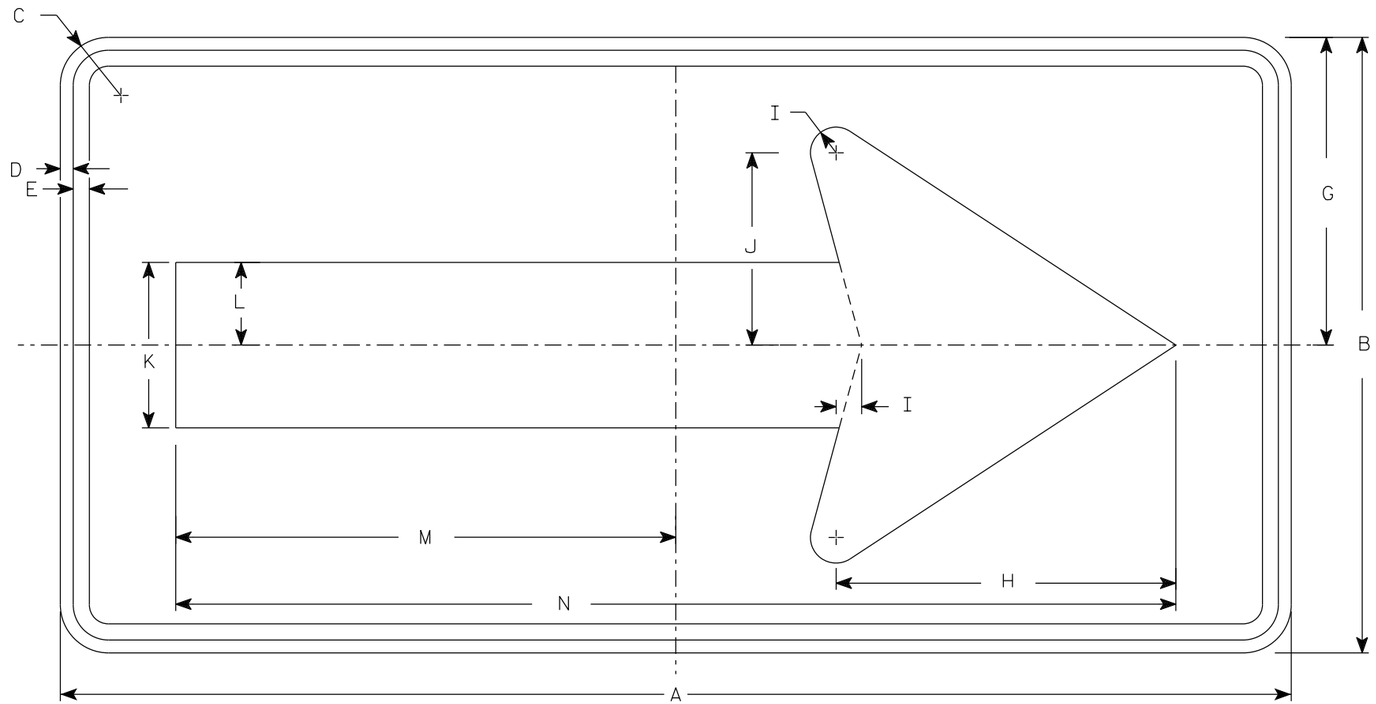
STANDARD SIGN
WO1-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E



WO1-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

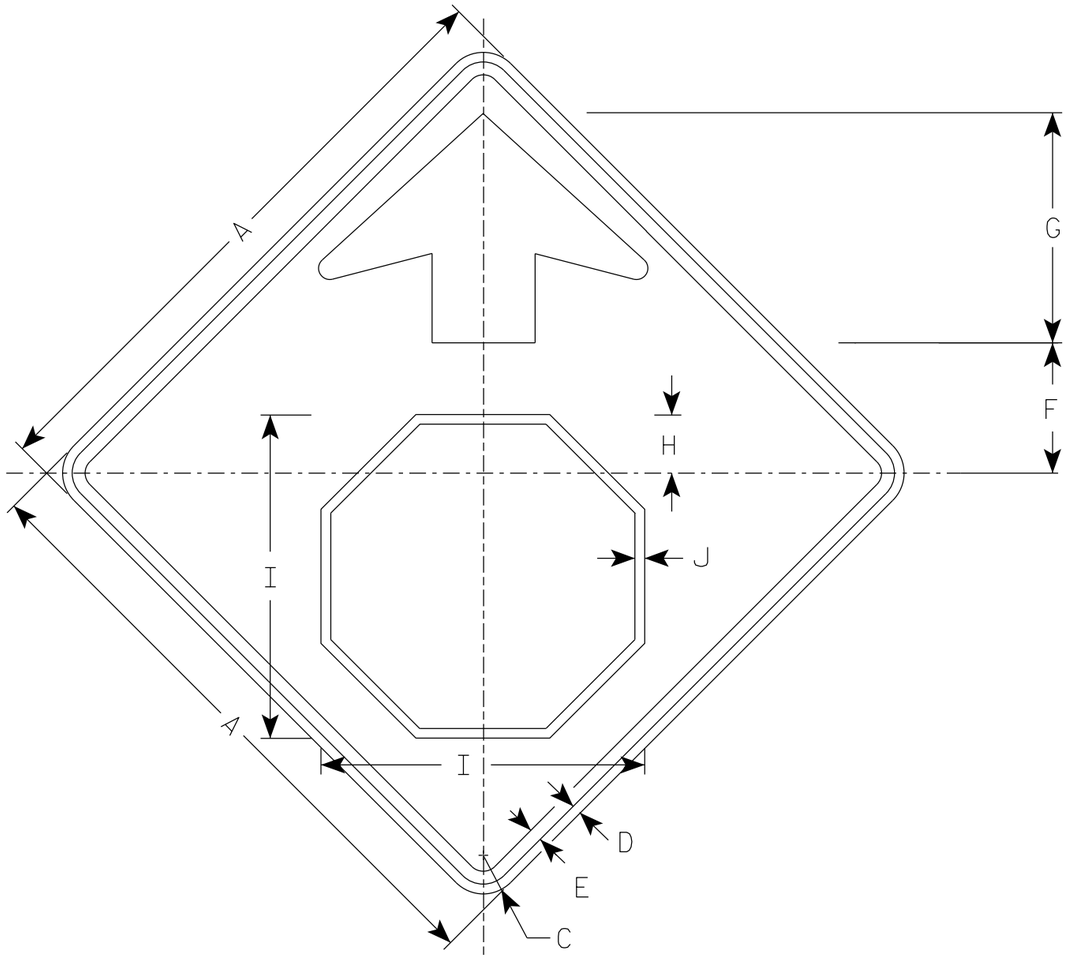
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

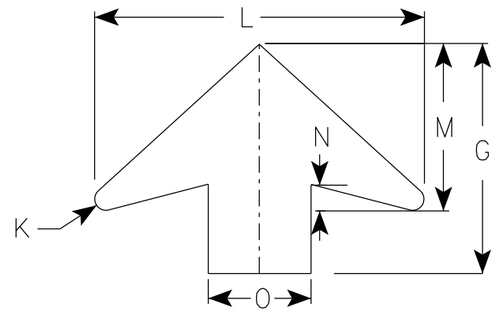
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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

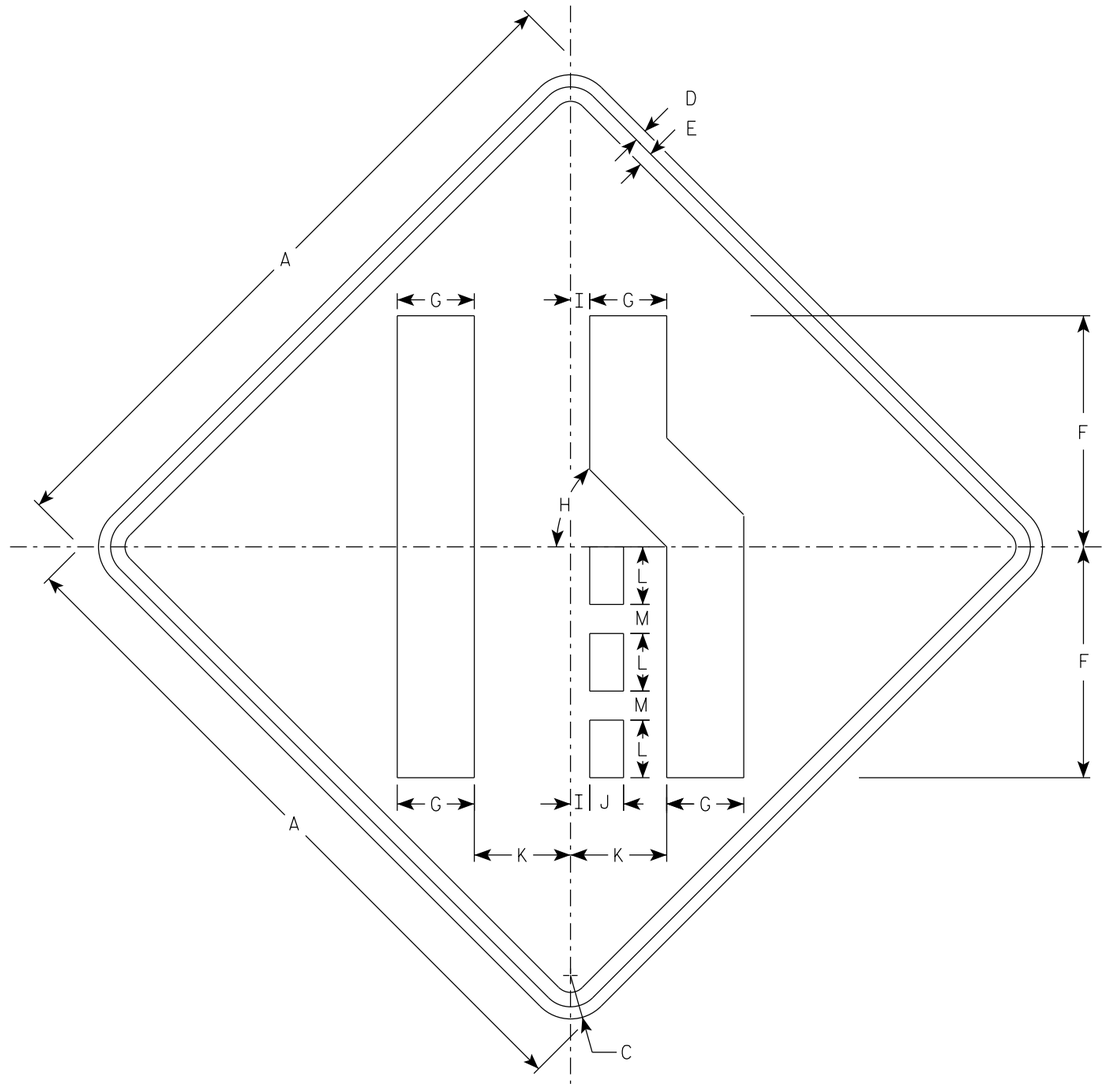
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:

SHEET NO: 234 E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

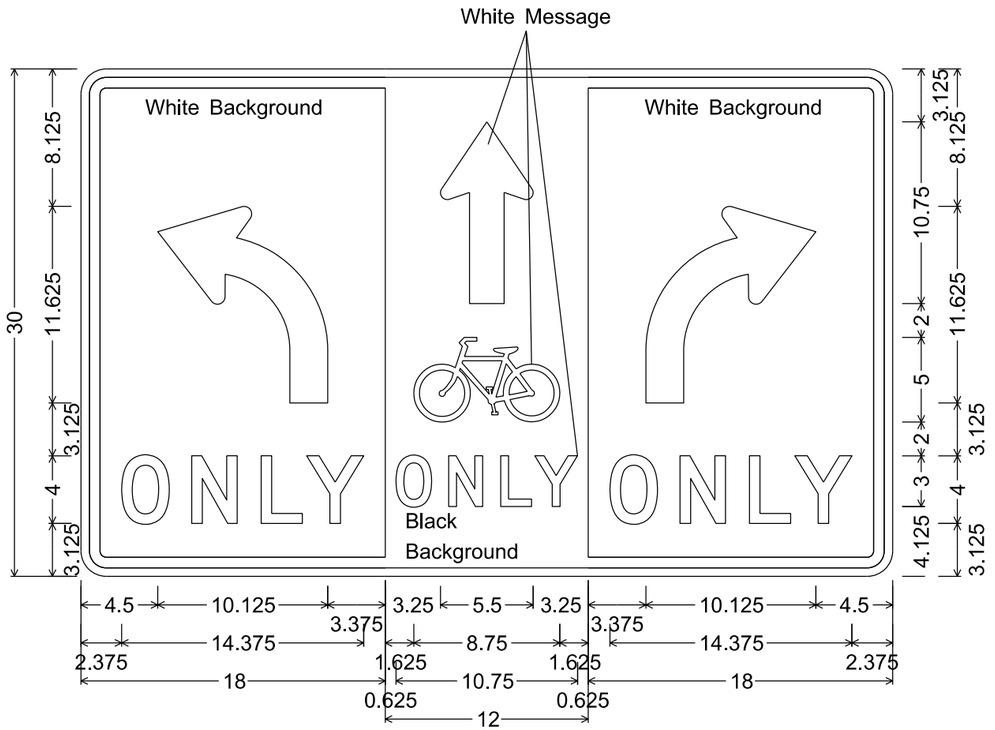
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 235 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White except as noted
   Message - Black except as noted
3. Message Series - D



1.500" Radius, 0.625" Border, 0.500" Indent

7

7

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	PERMANENT SIGNING	SHEET NO: 236	E

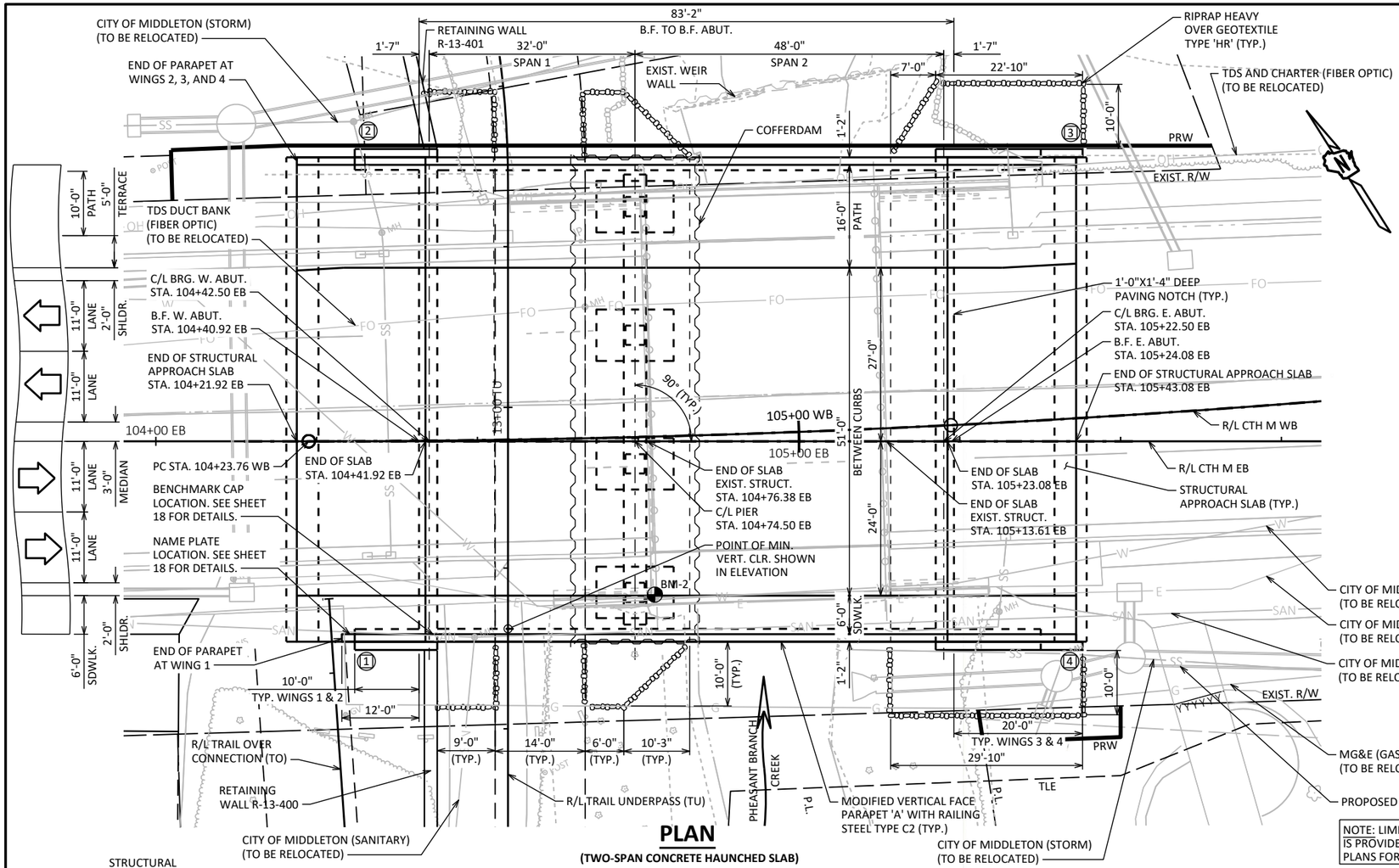


7

7

NOTES:
1. TRAFFIC CONTROL SIGNS, TYPE II - TYPE F REFLECTIVE
2. COLOR
   BACKGROUND: ORANGE
   MESSAGE: BLACK
3. MESSAGE SERIES - C

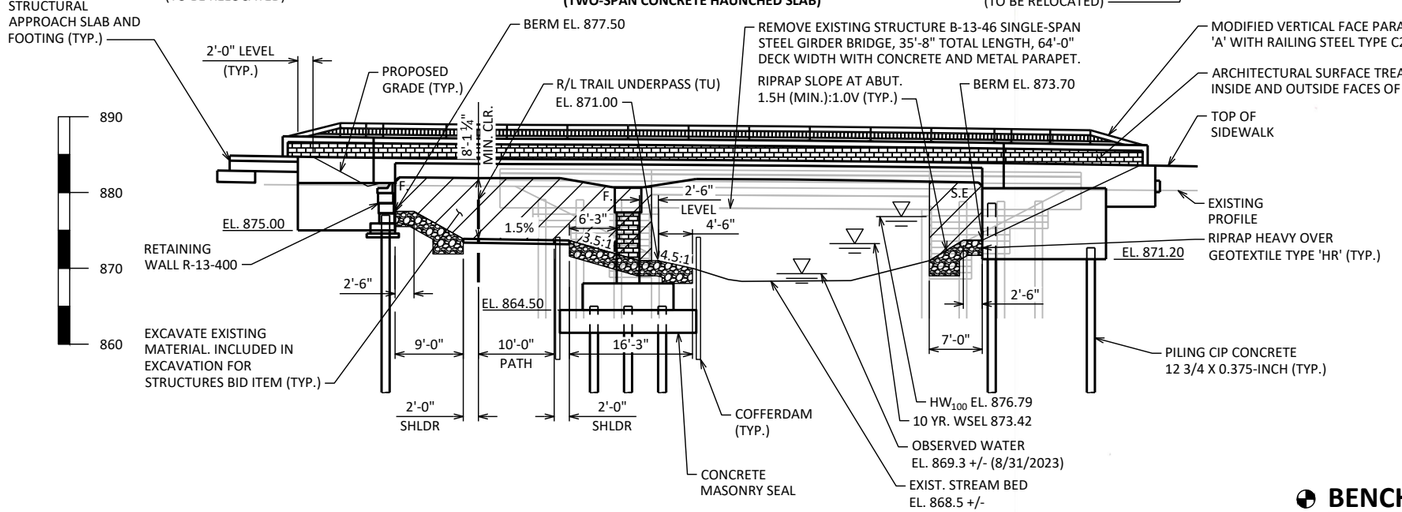
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	SPECIAL SIGN DETAILS	SHEET 237	E



NOTE: LIMITED TLE, R/W AND UTILITY INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS FOR ADDITIONAL INFORMATION.

PLAN

(TWO-SPAN CONCRETE HAUNCHED SLAB)



ELEVATION

(NORMAL TO SUBSTRUCTURE, LOOKING NORTH DOWNSTREAM)

HYDRAULIC DATA

100-YEAR FREQUENCY:

Q_{100}= 2,112 C.F.S.
V_{100}= 10.1 F.P.S.
HW_{100}= EL. 876.79
WATERWAY AREA = 169 SQ. FT.
DRAINAGE AREA = 19.1 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

2-YEAR FREQUENCY:

Q_2= 366 C.F.S.
V_2= 2.70 F.P.S.
HW_2= EL. 872.94

LIST OF DRAWINGS:

1. GENERAL PLAN
2. CROSS SECTION, NOTES, & DETAILS
3. QUANTITIES & PROFILE GRADE LINES
4. SUBSTRUCTURE EXPLORATION
5. WEST ABUTMENT
6. WEST ABUTMENT DETAILS
7. EAST ABUTMENT
8. EAST ABUTMENT DETAILS - 1
9. EAST ABUTMENT DETAILS - 2
10. PIER
11. PIER DETAILS
12. ALTERNATE CONSTRUCTION JOINT
13. SUPERSTRUCTURE PLAN & SECTION
14. SUPERSTRUCTURE SECTIONS
15. SUPERSTRUCTURE DETAILS
16. STRUCTURAL APPROACH SLAB PLAN
17. STRUCTURAL APPROACH SLAB DETAILS
18. MODIFIED VERTICAL FACE PARAPET 'A'
19. COMBINATION RAIL TYPE 'C2' DETAILS
20. AESTHETIC DETAILS
21. CONDUIT PLAN
22. CONDUIT SECTIONS

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
BM-2	104+77.57 EB, 23.85' RT	MONUMENT IN SIDEWALK AT THE SW CORNER OF BRIDGE	881.37

STATE PROJECT NUMBER

5993-01-77

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.05
OPERATING RATING: RF = 1.36
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
STRUCT. APP. SLAB AND FOOTING —— f'_c = 4,000 PSI
ALL OTHER —— f'_c = 3,500 PSI

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

FOUNDATION DATA

ABUTMENTS AND PIER TO BE SUPPORTED ON PILING CIP CONCRETE 12 3/4 X 0.375-INCH PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE AT THE WEST ABUTMENT, PIER, AND EAST OF ABUTMENT OF 150 TONS **, 180 TONS **, AND 180 TONS ** PER PILE, RESPECTIVELY, AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.

ESTIMATED 45'-0" LONG AT WEST ABUTMENT.
ESTIMATED 55'-0" LONG AT PIER.
ESTIMATED 55'-0" LONG AT EAST ABUTMENT.

**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.

TRAFFIC DATA

FEATURE ON (CTH M):

ADT = 16,450 (2027)
ADT = 19,150 (2047)
R.D.S. = 35 MPH

LEGEND

(X) INDICATES WING NUMBER

STRUCTURE DESIGN CONTACTS:

DESIGN CONSULTANT: EVAN CONSTANT 608-251-4843
BUREAU OF STRUCTURES: AARON BONK 608-261-0261

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/12/26
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
EVAN J. CONSTANT
E-48226
MADISON
WI
PROFESSIONAL ENGINEER
8-10-2026

STRUCTURE B-13-905

CTH M OVER PHEASANT BRANCH CREEK

COUNTY	CITY
DANE	MIDDLETON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
ABH	KRB	EJC	KRB

GENERAL PLAN

SHEET 1 OF 22
238

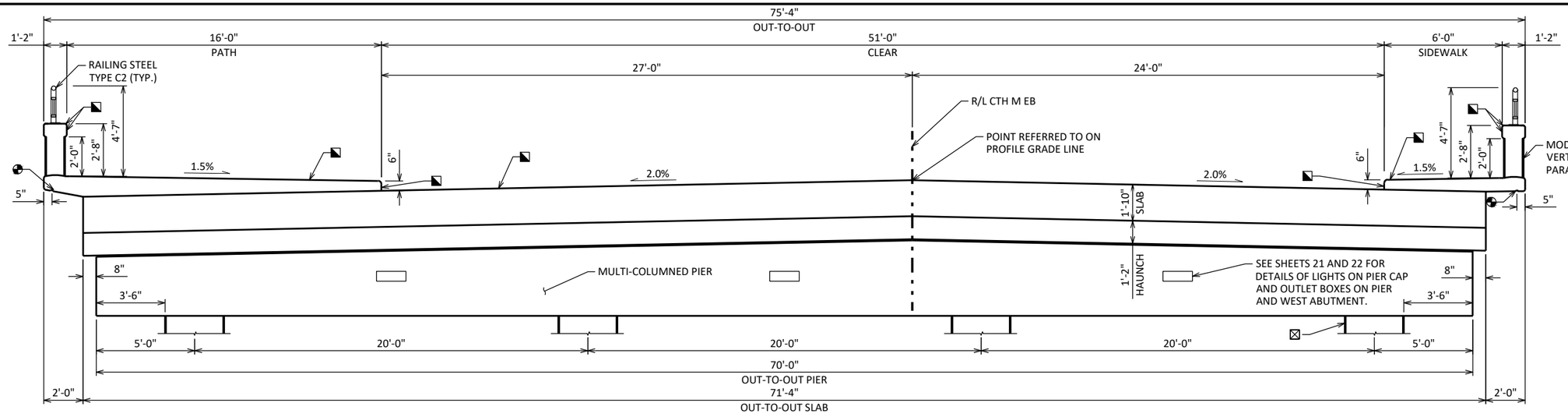
I.D. 5993-01-07 DATE: 03/2024

8

8

STATE PROJECT NUMBER

5993-01-77

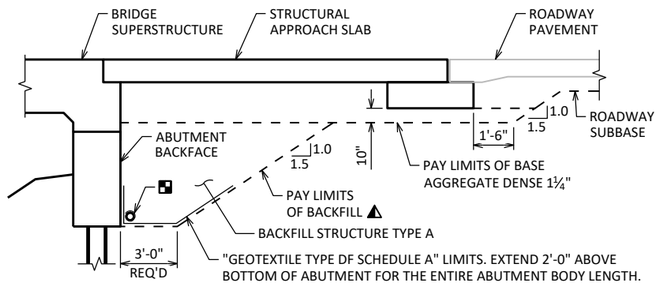


LEGEND

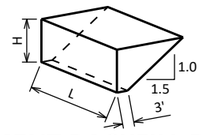
- ¾" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUT. DIAPHRAGMS.
- PROTECTIVE SURFACE TREATMENT. PROTECTIVE SURFACE TREATMENT SHALL NOT BE APPLIED TO AREAS OF PARAPET RECEIVING ARCHITECTURAL SURFACE TREATMENT AND CONCRETE STAINING.
- BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL 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 WHERE CALLED FOR ON PLANS.
- ARCHITECTURAL SURFACE TREATMENT AND CONCRETE STAINING ON INSIDE AND OUTSIDE FACES OF CONCRETE PARAPET AND AT PIER COLUMNS (TYP.). SEE DETAILS ON SHEET 20.

CROSS SECTION THRU SUPERSTRUCTURE

(LOOKING EAST)

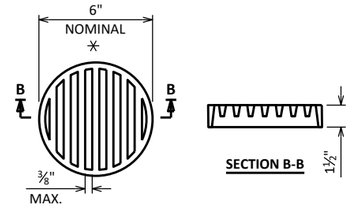


TYPICAL SECTION THRU ABUTMENT



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)



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 ELEVATIONS ARE IN FEET.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED. BAR DIMENSIONS FOR BENDING ARE OUT-TO-OUT.

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-13-905" 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 STRUCTURE BACKFILL TYPE A. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

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.

BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF SLAB; VERTICAL AND HORIZONTAL SURFACES OF SIDEWALK; AREAS OF THE FRONT FACE, TOP, AND ENDS OF PARAPETS NOT RECEIVING ARCHITECTURAL SURFACE TREATMENT AND CONCRETE STAINING; AND STRUCTURAL APPROACH SLAB SURFACES INCLUDING THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT ABUTMENT DIAPHRAGMS.

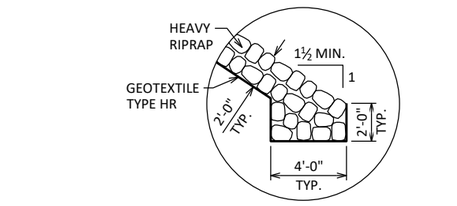
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS AND PIER SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

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

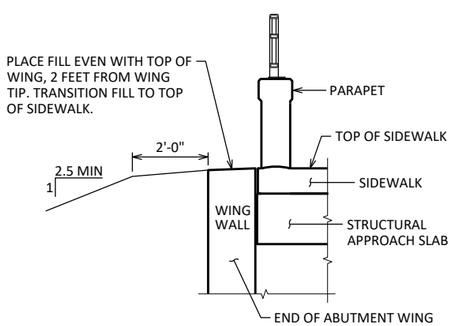
THE EXISTING STREAM BED SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

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

CONCRETE SHALL NOT BE POURED UNDERWATER AT PIER. REFER TO SHEET 10 FOR CONCRETE MASONRY SEAL DETAILS.

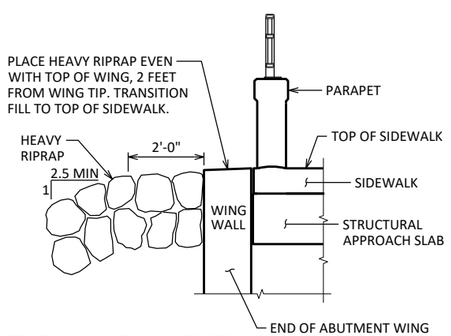


RIPRAP TOE DETAIL



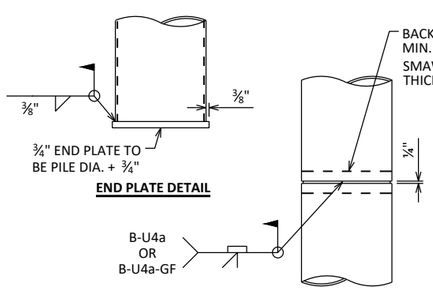
TYPICAL FILL SECTION AT WING TIPS

(WINGS 1 & 2)



TYPICAL FILL SECTION AT WING TIPS

(WINGS 3 & 4)



CIP PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

CROSS SECTION, NOTES, & DETAILS

SHEET 2
239

8

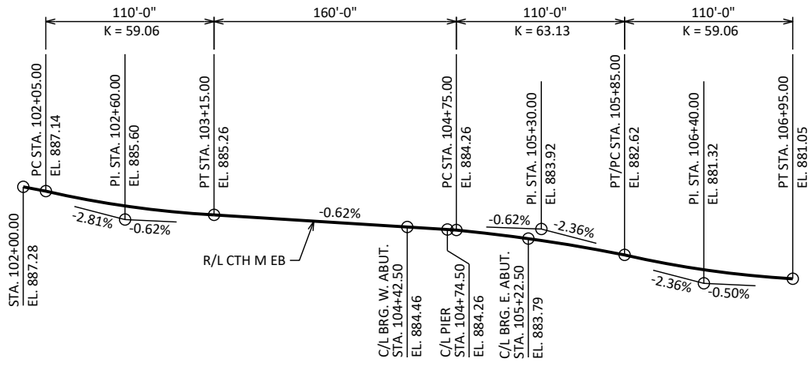
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STATE PROJECT NUMBER

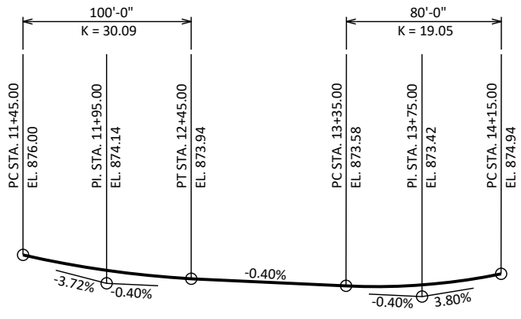
5993-01-77

TOTAL ESTIMATED QUANTITES

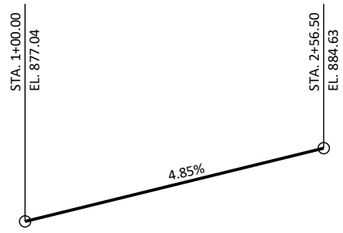
BID ITEM NUMBER	BID ITEMS	UNIT	WEST APPROACH	WEST ABUTMENT	PIER	EAST ABUTMENT	EAST APPROACH	SUPERSTRUCTURE	TOTAL
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS B-13-46	EACH	---	---	---	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-13-905	EACH	---	---	---	---	---	---	1
206.5001	COFFERDAMS B-13-905	EACH	---	---	---	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	220	---	463	---	---	683
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	245	---	---	---	245	---	490
502.0100	CONCRETE MASONRY BRIDGES	CY	111.9	71.0	95.7	115.6	112.6	516.1	1,023
502.1100	CONCRETE MASONRY SEAL	CY	---	---	148	---	---	---	148
502.3200	PROTECTIVE SURFACE TREATMENT	SY	171	---	---	---	173	740	1,084
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	5,380	15,420	5,600	---	---	26,400
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	17,750	1,700	140	3,770	17,750	83,390	124,500
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	340	---	---	---	340	---	680
513.7011	RAILING STEEL TYPE C2	LF	---	---	---	---	---	233	233
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	17	---	18	---	---	35
517.1010.S	CONCRETE STAINING B-13-905	SF	127	---	342	---	155	650	1,274
517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-13-905	SF	127	---	342	---	155	650	1,274
550.2126	PILING CIP CONCRETE 12 3/4 X 0.375-INCH	LF	---	495	1,320	703	---	---	2,518
606.0300	RIPRAP HEAVY	CY	---	93	129	113	---	---	335
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	118	---	138	---	---	256
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	69	---	69	---	---	138
645.0120	GEOTEXTILE TYPE HR	SY	---	139	242	170	---	---	551
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	---	66	132	---	---	---	198
SPV.0060	OUTLET BOXES 4X4X6-INCH	EACH	---	4	7	---	---	---	11
	NON-BID ITEMS								
	FILLER	SIZE							1/2" & 3/4"
	NAME PLATE	EACH							1



PROFILE GRADE LINE - CTH M EB



PROFILE GRADE LINE - TRAIL UNDERPASS (TU)



PROFILE GRADE LINE - TRAIL OVER (TO)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

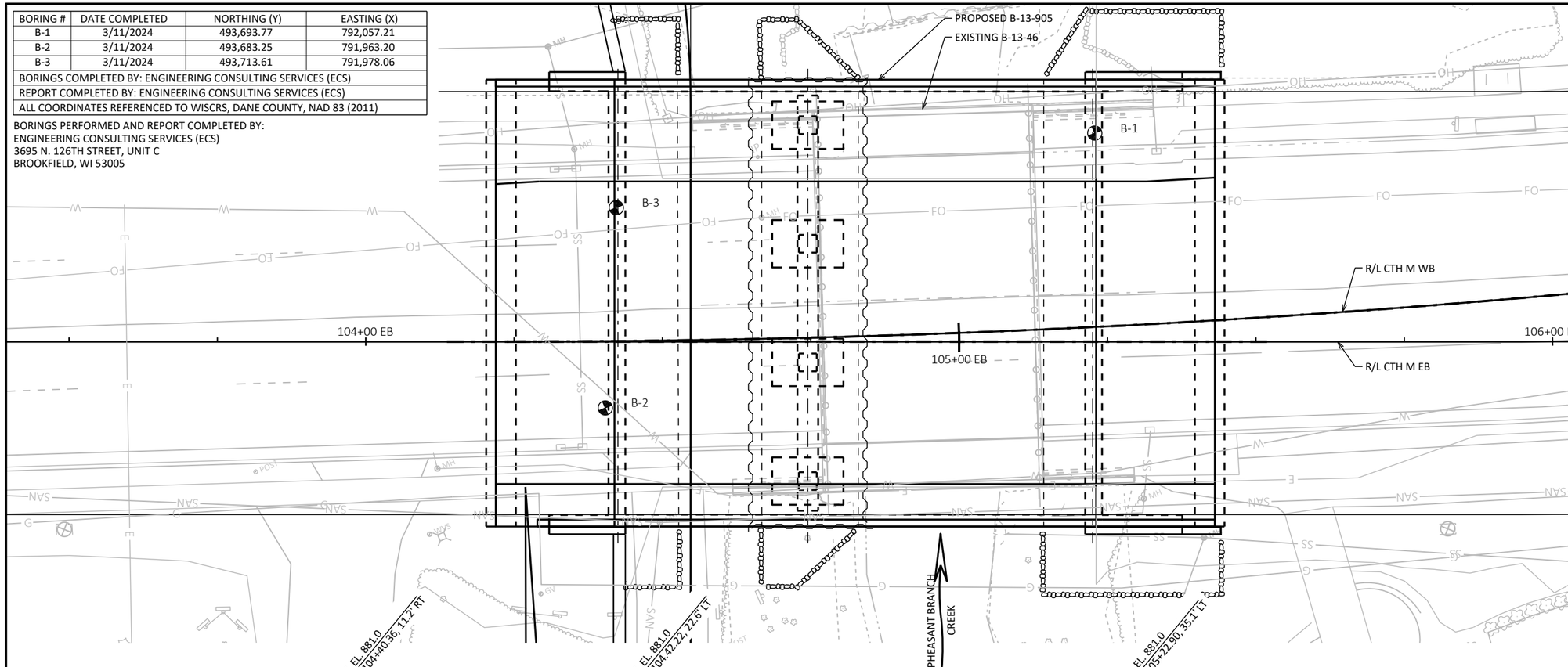
QUANTITIES & PROFILE GRADE LINES

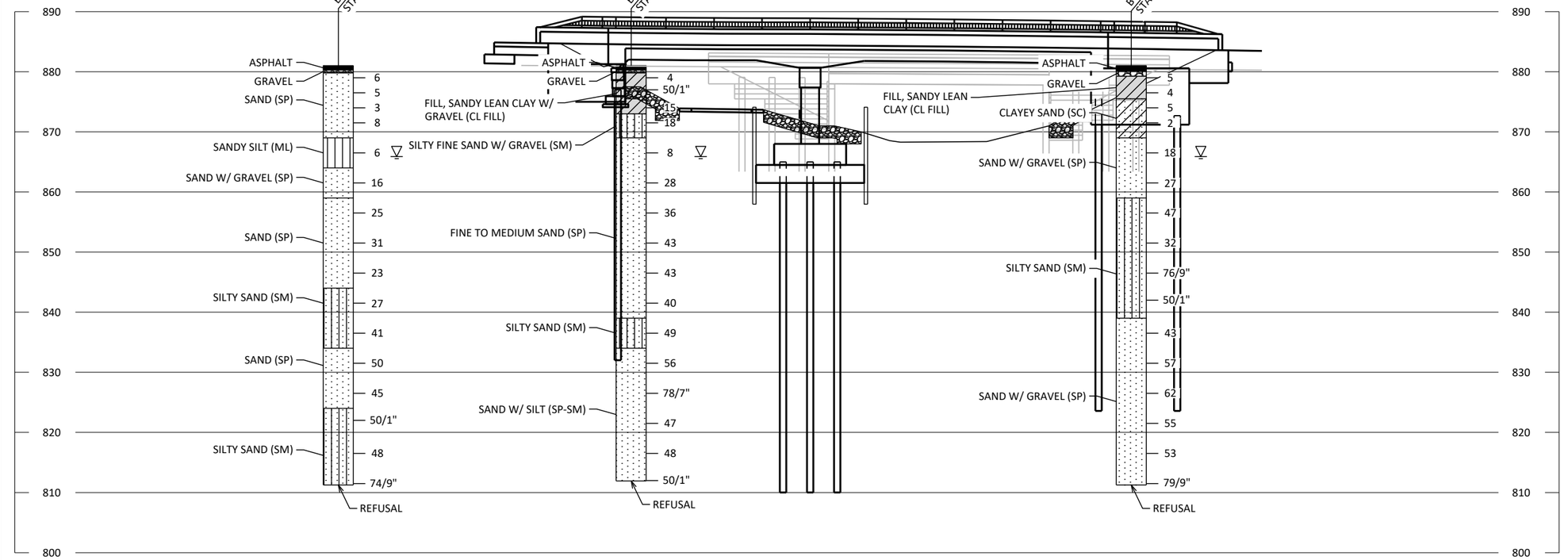
SHEET 3

240

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-1	3/11/2024	493,693.77	792,057.21
B-2	3/11/2024	493,683.25	791,963.20
B-3	3/11/2024	493,713.61	791,978.06
BORINGS COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
REPORT COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
ALL COORDINATES REFERENCED TO WISCRS, DANE COUNTY, NAD 83 (2011)			

BORINGS PERFORMED AND REPORT COMPLETED BY:
ENGINEERING CONSULTING SERVICES (ECS)
3695 N. 126TH STREET, UNIT C
BROOKFIELD, WI 53005





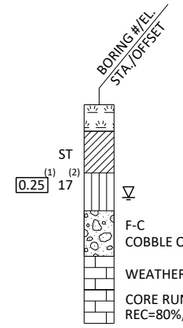
STATE PROJECT NUMBER

5993-01-77

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-13-905

DRAWN BY EJC | PLANS CK'D KRB

SUBSURFACE EXPLORATION

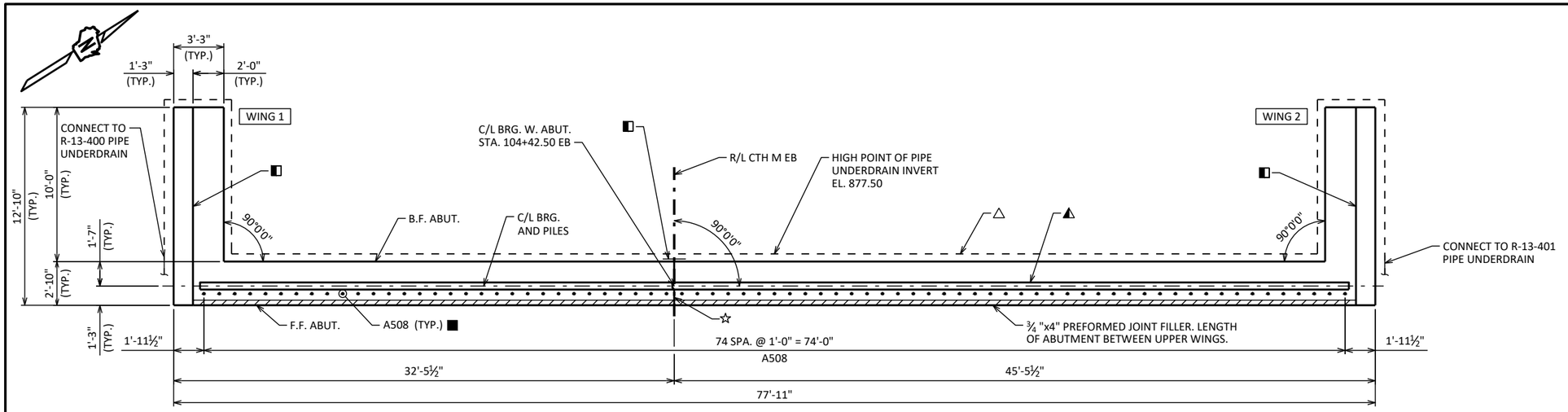
SHEET 4
241

8

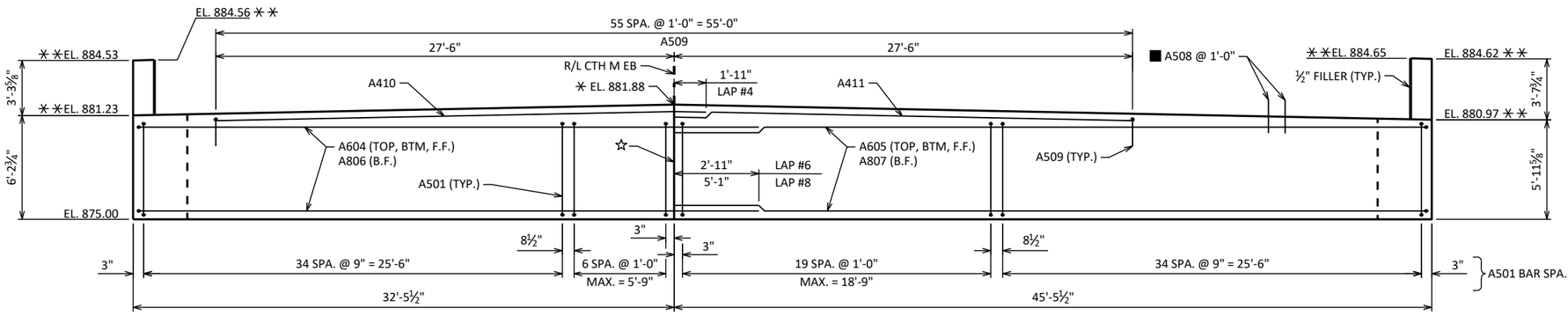
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STATE PROJECT NUMBER

5993-01-77

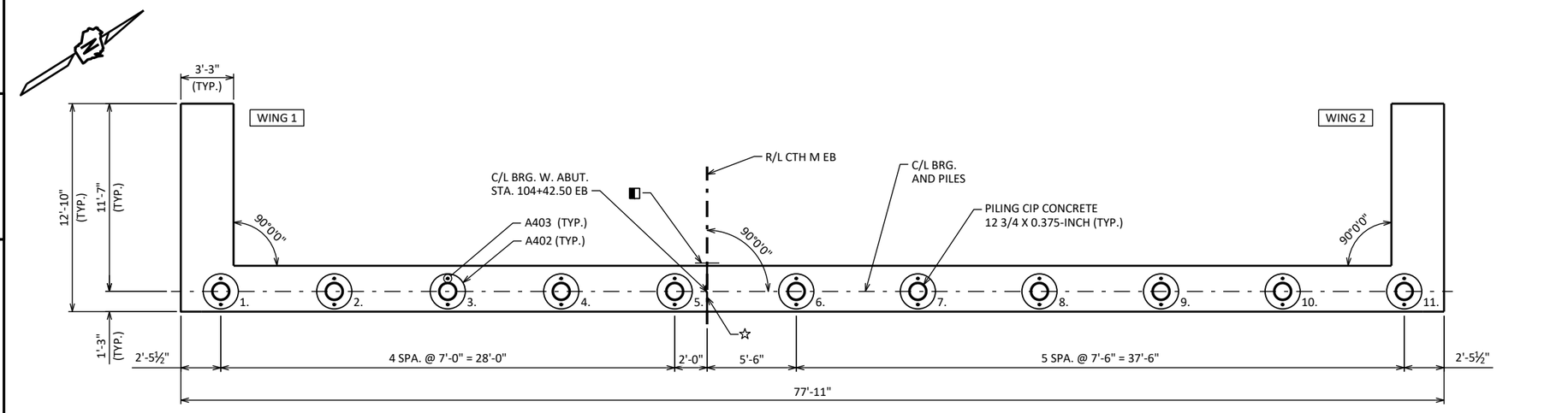


PLAN



ELEVATION

(LOOKING WEST)



PILE PLAN

NOTES

SEE SHEET 2 FOR PILE SPLICE DETAILS.

SEE SHEET 6 FOR REINFORCING DETAILS.

SUPPORT WEST ABUTMENT ON PILING CIP 12¾" X 0.375-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 45'-0" LONG AT WEST ABUTMENT.

SEE SHEET 2 FOR TYPICAL FILL SECTION AT WING TIPS.

SEE SHEETS 21 AND 22 FOR LOCATION OF CONDUIT AND OUTLET BOXES.

LEGEND

◭ CONST. JOINT: KEYWAY FORMED BY A BEVELED 2"x6".

△ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO RETAINING WALL R-13-400 AND R-13-401 PIPE UNDERDRAIN SYSTEMS. HIGH POINT EL. 877.50.

◧ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW). SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

✳ ELEVATION GIVEN AT C/L ABUT.

✳✳ ELEVATION GIVEN AT F.F. ABUT.

■ BARS AT 1'-0" O.C. THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONCRETE)

☆ VERT. CONST. JOINT KEYWAY FORMED BY BEVELED 2"x8". SEE SHEET 12 FOR ALT. CONST. JOINT DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

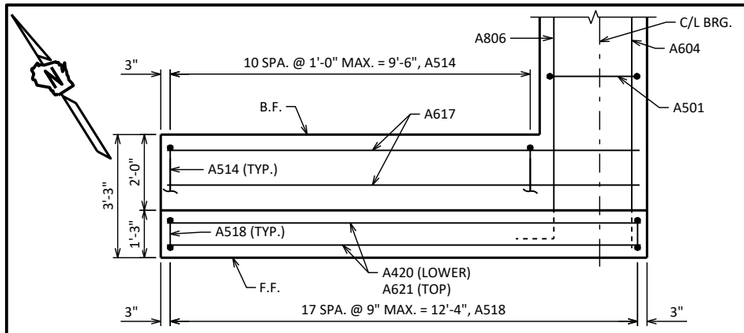
DRAWN BY EJC | PLANS CK'D KRB

WEST ABUTMENT

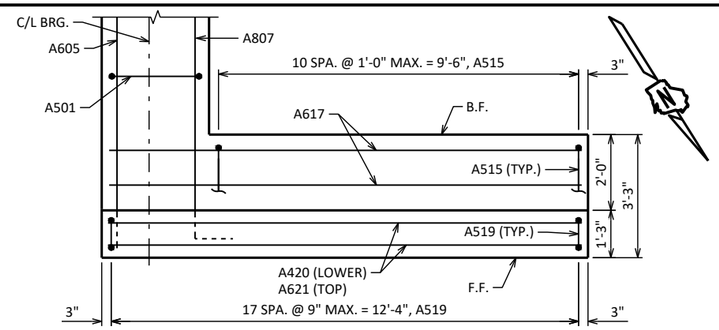
SHEET 5
242

8

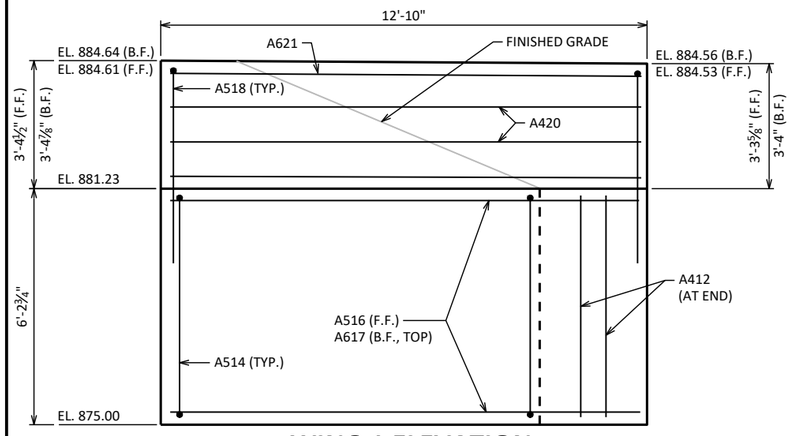
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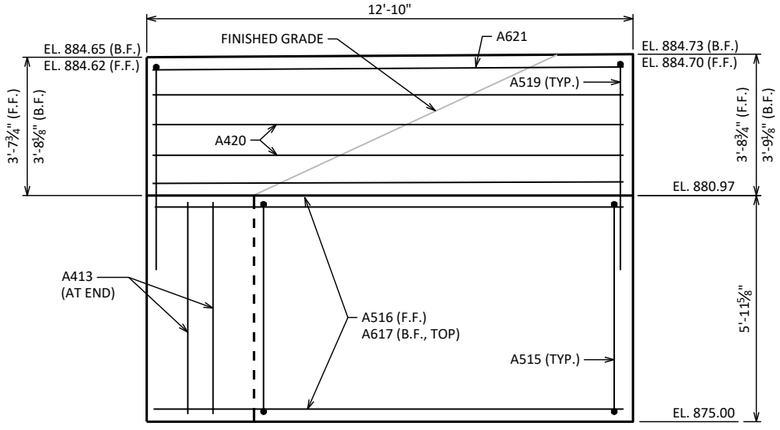
WING 1 PLAN



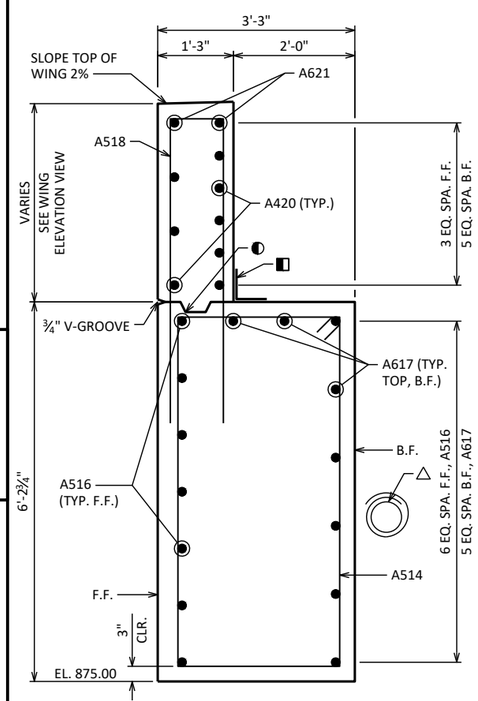
WING 2 PLAN



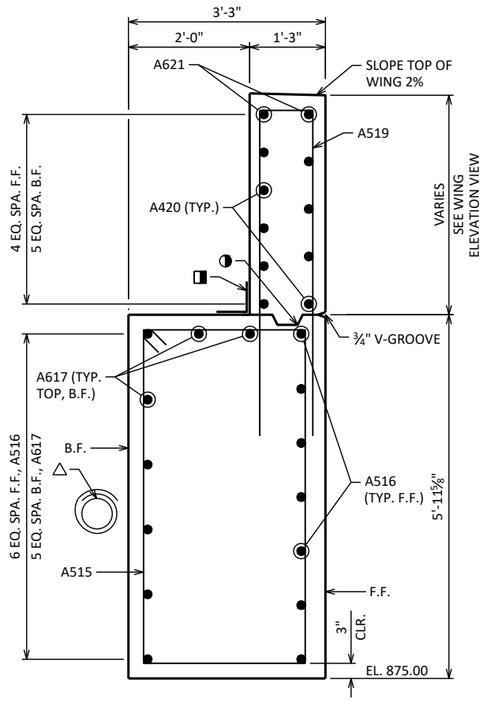
WING 1 ELEVATION



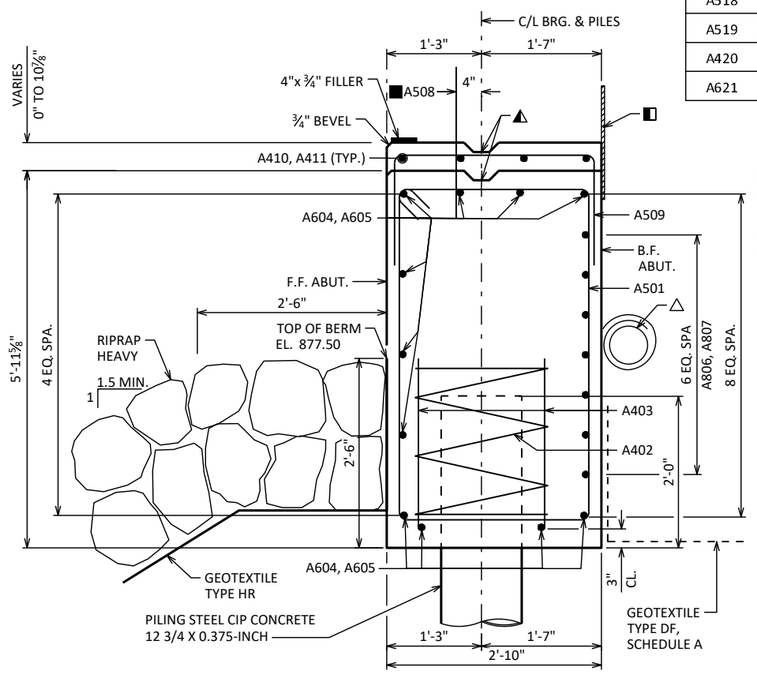
WING 2 ELEVATION



WING 1 SECTION



WING 2 SECTION



SECTION THRU BODY

LEGEND

- ◭ CONST. JOINT: KEYWAY FORMED BY A BEVELED 2"x6".
- ◐ KEYWAY FORMED BY BEVELED 2"x6".
- △ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO RETAINING WALL R-13-400 AND R-13-401 PIPE UNDERDRAIN SYSTEMS. HIGH POINT EL. 877.50.
- ◧ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW). SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.
- ■ BARS AT 1'-0" O.C. THESE BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONCRETE).

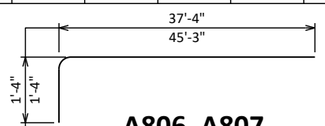
STATE PROJECT NUMBER

5993-01-77

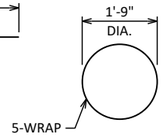
WEST ABUTMENT BILL OF BARS

UNCOATED: 5,380 LBS
COATED 1,700 LBS

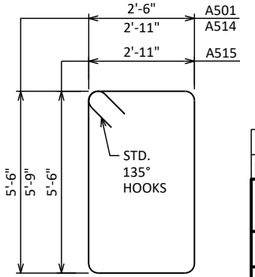
BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
A501	97	16'-8"	X		LOWER BODY - VERT.
A402	11	28'-0"	X		LOWER BODY - PILES - SPIRAL
A403	22	2'-3"			LOWER BODY - PILES - VERT.
A604	11	35'-4"			LOWER BODY - TOP, BOT., & F.F. - HORIZ.
A605	11	45'-3"			LOWER BODY - TOP, BOT., & F.F. - HORIZ.
A806	7	38'-6"	X		LOWER BODY - B.F. - HORIZ.
A807	7	46'-5"	X		LOWER BODY - B.F. - HORIZ.
A508	75	2'-0"		X	LOWER BODY - VERT. DOWELS - TOP
A509	56	6'-3"	X		LOWER BODY - VERT.
A410	4	29'-6"			LOWER BODY - HORIZ.
A411	4	27'-6"			LOWER BODY - HORIZ.
A412	2	5'-10"			LOWER BODY - VERT. - ENDS
A413	2	5'-7"			LOWER BODY - VERT. - ENDS
A514	11	18'-0"	X	X	LOWER WING - VERT. - WING 1
A515	11	17'-6"	X	X	LOWER WING - VERT. - WING 2
A516	14	12'-6"		X	LOWER WING - F.F. - HORIZ. - WINGS 1 & 2
A617	16	12'-6"		X	LOWER WING - B.F. & TOP - HORIZ. - WINGS 1 & 2
A518	18	11'-2"	X	X	UPPER WING - VERT. - WING 1
A519	18	11'-10"	X	X	UPPER WING - VERT. - WING 2
A420	17	12'-6"		X	UPPER WING - E.F. - HORIZ. - WINGS 1 & 2
A621	4	12'-6"		X	UPPER WING - TOP - HORIZ. - WINGS 1 & 2



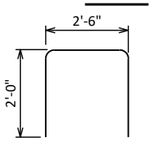
A806, A807



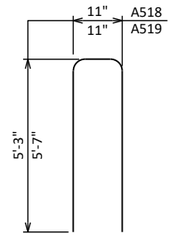
A402



A501, A514, A515



A509



A518, A519

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

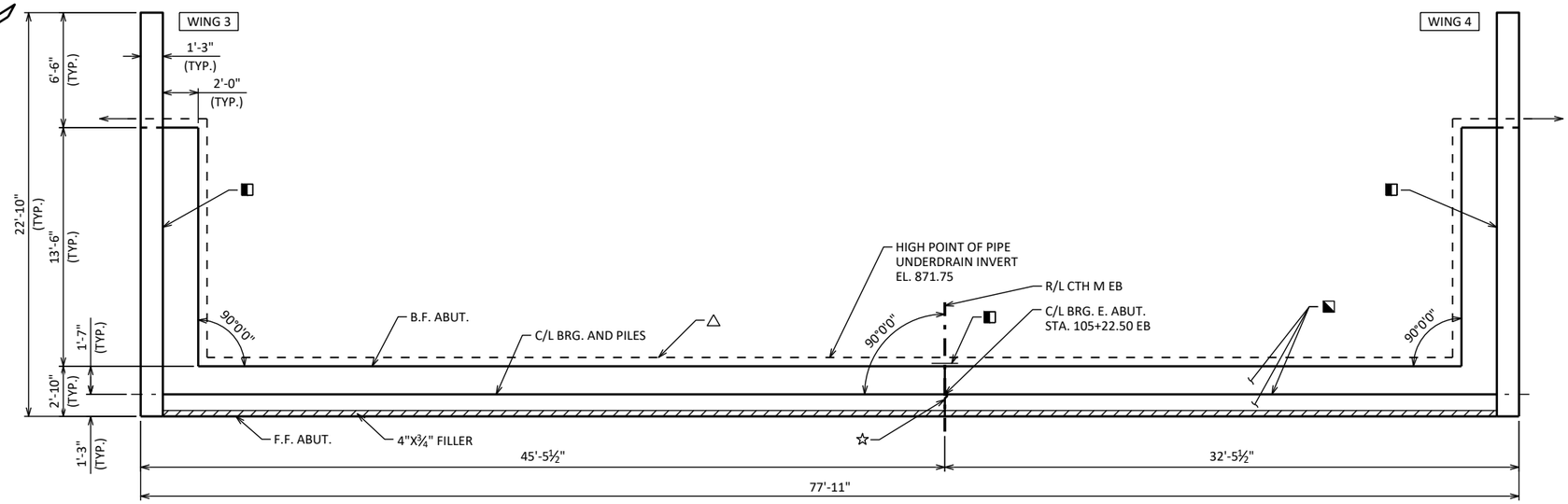
DRAWN BY EJC | PLANS CK'D KRB

WEST ABUTMENT DETAILS

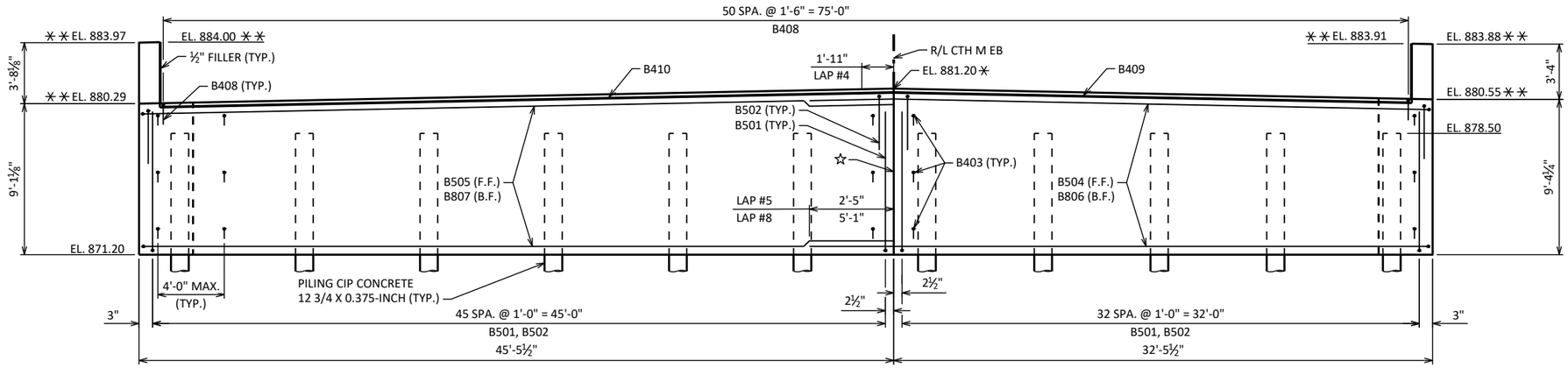
SHEET 6
243

8

8

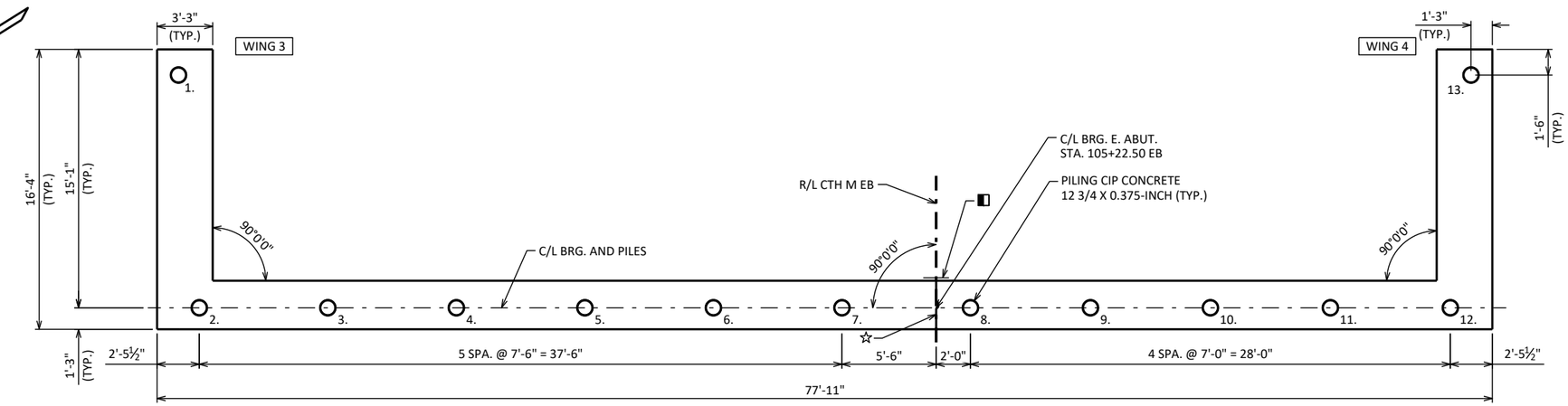


PLAN



ELEVATION

(LOOKING EAST)



PILE PLAN

NOTES

SEE SHEET 2 FOR PILE SPLICE DETAILS.

SEE SHEETS 8 AND 9 FOR REINFORCING DETAILS.

SUPPORT EAST ABUTMENT ON PILING CIP 12¾" X 0.375-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55'-0" LONG AT EAST ABUTMENT.

SEE SHEET 2 FOR TYPICAL FILL SECTION AT WING TIPS.

LEGEND

△ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. HIGH POINT EL. 871.75. RODENT SHIELD REQUIRED AT ENDS. SEE DETAIL ON SHEET 2.

◧ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW). SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

✳ ELEVATION GIVEN AT C/L ABUT.

✳✳ ELEVATION GIVEN AT F.F. ABUT.

◪ STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

☆ VERT. CONST. JOINT KEYWAY FORMED BY BEVELED 2"x8". SEE SHEET 12 FOR ALT. CONST. JOINT DETAILS.

STATE PROJECT NUMBER

5993-01-77

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

EAST ABUTMENT

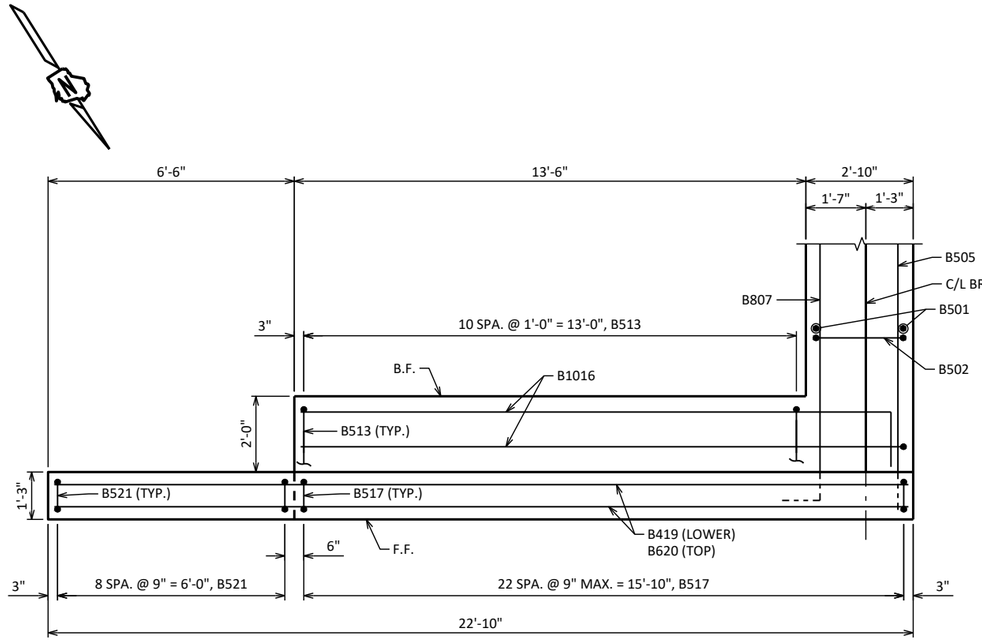
SHEET 7
244

8

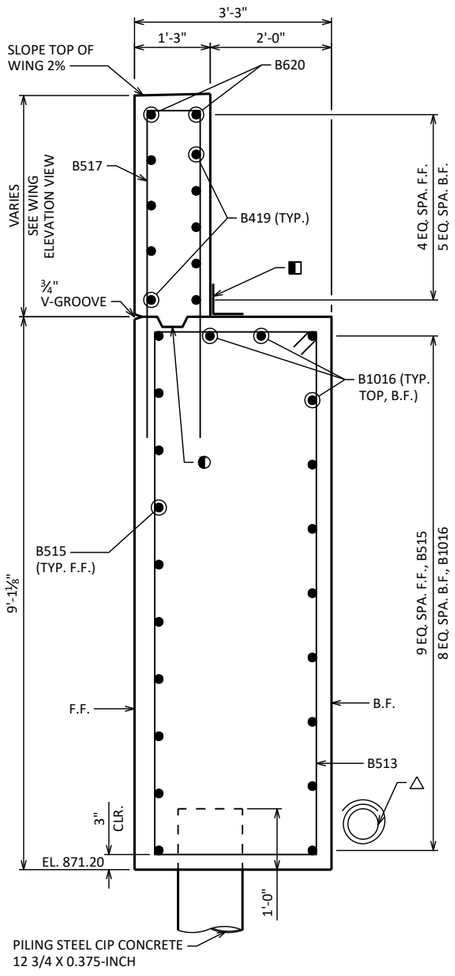
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STATE PROJECT NUMBER

5993-01-77

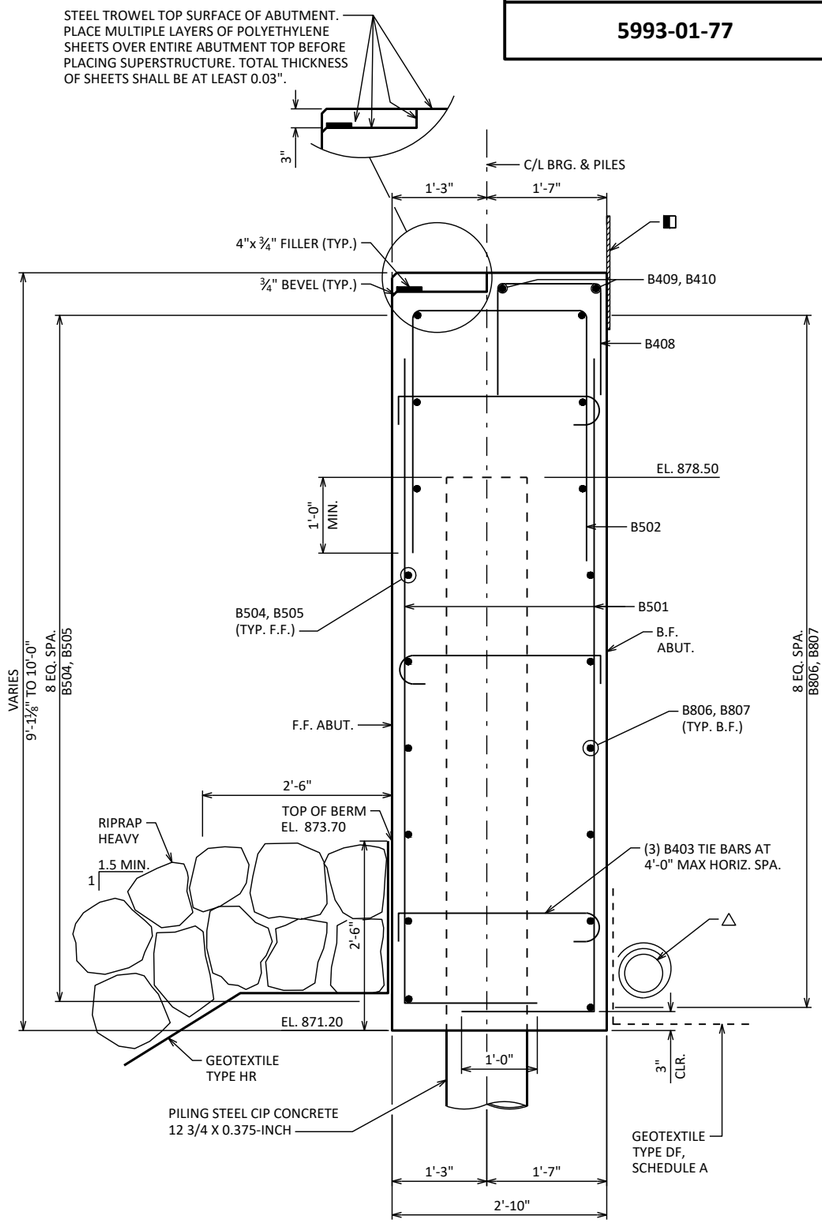


WING 3 PLAN



WING 3 SECTION

WING 3 ELEVATION



SECTION THRU BODY

LEGEND

- ◐ KEYWAY FORMED BY BEVELED 2"x6".
- △ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. HIGH POINT EL. 871.75. RODENT SHIELD REQUIRED AT ENDS. SEE DETAIL ON SHEET 2.
- ◧ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW). SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

EAST ABUTMENT DETAILS - 1

SHEET 8

8

8

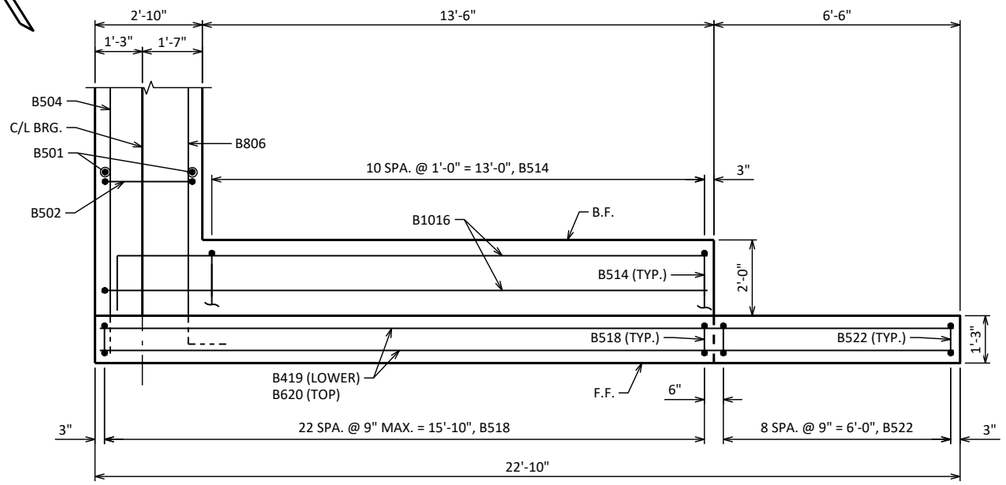
STATE PROJECT NUMBER

5993-01-77

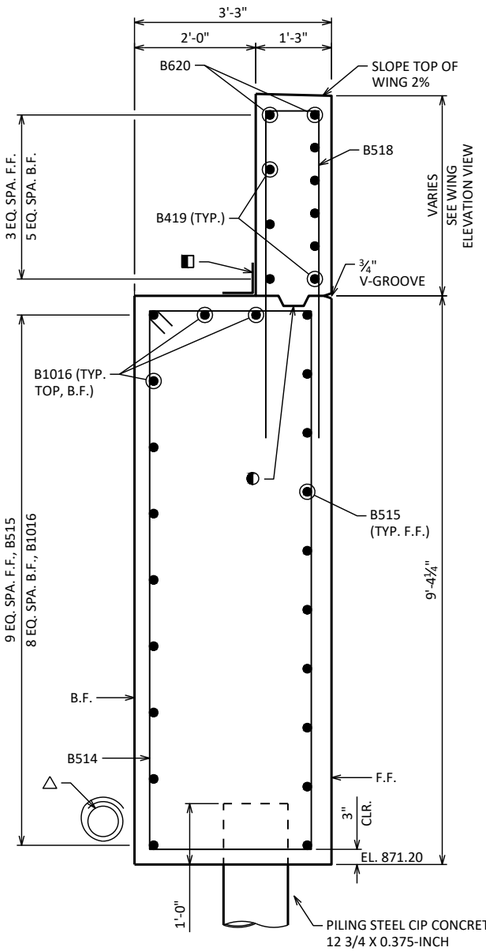
EAST ABUTMENT BILL OF BARS

UNCOATED: 5,600 LBS
COATED 3,770 LBS

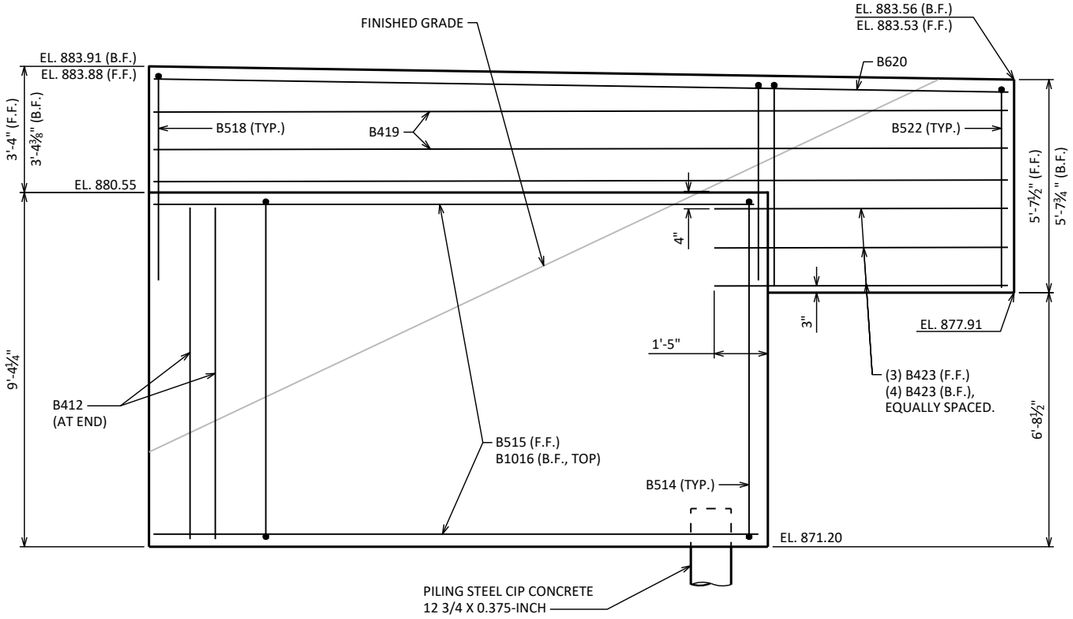
BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
B501	158	10'-1"	X		LOWER BODY - VERT.
B502	79	8'-11"	X		LOWER BODY - VERT.
B403	66	3'-4"	X		LOWER BODY - TIES
B504	9	34'-10"			LOWER BODY - F.F. - HORIZ.
B505	9	45'-3"			LOWER BODY - F.F. - HORIZ.
B806	9	38'-6"	X		LOWER BODY - B.F. - HORIZ.
B807	9	46'-5"	X		LOWER BODY - B.F. - HORIZ.
B408	51	4'-1"	X		LOWER BODY - TOP - VERT.
B409	2	33'-0"			LOWER BODY - TOP - HORIZ.
B410	2	44'-0"			LOWER BODY - TOP - HORIZ.
B411	2	8'-8"			LOWER BODY - VERT. - ENDS
B412	2	8'-11"			LOWER BODY - VERT. - ENDS
B513	11	23'-10"	X	X	LOWER WING - VERT. - WING 3
B514	11	24'-4"	X	X	LOWER WING - VERT. - WING 4
B515	20	16'-0"		X	LOWER WING - F.F. - HORIZ. - WINGS 3 & 4
B1016	22	17'-7"	X	X	LOWER WING - B.F. & TOP - HORIZ. - WINGS 3 & 4
B517	23	11'-8"	X	X	UPPER WING - VERT. - WING 3
B518	23	11'-0"	X	X	UPPER WING - VERT. - WING 4
B419	17	22'-6"		X	UPPER WING - E.F. - HORIZ. - WINGS 3 & 4
B620	4	22'-6"		X	UPPER WING - TOP - HORIZ. - WINGS 3 & 4
B521	9	11'-2"	X	X	UPPER WING END - VERT. - WING 3
B522	9	11'-2"	X	X	UPPER WING END - VERT. - WING 4
B423	14	7'-9"		X	UPPER WING END - E.F. - HORIZ. - WINGS 3 & 4



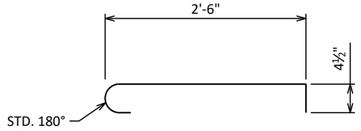
WING 4 PLAN



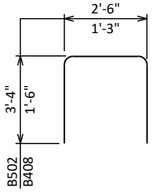
WING 4 SECTION



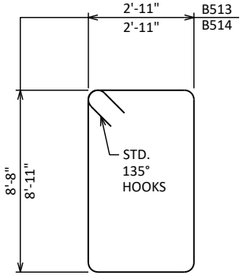
WING 4 ELEVATION



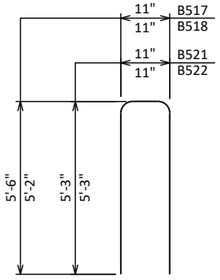
B403



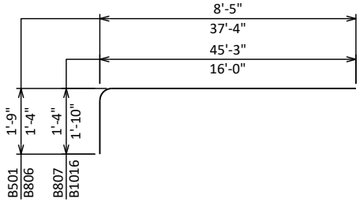
B502, B408



B513, B514



B517, B518, B521, B522



B501, B806, B807, B1016

LEGEND

- ◐ KEYWAY FORMED BY BEVELED 2"x6".
- △ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. HIGH POINT EL. 871.75. RODENT SHIELD REQUIRED AT ENDS. SEE DETAIL ON SHEET 2.
- ◧ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW). SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

EAST ABUTMENT DETAILS - 2

SHEET 9
246

8

8

STATE PROJECT NUMBER

5993-01-77

NOTES

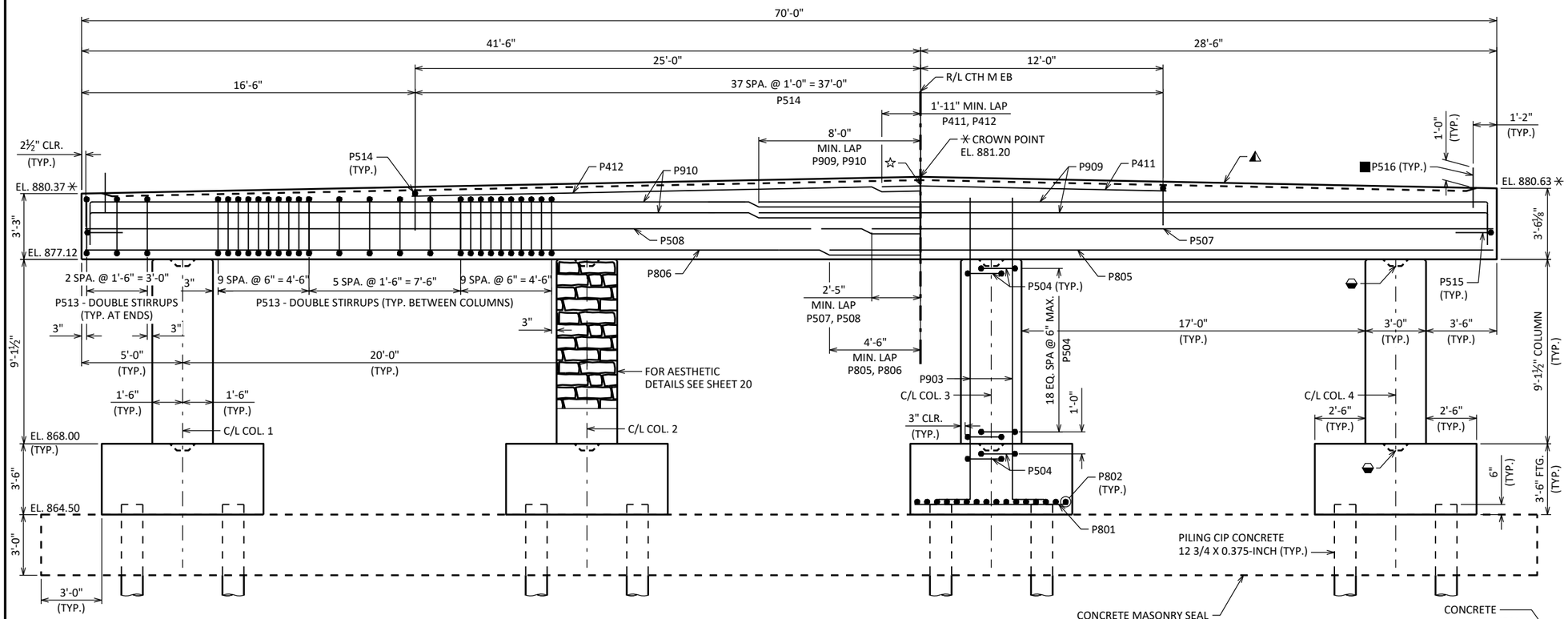
SEE SHEET 2 FOR PILE SPLICE DETAILS.

PIERS TO BE SUPPORTED ON PILING CIP 12¾" X 0.375-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55'-0" LONG EACH.

SEE SHEET 20 FOR AESTHETIC DETAILS.

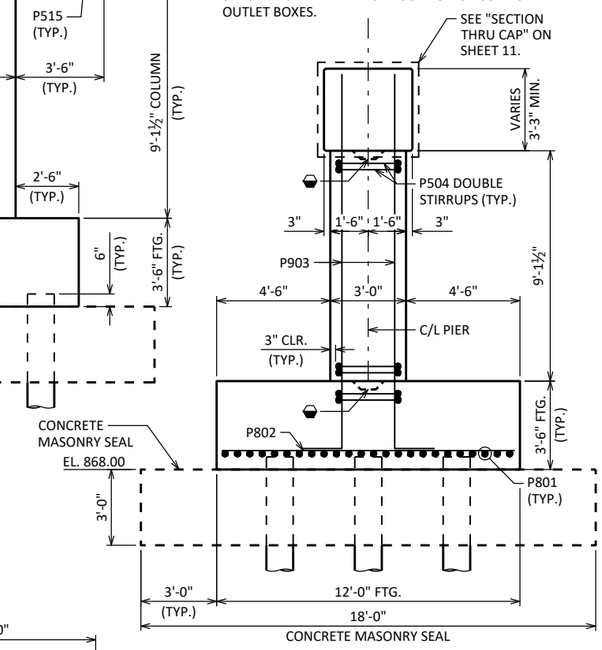
PROVIDE CONCRETE MASONRY SEAL FOR PIER FOOTING CONSTRUCTION. THE ASSUMED WATER ELEVATION USED TO DETERMINE THE SEAL THICKNESS WAS HW_2 EL. 872.94.

SEE SHEETS 21 AND 22 FOR LOCATION OF CONDUIT AND OUTLET BOXES.

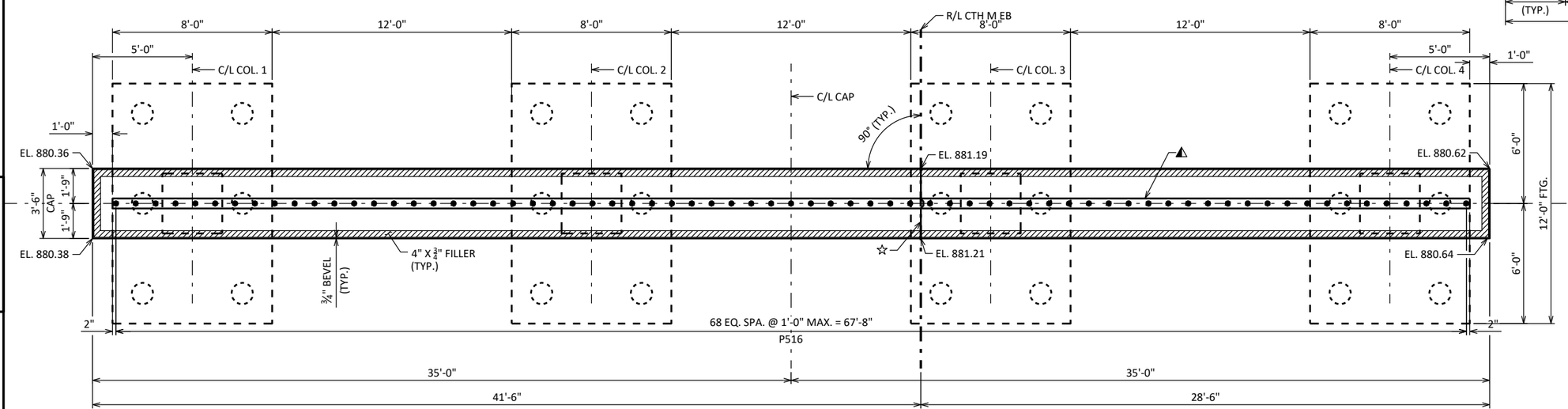


ELEVATION

(LOOKING EAST)



END VIEW



PLAN

LEGEND

- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".
- 1'-3" X 1'-3" X 4" CONST. JOINT FORMED BY BEVELED KEYWAY (TYP.)
- BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONCRETE.)
- ELEVATION GIVEN AT C/L PIER
- VERT. CONST. JOINT KEYWAY FORMED BY BEVELED 2" X 8". SEE SHEET 12 FOR ALT. CONST. JOINT DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

PIER

SHEET 10
247

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STATE PROJECT NUMBER

5993-01-77

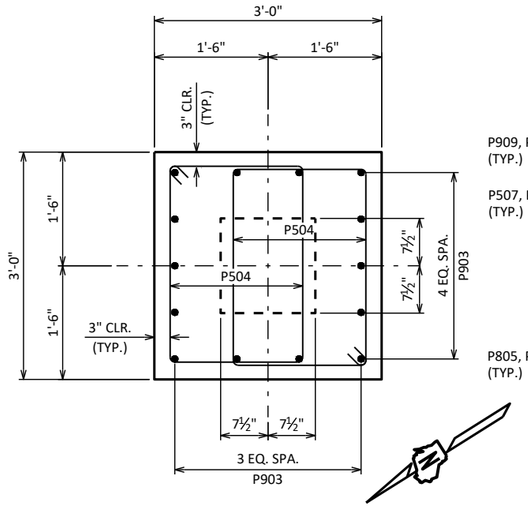
PIER

UNCOATED: 15420 LBS

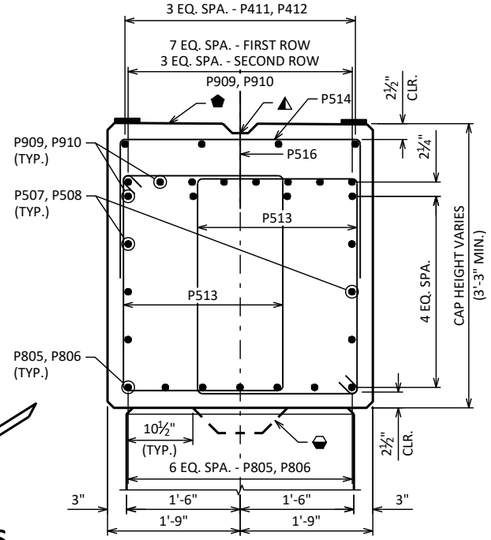
COATED: 140 LBS

BILL OF BARS

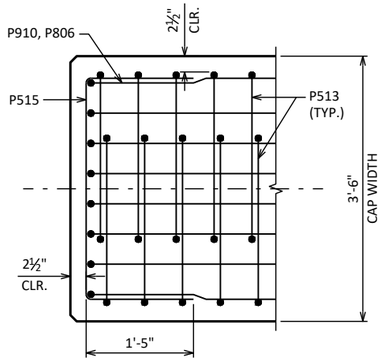
BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
P801	96	7'-7"			FOOTING - BOT. - TRANS. - HORIZ.
P802	64	9'-7"			FOOTING - BOT. - LONGIT. - HORIZ.
P903	56	16'-4"	X		FOOTING & COLUMN - VERT.
P504	160	9'-0"	X		FOOTING & COLUMN - HORIZ. - STIRRUPS
P805	7	32'-11"			CAP - BOT. - LONGIT. - HORIZ.
P806	7	41'-3"			CAP - BOT. - LONGIT. - HORIZ.
P507	6	30'-10"			CAP - SIDES - LONGIT. - HORIZ.
P508	6	41'-3"			CAP - SIDES - LONGIT. - HORIZ.
P909	12	37'-8"	X		CAP - TOP - LONGIT. - HORIZ.
P910	12	42'-7"	X		CAP - TOP - LONGIT. - HORIZ.
P411	4	14'-0"			CAP - TOP - LONGIT. - HORIZ.
P412	4	25'-0"			CAP - TOP - LONGIT. - HORIZ.
P513	156	10'-6"	X		CAP - VERT. - STIRRUPS
P514	38	6'-6"	X		CAP - VERT. - TOP
P515	8	5'-7"	X		CAP - ENDS - TRANS. - HORIZ.
P516	69	2'-0"		X	CAP - VERT. - TOP



TYPICAL SECTION THRU COLUMNS

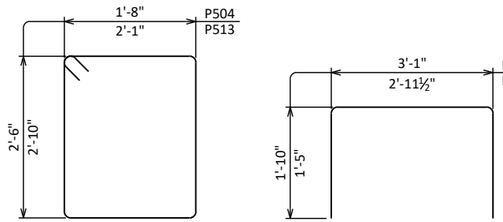


SECTION THRU CAP



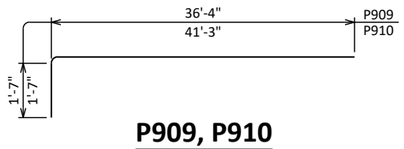
PLAN VIEW SHOWING END OF CAP REINF.

(NORTH END SHOWN, SOUTH END SIMILAR)

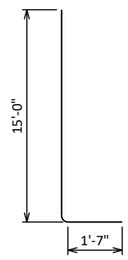


P504, P513

P514, P515



P909, P910



P903

NOTES

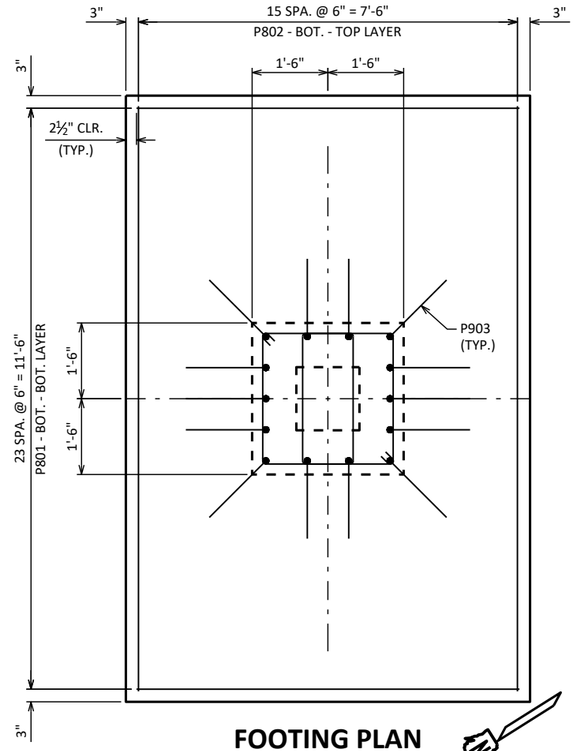
SEE SHEET 2 FOR PILE SPLICE DETAILS.

SUPPORT PIER ON PILING CIP 12¾" X 0.375-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 55'-0" LONG EACH.

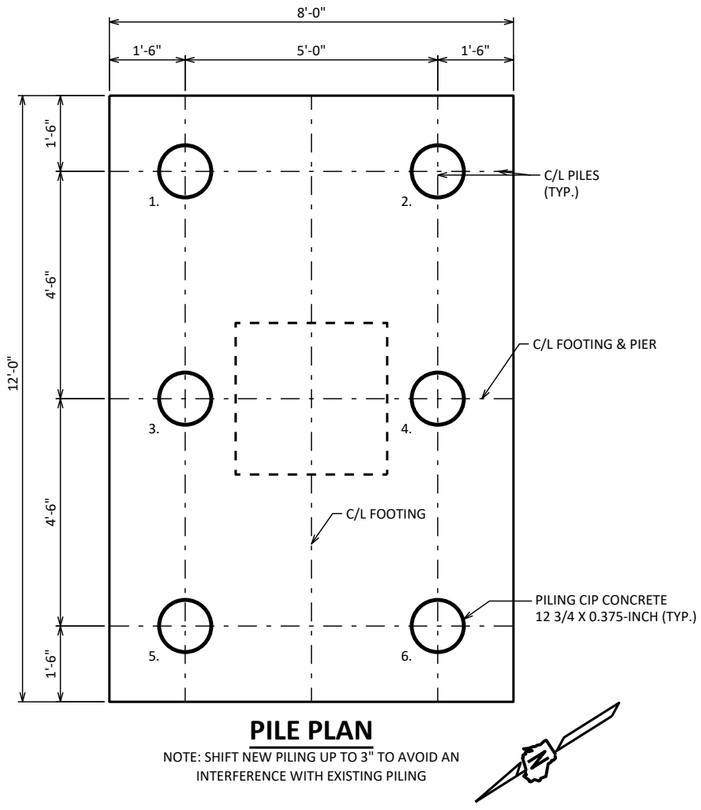
SEE SHEET 20 FOR AESTHETIC DETAILS.

LEGEND

- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".
- 1'-3" X 1'-3" X 4" CONST. JOINT FORMED BY BEVELED KEYWAY.
- SLOPE TOP OF CAP PARALLEL TO PROFILE GRADE LINE. SEE TOP OF CAP ELEVATIONS ON SHEET 10.



FOOTING PLAN



PILE PLAN

NOTE: SHIFT NEW PILING UP TO 3" TO AVOID AN INTERFERENCE WITH EXISTING PILING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

PIER DETAILS

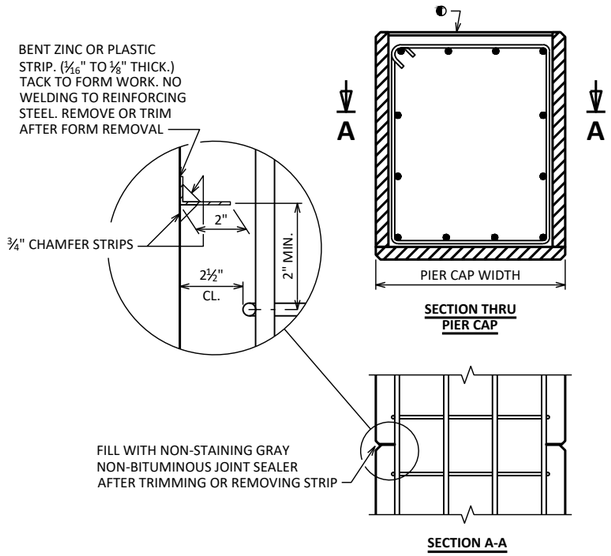
SHEET 11
248

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8

STATE PROJECT NUMBER

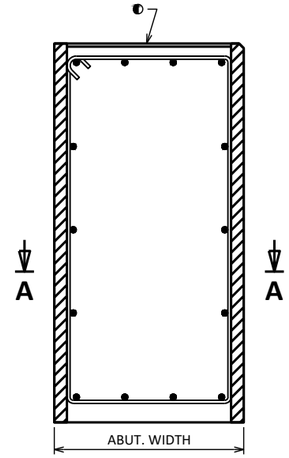
5993-01-77



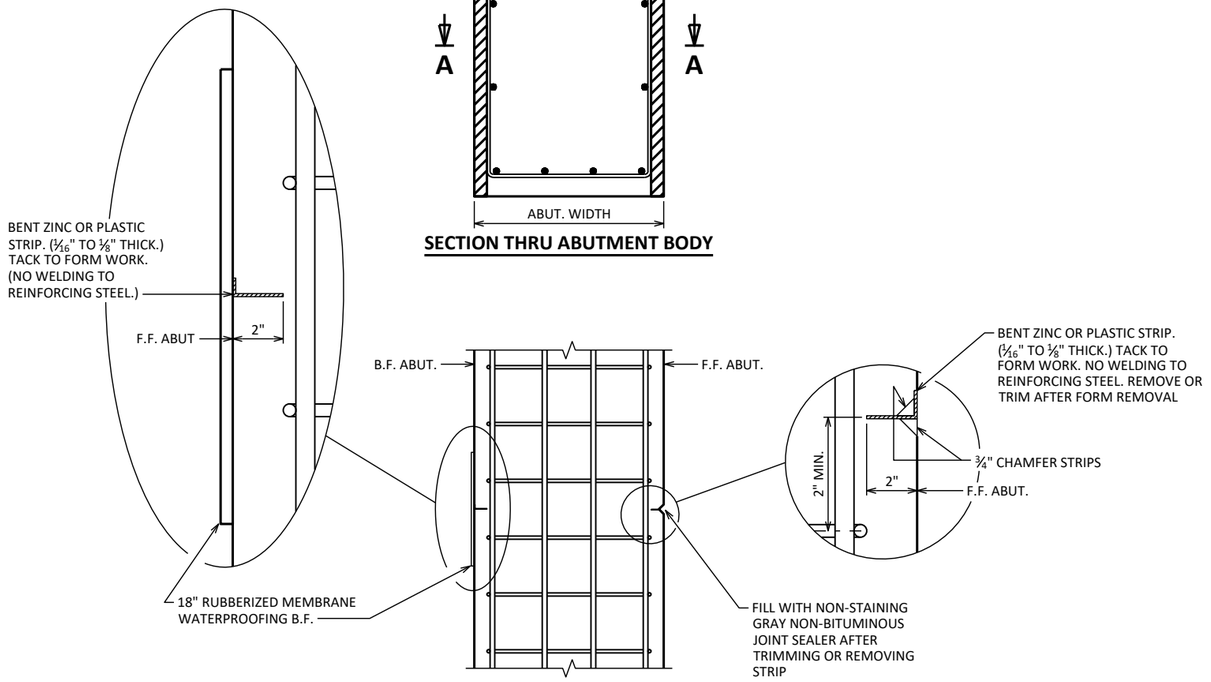
SECTION THRU PIER CAP

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATIVE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◐ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY	EJC	PLANS CK'D	KRB

ALTERNATE CONSTRUCTION JOINT

SHEET 12
249

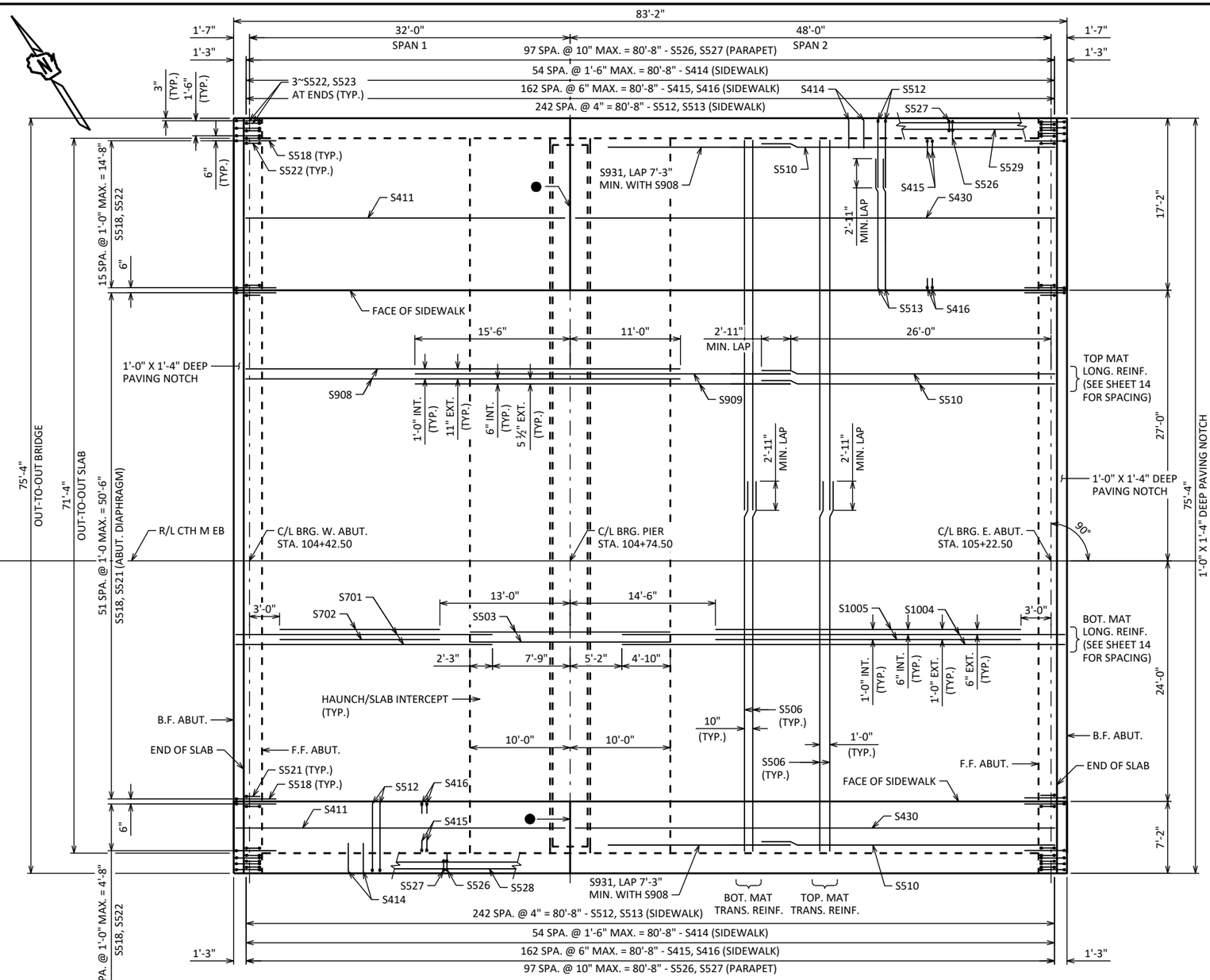
SCALE = 2.00

8

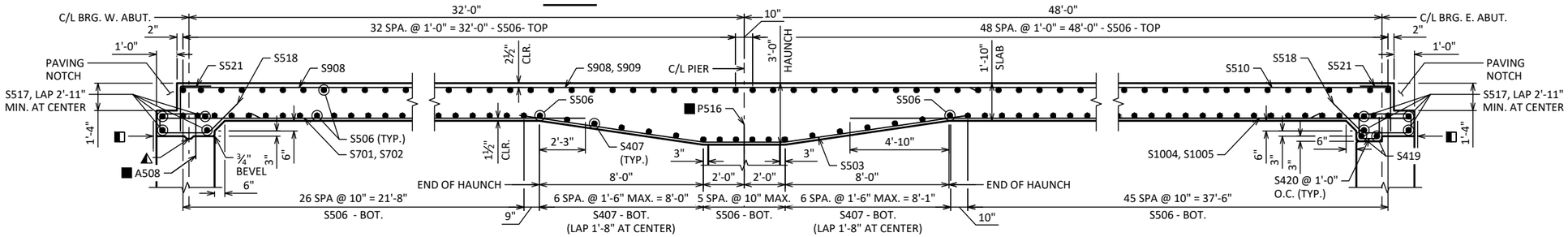
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STATE PROJECT NUMBER

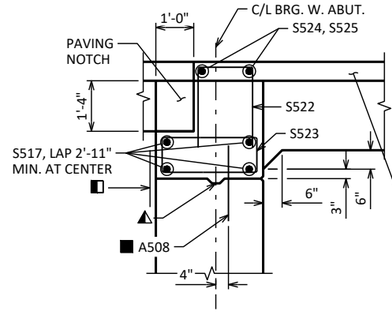
5993-01-77



PLAN

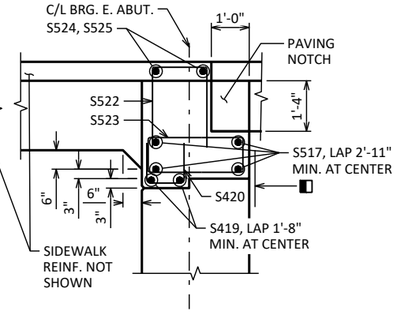


LONGITUDINAL SECTION



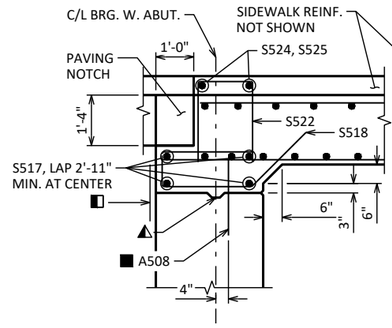
SECTION AT W. ABUT. DIAPHRAGM

(AT ENDS)



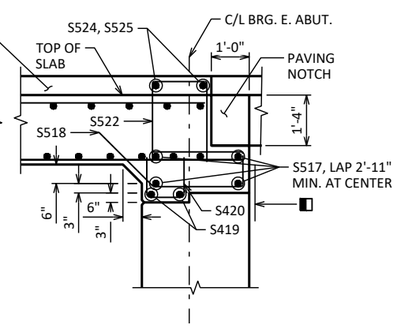
SECTION AT E. ABUT. DIAPHRAGM

(AT ENDS)



SECTION AT W. ABUT. DIAPHRAGM

(WITH SIDEWALK)



SECTION AT E. ABUT. DIAPHRAGM

(WITH SIDEWALK)

LEGEND

- 18" RUBBERIZED MEMBRANE WATERPROOFING
- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6"
- BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE
- DEFLECTION JOINT IN SIDEWALK AND PARAPET AT PIER. SEE SHEET 18 FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

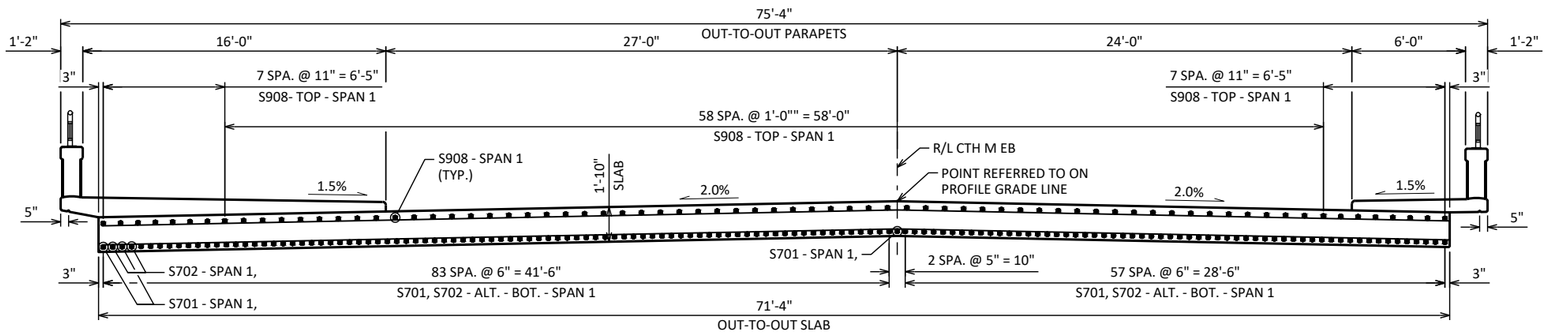
DRAWN BY ABH | PLANS CK'D KRB

SUPERSTRUCTURE PLAN & SECTION

SHEET 13
250

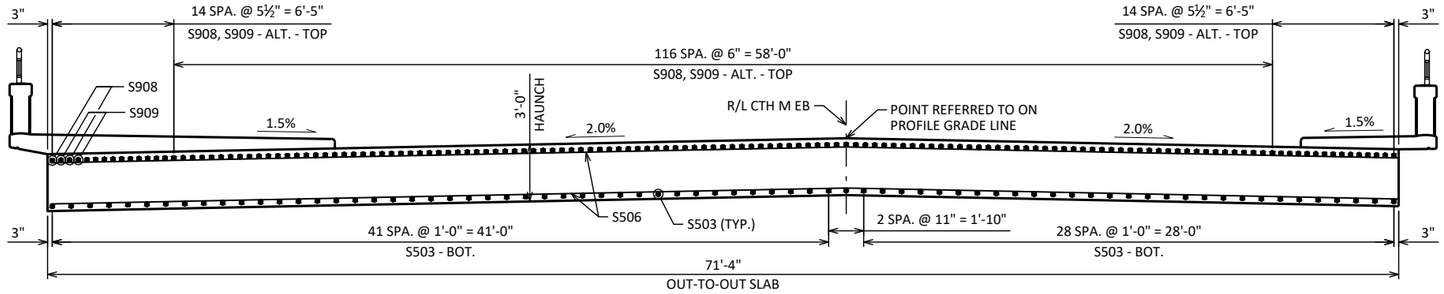
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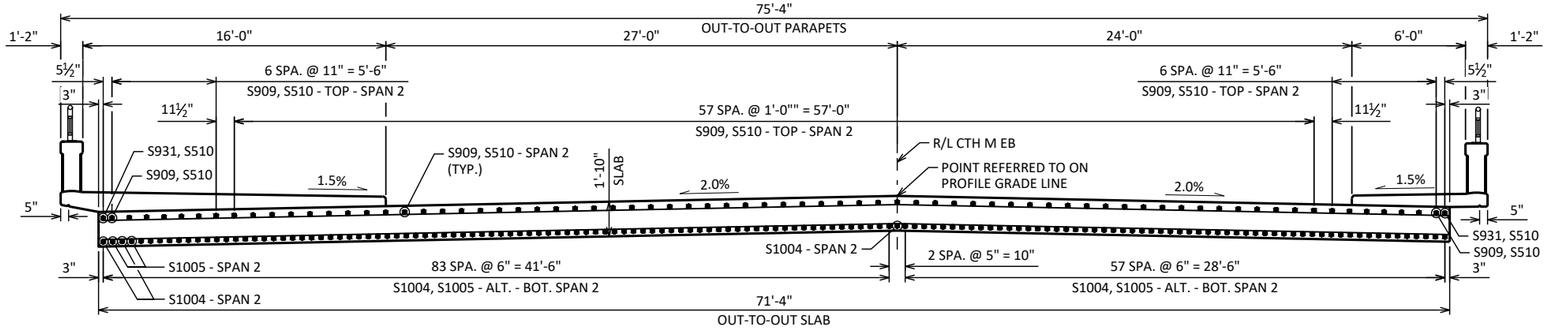
CROSS SECTION THRU ROADWAY

IN SPAN 1 (LOOKING EAST)



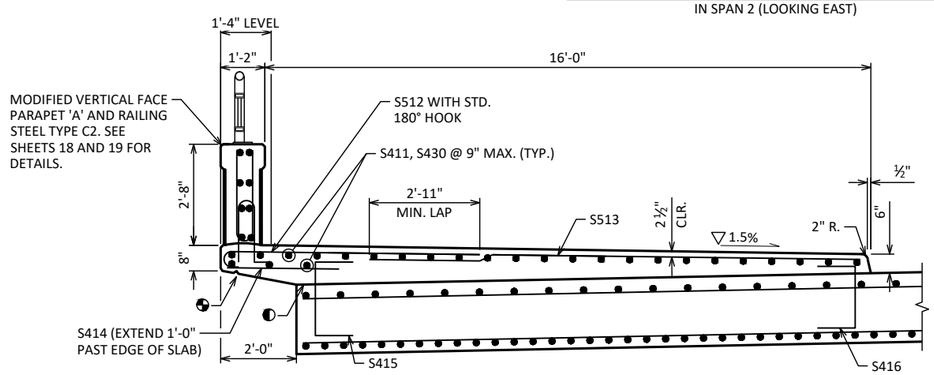
CROSS SECTION THRU ROADWAY

AT PIER (LOOKING EAST)



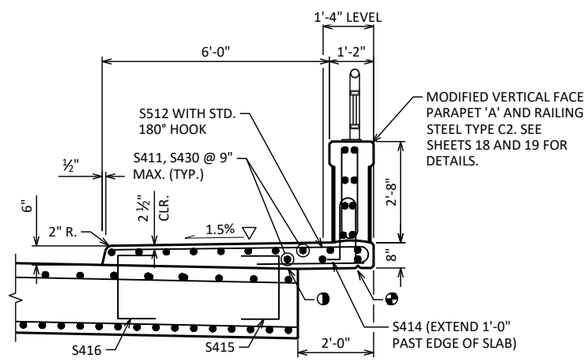
CROSS SECTION THRU ROADWAY

IN SPAN 2 (LOOKING EAST)



SECTION THRU N. SIDEWALK

(SEE "CROSS SECTION THRU ROADWAY FOR MAIN SLAB REINFORCING)



SECTION THRU S. SIDEWALK

(SEE "CROSS SECTION THRU ROADWAY FOR MAIN SLAB REINFORCING)

LEGEND

- 18" RUBBERIZED MEMBRANE WATERPROOFING
- ¾" V-GROOVE REQUIRED. EXTEND TO 6" FROM F.F. OF ABUT. DIAPHRAGMS.
- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6"
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM ENGINEER.
- CONSTRUCTION JOINT. STRIKE OFF AS SHOWN AND LEAVE ROUGH. MATCH BRIDGE CROSS SLOPE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

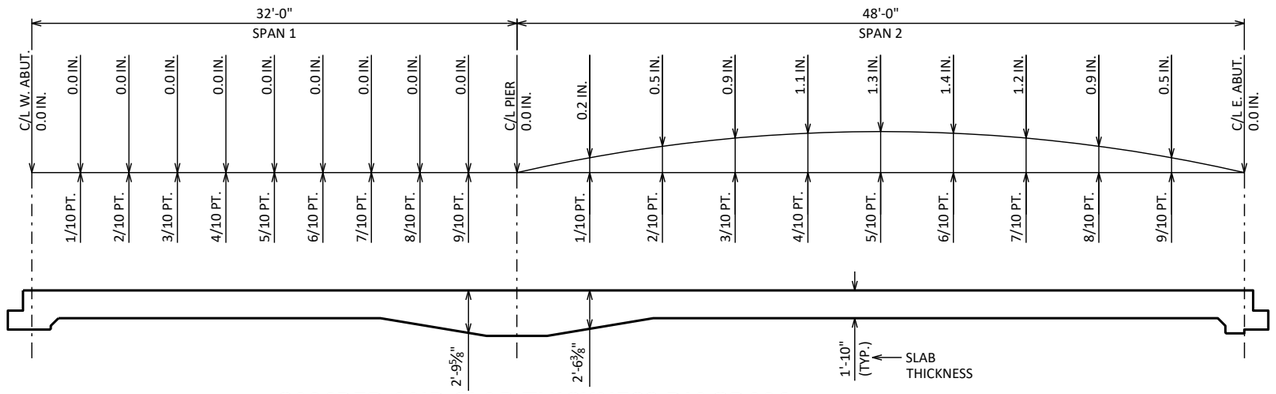
SUPERSTRUCTURE SECTIONS

SHEET 14
251

STATE PROJECT NUMBER
5993-01-77

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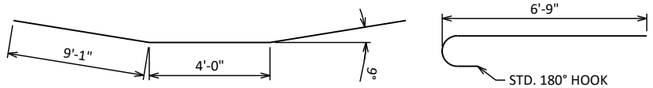
CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS.

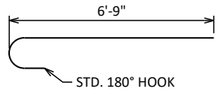
CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

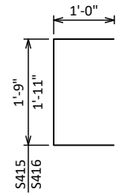
	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION



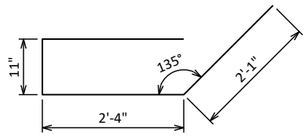
S503



S512



S415, S416



S518

TOP OF SLAB ELEVATIONS

LOCATION	NORTH EDGE OF DECK 42.17' LT		NORTH GUTTER LINE 27.00' LT		R/L CTH M -		SOUTH GUTTER LINE 24.00' RT		SOUTH EDGE OF DECK 29.17' RT	
	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.
C/L W. ABUT.	104+42.50	883.62	104+42.50	883.92	104+42.50	884.46	104+42.50	883.98	104+42.50	883.88
0.1L POINT	104+45.70	883.60	104+45.70	883.90	104+45.70	884.44	104+45.70	883.96	104+45.70	883.86
0.2L POINT	104+48.90	883.58	104+48.90	883.88	104+48.90	884.42	104+48.90	883.94	104+48.90	883.84
0.3L POINT	104+52.10	883.56	104+52.10	883.86	104+52.10	884.40	104+52.10	883.92	104+52.10	883.82
0.4L POINT	104+55.30	883.54	104+55.30	883.84	104+55.30	884.38	104+55.30	883.90	104+55.30	883.80
0.5L POINT	104+58.50	883.52	104+58.50	883.82	104+58.50	884.36	104+58.50	883.88	104+58.50	883.78
0.6L POINT	104+61.70	883.50	104+61.70	883.80	104+61.70	884.34	104+61.70	883.86	104+61.70	883.76
0.7L POINT	104+64.90	883.48	104+64.90	883.78	104+64.90	884.32	104+64.90	883.84	104+64.90	883.74
0.8L POINT	104+68.10	883.46	104+68.10	883.76	104+68.10	884.30	104+68.10	883.82	104+68.10	883.72
0.9L POINT	104+71.30	883.44	104+71.30	883.74	104+71.30	884.28	104+71.30	883.80	104+71.30	883.70
C/L PIER	104+74.50	883.42	104+74.50	883.72	104+74.50	884.26	104+74.50	883.78	104+74.50	883.68
0.1L POINT	104+79.30	883.39	104+79.30	883.69	104+79.30	884.23	104+79.30	883.75	104+79.30	883.65
0.2L POINT	104+84.10	883.35	104+84.10	883.66	104+84.10	884.20	104+84.10	883.72	104+84.10	883.61
0.3L POINT	104+88.90	883.32	104+88.90	883.62	104+88.90	884.16	104+88.90	883.68	104+88.90	883.58
0.4L POINT	104+93.70	883.27	104+93.70	883.58	104+93.70	884.12	104+93.70	883.64	104+93.70	883.53
0.5L POINT	104+98.50	883.23	104+98.50	883.53	104+98.50	884.07	104+98.50	883.59	104+98.50	883.49
0.6L POINT	105+03.30	883.18	105+03.30	883.48	105+03.30	884.02	105+03.30	883.54	105+03.30	883.44
0.7L POINT	105+08.10	883.13	105+08.10	883.43	105+08.10	883.97	105+08.10	883.49	105+08.10	883.39
0.8L POINT	105+12.90	883.07	105+12.90	883.37	105+12.90	883.91	105+12.90	883.43	105+12.90	883.33
0.9L POINT	105+17.70	883.01	105+17.70	883.31	105+17.70	883.85	105+17.70	883.37	105+17.70	883.27
C/L E. ABUT.	105+22.50	882.94	105+22.50	883.25	105+22.50	883.79	105+22.50	883.31	105+22.50	883.20

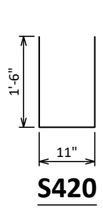
ELEVATIONS SHOWN ARE FINISHED GRADE ELEVATIONS.

SUPERSTRUCTURE

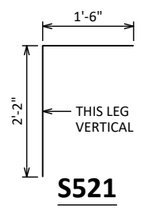
BILL OF BARS

COATED: 83390 LBS

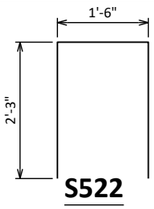
BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
S701	72	25'-8"		X	SLAB - LONGIT. - BOT. - SPAN 1
S702	71	16'-0"		X	SLAB - LONGIT. - BOT. - SPAN 1
S503	72	22'-2"	X	X	SLAB - LONGIT. - BOT. - HAUNCH
S1004	72	44'-3"		X	SLAB - LONGIT. - BOT. - SPAN 2
S1005	71	30'-6"		X	SLAB - LONGIT. - BOT. - SPAN 2
S506	326	37'-0"		X	SLAB - TRANS. - TOP & BOT.
S407	20	36'-4"		X	SLAB - TRANS. BOT. - HAUNCH
S908	73	43'-5"		X	SLAB - LONGIT. - TOP - IN SPAN 1 AND OVER PIER
S909	72	37'-5"		X	SLAB - LONGIT. - TOP - OVER PIER AND IN SPAN 2
S510	74	29'-4"		X	SLAB - LONGIT. - TOP - IN SPAN 2
S411	40	32'-3"		X	SIDEWALK - LONGIT. - SPAN 1
S512	486	7'-4"	X	X	SIDEWALK - TRANS. - TOP
S513	243	13'-0"		X	SIDEWALK - TRANS. - TOP - N. SIDEWALK
S414	110	3'-0"		X	SIDEWALK - TRANS. - BOT.
S415	326	3'-7"	X	X	SIDEWALK - VERT.
S416	326	3'-9"	X	X	SIDEWALK - VERT.
S517	16	39'-0"		X	ABUT. DIAPHRAGM - HORIZ.
S518	148	7'-5"	X	X	ABUT. DIAPHRAGM - VERT.
S419	4	38'-4"		X	ABUT DIAPHRAGM - HORIZ. - E. ABUT.
S420	76	3'-9"	X	X	ABUT DIAPHRAGM - VERT. - E. ABUT.
S521	104	3'-8"	X	X	ABUT. DIAPHRAGM - VERT.
S522	56	5'-9"	X	X	ABUT. DIAPHRAGM - VERT. - SIDEWALK
S523	12	7'-6"	X	X	ABUT. DIAPHRAGM - VERT. - ENDS
S524	4	16'-10"		X	ABUT. DIAPHRAGM - HORIZ. - N. SIDEWALK
S525	4	6'-10"		X	ABUT. DIAPHRAGM - HORIZ. - S. SIDEWALK
S526	196	4'-4"	X	X	VERT. FACE PARAPET - VERT.
S527	196	4'-10"	X	X	VERT. FACE PARAPET - VERT.
S528	16	48'-3"		X	VERT. FACE PARAPET - HORIZ. - SPAN 1
S529	16	32'-3"		X	VERT. FACE PARAPET - HORIZ. - SPAN 2
S430	40	48'-3"		X	SIDEWALK - LONGIT. - SPAN 2
S931	2	18'-3"		X	SLAB - LONGIT. - TOP - IN SPAN 2



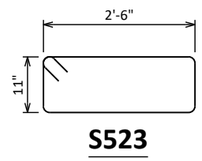
S420



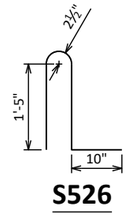
S521



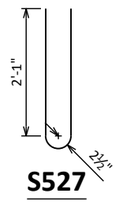
S522



S523



S526



S527

SURVEY TOP OF SLAB ELEVATIONS

	W. ABUT	5/10 PT.	PIER	5/10 PT.	E. ABUT.
NORTH EDGE OF SLAB					
NORTH GUTTER LINE					
CROWN ON R/L					
SOUTH GUTTER LINE					
SOUTH EDGE OF SLAB					

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

STATE PROJECT NUMBER

5993-01-77

NOTES

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 (+).

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

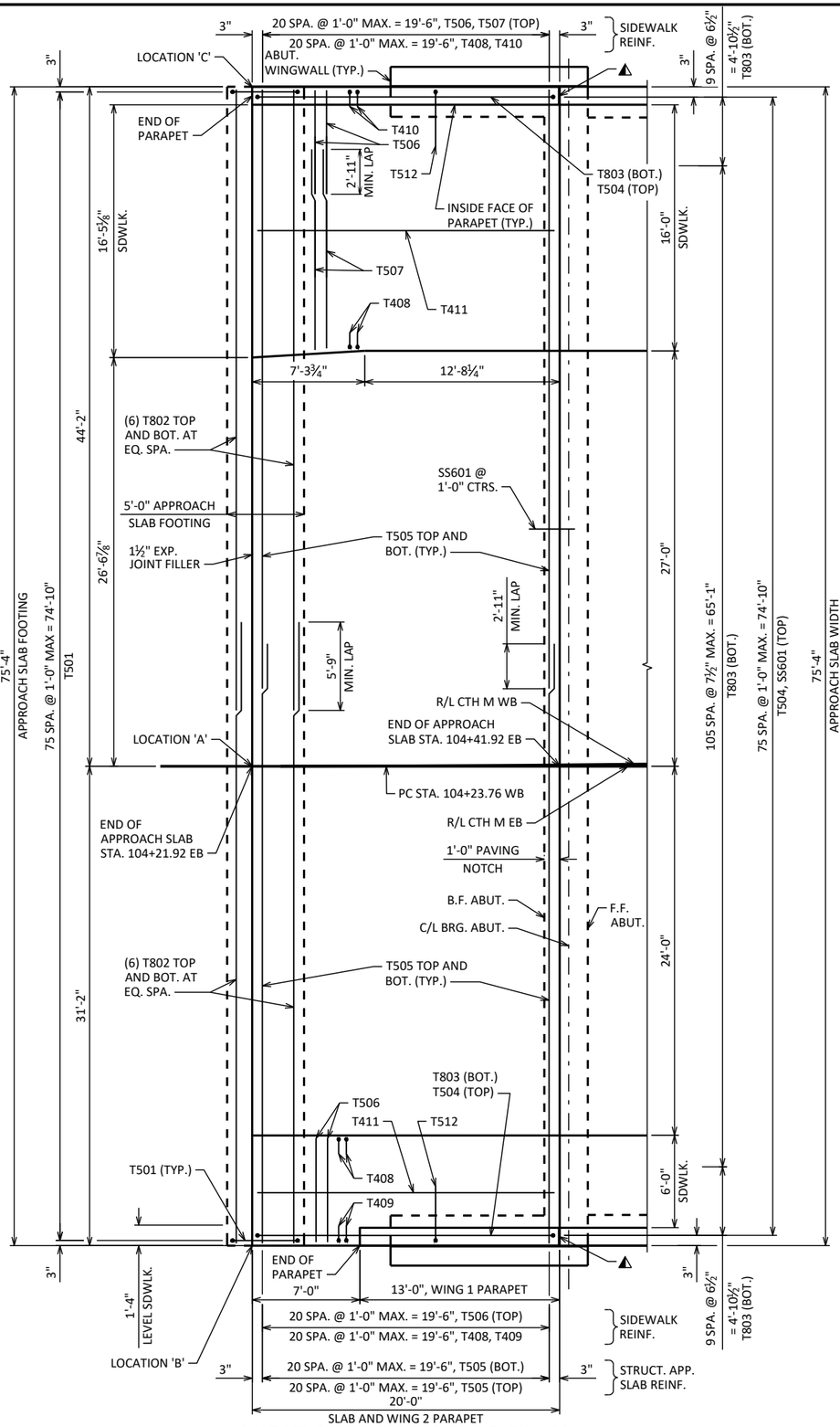
SUPERSTRUCTURE DETAILS

SHEET 15
252

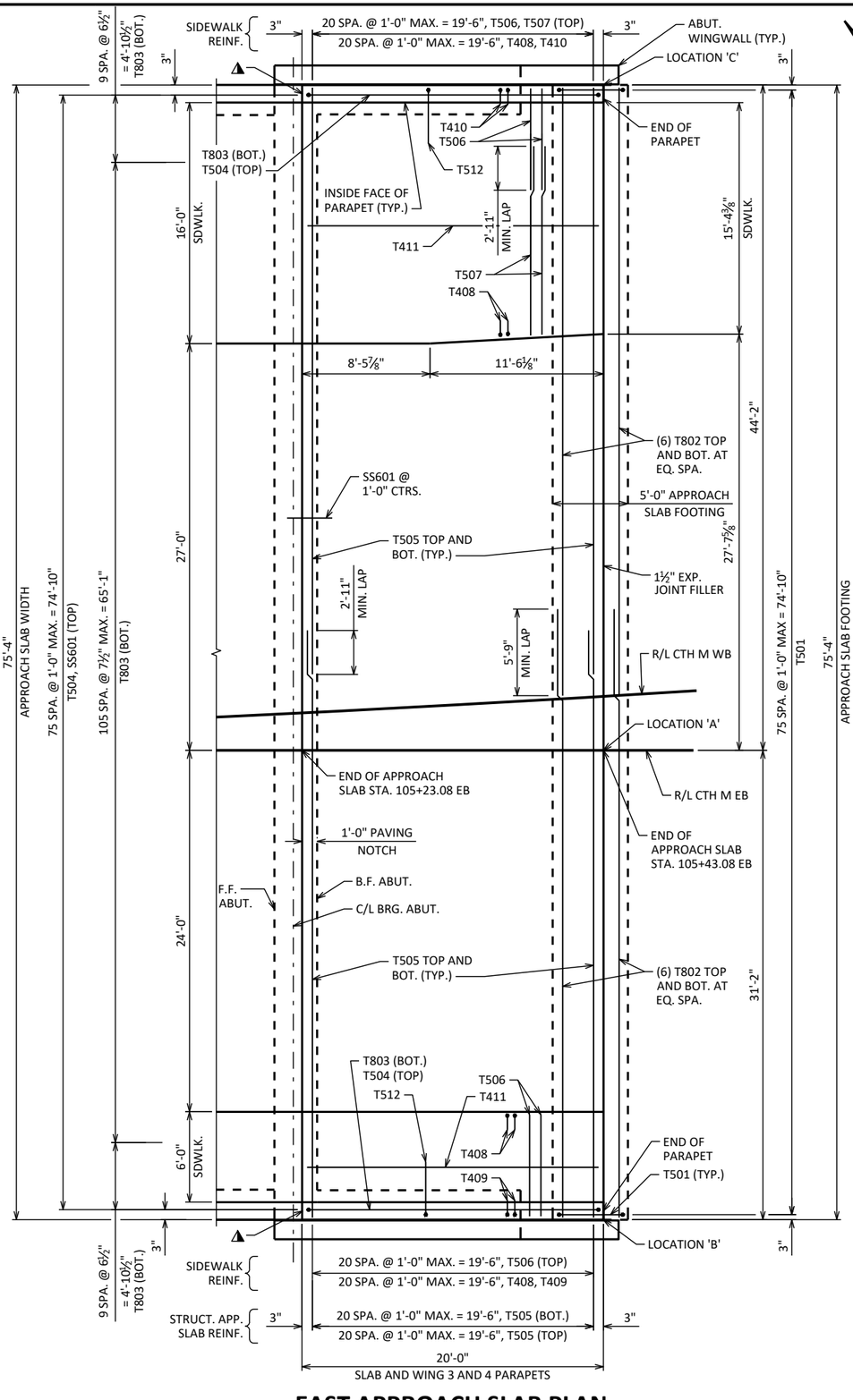
SCALE =

8

8



WEST APPROACH SLAB PLAN



EAST APPROACH SLAB PLAN

STATE PROJECT NUMBER

5993-01-77

LEGEND

⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

APPROACH SLAB ELEVATIONS

LOCATION	WEST APPROACH SLAB		EAST APPROACH SLAB	
	STATION	ELEV.	STATION	ELEV.
'A'	104+21.92 EB	884.59	105+43.08 EB	883.47
'B'	104+21.92 EB	883.97	105+43.08 EB	882.85
'C'	104+21.92 EB	883.71	105+43.08 EB	882.59

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

STRUCTURAL APPROACH SLAB PLAN

SHEET 16
253

8

8

STATE PROJECT NUMBER
5993-01-77

STRUCTURAL APPROACH SLABS
BILL OF BARS

COATED 33,870 LBS

BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
T501	152	12'-2"	X	X	APPROACH SLAB FTG. - STIRRUP
T802	48	40'-6"		X	APPROACH SLAB FTG. - TRANS.
T803	248	21'-6"	X	X	APPROACH SLAB - LONG. - BOT.
T504	152	19'-8"		X	APPROACH SLAB - LONG. - TOP
T505	168	39'-0"		X	APPROACH SLAB - TRANS. - BOT. & TOP
T506	84	6'-10"		X	APPROACH SLAB - TRANS. - SIDEWALK
T507	42	13'-5"		X	APPROACH SLAB - TRANS. - SIDEWALK - NORTH
T408	84	3'-0"	X	X	APPROACH SLAB - VERT. - SIDEWALK
T409	42	3'-2"	X	X	APPROACH SLAB - VERT. - SIDEWALK
T410	42	3'-6"	X	X	APPROACH SLAB - VERT. - SIDEWALK
T411	52	19'-8"		X	APPROACH SLAB - LONG. - SIDEWALK
T512	80	4'-1"	X	X	APPROACH SLAB - TRANS. - TOP - HOOK

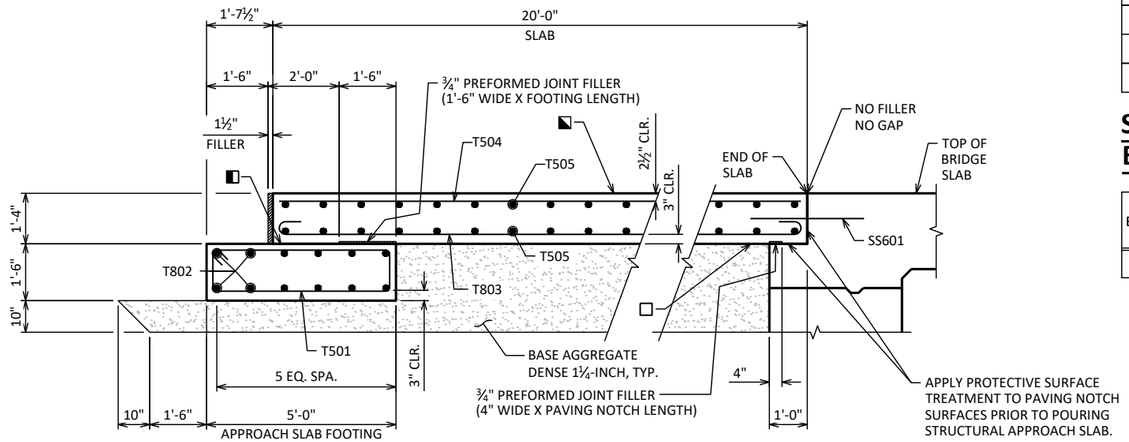
STAINLESS STEEL
BILL OF BARS

COATED 690 LBS

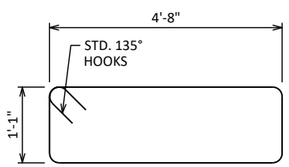
BAR MARK	NO. REQ'D	LENGTH	BENT	STAINLESS	LOCATION
SS601	152	3'-0"		X	STRUCTURE TO APPROACH SLAB

LEGEND

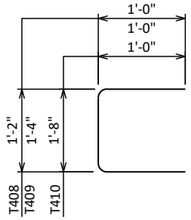
- SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).
- STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF FOOTING.
- PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.
- COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM ENGINEER.
- HORIZ. CONST. JOINT. STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- SLOPE TO DRAIN.



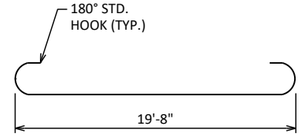
SECTION THRU APPROACH SLAB



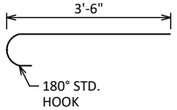
T501



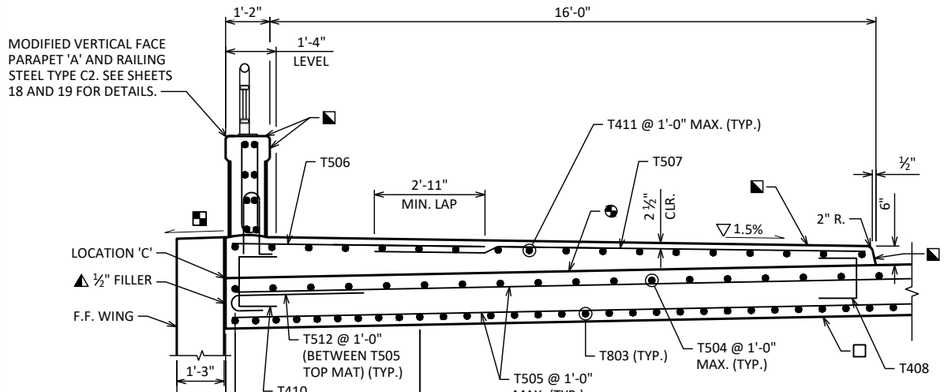
T408, T409, T410

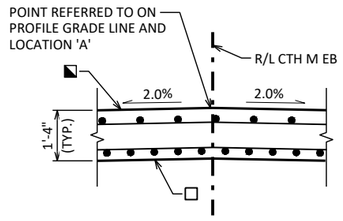


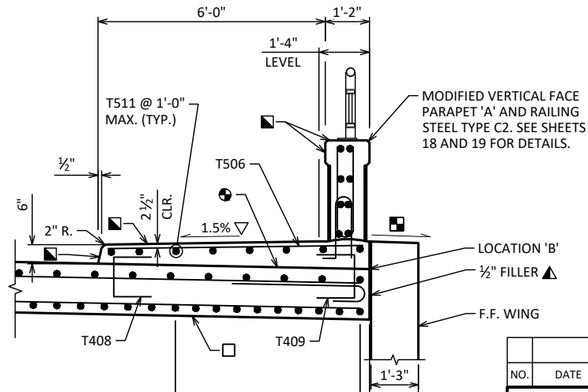
T803



T512







CROSS SECTION THRU APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

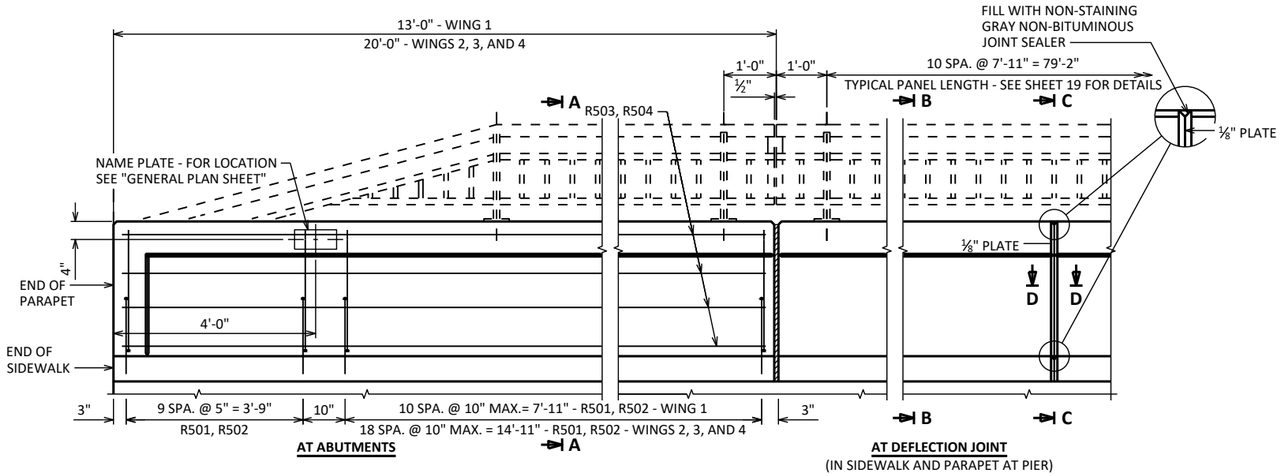
DRAWN BY EJC | PLANS CK'D KRB

STRUCTURAL APPROACH SLAB DETAILS

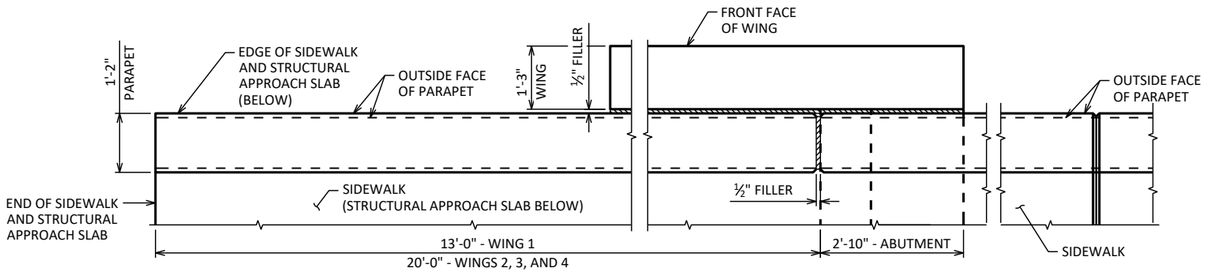
SHEET 17
254

8

8



INSIDE ELEVATION OF PARAPET

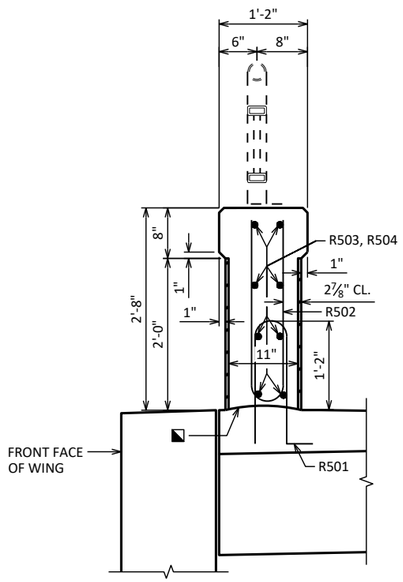


AT ABUTMENTS

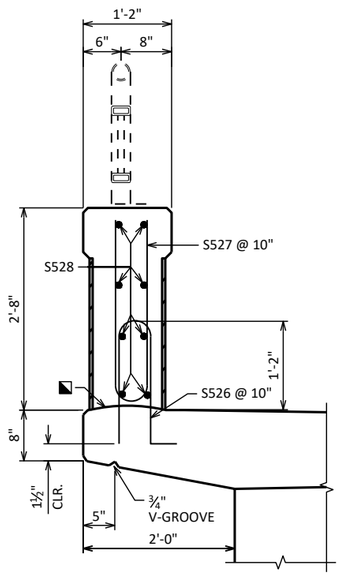
PLAN OF PARAPET

(RAILING NOT SHOWN FOR CLARITY)

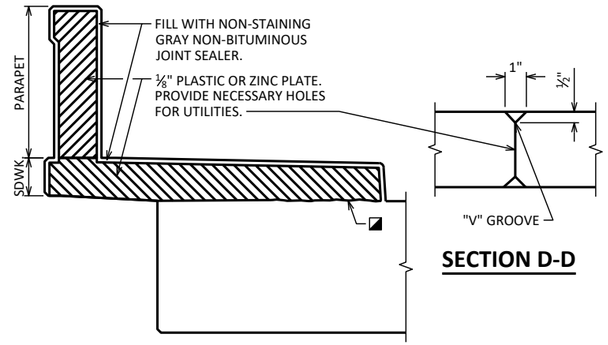
AT DEFLECTION JOINT
(IN SIDEWALK AND PARAPET AT PIER)



SECTION A-A



SECTION B-B

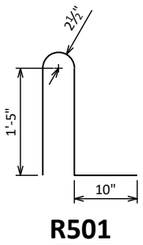


SECTION D-D

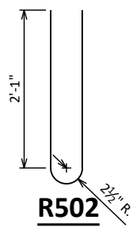
SECTION C-C

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK.)

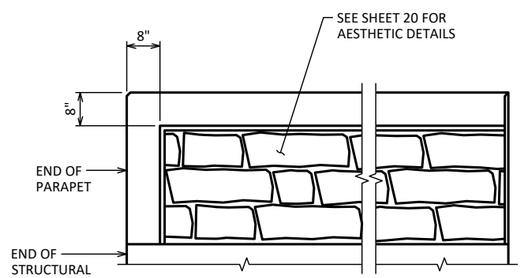
WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF ⅛" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTION C-C BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.



R501

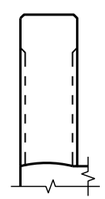


R502



OUTSIDE FACE OF PARAPET

(RAILING NOT SHOWN) (INSIDE FACE SIMILAR)



END VIEW

VERTICAL FACE PARAPET 'A' (AT ABUTMENTS)

BILL OF BARS — COATED: 1630 LBS

BAR MARK	W. ABUT.	E. ABUT.	LENGTH	BENT	COAT	LOCATION
R501	50	58	4'-4"	X	X	PARAPET VERT.
R502	50	58	4'-10"	X	X	PARAPET VERT.
R503	8	-	12'-7"		X	PARAPET HORIZ.
R504	8	16	19'-7"		X	PARAPET HORIZ.

NOTES

WING LENGTHS INCLUDE ½" FILLER.

SEE SHEETS 13, 14, AND 15 FOR SUPERSTRUCTURE BARS.

LEGEND

HORIZ. CONST. JOINT. STRIKE OFF AS SHOWN & LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

MODIFIED VERTICAL FACE PARAPET "A"

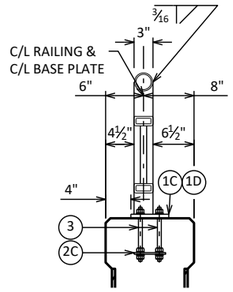
SHEET 18
255

8

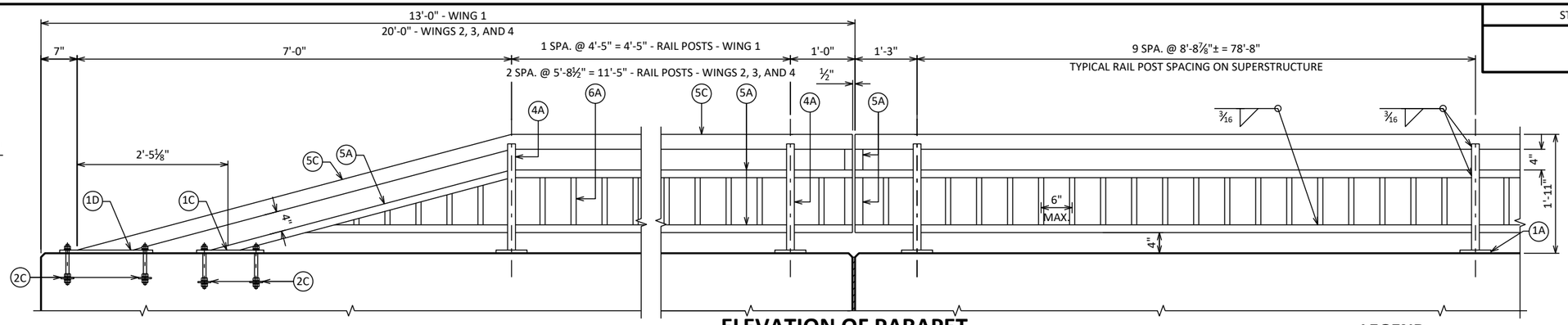
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STATE PROJECT NUMBER

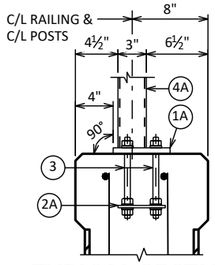
5993-01-77



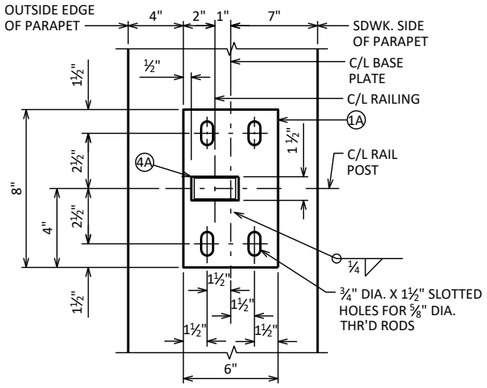
END VIEW



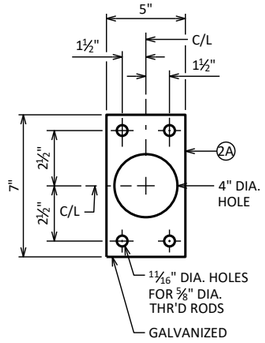
ELEVATION OF PARAPET



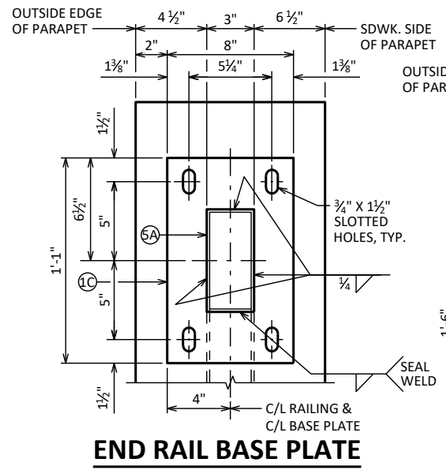
TYPICAL SECTION THRU PARAPET



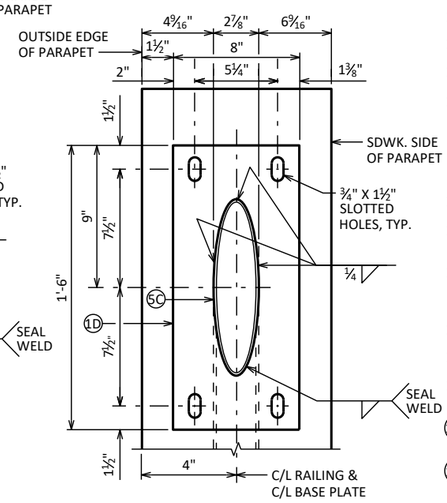
TYPICAL RAIL POST BASE PLATE



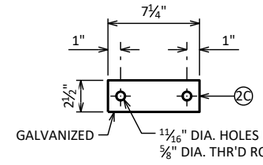
ANCHOR PLATE



END RAIL BASE PLATE



END RAIL BASE PLATE

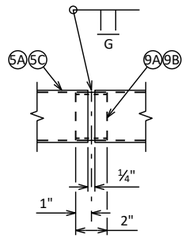


END RAIL ANCHOR PLATE

2 REQ'D. PER END RAIL BASE PLATE

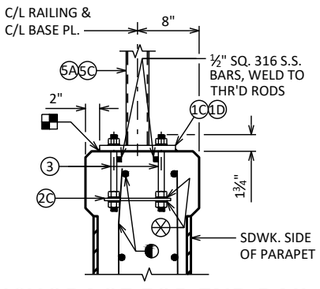
LEGEND

- (1A) PLATE ⅜" X 6" X 8" WITH ¾" X 1½" SLOTTED HOLES.
- (1C) PLATE ⅜" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.
- (1D) PLATE ⅜" X 8" X 1'-6" WITH ¾" X 1 ½" SLOTTED HOLES.
- (2A) ¼" X 5" X 7" 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.
- (4A) STRUCTURAL TUBING 3" X 1½" 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.
- (5C) STRUCTURAL TUBING 2½" DIA. (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & 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".
- (9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.)
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)
- (10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.)



SHOP RAIL SPLICE DETAIL

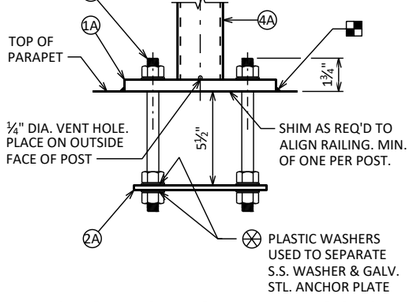
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



ANCHORAGE FOR END RAIL

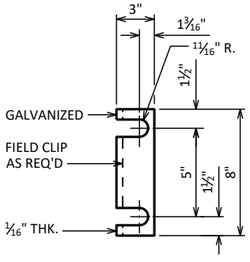
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

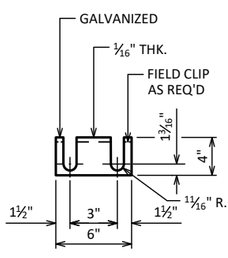
◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



ANCHORAGE FOR RAIL POSTS

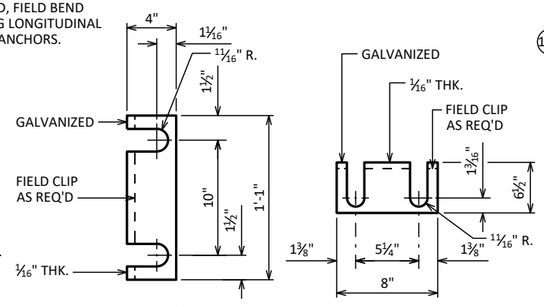
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.





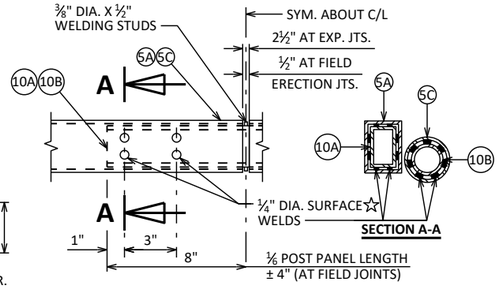
RAIL POST SHIM DETAIL

(2 SETS PER POST)



END RAIL SHIM DETAIL

(2 SETS PER POST)



FIELD ERECTION JOINT DETAIL

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

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2", 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. 27038 (BLACK).

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.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY ABH | PLANS CK'D KRB

COMBINATION RAIL TYPE 'C2' DETAILS

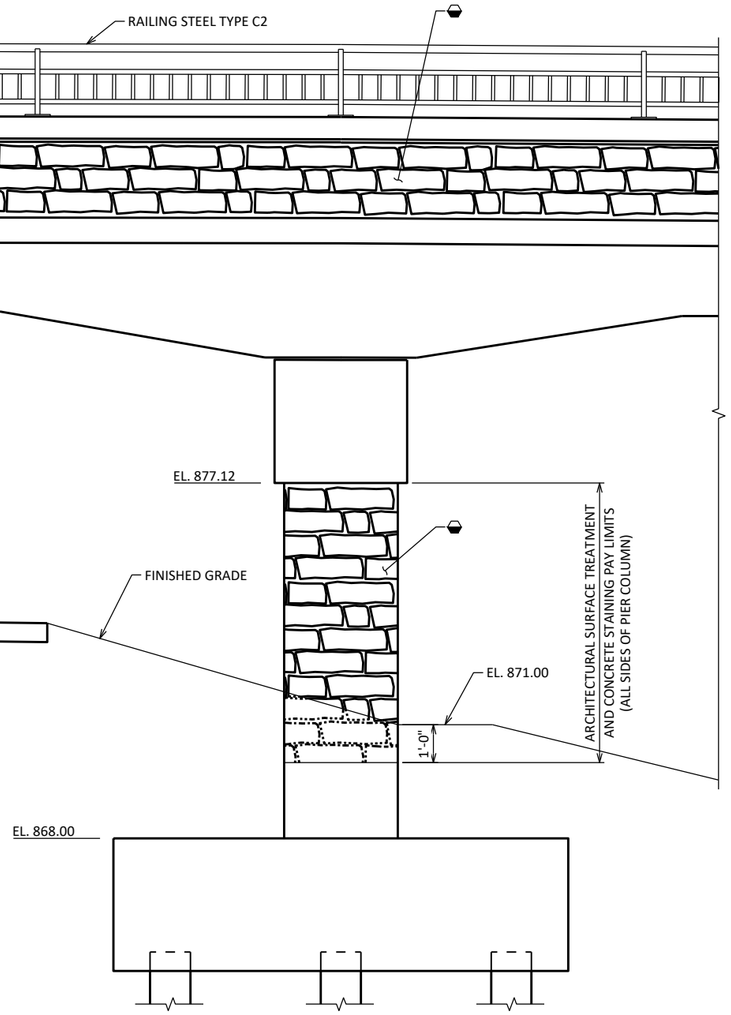
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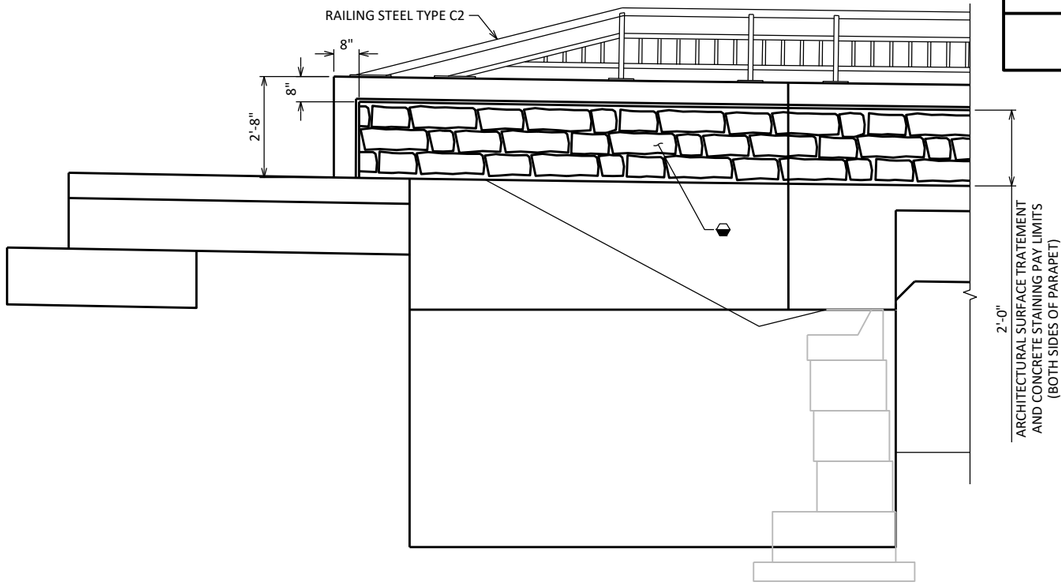
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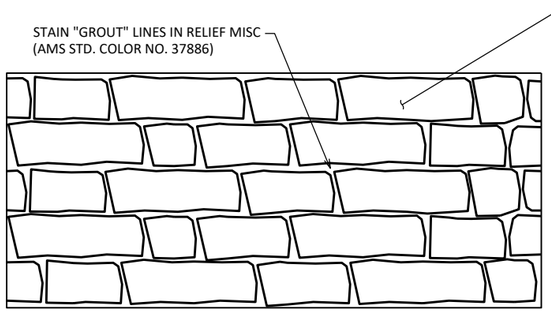


PIER DETAILS



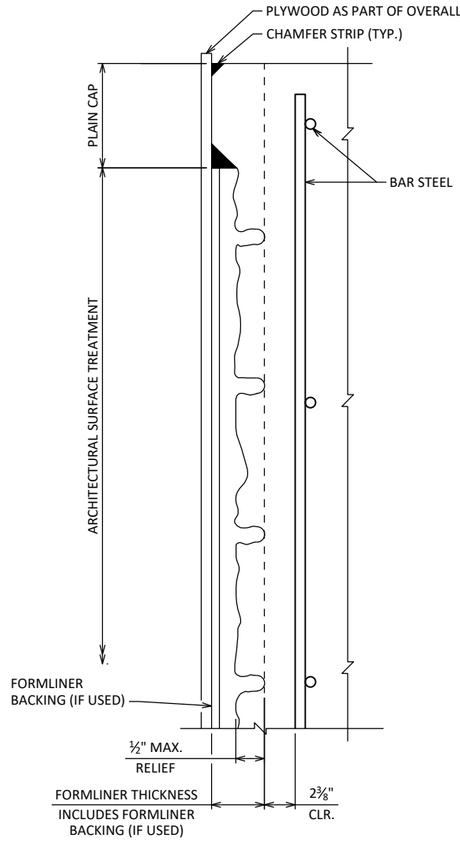
PARAPET DETAILS

(INSIDE AND OUTSIDE FACES OF PARAPET)
(WING 1 SHOWN, OTHER WINGS SIMILAR)



RECTANGULAR CUT STONE

FORMLINER THICKNESS = 1" TO 1½"
COARSE HEIGHT = +/- 8"
MAX RELIEF = ½ "



SECTION THRU FORMLINER

(SECTION AT PARAPET SHOWN, PIER SIMILAR)

PARAPET NOTES

FORMLINER COURSING ON PARAPETS SHALL BE PARALLEL TO TOP OF PARAPET.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS ABUTMENT JOINTS AND DEFLECTION JOINTS.

PIER NOTES

FORMLINER COURSING ON PIERS SHALL BE LEVEL.

THE FORMLINER COURSING ON ALL FACES OF EACH COLUMN SHALL BE VERTICALLY ALIGNED.

WRAP AROUND/MATCH FORMLINER PATTERN AT CORNERS.

LEGEND

⬙ ARCHITECTURAL SURFACE TREATMENT, RECTANGULAR CUT STONE PATTERN WITH ½" MAXIMUM RELIEF. STAIN ALL SURFACES RECEIVING ARCHITECTURAL SURFACE TREATMENT. REFER TO "RECTANGULAR CUT STONE" DETAIL ON THIS SHEET FOR AMS STD. COLOR NUMBERS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY	EJC	PLANS CK'D	KRB

AESTHETIC DETAILS

SHEET 20
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STATE PROJECT NUMBER

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NOTES

BID ITEMS SHALL BE:

"OUTLET BOXES 4X4X6-INCH", EACH
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

LIMITS OF PAYMENT FOR STRUCTURE BID ITEM CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH SHALL BE 6-INCHES PAST THE FACE OF CONCRETE. CONDUIT PAST THIS POINT, PULL BOXES, AND LIGHT FIXTURES ARE INCLUDED IN THE ROADWAY PLANS.

PLACE A 4X4X6 OUTLET BOX AT EACH PROPOSED AND FUTURE FIXTURE LOCATION.

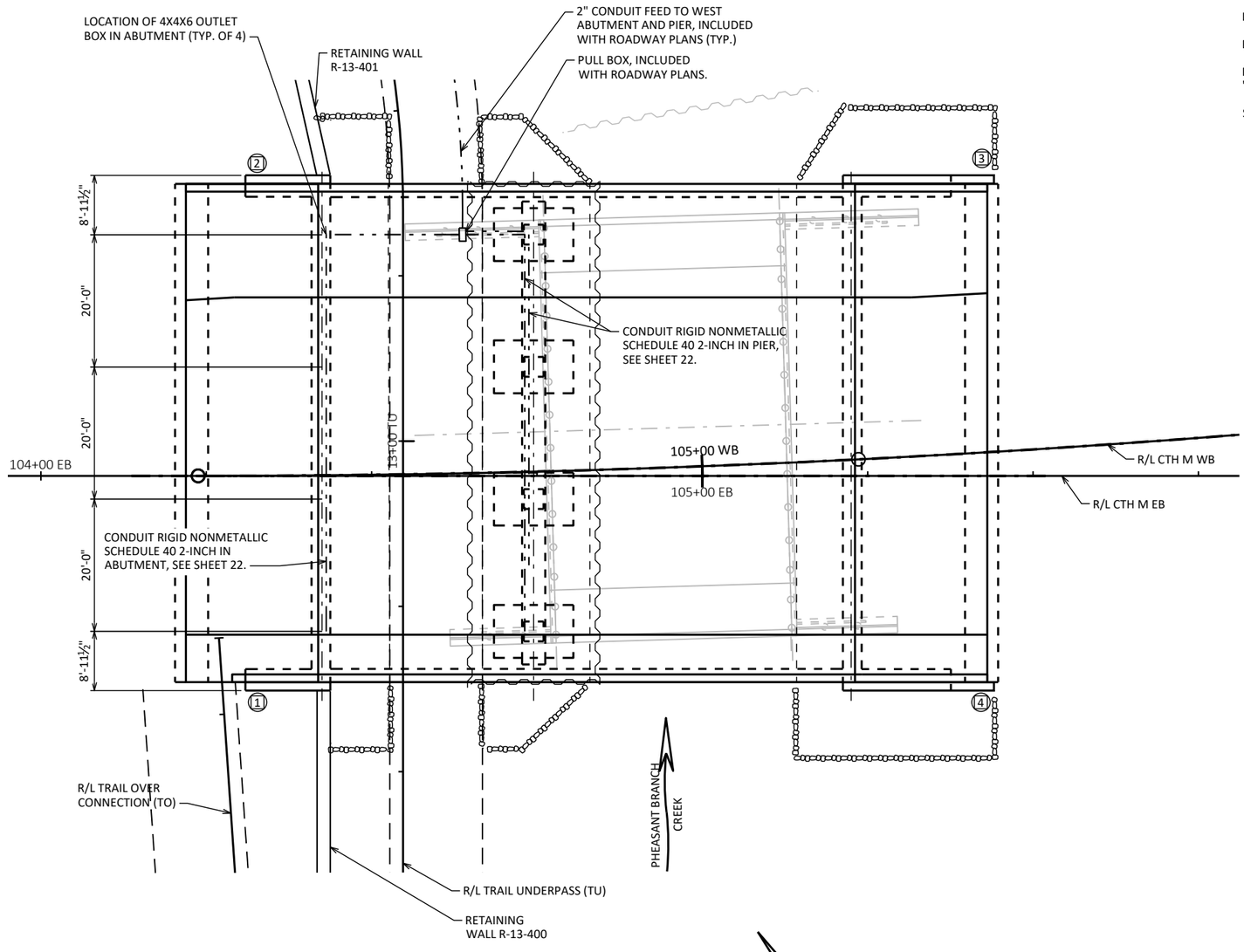
POSITION CONDUITS VERTICALLY TO ENSURE DRAINAGE OF CONDENSATE.

INSTALL OUTLET BOXES FLUSH WITH FACE OF CONCRETE.

BRIDGE CONTRACTOR TO PROVIDE A PULL WIRE IN ALL CONDUIT FOR FUTURE CABLE INSTALLATION.

PROVIDE COVER PLATES FOR OUTLET BOXES WITHOUT A LIGHT FIXTURE. COVER PLATES INCLUDED IN "OUTLET BOXES 4X4X6-INCH". COVER PLATES SHALL BE PAINTED TO MATCH COLOR OF FACE OF CONCRETE.

SEE SHEET 22 FOR ADDITIONAL DETAILS.



CONDUIT PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

CONDUIT PLAN

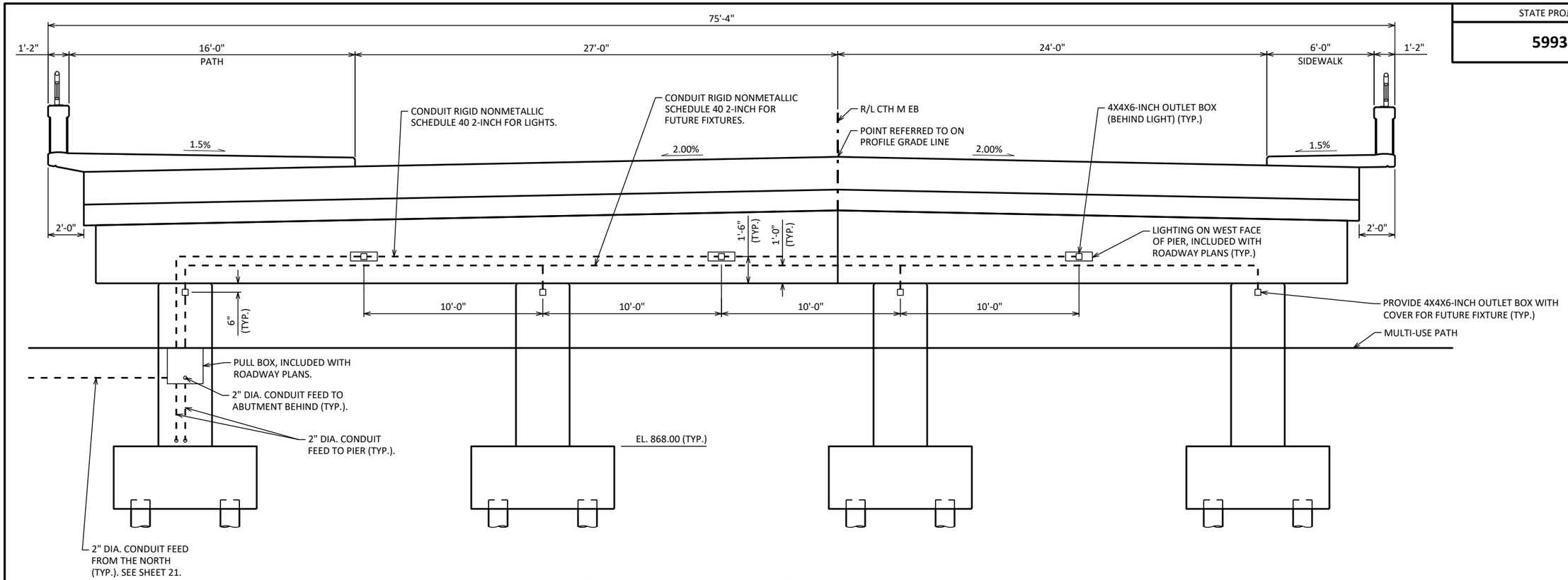
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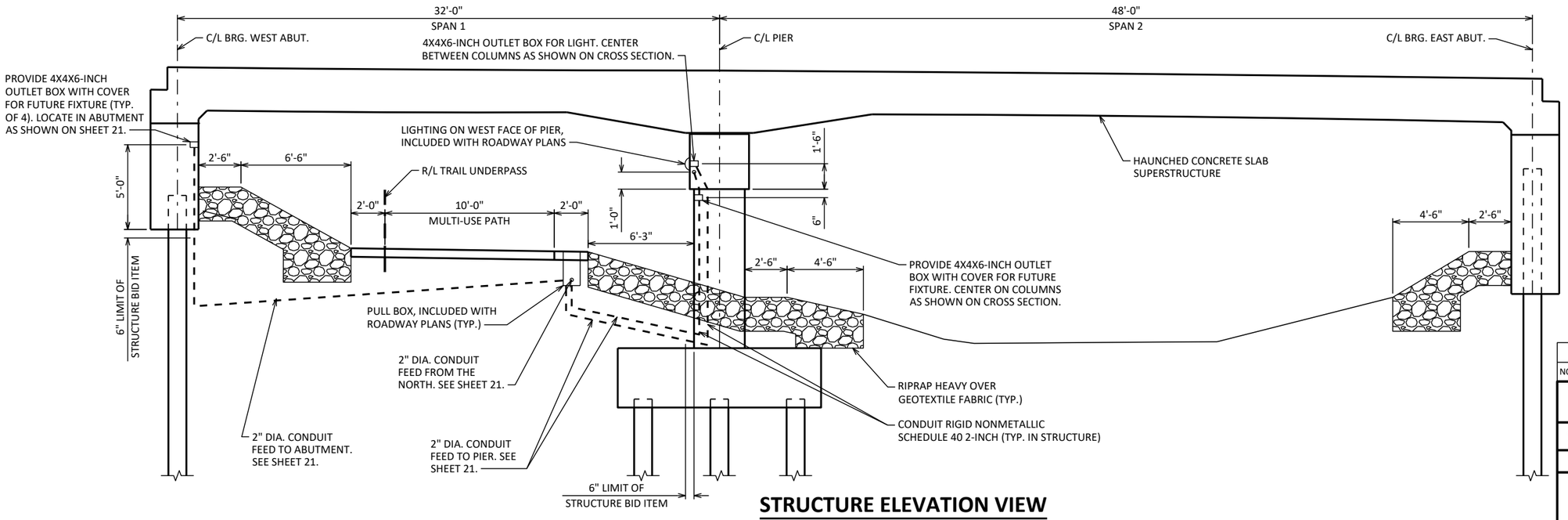
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CROSS SECTION THRU BRIDGE AT PIER

(LOOKING EAST)



STRUCTURE ELEVATION VIEW

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-905

DRAWN BY EJC | PLANS CK'D KRB

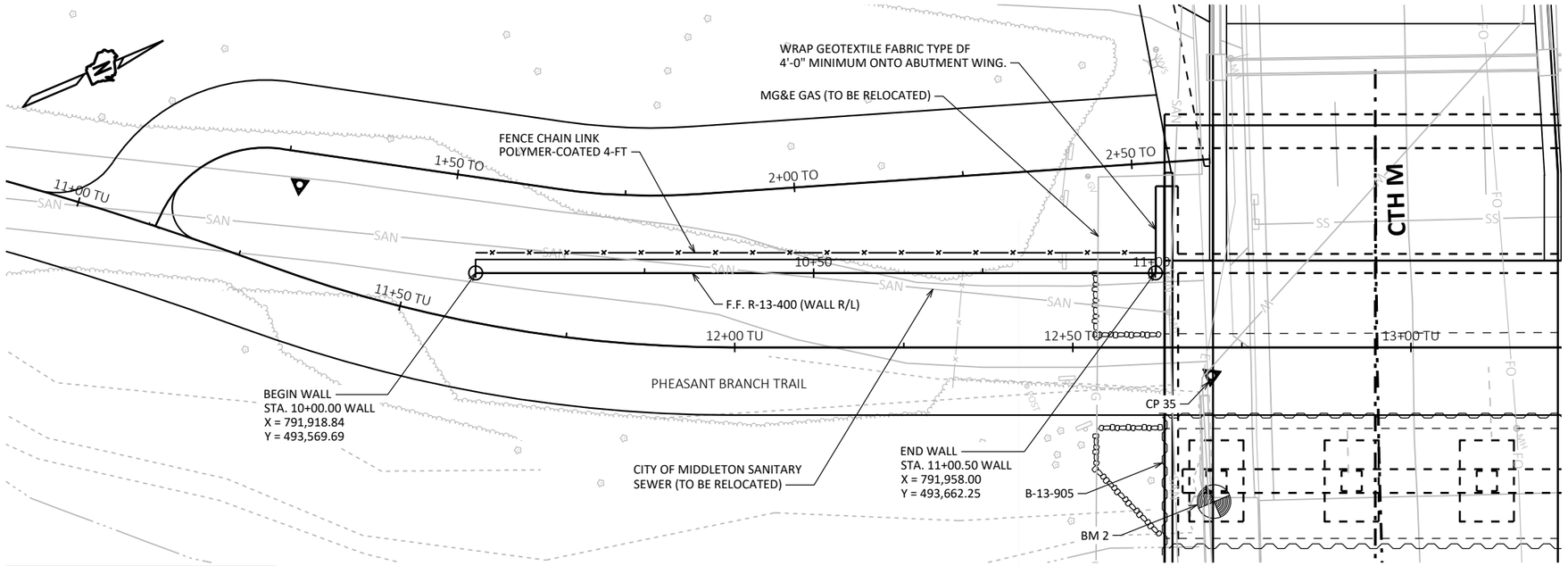
CONDUIT SECTIONS

SHEET 22

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STATE PROJECT NUMBER

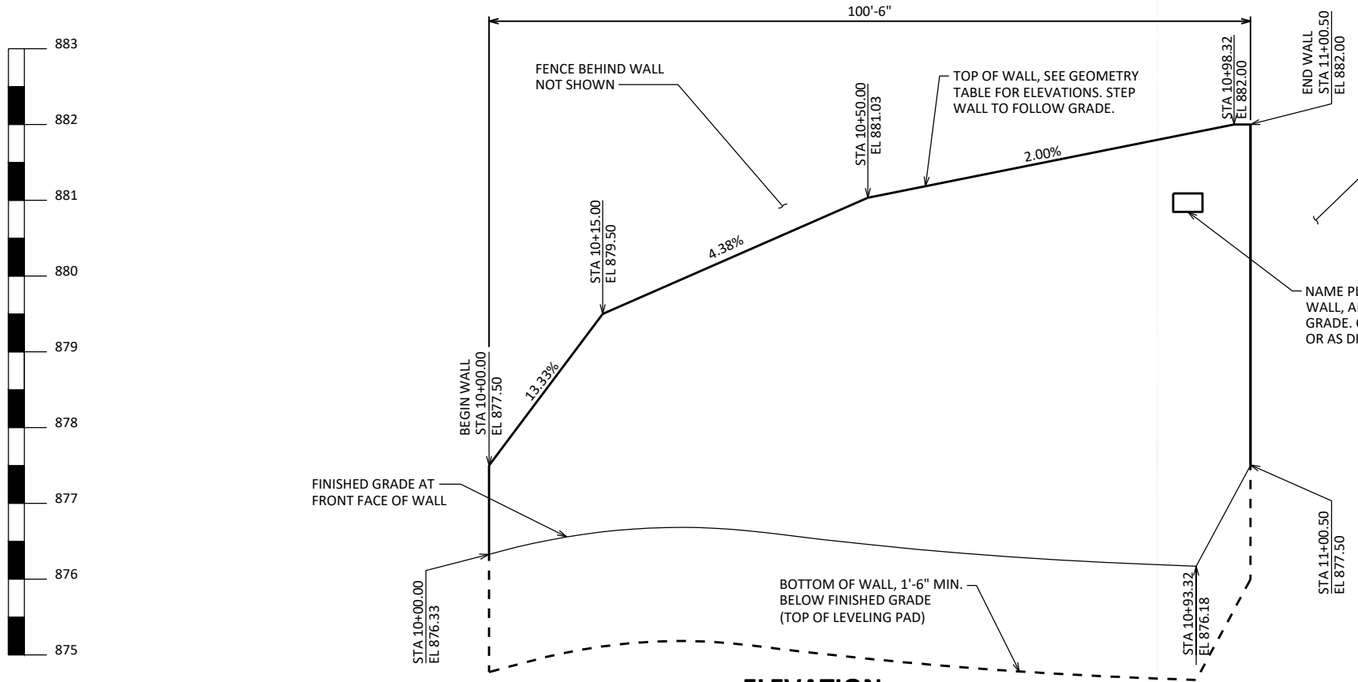
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LIMITED UTILITY AND R/W INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS FOR ADDITIONAL UTILITY INFORMATION.

PLAN

(MODULAR BLOCK GRAVITY WALL)



ELEVATION

(LOOKING AT FRONT FACE OF WALL)

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-400."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET AND SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

SEE SPECIAL PROVISIONS FOR AESTHETIC TREATMENT TO WALL.

MATERIAL PROPERTIES:

WALL MODULAR BLOCKS ——— f'_c = 4,000 PSI (WET CAST)

ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS:

1. GENERAL PLAN & ELEVATION
2. TYP. SECTION, NOTES, QTY., & DESIGN DATA
3. FENCING DETAILS
4. SUBSURFACE EXPLORATION

CONTROL POINT

NO.	STATION	DESCRIPTION
CP 35	104+58.92 EB, 24.24' RT	CHISELED X

NOTE: SEE ROADWAY PLANS FOR ADDITIONAL CONTROL POINT INFORMATION.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
BM 2	104+77.57 EB, 23.85' RT	MONUMENT IN SIDEWALK AT THE SW CORNER OF BRIDGE	881.37

NOTE: SEE ROADWAY PLANS FOR ADDITIONAL BENCHMARK INFORMATION.

WISCONSIN
EVAN J. CONSTANT
E-48226
MADISON
WI
PROFESSIONAL ENGINEER

4-29-2026

STRUCTURE DESIGN CONTACTS:

DESIGN CONSULTANT: EVAN CONSTANT 608-251-4843
BUREAU OF STRUCTURES: AARON BONK 608-261-0261

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/12/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-13-400

RETAINING WALL AT CTH M

COUNTY	CITY
DANE	MIDDLETON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
EJC	KRB	EJC	KRB

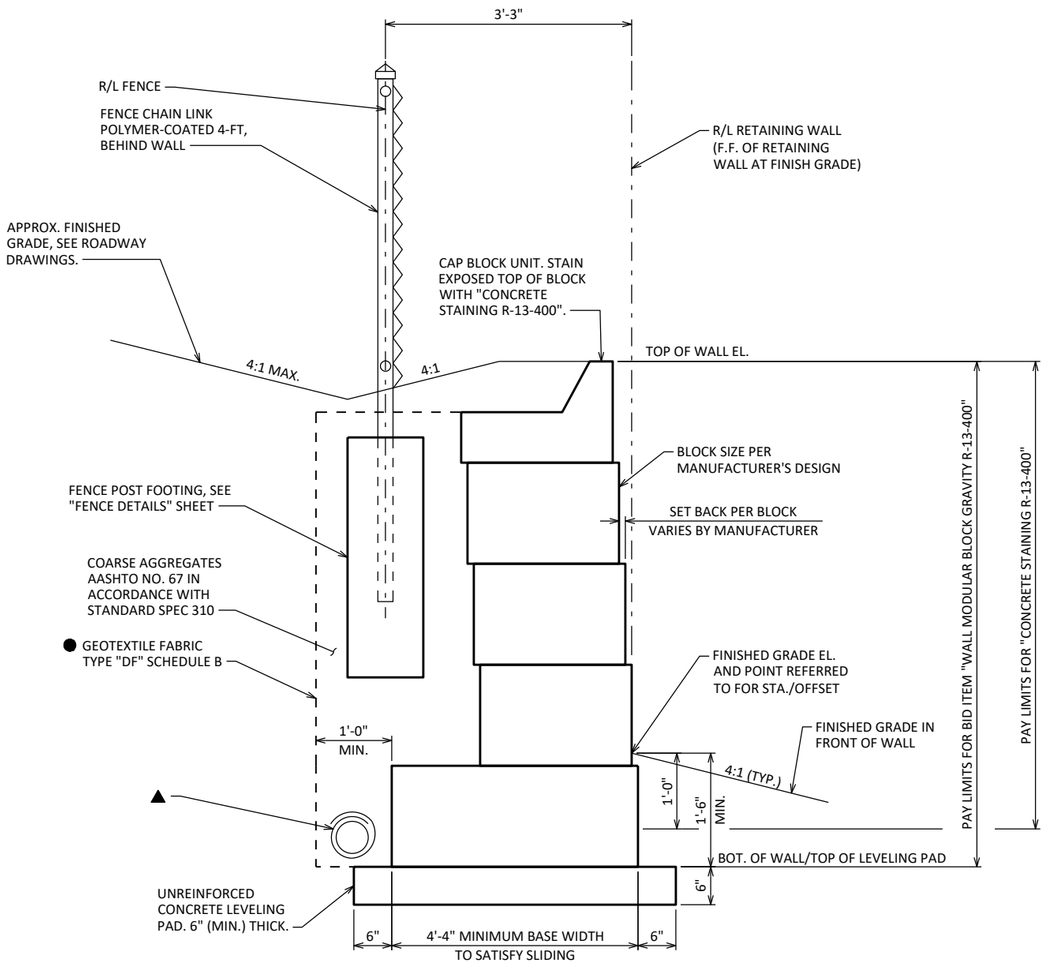
GENERAL PLAN & ELEVATION

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I.D. 5993-01-07 DATE:

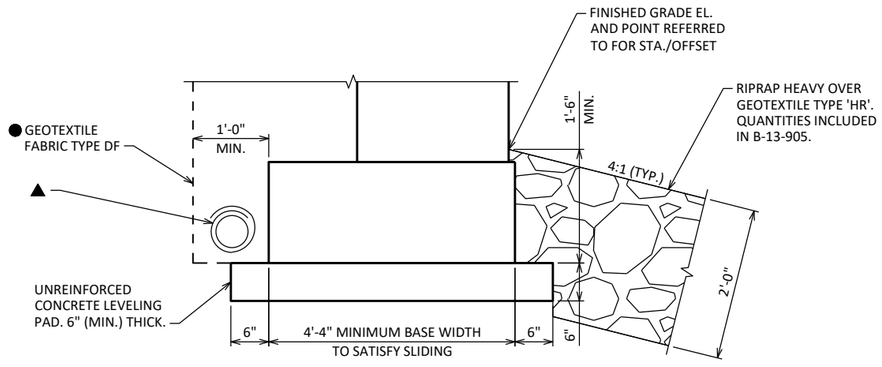
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WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY COUNTY FROM MANUFACTURER'S STANDARD OPTIONS.



WALL MODULAR BLOCK GRAVITY BASE SECTION AT RIPRAP

SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL BEHIND THE WALL IN THE REINFORCING ZONE	32	0	120
FILL, CLAYEY SAND WITH GRAVEL BEHIND THE REINFORCING ZONE *	26	0	120
BOR-02			
(SP) SAND EL. 879.00 TO EL. 869.00	27	0	115
(ML) SILTY SAND EL. 869.00 TO EL. 864.00	29	0	115
(SP) SAND WITH GRAVEL EL. 864.00 TO EL. 859.00	32	0	120
(SP) SAND EL. 859.00 TO EL. 844.00	35	0	120
(SM) SILTY SAND EL. 844.00 TO EL. 834.00	36	0	120
(SP) SAND EL. 834.00 TO EL. 824.00	36	0	120
(SM) SILTY SAND EL. 824.00 TO EL. 811.00	36	0	120
BOR-07			
(SC FILL) FILL, CLAYEY SAND WITH GRAVEL EL. 881.00 TO EL. 875.50	26	0	110
(SM) SILTY SAND EL. 875.50 TO EL. 869.00	33	0	120
(SM) SILTY SAND EL. 869.00 TO EL. 864.00	30	0	115
(SM) SILTY SAND EL. 864.00 TO EL. 851.00	36	0	120
BOR-08			
(SM FILL) FILL, SILTY SAND EL. 880.00 TO EL. 874.50	28	0	115
(CL FILL) FILL, SANDY LEAN CLAY EL. 874.50 TO EL. 872.00	26	500	126
(SC) CLAYEY SAND EL. 872.00 TO EL. 868.00	29	0	115
(SM) SILTY SAND EL. 868.00 TO EL. 863.00	30	0	115
(SM) SILTY SAND EL. 863.00 TO EL. 850.00	34	0	120

* DESIGN WALL FOR THESE VALUES

GEOMETRY TABLE

WALL STATION	TOP OF WALL EL.	FINISHED GRADE EL.
10+00.00	877.50	876.33
10+15.00	879.50	876.63
10+25.00	879.94	876.68
10+50.00	881.03	876.46
10+75.00	881.53	876.25
10+93.32	881.90	876.18
10+98.32	882.00	877.17
11+00.50	882.00	877.50

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
517.1010.S	CONCRETE STAINING R-13-400	SF	570
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	111
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 4-FT R-13-400	LF	101
SPV.0165	WALL MODULAR BLOCK GRAVITY R-13-400	SF	570
	NON-BID ITEMS		
	FILLER	SIZE	½", ¾"
	NAME PLATE		

STATE PROJECT NUMBER

5993-01-77

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (1) (FEET)	5.6
EXPOSED WALL HEIGHT (2) (FEET)	4.1
BORING LOCATION USED	B-07
APPROXIMATE WALL STATION	10+87
CAPACITY TO DEMAND RATIO (CDR)	
SLIDING (CDR > 1.0) (3)	1.01
ECCENTRICITY (CDR > 1.0)	1.46
OVERALL STABILITY (CDR > 1.0)	1.25
BEARING RESISTANCE (CDR > 1.0)	2.46
FACTORED BEARING RESISTANCE (PSF)	3,910

NOTES:
1. WALL HEIGHT IS THE DISTANCE FROM THE TOP OF THE LEVELING PAD TO THE GRADE ABOVE THE WALL.
2. CONSIDERS 1.5-FOOT EMBEDMENT.
3.SLIDING CONTROLLED REQUIRING A MINIMUM BASE WIDTH OF 4.3 FEET.

NOTES:

1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN TO THE FRONT FACE OF WALL R-13-400 AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-13-400 WITH THE WEST ABUTMENT OF BRIDGE B-13-905.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS NECESSARY TO AVOID DAMAGE.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-400" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

AT THE BACK FACE OF THE WALL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE SHALL BE BACKFILLED AS SHOWN IN THE TYPICAL SECTION. EXCAVATION AND BACKFILLING REQUIRED TO INSTALL THE WALL SHALL BE INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-400". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

WET CAST BLOCKS WITH A MINIMUM HEIGHT OF 16" ARE REQUIRED FOR THIS WALL.

FACE OF WALL SHALL HAVE A SIMULATED STONE TEXTURE TO PROVIDE THE APPEARANCE OF CUT NATURAL LIMESTONE.

STAIN RETAINING WALL TO LIMITS SHOWN. COLOR SHALL BE RADOME TAN, YELLOW (AMS STD. COLOR NO. 33613).

LEGEND

▲ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SOUTH END OF WALL. CONNECT NORTH END TO B-13-905 PIPE UNDERDRAIN.

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE COARSE AGGREGATES AASHTO NO. 67 FROM BACKFILL ON ALL SIDES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-400

DRAWN BY EJC | PLANS CK'D KRB

TYP. SECTION, NOTES, QTY., & DESIGN DATA

SHEET 2
261

8

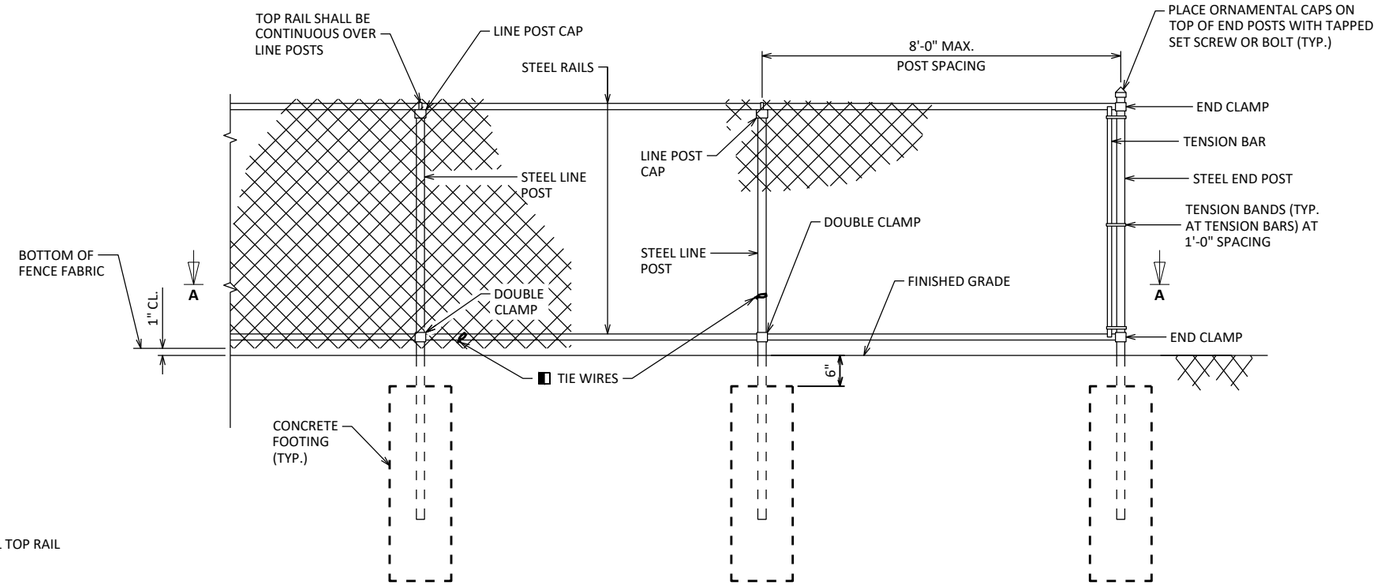
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STATE PROJECT NUMBER

5993-01-77

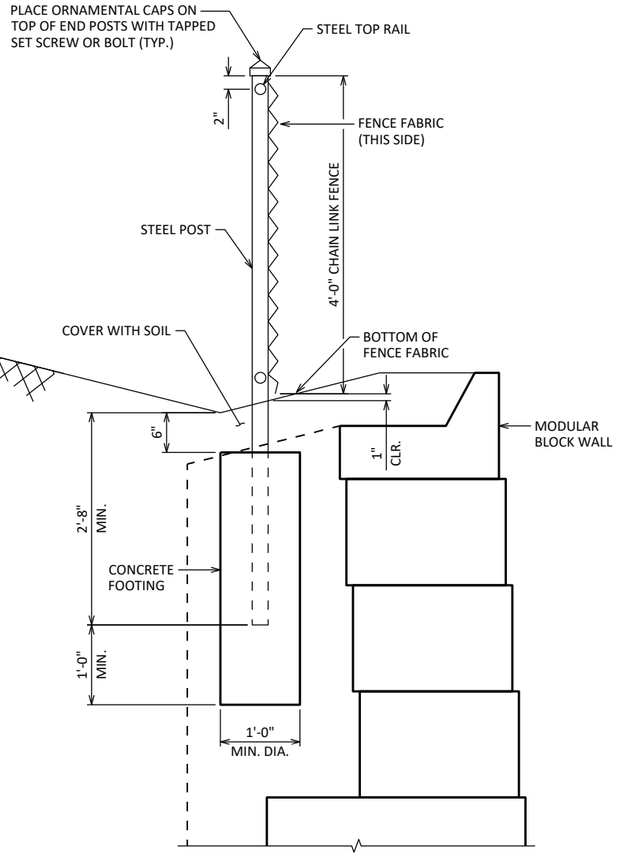
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65

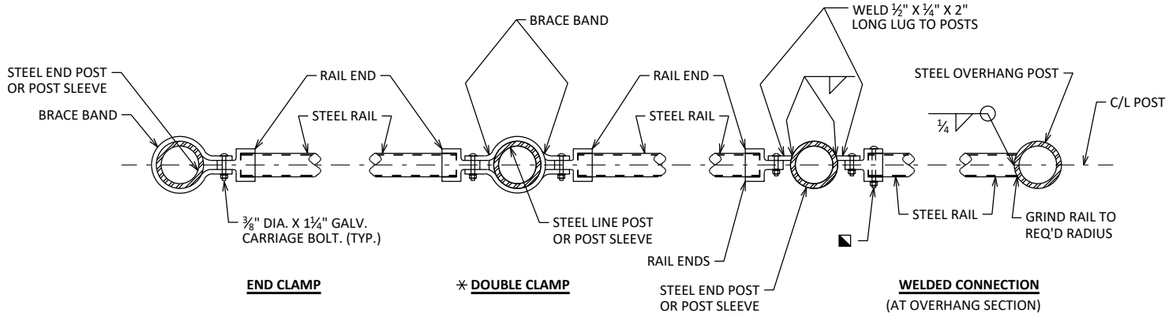


FENCE PART ELEVATION

VIEWING FABRIC SIDE

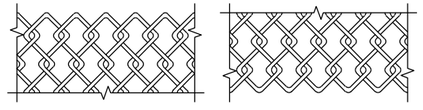


SECTION THRU FENCE



SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT R-13-400". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

⁎ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-400

DRAWN BY ABH | PLANS CK'D EJC

FENCING DETAILS

SHEET 3

262

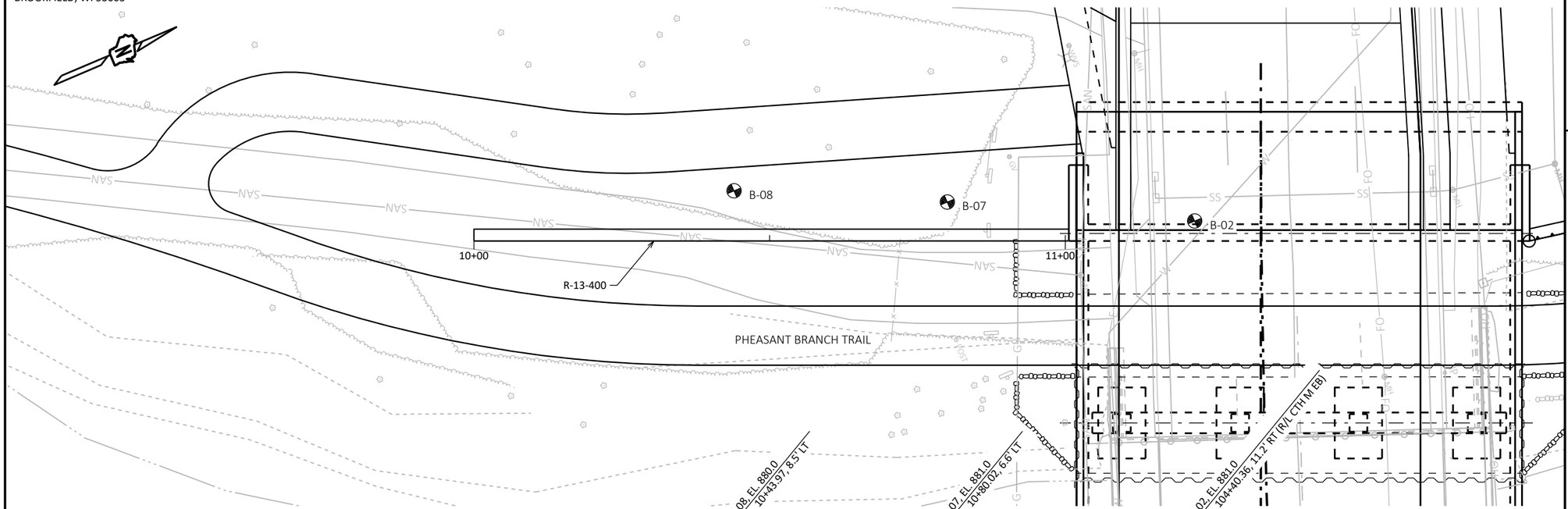
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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-02	3/11/2024	493,683.25	791,963.20
B-07	3/16/2024	493,645.93	791,943.94
B-08	3/16/2024	493,613.50	791,928.15
BORINGS COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
REPORT COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
ALL COORDINATES REFERENCED TO WISCRS, DANE COUNTY, NAD 83 (2011)			

BORINGS PERFORMED AND REPORT COMPLETED BY:
ENGINEERING CONSULTING SERVICES (ECS)
3695 N. 126TH STREET, UNIT C
BROOKFIELD, WI 53005



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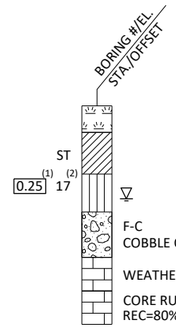
STATE PROJECT NUMBER

5993-01-77

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 R-13-400

DRAWN BY EJC | PLANS CK'D KRB

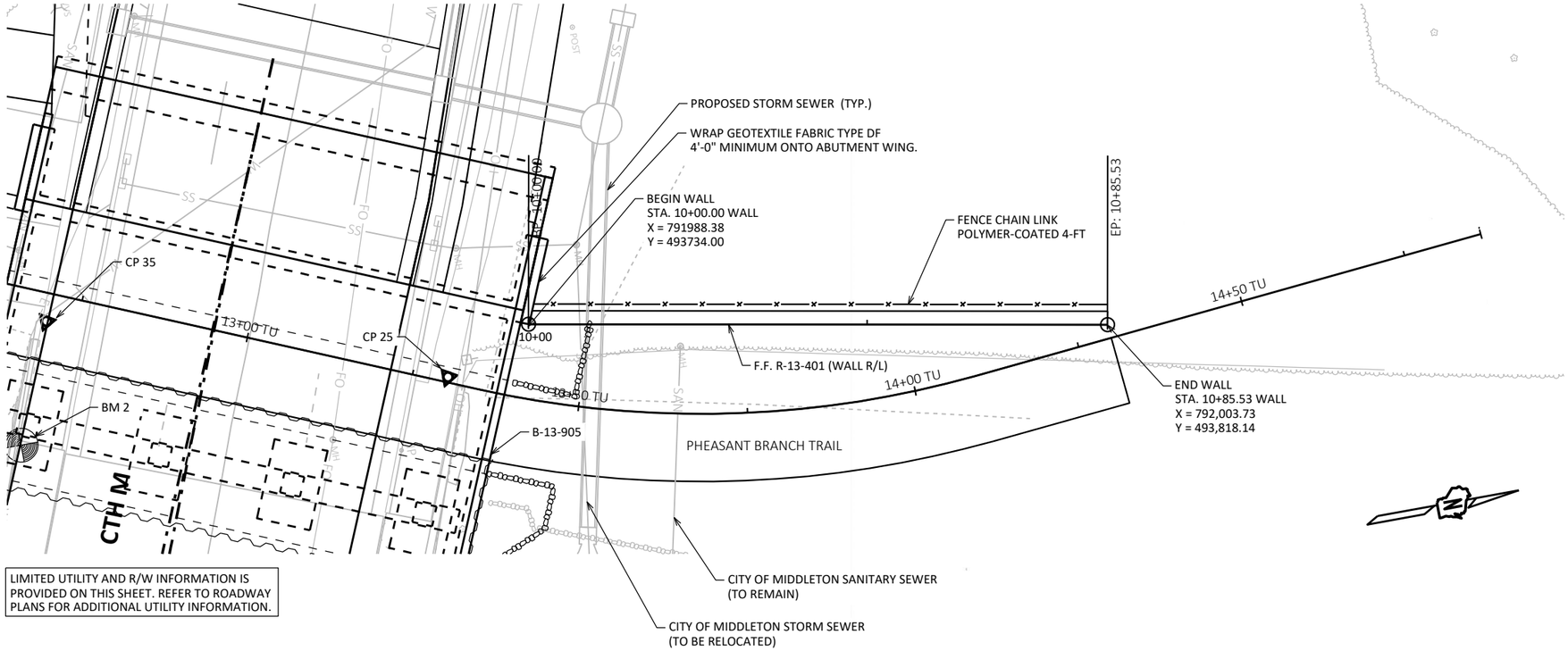
SUBSURFACE EXPLORATION

SHEET 4
263

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STATE PROJECT NUMBER

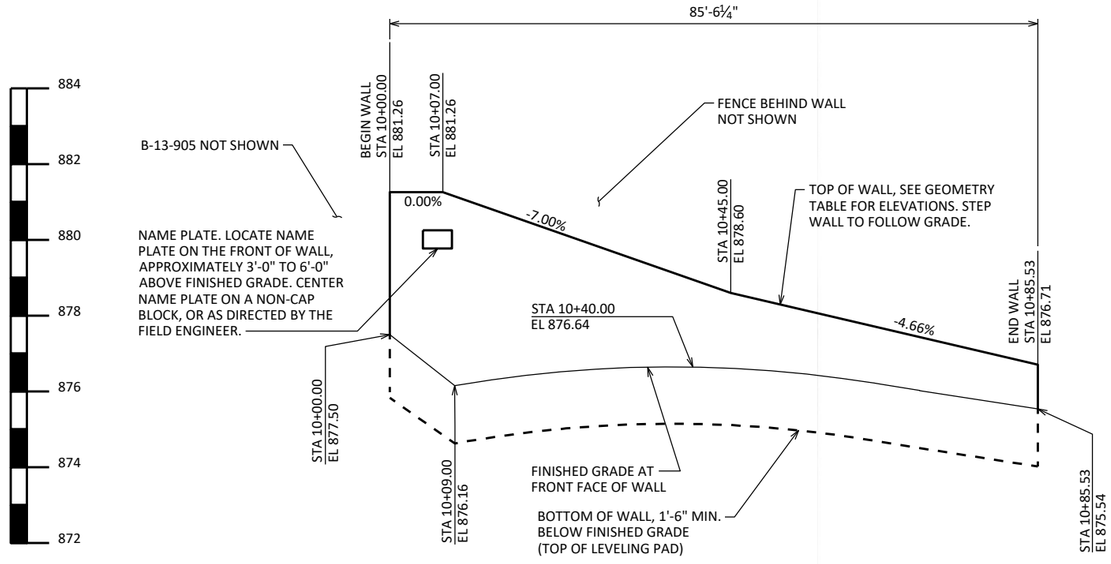
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LIMITED UTILITY AND R/W INFORMATION IS PROVIDED ON THIS SHEET. REFER TO ROADWAY PLANS FOR ADDITIONAL UTILITY INFORMATION.

PLAN

(MODULAR BLOCK GRAVITY WALL)



ELEVATION

(LOOKING AT FRONT FACE OF WALL)

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-401."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET AND SHEET 2.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

SEE SPECIAL PROVISIONS FOR AESTHETIC TREATMENT TO WALL.

MATERIAL PROPERTIES:

WALL MODULAR BLOCKS ——— f'_c = 4,000 PSI (WET CAST)

ALLOWABLE WALL SYSTEMS

WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS:

1. GENERAL PLAN & ELEVATION
2. TYP. SECTION, NOTES, QTY., & DESIGN DATA
3. FENCING DETAILS
4. SUBSURFACE EXPLORATION

WISCONSIN
EVAN J. CONSTANT
E-48226
MADISON
WI
PROFESSIONAL ENGINEER

4-29-2026

CONTROL POINT

NO.	STATION	DESCRIPTION
CP 25	104+53.97 EB, 35.46' LT	CHISELED X
CP 35	104+58.92 EB, 24.24' RT	CHISELED X

NOTE: SEE ROADWAY PLANS FOR ADDITIONAL CONTROL POINT INFORMATION.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
BM 2	104+77.57 EB, 23.85' RT	MONUMENT IN SIDEWALK AT THE SW CORNER OF BRIDGE	881.37

NOTE: SEE ROADWAY PLANS FOR ADDITIONAL BENCHMARK INFORMATION.

STRUCTURE DESIGN CONTACTS:

DESIGN CONSULTANT: EVAN CONSTANT 608-251-4843
BUREAU OF STRUCTURES: AARON BONK 608-261-0261

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/12/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-13-401

RETAINING WALL AT CTH M

COUNTY	CITY
DANE	MIDDLETON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
EJC	KRB	EJC	KRB

GENERAL PLAN & ELEVATION

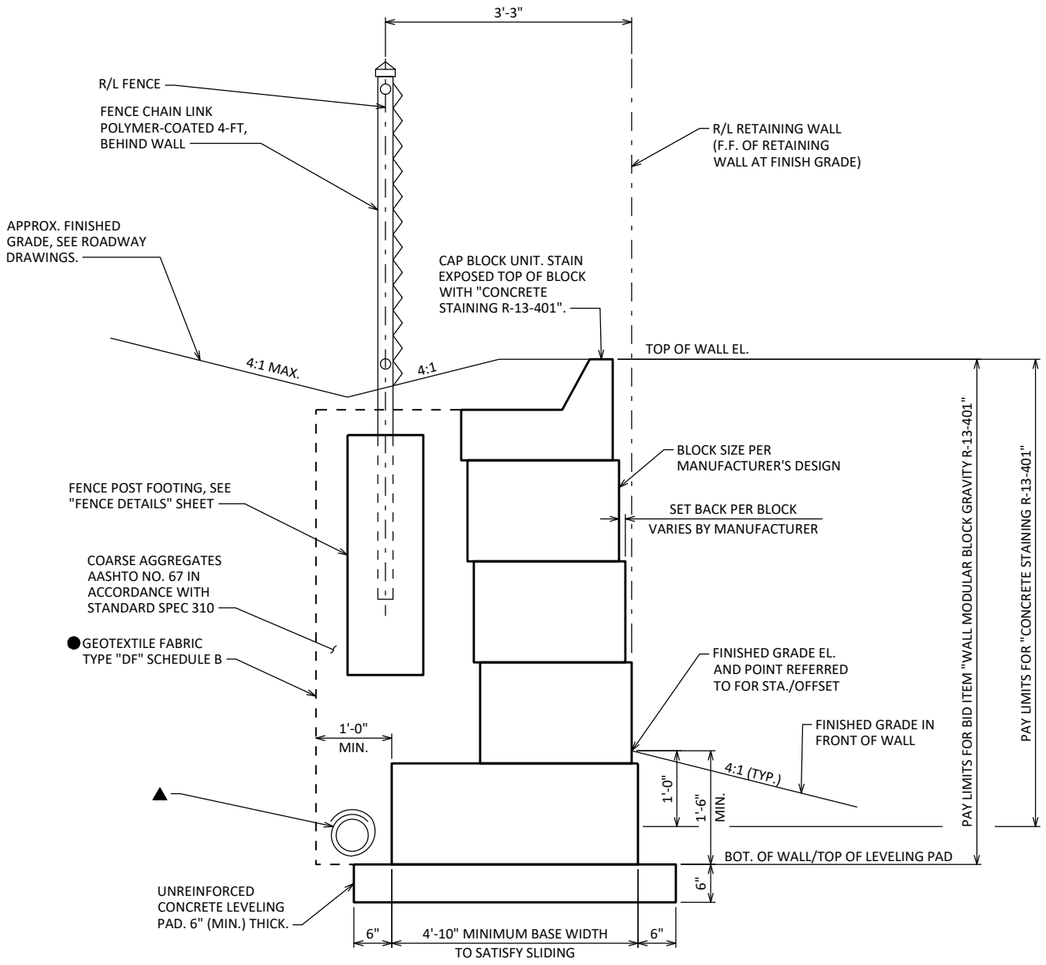
SHEET 1 OF 4
264

I.D. 5993-01-07

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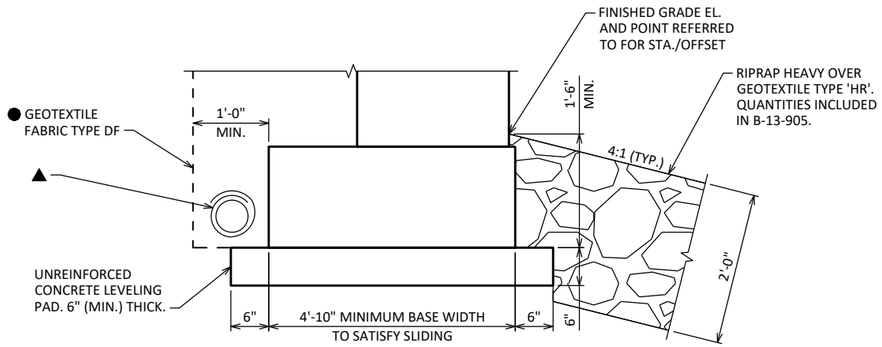
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WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY COUNTY FROM MANUFACTURER'S STANDARD OPTIONS.



WALL MODULAR BLOCK GRAVITY BASE SECTION AT RIPRAP

SOIL PARAMETERS

SOIL DESCRIPTION	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
GRANULAR BACKFILL BEHIND THE WALL IN THE REINFORCING ZONE	32	0	120
FILL, CLAYEY SAND WITH GRAVEL BEHIND THE REINFORCING ZONE *	26	0	120
BOR-03			
(CL FILL) FILL, SANDY LEAN CLAY WITH GRAVEL EL. 880.00 TO EL. 878.00	26	500	120
(CL FILL) FILL, SANDY LEAN CLAY WITH GRAVEL EL. 878.00 TO EL. 873.00	28	1,500	125
(SM) SILTY FINE SAND WITH GRAVEL EL. 873.00 TO EL. 869.00	32	0	120
(SP) SAND EL. 869.00 TO EL. 864.00	30	0	115
(SP) SAND EL. 864.00 TO EL. 839.00	36	0	120
(SM) SILTY SAND EL. 839.00 TO EL. 834.00	36	0	120
(SM) SILTY SAND EL. 834.00 TO EL. 812.00	36	0	120
BOR-05			
(SC FILL) FILL, CLAYEY SAND WITH GRAVEL EL. 882.00 TO EL. 876.00	26	1,500	127
(ML) SANDY SILT WITH GRAVEL EL. 876.00 TO EL. 874.00	31	0	120
(SM) SILTY SAND EL. 874.00 TO EL. 865.00	31	0	115
(SM) SILTY SAND EL. 865.00 TO EL. 855.00	34	0	125
(SM) SILTY SAND EL. 855.00 TO EL. 852.00	36	0	125
BOR-06			
(SM FILL) FILL, SILTY SAND WITH GRAVEL EL. 879.00 TO EL. 871.00	29	0	120
(SP) SAND EL. 871.00 TO EL. 867.00	31	0	115
(SM) SILTY SAND WITH GRAVEL EL. 867.00 TO EL. 849.00	35	0	125

* DESIGN WALL FOR THESE VALUES

GEOMETRY TABLE

WALL STATION	TOP OF WALL EL.	FINISHED GRADE EL.
10+00.00	881.26	877.50
10+07.00	881.26	876.40
10+09.00	881.12	876.16
10+25.00	880.00	876.55
10+40.00	878.95	876.64
10+45.00	878.60	876.61
10+50.00	878.37	876.55
10+75.00	877.20	875.87
10+85.53	876.71	875.54

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
517.1010.S	CONCRETE STAINING R-13-401	SF	367
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	95
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 4-FT R-13-401	LF	86
SPV.0165	WALL MODULAR BLOCK GRAVITY R-13-401	SF	367
	NON-BID ITEMS		
	FILLER	SIZE	½", ¾"
	NAME PLATE		

STATE PROJECT NUMBER

5993-01-77

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (1) (FEET)	5.6
EXPOSED WALL HEIGHT (2) (FEET)	4.1
BORING LOCATION USED	B-05
APPROXIMATE WALL STATION	10+10
CAPACITY TO DEMAND RATIO (CDR)	
SLIDING (CDR > 1.0) (3)	1.01
ECCENTRICITY (CDR > 1.0)	1.18
OVERALL STABILITY (CDR > 1.0)	1.18
BEARING RESISTANCE (CDR > 1.0)	1.82
FACTORED BEARING RESISTANCE (PSF)	2,830

NOTES:
1. WALL HEIGHT IS THE DISTANCE FROM THE TOP OF THE LEVELING PAD TO THE GRADE ABOVE THE WALL.
2. CONSIDERS 1.5-FOOT EMBEDMENT.
3. SLIDING CONTROLLED REQUIRING A MINIMUM BASE WIDTH OF 4.8 FEET.

NOTES:

1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN TO THE FRONT FACE OF WALL R-13-401 AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

COORDINATE THE CONSTRUCTION OF RETAINING WALL R-13-401 WITH THE WEST ABUTMENT OF BRIDGE B-13-905.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS NECESSARY TO AVOID DAMAGE.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-401" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

AT THE BACK FACE OF THE WALL ALL EXCAVATED VOLUME NOT OCCUPIED BY NEW STRUCTURE SHALL BE BACKFILLED AS SHOWN IN THE TYPICAL SECTION. EXCAVATION AND BACKFILLING REQUIRED TO INSTALL THE WALL SHALL BE INCIDENTAL TO BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-401". LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

WET CAST BLOCKS WITH A MINIMUM HEIGHT OF 16" ARE REQUIRED FOR THIS WALL.

FACE OF WALL SHALL HAVE A SIMULATED STONE TEXTURE TO PROVIDE THE APPEARANCE OF CUT NATURAL LIMESTONE.

STAIN RETAINING WALL TO LIMITS SHOWN. COLOR SHALL BE RADOME TAN, YELLOW (AMS STD. COLOR NO. 33613).

LEGEND

▲ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO NORTH END OF WALL. CONNECT SOUTH END TO B-13-905 PIPE UNDERDRAIN.

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE COARSE AGGREGATES AASHTO NO. 67 FROM BACKFILL ON ALL SIDES.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-401

DRAWN BY EJC | PLANS CK'D KRB

TYP. SECTION, NOTES, QTY., & DESIGN DATA

SHEET 2
265

8

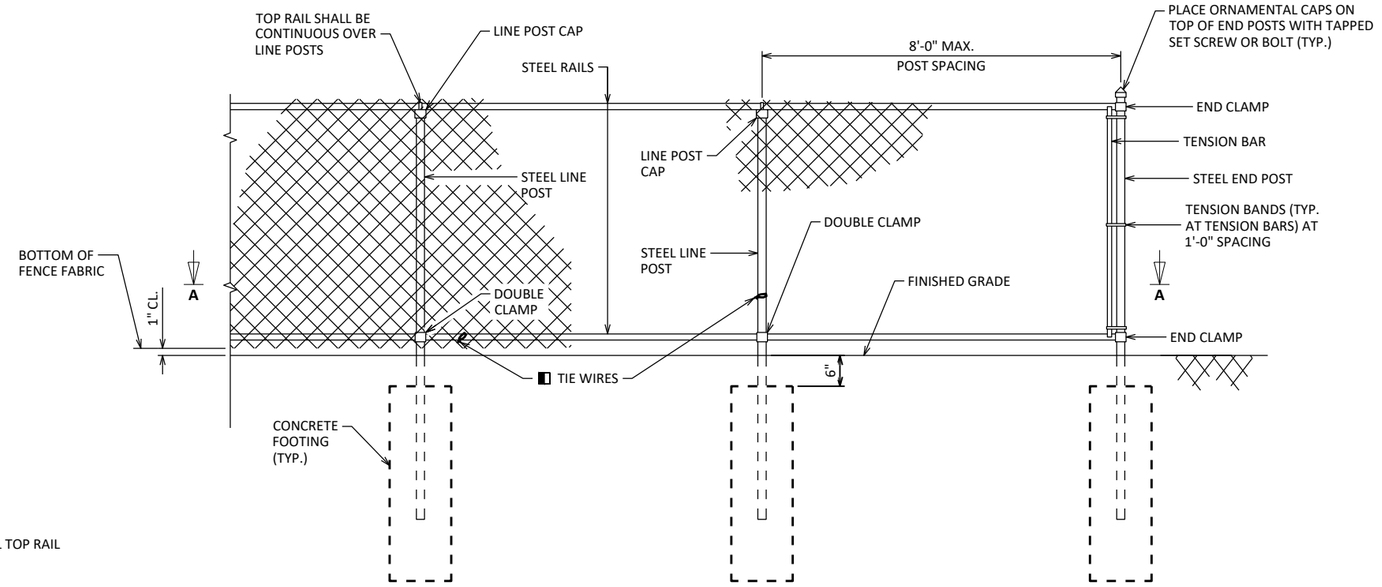
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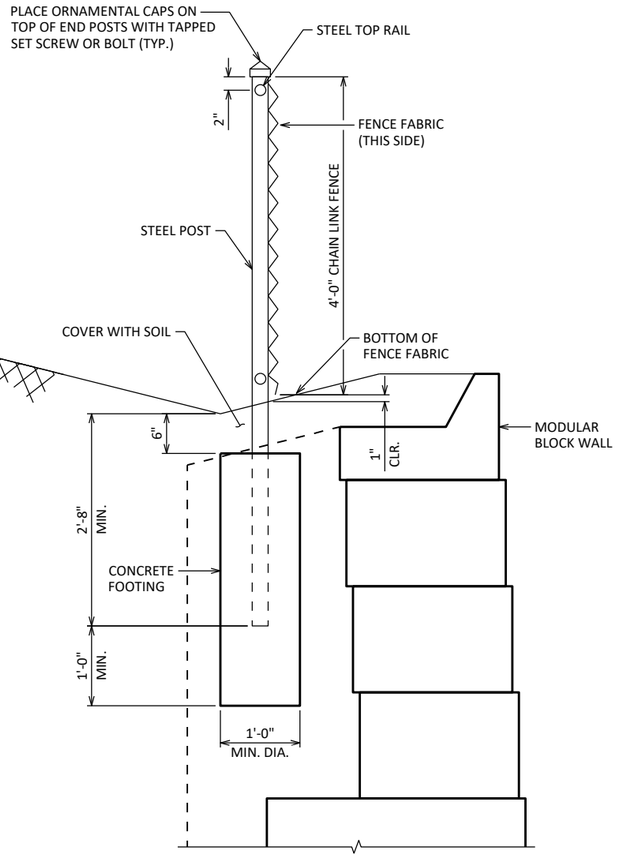
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65

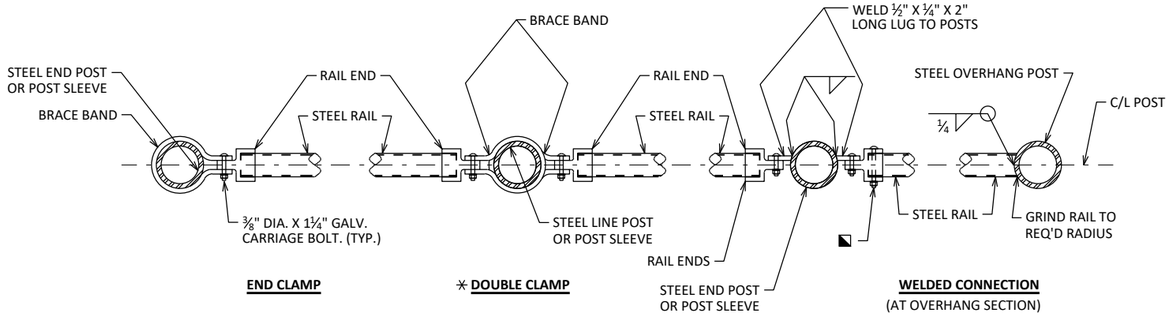


FENCE PART ELEVATION

VIEWING FABRIC SIDE

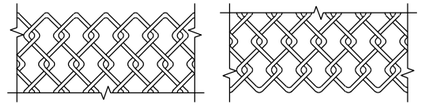


SECTION THRU FENCE



SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

GENERAL NOTES

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 4-FT R-13-401". BID ITEM INCLUDES ALL ITEMS SHOWN.

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

⁎ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-401

DRAWN BY ABH | PLANS CK'D EJC

FENCING DETAILS

SHEET 3
266

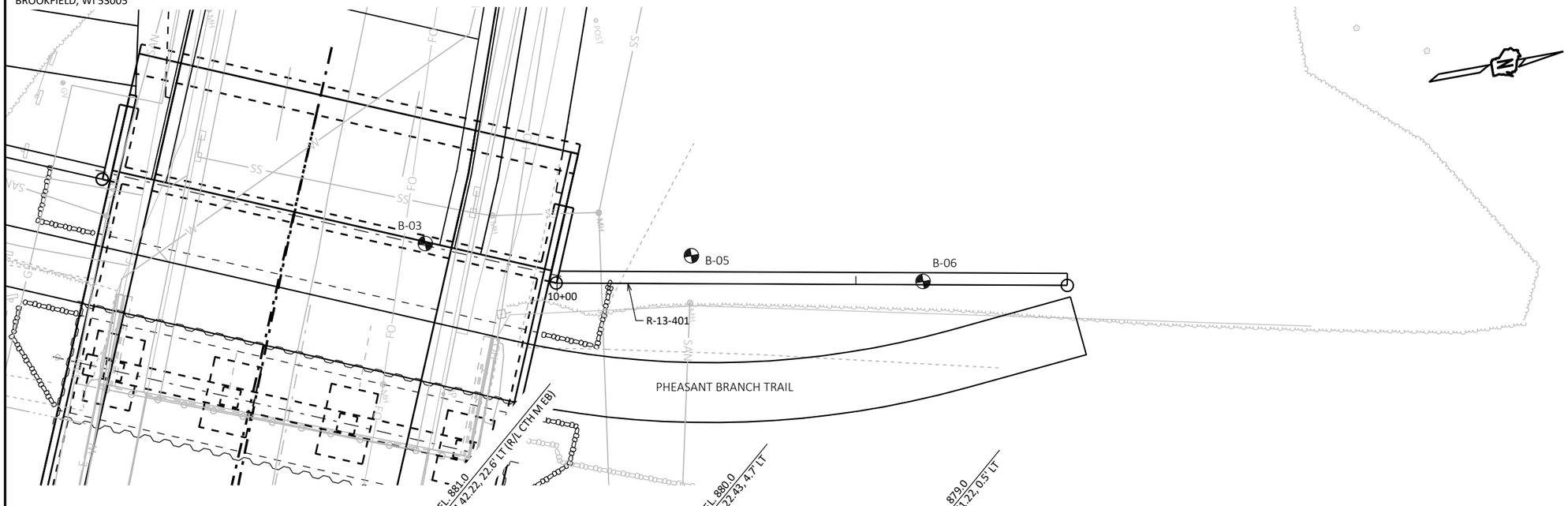
SCALE =

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-03	3/11/2024	493,713.61	791,978.06
B-05	3/16/2024	493,757.06	791,987.83
B-06	3/16/2024	493,794.59	791,998.81
BORINGS COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
REPORT COMPLETED BY: ENGINEERING CONSULTING SERVICES (ECS)			
ALL COORDINATES REFERENCED TO WISCRS, DANE COUNTY, NAD 83 (2011)			

BORINGS PERFORMED AND REPORT COMPLETED BY:
ENGINEERING CONSULTING SERVICES (ECS)
3695 N. 126TH STREET, UNIT C
BROOKFIELD, WI 53005



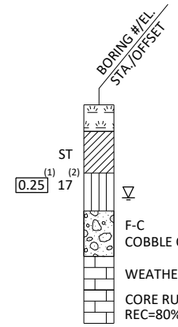
STATE PROJECT NUMBER

5993-01-77

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 R-13-401

DRAWN BY EJC | PLANS CK'D KRB

SUBSURFACE EXPLORATION

SHEET 4
267

8

8

DIVISION 1 - S1-BRANCH ST-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
11+79.10	0.00	0.01	0.00	0.00	0	0	0	0	0	0
12+00.00	20.90	21.45	0.00	1.07	8	0	0	8	0	8
12+50.00	50.00	11.82	0.27	0.59	31	0	2	39	0	39
13+00.00	50.00	193.86	0.00	9.69	190	0	10	229	0	229
	COLUMN TOTALS				229	0	12			

DIVISION 1 - S1-CTH M EB-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
107+00.00	0.00	51.57	0.00	2.58	0	0	0	0	0	0
107+50.00	50.00	72.54	1.56	3.63	115	1	6	115	1	114
108+00.00	50.00	64.64	0.35	3.23	127	2	6	242	4	238
108+30.00	30.00	66.60	0.00	3.33	73	0	4	315	4	311
108+50.00	20.00	68.08	0.00	3.40	50	0	2	365	4	361
108+55.00	5.00	67.23	0.00	3.36	13	0	1	378	4	374
109+00.00	45.00	56.76	1.75	2.84	103	1	5	481	5	476
109+05.00	5.00	55.25	1.86	2.76	10	0	1	491	5	486
109+50.00	45.00	52.64	0.96	2.63	90	2	4	581	8	574
109+55.00	5.00	51.51	0.63	2.58	10	0	0	591	8	584
109+88.00	33.00	52.43	0.00	2.62	64	0	3	655	8	648
110+00.00	12.00	36.04	0.32	1.80	20	0	1	675	8	668
110+18.00	18.00	36.26	0.00	1.81	24	0	1	699	8	692
110+25.00	7.00	34.23	0.00	1.71	9	0	0	708	8	701
110+50.00	25.00	21.64	0.08	1.08	26	0	1	734	8	727
110+54.99	4.99	2.78	0.00	0.14	2	0	0	736	8	729
	COLUMN TOTALS				736	6	35			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT
5) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL

DIVISION 2 - S2-CTH M EB- NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
101+50.00	0.00	10.99	0.00	0.55	0	0	0	0	0	0
102+00.00	50.00	11.25	0.00	0.56	21	0	1	21	0	21
102+00.25	0.25	189.71	0.06	9.49	1	0	0	22	0	22
102+50.00	49.75	151.49	3.01	7.57	314	3	16	336	4	332
103+00.00	50.00	107.34	29.73	5.37	240	30	12	576	41	535
103+11.92	11.92	94.62	39.25	4.73	45	15	2	621	60	561
	COLUMN TOTALS				621	48	31			

DIVISION 2 - S2-CTH M WB-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
105+73.22	0.00	70.58	37.38	3.53	0	0	0	0	0	0
106+00.00	26.78	116.98	28.60	5.85	93	33	5	93	41	52
106+21.87	21.87	146.02	10.57	7.30	107	16	5	200	61	139
106+22.87	1.00	60.83	9.06	3.04	4	0	0	204	61	143
106+50.00	27.13	70.89	7.49	3.54	66	8	3	270	71	199
107+00.00	50.00	78.86	1.60	3.94	139	8	7	409	81	328
107+50.00	50.00	81.81	1.07	4.09	149	2	7	558	84	474
108+00.00	50.00	85.81	0.15	4.29	155	1	8	713	85	628
108+50.00	50.00	88.13	0.20	4.41	161	0	8	874	85	789
109+00.00	50.00	102.08	0.00	5.10	176	0	9	1050	85	965
109+50.00	50.00	119.07	0.00	5.95	205	0	10	1255	85	1170
110+00.00	50.00	96.08	0.00	4.80	199	0	10	1454	85	1369
110+50.00	50.00	92.97	0.04	4.65	175	0	9	1629	85	1544
110+74.05	24.05	90.24	0.04	4.51	82	0	4	1711	85	1626
	COLUMN TOTALS				1,711	68	85			

DIVISION 2 - S2-TRAIL UNDER-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
10+27.00	0.00	13.73	0.05	0.69	0	0	0	0	0	0
10+50.00	23.00	7.12	1.14	0.36	9	1	0	9	1	8
10+75.00	25.00	2.69	5.96	0.13	5	3	0	14	5	9
11+00.00	25.00	4.89	1.74	0.24	4	4	0	18	10	8
11+25.00	25.00	17.77	3.09	0.89	10	2	1	28	13	16
11+50.00	25.00	25.34	7.27	1.27	20	5	1	48	19	29
11+75.00	25.00	50.59	5.80	2.53	35	6	2	83	26	57
12+00.00	25.00	72.71	6.85	3.64	57	6	3	140	34	106
12+25.00	25.00	106.81	10.52	5.34	83	8	4	223	44	179
12+50.00	25.00	159.32	11.76	7.97	123	10	6	346	56	290
12+63.56	13.56	187.68	4.51	9.38	87	4	4	433	61	372
13+38.44	0.00	145.72	0.00	7.29	0	0	0	433	61	372
13+50.00	11.56	113.82	0.66	5.69	56	0	3	489	61	428
13+75.00	25.00	112.62	0.12	5.63	105	0	5	594	61	533
14+00.00	25.00	86.92	0.00	4.35	92	0	5	686	61	625
14+30.00	30.00	80.00	0.00	4.00	93	0	5	779	61	718
	COLUMN TOTALS				779	49	39			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT
5) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL

DIVISION 2 - S2-TRAIL OVER-NON PATICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT NOTE 1	FILL NOTE 3	EBS NOTE 4	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 5
1+00.00	0.00	5.89	0.00	0.00	0	0	0	0	0	0
1+25.00	125.00	8.13	3.46	0.17	38	16	1	38	20	18
1+50.00	50.00	2.48	13.45	0.67	8	12	1	8	15	-7
1+75.00	25.00	0.00	27.49	1.37	1	19	1	9	39	-30
2+00.00	25.00	0.00	38.22	1.91	0	30	2	9	76	-67
2+25.00	25.00	0.00	44.53	2.23	0	38	2	9	124	-115
2+50.00	25.00	0.00	28.75	1.44	0	34	2	9	166	-157
	COLUMN TOTALS				47	149	9			

NOTES:

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2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT
5) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL

DIVISION 2 - S2-CTH M EB-PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 4	NOTE 1		NOTE 5
103+11.92	0.00	94.62	39.25	4.73	0	0	0	0	0	0
103+50.00	38.08	57.46	54.72	2.87	107	66	5	107	83	25
103+95.00	45.00	34.27	90.25	1.71	76	121	4	183	234	-51
104+00.00	5.00	31.55	91.33	1.58	6	17	0	189	255	-66
104+41.92	41.92	5.09	122.40	0.25	28	166	1	217	463	-246
105+23.08	0.00	11.08	282.38	0.55	0	0	0	217	463	-246
105+50.00	26.92	39.50	68.20	1.97	25	175	1	242	681	-439
105+73.08	23.08	70.23	34.44	3.51	47	44	2	289	736	-447
	COLUMN TOTALS				289	589	13			

NOTES:

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3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT
5) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL

DIVISION 3 - S3-BRANCH-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT NOTE 1	FILL NOTE 3	EBS NOTE 4	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 5
11+41.14	0.00	162.95	0.00	8.15	0	0	0	0	0	0
11+50.00	8.86	165.49	0.05	8.27	54	0	3	54	0	54
11+79.10	29.10	169.21	0.00	8.46	180	0	9	234	0	234
12+00.00	20.90	154.39	0.92	7.72	125	0	6	359	0	359
12+50.00	50.00	154.63	0.36	7.73	286	1	14	645	1	644
13+00.00	50.00	126.73	0.86	6.34	261	1	13	906	3	904
13+17.44	17.44	160.89	0.00	8.04	93	0	5	999	3	997
	COLUMN TOTALS				999	2	50			

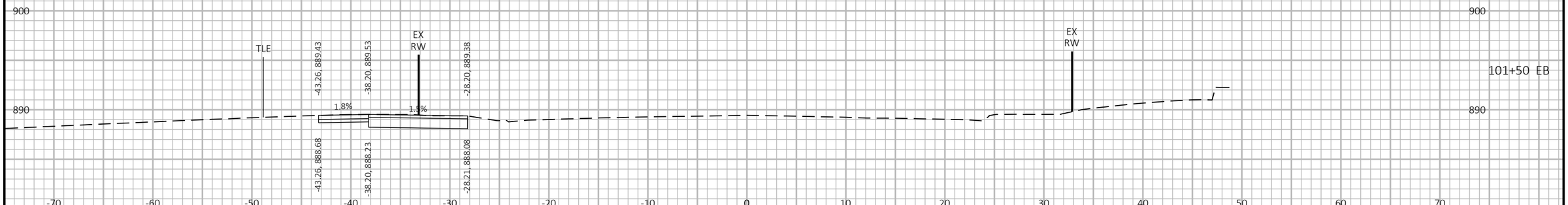
DIVISION 3 - CTH M-NON PARTICIPATING

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	EBS	CUT NOTE 1	FILL NOTE 3	EBS NOTE 4	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 5
106+21.91	0.00	75.30	0.00	3.76	0	0	0	0	0	0
106+50.00	28.09	83.12	0.00	4.16	82	0	4	82	0	82
107+00.00	50.00	74.43	0.00	3.72	146	0	7	228	0	228
107+50.00	50.00	53.61	0.00	2.68	119	0	6	347	0	347
108+00.00	50.00	58.16	0.00	2.91	103	0	5	450	0	450
108+30.00	30.00	59.22	0.00	2.96	65	0	3	515	0	515
108+50.00	20.00	60.03	0.00	3.00	44	0	2	559	0	559
108+55.00	5.00	60.39	0.00	3.02	11	0	1	570	0	570
109+00.00	45.00	63.54	0.00	3.18	103	0	5	673	0	673
109+05.00	5.00	64.47	0.00	3.22	12	0	1	685	0	685
109+50.00	45.00	68.81	0.00	3.44	111	0	6	796	0	796
109+55.00	5.00	68.96	0.00	3.45	13	0	1	809	0	809
109+88.00	33.00	69.81	0.00	3.49	85	0	4	894	0	894
110+00.00	12.00	69.85	0.00	3.49	31	0	2	925	0	925
110+18.00	18.00	71.35	0.00	3.57	47	0	2	972	0	972
110+25.00	7.00	71.73	0.00	3.59	19	0	1	991	0	991
110+50.00	25.00	72.75	0.00	3.64	67	0	3	1058	0	1058
110+77.72	27.72	88.09	0.22	4.40	83	0	4	1141	0	1141
	COLUMN TOTALS				1,141	0	57			

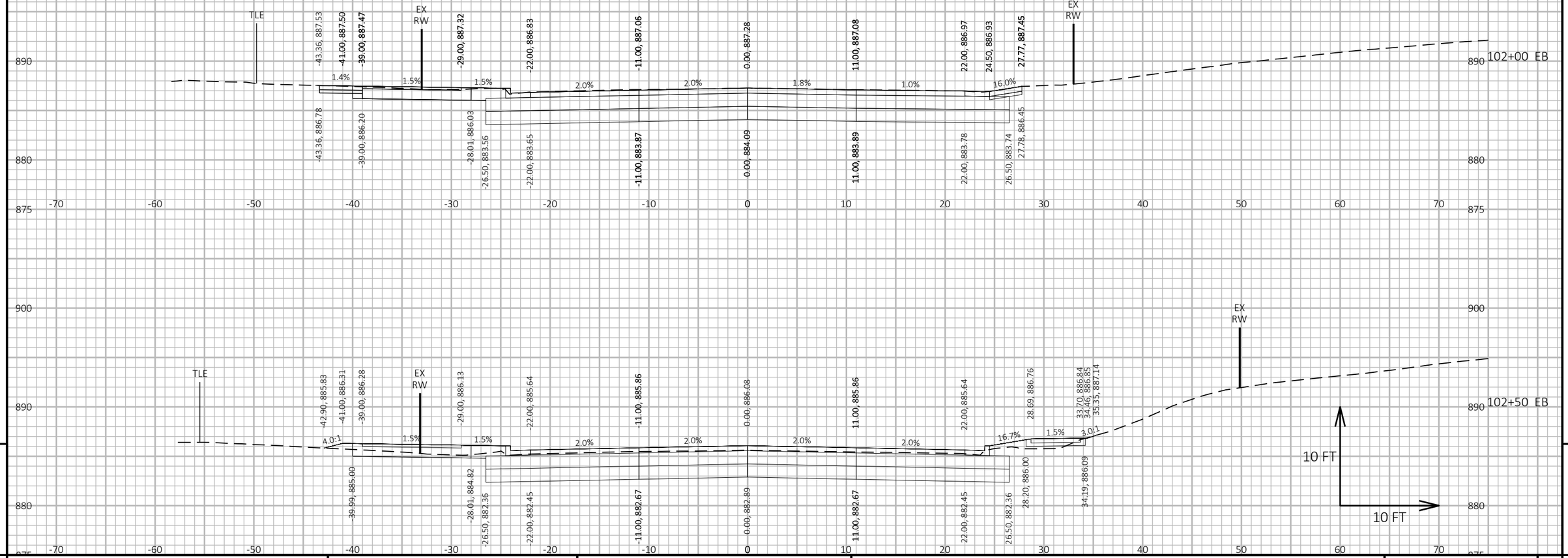
NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EBS CALCULATED AT 5 PERCENT OF CUT
5) MASS ORDINATE: MASS ORDINATE = CUT-SALVAGED/UNUSABLE PAVEMENT MATERIAL-EXPANDED FILL

BEGIN CONSTRUCTION
STA. 101+46.98 EB



BEGIN PROJECT
STA. 102+00 EB



9

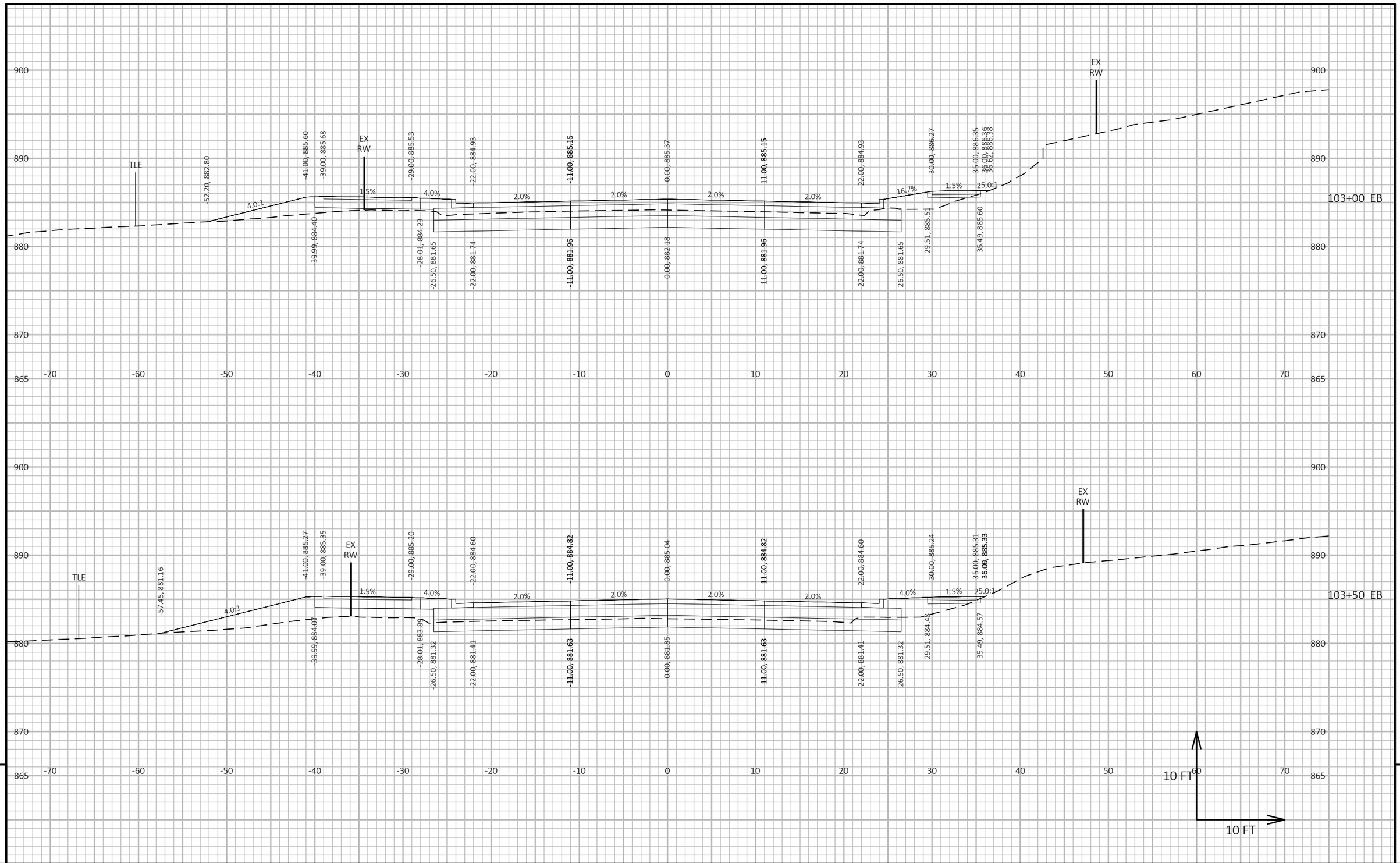
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 273	E

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LAYOUT NAME - 090201-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 274	E

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LAYOUT NAME - 090202-xs

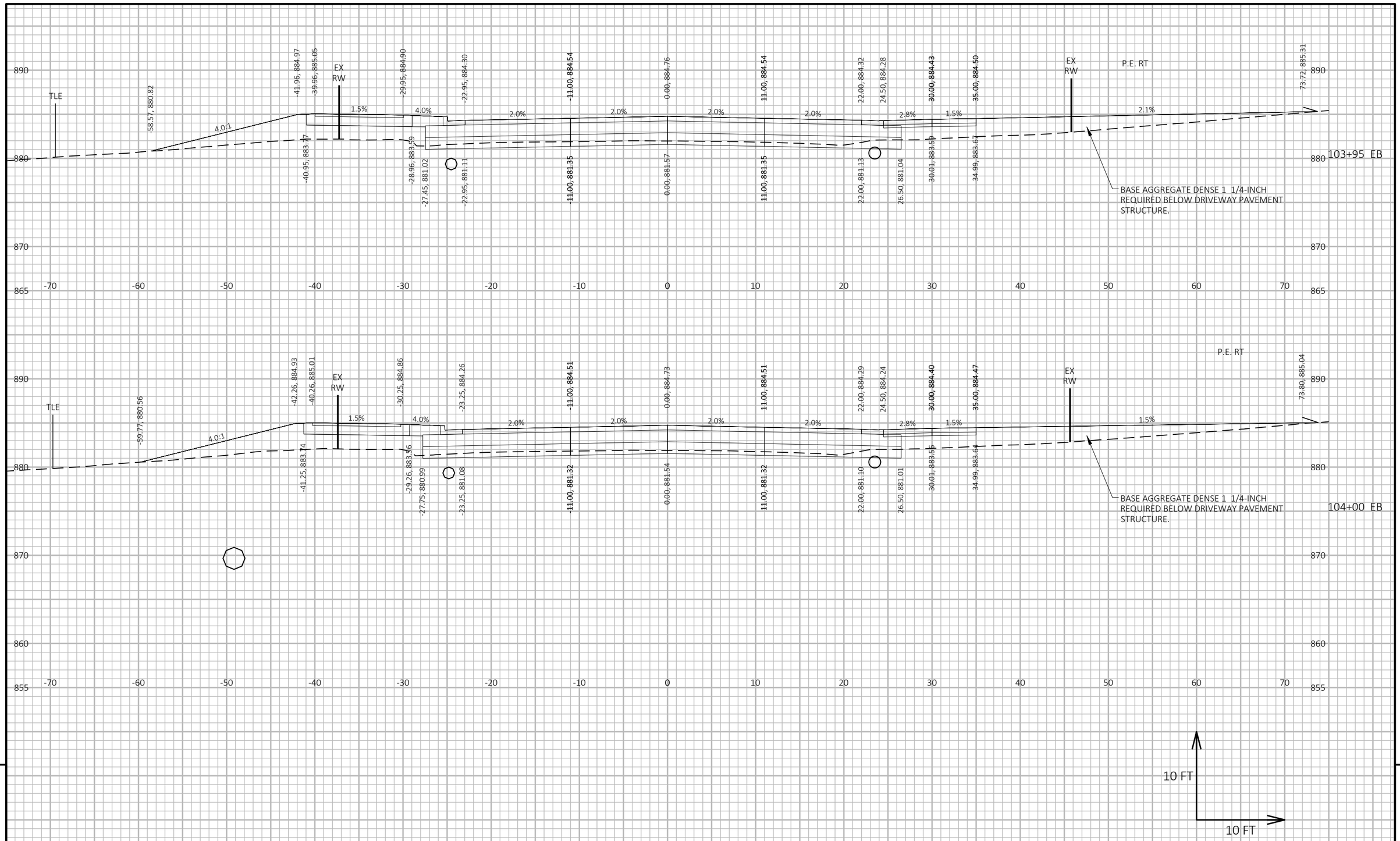
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PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

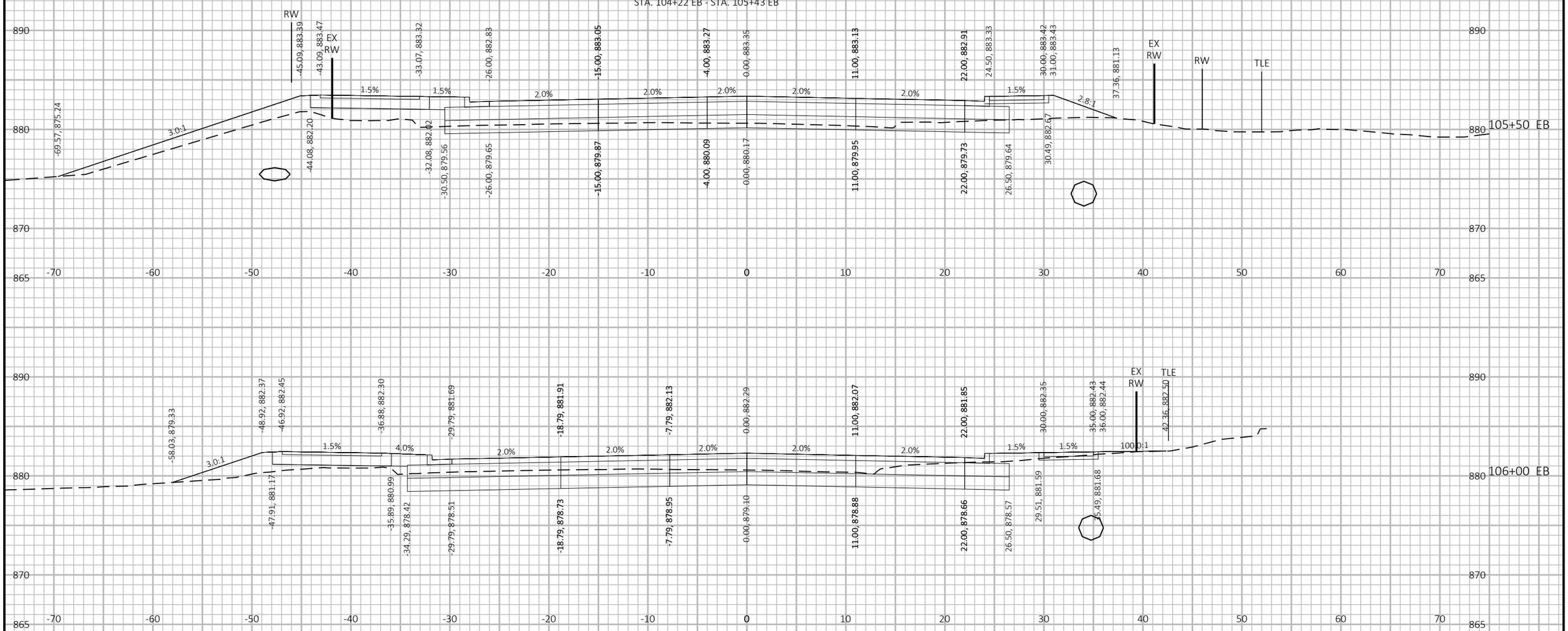
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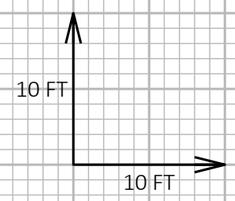
FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

BRIDGE B-13-905
STA. 104+22 EB - STA. 105+43 EB





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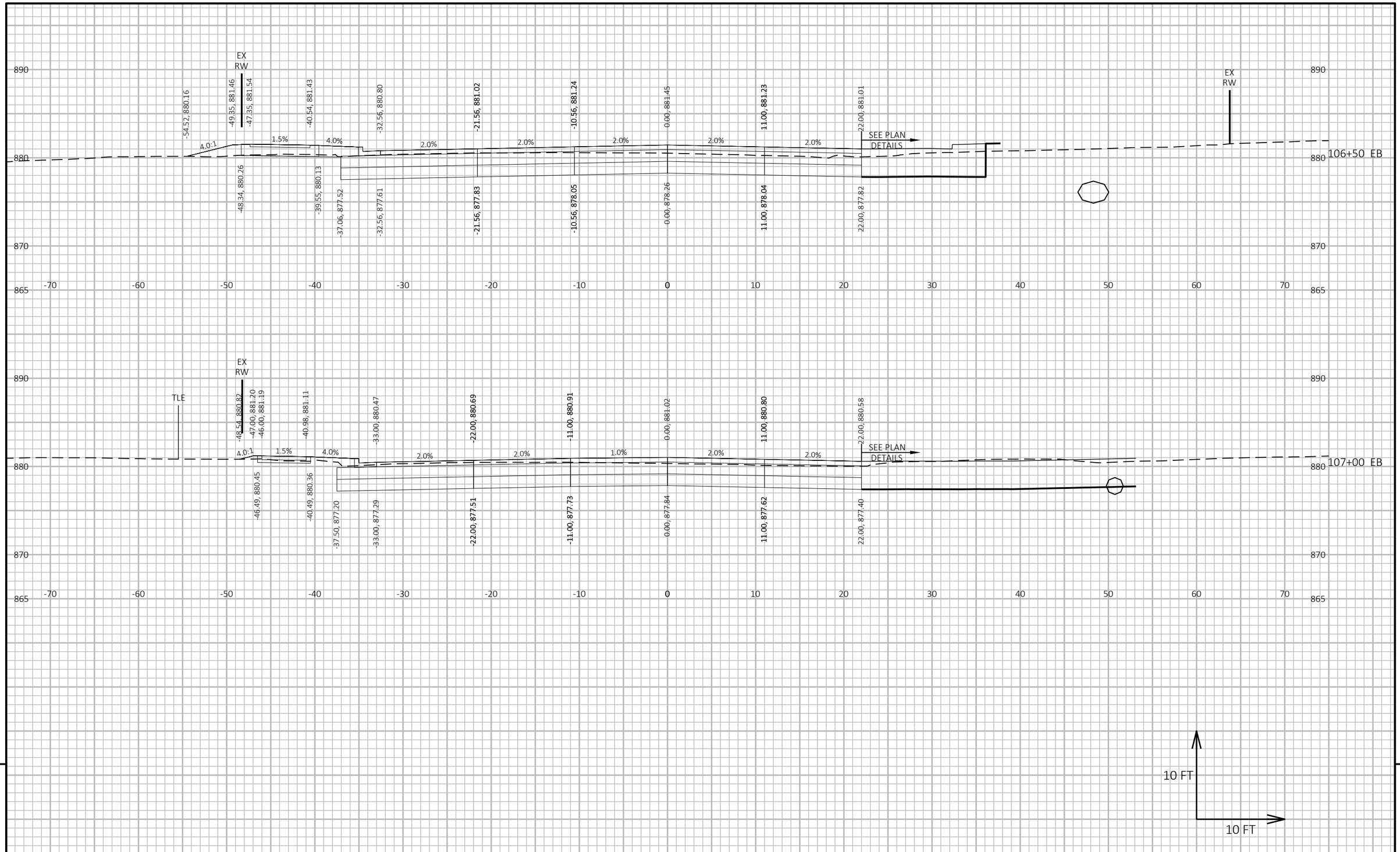
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 276	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

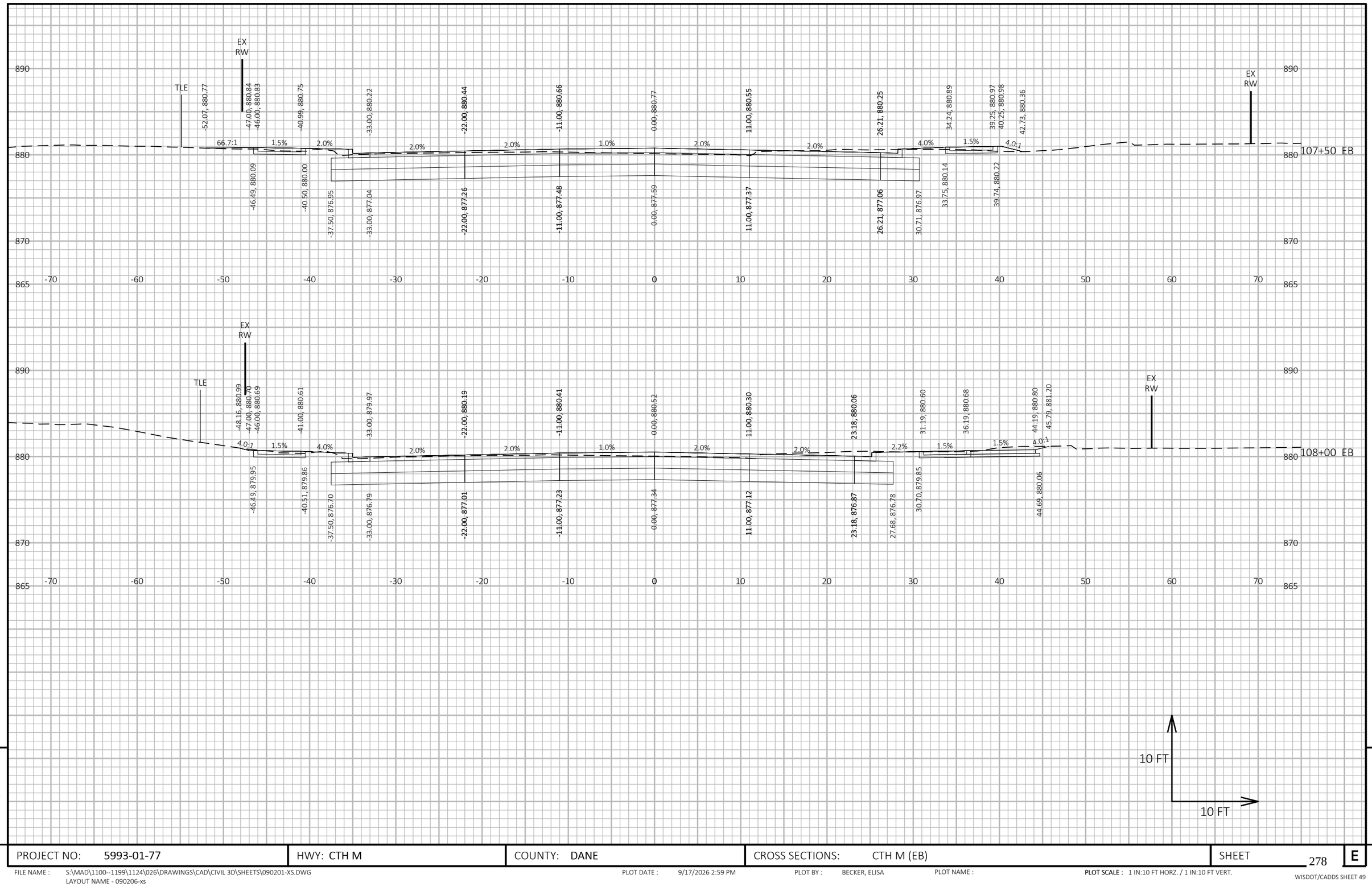
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 277	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 9/17/2026 2:59 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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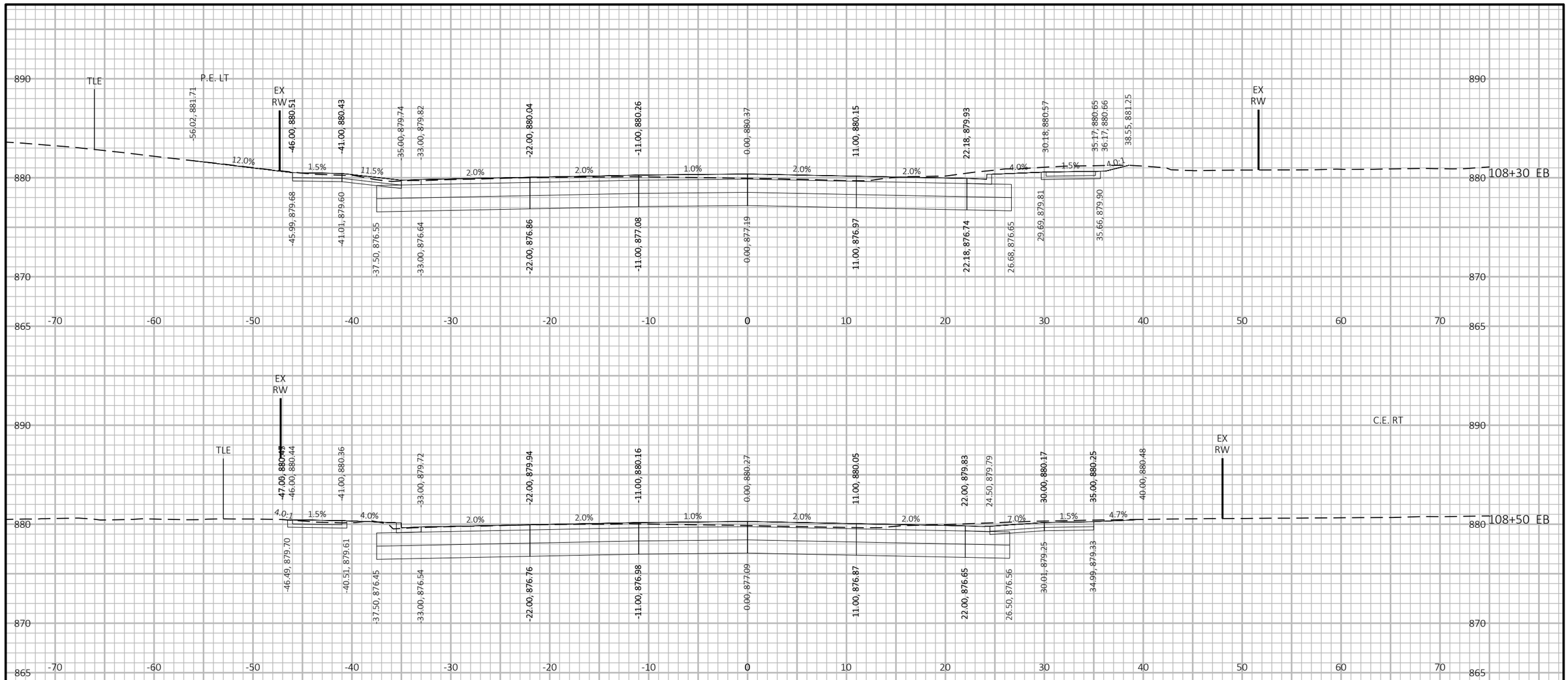
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 278	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 9/17/2026 2:59 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

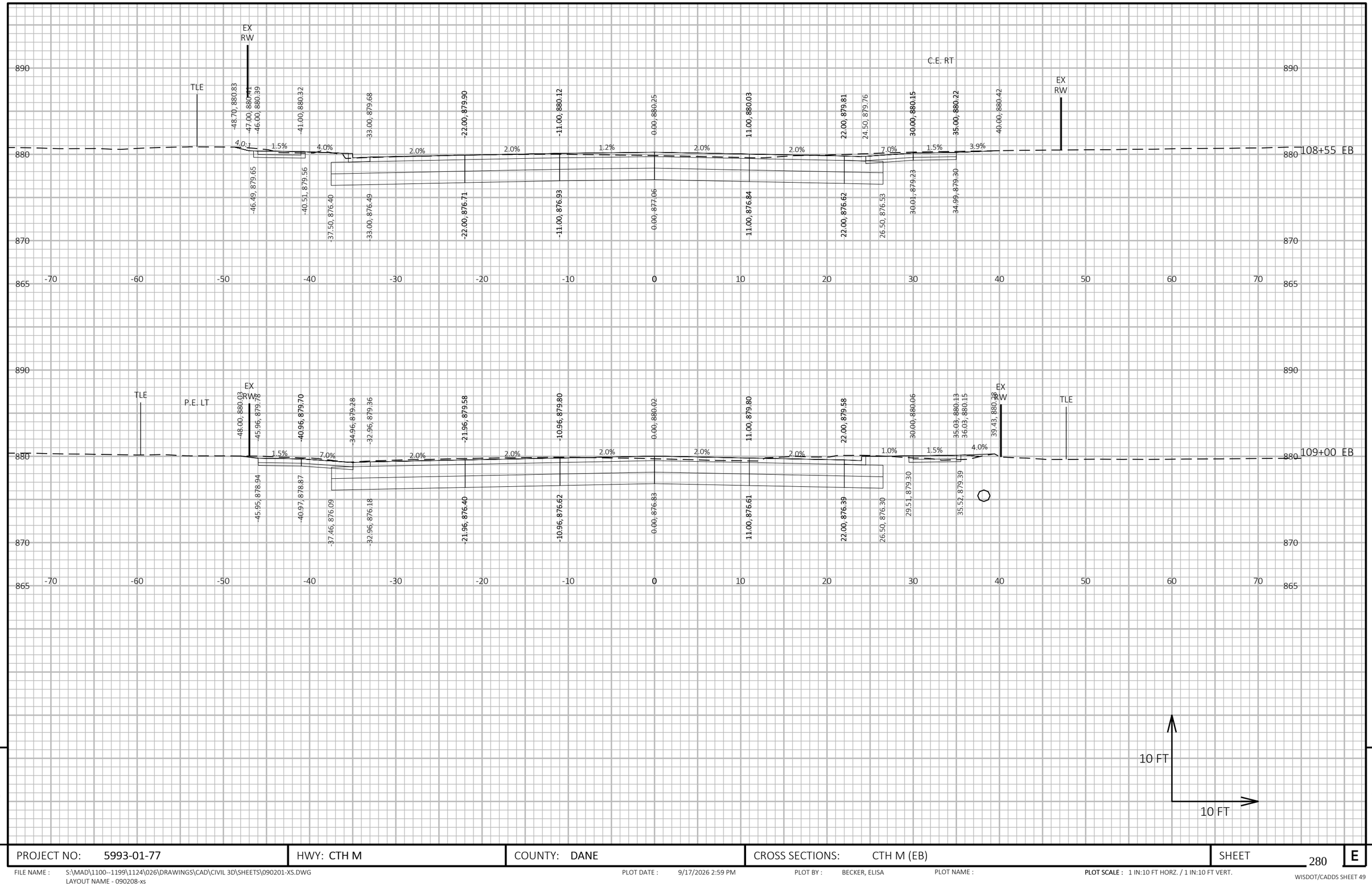


PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 279	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 280	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090208-xs

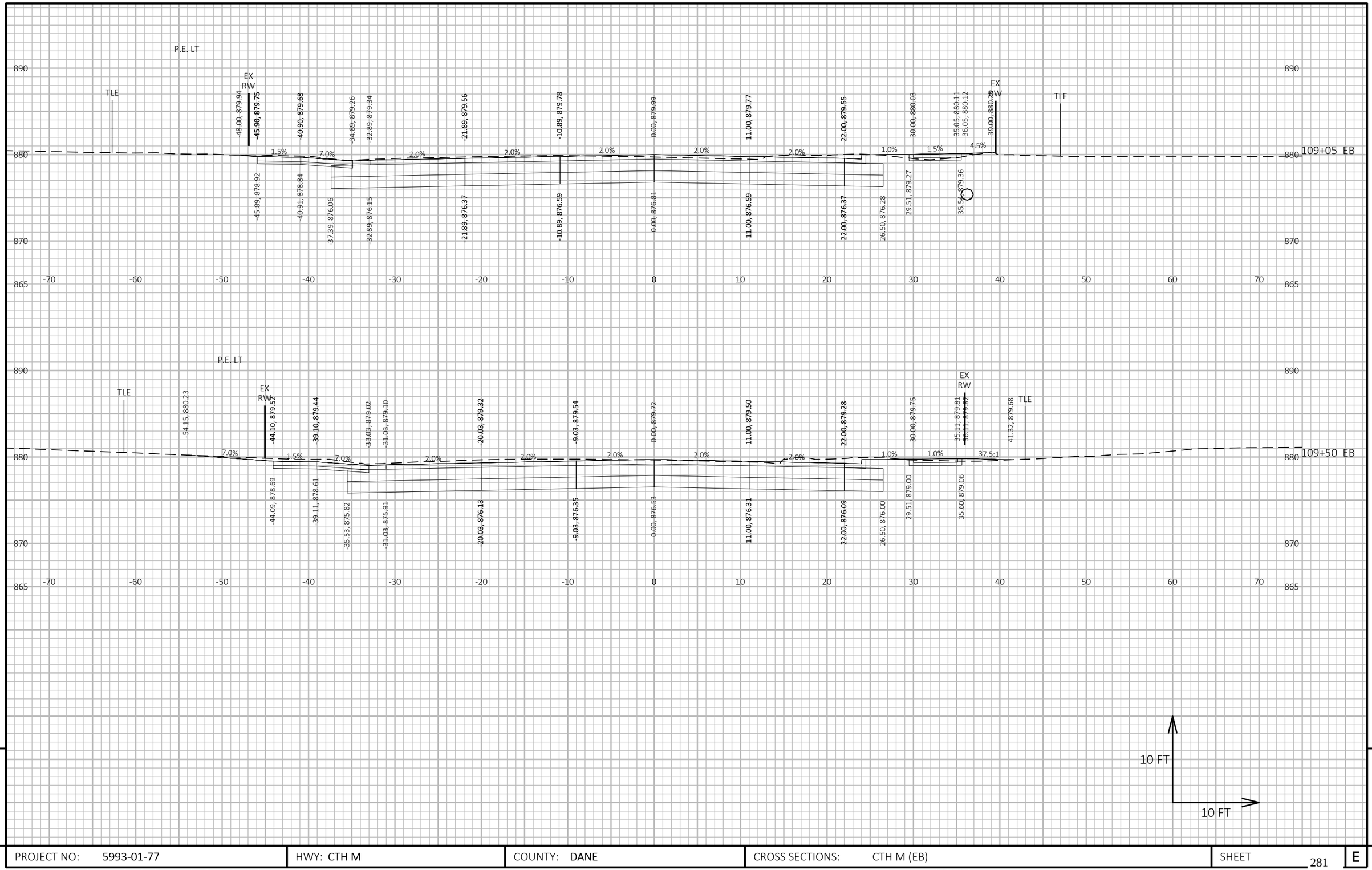
PLOT DATE : 9/17/2026 2:59 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

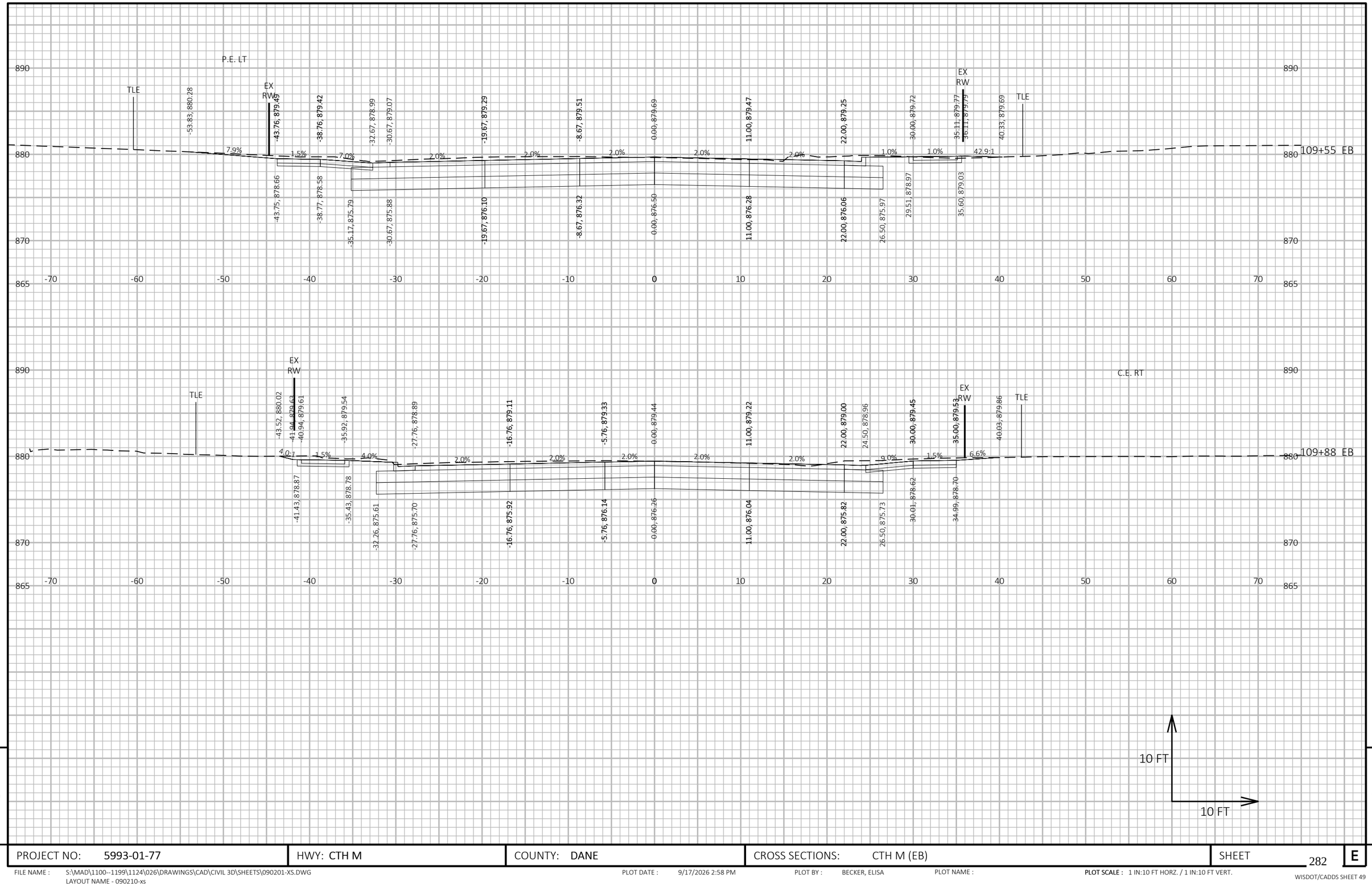


PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 281	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 282	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090210-xs

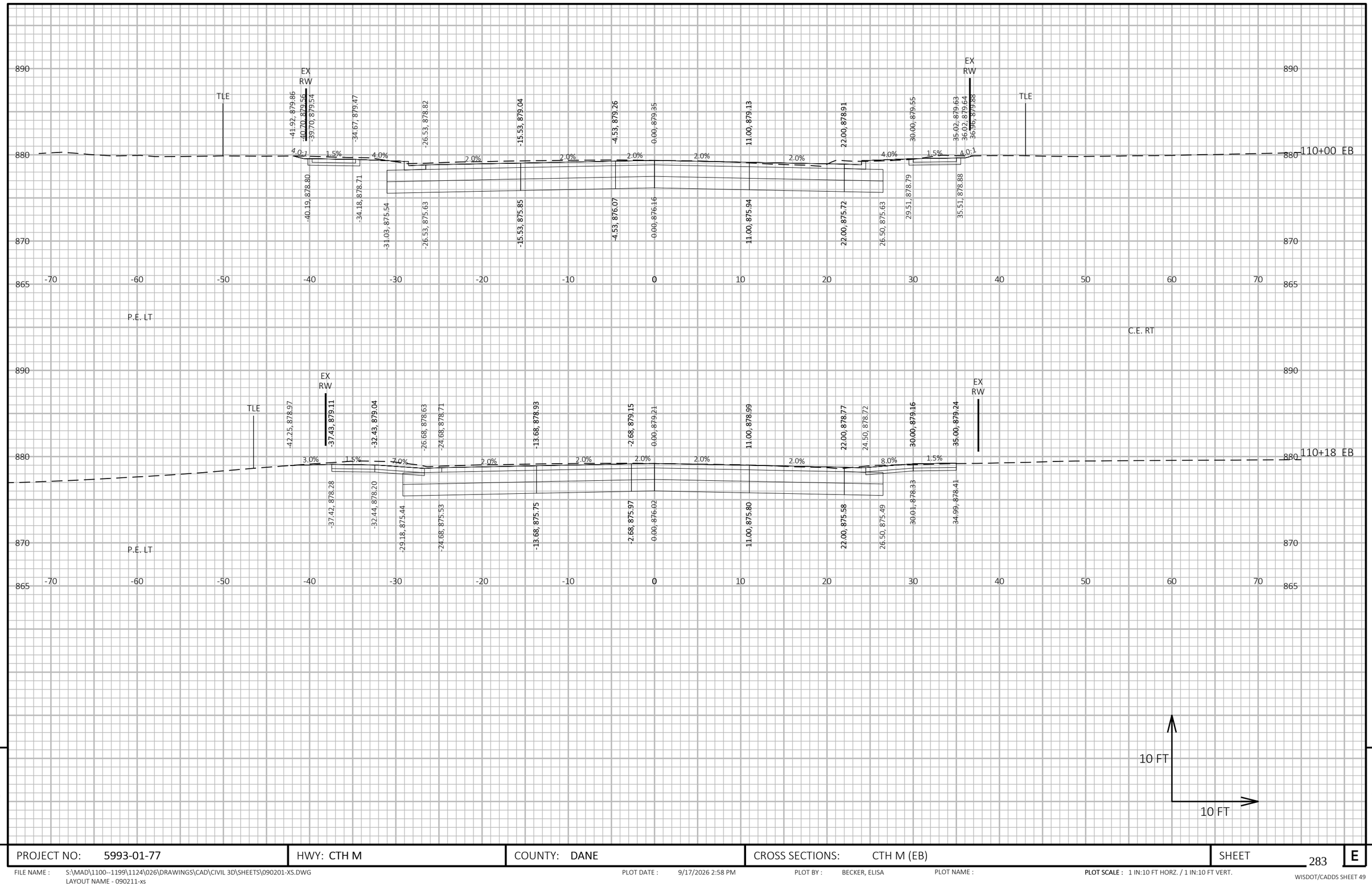
PLOT DATE : 9/17/2026 2:58 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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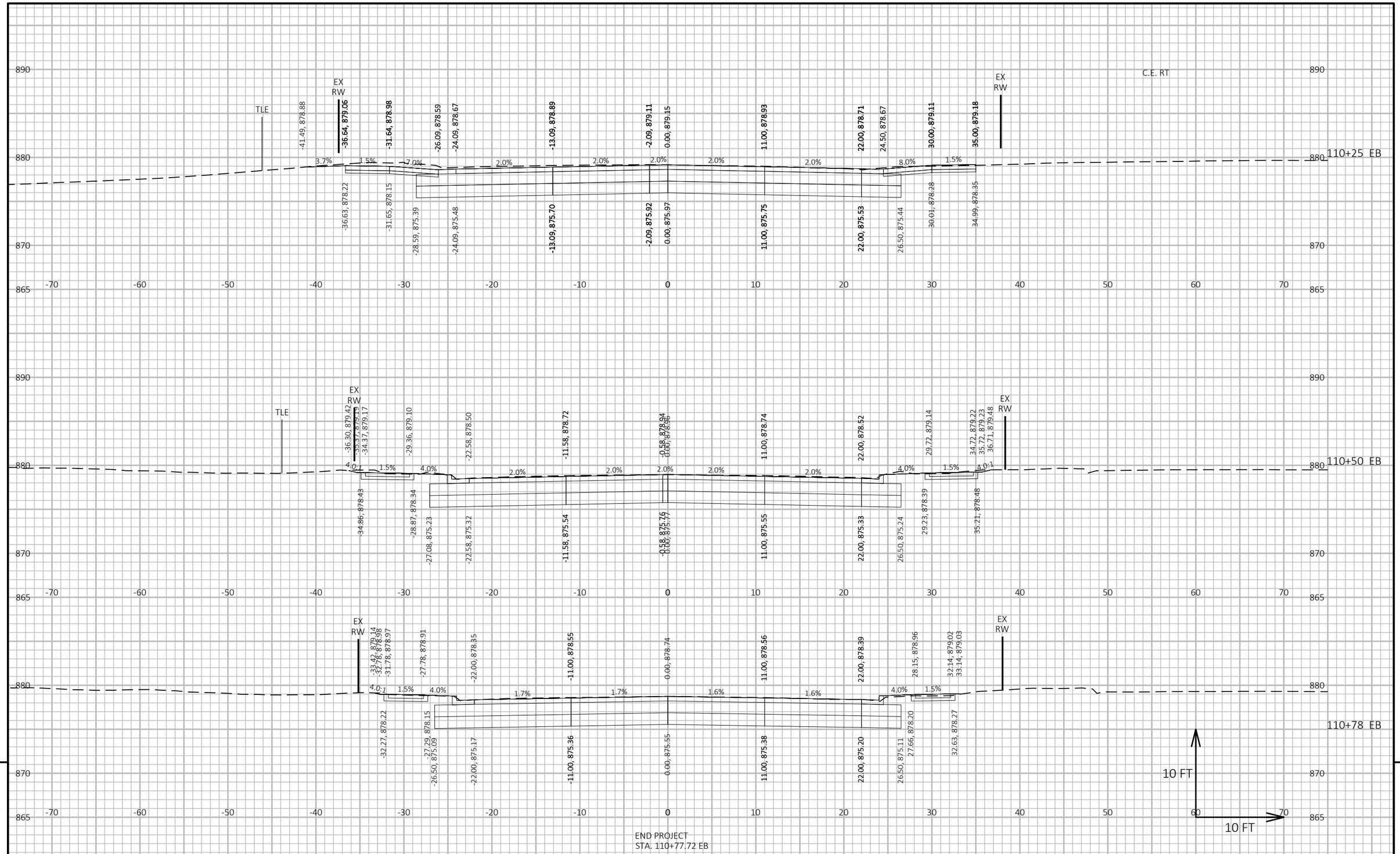
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 283	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 9/17/2026 2:58 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

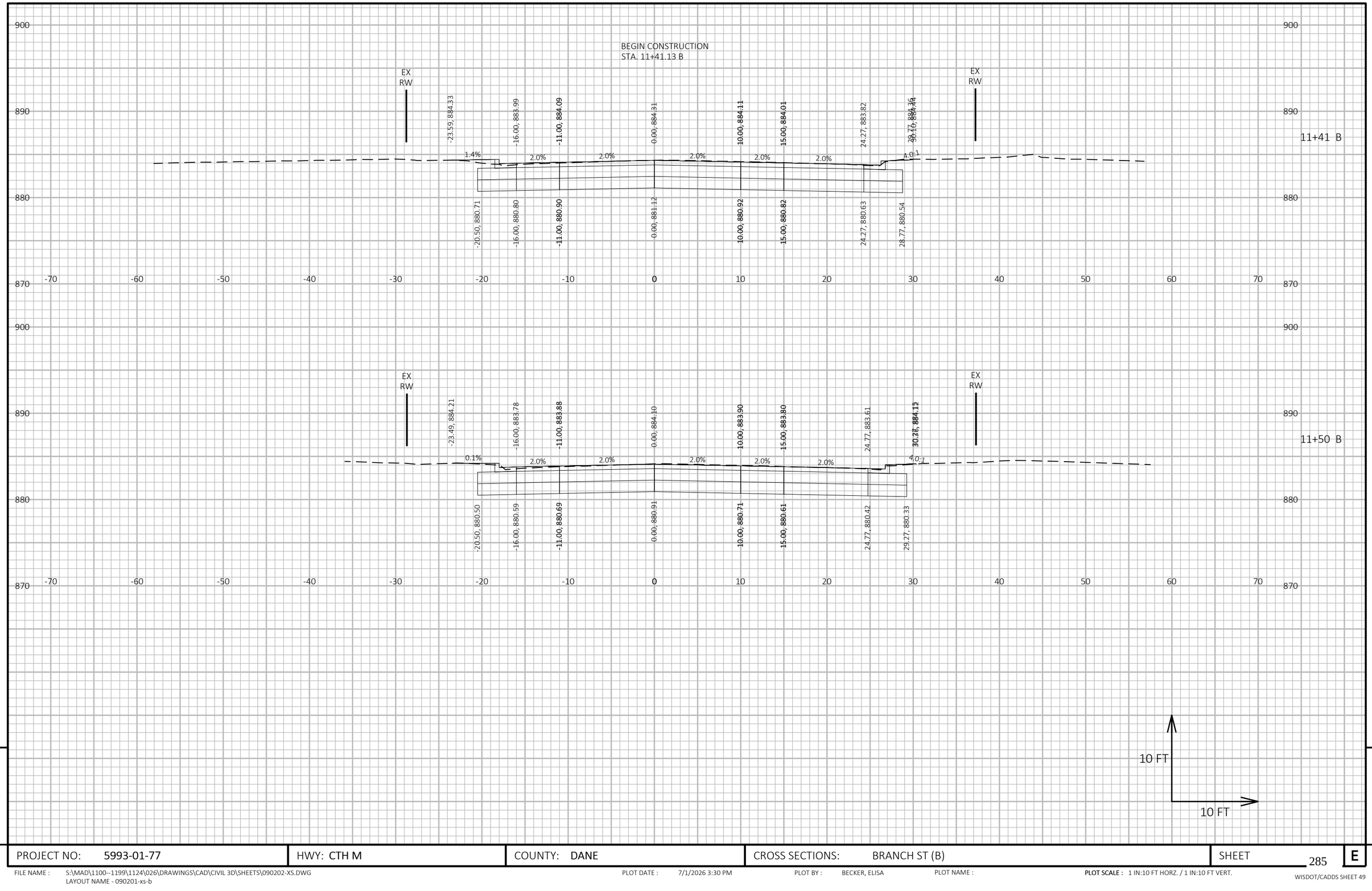
WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: CTH M (EB)	SHEET 284	E



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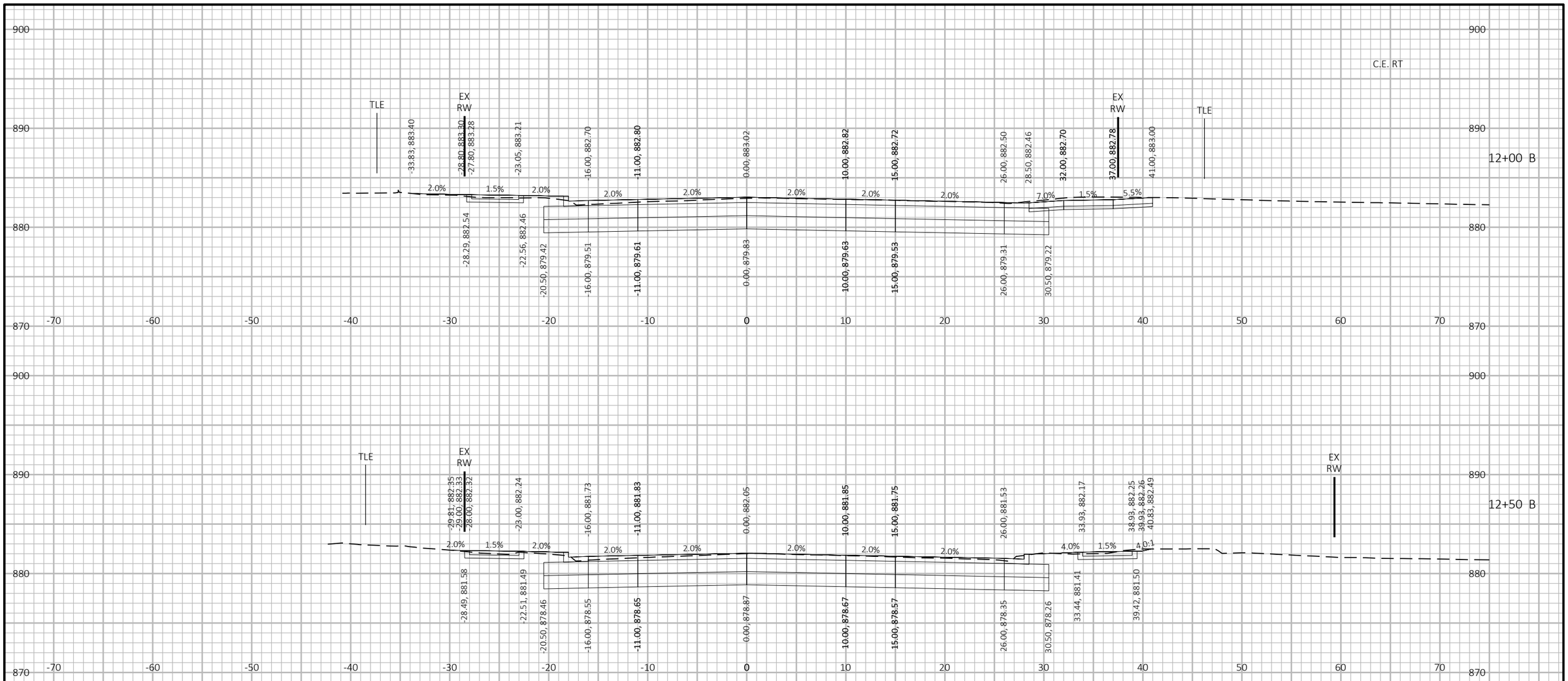
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: BRANCH ST (B)	SHEET 285	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090202-XS.DWG
LAYOUT NAME - 090201-xs-b

PLOT DATE : 7/1/2026 3:30 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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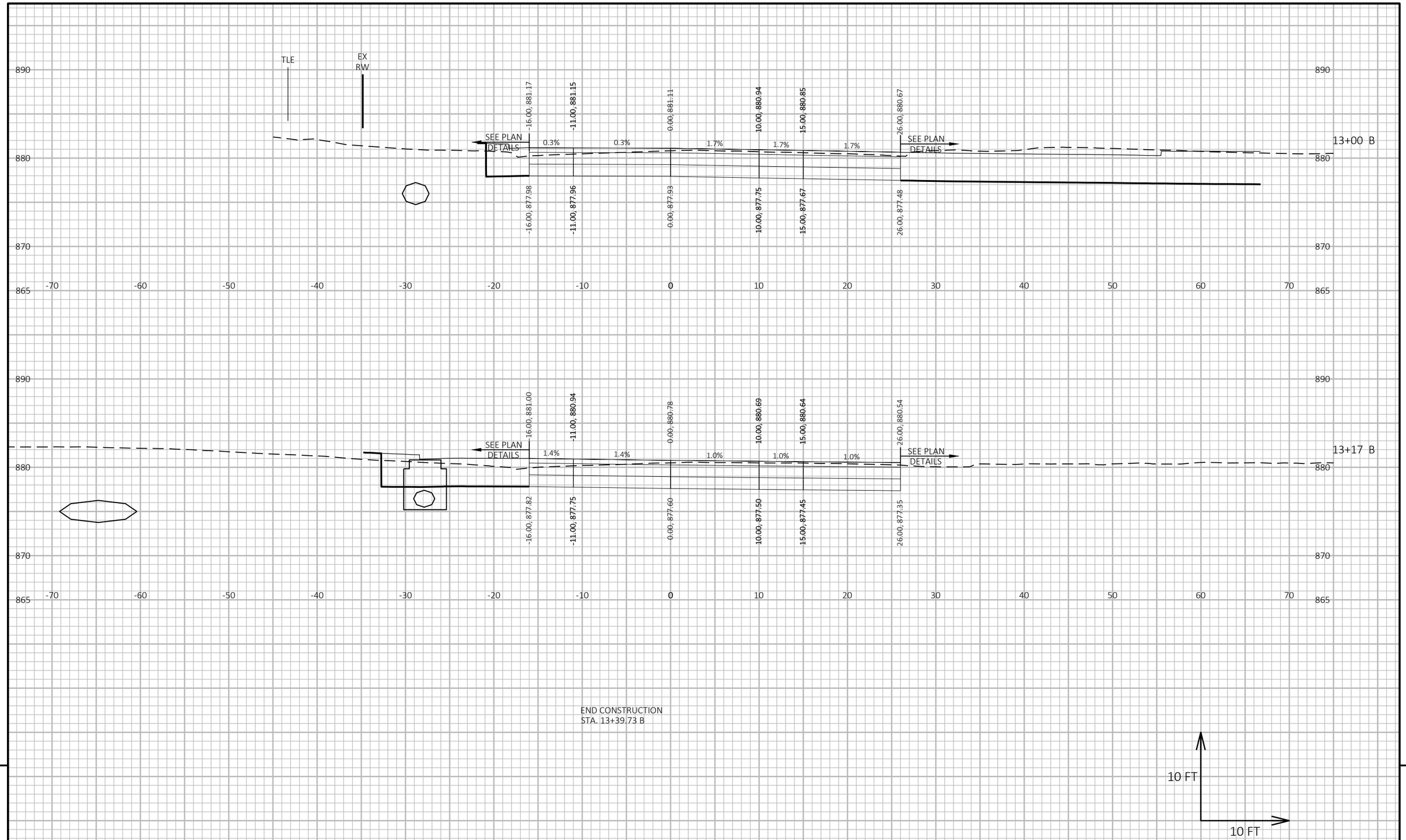
PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: BRANCH ST (B)	SHEET 286	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090202-XS.DWG
LAYOUT NAME - 090202-xs-b

PLOT DATE : 9/17/2026 3:01 PM PLOT BY : BECKER, ELISA PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

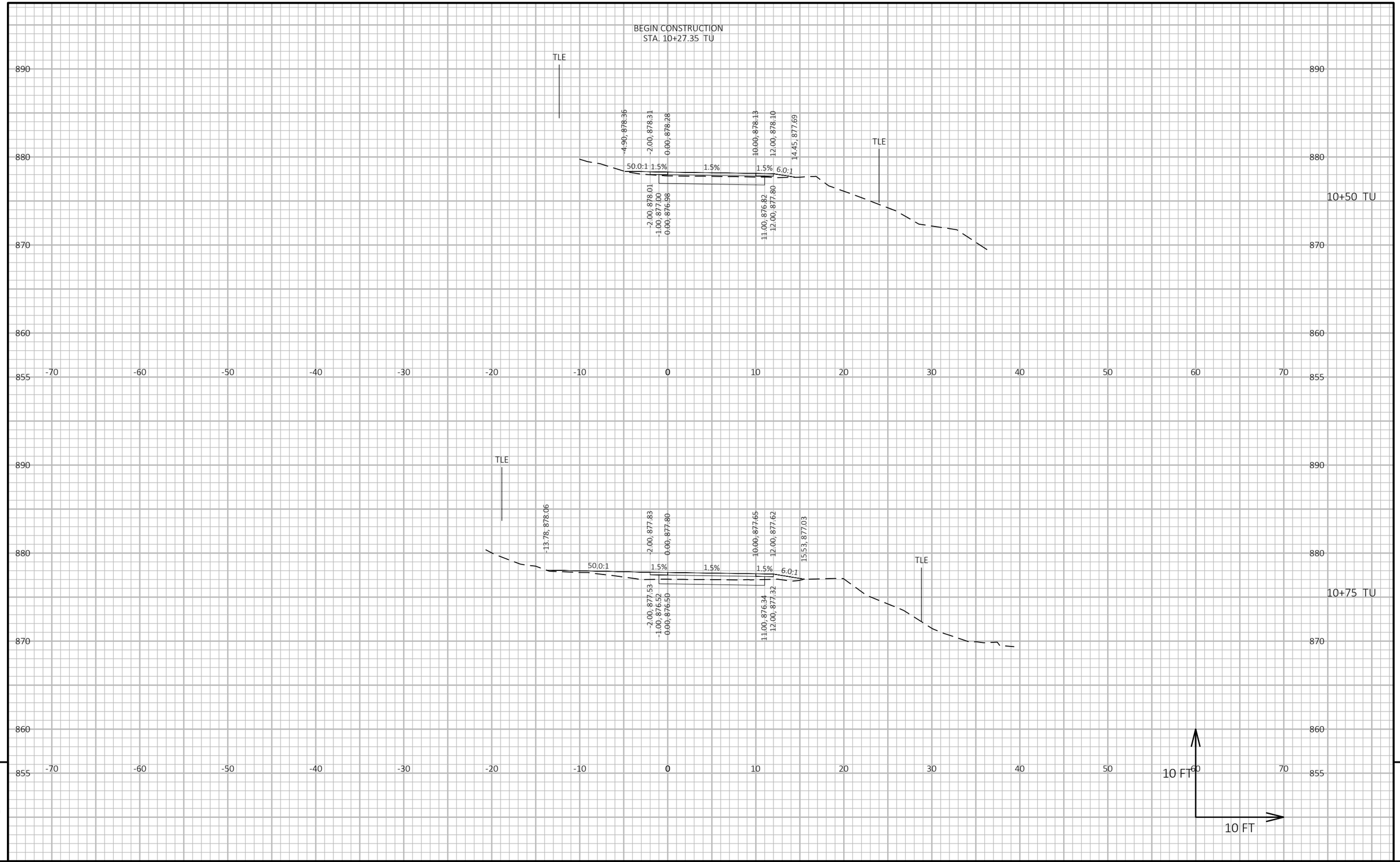


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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: BRANCH ST (B)	SHEET 287	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090202-XS.DWG
LAYOUT NAME - 090203-xs-b
PLOT DATE : 7/1/2026 3:30 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 288	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090201-xs-tu

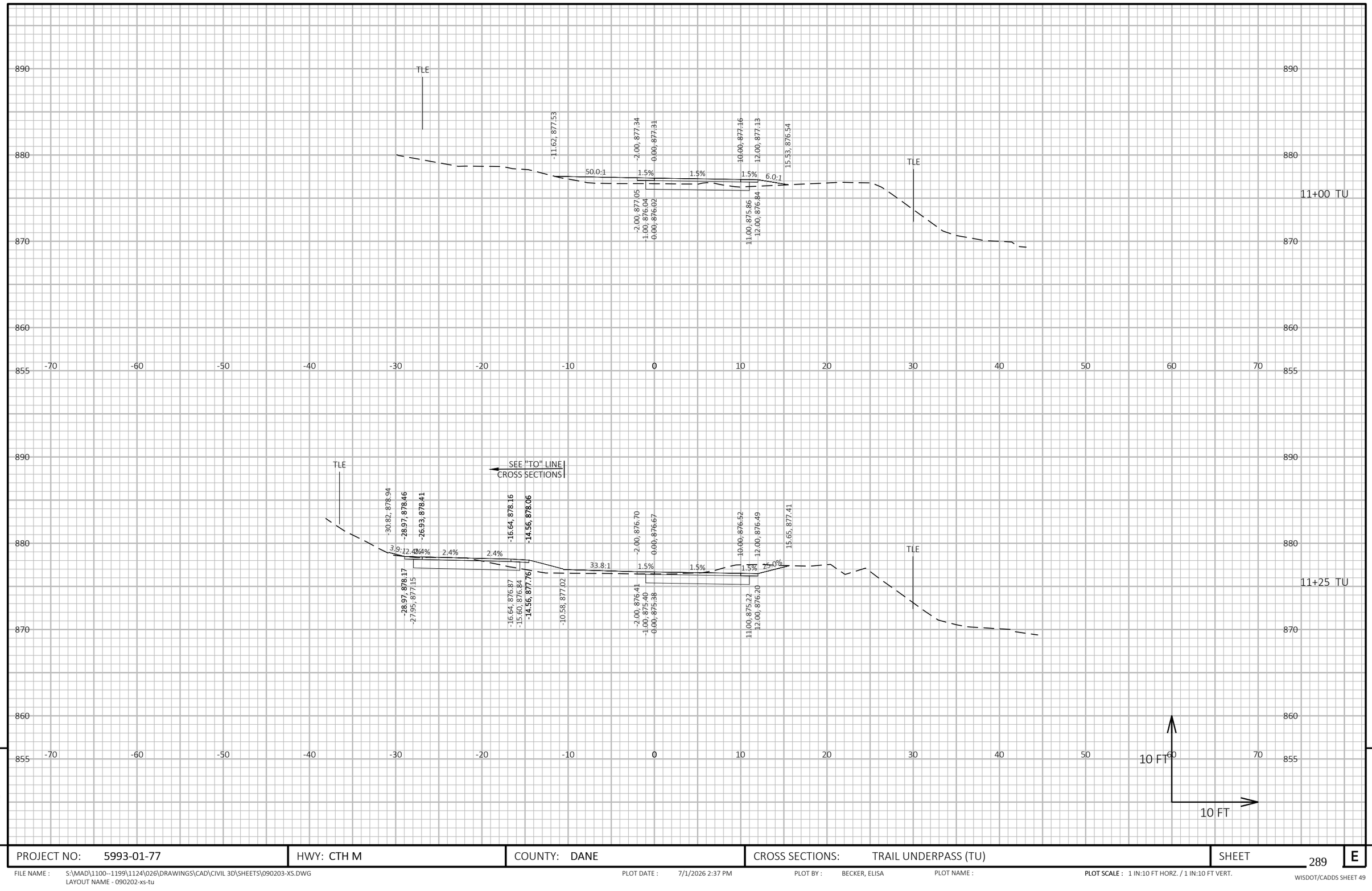
PLOT DATE : 7/1/2026 2:37 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 289	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090202-xs-tu

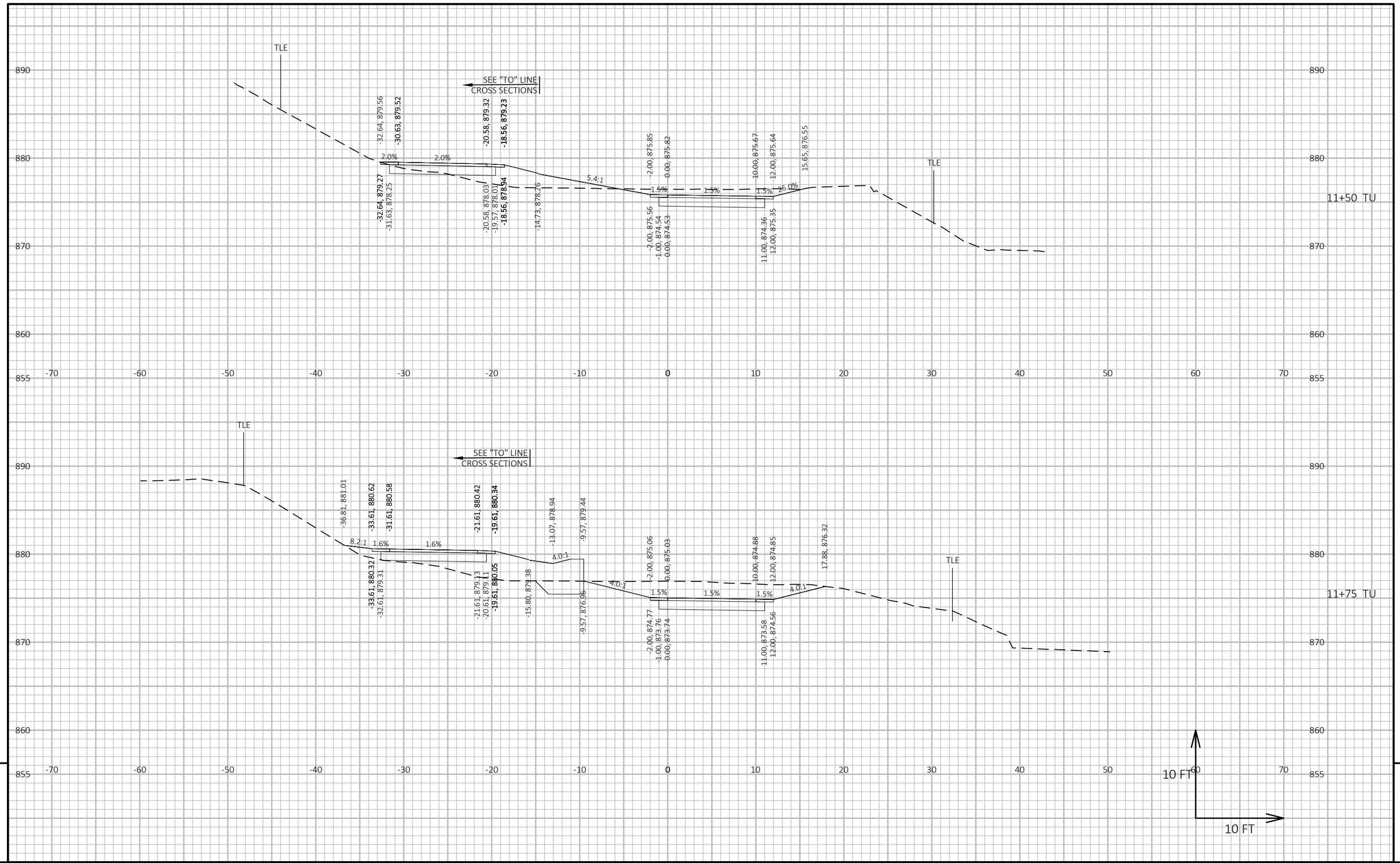
PLOT DATE : 7/1/2026 2:37 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

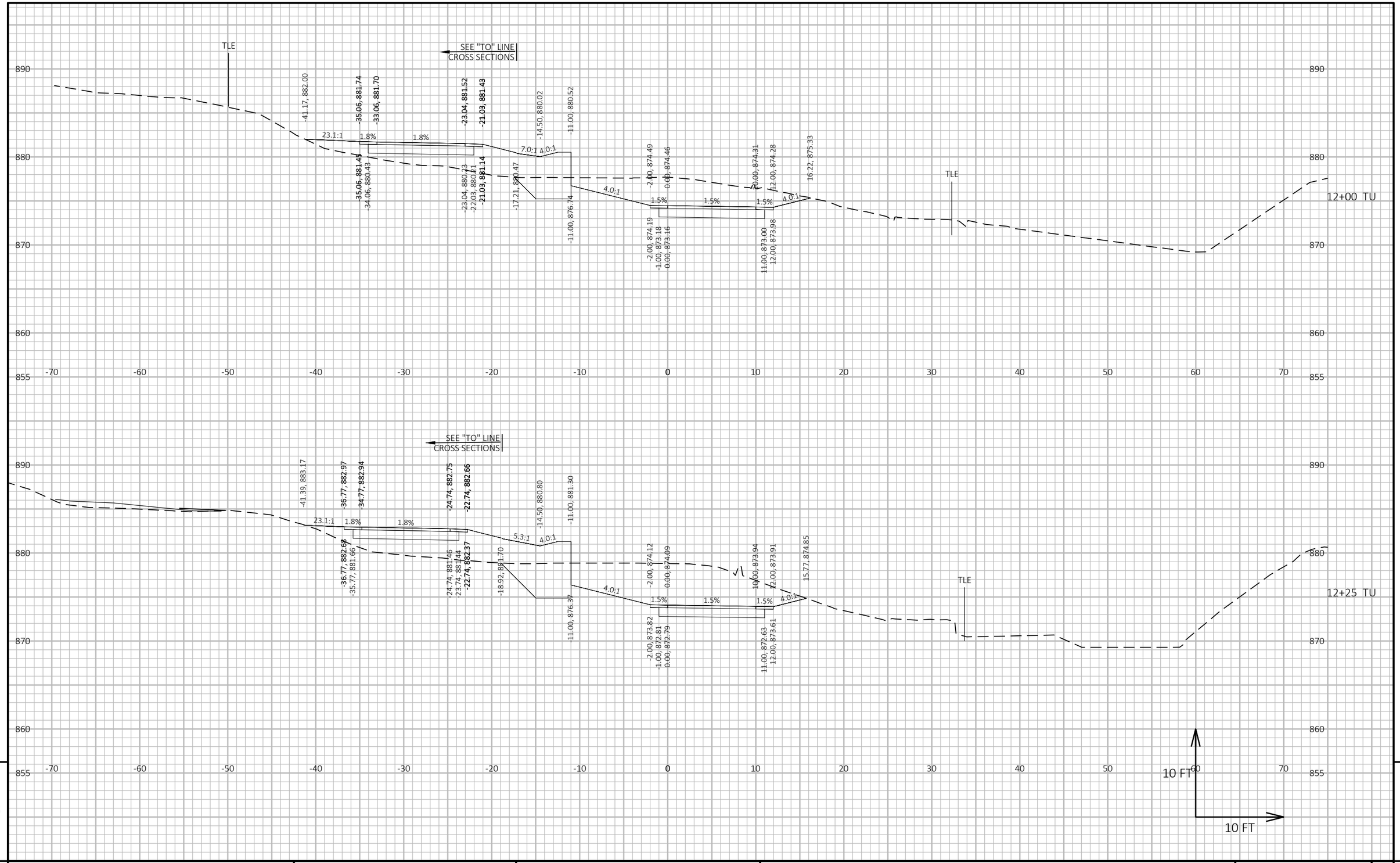


PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 290	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090203-xs-tu

PLOT DATE : 7/1/2026 2:37 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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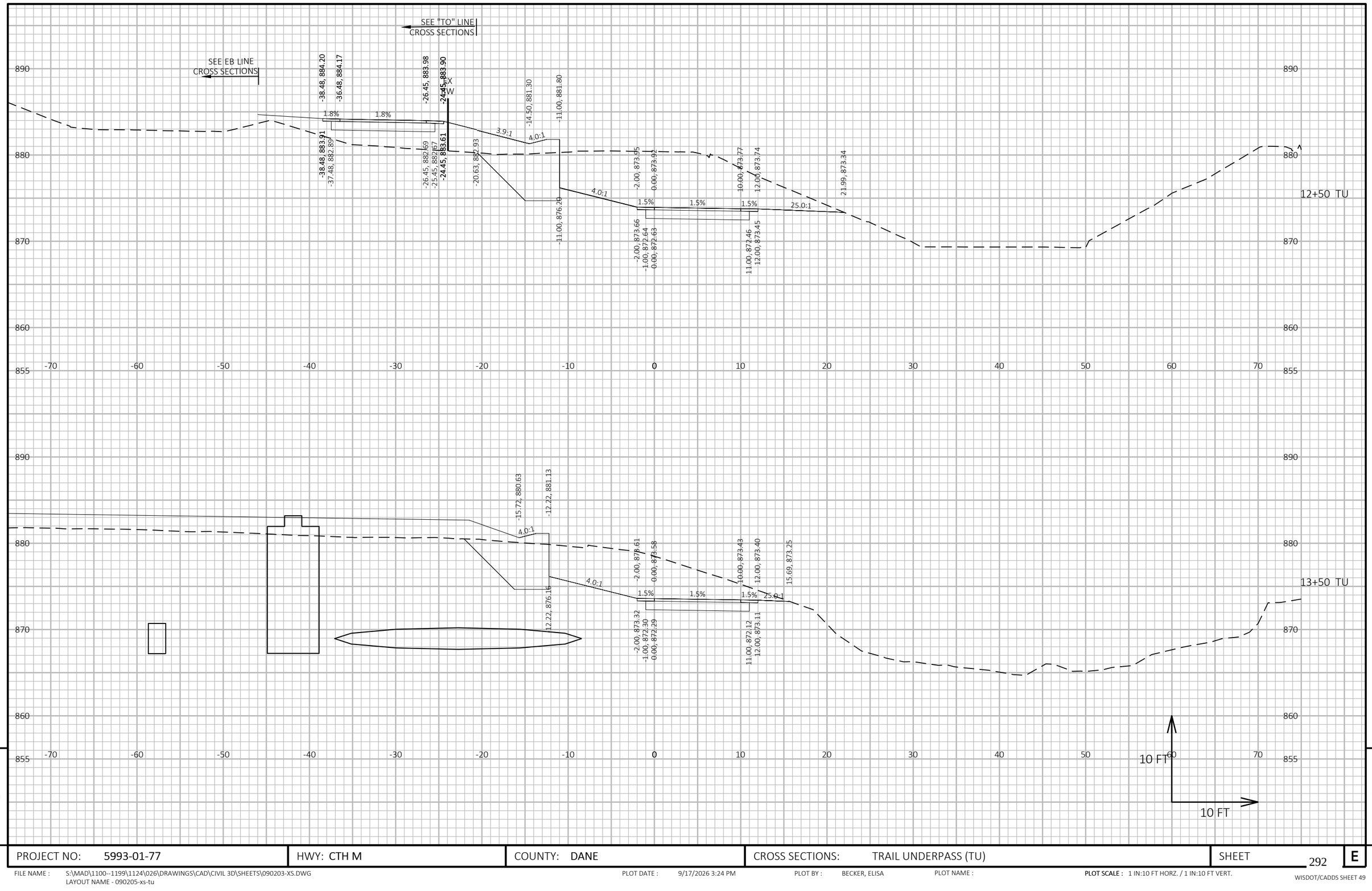
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 291	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090204-xs-tu

PLOT DATE : 7/1/2026 2:37 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 292	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090205-xs-tu

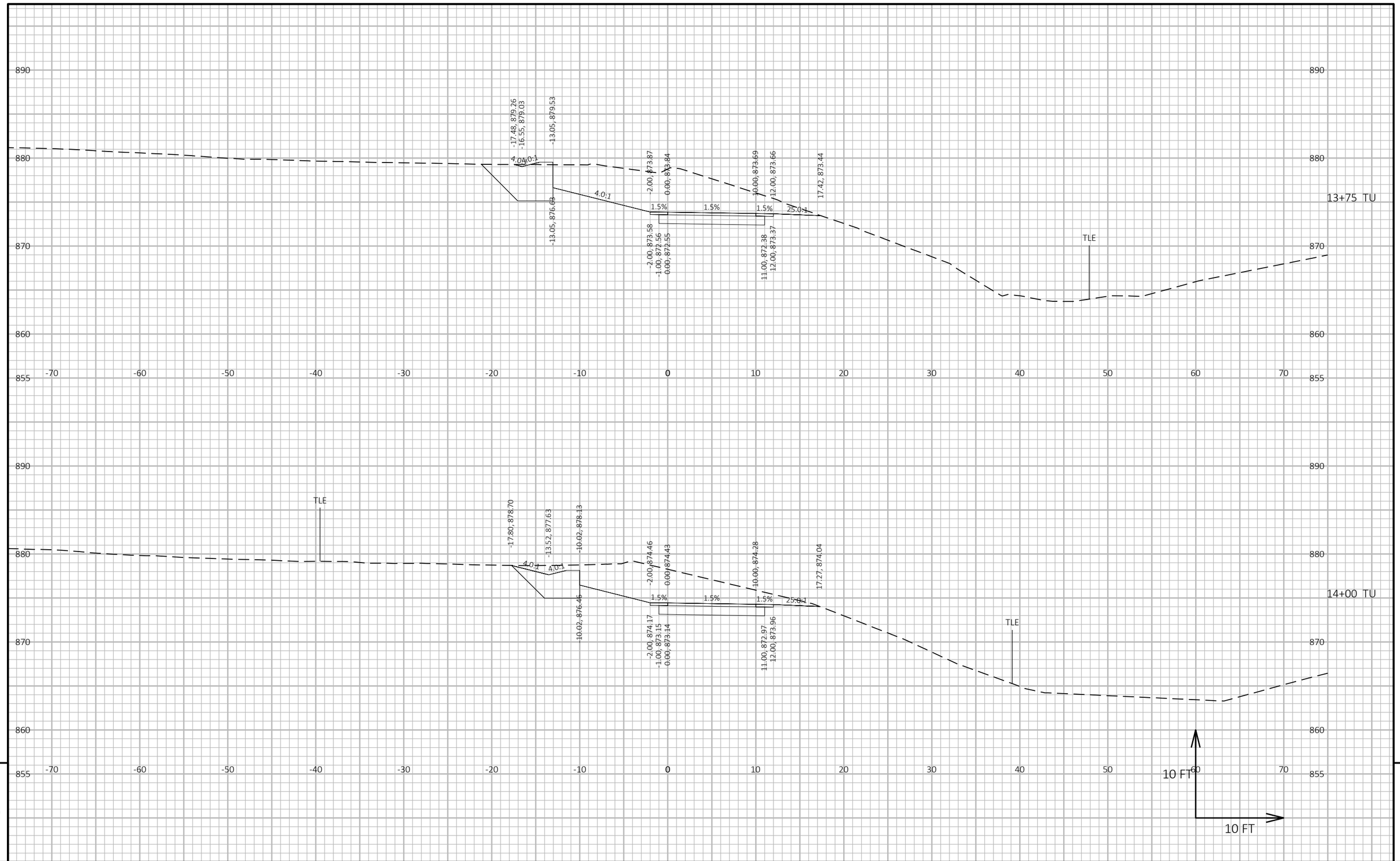
PLOT DATE : 9/17/2026 3:24 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 293	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090206-xs-tu

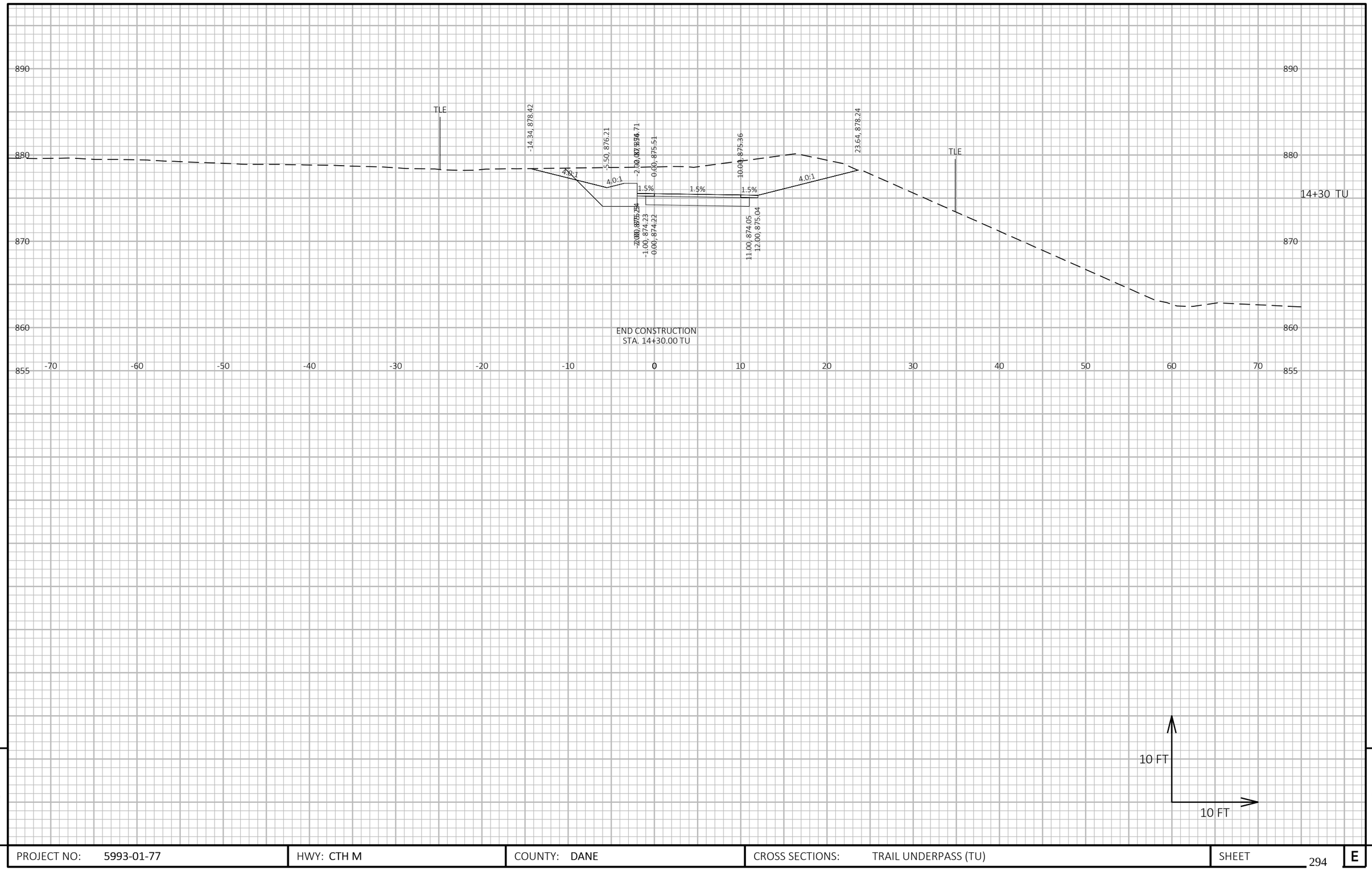
PLOT DATE : 7/1/2026 2:37 PM

PLOT BY : BECKER, ELISA

PLOT NAME :

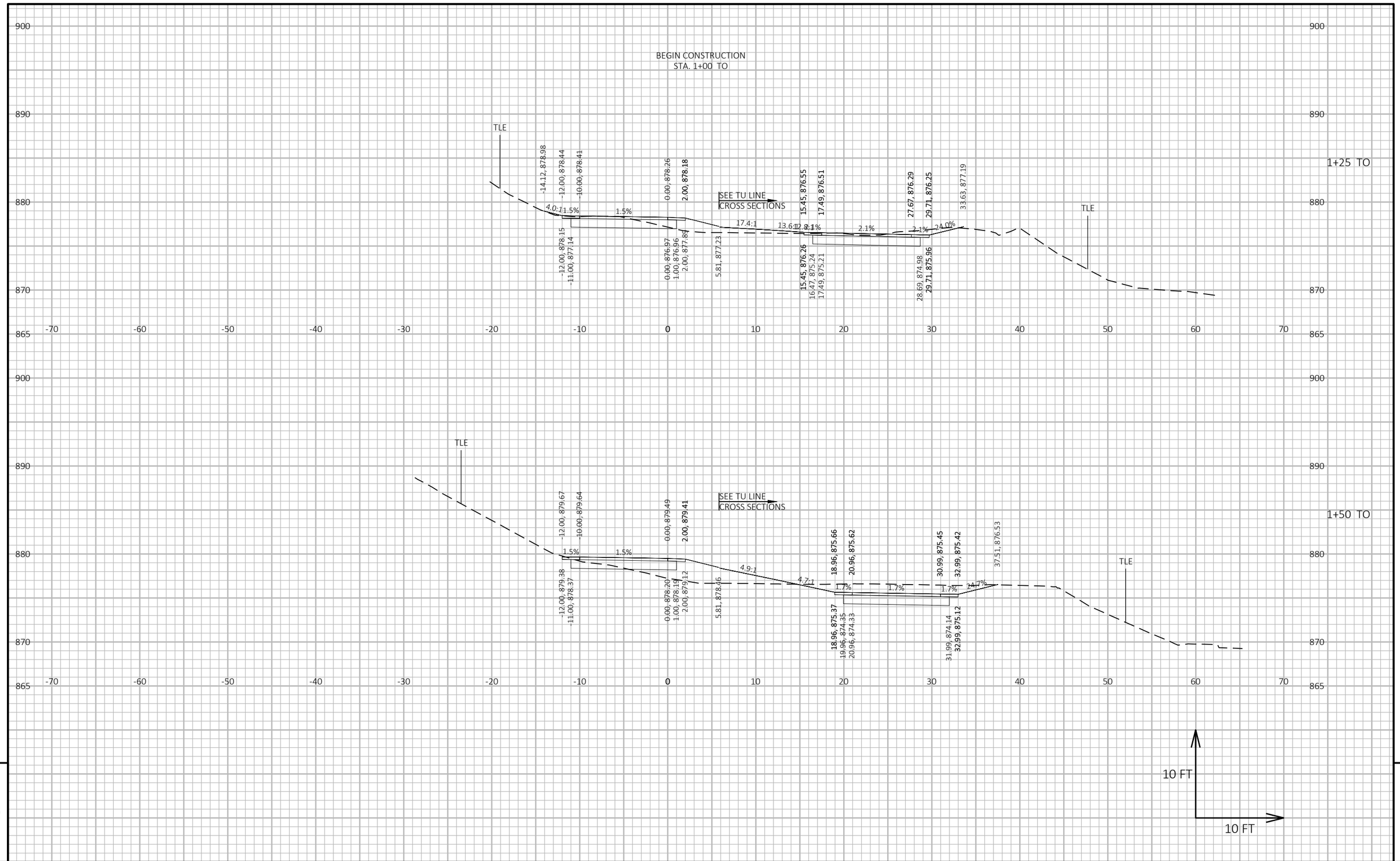
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL UNDERPASS (TU)	SHEET 294	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090207-xs-tu
PLOT DATE : 7/1/2026 2:37 PM
PLOT BY : BECKER, ELISA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



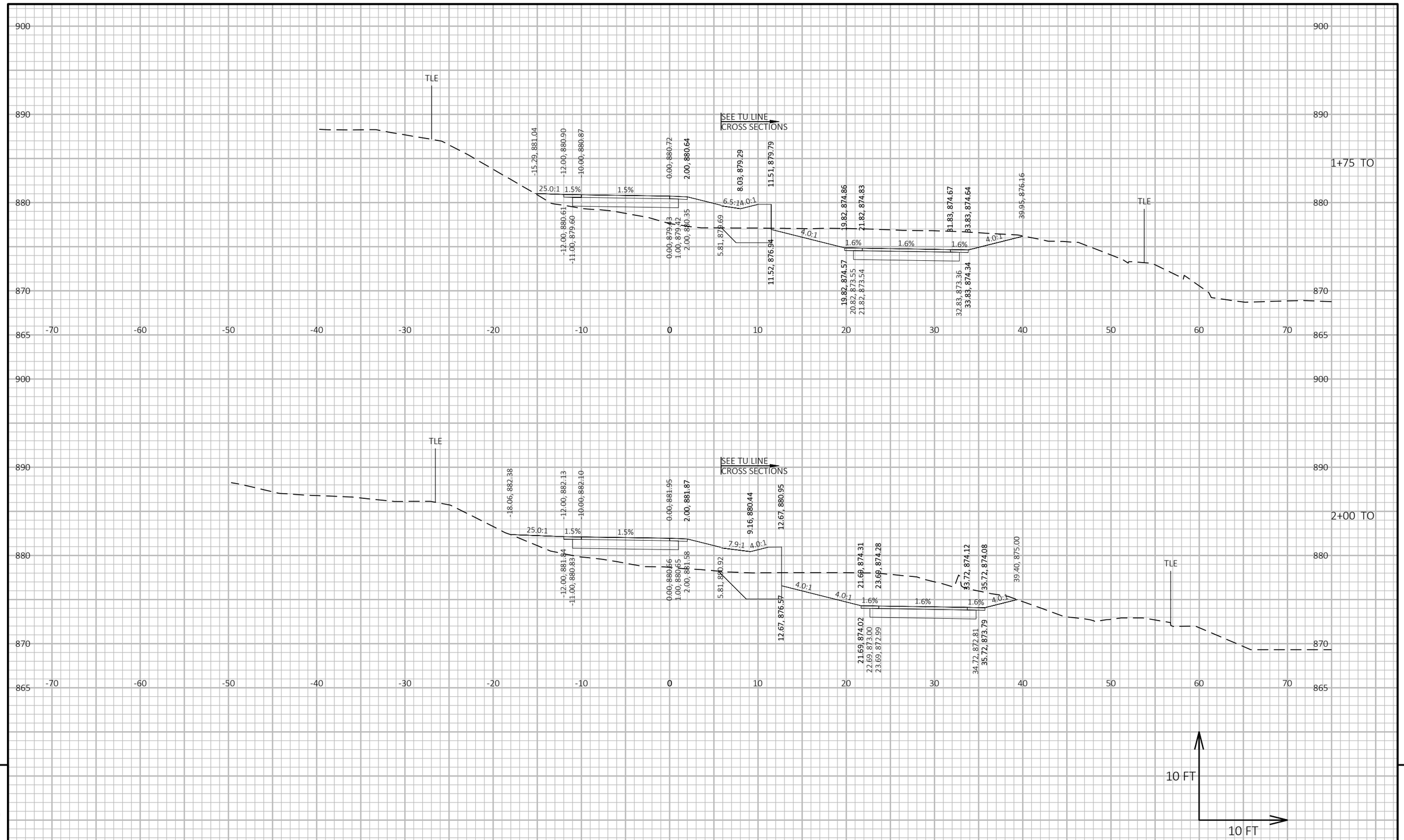
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PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL OVER CONNECTION (TO)	SHEET 295	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090201-xs-to

PLOT DATE : 7/1/2026 2:37 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

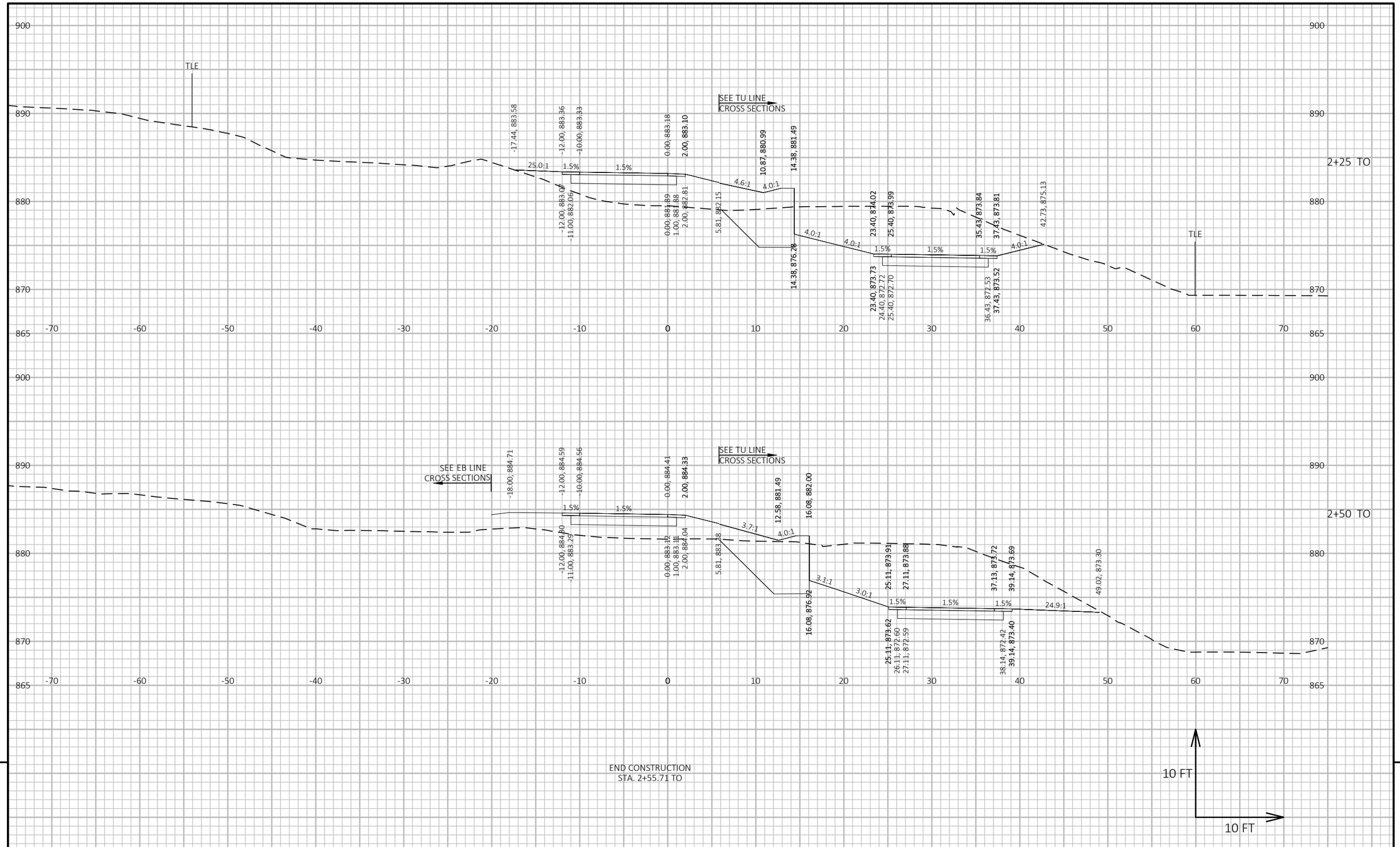


PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL OVER CONNECTION (TO)	SHEET 296	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090202-xs-to

PLOT DATE : 7/1/2026 2:37 PM PLOT BY : BECKER, ELISA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5993-01-77	HWY: CTH M	COUNTY: DANE	CROSS SECTIONS: TRAIL OVER CONNECTION (TO)	SHEET 297	E

FILE NAME : S:\MAD\1100--1199\1124\026\DRAWINGS\CAD\CIVIL 3D\SHEETS\090203-XS.DWG
LAYOUT NAME - 090203-xs-to

PLOT DATE : 9/16/2026 2:46 PM PLOT BY : BECKER, ELISA PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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