EAU

DECEMBER 2026

PROJECT ID: 8180-00-81

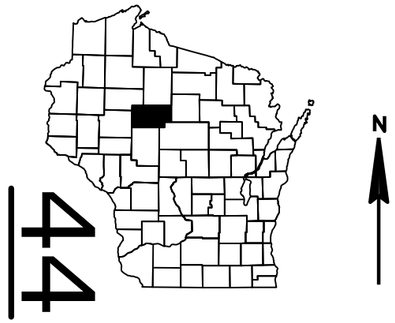
WITH: N/A

COUNTY: RUSK

ORDER OF SHEETS

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

TOTAL SHEETS = 392



DESIGN DESIGNATION 8180-00-01

A.A.D.T.	(2027)	=	5,310
A.A.D.T.	(2047)	=	6,450
D.H.V.		=	710
D.D.		=	58/42
T.		=	18.7%
DESIGN SPEED		=	25 MPH - 55 MPH
ESALS		=	2,010,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CORNELL - LADYSMITH

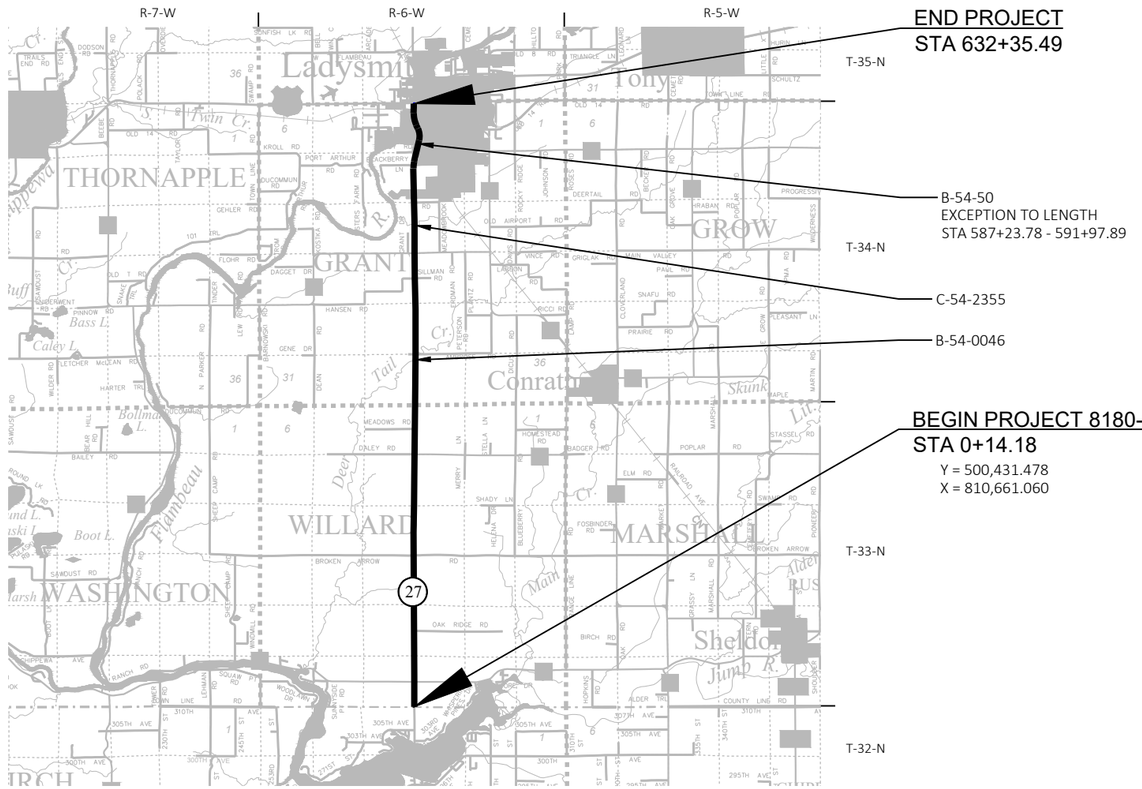
CHIPPEWA/RUSK CO LN TO USH 8

STH 27

RUSK COUNTY

STATE PROJECT NUMBER
8180-00-81

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8180-00-81		



LAYOUT SCALE 0 3 MI

TOTAL NET LENGTH OF CENTERLINE = 11.884 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RUSK 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 (2018). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12-A

ORIGINAL PLANS PREPARED BY

AECOM

WISCONSIN
MICHAEL G RUD
E-43011
MIDDLETON WI
PROFESSIONAL ENGINEER
8/1/2026

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	JEFF SMITH
Regional Examiner	NW REGION
Regional Supervisor	JEFF OLSON

APPROVED FOR THE DEPARTMENT

DATE: 7/16/2026 Jeffrey D Smith Digitally signed by Jeffrey D Smith Date: 2026.07.16 09:46:52-05'00'

(Signature)

E

2

GENERAL NOTES

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY 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.

THE BASE AGGREGATE DENSE (BAD) CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 2.1 TONS/CY FOR 3/4-INCH BAD AND 2.0 TONS/CY FOR 1 1/4-INCH BAD.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LBS/SY/IN OF DEPTH.

END CURB AND GUTTER REPLACEMENT LIMITS AT EXISTING JOINTS.

CONVENTIONAL ABBREVIATIONS

AHEAD	AH
BACK	BK
CENTERLINE	CL or C/L
CONCRETE	CONC
COORDINATES	COORDS
CULVERT	CULV
CULVERT PIPE CORRUGATED ALUMINUM	CPCA
CULVERT PIPE REINFORCED CONCRETE	CPRC
COUNTY TRUNK HIGHWAY	CTH
DEGREE OF CURVATURE	D
EAST	E
EASTING	X
ELEVATION	ELEV
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HOT MIX ASPHALT	HMA
HYDRANT	HYD
LENGTH OF CURVE	L
LEFT	LT
NORTH	N
NORTHBOUND	NB
NORTHING	Y
POINT OF TANGENCY	PT
PROPERTY LINE	PL
PROPOSED R/W	PRW
REFERENCE LINE	RL or R/L
PIPE ARCH CORRUGATE STEEL ALUMINUM COATED	PACSAC
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
RADIUS	R
REQUIRED	REQ'D
RIGHT	RT
RIGHT OF WAY	R/W
SHOULDER	SHLD
SOUTH	S
SOUTHBOUND	SB
SUPERELEVATION	SE
SEPTIC VENT	SEPV
SQUARE FEET	SF
STATE TRUNK HIGHWAY	STH
STATION	STA
TANGENT	T
TELEPHONE PEDESTAL	TP
TEMPORARY LIMITED EASEMENT	TLE
TYPICAL	TYP.
VOLUME	V
VARIES	VAR.
WEST	W

COMMUNICATIONS

BRIGHTSPEED OF NORTHERN WISCONSIN, LLC - COMMUNICATION LINE
BRIAN HUHN
425 ELLINGSON AVE
HAWKINS, WI 54530
(980) 376-1559
BRIAN.HUHN@BRIGHTSPEED.COM

NTERA, LLC - COMMUNICATION LINE
TYLER RICHTER
328 W MAIN STREET
NEW AUBURN, WI 54757
(715) 237-2605
TRICHTER@CITIZENS-CONNECTED.COM

S & K TV SYSTEM - COMMUNICATION LINE
DAVE SCOTT
508 MINER AVE W
LADYSMITH, WI 54848
(715) 532-7321
DAVE@SKCABLE.COM

SPECTRUM - COMMUNICATION LINE
CURTIS MOORE
1201 MCCANN DRIVE
ALTOONA, WI 54720
(715) 214-1172
CURTIS.MOORE@CHARTER.COM

ELECTRICITY

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

JUMP RIVER ELECTRIC COOPERATIVE - ELECTRICITY
BEN MODL
1102 WEST 9TH ST N
LADYSMITH, WI 54848
BMODL@JREC.COM

XCEL ENERGY - ELECTRICITY
JOHN KELSER
1400 WESTERN AVE
EAU CLAIRE, WI 54703
(715) 737-6020
JOHN.KELSER@XCELENERGY.COM

XCEL ENERGY - ELECTRICITY-TRANSMISSION
JOSH TOMLINSON
414 NICOLLET MALL
MINNEAPOLIS, MN 55401
(719) 355-9126
JOSHUA.TOMLINSON@XCELENERGY.COM

GAS/PETROLEUM

ENBRIDGE ENERGY- GAS/PETROLEUM
RYAN BOHMAN
4898 YOUNG RD
VESPER, WI 54489
(715) 213-0398
RYAN.BOHMAN@ENBRIDGE.COM

WE ENERGIES - GAS/PETROLEUM
STEVEN CHAVERS
104 W SOUTH ST
RICE LAKE, WI 54868
(715) 234-9605
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

MUNICIPALITY

CITY OF LADYSMITH - SEWER
ZECH GOTHAM
115 W 2ND STREET SOUTH
LADYSMITH, WI 54848
(715) 532-3721
ZGOTHAM@MORGANPARMLEY.COM

CITY OF LADYSMITH - WATER
ZECH GOTHAM
115 W 2ND STREET SOUTH
LADYSMITH, WI 54848
(715) 532-3721
ZGOTHAM@MORGANPARMLEY.COM

DOUG PARKER, PUBLIC WORKS ASSISTANT
(715) 532-2654
DPARKER@CITYOFLADYSMITHWI.COM

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
CONTOUR MAP
EROSION CONTROL
TRAFFIC SIGNAL REMOVAL PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT DIAGRAM

DESIGN CONTACT

AECOM
MIKE RUD, P.E.
1350 DEMING WAY, STE. 100
MIDDLETON, WI 53562
PHONE: (507) 450-9443
EMAIL: MICHAEL.RUD@AECOM.COM

WISDOT

WISDOT DESIGN PROJECT MANAGER
JEFF SMITH, P.E.
PHONE: (608) 246-7906
EMAIL: JEFF.SMITH3@DOT.WI.GOV

WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(RUSK COUNTY)
LEAH NICOL
1300 W CLAIREMONT AVE
EAU CLAIRE, WI 54701
PHONE: (715) 839-3730
EMAIL: LEAH.NICOL@WISCONSIN.GOV

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

2

RUSK COUNTY
CHIPPEWA COUNTY

TOWN OF WILLARD
TOWN OF HOLCOMBE

TOWN OF GRANT
TOWN OF WILLARD

CTH D

CULVERT REPLACEMENT

BROKEN ARROW RD

CULVERT REPLACEMENT

CULVERT REPLACEMENT

DALEY RD

MEADOWS RD

DEER TAIL CREEK

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360

STH 27

CTH D

OAK RIDGE RD

BROKEN ARROW RD

CTH I

CULVERT REPLACEMENT

CULVERT REPLACEMENT

AMBROSE RD

BEGIN PROJECT 8180-00-81
STA 0+14.18
Y = 500,431.478
X = 810,461.060

N

DEER TAIL CREEK

DEERTAIL RD

STA 367+50 - 369+70, LT & RT
REMOVE AND REPLACE GUARDRAIL

CTH P
REMOVE AND REPLACE
CURB AND GUTTER

HANSEN RD

CTH P

MEADOW BROOK

STA 500+09 - 505+77, LT & RT
REMOVE AND REPLACE GUARDRAIL

REPLACE NW WING WALL

BLACKBERRY LN

FLAMBEAU RIVER

PORT ARTHUR RD

CANADIAN NATIONAL R/R

RAILROAD CROSSING
REPLACEMENT

MINER AVE
CURB RAMP WORK

350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630

STH 27

B-54-46
CONCRETE REPAIR AT SOFFITS

STA 365+45 - 366+87, LT & RT
REMOVE AND REPLACE GUARDRAIL

AMBROSE RD

STILLMAN RD

CULVERT REPLACEMENT

CTH P

C-54-2335

CULVERT REPLACEMENT

JANSEN RD

DOUGHTY RD

STA 585+59 - 587+24, LT & RT
REMOVE AND REPLACE GUARDRAIL
REMOVE AND REPLACE CURB AND GUTTER
ADD DROP INLET AND PIPE WORK

B-54-50
EXCEPTION TO LENGTH
STA 587+23.78 - 591+97.89

STA 591+82 - 595+28, LT & RT
REMOVE AND REPLACE GUARDRAIL

COLLEGE AVE

COLLEGE AVE
CURB RAMP WORK

PORT ARTHUR RD
CURB RAMP WORK

FALGE PK DR

FRITZ AVE

MINER AVE

FALGE PARK DR
CURB RAMP WORK

USH 8

TOWN OF FLAMBEAU
TOWN OF GRANT

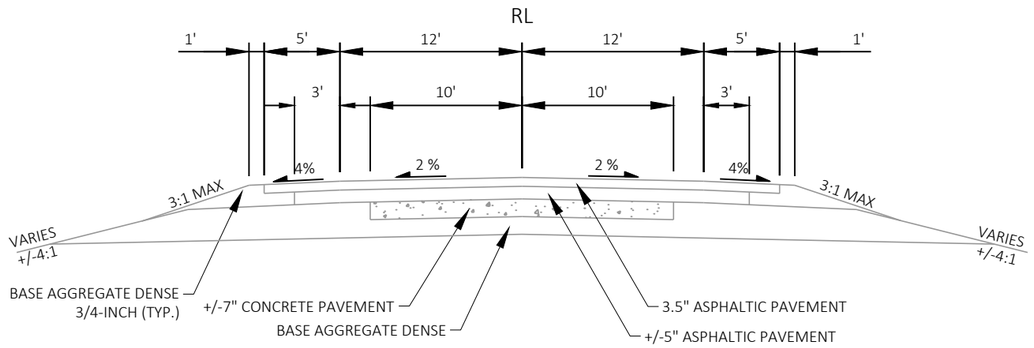
END PROJECT 8180-00-81
STA 632+35.49

CITY OF LADYSMITH

N

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PROJECT OVERVIEW	SHEET 3	E

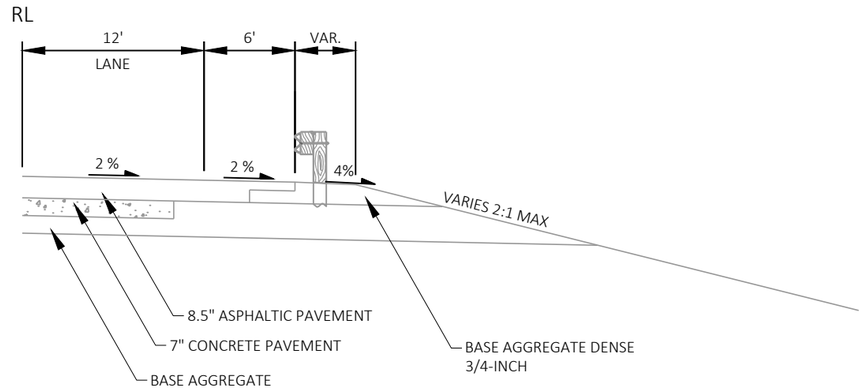
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EXISTING TYPICAL SECTION

STA 0+14 - 366+76
STA 367+62 - 587+24
*STA 591+98 - 626+19

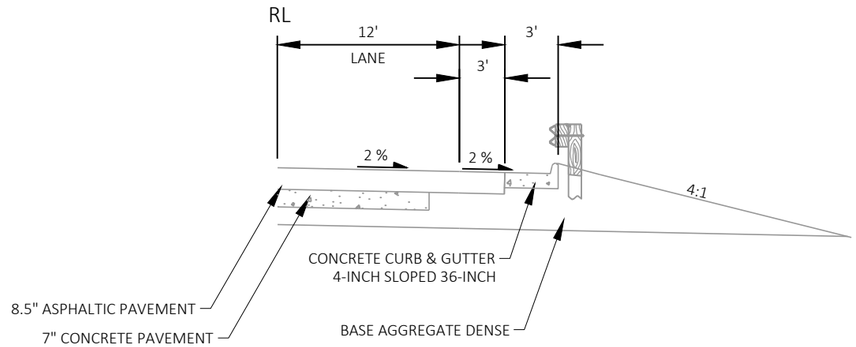
*MEDIAN OF VARYING WIDTH
FROM STA 593+79 TO STA 605+89



EXISTING TYPICAL PARTIAL SECTION

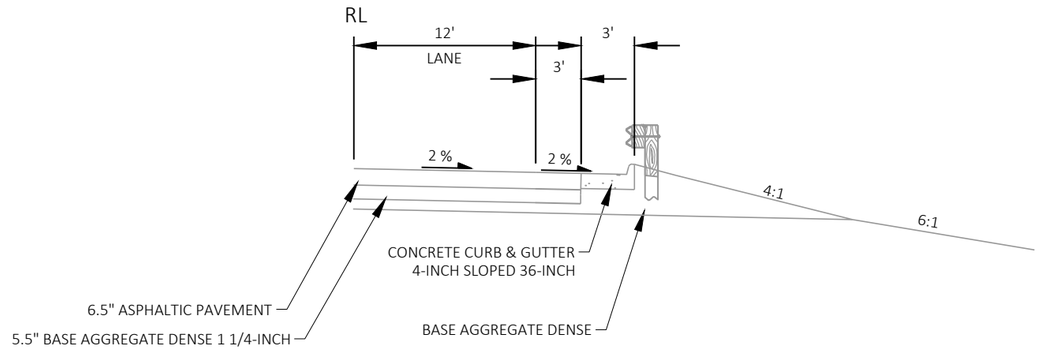
STA 365+46 - 366+68 LT
STA 367+50 - 369+03 LT
STA 367+72 - 368+93 RT
STA 500+60 - 504+56 RT
STA 501+35 - 505+31 LT
STA 585+80 - 587+00 RT
STA 586+18 - 587+10 LT
STA 591+98 - 593+68 LT
STA 591+98 - 593+68 RT

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 4	E



EXISTING TYPICAL PARTIAL SECTION

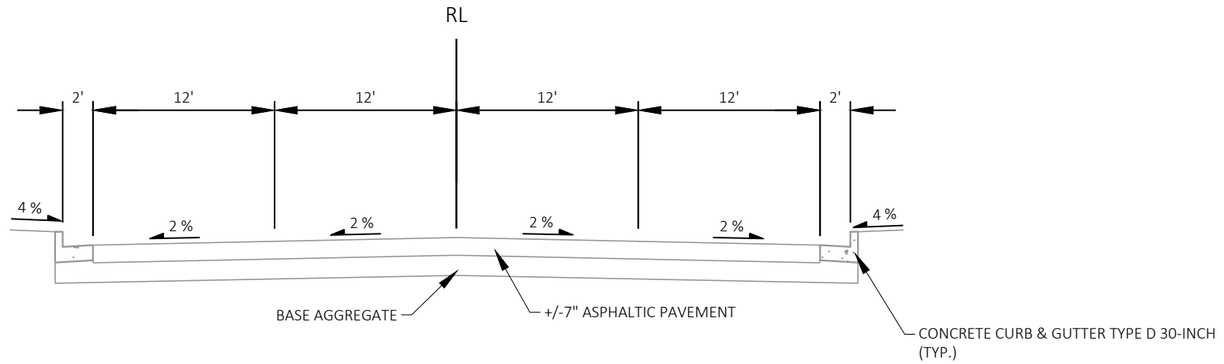
STA 587+00 - 587+15, RT
STA 587+10 - 587+15, LT



EXISTING TYPICAL PARTIAL SECTION

STA 587+15 - 587+24 LT / RT

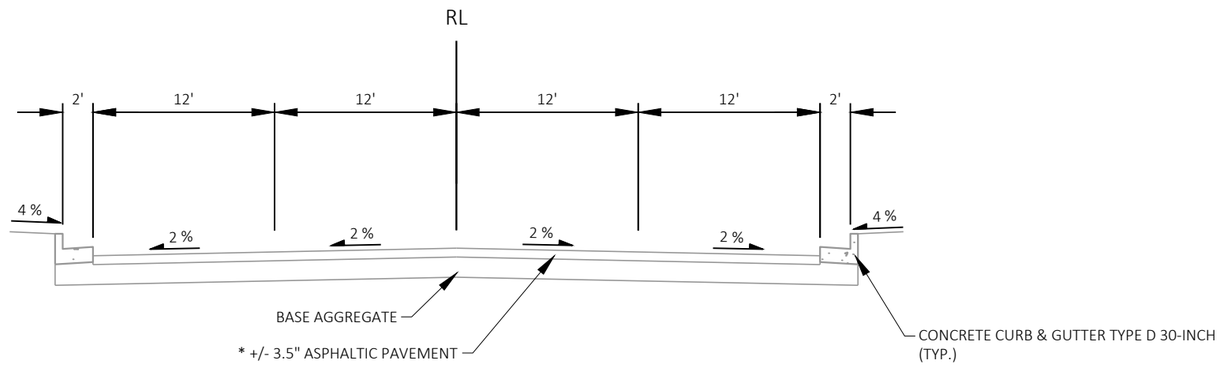
2



EXISTING TYPICAL SECTION

STA 626+19 - 629+00

*PAVEMENT TO BE RECONSTRUCTED BY CITY OF LADYSMITH DURING THE TWO WEEK CLOSURE FOR RAILROAD CONSTRUCTION. PAVEMENT TO MATCH MILLING ELEVATION.



EXISTING TYPICAL SECTION

STA 629+00 - STA 630+13

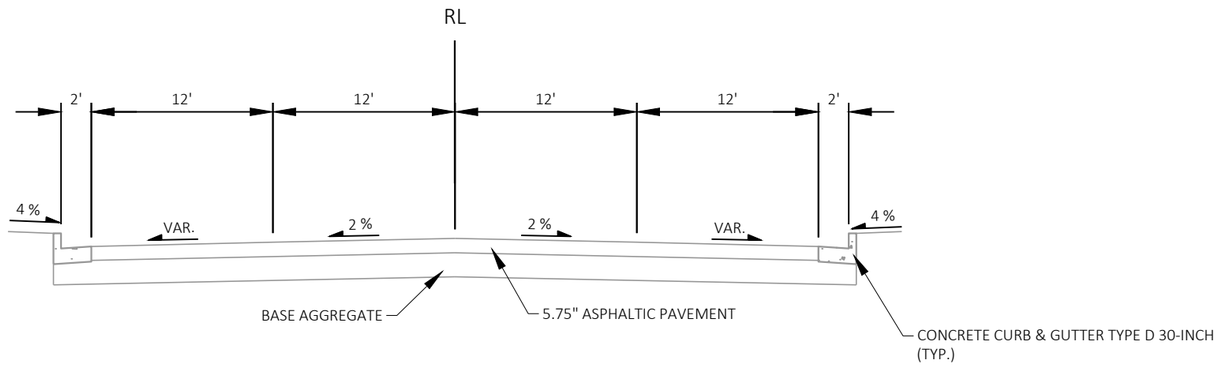
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 6	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2026 8:23 PM PLOT BY : CYCHOSZ, ALEX PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

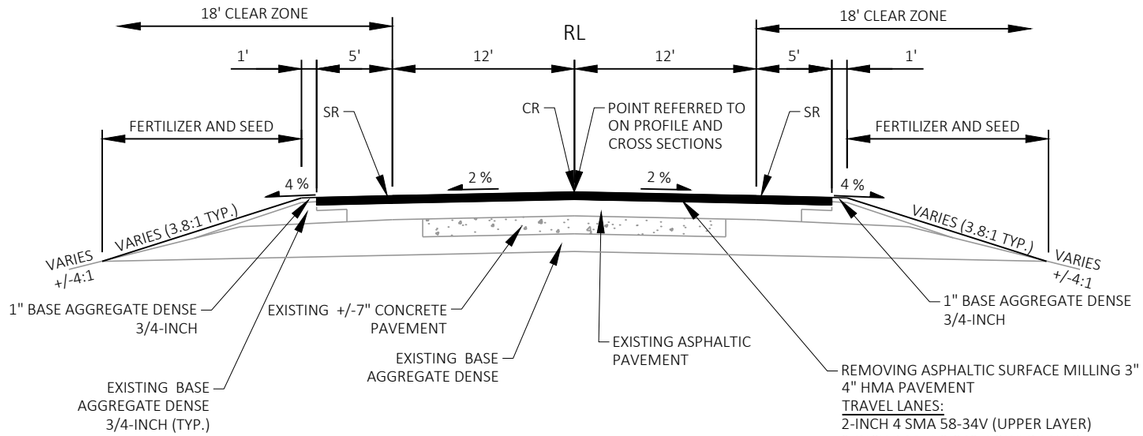


EXISTING TYPICAL SECTION

STA 630+13 - 632+35

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 7	E

2



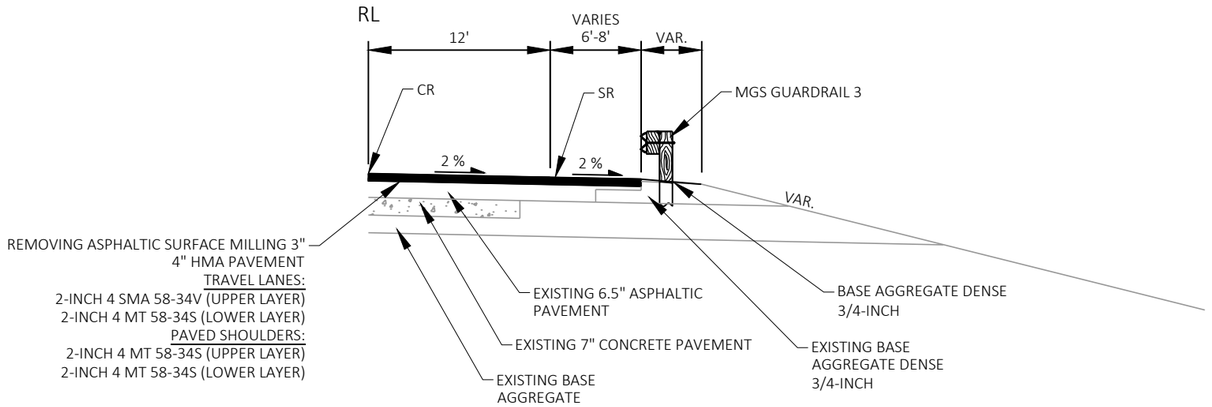
FINISHED TYPICAL SECTION

STA 0+14 - 129+22
STA 130+55 - 174+42
STA 175+56 - 221+61
STA 222+67 - 312+69
STA 313+89 - 345+44
STA 346+58 - 352+04
STA 353+20 - 366+76
STA 367+62 - 466+40
STA 467+56 - 520+70
STA 521+84 - 587+24
*STA 591+98 - 625+12

*MEDIAN OF VARYING WIDTH INTRODUCED FROM STA 593+79 - 605+89

CR = ASPHALTIC RUMBLE STRIPS, CENTERLINE
SR = ASPHALTIC RUMBLE STRIPS, SHOULDER

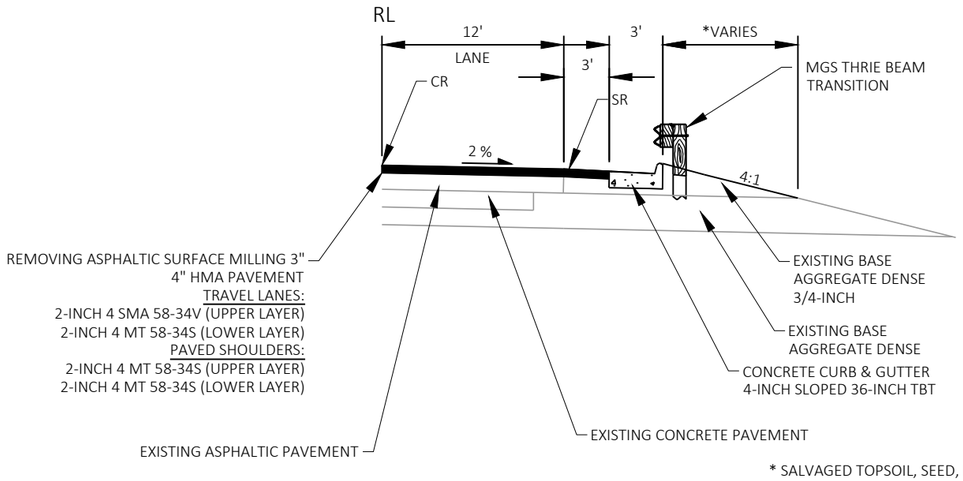
NOTE: MATCH ANY EXISTING SUPER ELEVATIONS.



FINISHED TYPICAL PARTIAL SECTION

STA 365+46 - 366+68 LT
STA 367+50 - 368+42 LT
STA 367+72 - 368+93 RT
STA 500+60 - 504+56 RT
STA 501+35 - 505+31 LT
STA 585+93 - 587+70 RT
STA 586+31 - 587+13 LT
STA 592+01 - 593+77 LT & RT

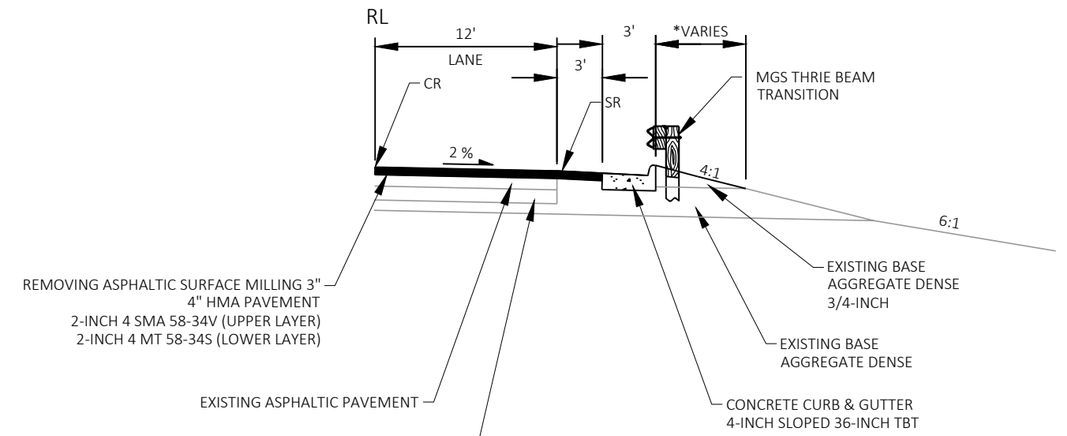
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 8	E



CR = ASPHALTIC RUMBLE STRIPS, CENTERLINE
SR = ASPHALTIC RUMBLE STRIPS, SHOULDER

FINISHED TYPICAL PARTIAL SECTION

STA 586+70 - 587+14 RT

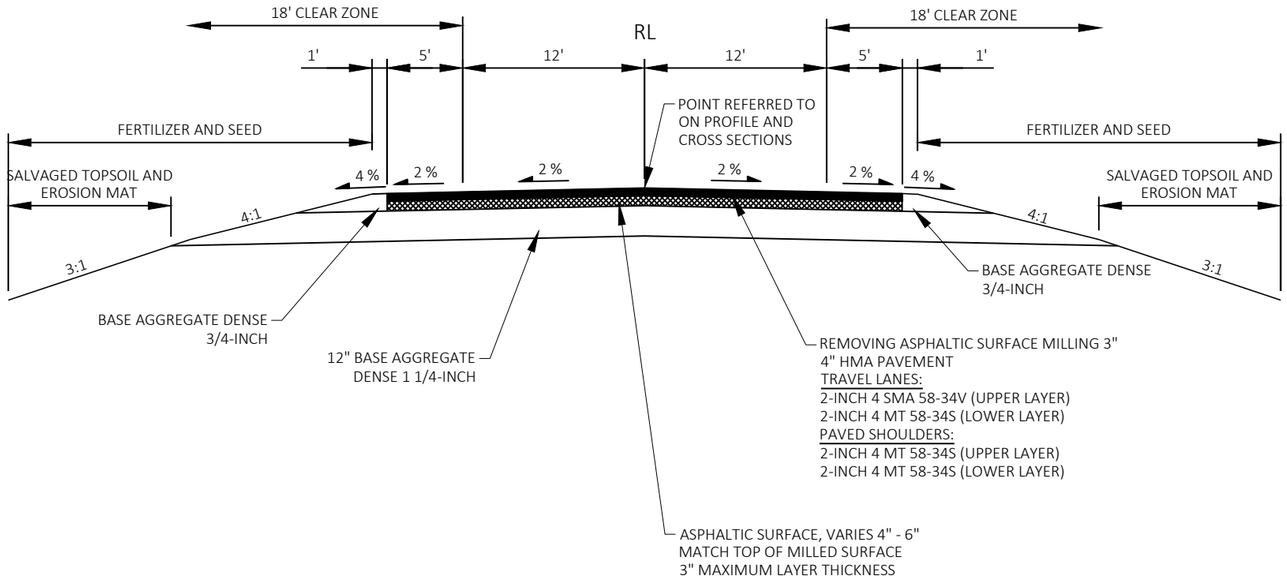


FINISHED TYPICAL PARTIAL SECTION

STA 587+14 - 587+24 LT & RT

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 9	E

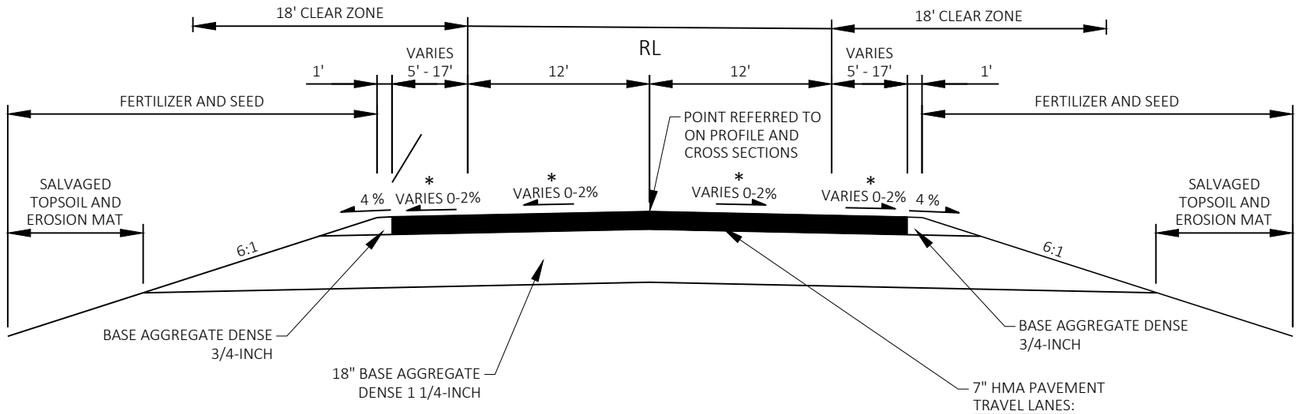
2



FINISHED TYPICAL SECTION

STA 129+22 - 130+55
STA 174+42 - 175+56
STA 221+61 - 222+67
STA 312+69 - 313+89
STA 345+44 - 346+58
STA 352+04 - 353+20
STA 466+40 - 467+56
STA 520+70 - 521+84

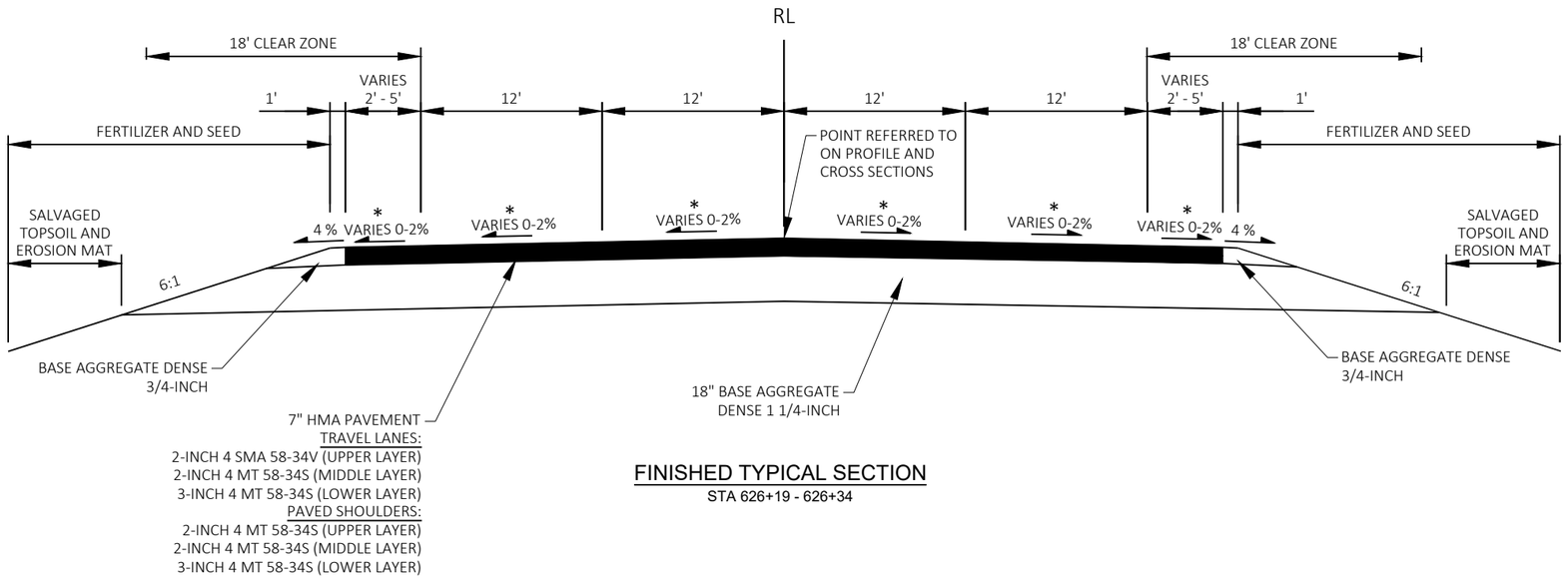
2



FINISHED TYPICAL SECTION

STA 625+12 - 626+03

* TRANSITION CROSS SLOPE FROM NORMAL CROWN TO SAME PLANE AS RAILROAD TRACKS PER SDD PAVEMENT DETAILS FOR RAILROAD APPROACH

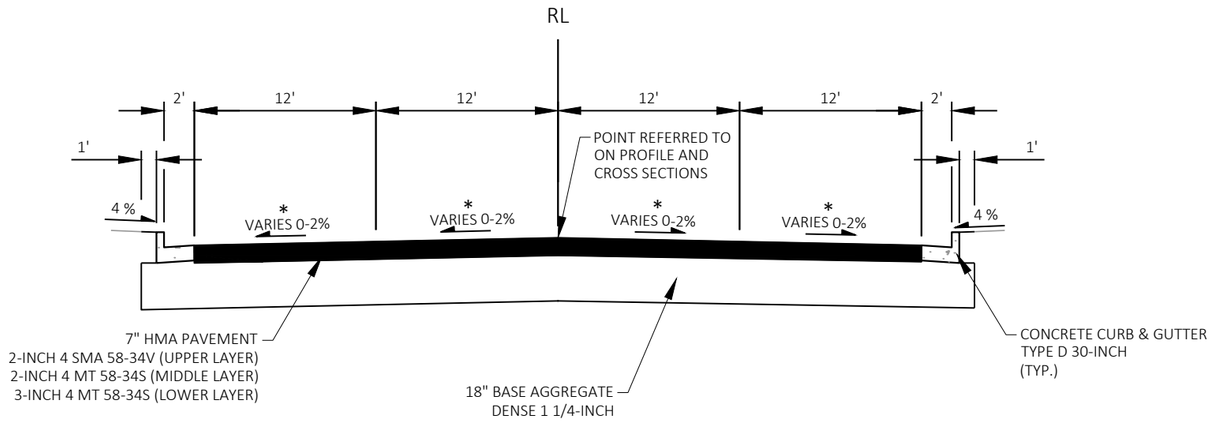


FINISHED TYPICAL SECTION

STA 626+19 - 626+34

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 11	E

2

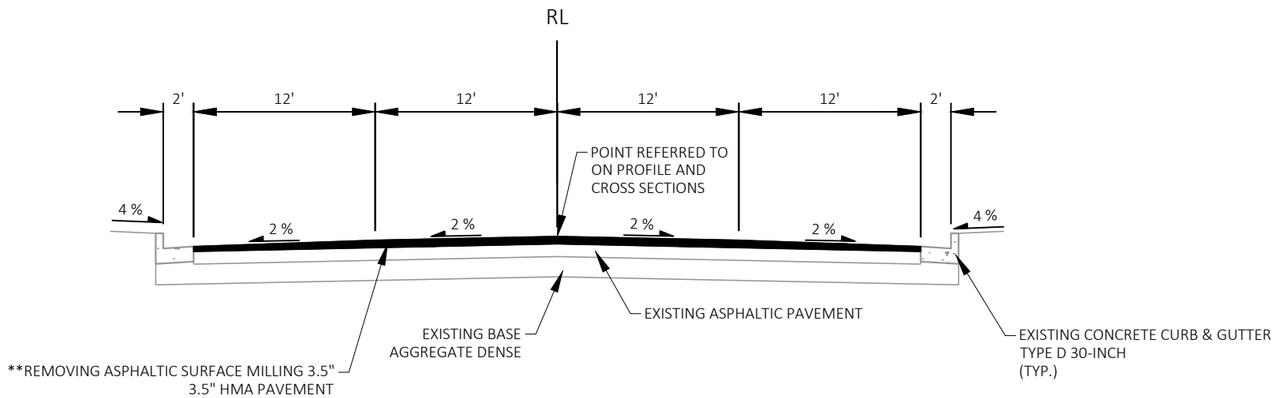


FINISHED TYPICAI SECTION

STA 626+34 - 627+12

* TRANSITION CROSS SLOPE FROM NORMAL CROWN TO SAME PLANE AS RAILROAD TRACKS PER SDD PAVEMENT DETAILS FOR RAILROAD APPROACH

** MILLING NOT REQUIRED FROM STA 629+00 - STA 630+13



FINISHED TYPICAL SECTION

STA 627+12 - 632+35

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TYPICAL SECTION	SHEET 12	E

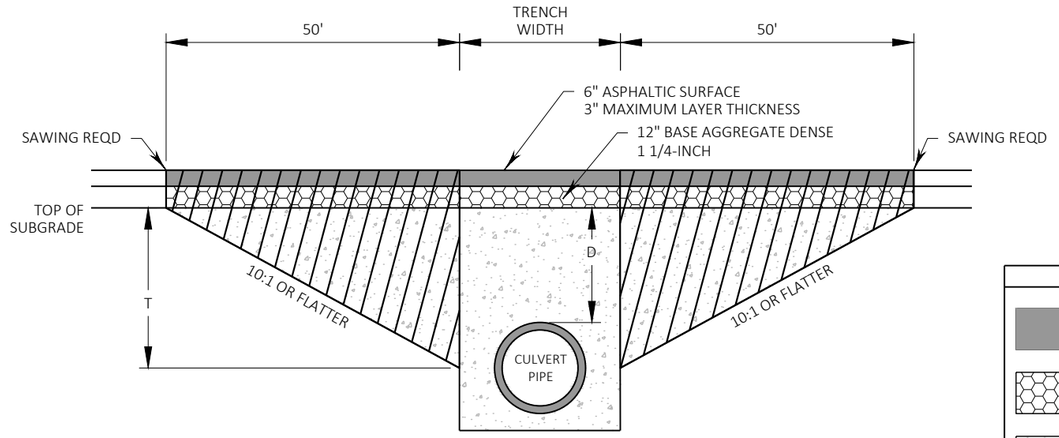
2

RUNOFF COEFFICIENT TABLE

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

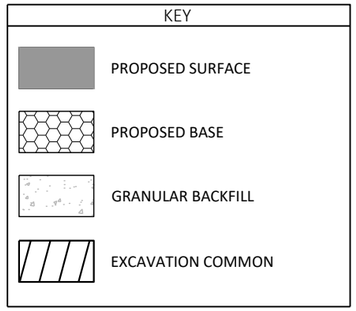
TOTAL PROJECT AREA = 187 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.0 ACRES

2



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

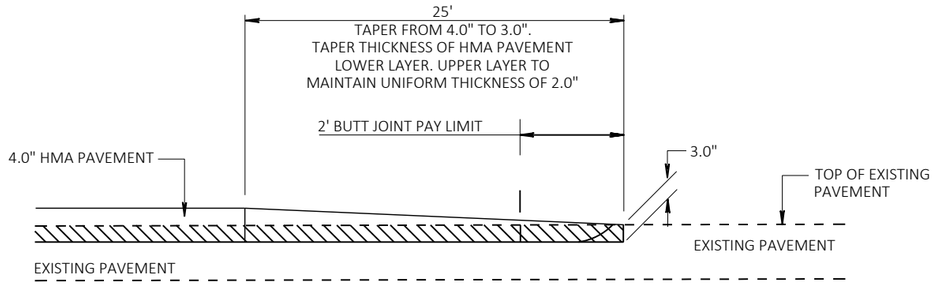


NOTES

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
PLACE 2 LAYERS OF (3-INCH MAX LAYER THICKNESS) ASPHALTIC SURFACE AFTER CULVERT PIPE INSTALLATION AND BEFORE MILLING AND PAVING OVERLAY.
GRANULAR BACKFILL PAID FOR AS BACKFILL GRANULAR GRADE 2.

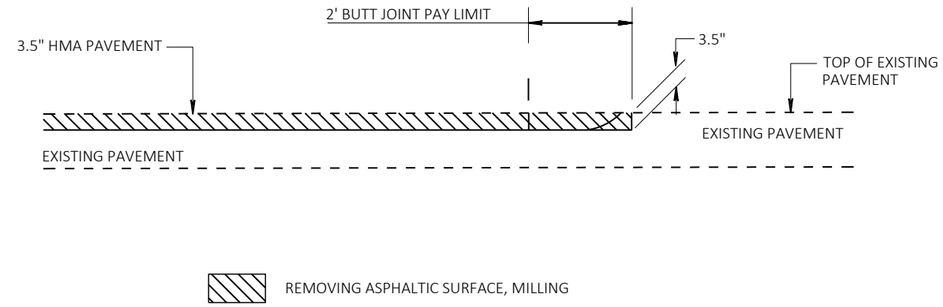
CULVERT PIPE TRANSITION

STA	DEPTH D (FT)	PIPE DIA (IN)
129+90	2.4	48
174+99	2.2	24x38
222+14	2.9	30
313+31	3.9	48
346+01	2.1	24x38
352+59	2.5	29x45
466+97	3.4	34x53
521+27	2.4	24x38



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

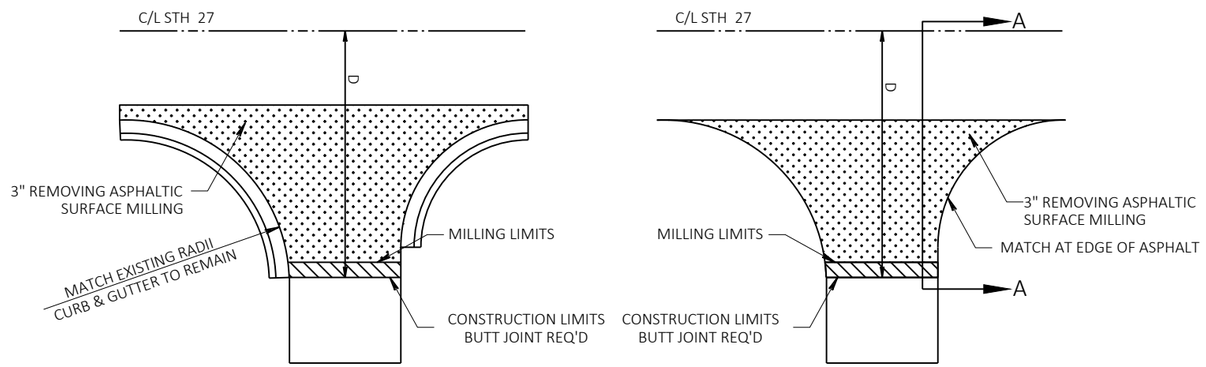
MAINLINE
(PROJECT BEGINNING AND STRUCTURE APPROACHES)
STA 0+14 - 0+69
STA 366+21 - 366+76
STA 367+62 - 368+17
STA 586+69 - 587+24
STA 591+98 - 592+53



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

MAINLINE
(RAILROAD APPROACHES AND PROJECT END)
STA 625+80 - 626+05
STA 626+19 - 626+44
STA 632+10 - 632+35

2

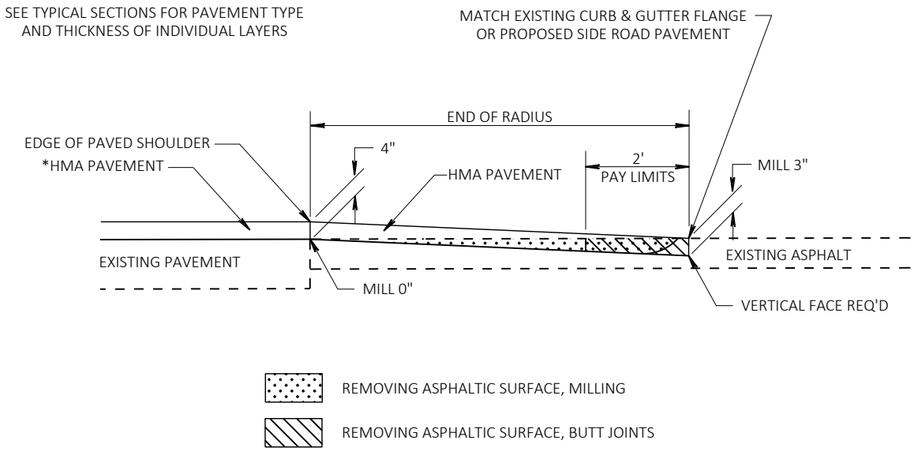


D = FARTHEST RADIUS FROM STH 27
OR AS DIRECTED BY ENGINEER

PLAN VIEW
INTERSECTION WITH CURB & GUTTER

PLAN VIEW
INTERSECTION WITHOUT CURB & GUTTER

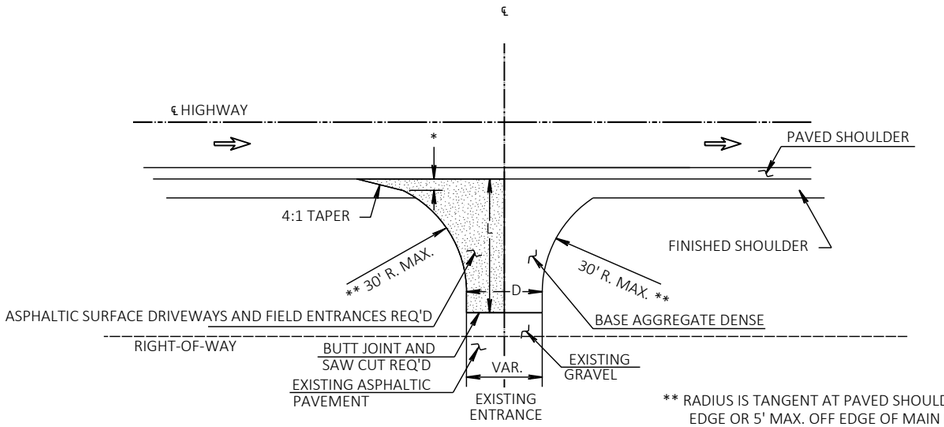
* SEE TYPICAL SECTIONS FOR PAVEMENT TYPE
AND THICKNESS OF INDIVIDUAL LAYERS



SECTION A - A

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

SIDEROAD



L= 6-FT TYPICAL, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH (MATCH EXISTING)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

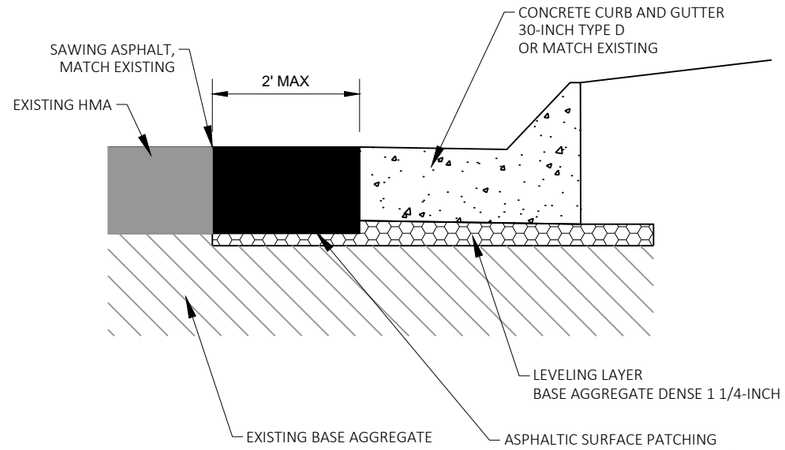
* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL

(PE's, FE's & CE'S)

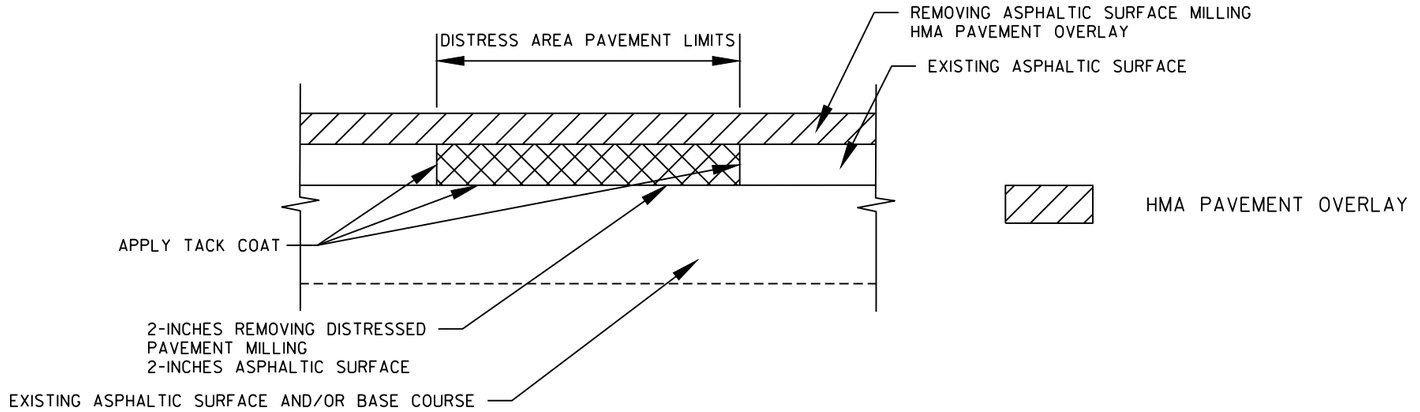
SEE PLAN SHEETS FOR LOCATIONS



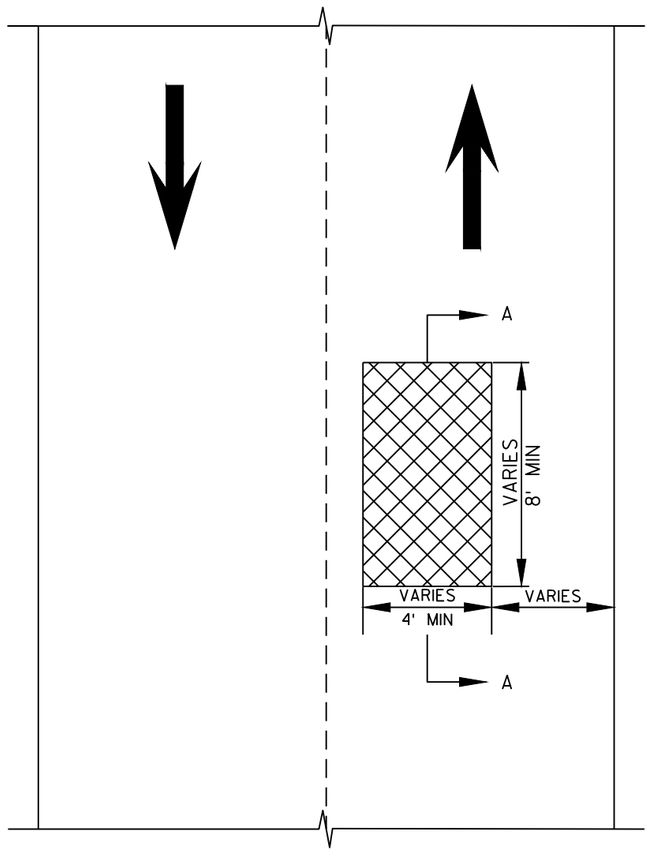
SECTION VIEW

PAVEMENT REPLACEMENT AT CURB & GUTTER REPLACEMENTS

2



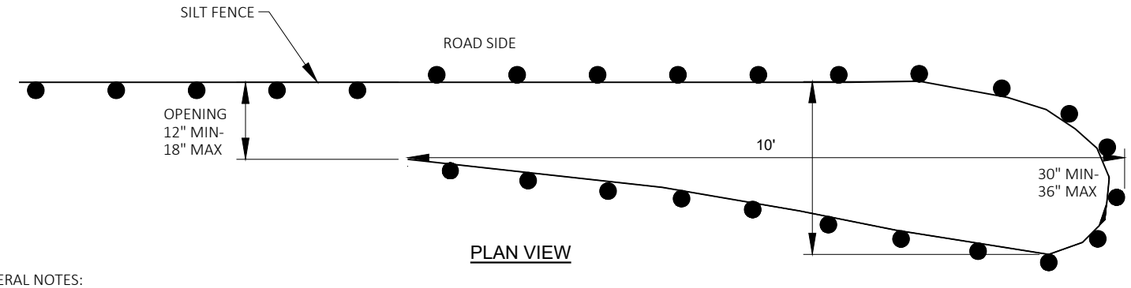
REMOVING DISTRESSED PAVEMENT MILLING
SECTION A-A



PLAN VIEW

EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD

2

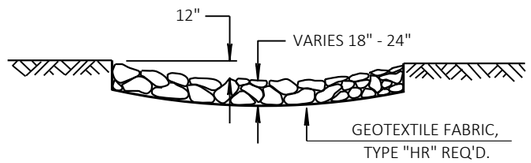


PLAN VIEW

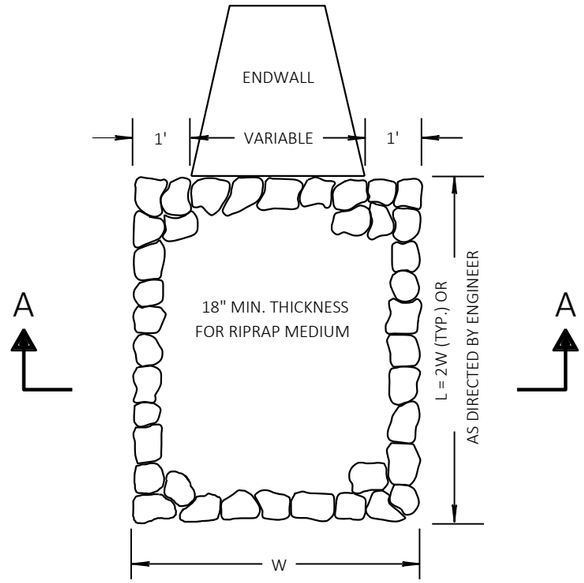
GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

TEMPORARY SMALL ANIMAL TURN-AROUND

(PAID FOR AS SILT FENCE)



SECTION A-A



RIPRAP TREATMENT AT CULVERTS

GENERAL NOTES

1. POST BOLTS ARE $\frac{5}{8}$" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A $\frac{5}{8}$" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND $\frac{5}{8}$" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.
2. WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK OF CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
3. TOLERANCE FOR TOP OF W-BEAM RAIL IS +/- 1".

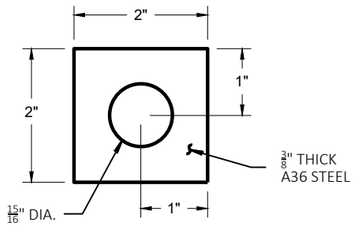
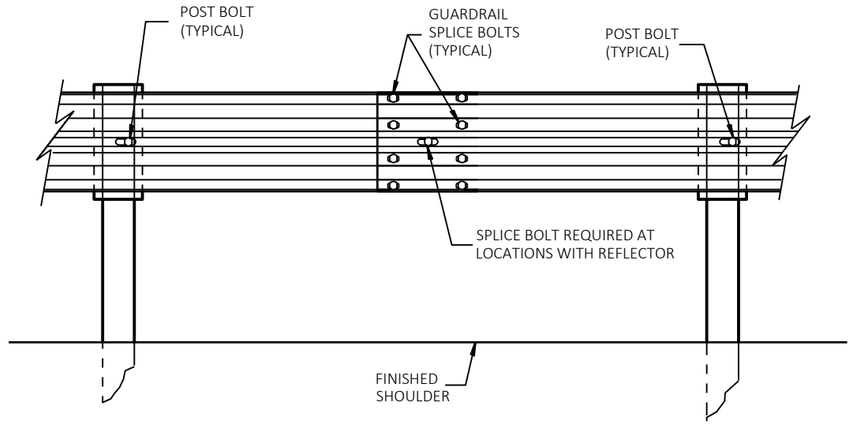
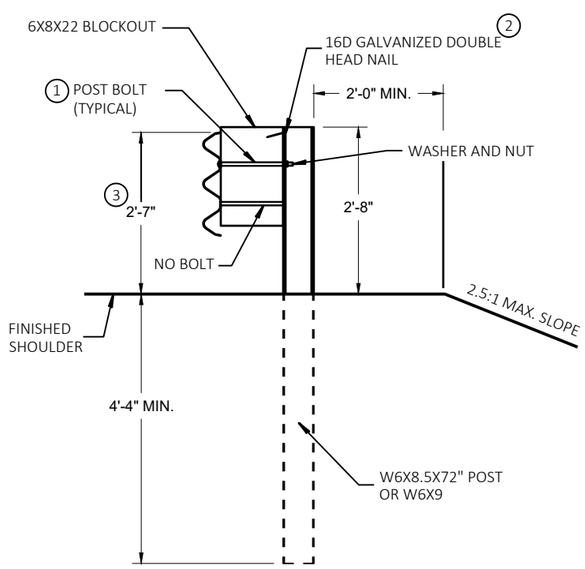


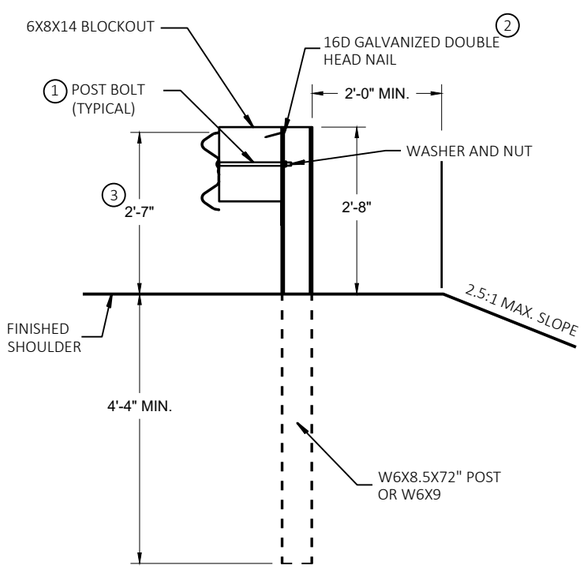
PLATE WASHER DETAIL



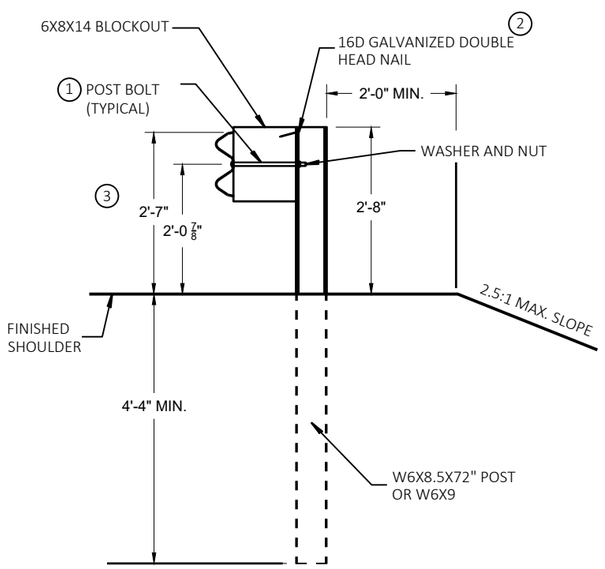
SPLICE DETAIL



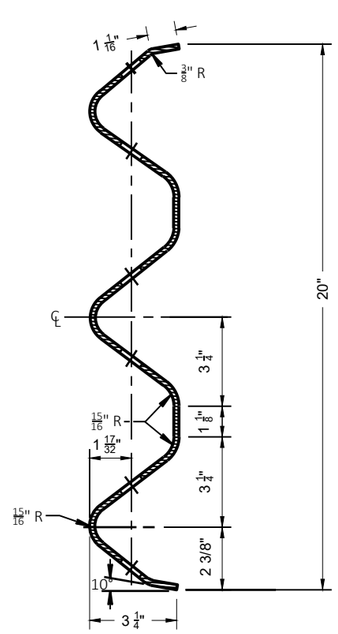
SECTION A - A
POST 1



SECTION B - B
POST 2



SECTION C - C
POSTS 3-4



SECTION THRU THRIE BEAM RAIL ELEMENT

MGS THRIE BEAM TRANSITION TL-2

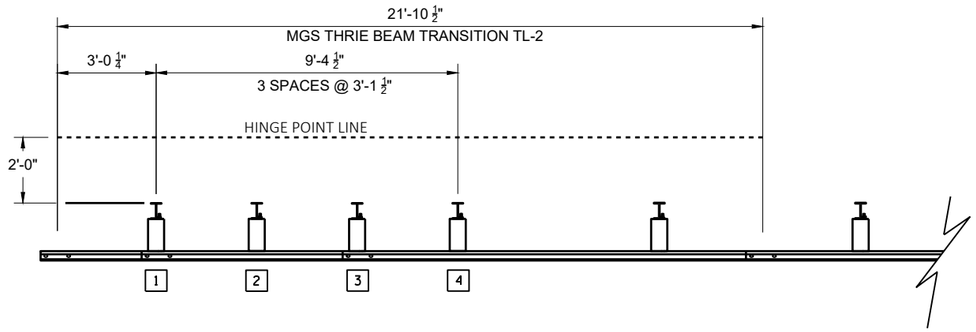
STH 27 (B-54-46)

2

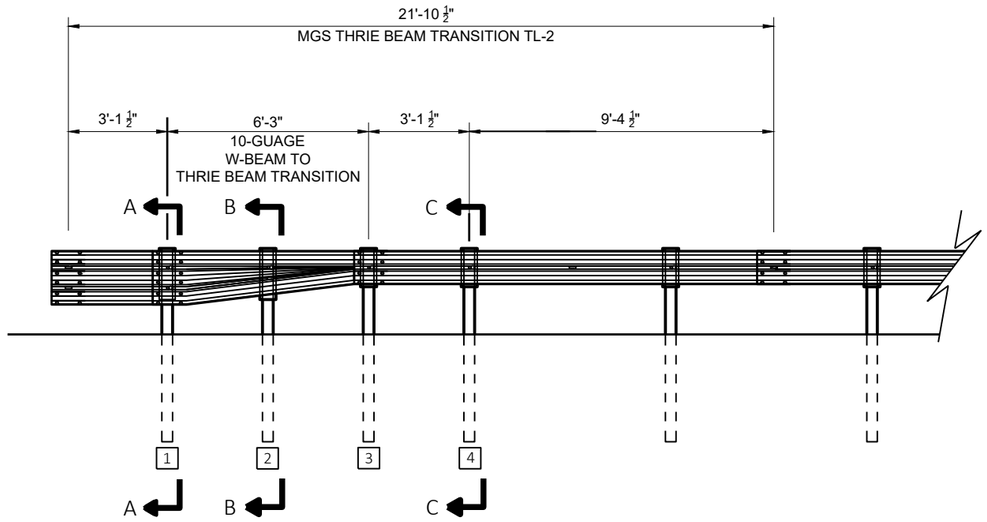
GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 $\frac{1}{2}$", AND 12" DIAMETER AROUND POST.

TRANSITION USES STEEL POSTS ONLY.



PLAN VIEW

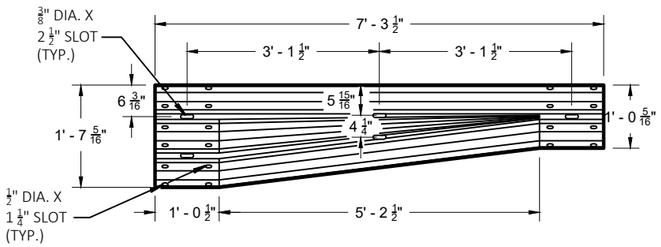


ELEVATION VIEW

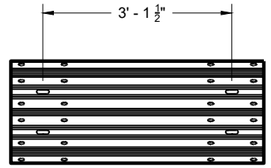
MGS THRIE BEAM TRANSITION TL-2

STH 27 (B-54-46)

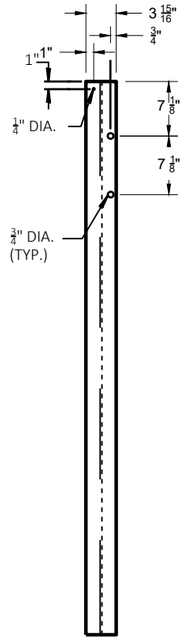
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CONSTRUCTION DETAILS	SHEET 20	E

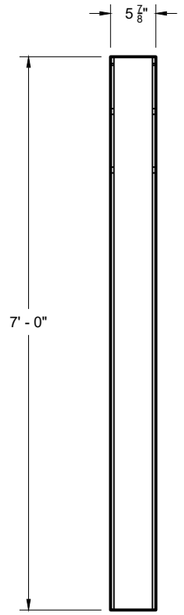


10 GAUGE W-BEAM TO THRIE BEAM TRANSITION SECTION

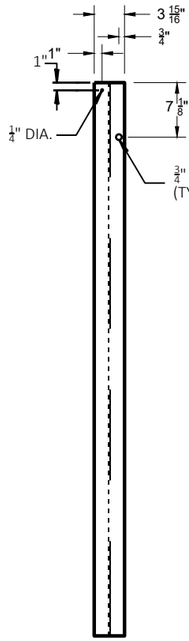


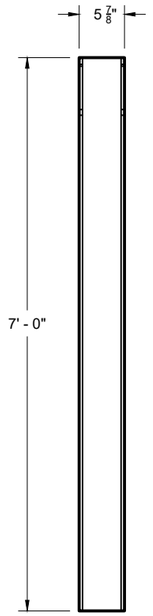
10 GAUGE THRIE BEAM SECTION



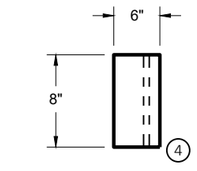


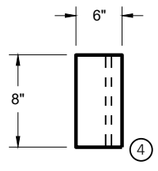
STEEL POSTS 1 - 2

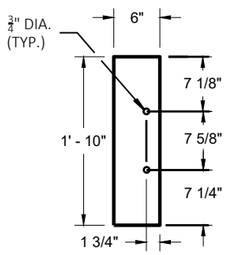




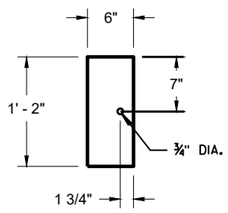
STEEL POSTS 3 - 4



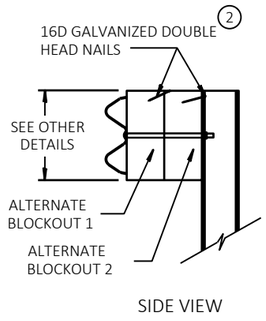


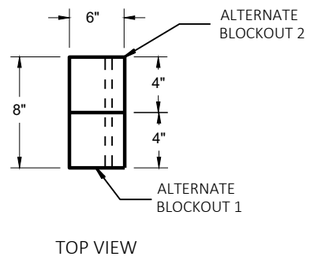


BLOCKOUT
POST 1



BLOCKOUT
POSTS 2-4





ALTERNATE WOOD BLOCKOUT DETAIL

GENERAL NOTES

STEEL POST ARE W6X9.

BOLT HOLES FOR POST ARE ON FRONT AND ON SIDE OF POST.

(2) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MGS THRIE BEAM TRANSITION TL-2

STH 27 (B-54-46)

2

2

STH 27

586+50

587+00

587+50

ASPHALTIC SURFACE PATCHING

P-587 STA 586+78.33, 16.13' RT
INLETS 2x2.0-V

CONCRETE CURB AND GUTTER
4-INCH SLOPED 36-INCH TYPE TBT

SAWCUT (TYP.)

STA 586+70
15.23' RT
MATCH
EXISTING

INVERT ELEVATION:
1111.79

INVERT ELEVATION:
1112.13

STA 587+13.49
15.23' RT
MATCH
EXISTING

INVERT ELEVATION:
1111.69

B-54-50

SEE PLAN DETAILS FOR
GUARDRAIL INFORMATION

EXISTING DROP INLET
ABANDONING CULVERT PIPE REQUIRED
EAST OUTFALL PIPE - PLUG PIPE ON INLET END ONLY

SLOPE INTERCEPT (TYP.)

STA 586+95
33' SSPRC CLASS III 15-INCH REQUIRED
SKEW 90° RHF

INVERT ELEVATION:
1111.45

BRIGHTSPEED

STA 586+78
24' CPCPE 12-INCH REQUIRED
SKEW 0°

P-587-A STA 586+78.33, 40.13' RT
APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH

STA 586+78, RT
INSTALL RIPRAP MEDIUM
6' WIDE, 8' LONG, 1.5' DEEP,
INSTALL GEOTEXTILE TYPE HR

NOTE: APPROX EXISTING R/W IS
OUTSIDE THE LIMITS OF THIS SHEET

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CONSTRUCTION DETAILS - CONCRETE SURFACE DRAIN DROP INLET	SHEET 22	E

2

N

CTH P

BRIGHTSPEED

XCEL ENERGY

+18.25
-82.76' LT
MATCH
EXISTING

+49.57
-82.88' LT
MATCH
EXISTING

+46.57
-82.70' LT
MATCH
EXISTING

+46.73
-79.90' LT
MATCH
EXISTING

+16.46
-62.35' LT
MATCH
EXISTING

+06.63
-83.36' LT

R=60'

APPROX.
EXISTING R/W
(TYP.)

XCEL ENERGY

+76.48
-63.71' LT

R=40'

BRIGHTSPEED

SAWCUT (TYP.)

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D

+78.60
-23.77' LT
MATCH
EXISTING

ASPHALTIC SURFACE
PATCHING

PI: 474+39.84

ASPHALTIC SURFACE
PATCHING

+00.49
-23.67' LT
MATCH
EXISTING

+07.06
-23.00' LT
MATCH
EXISTING

BRIGHTSPEED

STH 27

473

474

475

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	INTERSECTION DETAIL	SHEET 23	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 04

PLOT DATE : 7/23/2026 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

2

N

CITY OF LADYSMITH

+84.82
-32.94' LT
MATCH
EXISTING

+92.01
-33.05' LT
MATCH
EXISTING

ASPHALTIC SURFACE
PATCHING

ASPHALTIC SURFACE
DRIVEWAYS AND
FIELD ENTRANCES,
3" THICKNESS

596

597

598

STH 27

CITY OF LADYSMITH

BRIGHTSPEED

SAWCUT (TYP.)

+57.22
36.04' RT

ASPHALTIC SURFACE
PATCHING

CONCRETE CURB &
GUTTER 30-INCH TYPE D

SPECTRUM

WE ENERGY

ASPHALTIC SURFACE
PATCHING

+13.56
54.28' RT

CAUTION

R=64.2'

R=70.1'

+80.28
67.55' RT

CONCRETE
SIDEWALK
5-INCH

+12.55
66.38' RT

APPROX.
EXISTING R/W
(TYP.)

BRIGHTSPEED

XCEL ENERGY

+18.23
86.09' RT

CONCRETE
SIDEWALK
5-INCH

SLOPE
INTERCEPT
(TYP.)

+12.69
80.27' RT
MATCH
EXISTING

CONCRETE CURB &
GUTTER 30-INCH TYPE D

R/W

+79.65
82.90' RT
MATCH
EXISTING

TLE

COLLEGE AVE

BRIGHTSPEED

XCEL ENERGY

NOTE: SEE CURB RAMP DETAILS
FOR INFORMATION NOT SHOWN

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	INTERSECTION DETAIL	SHEET 24	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 05

PLOT DATE : 7/23/2026 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

2

APPROX. EXISTING R/W (TYP.)

WE ENERGY

PORT ARTHUR RD

+96.09
-87.82' LT

XCEL ENERGY

BRIGHTSPEED

+40.87
-64.20' LT

CONCRETE SIDEWALK 5-INCH

R=39.2'

+77.81
-48.32' LT
MATCH EXISTING

SI

+59.06
-41.59' LT
MATCH EXISTING

R=58.3'

CONCRETE SIDEWALK 5-INCH

CAUTION

CAUTION

SAWCUT (TYP.)

ASPHALTIC SURFACE PATCHING

WE ENERGY

+40.13
-24.89' LT

CONCRETE CURB & GUTTER 30-INCH TYPE D

ASPHALTIC SURFACE PATCHING

CONCRETE CURB & GUTTER 30-INCH TYPE D

+76.34
-32.60' LT
MATCH EXISTING

STH 27

601

602

603

ASPHALTIC SURFACE PATCHING

CITY OF LADYSMITH

CITY OF LADYSMITH

SLOPE INTERCEPT (TYP.)

CONCRETE SIDEWALK 5-INCH

XCEL ENERGY

CITY OF LADYSMITH

NOTE: SEE CURB RAMP DETAILS
FOR INFORMATION NOT SHOWN

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	INTERSECTION DETAIL	SHEET 25	E

2

2

BRIGHTSPEED

WE ENERGY

FO FO FO FO FO FO FO

G G G G G G G

N

STH 27

614 615 616 617

MATCH EXISTING RADIUS

ASPHALTIC SURFACE PATCHING

SAWCUT (TYP.)

MATCH EXISTING RADIUS

+31.34
50.80' RT
MATCH EXISTING

+59.29
52.80' RT
MATCH EXISTING

CORBETT LAKE

O.J. FALGE PARK

FALGE PARK DR

APPROX. EXISTING R/W (TYP.)

NOTE: SEE CURB RAMP DETAILS FOR INFORMATION NOT SHOWN

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	INTERSECTION DETAIL	SHEET 26	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 07

PLOT DATE : 7/23/2026 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

2

N

STH 27

PI: 628+52.01

629

630

631

WE ENERGY

CITY OF LADYSMITH

SAWCUT (TYP.)

ASPHALTIC SURFACE PATCHING

CONCRETE CURB & GUTTER 30-INCH TYPE D

+15.75
28.93' RT
MATCH
EXISTING

+88.28
28.68' RT
MATCH
EXISTING

+04.46
24.10' RT

+12.72
23.99' RT
MATCH
EXISTING

+83.70
32.68' RT
MATCH
EXISTING

+22.10
34.83' RT
MATCH
EXISTING

+78.01
42.35' RT
MATCH
EXISTING

ASPHALTIC SURFACE PATCHING

CONCRETE CURB & GUTTER 30-INCH TYPE D

R=30.2'

R=20.3'

R=28.2'

TLE

PRW

CONCRETE SIDEWALK 5-INCH

SLOPE INTERCEPT (TYP.)

CAUTION

CITY OF LADYSMITH

PL

XCEL ENERGY

MINER AVE

APPROX. EXISTING R/W (TYP.)

SPECTRUM

BRIGHTSPEED

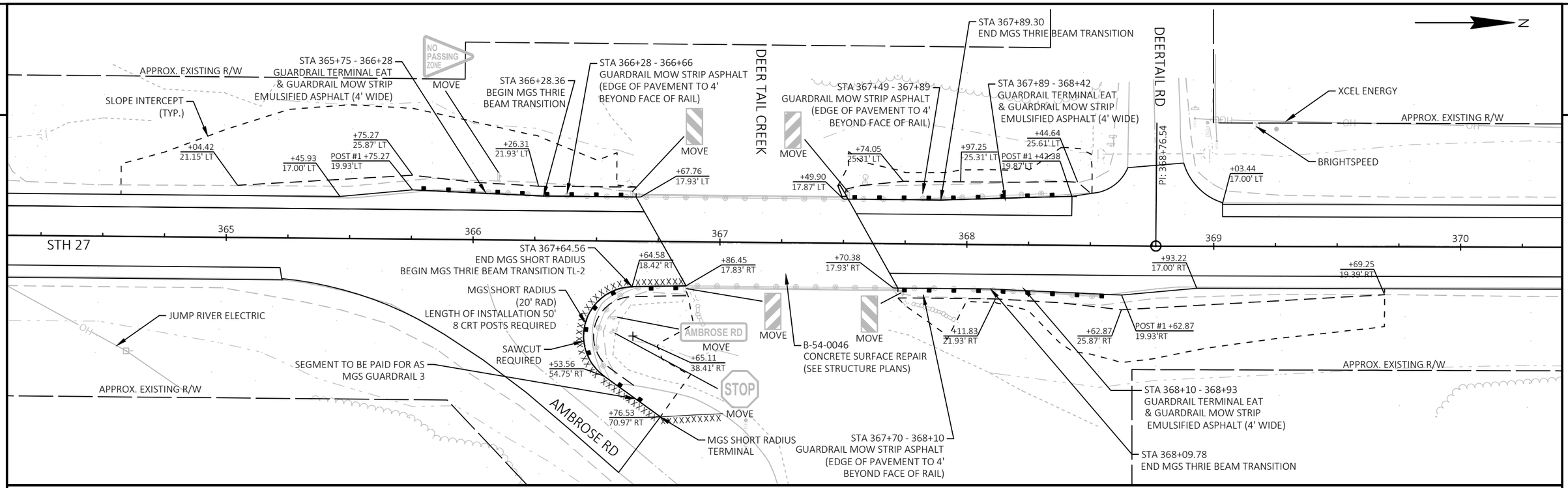
NOTE: SEE CURB RAMP DETAILS
FOR INFORMATION NOT SHOWN

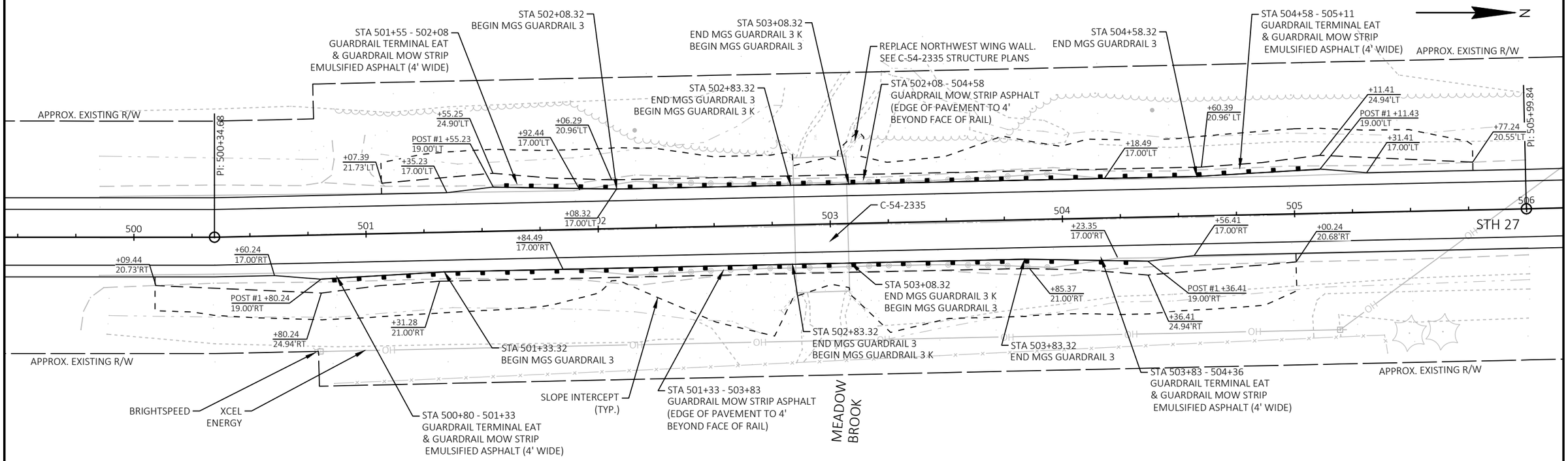
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	INTERSECTION DETAIL	SHEET 27	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 08

PLOT DATE : 7/23/2026 10:56 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

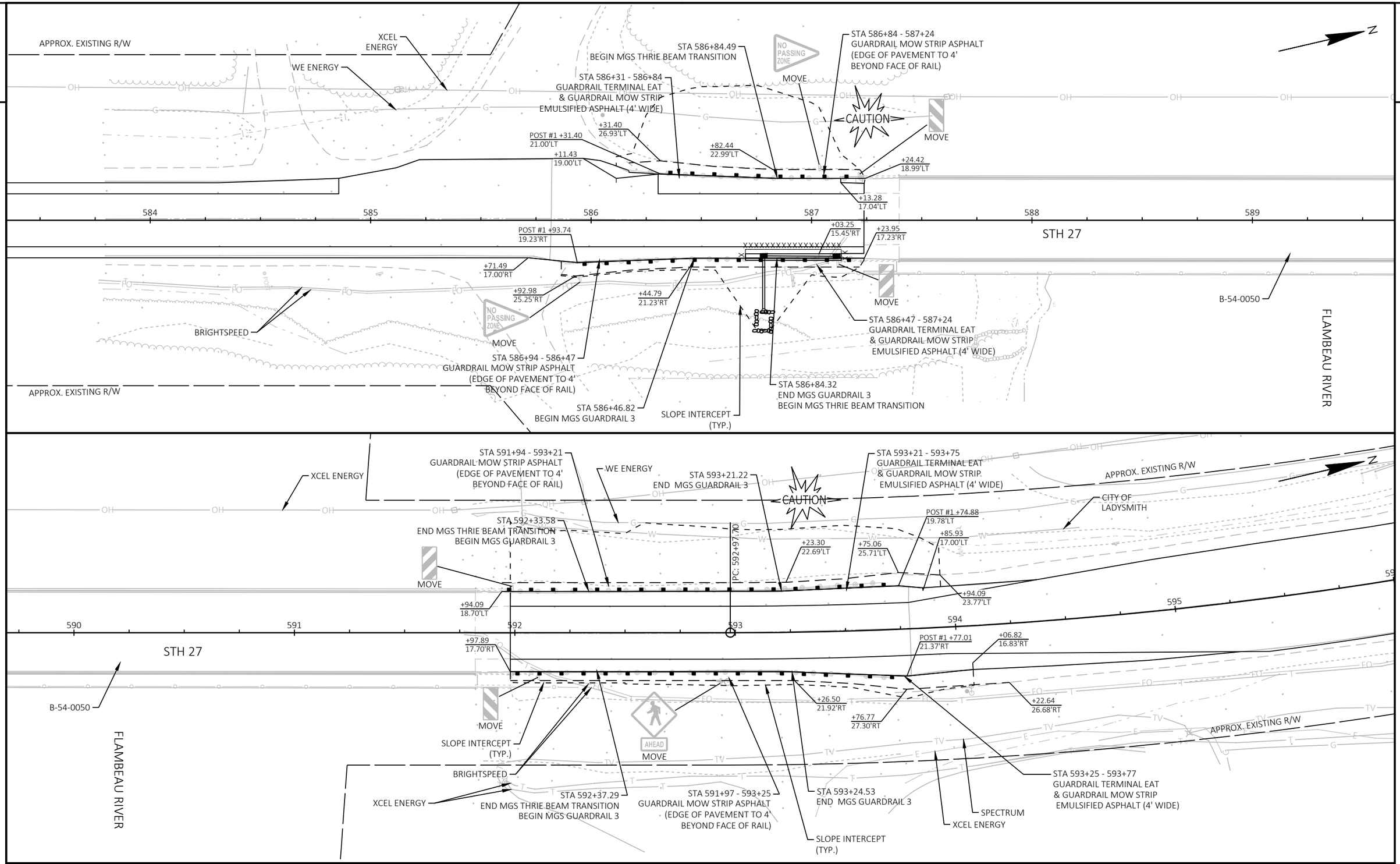
WISDOT/CADDS SHEET 44





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN DETAILS - GUARDRAIL LAYOUT	SHEET 28	E

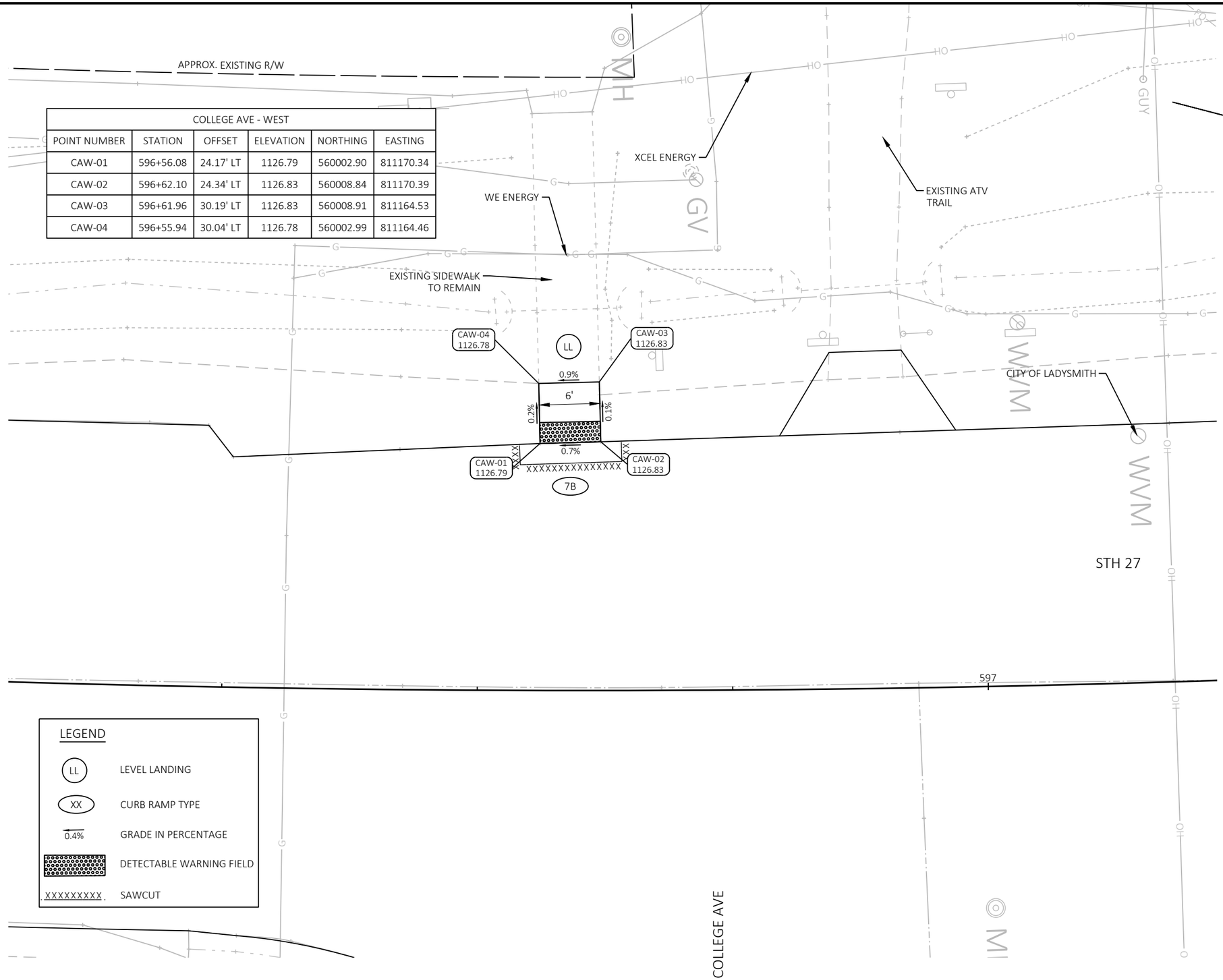
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/26/2026 11:14 AM
PLOT BY : CYCHOSZ, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



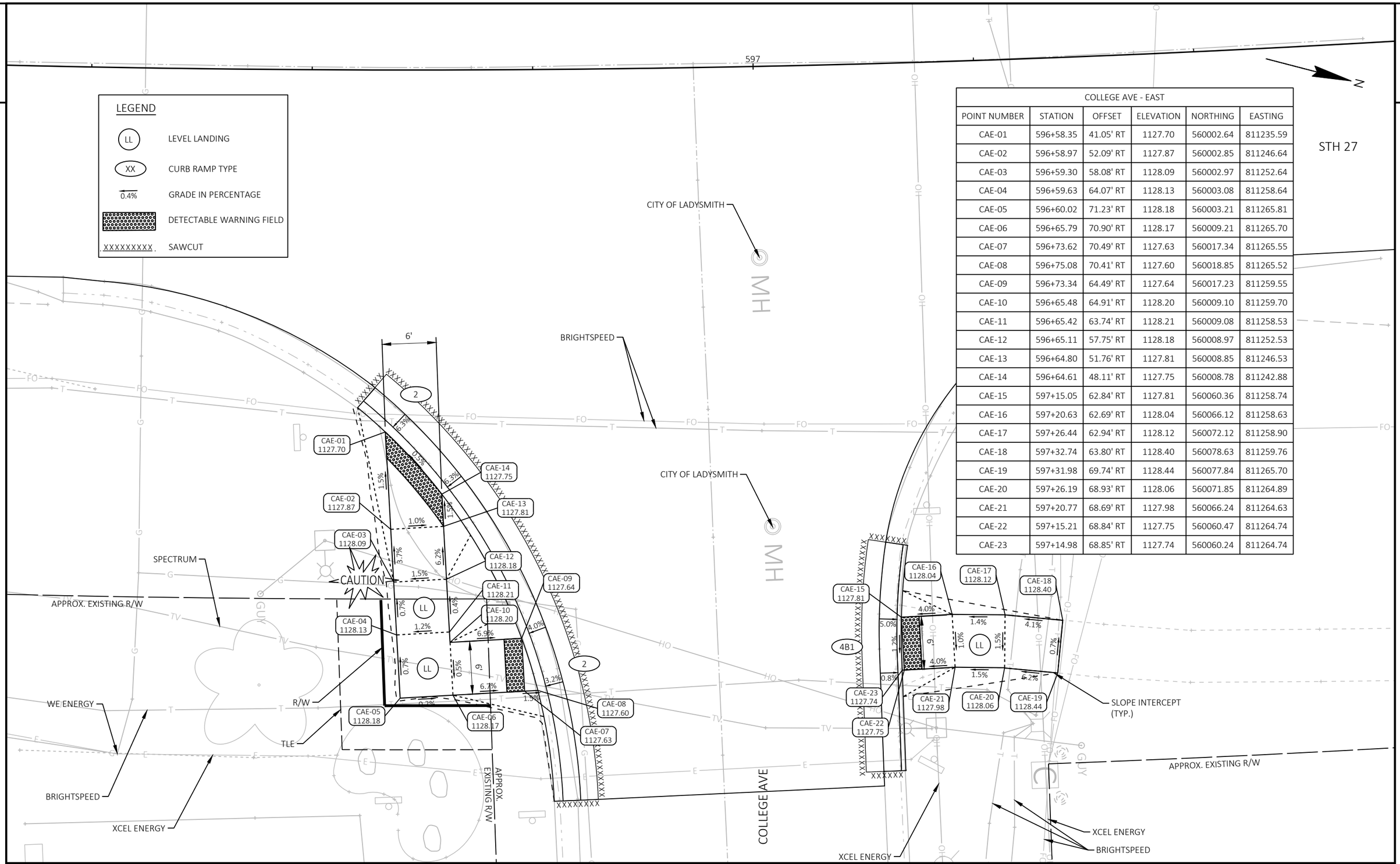
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN DETAILS - GUARDRAIL LAYOUT	SHEET 29	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/26/2026 11:14 AM
PLOT BY : CYCHOSZ, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

COLLEGE AVE - WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CAW-01	596+56.08	24.17' LT	1126.79	560002.90	811170.34
CAW-02	596+62.10	24.34' LT	1126.83	560008.84	811170.39
CAW-03	596+61.96	30.19' LT	1126.83	560008.91	811164.53
CAW-04	596+55.94	30.04' LT	1126.78	560002.99	811164.46

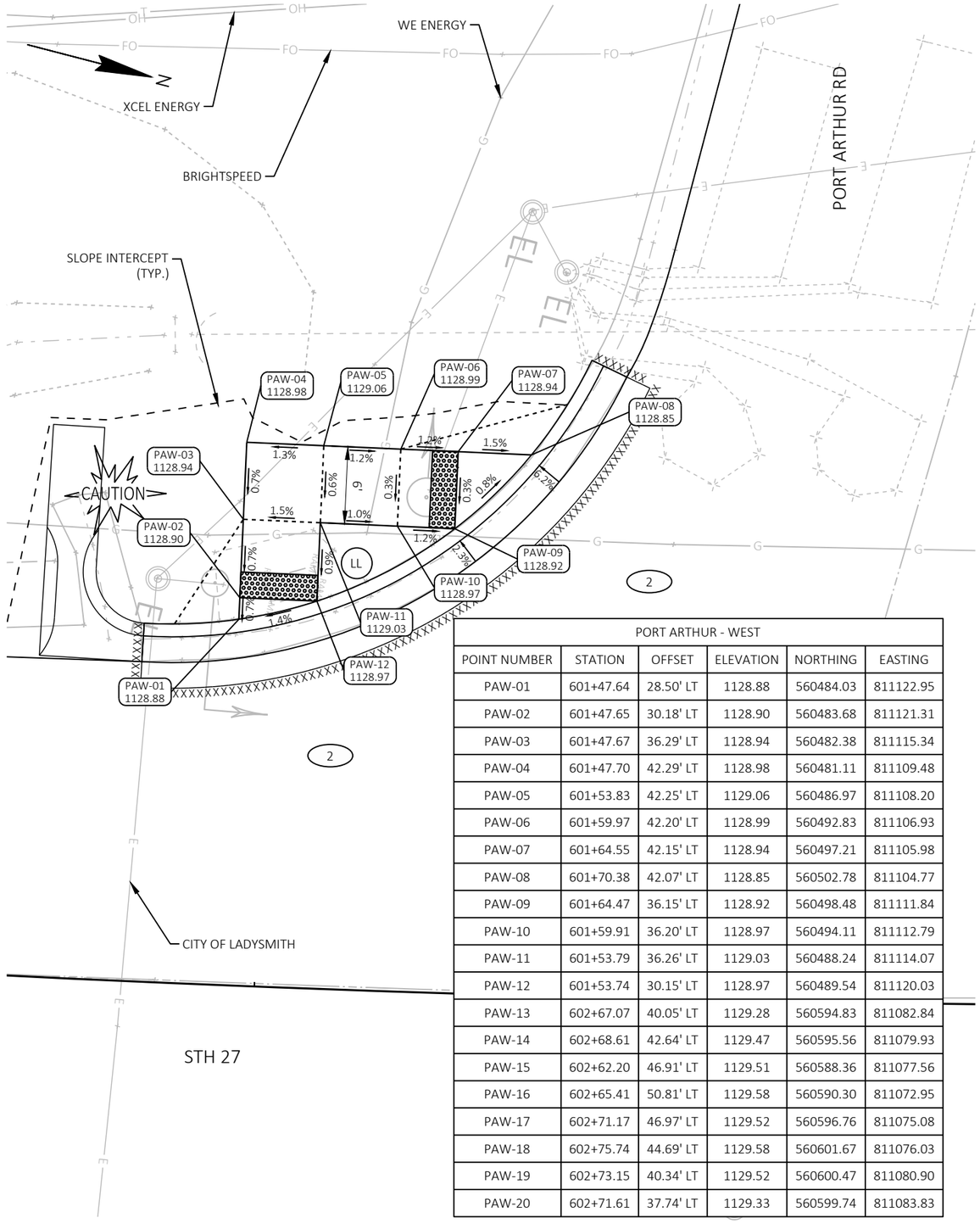


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 30	E

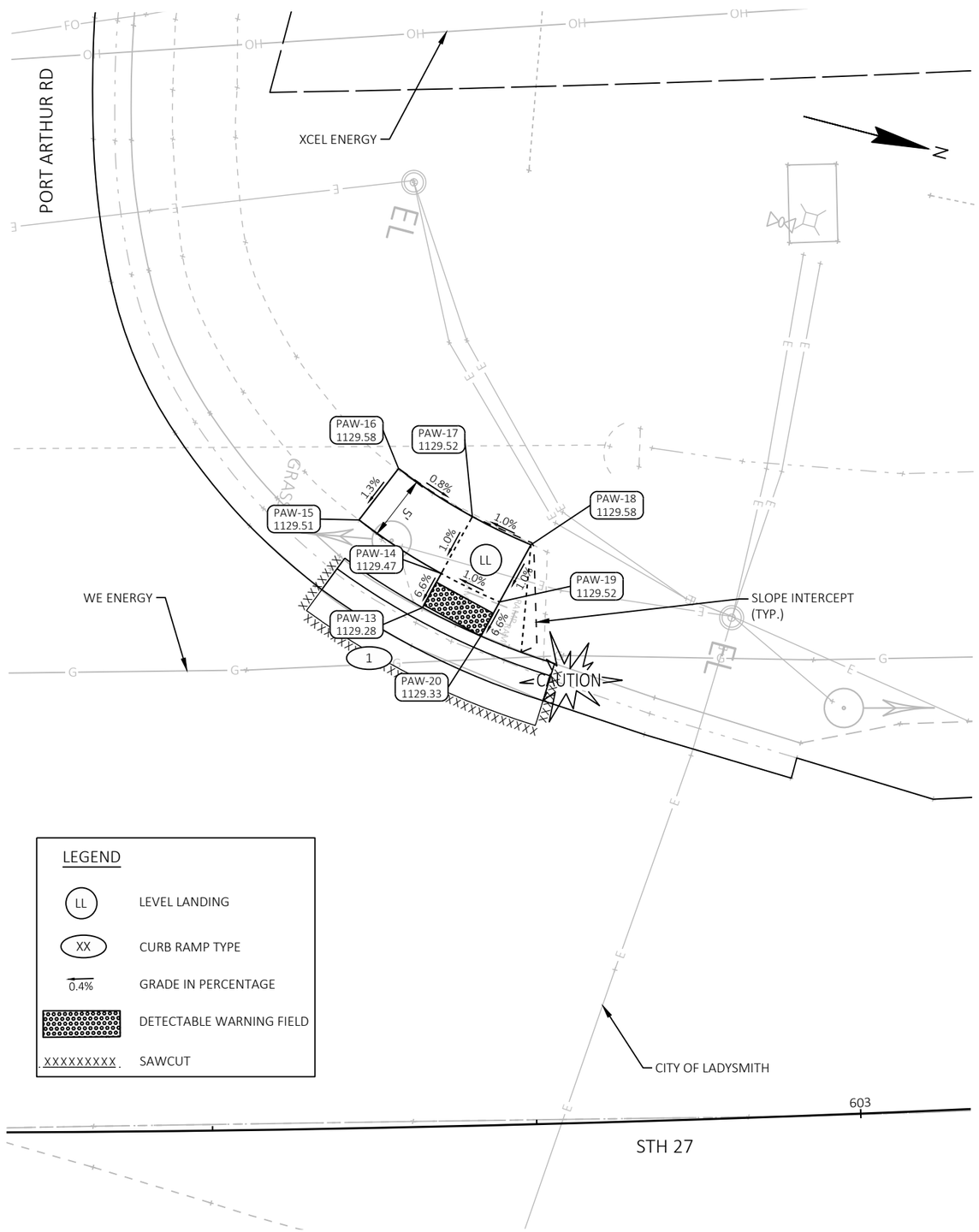


COLLEGE AVE - EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CAE-01	596+58.35	41.05' RT	1127.70	560002.64	811235.59
CAE-02	596+58.97	52.09' RT	1127.87	560002.85	811246.64
CAE-03	596+59.30	58.08' RT	1128.09	560002.97	811252.64
CAE-04	596+59.63	64.07' RT	1128.13	560003.08	811258.64
CAE-05	596+60.02	71.23' RT	1128.18	560003.21	811265.81
CAE-06	596+65.79	70.90' RT	1128.17	560009.21	811265.70
CAE-07	596+73.62	70.49' RT	1127.63	560017.34	811265.55
CAE-08	596+75.08	70.41' RT	1127.60	560018.85	811265.52
CAE-09	596+73.34	64.49' RT	1127.64	560017.23	811259.55
CAE-10	596+65.48	64.91' RT	1128.20	560009.10	811259.70
CAE-11	596+65.42	63.74' RT	1128.21	560009.08	811258.53
CAE-12	596+65.11	57.75' RT	1128.18	560008.97	811252.53
CAE-13	596+64.80	51.76' RT	1127.81	560008.85	811246.53
CAE-14	596+64.61	48.11' RT	1127.75	560008.78	811242.88
CAE-15	597+15.05	62.84' RT	1127.81	560060.36	811258.74
CAE-16	597+20.63	62.69' RT	1128.04	560066.12	811258.63
CAE-17	597+26.44	62.94' RT	1128.12	560072.12	811258.90
CAE-18	597+32.74	63.80' RT	1128.40	560078.63	811259.76
CAE-19	597+31.98	69.74' RT	1128.44	560077.84	811265.70
CAE-20	597+26.19	68.93' RT	1128.06	560071.85	811264.89
CAE-21	597+20.77	68.69' RT	1127.98	560066.24	811264.63
CAE-22	597+15.21	68.84' RT	1127.75	560060.47	811264.74
CAE-23	597+14.98	68.85' RT	1127.74	560060.24	811264.74

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 31	E



PORT ARTHUR - WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
PAW-01	601+47.64	28.50' LT	1128.88	560484.03	811122.95
PAW-02	601+47.65	30.18' LT	1128.90	560483.68	811121.31
PAW-03	601+47.67	36.29' LT	1128.94	560482.38	811115.34
PAW-04	601+47.70	42.29' LT	1128.98	560481.11	811109.48
PAW-05	601+53.83	42.25' LT	1129.06	560486.97	811108.20
PAW-06	601+59.97	42.20' LT	1128.99	560492.83	811106.93
PAW-07	601+64.55	42.15' LT	1128.94	560497.21	811105.98
PAW-08	601+70.38	42.07' LT	1128.85	560502.78	811104.77
PAW-09	601+64.47	36.15' LT	1128.92	560498.48	811111.84
PAW-10	601+59.91	36.20' LT	1128.97	560494.11	811112.79
PAW-11	601+53.79	36.26' LT	1129.03	560488.24	811114.07
PAW-12	601+53.74	30.15' LT	1128.97	560489.54	811120.03
PAW-13	602+67.07	40.05' LT	1129.28	560594.83	811082.84
PAW-14	602+68.61	42.64' LT	1129.47	560595.56	811079.93
PAW-15	602+62.20	46.91' LT	1129.51	560588.36	811077.56
PAW-16	602+65.41	50.81' LT	1129.58	560590.30	811072.95
PAW-17	602+71.17	46.97' LT	1129.52	560596.76	811075.08
PAW-18	602+75.74	44.69' LT	1129.58	560601.67	811076.03
PAW-19	602+73.15	40.34' LT	1129.52	560600.47	811080.90
PAW-20	602+71.61	37.74' LT	1129.33	560599.74	811083.83



2

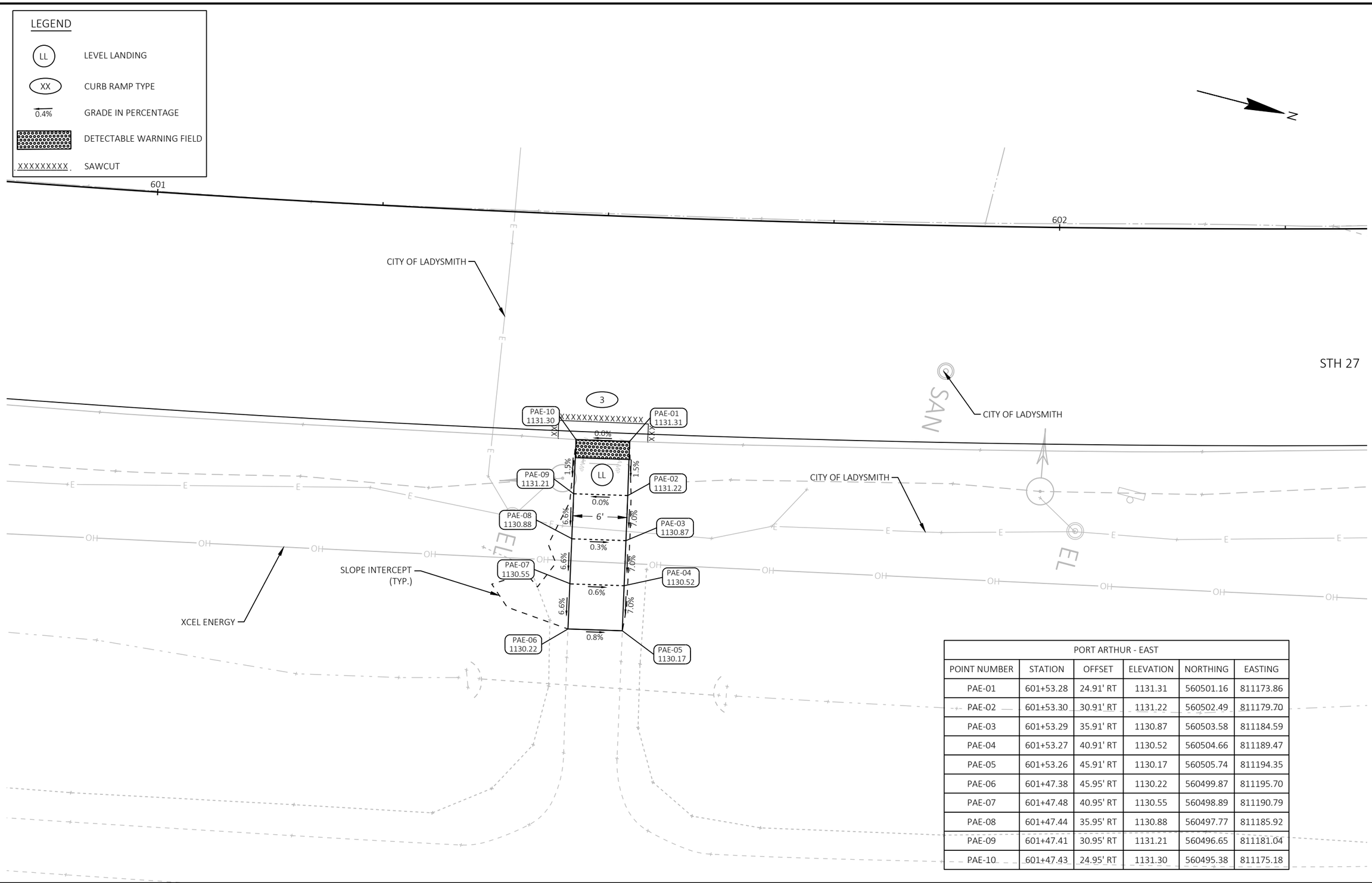
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 32	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 3
PLOT DATE : 6/1/2026 3:34 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- LL — LEVEL LANDING
- XX — CURB RAMP TYPE
- 0.4% — GRADE IN PERCENTAGE
- DETECTABLE WARNING FIELD
- XXXXXXXXX — SAWCUT

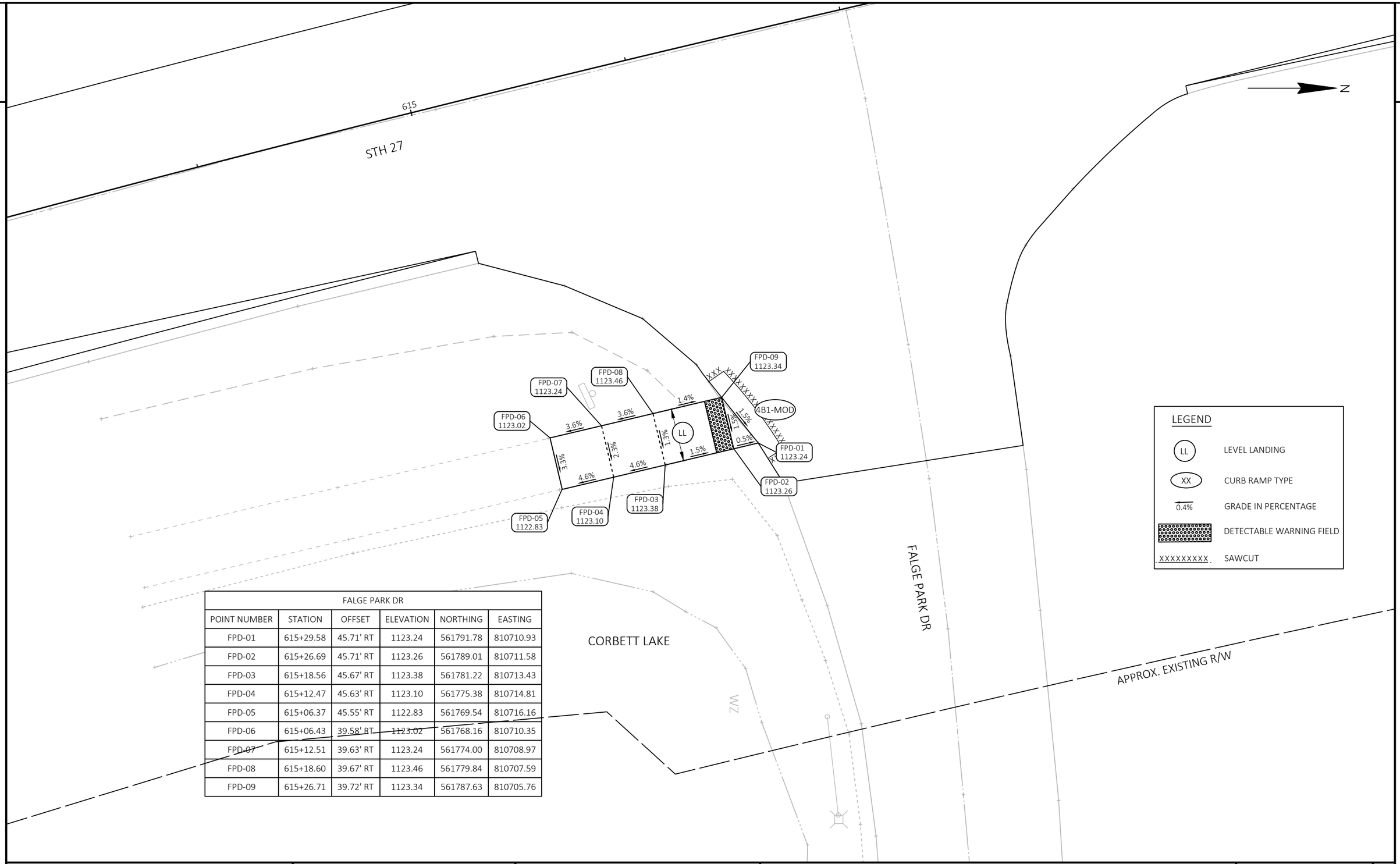


PORT ARTHUR - EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
PAE-01	601+53.28	24.91' RT	1131.31	560501.16	811173.86
PAE-02	601+53.30	30.91' RT	1131.22	560502.49	811179.70
PAE-03	601+53.29	35.91' RT	1130.87	560503.58	811184.59
PAE-04	601+53.27	40.91' RT	1130.52	560504.66	811189.47
PAE-05	601+53.26	45.91' RT	1130.17	560505.74	811194.35
PAE-06	601+47.38	45.95' RT	1130.22	560499.87	811195.70
PAE-07	601+47.48	40.95' RT	1130.55	560498.89	811190.79
PAE-08	601+47.44	35.95' RT	1130.88	560497.77	811185.92
PAE-09	601+47.41	30.95' RT	1131.21	560496.65	811181.04
PAE-10	601+47.43	24.95' RT	1131.30	560495.38	811175.18

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 33	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 4
PLOT DATE : 6/1/2026 3:34 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 44

2



FALGE PARK DR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
FPD-01	615+29.58	45.71' RT	1123.24	561791.78	810710.93
FPD-02	615+26.69	45.71' RT	1123.26	561789.01	810711.58
FPD-03	615+18.56	45.67' RT	1123.38	561781.22	810713.43
FPD-04	615+12.47	45.63' RT	1123.10	561775.38	810714.81
FPD-05	615+06.37	45.55' RT	1122.83	561769.54	810716.16
FPD-06	615+06.43	39.58' RT	1123.02	561768.16	810710.35
FPD-07	615+12.51	39.63' RT	1123.24	561774.00	810708.97
FPD-08	615+18.60	39.67' RT	1123.46	561779.84	810707.59
FPD-09	615+26.71	39.72' RT	1123.34	561787.63	810705.76

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 34	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 5
PLOT DATE : 6/1/2026 3:34 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 44

KWIK TRIP

STH 27

630

N

LEGEND

LL	LEVEL LANDING
XX	CURB RAMP TYPE
0.4%	GRADE IN PERCENTAGE
	DETECTABLE WARNING FIELD
XXXXXXXXX	SAWCUT

MINER AVE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MA-01	630+04.57	26.60' RT	1134.24	563249.79	810619.76
MA-02	630+08.05	26.57' RT	1134.51	563253.27	810619.76
MA-03	630+12.75	26.47' RT	1134.87	563257.97	810619.70
MA-04	630+12.78	31.49' RT	1135.00	563257.95	810624.71
MA-05	630+08.15	31.46' RT	1134.61	563253.32	810624.65
MA-06	630+04.61	31.53' RT	1134.32	563249.79	810624.69
MA-07	629+98.61	32.11' RT	1134.23	563243.79	810625.21
MA-08	629+95.60	32.99' RT	1134.26	563240.77	810626.07
MA-09	629+92.34	34.70' RT	1134.32	563237.49	810627.75
MA-10	629+89.78	30.62' RT	1134.30	563234.97	810623.65
MA-11	629+93.61	28.41' RT	1134.23	563238.82	810621.47
MA-12	629+98.57	27.06' RT	1134.15	563243.79	810620.17

WE ENERGY

CAUTION

CITY OF LADYSMITH

MINER AVE

APPROX. EXISTING R/W

SLOPE INTERCEPT (TYP.)

R/W

TLE

MA-01 1134.24
MA-02 1134.51
MA-03 1134.87
MA-04 1135.00
MA-05 1134.61
MA-06 1134.32
MA-07 1134.23
MA-08 1134.26
MA-09 1134.32
MA-10 1134.30
MA-11 1134.23
MA-12 1134.15

7A

LL

5'

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CURB RAMP DETAILS	SHEET 35	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 6

PLOT DATE : 6/1/2026 3:34 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44

2

N

STH 27

366

367

BP: 10+00.00

PC: 10+04.29

B-54-0046

+66.45
18.37'RT

+86.45
17.83'RT

SEE PLAN DETAILS - GUARDRAIL LAYOUT
SHEETS FOR MORE INFORMATION

SLOPE INTERCEPT
(TYP.)

2.0%

2.0%

10.0%

3.5:1

6:1

6.5:1

2.0%

1118

1114

1115

1116

1117

1111

1112

1113

1114

1115

1116

1117

2:1

4'

PT: 10+58.03

GRAVEL SHOULDER EDGE
GRADE BREAK

'AR'+80.01
14.44'LT

'AR'+87.25
14.92'LT

'AR'+27.23
33.64'LT

'AR'+08.89
16.55'LT

SAWCUT REQ'D.
REMOVE EXISTING PAVEMENT
BEHIND PROPOSED GUARDRAIL

AMBROSE RD

11'AR'

APPROXIMATE EXISTING R/W

DEER TAIL CREEK

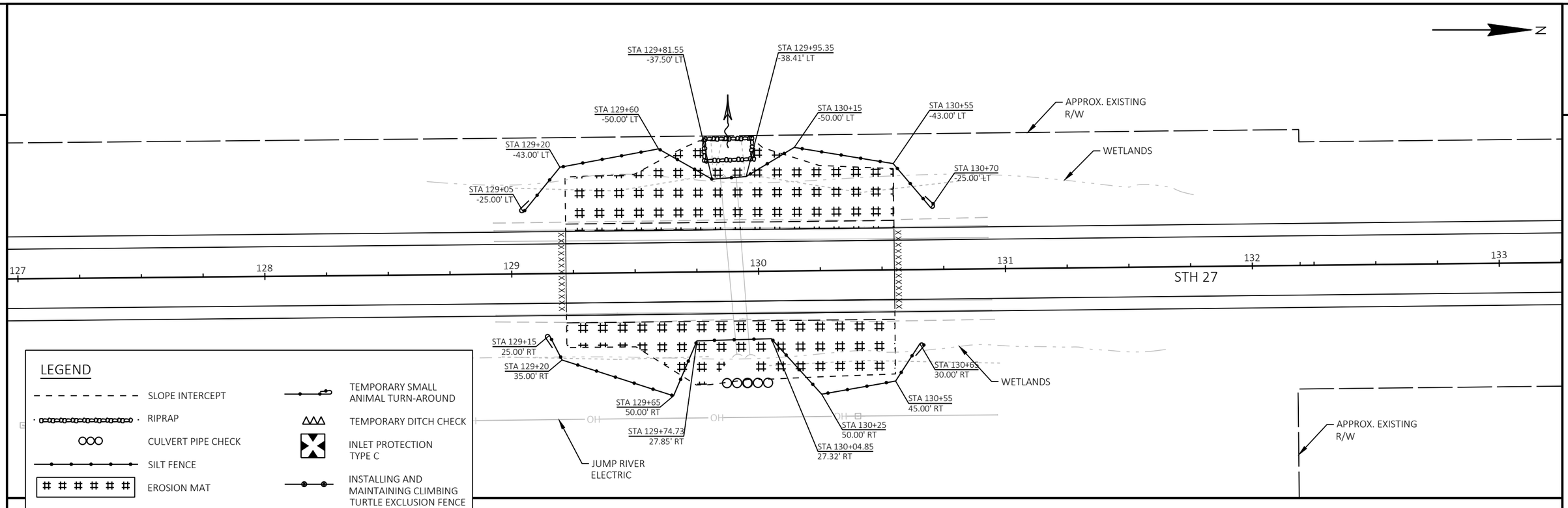
© FILLER CAP

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CONTOUR MAP - AMBROSE RD GUARDRAIL GRADING	SHEET 36	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\021701-CM.DWG
LAYOUT NAME - 01

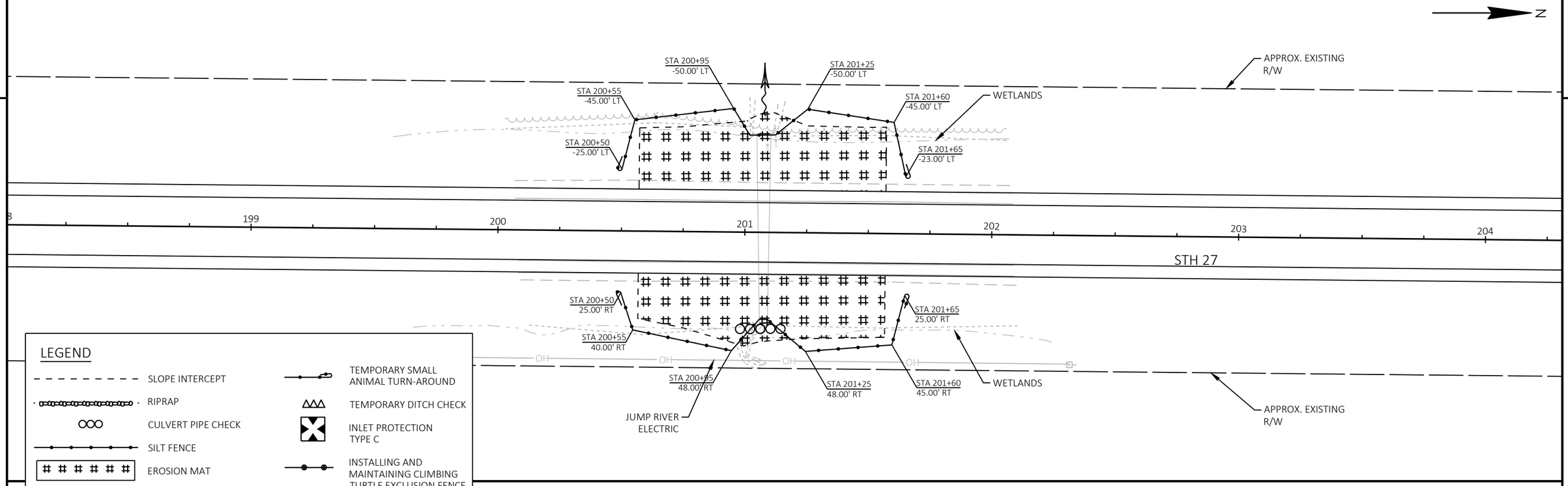
PLOT DATE : 6/1/2026 11:40 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 37	E

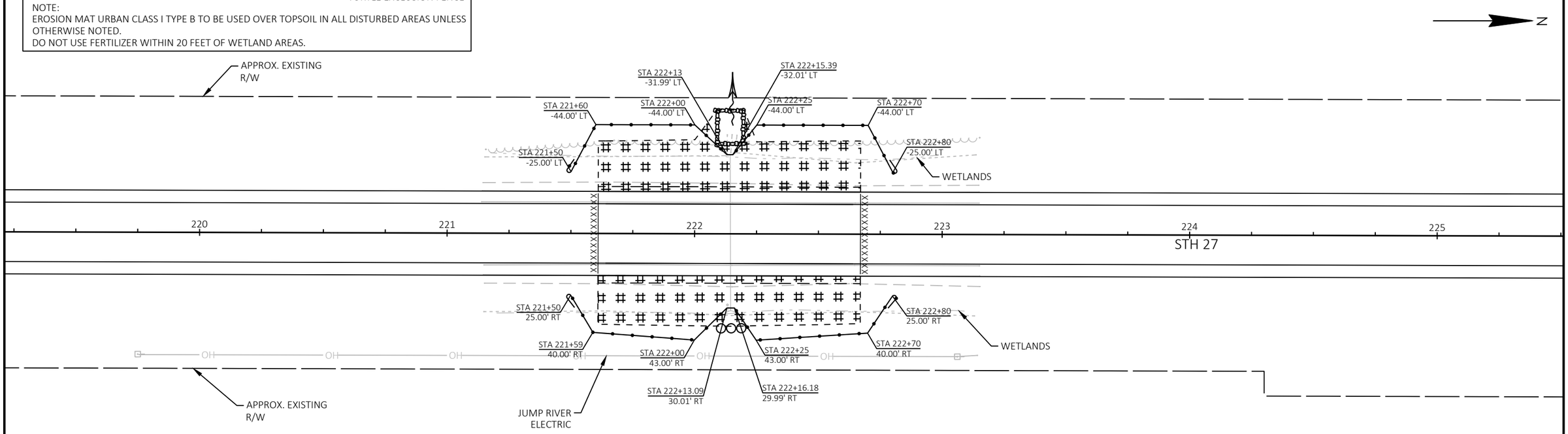
2



LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

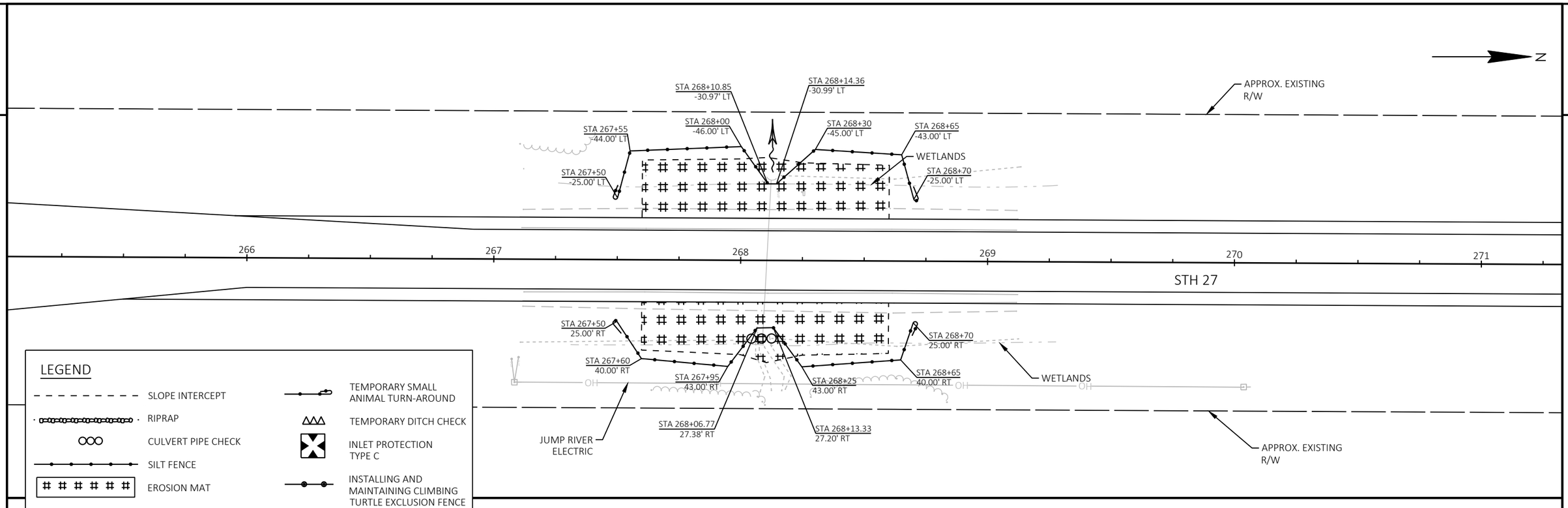
NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 38	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 7/22/2026 10:31 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

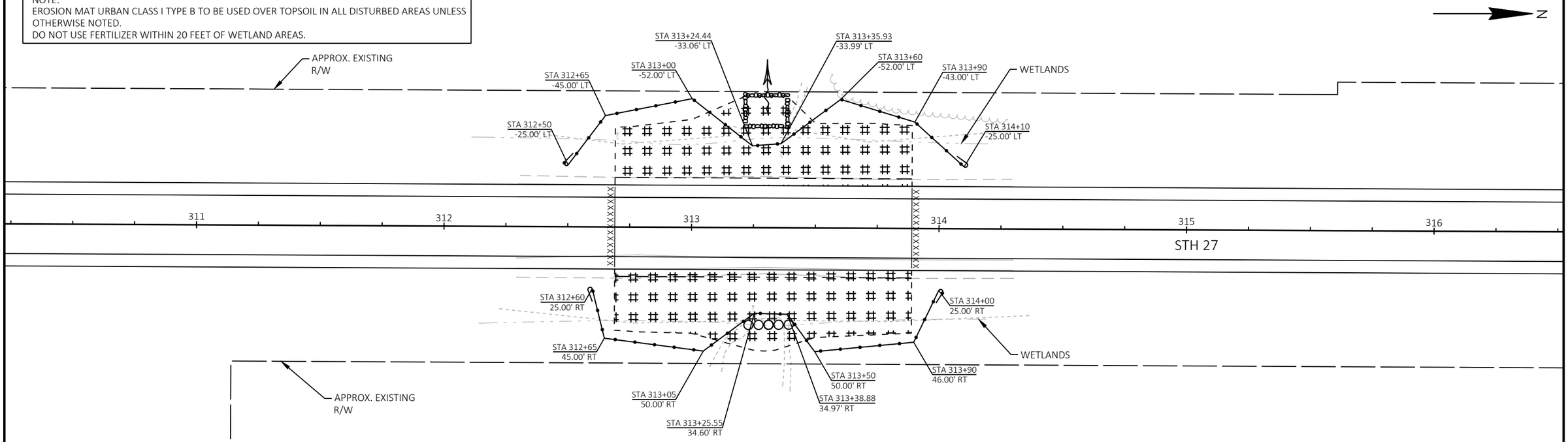
2



LEGEND

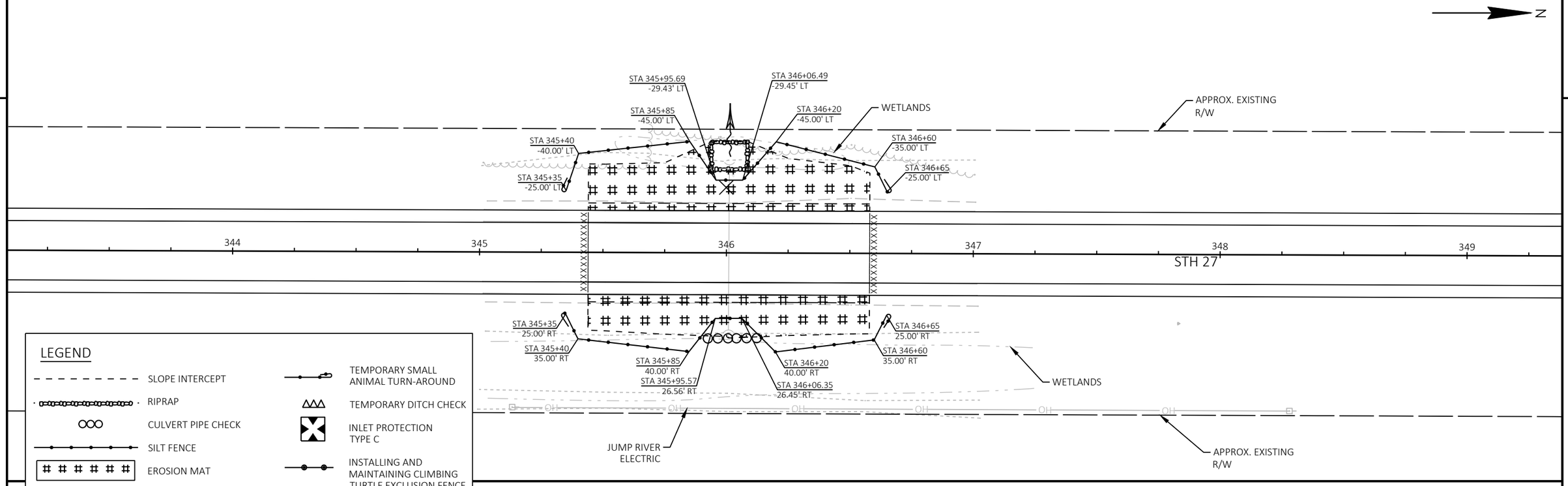
- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

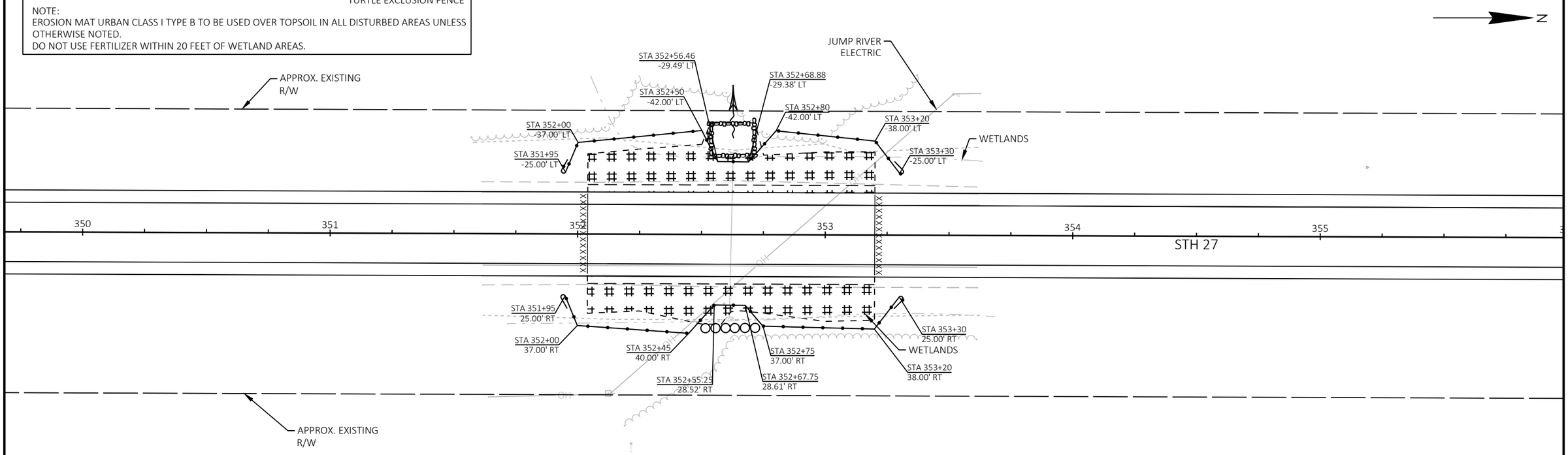
NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 39	E

2





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 40	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 7/22/2026 10:32 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

N

WETLAND
APPROX. EXISTING R/W
STA 365+49.92 -59.21' LT
STA 365+24 -57.02' LT
STA 365+75.26 -57.94' LT
STA 366+25.94 -47.71' LT
STA 366+50.02 -38.06' LT
STA 366+62.98 -43.07' LT
STA 366+65.86 -21.93' LT
STA 364+52.19 -33.15' LT
DEER TAIL CREEK
WETLAND
STA 367+51.63 -39.64' LT
STA 367+96.72 -33.77' LT
STA 367+48.20 -21.60' LT
STA 368+36.25 -39.82' LT
STA 368+46.41 -39.17' LT
STA 368+52.81 -35.34' LT
XCEL ENERGY
APPROX. EXISTING R/W
BRIGHTSPEED
OH
365
366
367
368
369
370
STH 27
STA 366+86.45 17.83' RT
STA 366+94.59 34.35' RT
B-54-0046
STA 366+80.95 44.02' RT
STA 366+96.48 51.65' RT
STA 366+83.04 61.71' RT
STA 367+72.28 21.93' RT
STA 367+85.90 38.14' RT
STA 367+95.96 42.64' RT
STA 368+62.38 49.59' RT
WETLAND
STA 369+74.25 30.00' RT
STA 369+74.25 36.79' RT
STA 369+25.62 42.28' RT
APPROX. EXISTING R/W
STA 368+94.15 46.86' RT
JUMP RIVER ELECTRIC
AMBROSE RD

LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

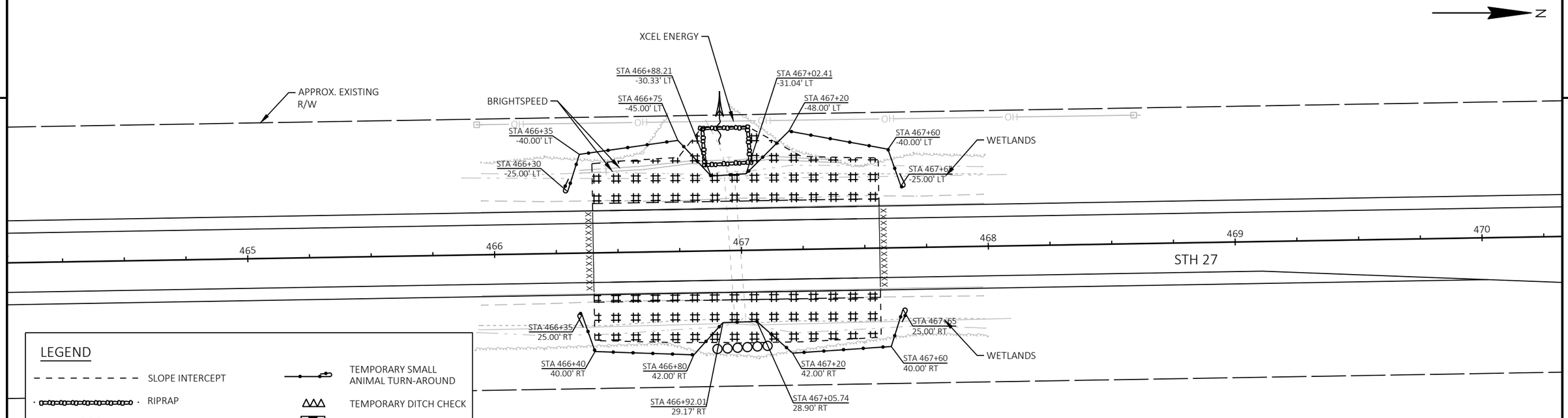
NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.

N

APPROX. EXISTING R/W
STA 383+48.78 -32.74' LT
STA 383+52.82 -32.83' LT
WETLAND
STA 383+00 -44.00' LT
STA 383+25 -48.00' LT
STA 383+75 -48.00' LT
STA 384+05 -45.00' LT
XCEL ENERGY
STA 382+93 -30.00' LT
STA 384+10 -25.00' LT
OH
381
382
383
384
385
386
STH 27
STA 382+90 25.00' RT
STA 384+10 25.00' RT
STA 382+95 42.00' RT
STA 383+35 45.00' RT
STA 383+65 45.00' RT
STA 384+05 42.00' RT
STA 383+45.98 31.90' RT
WETLAND
STA 383+54.89 31.53' RT
APPROX. EXISTING R/W

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 41	E

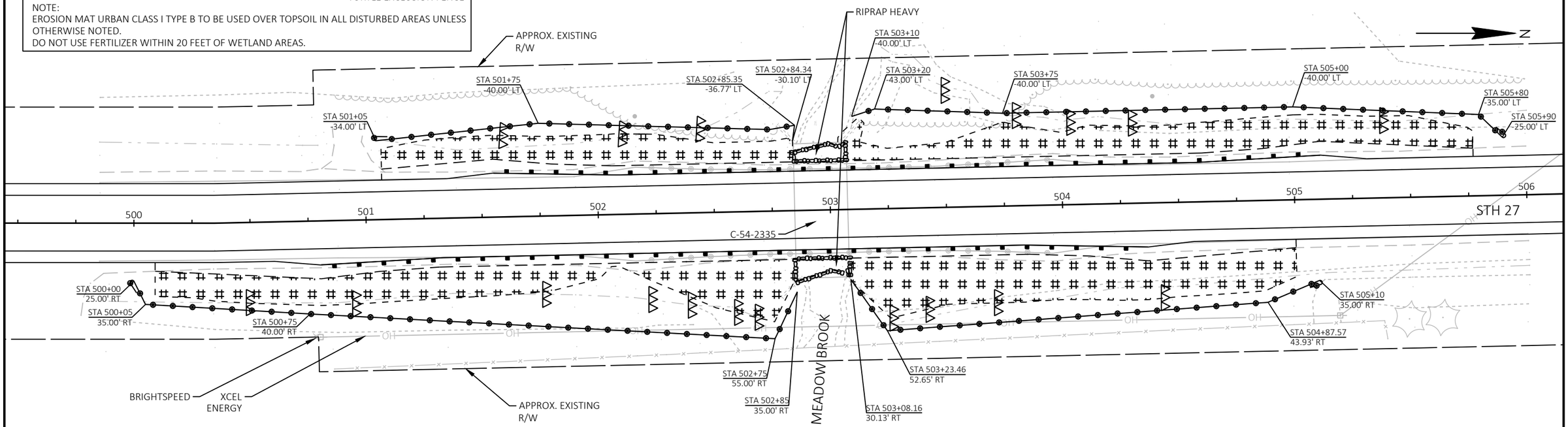
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2026 10:32 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



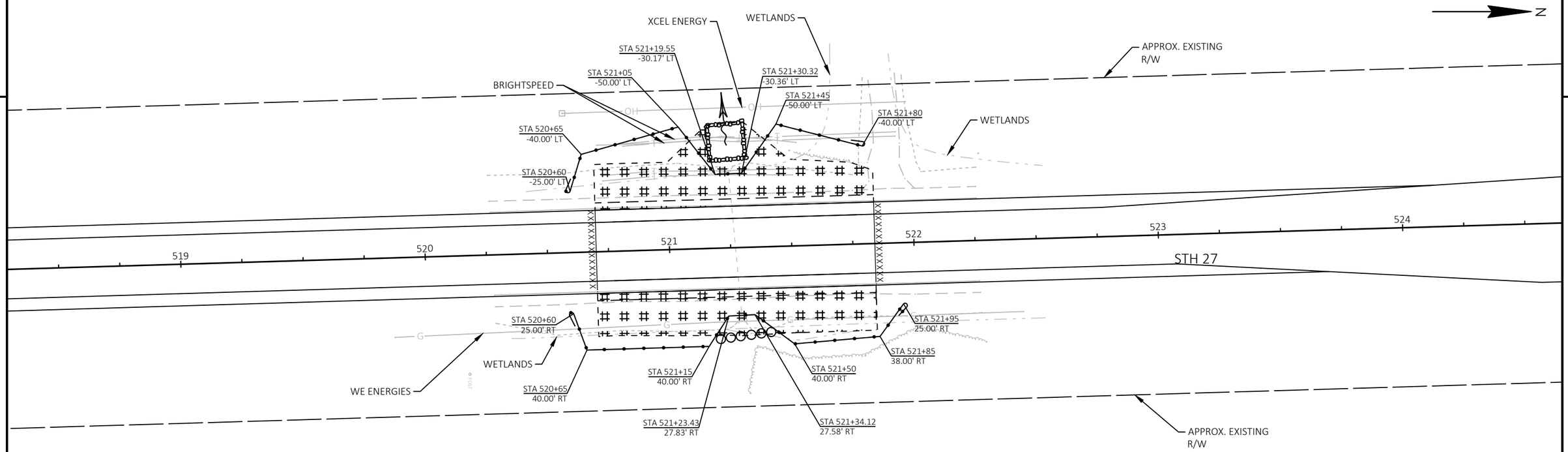
LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.



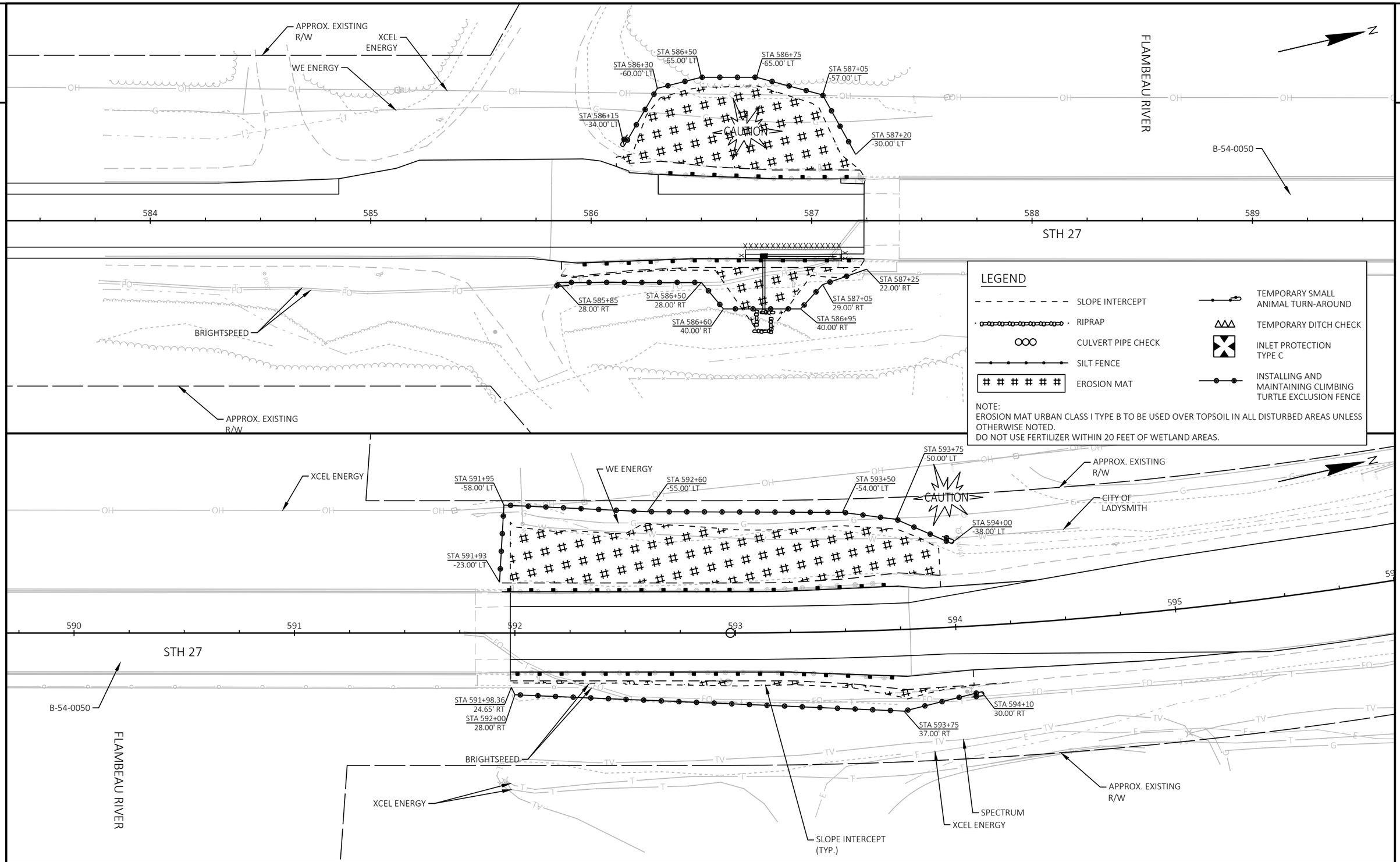
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 42	E



LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 44	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08
PLOT DATE : 7/22/2026 10:33 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

N

CITY OF LADYSMITH

596

597

598

STH 27

CITY OF LADYSMITH

BRIGHTSPEED

CITY OF LADYSMITH

SPECTRUM

WE ENERGY

CAUTION

APPROX. EXISTING R/W

BRIGHTSPEED

XCEL ENERGY

PRW

TLE

COLLEGE AVE

BRIGHTSPEED

XCEL ENERGY

APPROX. EXISTING R/W

LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 45	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2026 10:33 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

2

APPROX.
EXISTING R/W

WE ENERGY

PORT ARTHUR RD

XCEL ENERGY

BRIGHTSPEED

CAUTION

CAUTION

STH 27

601

602

603

CITY OF LADYSMITH

CITY OF LADYSMITH

CITY OF LADYSMITH

XCEL ENERGY

APPROX. EXISTING
R/W

LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 46	E

2

APPROX. EXISTING R/W

N

BRIGHTSPEED

FO FO FO FO FO FO FO

WE ENERGY

G G G G G G G

STH 27

614 615 616

FALGE PK DR

STA 615+00
46.00' RT

STA 615+10
50.00' RT

STA 615+30
50.00' RT

O.J. FALGE PARK

APPROX. EXISTING R/W

LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 47	E

2

N

XCEL ENERGY

WE ENERGY

CANADIAN NATIONAL R/R

STA 626+05
-38.00' LT

STA 625+95
-40.00' LT

STA 625+50
-30.00' LT

CAUTION

APPROX.
EXISTING
R/W

XCEL ENERGY

STA 626+20
-37.00' LT

STA 627+05
-33.00' LT

STA 627+13
-28.00' LT

623 624 625 626 627 628

STH 27

FRITZ AVE

STA 627+17
28.00' RT

STA 627+05
34.00' RT

STA 625+30
37.00' RT

STA 625+37
43.00' RT

STA 625+95
48.00' RT

STA 626+20
34.00' RT

APPROX.
EXISTING
R/W

XCEL ENERGY

CITY OF LADYSMITH

APPROX.
EXISTING
R/W

STA 626+08
40.00' RT

LEGEND

- SLOPE INTERCEPT
- RIPRAP
- CULVERT PIPE CHECK
- SILT FENCE
- EROSION MAT
- TEMPORARY SMALL ANIMAL TURN-AROUND
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE C
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

NOTE:
EROSION MAT URBAN CLASS I TYPE B TO BE USED OVER TOPSOIL IN ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
DO NOT USE FERTILIZER WITHIN 20 FEET OF WETLAND AREAS.

630 631

CITY OF LADYSMITH

WE ENERGY

STH 27

N

MATCH
EXISTING

CAUTION

APPROX.
EXISTING R/W

SPECTRUM

BRIGHTSPEED

CITY OF LADYSMITH

APPROX. EXISTING
R/W

XCEL ENERGY

MINER AVE

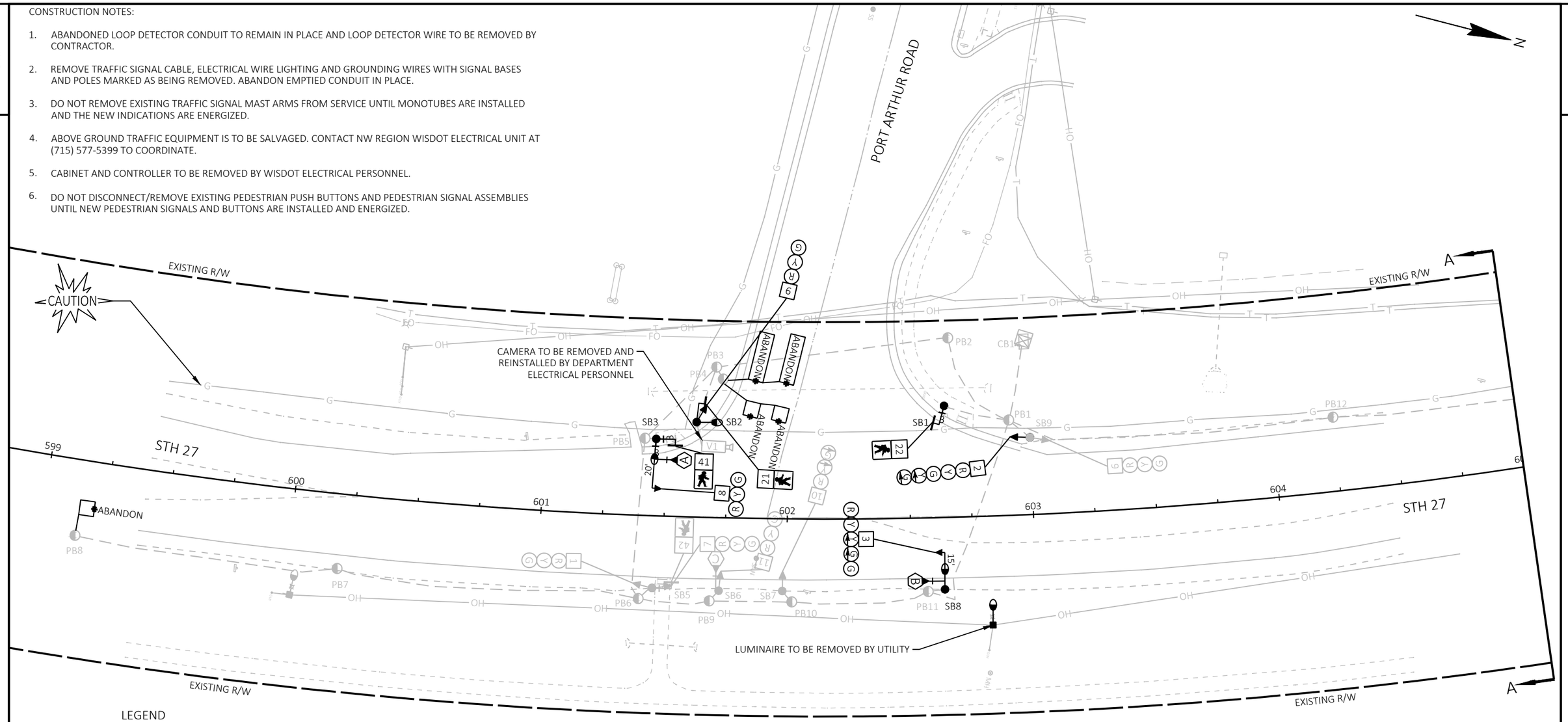
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	EROSION CONTROL	SHEET 48	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/22/2026 10:34 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########

CONSTRUCTION NOTES:

1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE AND LOOP DETECTOR WIRE TO BE REMOVED BY CONTRACTOR.
2. REMOVE TRAFFIC SIGNAL CABLE, ELECTRICAL WIRE LIGHTING AND GROUNDING WIRES WITH SIGNAL BASES AND POLES MARKED AS BEING REMOVED. ABANDON EMPTIED CONDUIT IN PLACE.
3. DO NOT REMOVE EXISTING TRAFFIC SIGNAL MAST ARMS FROM SERVICE UNTIL MONOTUBES ARE INSTALLED AND THE NEW INDICATIONS ARE ENERGIZED.
4. ABOVE GROUND TRAFFIC EQUIPMENT IS TO BE SALVAGED. CONTACT NW REGION WISDOT ELECTRICAL UNIT AT (715) 577-5399 TO COORDINATE.
5. CABINET AND CONTROLLER TO BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
6. DO NOT DISCONNECT/REMOVE EXISTING PEDESTRIAN PUSH BUTTONS AND PEDESTRIAN SIGNAL ASSEMBLIES UNTIL NEW PEDESTRIAN SIGNALS AND BUTTONS ARE INSTALLED AND ENERGIZED.



LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- UTILITY OWNED LUMINAIRE
- ROADWAY LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LANE DESIGNATION FOR INFO ONLY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16" WALK INDICATOR 16"

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING BOLD REPRESENTS ITEMS TO BE REMOVED.

TRAFFIC CONTROL SIGNAL
STH 27 & PORT ARTHUR ROAD
CITY OF LADYSMITH
RUSK COUNTY

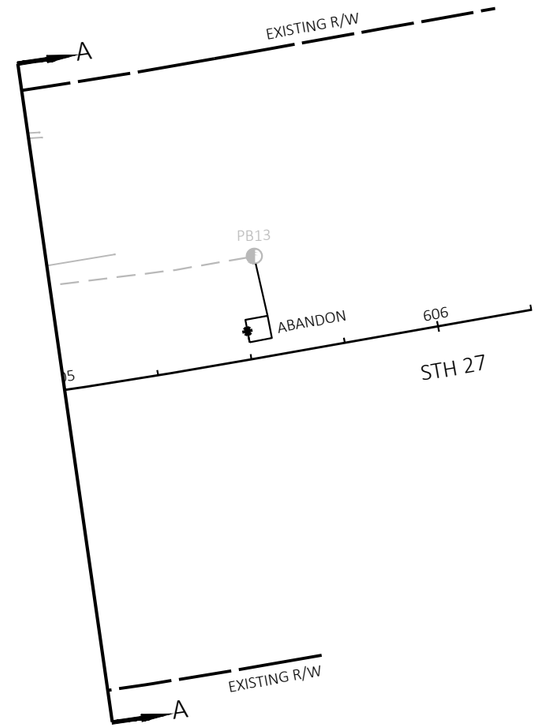
REGION CONTACT:
DESIGNED BY: TIM MASON
REVISED BY: AECOM

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 49	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024201-SR.DWG
LAYOUT NAME - 01
PLOT DATE : 5/18/2026 10:09 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



TRAFFIC CONTROL SIGNAL
STH 27 & PORT ARTHUR ROAD
CITY OF LADYSMITH
RUSK COUNTY

REGION CONTACT:
DESIGNED BY: TIM MASON
REVISED BY: AECOM

PAGE 2 OF 2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 50	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024201-SR.DWG
LAYOUT NAME - 02

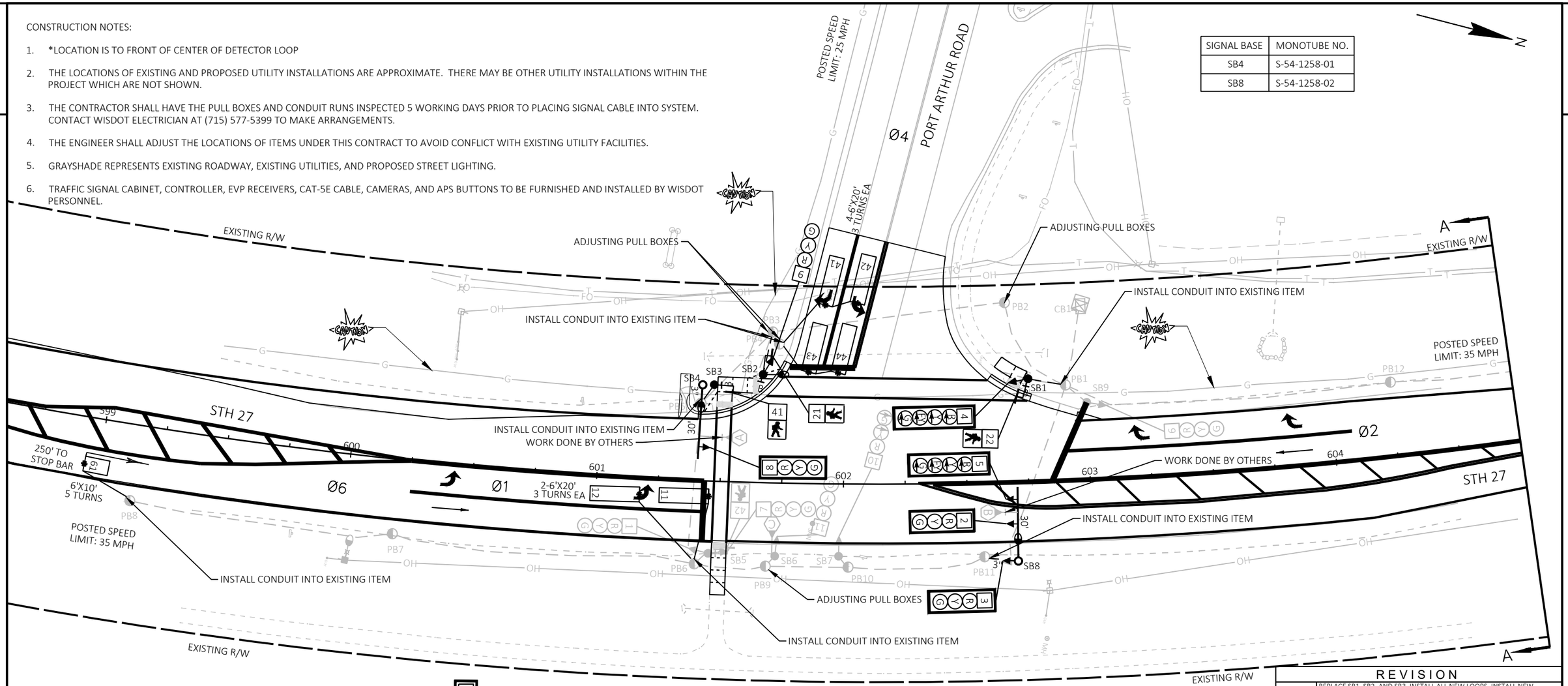
PLOT DATE : 5/13/2026 10:08 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. *LOCATION IS TO FRONT OF CENTER OF DETECTOR LOOP
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN AT (715) 577-5399 TO MAKE ARRANGEMENTS.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. GRAYSHADE REPRESENTS EXISTING ROADWAY, EXISTING UTILITIES, AND PROPOSED STREET LIGHTING.
6. TRAFFIC SIGNAL CABINET, CONTROLLER, EVP RECEIVERS, CAT-5E CABLE, CAMERAS, AND APS BUTTONS TO BE FURNISHED AND INSTALLED BY WISDOT PERSONNEL.

SIGNAL BASE	MONOTUBE NO.
SB4	S-54-1258-01
SB8	S-54-1258-02



LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- ROADWAY LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LANE DESIGNATION FOR INFO ONLY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"

- XX / R / Y / G — SIGNAL HEAD W/RETROREFLECTIVE BACKPLATE
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- FY — FLASHING YELLOW ARROW
- G — GREEN ARROW

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

REVISION

REV. NO.	REPLACE SB1, SB2, AND SB3. INSTALL ALL NEW LOOPS. INSTALL NEW MONOTUBES AT SB4 AND SB8. ADD CHANGE HEADS 4 AND 5 TO 4-SECTION FYA.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL

STH 27 & PORT ARTHUR ROAD
CITY OF LADYSMITH
RUSK COUNTY

SIGNAL NO. S54-1258
CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 5/16/07 — TIM MASON, REGION TRAFFIC ENGINEER

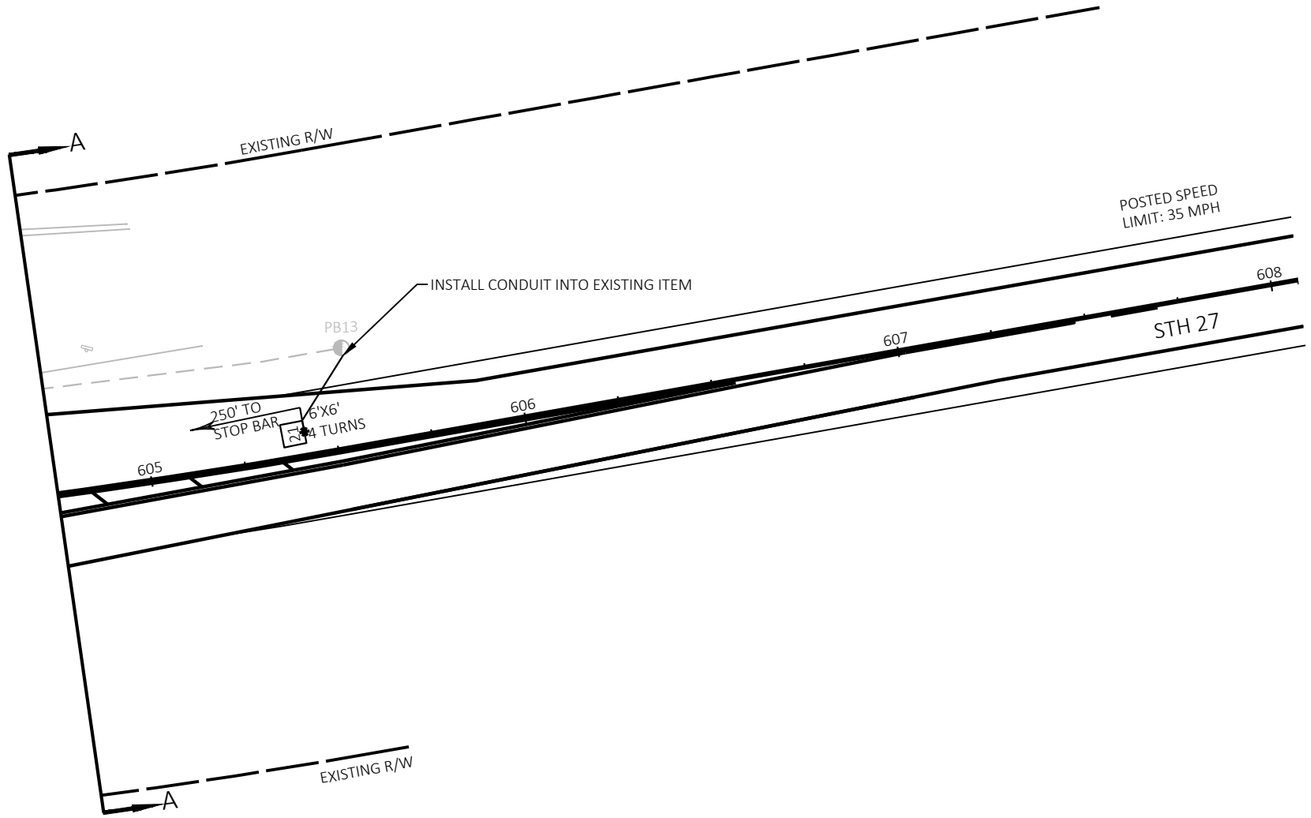
APPROVED
DATE 5/19/07 — BALU ANANTHANARAYANAN, STATE TRAFFIC ENGINEER

REGION CONTACT:
DESIGNED BY: TIM MASON
REVISED BY: AECOM

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC SIGNAL PLAN	SHEET 51 E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 01
PLOT DATE : 5/18/2026 7:53 AM
PLOT BY : JENINGA, JAMES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
STH 27 & PORT ARTHUR ROAD
CITY OF LADYSMITH
RUSK COUNTY

REGION CONTACT:
DESIGNED BY: TIM MASON
REVISED BY: AECOM

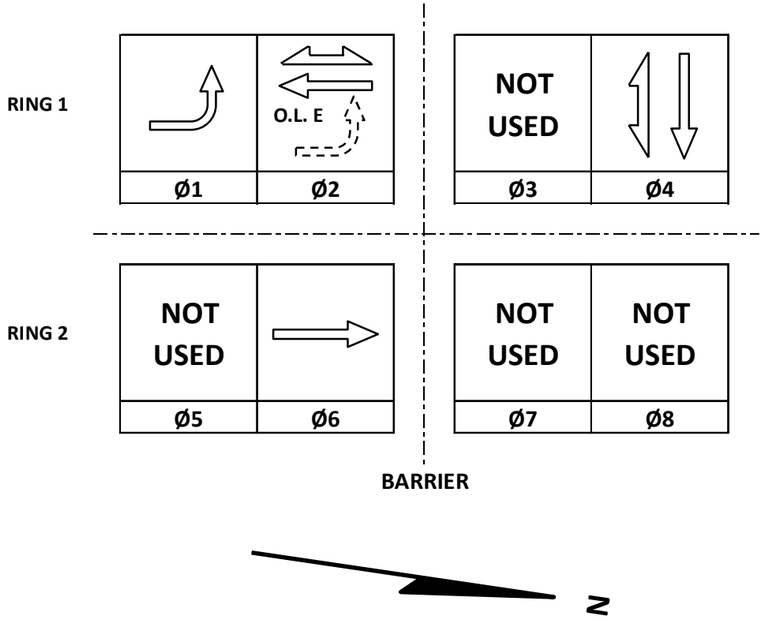
PAGE 2 OF 3

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC SIGNAL PLAN	SHEET 52	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 02

PLOT DATE : 5/18/2026 7:57 AM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3		
Ø4	9,10,11	R
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P	21,22	
Ø4P	41,42	
Ø6P		
Ø8P		
OLE	4,5	-
OLF		
OLG		
OLH		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

AFTER PREEMPTION SEQUENCE 2, CONTROLLER SHALL RETURN TO PHASES 6+1.
AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 6+1.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	42	44				
PHASE CALLED	1	2	4	4				
PHASE EXTENDED	X	X	X	X				
DISCONNECT TIME								
CALLING DELAY				3"				
EXTENSION STRETCH		X						
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR #(S)									DETECTOR #(S)
PHASE CALLED									PHASE CALLED
PHASE EXTENDED									PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	12	41	43	61				
PHASE CALLED	1	4	4	6				
PHASE EXTENDED	X	X	X	X				
DISCONNECT TIME								
CALLING DELAY		6"	6"					
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR #(S)									DETECTOR #(S)
PHASE CALLED									PHASE CALLED
PHASE EXTENDED									PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

STH 27 & PORT ARTHUR ROAD
CITY OF LADYSMITH
RUSK COUNTY

SIGNAL NO: S54-1258 CABINET TYPE: TS2
CONTROLLER TYPE: ASC/3
DATE: JUNE 2026 PAGE NUMBER: 3 OF 3

FILE NAME: https://aecom.sharepoint.com/sites/STH27ScopingRuskCounty/Shared Documents/General/400_Technical/440_Traffic/Traffic Signal/SOO/STH 27 & Port Arthur Rd SOO.xlsx PLOT DATE: 5/4/2026 PLOT NAME: STH 27 & Port Arthur Rd SOO.xlsx PLOT BY: James Jeninga PLOT SCALE: 1:1

PROJECT ID:	8180-00-81
INTERSECTION:	STH 27 & PORT ARTHUR ROAD

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE: Jun-26

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	D/WALK	WALK		
SB1	12	4				RED	ORG	BLK/WHT	GRN				
		22								BLK	BLU		
		PB											
SB2	7	9	RED	ORG	GRN								
		21								BLK	BLU		
		PB											
SB3	7	41								BLK	BLU		
		PB											
SB4	7	8	RED	ORG	GRN								
SB5	EXISTING	1	EXISTING										
		7	EXISTING										
		42	EXISTING										
		PB	EXISTING										
SB6	EXISTING	11	EXISTING										
SB7	EXISTING	10	EXISTING										
SB8	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
SB9	EXISTING	6	EXISTING										

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR PUSH BUTTON WIRING.
4. RECONNECT THE GROUNDING CONDUCTORS WHEREVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB1

PULL BOX BONDING JUMPER 10 AWG GREEN XLP	
FROM	TO
PB1	SB9
PB2	SB1
PB3	SB2
PB4	SB2
PB5	SB4
PB6	SB5
PB9	SB6
PB10	SB7
PB11	SB8

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB2
SB2	SB4
CB1	SB8

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB4
B	CB1	SB8
C	CB1	SB6

PEDESTRIAN PUSH BUTTONS LOOP LEAD- IN CABLE	
FROM	TO
CB1	SB1
CB1	SB2
CB1	SB3
CB1	SB5

2

N

US 8

POSTED SPEED
LIMIT: 35 MPH

EXISTING R/W

CAUTION

STH 27

630
631
632
633
634
635

SB2
PB2
PB3
SB3
30'
FR
ER

POSTED SPEED
LIMIT: 35 MPH

STH 27

EXISTING R/W

ADJUSTING PULL BOXES

SB1
PB1
PB4
SB4
30'
FR

EXISTING R/W

US 8

POSTED SPEED
LIMIT: 35 MPH

LEGEND

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

FR FLASHING RED CIRCULAR INDICATOR

PULL BOX, 24" X 42"

PULL BOX, 24" X 36"

NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 27 & USH 8
CITY OF LADYSMITH
RUSK COUNTY

REGION CONTACT:
DESIGNED BY: TIM MASON
REVISED BY: AECOM

PAGE 1 OF 1

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC SIGNAL PLAN	SHEET 55	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 03

PLOT DATE : 5/4/2026 2:45 PM PLOT BY : JENINGA, JAMES PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE STA 13+75

STH 27

BEGIN PROJECT 8180-00-81
STA 0+14.18
Y = 500,431.478
X = 810,461.060

YC

WE

PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
YD	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
YL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
YC	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 13+75

STH 27

CTH D

YC

WE

WC

ST

YD

YL

MATCH LINE STA 28+50

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 56 E

2

MATCH LINE STA 28+50

30 32 34 36 38 STH 27 40 42

YL

YC

MATCH LINE STA 43+25

2

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 43+25

44 46 48 STH 27 50 52 54 56

YC

WE

MATCH LINE STA 58+00

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 57	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/21/2026 1:36 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 58+00

MATCH LINE STA 72+75

58 60 62 64 66 68 STH 27 70 72

YC WE

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 72+75

MATCH LINE STA 87+50

74 76 78 80 82 STH 27 84 86

YL

YC WE

OAK RIDGE RD

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 58	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03

PLOT DATE : 7/21/2026 1:36 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 87+50

88 90 92 94 96 98 100 102

STH 27

YC WE YD

MATCH LINE STA 102+25

2

PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
YD	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
YL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
YC	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 102+25

104 106 108 110 112 114 116

STH 27

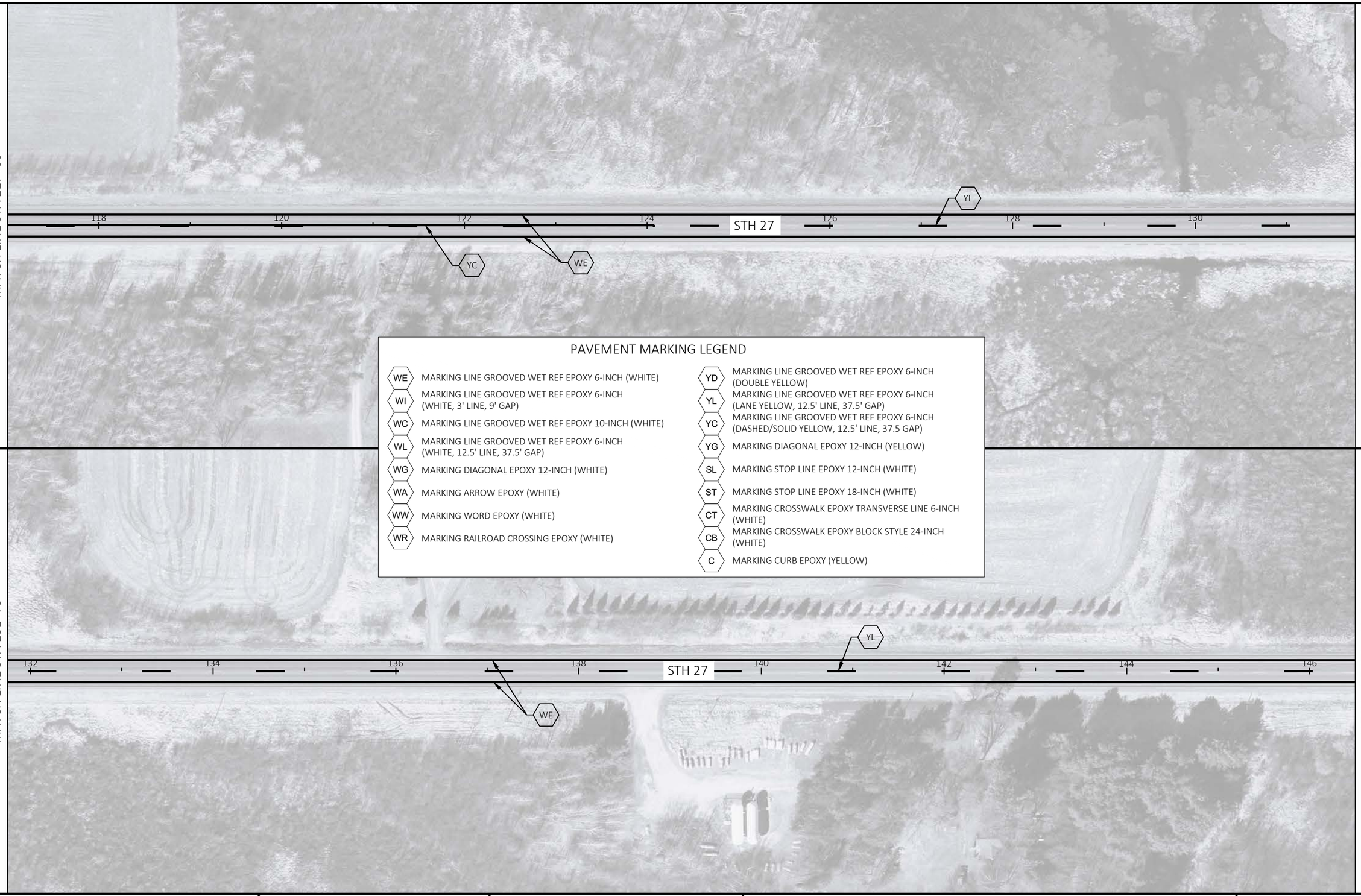
YD WE YC

MATCH LINE STA 117+00

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 59 E

2

MATCH LINE STA 117+00



MATCH LINE STA 131+75

MATCH LINE STA 131+75

MATCH LINE STA 146+50

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 60	E

2

2

MATCH LINE STA 146+50

BROKEN ARROW RD

148 150 152 154 STH 27 156 158 160

YL

WE

WC

WC

WE

PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
YD	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
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YC	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 161+25

MATCH LINE STA 176+00

YL

162 164 166 168 STH 27 170 172 174

WE

YC

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 61 E

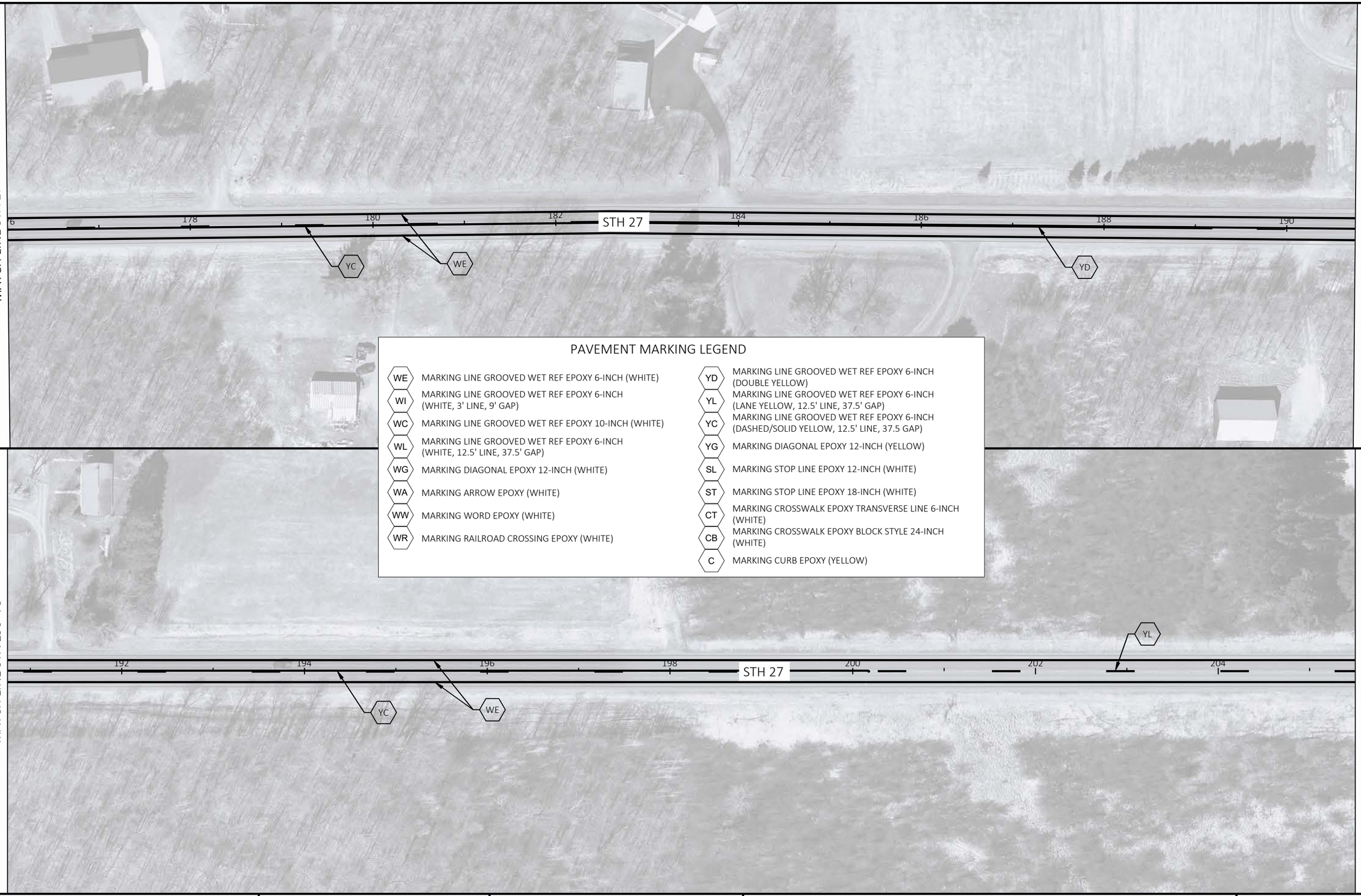
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 7/21/2026 1:37 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 176+00



PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
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- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 190+75

MATCH LINE STA 205+50

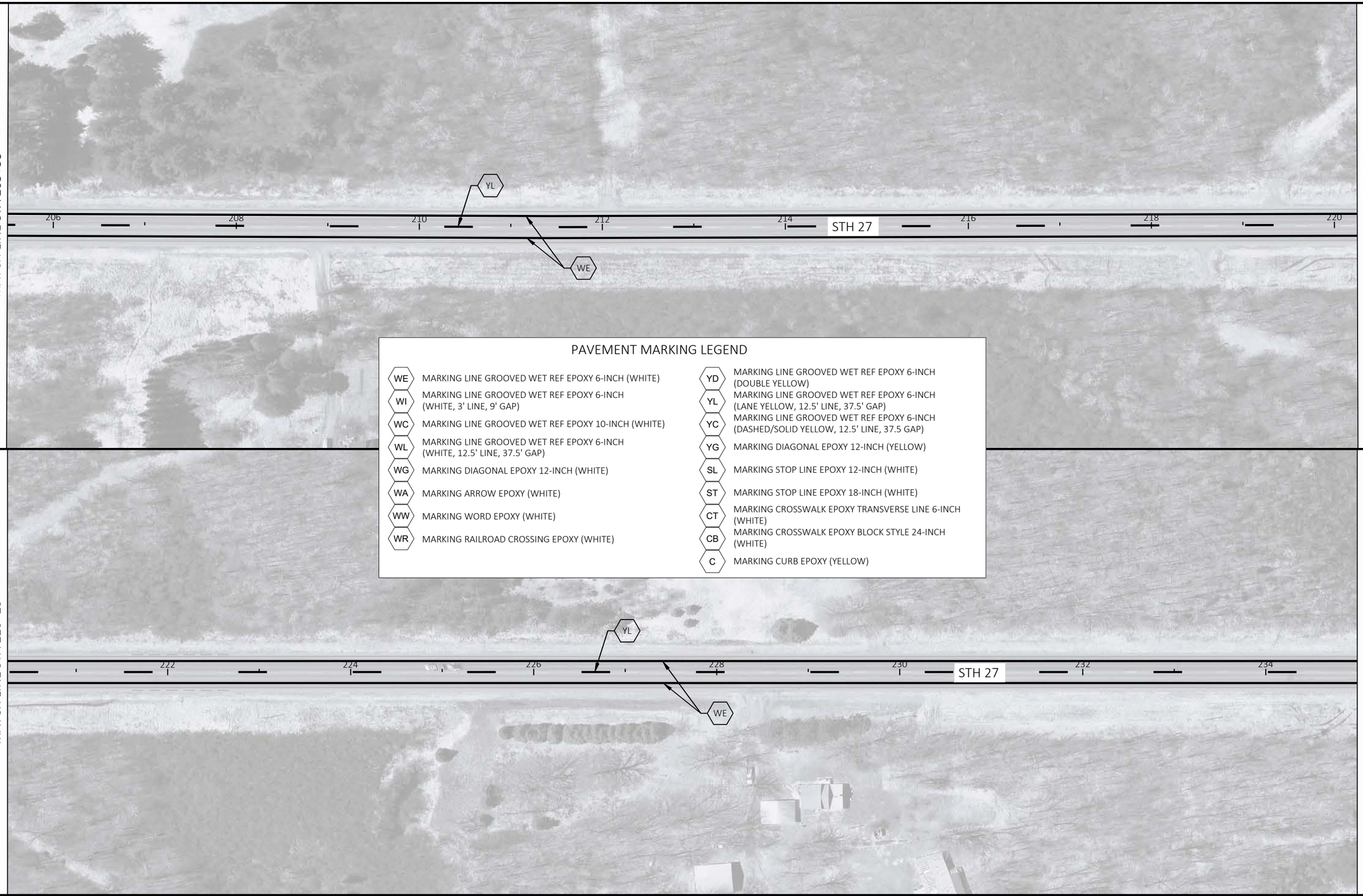
2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 62	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07
PLOT DATE : 7/21/2026 1:37 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 205+50



MATCH LINE STA 220+25

MATCH LINE STA 220+25

MATCH LINE STA 235+00

2

PAVEMENT MARKING LEGEND

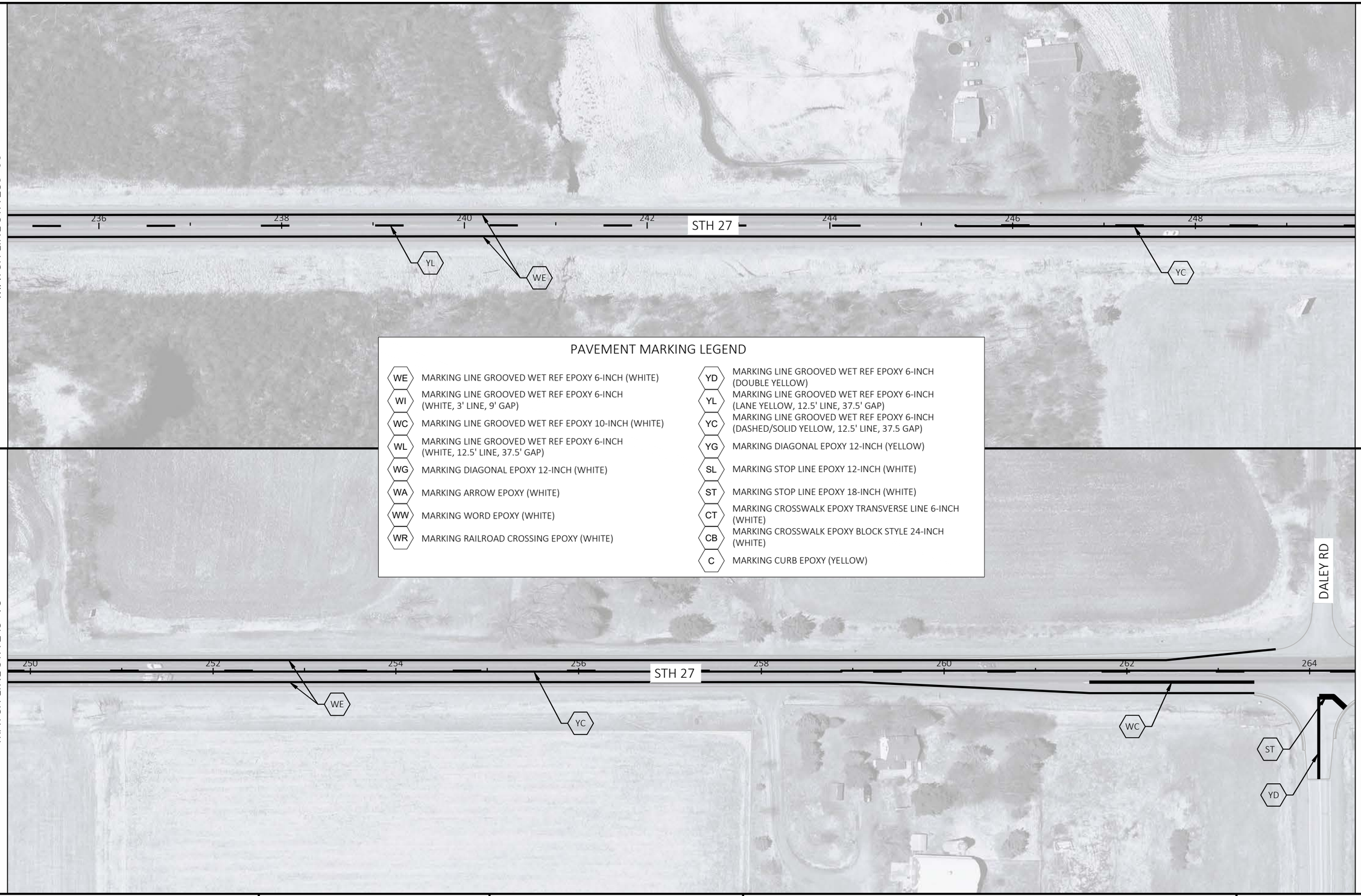
- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 63	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08
PLOT DATE : 7/21/2026 1:38 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 235+00



PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 249+75

MATCH LINE STA 264+50

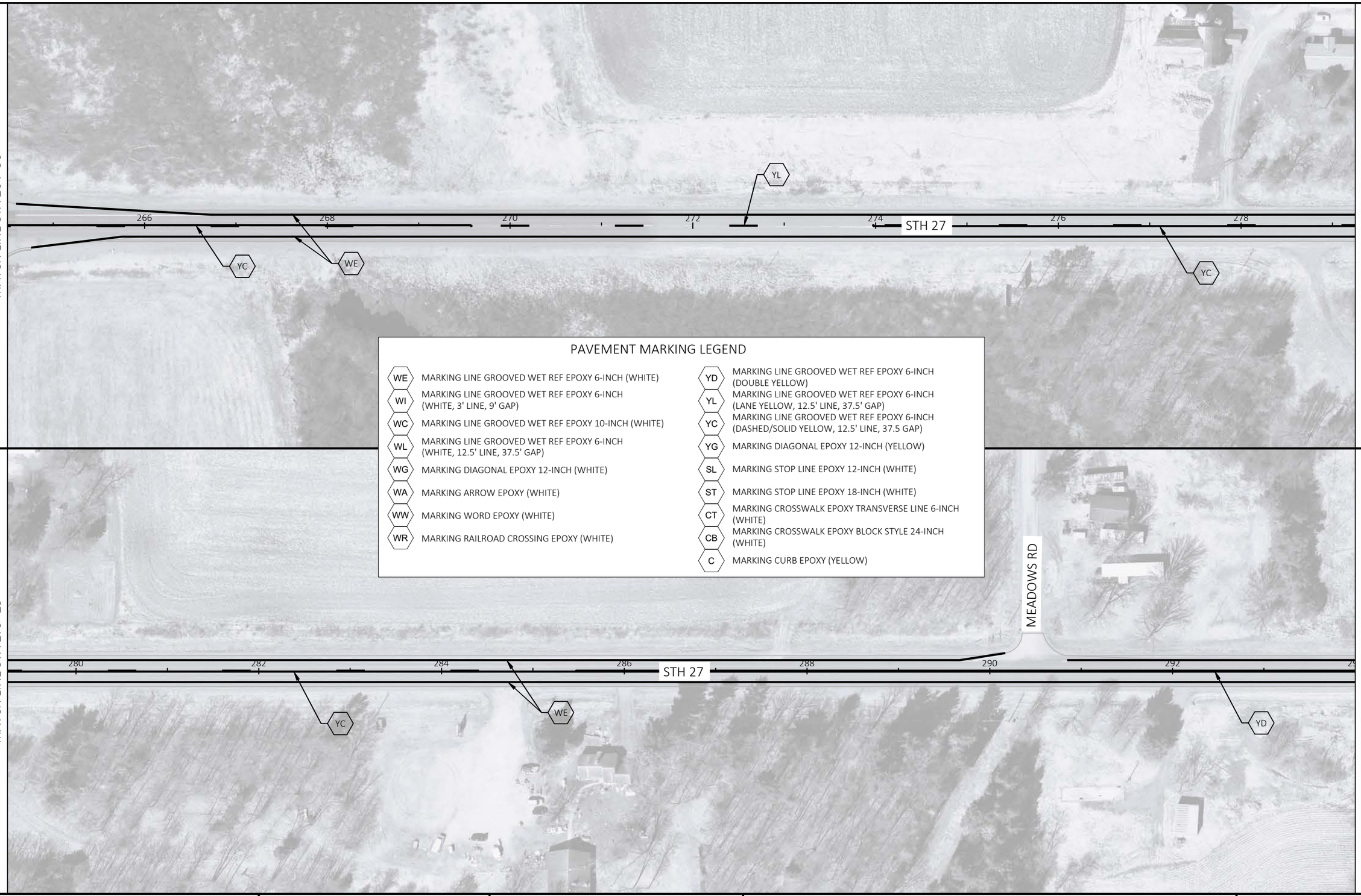
2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 64	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09
PLOT DATE : 7/21/2026 1:38 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 264+50



MATCH LINE STA 279+25

MATCH LINE STA 279+25

MATCH LINE STA 294+00

PAVEMENT MARKING LEGEND

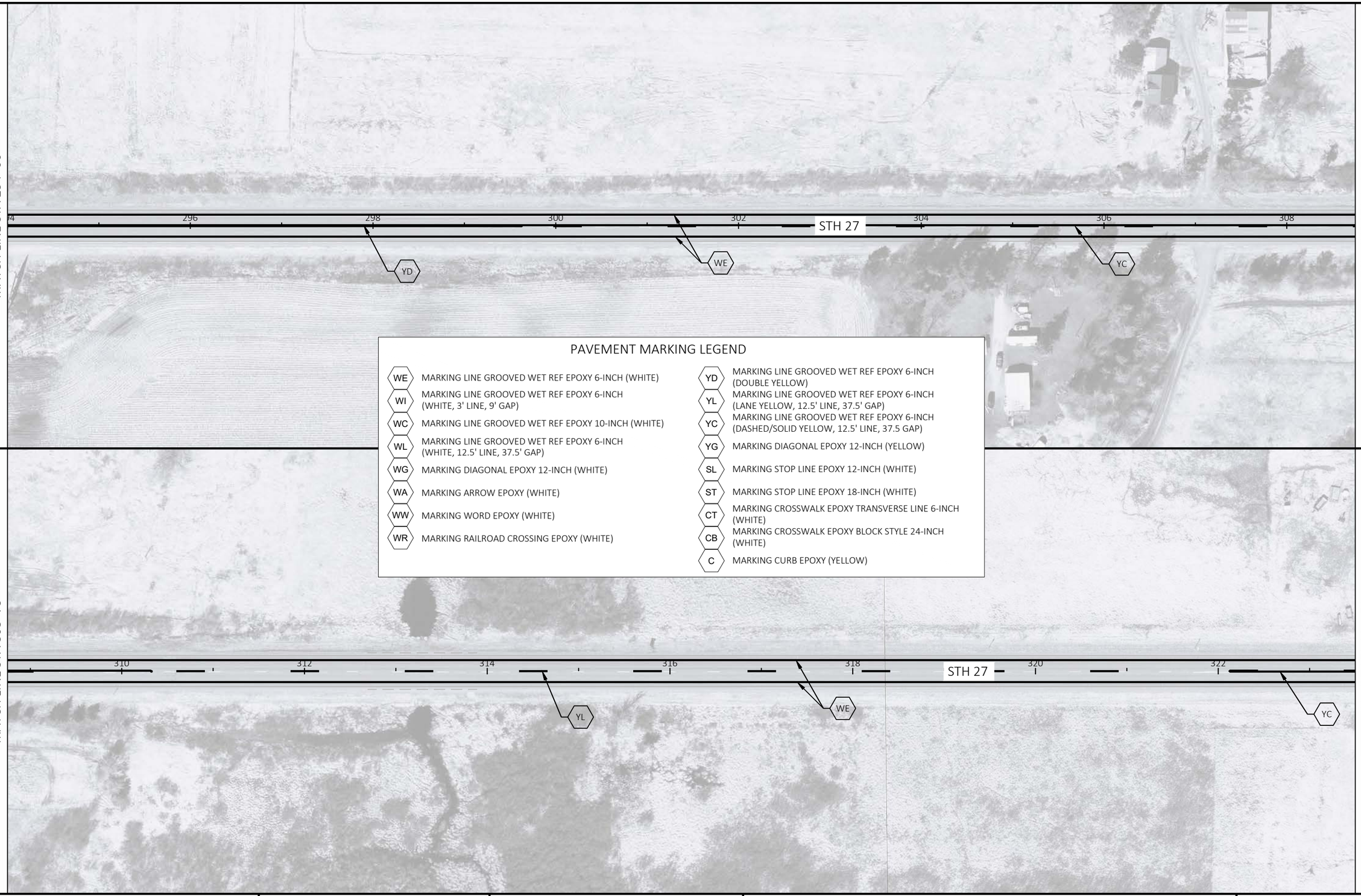
- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 65	E

2

MATCH LINE STA 294+00



MATCH LINE STA 308+75

MATCH LINE STA 308+75

MATCH LINE STA 323+50

PAVEMENT MARKING LEGEND

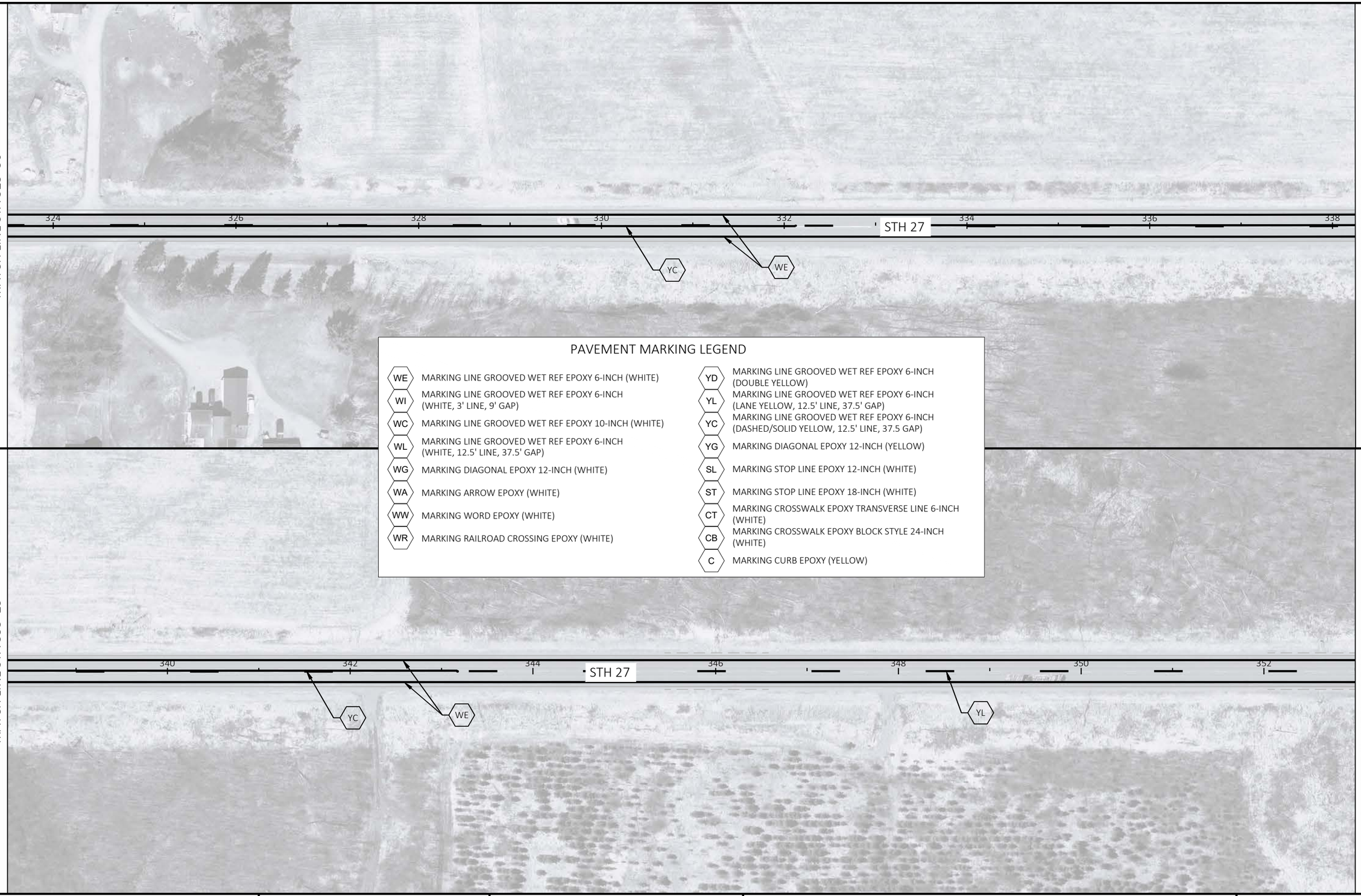
- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 66	E

2

MATCH LINE STA 323+50



MATCH LINE STA 338+25

MATCH LINE STA 338+25

MATCH LINE STA 353+00

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 67	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 12
PLOT DATE : 7/21/2026 1:39 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 353+00

MATCH LINE STA 367+75

354 356 STH 27 358 360 362 364 366

YL WE YC

AMBROSE RD

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 367+75

MATCH LINE STA 382+50

DEERTAIL RD

368 370 STH 27 372 374 376 378 380 382

YC WE

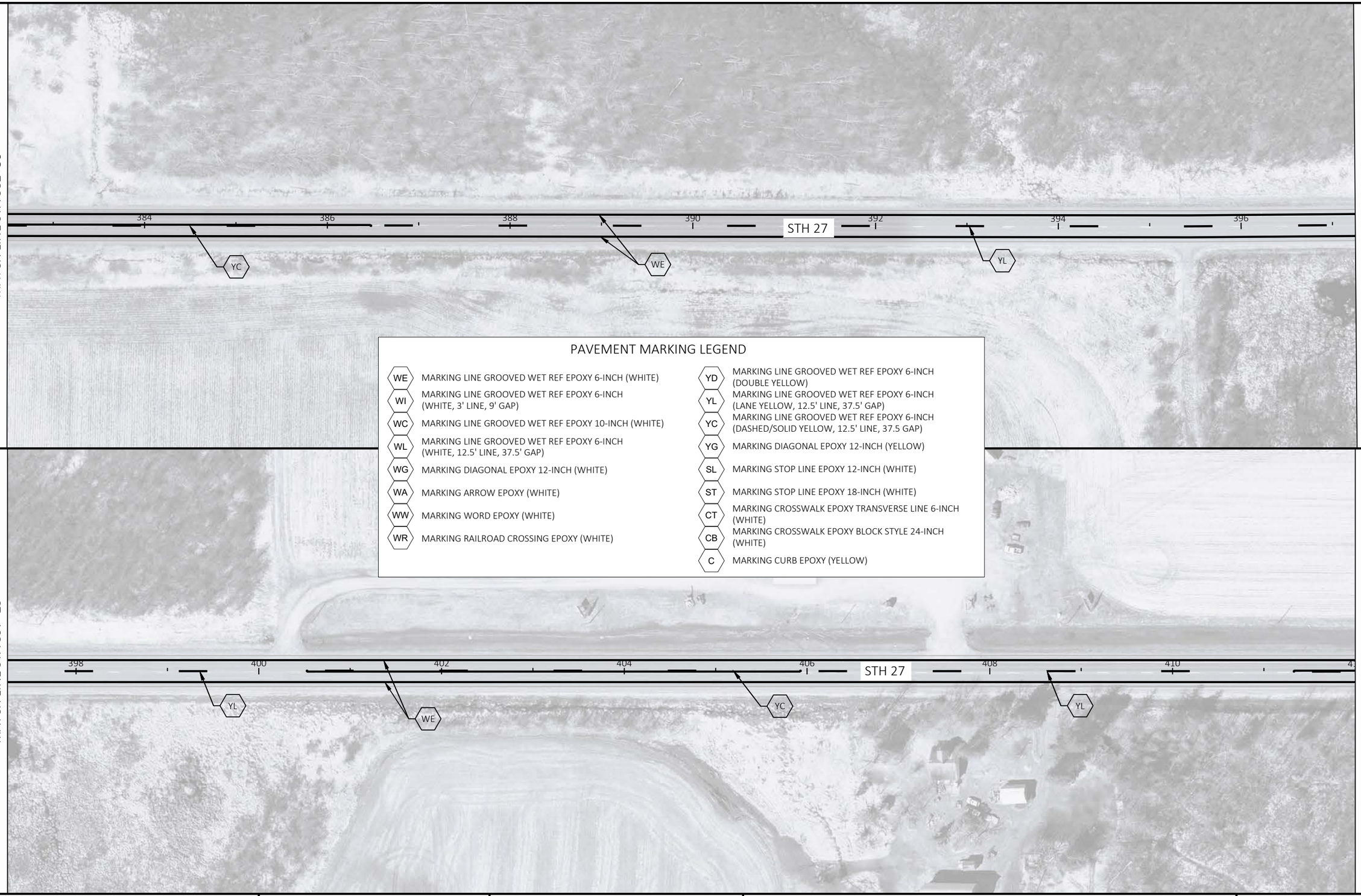
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 68	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 13

PLOT DATE : 7/21/2026 1:39 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE STA 382+50



MATCH LINE STA 397+25

MATCH LINE STA 397+25

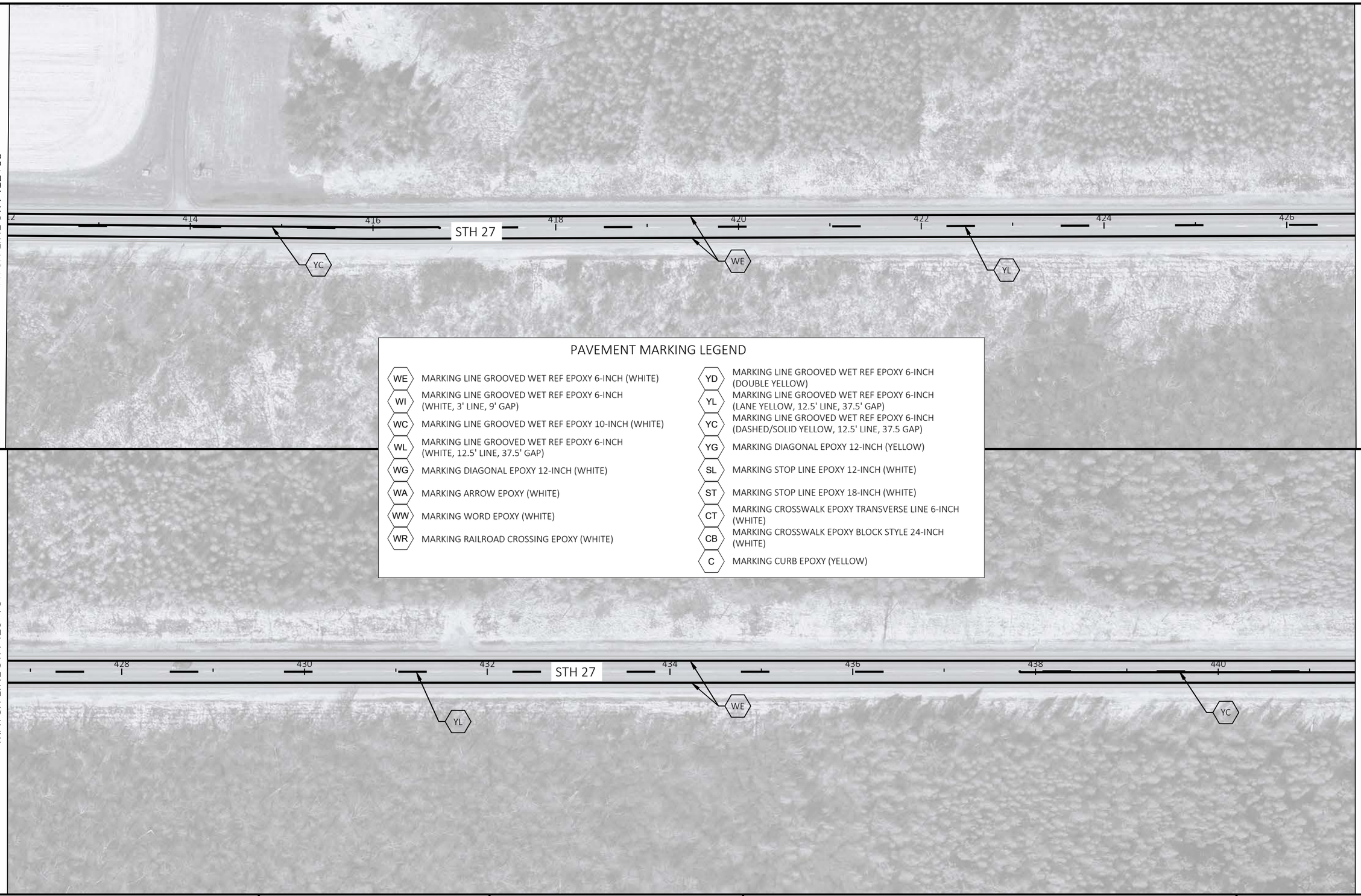
MATCH LINE STA 412+00

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

2

MATCH LINE STA 412+00



MATCH LINE STA 426+75

2

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 426+75

MATCH LINE STA 441+50

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 70	E

2

MATCH LINE STA 441+50

HANSEN RD

SILLMAN RD

STH 27

442 444 446 448 450 452 454 456

YC WE YL YC WE

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 456+25

MATCH LINE STA 471+00

458 460 462 464 466 468 470

STH 27

YL YC WE

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 71	E

2

MATCH LINE STA 471+00

MATCH LINE STA 485+75

CTH P

STH 27

472 474 476 478 480 482 484

YD ST WC WC WE ST YD YC WE

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
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- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 485+75

MATCH LINE STA 500+50

STH 27

486 488 490 492 494 496 498 500

WC WL YC WE YL

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 72	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 17

PLOT DATE : 7/21/2026 1:40 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 500+50

STH 27

502 504 506 508 510 512 514

YL

WE

YC

MATCH LINE STA 515+25

PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
YD	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
YL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
YC	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 515+25

COPPER PARK LN

516 518 520 522 524 526 528

STH 27

YC

WE

WC

WC

WE

JANSEN RD

MATCH LINE STA 530+00

2

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 73	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 18
PLOT DATE : 7/21/2026 1:40 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE STA 530+00

STH 27

530 532 534 536 538 540 542 544

WE

YL

MATCH LINE STA 544+75

2

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
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- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

FLAMBEAU MINE
HIKING PATH
PARKING LOT

MATCH LINE STA 544+75

546 548 550 552 554 556 558

STH 27

YC

WE

WL

WC

WE

MATCH LINE STA 559+50

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 74	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 19

PLOT DATE : 7/21/2026 1:40 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE STA 559+50

BLACKBERRY LN

560 562 564 566 568 STH 27 570 572 574

YC WE WC SL YD WE YD

DOUGHTY RD

MATCH LINE STA 574+25

PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
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YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

GOKEY RD

MATCH LINE STA 574+25

WE WE

576 578 580 582 STH 27 584 586 588

YC WE

MATCH LINE STA 589+00

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 75	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 20

PLOT DATE : 7/21/2026 1:41 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE STA 589+00

STH 27

590

592

594

596

598

600

602

PORT ARTHUR RD

MATCH LINE STA 603+75

COLLEGE AVE

YC
WE
YD
WA
WC
YG
CT
WG
ST
WE
WI
WC
WL
WG
WA
WW
WR
YD
YL
YC
YG
SL
ST
CT
CB
C

PAVEMENT MARKING LEGEND

- WE — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- WI — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
- WC — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- WL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
- WG — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- WA — MARKING ARROW EPOXY (WHITE)
- WW — MARKING WORD EPOXY (WHITE)
- WR — MARKING RAILROAD CROSSING EPOXY (WHITE)
- YD — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- YL — MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
- YC — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
- YG — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- SL — MARKING STOP LINE EPOXY 12-INCH (WHITE)
- ST — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CT — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- CB — MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
- C — MARKING CURB EPOXY (YELLOW)

MATCH LINE STA 603+75

604

606

608

610

612

STH 27

614

616

618

MATCH LINE STA 618+50

FALGE RD

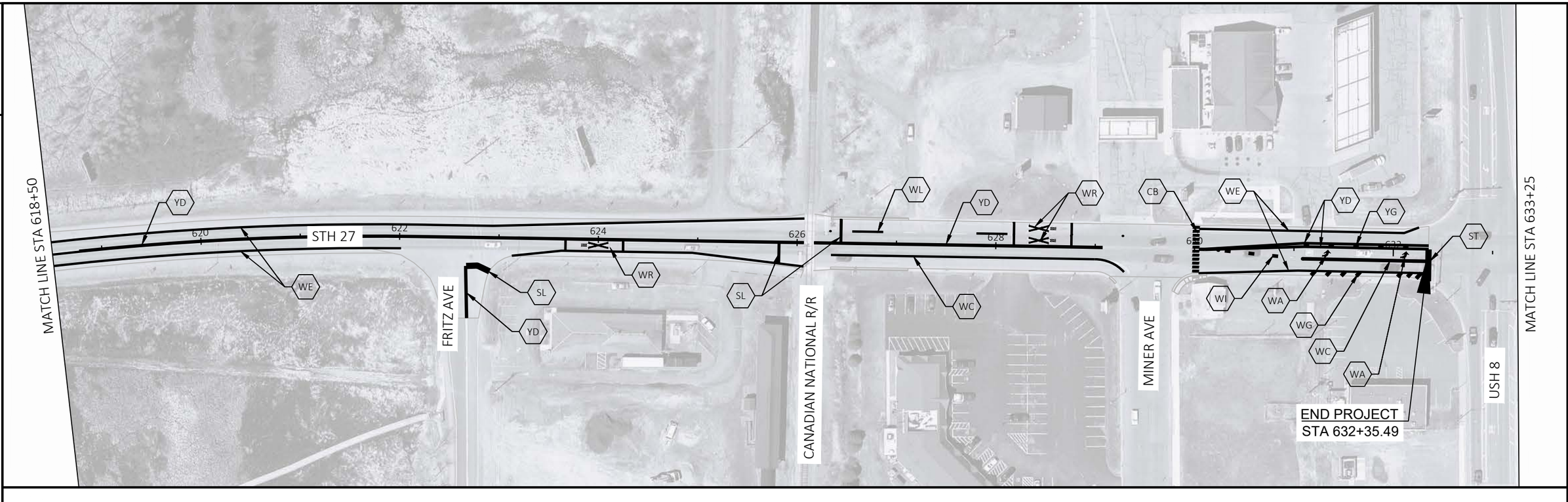
YG
YD
WE
YC
WE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PAVEMENT MARKING	SHEET 76	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 21

PLOT DATE : 7/21/2026 1:41 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PAVEMENT MARKING LEGEND

WE	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
WI	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE, 9' GAP)
WC	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
WL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5' LINE, 37.5' GAP)
WG	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WA	MARKING ARROW EPOXY (WHITE)
WW	MARKING WORD EPOXY (WHITE)
WR	MARKING RAILROAD CROSSING EPOXY (WHITE)
YD	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
YL	MARKING LINE GROOVED WET REF EPOXY 6-INCH (LANE YELLOW, 12.5' LINE, 37.5' GAP)
YC	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED/SOLID YELLOW, 12.5' LINE, 37.5 GAP)
YG	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 12-INCH (WHITE)
ST	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CB	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
C	MARKING CURB EPOXY (YELLOW)

2

2

N

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND COLLEGE AVE. SIDEWALK CLOSED TO CROSS STH 27. USE TEMPORARY CURB RAMP TO BYPASS CONSTRUCTION AND CROSS STH 27 AND COLLEGE AVE.

APPROXIMATE EXISTING R/W (TYP.)

M4-60R
30"X24"

STH 27

594

595

596

597

598

599

600

25' (TYP.)

12'

12'

12'

12' (TYP.)

TEMPORARY MARKING CROSSWALK
PAINT 6-INCH

M4-60R
30"X24"

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND COLLEGE AVE. SIDEWALK CLOSED TO CROSS COLLEGE AVE. USE TEMPORARY CURB RAMP TO CROSS COLLEGE AVE AND STH 27 .

COLLEGE AVE

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 1	SHEET 78	E

2

PORT ARTHUR RD

N

APPROXIMATE EXISTING R/W
(TYP.)

STH 27

600

601

602

603

604

605

25' (TYP.)

12'

12' (TYP.)

M4-60L
30"X24"

M4-60R
30"X24"

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND PORT ARTHUR RD. SIDEWALK CLOSED TO BYPASS CONSTRUCTION AND CROSS STH 27. USE TEMPORARY CURB RAMP TO CROSS STH 27.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 1	SHEET 79	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2026 8:55 PM PLOT BY : CYCHOSZ, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

PORT ARTHUR RD

N

APPROXIMATE EXISTING R/W
(TYP.)

12' (TYP.)

25' (TYP.)

12'

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH

STH 27

600 601 602 603 604 605

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 2	SHEET 80	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2026 8:55 PM PLOT BY : CYCHOSZ, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

PORT ARTHUR RD

N

TEMPORARY MARKING CROSSWALK
PAINT 6-INCH

M4-60R
30"X24"

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND PORT ARTHUR RD. SIDEWALK CLOSED TO CROSS PORT ARTHUR RD. USE TEMPORARY CURB RAMP TO BYPASS CONSTRUCTION AND CROSS PORT ARTHUR RD.

APPROXIMATE EXISTING R/W
(TYP.)

12' (TYP.)

25' (TYP.)

STH 27

600

601

602

603

604

605

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 3	SHEET 81	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 10/26/2026 8:55 PM PLOT BY : CYCHOSZ, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

STH 27

614

615

616

12' (TYP.)

25' (TYP.)

FALGE PARK DR

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND FALGE PARK DR. SIDEWALK CROSS FALGE PARK DR. USE TEMPORARY CURB RAMP TO BYPASS CONSTRUCTION TO ACCESS FALGE PARK DR.

APPROXIMATE EXISTING R/W (TYP.)

M4-60L
30"X24"

NOTE: NO COMPANION CURB RAMP OR CROSSING AT THIS INTERSECTION. INTENDED PEDESTRIAN DESTINATION IS O.J. FALGE PARK. TEMPORARY CURB RAMP WILL PROVIDE ACCESS TO STREET WHERE PEDESTRIANS WILL USE FALGE PARK DR TO ACCESS THE PARK.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 1	SHEET 82	E

2

N

APPROXIMATE EXISTING R/W
(TYP.)

R11-2L
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

TEMPORARY MARKING CROSSWALK
PAINT 6-INCH

R9-11L
24"X12"

ATTENTION PEDESTRIANS YOU ARE AT STH 27 NEAR KWIK TRIP. SIDEWALK CLOSED TO CROSS STH 27. USE TEMPORARY CURB RAMP TO BYPASS CONSTRUCTION AND CROSS STH 27.

6' (TYP.)

STH 27

627

628

629

630

631

632

RR

RR

12' (TYP.)

M4-60R
30"X24"

M4-60L
30"X24"

R9-11R
24"X12"

25' (TYP.)

ATTENTION PEDESTRIANS YOU ARE AT THE INTERSECTION OF STH 27 AND MINER AVE. SIDEWALK CLOSED TO CROSS STH 27. USE TEMPORARY CURB RAMP TO BYPASS CONSTRUCTION AND CROSS STH 27 AND MINER AVE.

MINER AVE

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL TYPE III BARRICADE WITH SIGN
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY AUDIBLE MESSAGE DEVICE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN CROSSING - STAGE 1	SHEET 83	E

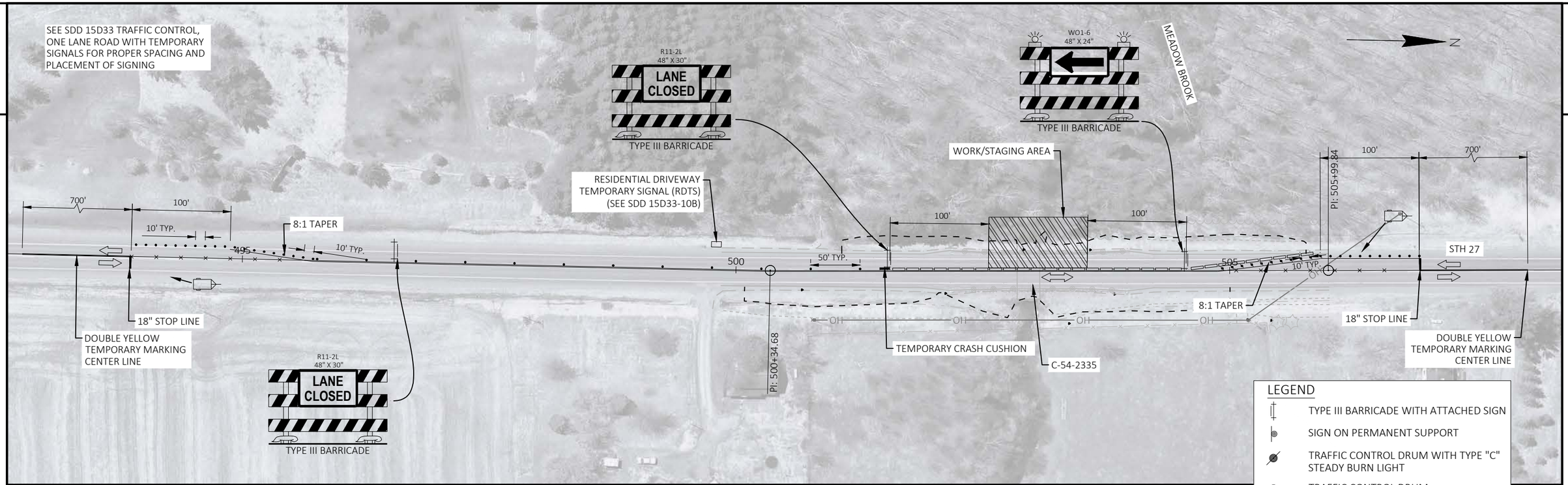
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2026 8:55 PM PLOT BY : CYCHOSZ, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

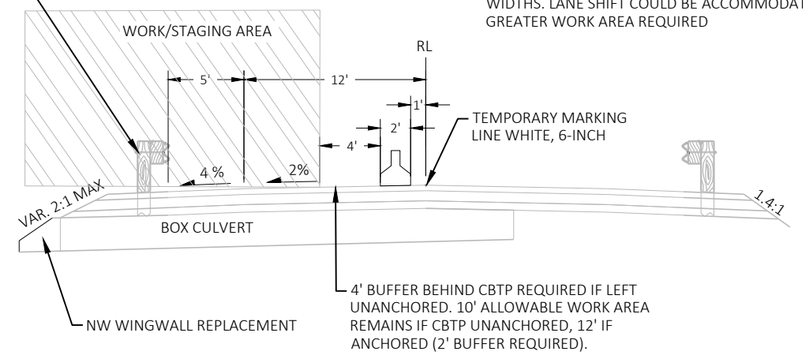
WISDOT/CADDS SHEET 44

2

SEE SDD 15D33 TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS FOR PROPER SPACING AND PLACEMENT OF SIGNING



EXISTING GUARDRAIL CAN BE REMOVED TO PROVIDE GREATER ACCESS TO WORK AREA. WILL NEED TO BE REPLACED WITH NEW MGS GUARDRAIL PRIOR TO OPENING UP TO TRAFFIC



TEMPORARY SIGNAL TIMING	Ø1 NB STH 27	Ø2 SB STH 27
MINIMUM GREEN TIME	9 SEC	9 SEC
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 SEC	5 SEC
MINIMUM GREEN TIME DURING GREEN PHASE	3 SEC	3 SEC
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 SEC	15 SEC
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 SEC	0 SEC
MAXIMUM GREEN TIME	50 SEC	50 SEC
YELLOW	5 SEC	5 SEC
ALL-RED	36 SEC	36 SEC
RECALL MODE	NONE	NONE

REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.

IF THERE ARE QUESTIONS REGARDING THE TIMINGS PLEASE CONTACT TRAFFIC ENGINEER.

PHASE 2 SHALL COME AFTER PHASE 1.

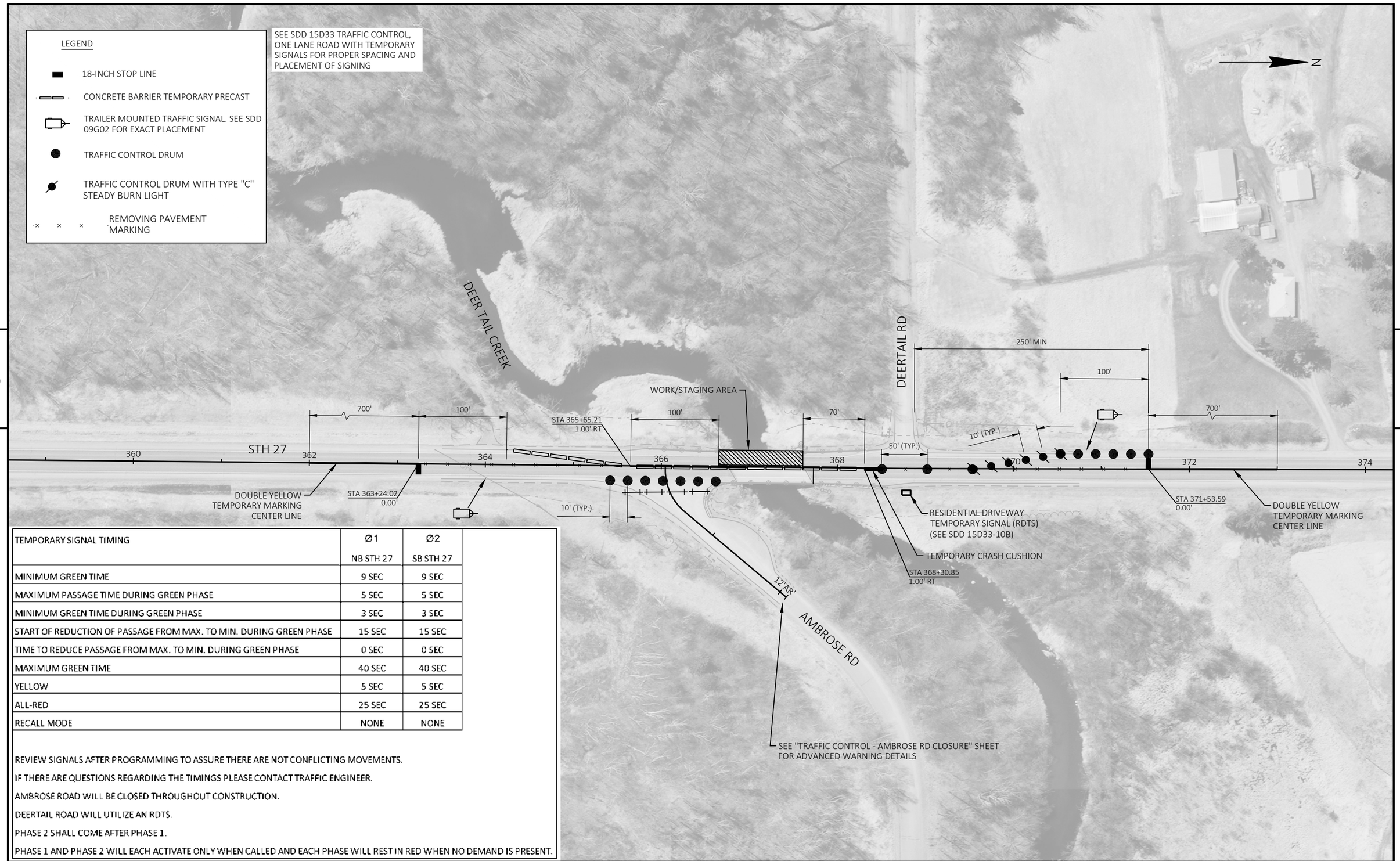
PHASE 1 AND PHASE 2 WILL EACH ACTIVATE ONLY WHEN CALLED AND EACH PHASE WILL REST IN RED WHEN NO DEMAND IS PRESENT.

DRIVEWAY WITHIN WORZONE WILL UTILIZE AN RDTS.

LEGEND

- 18-INCH STOP LINE
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAILER MOUNTED TRAFFIC SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING

SEE SDD 15D33 TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS FOR PROPER SPACING AND PLACEMENT OF SIGNING



TEMPORARY SIGNAL TIMING	Ø1 NB STH 27	Ø2 SB STH 27
MINIMUM GREEN TIME	9 SEC	9 SEC
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 SEC	5 SEC
MINIMUM GREEN TIME DURING GREEN PHASE	3 SEC	3 SEC
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 SEC	15 SEC
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 SEC	0 SEC
MAXIMUM GREEN TIME	40 SEC	40 SEC
YELLOW	5 SEC	5 SEC
ALL-RED	25 SEC	25 SEC
RECALL MODE	NONE	NONE

REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.

IF THERE ARE QUESTIONS REGARDING THE TIMINGS PLEASE CONTACT TRAFFIC ENGINEER.

AMBROSE ROAD WILL BE CLOSED THROUGHOUT CONSTRUCTION.

DEERTAIL ROAD WILL UTILIZE AN RDTS.

PHASE 2 SHALL COME AFTER PHASE 1.

PHASE 1 AND PHASE 2 WILL EACH ACTIVATE ONLY WHEN CALLED AND EACH PHASE WILL REST IN RED WHEN NO DEMAND IS PRESENT.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - B-54-46 - STAGE 1	SHEET 85	E

LEGEND

- 18-INCH STOP LINE
- CONCRETE BARRIER TEMPORARY PRECAST
- TRAILER MOUNTED TRAFFIC SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING

SEE SDD 15D33 TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS FOR PROPER SPACING AND PLACEMENT OF SIGNING

N

DEER TAIL CREEK

DEERTAIL RD

250' MIN

TEMPORARY CRASH CUSHION

700' | 100' | 100' | 100' | 50' (TYP.) | 700'

STA 363+36.36
0.00'

STA 365+76.19
-1.00' LT

STA 371+53.59
-0.33' LT

STH 27

360 | 362 | 364 | 366 | 368 | 370 | 372 | 374

10' (TYP.)

10' (TYP.)

WORK/STAGING AREA

STA 368+72.87
-1.00' LT

100'

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS) (SEE SDD 15D33-10B)

12'AR'

AMBROSE RD

SEE "TRAFFIC CONTROL - AMBROSE RD CLOSURE" SHEET FOR ADVANCED WARNING DETAILS

TEMPORARY SIGNAL TIMING	Ø1 NB STH 27	Ø2 SB STH 27
MINIMUM GREEN TIME	9 SEC	9 SEC
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 SEC	5 SEC
MINIMUM GREEN TIME DURING GREEN PHASE	3 SEC	3 SEC
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 SEC	15 SEC
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 SEC	0 SEC
MAXIMUM GREEN TIME	40 SEC	40 SEC
YELLOW	5 SEC	5 SEC
ALL-RED	25 SEC	25 SEC
RECALL MODE	NONE	NONE

REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.

IF THERE ARE QUESTIONS REGARDING THE TIMINGS PLEASE CONTACT TRAFFIC ENGINEER.

AMBROSE ROAD WILL BE CLOSED THROUGHOUT CONSTRUCTION.

DEERTAIL ROAD WILL UTILIZE AN RDTS.

PHASE 2 SHALL COME AFTER PHASE 1.

PHASE 1 AND PHASE 2 WILL EACH ACTIVATE ONLY WHEN CALLED AND EACH PHASE WILL REST IN RED WHEN NO DEMAND IS PRESENT.

5 5

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - B-54-46 - STAGE 2	SHEET 86	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- WORK AREA

N

PLANTZ RD

CTH G

ROAD CLOSED
TO THRU TRAFFIC
2 MILES AHEAD
R11-3
60"X30"

(TYPE III BARRICADE TO BE PLACED OFF OF THE ROADWAY)

AMBROSE RD

STH 27

FRAME 1	FRAME 2
AMBROSE RD CLOSED	{DAY} {DATE} {TIME}

(PLACE 7 DAYS PRIOR TO CLOSURE)

PCMS

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED 500 FT
W20-3D

ROAD CLOSED 1000 FT
W20-3E

FRAME 1	FRAME 2
AMBROSE RD CLOSED	{DAY} {DATE} {TIME}

(PLACE 7 DAYS PRIOR TO CLOSURE)

PCMS

ROAD CLOSED AHEAD
W20-3A

R3-2
24"X24"

500'

500'

AMBROSE RD

R3-1
24"X24"

FRAME 1	FRAME 2
AMBROSE RD CLOSED	{DAY} {DATE} {TIME}

(PLACE 7 DAYS PRIOR TO CLOSURE)

PCMS

DEER TAIL CREEK

5

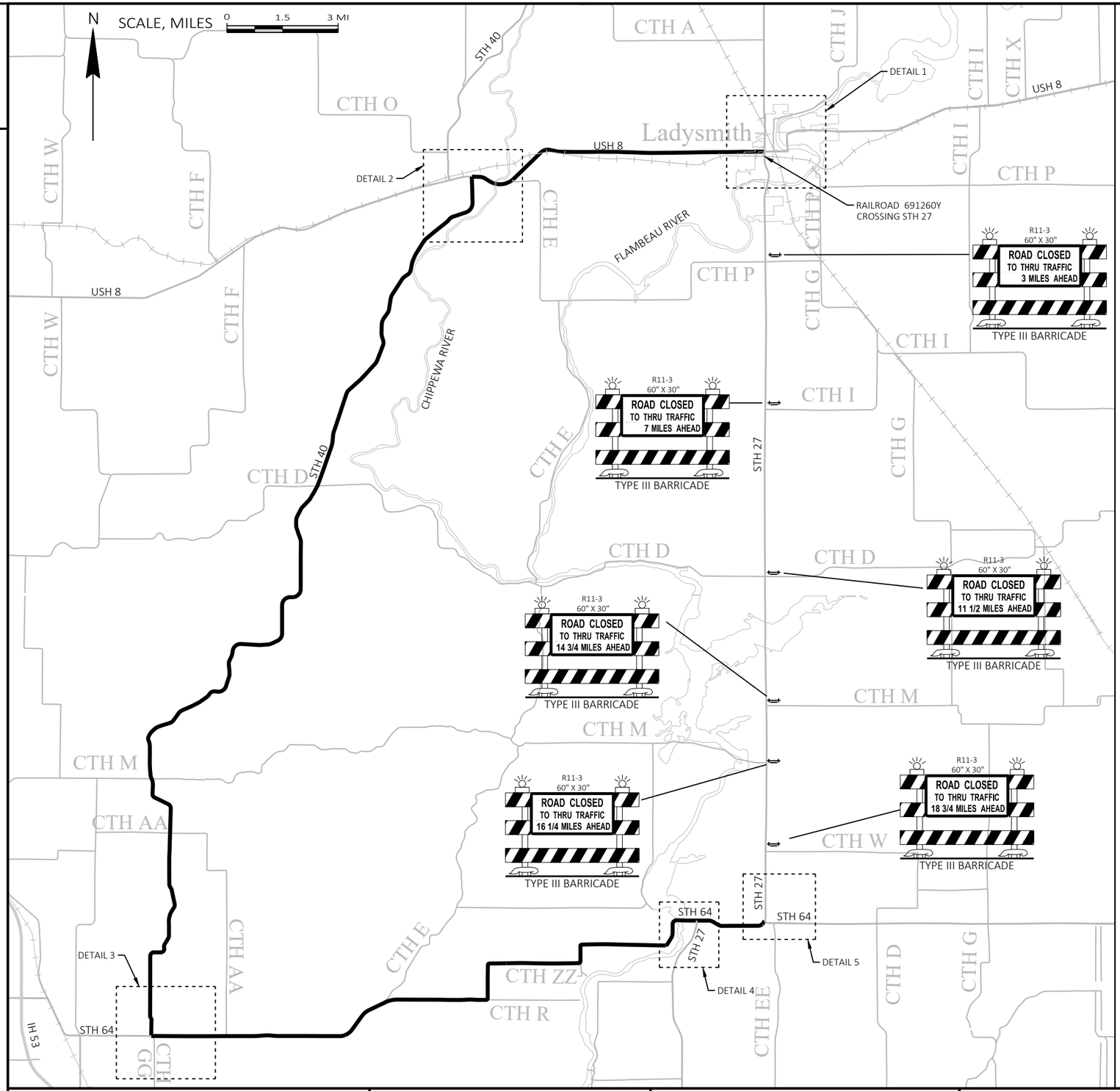
5

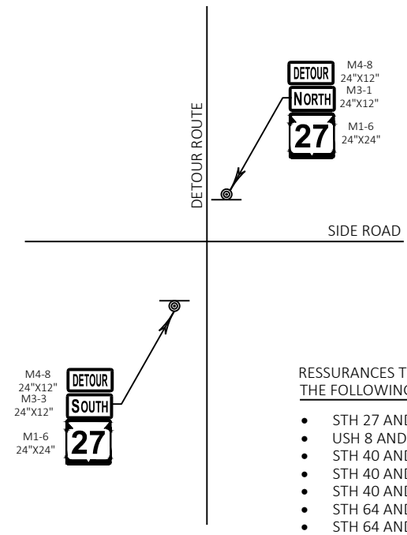
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	TRAFFIC CONTROL - AMBROSE RD CLOSURE	SHEET 87	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\025004-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 5/20/2026 10:35 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44





RESSURANCES TO BE PLACED AT THE FOLLOWING INTERSECTIONS:

- STH 27 AND CTH D
- USH 8 AND CTH E
- STH 40 AND CTH D
- STH 40 AND CTH M
- STH 40 AND CTH AA
- STH 64 AND CTH AA
- STH 64 AND CTH E
- STH 64 AND CTH R
- STH 64 AND CTH ZZ

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- PROPOSED DETOUR SIGN
- EXISTING SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR - OVERVIEW	SHEET 88	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - Plan 1 IN 3 MI
PLOT DATE : 7/10/2026 3:25 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1:3 mi

2

N

ROAD CLOSED AHEAD
W20-3A

DETOUR AHEAD
W20-2A

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
MO5-1R 21"X21"
DETOUR
SOUTH
27
JCT
8

STH 27

ROAD CLOSED 500 FT
W20-3D

END DETOUR
M4-8A 24"X18"
NORTH
M3-1 24"X12"
27
M1-6 24"X24"

USH 8

FLAMBEAU RIVER

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
MO6-1 21"X21"
DETOUR
SOUTH
27
EAST
8
WEST
8

A4-12 14" X 14"
Cameron
Cornell
Hayward

DETOUR NEXT 55 MILES
G20-51 60"X24"

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
DETOUR
SOUTH
27

NORTH
27
EAST
8
SOUTH
27
SECOND LEFT
SECOND RIGHT
COVER

Prentice
Ojibwa
Cornell
COVER

M4-9R 30"X24"
DETOUR
R11-3 60"X30"
ROAD CLOSED TO THRU TRAFFIC 1/4 MILES AHEAD
TYPE III BARRICADE

M4-8 24"X12"
DETOUR
SOUTH
NORTH
27
27
MO6-1 21"X21"
COVER

JCT
27

M3-3 24"X12"
SOUTH
M1-6 24"X24"
27
DETOUR AHEAD
W20-2A

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- PROPOSED DETOUR SIGN
- EXISTING SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR DETAIL 1	SHEET 89	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL 1

PLOT DATE : 7/10/2026 3:25 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

N

STH 40

USH 8/STH 40

BUSINESS 40 EAST 8 SOUTH 40 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 27 M1-6 24"X24" / MO5-1R 21"X21"

BUSINESS 40 SOUTH 40 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 27 M1-6 24"X24" / MO6-1 21"X21"

SOUTH 40 BUSINESS 40 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 27 M1-6 24"X24" / MO6-1 21"X21"

SOUTH 40 WEST 8 BUSINESS 40 — DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / 27 M1-6 24"X24" / MO5-1L 21"X21"

M3-3 24"X12" SOUTH 27 M1-6 24"X24"

DETOUR AHEAD W20-2A

JCT 40

M4-8 24"X12" DETOUR / M3-3 24"X12" SOUTH / M1-6 24"X24" 27

JCT 40

EAST 8 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 27 M1-6 24"X24"

USH 8

WEST 8 NORTH 40 EAST 8 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 27 M1-6 24"X24" / MO6-1 21"X21"

DETOUR NEXT 47 MILES
G20-51
60"X24"

STH 40

WEST 8 NORTH 40 EAST 8 — DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 27 M1-6 24"X24" / MO5-1R 21"X21"

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- PROPOSED DETOUR SIGN
- EXISTING SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR DETAIL 2	SHEET 90	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL 2

PLOT DATE : 7/10/2026 3:25 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 40

JCT 64

DETOUR NEXT 36 MILES
G20-51
60"X24"

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
MO5-1L 21"X21"
DETOUR SOUTH
SOUTH 40
27

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
DETOUR NORTH
NORTH 40
27

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
MO6-1 21"X21"
DETOUR SOUTH
EAST 64 WEST 64 SOUTH 40
27

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO6-1 21"X21"
DETOUR NORTH
NORTH 40
27

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO5-1R 21"X21"
DETOUR NORTH
WEST 64 SOUTH 40 NORTH 40
27

STH 64/STH 64

M3-1 24"X12"
M1-6 24"X24"
NORTH
27
DETOUR AHEAD
W20-2A

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO5-1L 21"X21"
DETOUR NORTH
NORTH EAST 40 64
27

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO6-1 21"X21"
DETOUR NORTH
NORTH EAST 40 64
27

CTH GG

LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- PROPOSED DETOUR SIGN
- EXISTING SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR DETAIL 3	SHEET 91	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL 3

PLOT DATE : 7/10/2026 3:25 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

DETOUR
NEXT 53 MILES
G20-51
60"X24"

DETOUR
WEST 64
NORTH 27
M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"

DETOUR
SOUTH 27
WEST 64
NORTH 27
M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO6-1 21"X21"

DETOUR
SOUTH 27
WEST 64
NORTH 27
M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
MO6-1 21"X21"

STH 64

STH 64/STH 27

STH 27

M4-8A 24"X18"
END DETOUR
SOUTH 27

DETOUR
WEST 64
EAST 64
NORTH 27
M4-8 24"X12"
MO6-1 21"X21"
COVER

DETOUR
TO 178
NORTH 27
M4-8 24"X12"
MO5-1L 21"X21"
COVER

JCT 64

NORTH 27
M3-1 24"X12"
M1-6 24"X24"

DETOUR AHEAD
W20-2A

LEGEND

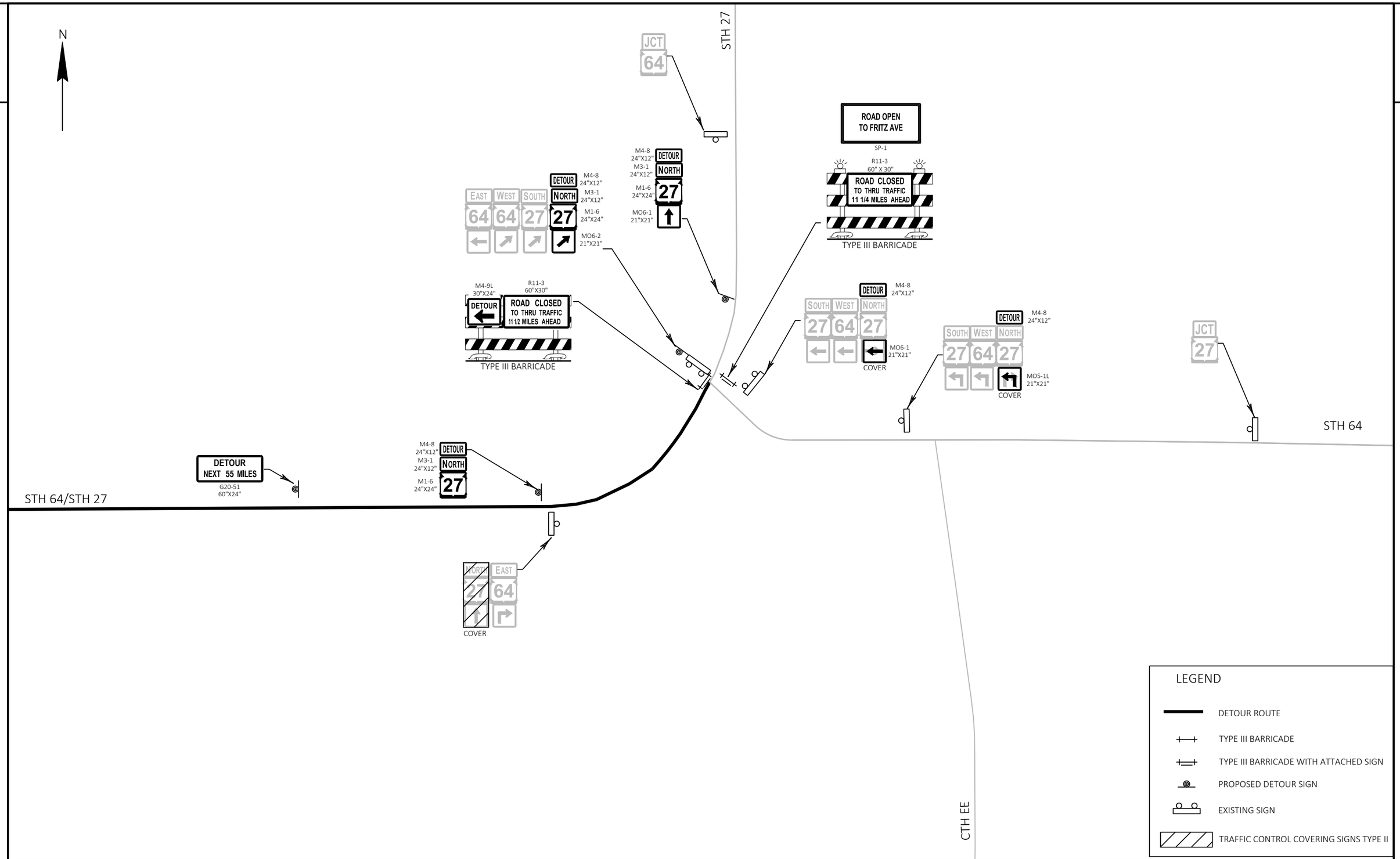
- DETOUR ROUTE
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- PROPOSED DETOUR SIGN
- EXISTING SIGN
- TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR DETAIL 4	SHEET 92	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - DETAIL 4

PLOT DATE : 7/10/2026 3:25 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:500 FT

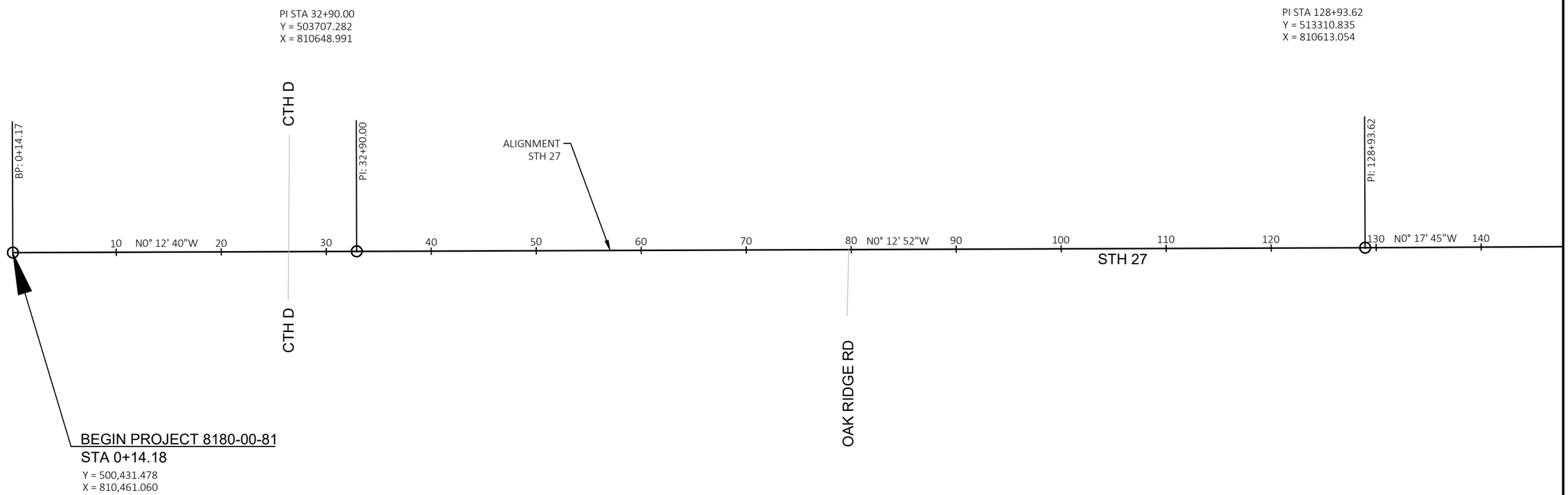
WISDOT/CADDS SHEET 42



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	DETOUR DETAIL 5	SHEET 93	E

NOTE: FOR BENCHMARK AND CONTROL POINT INFORMATION,
SEE PLAN AND PROFILE SHEETS.

2



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	ALIGNMENT DIAGRAM	SHEET 94	E

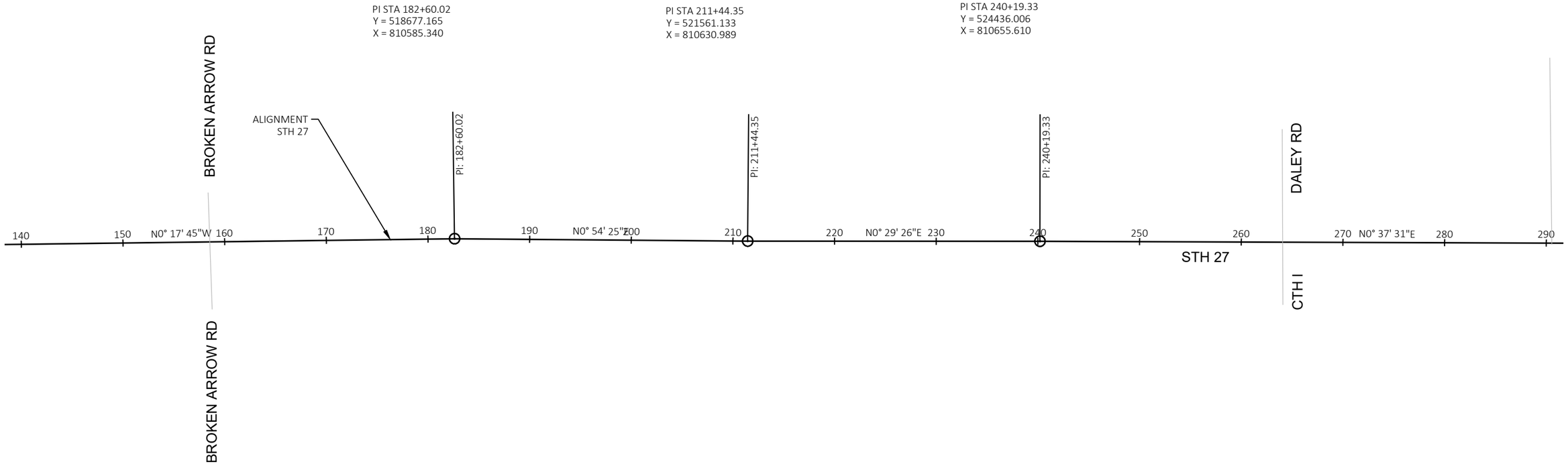
NOTE: FOR BENCHMARK AND CONTROL POINT INFORMATION,
SEE PLAN AND PROFILE SHEETS.

N

PI STA 182+60.02
Y = 518677.165
X = 810585.340

PI STA 211+44.35
Y = 521561.133
X = 810630.989

PI STA 240+19.33
Y = 524436.006
X = 810655.610



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	ALIGNMENT DIAGRAM	SHEET 95	E

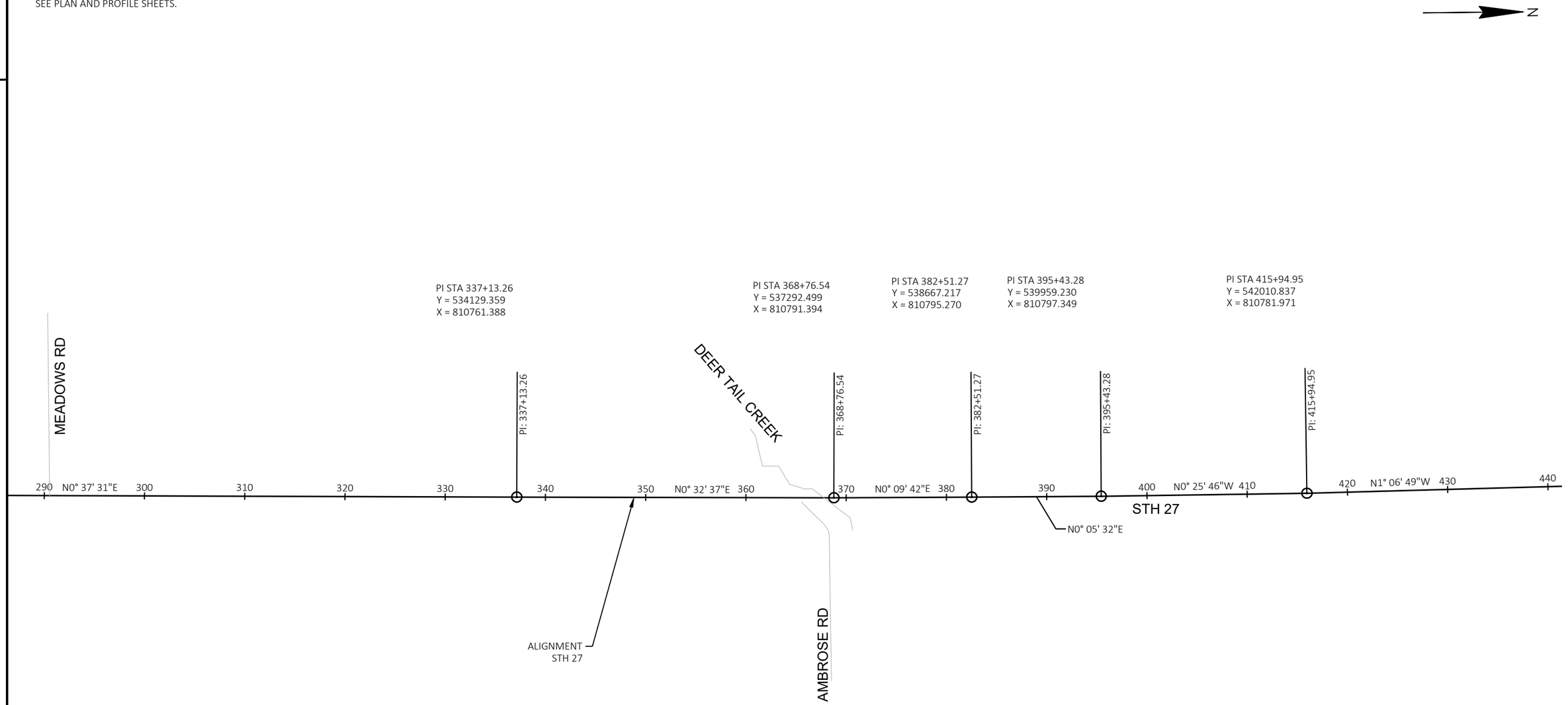
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 5/28/2026 9:49 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

NOTE: FOR BENCHMARK AND CONTROL POINT INFORMATION,
SEE PLAN AND PROFILE SHEETS.

2



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	ALIGNMENT DIAGRAM	SHEET 96	E

NOTE: FOR BENCHMARK AND CONTROL POINT INFORMATION,
SEE PLAN AND PROFILE SHEETS.

2

N

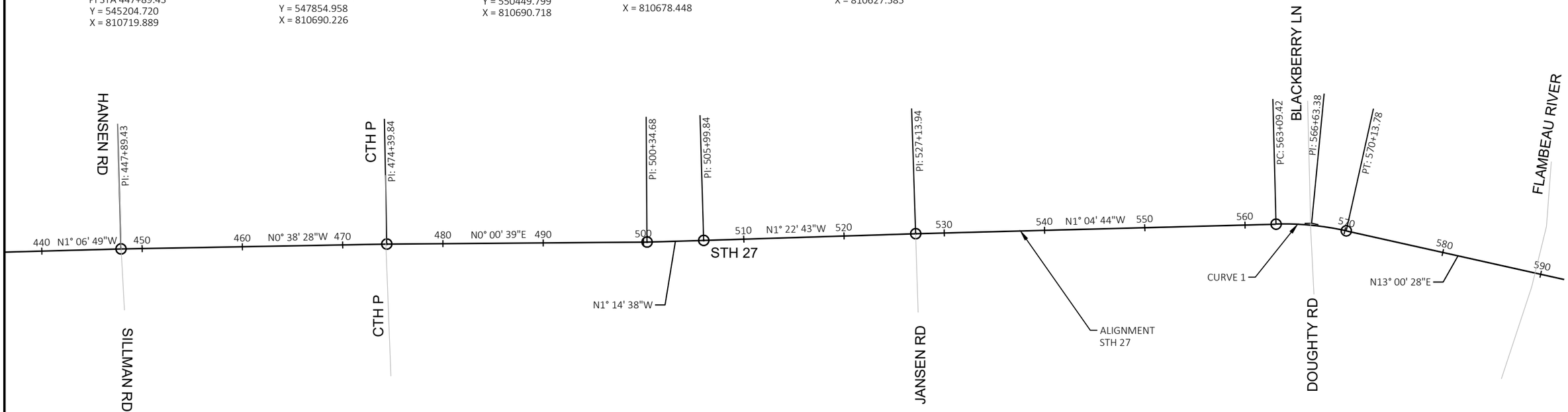
PI STA 447+89.43
Y = 545204.720
X = 810719.889

PI STA 474+39.84
Y = 547854.958
X = 810690.226

PI STA 500+34.68
Y = 550449.799
X = 810690.718

PI STA 505+99.84
Y = 551014.826
X = 810678.448

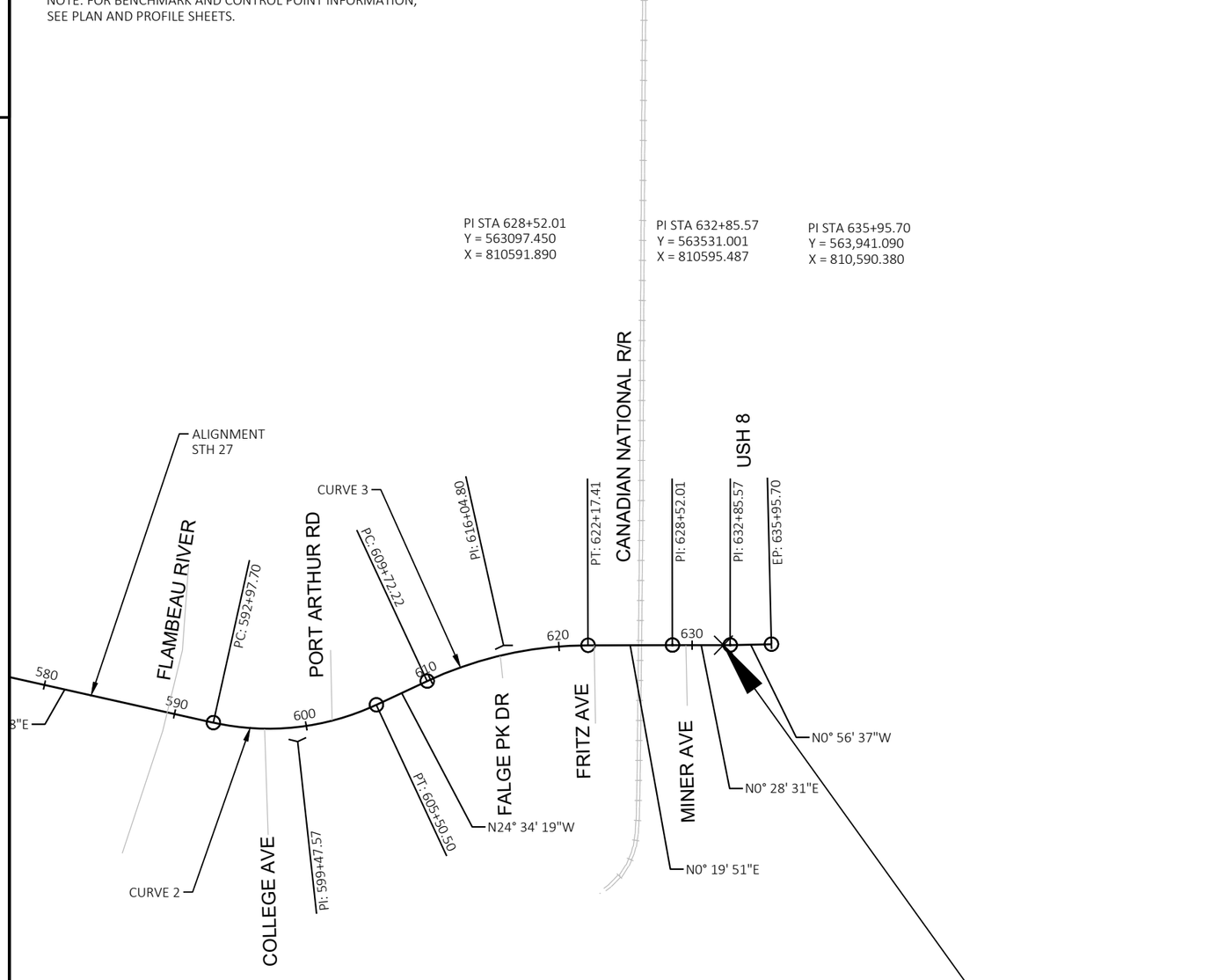
PI STA 527+13.94
Y = 553128.321
X = 810627.585



CURVE 1
PI STA = 566+63.38
Y = 557077.058
X = 810553.212
DELTA = 14°05'12"
D = 2°00'00"
T = 353.97'
L = 704.36'
R = 2864.90'
PC STA = 563+09.42
Y = 556723.155
X = 810559.878
PT STA = 570+13.78
Y = 557421.941
X = 810632.883
BK = N01°04'44"W
AH = N13°00'28"E
SE = N.C.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	ALIGNMENT DIAGRAM	SHEET 97	E

NOTE: FOR BENCHMARK AND CONTROL POINT INFORMATION,
SEE PLAN AND PROFILE SHEETS.



CURVE 2
PI STA = 599+47.57
Y = 560280.450
X = 811293.225
DELTA = 37°34'47"
D = 2°59'59"
T = 649.87'
L = 1252.80'
R = 1910.08'
PC STA = 592+97.70
Y = 559647.260
X = 811146.953
PT STA = 605+50.50
Y = 560871.464
X = 811022.988
BK = N13°00'28"E
AH = N24°34'19"W
SE = N.C.

CURVE 3
PI STA = 616+04.80
Y = 561830.287
X = 810584.571
DELTA = 24°54'10"
D = 2°00'00"
T = 632.59'
L = 1245.19'
R = 2864.90'
PC STA = 609+72.22
Y = 561254.987
X = 810847.624
PT STA = 622+17.41
Y = 562462.863
X = 810588.225
BK = N24°34'19"W
AH = N00°19'51"E
SE = N.C.

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	ALIGNMENT DIAGRAM	SHEET 98	E

Estimate Of Quantities

8180-00-81

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	10.000	10.000
0004	201.0205	Grubbing	STA	10.000	10.000
0006	203.0100	Removing Small Pipe Culverts	EACH	11.000	11.000
0008	203.0220	Removing Structure (structure) 01. C-54-2335	EACH	1.000	1.000
0010	203.0335	Debris Containment Over Waterway (structure) 01. B-54-46	EACH	1.000	1.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	241.000	241.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	247,300.000	247,300.000
0016	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	62,800.000	62,800.000
0018	204.0150	Removing Curb & Gutter	LF	580.000	580.000
0020	204.0155	Removing Concrete Sidewalk	SY	72.000	72.000
0022	204.0165	Removing Guardrail	LF	1,450.000	1,450.000
0024	204.0195	Removing Concrete Bases	EACH	4.000	4.000
0026	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0028	204.9060.S	Removing (item description) 01. Existing Traffic Signal Equipment, STH 27 & Port Arthur Road	EACH	1.000	1.000
0030	205.0100	Excavation Common	CY	5,806.000	5,806.000
0032	206.2001	Excavation for Structures Culverts (structure) 01. C-54-2335	EACH	1.000	1.000
0034	206.5001	Cofferdams (structure) 01. C-54-2335	EACH	1.000	1.000
0036	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	8.000	8.000
0038	209.2100	Backfill Granular Grade 2	CY	2,070.000	2,070.000
0040	210.1500	Backfill Structure Type A	TON	44.000	44.000
0042	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8180-00-81	EACH	1.000	1.000
0044	213.0100	Finishing Roadway (project) 01. 8180-00-81	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,135.000	1,135.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,790.000	4,790.000
0050	312.0110	Select Crushed Material	TON	20.000	20.000
0052	455.0605	Tack Coat	GAL	12,760.000	12,760.000
0054	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0056	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0058	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0060	460.0120.S	HMA Test Strip Density	EACH	1.000	1.000
0062	460.2005	Incentive Density PWL HMA Pavement	DOL	47,895.000	47,895.000
0064	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	25,289.000	25,289.000
0066	460.2010	Incentive Air Voids HMA Pavement	DOL	56,300.000	56,300.000
0068	460.6244	HMA Pavement 4 MT 58-34 S	TON	37,620.000	37,620.000
0070	460.8644	HMA Pavement 4 SMA 58-34 V	TON	18,680.000	18,680.000
0072	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0074	465.0105	Asphaltic Surface	TON	830.000	830.000
0076	465.0110	Asphaltic Surface Patching	TON	67.000	67.000
0078	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	270.000	270.000
0080	465.0520	Asphaltic Rumble Strips, Shoulder	LF	100,480.000	100,480.000
0082	465.0560	Asphaltic Rumble Strips, Centerline	LF	50,240.000	50,240.000
0084	502.0100	Concrete Masonry Bridges	CY	11.000	11.000
0086	502.3200	Protective Surface Treatment	SY	140.000	140.000
0088	502.4204	Adhesive Anchors No. 4 Bar	EACH	88.000	88.000
0090	502.4205	Adhesive Anchors No. 5 Bar	EACH	15.000	15.000
0092	505.0400	Bar Steel Reinforcement HS Structures	LB	530.000	530.000
0094	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	5,030.000	5,030.000
0096	509.1500	Concrete Surface Repair	SF	743.000	743.000

8180-00-81

Line	Item	Item Description	Unit	Total	Qty
0098	511.1200	Temporary Shoring (structure) 01. C-54-2335	SF	120.000	120.000
0100	516.0500	Rubberized Membrane Waterproofing	SY	4.000	4.000
0102	517.4001.S	Containment and Collection of Waste Materials (structure) 01. B-54-46	EACH	1.000	1.000
0104	520.8700	Cleaning Culvert Pipes	EACH	3.000	3.000
0106	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	1.000	1.000
0108	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	62.000	62.000
0110	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	288.000	288.000
0112	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0114	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	8.000	8.000
0116	522.2334	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch	LF	120.000	120.000
0118	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	336.000	336.000
0120	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	116.000	116.000
0122	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	12.000	12.000
0124	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	4.000	4.000
0126	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	4.000	4.000
0128	530.0112	Culvert Pipe Corrugated Polyethylene 12-Inch	LF	24.000	24.000
0130	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	337.000	337.000
0132	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	154.000	154.000
0134	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	44.000	44.000
0136	602.0410	Concrete Sidewalk 5-Inch	SF	1,151.000	1,151.000
0138	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	106.000	106.000
0140	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	20.000	20.000
0142	603.8000	Concrete Barrier Temporary Precast Delivered	LF	1,225.000	1,225.000
0144	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,225.000	1,225.000
0146	606.0200	Riprap Medium	CY	98.000	98.000
0148	606.0300	Riprap Heavy	CY	25.000	25.000
0150	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	33.000	33.000
0152	611.0600	Inlet Covers Type A	EACH	1.000	1.000
0154	611.3220	Inlets 2x2-FT	EACH	1.000	1.000
0156	611.8110	Adjusting Manhole Covers	EACH	14.000	14.000
0158	611.8120.S	Cover Plates Temporary	EACH	14.000	14.000
0160	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	15.000	15.000
0162	614.0396	Guardrail Mow Strip Asphalt	SY	476.000	476.000
0164	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	317.000	317.000
0166	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0168	614.2300	MGS Guardrail 3	LF	712.500	712.500
0170	614.2330	MGS Guardrail 3 K	LF	50.000	50.000
0172	614.2500	MGS Thrie Beam Transition	LF	275.800	275.800
0174	614.2610	MGS Guardrail Terminal EAT	EACH	11.000	11.000
0176	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0178	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8180-00-81	EACH	1.000	1.000
0180	619.1000	Mobilization	EACH	1.000	1.000
0182	624.0100	Water	MGAL	60.000	60.000
0184	625.0500	Salvaged Topsoil	SY	11,600.000	11,600.000
0186	628.1504	Silt Fence	LF	5,383.000	5,383.000
0188	628.1520	Silt Fence Maintenance	LF	5,383.000	5,383.000
0190	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0192	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0194	628.2008	Erosion Mat Urban Class I Type B	SY	11,575.000	11,575.000

8180-00-81

Line	Item	Item Description	Unit	Total	Qty
0196	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0198	628.7504	Temporary Ditch Checks	LF	200.000	200.000
0200	628.7555	Culvert Pipe Checks	EACH	145.000	145.000
0202	629.0210	Fertilizer Type B	CWT	8.500	8.500
0204	630.0120	Seeding Mixture No. 20	LB	538.000	538.000
0206	630.0200	Seeding Temporary	LB	538.000	538.000
0208	630.0500	Seed Water	MGAL	273.000	273.000
0210	633.5200	Markers Culvert End	EACH	16.000	16.000
0212	638.2102	Moving Signs Type II	EACH	13.000	13.000
0214	642.5001	Field Office Type B	EACH	1.000	1.000
0216	643.0300	Traffic Control Drums	DAY	2,898.000	2,898.000
0218	643.0420	Traffic Control Barricades Type III	DAY	389.000	389.000
0220	643.0705	Traffic Control Warning Lights Type A	DAY	288.000	288.000
0222	643.0715	Traffic Control Warning Lights Type C	DAY	580.000	580.000
0224	643.0900	Traffic Control Signs	DAY	6,594.000	6,594.000
0226	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0228	643.1050	Traffic Control Signs PCMS	DAY	102.000	102.000
0230	643.3165	Temporary Marking Line Paint 6-Inch	LF	171,944.000	171,944.000
0232	643.3305	Temporary Marking Crosswalk Paint 6-Inch	LF	670.000	670.000
0234	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	56.000	56.000
0236	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	48.000	48.000
0238	643.5000	Traffic Control	EACH	1.000	1.000
0240	644.1430	Temporary Pedestrian Surface Plate	SF	290.000	290.000
0242	644.1440	Temporary Pedestrian Surface Matting	SF	343.000	343.000
0244	644.1601	Temporary Pedestrian Curb Ramp	DAY	49.000	49.000
0246	644.1605	Temporary Pedestrian Detectable Warning Field	SF	88.000	88.000
0248	644.1810	Temporary Pedestrian Barricade	LF	422.000	422.000
0250	644.1900.S	Temporary Audible Message Devices	DAY	63.000	63.000
0252	645.0120	Geotextile Type HR	SY	351.000	351.000
0254	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	184,232.000	184,232.000
0256	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,915.000	2,915.000
0258	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0260	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0262	646.5320	Marking Railroad Crossing Epoxy	EACH	3.000	3.000
0264	646.6020	Marking Stop Line Epoxy 12-Inch	LF	216.000	216.000
0266	646.7120	Marking Diagonal Epoxy 12-Inch	LF	364.000	364.000
0268	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	509.000	509.000
0270	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	46.000	46.000
0272	646.8120	Marking Curb Epoxy	LF	210.000	210.000
0274	646.9000	Marking Removal Line 4-Inch	LF	925.000	925.000
0276	650.4500	Construction Staking Subgrade	LF	1,133.000	1,133.000
0278	650.5000	Construction Staking Base	LF	1,133.000	1,133.000
0280	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	341.000	341.000
0282	650.6000	Construction Staking Pipe Culverts	EACH	14.000	14.000
0284	650.8000	Construction Staking Resurfacing Reference	LF	62,662.000	62,662.000
0286	650.9000	Construction Staking Curb Ramps	EACH	10.000	10.000
0288	650.9500	Construction Staking Sidewalk (project) 01. 8180-00-81	EACH	1.000	1.000
0290	650.9911	Construction Staking Supplemental Control (project) 01. 8180-00-81	EACH	1.000	1.000
0292	650.9920	Construction Staking Slope Stakes	LF	1,433.000	1,433.000

8180-00-81

Line	Item	Item Description	Unit	Total	Qty
0294	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	44.000	44.000
0296	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	22.000	22.000
0298	652.0700.S	Install Conduit into Existing Item	EACH	8.000	8.000
0300	652.0800	Conduit Loop Detector	LF	778.000	778.000
0302	653.0900	Adjusting Pull Boxes	EACH	5.000	5.000
0304	654.0101	Concrete Bases Type 1	EACH	2.000	2.000
0306	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0308	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0310	655.0230	Cable Traffic Signal 5-14 AWG	LF	188.000	188.000
0312	655.0240	Cable Traffic Signal 7-14 AWG	LF	910.000	910.000
0314	655.0260	Cable Traffic Signal 12-14 AWG	LF	254.000	254.000
0316	655.0320	Cable Type UF 2-10 AWG Grounded	LF	531.000	531.000
0318	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,420.000	1,420.000
0320	655.0610	Electrical Wire Lighting 12 AWG	LF	240.000	240.000
0322	655.0700	Loop Detector Lead In Cable	LF	2,634.000	2,634.000
0324	655.0800	Loop Detector Wire	LF	2,654.000	2,654.000
0326	655.0900	Traffic Signal EVP Detector Cable	LF	591.000	591.000
0328	657.0100	Pedestal Bases	EACH	2.000	2.000
0330	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0332	657.0310	Poles Type 3	EACH	1.000	1.000
0334	657.0351	Poles Type 10-Over Height	EACH	2.000	2.000
0336	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0338	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0340	657.0530	Monotube Arms 30-FT	EACH	2.000	2.000
0342	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	1.000	1.000
0344	657.0808	Luminaire Arms Steel 8-FT	EACH	2.000	2.000
0346	658.0173	Traffic Signal Face 3S 12-Inch	EACH	4.000	4.000
0348	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0350	658.0416	Pedestrian Signal Face 16-Inch	EACH	3.000	3.000
0352	658.0500	Pedestrian Push Buttons	EACH	3.000	3.000
0354	658.5070	Signal Mounting Hardware (location) 01. Signal Mounting Hardware, STH 27 & Port Arthur Road	EACH	1.000	1.000
0356	659.1125	Luminaires Utility LED C	EACH	3.000	3.000
0358	661.0101	Temporary Traffic Signals for Bridges (structure) 01. C-54-2335	EACH	1.000	1.000
0360	661.0101	Temporary Traffic Signals for Bridges (structure) 02. B-54-46	EACH	1.000	1.000
0362	690.0150	Sawing Asphalt	LF	1,225.000	1,225.000
0364	690.0250	Sawing Concrete	LF	39.000	39.000
0366	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000
0368	740.0440	Incentive IRI Ride	DOL	23,737.000	23,737.000
0370	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. Station 367+00	EACH	1.000	1.000
0372	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. Station 503+00	EACH	1.000	1.000
0374	999.2100.S	Installing and Maintaining Climbing Turtle Exclusion Fence	LF	2,500.000	2,500.000
0376	SPV.0060	Special 01. Adjusting Water Valves	EACH	9.000	9.000
0378	SPV.0060	Special 02. Embedded Galvonic Anodes	EACH	156.000	156.000
0380	SPV.0060	Special 03. Cleaning and Painting Piling	EACH	7.000	7.000
0382	SPV.0060	Special 04. Reseal Railing Post Connections	EACH	28.000	28.000
0384	SPV.0090	Special 01. Ditch Cleaning	LF	50.000	50.000
0386	SPV.0090	Special 02. Flashing Stainless Steel	LF	168.000	168.000
0388	SPV.0090	Special 03. MGS Thrie Beam Transition TL-2	LF	21.900	21.900

						8180-00-81
0390	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	4,000.000	4,000.000	

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	174+00	-	176+00	STH 27	2	2
0010	221+00	-	223+00	STH 27	2	2
0010	345+00	-	347+00	STH 27	2	2
0010	466+00	-	468+00	STH 27	2	2
0010	502+00	-	504+00	STH 27	2	2
				TOTAL 0010	10	10

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	129+90	STH 27	2	72 LF - 48" RCCP
0010	174+99	STH 27	1	65 LF - 24" RCCP
0010	222+14	STH 27	1	63 LF - 24" RCCP
0010	313+30	STH 27	2	70 LF - 48" RCCP
0010	346+01	STH 27	1	67 LF - 30" RCCP
0010	352+59	STH 27	1	66 LF - 36" RCCP
0010	466+97	STH 27	2	59 LF - 24" RCCP
0010	521+27	STH 27	1	62 LF - 30" RCCP
		TOTAL 0010	11	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	ATIC	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
0010	0+14		STH 27	8	BEGIN PROJECT
0010	26+39		STH 27, LT & RT	13	CTH D
0010	79+74		STH 27, RT	6	OAK RIDGE RD
0010	158+52		STH 27, LT & RT	12	BROKEN ARROW RD
0010	264+10		STH 27, RT	5	CTH I
0010	264+14		STH 27, LT	5	DALEY RD
0010	366+68		STH 27, RT	6	AMBROSE RD
0010	366+76		STH 27	9	B-54-46 APPROACH
0010	367+62		STH 27	9	B-54-46 APPROACH
0010	368+77		STH 27, LT	5	DEERTAIL RD
0010	447+85		STH 27, RT	5	SILLMAN RD
0010	447+87		STH 27, LT	5	HANSEN RD
0010	474+32		STH 27, LT & RT	12	CTH P
0010	487+64		STH 27, LT	6	ASPHALT DRIVEWAY
0010	527+04		STH 27, RT	6	JANSEN RD
0010	527+05		STH 27, LT	6	COPPER PARK DR
0010	566+38		STH 27, LT	6	BLACKBERRY LN
0010	566+78		STH 27, RT	8	DOUGHTY RD
0010	587+24		STH 27	7	B-54-50 APPROACH
0010	591+98		STH 27	8	B-54-50 APPROACH
0010	596+96		STH 27, RT	8	COLLEGE AVE
0010	602+15		STH 27, LT	17	PORT ARTHUR RD
0010	615+45		STH 27, RT	8	FALGE DR
0010	622+63		STH 27, RT	8	FRITZ AVE
0010	626+05		STH 27	13	RAILROAD CROSSING APPROACH
0010	626+19		STH 27	11	RAILROAD CROSSING APPROACH
0010	629+52		STH 27, RT	17	MINER AVE
	632+35		STH 27	12	END PROJECT
			TOTAL 0010	241	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	0+14	-	129+40	STH 27	50,300	INCLUDES CTH D, OAK RIDGE RD, AND ASPHALT DRWY
0010	130+40	-	174+49	STH 27	17,500	INCLUDES BROKEN ARROW RD AND ASPHALT DRWY
0010	175+49	-	221+64	STH 27	17,500	INCLUDES ASPHALT DRWYS
0010	222+64	-	345+51	STH 27	47,800	INCLUDES CTH I, DALEY RD, MEADOWS RD, AND ASPHALT DRWYS
0010	346+51	-	352+12	STH 27	2,200	-
0010	353+12	-	366+76	STH 27	5,600	INCLUDES AMBROSE RD
0010	367+62	-	466+47	STH 27	37,700	INCLUDES DEERTAIL RD, SILLMAN RD, HANSEN RD, AND ASPHALT DRWY
0010	467+47	-	520+77	STH 27	22,300	INCLUDES CTH P AND ASPHALT DRWYS
0010	521+77	-	587+24	STH 27	27,900	INCLUDES JANSEN RD, COPPER PARK LN, DOUGHTY RD, BLACKBERRY LN, FLAMBEAU MINE LOT ENTRANCE, GOKEY RD, AND ASPHALT DRWYS
0010	591+98	-	625+12	STH 27	16,200	INCLUDES COLLEGE AVE, PORT ARTHUR RD, FALGE DR, FRITZ AVE, AND ASPHALT DRWYS
0010	627+12	-	632+35	STH 27	2,300	
				TOTAL 0010	247,300	

REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	REMARKS
0010	0+14	-	366+68	STH 27	36,700	SMA LAYER
0010	367+62	-	587+24	STH 27	22,000	SMA LAYER
0010	591+98	-	632+35	STH 27	4,100	SMA LAYER
		-				
				TOTAL 0010	62,800	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	473+78	-	475+08	STH 27, RT	160	CTH P
0010	587+04	-	587+14	STH 27, RT	10	B-54-50 SOUTH APPROACH
0010	596+56	-	596+78	STH 27, RT	60	COLLEGE AVE
0010	597+14	-	597+15	STH 27, RT	30	COLLEGE AVE
0010	601+40	-	601+75	STH 27, LT	50	PORT ARTHUR RD
0010	602+61	-	602+77	STH 27, LT	20	PORT ARTHUR RD
0010	626+19	-	627+12	STH 27, LT & RT	190	RAILROAD APPROACH
0010	629+15	-	629+21	STH 27, RT	10	MINER AVE
0010	629+80	-	629+85	STH 27, RT	20	MINER AVE
0010	629+90	-	630+13	STH 27, RT	30	MINER AVE
				TOTAL 0010	580	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	596+56	-	596+62	STH 27, LT	4	COLLEGE AVE
0010	596+58	-	596+72	STH 27, RT	11	COLLEGE AVE
0010	597+15	-	597+33	STH 27, RT	13	COLLEGE AVE
0010	601+46	-	601+58	STH 27, LT	6	PORT ARTHUR RD
0010	601+47	-	601+53	STH 27, RT	14	PORT ARTHUR RD
0010	602+62	-	602+76	STH 27, LT	12	PORT ARTHUR RD
0010	629+90	-	630+13	STH 27, RT	12	MINER AVE
				TOTAL 0010	72	

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	REMARKS
0010	365+84	-	368+55	STH 27, LT & RT	490	B-54-46, 4 QUADRANTS
0010	502+16	-	503+96	STH 27, LT & RT	360	-
0010	585+88	-	587+28	STH 27, LT & RT	250	B-54-50 SOUTH APPROACH
0010	591+94	-	593+68	STH 27, LT & RT	350	B-54-50 NORTH APPROACH
				TOTAL 0010	1,450	

TEMPORARY LANE SHIFT DURING CULVERT WORK

CATEGORY	STATION	TO	STATION	LOCATION	208.1500.S TEMPORARY LANE SHIFT DURING CULVERT WORK EACH	REMARKS
0010	129+22	-	130+55	STH 27	1	
0010	174+42	-	175+56	STH 27	1	
0010	221+61	-	222+67	STH 27	1	
0010	312+69	-	313+89	STH 27	1	
0010	345+44	-	346+58	STH 27	1	
0010	352+04	-	353+20	STH 27	1	
0010	466+40	-	467+56	STH 27	1	
0010	520+70	-	521+84	STH 27	1	
				TOTAL 0010	8	

3

DIVISION	FROM/TO STATION	LOCATION	EXCAVATION COMMON (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE	COMMENT
DIVISION 1										
STH 27 EWK	129+22.00/627+11.90		5,806	0	5,806	2,765	3,456	2,350	2,350	
DIVISION 1 SUBTOTAL			5,806	0	5,806	2,765	3,456	2,350	2,350	
GRAND TOTAL			5,806	0	5,806	2,765	3,456	2,350	2,350	

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) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(5) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR**

(6) 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) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

3

BACKFILL GRANULAR GRADE 2

CATEGORY	STATION	TO	STATION	LOCATION	209.2100 BACKFILL GRANULAR GRADE 2 CY
0010	129+22	-	130+55	STH 27, LT & RT	310
0010	174+42	-	175+56	STH 27, LT & RT	240
0010	221+61	-	222+67	STH 27, LT & RT	220
0010	312+69	-	313+89	STH 27, LT & RT	310
0010	345+44	-	346+58	STH 27, LT & RT	230
0010	352+04	-	353+20	STH 27, LT & RT	250
0010	466+40	-	467+56	STH 27, LT & RT	270
0010	520+70	-	521+84	STH 27, LT & RT	240
				TOTAL 0010	2,070

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010	00+14	-	129+22	STH 27, LT & RT	175	-	2
0010	129+22	-	130+55	STH 27, LT & RT	25	515	5
0010	130+55	-	174+42	STH 27, LT & RT	60	-	1
0010	174+42	-	175+56	STH 27, LT & RT	30	445	5
0010	175+56	-	221+61	STH 27, LT & RT	65	-	1
0010	221+61	-	222+67	STH 27, LT & RT	25	410	4
0010	222+67	-	312+69	STH 27, LT & RT	120	-	1
0010	312+69	-	313+89	STH 27, LT & RT	25	465	5
0010	313+89	-	345+44	STH 27, LT & RT	45	-	0
0010	345+44	-	346+58	STH 27, LT & RT	25	445	5
0010	346+58	-	352+04	STH 27, LT & RT	10	-	0
0010	352+04	-	353+20	STH 27, LT & RT	25	450	5
0010	353+20	-	366+76	STH 27, LT & RT	40	-	0
0010	367+62	-	466+40	STH 27, LT & RT	140	-	1
0010	466+40	-	467+56	STH 27, LT & RT	25	450	5
0010	467+56	-	520+70	STH 27, LT & RT	95	-	1
0010	520+70	-	521+84	STH 27, LT & RT	25	445	5
0010	521+84	-	587+24	STH 27, LT & RT	95	-	1
0010	591+98	-	625+12	STH 27, LT & RT	55	-	1
0010	625+12	-	627+12	STH 27, LT & RT	30	1165	12
		-					
				TOTAL 0010	1,135	4,790	60

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.0115.S HMA PAVEMENT TEST STRIP VOLUMETRICS EACH	460.0120.S HMA PAVEMENT TEST STRIP DENSITY EACH	460.6244 HMA PAVEMENT 4 MT 58-34 S TON	460.8644 HMA PAVEMENT 4 SMA 58-34 V TON	REMARKS
0010	00+14	-	129+22	STH 27 MAINLINE	1,730	-	-	-	-	3,860	3,860	-
0010	00+14	-	129+22	STH 27 SHOULDERS	790	-	-	-	-	3,540	0	-
0010	129+22	-	130+55	STH 27 MAINLINE	20	-	-	-	-	40	40	-
0010	129+22	-	130+55	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	130+55	-	174+42	STH 27 MAINLINE	590	-	-	-	-	1,310	1,310	-
0010	130+55	-	174+42	STH 27 SHOULDERS	290	-	-	-	-	1,270	0	-
0010	174+42	-	175+56	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	174+42	-	175+56	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	175+56	-	221+61	STH 27 MAINLINE	620	-	-	-	-	1,380	1,380	-
0010	175+56	-	221+61	STH 27 SHOULDERS	260	-	-	-	-	1,140	0	-
0010	221+61	-	222+67	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	221+61	-	222+67	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	222+67	-	312+69	STH 27 MAINLINE	1,210	-	-	-	-	2,690	2,690	-
0010	222+67	-	312+69	STH 27 SHOULDERS	570	-	-	-	-	2,540	0	-
0010	312+69	-	313+89	STH 27 MAINLINE	20	-	-	-	-	40	40	-
0010	312+69	-	313+89	STH 27 SHOULDERS	20	-	-	-	-	50	0	-
0010	313+89	-	345+44	STH 27 MAINLINE	430	-	-	-	-	940	940	-
0010	313+89	-	345+44	STH 27 SHOULDERS	180	-	-	-	-	780	0	-
0010	345+44	-	346+58	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	345+44	-	346+58	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	346+58	-	352+04	STH 27 MAINLINE	80	-	-	-	-	160	160	-
0010	346+58	-	352+04	STH 27 SHOULDERS	30	-	-	-	-	130	0	-
0010	352+04	-	353+20	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	352+04	-	353+20	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	353+20	-	366+76	STH 27 MAINLINE	190	-	-	-	-	400	400	-
0010	353+20	-	366+76	STH 27 SHOULDERS	100	-	-	-	-	430	0	-
0010	367+62	-	466+40	STH 27 MAINLINE	1,320	-	-	-	-	2,950	2,950	-
0010	367+62	-	466+40	STH 27 SHOULDERS	570	-	-	-	-	2,530	0	-
0010	466+40	-	467+56	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	466+40	-	467+56	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	467+56	-	520+70	STH 27 MAINLINE	710	-	-	-	-	1,590	1,590	-
0010	467+56	-	520+70	STH 27 SHOULDERS	410	-	-	-	-	1,790	0	-
0010	520+70	-	521+84	STH 27 MAINLINE	20	-	-	-	-	30	30	-
0010	520+70	-	521+84	STH 27 SHOULDERS	10	-	-	-	-	30	0	-
0010	521+84	-	587+24	STH 27 MAINLINE	880	-	-	-	-	1,950	1,950	-
0010	521+84	-	587+24	STH 27 SHOULDERS	520	-	-	-	-	2,330	0	-
0010	591+98	-	625+12	STH 27 MAINLINE	450	-	-	-	-	990	990	-
0010	591+98	-	625+12	STH 27 SHOULDERS	370	-	-	-	-	1,640	0	-
0010	625+12	-	627+12	STH 27 MAINLINE	30	-	-	-	-	150	60	-
0010	625+12	-	627+12	STH 27 SHOULDERS	30	-	-	-	-	180	0	-
0010	627+12	-	632+35	STH 27 MAINLINE	70	-	-	-	-	140	140	-
0010	627+12	-	632+35	STH 27 SHOULDERS	80	-	-	-	-	290	0	-
0010	0+14	-	632+35	PROJECT LIMITS	-	1	2	1	1	-	-	2 LAYERS
				TOTAL 0010	12,760	1	2	1	1	37,620	18,680	

ASPHALTIC RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010	0+14	-	19+63	STH 27	3,900	1,950
0010	22+25	-	23+50	STH 27	260	130
0010	29+72	-	77+74	STH 27	9,620	4,810
0010	81+74	-	137+50	STH 27	11,160	5,580
0010	140+00		156+63	STH 27	3,340	1,670
0010	161+20	-	182+83	STH 27	4,340	2,170
0010	187+47	-	262+10	STH 27	14,940	7,470
0010	266+14	-	288+47	STH 27	4,480	2,240
0010	292+47	-	364+00	STH 27	14,320	7,160
0010	370+76	-	374+90	STH 27	840	420
0010	377+30	-	406+56	STH 28	5,860	2,930
0010	408+56	-	412+88	STH 27	880	440
0010	414+88	-	445+86	STH 27	6,200	3,100
0010	449+86	-	472+31	STH 27	4,500	2,250
0010	476+31	-	481+75	STH 27	1,100	550
0010	484+25	-	486+64	STH 27	480	240
0010	488+64	-	514+02	STH 27	5,080	2,540
0010	516+02	-	518+00	STH 27	400	200
0010	520+00	-	523+13	STH 27	640	320
0010	529+05	-	544+50	STH 27	3,100	1,550
0010	547+00	-	552+59	STH 27	1,120	560
0010	554+59	-	564+38	STH 27	1,960	980
0010	568+78	-	572+54	STH 27	760	380
0010	574+54	-	578+10	STH 27	720	360
0010	582+10	-	584+50	STH 27	480	240
		-				
				TOTAL 0010	100,480	50,240

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	24+50			STH 27, LT	-	-	35	COMMERICAL ENTRANCE
0010	129+22	-	130+55	STH 27, LT	65	-	0	
0010	159+94			STH 27, LT	-	-	10	COMMERICAL ENTRANCE
0010	174+42	-	175+56	STH 27, LT	70	-	0	
0010	183+83			STH 27, RT	-	-	10	COMMERICAL ENTRANCE
0010	186+47			STH 27, RT	-	-	10	COMMERICAL ENTRANCE
0010	221+61	-	222+67	STH 27, LT	65	-	0	
0010	286+02			STH 27, RT	-	-	5	PRIVATE ENTRANCE
0010	288+43			STH 27, RT	-	-	10	PRIVATE ENTRANCE
0010	312+69	-	313+89	STH 27, LT	90	-	0	
0010	345+44	-	346+58	STH 27, LT	70	-	0	
0010	352+04	-	353+20	STH 27, LT	75	-	0	
0010	413+88			STH 27, LT	-	-	10	COMMERICAL ENTRANCE
0010	466+40	-	467+56	STH 27, LT	75	-	0	
0010	473+78	-	475+07	STH 27, LT	0	6	0	CTH P CURB REPLACEMENTS
0010	515+02			STH 27, RT	-	-	25	COMMERICAL ENTRANCE
0010	519+00			STH 27, RT	-	-	20	COMMERICAL ENTRANCE
0010	520+70	-	521+84	STH 27, LT	70	-	0	
0010	563+78			STH 27, LT	-	-	10	PRIVATE ENTRANCE
0010	573+54			STH 27, RT	-	-	10	COMMERICAL ENTRANCE
0010	579+48			STH 27, RT	-	-	5	PRIVATE ENTRANCE
0010	586+70	-	587+14	STH 27, RT	0	2	0	B-54-50 SOUTH APPROACH
0010	596+50	-	597+25	STH 27, RT	0	4	0	COLLEGE AVE CURB REPLACEMENTS
0010	596+88			STH 27, LT	-	-	5	ATV TRAIL
0010	601+40	-	602+75	STH 27, RT	0	3	0	PORT ARTHUR RD CURB REPLACEMENTS
0010	612+30			STH 27, LT	-	-	35	COMMERCIAL ENTRANCE
0010	614+14			STH 27, LT	-	-	35	COMMERCIAL ENTRANCE
0010	616+79			STH 27, LT	-	-	25	COMMERCIAL ENTRANCE
0010	625+15			STH 27, RT	-	-	10	COMMERICAL ENTRANCE
0010	629+15	-	630+13	STH 27, RT	0	2	0	MINER AVE CURB REPLACEMENTS
0010	UNDISTRIBUTED			STH 27	250	50	-	REMOVING DISTRESSED PAVEMENT MILLING LOCATIONS
				TOTAL 0010	830	67	270	

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

DESCRIPTION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO USE	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FT DRIVING LANES	0+14 to 366+76 367+62 to 587+24 591+98 to 625+12 627+12 to 632+35	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 5 MT 58-34 V	13,991	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12-FT DRIVING LANES	0+14 to 366+76 367+62 to 587+24 591+98 to 625+12 627+12 to 632+35	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	13,991	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12-FT DRIVING LANES	625+12 to 626+03 626+19 to 627+12	LOWER LAYER	BASE AGGREGATE DENSE	HMA PAVEMENT 5 MT 58-34 V	82	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12-FT DRIVING LANES	625+12 to 626+03 626+19 to 627+12	MIDDLE LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	69	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12-FT DRIVING LANES	625+12 to 626+03 626+19 to 627+12	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	41	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
PAVED SHLDS	0+14 to 366+76 367+62 to 587+24 591+98 to 625+12 627+12 to 632+35	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 5 MT 58-34 V	5830	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
PAVED SHLDS	0+14 to 366+76 367+62 to 587+24 591+98 to 625+12 627+12 to 632+35	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	5830	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
PAVED SHLDS	625+12 to 626+03 626+19 to 627+12	LOWER LAYER	BASE AGGREGATE DENSE	HMA PAVEMENT 5 MT 58-34 V	82	3"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
PAVED SHLDS	625+12 to 626+03 626+19 to 627+12	MIDDLE LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	69	2.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
PAVED SHLDS	625+12 to 626+03 626+19 to 627+12	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	41	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
CULVERT PATCHES	VARIES	PATCH	BASE AGGREGATE DENSE	ASPHALTIC SURFACE	740	4-6" (3" MAX LAYER THICKNESS)	STANDARD SPEC 465	ORDINARY COMPACTION (SS 450.3.2.6.2)
HMA PAVING FOUNDATION	VARIES	DISTRESSED PAVEMENT AREAS	ASPHALTIC PAVEMENT	ASPHALTIC SURFACE	319	2"	QMP AS PER 460.2.8	ORDINARY COMPACTION (SS 450.3.2.6.2)
SIDEROADS	VARIES	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 5 MT 58-34 V	550.00	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
SIDEROADS	VARIES	UPPER LAYER	HMA PAVEMENT 5 MT 58-34 V	HMA PAVEMENT 5 MT 58-34 V	550.00	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE

CULVERT PIPE SUMMARY

CATEGORY	STATION	LOCATION	520.8700 CLEANING CULVERT PIPES EACH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.2334 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH LF	522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	522.2634 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
0010	129+90	STH 27	-	-	144	-	4	-	-	-	-	-	-	2	
0010	174+99	STH 27	-	-	-	-	-	-	108	-	4	-	-	2	
0010	222+14	STH 27	-	62	-	2	-	-	-	-	-	-	-	2	
0010	313+30	STH 27	-	-	144	-	4	-	-	-	-	-	-	2	
0010	346+01	STH 27	-	-	-	-	-	-	112	-	4	-	-	2	
0010	352+59	STH 27	-	-	-	-	-	-	-	116	-	4	-	2	
0010	466+97	STH 27	-	-	-	-	-	120	-	-	-	-	4	2	
0010	521+27	STH 27	-	-	-	-	-	-	116	-	4	-	-	2	
0010	531+57	STH 27	1	-	-	-	-	-	-	-	-	-	-	-	
0010	610+40	STH 27	1	-	-	-	-	-	-	-	-	-	-	-	
0010	620+85	STH 27	1	-	-	-	-	-	-	-	-	-	-	-	
		TOTAL 0010	3	62	288	2	8	120	336	116	12	4	4	16	

CURB & GUTTER AND SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	REMARKS
0010	473+79	-	474+16	STH 27, LT	-	60	-	-	-	-	CTH P
0010	474+47	-	475+07	STH 27, LT	-	94	-	-	-	-	CTH P
0010	586+70	-	587+14	STH 27, RT	-	-	44	-	-	-	B-54-50 SOUTH APPROACH
0010	596+56	-	596+62	STH 27, LT	-	-	-	35	12	-	COLLEGE AVE
0010	596+56	-	596+76	STH 27, RT	52	-	-	281	12	20	COLLEGE AVE
0010	597+14	-	597+15	STH 27, RT	26	-	-	126	12	-	COLLEGE AVE
0010	601+40	-	601+75	STH 27, LT	44	-	-	219	24	-	PORT ARTHUR RD
0010	601+47	-	601+54	STH 27, RT	-	-	-	126	12	-	PORT ARTHUR RD
0010	602+61	-	602+77	STH 27, LT	19	-	-	89	10	-	PORT ARTHUR RD
0010	615+06	-	615+30	STH 27, RT	-	-	-	130	12	-	FALGE PARK DR
0010	626+19	-	627+12	STH 27, LT	78	-	-	-	-	-	RAILROAD APPROACH
0010	626+19	-	627+12	STH 27, RT	78	-	-	-	-	-	RAILROAD APPROACH
0010	629+78	-	630+13	STH 27, RT	40	-	-	145	12	-	MINER AVE
				TOTAL 0010	337	154	44	1,151	106	20	

RIPRAP AND GEO FABRIC

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	* 606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY
0010	129+86	STH 27, LT	9	-	28
0010	174+99	STH 27, LT	13	-	36
0010	222+14	STH 27, LT	9	-	28
0010	313+30	STH 27, LT	10	-	30
0010	346+01	STH 27, LT	12	-	34
0010	352+62	STH 27, LT	13	-	37
0010	466+95	STH 27, LT	16	-	44
0010	502+95	STH 27, LT	-	8	26
0010	502+95	STH 27, RT	-	9	28
0010	521+27	STH 27, LT	13	-	36
0010	586+78	STH 27, RT	3	-	11
		TOTAL 0010	98	17	338

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

B-54-50 SOUTH APPROACH DROP INLET ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0270 ABANDONING CULVERT PIPES EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	530.0112 CULVERT PIPE CORRUGATED POLYETHYLENE 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	611.0600 INLET COVERS TYPE A EACH	611.3220 INLETS 2X2-FT EACH
0010		586+78		STH 27, RT	-	1	24	-	1	1
0010	586+78	-	587+11	STH 27, RT	-	-	-	33	-	-
0010		587+11		STH 27, RT	1	-	-	-	-	-
				TOTAL 0010	1	1	24	33	1	1

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
0040	597+00	STH 27, RT	2	2	COLLEGE AVE INTERSECTION
0040	601+85	STH 27, RT	1	1	-
0040	607+94	STH 27, LT	1	1	-
0040	607+94	STH 27, RT	1	1	-
0040	611+80	STH 27, RT	1	1	-
0040	613+30	STH 27, RT	1	1	-
0040	616+60	STH 27, RT	1	1	-
0040	616+65	STH 27, LT	1	1	-
0040	619+86	STH 27, RT	1	1	-
0040	622+65	STH 27, RT	1	1	FRITZ AVE INTERSECTION
0040	624+30	STH 27, RT	1	1	-
0040	626+65	STH 27, RT	1	1	-
0040	631+10	STH 27, RT	1	1	-
		TOTAL 0040	14	14	

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MGS

CATEGORY	STATION	TO	STATION	LOCATION	614.0396 GUARDRAIL MOW STRIP ASPHALT SY	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	SPV.0090.03 MGS THRIE BEAM TRANSITION TL-2 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH	REMARKS
0010	365+73	-	366+86	STH 27, LT & RT	47	33	50	-	39.4	21.9	1	1	B-54-46 APPROACH
0010	367+50	-	368+65	STH 27, LT & RT	45	66	-	-	78.8	-	2	-	B-54-46 APPROACH
0010	500+78	-	505+13	STH 27, LT & RT	223	108	450	50.0	-	-	4	-	C-54-2335
0010	585+88	-	587+28	STH 27, LT & RT	50	56	37.5	-	78.8	-	2	-	B-54-50 APPROACH
0010	591+94	-	593+79	STH 27, LT & RT	111	54	175	-	78.8	-	2	-	B-54-50 APPROACH
				TOTAL 0010	476	317	712.5	50.0	275.8	21.9	11	1	

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EROSION MAT

CATEGORY	STATION	TO	STATION	LOCATION	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	REMARKS
0010	129+22	-	130+55	STH 27, LT & RT	730	PIPE REPLACEMENT
0010	174+42	-	175+56	STH 27, LT & RT	440	PIPE REPLACEMENT
0010	200+57	-	201+57	STH 27, LT & RT	580	REPAIR CULVERT EMBANKMENT AREA
0010	221+61	-	222+67	STH 27, LT & RT	490	PIPE REPLACEMENT
0010	267+60	-	268+60	STH 27, LT & RT	490	REPAIR CULVERT EMBANKMENT AREA
0010	312+69	-	313+89	STH 27, LT & RT	730	PIPE REPLACEMENT
0010	345+44	-	346+58	STH 27, LT & RT	460	PIPE REPLACEMENT
0010	352+04	-	353+20	STH 27, LT & RT	430	PIPE REPLACEMENT
0010	364+57	-	366+89	STH 27, LT & RT	620	B-54-46 SOUTH APPROACH
0010	367+48	-	369+69	STH 27, LT & RT	380	B-54-46 NORTH APPROACH
0010	383+00	-	384+00	STH 27, LT & RT	500	REPAIR CULVERT EMBANKMENT AREA
0010	466+40	-	467+56	STH 27, LT & RT	530	PIPE REPLACEMENT
0010	500+09	-	505+77	STH 27, LT & RT	1,350	C-54-2335 SOUTH APPROACH
0010	520+70	-	521+84	STH 27, LT & RT	490	PIPE REPLACEMENT
0010	586+11	-	587+24	STH 27, LT & RT	340	B-54-50 SOUTH APPROACH
0010	591+98	-	593+94	STH 27, LT & RT	550	B-54-50 NORTH APPROACH
0010	625+12	-	627+12	STH 27, LT & RT	150	RAILROAD APPROACHES
0010	UNDISTRIBUTED				2,315	
				TOTAL 0010	11,575	

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	129+90			STH 27, RT	-	-	20	PIPE REPLACEMENTS
0010	174+99			STH 27, RT	-	-	14	PIPE REPLACEMENTS
0010	201+10			STH 27, RT	-	-	5	REPAIR CULVERT EMBANKMENT
0010	222+14			STH 27, RT	-	-	5	PIPE REPLACEMENT
0010	268+09			STH 27, RT	-	-	5	REPAIR CULVERT EMBANKMENT
0010	313+31			STH 27, RT	-	-	20	PIPE REPLACEMENTS
0010	346+01			STH 27, RT	-	-	14	PIPE REPLACEMENTS
0010	352+59			STH 27, RT	-	-	18	PIPE REPLACEMENTS
0010	383+51			STH 27, RT	-	-	5	REPAIR CULVERT EMBANKMENT
0010	466+97			STH 27, RT	-	-	20	PIPE REPLACEMENTS
0010	500+49	-	505+38	STH 27, LT & RT	-	190	-	C-54-2335
0010	521+27			STH 27, RT	-	-	14	PIPE REPLACEMENTS
0010	531+56			STH 27, RT	-	-	5	CULVERT CLEANING LOCATION
0010	601+25			STH 27, LT	-	10	-	
0010	601+25			STH 27, RT	-	-	-	
0010	627+51			STH 27, LT & RT	2	-	-	
0010	629+85			STH 27, RT	1	-	-	
0010	UNDISTRIBUTED			STH 27, RT	5	-	-	
				TOTAL 0010	8	200	145	

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MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	0+14	-	632+35	PROJECT LIMITS	5	3
				TOTAL 0010	5	3

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	129+36	-	130+40	STH 27, LT & RT	412	412	PIPE REPLACEMENTS
0010	174+44	-	175+54	STH 27, LT & RT	342	342	PIPE REPLACEMENTS
0010	200+52	-	201+62	STH 27, LT & RT	342	342	REPAIR CULVERT EMBANKMENT
0010	221+59	-	222+69	STH 27, LT & RT	353	353	PIPE REPLACEMENT
0010	267+55	-	268+65	STH 27, LT & RT	347	347	REPAIR CULVERT EMBANKMENT
0010	312+74	-	313+84	STH 27, LT & RT	404	404	REPAIR CULVERT EMBANKMENT
0010	345+46	-	346+56	STH 27, LT & RT	350	350	PIPE REPLACEMENTS
0010	352+07	-	353+17	STH 27, LT & RT	352	352	PIPE REPLACEMENTS
0010	382+95	-	384+05	STH 27, LT & RT	325	325	REPAIR CULVERT EMBANKMENT
0010	466+42	-	467+52	STH 27, LT & RT	364	364	PIPE REPLACEMENTS
0010	520+72	-	521+82	STH 27, LT & RT	347	347	PIPE REPLACEMENTS
0010	615+00	-	615+30	STH 27, RT	36	36	CURB RAMP
0010	625+29	-	626+07	STH 27, LT & RT	139	139	RAILROAD CROSSING
0010	626+18	-	627+17	STH 27, LT & RT	193	193	RAILROAD CROSSING
0010	UNDISTRIBUTED				1,077	1,077	
				TOTAL 0010	5,383	5,383	

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LANDSCAPING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
0010	129+22	-	130+55	STH 27, LT & RT	730	0.50	33	33	17	PIPE REPLACEMENT
0010	174+42	-	175+56	STH 27, LT & RT	445	0.30	20	20	10	PIPE REPLACEMENT
0010	200+57	-	201+57	STH 27, LT & RT	575	0.40	26	26	13	REPAIR CULVERT EMBANKMENT AREA
0010	221+61	-	222+67	STH 27, LT & RT	485	0.40	22	22	11	PIPE REPLACEMENT
0010	267+60	-	268+60	STH 27, LT & RT	495	0.40	23	23	12	REPAIR CULVERT EMBANKMENT AREA
0010	312+69	-	313+89	STH 27, LT & RT	735	0.50	34	34	17	PIPE REPLACEMENT
0010	345+44	-	346+58	STH 27, LT & RT	460	0.30	21	21	11	PIPE REPLACEMENT
0010	352+04	-	353+20	STH 27, LT & RT	425	0.30	20	20	10	PIPE REPLACEMENT
0010	364+57	-	366+89	STH 27, LT & RT	620	0.40	28	28	14	B-54-46 SOUTH APPROACH
0010	367+48	-	369+69	STH 27, LT & RT	375	0.30	17	17	9	B-54-46 NORTH APPROACH
0010	383+00	-	384+00	STH 27, LT & RT	500	0.40	23	23	12	REPAIR CULVERT EMBANKMENT AREA
0010	466+40	-	467+56	STH 27, LT & RT	535	0.40	25	25	12	PIPE REPLACEMENT
0010	500+09	-	587+24	STH 27, LT & RT	1,355	0.90	62	62	31	C-54-2335 SOUTH APPROACH
0010	520+70	-	521+84	STH 27, LT & RT	490	0.40	23	23	12	PIPE REPLACEMENT
0010	586+11	-	587+24	STH 27, LT & RT	340	0.30	16	16	8	B-54-50 SOUTH APPROACH
0010	591+98	-	593+94	STH 27, LT & RT	545	0.40	25	25	13	B-54-50 NORTH APPROACH
0010	601+25	-	603+00	STH 27, LT & RT	25	0.10	5	5	2	TRAFFIC SIGNAL REPLACEMENT
0010	625+12	-	627+12	STH 27, LT & RT	145	0.10	7	7	4	RAILROAD APPROACHES
0010	UNDISTRIBUTED				2,320	2	108	108	55	
				TOTAL 0010	11,600	8.5	538	538	273	

MOVING SIGNS

CATEGORY	STATION	TO	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	REMARKS
0010		366+10		STH 27. LT	1	MOVE NO PASSING ZONE SIGN
0010		366+57		STH 27. RT	1	MOVE STOP SIGN
0010		366+58		STH 27. RT	1	MOVE AMBROSE RD SIGN
0010		366+65		STH 27. LT	1	MOVE W05-60L SIGN
0010		366+86		STH 27. RT	1	MOVE W05-60R SIGN
0010		367+51		STH 27. LT	1	MOVE W05-60R SIGN
0010		367+74		STH 27. RT	1	MOVE W05-60L SIGN
0010		585+95		STH 27. RT	1	MOVE NO PASSING ZONE SIGN
0010		587+04		STH 27, LT	1	MOVE NO PASSING ZONE SIGN
0010		587+12		STH 27, RT	1	MOVE W05-60R SIGN
0010		587+22		STH 27. LT	1	MOVE W05-60L SIGN
0010		591+98		STH 27, RT	1	MOVE W05-60R SIGN
0010		592+94		STH 27, RT	1	MOVE PEDESTRIAN CROSSING SIGN
				TOTAL 0010	13	

TRAFFIC CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	DAYS IN SERVICE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	643.0300 * TRAFFIC CONTROL DRUMS EACH	DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III No.	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A No.	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C No.	DAY	643.0900 * TRAFFIC CONTROL SIGNS No.	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS No.	DAY	643.5000 TRAFFIC CONTROL EACH	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) (01. C-54-2335) EACH	661.0101.02 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (STRUCTURE) (02. B-54-46) EACH	REMARKS
0010	SOUTH OF PROJECT LIMITS			STH 27	21	-	-	-	4	84	-	-	-	-	-	-	5	105	-	1	21	1	-	-	ADVANCE WARNING (SDD 15C4)
0010	NORTH OF PROJECT LIMITS			STH 27	21	-	-	-	4	84	-	-	-	-	-	-	4	84	-	1	21	-	-	-	ADVANCE WARNING (SDD 15C5)
0010	APPROACHING STH 27 AT NORTH PROJECT LIMITS			USH 8	65	-	-	-	-	-	-	-	-	-	-	-	14	910	-	-	-	-	-	-	ADVANCE WARNING (SDD 15C5) - INCLUDE STH 27 SIGN PLATES
0010	-			SIDEROADS	65	-	-	-	-	-	-	-	-	-	-	-	25	1,625	-	-	-	-	-	-	ADVANCE WARNING (SDD 15C4 OR 15C5)
0010	129+00	-	131+00	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	174+00	-	176+00	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	221+00	-	223+00	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	312+25	-	314+25	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	345+00	-	347+00	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	351+50	-	353+50	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	466+00	-	468+00	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	520+25	-	522+25	STH 27, LT/RT	1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PIPE REPLACEMENT
0010	356+00	-	380+00	STH 27	15	400	400	1	20	300	4	60	-	-	6	90	14	210	-	-	-	-	-	1	B-54-46 STRUCTURE WORK - STAGE 1. REFER TO TABLE BELOW
0010	356+00	-	380+00	STH 27	15	400	400	-	20	300	4	60	-	-	6	90	14	210	-	-	-	-	-	-	B-54-46 STRUCTURE WORK - STAGE 2
0010	487+00	-	514+00	STH 27	20	425	425	1	52	1040	3	60	6	120	20	400	14	280	-	-	-	-	1	-	C-54-2335 STRUCTURE WORK. REFER TO TABLE BELOW
0010				AMBROSE ROAD	30	-	-	-	8	240	3	90	-	-	-	-	6	180	-	2	60	-	-	-	AMBROSE RD CLOSURE FOR B-46-46 CONSTRCUTION
0010	UNDISTRIBUTED			STH 27	14	-	-	-	-	-	8	112	12	168	-	-	192	2,688	4	-	-	-	-	-	DETOUR
0010	UNDISTRIBUTED			STH 27	15	-	-	-	-	-	-	-	-	-	-	-	15	225	-	-	-	-	-	-	TC SIGNING ON MILLED SURFACE
				TOTAL 0010		1,225	1,225	2		2,128		382		288		580		6,517	4		102	1	1	1	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ADDITIONAL INFORMATION FOR CRASH CUSHIONS TEMPORARY. ITEM 614.0905

BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
2	OM-3C (W5-58M)	TL-3	UNIDIRECTIONAL	VARIES L AND R	CONCRETE BARRIER TEMPORARY PRECAST

3

TEMPORARY PEDESTRIAN ACCOMODATIONS

CATEGORY	STATION	TO	STATION	LOCATION	DAYS IN SERVICE	* 643.0300 TRAFFIC CONTROL DRUMS No.	643.0300 TRAFFIC CONTROL DRUMS DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III No.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	* 643.0900 TRAFFIC CONTROL SIGNS No.	643.0900 TRAFFIC CONTROL SIGNS DAY	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP No.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES No.	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY	REMARKS
0010	594+00	-	599+00	STH 27, RT & LT	7	34	238	-	-	2	14	276	-	28	292	1	7	32	204	2	14	COLLEGE AVE - STAGE 1
0010	599+50	-	603+00	STH 27, RT	7	15	105	-	-	2	14	-	-	156	-	-	-	8	-	1	7	PORT ARTHUR RD - STAGE 1
0010	600+50	-	603+00	STH 27, LT	7	13	91	-	-	-	-	-	56	-	-	-	-	-	-	-	-	PORT ARTHUR RD - STAGE 2
0010	601+50	-	605+00	STH 27, LT	7	14	98	-	-	1	7	132	-	-	15	1	7	8	40	1	7	PORT ARTHUR RD - STAGE 3
0010	614+50	-	616+00	STH 27, RT	7	9	63	-	-	1	7	-	-	106	-	1	7	8	66	1	7	FALGE PARK DR - STAGE 1
0010	629+50	-	632+50	STH 27, RT & LT	7	25	175	1	7	5	35	262	-	-	36	4	28	32	112	4	28	MINER AVE - STAGE 1
				TOTAL 0010			770		7		77	670	56	290	343		49	88	422		63	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	REMARKS
0010	0+14	-	25+89	LT	EDGELINE (SOLID)	-	-	-	2,575	-	-	-	-	-	-	-	-	-	-	-	-
0010	0+14	-	25+65	RT	EDGELINE (SOLID)	-	-	-	2,551	-	-	-	-	-	-	-	-	-	-	-	-
0010	0+14	-	0+72	CTR	CENTERLINE (DASHED / SOLID)	218	-	73	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	0+72	-	5+39	CTR	CENTERLINE (DASHED)	350	-	117	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	5+39	-	15+29	CTR	CENTERLINE (DASHED / SOLID)	3,713	-	1,238	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	15+29	-	16+49	CTR	CENTERLINE (DASHED)	90	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	16+49	-	26+24	CTR	CENTERLINE (DASHED / SOLID)	3,656	-	1,219	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	24+49	-	25+64	RT	TURN LANE	-	-	-	-	115	-	-	-	-	-	-	-	-	-	-	CTH D INTERSECTION
0010	26+24	-	40+32	CTR	CENTERLINE (DASHED)	1,056	-	352		-	-	-	-	-	-	-	-	-	-	-	-
0010	26+98	-	158+00	LT	EDGELINE (SOLID)	-	-	-	13,102	-	-	-	-	-	-	-	-	-	-	-	-
0010	26+98	-	29+02	LT	TURN LANE	-	-	-	-	204	-	-	-	-	-	-	-	-	-	-	CTH D INTERSECTION
0010	27+02	-	79+48	RT	EDGELINE (SOLID)	-	-	-	5,246	-	-	-	-	-	-	-	-	-	-	-	-
0010	40+32	-	47+07	CTR	CENTERLINE (DASHED / SOLID)	2,531	-	844	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	47+07	-	51+67	CTR	CENTERLINE (DASHED)	345	-	115	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	51+67	-	68+62	CTR	CENTERLINE (DASHED / SOLID)	6,356	-	2,119	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	68+62	-	71+97	CTR	CENTERLINE (DASHED)	251	-	84	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	71+97	-	79+67	CTR	CENTERLINE (DASHED / SOLID)	2,888	-	963	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	79+67	-	88+27	CTR	CENTERLINE (DASHED)	645	-	215	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	80+10	-	157+90	RT	EDGELINE (SOLID)	-	-	-	7,780	-	-	-	-	-	-	-	-	-	-	-	-
0010	88+27	-	99+47	CTR	CENTERLINE (DASHED / SOLID)	4,200	-	1,400	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	99+47	-	113+27	CTR	CENTERLINE (DOUBLE SOLID)	8,280	-	2,760	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	113+27	-	124+07	CTR	CENTERLINE (DASHED / SOLID)	4,050	-	1,350	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	124+07	-	168+62	CTR	CENTERLINE (DASHED)	3,341	-	1,114	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	156+63	-	157+90	RT	TURN LANE	-	-	-	-	127	-	-	-	-	-	-	-	-	-	-	BROKEN ARROW RD INTERSECTION
					PAGE TOTAL 0010	41,970	0	45,244		446	0	0	0	0	0		0	0	0	0	

**TEMP MARKING TO BE PLACED ON MILLED SURFACE, ON BINDER COURSE, AND ON FRICTION COURSE PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	SIDE	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF YELLOW	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF WHITE	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF YELLOW	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF WHITE	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH	REMARKS
0010	158+95	-	263+39	RT	EDGELINE (SOLID)	-	-	-	10,444	-	-	-	-	-	-	-	-	-	-	-	-
0010	159+03	-	263+63	LT	EDGELINE (SOLID)	-	-	-	10,460	-	-	-	-	-	-	-	-	-	-	-	-
0010	159+03	-	160+05	LT	TURN LANE	-	-	-	-	102	-	-	-	-	-	-	-	-	-	-	BROKEN ARROW RD INTERSECTION
0010	168+62	-	182+17	CTR	CENTERLINE (DASHED / SOLID)	5,081	-	1,694	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	182+17	-	189+17	CTR	CENTERLINE (DOUBLE SOLID)	4,200		1,400	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	189+17	-	200+17	CTR	CENTERLINE (DASHED / SOLID)	4,125	-	1,375	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	200+17	-	245+37	CTR	CENTERLINE (DASHED)	3,390	-	1,130	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	245+37	-	269+57	CTR	CENTERLINE (DASHED / SOLID)	9,075	-	3,025	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	261+59	-	263+39	RT	TURN LANE	-	-	-	-	180	-	-	-	-	-	-	-	-	-	-	CTH I INTERSECTION
0010	264+59		266+72	LT	EDGELINE (3' DASHED) - MINOR INTERSECTION	-		-	53	-	-	-	-	-	-	-	-	-	-	-	DALEY RD
0010	266+72	-	290+17	LT	EDGELINE (SOLID)	-	-	-	2,345	-	-	-	-	-	-	-	-	-	-	-	-
0010	264+76	-	365+41	RT	EDGELINE (SOLID)	-	-	-	10,065	-	-	-	-	-	-	-	-	-	-	-	-
0010	269+57	-	273+97	CTR	CENTERLINE (DASHED)	330	-	110	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	273+97	-	310+32	CTR	CENTERLINE (DASHED / SOLID)	13,631	-	4,544	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	290+85		368+53	LT	EDGELINE (SOLID)	-		-	7,768	-	-	-	-	-	-	-	-	-	-	-	-
0010	310+32	-	322+12	CTR	CENTERLINE (DASHED)	885	-	295	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	322+12	-	332+12	CTR	CENTERLINE (DASHED / SOLID)	3,750	-	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	332+12	-	333+57	CTR	CENTERLINE (DASHED)	109	-	36	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	333+57	-	343+17	CTR	CENTERLINE (DASHED / SOLID)	3,600	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	343+17	-	365+92	CTR	CENTERLINE (DASHED)	1,706	-	569	-	-	-	-	-	-	-	-	-	-	-	240	CL MARKING REMOVAL DURING B-54-46
0010	365+18		-	RT	STOP BAR	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	STOP BAR AT TEMP TRAFFIC SIGNAL B-54-46,
0010	365+92	-	375+32	CTR	CENTERLINE (DASHED / SOLID)	3,525	-	1,175	-	-	-	-	-	-	-	-	-	-	-	300	CL MARKING REMOVAL DURING B-54-46
0010	366+59	-	447+55	RT	EDGELINE (SOLID)	-	-	-	8,096	-	-	-	-	-	-	-	-	-	-	-	-
0010	368+99	-	447+57	LT	EDGELINE (SOLID)	-	-	-	7,858	-	-	-	-	-	-	-	-	-	-	-	-
0010	369+12		-	LT	STOP BAR	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	STOP BAR AT TEMP TRAFFIC SIGNAL B-54-46,
0010	375+32	-	377+07	CTR	CENTERLINE (DASHED)	131	-	44	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	377+07	-	386+47	CTR	CENTERLINE (DASHED / SOLID)	3,525	-	1,175	-	-	-	-	-	-	-	-	-	-	-	-	-
					PAGE TOTAL 0010	57,064	24	76,111		282	0	0	0	0	0		0	0	0	540	

**TEMP MARKING TO BE PLACED ON MILLED SURFACE, ON BINDER COURSE, AND ON FRICTION COURSE PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	SIDE	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF YELLOW	646.2040 WHITE	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF YELLOW	646.7120 WHITE	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH	REMARKS
0010	386+47	-	400+53	CTR	CENTERLINE (DASHED)	1,055	-	352	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	400+52	-	405+93	CTR	CENTERLINE (DASHED / SOLID)	2,029	-	676	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	405+93	-	411+33	CTR	CENTERLINE (DASHED)	405	-	135	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	411+33	-	416+73	CTR	CENTERLINE (DASHED / SOLID)	2,025	-	675	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	416+73	-	437+83	CTR	CENTERLINE (DASHED)	1,583		528	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	437+83	-	445+83	CTR	CENTERLINE (DASHED / SOLID)	3,000	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	445+83	-	449+38	CTR	CENTERLINE (DASHED)	266	-	89	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	448+12	-	473+59	RT	EDGELINE (SOLID)	-	-	-	2,568	-	-	-	-	-	-	-	-	-	-	-	-
0010	448+25	-	473+80	LT	EDGELINE (SOLID)	-	-	-	2,555	-	-	-	-	-	-	-	-	-	-	-	-
0010	449+38	-	456+98	CTR	CENTERLINE (DASHED / SOLID)	2,850		950	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	456+98	-	471+53	CTR	CENTERLINE (DASHED)	1,091	-	364	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	471+49	-	473+59	RT	TURN LANE	-	-	-	-	210	-	-	-	-	-	-	-	-	-	-	CTH P INTERSECTION
0010	471+53	-	482+48	CTR	CENTERLINE (DASHED / SOLID)	4,106	-	1,369	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	474+89		526+57	RT	EDGELINE (SOLID)	-	-	-	5,168	-	-	-	-	-	-	-	-	-	-	-	-
0010	475+05		487+18	LT	EDGELINE (SOLID)	-		-	1,213	-	-	-	-	-	-	-	-	-	-	-	-
0010	474+05		476+22	LT	TURN LANE	-	-	-	-	217	-	-	-	-	-	-	-	-	-	-	CTH P INTERSECTION
0010	482+48	-	487+33	CTR	CENTERLINE (DOUBLE SOLID)	2,910	-	970	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	485+82	-	488+52	RT	LANE LINE (DASHED)	-	-	-	68	-	-	-	-	-	-	-	-	-	-	-	BYPASS LANE GRANT TOWN MINI STORAGE
0010	487+33	-	494+48	CTR	CENTERLINE (DASHED / SOLID)	2,681	-	894	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	488+05	-	526+54	LT	EDGELINE (SOLID)	-		-	3,849	-	-	-	-	-	-	-	-	-	-	-	-
0010	488+05	-	489+25	LT	TURN LANE	-	-	-	-	120	-	-	-	-	-	-	-	-	-	-	GRANT TOWN MINI STORAGE ACCESS
0010	493+85		-	RT	STOP BAR	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	STOP BAR AT TEMP TRAFFIC SIGNAL B-54-46, CL MARKING REMOVAL DURING B-54-2335
0010	494+48	-	506+68	CTR	CENTERLINE (DASHED)	915	-	305	-	-	-	-	-	-	-	-	-	-	-	385	-
0010	506+68	-	516+03	CTR	CENTERLINE (DASHED / SOLID)	3,506	-	1,169	-	-	-	-	-	-	-	-	-	-	-	-	STOP BAR AT TEMP TRAFFIC SIGNAL B-54-46,
0010	506+95		-	LT	STOP BAR		12	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	516+03	-	518+13	CTR	CENTERLINE (DASHED)	158	-	53	-	-	-	-	-	-	-	-	-	-	-	-	-
					PAGE TOTAL 0010	28,580	24	24,947		547	0	0	0	0	0		0	0	0	385	

**TEMP MARKING TO BE PLACED ON MILLED SURFACE, ON BINDER COURSE, AND ON FRICTION COURSE PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	SIDE	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH	REMARKS
0010	518+13	-	527+49	CTR	CENTERLINE (DASHED / SOLID)	3,510	-	1,170	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	524+56	-	526+66	RT	TURN LANE	-	-	-	-	210	-	-	-	-	-	-	-	-	-	-	JANSEN RD INTERSECTION
0010	527+49	-	543+69	CTR	CENTERLINE (DASHED)	1,215	-	405		-	-	-	-	-	-	-	-	-	-	-	-
0010	527+54	-	566+10	RT	EDGELINE (SOLID)	-	-	-	3,856	-	-	-	-	-	-	-	-	-	-	-	-
0010	527+64	-	553+12	LT	EDGELINE (SOLID)	-		-	2,548	-	-	-	-	-	-	-	-	-	-	-	-
0010	527+64	-	529+44	LT	TURN LANE	-	-	-	-	180	-	-	-	-	-	-	-	-	-	-	COPPER PARK LN INTERSECTION
0010	543+69	-	565+08	CTR	CENTERLINE (DASHED / SOLID)	8,021	-	2,674	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	551+25	-	554+93	RT	LANE LINE (DASHED)	-	-	-	92	-	-	-	-	-	-	-	-	-	-	-	BYPASS LANE FLAMBEAU MINE HIKING PATH ACCESS
0010	554+16	-	566+16	LT	EDGELINE (SOLID)	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-
0010	554+16	-	556+16	LT	TURN LANE	-		-	-	200	-	-	-	-	-	-	-	-	-	-	FLAMBEAU MINE HIKING PATH ACCESS
0010	564+34	-	566+10	RT	TURN LANE	-	-	-	-	176	-	-	-	-	-	-	-	-	-	-	DOUGHTY RD INTERSECTION
0010	565+08	-	574+50	CTR	CENTERLINE (DOUBLE SOLID)	5,652	-	1,884	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	566+81	-	579+65	LT	EDGELINE (SOLID)	-	-	-	1,284	-	-	-	-	-	-	-	-	-	-	-	-
0010	567+46	-	596+22	RT	EDGELINE (SOLID)	-	-	-	2,876	-	-	-	-	-	-	-	-	-	-	-	-
0010	574+50	-	586+11	CTR	CENTERLINE (DASHED / SOLID)	4,354		1,451	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	580+71	-	585+12	LT	EDGELINE (SOLID)	-	-	-	441	-	-	-	-	-	-	-	-	-	-	-	-
0010	585+96	-	596+56	LT	EDGELINE (SOLID)	-	-	-	1,060	-	-	-	-	-	-	-	-	-	-	-	-
0010	586+11	-	587+03	CTR	CENTERLINE (DASHED)	69	-	23	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	587+03	-	593+50	CTR	CENTERLINE (DASHED / SOLID)	2,426	-	809	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	593+50	-	594+16	CTR	CENTERLINE (DOUBLE SOLID)	396		132	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	594+16		596+31	CTR	CENTERLINE (DOUBLE SOLID) & MEDIAN ISLAND MARKINGS	1,290	-	860	-	-	-	-	-	-	52	-	-	-	-	-	-
0010	595+40	-	596+31	RT	TURN LANE	-	-	-	-	91	-	-	-	-	-	-	-	-	-	-	COLLEGE AVE INTERSECTION
0010	595+60	-	596+10	RT	MARKING ARROW	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-
0010	596+62	-	601+40	LT	EDGELINE (SOLID)	-	-	-	478	-	-	-	-	-	-	-	-	-	-	-	-
					PAGE TOTAL 0010	26,933	0	23,243		857	2	0	0	0	52		0	0	0	0	

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	SIDE	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH	REMARKS
0010	597+25	-	597+67	CTR	CENTERLINE (DOUBLE SOLID)	252	-	84	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	597+27	-	598+29	LT	TURN LANE	-	-	-	-	102	-	-	-	-	-	-	-	-	-	-	COLLEGE AVE INTERSECTION
0010	597+35	-	598+63	RT	EDGELINE (SOLID) X2	-	-	-	256	-	-	-	-	-	-	12	-	-	-	-	-
0010	597+43		-	LT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	597+67	-	600+24	CTR	CENTERLINE (DOUBLE SOLID) & MEDIAN ISLAND MARKINGS	1,542	-	1,028	-	-	-	-	-	-	116	-	-	-	-	-	-
0010	598+05		-	LT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	598+63	-	601+47	RT	EDGELINE (SOLID)	-	-	-	284	-	-	-	-	-	-	-	-	-	-	-	-
0010	600+24	-	601+44	CTR	CENTERLINE (DOUBLE SOLID)	720	-	240	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	600+25	-	601+44	RT	TURN LANE	-	-	-	-	119	-	-	-	-	-	-	-	-	-	-	PORT ARTHUR RD INTERSECTION
0010	600+43		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	601+20		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	601+53	-	615+03	RT	EDGELINE (SOLID)	-	-	-	1,350	-	-	-	-	-	-	-	-	-	-	-	-
0010	602+30	-	606+56	CTR	CENTERLINE (DOUBLE SOLID) & MEDIAN ISLAND MARKINGS	2,556	-	1,704	-	-	-	-	-	-	120	-	-	-	-	-	-
0010	602+90	-	604+07	LT	TURN LANE	-	-	-	-	117	-	-	-	-	-	-	-	-	-	-	PORT ARTHUR INTERSECTION
0010	602+95	-	626+07	LT	EDGELINE (SOLID)	-	-	-	2,312	-	-	-	-	-	-	-	-	-	-	-	-
0010	603+20		-	LT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	603+83		-	LT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	606+56	-	607+61	CTR	CENTERLINE (DOUBLE SOLID)	630	-	210	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	607+61	-	618+77	CTR	CENTERLINE (DASHED / SOLID)	4185	-	1,395	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	615+87	-	622+02	RT	EDGELINE (SOLID)	-	-	-	615	-	-	-	-	-	-	-	-	-	-	-	-
0010	618+77	-	626+07	CTR	CENTERLINE (DOUBLE SOLID)	4,380	-	1,460	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	623+13	-	626+07	RT	EDGELINE (SOLID)	-	-	-	294	-	-	-	-	-	-	-	-	-	-	-	-
0010	623+83		-	RT	RAILROAD CROSSING	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
0010	626+17	-	629+07	CTR	CENTERLINE (DOUBLE SOLID)	1,740	-	580	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	626+19	-	627+12	LT & RT	CURB MARKING	-	-	-	-	-	-	-	-	-	-	-	-	-	186	-	-
					PAGE TOTAL 0010	16,005	0	11,812		338	6	0	1	0	248		0	0	186	0	

**TEMP MARKING TO BE PLACED ON MILLED SURFACE, ON BINDER COURSE, AND ON FRICTION COURSE PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING ITEMS CONTINUED

CATEGORY	STATION	TO	STATION	SIDE	TYPE	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	REMARKS
0010	626+33	-	629+27	LT	LANE LINE (DASHED)	-	-	-	74	-	-	-	-	-	-	-	-	-	-	-	-
0010	626+34	-	629+30	RT	TURN LANE	-	-	-	-	296	-	-	-	-	-	-	-	-	-	-	MINER ST INTERSECTION
0010	626+53		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	628+48		-	RT	MARKING WORD ("ONLY")	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
0010	628+60		-	LT	RAILROAD CROSSING	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-
0010	628+75		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	629+90	-	630+13	RT	CURB MARKING	-		-	-	-	-	-	-	-	-	-	-		24	-	-
0010	629+98	-	630+04	LT & RT	CROSSWALK	-	-	-	-	-	-	-	-	-	-	-	-	46	-	-	-
0010	630+04	-	632+25	LT	EDGELINE (SOLID)	-	-	-	221	-	-	-	-	-	-	-	-	-	-	-	-
0010	630+04	-	630+23	CTR	CENTERLINE (DOUBLE SOLID)	114		38	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	630+04	-	632+36	RT	EDGELINE (SOLID)	-	-	-	232	-	-	-	-	-	-	43	-	-	-	-	-
0010	630+23	-	632+36	CTR	CENTERLINE (DOUBLE SOLID) & MEDIAN ISLAND MARKINGS	1,278	-	852	-	-	-	-	-	-	21	-	-	-	-	-	-
0010	630+23	-	631+09	RT	TURN LANE (DASHED)	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-
0010	631+09	-	632+36	RT	TURN LANE	-	-	-	-	127	-	-	-	-	-	-	-	-	-	-	USH 8 INTERSECTION
0010	631+34		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	632+12		-	RT	MARKING ARROW	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-
0010	26+38 (28' RT TO 82.3' RT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	217	-	-	-	-	-	32	-	-	-	-	-	-	CTH D SIDEROAD EAST
0010	26+39 (-28.8' LT TO -66.7 LT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	152	-	-	-	-	-	29	-	-	-	-	-	-	CTH D SIDEROAD WEST
0010	264+10 (28' RT TO 118.1' RT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	360	-	-	-	-	-	34	-	-	-	-	-	-	CTH I SIDEROAD EAST
0010	474+30 (28.3' RT TO 83.4' RT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	220	-	-	-	-	-	30	-	-	-	-	-	-	CTH P SIDEROAD EAST
0010	474+34 (-29' LT TO -84.5' LT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	228	-	-	-	-	-	29	-	-	-	-	-	-	CTH P SIDEROAD WEST
0010	566+75 (27.3' RT TO 82.4' RT			CTR	CENTERLINE (DASHED / SOLID)	-	-	70	-	-	-	-	-	37	-	-	-	-	-	-	DOUGHTY SIDEROAD EAST
0010	596+56	-	596+62	LT & RT	CROSSWALK	-	-	-	-	-	-	-	-	-	-	-	129	-	-	-	-
0010	596+74	-	597+15	RT	CROSSWALK	-	-	-	-	-	-	-	-	-	-	-	82	-	-	-	COLLEGE AVE
0010	601+47	-	601+53	LT & RT	CROSSWALK	-	-	-	-	-	-	-	-	-	-	-	109	-	-	-	-
0010	601+68	-	602+76	LT	CROSSWALK	-	-	-	-	-	-	-	-	-	-	-	189	-	-	-	PORT ARTHUR RD
0010	622+67 (28.8' RT TO 81.3'RT)			CTR	CENTERLINE (DOUBLE SOLID) AND STOP BAR	-	-	212	-	-	-	-	-	25	-	-	-	-	-	-	FRITZ AVE SIDEROAD
					PAGE TOTAL 0010	1,392	0	2,876		445	4	1	2	216	64		509	46	24	0	
					TOTAL 0010	171,944	48	184,232		2,915	12	1	3	216	364		509	46	210	925	

**TEMP MARKING TO BE PLACED ON MILLED SURFACE, ON BINDER COURSE, AND ON FRICTION COURSE PRIOR TO RUMBLE INSTALLATION.

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 8180-00-81) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 8180-00-81) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	0+14	-	366+76	STH 27	-	-	-	-	36,662	-	-	-		-
0010	129+22	-	130+55	STH 27, LT/RT	133	133	-	3	-	-	-	-	133	PIPE REPLACEMENT AREA
0010	174+42	-	175+56	STH 27, LT/RT	114	114	-	2	-	-	-	-	114	PIPE REPLACEMENT AREA
0010	200+57	-	201+57	STH 27, LT/RT	-	-	-	-	-	-	-	-	100	REPAIR EMBANKMENT AREA
0010	221+61	-	222+67	STH 27, LT/RT	106	106	-	1	-	-	-	-	106	PIPE REPLACEMENT AREA
0010	267+60	-	268+60	STH 27, LT/RT	-	-	-	-	-	-	-	-	100	REPAIR EMBANKMENT AREA
0010	312+69	-	313+89	STH 27, LT/RT	120	120	-	-	-	-	-	-	120	PIPE REPLACEMENT AREA
0010	345+44	-	346+58	STH 27, LT/RT	114	114	-	2	-	-	-	-	114	PIPE REPLACEMENT AREA
0010	352+04	-	353+20	STH 27, LT/RT	116	116	-	2	-	-	-	-	116	PIPE REPLACEMENT AREA
0010	367+62	-	587+24	STH 27	-	-	-	-	21,962	-	-	-	-	-
0010	383+00	-	384+00	STH 27, LT/RT	-	-	-	-	-	-	-	-	100	REPAIR EMBANKMENT AREA
0010	466+40	-	467+56	STH 27, LT/RT	116	116	-	2	-	-	-	-	116	PIPE REPLACEMENT AREA
0010	520+70	-	521+84	STH 27, LT/RT	114	114	-	2	-	-	-	-	114	PIPE REPLACEMENT AREA
0010	591+98	-	632+36	STH 27	-	-	-	-	4,038	-	-	-	-	-
0010	596+56	-	596+62	STH 27, LT	-	-	-	-	-	1	-	-	-	COLLEGE AVE
0010	596+58	-	596+73	STH 27, RT	-	-	52	-	-	2	-	-	-	COLLEGE AVE
0010	597+15	-	597+33	STH 27, RT	-	-	26	-	-	1	-	-	-	COLLEGE AVE
0010	601+47	-	601+70	STH 27, LT	-	-	44	-	-	2	-	-	-	PORT ARTHUR AVE
0010	601+47	-	601+53	STH 27, RT	-	-	-	-	-	1	-	-	-	PORT ARTHUR AVE
0010	602+62	-	602+72	STH 27, LT	-	-	19	-	-	1	-	-	-	PORT ARTHUR AVE
0010	615+06	-	615+30	STH 27, RT	-	-	-	-	-	1	-	-	-	FALGE PARK DR
0010	625+12	-	627+12	STH 27, LT/RT	200	200	156	-	-	-	-	-	200	RR CROSSING
0010	629+14	-	630+05	STH 27, RT	-	-	44	-	-	1	-	-	-	MINER AVE
0010		UNDISTRIBUTED		-	-	-	-	-	-	-	1	1	-	-
				TOTAL 0010	1,133	1,133	341	14	62,662	10	1	1	1,433	

3

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	129+40			STH 27	34	-	PIPE REPLACEMENT
0010	130+40			STH 27	34	-	PIPE REPLACEMENT
0010	174+49			STH 27	34	-	PIPE REPLACEMENT
0010	175+49			STH 27	34	-	PIPE REPLACEMENT
0010	221+64			STH 27	34	-	PIPE REPLACEMENT
0010	222+64			STH 27	34	-	PIPE REPLACEMENT
0010	312+69			STH 27	34	-	PIPE REPLACEMENT
0010	313+89			STH 27	34	-	PIPE REPLACEMENT
0010	345+51			STH 27	34	-	PIPE REPLACEMENT
0010	346+51			STH 27	34	-	PIPE REPLACEMENT
0010	352+12			STH 27	34	-	PIPE REPLACEMENT
0010	353+12			STH 27	34	-	PIPE REPLACEMENT
0010	466+47			STH 27	34	-	PIPE REPLACEMENT
0010	467+47			STH 27	34	-	PIPE REPLACEMENT
0010	474+31			STH 27, RT	26	-	CTH P
0010	474+33			STH 27, LT	205	-	CTH P
0010	520+77			STH 27	34	-	PIPE REPLACEMENT
0010	521+77			STH 27	34	-	PIPE REPLACEMENT
0010	586+70	-	587+14	STH 27, RT	53	3	B-54-50 SOUTH APPROACH
0010	596+55	-	597+16	STH 27, RT	151	12	COLLEGE AVE
0010	601+40	-	602+77	STH 27, LT	151	12	PORT ARTHUR RD
0010	615+21	-	615+60	STH 27, RT	43	-	FALGE DR
0010	629+14	-	630+13	STH 27, RT	52	12	MINER AVE
				TOTAL 0010	1,225	39	

3

ENVIRONMENTAL PROTECTION

CATEGORY	STATION	TO	STATION	LOCATION	999.2000.S.01 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) (01. STATION 367+00) EACH	999.2000.S.02 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) (02. STATION 503+00) EACH	999.2100.S. INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF	REMARKS
0010	364+50	-	369+75	STH 27, RT & LT	1	-	680	B-54-46
0010	501+00	-	505+00	STH 27, RT & LT	-	1	1,050	C-54-2335
0010	585+85	-	594+10	STH 27, RT & LT	-	-	770	C-54-2335
				TOTAL 0010	1	1	2,500	

ADJUSTING WATER VALVES

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. ADJUSTING WATER VALVES) EACH
0040	566+90	STH 27, RT	1
0040	597+10	STH 27, LT	2
0040	615+70	STH 27, LT	1
0040	615+80	STH 27, LT	2
0040	616+70	STH 27, LT	3
		TOTAL 0040	9

DITCH CLEANING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.01 SPECIAL (01. DITCH CLEANING) LF	REMARKS
0010	610+15	-	610+65	STH 27, RT	50	-
				TOTAL 0010	50	

REMOVING DISTRESSED PAVEMENT MILLING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY
0010	UNDISTRIBUTED				4,000
				TOTAL 0010	4,000

3

TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
2	SB8	1~	-	-
3	SB8	1~	-	-
4	SB1	-	1~	-
5	SB8	-	1~	-
8	SB4	1~	-	-
9	SB2	1	-	-
21	SB2	-	-	1
22	SB1	-	-	1
41	SB3	-	-	1
TOTAL 0010		4	2	3

~RETROREFLECTIVE BACKPLATE REQUIRED.

CONCRETE BASES

SIGNAL BASE NO.	** LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH
SB1	602+76, 42' LT	1	-	-
SB2	601+66, 44' LT	-	1	-
SB3	601+46, 39' LT	1	-	-
SB4	601+41, 39' LT	-	-	1
SB8	602+70, 32' RT	-	-	1
	TOTAL 0010	2	1	2

CONDUIT

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
PB1		SB1	16	-
PB3		SB2	18	-
PB5		SB3	10	-
PB5		SB4	-	8
PB11		SB8	-	14
		TOTAL 0010	44	22

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1		SB1	-	-	76	-	76	-	76	-
CB1		SB2	-	247	-	247	-	-	247	-
CB1		SB3	-	294	-	-	-	-	294	-
CB1		SB4	-	293	-	-	-	-	-	353
CB1		SB8	-	-	178	178	-	-	-	238
CB1		SB9	-	-	-	-	72	-	-	-
SB1		SB2	-	-	-	-	227	-	-	-
SB2		SB3	-	-	-	-	108	-	-	-
SB3		SB4	-	-	-	-	42	-	-	-
SB4		SB5	-	-	-	-	121	-	-	-
SB5		SB6	-	-	-	-	121	-	-	-
SB6		SB7	-	-	-	-	82	-	-	-
SB7		SB8	-	-	-	-	116	-	-	-
SB8		SB9	-	-	-	-	152	-	-	-
SB2		SB4	-	-	-	106	-	-	-	-
PB1		SB9	-	-	-	-	28	-	-	-
PB2		SB1	-	-	-	-	78	-	-	-
PB3		SB2	-	-	-	-	34	-	-	-
PB4		SB2	-	-	-	-	42	-	-	-
PB5		SB4	-	-	-	-	24	-	-	-
PB6		SB5	-	-	-	-	23	-	-	-
PB9		SB6	-	-	-	-	22	-	-	-
PB10		SB7	-	-	-	-	22	-	-	-
PB11		SB8	-	-	-	-	30	-	-	-
SB1		HEAD 4	-	22	-	-	-	-	-	-
SB1		HEAD 22	15	-	-	-	-	-	-	-
SB2		HEAD 9	19	-	-	-	-	-	-	-
SB2		HEAD 21	15	-	-	-	-	-	-	-
SB2		LUMINAIRE	-	-	-	-	-	120	-	-
SB3		HEAD 41	15	-	-	-	-	-	-	-
SB4		HEAD 8	53	-	-	-	-	-	-	-
SB4		LUMINAIRE	-	-	-	-	-	120	-	-
SB8		HEAD 2	43	-	-	-	-	-	-	-
SB8		HEAD 3	28	-	-	-	-	-	-	-
SB8		HEAD 5	-	54	-	-	-	-	-	-
TOTAL 0010			188	910	254	531	1420	240	617	591

3

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE

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

TRAFFIC SIGNALS & LIGHTING

STH 27 TRAFFIC SIGNAL

PAGE 1 OF 3

PROJECT NO: 8180-00-81 | HWY: STH 27 | COUNTY: RUSK | MISCELLANEOUS QUANTITIES | SHEET NO: 129 | E

3

INSTALL CONDUIT INTO EXISTING ITEM

PULL BOX NO.	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
PB1	EXISTING	1
PB3	EXISTING	1
PB4	EXISTING	1
PB5	EXISTING	1
PB6	EXISTING	1
PB8	EXISTING	1
PB11	EXISTING	1
PB13	EXISTING	1
TOTAL 0010		8

REMOVING CONCRETE BASES

SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
SB1	1
SB2	1
SB3	1
SB8	1
TOTAL 0010	4

3

ADJUSTING PULL BOXES

INTERSECTION	PULL BOX NO.	653.0900 ADJUSTING PULL BOXES EACH
PORT ARTHUR ROAD	PB2	1
PORT ARTHUR ROAD	PB3	1
PORT ARTHUR ROAD	PB4	1
PORT ARTHUR ROAD	PB9	1
USH 8	PB1	1
	TOTAL 0010	5

REMOVING TRAFFIC SIGNAL EQUIPMENT

** LOCATION	204.9060.S.01 REMOVING EXISTING TRAFFIC SIGNAL EQUIPMENT EACH
STH 27 & PORT ARTHUR ROAD	1
TOTAL 0010	1

LEGEND

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

TRAFFIC SIGNALS & LIGHTING

STH 27 TRAFFIC SIGNAL

PAGE 2 OF 3

TRAFFIC DETECTOR LOOPS

LOOP NO.	HOME RUN PB	** LOCATION	SIZE (FT)	X	SIZE (FT)	NO. OF TURNS	PAVEMENT TYPE	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	* 655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB6	601+46, 6' RT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	248	318
12	PB6	601+18, 7' RT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	120	248	372
21	PB13	605+42, 6' LT	6	X	6	4	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	68	303	284
41	PB4	601+92, 72' LT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	185	306
42	PB4	602+06, 73' LT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	126	185	390
43	PB4	601+85, 45' LT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	80	185	252
44	PB4	601+97, 45' LT	6	X	20	3	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	185	330
61	PB8	598+94, 19' RT	6	X	10	5	HMA	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	478	402
								TOTAL 0010	778	2017	2654

TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0351 POLES TYPE 10- OVER HEIGHT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	657.0808 LUMINAIRE ARMS STEEL 8-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED-C EACH
SB1	1	-	-	-	1	-	-	-	-	1	-
SB2	-	1	1	-	-	-	-	1	-	1	1
SB3	1	-	-	-	-	1	-	-	-	1	-
SB4	-	-	-	1	-	-	1	-	1	-	1
SB8	-	-	-	1	-	-	1	-	1	-	1
TOTAL 0010	2	1	1	2	1	1	2	1	2	3	3

SIGNAL MOUNTING HARDWARE

** LOCATION	658.5070.01 SIGNAL MOUNTING HARDWARE EACH
STH 27 & PORT ARTHUR ROAD	1
TOTAL 0010	1

LEGEND

* ADDITIONAL ITEMS FOR QUANTITIES LISTED ELSEWHERE

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

TRAFFIC SIGNALS & LIGHTING

STH 27 TRAFFIC SIGNAL

PAGE 3 OF 3

TRANSPORTATION PROJECT PLAT NO: 8180-00-21-4.01 AMENDMENT NO. 1

AMENDS UTILITY NUMBER 50 ON TRANSPORTATION PROJECT PLAT NO: 8180-00-21-4.01 RECORDED AS DOCUMENT NUMBER 373477

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 396, VOLUME 3, PAGES 69 AND 70, AS DOCUMENT 238016, LOCATED IN GOVERNMENT LOT 4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER STH 27 CORNELL - LADYSMITH (CHIPPEWA/RUSK CO LN TO USH 8) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

375541
MARY BERG
REGISTER OF DEEDS
RUSK COUNTY, WI
RECORDED ON
11/13/2025 12:31 PM
CABINET:1 ENV:21A

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8180-00-21-4.01
AMENDMENT NO. 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	FEE R/W SQUARE FEET (SF) REQUIRED NEW	EXISTING	TOTAL	HE S.F.	TLE S.F.
1	LAKSHIVAM REAL ESTATE LLC	HE, TLE	-----	-----	-----	144	145

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
EXISTING CENTERLINE
CORPORATE LIMITS
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
BUILDING (B) TO BE REMOVED (B)
BRIDGE
CULVERT

SECTION CORNER SYMBOL (11 12 1 / 23 24 / 26 25 / 35 36)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIGN (SIGN) PERMITTED SIGN (91.25 SIGN)
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
(252) R/W BOUNDARY POINT [351] TLE BOUNDARY POINT

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE) IP

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	RECORDED AS	(100')
ACRES	AC	REEL / IMAGE	R/I
ALUMINUM	ALUM	REFERENCE LINE	R/L
AND OTHERS	ET AL	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 TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		
POINT OF INTERSECTION	PI		
PROPERTY LINE	PL		

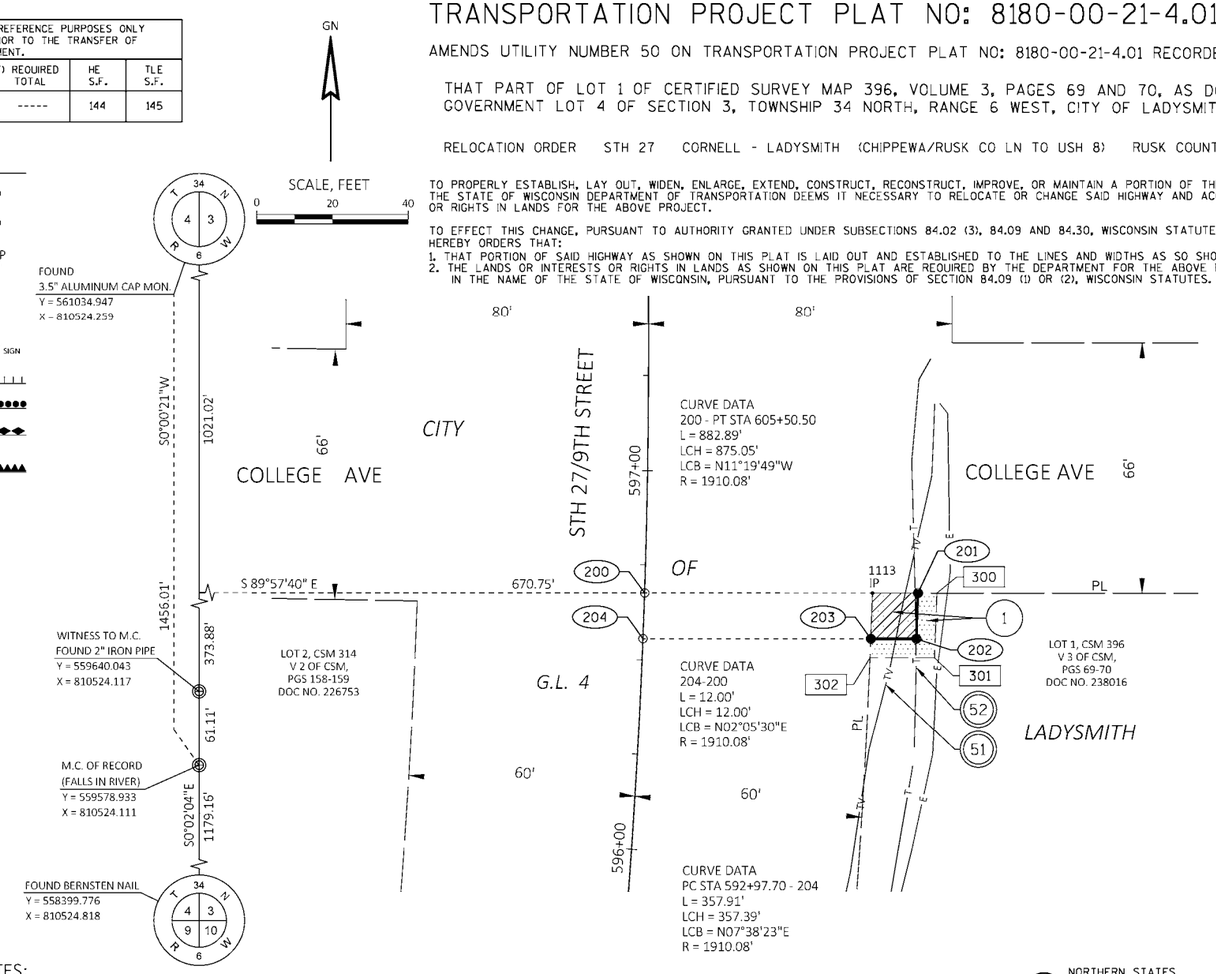
CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
COMBINED SEWER	SSS
ELECTRIC TOWER	
TRANSMISSION STRUCTURES	

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



EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1113	560013.428	811255.036	3/4" REBAR

RW COURSE TABLE

FROM - TO	BEARING	DISTANCE
200 - 201	S89°57'42"E	72.13'
201 -202	S02°01'57"W	12.00'
202 - 203	N89°57'42"W	12.00'
203 - 204	N89°57'42"W	60.15'
204 - 200	SEE CURVE DATA	

RW STATION AND OFFSET TABLE

POINT	STATION	OFFSET
200	596+67.62	0.00'
201	596+69.89	72.10'
202	596+58.33	72.09'
203	596+57.89	60.10'
204	596+55.62	0.00'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
300	596+70.04	77.10'
301	596+53.70	77.09'
302	596+53.04	60.10'

RL CURVE DATA
PI STA = 599+47.57
Y = 560280.450
X = 811293.225
DELTA = 37°34'47" LT
D = 2°59'59"
CH. BEARING = N05°46'56"W
CHORD = 1230.46'
T = 649.87'
L = 1252.80'
R = 1910.08'
PC STA = 592+97.70
Y = 559647.260
X = 811146.953
PT STA = 605+50.50
Y = 560871.464
X = 811022.988
DB = N13°00'28"E
DA = N24°34'19"W

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK 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 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.

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SUPERIOR.

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

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RW PROJECT S 0284 (4), DIVISION JOB 8574, AND CSM 396. EXISTING RIGHT OF WAY OF COLLEGE AVENUE SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CSM 314, CSM 396.

(50) NORTHERN STATES POWER COMPANY
VOL 302, PG 86, DOC 240279
PARCEL 1

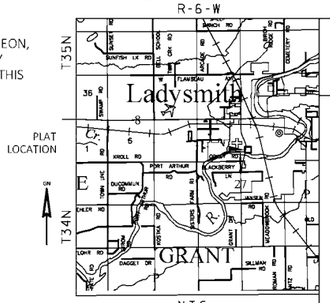
(51) SPECTRUM
VOL 302, PG 86, DOC 240279
PARCEL 1

(52) BRIGHTSPEED OF NORTHERN WISCONSIN, LLC
VOL 302, PG 86, DOC 240279
PARCEL 1

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
50	NORTHERN STATES POWER COMPANY	RELEASE OF RIGHTS
51	SPECTRUM	RELEASE OF RIGHTS
52	BRIGHTSPEED OF NORTHERN WISCONSIN, LLC	RELEASE OF RIGHTS

LOCATION SKETCH
R-6-W



AECOM

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

WISCONSIN DONALD J. BUZA S-2338 CUSTER, WI LAND SURVEYOR

SIGNATURE: Donald J Buza DATE: 11/11/2025
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

SIGNATURE: Aaron Gustafson DATE: 11/11/2025
PRINT NAME: AARON GUSTAFSON

FILE NAME : C:\USERS\DONALD.BUZA\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\RW\PLAT\040101(A1)-RP.DWG
PLOT DATE : 11/11/2025 11:44 AM PLOT BY : BUZA, DONALD PLOT NAME : PLOT SCALE :
APPRAISAL PLAT DATE : 12/13/2024

TRANSPORTATION PROJECT PLAT NO: 8180-00-21 - 4.02

THAT PART OF LOT 5 OF BLOCK 11 OF LADYSMITH TOWNSITE COMPANY'S FIRST ADDITION TO THE CITY OF LADYSMITH, BEING PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 3, TOWNSHIP 34 NORTH, RANGE 6 WEST, CITY OF LADYSMITH, RUSK COUNTY, WISCONSIN

RELOCATION ORDER STH 27 CORNELL - LADYSMITH (CHIPPEWA/RUSK CO LN TO USH 8) RUSK COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

373502
MARY BERG
REGISTER OF DEEDS
RUSK COUNTY, WI
RECORDED ON
05/01/2025 10:23 AM
CABINET:1 ENV:20A

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8180-00-21-4.02

SCHEDULE OF LANDS & INTERESTS REQUIRED		OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.				
PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	FEE R/W SQUARE FEET (SF) REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
2	BRANDON M. ROACH	FEE, TLE	35	-----	35	53

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
EXISTING CENTERLINE
CORPORATE LIMITS
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIGN
PERMITTED SIGN
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER
UTILITY NUMBER
PARALLEL OFFSETS
R/W BOUNDARY POINT
TLE BOUNDARY POINT

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	RECORDED AS	(100')
ACRES	AC	REEL / IMAGE	R/I
ALUMINUM	ALUM	REFERENCE LINE	R/L
AND OTHERS	ET AL	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 TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID	VOLUME	V
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		
POINT OF INTERSECTION	PI		
PROPERTY LINE	PL		

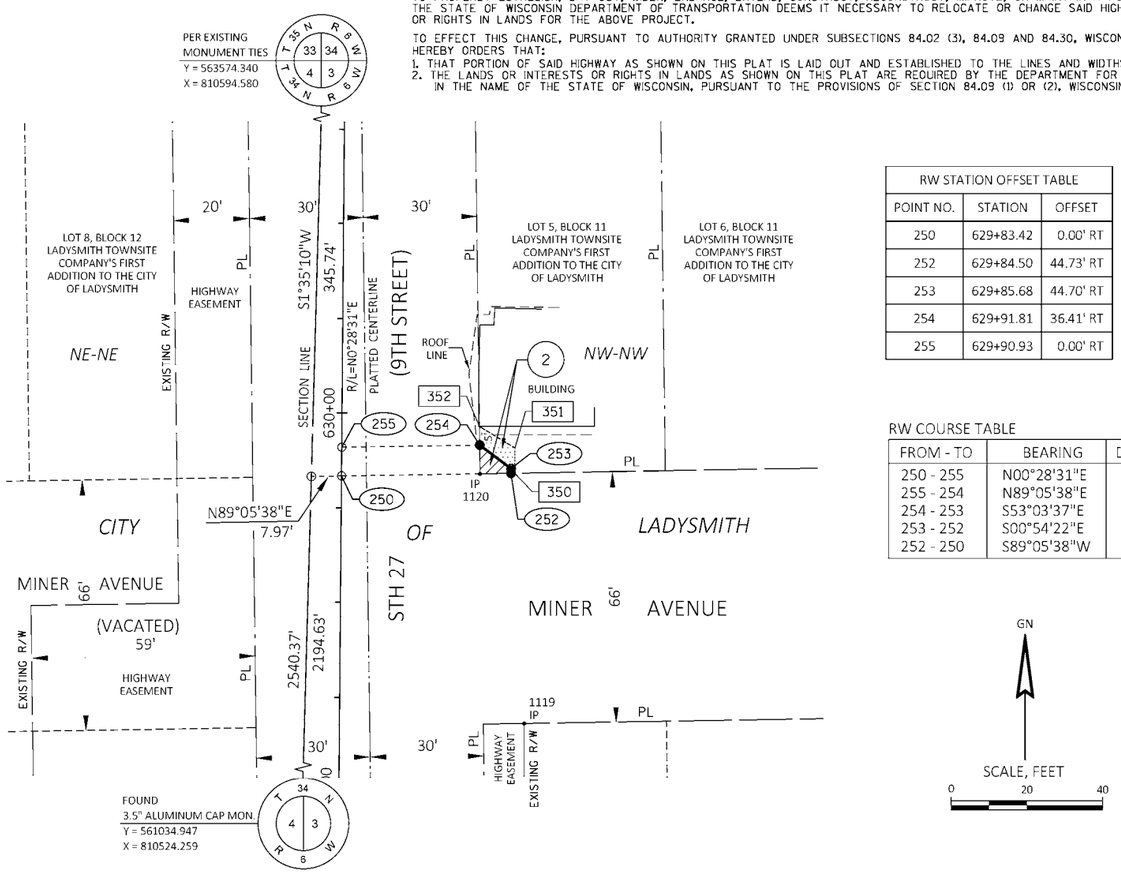
CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
COMBINED SEWER	SSS	
ELECTRIC TOWER		
TRANSMISSION STRUCTURES		

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



RW STATION OFFSET TABLE		
POINT NO.	STATION	OFFSET
250	629+83.42	0.00' RT
252	629+84.50	44.73' RT
253	629+85.68	44.70' RT
254	629+91.81	36.41' RT
255	629+90.93	0.00' RT

TLE STATION OFFSET TABLE		
POINT NO.	STATION	OFFSET
350	629+84.52	45.70' RT
351	629+91.14	45.73' RT
352	629+96.72	36.30' RT

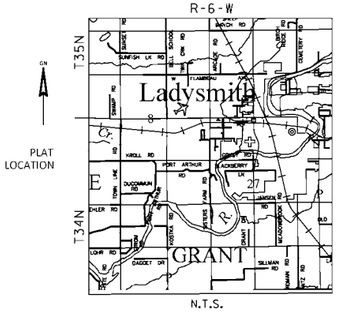
RW COURSE TABLE

FROM - TO	BEARING	DISTANCE
250 - 255	N00°28'31"E	7.51'
255 - 254	N89°05'38"E	36.42'
254 - 253	S53°03'37"E	10.32'
253 - 252	S00°54'22"E	1.18'
252 - 250	S89°05'38"W	44.75'

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1119	563163.615	810641.192	1" IRON PIPE
1120	563229.396	810629.553	CHISELED CROSS

LOCATION SKETCH
R-6-W



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RUSK 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 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.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SUPERIOR.

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

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RW PROJECT S 0284 (4), RW PROJECT 1580-09-21 AND LADYSMITH TOWNSITE COMPANY'S FIRST ADDITION TO THE CITY OF LADYSMITH.
EXISTING HIGHWAY RIGHT OF WAY FOR MINER AVENUE SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: LADYSMITH TOWNSITE COMPANY'S FIRST ADDITION TO THE CITY OF LADYSMITH.

AECOM

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

WISCONSIN DONALD J. BUZA S-2338 CUSTER, WI LAND SURVEYOR

SIGNATURE: Donald J Buza DATE: 02/18/2025
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NORTHWEST REGION.

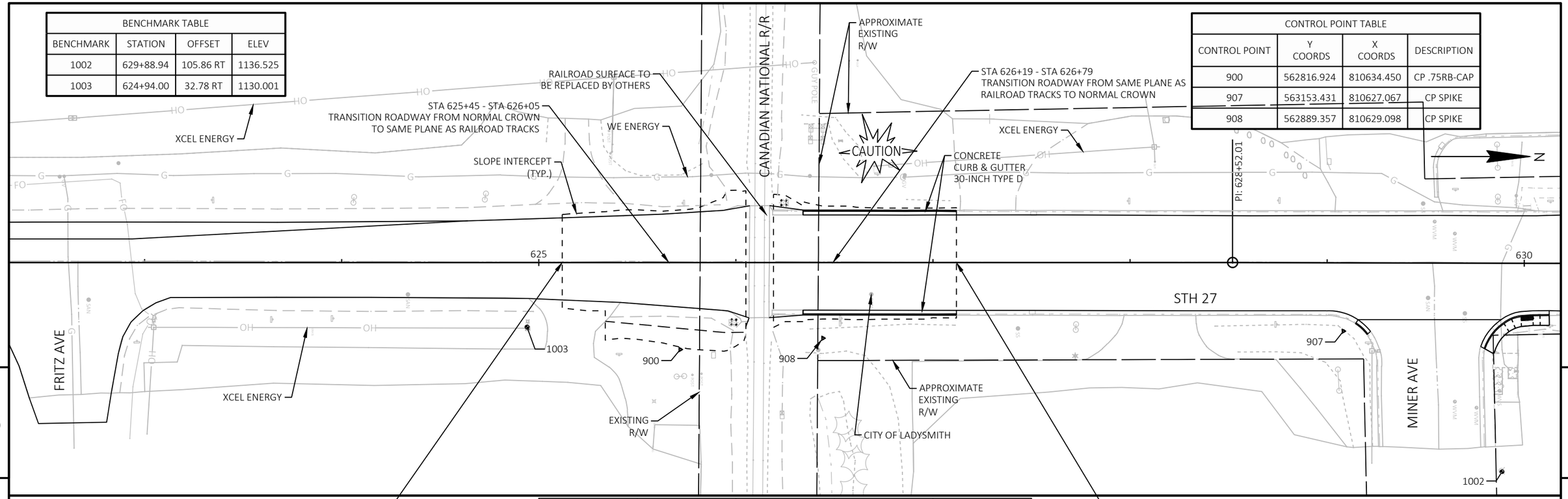
SIGNATURE: Aaron Gustafson DATE: 4/30/2025
PRINT NAME: AARON GUSTAFSON

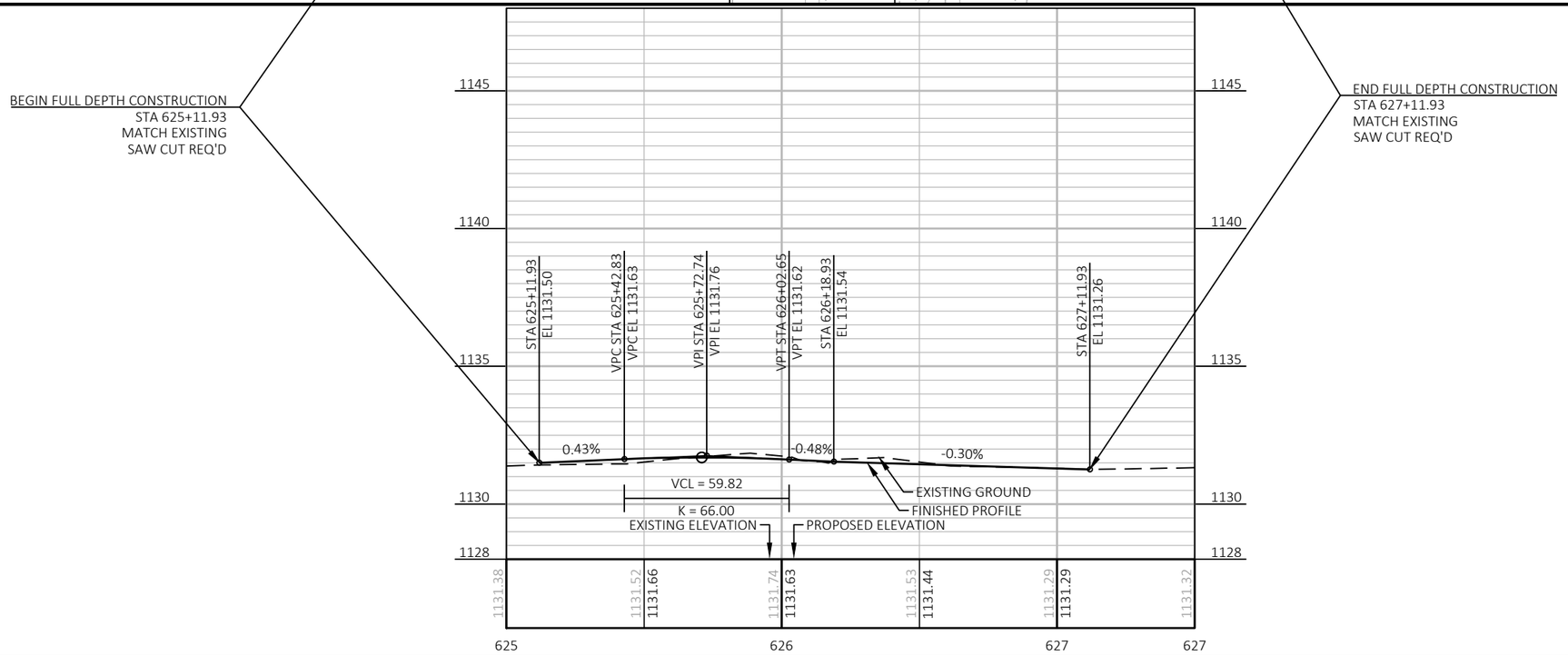
FILE NAME : C:\USERS\DONALD.BUZA\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\RW\PLAT\040201-RP.DWG
APPRAISAL PLAT DATE : 2/18/2025
PLOT DATE : 4/30/2025 1:41 PM PLOT BY : BUZA, DONALD PLOT NAME : PLOT SCALE :

8180-00-21 - 4.02

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1002	629+88.94	105.86 RT	1136.525
1003	624+94.00	32.78 RT	1130.001

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
900	562816.924	810634.450	CP .75RB-CAP
907	563153.431	810627.067	CP SPIKE
908	562889.357	810629.098	CP SPIKE





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: RAILROAD APPROACHES	SHEET 134	E

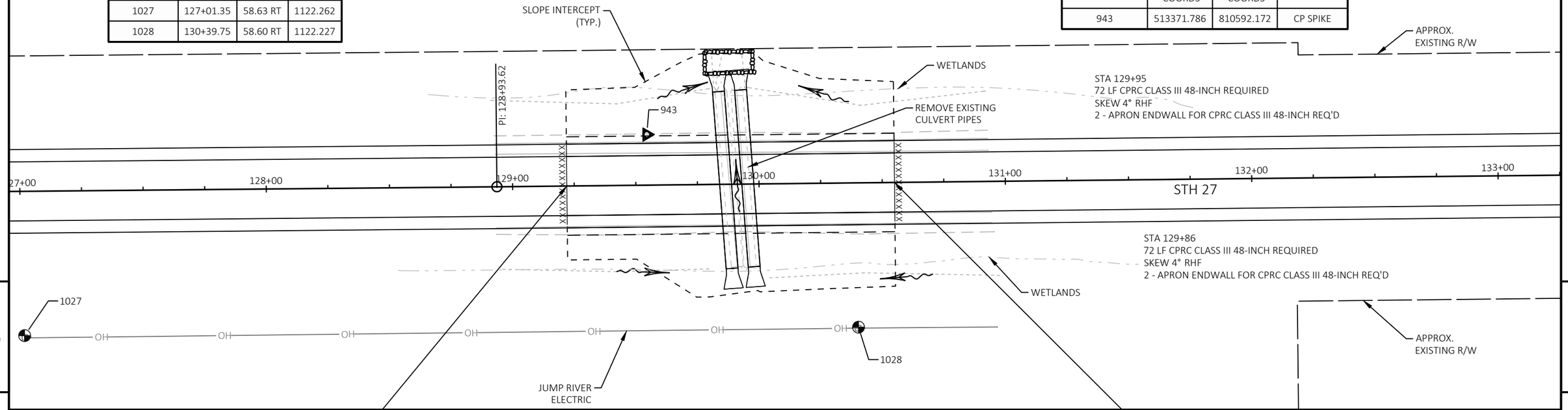
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01
PLOT DATE : 5/26/2026 1:56 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

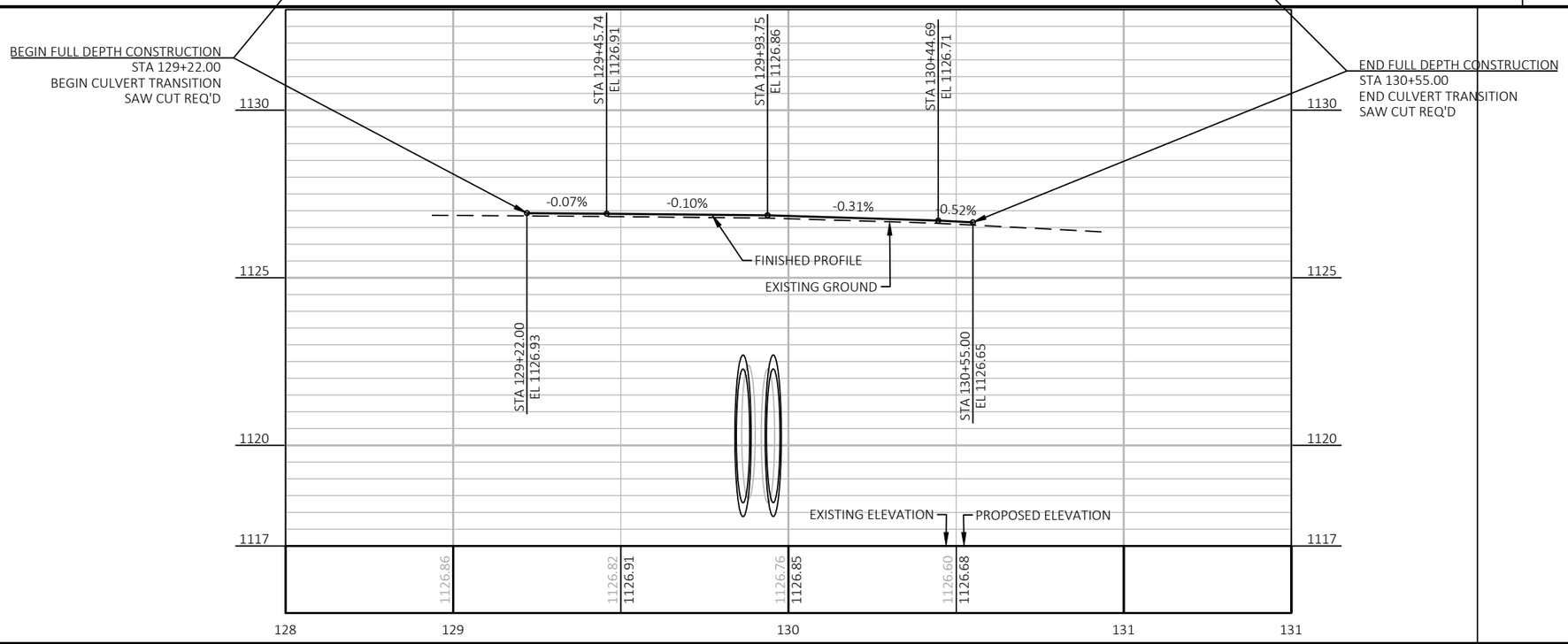
BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1027	127+01.35	58.63 RT	1122.262
1028	130+39.75	58.60 RT	1122.227

STA 129+86, LT
INSTALL RIPRAP MEDIUM
20' WIDE, 8' LONG, 1.5' DEEP,
INSTALL GEOTEXTILE TYPE HR

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
943	513371.786	810592.172	CP SPIKE

N

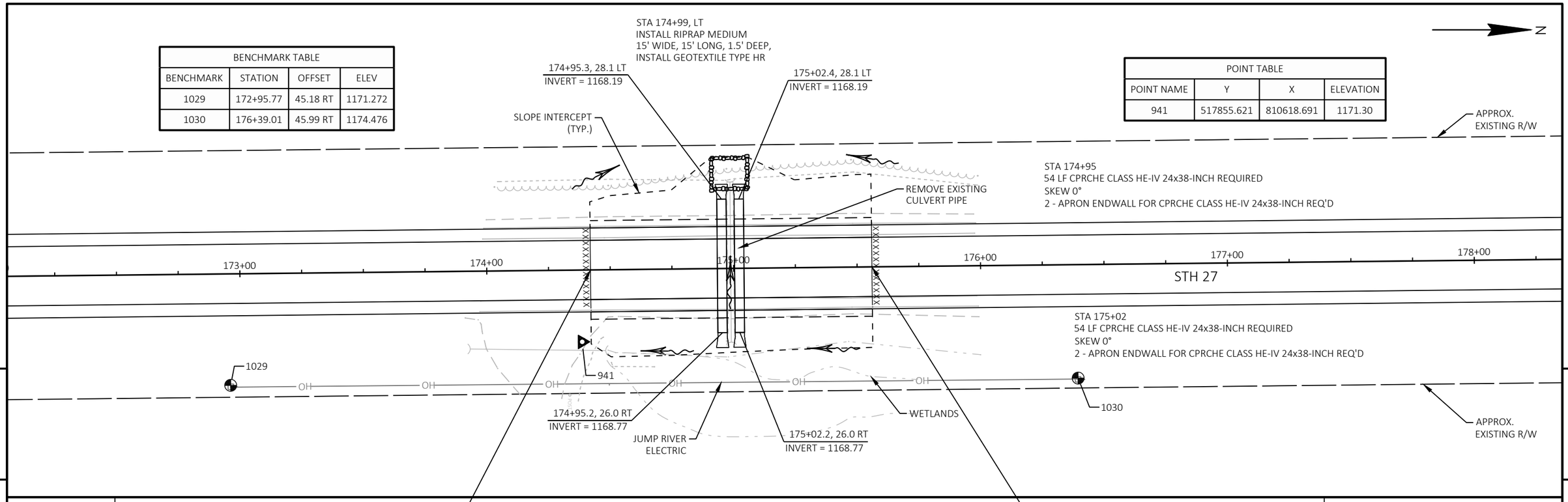


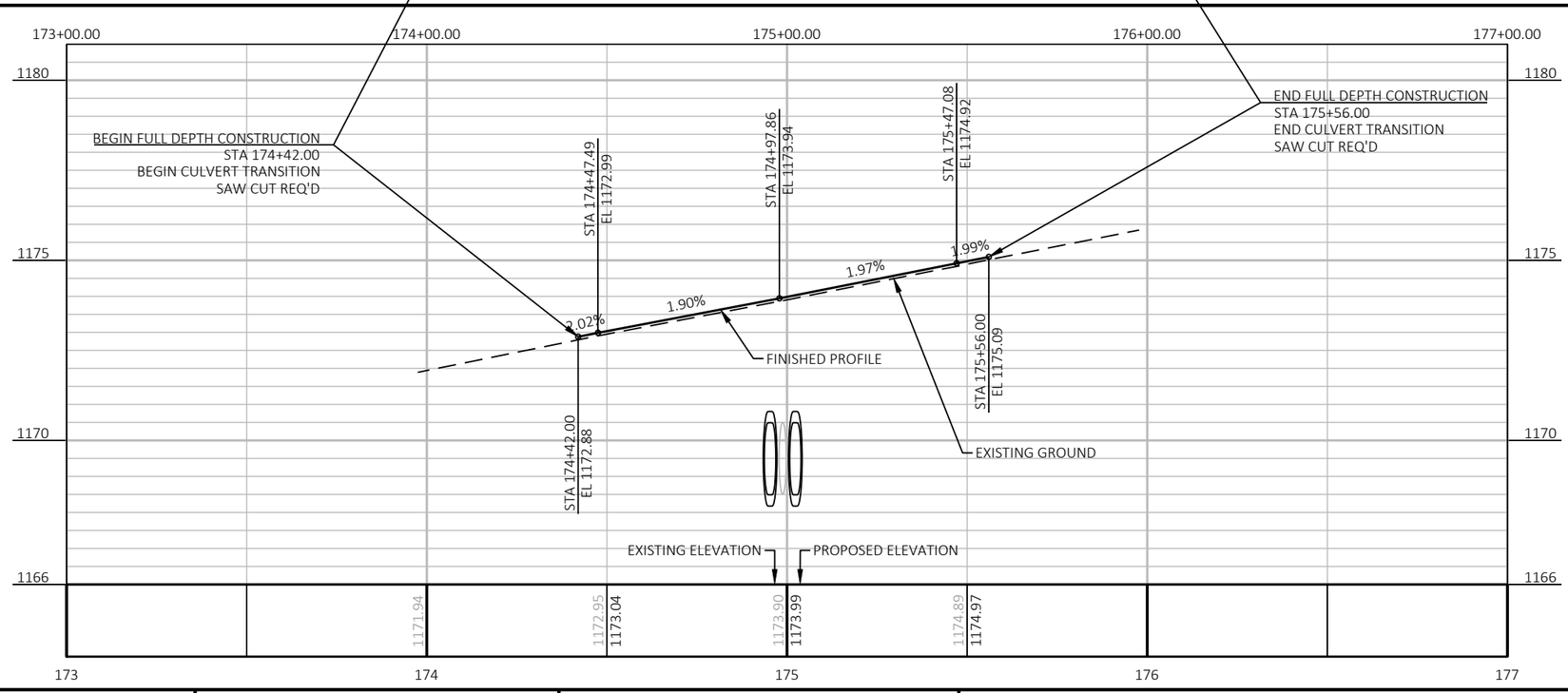


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 129+90	SHEET 135	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1029	172+95.77	45.18 RT	1171.272
1030	176+39.01	45.99 RT	1174.476

POINT TABLE			
POINT NAME	Y	X	ELEVATION
941	517855.621	810618.691	1171.30





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 174+99	SHEET 136	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1033	219+75.06	48.73 RT	1144.612
1034	223+06.71	48.90 RT	1143.330

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
936	522609.163	810619.615	CP .75RB-CAP

N

STA 222+14, LT
INSTALL RIPRAP MEDIUM
11' WIDE, 15' L0NG, 1.5' DEEP,
INSTALL GEOTEXTILE TYPE HR

222+14.3, 32.0 LT
INVERT = 1140.91

SLOPE INTERCEPT
(TYP.)

APPROX.
EXISTING R/W

WETLANDS

936

REMOVE EXISTING
CULVERT PIPE

STA 222+14
62 LF CPRC CLASS III 30-INCH REQUIRED
SKEW 0°
2 - APRON ENDWALL FOR CPRC CLASS III 30-INCH REQ'D

220+00 221+00 222+00 223+00 224+00 225+00

STH 27

1033

OH OH OH OH OH OH

WETLANDS

1034

222+14.6, 30.0 RT
INVERT = 1141.44

JUMP RIVER
ELECTRIC

APPROX.
EXISTING R/W

5

5

220+00.00 221+00.00 222+00.00 223+00.00 224+00.00

1155 1150 1145 1141

BEGIN FULL DEPTH CONSTRUCTION
STA 221+61.00
BEGIN CULVERT TRANSITION
SAW CUT REQ'D

END FULL DEPTH CONSTRUCTION
STA 222+67.00
END CULVERT TRANSITION
SAW CUT REQ'D

STA 221+61.00
EL 1148.29

STA 222+15.53
EL 1148.18

STA 222+64.98
EL 1148.02

STA 222+67.00
EL 1148.01

-0.20% -0.32% -0.42%

FINISHED PROFILE

EXISTING GROUND

PROPOSED ELEVATION

EXISTING ELEVATION

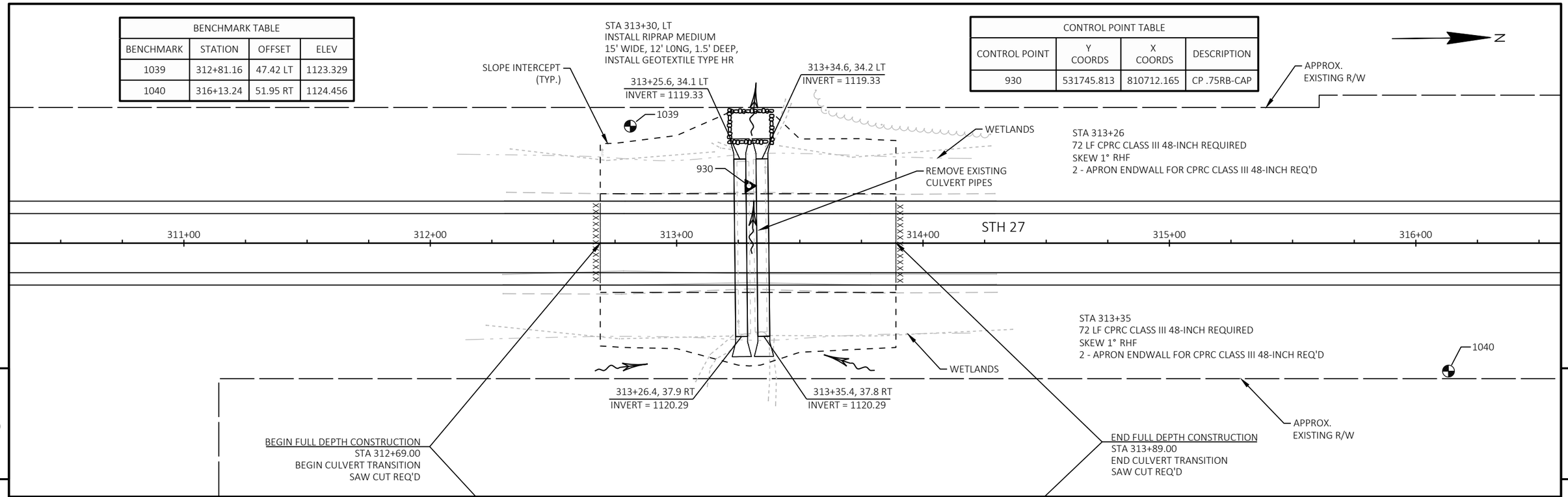
1148.22 1148.13 1148.21 1147.99 1148.07 1147.79

220 221 222 223 224

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 222+14	SHEET 137	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1039	312+81.16	47.42 LT	1123.329
1040	316+13.24	51.95 RT	1124.456

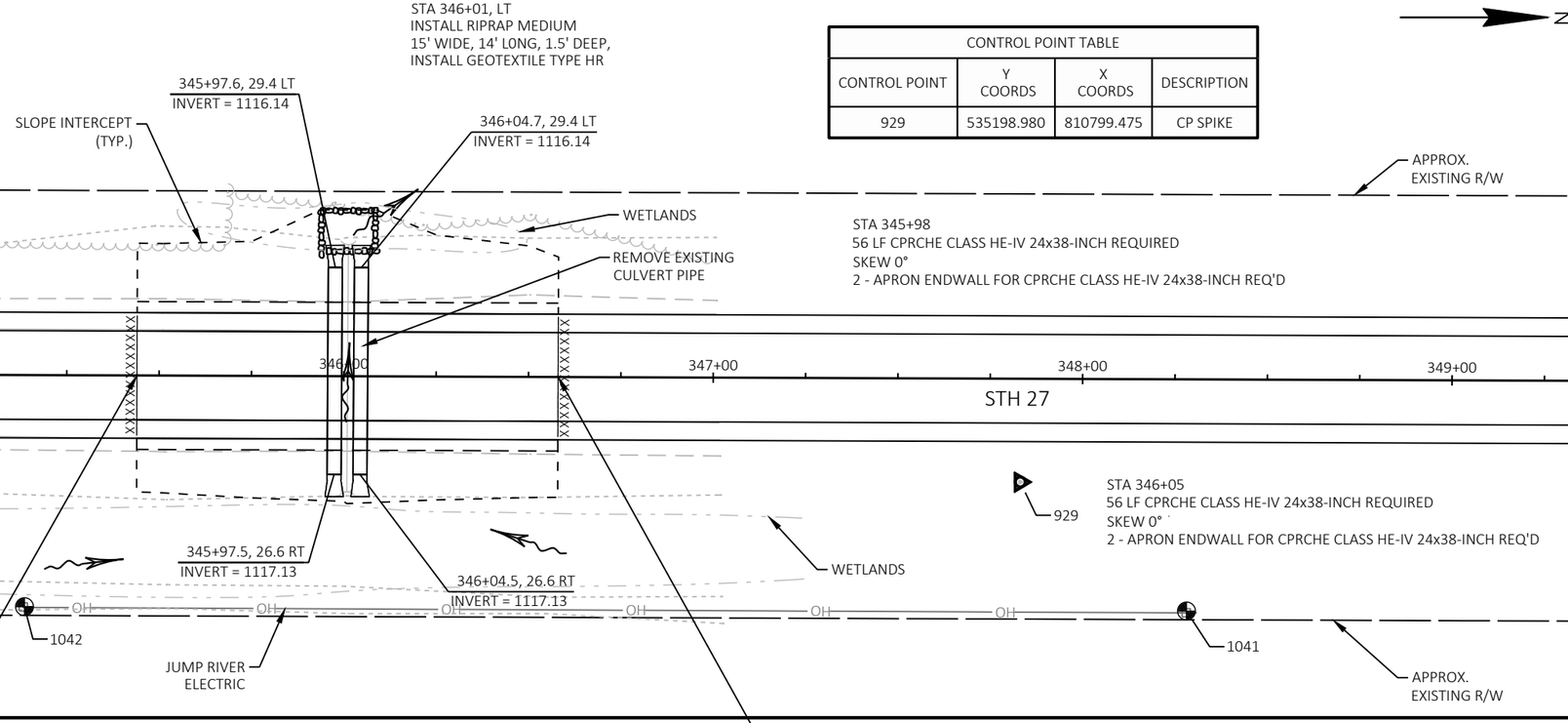
CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
930	531745.813	810712.165	CP .75RB-CAP

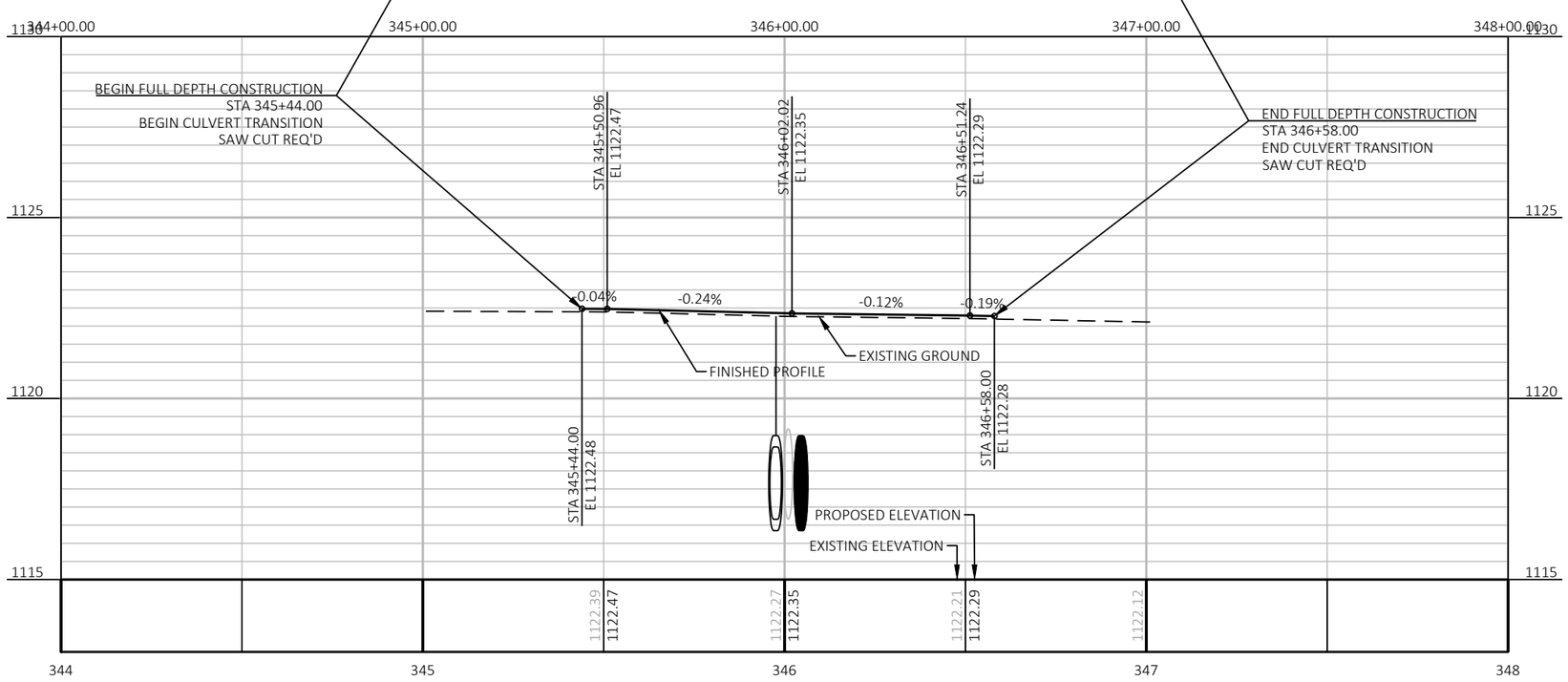


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 313+31	SHEET 138	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1041	348+28.32	62.67 RT	1119.562
1042	345+13.77	62.65 RT	1120.928

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
929	535198.980	810799.475	CP SPIKE





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 346+01	SHEET 139	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1043	352+12.73	63.93 RT	1118.100
1044	353+52.25	56.83 LT	1118.610

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
928	535935.196	810750.386	CP SPIKE
951	535692.421	810797.161	CP 3/4 REBAR

N

STA 352+62, LT
INSTALL RIPRAP MEDIUM
18' WIDE, 13' LONG, 1.5' DEEP,
INSTALL GEOTEXTILE TYPE HR

352+58.6, 29.4 LT
INVERT = 1114.56

SLOPE INTERCEPT
(TYP.)

JUMP RIVER
ELECTRIC

1044

352+66.6, 29.4 LT
INVERT = 1114.56

APPROX.
EXISTING R/W

WETLANDS

STA 352+66
58 LF CPRCHE CLASS HE-IV 29x45-INCH REQUIRED
SKEW 1° LHF
2 - APRON ENDWALL FOR CPRCHE CLASS HE-IV 29x45-INCH REQ'D

928

REMOVE EXISTING
CULVERT PIPE

OH

350+00 351+00 352+00 353+00 354+00 355+00 35

STH 27

951

352+57.5, 28.6 RT
INVERT = 1114.87

WETLANDS

352+65.5, 28.6 RT
INVERT = 1114.87

STA 352+58
58 LF CPRCHE CLASS HE-IV 29x45-INCH REQUIRED
SKEW 1° LHF
2 - APRON ENDWALL FOR CPRCHE CLASS HE-IV 29x45-INCH REQ'D

OH

1043

APPROX.
EXISTING R/W

5

5

350+50.00 351+00.00 352+00.00 353+00.00 354+00.00 354+50.00

BEGIN FULL DEPTH CONSTRUCTION
STA 352+04.00
BEGIN CULVERT TRANSITION
SAW CUT REQ'D

END FULL DEPTH CONSTRUCTION
STA 353+20.00
END CULVERT TRANSITION
SAW CUT REQ'D

STA 352+13.03
EL 1121.30

STA 353+11.98
EL 1121.05

1125

FINISHED PROFILE

0.28%

-0.25%

-0.09%

1120

EXISTING GROUND

STA 352+04.00
EL 1121.32

STA 353+20.00
EL 1121.04

PROPOSED ELEVATION

1115

EXISTING ELEVATION

1114

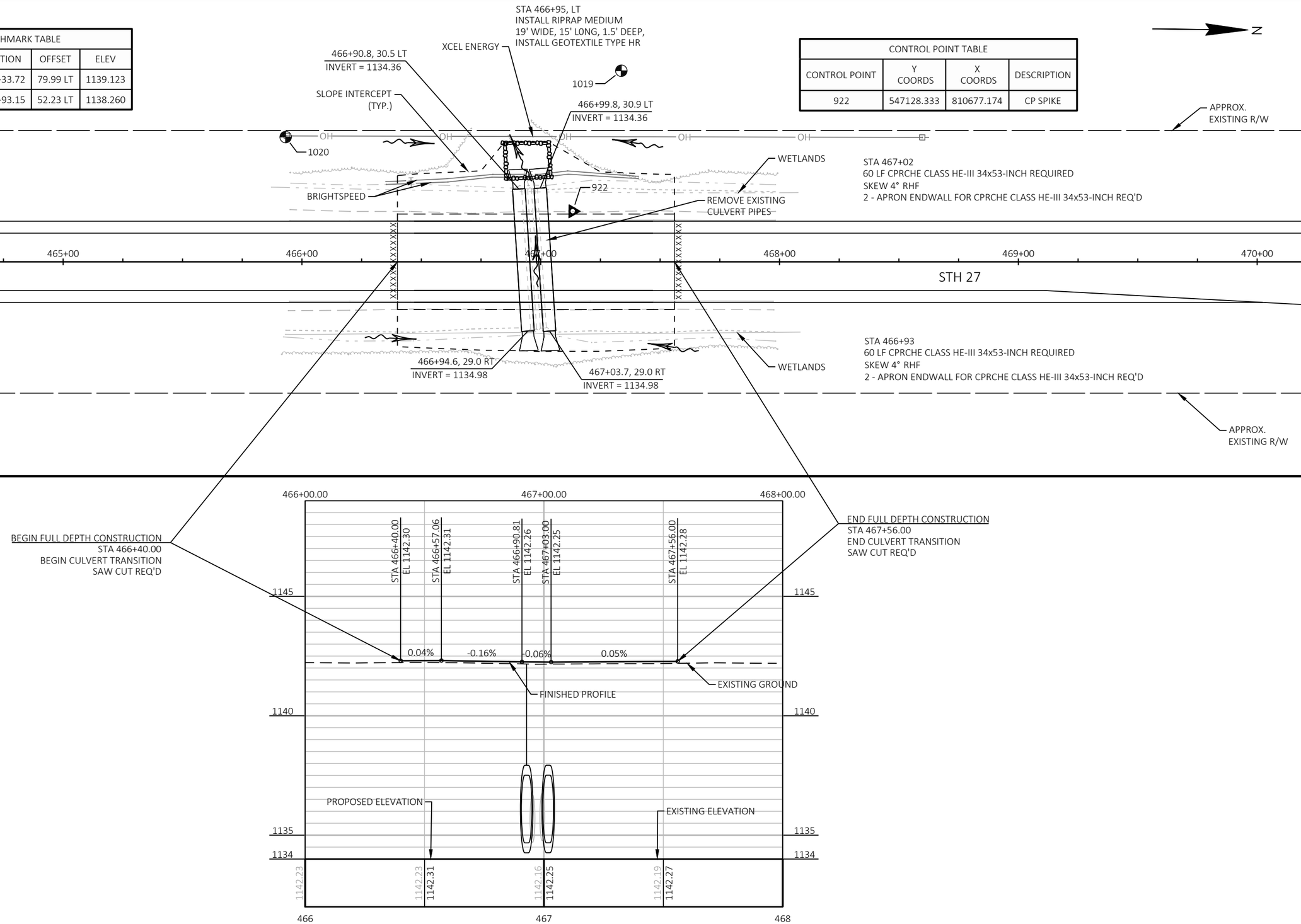
1121.25 1121.12 1121.21 1120.99 1121.08 1120.93

350 351 352 353 354 354

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 352+59	SHEET 140	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1019	467+33.72	79.99 LT	1139.123
1020	465+93.15	52.23 LT	1138.260

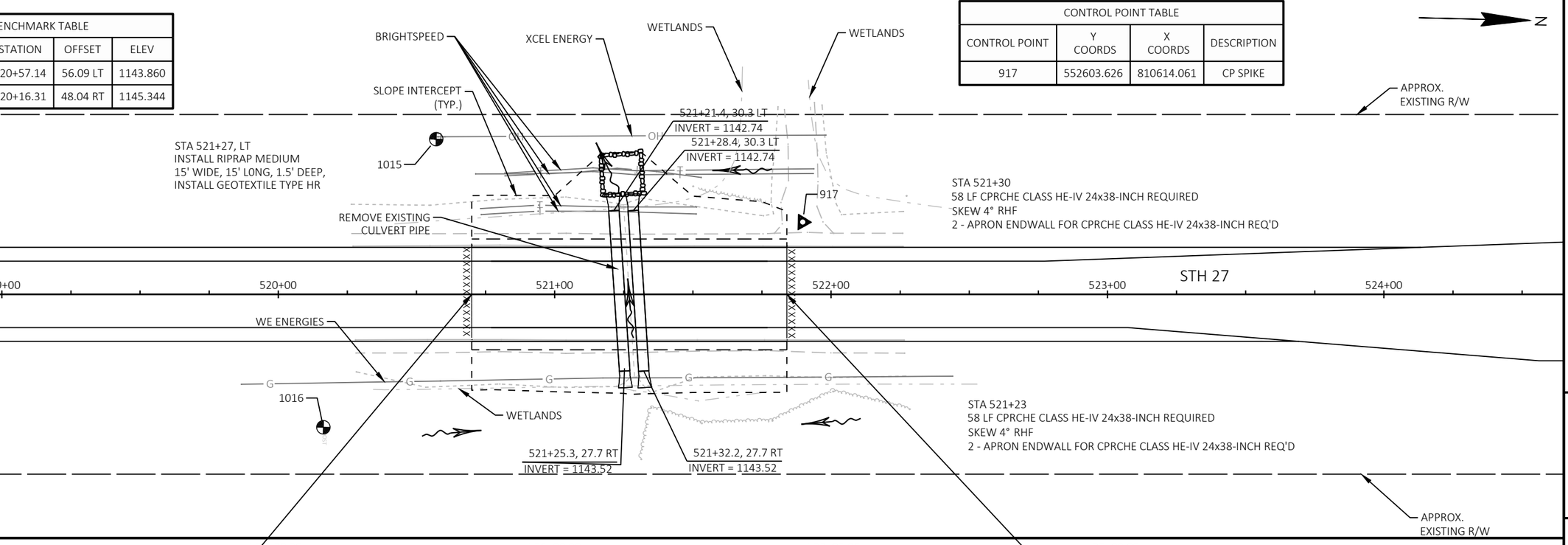
CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
922	547128.333	810677.174	CP SPIKE



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 466+97	SHEET 141	E

BENCHMARK TABLE			
BENCHMARK	STATION	OFFSET	ELEV
1015	520+57.14	56.09 LT	1143.860
1016	520+16.31	48.04 RT	1145.344

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
917	552603.626	810614.061	CP SPIKE



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN AND PROFILE: STA 521+27	SHEET 142	E

CHIPPEWA COUNTY

RUSK COUNTY

BP: 0+14.17

STA 9+67, LT
FE GRAVEL DRIVEWAY

STA 0+14 - 366+76
MILL 2.0" AND OVERLAY 3.0"

STA 19+30, LT
PE GRAVEL DRIVEWAY

STA 21+25, LT
CE GRAVEL DRIVEWAY

STA 24+50, LT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC
SURFACE

STA 26+38.68, 66.86 LT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

CTH D

STA 27+85, LT
PE GRAVEL DRIVEWAY

N

5 10 STH 27 15 20 25

MATCH LINE 29+50

BEGIN PROJECT 8180-00-81
STA 0+14.18
Y = 500,431.478
X = 810,461.060
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

STA 13+67, RT
PE GRAVEL DRIVEWAY

STA 14+65, RT
PE GRAVEL DRIVEWAY

STA 20+63, RT
CE GRAVEL DRIVEWAY

STA 26+38.87, 82.31 RT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

CTH D

STA 28+72, RT
CE GRAVEL DRIVEWAY

5

5

STA 0+14 - 366+76
MILL 2.0" AND OVERLAY 3.0"

STA 48+90, LT
PE GRAVEL DRIVEWAY

STA 52+66, LT
FE GRAVEL DRIVEWAY

STA 57+50, LT
PE GRAVEL DRIVEWAY

N

PI: 32+90.00

MATCH LINE 29+50

30 35 40 STH 27 45 50 55 6

MATCH LINE 60+00

NTERA

STA 29+97, RT
PE GRAVEL DRIVEWAY

STA 32+92, RT
PE GRAVEL DRIVEWAY

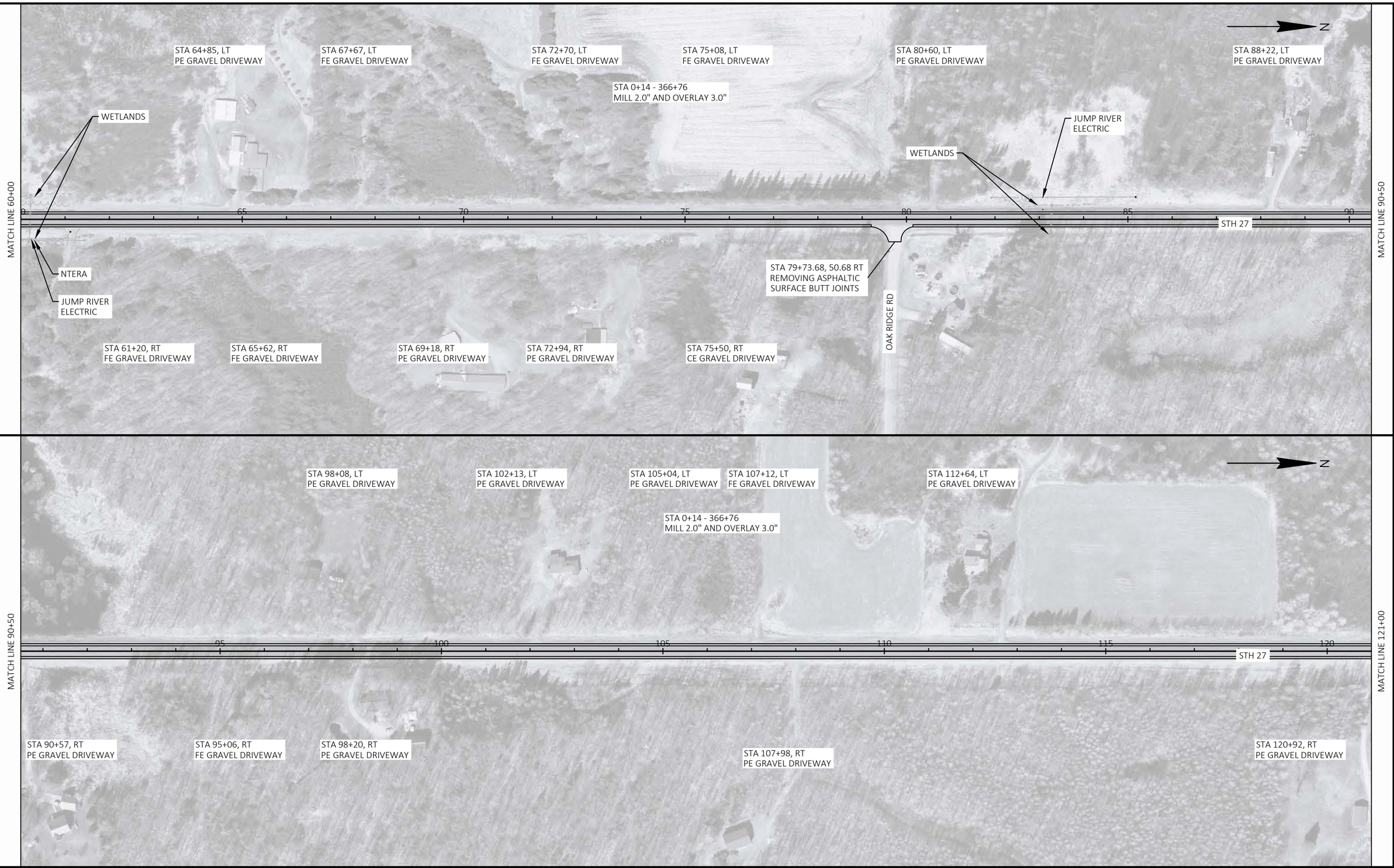
STA 36+50, RT
PE GRAVEL DRIVEWAY

STA 40+35, RT
PE GRAVEL DRIVEWAY

STA 50+48, RT
FE GRAVEL DRIVEWAY

STA 53+83, RT
PE GRAVEL DRIVEWAY

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 143	E



5

5

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 144	E

MATCH LINE 121+00

STA 129+90
CULVERT REPLACEMENT REQUIRED. SEE PLAN AND PROFILE SHEETS FOR DETAILS.

PI: 128+93.62

WETLANDS

STA 136+44, LT
PE GRAVEL DRIVEWAY

STA 0+14 - 366+76
MILL 2.0" AND OVERLAY 3.0"

STA 145+20, LT
FE GRAVEL DRIVEWAY

N

125 130 135 140 145 150

STH 27

SLOPE INTERCEPTS (TYP.)

JUMP RIVER ELECTRIC

STA 138+72, RT
CE GRAVEL DRIVEWAY

STA 142+22, RT
PE GRAVEL DRIVEWAY

MATCH LINE 151+50

5

MATCH LINE 151+50

STA 159+94, LT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC SURFACE

STA 158+53.02, 49.19 LT
REMOVING ASPHALTIC SURFACE BUTT JOINTS

BROKEN ARROW RD

STA 0+14 - 366+76
MILL 2.0" AND OVERLAY 3.0"

STA 171+48, LT
PE GRAVEL DRIVEWAY

STA 178+35, LT
PE GRAVEL DRIVEWAY

STA 174+99
CULVERT REPLACEMENT REQUIRED. SEE PLAN AND PROFILE SHEETS FOR DETAILS.

N

155 160 165 170 180

STH 27

STA 158+51.83, 73.12 RT
REMOVING ASPHALTIC SURFACE BUTT JOINTS

BROKEN ARROW RD

SLOPE INTERCEPTS (TYP.)

WETLANDS

STA 174+25, RT
PE GRAVEL DRIVEWAY

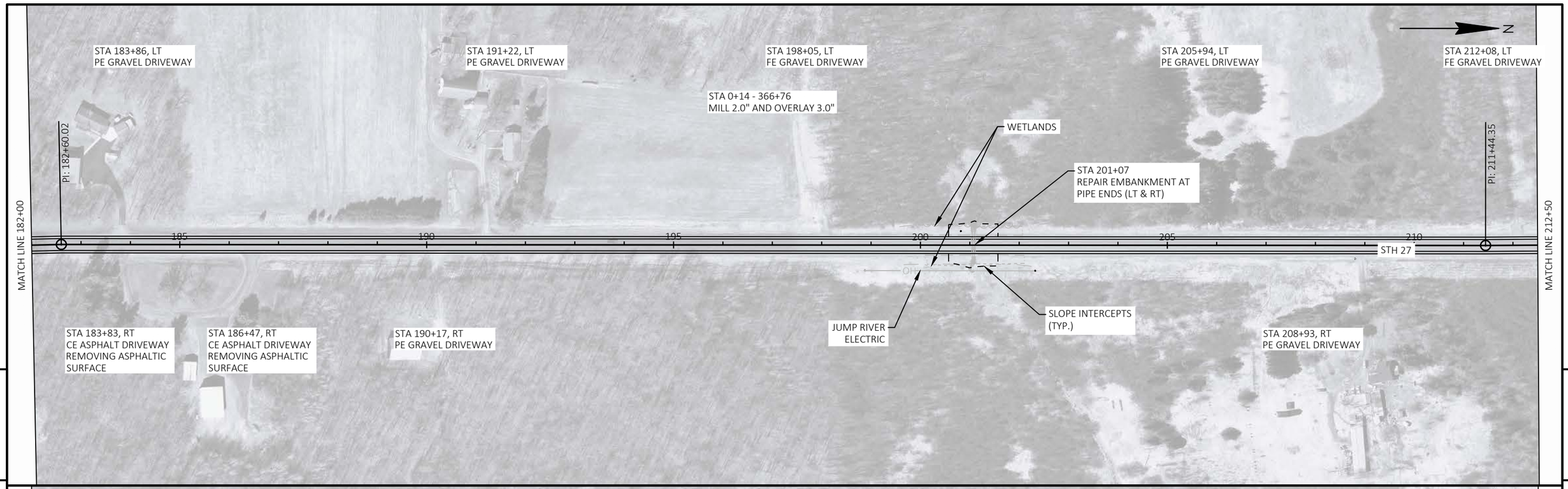
JUMP RIVER ELECTRIC

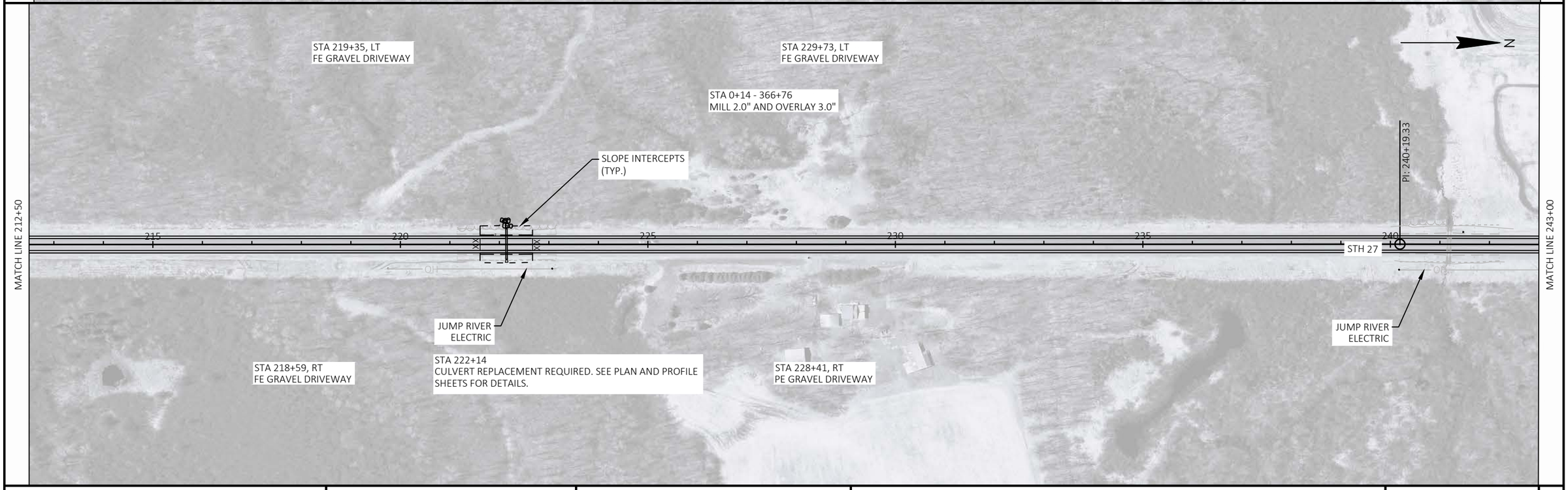
STA 180+21, RT
PE GRAVEL DRIVEWAY

MATCH LINE 182+00

5

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 145	E





PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 146	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04
PLOT DATE : 7/23/2026 12:50 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 147	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05

PLOT DATE : 7/23/2026 12:50 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 148	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 7/23/2026 12:51 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

STA 0+14 - 366+76
MILL 2.0" AND OVERLAY 3.0"

STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"

STA 365+84 - 366+67, LT
REMOVING GUARDRAIL
MGS REQUIRED

DEERTAIL RD

STA 367+49 - 368+32, LT
REMOVING GUARDRAIL
MGS REQUIRED

STA 373+67, LT
PE GRAVEL DRIVEWAY

STA 382+80, LT
FE GRAVEL DRIVEWAY

STA 367+61.99, 0.00
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

PI: 368+76.54

STA 368+76.18, 32.73 LT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

BRIGHTSPEED

XCEL ENERGY

WETLANDS

PI: 382+51.27

BRIGHTSPEED

XCEL ENERGY

STA 383+50
REPAIR EMBANKMENT AT
PIPE ENDS (LT & RT)

XCEL ENERGY

MATCH LINE 365+00

370 375 380 385 390 395

STH 27

MATCH LINE 395+50

DEER TAIL CREEK

AMBROSE RD

SLOPE INTERCEPTS
(TYP.)

WETLANDS

STA 366+68.17, 82.31 RT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

B-54-46

STA 376+04, RT
CE GRAVEL DRIVEWAY

STA 395+40, RT
FE GRAVEL DRIVEWAY

STA 366+76.19, 0.00
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

STA 367+71 - 368+55, RT
REMOVING GUARDRAIL
MGS REQUIRED

5

5

STA 400+30, LT
FE GRAVEL DRIVEWAY

STA 407+56, LT
CE GRAVEL DRIVEWAY

STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"

PI: 395+43.28

PI: 415+94.95

MATCH LINE 395+50

400 405 410 415 420 425

STH 27

MATCH LINE 426+00

STA 408+67, RT
PE GRAVEL DRIVEWAY

STA 413+88, RT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC
SURFACE

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 149	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07

PLOT DATE : 7/23/2026 12:51 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:200 FT

MATCH LINE 426+00

STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"

STA 431+65, LT
FE GRAVEL DRIVEWAY

STA 445+65, LT
PE GRAVEL DRIVEWAY

HANSEN RD

PI: 447+89.43

STA 447+87.22, 40.98 LT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

430 435 440 445 450 455

STH 27

STA 447+85.45, 35.85 RT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

SILLMAN RD

MATCH LINE 456+50

N

5

5

MATCH LINE 456+50

STA 466+97
CULVERT REPLACEMENT REQUIRED. SEE PLAN AND PROFILE
SHEETS FOR DETAILS.

STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"

CTH P

WETLANDS

BRIGHTSPEED

XCEL ENERGY

STA 474+34.38, 82.76 LT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

PI: 474+39.84

BRIGHTSPEED

XCEL ENERGY

STA 479+30, LT
FE GRAVEL DRIVEWAY

STA 483+01, LT
CE GRAVEL DRIVEWAY

460 465 470 475 480 485

STH 27

SLOPE INTERCEPTS
(TYP.)

STA 474+30.92, 83.37 RT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS

CTH P

WETLANDS

ATC TRANSMISSION
LINES

ENDBRIDGE
RECTIFIER AND
ANODE BEDS

STA 479+30, RT
FE GRAVEL DRIVEWAY

MATCH LINE 487+00

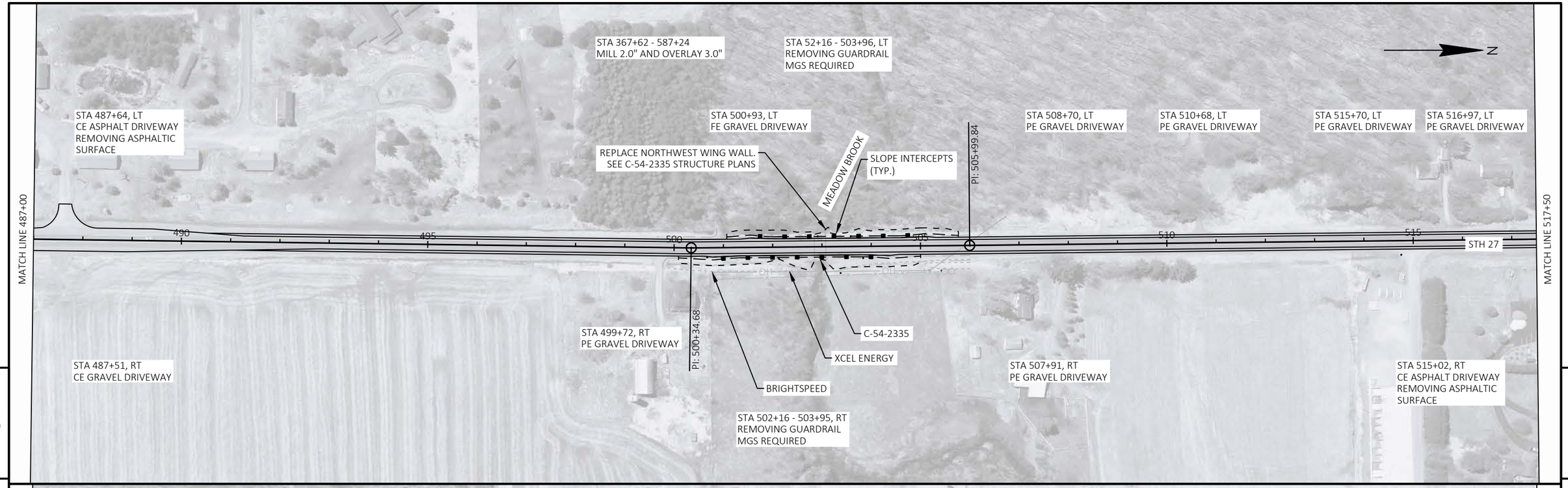
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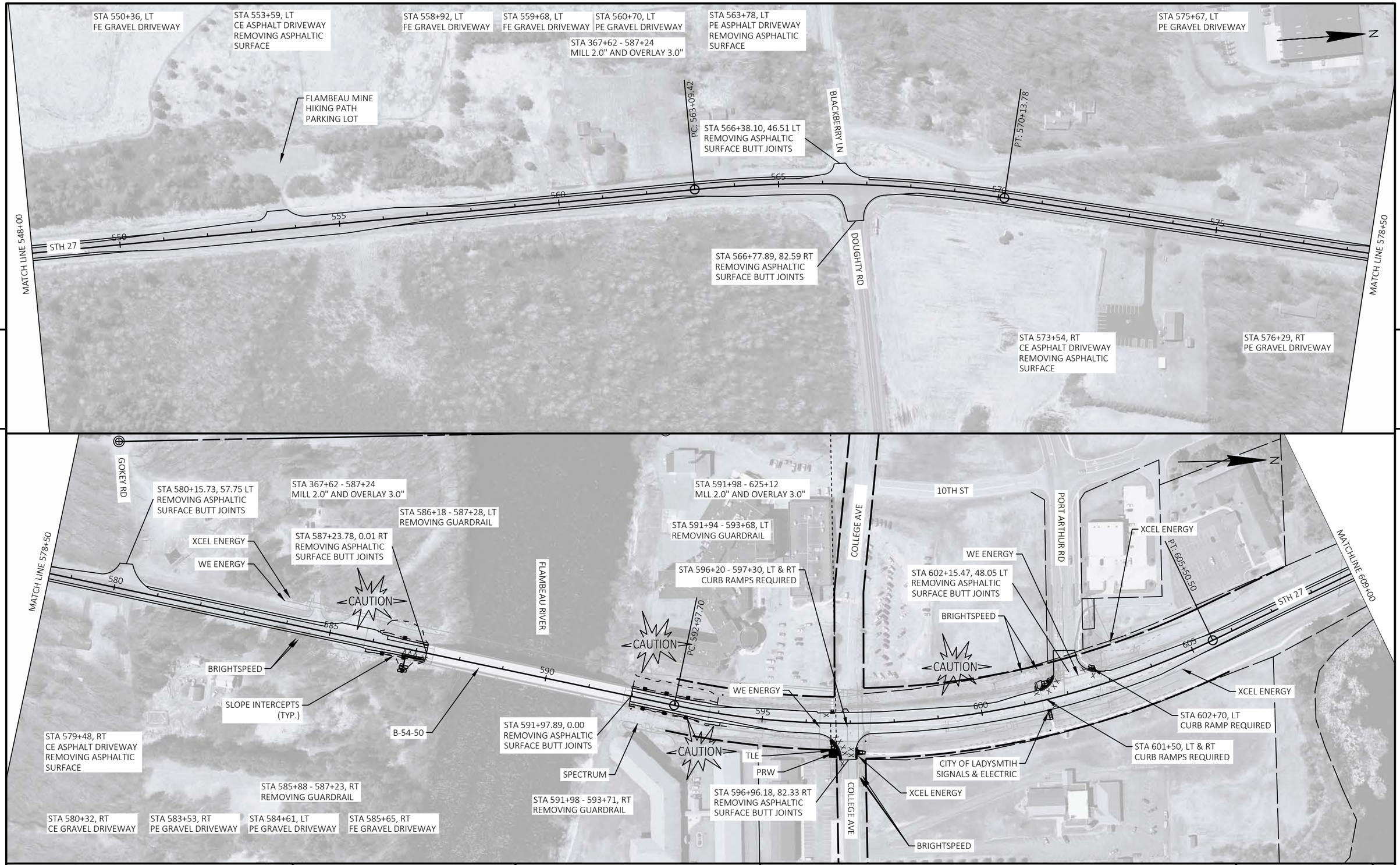
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 150	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 08

PLOT DATE : 7/23/2026 12:52 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:200 FT

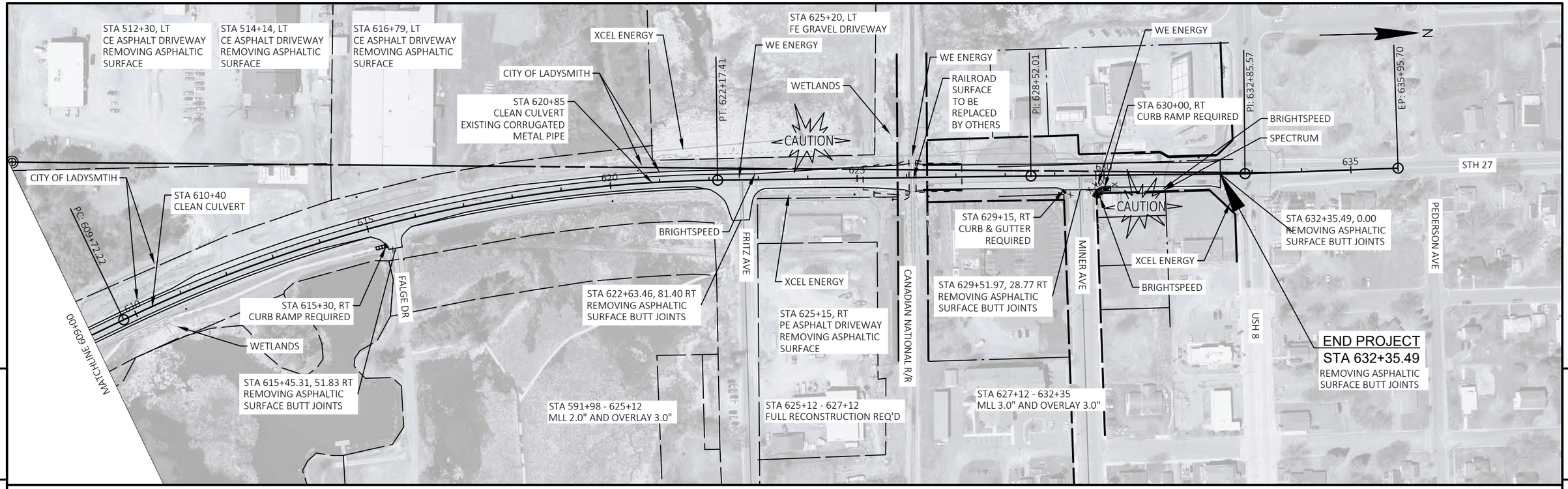
WISDOT/CADDS SHEET 44


STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"
STA 52+16 - 503+96, LT
REMOVING GUARDRAIL
MGS REQUIRED
N
STA 487+64, LT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC
SURFACE
STA 500+93, LT
FE GRAVEL DRIVEWAY
STA 508+70, LT
PE GRAVEL DRIVEWAY
STA 510+68, LT
PE GRAVEL DRIVEWAY
STA 515+70, LT
PE GRAVEL DRIVEWAY
STA 516+97, LT
PE GRAVEL DRIVEWAY
REPLACE NORTHWEST WING WALL.
SEE C-54-2335 STRUCTURE PLANS
MEADOW BROOK
SLOPE INTERCEPTS
(TYP.)
PI: 505+99.84
MATCH LINE 487+00
490
495
500
505
510
515
STH 27
MATCH LINE 517+50
PI: 500+34.68
STA 499+72, RT
PE GRAVEL DRIVEWAY
C-54-2335
XCEL ENERGY
BRIGHTSPEED
STA 487+51, RT
CE GRAVEL DRIVEWAY
STA 507+91, RT
PE GRAVEL DRIVEWAY
STA 515+02, RT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC
SURFACE
STA 502+16 - 503+95, RT
REMOVING GUARDRAIL
MGS REQUIRED
5
5
STA 367+62 - 587+24
MILL 2.0" AND OVERLAY 3.0"
N
COPPER PARK LN
STA 519+17, LT
PE GRAVEL DRIVEWAY
STA 521+88, LT
FE GRAVEL DRIVEWAY
STA 523+18, LT
PE GRAVEL DRIVEWAY
STA 524+37, LT
FE GRAVEL DRIVEWAY
STA 530+90, LT
FE GRAVEL DRIVEWAY
STA 531+20, LT
FE GRAVEL DRIVEWAY
STA 545+76, LT
CE GRAVEL DRIVEWAY
WETLANDS
XCEL ENERGY
BRIGHTSPEED
STA 527+04.76, 65.23 LT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS
PI: 527+13.94
BRIGHTSPEED
XCEL ENERGY
STA 531+57
CLEAN CULVERT
MATCH LINE 517+50
520
525
530
535
540
545
STH 27
MATCH LINE 548+00
WE ENERGIES
SLOPE INTERCEPTS
(TYP.)
STA 527+03.75, 71.82 RT
REMOVING ASPHALTIC
SURFACE BUTT JOINTS
WE ENERGIES
WETLANDS
JANSEN RD
STA 519+00, RT
CE ASPHALT DRIVEWAY
REMOVING ASPHALTIC
SURFACE
STA 521+27
CULVERT REPLACEMENT REQUIRED. SEE PLAN AND PROFILE SHEETS
FOR DETAILS.
STA 524+13, RT
CE GRAVEL DRIVEWAY
STA 531+17, RT
FE GRAVEL DRIVEWAY
STA 534+19, RT
FE GRAVEL DRIVEWAY
STA 544+28, RT
PE GRAVEL DRIVEWAY



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	PLAN SHEETS	SHEET 152	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 10
PLOT DATE : 7/23/2026 12:53 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



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Standard Detail Drawing ListStandard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S AND Z
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D03-09A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-09B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE
09A15-01	DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C11-11	CONCRETE BASE TYPE 10
09E01-17B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
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
09E12-03E	OVER HEIGHT TYPE 10 POLE 15'-30' MONOTUBE ARM
09E12-03K	GENERAL NOTES AND HARDWARE FOR OVER HEIGHT TYPE 9, 10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS
09F15-05A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-05B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09F15-05C	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 3)
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A10-03A	SHOULDER RUMBLE STRIPS ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13B01-11A	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B01-11B	TYPICAL SECTIONS FOR RAILWAY APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

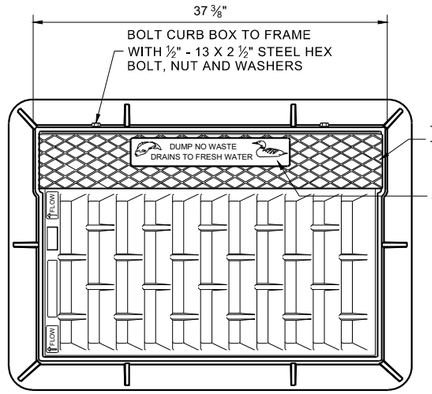
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14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-03A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14D01-01	TURTLE EXCLUSION FENCE CLIMBING TURTLE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-12	SIGNING AND MARKING FOR TWO LANE BRIDGES
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C09-14A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C09-14B	TRUCK STOPPING LANE PAVEMENT MARKINGS
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-06	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

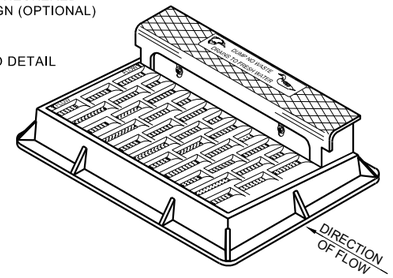
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15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-10A	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D33-10B	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMP. SIGNALS AND RDTS DEVICE
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

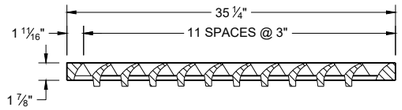
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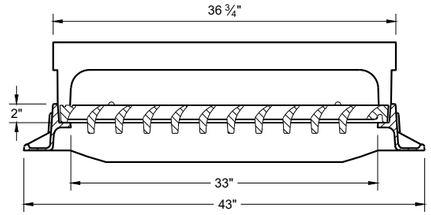


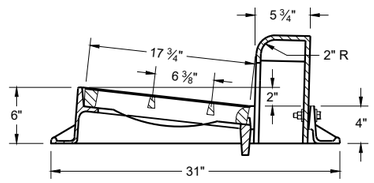
NOTE: EITHER CASTING IS ACCEPTABLE

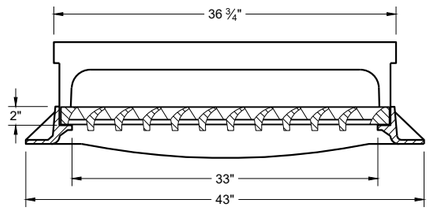


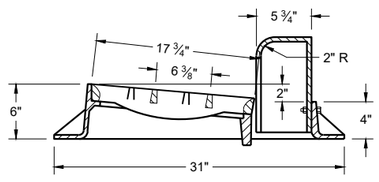
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







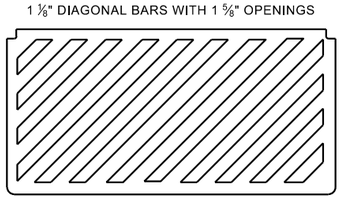




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

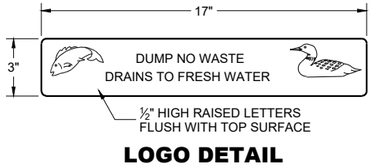
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



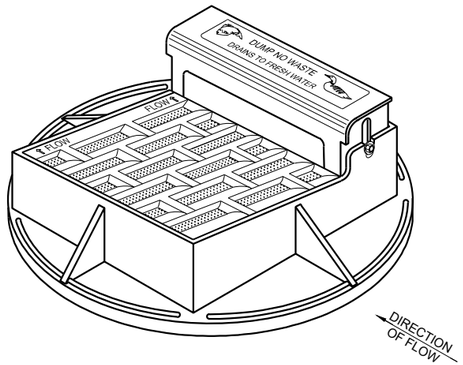
LOGO DETAIL

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.

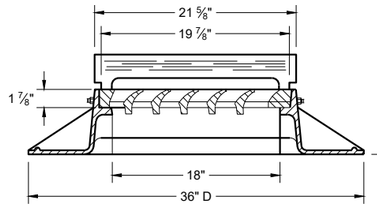
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

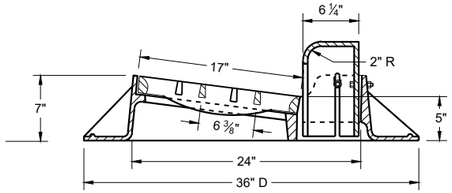
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

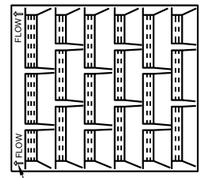


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

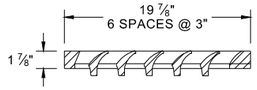
NOTE: EITHER CASTING IS ACCEPTABLE



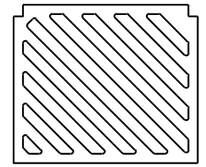




DIRECTION OF FLOW ARROWS



1" DIAGONAL BARS
WITH 1 ½" OPENINGS

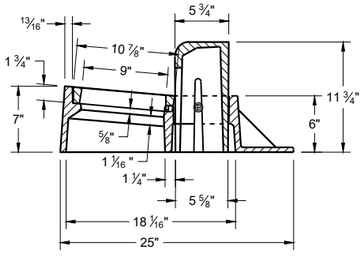


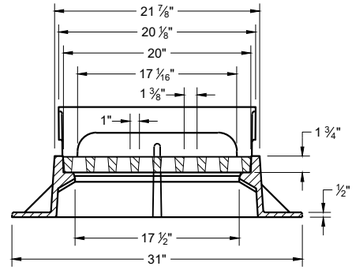
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

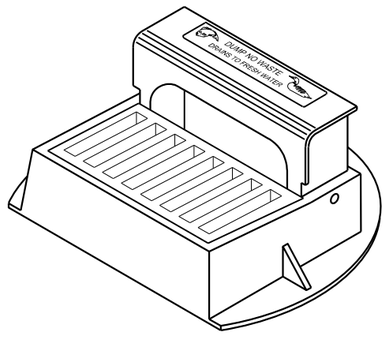
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

TYPE "A"





TYPE "Z"



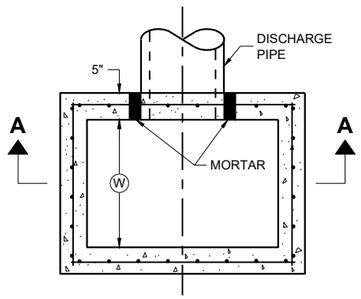
INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

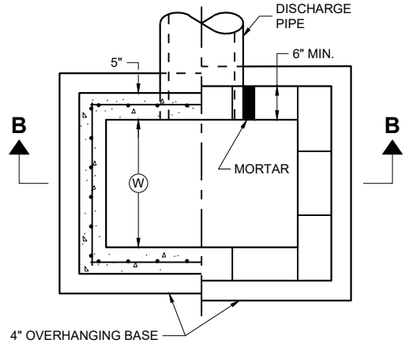
APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

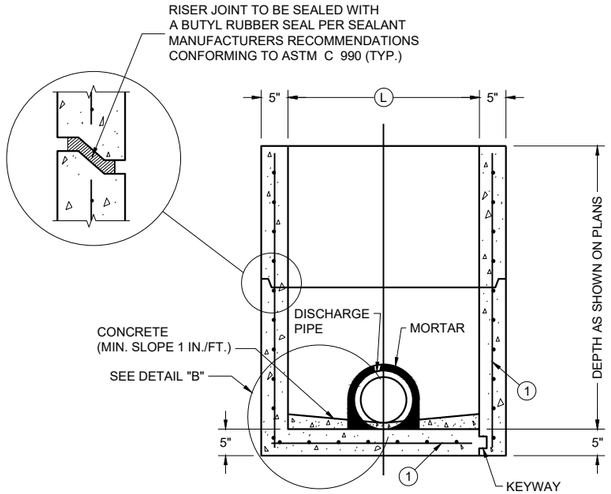
FHWA



PLAN VIEW



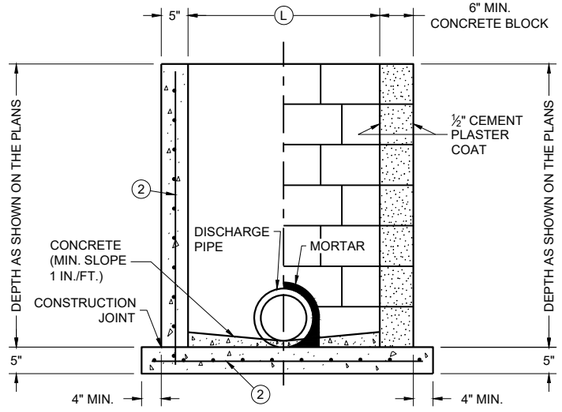
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

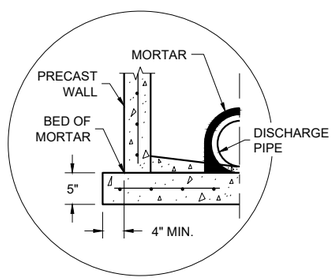
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

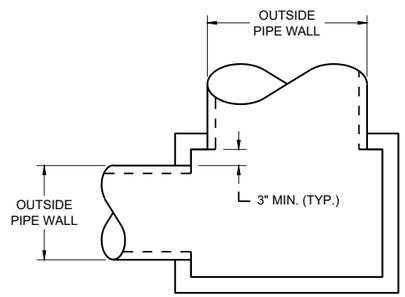
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

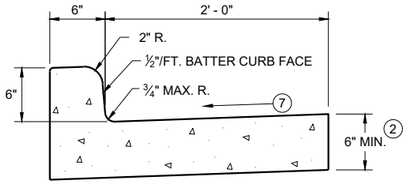
FHWA

6

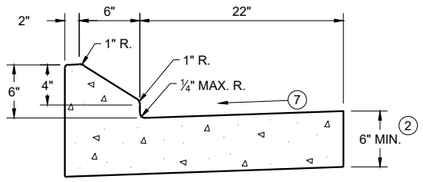
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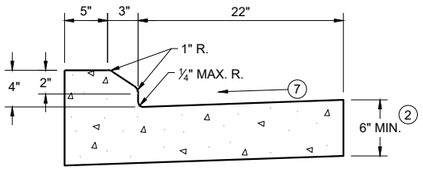
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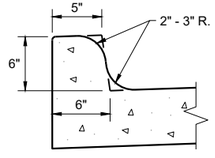
TYPES A (1) & D



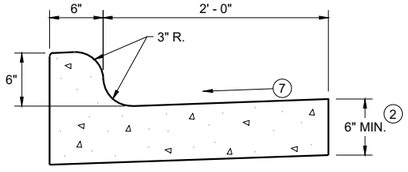
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

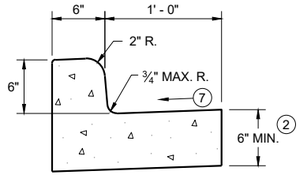


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



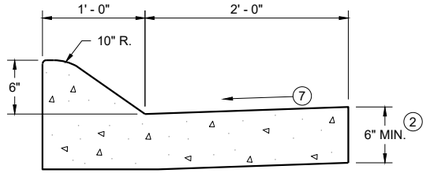
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

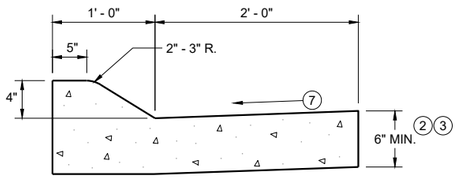


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

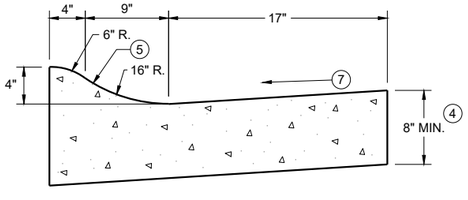


6" SLOPED CURB TYPES A (1) & D



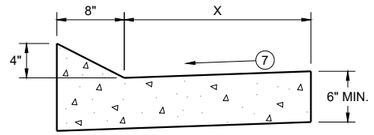
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

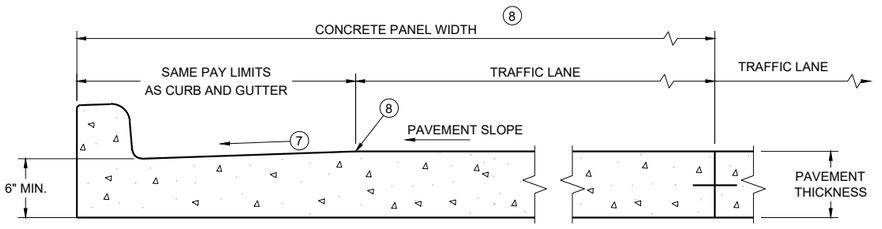


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

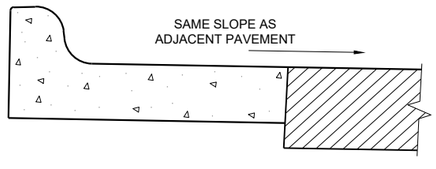
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

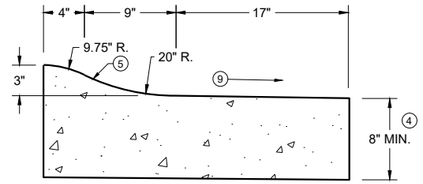
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

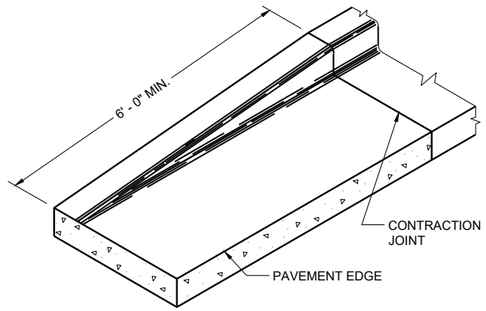
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



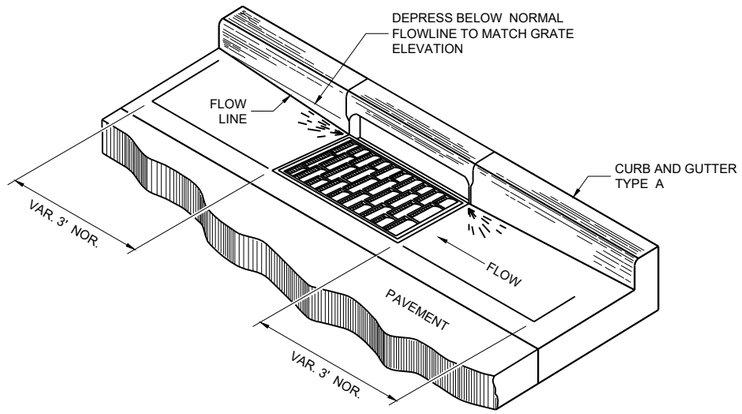
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

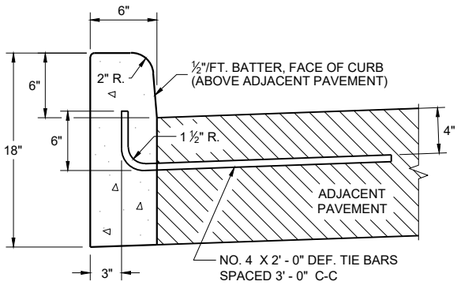
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

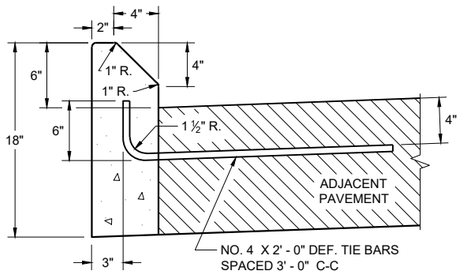
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

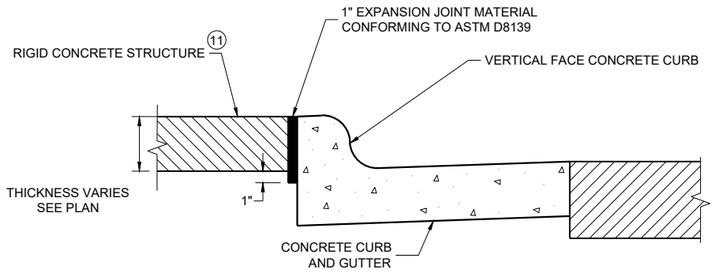


TYPES A (1) & D

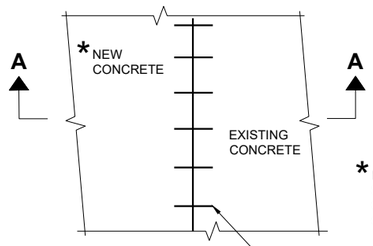


TYPES G (1) & J

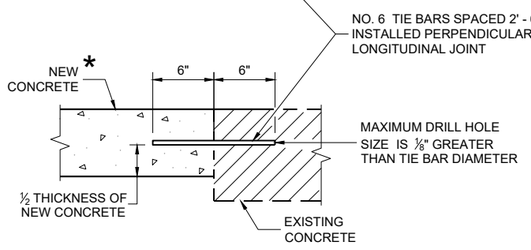
CONCRETE CURB



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

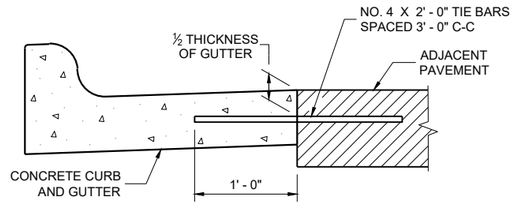


PLAN VIEW

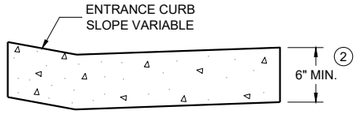


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

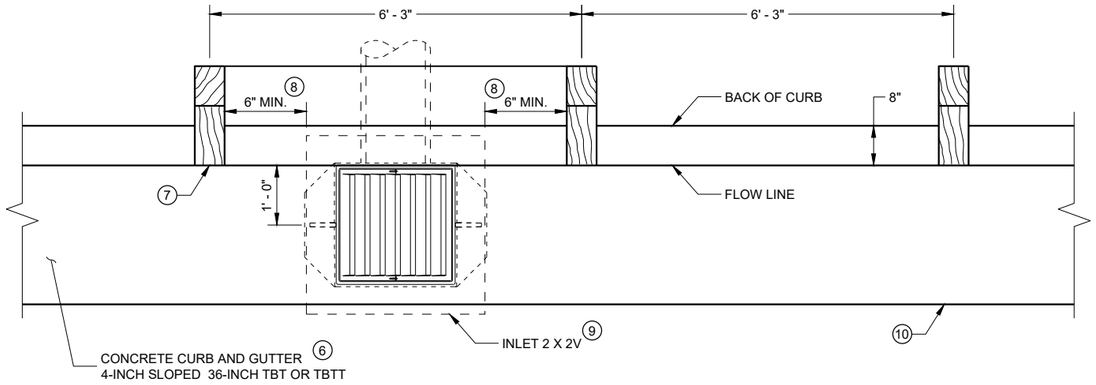
FHWA

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SDD 08D01-24b

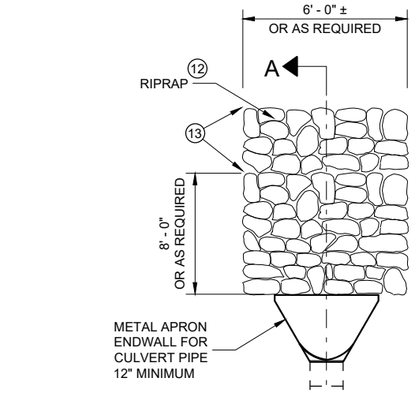
6

SDD 08D01-24b



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)



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.

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

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

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

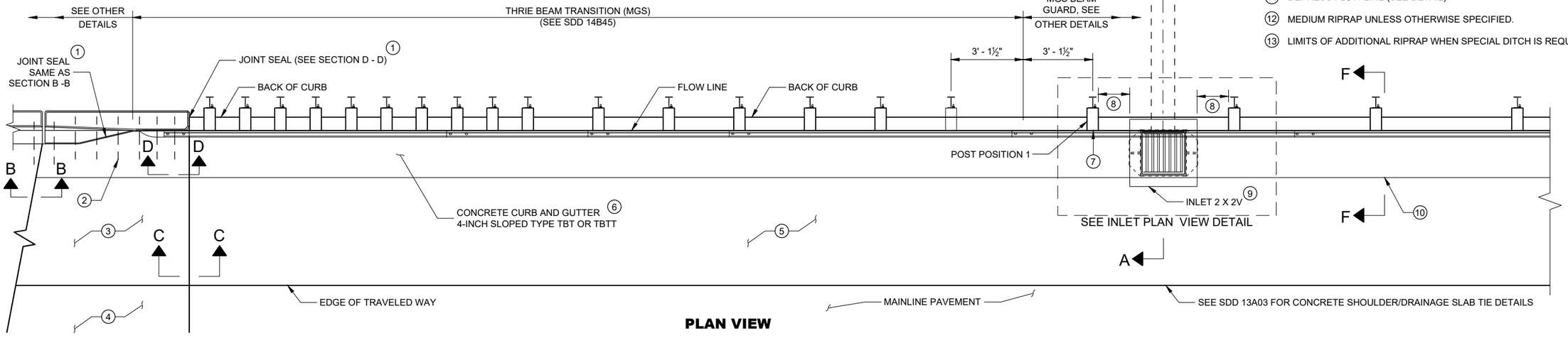
(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

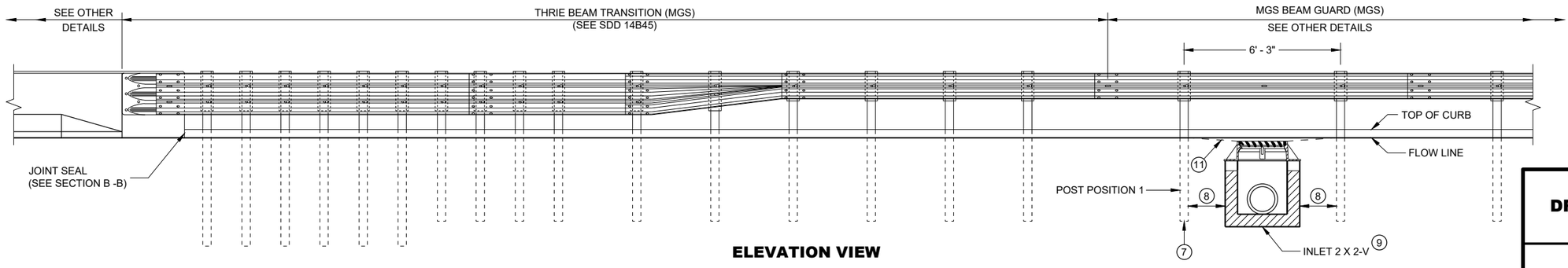
(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



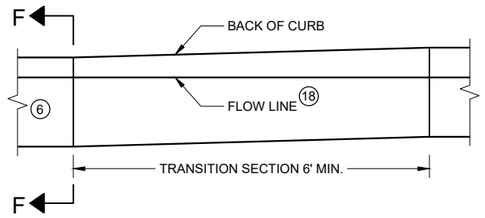
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

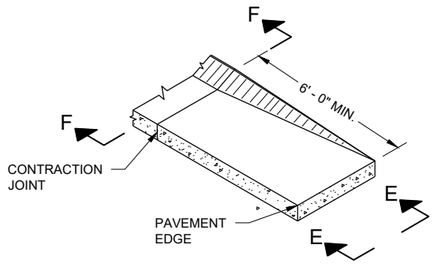
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

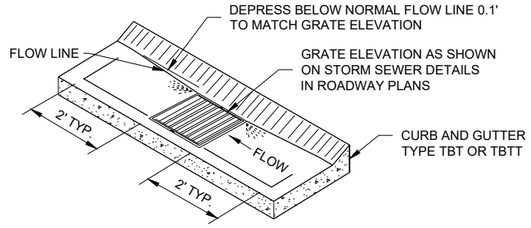
SDD 08D03 - 09a



CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

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.

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

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

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

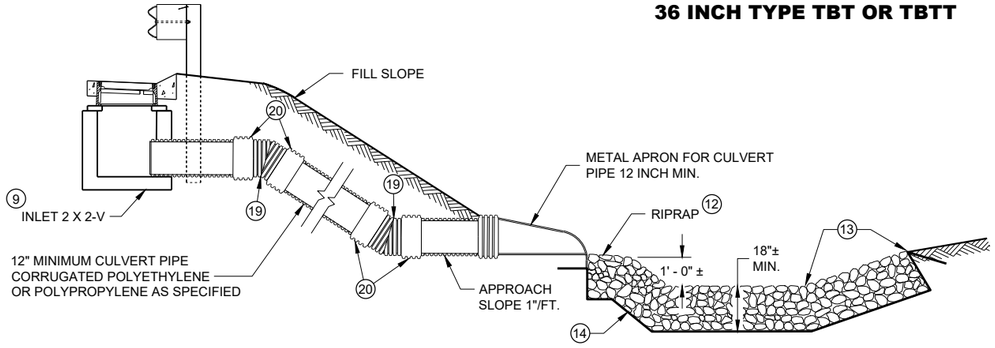
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

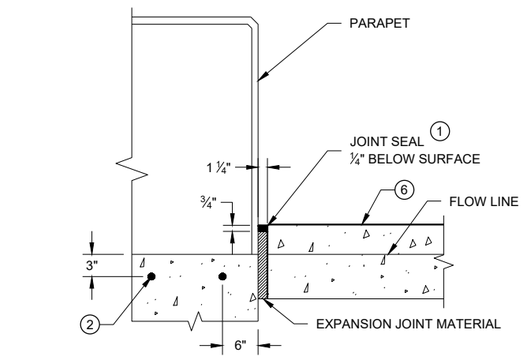
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

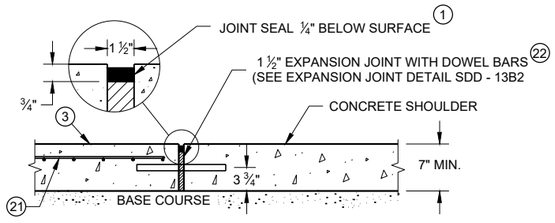
(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



SECTION A - A

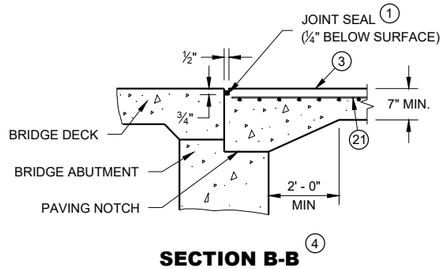


SECTION D - D

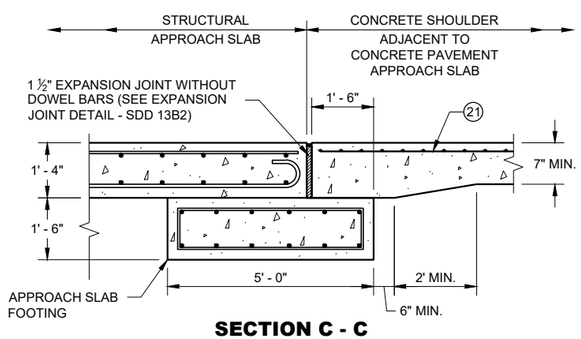


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

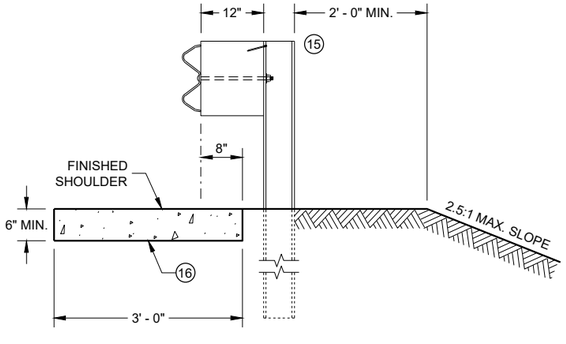


SECTION B-B (4)

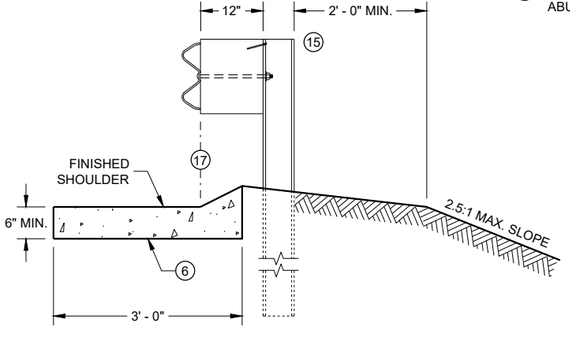


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

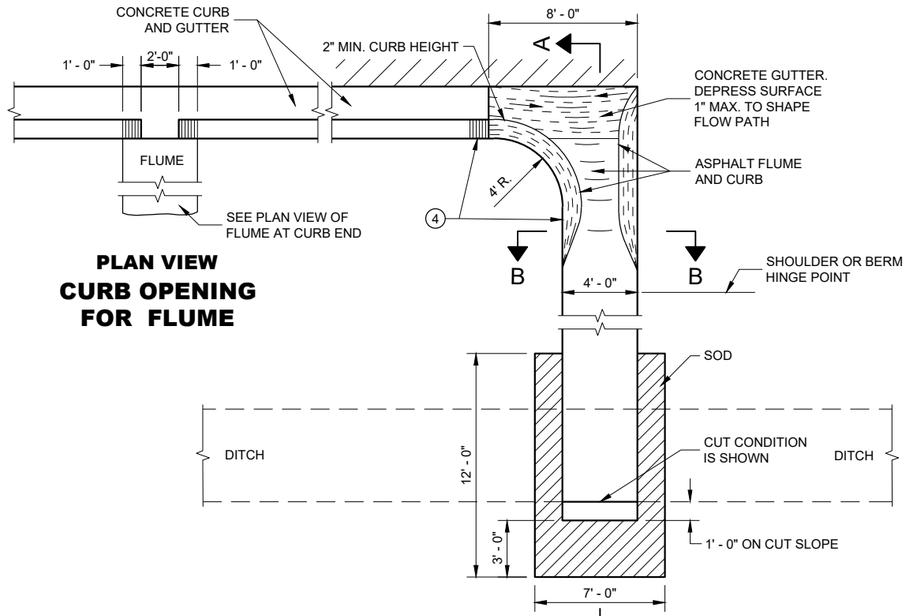
FHWA

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SDD 08D03 - 09b

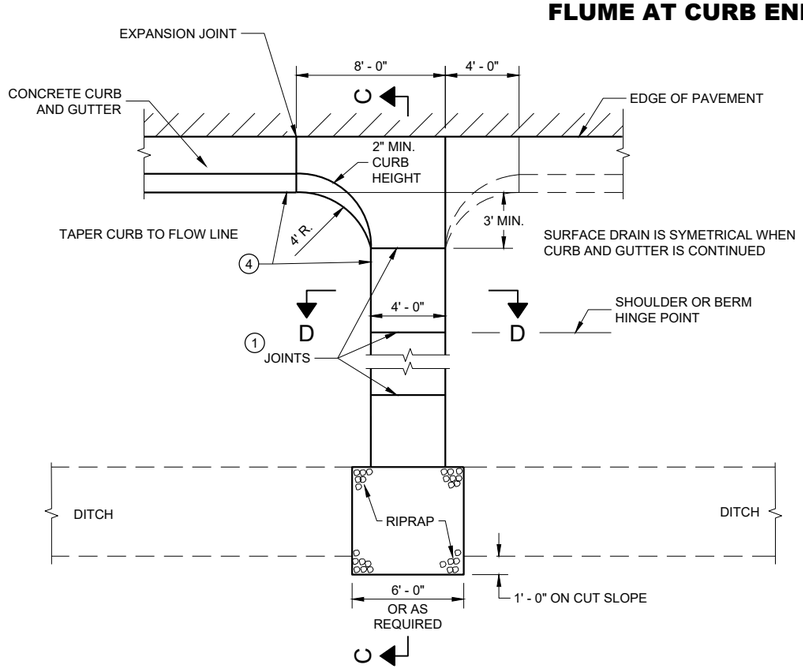
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



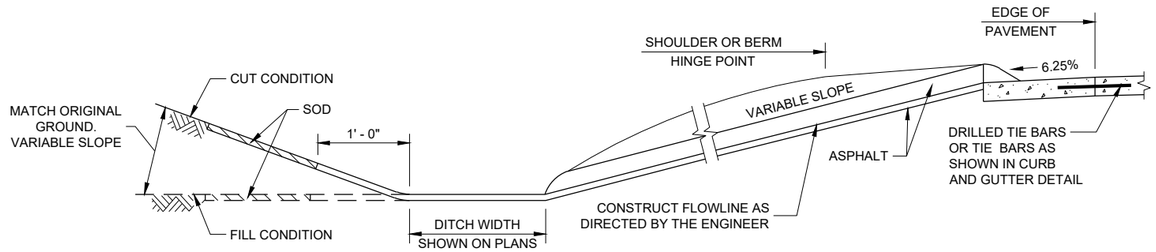
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

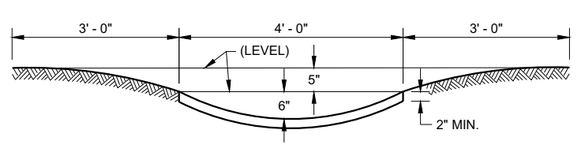
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

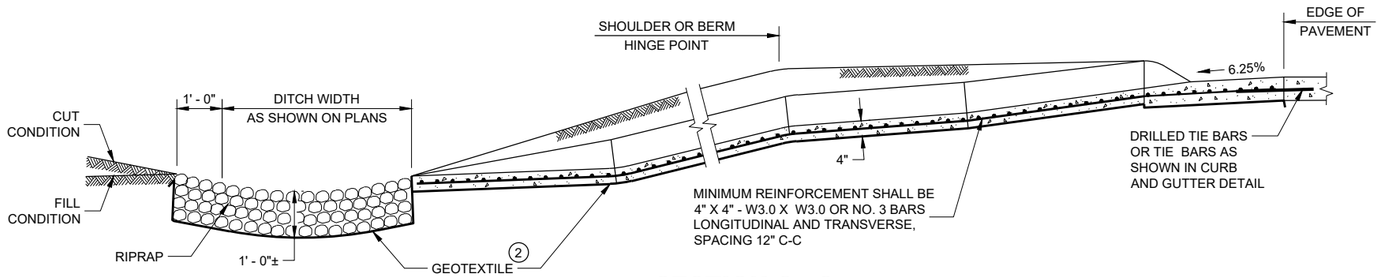
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



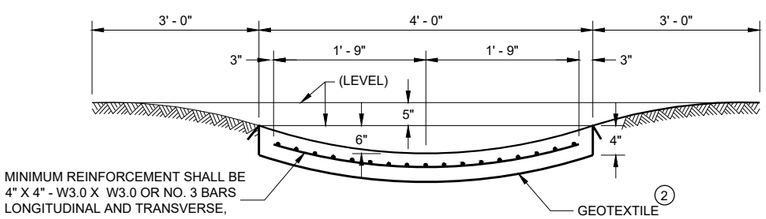
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

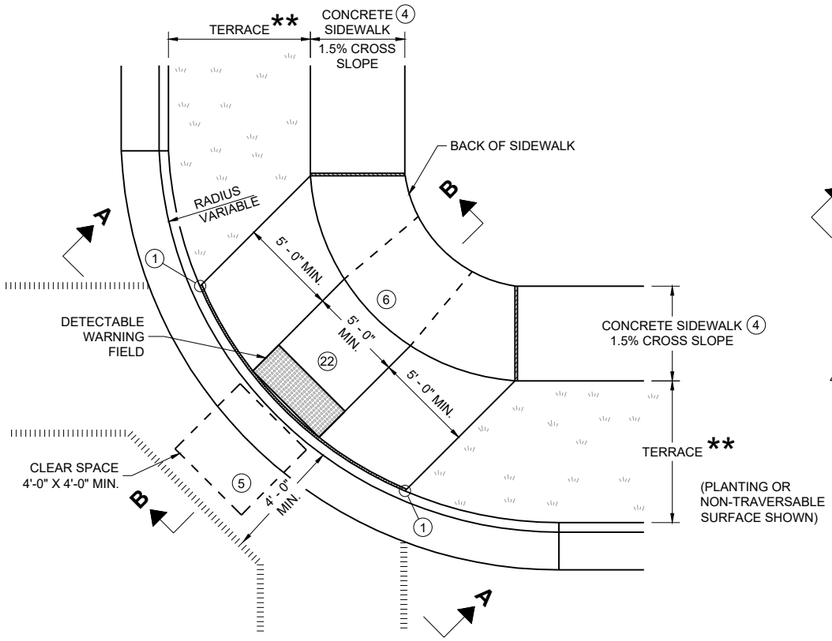
FHWA

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SDD 08D04 - 07

6

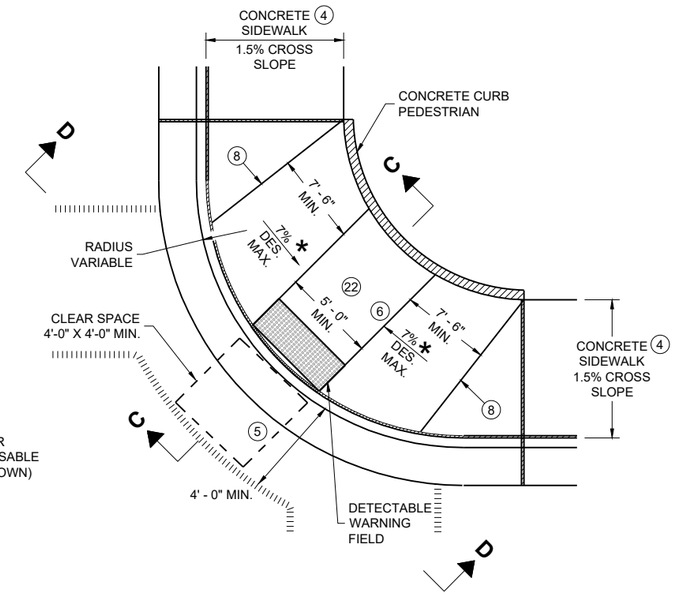
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

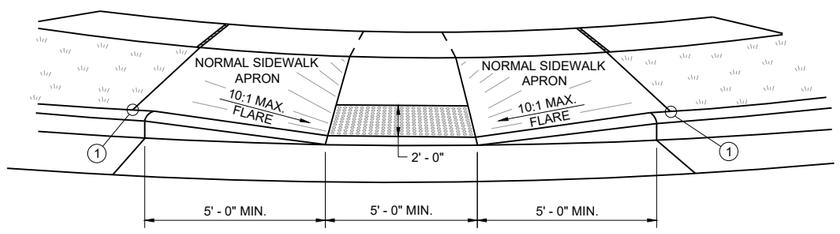
(CENTER OF CORNER RADIUS)



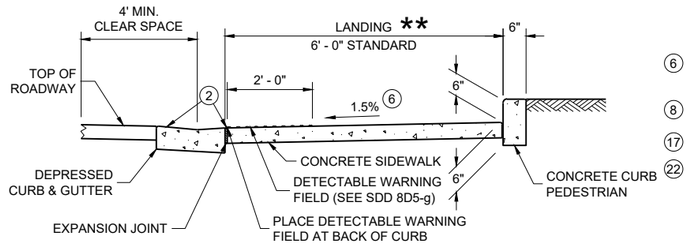
PLAN VIEW

CURB RAMP TYPE 1 - A

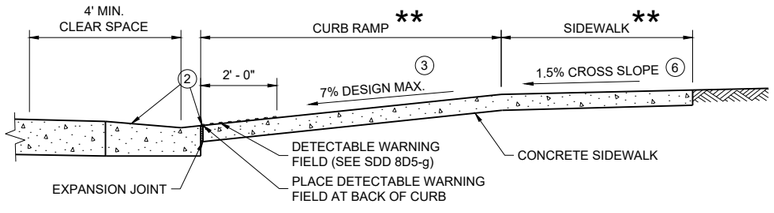
(NO TERRACE)



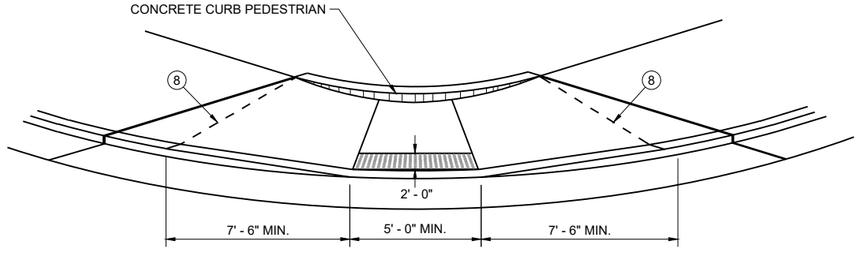
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

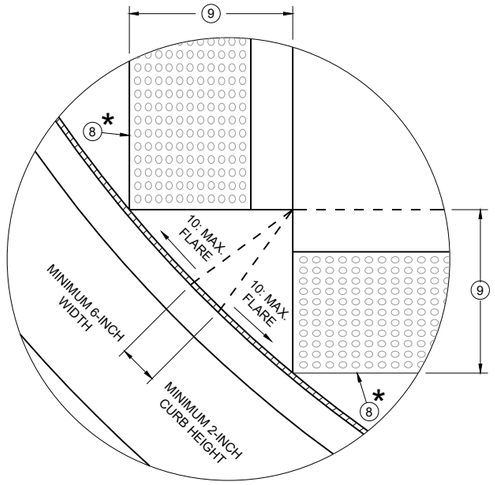
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

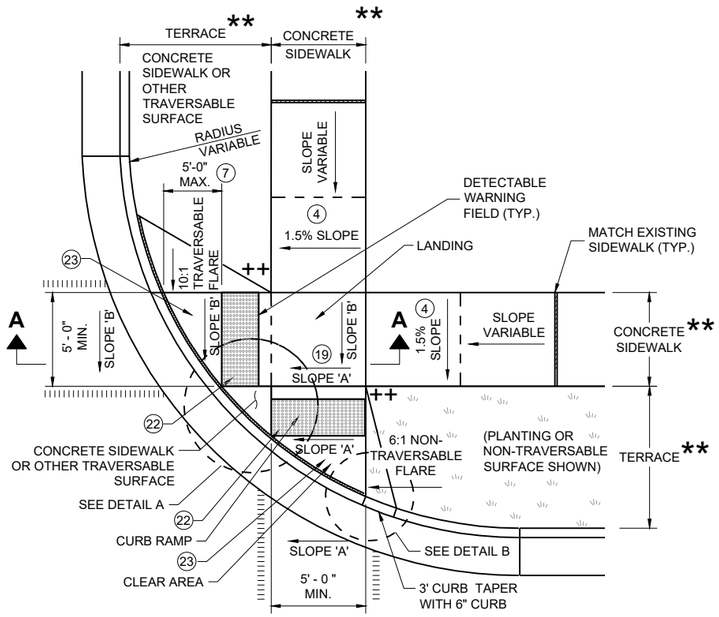
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



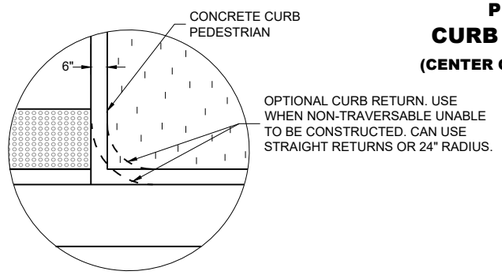
DETAIL A



PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)

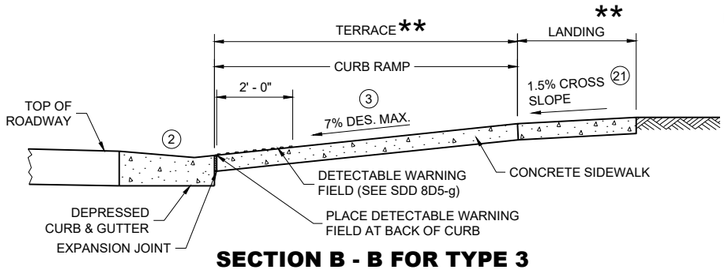


DETAIL B

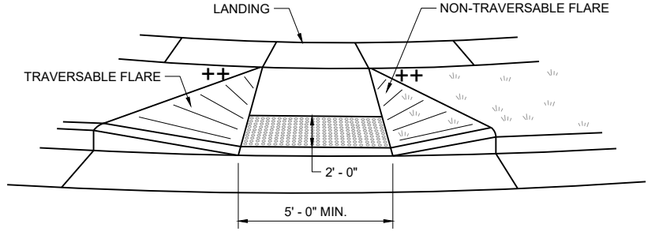
PLAN VIEW

CURB RAMP TYPE 3

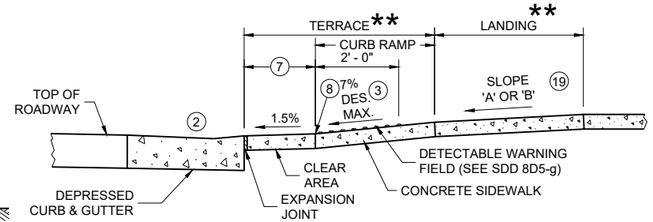
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

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.

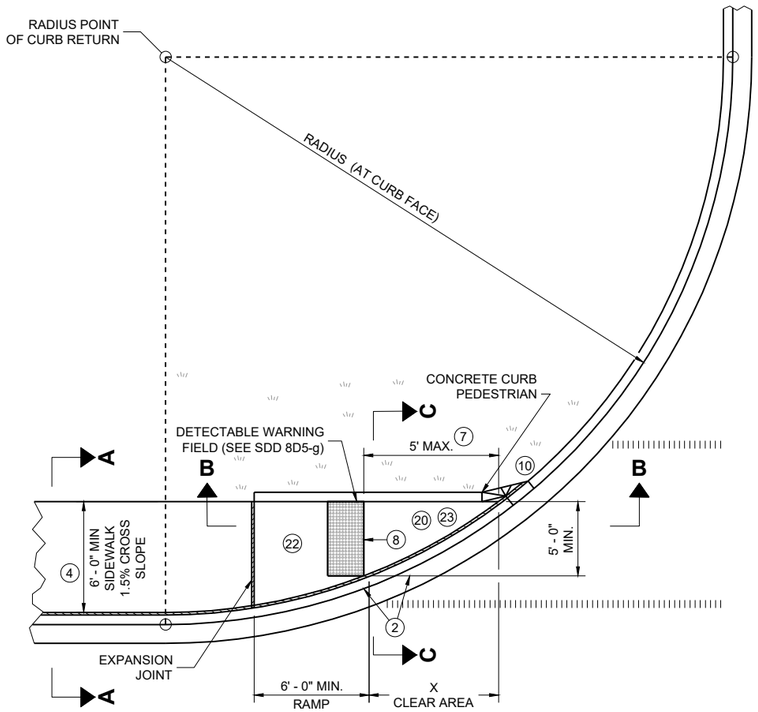
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

LEGEND

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

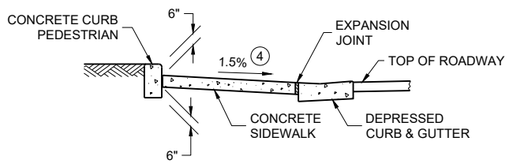
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

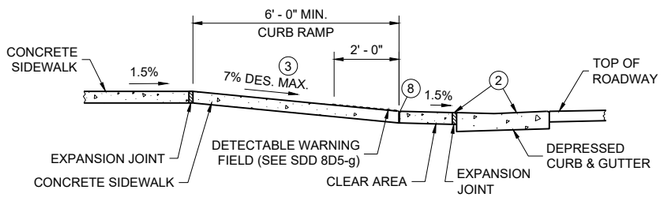


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



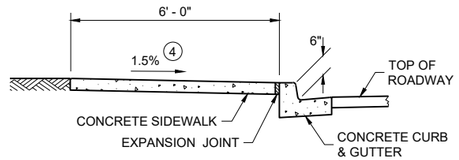
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

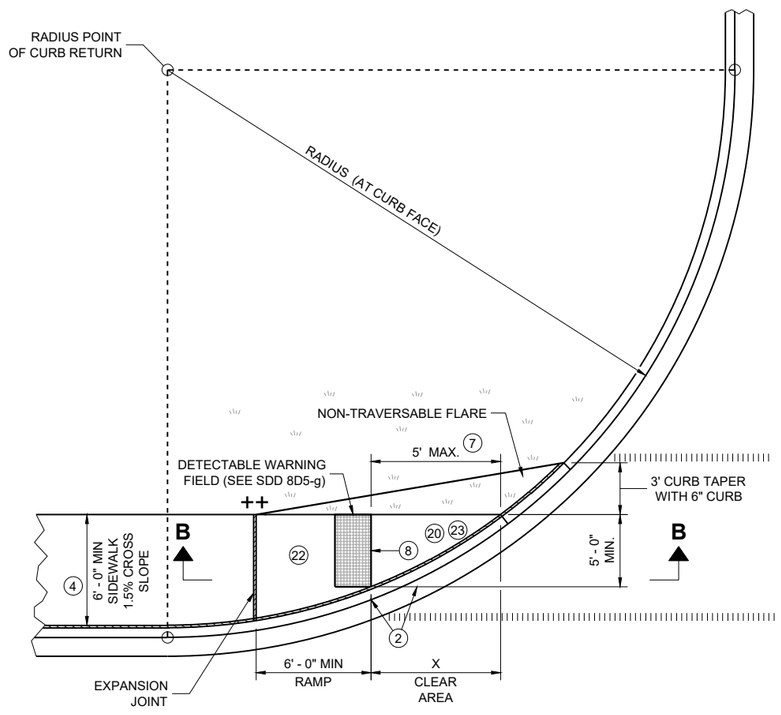
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

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

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

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

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

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

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

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

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

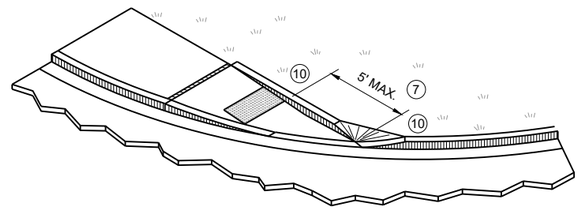
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

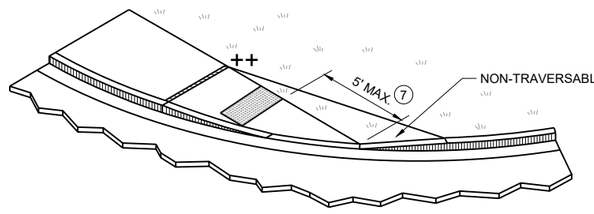
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

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



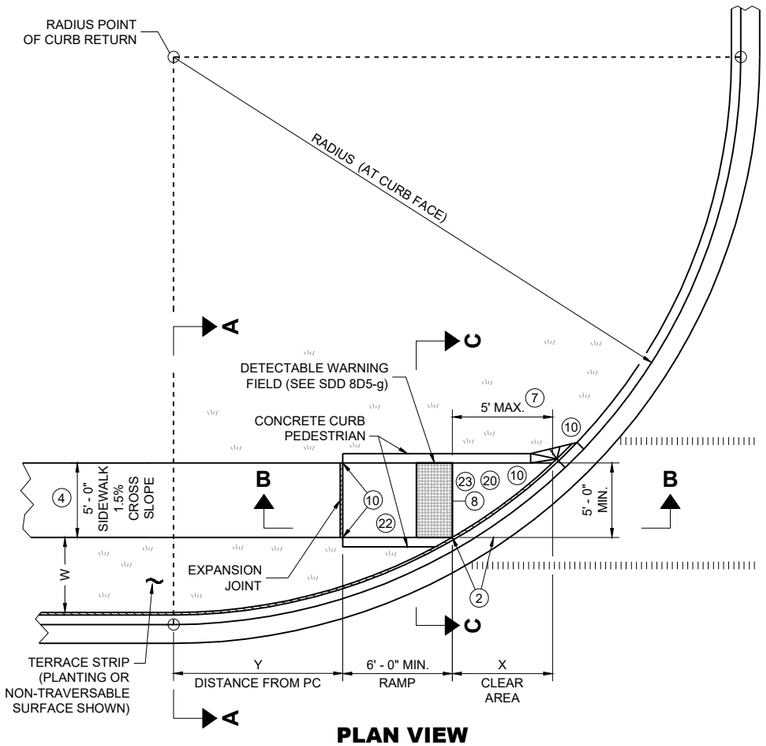
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

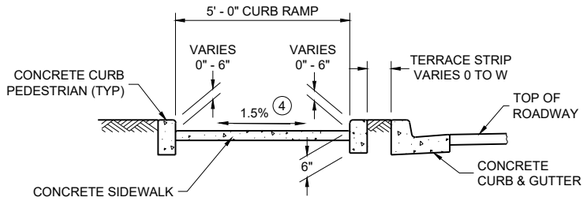
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

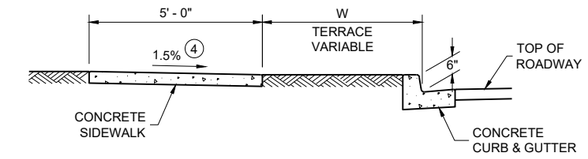
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

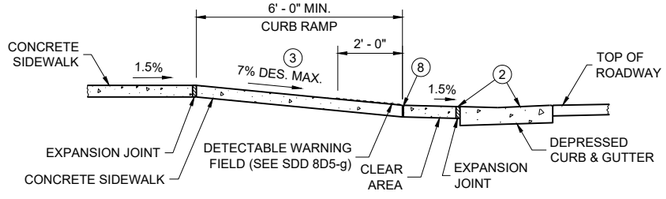
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

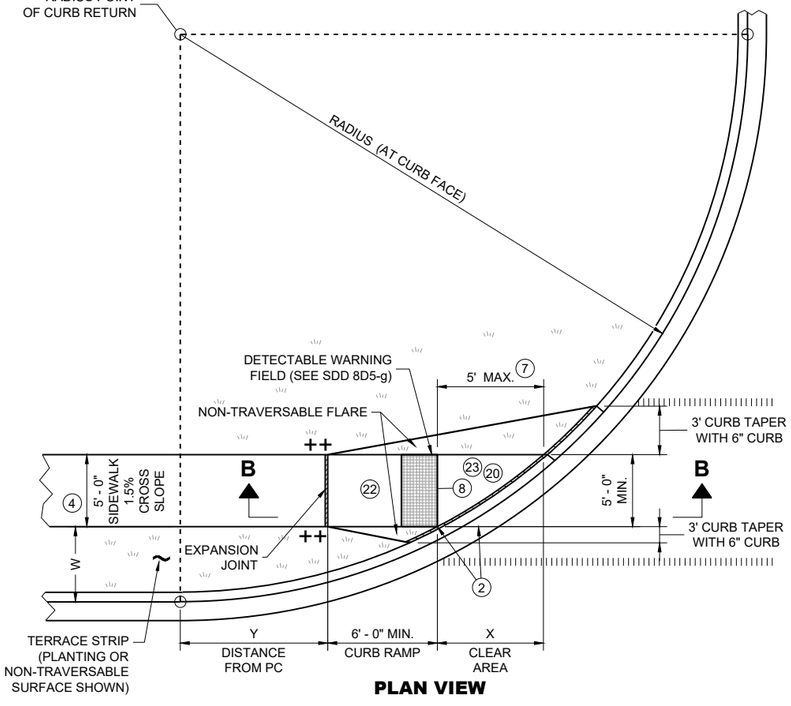
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



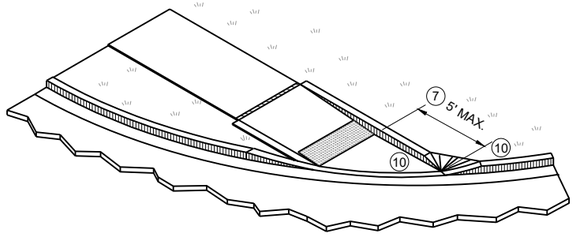
SECTION A - A FOR TYPE 4B



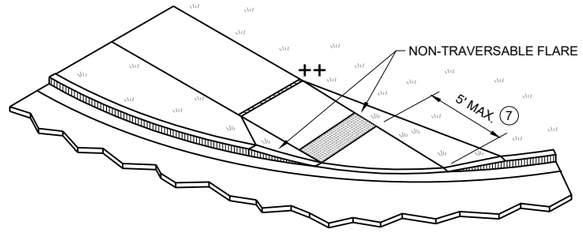
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



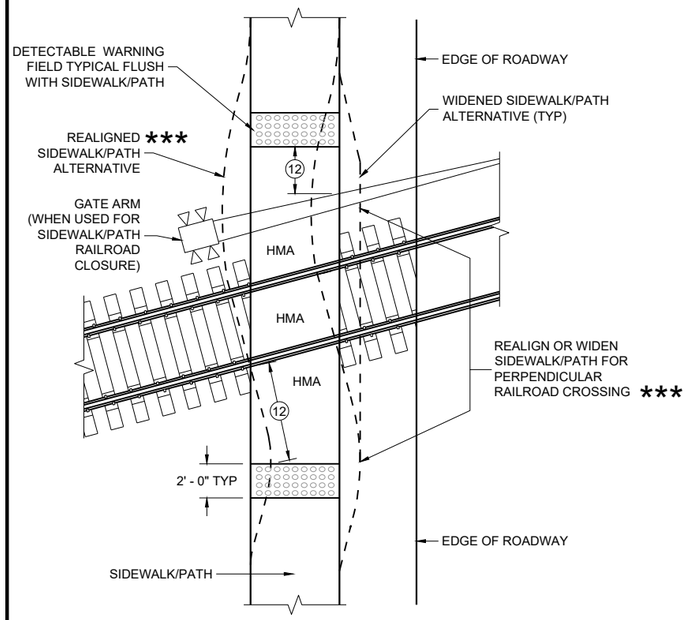
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

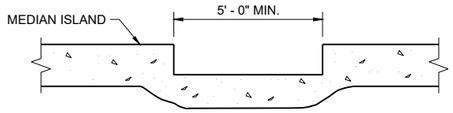
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

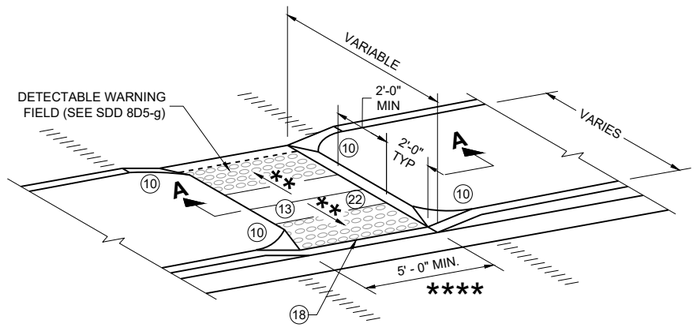


CURB RAMP TYPE 8

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.

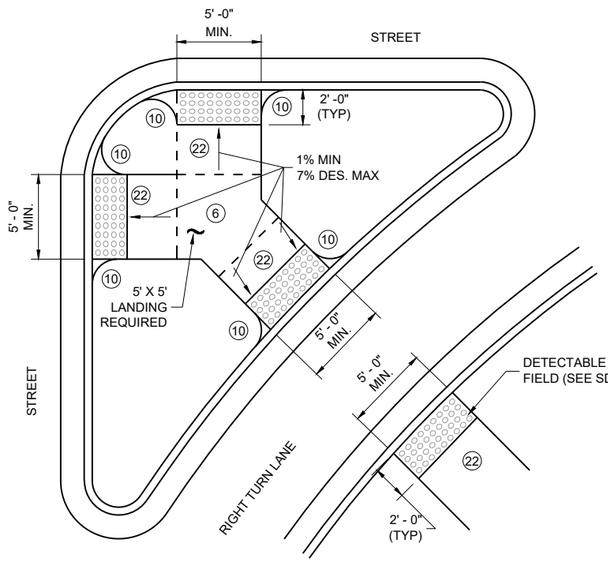
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

(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.

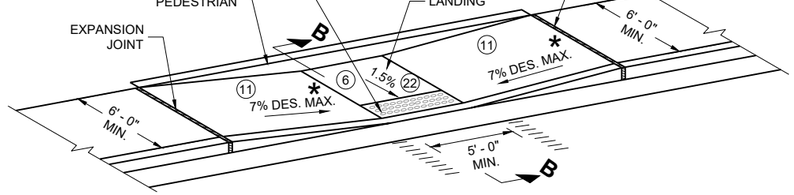
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

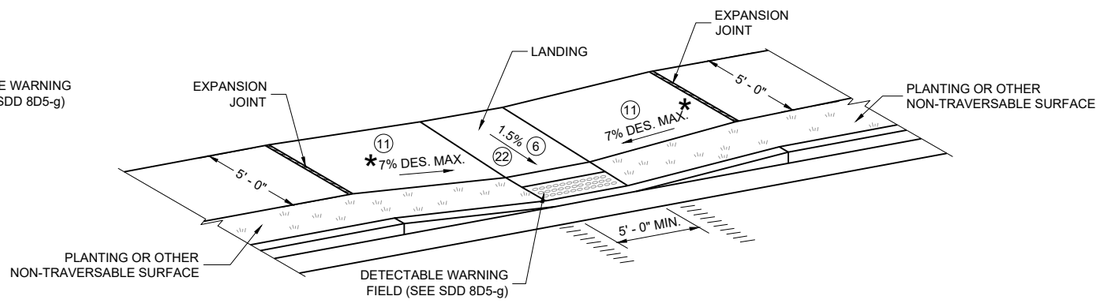
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

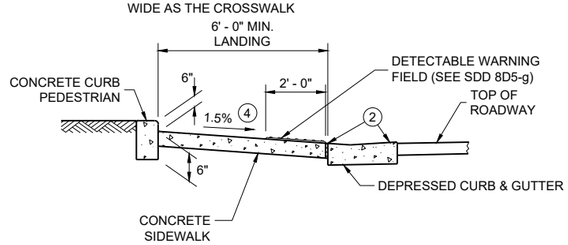


CURB RAMP TYPE 7B

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

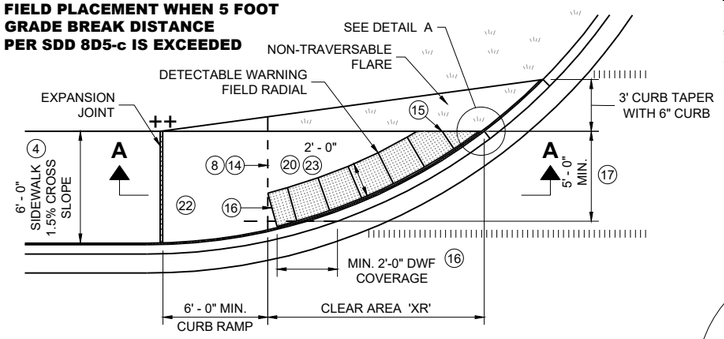


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

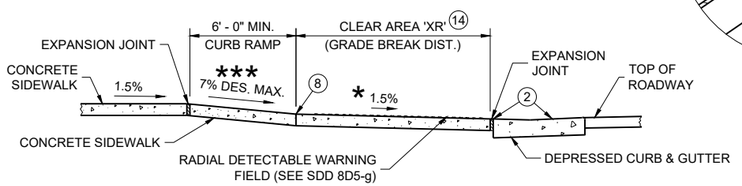
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

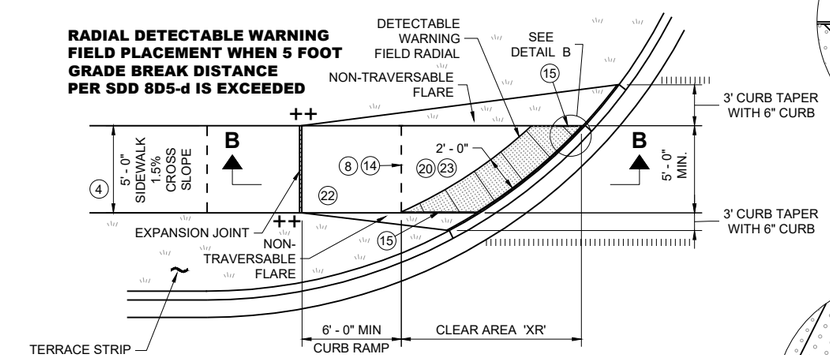
CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

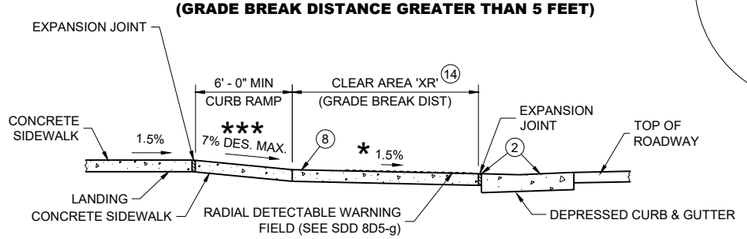
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4B1

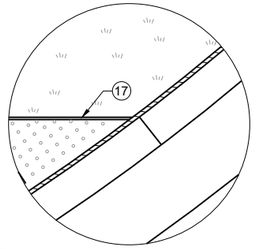
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



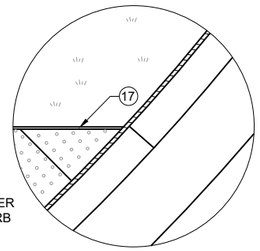
SECTION B - B FOR TYPE 4B1

LEGEND

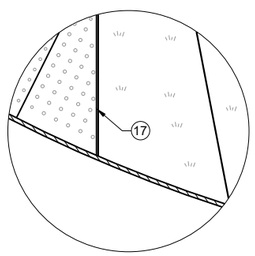
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

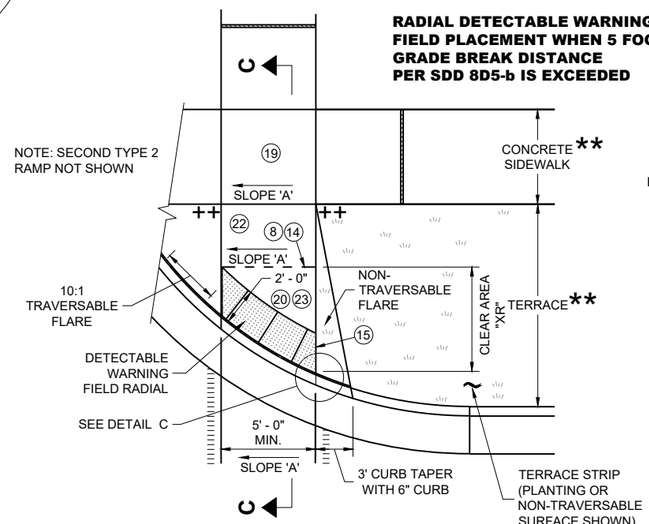
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

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

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

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

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

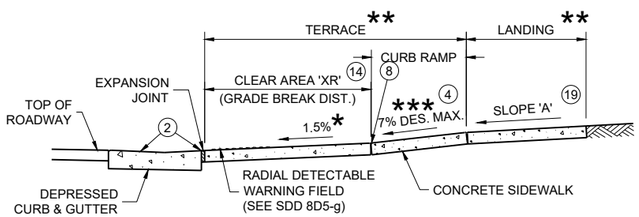


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



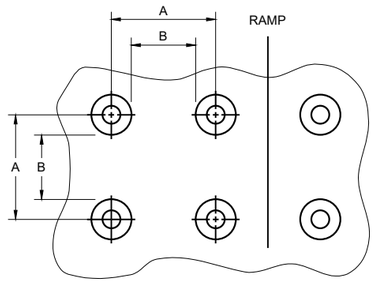
SECTION C - C FOR TYPE 2

CURB RAMPS RADIAL DETECTABLE WARNING

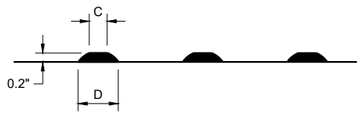
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

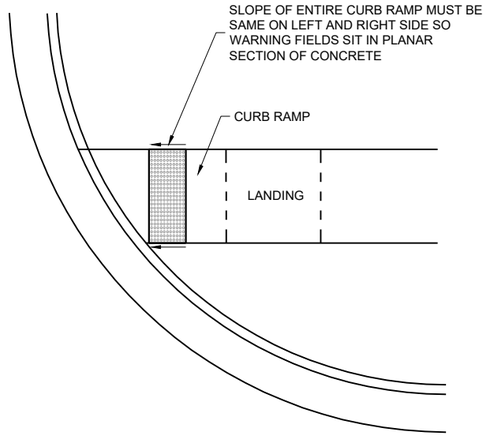
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

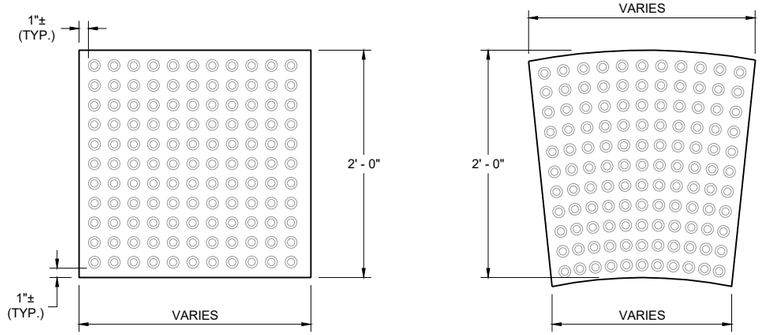
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

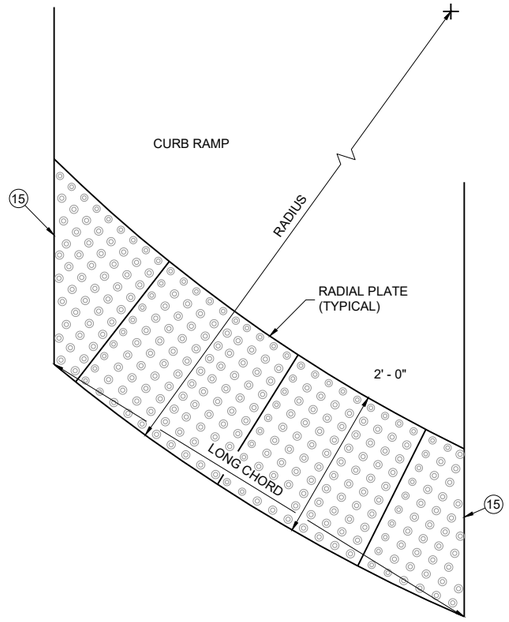
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



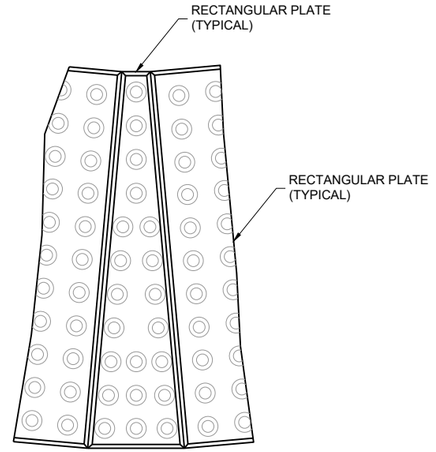
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

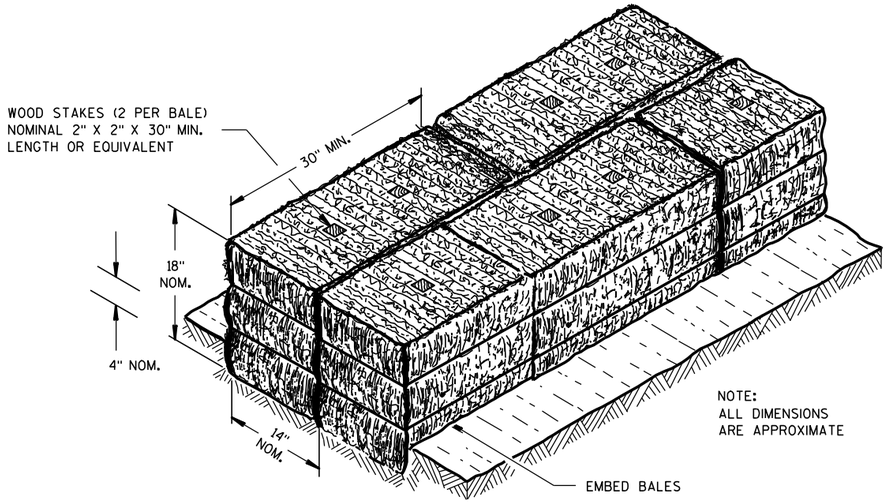
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

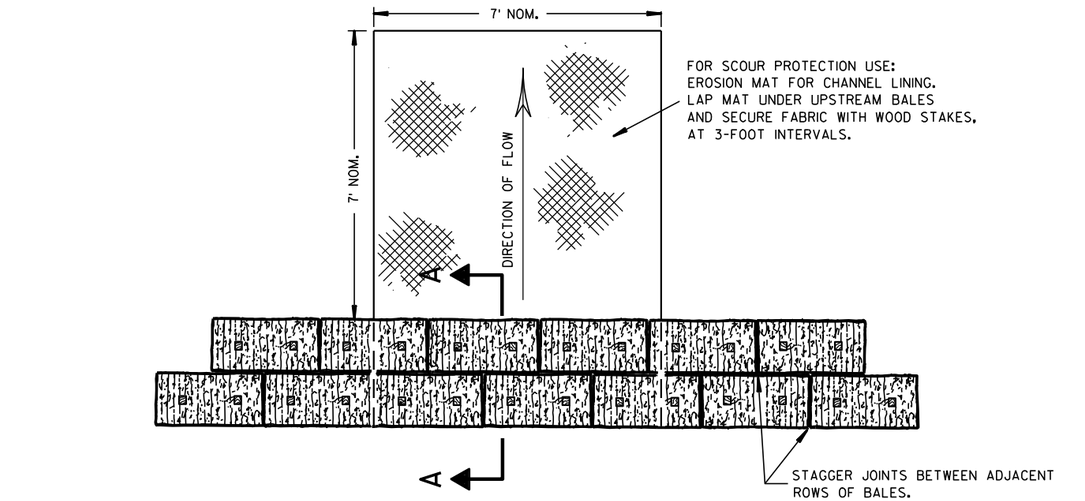
APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

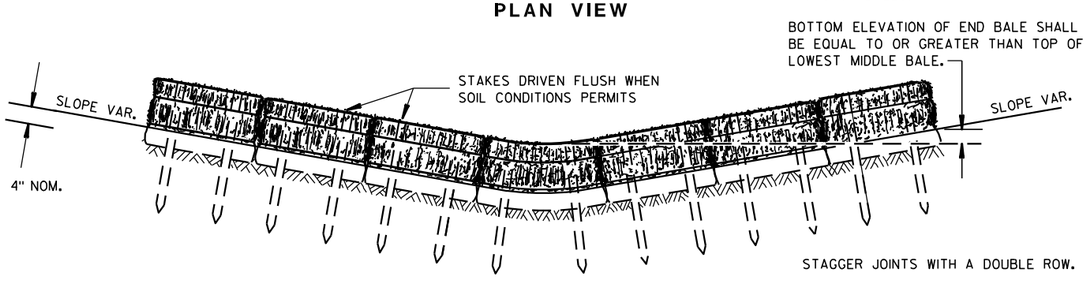
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SDD 08D05-23g



SECTION A-A



PLAN VIEW



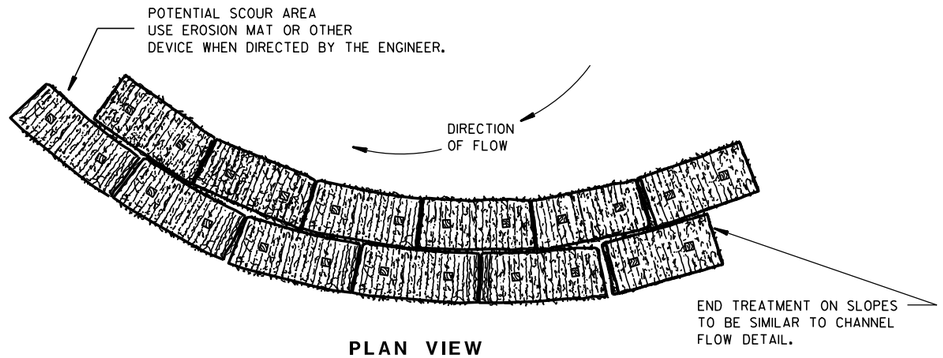
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

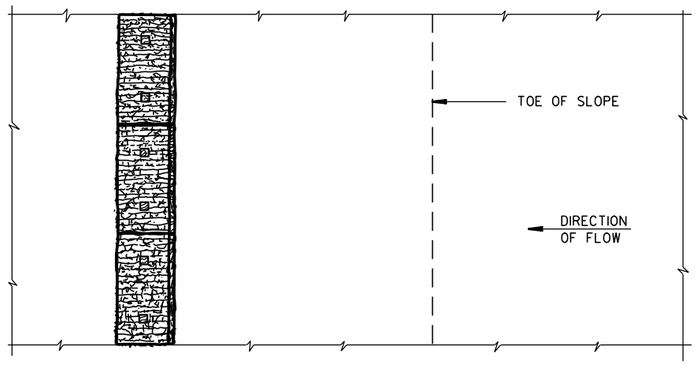
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

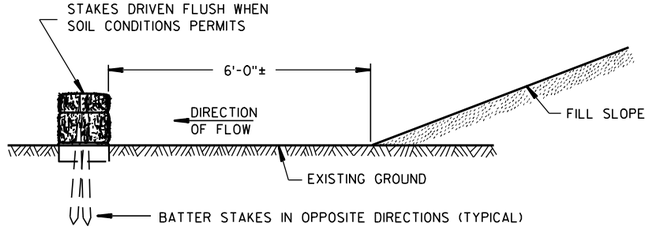


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

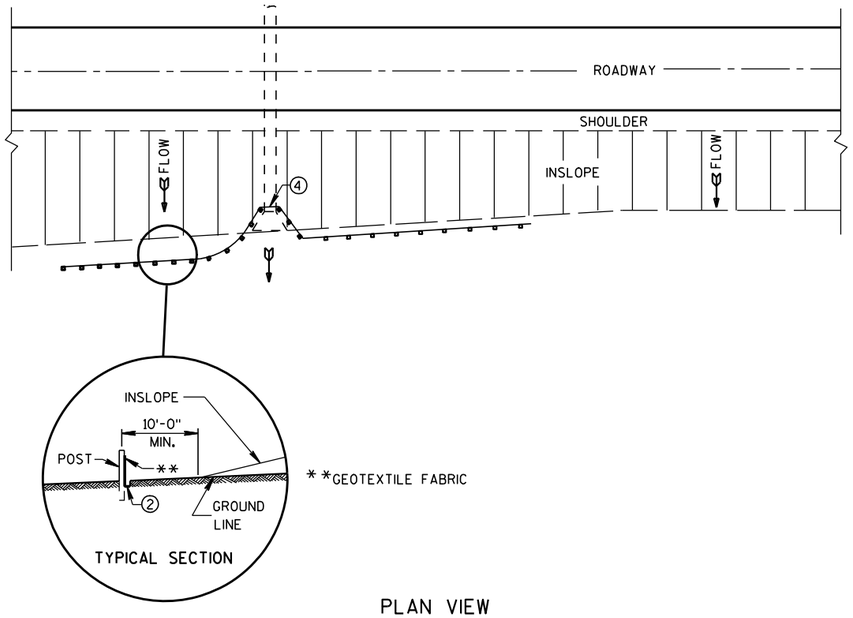
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

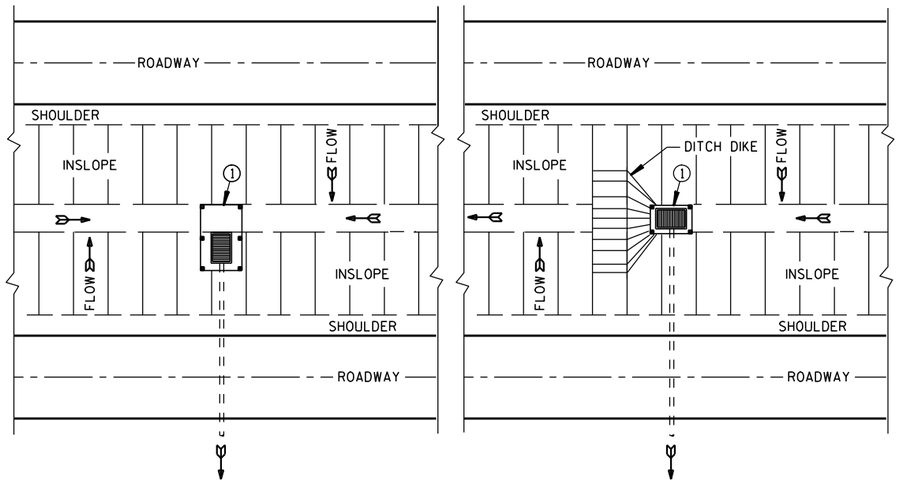
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



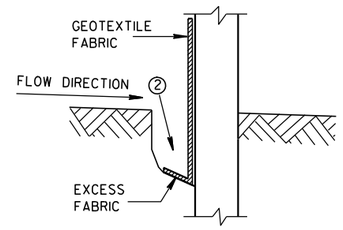
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

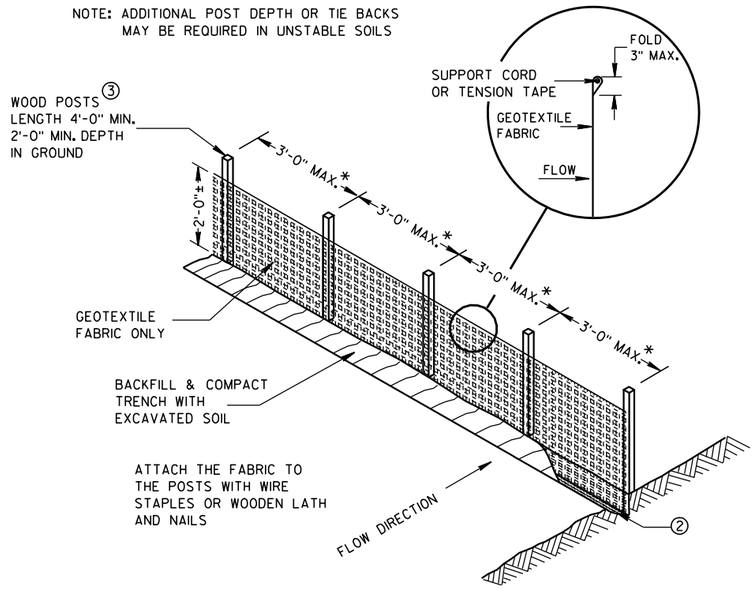
GENERAL NOTES

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

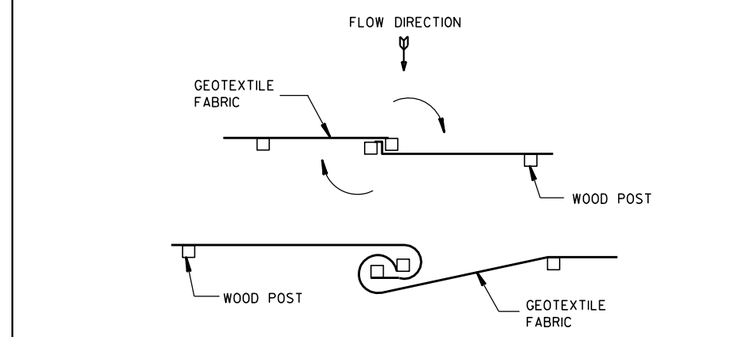
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



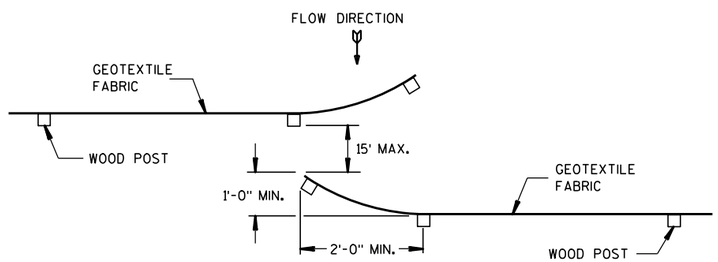
TRENCH DETAIL



SILT FENCE

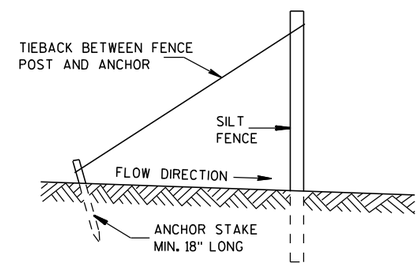


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

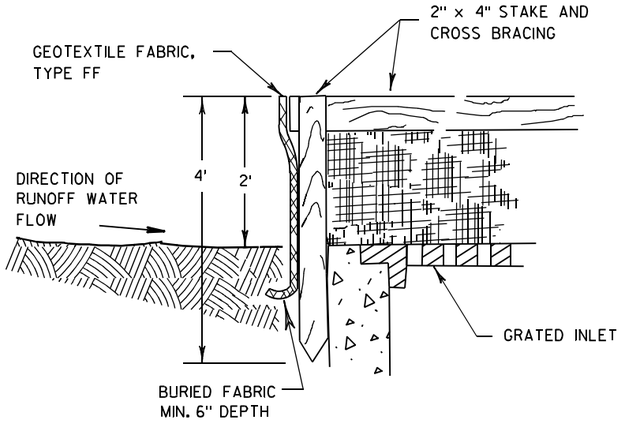
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

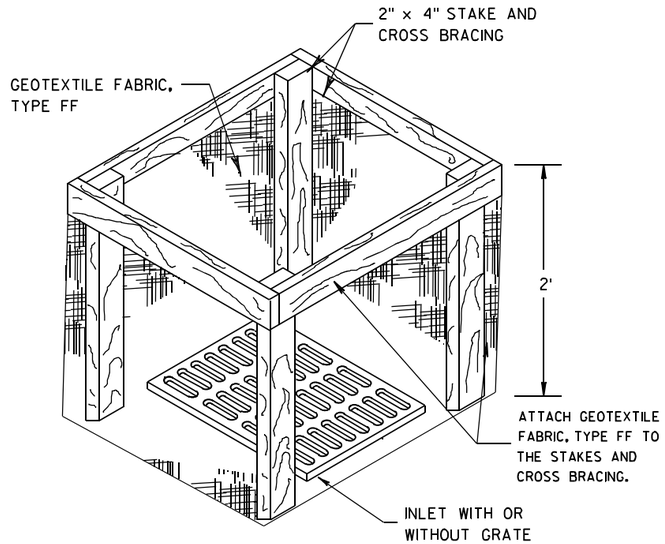
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S.D.D. 8 E 9-6

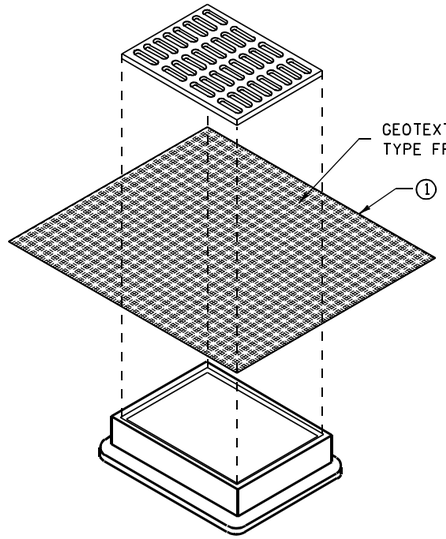
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S.D.D. 8 E 9-6



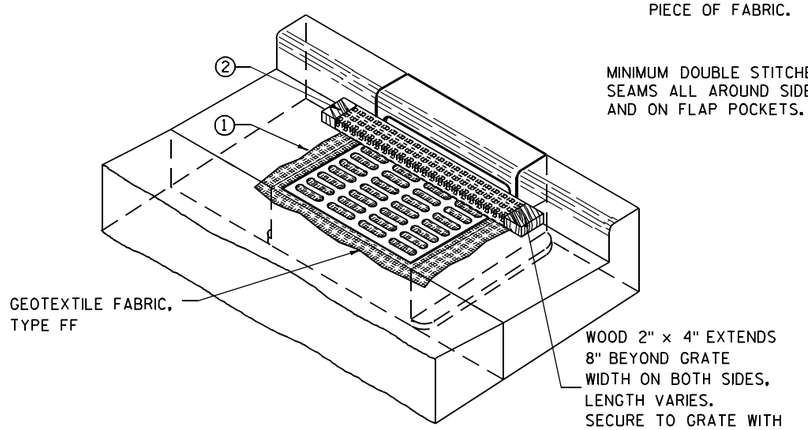


INLET PROTECTION, TYPE A

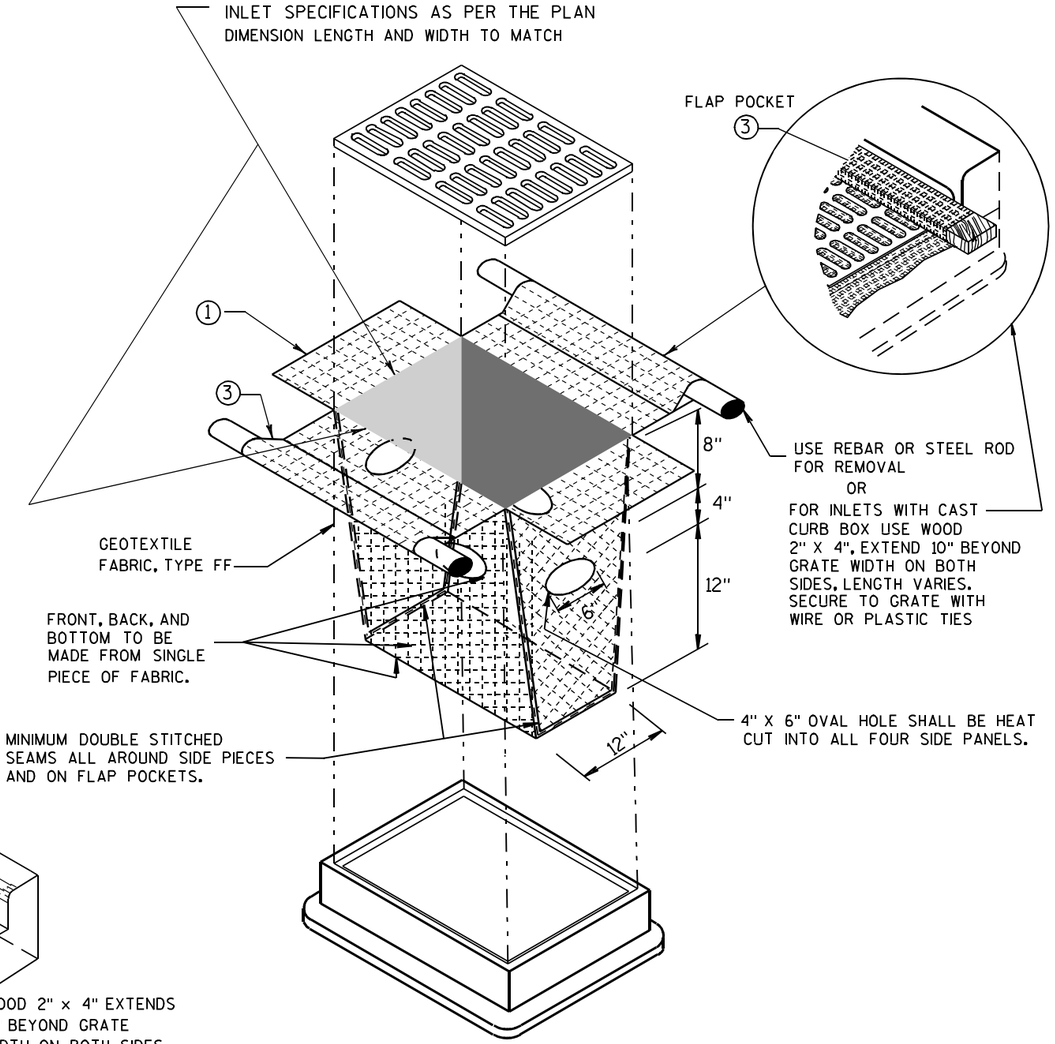


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

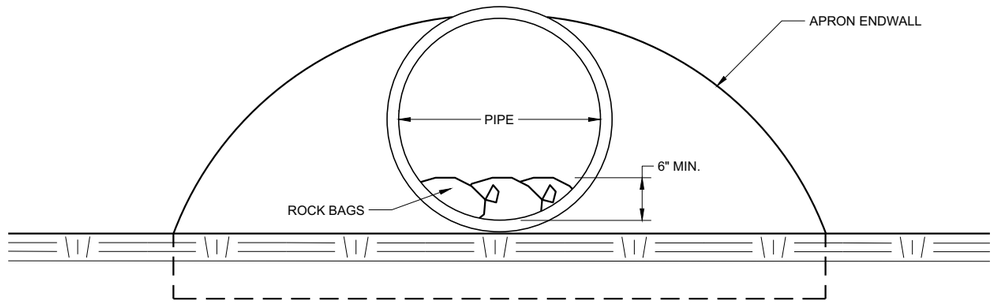
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

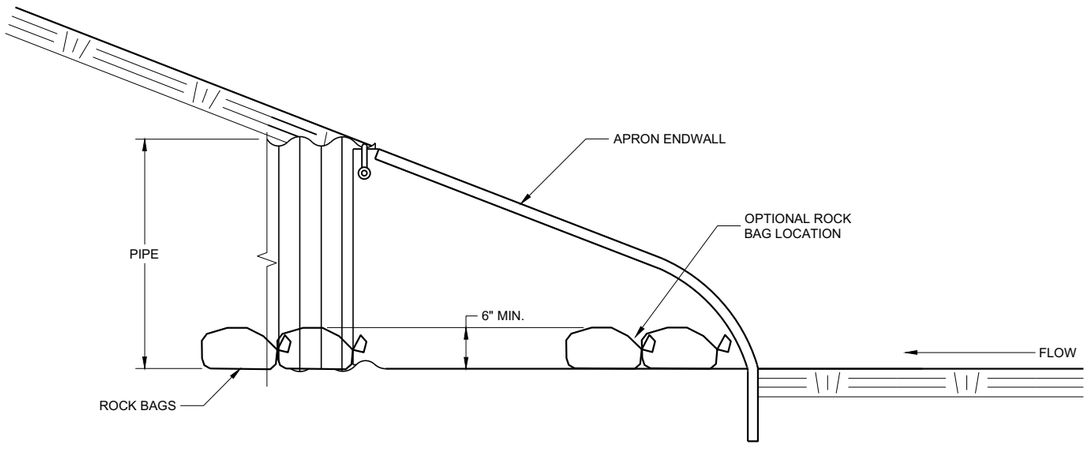
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

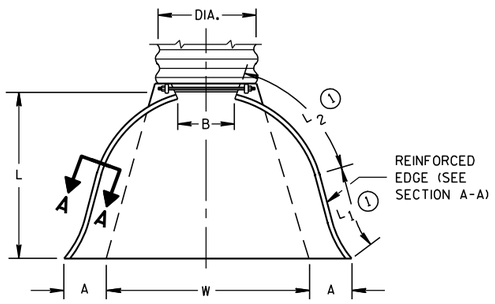
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

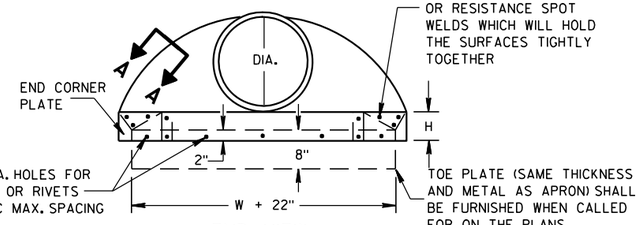
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

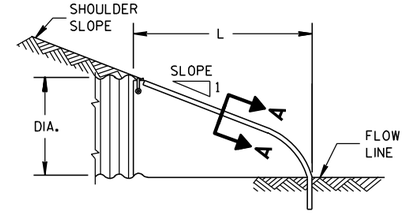
*MINIMUM
**MAXIMUM



PLAN VIEW

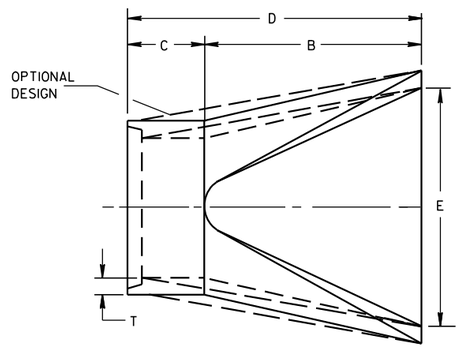


END VIEW

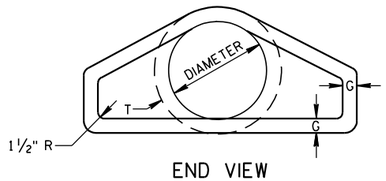


SIDE ELEVATION

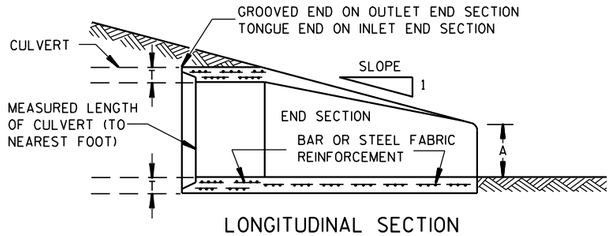
METAL ENDWALLS



PLAN

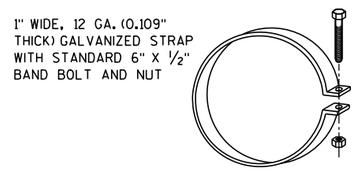


END VIEW



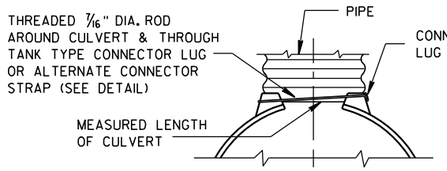
LONGITUDINAL SECTION

CONCRETE ENDWALLS

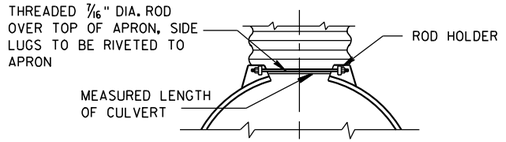


ALTERNATE FOR TYPE 1 CONNECTION

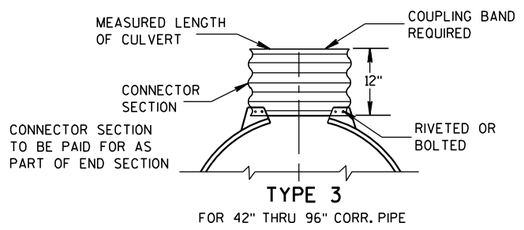
END SECTION CONNECTOR STRAP



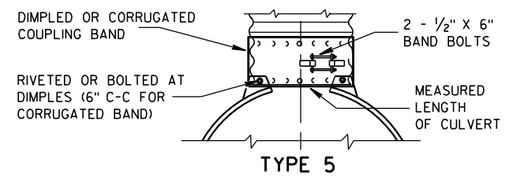
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

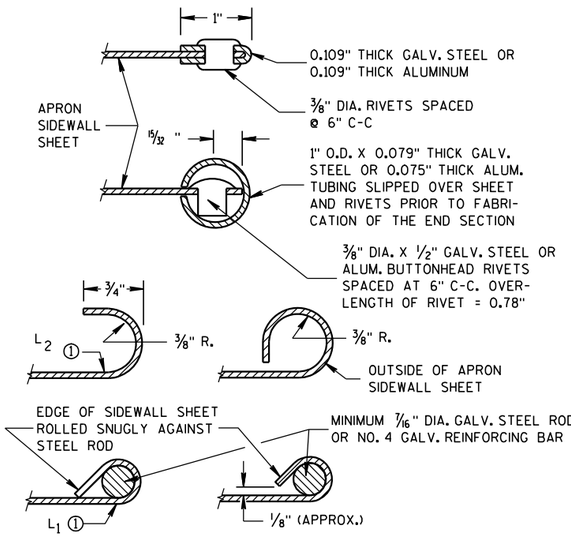
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

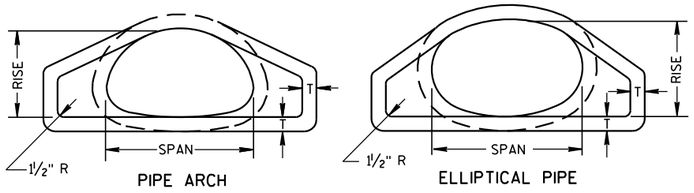
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

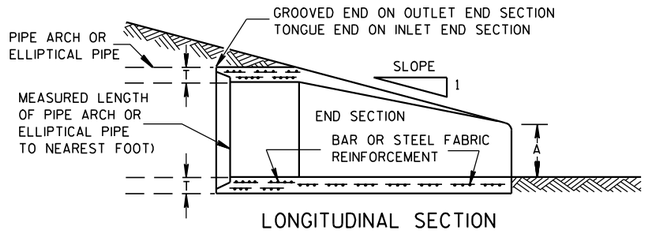
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

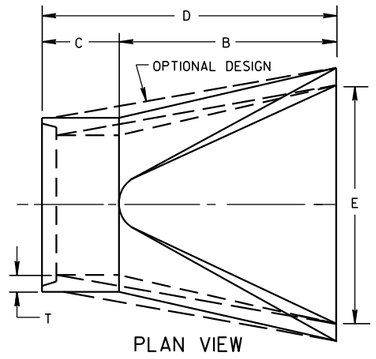
S.D.D. 8 F 1-11



END VIEW

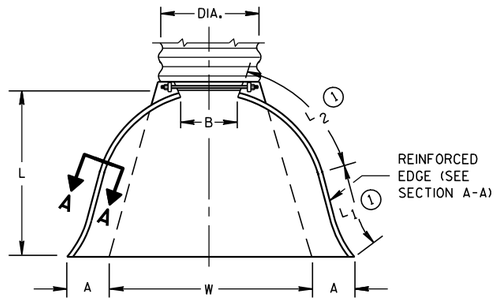


LONGITUDINAL SECTION

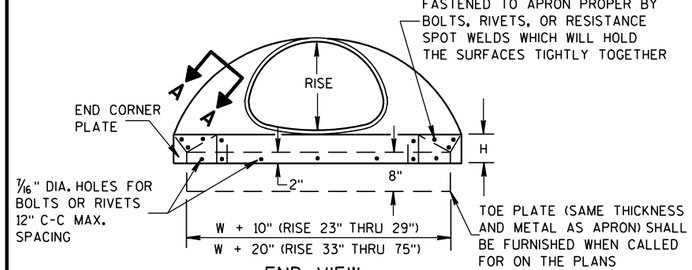


PLAN VIEW

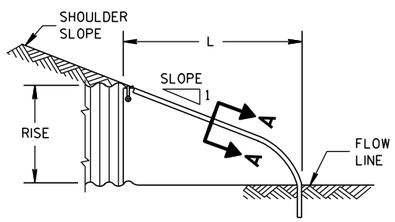
CONCRETE ENDWALLS



PLAN VIEW

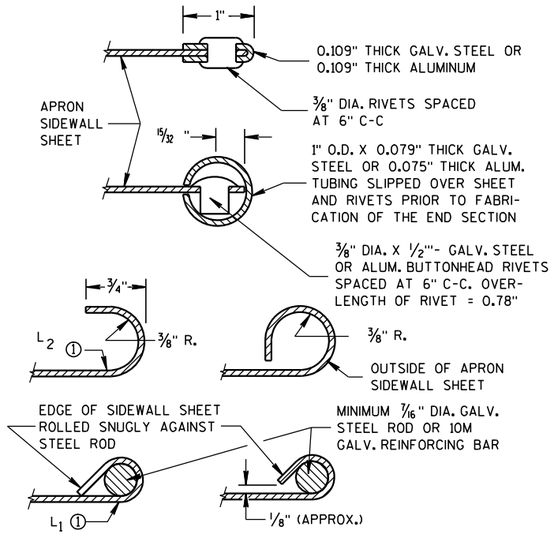


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

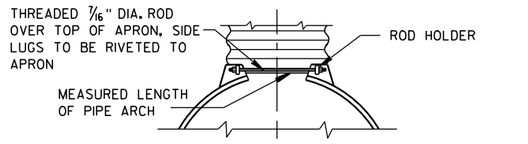
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

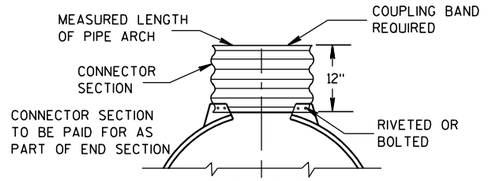
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



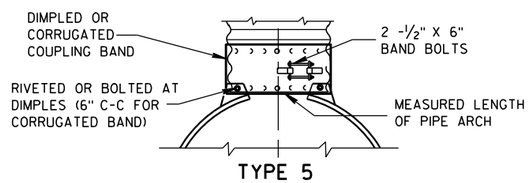
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION 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.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

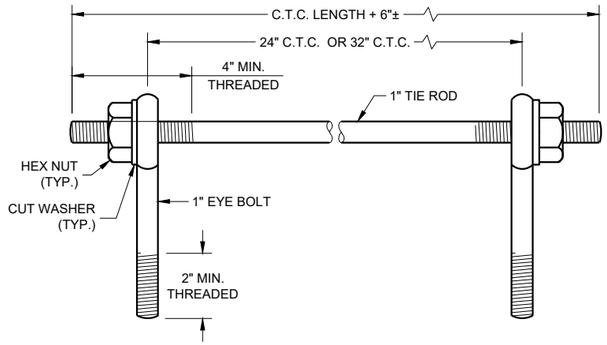
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6

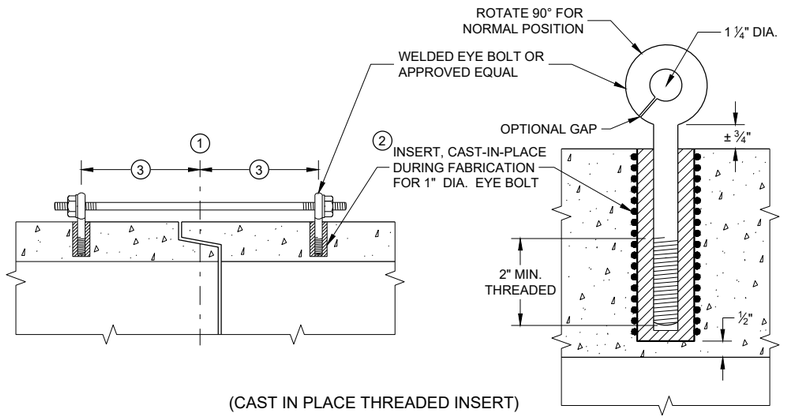
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



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.

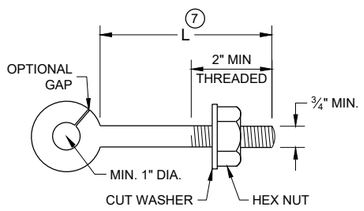
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

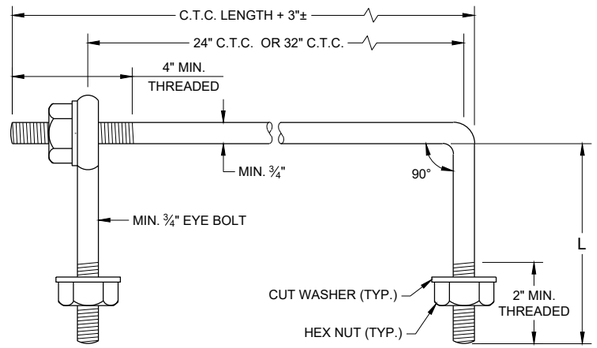
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

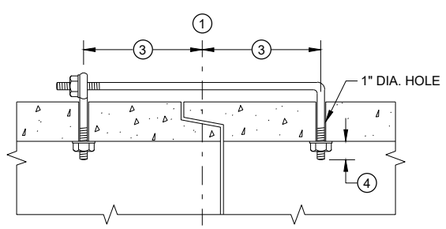


EYE BOLT (7)

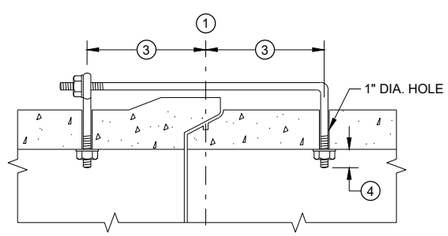
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

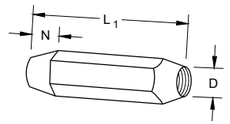
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

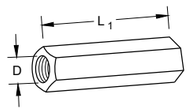
ADJUSTABLE TIE ROD TABLE

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



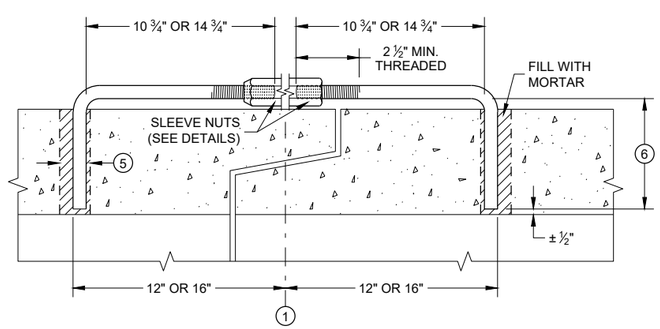
TAPERED



PLAIN

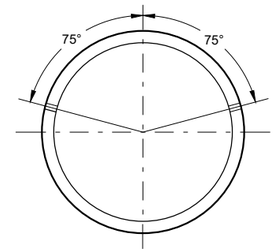
RIGHT AND LEFT THREADS

SLEEVE NUTS



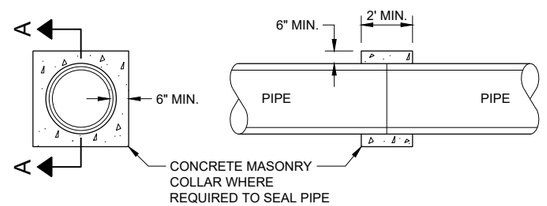
LONGITUDINAL SECTION

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

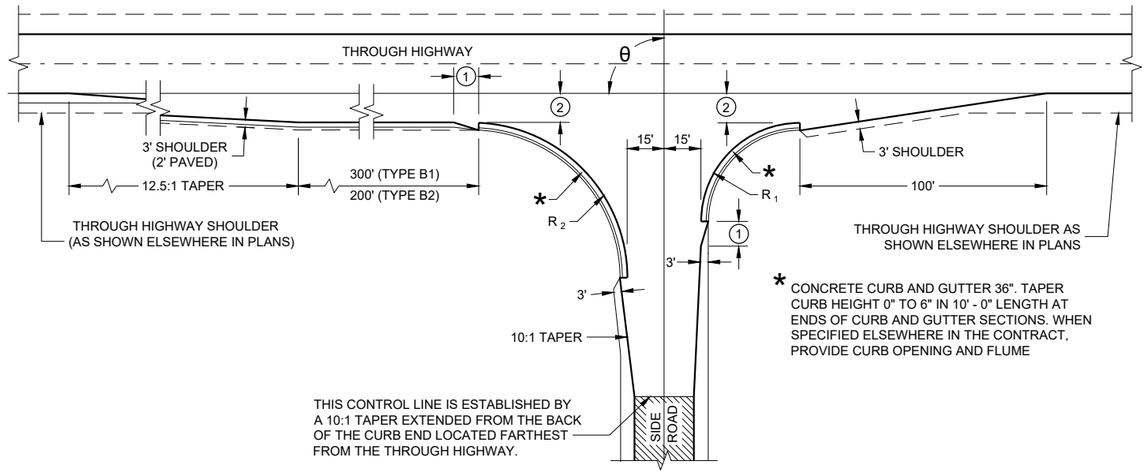
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08F04 - 08



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

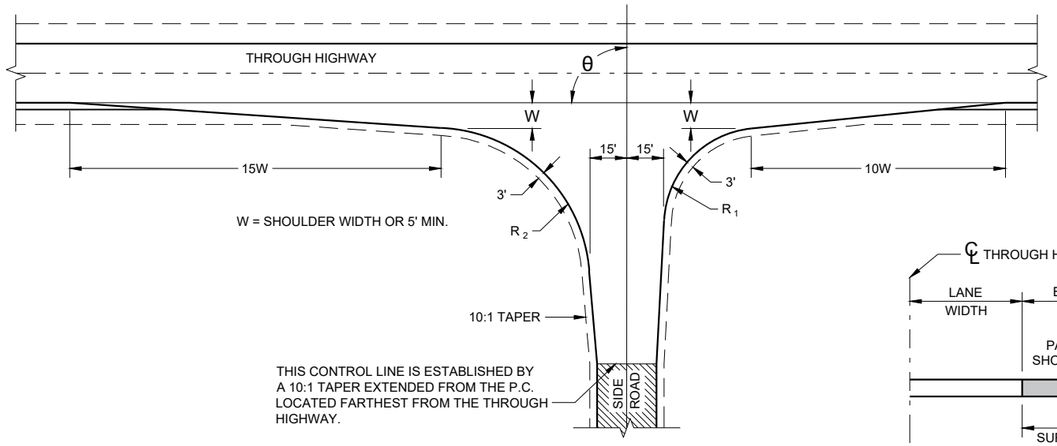
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

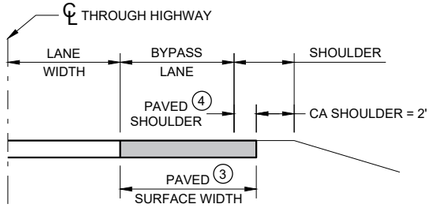
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

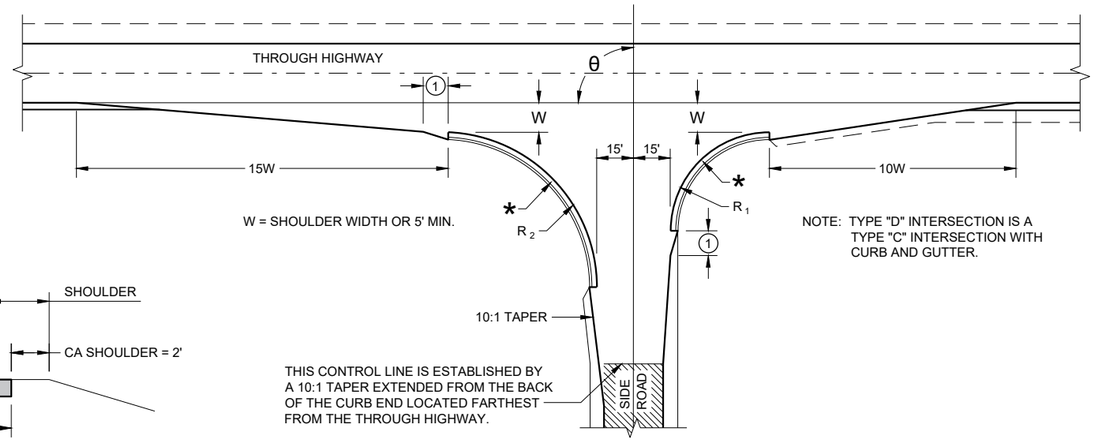
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

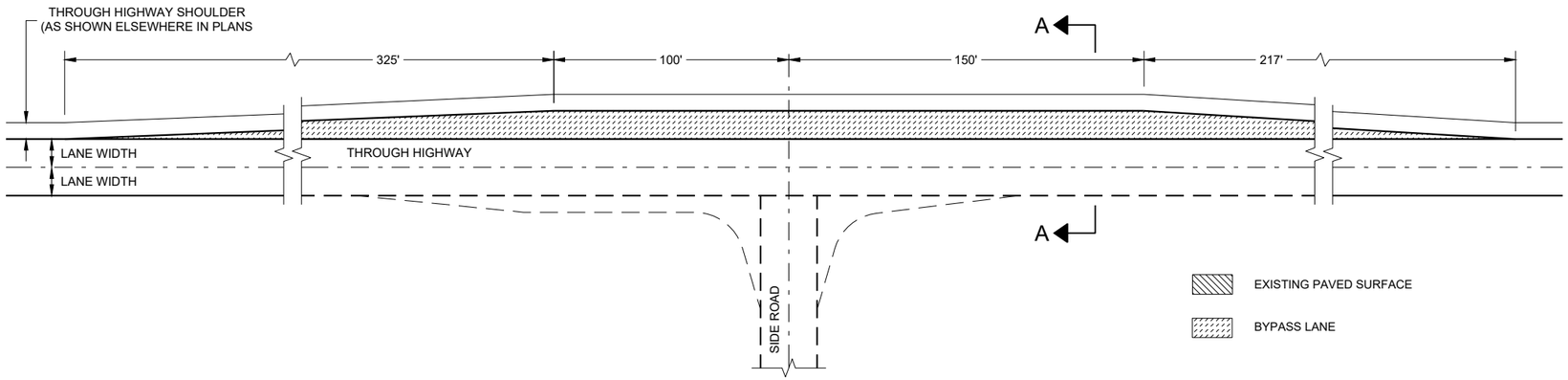


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

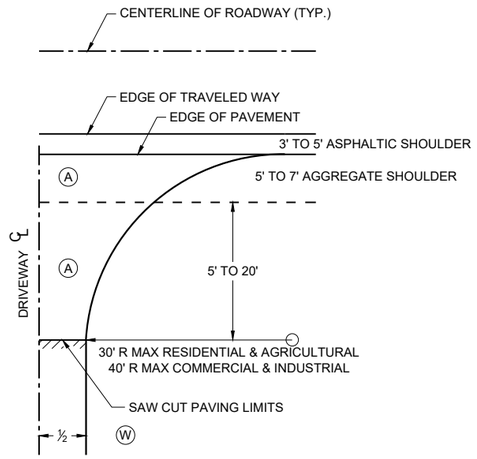
SDD 09A01 - 14a

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SDD 09A01 - 14a

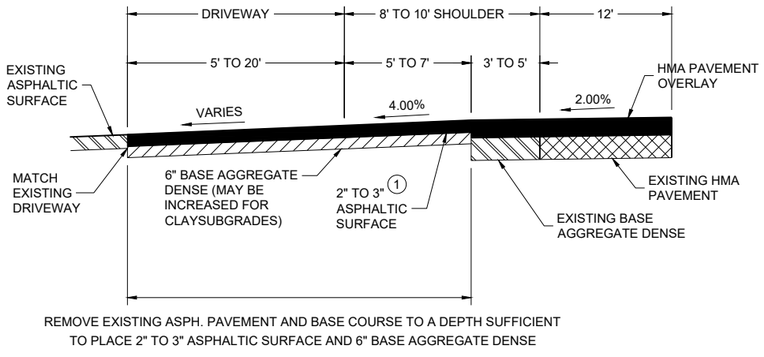
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



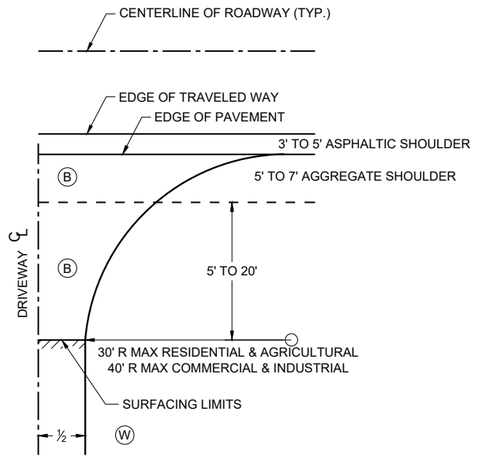
PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE RESURFACING PROJECTS

Ⓐ : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

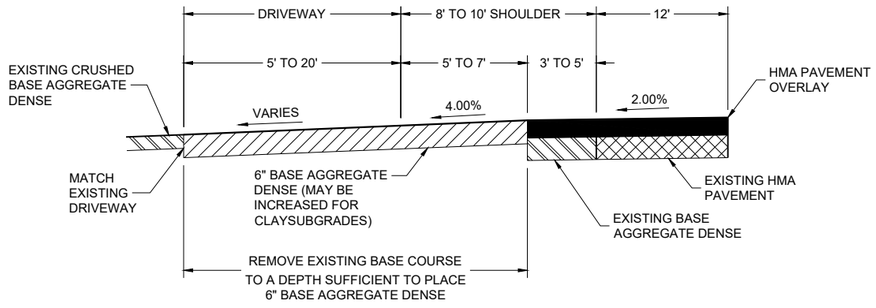
Ⓑ : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

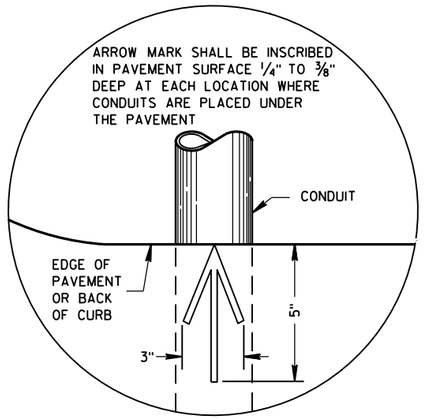
RURAL ENTRANCE WITH AGGREGATE SURFACE 6" BASE AGGREGATE DENSE RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

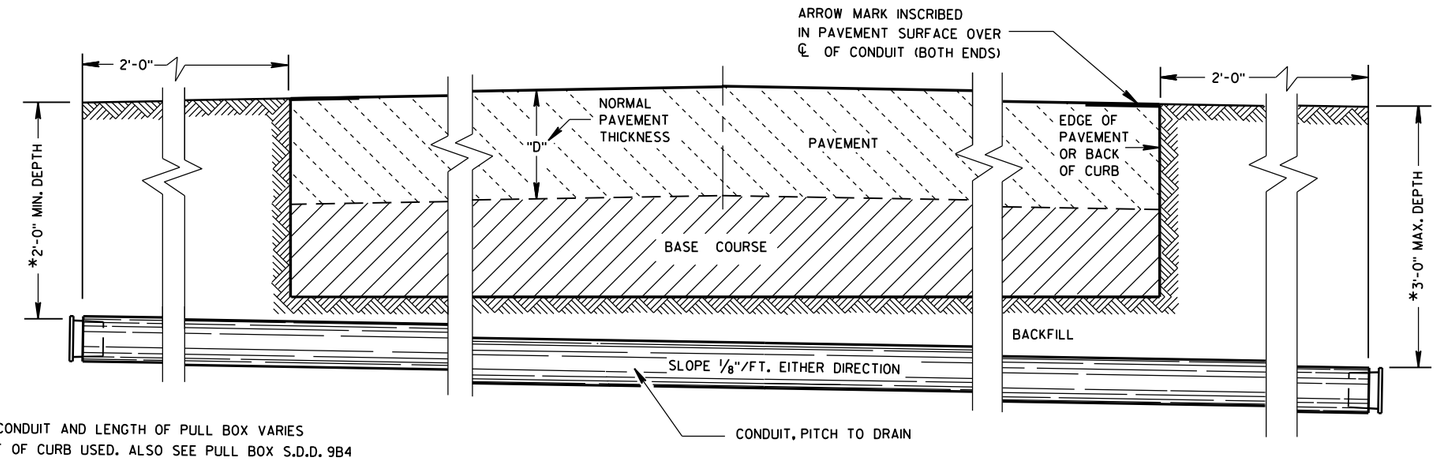
APPROVED
November 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

6
SDD 09A15-01



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.

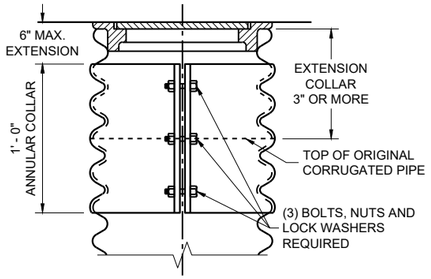
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

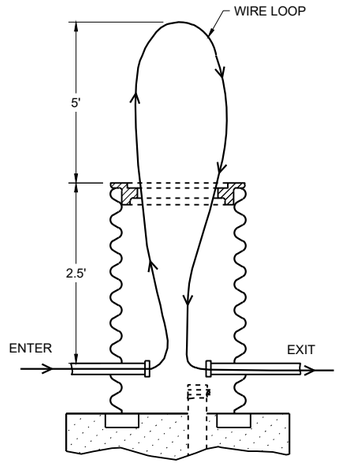
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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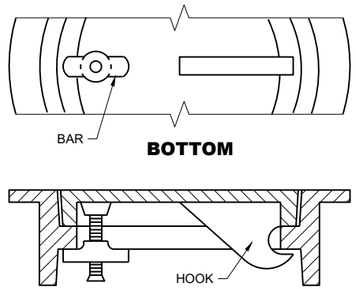
S.D.D. 9 B 2-10



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.

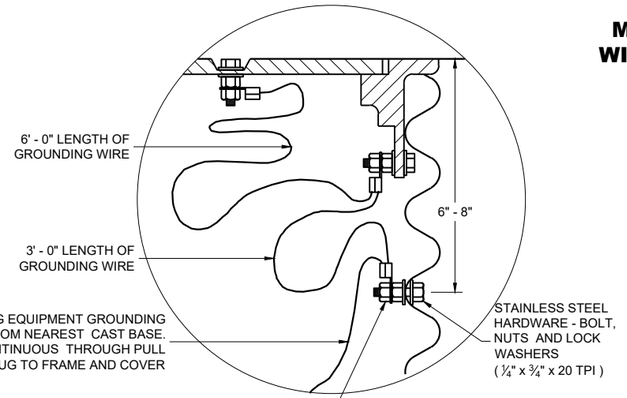
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

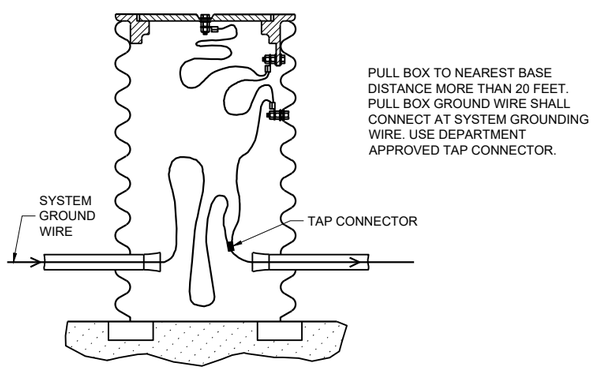
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

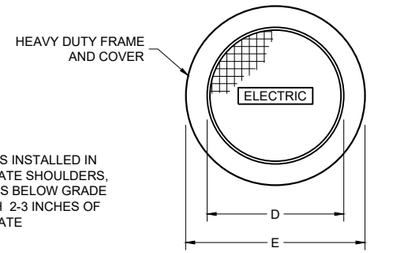
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



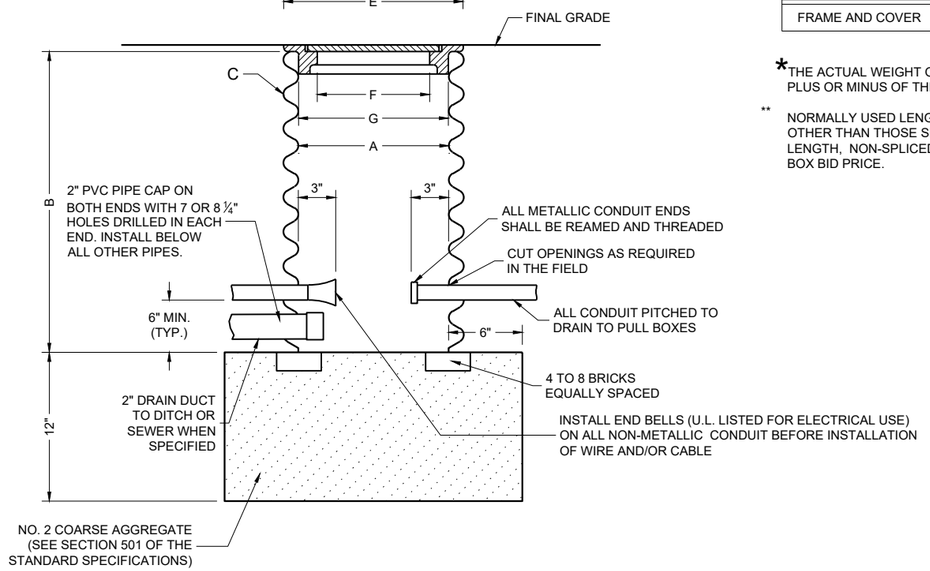
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

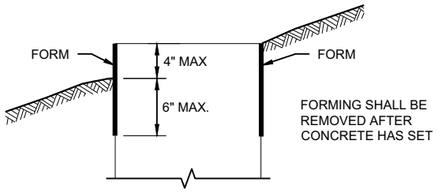
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FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



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.

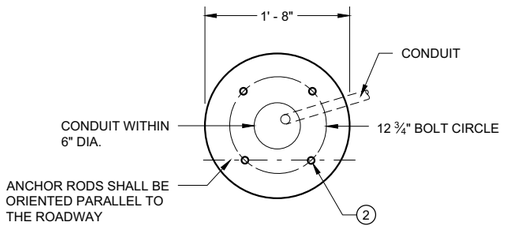
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

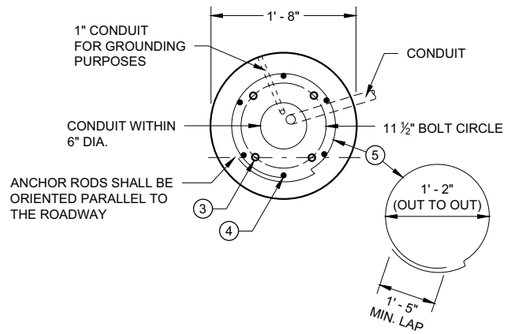
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

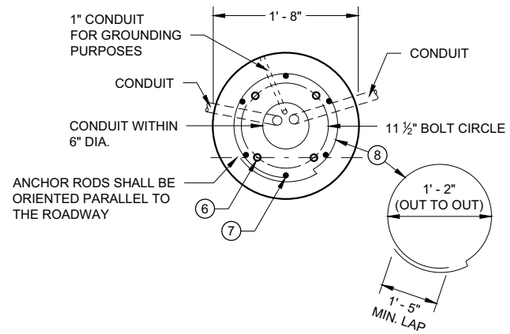
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

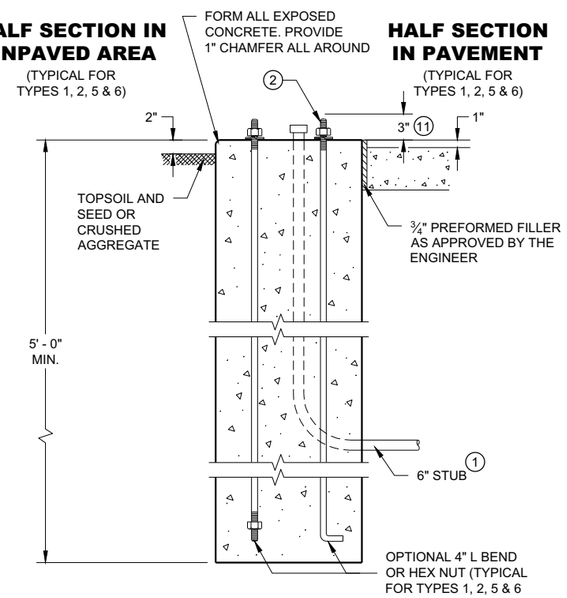
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

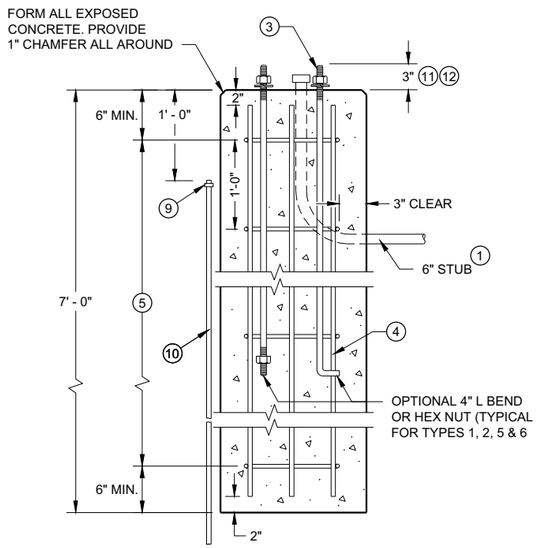
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

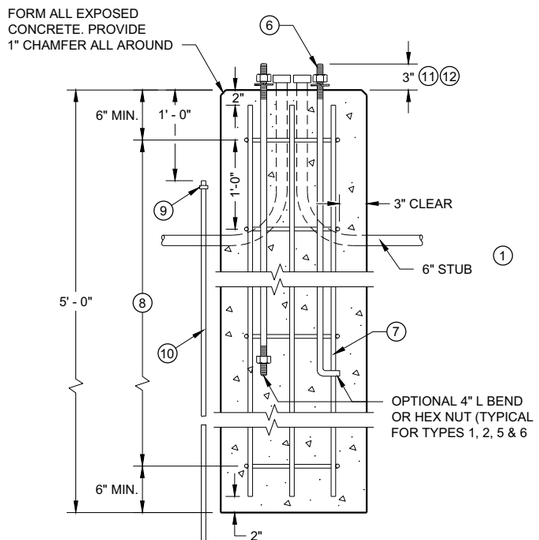
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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.

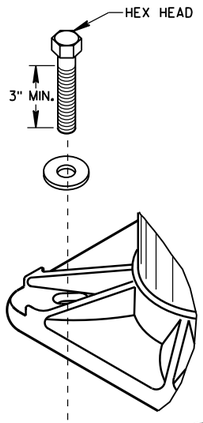
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

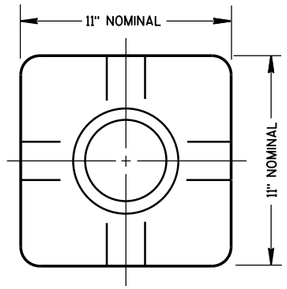
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

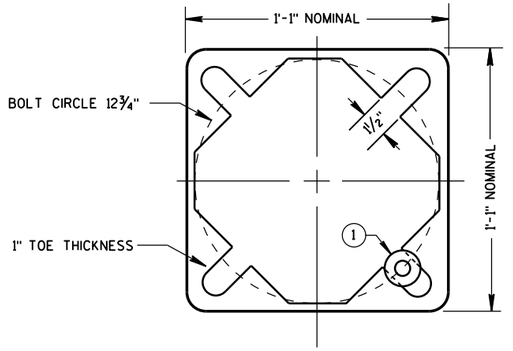
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

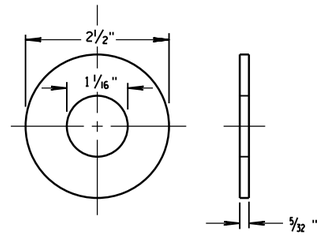




TOP VIEW
(PEDESTAL BASE)

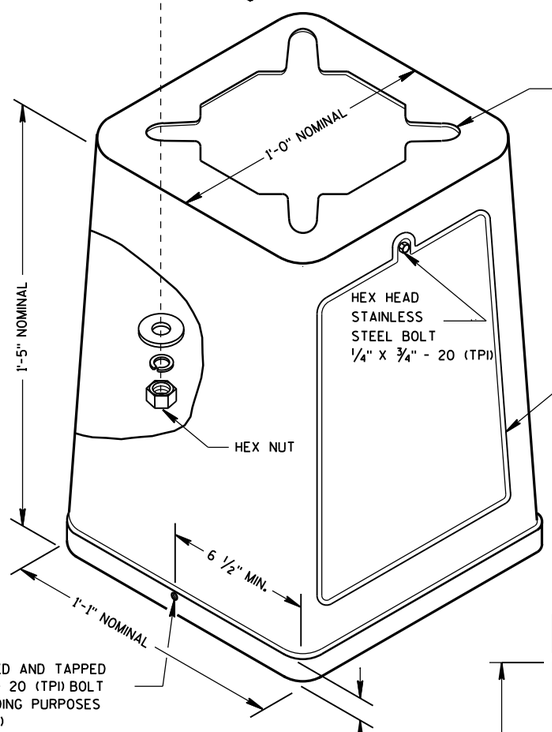


BOTTOM VIEW
(PEDESTAL BASE)

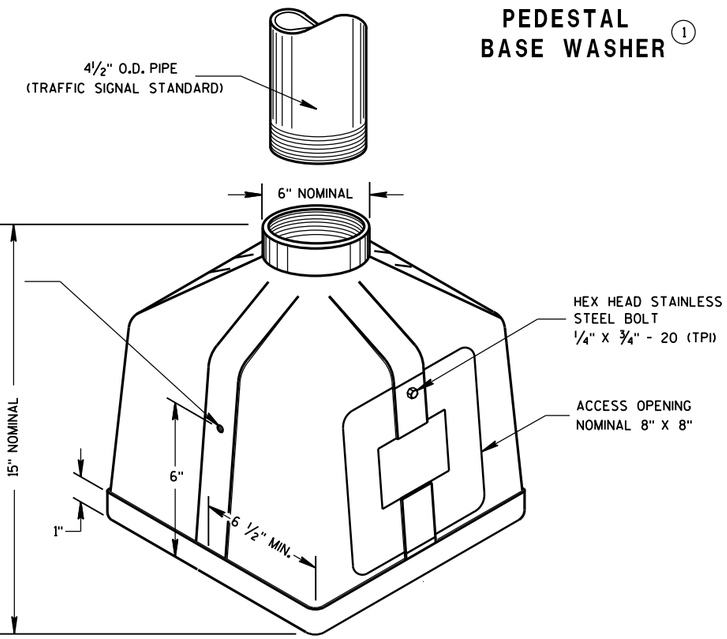


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

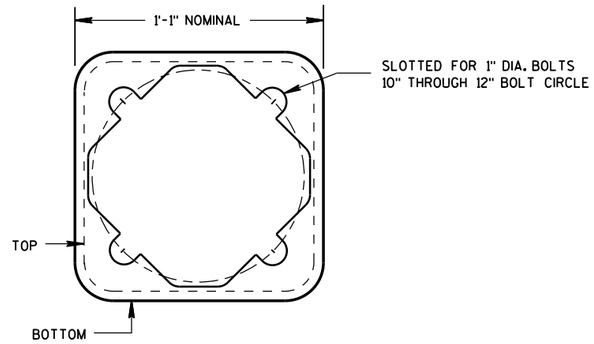
PEDESTAL BASE WASHER (1)



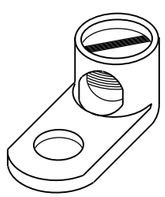
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

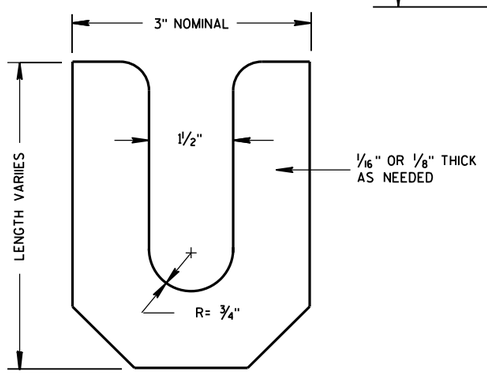


BOTTOM VIEW
(TRANSFORMER BASE)



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
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

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

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

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

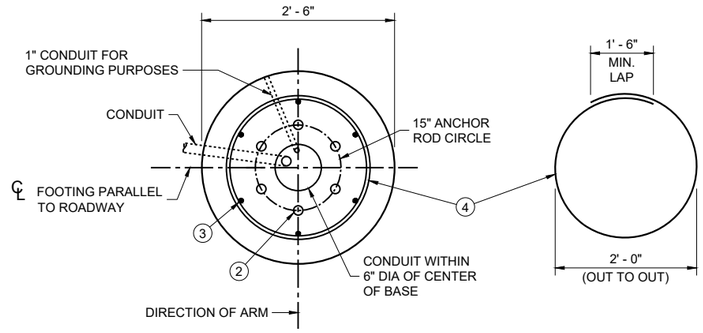
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

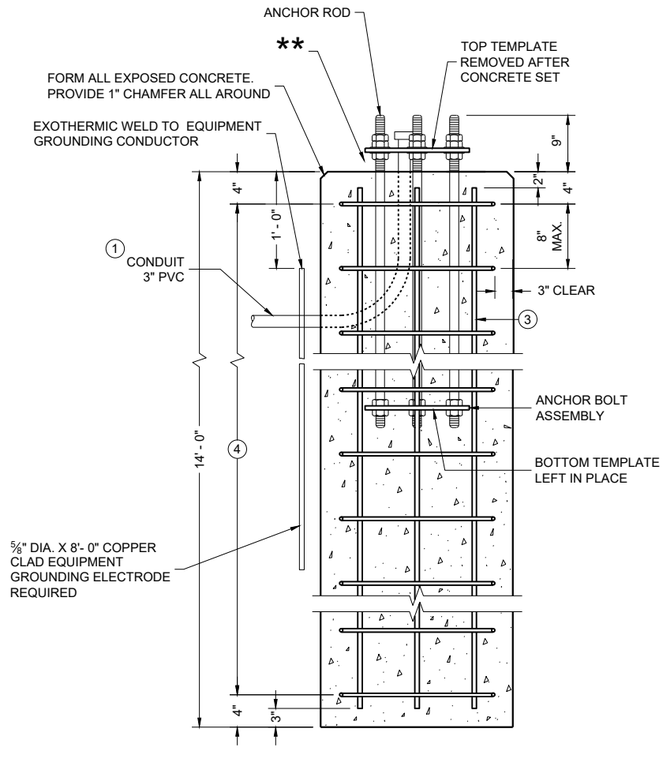
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

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

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

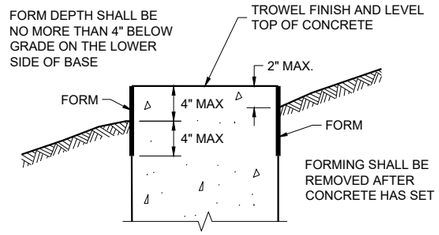
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



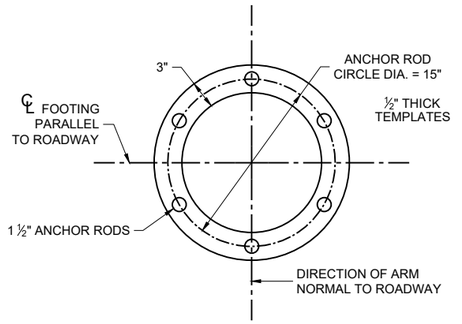


CONCRETE BASE, TYPE 10 SPECIAL OVER HEIGHT (FOR OVER HEIGHT TYPE 9 & OVER HEIGHT TYPE 10 SPECIAL POLES ONLY)

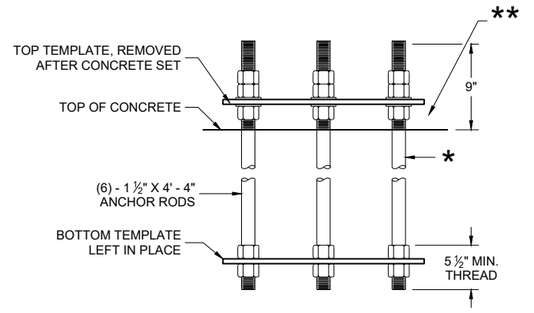
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

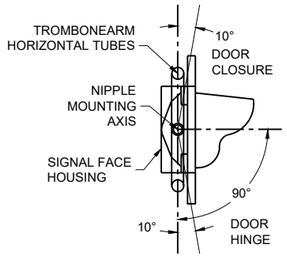
** RODENT PROTECTION REQUIRED

CONCRETE BASE TYPE 10

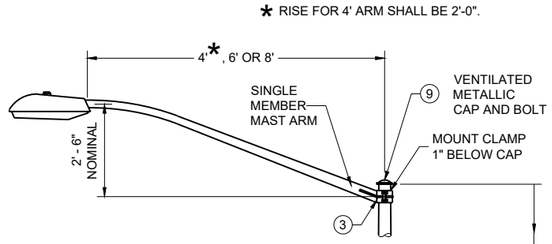
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

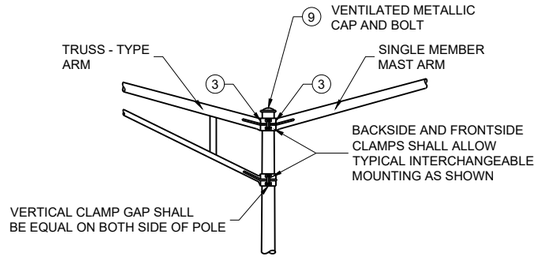
APPROVED
November 2025 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTURES PROGRAM LEADER
FHWA

6
SDD 09C11-11

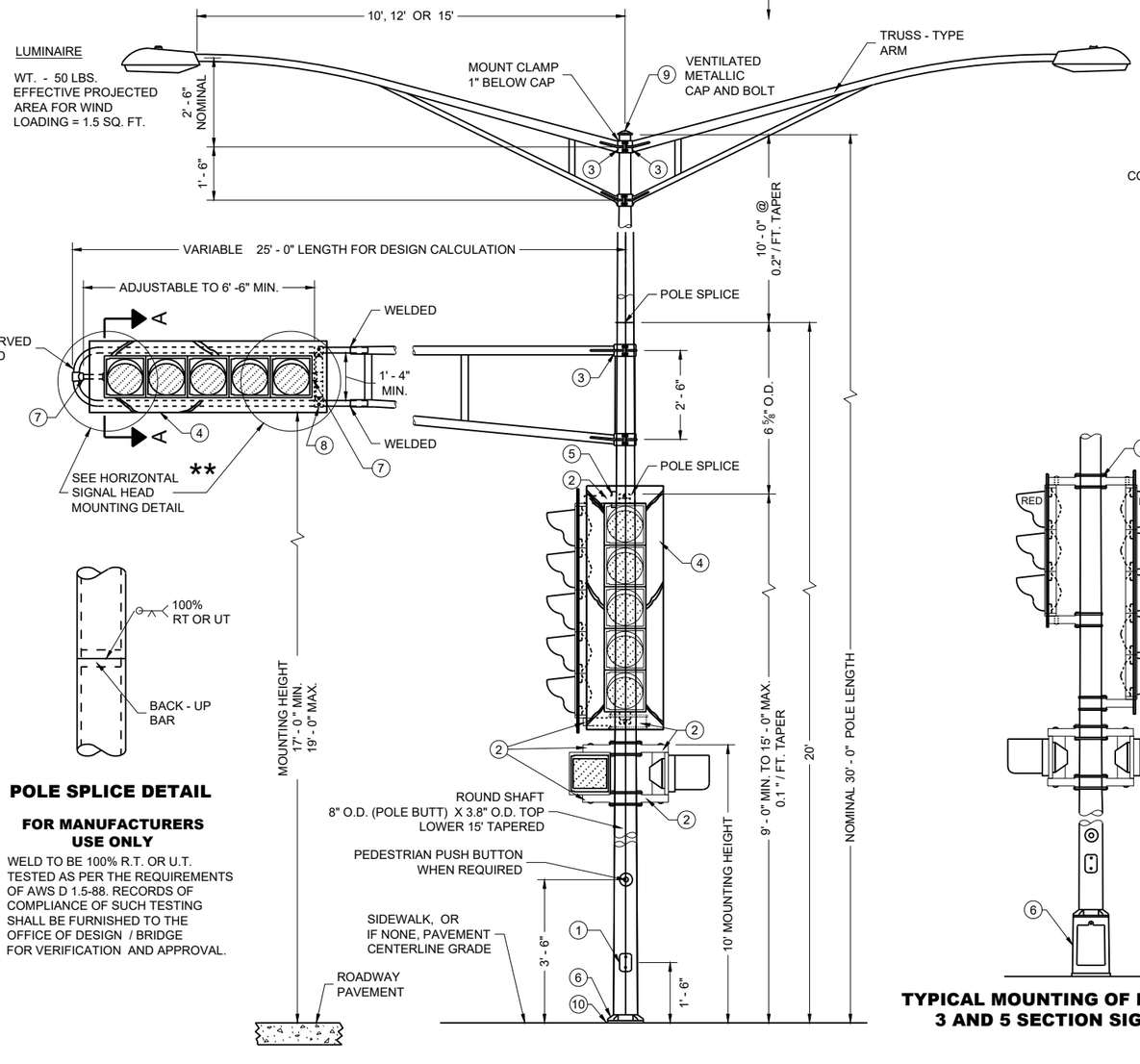


SECTION A-A





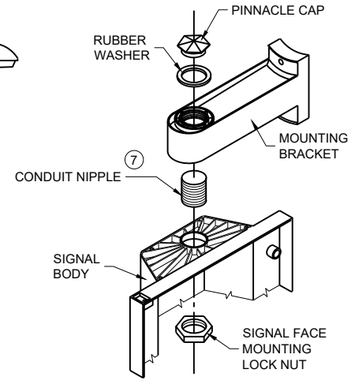
INTERCHANGEABLE MOUNTING DETAIL



POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

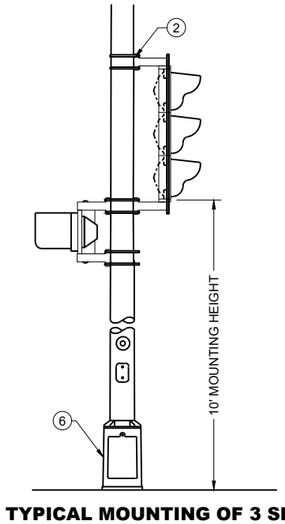
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



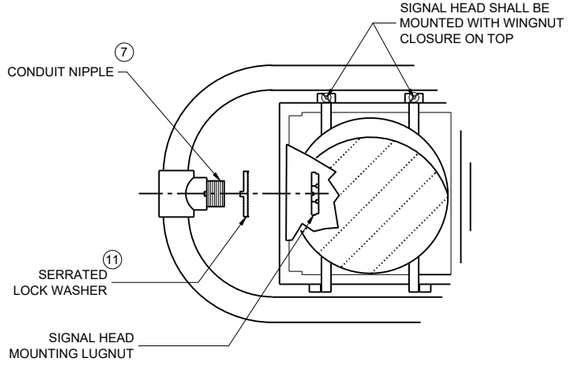
SIGNAL FACE MOUNTING DETAIL

(BANDED)

TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

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.

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. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE 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 STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

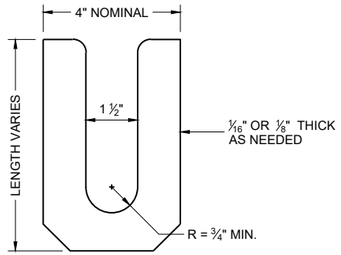
(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

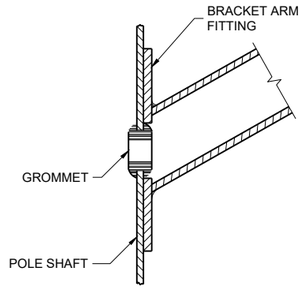
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E01-17b

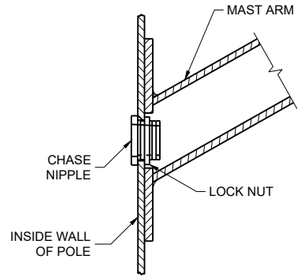


①

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.

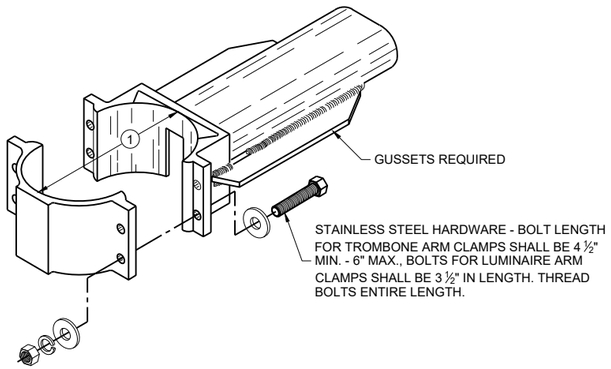
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

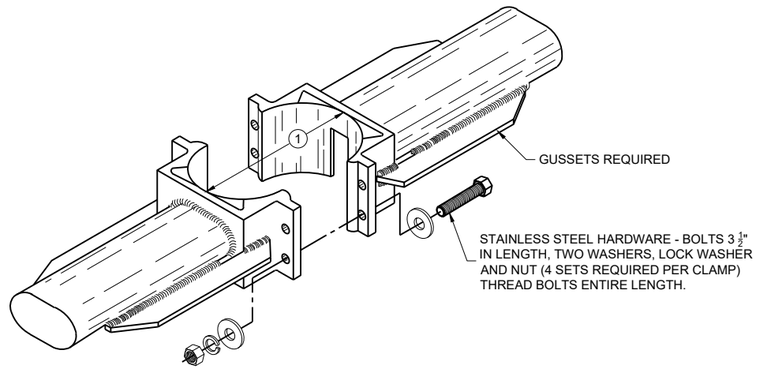
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

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.

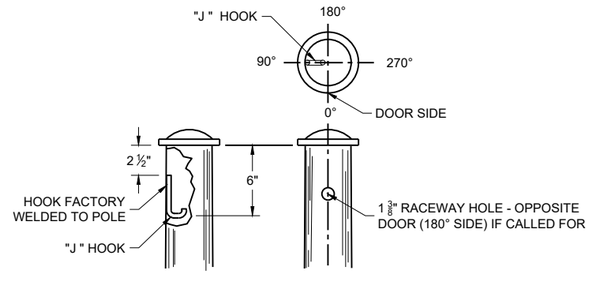
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



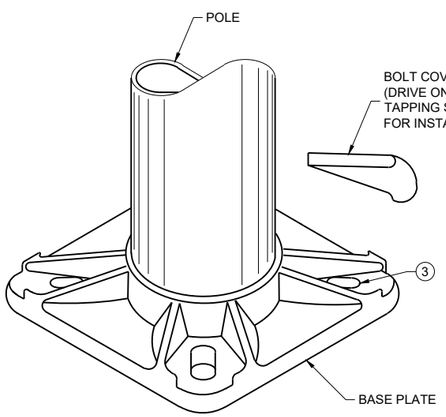
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



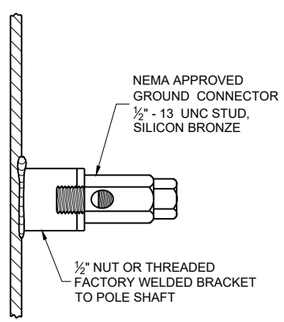
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

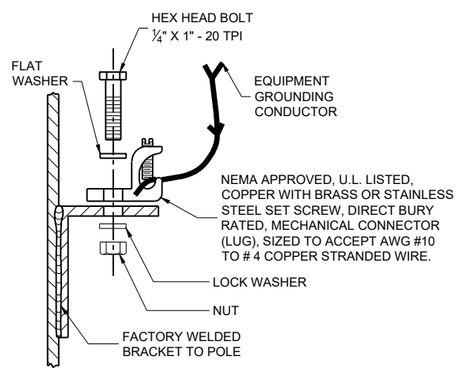


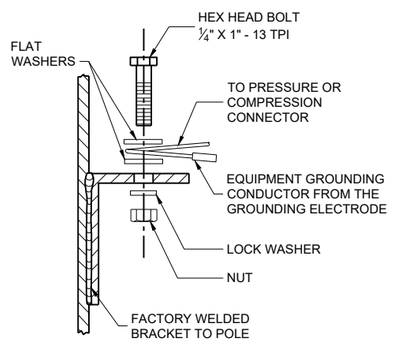
TYPICAL "J" HOOK LOCATION



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

FHWA

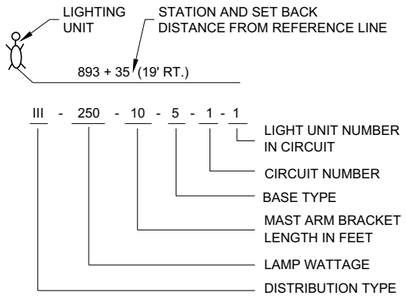
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SDD 09E01-17g

GENERAL NOTES

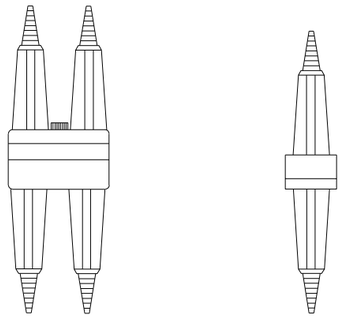
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

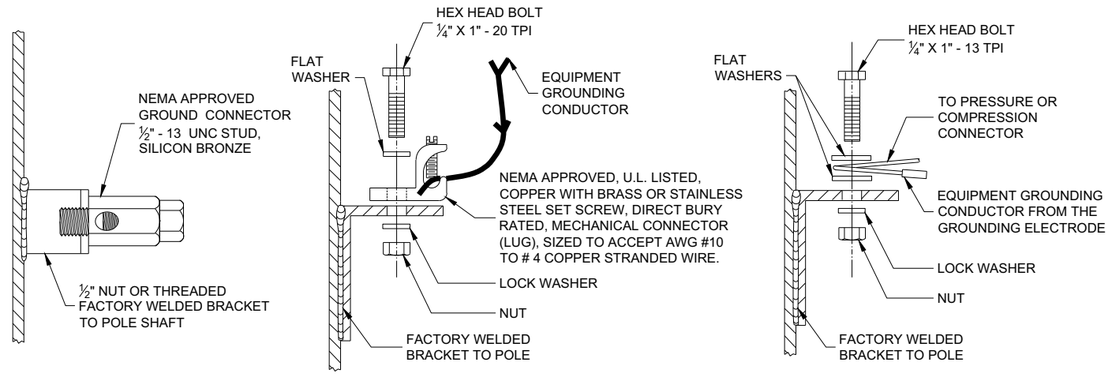


LIGHTING UNIT CODE
(TYPICAL)

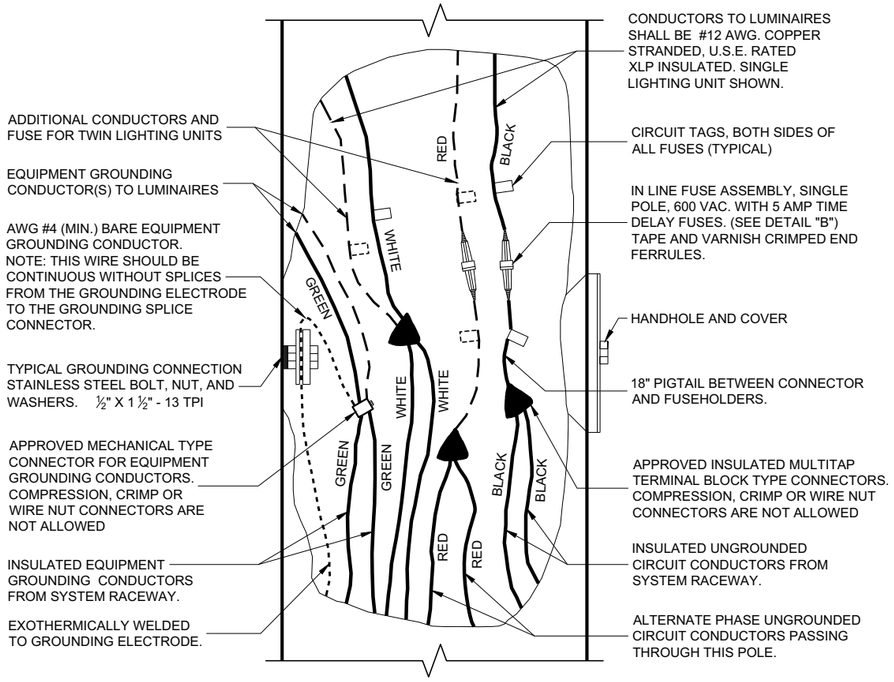


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

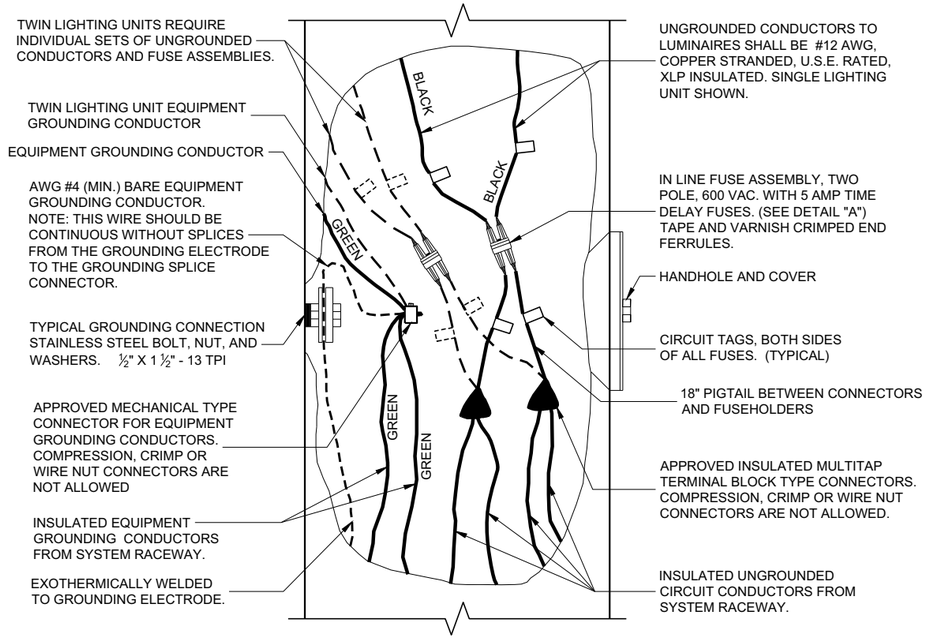
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

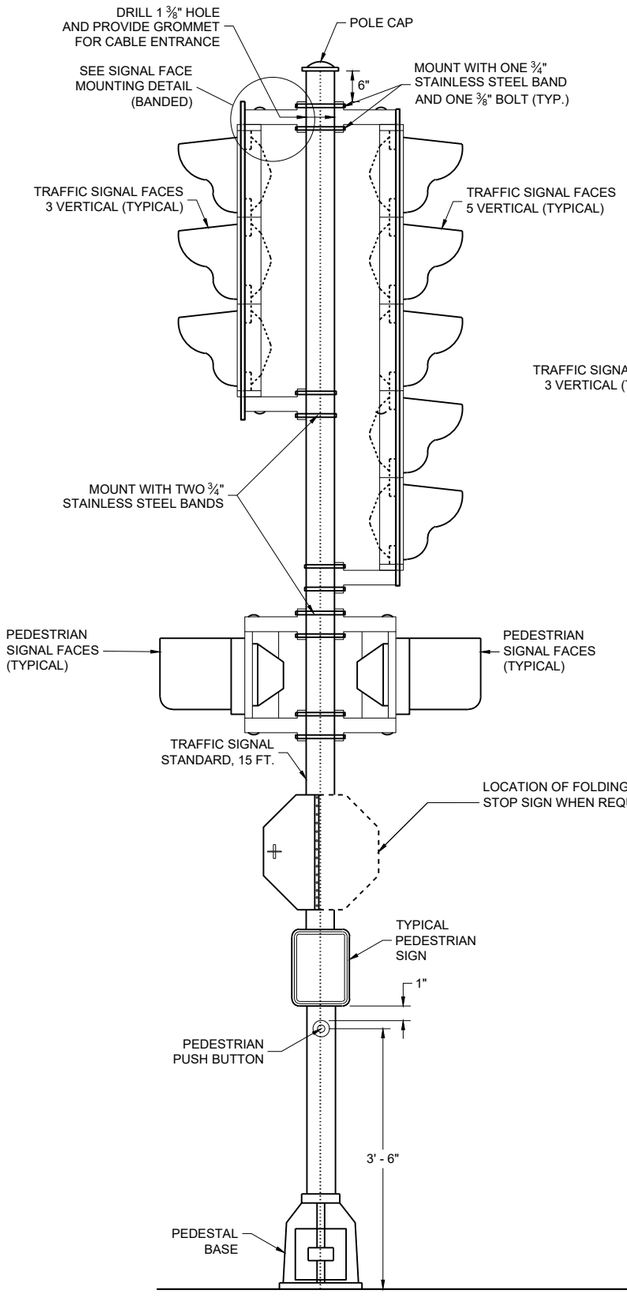
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
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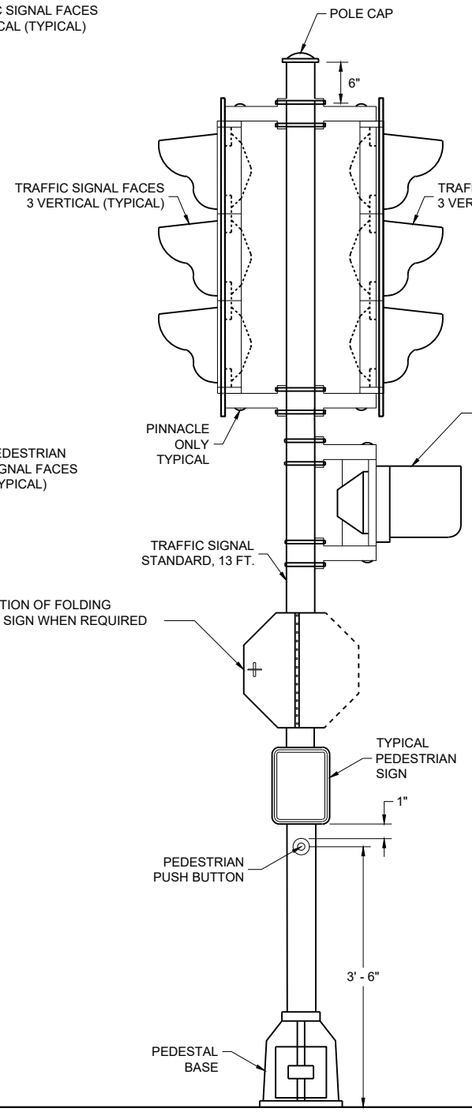
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

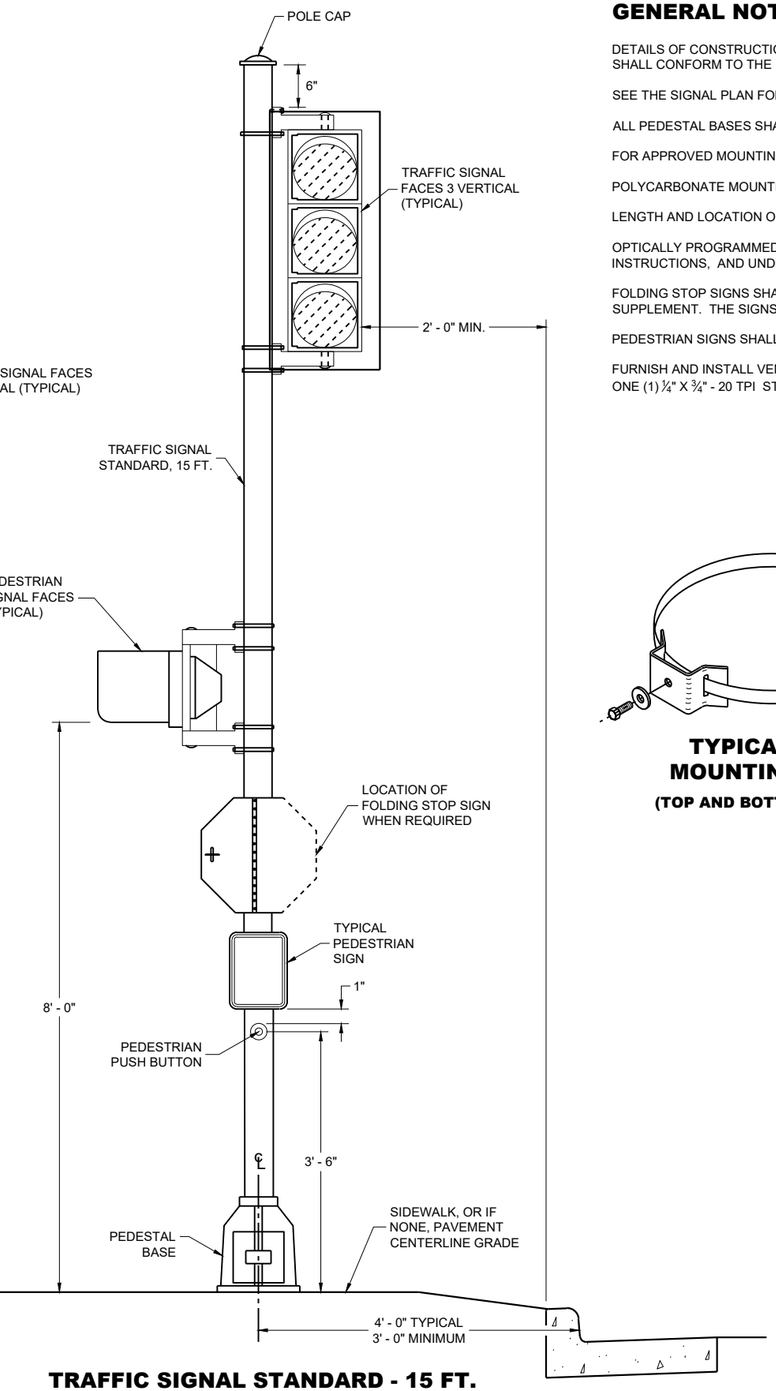
6
SDD 09E03 - 06



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.

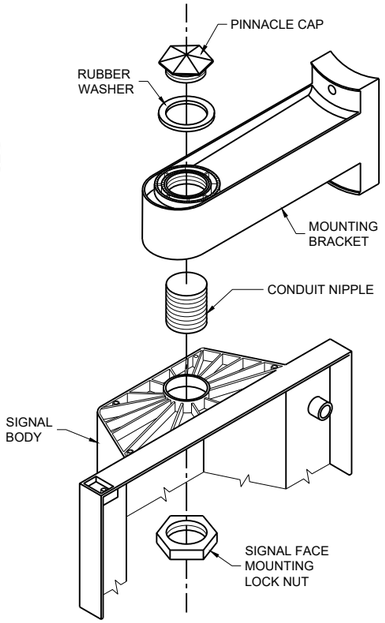
OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

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)

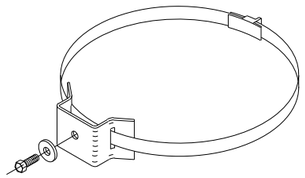
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

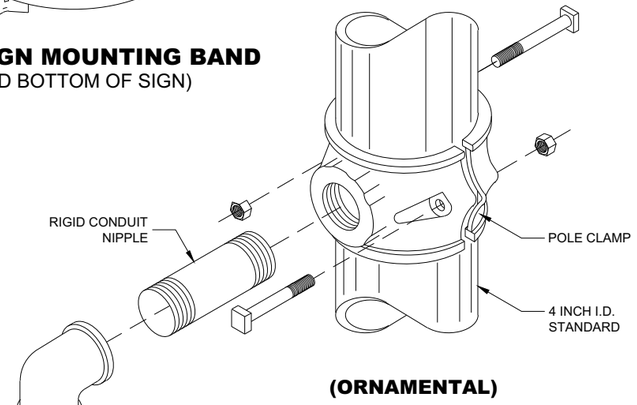
APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

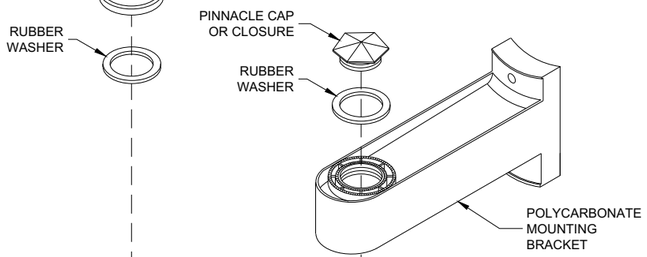
SDD 09E06-06
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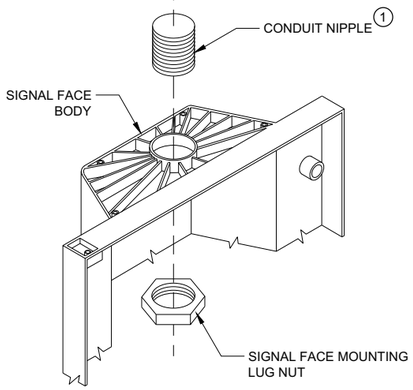
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



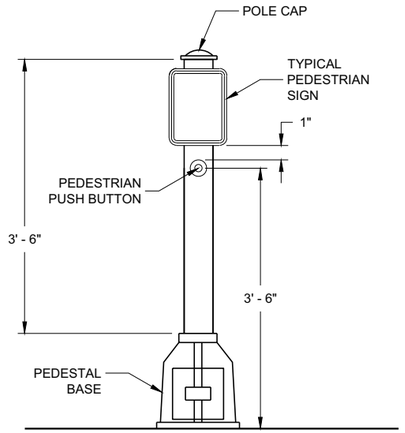
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(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

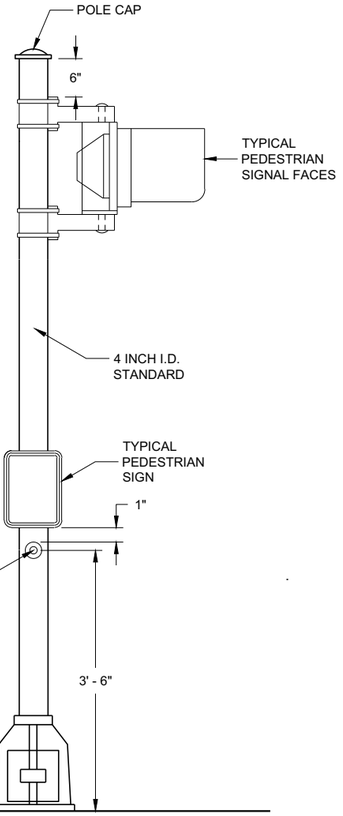
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

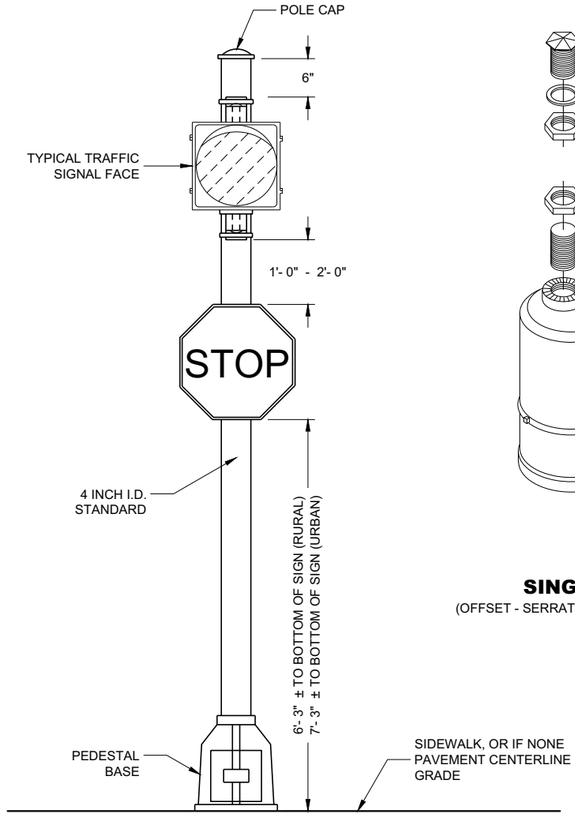
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

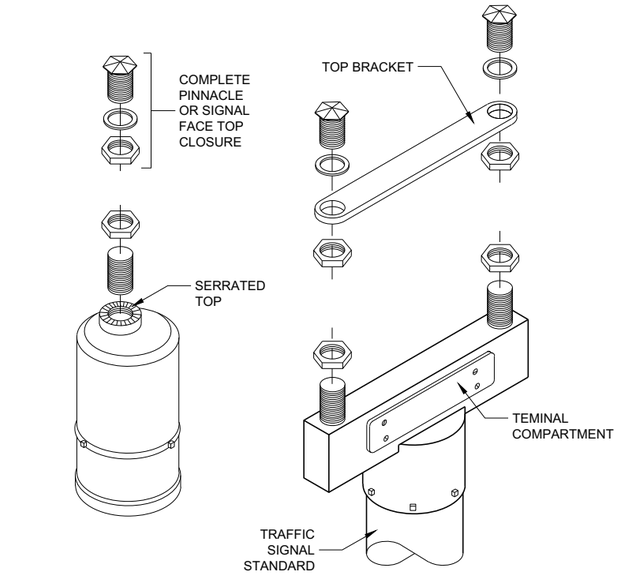
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

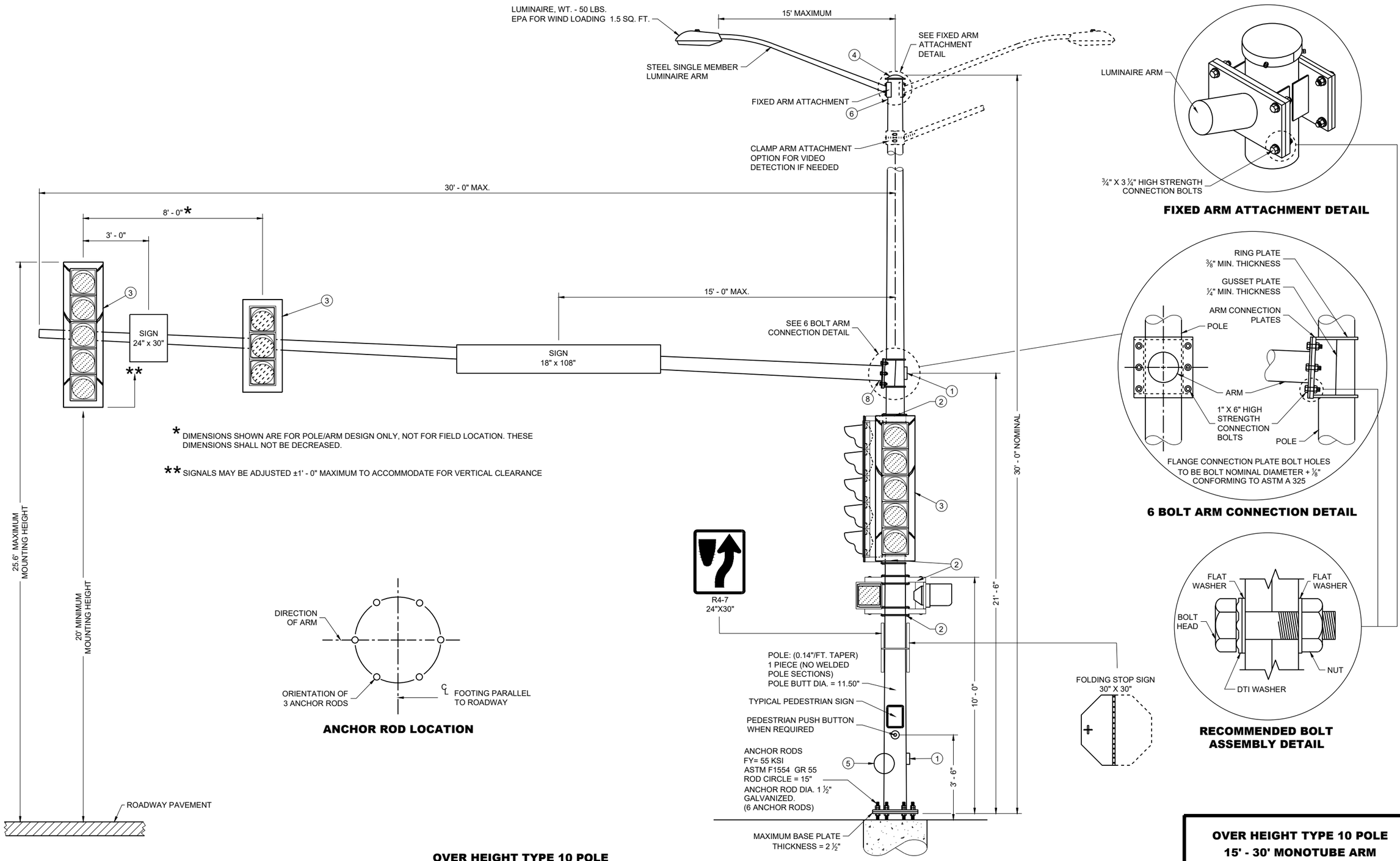
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
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* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

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

ANCHOR ROD LOCATION

FIXED ARM ATTACHMENT DETAIL

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

OVER HEIGHT TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

OVER HEIGHT TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

OVER HEIGHT POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT

OVER HEIGHT POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF OVER HEIGHT TYPE 12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

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

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

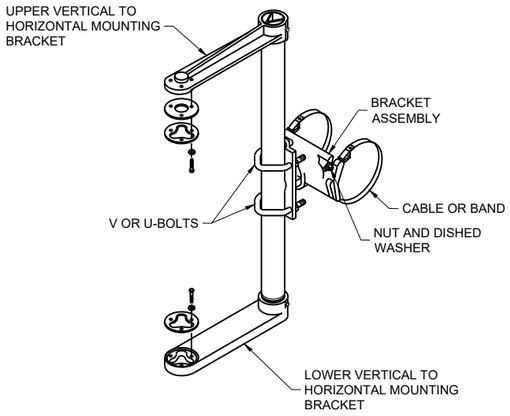
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

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

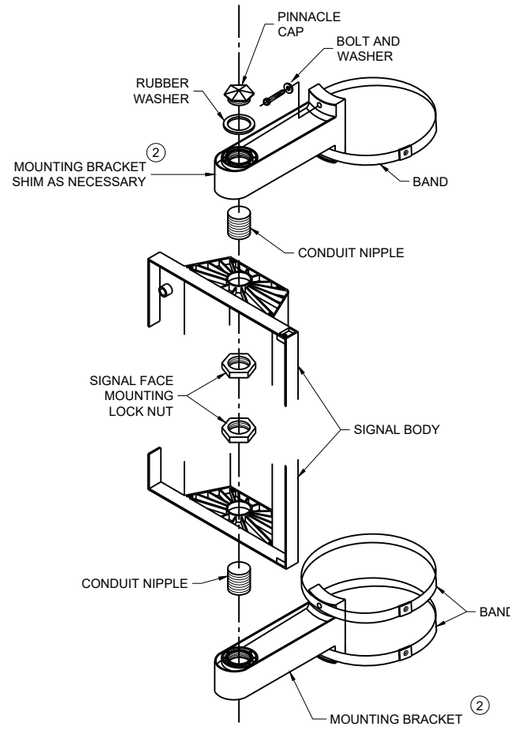
MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

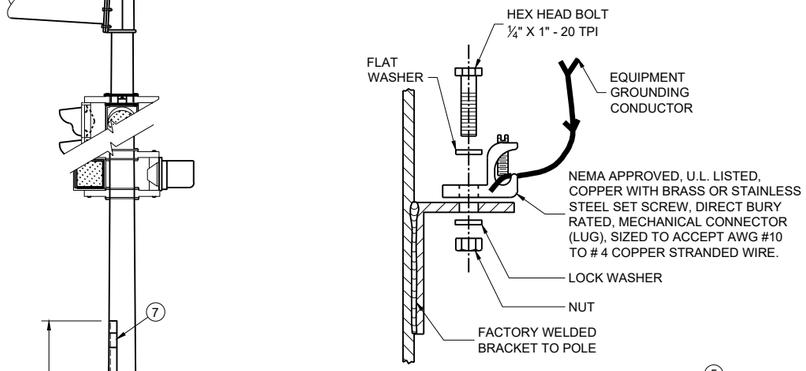


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANFACTURER'S RECOMMENDATION)

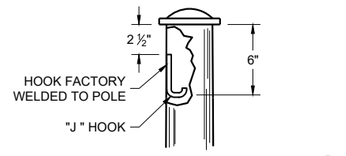


SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



(6)

TYPICAL "J" HOOK WIRE SUPPORT

STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

GENERAL NOTES AND HARDWARE FOR OVER HEIGHT TYPE 9, 10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

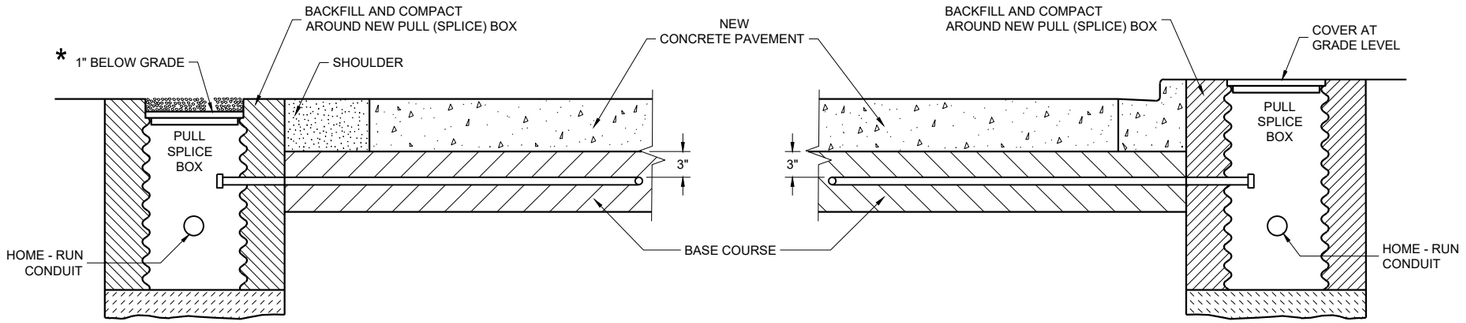
APPROVED
February 2026
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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SDD 09E12-03k



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

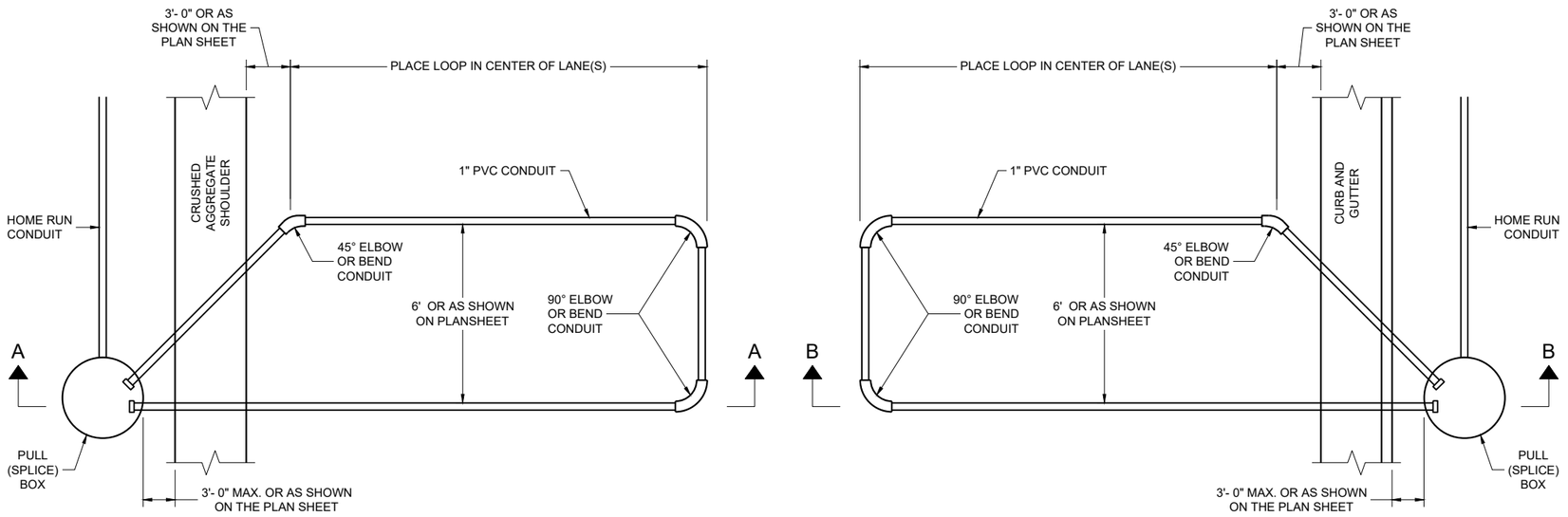
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

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

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



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

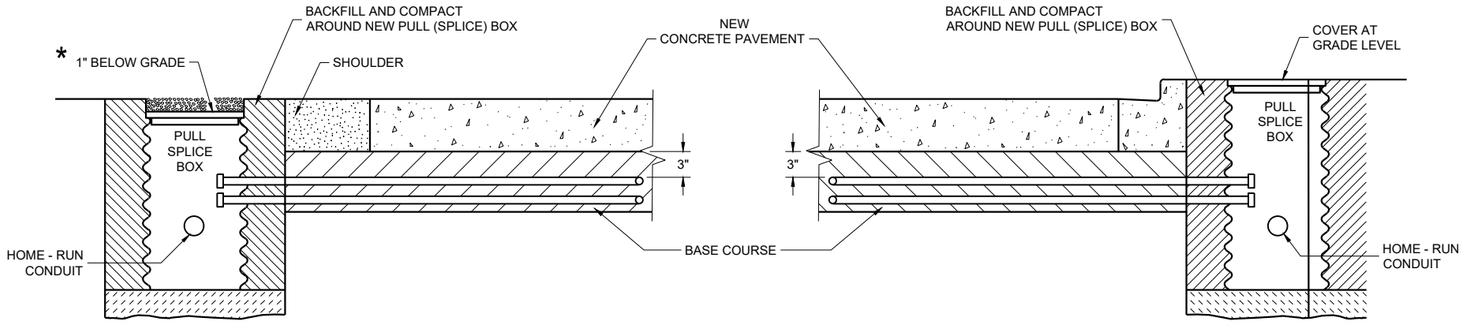
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09F15-05a

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SDD 09F15-05a



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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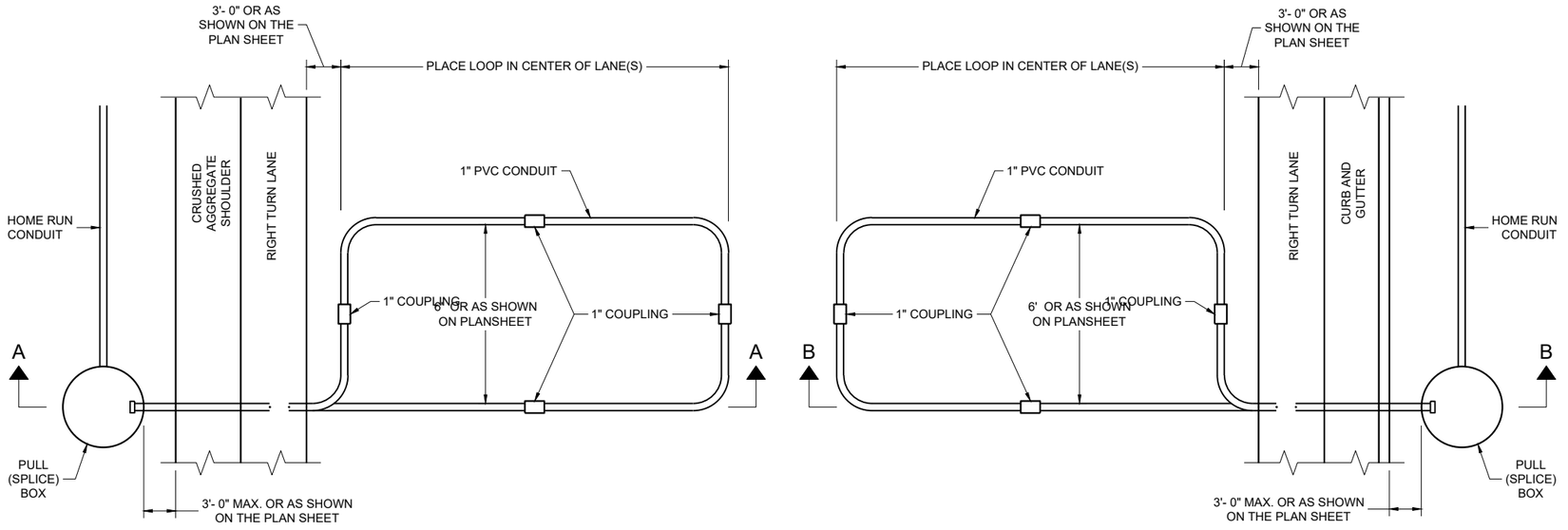
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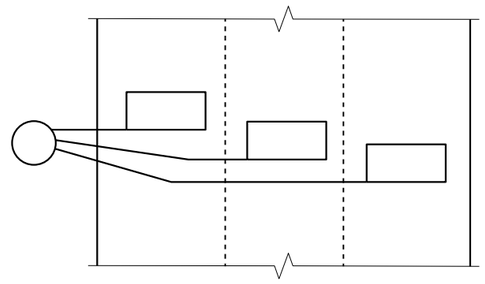
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PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

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



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

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

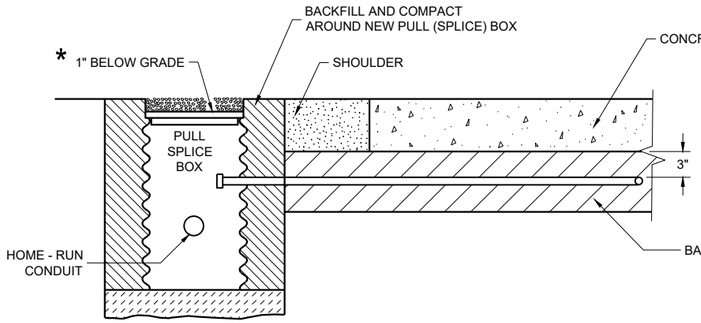
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

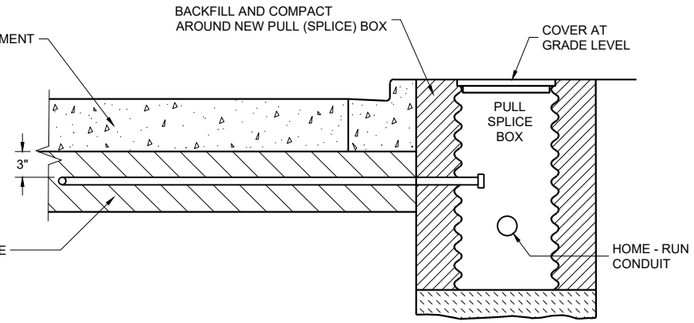
SDD 09F15-05b

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SDD 09F15-05b



SECTION A - A
NO CURB AND GUTTER



SECTION B - B
CURB AND GUTTER

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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

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

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

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

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

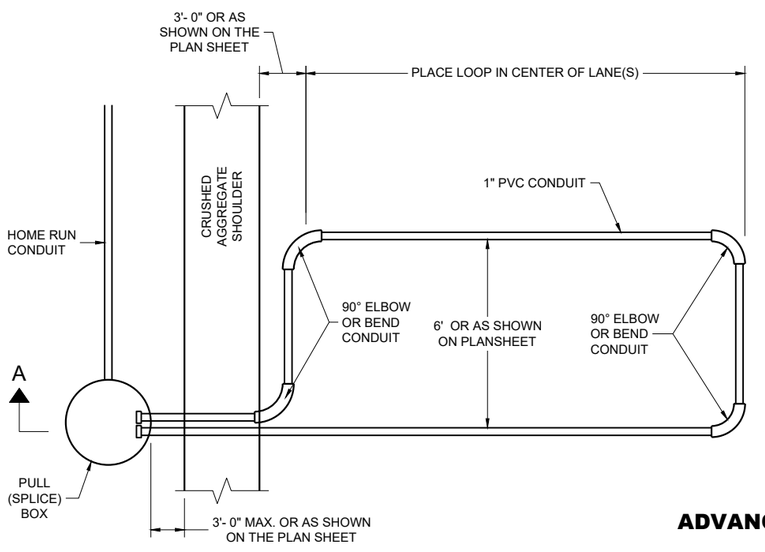
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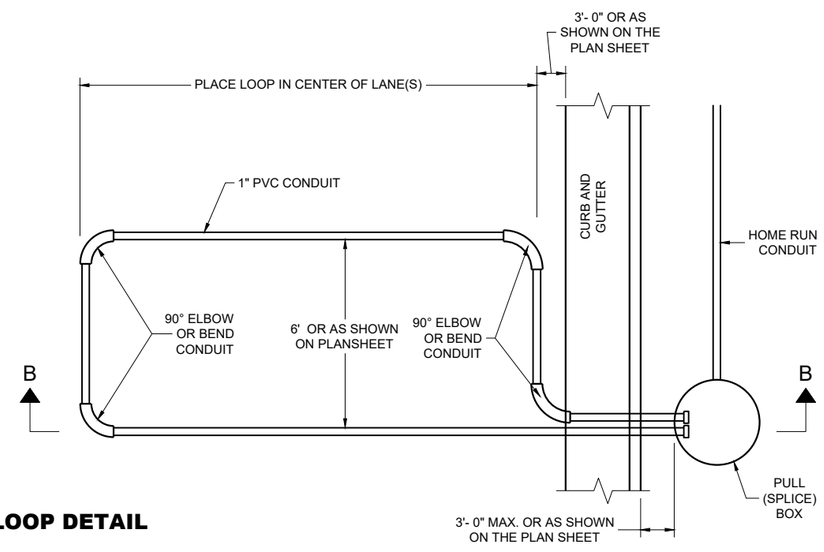
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PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

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

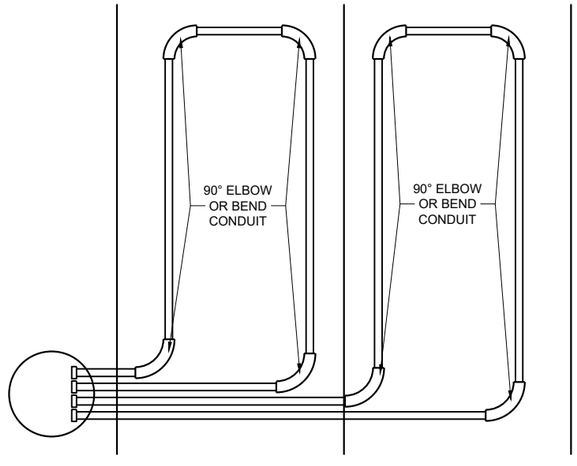




ADVANCED LOOP DETAIL

TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

STOP BAR LOOP DETAIL



LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 3)

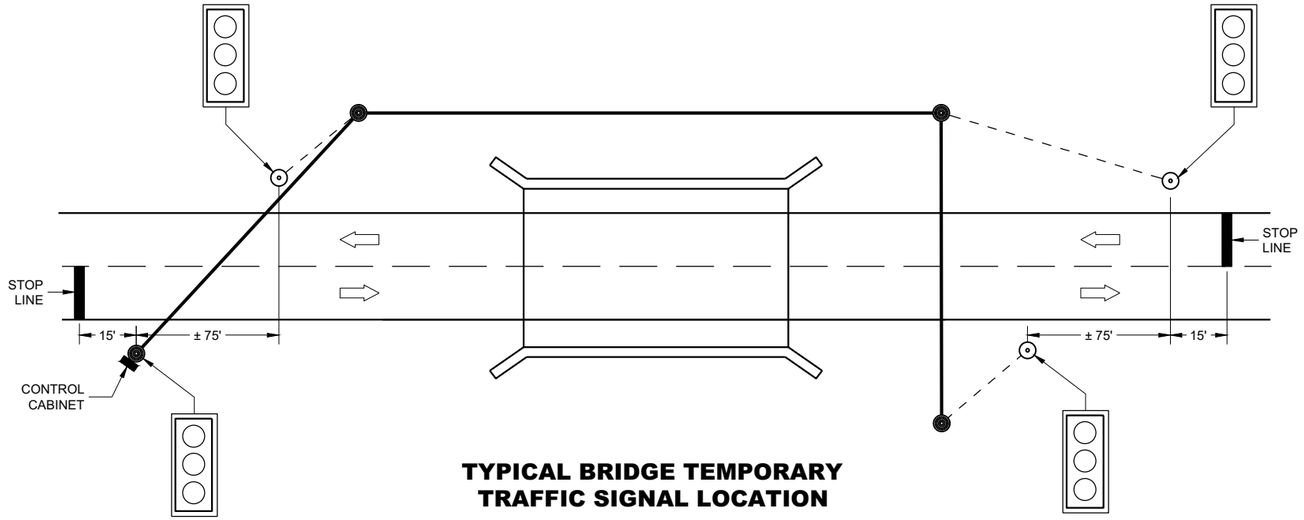
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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SDD 09F15-05c



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

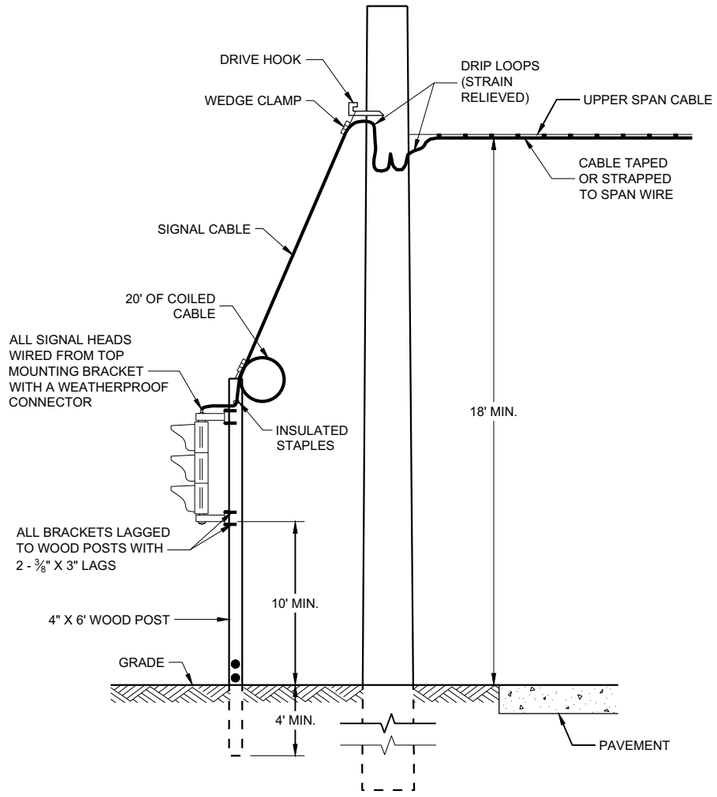
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

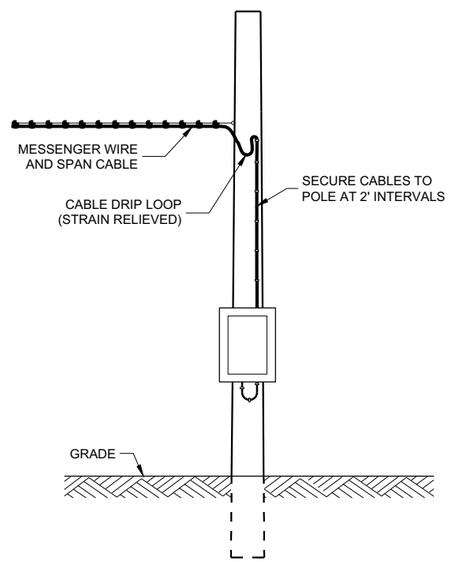
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

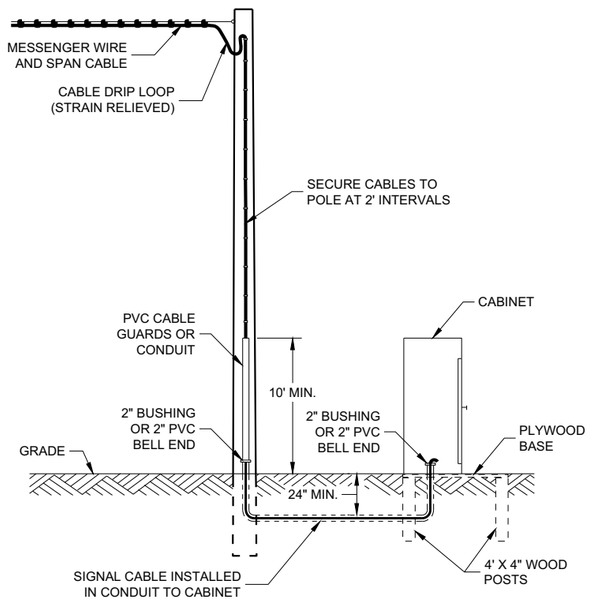
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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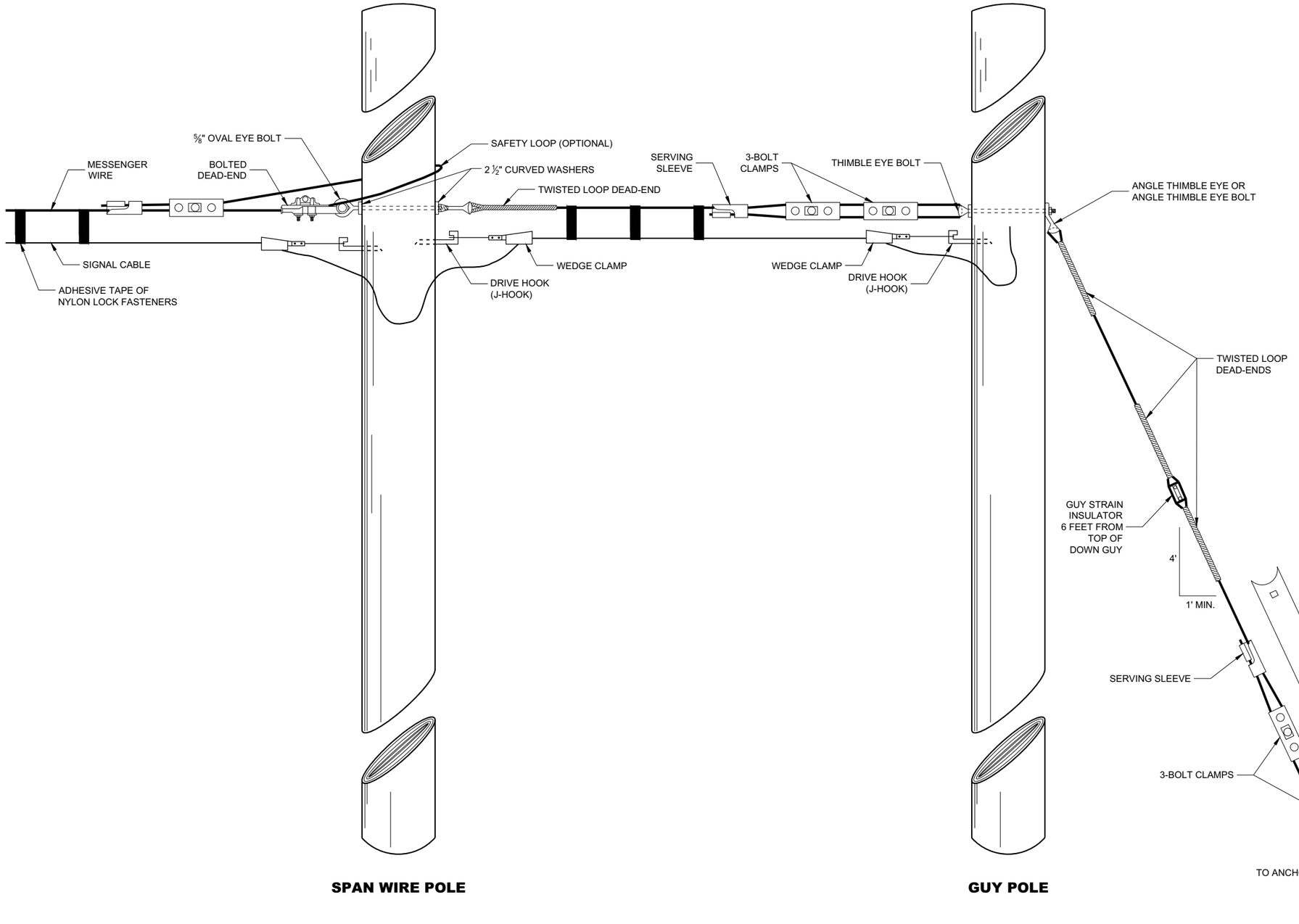
SDD09G02 - 05a

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SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

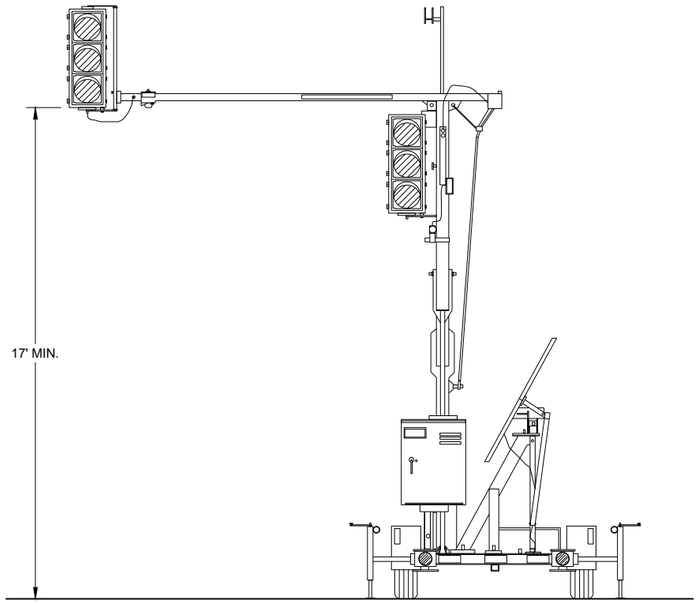
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SDD09G02 - 05b

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SDD09G02 - 05b

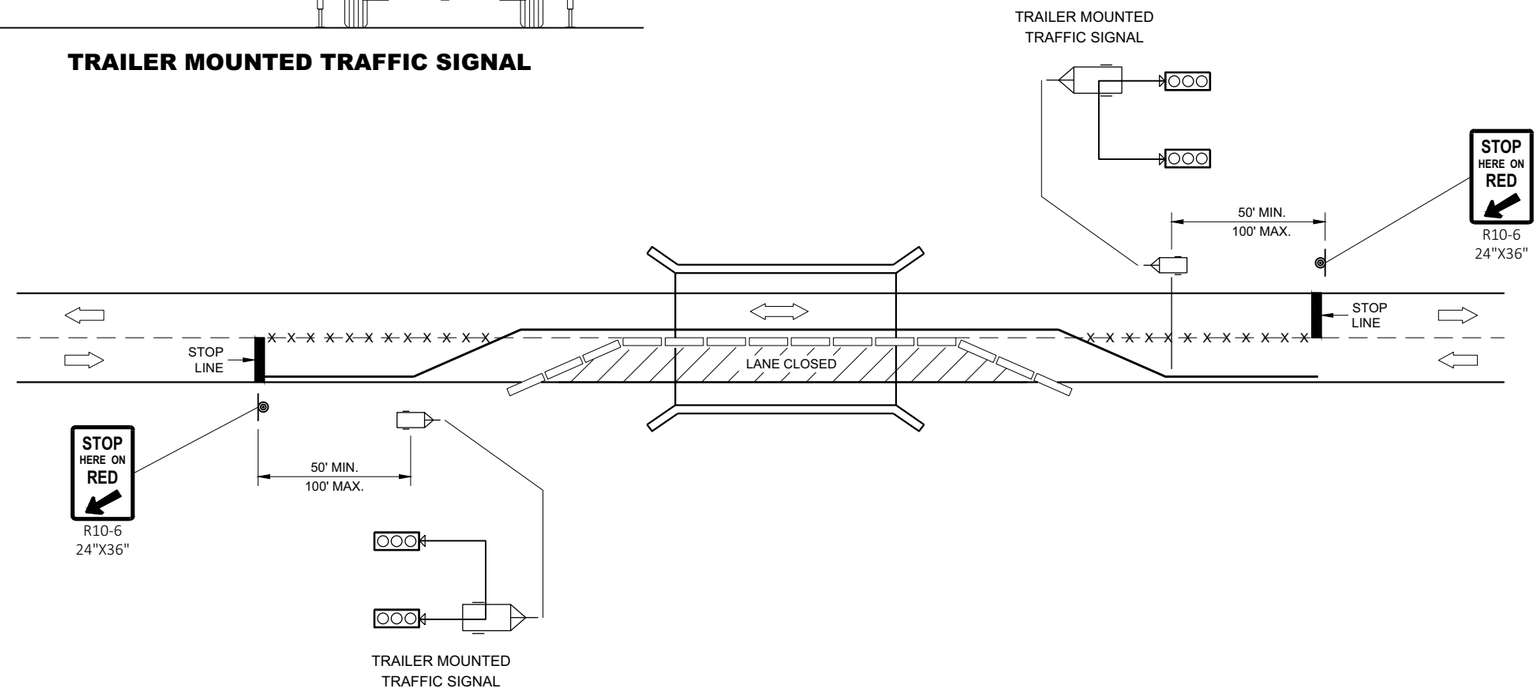


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

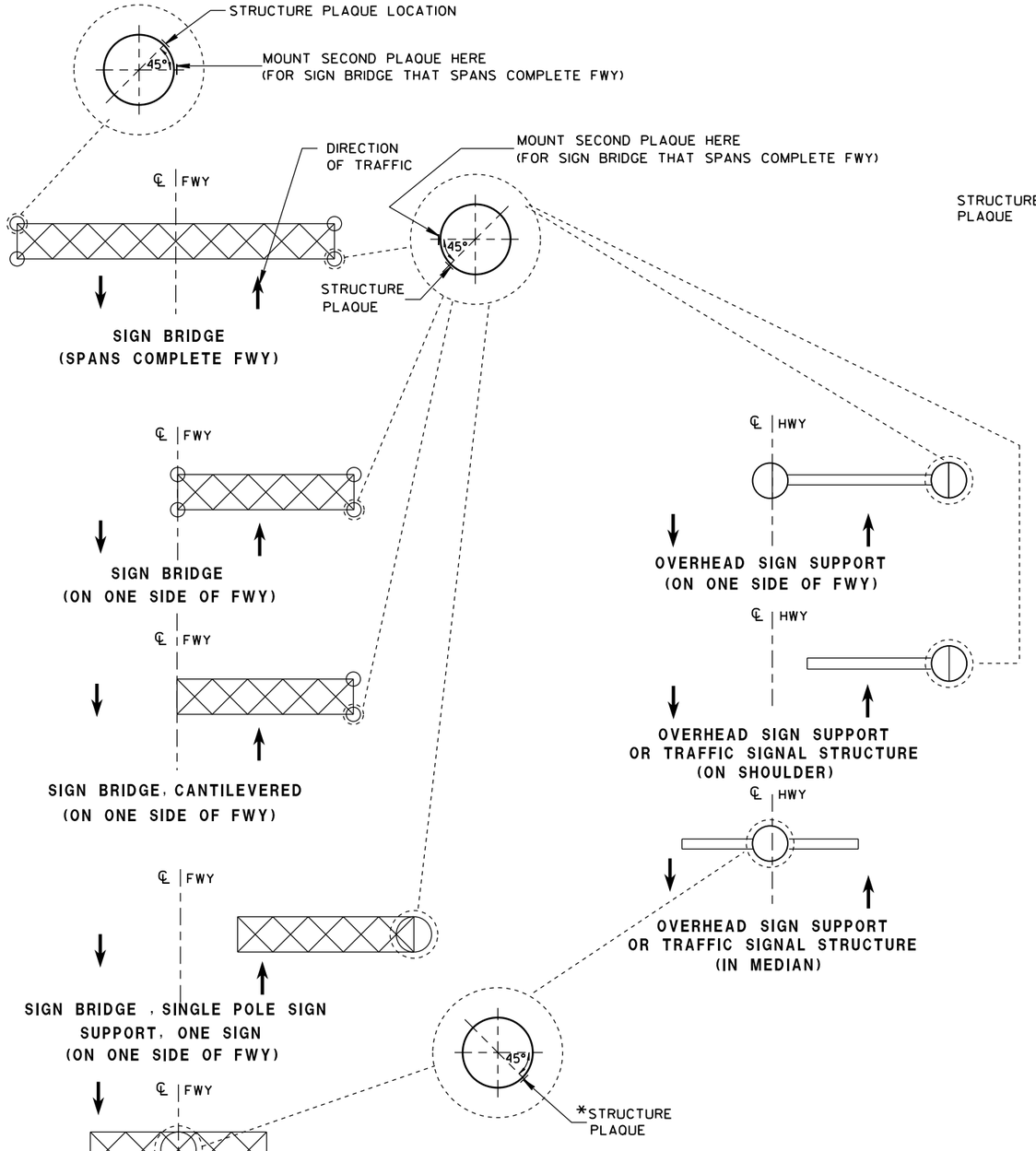
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SDD09G02 - 05c

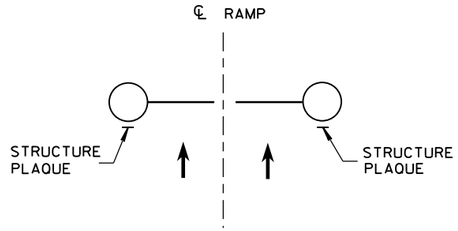
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SDD09G02 - 05c

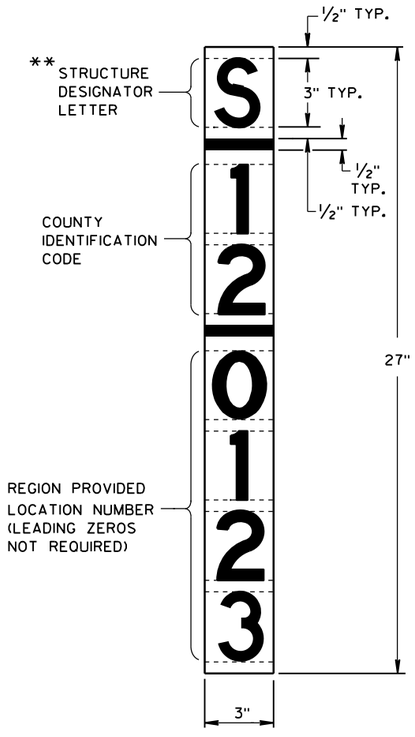


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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



RAMP GATE
(ACROSS FWY ON-RAMP)



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

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

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

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

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

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

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

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

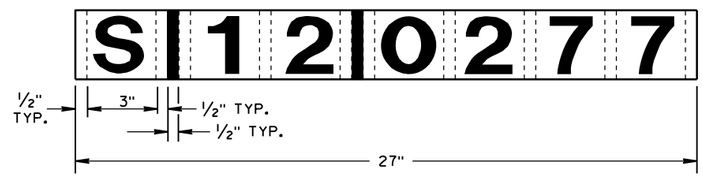
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

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

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



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

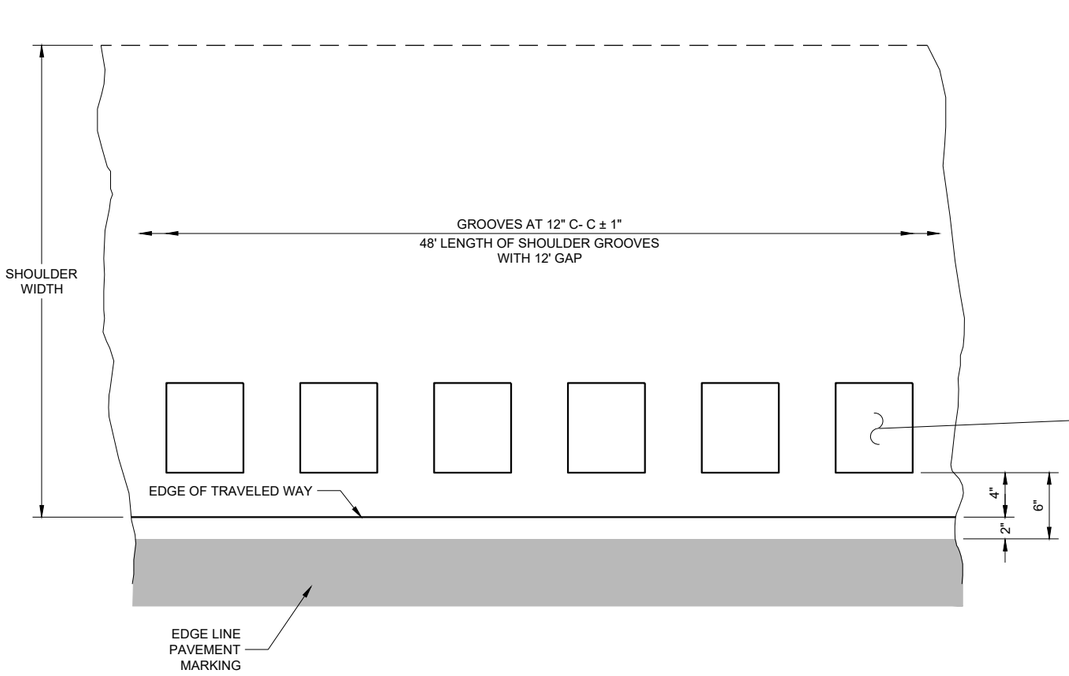
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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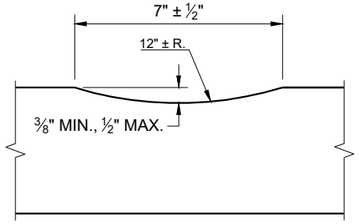
S.D.D. 12 A 4-3

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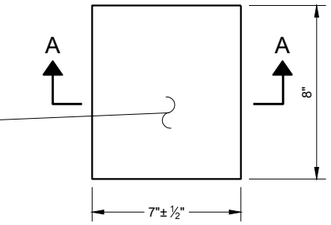
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PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

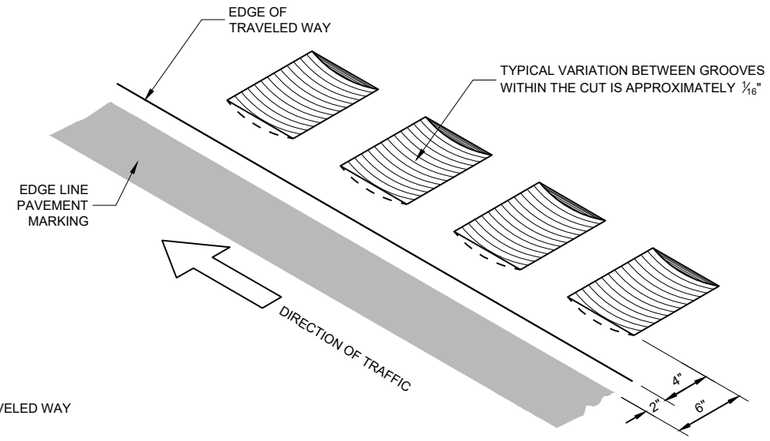


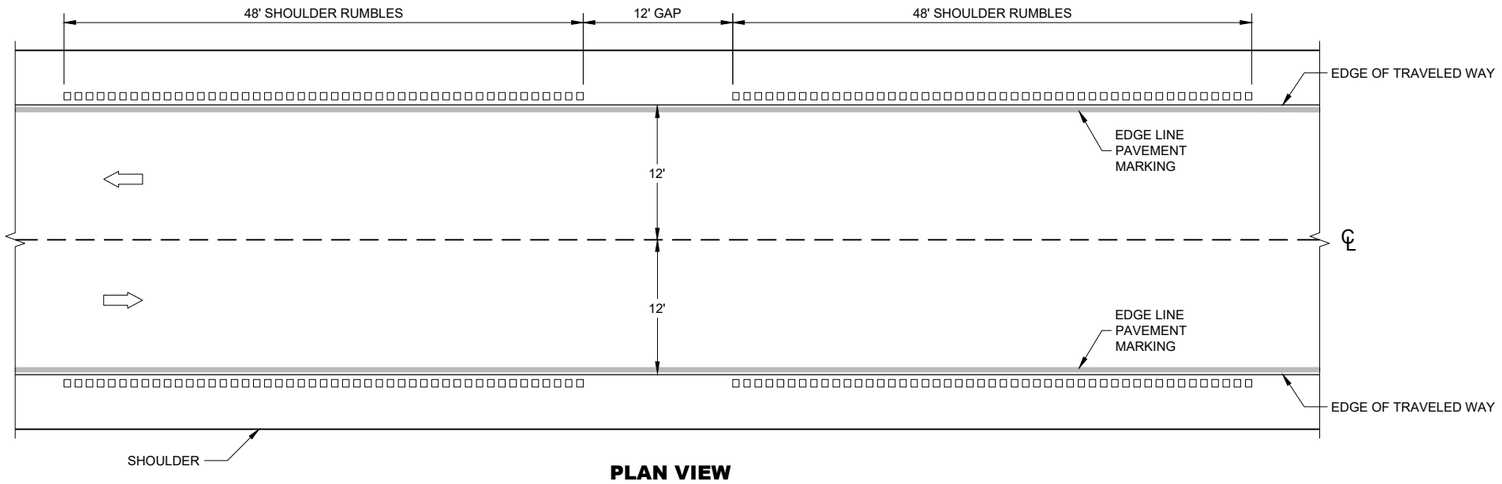
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

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





PLAN VIEW

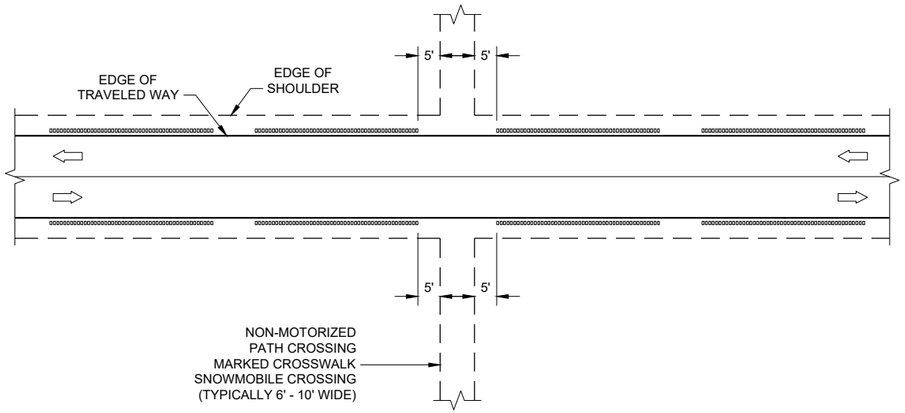
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

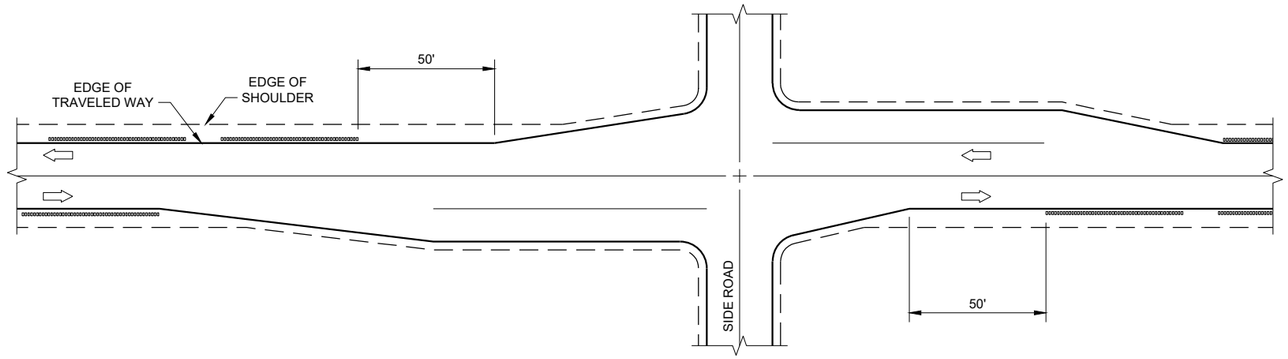
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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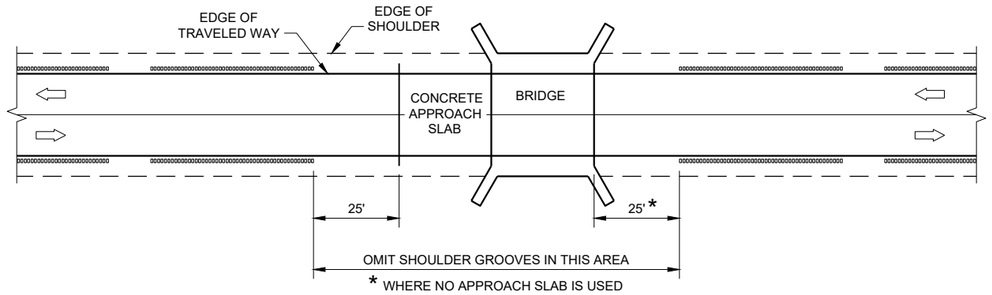
SDD 13A10 - 03a



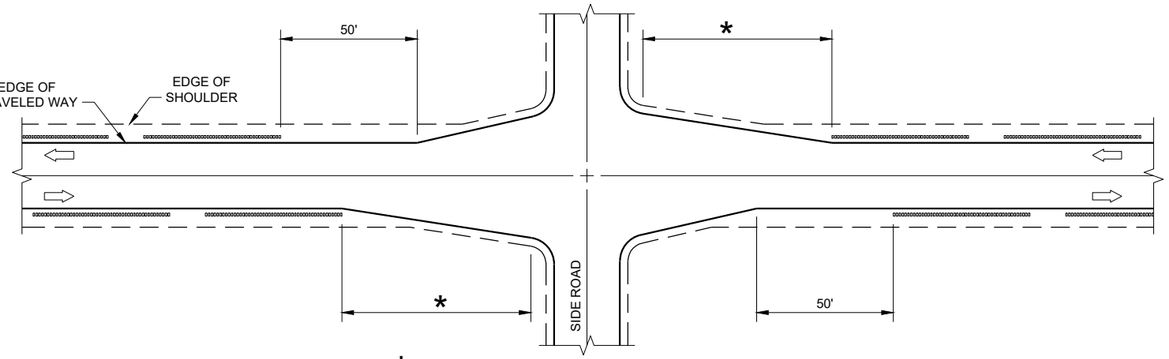
GROOVES AT MISCELLANEOUS CROSSINGS



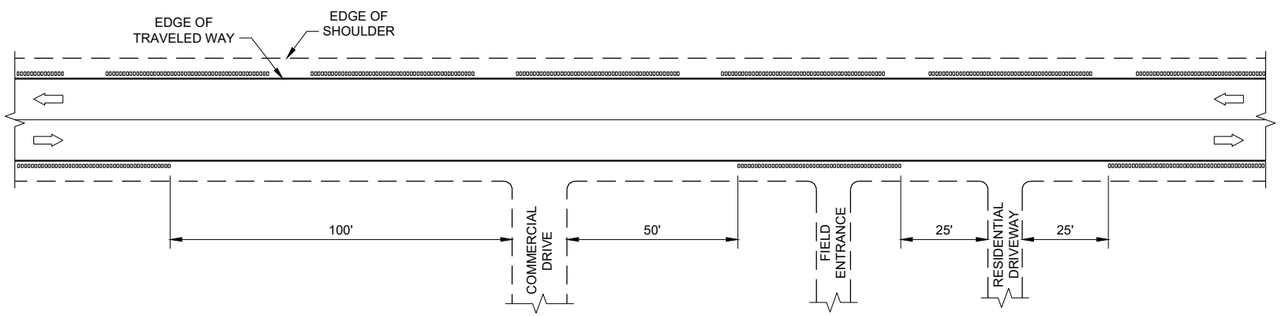
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

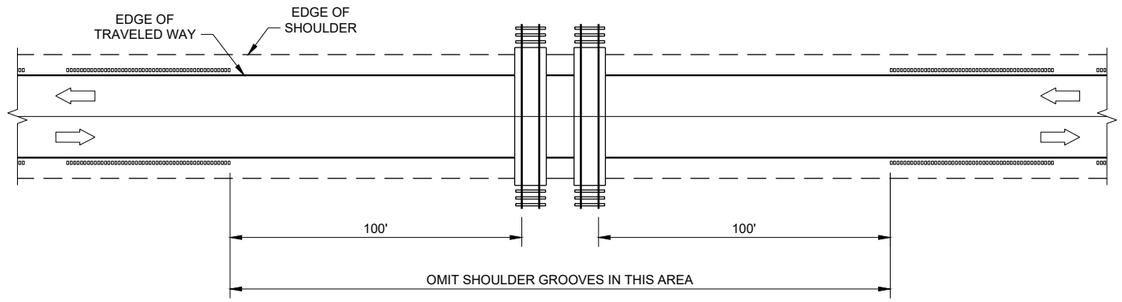
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

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

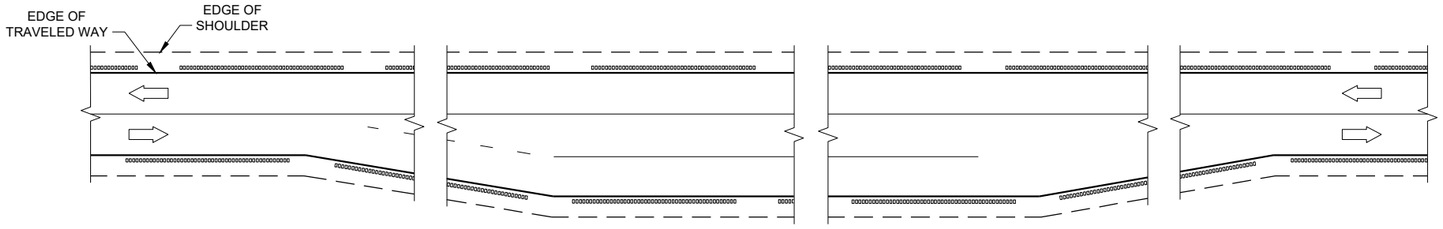
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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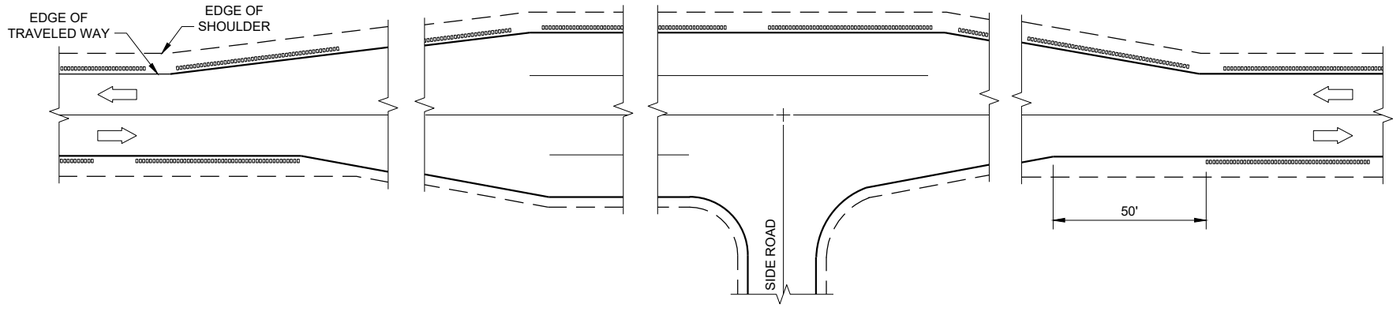
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

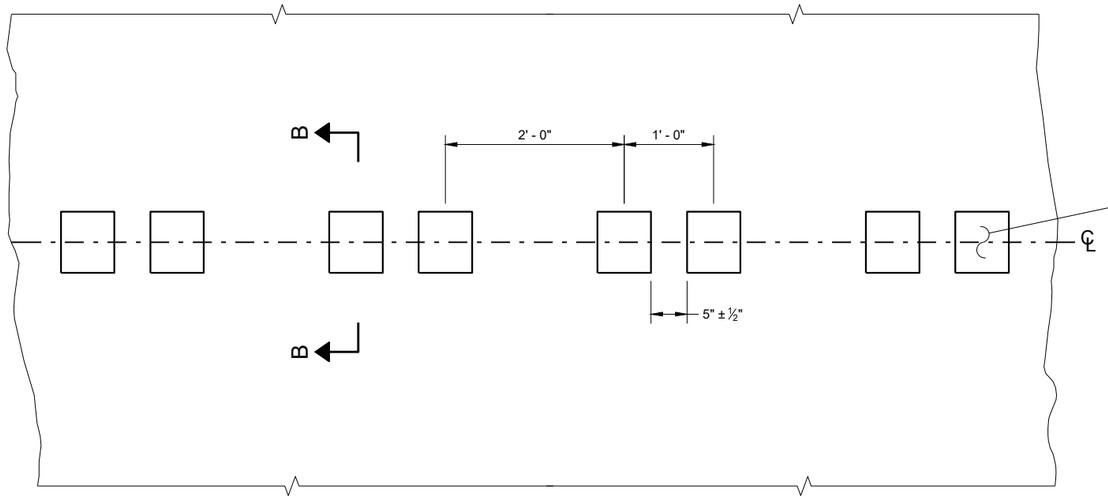
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

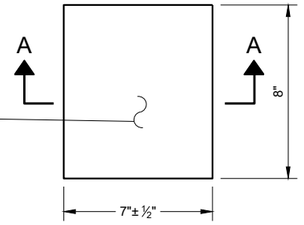
GENERAL NOTES

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

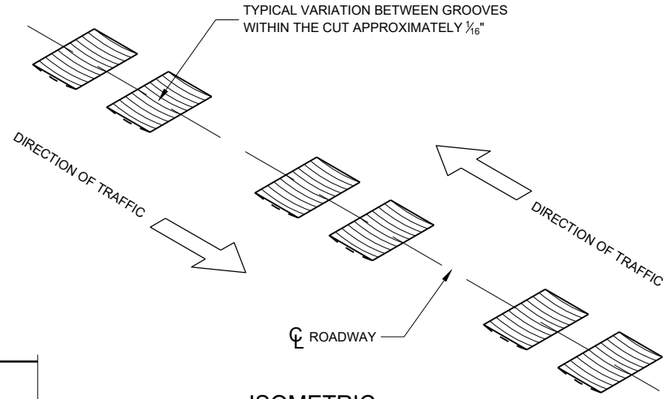
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



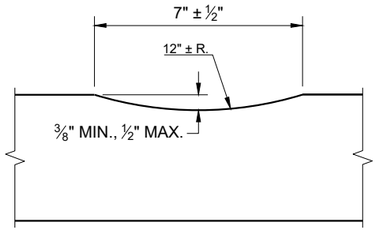
PLAN DETAIL VIEW



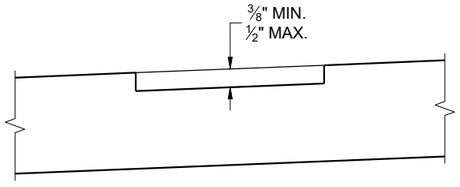
PLAN VIEW
(SINGLE GROOVE)



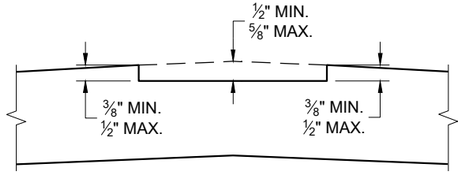
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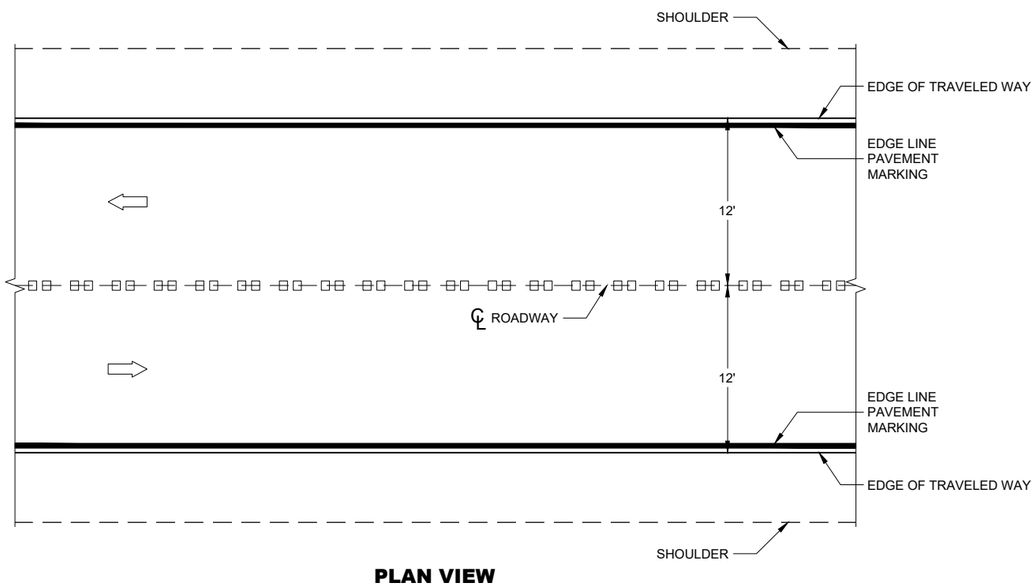
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

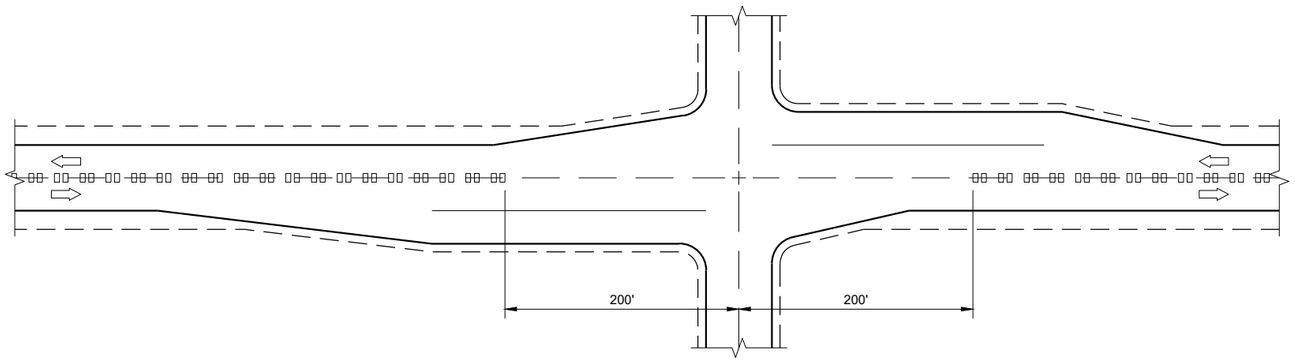
SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

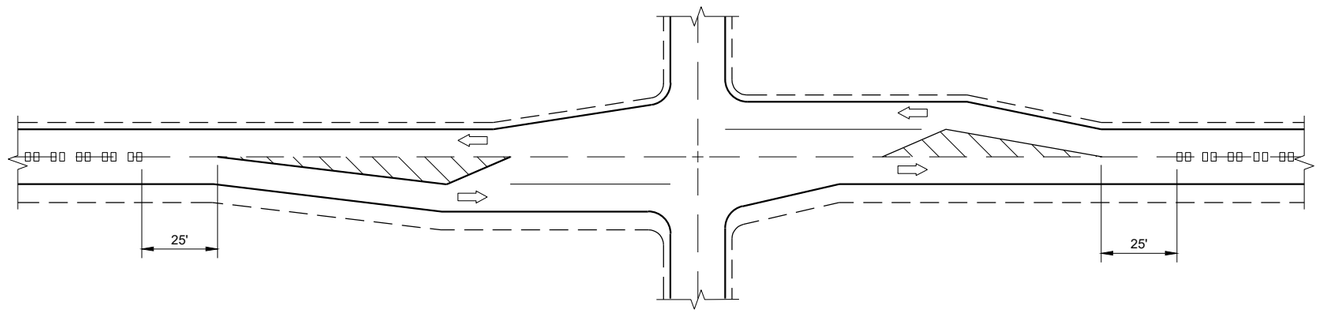
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 202

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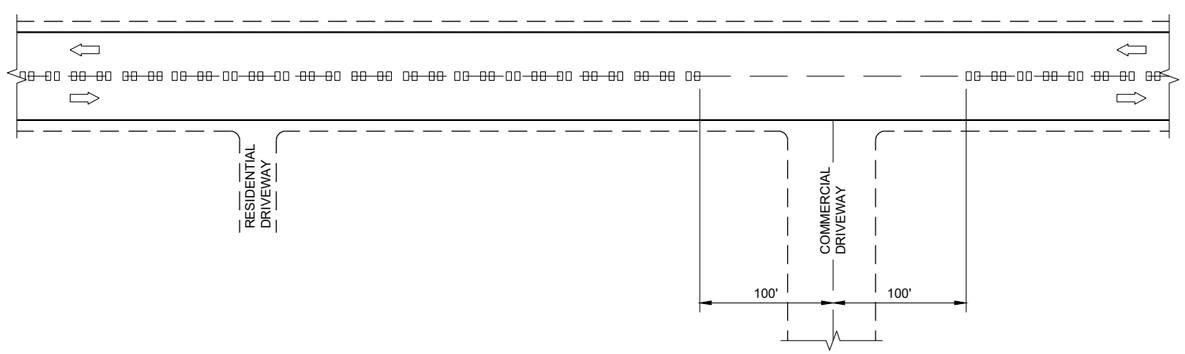
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



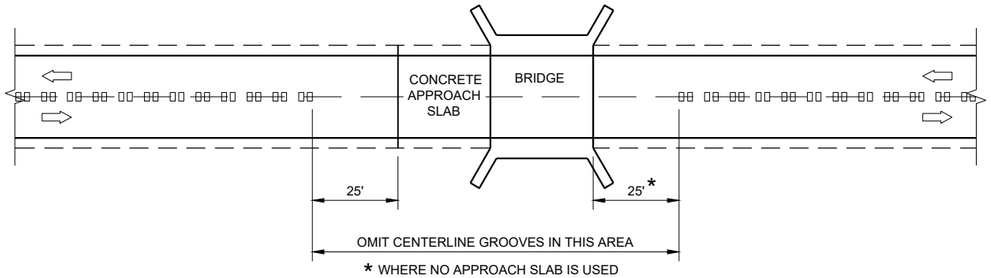
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



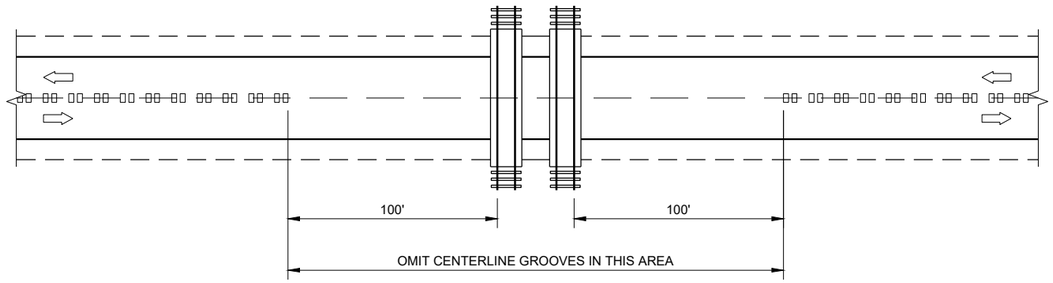
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

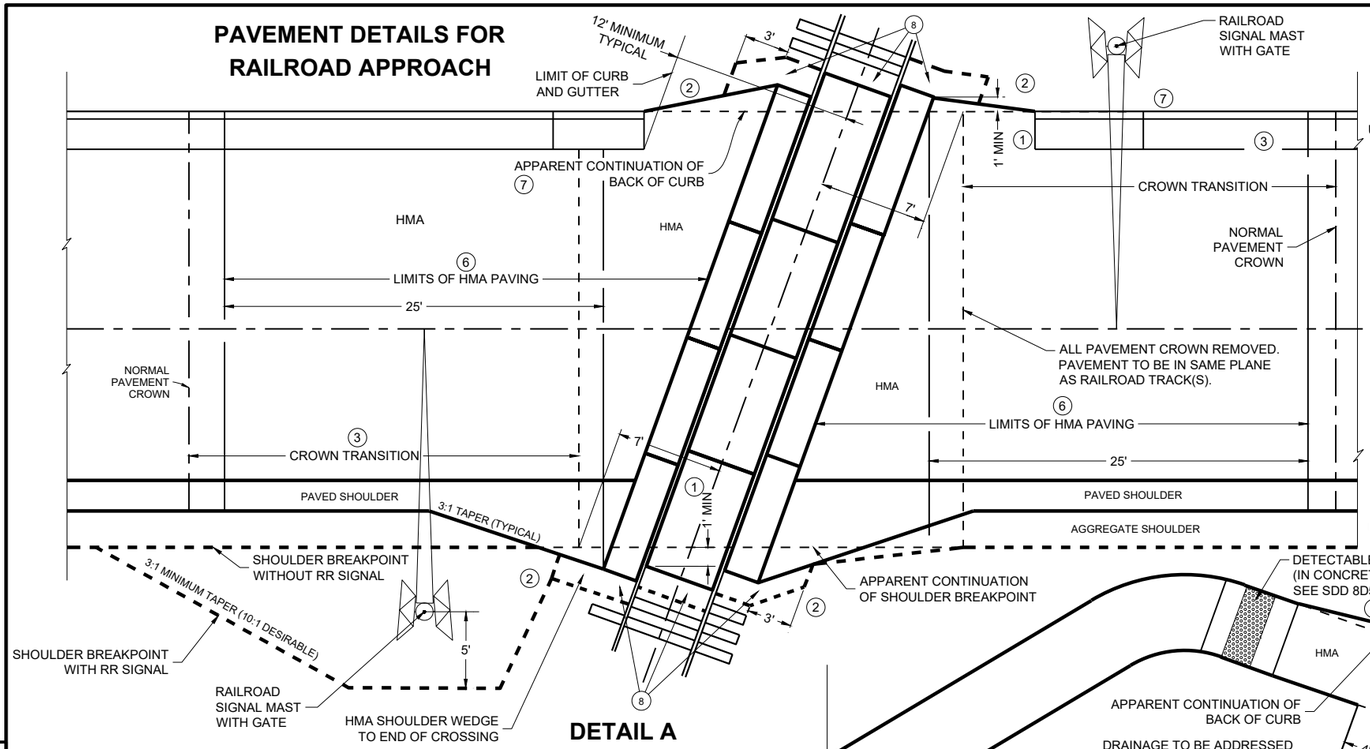
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SDD 13A11 - 04d

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SDD 13A11 - 04d

PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

(1) 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.

(2) HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.

(3) CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

(4) NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.

(5) TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.

(6) 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.

(7) REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

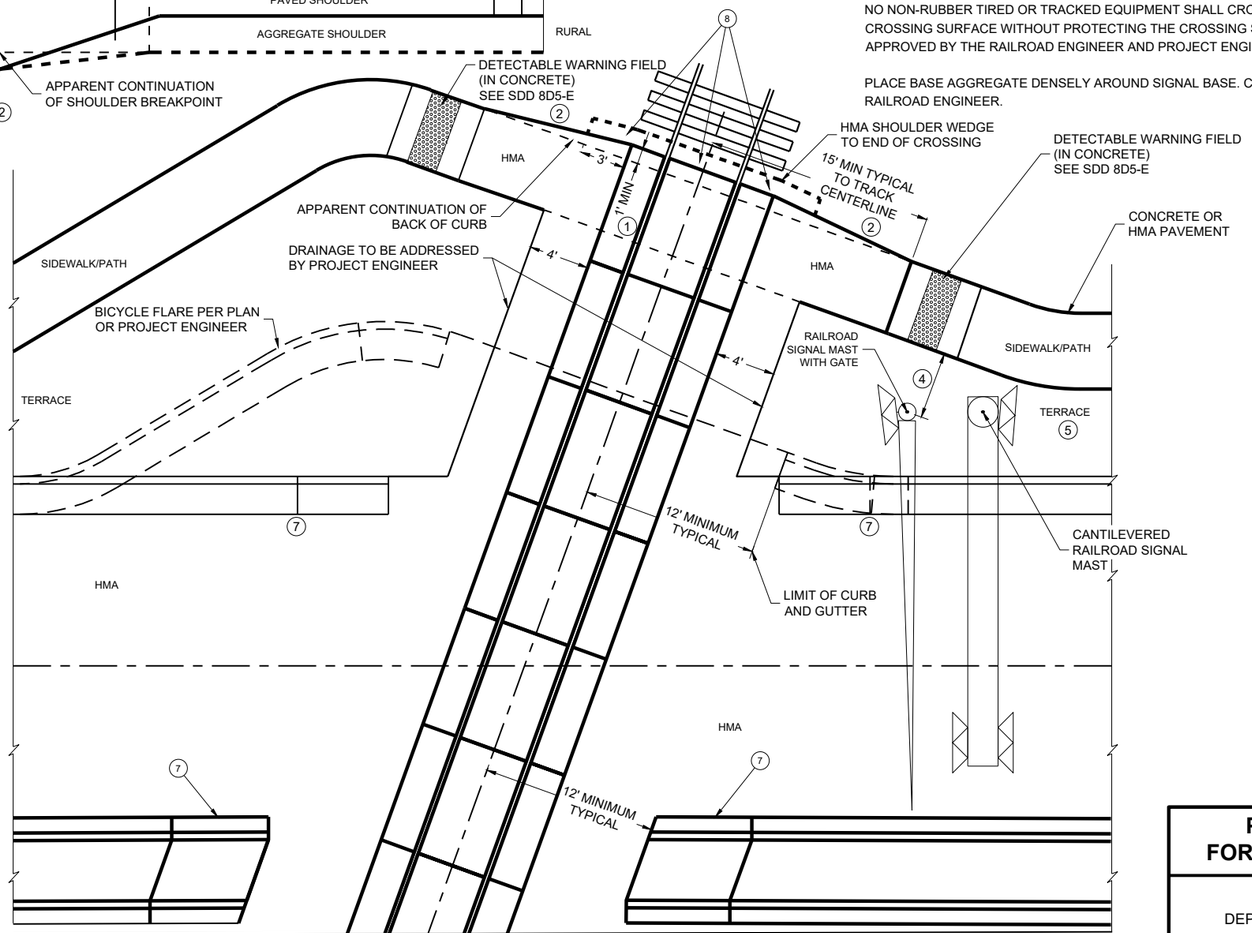
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.



DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

PAVEMENT DETAILS FOR RAILROAD APPROACH

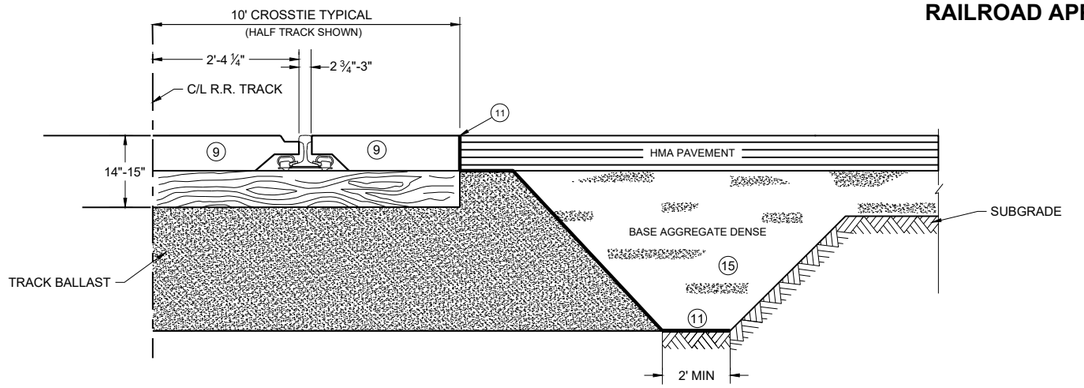
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

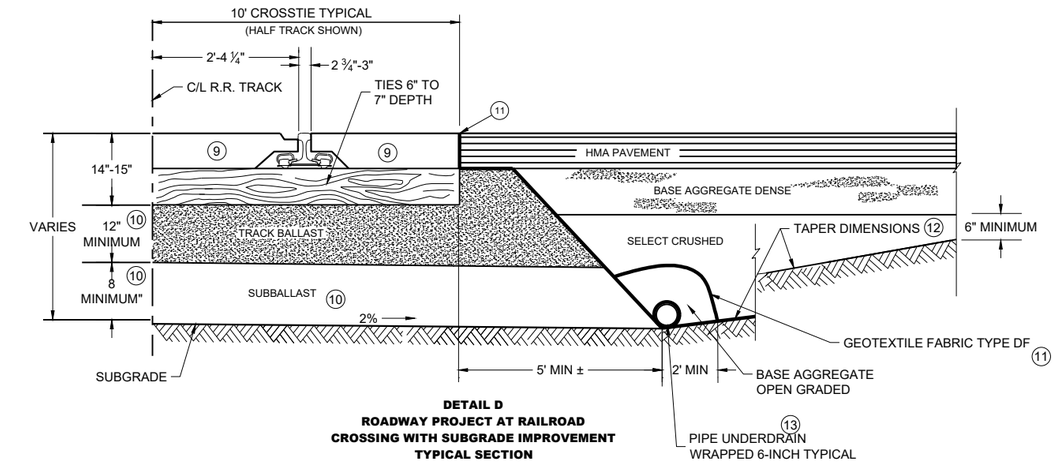
/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISO

FHWA

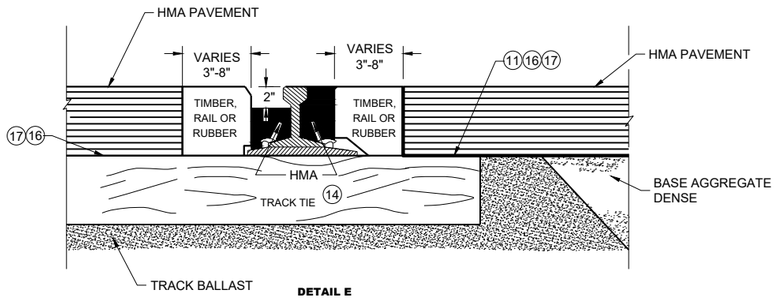
TYPICAL SECTIONS FOR RAILROAD APPROACH



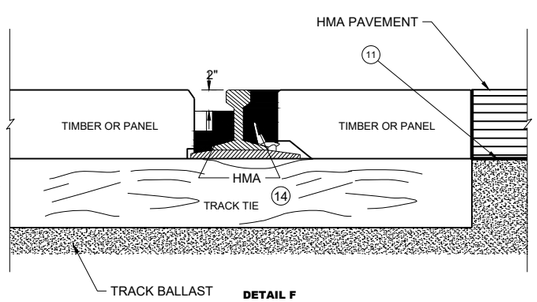
DETAIL C
ROADWAY PROJECT AT RAILROAD
CROSSING WITHOUT SUBGRADE IMPROVEMENT
TYPICAL SECTION



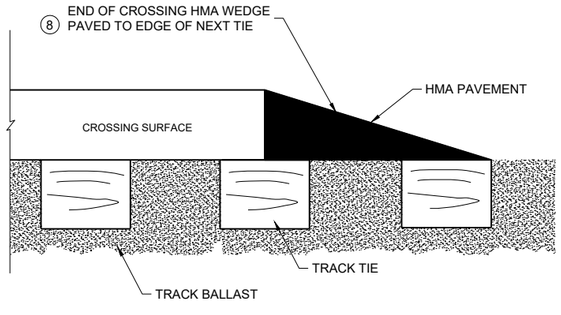
DETAIL D
ROADWAY PROJECT AT RAILROAD
CROSSING WITH SUBGRADE IMPROVEMENT
TYPICAL SECTION



DETAIL E
TIMBER, RAIL OR RUBBER SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL F
PANEL SECTION
HMA FLANGEWAY
AND FIELD FILLERS



DETAIL G
END OF CROSSING HMA WEDGE

GENERAL NOTES

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL A AND B.

(9) MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

(10) TRACK BALLAST AND SUBBALLAST REQUIRED 12" AND 8" MINIMUM DEPTHS RESPECTIVELY. DIMENSION FROM BOTTOM OF TRACK TIE TO HIGH SIDE OF 2% SLOPE. THE 2% SLOPE IS REQUIRED ON RAILROAD SUBBALLAST. SEE PLAN FOR CROWN, MATERIAL THICKNESS, AND SLOPE DIRECTION. SUBBALLAST CAN BE HMA, 1 1/2" BASE AGGREGATE DENSE, SELECT CRUSHED, OR A COMBINATION OF THEM.

(11) GEOTEXTILE FABRIC TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER HMA PAVEMENT, BASE AGGREGATE DENSE OR SELECT CRUSHED MATERIAL AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE FABRIC TYPE DF PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION UNDER AND AROUND THE PIPE UNDERDRAIN. PLACING GEOTEXTILE FABRIC OR GEOGRID UNDER THE SUBBALLAST IS OPTIONAL.

(12) TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

(13) IF SHOWN ON THE PLAN, TYPICAL 6-INCH PERFORATED PVC SCHEDULE 80 PIPE UNDERDRAIN TO BE PLACED ALONG THE TOE OF SLOPE, GRADED TO DRAIN AND DAYLIGHT OR INTO STORM SEWER. BASE AGGREGATE OPEN GRADED OVER PIPE UNDERDRAIN AND THEN WRAPPED IN GEOTEXTILE FABRIC TYPE DF SCHEDULE A IN ORDER TO STABILIZE AND SEPARATE FROM SELECT CRUSHED.

(14) HMA FLANGEWAY AND FIELD FILLERS ARE TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR, WHEN NOT PROVIDED BY OTHERS AS PART OF THE CROSSING SURFACE MATERIAL. IF THE CROSSING SURFACE IS NOT BEING REPLACED, THEN REMOVE AND REPLACE THE HMA FLANGEWAY AND FIELD FILLERS AS DIRECTED BY THE RAILROAD OR PROJECT ENGINEER.

(15) GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

(16) IF THE CROSSING IS NOT BEING REPLACED, REMOVE AND REPLACE HMA AS DIRECTED BY RAILROAD AND PROJECT ENGINEER. CARE MUST BE TAKEN TO NOT DAMAGE CROSSING PANELS, TIES, RAIL, PLATES AND SPIKES.

(17) PLACE HMA FULL DEPTH. AGGREGATE IS NOT TO BE PLACED BETWEEN THE RAILROAD TIES AND THE HMA PAVEMENT.

TYPICAL SECTIONS FOR RAILWAY APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

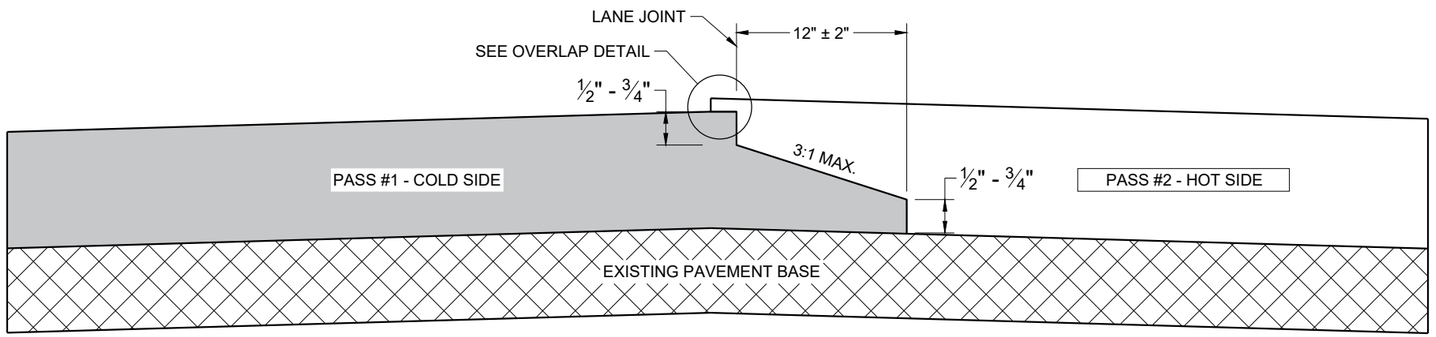
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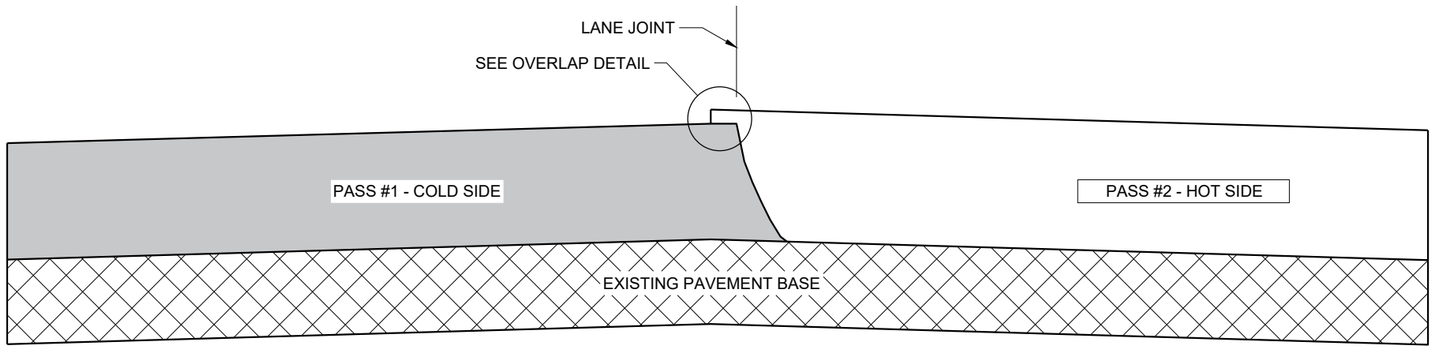
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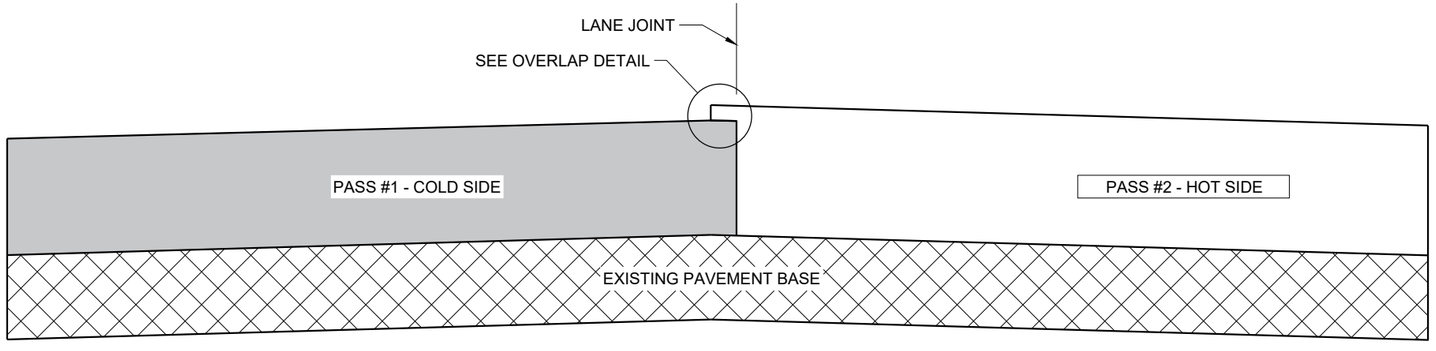
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TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

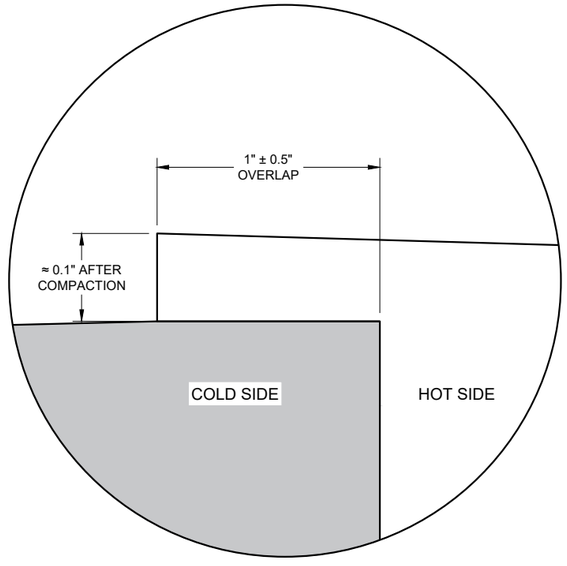
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

6

6

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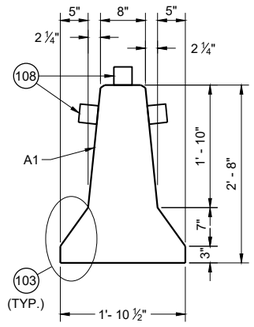
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

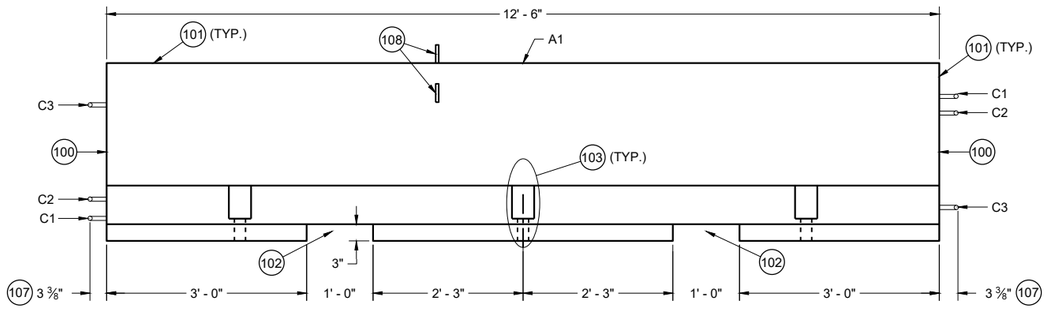
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

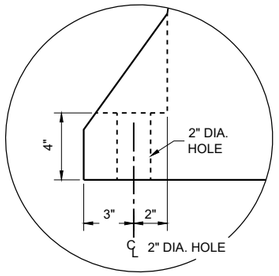
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

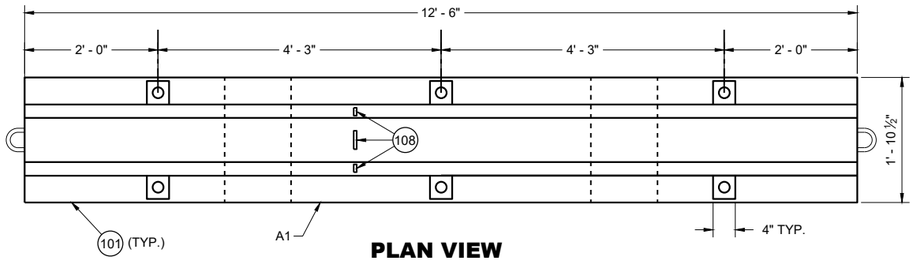
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

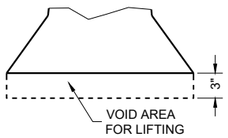


ANCHOR BLOCK DETAIL

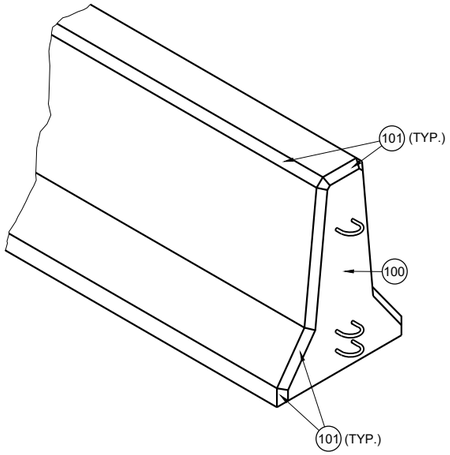


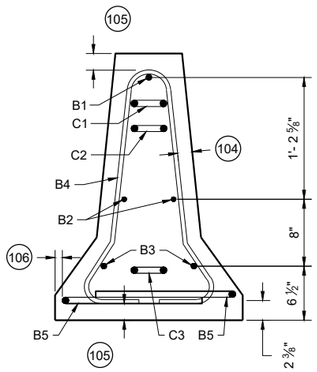
PLAN VIEW

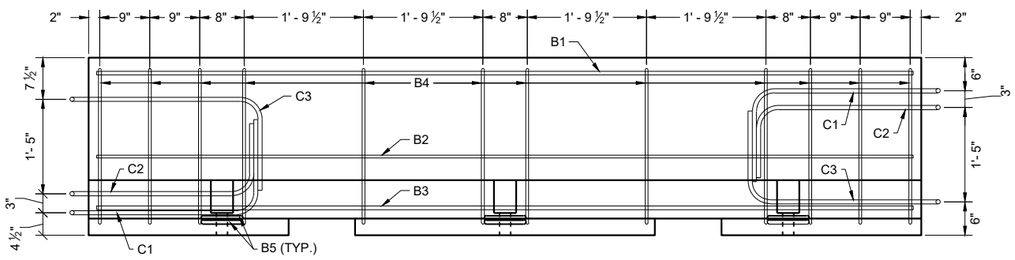
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

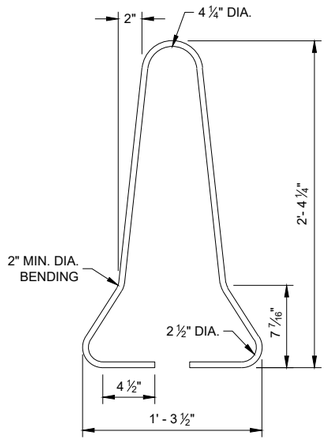
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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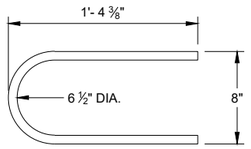
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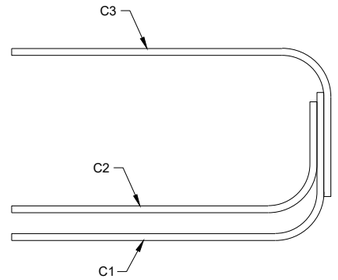
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B4 BAR DETAIL

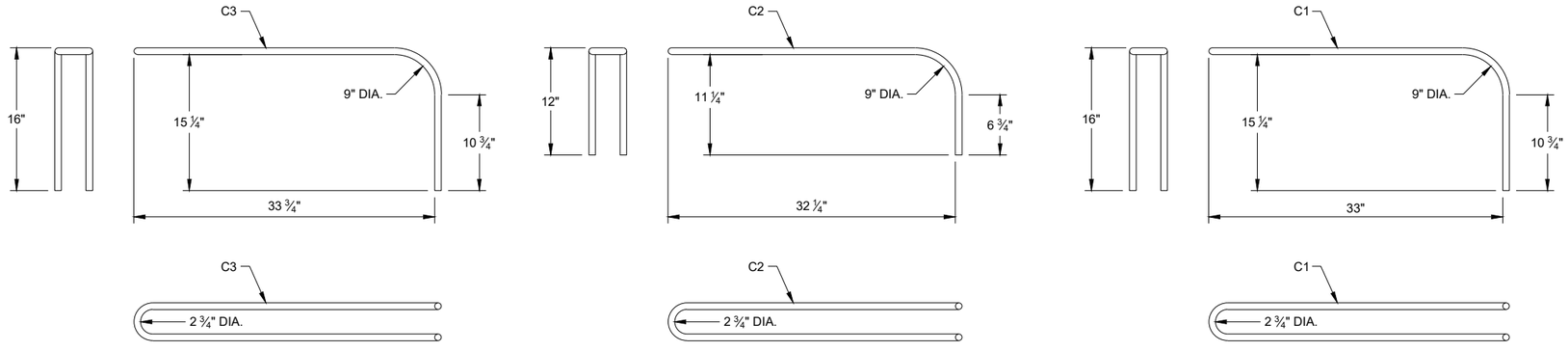


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY

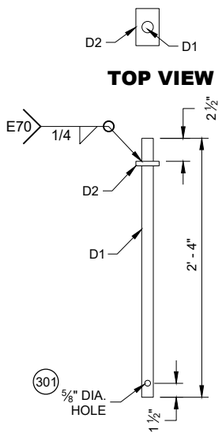


C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
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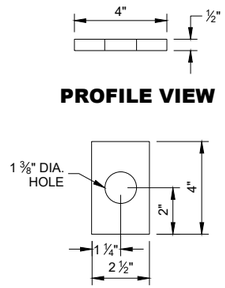
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SDD 14B07-16b



TOP VIEW

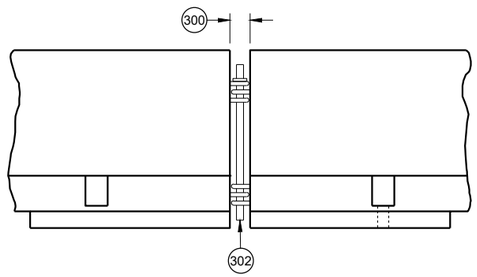
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

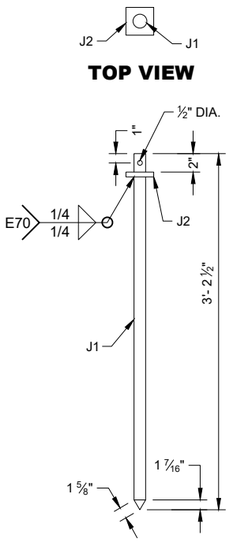
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

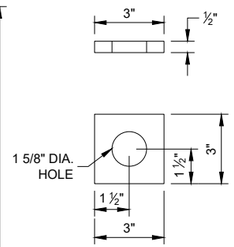
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



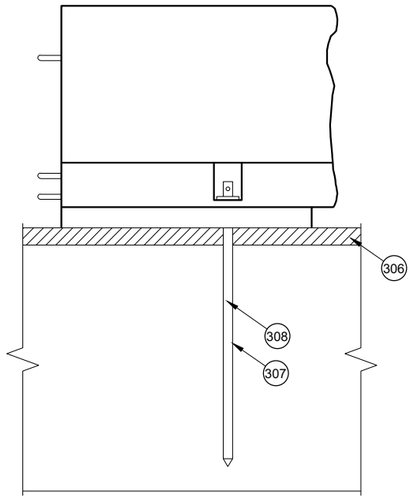
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

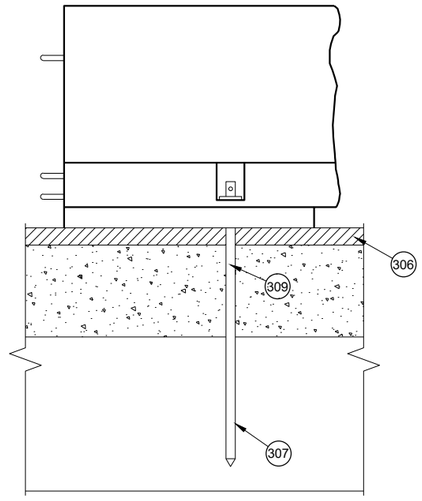


TOP VIEW J2



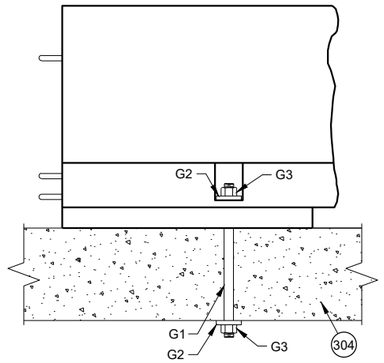
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



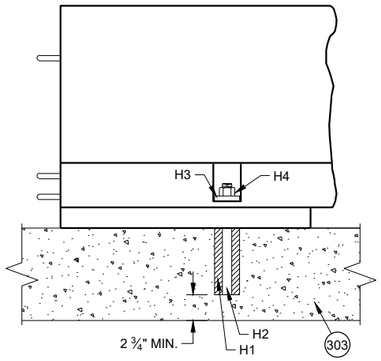
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



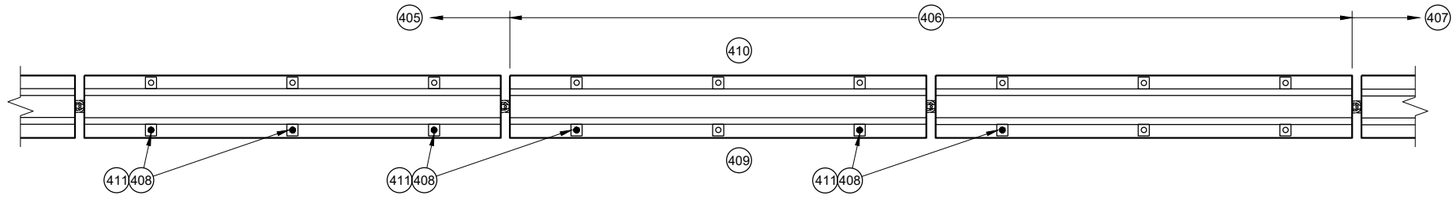
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

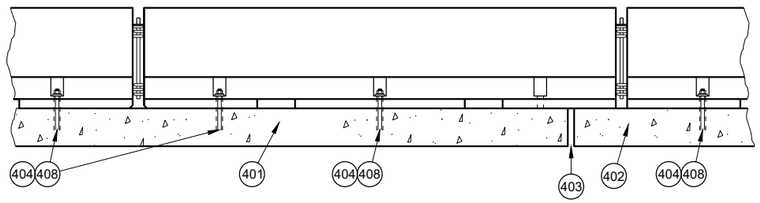
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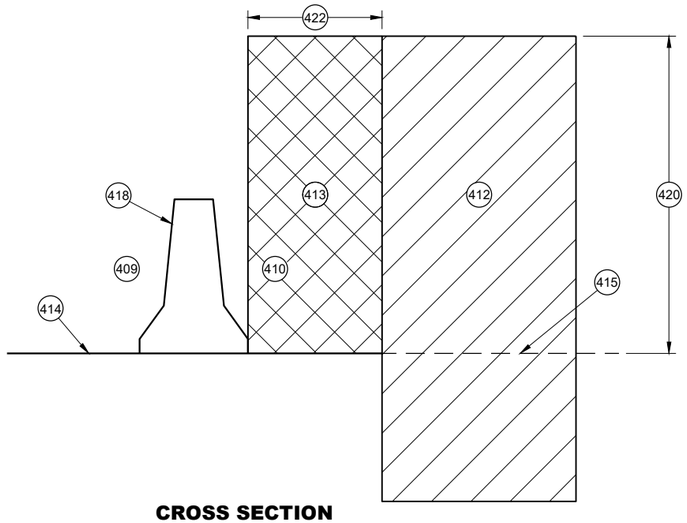
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



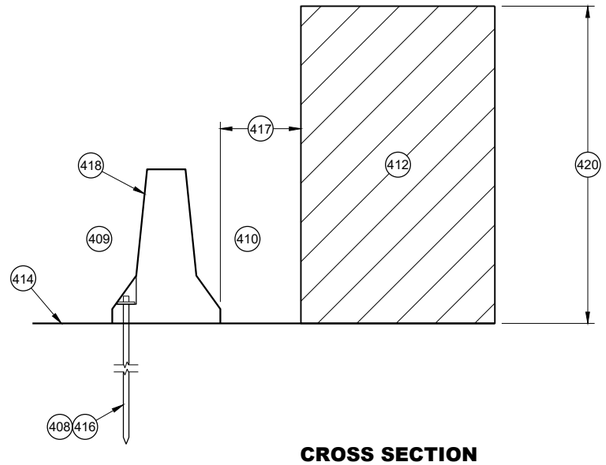
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



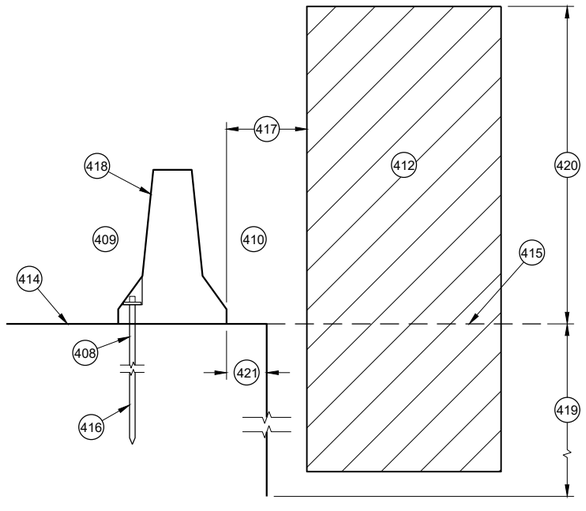
CROSS SECTION

FREE STANDING BARRIER



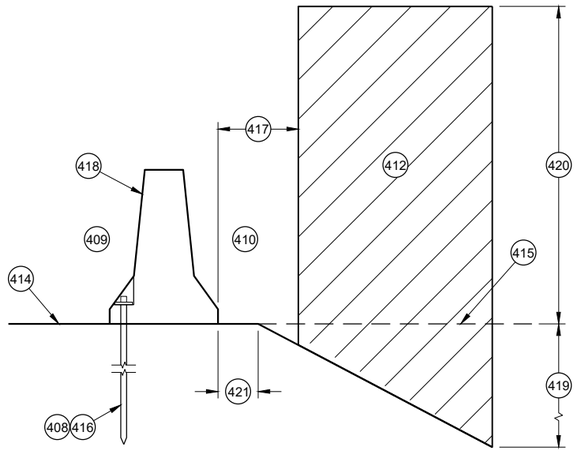
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

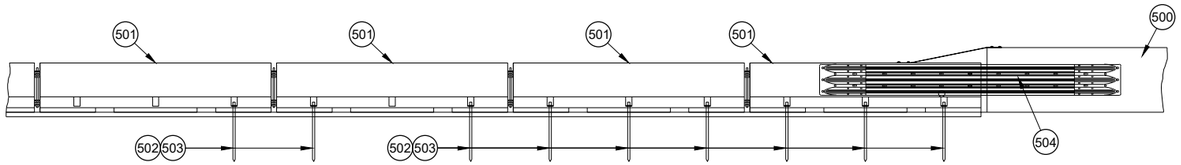
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

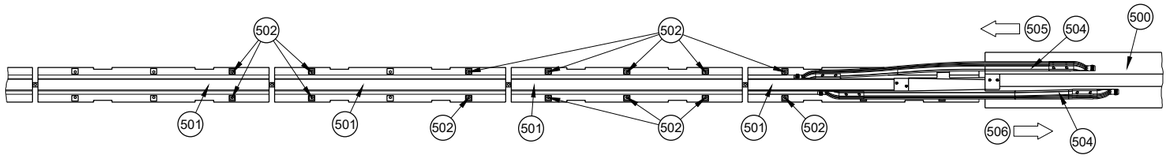
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

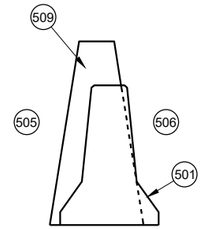
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



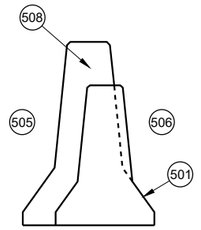
PROFILE VIEW



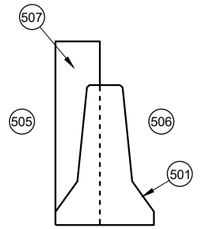
PLAN VIEW



CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE

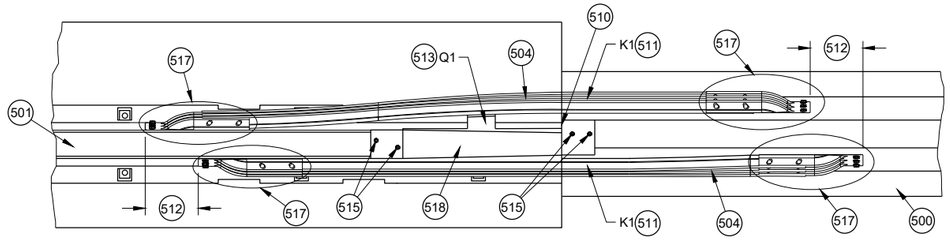


CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE

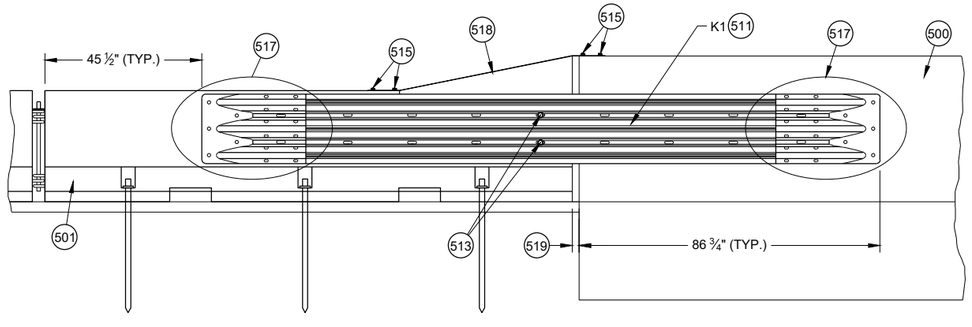


CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL

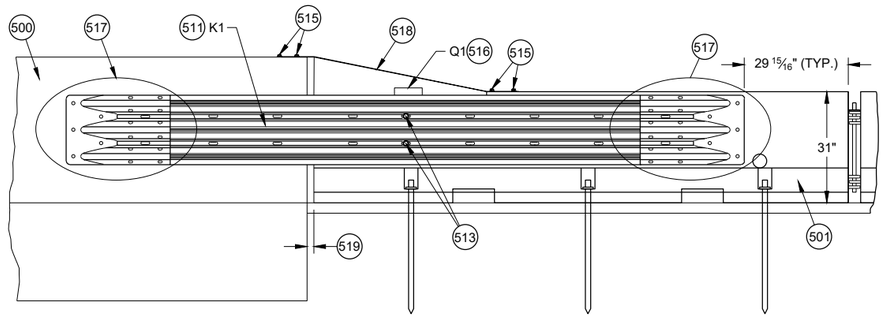
PLAN VIEW
TRANSITION TO RIGID BARRIER



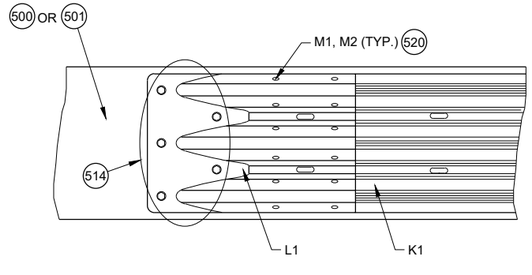
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



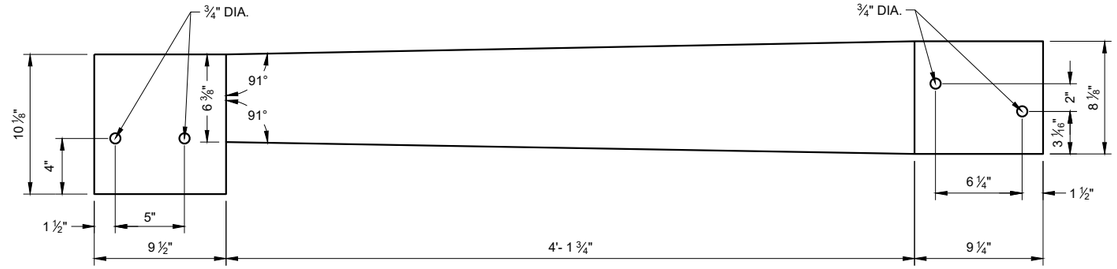
(517) DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

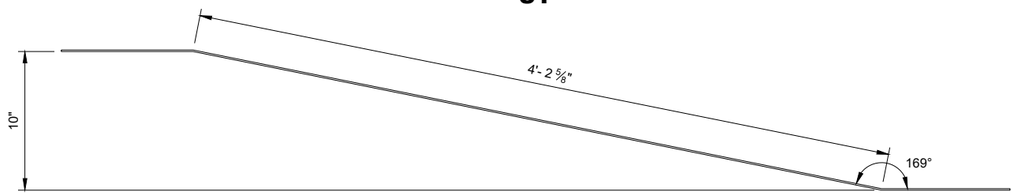
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SDD 14B07-16e



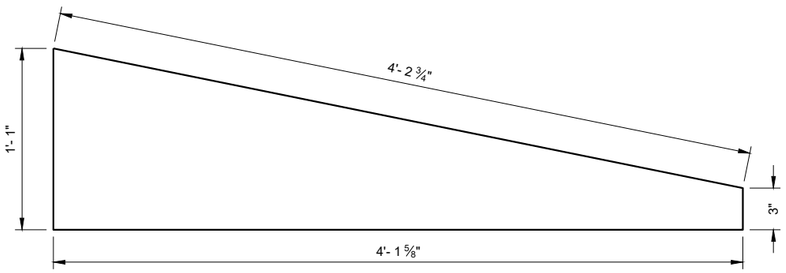
TOP VIEW

S1



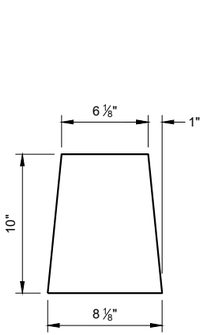
ELEVATION VIEW

S1

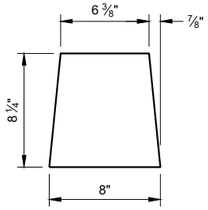


SIDE VIEW

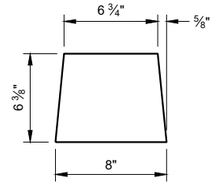
S3



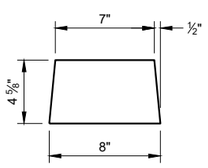
S2



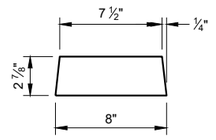
S4



S5



S6



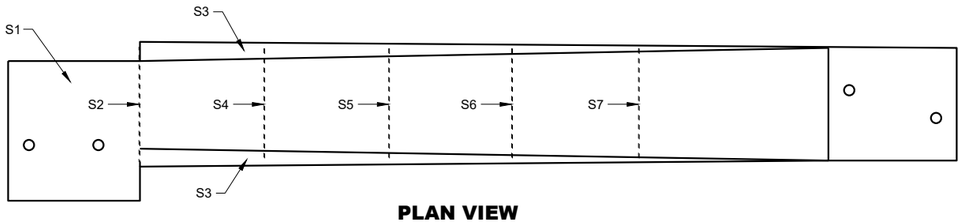
S7

GENERAL NOTES

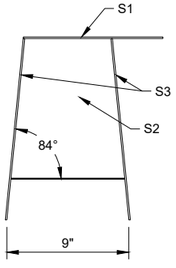
STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

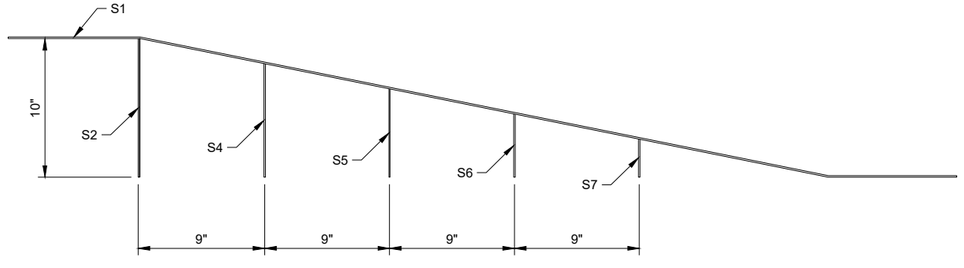
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

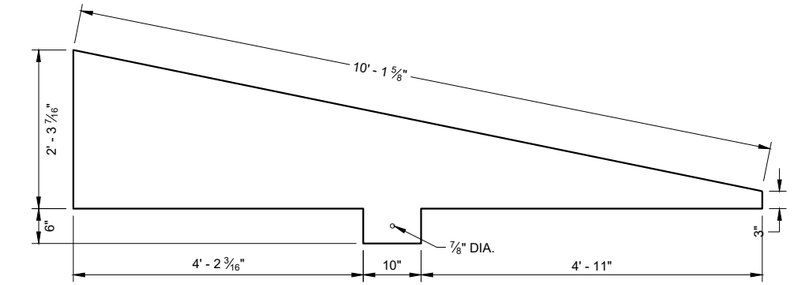
42" TOP CAP ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

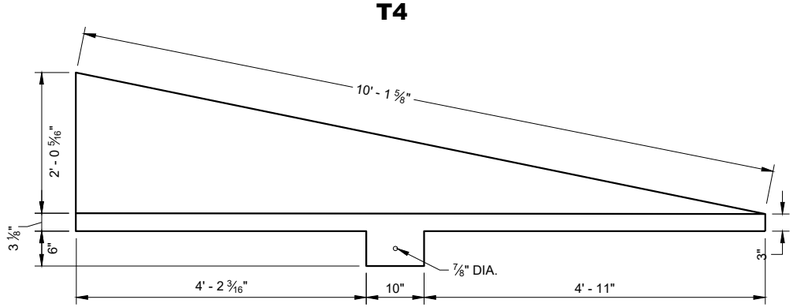
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16f



SIDE VIEW
T4



SIDE VIEW
T3



END VIEW

END VIEW

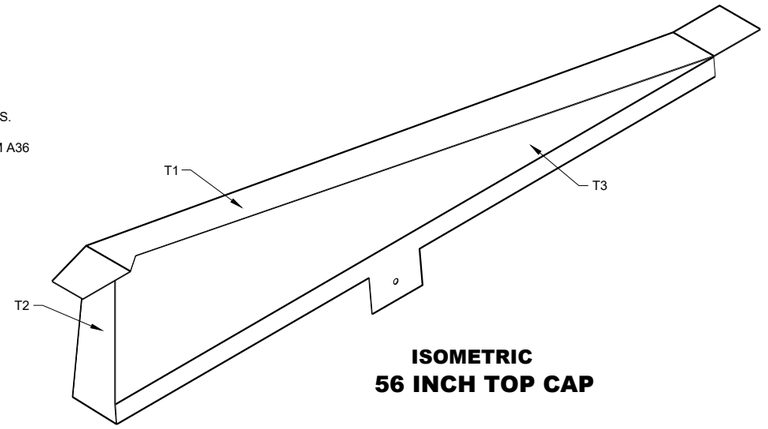
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

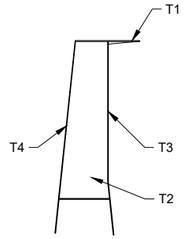
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

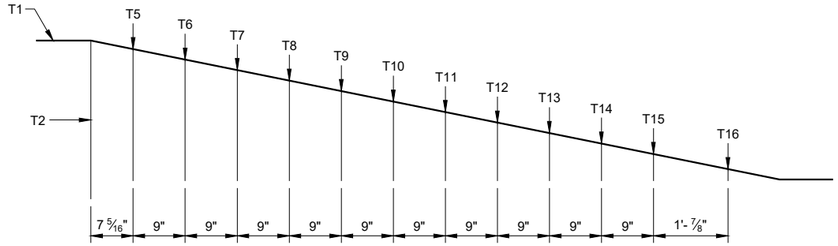
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



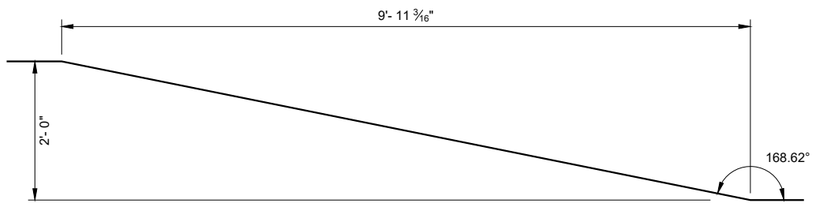
ISOMETRIC
56 INCH TOP CAP



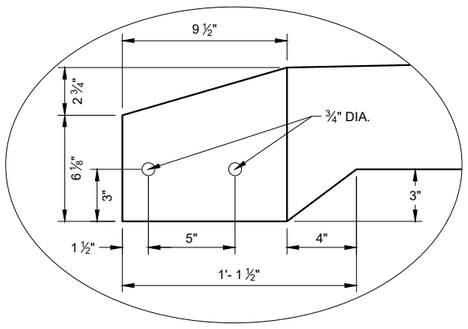
END VIEW
56 INCH TOP CAP



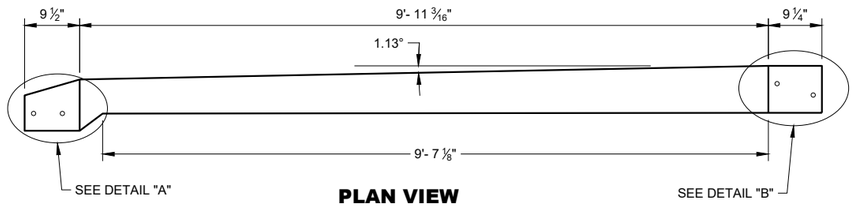
SIDE VIEW (700)
56 INCH TOP CAP



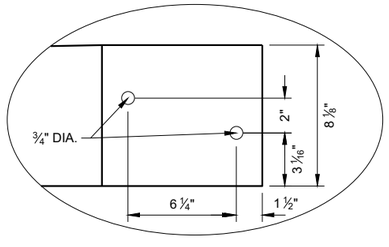
SIDE VIEW
TOP PLATE T1



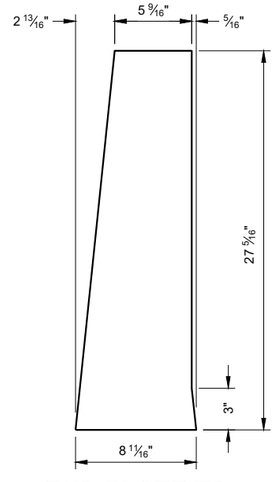
DETAIL "A"



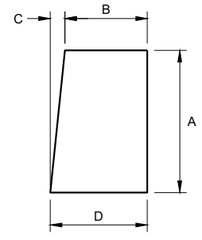
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

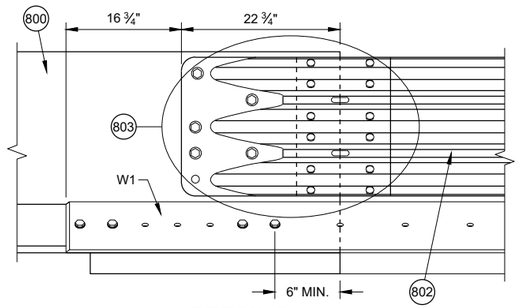
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

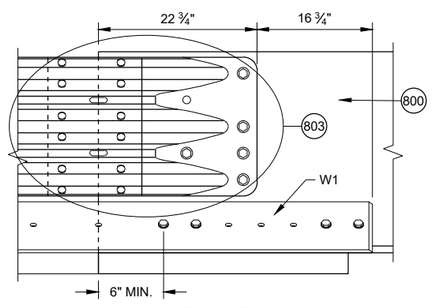
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

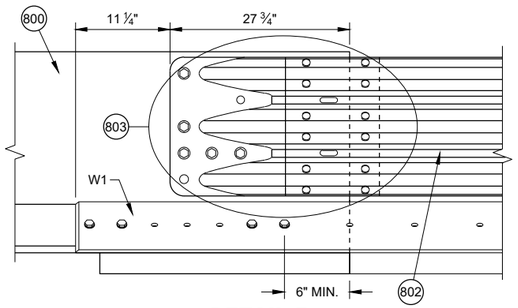
SDD 14B07-16g



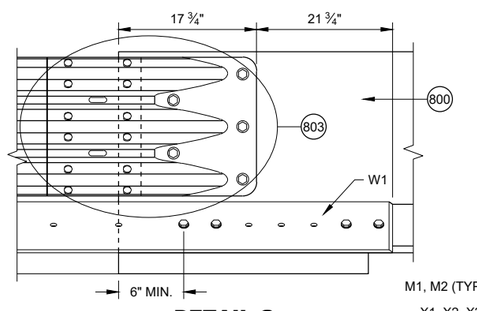
DETAIL D



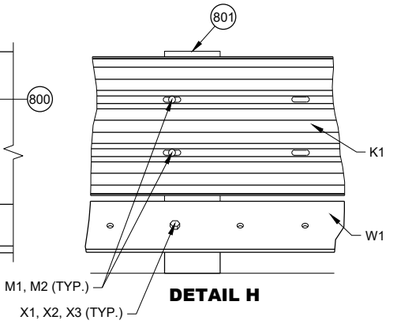
DETAIL E



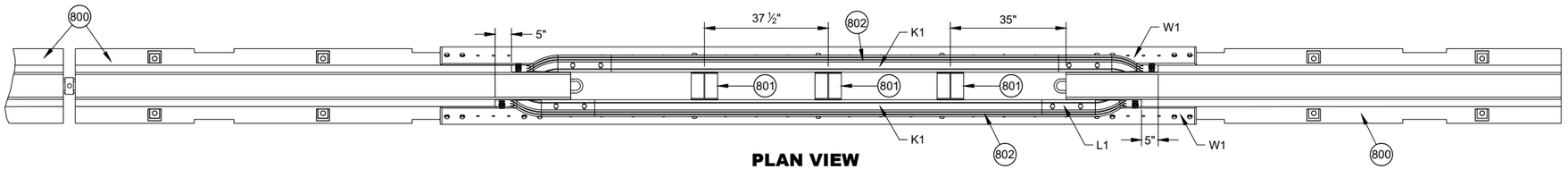
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

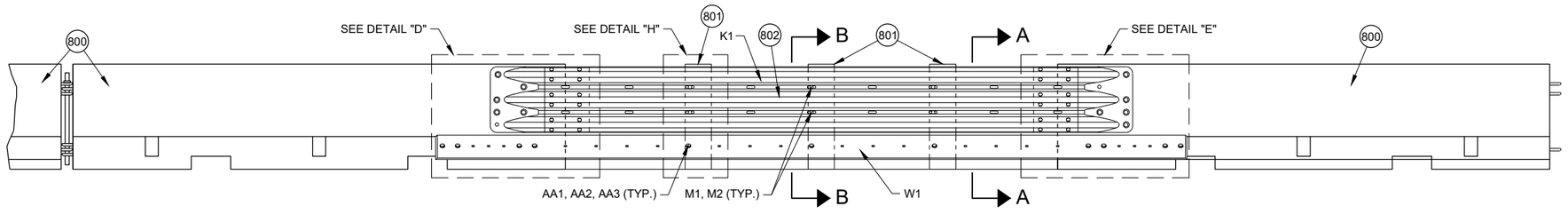
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

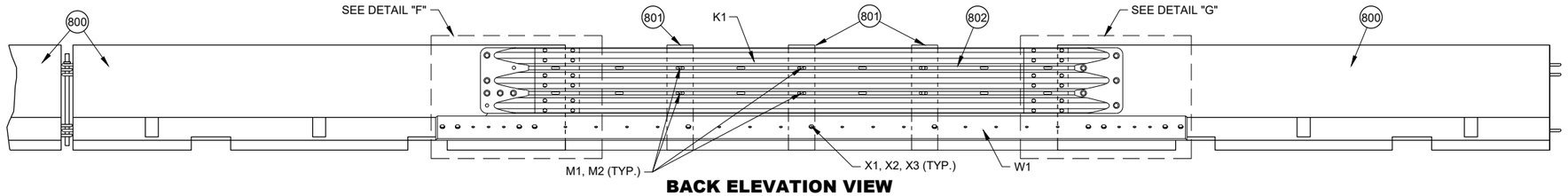
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



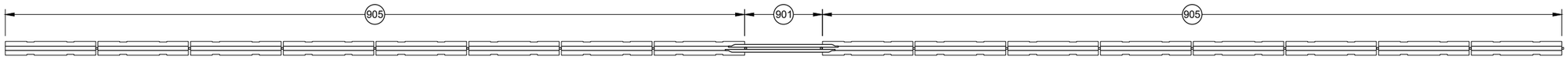
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

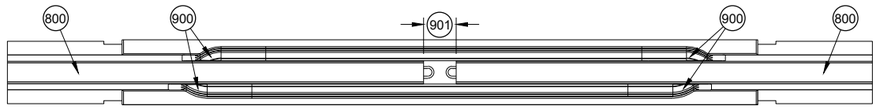
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



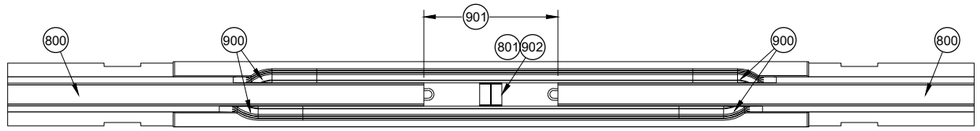
PLAN VIEW
GAP WITHIN SPACING



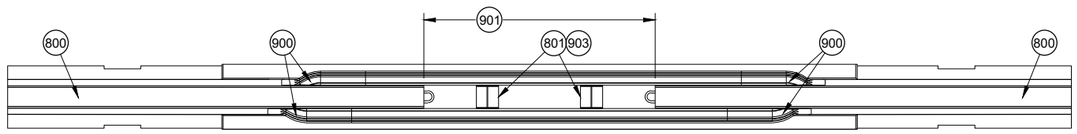
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

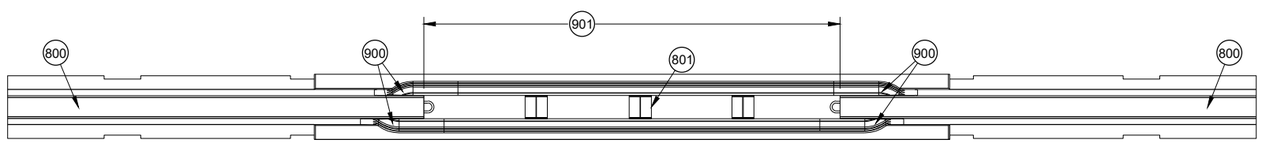
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



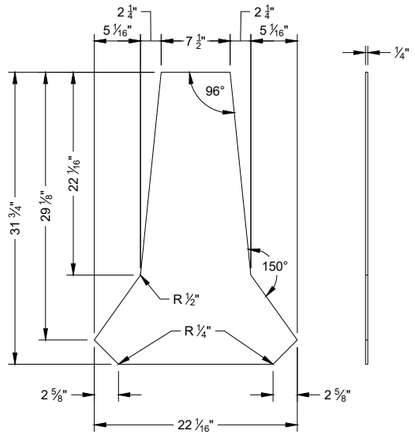
PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

6

SDD 14B07-16i

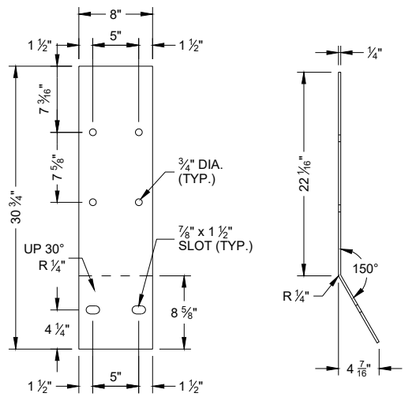
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

6
SDD 14B07-16i



PROFILE VIEW SIDE VIEW

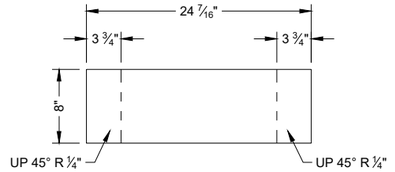
STIFFENER ASSEMBLY CENTER PANEL U1



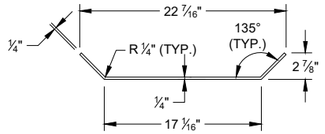
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

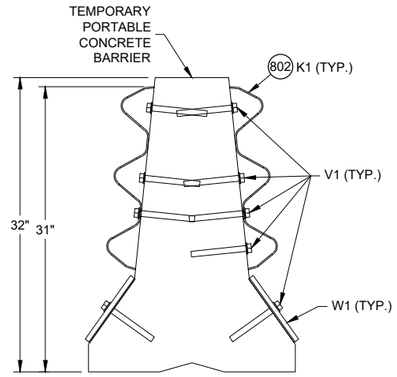


FLAT PATTERN

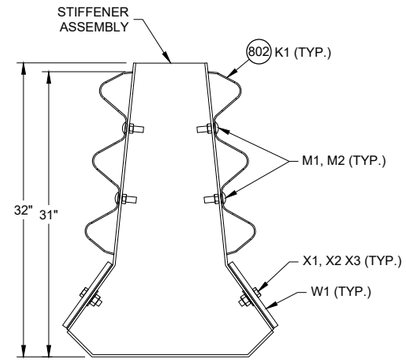


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

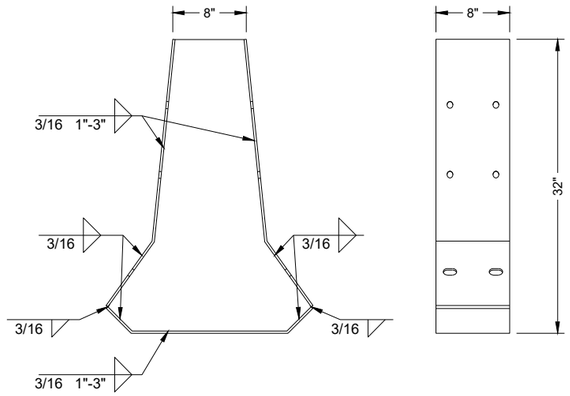


SECTION A - A



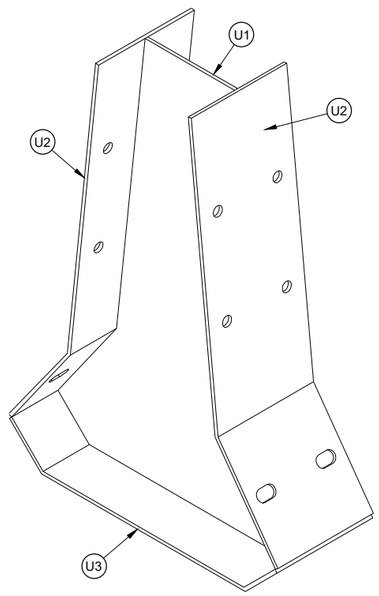
SECTION B - B

PLAN VIEW



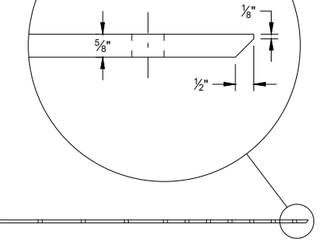
PROFILE VIEW

SIDE VIEW

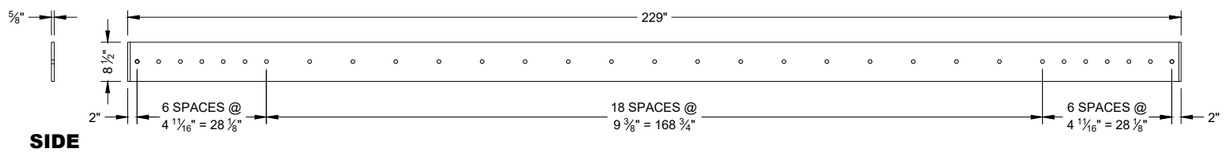


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

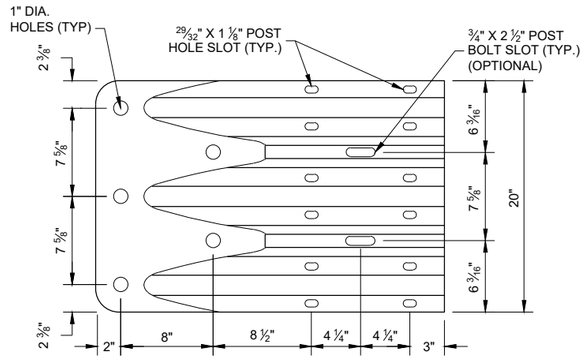
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

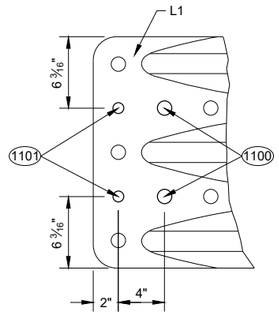
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16j



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

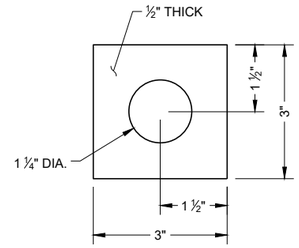


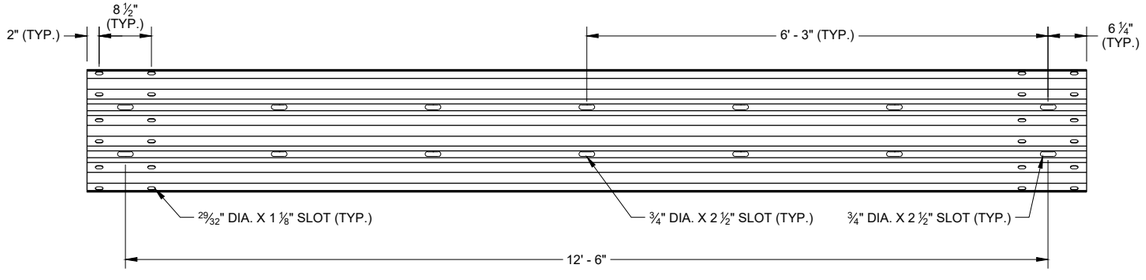
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

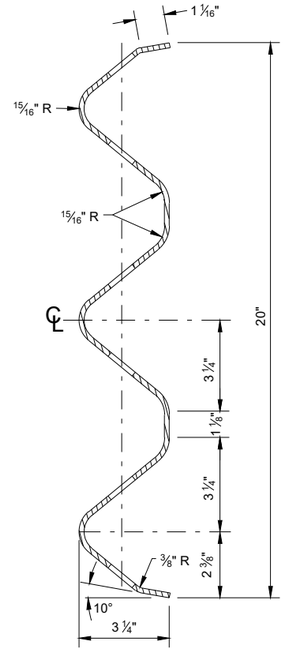
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



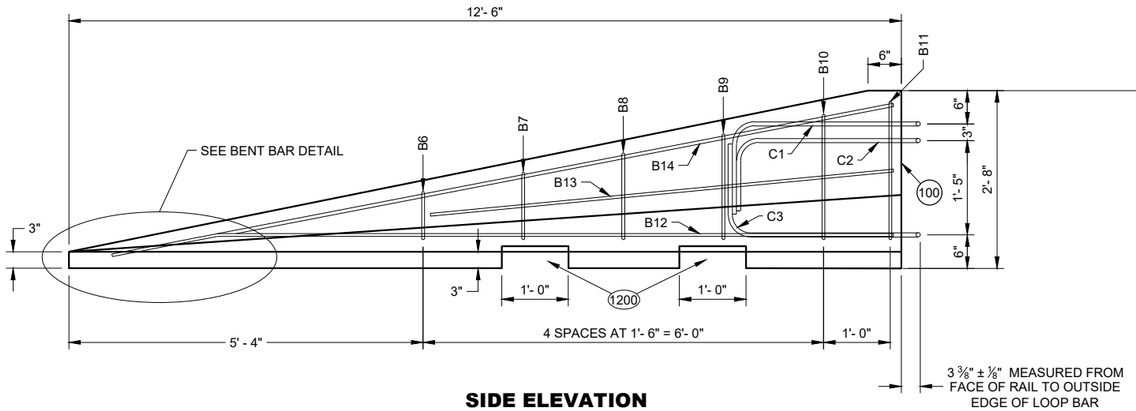
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

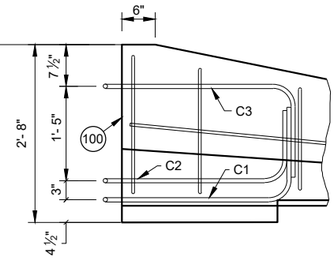
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16k



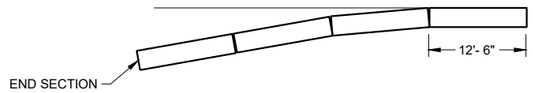
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

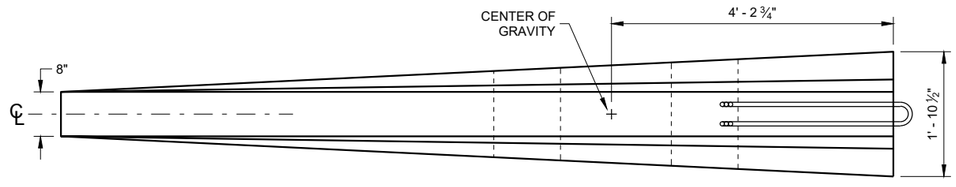
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

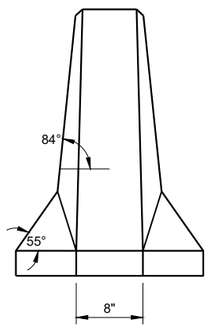


FLARE AT BARRIER END

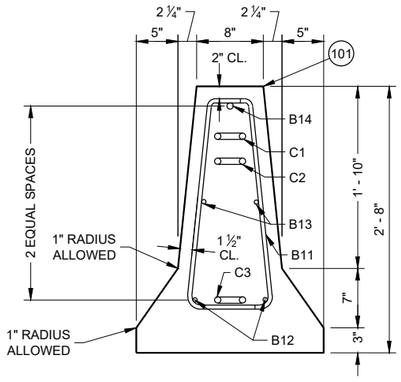
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



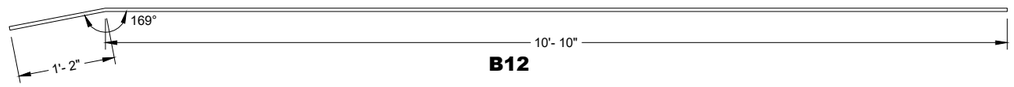
PLAN VIEW



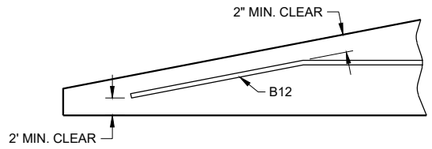
FRONT ELEVATION



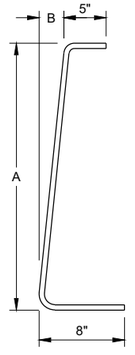
END SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16I

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

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SDD 14B07-16n

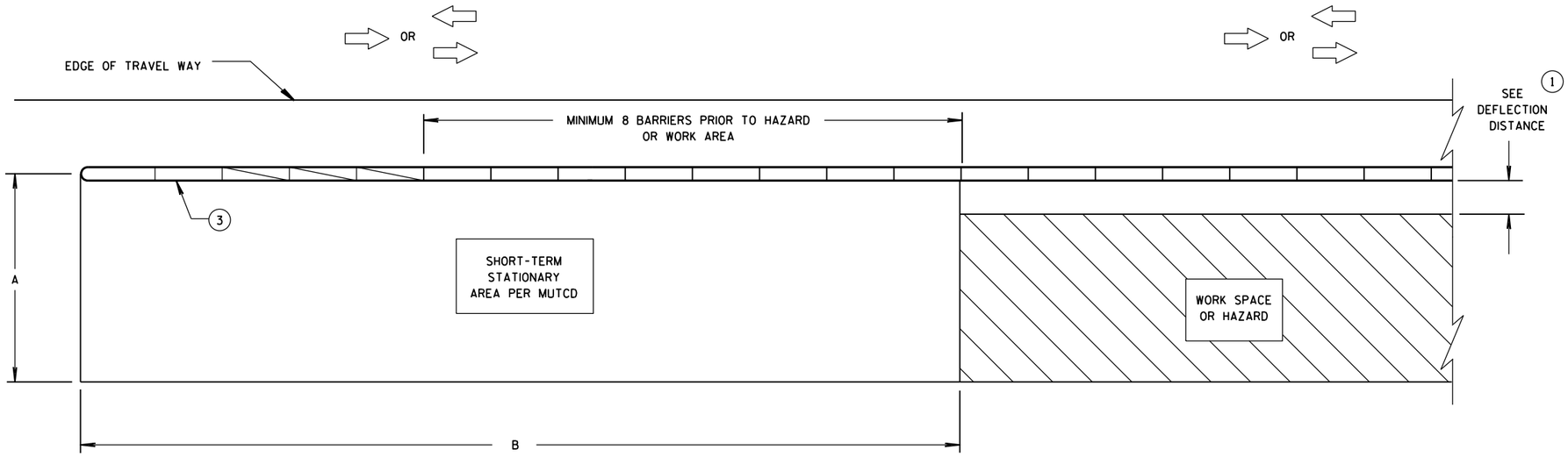
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n



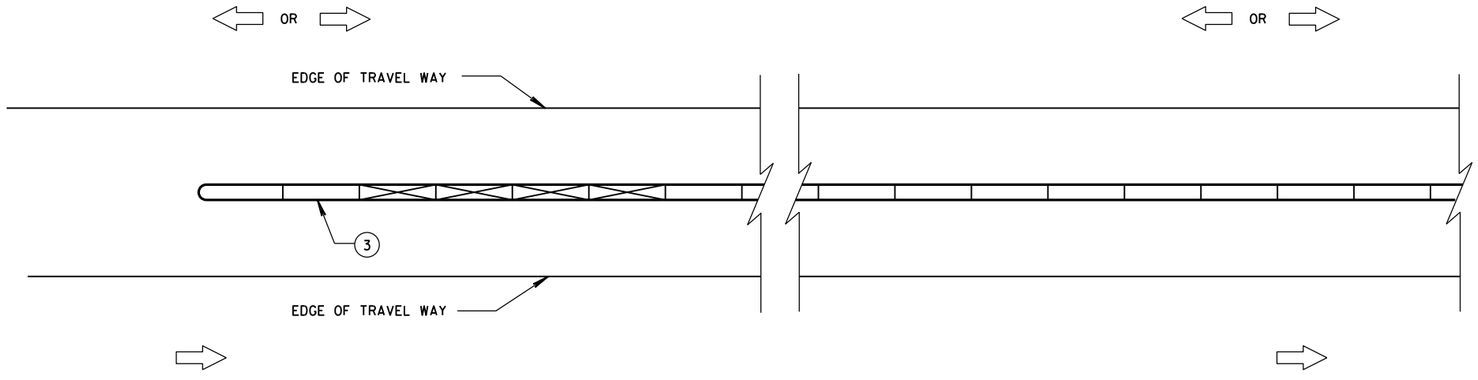
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

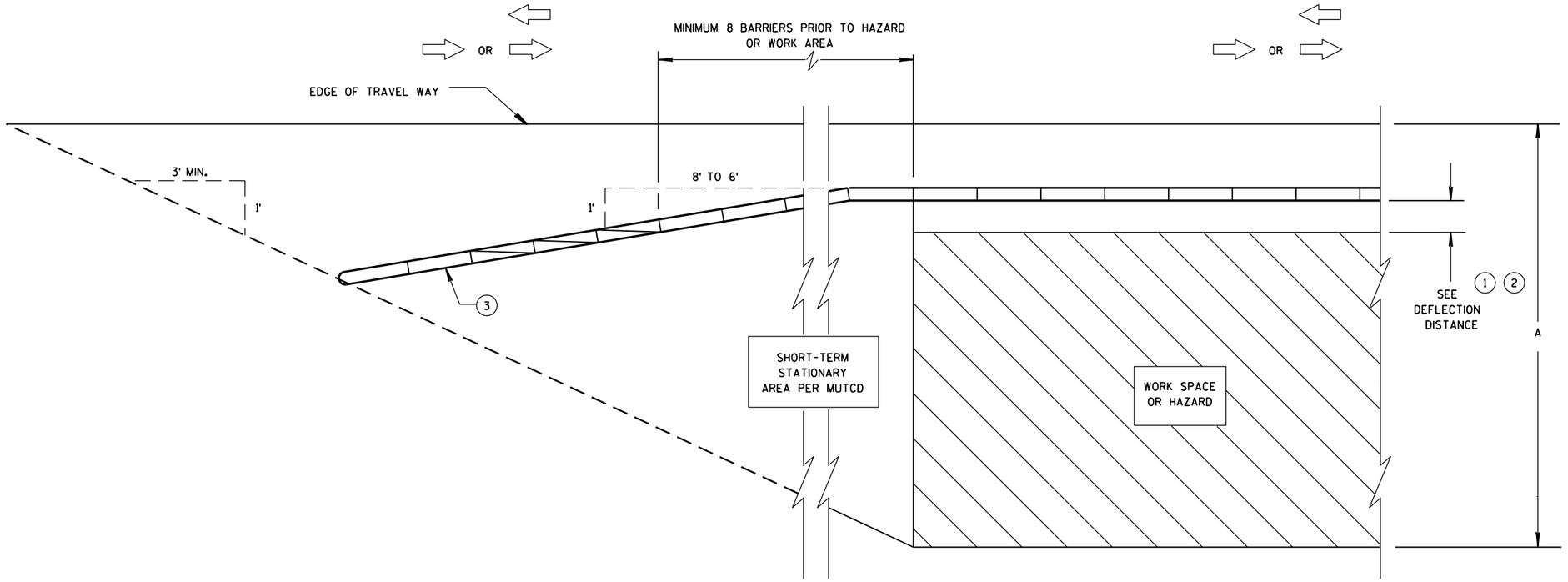
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

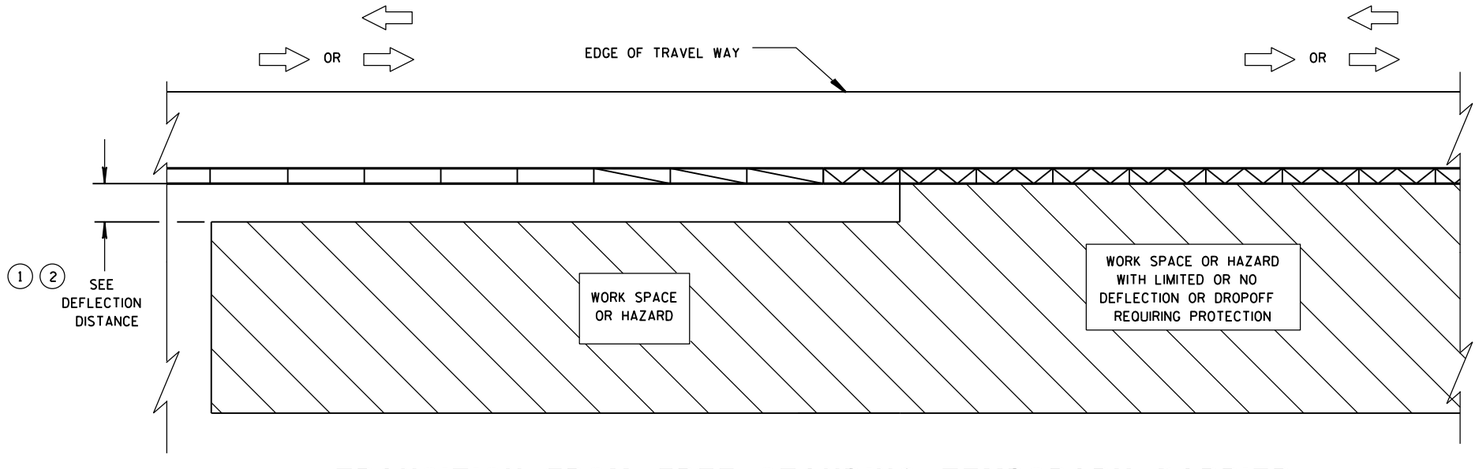
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2a
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

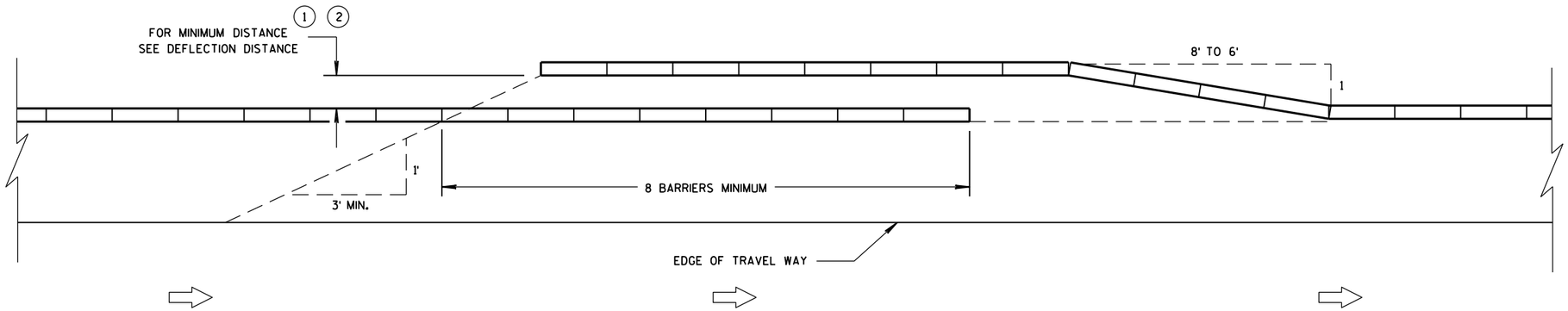
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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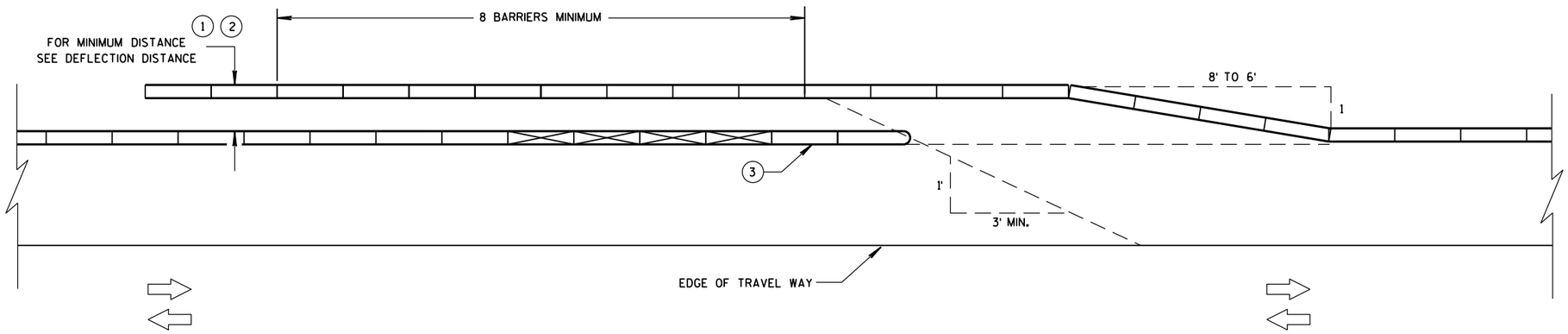
S.D.D. 14 B 8-2b

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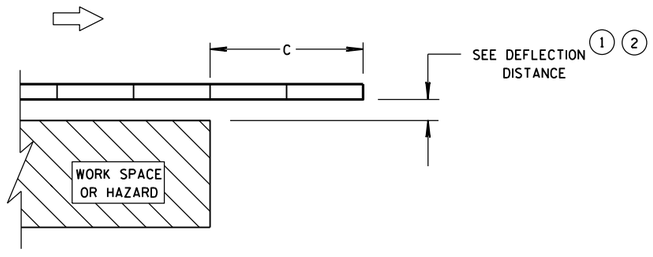
S.D.D. 14 B 8-2b



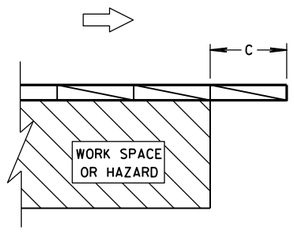
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

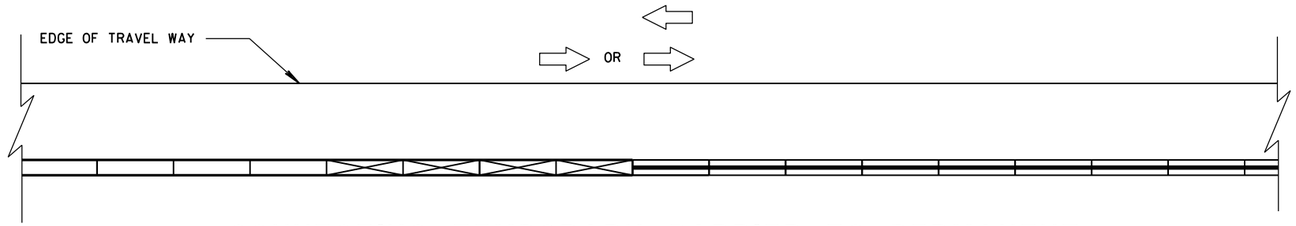
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

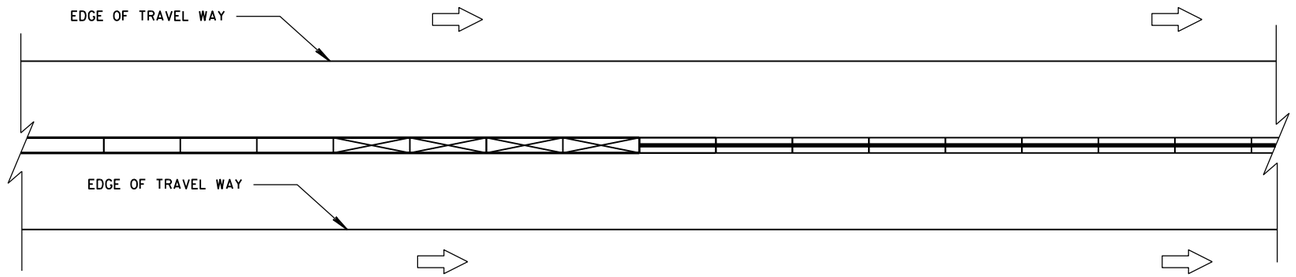
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

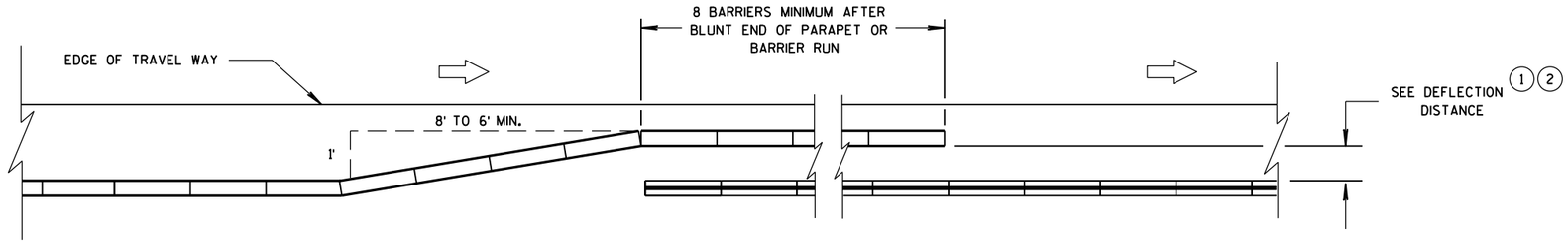
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

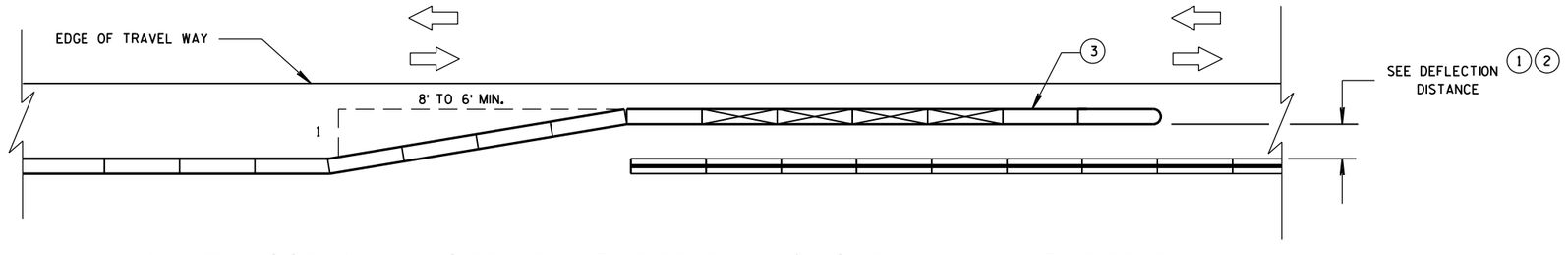
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

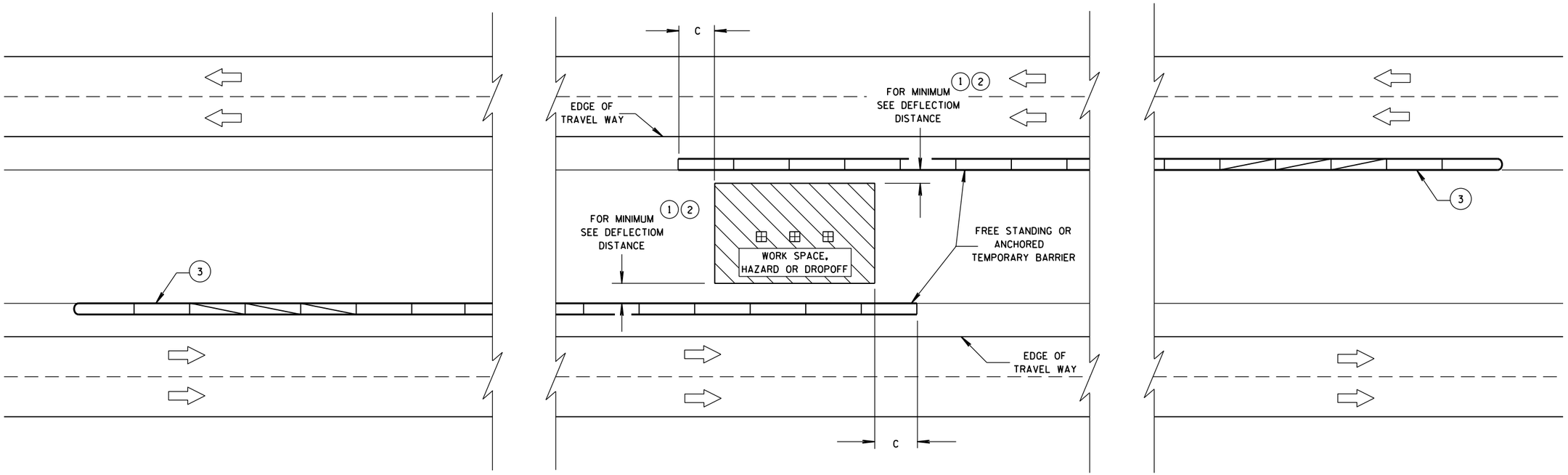
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



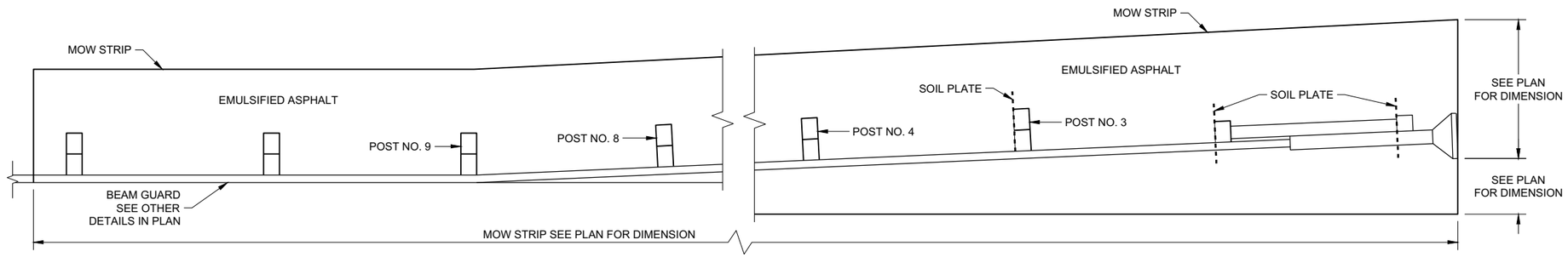
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

6

S.D.D. 14 B 8-2e



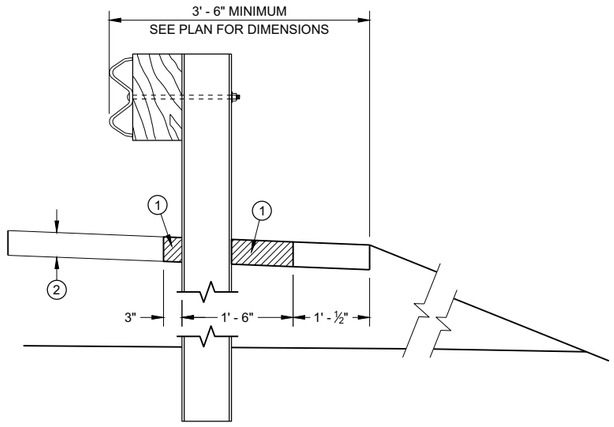
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

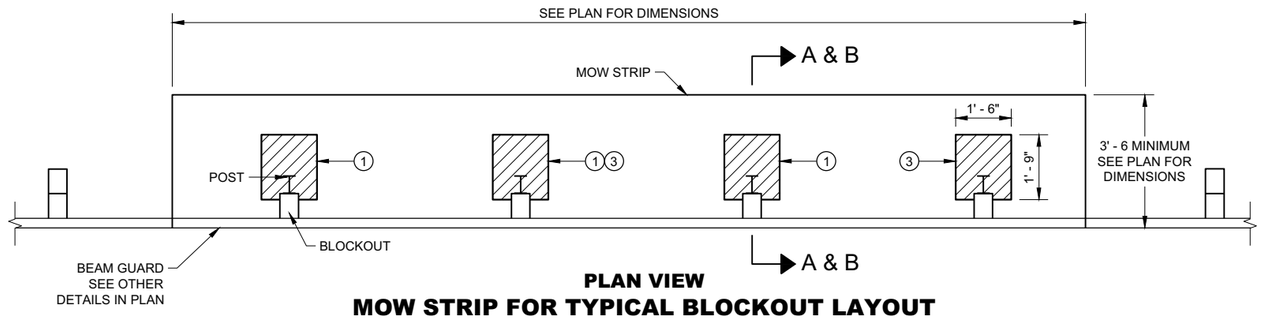
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

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

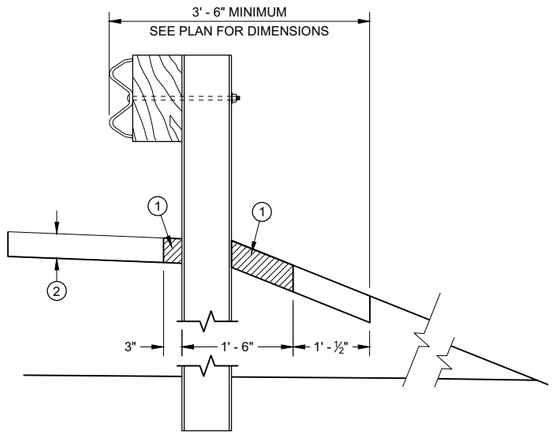


SECTION A - A

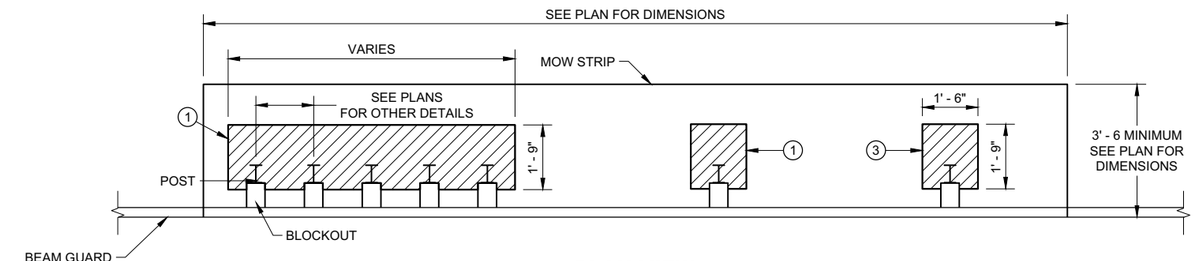


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

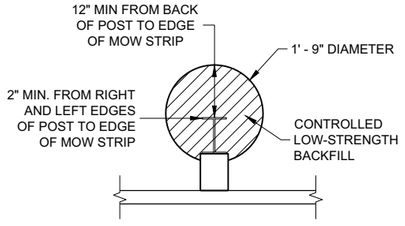


SECTION B - B

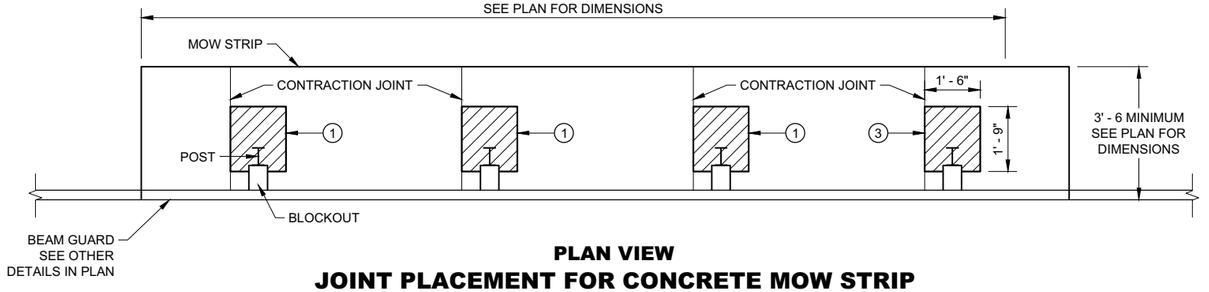


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

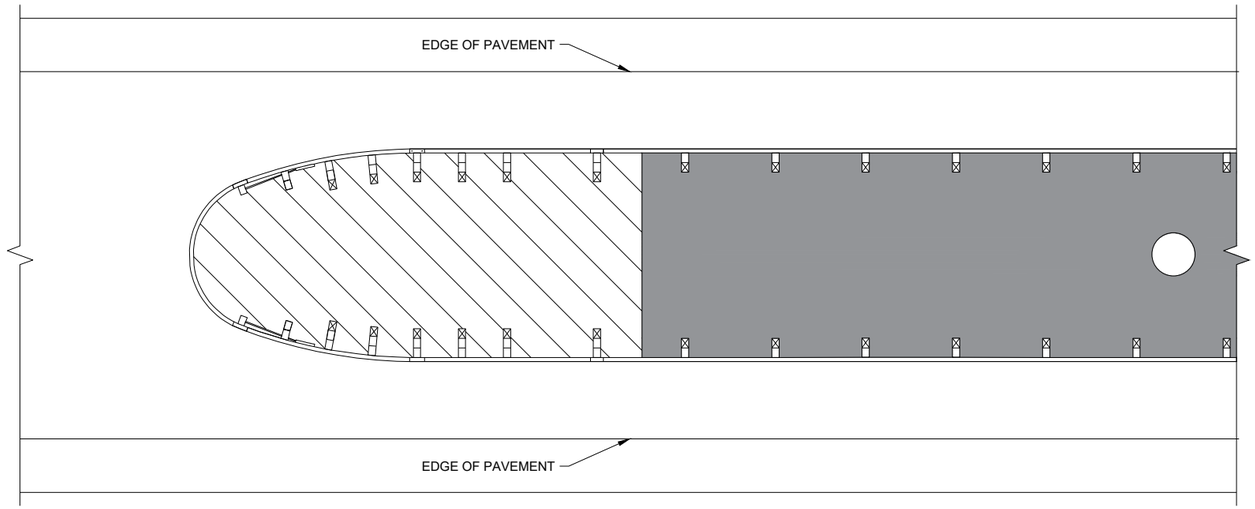
LEGEND

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

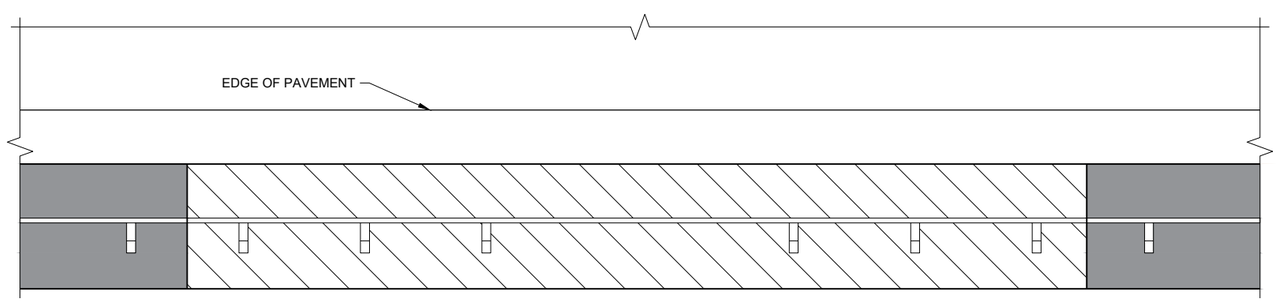
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

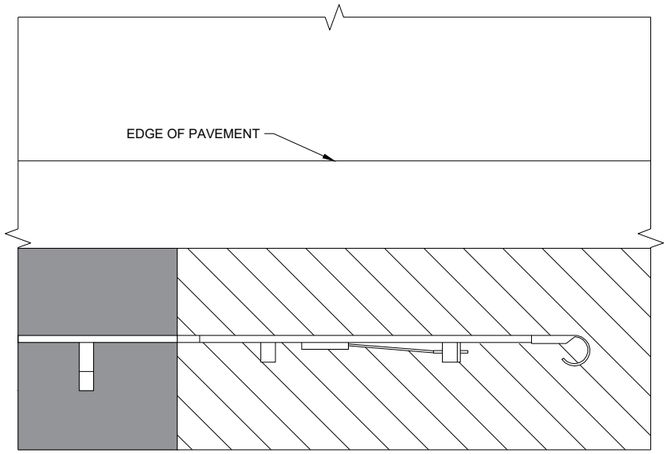
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



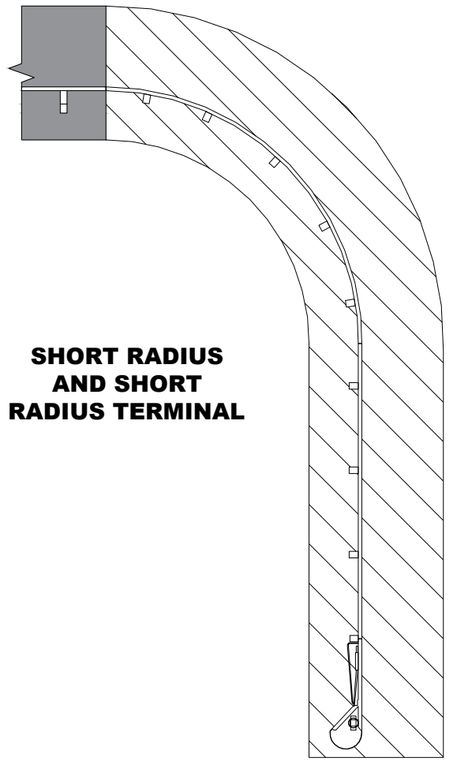
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

6

SDD 14B28 - 04b

6

SDD 14B28 - 04b

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

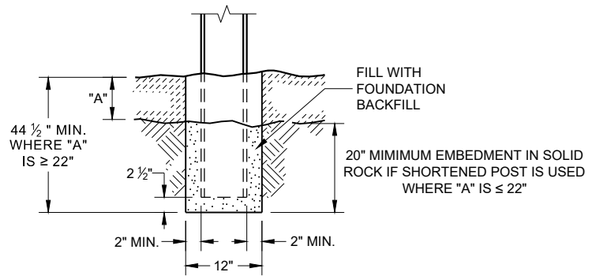
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

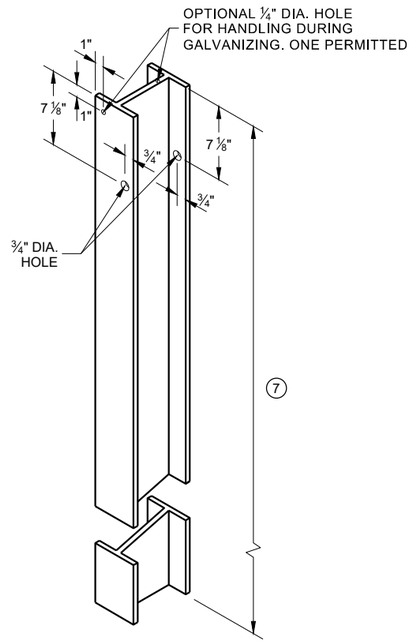
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

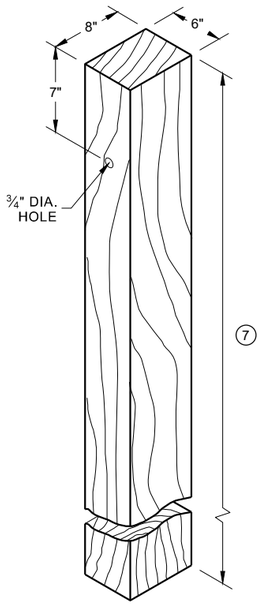
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



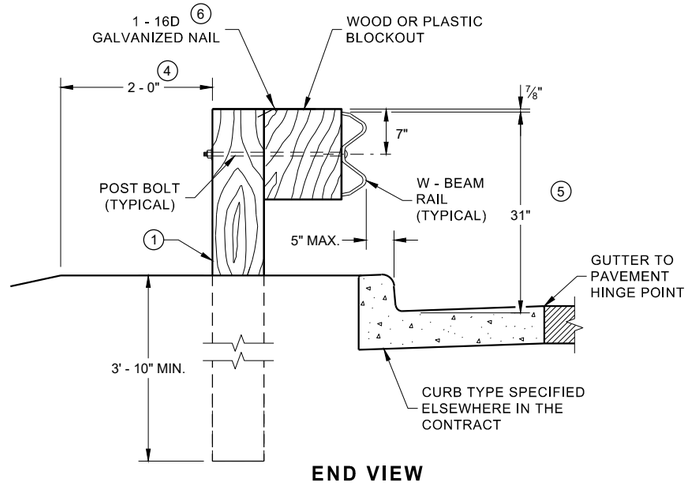
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



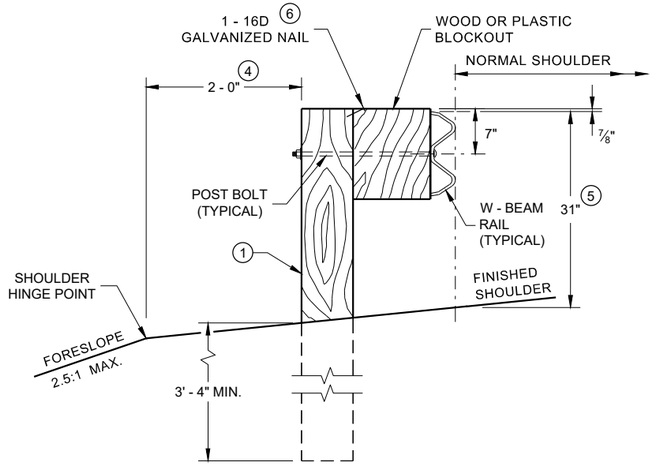
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



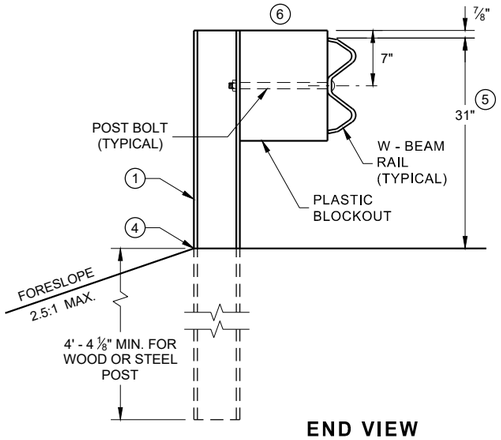
WOOD POST (6" X 8") NOMINAL (1)



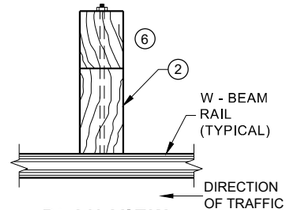
END VIEW
LOCATED ALONG A CURBED ROADWAY



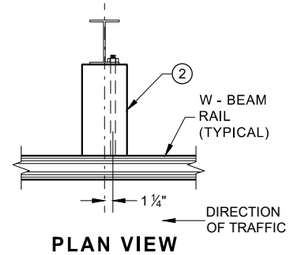
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



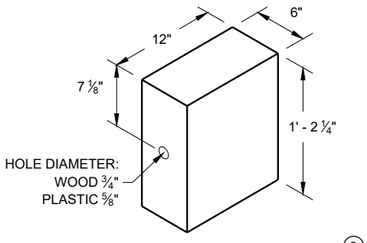
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

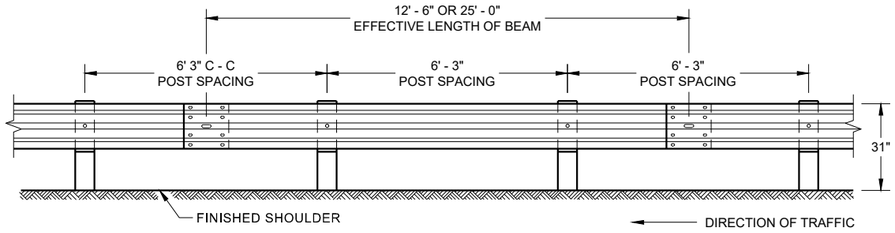
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

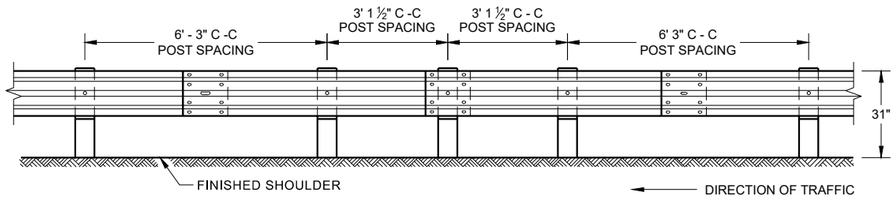
SDD 14B42 - 07a

6

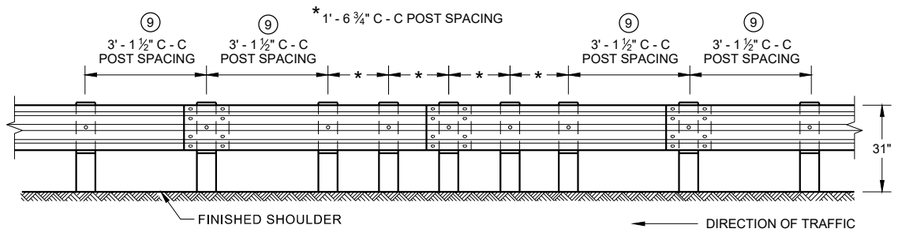
SDD 14B42 - 07a



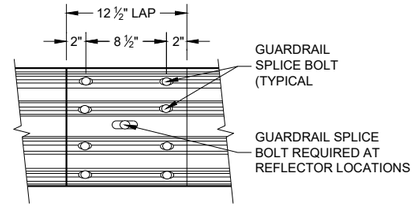
FRONT VIEW
POST SPACING STANDARD INSTALLATION



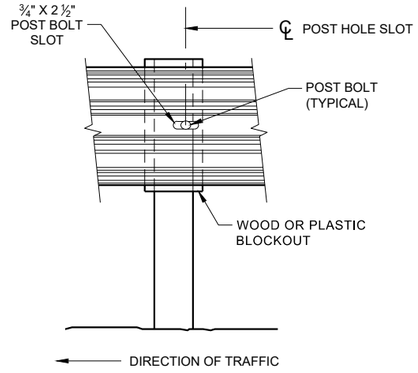
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



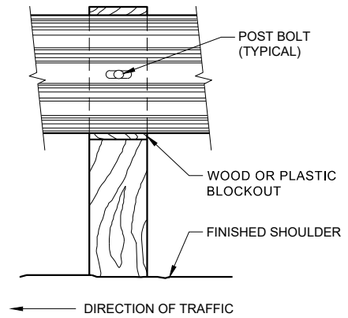
FRONT VIEW
QUARTER POST SPACING (QS)



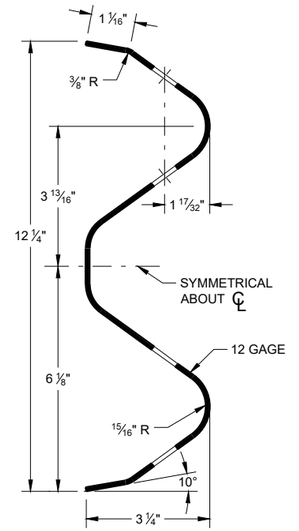
FRONT VIEW
MID-SPAN BEAM SPLICE



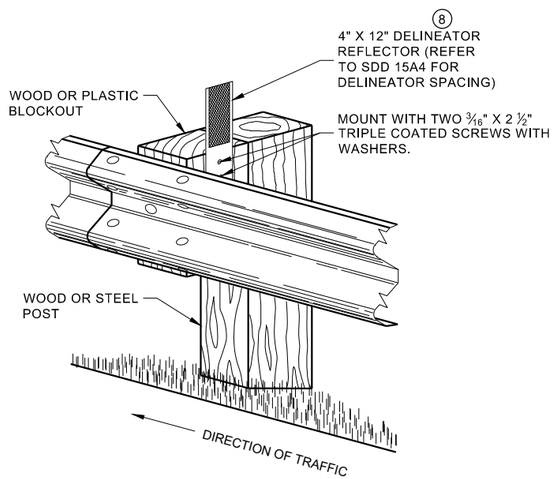
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

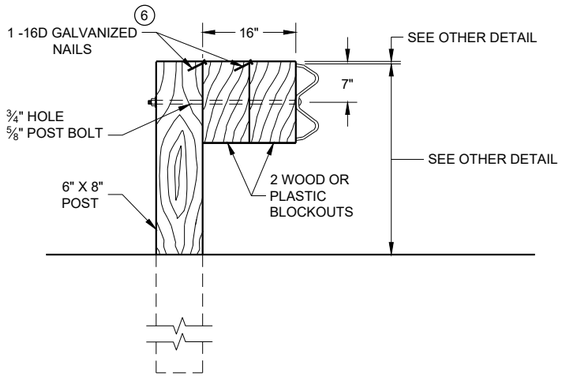
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

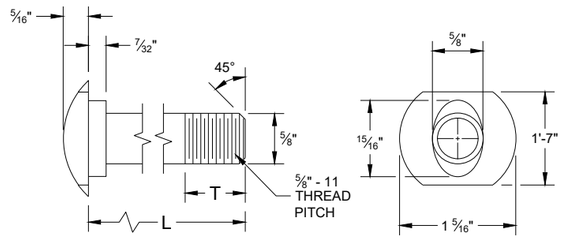


DETAIL FOR 16" BLOCKOUT DEPTH

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

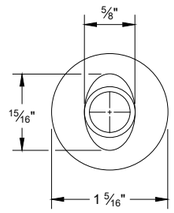
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

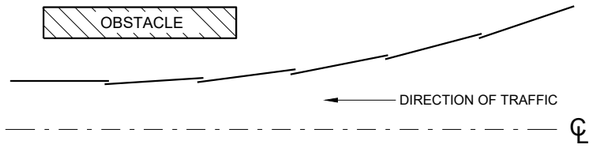


POST BOLT TABLE

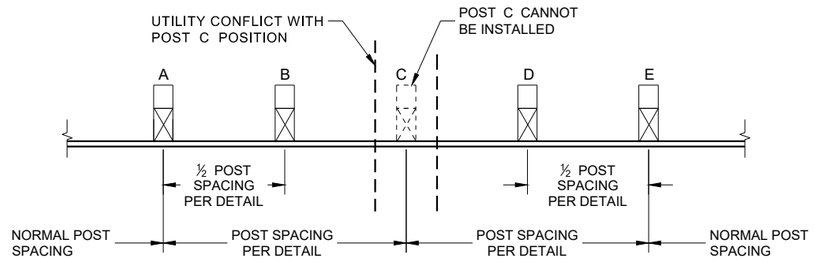
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



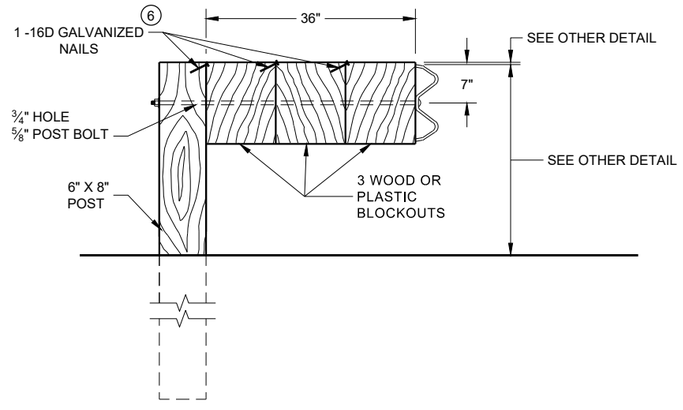
ALTERNATE BOLT HEAD



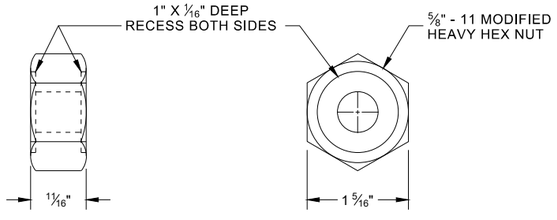
PLAN VIEW
BEAM LAPPING DETAIL



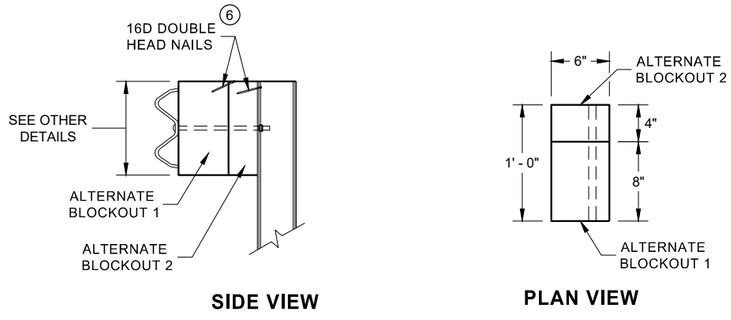
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



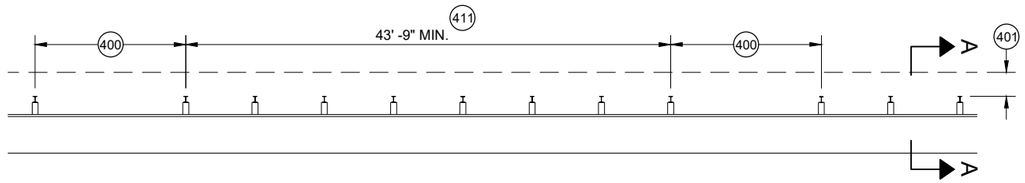
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

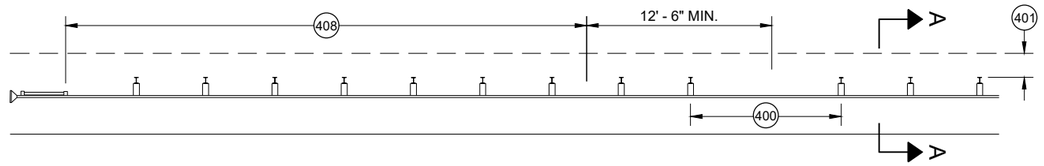
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

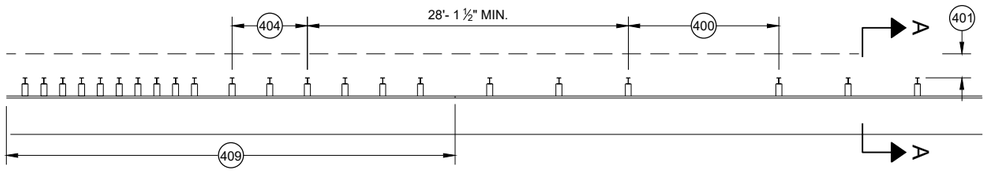
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



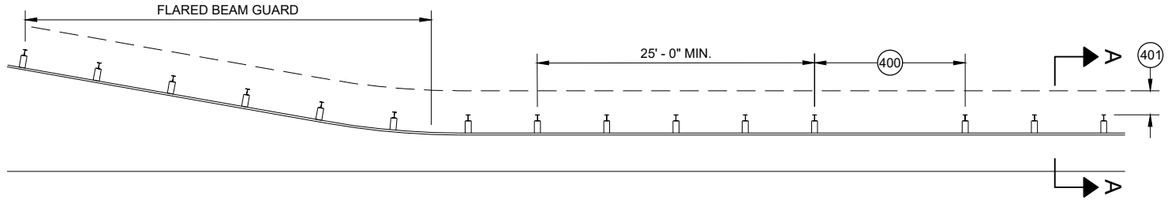
MISSING POST IN MGS GUARDRAIL



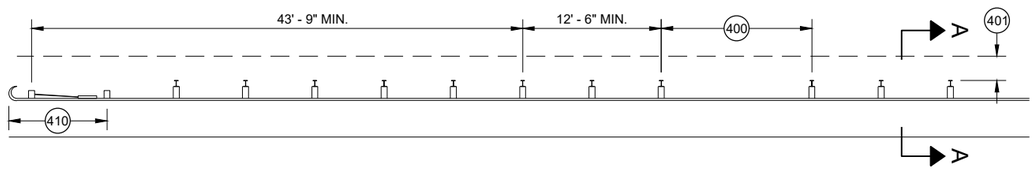
MISSING POST IN MGS GUARDRAIL NEAR EAT



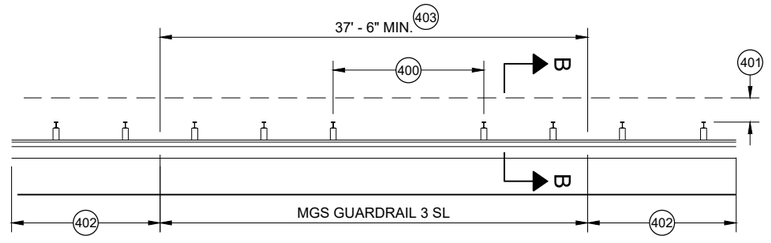
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

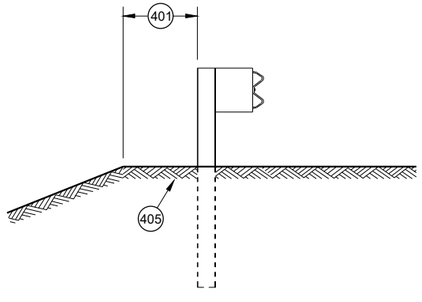


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

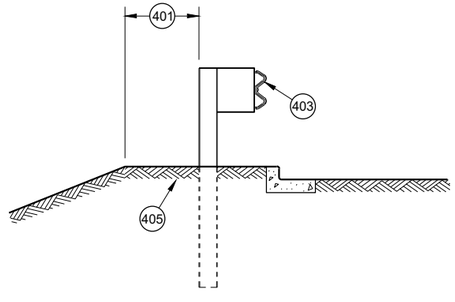


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

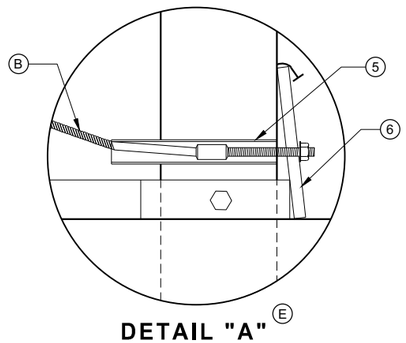
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

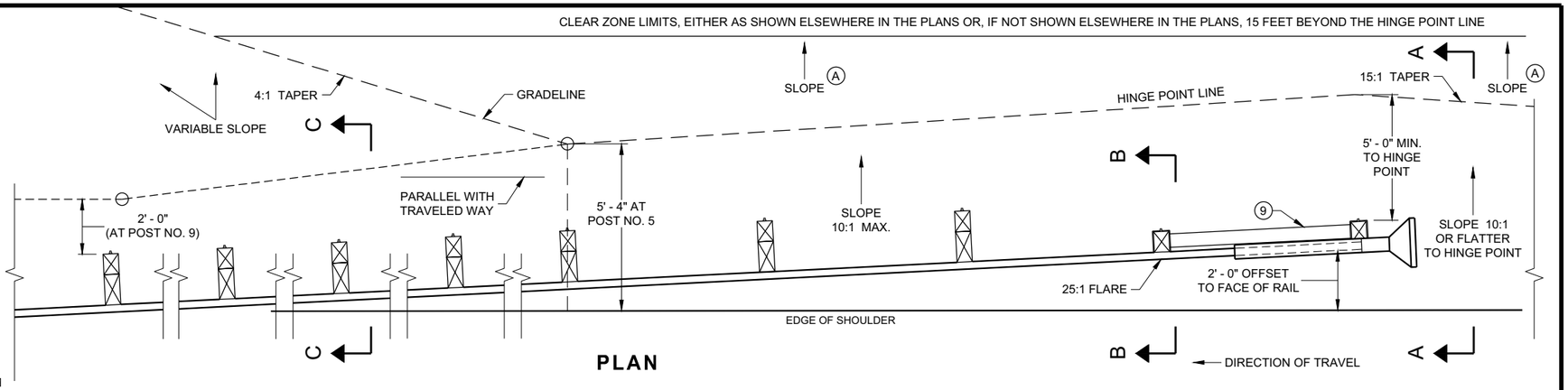
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

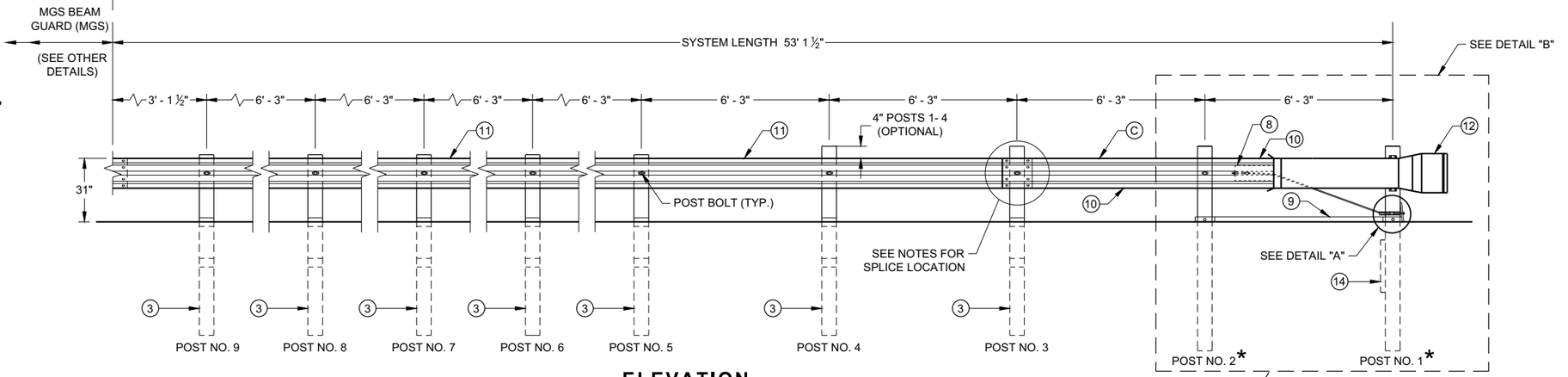
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

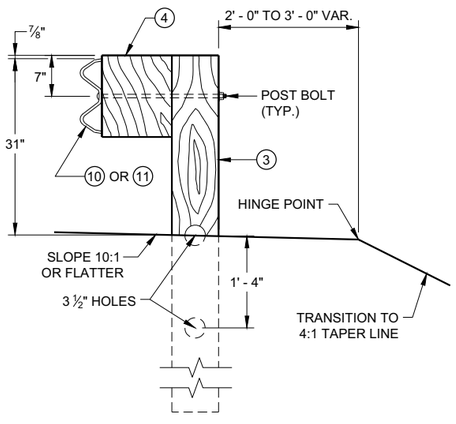
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



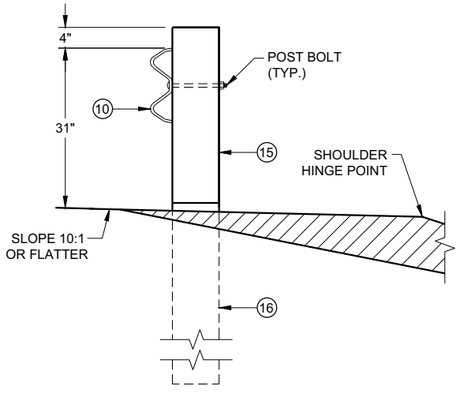
DETAIL "A" (E)



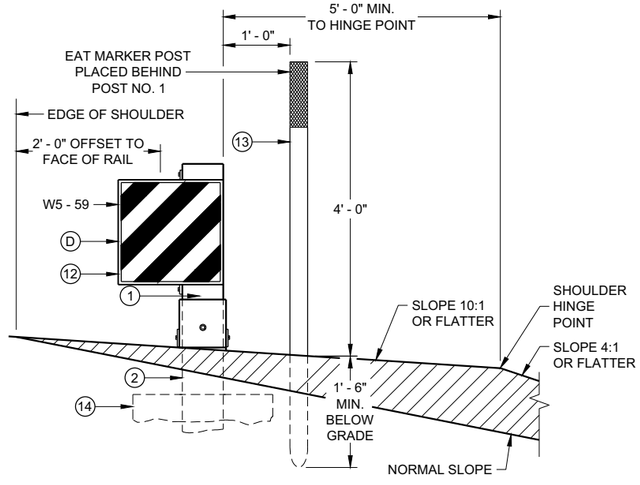




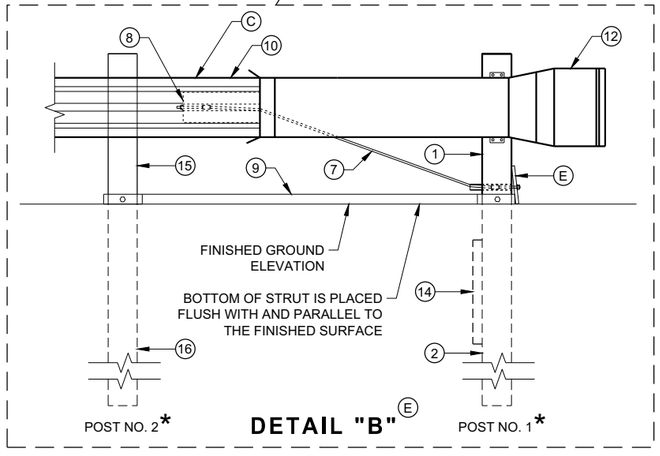
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

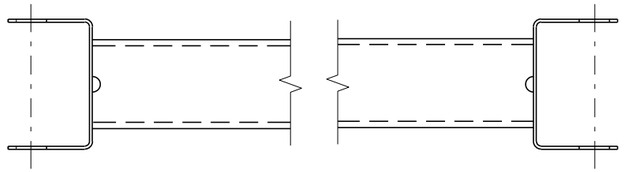
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

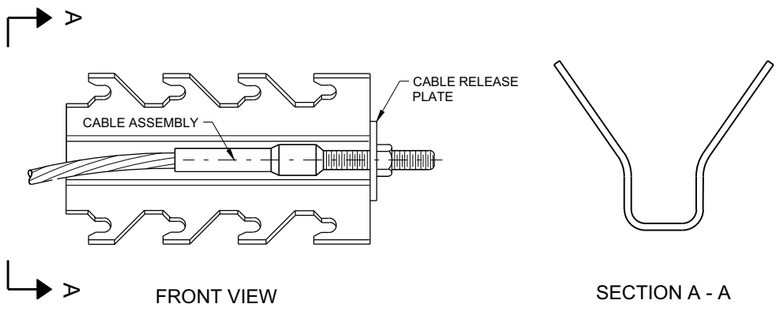
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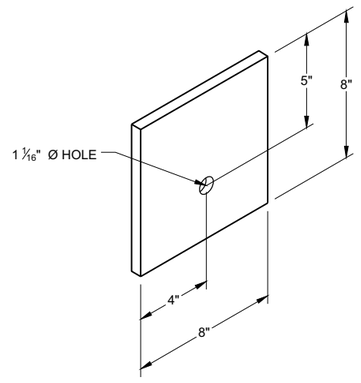
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

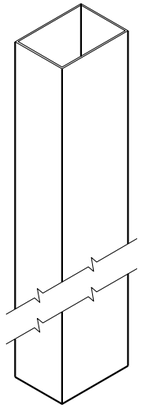
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SDD 14B44 - 04b

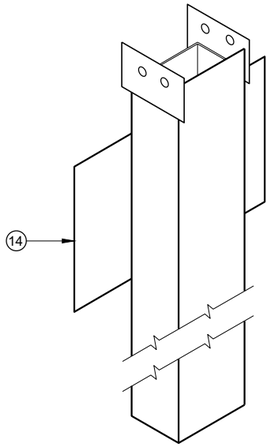
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

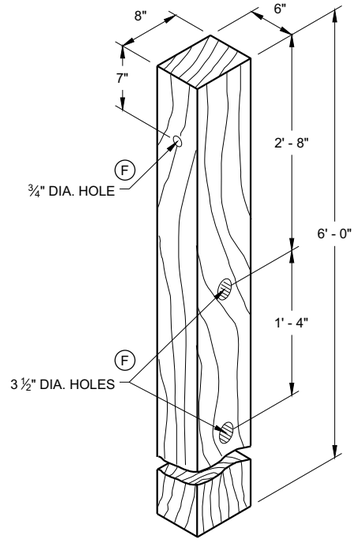
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



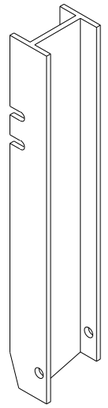
UPPER POST NO. 1 (1) (E)



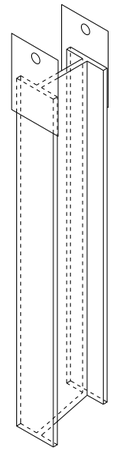
LOWER POST NO. 1 (2) (E)



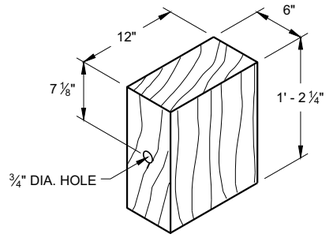
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



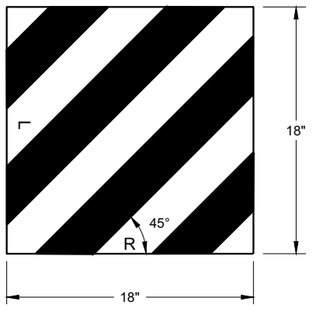
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

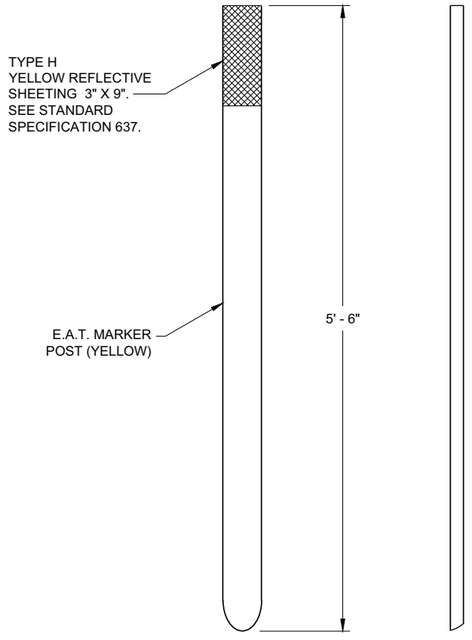


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



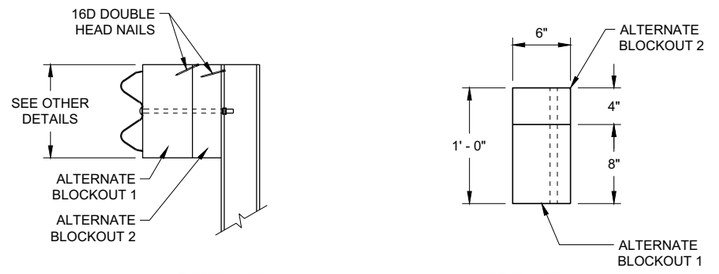
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

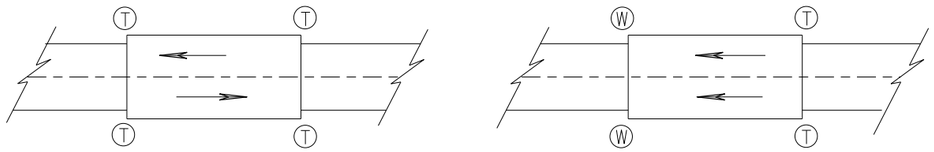
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

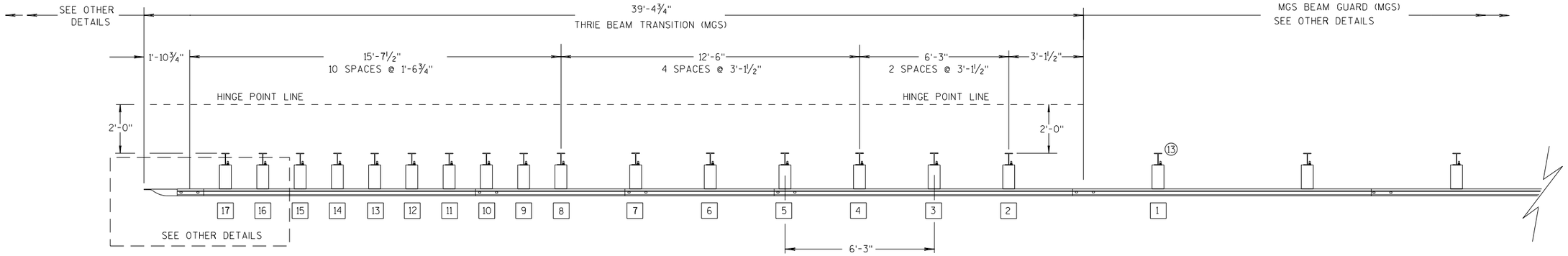
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

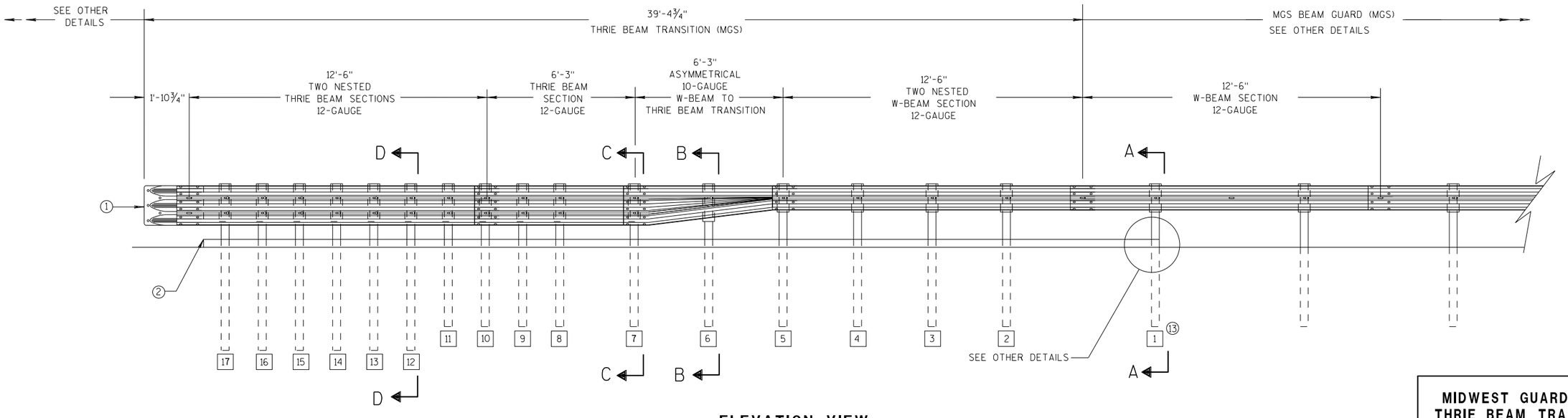
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

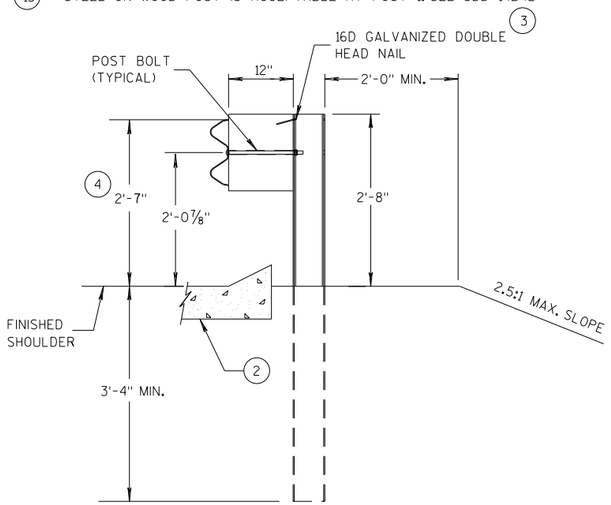
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

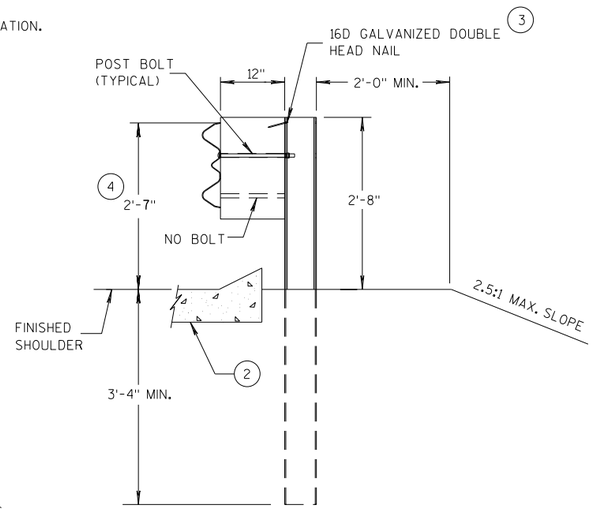
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



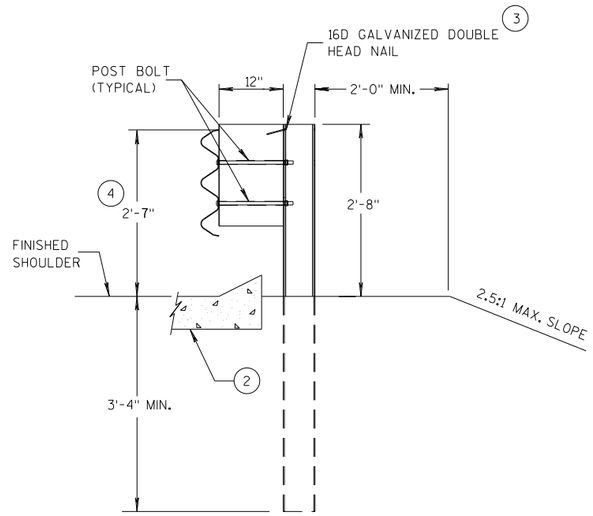
SECTION A-A (13)

POSTS 1-5



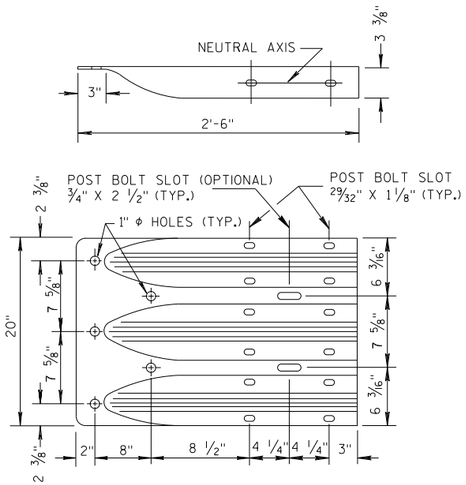
SECTION B-B

POST 6

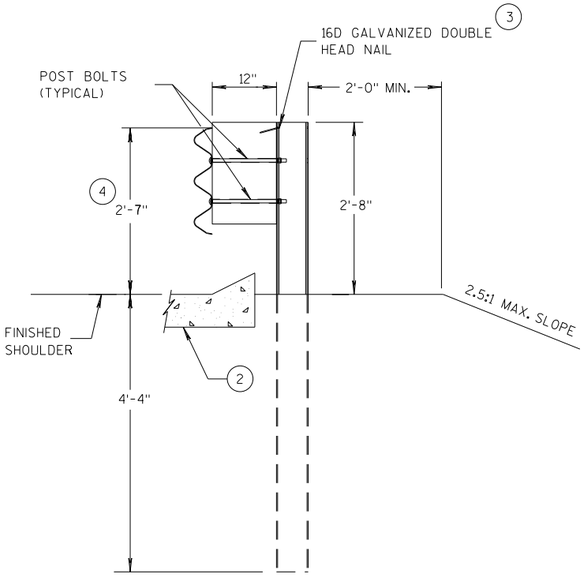


SECTION C-C

POSTS 7-11

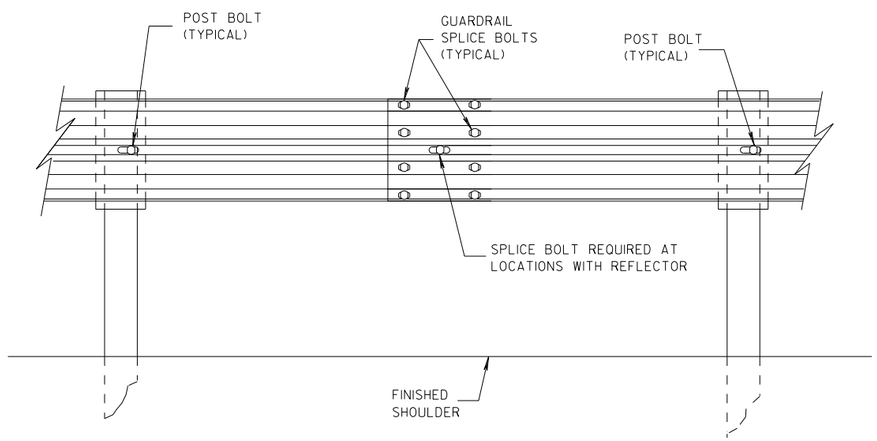


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

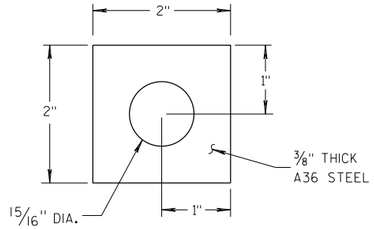
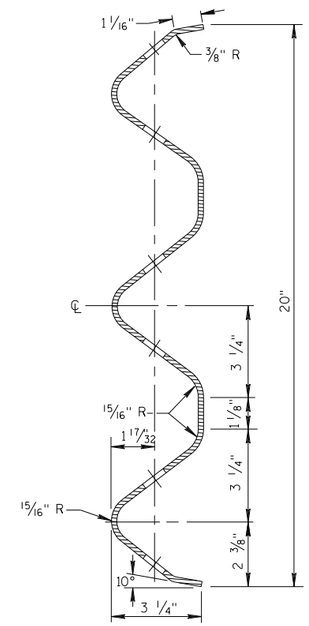


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

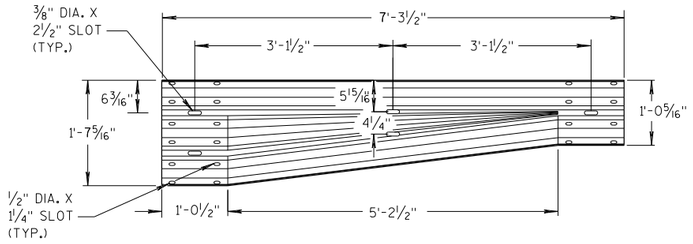
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 236

6

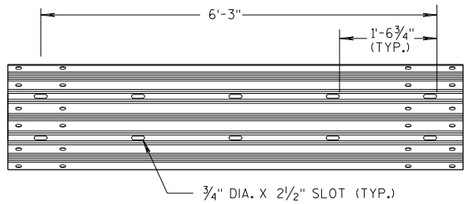
S.D.D. 14 B 45-5b

6

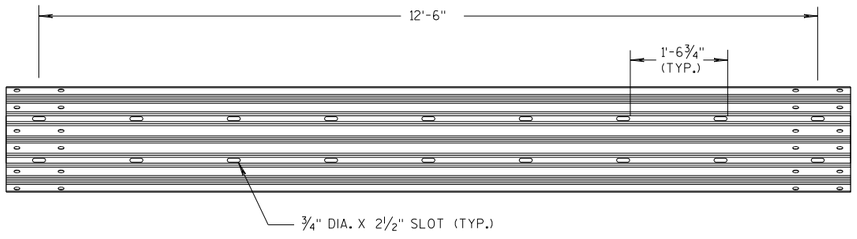
S.D.D. 14 B 45-5b



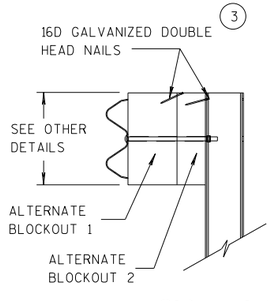
W-BEAM TO THRIE BEAM TRANSITION SECTION



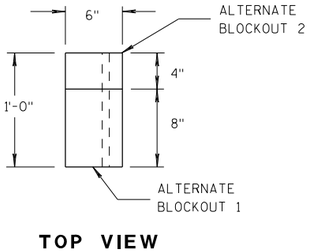
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

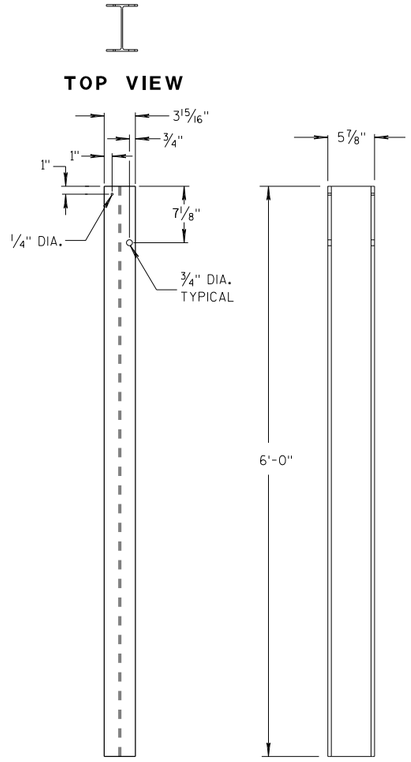


SIDE VIEW



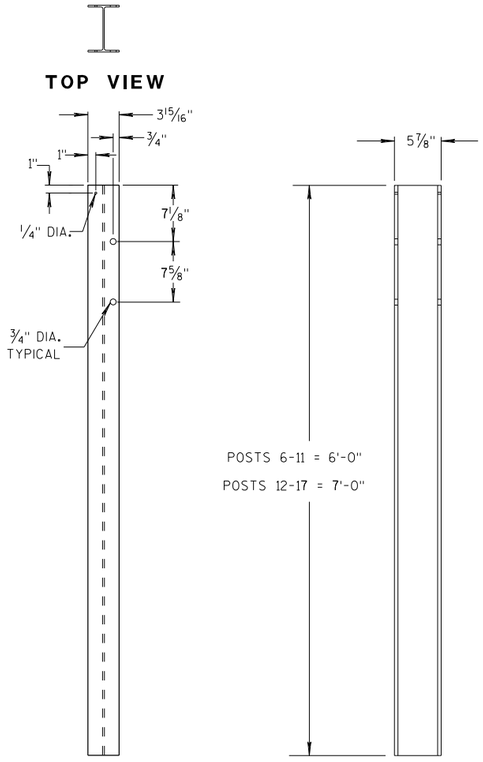
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



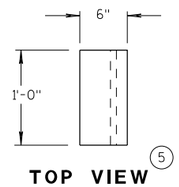
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

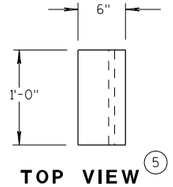


FRONT VIEW SIDE VIEW

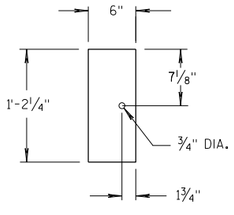
STEEL POSTS 6-17



TOP VIEW (5)

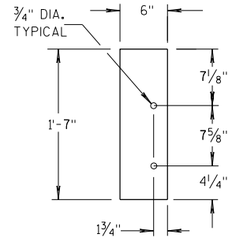


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

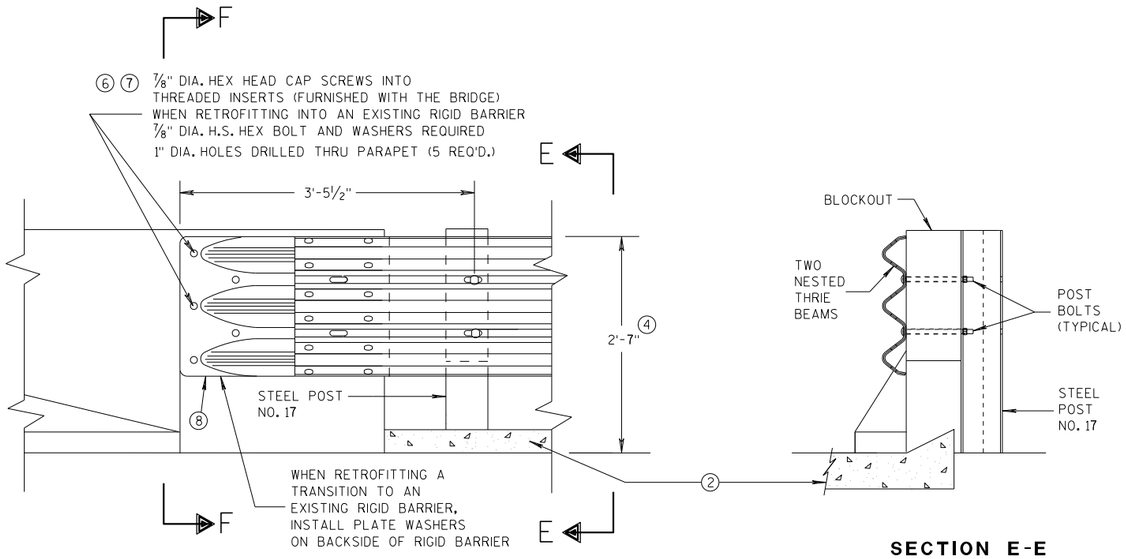
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 237

6

S.D.D. 14 B 45-5c

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

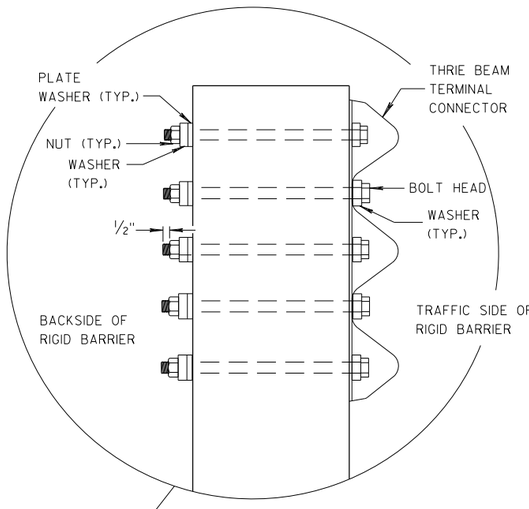
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

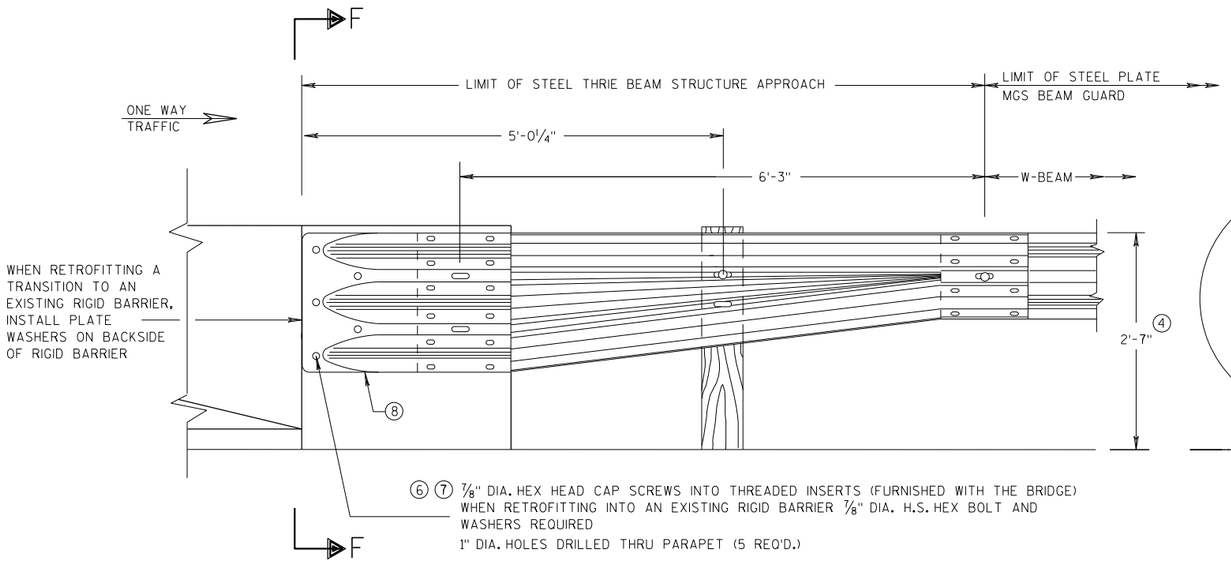
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

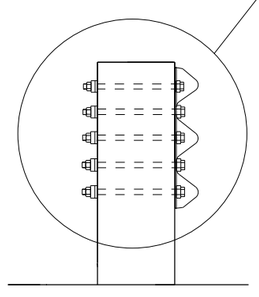
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

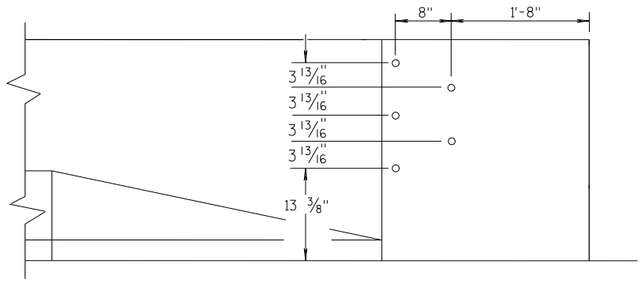




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

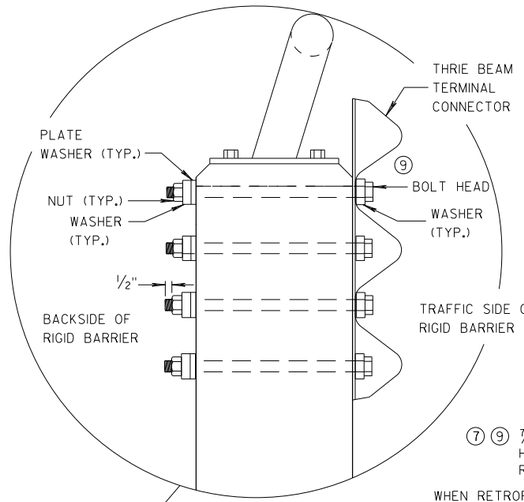
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

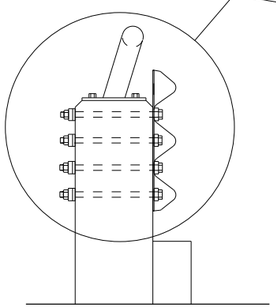
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

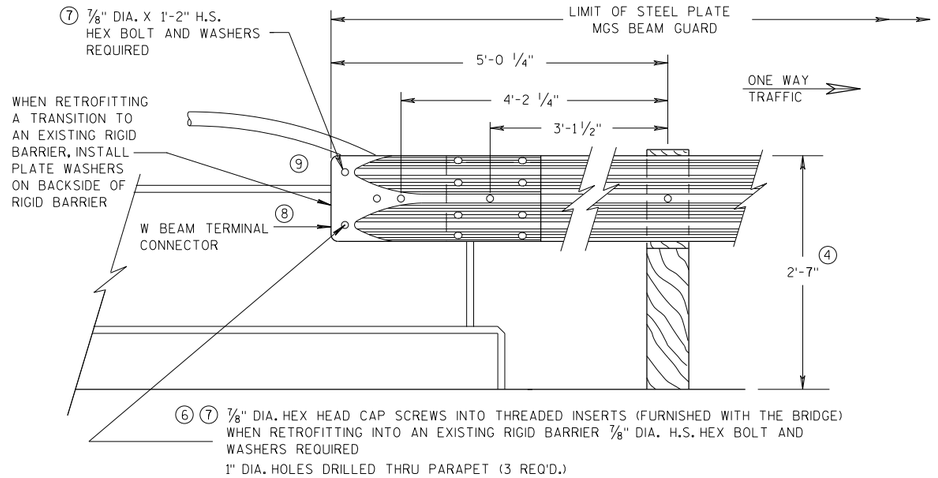
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





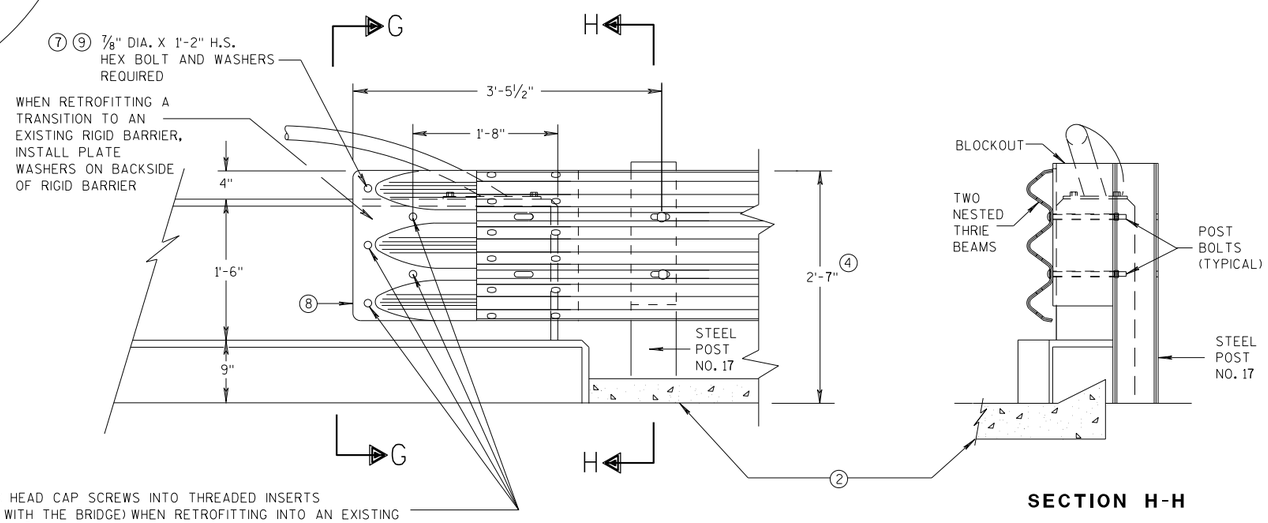
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

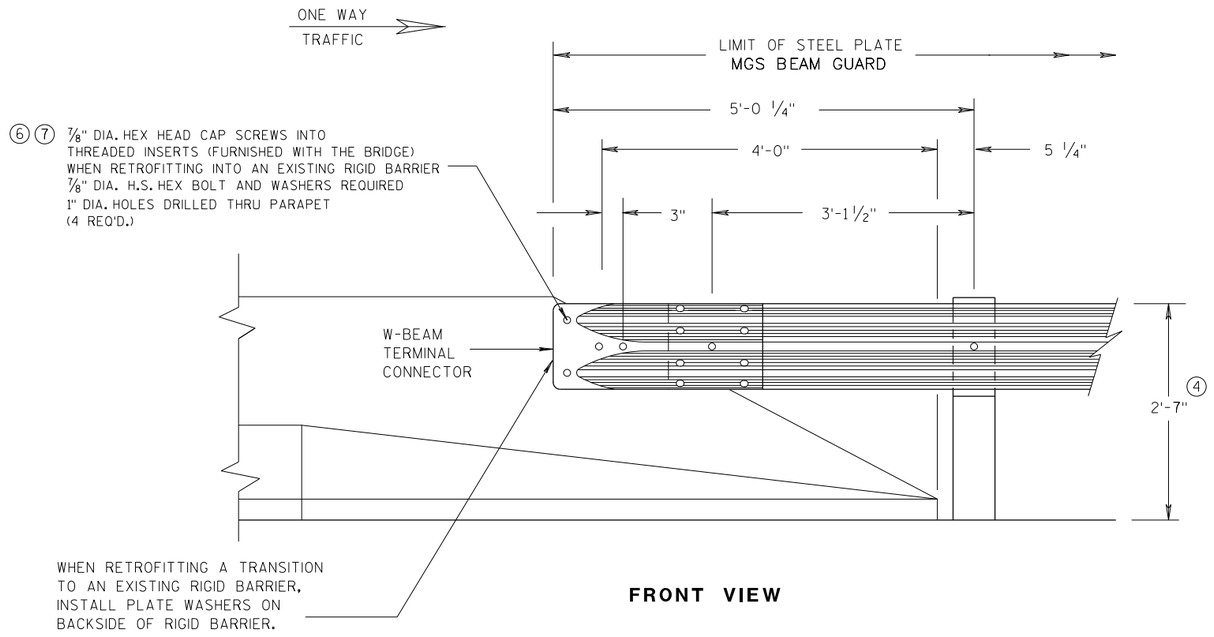
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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

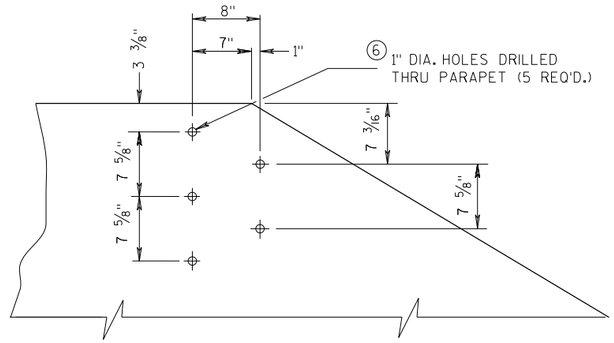
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

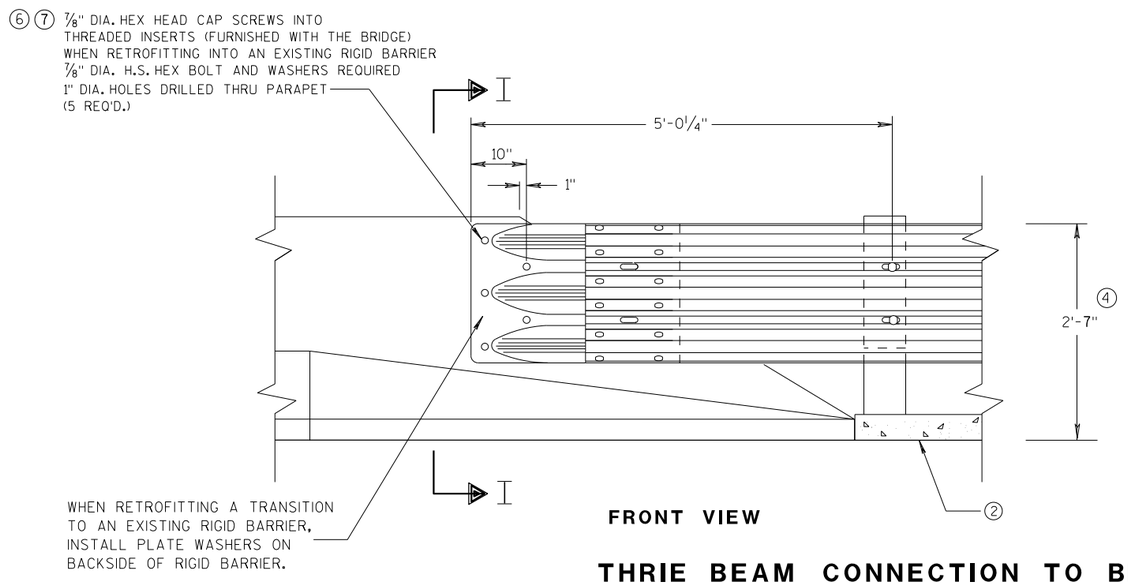
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

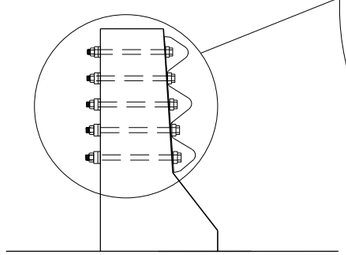
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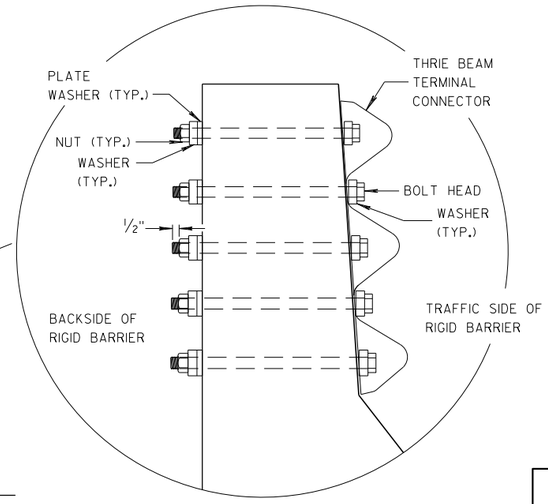
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

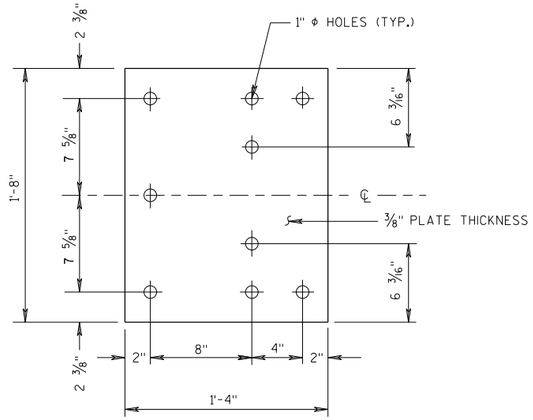
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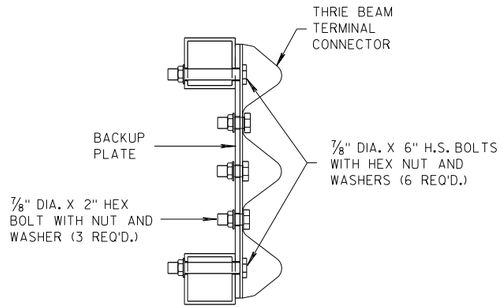
S.D.D. 14 B 45-5f

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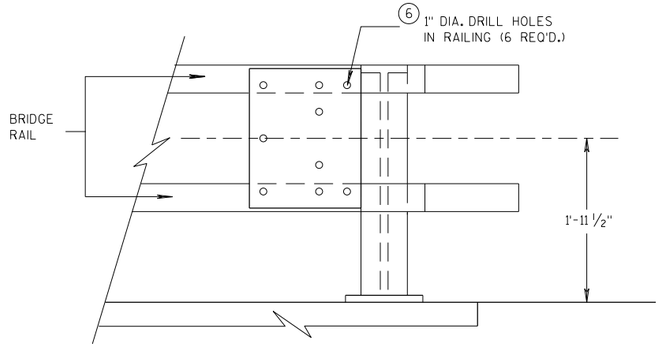
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

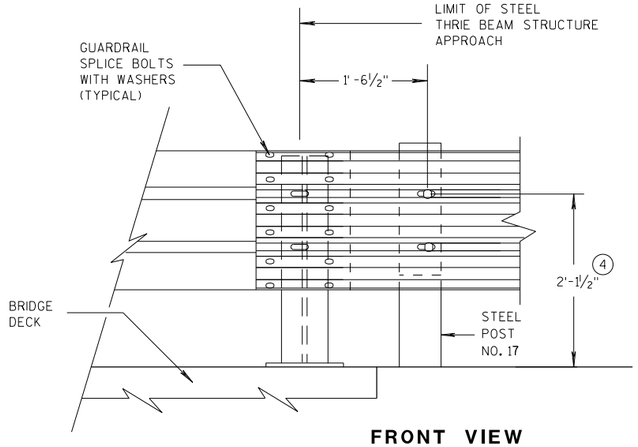


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

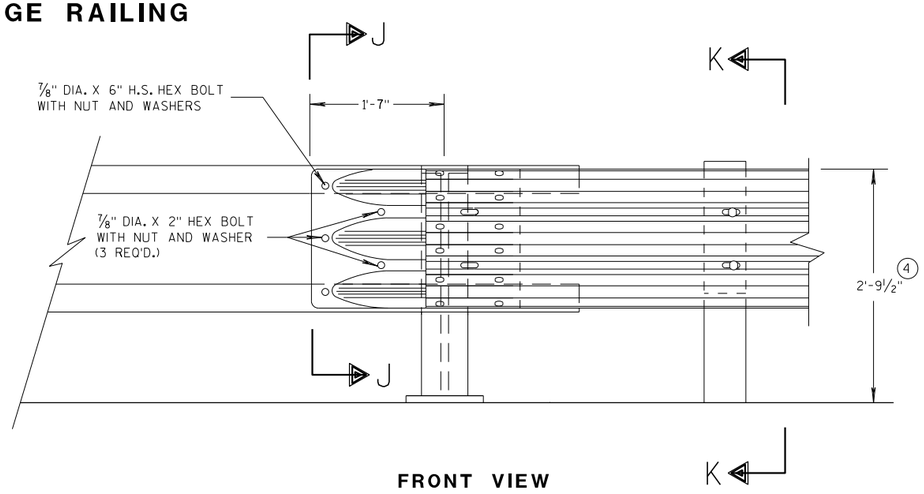
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

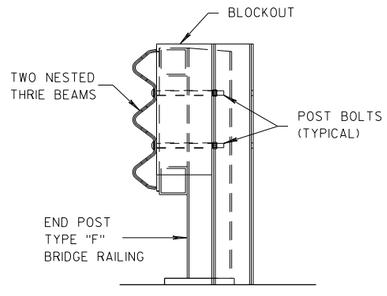


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

241

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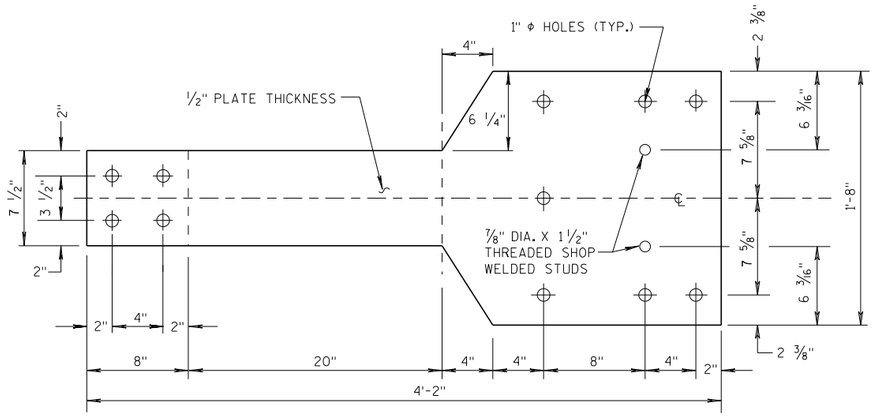
S.D.D. 14 B 45-5g

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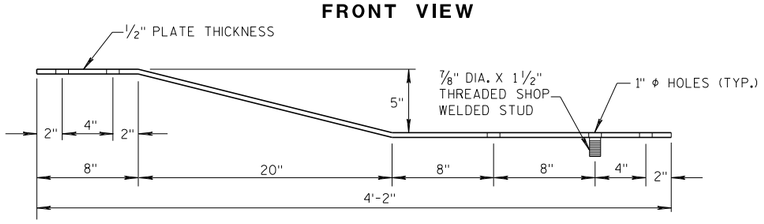
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

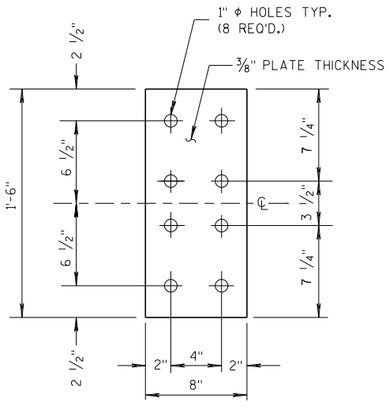


FRONT VIEW



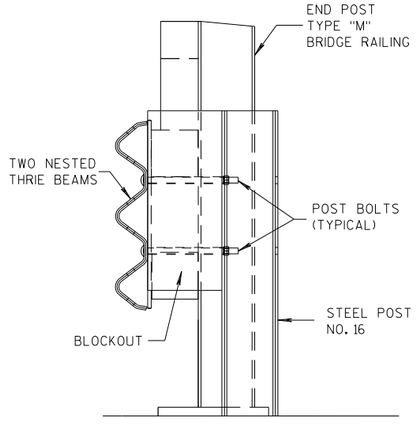
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

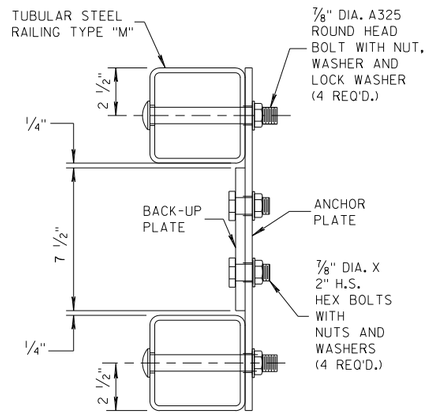


FRONT VIEW

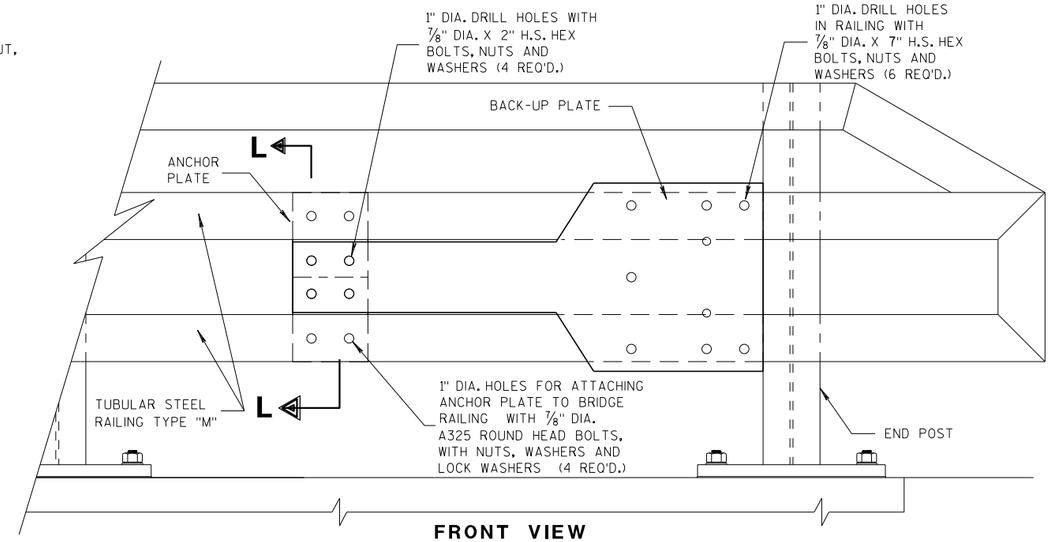
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

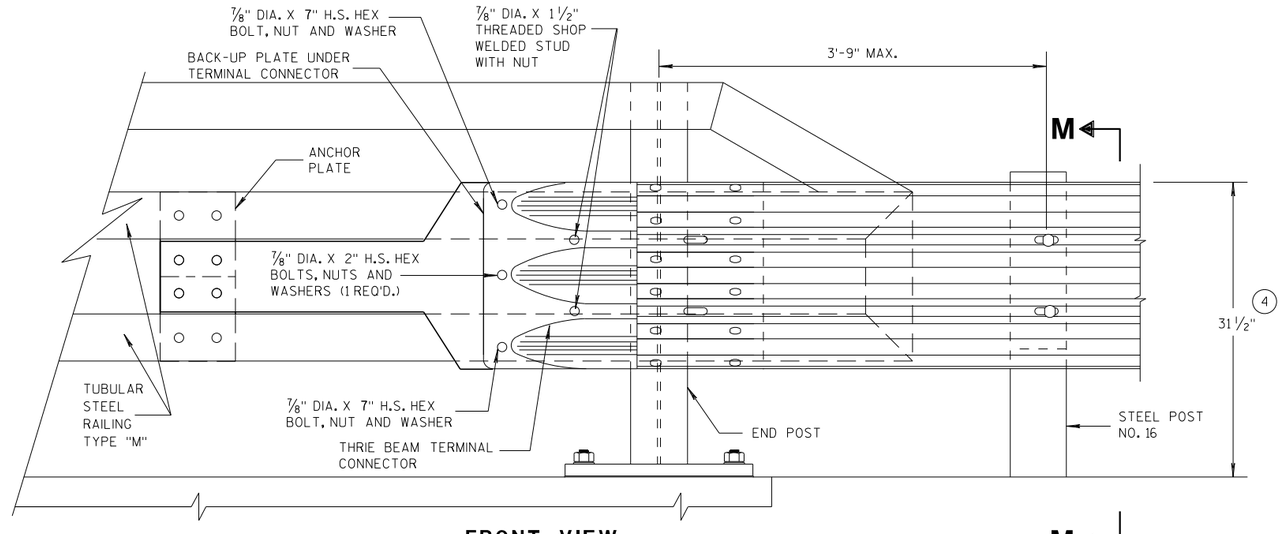


SECTION L-L

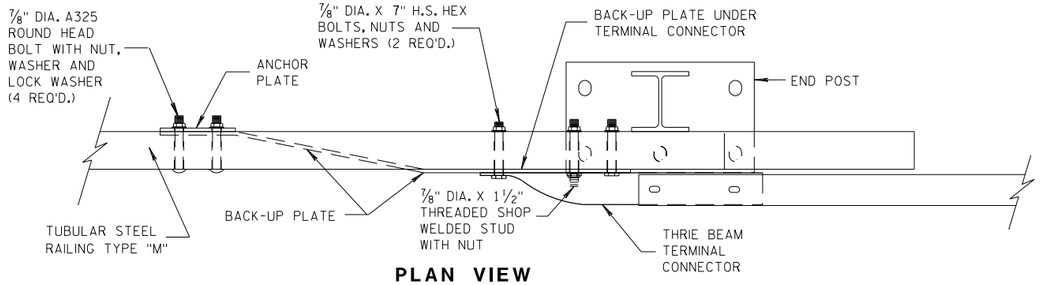


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

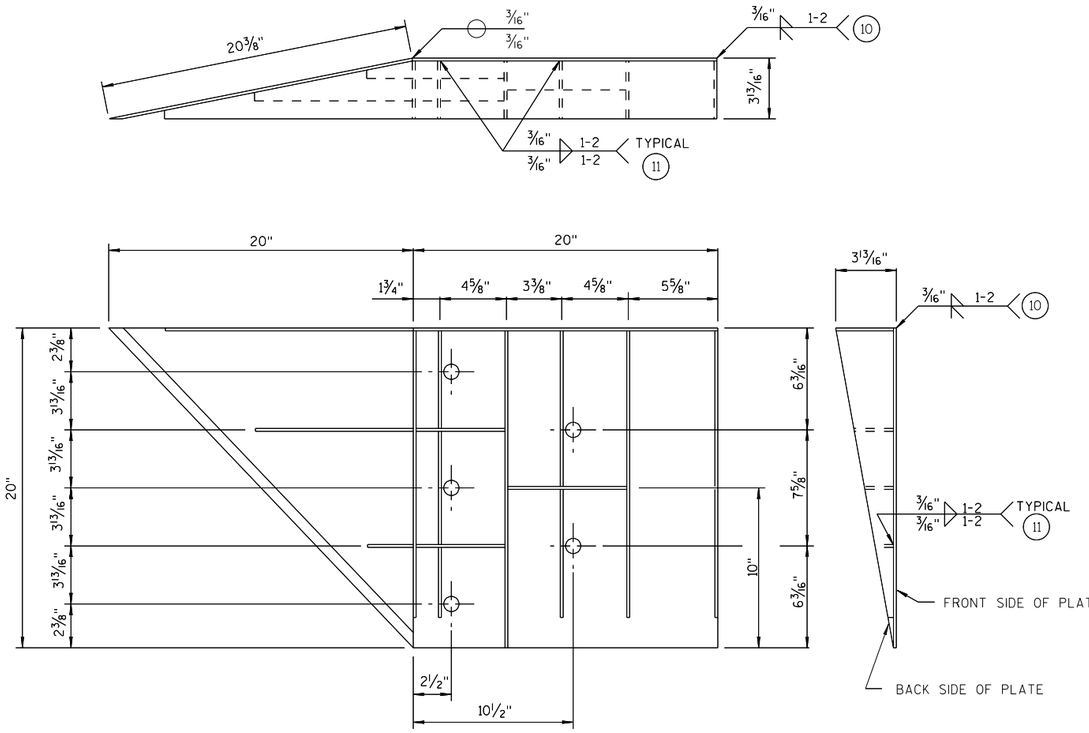
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

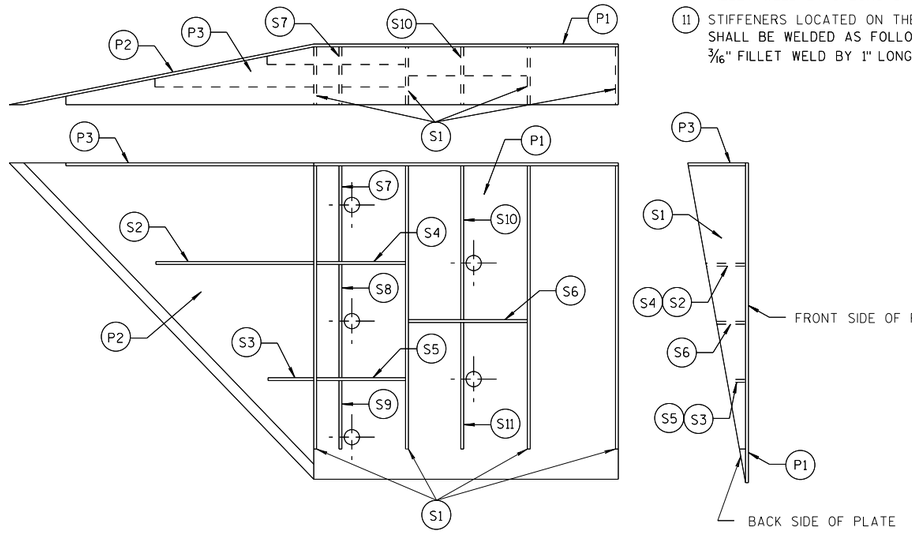


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

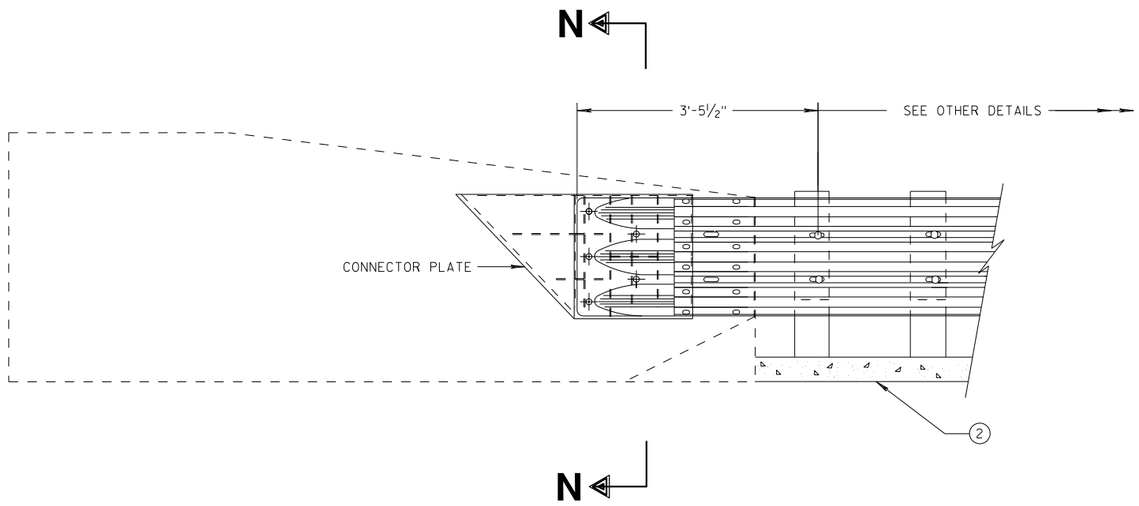
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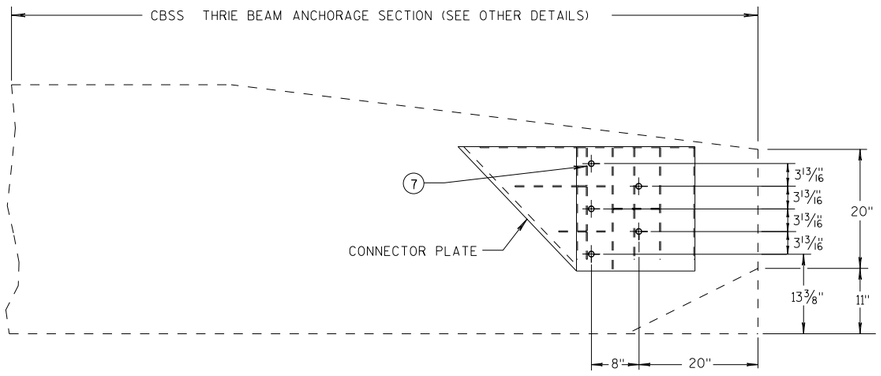
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



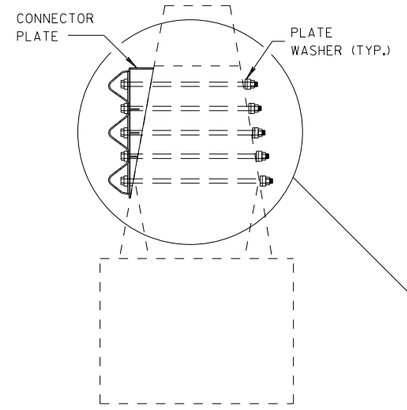
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

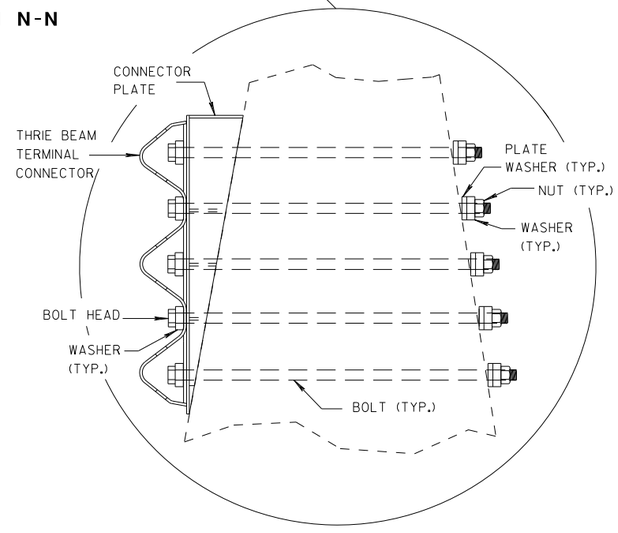
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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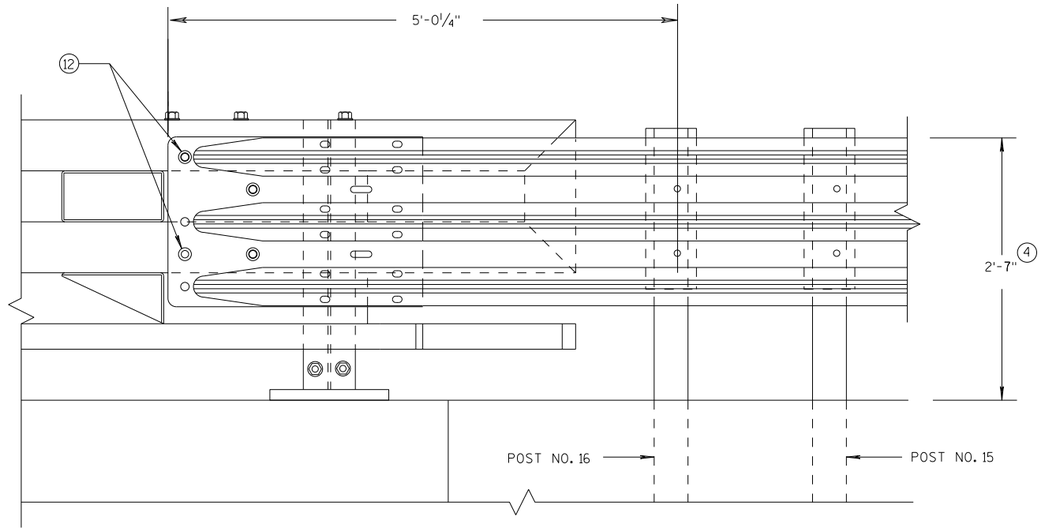
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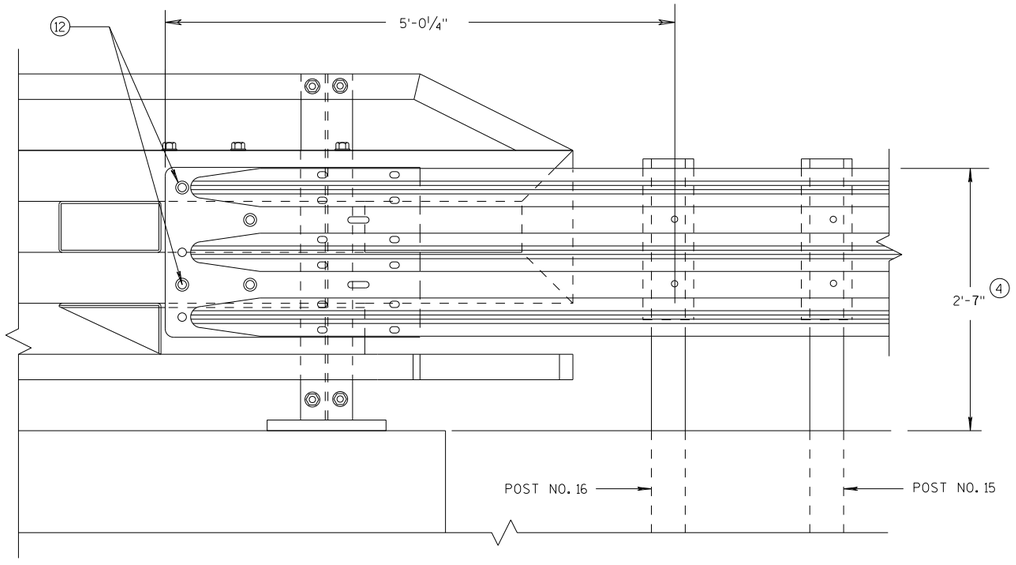
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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ROADWAY STANDARDS D
UNIT SUPERVIS

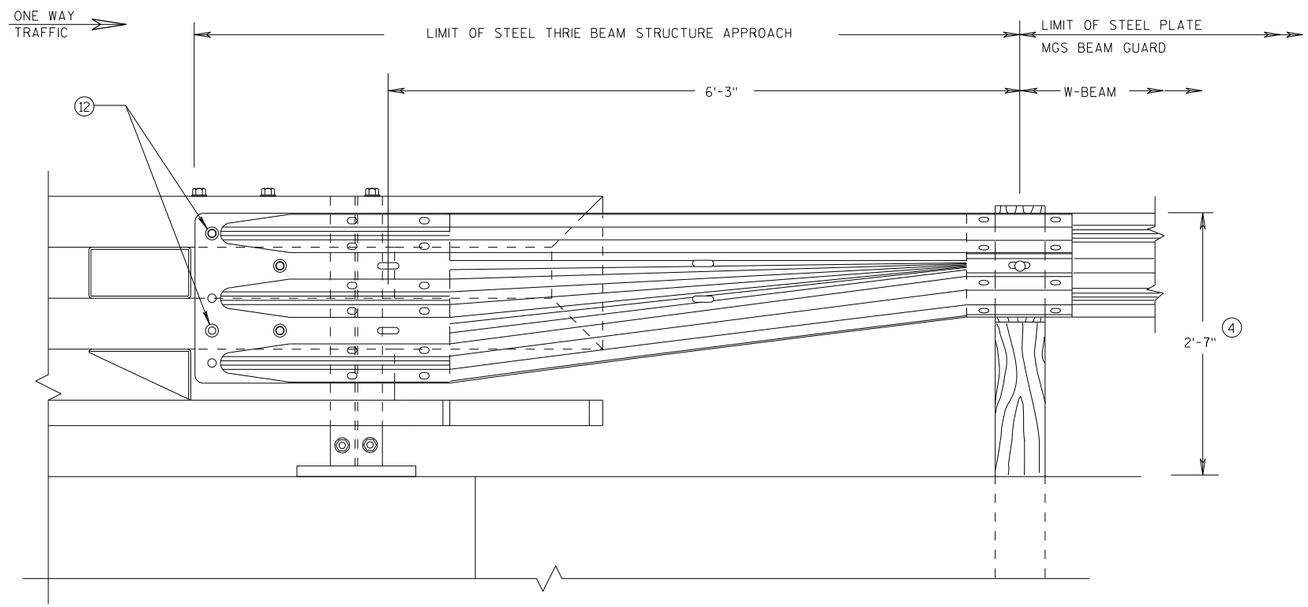
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S.D.D. 14 B 45-5k

6

S.D.D. 14 B 45-5k



FRONT VIEW

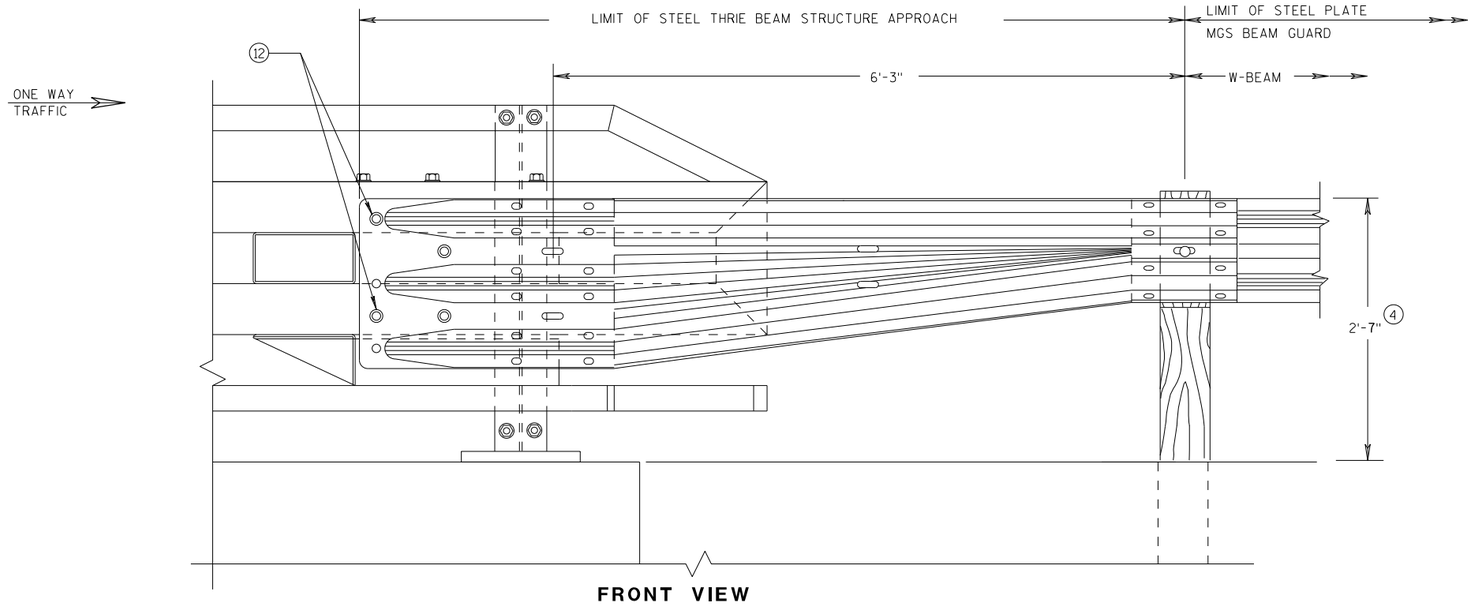
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

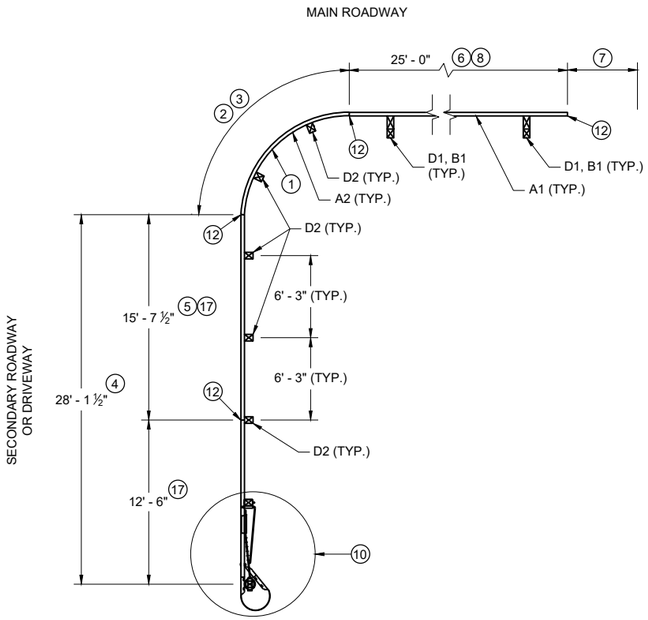
APPROVED
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

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S.D.D. 14 B 45-5L

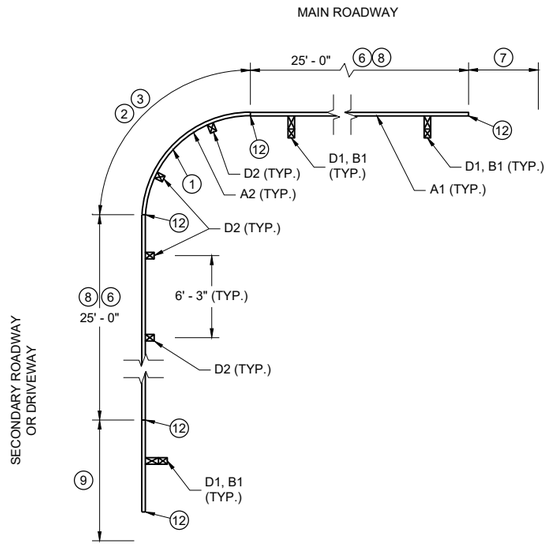
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S.D.D. 14 B 45-5L



PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

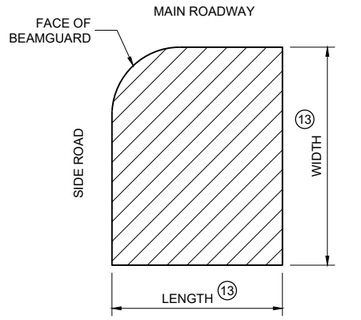


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY

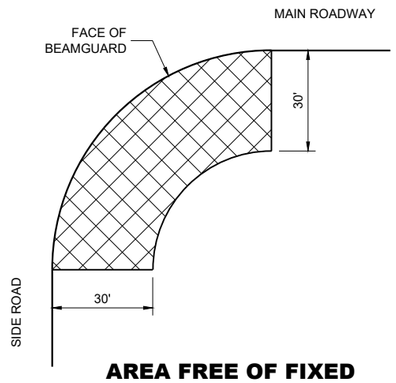
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



16

AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (17).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

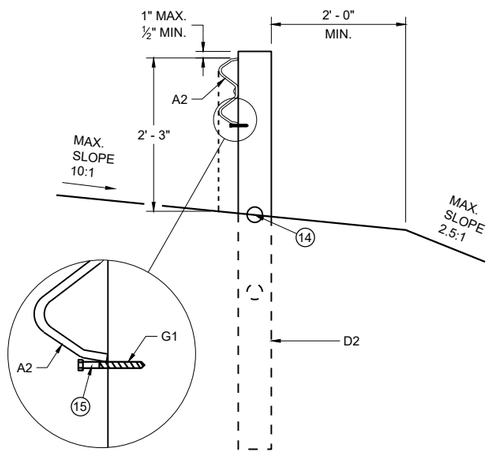
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾ " ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$ " DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

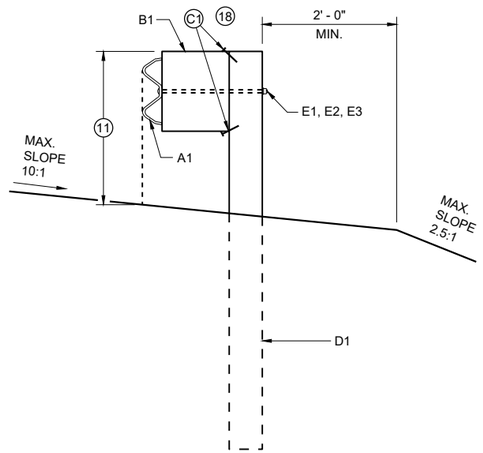
(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

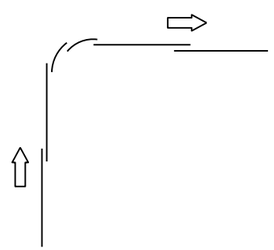
(18) INITIAL 1 NAIL AT EACH CORNER OF THE BLOCK TO CONNECT BLOCKS.



CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION



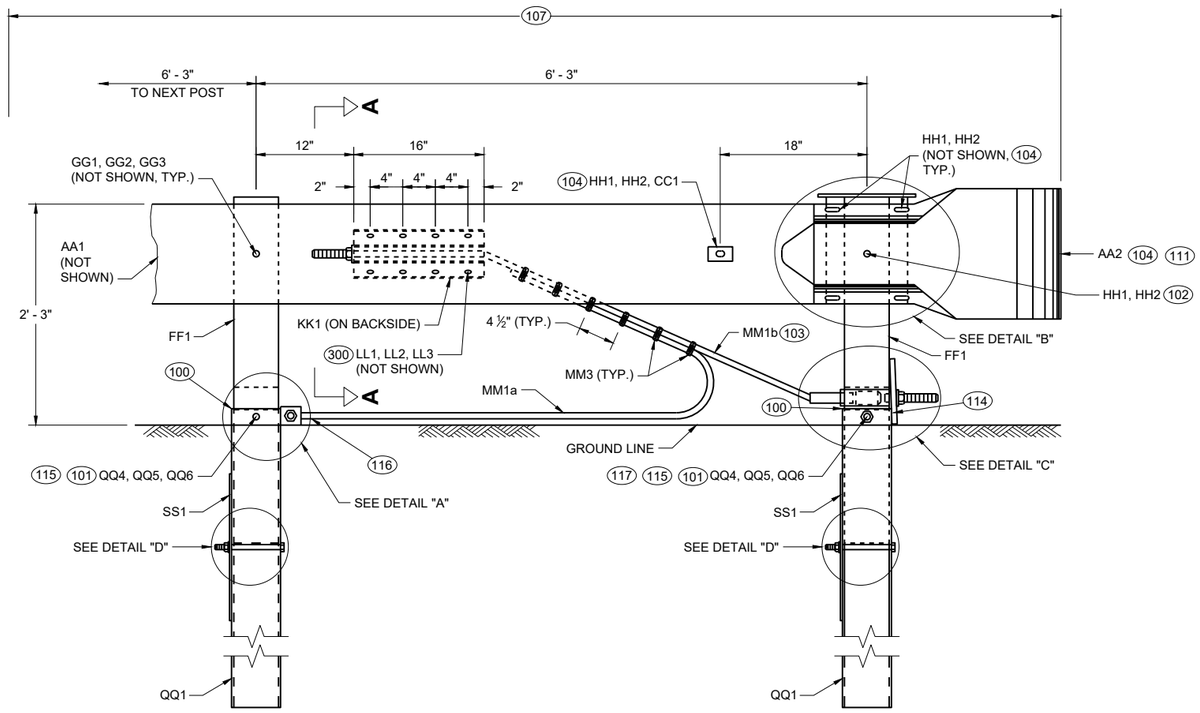
LAP SPLICE DETAIL

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

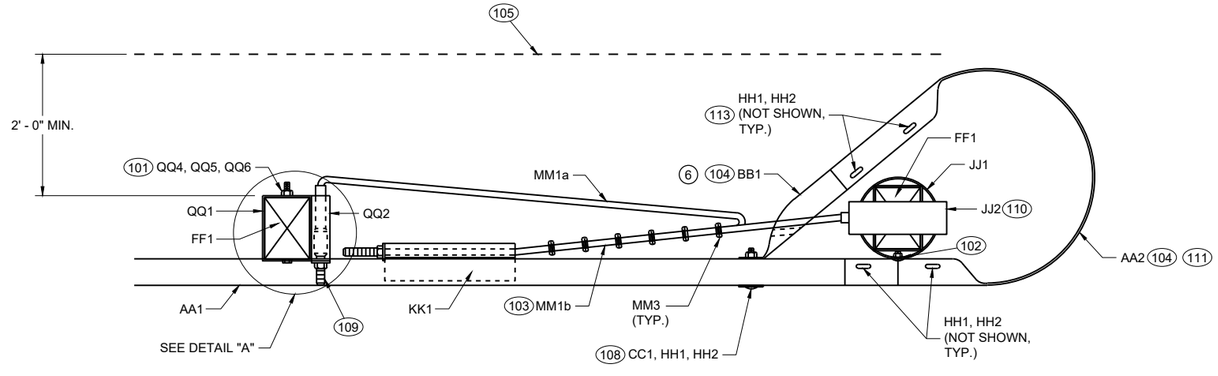
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SDD 14B53-04a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

(100) TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

(101) WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

(102) SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

(103) CABLE IS TAUT.

(104) ADJUST AA2 AND BB1 TO FIT.

(105) BREAK POINT OF SHOULDER.

(106) TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

(107) PAY LIMIT FOR BEAM GUARD.

(108) SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

(109) CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS 1/2" TOLERANCE). DEBURR AFTER CUTTING.

(110) SEE STEEL PIPE ASSEMBLY DETAILS.

(111) ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

(112) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

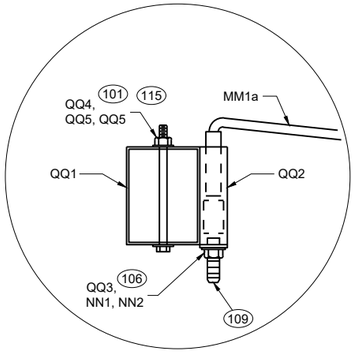
(113) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.

(114) NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

(115) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST AND SOIL TUBE.

(116) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLT. PLACE CABLE ON TOP OF MATERIAL.

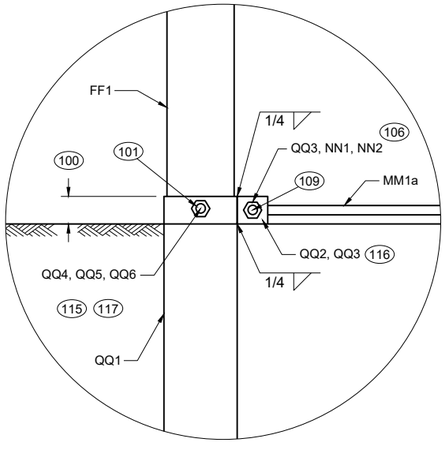
(117) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

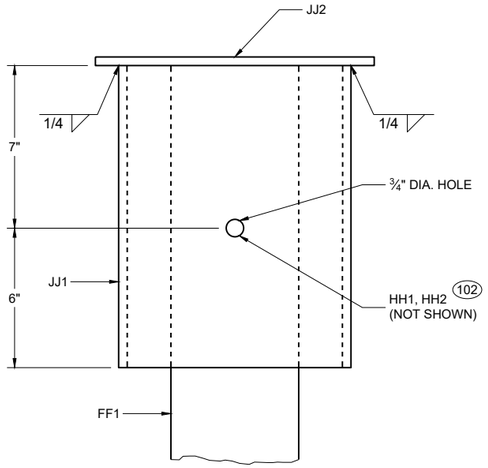
SDD 14B53-04b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

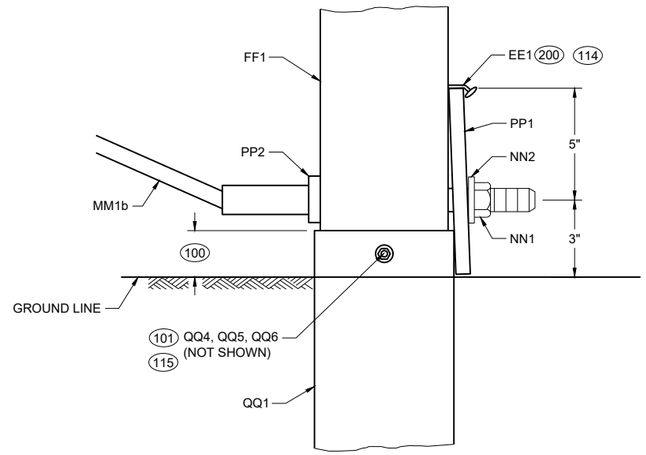
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



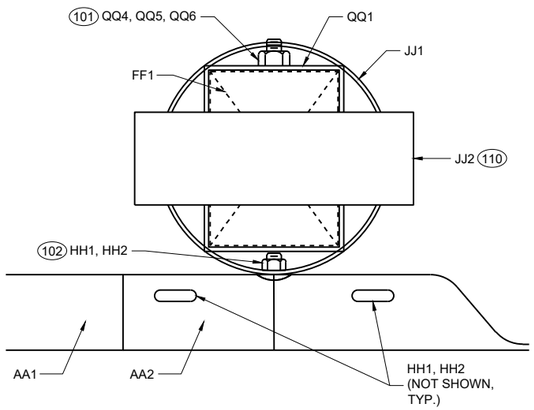
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



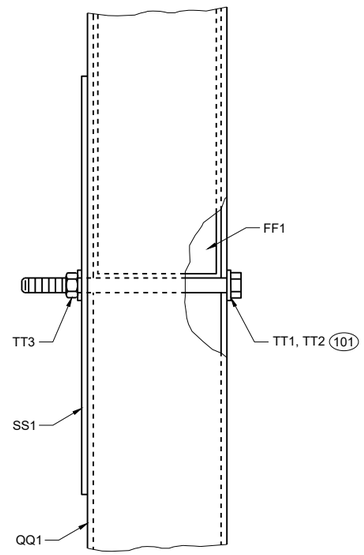
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

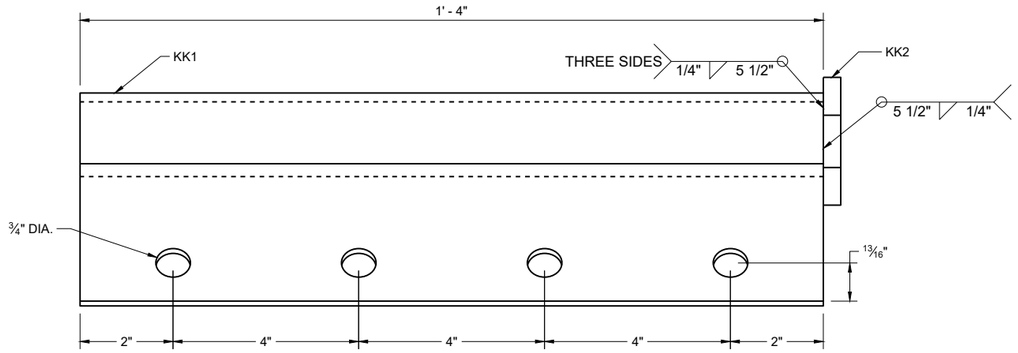
SDD 14B53-04c

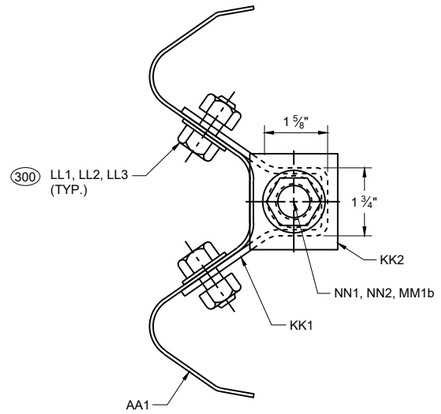
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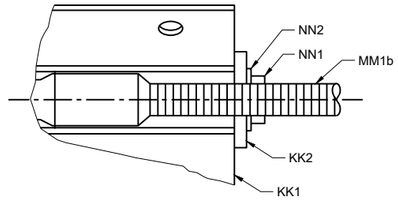
SDD 14B53-04c

GENERAL NOTES

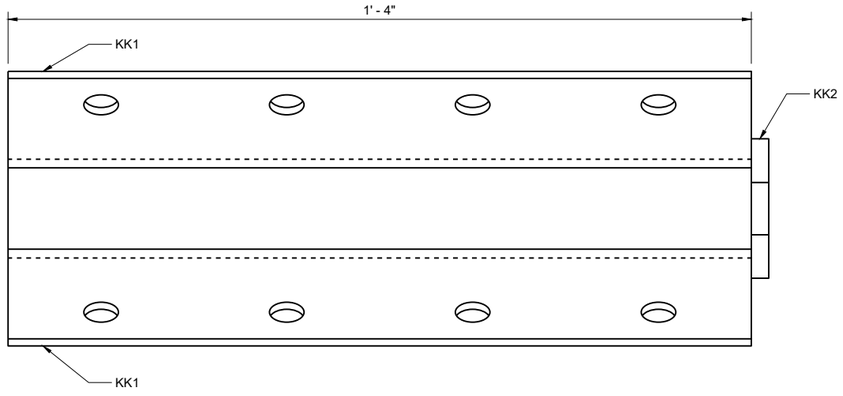
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

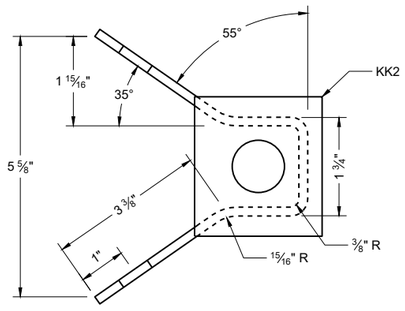




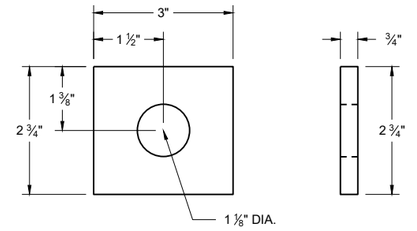


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53-04d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

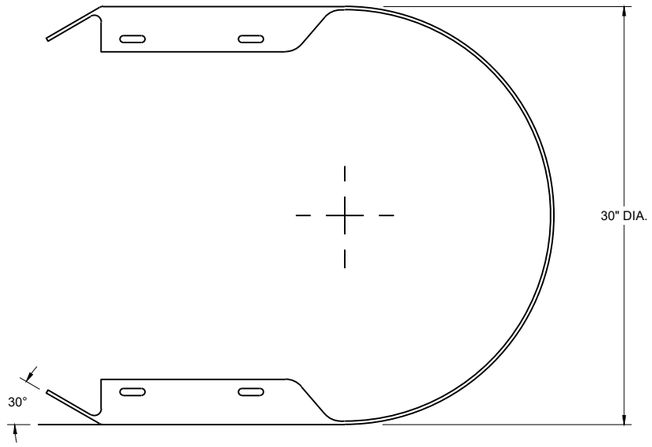
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SDD 14B53-04d

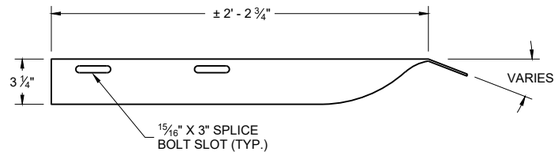
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

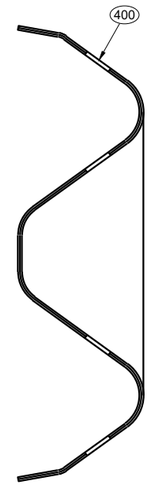
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



TOP VIEW



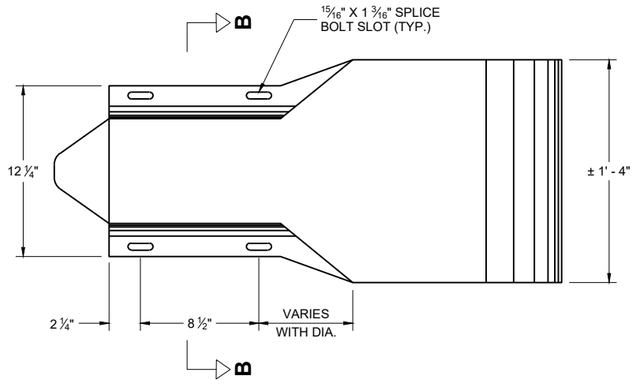
TOP VIEW



SECTION B -B

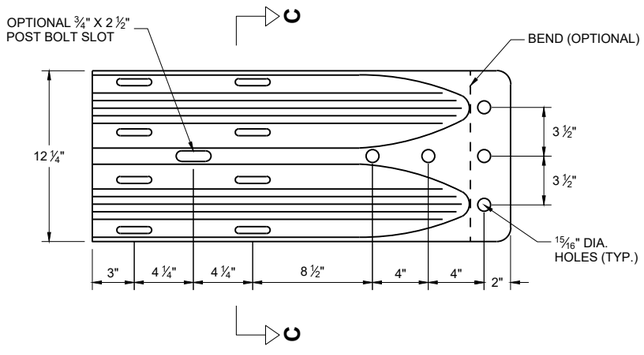


SECTION C -C



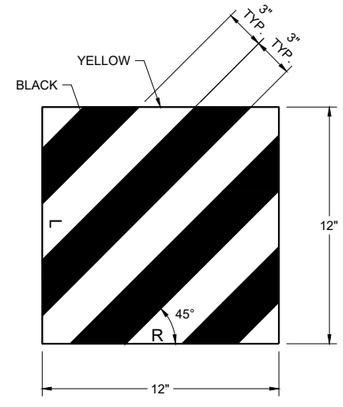
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

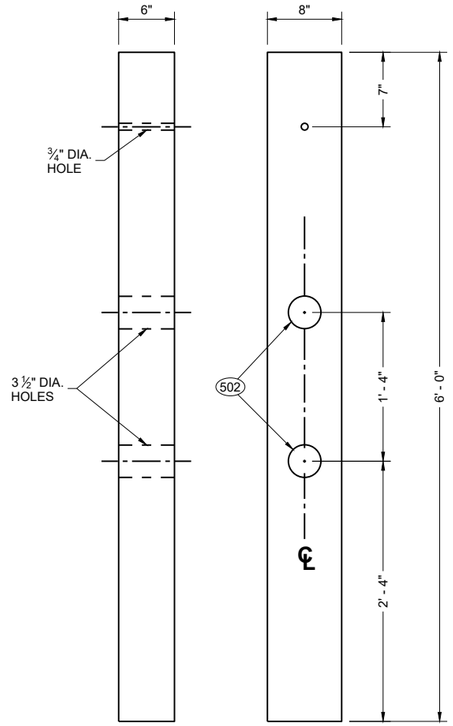
W BEAM
TERMINAL CONNECTOR (BB1)



REFLECTIVE SHEETING (UU1, UU2)

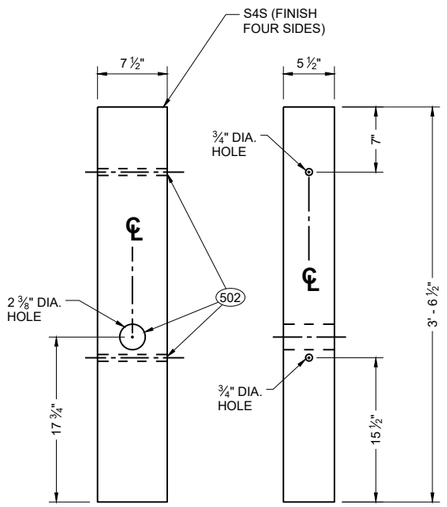
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



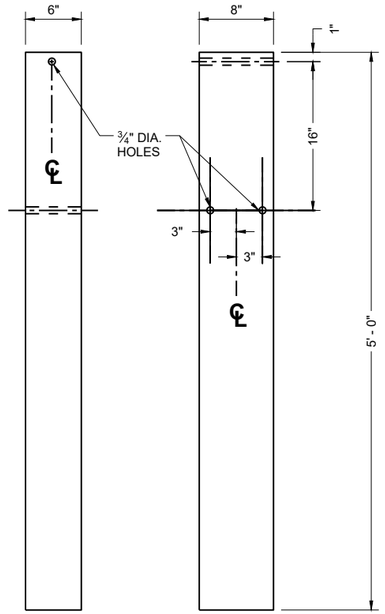
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

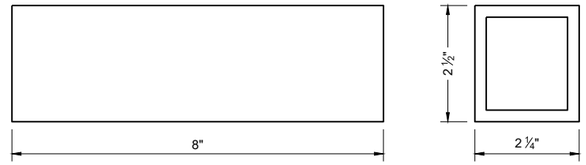
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

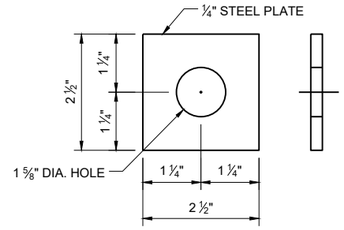
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

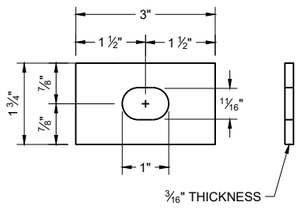
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109)



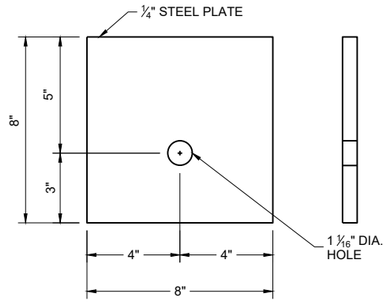
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



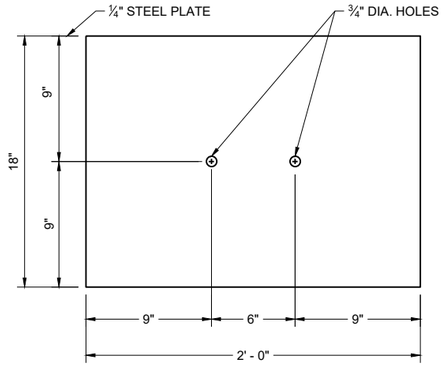
ANCHOR CABLE TUBE END PLATE (QQ3)



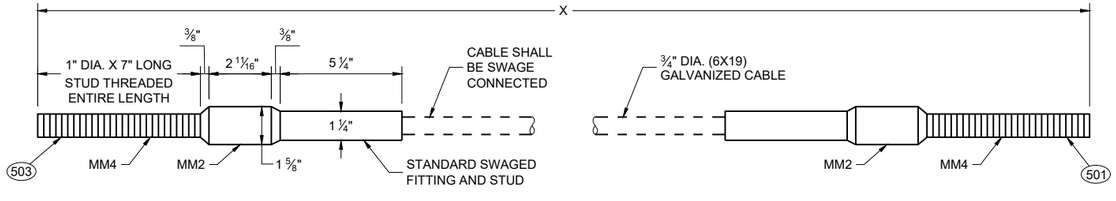
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53-04f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53-04g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 3/8" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53-04h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

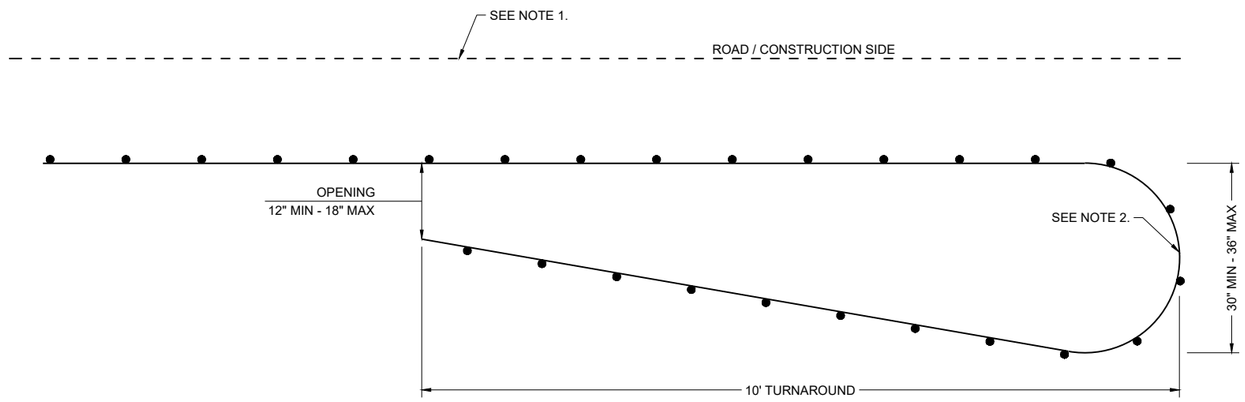
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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SDD 14B53-04i



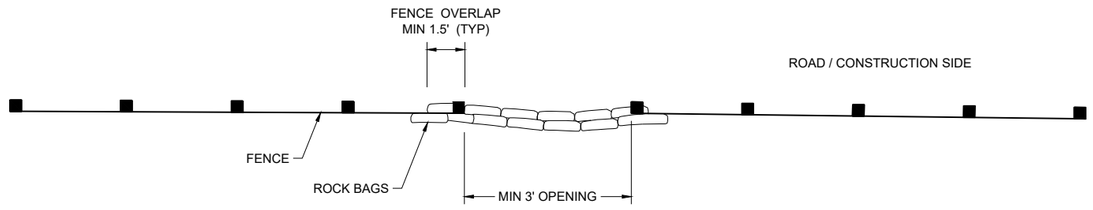
PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

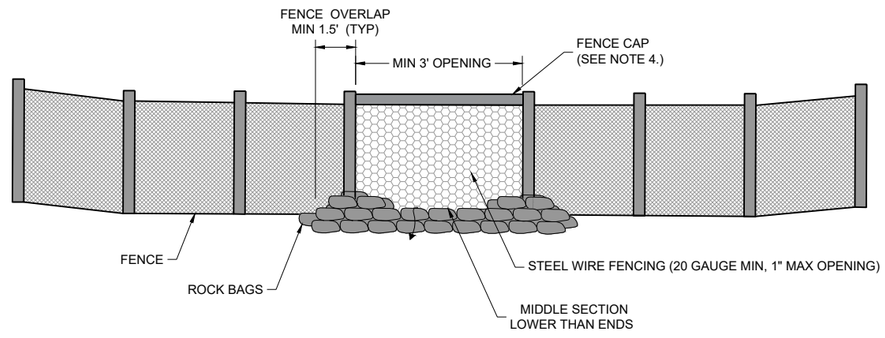
GENERAL NOTES:

1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.



PLAN VIEW



FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

TURTLE EXCLUSION FENCE
CLIMBING TURTLE

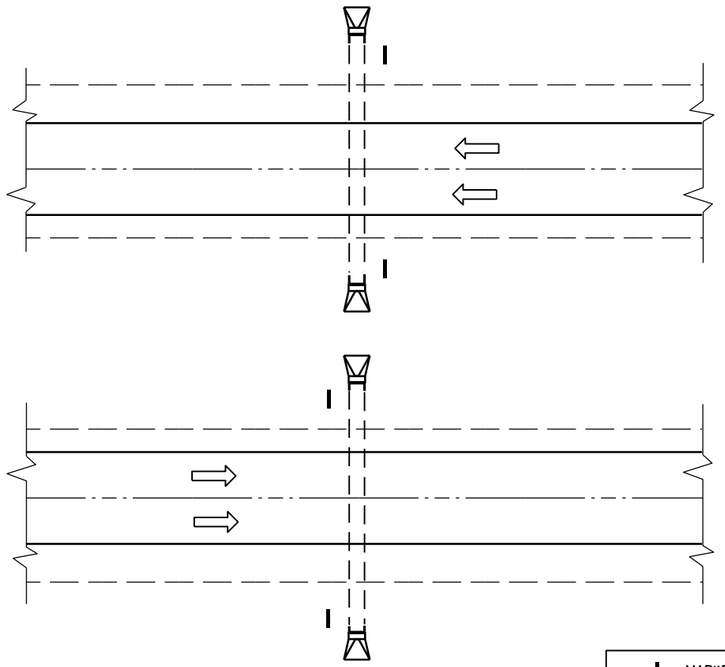
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
AUGUST 2025
DATE

/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

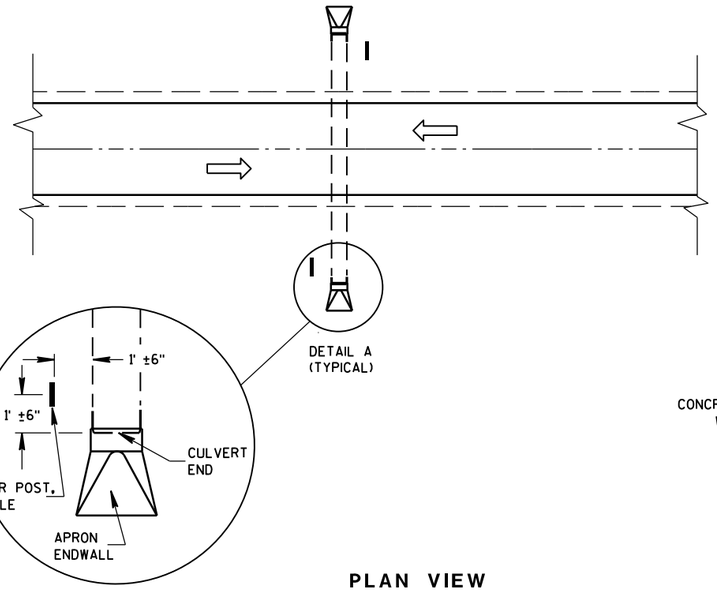
FHWA

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SDD 14D01-01



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

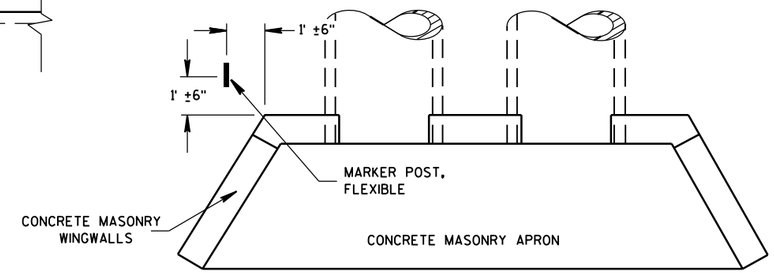
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

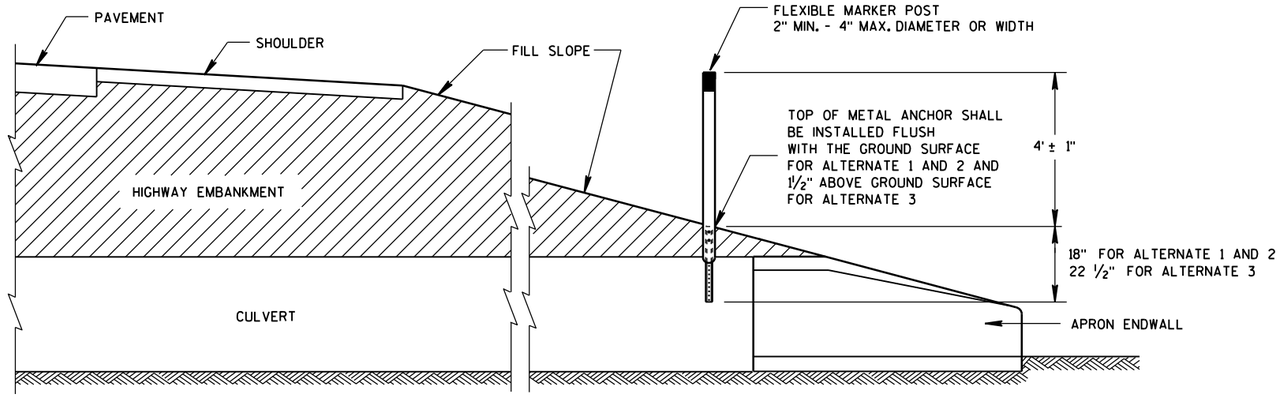
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

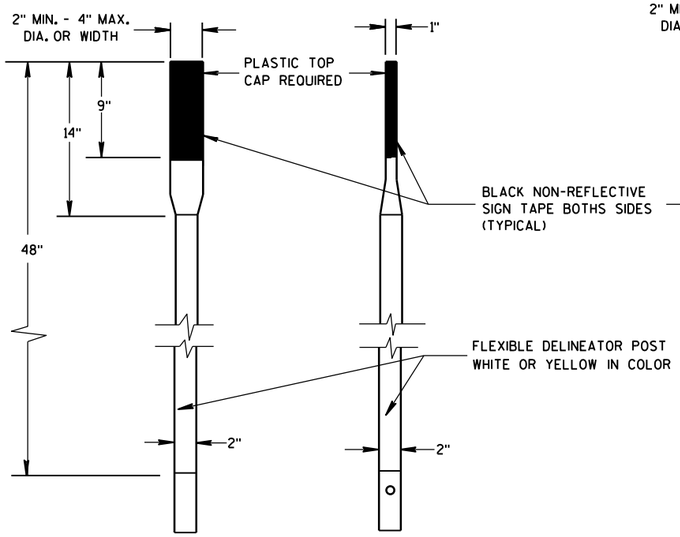
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

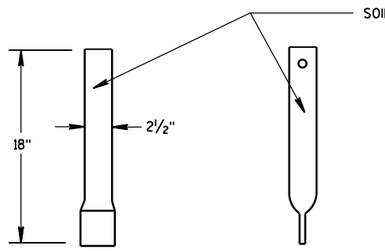
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S.D.D. 15 A 3-2a

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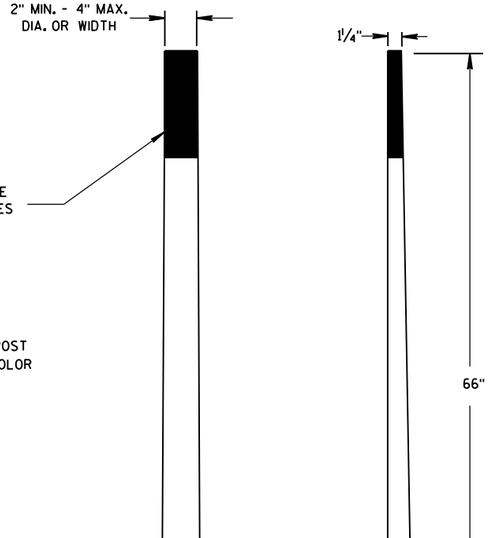
S.D.D. 15 A 3-2a





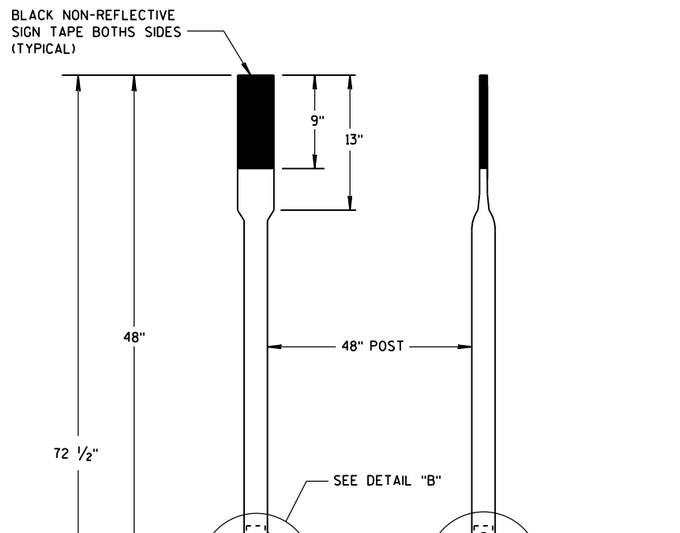
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

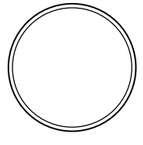
ALTERNATE 2



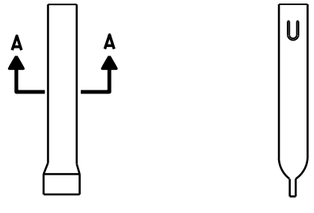
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

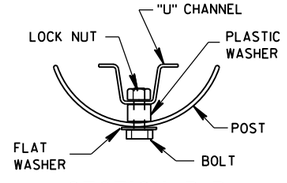


SECTION A-A

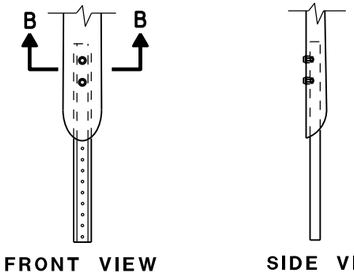


FRONT VIEW SIDE VIEW

ALTERNATE 1

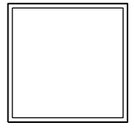


SECTION B-B

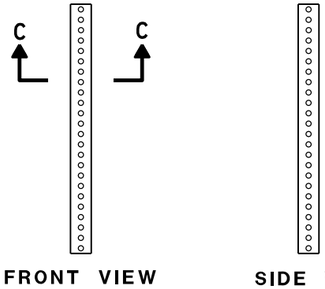


FRONT VIEW SIDE VIEW

ALTERNATE 2



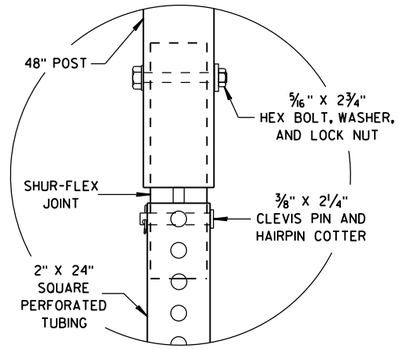
SECTION C-C



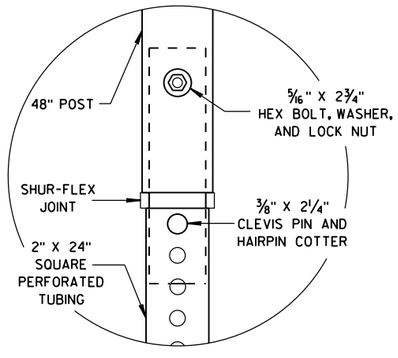
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



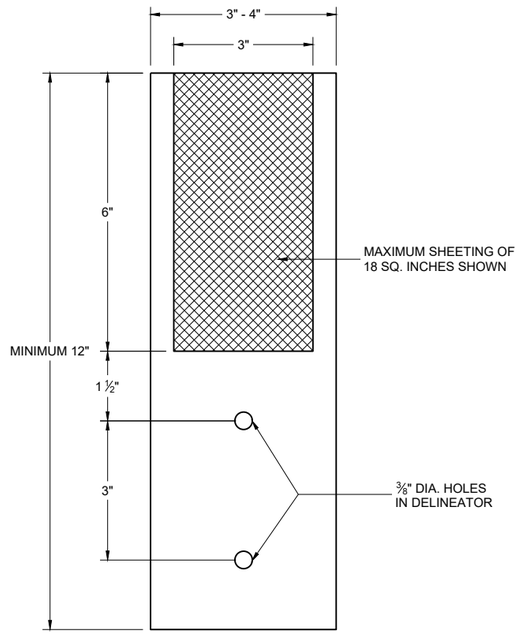
DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6
S.D.D. 15 A 3-2b



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

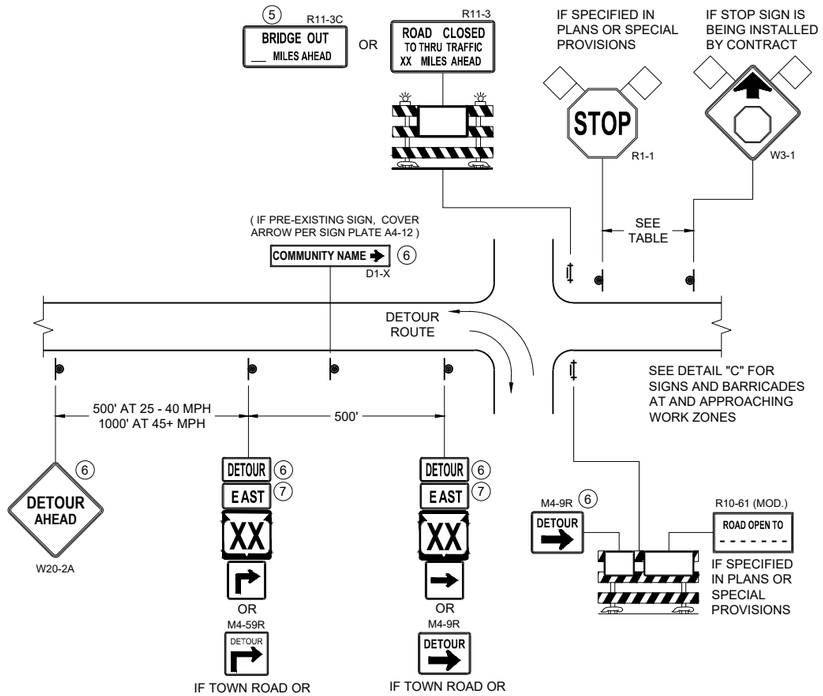
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

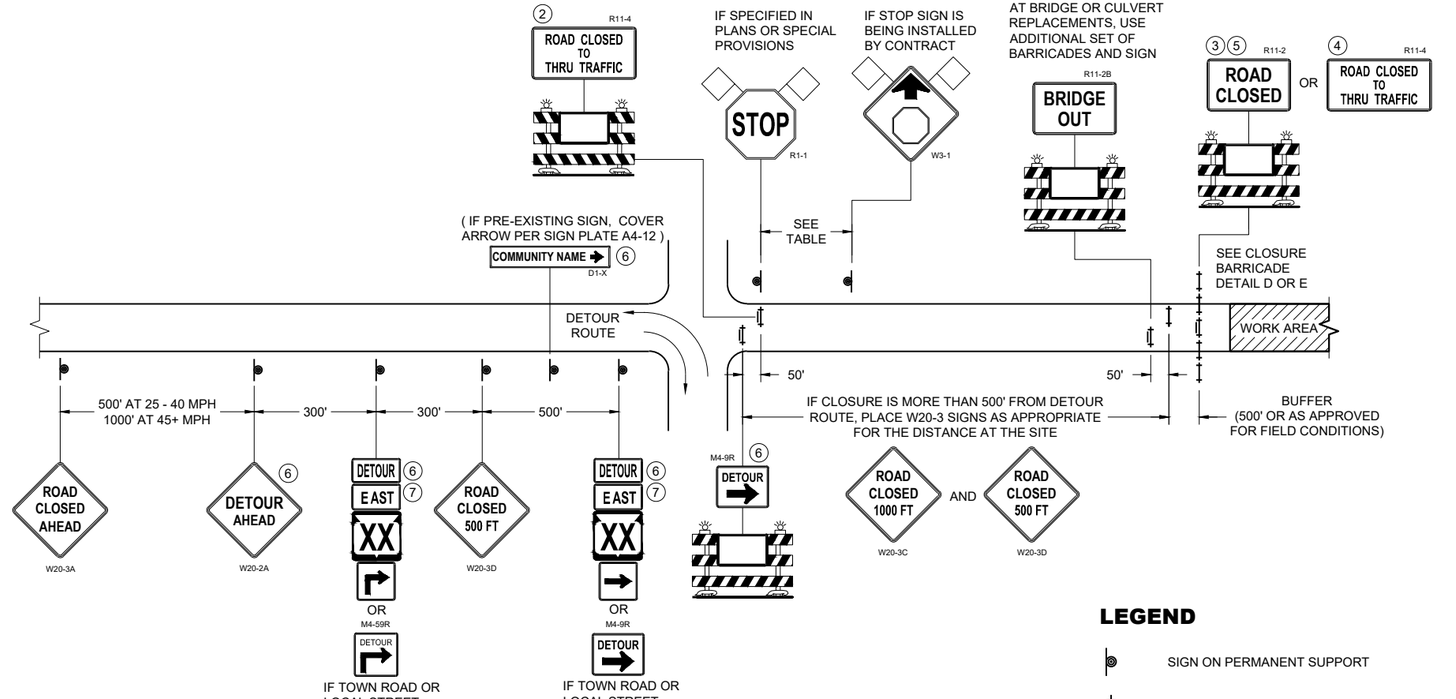
6
SDD 15A04-08e



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

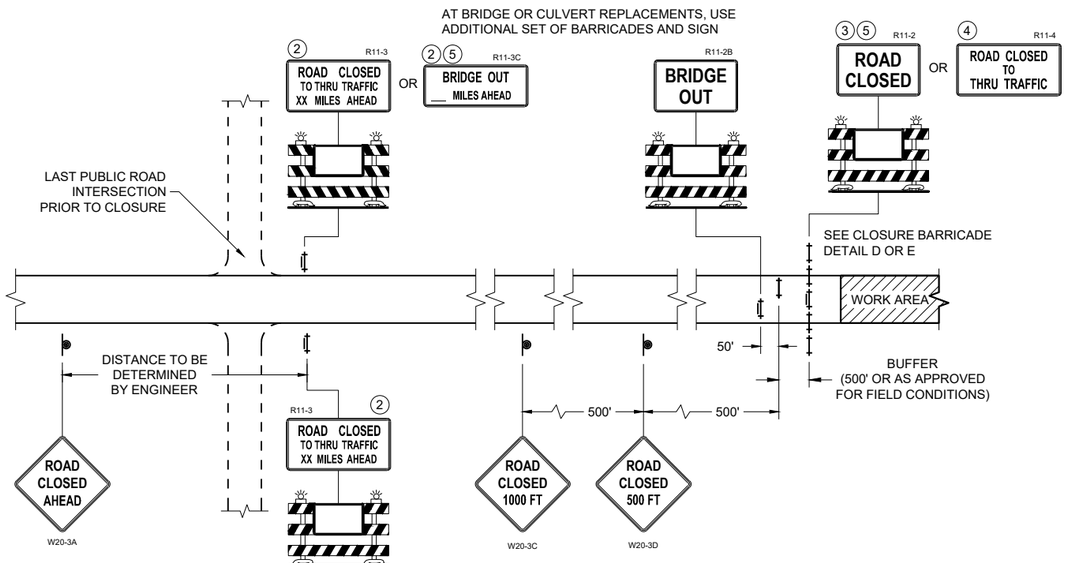
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8

EAST M3 - X

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

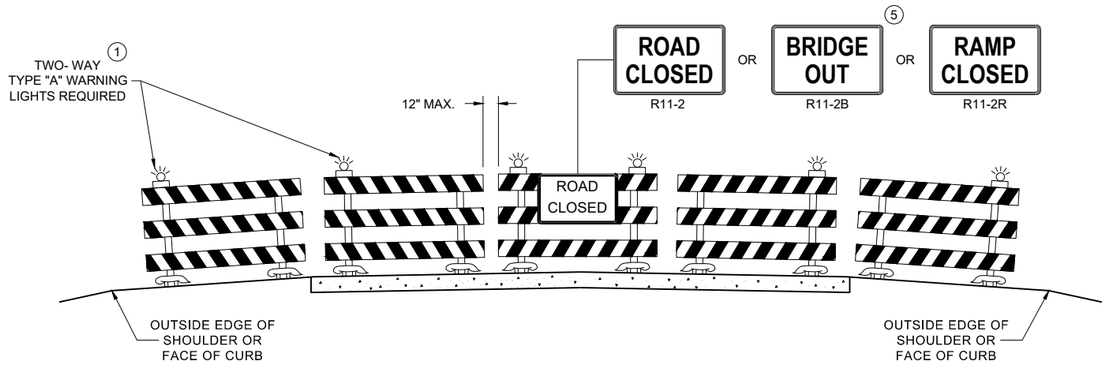
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

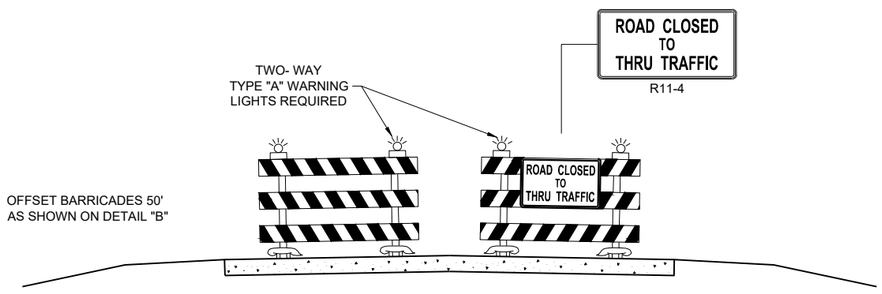
6
SDD 15C02-10a



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

6

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.

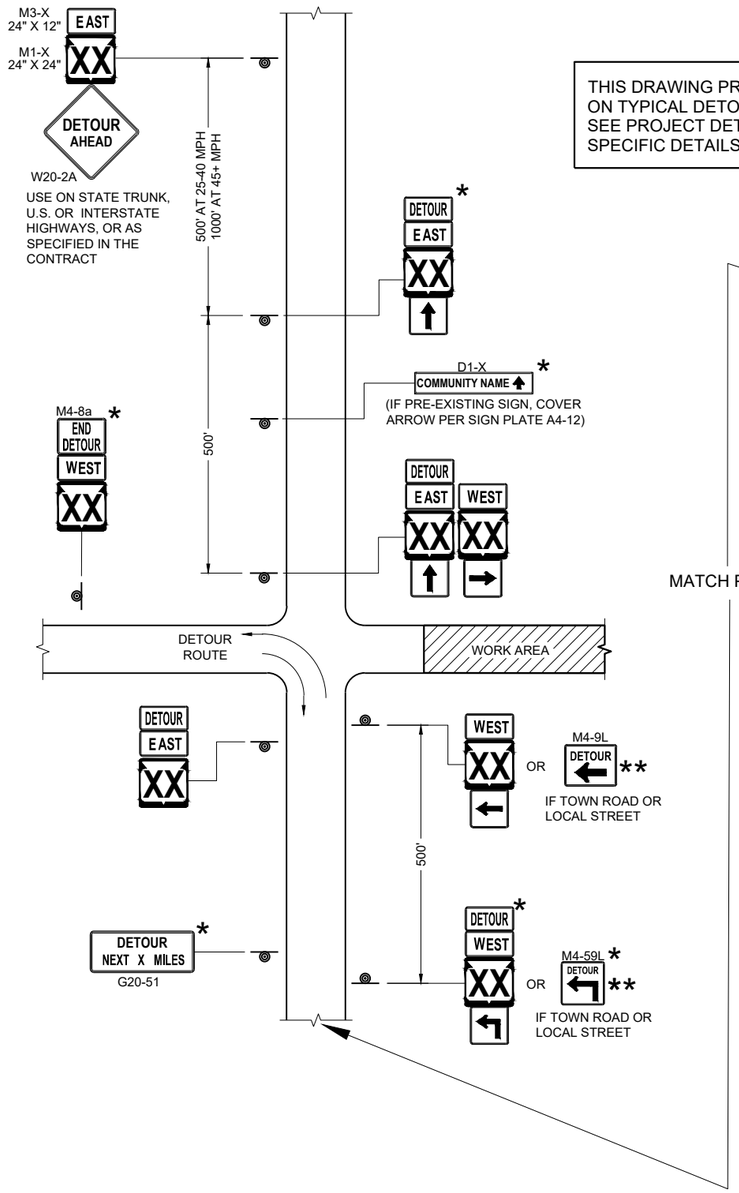
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

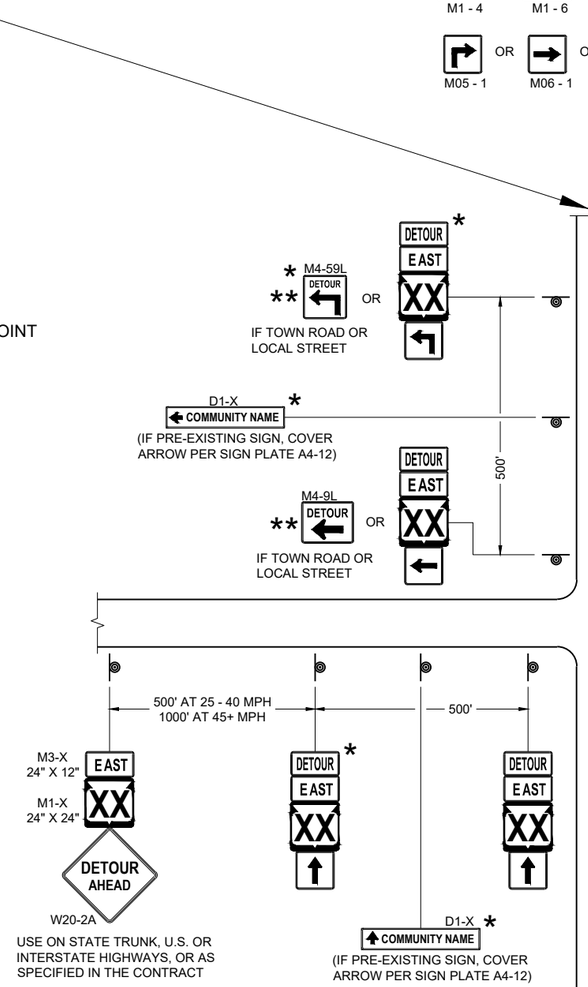
SIGN SIZES SHALL BE AS FOLLOWS:

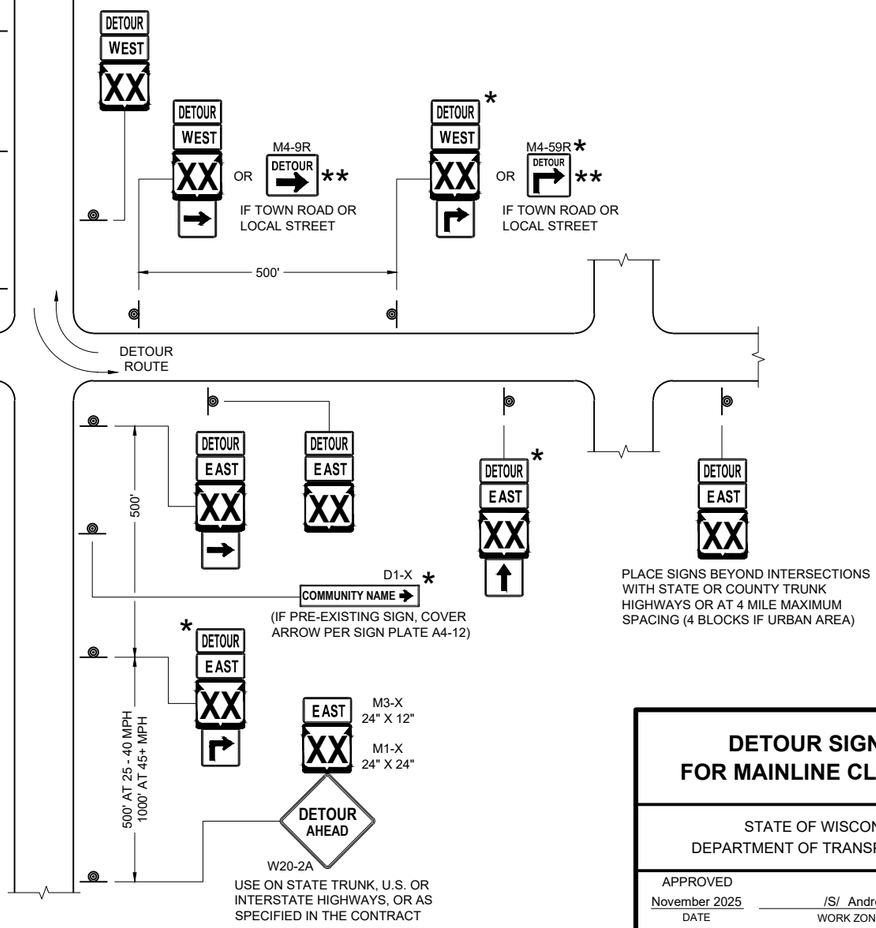
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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"

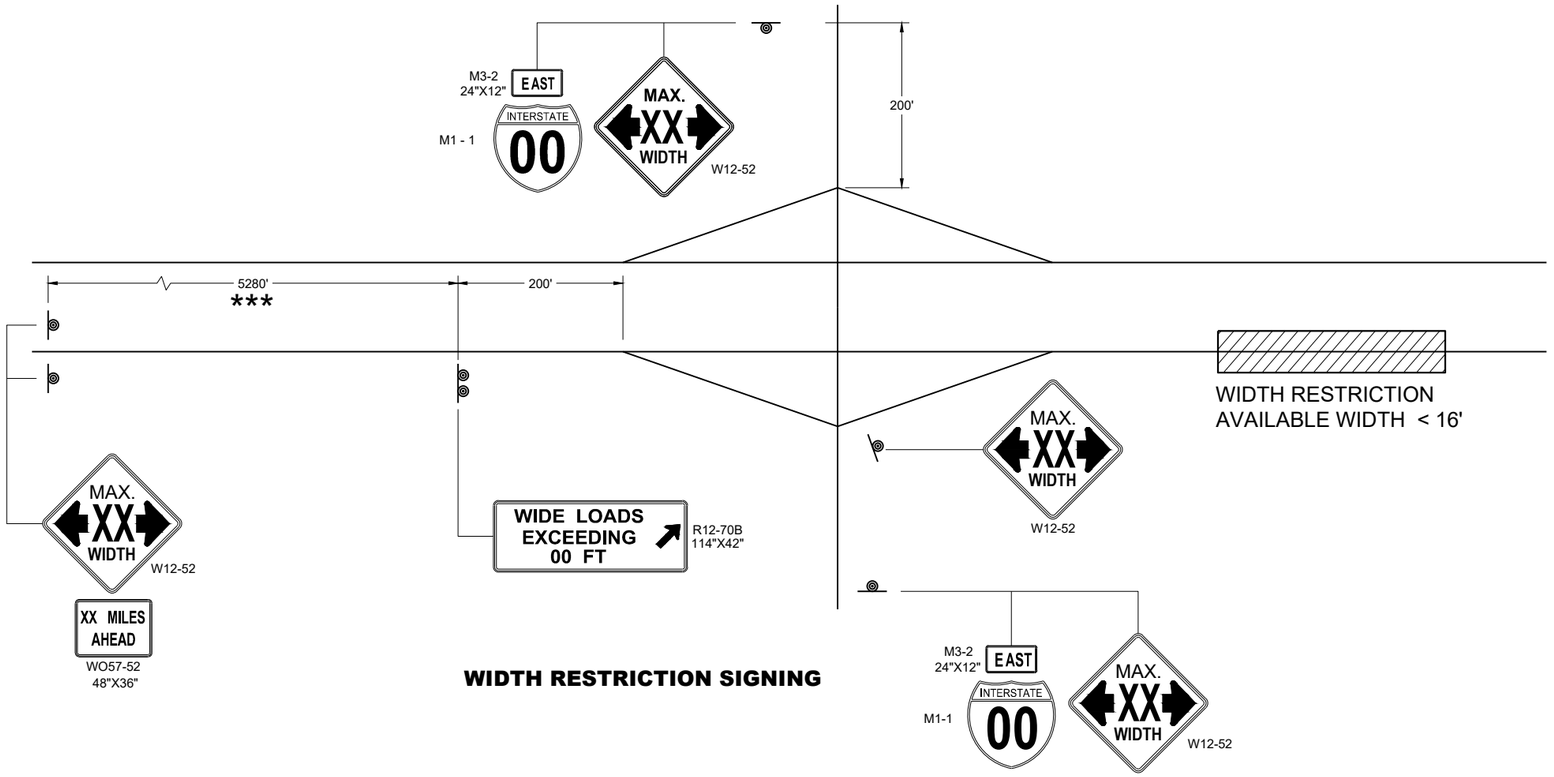
DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

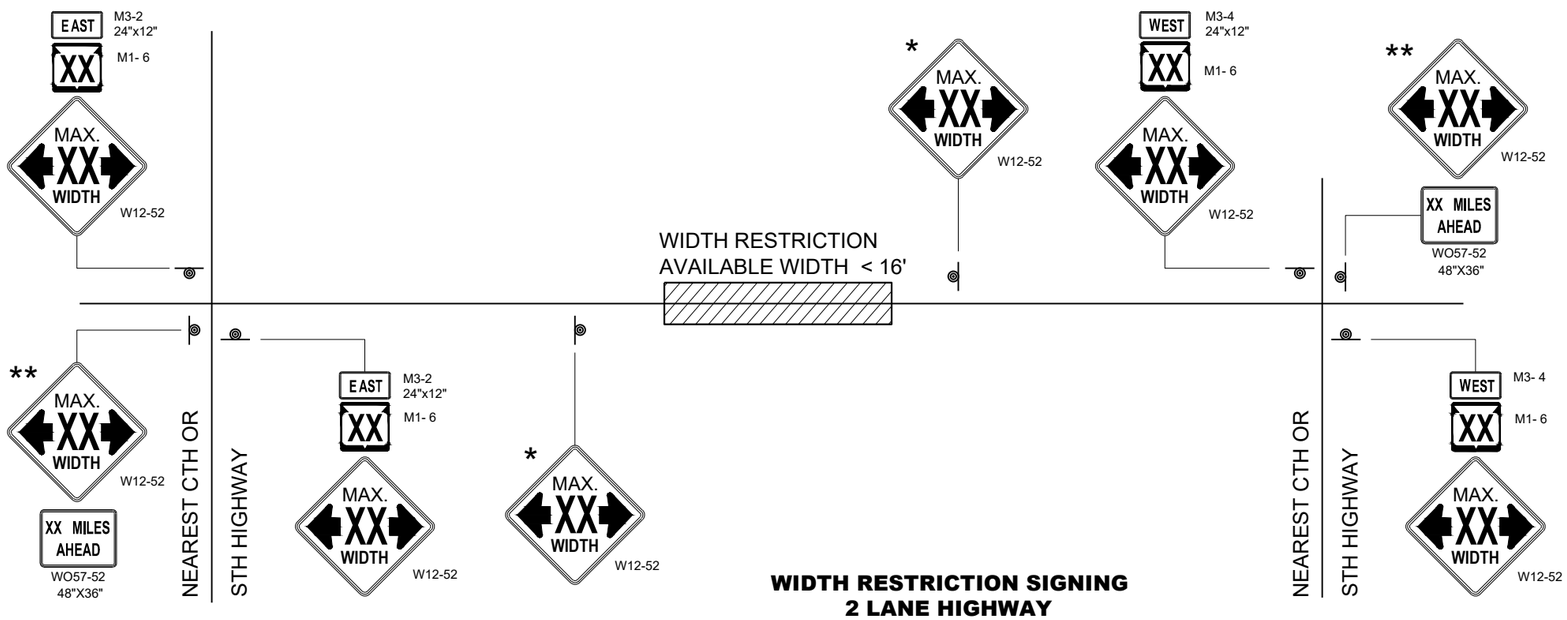
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C02-10f

SDD 15C02-10f

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.

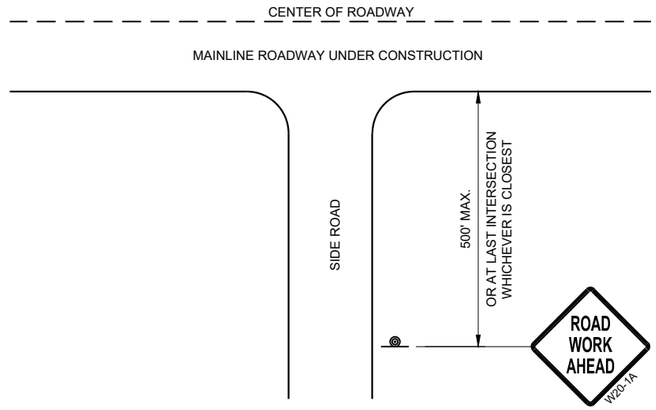
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.

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

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



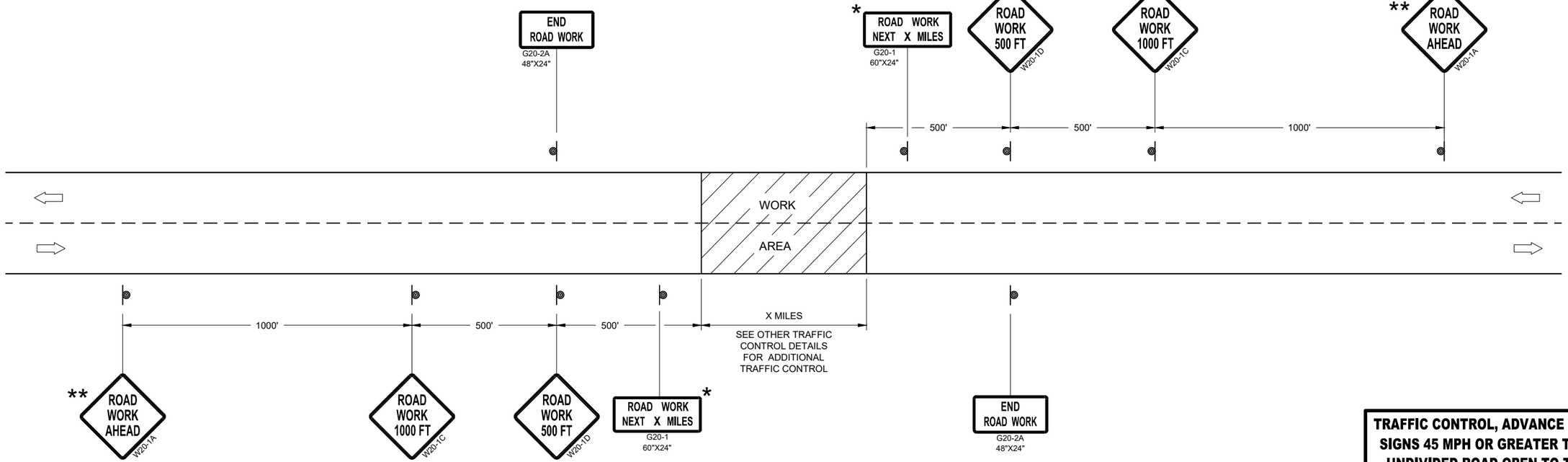
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER 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 15C04 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

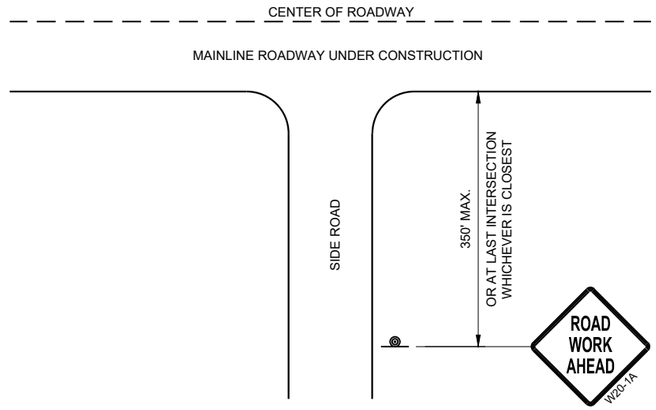
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



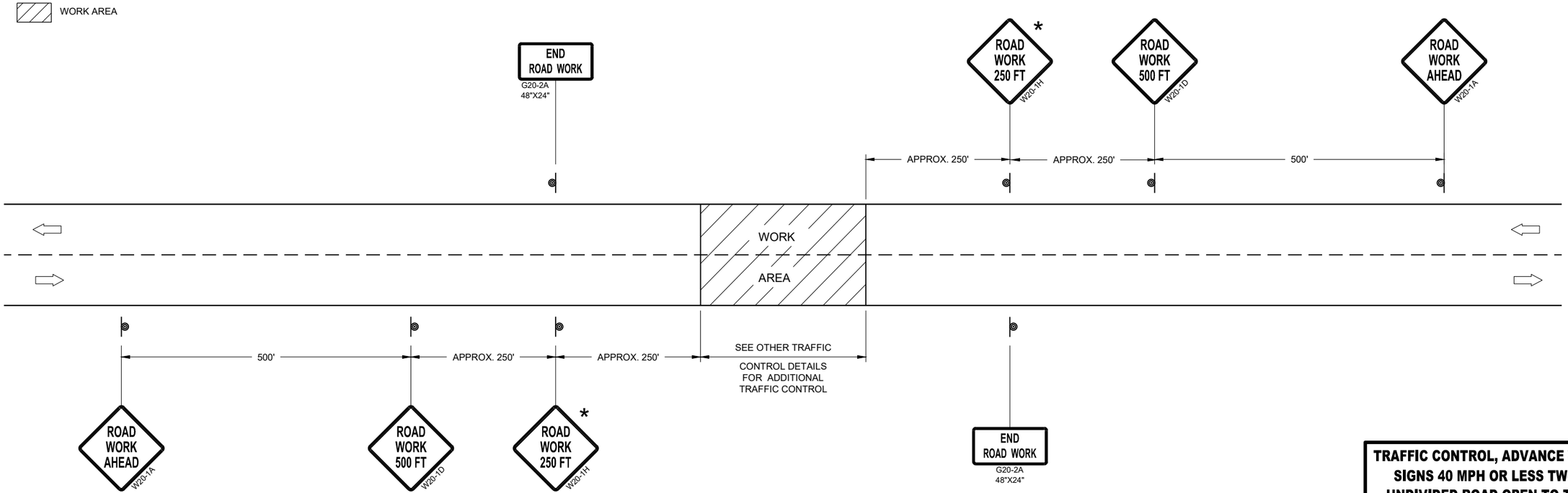
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

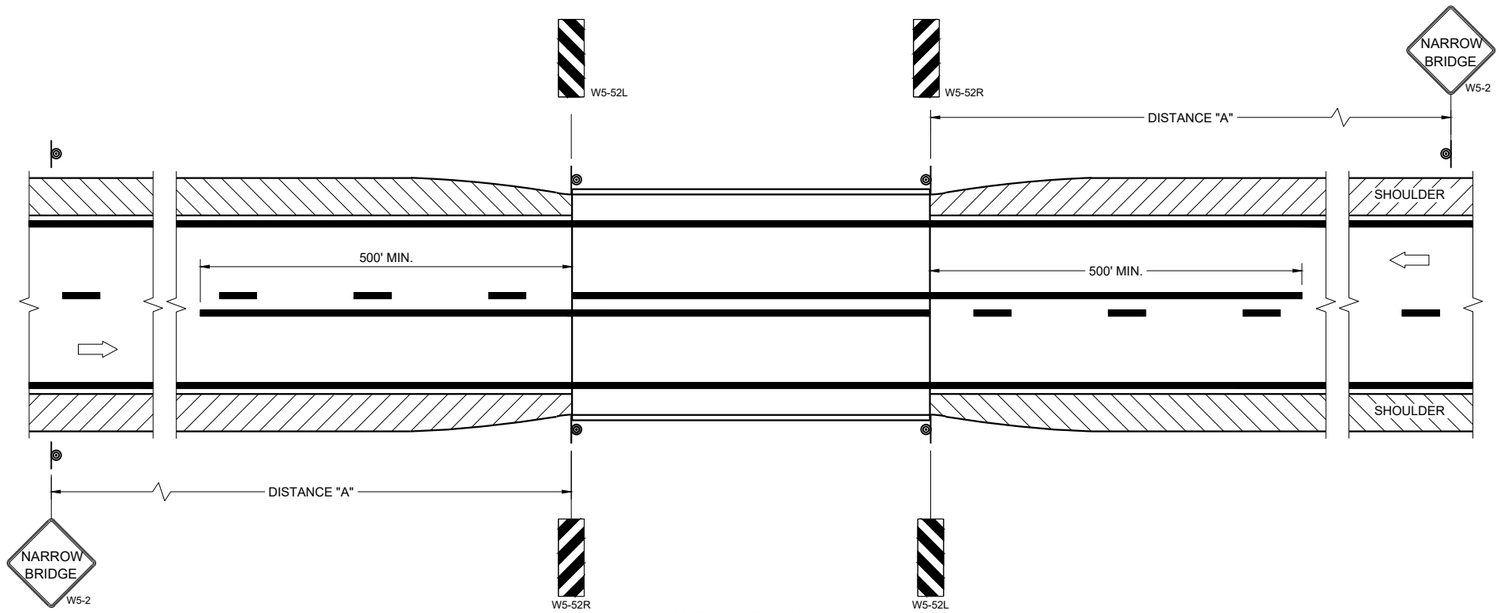
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

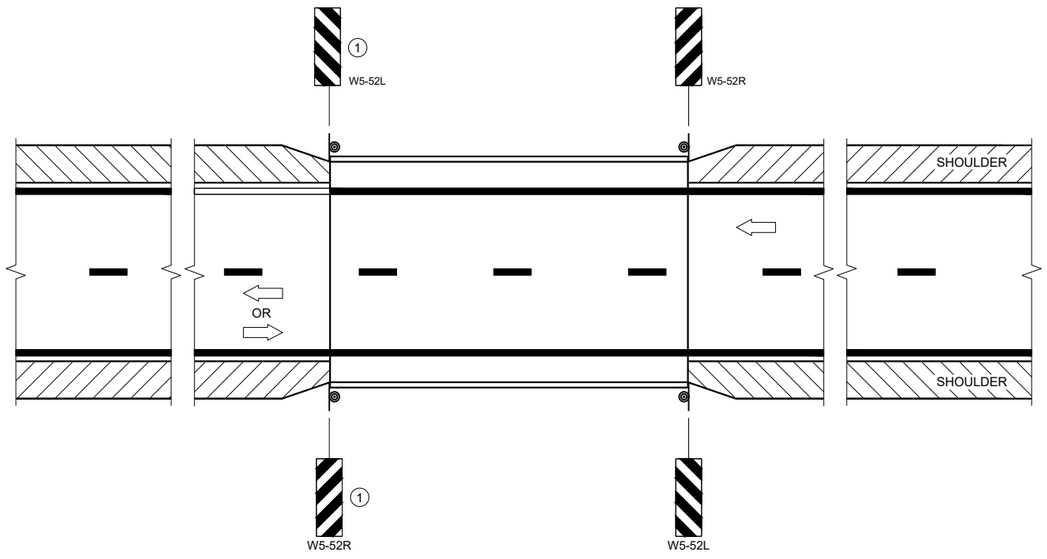
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SDD 15C05 - 05



SITUATION 1

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



SITUATION 2

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

GENERAL NOTES

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

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

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

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

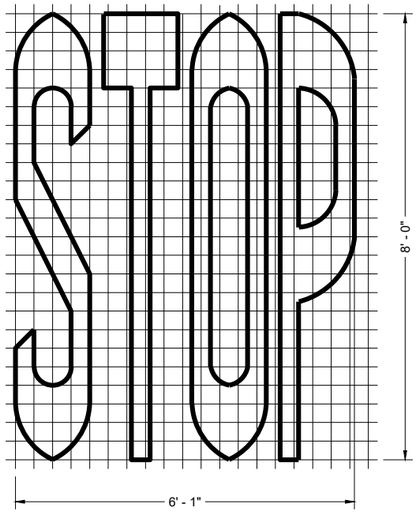
POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

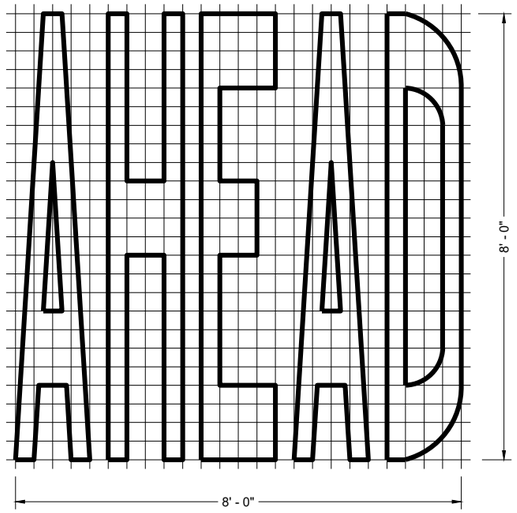
SIGNING AND MARKING FOR TWO LANE BRIDGES

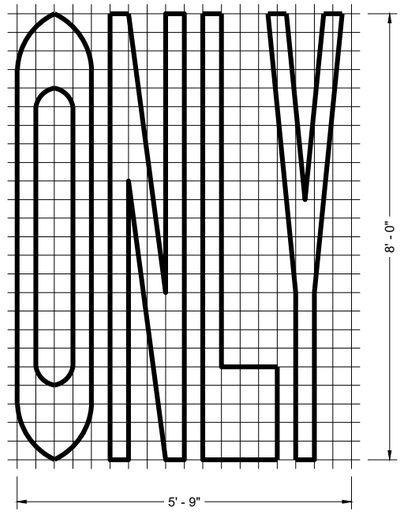
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

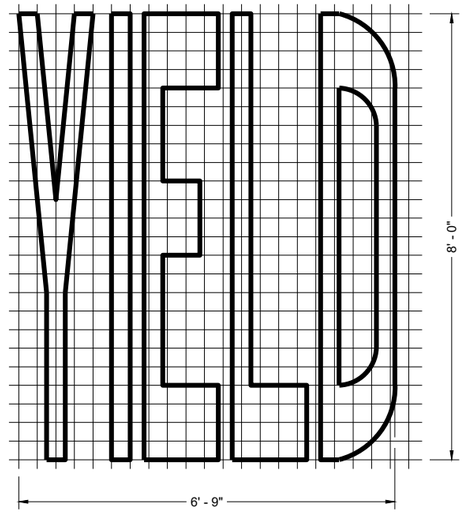
APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

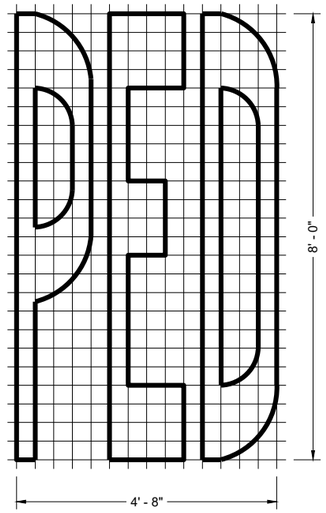
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SDD 15C06-12

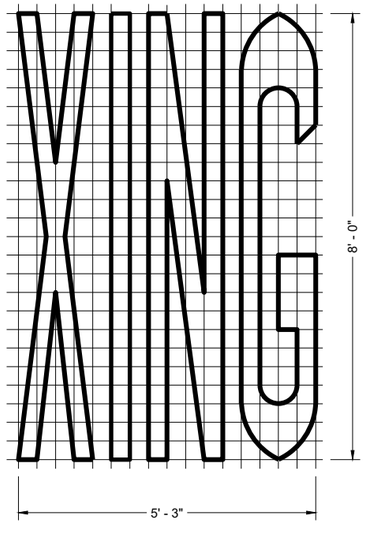


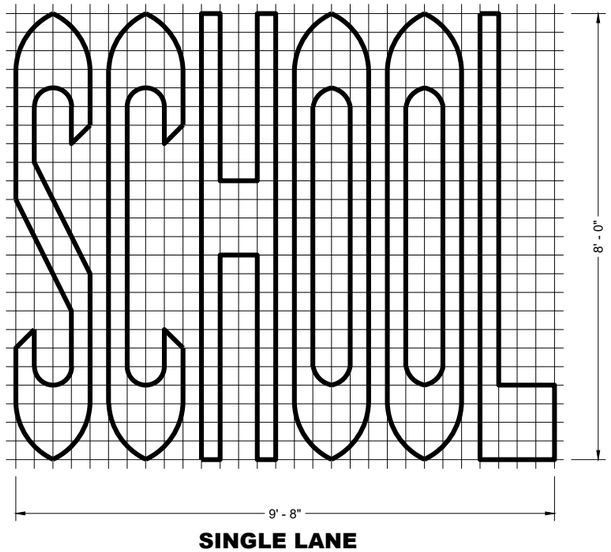




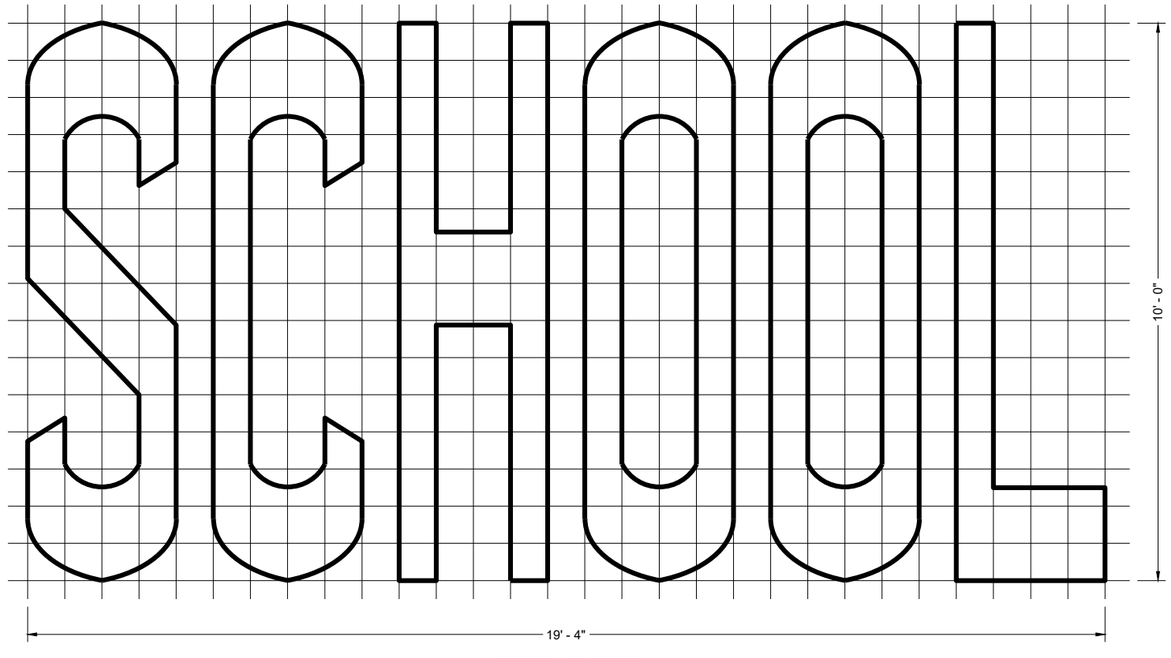








SINGLE LANE



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

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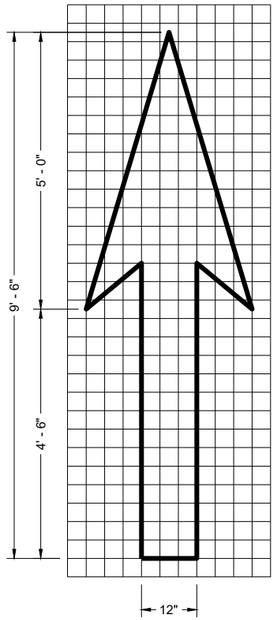
SDD 15C07-16b

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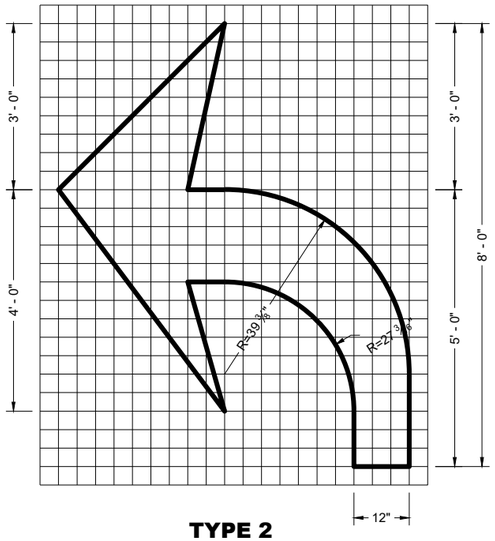
SDD 15C07-16b

GENERAL NOTES

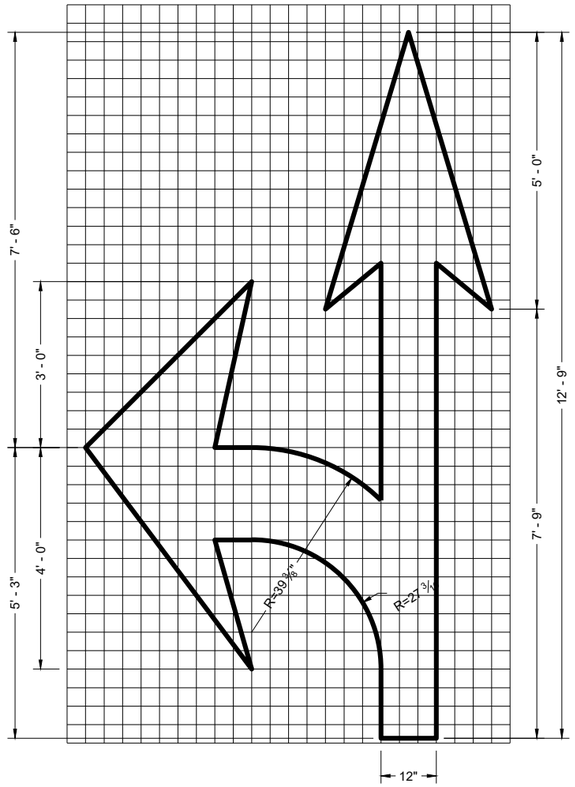
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



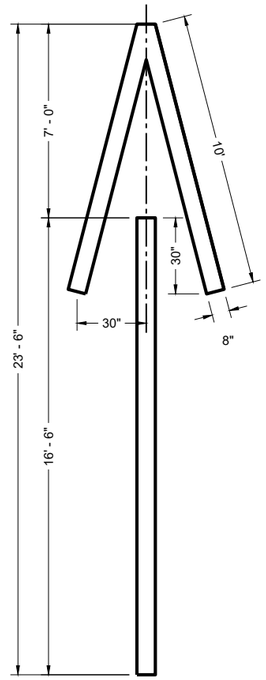
TYPE 1



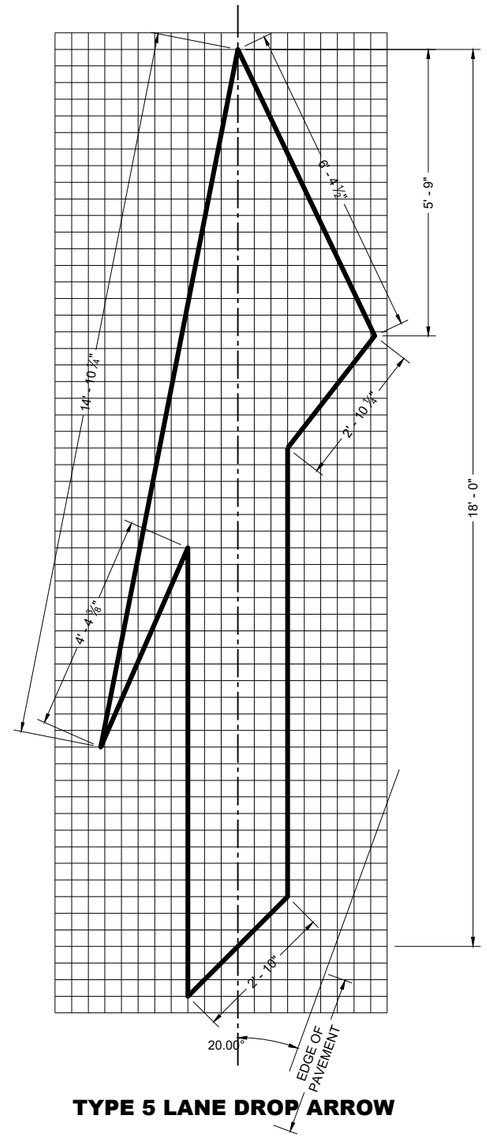
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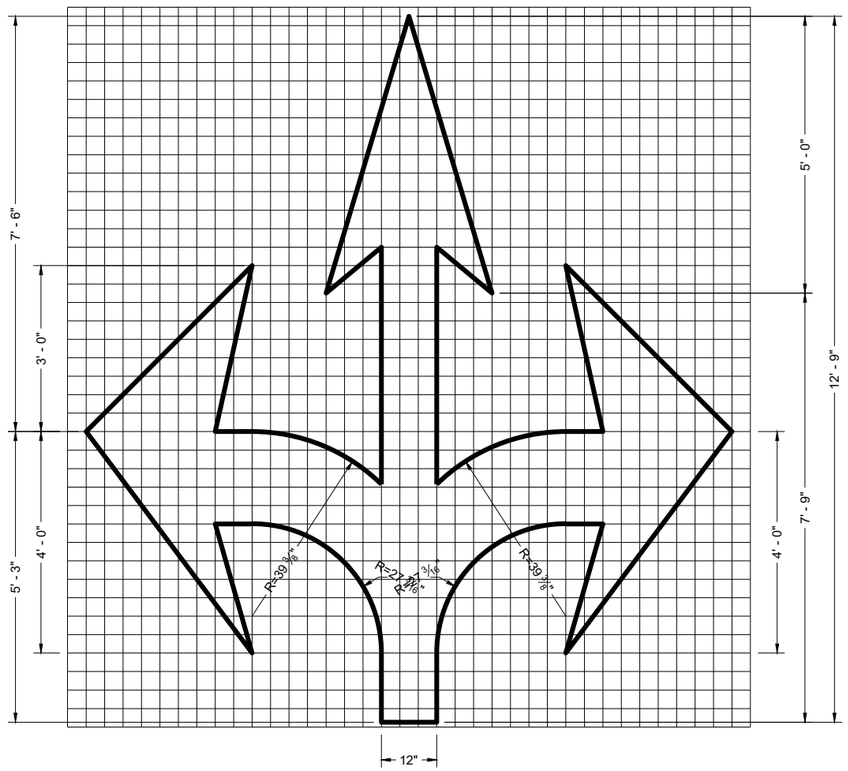
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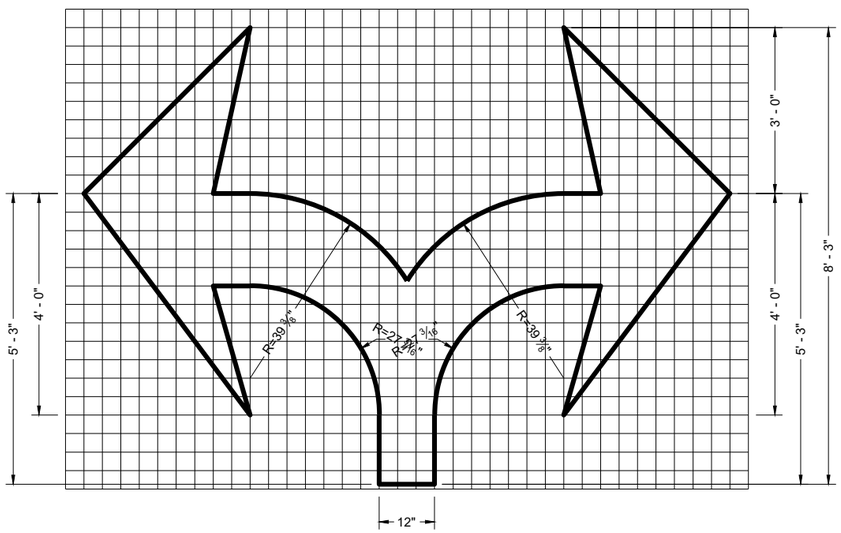
TYPE 4



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

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SDD 15C07-16c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

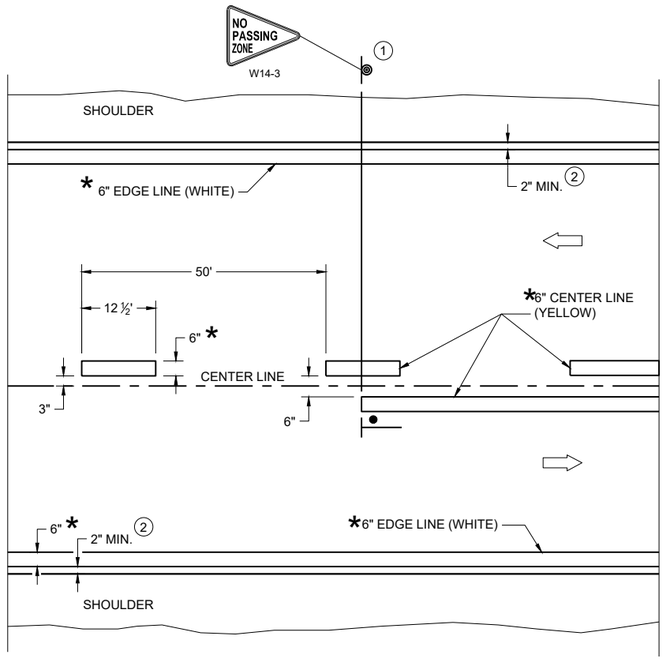
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

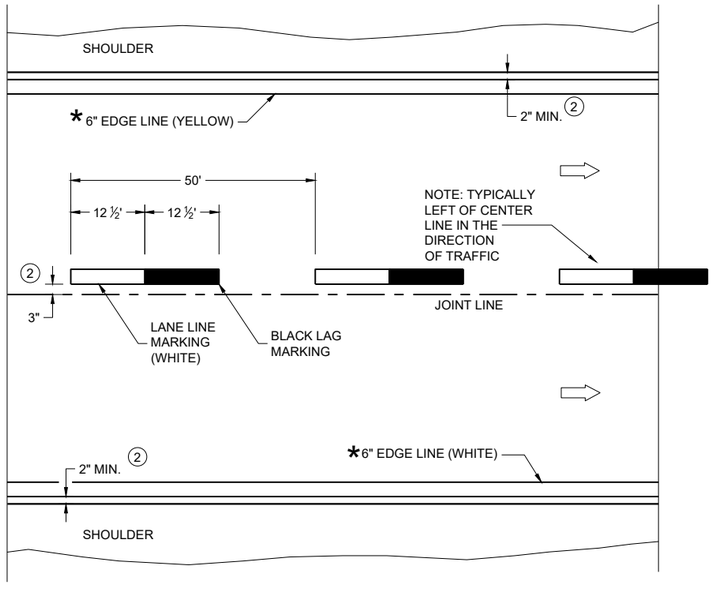
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

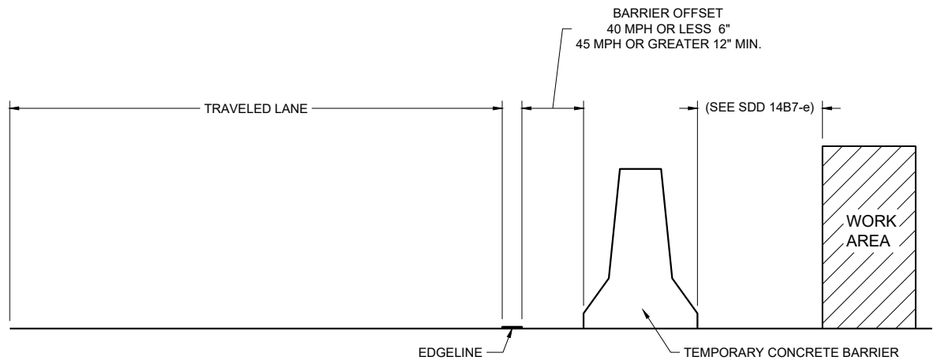
APPROVED
December 2024
DATE

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Statewide Pavement Marking Engineer

FHWA

SDD 15C08-24a

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

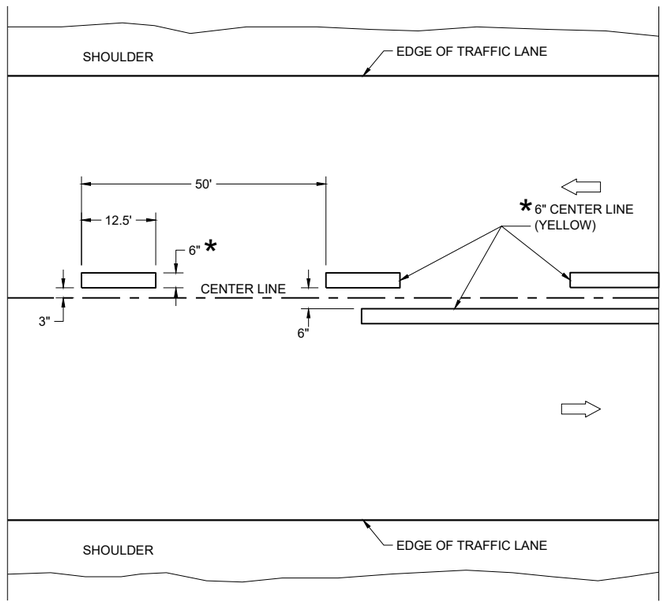
GENERAL NOTES

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

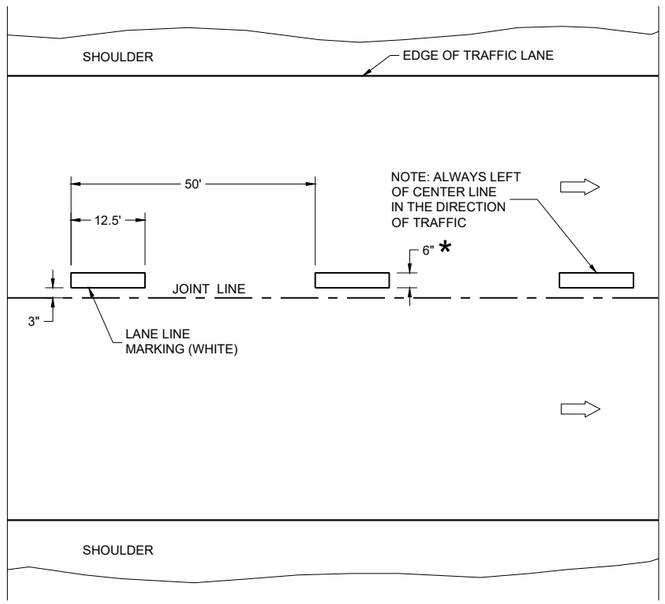
LEGEND

⇨ DIRECTION OF TRAFFIC

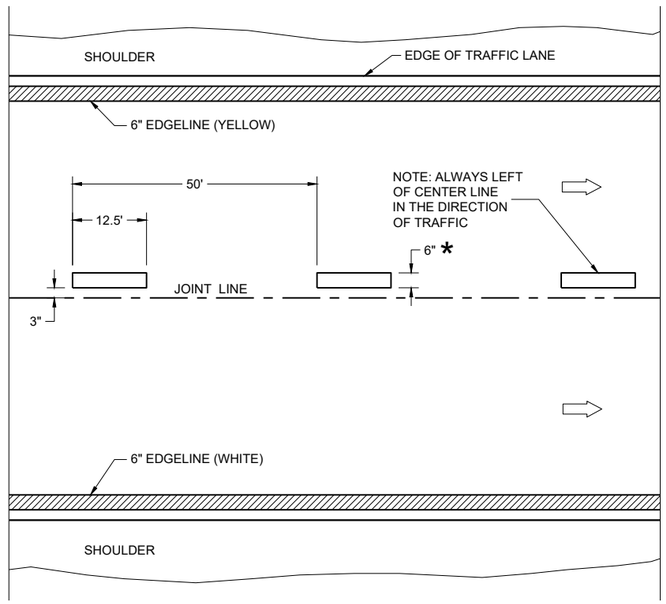
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

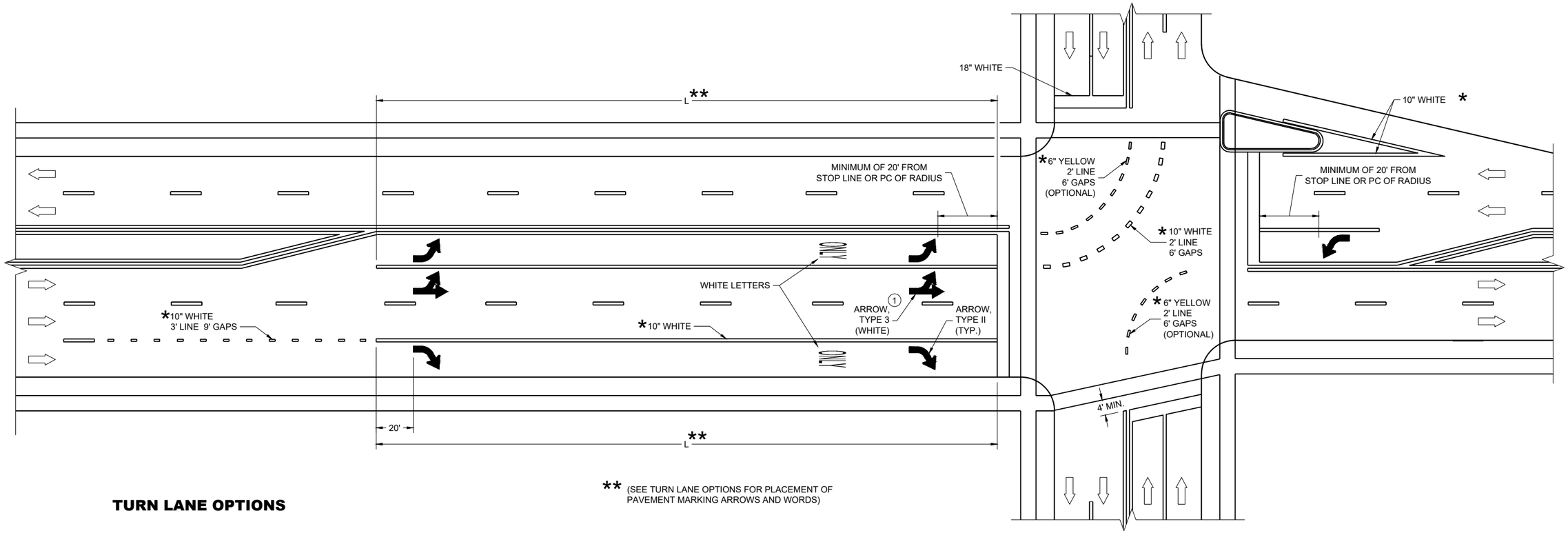
APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

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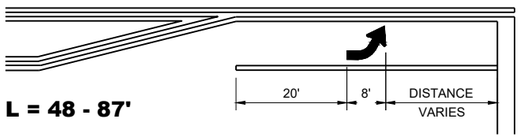
SDD 15C08-24b



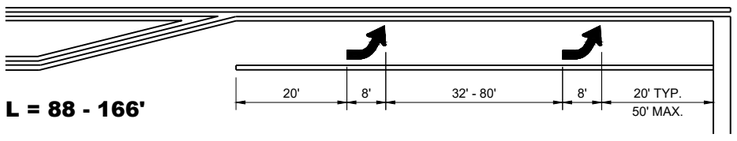
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

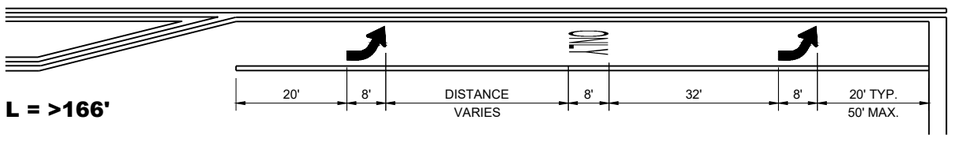
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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.

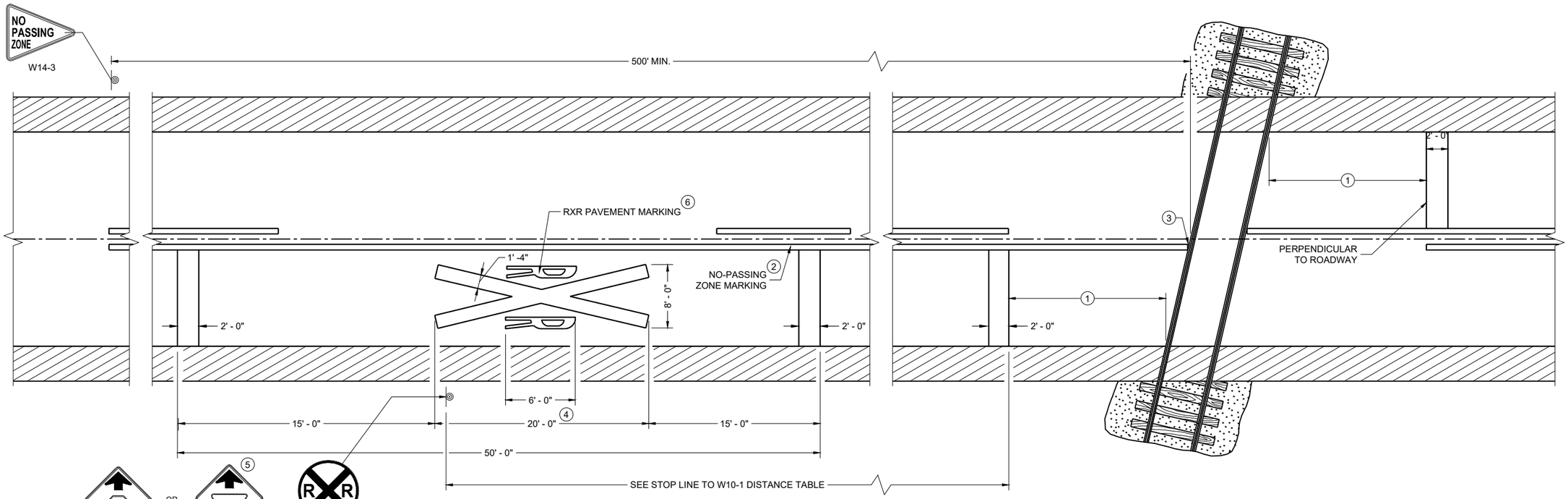
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) THE STOP LINE SHOULD BE A TRANSVERSE LINE AT A RIGHT ANGLE TO THE TRAVELED WAY. AT ACTIVE CROSSINGS WITH GATES AND/OR FLASHING LIGHTS, THE STOP LINE IS REQUIRED AND SHOULD BE INSTALLED APPROXIMATELY 8' UPSTREAM OF THE GATE (IF PRESENT). IF A STOP LINE IS USED AT A PASSIVE CROSSING, IT SHOULD BE PLACED NO CLOSER THAN 15' IN ADVANCE OF THE NEAREST RAIL MEASURED PARALLEL TO THE ROAD AND 10' PERPENDICULAR TO THE RAIL, AND NO CLOSER TO THE RAIL THAN THE CROSSBUCK ASSEMBLY.

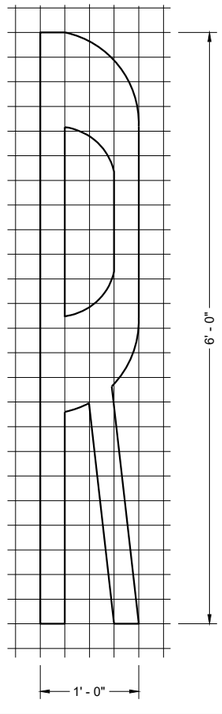
(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

(4) WHERE GRADE CROSSING PAVEMENT MARKINGS ARE USED, A PORTION OF THE X SYMBOL SHOULD BE DIRECTLY OPPOSITE THE GRADE CROSSING ADVANCE WARNING (W10-1) SIGN.

(5) IF A W3-1 OR W3-2 SIGN IS USED, THE STOP LINE TO W10-1 DISTANCE TABLE NOTE WOULD APPLY TO THE DISTANCE FROM THE STOP LINE TO THIS SIGN RATHER THAN TO THE W10-1. THE W10-1 SIGN WOULD THEN BE LOCATED UPSTREAM A MINIMUM OF 100' WITH THE PREFERRED DISTANCE AS SHOWN IN THE PERCEPTION REACTION DISTANCE TABLE

(6) SEE WMUTCD FIGURE 8C-2 FOR DIMENSIONING AND LOCATION OF THE ALTERNATIVE (NARROW) PAVEMENT MARKING SYMBOL



STOP LINE TO W10-1 DISTANCE TABLE

TABLE BASED UPON CONDITION B: DECELERATION TO LISTED ADVISORY SPEED, 0 MPH COLUMN IN TABLE 2C-3 OF THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE *(FEET)
20	115'
25	155'
30	200'
35	250'
40	305'
45	360'
50	425'
55	495'
60	570'
65	645'
70	730'

* THE DISTANCES MAY BE INCREASED TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THESE DISTANCES FROM BEING USED.

PERCEPTION REACTION DISTANCE TABLE

POSTED SPEED (M.P.H.)	PERCEPTION REACTION DISTANCE (FEET)
20	74'
25	92'
30	111'
35	129'
40	147'
45	166'
50	184'
55	203'
60	221'
65	239'
70	258'

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C09-14a

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

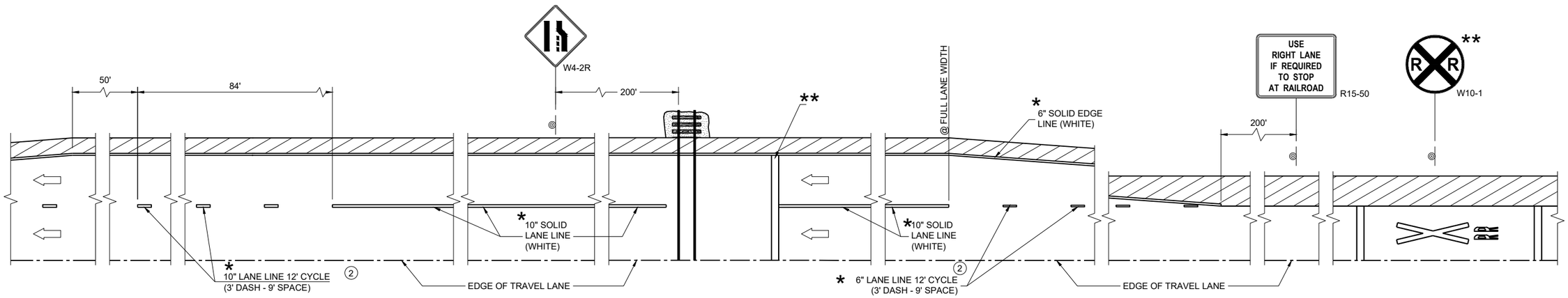
GENERAL NOTES

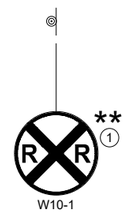
SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

(1) INSTALLED FOR EXPRESSWAYS

(2) 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

** SEE SDD 15C09-a, "SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSING" FOR LOCATION OF ADVANCE MARKINGS.





DETAIL FOR TRUCK STOPPING LANE PAVEMENT MARKINGS

TRUCK STOPPING LANE PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2026 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

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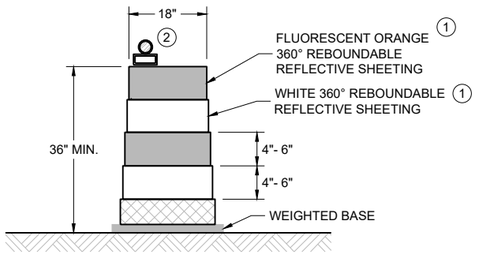
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SDD 15C09-14b

GENERAL NOTES

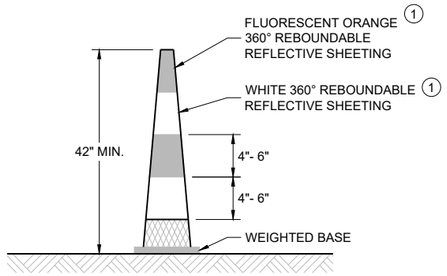
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

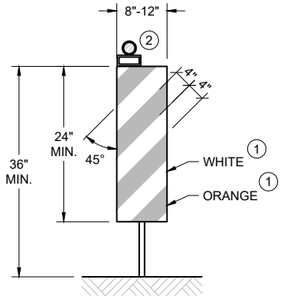
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

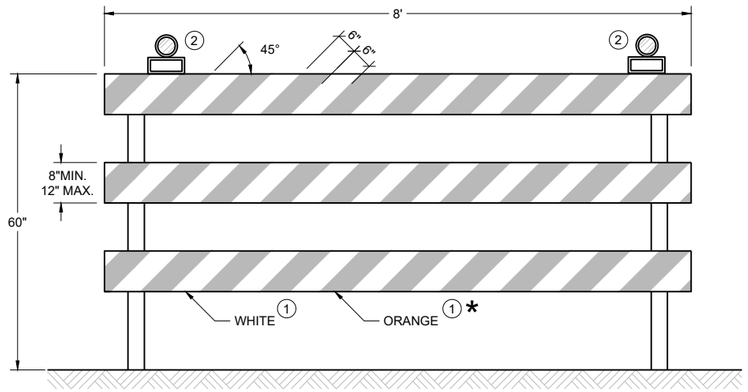
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

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

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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.

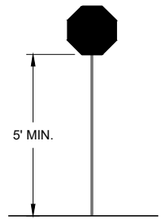
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

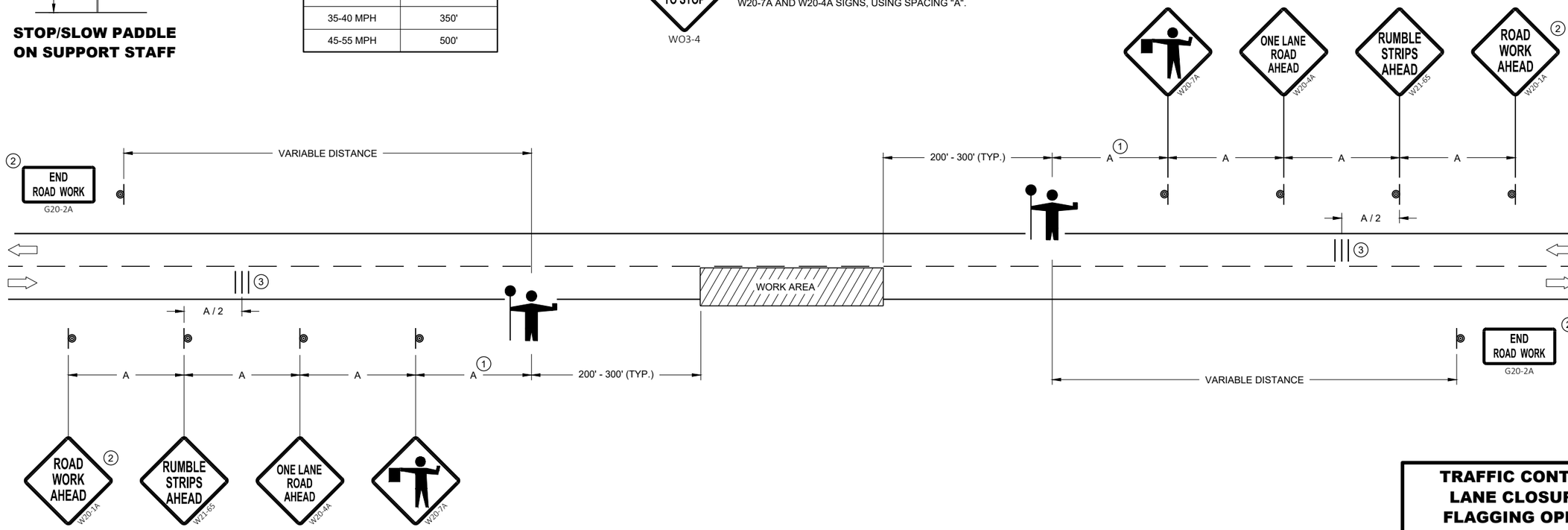
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

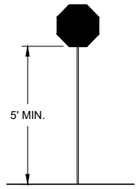
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

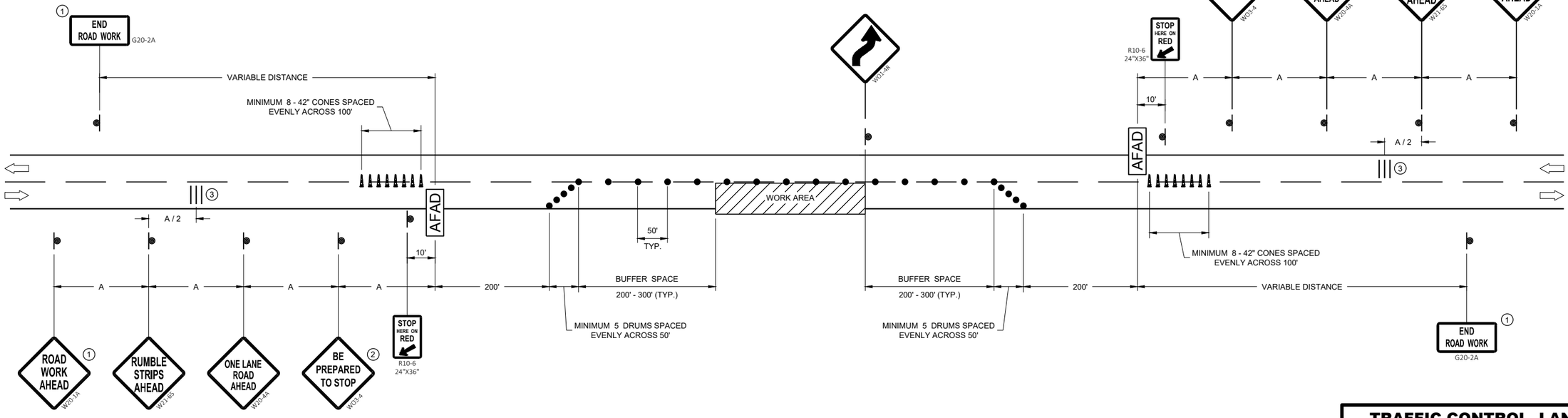
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



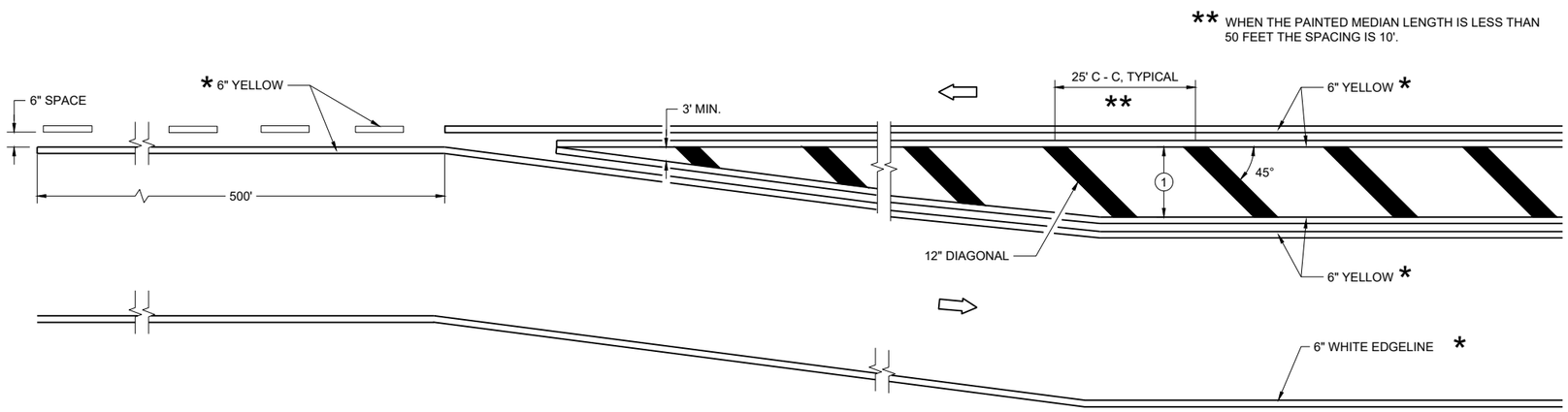
TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15C12 - 09b

SDD 15C12 - 09b



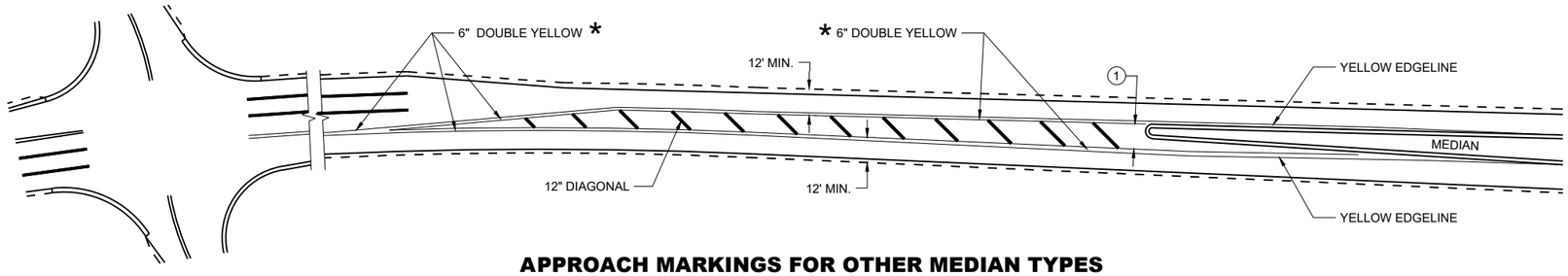
MEDIAN ISLAND DETAIL

GENERAL NOTES

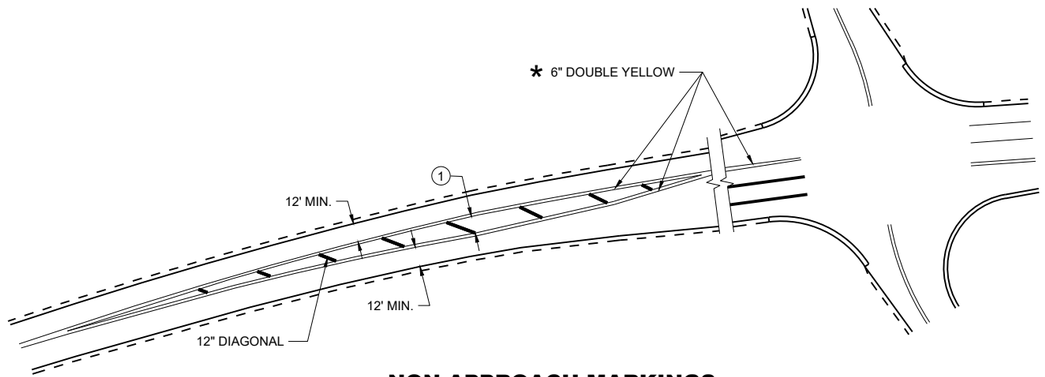
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

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

6

SDD 15C18-09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

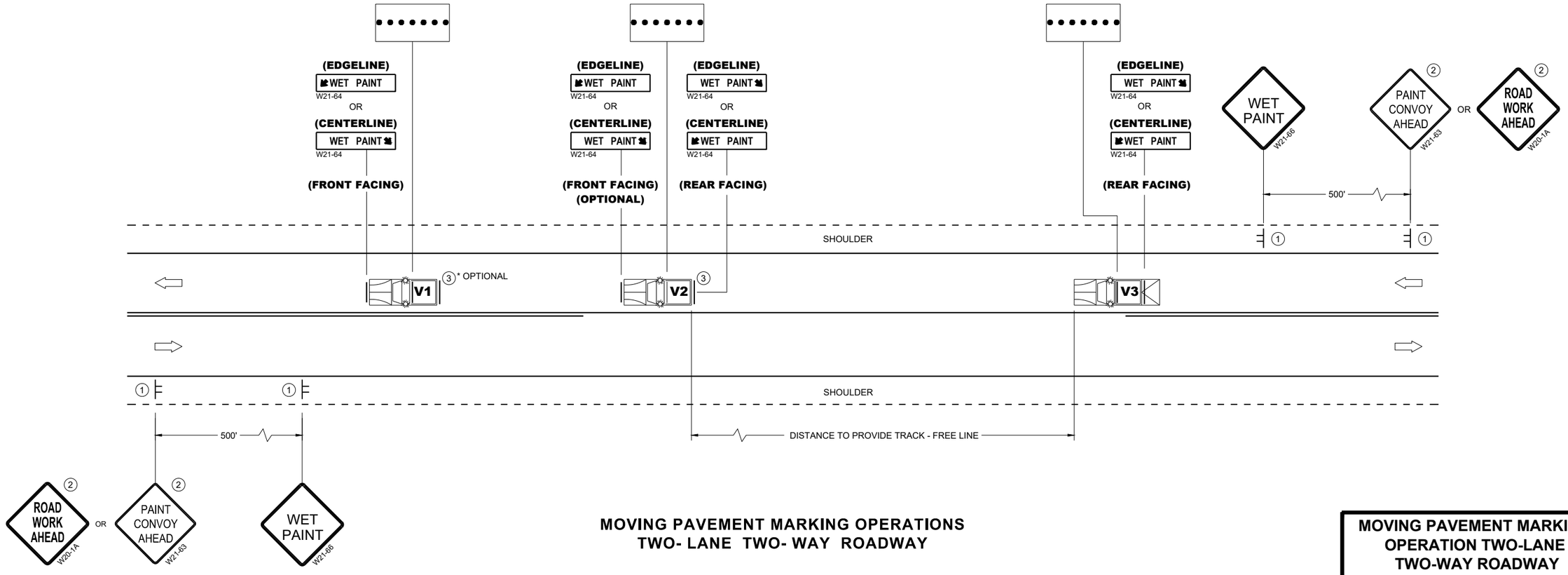
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

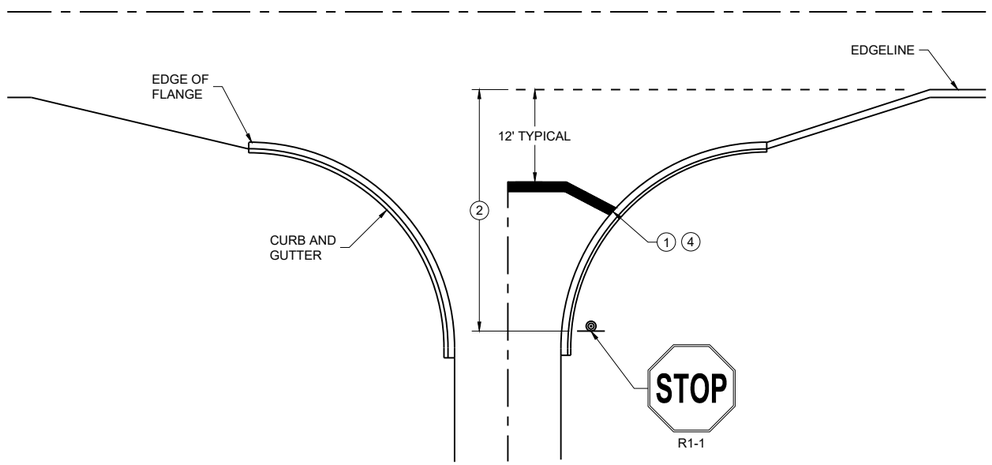
6

SDD 15C19-11a

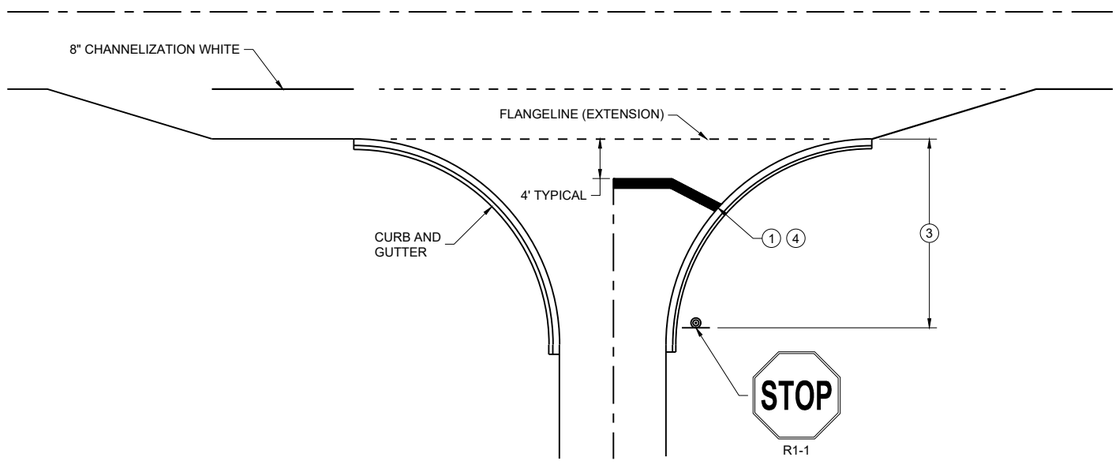
GENERAL NOTES

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

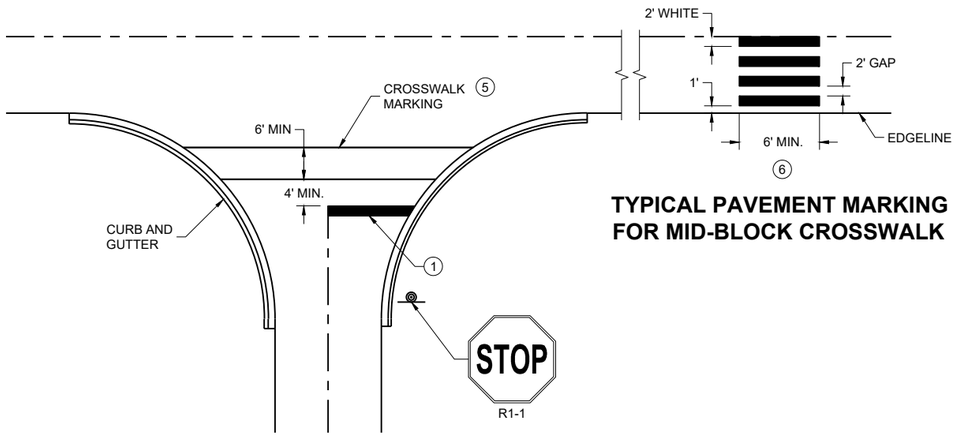
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

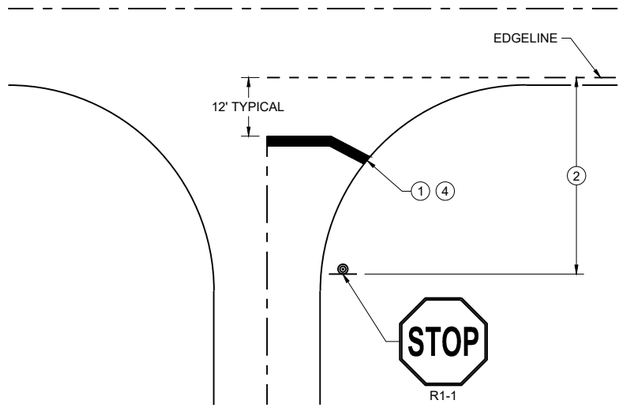


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

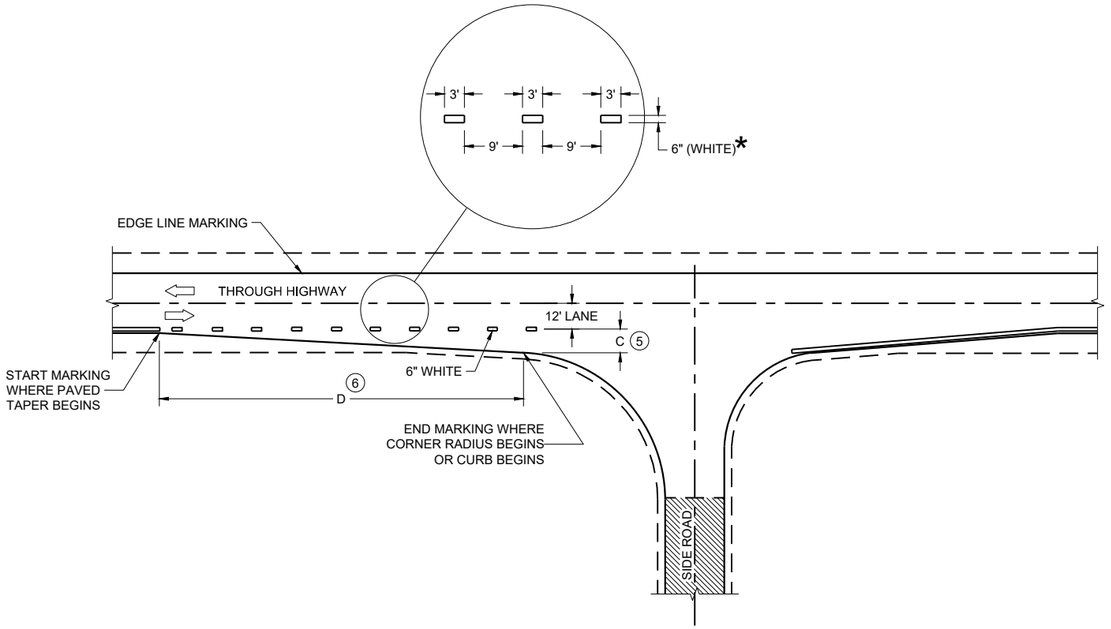
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

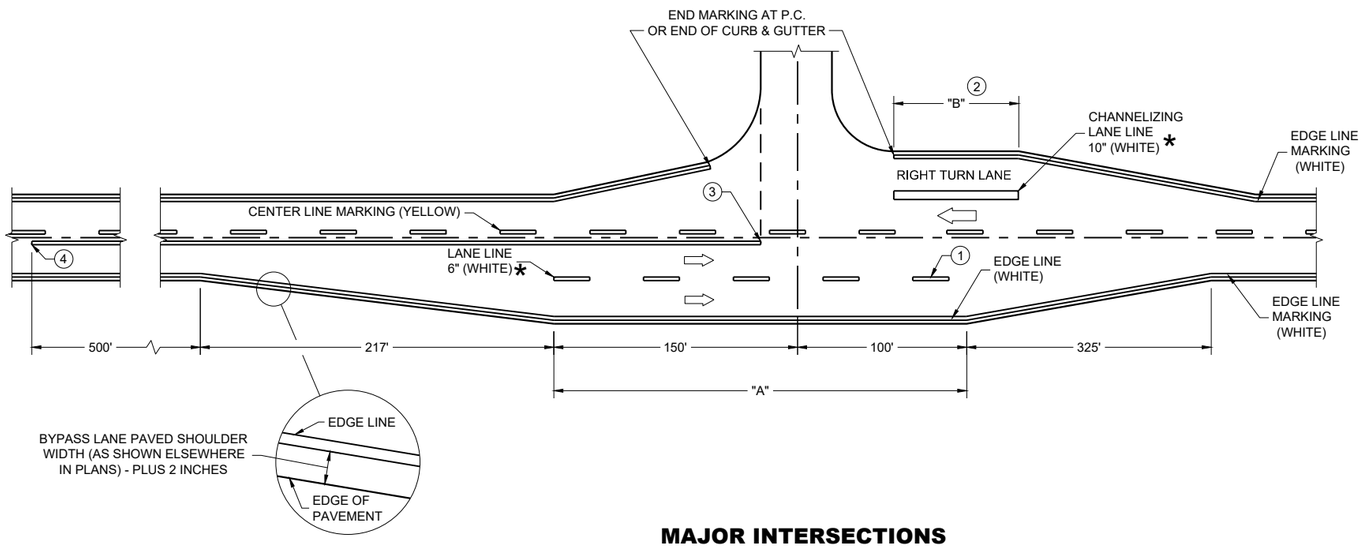
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

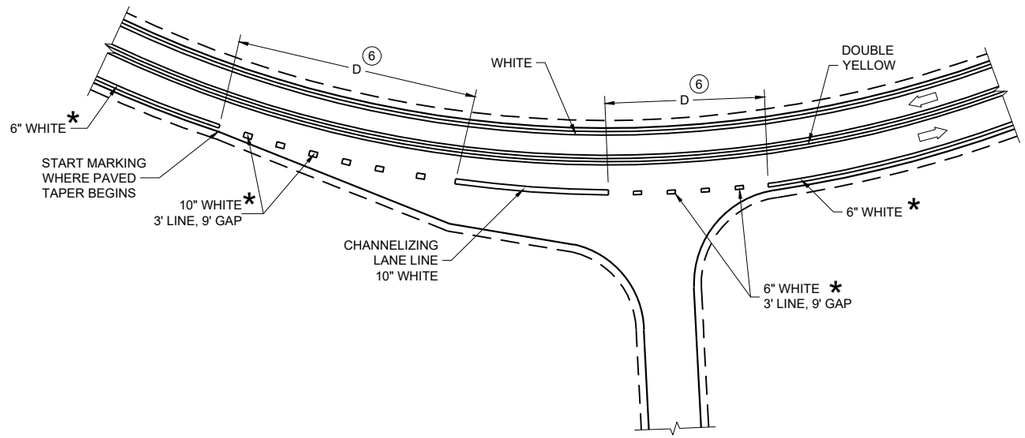
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

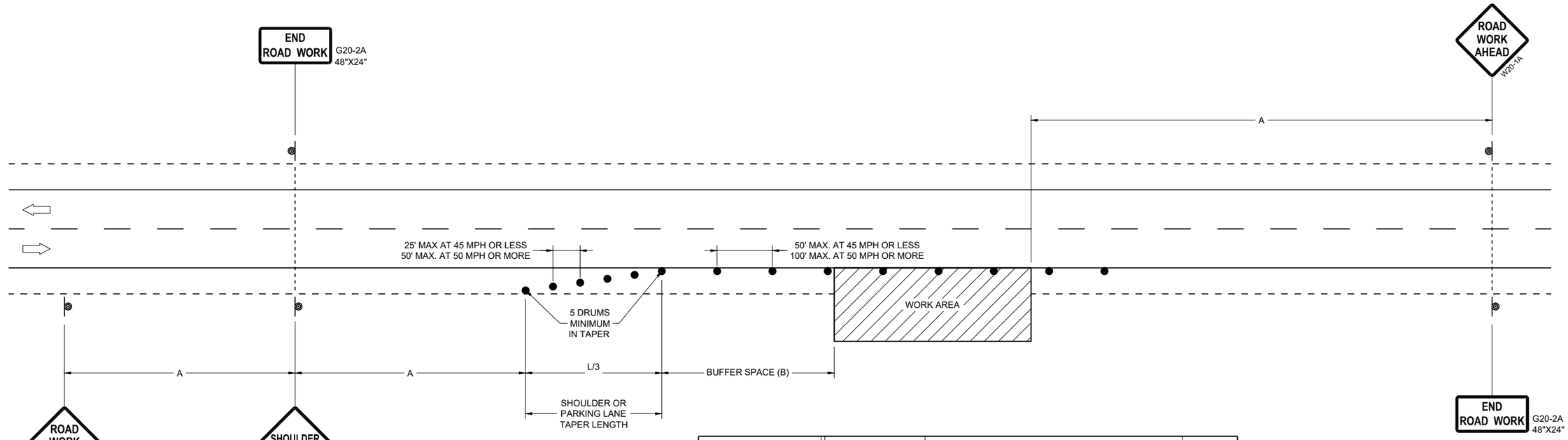
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

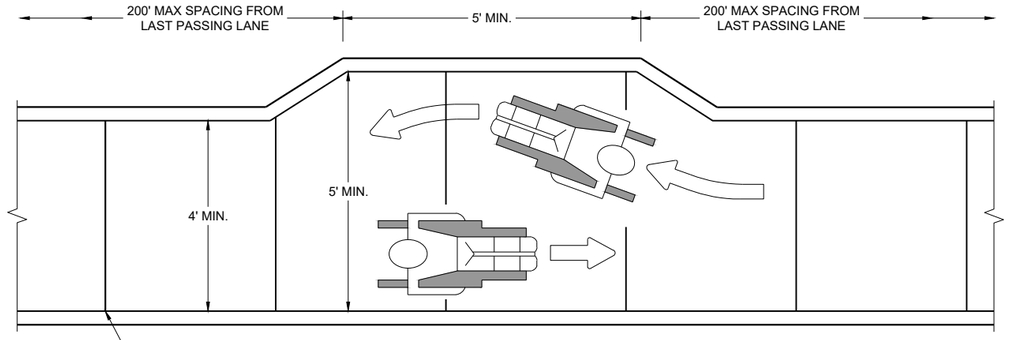
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

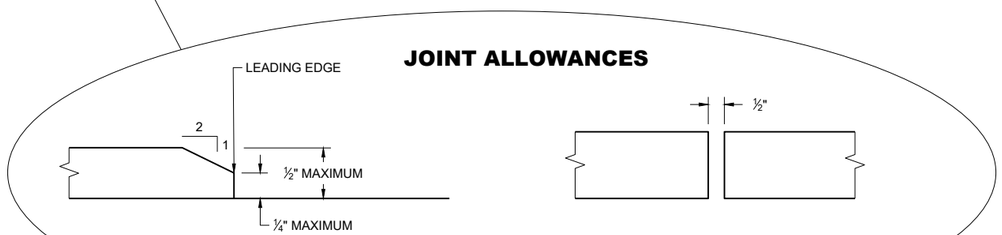
/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6
SDD 15D28-06



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

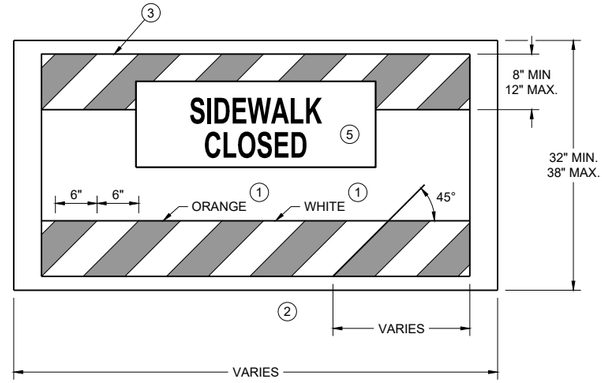
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

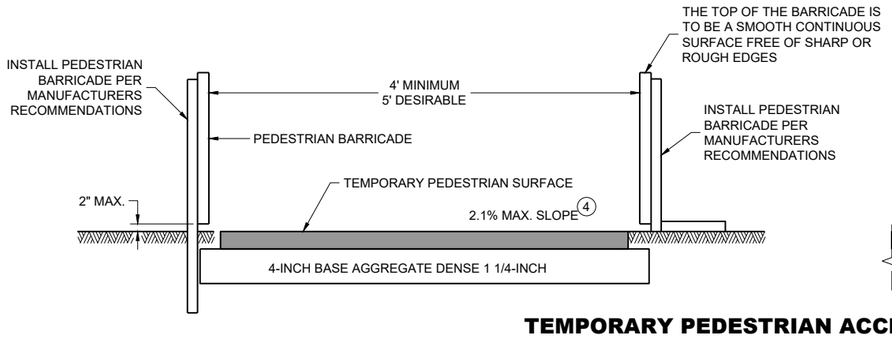
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

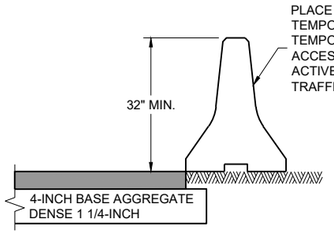
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

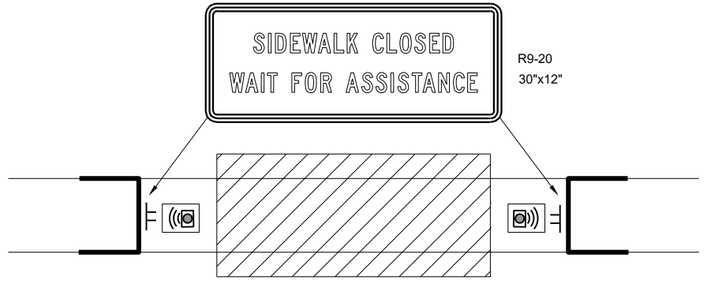


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





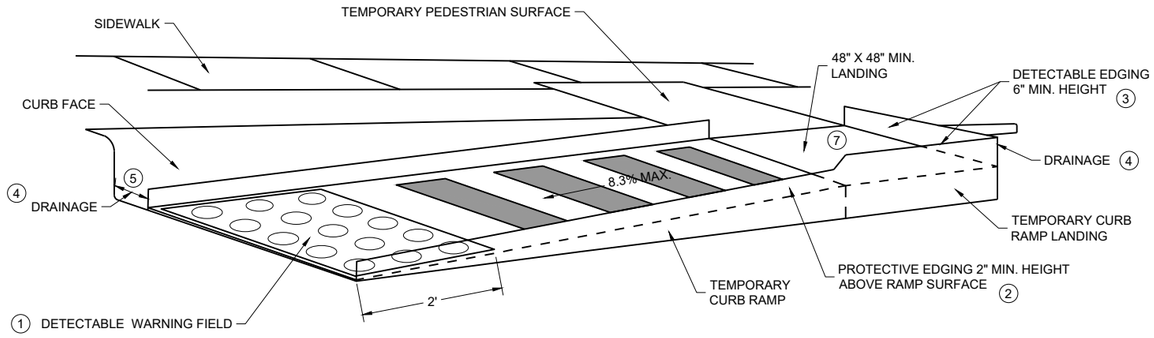
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

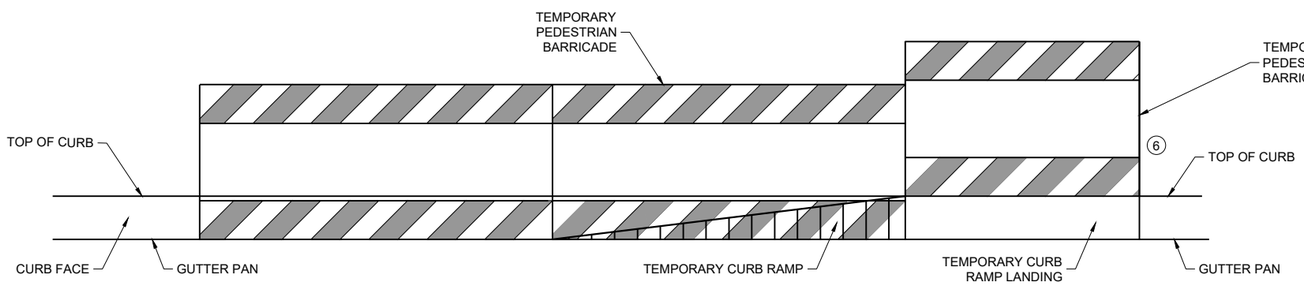
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

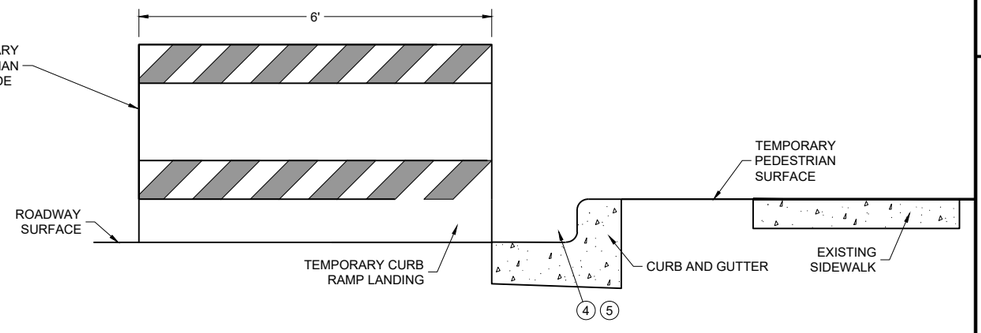
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

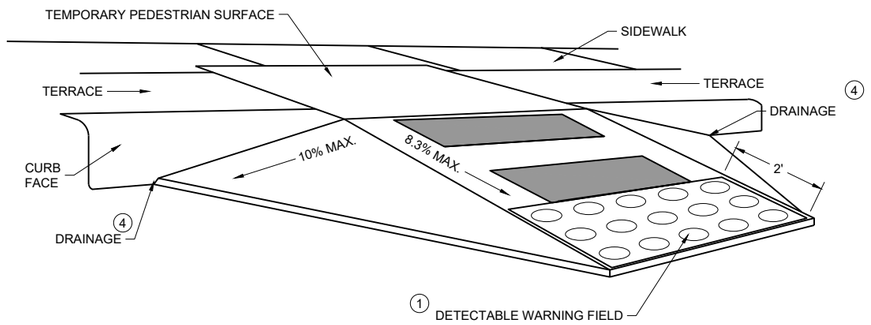
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

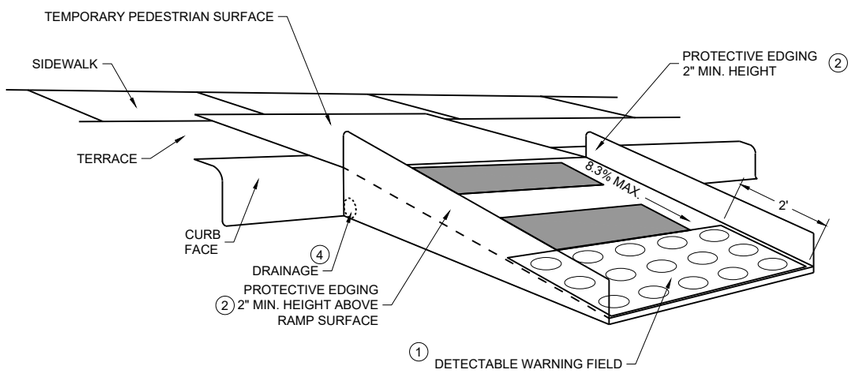
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

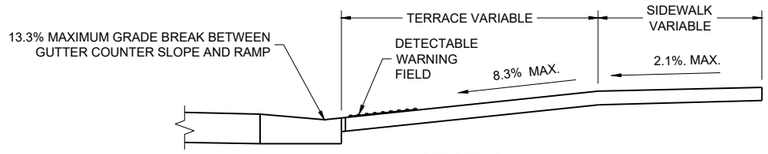
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

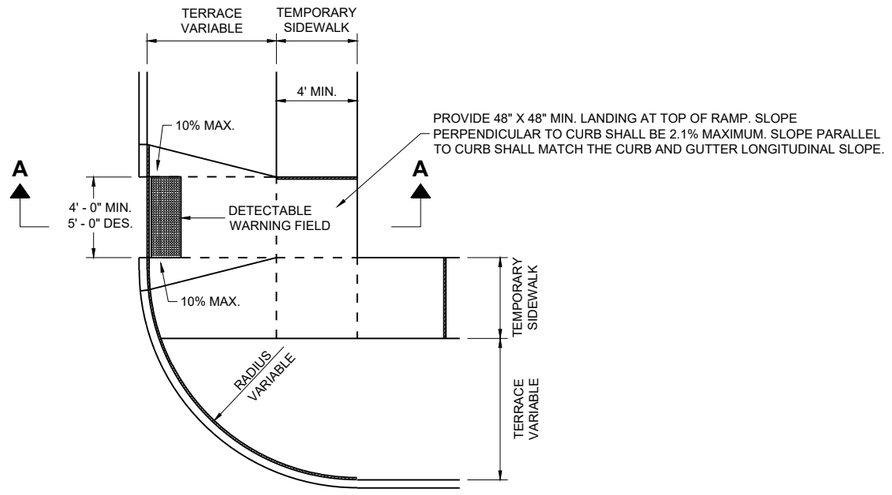
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

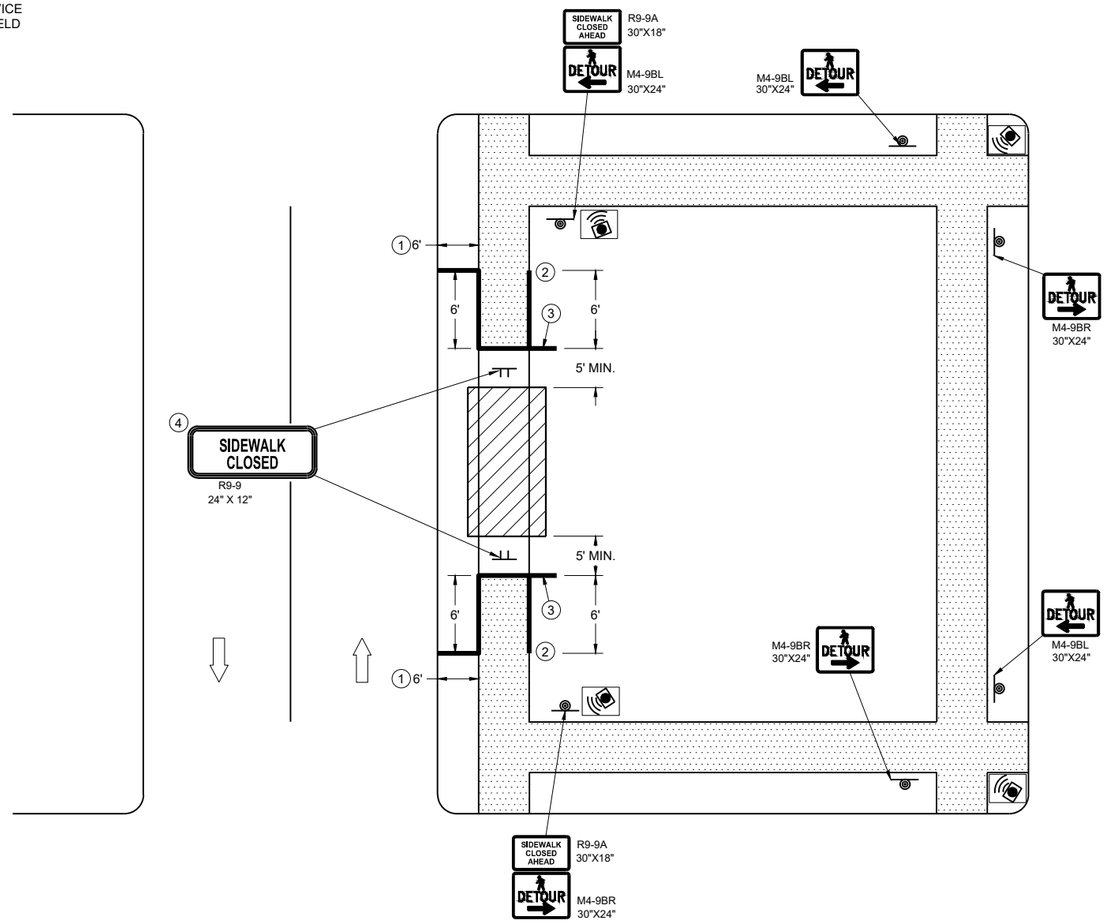
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

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

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

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

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

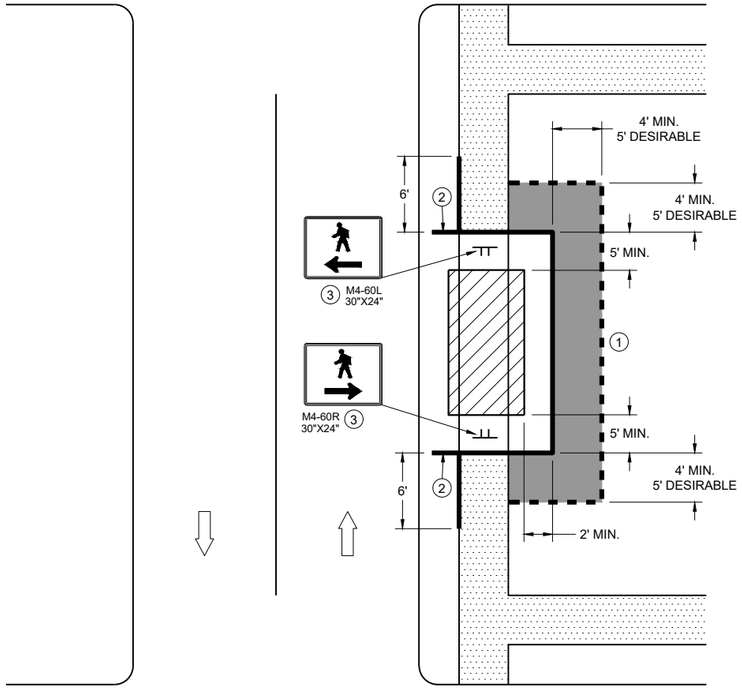
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

6

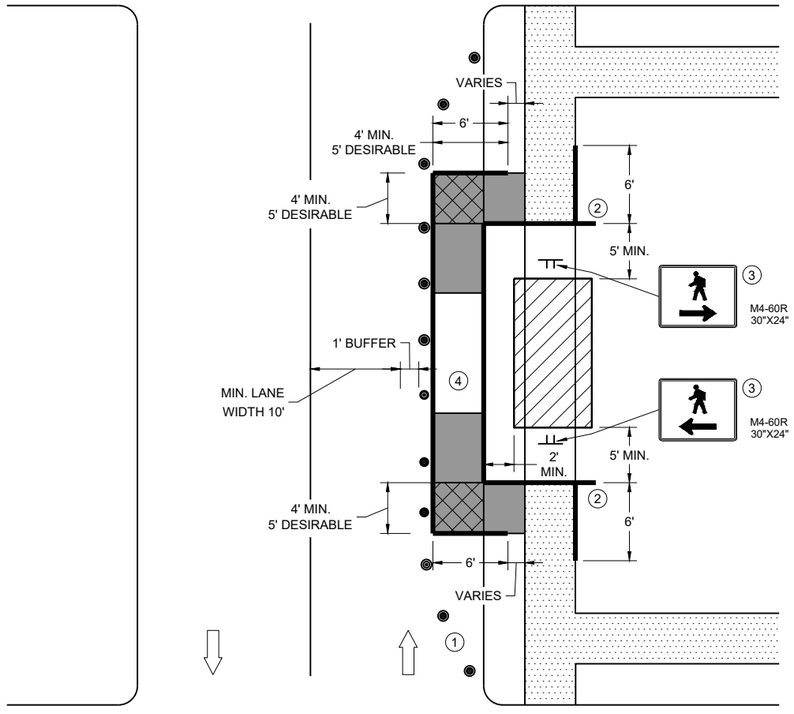
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TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK BYPASS, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

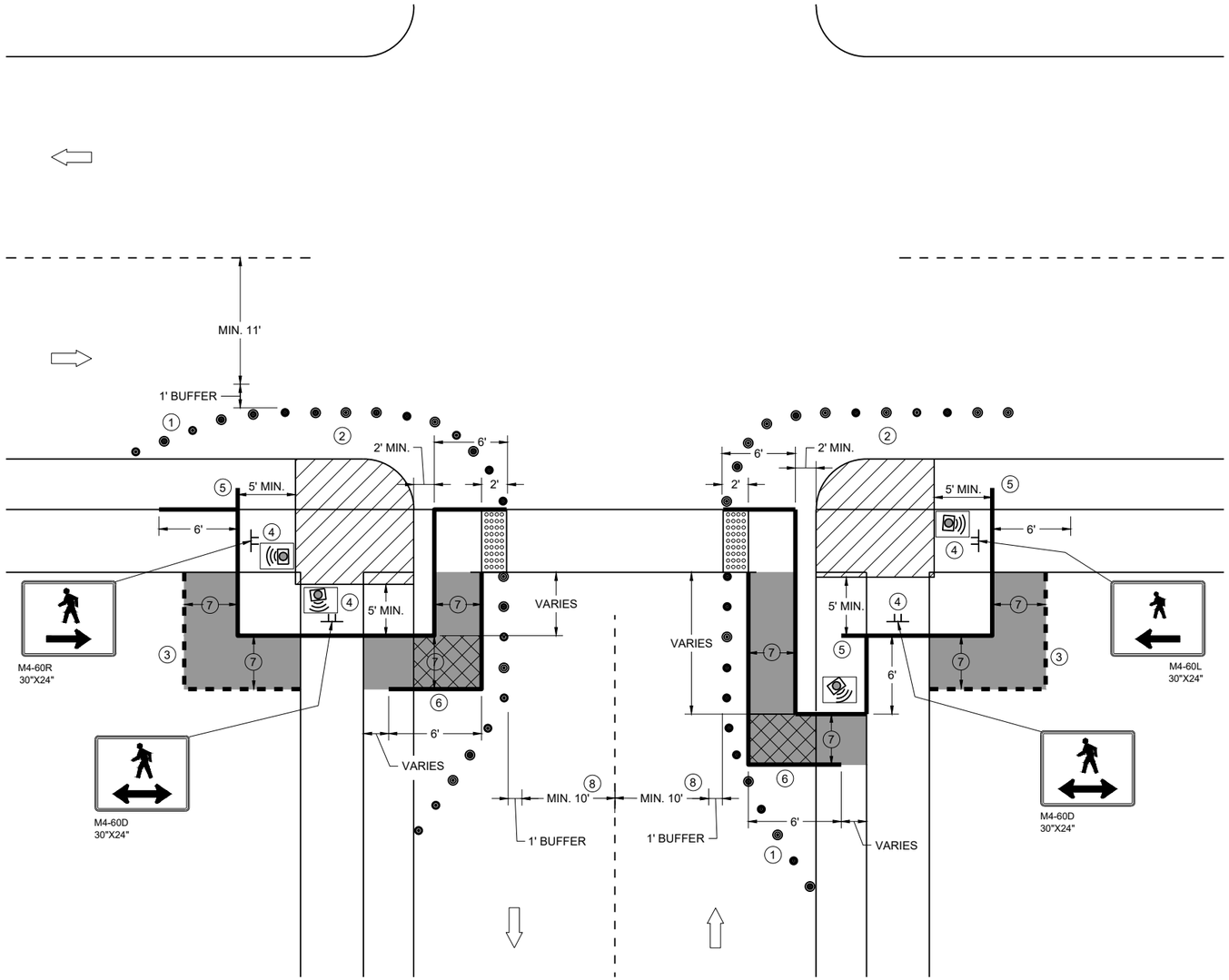
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

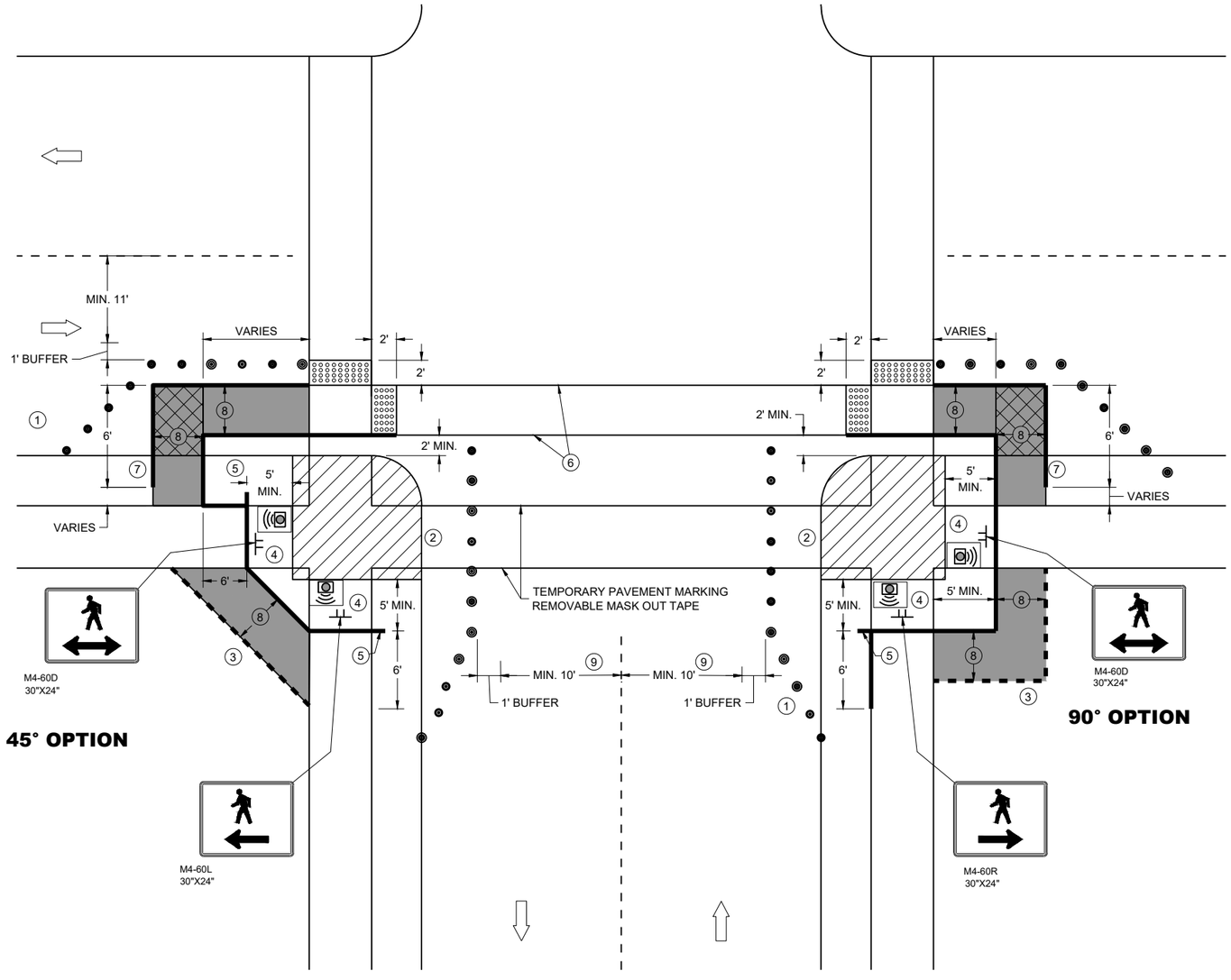
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-12i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

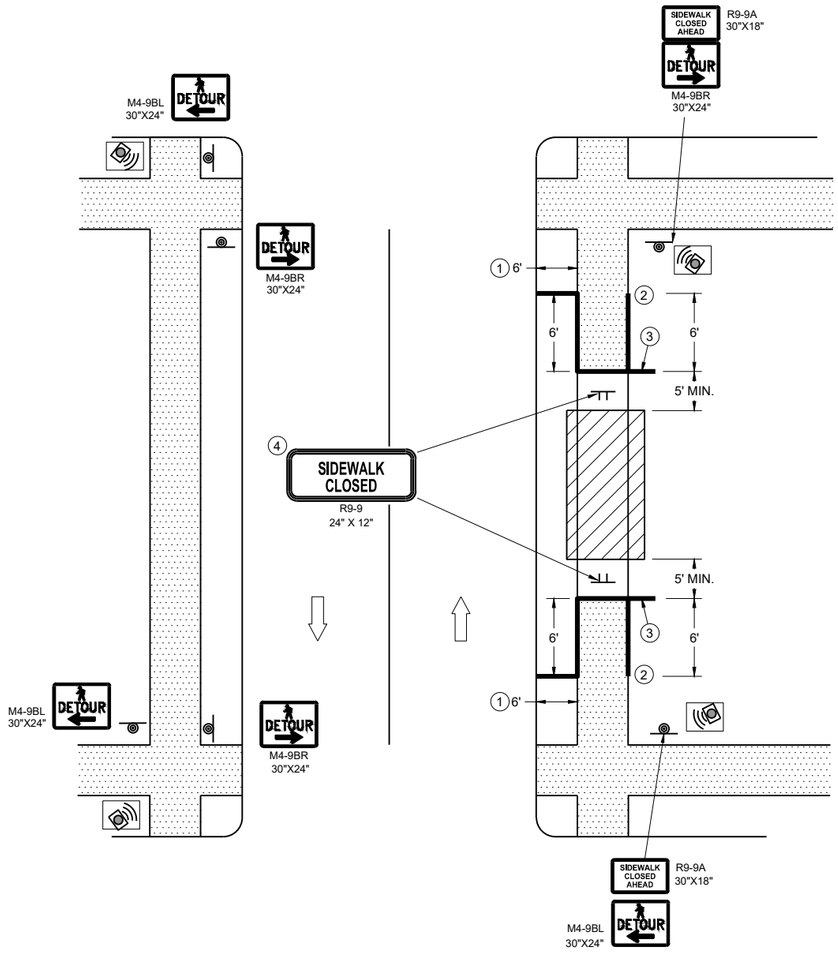
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SDD 15D30-12j

SDD 15D30-12j

LEGEND

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



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

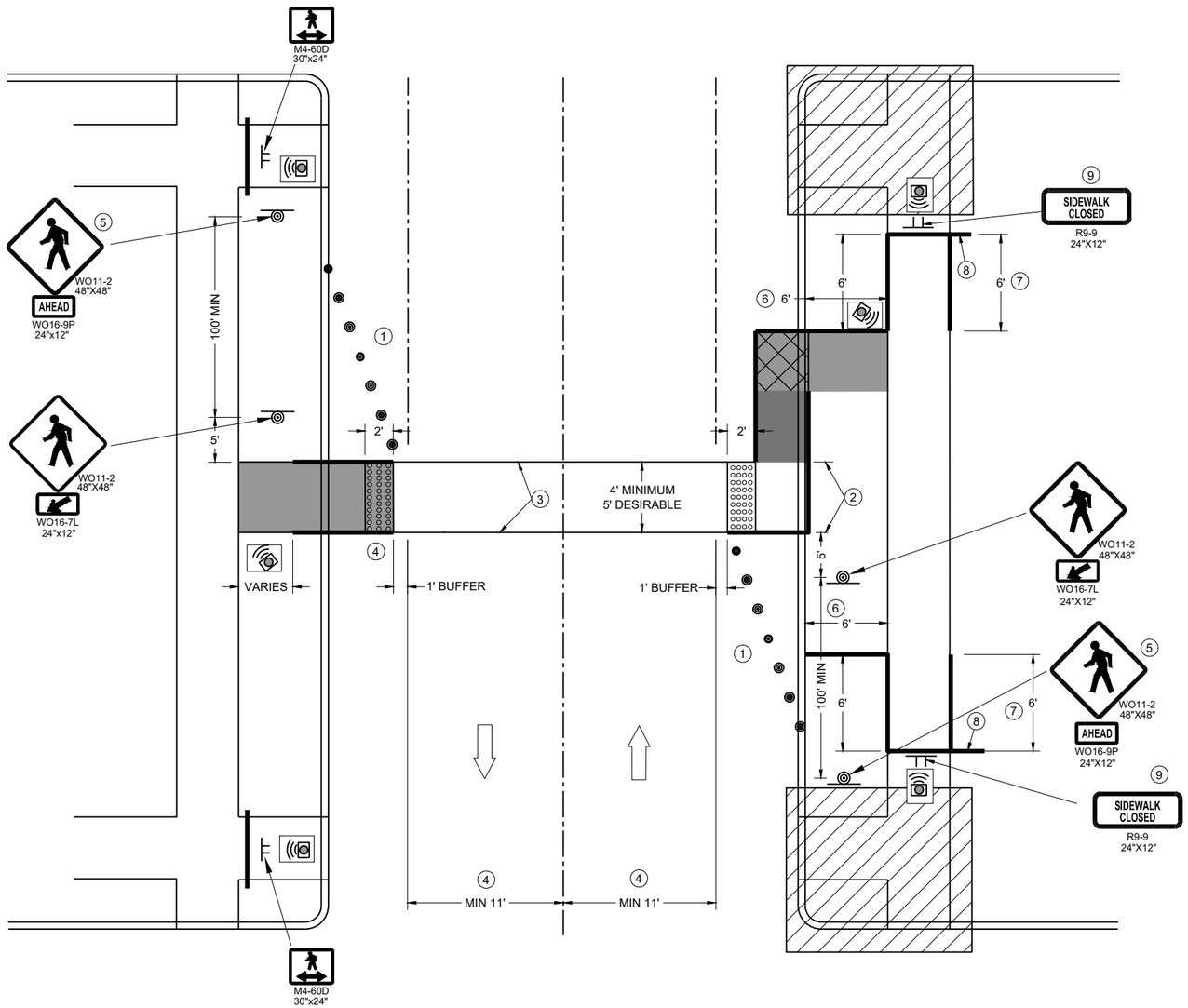
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

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

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

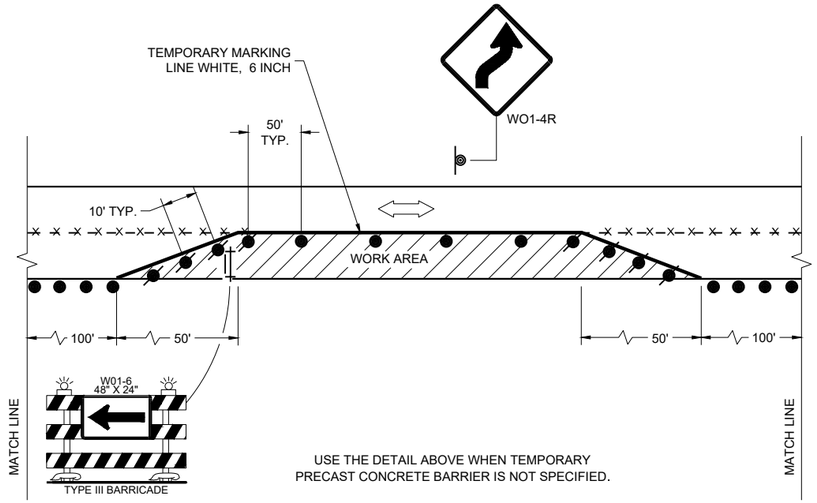
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November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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SDD 15D30-12I

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



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

GENERAL NOTES

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

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

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

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

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

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

(1) 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.

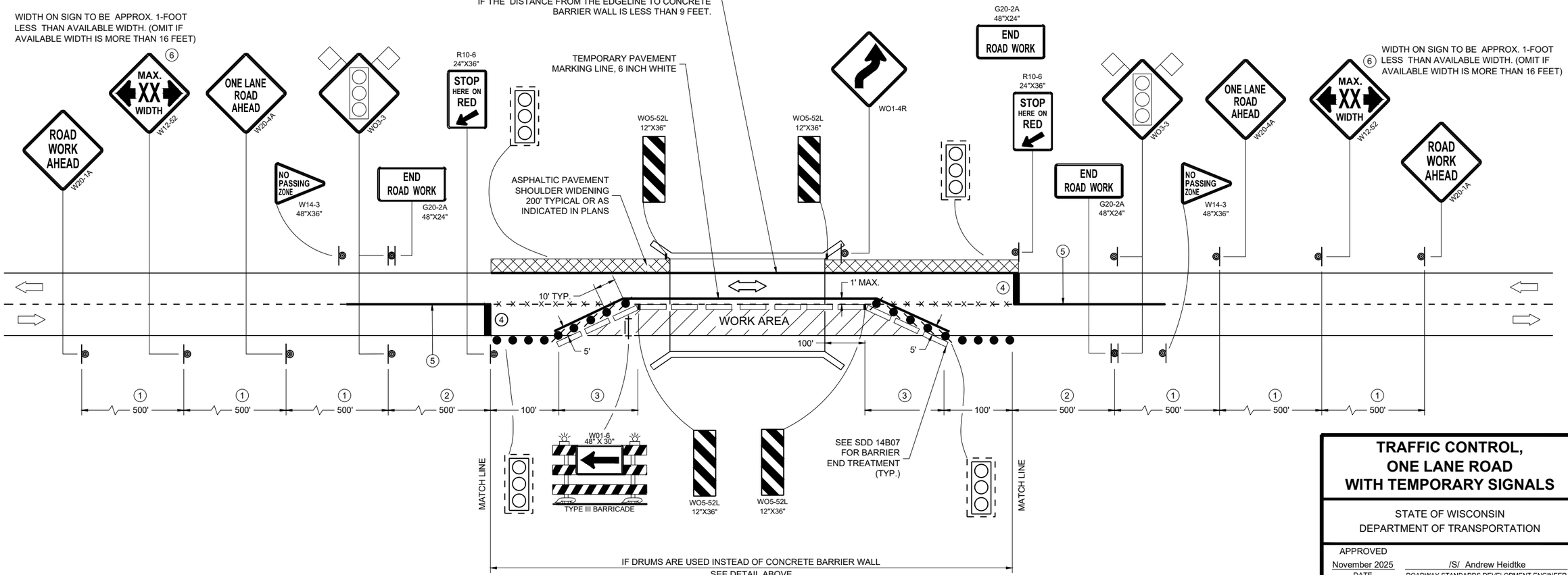
(2) USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.

(3) DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.

(4) TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.

(5) 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(6) SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



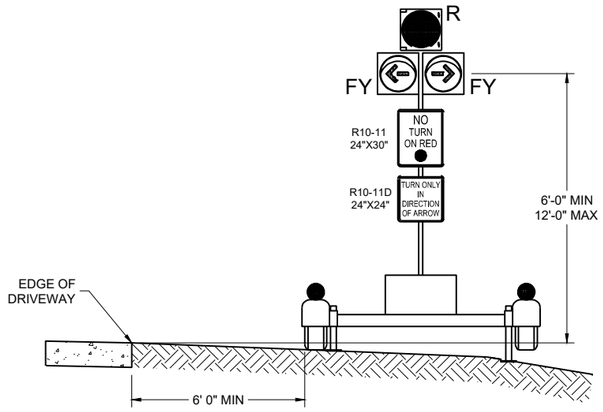
TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D33-10a



ELEVATION VIEW
RDTS 3 HEAD DEVICE

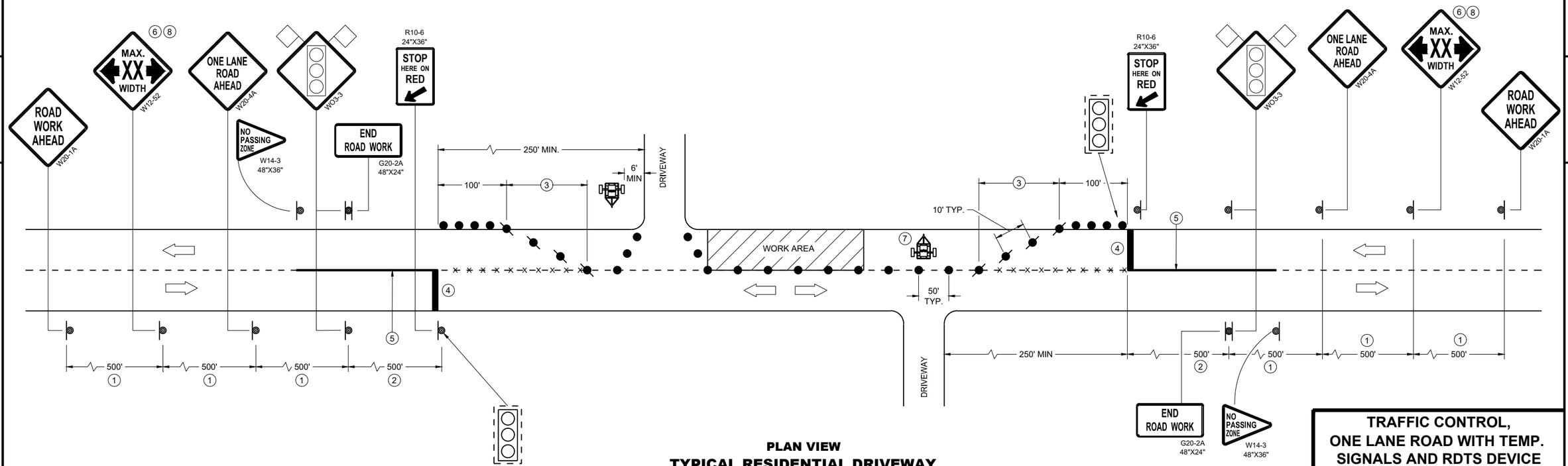
LEGEND

- TRAFFIC FLOW
- SR — STEADY RED
- FY — FLASHING YELLOW
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC TEMPORARY SIGNAL.
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

GENERAL NOTES

EACH RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS) MUST HAVE ONE SIGNAL HEAD CONSISTING OF 3 LED INDICATIONS AS FOLLOWS; ONE 12 INCH DIAMETER STEADY RED BALL INDICATION CENTERED OVER ONE 12 INCH DIAMETER YELLOW FLASHING LEFT ARROW AND ONE 12 INCH DIAMETER YELLOW FLASHING RIGHT ARROW.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.
7. PLACEMENT OF RDTS ACROSS THE DRIVEWAY MAY BE USED IF SPACE EXISTS AND DOES NOT INTERFERE WITH THE WORK OPERATIONS
8. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)



PLAN VIEW
TYPICAL RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS) INSTALLATION

TRAFFIC CONTROL, ONE LANE ROAD WITH TEMP. SIGNALS AND RDTS DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6
SDD 15D33-10b

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

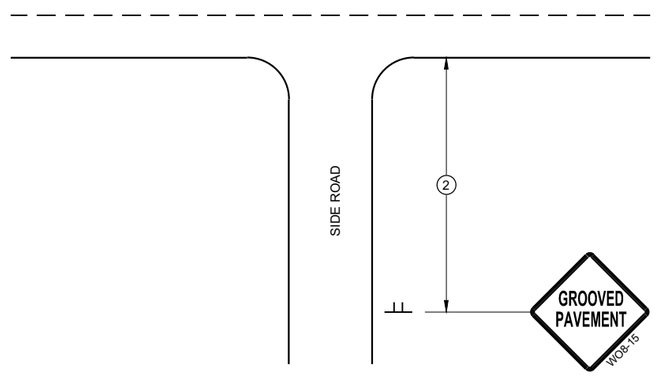
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

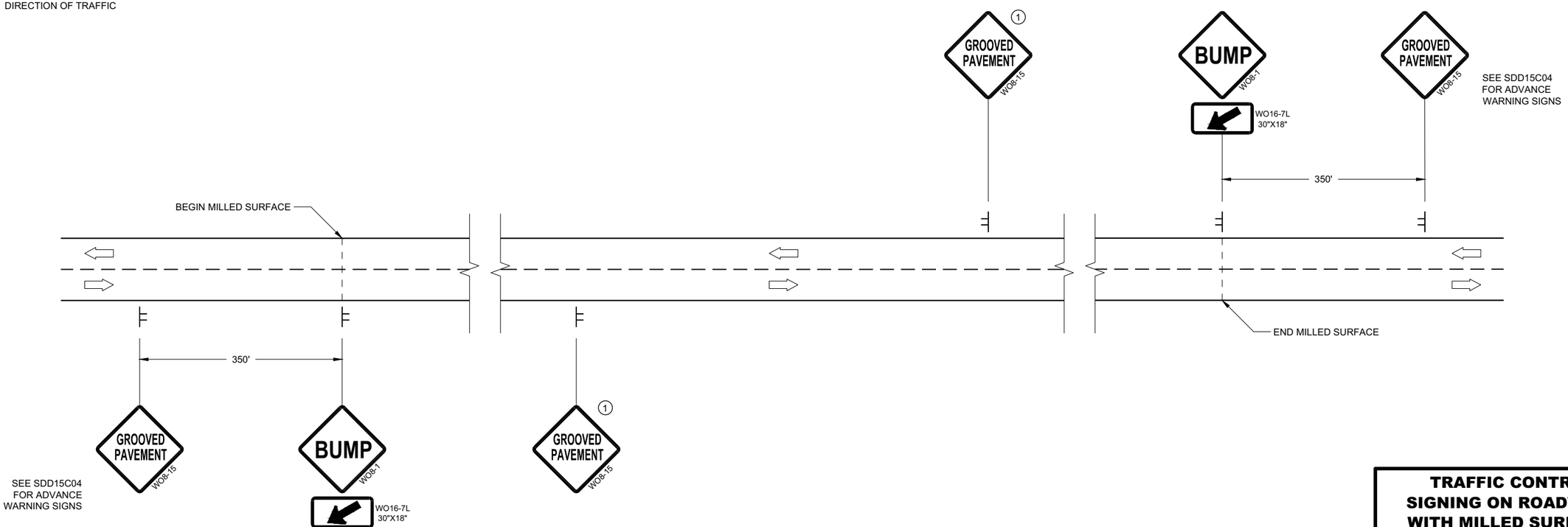
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

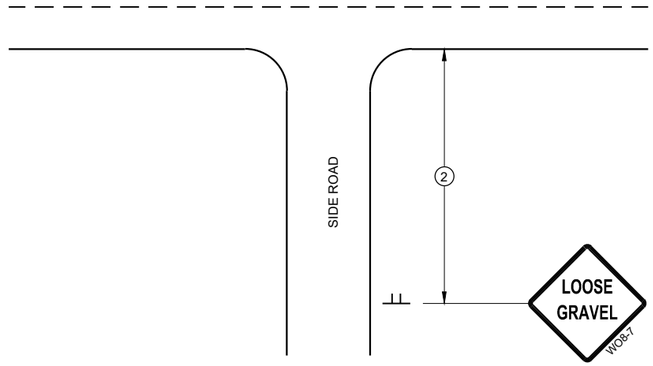
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

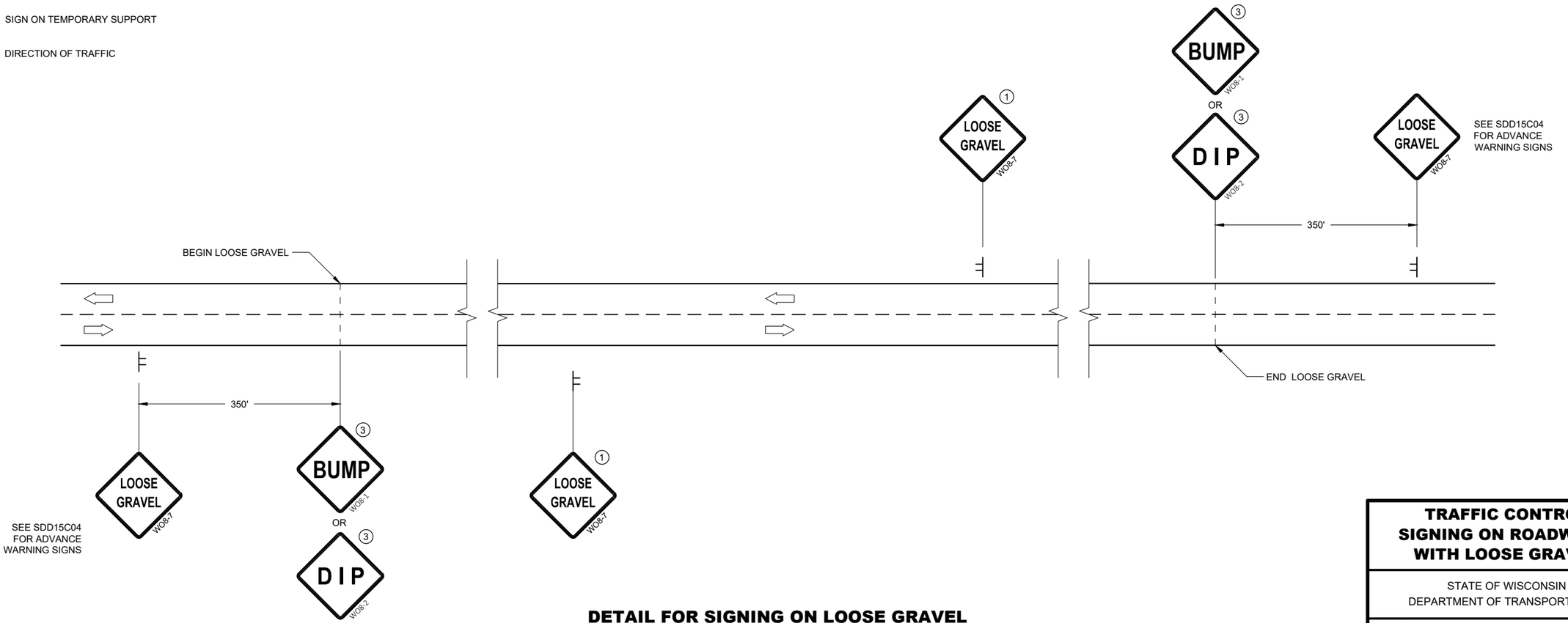
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

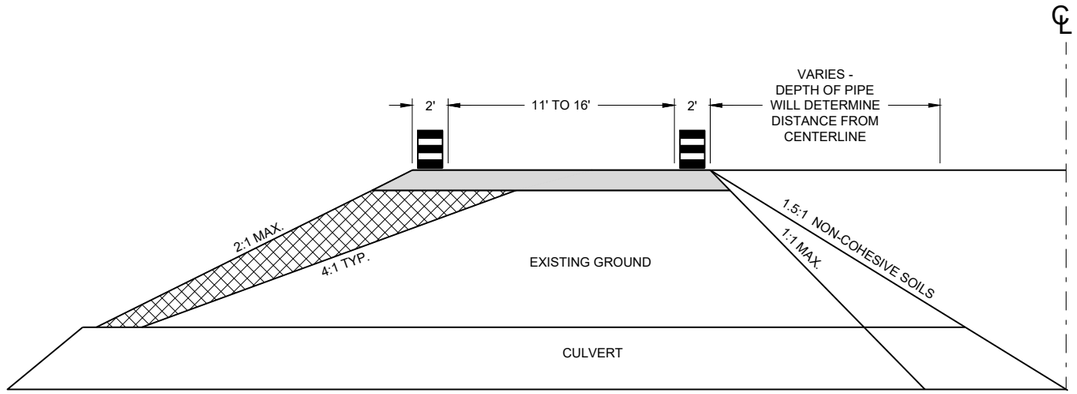
APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

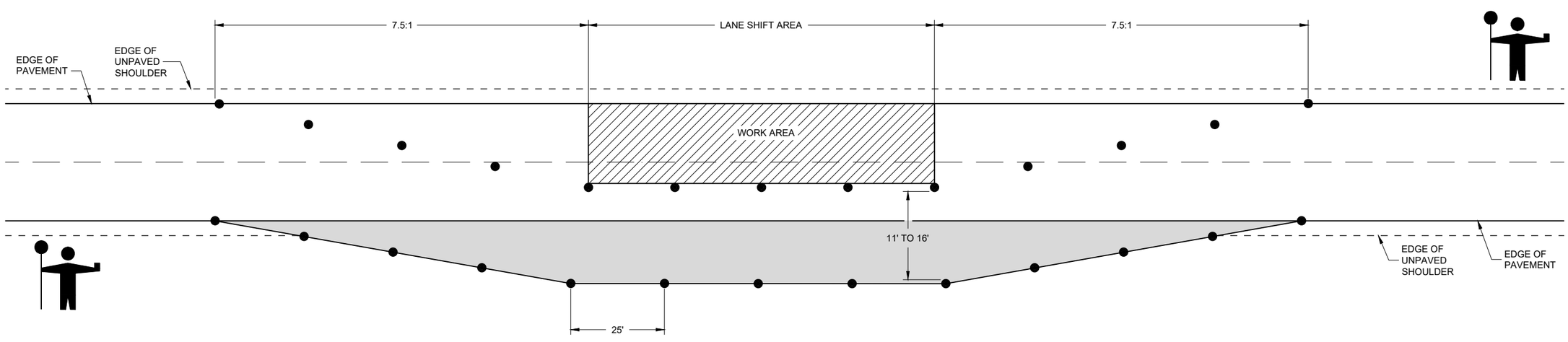
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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

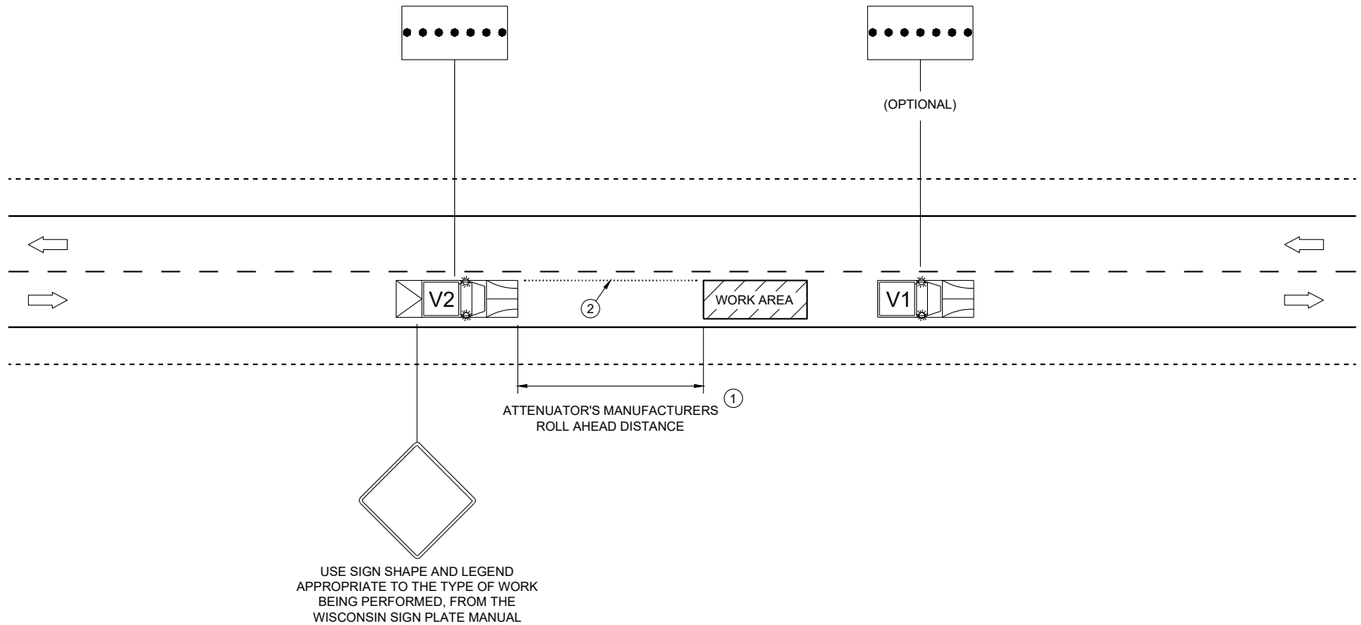
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025 — DATE

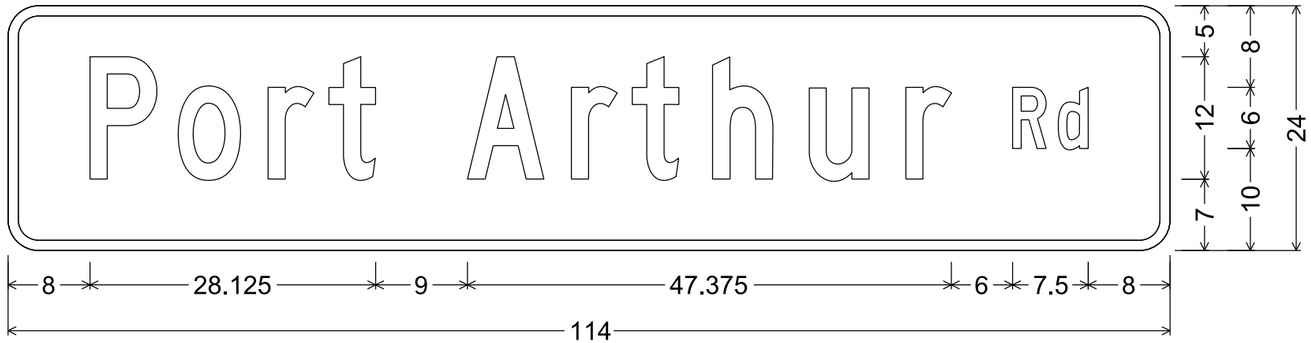
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6 SDD 15D51-02

NOTES

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



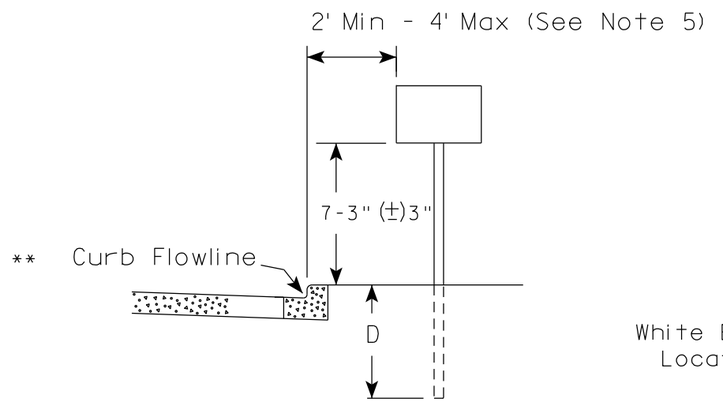
M1-94H; 3.000" Radius, 1.000" Border

7

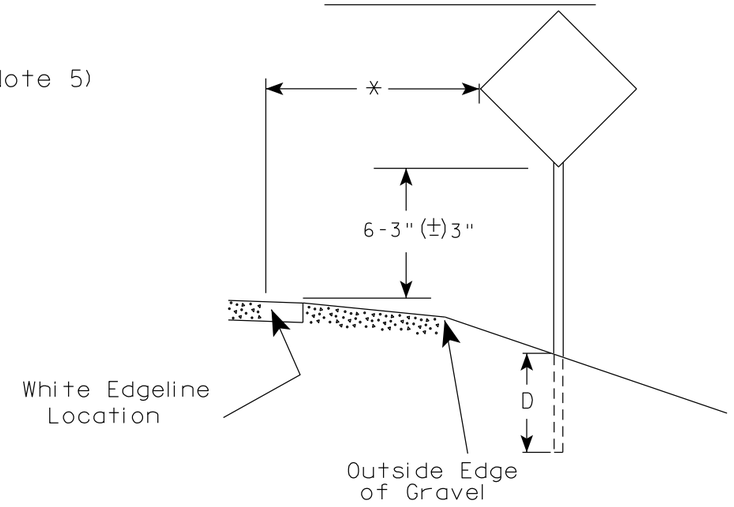
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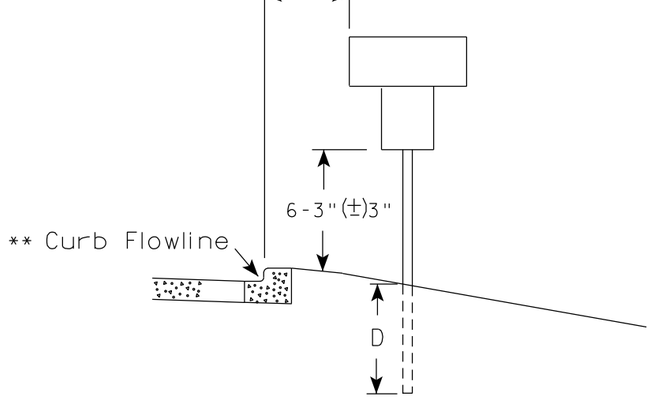
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	SIGN PLATES	SHEET NO: 299	E

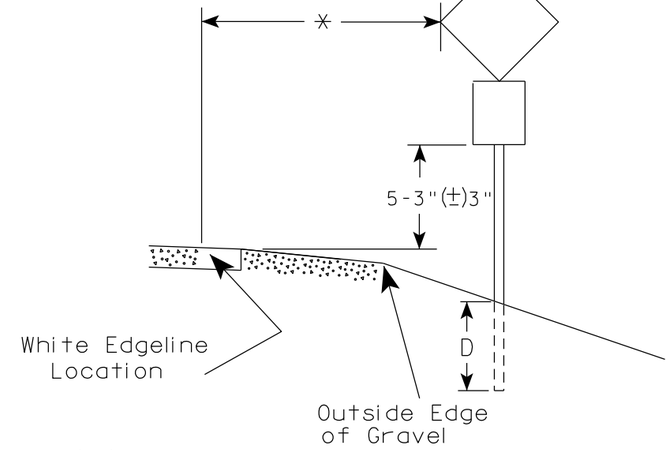
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

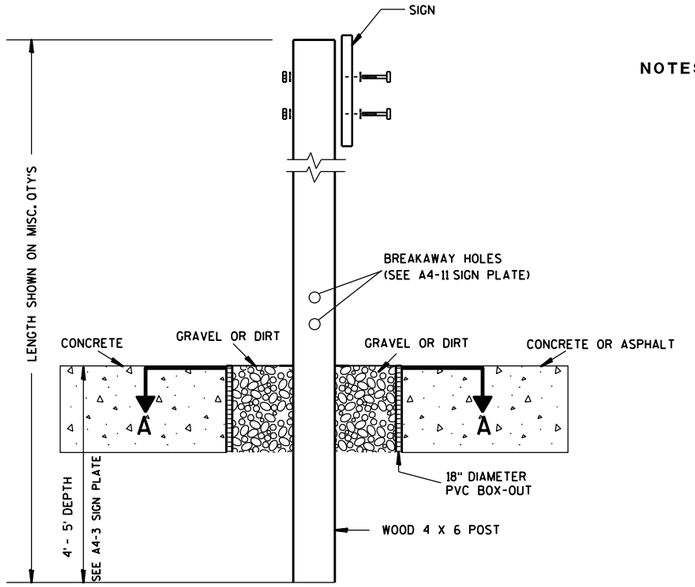
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

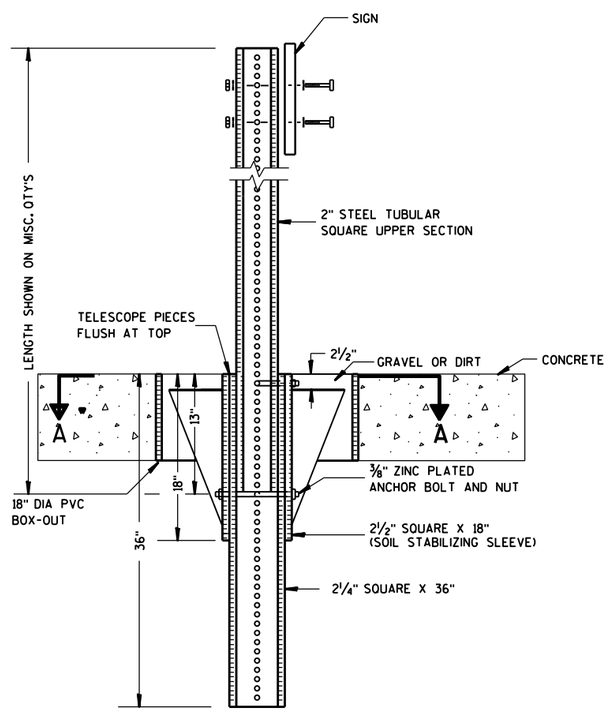
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



ELEVATION VIEW

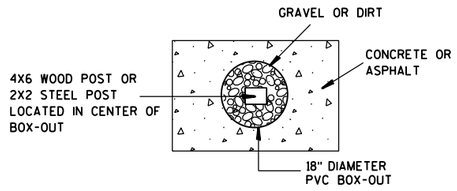
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

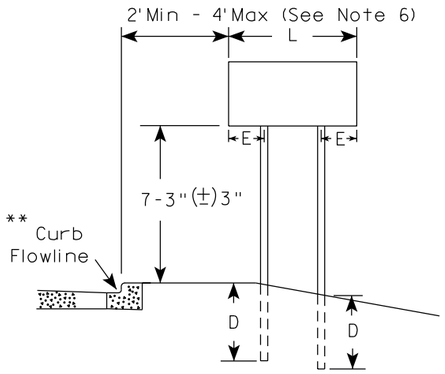
APPROVED Matthew R Rauch
for State Traffic Engineer

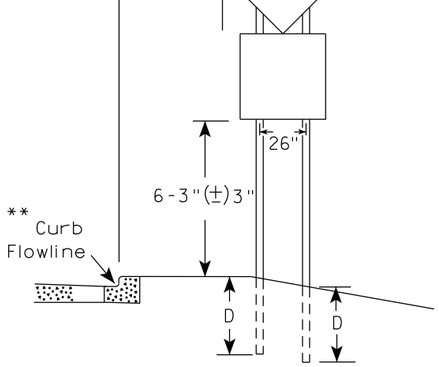
DATE 1/27/14 PLATE NO. A4-3B.1

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

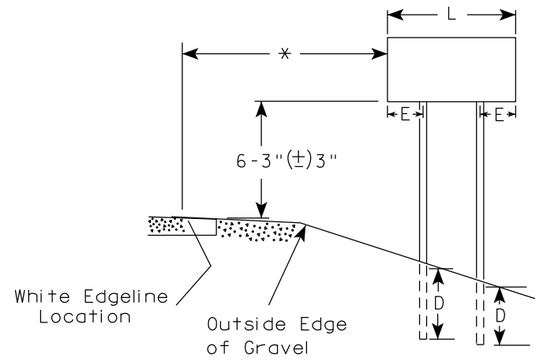
URBAN AREA

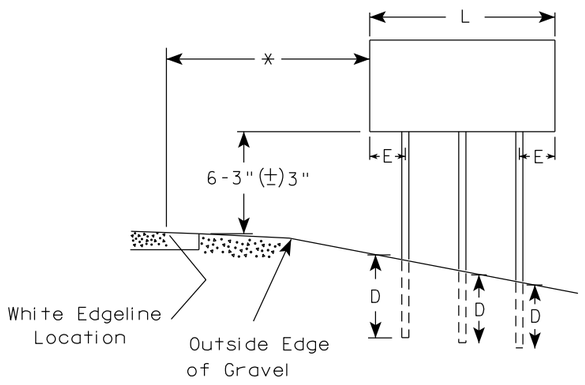


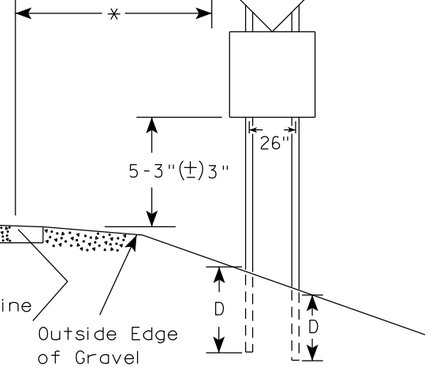


48" DIAMOND WARNING SIGN

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'

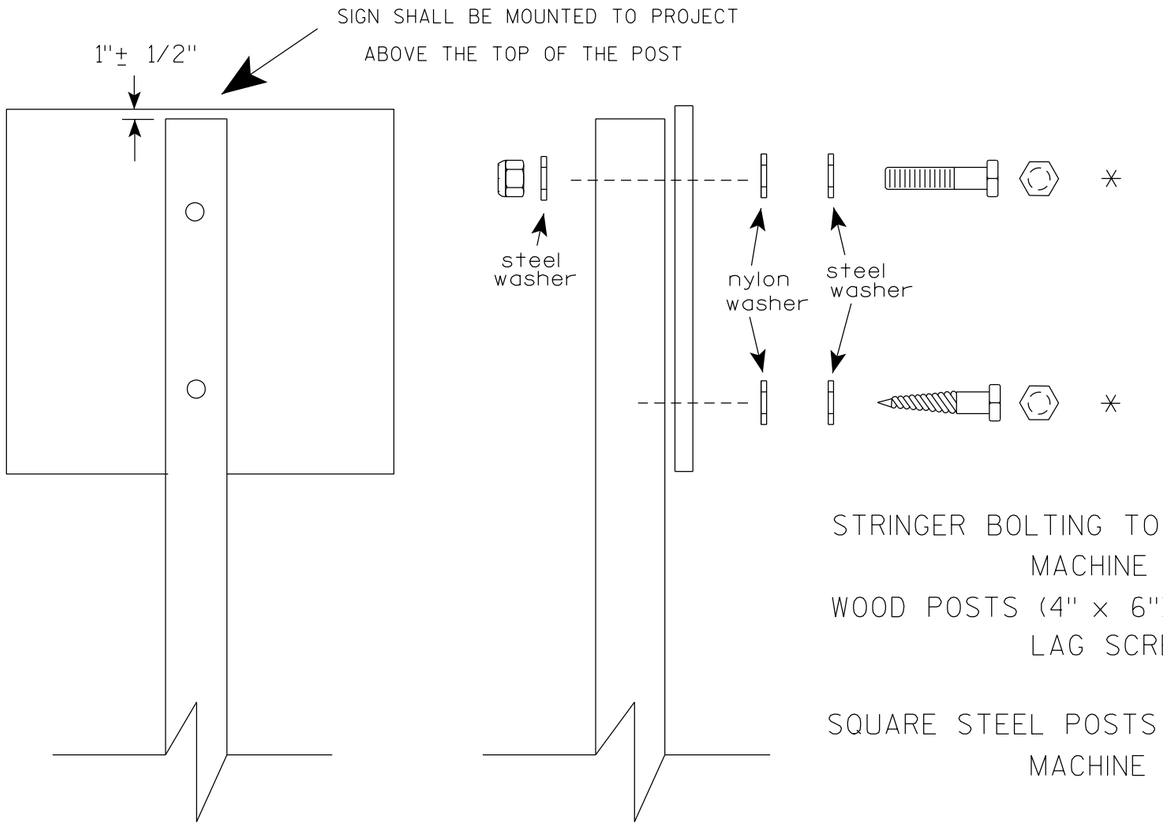
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 302	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

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

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

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

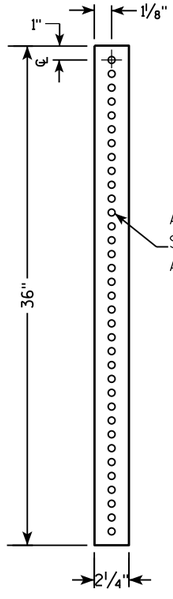
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

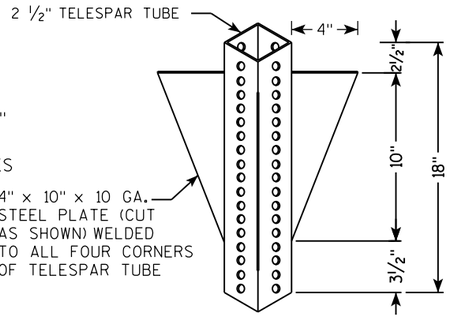
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

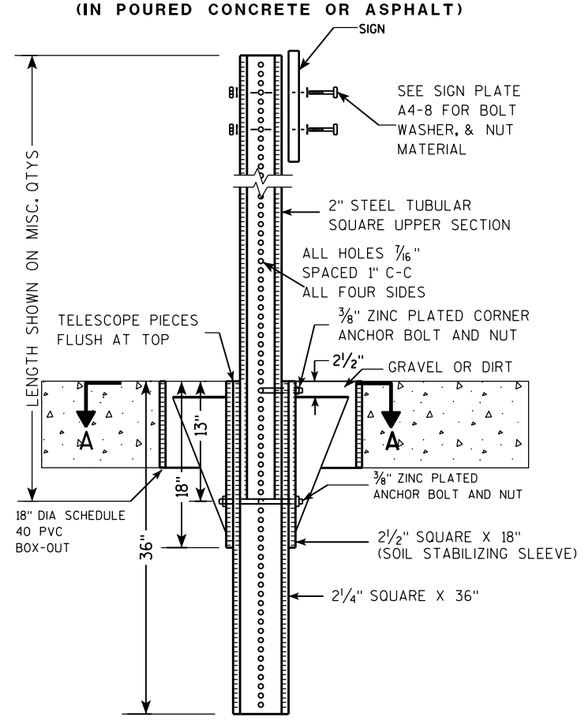
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



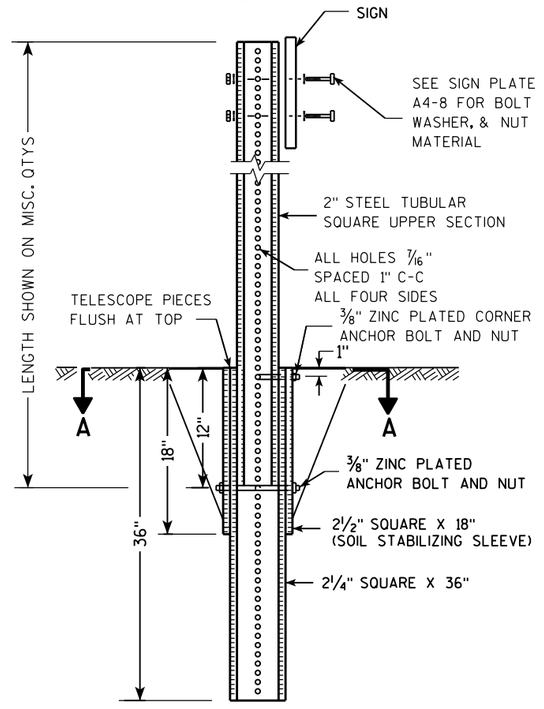
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

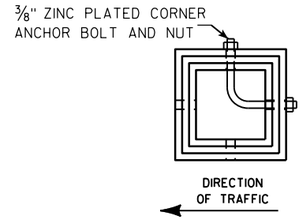


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

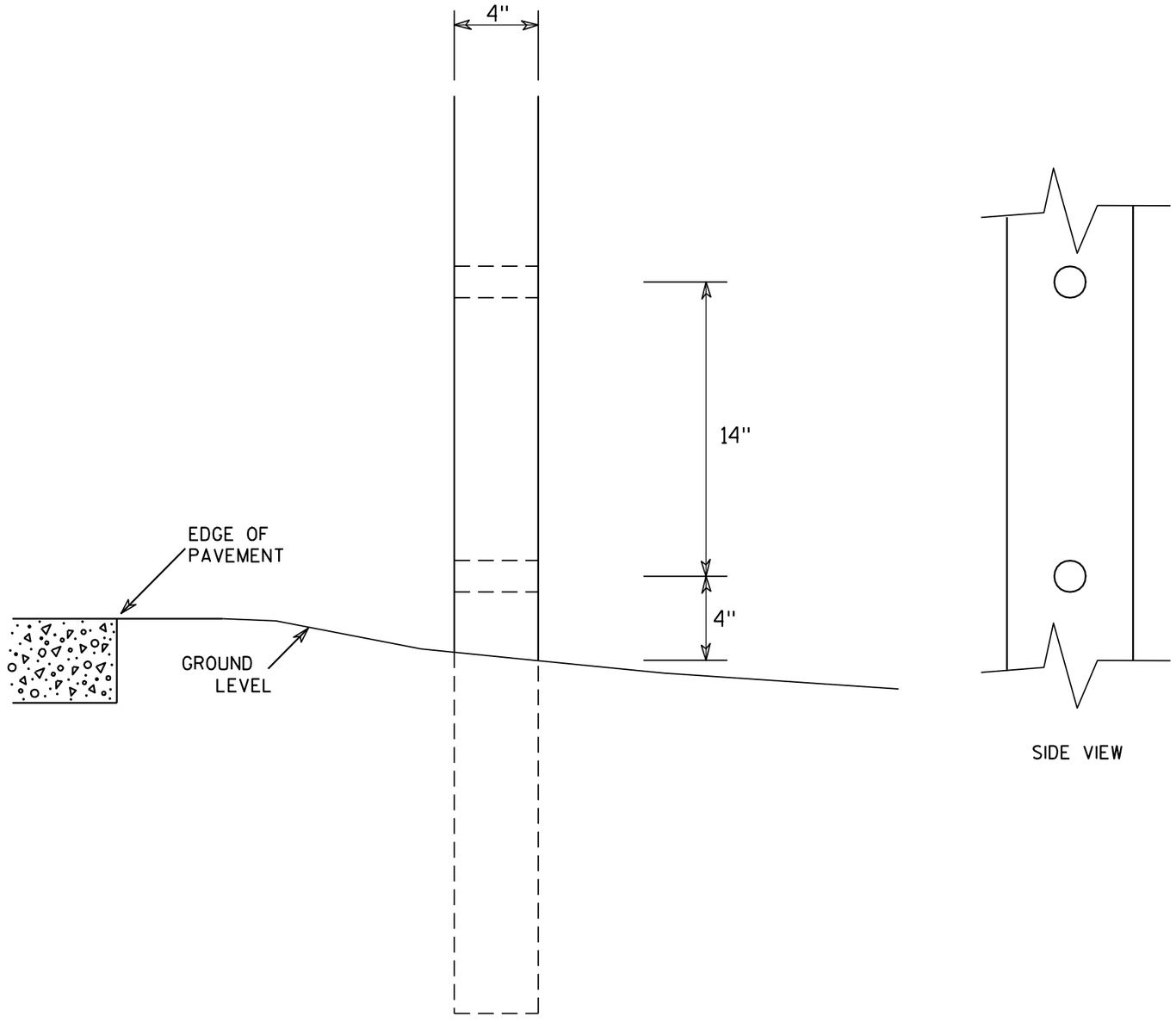
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 304 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

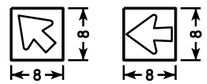
APPROVED Chester J Spang for State Traffic Engineer

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

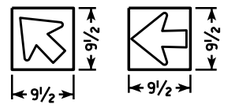
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

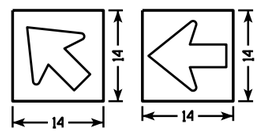




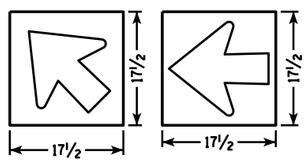










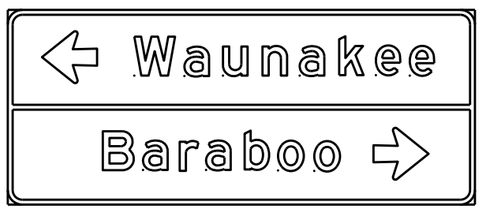


GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

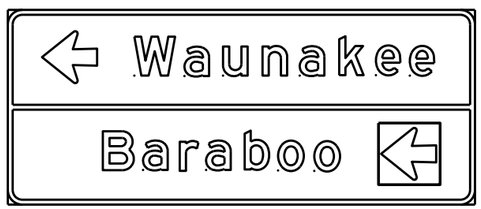
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

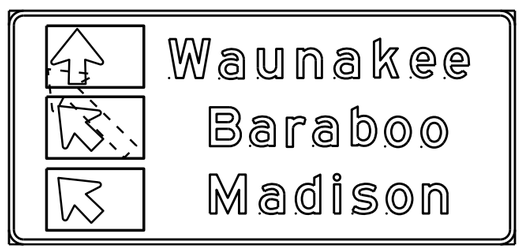
BEFORE





AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

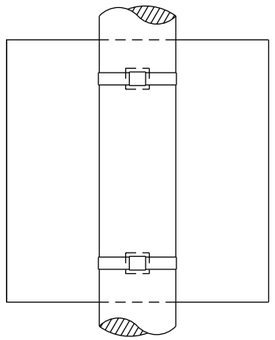
WISDOT/CADDS SHEET 42

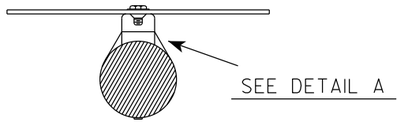
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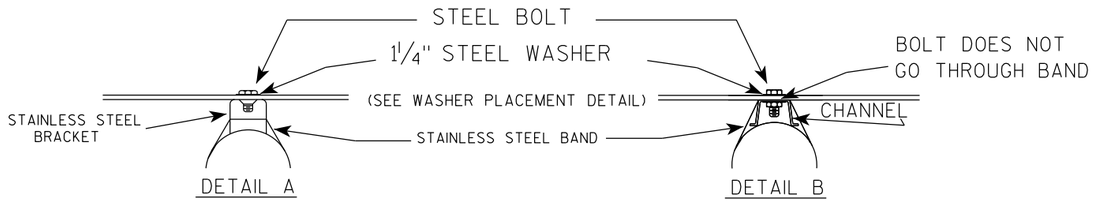
7

BANDING

SINGLE SIGN



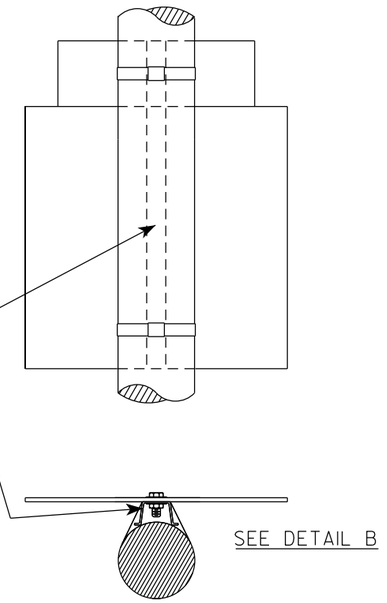




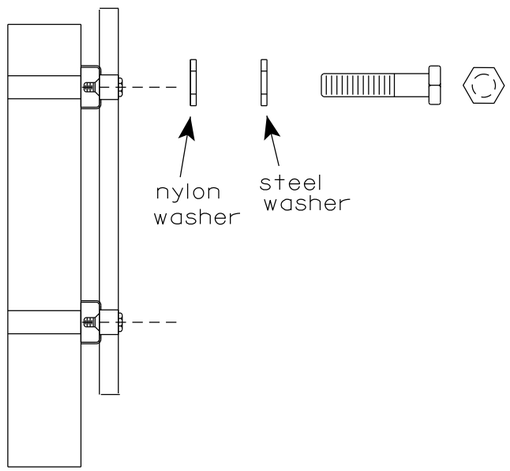
GENERAL NOTES

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

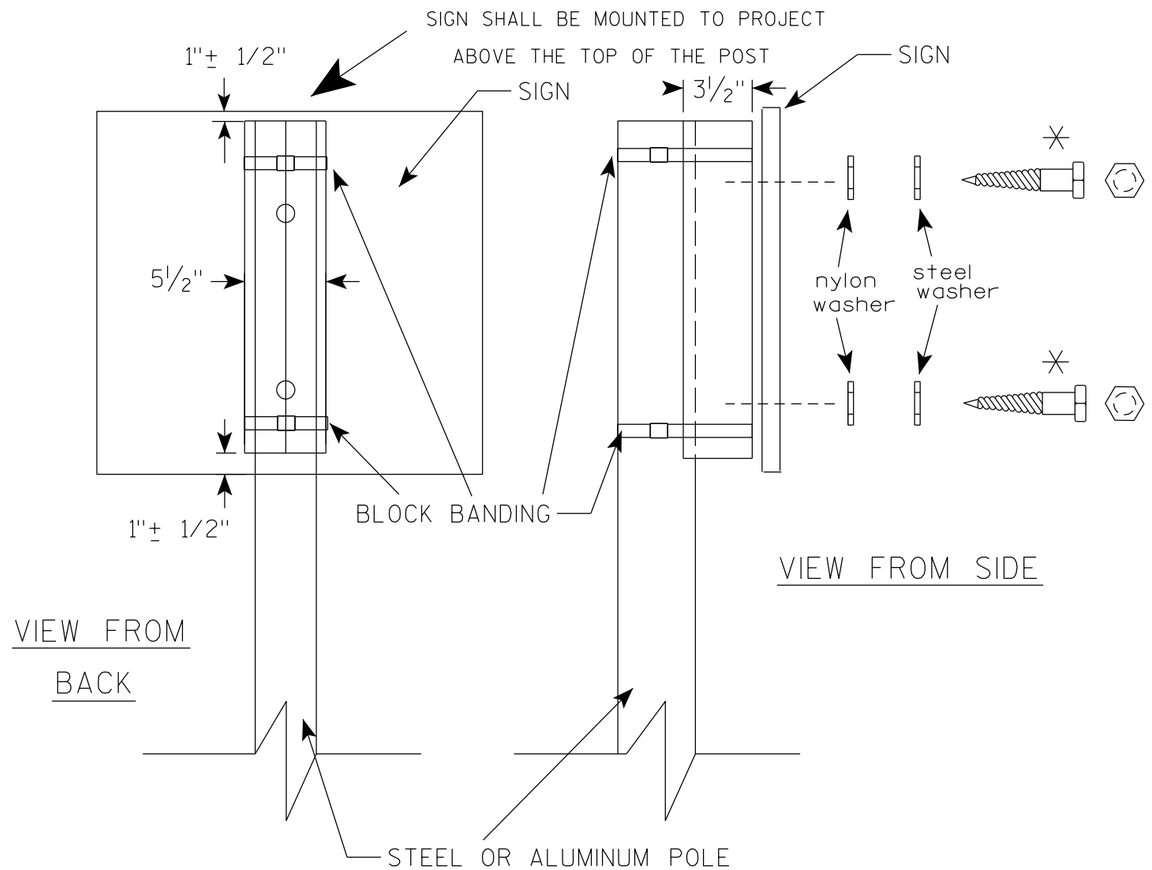
WISCONSIN DEPT OF TRANSPORTATION

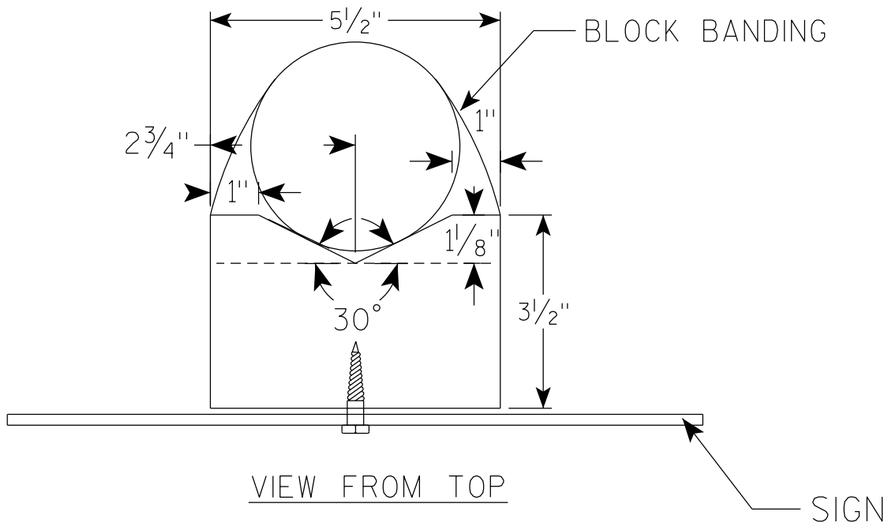
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

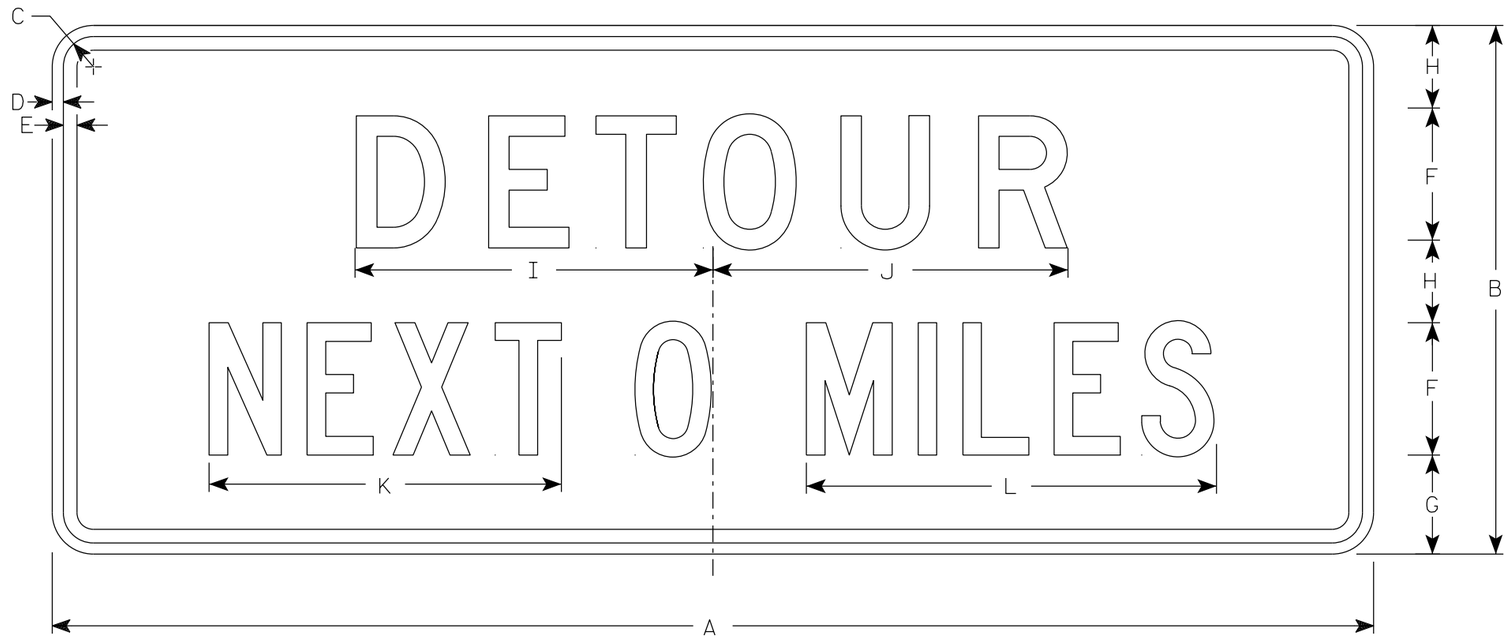
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 308 E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0

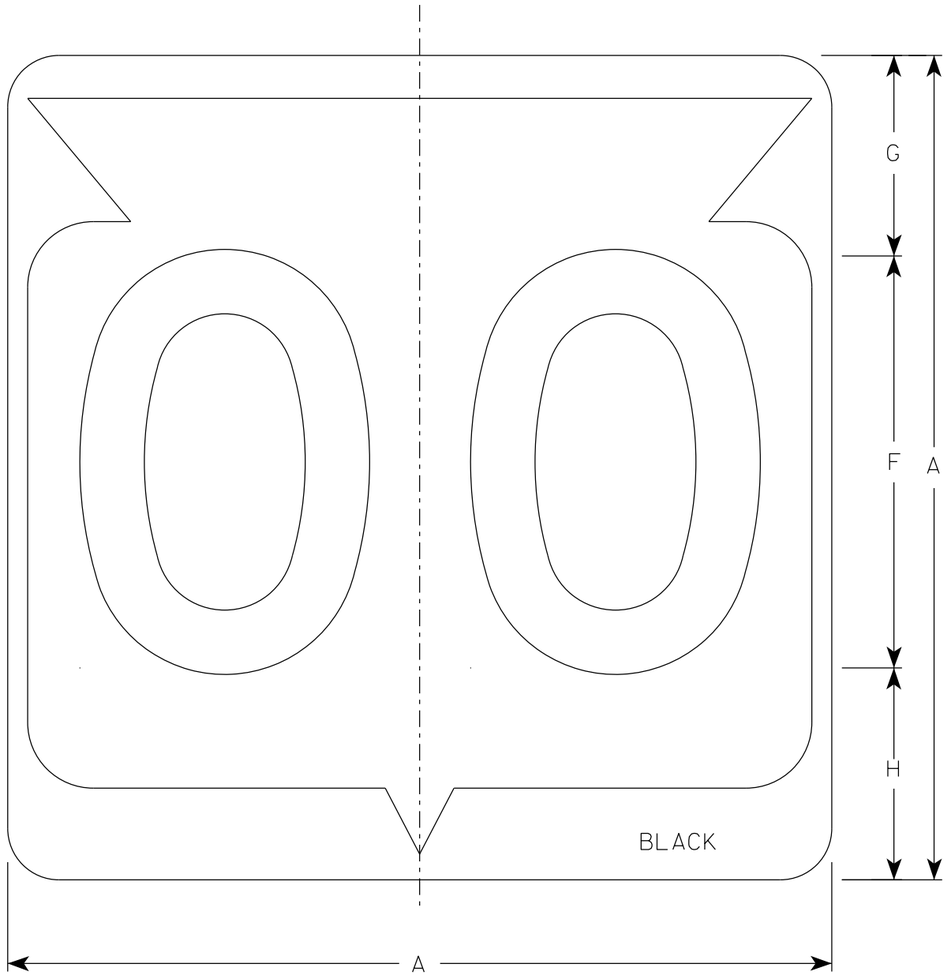
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

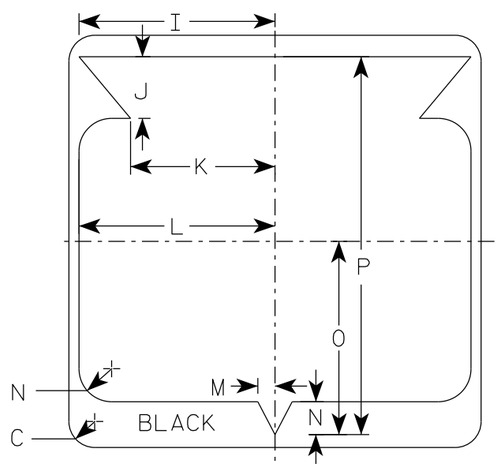
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

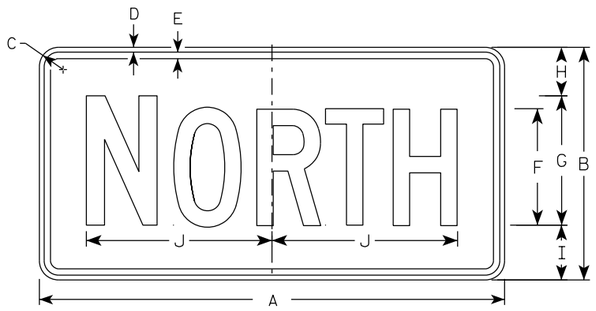
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

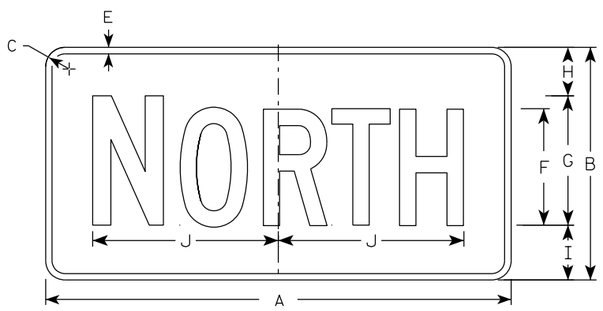
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

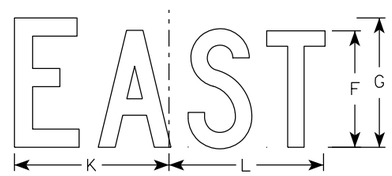
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 310	E



M3-1
MM3-1
MP3-1



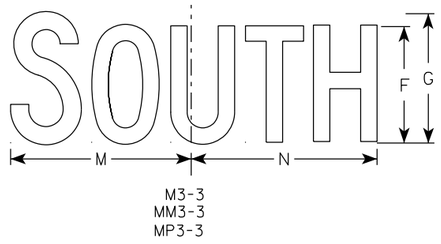
MB3-1
MK3-1
MN3-1



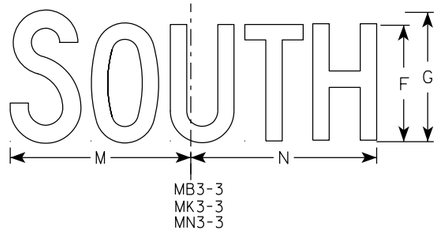
M3-2
MM3-2
MP3-2



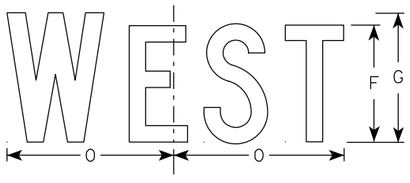
MB3-2
MK3-2
MN3-2



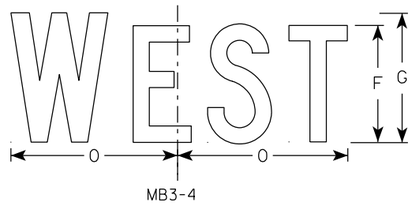
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

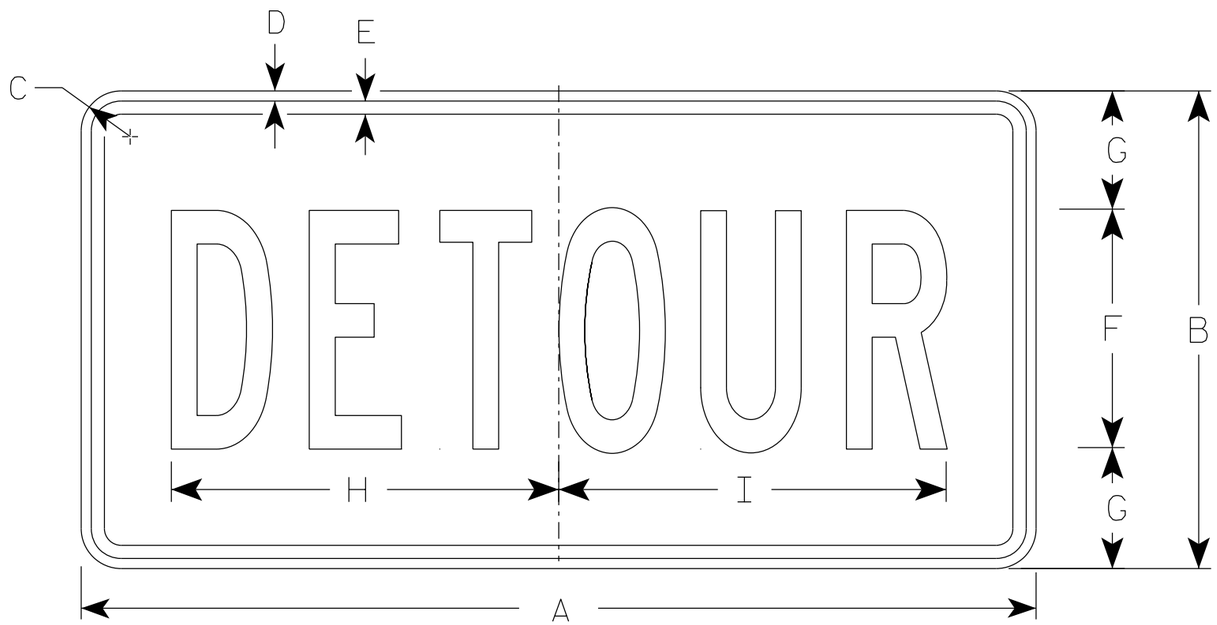
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | E

NOTES

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



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

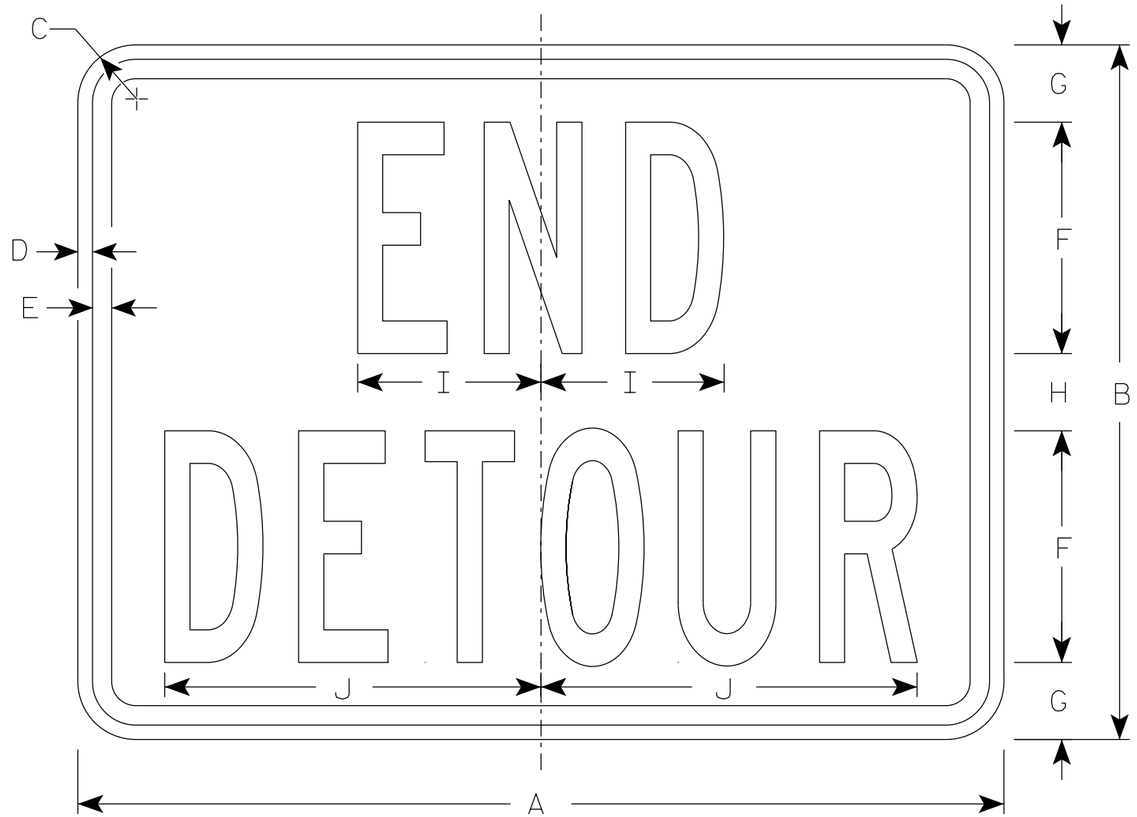
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

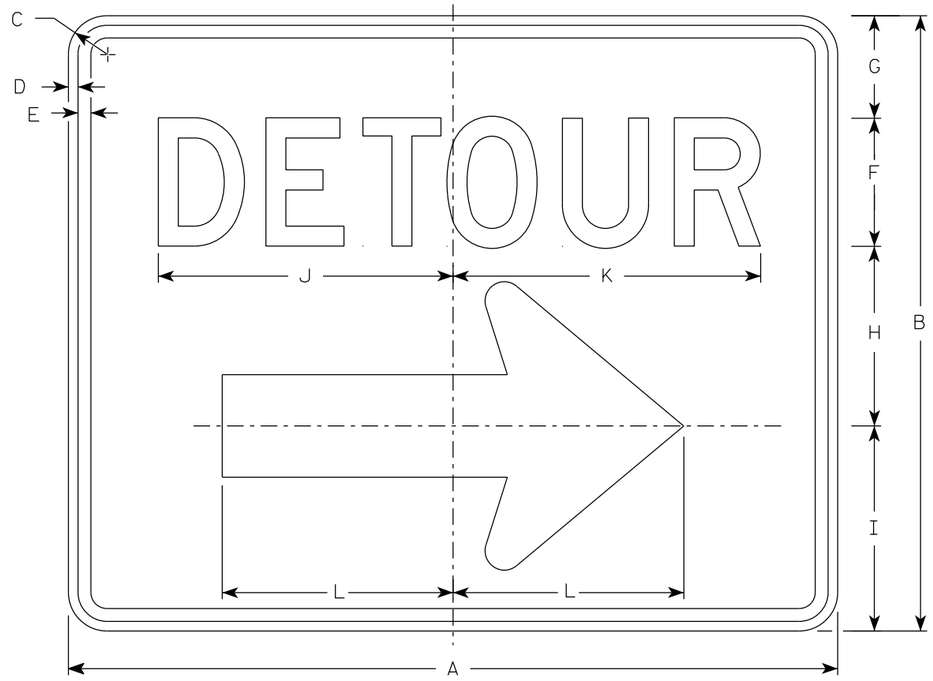
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

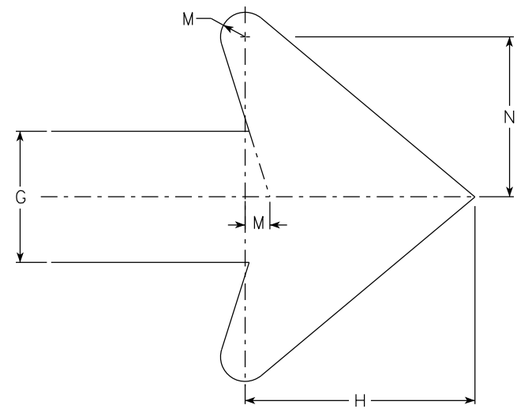
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 313 | E



M4-9R

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

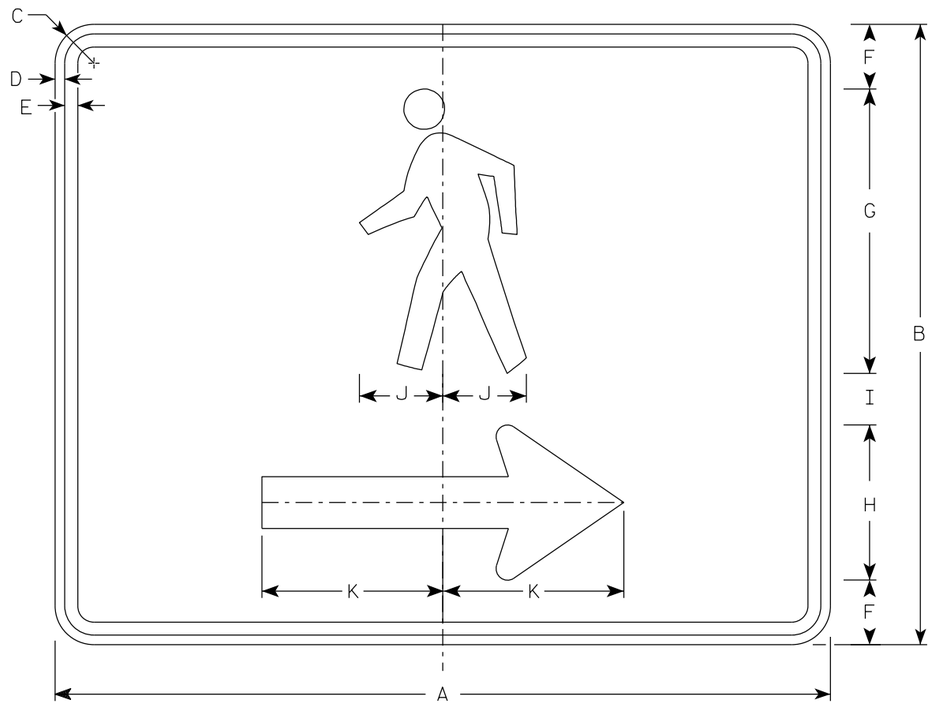
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

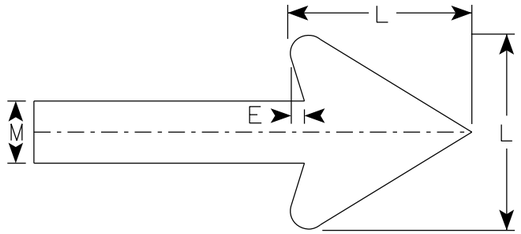
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

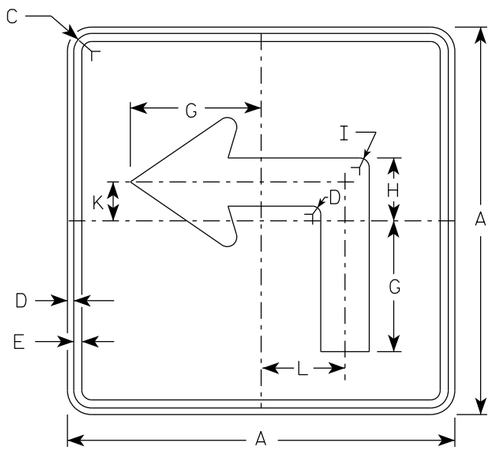
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

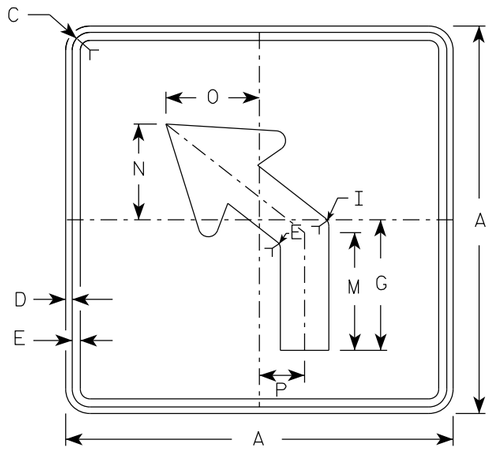
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

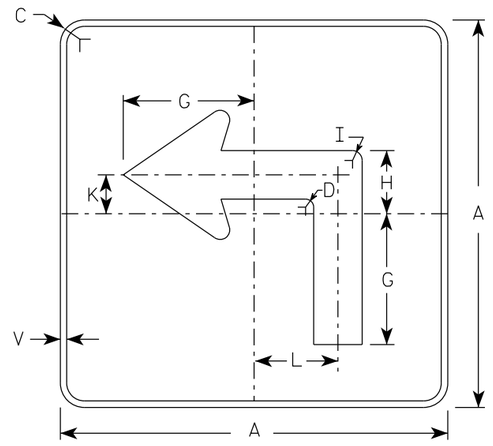
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E



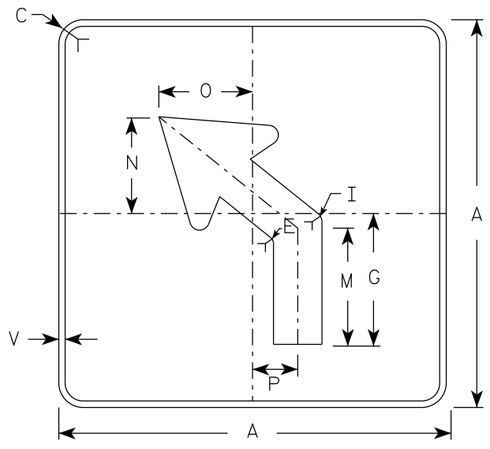
M5-1L
MM5-1L
MO5-1L
MP5-1L



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



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

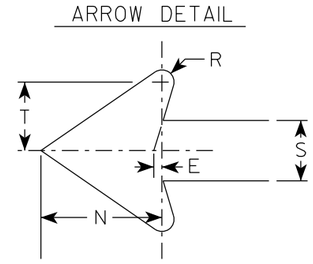


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

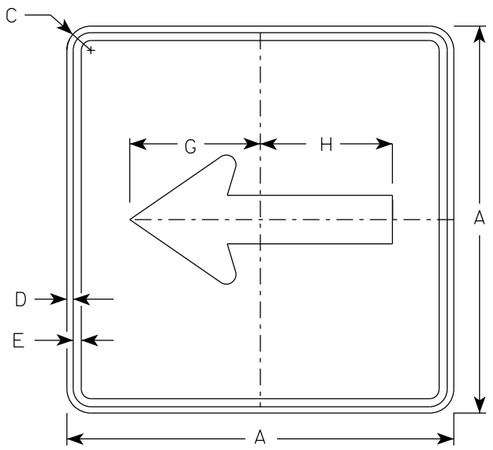
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

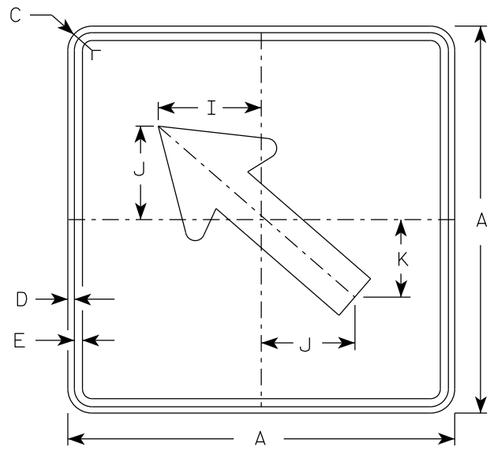
APPROVED Matthew R Rauch
for State Traffic Engineer

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

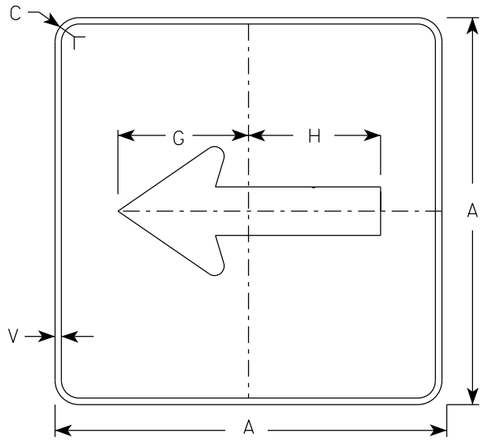
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E



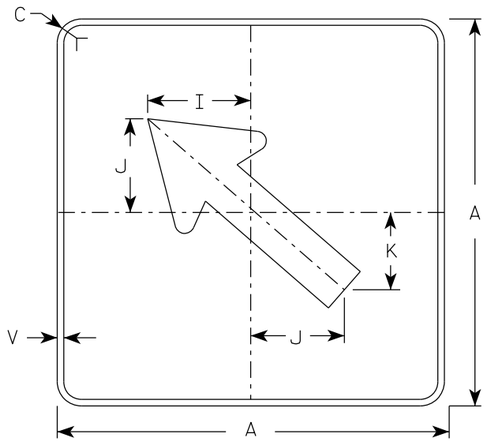
M6-1
MM6-1
MO6-1
MP6-1



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



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

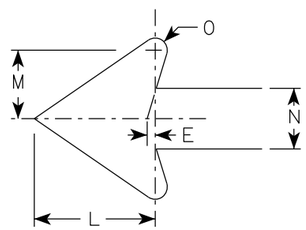


MB6-2
MK6-2
MN6-2
MR6-2

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

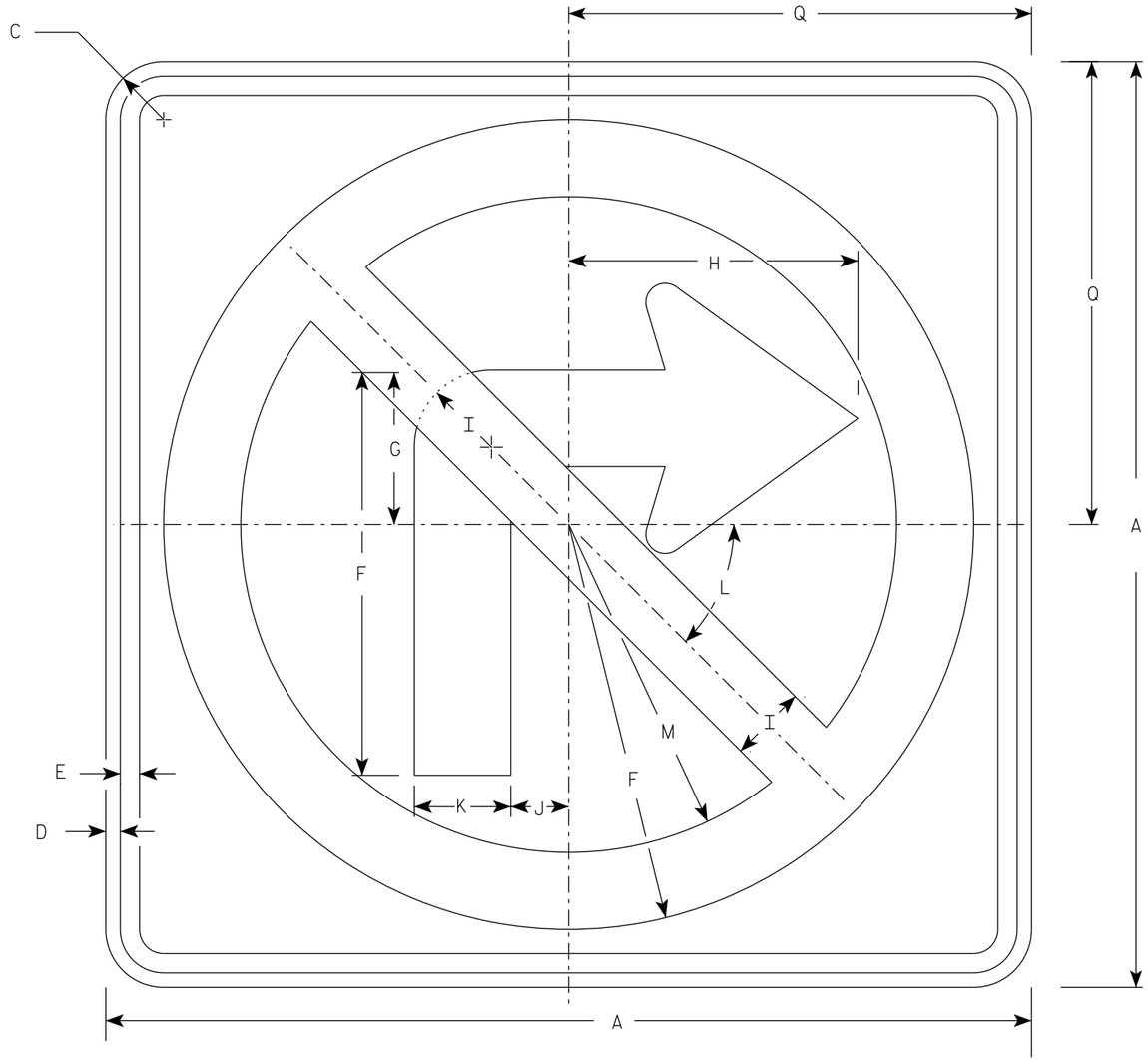
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E

7

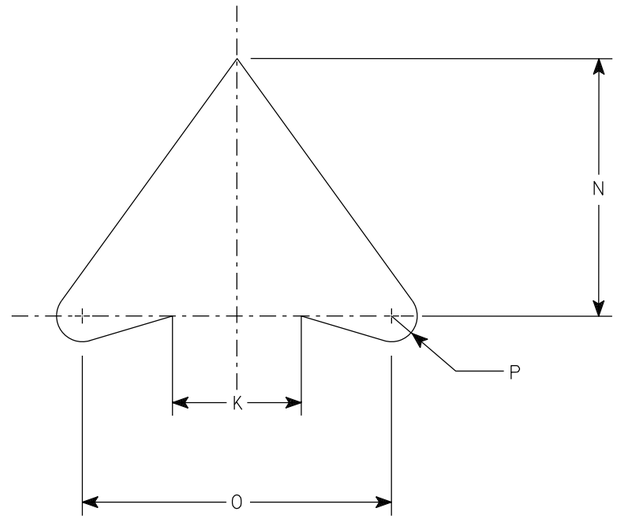
7



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

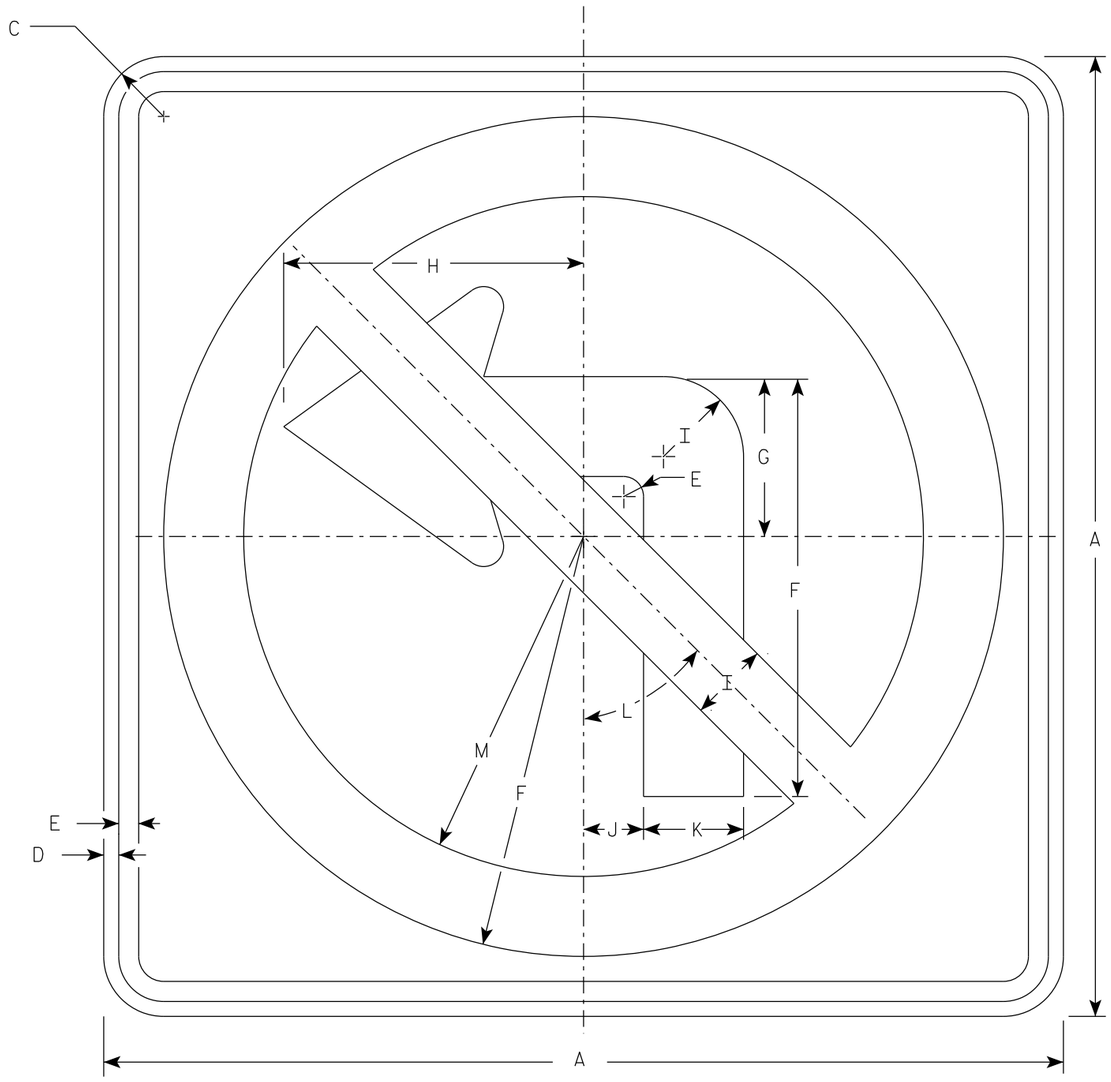
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

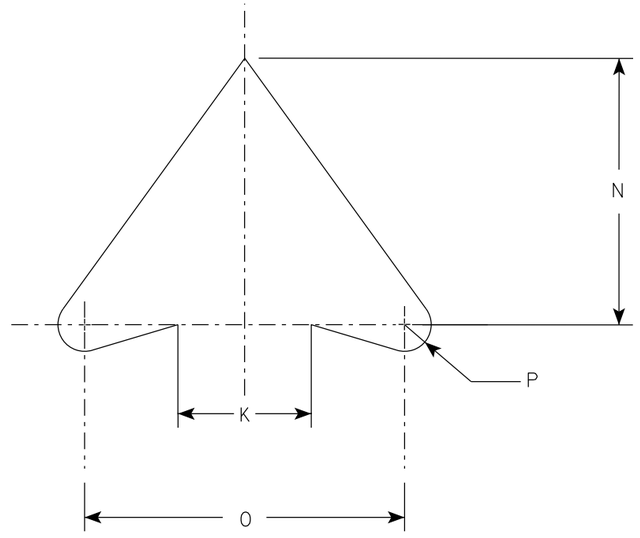
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

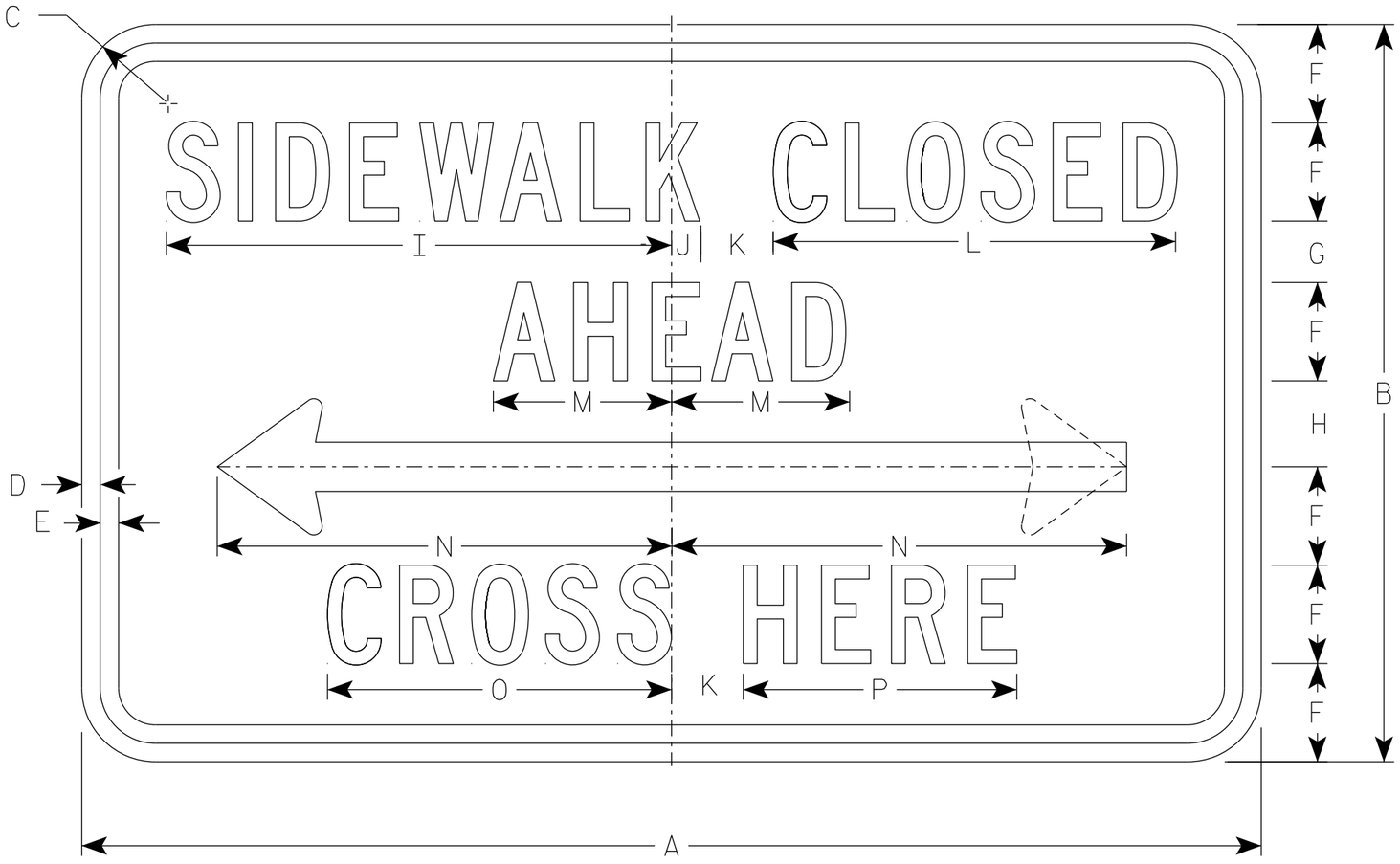
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

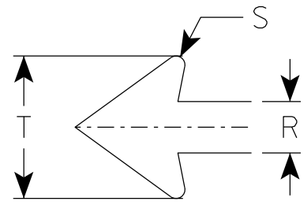
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 319 | E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
5. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/2	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

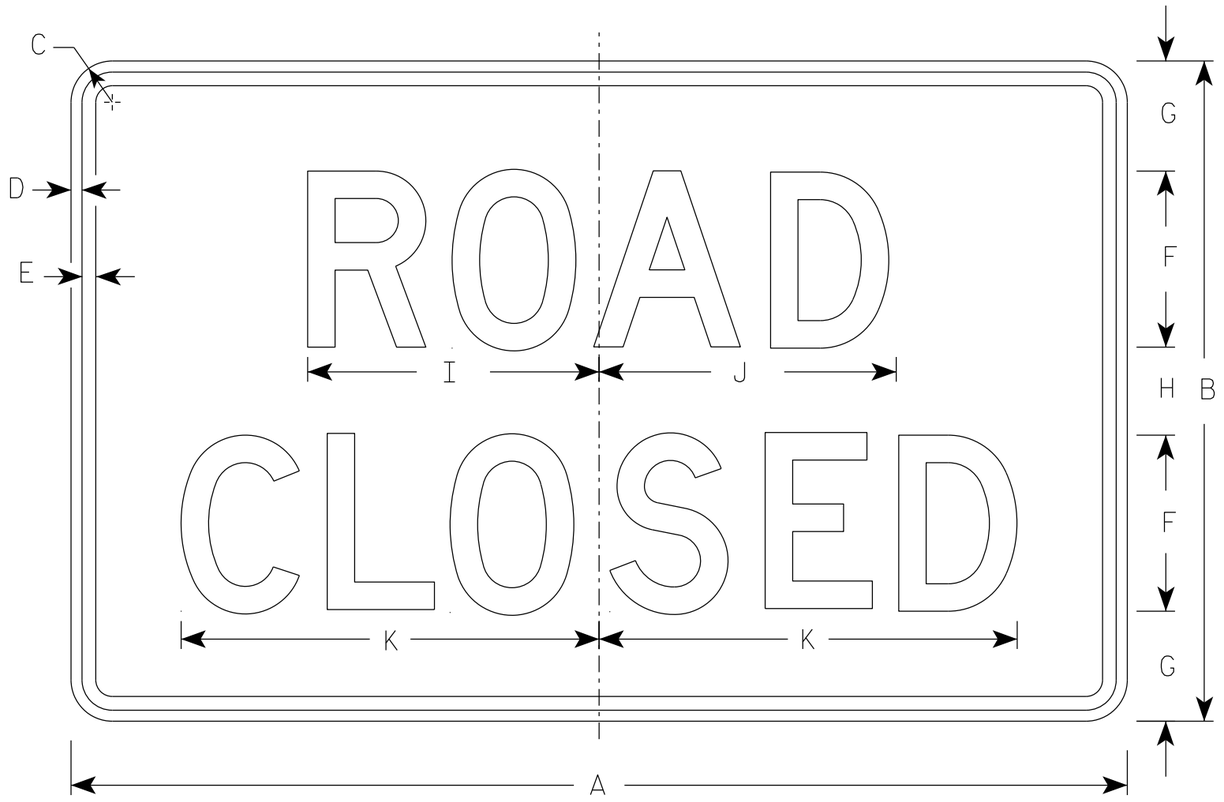
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-11.5

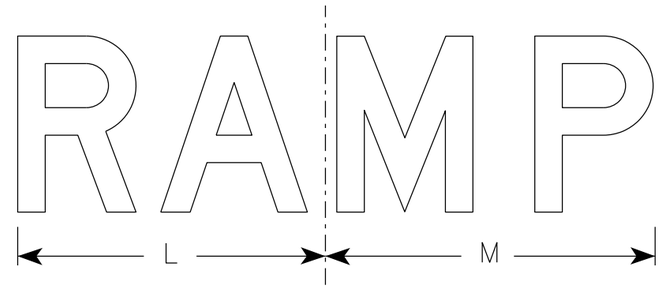
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 E



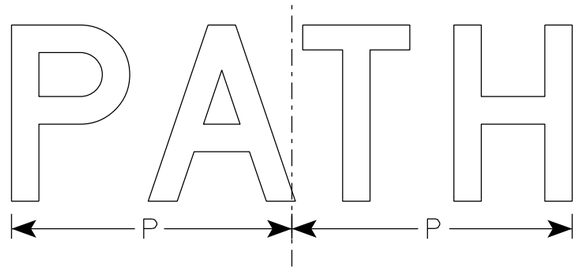
R11-2

NOTES

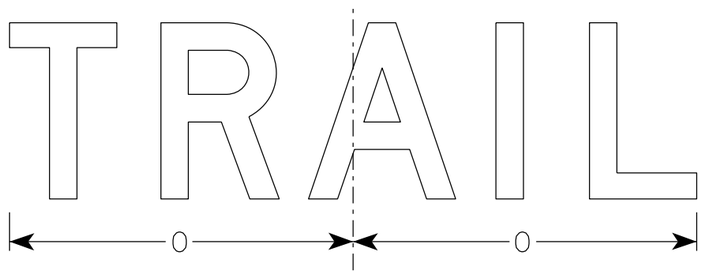
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



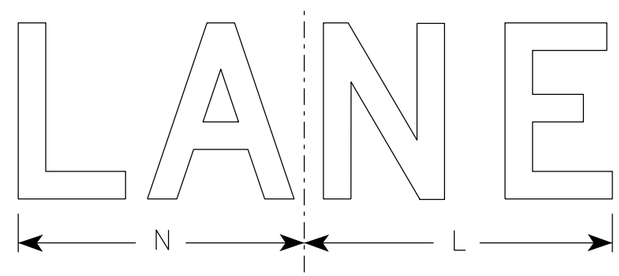
R11-2R



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

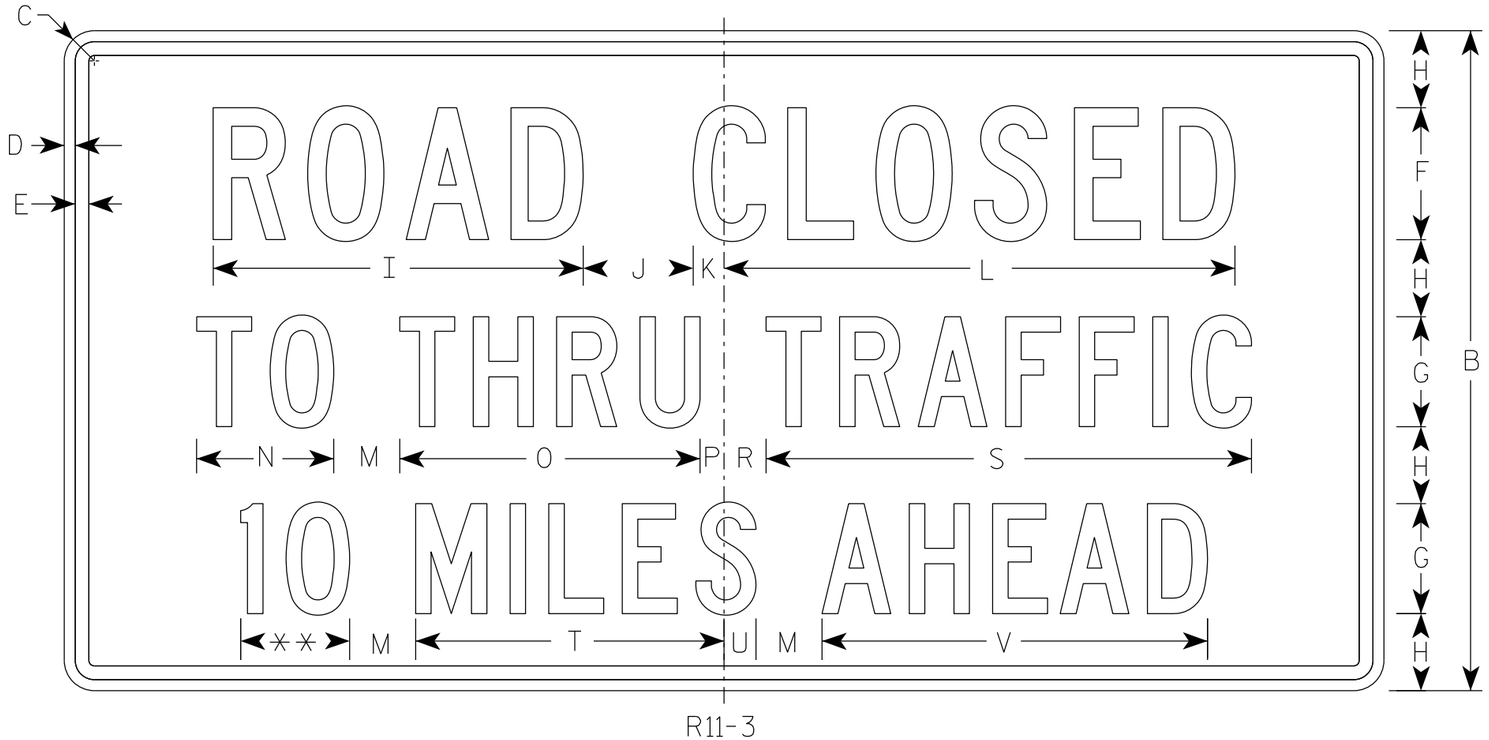
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

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

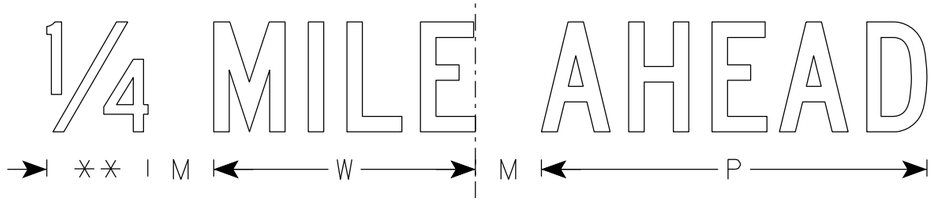
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

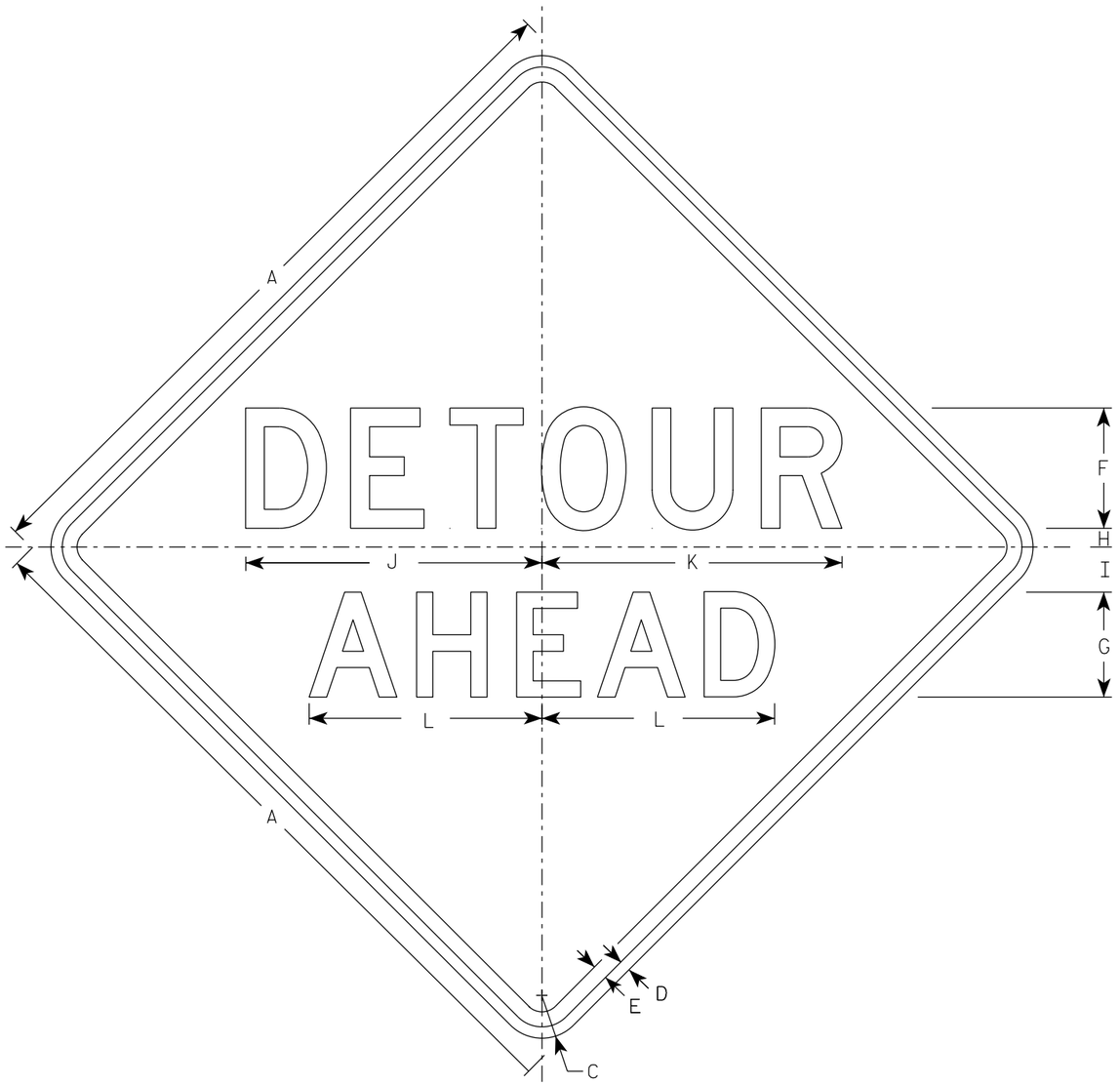
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

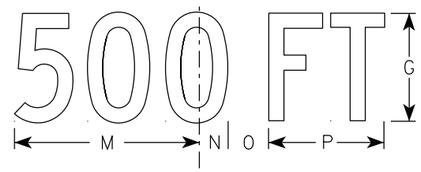
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

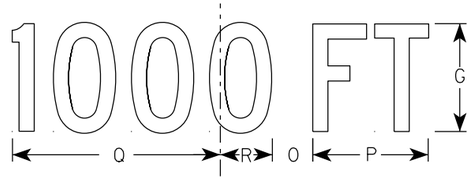
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E



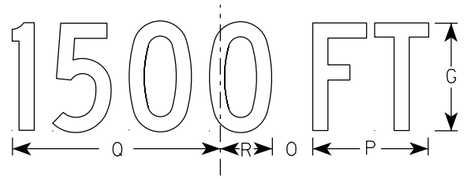
W20-2A



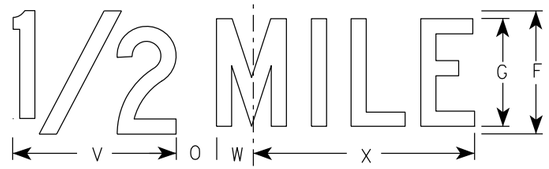
W20-2D



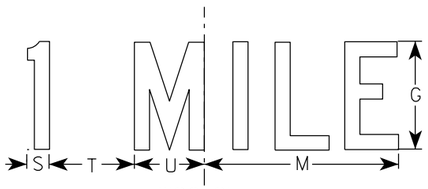
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

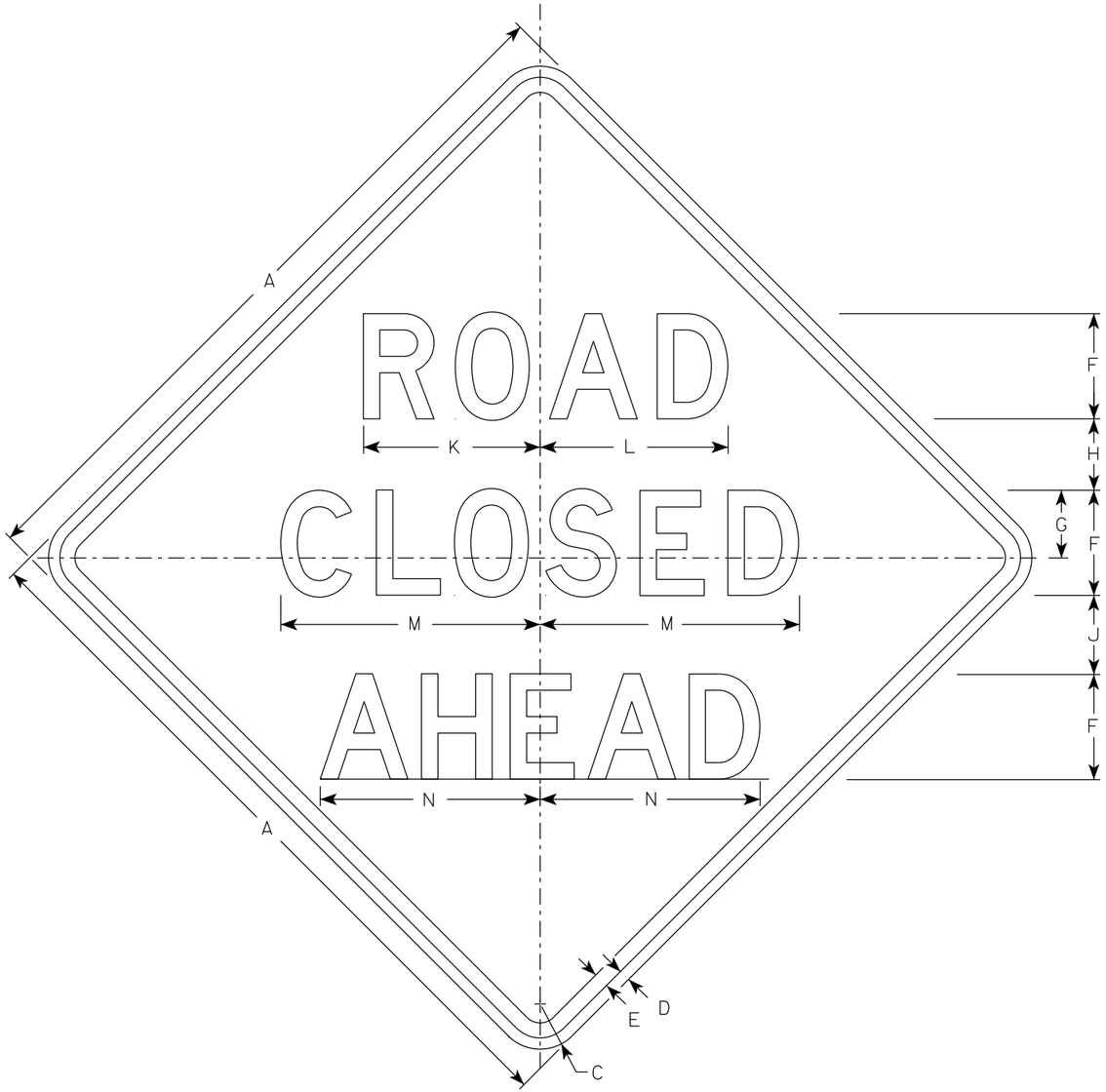
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

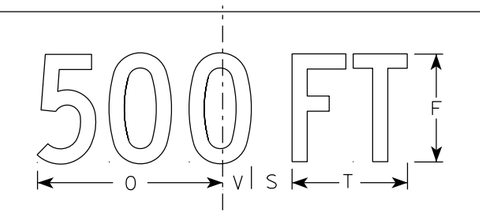
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

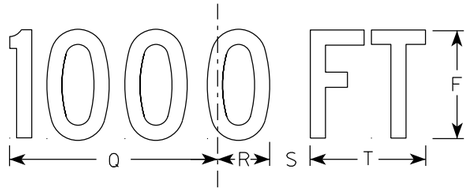
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



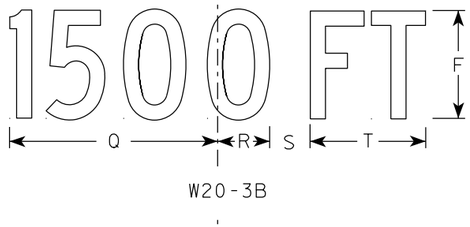
W20-3A



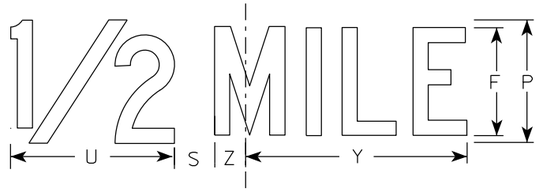
W20-3D



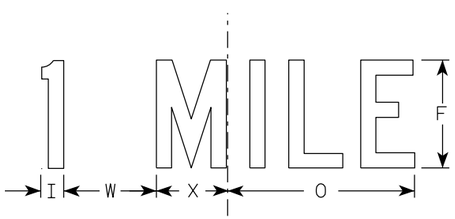
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

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

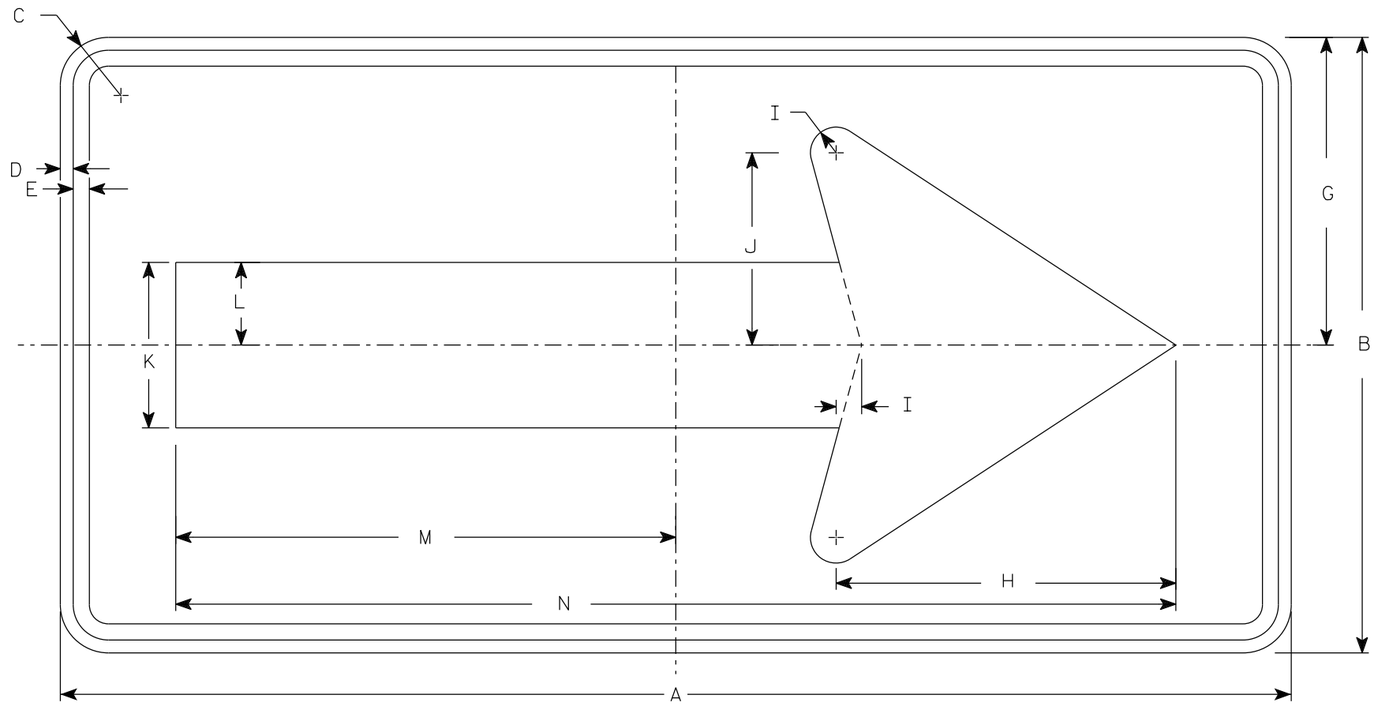
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

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



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

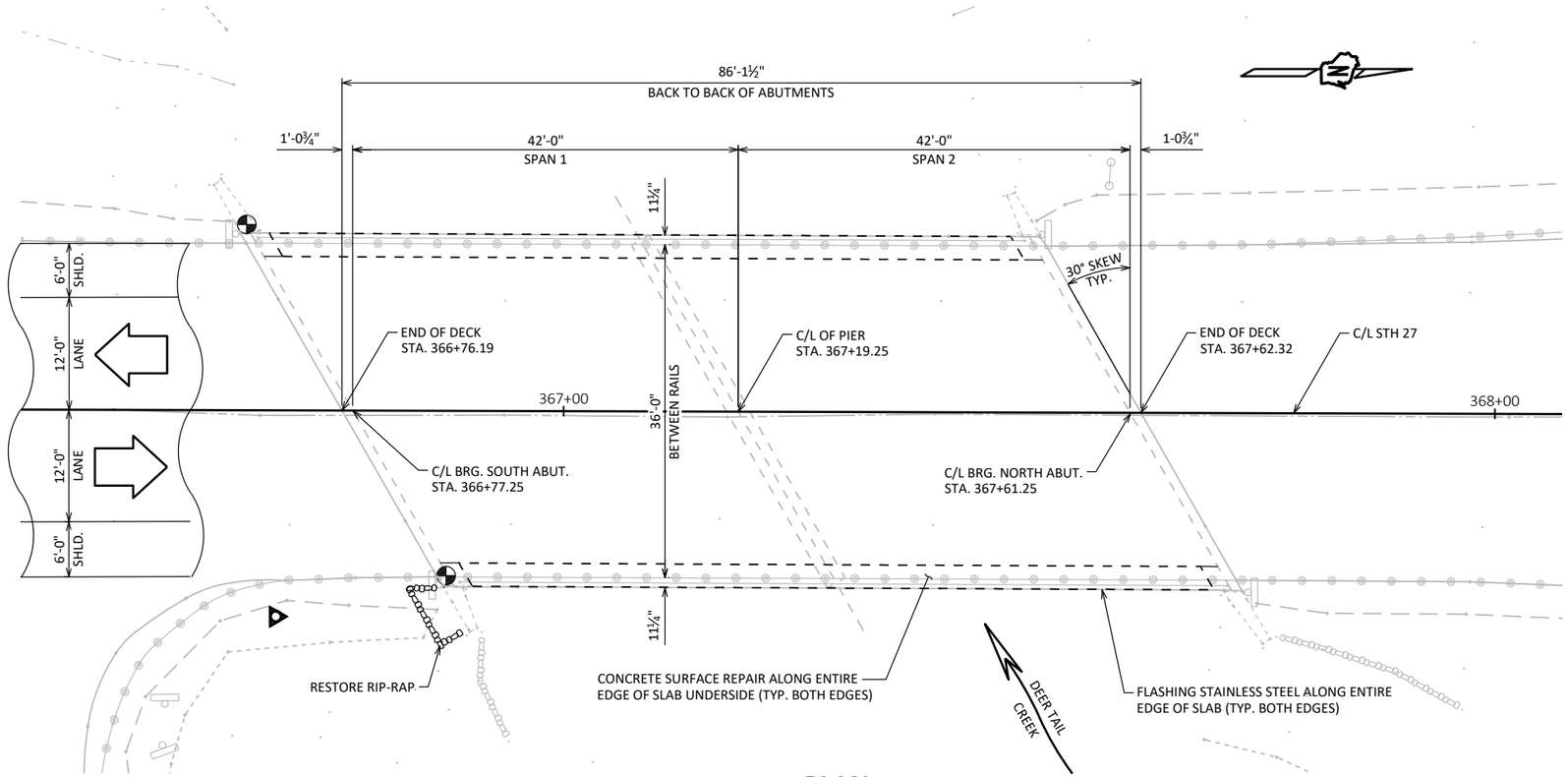
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

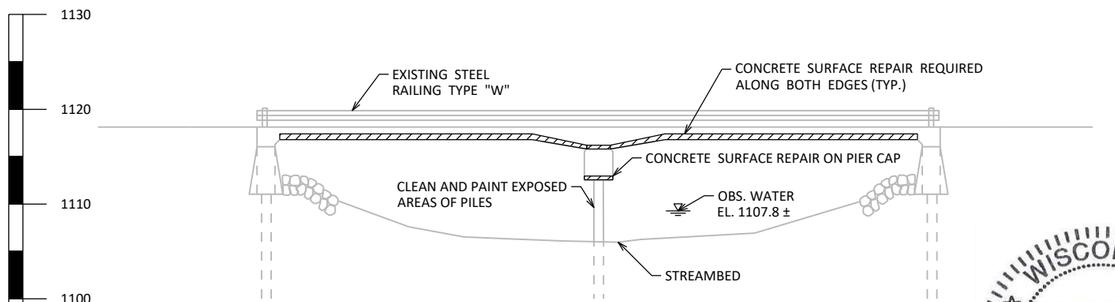
DATE 1/24/2024 PLATE NO. WO1-6.2

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



PLAN

(2 SPAN - HAUNCHED SLAB)



ELEVATION

TYPICAL VIEW FOR BOTH FASCIAS
(NORMAL TO DEER TAIL CREEK)

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

6/1/2026

STATE PROJECT NUMBER

8180-00-81

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-24 (TAKEN FROM HSI, 5/24/2013)
OPERATING RATING: HS-40 (TAKEN FROM HSI, 5/24/2013)
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 KIPS (TAKEN FROM HSI, 5/14/2013)

MATERIAL PROPERTIES:

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

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI

GENERAL NOTES

THE PROPOSED WORK INCLUDES CONCRETE SURFACE REPAIRS AT SOFFITS.

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

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

CLEAN, STRAIGHTEN, AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

CONCRETE SURFACE REPAIR QUANTITIES ARE BASED ON THE BRIDGE INSPECTION REPORT (04/14/2026) AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE WEST AND EAST EDGE OF SLAB AND A PORTION OF THE UNDERSIDE OF SLAB ON EACH SIDE OF THE SUPERSTRUCTURE (SEE PROTECTIVE SURFACE TREATMENT DETAIL) PRIOR TO INSTALLATION OF THE FLASHING AS DIRECTED BY THE ENGINEER.

CLEAN AND PAINT EXPOSED AREAS OF PILES. WORK FOR CLEANING AND PAINTING EXISTING PILING SHALL BE INCLUDED UNDER THE BID ITEM "CLEANING AND PAINTING PILING". APPROXIMATE AREA OF PAINTING = 110 SF.

THE COLOR OF THE FINISH EPOXY TOP COAT FOR ALL PAINTING SHALL BE GRAY, AMS STANDARD COLOR NUMBER 26293 OR SIMILAR COLOR APPROVED BY THE ENGINEER.

RE-CAULK ALL RAILING BASE PLATES. WORK FOR RE-CAULK SHALL BE INCLUDED UNDER THE BID ITEM "RESEAL RAILING POST CONNECTIONS". CAULK SHALL BE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER.

TRAFFIC VOLUME

STH 27:
ADT = 3,500 (2014)
R.D.S. = 55 MPH

SCOPE OF WORK

- REPAIR SLAB DECK SOFFIT
- CONCRETE SURFACE REPAIR
- CLEAN & PAINT EXPOSED PIER PILING
- PLACE RIP-RAP
- RECAULK AROUND RAILING POST BASES

LIST OF DRAWINGS:

1. GENERAL PLAN & ELEVATION
2. CROSS-SECTION & QUANTITIES
3. SURFACE REPAIR DETAILS

STRUCTURE DESIGN CONTACTS:

CONSULTANT: MATTHEW KRIPPNER (608) 828-8123
BUREAU OF STRUCTURES: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 08/13/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-54-46

STH 27 OVER DEER TAIL CREEK

COUNTY	TOWN
RUSK	GRANT

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
JAC	MSK	JAC	MSK

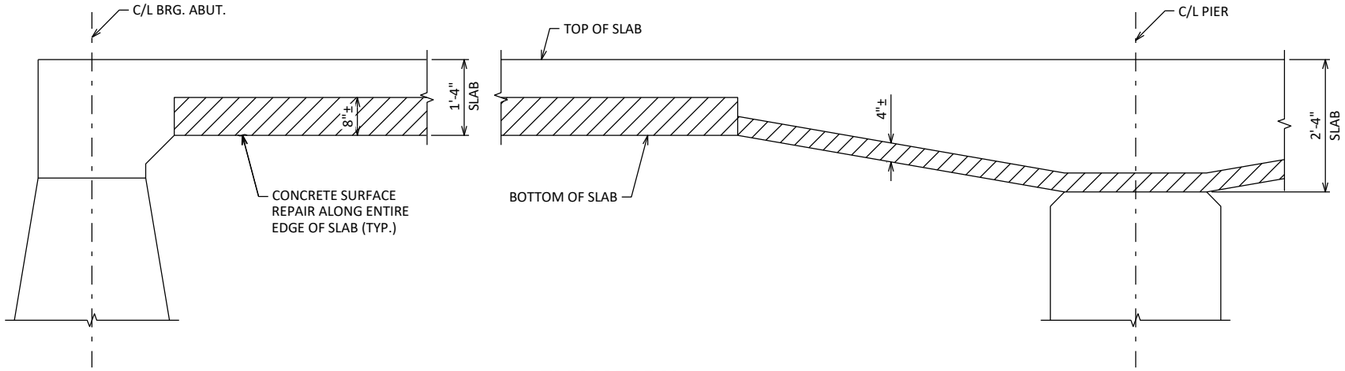
GENERAL PLAN & ELEVATION

SHEET 1 OF 3
326

I.D. 8180-00-01 DATE: MAY 2024

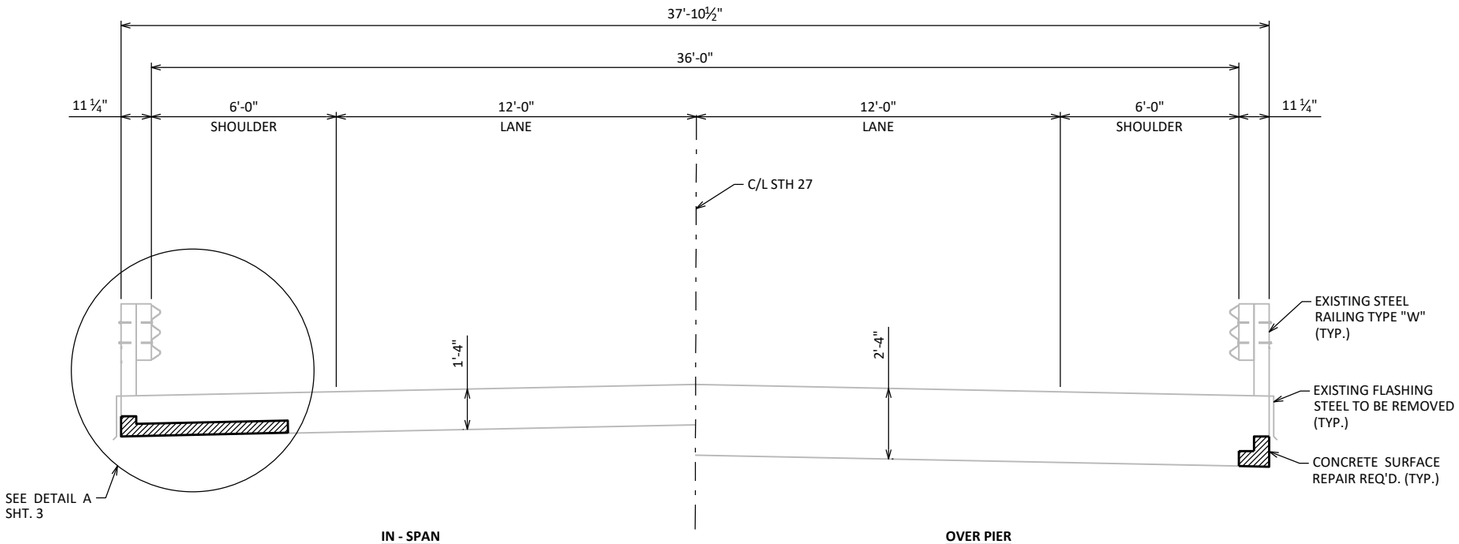
STATE PROJECT NUMBER

8180-00-81



ELEVATION

(FLASHING NOT SHOWN FOR CLARITY. MAX. LIMITS SHOWN TYP.)
REPAIR AND REMOVAL LIMITS SHOWN.
EAST EDGE OF SLAB SHOWN.
WEST EDGE OF SLAB SIMILAR.



CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0335	DEBRIS CONTAINMENT OVER WATERWAY B-54-0046	EACH	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	140
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	88
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	4,490
509.1500	CONCRETE SURFACE REPAIR	SF	740
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-54-0046	EACH	1
606.0300	RIPRAP HEAVY	CY	3
SPV.0060	EMBEDDED GALVANIC ANODES	EACH	156
SPV.0060	CLEANING AND PAINTING PILING	EACH	7
SPV.0060	RESEAL RAILING POST CONNECTIONS	EACH	28
SPV.0090	FLASHING STAINLESS STEEL	LF	168

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

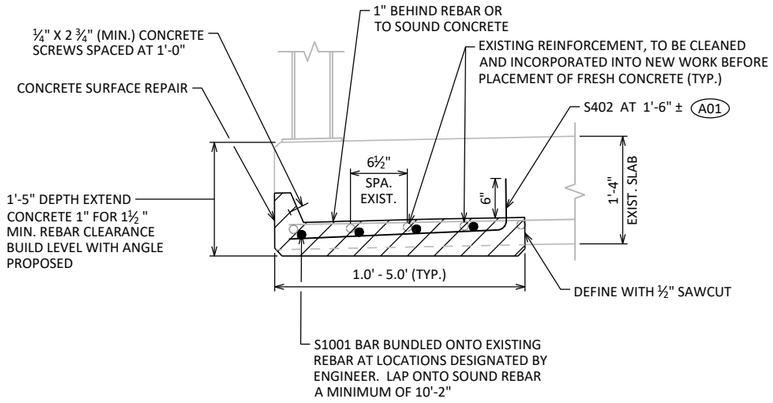
STRUCTURE B-54-46

DRAWN BY JAC | PLANS CK'D MSK

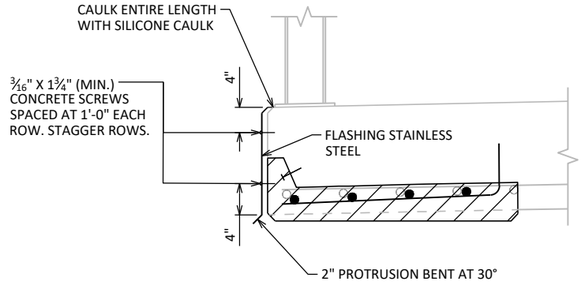
CROSS-SECTION & QUANTITIES

SHEET 2 OF 3

327

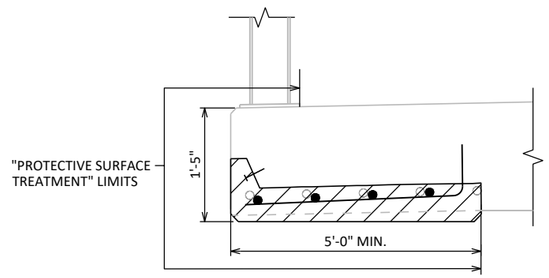


DETAIL A



FLASHING DETAIL

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK, 3/16" AND ¼" CONCRETE SCREWS, AND CLEANING THE EDGE OF THE DECK PRIOR TO ATTACHMENT OF THE FLASHING.



PROTECTIVE SURFACE TREATMENT DETAIL

AT WEST AND EAST EDGE OF SLAB
(PRIOR TO INSTALLATION OF THE FLASHING)

NOTES

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICONE CAULK AND 3/16" CONCRETE SCREWS.

FLASHING TO BE INSTALLED AFTER PROTECTIVE SURFACE TREATMENT APPLICATION.

CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

EXTEND FLASHING TO B.F. OF ABUTMENT DIAPHRAGM.

TOP OF FLASHING TO BEGIN APPROX. 1-INCH BELOW TOP OF DECK/SLAB SURFACE.

THE FLASHING IS TO BE A CONSTANT HEIGHT BASED ON THE THINNEST SLAB DEPTH OVER THE BRIDGE LENGTH.

PROVIDE 2" MINIMUM FLASHING OVERLAP, FASTEN WITH 3/16" X 2" (MIN.) CONCRETE SCREWS.

CAULK SHALL BE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER.

CATHODIC PROTECTION REPAIR NOTES

SEE SPECIAL PROVISION "EMBEDDED GALVANIC ANODES" FOR DESCRIPTION, MATERIALS, CONSTRUCTION, MEASUREMENT, AND PAYMENT INFORMATION.

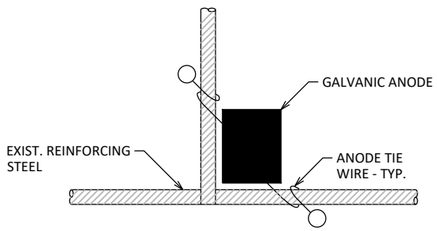
SURFACE REPAIR AREAS WITH CATHODIC PROTECTION ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. THE PLAN QUANTITY FOR THE BID ITEM "EMBEDDED GALVANIC ANODES" IS BASED ON THE MAXIMUM SPACING OF 24-INCHES AROUND THE SURFACE REPAIR PERIMETER. THE ACTUAL QUANTITY SHALL BE BASED ON THE FIELD CONDITIONS AND AS RECOMMENDED BY THE GALVANIC ANODE SUPPLIER.

SURFACE REPAIRS SHALL BE FILLED WITH REPAIR MATERIALS COMPATIBLE WITH CATHODIC PROTECTION, AS RECOMMENDED BY THE ANODE SUPPLIER.

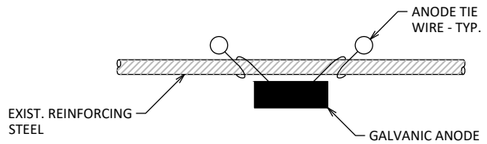
EXISTING REINFORCING STEEL TO BE COMPLETELY CLEANED OF CORRODED MATERIAL AND CONCRETE TO PROVIDE SUFFICIENT ELECTRICAL CONNECTION AND BOND. CATHODIC PROTECTION PREPARATIONS ARE INCLUDED IN THE BID ITEM "EMBEDDED GALVANIC ANODES".

ANODES NEAREST TO EDGE OF REPAIR TO BE WITHIN 6" OF EDGE.

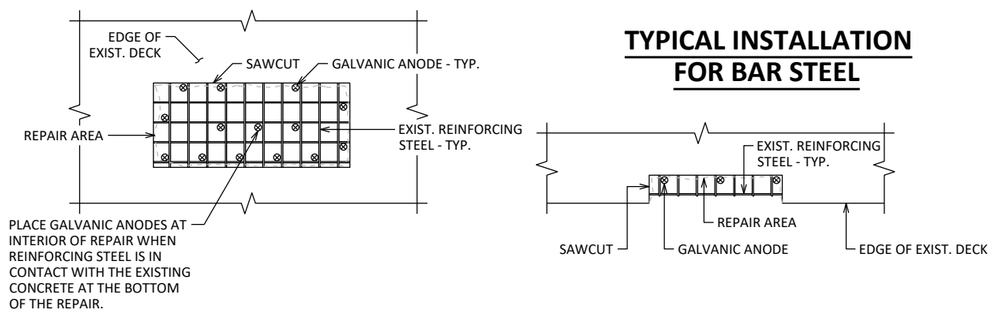
AFTER PLACEMENT, GALVANIC ANODES SHOULD MAINTAIN A MINIMUM TOP COVER OF 1½" AND A MINIMUM BOTTOM COVER OF ¾".



TYPICAL INSTALLATION AT BAR STEEL INTERSECTION



TYPICAL INSTALLATION FOR BAR STEEL



ANODE REPAIR DETAIL

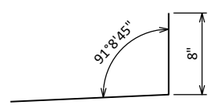
BILL OF BARS

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

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION	ORIENTATION
	S1001	X	28	35'-0"	---	---	SLAB - BOTTOM	HORIZ.
(A01)	S402	X	88	5'-2"	X	---	SLAB - BOTTOM	VERT.
	TOTAL WEIGHT =							4,490 LBS

REINFORCEMENT FOR REPAIR AREAS ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT REINFORCEMENT QUANTITIES AND PLACEMENT SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

(A01) NO.4 ADHESIVE ANCHORS, EMBED 6" INTO EXISTING CONCRETE. ROTATE LEG OF BAR AS NECESSARY TO FIT.



S402

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-54-46

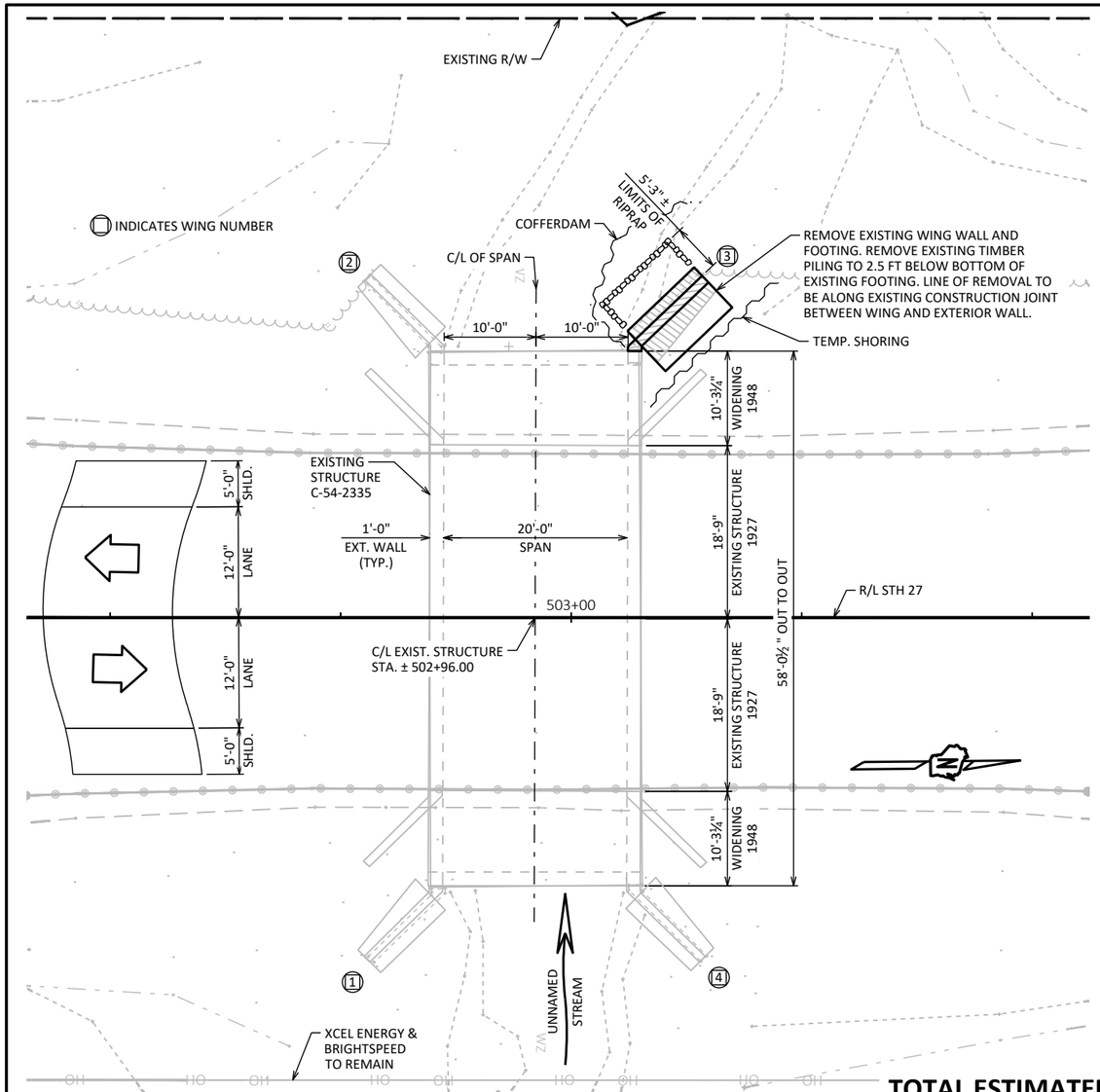
DRAWN BY JAC | PLANS CK'D MSK

SURFACE REPAIR DETAILS

SHEET 3 OF 3
328

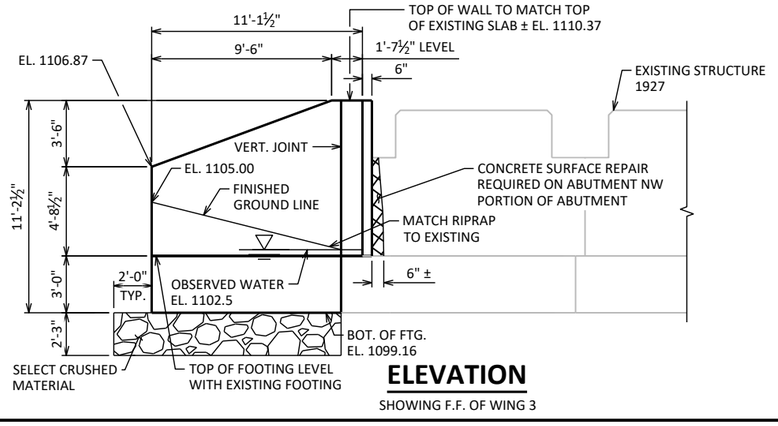
8

8



PLAN

WING REPLACEMENT



ELEVATION

SHOWING F.F. OF WING 3

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

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

THE UPPER LIMITS OF "EXCAVATION OF STRUCTURES" SHALL BE THE EXISITING GROUNDLINE.

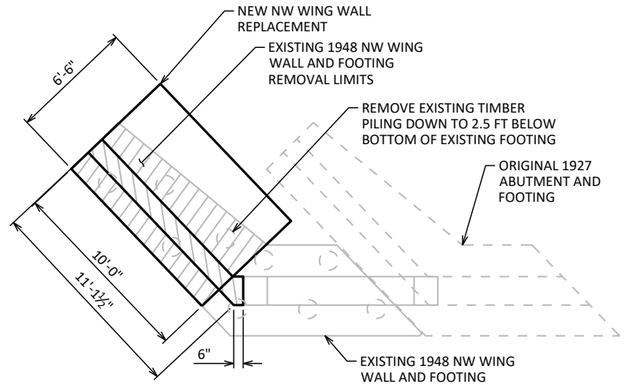
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE FILLED WITH "STRUCTURE BACKFILL" TO THE TOP OF THE WING WITHIN LENGTH OF THE WINGWALL.

DEFINE ALL CONCRETE REMOVAL WITH A 1" DEEP SAW CUT.

AREAS OF "CONCRETE SURFACE REPAIR" TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

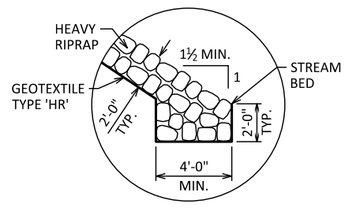
THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED FOR THE ENTIRE WALL LENGTH. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

SALVAGE EXISTING HORIZONTAL REINFORCEMENT AND EXTEND 1'-0" MIN. INTO NEW WORK.



WING 3 REMOVAL

INCLUDING WING FOOTING



TOE DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-54-2335	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGE C-54-2335	EACH	1
206.5001	COFFERDAMS C-54-2335	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	44
312.0110	SELECT CRUSHED MATERIAL	TON	20
502.0100	CONCRETE MASONRY BRIDGES	CY	11
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	15
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	530
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	540
509.1500	CONCRETE SURFACE REPAIR	SF	3
511.1200	TEMPORARY SHORING C-54-2335	SF	120
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
606.0300	RIPRAP HEAVY	CY	5
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	15
645.0120	GEOTEXTILE TYPE HR	SY	13
	NON-BID ITEMS		
	FILLER	SIZE	¾"

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY — f'_c = 3,500 PSI
BAR STEEL REINFORCEMENT GRADE — f_y = 60,000 PSI

TRAFFIC DATA

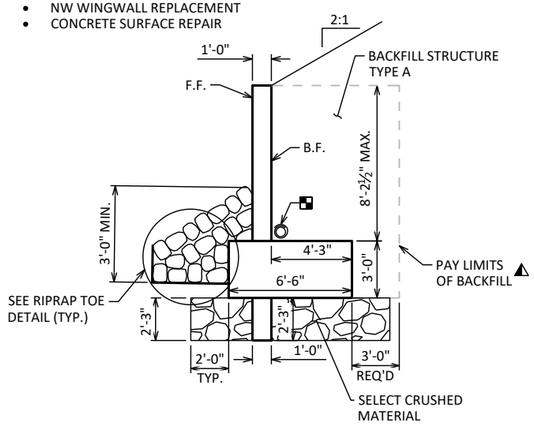
ADT = 3500 (2014)
R.D.S. = 55 MPH

LIST OF DRAWINGS:

1. GENERAL PLAN
2. SUBSURFACE EXPLORATION
3. WINGWALL DETAILS

SCOPE OF WORK

- NW WINGWALL REPLACEMENT
- CONCRETE SURFACE REPAIR



TYPICAL SECTION THRU WALL

THRU NW WING WALL

LEGEND

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL 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.

STRUCTURE DESIGN CONTACTS:

BUREAU OF STRUCTURES:
AARON BONK (608) 261-0261

CONSULTANT
MATTHEW KRIPPNER (608) 828-8123

WISCONSIN MATTHEW S. KRIPPNER E-42470 VERONA WI PROFESSIONAL ENGINEER

9/1/2026

STATE PROJECT NUMBER

8180-00-81

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED JLR 09/02/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-54-2335

STH 27 OVER UNNAMED STREAM

COUNTY	TOWN
RUSK	GRANT

DESIGN SPEC.
REHABILITATION N/A

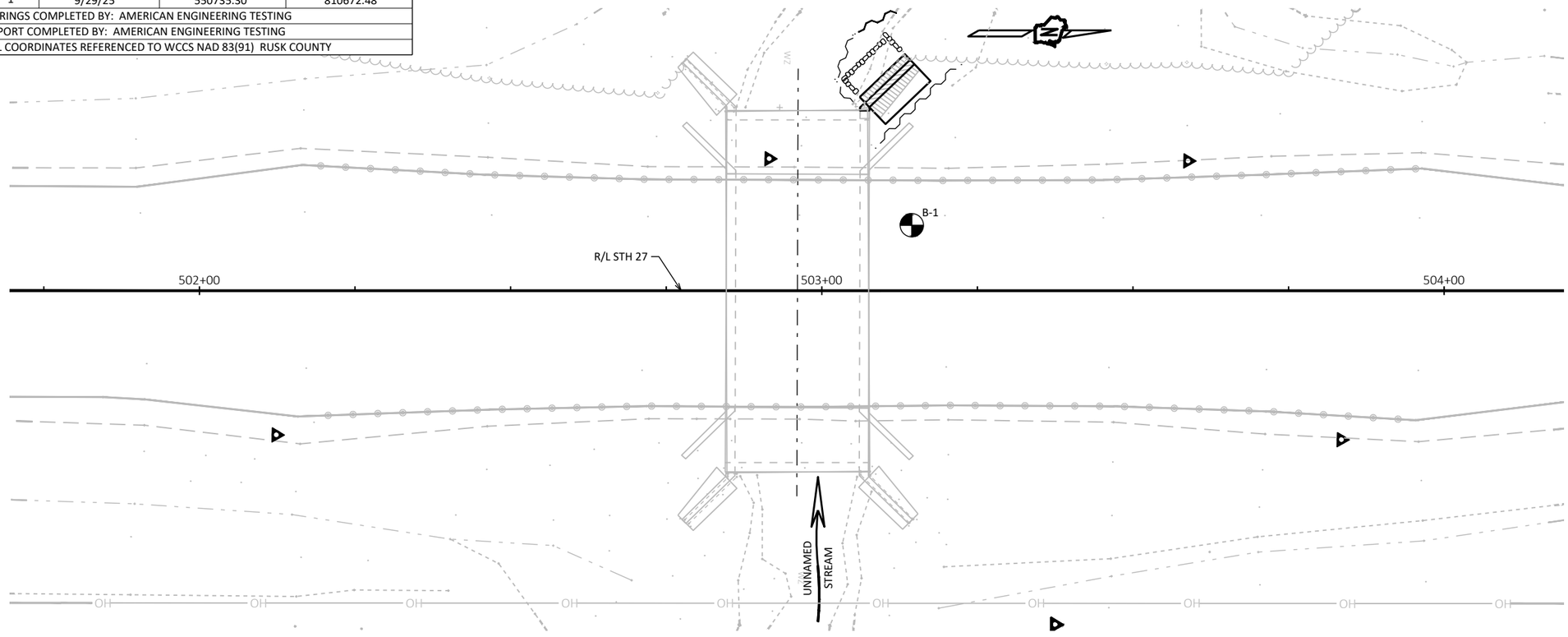
DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
MEO	ABS	MEO	MSK

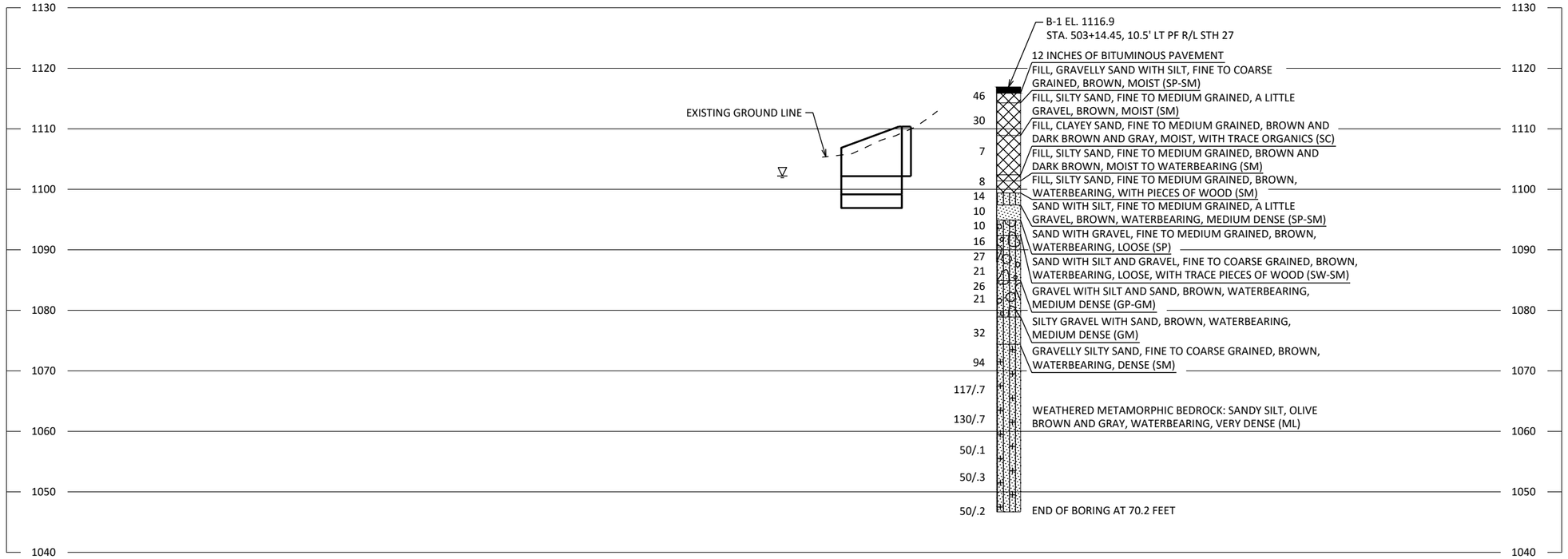
GENERAL PLAN

SHEET 1 OF 3
329

I.D. DATE:

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	9/29/25	550735.30	810672.48
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: AMERICAN ENGINEERING TESTING			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) RUSK COUNTY			





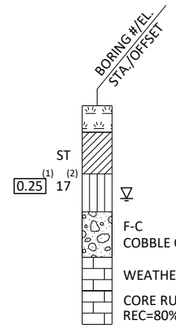
STATE PROJECT NUMBER

8180-00-81

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 C-54-2335

DRAWN BY MEO | PLANS CK'D MSK

SUBSURFACE EXPLORATION

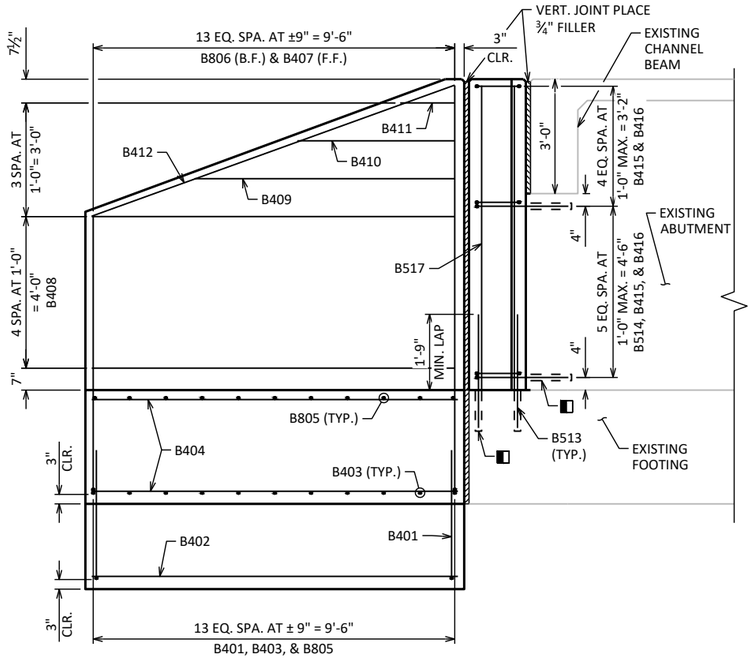
SHEET 2 OF 3
330

8

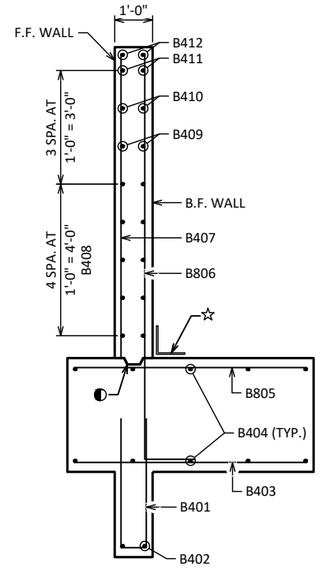
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STATE PROJECT NUMBER

8180-00-81

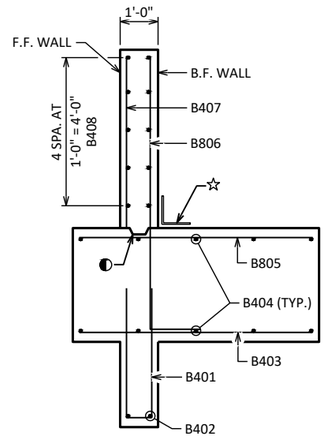


ELEVATION



SECTION THRU WING

AT CONSTRUCTION JOINT



SECTION THRU WING

AT LOW END

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

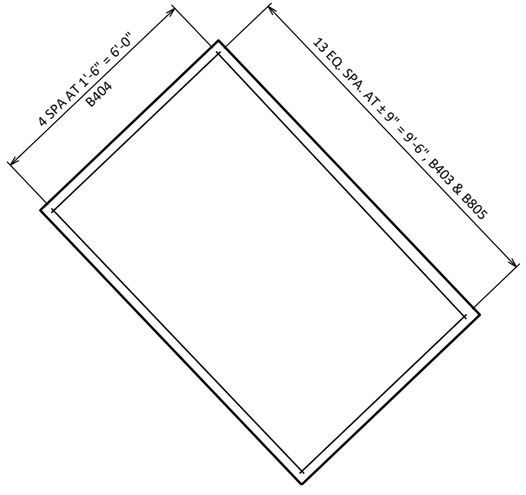
⚠ LENGTH SHOWN FOR BAR IS AN AVG. LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 530 LBS	
B401	14	7 - 4	X		SHEAR KEY	VERT.
B402	2	9 - 6			SHEAR KEY	LONGIT.
B403	14	6 - 2			FOOTING	TRANS.
B404	10	9 - 6			FOOTING	LONGIT.
B805	14	6 - 2			FOOTING	TRANS.
B513	3	2 - 9			CORNER - DOWEL	VERT.
B514	12	2 - 4	X		CORNER - DOWEL	HORIZ.
B415	10	2 - 7	X		CORNER	HORIZ.
B416	10	1 - 11	X		CORNER	HORIZ.
B517	3	8 - 0			CORNER	VERT.
COATED BARS					TOTAL WEIGHT = 540 LBS	
B806	14	10 - 2	X	⚠	FOOTING & STEM	VERT.
B407	14	6 - 3		⚠	STEM	VERT.
B408	10	9 - 7			STEM	HORIZ.
B409	2	6 - 10			STEM	HORIZ.
B410	2	4 - 1			STEM	HORIZ.
B411	2	1 - 4			STEM	HORIZ.
B412	2	10 - 2			STEM	HORIZ.

BAR SERIES TABLE

MARK	NO. REQ'D	LENGTH
B806	2 SETS OF 14	8'-5" TO 11'-11"
B407	2 SETS OF 14	4'-6" TO 8'-0"

BUNDLE AND TAG EACH SERIES SEPARATELY.



WING PLAN

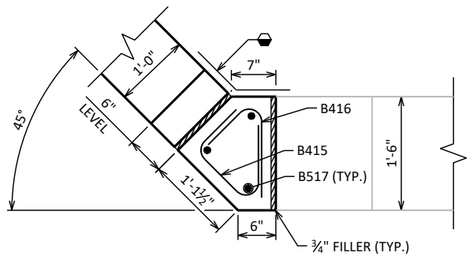
STEM NOT SHOWN FOR CLARITY

☆ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FULL LENGTH OF WING.

⬬ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FULL HEIGHT OF WING.

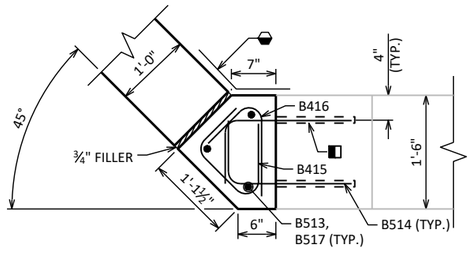
◐ CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 6".

◧ ADHESIVE ANCHORS NO. 5 BAR. EMBED 1'-0" IN CONCRETE. SPACE AT 1'-0" MAX.



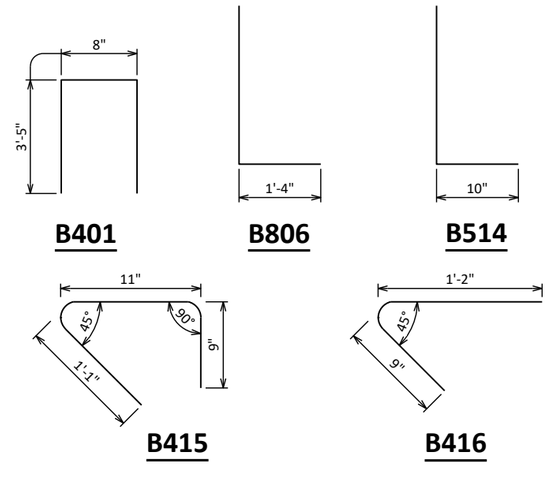
UPPER CORNER DETAIL

ABOVE BOTTOM OF EXISTING CHANNEL BEAM



LOWER CORNER DETAIL

BELOW BOTTOM OF EXISTING CHANNEL BEAM



B401 **B806** **B514**

B415 **B416**

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-54-2335

DRAWN BY MEO | PLANS CK'D MSK

WINGWALL DETAILS

SHEET 3 OF 3

331

8

8

DIVISION 1 - STH 27

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
129+22.00	12922.00	0.00	45.99	0.00	34.25	0	0	0	0	0	0
129+25.00	12925.00	3.00	46.00	0.00	35.18	5	0	4	5	5	0
129+50.00	12950.00	25.00	46.08	0.00	43.23	43	0	36	48	50	-2
129+75.00	12975.00	25.00	46.15	0.00	94.88	43	0	64	91	130	-39
130+00.00	13000.00	25.00	46.05	0.00	90.57	43	0	86	134	238	-104
130+25.00	13025.00	25.00	45.88	0.00	71.98	43	0	75	177	331	-154
130+50.00	13050.00	25.00	45.82	0.00	56.28	42	0	59	219	405	-186
130+55.00	13055.00	5.00	0.00	0.00	0.00	4	0	5	223	411	-188
174+42.00	17442.00	4,387.00	0.00	0.00	0.00	0	0	0	223	411	-188
174+50.00	17450.00	8.00	48.80	0.00	10.36	7	0	2	230	414	-184
174+75.00	17475.00	25.00	49.53	0.00	9.46	46	0	9	276	425	-149
175+00.00	17500.00	25.00	50.63	0.00	3.16	46	0	6	322	433	-111
175+25.00	17525.00	25.00	50.15	0.00	7.01	47	0	5	369	439	-70
175+50.00	17550.00	25.00	49.91	0.00	12.41	46	0	9	415	450	-35
175+56.00	17556.00	6.00	0.00	0.00	0.00	6	0	1	421	451	-30
200+57.00	20057.00	2,501.00	0.00	0.00	0.00	0	0	0	421	451	-30
200+75.00	20075.00	18.00	46.09	0.00	25.76	15	0	9	436	463	-27
201+00.00	20100.00	25.00	45.80	0.00	41.08	43	0	31	479	501	-22
201+25.00	20125.00	25.00	45.81	0.00	43.67	42	0	39	521	550	-29
201+50.00	20150.00	25.00	45.95	0.00	42.23	42	0	40	563	600	-37
201+57.00	20157.00	7.00	0.00	0.00	0.00	6	0	5	569	606	-37
221+61.00	22161.00	2,004.00	0.00	0.00	0.00	0	0	0	569	606	-37
221+75.00	22175.00	14.00	45.34	0.00	39.58	12	0	10	581	619	-38
222+00.00	22200.00	25.00	45.38	0.00	38.50	42	0	36	623	664	-41
222+25.00	22225.00	25.00	45.39	0.00	36.57	42	0	35	665	708	-43
222+50.00	22250.00	25.00	45.26	0.00	38.47	42	0	35	707	751	-44
222+67.00	22267.00	17.00	0.00	0.00	0.00	14	0	12	721	766	-45
267+60.00	26760.00	4,493.00	0.00	0.00	0.00	0	0	0	721	766	-45
267+75.00	26775.00	15.00	46.85	0.00	33.35	13	0	9	734	778	-44
268+00.00	26800.00	25.00	46.84	0.00	37.62	43	0	33	777	819	-42
268+25.00	26825.00	25.00	47.81	0.00	33.23	44	0	33	821	860	-39
268+50.00	26850.00	25.00	48.76	0.00	32.97	45	0	31	866	899	-33
268+60.00	26860.00	10.00	0.00	0.00	0.00	9	0	6	875	906	-31
312+69.00	31269.00	4,409.00	0.00	0.00	0.00	0	0	0	875	906	-31
312+75.00	31275.00	6.00	46.53	0.00	43.49	5	0	5	880	913	-33
313+00.00	31300.00	25.00	45.29	0.00	49.82	43	0	43	923	966	-43
313+25.00	31325.00	25.00	44.13	0.00	65.76	41	0	54	964	1034	-70
313+50.00	31350.00	25.00	44.94	0.00	43.39	41	0	51	1005	1098	-93
313+75.00	31375.00	25.00	45.58	0.00	54.72	42	0	45	1047	1154	-107
313+89.00	31389.00	14.00	0.00	0.00	0.00	12	0	14	1059	1171	-112
345+44.00	34544.00	3,155.00	0.00	0.00	0.00	0	0	0	1059	1171	-112
345+50.00	34550.00	6.00	48.87	0.00	4.40	5	0	0	1064	1171	-107
345+75.00	34575.00	25.00	48.52	0.00	5.11	45	0	4	1109	1176	-67
346+00.00	34600.00	25.00	49.10	0.00	8.51	45	0	6	1154	1184	-30
346+25.00	34625.00	25.00	48.58	0.00	6.33	45	0	7	1199	1193	7

DIVISION 1 - STH 27

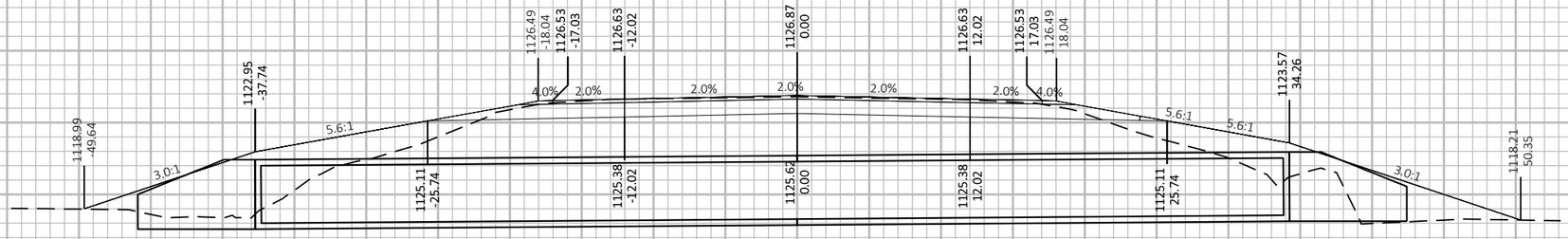
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
346+50.00	34650.00	25.00	48.12	0.00	3.75	45	0	5	1244	1199	45
346+58.00	34658.00	8.00	0.00	0.00	0.00	7	0	1	1251	1200	51
352+04.00	35204.00	546.00	0.00	0.00	0.00	0	0	0	1251	1200	51
352+25.00	35225.00	21.00	48.34	0.00	5.68	19	0	2	1270	1203	68
352+50.00	35250.00	25.00	48.83	0.00	7.81	45	0	6	1315	1210	105
352+75.00	35275.00	25.00	48.63	0.00	5.97	45	0	6	1360	1218	143
353+00.00	35300.00	25.00	48.23	0.00	10.02	45	0	7	1405	1226	179
353+20.00	35320.00	20.00	0.00	0.00	0.00	18	0	4	1423	1231	192
364+57.19	36457.19	1,137.19	0.00	0.00	0.00	0	0	0	1423	1231	192
364+75.00	36475.00	17.81	3.23	0.00	7.25	1	0	2	1424	1234	190
365+00.00	36500.00	25.00	3.29	0.00	19.45	3	0	12	1427	1249	178
365+25.00	36525.00	25.00	3.34	0.00	40.38	3	0	28	1430	1284	146
365+50.00	36550.00	25.00	3.42	0.00	59.11	3	0	46	1433	1341	92
365+75.00	36575.00	25.00	4.11	0.00	42.25	3	0	47	1436	1400	36
366+00.00	36600.00	25.00	4.21	0.00	13.61	4	0	26	1440	1433	8
366+25.00	36625.00	25.00	4.63	0.00	8.06	4	0	10	1444	1445	-1
366+50.00	36650.00	25.00	4.80	0.00	1.12	4	0	4	1448	1450	-2
366+75.00	36675.00	25.00	2.11	0.00	7.04	3	0	4	1451	1455	-4
367+00.00	36700.00	25.00	0.00	0.00	0.00	1	0	3	1452	1459	-7
367+25.00	36725.00	25.00	0.00	0.00	0.00	0	0	0	1452	1459	-7
367+50.00	36750.00	25.00	0.00	0.00	0.00	0	0	0	1452	1459	-7
367+75.00	36775.00	25.00	10.84	0.00	1.21	5	0	1	1457	1460	-3
368+00.00	36800.00	25.00	9.37	0.00	1.62	9	0	1	1466	1461	5
368+25.00	36825.00	25.00	7.24	0.00	0.53	8	0	1	1474	1463	12
368+50.00	36850.00	25.00	6.22	0.00	14.82	6	0	7	1480	1471	9
368+75.00	36875.00	25.00	3.09	0.00	21.75	4	0	17	1484	1493	-9
369+00.00	36900.00	25.00	3.36	0.00	15.62	3	0	17	1487	1514	-27
369+25.00	36925.00	25.00	3.34	0.00	11.12	3	0	12	1490	1529	-39
369+50.00	36950.00	25.00	3.45	0.00	5.86	3	0	8	1493	1539	-46
369+69.25	36969.25	19.25	0.00	0.00	0.00	1	0	2	1494	1541	-47
383+00.00	38300.00	1,330.75	0.00	0.00	0.00	0	0	0	1494	1541	-47
383+25.00	38325.00	25.00	46.27	0.00	55.41	21	0	26	1515	1574	-59
383+50.00	38350.00	25.00	46.00	0.00	35.88	43	0	42	1558	1626	-68
383+75.00	38375.00	25.00	45.59	0.00	61.64	42	0	45	1600	1683	-83
384+00.00	38400.00	25.00	0.00	0.00	0.00	21	0	29	1621	1719	-98
466+40.00	46640.00	8,240.00	0.00	0.00	0.00	0	0	0	1621	1719	-98
466+50.00	46650.00	10.00	47.51	0.00	34.27	9	0	6	1630	1726	-96
466+75.00	46675.00	25.00	47.66	0.00	42.97	44	0	36	1674	1771	-97
467+00.00	46700.00	25.00	48.81	0.00	46.19	45	0	41	1719	1823	-104
467+25.00	46725.00	25.00	47.95	0.00	42.13	45	0	41	1764	1874	-110
467+50.00	46750.00	25.00	47.40	0.00	36.40	44	0	36	1808	1919	-111
467+56.00	46756.00	6.00	0.00	0.00	0.00	5	0	4	1813	1924	-111
500+09.14	50009.14	3,253.14	0.00	0.00	0.00	0	0	0	1813	1924	-111
500+25.00	50025.00	15.86	2.76	0.00	6.65	1	0	2	1814	1926	-112
500+50.00	50050.00	25.00	2.53	0.00	13.96	2	0	10	1816	1939	-123

DIVISION 1 - STH 27

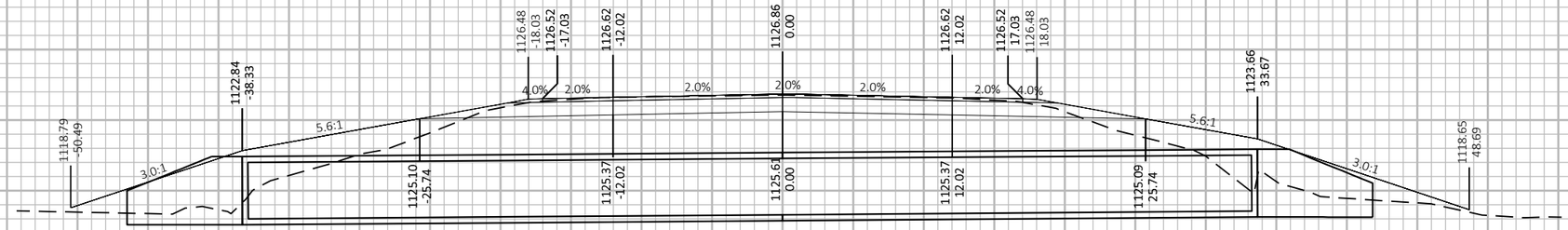
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
500+75.00	50075.00	25.00	2.71	0.00	20.85	2	0	16	1818	1959	-141
501+00.00	50100.00	25.00	2.78	0.00	20.80	3	0	19	1821	1983	-162
501+25.00	50125.00	25.00	5.51	0.00	38.47	4	0	27	1825	2016	-191
501+50.00	50150.00	25.00	5.57	0.00	45.64	5	0	39	1830	2065	-235
501+75.00	50175.00	25.00	5.58	0.00	33.83	5	0	37	1835	2111	-276
502+00.00	50200.00	25.00	5.80	0.00	16.49	5	0	23	1840	2140	-300
502+25.00	50225.00	25.00	9.38	0.00	2.81	7	0	9	1847	2151	-304
502+50.00	50250.00	25.00	4.84	0.00	12.54	7	0	7	1854	2160	-306
502+75.00	50275.00	25.00	6.28	0.00	52.14	5	0	30	1859	2198	-339
503+00.00	50300.00	25.00	5.89	0.00	7.46	6	0	28	1865	2233	-368
503+25.00	50325.00	25.00	5.89	0.00	46.34	5	0	25	1870	2264	-394
503+50.00	50350.00	25.00	6.97	0.00	18.43	6	0	30	1876	2301	-425
503+75.00	50375.00	25.00	8.78	0.00	6.60	7	0	12	1883	2316	-433
504+00.00	50400.00	25.00	5.42	0.00	14.25	7	0	10	1890	2329	-439
504+25.00	50425.00	25.00	4.85	0.00	46.62	5	0	28	1895	2364	-469
504+50.00	50450.00	25.00	6.69	0.00	53.03	5	0	46	1900	2421	-521
504+75.00	50475.00	25.00	5.12	0.00	50.81	5	0	48	1905	2481	-576
505+00.00	50500.00	25.00	4.84	0.00	29.28	5	0	37	1910	2528	-618
505+25.00	50525.00	25.00	2.72	0.00	22.74	4	0	24	1914	2558	-644
505+50.00	50550.00	25.00	3.19	0.00	19.89	3	0	20	1917	2583	-666
505+75.00	50575.00	25.00	3.10	0.00	1.97	3	0	10	1920	2595	-675
505+77.24	50577.24	2.24	0.00	0.00	0.00	0	0	0	1920	2595	-675
520+70.00	52070.00	1,492.76	0.00	0.00	0.00	0	0	0	1920	2595	-675
520+75.00	52075.00	5.00	48.02	0.00	15.78	4	0	1	1924	2596	-672
521+00.00	52100.00	25.00	48.43	0.00	12.57	45	0	13	1969	2613	-644
521+25.00	52125.00	25.00	48.36	0.00	9.73	45	0	10	2014	2625	-611
521+50.00	52150.00	25.00	48.45	0.00	18.41	45	0	13	2059	2641	-582
521+75.00	52175.00	25.00	48.97	0.00	16.48	45	0	16	2104	2661	-557
521+84.00	52184.00	9.00	55.01	0.00	11.88	17	0	5	2121	2668	-547
531+07.00	53107.00	923.00	71.93	0.00	0.00	2170	0	203	4291	2921	1370
531+25.00	53125.00	18.00	75.88	0.00	0.00	49	0	0	4340	2921	1419
531+50.00	53150.00	25.00	49.67	0.00	34.23	58	0	16	4398	2941	1457
531+75.00	53175.00	25.00	48.27	0.00	34.16	45	0	32	4443	2981	1462
532+00.00	53200.00	25.00	47.53	0.00	42.54	44	0	36	4487	3026	1461
532+07.00	53207.00	7.00	0.00	0.00	0.00	6	0	6	4493	3034	1459
585+86.49	58586.49	5,379.49	0.00	0.00	0.00	0	0	0	4493	3034	1459
586+00.00	58600.00	13.51	5.66	0.00	0.00	1	0	0	4494	3034	1460
586+25.00	58625.00	25.00	7.84	0.00	8.13	6	0	4	4500	3039	1461
586+50.00	58650.00	25.00	7.97	0.00	43.19	7	0	24	4507	3069	1438
586+75.00	58675.00	25.00	7.86	0.00	46.17	7	0	41	4514	3120	1394
587+00.00	58700.00	25.00	8.91	0.00	23.25	8	0	32	4522	3160	1362
587+23.72	58723.72	23.72	0.00	0.00	0.00	4	0	10	4526	3173	1354
591+97.89	59197.89	474.17	0.00	0.00	0.00	0	0	0	4526	3173	1354
592+00.00	59200.00	2.11	15.11	0.00	21.66	1	0	1	4527	3174	1353
592+25.00	59225.00	25.00	9.27	0.00	19.67	11	0	19	4538	3198	1341

DIVISION 1 - STH 27

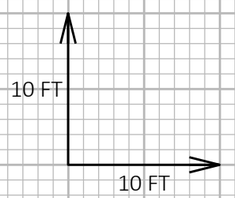
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
592+50.00	59250.00	25.00	5.06	0.00	36.83	7	0	26	4545	3230	1315
592+75.00	59275.00	25.00	4.64	0.00	61.60	4	0	46	4549	3288	1262
593+00.00	59300.00	25.00	3.99	0.00	40.35	4	0	47	4553	3346	1207
593+25.00	59325.00	25.00	5.27	0.00	21.55	4	0	29	4557	3383	1175
593+50.00	59350.00	25.00	6.37	0.00	25.06	5	0	22	4562	3410	1152
593+75.00	59375.00	25.00	6.24	0.00	27.75	6	0	24	4568	3440	1128
594+00.00	59400.00	25.00	4.13	0.00	0.28	5	0	13	4573	3456	1117
594+06.81	59406.81	6.81	0.00	0.00	0.00	1	0	0	4574	3456	1118
609+90.00	60990.00	1,583.19	0.00	0.00	0.00	0	0	0	4574	3456	1118
610+00.00	61000.00	10.00	72.39	0.00	0.00	13	0	0	4587	3456	1131
610+25.00	61025.00	25.00	73.10	0.00	0.00	67	0	0	4654	3456	1198
610+50.00	61050.00	25.00	74.93	0.00	0.00	69	0	0	4723	3456	1267
610+75.00	61075.00	25.00	75.36	0.00	0.00	70	0	0	4793	3456	1337
610+90.00	61090.00	15.00	0.00	0.00	0.00	21	0	0	4814	3456	1358
620+35.00	62035.00	945.00	0.00	0.00	0.00	0	0	0	4814	3456	1358
620+50.00	62050.00	15.00	66.81	0.00	0.00	19	0	0	4833	3456	1377
620+75.00	62075.00	25.00	66.88	0.00	0.00	62	0	0	4895	3456	1439
621+00.00	62100.00	25.00	64.29	0.00	0.00	61	0	0	4956	3456	1500
621+25.00	62125.00	25.00	62.75	0.00	0.00	59	0	0	5015	3456	1559
621+35.00	62135.00	10.00	0.00	0.00	0.00	12	0	0	5027	3456	1571
625+11.93	62511.93	376.93	0.00	0.00	0.00	0	0	0	5027	3456	1571
625+25.00	62525.00	13.07	75.04	0.00	0.00	18	0	0	5045	3456	1589
625+50.00	62550.00	25.00	94.44	0.00	0.00	78	0	0	5123	3456	1667
625+75.00	62575.00	25.00	106.85	0.00	0.00	93	0	0	5216	3456	1760
626+00.00	62600.00	25.00	113.23	0.00	0.40	102	0	0	5318	3456	1862
626+05.09	62605.09	5.09	113.37	0.00	0.00	21	0	0	5339	3456	1883
626+19.08	62619.08	13.99	118.67	0.00	0.54	60	0	0	5399	3456	1943
626+25.00	62625.00	5.92	122.73	0.00	0.00	26	0	0	5425	3456	1969
626+50.00	62650.00	25.00	118.40	0.00	0.00	112	0	0	5537	3456	2081
626+75.00	62675.00	25.00	116.78	0.00	0.00	109	0	0	5646	3456	2190
627+00.00	62700.00	25.00	117.50	0.00	0.00	108	0	0	5754	3456	2298
627+11.90	62711.90	11.90	117.76	0.00	0.00	52	0	0	5806	3456	2350



SKEWED CROSS SECTION (SKEW 4° RHF), SHOWN FOR CULVERT INFORMATION ONLY
CROSS SECTION CROSSES STH 27 ALIGNMENT AT STA. 129+86
GRID OFFSETS ARE NOT PERPENDICULAR TO THE R/L



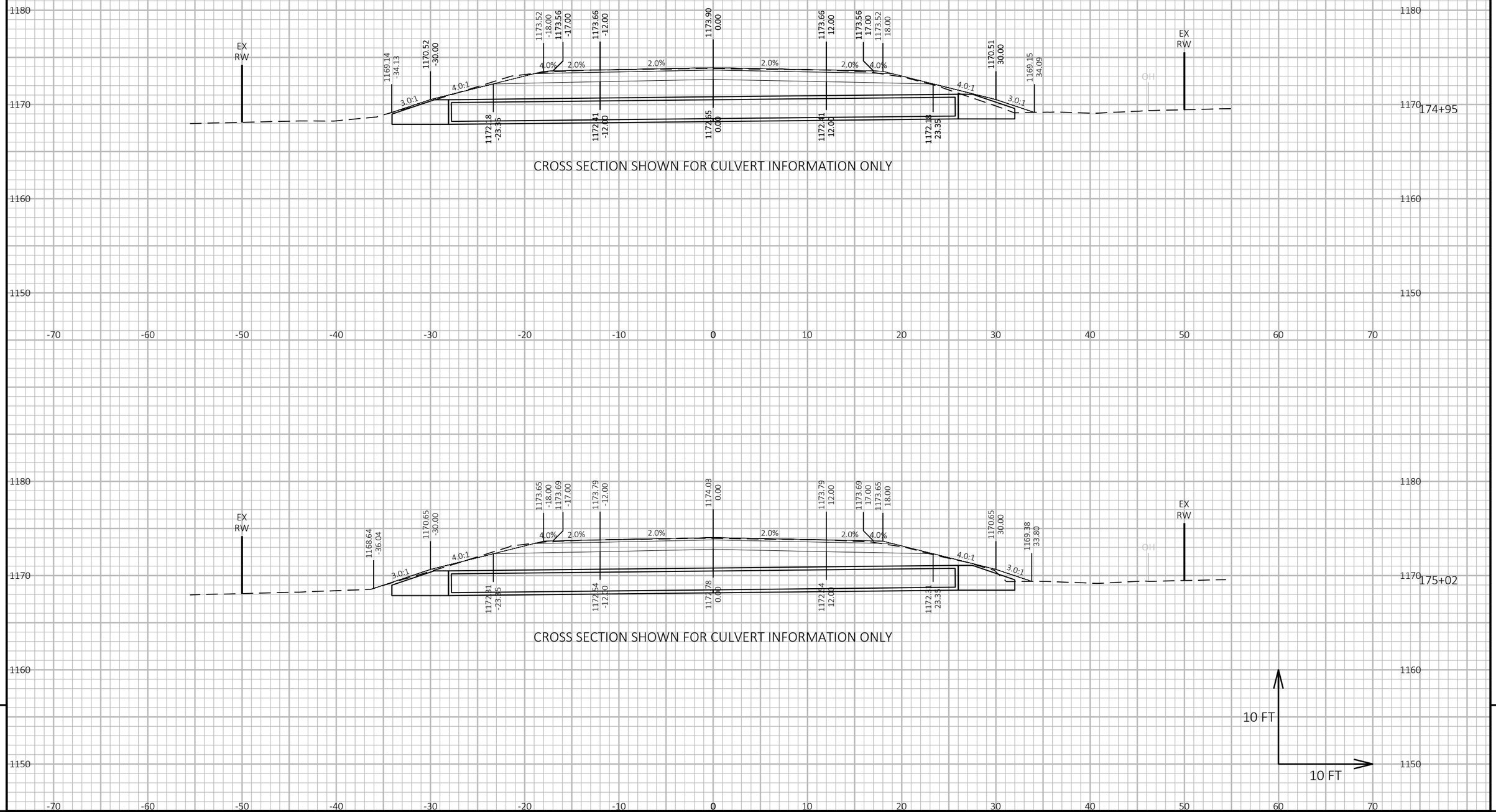
SKEWED CROSS SECTION (SKEW 4° RHF), SHOWN FOR CULVERT INFORMATION ONLY
CROSS SECTION CROSSES STH 27 ALIGNMENT AT STA. 129+95
GRID OFFSETS ARE NOT PERPENDICULAR TO THE R/L



9 9

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 336	E

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PLOT DATE : 7/23/2026 12:56 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

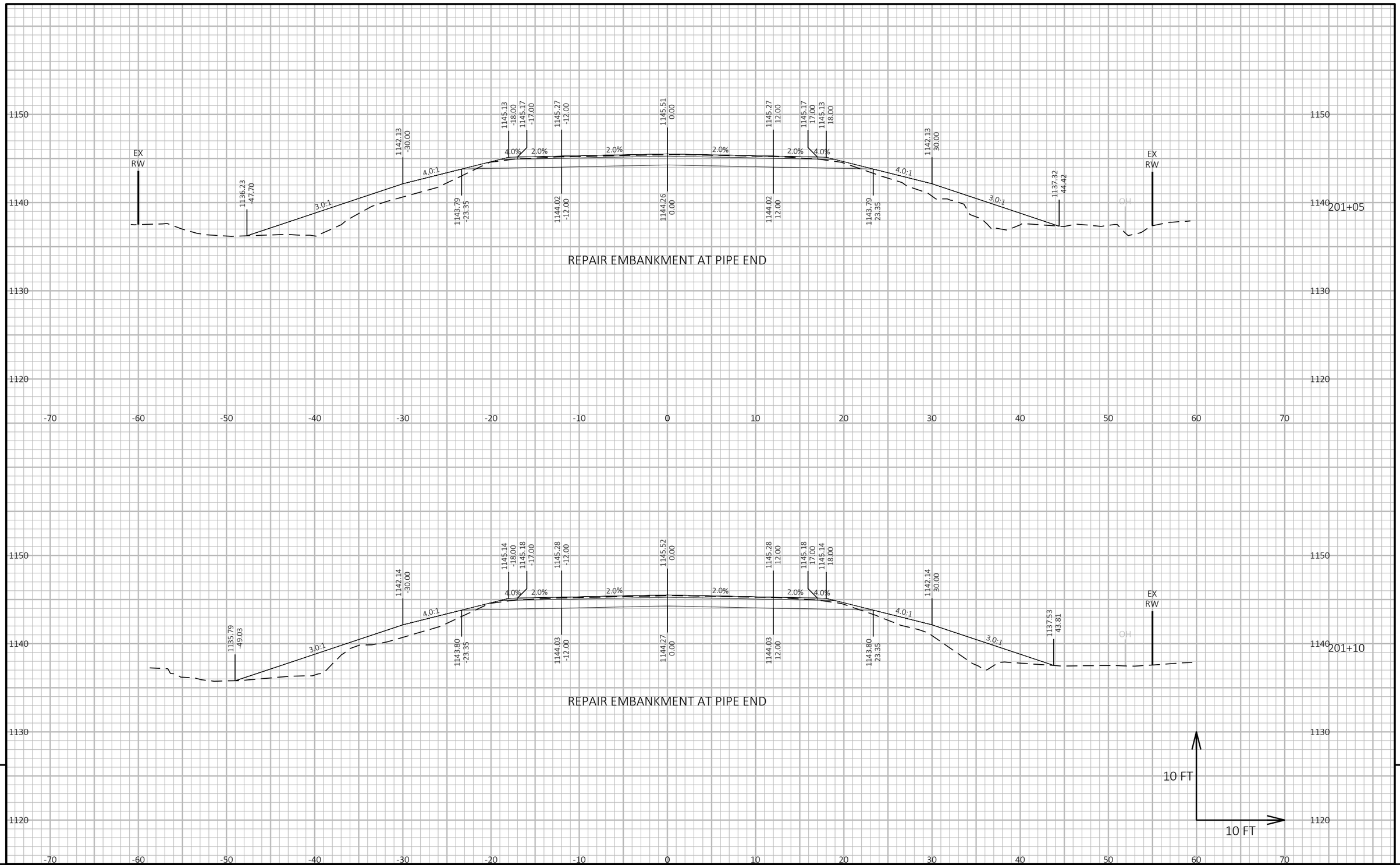


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 337	E

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LAYOUT NAME - 02

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

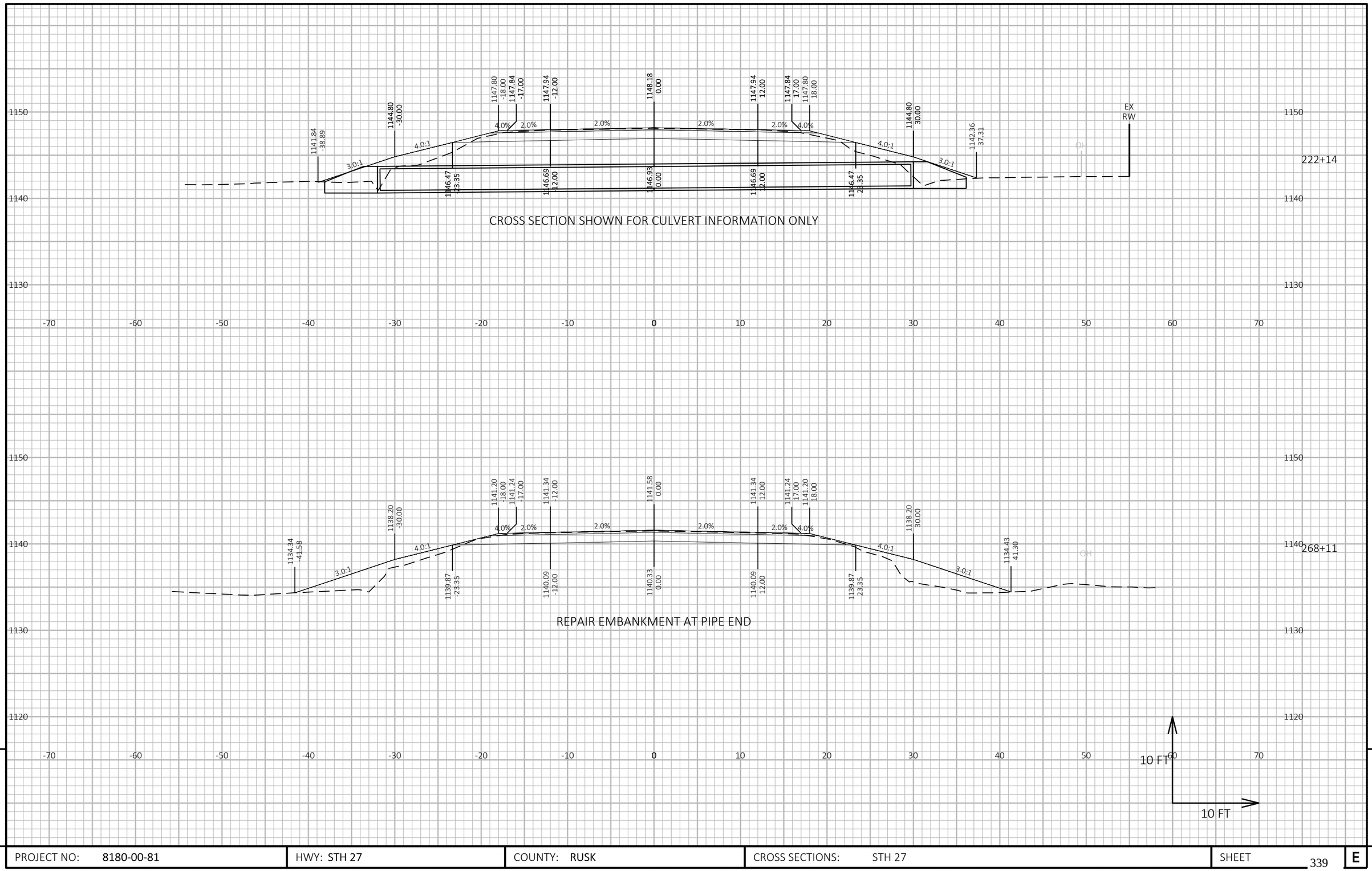
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 338	E

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LAYOUT NAME - 03

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WISDOT/CADDS SHEET 49



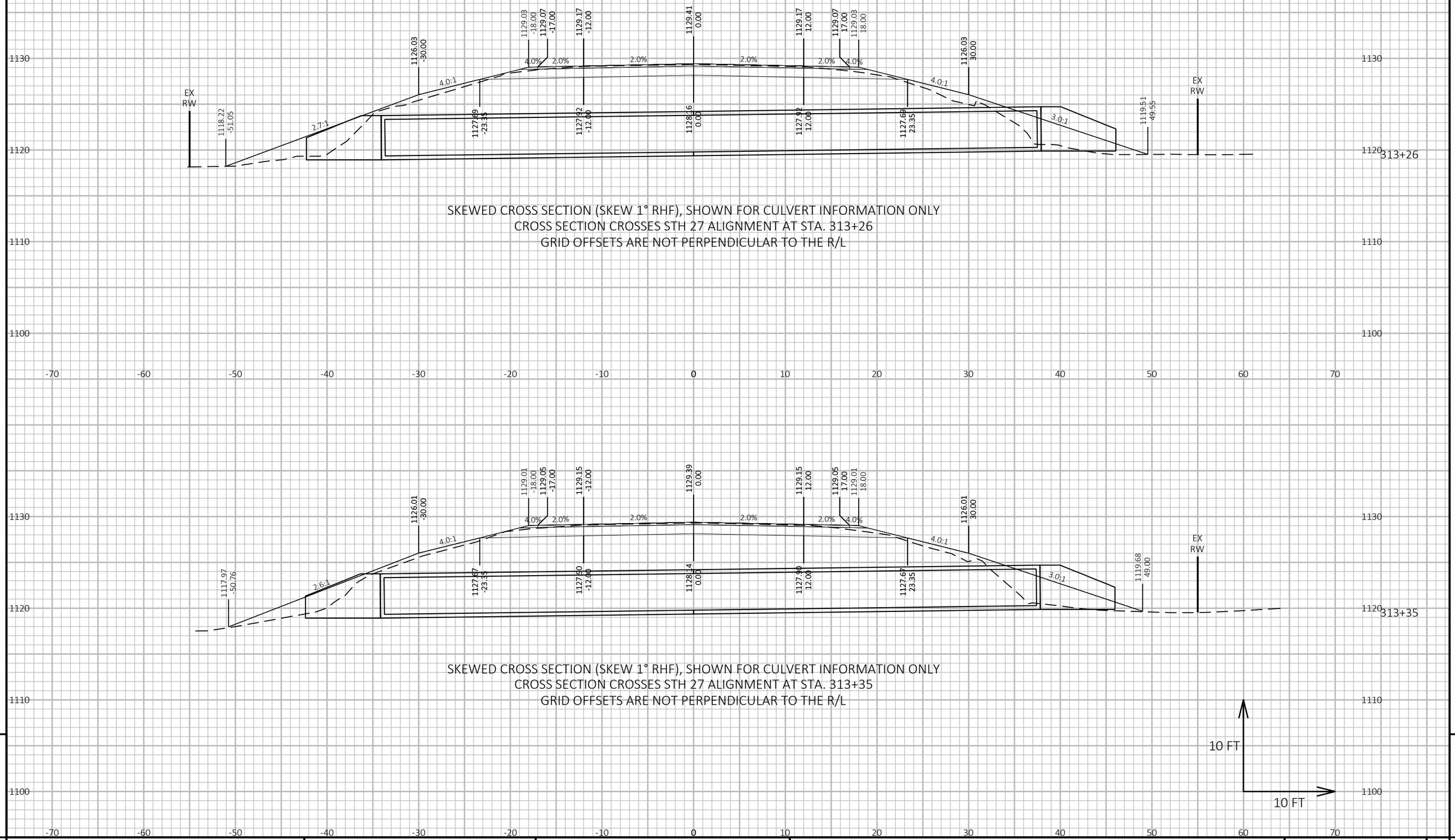
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LAYOUT NAME - 04

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

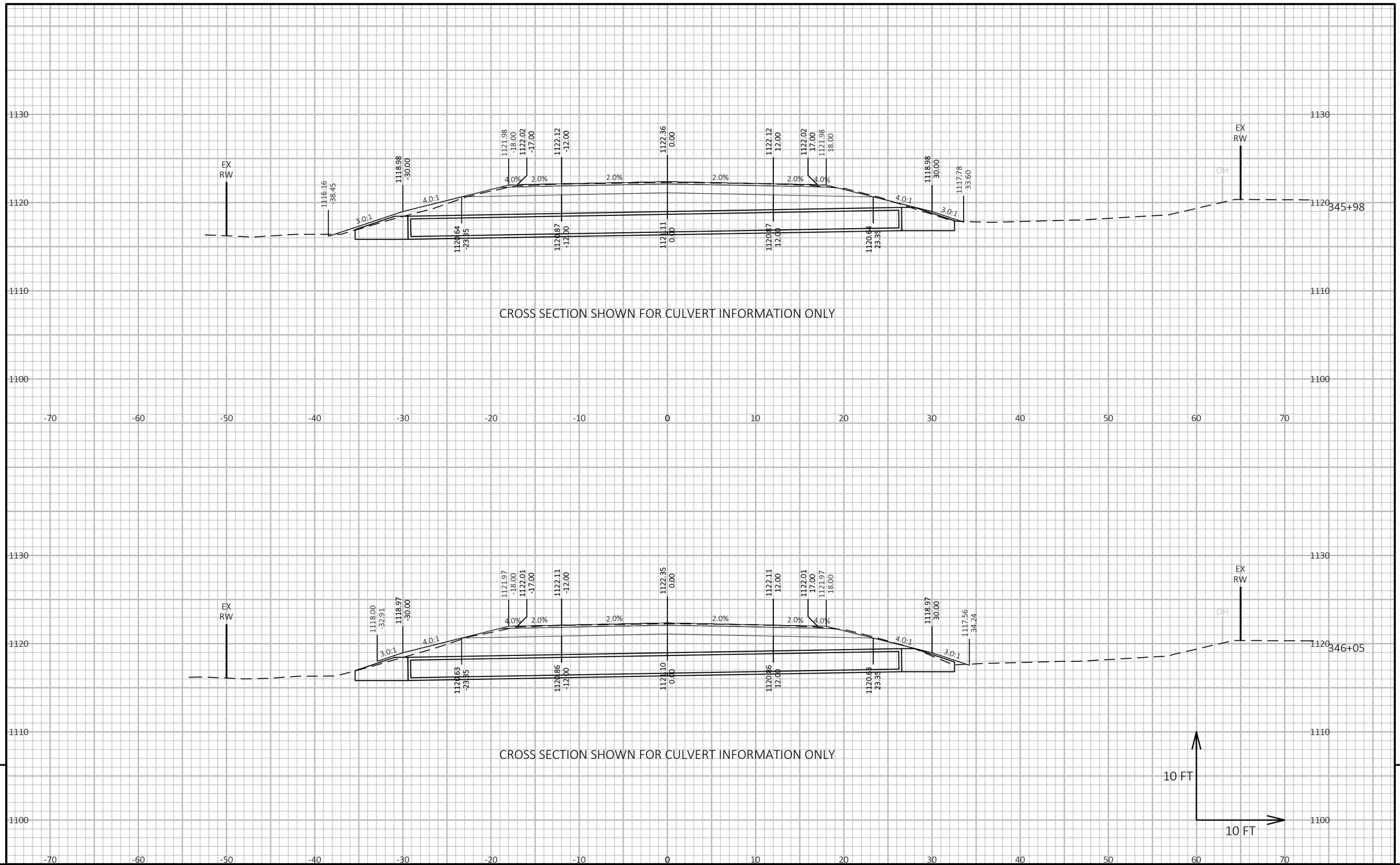


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LAYOUT NAME - 05

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



CROSS SECTION SHOWN FOR CULVERT INFORMATION ONLY

CROSS SECTION SHOWN FOR CULVERT INFORMATION ONLY

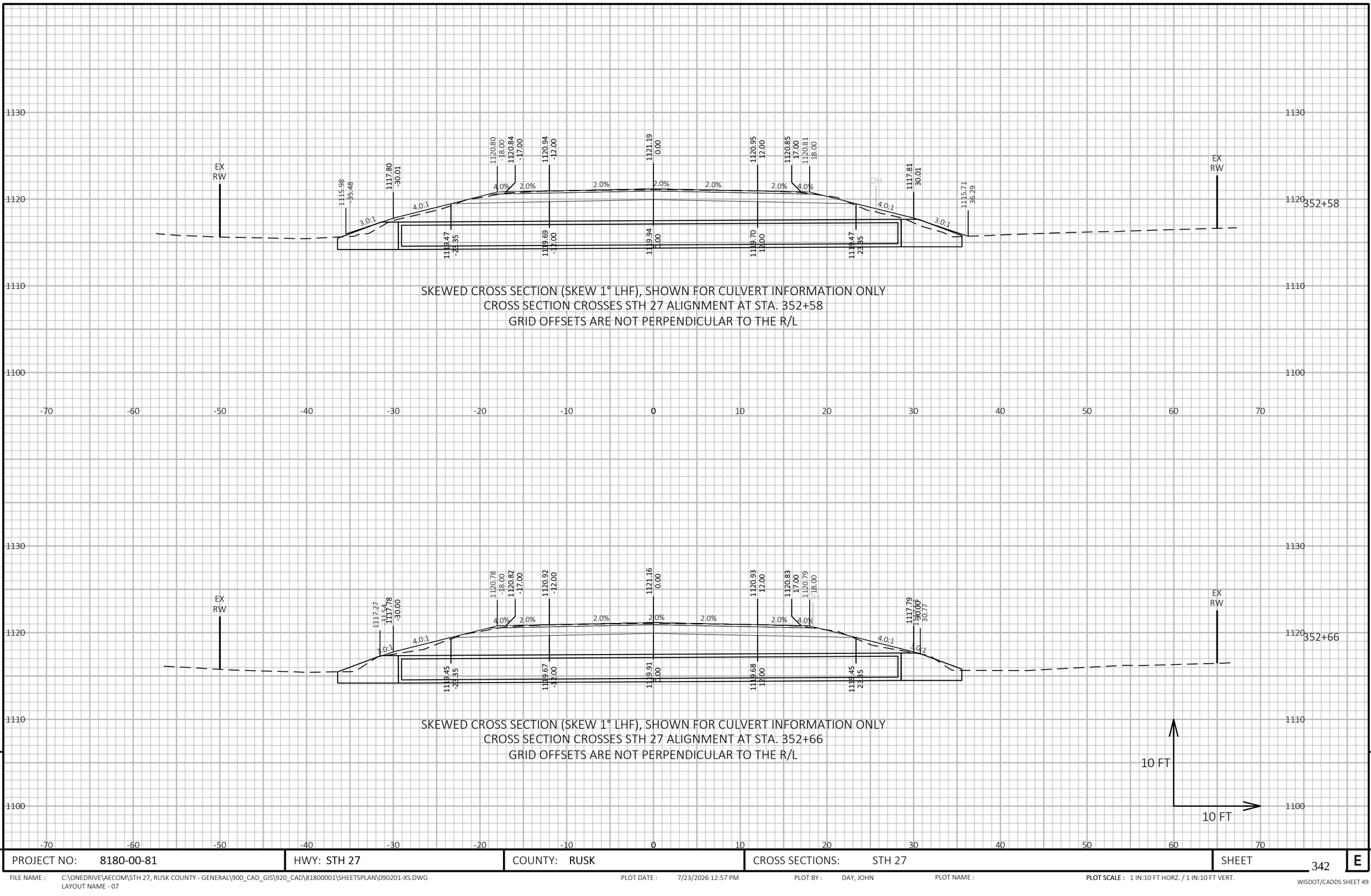
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 341	E

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LAYOUT NAME - 06

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

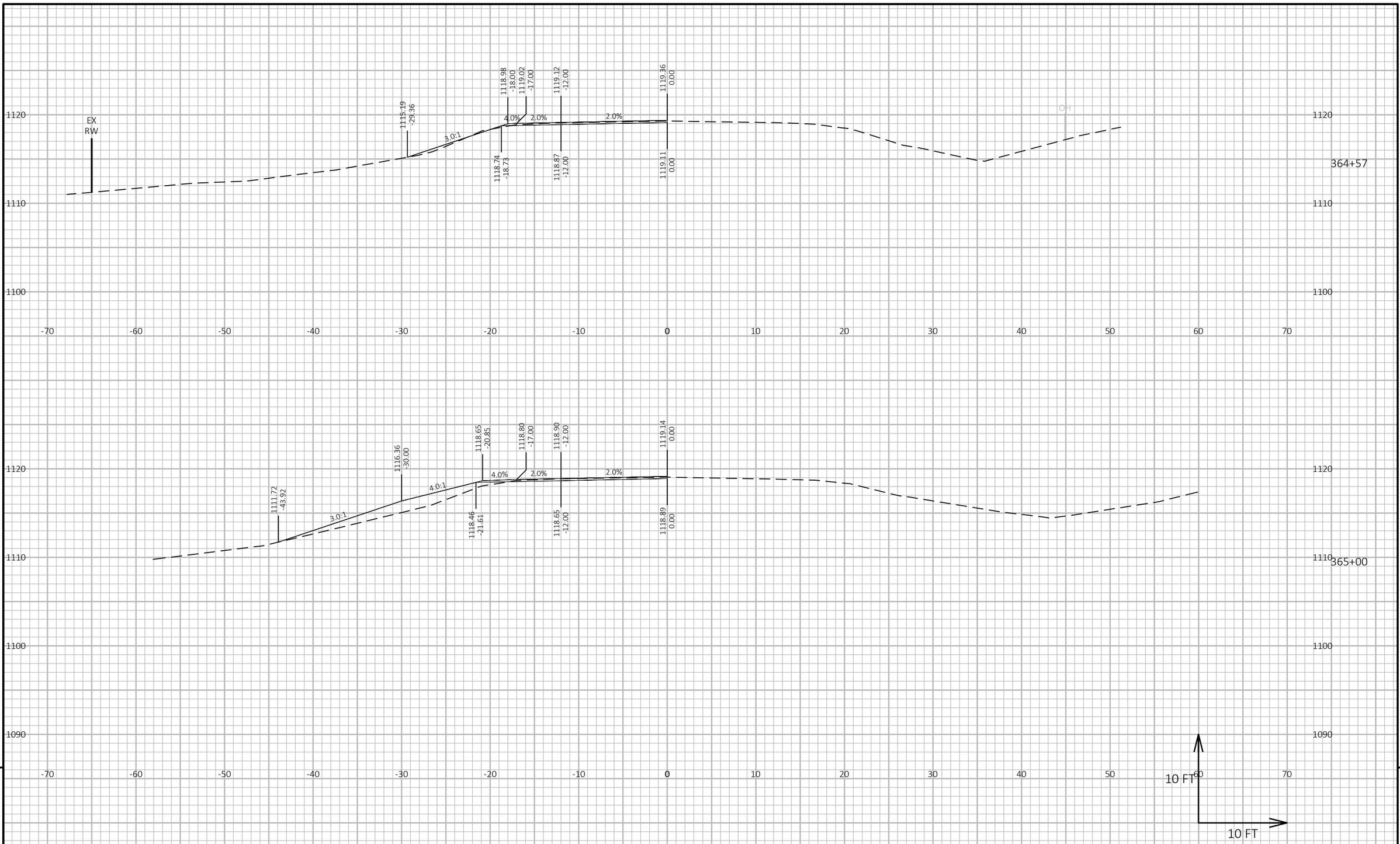


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LAYOUT NAME - 07

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

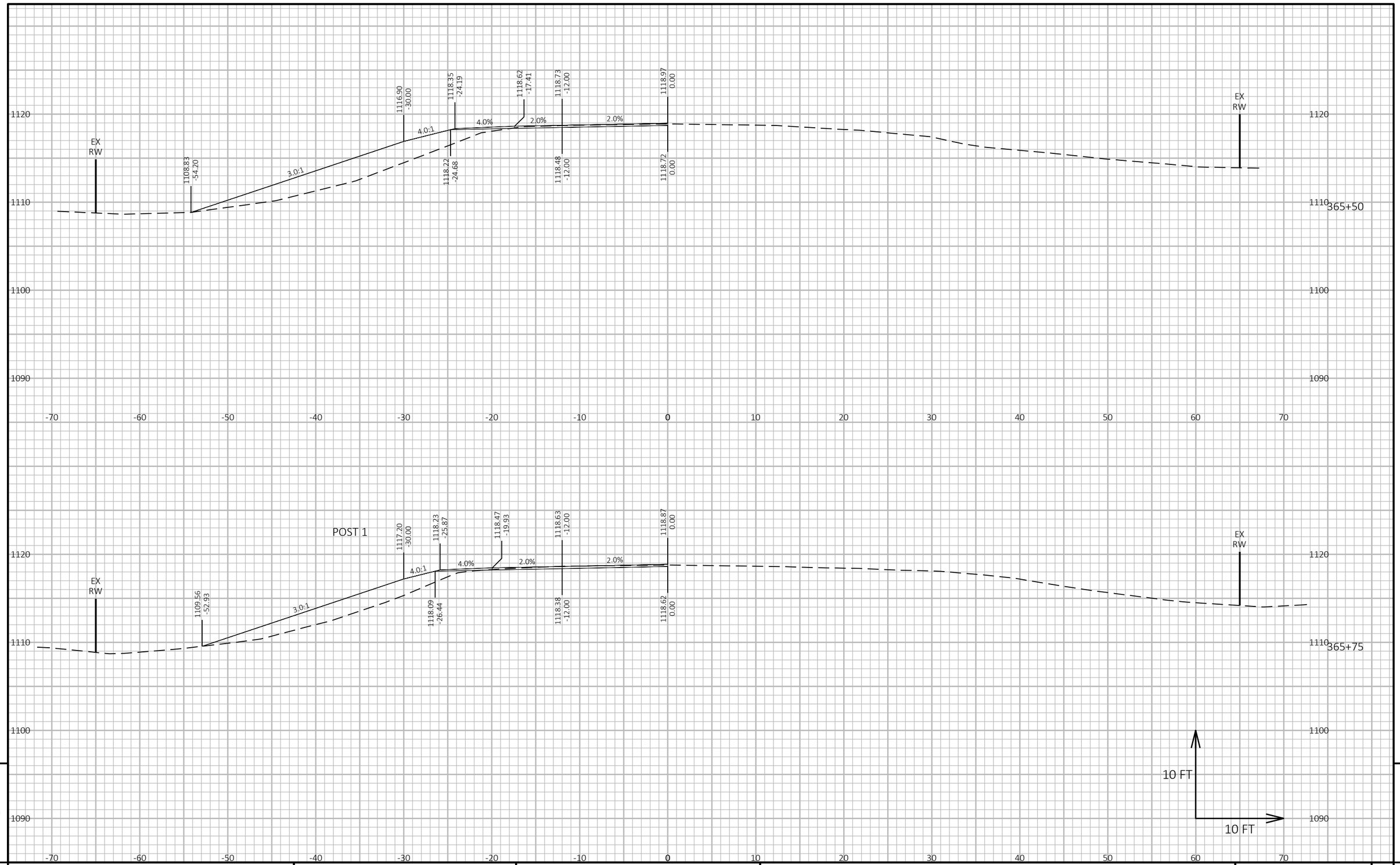
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 343	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

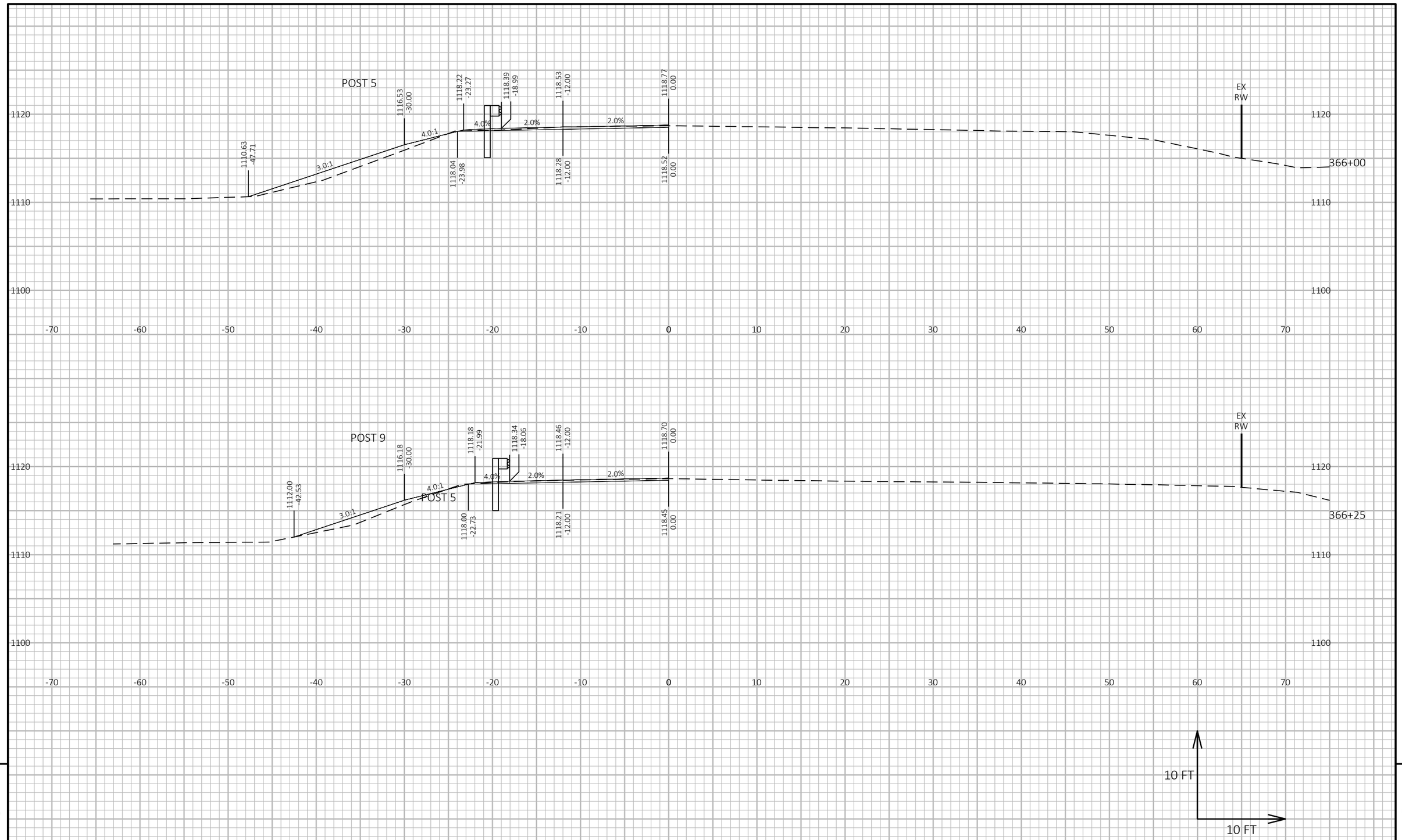
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 344	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

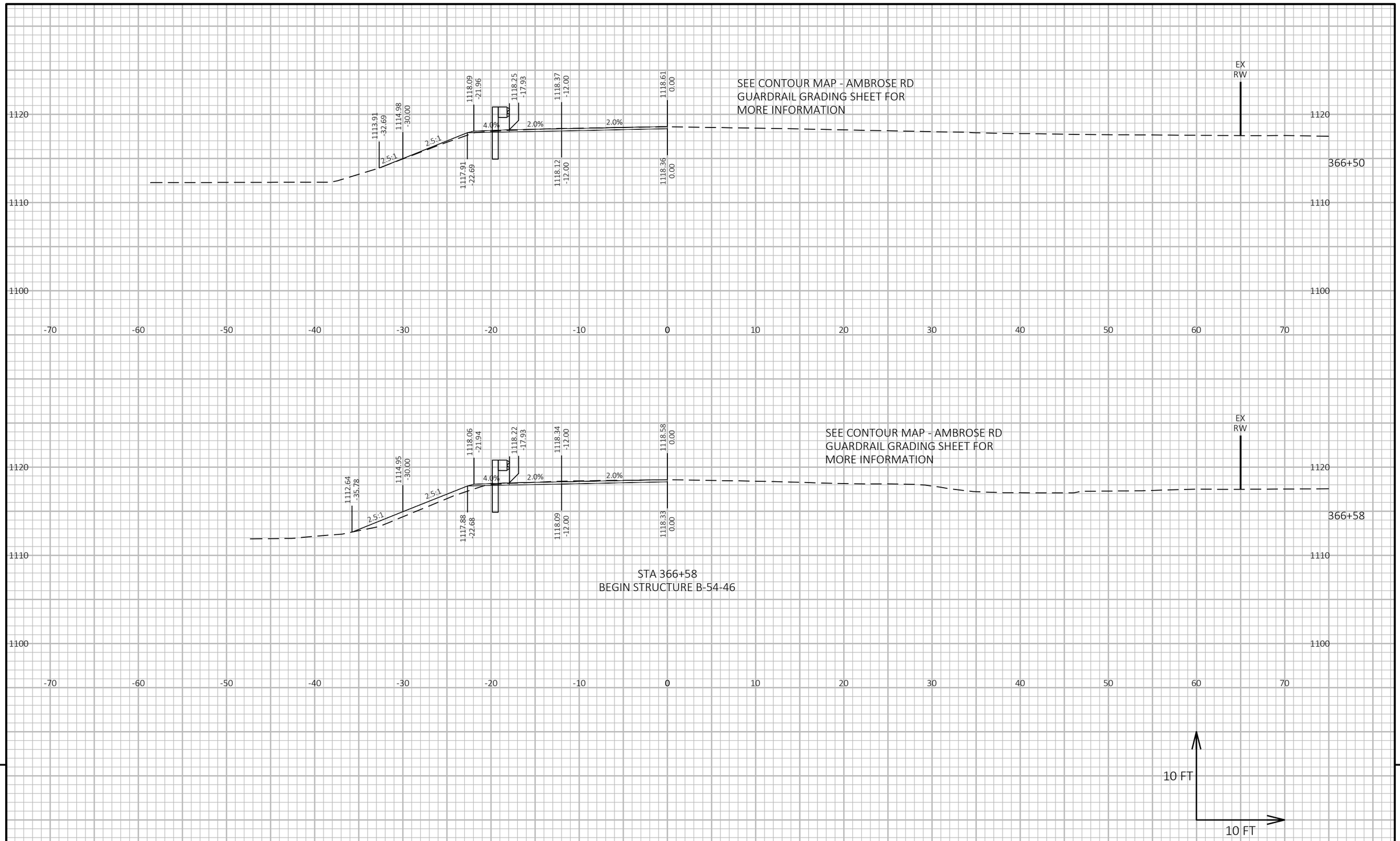
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 345	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

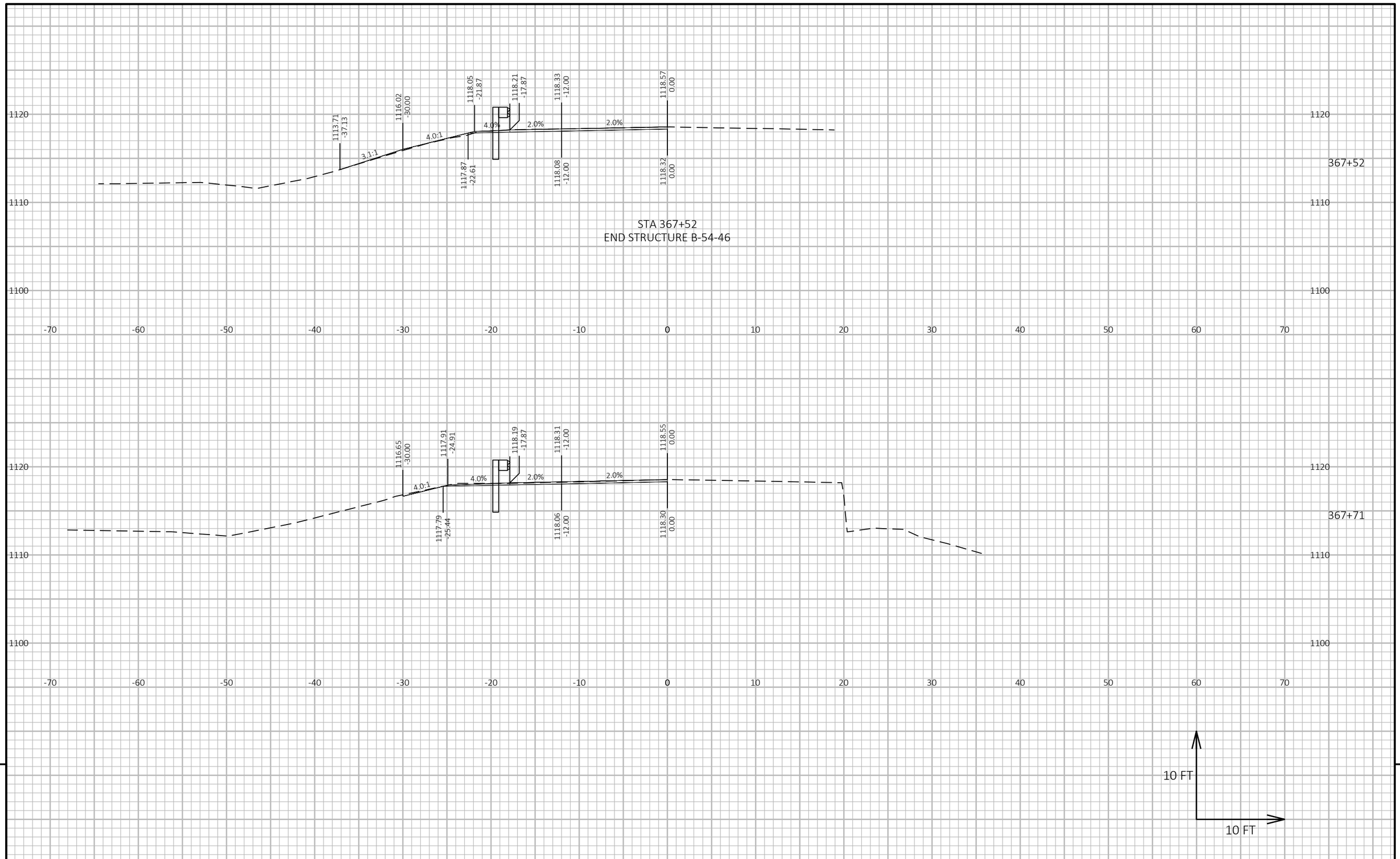
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 346	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

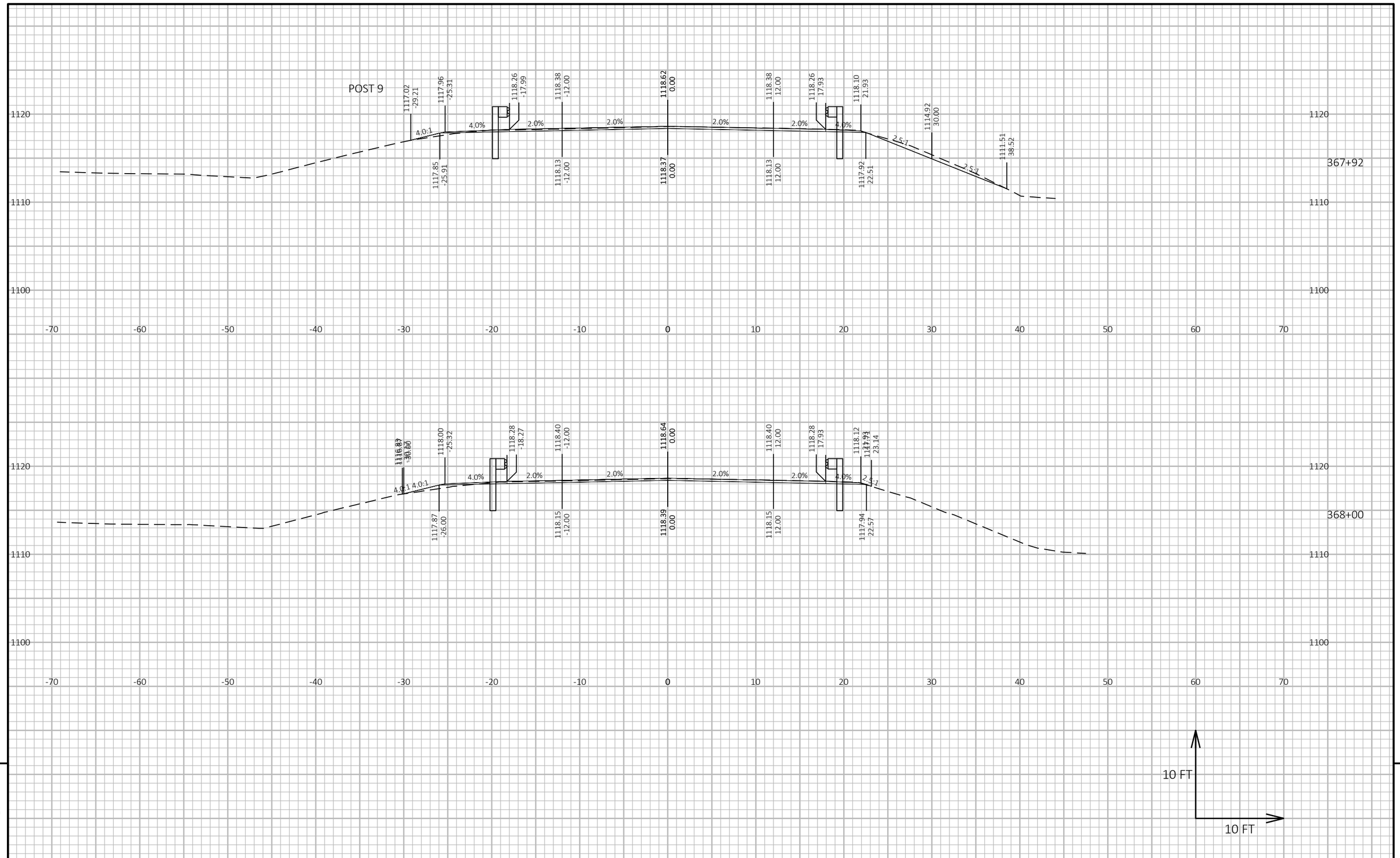
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 347	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

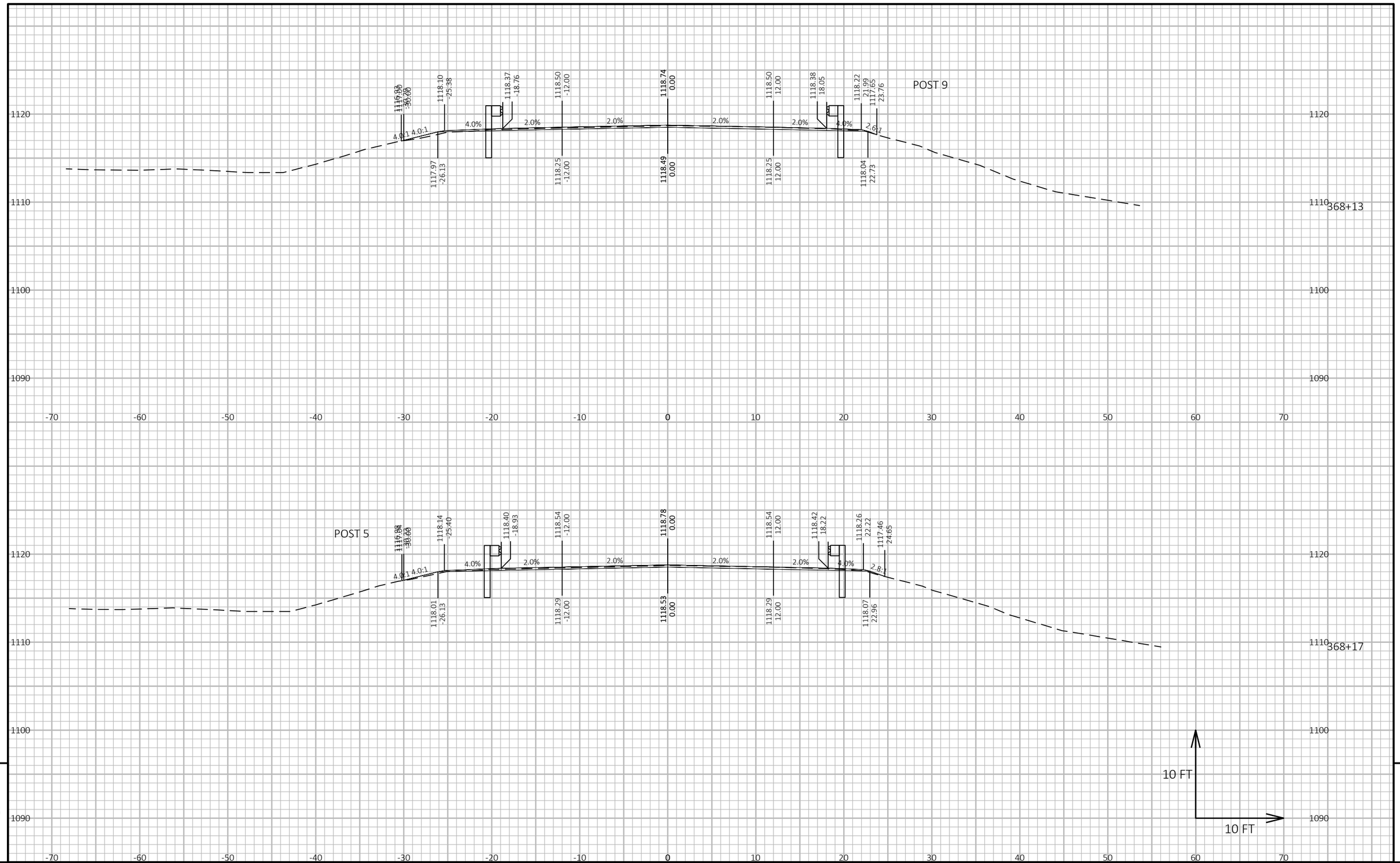


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 348	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/23/2026 12:57 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

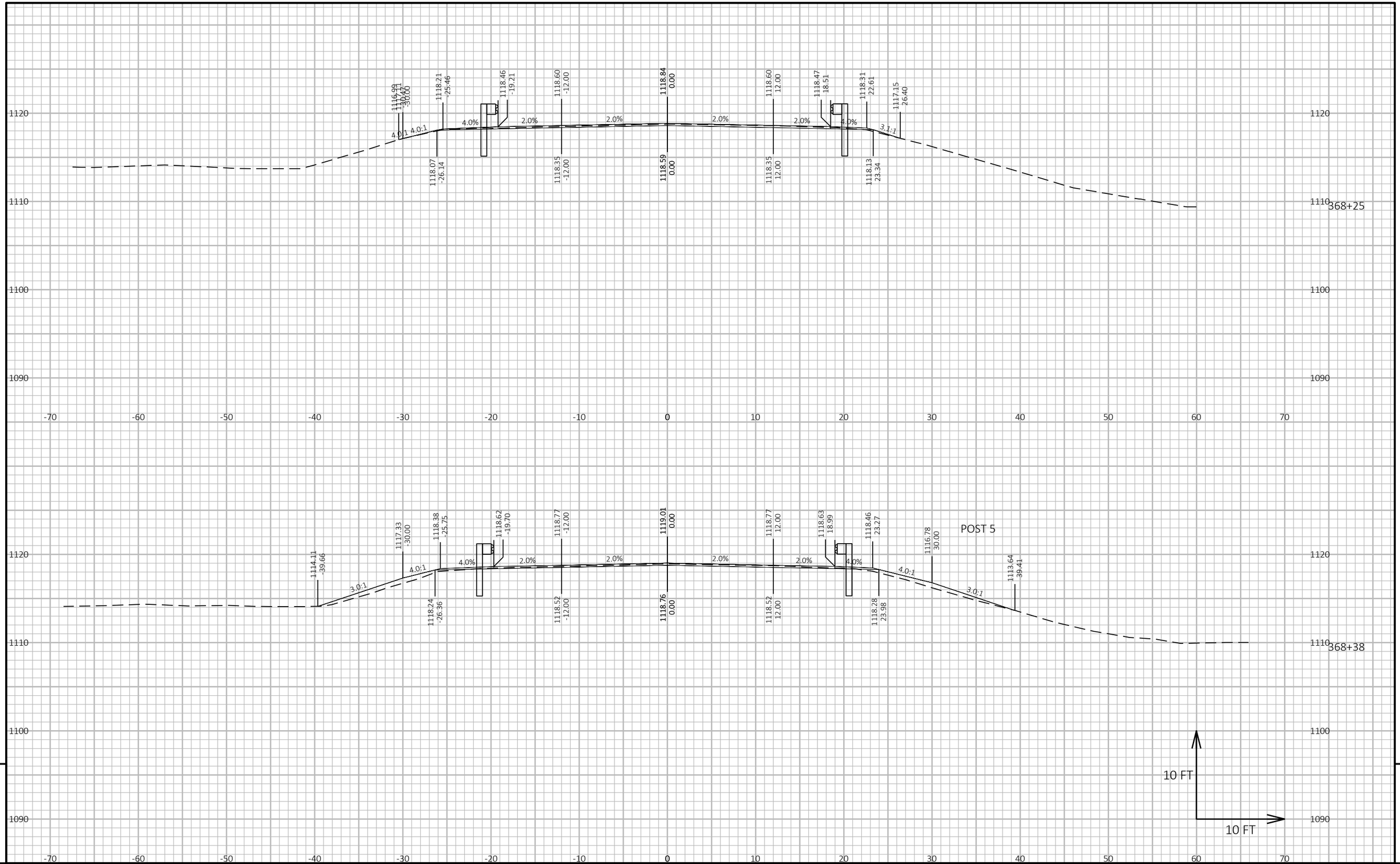
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 349	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

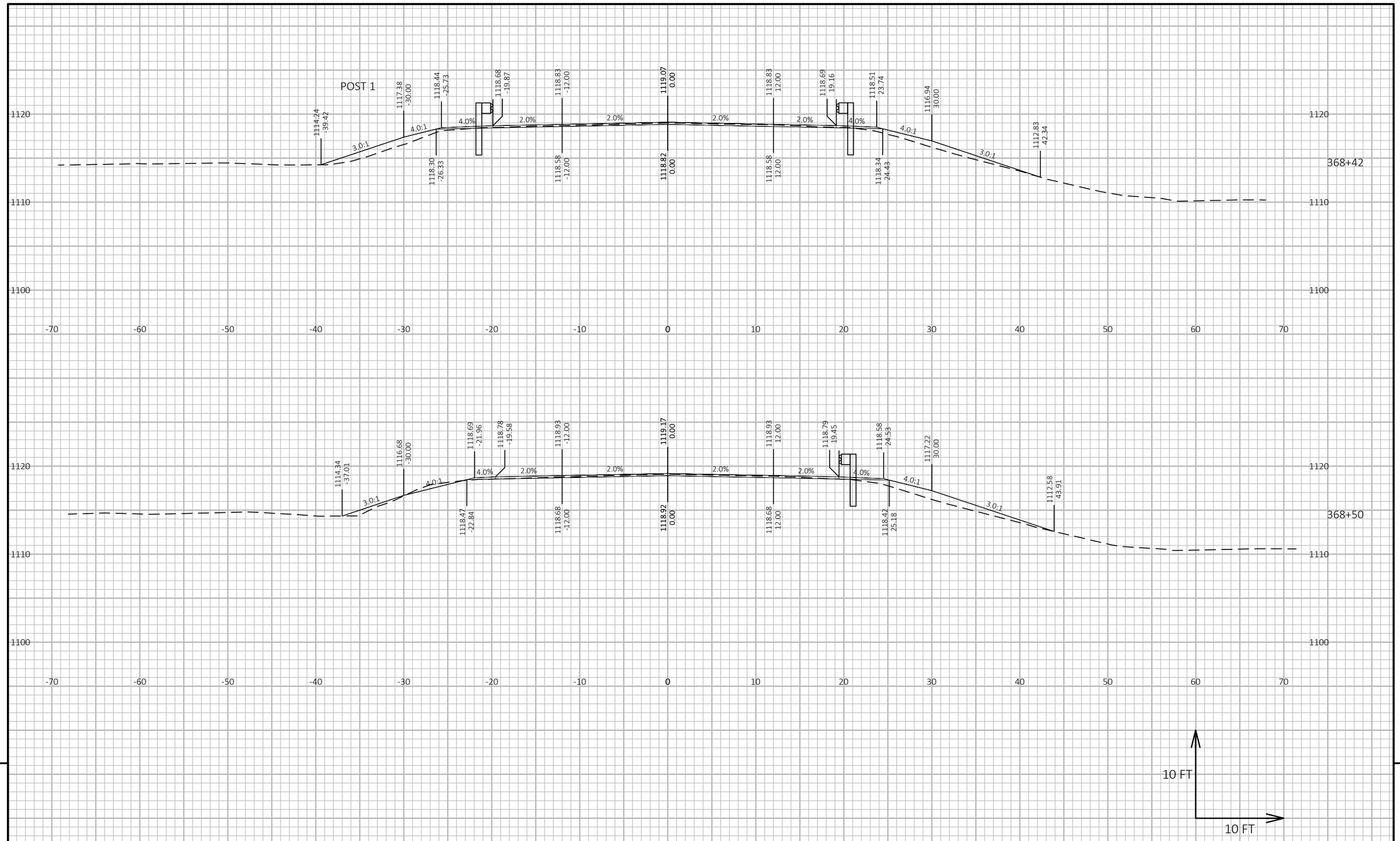


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 350	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

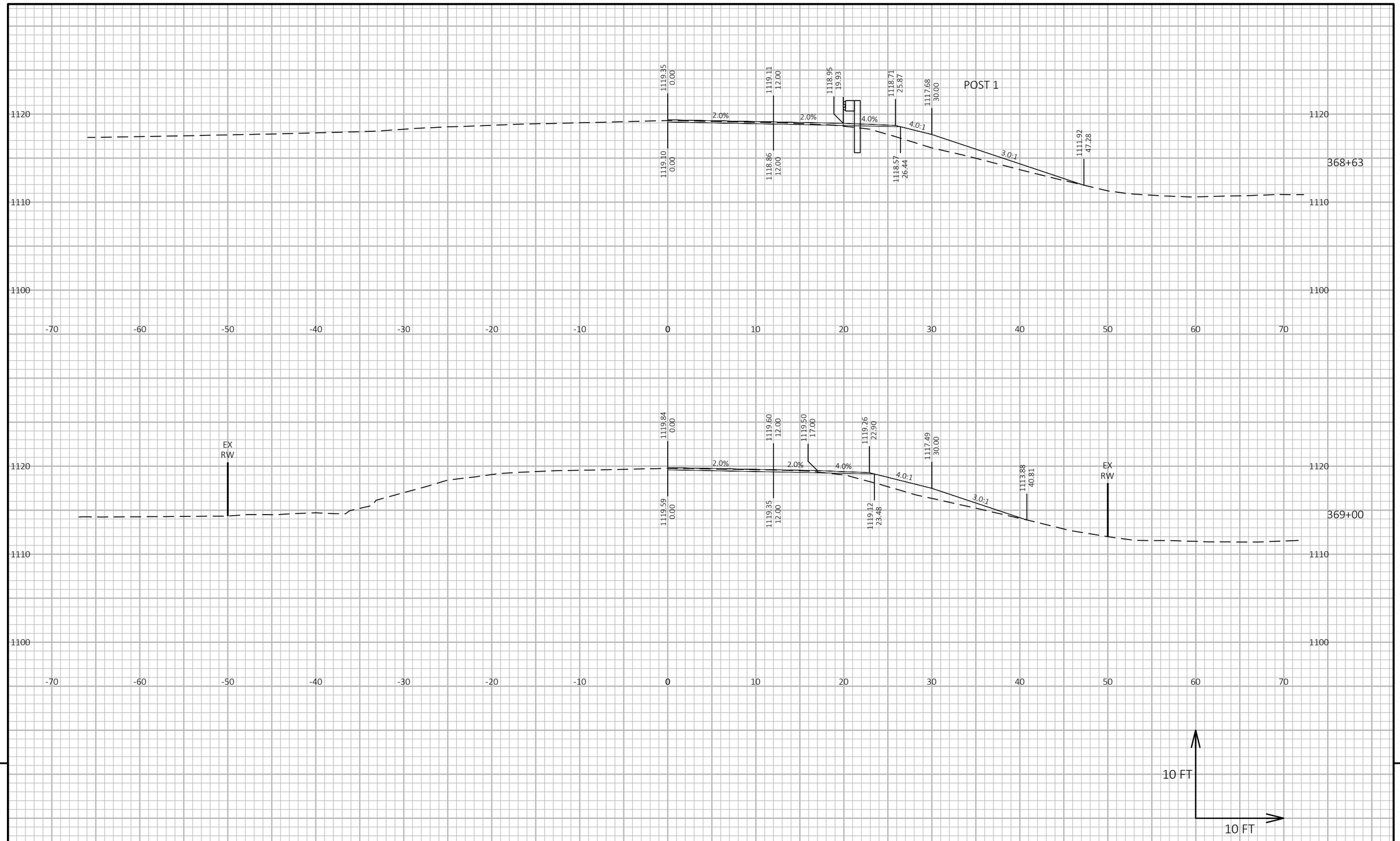
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 351	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

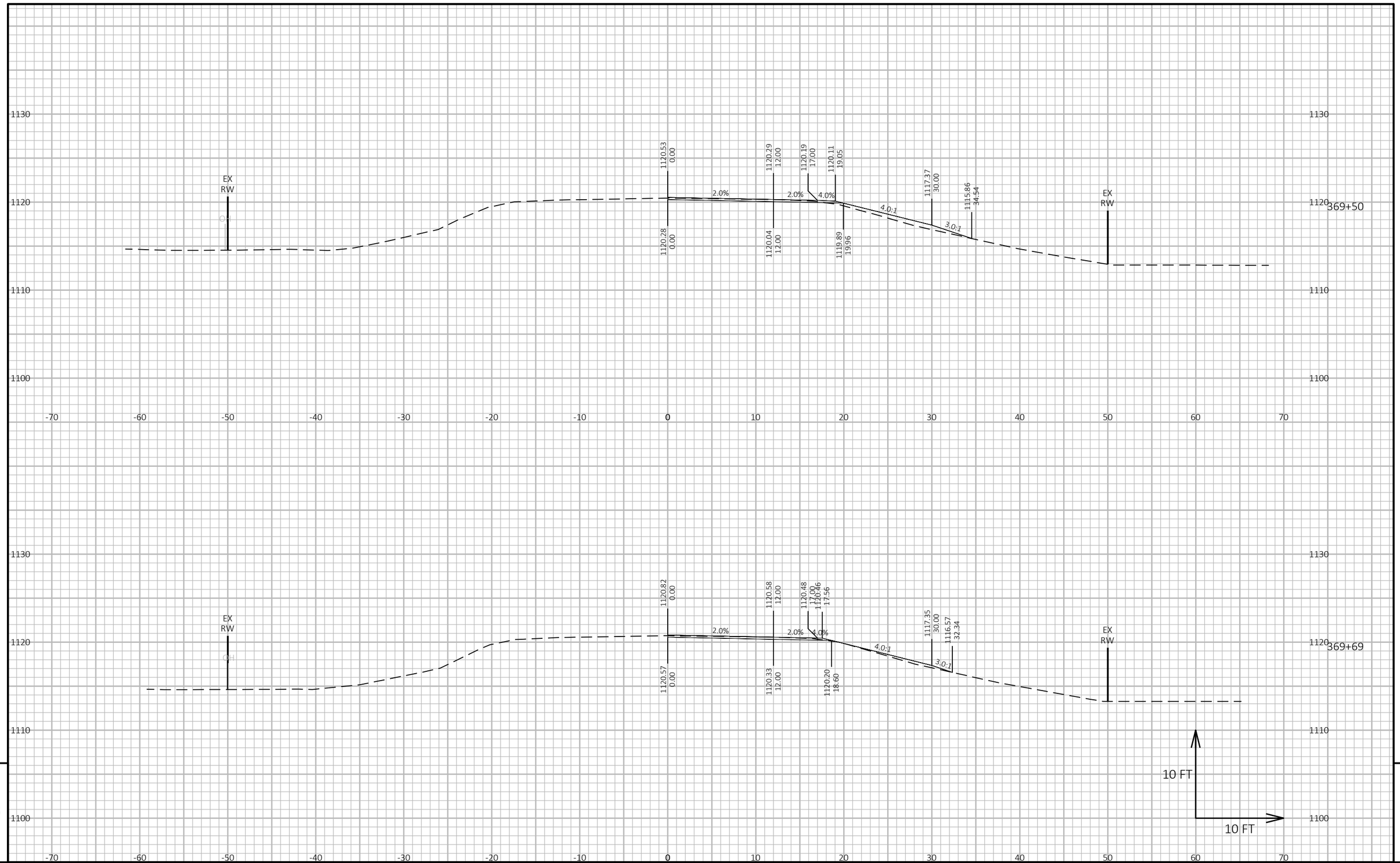
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 352	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

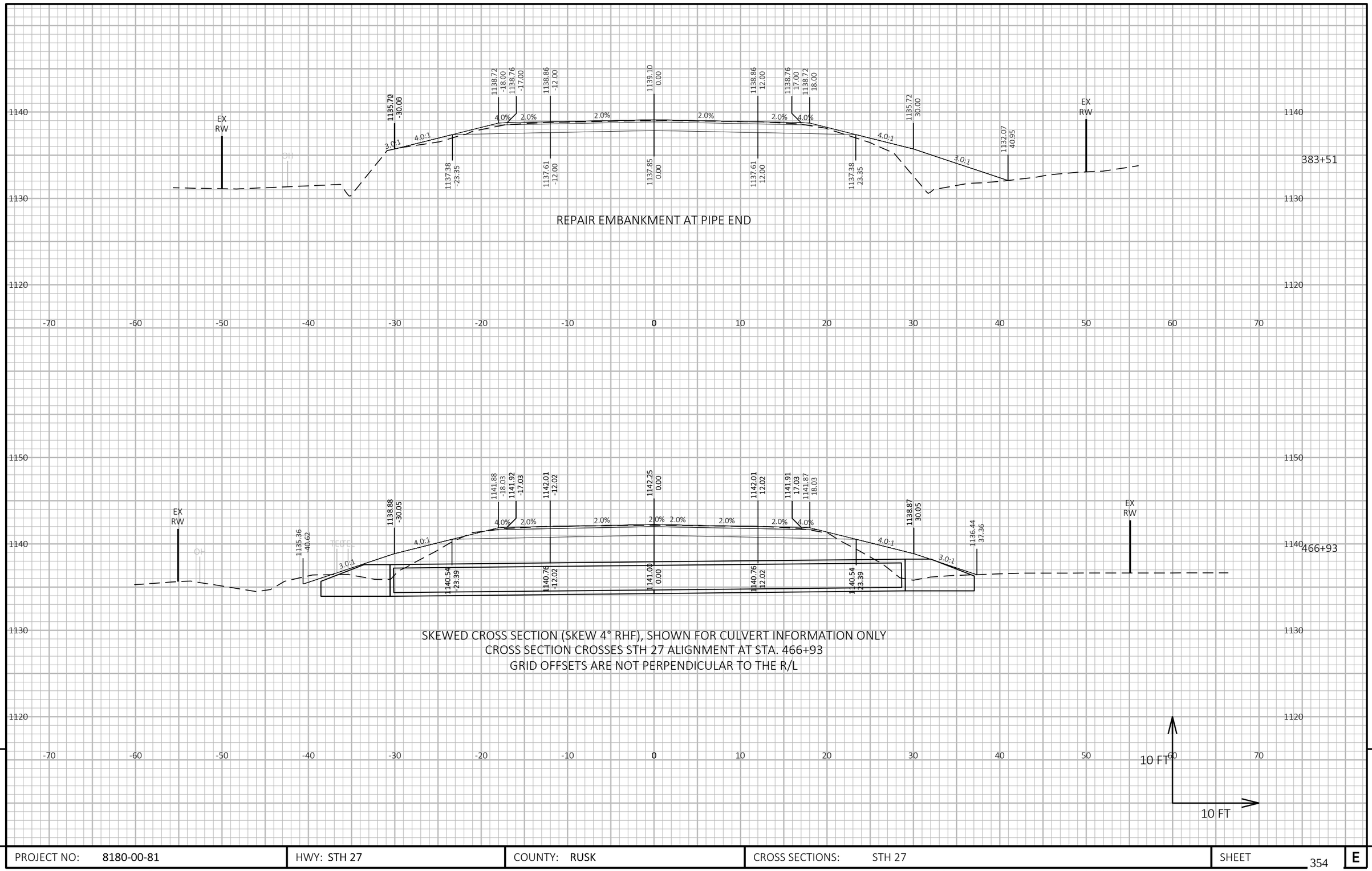
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 353	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

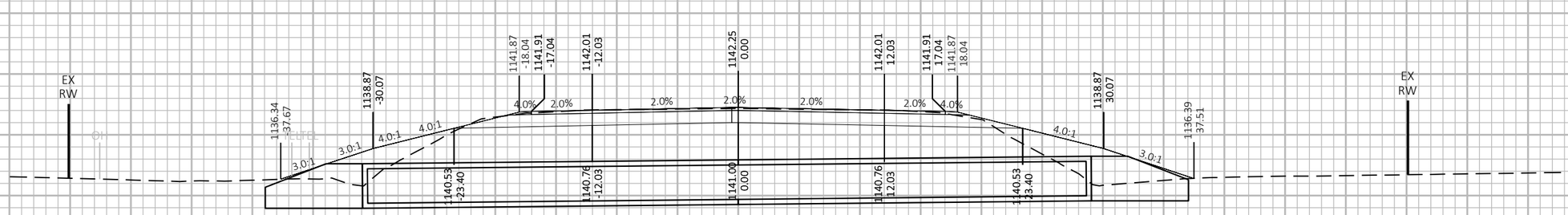
PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

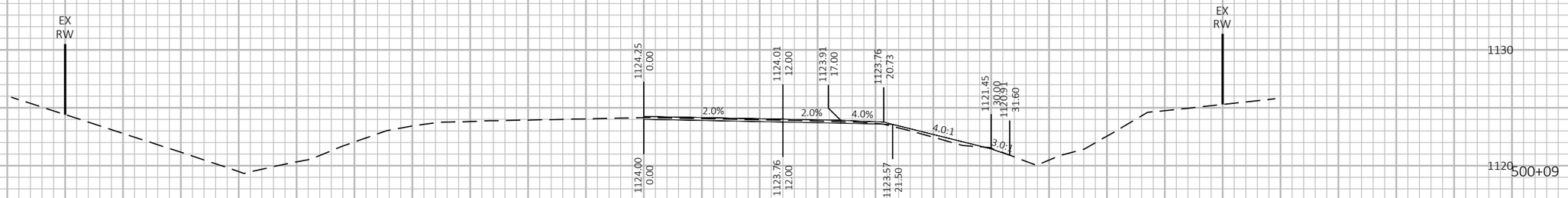


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 354	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19
PLOT DATE : 7/23/2026 12:58 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

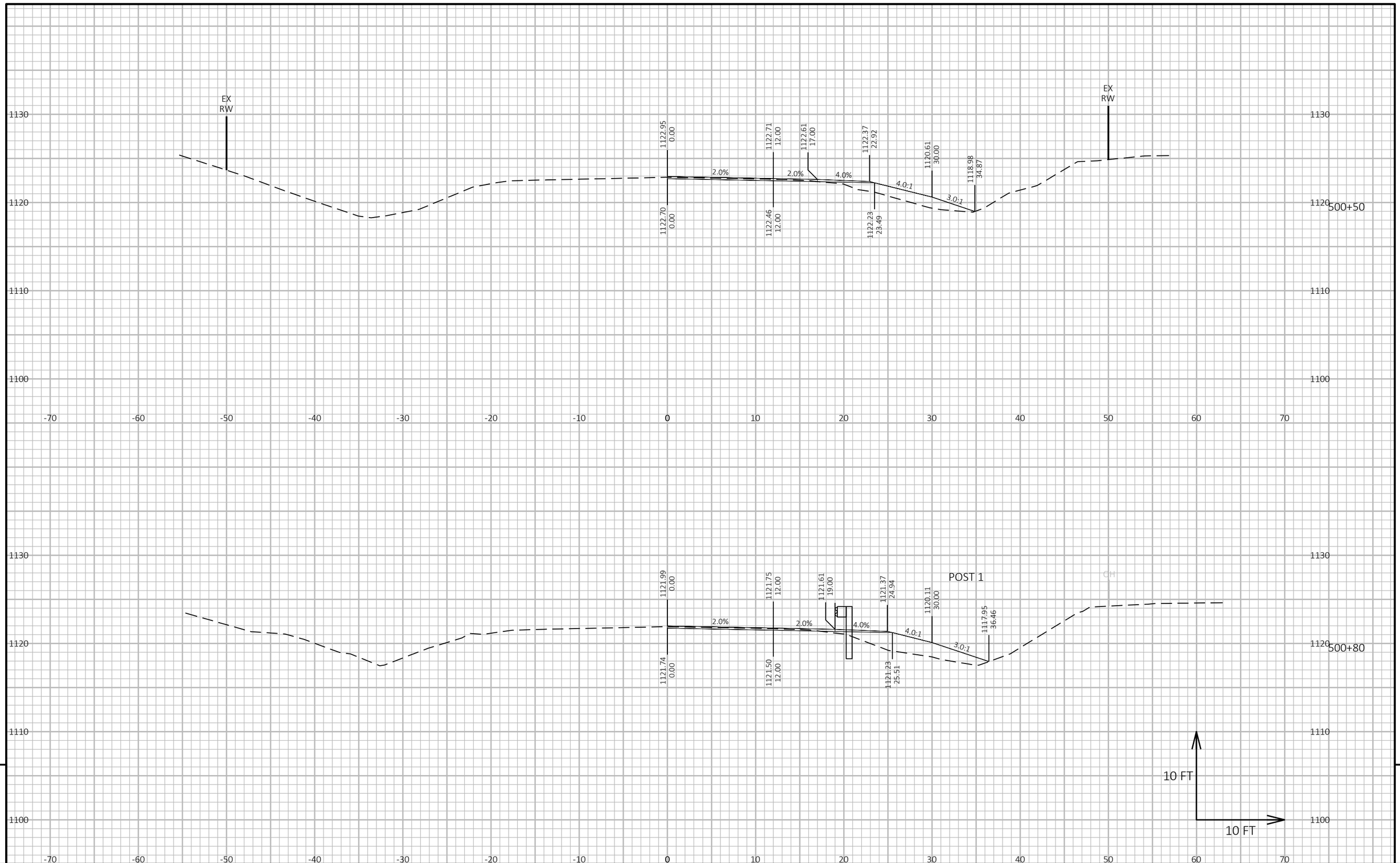


SKEWED CROSS SECTION (SKEW 4° RHF), SHOWN FOR CULVERT INFORMATION ONLY
CROSS SECTION CROSSES STH 27 ALIGNMENT AT STA. 467+02
GRID OFFSETS ARE NOT PERPENDICULAR TO THE R/L



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 355	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20
PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

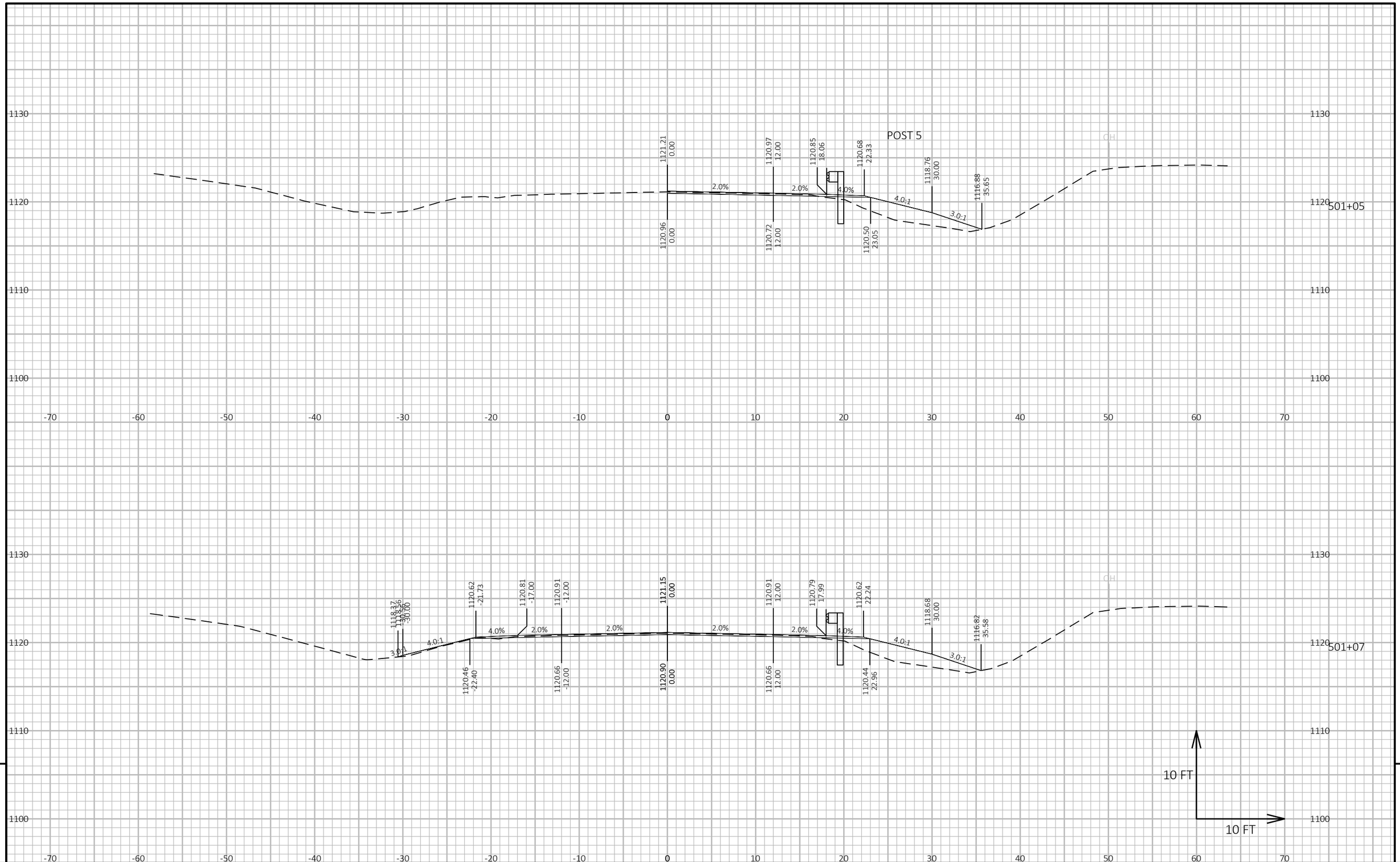


9	PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 356 E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

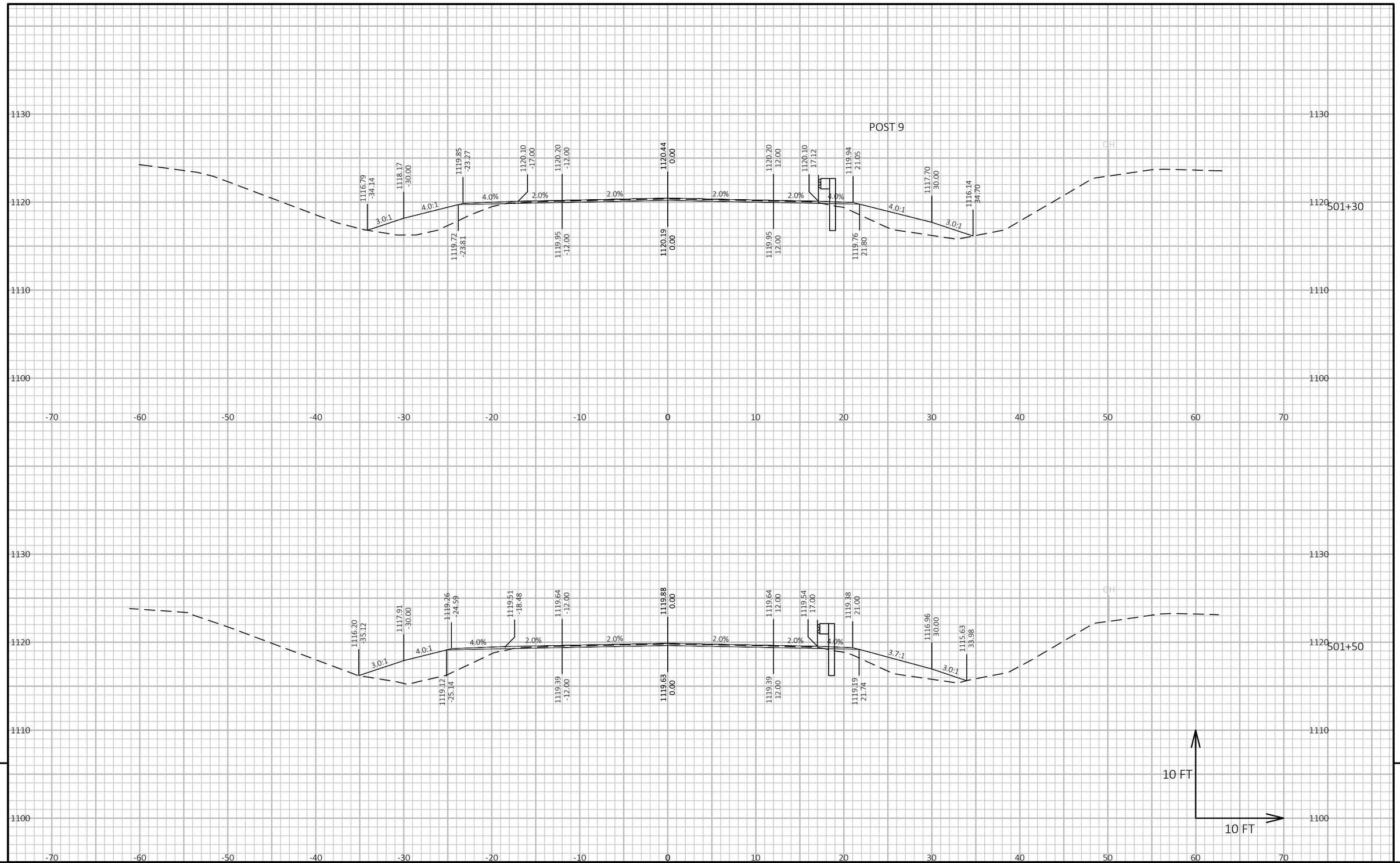
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 357	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

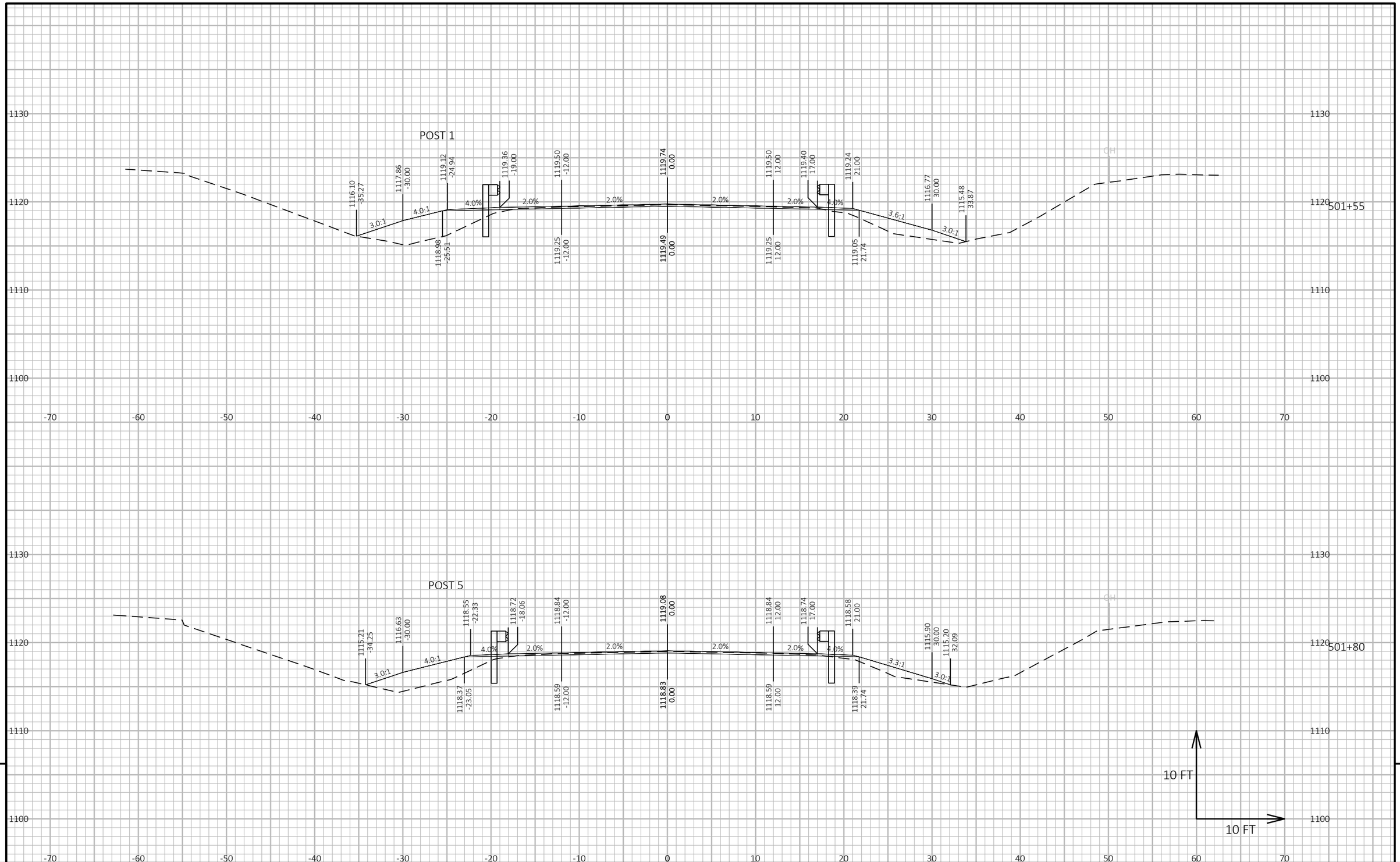
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 358	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

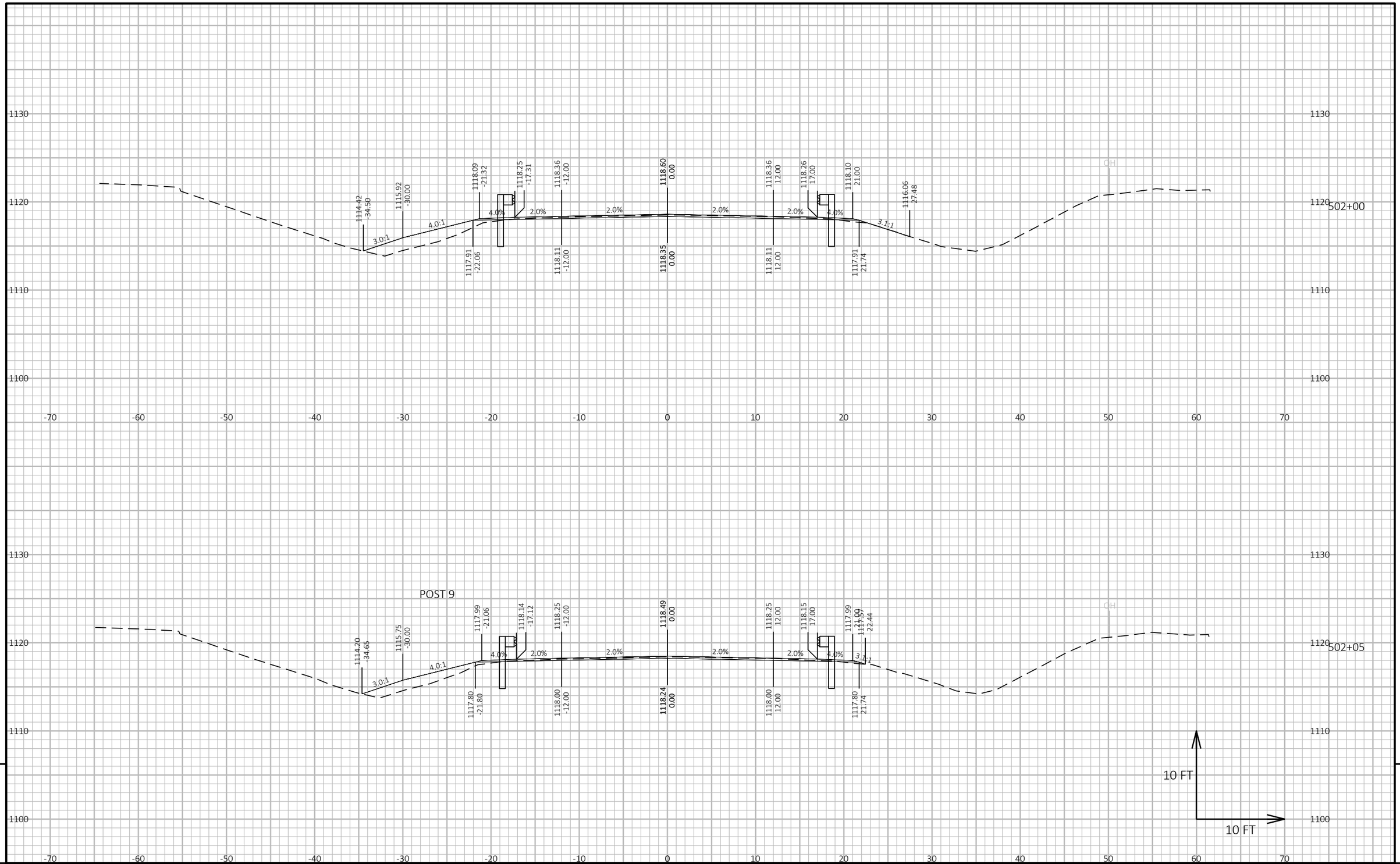
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 359	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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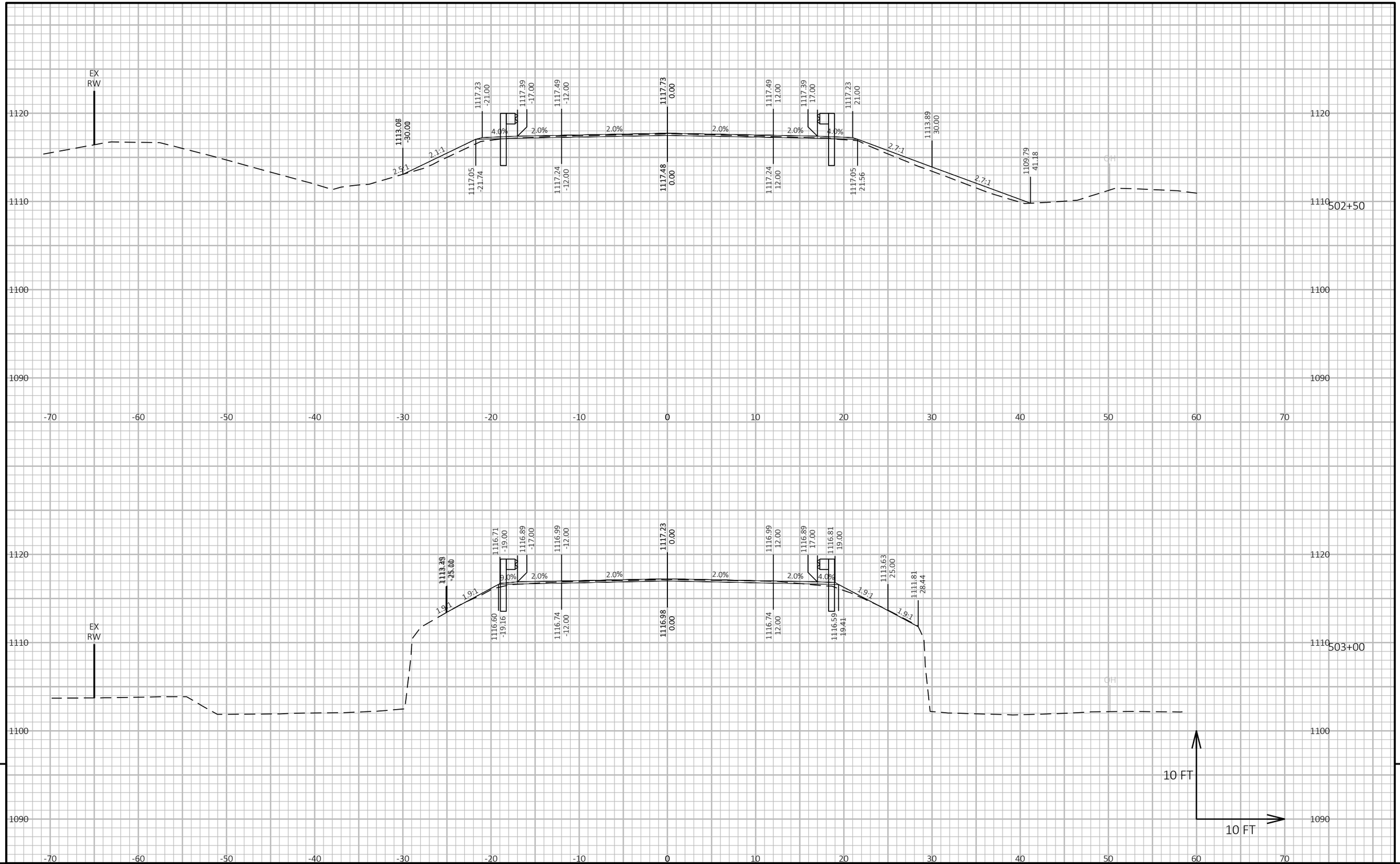
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 360	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 7/23/2026 12:58 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

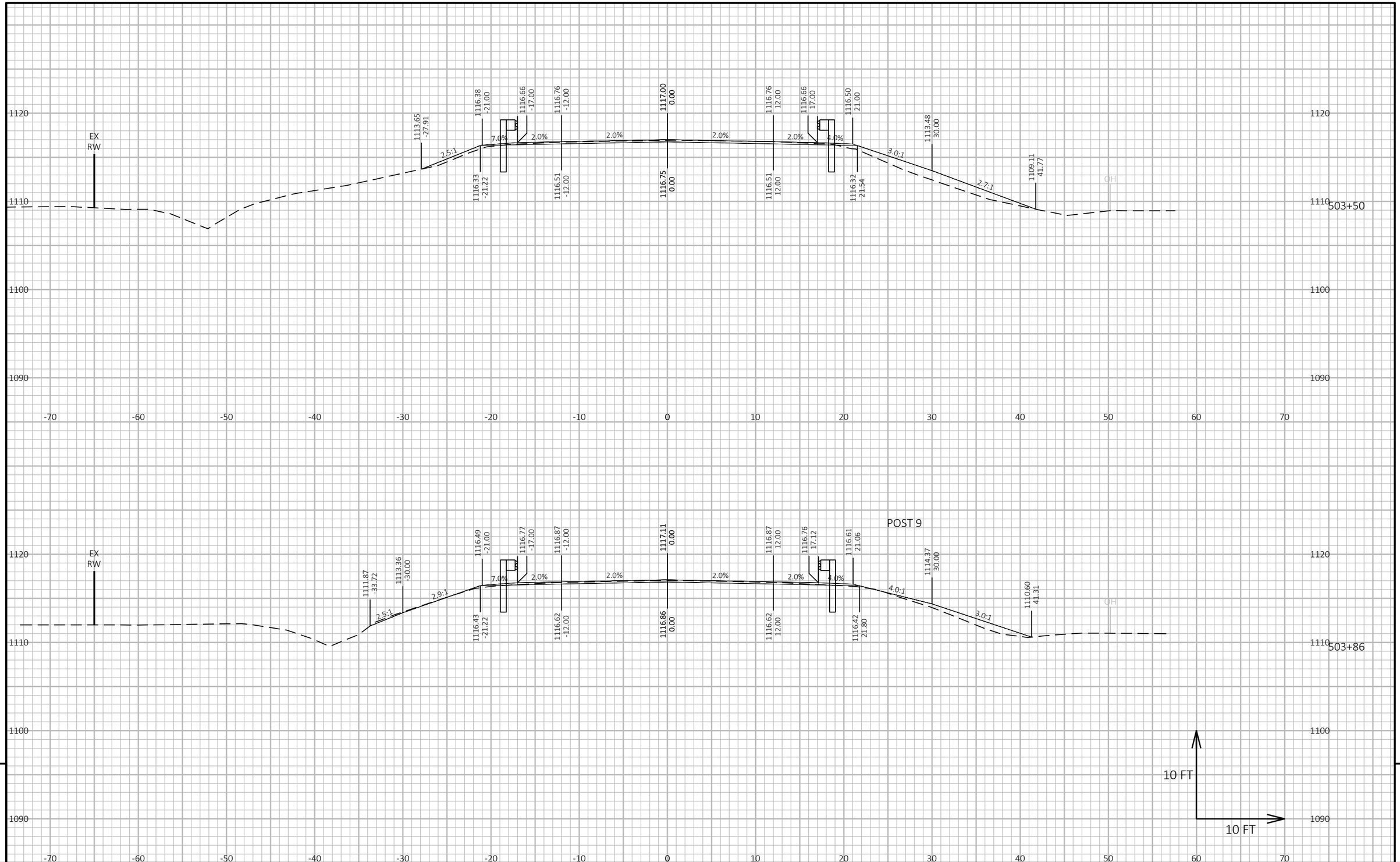
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 361	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



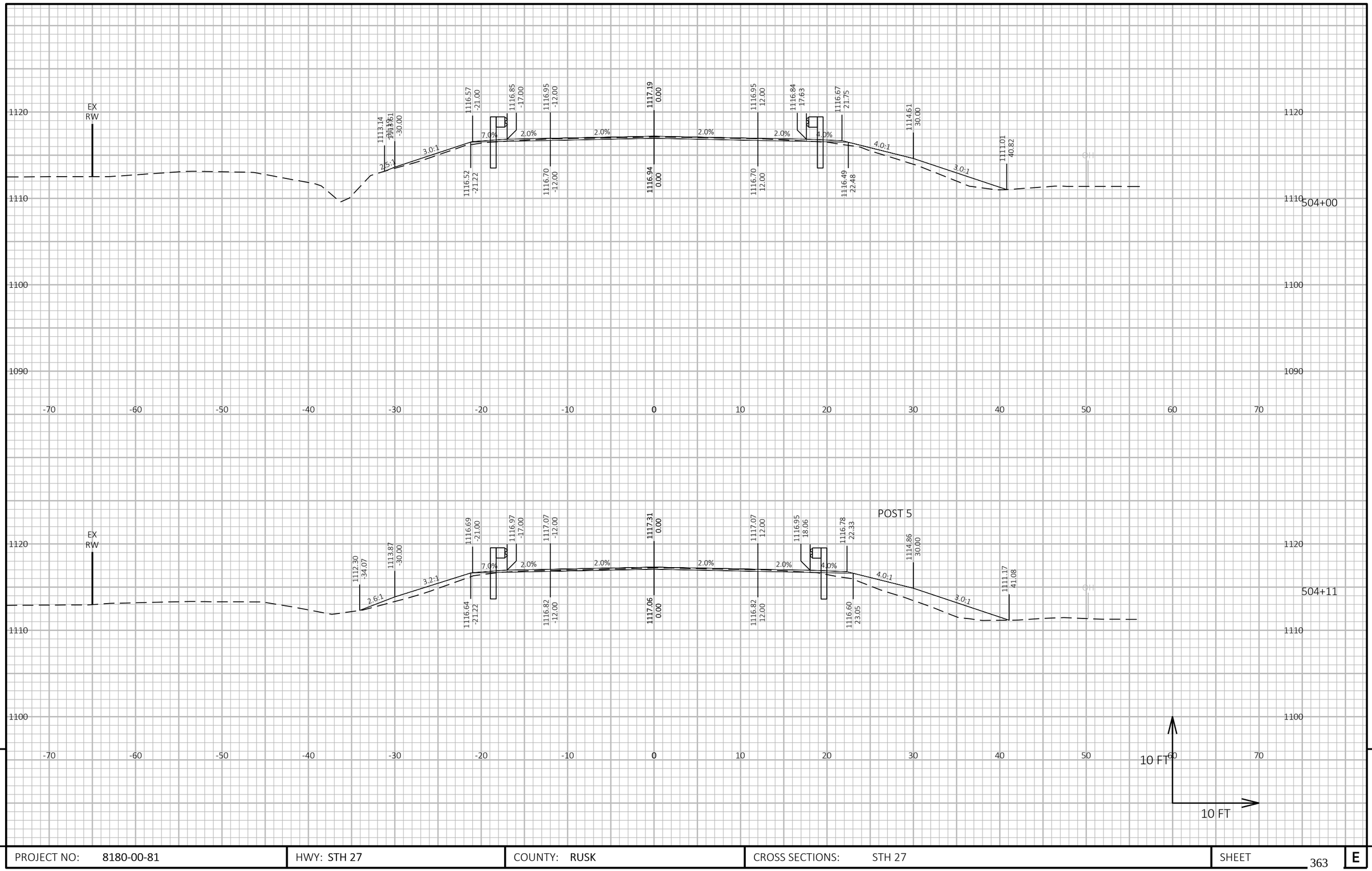
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 362	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

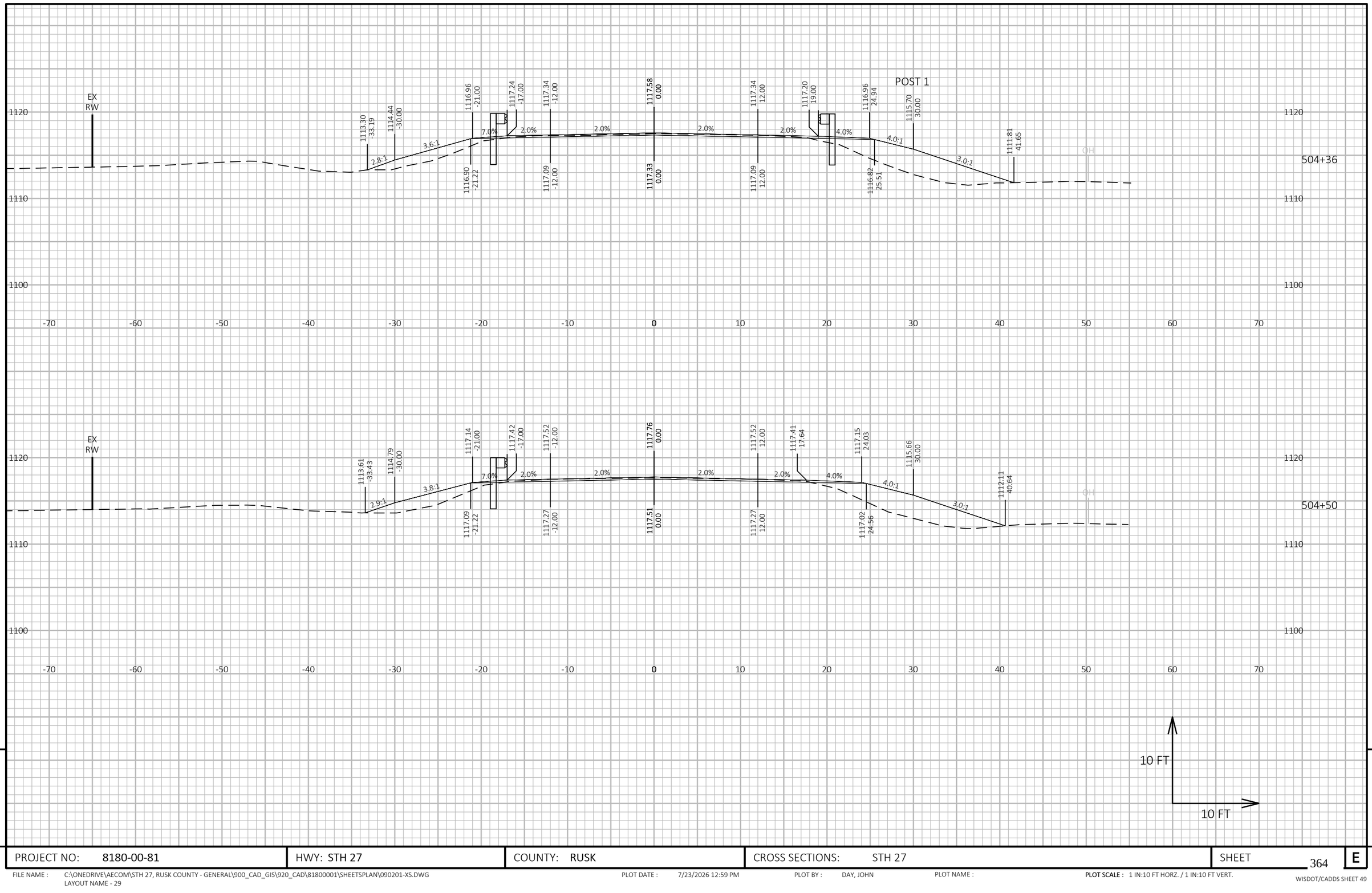
PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 363	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28
PLOT DATE : 7/23/2026 12:59 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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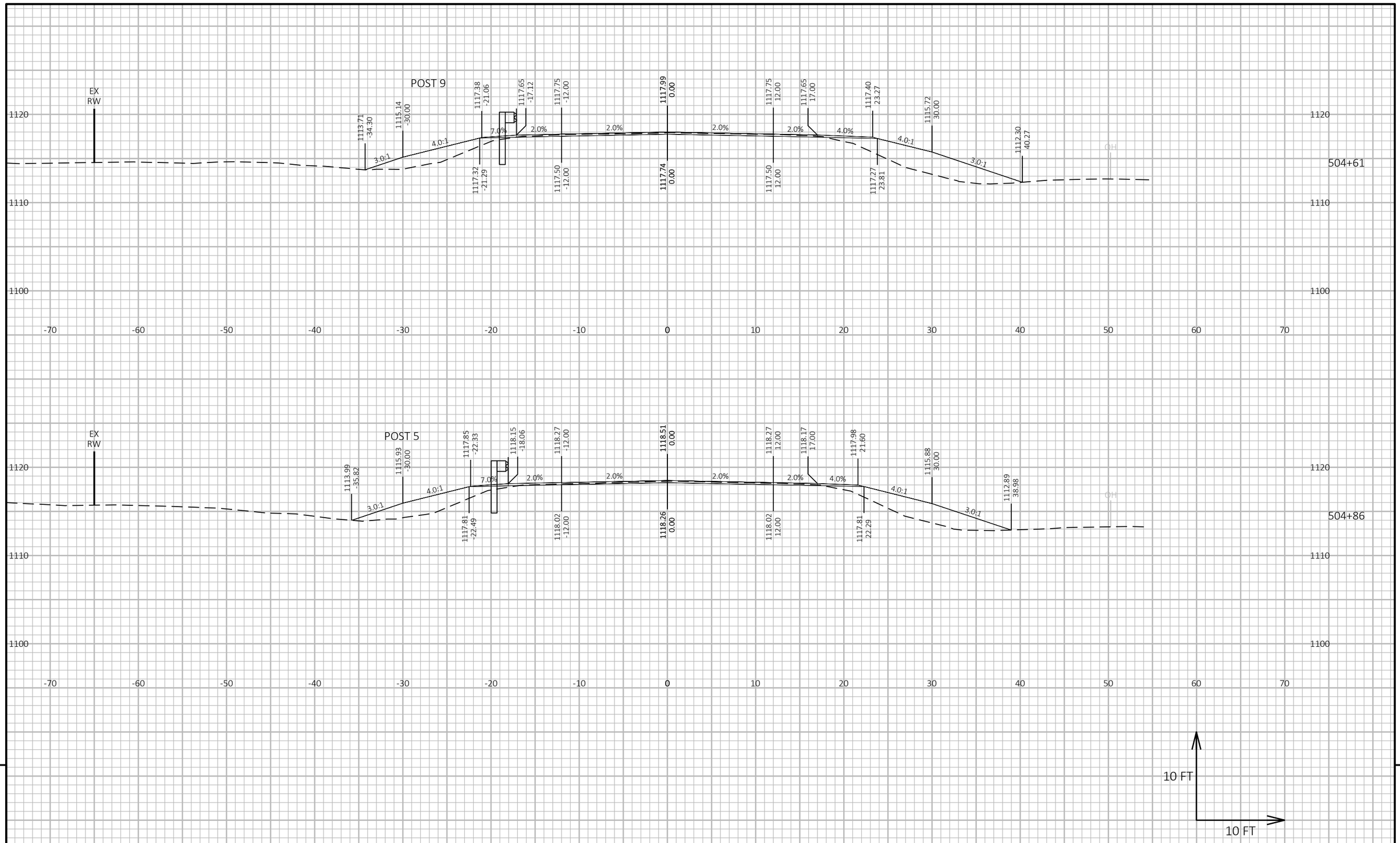
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 364	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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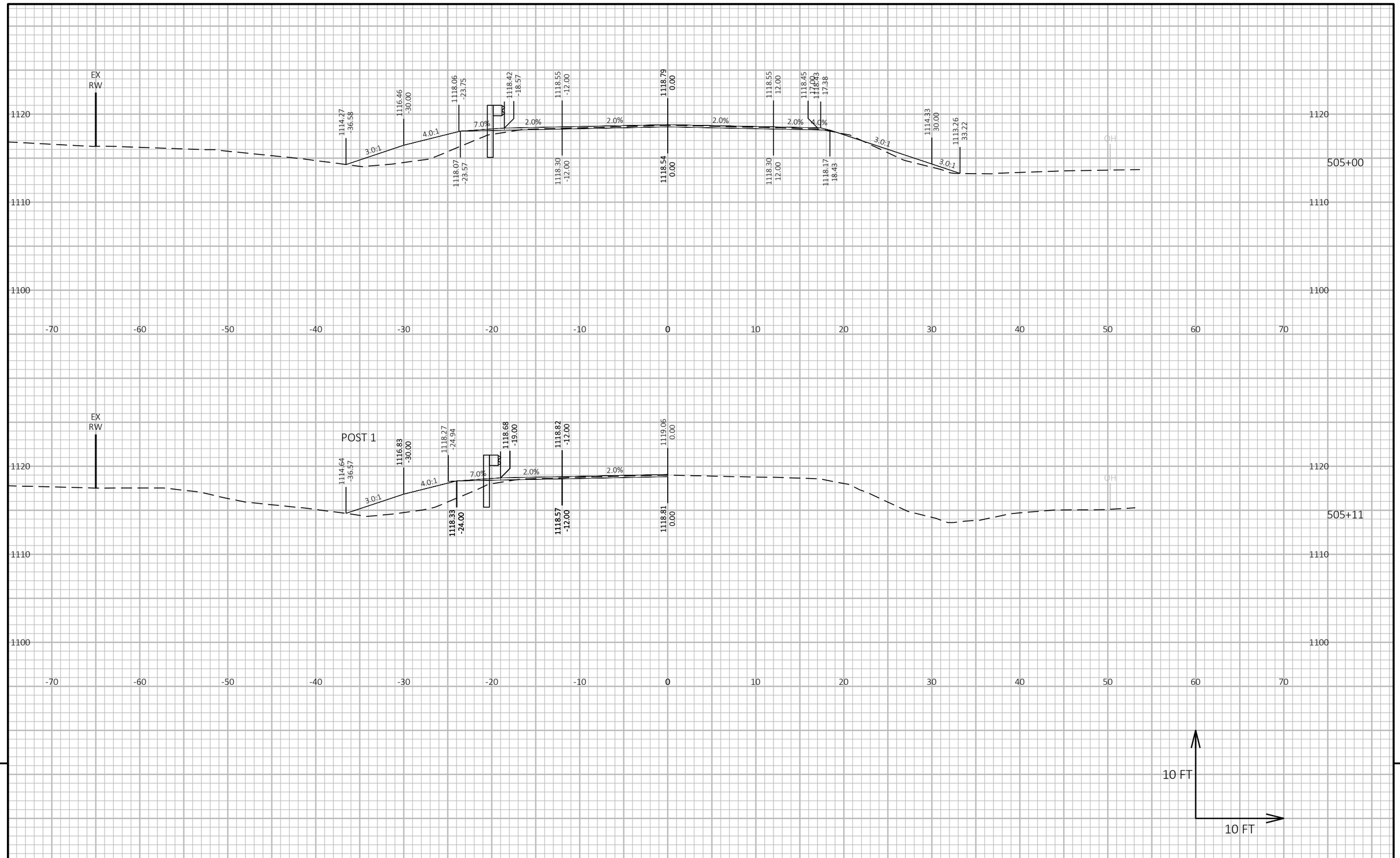
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 365	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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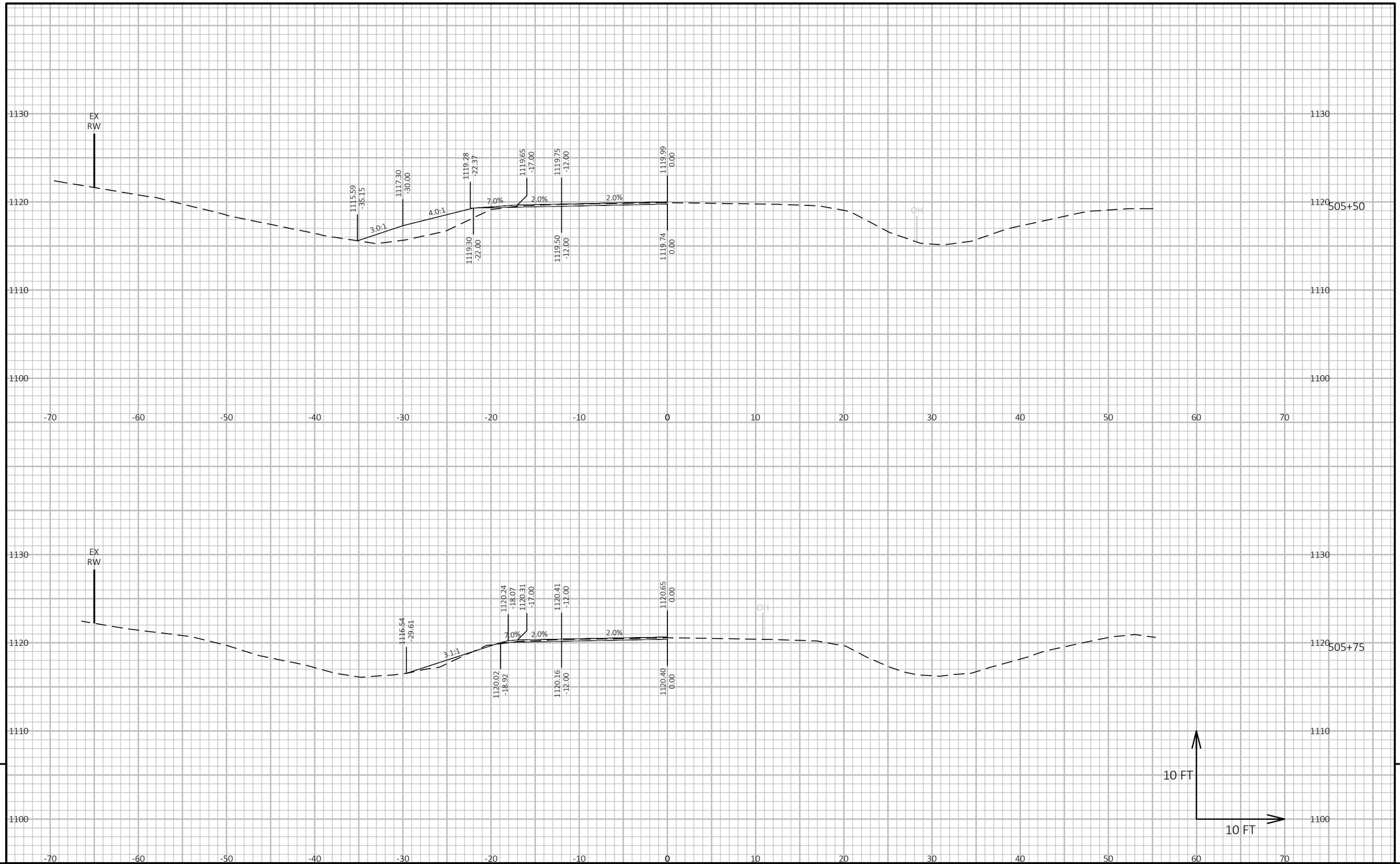
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 366	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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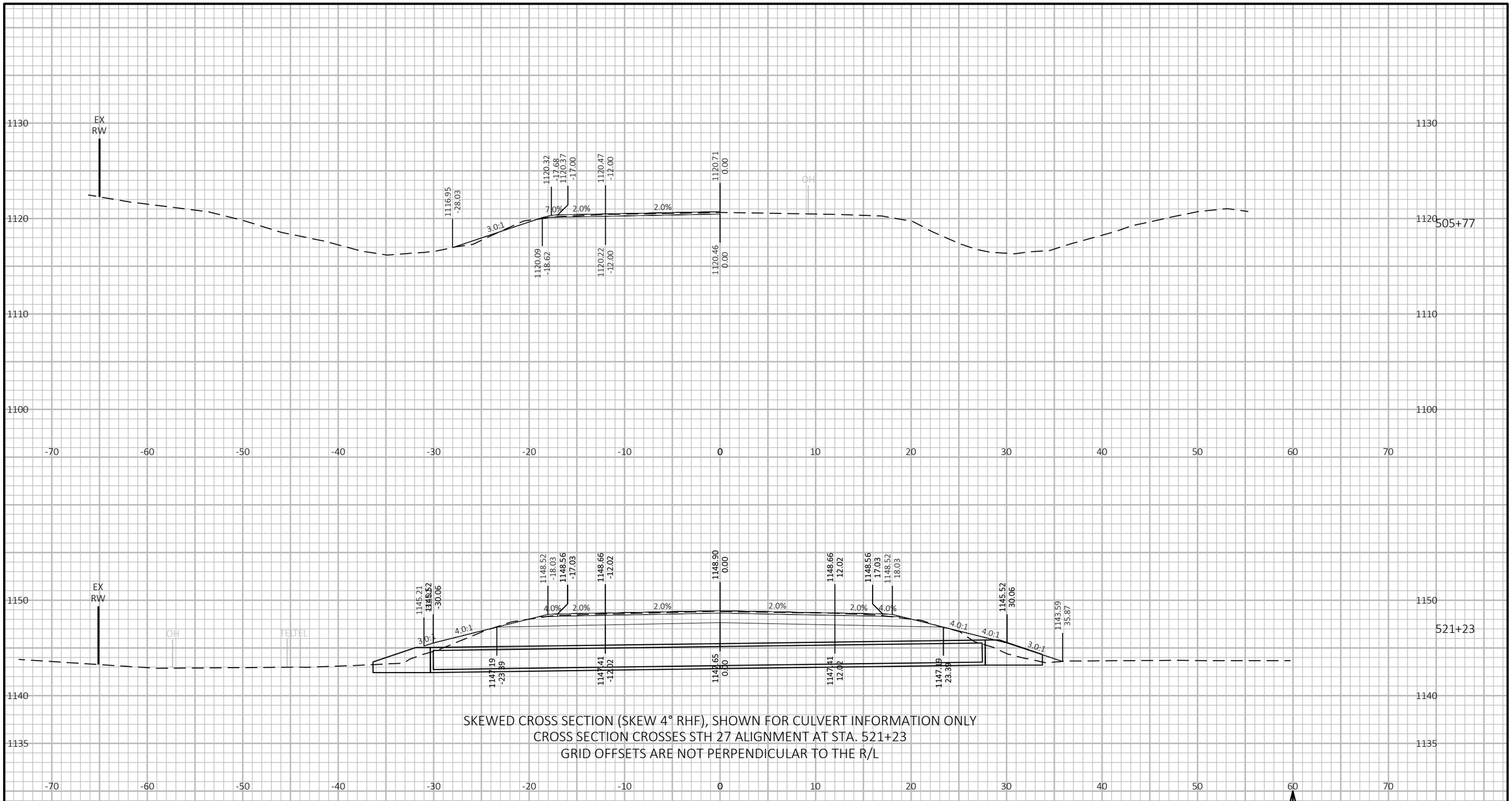
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 367	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



SKEWED CROSS SECTION (SKEW 4° RHF), SHOWN FOR CULVERT INFORMATION ONLY
CROSS SECTION CROSSES STH 27 ALIGNMENT AT STA. 521+23
GRID OFFSETS ARE NOT PERPENDICULAR TO THE R/L

9

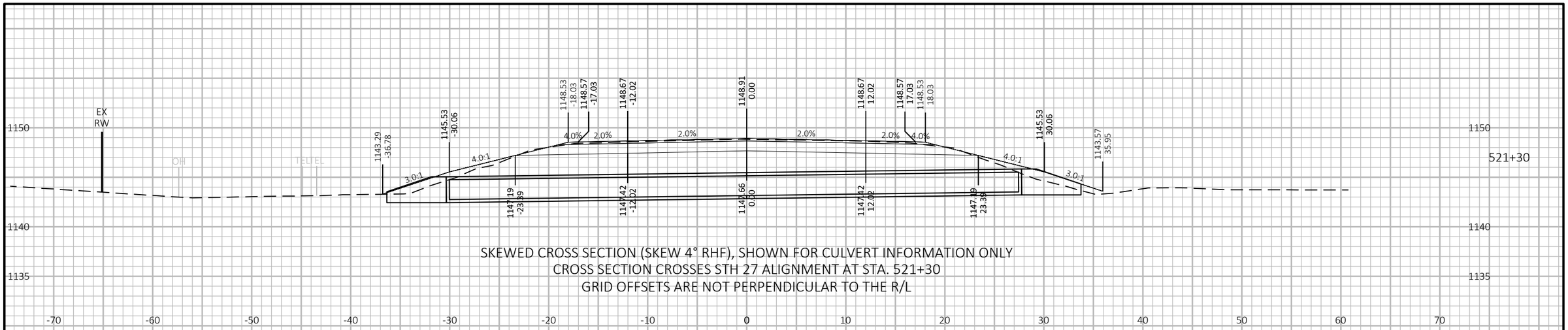
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 368	E

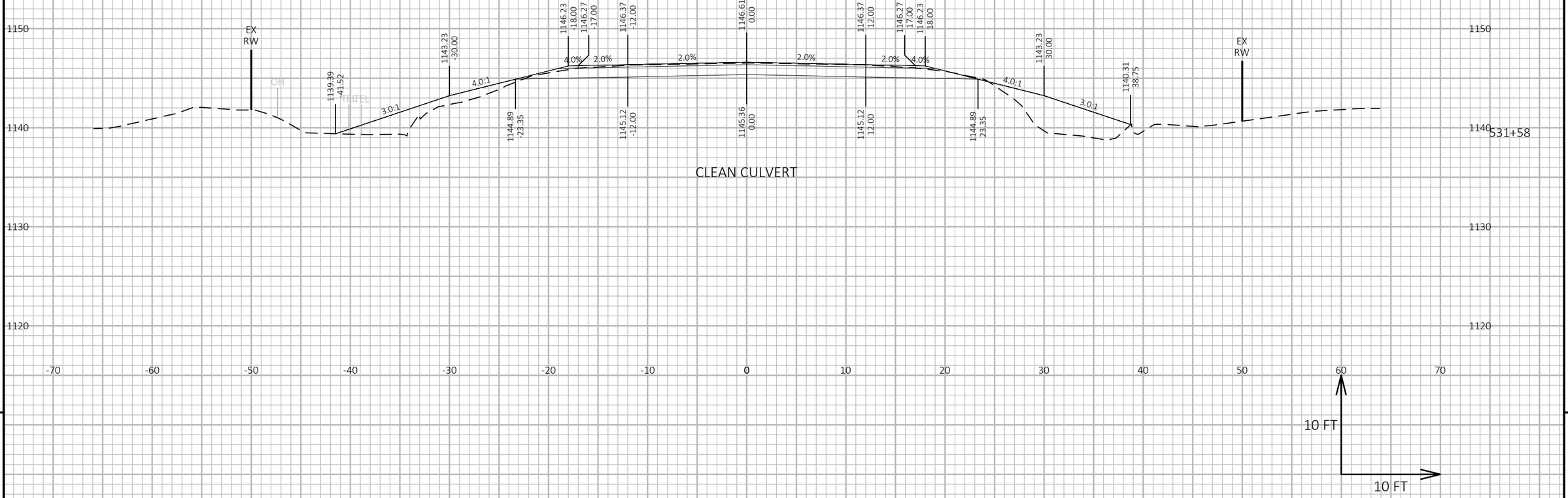
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



SKEWED CROSS SECTION (SKEW 4° RHF), SHOWN FOR CULVERT INFORMATION ONLY
CROSS SECTION CROSSES STH 27 ALIGNMENT AT STA. 521+30
GRID OFFSETS ARE NOT PERPENDICULAR TO THE R/L



CLEAN CULVERT

9

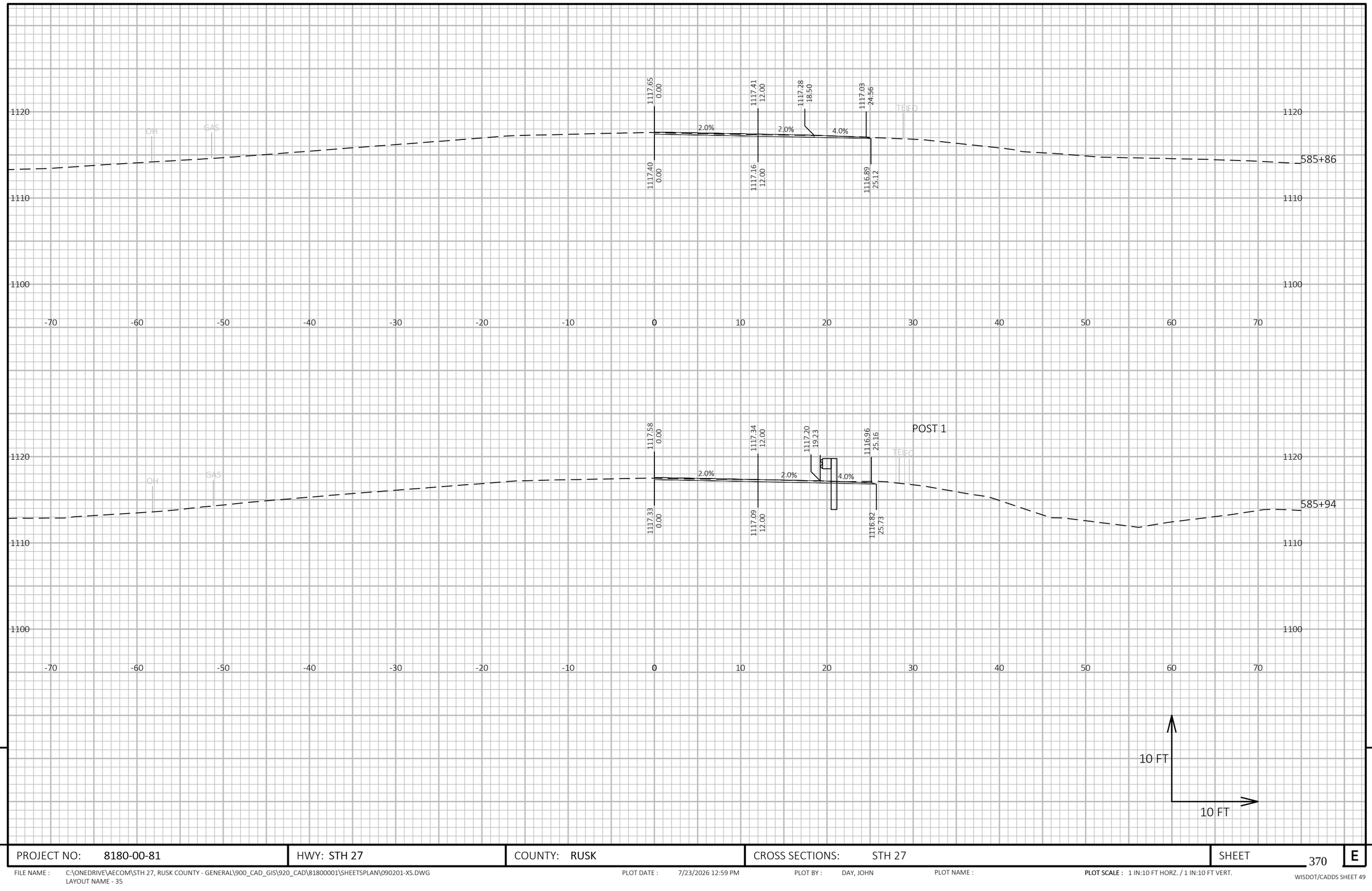
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 369	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

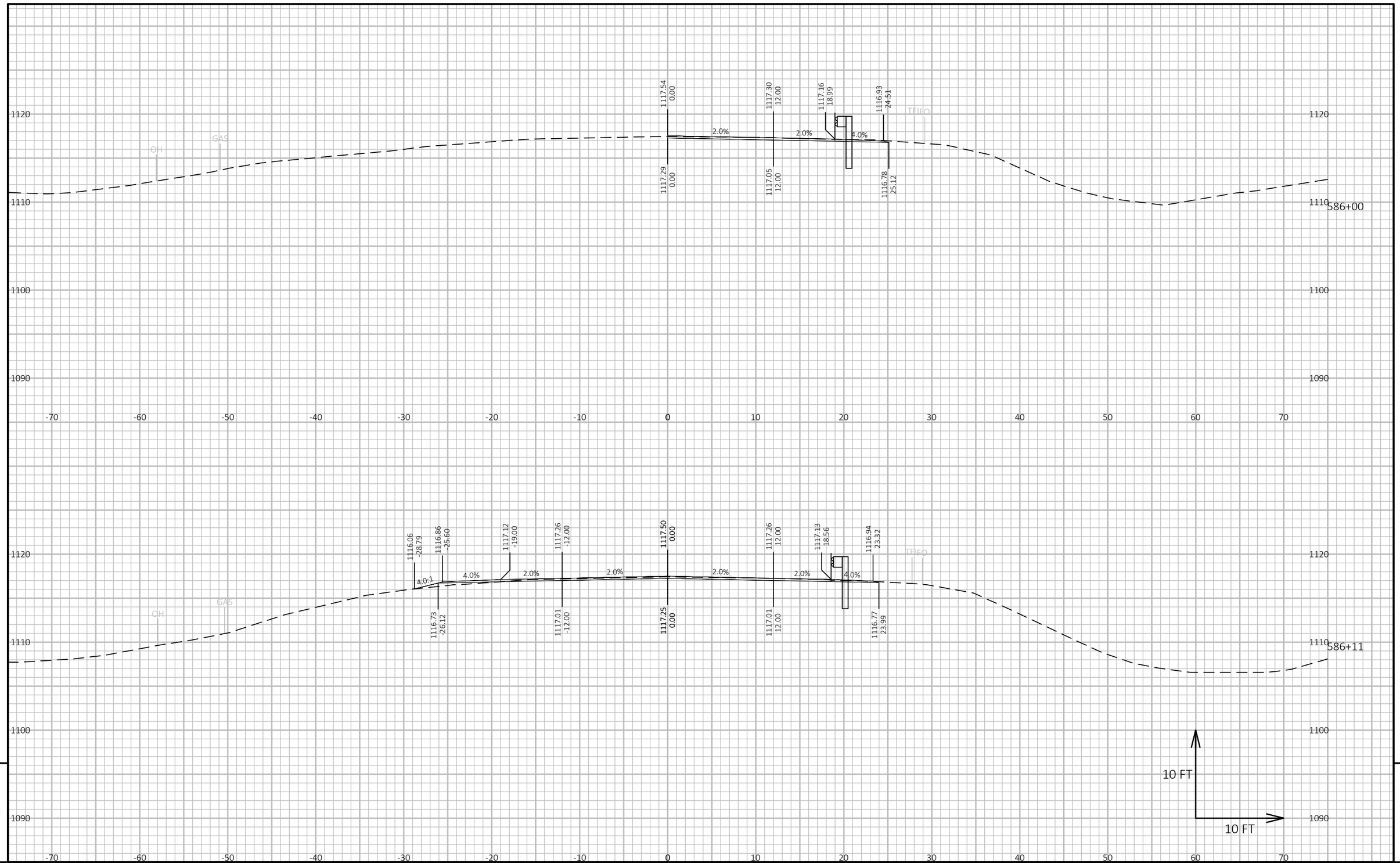
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 370	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

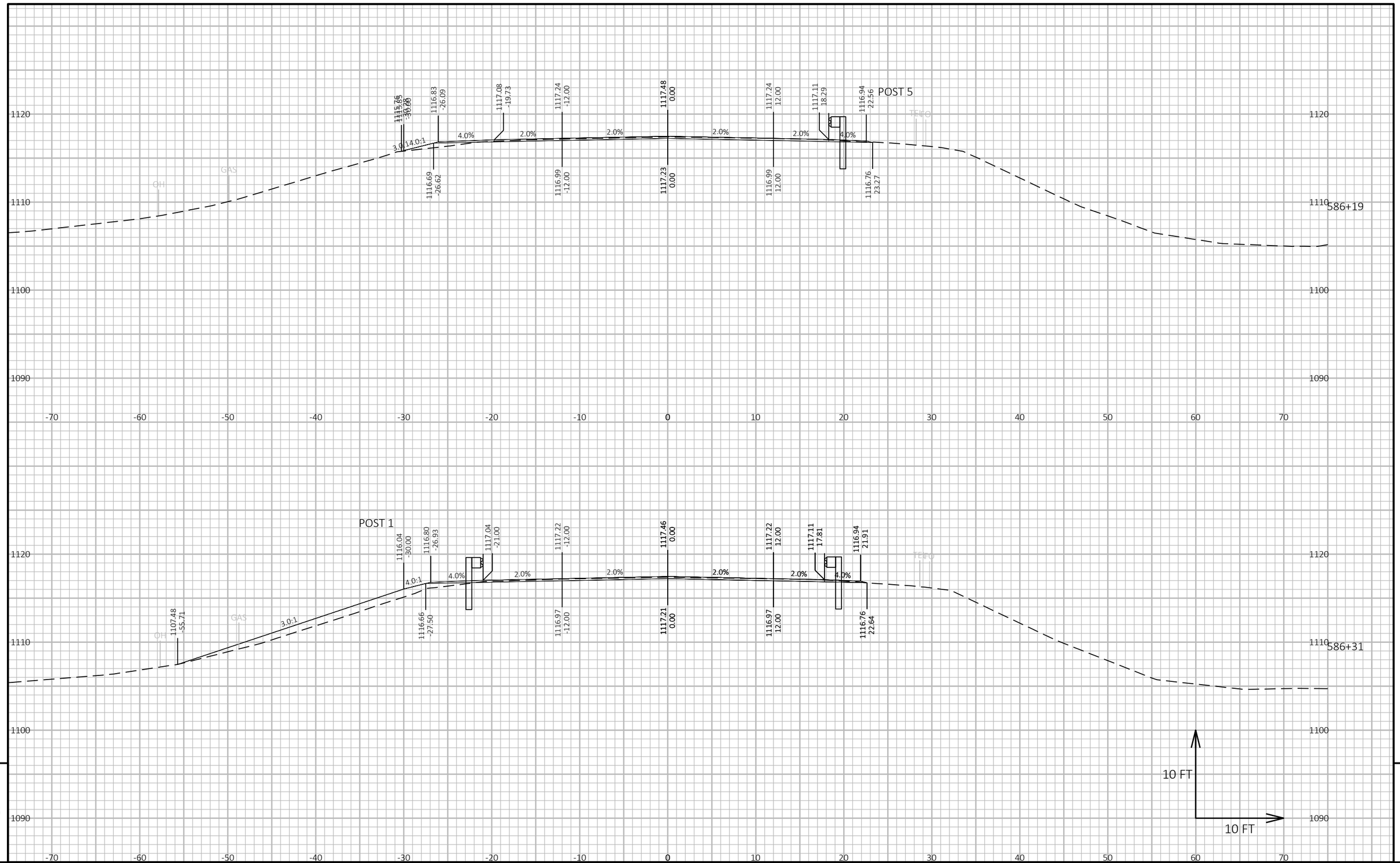
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 371	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

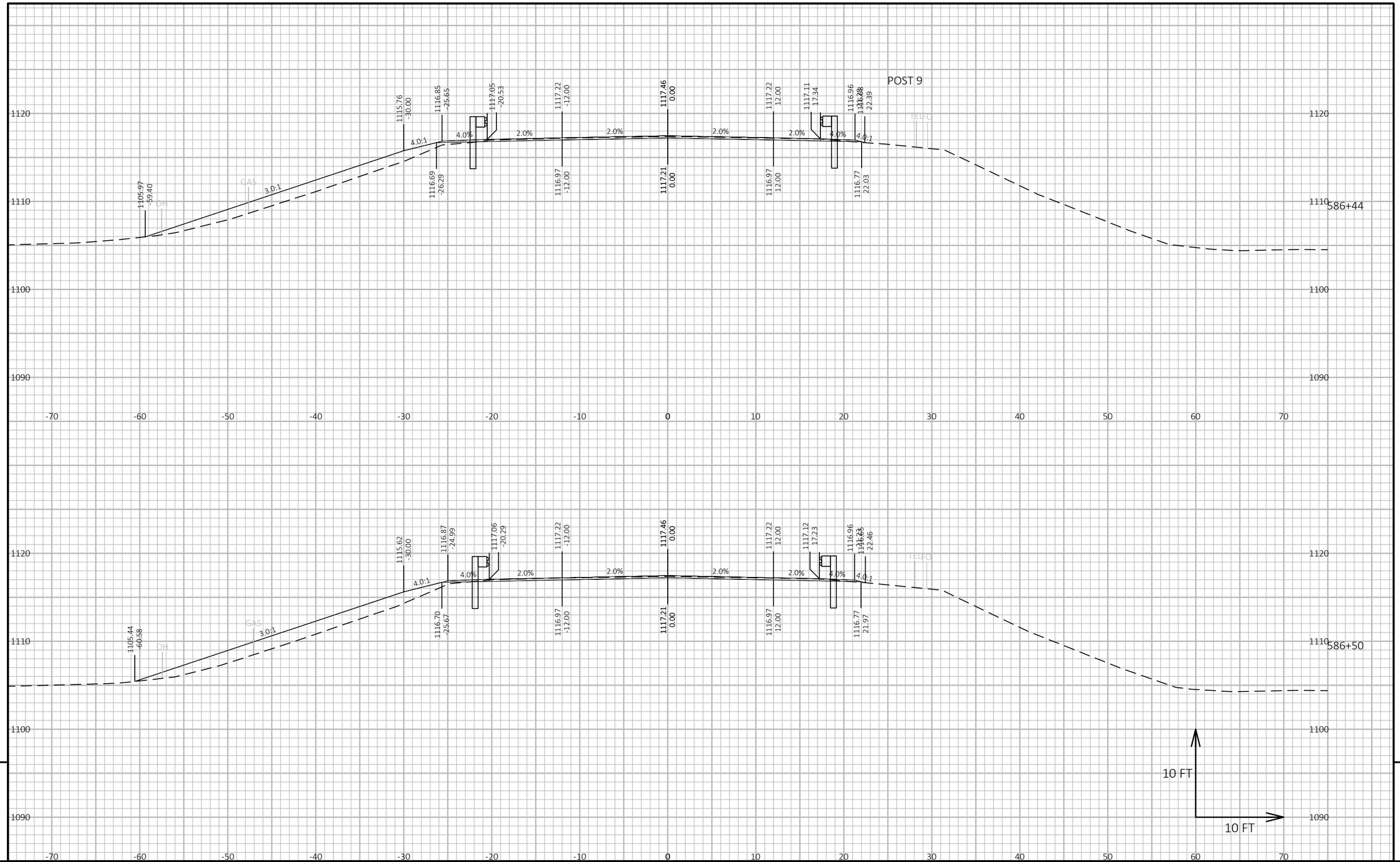


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 372	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 7/23/2026 12:59 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

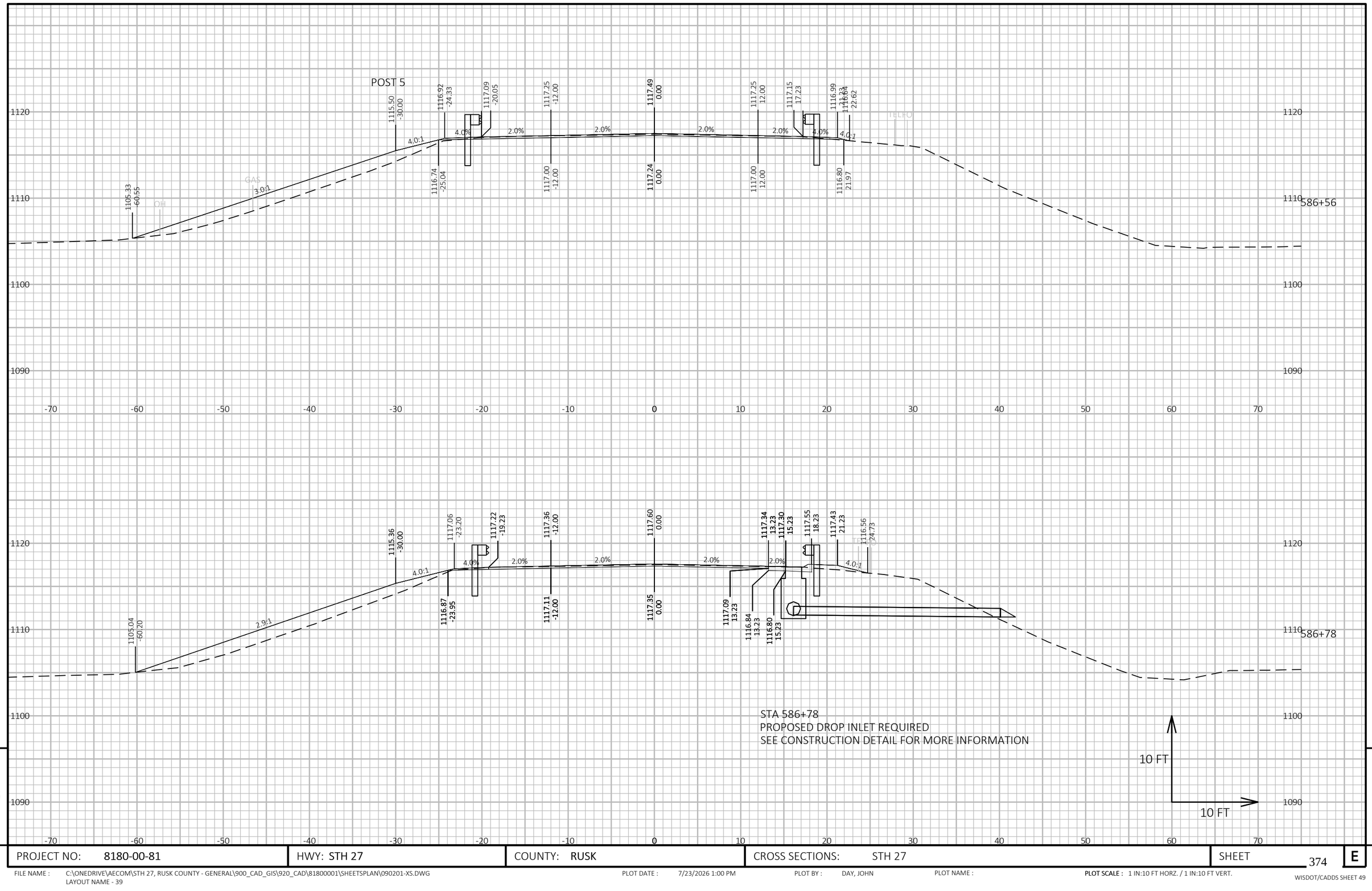
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 373	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

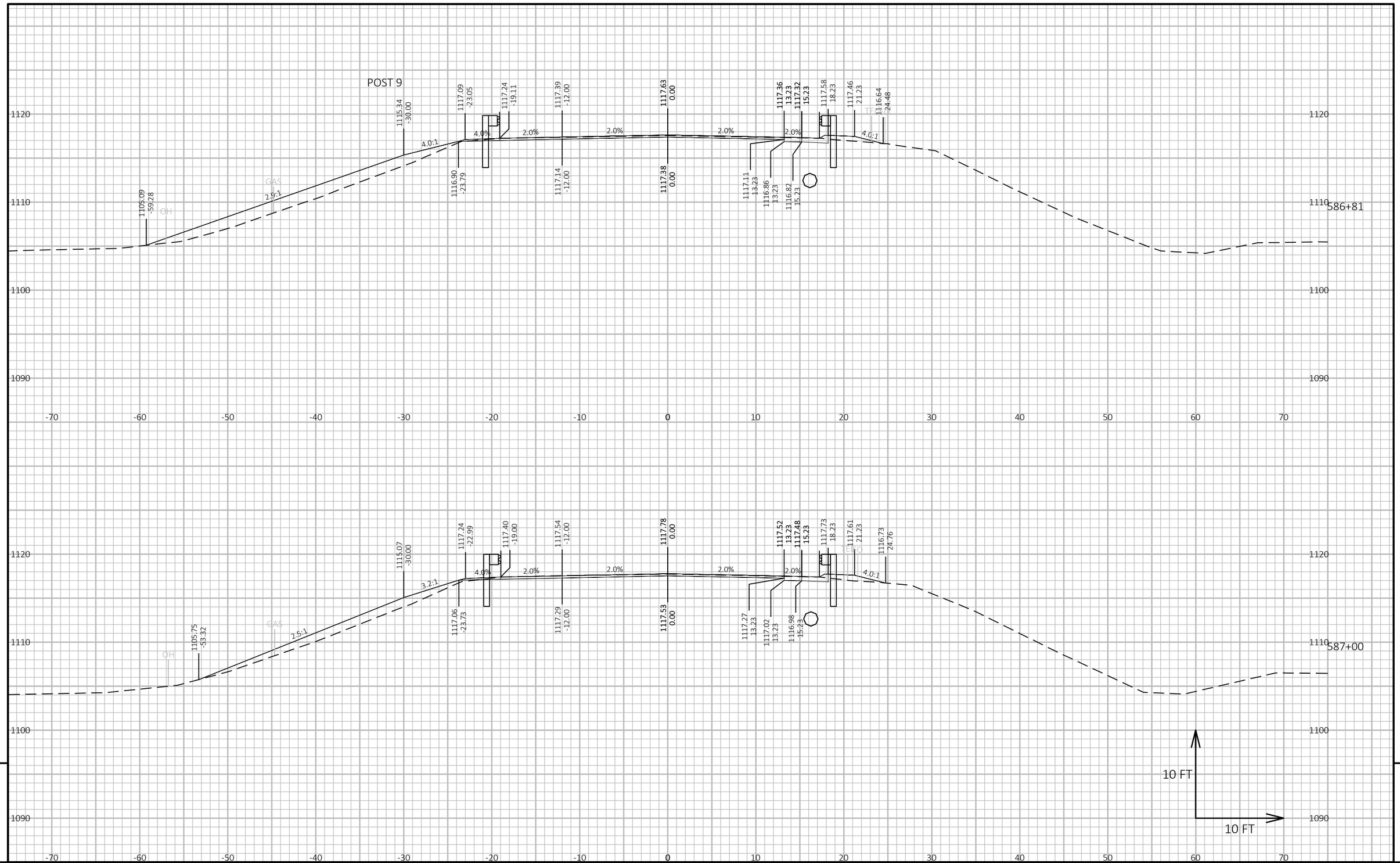
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 374	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 39
PLOT DATE : 7/23/2026 1:00 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

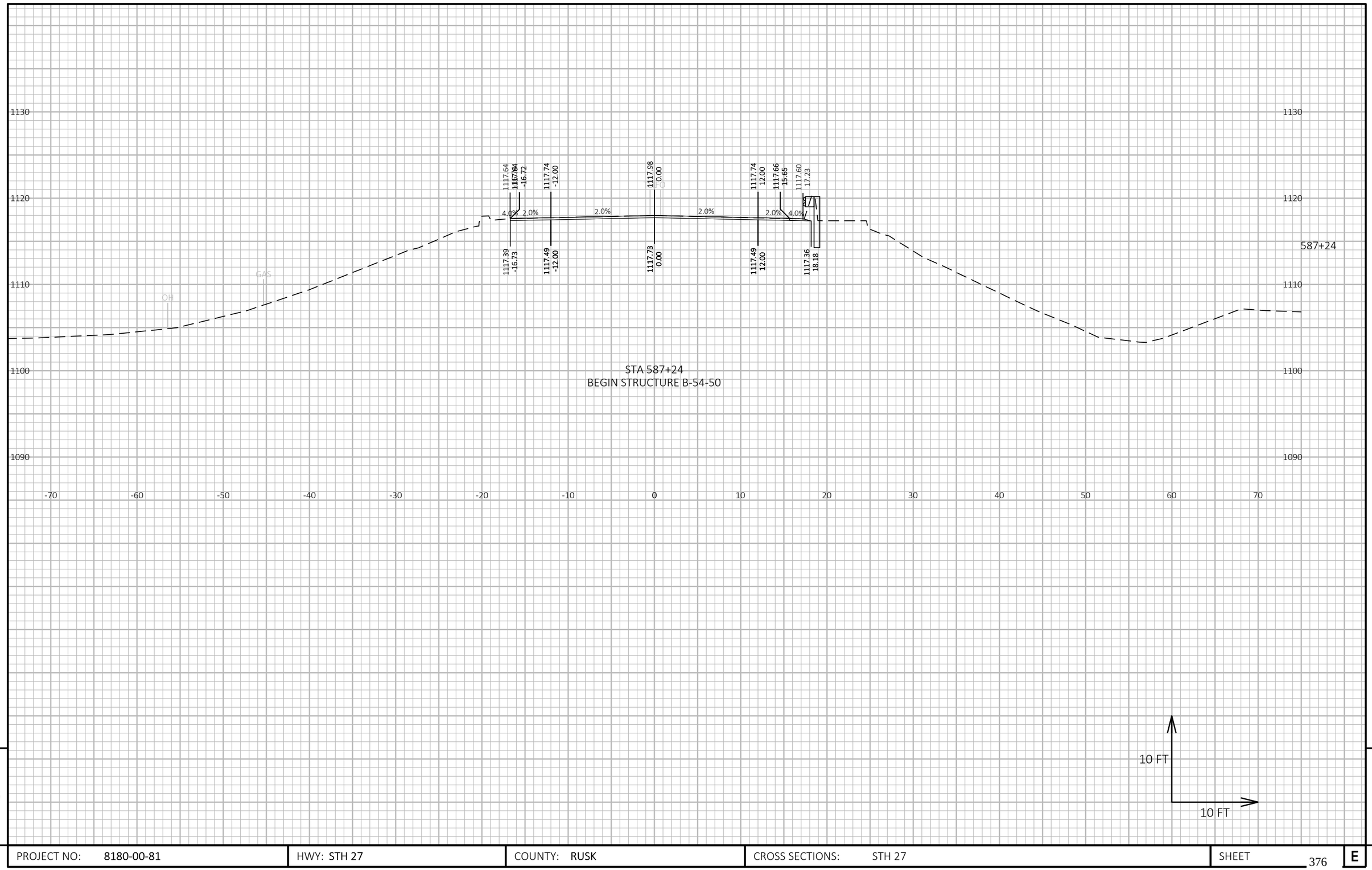


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 375	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 40

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

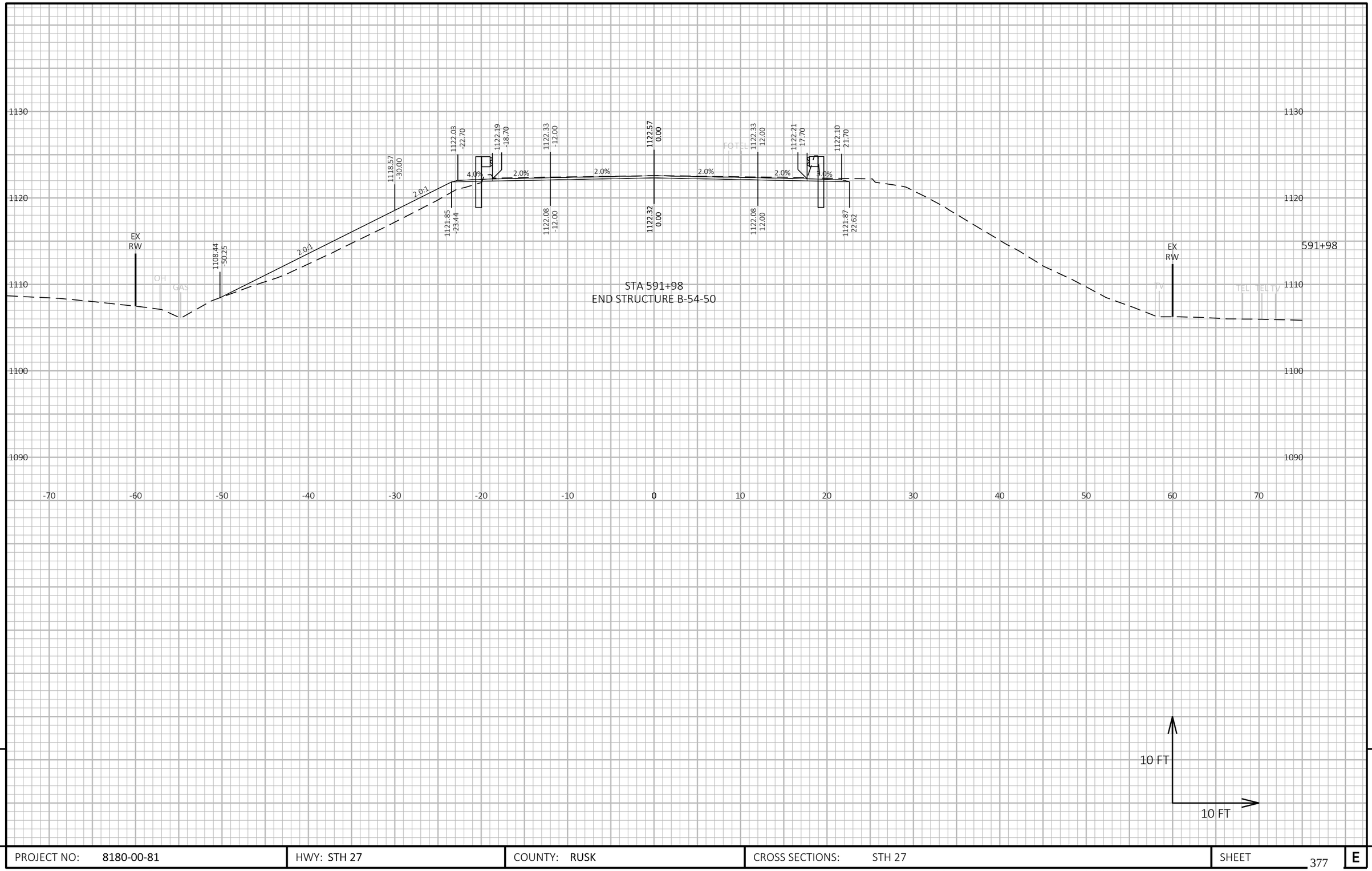


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 376	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 41

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

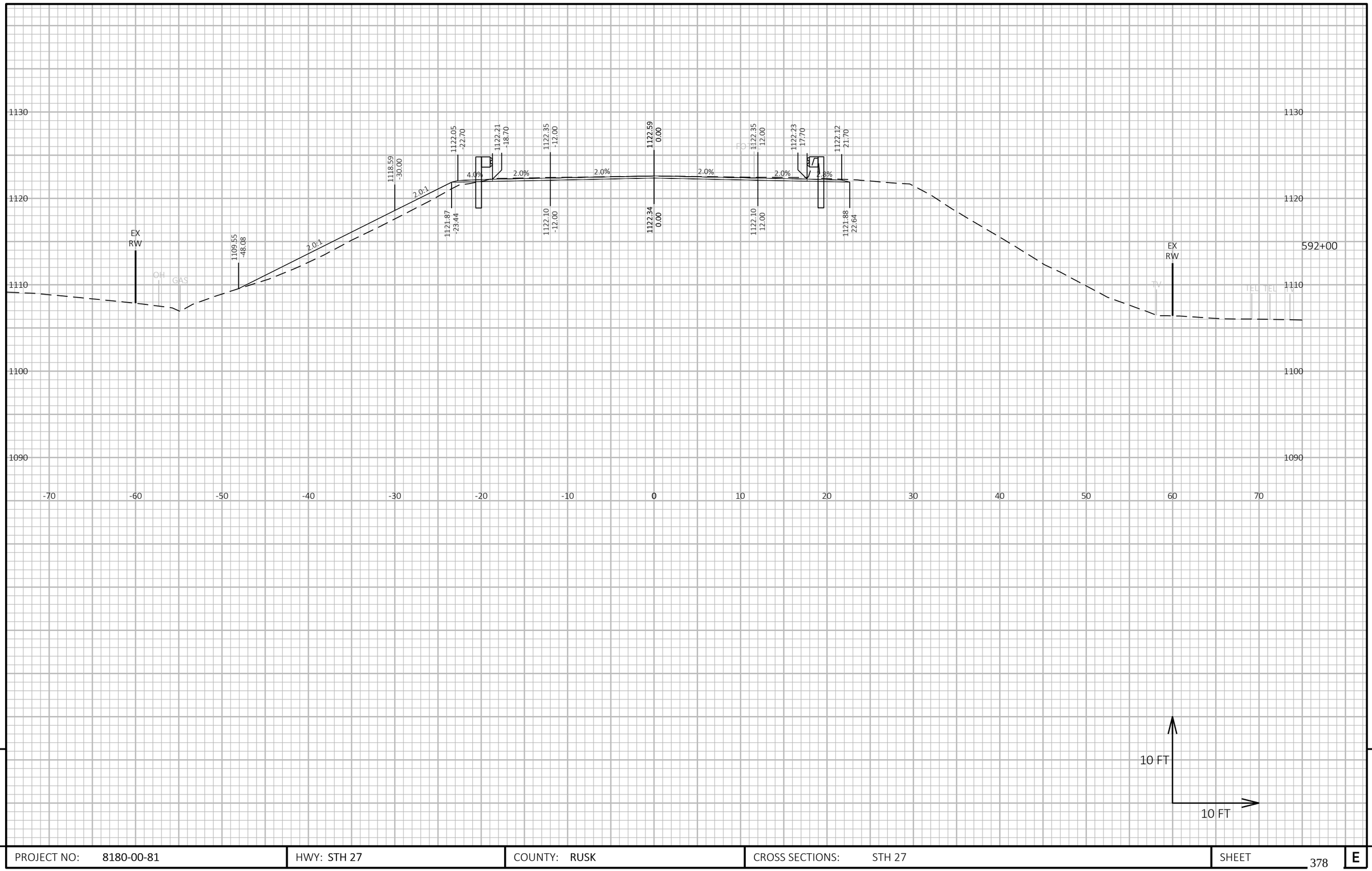
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 377	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 42

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

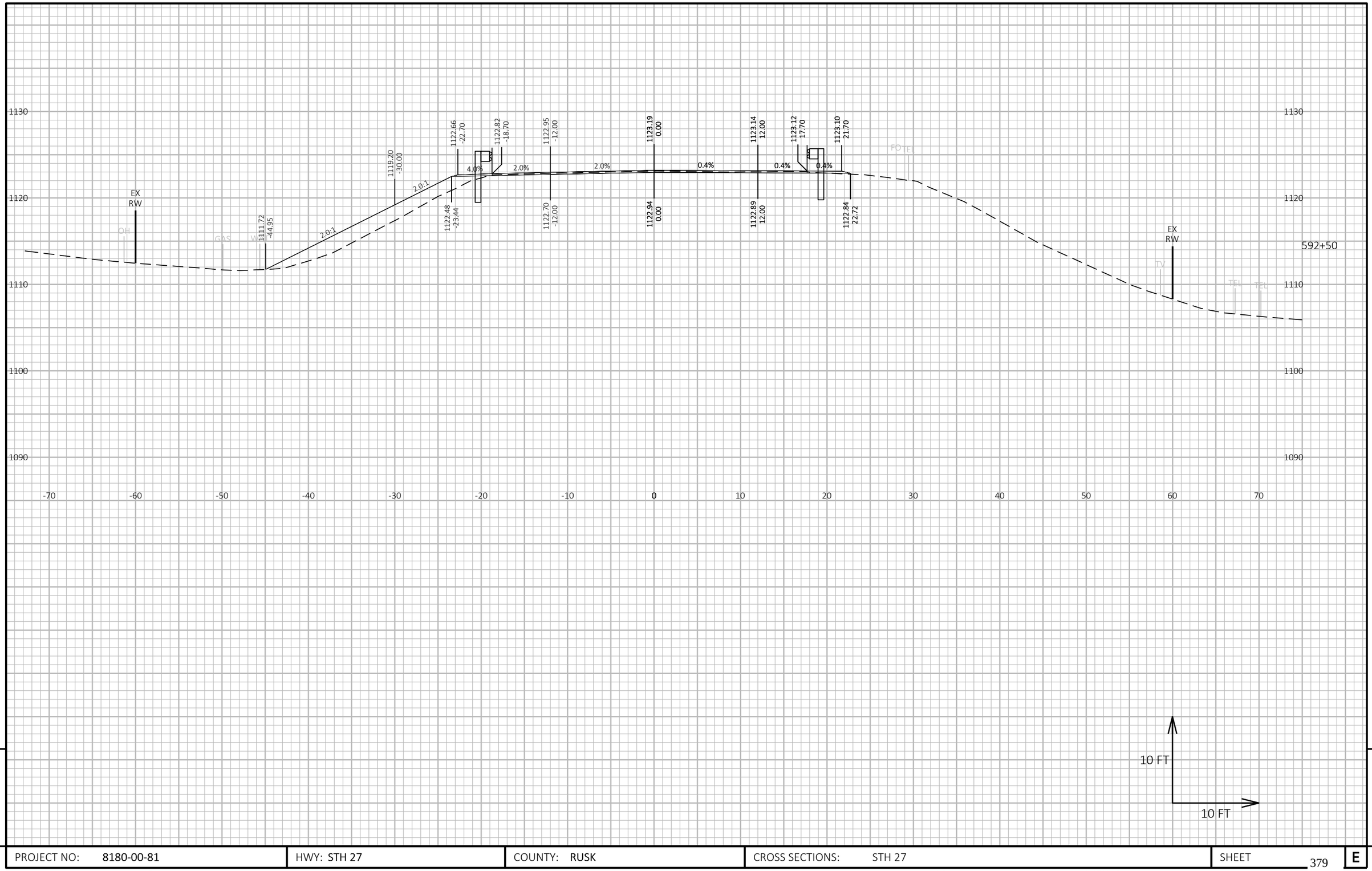
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 378	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 43

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

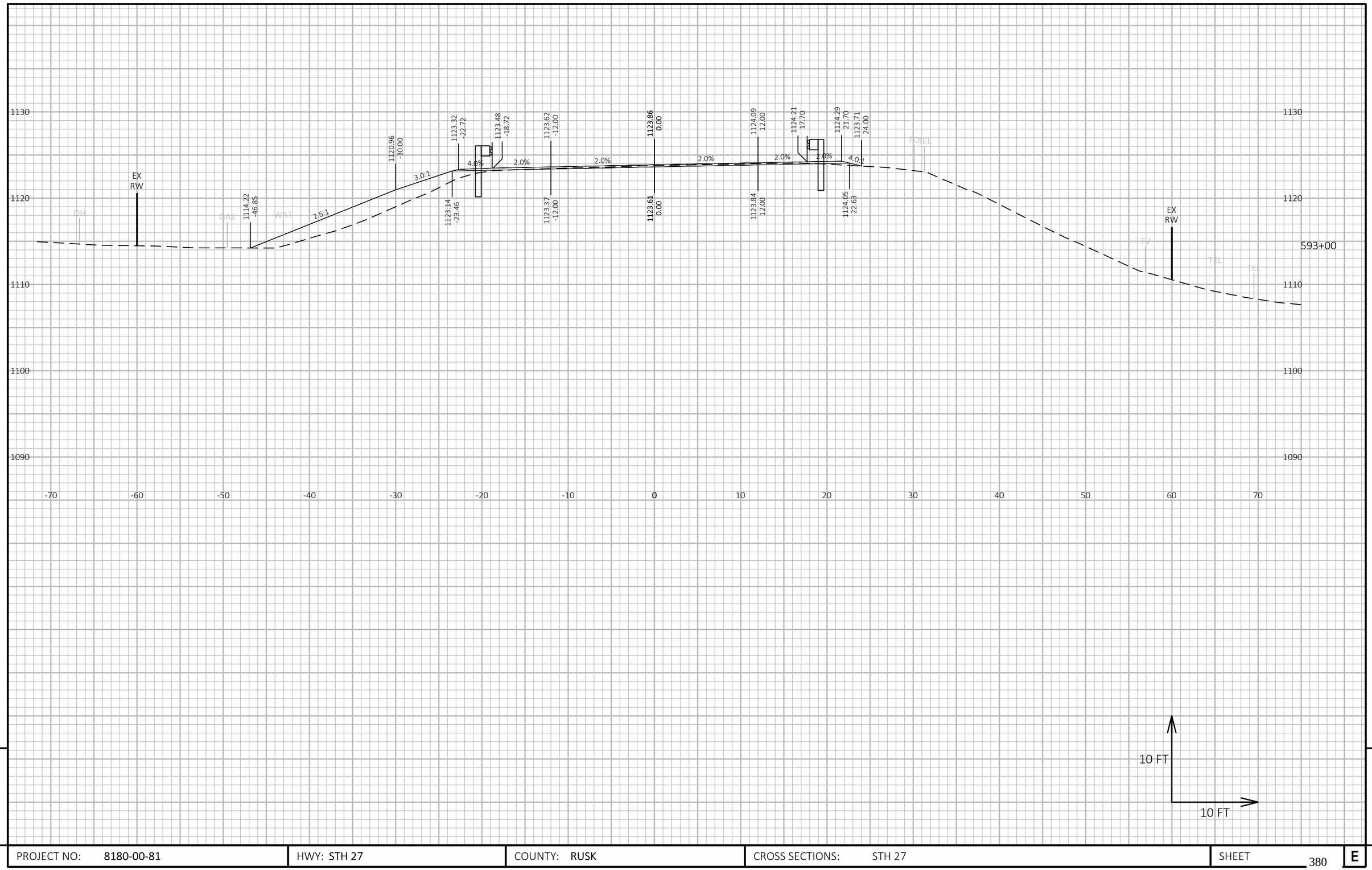
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 379	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 44

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

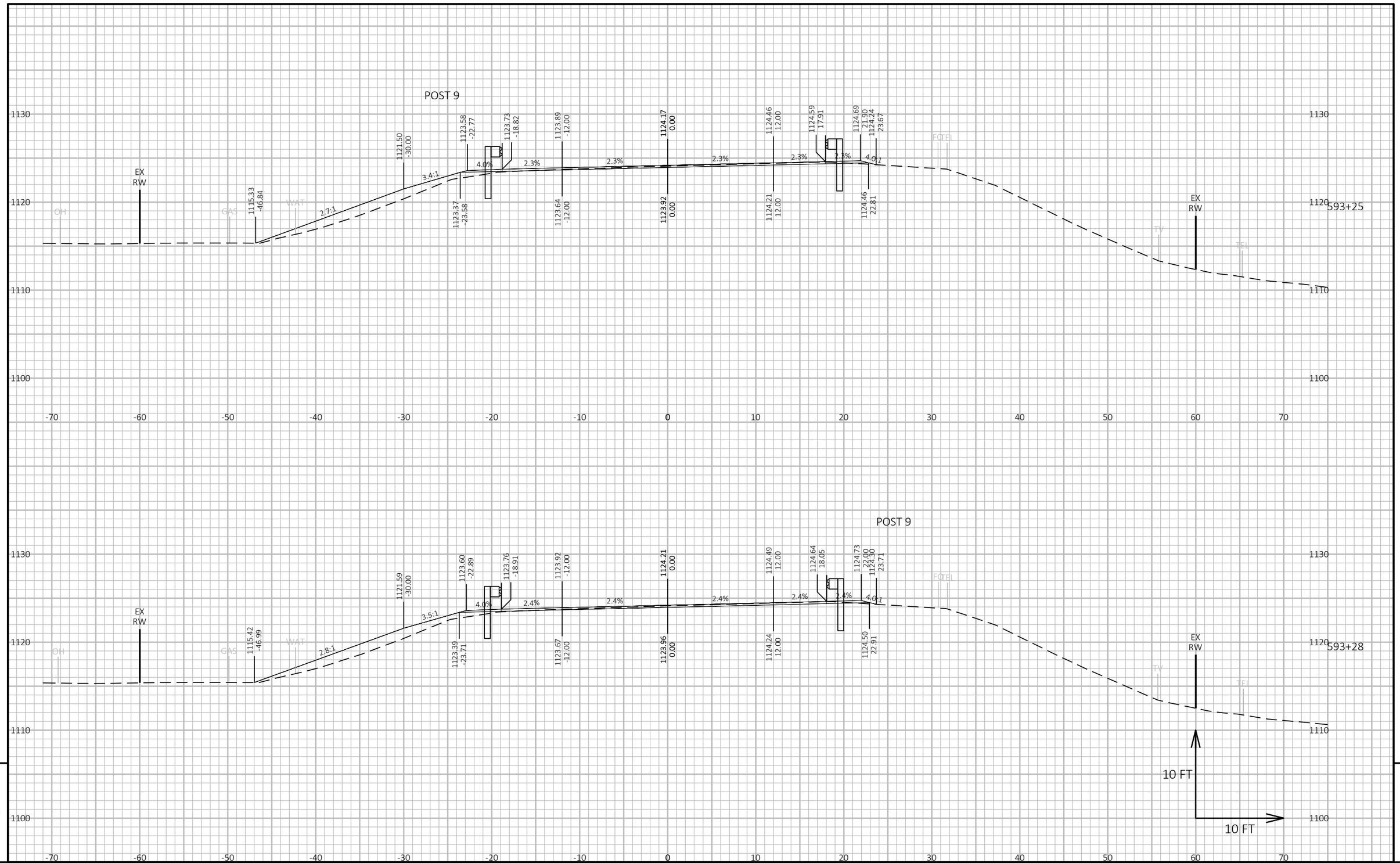
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 380	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 45

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

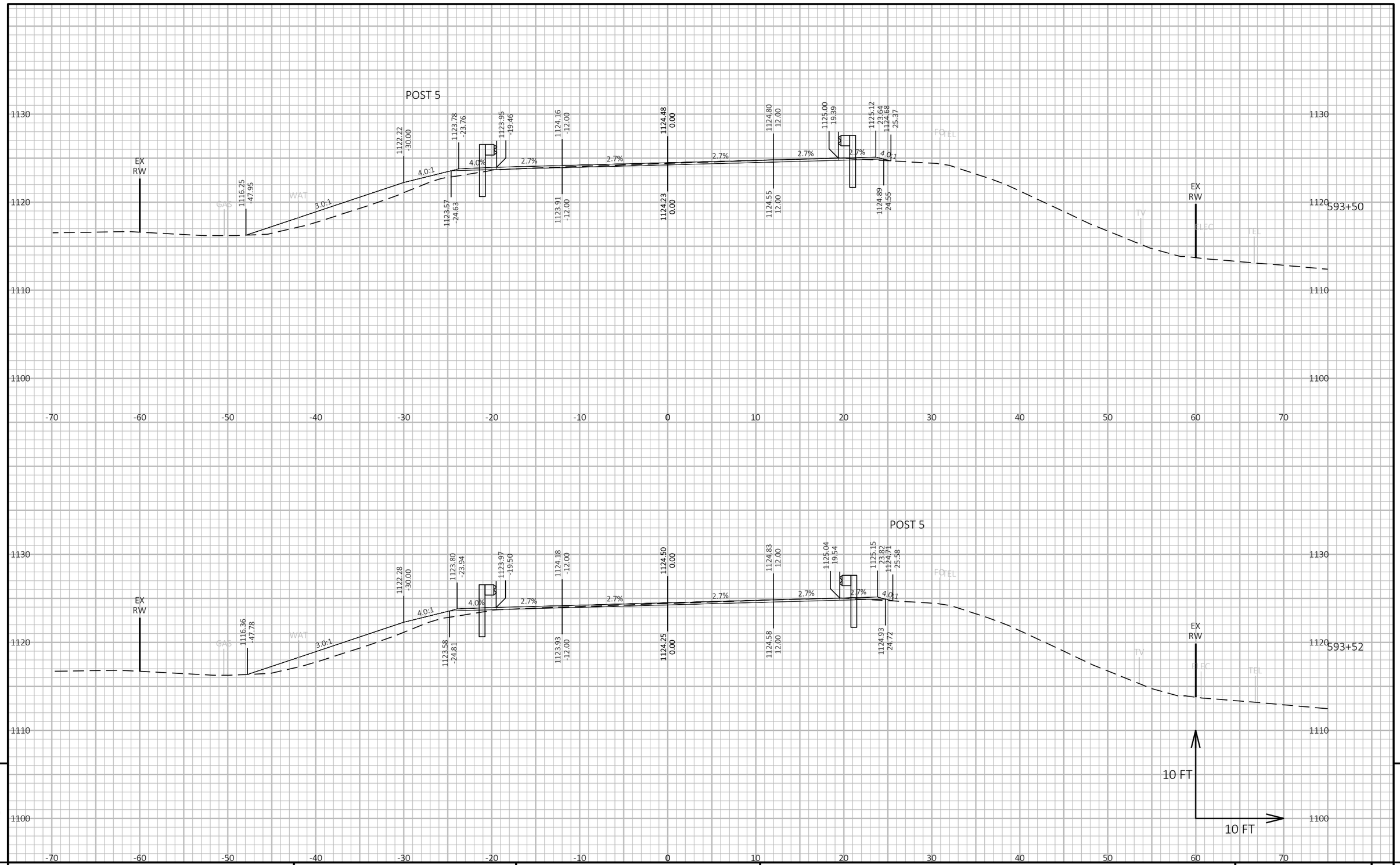
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 381	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 46

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

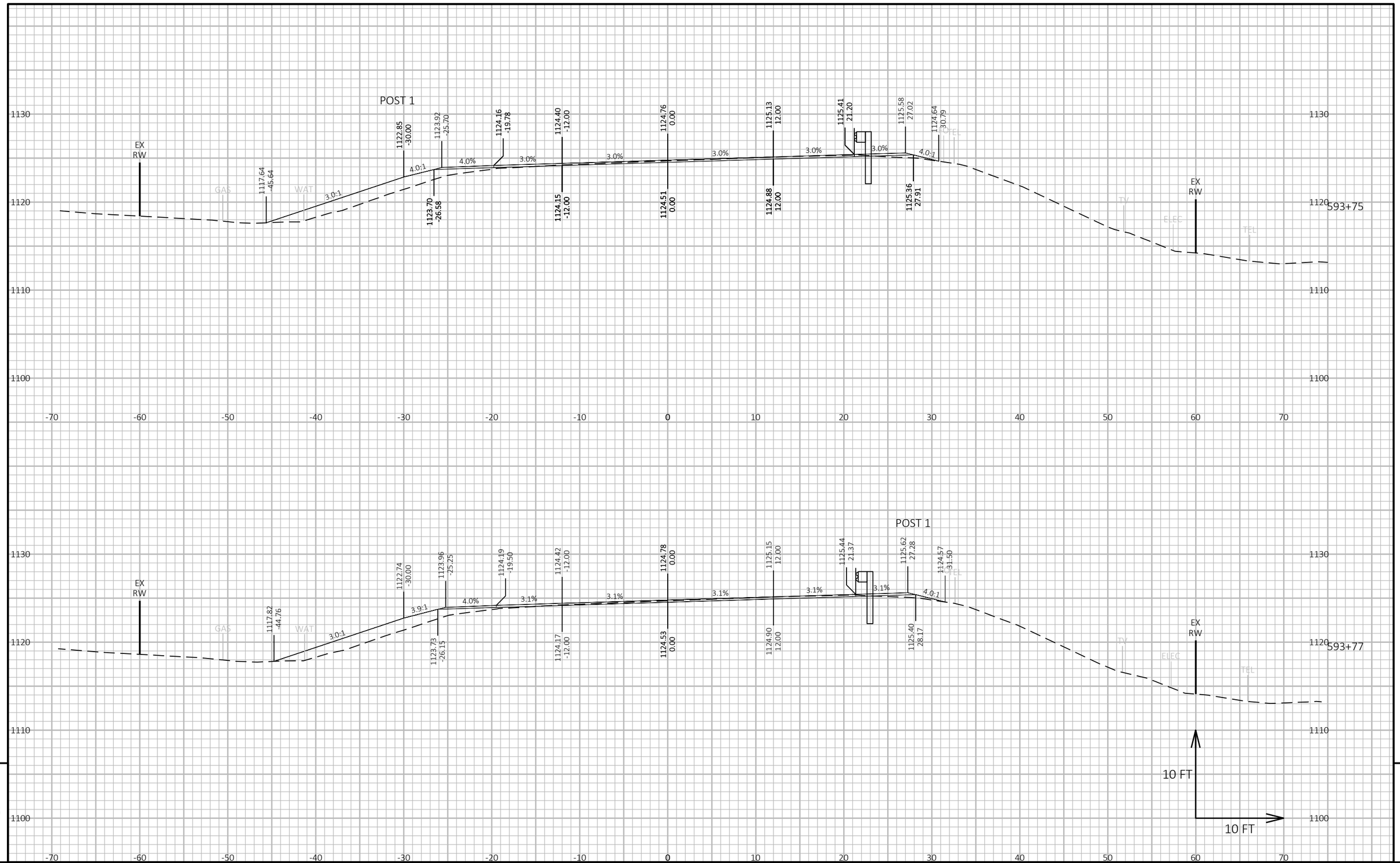


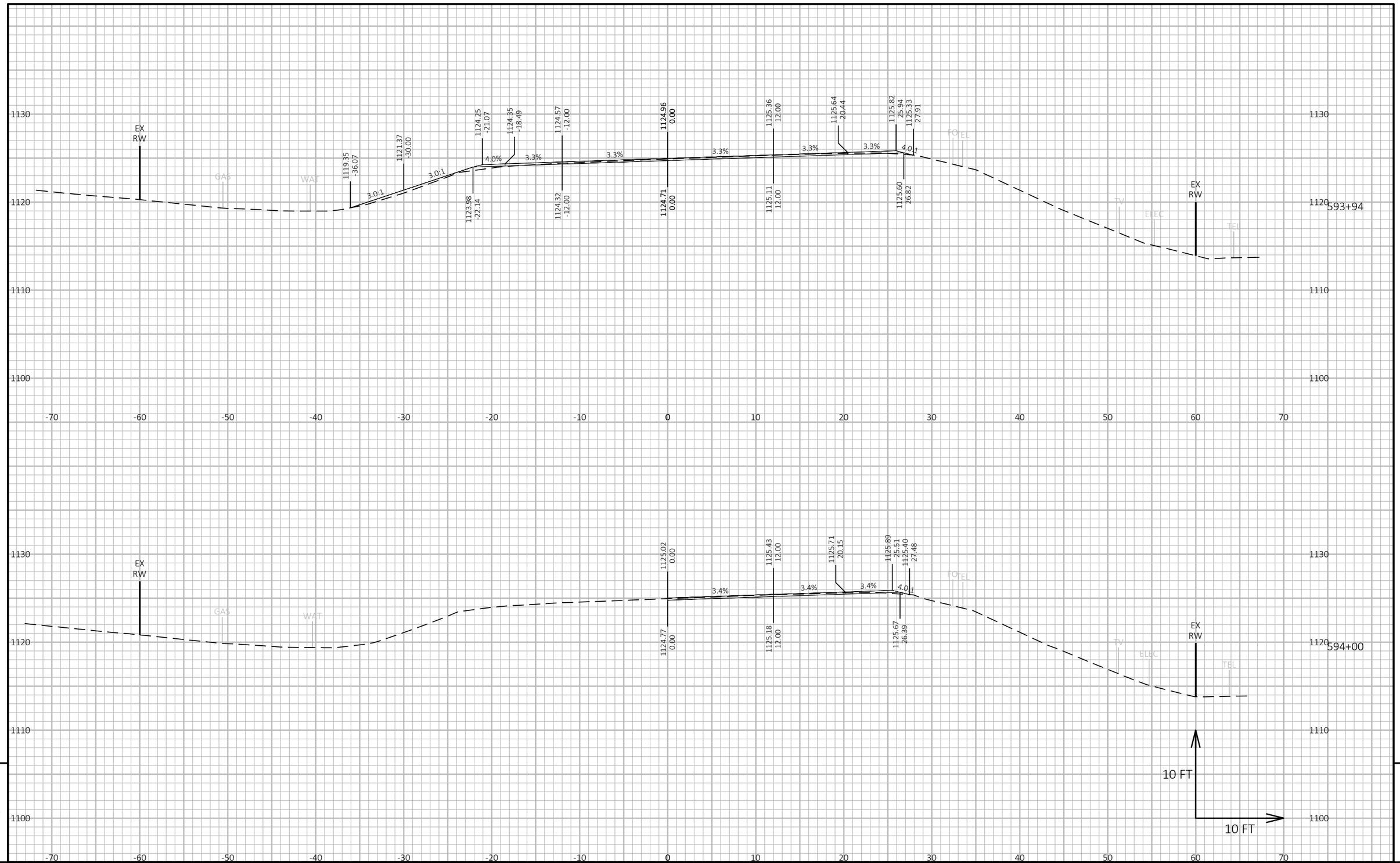
PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 382 E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 47

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


POST 1
EX RW
GAS
WAT
1117.64 -45.64
1122.85 -30.00
1123.92 -25.70
1124.16 -19.78
1124.40 -12.00
1124.76 0.00
1125.13 12.00
1125.41 21.20
1125.58 27.02
1124.64 30.79
1123.70 -26.58
1124.15 -12.00
1124.51 0.00
1124.88 12.00
1125.36 27.91
3.0:1
4.0:1
4.0%
3.0%
TV
ELEC
TEL
593+75
1130
1120
1110
1100
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
POST 1
EX RW
GAS
WAT
1117.82 -44.76
1122.74 -30.00
1123.96 -25.25
1124.19 -19.50
1124.42 -12.00
1124.78 0.00
1125.15 12.00
1125.44 21.37
1125.62 27.28
1124.57 31.50
1123.73 -26.15
1124.17 -12.00
1124.53 0.00
1124.90 12.00
1125.40 28.17
3.9:1
3.0:1
4.0:1
4.0%
3.1%
TV
ELEC
TEL
593+77
10 FT
10 FT
1130
1120
1110
1100
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
9
9
PROJECT NO: 8180-00-81
HWY: STH 27
COUNTY: RUSK
CROSS SECTIONS: STH 27
SHEET 383
E
FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 48
PLOT DATE : 7/23/2026 1:00 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



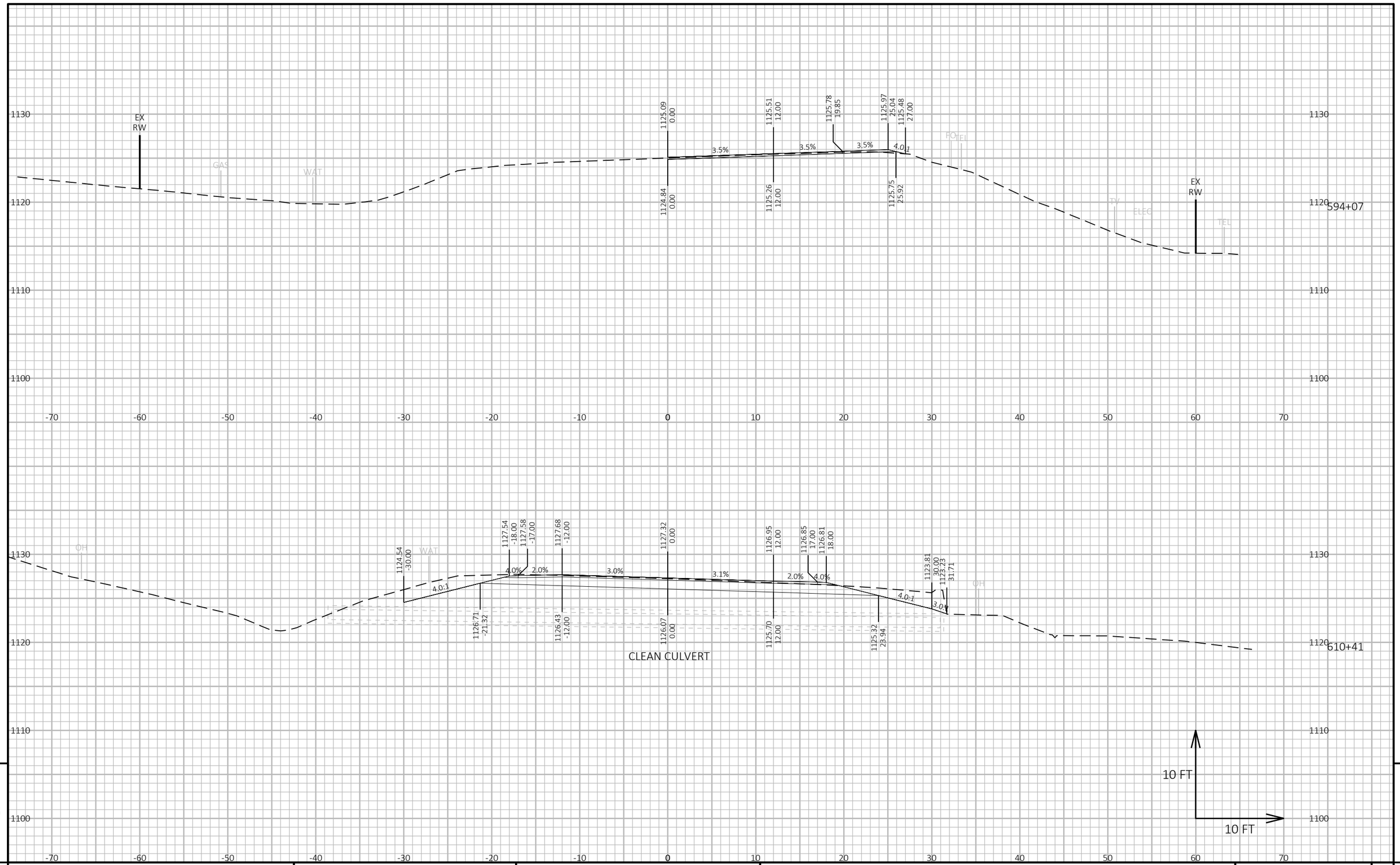
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 384	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 49

PLOT DATE : 7/23/2026 1:00 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



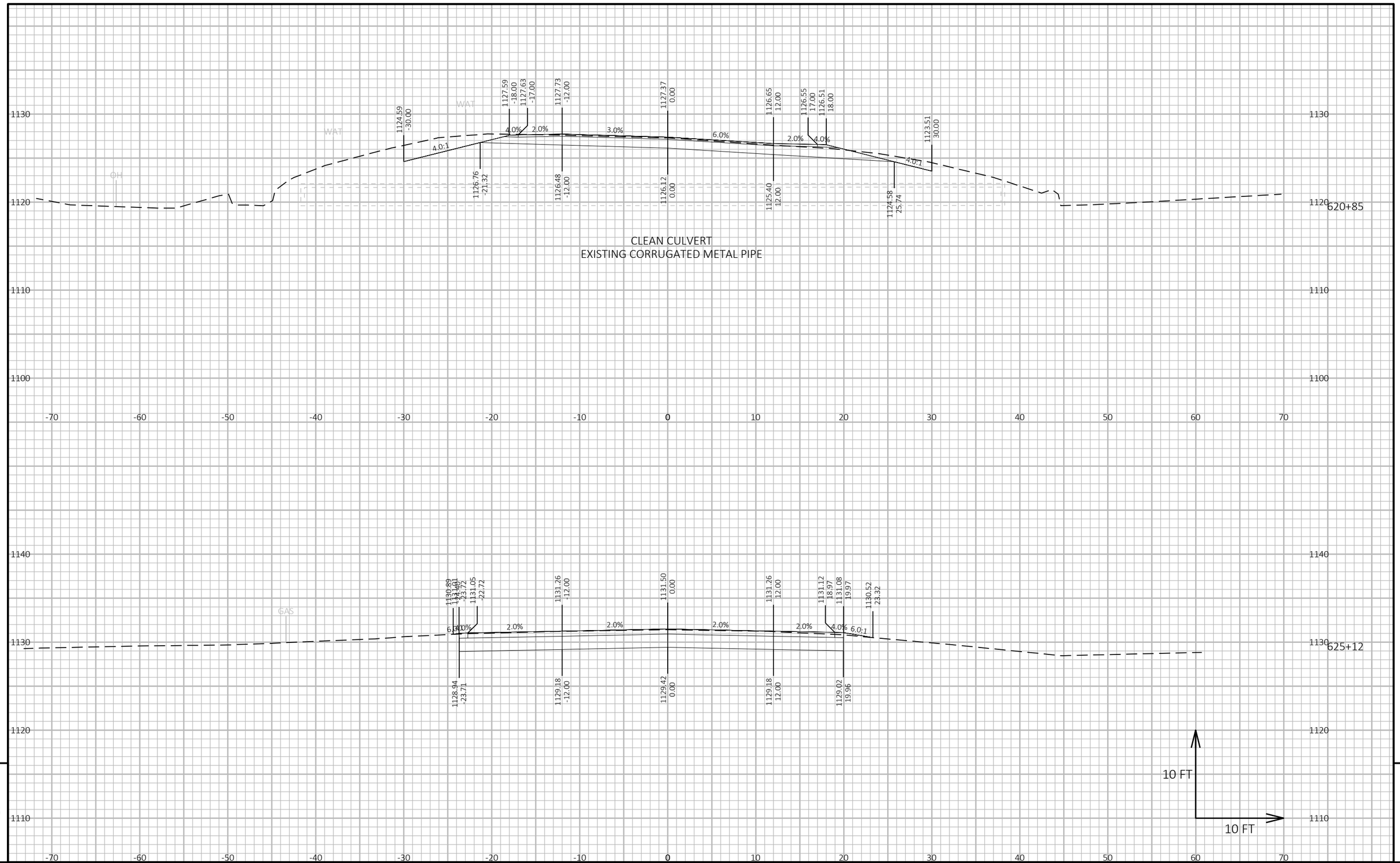
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 385	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 50

PLOT DATE : 7/23/2026 1:01 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

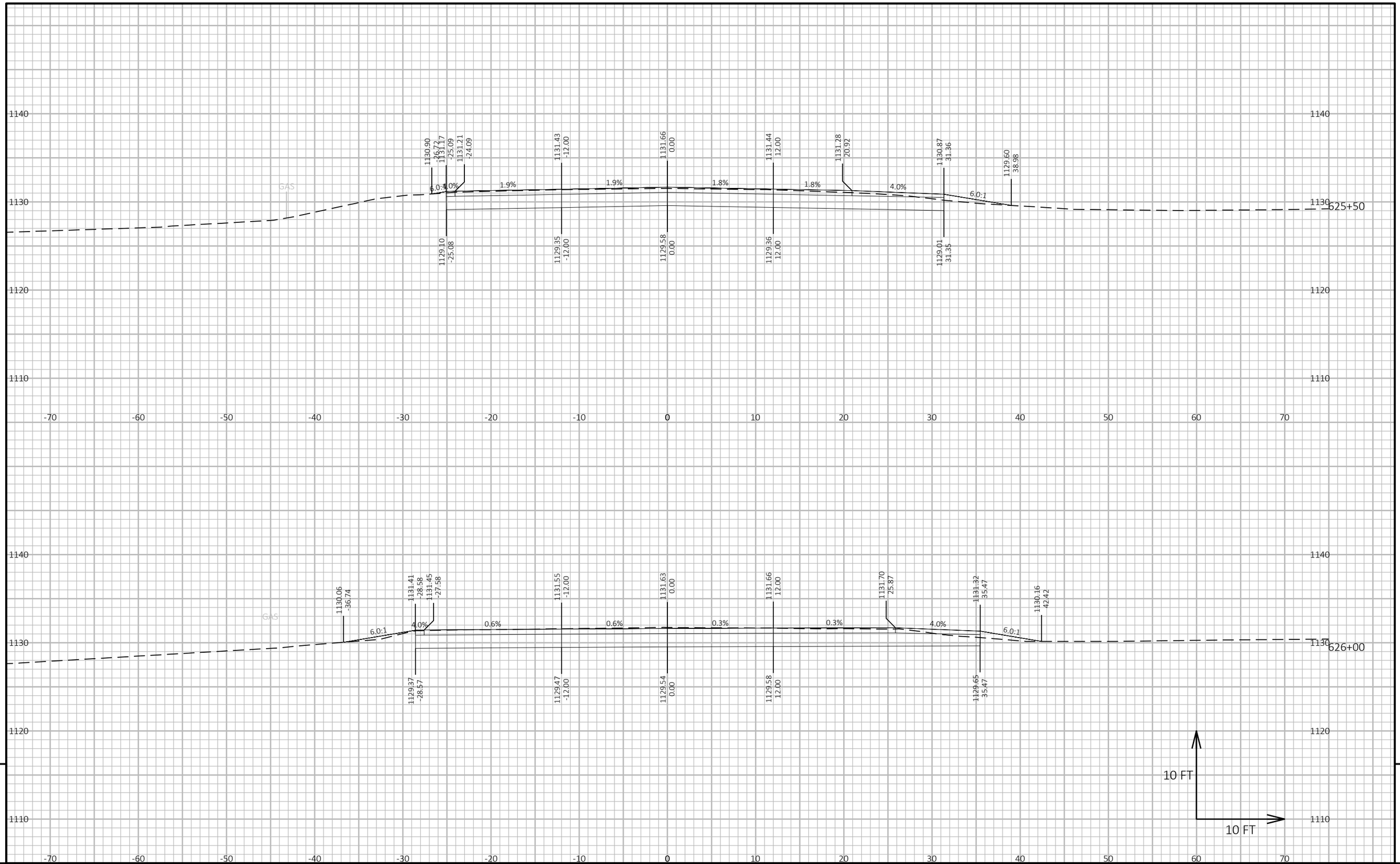
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PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 386	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 51

PLOT DATE : 7/23/2026 1:01 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 387	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 52

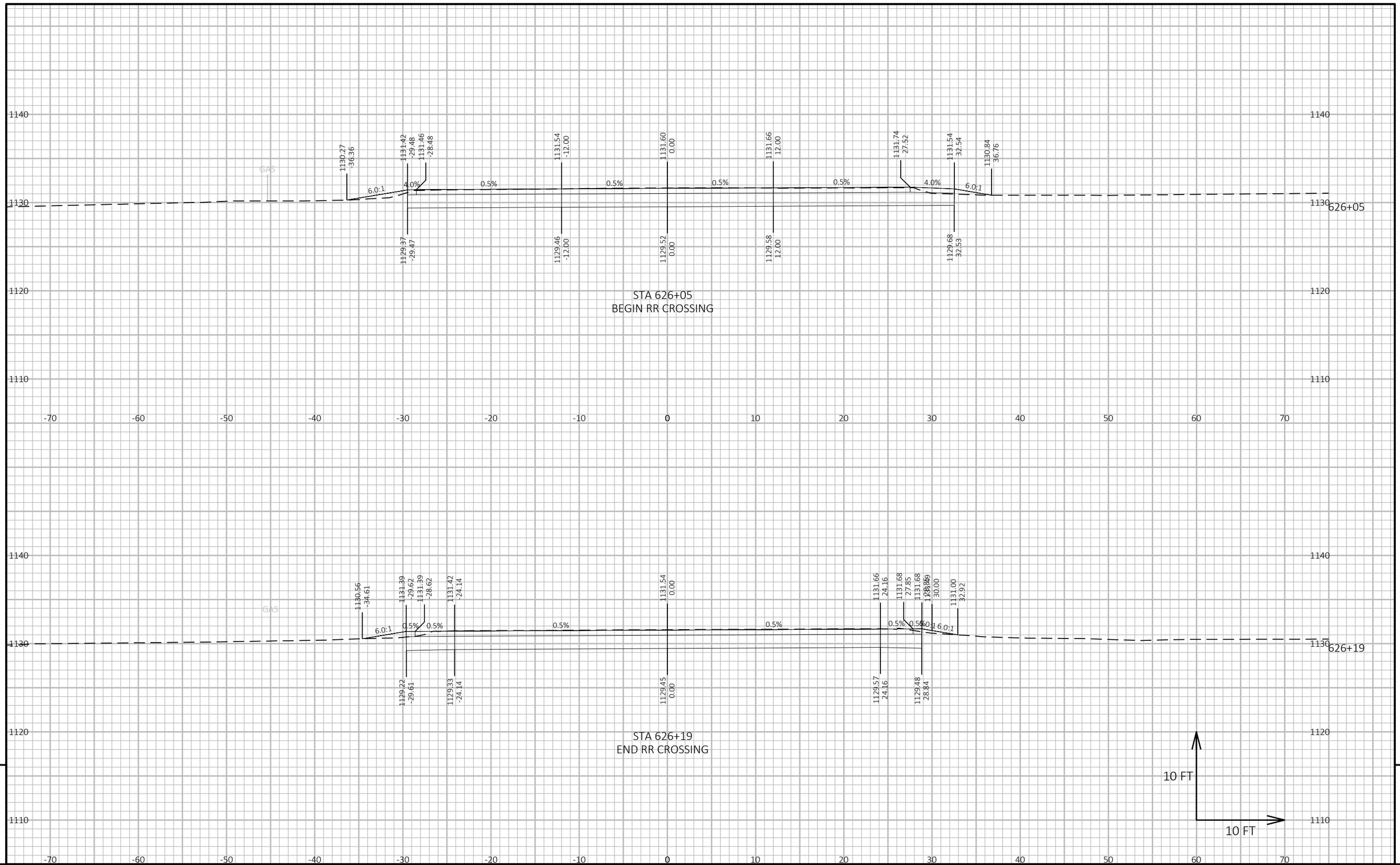
PLOT DATE : 7/23/2026 1:01 PM

PLOT BY : DAY, JOHN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

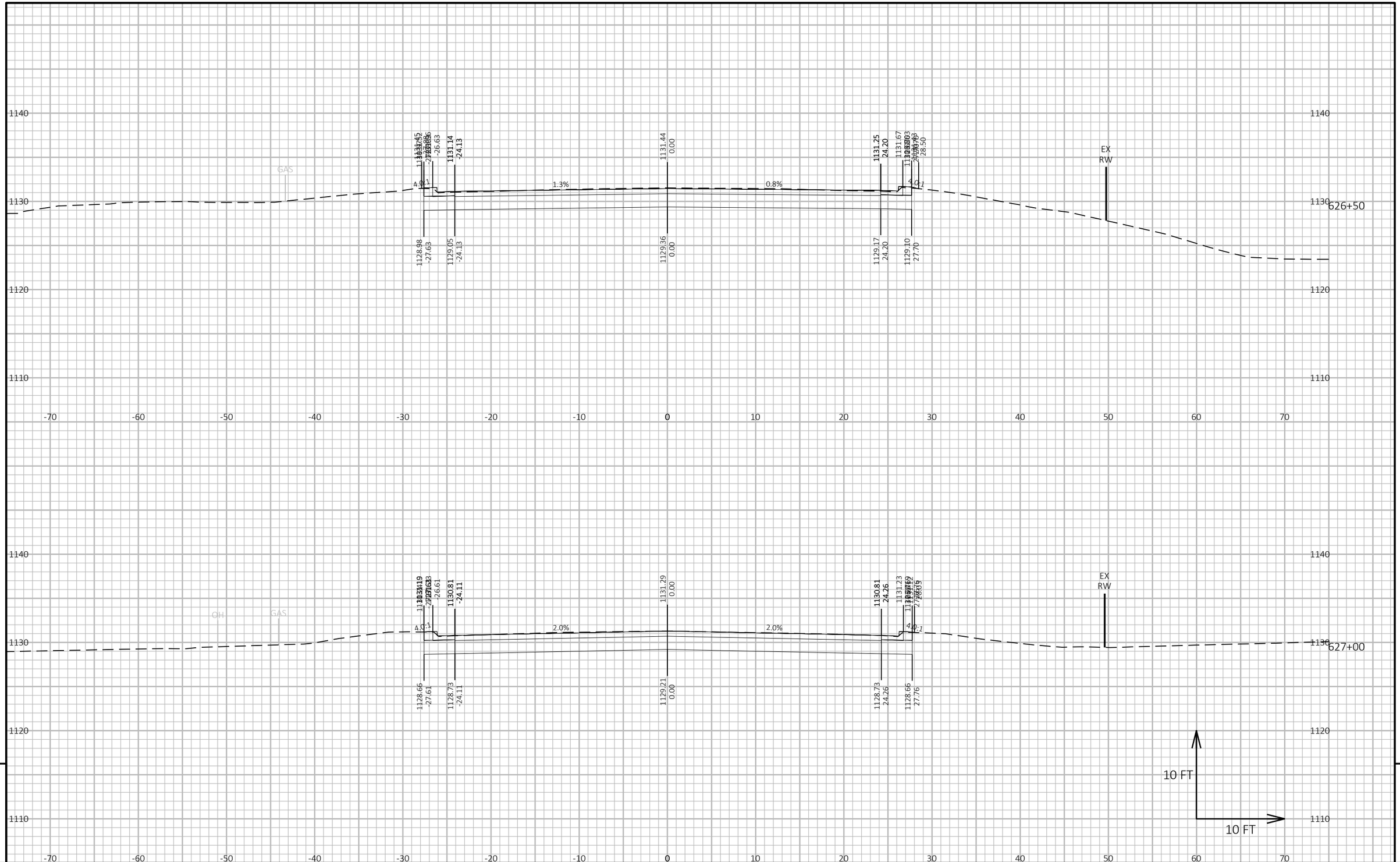


PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 388	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 53

PLOT DATE : 7/23/2026 1:01 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 389	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 54

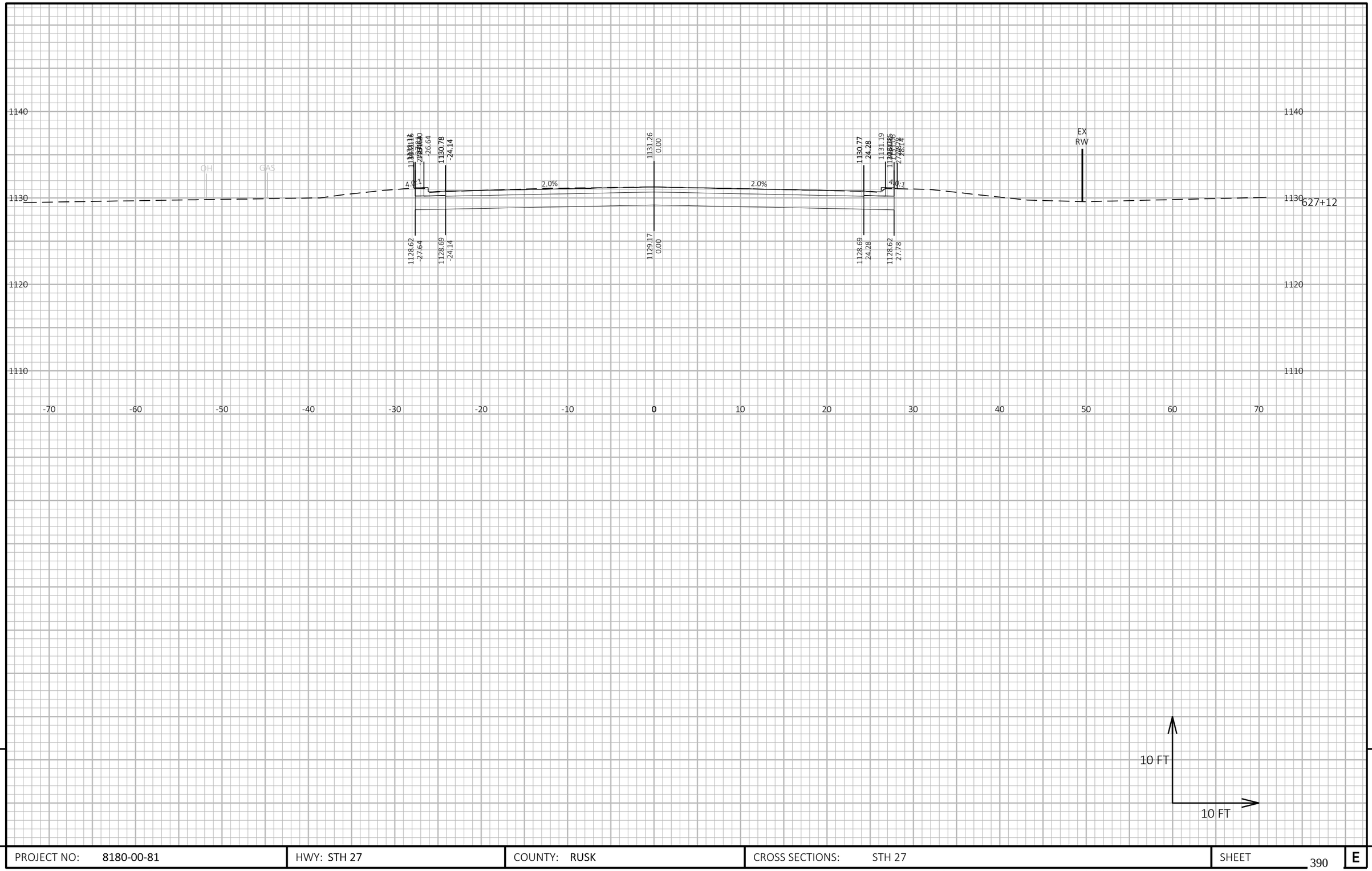
PLOT DATE : 7/23/2026 1:01 PM

PLOT BY : DAY, JOHN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8180-00-81	HWY: STH 27	COUNTY: RUSK	CROSS SECTIONS: STH 27	SHEET 390	E

FILE NAME : C:\ONEDRIVE\AECOM\STH 27, RUSK COUNTY - GENERAL\900_CAD_GIS\920_CAD\81800001\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 55

PLOT DATE : 7/23/2026 1:01 PM PLOT BY : DAY, JOHN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov