WIS

PROJECT ID: 6997-05-73

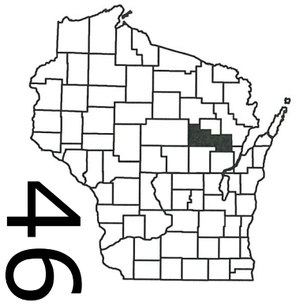
WITH: N/A

COUNTY: SHAWANO

NOVEMBER 2022

ORDER OF SHEETS

TOTAL SHEETS = 48



46

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	6140
A.A.D.T.	(2043)	=	6790
D.H.V.		=	
D.D.		=	50/50
T.		=	4.7%
DESIGN SPEED		=	35 MPH
ESALS		=	450,000

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

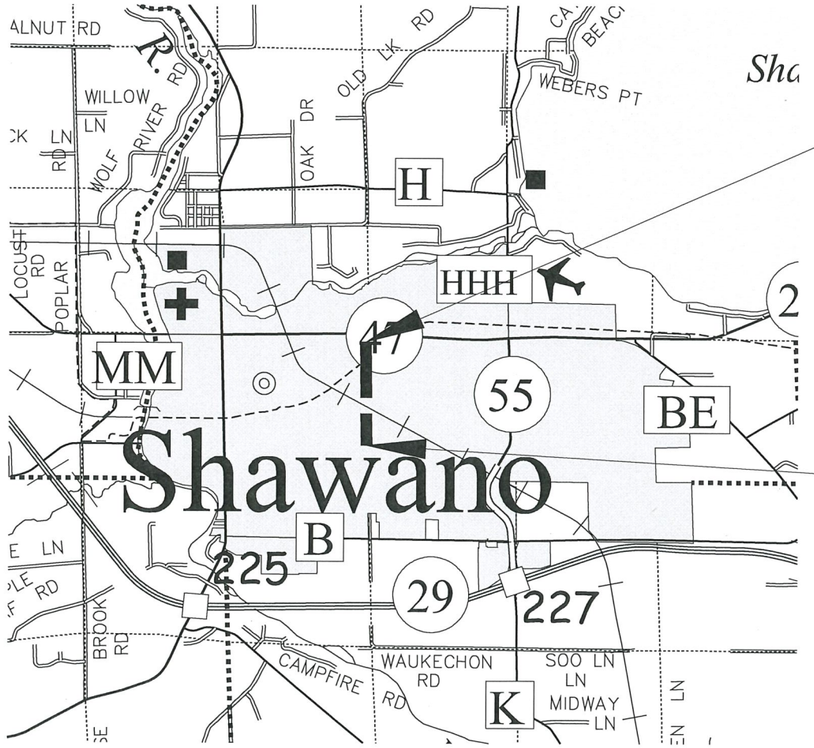
C SHAWANO, S WAUKECHON ST

E LIEG AVENUE TO E GREEN BAY STREET

LOCAL STREET
SHAWANO

STATE PROJECT NUMBER
6997-05-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6997-05-73	WISC 2023049	1



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.76 MILES

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18

SHAWANO CITY ON THE WOLF

CITY OF SHAWANO
DEPARTMENT OF PUBLIC WORKS

WISCONSIN
MATT J. PLESHEK
E-33621
BONDUEL
WI
PROFESSIONAL ENGINEER

8/23/2022

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CITY OF SHAWANO
Designer	CITY OF SHAWANO
Project Manager	JASON SCHAEFFER
Regional Examiner	MICHAEL GRAGE
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT

DATE: 8/31/2022 (Signature)

E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\010101-TI.DWG

PLOT DATE : 8/23/2022 2:58 PM PLOT BY : KEVIN LOHFF PLOT NAME :

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS.

RIGHT-OF-WAY LINES, EASEMENT LINES AND PROPERTY LINES AS SHOWN ON THE PLANS ARE APPROXIMATE.

WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE, HMA BINDER COURSE AND HMA SURFACE COURSE ARE MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATIONS, DIMENSIONS AND LIMITS OF ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ENTRANCES TO BE REPLACED IN KIND. ALL PRIVATE AND COMMERCIAL ENTRANCES SHALL REMAIN OPEN DURING CONSTRUCTION. TEMPORARY ENTRANCE CLOSINGS WILL BE NECESSARY AND ALLOWED AS APPROVED BY THE ENGINEER IN THE FIELD.

HMA PRIVATE AND COMMERCIAL ENTRANCES SHALL BE PAVED TO A FINISHED THICKNESS OF 3-INCHES.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

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

ALL DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES. RADIUS DIMENSIONS FOR THE CURB & GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

TEMPORARY STORAGE OF MATERIAL IS NOT ALLOWED IN WETLANDS.

EVALUATIONS AND ADJUSTMENTS OF INLETS AND MANHOLE CASTINGS SHALL BE COORDINATED WITH THE CITY OF SHAWANO DPW AT TEL: (715) 509-0297.

LIST OF STANDARD ABBREVIATIONS

ASPH.	ASPHALTIC
AVG.	AVERAGE
A.D.T.	AVERAGE DAILY TRAFFIC
AEWRC	APRON ENDWALL REINFORCED CONCRETE
CL, C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CTH	COUNTY TRUNK HIGHWAY
C & G	CURB & GUTTER
DD	DIRECTIONAL DISTRIBUTION (PERCENTAGE)
D.H.V.	DESIGN HOUR VOLUME
EL.,ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXIST.	EXISTING
FL	FLOWLINE
HMA	HOT MIX ASPHALT
IR	IRON ROD
CWT.	HUNDRED WEIGHT
LF	LINEAL FEET
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MAX.	MAXIMUM
MPH	MILES PER HOUR
NORM.	NORMAL
Y	NORTH GRID COORDINATE
X	EAST GRID COORDINATE
PAV'T	PAVEMENT
PE	PRIVATE ENTRANCE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PLE	PERMANENT LIMITED EASEMENT
PROJ.	PROJECT
RL, R/L	REFERENCE LINE
RT	RIGHT
REQ'D	REQUIRED
SE	SUPERELEVATION RATE
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STH	STATE TRUNK HIGHWAY
STA.	STATION
TLE	TEMPORARY LIMITED EASEMENT
T.	(TRUCKS) PERCENT OF
TYP.	TYPICAL
USH	U.S. HIGHWAY
VAR.	VARIABLE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WHT.	WHITE
YEL.	YELLOW

UTILITIES

BADGER POWER MARKETING AUTHORITY
ATTN: ROB KOEPP
122 N. SAWYER STREET
SHAWANO, WI 54166
TEL: (715)-526-2920
EMAIL: rkoepp@cityofshawano.com

CHARTER / SPECTRUM
ATTN: BILL PARMENTER
5024 HEFFRON STREET
STEVENS POINT, WI 54481
TEL. (608)-301-6189
EMAIL: Bill.Parmenter@charter.com

CITY OF SHAWANO DPW (SAN. & WATER)
ATTN: PATRICK BERGNER
2905 E. RICHMOND STREET
SHAWANO, WI 54166
TEL: (715)-853-6178
EMAIL: pbergner@cityofshawano.com

FRONTIER COMMUNICATIONS
ATTN: JEREMY ZEHM
154 E 2ND STREET
NEW RICHMOND, WI 54017
TEL. (715)-243-9243
EMAIL: jeremy.zehm@ftr.com

NSIGHT (NET LEC LLC)
ATTN: SKEETER MROCZYNSKI
450 SECURITY BLVD
GREEN BAY, WI 54313
TEL. (920)-606-1244
EMAIL: Skeeter.Mroczynski@nsight.com

SHAWANO LAKE SANITARY DISTRICT
ATTN: NIKKI BYSTOL
N4802 RIVER BEND ROAD
SHAWANO, WI 54166
TEL. (715)-524-2176
EMAIL: shawls@granitewave.com

SHAWANO MUNICIPAL UTILITIES (ELEC.)
ATTN: ROB KOEPP
122 N. SAWYER STREET
SHAWANO, WI 54166
TEL: (715)-526-3131
EMAIL: rkoepp@cityofshawano.com

WE ENERGIES (GAS)
ATTN: EDDIE HEDLUND
800 S. LYNNDALE DRIVE
APPLETON, WI 54912
TEL: (920)-470-0418
EMAIL: Eddie.Hedlund@we-energies.com

WINDSTREAM KDL, LLC
ATTN: LORI KETTER
314 N. DANZ AVENUE
GREEN BAY, WI 54302-3526
TEL: (920)-410-6902
EMAIL: Lori.Ketter@windstream.com

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

DNR LIAISON

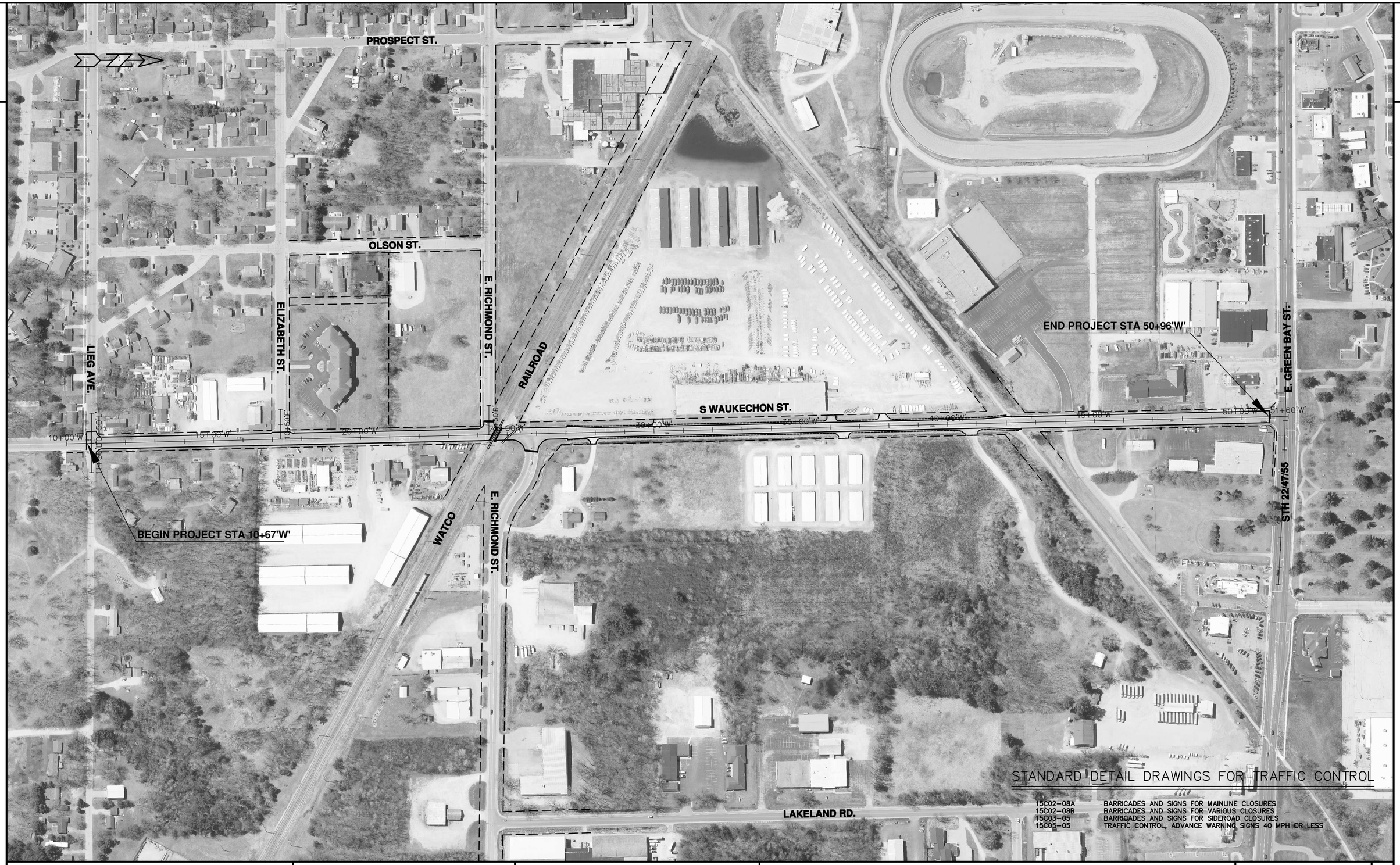
JIM DOPERALSKI
ENVIRONMENTAL ANALYSIS & REVIEW SUPERVISOR
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION HEADQUARTERS
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
TEL. (920) 412-0165
EMAIL: james.doperalski@wisconsin.gov

DESIGN CONTACT

MATT PLESHEK, PE
CITY OF SHAWANO DPW
2905 E. RICHMOND STREET
SHAWANO, WI 54166
TEL. (715) 509-0297
EMAIL: mpleshek@cityofshawano.com

SHAWANO CITY ON THE WOLF

2



STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL

15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST.	COUNTY: SHAWANO	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : C:\USERS\NICKN\DOWNLOADS\2022 RICHMOND AND WAUKECHON DOT (2).DWG PLOT DATE : 8/1/2022 11:13 AM PLOT BY : PLOT NAME :

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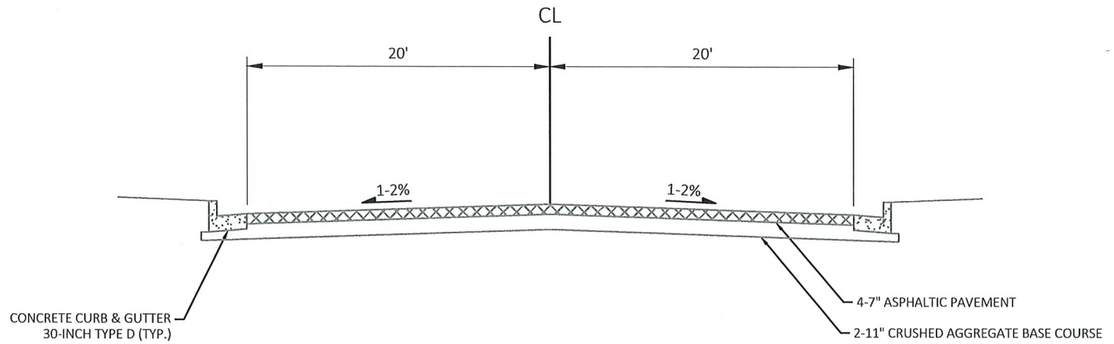
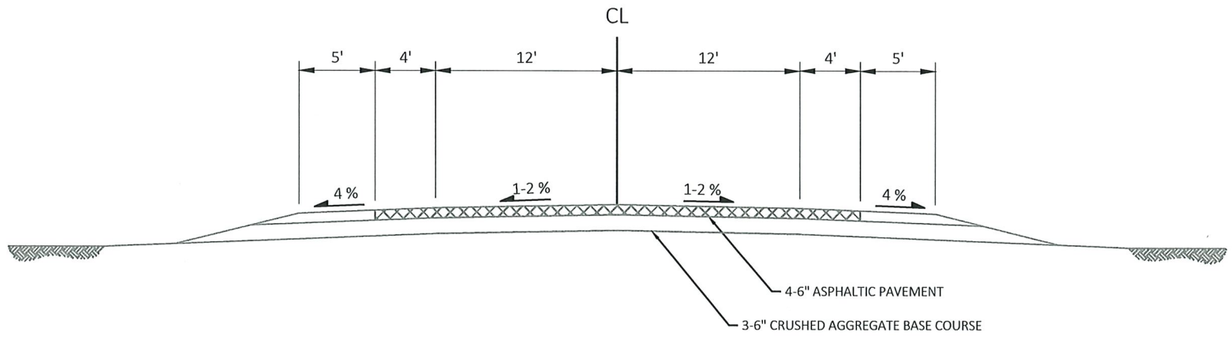


EXISTING TYPICAL SECTION

STA 10+67 TO 27+04
STA 42+50 TO 50+96



EXISTING TYPICAL SECTION

STA 27+04 TO 42+50

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 4 E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\WAUKECHON TYPICAL SECTIONS.DWG
LAYOUT NAME - Waukechon Existing

PLOT DATE : 7/27/2022 6:11 AM PLOT BY : KEVIN LOHFF PLOT NAME : PLOT SCALE : 1 IN:10 FT

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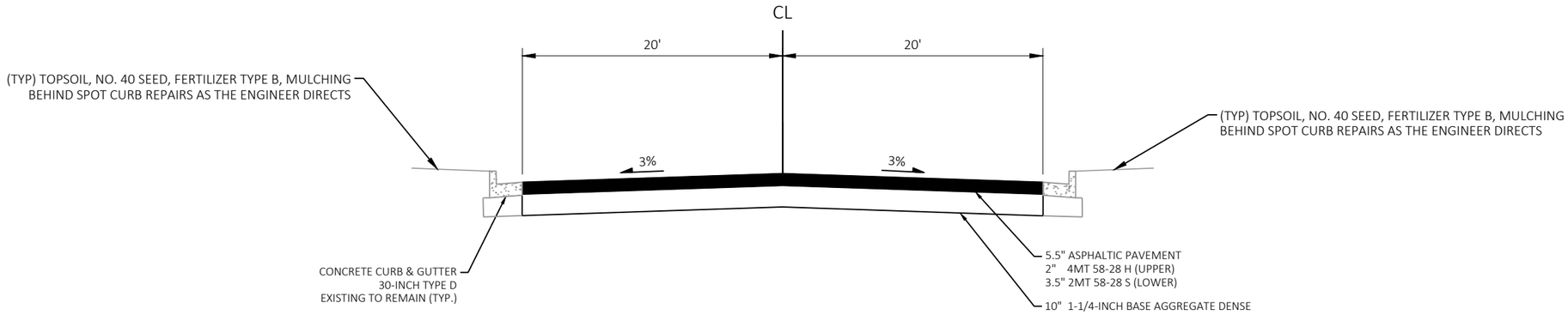
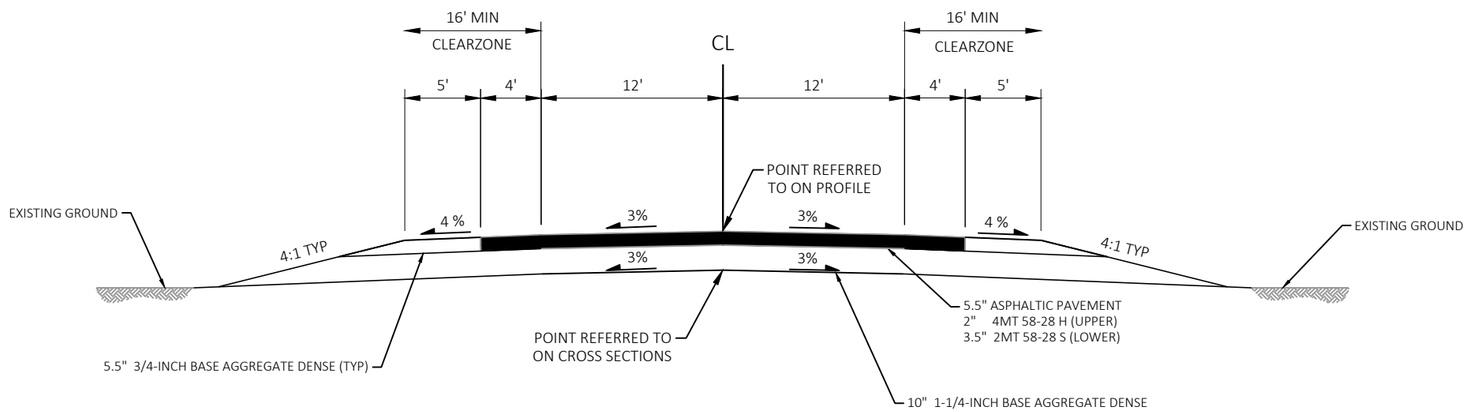


FINISHED TYPICAL SECTION

STA 10+67 TO 27+04
STA 42+50 TO 50+96

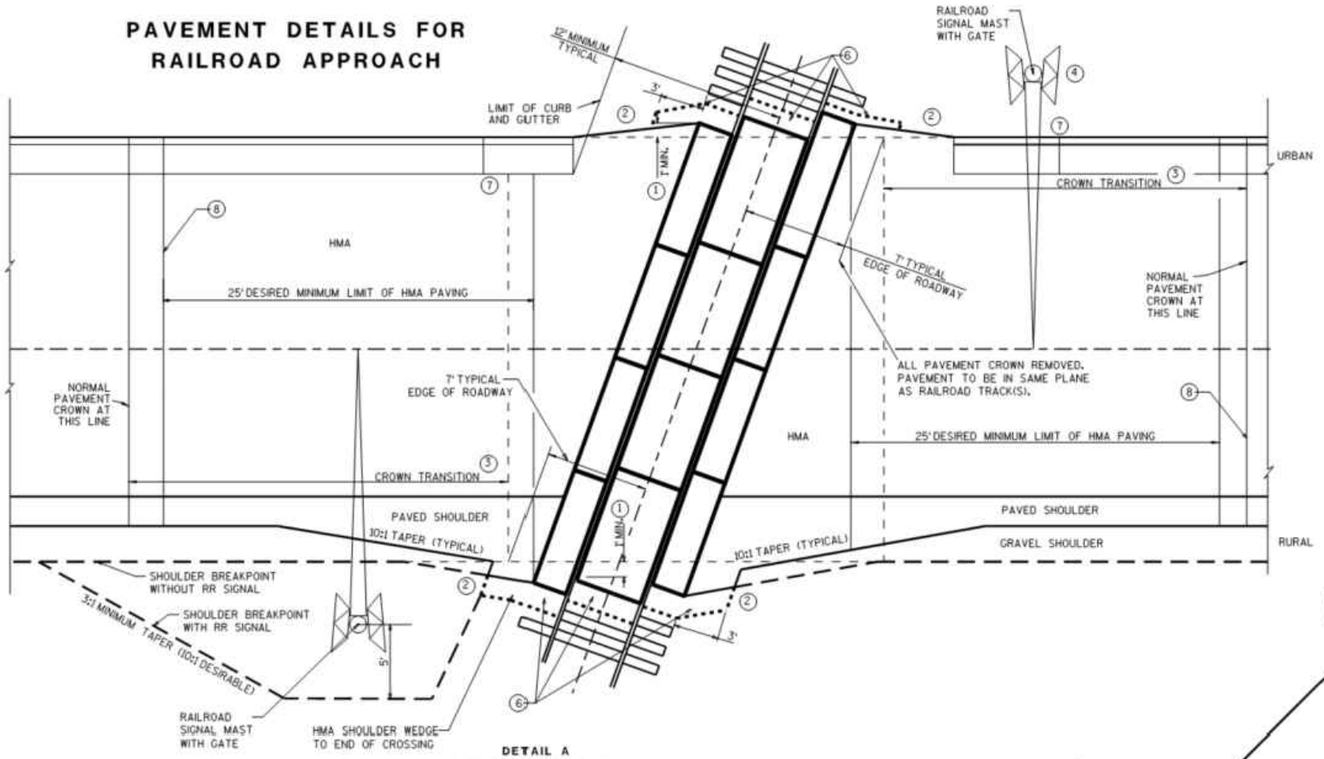


FINISHED TYPICAL SECTION

STA 27+04 TO 42+50

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	TYPICAL SECTIONS	SHEET 5	E

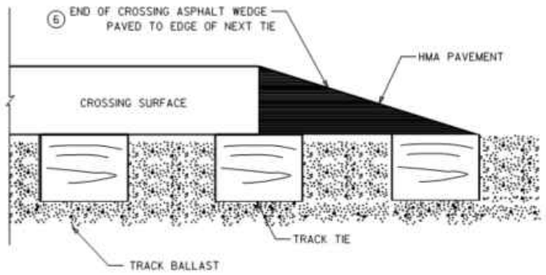
PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A
RAILROAD APPROACH

GENERAL NOTES CONTINUED

1. 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF EDGE OF SHOULDER, BACK OF CURB OR BACK OF SIDEWALK. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
2. HMA FLARE FROM BACK OF SIDEWALK, BACK OF CURB OR GRAVEL SHOULDER BREAK POINT TO THE END OF CROSSING SURFACE MATERIAL.
3. CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
4. NEAR EDGE OF PATHWAY OR SIDEWALK TO THE CENTER OF SIGNAL OR GATE MAST SHALL BE A MINIMUM OF 5'-0" UNLESS SHOWN DIFFERENTLY ON THE PLAN. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
5. TERRACE WIDTH VARIES DEPENDENT ON CROSSING SKEW. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK SHALL BE TO FLATTEN OUT IN ORDER TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
6. 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 EDGE OF NEXT TIE AND THOROUGHLY COMPACTED.
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. 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.



DETAIL B
END OF CROSSING ASPHALT WEDGE

PLAN NOT TO SCALE

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 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 AND HMA PAVEMENT CROSSING SURFACES TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE.

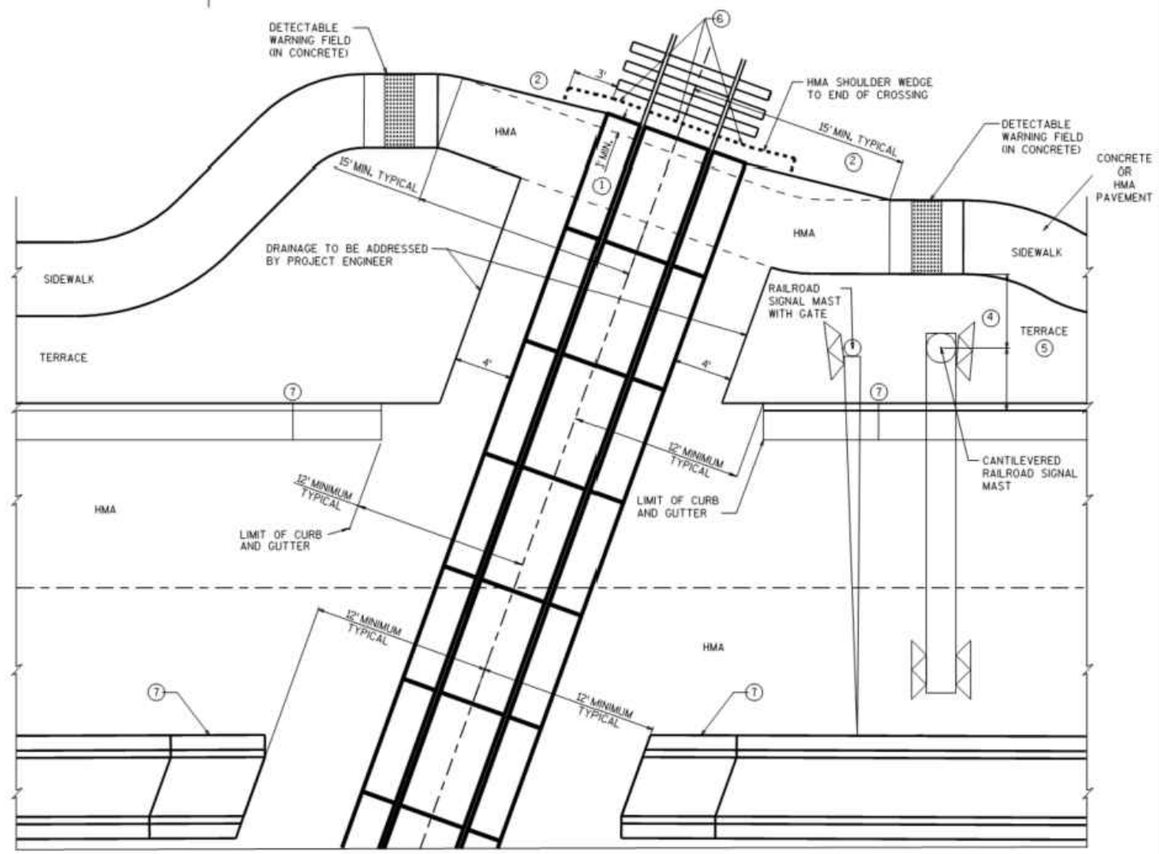
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR TRAIL, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING.

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.

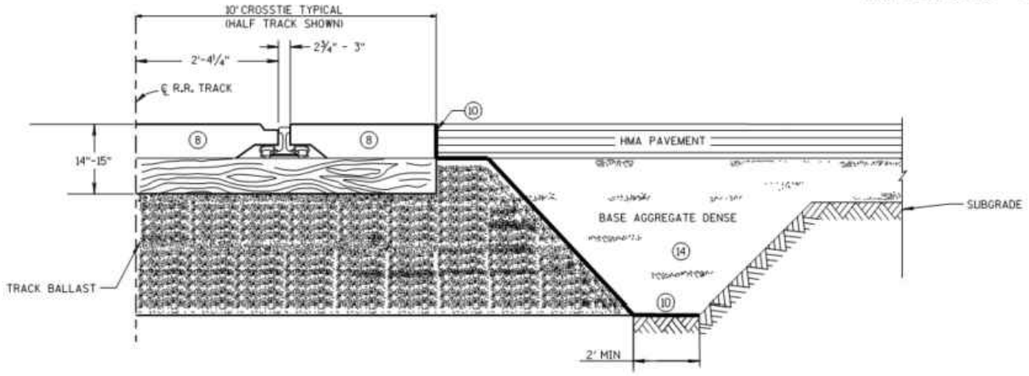
PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.



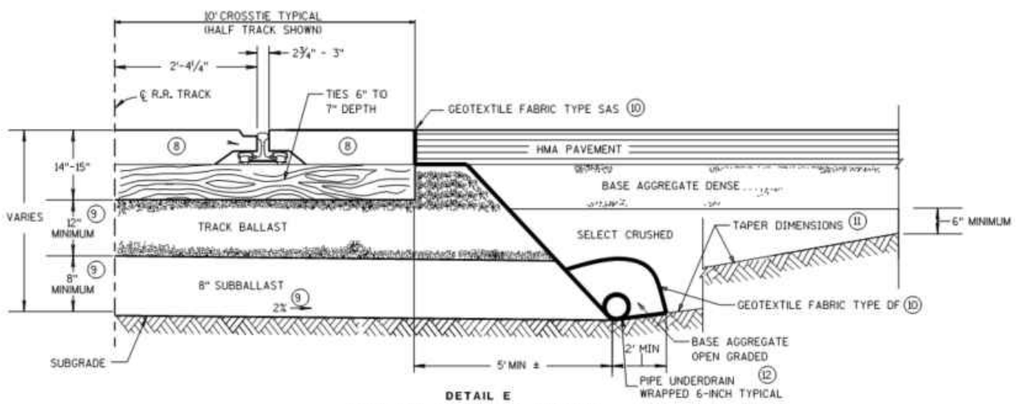
DETAIL C
MEDIAN AND SIDEWALK APPROACH

PROJECT NO: 6997-05-73	HWY: WAUKECHON STREET	COUNTY: SHAWANO	CONSTRUCTION DETAIL	SHEET 6	E

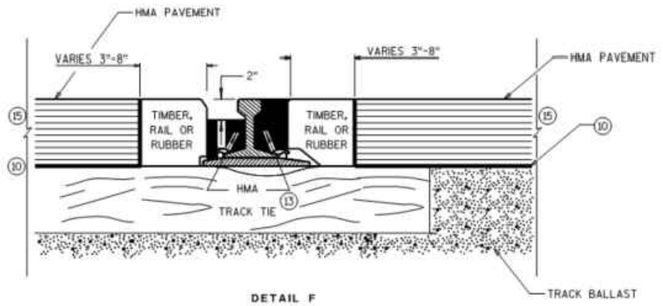
TYPICAL SECTIONS FOR RAILROAD APPROACH



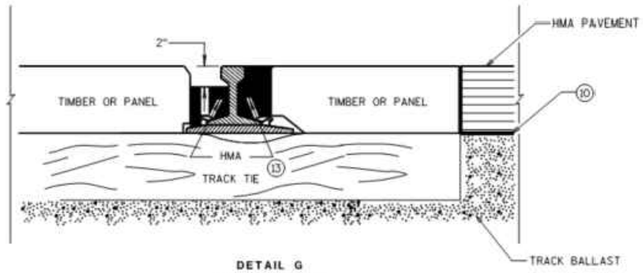
DETAIL D
ROADWAY PROJECT AT RAILROAD CROSSING WITHOUT SUBGRADE IMPROVEMENT TYPICAL SECTION



DETAIL E
ROADWAY PROJECT AT RAILROAD CROSSING WITH SUBGRADE IMPROVEMENT TYPICAL SECTION



DETAIL F
TIMBER RAIL OR RUBBER SECTION HMA FLANGEWAY AND FIELD FILLERS



DETAIL G
PANEL SECTION HMA FLANGEWAY AND FIELD FILLERS

GENERAL NOTES

⑧ MATCH THE CROSSING TYPE THAT IS INSTALLED UNLESS OTHERWISE DIRECTED BY PROJECT ENGINEER.

⑨ 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. SUBBALAST CAN BE HMA, (1 1/2" BAD), SELECT CRUSHED, OR A COMBINATION OF THEM.

⑩ 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.

⑪ TAPER DIMENSIONS PROVIDED BY PLAN OR BY PROJECT ENGINEER.

⑫ 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.

⑬ HMA FILLERS NOT REQUIRED WHEN FILLERS ARE PROVIDED WITH CROSSING SURFACE.

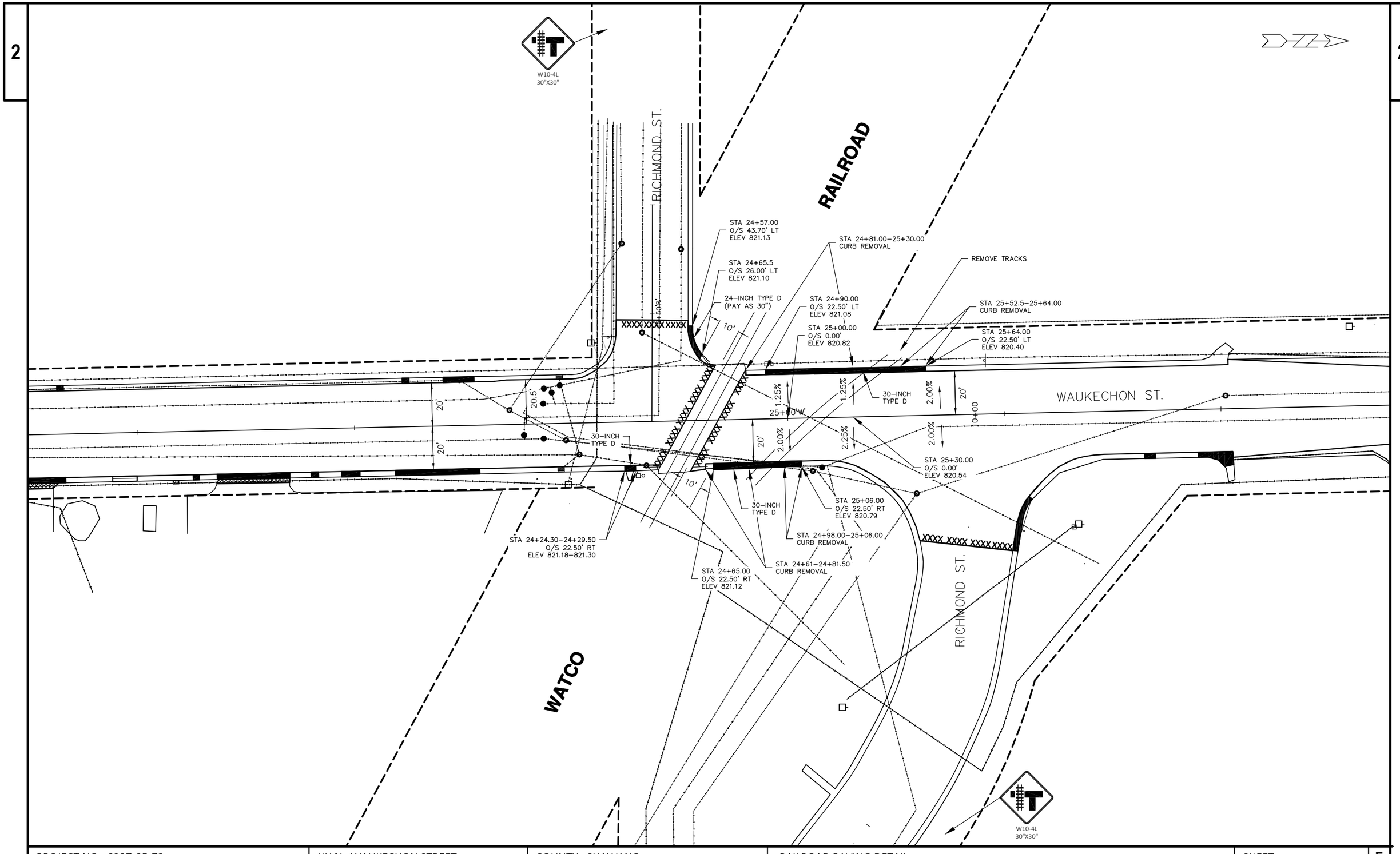
⑭ GRADE TO MATCH EXISTING OR PROPOSED TYPICAL SECTION OF ROADWAY. SEE PLAN OR PROJECT ENGINEER FOR MORE DETAIL. IF NOT NOTED OTHERWISE IN THE PLAN, BACKFILL ANY REMOVED BASE AND SUBGRADE WITH BASE AGGREGATE DENSE.

⑮ 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 TIES, RAIL, PLATES AND SPIKES.

PLAN NOT TO SCALE

PROJECT NO: 6997-05-73	HWY: WAUKECHON STREET	COUNTY: SHAWANO	CONSTRUCTION DETAIL	SHEET 7	E

2



PROJECT NO: 6997-05-73	HWY: WAUKECHON STREET	COUNTY: SHAWANO	RAILROAD PAVING DETAIL	SHEET 8	E

FILE NAME : G:\DPW\SCOTTK\FILES\2023 BIL WAUKECHON, RICHMOND & INDUSTRIAL\2022 RICHMOND AND WAUKECHON DOT (2).DWG PLOT DATE : 8/1/2022 PLOT BY : MATT PLESHEK PLOT NAME :

6997-05-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	35.000	35.000
0004	204.0110	Removing Asphaltic Surface	SY	270.000	270.000
0006	204.0150	Removing Curb & Gutter	LF	890.000	890.000
0008	204.0200	Removing Railroad Track	LF	90.000	90.000
0010	205.0100	Excavation Common	CY	8,430.000	8,430.000
0012	213.0100	Finishing Roadway (project) 01. 6997-05-73	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	700.000	700.000
0016	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	11,500.000	11,500.000
0018	311.0110	Breaker Run	TON	500.000	500.000
0020	416.0160	Concrete Driveway 6-Inch	SY	8.000	8.000
0022	416.0610	Drilled Tie Bars	EACH	100.000	100.000
0024	455.0605	Tack Coat	GAL	1,200.000	1,200.000
0026	460.2000	Incentive Density HMA Pavement	DOL	3,520.000	3,520.000
0028	460.6222	HMA Pavement 2 MT 58-28 S	TON	3,500.000	3,500.000
0030	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,000.000	2,000.000
0032	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	45.000	45.000
0034	465.0315	Asphaltic Flumes	SY	7.000	7.000
0036	601.0110	Concrete Curb Type D	LF	978.000	978.000
0038	611.0530	Manhole Covers Type J	EACH	5.000	5.000
0040	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0042	619.1000	Mobilization	EACH	1.000	1.000
0044	624.0100	Water	MGAL	120.000	120.000
0046	625.0100	Topsoil	SY	125.000	125.000
0048	627.0200	Mulching	SY	125.000	125.000
0050	628.1504	Silt Fence	LF	300.000	300.000
0052	628.1520	Silt Fence Maintenance	LF	300.000	300.000
0054	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0056	629.0210	Fertilizer Type B	CWT	0.200	0.200
0058	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0060	630.0500	Seed Water	MGAL	5.000	5.000
0062	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0064	637.2230	Signs Type II Reflective F	SF	12.500	12.500
0066	642.5001	Field Office Type B	EACH	1.000	1.000
0068	643.0300	Traffic Control Drums	DAY	600.000	600.000
0070	643.0410	Traffic Control Barricades Type II	DAY	300.000	300.000
0072	643.0420	Traffic Control Barricades Type III	DAY	1,200.000	1,200.000
0074	643.0705	Traffic Control Warning Lights Type A	DAY	2,400.000	2,400.000
0076	643.0900	Traffic Control Signs	DAY	2,000.000	2,000.000
0078	643.5000	Traffic Control	EACH	1.000	1.000
0080	645.0140	Geotextile Type SAS	SY	60.000	60.000
0082	646.1020	Marking Line Epoxy 4-Inch	LF	7,845.000	7,845.000
0084	646.3020	Marking Line Epoxy 8-Inch	LF	140.000	140.000
0086	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0088	646.5320	Marking Railroad Crossings Epoxy	EACH	2.000	2.000
0090	646.6120	Marking Stop Line Epoxy 18-Inch	LF	24.000	24.000
0092	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	100.000	100.000
0094	650.4500	Construction Staking Subgrade	LF	4,029.000	4,029.000
0096	650.5000	Construction Staking Base	LF	4,029.000	4,029.000
0098	650.9911	Construction Staking Supplemental Control (project) 01. 6997-05-73	EACH	1.000	1.000

6997-05-73

Line	Item	Item Description	Unit	Total	Qty
0100	690.0150	Sawing Asphalt	LF	1,042.000	1,042.000
0102	690.0250	Sawing Concrete	LF	280.000	280.000
0104	740.0440	Incentive IRI Ride	DOL	1,520.000	1,520.000
0106	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0108	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0110	SPV.0060	Special 01. Adjusting Sanitary Manhole Covers	EACH	15.000	15.000
0112	SPV.0060	Special 02. Adjusting Water Valve Covers	EACH	17.000	17.000

REMOVALS & SAWCUTTING

STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALT SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0200 REMOVING RAILROAD TRACK LF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
10+67	WAUKECHON STREET					76	
10+59 'L'	LIEG AVENUE					33	
11+45 'L'	LIEG AVENUE					32	
10+67 - 27+03 RT	WAUKECHON STREET, PEs	27	70	355		187	115
10+67 - 27+03 LT	WAUKECHON STREET, PEs		45	215		128	65
10+76 'E'	ELIZABETH STREET					58	
10+53 'R'	E. RICHMOND STREET					33	
10+60 'R'	E. RICHMOND STREET					43	
24+53	WAUKECHON STREET					54	
24+68	WAUKECHON STREET					54	
25+08	WAUKECHON STREET				90	54	
43+87 - 50+60 RT	WAUKECHON STREET, PEs		95	150		207	35
44+80 - 50+60 LT	WAUKECHON STREET, PEs	8	60	170		95	65
50+96	WAUKECHON STREET					42	
	TOTALS	35	270	890	90	1,042	280

CONCRETE DRIVEWAY, DRILLED TIE BARS, CONCRETE CURB & GUTTER, ASPHALTIC SURFACE DRIVEWAYS, & LANDSCAPING ITEMS

STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS EACH	601.0110 CONCRETE CURB & GUTTER TYPE D LF	465.0120 ASPHALTIC SURFACE DRIVEWAYS TON	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	627.02 MULCHING SY	630.0500 SEED WATER MGAL
10+67 - 27+03 RT	WAUKECHON STREET		46	416		50	0.08	4	50	2.0
10+67 - 27+03 LT	WAUKECHON STREET		24	242		31	0.05	2.5	31	1.3
10+67 - 27+03 RT	WAUKECHON STREET, PEs				11.5					
10+67 - 27+03 LT	WAUKECHON STREET, PEs				7.5					
43+87 - 50+60 RT	WAUKECHON STREET		14	150		21	0.03	1.7	21	0.8
44+80 - 50+60 LT	WAUKECHON STREET		16	170		23	0.04	1.8	23	0.9
43+87 - 50+60 RT	WAUKECHON STREET, PEs				15.5					
44+80 - 50+60 LT	WAUKECHON STREET, PEs	8			10.5					
	TOTALS	8	100	978	45	125	0.20	10	125	5

PERMANENT SIGNING SUMMARY

SIGN NUMBER	LOCATION	SIGN CODE	DESCRIPTION	SIGN SIZE (W X H) INCH	637.2230 SIGNS REFLECTIVE TYPE II SF	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH
1	E RICHMOND ST (WEST)	W10-4 L	LT ORIENTATED RR TRACK	30 X 30	6.25	1
2	E RICHMOND ST (EAST)	W10-4 L	LT ORIENTATED RR TRACK	30 X 30	6.25	1
				TOTALS	12.5	2

PAVEMENT MARKING

STATION - STATION	LOCATION	646.1020 EPOXY 4-IN YELLOW SOLID LF	646.3020 EPOXY 8-IN WHITE SOLID LF	646.5020 EPOXY MARKING ARROW EACH	646.5320 EPOXY MARKING RR CROSSING EACH	646.6120 EPOXY 18-IN WHITE STOP LINE LF	646.7520 EPOXY 24-IN WHITE CROSSWALK-BLOCK ST. LF
10+67 - 50+96	WAUKECHON STREET	7,800	118				
10+38 - 10+60.5	E RICHMOND ST (EAST)	45	22				
10+38	E RICHMOND ST (EAST)					24	
21+40 RT	WAUKECHON STREET				1		
28+40 LT	WAUKECHON STREET				1		
50+10 RT	WAUKECHON STREET			2			
50+88 RT	WAUKECHON STREET			2			
42+22	WAUKECHON STREET						100
	TOTALS	7,845	140	4	2	24	100

TRAFFIC CONTROL SUMMARY

LOCATION	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS (ONLY 15 DAYS) EACH	643.0300 DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARING LIGHTS TYPE A EACH	643.0705 DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 DAYS	643.5000 TRAFFIC CONTROL PROJECT EACH
PROJECT 6997-05-73	43	40	600	7	300	28	1,200	56	2,400	45	2,000	1
TOTALS			600		300		1,200		2,400		2,000	1

EARTHWORK SUMMARY

STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON(1) CY	WASTE CY
10+67 - 24+53	WAUKECHON STREET	2,800	2,800
24+68 - 27+03	WAUKECHON STREET	580	580
27+03 - 42+00	WAUKECHON STREET	3,330	3,330
42+00 - 50+96	WAUKECHON STREET	1,720	1,720
	TOTALS	8,430	8,430

(1) EXISTING ASPHALT PAVEMENT (APPROX. 4" THICKNESS) IS INCLUDED IN EXCAVATION COMMON.

BASE AGGREGATE DENSE & BREAKER RUN

STATION - STATION	LOCATION	305.0110 BASE AGG DENSE 3/4-INCH TON	305.0120 BASE AGG DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	311.0110 BREAKER RUN TON
10+67 - 24+53	WAUKECHON STREET		3,610	38	
24+68 - 27+03	WAUKECHON STREET		750	8	
27+03 - 42+00	WAUKECHON STREET	560	4,385	46	
42+00 - 50+96	WAUKECHON STREET		2,220	23	
PEs & UNDISTRIBUTED		140	535	5	500
	TOTALS	700	11,500	120	500

ASPHALT ITEMS

STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.6222 HMA PAVEMENT 2 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0315 ASPHALTIC FLUMES SY
10+67 - 27+03	WAUKECHON STREET	545	1,590	910	
27+03 - 42+19	WAUKECHON STREET	385	1,120	640	
42+19 - 50+96	WAUKECHON STREET	270	790	450	
27+03 RT.	WAUKECHON STREET				7
	TOTALS	1,200	3,500	2,000	7

STRUCTURE COVERS, EROSION CONTROL & ADJUSTMENTS

STATION - STATION	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINT. LF	628.7015 INLET PROTECTION TYPE C EACH	645.0140 GEOTEXTILE FABRIC TYPE SAS SY	SPV.0060 01 ADJUST SANITARY MH COVERS EACH	SPV.0060 02 ADJUST WATER VALVE COVERS EACH
11+03 RT	WAUKECHON STREET	1							
14+29 RT	WAUKECHON STREET	1							
17+36 RT	WAUKECHON STREET	1							
20+94 RT	WAUKECHON STREET	1							
24+04 RT	WAUKECHON STREET	1							
14+25 LT & RT	WAUKECHON STREET		2						
20+89 LT & RT	WAUKECHON STREET		2						
23+95 RT	WAUKECHON STREET		1						
UNDISTRIBUTED	WAUKECHON STREET			300	300				
24+60	WAUKECHON ST @ RR						60		
10+67 - 50+96	WAUKECHON STREET					8		15	17
	TOTALS	5	5	300	300	8	60	15	17

CONSTRUCTION STAKING SUMMARY

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.9911 SUPPLEMENTAL CONTROL LS
10+67 - 50+96	WAUKECHON STREET	4,029	4,029	1
	TOTALS	4,029	4,029	1

BEGIN PROJECT STA 10+67'W' MATCH EXISTING SAWCUT REQ'D Y=865420.06 X=267903.70

LIEG AVE. STA 10+59'L' CONST. LIMITS SAWCUT REQ'D

STA 14+00 LT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 14+00 LT REMOVE ASPHALT SURFACE

REMOVING GURB & GUTTER (TYP.)

LIEG AVE.

WAUKECHON ST.

10+00'W'

N0°14'21"W

15+00'W

20+00'W

25+00'W

ELIZABETH ST.

10+50'E'

4001

4004

4005

Control Point Table			
Point #	Northing	Easting	Description
4001	267884.10	865442.44	PK
4004	269309.92	865332.99	34IR
4005	268590.70	865338.86	PK

STA 10+76'E' CONST. LIMITS SAWCUT REQ'D

SAN MH

STORM CB

DPW FORCEMAIN

SLSD FORCEMAIN

WV

DPW SANITARY

FORCE MAIN VALVE

STA 19+10 LT REMOVE ASPHALT SURFACE

STA 19+10 LT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 21+52 RT REMOVE ASPHALT SURFACE

STA 21+52 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 10+53'R' CONST. LIMITS SAWCUT REQ'D

E. RICHMOND ST.

10+50'R'

RAILROAD

MATCHLINE STA 25+36

STORM MH

SIGN

ACORN ST.

DPW WATERMAIN

STA 17+27.97 = STA 11+00'E'

DPW STORM SEWER

STA 17+07 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 17+07 RT REMOVE ASPHALT SURFACE

STA 19+27 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 19+27 RT REMOVE ASPHALT SURFACE

STA 20+08 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 20+08 RT REMOVE ASPHALT SURFACE

STA 20+65 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 20+65 RT REMOVE ASPHALT SURFACE

STA 22+51 RT RESTORE ASPHALT CE MATCH EXISTING SAWCUT REQ'D

STA 22+51 RT REMOVE ASPHALT SURFACE

STA 24+37.28'R' = STA 11+00'R' PI, Y=865390.42, X=269273.67

REMOVE TRACKS

WATCO

REMOVE ASPHALT SURFACE TO TIMBER RAILROAD CROSSING. CONSTRUCT HMA PAVEMENT AS SHOWN IN S.D.D.13B1-10 PAVEMENT DETAILS FOR RAILROAD APPROACH

LIEG AVE. STA 11+43'L' CONST. LIMITS SAWCUT REQ'D

5

5

REMOVING TRACKS.

REMOVING GURB & GUTTER (TYP.)

STA 25+83.57'R' = STA 10+00

MATCHLINE STA 25+36

MATCHLINE STA 40+00

N0°15'56"W

30+00'W

35+00'W

N0°20'29"W 40+0

WAUKECHON ST.

E. RICHMOND ST.

STA 30+15 LT RESTORE BASE AGGREGATE CE

STA 36+05 LT RESTORE BASE AGGREGATE CE

STA 27+93 RT RESTORE BASE AGGREGATE CE

STA 36+47 RT RESTORE BASE AGGREGATE CE

24"X18"X56' CSCP TO REMAIN IN PLACE

24"X18"X58' CSCP TO REMAIN IN PLACE

4003

PI STA 33+19.87'R' Y=865390.42, X=269273.67

STA 10+60.5'R' CONST. LIMITS SAWCUT REQ'D

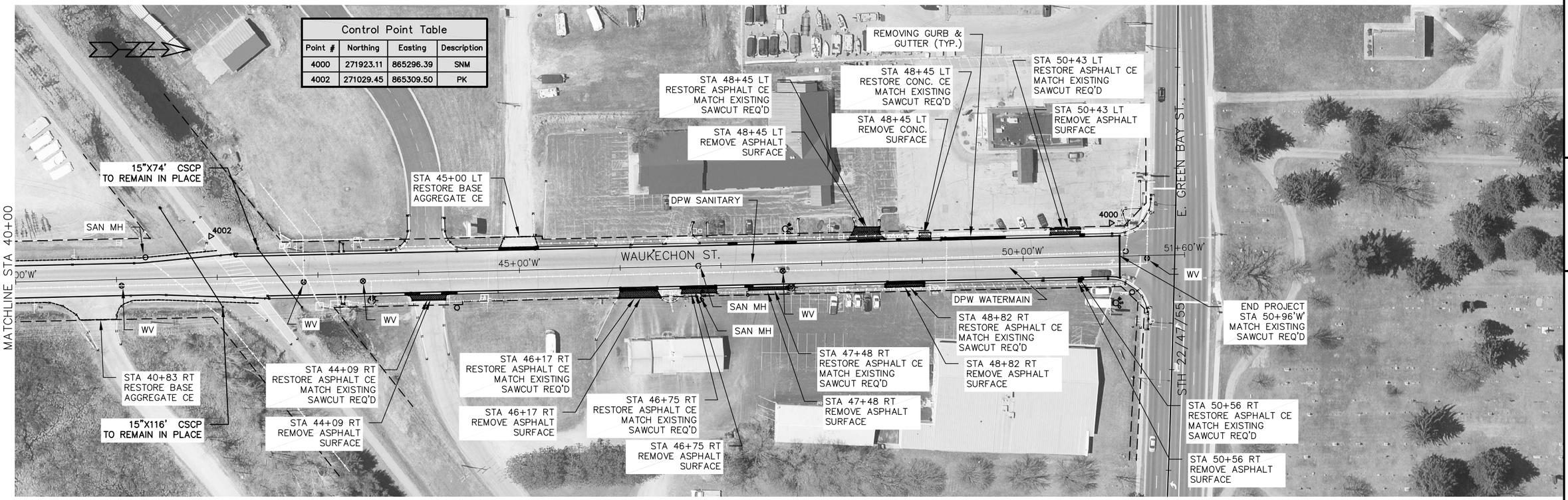
DPW

Control Point Table			
Point #	Northing	Easting	Description
4003	270117.93	865424.87	34IR

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST.	COUNTY: SHAWANO	PLAN	SHEET 12	E

FILE NAME : C:\USERS\NICKN\DOWNLOADS\2022 RICHMOND AND WAUKECHON DOT (2).DWG PLOT DATE : 8/1/2022 11:38 AM PLOT BY : PLOT NAME :

WISDOT/CADDS SHEET 44



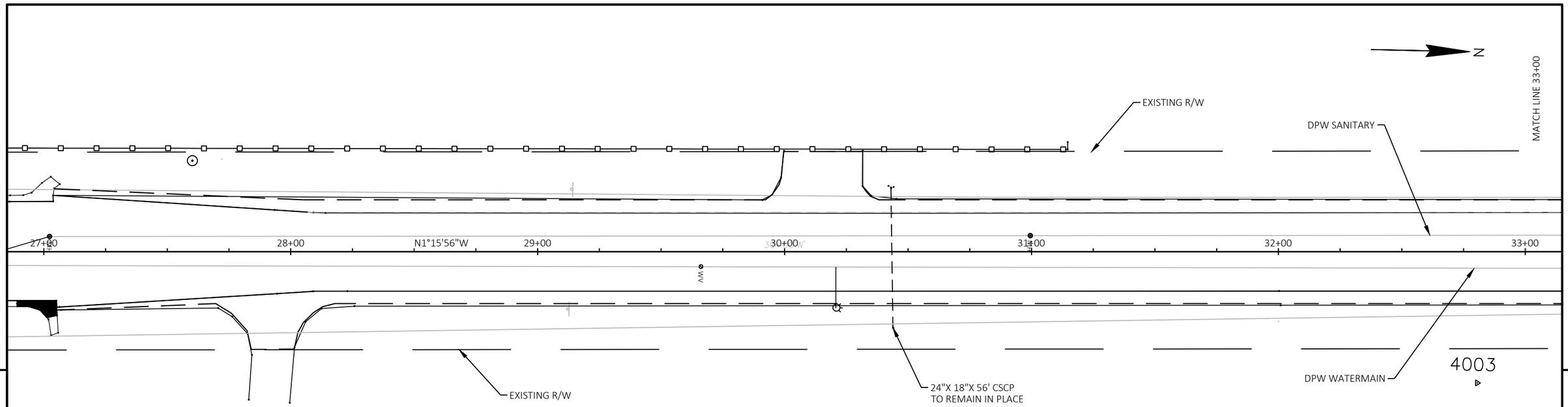
5

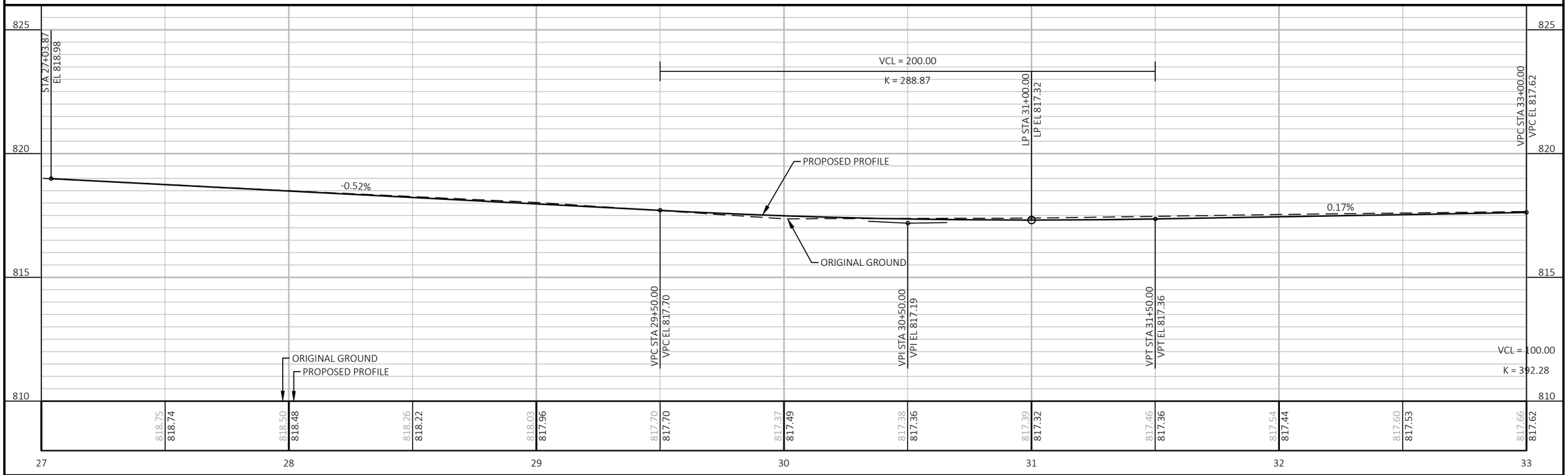
5

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST.	COUNTY: SHAWANO	PLAN	SHEET 13	E

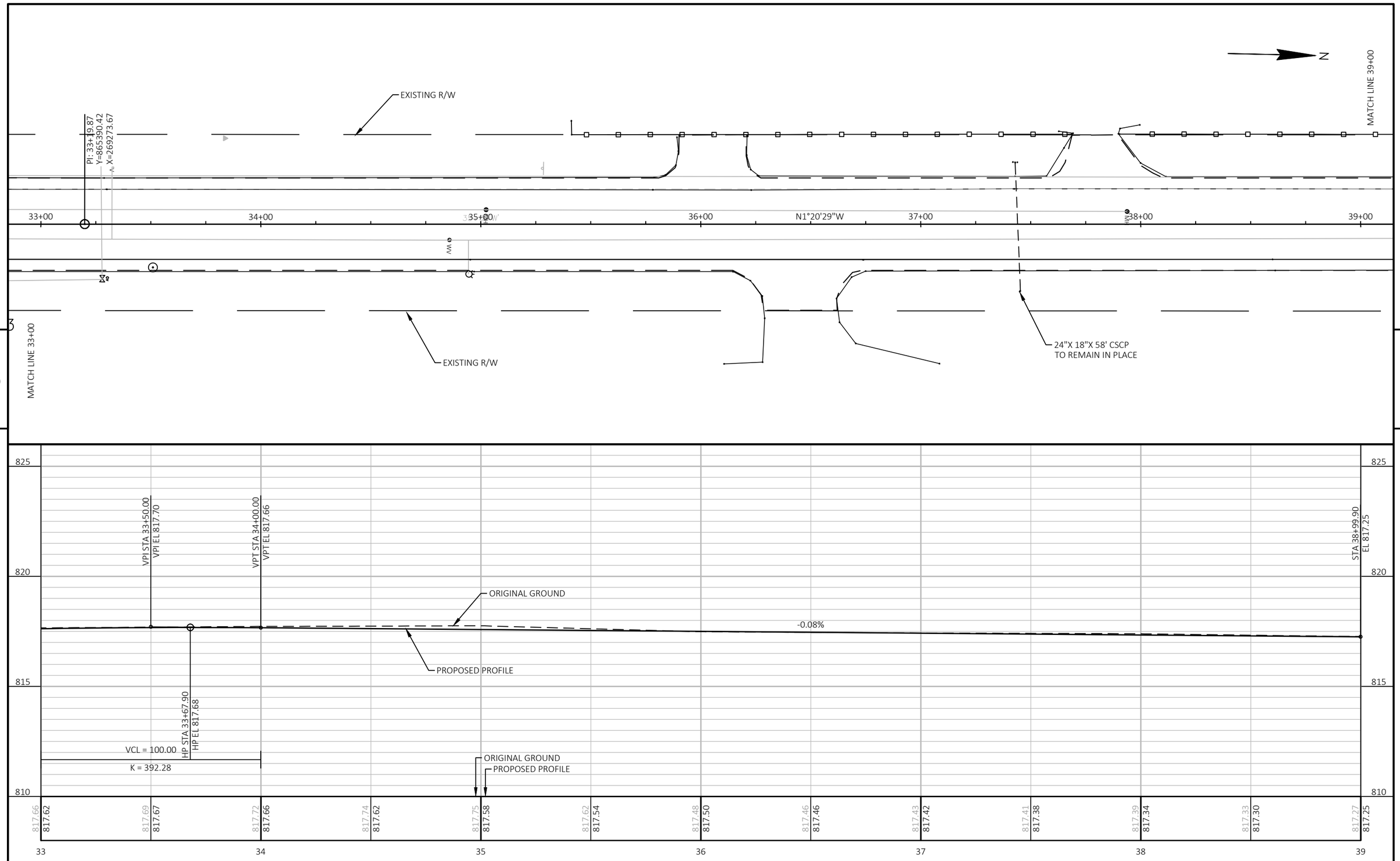
FILE NAME : C:\USERS\NICKN\DOWNLOADS\2022 RICHMOND AND WAUKECHON DOT (2).DWG PLOT DATE : 8/1/2022 11:38 AM PLOT BY : PLOT NAME :

WISDOT/CADDS SHEET 44

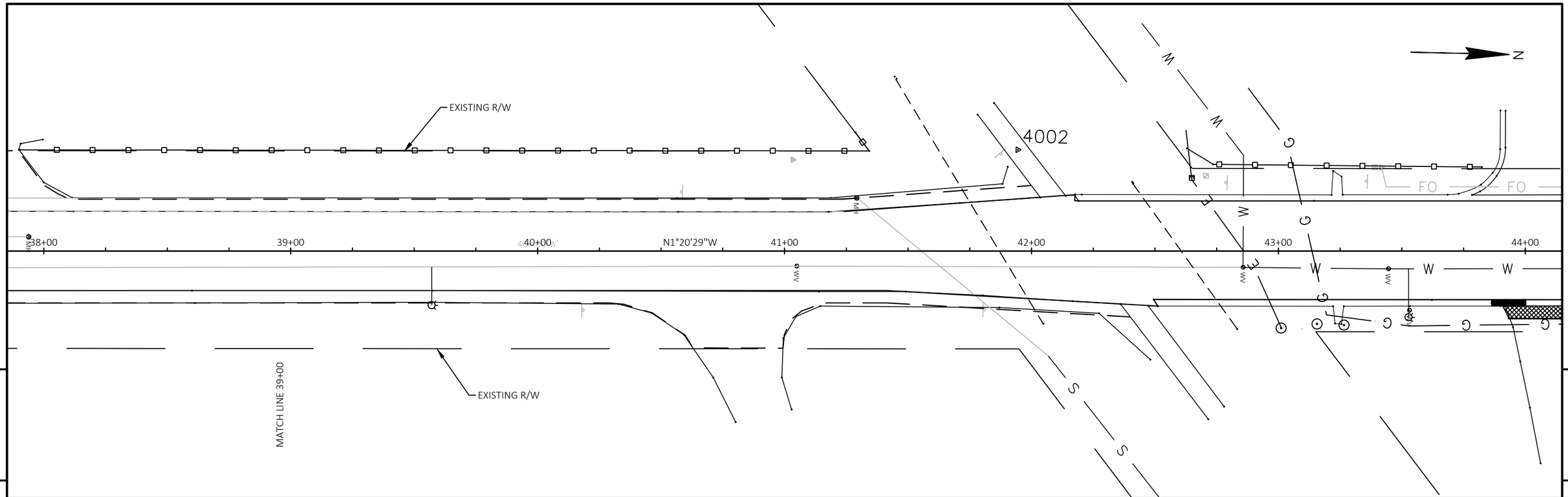


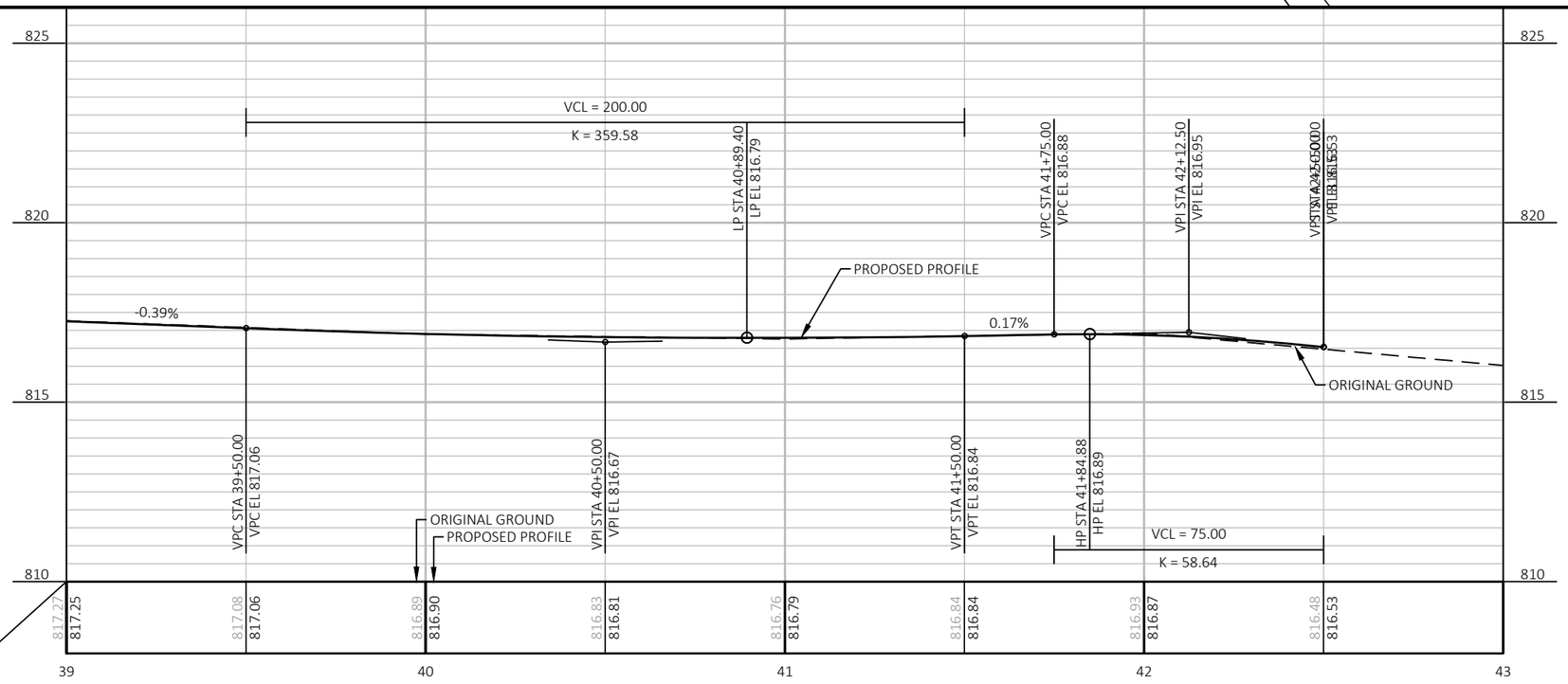


PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	PLAN AND PROFILE: WAUKECHON ST	SHEET 14	E



PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	PLAN AND PROFILE: WAUKECHON ST	SHEET 15	E

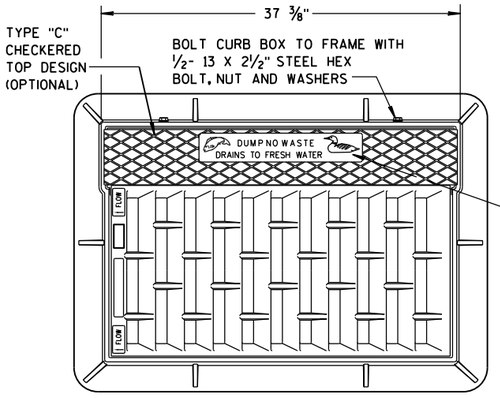




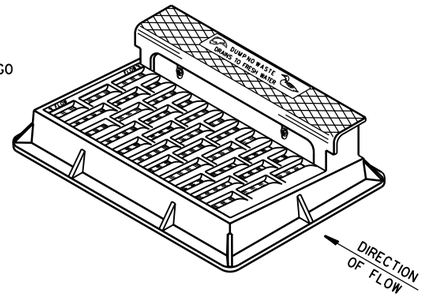
PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	PLAN AND PROFILE: WAUKECHON ST	SHEET 16	E

Standard Detail Drawing List

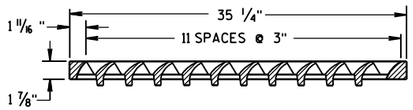
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING

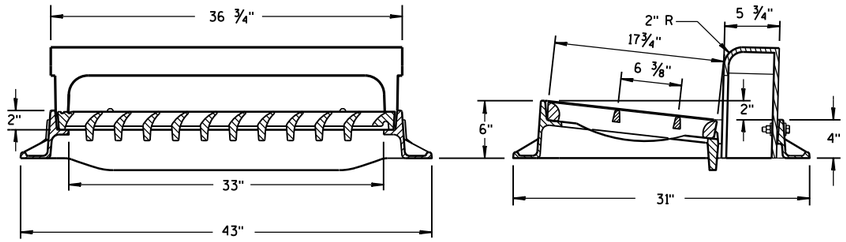


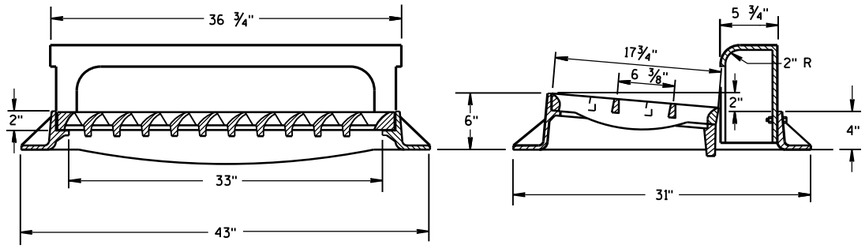
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

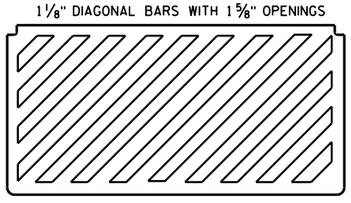






TYPE "H"

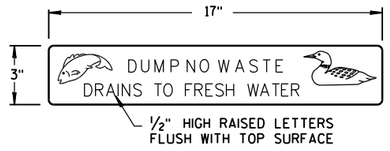
NOTE: EITHER CASTING IS ACCEPTABLE



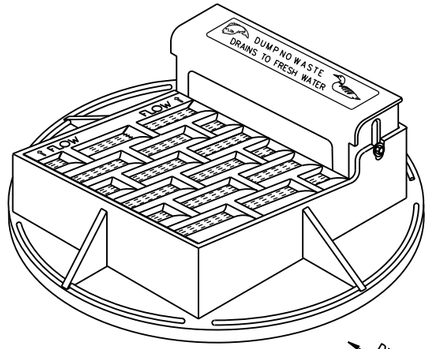
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

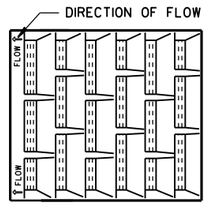
NOTE:
GRATE IS REVERSIBLE.

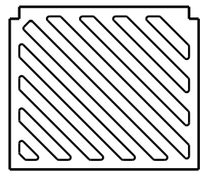
GENERAL NOTES

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.

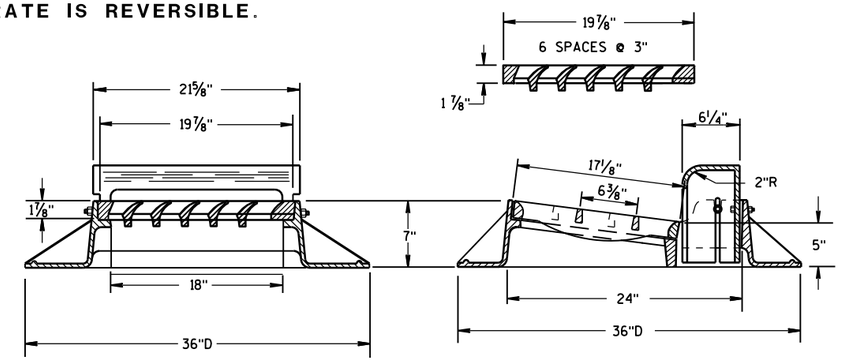




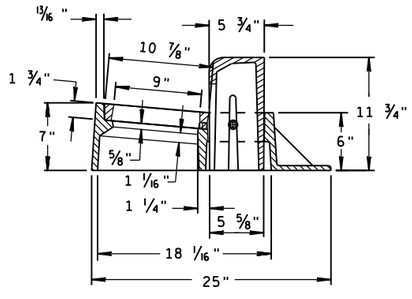
SPECIAL GRATE FOR TYPE "A" COVER

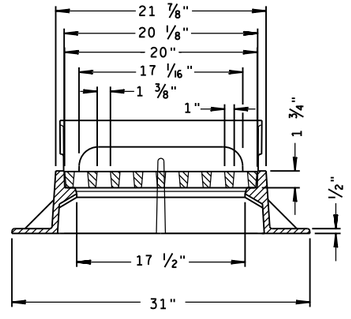
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

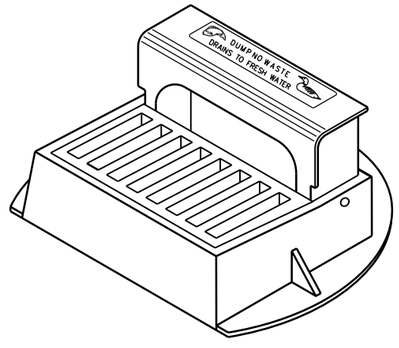


TYPE "A"





TYPE "Z"

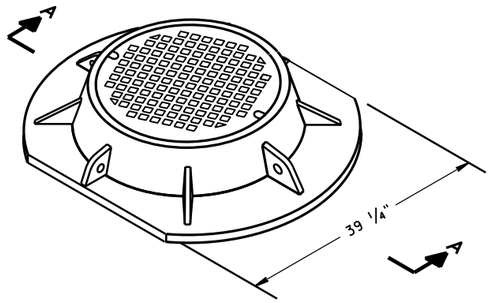


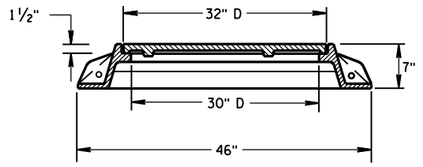
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

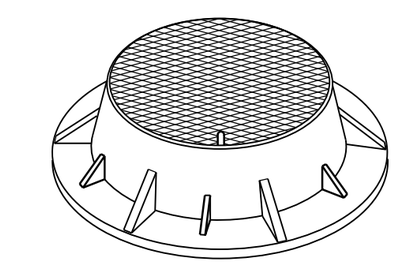
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

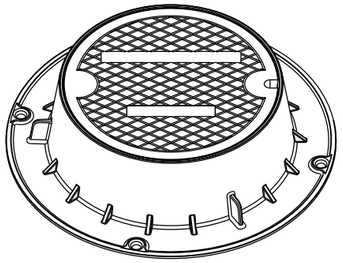
S.D.D. 8 A 5-19a

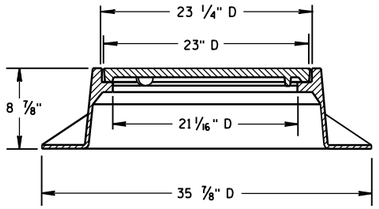


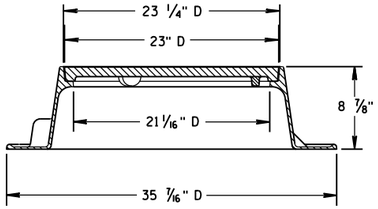


SECTION A-A
TYPE "K"









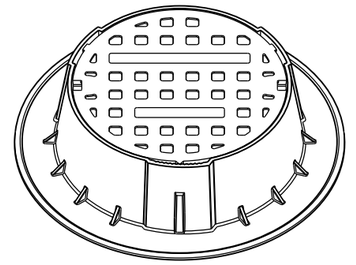
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

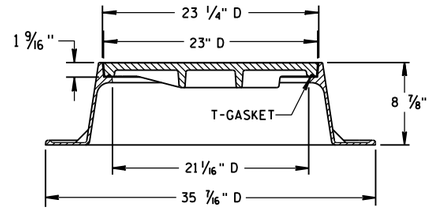
GENERAL NOTES

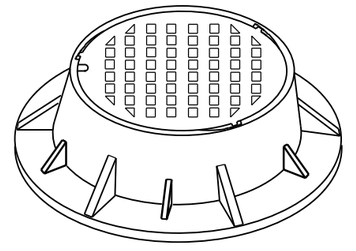
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

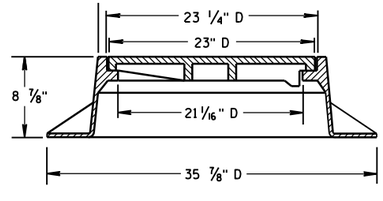
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

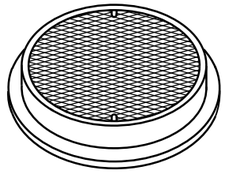


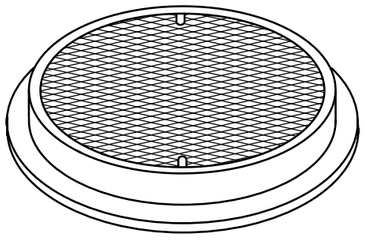


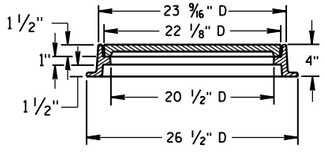




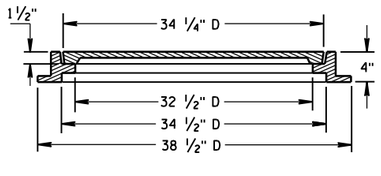
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



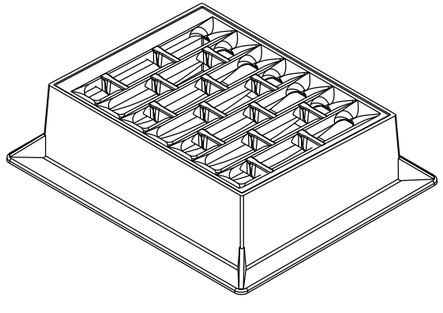


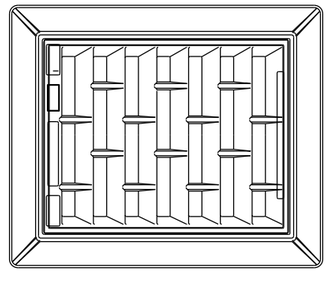


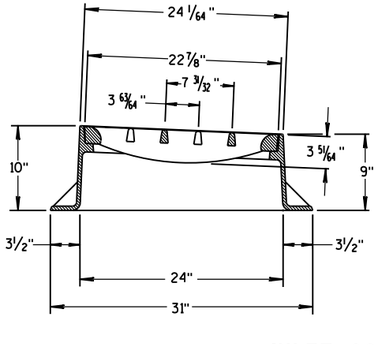
TYPE "L"

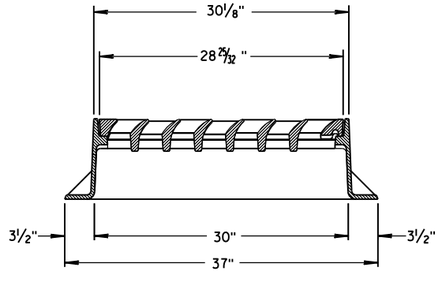


TYPE "M"









INLET COVER TYPE "BW"

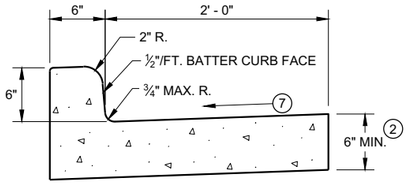
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

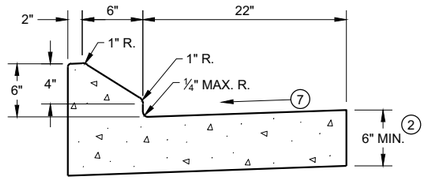
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

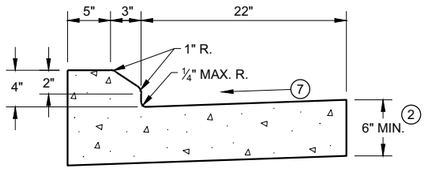
S.D.D. 8 A 5-19d



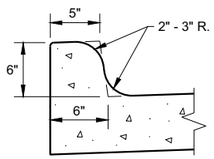
TYPES A (1) & D



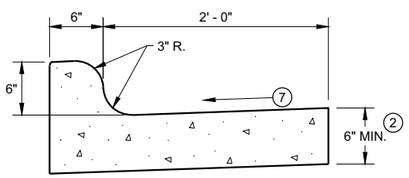
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

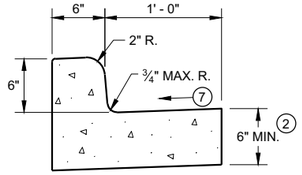


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



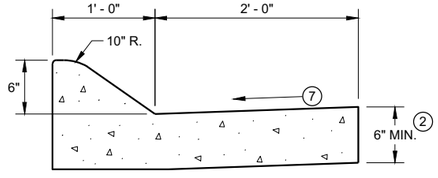
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

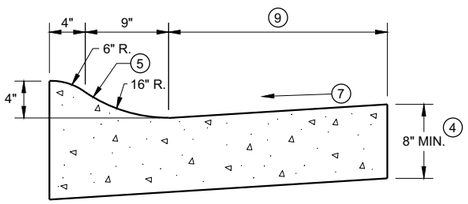
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

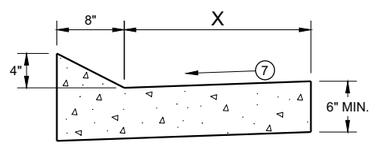
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

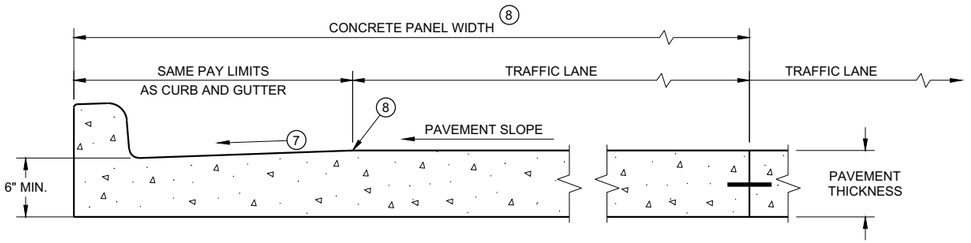


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

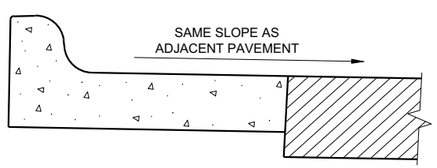
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

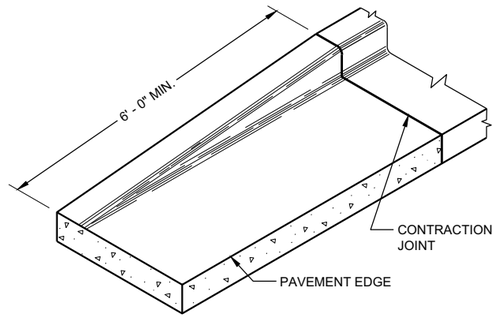
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

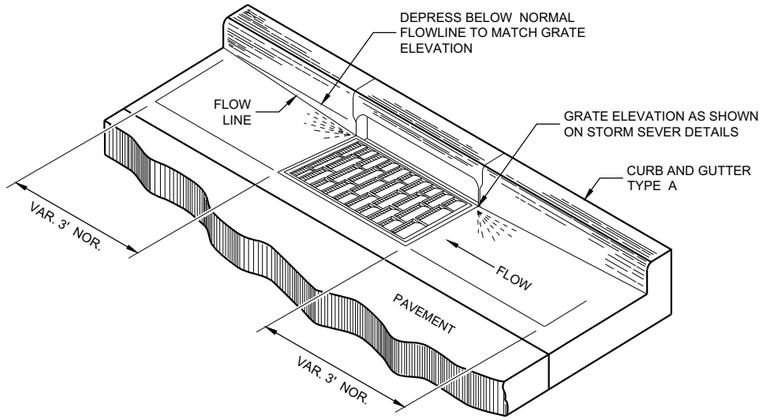
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB 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.

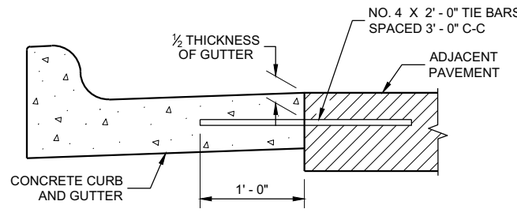
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

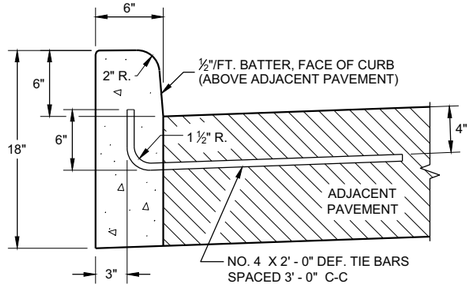
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

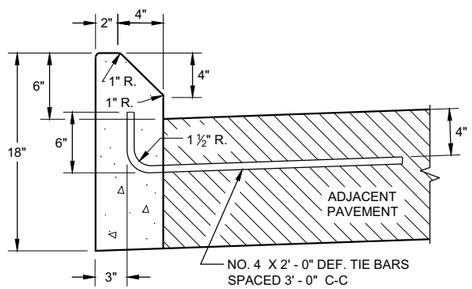
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

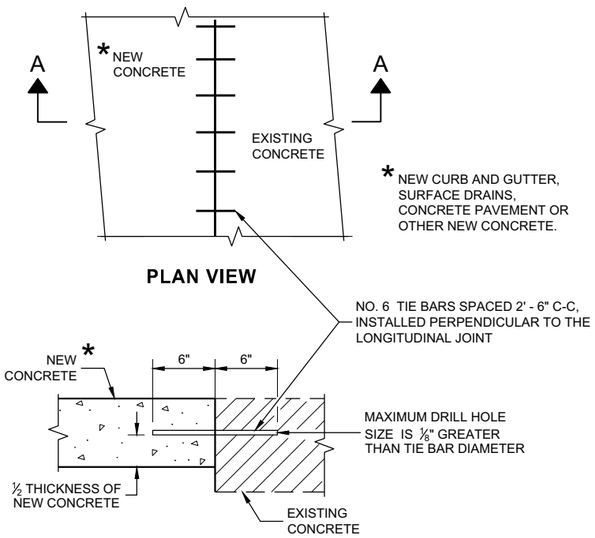


TYPES A (1) & D



TYPES G (1) & J

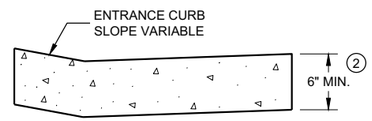
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

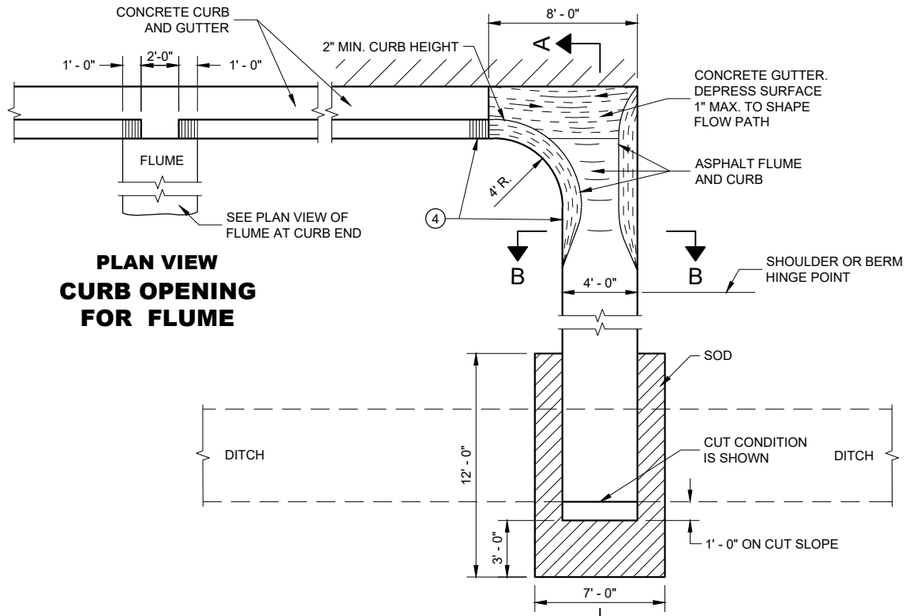
FHWA

6

SDD08D01 - 22b

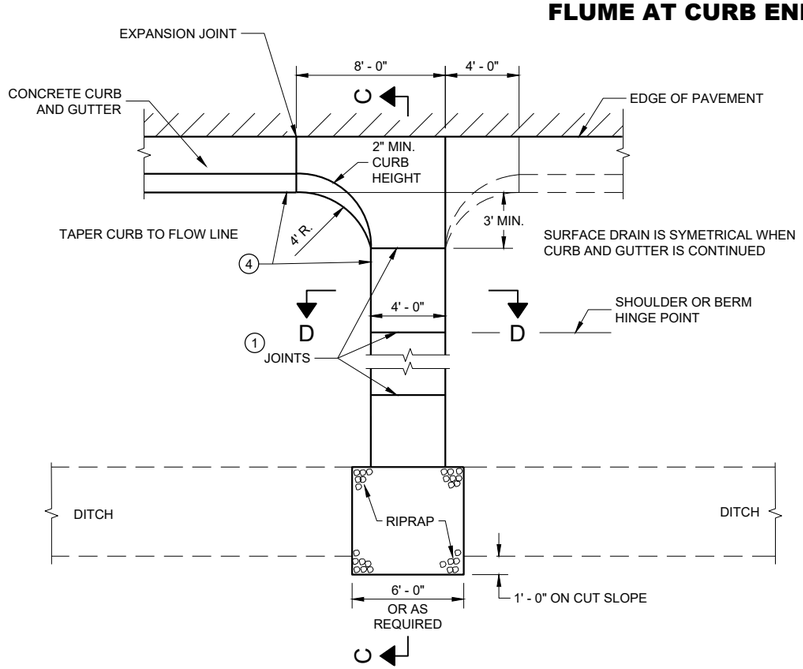
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



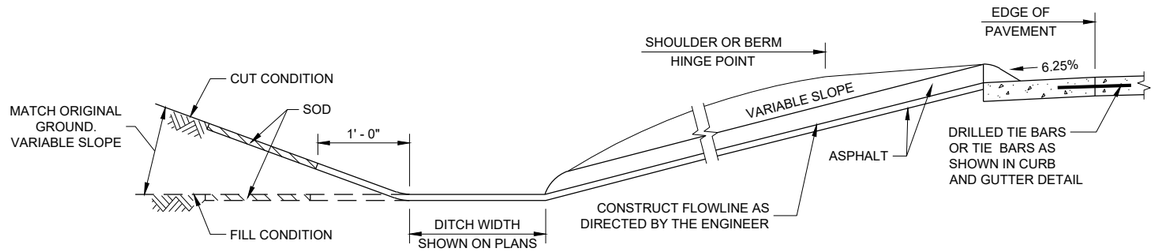
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

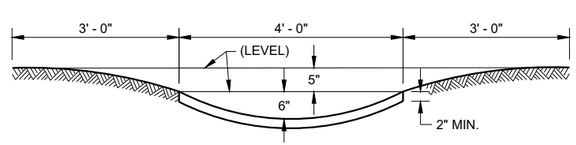
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

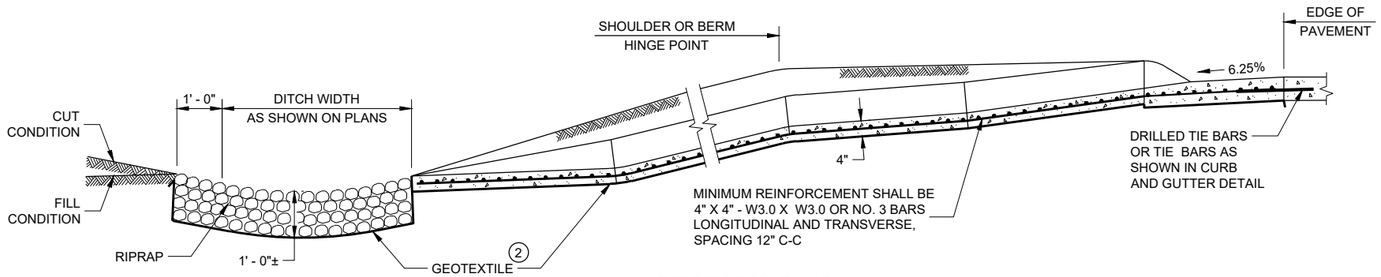
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



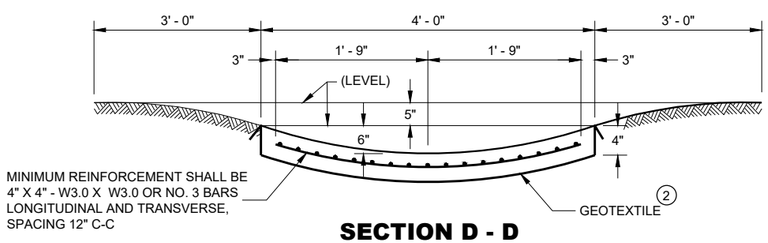
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

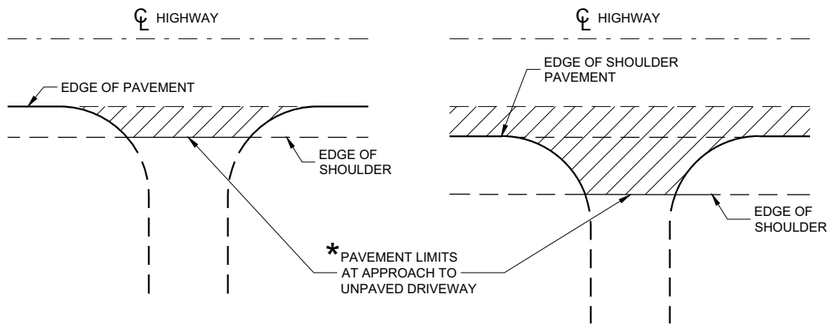
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

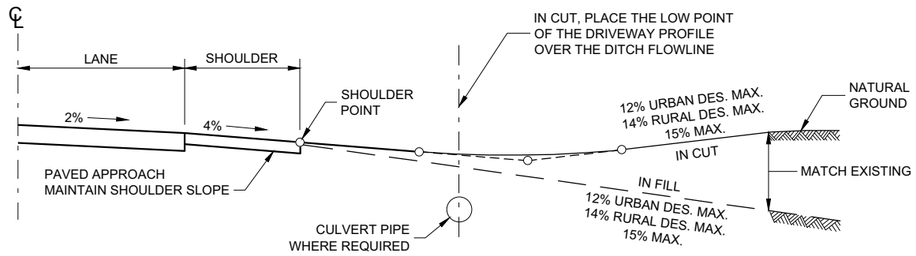
SDD 08D04 - 06



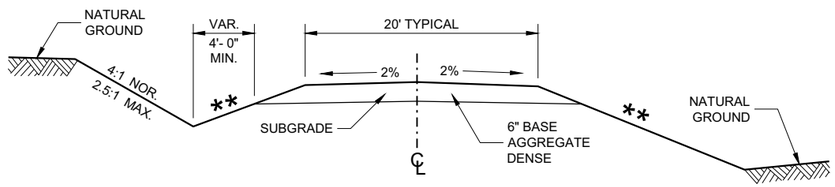
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

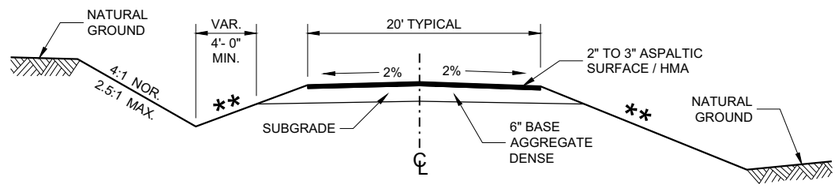


IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

6

SDD 08D21 - 01

SDD 08D21 - 01

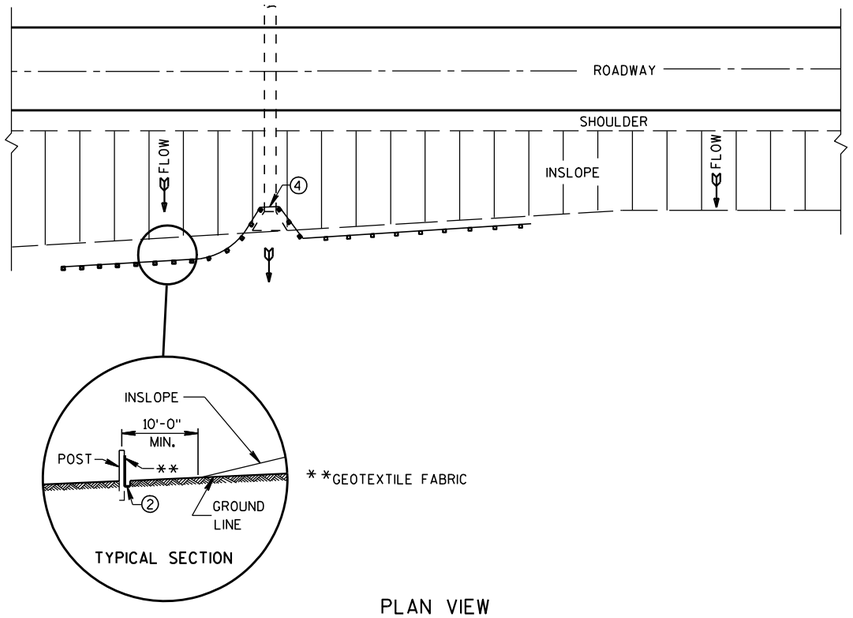
DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017
DATE

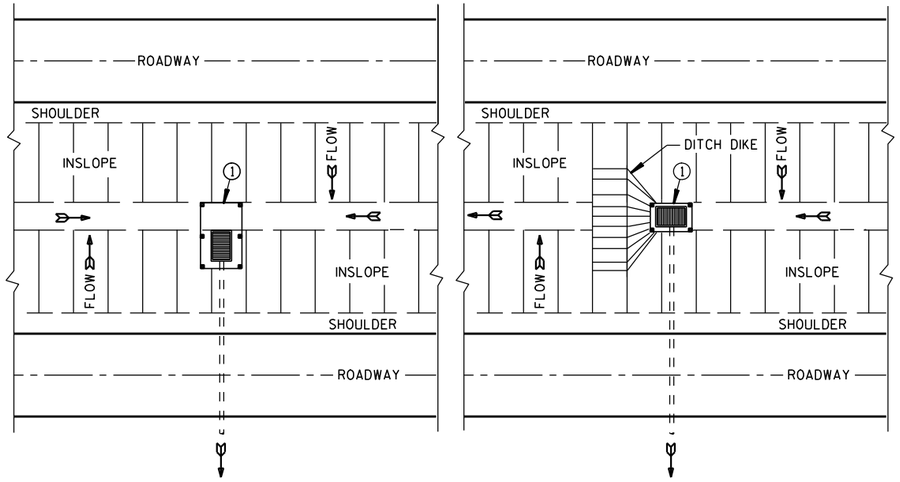
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

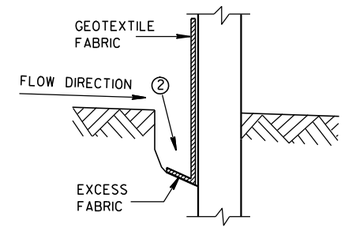
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

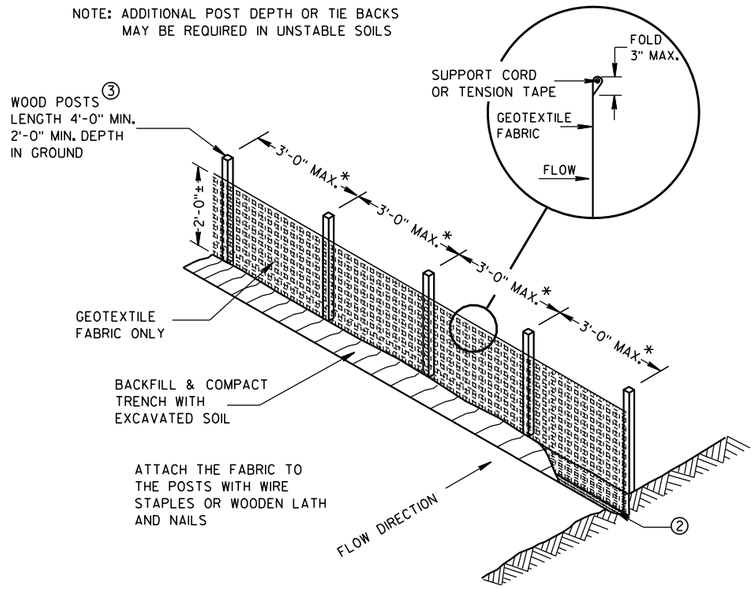
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

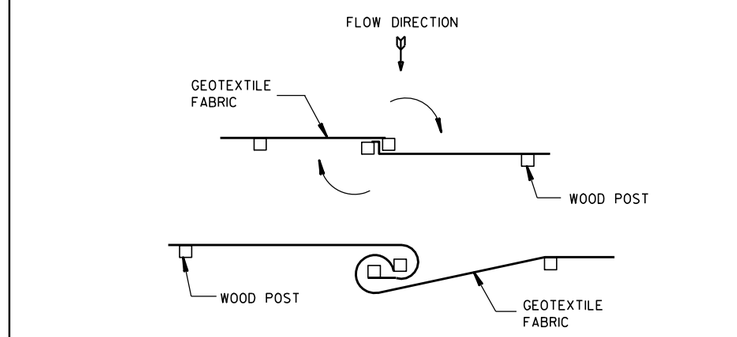


TRENCH DETAIL

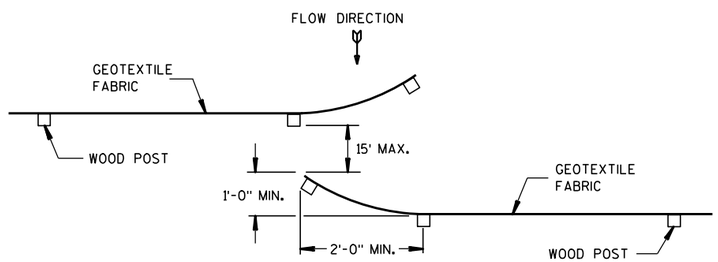


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

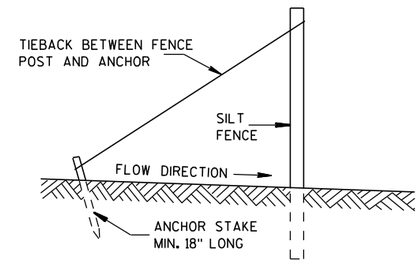


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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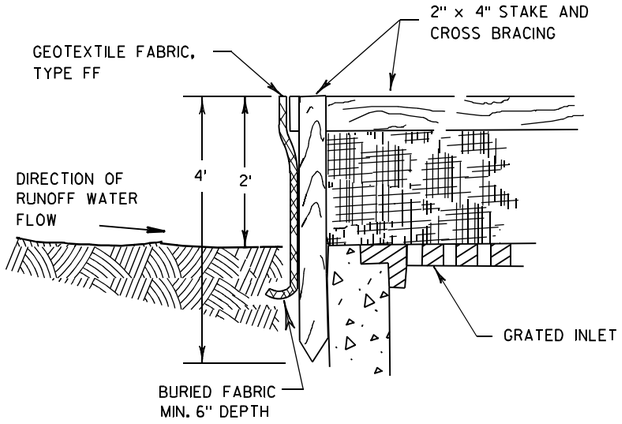
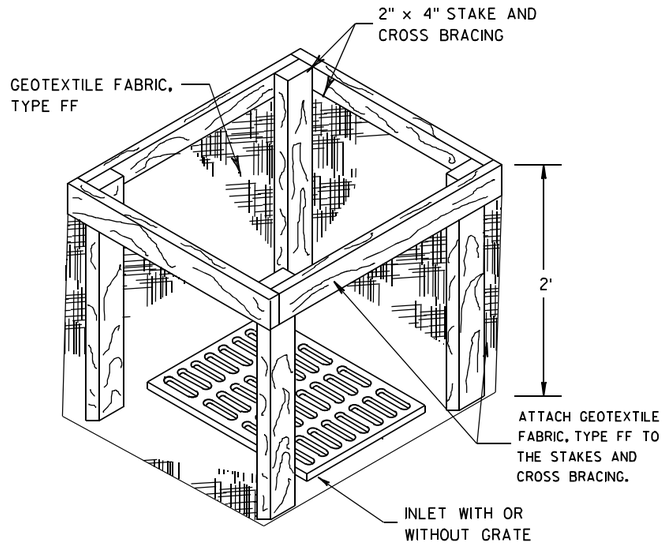
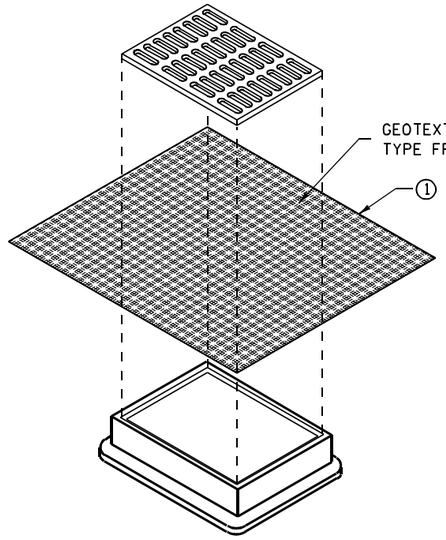
S.D.D. 8 E 9-6



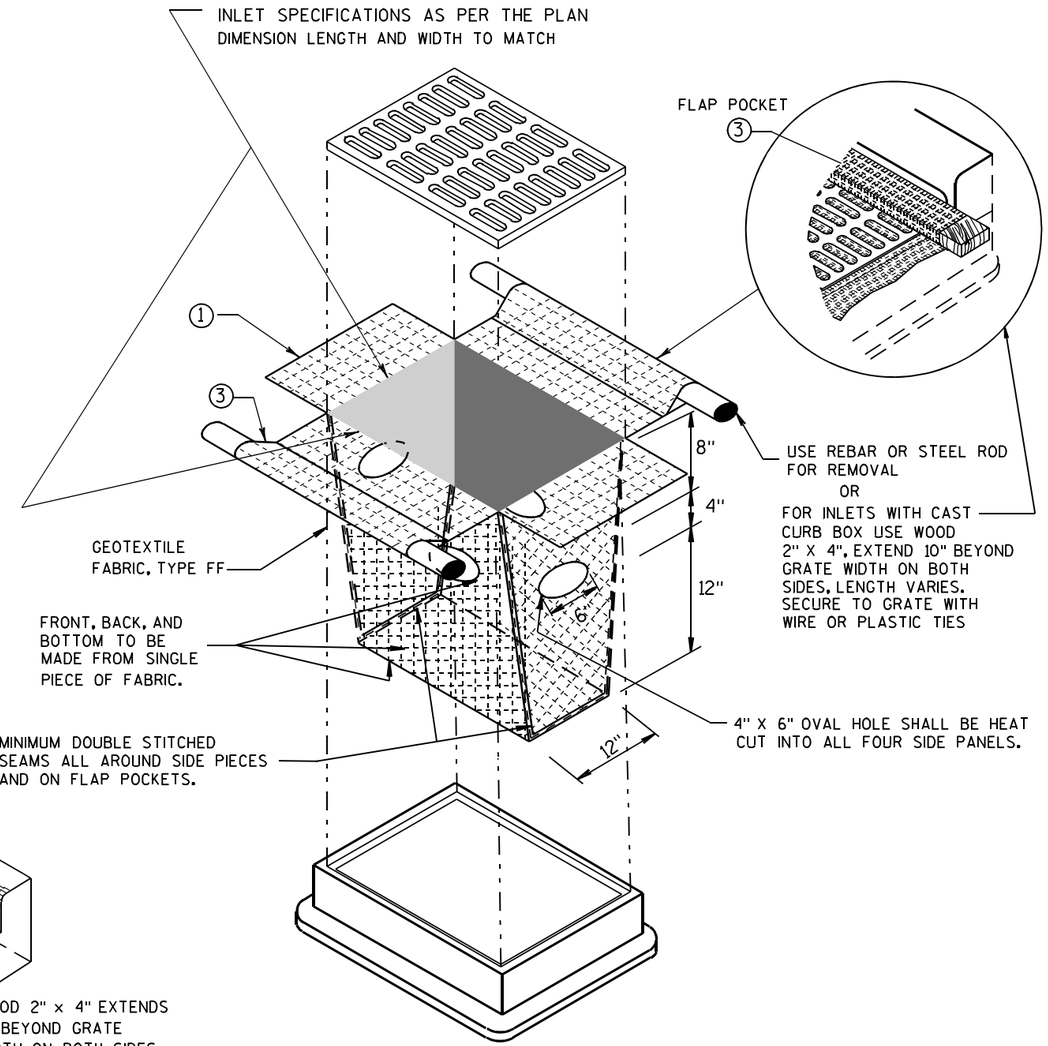


INLET PROTECTION, TYPE A



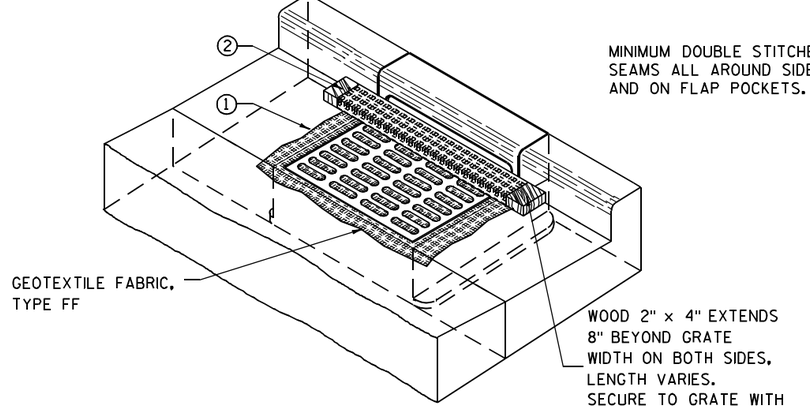
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

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

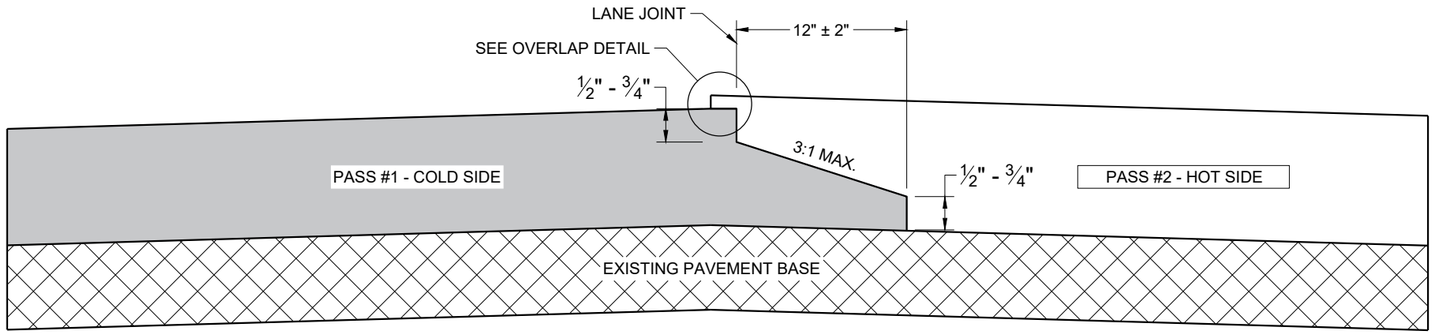
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

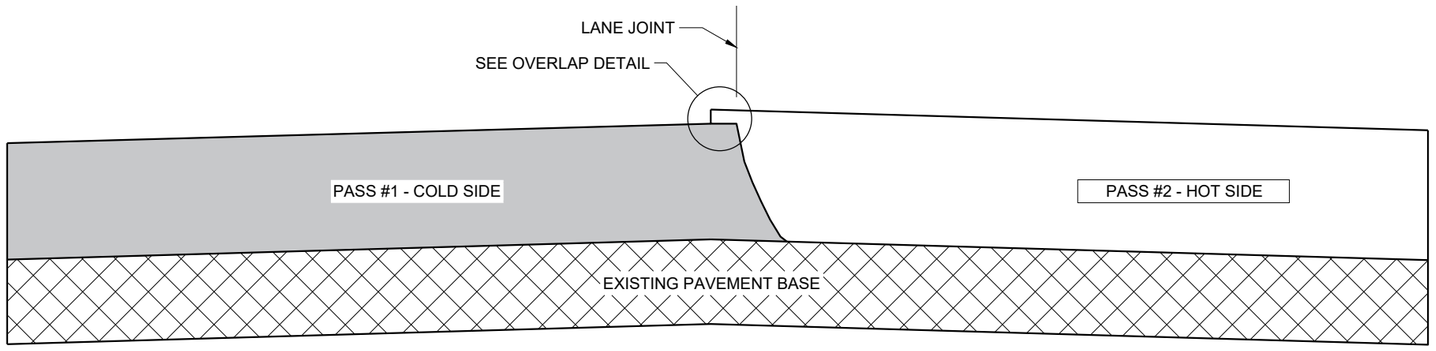
FHWA

6

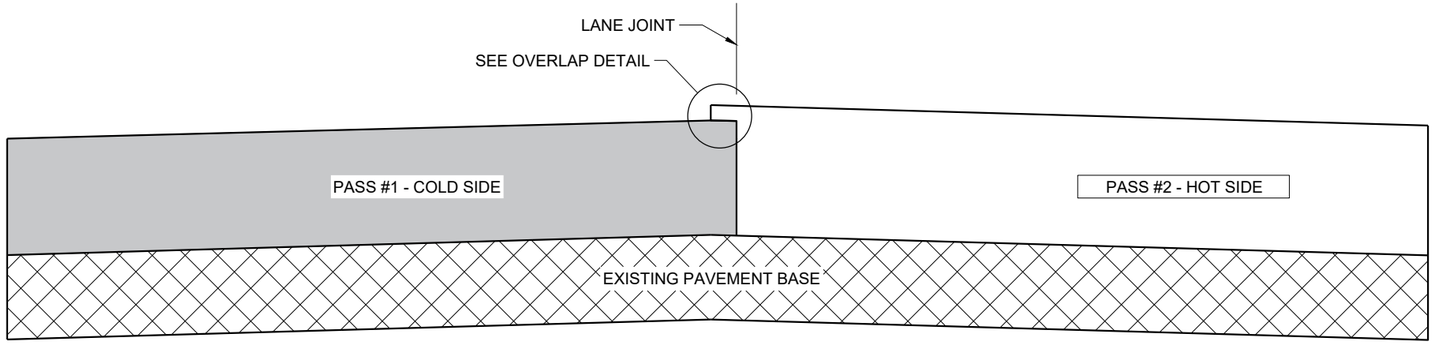
S.D.D. 8 E 10-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

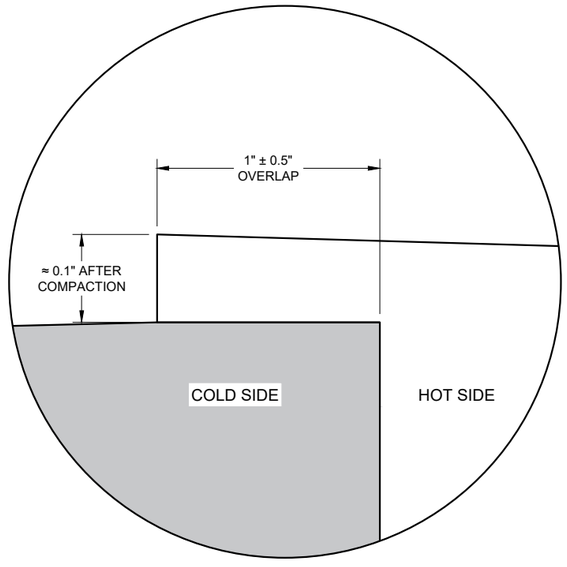
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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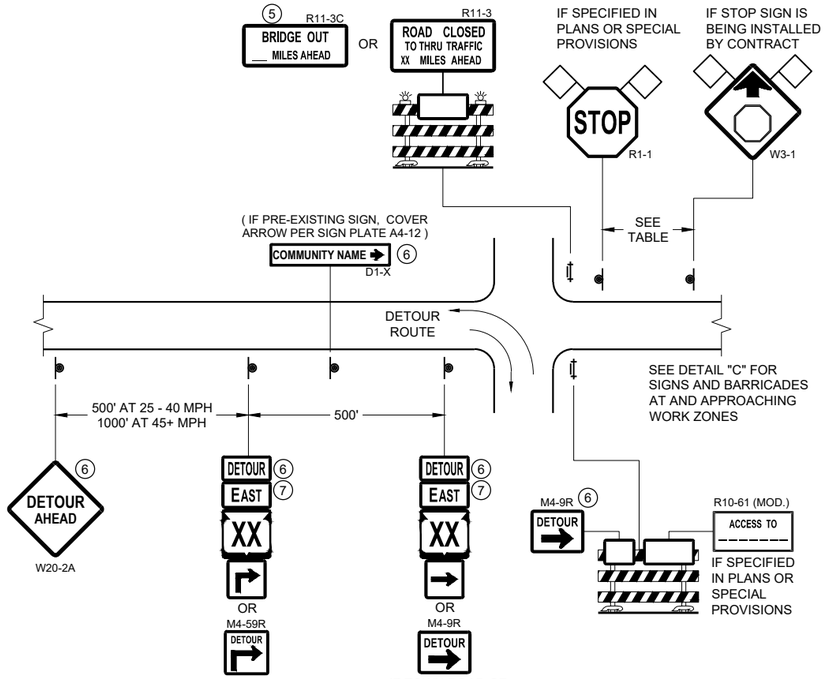
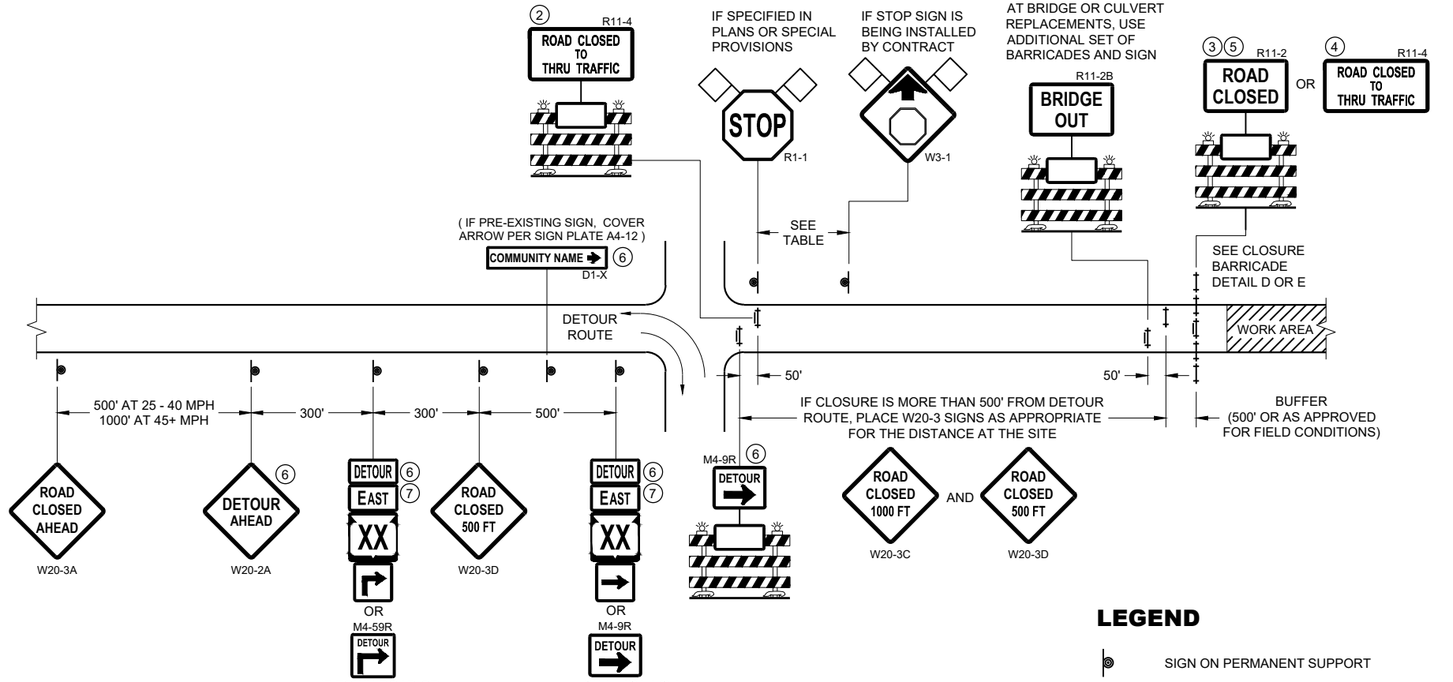
SDD 13C19 - 03



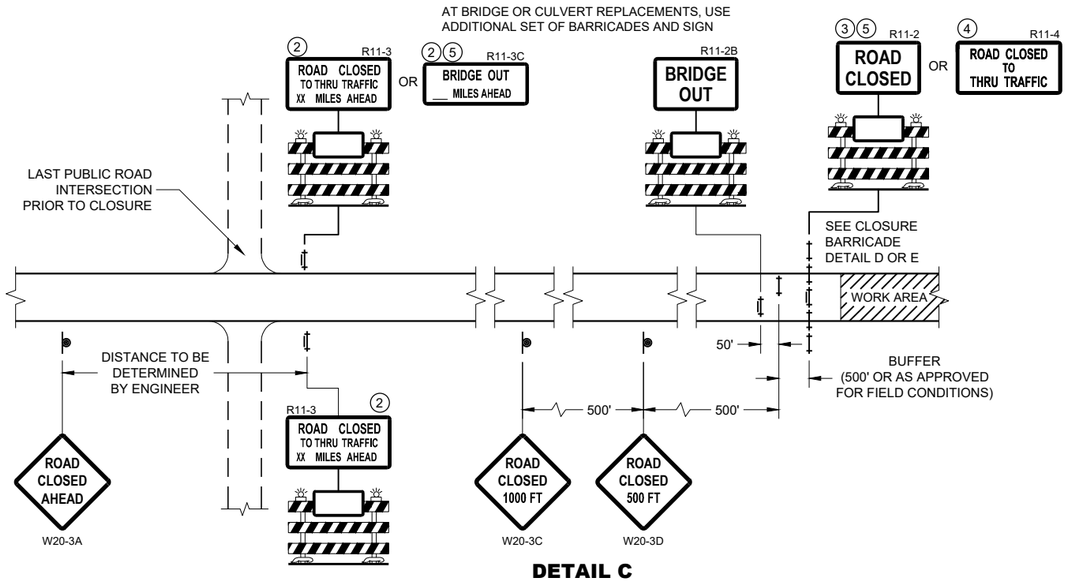


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

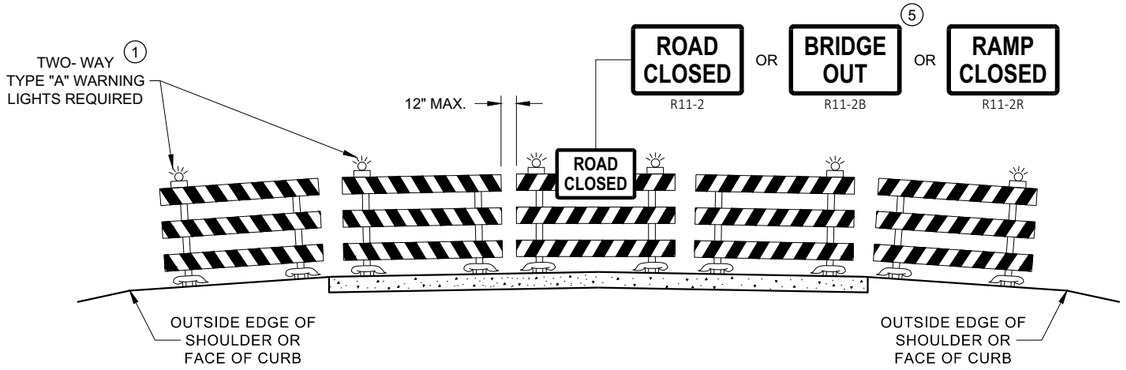
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

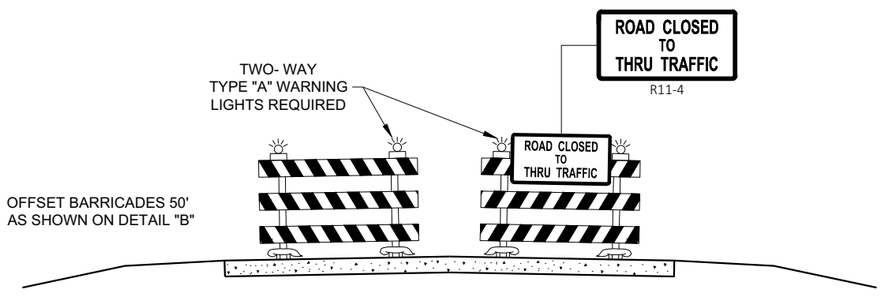
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

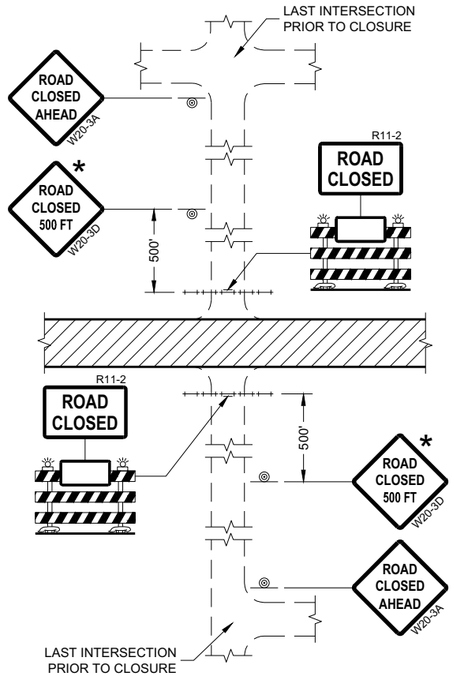
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

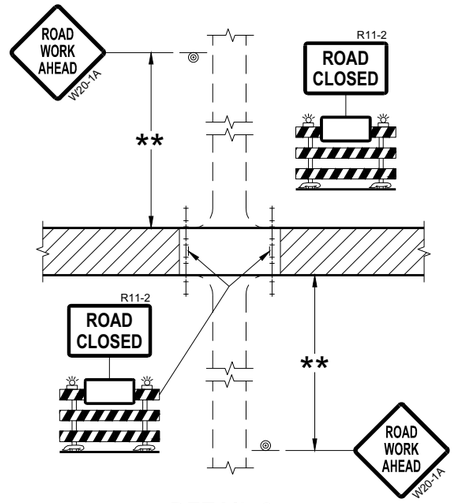
SDD 15C02 - 08b

6

SDD 15C02 - 08b



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

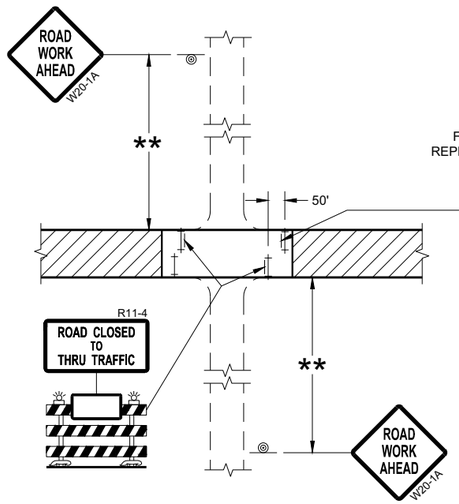
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

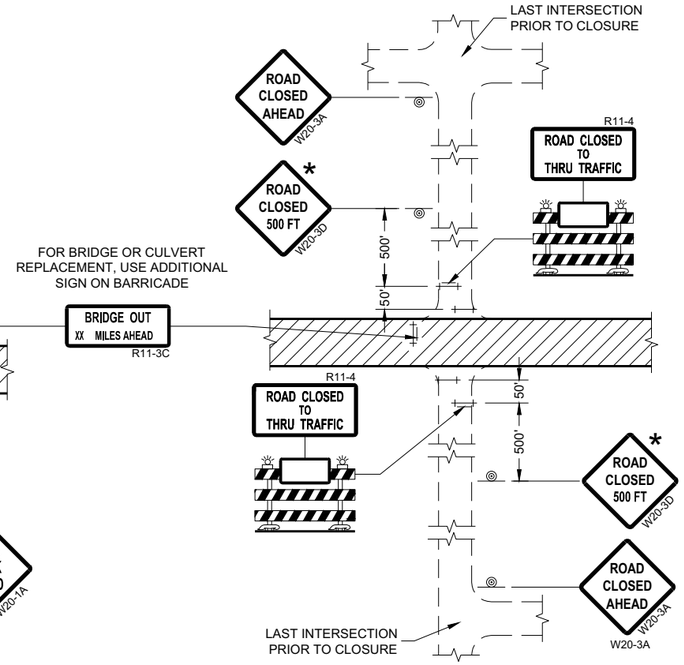
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

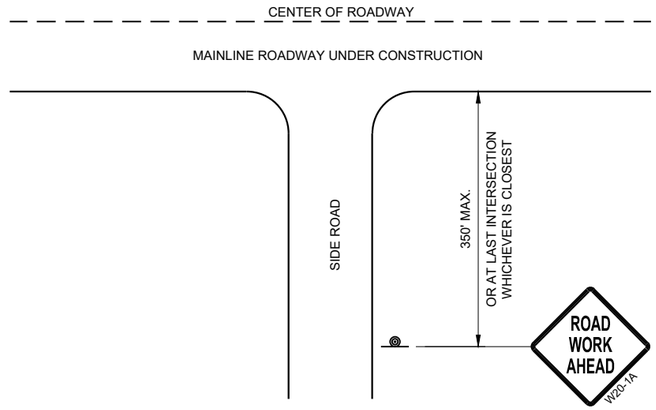
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



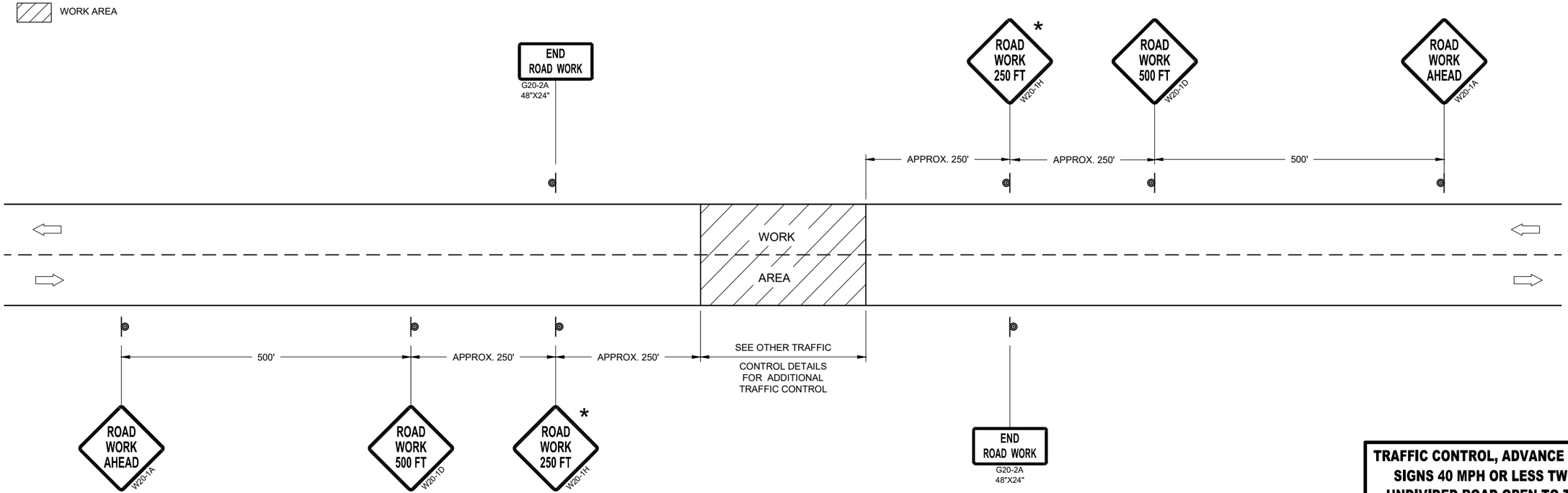
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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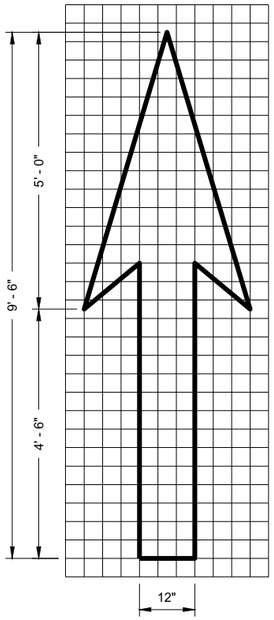
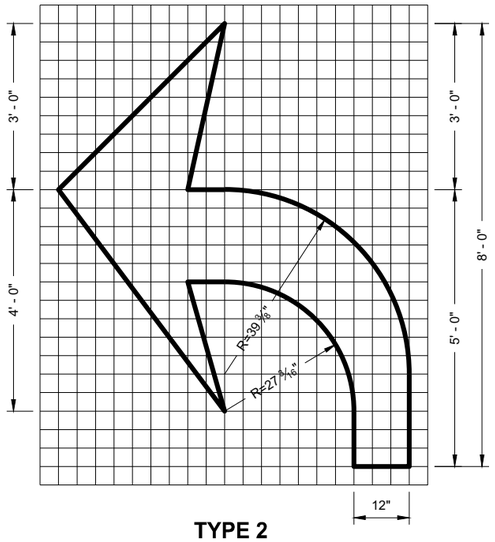
SDD 15C05 - 05

GENERAL NOTES

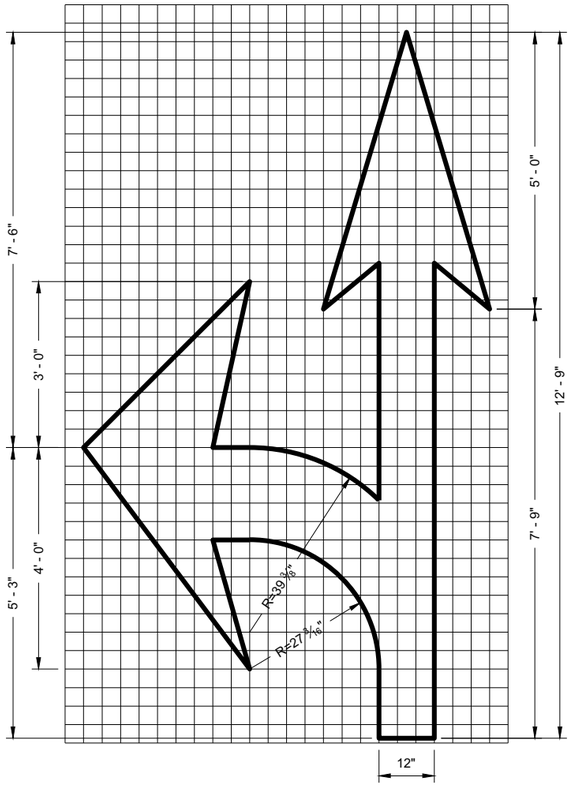
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



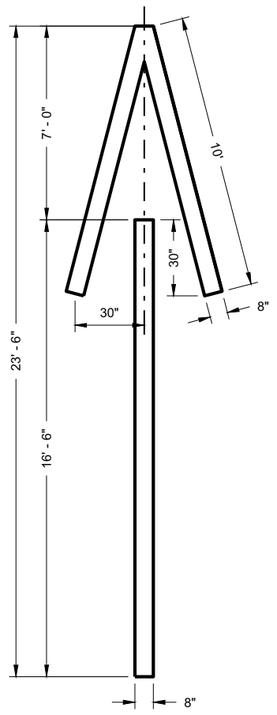
TYPE 1



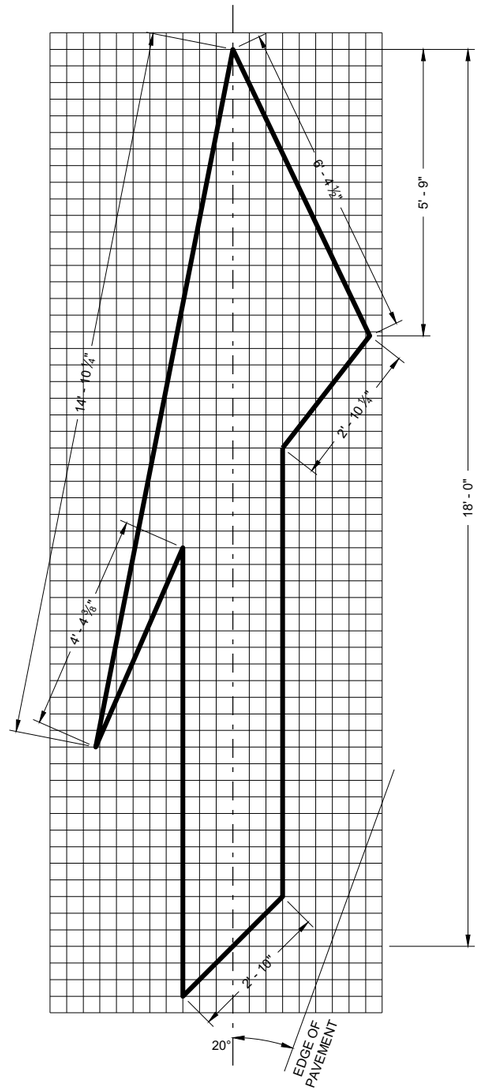
TYPE 2



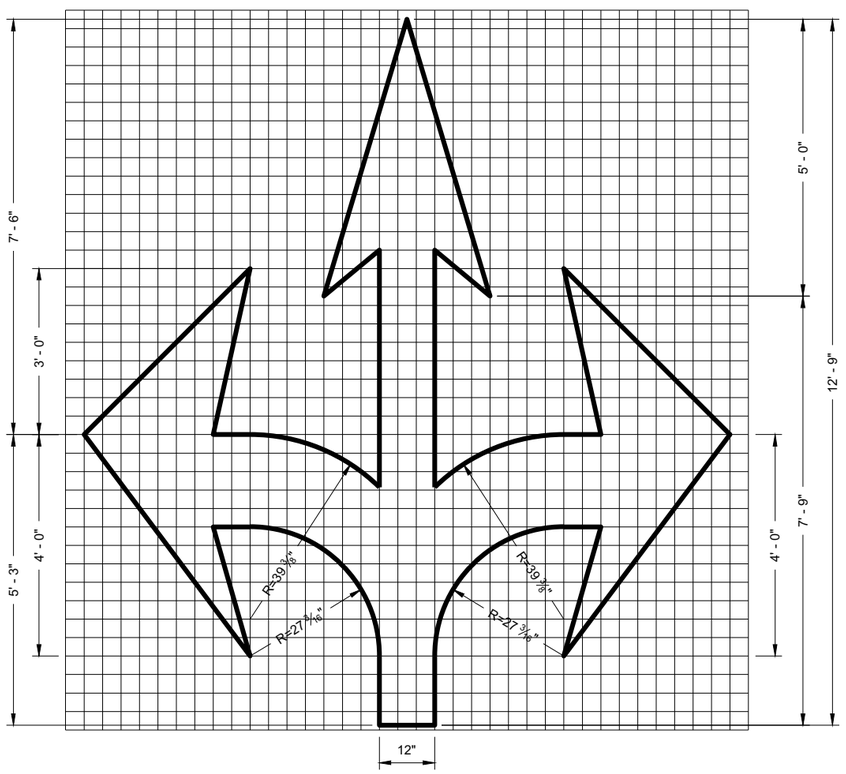
TYPE 3



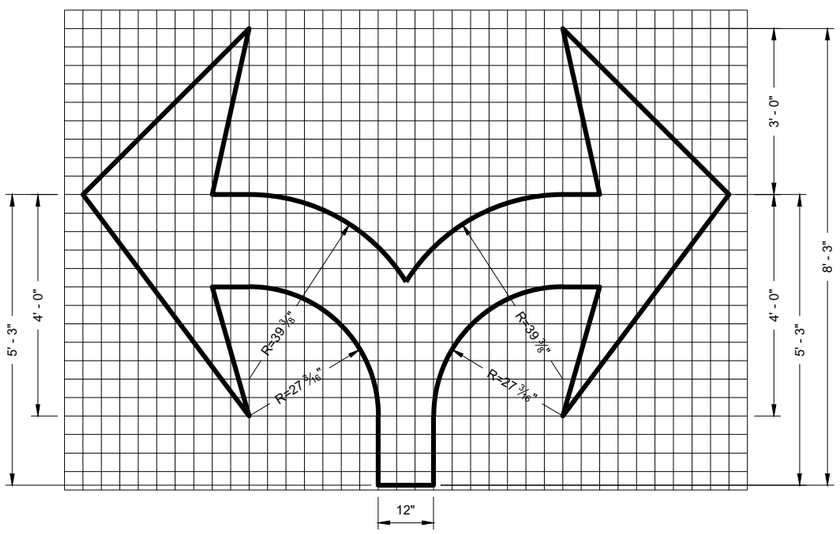
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

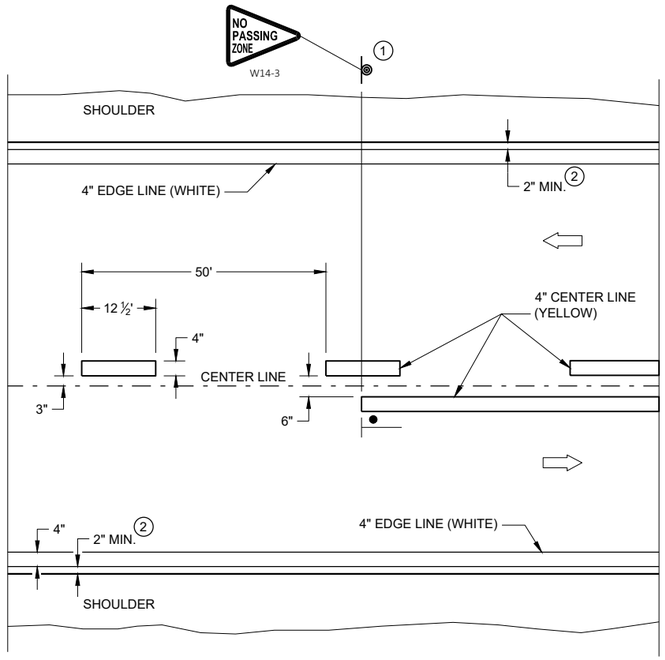
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

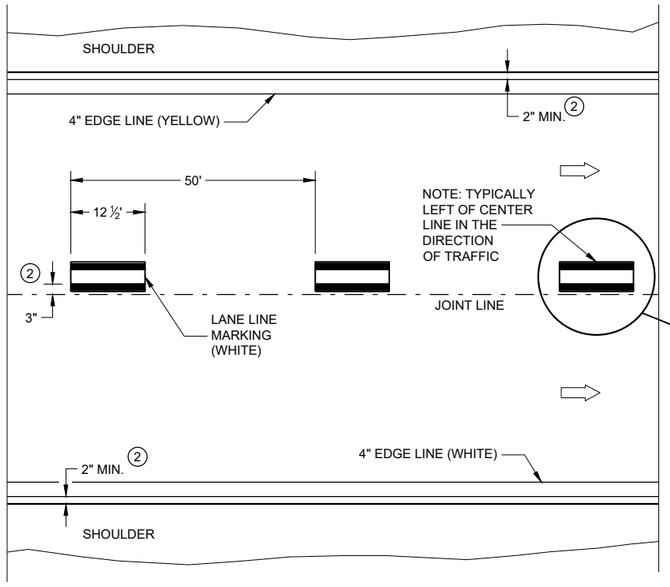
"T" MARKING

SIGN ON PERMANENT SUPPORT

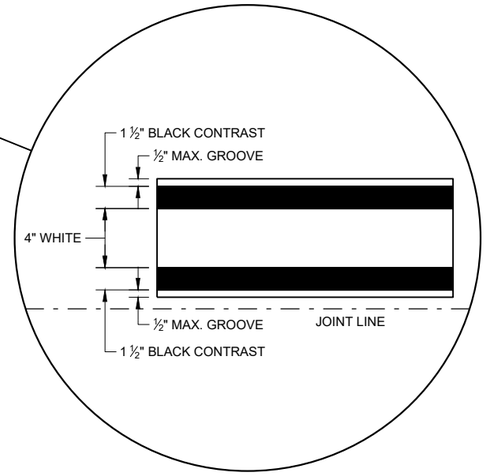
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

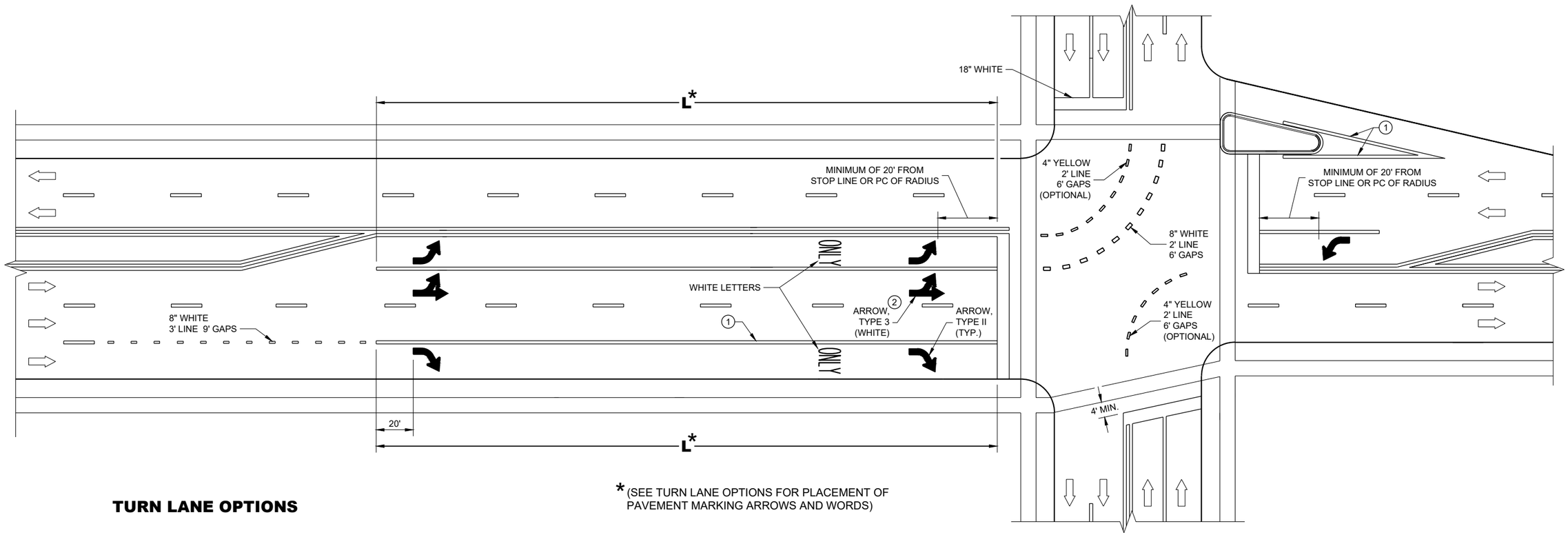
APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

SDD 15C08 - 21a

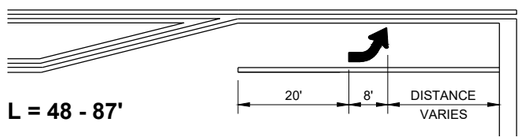
SDD 15C08 - 21a



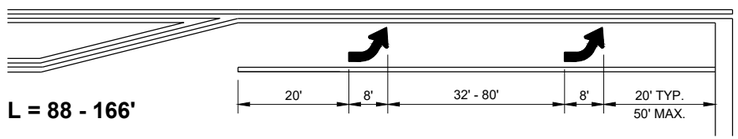
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

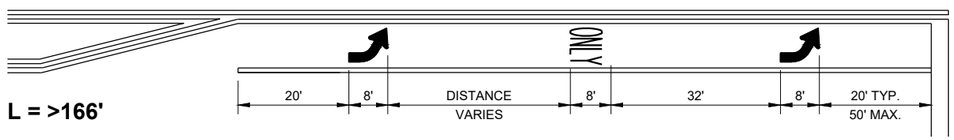
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. 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

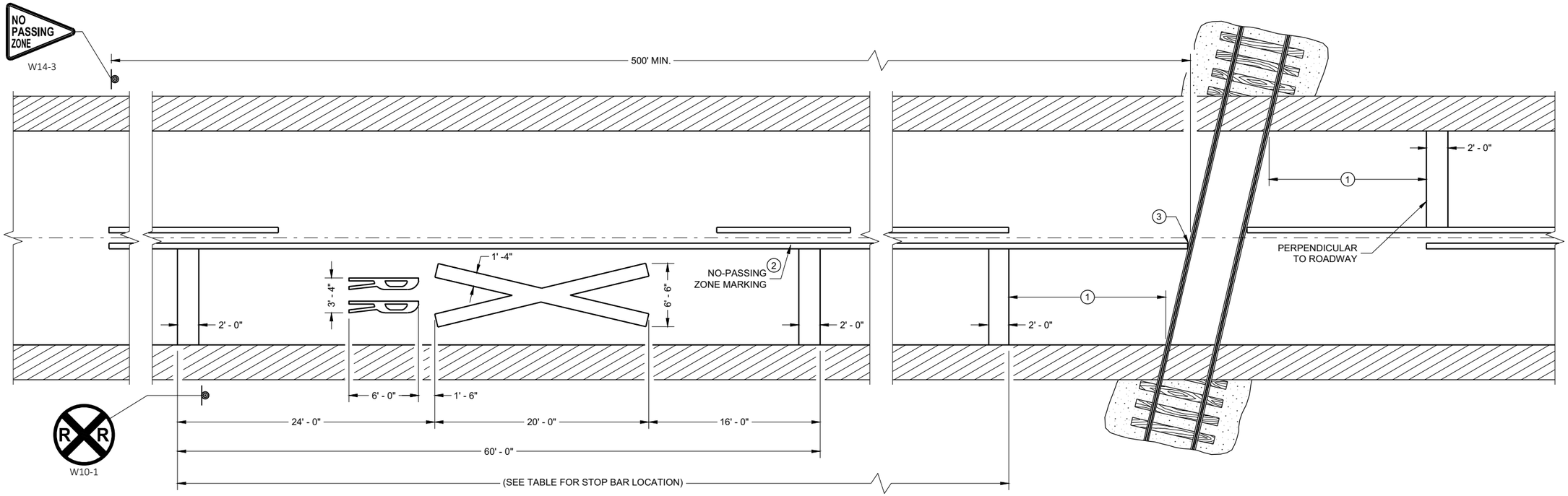
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

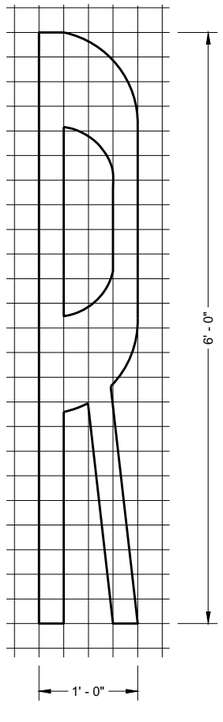
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 21d



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

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

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

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

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA

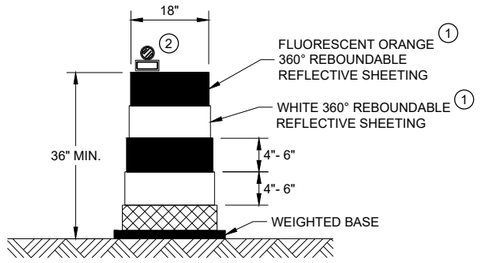
6

SDD 15C09 - 12a

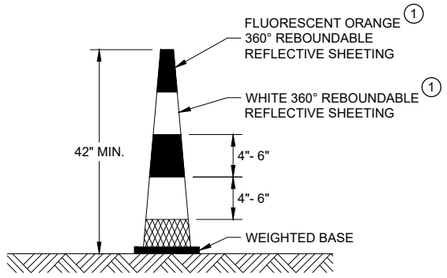
SDD15C09 - 12a

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.

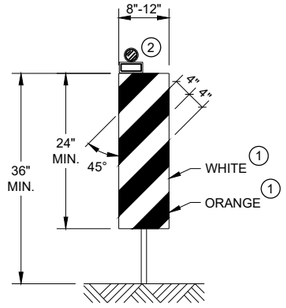


DRUM



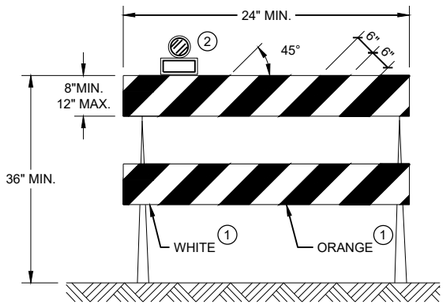
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



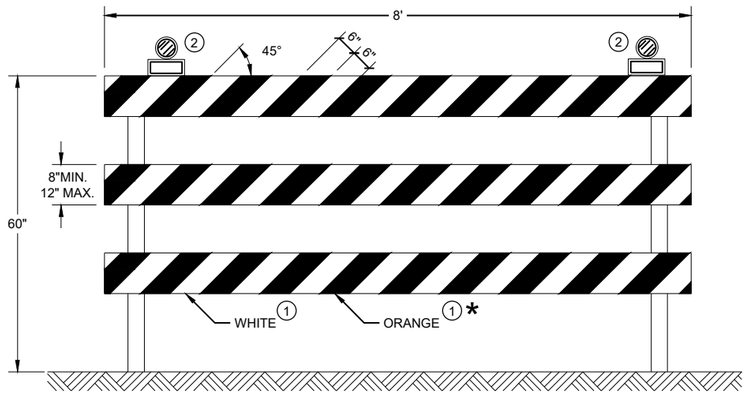
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 09b

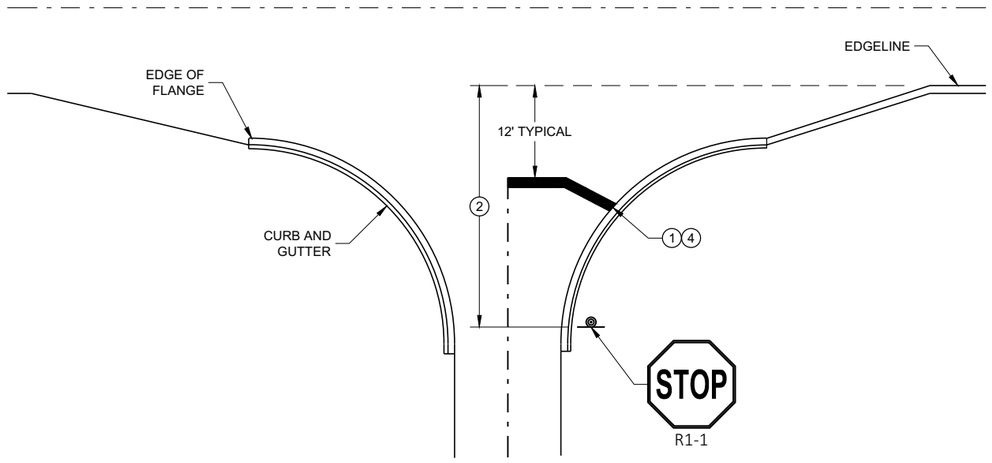
6

SDD 15C11 - 09b

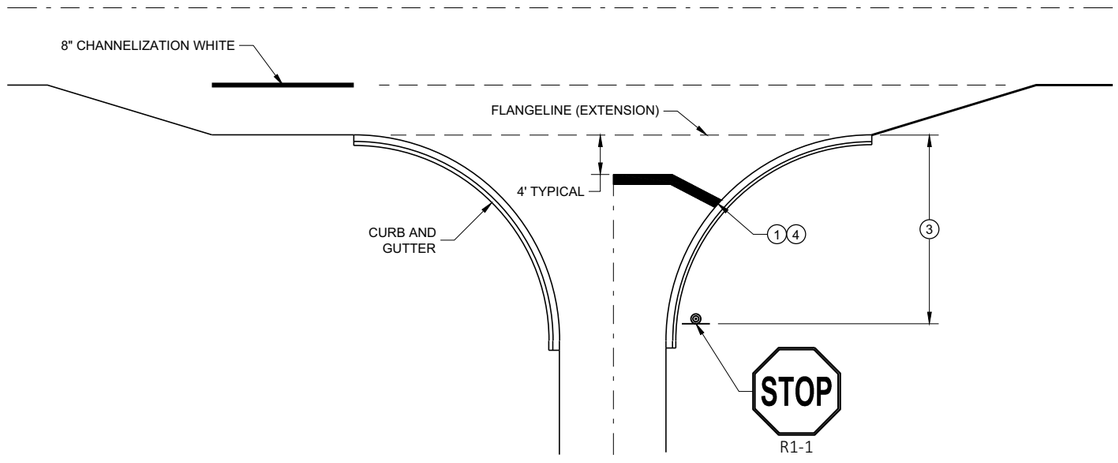
GENERAL NOTES

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

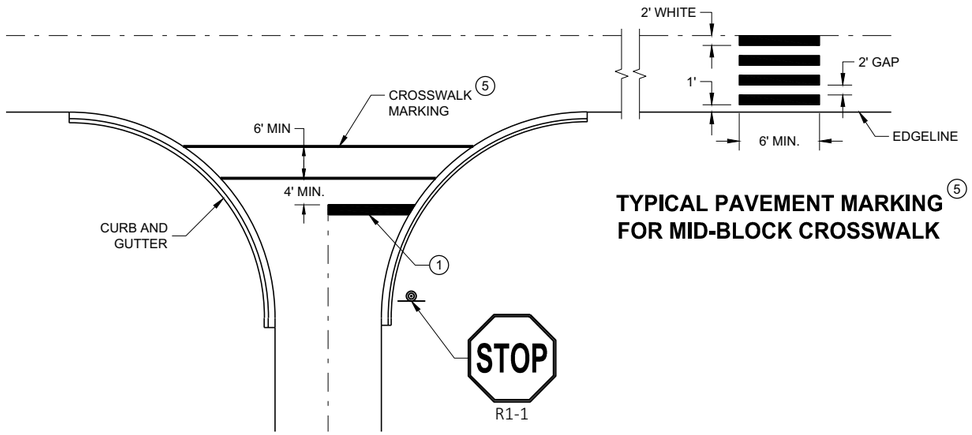
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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 INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

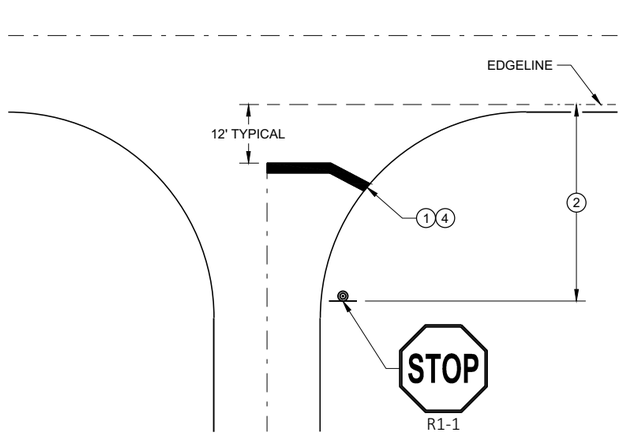


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33 - 04

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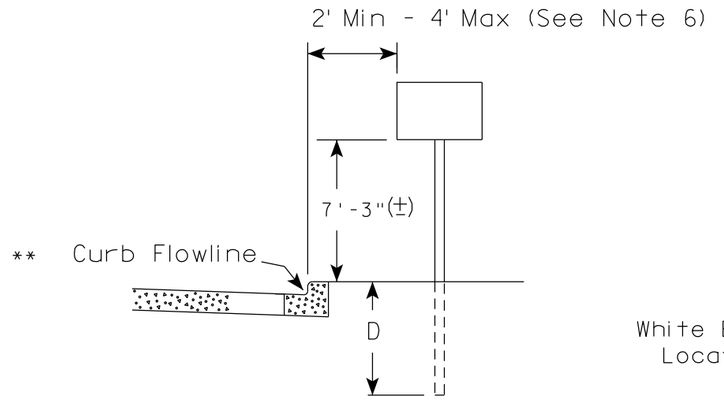
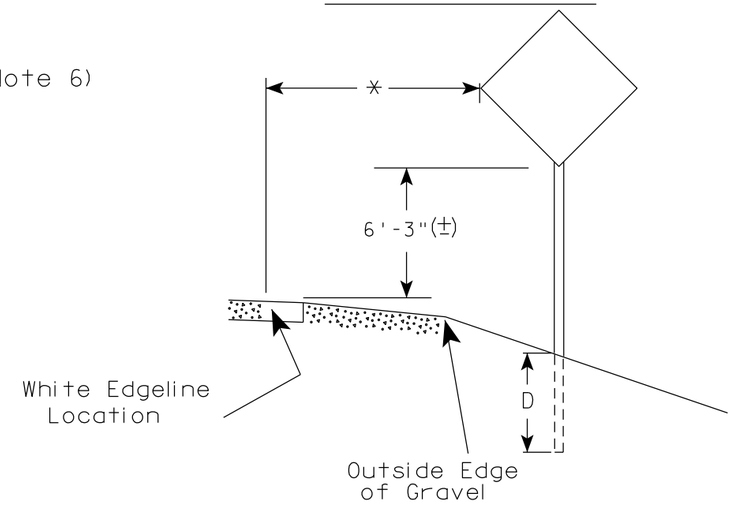
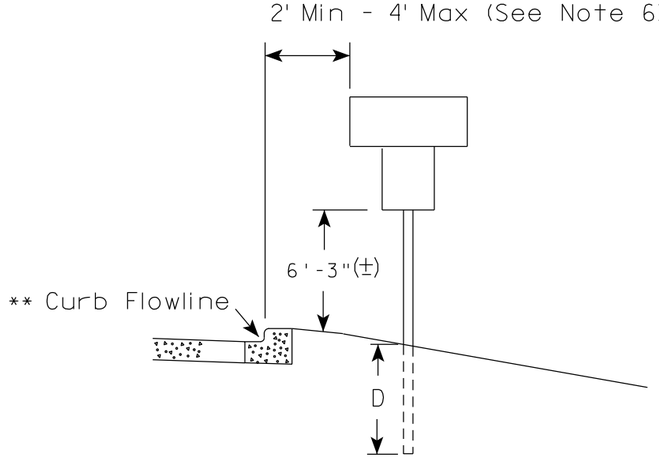
SDD 15C33 - 04

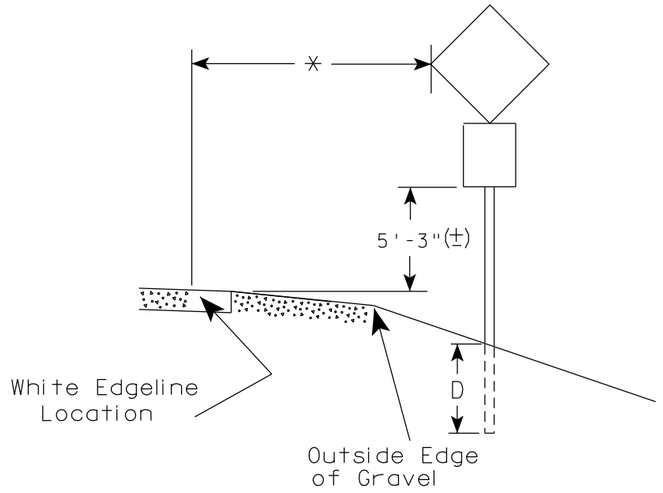
URBAN AREA



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" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

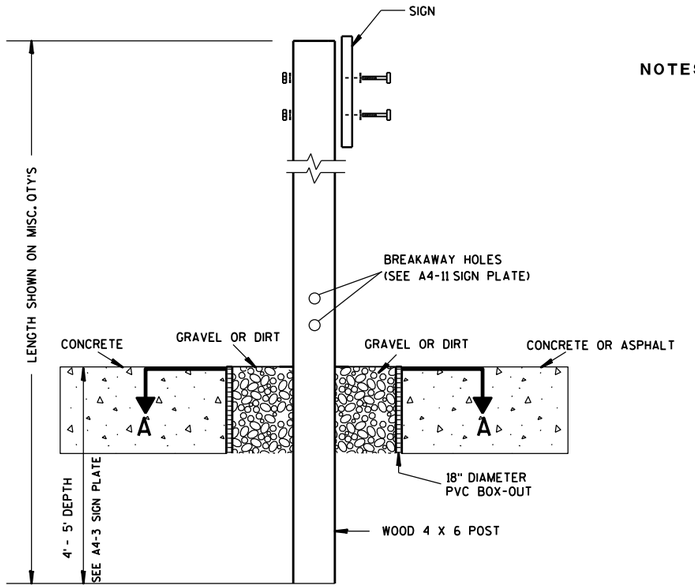
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

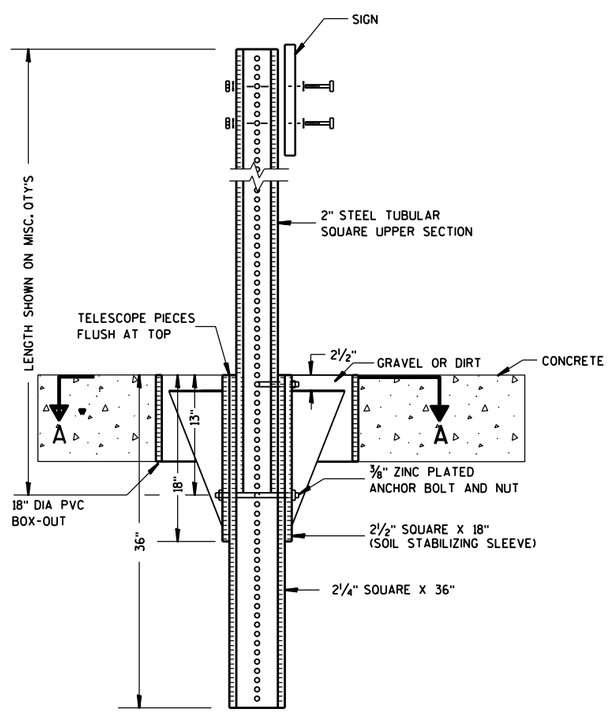
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 37	E



ELEVATION VIEW

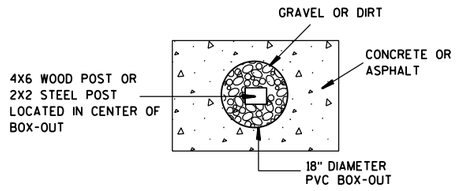
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

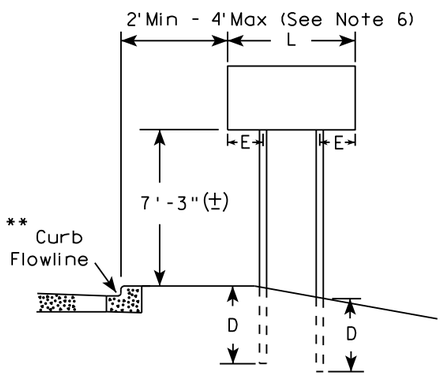
APPROVED Matthew R Rauch
for State Traffic Engineer

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

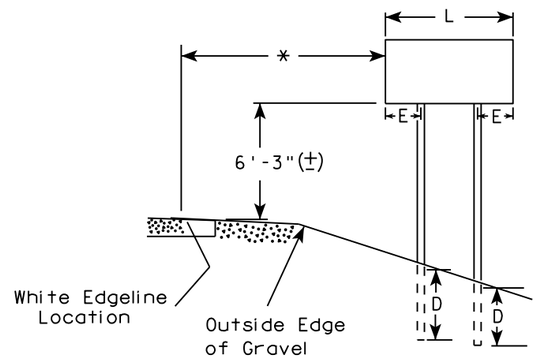
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

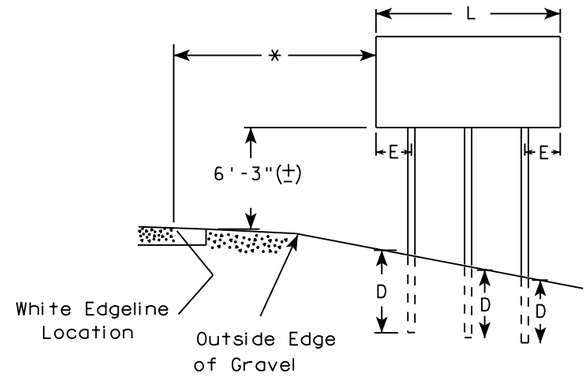
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

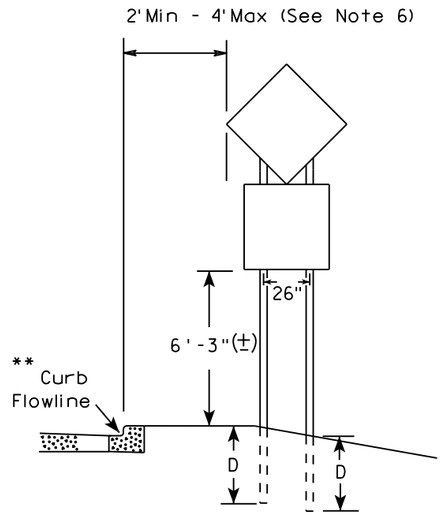
URBAN AREA



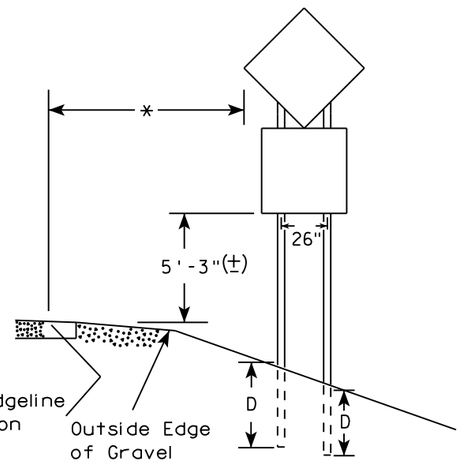
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

* 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'

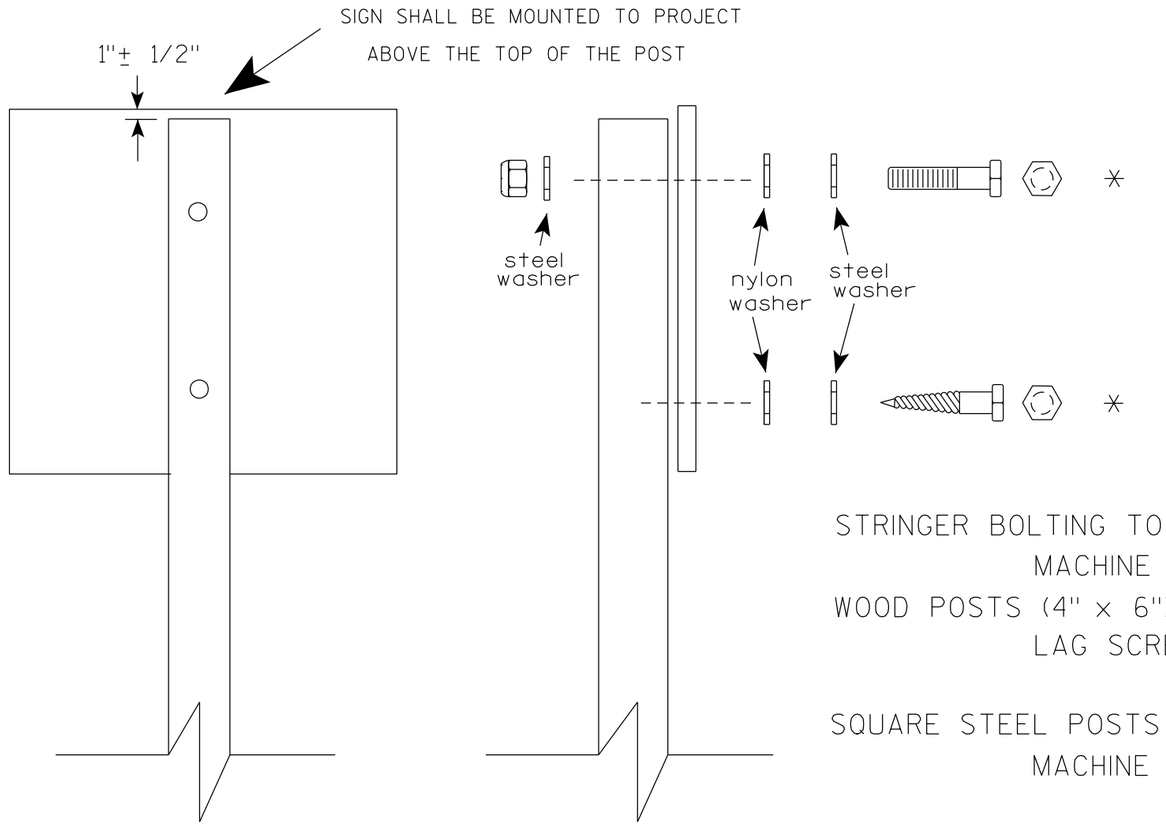
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 39	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

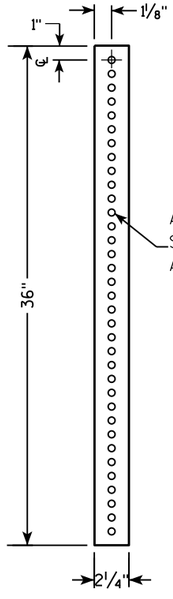
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

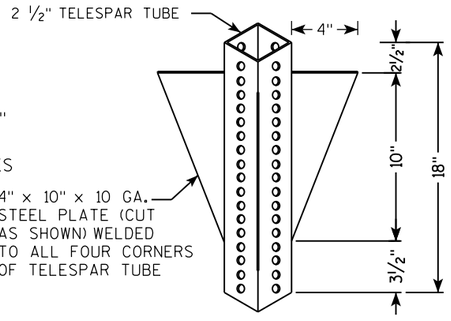
SHEET NO: 40 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

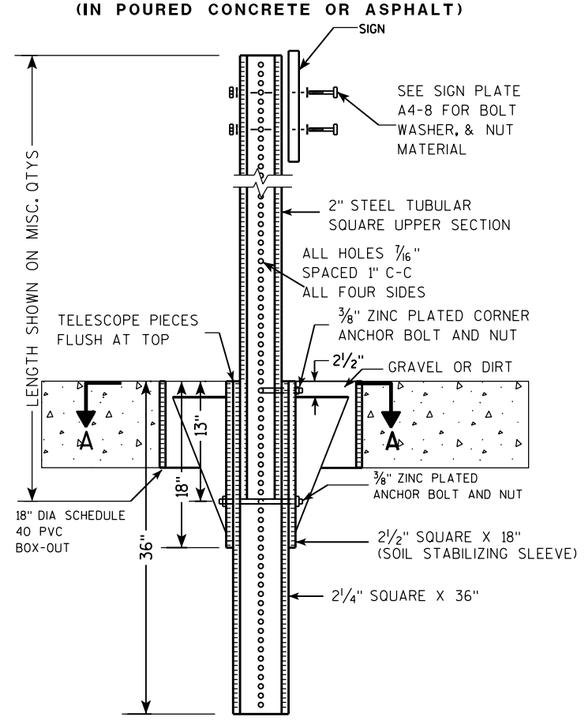
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



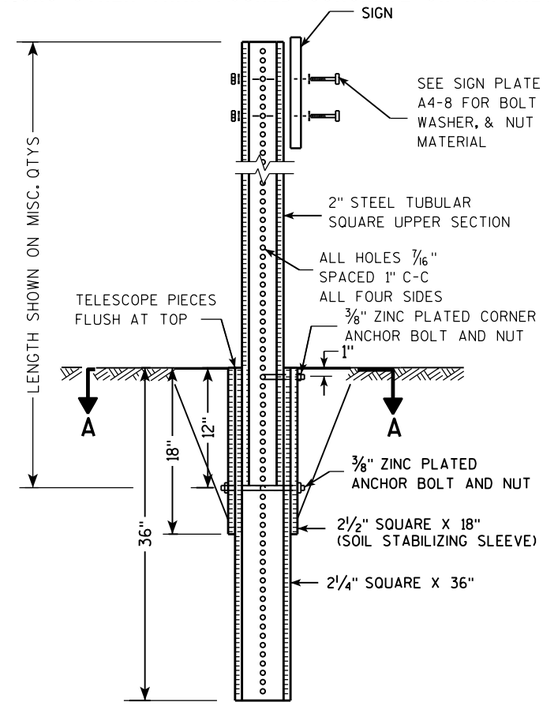
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

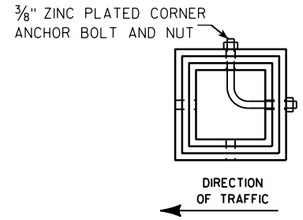


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

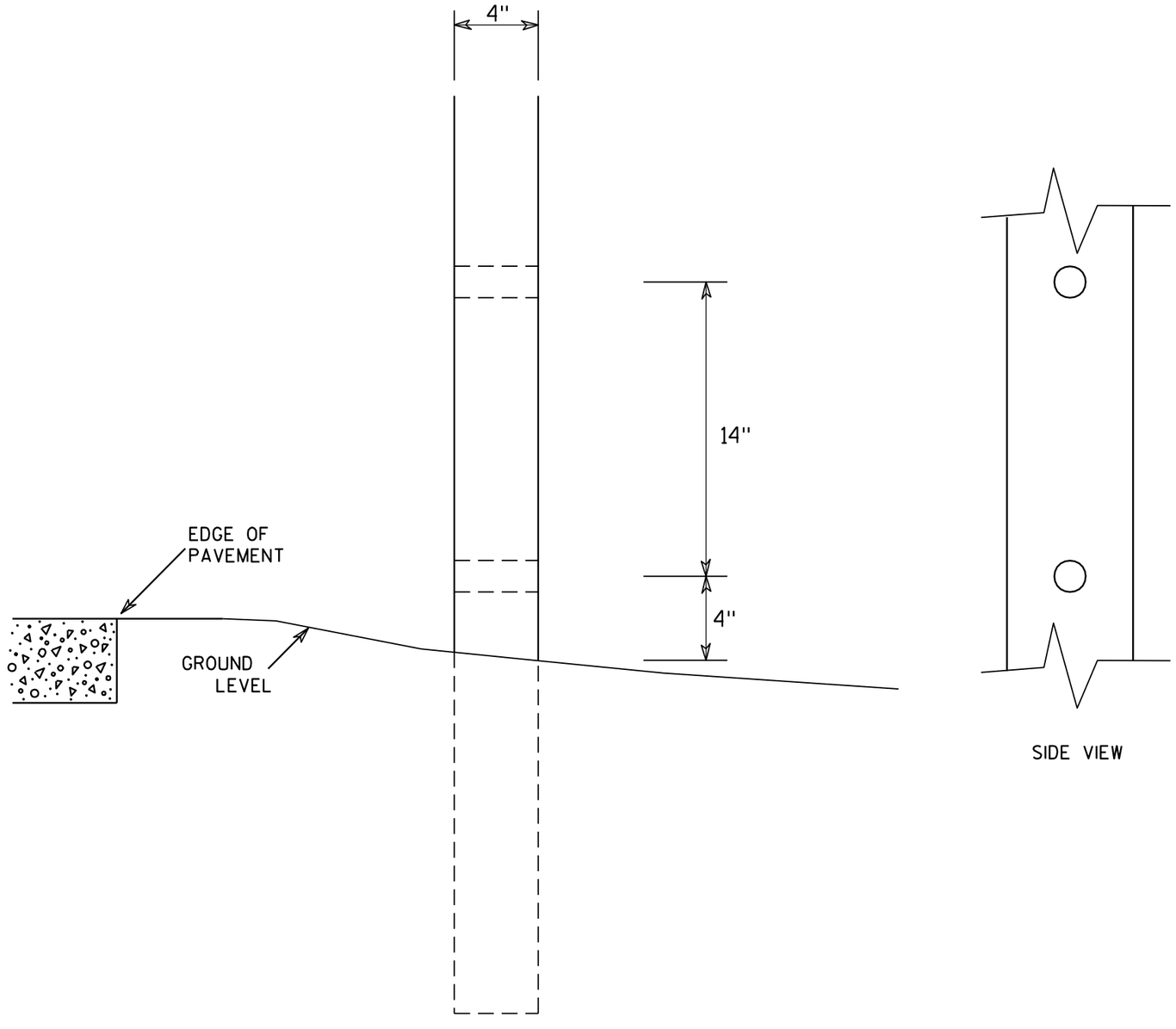
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

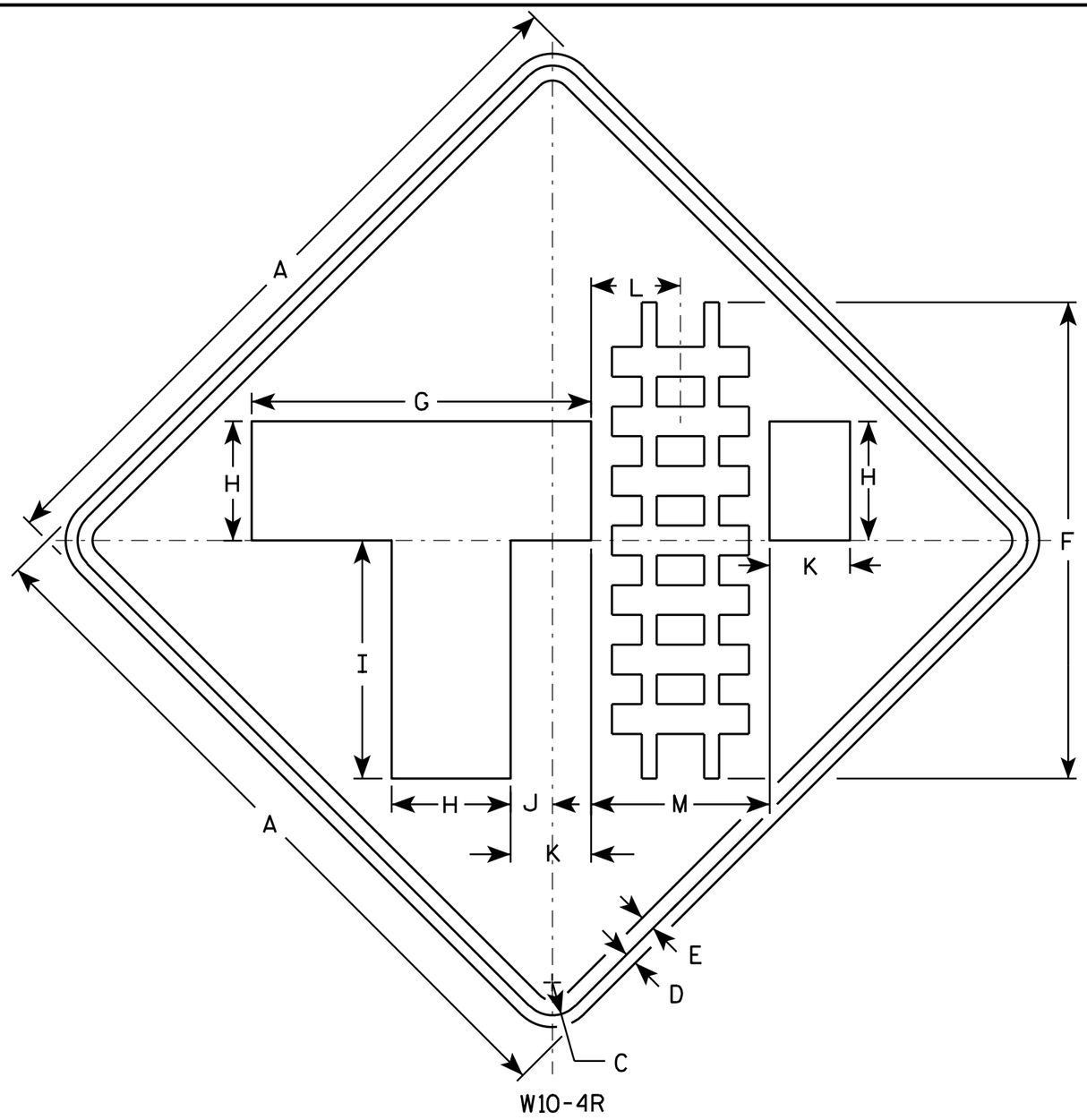
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

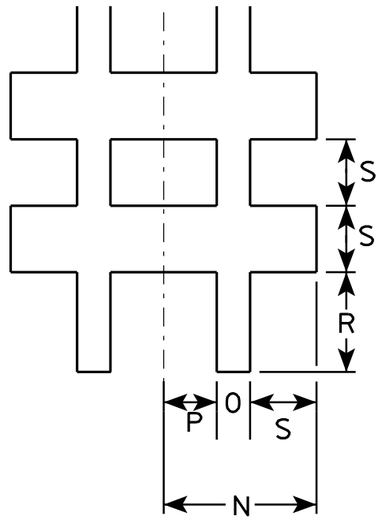
APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 42	E



W10-4R



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W10-4L same as W10-4R except symbol is reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	20	14 1/4	5	10	1 3/4	3 3/8	3 3/4	7 1/2	2 7/8	5/8	1		1 7/8	1 1/4								6.25
2	36		1 5/8	5/8	3/4	24	17	6	12	2	4	4 1/2	9	3 3/8	3/4	1 1/8		2 1/4	1 1/2								9.0
2	36		1 5/8	5/8	3/4	24	17	6	12	2	4	4 1/2	9	3 3/8	3/4	1 1/8		2 1/4	1 1/2								9.0
3	36		1 5/8	5/8	3/4	24	17	6	12	2	4	4 1/2	9	3 3/8	3/4	1 1/8		2 1/4	1 1/2								9.0
4	48		2 1/4	3/4	1	32	22 5/8	8	16	2 5/8	5 3/8	6	12	4 1/2	1	1 1/2		3	2								16.0
5																											

STANDARD SIGN
W10-4

WISCONSIN DEPT OF TRANSPORTATION

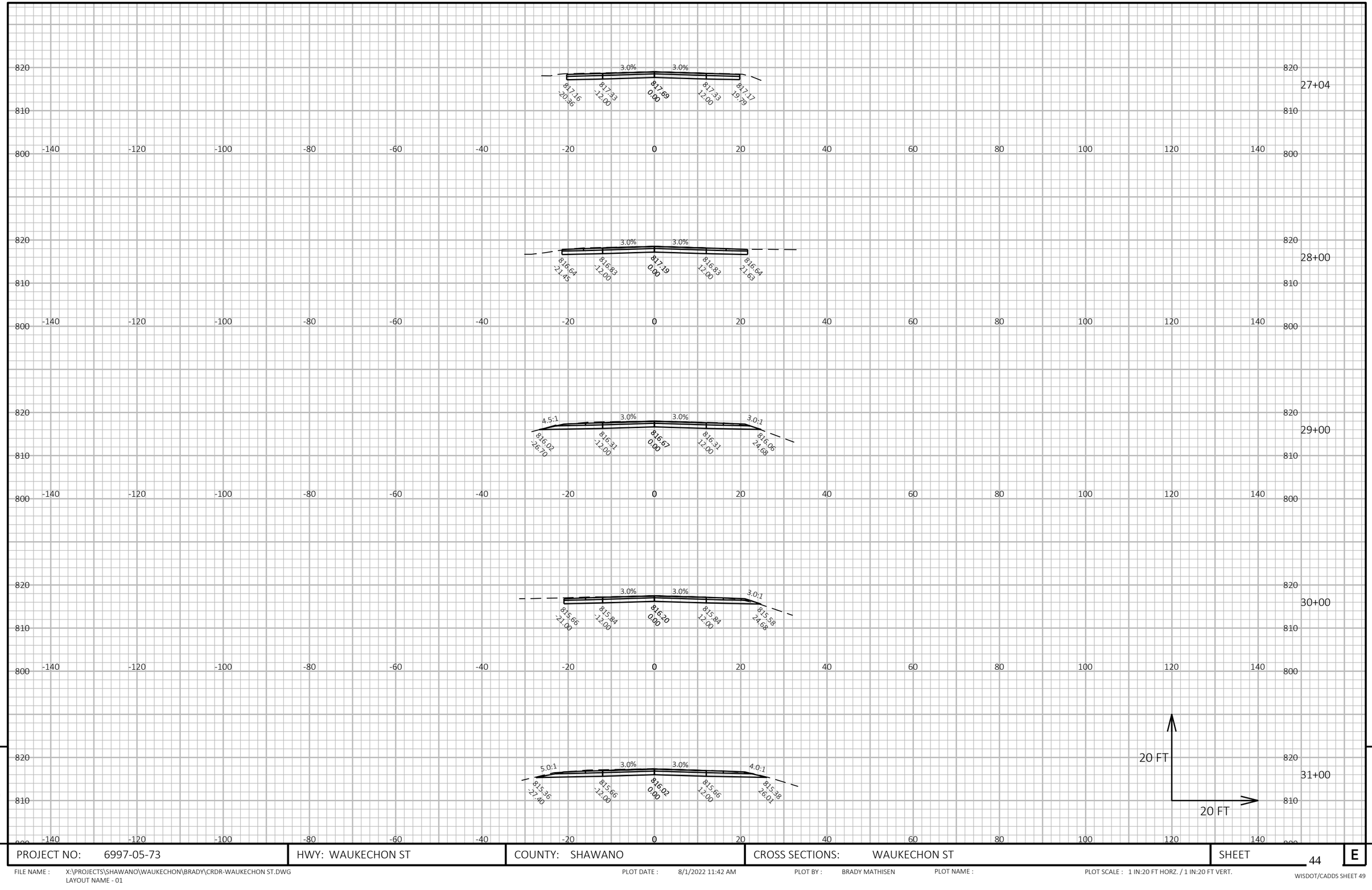
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-4.9

PROJECT NO:

SHEET NO: 43 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W104.DGN PLOT DATE : 13-MAR-2013 11:15 PLOT BY : mscj9h

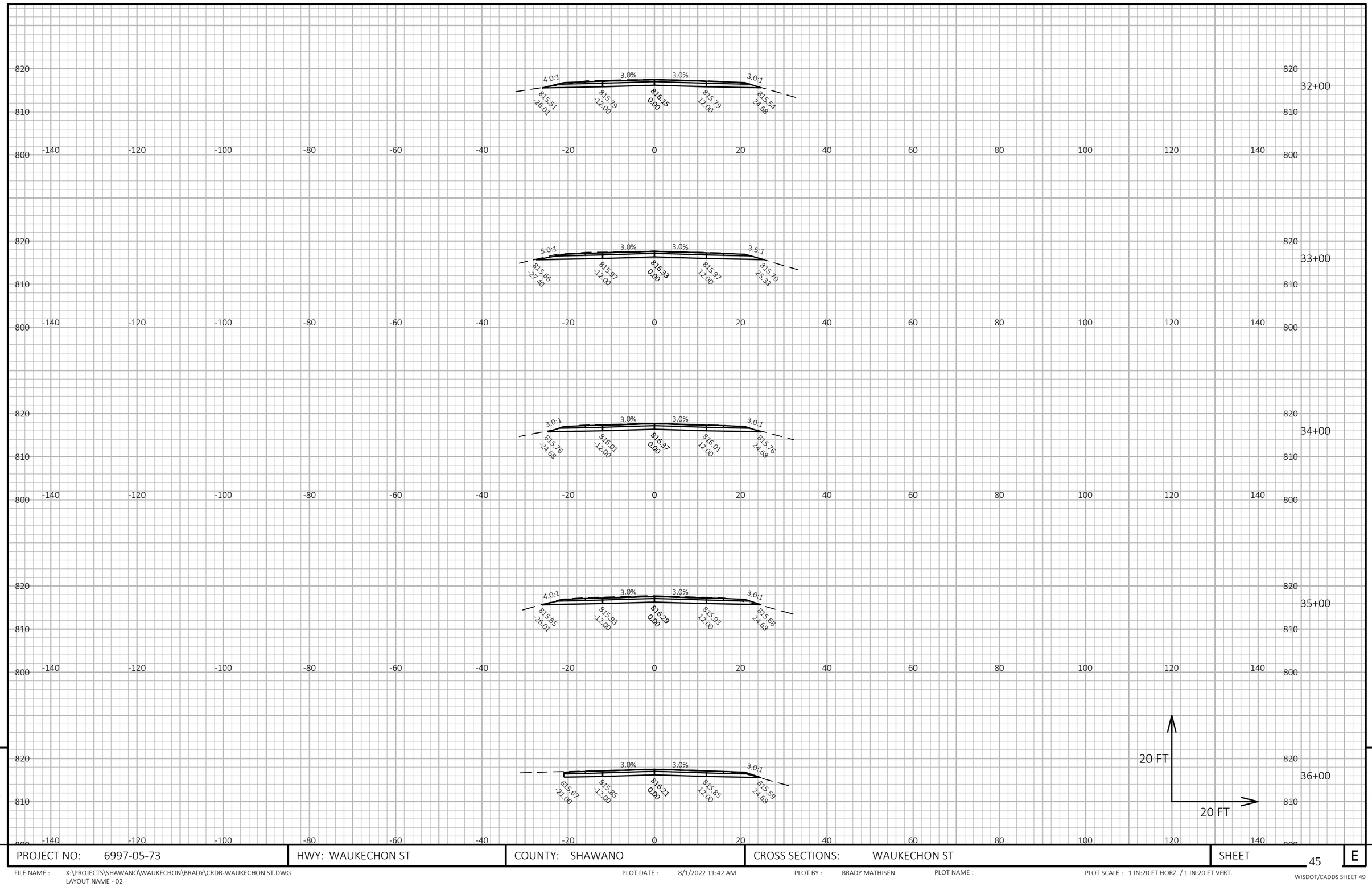


PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	CROSS SECTIONS: WAUKECHON ST	SHEET 44	E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\BRADY\CRDR-WAUKECHON ST.DWG
LAYOUT NAME - 01

PLOT DATE : 8/1/2022 11:42 AM PLOT BY : BRADY MATHISEN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



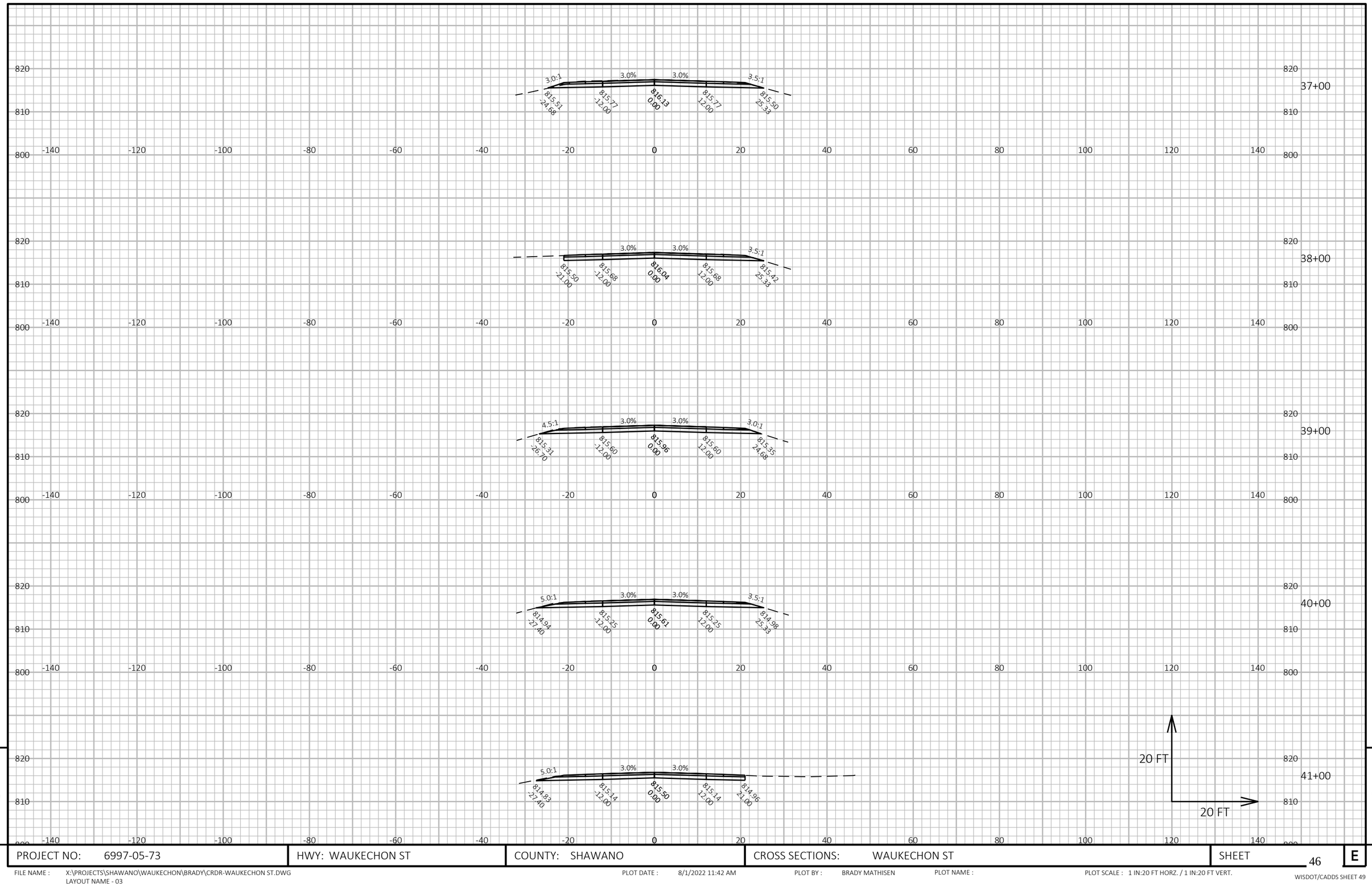
9

9

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	CROSS SECTIONS: WAUKECHON ST	SHEET 45	E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\BRADY\CRDR-WAUKECHON ST.DWG
LAYOUT NAME - 02

PLOT DATE : 8/1/2022 11:42 AM PLOT BY : BRADY MATHISEN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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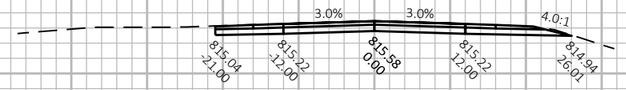
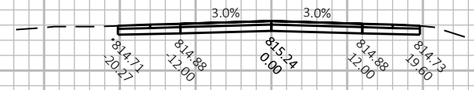
9

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	CROSS SECTIONS: WAUKECHON ST	SHEET 46	E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\BRADY\CRDR-WAUKECHON ST.DWG
LAYOUT NAME - 03

PLOT DATE : 8/1/2022 11:42 AM PLOT BY : BRADY MATHISEN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





820
810
800
-140
-120
-100
-80
-60
-40
-20
0
20
40
60
80
100
120
140
42+00
42+50

20 FT
20 FT

9

PROJECT NO: 6997-05-73	HWY: WAUKECHON ST	COUNTY: SHAWANO	CROSS SECTIONS: WAUKECHON ST	SHEET 47	E

FILE NAME : X:\PROJECTS\SHAWANO\WAUKECHON\BRADY\CRDR-WAUKECHON ST.DWG
LAYOUT NAME - 04
PLOT DATE : 8/1/2022 11:42 AM
PLOT BY : BRADY MATHISEN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Wisconsin Department of Transportation

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