WKE

MAY 2015

PROJECT ID: 2310-19-70

WITH: N/A

COUNTY: WASHINGTON

ORDER OF SHEETS

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

TOTAL SHEETS = 362

26

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SUMNER ST, CITY OF HARTFORD

MAIN ST (STH 83) TO KETTLE MORAINE RD

STH 60

WASHINGTON COUNTY

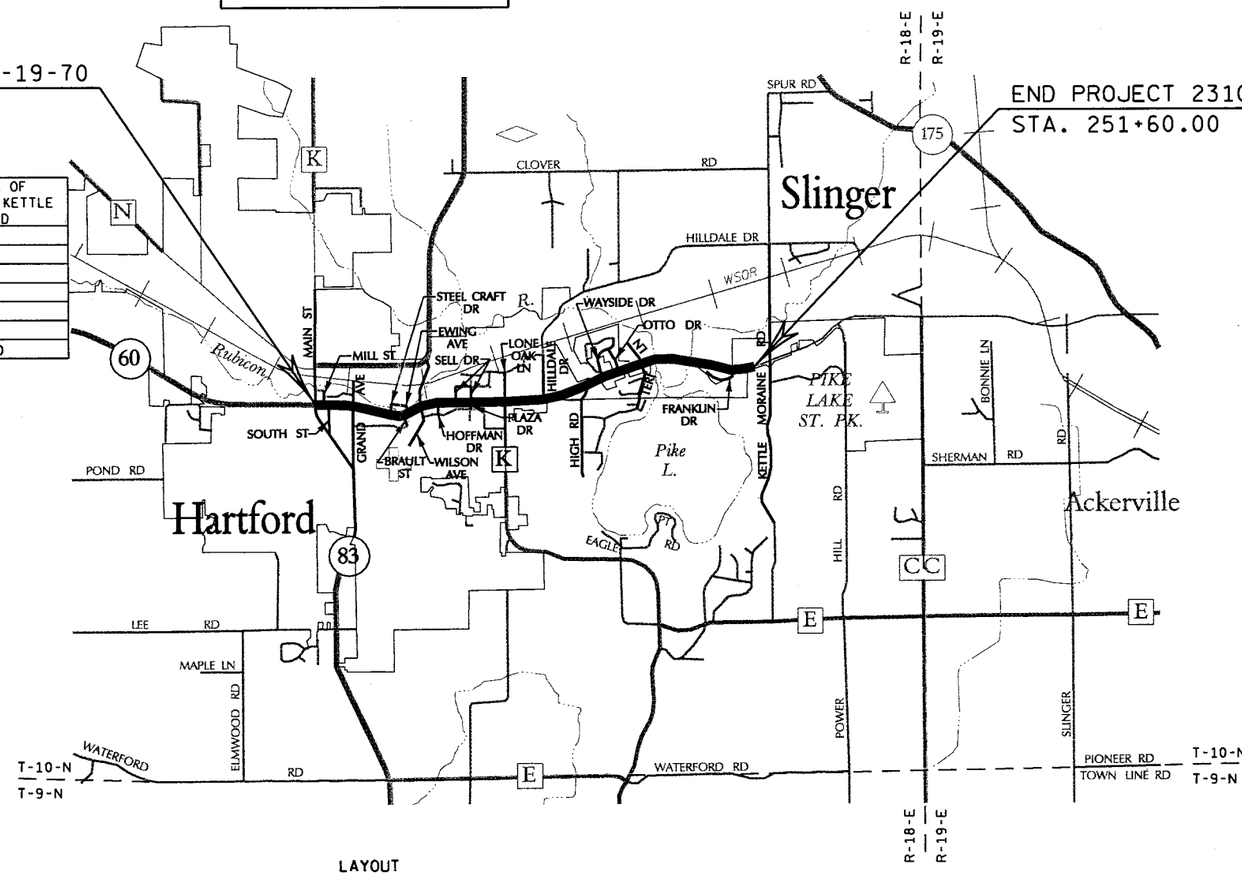
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2310-19-70	WISC 2015290	1

STATE PROJECT NUMBER

2310-19-70

BEGIN PROJECT 2310-19-70
STA. 101+00.00
Y = 145,827.01
X = 310,260.79

END PROJECT 2310-19-70
STA. 251+60.00



DESIGN DESIGNATION		MAIN ST - WILSON AVE	WILSON AVE - SELL DR	SELL DR - HILLDALE DR	HILLDALE DR - 1500 FT E OF TERI LN	1500 FT E OF TERI LN - KETTLE MORAINE RD
A.A.D.T. (2013)	=	17,800	24,000	24,200	24,200	24,200
A.A.D.T. (2033)	=	22,000	30,400	30,800	30,800	30,800
D.H.V.	=	2,990	4,130	4,190	4,190	4,190
D.D.	=	63/37	63/37	63/37	63/37	63/37
T.	=	6.8%	6.8%	6.8%	6.8%	6.8%
DESIGN SPEED	=	30 MPH	35 MPH	40 MPH	50 MPH	55 MPH
ESALS	=	3,336,100	4,547,900	3,445,600	3,445,600	3,445,600

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS — CAUTION
UNDERGROUND UTILITIES
GAS — (SIZE) G
SANITARY SEWER — (SIZE) SAN
STORM SEWER — (SIZE) SS
WATER — (SIZE) W
ELECTRIC — E
TELEPHONE — T
FIBER OPTIC — FO
CABLE TELEVISION — TV
FORCE MAIN — FM
MANHOLE — MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE — HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE — (TYPE)
CURB STOP — CS
EXISTING CULVERT — (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.204 MI. URBAN
0.648 MI. RURAL
2.852 MI. TOTAL

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WASHINGTON COUNTY ZONE, HORIZTONAL DATUM: NAD 83 (2007). "HARTFORD C GPS" STATION VERTICAL DATUM: NADV 88

ACCEPTED FOR
CITY of HARTFORD
Jason N. Shall
1-27-15 (Date)
City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY
R.A. Smith National
Beyond Surveying and Engineering
www.rasmithnational.com

WISCONSIN RACHEL A. DeSOMBRE E-36868 WAUKESHA WI PROFESSIONAL ENGINEER

1/30/2015 (Date)
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	NAV (R.A.SMITH NATIONAL)
Designer	RAD/AJA (R.A.SMITH NATIONAL)
Project Manager	DOUG CAIN
Regional Examiner	
Regional Supervisor	BENEDICT ERUCHALU
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 1/30/2015 Douglas A Cain (Signature)

E

STANDARD ABBREVIATIONS

AP	ACCESS POINT	NOM	NOMINAL
AC	ACRE	NC	NORMAL CROWN
ADJ	ADJUST	N	NORTH
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE	Y	NORTH GRID COORDINATE
		NB	NORTHBOUND
AH	AHEAD	NO	NUMBER
AC	ASPHALT CEMENT	OPT	OPTIONAL
ASPH	ASPHALTIC	OD	OUTSIDE DIAMETER
ACP	ASPHALTIC CONCRETE PAVEMENT	PAVT	PAVEMENT
AVG	AVERAGE	PLE	PERMANENT LIMITED EASEMENT
ADT	AVERAGE DAILY TRAFFIC	PACS	PIPE ARCH CORRUGATED STEEL
BK	BACK	PT	POINT
BAD	BASE AGGREGATE DENSE	PC	POINT OF CURVATURE
BM	BENCHMARK	PI	POINT OF INTERSECTION
CB	CATCH BASIN	PT	POINT OF TANGENCY
C/L	CENTER LINE	PVC	POINT OF VERTICAL CURVE
C/L CONST	CENTER LINE CONSTRUCTION	PVI	POINT OF VERTICAL INTERSECTION
Δ	CENTRAL ANGLE OR DELTA	PVT	POINT OF VERTICAL TANGENCY
CL	CLASS	PVC	POLYVINYL CHLORIDE
CONC	CONCRETE	PCC	PORTLAND CEMENT CONCRETE
CONST	CONSTRUCTION	LB	POUND
CMCP	CORRUGATED METAL CULVERT PIPE	PSF	POUNDS PER SQUARE FOOT
CTH	COUNTY TRUNK HIGHWAY	PSI	POUNDS PER SQUARE INCH
CABC	CRUSHED AGGREGATE BASE COURSE	PE	PRIVATE ENTRANCE
CFS	CUBIC FEET PER SECOND	PGL	PROFILE GRADE LINE
CY	CUBIC YARD	PL	PROPERTY LINE
CP	CULVERT PIPE	Q100	100-YEAR FLOW RATE
CPCS	CULVERT PIPE CORRUGATED STEEL	R	RADIUS
CPRC	CULVERT PIPE REINFORCED CONCRETE	RR	RAILROAD
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	R	RANGE
		R/L	R/L
C & G	CURB AND GUTTER	REINF	REINFORCING OR REINFORCEMENT
D	DEGREE OF CURVE	REQD	REQUIRED
DHV	DESIGN HOUR VOLUME	RT	RIGHT
DIA	DIAMETER	R/W	RIGHT-OF-WAY
DD	DIRECTIONAL DISTRIBUTION	RD	ROAD
DWY	DRIVEWAY	RDWY	ROADWAY
E	EAST	SEC	SECTION
X	EAST GRID COORDINATE	SHLDR	SHOULDER
EB	EASTBOUND	S	SOUTH
EL	ELEVATION	SB	SOUTHBOUND
ESALS	EQUIVALENT SINGLE AXLE LOADS	SQ	SQUARE
EXC	EXCAVATION	SF	SQUARE FEET
EBS	EXCAVATION BELOW SUBGRADE	SW	SIDEWALK
EXIST	EXISTING	SY	SQUARE YARD
FPS	FEET PER SECOND	SDD	STANDARD DETAIL DRAWINGS
FERT	FERTILIZE	STH	STATE TRUNK HIGHWAYS
FE	FIELD ENTRANCE	STA	STATION
FL	FLOW LINE	SS	STORM SEWER
FT	FOOT	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
GN	GRID NORTH	ST	STREET
HES	HIGH EARLY STRENGTH	STR	STRUCTURE OR STRUCTURAL
HP HW	HIGH POINT	SEC	SUPERELEVATION
HW	HIGH WATER	T	TANGENT
HMA	HOT MIX ASPHALT	TEMP	TEMPORARY
CWT	HUNDREDWEIGHT	TI	TEMPORARY INTEREST
HWD	HYDRANT	TLE	TEMPORARY LIMITED EASEMENT
INL	INLET	t	TON
ID	INSIDE DIAMETER	T	TOWN
I	INTERSECTION ANGLE	T/L	TRANSIT LINE
INV	INVERT	T	TRUCKS (PERCENT OF)
IP	IRON PIPE OR PIN	TYP	TYPICAL
JT	JOINT	USH	UNITED STATES HIGHWAY
LT	LEFT	VAR	VARIABLE
LT	LENGTH OF CURVE	V	VELOCITY OF DESIGN SPEED
LF	LINEAR FOOT	VERT	VERTICAL
LP	LOW POINT	VC	VERTICAL CURVE
LS	LUMP SUM	VOL	VOLUME
MH	MANHOLE	WM	WATERMAIN
MAX	MAXIMUM	WV	WATER VALVE
Mgal	MEGAGALLON	W	WEST
MPH	MILES PER HOUR	WB	WESTBOUND
MIN	MINIMUM	YD	YARD
MON	MONUMENT		

GENERAL NOTES

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

2 ALL CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

3 CURB AND GUTTER GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

4 PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER.

5 EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

6 EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AND MAINTAINED AS DETERMINED BY THE ENGINEER.

7 THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN.

8 SHRINKAGE OF EARTHWORK IS VARIABLE AND IS ESTIMATED AT 20% IN THE YARDAGE SUMMARY. EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

9 HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING TYPES, LAYERS AND GRADATIONS:

TYPE	THICKNESS	LAYERS	NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
E-10	3.5-INCH	ONE 1.75" UPPER LAYER	12.5 mm	PG 64-28
		ONE 1.75" LOWER LAYER	12.5 mm	
E-10	6-INCH	ONE 1.75" UPPER LAYER	12.5 mm	PG 64-28
		ONE 1.75" MIDDLE LAYER	12.5 mm	PG 64-28
		ONE 2.5" LOWER LAYER	19.0 mm	PG 64-28

10 WHEN THE QUANTITY OF ITEMS OF BASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

11 UNLESS OTHERWISE SHOWN ON THE PLAN, ALL MATCHING DRIVEWAYS AND STREETS SHALL BE SAWCUT. COST OF CUTTING IS TO BE PAID FOR UNDER "SAWING ASPHALT" FOR ASPHALT PAVEMENT OR "SAWING CONCRETE" FOR CONCRETE PAVEMENT.

12 CONTRACTOR MUST CONTACT THE PROJECT ENGINEER AND SCOTT SCHMIDT (WASHINGTON COUNTY SURVEYOR), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

13 RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED.

14 STOCKPILE EXCESS MATERIAL OR SOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL
STORM SEWER
SIGNING
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT

ATR PLANS PROVIDED BY WISDOT

PERMANENT SIGNING PLANS PROVIDED BY WISDOT

DIGGERS HOTLINE

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Or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

2

UTILITIES

GAS
WE ENERGIES
5400 N GREEN BAY AVE
MILWAUKEE, WI 53209
LEONARD BROWN
(414) 550-7483

TELEPHONE
WINDSTREAM
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
JAMES KOSTUCH
(262) 792-7938

TELEPHONE & CABLE TV
CHARTER COMMUNICATIONS
N3760 CTH DJ
JUNEAU, WI 53039
RON FRASE
(608) 438-9648

ELECTRIC & STREET LIGHTING
CITY OF HARTFORD
109 N MAIN STREET
HARTFORD, WI 53027
BRIAN RHODES
(262) 670-3701

SANITARY SEWER
CITY OF HARTFORD
109 N MAIN STREET
HARTFORD, WI 53027
DAVE PIQUETT
(262) 673-2423

ELECTRIC
WE ENERGIES
245 SAND DRIVE
WEST BEND, WI 53095
AL SCHMITT
(262) 338-7662

TELEPHONE
AT&T
7721 W FOND DU LAC AVE, 1ST FL
MILWAUKEE, WI 53218
ALPER KOLCU
(262) 970-8494

ATR
WISDOT
141 NW BARSTOW STREET
WAUKESHA, WI 53187
JIM HARRIS
(262) 521-5455

TRAFFIC SIGNALS
CITY OF HARTFORD
109 N MAIN STREET
HARTFORD, WI 53027
DARRYL KRANZ
(262) 673-8225

WATER
CITY OF HARTFORD
109 N MAIN STREET
HARTFORD, WI 53027
BRIAN RHODES
(262) 670-3701

DESIGNER

R.A. SMITH NATIONAL, INC
16745 W BLUEMOUND ROAD
BROOKFIELD, WI 53005-5938
RACHEL DESOMBRE
(262) 781-1000

WISDOT CONTACT

141 NW BARSTOW ST
PO BOX 798
WAUKESHA, WI 53187
DOUG CAIN
(262) 548-5603

DNR LIAISON

WIS DNR
2300 N M L KING JR DR
MILWAUKEE, WI 53212
KRISTINA BETZOLD
(414) 263-8517
KRISTINA.BETZOLD@WISCONSIN.GOV

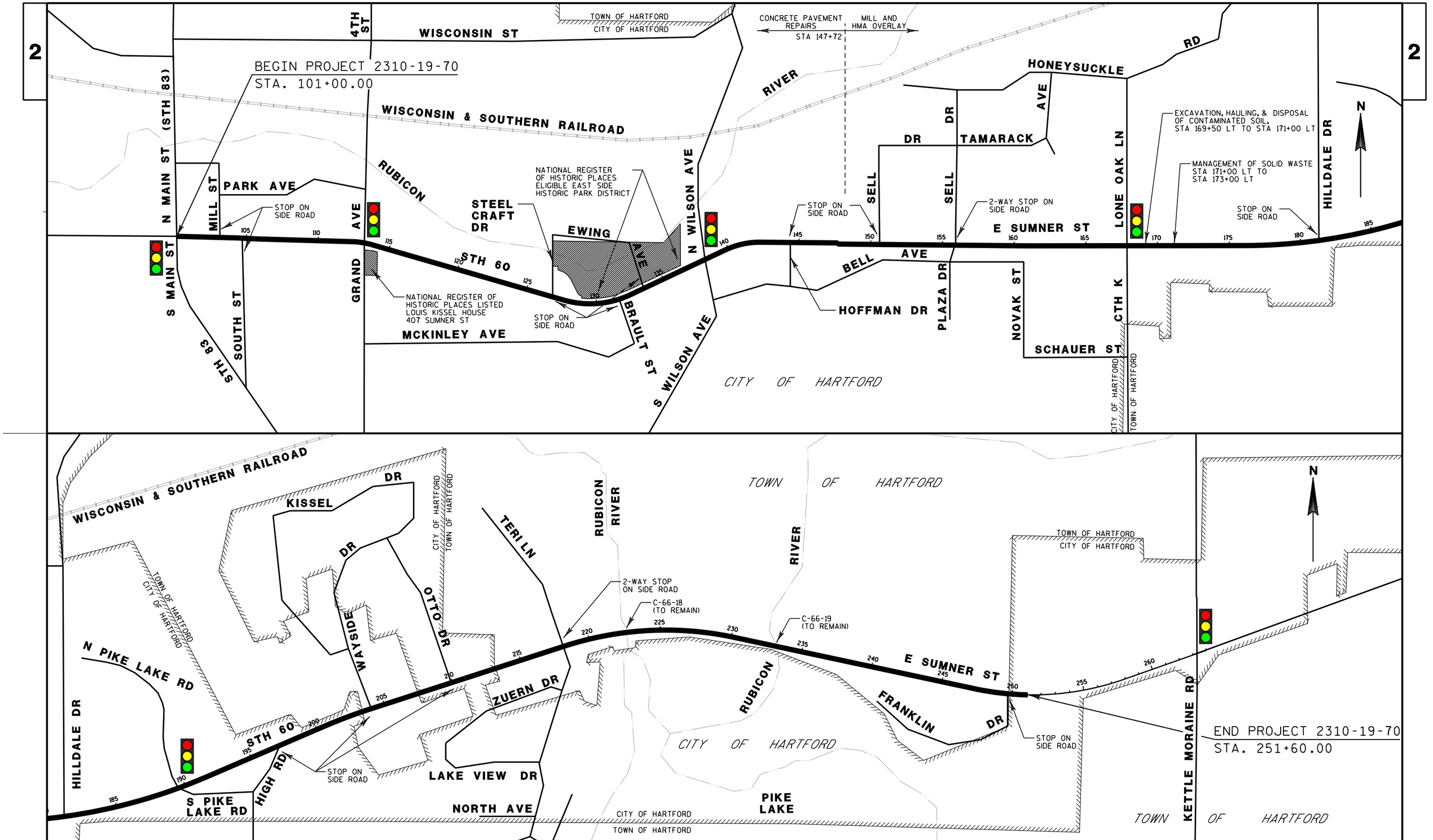
OTHER CONTACTS

CITY OF HARTFORD
109 N MAIN STREET
HARTFORD, WI 53027
JASON SCHALL, CITY ENGINEER
(262) 673-8263

WASHINGTON COUNTY HWY DEPT
900 LANG STREET
WEST BEND, WI 53095
TOM WONDRA, COMMISSIONER
(262) 335-4437

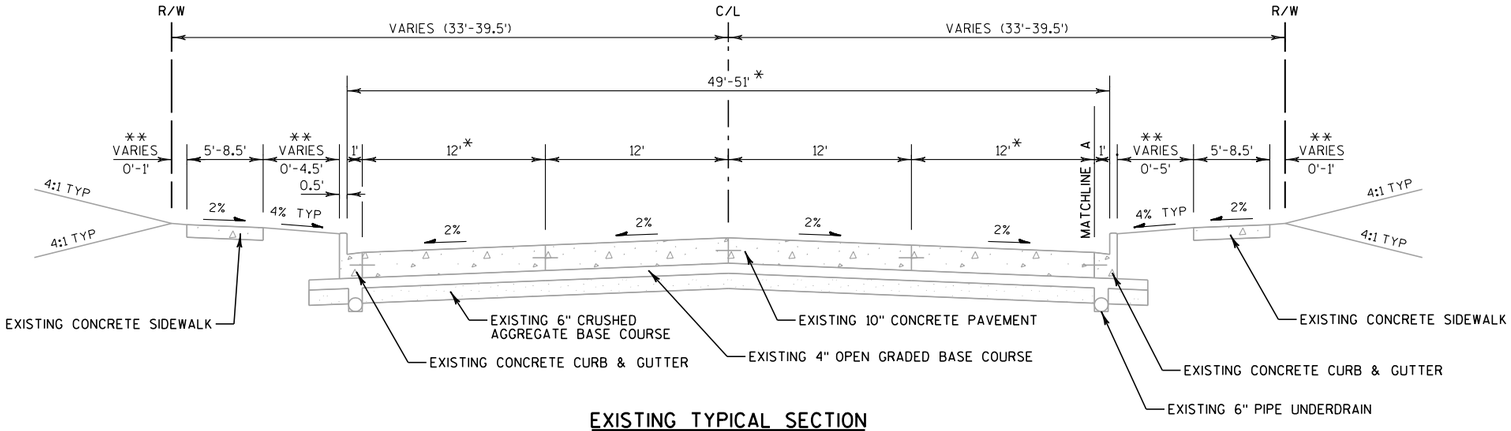
TOWN OF HARTFORD
3360 CTH K
HARTFORD, WI 53027
MARVIN JUSTMAN, CLERK
(262) 673-7214 EXT. 1

WASHINGTON COUNTY ENGINEER/SURVEYOR
WASHINGTON COUNTY PUBLIC AGENCY CENTER
(PAC)
333 E WASHINGTON ST, SUITE 2300
PO BOX 2003
WEST BEND, WI 53095-2003
SCOTT SCHMIDT, PE, RLS
PHONE: (262) 335-6881 FAX: (262) 335-4171
SCOTT.SCHMIDT@CO.WASHINGTON.WI.US



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PROJECT OVERVIEW	SCALE, FEET 0 300 600	SHEET 4	E

FILE NAME : t:\1092713\cadd\sheets\details\020201_po.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

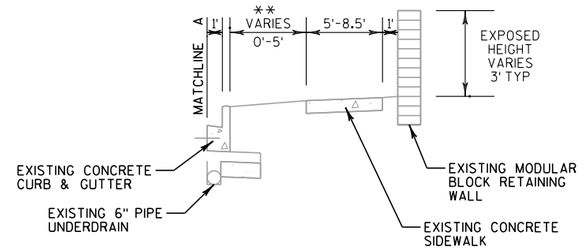
STH 60

STA 101+00 - STA 109+11
STA 116+45 - STA 133+10
(MAIN ST TO WILSON AVE)
V = 30 MPH

* 11' LANE STA 101+00 - STA 104+45

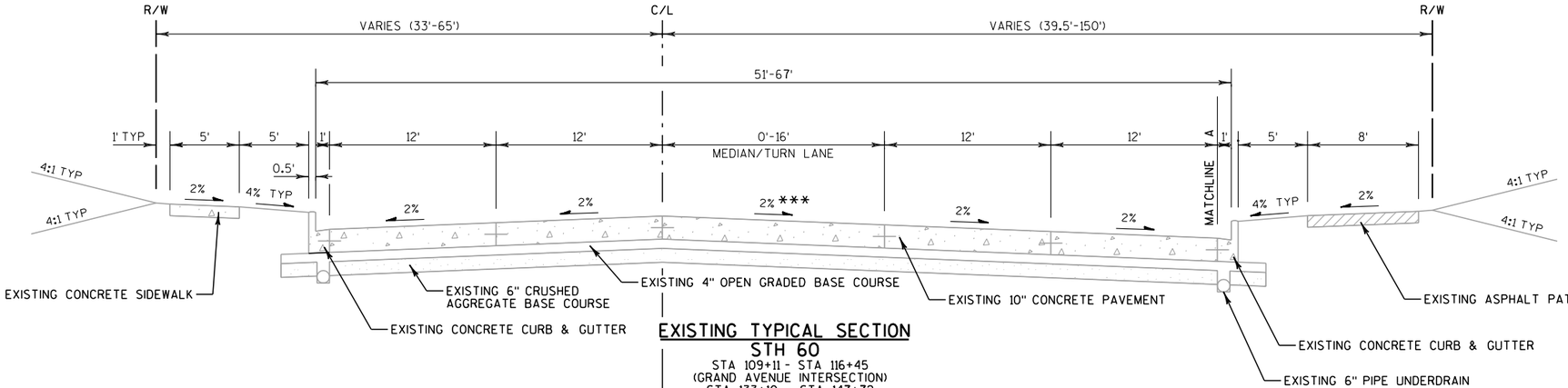
** NO TERRACE (COMMERCIAL SIDEWALK), STA 101+00 - STA 104+45

*** PAVEMENT SLOPED IN OPPOSITE DIRECTION STA 138+22 - STA 140+15



RETAINING WALL

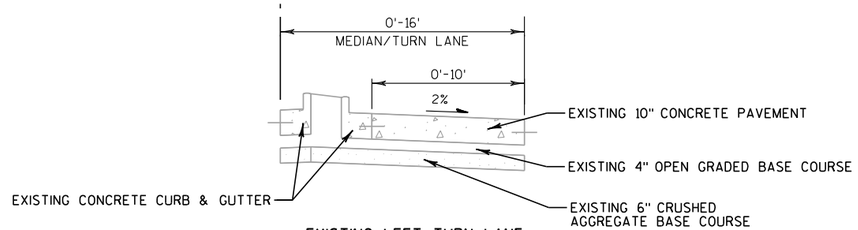
STA 105+85 - STA 106+13
STA 106+19 - STA 106+72
STA 108+51 - STA 108+93
STA 109+00 - STA 109+75.5
STA 109+82 - STA 109+88
STA 110+00 - STA 110+32.5
STA 110+37 - STA 110+45
STA 110+56 - STA 110+72
STA 117+34 - STA 117+70
STA 117+76 - STA 117+93
STA 118+00 - STA 118+32
STA 122+00 - STA 122+84
STA 122+90 - STA 123+04
STA 123+13 - STA 123+50
STA 123+56 - STA 123+92.5
STA 124+06 - STA 124+35
STA 124+40 - STA 124+57
STA 124+67 - STA 125+58
STA 138+85 - STA 139+68



EXISTING TYPICAL SECTION

STH 60

STA 109+11 - STA 116+45
(GRAND AVENUE INTERSECTION)
STA 133+10 - STA 147+72
(WILSON AVE TO SELL DR WEST LEG)
V = 35 MPH

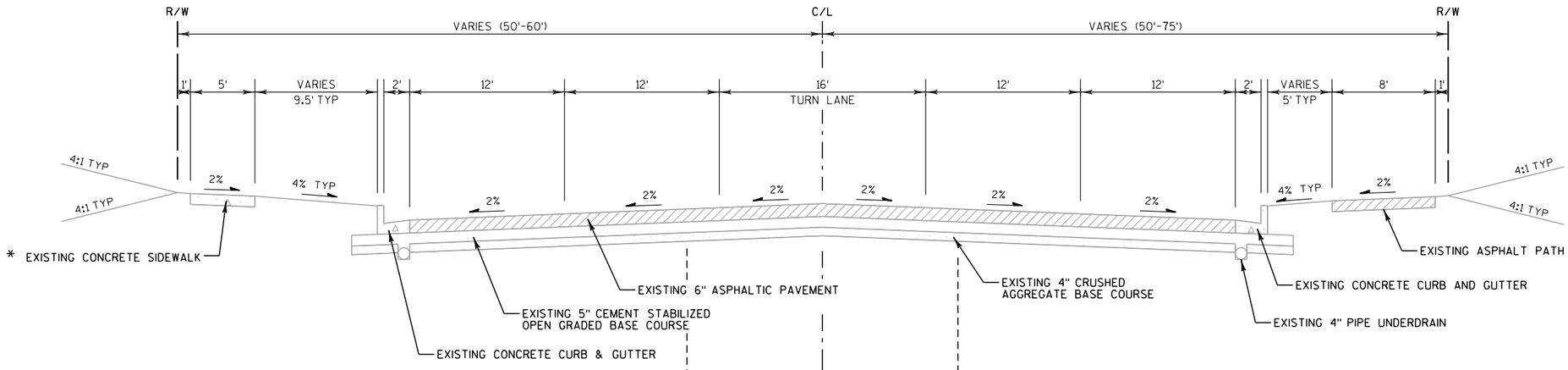


EXISTING LEFT TURN LANE

EB SHOWN - MIRROR IMAGE FOR WB

STA 136+00 - STA 136+50 (EB)
STA 138+22 - STA 139+18 (WB)
(STH 60 AT WILSON AVENUE)

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION

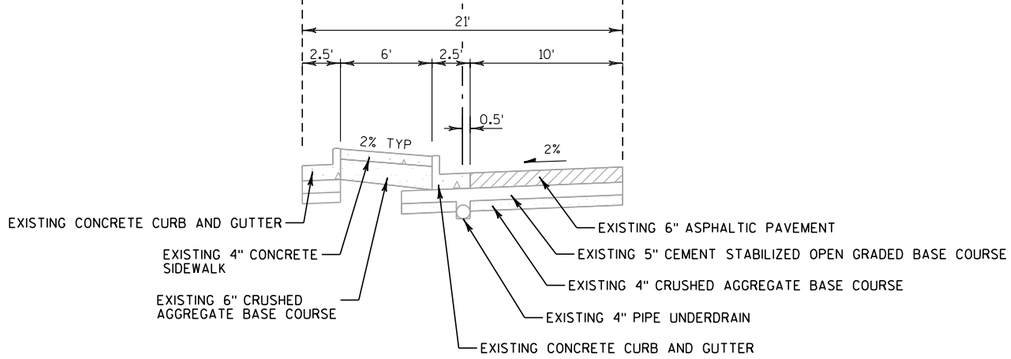
STH 60

STA 147+72 - STA 176+27
(SELL DR WEST LEG TO WEST OF HILLDALE DR)

STA 204+05 - STA 217+38
(EAST OF WAYSIDE DR TO TERI LN)

V = 40 MPH

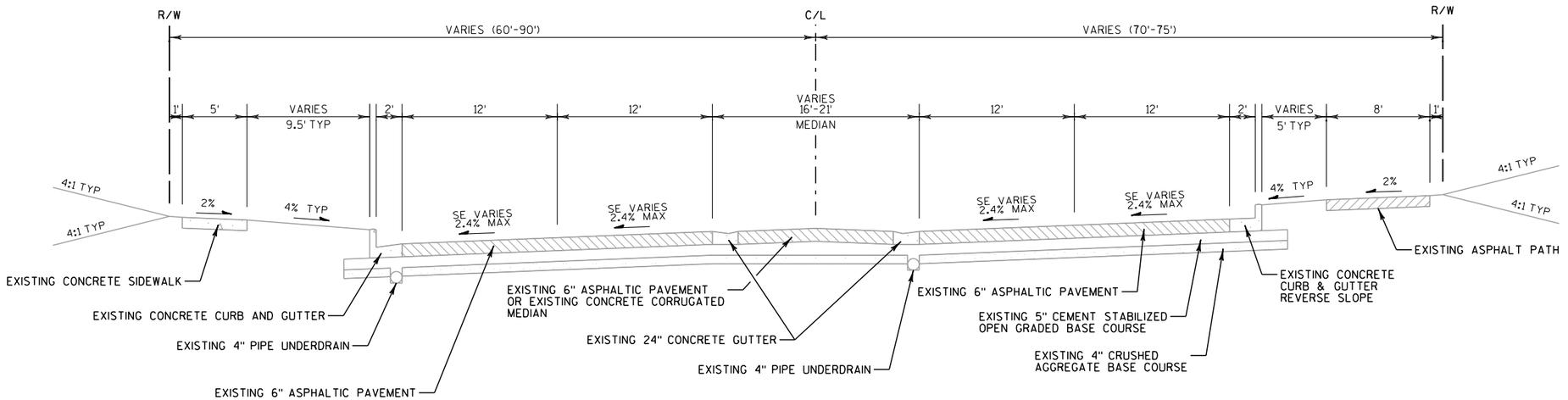
* NO SIDEWALK EAST OF PIKE LAKE ROAD INTERSECTION



EXISTING LEFT TURN LANE

EB SHOWN - MIRROR IMAGE FOR WB
STA 165+97 - STA 166+55 (EB)
STA 167+73 - STA 168+75 (WB)
(STH 60 AT CTH K)

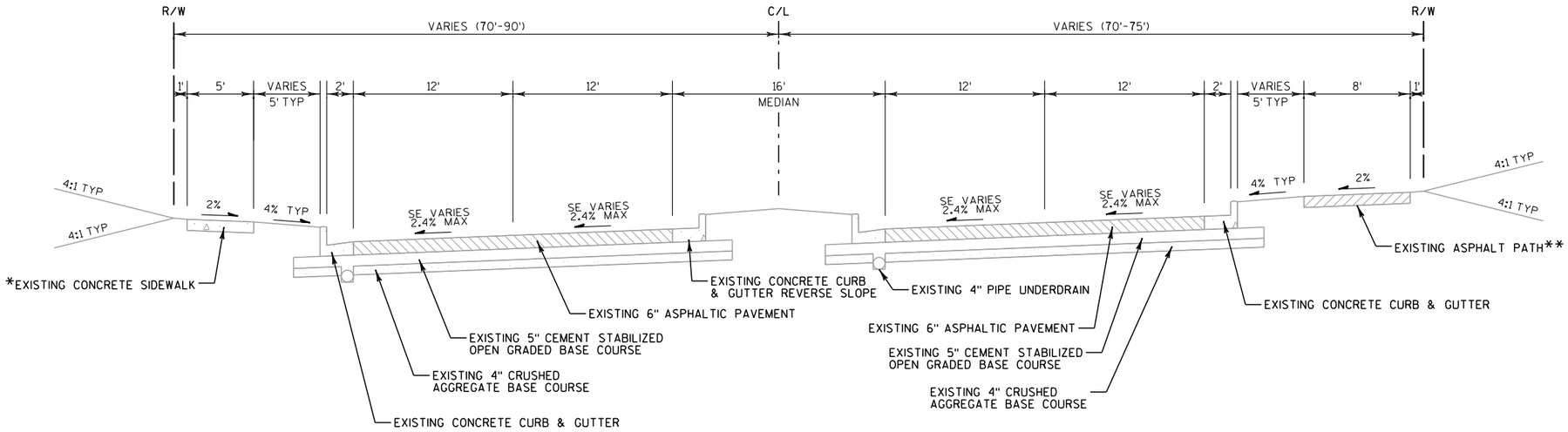
2



EXISTING TYPICAL SECTION

STH 60

STA 176+27 - STA 180+80
(WEST OF HILLDALE DR TO HILLDALE DR)
V = 50 MPH

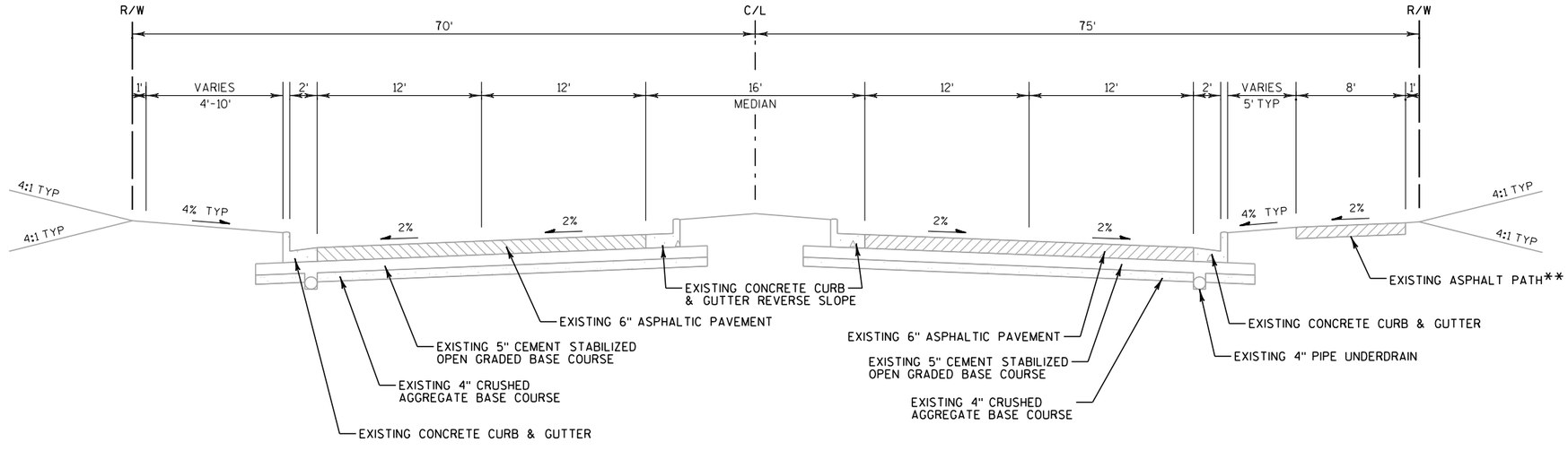


* SIDEWALK ON LT ENDS JUST EAST OF PIKE LAKE ROAD INTERSECTION
** ASPHALT PATH ON RT ENDS AT AND FOLLOWS PIKE LAKE RD

EXISTING TYPICAL SECTION

STH 60

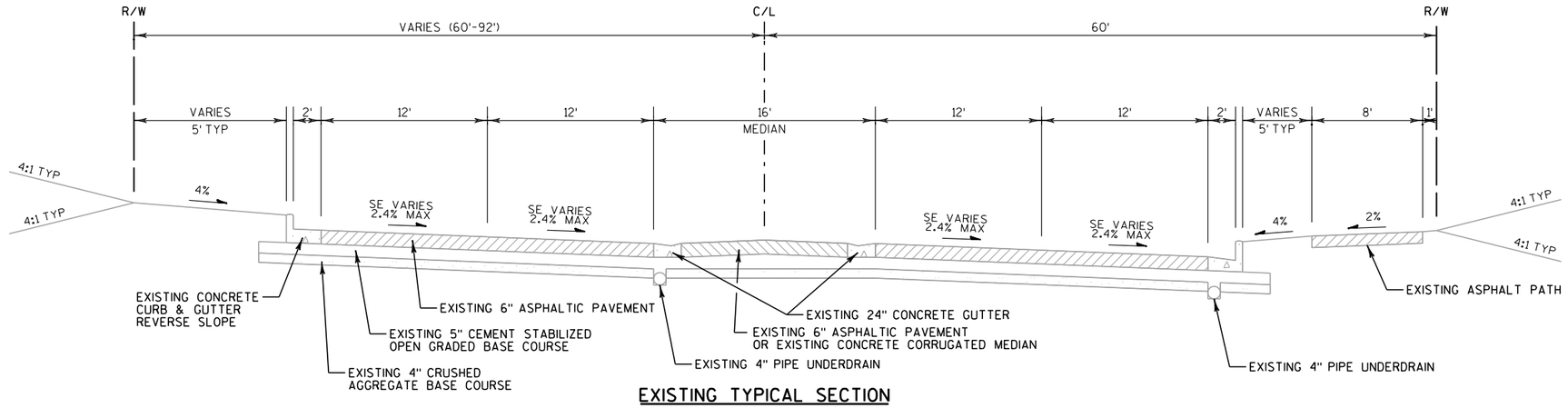
STA 180+80 - STA 191+59.5
(HILLDALE DR TO WEST OF HIGH RD)
V = 50 MPH



EXISTING TYPICAL SECTION

STH 60

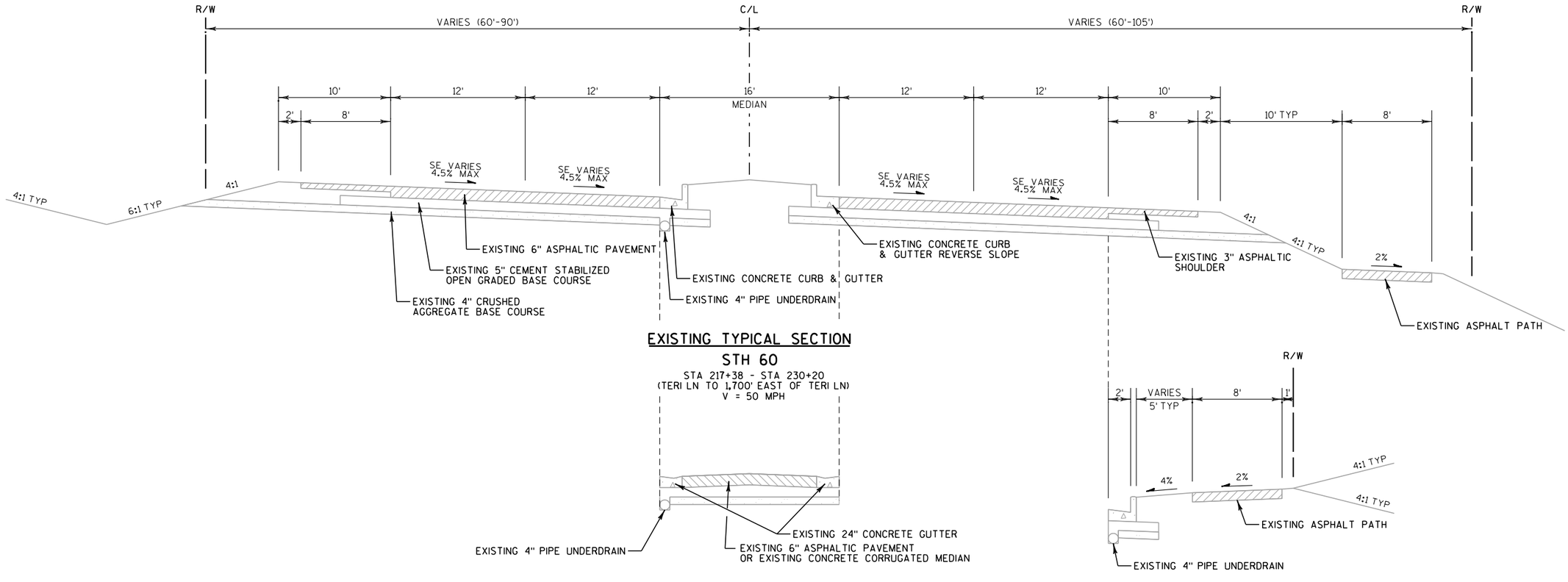
STA 191+59.5 - STA 200+50
(WEST OF HIGH RD TO EAST OF HIGH RD)
V = 50 MPH



EXISTING TYPICAL SECTION

STH 60

STA 200+50 - STA 204+05
(EAST OF HIGH RD TO EAST OF WAYSIDE DR)
V = 50 MPH



EXISTING TYPICAL SECTION

STH 60

STA 217+38 - STA 230+20
(TERI LN TO 1,700' EAST OF TERI LN)
V = 50 MPH

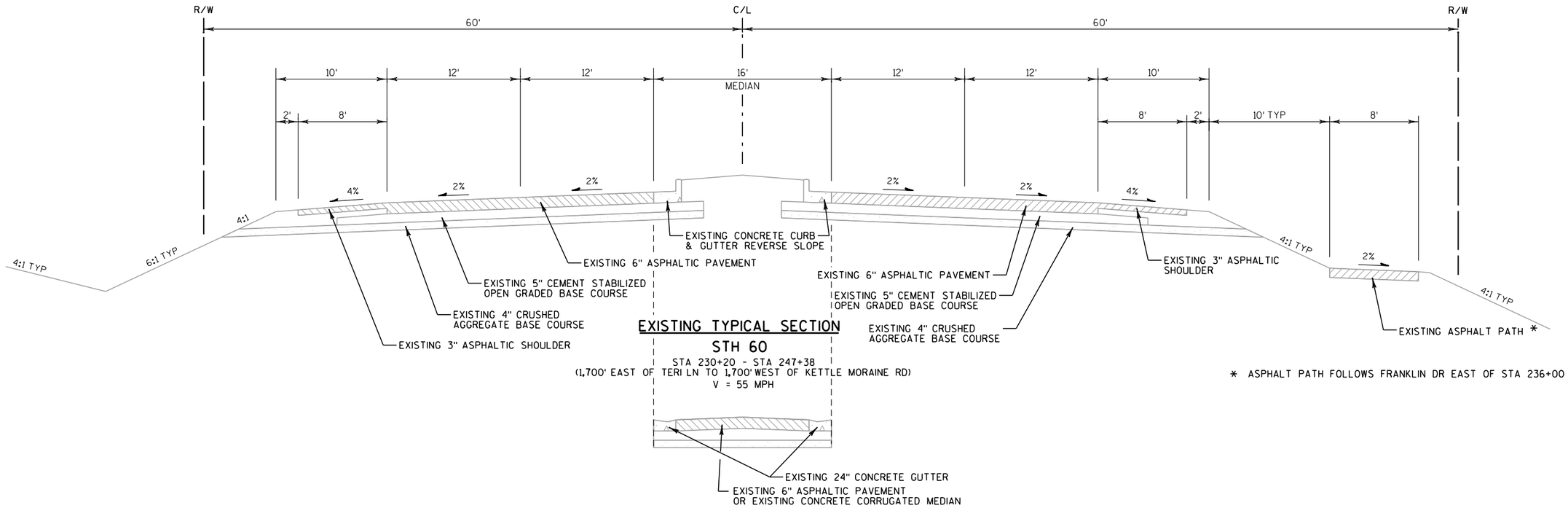
MEDIAN

STA 218+30 - STA 221+80
STA 224+80 - STA 230+20

URBAN OUTSIDE

STA 217+38 RT - STA 219+37.00 RT

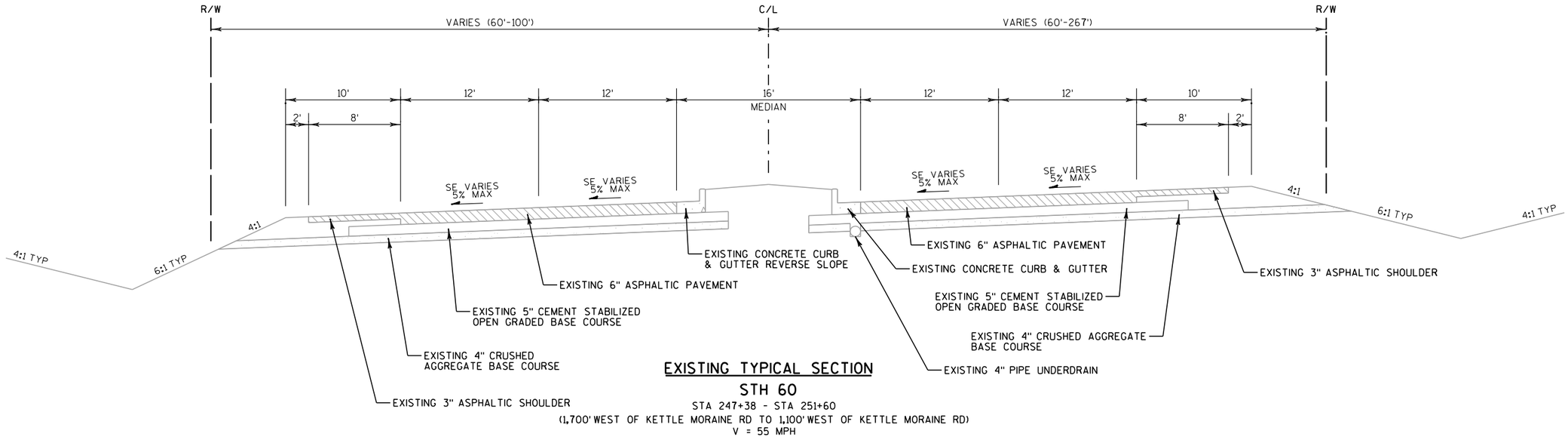
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 9	E



EXISTING TYPICAL SECTION
STH 60
STA 230+20 - STA 247+38
(1,700' EAST OF TERI LN TO 1,700' WEST OF KETTLE MORAINE RD)
V = 55 MPH

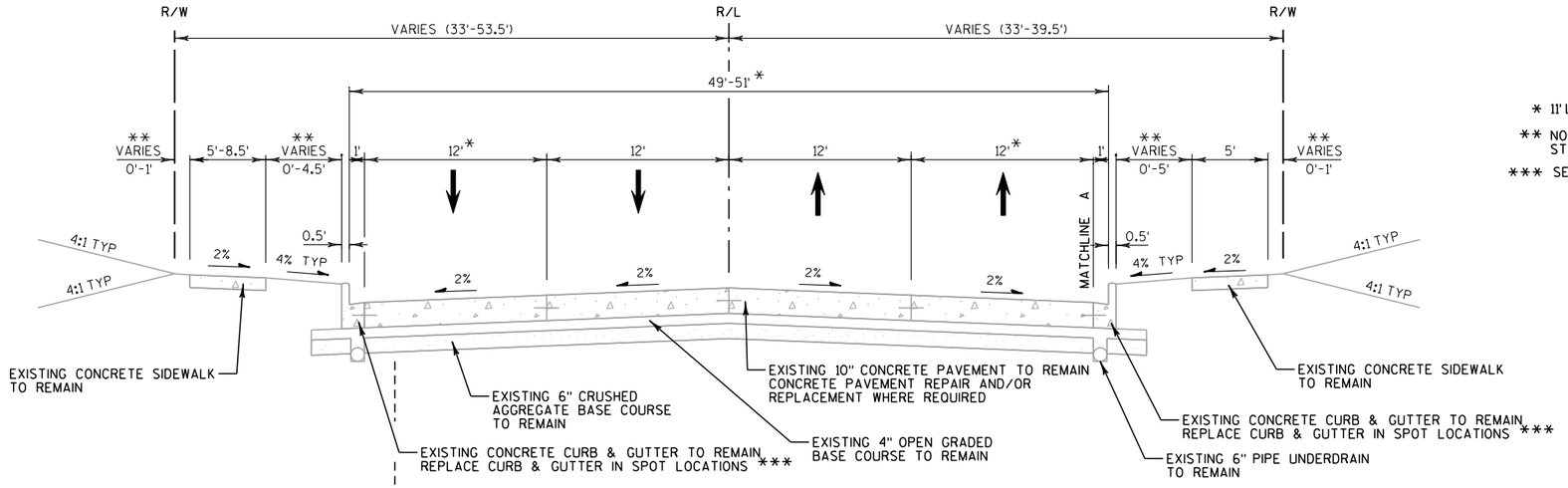
* ASPHALT PATH FOLLOWS FRANKLIN DR EAST OF STA 236+00

MEDIAN
STA 230+20 - STA 232+12



EXISTING TYPICAL SECTION
STH 60
STA 247+38 - STA 251+60
(1,700' WEST OF KETTLE MORAINE RD TO 1,100' WEST OF KETTLE MORAINE RD)
V = 55 MPH

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 10	E



* 11' LANE STA 101+00 - STA 104+45

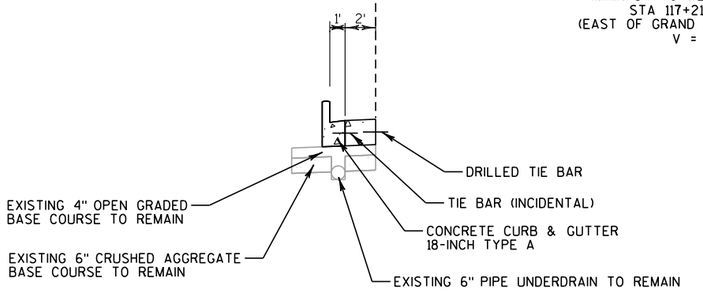
** NO TERRACE (COMMERCIAL SIDEWALK), STA 101+00 - STA 104+45

*** SEE PLANS FOR LOCATIONS

FINISHED TYPICAL SECTION

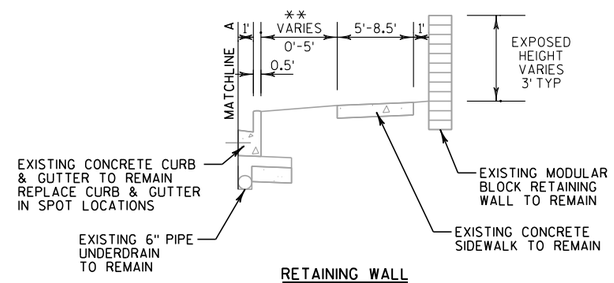
STH 60

STA 101+00 - STA 109+00
(MAIN ST TO WEST OF GRAND AVE)
STA 117+21 - STA 133+10
(EAST OF GRAND AVE TO WILSON AVE)
V = 30 MPH



CURB & GUTTER REPLACEMENT

SEE PLAN FOR LOCATIONS
(RIGHT SIDE IS MIRROR OF LEFT)



RETAINING WALL

STA 105+85 - STA 106+13
STA 106+19 - STA 106+72
STA 108+51 - STA 108+93
STA 117+34 - STA 117+70
STA 117+76 - STA 117+93
STA 118+00 - STA 118+32
STA 122+00 - STA 122+84
STA 122+90 - STA 123+04
STA 123+13 - STA 123+50
STA 123+56 - STA 123+92.5
STA 124+06 - STA 124+35
STA 124+40 - STA 124+57
STA 124+67 - STA 125+58

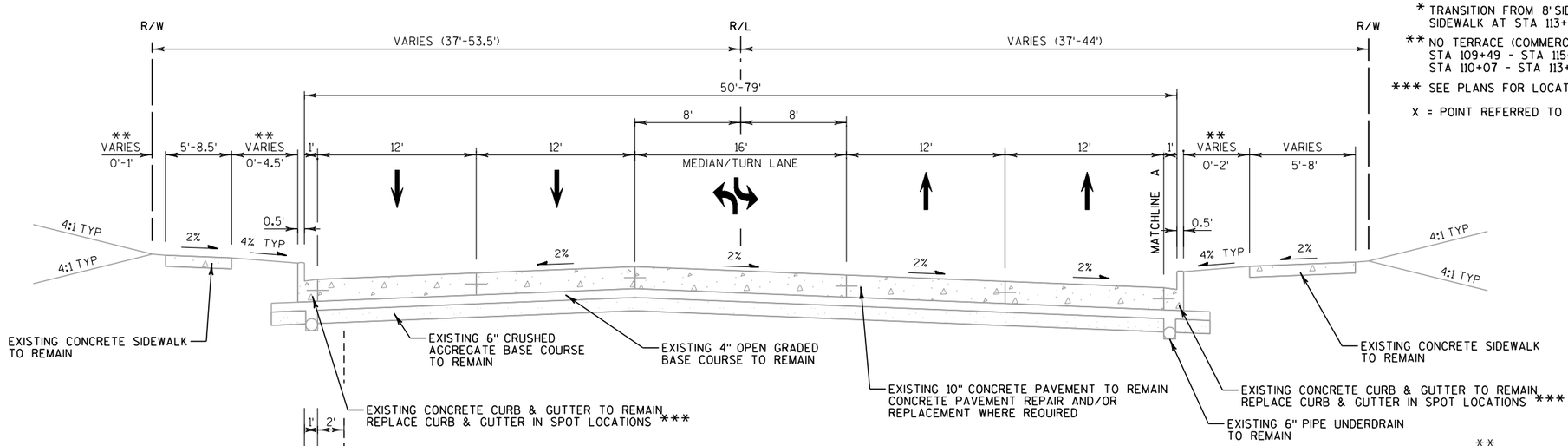
2

* TRANSITION FROM 8' SIDEWALK AT STA 113+54.7 TO 6' SIDEWALK AT STA 113+63.8

** NO TERRACE (COMMERCIAL SIDEWALK),
STA 109+49 - STA 115+24 RT
STA 110+07 - STA 113+06 LT

*** SEE PLANS FOR LOCATIONS

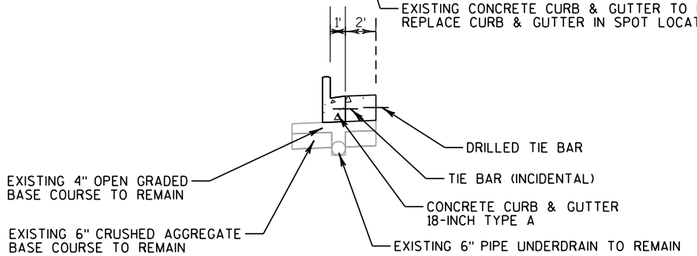
X = POINT REFERRED TO ON CROSS SECTIONS



FINISHED TYPICAL SECTION

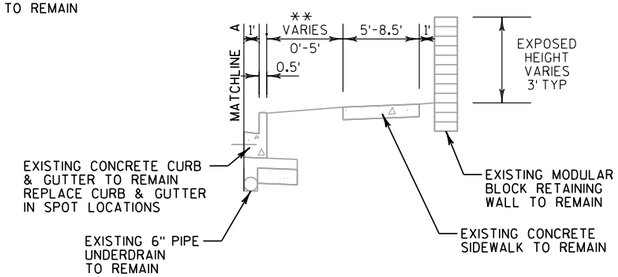
STH 60

STA 109+11 - STA 113+06
(GRAND AVE INTERSECTION)
V = 35 MPH



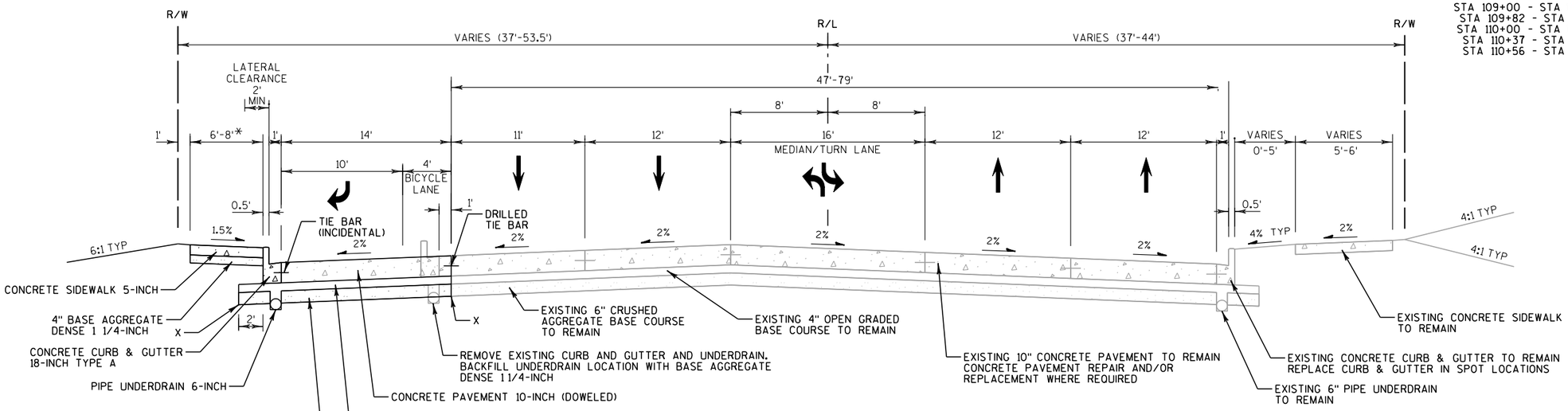
CURB & GUTTER REPLACEMENT

SEE PLAN FOR LOCATIONS
(RIGHT SIDE IS MIRROR OF LEFT)



RETAINING WALL

STA 109+00 - STA 109+75.5
STA 109+82 - STA 109+88
STA 110+00 - STA 110+32.5
STA 110+37 - STA 110+45
STA 110+56 - STA 110+72



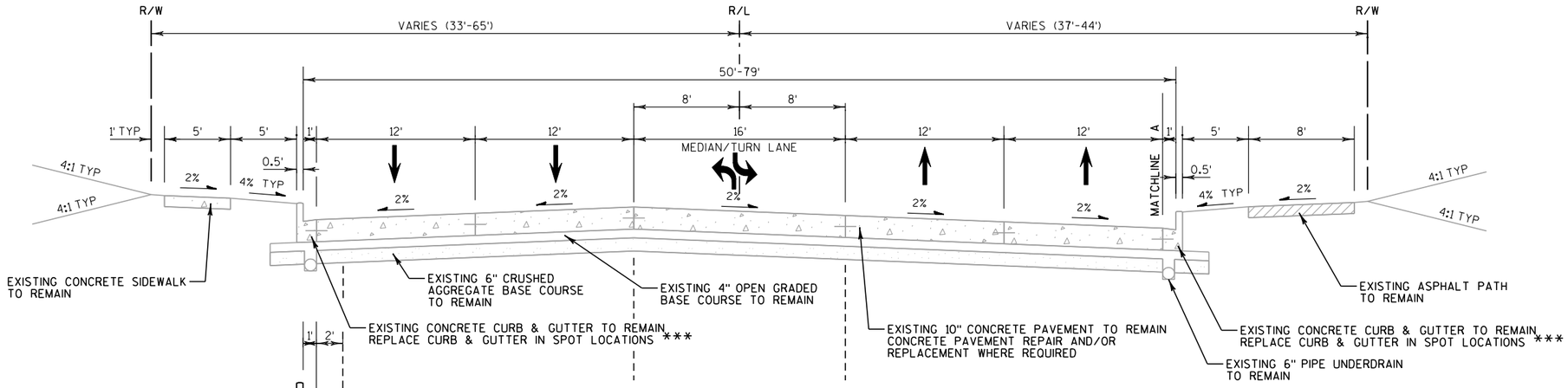
FINISHED TYPICAL SECTION

STH 60

STA 113+06 - STA 117+21
(GRAND AVE INTERSECTION)
V = 35 MPH

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 12	E

2



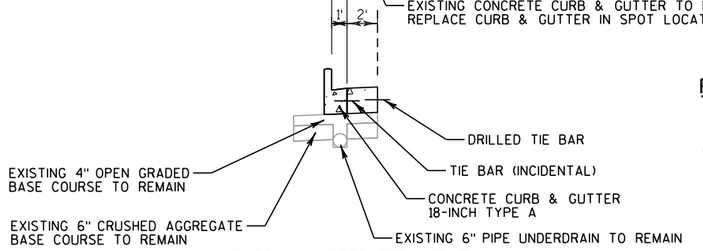
FINISHED TYPICAL SECTION

STH 60

STA 133+10 - STA 147+72
(WILSON AVE TO SELL DR WEST LEG)
V = 35 MPH

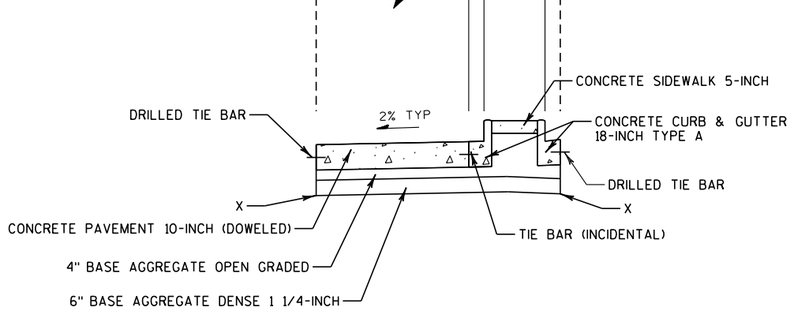
X = POINT REFERRED TO ON CROSS SECTIONS

*** SEE PLANS FOR LOCATIONS



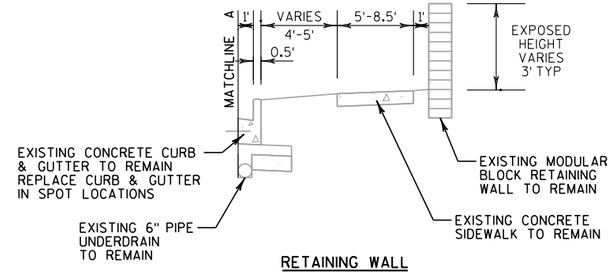
CURB & GUTTER REPLACEMENT

SEE PLAN FOR LOCATIONS
(RIGHT SIDE IS MIRROR OF LEFT)



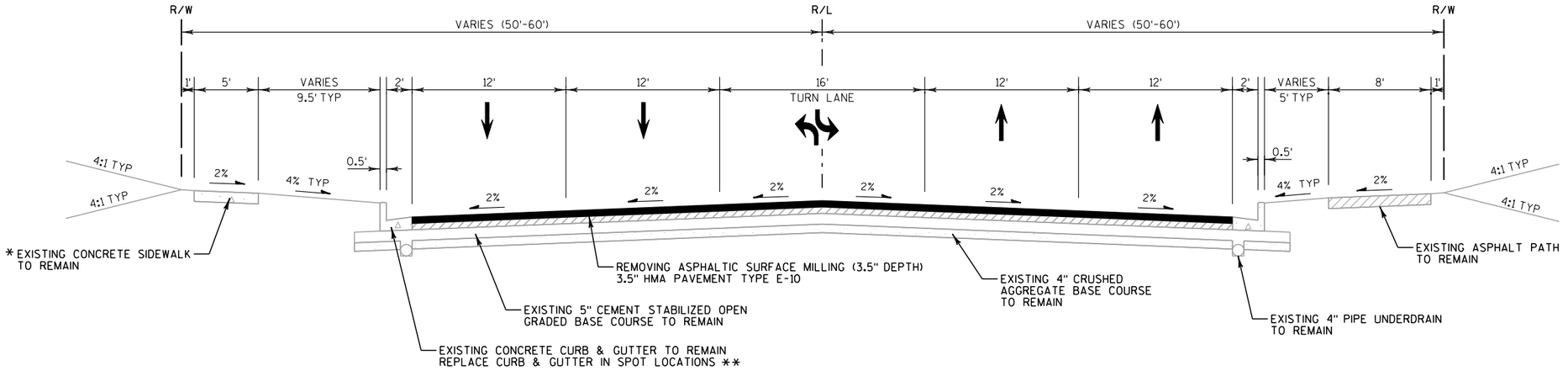
LEFT TURN LANE

WB STH 60 AT WILSON AVENUE
STA 139+18 - STA 141+57



RETAINING WALL

STA 138+85 - STA 139+68



FINISHED TYPICAL SECTION

STH 60

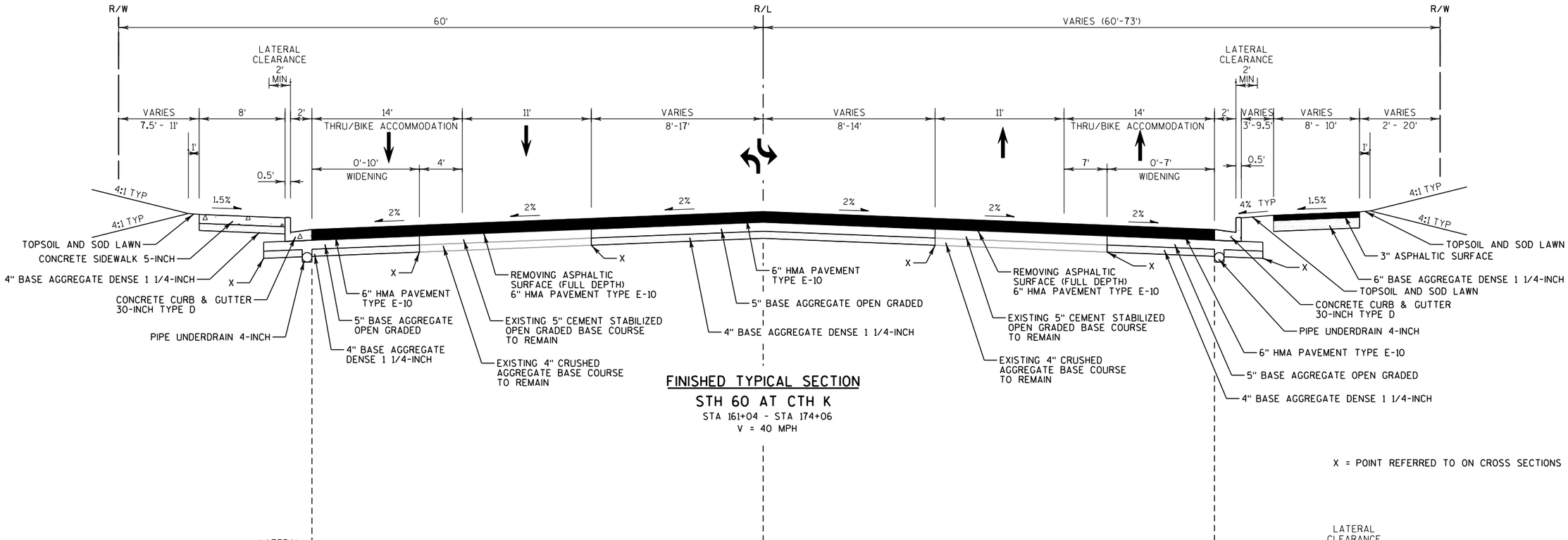
STA 147+72 - STA 161+04
STA 174+06 - STA 176+27
(SELL DR WEST TO WEST OF HILLDALE DR)

STA 204+05 - STA 217+38
(EAST OF WAYSIDE DR TO TERI LN)
V = 40 MPH

* NO SIDEWALK EAST OF PIKE LAKE ROAD INTERSECTION

** SEE PLANS FOR LOCATIONS

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 14	E



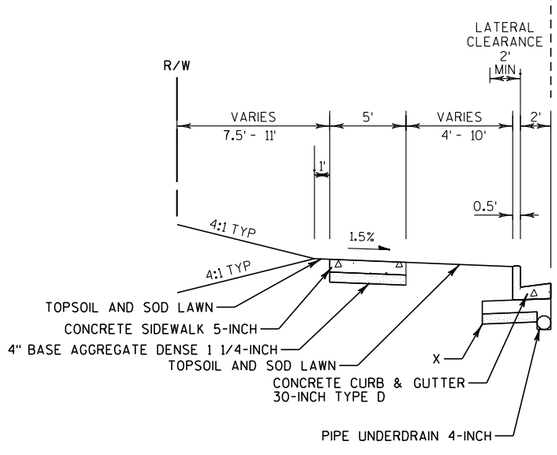
FINISHED TYPICAL SECTION

STH 60 AT CTH K

STA 161+04 - STA 174+06

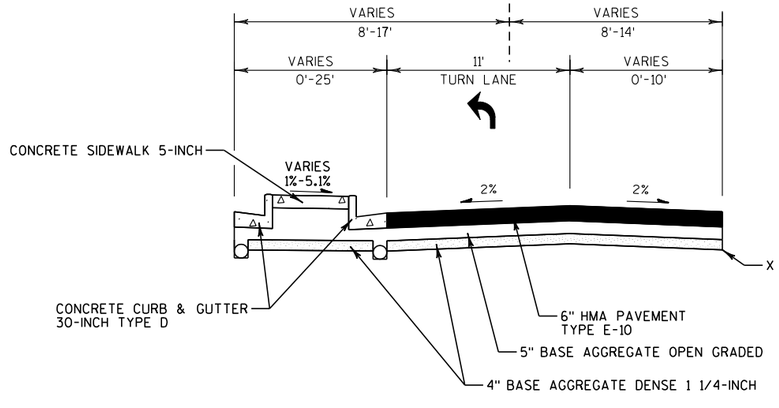
V = 40 MPH

X = POINT REFERRED TO ON CROSS SECTIONS



STA 163+02 - STA 164+10

STA 172+41 - STA 174+06

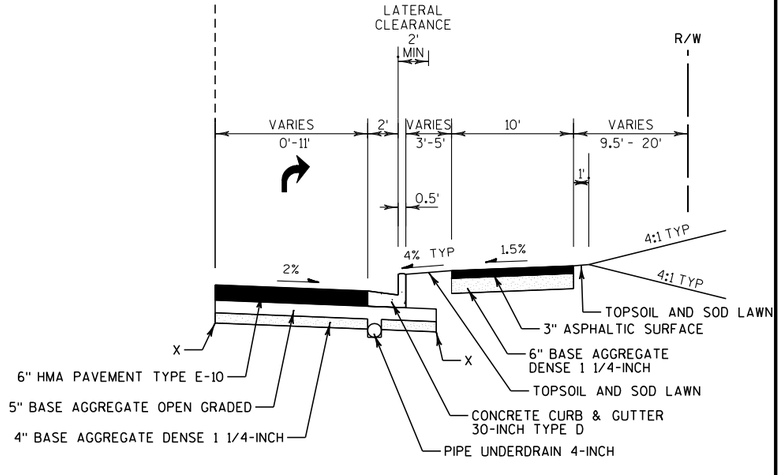


LEFT TURN LANE

EB SHOWN - MIRROR IMAGE FOR WB

STA 163+12 - STA 166+52 (EB)

STA 167+76 - STA 171+80 (WB)

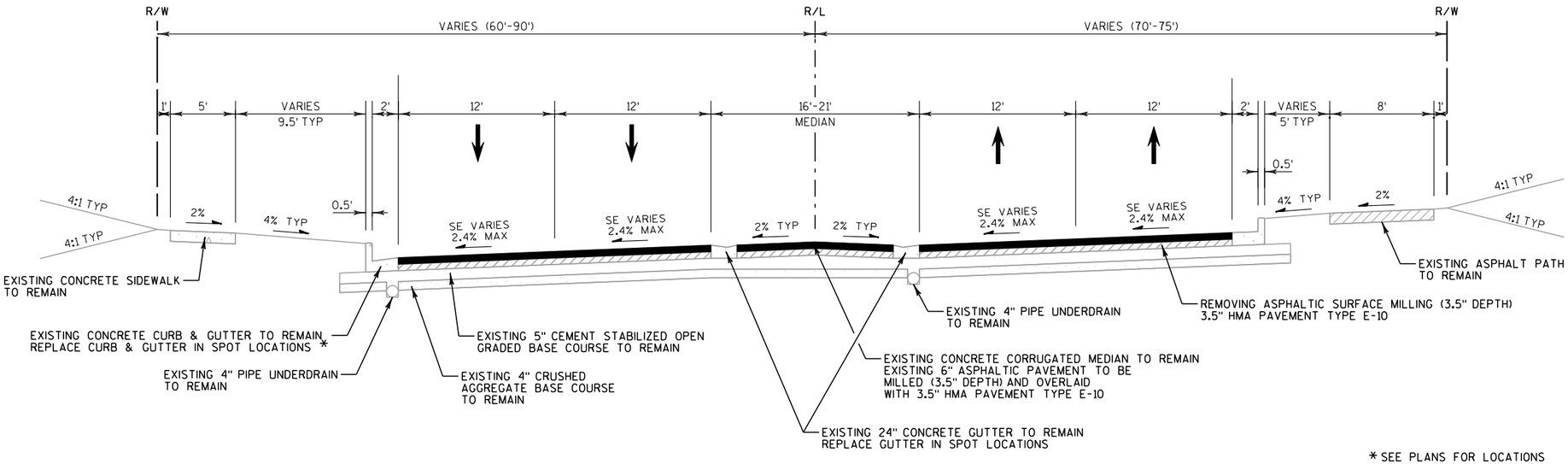


RIGHT TURN LANE

STA 163+29 - STA 166+29

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 15 E

2

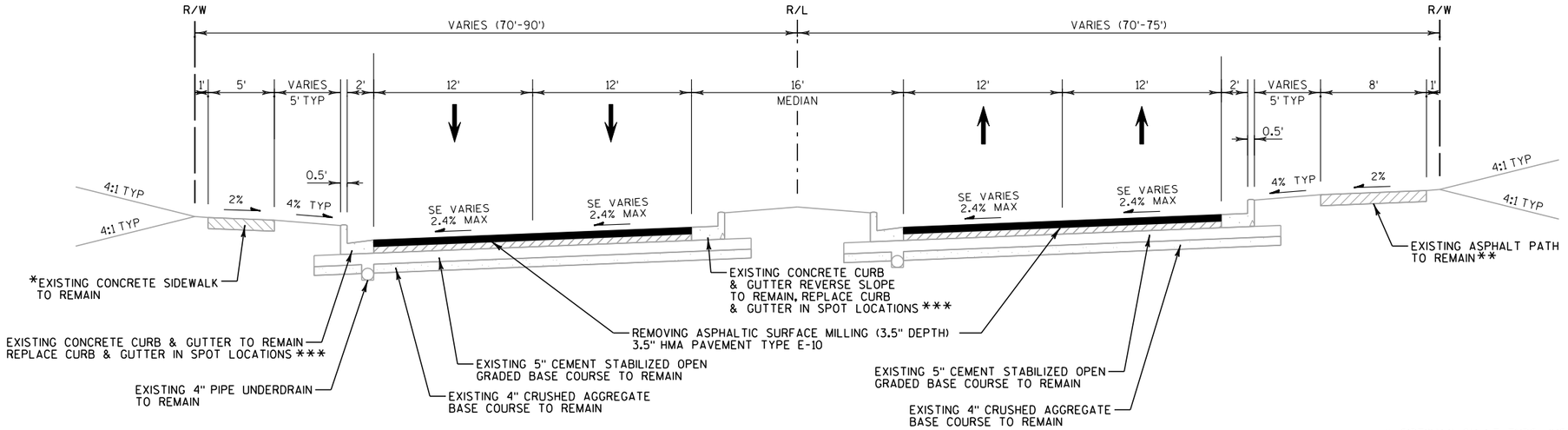


* SEE PLANS FOR LOCATIONS

FINISHED TYPICAL SECTION

STH 60

STA 176+27 - STA 180+80
(WEST OF HILLDALE DR TO HILLDALE DR)
V = 50 MPH

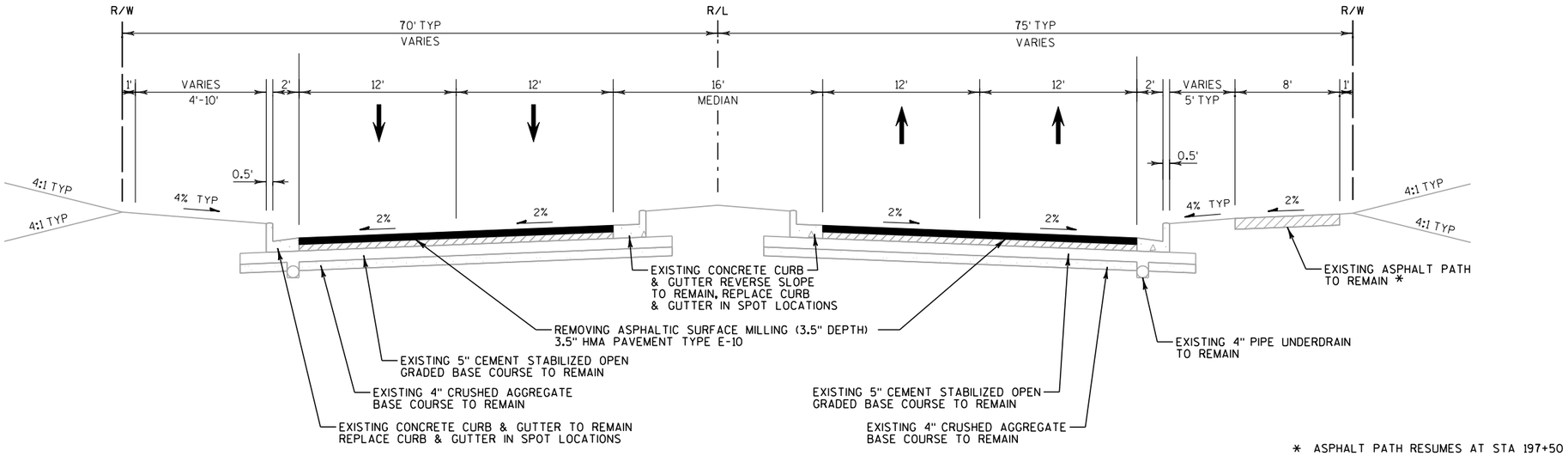


* SIDEWALK ON LT ENDS JUST EAST OF PIKE LAKE ROAD INTERSECTION
** ASPHALT PATH ON RT ENDS AT AND FOLLOWS PIKE LAKE RD
*** SEE PLANS FOR LOCATIONS

FINISHED TYPICAL SECTION

STH 60

STA 180+80 - STA 191+59.5
(HILLDALE DR TO WEST OF HIGH RD)
V = 50 MPH



* ASPHALT PATH RESUMES AT STA 197+50

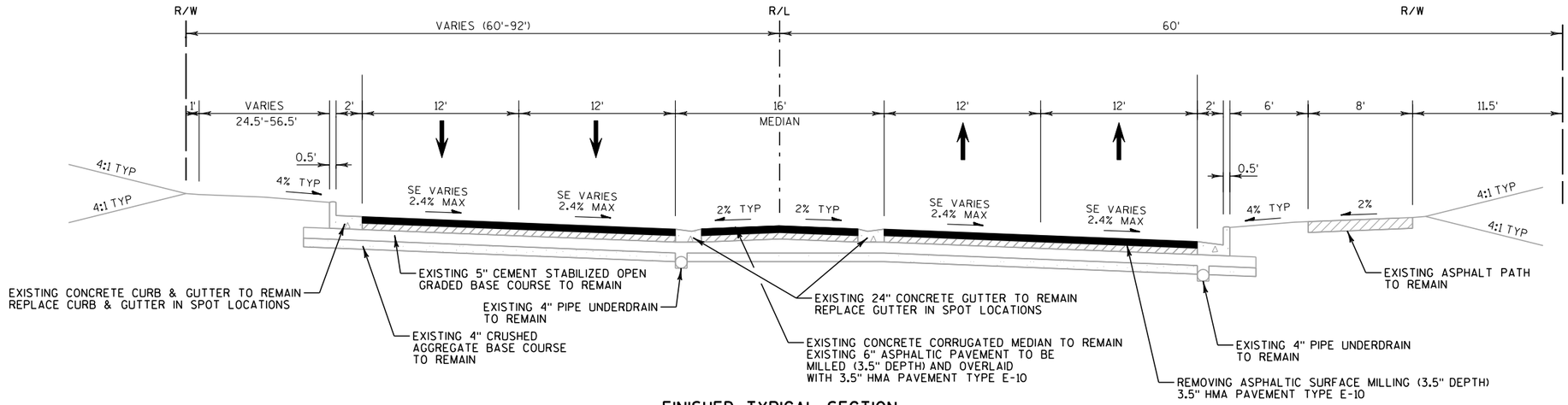
FINISHED TYPICAL SECTION

STH 60

STA 191+59.5 - STA 200+50
(WEST OF HIGH RD TO EAST OF HIGH RD)
V = 50 MPH

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 17	E

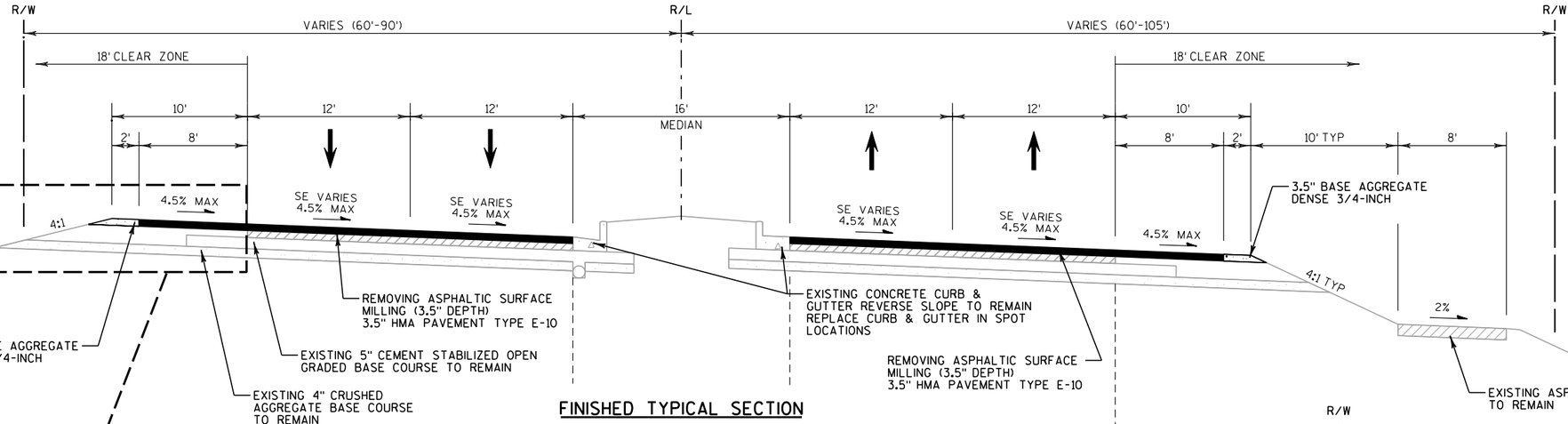
2

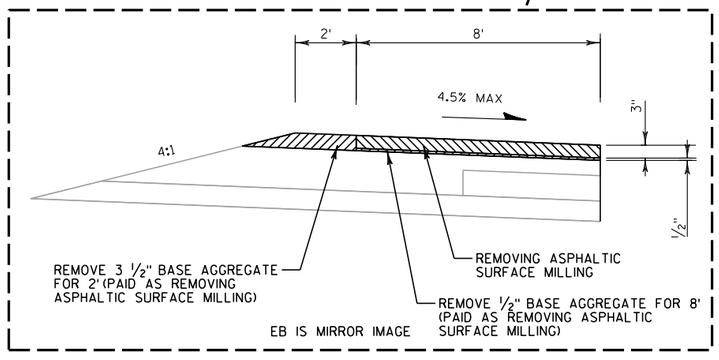


FINISHED TYPICAL SECTION

STH 60

STA 200+50 - STA 204+05
(EAST OF HIGH RD TO EAST OF WAYSIDE DR)
V = 50 MPH

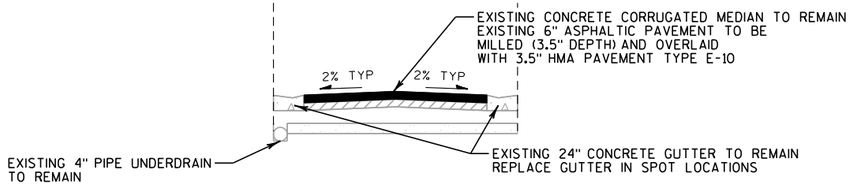




FINISHED TYPICAL SECTION

STH 60

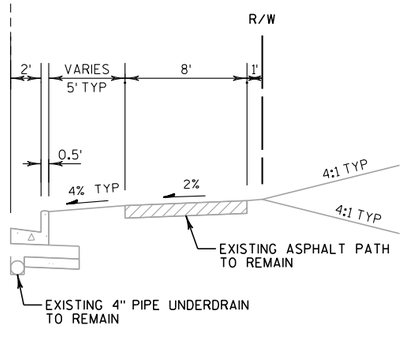
STA 217+38 - STA 230+20
(TERI LN TO 1,700' EAST OF TERI LN)
V = 50 MPH



FINISHED TYPICAL SECTION

STH 60

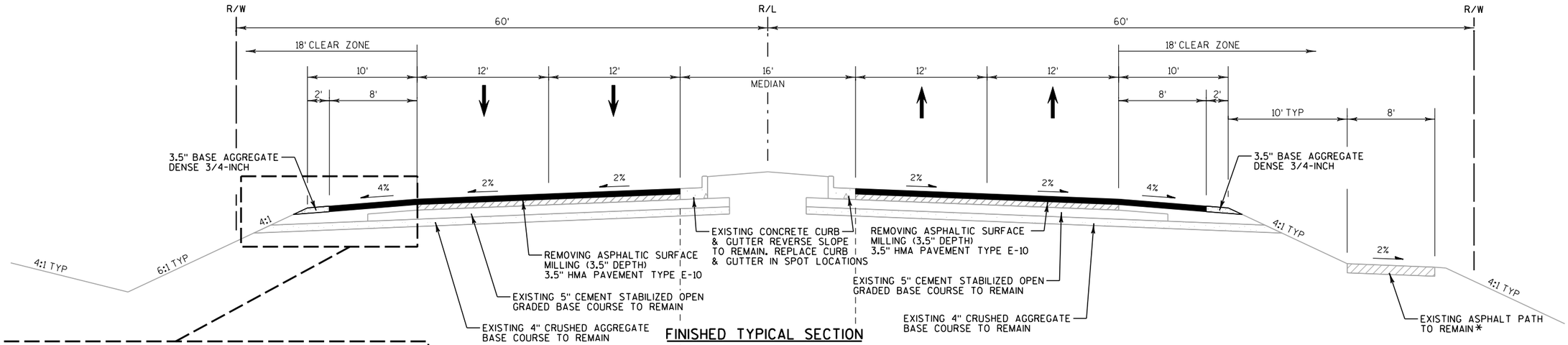
STA 218+30 - STA 221+80
STA 224+80 - STA 230+20



URBAN OUTSIDE

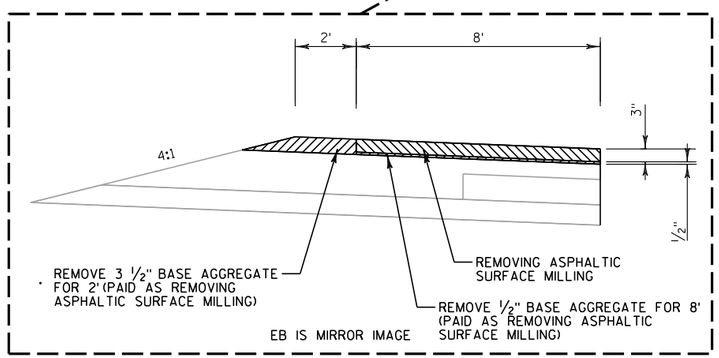
STA 217+38 RT - STA 219+37 RT

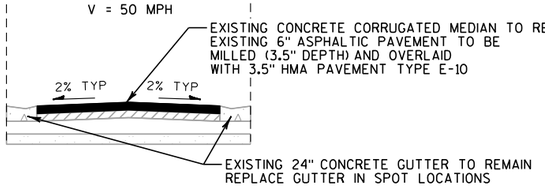
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 18	E



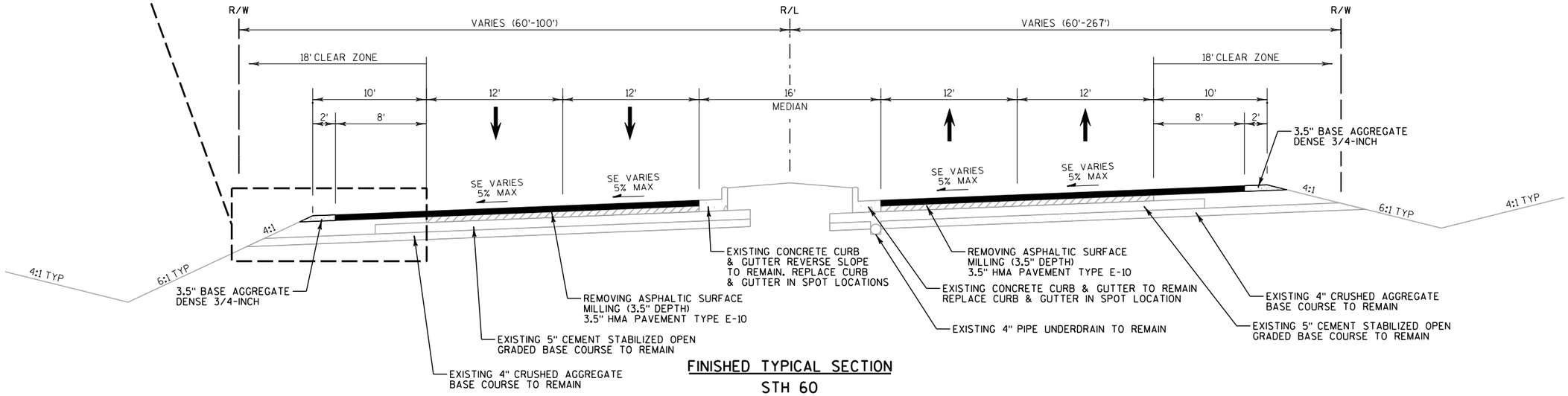
FINISHED TYPICAL SECTION
STH 60
STA 230+20 - STA 247+38
(1,700' EAST OF TERI LN TO 1,700' WEST OF KETTLE MORAINE RD)
V = 50 MPH

* ASPHALT PATH FOLLOWS FRANKLIN DR EAST OF STA 236+00



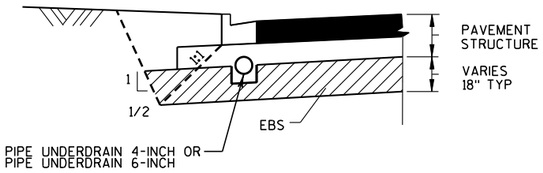


FINISHED TYPICAL SECTION
STH 60
STA 230+20 - STA 232+12



FINISHED TYPICAL SECTION
STH 60
STA 247+38 - STA 251+60
(1,700' WEST OF KETTLE MORAINE RD TO 1,100' WEST OF KETTLE MORAINE RD)
V = 55 MPH

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TYPICAL SECTIONS	SHEET 19	E

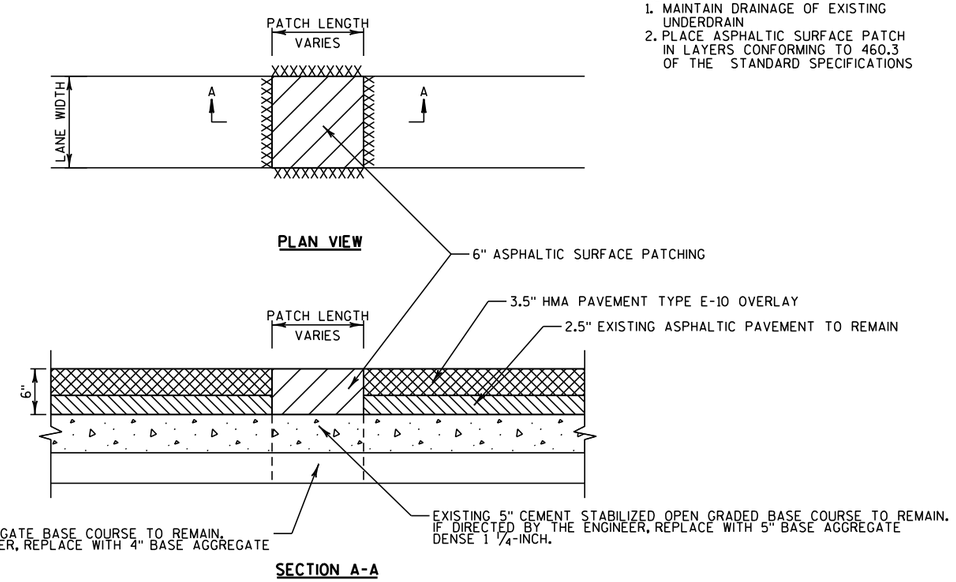


NOTES:
1. USE AS DIRECTED BY ENGINEER FOR AREAS OF UNSTABLE SUBGRADE.
2. EBS SHALL BE PAID FOR AS COMMON EXCAVATION.
3. FILL VOID WITH BREAKER RUN.
4. REPLACE UNDERDRAIN IN EBS AREAS. RECONNECT TO EXISTING UNDERDRAIN.

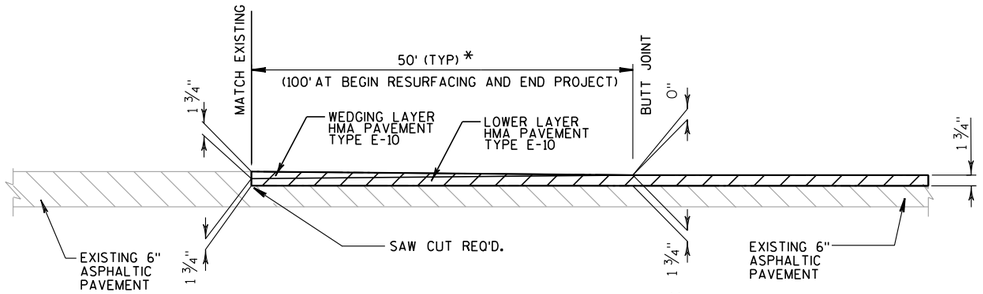
EXCAVATION BELOW SUBGRADE (EBS)

LOCATIONS TO BE DETERMINED BY THE ENGINEER

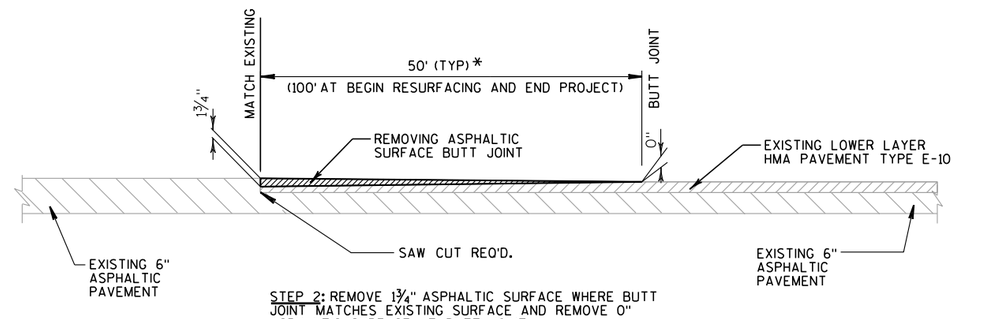
NOTES:
1. MAINTAIN DRAINAGE OF EXISTING UNDERDRAIN
2. PLACE ASPHALTIC SURFACE PATCH IN LAYERS CONFORMING TO 460.3 OF THE STANDARD SPECIFICATIONS



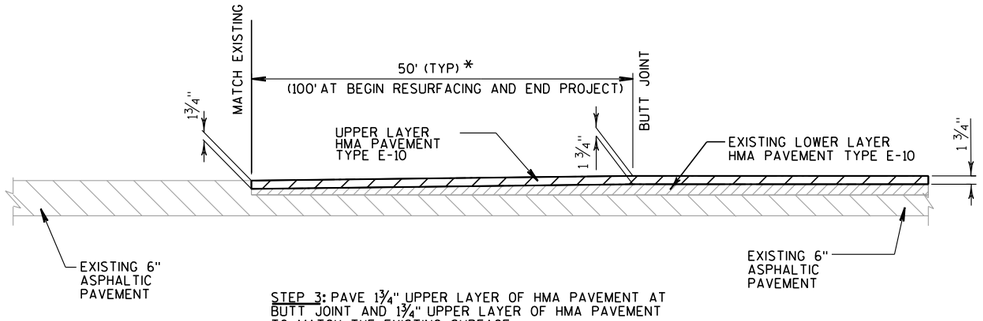
ASPHALTIC SURFACE PATCHING DETAIL



STEP 1: SAWCUT AT EXISTING MATCHPOINT AND MILL 3 1/2" OF EXISTING HMA PAVEMENT
PAVE 1 3/4" LOWER LAYER OF HMA PAVEMENT AT
BUTT JOINT.
PAVE 1 3/4" WEDGING LAYER OF HMA PAVEMENT WHERE BUTT JOINT
MATCHES EXISTING SURFACE AND TRANSITION TO 0" AT BUTT JOINT.



STEP 2: REMOVE 1 3/4" ASPHALTIC SURFACE WHERE BUTT
JOINT MATCHES EXISTING SURFACE AND REMOVE 0"
ASPHALTIC SURFACE AT BUTT JOINT.

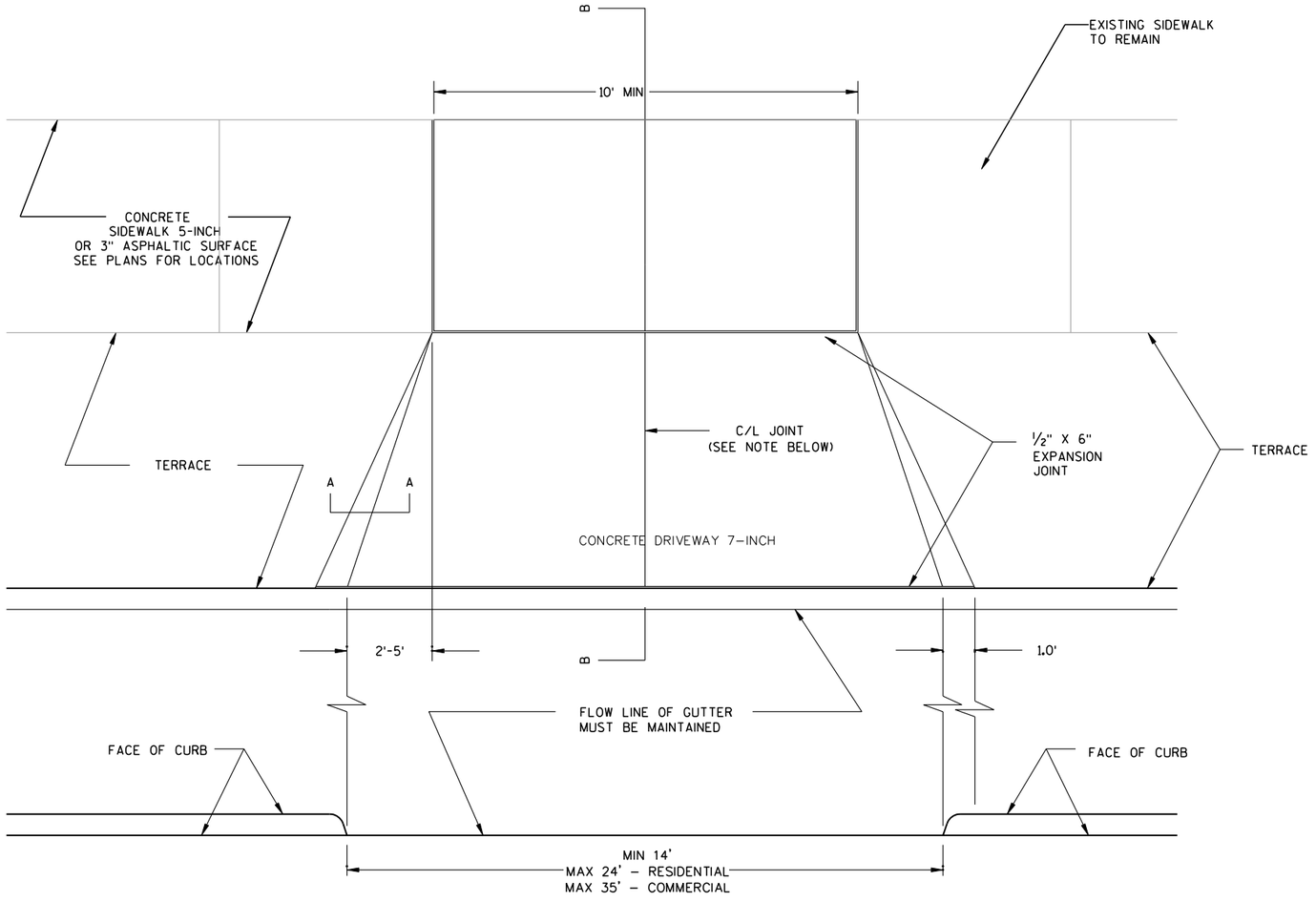


STEP 3: PAVE 1 3/4" UPPER LAYER OF HMA PAVEMENT AT
BUTT JOINT AND 1 3/4" UPPER LAYER OF HMA PAVEMENT
TO MATCH THE EXISTING SURFACE.

DETAIL OF BUTT JOINT

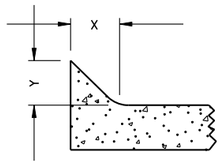
* EXACT DIMENSIONS TO BE DETERMINED
BY ENGINEER IN THE FIELD.
BUTT JOINTS: BEGIN RESURFACING STA 147+72
SIDE ROADS
END PROJECT STA 251+60

2



** DRIVEWAY SLOPES GREATER THAN 10% MAX SHALL BE APPROVED BY THE CITY OF HARTFORD

SECTION A - A



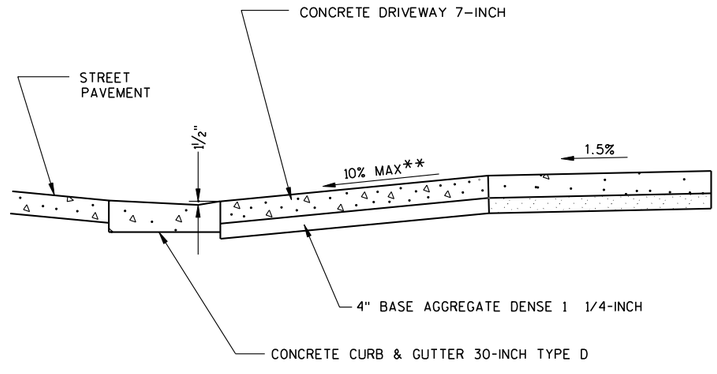
THE VALUE FOR X WILL VARY FROM 0" AT THE SIDEWALK TO 1' AT THE CURB.

THE VALUE OF Y WILL VARY FROM 0" TO 6"

NOTE: DRIVEWAYS 10' TO 20' WIDE SHALL HAVE ONE C/L JOINT. DRIVEWAYS 21' TO 35' WIDE SHALL HAVE TWO JOINTS EQUALLY SPACED.

FLARE WIDTH 2' MIN TO 5' MAX
(CAN BE WIDER WITH THE
APPROVAL OF THE CITY ENGINEER)

SECTION B - B



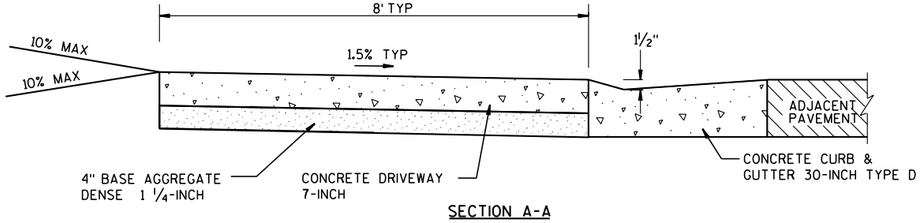
TYPICAL DETAIL OF STANDARD DRIVE APPROACH

STA 159+31 TO STA 175+29

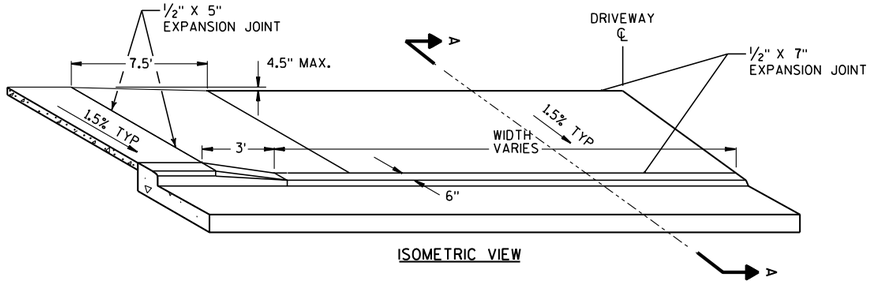
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 45.93 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 28.75 ACRES



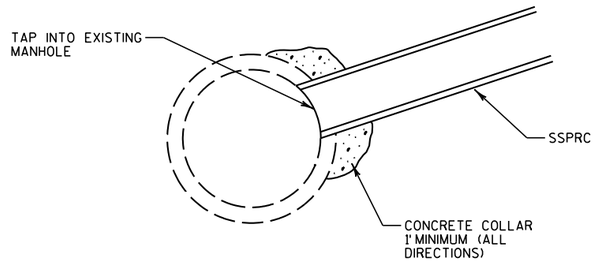
SECTION A-A



ISOMETRIC VIEW

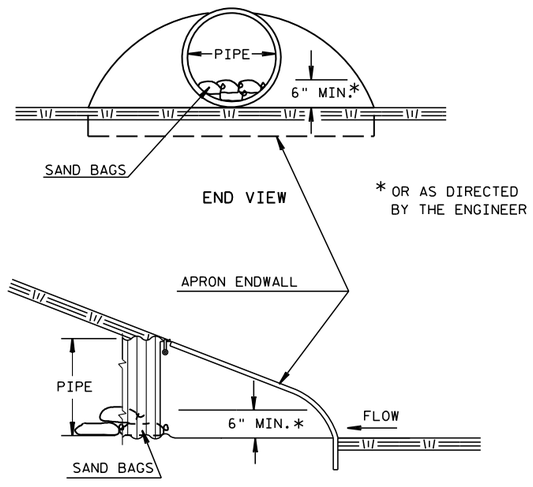
DRIVEWAYS IN COMMERCIAL WALK AREAS (HALF SECTION)

STA 164+12 LT



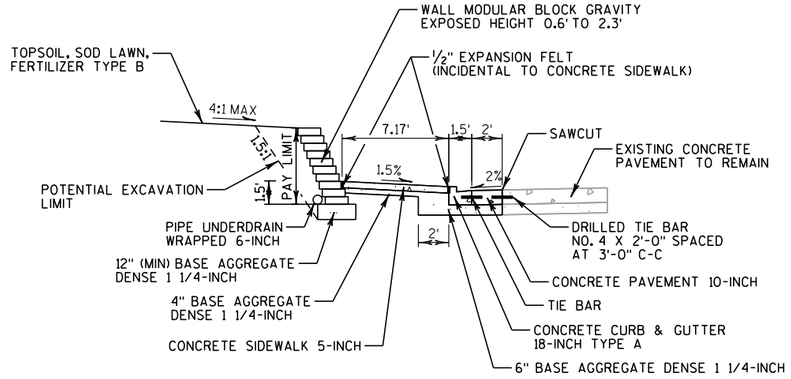
CONCRETE COLLAR AT EXISTING MANHOLE DETAIL

STA 113+05.5, 70.4' LT
STA 139+78.6, 5.7' RT
(INCIDENTAL TO STORM SEWER PIPE REINFORCED CONCRETE)



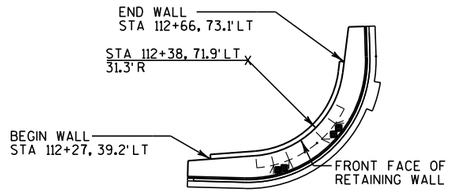
SIDE VIEW

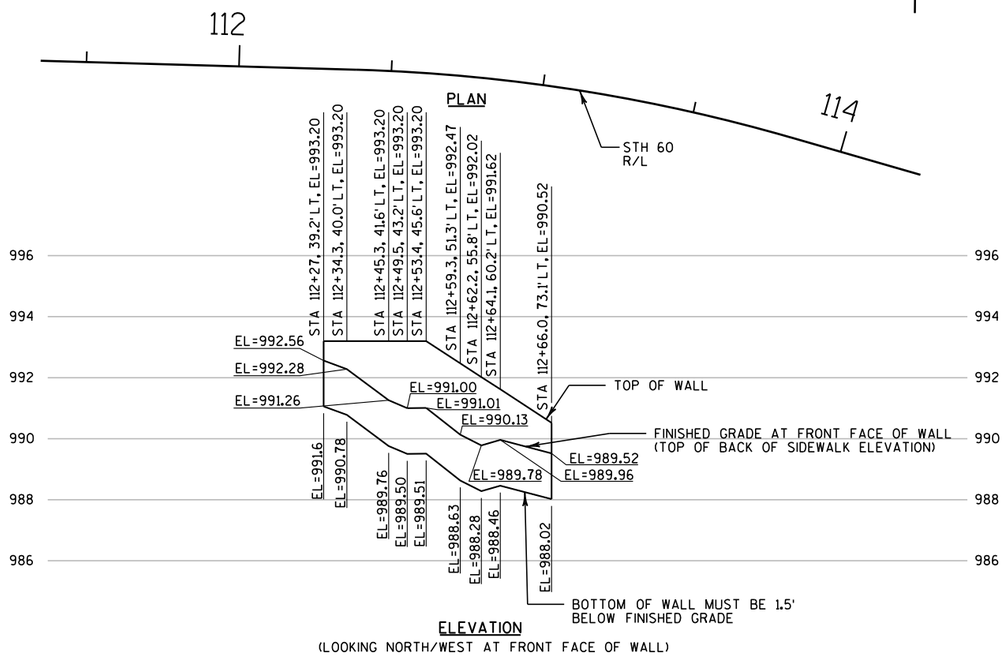
CULVERT PIPE CHECK



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

STH 60 STA 112+27, 39.2'LT TO STA 112+66, 73.1'LT





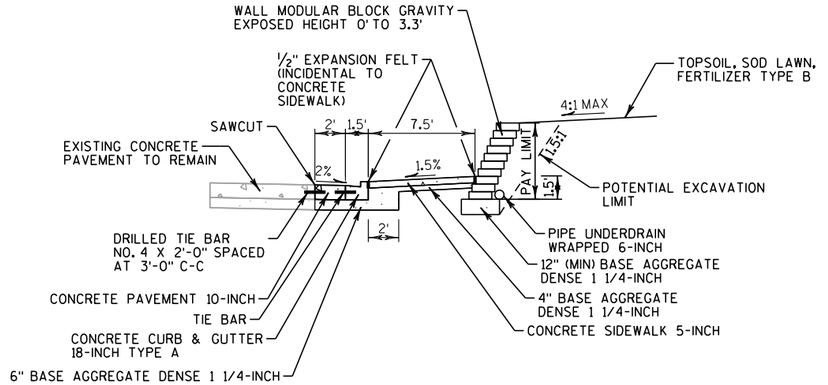
WALL MODULAR BLOCK GRAVITY

STH 60 STA 112+27, 39.2'LT TO STA 112+66, 73.1'LT

SOIL PARAMETERS

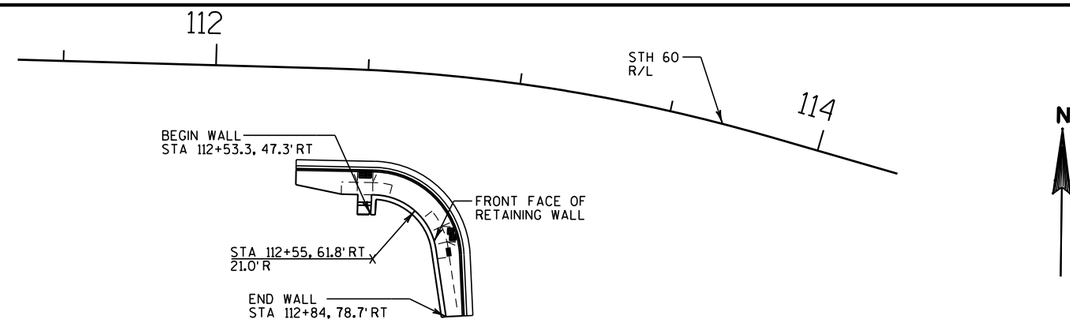
UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 30 DEGREES
COHESION = 0 PSF
ALLOWABLE BEARING CAPACITY=2000 PSF

GENERAL NOTES:
DRAWINGS SHALL NOT BE SCALED.
PROVIDE MIN 1-FOOT WIDE LAYER OF GRANULAR BACKFILL GRADE 2 BEHIND WALL FOR THE FULL WALL HEIGHT.

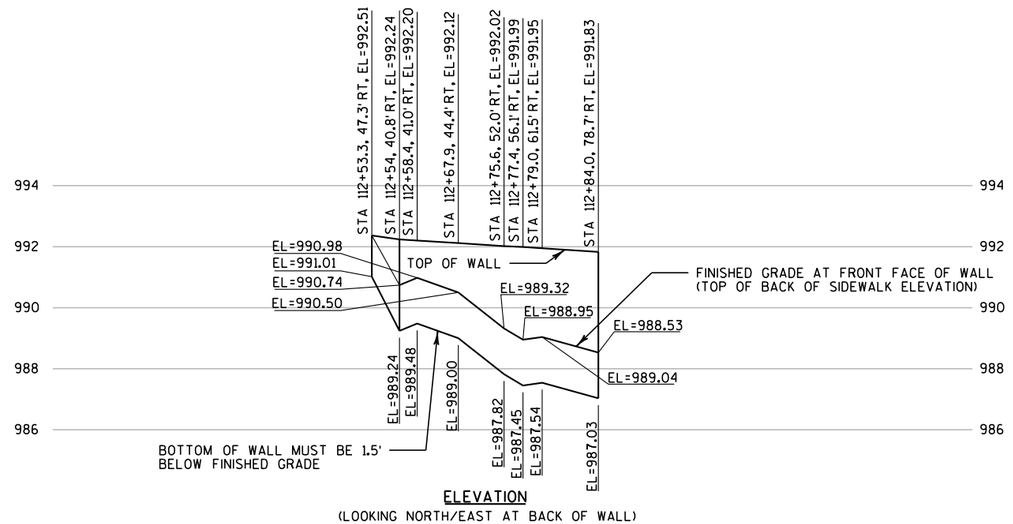


WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

STH 60 STA 112+54, 40.8'RT TO STA 112+84, 78.7'RT



PLAN



ELEVATION

(LOOKING NORTH/EAST AT BACK OF WALL)

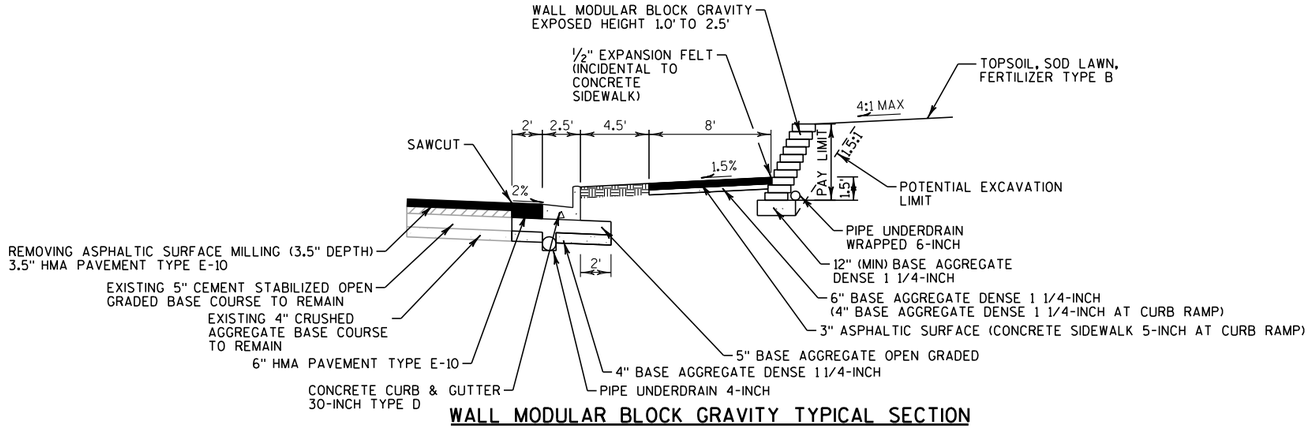
WALL MODULAR BLOCK GRAVITY

STH 60 STA 112+54, 40.8'RT TO STA 112+84, 78.7'RT

SOIL PARAMETERS

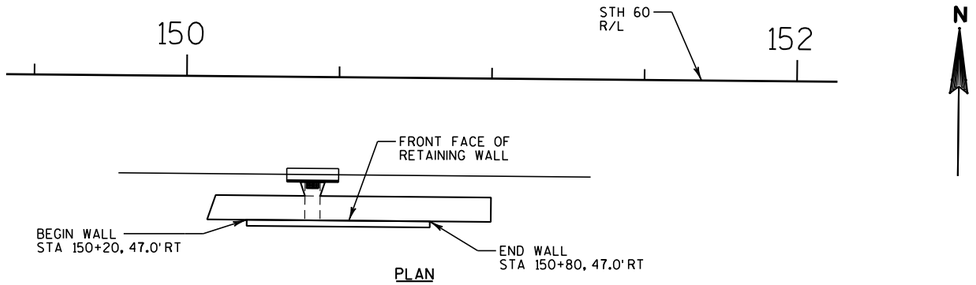
UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 28 DEGREES
COHESION = 0 PSF
ALLOWABLE BEARING CAPACITY=2000 PSF

GENERAL NOTES:
DRAWINGS SHALL NOT BE SCALED.
PROVIDE MIN 1-FOOT WIDE LAYER OF GRANULAR BACKFILL GRADE 2 BEHIND WALL FOR THE FULL WALL HEIGHT.

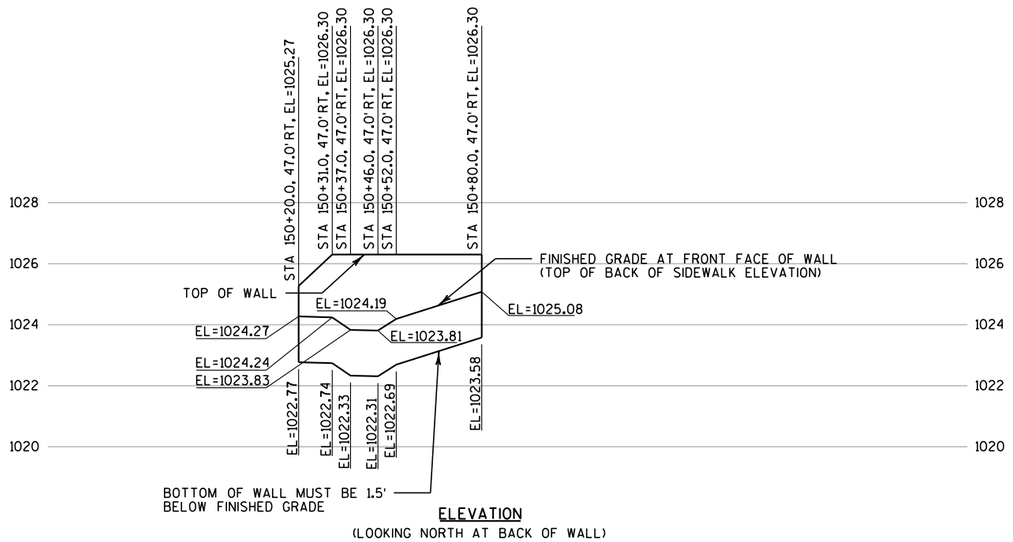


WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

STH 60 STA 150+20, 47.0' RT TO STA 150+80, 47.0' RT



PLAN



ELEVATION

(LOOKING NORTH AT BACK OF WALL)

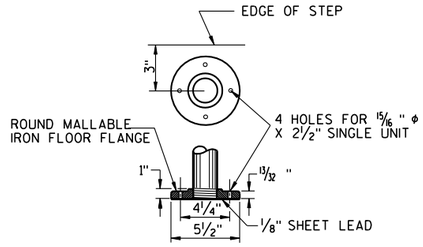
WALL MODULAR BLOCK GRAVITY

STH 60 STA 150+20, 47.0' RT TO STA 150+80, 47.0' RT

SOIL PARAMETERS

UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 30 DEGREES
COHESION = 0 PSF
ALLOWABLE BEARING CAPACITY = 2000 PSF

GENERAL NOTES:
DRAWINGS SHALL NOT BE SCALED.
PROVIDE MIN 1-FOOT WIDE LAYER OF GRANULAR BACKFILL GRADE 2 BEHIND WALL FOR THE FULL WALL HEIGHT.



FLANGE DETAIL

NOTES:

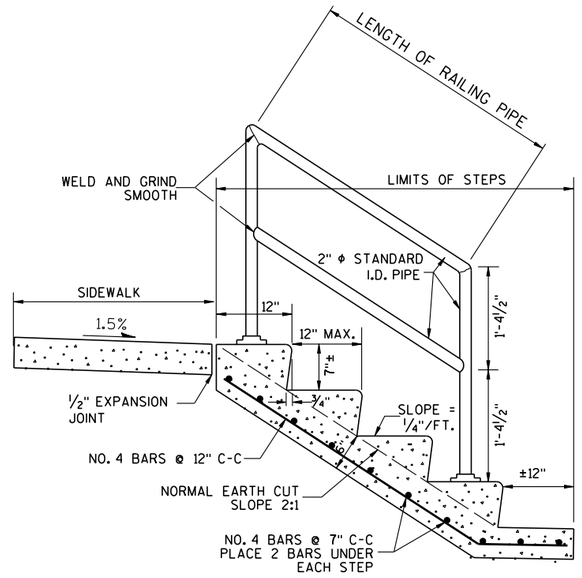
THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STEEL REINFORCEMENT AND RAILING PIPE NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.

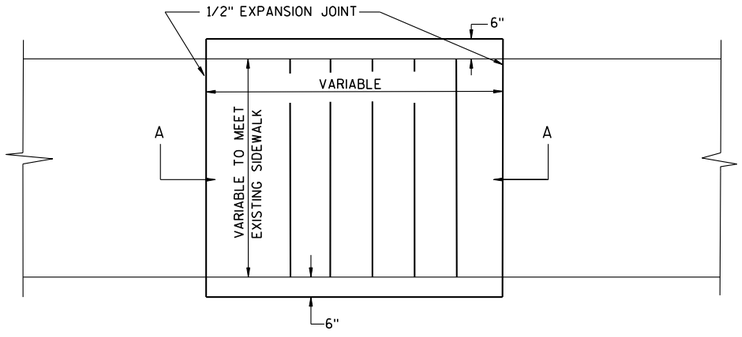
MINIMUM WIDTH OF STEP EQUALS 4 FEET.

RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

PAINT THE EXPOSED METAL OF THE PIPE RAILING.

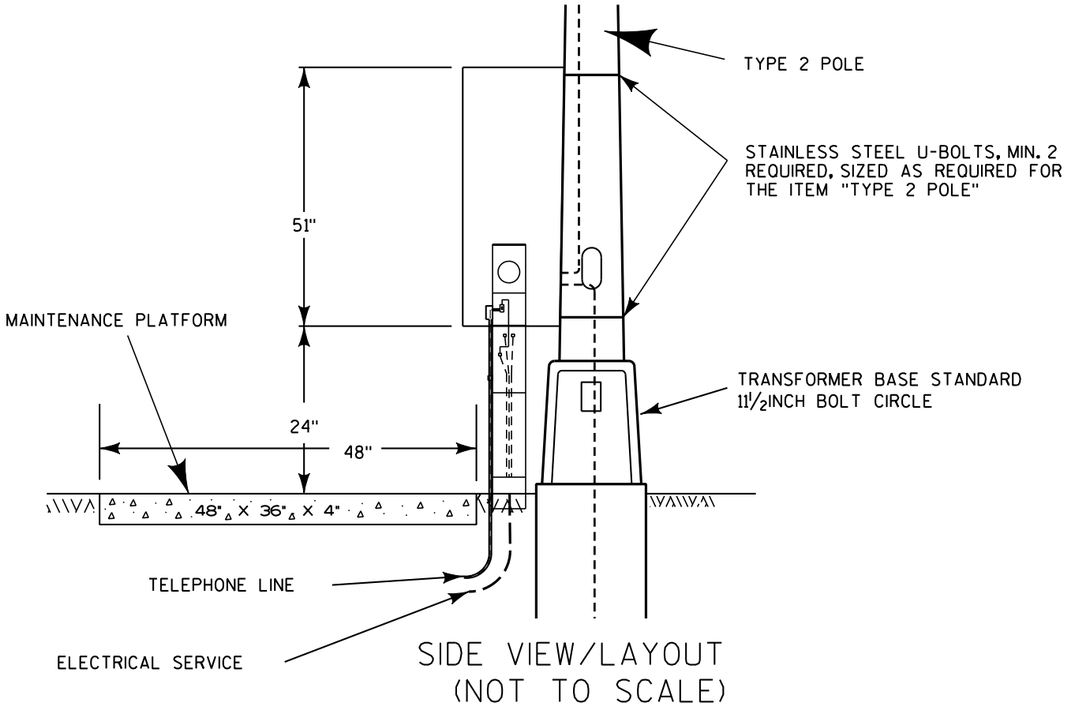


SECTION A - A



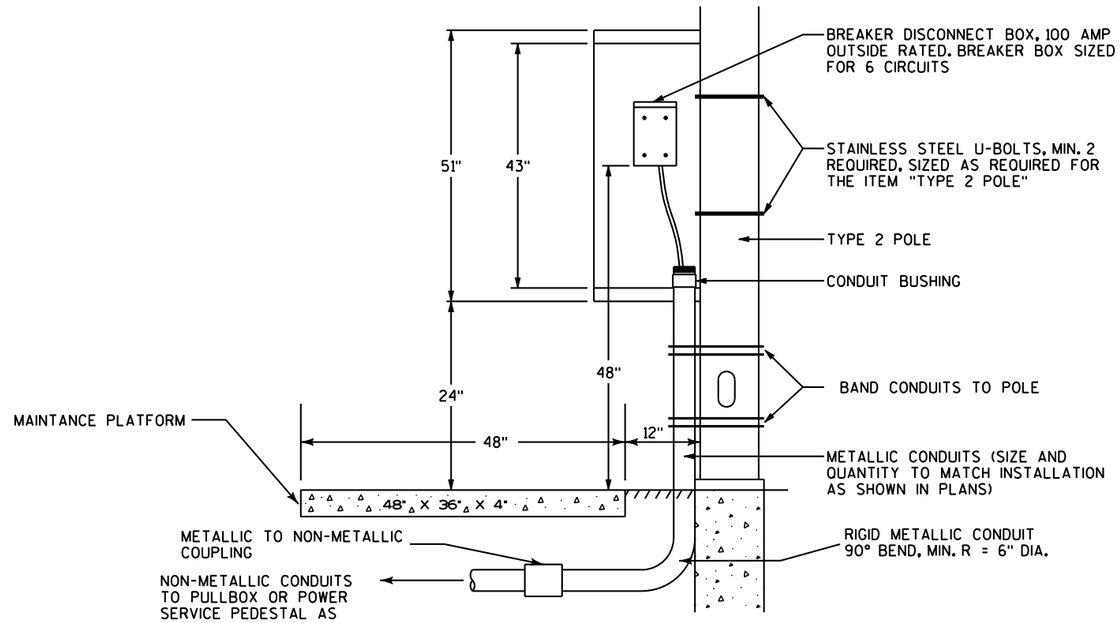
CONCRETE STEPS DETAIL

STA 112+50.8, 43.4' RT



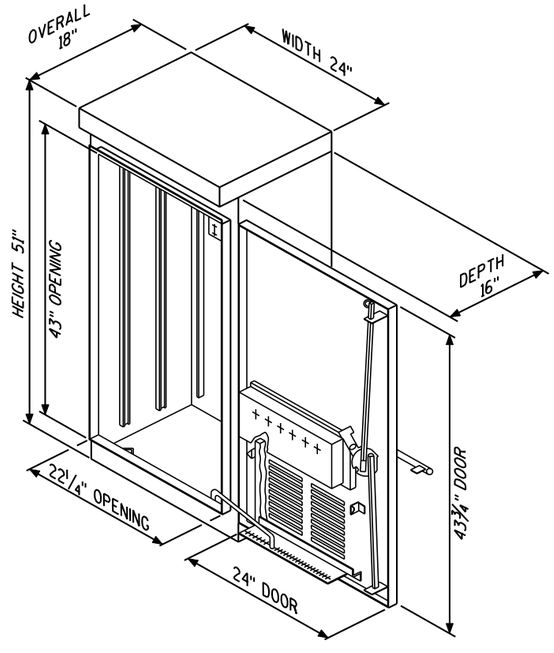
SIDE VIEW/LAYOUT
(NOT TO SCALE)

POLE-MOUNTED CABINET
MOUNTED ABOVE TRANSFORMER BASE



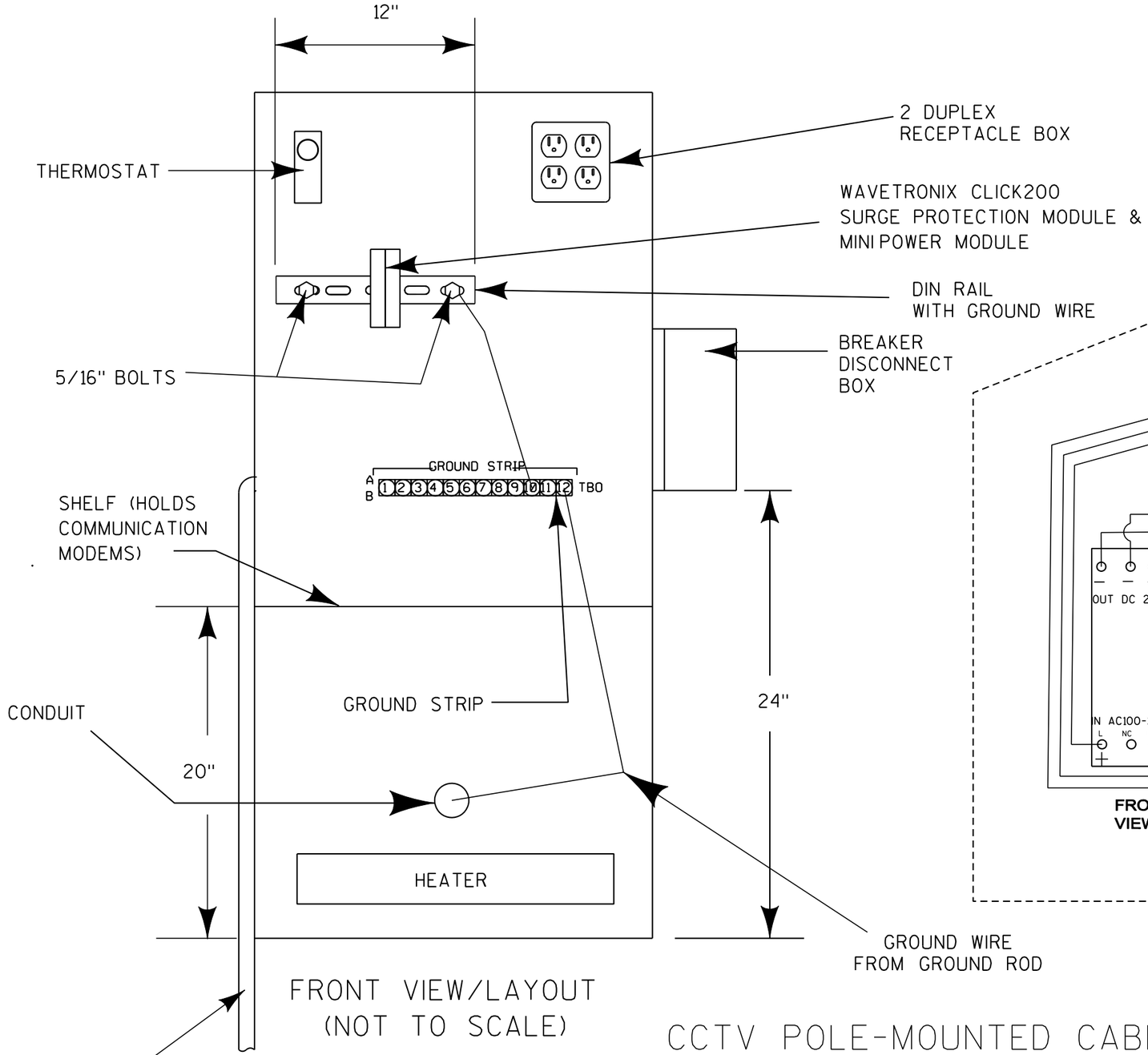
SIDE VIEW/LAYOUT
(NOT TO SCALE)

POLE-MOUNTED CABINET
NO TRANSFORMER BASE

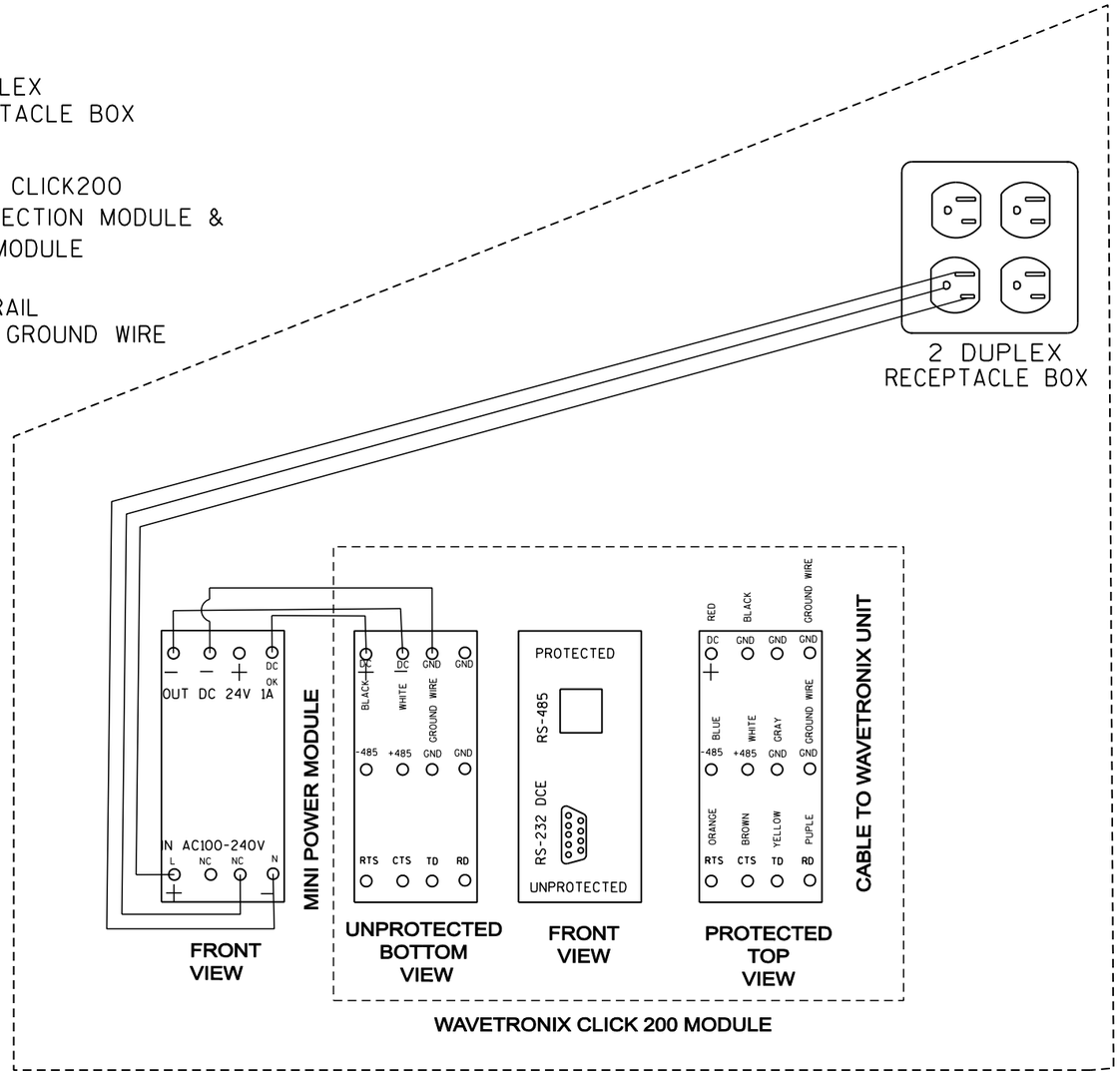


CCTV POLE-MOUNTED CABINET

ATR - WAVETRONIX



FRONT VIEW/LAYOUT
(NOT TO SCALE)



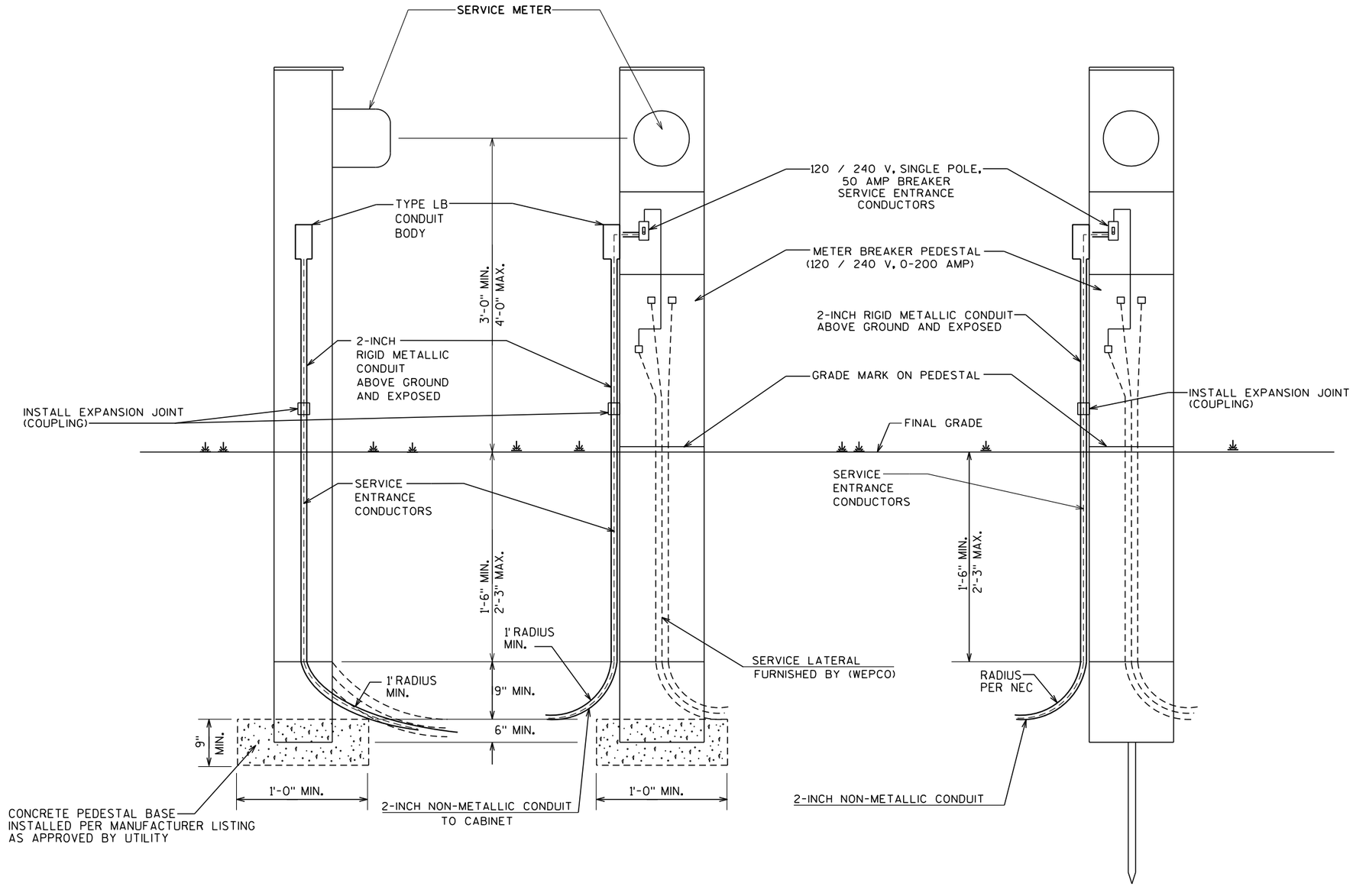
WIRING DIAGRAM
(NOT TO SCALE)

CCTV POLE-MOUNTED CABINET LAYOUT

ATR - WAVETRONIX

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAILS INSTALLATION OF ATR - (66-6109)	SHEET 28	E

2

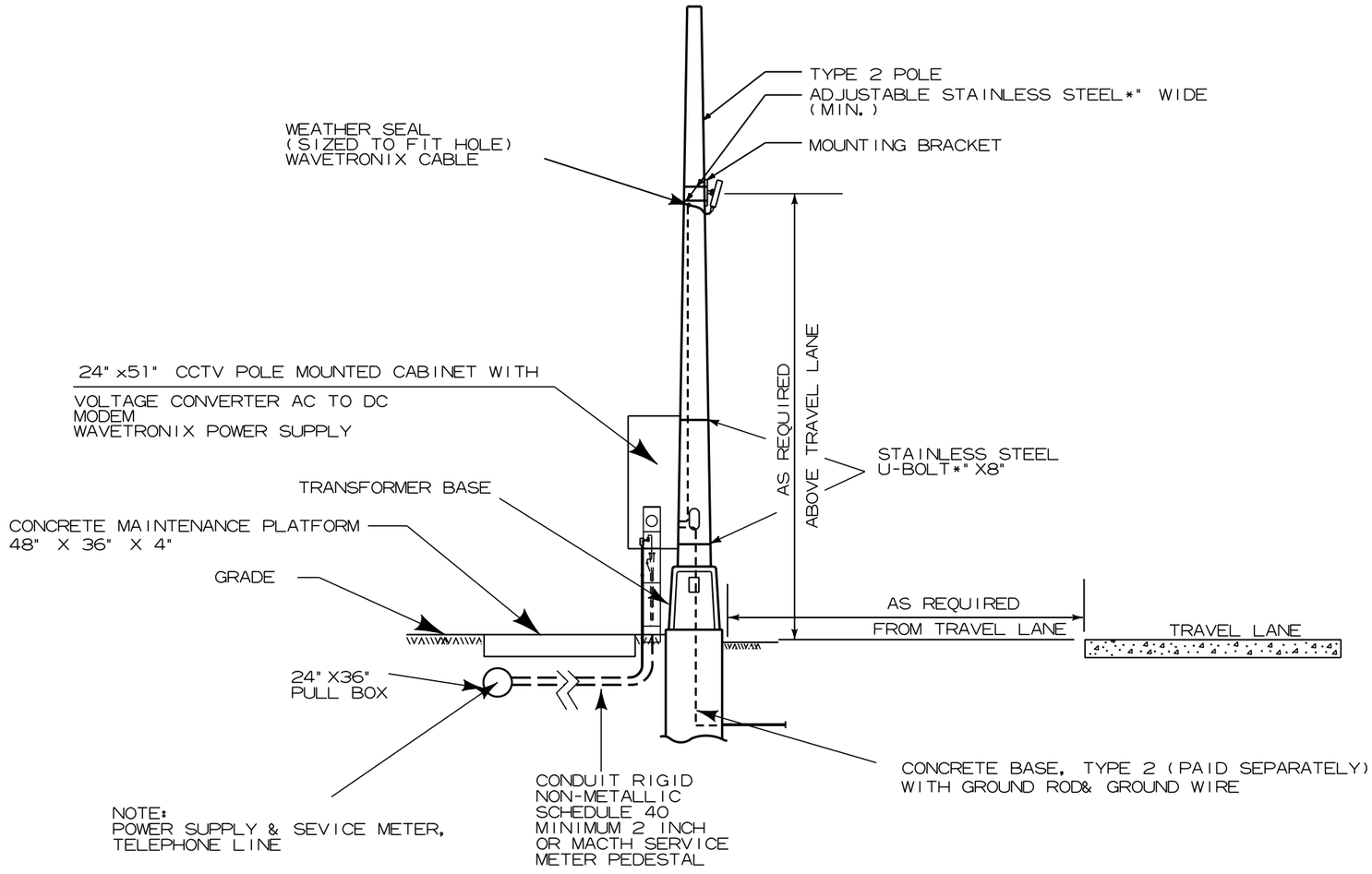


FREE STANDING METER BREAKER PEDESTAL

UTILITY APPROVED SUPPORTING STAKE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CONSTRUCTION DETAILS INSTALLATION OF ATR - (66-6109)	SHEET 29	E

2



WAVETRONIX DETECTOR INSTALLATION ON TYPE 2 POLE

(NOT TO SCALE)

STA 199+60, 43.5' LT

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

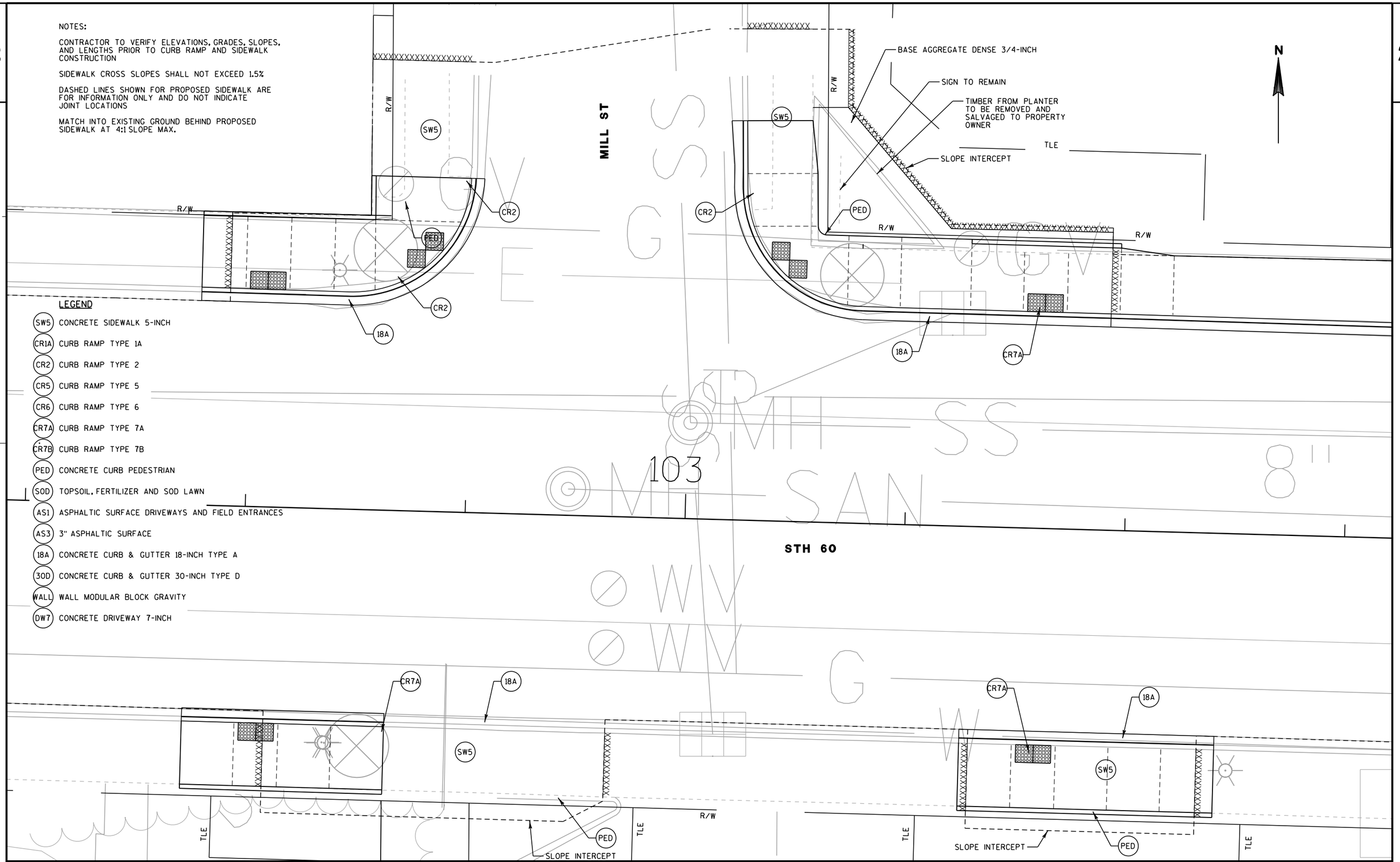
SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX.

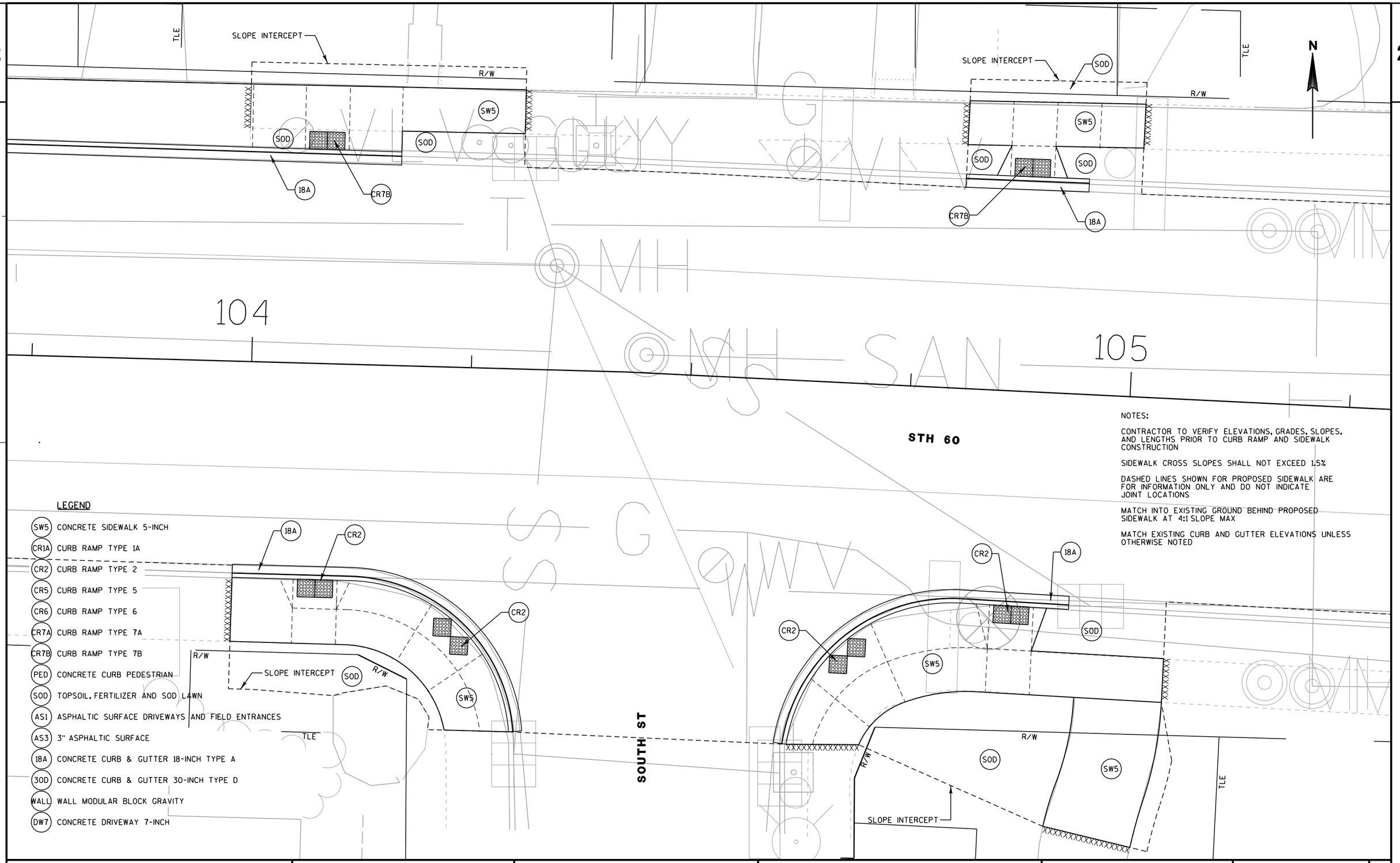
LEGEND

- (SW5) CONCRETE SIDEWALK 5-INCH
- (CR1A) CURB RAMP TYPE 1A
- (CR2) CURB RAMP TYPE 2
- (CR5) CURB RAMP TYPE 5
- (CR6) CURB RAMP TYPE 6
- (CR7A) CURB RAMP TYPE 7A
- (CR7B) CURB RAMP TYPE 7B
- (PED) CONCRETE CURB PEDESTRIAN
- (SOD) TOPSOIL, FERTILIZER AND SOD LAWN
- (AS1) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (AS3) 3" ASPHALTIC SURFACE
- (18A) CONCRETE CURB & GUTTER 18-INCH TYPE A
- (30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (WALL) WALL MODULAR BLOCK GRAVITY
- (DW7) CONCRETE DRIVEWAY 7-INCH



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 31	E

2



LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 32	E

2

2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

SLOPE INTERCEPT

SW5

SOD

CR2

R/W

TLE

WALL

18A

GRAND AVE

12" SS

SAN MH

N

SLOPE INTERCEPT

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

113

STH 60

15" SS

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 33	E

2

2

STH 60

113

GRAND AVE

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

N

CR2
SW5
18A
R/W
R/W
SOD
SOD
CR2
WALL
SLOPE INTERCEPT
TLE
TLE
R/W
18A
CR1A
SW5
R/W
SOD
SLOPE INTERCEPT
TLE

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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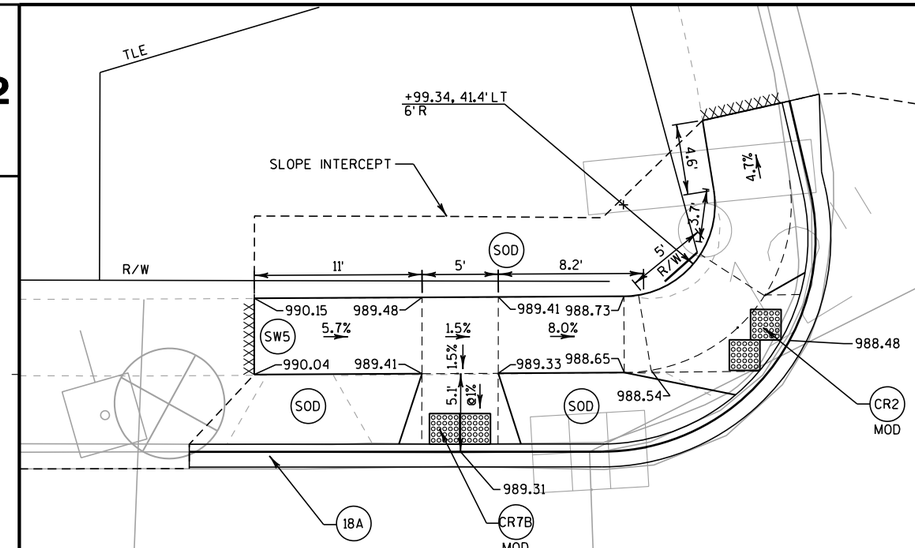
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

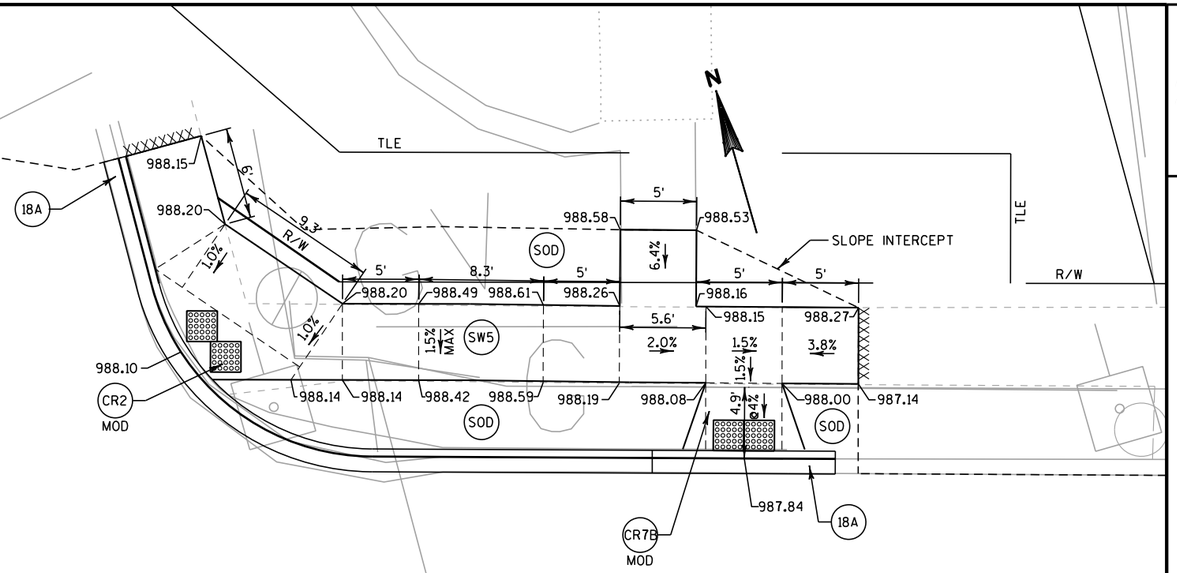
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 34	E

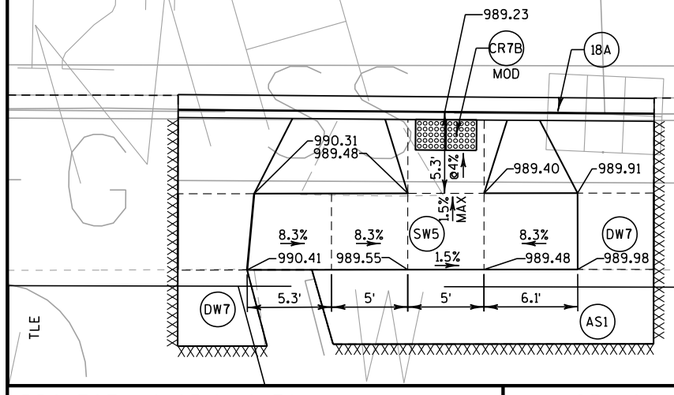
FILE NAME : t:\1092713\cadd\sheets\paving\021054_cd-GrandAve South.dgn PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



STEEL CRAFT DR



STH 60



LEGEND

- SW5 CONCRETE SIDEWALK 5-INCH
- CR1A CURB RAMP TYPE 1A
- CR2 CURB RAMP TYPE 2
- CR5 CURB RAMP TYPE 5
- CR6 CURB RAMP TYPE 6
- CR7A CURB RAMP TYPE 7A
- CR7B CURB RAMP TYPE 7B
- PED CONCRETE CURB PEDESTRIAN
- SOD TOPSOIL, FERTILIZER AND SOD LAWN
- AS1 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS3 3" ASPHALTIC SURFACE
- 18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- 30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- WALL WALL MODULAR BLOCK GRAVITY
- DW7 CONCRETE DRIVEWAY 7-INCH

NOTES:

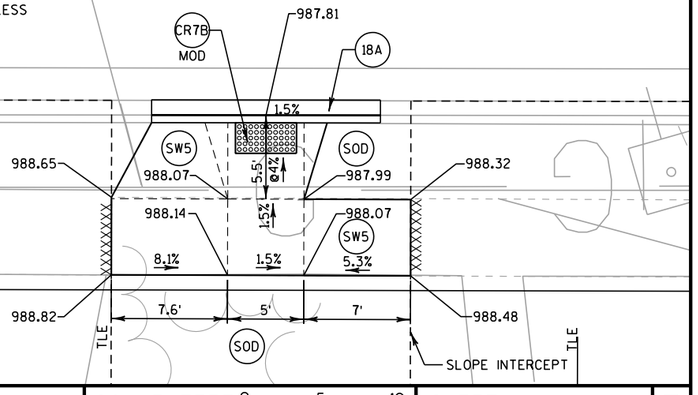
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

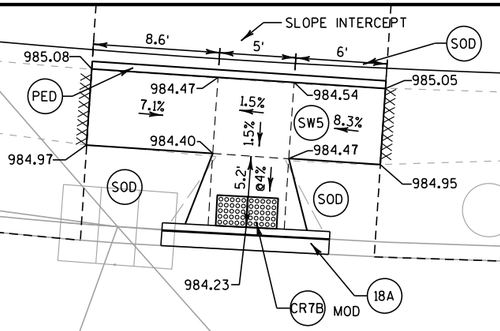
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX.

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 35	E



NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

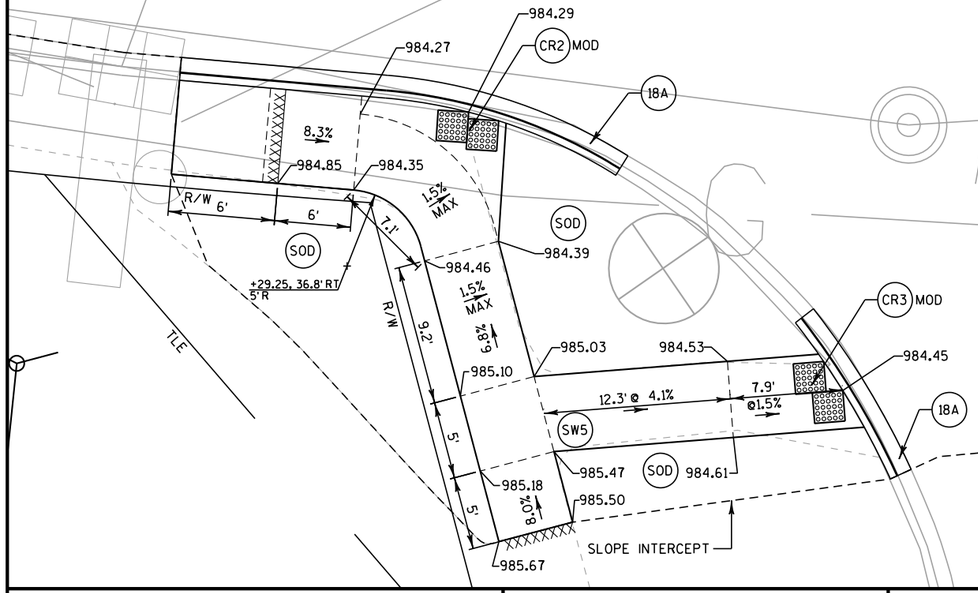
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

LEGEND

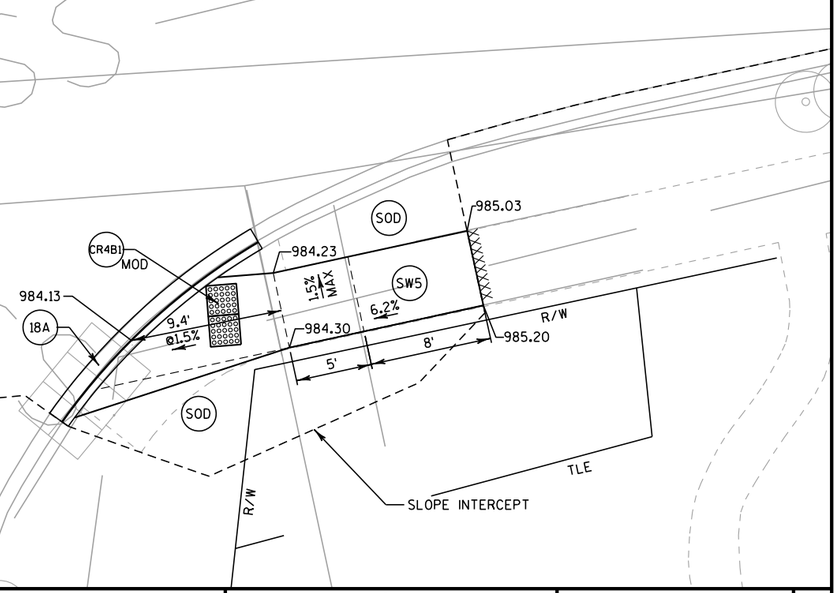
SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

131

STH 60



BRAULT ST

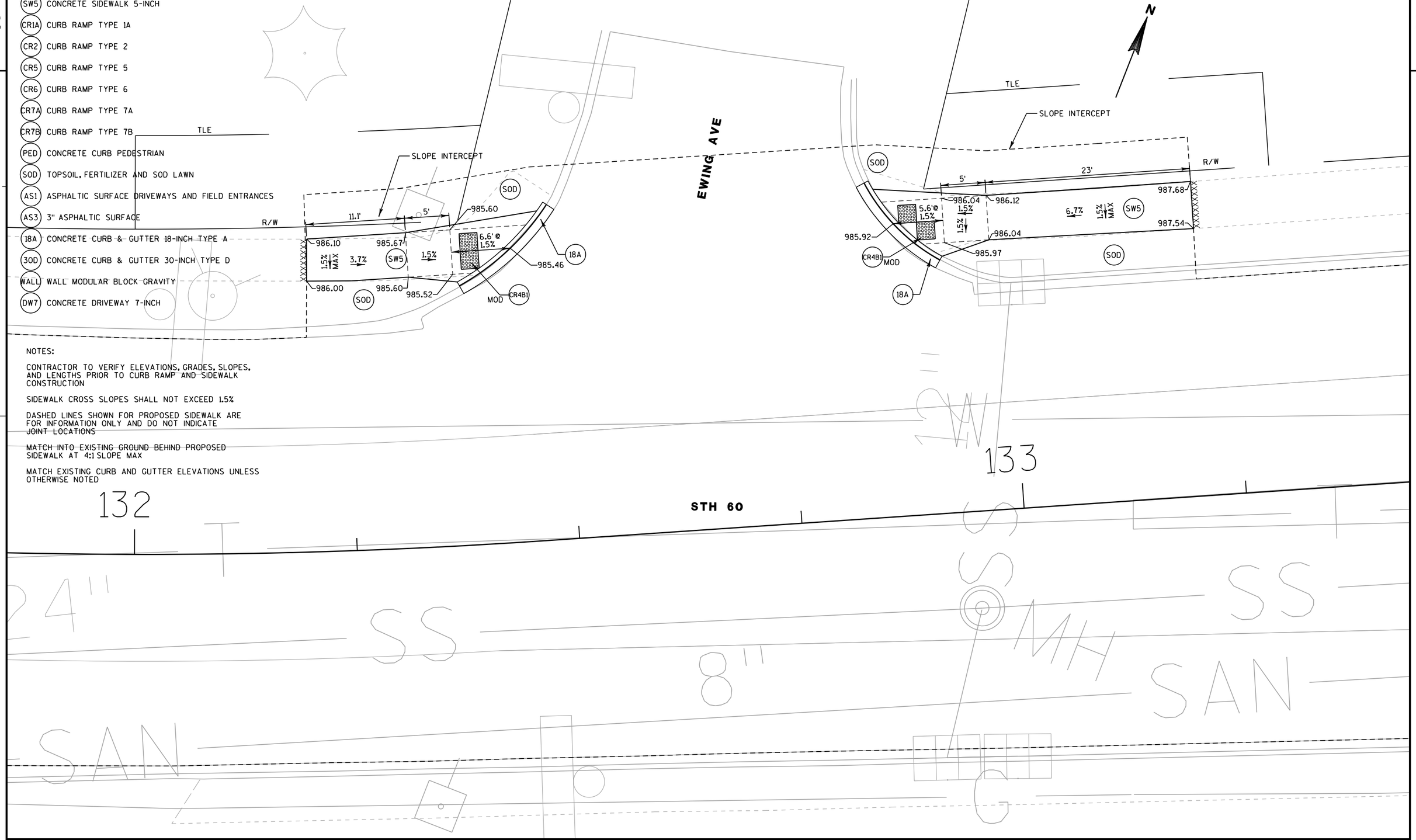


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 36	E

2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH



NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

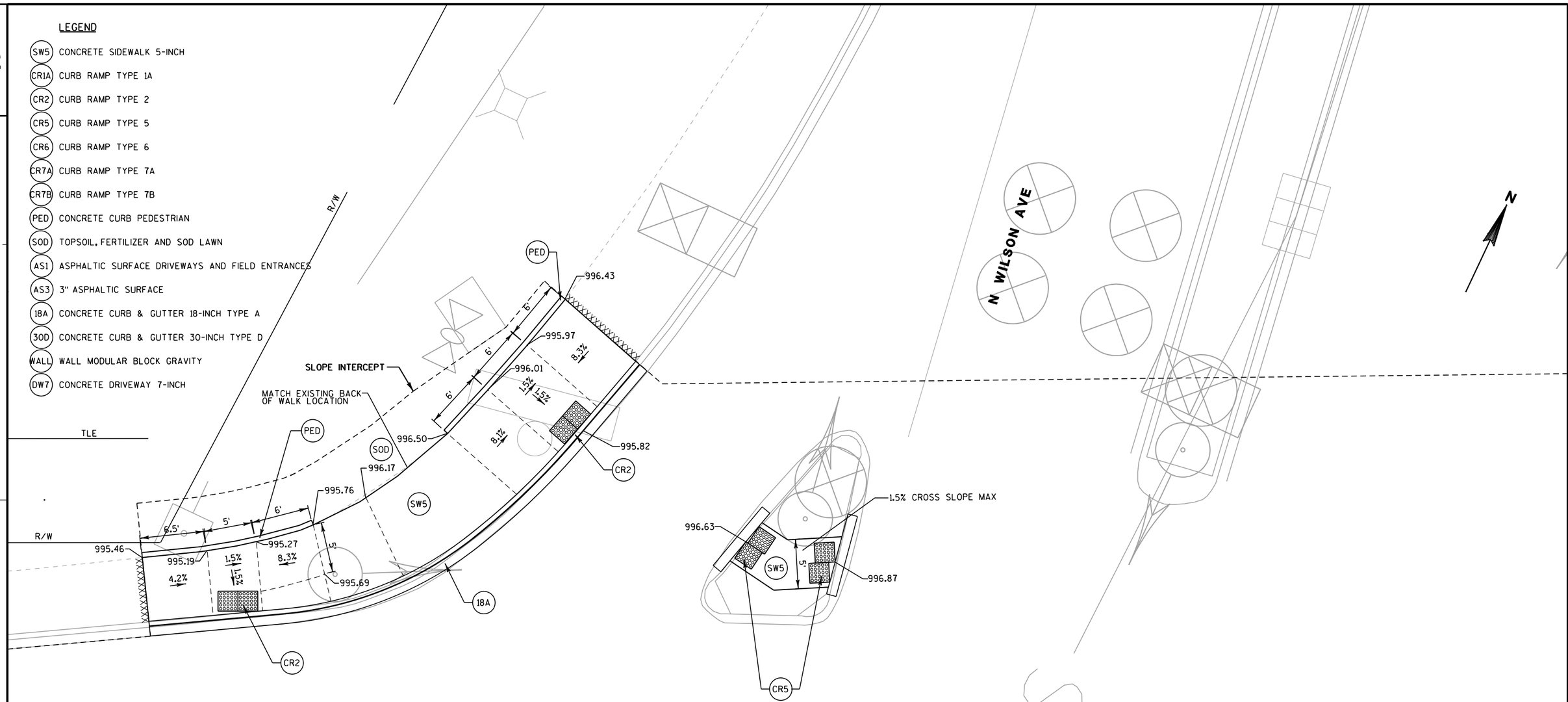
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 37 E

2

2

LEGEND

- SW5 CONCRETE SIDEWALK 5-INCH
- CR1A CURB RAMP TYPE 1A
- CR2 CURB RAMP TYPE 2
- CR5 CURB RAMP TYPE 5
- CR6 CURB RAMP TYPE 6
- CR7A CURB RAMP TYPE 7A
- CR7B CURB RAMP TYPE 7B
- PED CONCRETE CURB PEDESTRIAN
- SOD TOPSOIL, FERTILIZER AND SOD LAWN
- AS1 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS3 3" ASPHALTIC SURFACE
- 18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- 30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- WALL WALL MODULAR BLOCK GRAVITY
- DW7 CONCRETE DRIVEWAY 7-INCH



NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

137

STH 60

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 38	E

2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

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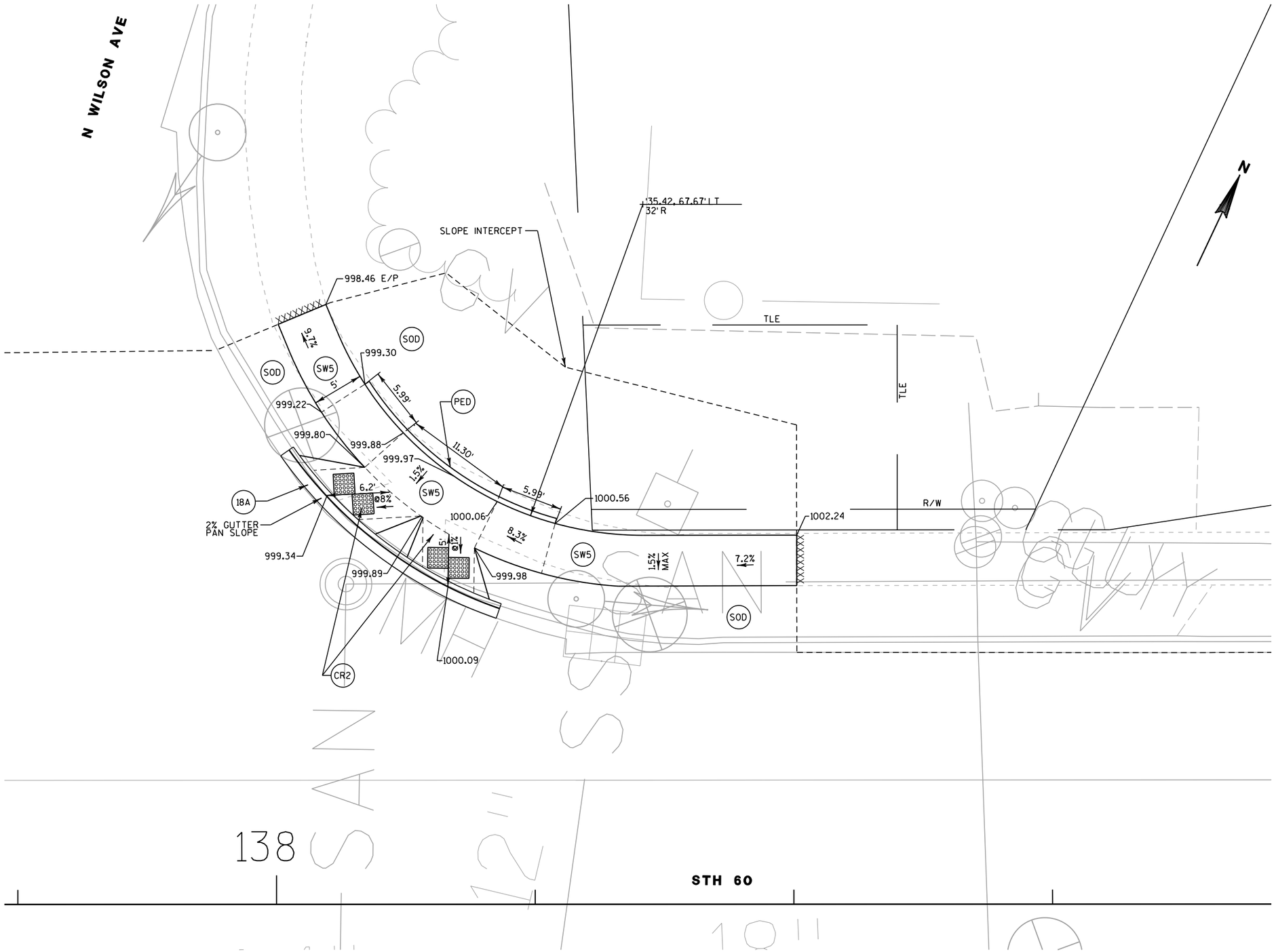
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 39 E

FILE NAME : T:\1092713\cadd\sheets\paving\021058_cd-Wilson North-NE.dgn PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STH 60

LEGEND

- SW5 CONCRETE SIDEWALK 5-INCH
- CR1A CURB RAMP TYPE 1A
- CR2 CURB RAMP TYPE 2
- CR5 CURB RAMP TYPE 5
- CR6 CURB RAMP TYPE 6
- CR7A CURB RAMP TYPE 7A
- CR7B CURB RAMP TYPE 7B
- PED CONCRETE CURB PEDESTRIAN
- SOD TOPSOIL, FERTILIZER AND SOD LAWN
- AS1 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS3 3" ASPHALTIC SURFACE
- 18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- 30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- WALL WALL MODULAR BLOCK GRAVITY
- DW7 CONCRETE DRIVEWAY 7-INCH

NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

+14.95, 47.3' RT
993.65

+35.31, 48.74' RT
994.45

MATCH EXISTING PAVEMENT ELEVATION AT PROPOSED FLANGELINE. VERIFY PROPOSED FLANGE ELEVATIONS SHOWN.

995.28

2% GUTTER PAN AT RAMP

995.28

4' @ 8.3%

+66.75, 66' RT
995.91

995.15

995.66

995.64

995.58

995.74

995.60

995.35

5'

3.3%

6.3'

1.5%

1.5%

1.5%

12'

5'

SOD

SW5

18A

CR2

SOD

SOD

SLOPE INTERCEPT

+32.19, 91.6' RT
R = 84'

MATCHLINE

S WILSON AVE

MATCHLINE

18A

+74.17, 101.1' RT
997.06

SOD

+70.7, 116.5' RT
997.42

+69.3, 126.5' RT
997.99

SLOPE INTERCEPT

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 40	E

FILE NAME : t:\1092713\cadd\sheets\paving\021059_cd1-Wilson South-SW.dgn PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STH 60

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

S WILSON AVE

R/W

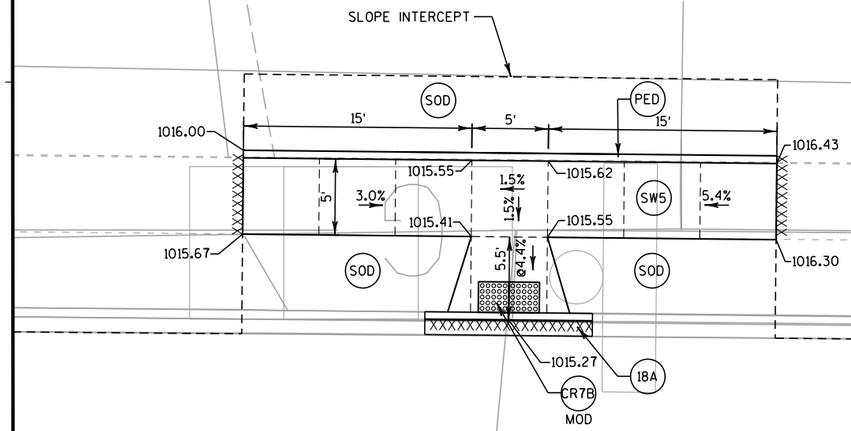
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 41	E

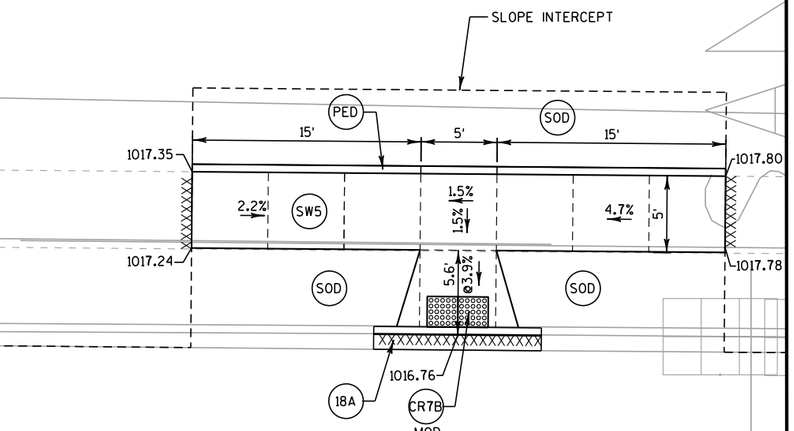
2

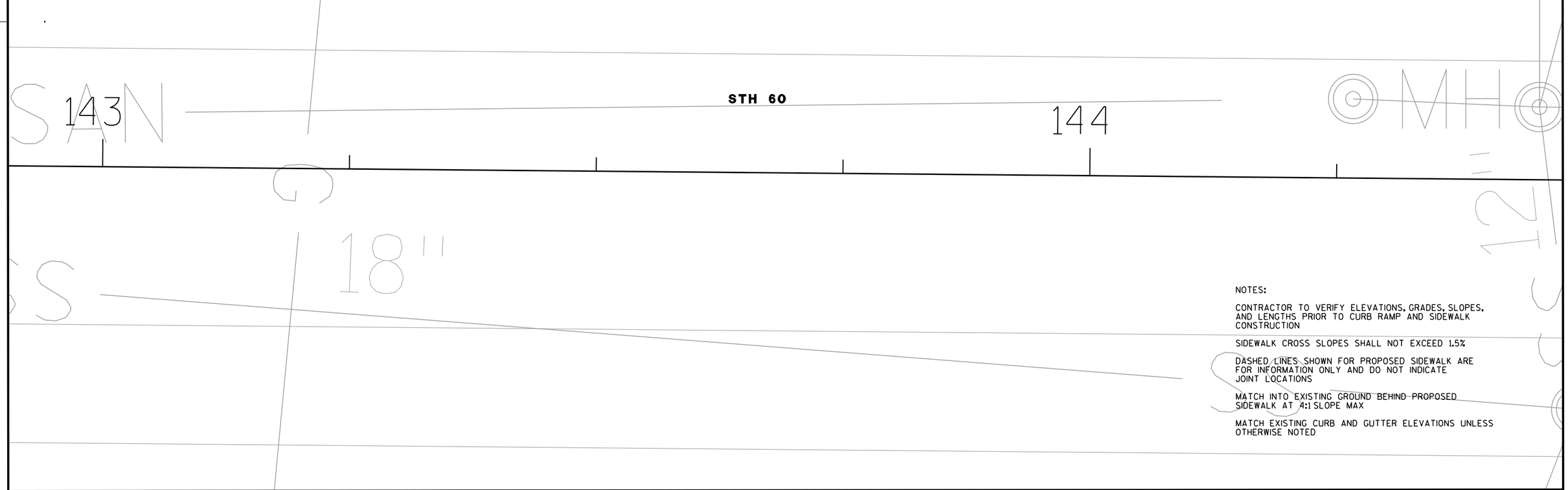
2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH







NOTES:

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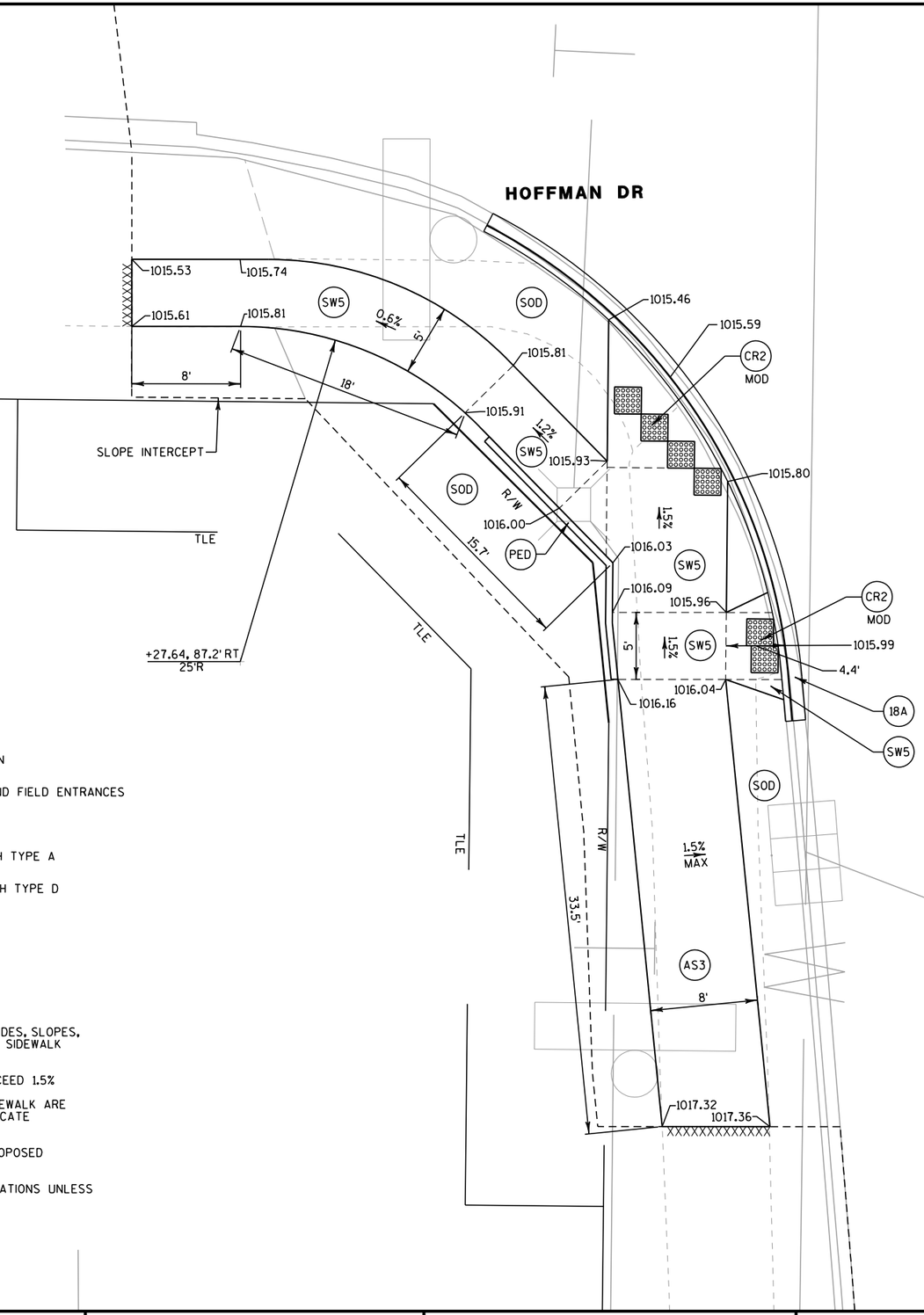
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 42	E



LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 43	E

NOTES:

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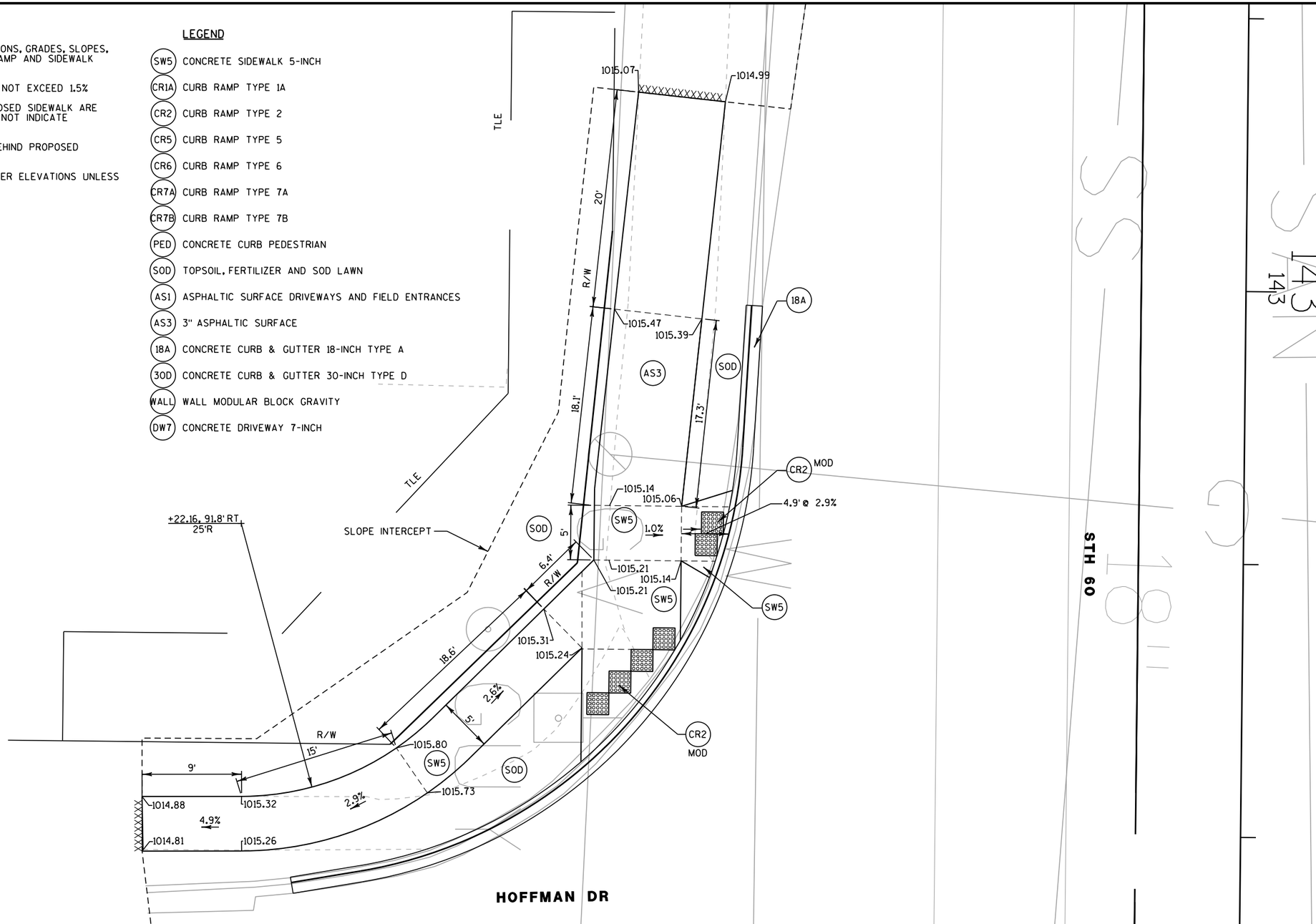
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

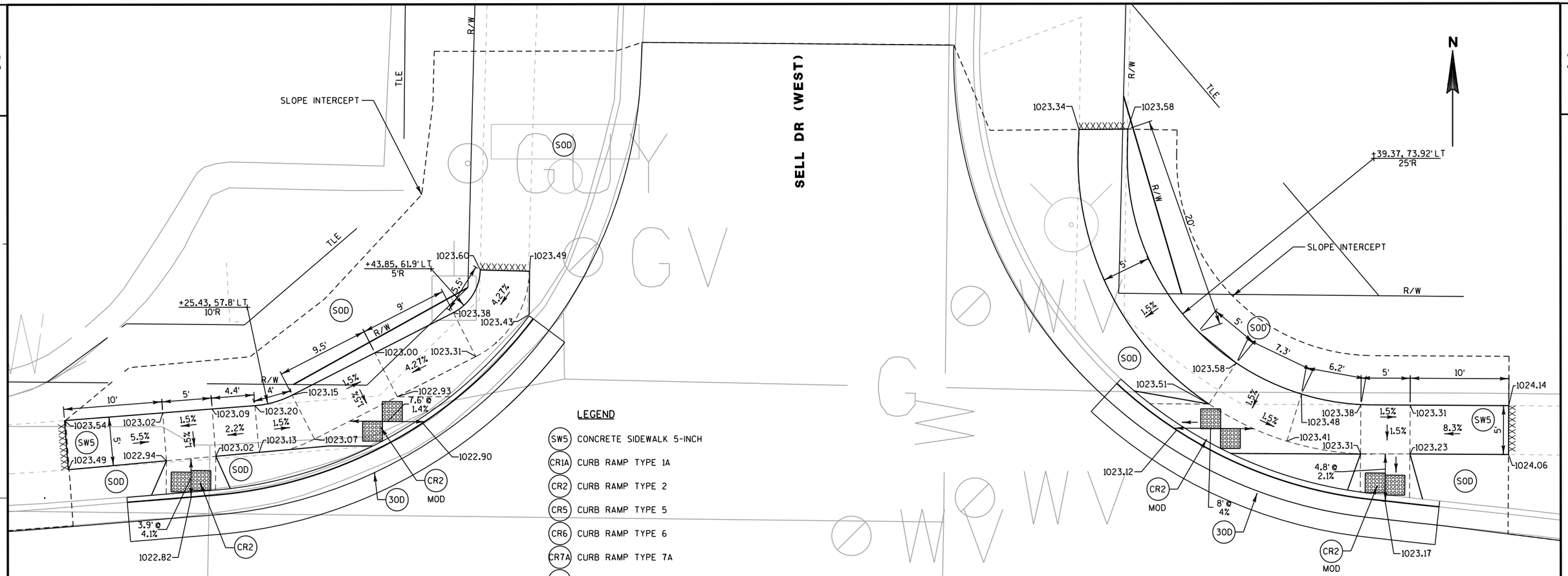
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 44	E



LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
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30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

STH 60

150

NOTES:

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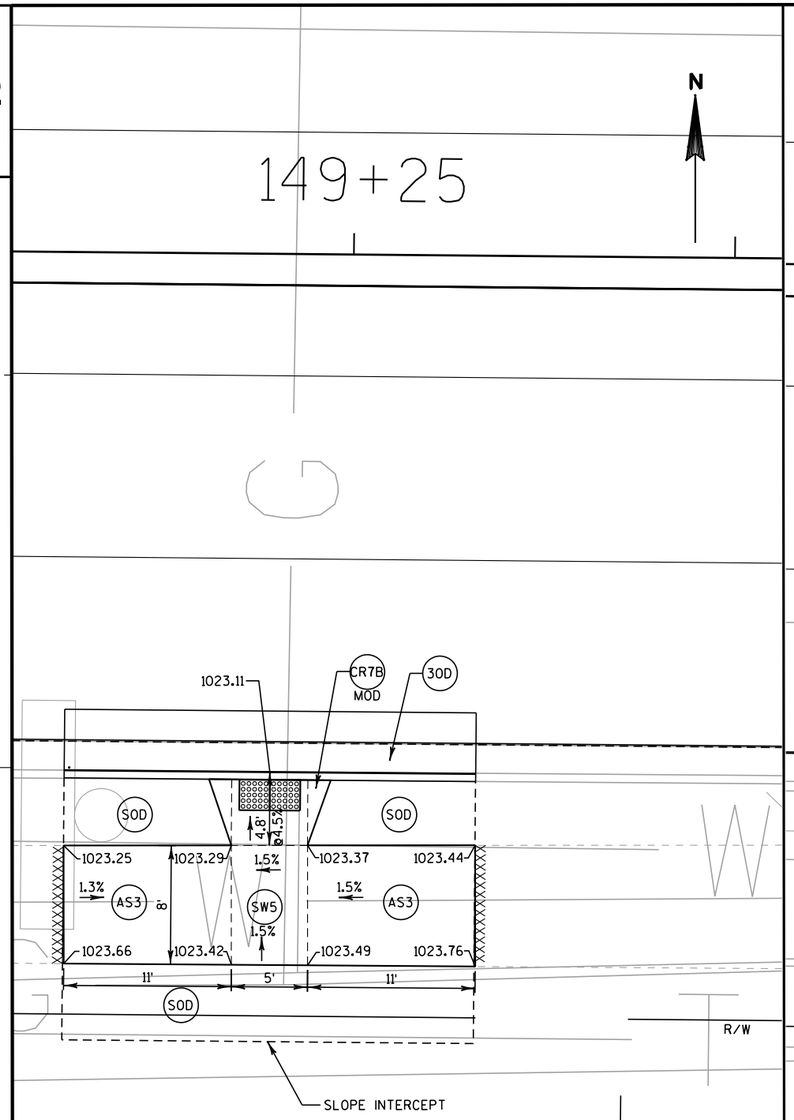
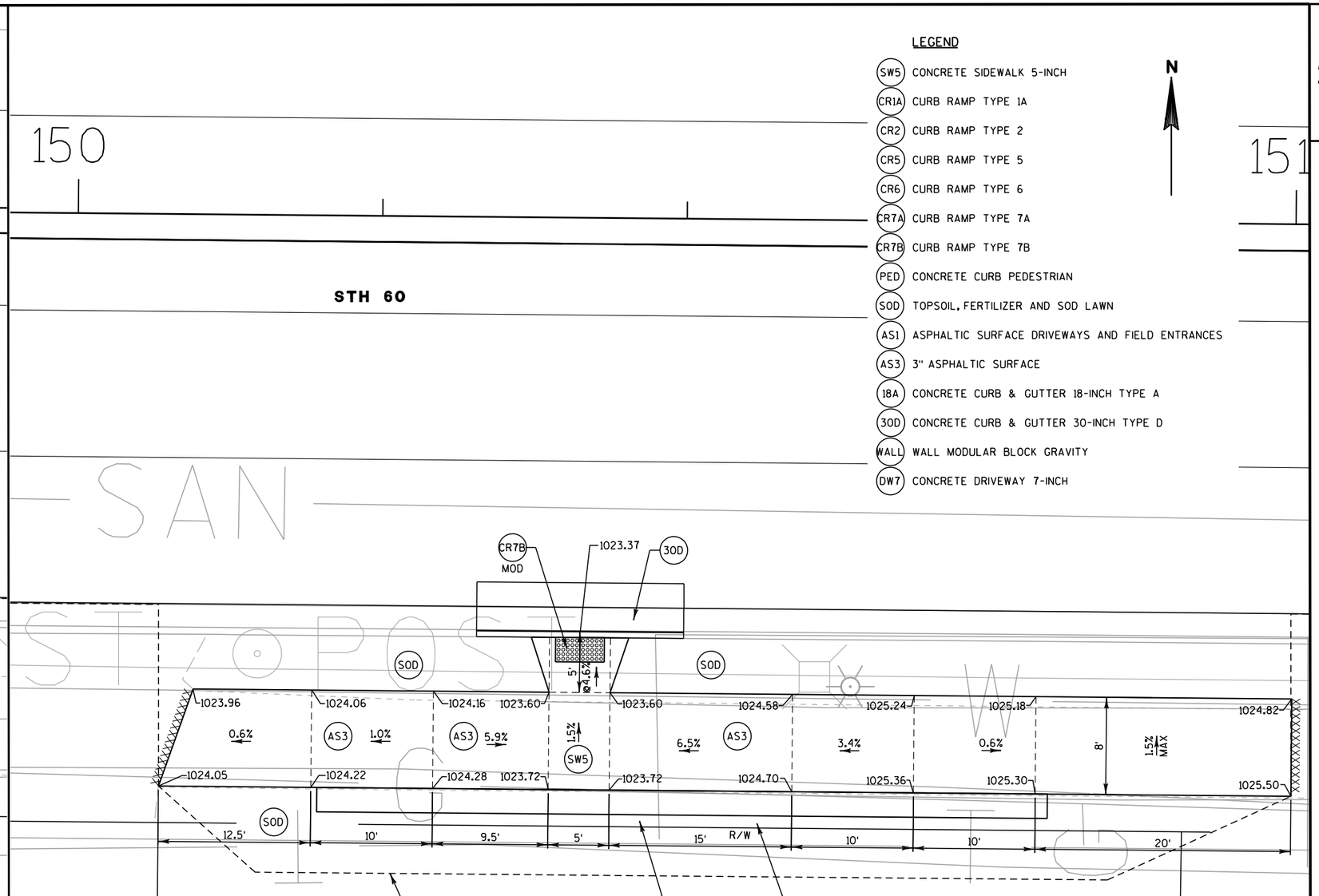
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 45	E





LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
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SOD	TOPSOIL, FERTILIZER AND SOD LAWN
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NOTES:

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 46	E

2

NOTES:

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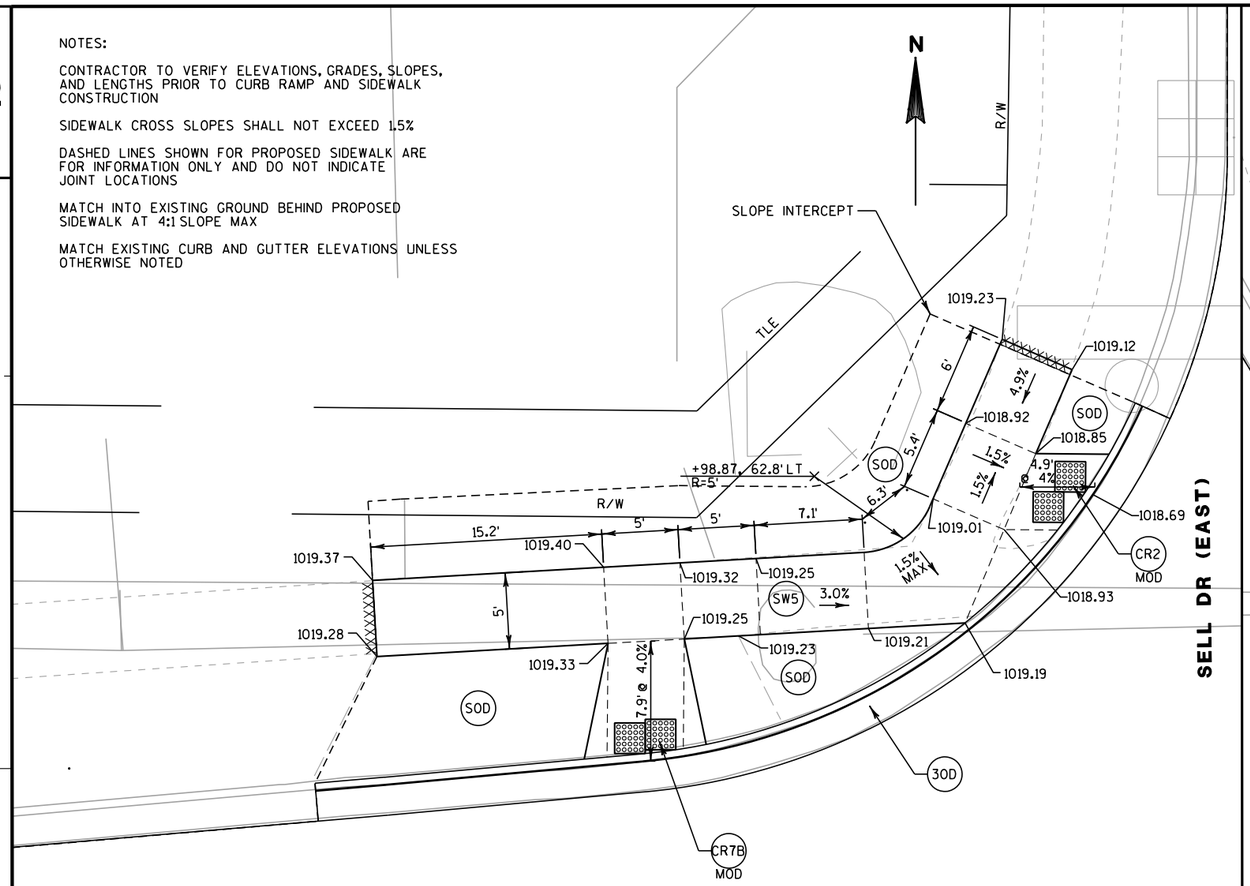
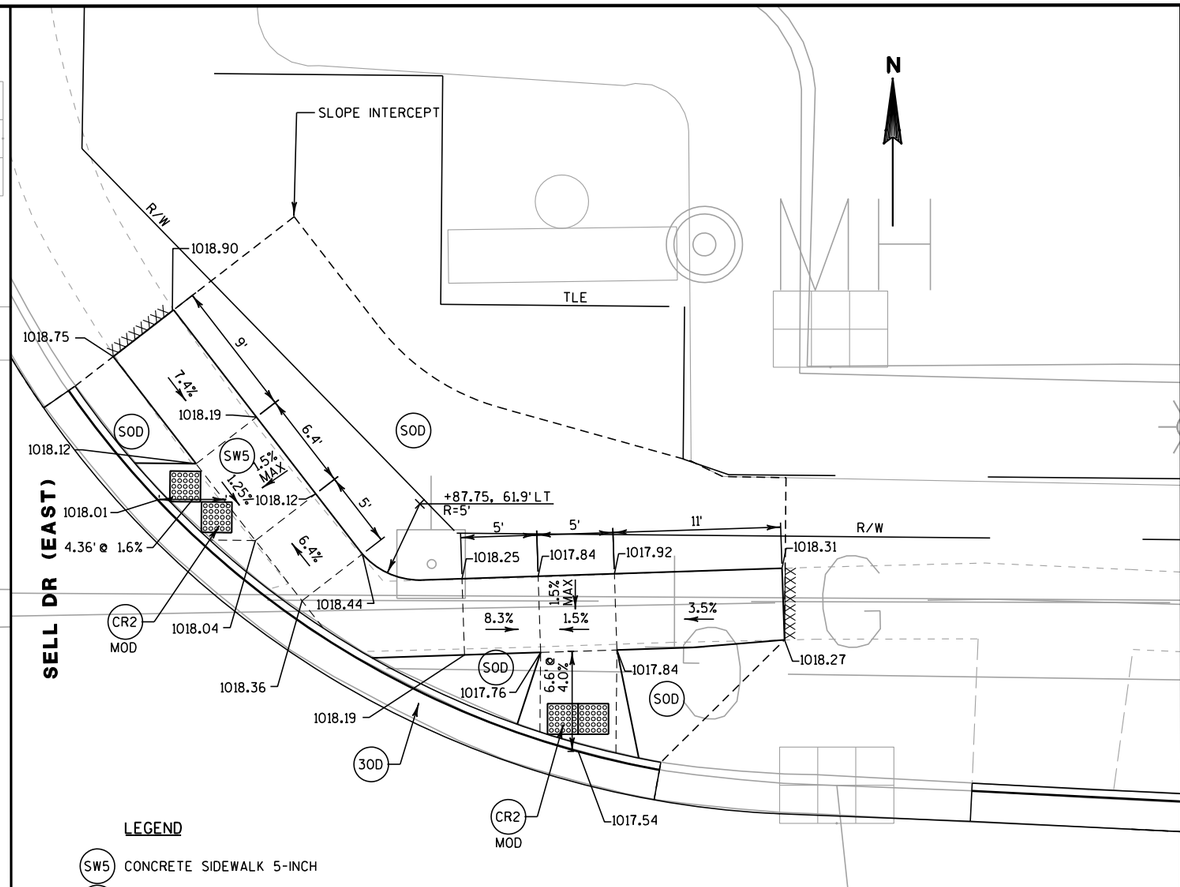
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED





PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 47	E

2

155

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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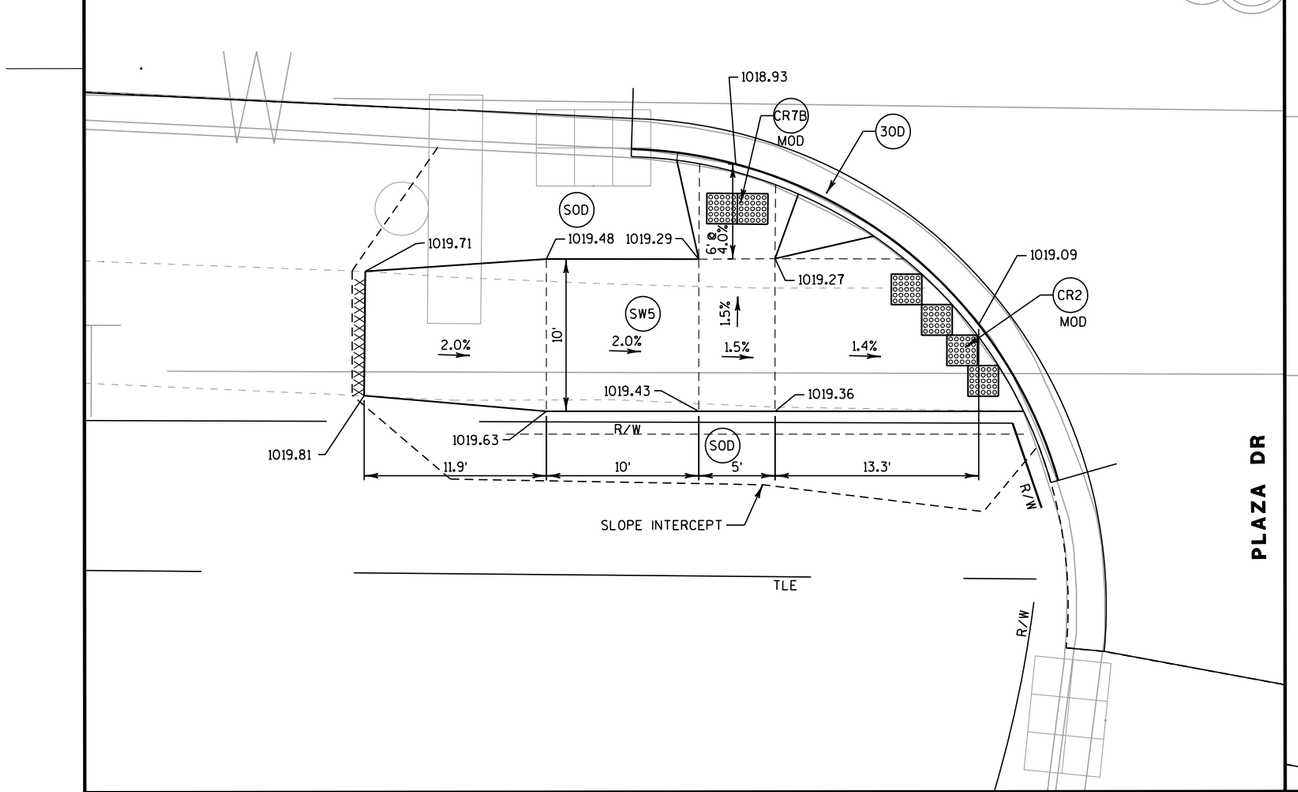
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

STH 60

N



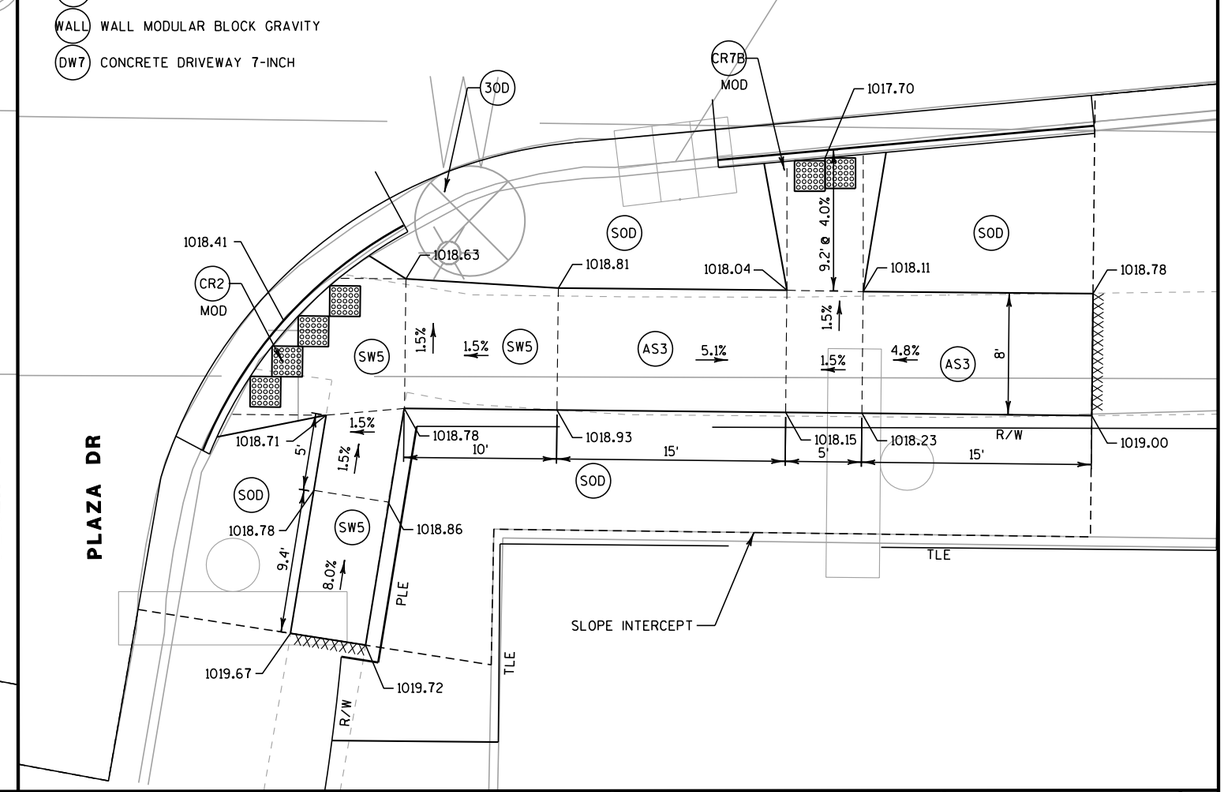
156

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

STH 60

N



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 48	E

2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

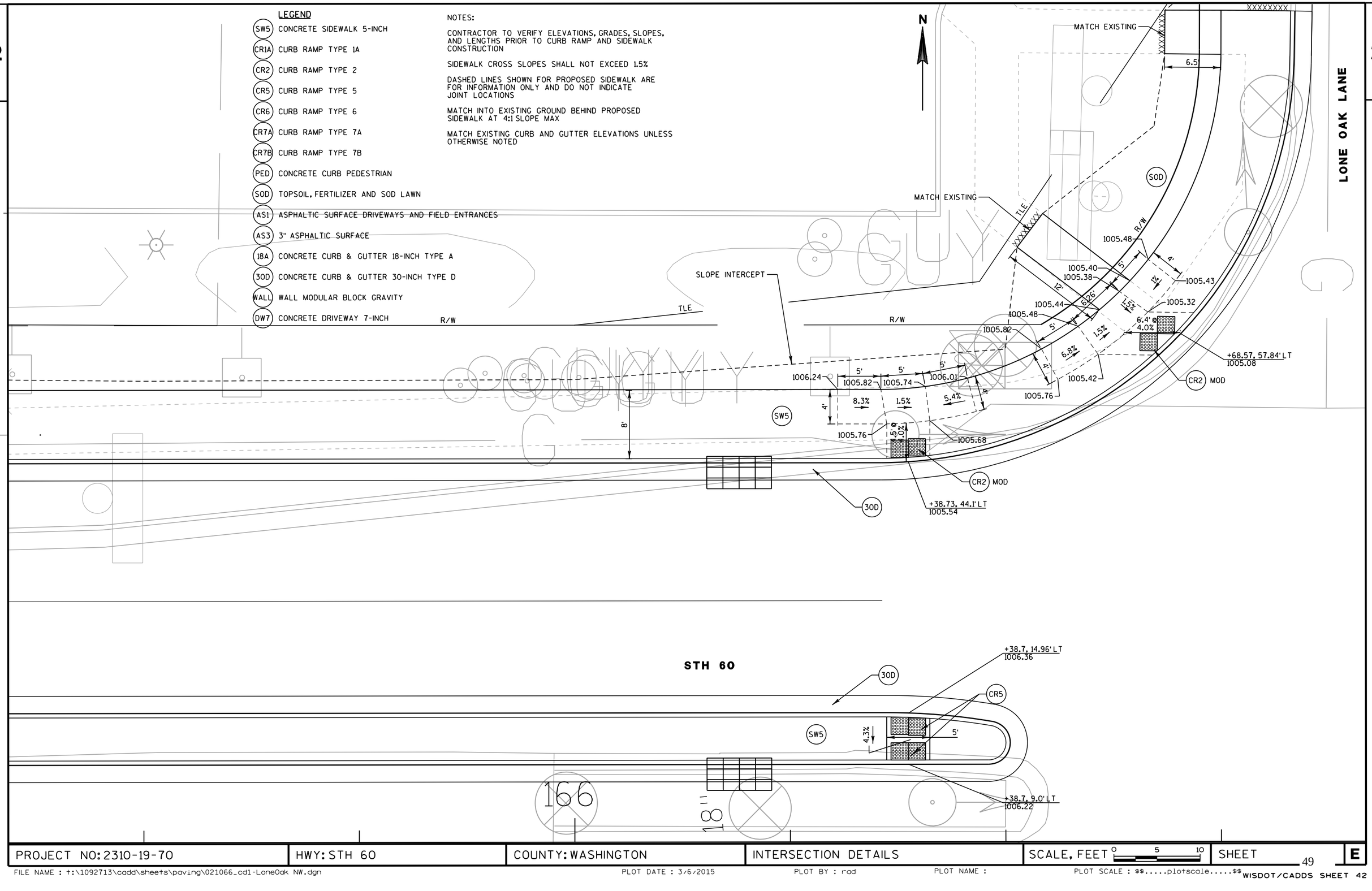
CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 49 E

2

2

LONE OAK LANE

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

N

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

TLE
R/W
SLOPE INTERCEPT
+59.30, 75.6' LT
1005.11
+70.46, 64.28' LT
+98.60, 92.0' LT
R=39.5'
1005.20
1005.12
1005.02
1004.95
1005.14
1004.73
1004.80
1005.21
1005.07
1004.66
1004.72
1005.17
1005.04
1005.12
5'
7.1'
3.5%
1.5%
7.5'
4.5'
8.2%
7.3%
8.3%
0.9%
8.0%
1.5% MAX
8'
SOD
SW5
+61.86, 57.47' LT
1004.55
8.8' @ 4.8%
+25.03, 58.05' LT
1005.12
CR5
CR2
MOD
30D
+19.03, 58.14' LT
1005.15
4.1' @ 4%
CR2
MOD
30D
+89.47, 44.34' LT
1004.65

STH 60

168

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 50	E

FILE NAME : t:\1092713\cadd\sheets\paving\021066_cd2-LoneOak NE.dgn PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STH 60

CTH K

N

+38.6, 54.98' RT
1005.76

CR2
MOD

+54.8, 64.99' RT
1006.03

1006.12

1006.20

1006.28

1006.27

1006.35

1006.38

1006.54

1007.05

1007.20

+23.78, 94.87' RT
R=27'

SLOPE INTERCEPT

1009.55

1008.81

2%

8.0'

6.9'

1.5%

0.8%

8.1'
3.7%

1.5% MAX

6.1%

10'

AS3

SW5

SOD

30D

R/W

TLE

GUY

LEGEND

- (SW5) CONCRETE SIDEWALK 5-INCH
- (CR1A) CURB RAMP TYPE 1A
- (CR2) CURB RAMP TYPE 2
- (CR5) CURB RAMP TYPE 5
- (CR6) CURB RAMP TYPE 6
- (CR7A) CURB RAMP TYPE 7A
- (CR7B) CURB RAMP TYPE 7B
- (PED) CONCRETE CURB PEDESTRIAN
- (SOD) TOPSOIL, FERTILIZER AND SOD LAWN
- (AS1) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (AS3) 3" ASPHALTIC SURFACE
- (18A) CONCRETE CURB & GUTTER 18-INCH TYPE A
- (30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (WALL) WALL MODULAR BLOCK GRAVITY
- (DW7) CONCRETE DRIVEWAY 7-INCH

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 51	E

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

+89.48, 6' RT
1005.42

168

+89.47, 11.96' RT
1005.40

+89.47, 41.0' RT
1004.99

+2.21, 59.41' RT
1006.07

+9.19, 58.85' RT
1006.11

+57.40, 59.96' RT
1005.32

STH 60

CTH K

1005.31
1005..53
1005.67
1005.24
1005.46
1005.38
1005.82
1005.34
1005.43
1005.53
1006.21
1006.36
1006.52
1006.72

R/W

TLE

SLOPE INTERCEPT

NOTES:

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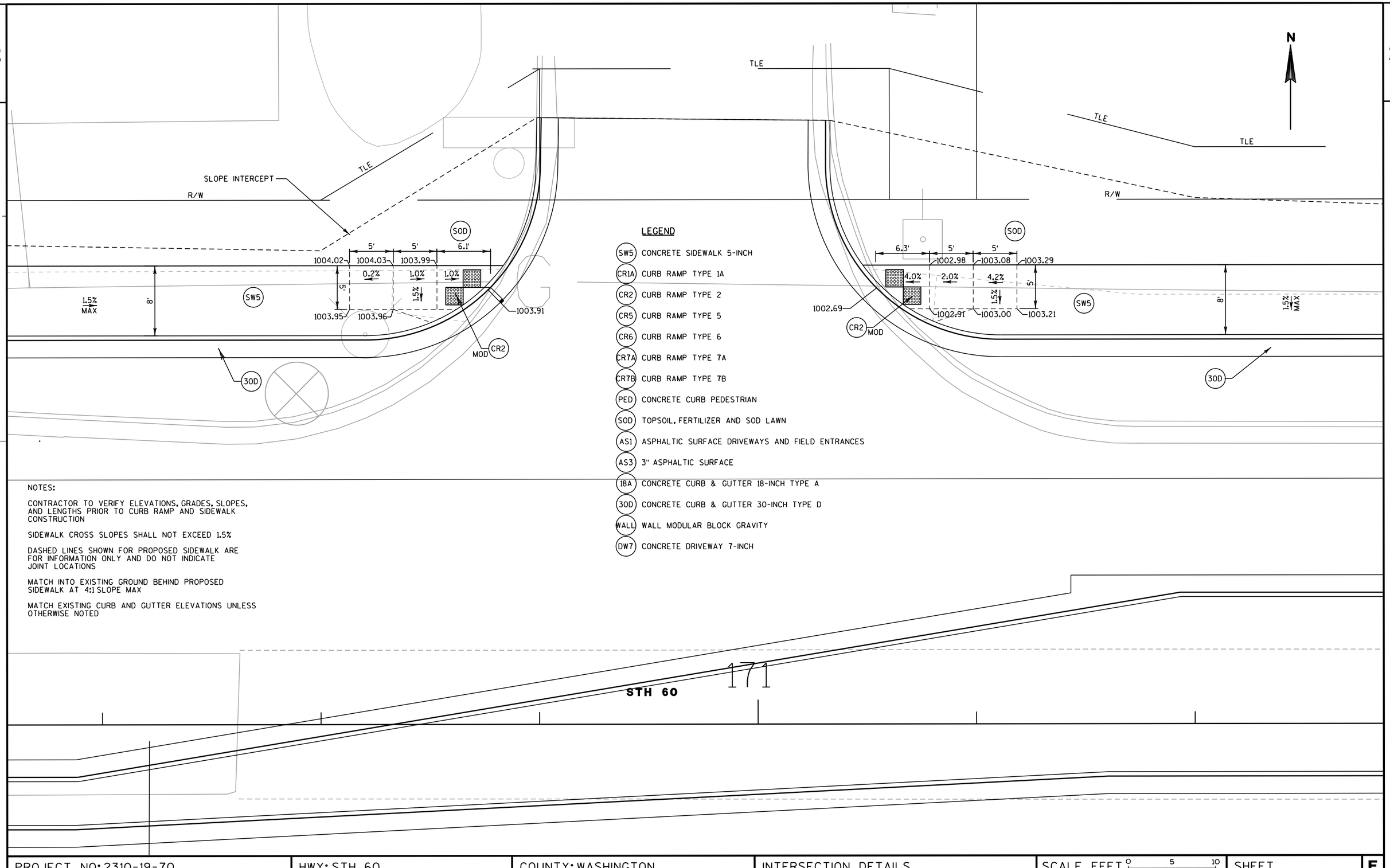
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 52	E

2



LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

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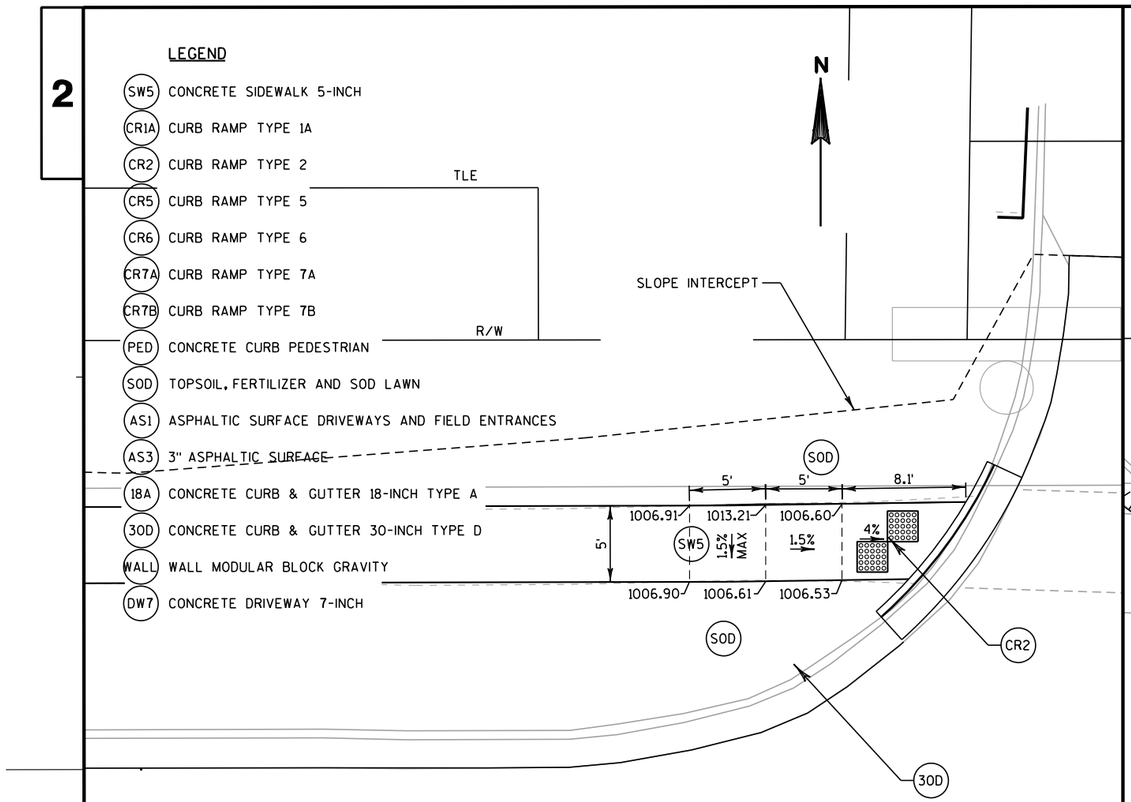
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 53	E

2

LEGEND

- (SW5) CONCRETE SIDEWALK 5-INCH
- (CR1A) CURB RAMP TYPE 1A
- (CR2) CURB RAMP TYPE 2
- (CR5) CURB RAMP TYPE 5
- (CR6) CURB RAMP TYPE 6
- (CR7A) CURB RAMP TYPE 7A
- (CR7B) CURB RAMP TYPE 7B
- (PED) CONCRETE CURB PEDESTRIAN
- (SOD) TOPSOIL, FERTILIZER AND SOD LAWN
- (AS1) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (AS3) 3" ASPHALTIC SURFACE
- (18A) CONCRETE CURB & GUTTER 18-INCH TYPE A
- (30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (WALL) WALL MODULAR BLOCK GRAVITY
- (DW7) CONCRETE DRIVEWAY 7-INCH



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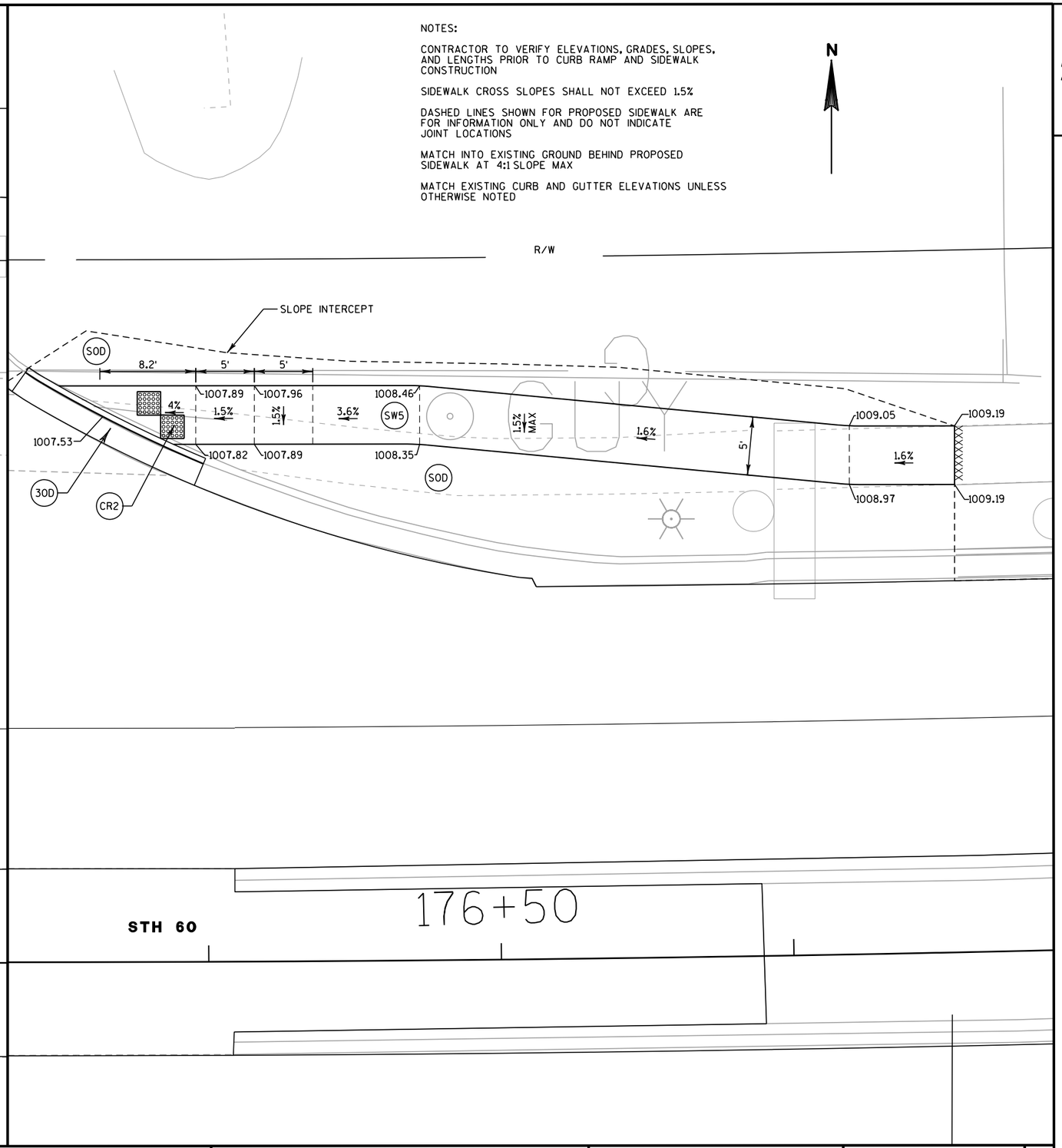
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

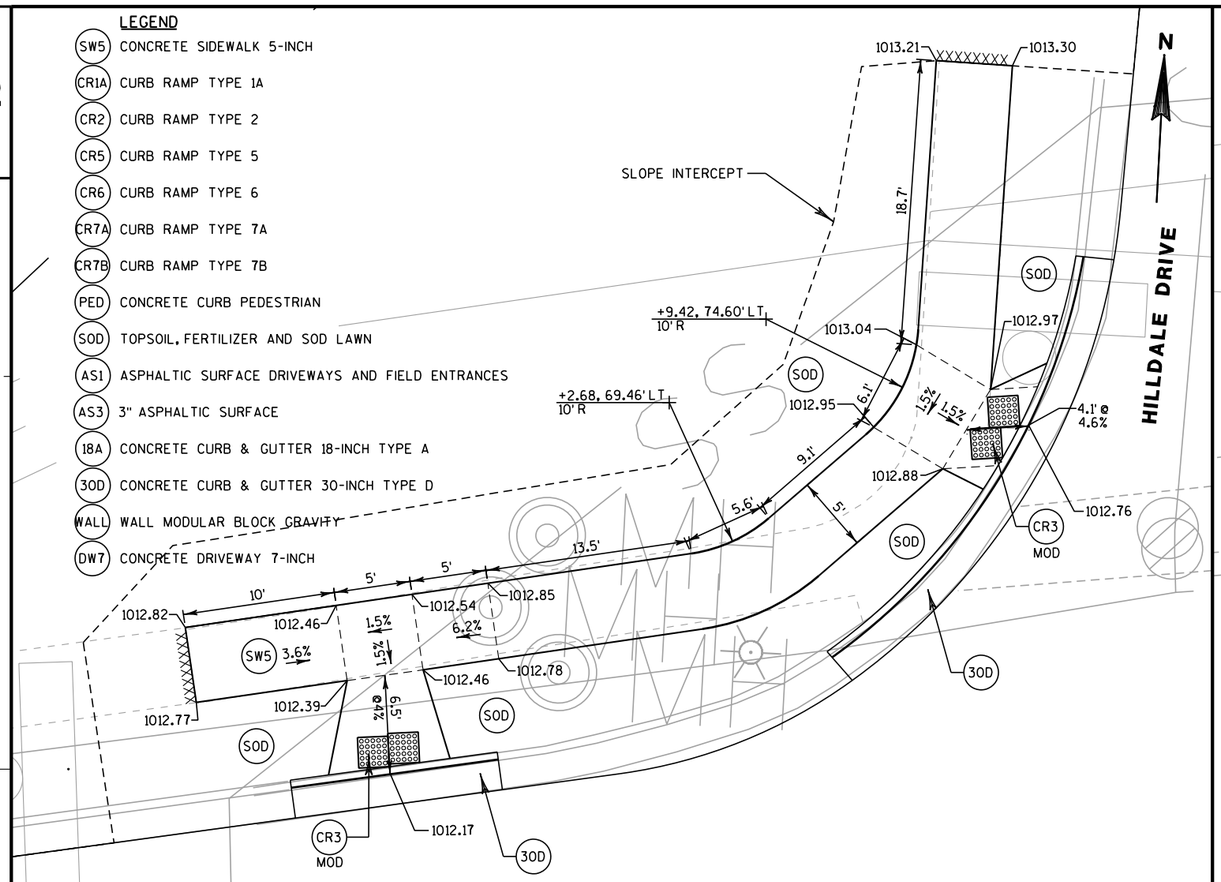


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 54	E

2

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH



NOTES:

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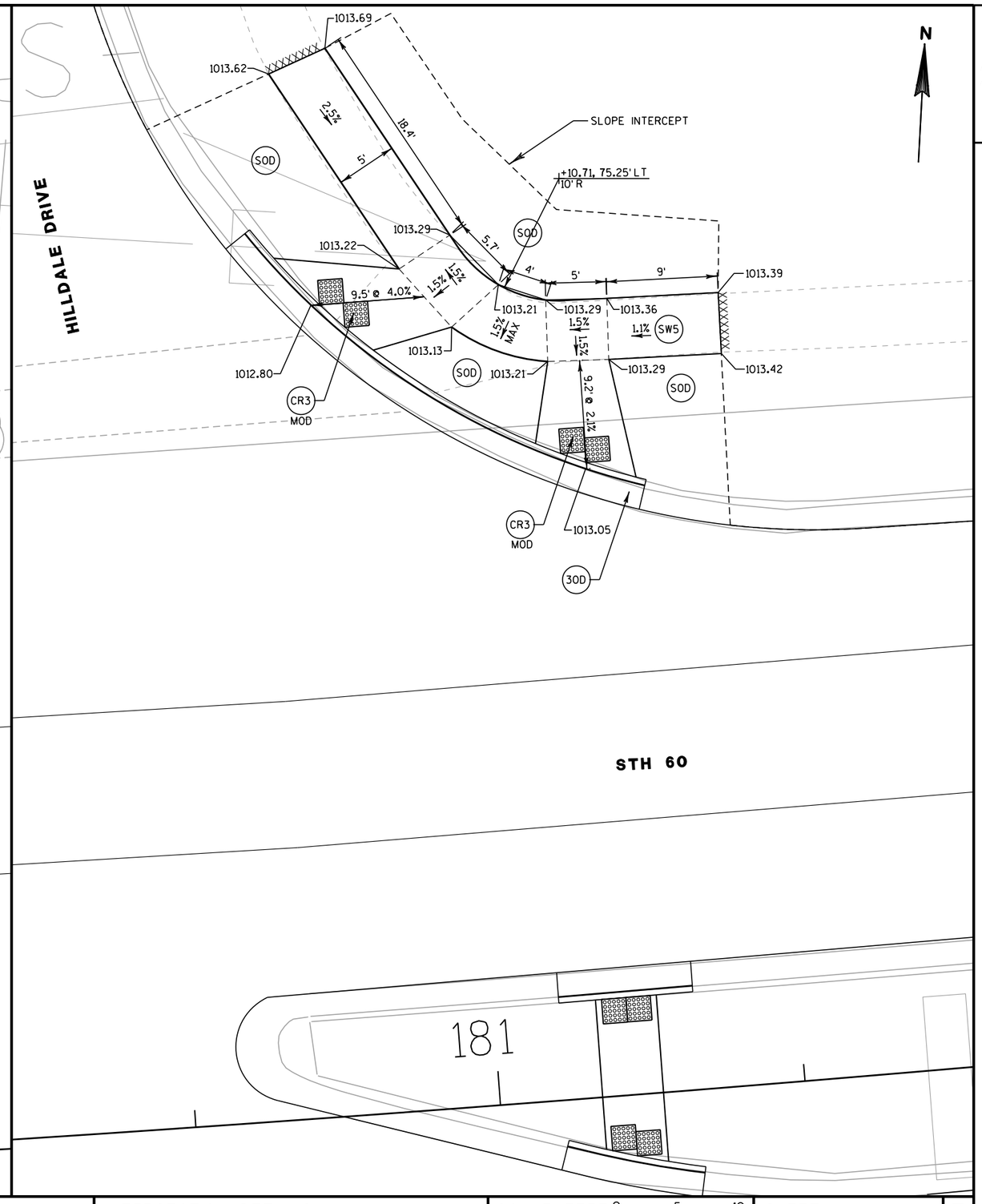
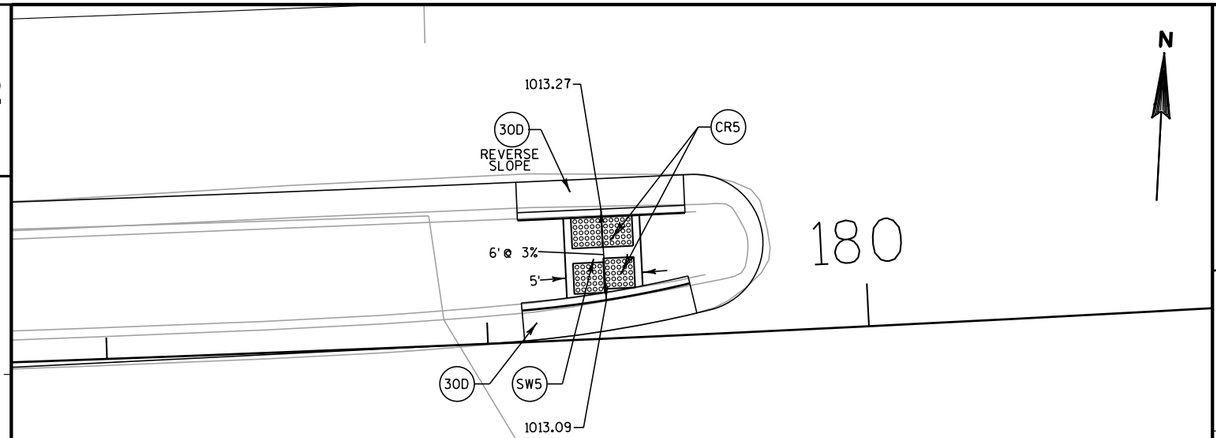
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 55 E



STH 60

NOTES:

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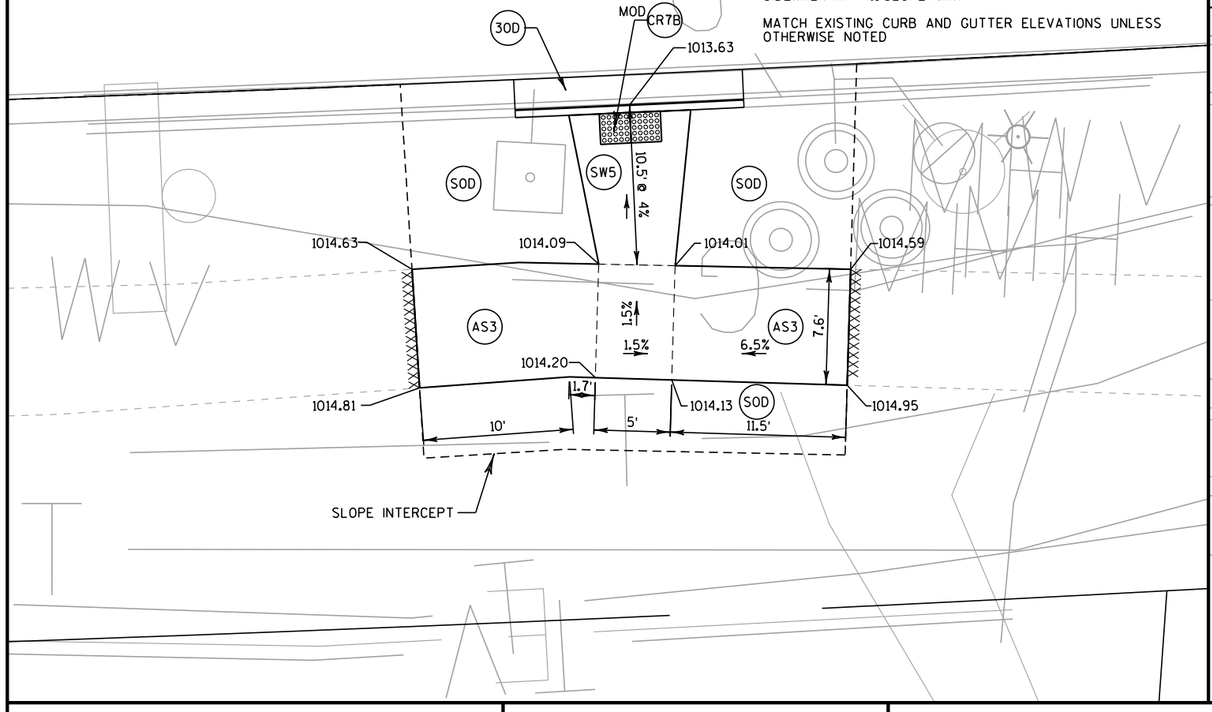
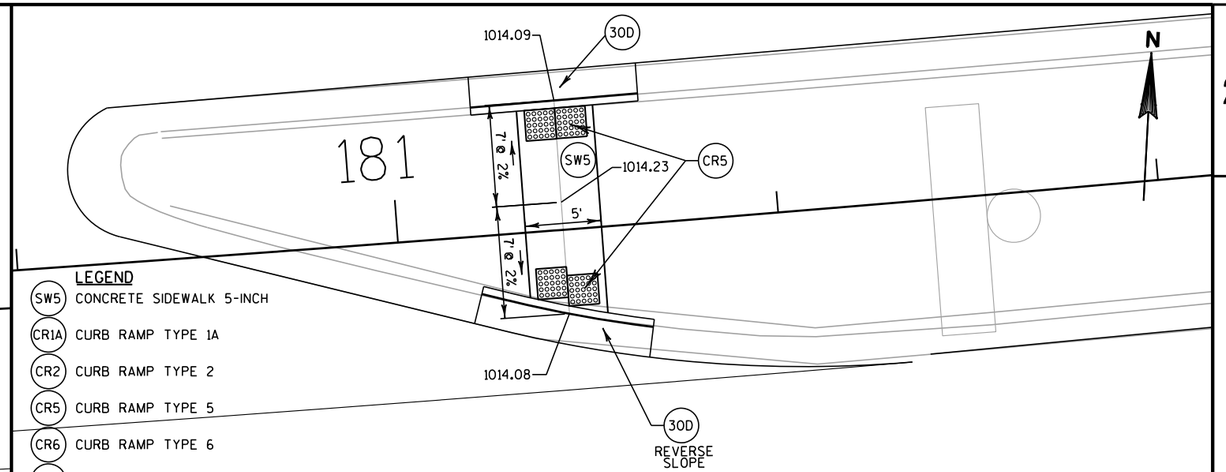
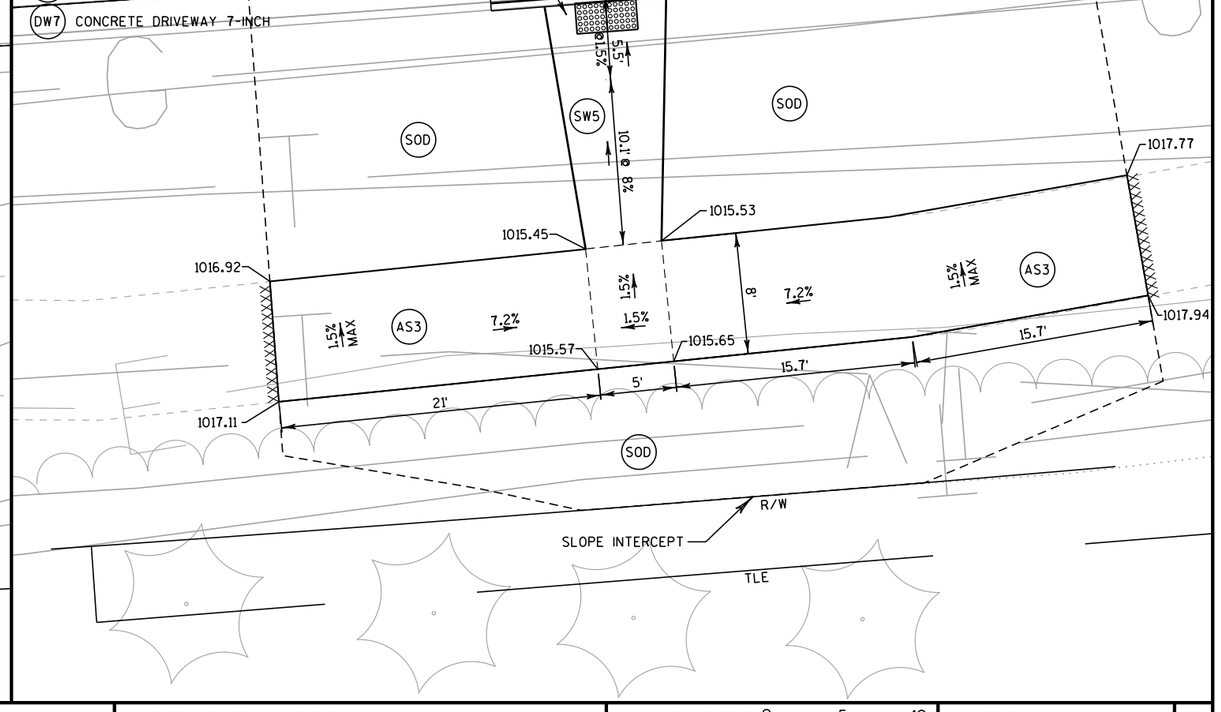




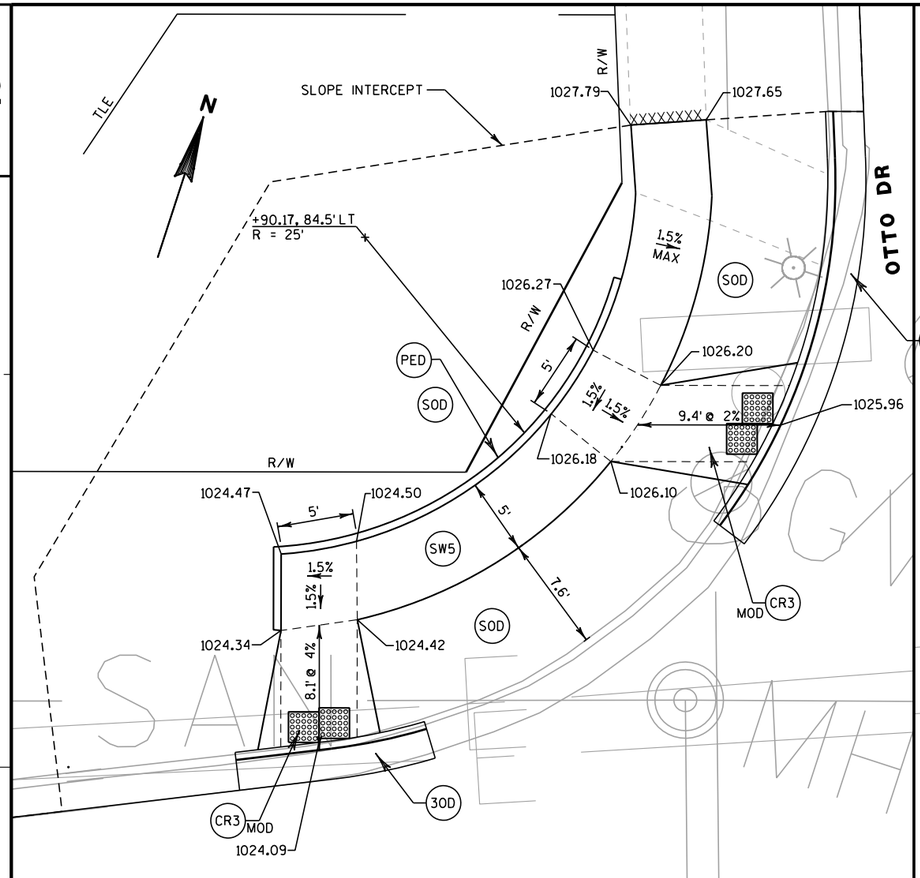
STH 60

LEGEND

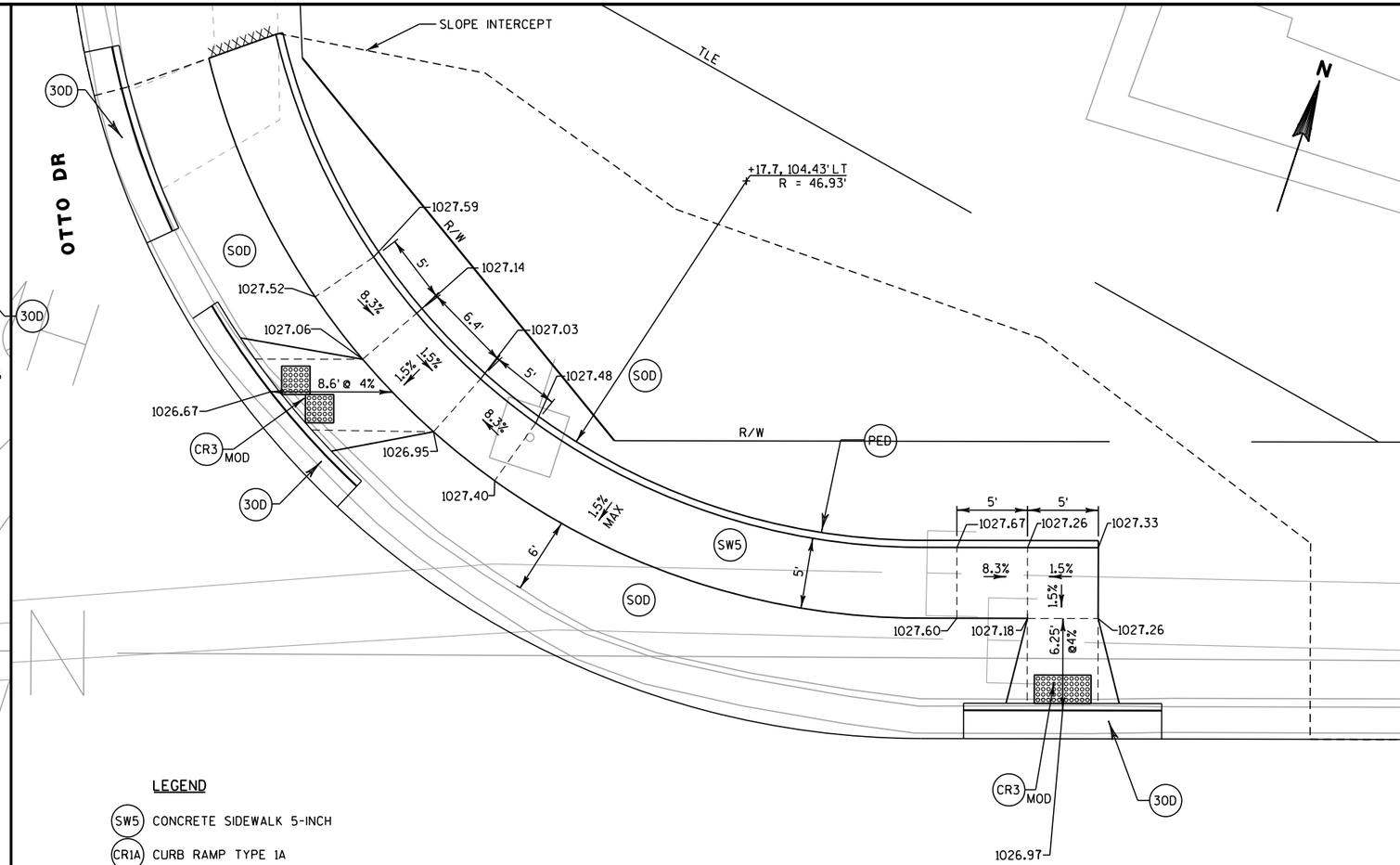
SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 56	E



STH 60



STH 60

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

SIDEWALK CROSS SLOPES SHALL NOT EXCEED 1.5%

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MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

SAMPLE SIGN
24" SIGN

208

209

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 57	E

208

STH 60

209

STH 60

N

NOTES:

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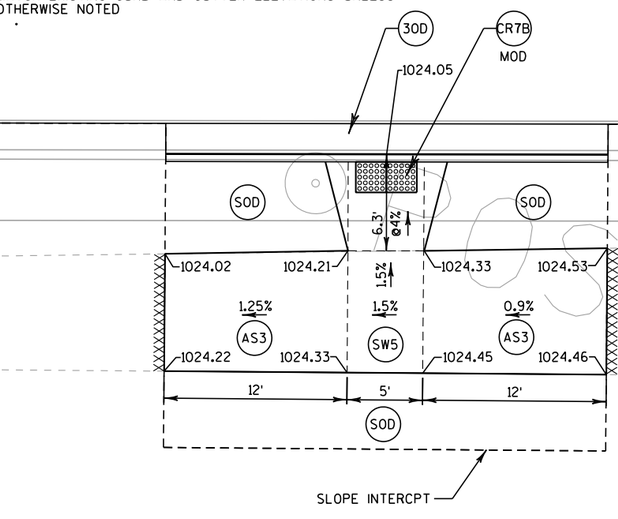
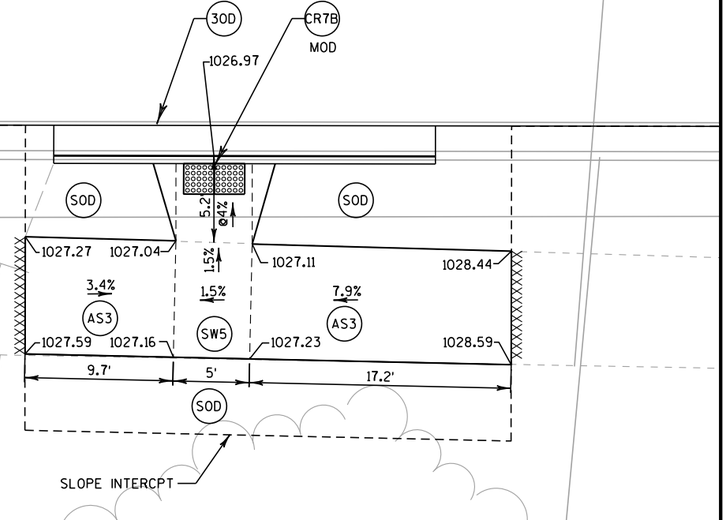
MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED





LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH

POSTED SAMPLE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 58	E

NOTES:

CONTRACTOR TO VERIFY ELEVATIONS, GRADES, SLOPES, AND LENGTHS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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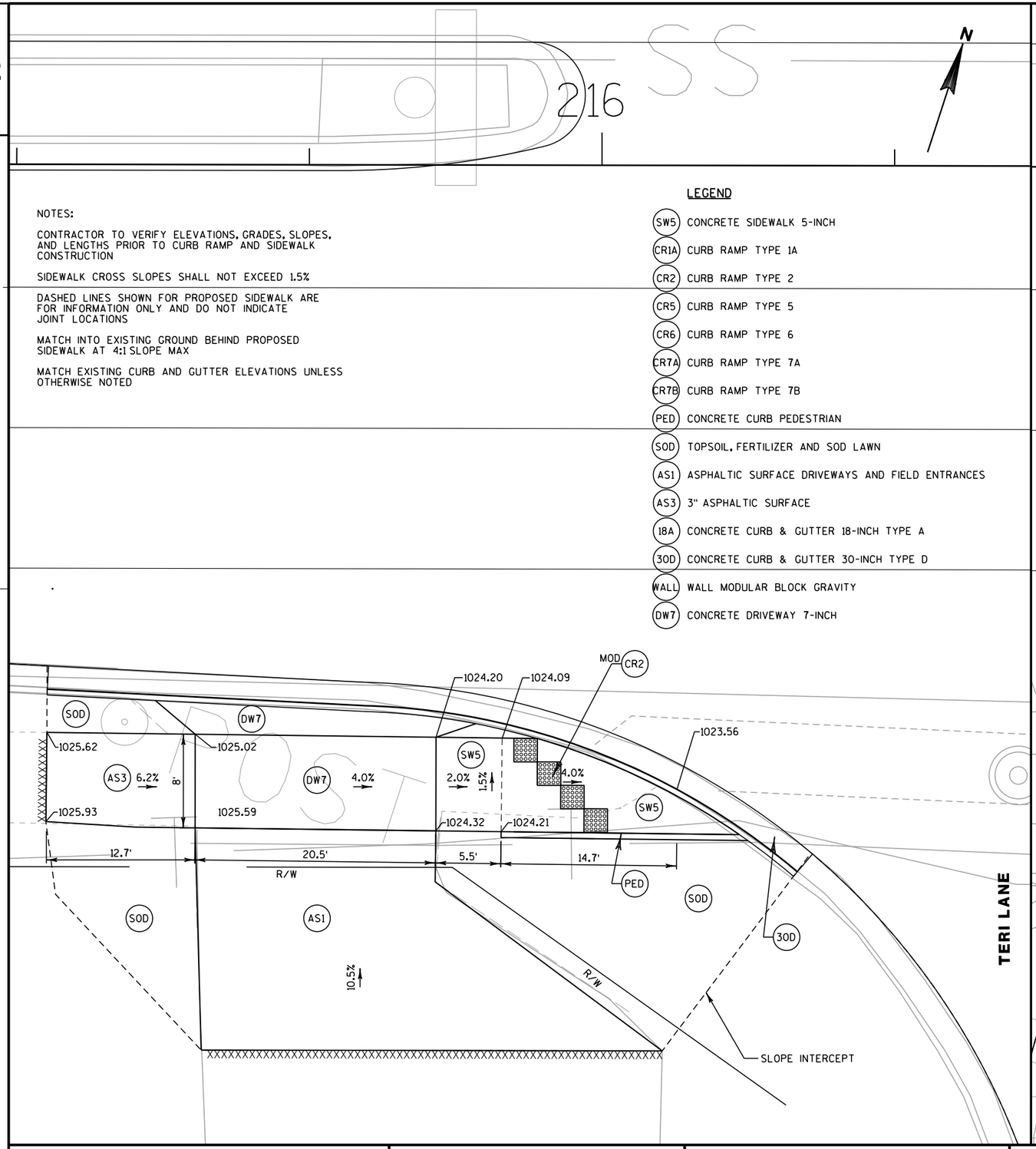
MATCH INTO EXISTING GROUND BEHIND PROPOSED SIDEWALK AT 4:1 SLOPE MAX

MATCH EXISTING CURB AND GUTTER ELEVATIONS UNLESS OTHERWISE NOTED

LEGEND

SW5	CONCRETE SIDEWALK 5-INCH
CR1A	CURB RAMP TYPE 1A
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CR6	CURB RAMP TYPE 6
CR7A	CURB RAMP TYPE 7A
CR7B	CURB RAMP TYPE 7B
PED	CONCRETE CURB PEDESTRIAN
SOD	TOPSOIL, FERTILIZER AND SOD LAWN
AS1	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS3	3" ASPHALTIC SURFACE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WALL	WALL MODULAR BLOCK GRAVITY
DW7	CONCRETE DRIVEWAY 7-INCH



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	INTERSECTION DETAILS	SCALE, FEET 0 5 10	SHEET 59	E

NOTES: SEE INTERSECTION DETAILS FOR CURB RAMP LAYOUT.
SEE CONSTRUCTION DETAILS FOR RETAINING WALL LAYOUT.

GRAND AVENUE

ROTARY PARK

RUBICON RIVER

N

STH 60

988.03
+06.2
83.0' LT
END CONC
CURB & GUTTER

WALL MODULAR
BLOCK GRAVITY

TLE

R/W

987.74
987.63
+45.57
91.0' LT, 45' R
CONCRETE SIDEWALK 5-INCH

987.45
+54.7
54.5' LT
987.41
+63.8
52.5' LT
986.93
+09.7
65.7' LT
985.92
+13.9
68.5' LT

988.90

PLUG

+12.9
32.6' LT

987.69

+45.6 PC
45.0' LT

+83.1 PT
45.0' LT

986.20

985.02

+57.5
45.0' LT

984.11

983.33

984.72
+57.6
52.5' LT
983.83
983.05
982.81
+71.5
48.7' LT
982.44
982.46
982.59
982.70
982.79
+71.0
41.2' LT
982.83
982.86

CONCRETE CURB & GUTTER
18-INCH TYPE A

CONCRETE PAVEMENT
10-INCH (DOWELED)

REMOVE PAVEMENT

REMOVE
CURB & GUTTER

STH 60 R/L

+89.9
35.1' LT
982.84
+21.1
34.9' LT
+21.1
24.0' LT
BEGIN CONC
CURB & GUTTER

+21.1
23.0' LT
983.05

112+38.32
PC

CONCRETE STEPS

113+83.14
PCC

WALL MODULAR
BLOCK GRAVITY

112
113
114
115
116
117
118

SCALE, FEET 0 20 40

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVING DETAILS - STH 60 AT GRAND AVENUE	SHEET 60	E

NOTES: SEE INTERSECTION DETAILS FOR CURB RAMP LAYOUT

N

N WILSON AVENUE

S WILSON AVENUE

STH 60

STH 60 R/L

REVERSE SLOPE CONCRETE CURB & GUTTER 18-INCH TYPE A

CONCRETE PAVEMENT 10-INCH (DOWELED)

REVERSE SLOPE CONCRETE CURB & GUTTER 18-INCH TYPE A

+18.5 0.0' LT
1004.78
1005.45
1004.98
1004.72
+18.5 10.0' & 16.0' RT END CONC CURB & GUTTER
1005.22
1006.26
1006.46
1006.10
10'
16'
1007.52
1008.47
1008.67
1008.25
CONCRETE CURB & GUTTER 18-INCH TYPE A
CONCRETE SIDEWALK 5-INCH
+29.7 10.0' RT
1010.43
1009.81
1010.59
1010.08
1011.76
REMOVE PAVEMENT
CONCRETE MEDIAN SLOPED NOSE TYPE 1
Pl 141+08.63
+57.1 0' RT BEGIN CONC CURB & GUTTER
1012.02
1012.11
1013.30
1013.02
+57.1 16.0' RT BEGIN CONC CURB & GUTTER
1013.44
1013.17
REVERSE SLOPE CONCRETE CURB & GUTTER 18-INCH TYPE A

136 137 138 139 140 141 142

SCALE, FEET 0 20 40

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVING DETAILS - STH 60 AT WILSON AVENUE	SHEET 61 E

FILE NAME : t:\1092713\cadd\sheets\paving\021102_id.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

CONCRETE DRIVEWAY 7-INCH

CONCRETE SIDEWALK 5-INCH

CONCRETE DRIVEWAY 7-INCH

SLOPE INTERCEPT

CONCRETE CURB & GUTTER 30-INCH TYPE D

REMOVE CURB & GUTTER AND WIDEN PAVEMENT

TLE

R/W

+48.2
32.0' LT
END CONC
CURB & GUTTER

30.4' CE

STH 60

+62.2
49.0' LT

35' CE

+54.7
42.0' LT

+62.3
44.0' LT

+93.1
32.1' LT

+55.3
17.0' LT

+55.3
7.0' LT

+12.3
10.0' LT

CONCRETE CURB & GUTTER
30-INCH TYPE D

STA 166+00

160 161 162 163 164 165 166

STH 60 R/L

CONCRETE MEDIAN
SLOPED NOSE TYPE 1

+04.2
32.0' RT
END CONC
CURB & GUTTER

+33.0
32.0' RT

+74.6
32.0' RT

+78.7
39.0' RT

+12.3
14.0' RT

+41.1
14.0' RT

+29.2
39.0' RT

+52.4
39.0' RT

+56.2
50.0' RT

+69.0
54.5' RT

+29.2
46.5' RT

+28.5
56.5' RT

+32.4
65.5' RT

CONCRETE CURB & GUTTER
30-INCH TYPE D

SLOPE INTERCEPT

CONCRETE DRIVEWAY 7-INCH

REMOVE CURB & GUTTER
AND WIDEN PAVEMENT

3" ASPHALTIC SURFACE

MATCHLINE

LEGEND

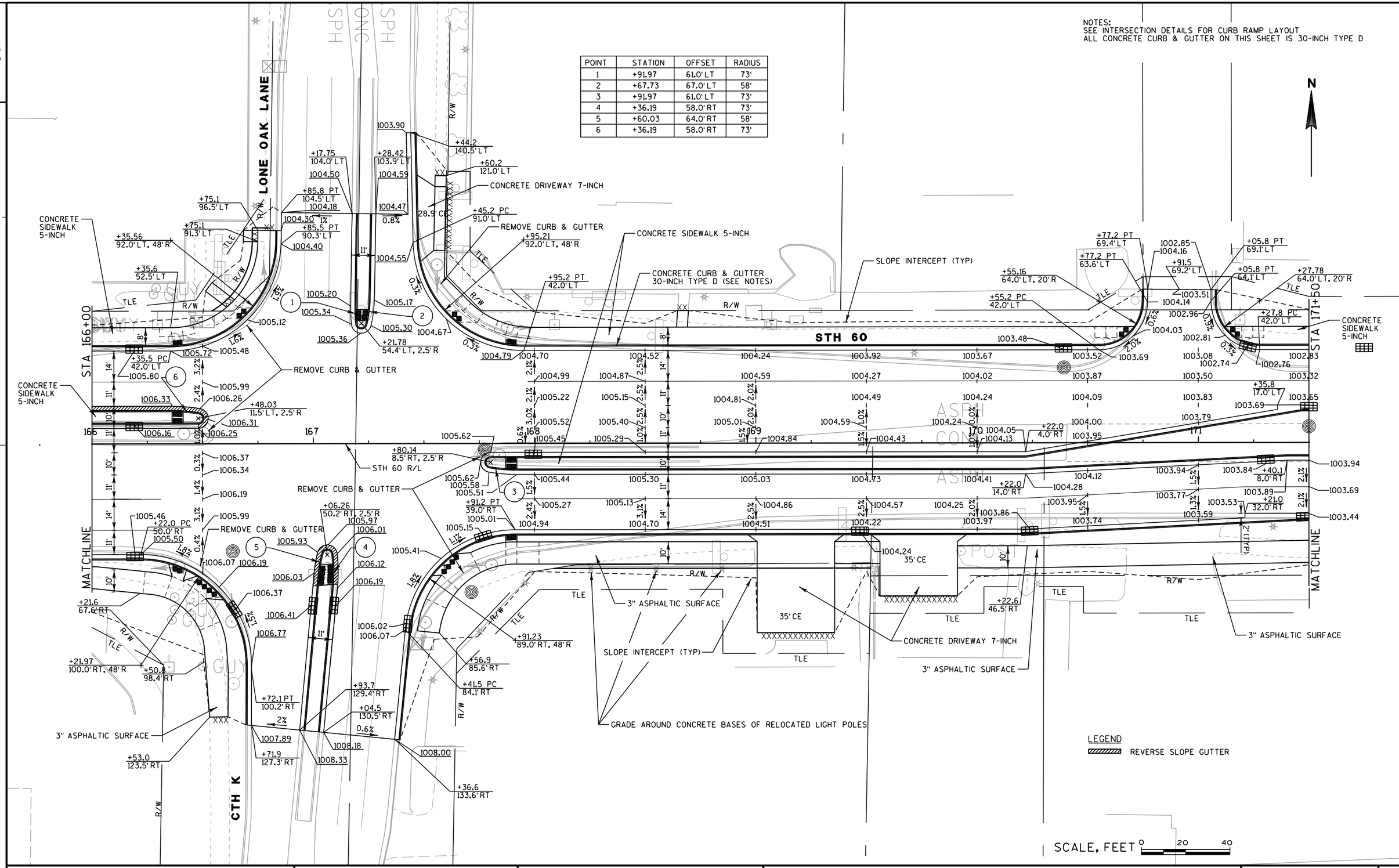
REVERSE SLOPE GUTTER

SCALE, FEET 0 20 40

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVING DETAILS - STH 60 AT CTH K	SHEET 62	E

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP LAYOUT
ALL CONCRETE CURB & GUTTER ON THIS SHEET IS 30-INCH TYPE D

POINT	STATION	OFFSET	RADIUS
1	+91.97	61.0'LT	73'
2	+67.73	67.0'LT	58'
3	+91.97	61.0'LT	73'
4	+36.19	58.0'RT	73'
5	+60.03	64.0'RT	58'
6	+36.19	58.0'RT	73'



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVING DETAILS - STH 60 AT CTH K	SHEET 63 E

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP LAYOUT
ALL CONCRETE CURB & GUTTER ON THIS SHEET IS 30-INCH TYPE D

N

STA 171+50

REMOVE CURB & GUTTER
TLE
CONCRETE SIDEWALK 5-INCH
R/W
STH 60
CONCRETE DRIVEWAY 7-INCH
SLOPE INTERCEPT
TLE
R/W
CONCRETE SIDEWALK 5-INCH
R/W

+40.8 52.5' LT
+41.1 47.5' LT
+14.7 43.9' LT
+42.5 49.1' LT
+81.5 45.1' LT
+99.6 42.0' LT
+42.2 44.1' LT
+81.5 40.1' LT
+64.9 31.9' LT
+05.8 31.9' LT
+80.0 17.0' LT
+80.0 8.0' RT
+60.5 32.0' RT
+61.0 44.0' RT
+50.0 32.0' RT

1002.68
1002.80
1003.16
1003.37
1003.56
1003.77
1003.90
1004.53
1004.60
1004.75
1005.07
1005.10
1005.03
1003.60
1003.95
1003.44
1003.46
1003.59
1003.70

8"
14'
3.6%
2%
5%
2' (TYP)
5"
5"
12'
12'
11'
25'
12'
12'
10'

PC 176+13.74

172 173 174 175 176 177

STH 60 R/L

MATCHLINE

POST
GUY
GUY
TLE
TLE
R/W

SLOPE INTERCEPT
CONCRETE CURB & GUTTER
30-INCH TYPE D (SEE NOTES)
3" ASPHALTIC SURFACE
CONCRETE DRIVEWAY 7-INCH

LEGEND
REVERSE SLOPE GUTTER

SCALE, FEET 0 20 40

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVING DETAILS - STH 60 AT CTH K	SHEET 64	E

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)
MILL ST
SOUTH ST
STH 60
SUMNER STREET
R/W
STH 60 R/L
CAUTION
SLOPE INTERCEPT
49.51'
66'
77'
102
104
106
108
110
STA 111+00
MATCHLINE

NOTE:
PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED, THEN PLACE RESPECTIVE INLET PROTECTION.

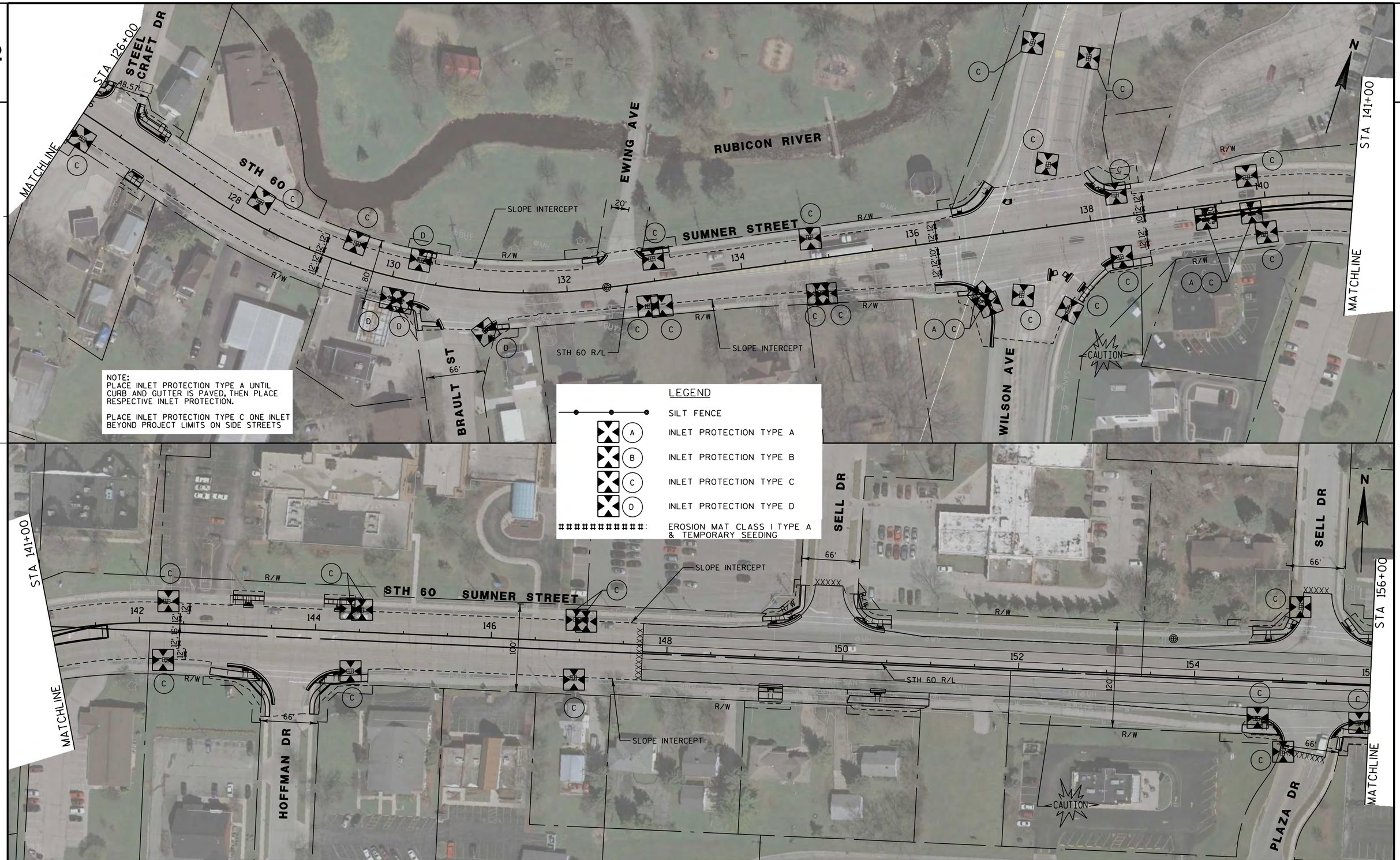
PLACE INLET PROTECTION TYPE C ONE INLET BEYOND PROJECT LIMITS ON SIDE STREETS

LEGEND

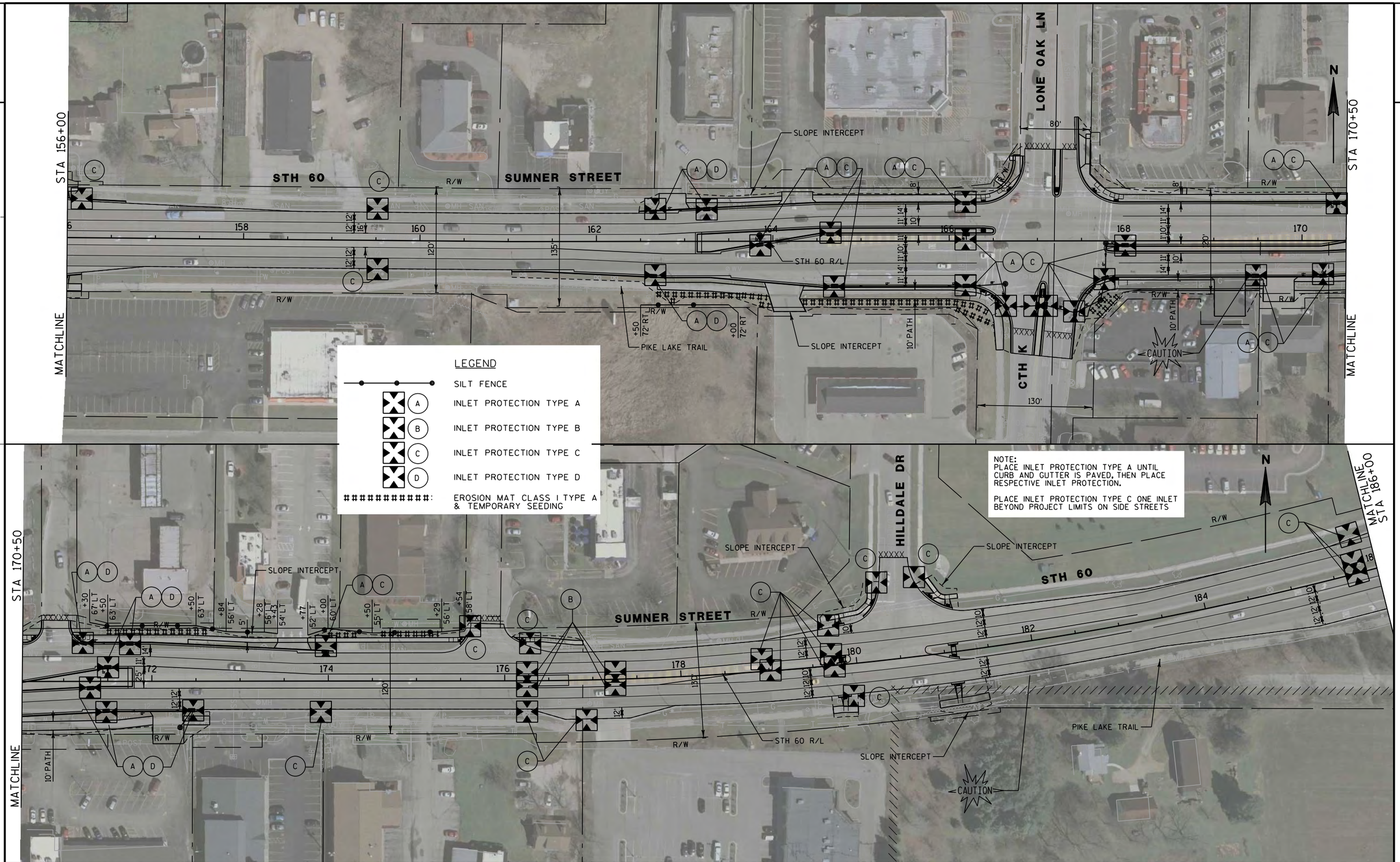
- SILT FENCE
- A — INLET PROTECTION TYPE A
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- D — INLET PROTECTION TYPE D
- ########## : EROSION MAT CLASS I TYPE A & TEMPORARY SEEDING

RUBICON RIVER
ROTARY PARK
4TH ST
GRAND AVE
STEEL CRAFT DR
78.06'
49.09'
+11 75' LT
+49 75' LT
+23 36' LT
+00 36' LT
STA 126+00
112
114
116
118
120
122
124
75'

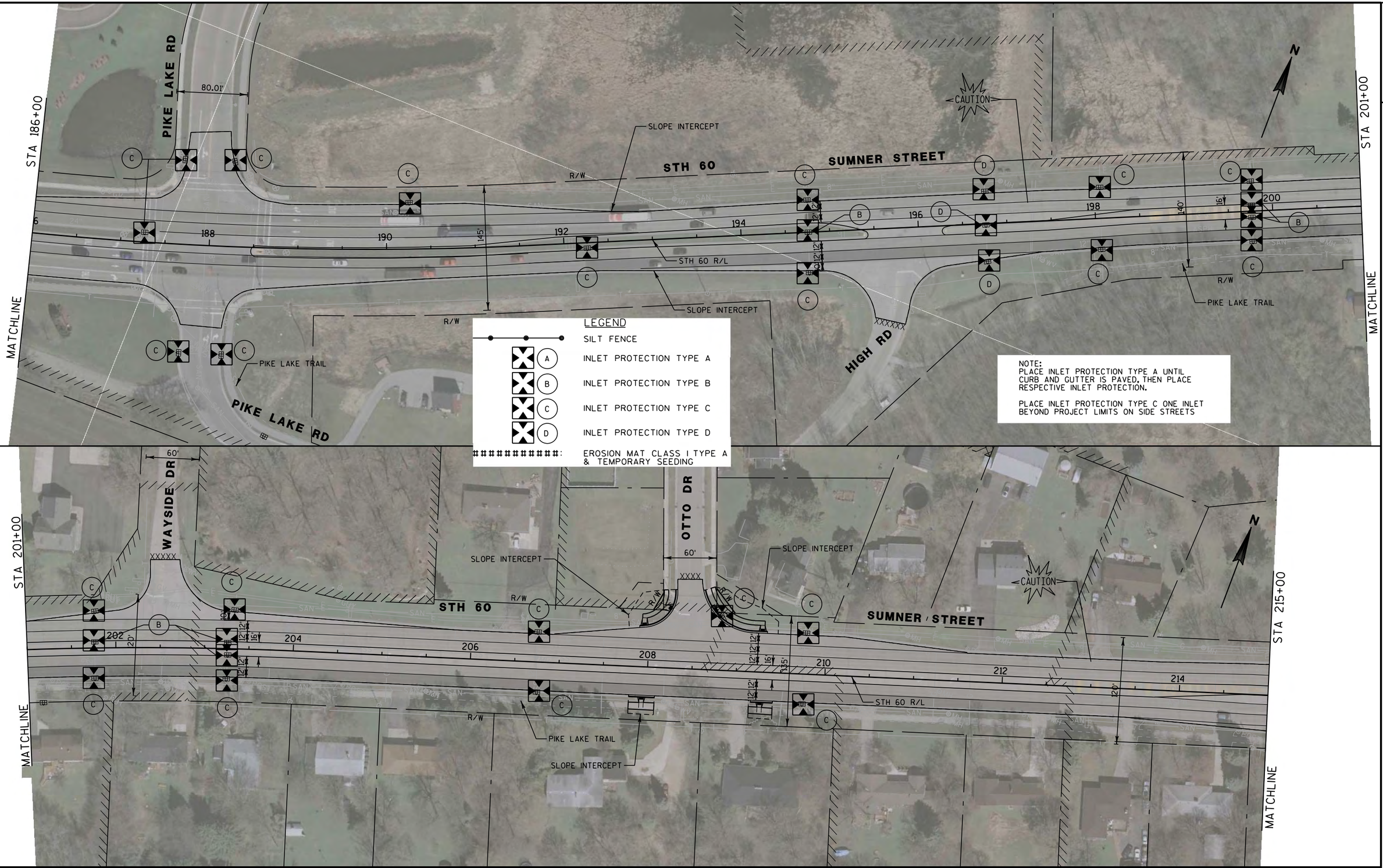
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 65 E



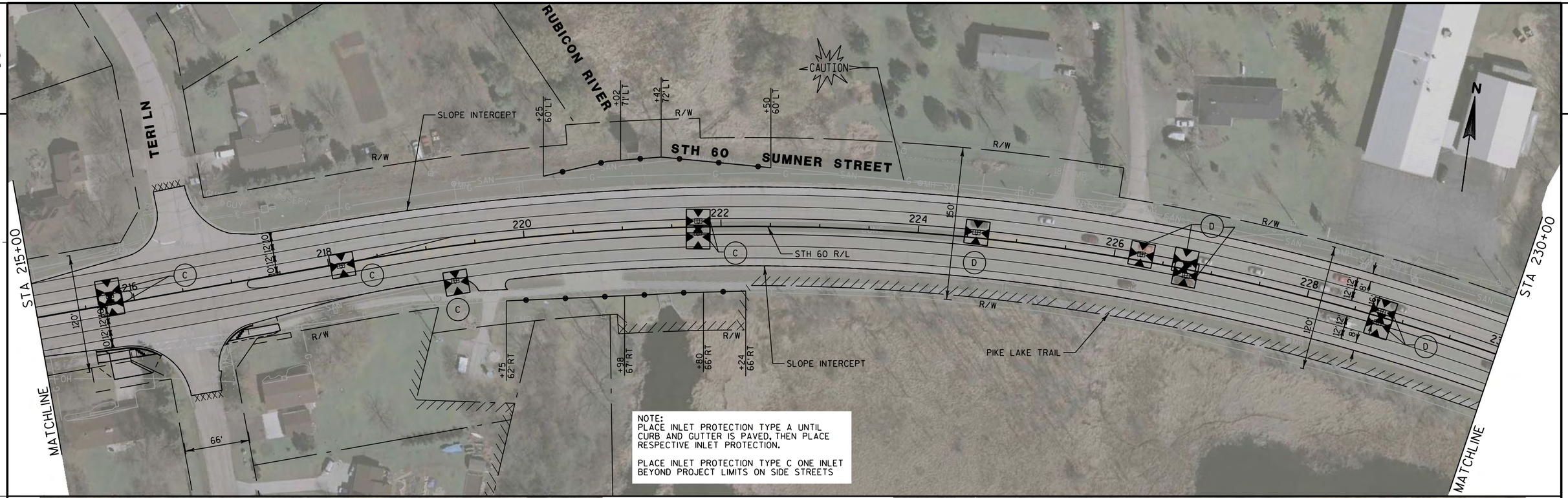
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 66 E



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 67	E


STA 186+00
PIKE LAKE RD
80.01'
SLOPE INTERCEPT
STH 60
SUMNER STREET
R/W
CAUTION
N
STA 201+00
MATCHLINE
188
190
192
194
196
198
200
145'
140'
16'
STH 60 R/L
SLOPE INTERCEPT
PIKE LAKE TRAIL
HIGH RD
LEGEND
SILT FENCE
A INLET PROTECTION TYPE A
B INLET PROTECTION TYPE B
C INLET PROTECTION TYPE C
D INLET PROTECTION TYPE D
EROSION MAT CLASS I TYPE A & TEMPORARY SEEDING
NOTE:
PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED, THEN PLACE RESPECTIVE INLET PROTECTION.
PLACE INLET PROTECTION TYPE C ONE INLET BEYOND PROJECT LIMITS ON SIDE STREETS
WAYSIDE DR
60'
OTTO DR
STA 215+00
202
204
206
208
210
212
214
20'
120'
35'

2



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	EROSION CONTROL	SHEET	E

FILE NAME : t:\1092713\cadd\sheets\erosion control\022005_ec.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

SILT FENCE

A INLET PROTECTION TYPE A

B INLET PROTECTION TYPE B

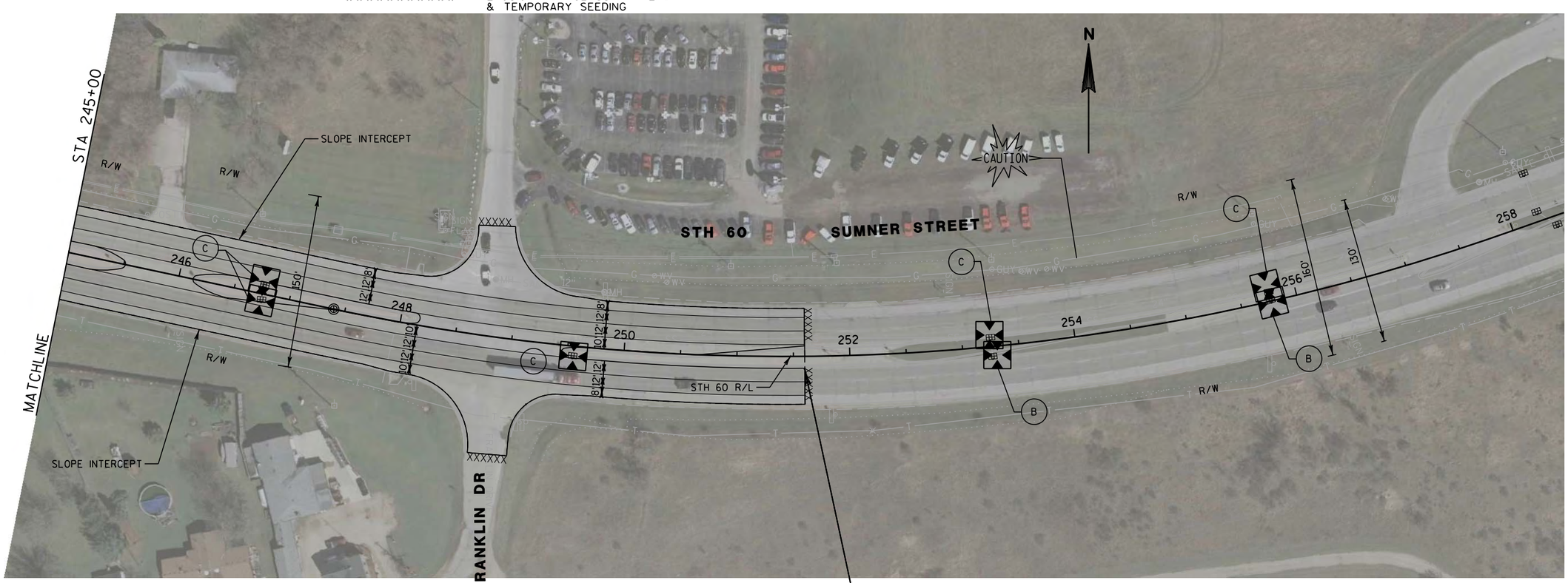
C INLET PROTECTION TYPE C

D INLET PROTECTION TYPE D

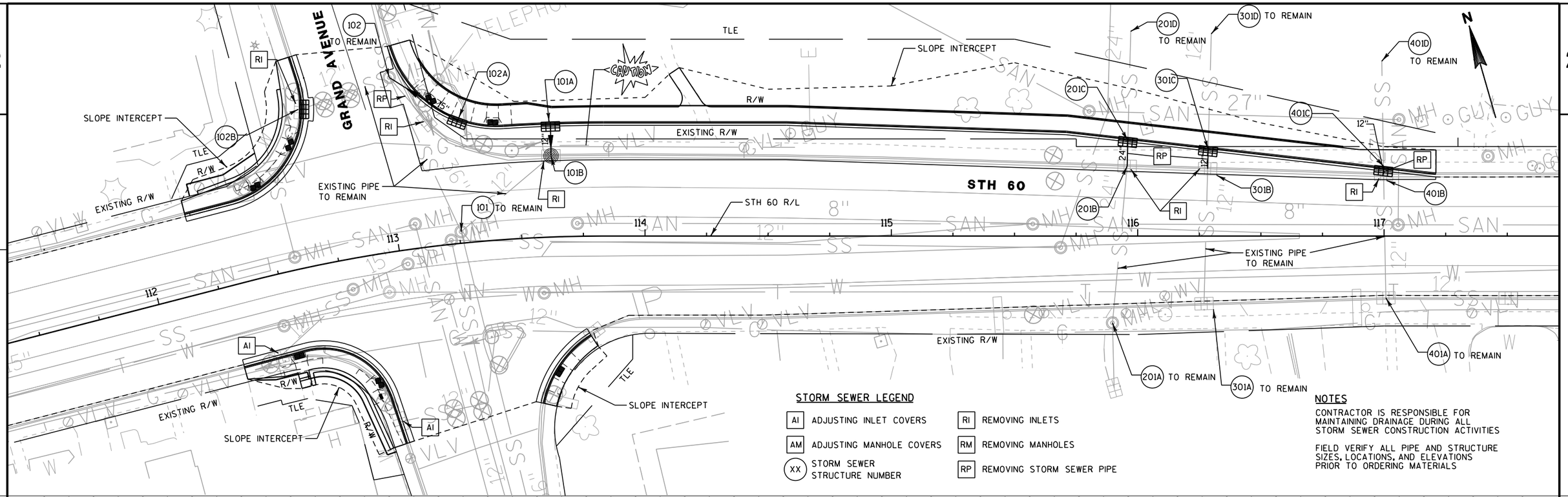
########## EROSION MAT CLASS I TYPE A & TEMPORARY SEEDING

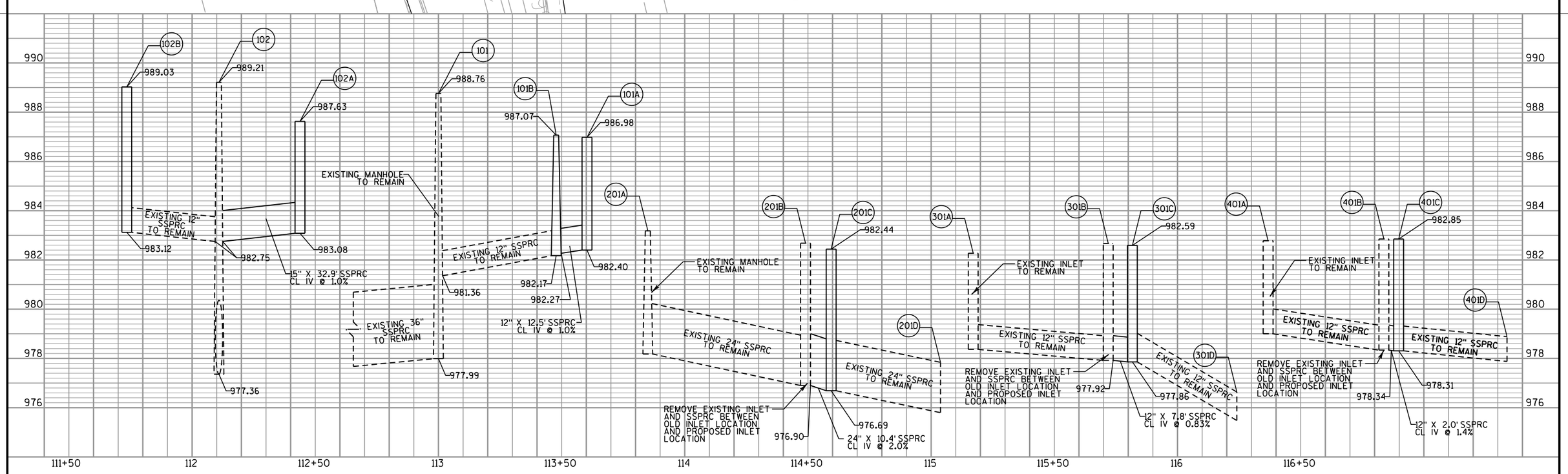
NOTE:
PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED, THEN PLACE RESPECTIVE INLET PROTECTION.

PLACE INLET PROTECTION TYPE C ONE INLET BEYOND PROJECT LIMITS ON SIDE STREETS



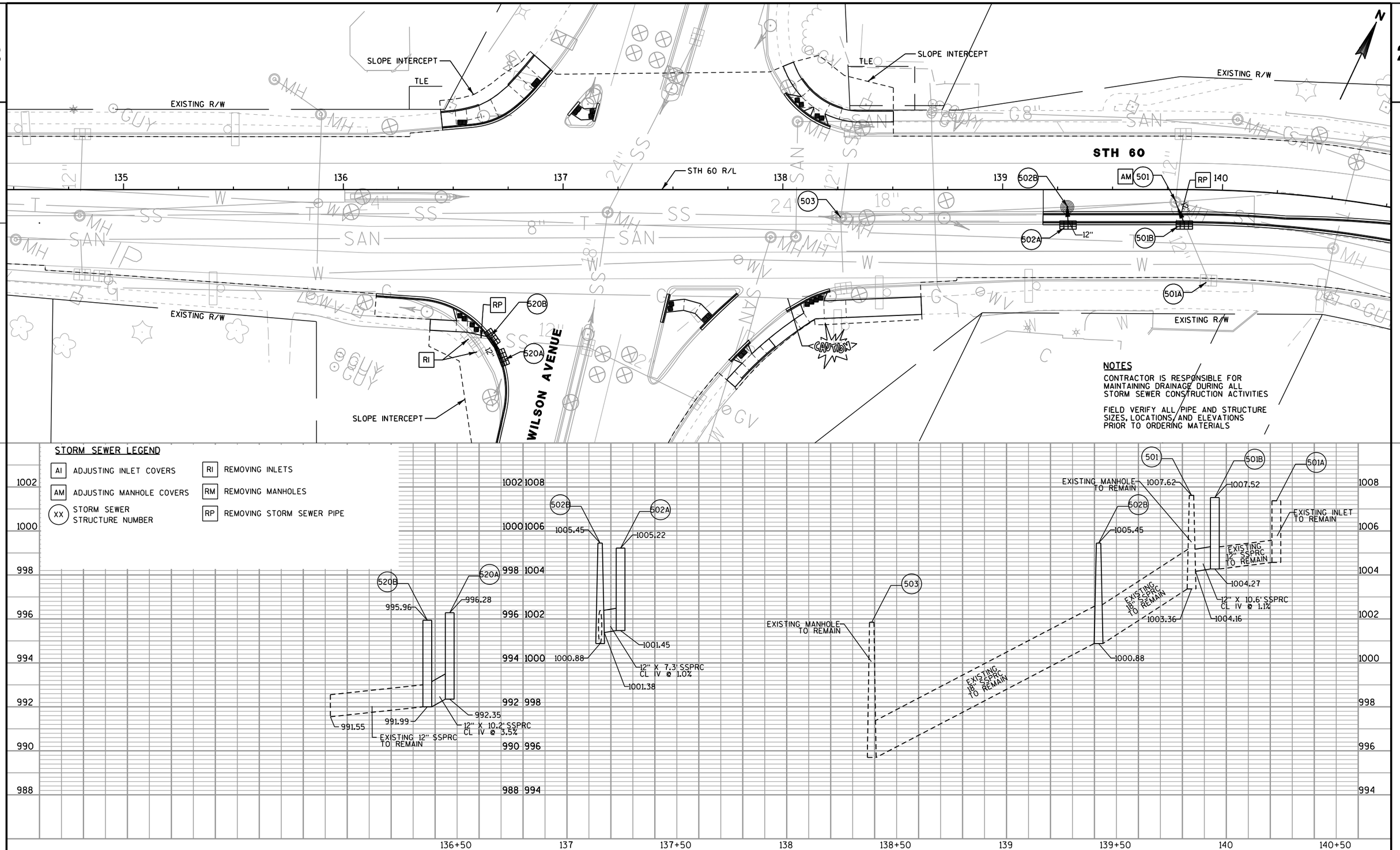
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 70	E





PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	STORM SEWER	SCALE, FEET 0 20 40	SHEET 71	E

2



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	STORM SEWER	SCALE, FEET 0 20 40	SHEET 72	E

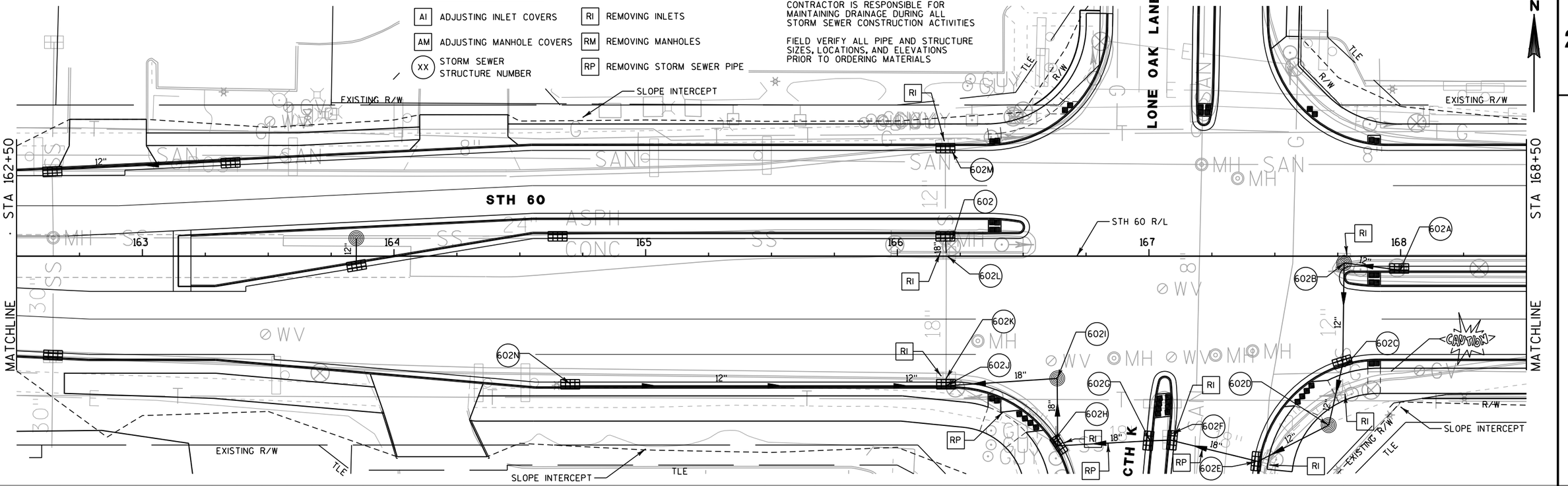
STORM SEWER LEGEND

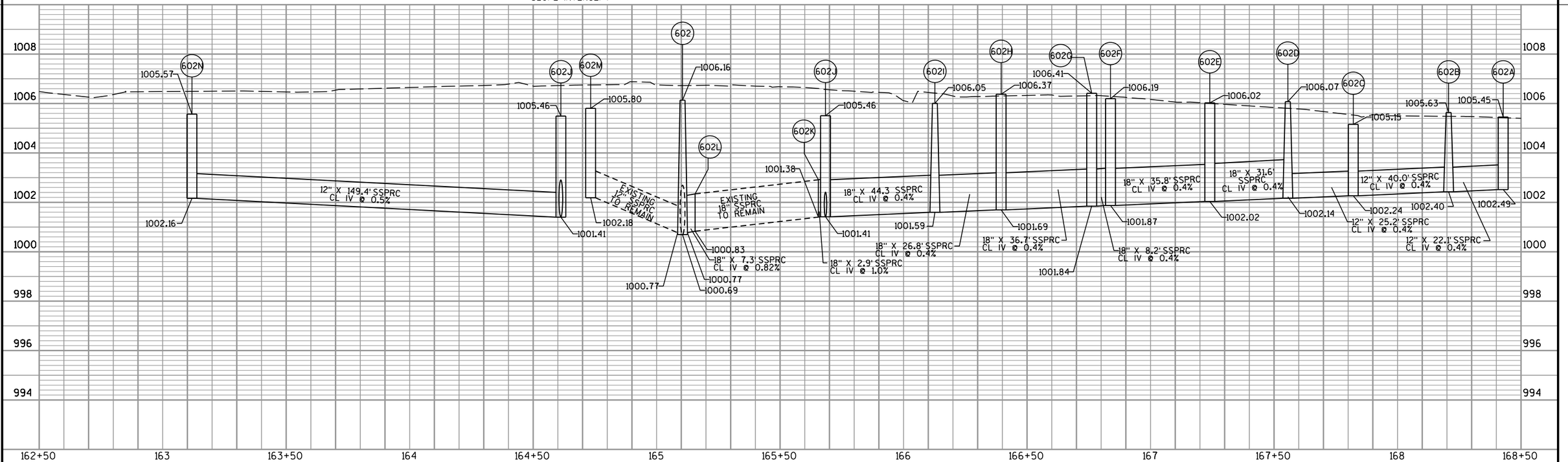
AI	ADJUSTING INLET COVERS	RI	REMOVING INLETS
AM	ADJUSTING MANHOLE COVERS	RM	REMOVING MANHOLES
XX	STORM SEWER STRUCTURE NUMBER	RP	REMOVING STORM SEWER PIPE

NOTES

CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES

FIELD VERIFY ALL PIPE AND STRUCTURE SIZES, LOCATIONS, AND ELEVATIONS PRIOR TO ORDERING MATERIALS





PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	STORM SEWER	SCALE, FEET 0 20 40	SHEET 73	E

FILE NAME : t:\1092713\cadd\sheets\storm\022504_ss.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41a

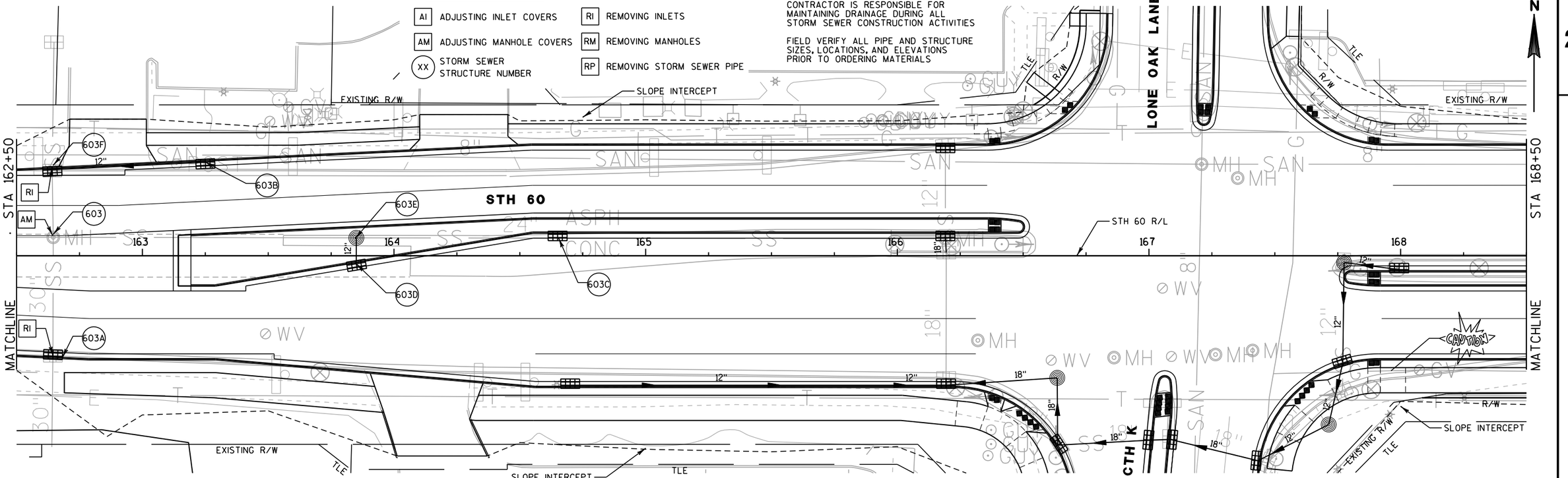
STORM SEWER LEGEND

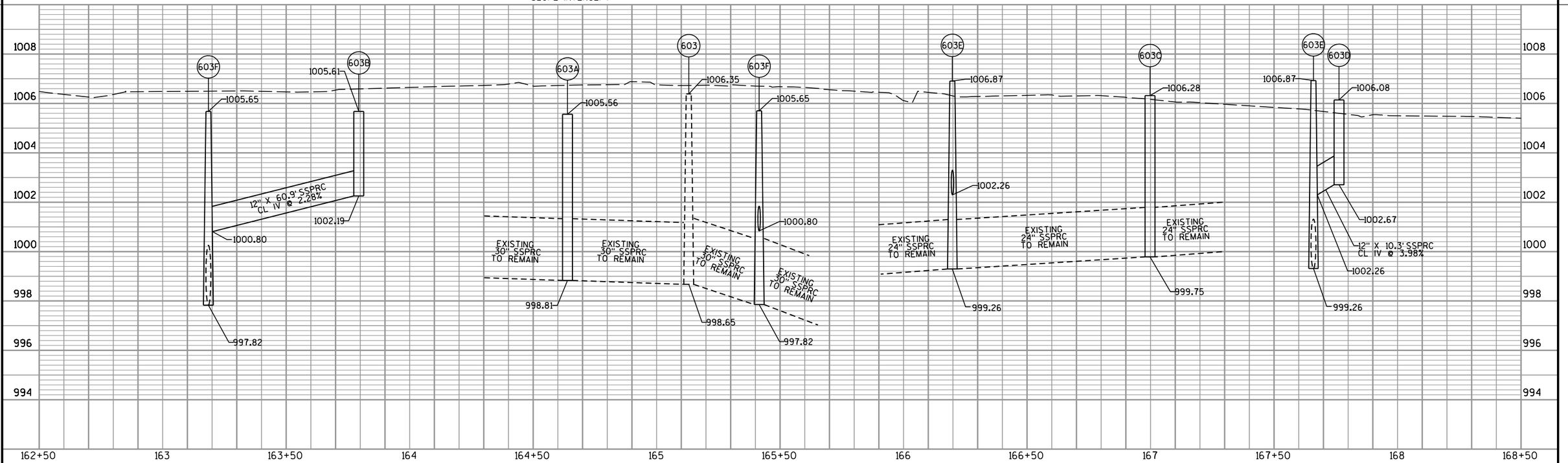
AI	ADJUSTING INLET COVERS	RI	REMOVING INLETS
AM	ADJUSTING MANHOLE COVERS	RM	REMOVING MANHOLES
XX	STORM SEWER STRUCTURE NUMBER	RP	REMOVING STORM SEWER PIPE

NOTES

CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES

FIELD VERIFY ALL PIPE AND STRUCTURE SIZES, LOCATIONS, AND ELEVATIONS PRIOR TO ORDERING MATERIALS





PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	STORM SEWER	SCALE, FEET 0 20 40	SHEET 74	E

NOTES

CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE DURING ALL STORM SEWER CONSTRUCTION ACTIVITIES

FIELD VERIFY ALL PIPE AND STRUCTURE SIZES, LOCATIONS, AND ELEVATIONS PRIOR TO ORDERING MATERIALS

STA 168+50

MATCHLINE

STH 60

STH 60 R/L

EXISTING R/W

TLE

SLOPE INTERCEPT

CAUTION

701A TO REMAIN

701B

701C

701D

701E

701F

702A

702B TO REMAIN

702C TO REMAIN

703A

703B

704A

704B

704C

704D

704E

705A

705B

706 TO REMAIN

RP

RI

AM 701

AM 703

AM 704

702 AM

STORM SEWER LEGEND

- AI ADJUSTING INLET COVERS
- AM ADJUSTING MANHOLE COVERS
- XX STORM SEWER STRUCTURE NUMBER
- RI REMOVING INLETS
- RM REMOVING MANHOLES
- RP REMOVING STORM SEWER PIPE
- 101 STORM SEWER STRUCTURE NUMBER

EXISTING PROFILE AT STH 60 R/L

12" X 76.8' SSPRCE CL IV @ 0.51%

12" X 7.4' SSPRC CL IV @ 1.91%

12" X 9.9' SSPRC CL IV @ 3.2%

12" X 52.4' SSPRC CL IV @ 2.0%

12" X 96.9' SSPRC CL IV @ 0.67%

12" X 22.9' SSPRC CL IV @ 4.63%

12" X 8.2' SSPRC CL IV @ 1.96%

EXISTING 12" SSPRC TO REMAIN

EXISTING 30" SSPRC TO REMAIN

EXISTING 18" SSPRC TO REMAIN

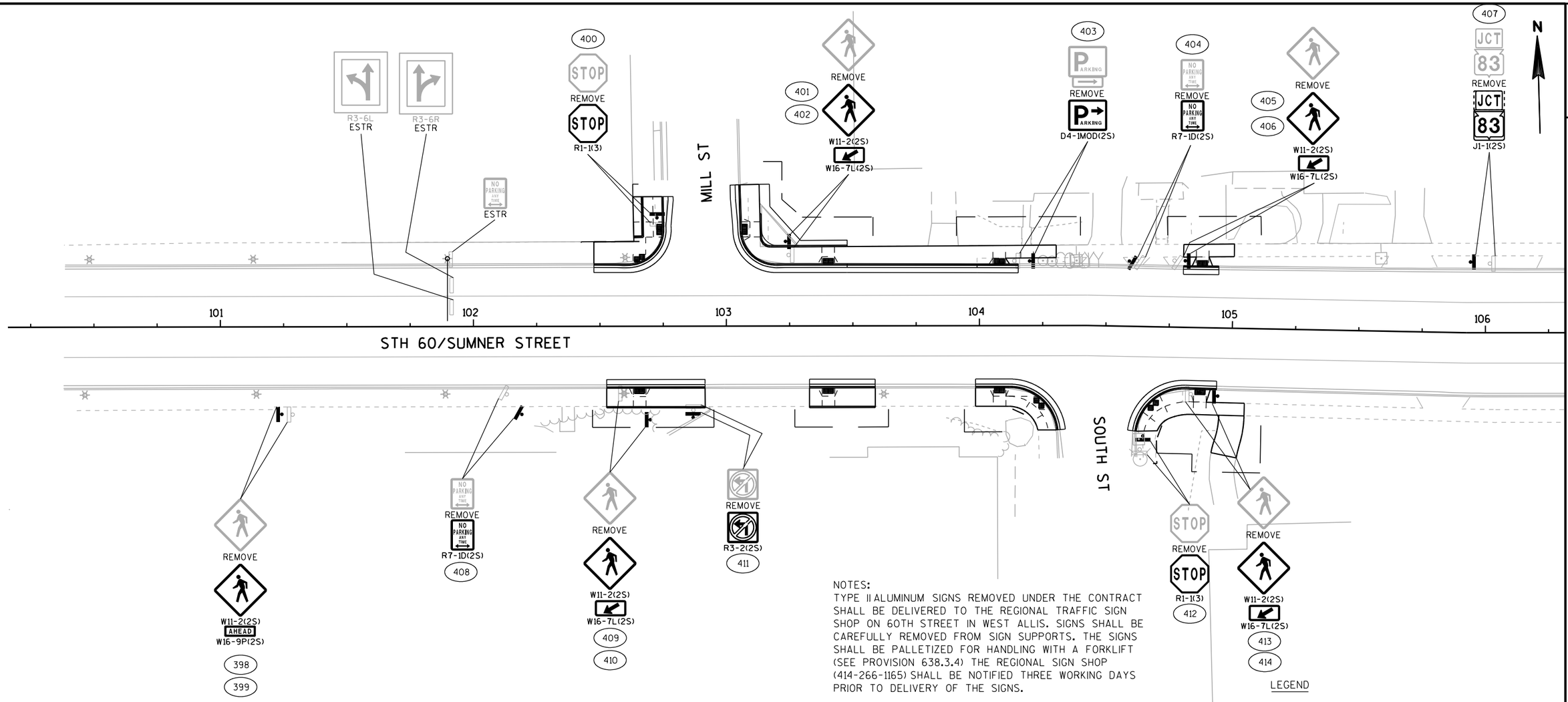
1004.24 1003.86 1004.02 1003.75 1003.48 1003.29 1002.74 1001.14 1000.74 1000.14 1000.38 1000.55 1000.25 999.65 999.30 999.30 998.92 1002.68 1002.74 1004.18 1003.84 1003.44 1003.59 1004.12 1005.07 1000.70 1000.96 1003.65 1004.15 999.58 999.42 996.92 999.64 999.54 999.26 998.21 997.58(W) 995.03 999.65 996.18 996.48(E) 996.58 997.20 998.89 998.39

169 169+50 170 170+50 171 171+50 172 172+50 173 173+50 174 174+50

1008 1006 1004 1002 1000 998 996 994

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	STORM SEWER	SCALE, FEET 0 20 40	SHEET 75 E

FILE NAME : t:\1092713\cadd\sheets\storm\022505_ss.dgn PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NOTES:
TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC SIGN SHOP ON 60TH STREET IN WEST ALLIS. SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE PROVISION 638.3.4) THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW SIGN SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONDURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMIED IN THE FIELD.

LOCAL STREET NAME SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
	PROPOSED LIGHT OR SIGNAL POLE
XXX	DENOTES SIGN NUMBER
(XX)	INDICATES SIGN SIZE
JCT (11)	INDICATES YEAR INSTALLED
	SIGN STRUCTURE
ESTR	EXISTING SIGN TO REMAIN

SHEET 1 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023201_es.dgn PLOT DATE : 24-FEB-2015 15:05 PLOT BY : MSCKVW PLOT NAME : 023201_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

415
416
REMOVE
W11-2(2S)
AHEAD
W16-9P(2S)

417
REMOVE
R7-1D(2S)

418
REMOVE
R2-1(2S)

419
REMOVE
R7-1D(2S)

420
REMOVE
R7-1D(2S)

421
REMOVE
R7-1D(2S)

107 108 STH 60/SUMNER STREET 109 110 111 112

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
	PROPOSED LIGHT OR SIGNAL POLE
XXX	DENOTES SIGN NUMBER
(XX)	INDICATES SIGN SIZE
JCT (11)	INDICATES YEAR INSTALLED
	SIGN STRUCTURE
ESTR	EXISTING SIGN TO REMAIN

SHEET 2 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023202_es.dgn PLOT DATE : 24-FEB-2015 15:05 PLOT BY : MSCKVW PLOT NAME : 023202_es PLOT SCALE : 40:1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

GRAND AVE

423 — 60 — J13-1(2S)

424 — STOP — R1-1F(3)

LOCAL STREET SIGNS

425 — STOP — R1-1F(3)

25'

Grand Av — REMOVE — Grand Ave — M1-94H(2S)

426

60 Sumner St — M1-94S(2S) — 427

429 — 60 Sumner St — M1-94S(2S)

25'

Grand Av — REMOVE — Grand Ave — M1-94H(2S) — 430

LOCAL STREET SIGNS

STOP — R1-1F(3) — 422

GRAND AVE

STOP — R1-1F(3) — 431

STOP — REMOVE — STOP — R1-1(3) — 432

60 — J13-1(2S) — 433

EAST — 60 — J4-1(2S) — 434

113 114 115 116 STH 60/SUMNER STREET 117 118

NO PARKING ANY TIME — REMOVE — NO PARKING ANY TIME — R7-1D(2S) — 435

SPEED LIMIT 25 — REMOVE — SPEED LIMIT 25 — R2-1(2S) — 436

428 — M1-85 — REMOVE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
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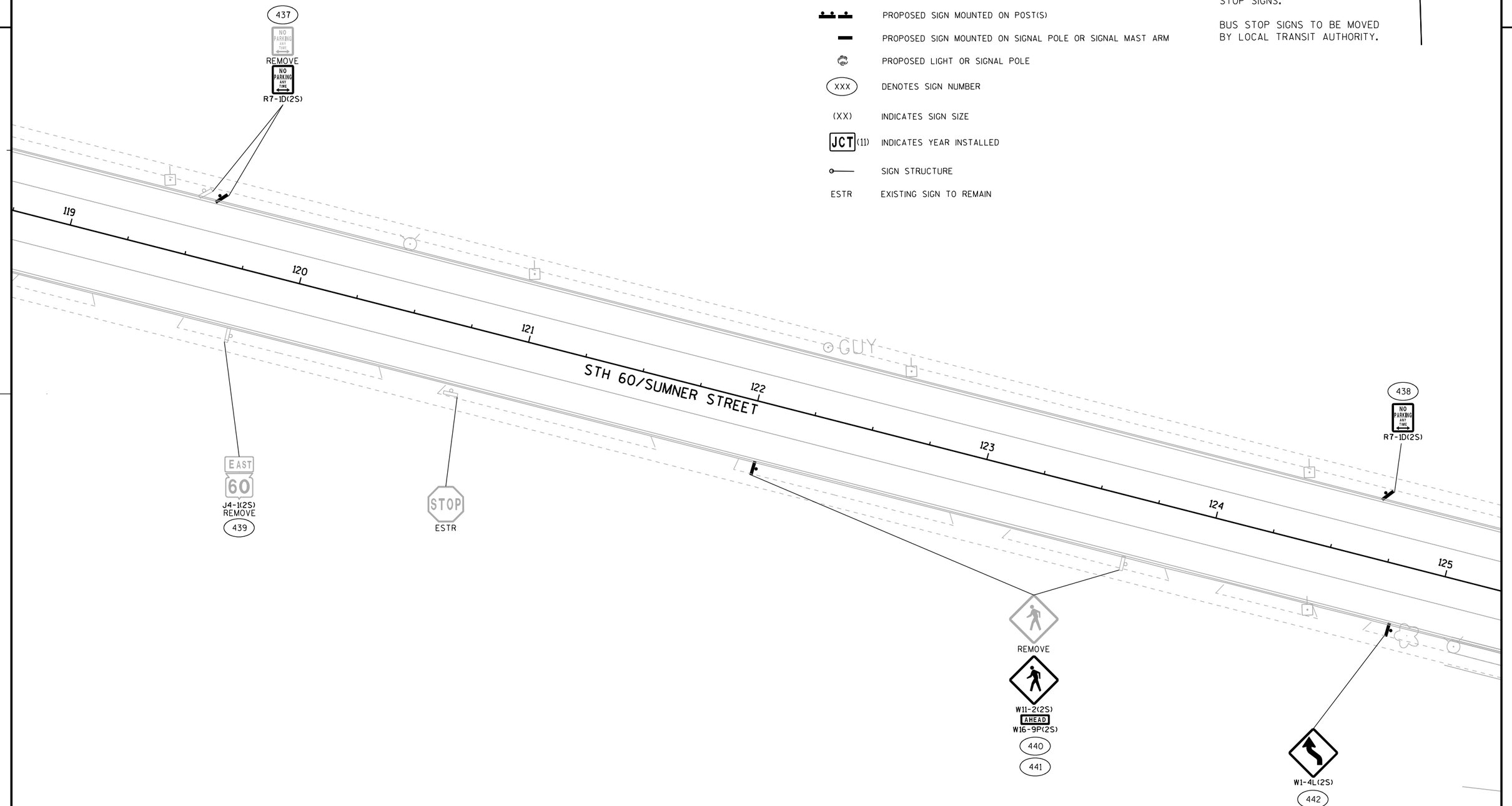
N



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

SHEET 4 OF 27

FILE NAME : J:\d2_23101970\Signing\023204_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023204_es PLOT SCALE : 40:1

2

443
SPEED LIMIT 25
NO PARKING THIS SIDE OF SIGN
REMOVE
SPEED LIMIT 25
R2-1(25)

444
STOP
REMOVE
STOP
R1-1(3)

445
446
REMOVE
W11-2(25)
W16-7L(25)

447
448
REMOVE
W11-2(25)
W16-7L(25)

STEEL CRAFT DRIVE

126
127
128
129
130
131

STH 60/SUMNER STREET

8 GUY

LOCAL STREET SIGNS

BRAULT ST

W11-2(25)
W16-7L(25)
449
450

REMOVE
451

W11-2(25)
W16-7L(25)
452
453

STOP
REMOVE
STOP
R1-1(3)
454

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
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BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
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- PROPOSED LIGHT OR SIGNAL POLE
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- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
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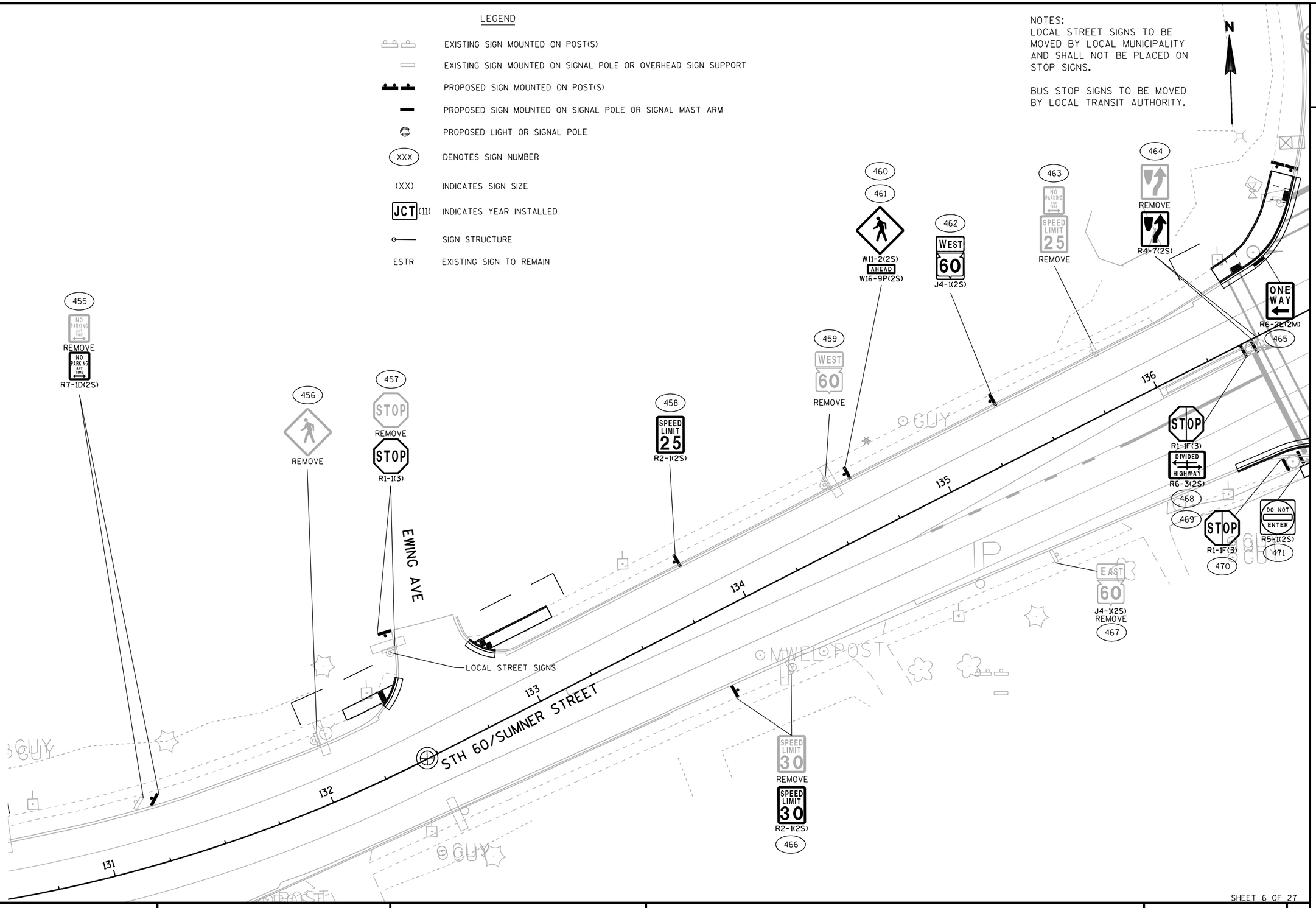

SHEET 6 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023206_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023206_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N WILSON AVE

S WILSON AVE

STH 60/SUMNER STREET

139 140 141 142 143

LANE ENDS MERGE LEFT W9-2L ESTR

472 J13-1(2S)

473 STOP REMOVE R1-1(3)

474 474A STOP R1-1F(3) DIVIDED HIGHWAY R6-3(2S)

475 476 STOP R1-1F(3) DIVIDED HIGHWAY R6-3(2S)

477 ONE WAY R6-2L(2M)

478 60 Sumner St M1-94S(2S)

479 DO NOT ENTER R5-1(2S)

480 STOP R1-1F(3)

481 482 STOP REMOVE STOP R1-1(3) DIVIDED HIGHWAY R6-3(2S)

483 BEGIN LEFT TURN LANE R3-20L(2S)

716 716A R3-9D(2S) END CENTER LANE ONLY R3-9B(2S)

STOP ESTR PROPERTY OWNER'S

EAST 60 REMOVE 508

BEGIN CENTER LANE ONLY R3-9C(2S) R3-9B(2S) 509 510

BEGIN CENTER LANE ONLY REMOVE 507

SPEED LIMIT 30 R2-1(2S) 506

EAST 60 J4-1(2S) 502

END BIKE ROUTE REMOVE END BIKE ROUTE R3-9D(2S) D11-1(2S) 503 504

NO PARKING ANY TIME REMOVE NO PARKING ANY TIME R7-1D(2S) 505

BEGIN BIKE ROUTE NO MOTOR VEHICLES REMOVE 498

ONE WAY R6-2L(2M) 498

BEGIN BIKE ROUTE R3-9C(2S) D11-1(2S) NO MOTOR VEHICLES R5-3(2S) 499 500 501

STOP REMOVE STOP R1-1(3) 497

60 J13-1(2S) 496

STOP R1-1F(3) DIVIDED HIGHWAY R6-3(2S) 493 494

60 Sumner St M1-94S(2S) 488

ONE WAY R6-2L(2M) 492

STOP R1-1F(3) DIVIDED HIGHWAY R6-3(2S) 495 495A

DO NOT ENTER R5-1(2S) 491

REMOVE R4-7(2S) 490

LOCAL STREET SIGNS

← N Wilson Av S → REMOVE N Wilson Ave S Wilson Ave M1-94H(2S) 489

← S Wilson Av N → REMOVE S Wilson Ave N Wilson Ave M1-94H(2S) 485

DO NOT ENTER R5-1(2S) 484

LOCAL STREET SIGNS

REMOVE R4-7(2S) 487

REMOVE R4-7(2S) 486

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (XX) INDICATES SIGN SIZE
- JCT (11) INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR EXISTING SIGN TO REMAIN

SHEET 7 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023207_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023207_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

511
REMOVE
R7-1D(2S)

512
W1-4L(2S)

STOP
ESTR
PROPERTY OWNER'S

513
REMOVE
R7-1D(2S)

718
R3-9B(2S)

519
REMOVE
R7-1D(2S)

518
REMOVE

143 144 145 146 147 148 149

STH 60/SUMNER STREET

HOFFMAN DR

LOCAL STREET SIGNS

STOP
REMOVE
R1-1(3)
514

REMOVE
D11-1(2S)
R5-3(2S)
515
516

REMOVE
R7-1D(2S)
517

R3-9B(2S)
717

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
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- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023208_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023208_es PLOT SCALE : 40:1

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
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- JCT (11) — INDICATES YEAR INSTALLED
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NOTES:
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BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

520
STOP
REMOVE
STOP
R1-1(3)

SELL DR

LOCAL STREET SIGNS

521
NO PARKING THIS SIDE OF STREET
REMOVE
NO PARKING ANY TIME
R7-1D(2S)

720
CENTER LANE ONLY
R3-9B(2S)

522
SPEED LIMIT 30
REMOVE
SPEED LIMIT 30
R2-1(2S)

SELL DR

150 151 152 153 154 155

STH 60/SUMNER STREET

CENTER LANE ONLY
R3-9B(2S)
719

SPEED LIMIT 30
REMOVE
SPEED LIMIT 30
R2-1(2S)
523

NO PARKING THIS SIDE OF STREET
REMOVE
NO PARKING ANY TIME
R7-1D(2S)
524

BIKE ROUTE
REMOVE
BIKE ROUTE
D11-1(2S)
525

PLAZA DR

SHEET 9 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023209_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023209_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
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NOTES:
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BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

526 STOP REMOVE
STOP R1-1(3)
SELL DR
GUY
LOCAL STREET SIGNS
721 CENTER LANE ONLY R3-9B(2S)
STOP ESTR
527 NO PARKING THIS SIDE OF STREET SPEED LIMIT 35 REMOVE
536 NO PARKING ANY TIME R7-1D(2S)
POST
155 156 157 158 STH 60/SUMNER STREET 159 160 161
535A NO PARKING ANY TIME R7-1D(2S)
NO PARKING THIS SIDE OF STREET REMOVE
PLAZA DR
NO PARKING ANY TIME R7-1D(2S)
NO PARKING THIS SIDE OF STREET REMOVE
528
STOP REMOVE
STOP R1-1(3)
529
BIKE ROUTE REMOVE
BIKE ROUTE D11-1(2S)
530
NO PARKING ANY TIME R7-1D(2S)
NO PARKING THIS SIDE OF STREET REMOVE
531
SPEED LIMIT 35 REMOVE
SPEED LIMIT 35 R2-1(2S)
532
JCT COUNTY K REMOVE
JCT COUNTY K J1-1(2S)
533
REMOVE
W3-3(2S)
534
CENTER LANE ONLY R3-9B(2S)
722

SHEET 10 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

539 H NO PARKING THIS SIDE OF STREET — REMOVE — JH-1(2S) H

537 / 538 BEGIN CENTER LANE ONLY — R3-9C(2S) — R3-9B(2S)

540 SPEED LIMIT 35 — R2-1(2S)

541 BEGIN CENTER LANE ONLY — REMOVE

542 NO PARKING THIS SIDE OF STREET — REMOVE — NO PARKING ANY TIME — R7-1D(2S)

543 WEST 60 — J4-1(2S)

544 WEST 60 SPEED LIMIT 35 — REMOVE

545 STOP — REMOVE — STOP — R1-1F(3)

546 60 — J13-1(2S)

560 NO PARKING ANY TIME — REMOVE — R7-1D(2S)

561 DO NOT ENTER — R5-1(2S)

555 ONE WAY — R6-2L(2M)

578 30' — VID4 — Lone Oak Ln → — M1-94H

562 REMOVE — R4-7(2S)

161 162 163 164 165 166 167

STH 60/SUMNER STREET

550 NO PARKING ANY TIME — R7-1D(2S)

R1-1F(3) STOP — 553 — DIVIDED HIGHWAY — 554 — R6-3(2S)

559 ONE WAY — R6-2L(2M)

556 60 Sumner St 35 — M1-94S(2S)

R3-9D(2S) END CENTER LANE ONLY — R3-9B(2S) — 547A — 547

549 END CENTER LANE ONLY — REMOVE

BEGIN LEFT TURN LANE — R3-20L(2S) — 548

COUNTY K → — REMOVE — 551

COUNTY K → — J13-1(2S)

NO PARKING THIS SIDE OF STREET — REMOVE — 552

D11-1(2S) BIKE ROUTE — 557A

STOP — R1-1F(3) — 557

DO NOT ENTER — R5-1(2S) — 558

SPEED LIMIT 45 — ESTR

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
	PROPOSED LIGHT OR SIGNAL POLE
XXX	DENOTES SIGN NUMBER
(XX)	INDICATES SIGN SIZE
JCT (11)	INDICATES YEAR INSTALLED
	SIGN STRUCTURE
ESTR	EXISTING SIGN TO REMAIN

SHEET 11 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023211_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023211_es PLOT SCALE : 40:1

2

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

LONE OAK LANE

563 564 R1-1F(3) STOP DIVIDED HIGHWAY R6-3(2S)

565 60 Sumner St M1-94S(2S)

566 REMOVE NO PARKING THIS SIDE OF STREET

R7-1D(2S)

567 ONE WAY R6-2L(2M)

568 DO NOT ENTER R5-1(2S)

569 STOP R1-1F(3)

570 NO PARKING THIS SIDE OF STREET YIELD TO PED IN CROSSWALK REMOVE NO PARKING ANY TIME R7-1D(2S)

571 COUNTY K J13-1(2S)

572 REMOVE

573 STOP MOVE

574 BEGIN LEFT TURN LANE R3-20L(2S)

723 723A R3-9D(2S) END CENTER LANE ONLY R3-9B(2S)

575 REMOVE

576 NO PARKING THIS SIDE OF STREET REMOVE

25'

REMOVE 577 R4-7(2S)

COUNTY K REMOVE 579

R1-1F(3) STOP DIVIDED HIGHWAY R6-3(2S) 580 580A

ASPH CONC ASPH

167 168 169 170 171 172

STH 60/SUMNER STREET

REMOVE 581 R4-7(2S)

REMOVE 582 R4-7(2S)

583 DO NOT ENTER R5-1(2S)

40'

ONE WAY R6-2L(2M) 584A

Lone Oak Ln M1-94H 535

35'

585 585A R1-1F(3) STOP DIVIDED HIGHWAY R6-3(2S)

60 J13-1(2S) 587

BIKE ROUTE D11-1(2S) 587A

60 STOP REMOVE STOP R1-1F(3) 586

EAST 60 REMOVE EAST 60 J4-1(2S) 588

NO PARKING ANY TIME R7-1D(2S) 589

SPEED LIMIT 35 R2-1(2S) 590

BEGIN CENTER LANE ONLY REMOVE 591

BEGIN CENTER LANE ONLY R3-9B(2S) 600 600A

BEGIN R3-9C(2S)

NO PARKING THIS SIDE OF STREET REMOVE 592

POST

CTH K

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX DENOTES SIGN NUMBER
- (XX) INDICATES SIGN SIZE
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- SIGN STRUCTURE
- ESTR EXISTING SIGN TO REMAIN

SHEET 12 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023212_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023212_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

593 W3-3(2S)

594 REMOVE NO PARKING THIS SIDE OF STREET R7-1D(2S)

595 REMOVE JCT COUNTY K J1-1(2S)

596 MOVE STOP

597 597A REMOVE BEGIN CENTER LANE ONLY R3-9C(2S) BEGIN CENTER LANE ONLY R3-9B(2S)

598 REMOVE NO PARKING THIS SIDE OF STREET R7-1D(2S)

599 SPEED LIMIT 35 R2-1(2S)

GUY

ASPH

CONC

ASPH

173 174 175 STH 60/SUMNER STREET 176 177 178

GUY

REMOVE NO PARKING THIS SIDE OF STREET

601 REMOVE NO PARKING ANY TIME R7-1D(2S)

602 Hilldale Dr D1-61

602A REMOVE SPEED LIMIT 35

603 R3-9D(2S) END CENTER LANE ONLY R3-9B(2S)

603A

605 NO PARKING ANY TIME R7-1D(2S)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

SHEET 13 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023213_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023213_es PLOT SCALE : 40:1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
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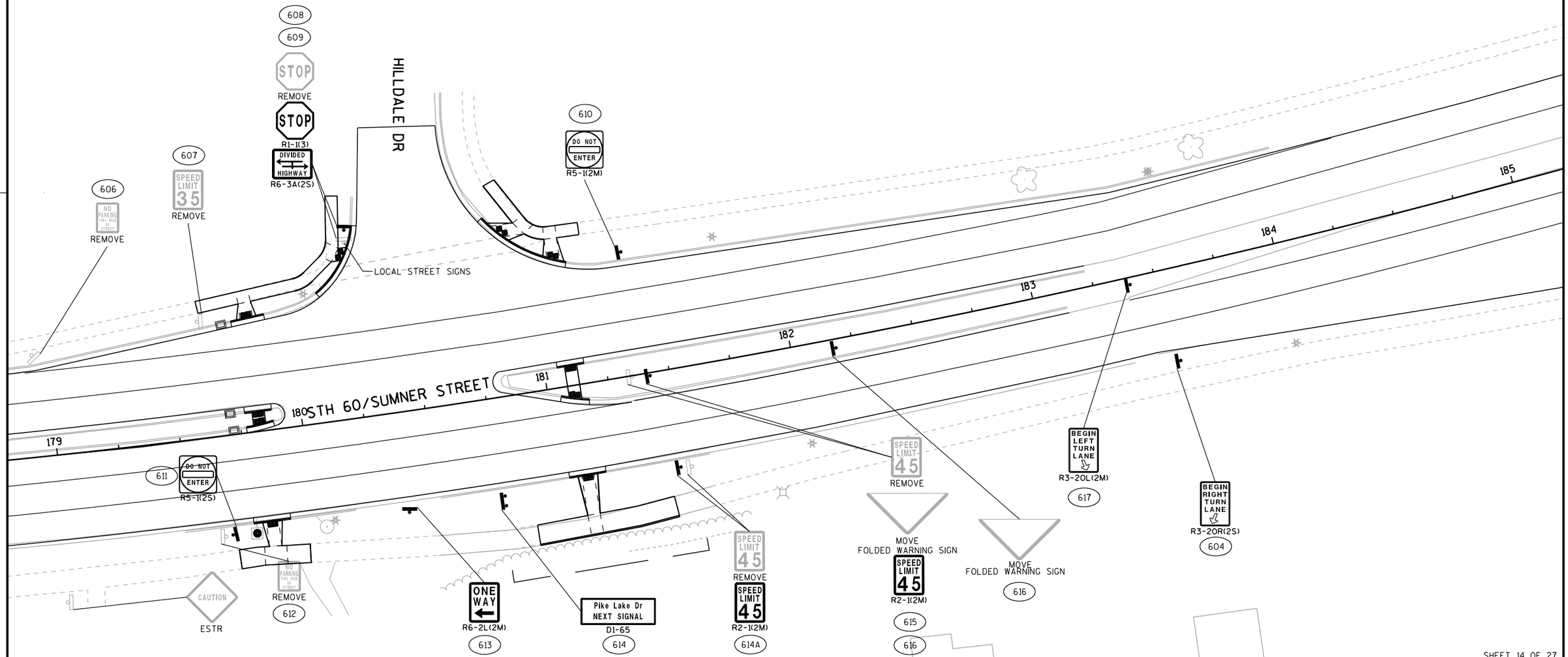
BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N



SHEET 14 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023214_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023214_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

N PIKE LAKE DR

618 Hilldale Dr D1-61

619 619A R1-1F(3) STOP DIVIDED HIGHWAY R6-3(2S)

620 60 J13-1(2S)

621 DO NOT ENTER R5-1(2M)

622 STOP R1-1F(3)

LOCAL STREET SIGNS

← S Pike Lake Dr
N Pike Lake Dr →
M1-94H(2M)

624 ONE WAY R6-2L(2M)

625

185 186 187 188 189 190 191

STH 60/SUMNER STREET

627 STOP R1-1F(3)

628 R4-7(2M)

630 R4-7(2M)

631 STOP R1-1F(3)

626

← N Pike Lake Dr
S Pike Lake Dr →
M1-94H(2M)
629

High Rd D1-60 636

637 ONE WAY R6-2L(2M)

LOCAL STREET SIGNS

632 STOP R1-1F(3)

633 DO NOT ENTER R5-1(2M)

632A BIKE ROUTE D11-1(2S)

637A BIKE ROUTE D11-1(2S)

635 635A STOP DIVIDED HIGHWAY R6-3(2S)

634 60 J13-1(2S)

S PIKE LAKE DR

SHEET 15 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023215_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023215_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

638
SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)

639
Pike Lake Dr
NEXT SIGNAL
D1-65

639A
REMOVE
R4-7(2M)

640
ONE WAY
R6-2L(2M)

641
H
REMOVE
H
JH-1(2M)

STH 60/SUMNER STREET

192 193 194 195 196 197

R4-7(2M)
646

STOP
REMOVE
STOP
R1-1(3)

DIVIDED HIGHWAY
R6-3A(2S)
644
645

HIGH RD

LOCAL STREET SIGNS

DO NOT ENTER
R5-1(2M)
643

SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)
642

SPEED LIMIT 25
ESTR

SHEET 16 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023216_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023216_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

647
BEGIN LEFT TURN LANE
R3-20L(2M)

648
649
END CENTER LANE ONLY
REMOVE
R3-9D(2M)
END CENTER LANE ONLY
R3-9B(2M)

650
High Rd
D1-60

651
STOP
REMOVE
STOP
R1-1(3)

WAYSIDE DR

LOCAL STREET SIGNS

198 199 200 201 202 203

STH 60/SUMNER STREET

ASPH CONC ASPH

POST POST POST GUY GUY

BEGIN CENTER LANE ONLY
REMOVE
R3-9C(2M)
BEGIN CENTER LANE ONLY
R3-9B(2M)
652
652A

BIKE ROUTE
D11-1(2S)
651A

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023217_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023217_es PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

653
SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)

725
CENTER LANE ONLY
R3-9B(2M)

654
STOP
REMOVE
STOP
R1-1(3)

OTTO DR

LOCAL STREET SIGNS

GUY

POST

204 205 STH 60/SUMNER STREET 206 207 208 209

SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)
655

CENTER LANE ONLY
R3-9B(2M)
724

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023218_es.dgn PLOT DATE : 24-FEB-2015 15:06 PLOT BY : MSCKVW PLOT NAME : 023218_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

656

657

REMOVE
R3-9C(2M)

R3-9B(2M)

ASPH
CONC
ASPH

STH 60/SUMNER STREET

210 211 212 213 214 215

REMOVE
R3-9D(2M)

R3-9B(2M)

D1-61
658

659

659A

D11-1(2S)
660A

R5-1(2M)
660

SHEET 19 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023219_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023219_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

662
663
STOP
REMOVE
STOP R1-1(3)
DIVIDED HIGHWAY
R6-3(2S)

661
ONE WAY
R6-2L(2M)

N TERI LN

LOCAL STREET SIGNS

665
DO NOT ENTER
R5-1(2M)

666
SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)

667
SCHOOL BUS STOP AHEAD
REMOVE
S3-1(2M)

664
REMOVE
R4-7(2M)

STH 60/SUMNER STREET

216 217 218 219 220 221

669
ONE WAY
R6-2L(2M)

672A
BIKE ROUTE
D11-1(2S)

REMOVE
668
R4-7(2M)

LOCAL STREET SIGNS

SPEED LIMIT 45
REMOVE
SPEED LIMIT 45
R2-1(2M)
672

S TERI LN

STOP
REMOVE
STOP R1-1(3)
DIVIDED HIGHWAY
R6-3(2S)
670
671

SPEED LIMIT 25
ESTR

SHEET 20 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023220_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023220_es PLOT SCALE : 40:1

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

673
Teri Ln
D1-61

674
674A
REMOVE
R3-9D(2M)
END CENTER LANE ONLY
R3-9B(2M)

POST
POST

222 223 224 225 226 227

CONC

STH 60/SUMNER STREET

REMOVE
R3-9C(2M)
BEGIN CENTER LANE ONLY
R3-9B(2M)

675
676

2

SHEET 21 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023221_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023221_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

677
678
REMOVE
R3-9C(2M)
R3-9B(2M)

679
REMOVE
R2-1(2M)

680
REMOVE
R2-1(2M)

POST
POST

228
229
STH 60/SUMNER STREET
230
231
232
233
234

681
REMOVE
R3-9D(2M)
682
R3-9B(2M)

683
REMOVE
R2-1(3)

684
REMOVE
R2-1(3)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

SHEET 22 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023222_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023222_es PLOT SCALE : 40:1

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM

PROPOSED LIGHT OR SIGNAL POLE

XXX DENOTES SIGN NUMBER

(XX) INDICATES SIGN SIZE

JCT (11) INDICATES YEAR INSTALLED

SIGN STRUCTURE

ESTR EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

234

235

236

237

238

239

240

STH 60/SUMNER STREET

END R3-9D(2S)
BIKE ROUTE
D11-1(2S)
684A
684B

BEGIN R3-9C(2S)
BIKE ROUTE
D11-1(2S)
684C
684D

2

SHEET 23 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023223_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023223_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

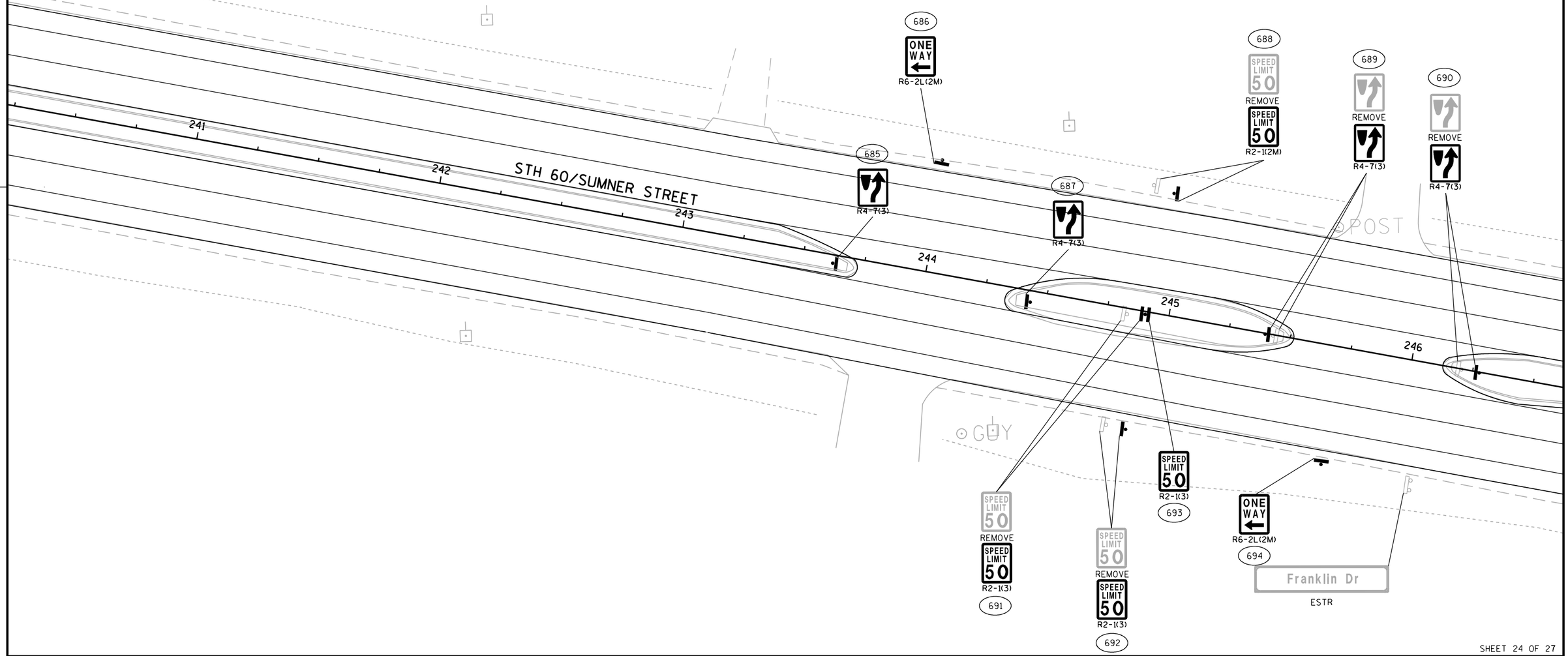
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N



SHEET 24 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023224_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023224_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM

PROPOSED LIGHT OR SIGNAL POLE

XXX DENOTES SIGN NUMBER

(XX) INDICATES SIGN SIZE

JCT (11) INDICATES YEAR INSTALLED

SIGN STRUCTURE

ESTR EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

2

697
698
STOP
DIVIDED HIGHWAY
REMOVE
STOP R1-1(3)
DIVIDED HIGHWAY
R6-3(2S)

695
REMOVE
R4-7(3)

696
ONE WAY
R6-2L(2M)

LOCAL STREET SIGNS

699
REMOVE
R4-7(3)

700
DO NOT ENTER
REMOVE
DO NOT ENTER
R5-1(3)

705
BEGIN LEFT TURN LANE
R3-2OL(3)

247
248
249
250
251
252

STH 60/SUMNER STREET

702A
ONE WAY
R6-2L(2M)

LOCAL STREET SIGNS

DO NOT ENTER
REMOVE
DO NOT ENTER
R5-1(3)
701

FRANKLIN DR

STOP
DIVIDED HIGHWAY
REMOVE
STOP R1-1(3)
DIVIDED HIGHWAY
R6-3(2S)
702
703

REMOVE
W3-3(3)
704

SHEET 25 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023225_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023225_es PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
- PROPOSED LIGHT OR SIGNAL POLE
- XXX — DENOTES SIGN NUMBER
- (XX) — INDICATES SIGN SIZE
- JCT (11) — INDICATES YEAR INSTALLED
- SIGN STRUCTURE
- ESTR — EXISTING SIGN TO REMAIN

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.

N

GUY

Franklin Dr
ESTR

STH 60/SUMNER STREET

253 254 255 256 257 258 259

706
REMOVE
R4-7(3)

708
RIGHT TURN ONLY
REMOVE
RIGHT TURN ONLY
R3-53R(2M)

(201)
SPEED LIMIT 50
ESTR

707
DO NOT ENTER
R5-1(3)

REMOVE
714
2" MOUNTING HEIGHT
W12-1D(3)

Pike Lake Unit Kettle Moraine State Forest
REMOVE

Pike Lake Unit Kettle Moraine State Forest
713

RIGHT TURN LANE
REMOVE
BEGIN RIGHT TURN LANE
R3-20R(3)
712

LEFT TURN LANE
REMOVE
BEGIN LEFT TURN LANE
R3-20L(3)
711

JCT
KETTLE MORAINE SCENIC DRIVE
REMOVE

JCT
KETTLE MORAINE SCENIC DRIVE
M1-97
J1-1(3)
710

Kettle Moraine Rd
NEXT SIGNAL
REMOVE
Kettle Moraine Rd
NEXT SIGNAL
D1-65
709

LEFT TURN LANE
REMOVE
BEGIN LEFT TURN LANE
R3-20L(3)
715

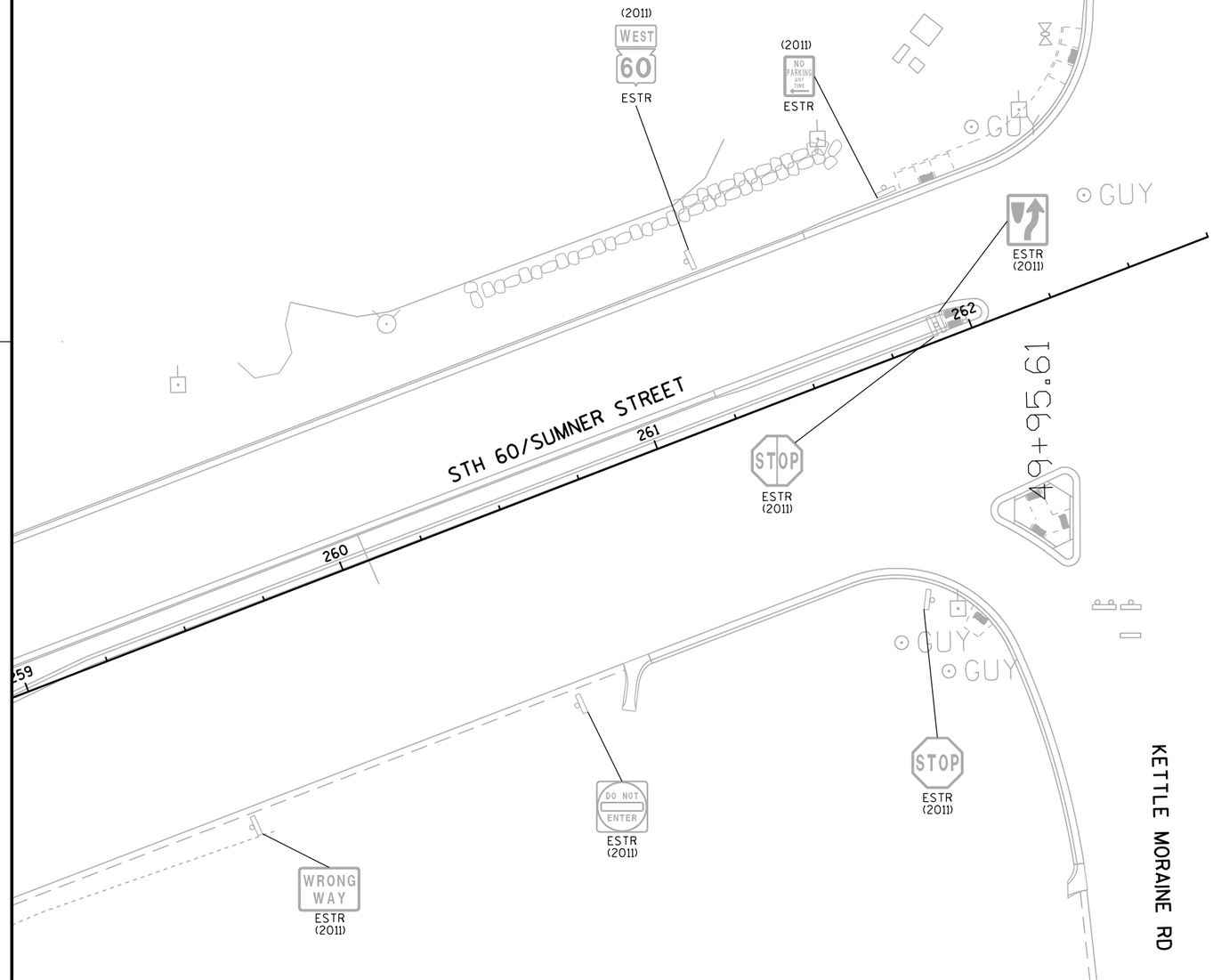
SHEET 26 OF 27

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET E

FILE NAME : J:\d2_23101970\Signing\023226_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023226_es PLOT SCALE : 40:1

NOTES:
LOCAL STREET SIGNS TO BE MOVED BY LOCAL MUNICIPALITY AND SHALL NOT BE PLACED ON STOP SIGNS.

BUS STOP SIGNS TO BE MOVED BY LOCAL TRANSIT AUTHORITY.



N

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	EXISTING SIGN MOUNTED ON SIGNAL POLE OR OVERHEAD SIGN SUPPORT
	PROPOSED SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON SIGNAL POLE OR SIGNAL MAST ARM
	PROPOSED LIGHT OR SIGNAL POLE
XXX	DENOTES SIGN NUMBER
(XX)	INDICATES SIGN SIZE
JCT (11)	INDICATES YEAR INSTALLED
	SIGN STRUCTURE
ESTR	EXISTING SIGN TO REMAIN

SHEET 27 OF 27

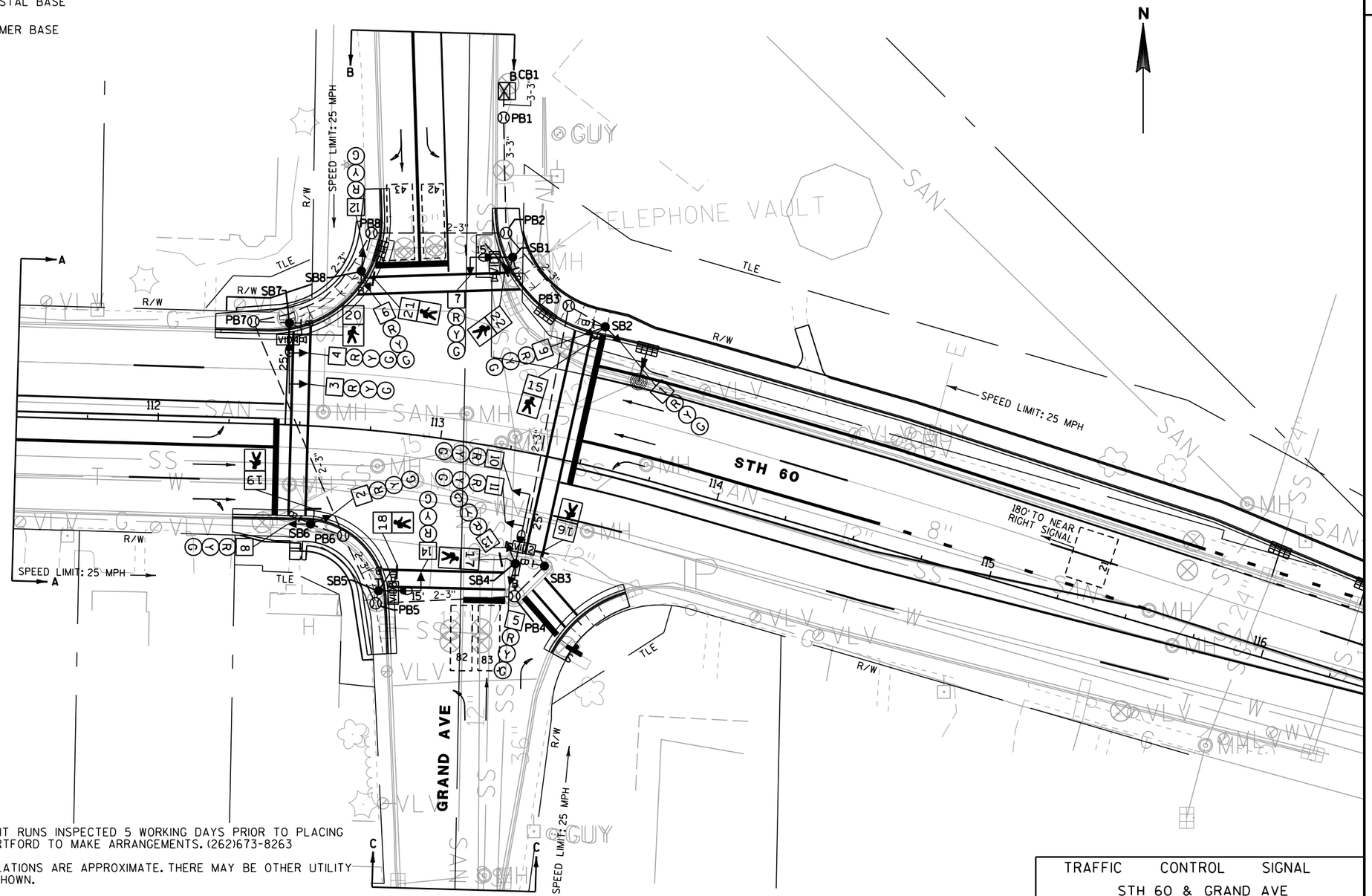
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES PERMANENT SIGNING	SHEET	E

FILE NAME : J:\d2_23101970\Signing\023227_es.dgn PLOT DATE : 24-FEB-2015 15:07 PLOT BY : MSCKVW PLOT NAME : 023227_es PLOT SCALE : 40:1

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12" (COUNTDOWN TIMER)
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION COVERAGE AREA
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE CITY OF HARTFORD TO MAKE ARRANGEMENTS. (262)673-8263
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. MOUNT VIDEO DETECTION CAMERAS AT MIN. 30' HEIGHT ON EMPTY LUMINAIRE ARMS.
6. FACE OF POLE MUST BE 2' MIN BEHIND FACE OF CURB.

TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

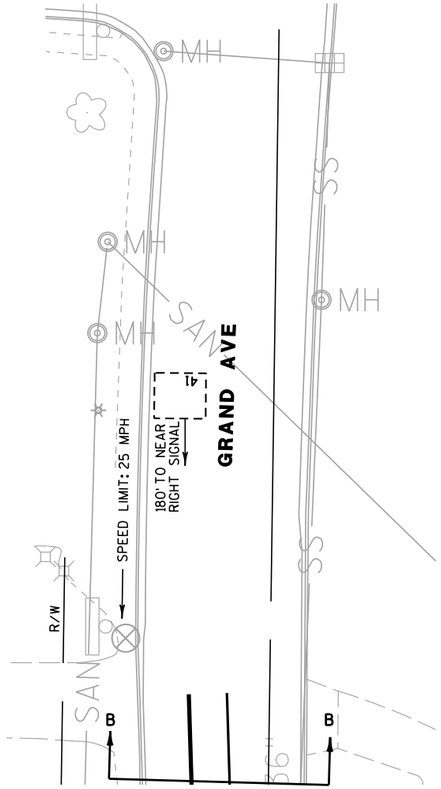
SIGNAL NO. CONTROLLER TYPE: EPAC

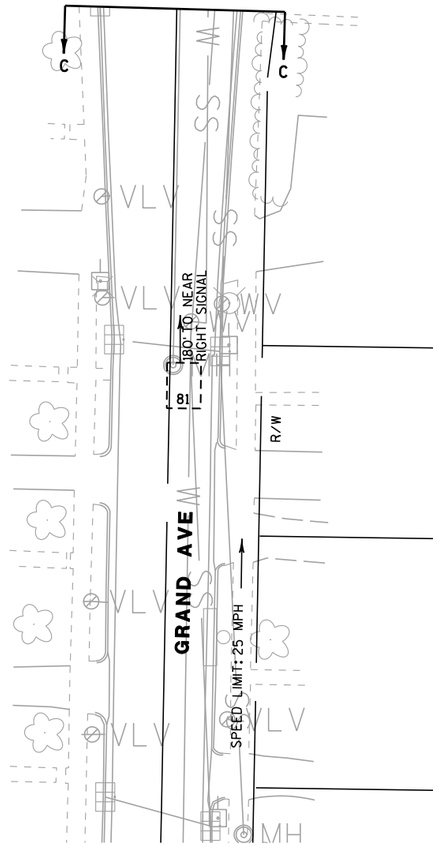
CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

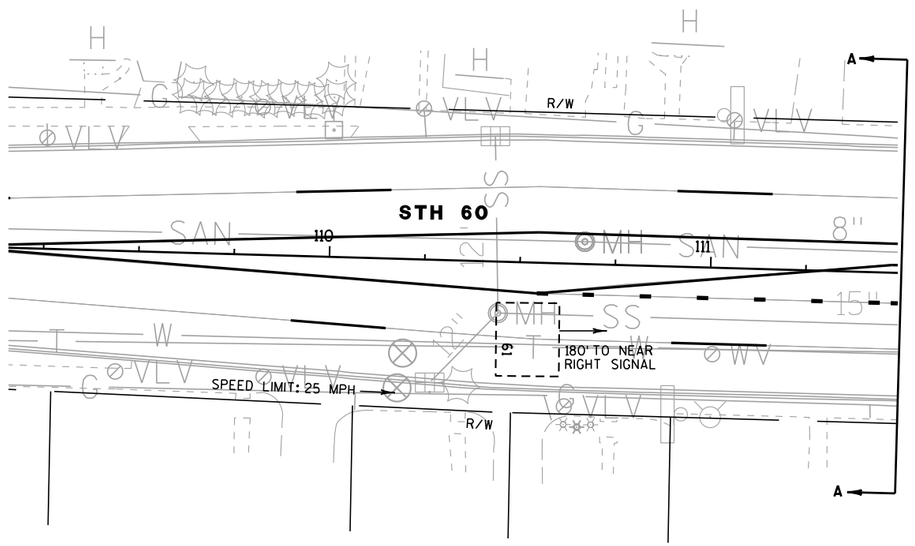
PAGE 1 OF 3

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 103 E

2







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TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

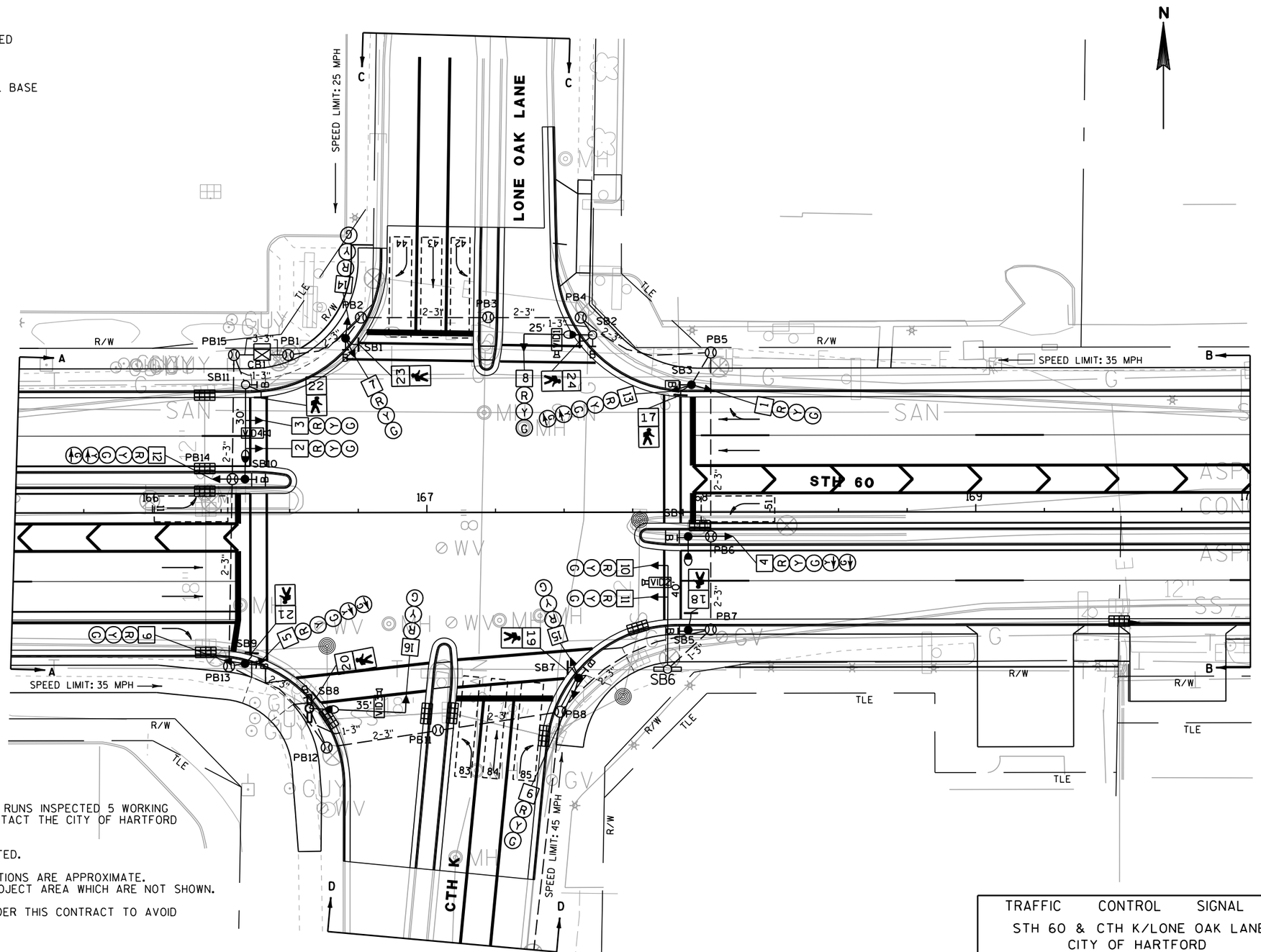
PAGE 2 OF 3

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 104	E

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12" (COUNTDOWN TIMER)
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION COVERAGE AREA
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO THE SYSTEM. CONTACT THE CITY OF HARTFORD TO MAKE ARRANGEMENTS. (262)673-8263
2. ALL LUMINAIRES ARE LED, CATEGORY C UNLESS OTHERWISE NOTED.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
6. THE CONDUIT EMBEDDED IN A TYPE 10 OR TYPE 13 BASE SHALL BE 3" CONDUIT.
7. MOUNT VIDEO DETECTION CAMERAS AT MIN. 30' HEIGHT.
8. FACE OF POLE MUST BE 2' MIN BEHIND FACE OF CURB.

TRAFFIC CONTROL SIGNAL

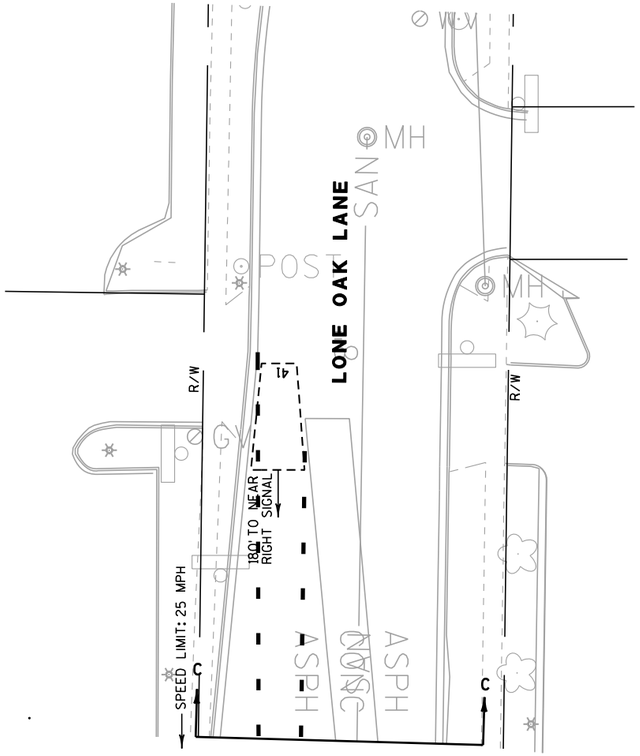
STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

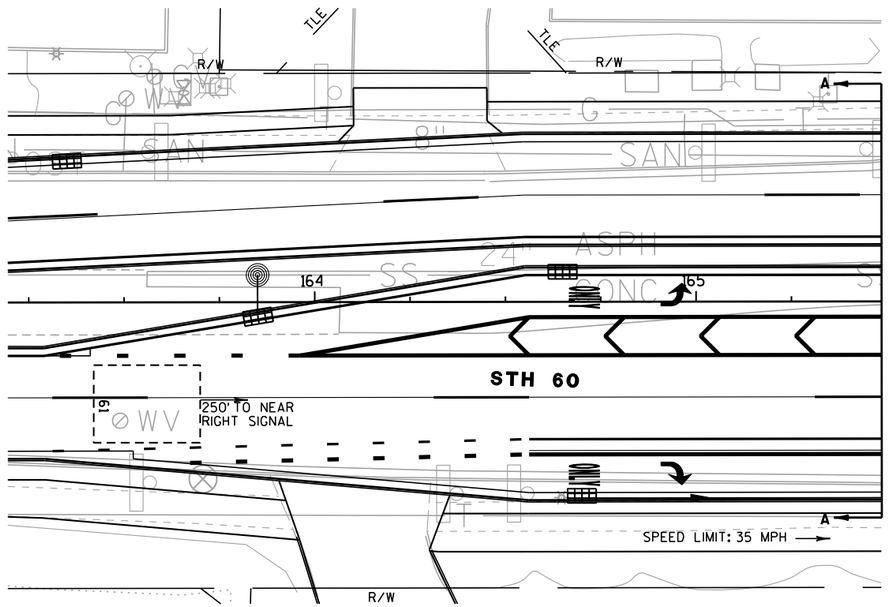
SIGNAL NO. CONTROLLER TYPE: EPAC

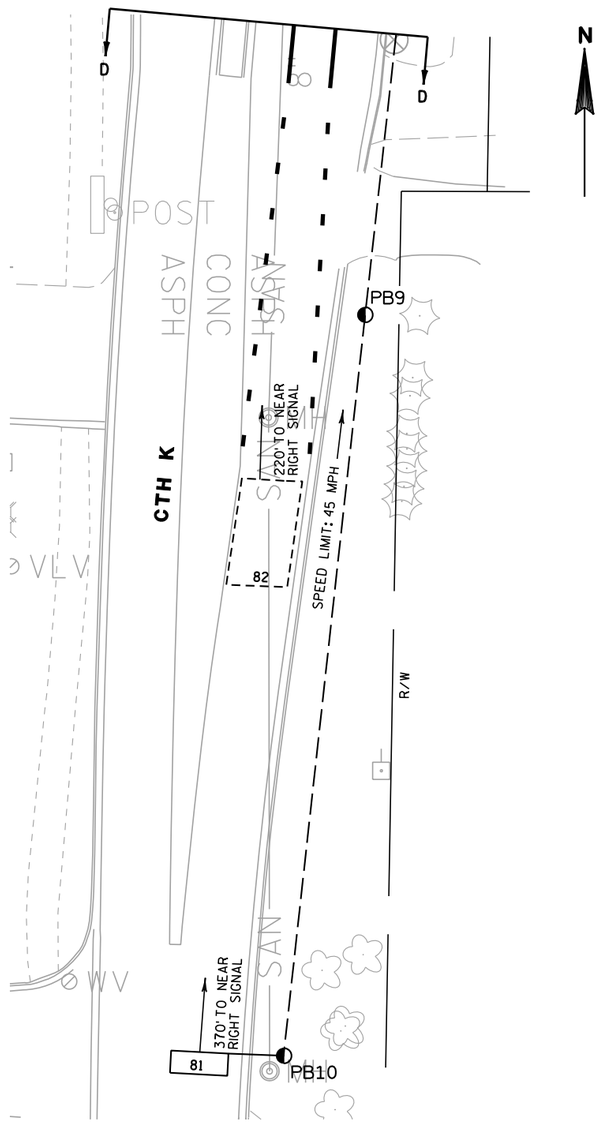
CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

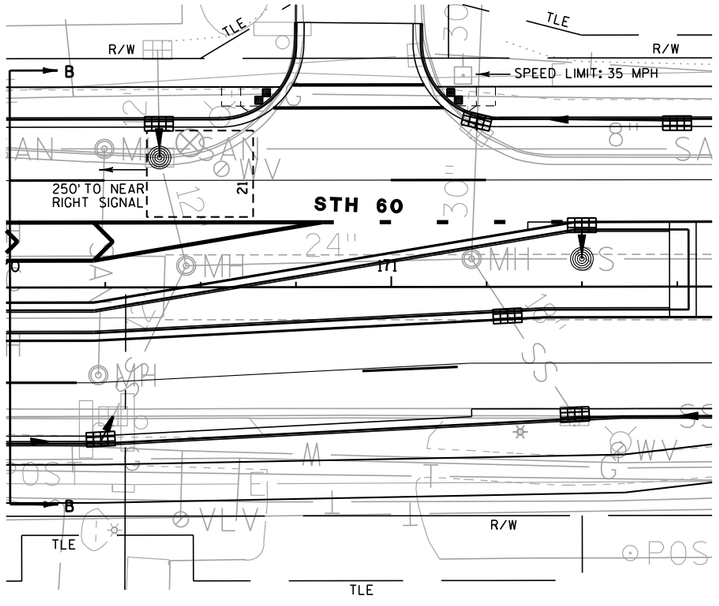
PAGE 1 OF 3

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 105 E









TRAFFIC CONTROL SIGNAL

STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

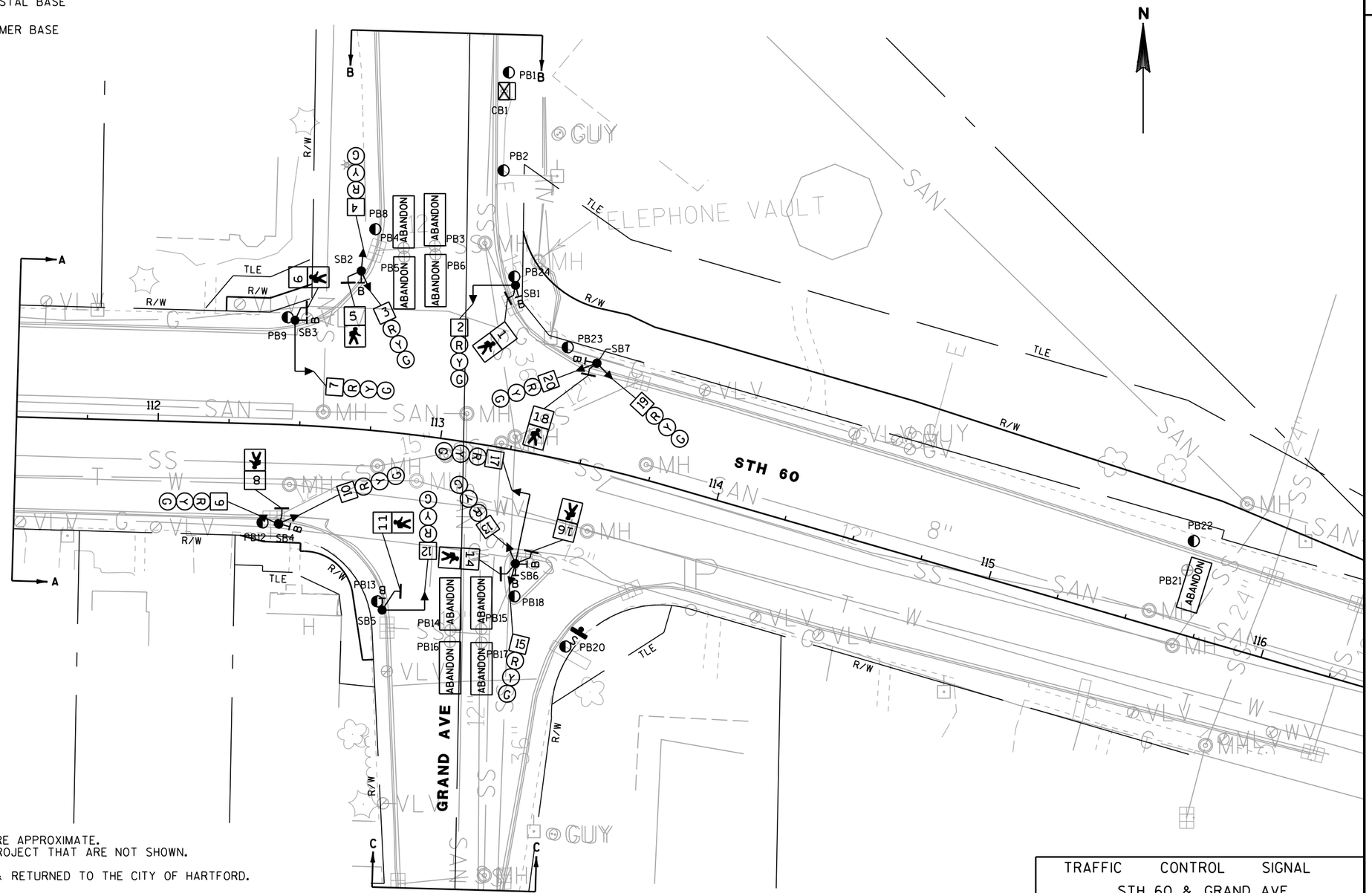
PAGE 2 OF 3

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN	SHEET 106 E

LEGEND

- CONTROL CABINET
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- WALK/DON'T WALK INDICATOR
- S STOP SIGN

NOTE:
GRAYSHADE REPRESENTS EXISTING.
BOLD REPRESENTS ITEMS TO BE REMOVED.



CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING & PROPOSED INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
2. CABINET & CONTROLLER TO BE REMOVED BY CONTRACTOR & RETURNED TO THE CITY OF HARTFORD.
3. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP WIRE AND LOOP LEAD-IN CABLE TO BE REMOVED BY CONTRACTOR.

TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

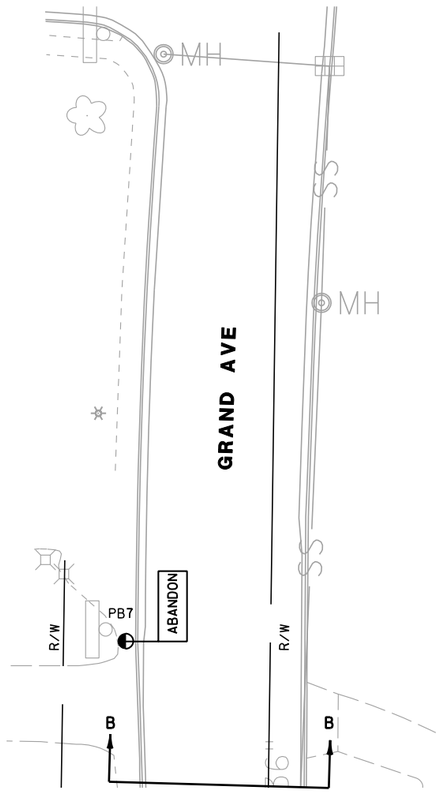
SIGNAL NO. SCALE 0 20

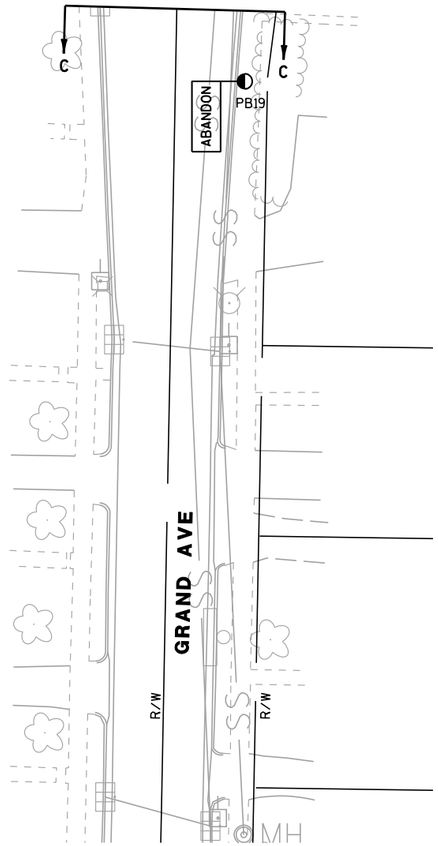
CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

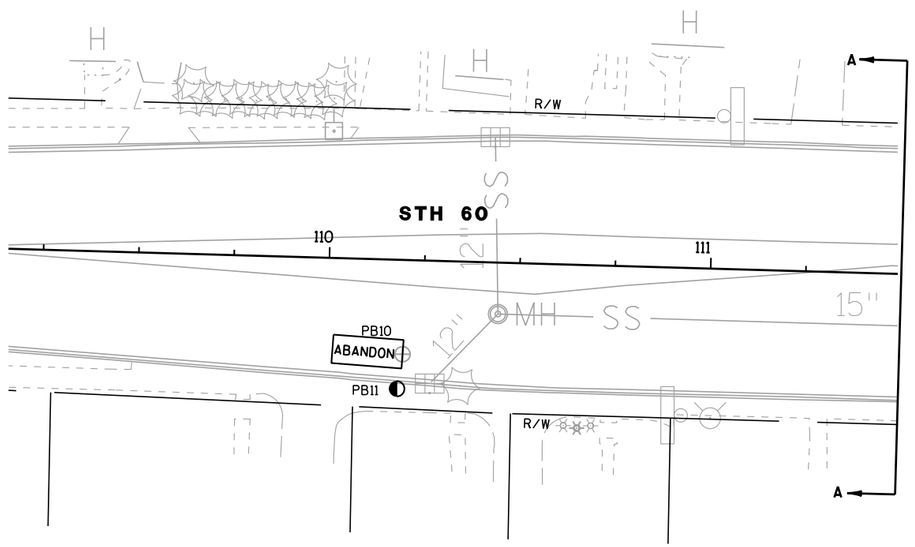
PAGE 1 OF 2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 107	E

2







TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

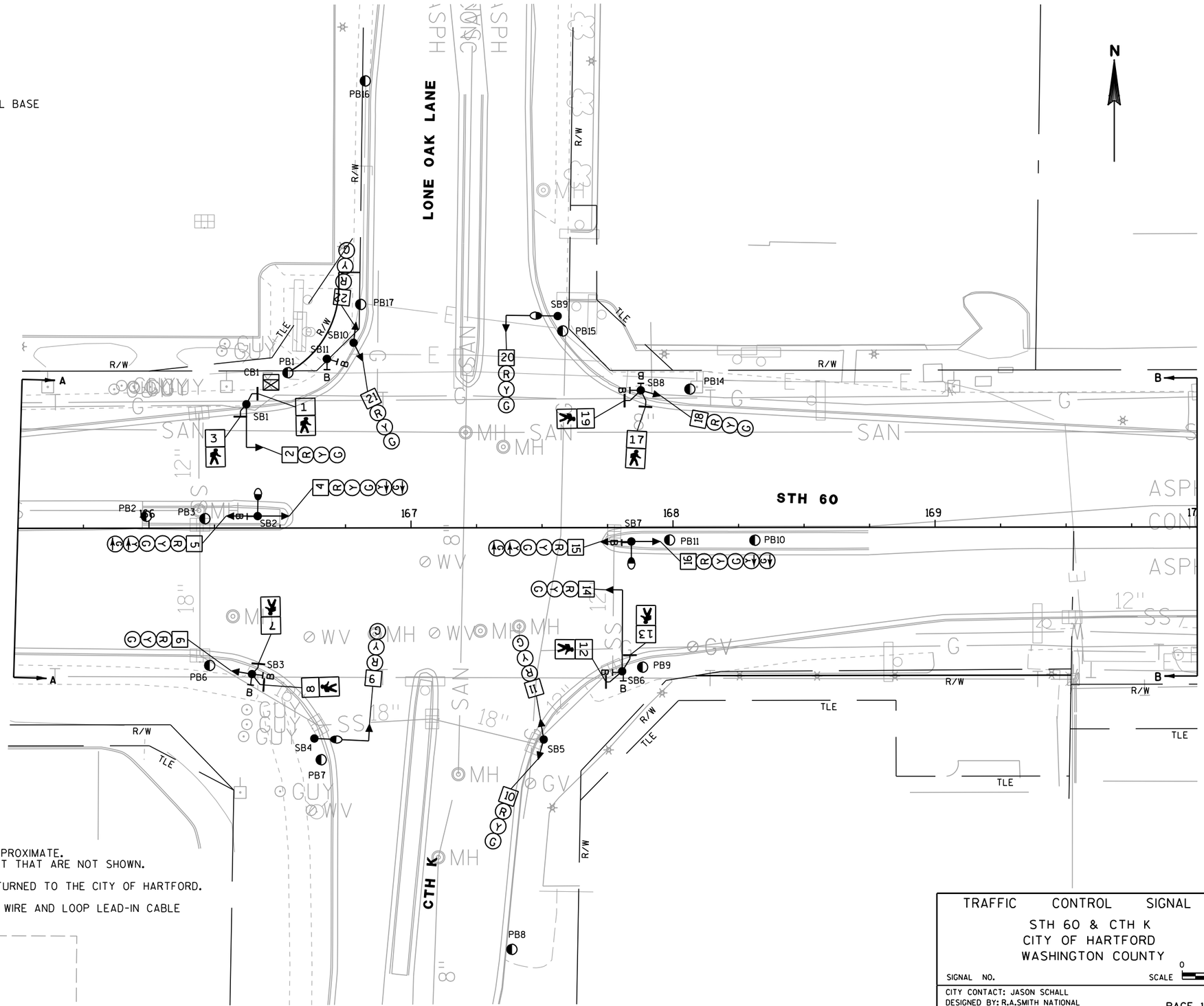
PAGE 2 OF 2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 108 E

LEGEND

- CONTROL CABINET
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR

NOTE:
GRAYSHADE REPRESENTS EXISTING.
BOLD REPRESENTS ITEMS TO BE REMOVED.



CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING & PROPOSED INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
2. CABINET & CONTROLLER TO BE REMOVED BY CONTRACTOR & RETURNED TO THE CITY OF HARTFORD.
3. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP WIRE AND LOOP LEAD-IN CABLE TO BE REMOVED BY CONTRACTOR.

TRAFFIC CONTROL SIGNAL
STH 60 & CTH K
CITY OF HARTFORD
WASHINGTON COUNTY

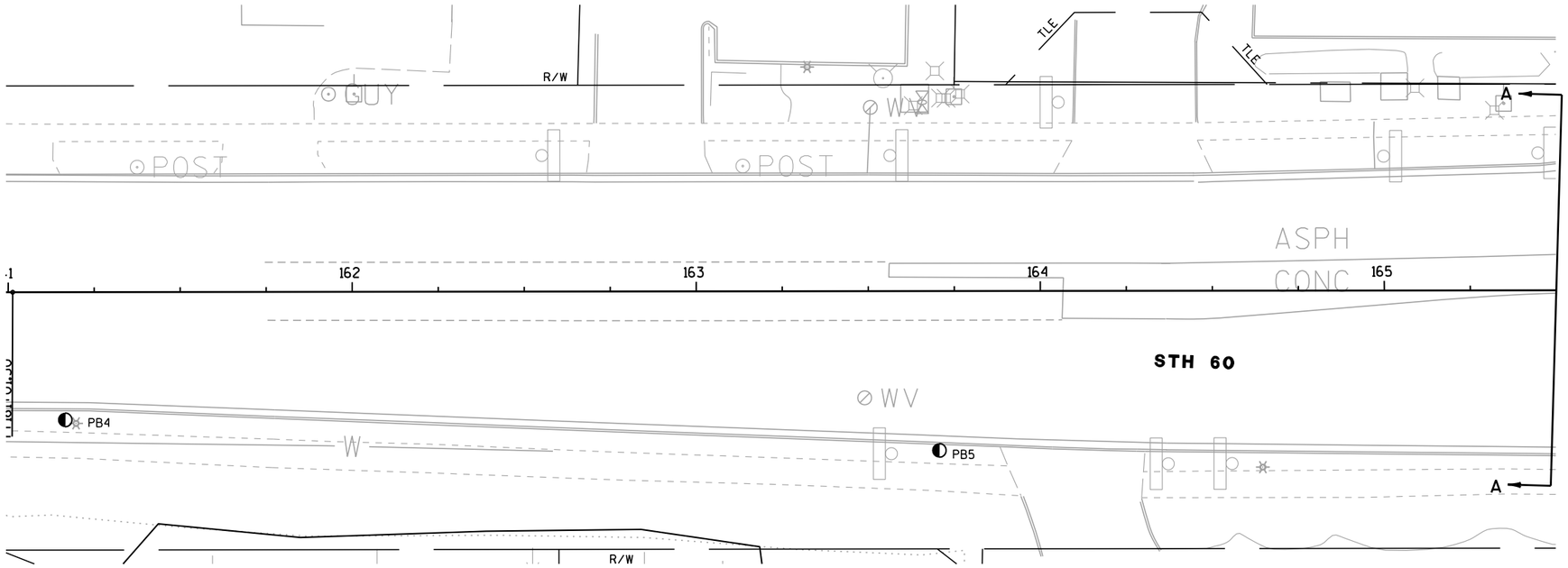
SIGNAL NO.

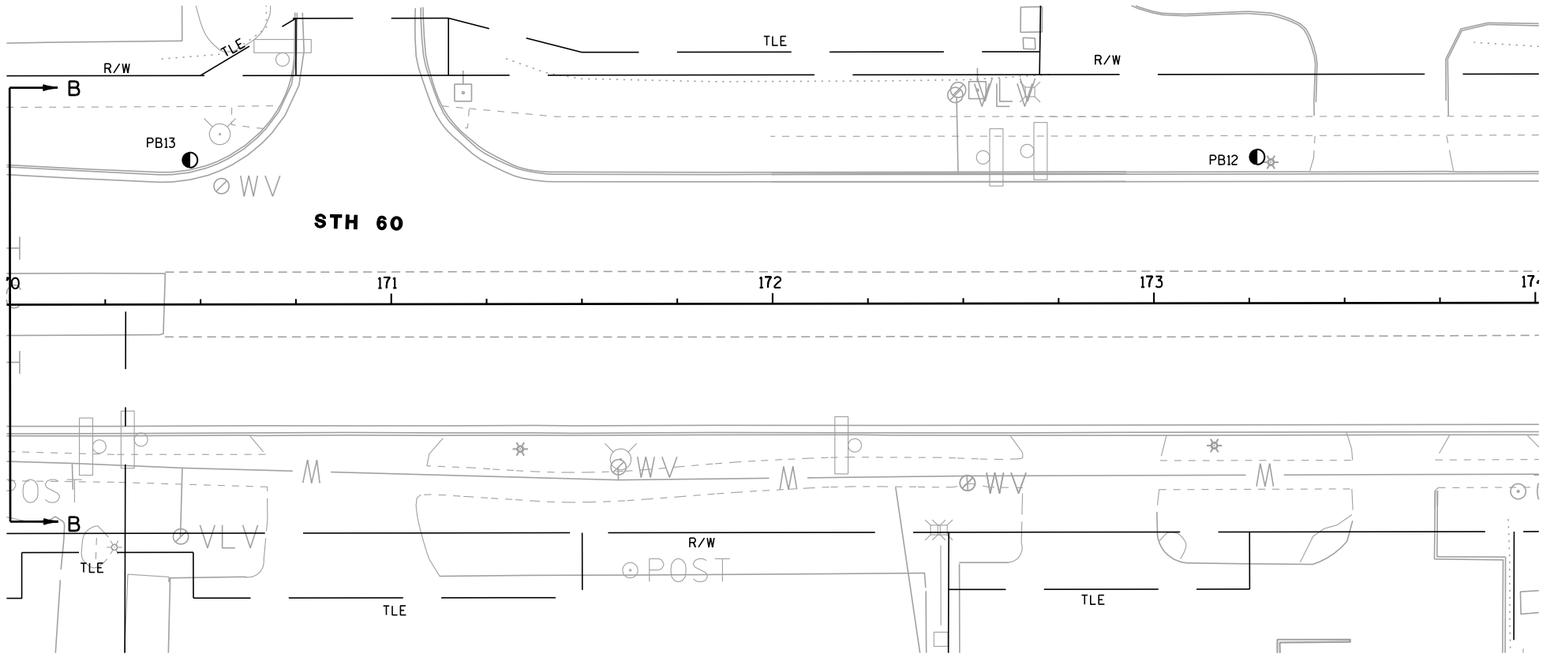
SCALE 0 20

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 109 E





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TRAFFIC CONTROL SIGNAL
STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

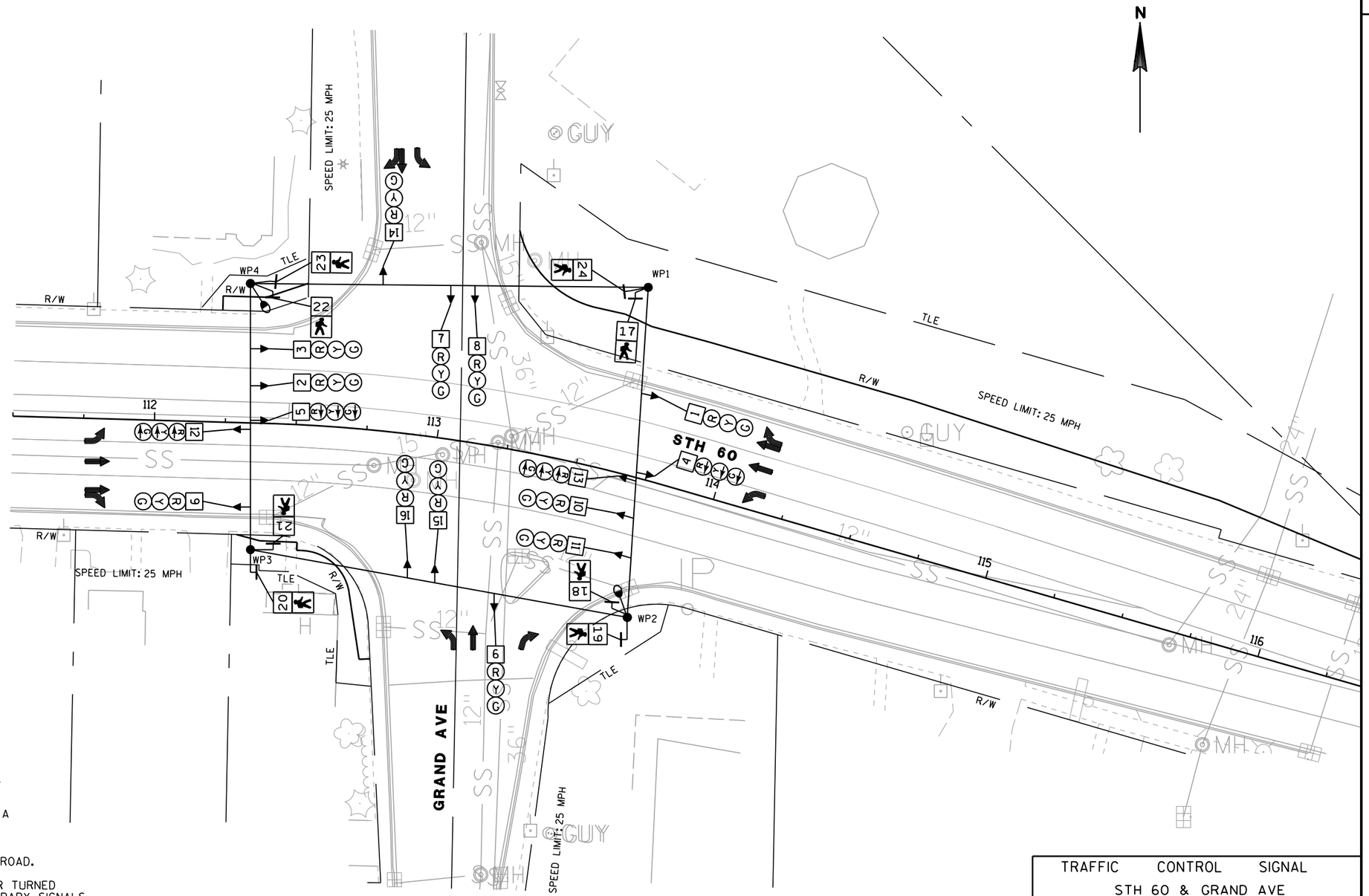
PAGE 2 OF 2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 110	E

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SUMMARY OF MATERIAL FOR INFORMATION ONLY		
QUANTITY	UNIT	DESCRIPTION
4	EA	CLASS 4 WOOD POLES
490	LF	SPAN WIRE
2	EA	TEMPORARY LUMINAIRES 250W HPS

CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250 W UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

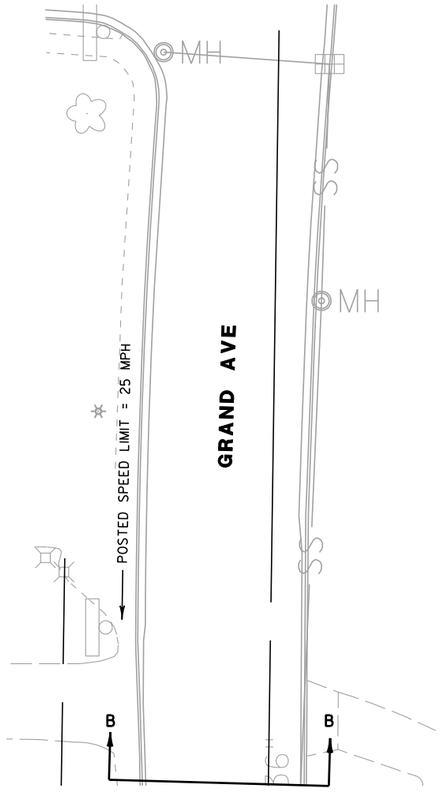
SIGNAL NO. CONTROLLER TYPE: TEMP

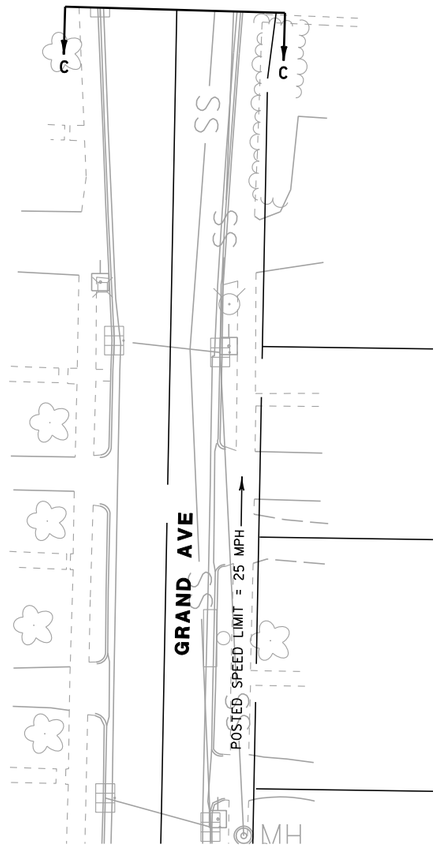
CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

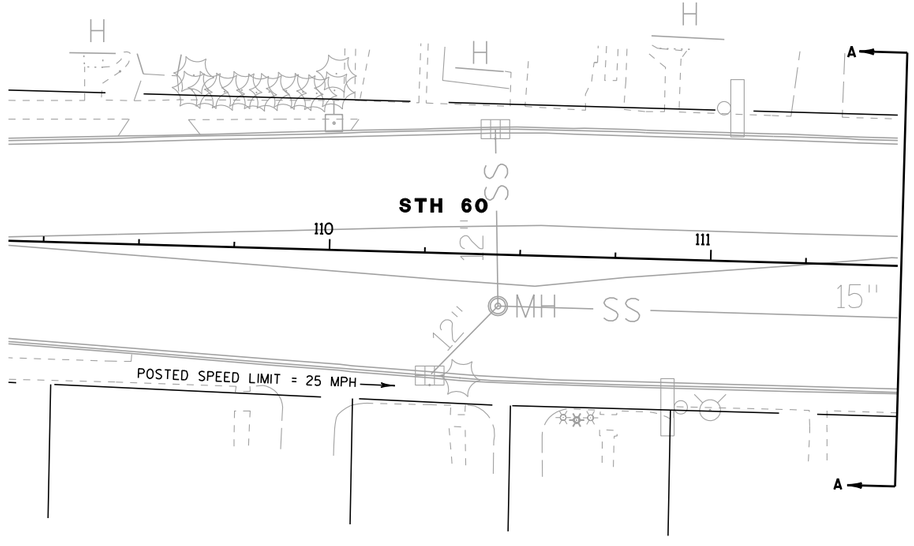
PAGE 1 OF 4

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 111	E

2







TRAFFIC CONTROL SIGNAL

STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT:
DESIGNED BY:
REVISED BY:

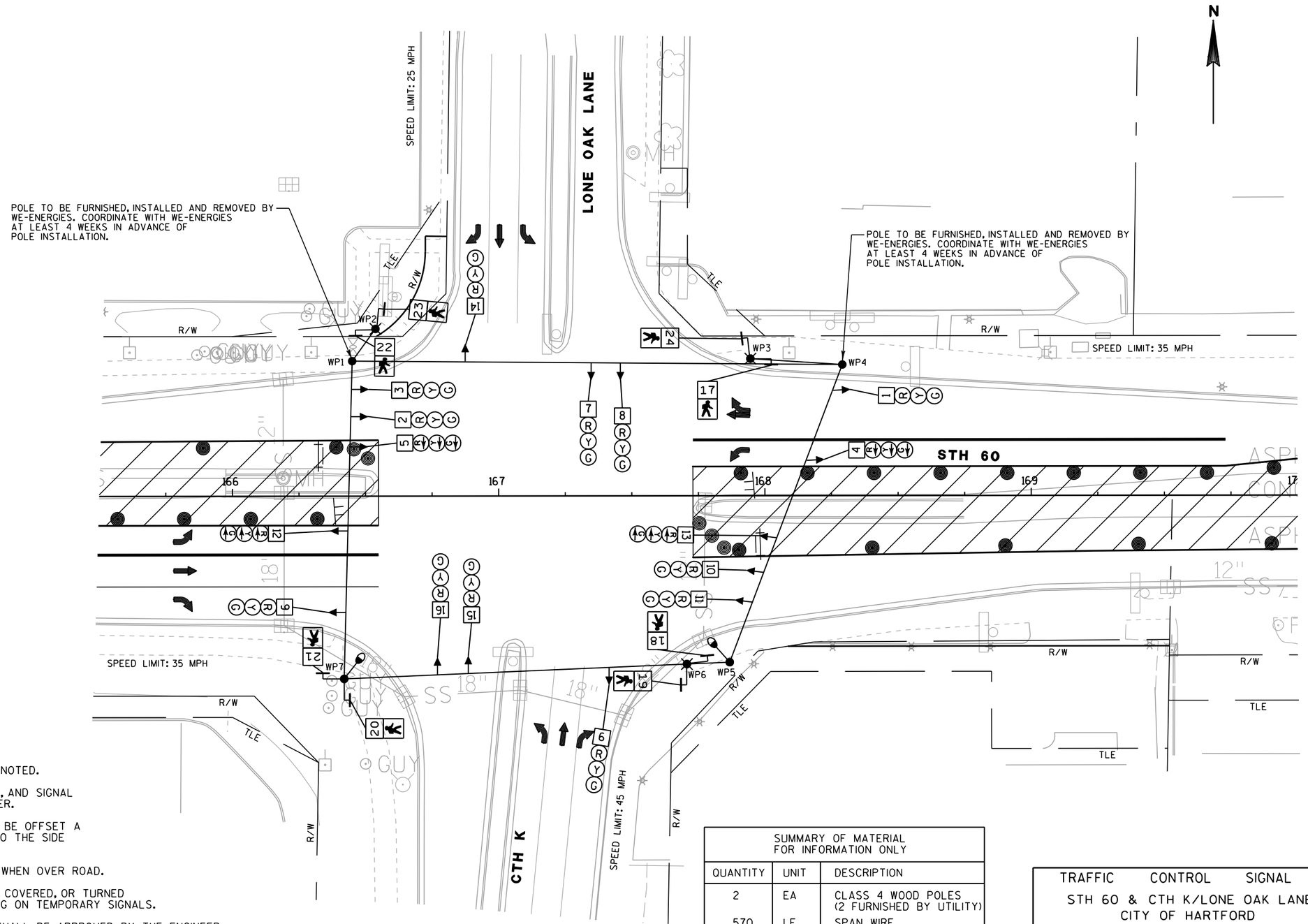
PAGE OF

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 112	E

LEGEND

- WOOD POLE CLASS 4
- WOOD MOVEABLE DROP POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



CONSTRUCTION NOTES:

1. ALL LUMINAIRES ARE 250 W UNLESS OTHERWISE NOTED.
2. FINAL LOCATION OF SIGNAL POLES, SIGNAL HEADS, AND SIGNAL CABINET SHALL BE AS DIRECTED BY THE ENGINEER.
3. POLE & POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE WHEN OVER ROAD.
5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.
6. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
7. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.

SUMMARY OF MATERIAL FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
2	EA	CLASS 4 WOOD POLES (2 FURNISHED BY UTILITY)
570	LF	SPAN WIRE
2	EA	TEMPORARY LUMINAIRES 250W HPS
3	EA	WOOD MOVEABLE DROP POLE

TRAFFIC CONTROL SIGNAL

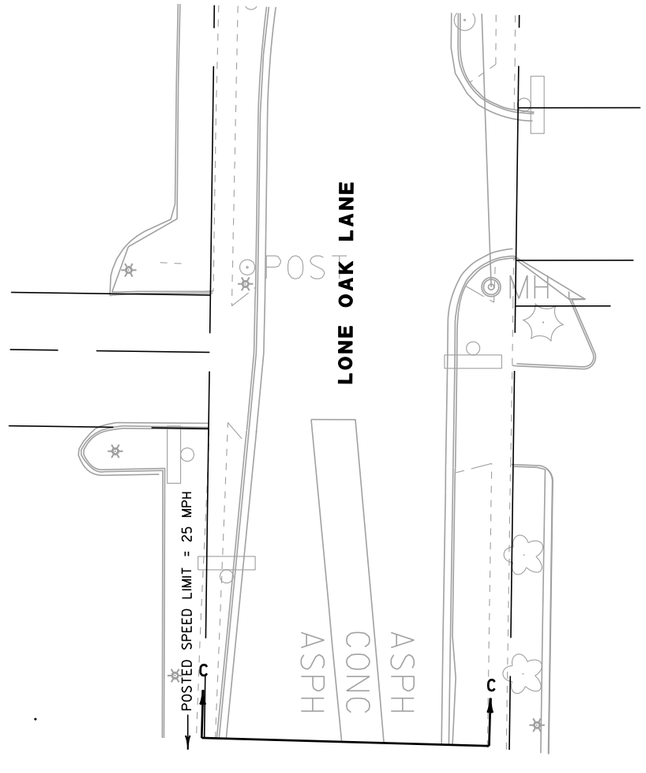
STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

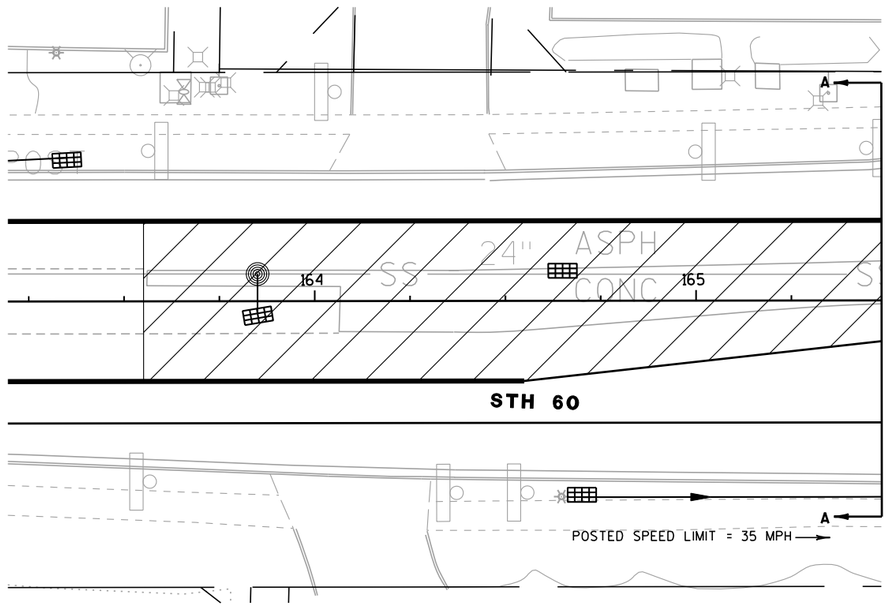
SIGNAL NO. CONTROLLER TYPE: TEMP

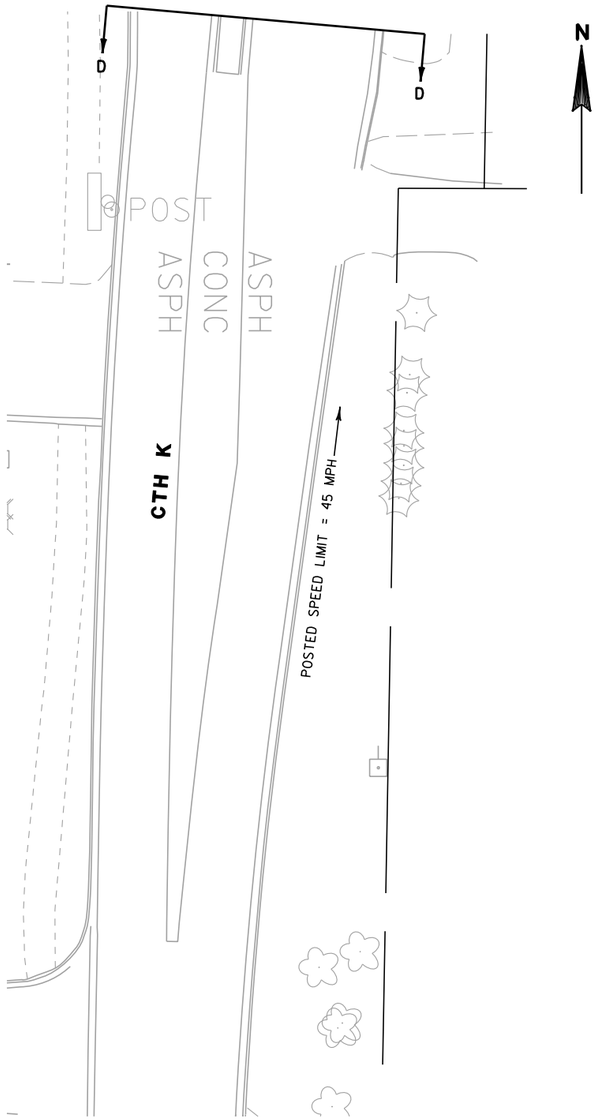
CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

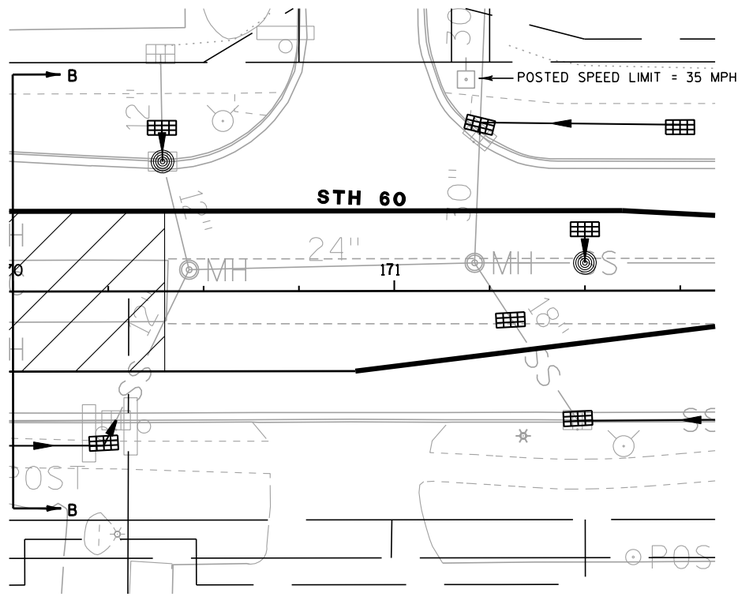
PAGE 1 OF 4

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 113 E









TRAFFIC CONTROL SIGNAL

STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: EPAC

CITY CONTACT:
DESIGNED BY:
REVISED BY:

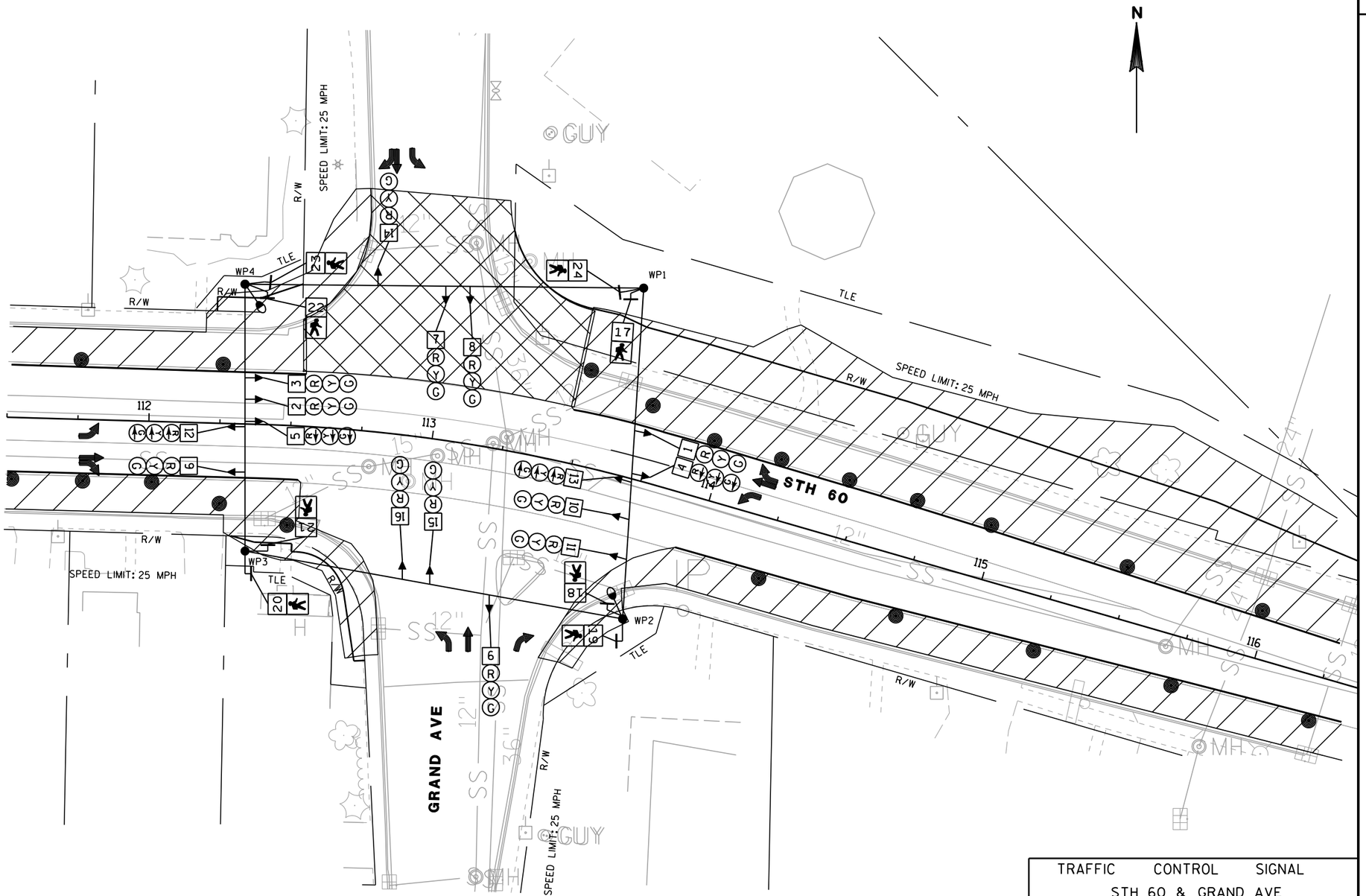
PAGE OF

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 114	E

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

PAGE 2 OF 4

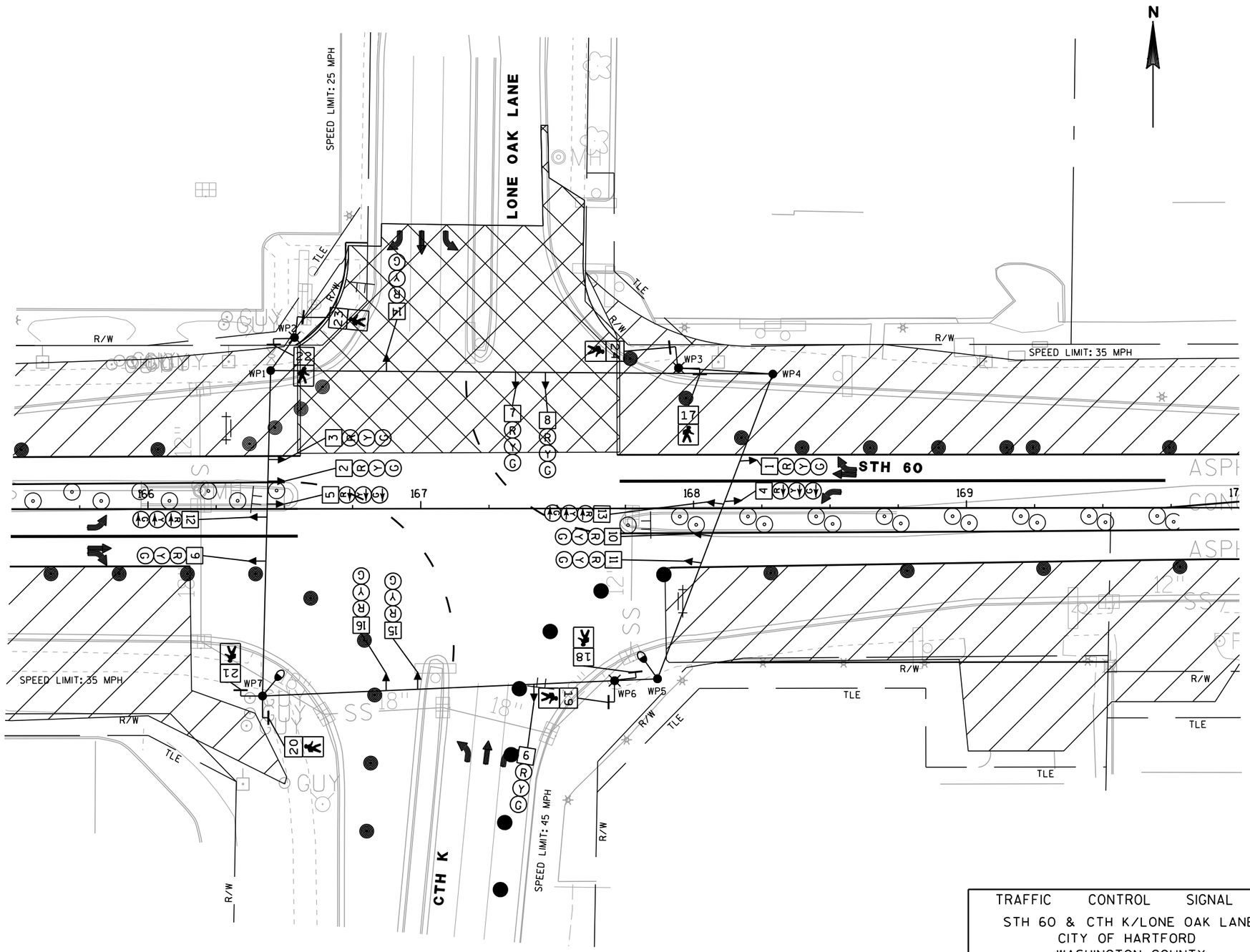
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 115 E

FILE NAME : t:\1092713\cadd\sheets\signals\024301_sp-TempSig-S2.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WOOD POLE CLASS 4
- WOOD MOVEABLE DROP POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL

STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

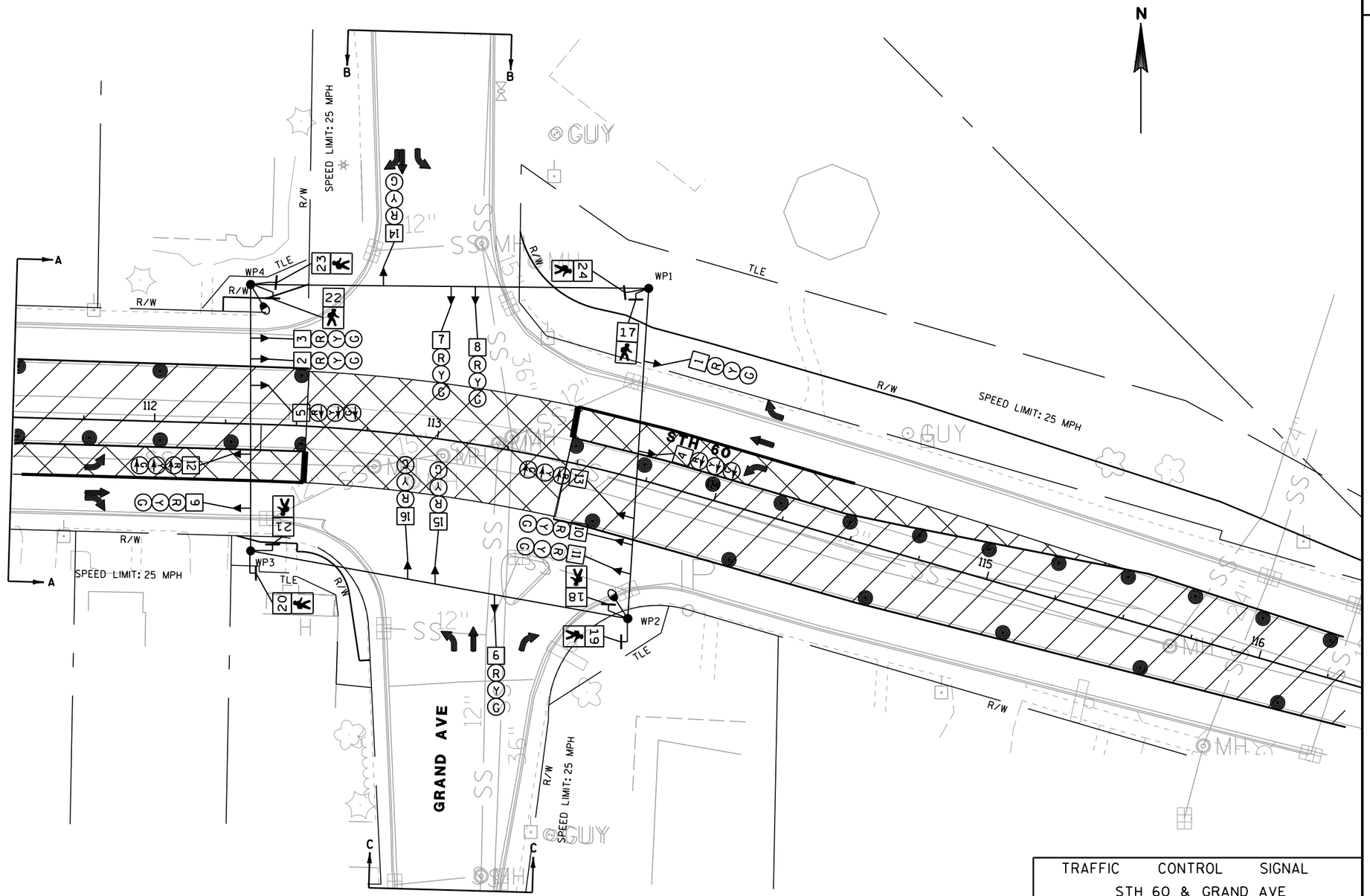
PAGE 2 OF 4

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 116 E

LEGEND

- WOOD POLE CLASS 4
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
STH 60 & GRAND AVE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

PAGE 3 OF 4

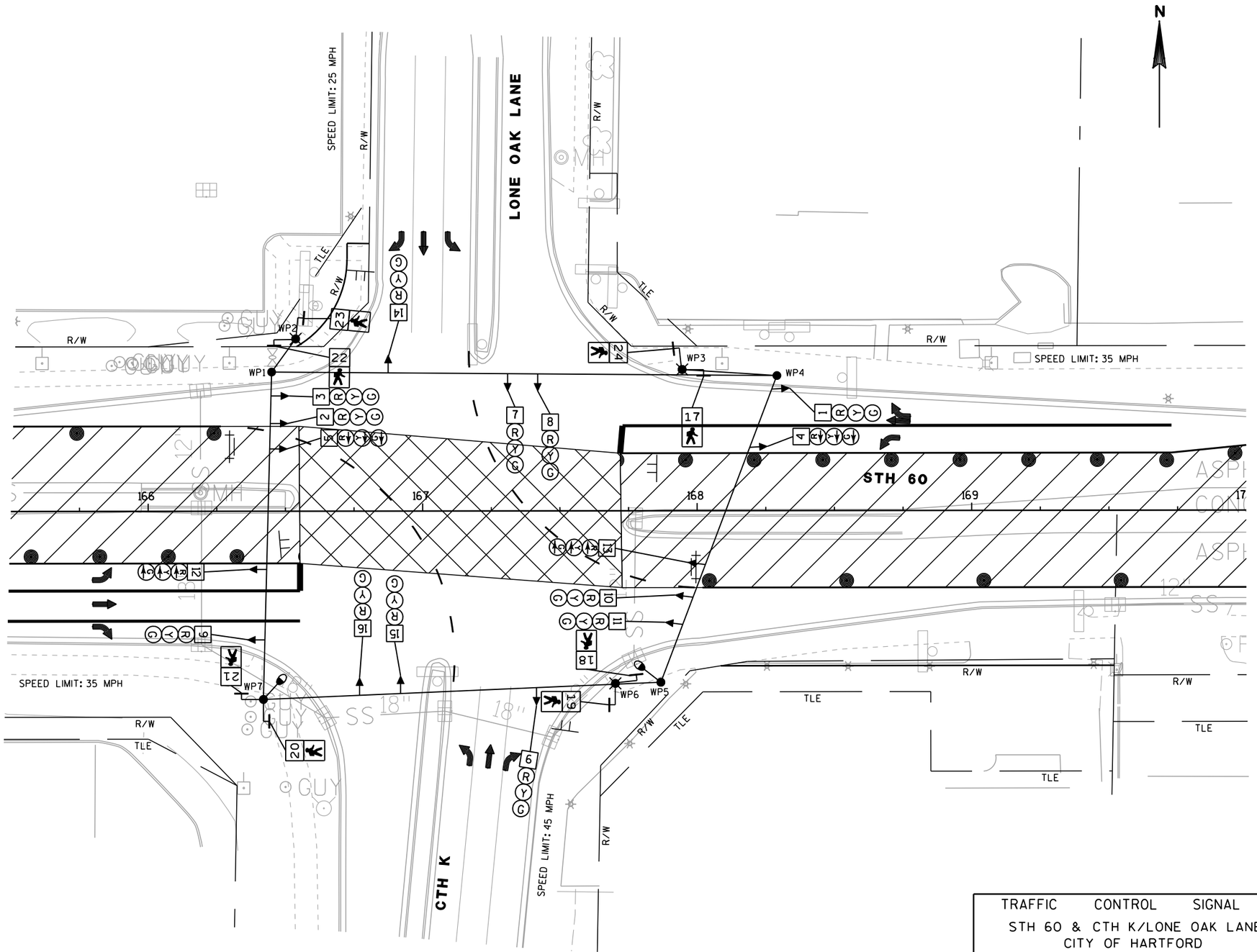
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 117 E

FILE NAME : t:\1092713\cadd\sheets\signals\024401_sp-TempSig-S3.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- WOOD POLE CLASS 4
- WOOD MOVEABLE DROP POLE
- SPAN WIRE
- TEMPORARY SIGNAL HEAD
- TEMPORARY LUMINAIRE, 250W
- XX — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y — YELLOW ARROW
- G — GREEN ARROW
- WORK ZONE
- WORK ZONE UNDER TRAFFIC
- EXISTING UTILITY POLE
- TRAFFIC FLOW ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL

STH 60 & CTH K/LONE OAK LANE
CITY OF HARTFORD
WASHINGTON COUNTY

SIGNAL NO. CONTROLLER TYPE: TEMP

CITY CONTACT: JASON SCHALL
DESIGNED BY: R.A.SMITH NATIONAL
REVISED BY:

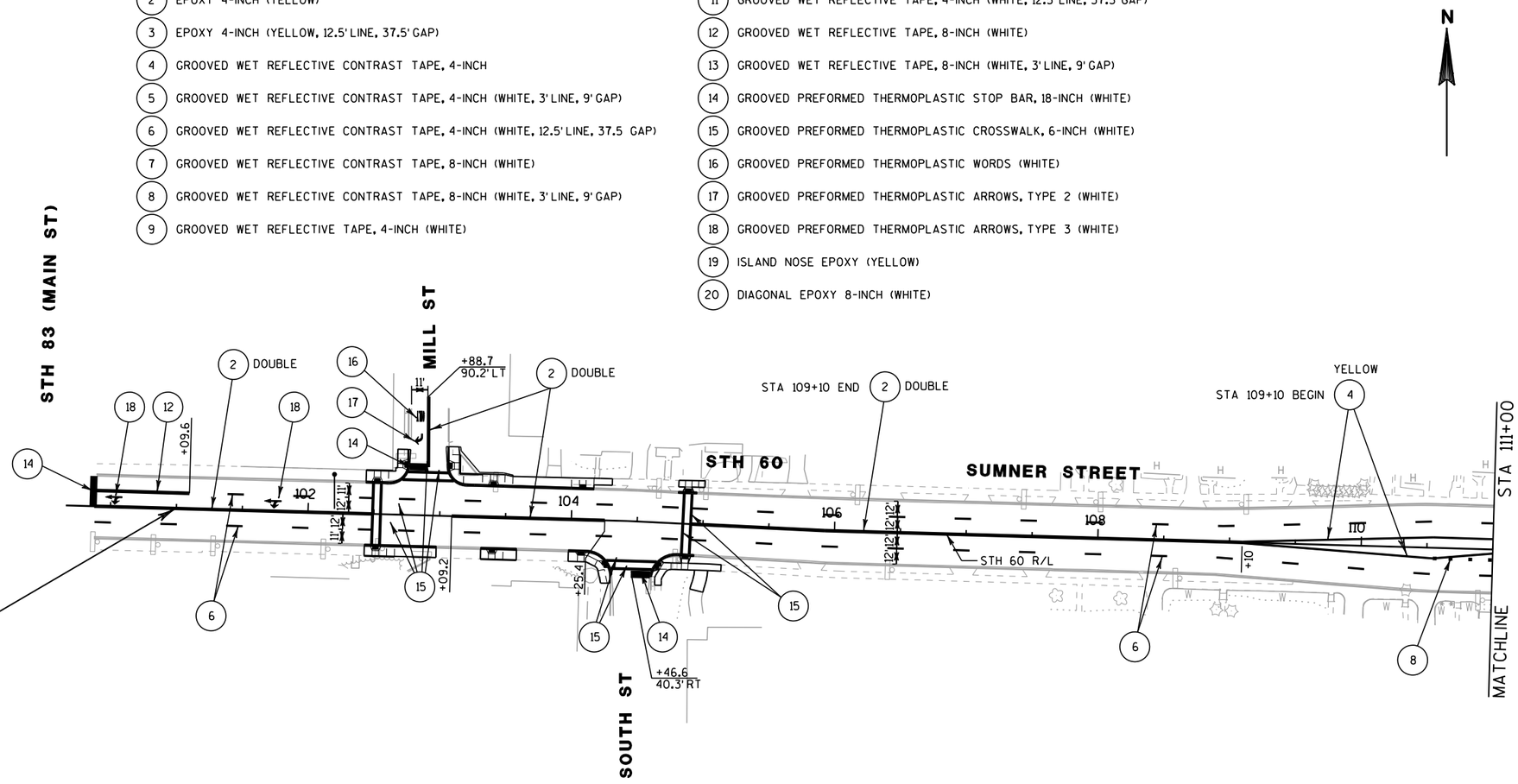
PAGE 3 OF 4

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 118	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5'GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



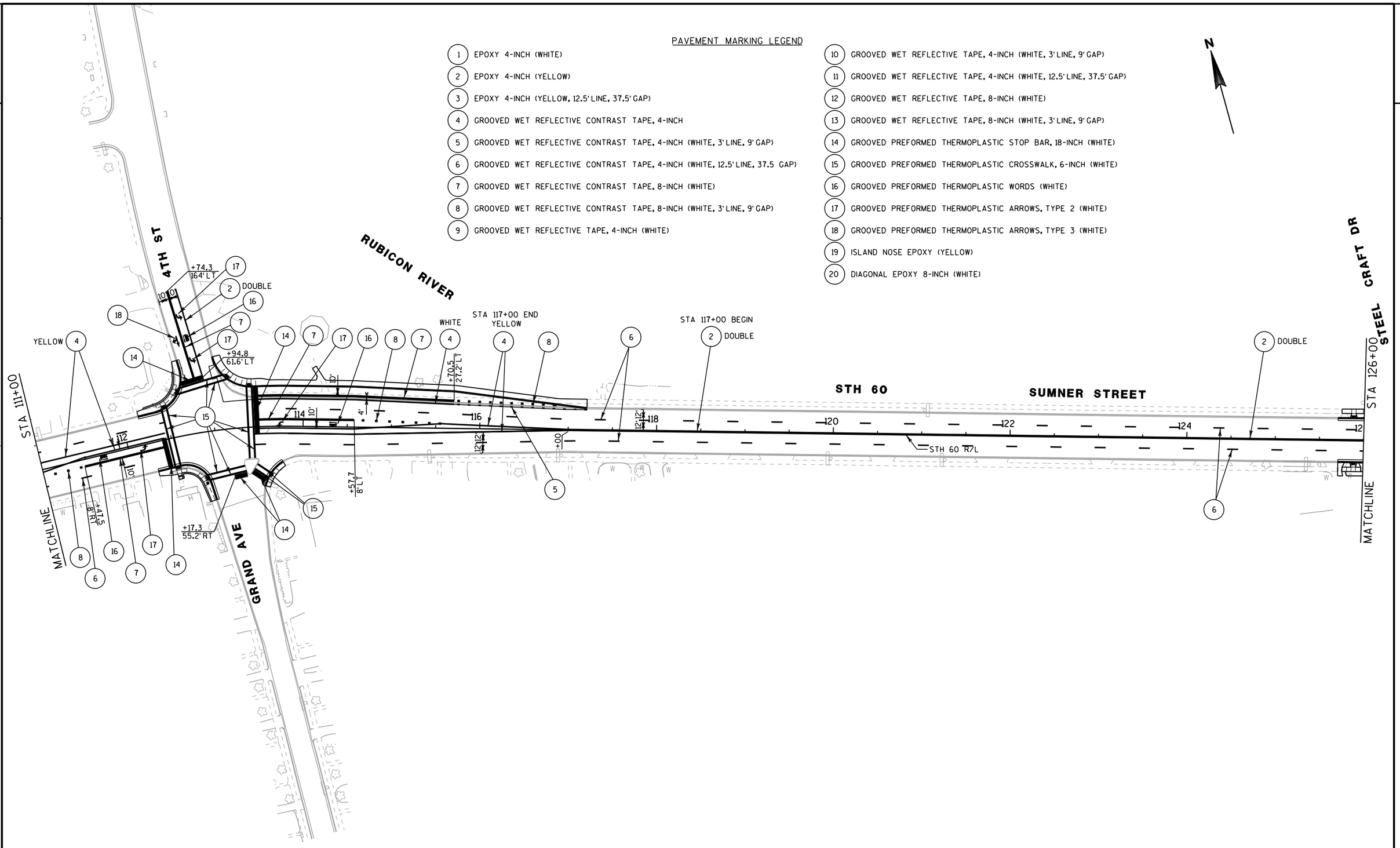
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 119	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

N

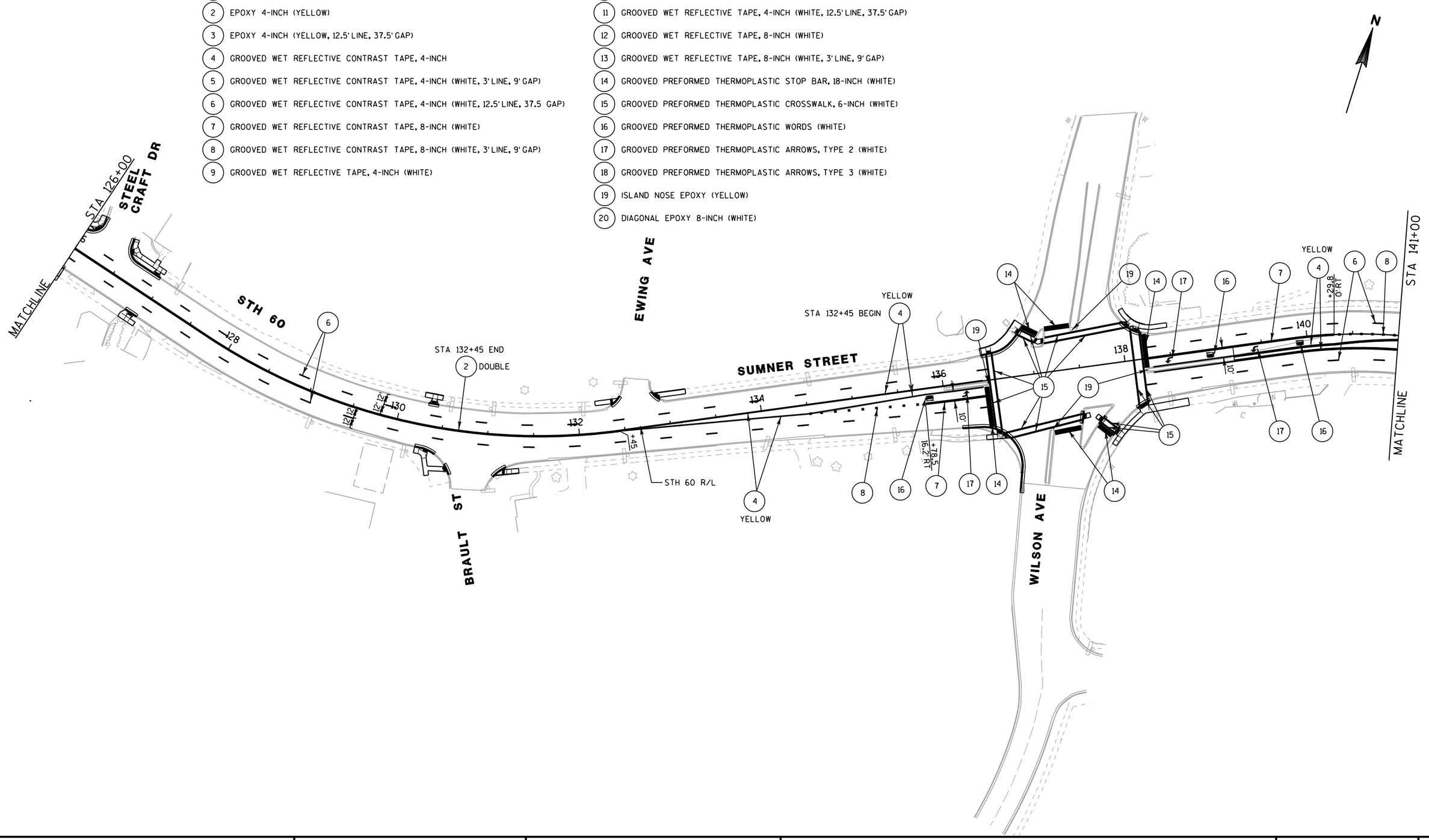


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 120	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5'GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



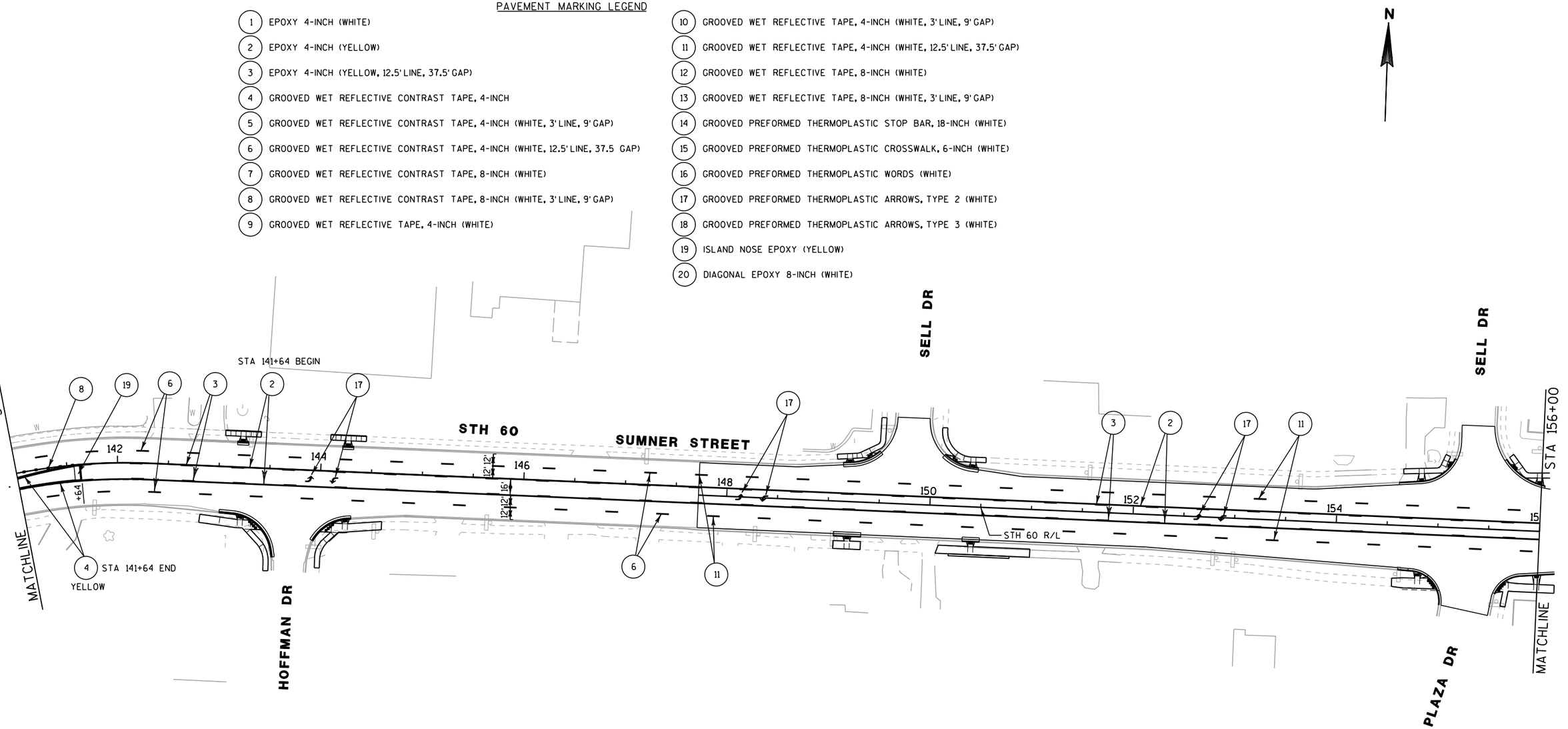
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET	E

FILE NAME : t:\1092713\cadd\sheets\pavement marking\024503_pm.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5'GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



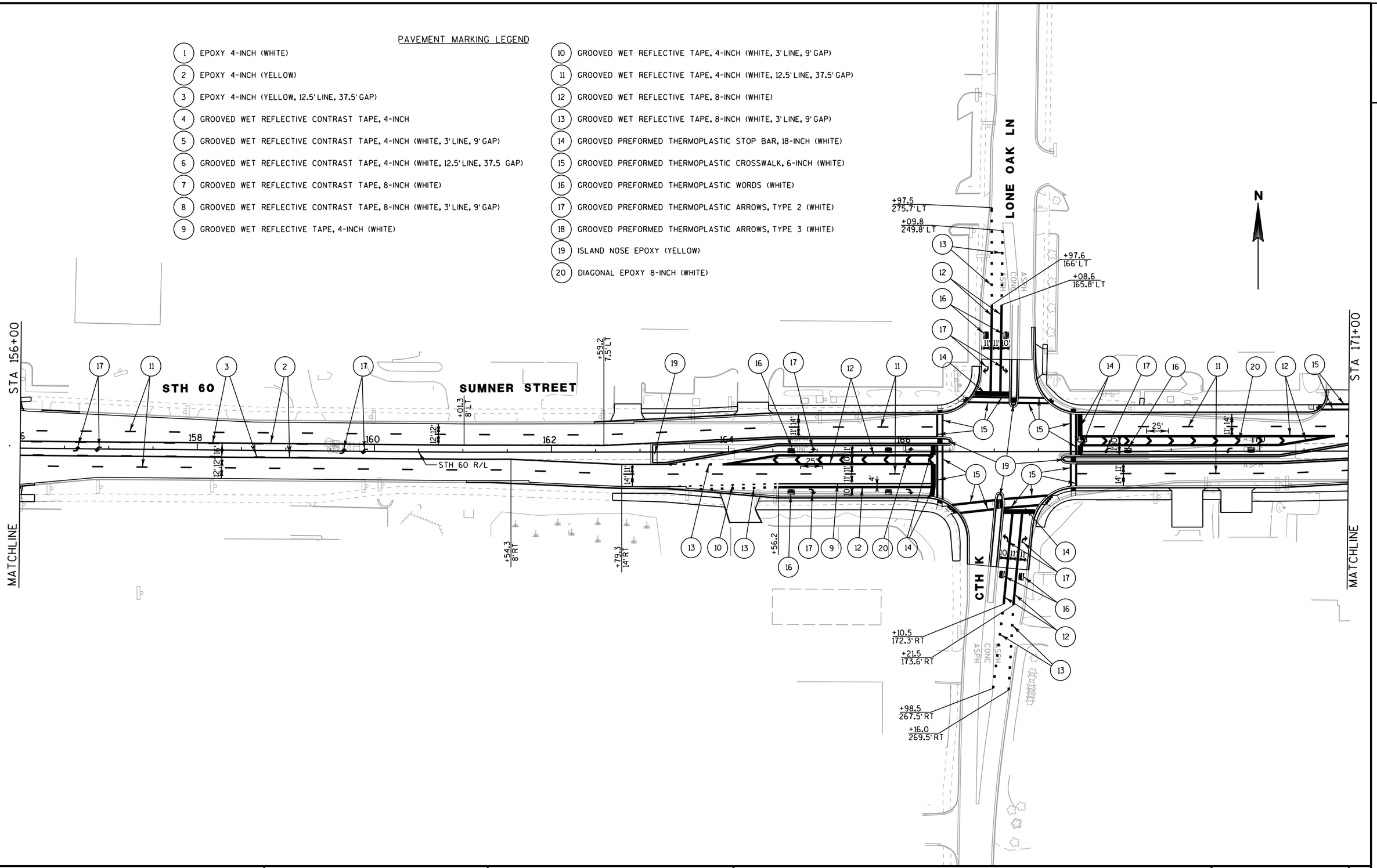
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 122	E

FILE NAME : t:\1092713\cadd\sheets\pavement marking\024504_pm.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

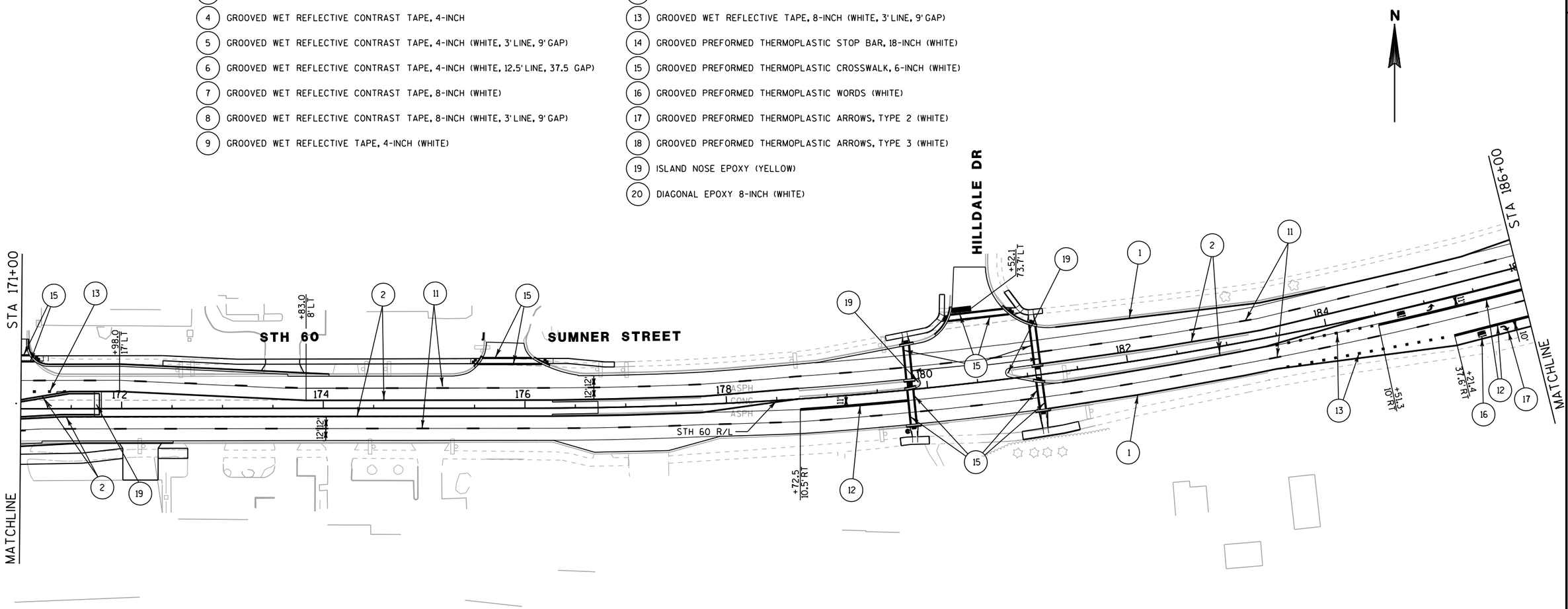
1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 123	E

PAVEMENT MARKING LEGEND

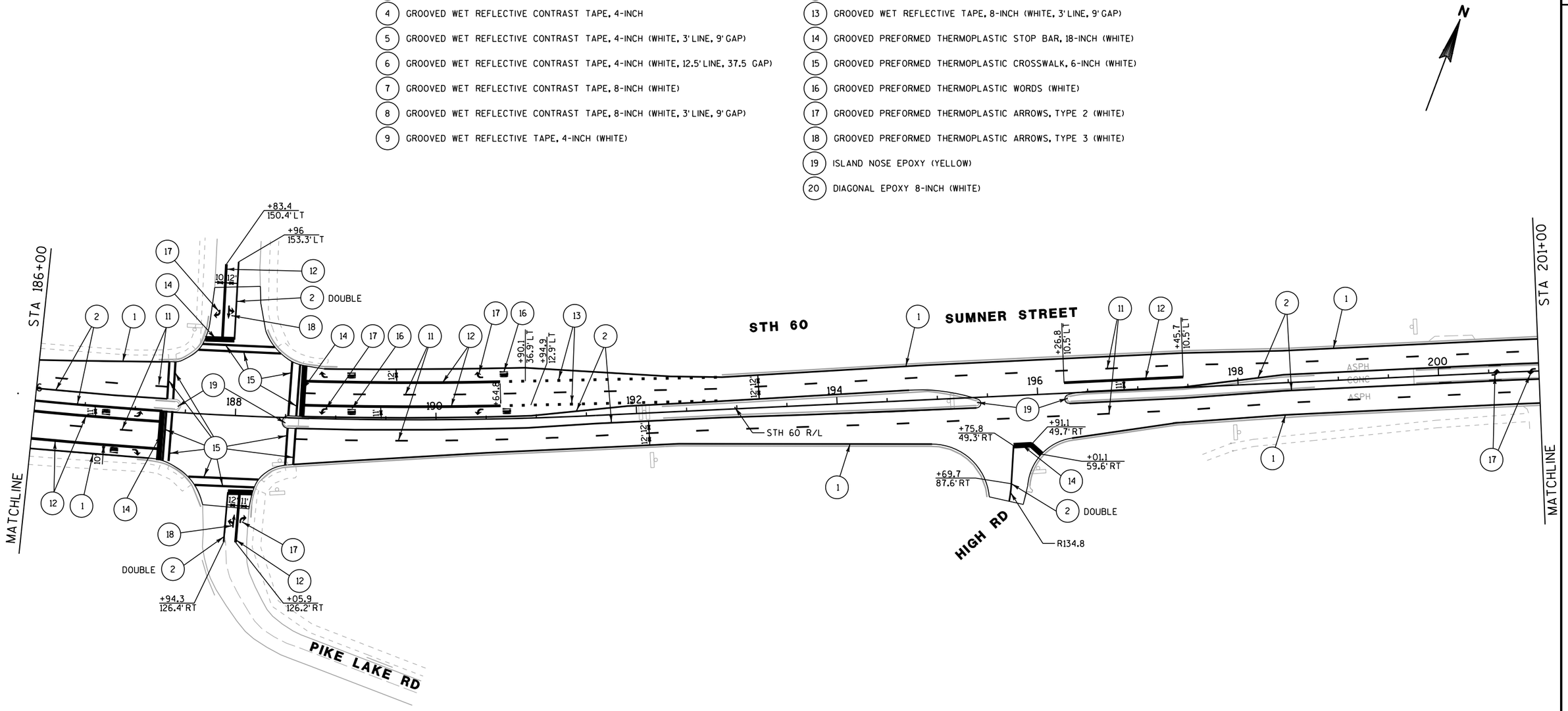
1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5'GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

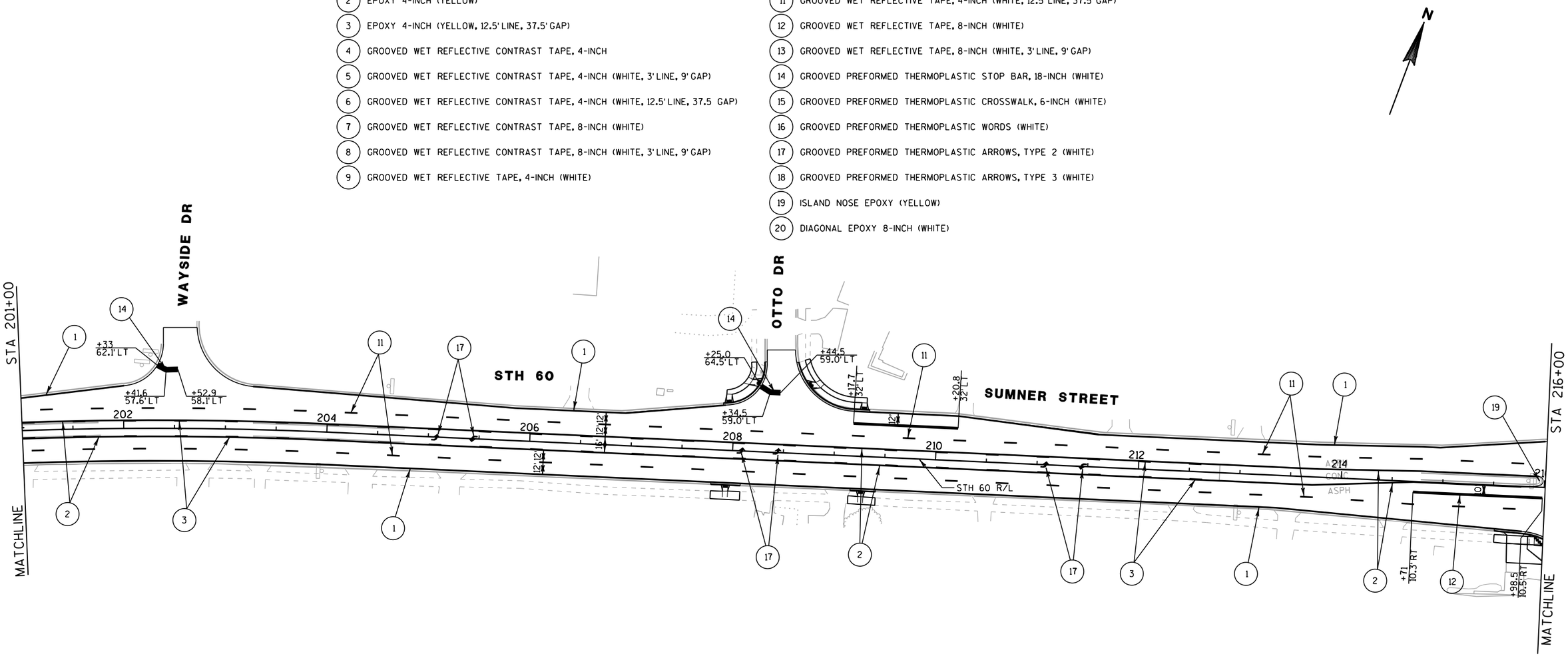


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 125	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

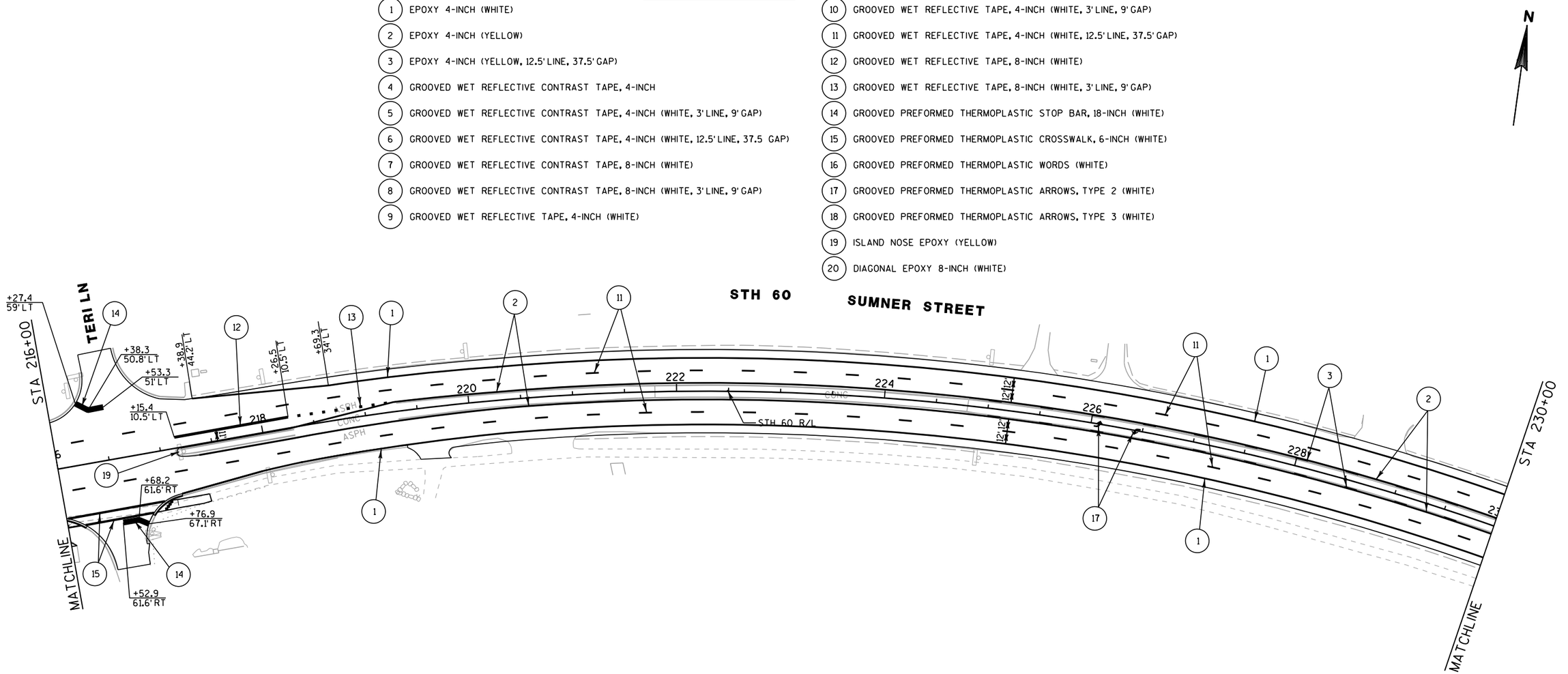


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 126 E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

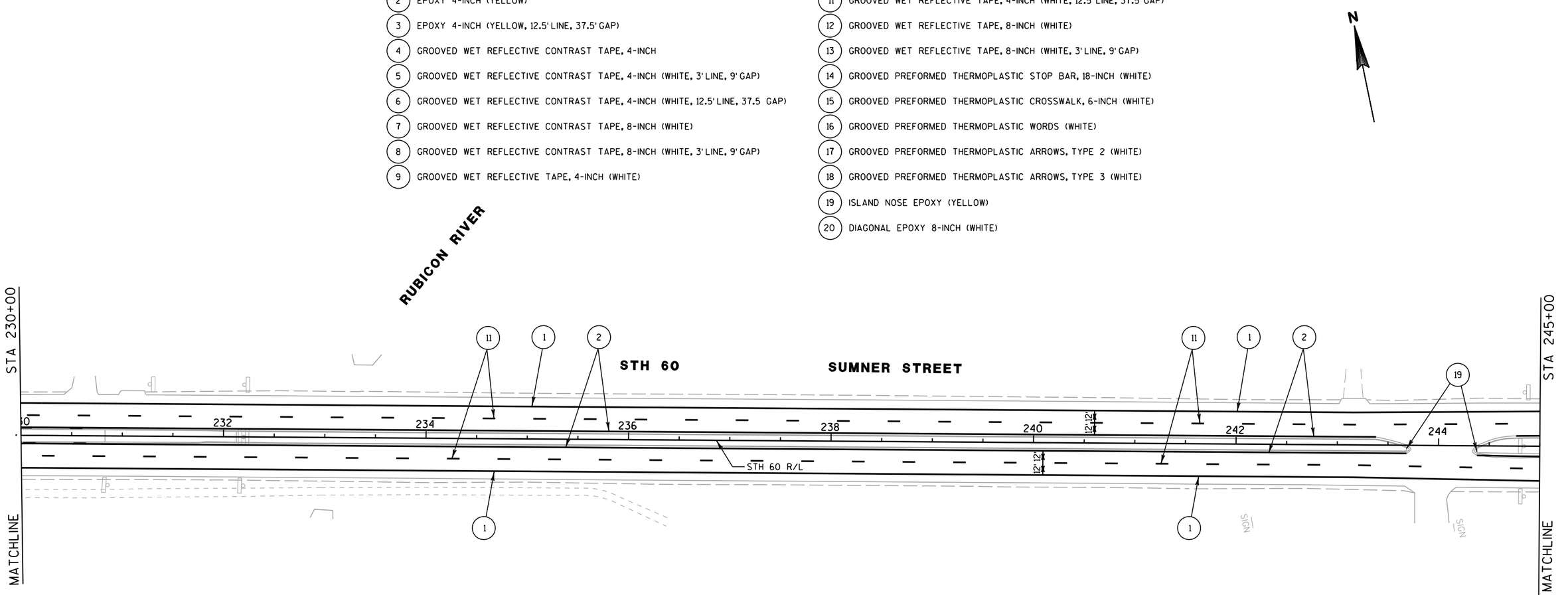


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 127	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5' LINE, 37.5' GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3' LINE, 9' GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3' LINE, 9' GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

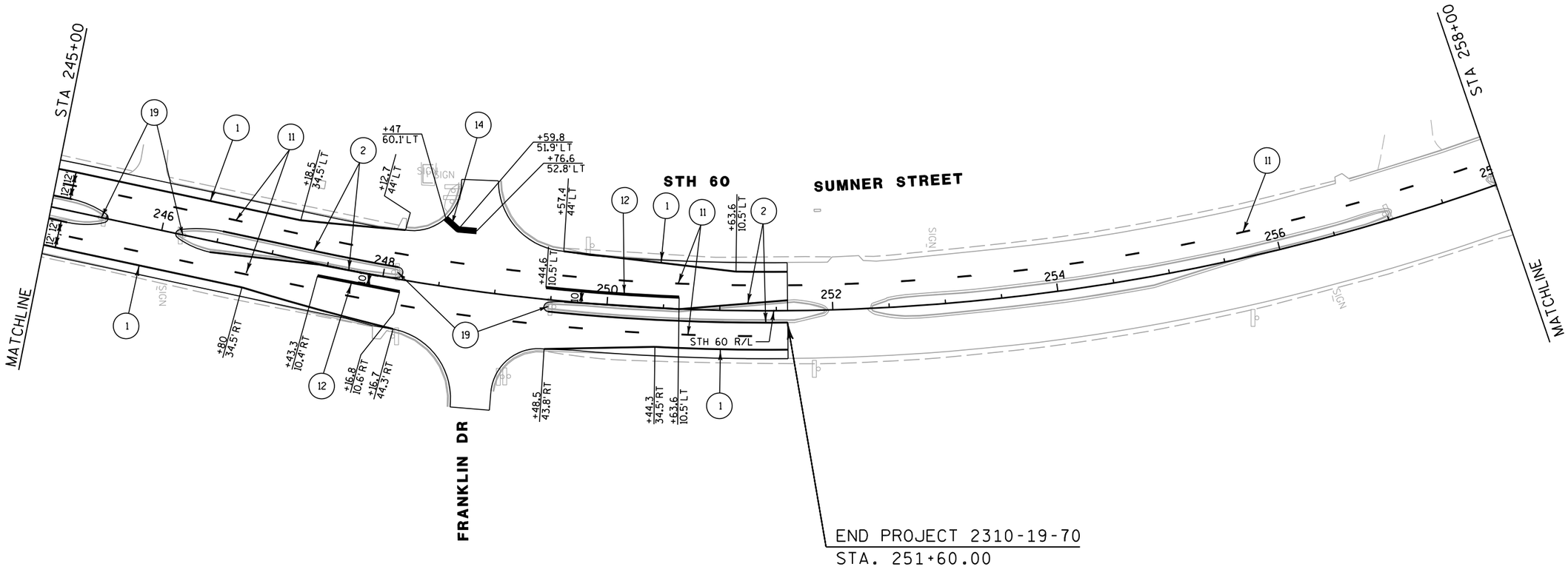


PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 128	E

2

PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5'GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)



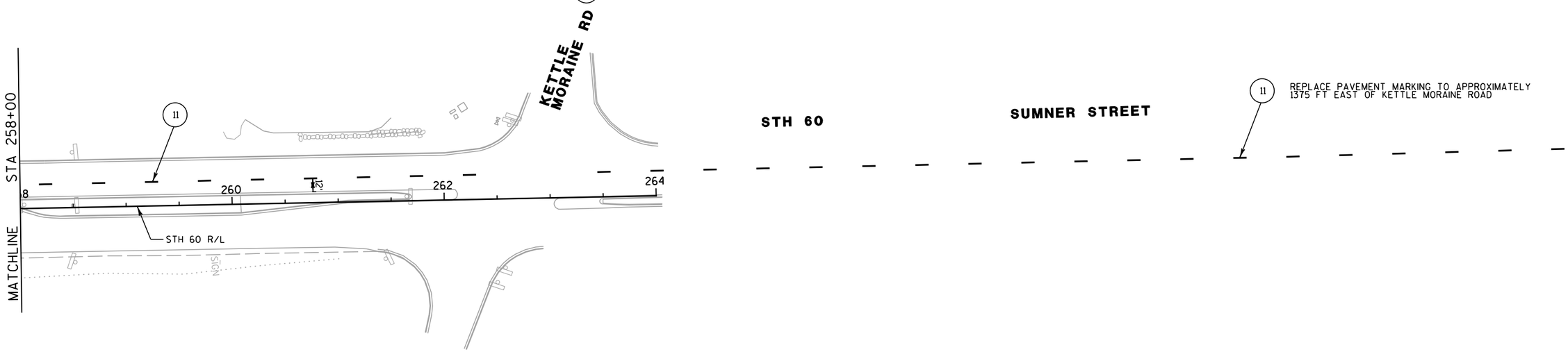
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 129 E

2

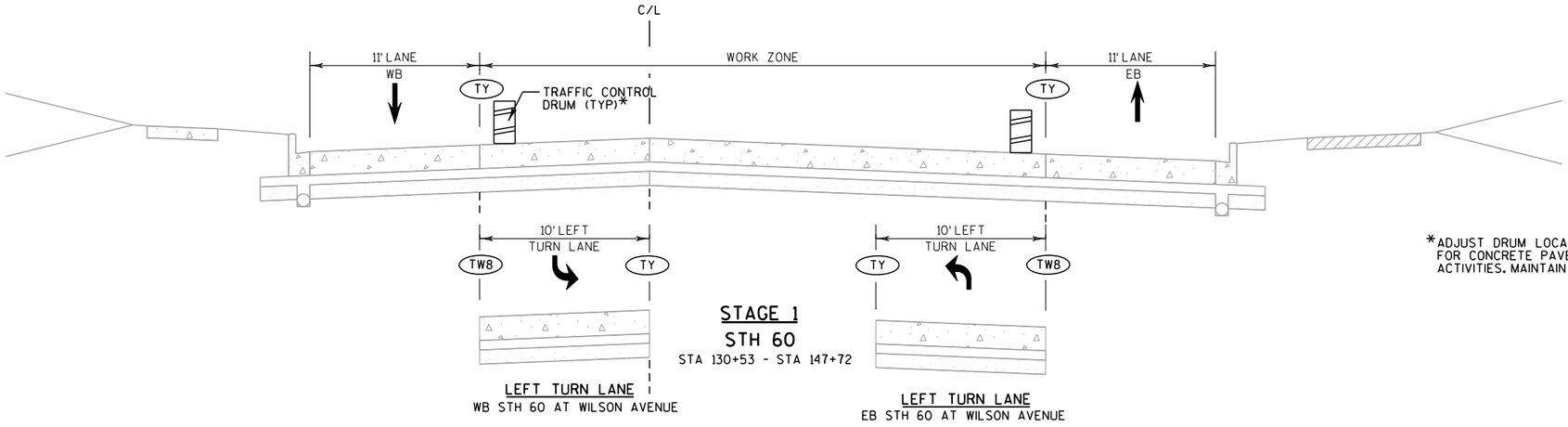
PAVEMENT MARKING LEGEND

1. EPOXY 4-INCH (WHITE)
2. EPOXY 4-INCH (YELLOW)
3. EPOXY 4-INCH (YELLOW, 12.5'LINE, 37.5 GAP)
4. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH
5. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
6. GROOVED WET REFLECTIVE CONTRAST TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5 GAP)
7. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE)
8. GROOVED WET REFLECTIVE CONTRAST TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
9. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE)
10. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 3'LINE, 9'GAP)
11. GROOVED WET REFLECTIVE TAPE, 4-INCH (WHITE, 12.5'LINE, 37.5'GAP)
12. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE)
13. GROOVED WET REFLECTIVE TAPE, 8-INCH (WHITE, 3'LINE, 9'GAP)
14. GROOVED PREFORMED THERMOPLASTIC STOP BAR, 18-INCH (WHITE)
15. GROOVED PREFORMED THERMOPLASTIC CROSSWALK, 6-INCH (WHITE)
16. GROOVED PREFORMED THERMOPLASTIC WORDS (WHITE)
17. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 2 (WHITE)
18. GROOVED PREFORMED THERMOPLASTIC ARROWS, TYPE 3 (WHITE)
19. ISLAND NOSE EPOXY (YELLOW)
20. DIAGONAL EPOXY 8-INCH (WHITE)

N



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PAVEMENT MARKING	SHEET 130	E

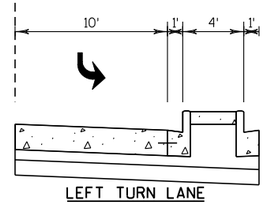


*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR CONCRETE PAVEMENT REPAIRS AND OTHER CONSTRUCTION ACTIVITIES. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION

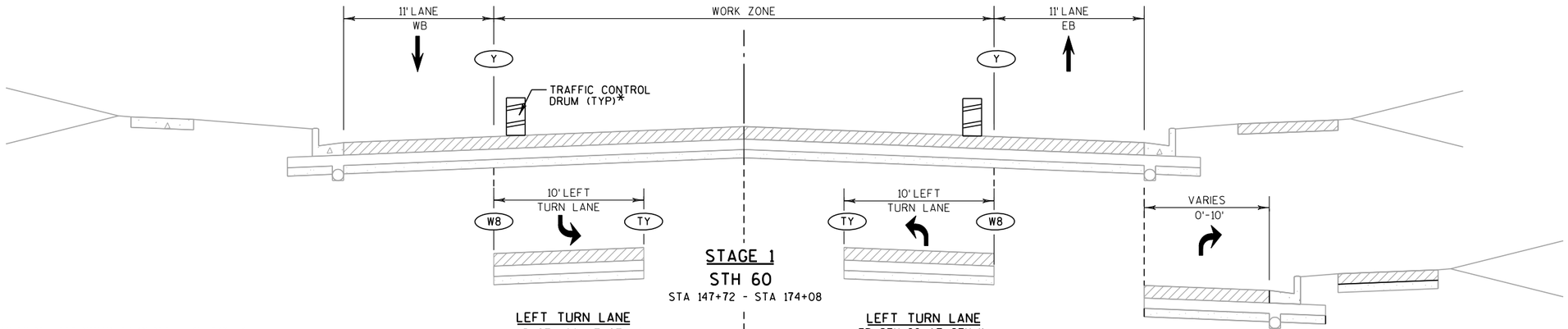
STAGE 1
STH 60
STA 130+53 - STA 147+72

LEFT TURN LANE
WB STH 60 AT WILSON AVENUE

LEFT TURN LANE
EB STH 60 AT WILSON AVENUE



LEFT TURN LANE
WB STH 60 AT WILSON AVENUE
STA 139+18 - STA 141+57

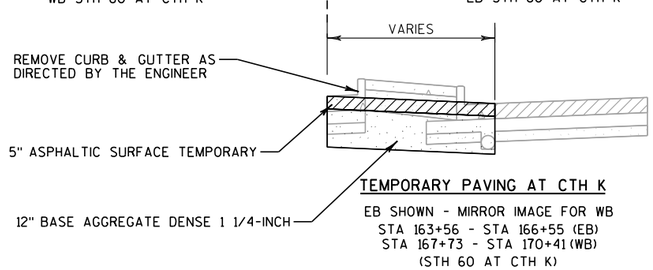


STAGE 1
STH 60
STA 147+72 - STA 174+08

LEFT TURN LANE
WB STH 60 AT CTH K

LEFT TURN LANE
EB STH 60 AT CTH K

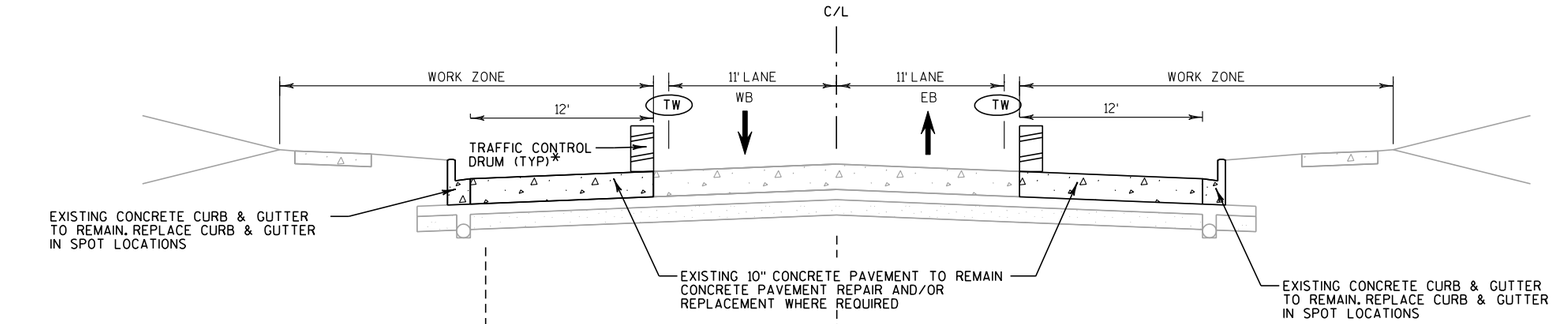
EXISTING RIGHT TURN LANE
STA 161+24 - STA 166+36



TEMPORARY PAVING AT CTH K
EB SHOWN - MIRROR IMAGE FOR WB
STA 163+56 - STA 166+55 (EB)
STA 167+73 - STA 170+41 (WB)
(STH 60 AT CTH K)

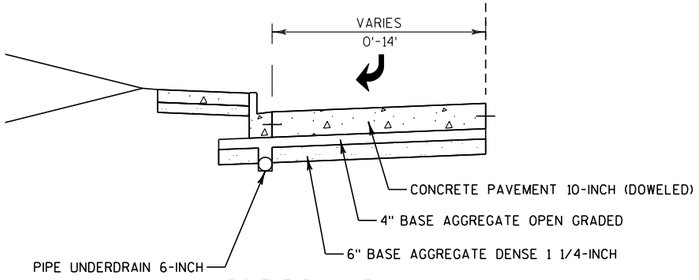
TEMPORARY PAVEMENT MARKING LEGEND - STAGE 1

Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)

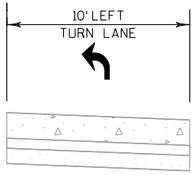


*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR CONCRETE PAVEMENT REPAIRS. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION

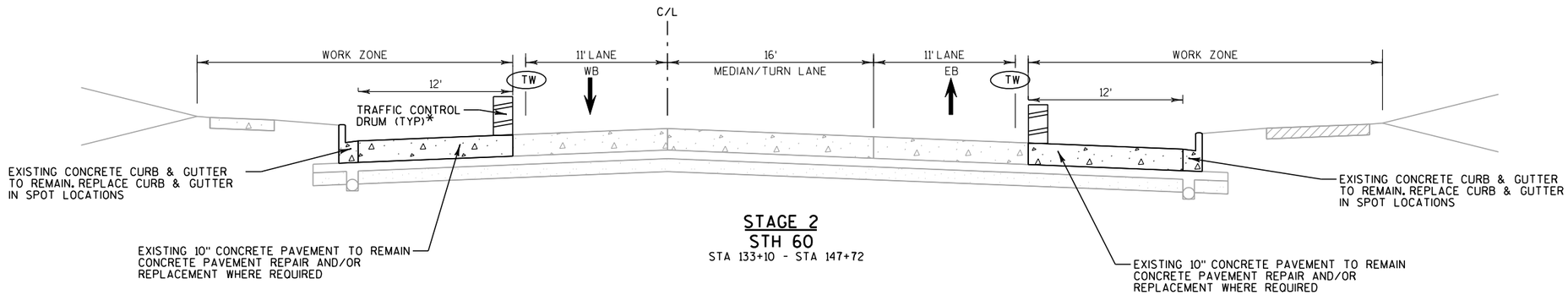
STAGE 2
STH 60
STA 101+00 - STA 133+10
(MAIN ST TO WILSON AVE)



RIGHT TURN LANE
WB STH 60 AT GRAND AVENUE
STA 113+06 - STA 117+21 LT



EXISTING LEFT TURN LANE
STH 60 AT GRAND AVENUE
EB SHOWN - MIRROR IMAGE FOR WB
STA 110+54 - STA 112+47 (EB)
STA 113+62 - STA 115+56 (WB)



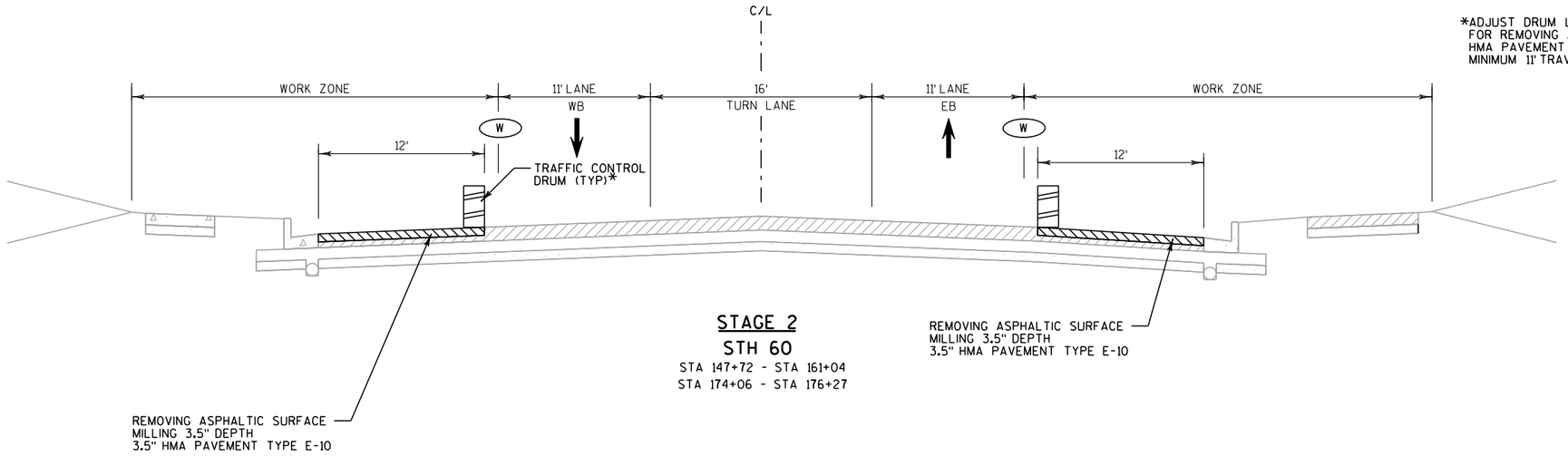
STAGE 2
STH 60
STA 133+10 - STA 147+72

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

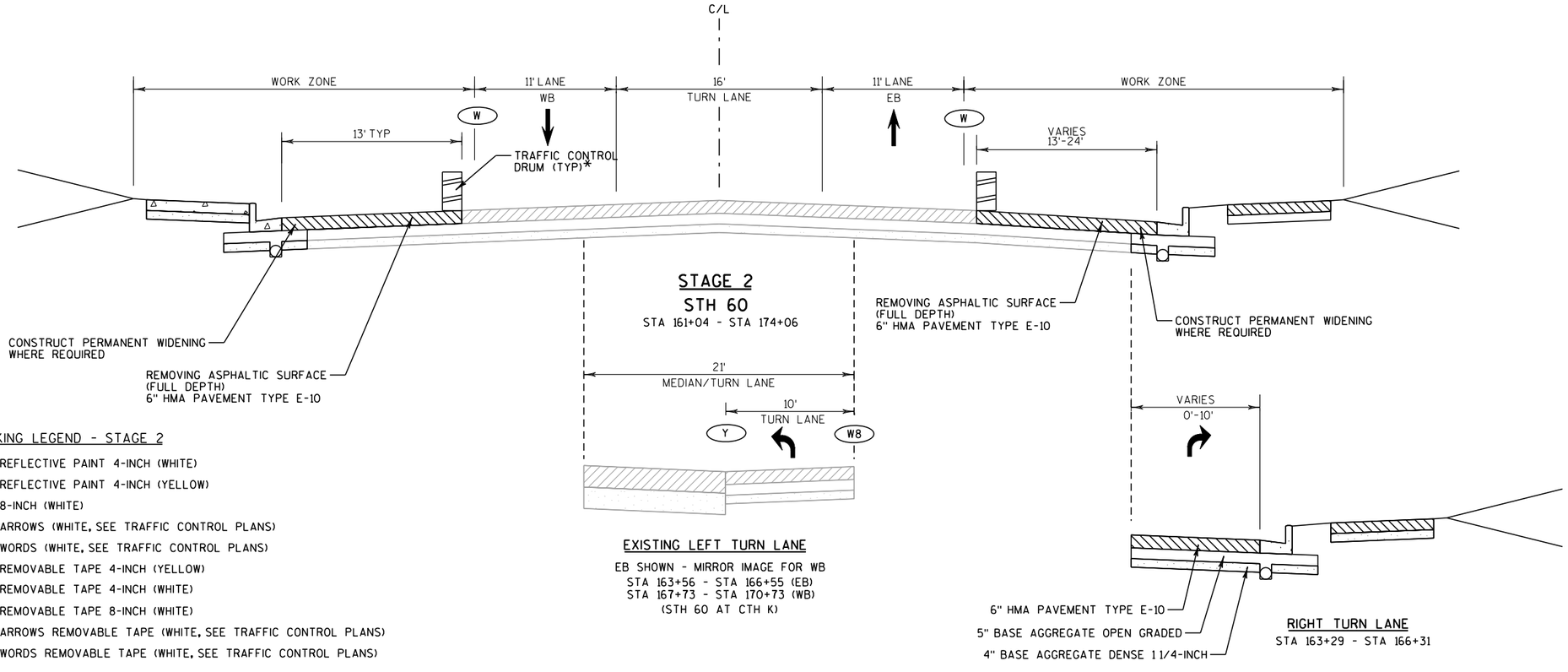
W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE, SEE TRAFFIC CONTROL PLANS)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE, SEE TRAFFIC CONTROL PLANS)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)

2

*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT CONSTRUCTION. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION



STAGE 2
STH 60
STA 147+72 - STA 161+04
STA 174+06 - STA 176+27



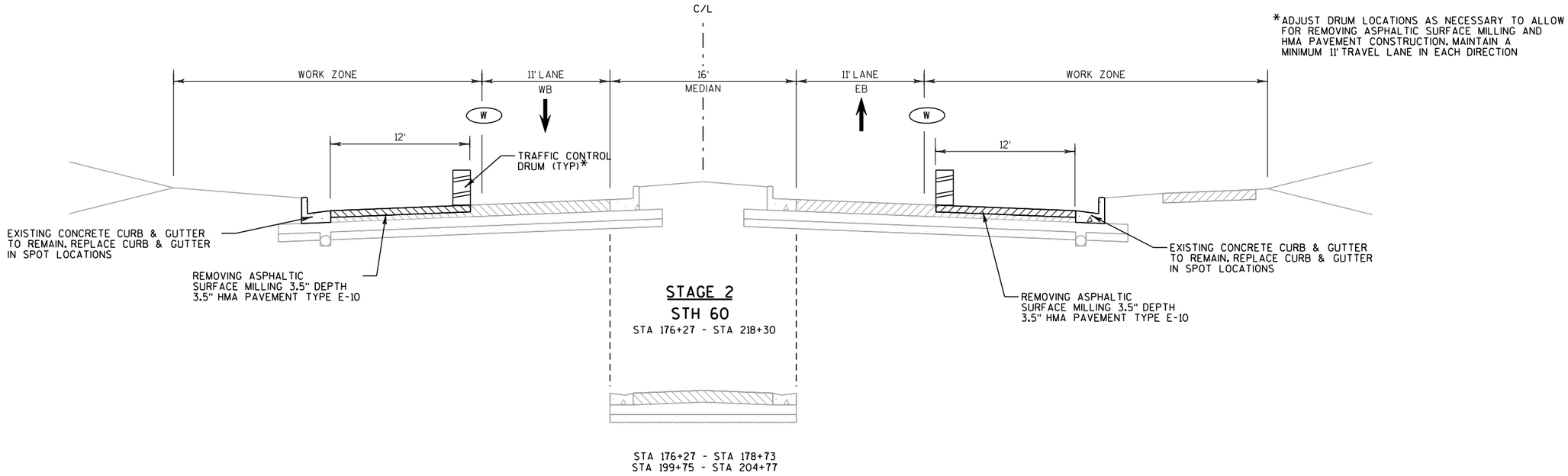
STAGE 2
STH 60
STA 161+04 - STA 174+06

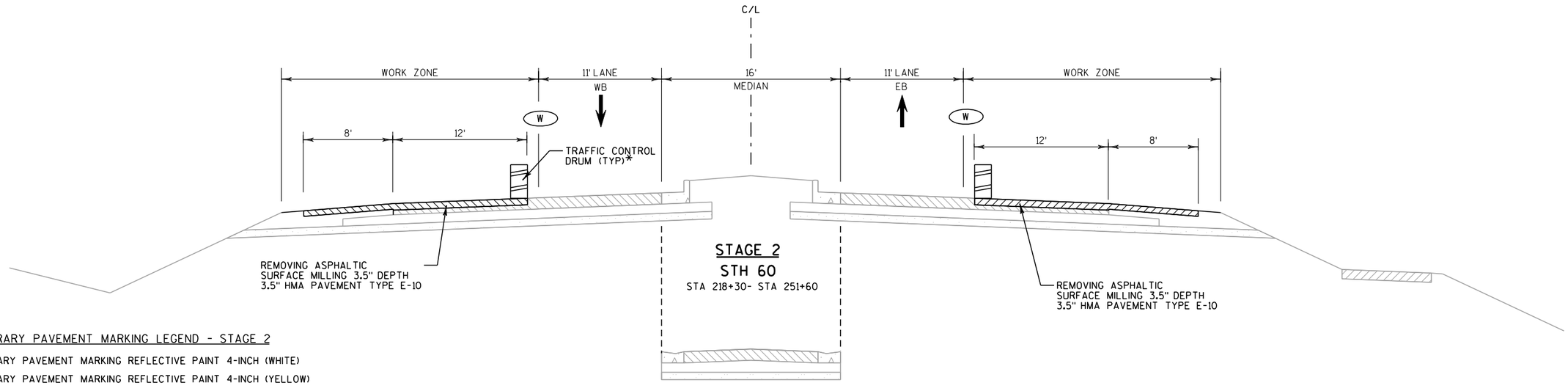
EXISTING LEFT TURN LANE
EB SHOWN - MIRROR IMAGE FOR WB
STA 163+56 - STA 166+55 (EB)
STA 167+73 - STA 170+73 (WB)
(STH 60 AT CTH K)

RIGHT TURN LANE
STA 163+29 - STA 166+31

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

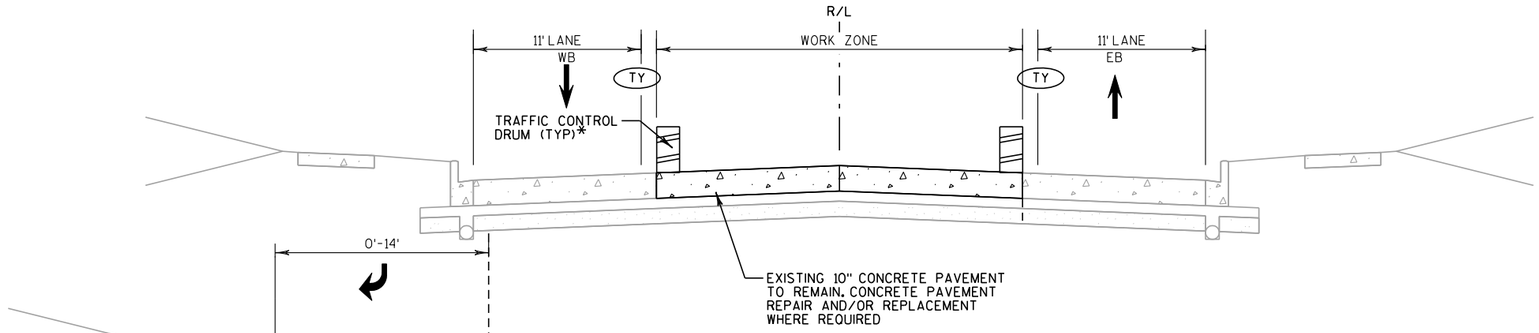
W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE, SEE TRAFFIC CONTROL PLANS)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE, SEE TRAFFIC CONTROL PLANS)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)





TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

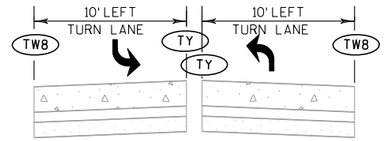
W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE, SEE TRAFFIC CONTROL PLANS)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE, SEE TRAFFIC CONTROL PLANS)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)



*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR CONCRETE PAVEMENT REPAIRS. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION

RIGHT TURN LANE
WB STH 60 AT GRAND AVENUE
STA 113+06 - STA 117+21 LT

STAGE 3
STH 60
STA 101+00 - STA 133+10
(MAIN ST TO WILSON AVE)

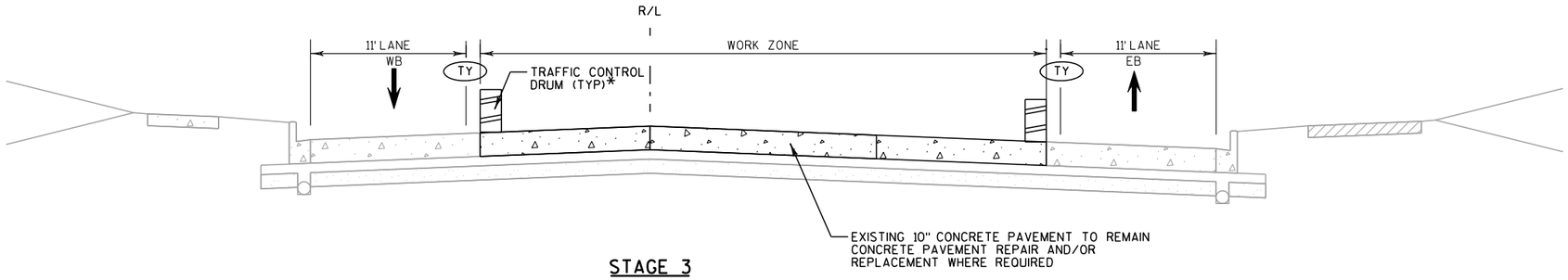


LEFT TURN LANE
WB STH 60 AT
GRAND AVENUE

LEFT TURN LANE
EB STH 60 AT
GRAND AVENUE

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)



STAGE 3
STH 60
STA 133+10 - STA 147+72
(WILSON AVE TO SELL DR WEST LEG)

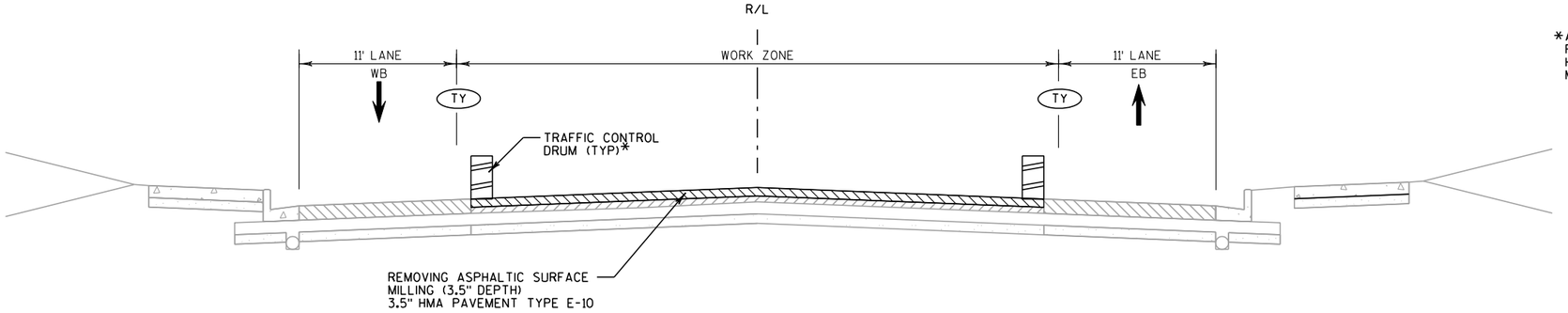
LEFT TURN LANE
WB STH 60 AT
WILSON AVENUE

LEFT TURN LANE
EB STH 60 AT
WILSON AVENUE

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 135	E

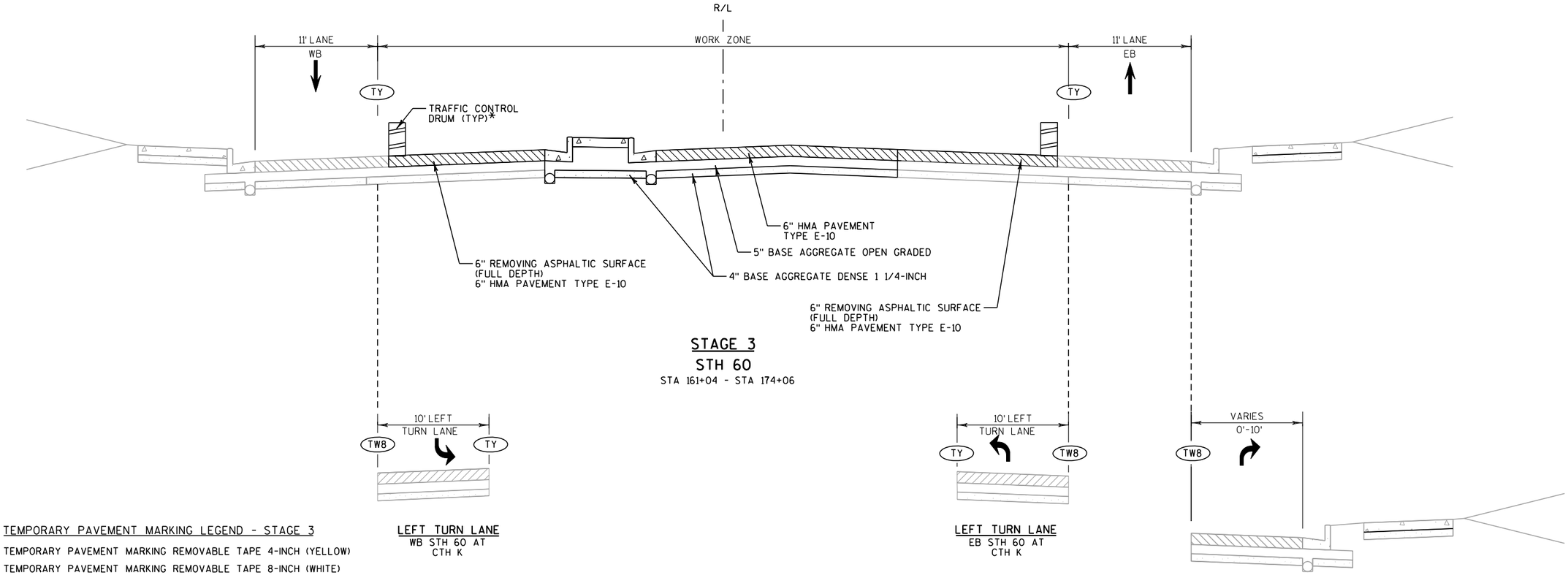


*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT CONSTRUCTION. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION

STAGE 3
STH 60
STA 147+72 - STA 161+04
ST 174+06 - STA 176+27

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)



STAGE 3
STH 60
STA 161+04 - STA 174+06

LEFT TURN LANE
WB STH 60 AT
CTH K

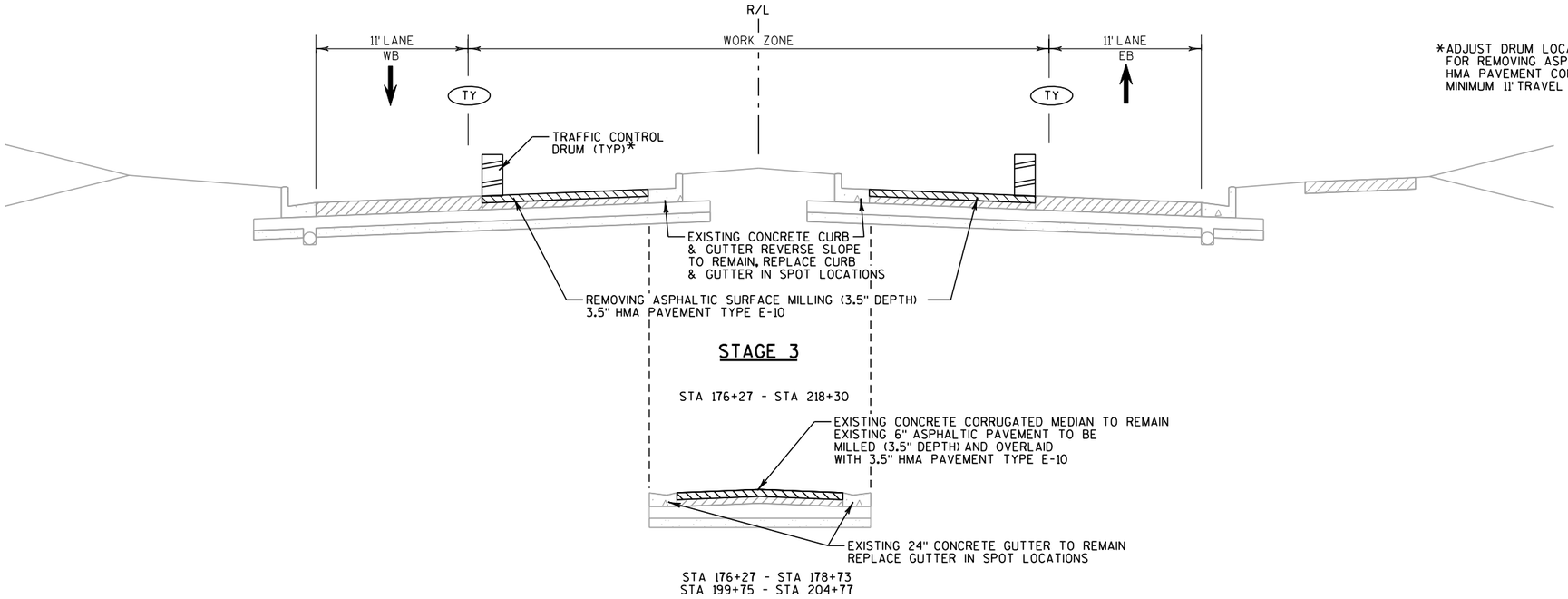
LEFT TURN LANE
EB STH 60 AT
CTH K

RIGHT TURN LANE
STA 163+29 - STA 166+31
(STH 60 AT CTH K)

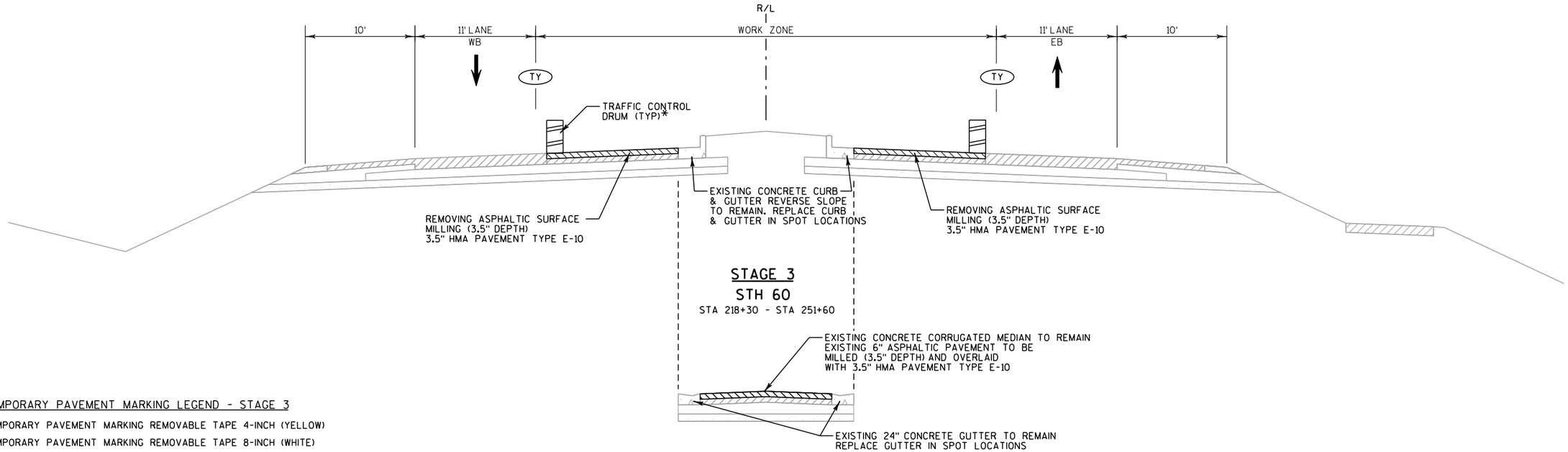
TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 136	E

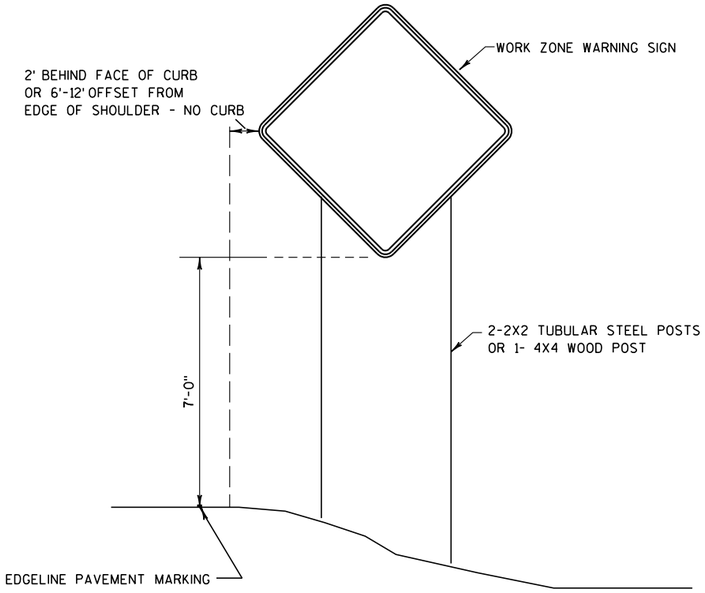


*ADJUST DRUM LOCATIONS AS NECESSARY TO ALLOW FOR REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT CONSTRUCTION. MAINTAIN A MINIMUM 11' TRAVEL LANE IN EACH DIRECTION



TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE, SEE TRAFFIC CONTROL PLANS)

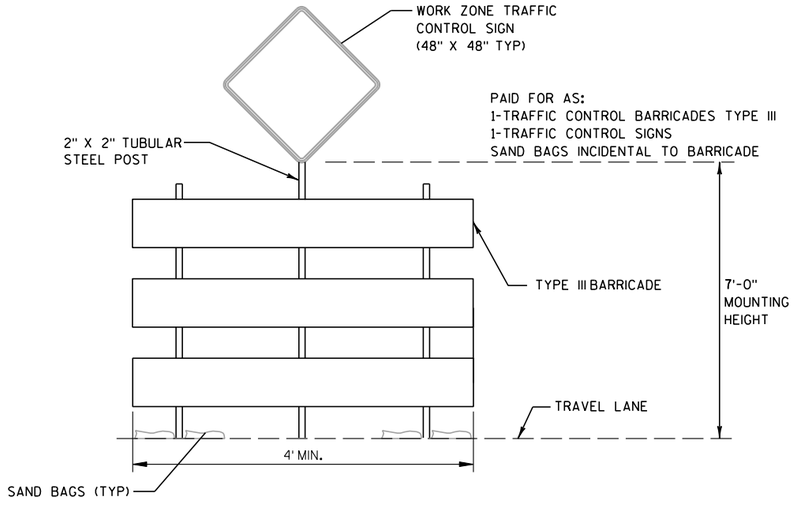


TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

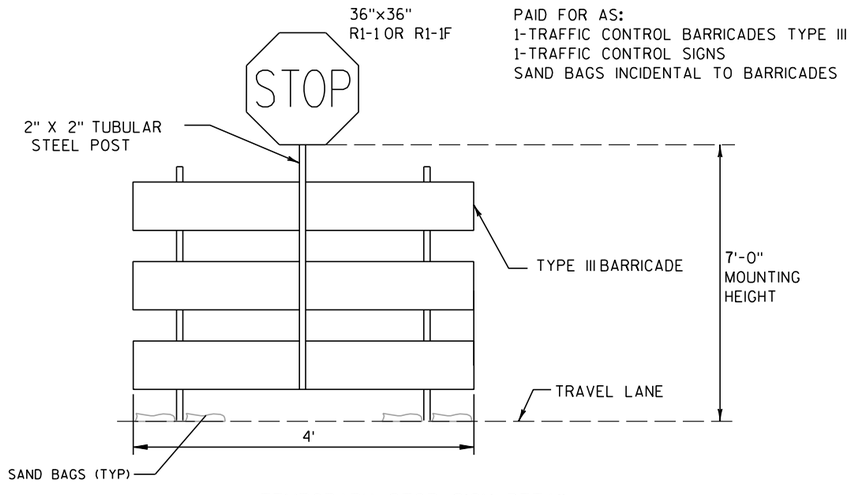
LONG TERM
7 DAYS OR MORE

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.
2. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
3. ALL SIGNS, TEMPORARY OR EXISTING, IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
5. ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.
6. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
7. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS AND BUSES, AS DIRECTED BY THE ENGINEER.
8. ALL EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED.
9. BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
10. INSTALL PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING OR AS DIRECTED BY THE ENGINEER.
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER STAGED TRAFFIC AND TEMPORARY PAVEMENT MARKING WHERE USED.
12. PERMANENT SIGNING TO BE INSTALLED IN STAGES DURING CONSTRUCTION. PERMANENT SIGNS ARE NOT SHOWN ON CONSTRUCTION STAGING PLANS.



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON TEMPORARY SUPPORT



TEMPORARY STOP SIGN DETAIL

2

NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL - STAGE 1

-CLOSE THE INSIDE LANES OF STH 60 FROM WEST OF WILSON AVENUE TO EAST OF CTH K.

-PROVIDE ONE THROUGH LANE EASTBOUND AND WESTBOUND.

-PROVIDE LEFT-TURN LANES AT ALL SIGNALIZED INTERSECTIONS WITHIN THE WORK ZONE.

-INSTALL TEMPORARY SIGNALS AT THE STH 60/GRAND AVENUE INTERSECTION.

-INSTALL TEMPORARY SIGNALS AT THE STH 60/CTH K INTERSECTION.

-EXTEND THE WESTBOUND LEFT TURN LANE AND THE PERMANENT RAISED MEDIAN AT THE STH 60/WILSON DRIVE INTERSECTION.

-REMOVE BOTH THE RAISED AND CORRUGATED MEDIANS AND CONSTRUCT TEMPORARY ASPHALTIC PAVEMENT ON STH 60 AT THE STH 60/CTH K INTERSECTION.

NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL - STAGE 2

-CLOSE THE OUTSIDE LANES OF STH 60 FROM MAIN STREET (STH 83) TO KETTLE MORAINE ROAD.

-PROVIDE ONE THROUGH LANE EASTBOUND AND WESTBOUND ON STH 60.

-MAINTAIN EXISTING LEFT-TURN LANES.

-CONSTRUCT CONCRETE PAVEMENT REPAIRS, BASE PATCHING ASPHALTIC, MILLING, AND HMA PAVEMENT WITHIN INTERSECTION AREAS DURING NON-PEAK PERIODS. DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

-MAINTAIN SIDEWALK AND CURB RAMPS AT ALL TIMES EXCEPT UNDER DIRECTION OF THE ENGINEER. IN AREAS OF SIDEWALK OR CURB RAMP CONSTRUCTION, PROVIDE A TEMPORARY SURFACE FOR PEDESTRIAN ACCESS AT ALL TIMES. THE TEMPORARY SURFACE SHALL MEET AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) REQUIREMENTS AND SHALL CONSIST OF TEMPORARY ASPHALTIC SURFACE, ANY GRADE OF CONCRETE, SKID RESISTANT STEEL PLATING, WARNING FIELDS, OR ALTERNATIVE MATERIAL AS APPROVED BY THE ENGINEER.

-DURING PEAK TRAVEL PERIODS MAINTAIN ONE THROUGH LANE IN EACH DIRECTION AND A NORTHBOUND LEFT-TURN LANE ON CTH K. DURING NON-PEAK TRAVEL PERIODS THE NORTHBOUND LEFT-TURN LANE MAY BE CLOSED FOR STORM SEWER INSTALLATION.

-COMPLETE CONCRETE PAVEMENT REPAIRS AND REPLACEMENT AND CURB AND GUTTER REPLACEMENT ON STH 60 IN THE OUTSIDE LANES BETWEEN MAIN STREET (STH 83) AND STA 142+72. IF ANY REPAIR AREAS ARE WITHIN AN INTERSECTION, PERFORM THE REPAIRS DURING NON-PEAK TRAVEL PERIODS.

-CONCRETE PAVEMENT REPAIRS AND SIDEWALK CURB RAMP RECONSTRUCTION WITHIN THE EASTBOUND LANE OF STH 60 FROM MAIN STREET TO GRAND AVENUE SHALL BE COMPLETED WITHIN A TWO WEEK TIME PERIOD OF STAGE 2. AFTER COMPLETION OF THIS WORK, THE LANE MERGE SHALL BE MOVED EAST OF STH 83 AS SHOWN IN THE TRAFFIC CONTROL PLAN.

-CONCRETE PAVEMENT REPAIR AND BASE PATCHING ASPHALTIC AREAS MUST BE COMPLETED THE SAME DAY THEY ARE EXCAVATED.

-CONSTRUCT THE WESTBOUND RIGHT-TURN LANE AND SIDEWALK AT THE STH 60/GRAND AVENUE INTERSECTION.

-CONSTRUCT EASTBOUND PERMANENT RIGHT-TURN LANE AND PAVEMENT WIDENING AREAS AT THE STH 60/CTH K INTERSECTION.

-CONSTRUCT THE STORM SEWER AT THE STH 60/CTH K INTERSECTION IN THE OUTSIDE LANES.

-COMPLETE PRE-OVERLAY ASPHALTIC SURFACE PATCHING AND CURB AND GUTTER REPLACEMENT AND MILL AND OVERLAY THE EXISTING ASPHALT PAVEMENT ON STH 60 IN THE OUTSIDE LANES FROM STA 142+72 TO THE EAST PROJECT LIMIT. PERFORM MILLING AND PAVING OPERATIONS THROUGH INTERSECTIONS DURING NON-PEAK TRAVEL PERIODS.

-RECONSTRUCT SIDEWALK CURB RAMPS.

-BEGIN CONSTRUCTION OF PERMANENT TRAFFIC SIGNALS AT THE STH 60/GRAND AVENUE AND STH 60/CTH K INTERSECTIONS.

NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL - STAGE 3

-CLOSE THE INSIDE LANES OF STH 60 FROM MAIN STREET (STH 83) TO KETTLE MORAINE ROAD.

-PROVIDE ONE THROUGH LANE EASTBOUND AND WESTBOUND ON STH 60.

-PROVIDE LEFT-TURN LANES AT ALL INTERSECTIONS WHERE THERE IS AN EXISTING LEFT-TURN LANE. LEFT TURN LANES MAY BE CLOSED DURING NON-PEAK PERIODS TO COMPLETE CONCRETE PAVEMENT REPAIRS, BASE PATCHING ASPHALTIC, MILLING, AND HMA PAVING.

-CONSTRUCT CONCRETE PAVEMENT REPAIRS, BASE PATCHING ASPHALTIC, MILLING, AND HMA PAVEMENT WITHIN INTERSECTION AREAS DURING NON-PEAK PERIODS. DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

-PERFORM CONCRETE PAVEMENT REPAIR AND REPLACEMENT ON STH 60 IN THE INSIDE LANES BETWEEN MAIN STREET (STH 83) AND STA 142+72. IF ANY REPAIR AREAS ARE WITHIN AN INTERSECTION PERFORM THE REPAIRS DURING NON-PEAK TRAVEL PERIODS.

-CONCRETE PAVEMENT REPAIRS WITHIN THE EASTBOUND LANE OF STH 60 FROM MAIN STREET TO GRAND AVENUE SHALL BE COMPLETED WITHIN A TWO WEEK TIME PERIOD OF STAGE 3. AFTER COMPLETION OF THIS WORK, THE LANE MERGE SHALL BE MOVED EAST OF STH 83 AS SHOWN IN THE TRAFFIC CONTROL PLAN.

-CONCRETE PAVEMENT REPAIR AND BASE PATCHING ASPHALTIC AREAS MUST BE COMPLETED THE SAME DAY THEY ARE EXCAVATED.

-CONSTRUCT EASTBOUND AND WESTBOUND LEFT-TURN LANES AND MEDIAN AREAS AT THE STH 60/CTH K INTERSECTION.

-CONSTRUCT THE STORM SEWER AT THE STH 60/CTH K INTERSECTION IN THE INSIDE LANES.

-COMPLETE PRE-OVERLAY ASPHALTIC SURFACE PATCHING AND CURB AND GUTTER REPLACEMENT AND MILL AND OVERLAY THE EXISTING ASPHALT PAVEMENT ON STH 60 IN THE INSIDE LANES FROM STA 142+72 TO THE EAST PROJECT LIMIT. PERFORM MILLING AND PAVING OPERATIONS THROUGH INTERSECTIONS DURING NON-PEAK TRAVEL PERIODS.

-COMPLETE CONSTRUCTION OF PERMANENT TRAFFIC SIGNALS AT THE STH 60/GRAND AVENUE AND STH 60/CTH K INTERSECTIONS.

2

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

MILL ST

STH 60 R/W SUMNER STREET

STA 111+00

MATCHLINE

STH 60 R/L

R/W

EXISTING TRAFFIC SIGNALS TO REMAIN

SOUTH ST

FIXED MESSAGE SIGN
SEE DETAILS

1 PMCS

200' 200'

PLACE PCMS ONE WEEK PRIOR TO STAGE 1 AND LAST WEEK OF STAGE 1 ALERTING DRIVERS OF NEW TRAFFIC PATTERN

N

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 1

- (Y) TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
- (W8) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

RUBICON RIVER

ROTARY PARK

GRAND AVE

STEEL CRAFT DR

STA 126+00

STH 60 R/L

EXISTING TRAFFIC SIGNALS TO REMAIN

ROAD WORK AHEAD W20-1

LEFT LANE CLOSED AHEAD W20-5

W04-2L

400' 400' 200'

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET E

FILE NAME : t:\1092713\cadd\sheets\staging\026001_s1.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STA 126+00

STEEL CRAFT DR

MATCHLINE

STH 60

END ROAD WORK G20-2A 48" X 24"

W01-6 48" X 24"

ROAD WORK AHEAD W20-1

LANE CLOSED R11-2L 48" X 30"

EWING AVE

WILLOW BROOK PARK

STH 60 R/L

SUMNER STREET

TA

TWORD

TY

TW8

R/W

50'

200'

+25

125' MERGE

128

130

+53

132

134

136

138

120' TURN BAY TAPER

150' STORAGE LENGTH

25'

BEGIN LEFT TURN LANE R3-20L 24" X 36"

BRAULT ST

N WILSON AVE

S WILSON AVE

MEDIAN TO BE EXTENDED IN STAGE 1

140

22'

11'

10'

EXISTING TRAFFIC SIGNALS TO REMAIN

STA 141+00

STA 141+00

SELL DR

HOFFMAN DR

PLAZA DR

STA 156+00

MATCHLINE

142

144

146

148

150

152

154

END (TY) AT STA 147+72

BEGIN (Y) AT STA 147+72

N

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 1

Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SHEET 141	E

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 1

Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

STA 156+00

MATCHLINE

LANE CLOSED R11-2L 48" X 30"

STH 60

SUMNER STREET

R/W

50'

REMOVE RAISED AND CORRUGATED MEDIANS. REPLACE WITH 5" ASPHALTIC SURFACE TEMPORARY OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH.

ROAD WORK AHEAD W20-1

W01-6 48" X 24"

200'

LONE OAK LN

END ROAD WORK G20-2A 48" X 24"

STOP R1-1F 36" X 36"

STA 170+50

W8

TY

200' STORAGE LENGTH

100' TURN BAY TAPER

STH 60 R/L

100' TURN BAY TAPER

200' STORAGE LENGTH

PIKE LAKE TRAIL

BEGIN LEFT TURN LANE R3-20L 24" X 36"

REMOVE INLET COVERS. REPLACE WITH INLET COVER TYPE BW. MAINTAIN DRAINAGE TO INLETS.

CTH K

END ROAD WORK G20-2A 48" X 24"

REMOVE RAISED AND CORRUGATED MEDIANS. REPLACE WITH 5" ASPHALTIC SURFACE TEMPORARY OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH.

ROAD WORK AHEAD W20-1

STA 170+50

MATCHLINE

STA 186+00

HILLDALE DR

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

W04-2L

25 M.P.H. W013-1 24" X 24"

LEFT LANE CLOSED AHEAD W20-5

ROAD WORK AHEAD W20-1

PCMS

PLACE PCMS ONE WEEK PRIOR TO STAGE 1 AND THE LAST WEEK OF STAGE 1 ALERTING DRIVERS OF NEW TRAFFIC PATTERN.

FIXED MESSAGE SIGN SEE DETAILS. PLACE FIXED MESSAGE SIGN EAST OF KETTLE MORAINE ROAD. SEE TRAFFIC CONTROL - STAGE TWO PLAN FOR LOCATION OF FIXED MESSAGE SIGN

1

500' 1000' 1000' 200' 200'

W01-6 48" X 24"

120' TANGENT

245' MERGING TAPER

25'

50'

REMOVE PAVEMENT MARKINGS

STH 60 R/L

END ROAD WORK G20-2A 48" X 24"

PIKE LAKE TRAIL

BEGIN LEFT TURN LANE R3-20L 24" X 36"

MATCHLINE

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

R3-8 36" X 30"

RIGHT LANE MUST TURN RIGHT
R3-7R 30" X 30"

LANE CLOSED R11-2L 48" X 30"

100' TAPER

100'

3" LINE, 9' GAP

TW8

TWORD

TA

EXISTING TRAFFIC SIGNALS TO REMAIN

FIXED MESSAGE SIGN SEE DETAILS

1

PCMS

ROAD WORK AHEAD W20-1

RIGHT LANE CLOSED AHEAD W20-5

ROAD WORK NEXT 3 MILES G20-1 60" X 24"

200' 200' 400' 200' 200'

PLACE PCMS FOR FIRST WEEK OF STAGE 2A ALERTING DRIVERS OF NEW TRAFFIC PATTERN.

END ROAD WORK G20-2A 48" X 24"

STOP R1-1 36" X 36"

200'

MILL ST

100' 75'

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

STH 60

SUMNER STREET

R/W

TW

25'

50'

102 104 106 108 110

STA 111+00

STH 60 R/L

LANE CLOSED R11-2L 48" X 30"

STOP R1-1 36" X 36"

END ROAD WORK G20-2A 48" X 24"

SOUTH ST

200'

ROAD WORK AHEAD W20-1

LANE CLOSED R11-2L 48" X 30"

MATCHLINE

NOTE:
FINISH CONCRETE PAVEMENT REPAIRS AND SIDEWALK CURB RAMP CONSTRUCTION WITHIN THE EASTBOUND LANE OF STH 60 BETWEEN MAIN STREET AND GRAND AVENUE WITHIN A 14 CALENDAR DAY PERIOD OF STAGE 2. ALL OTHER STAGE 2 WORK MAY BE DONE CONCURRENTLY WITH STAGE 2A WORK.

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

N

RUBICON RIVER

ROTARY PARK

GRAND AVE

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

STOP R1-1F 36" X 36"

25'

LANE CLOSED R11-2L 48" X 30"

STA 111+00

STA 126+00

STEEL CRAFT DR

MATCHLINE

2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2A	SHEET E

FILE NAME : t:\1092713\cadd\sheets\staging\026101_s2.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

END ROAD WORK G20-2A 48" X 24"

ROAD WORK AHEAD W20-1

RIGHT LANE CLOSED AHEAD W20-5

W04-2R

STOP R1-1 36" X 36"

MILL ST

200' 100' 75' 400' 200' 25'

STH 60

R/W

SUMNER STREET

50' 125' TAPER

TW

STA 111+00

EXISTING TRAFFIC SIGNALS TO REMAIN

LANE CLOSED R11-2L 48" X 30"

STH 60 R/L

W01-6 48" X 24"

SOUTH ST

FIXED MESSAGE SIGN SEE DETAILS 1 PCMS

ROAD WORK NEXT 3 MILES G20-1 60" X 24"

200' 200' 400' 200' 200'

PLACE PCMS FOR FIRST WEEK OF STAGE 2 ALERTING DRIVERS OF NEW TRAFFIC PATTERN.

MATCHLINE

N

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

RUBICON RIVER

ROTARY PARK R/W

END ROAD WORK G20-2A 48" X 24"

GRAND AVE

STOP R1-1F 36" X 36"

ROAD WORK AHEAD W20-1

LANE CLOSED R11-2L 48" X 30"

STA 111+00

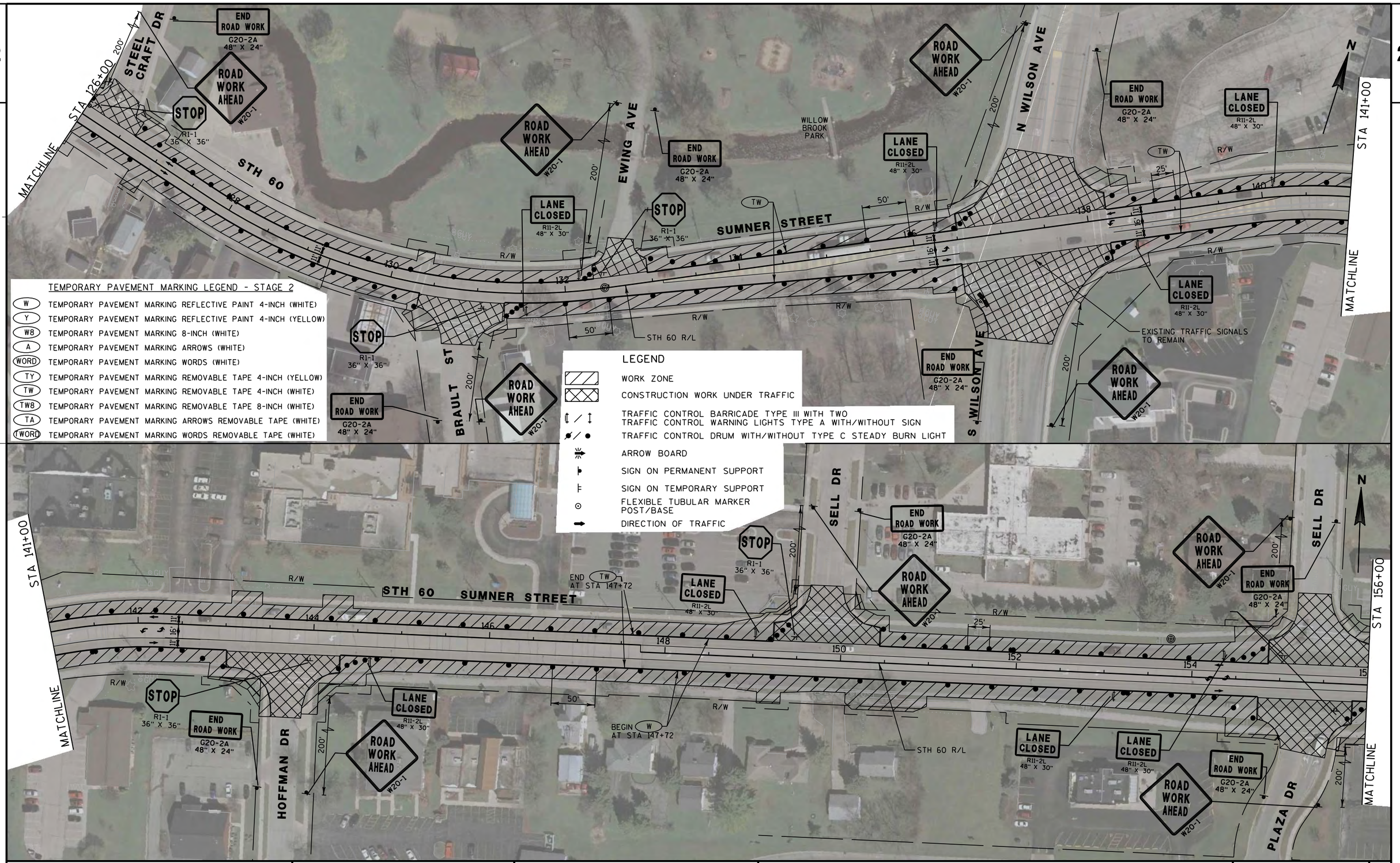
STA 126+00

STEEL CRAFT DR

MATCHLINE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 144 E

2



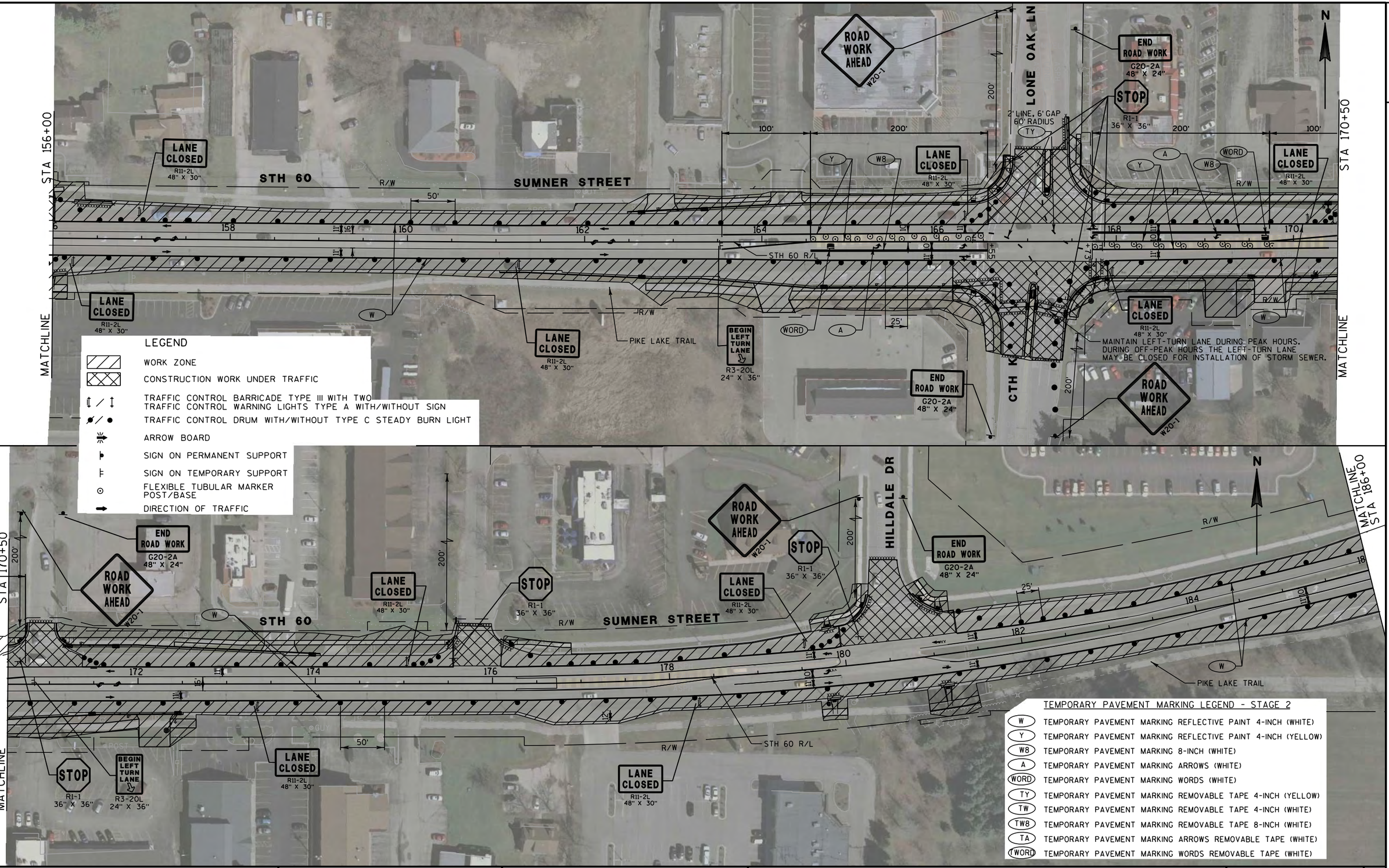
TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 145 E



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET E

FILE NAME : t:\1092713\cadd\sheets\staging\026103_s2.dgn PLOT DATE : 2/26/2015 PLOT BY : jjb PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

STA 186+00 · STA 201+00 · STA 215+00 · MATCHLINE · N PIKE LAKE RD · HIGH RD · WAYSIDE DR · OTTO DR · STH 60 SUMNER STREET · STH 60 · SUMNER STREET · STH 60 R/L · R/W · PIKE LAKE TRAIL · ROAD WORK AHEAD W20-1 · END ROAD WORK G20-2A 48" X 24" · LANE CLOSED R11-2L 48" X 30" · STOP R1-1 36" X 36" · EXISTING TRAFFIC SIGNALS TO REMAIN

2

2

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2A 48" X 24"

STOP R1-1 36" X 36"

LANE CLOSED R11-2L 48" X 30"

TERI LN

200'

25'

R/W

STH 60

SUMNER STREET

50'

STH 60 R/L

STA 215+00

STA 230+00

MATCHLINE

216 218 220 222 224 226 228

11' 10' 11' 16' 11'

W

PIKE LAKE TRAIL

N

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

RIVER

RUBICON

STA 230+00

STA 245+00

MATCHLINE

232 234 236 238 240 242 244

FRANKLIN DR

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 148	E

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SHEET 149 E

2

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 2

W	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Y	TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (YELLOW)
W8	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)
A	TEMPORARY PAVEMENT MARKING ARROWS (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS (WHITE)
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

R3-8A 36" X 30"
R3-7L 30" X 30"
LANE CLOSED R11-2L 48" X 30"
TW8 TWORD TA TW8
100' TAPER 100'
EXISTING TRAFFIC SIGNALS TO REMAIN
END ROAD WORK G20-2A 48" X 24"
200'
MILL ST
ROAD WORK AHEAD W20-1
END ROAD WORK G20-2A 48" X 24"
150' 75'
102 104 106 108 110
STH 60
TY
R/W
SUMNER STREET
50'
STH 60 R/L
STA 111+00
BEGIN LEFT TURN LANE R3-20L 24" X 36"
END ROAD WORK G20-2A 48" X 24"
SOUTH ST
200'
ROAD WORK AHEAD W20-1
LANE CLOSED R11-2L 48" X 30"
25'
BEGIN LEFT TURN LANE R3-20L 24" X 36"
100'
MATCHLINE

FIXED MESSAGE SIGN SEE DETAILS
1 PCMS
ROAD WORK AHEAD W20-1
LEFT LANE CLOSED AHEAD W20-5
ROAD WORK NEXT 3 MILES G20-1 60" X 24"
200' 200' 400' 200' 200'
PLACE PCMS FOR FIRST WEEK OF STAGE 3A ALERTING DRIVERS OF NEW TRAFFIC PATTERN.

NOTE:
FINISH CONCRETE PAVEMENT REPAIRS WITHIN THE EASTBOUND LANE OF STH 60 BETWEEN MAIN STREET AND GRAND AVENUE WITHIN A 14 CALENDAR DAY PERIOD OF STAGE 3A & 3. ALL OTHER STAGE 3 WORK MAY BE DONE CONCURRENTLY WITH STAGE 3A WORK.

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

ROTARY PARK
RUBICON RIVER
GRAND AVE
ROAD WORK AHEAD W20-1
END ROAD WORK G20-2A 48" X 24"
STOP R1-1F 36" X 36"
WO1-6 48" X 24"
200'
TWORD TA TW8 TSB
BEGIN LEFT TURN LANE R3-20L 24" X 36"
100' 100' 25'
LANE CLOSED R11-2L 48" X 30"
STH 60
R/W
SUMNER STREET
118 120 122 124
STH 60 R/L
STA 126+00
STEEL CRAFT DR
STA 111+00
50'
WO1-6 48" X 24"
TY
LANE CLOSED R11-2L 48" X 30"
LANE CLOSED R11-2L 48" X 30"
LANE CLOSED R11-2L 48" X 30"
TW8 100' 100'
END ROAD WORK G20-2A 48" X 24"
GRAND AVE
200'
ROAD WORK AHEAD W20-1
MATCHLINE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3A	SHEET 151 E

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

- (TY) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (TSB) TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
- (TA) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
- (TWORD) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

MILL ST

SOUTH ST

STH 60

SUMNER STREET

R/W

STA 111+00

STA 126+00

MATCHLINE

RUBICON RIVER

ROTARY PARK

GRAND AVE

STEEL CRAFT DR

STH 60 R/L

EXISTING TRAFFIC SIGNALS TO REMAIN

FIXED MESSAGE SIGN SEE DETAILS

PCMS

PLACE PCMS FOR FIRST WEEK OF STAGE 3 ALERTING DRIVERS OF NEW TRAFFIC PATTERN.

ROAD WORK AHEAD W20-1

LEFT LANE CLOSED AHEAD W20-5

ROAD WORK NEXT 3 MILES G20-1 60" X 24"

END ROAD WORK G20-2A 48" X 24"

BEGIN LEFT TURN LANE R3-20L 24" X 36"

LANE CLOSED R11-2L 48" X 30"

WO1-6 48" X 24"

WO4-2L

STOP R1-1F 36" X 36"

TW

TY

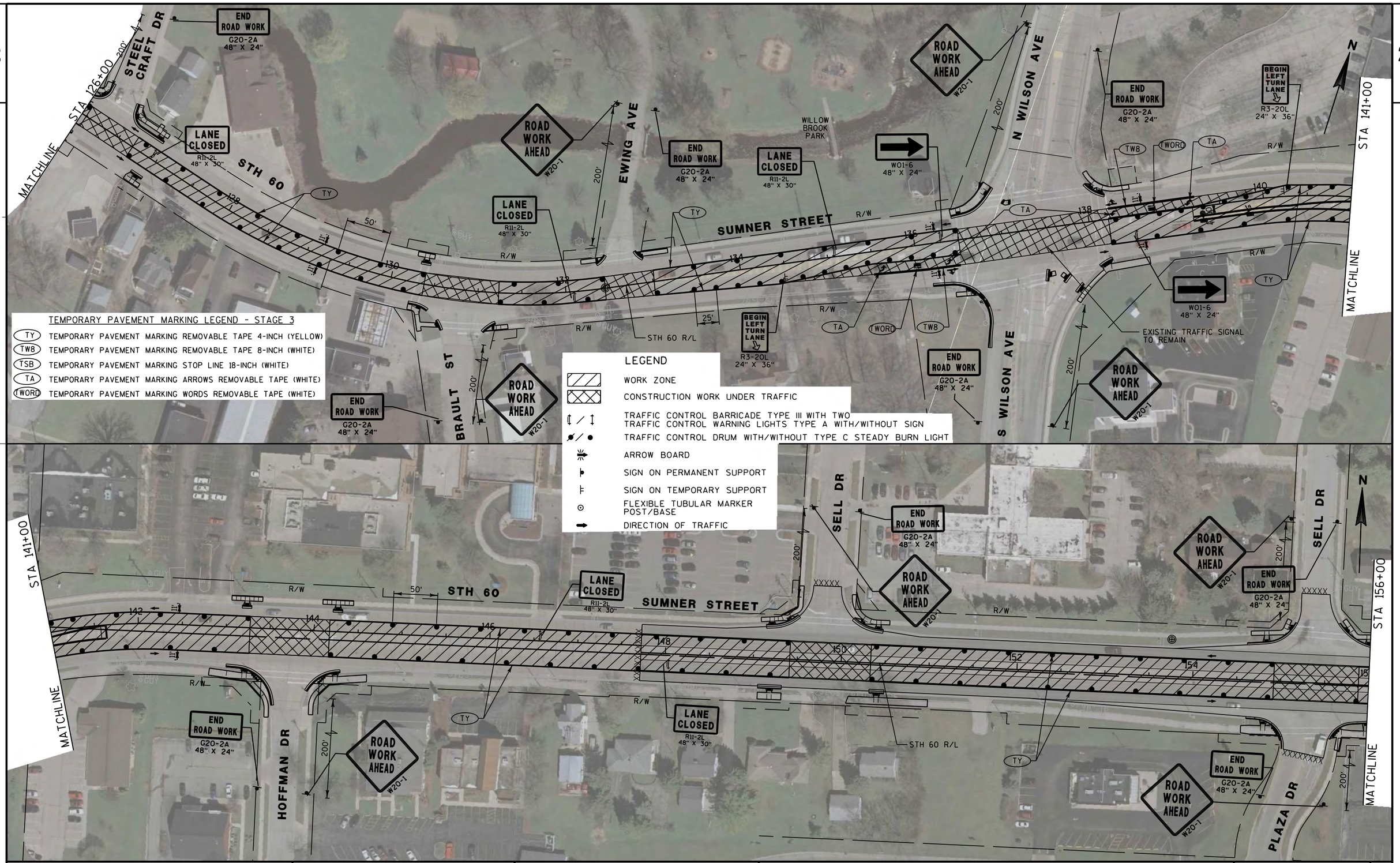
LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 152 E

FILE NAME : t:\1092713\cadd\sheets\staging\026211_s3A.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 153	E

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
WORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

STA 156+00 · STA 170+50 · MATCHLINE · STH 60 · SUMNER STREET · R/W · LONE OAK LN · CTH K · HILLDALE DR · PIKE LAKE TRAIL · STH 60 R/L · 8' PATH · N

LANE CLOSED R11-2L 48" X 30" · ROAD WORK AHEAD W20-1 · END ROAD WORK G20-2A 48" X 24" · STOP R1-1F 36" X 36" · W01-6 48" X 24" · BEGIN LEFT TURN LANE R3-20L 24" X 36"

CONSTRUCT INTERSECTION AT NON-PEAK TIMES.
MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 154 E

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

ROAD WORK AHEAD W20-1
N PIKE LAKE RD
200'
END ROAD WORK G20-2A 48" X 24"
CONSTRUCT INTERSECTION AT NON-PEAK TIMES.
MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.
W01-6 48" X 24"
STA 186+00
BEGIN LEFT TURN LANE R3-20L 24" X 36"
STH 60
SUMNER STREET
R/W
25'
TW8
TWORD
TA
TY
186
188
190
192
194
196
198
200
STH 60 R/L
10'
11'
TSB
50'
MATCHLINE
END ROAD WORK G20-2A 48" X 24"
ROAD WORK AHEAD W20-1
W01-6 48" X 24"
EXISTING TRAFFIC SIGNALS TO REMAIN
PIKE LAKE TRAIL
S PIKE LAKE RD
CONSTRUCT INTERSECTION AT NON-PEAK TIMES.
MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.
LANE CLOSED R11-2L 48" X 30"
HIGH RD
END ROAD WORK G20-2A 48" X 24"
ROAD WORK AHEAD W20-1
BEGIN LEFT TURN LANE R3-20LL 24" X 36"
STA 201+00
MATCHLINE

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

ROAD WORK AHEAD W20-1
WAYSIDE DR
200'
END ROAD WORK G20-2A 48" X 24"
CONSTRUCT INTERSECTION AT NON-PEAK TIMES.
MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.
STA 201+00
STH 60
LANE CLOSED R11-2L 48" X 30"
ROAD WORK AHEAD W20-1
OTTO DR
200'
END ROAD WORK G20-2A 48" X 24"
SUMNER STREET
R/W
50'
25'
TY
TW8
202
204
206
208
210
212
214
10'
11'
12'
LANE CLOSED R11-2L 48" X 30"
BEGIN LEFT TURN LANE R3-20L 24" X 36"
PIKE LAKE TRAIL
STH 60 R/L
CONSTRUCT INTERSECTION AT NON-PEAK TIMES.
MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.
BEGIN LEFT TURN LANE R3-20L 24" X 36"
STA 215+00
MATCHLINE

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 155 E

FILE NAME : t:\1092713\cadd\sheets\staging\026204_s3.dgn | PLOT DATE : 2/25/2015 | PLOT BY : trg | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-1

TERI LN

200'

END ROAD WORK G20-2A 48" X 24"

CONSTRUCT INTERSECTION AT NON-PEAK TIMES. MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.

BEGIN LEFT TURN LANE R3-20L 24" X 36"

R/W

STH 60

SUMNER STREET

TY

25'

50'

TW8

W01-6 48" X 24"

STA 215+00

MATCHLINE

220

222

224

226

228

LANE CLOSED R11-2L 48" X 30"

STA 230+00

STH 60 R/L

PIKE LAKE TRAIL

LANE CLOSED R11-2L 48" X 30"

N

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

RIVER

RUBICON

STA 230+00

STA 245+00

232

234

236

238

240

242

244

FRANKLIN DR

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 156 E

FILE NAME : t:\1092713\cadd\sheets\staging\026205_s3.dgn PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

STA 245+00

MATCHLINE

ROAD WORK AHEAD W20-1

W01-6 48" X 24"

200'

END ROAD WORK G20-2A 48" X 24"

CONSTRUCT INTERSECTION AT NON-PEAK TIMES. MAINTAIN LEFT TURN LANES WHEN NOT UNDER CONSTRUCTION.

BEGIN LEFT TURN LANE R3-20L 24" X 36"

STH 60

SUMNER STREET

R/W

TY

TW8

246

248

250

252

254

256

258

11'-8"

10'-11"

8'-11"

25'

50'

STH 60 R/L

100' TAPER

BEGIN LEFT TURN LANE R3-20LL 24" X 36"

FRANKLIN DR

END CONSTRUCTION 2310-19-70
STA. 251+60

END ROAD WORK G20-2A 48" X 24"

MATCHLINE STA 260+00

KETTLE MORAINE RD

262

264

315' LEFT TURN LANE TAPER

600' MERGING TAPER

REMOVE PAVEMENT MARKINGS

MATCHLINE

N

TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

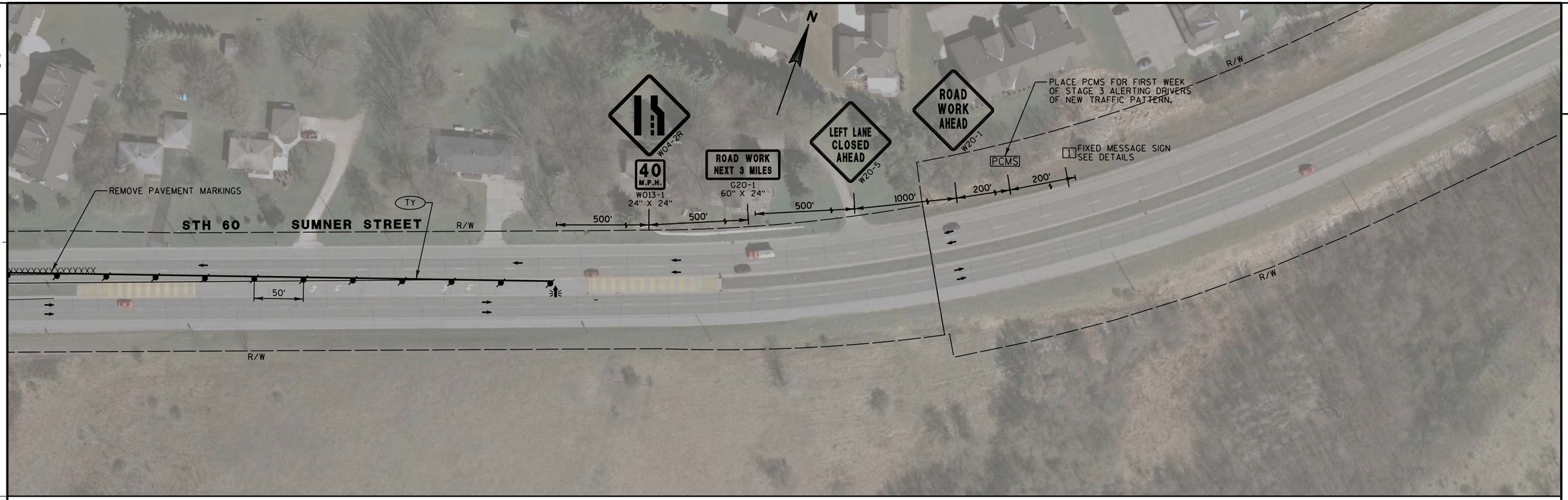
TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3	SHEET 157 E

2



TEMPORARY PAVEMENT MARKING LEGEND - STAGE 3

TY	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
TW8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TSB	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TA	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE (WHITE)
TWORD	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

LEGEND

- WORK ZONE
- CONSTRUCTION WORK UNDER TRAFFIC
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TRAFFIC CONTROL WARNING LIGHTS TYPE A WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST/BASE
- DIRECTION OF TRAFFIC

2

NOTES

1) ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." LATEST EDITION.

2) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.

3) ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4"X6"). THE NUMBER OF POSTS REQUIRED FOR EACH LAYOUT IS SHOWN. STEEL POSTS (2"X2") MAY BE USED FOR SIGNS ON SURFACE STREETS. SIGNS WHERE NO POSTS ARE SHOWN TO BE MOUNTED ON EXISTING SIGNS.

4) POSTS SHALL MEET THE BREAKAWAY REQUIREMENTS OF SECTON 643.2.9.1 OF THE STANDARD SPECIFICATIONS AND SIGN PLATE A4-11.

5) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

6) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND UNLESS OTHERWISE NOTED.

7) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS: 12" CAPS SHALL BE SERIES "D"

8) BEGIN XXX XX SIGNS SHALL BE SEPARATE PANELS, BUT SHALL BE CONSIDERED AS PART OF THE SIGN AND SHOULD BE REMOVED OR COVERED AFTER THEIR EFFECTIVE DATE. THE MONTH AND DAY SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.

9) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

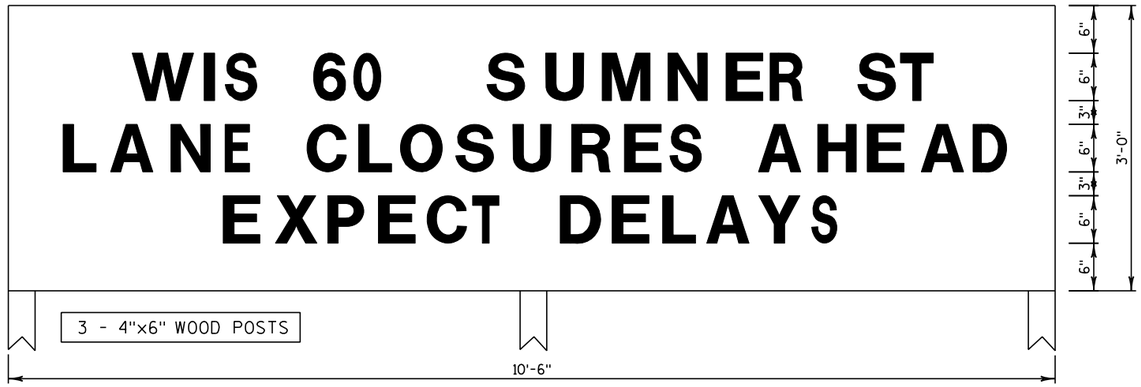
10) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.

11) DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

NOTES: FIXED MESSAGE SIGNS

1) CONTRACTOR SHOULD LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400' FROM ANY EXISTING TYPE "I" SIGNS.
2) ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.
3) SEE FIXED MESSAGE SIGNS AND SPECIAL MESSAGE SIGN LAYOUT SHEETS FOR MORE INFORMATION.
4) COVER DETOUR SIGNING WHEN NOT IN USE. INCIDENTAL TO WORK ZONE TRAFFIC CONTROL SIGNING.
5) SIGNS TO BE PLACED 10 DAYS PRIOR TO CONSTRUCTION.

1



2

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	SIGNING DETAIL	SHEET 159	E

FILE NAME : t:\1092713\cadd\sheets\staging\026300_sd.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 47

BEGIN STH 60 R/L
STA 100+16.00
X = 310,176.82
Y = 145,829.33
AH = S88°24'55.1"E

PI 1 STH 60 R/L
STA 104+42.60
X = 310,603.26
Y = 145,817.53
BK = S88°24'55.1"E
AH = S87°11'41.9"E

PI 2 STH 60 R/L
STA 105+92.60
X = 310,753.08
Y = 145,810.19
BK = S87°11'41.9"E
AH = S88°22'58.0"E

PI 3 STH 60 R/L
STA 147+72.17
X = 314,786.03
Y = 145,782.86
BK = S89°28'45.0"E

PI 4 STH 60 R/L
STA 147+72.17
X = 314,785.95
Y = 145,774.86
AH = S89°28'45.0"E

BEGIN PROJECT
STA 101+00

S88°24'55.1"E 426.60'

S87°11'41.9"E 150.00'

S88°22'58.0"E 645.72'

S73°54'0.5"E 1390.17'

S89°28'45"E 540.99'

S89°28'45"E 1329.14'

N64°46'23"E 736.79'

PC CURVE 10
PI CURVE 10
CURVE 10
PT CURVE 10

CURVE 10 STH 60
PI STA 113+11.12
X=311,471.31
Y=145,789.91
DELTA=14°28'57.5" RT
D=09°59'59.8"
T=72.80'
L=144.83'
R=572.96'
PC STA 112+38.32
X=311,398.54
Y=145,791.97
PT STA 113+83.14
~~X=307,376.22~~
Y=307,376.22
BK=S88°22'58.0"E
AH=S73°54'00.5"E

PC CURVE 11
CURVE 11
PT CURVE 11
PI CURVE 11

CURVE 11 STH 60
PI STA 130+20.27
X=313,114.17
Y=145,315.73
DELTA=41°19'36.5" LT
D=08°44'59.9"
T=246.95'
L=472.31'
R=654.81'
PC STA 127+73.31
X=312,876.90
Y=145,384.21
PT STA 132+45.62
X=313,337.57
Y=145,420.98
BK=S73°54'00.5"E
AH=N64°46'23.0"E

PC CURVE 12
PI CURVE 12
CURVE 12
PT CURVE 12

CURVE 12 STH 60
PI STA 141+08.93
X=314,118.54
Y=145,788.93
DELTA=25°44'52.0" RT
D=10°21'01.5"
T=126.52'
L=248.76'
R=553.56'
PC STA 139+82.41
X=314,004.09
Y=145,735.01
PT STA 142+31.17
X=314,245.06
Y=145,787.78
BK=N64°46'23.0"E
AH=S89°28'45.0"E

STH 60 R/L

STH 60 SUMNER ST

CONC. MON W/ BRASS CAP
Y=145830.74
X=310157.22

CONC.MON W/ BRASS CAP
Y=145792.66
X=312779.89

ALUM.MON
Y=145766.74
X=315413.55

STA 130+00

STA 160+00

MATCHLINE

MATCHLINE

N

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	ALIGNMENT PLAN	SHEET 160	E

2

STA 160+00

PI 5 STH 60 R/L
STA 161+01.30
X = 316,115.03
Y = 145,762.78
BK = S89°28'45.0"E
AH = N89°55'38.1"E

160 162 164 166 168 170 172 174 176 178 180 182 184 186 188 190

S89°28'45.0"E
1329.14'

N89°55'38.1"E
1512.44'

STH 60 SUMNER ST

PC CURVE 13

STH 60 R/L

PI CURVE 13

CURVE 13

ALUM.MON
Y=145759.23
X=318052.25

T 10 N
22
R 18 E

N

STA 190+00

MATCHLINE

MATCHLINE

STA 160+00

CURVE 13 STH 60
PI STA 183+97.32
X=318,411.05
Y=145,765.70
DELTA=23°11'09.4" LT
D=01°29'60.0"
T=783.59'
L=1545.73'
R=3819.72'
PC STA 176+13.74
X=317,627.47
Y=145,764.70
PT STA 191+59.47
X=319,130.96
Y=146,075.12
BK=N89°55'38.1"E
AH=N66°44'28.7"E
* SE = 2.4%
* TRANSITION = 255'
* RUNOUT = 140'

CURVE 14 STH 60
PI STA 202+27.44
X=320,112.13
Y=146,496.84
DELTA=05°19'22.8" RT
D=01°29'60.0"
T=177.56'
L=354.87'
R=3819.72'
PC STA 200+49.87
X=319,949.00
Y=146,426.73
PT STA 204+04.74
X=320,281.07
Y=146,551.52
BK=N66°44'28.7"E
AH=N72°03'51.5"E
* SE = 2.4%
* TRANSITION = 255'
* RUNOUT = 140'

CURVE 15 STH 60
PI STA 224+37.41
X=322,214.95
Y=147,177.48
DELTA=29°59'57.8" RT
D=02°30'46.7"
T=610.91'
L=1193.78'
R=2280.00'
PC STA 218+26.50
X=321,633.73
Y=146,989.35
PT STA 230+20.28
X=322,812.37
Y=147,049.80
BK=N72°03'51.5"E
AH=S77°56'10.8"E
* SE = 4.5%
* TRANSITION = 240'
* RUNOUT = 165'

* SUPERELEVATION DATA FROM PREVIOUS AS-BUILTS PROVIDED FOR INFORMATION ONLY. MATCH EXISTING CROSS SLOPES DURING MILL AND OVERLAY OPERATION.

N

STA 190+00

190 192 194 196 198 200 202 204 206 208 210 212 214 216 218 220

N66°44'28.7"E
890.41'

N72°03'51.5"E
1421.76'

STH 60 SUMNER ST

CURVE 14
PC CURVE 14
PI CURVE 14
PT CURVE 14

PT CURVE 13

CURVE 13

STH 60 R/L

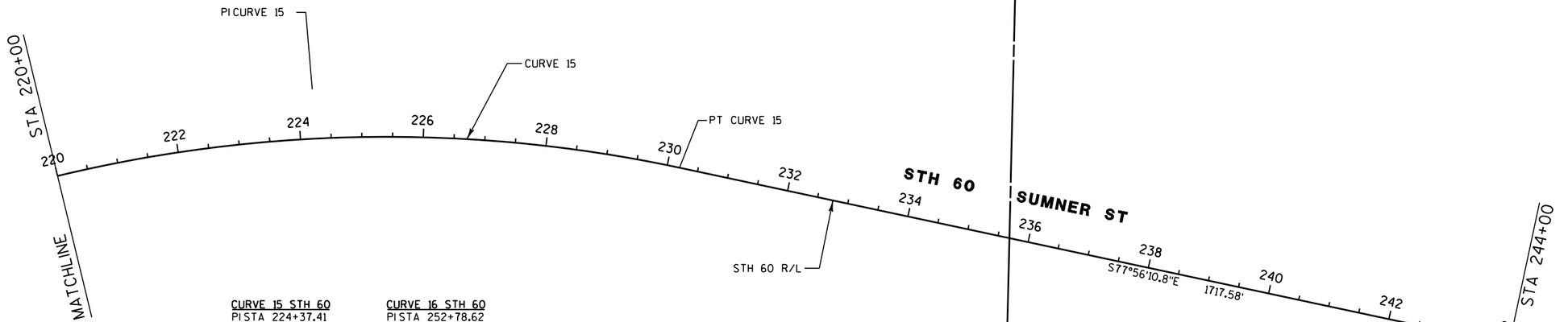
CURVE 15
PC CURVE 15

STA 220+00

MATCHLINE

MATCHLINE

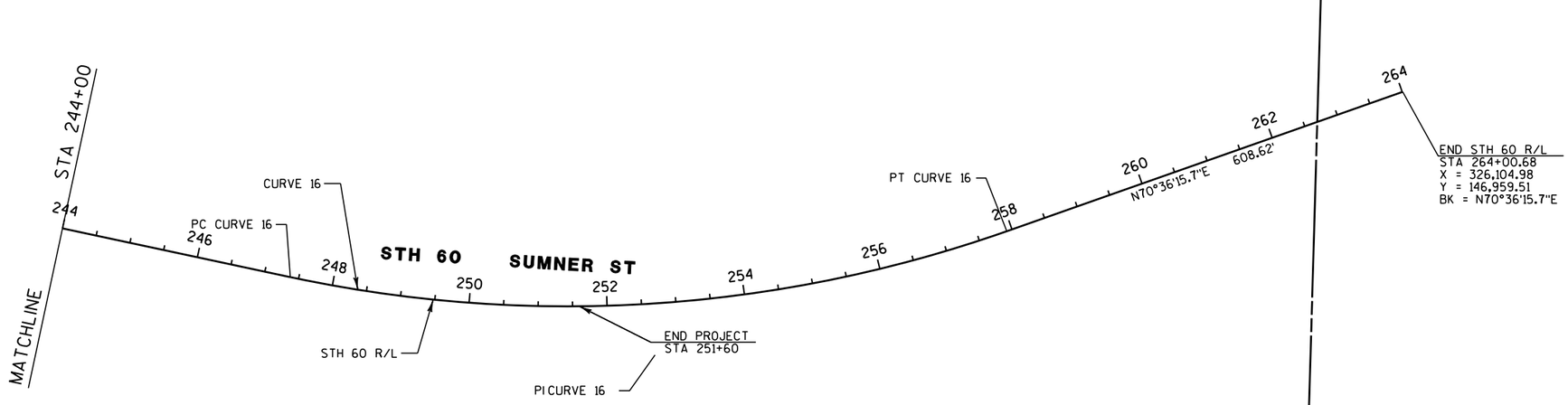
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	ALIGNMENT PLAN	SHEET 161	E



CURVE 15 STH 60
PI STA 224+37.41
X=322,214.95
Y=147,177.48
DELTA=29°59'57.8" RT
D=02°30'46.7"
T=610.91'
L=1193.78'
R=2280.00'
PC STA 218+26.50
X=321,633.73
Y=146,989.35
PT STA 230+20.28
X=322,812.37
Y=147,049.80
BK=N72°03'51.5"E
AH=S77°56'10.8"E
* SE = 4.5%
* TRANSITION = 240'
* RUNOUT = 165'

CURVE 16 STH 60
PI STA 252+78.62
X=325,020.84
Y=146,577.81
DELTA=31°27'33.5" LT
D=02°59'02.9"
T=540.76'
L=1054.21'
R=1920.00'
PC STA 247+37.86
X=324,492.02
Y=146,690.83
PT STA 257+92.07
X=325,530.91
Y=146,757.40
BK=S77°56'10.8"E
AH=N70°36'15.7"E
* SE = 5%
* TRANSITION = 235'
* RUNOUT = 165'

* SUPERELEVATION DATA FROM PREVIOUS AS-BUILTS PROVIDED FOR INFORMATION ONLY. MATCH EXISTING CROSS SLOPES DURING MILL AND OVERLAY OPERATION.



PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	ALIGNMENT PLAN	SHEET 162 E

DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
0010	204.0100	Removing Pavement	SY	1,226.000	1,226.000
0020	204.0110	Removing Asphaltic Surface	SY	13,013.000	13,013.000
0030	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,433.000	3,433.000
0040	204.0125	Removing Asphaltic Surface Milling	TON	14,100.000	14,100.000
0050	204.0150	Removing Curb & Gutter	LF	4,923.000	4,923.000
0060	204.0155	Removing Concrete Sidewalk	SY	2,017.000	2,017.000
0070	204.0185	Removing Masonry	CY	35.000	35.000
0080	204.0195	Removing Concrete Bases	EACH	20.000	20.000
0090	204.0210	Removing Manholes	EACH	1.000	1.000
0100	204.0220	Removing Inlets	EACH	25.000	25.000
0110	204.0245	Removing Storm Sewer (size) 12. 12-Inch	LF	355.000	355.000
0120	204.0245	Removing Storm Sewer (size) 18. 18-Inch	LF	147.000	147.000
0130	204.0245	Removing Storm Sewer (size) 24. 24-Inch	LF	11.000	11.000
0140	204.0245	Removing Storm Sewer (size) 30. 30-Inch	LF	4.000	4.000
0150	204.0250	Abandoning Manholes	EACH	10.000	10.000
0160	205.0100	Excavation Common	CY	6,046.000	6,046.000
0170	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	40.000	40.000
0180	213.0100	Finishing Roadway (project) 01. 2310-19-70	EACH	1.000	1.000
0190	305.0110	Base Aggregate Dense 3/4-Inch	TON	607.000	607.000
0200	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,386.000	4,386.000
0210	310.0110	Base Aggregate Open Graded	TON	1,611.000	1,611.000
0220	311.0110	Breaker Run	TON	4,365.000	4,365.000
0230	415.0100	Concrete Pavement 10-Inch	SY	1,051.000	1,051.000
0240	416.0170	Concrete Driveway 7-Inch	SY	800.000	800.000
0250	416.0610	Drilled Tie Bars	EACH	1,265.000	1,265.000
0260	416.0620	Drilled Dowel Bars	EACH	2,024.000	2,024.000
0270	416.1710	Concrete Pavement Repair	SY	786.000	786.000
0280	416.1715	Concrete Pavement Repair SHES	SY	375.000	375.000
0290	416.1720	Concrete Pavement Replacement	SY	32.000	32.000
0300	440.4410.S	Incentive IRI Ride	DOL	15,740.000	15,740.000
0310	455.0120	Asphaltic Material PG64-28	TON	990.000	990.000
0320	455.0605	Tack Coat	GAL	10,146.000	10,146.000
0330	460.1110	HMA Pavement Type E-10	TON	17,854.000	17,854.000
0340	460.2000	Incentive Density HMA Pavement	DOL	11,500.000	11,500.000
0350	460.4000	HMA Cold Weather Paving	TON	2,100.000	2,100.000
0360	465.0105	Asphaltic Surface	TON	218.000	218.000
0370	465.0110	Asphaltic Surface Patching	TON	1,800.000	1,800.000
0380	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0390	465.0125	Asphaltic Surface Temporary	TON	230.000	230.000
0400	520.8000	Concrete Collars for Pipe	EACH	7.000	7.000
0410	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	2,049.000	2,049.000
0420	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,047.000	5,047.000
0430	601.0600	Concrete Curb Pedestrian	LF	453.000	453.000
0440	602.0410	Concrete Sidewalk 5-Inch	SF	32,362.000	32,362.000
0450	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	992.000	992.000
0460	602.1500	Concrete Steps	SF	17.000	17.000
0470	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	3.000	3.000
0480	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	632.000	632.000

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DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
0490	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	33.000	33.000
0500	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	192.000	192.000
0510	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	10.000	10.000
0520	611.0530	Manhole Covers Type J	EACH	9.000	9.000
0530	611.0610	Inlet Covers Type BW	EACH	2.000	2.000
0540	611.0624	Inlet Covers Type H	EACH	25.000	25.000
0550	611.0666	Inlet Covers Type Z	EACH	10.000	10.000
0560	611.2004	Manholes 4-FT Diameter	EACH	9.000	9.000
0570	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000
0580	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0590	611.3004	Inlets 4-FT Diameter	EACH	16.000	16.000
0600	611.3230	Inlets 2x3-FT	EACH	13.000	13.000
0610	611.8110	Adjusting Manhole Covers	EACH	13.000	13.000
0620	611.8115	Adjusting Inlet Covers	EACH	9.000	9.000
0630	612.0104	Pipe Underdrain 4-Inch	LF	4,610.000	4,610.000
0640	612.0106	Pipe Underdrain 6-Inch	LF	493.000	493.000
0650	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	234.000	234.000
0660	619.1000	Mobilization	EACH	1.000	1.000
0670	620.0300	Concrete Median Sloped Nose	SF	491.000	491.000
0680	623.0200	Dust Control Surface Treatment	SY	26,059.000	26,059.000
0690	625.0100	Topsoil	SY	5,720.000	5,720.000
0700	627.0200	Mulching	SY	1,300.000	1,300.000
0710	628.1104	Erosion Bales	EACH	500.000	500.000
0720	628.1504	Silt Fence	LF	2,770.000	2,770.000
0730	628.1520	Silt Fence Maintenance	LF	700.000	700.000
0740	628.1905	Mobilizations Erosion Control	EACH	20.000	20.000
0750	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000
0760	628.2002	Erosion Mat Class I Type A	SY	2,180.000	2,180.000
0770	628.6510	Soil Stabilizer Type B	ACRE	0.500	0.500
0780	628.7005	Inlet Protection Type A	EACH	42.000	42.000
0790	628.7010	Inlet Protection Type B	EACH	23.000	23.000
0800	628.7015	Inlet Protection Type C	EACH	151.000	151.000
0810	628.7020	Inlet Protection Type D	EACH	44.000	44.000
0820	628.7504	Temporary Ditch Checks	LF	100.000	100.000
0830	628.7555	Culvert Pipe Checks	EACH	5.000	5.000
0840	629.0210	Fertilizer Type B	CWT	4.170	4.170
0850	630.0140	Seeding Mixture No. 40	LB	90.000	90.000
0860	630.0200	Seeding Temporary	LB	75.000	75.000
0870	631.1000	Sod Lawn	SY	5,720.000	5,720.000
0880	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	130.000	130.000
0890	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	90.000	90.000
0900	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
0910	637.2210	Signs Type II Reflective H	SF	1,851.450	1,851.450
0920	637.2215	Signs Type II Reflective H Folding	SF	193.960	193.960
0930	637.2230	Signs Type II Reflective F	SF	153.750	153.750
0940	638.2102	Moving Signs Type II	EACH	3.000	3.000
0950	638.2602	Removing Signs Type II	EACH	154.000	154.000
0960	638.3000	Removing Small Sign Supports	EACH	141.000	141.000
0970	642.5201	Field Office Type C	EACH	1.000	1.000
0980	643.0100	Traffic Control (project) 01. 2310-19-70	EACH	1.000	1.000
0990	643.0300	Traffic Control Drums	DAY	108,910.000	108,910.000

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DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
1000	643.0420	Traffic Control Barricades Type III	DAY	10,090.000	10,090.000
1010	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	43.000	43.000
1020	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	43.000	43.000
1030	643.0705	Traffic Control Warning Lights Type A	DAY	20,180.000	20,180.000
1040	643.0715	Traffic Control Warning Lights Type C	DAY	3,106.000	3,106.000
1050	643.0800	Traffic Control Arrow Boards	DAY	222.000	222.000
1060	643.0900	Traffic Control Signs	DAY	20,678.000	20,678.000
1070	643.1000	Traffic Control Signs Fixed Message	SF	32.000	32.000
1080	643.1050	Traffic Control Signs PCMS	DAY	306.000	306.000
1090	646.0106	Pavement Marking Epoxy 4-Inch	LF	42,051.000	42,051.000
1100	646.0600	Removing Pavement Markings	LF	345.000	345.000
1110	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	2,490.000	2,490.000
1120	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	1,015.000	1,015.000
1130	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	5,855.000	5,855.000
1140	646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF	3,800.000	3,800.000
1150	647.0456	Pavement Marking Curb Epoxy	LF	715.000	715.000
1160	647.0606	Pavement Marking Island Nose Epoxy	EACH	25.000	25.000
1170	647.0716	Pavement Marking Diagonal Epoxy 8-Inch	LF	255.000	255.000
1180	649.0200	Temporary Pavement Marking Reflective Paint 4-Inch	LF	27,549.000	27,549.000
1190	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	41,971.000	41,971.000
1200	649.0701	Temporary Pavement Marking 8-Inch	LF	800.000	800.000
1210	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2,780.000	2,780.000
1220	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	66.000	66.000
1230	649.1700	Temporary Pavement Marking Arrows	EACH	2.000	2.000
1240	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	24.000	24.000
1250	649.1900	Temporary Pavement Marking Words	EACH	2.000	2.000
1260	649.2000	Temporary Pavement Marking Words Removable Tape	EACH	14.000	14.000
1270	650.4000	Construction Staking Storm Sewer	EACH	44.000	44.000
1280	650.4500	Construction Staking Subgrade	LF	1,598.000	1,598.000
1290	650.5000	Construction Staking Base	LF	1,598.000	1,598.000
1300	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	7,096.000	7,096.000
1310	650.6500	Construction Staking Structure Layout (structure) 01. Grand Avenue Modular Block Gravity Wall SW	LS	1.000	1.000
1320	650.6500	Construction Staking Structure Layout (structure) 01. Sell Drive Modular Block Gravity Wall SE	LS	1.000	1.000
1330	650.6500	Construction Staking Structure Layout (structure) 02. Grand Avenue Modular Block Gravity Wall NW	LS	1.000	1.000
1340	650.7000	Construction Staking Concrete Pavement	LF	654.000	654.000
1350	650.8000	Construction Staking Resurfacing Reference	LF	10,388.000	10,388.000

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DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
1360	650.8500	Construction Staking Electrical Installations (project) 01. 2310-19-70	LS	1.000	1.000
1370	650.9910	Construction Staking Supplemental Control (project) 01. 2310-19-70	LS	1.000	1.000
1380	650.9920	Construction Staking Slope Stakes	LF	15,060.000	15,060.000
1390	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	30.000	30.000
1400	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	481.000	481.000
1410	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	776.000	776.000
1420	652.0605	Conduit Special 2-Inch	LF	61.000	61.000
1430	652.0615	Conduit Special 3-Inch	LF	1,160.000	1,160.000
1440	652.0800	Conduit Loop Detector	LF	739.000	739.000
1450	652.0900	Loop Detector Slots	LF	652.000	652.000
1460	653.0135	Pull Boxes Steel 24x36-Inch	EACH	3.000	3.000
1470	653.0140	Pull Boxes Steel 24x42-Inch	EACH	21.000	21.000
1480	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
1490	653.0905	Removing Pull Boxes	EACH	31.000	31.000
1500	654.0101	Concrete Bases Type 1	EACH	9.000	9.000
1510	654.0102	Concrete Bases Type 2	EACH	7.000	7.000
1520	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
1530	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
1540	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
1550	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,094.000	1,094.000
1560	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,160.000	1,160.000
1570	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,285.000	3,285.000
1580	655.0265	Cable Traffic Signal 15-12 AWG	LF	275.000	275.000
1590	655.0305	Cable Type UF 2-12 AWG Grounded	LF	666.000	666.000
1600	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,061.000	3,061.000
1610	655.0610	Electrical Wire Lighting 12 AWG	LF	536.000	536.000
1620	655.0700	Loop Detector Lead In Cable	LF	728.000	728.000
1630	655.0800	Loop Detector Wire	LF	2,376.000	2,376.000
1640	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 60 & Grand Avenue	LS	1.000	1.000
1650	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
1660	657.0100	Pedestal Bases	EACH	9.000	9.000
1670	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
1680	657.0310	Poles Type 3	EACH	4.000	4.000
1690	657.0315	Poles Type 4	EACH	2.000	2.000
1700	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	5.000	5.000
1710	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
1720	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000
1730	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000
1740	657.0595	Trombone Arms 25-FT	EACH	2.000	2.000
1750	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	6.000	6.000
1760	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	26.000	26.000
1770	658.0120	Traffic Signal Face 5-12 Inch Vertical	EACH	4.000	4.000
1780	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	26.000	26.000
1790	658.0225	Backplates Signal Face 5 Section 12-Inch	EACH	4.000	4.000

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DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
1800	658.0412	Pedestrian Signal Face 12-Inch	EACH	16.000	16.000
1810	658.0500	Pedestrian Push Buttons	EACH	18.000	18.000
1820	658.0600	Led Modules 12-Inch Red Ball	EACH	30.000	30.000
1830	658.0605	Led Modules 12-Inch Yellow Ball	EACH	30.000	30.000
1840	658.0610	Led Modules 12-Inch Green Ball	EACH	30.000	30.000
1850	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	4.000	4.000
1860	658.0625	Led Modules 12-Inch Green Arrow	EACH	4.000	4.000
1870	658.0660	Led Modules Countdwn Timer 12-Inch	EACH	16.000	16.000
1880	658.5069	Signal Mounting Hardware (location) 01. STH 60 & Grand Avenue	LS	1.000	1.000
1890	658.5069	Signal Mounting Hardware (location) 02. STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
1900	659.1125	Luminaires Utility LED C	EACH	4.000	4.000
1910	661.0200	Temporary Traffic Signals for Intersections (location) 01. STH 60 & Grand Avenue	LS	1.000	1.000
1920	661.0200	Temporary Traffic Signals for Intersections (location) 02. STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
1930	690.0150	Sawing Asphalt	LF	26,635.000	26,635.000
1940	690.0250	Sawing Concrete	LF	5,076.000	5,076.000
1950	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
1960	ASP.1T0A	On-the-Job Training Apprentice at $5. 00/HR	HRS	1,100.000	1,100.000
1970	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,600.000	1,600.000
1980	SPV.0060	Special 01. Pavement Marking Grooved Preformed Thermoplastic Words	EACH	25.000	25.000
1990	SPV.0060	Special 02. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 2	EACH	48.000	48.000
2000	SPV.0060	Special 03. Pavement Marking Grooved Preformed Thermoplastic Arrows Type 3	EACH	5.000	5.000
2010	SPV.0060	Special 04. Concrete Maintenance Platform 48" X 36" X 4"	EACH	1.000	1.000
2020	SPV.0060	Special 05. Installing Wavetronix Mini Power Module	EACH	1.000	1.000
2030	SPV.0060	Special 06. Installing Wavetronix Click 200 Module	EACH	1.000	1.000
2040	SPV.0060	Special 07. Installing Wavetronix Detector (HD 125) Module & Cable	EACH	1.000	1.000
2050	SPV.0060	Special 08. Installing Cabinet Heater & Thermostat	EACH	1.000	1.000
2060	SPV.0060	Special 09. Installing Poles Type 2	EACH	1.000	1.000
2070	SPV.0060	Special 10. Installing CCTV Pole Mounted Cabinet 24" X 51"	EACH	1.000	1.000
2080	SPV.0060	Special 11. Adjusting Water Valve Boxes	EACH	25.000	25.000
2090	SPV.0060	Special 12. Adjusting Water Manhole Covers	EACH	8.000	8.000
2100	SPV.0060	Special 13. Poles Type 9	EACH	1.000	1.000
2110	SPV.0060	Special 14. Poles Type 10	EACH	1.000	1.000
2120	SPV.0060	Special 15. Poles Type 12	EACH	1.000	1.000
2130	SPV.0060	Special 16. Poles Type 13	EACH	1.000	1.000
2140	SPV.0060	Special 17. Monotube Arms 25-Ft	EACH	1.000	1.000
2150	SPV.0060	Special 18. Monotube Arms 30-Ft	EACH	1.000	1.000
2160	SPV.0060	Special 19. Monotube Arms 35-Ft	EACH	1.000	1.000
2170	SPV.0060	Special 20. Monotube Arms 40-Ft	EACH	1.000	1.000

DATE 10MAR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	2310-19-70 QUANTITY
2180	SPV.0060	Special 21. Adjusting Sanitary Sewer Manhole Covers	EACH	27.000	27.000
2190	SPV.0060	Special 22. Luminaire Arms Steel 15-Ft	EACH	2.000	2.000
2200	SPV.0060	Special 23. Temporary Traffic Signal Controller Programming	EACH	8.000	8.000
2210	SPV.0060	Special 24. Drainage Structure Repair and Cleaning	EACH	162.000	162.000
2220	SPV.0090	Special 01. Pavement Marking Grooved Preformed Thermoplastic Stop Bar 18-Inch	LF	869.000	869.000
2230	SPV.0090	Special 02. Pavement Marking Grooved Preformed Thermoplastic Crosswalk 6-Inch	LF	3,546.000	3,546.000
2240	SPV.0105	Special 01. Concrete Pavement Joint Layout	LS	1.000	1.000
2250	SPV.0105	Special 02. Remove Traffic Signals STH 60 & Grand Avenue	LS	1.000	1.000
2260	SPV.0105	Special 03. Remove Traffic Signals STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
2270	SPV.0105	Special 04. Video Vehicle Detection System STH 60 & Grand Avenue	LS	1.000	1.000
2280	SPV.0105	Special 05. Video Vehicle Detection System STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
2290	SPV.0105	Special 06. Traffic Signal Cabinet, Controller, and Battery Backup STH 60 & Grand Avenue	LS	1.000	1.000
2300	SPV.0105	Special 07. Traffic Signal Cabinet, Controller, and Battery Backup STH 60 & CTH K (Lone	LS	1.000	1.000
2310	SPV.0105	Special 08. Remove Loop Detector Wire & Lead-In Cable STH 60 & Grand Avenue	LS	1.000	1.000
2320	SPV.0105	Special 09. Remove Loop Detector Wire & Lead-In Cable STH 60 & CTH K (Lone Oak Lane)	LS	1.000	1.000
2330	SPV.0165	Special 01. Wall Modular Block Gravity LRFD	SF	705.000	705.000
2340	SPV.0195	Special 01. Management of Solid Waste	TON	40.000	40.000

3

REMOVALS

LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0185 REMOVING MASONRY CY
STAGE 1							
101+00 - 111+00	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---
126+00 - 141+00	320	---	---	---	---	---	---
141+00 - 156+00	109	---	---	---	---	---	---
156+00 - 170+50	641	---	---	---	320	---	---
170+50 - 186+00	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	1,070	---	---	---	320	---	---
STAGE 2							
101+00 - 111+00	---	---	---	---	293	244	---
111+00 - 126+00	156	---	---	---	301	416	35
126+00 - 141+00	---	52	---	---	386	285	---
141+00 - 156+00	---	271	606	740	492	255	---
156+00 - 170+50	---	5,500	306	320	2,120	485	---
170+50 - 186+00	---	1,410	330	890	650	316	---
186+00 - 201+00	---	49	397	1,340	---	16	---
201+00 - 215+00	---	61	182	1,010	212	---	---
215+00 - 230+00	---	---	190	1,410	101	---	---
230+00 - 245+00	---	---	---	1,290	---	---	---
245+00 - 260+00	---	---	646	710	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	156	7,343	2,657	7,710	4,555	2,017	35
STAGE 3							
101+00 - 111+00	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---	---
141+00 - 156+00	---	---	445	680	---	---	---
156+00 - 170+50	---	4,150	---	410	---	---	---
170+50 - 186+00	---	1,520	---	830	48	---	---
186+00 - 201+00	---	---	---	1,010	---	---	---
201+00 - 215+00	---	---	---	1,120	---	---	---
215+00 - 230+00	---	---	---	1,020	---	---	---
230+00 - 245+00	---	---	---	820	---	---	---
245+00 - 260+00	---	---	331	500	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	---	5,670	776	6,390	48	---	---
PROJECT TOTAL	**1,226**	**13,013**	**3,433**	**14,100**	**4,923**	**2,017**	**35**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER REMOVALS

LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.12 REMOVING STORM SEWER 12-INCH LF	204.0245.18 REMOVING STORM SEWER 18-INCH LF	204.0245.24 REMOVING STORM SEWER 24-INCH LF	204.0245.30 REMOVING STORM SEWER 30-INCH LF
STAGE 1						
101+00 - 111+00	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---
126+00 - 141+00	---	---	11	---	---	---
141+00 - 156+00	---	---	---	---	---	---
156+00 - 170+50	---	---	---	---	---	---
170+50 - 186+00	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---
STAGE 1 SUBTOTAL	---	---	11	---	---	---
STAGE 2						
101+00 - 111+00	---	---	---	---	---	---
111+00 - 126+00	---	6	34	---	11	---
126+00 - 141+00	---	2	16	---	---	---
141+00 - 156+00	---	---	---	---	---	---
156+00 - 170+50	---	11	155	137	---	4
170+50 - 186+00	---	4	116	4	---	---
186+00 - 201+00	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---
STAGE 2 SUBTOTAL	---	23	321	141	11	4
STAGE 3						
101+00 - 111+00	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---
141+00 - 156+00	---	---	---	---	---	---
156+00 - 170+50	1	2	23	6	---	---
170+50 - 186+00	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---
STAGE 3 SUBTOTAL	1	2	23	6	---	---
PROJECT TOTAL	**1**	**25**	**355**	**147**	**11**	**4**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

EARTHWORK SUMMARY

CATEGORY 0010			A	B	C	D	E	F	G	H	I
			205.0100		*	*	*	*	*	*	*
Division	From/To Station	Location	Excavation Common (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Expanded EBS Backfill (6) CY	Unexpanded Fill	Expanded Fill (7) CY	Mass Ordinate +/- (8)	Waste (9)
			Cut CY	EBS (2) (3) CY	CY	CY	Factor 1.25	CY	Factor 1.11	CY	CY
Stage 1											
	139+18 - 141+57	STH 60 / Wilson Drive	153	25	152	1	31	0	0	1	26
	Median Removal	STH 60 / CTH K	403	0	338	65	0	0	0	65	65
Stage 1 Subtotal			557	25	490	66	31	0	0	66	91
Stage 2											
	113+06 - 117+21	STH 60 / Grand Avenue	563	75	527	36	94	50	55	-20	
	161+04 - 174+05.8	STH 60 / CTH K	1,743	290	349	1,394	363	85	95	1,300	1,590
	101+00 - 147+72	Concrete Repairs		110			138				110
	147+72 - 251+60	Asphalt Resurfacing		560			700				560
	101+00 - 251+60	Sidewalk Replacements	308		308	0	0				
Stage 2 Subtotal			2,614	1,035	1,184	1,430	1,294	135	150	1,280	2,260
Stage 3											
	161+04 - 174+05.8	STH 60 / CTH K	860	310	860	0	388	0	0	0	
	101+00 - 147+72	Concrete Repairs		110			138				110
	147+72 - 251+60	Asphalt Resurfacing		460			575				460
	101+00 - 251+60	Sidewalk Replacements	76		76	0	0				
Stage 3 Subtotal			936	880	936	0	1,100	0	0	0	570
Grand Total			4,106	1,940	2,610	1,496	2,425	136	151	1,346	2,921
		Total Excavation Common	**6,046**								

1) Common Excavation is the sum of the Cut (A) and EBS (B) columns. Item number 205.0100. EBS to be paid is common excavation.
2) EBS (B) to be backfilled with Breaker Run (Item #311.0110). See Breaker Run Table for quantity.
3) EBS (B) quantity is an undistributed amount, which is estimated to be 25% of the total reconstruction, Concrete Pavement Repair, and Asphaltic Surface Patching areas at an 18" excavation depth. It is assumed that all EBS will be wasted.
4) Salvaged/Unusuable Pavement Material (C) is included in Cut (A). This assumes the existing pavement is salvaged or wasted by the contractor.
5) Available Material (D) = Cut (A) - Salvaged/Unusuable Pavement Material (C).
6) Expanded EBS Backill (E) - This is to be filled with Breaker Run. EBS Backfill Factor = 1.25
7) Expanded Fill (G) = Unexpanded Fill (F) x Fill Factor (1.11)
8) The Mass Ordinate + or - quantity is calculated for each stage. Positive quantity indicates an excess of material within the stage. Negative quantity indicates a shortage of material within the stage.
9) Waste = EBS (B) + Mass Ordinate (H) and excludes salvaged/unusable pavement (C)
* FOR INFORMATION ONLY

3

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

BREAKER RUN

LOCATION	311.0110 TON
UNDISTRIBUTED - EBS BACKFILL	4,365
TOTAL	**4,365**

BASE AGGREGATE ITEMS

LOCATION	305.0110 * BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 * BASE AGGREGATE OPEN GRADED 4-INCH** TON	310.0110 * BASE AGGREGATE OPEN GRADED 5-INCH** TON	612.0104 PIPE UNDERDRAIN 4-INCH LF	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF
STAGE 1							
101+00 - 111+00	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	443	---
126+00 - 141+00	---	112	64	---	---	---	---
141+00 - 156+00	---	39	22	---	---	---	---
156+00 - 170+50	---	580	---	---	---	---	---
170+50 - 186+00	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	---	731	86	---	---	443	---
STAGE 2							
101+00 - 111+00	4	90	---	---	---	---	---
111+00 - 126+00	---	410	155	---	---	---	110
126+00 - 141+00	---	140	---	---	---	---	---
141+00 - 156+00	---	205	---	---	---	---	124
156+00 - 170+50	---	910	---	440	2,150	---	---
170+50 - 186+00	---	380	---	125	560	---	---
186+00 - 201+00	---	---	---	---	---	---	---
201+00 - 215+00	---	65	---	---	---	---	---
215+00 - 230+00	134	55	---	---	---	---	---
230+00 - 245+00	348	---	---	---	---	---	---
245+00 - 260+00	61	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	547	2,255	155	565	2,710	---	234
STAGE 3							
101+00 - 111+00	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---	---
141+00 - 156+00	---	---	---	---	---	---	---
156+00 - 170+50	---	490	---	530	1,230	---	---
170+50 - 186+00	---	100	---	100	250	---	---
186+00 - 201+00	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	---	590	---	630	1,480	---	---
UNDISTRIBUTED	60	810	55	120	420	50	---
PROJECT SUBTOTAL	---	---	296	1,315	---	---	---
PROJECT TOTAL	**607**	**4,386**	**1,611**		**4,610**	**493**	**234**

*UNDISTRIBUTED AMOUNT IS FOR EBS AREAS
**THICKNESS PROVIDED FOR INFORMATION ONLY

ASPHALTIC SURFACE PATCHING

LOCATION	* 465.0110 ASPHALTIC SURFACE PATCHING TON
STAGE 1	---
STAGE 2	990
STAGE 3	810
PROJECT TOTAL	**1,800**

*TOTAL AREA ESTIMATED TO BE 25% OF REMOVING ASPHALTIC SURFACE AND REMOVING ASPHALTIC SURFACE MILLING AREAS.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CONCRETE ITEMS

LOCATION	415.0100 CONCRETE PAVEMENT 10-INCH SY	416.0170 CONCRETE DRIVEWAY 7-INCH SY	416.0610 * DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.1500 CONCRETE STEPS SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF	715.0415 INCENTIVE STRENGTH CONCRETE PAVEMENT DOL
STAGE 1																
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	180	---	140	8	---	---	---	359	---	---	727	---	---	---	---	---
141+00 - 156+00	15	---	43	---	---	---	---	113	---	---	604	---	---	105	---	---
156+00 - 170+50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
170+50 - 186+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	195	---	183	8	---	---	---	472	---	---	1,331	---	---	105	---	---
STAGE 2																
101+00 - 111+00	69	---	188	192	72	32	32	295	---	129	2,640	96	---	---	---	---
111+00 - 126+00	650	---	325	320	107	48	---	657	---	---	4,621	72	17	---	---	---
126+00 - 141+00	104	---	265	240	99	28	---	481	---	154	2,686	184	---	---	---	---
141+00 - 156+00	33	---	104	256	90	40	---	144	358	92	3,660	192	---	---	---	---
156+00 - 170+50	---	285	---	---	---	---	---	---	2,210	---	6,305	144	---	27	3	---
170+50 - 186+00	---	100	---	---	---	---	---	---	645	58	3,800	96	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	212	---	903	48	---	---	---	---
215+00 - 230+00	---	15	---	---	---	---	---	---	102	20	266	32	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	856	400	882	1,008	368	148	32	1,577	3,527	453	24,881	864	17	27	3	---
STAGE 3																
101+00 - 111+00	---	---	32	160	40	40	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	52	288	87	56	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	52	256	87	40	---	---	---	---	---	---	---	---	---	---
141+00 - 156+00	---	---	64	304	124	51	---	---	---	---	---	---	---	---	---	---
156+00 - 170+50	---	285	---	---	---	---	---	---	1,220	---	4,120	64	---	170	6	---
170+50 - 186+00	---	100	---	---	---	---	---	---	300	---	2,030	64	---	180	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	---	400	200	1,008	338	187	---	---	1,520	---	6,150	128	---	350	6	---
UNDISTRIBUTED	---	---	---	---	80	40	---	---	---	---	---	---	---	---	---	---
PROJECT SUBTOTAL	---	---	---	---	---	---	---	---	---	---	---	---	---	482	9	---
PROJECT TOTAL	**1,051**	**800**	**1,265**	**2,024**	**786**	**375**	**32**	**2,049**	**5,047**	**453**	**32,362**	**992**	**17**	**491**		**500**

*ASSUMES TIE BARS ARE ONLY DRILLED INTO FINAL PAVEMENT TO REMAIN

ALL ITEMS CATEGORY 0010 UNLESS NOTED

ASPHALT ITEMS

LOCATION	440.4410.S INCENTIVE IRI RIDE DOL	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL	460.1110 HMA PAVEMENT TYPE E-10 3.5-INCH** TON	460.1110 HMA PAVEMENT TYPE E-10 6-INCH** TON	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	460.4000 HMA COLD WEATHER PAVING TON	465.0105 ASPHALTIC SURFACE TON	465.0120* ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 1										
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---	---	---	---	---
141+00 - 156+00	---	---	---	---	---	---	---	---	---	---
156+00 - 170+50	---	---	---	---	---	---	---	---	---	230
170+50 - 186+00	---	---	---	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	---	---	---	---	---	---	---	---	---	230
STAGE 2										
101+00 - 111+00	---	---	---	---	---	---	---	---	4	---
111+00 - 126+00	---	---	---	---	---	---	---	---	3	---
126+00 - 141+00	---	---	---	---	---	---	---	7	---	---
141+00 - 156+00	---	39	436	699	---	450	---	27	---	---
156+00 - 170+50	---	97	713	297	1453	1,120	---	110	---	---
170+50 - 186+00	---	70	691	891	373	810	---	60	---	---
186+00 - 201+00	---	74	838	1344	---	870	---	---	---	---
201+00 - 215+00	---	56	629	1008	---	650	---	7	13	---
215+00 - 230+00	---	78	875	1403	---	900	---	7	---	---
230+00 - 245+00	---	71	800	1284	---	830	---	---	---	---
245+00 - 260+00	---	39	441	707	---	460	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	7,870	524	5,423	7,633	1,826	6,090	---	218	20	---
STAGE 3										
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---	---	---	---	---
141+00 - 156+00	---	39	442	709	---	460	---	---	---	---
156+00 - 170+50	---	105	804	432	1470	1,220	---	---	---	---
170+50 - 186+00	---	74	699	828	502	860	---	---	---	---
186+00 - 201+00	---	55	622	997	---	640	---	---	---	---
201+00 - 215+00	---	62	698	1120	---	720	---	---	---	---
215+00 - 230+00	---	57	636	1019	---	660	---	---	---	---
230+00 - 245+00	---	46	513	823	---	530	---	---	---	---
245+00 - 260+00	---	28	309	495	---	320	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	7,870	466	4,723	6,423	1,972	5,410	2,100	---	---	---
PROJECT SUBTOTAL	---	---	---	14,056	3,798	---	---	---	---	---
PROJECT TOTAL	**15,740**	**990**	**10,146**	**17,854**		**11,500**	**2,100**	**218**	**20**	**230**

*ESTIMATED 4" THICKNESS

**THICKNESS PROVIDED FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER PIPES

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30" LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12" LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15" LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18" LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24" LF	COMMENTS
101A	101B	982.40	982.27	0.0100	---	12.5	---	---	---	
101B	101	982.17	981.36	0.0169	---	---	---	---	---	EXISTING PIPE TO REMAIN
101	102	977.99	977.36	0.0091	---	---	---	---	---	EXISTING PIPE TO REMAIN
102A	102	983.08	982.75	0.0100	---	---	32.9	---	---	
102B	102	983.12	982.75	0.0100	---	---	---	---	---	EXISTING PIPE TO REMAIN
102	EXIST	977.36			---	---	---	---	---	EXISTING PIPE TO REMAIN
201A	201B	978.18	976.90	0.0200	---	---	---	---	---	EXISTING PIPE TO REMAIN
201B	201C	976.90	976.69	0.0200	---	---	---	---	10.4	
201C	201D	976.69	975.80	0.0200	---	---	---	---	---	EXISTING PIPE TO REMAIN
201D	OUTFALL	975.80			---	---	---	---	---	EXISTING PIPE TO REMAIN
301A	301B	978.37	977.92	0.0082	---	---	---	---	---	EXISTING PIPE TO REMAIN
301B	301C	977.92	977.86	0.0083	---	7.8	---	---	---	
301C	301D	977.86	975.84	0.0478	---	---	---	---	---	EXISTING PIPE TO REMAIN
301D	OUTFALL	975.84			---	---	---	---	---	EXISTING PIPE TO REMAIN
401A	401B	979.00	978.34	0.0140	---	---	---	---	---	EXISTING PIPE TO REMAIN
401B	401C	978.34	978.31	0.0140	---	2.0	---	---	---	
401C	401D	978.31	977.88	0.0098	---	---	---	---	---	EXISTING PIPE TO REMAIN
401D	OUTFALL	977.88			---	---	---	---	---	EXISTING PIPE TO REMAIN
501A	501B	1004.57	1004.27	0.0106	---	---	---	---	---	EXISTING PIPE TO REMAIN
501B	501	1004.27	1004.16	0.0106	---	10.6	---	---	---	
501	502B	1003.36	1000.88	0.0503	---	---	---	---	---	EXISTING PIPE TO REMAIN
502A	502B	1001.45	1001.38	0.0100	---	7.3	---	---	---	
502B	503	1000.88	995.70	0.0502	---	---	---	---	---	EXISTING PIPE TO REMAIN
503	EXIST	995.70			---	---	---	---	---	EXISTING PIPE TO REMAIN
520A	520B	992.35	991.99	0.0350	---	10.2	---	---	---	
520B	EXIST	991.99	991.55	0.0100	---	---	---	---	---	EXISTING PIPE TO REMAIN
SUBTOTAL					---	50	33	---	10	

1. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES. PIPES CONNECTED WITH CONCRETE COLLARS ARE MEASURED FROM THE CONCRETE COLLAR TO THE INSIDE EDGE OF THE STRUCTURE.

STORM SEWER PIPES (CONTINUED)

FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE (FT/FT)	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30" LF	608.0412 CLASS IV 12" LF	608.0415 15" LF	608.0418 18" LF	608.0424 24" LF	COMMENTS
602A	602B	1002.49	1002.40	0.0040	---	22.1	---	---	---	
602B	602C	1002.40	1002.24	0.0040	---	40.0	---	---	---	
602C	602D	1002.24	1002.14	0.0040	---	25.2	---	---	---	
602D	602E	1002.14	1002.02	0.0040	---	---	---	31.6	---	
602E	602F	1002.02	1001.87	0.0040	---	---	---	35.8	---	
602F	602G	1001.87	1001.84	0.0040	---	---	---	8.2	---	
602G	602H	1001.84	1001.69	0.0040	---	---	---	36.7	---	
602H	602I	1001.69	1001.59	0.0040	---	---	---	26.8	---	
602I	602J	1001.59	1001.41	0.0040	---	---	---	44.3	---	
602J	602K	1001.41	1001.38	0.0103	---	---	---	2.9	---	
602K	602L	1001.38	1000.83	0.0110	---	---	---	---	---	EXISTING PIPE TO REMAIN
602L	602	1000.83	1000.77	0.0103	---	---	---	5.8	---	
602M	602	1002.18	1000.77	0.0504	---	---	---	---	---	EXISTING PIPE TO REMAIN
602N	602J	1002.16	1001.41	0.0050	---	149.4	---	---	---	
602	603C	1000.69	999.75	0.0061	---	---	---	---	---	EXISTING PIPE TO REMAIN
603A	603	998.81	998.65	0.0034	---	---	---	---	---	EXISTING PIPE TO REMAIN
603	603F	998.62	997.82	0.0302	---	---	---	---	---	EXISTING PIPE TO REMAIN
603B	603F	1002.19	1000.80	0.0228	---	60.9	---	---	---	
603C	603E	999.75	999.26	0.0061	---	---	---	---	---	
603D	603E	1002.67	1002.26	0.0398	---	10.3	---	---	---	
603E	603	999.26	998.52	0.0061	---	---	---	---	---	
603F	EXIST	997.82			---	---	---	---	---	EXISTING PIPE TO REMAIN
701A	701B	1001.14	1000.55	0.0316	---	---	---	---	---	EXISTING PIPE TO REMAIN
701B	701C	1000.55	1000.25	0.0316	---	9.5	---	---	---	
701C	701	999.65	999.30	0.0120	---	---	---	---	---	EXISTING PIPE TO REMAIN
701D	701E	1000.77	1000.38	0.0051	---	76.8	---	---	---	
701E	701F	1000.28	1000.14	0.0191	---	7.4	---	---	---	
701F	701	1000.14	999.30	0.0191	---	---	---	---	---	EXISTING PIPE TO REMAIN
701	704	998.92	997.58	0.0179	---	---	---	---	---	EXISTING PIPE TO REMAIN
702A	702	1000.93	1000.80	0.0047	---	---	---	---	---	EXISTING PIPE TO REMAIN
703A	703B	999.58	999.42	0.0196	---	8.2	---	---	---	
703	703B	999.10	996.92	0.0152	---	---	---	---	---	EXISTING PIPE TO REMAIN
703B	704	996.92	996.48	0.0152	---	---	---	---	---	EXISTING PIPE TO REMAIN
704B	704C	1000.70	999.64	0.0463	---	22.9	---	---	---	
704C	704D	999.54	998.89	0.0067	---	96.9	---	---	---	
704D	704E	998.39	997.20	0.0365	---	---	---	---	---	EXISTING PIPE TO REMAIN
704E	704	997.20	996.58	0.0365	---	---	---	---	---	EXISTING PIPE TO REMAIN
704	705	996.18	995.13	0.0312	---	---	---	---	---	EXISTING PIPE TO REMAIN
705A	705	995.13	995.03	0.0312	3.2	---	---	---	---	
705B	705	999.26	998.21	0.0200	---	52.4	---	---	---	
705	EXIST	995.03			---	---	---	---	---	EXISTING PIPE TO REMAIN
SUBTOTAL					3	582	---	192	---	
PROJECT TOTAL					**3**	**632**	**33**	**192**	**10**	

1. PIPE LENGTHS ARE MEASURED TO THE CENTER OF STRUCTURES. PIPES CONNECTED WITH CONCRETE COLLARS ARE MEASURED FROM THE CONCRETE COLLAR TO THE INSIDE EDGE OF THE STRUCTURE.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES

STRUCTURE NUMBER	STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	COMMENTS	RIM OR FLANGE ELEV	STR DEPTH FEET
101A	113+63.2	45.8' LT	---	---	---	1	---	---	---	1	---	---	986.98	3.7
101B	113+63.0	33.0' LT	---	1	---	---	1	---	---	---	---	---	987.07	3.8
101	113+25.7	4.7' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
102A	113+28.7	49.9' LT	---	---	---	1	---	---	---	1	---	---	987.63	3.6
102B	112+72.3	63.4' LT	---	---	---	1	---	---	---	1	---	---	989.03	5.0
102	113+05.5	70.4' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
201A	115+89.8	35.3'RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
201B	115+95.7	28.4' LT	1	---	---	---	---	---	---	---	---	---	---	
201C	115+96.0	39.1' LT	---	---	---	1	---	---	---	1	---	---	982.44	4.8
201D	115+97.2	83.2' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
301A	116+26.9	27.5' RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
301B	116+28.4	27.4' LT	1	---	---	---	---	---	---	---	---	---	---	
301C	116+28.6	35.4' LT	---	---	---	1	---	---	---	1	---	---	982.59	3.8
301D	116+29.9	82.2' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
401A	117+00.7	25.1' RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
401B	116+99.8	25.1' LT	1	---	---	---	---	---	---	---	---	---	---	
401C	116+99.8	27.3' LT	---	---	---	1	---	---	---	1	---	---	982.85	3.6
401D	116+98.9	75.1' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
501A	139+94.6	41.2' RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
501B	139+82.7	15.5' RT	---	---	---	1	---	---	---	1	---	---	1007.52	2.3
501	139+78.6	5.7' RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
502A	139+29.7	15.3' RT	---	---	---	1	---	---	---	1	---	---	1005.22	2.8
502B	139+29.2	7.9' RT	---	1	---	---	1	---	---	---	---	---	1005.45	3.5
503	138+26.3	12.6' RT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
520A	136+71.7	76.7' RT	---	---	---	1	---	---	---	1	---	---	996.28	3.0
520B	136+67.0	67.7' RT	---	---	---	1	---	---	---	1	---	---	995.96	3.1
SUBTOTAL			3	2	---	10	2	---	---	10	---			

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES
3. STR DEPTH = RIM ELEV - INV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 9" FOR TYPE J COVERS; 6" FOR TYPE H COVERS; 7" FOR TYPE Z COVERS
   ADJUSTMENT = 4" TYPICAL

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE NUMBER	STATION	OFFSET	520.8000 CONCRETE COLLARS FOR PIPE EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	COMMENTS	RIM OR FLANGE ELEV	STR DEPTH FEET
602A	167+99.4	5.5' RT	---	---	1	---	---	---	---	---	1	---	1005.45	2.1
602B	167+77.5	2.7' RT	---	1	---	---	1	---	---	---	---	---	1005.63	2.1
602C	167+77.0	42.6' RT	---	---	1	---	---	---	---	---	1	---	1005.15	2.1
602D	167+71.4	67.1' RT	---	1	---	---	1	---	---	---	---	---	1006.07	2.8
602E	167+43.3	81.5' RT	---	---	1	---	---	---	---	1	---	---	1006.02	3.2
602F	167+08.6	73.1' RT	---	---	1	---	---	---	---	---	1	---	1006.19	3.5
602G	167+00.4	73.3' RT	---	---	1	---	---	---	---	---	1	---	1006.41	3.7
602H	166+63.7	75.3' RT	---	---	1	---	---	---	---	1	---	---	1006.37	3.8
602I	166+63.6	48.6' RT	---	1	---	---	1	---	---	---	---	---	1006.05	3.4
602J	166+19.4	51.5' RT	---	---	1	---	---	---	---	1	---	---	1005.46	3.2
602K	166+19.4	48.6' RT	1	---	---	---	---	---	---	---	---	---	---	
602L	166+19.5	1.3' LT	1	---	---	---	---	---	---	---	---	---	---	
602M	166+19.1	43.5' LT	---	---	1	---	---	---	---	---	1	---	1005.80	2.8
602N	164+70.0	51.5' RT	---	---	1	---	---	---	---	---	1	---	1005.57	2.6
602	166+19.2	7.1' LT	---	---	1	---	---	---	1	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1006.16	4.6
603A	162+64.5	39.9' RT	---	---	1	---	---	1	---	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1005.56	5.9
603	162+64.6	8.5' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
603B	163+25.0	37.2' LT	---	---	1	---	---	---	---	---	1	---	1005.61	2.6
603C	164+65.0	7.0' LT	---	---	1	---	---	---	1	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1006.28	5.7
603D	163+85.0	3.2' RT	---	---	1	---	---	---	---	---	1	---	1006.08	2.6
603E	163+85.0	7.1' LT	---	1	---	---	1	---	---	---	---	---	1006.87	6.5
603F	162+64.2	34.2' LT	---	---	1	---	---	1	---	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1005.65	7.0

701A	170+38.8	62.2' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
701B	170+39.1	43.5' LT	---	---	1	---	---	---	---	---	1	---	1003.48	2.1
701C	170+39.3	34.0' LT	---	1	---	---	1	---	---	---	---	---	1003.75	3.0
701D	169+47.0	40.5' RT	---	---	1	---	---	---	---	---	1	---	1004.24	2.6
701E	170+23.8	40.4' RT	---	---	1	---	---	---	---	1	---	---	1003.86	2.7
701F	170+27.0	33.8' RT	1	---	---	---	---	---	---	---	---	---	---	
701	170+46.2	5.6' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
702A	173+96.7	33.9' LT	---	---	1	---	---	---	---	---	1	---	1005.07	3.3
703A	171+50.0	15.5' LT	---	---	1	---	---	---	---	---	1	---	1003.65	3.2
703	172+93.0	7.1' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
703B	171+50.0	7.3' LT	---	1	---	---	1	---	---	---	---	---	1004.15	6.1
704B	172+32.0	52.4' RT	---	1	---	---	1	---	---	---	---	---	1004.12	2.3
704C	172+45.0	33.5' RT	---	---	1	---	---	1	---	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1003.59	3.2
704D	171+48.1	34.1' RT	---	---	1	---	---	---	---	1	---	---	1003.44	4.2
704E	171+30.4	7.0' RT	---	---	1	---	---	---	---	1	---	---	1003.84	5.8
704	171+21.1	7.4' LT	---	---	---	---	---	---	---	---	---	EXISTING STRUCTURE TO REMAIN	---	
705A	171+22.5	41.0' LT	1	---	---	---	---	---	---	---	---	---	---	
705B	171+75.0	43.5' LT	---	---	1	---	---	---	---	---	1	---	1002.68	2.6
705	171+22.6	44.2' LT	---	---	1	---	---	1	---	---	---	USE FLAT TOP SLAB WITH 2'X3' OPENING	1002.74	6.9
SUBTOTAL			4	7	25	---	7	4	2	6	13			
PROJECT TOTAL			**7**	**9**	**25**	**10**	**9**	**4**	**2**	**16**	**13**			

1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE MANHOLE STRUCTURE FOR MANHOLES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES
3. STR DEPTH = RIM ELEV - INV - CASTING HEIGHT - ADJUSTMENT
   CASTING HEIGHT = 9" FOR TYPE J COVERS; 6" FOR TYPE H COVERS; 7" FOR TYPE Z COVERS
   ADJUSTMENT = 4" TYPICAL

ALL ITEMS CATEGORY 0010 UNLESS NOTED

RETAINING WALLS

LOCATION	SPV.0165.01 WALL MODULAR BLOCK GRAVITY LRFD SF
STAGE 1	

STAGE 1 SUBTOTAL	---
STAGE 2	
112+27, 39.2' LT - 112+66, 73.1' LT	240
112+54, 40.8' RT - 112+84, 78.7' RT	261
150+20, 47.0' RT - 150+80, 47.0' RT	204
STAGE 2 SUBTOTAL	705
STAGE 3	

STAGE 3 SUBTOTAL	---
PROJECT TOTAL	**705**

TEMPORARY DRAINAGE

LOCATION	611.0610 INLET COVERS TYPE BW EACH
STAGE 1	
166+19, 1.3' LT	1
167+78, 2.7' RT	1
STAGE 1 SUBTOTAL	2
STAGE 2	

STAGE 2 SUBTOTAL	---
STAGE 3	

STAGE 3 SUBTOTAL	---
PROJECT TOTAL	**2**

EROSION CONTROL

LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.6510 SOIL STABILIZER TYPE B ACRE	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
STAGE 1														
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	640	---	---	---	---	---	---	---	2	---	2	---	---	---
141+00 - 156+00	218	---	---	---	---	---	---	---	---	---	---	---	---	---
156+00 - 170+50	828	---	---	---	---	---	---	---	---	---	2	---	---	---
170+50 - 186+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	1,686	---	---	---	---	---	---	---	2	---	4	---	---	---
STAGE 2														
101+00 - 111+00	383	---	---	---	---	---	---	---	---	---	12	---	---	---
111+00 - 126+00	2,107	---	500	---	---	---	420	---	6	---	16	7	---	---
126+00 - 141+00	532	---	---	---	---	---	---	---	2	---	20	4	---	---
141+00 - 156+00	794	---	---	---	---	---	---	---	---	---	12	---	---	---
156+00 - 170+50	6,001	---	252	---	---	---	840	---	13	---	13	2	---	---
170+50 - 186+00	2,866	---	398	---	---	---	480	---	4	---	11	3	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	11	2	---	---
201+00 - 215+00	254	---	---	---	---	---	---	---	---	---	9	---	---	---
215+00 - 230+00	711	---	480	---	---	---	---	---	---	---	1	---	---	---
230+00 - 245+00	1,325	---	580	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	232	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	15,205	---	2,210	---	---	---	1,740	---	25	---	105	18	---	---
STAGE 3														
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
141+00 - 156+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
156+00 - 170+50	5,186	---	---	---	---	---	---	---	5	---	3	2	---	---
170+50 - 186+00	1,612	---	---	---	---	---	---	---	---	4	6	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	3	2	1	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	3	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---	---	---	---	5	6	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	1	1	7	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	2	5	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	6,798	---	---	---	---	---	---	---	5	13	22	16	---	---
UNDISTRIBUTED	2,370	500	560	700	20	10	440	0.50	10	10	20	10	100	5
PROJECT TOTAL	**26,059**	**500**	**2,770**	**700**	**20**	**10**	**2,180**	**0.50**	**42**	**23**	**151**	**44**	**100**	**5**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

ADJUSTING COVERS

LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	653.0900 ADJUSTING PULL BOXES EACH
CATEGORY 0010			
STAGE 1			
139+79, 5.6' RT	1		
STAGE 1 SUBTOTAL	1	---	---
STAGE 2			
102+63, 26.9' RT	---	---	1
103+18, 28.2' LT	---	---	1
103+30, 24.1' LT	---	1	---
112+42, 33.1' RT	---	1	---
112+71, 63.4' LT	---	1	---
125+97, 25.2' LT	---	1	---
125+99, 25.1' RT	---	1	---
131+11, 44.1' RT	---	1	---
154+72, 44.0' RT	---	1	---
155+89, 43.8' RT	---	1	---
176+30, 33.6' LT	1	---	---
208+79, 61.5' LT	---	1	---
STAGE 2 SUBTOTAL	1	9	2
STAGE 3			
156+20, 5.7' LT	1	---	---
159+54, 5.5' LT	1	---	---
162+65, 7.3' LT	1	---	---
170+46, 5.6' LT	1	---	---
171+21, 7.4' LT	1	---	---
172+93, 7.1' LT	1	---	---
173+95, 6.0' LT	1	---	---
206+74, 5.8' LT	1	---	---
209+74, 5.6' LT	1	---	---
218+11, 8.3' LT	1	---	---
249+53, 5.4' LT	1	---	---
STAGE 3 SUBTOTAL	11	---	---
PROJECT TOTAL	**13**	**9**	**2**

RESTORATION

LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	631.1000 SOD LAWN SY
STAGE 1						
	---	---	---	---	---	---
STAGE 1 SUBTOTAL	---	---	---	---	---	---
STAGE 2						
101+00 - 111+00	100	---	0.07	---	---	100
111+00 - 126+00	544	---	0.35	---	15	544
126+00 - 141+00	440	---	0.28	---	---	440
141+00 - 156+00	733	---	0.47	---	---	733
156+00 - 170+50	1,878	---	1.19	---	25	1,878
170+50 - 186+00	1,039	---	0.66	---	15	1,039
186+00 - 201+00	---	---	---	---	---	---
201+00 - 215+00	383	---	0.25	---	---	383
215+00 - 230+00	83	---	0.06	---	---	83
230+00 - 245+00	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---
STAGE 2 SUBTOTAL	5,200	---	3.33	---	55	5,200
STAGE 3						
	---	---	---	---	---	---
STAGE 3 SUBTOTAL	---	---	---	---	---	---
UNDISTRIBUTED	520	1,300	0.84	90	20	520
PROJECT TOTAL	**5,720**	**1,300**	**4.17**	**90**	**75**	**5,720**

FIELD OFFICE

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
STH 60	1
PROJECT TOTAL	**1**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
398	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
399	W16-9P(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
400	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
401	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
402	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
403	D4-1(MOD)	--	30 x 24	5.00	--	--	1	--	--	1	1	--	--	--
404	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
405	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
406	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
407	J1-1(2S)	--	24 x 39	6.50	--	--	1	--	--	1	1	--	--	--
	M2-1	--	21 x 15	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 83	24 x 24	--	--	--	--	--	--	--	--	--	--	--
408	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
409	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	--	--	--	--
410	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
411	R3-2(2S)	--	24 x 24	4.00	--	--	1	--	--	1	1	--	--	--
412	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
413	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
414	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
415	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
416	W16-9P(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
417	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
418	R2-1(2S)	25MPH	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
419	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
420	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
421	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
422	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
423	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
424	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
425	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
426	M1-94H(2S)	GRAND AVE	72 x 21	10.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
427	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
428	--	HERITAGE SIGNING	-- x --	--	--	--	--	--	--	1	1	--	--	--
429	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
430	M1-94H(2S)	GRAND AVE	72 x 21	10.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
431	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
432	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
433	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
434	J4-1(2S)	--	24 x 36	6.00	--	--	--	1	--	--	--	--	--	--
	M3-2	--	24 x 12	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
435	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
436	R2-1(2S)	25MPH	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
437	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
438	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	--	--	--	--	--
439	J4-1(2S)	--	-- x --	--	--	--	--	--	--	1	1	--	--	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
440	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
441	W16-9P(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
442	W1-4L(2S)	--	30 x 30	--	--	6.25	--	1	--	--	--	--	--	--
443	R2-1(2S)	25MPH	24 x 30	5.00	--	--	1	--	--	1	--	--	--	--
444	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
445	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
446	W16-7L(2S)	--	24 x 12	--	--	2.00	1	--	--	--	--	--	--	--
447	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	1	1	--	--	--
448	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
449	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	--	--	--	--	--
450	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
451	W11-2	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
452	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	--	--	--	--	--
453	W16-7L(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
454	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
455	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
456	W11-2	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
457	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
458	R2-1(2S)	25MPH	24 x 30	5.00	--	--	1	--	--	--	--	--	--	--
459	J4-1	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
460	W11-2(2S)	--	30 x 30	--	--	6.25	--	1	--	--	--	--	--	--
461	W16-9P(2S)	--	24 x 12	--	--	2.00	--	--	--	--	--	--	--	--
462	J4-1(2S)	--	24 x 36	6.00	--	--	--	1	--	--	--	--	--	--
	M3-4	--	24 x 12	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
463	R7-1D, R2-1	25 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
464	R4-7(2S)	--	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
465	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
466	R2-1(2S)	30 MPH	24 x 30	5.00	--	--	1	--	--	1	--	--	--	--
467	J4-1(2S)	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
468	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
469	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
470	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
471	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
472	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
473	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
474	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
474A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
475	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
476	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
477	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	--
478	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
479	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
480	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
481	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
482	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
483	R3-20L(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	--
484	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
485	M1-94H(2S)	S WILSON AVE N WILSON AVE	108 x 42	31.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
486	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
487	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
488	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
489	M1-94H(2S)	N WILSON AVE S WILSON AVE	108 x 42	31.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
490	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
491	R5-1(2S)	--	30 x 30	6.25	--	--	--	1	--	--	--	--	495	--
492	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	--
493	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
494	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
495	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	491	--
495A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	491	--
496	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
497	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
498	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	--
499	R3-9C(2S)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	503	--
500	D11-1(2S)	--	24 x 18	3.00	--	--	--	--	--	--	--	--	--	--
501	R5-3(2S)	--	24 x 24	4.00	--	--	--	--	--	--	--	--	--	--
502	J4-1(2S)	--	24 x 36	6.00	--	--	--	1	--	--	--	--	--	--
	M3-2	--	24 x 12	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
503	R3-9D(2S)	--	24 x 6	1.00	--	--	--	--	--	--	--	--	499	--
504	D11-1(2S)	--	24 x 18	3.00	--	--	--	--	--	--	--	--	--	--
505	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
506	R2-1(2S)	30 MPH	24 x 30	5.00	--	--	1	--	--	--	--	--	--	--
507	R3-9B	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
508	J4-1	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
509	R3-9C(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	--
510	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
511	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
512	W1-4L(2S)	--	30 x 30	--	--	6.25	--	1	--	--	--	--	--	--
513	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
514	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
515	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	1	1	--	--	--
516	R5-3(2S)	--	24 x 24	4.00	--	--	--	--	--	--	--	--	--	--
517	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
518	R2-1	30 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
519	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
520	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
521	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
522	R2-1(2S)	30 MPH	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
523	R2-1(2S)	30 MPH	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
524	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
525	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	1	1	--	--	--
526	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
527	R7-1D, R2-1	30 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
528	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
529	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
530	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	1	1	--	--	--
531	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	532	--
532	R2-1(2S)	35 MPH	24 x 30	5.00	--	--	--	--	--	1	1	--	531	--
533	J1-1(2S)	--	24 x 39	6.50	--	--	--	1	--	1	1	--	--	--
	M2-1	--	24 x 15	--	--	--	--	--	--	--	--	--	--	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
	M5-1A	CTH K	24 x 24	--	--	--	--	--	--	--	--	--	--	--
534	W3-3(2S)		36 x 36	--	--	9.00	--	1	--	1	--	--	--	--
535	M1-94H	LONE OAK LN	108 x 18	13.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM, SHEET 12
535A	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
536	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	--	--	--	--	--
537	R3-9C(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	--
538	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
539	JH-1(2S)	--	24 x 45	7.50	--	--	1	--	--	1	1	--	--	--
	D9-2		24 x 24	--	--	--	--	--	--	--	--	--	--	--
	MB6-1		21 x 21	--	--	--	--	--	--	--	--	--	--	--
540	R2-1(2S)	35 MPH	24 x 30	5.00	--	--	1	--	--	--	--	--	--	--
541	R3-9C, R3-9B	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
542	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
543	J4-1(2S)	--	24 x 36	6.00	--	--	--	1	--	--	--	--	--	--
	M3-4	--	24 x 12	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
544	J4-1, R2-1	35 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
545	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	1	--	--	--	ON SIGNAL POLE
546	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
547A	R3-9D(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	--
547	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
548	R3-20L(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	--
549	R3-9D, R3-9B	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
550	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	--	--	--	--	--
551	J13-1(2S)	--	24 x 45	7.50	--	--	--	1	--	1	1	--	--	--
	M1-5A	CTH K	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-1	--	21 x 21	--	--	--	--	--	--	--	--	--	--	--
552	NO PARKING	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
553	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
554	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
555	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
556	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
557	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
557A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
558	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
559	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
560	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
561	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
562	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
563	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
564	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
565	M1-94S	STH 60, SUMNER ST	102 x 18	12.75	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
566	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
567	R6-2L(2M)	--	30 x 36	7.50	--	--	1	--	--	--	--	--	--	--
568	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	--
569	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
570	R7-1D(2S)	--	18 x 24	3.00	--	--	1	--	--	1	1	--	--	--
571	J13-1(2S)	--	24 x 45	7.50	--	--	--	1	--	--	--	--	--	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	637.2230 SIGNS TYPE II REFLECTIVE F [SF]	634.0616 POSTS WOOD 4X6-INCH X 16-FT [EA]	634.0618 POSTS WOOD 4X6-INCH X 18-FT [EA]	634.0816 POSTS TUBULAR STEEL 2"x 2"x16' [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
	M1-5A	CTH K	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-1	--	21 x 21	--	--	--	--	--	--	--	--	--	--	--
572	W11-2	--	-- x --	--	--	--	--	--	--	1	--	--	--	--
573	R1-1	--	-- x --	--	--	--	1	--	--	--	1	1	--	--
574	R3-20L(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	--
575	W11-2	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
576	NO PARKING	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
577	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
578	M1-94H	LONE OAK LN	108 x 18	13.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM, SHEET 11
579	J13-1	--	-- x --	--	--	--	--	--	--	1	--	--	--	--
580	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
580A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
581	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
582	R4-7(2S)	--	24 x 30	5.00	--	--	--	--	--	1	--	--	--	ON SIGNAL POLE
583	R5-1(2S)	--	30 x 30	6.25	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
584	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--	--	--
584A	R6-2L(2M)	--	30 x 36	7.50	--	--	--	--	--	--	--	--	--	--
585	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
585A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
586	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	1	--	--	--	ON SIGNAL POLE
587	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
587A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
588	J4-1(2S)	--	24 x 36	6.00	--	--	--	1	--	1	--	--	--	--
	M3-2	--	24 x 12	--	--	--	--	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
589	R7-1D(2S)	--	18 x 24	3.00	--	--	--	1	--	--	--	--	590	--
590	R2-1(2S)	35 MPH	24 x 30	5.00	--	--	--	--	--	--	--	--	589	--
591	R3-9D, R3-9B	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
592	NO PARKING	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
593	W3-3(2S)		36 x 36	--	--	9.00	--	1	--	--	--	--	--	--
594	R7-1D(2S)	--	18 x 24	3.00	--	--	--	1	--	1	1	--	--	--
595	J1-1(2S)	--	24 x 39	6.50	--	--	1	--	--	1	--	--	--	--
	M2-1	--	21 x 15	--	--	--	--	--	--	--	--	--	--	--
	M1-5A	CTH K	24 x 24	--	--	--	--	--	--	--	--	--	--	--
596	R1-1	--	-- x --	--	--	--	1	--	--	--	1	1	--	--
597	R3-9C(2S)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
597A	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
598	R7-1D(2S)	--	18 x 24	3.00	--	--	--	1	--	1	1	--	599	--
599	R2-1(2S)	35 MPH	24 x 30	5.00	--	--	--	--	--	--	--	--	598	--
600	R3-9C(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	SHEET 12
600A	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	SHEET 12
601	R7-1D(2S)	--	18 x 24	3.00	--	--	--	1	--	1	1	--	--	--
602	D1-61(MOD)	HILLDALE DR	78 x 30	16.25	--	--	2	--	--	--	--	--	--	--
602A	R2-1	35 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
603	R3-9D(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	SHEET 12
603A	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	SHEET 12
604	R3-20R(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 14
605	R7-1D(2S)	--	18 x 24	3.00	--	--	--	1	--	--	--	--	--	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING [SF]	637.2230 SIGNS TYPE II REFLECTIVE F [SF]	634.0616 POSTS WOOD 4X6-INCH X 16-FT [EA]	634.0618 POSTS WOOD 4X6-INCH X 18-FT [EA]	634.0816 POSTS TUBULAR STEEL 2"x 2"x16' [EA]	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	638.2102 MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
606	NO PARKING	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
607	R2-1	35 MPH	-- x --	--	--	--	--	--	--	1	1	--	--	--
608	R1-1(3)	--	36 x 36	7.46	--	--	1	--	--	1	1	--	--	--
609	R6-3A(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
610	R5-1(2M)	--	36 x 36	9.00	--	--	1	--	--	--	--	--	--	--
611	R5-1(2S)	--	30 x 30	6.25	--	--	1	--	--	--	--	--	--	--
612	NO PARKING	--	-- x --	--	--	--	--	--	--	1	1	--	--	--
613	R6-2L(2M)	--	30 x 36	7.50	--	--	1	--	--	--	--	--	--	--
614	D1-65	PIKE LAKE DR, NEXT SIGNAL	90 x 30	18.75	--	--	2	--	--	--	--	--	--	--
614A	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
615	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
616	FOLDED WARNING	--	-- x --	--	--	--	--	1	--	--	--	1	--	--
617	R3-20L(2M)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	--
618	D1-61(MOD)	HILLDALE DR	78 x 30	16.25	--	--	2	--	--	--	--	--	--	--
619	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
619A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
620	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
621	R5-1(2M)	--	36 x 36	9.00	--	--	--	1	--	--	--	--	622	--
622	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	621	--
623	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--	--	--
624	R6-2L(2M)	--	30 x 36	7.50	--	--	1	--	--	--	--	--	--	
625	M1-94H(2M)	S PIKE LAKE DR N PIKE LAKE DR	108 x 42	31.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
626	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--	--	--
627	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
628	R4-7(2M)	--	24 x 30	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
629	M1-94H(2M)	N PIKE LAKE DR, S PIKE LAKE DR	108 x 42	31.50	--	--	--	--	--	--	--	--	--	ON SIGNAL MAST ARM
630	R4-7(2M)	--	24 x 30	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
631	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
632	R1-1F(3)	--	36 x 36	--	7.46	--	--	1	--	--	--	--	633	--
632A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
633	R5-1(2M)	--	36 x 36	9.00	--	--	--	1	--	--	--	--	632	--
634	J13-1(2S)	--	24 x 45	7.50	--	--	1	--	--	--	--	--	--	--
	M1-6	STH 60	24 x 24	--	--	--	--	--	--	--	--	--	--	--
	M6-4		21 x 21	--	--	--	--	--	--	--	--	--	--	--
635	R1-1F(3)	--	36 x 36	--	7.46	--	--	--	--	--	--	--	--	ON SIGNAL POLE
635A	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	ON SIGNAL POLE
636	D1-61(MOD)	HIGH ROAD	60 x 30	12.50	--	--	1	--	--	--	--	--	--	--
637	R6-2L(2M)	--	30 x 36	7.50	--	--	1	--	--	--	--	--	--	--
637A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
638	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
639	D1-65	PIKE LAKE DR, NEXT SIGNAL	90 x 30	18.75	--	--	2	--	--	--	--	--	--	--
639A	R4-7(2M)	--	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
640	R6-2L(2M)	--	30 x 36	7.50	--	--	1	--	--	--	--	--	--	--
641	JH-1(2M)	--	24 x 45	7.50	--	--	1	--	--	1	1	--	--	--
	D9-2		24 x 24	--	--	--	--	--	--	--	--	--	--	--
	MB6-1		21 x 21	--	--	--	--	--	--	--	--	--	--	--
642	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
643	R5-1(2M)	--	36 x 36	9.00	--	--	--	1	--	--	--	--	--	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
644	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
645	R6-3A(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
646	R4-7(2M)	--	24 x 30	5.00	--	--	1	--	--	--	--	--	--	--
647	R3-20L(2M)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	--
648	R3-9D(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
649	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
650	D1-61(MOD)	HIGH ROAD	60 x 30	12.50	--	--	1	--	--	--	--	--	--	--
651	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
651A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
652	R3-9C(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
652A	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
653	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
654	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
655	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
656	R3-9C(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
657	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
658	D1-61(MOD)	TERI LN	54 x 30	11.25	--	--	1	--	--	--	--	--	--	--
659	R3-9D(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
659A	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
660	R5-1(2M)	--	36 x 36	9.00	--	--	--	1	--	--	--	--	--	--
660A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
661	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
662	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
663	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
664	R4-7(2M)	--	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
665	R5-1(2M)	--	36 x 36	9.00	--	--	--	1	--	--	--	--	--	--
666	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
667	S3-1(2M)	--	36 x 36	--	--	9.00	--	1	--	1	1	--	--	--
668	R4-7(2M)	--	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
669	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
670	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
671	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
672	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
672A	D11-1(2S)	--	24 x 18	3.00	--	--	1	--	--	--	--	--	--	--
673	D1-61(MOD)	TERI LN	54 x 30	11.25	--	--	1	--	--	--	--	--	--	--
674	R3-9D(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
674A	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
675	R3-9C(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
676	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
677	R3-9C(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
678	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
679	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
680	R2-1(2M)	45 MPH	30 x 36	7.50	--	--	1	--	--	1	1	--	--	--
681	R3-9D(2M)	--	24 x 6	1.00	--	--	--	1	--	1	1	--	--	--
682	R3-9B(2M)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	--
683	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
684	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
684A	R3-9D(2M)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	684C	--
684B	D11-1(2S)	--	24 x 18	3.00	--	--	--	--	--	--	--	--	684C	--
684C	R3-9C(2M)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	684A	--

CONTINUED ON NEXT SHEET

TYPE I & II PERMANENT SIGNING

CATEGORY CODE 0010

SIGN NO.	SIGN CODE	SIGN MESSAGE	TYPE II SIGN SIZE W x H [IN.] x [IN.]	**637.2210** SIGNS TYPE II REFLECTIVE H [SF]	**637.2215** SIGNS TYPE II REFLECTIVE H FOLDING [SF]	**637.2230** SIGNS TYPE II REFLECTIVE F [SF]	**634.0616** POSTS WOOD 4X6-INCH X 16-FT [EA]	**634.0618** POSTS WOOD 4X6-INCH X 18-FT [EA]	**634.0816** POSTS TUBULAR STEEL 2"x 2"x16' [EA]	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**638.2102** MOVING SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS NEW SIGN LOCATION
684D	D11-1(2S)	--	24 x 18	3.00	--	--	--	--	--	--	--	--	684A	--
685	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	--	--	--	--	--
686	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
687	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	--	--	--	--	--
688	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
689	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
690	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
691	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	1	--	1	1	--	693	--
692	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
693	R2-1(3)	50 MPH	36 x 48	12.00	--	--	--	--	--	--	--	--	691	--
694	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
695	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
696	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
697	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
698	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
699	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
700	R5-1(3)	--	36 x 36	9.00	--	--	1	--	--	1	1	--	--	--
701	R5-1(3)	--	36 x 36	9.00	--	--	1	--	--	1	1	--	--	--
702	R1-1(3)	--	36 x 36	7.46	--	--	--	1	--	1	1	--	--	--
702A	R6-2L(2M)	--	30 x 36	7.50	--	--	--	1	--	--	--	--	--	--
703	R6-3(2S)	--	30 x 24	5.00	--	--	--	--	--	--	--	--	--	--
704	W3-3(3)	--	36 x 36	--	--	9.00	--	1	--	1	1	--	--	--
705	R3-20L(3)	--	36 x 54	13.50	--	--	--	1	--	--	--	--	--	--
706	R4-7(3)	--	36 x 48	12.00	--	--	--	1	--	1	1	--	--	--
707	R5-1(3)	--	36 x 36	9.00	--	--	1	--	--	--	--	--	--	--
708	R3-53R(3)	--	24 x 30	5.00	--	--	1	--	--	1	1	--	--	--
709	D1-65	KETTLE MORAINE RD, NEXT SIGNAL	120 x 30	25.00	--	--	2	--	--	1	1	--	--	--
710	J1-1(2)	--	24 x 45	7.50	--	--	--	1	--	1	1	--	--	--
	M2-1	--	21 x 15	--	--	--	--	--	--	--	--	--	--	--
	M1-97	--	24 x 24	--	--	--	--	--	--	--	--	--	--	--
711	R3-20L(3)	--	36 x 54	13.50	--	--	--	1	--	1	1	--	--	--
712	R3-20R(3)	--	36 x 54	13.50	--	--	--	1	--	1	1	--	--	--
713		PIKE LAKE UNIT, KETTLE MORAINE	84 x 48	28.00	--	--	--	2	--	1	2	--	--	--
714	W12-1D(3)	--	30 x 30	--	--	6.25	1	--	--	1	1	--	--	2' MOUNTING HEIGHT
715	R3-20L(3)	--	36 x 54	13.50	--	--	--	1	--	1	1	--	--	--
716	R3-9D(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	SHEET 7
716A	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	SHEET 7
717	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 8
718	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 8
719	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 9
720	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 9
721	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 10
722	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 10
723	R3-9D(2S)	--	24 x 6	1.00	--	--	--	1	--	--	--	--	--	SHEET 12
723A	R3-9B(2S)	--	24 x 36	6.00	--	--	--	--	--	--	--	--	--	SHEET 12
724	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 18
725	R3-9B(2S)	--	24 x 36	6.00	--	--	1	--	--	--	--	--	--	SHEET 18
--	--	UNDISTRIBUTED	-- x --	--	--	--	--	--	3	--	--	--	--	--
	TOTALS			1851.45	193.96	153.75	130	90	3	154	141	3	--	--

TRAFFIC CONTROL

LOCATION	* ESTIMATED DURATION	643.0300 DRUMS * EACH	DAYS	643.0420 BARRICADES TYPE III * EACH	DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 WARNING LIGHTS TYPE A * EACH	DAYS	643.0715 WARNING LIGHTS TYPE C * EACH	DAYS	643.0800 ARROW BOARDS * EACH	DAYS	643.0900 SIGNS * EACH	DAYS	643.1050 SIGNS PCMS * EACH	DAYS
STAGE 1																	
101+00 - 111+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00		---	---	---	---	---	---	---	---	---	---	---	---	3	---	1	14
126+00 - 141+00		62	---	7	---	---	---	14	---	---	---	---	---	16	---	---	---
141+00 - 156+00		50	---	3	---	---	---	6	---	5	---	---	---	11	---	---	---
156+00 - 170+50		72	---	9	---	---	---	18	---	---	---	---	---	13	---	---	---
170+50 - 186+00		25	---	2	---	---	---	4	---	10	---	---	---	16	---	---	---
186+00 - 201+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	14
201+00 - 215+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	14	209	2,926	21	294	---	---	42	588	15	210	---	---	59	826	2	28
STAGE 2																	
101+00 - 111+00		49	---	7	---	---	---	14	---	4	---	---	---	17	---	1	14
111+00 - 126+00		70	---	11	---	---	---	22	---	---	---	---	---	15	---	---	---
126+00 - 141+00		80	---	8	---	---	---	16	---	---	---	---	---	18	---	---	---
141+00 - 156+00		75	---	8	---	---	---	16	---	---	---	---	---	14	---	---	---
156+00 - 170+50		83	---	11	---	33	33	22	---	---	---	---	---	15	---	---	---
170+50 - 186+00		75	---	8	---	---	---	16	---	---	---	---	---	12	---	---	---
186+00 - 201+00		79	---	5	---	---	---	10	---	---	---	---	---	11	---	---	---
201+00 - 215+00		71	---	6	---	---	---	12	---	---	---	---	---	10	---	---	---
215+00 - 230+00		69	---	7	---	---	---	14	---	---	---	---	---	11	---	---	---
230+00 - 245+00		60	---	2	---	---	---	4	---	---	---	---	---	2	---	---	---
245+00 - 260+00		55	---	5	---	---	---	10	---	---	---	---	---	10	---	---	---
260+00 - 264+00		74	---	2	---	---	---	4	---	12	---	1	---	16	---	1	7
STAGE 2 SUBTOTAL	52	840	43,680	80	4,160	33	33	160	8,320	16	832	1	52	151	7,852	2	21
STAGE 3																	
101+00 - 111+00		49	---	5	---	---	---	10	---	4	---	---	---	15	---	1	14
111+00 - 126+00		69	---	11	---	---	---	22	---	---	---	---	---	16	---	---	---
126+00 - 141+00		61	---	7	---	---	---	14	---	---	---	---	---	16	---	---	---
141+00 - 156+00		53	---	2	---	---	---	4	---	---	---	---	---	10	---	---	---
156+00 - 170+50		66	---	8	---	---	---	16	---	---	---	---	---	13	---	---	---
170+50 - 186+00		78	---	7	---	---	---	14	---	---	---	---	---	13	---	---	---
186+00 - 201+00		77	---	6	---	---	---	12	---	---	---	---	---	12	---	---	---
201+00 - 215+00		66	---	4	---	---	---	8	---	---	---	---	---	8	---	---	---
215+00 - 230+00		64	---	5	---	---	---	10	---	---	---	---	---	9	---	---	---
230+00 - 245+00		60	---	2	---	---	---	4	---	---	---	---	---	2	---	---	---
245+00 - 260+00		53	---	4	---	---	---	8	---	---	---	---	---	10	---	---	---
260+00 - 264+00		71	---	2	---	---	---	4	---	13	---	1	---	16	---	1	7
STAGE 3 SUBTOTAL	52	767	39,884	63	3,276	---	---	126	6,552	17	884	1	52	140	7,280	2	21
UNDISTRIBUTED		190	22,420	20	2,360	10	10	40	4,720	10	1,180	1	118	40	4,720	2	236
PROJECT TOTAL	**118**		**108,910**		**10,090**	**43**	**43**		**20,180**		**3,106**		**222**		**20,678**		**306**

*FOR INFORMATION ONLY

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

CONSTRUCTION STAKING

LOCATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.6500 STRUCTURE LAYOUT GRAND AVENUE MODULAR BLOCK GRAVITY WALL NW LS	650.6500 STRUCTURE LAYOUT GRAND AVENUE MODULAR BLOCK GRAVITY WALL SW LS	650.6500 STRUCTURE LAYOUT SELL DRIVE MODULAR BLOCK GRAVITY WALL SE LS	650.7000 CONCRETE PAVEMENT LF	650.8000 RESURFACING REFERENCE LF	650.8500 ELECTRICAL INSTALLATIONS 2310-19-70 LS	650.9910 SUPPLEMENTAL CONTROL 2310-19-70 LS	650.9920 SLOPE STAKES LF
STH 60	---	1598	1598	---	---	---	---	---	10,388	1	1	15,060
STAGE 1	3	---	---	472	---	---	---	239	---	---	---	---
STAGE 2	32	---	---	5,104	1	1	1	415	---	---	---	---
STAGE 3	9	---	---	1,520	---	---	---	---	---	---	---	---
PROJECT TOTAL	**44**	**1,598**	**1,598**	**7,096**	**1**	**1**	**1**	**654**	**10,388**	**1**	**1**	**15,060**

FIXED MESSAGE SIGNS

SIGN NUMBER	* SIGN SIZE W X H FT X FT	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
1	10.5 X 3	32
PROJECT TOTAL		**32**

*FOR INFORMATION ONLY

PAVEMENT MARKING

LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	** 646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH LF	** 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH LF	** 646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH LF	** 646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH LF	647.0456 CURB EPOXY * YELLOW LF	647.0606 ISLAND NOSE EPOXY YELLOW EACH	** 647.0716 DIAGONAL EPOXY 8-INCH LF	** SPV.0060.01 GROOVED PREFORMED THERMOPLASTIC WORDS EACH	** SPV.0060.02 GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 2 EACH	** SPV.0060.03 GROOVED PREFORMED THERMOPLASTIC ARROWS TYPE 3 EACH	** SPV.0090.01 GROOVED PREFORMED THERMOPLASTIC STOP BAR 18-INCH LF	** SPV.0090.02 GROOVED PREFORMED THERMOPLASTIC CROSSWALK 6-INCH LF
STH 60														
101+00 - 111+00	---	1,993	525	84	---	---	---	---	---	1	1	2	52	320
111+00 - 126+00	---	2,794	952	595	---	---	---	---	---	3	4	1	147	478
126+00 - 141+00	---	2,626	688	321	---	---	---	4	---	3	3	---	174	737
141+00 - 156+00	---	3,722	325	15	425	---	60	1	---	---	6	---	---	---
156+00 - 170+50	---	2,754	---	---	860	1,710	140	5	255	10	14	---	160	636
170+50 - 186+00	953	2,600	---	---	775	420	80	3	---	2	2	---	20	577
186+00 - 201+00	2,564	2,754	---	---	690	1,110	105	4	---	6	10	2	186	636
201+00 - 215+00	2,550	3,401	---	---	700	133	---	---	---	---	6	---	43	---
215+00 - 230+00	2,731	2,967	---	---	750	234	55	2	---	---	2	---	55	162
230+00 - 245+00	3,000	2,842	---	---	750	---	110	2	---	---	---	---	---	---
245+00 - 260+00	1,046	754	---	---	490	193	165	4	---	---	---	---	32	---
260+00 - 264+00	---	---	---	---	415	---	---	---	---	---	---	---	---	---
PROJECT SUBTOTAL	12,844	29,207	---	---	---	---	---	---	---	---	---	---	---	---
PROJECT TOTAL	**42,051**		**2,490**	**1,015**	**5,855**	**3,800**	**715**	**25**	**255**	**25**	**48**	**5**	**869**	**3,546**

*REMOVE AND/OR PLACE PAVEMENT MARKING IN AN APPROPRIATE STAGE OR AS DIRECTED BY THE ENGINEER
**PAVEMENT MARKING IS WHITE

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TEMPORARY PAVEMENT MARKING

LOCATION	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0200 REFLECTIVE PAINT 4-INCH WHITE LF	649.0200 REFLECTIVE PAINT 4-INCH YELLOW LF	649.0400 REMOVABLE TAPE 4-INCH WHITE LF	649.0400 REMOVABLE TAPE 4-INCH YELLOW LF	* 649.0701 8-INCH LF	* 649.0801 REMOVABLE TAPE 8-INCH LF	* 649.1200 STOP LINE REMOVABLE TAPE 18-INCH LF	* 649.1700 ARROWS EACH	* 649.1800 ARROWS REMOVABLE TAPE EACH	* 649.1900 WORDS EACH	* 649.2000 WORDS REMOVABLE TAPE EACH
STAGE 1												
101+00 - 111+00	---	---	---	---	---	---	---	---	---	---	---	---
111+00 - 126+00	---	---	---	---	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	---	2,080	---	301	---	---	4	---	2
141+00 - 156+00	---	---	1,656	---	1,341	---	---	---	---	---	---	---
156+00 - 170+50	---	---	2,087	---	578	400	---	---	---	2	---	2
170+50 - 186+00	---	---	754	---	24	---	---	---	---	---	---	---
186+00 - 201+00	---	---	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	---	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	---	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	---	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	---	---	---	---	---	---	---	---	---	---	---
STAGE 1 SUBTOTAL	---	---	4,497	---	4,023	400	301	---	---	6	---	4
STAGE 2												
101+00 - 111+00	---	---	---	1,819	---	---	132	---	---	1	---	1
111+00 - 126+00	---	---	---	2,768	---	---	---	---	---	---	---	---
126+00 - 141+00	---	---	---	2,432	---	---	---	---	---	---	---	---
141+00 - 156+00	---	1,314	---	1,211	---	---	---	---	---	---	---	---
156+00 - 170+50	---	2,602	1,139	---	47	400	---	---	2	---	2	---
170+50 - 186+00	345	2,821	23	---	---	---	---	---	---	---	---	---
186+00 - 201+00	---	2,597	---	---	---	---	---	---	---	---	---	---
201+00 - 215+00	---	2,549	---	---	---	---	---	---	---	---	---	---
215+00 - 230+00	---	2,750	---	---	---	---	---	---	---	---	---	---
230+00 - 245+00	---	3,000	---	---	---	---	---	---	---	---	---	---
245+00 - 260+00	---	1,988	---	---	---	---	---	---	---	---	---	---
260+00 - 264+00	---	2,269	---	---	---	---	---	---	---	---	---	---
STAGE 2 SUBTOTAL	345	21,890	1,162	8,230	47	400	132	---	2	1	2	1
STAGE 3												
101+00 - 111+00	---	---	---	---	2,687	---	---	---	---	1	---	1
111+00 - 126+00	---	---	---	---	2,686	---	201	23	---	4	---	2
126+00 - 141+00	---	---	---	---	2,234	---	199	---	---	4	---	2
141+00 - 156+00	---	---	---	---	2,416	---	---	---	---	---	---	---
156+00 - 170+50	---	---	---	---	2,706	---	600	20	---	4	---	2
170+50 - 186+00	---	---	---	---	2,684	---	202	---	---	1	---	1
186+00 - 201+00	---	---	---	---	2,534	---	519	23	---	3	---	1
201+00 - 215+00	---	---	---	---	2,448	---	221	---	---	---	---	---
215+00 - 230+00	---	---	---	---	2,767	---	214	---	---	---	---	---
230+00 - 245+00	---	---	---	---	3,000	---	---	---	---	---	---	---
245+00 - 260+00	---	---	---	---	2,020	---	191	---	---	---	---	---
260+00 - 264+00	---	---	---	551	938	---	---	---	---	---	---	---
STAGE 3 SUBTOTAL	---	---	---	551	29,120	---	2,347	66	---	17	---	9
PROJECT SUBTOTAL	---	21,890	5,659	8,781	33,190	---	---	---	---	---	---	---
PROJECT TOTAL	**345**	**27,549**		**41,971**		**800**	**2,780**	**66**	**2**	**24**	**2**	**14**

*PAVEMENT MARKING IS WHITE

SAWING

LOCATION	* 690.0150 SAWING ASPHALT LF	465.0125 SAWING CONCRETE LF
STAGE 1		
101+00 - 111+00	---	---
111+00 - 126+00	---	---
126+00 - 141+00	---	376
141+00 - 156+00	---	139
156+00 - 170+50	---	---
170+50 - 186+00	---	---
186+00 - 201+00	---	---
201+00 - 215+00	---	---
215+00 - 230+00	---	---
230+00 - 245+00	---	---
245+00 - 260+00	---	---
260+00 - 264+00	---	---
STAGE 1 SUBTOTAL	---	515
STAGE 2		
101+00 - 111+00	---	858
111+00 - 126+00	---	1,320
126+00 - 141+00	8	1,067
141+00 - 156+00	603	668
156+00 - 170+50	390	55
170+50 - 186+00	405	83
186+00 - 201+00	127	---
201+00 - 215+00	330	30
215+00 - 230+00	233	10
230+00 - 245+00	---	---
245+00 - 260+00	108	---
260+00 - 264+00	---	---
STAGE 2 SUBTOTAL	2,204	4,091
STAGE 3		
101+00 - 111+00	---	---
111+00 - 126+00	---	---
126+00 - 141+00	---	---
141+00 - 156+00	40	---
156+00 - 170+50	---	---
170+50 - 186+00	65	---
186+00 - 201+00	---	---
201+00 - 215+00	---	---
215+00 - 230+00	---	---
230+00 - 245+00	---	---
245+00 - 260+00	26	---
260+00 - 264+00	---	---
STAGE 3 SUBTOTAL	131	0
UNDISTRIBUTED	24,300	470
PROJECT TOTAL	**26,635**	**5,076**

*UNDISTRIBUTED AMOUNT IS FOR ASPHALTIC SURFACE PATCHING.

ALL ITEMS CATEGORY 0010 UNLESS NOTED

STATE FURNISHED MATERIAL

ATR - WAVETRONIX DETECTOR

LOCATION	STATION	* POLES TYPE 2 EACH	* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	* WAVETRONIX HD 125 UNIT EACH	* WAVETRONIX HD 125 CABLE LF	* WAVETRONIX MINI POWER MODULE EACH	* WAVETRONIX CLICK 200 MODULE EACH	* CABINET HEATER & THERMOSTAT EACH	* CCTV POLE MOUNTED CABINET 24"X51" EACH
ATR-66-6109	199+60, 43.5' LT	1	1	1	40	1	1	1	1
PROJECT TOTAL		**1**	**1**	**1**	**40**	**1**	**1**	**1**	**1**

*FOR INFORMATION PURPOSES ONLY

CONTRACTOR

ATR - WAVETRONIX DETECTOR

LOCATION	STATION	652.0210 CONDUIT RIGID NONMETALLIC 1 -INCH LF	** 652.0225 CONDUIT RIGID NONMETALLIC 2 -INCH LF	** 653.0135 PULL BOXES STEEL 24X36-INCH EACH	** 654.0102 CONCRETE BASE TYPE 2 EACH	** 657.0255 INSTALLING TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.04 CONCRETE MAINTENANCE PLATFORM 48" X 36"X 4" EACH	SPV.0060.05 INSTALLING WAVETRONIX MINI POWER MODULE EACH	SPV.0060.06 INSTALLING WAVETRONIX CLICK 200 MODULE EACH	SPV.0060.07 INSTALLING WAVETRONIX DETECTOR (HD 125) MODULE & CABLE EACH	SPV.0060.08 INSTALLING CABINET HEATER & THERMOSTAT EACH	SPV.0060.09 INSTALLING POLES TYPE 2 EACH	SPV.0060.10 INSTALLING CCTV POLE MOUNTED CABINET 24"X51" EACH
ATR-66-6109	199+60, 43.5' LT	30	20	1	1	1	1	1	1	1	1	1	1
PROJECT TOTAL		**30**	**20**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

**ADDITIONAL QUANTITIES SHOWN ELSEWHERE.SEE SIGNAL BASES AND POLES, CONCRETE BASES, CONDUIT ITEMS, AND PULL BOXES & VAULTS.

CONTAMINATED SOIL

LOCATION	205.0501.S EXCAVATION, HAULING, & DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	SPV.0195.01 MANAGEMENT OF SOLID WASTE TON
STH 60		
169+50 - 171+00	---	40
171+00 - 173+00	40	---
PROJECT TOTAL	**40**	**40**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

REMOVAL QUANTITIES

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH	204.0250 ABANDONING MANHOLES EACH	653.0905 REMOVING PULL BOXES EACH
STH 60 & CTH K	CB1	1		
	SB1	1		
	SB2	1		
	SB3	1		
	SB4	1		
	SB5	1		
	SB6	1		
	SB7	1		
	SB8	1		
	SB9	1		
	SB10	1		
	SB11	1		
	PB1			1
	PB2			1
	PB3			1
	PB4			1
	PB5			1
	PB6			1
	PB7			1
	PB8			1
	PB9			1
	PB10			1
	PB11			1
	PB12			1
	PB13			1
	PB14			1
	PB15			1
	PB16			1
	PB17			1

REMOVAL QUANTITIES (CONTINUED)

LOCATION	ITEM NO.	204.0195 REMOVING CONCRETE BASES EACH	204.0250 ABANDONING MANHOLES EACH	653.0905 REMOVING PULL BOXES EACH
STH 60 & GRAND AVE	CB1	1		
	SB1	1		
	SB2	1		
	SB3	1		
	SB4	1		
	SB5	1		
	SB6	1		
	SB7	1		
	PB1			1
	PB2			1
	PB3		1	
	PB4		1	
	PB5		1	
	PB6		1	
	PB7			1
	PB8			1
	PB9			1
	PB10		1	
	PB11			1
	PB12			1
	PB13			1
	PB14		1	
	PB15		1	
	PB16		1	
	PB17		1	
	PB18			1
	PB19			1
	PB20			1
	PB21		1	
	PB22			1
	PB23			1
	PB24			1
PROJECT TOTAL		20	10	31

ALL ITEMS CATEGORY 0020 UNLESS NOTED

3

SIGNAL BASES AND POLES (CONTINUED ON NEXT PAGE)

LOCATION	SIG. BASE NO.	657.0100 PEDESTAL BASE EACH	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0310 POLES TYPE 3 EACH	657.0315 POLES TYPE 4 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0609 LUMINAIRE ARM SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	SPV.0060.13 POLES TYPE 9 EACH	SPV.0060.14 POLES TYPE 10 EACH
STH 60 & CTH K													
	SB 1	1				1							
	SB 2												1
	SB 3	1					1						
	SB 4		1		1						1		
	SB 5	1						1					
	SB 6												
	SB 7	1				1							
	SB 8												
	SB 9	1					1						
	SB 10		1		1						1		
	SB 11											1	
STH 60 & GRAND AVE													
	SB 1		1	1					1		1		
	SB 2	1				1							
	SB 3	1						1					
	SB 4		1	1						1	1		
	SB 5		1	1					1		1		
	SB 6	1				1							
	SB 7		1	1						1	1		
	SB 8	1				1							
PROJECT TOTAL		9	6	4	2	5	2	2	2	2	6	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ATR-WAVETRONIX DETECTOR

ALL ITEMS CATEGORY 0020 UNLESS NOTED

3

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	SPV.0060.15 POLES TYPE 12 EACH	SPV.0060.16 POLES TYPE 13 EACH	SPV.0060.17 MONOTUBE ARMS 25-FT EACH	SPV.0060.18 MONOTUBE ARMS 30-FT EACH	SPV.0060.19 MONOTUBE ARMS 35-FT EACH	SPV.0060.20 MONOTUBE ARMS 40-FT EACH	SPV.0060.22 LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
STH 60 & CTH K										
	SB 1								1	
	SB 2			1				1	1	1
	SB 3								1	
	SB 4								1	1
	SB 5								1	
	SB 6	1					1			
	SB 7								1	
	SB 8		1			1		1	1	1
	SB 9								1	
	SB 10								1	1
	SB 11				1				1	
STH 60 & GRAND AVE										
	SB 1								1	
	SB 2								1	
	SB 3								1	
	SB 4								1	
	SB 5								1	
	SB 6								1	
	SB 7								1	
	SB 8								1	
PROJECT TOTAL		1	1	1	1	1	1	2	18	4

ALL ITEMS CATEGORY 0020 UNLESS NOTED

ALL ITEMS CATEGORY 0020 UNLESS NOTED

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0110 3-12" VERT. EACH	658.0120 5-12" VERT. EACH	658.0600 LED RED BALL EACH	658.0605 LED YELLOW BALL EACH	658.0610 LED GREEN BALL EACH	658.0620 LED YELLOW ARROW EACH	658.0625 LED GREEN ARROW EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION EACH	658.0412 PEDESTRIAN SIGNAL FACE 12-INCH EACH	658.0660 LED MODULES COUNTDOWN TIMER 12-INCH EACH
STH 60 & CTH K	SB1	7	POST MOUNT VERTICAL	1		1	1	1			1			
		14	POST MOUNT VERTICAL	1		1	1	1			1			
		23	PEDESTRIAN										1	1
	SB2	8	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
		24	PEDESTRIAN										1	1
	SB3	1	POST MOUNT VERTICAL	1		1	1	1			1			
		13	POST MOUNT VERTICAL		1	1	1	1	1	1		1		
		17	PEDESTRIAN										1	1
	SB4	4	POST MOUNT VERTICAL		1	1	1	1	1	1		1		
	SB5	18	PEDESTRIAN										1	1
	SB6	10	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
		11	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
	SB7	6	POST MOUNT VERTICAL	1		1	1	1			1			
		15	POST MOUNT VERTICAL	1		1	1	1			1			
		19	PEDESTRIAN										1	1
	SB8	16	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
		20	PEDESTRIAN										1	1
	SB9	5	POST MOUNT VERTICAL		1	1	1	1	1	1		1		
		9	POST MOUNT VERTICAL	1		1	1	1			1			
		21	PEDESTRIAN										1	1
	SB10	12	POST MOUNT VERTICAL		1	1	1	1	1	1		1		
	SB11	2	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
		3	MONOTUBE ARM MOUNT VERTICAL	1		1	1	1			1			
		22	PEDESTRIAN										1	1
STH 60 & GRAND AVE	SB1	7	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		22	PEDESTRIAN										1	1
	SB2	1	POST MOUNT VERTICAL	1		1	1	1			1			
		9	POST MOUNT VERTICAL	1		1	1	1			1			
		15	PEDESTRIAN										1	1
	SB3	16	PEDESTRIAN										1	1
	SB4	5	POST MOUNT VERTICAL	1		1	1	1			1			
		10	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		11	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		13	POST MOUNT VERTICAL	1		1	1	1			1			
		17	PEDESTRIAN										1	1
	SB5	14	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		18	PEDESTRIAN										1	1
	SB6	2	POST MOUNT VERTICAL	1		1	1	1			1			
		8	POST MOUNT VERTICAL	1		1	1	1			1			
		19	PEDESTRIAN										1	1
	SB7	3	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		4	TROMBONE ARM MOUNT VERTICAL	1		1	1	1			1			
		20	PEDESTRIAN										1	1
	SB8	6	POST MOUNT VERTICAL	1		1	1	1			1			
		12	POST MOUNT VERTICAL	1		1	1	1			1			
		21	PEDESTRIAN										1	1
PROJECT TOTAL				26	4	30	30	30	4	4	26	4	16	16

CONDUIT ITEMS

LOCATION	FROM	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF.	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF.
STH 60 & CTH K	CB1	PB1		14		
	PB1	PB2		54		
	PB2	PB3				85
	PB2	SB1	8			
	PB3	PB4				60
	PB4	PB5		95		
	PB4	SB2		5		
	PB5	PB6				126
	PB5	SB3	12			
	PB6	PB7				60
	PB6	SB4	7			
	PB7	PB8		121		
	PB7	SB5	7			
	PB7	SB6		18		
	PB8	PB9	160			
	PB8	PB11				82
	PB8	SB7	8			
	PB9	PB10	196			
	PB11	PB12			38	
	PB12	PB13		88		
	PB12	SB8		14		
	PB13	PB14				129
	PB13	SB9	4			
	PB14	PB15				83
	PB14	SB10	3			
	PB15	SB11		9		
	PB15	CB1		16		
STH 60 & GRAND AVE	CB1	PB1		23		
	PB1	PB2		111		
	PB2	PB3		60		
	PB2	SB1	7			
	PB3	PB4				201
	PB3	SB2	13			
	PB4	PB5				91
	PB4	SB3			13	
	PB4	SB4			10	
	PB5	PB6		45		
	PB5	SB5	3			
	PB6	PB7				156
	PB6	SB6	10			
	PB7	PB8		103		
	PB7	SB7	11			
	PB8	PB2				87
	PB8	SB8	12			
	PROJECT TOTAL		461	776	61	1160

PULL BOXES & VAULTS

LOCATION	PULL BOX NO.	STATION/OFFSET	* 653.0135 PULL BOXES STEEL 24" X 36" EACH	653.0140 PULL BOXES STEEL 24" x 42" EACH
STH 60 & CTH K	PB1	166+49, 58' LT		1
	PB2	166+70, 64' LT		1
	PB3	167+22, 71' LT		1
	PB4	167+ 56, 71' LT		1
	PB5	168+04, 58' LT		1
	PB6	168+04, 9 RT'		1
	PB7	168+04, 43' RT		1
	PB8	167+48, 73' RT		1
	PB9	167+31, 284' RT	1	
	PB10	167+09, 434' RT	1	
	PB11	167+04, 80' RT		1
	PB12	166+63, 86' RT		1
	PB13	166+28, 56' RT		1
	PB14	166+29, 12' LT		1
	PB15	166+30, 58' LT		1
STH 60 & GRAND AVE	PB1	113+08, 115' LT		1
	PB2	113+12, 75' LT		1
	PB3	113+35, 54' LT		1
	PB4	113+36, 51' RT		1
	PB5	112+83, 61' RT		1
	PB6	112+68, 38' RT		1
	PB7	112+33, 36' LT		1
	PB8	112+70, 70' LT		1
PROJECT TOTAL			2	21

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ATR-WAVETRONIX DETECTOR.

ALL ITEMS CATEGORY 0020 UNLESS NOTED

3

3

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	STATION/OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 * EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
STH 60 & CTH K	CB1	166+40, 58' LT					1
	SB1	166+71, 64' LT	1				
	SB2	167+60, 65 LT'			1		
	SB3	167+95, 47 LT'	1				
	SB4	167+95, 9' RT		1			
	SB5	167+95, 43' RT	1				
	SB6	167+87, 57' RT				1	
	SB7	167+ 53, 64' RT	1				
	SB8	166+57, 71' RT				1	
	SB9	166+34, 55' RT	1				
	SB10	166+34, 12' LT		1			
	SB11	166+34, 47' LT			1		
STH 60 & GRAND AVE	CB1	113+06, 125' LT					1
	SB1	113+15, 67' LT		1			
	SB2	113+48, 48' LT	1				
	SB3	113+45, 38' RT	1				
	SB4	113+35, 40' RT		1			
	SB5	112+84, 56' RT		1			
	SB6	112+56, 35 RT'	1				
	SB7	112+45, 36' LT		1			
	SB8	112+67' 56 LT	1				
PROJECT TOTAL			9	6	2	2	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE ATR-WAVETRONIX DETECTOR.

TRAFFIC DETECTOR

LOCATION	LOOP NO.	HOME RUN PB	STATION/OFFSET	SIZE	SDD INSTALLATION REFERENCE	NO. OF TURNS	PAVEMENT TYPE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 * LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F
STH 60 & CTH K	81	PB10	167+09, 434' RT	6'x15'	9F8	5	ASPHALT	54	620	222
TOTAL								54	620	222

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC SIGNAL CABLE.

TRAFFIC SIGNAL LOOP DETECTOR

LOCATION	LOOP NO.	SDD INSTALLATION REFERENCE	PAVEMENT TYPE	652.0800 CONDUIT LOOP DETECTOR LF	652.0900 LOOP DETECTOR SLOTS LF	655.0800 LOOP DETECTOR WIRE LF
STH 60 & PIKE LAKE DR	UNDISTRIBUTED LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLA		ASPHALT	685	652	2154
TOTAL				685	652	2154

ALL ITEMS CATEGORY 0020 UNLESS NOTED

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.	655.0265 CABLE TRAFFIC SIGNAL 15-12 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0700 * LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) VIDEO CABLE L.F.
STH 60 & CTH K	CB1		SB1			82			82			
	CB1		SB2			190		190				185
	CB1		SB3			265						
	CB1		SB4			338						
	CB1		SB5		388							
	CB1		SB6		402							350
	CB1		SB7			470						
	CB1		SB8			262						260
	CB1		SB9			187						
	CB1		SB10			103		103				
	CB1		SB11			50			50			85
	SB1		SB2						151			
	SB2		SB3						111			
	SB2		SB4					183				
	SB3		SB4						126			
	SB4		SB6						101			
	SB6		SB5						53			
	SB5		SB7						130			
	SB7		SB8						163			
	SB8		SB9						95			
	SB9		SB10						115			
	SB10		SB11						103			
	SB10		SB8					190				
	PB1		CB1						33			
	PB2		SB1						28			
	PB3		SB2						65			
	PB4		SB2						27			
	PB5		SB3						33			
	PB6		SB4						28			
	PB7		SB5						28			
	PB8		SB7						30			
	PB11		SB7						88			
	PB12		SB8						35			
	PB13		SB9						25			
	PB14		SB10						25			
	PB15		CB1						31			
	SB1		HEAD 7	19								
	SB1		HEAD 14	19								
	SB1		HEAD 23	15								
	SB1		BUTTON								6	
	SB2		HEAD 8	50								
	SB2		HEAD 24	15								
	SB2		BUTTON								6	
	SB2		LUMINAIRE							145		
	SB3		HEAD 1	19								

CONTINUED ON NEXT PAGE

ALL ITEMS CATEGORY 0020 UNLESS NOTED

CONTINUED FROM PREVIOUS PAGE

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0265 CABLE TRAFFIC SIGNAL 15-12 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	* 655.0700 LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) VIDEO CABLE L.F.
STH 60 & CTH K	SB3	HEAD 13		23							
	SB3	HEAD 17	15								
	SB3	BUTTON								6	
	SB4	HEAD 4		23							
	SB4	LUMINAIRE							123		
	SB4	BUTTON								6	
	SB5	HEAD 18									
	SB5	BUTTON								6	
	SB6	HEAD 10	65								
	SB6	HEAD 11	55								
	SB7	HEAD 6	19								
	SB7	HEAD 15	19								
	SB7	HEAD 19	15								
	SB7	BUTTON								6	
	SB8	HEAD 16	60								
	SB8	HEAD 20	15								
	SB8	BUTTON								6	
	SB8	LUMINAIRE							145		
	SB9	HEAD 5		23							
	SB9	HEAD 9	19								
	SB9	HEAD 21	15								
	SB9	BUTTON								6	
	SB10	HEAD 12		23							
	SB10	LUMINAIRE							123		
	SB10	BUTTON								6	
	SB11	HEAD 2	55								
	SB11	HEAD 3	45								
	SB11	HEAD 22	15								
	SB11	BUTTON								6	
STH 60 & GRAND AVE	CB1	SB1			101			101			110
	CB1	SB2			158						
	CB1	SB3		278							
	CB1	SB4				275					265
	CB1	SB5			333						275
	CB1	SB6			337						
	CB1	SB7			239						225
	CB1	SB8			170			170			
	SB1	SB2						98			
	SB2	SB3						175			

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ALL ITEMS CATEGORY 0020 UNLESS NOTED

CONTINUED FROM PREVIOUS PAGE

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0265 CABLE TRAFFIC SIGNAL 15-12 AWG L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0700 * LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) VIDEO CABLE L.F.
STH 60 & GRAND AVE	SB3		SB4						52			
	SB4		SB5						107			
	SB5		SB6						85			
	SB6		SB7						149			
	SB7		SB8						116			
	PB1		CB1						33			
	PB2		SB1						28			
	PB3		SB2						35			
	PB4		SB4						32			
	PB5		SB5						25			
	PB6		SB6						32			
	PB7		SB7						33			
	PB8		SB8						34			
	SB1		HEAD 7	40								
	SB1		HEAD 22	18								
	SB1		BUTTON								6	
	SB2		HEAD 1	19								
	SB2		HEAD 9	19								
	SB2		HEAD 15	15								
	SB2		BUTTON								6	
	SB3		HEAD 16	15								
	SB3		BUTTON								6	
	SB4		HEAD 5	19								
	SB4		HEAD 10	50								
	SB4		HEAD 11	45								
	SB4		HEAD 13	19								
	SB4		HEAD 17	15								
	SB4		BUTTON								6	
	SB5		HEAD 14	40								
	SB5		HEAD 18	15								
	SB5		BUTTON								6	
	SB6		HEAD 2	19								
	SB6		HEAD 8	19								
	SB6		HEAD 19	15								
	SB6		BUTTON								6	
	SB7		HEAD 3	50								
	SB7		HEAD 4	45								
	SB7		HEAD 20	15								
	SB7		BUTTON								6	
	SB8		HEAD 6	19								
	SB8		HEAD 12	19								
	SB8		HEAD 21	15								
	SB8		BUTTON								6	
PROJECT TOTAL				1094	1160	3285	275	666	3061	536	108	1755

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE TRAFFIC DETECTOR.

ALL ITEMS CATEGORY 0020 UNLESS NOTED

3

REMOVE TRAFFIC SIGNALS

LOCATION	SPV.0105.02 REMOVE TRAFFIC SIGNALS (STH 60 & GRAND AVE) L.S.	SPV.0105.03 REMOVE TRAFFIC SIGNALS STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
Total	1	1

TRAFFIC SIGNAL CABINET & CONTROLLER

LOCATION	SPV.0105.06 TRAFFIC SIGNAL CABINET, CONTROLLER, AND BATTERY BACKUP SYSTEM (STH 60 & GRAND AVE) L.S.	SPV.0105.07 TRAFFIC SIGNAL CABINET, CONTROLLER, AND BATTERY BACKUP SYSTEM STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
Total	1	1

3

VIDEO VEHICLE DETECTION SYSTEM

LOCATION	SPV.0105.04 VIDEO VEHICLE DETECTION SYSTEM (STH 60 & GRAND AVE) L.S.	SPV.0105.05 VIDEO VEHICLE DETECTION SYSTEM STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
Total	1	1

TEMPORARY TRAFFIC SIGNAL CONTROLLER PROGRAMMING

LOCATION	STAGE	SPV.0060.23 TEMPORARY TRAFFIC SIGNAL CONTROLLER PROGRAMMING EACH
STH 60 & GRAND AVE	STAGE 1	1
	STAGE 2	1
	UNDISTRIBUTED	2
STH 60 & CTH K	STAGE 1	1
	STAGE 2	1
	UNDISTRIBUTED	2
Total		8

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (STH 60 & GRAND AVE) L.S.	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
Total	1	1

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 TRAFFIC SIGNAL MOUNTING HARDWARE (STH 60 & GRAND AVE) L.S.	658.5069.02 TRAFFIC SIGNAL MOUNTING HARDWARE STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
Total	1	1

ALL ITEMS CATEGORY 0020 UNLESS NOTED

3

METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STH 60 & GRAND AVE) L.S.	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
TOTAL	1	1

REMOVE LOOP DETECTOR WIRE & LEAD-IN CABLE

LOCATION	SPV.0105.08 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE (STH 60 & GRAND AVE) L.S.	SPV.0105.09 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE STH 60 & CTH K (LONE OAK LANE) L.S.
STH 60 & GRAND AVE	1	
STH 60 & CTH K		1
TOTAL	1	1

ALL ITEMS CATEGORY 0020 UNLESS NOTED

DRAINAGE STRUCTURE REPAIR AND CLEANING

LOCATION	SPV.0060.24 DRAINAGE STRUCTURE REPAIR AND CLEANING EACH
STAGE 1	

STAGE 1 SUBTOTAL	---
STAGE 2	
101+00 - 111+00	12
111+00 - 126+00	13
126+00 - 141+00	20
141+00 - 156+00	10
156+00 - 170+50	1
170+50 - 186+00	9
186+00 - 201+00	10
201+00 - 215+00	8
215+00 - 230+00	1
230+00 - 245+00	---
245+00 - 260+00	---
260+00 - 264+00	---
STAGE 2 SUBTOTAL	84
STAGE 3	
101+00 - 111+00	2
111+00 - 126+00	5
126+00 - 141+00	5
141+00 - 156+00	3
156+00 - 170+50	---
170+50 - 186+00	10
186+00 - 201+00	5
201+00 - 215+00	3
215+00 - 230+00	11
230+00 - 245+00	9
245+00 - 260+00	5
260+00 - 264+00	---
STAGE 3 SUBTOTAL	58
UNDISTRIBUTED	20
PROJECT TOTAL	**162**

ADJUSTING SANITARY COVERS

LOCATION	SPV.0060.21 ADJUSTING SANITARY SEWER MANHOLE COVERS EACH
CATEGORY 0030	
STAGE 1	

STAGE 1 SUBTOTAL	---
STAGE 2	
149+77, 23.4' RT	1
152+74, 25.6' RT	1
156+86, 37.5' LT	1
167+10, 125.7' RT	1
167+18, 94.0' RT	1
167+21, 36.4' LT	1
167+26, 39.3' RT	1
167+41, 37.8' RT	1
170+23, 23.0' RT	1
170+25, 36.3' LT	1
173+21, 23.9' RT	1
173+22, 36.0' LT	1
175+77, 34.3' LT	1
176+96, 26.9' RT	1
187+94, 73.5' LT	1
188+41, 44.4' LT	1
190+11, 41.5' LT	1
197+22, 35.7' RT	1
202+57, 51.2' LT	1
208+18, 50.1' LT	1
208+45, 76.3' LT	1
216+40, 45.9' RT	1
216+53, 38.9' RT	1
216+53, 49.2' LT	1
219+39, 35.1' RT	1
248+79, 50.6' LT	1
STAGE 2 SUBTOTAL	26
STAGE 3	
149+76, 14.5' LT	1
STAGE 3 SUBTOTAL	1
PROJECT TOTAL	**27**

ADJUSTING WATER ITEMS

LOCATION	SPV.0060.11 ADJUSTING WATER VALVE BOXES EACH	SPV.0060.12 ADJUSTING WATER MANHOLE COVERS EACH
CATEGORY 0030		
STAGE 1		
	---	---
STAGE 1 SUBTOTAL	---	---
STAGE 2		
101+00 - 111+00	---	---
111+00 - 126+00	4	---
126+00 - 141+00	---	---
141+00 - 156+00	8	3
156+00 - 170+50	3	4
170+50 - 186+00	3	---
186+00 - 201+00	4	---
201+00 - 215+00	1	---
215+00 - 230+00	1	1
230+00 - 245+00	---	---
245+00 - 260+00	---	---
260+00 - 264+00	---	---
STAGE 2 SUBTOTAL	24	8
STAGE 3		
101+00 - 111+00	---	---
111+00 - 126+00	---	---
126+00 - 141+00	---	---
141+00 - 156+00	---	---
156+00 - 170+50	1	---
170+50 - 186+00	---	---
186+00 - 201+00	---	---
201+00 - 215+00	---	---
215+00 - 230+00	---	---
230+00 - 245+00	---	---
245+00 - 260+00	---	---
260+00 - 264+00	---	---
STAGE 3 SUBTOTAL	1	0
PROJECT TOTAL	**25**	**8**

ALL ITEMS CATEGORY 0010 UNLESS NOTED

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2310-19-20		
FEDERAL PROJECT NUMBER	4.1	12

PLAT OF RIGHT-OF-WAY REQUIRED FOR

EAST SUMNER STREET

MAIN STREET (STH 83) TO KETTLE MORAINE ROAD

STH 60 WASHINGTON COUNTY

CONSTRUCTION PROJECT NUMBER
2310-19-70

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RECORDED AS	(100')
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
BUILDING	B	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
NOT TO SCALE	N.T.S		
MONUMENT	MON.		
OUTLOT	O.L		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
QUICK CLAIM DEED	Q.C.D		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

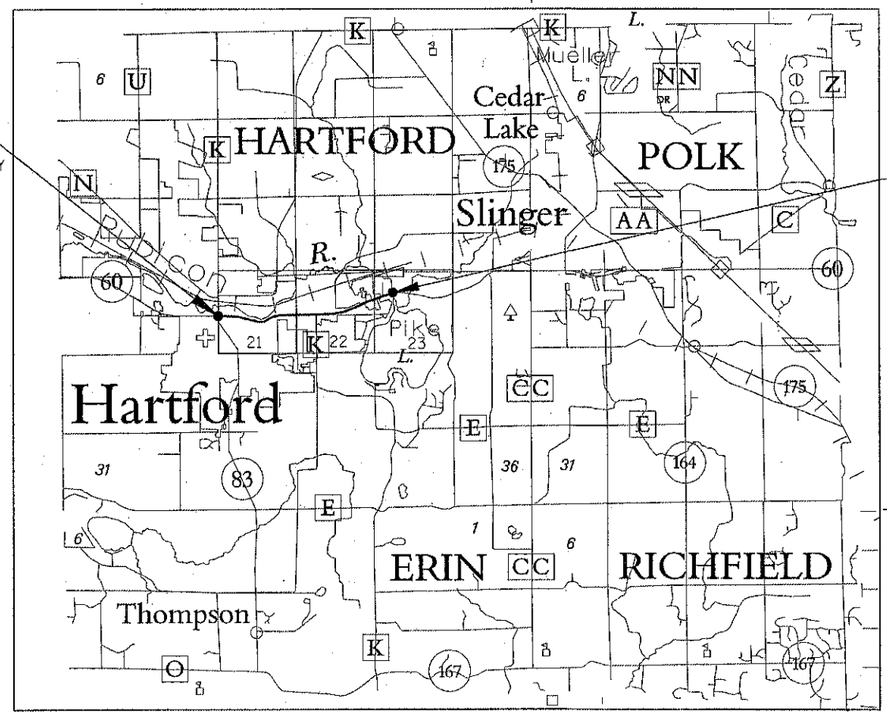
CONVENTIONAL SYMBOLS

FOUND CHISELED CROSS	+	PROPOSED R/W LINE	
FOUND IRON PIPE/PIN	⌀ (1" UNLESS NOTED)	EXISTING H.E. LINE	
FOUND IRON SPIKE	□	PROPERTY LINE	
R/W MONUMENT	○ ●(SET)	LOT & TIE LINES	
R/W STANDARD	△ ▲(SET)	SLOPE INTERCEPTS	
SIGN	ISIGN	CORPORATE LIMITS	
SECTION CORNER MONUMENT	⊕	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
SECTION CORNER SYMBOL	(SEC COR 36)	NO ACCESS (BY ACQUISITION)	
FEE (HATCH VARIES)		NO ACCESS (BY STATUTORY AUTHORITY)	
TEMPORARY LIMITED EASEMENT	TEMPORARY	SECTION LINE	
PERMANENT LIMITED EASEMENT	PERMANENT	QUARTER LINE	
R/W BOUNDARY POINT	RWB20	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	102	EXISTING CENTERLINE	
PARCEL NUMBER	32	PROPOSED REFERENCE LINE	
SIGN NUMBER (OFF PREMISE)	21-1	PARALLEL OFFSET	
BUILDING			

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

BEGIN RELOCATION ORDER
STA. 100+16.00
1.39' SOUTH AND 19.58'
EAST OF THE WEST QUARTER CORNER
OF SECTION 21-10-18, WASHINGTON COUNTY
Y=145829.33
X=310176.82



END RELOCATION ORDER
STA. 222+40.25
1307.44' SOUTH AND 1290.75'
EAST OF THE NORTHWEST CORNER
OF SECTION 23-10-18, WASHINGTON COUNTY
Y=147080.45
X=322036.74

R18E R19E

GN

LAYOUT
SCALE 0 1.0 2.0

TOTAL NET LENGTH OF CENTERLINE = 2.315 MI.

NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER

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

ACCEPTED FOR
CITY OF HARTFORD

10/30/14 (Date) Joseph C. Dautermann Signature & Title of Official
Joseph C. Dautermann, Mayor

ORIGINAL PLANS PREPARED BY
SPANN & ASSOCIATES
Consulting Engineers

WISCONSIN CHARLES A. FORMOE S-1876 MILWAUKEE, WI LAND SURVEYOR

OCT.16, 2013 (Date) (Signature)

REVISION DATE:

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

DATE: N/A N/A (Signature)

FILE NAME : C:\ProgramData\Bentley\PowerDraft V8i\WorkSpace\Projects\DOT\HWY 60\hwy 60-final\plan sheetsn501-040101_rf PLOT DATE : 1/9/2014 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

*INDICATES COMPUTED AREA, NO TAX ROLL AREA FOUND

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL AREA (ACRES)	R/W REQUIRED (S.F.)			TOTAL AREA REMAIN (ACRES)	TLE (S.F.)	PLE (S.F.)	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.04	JAMES & GERARD SCHNORENBERG, purchasers	PLE, TLE	0.20				0.20	55	8	1
2	4.04	THOMAS J MASTERS	TLE	0.14				0.14	613		2
3	4.04	THOMAS J MASTERS	TLE	0.18				0.18	490		3
4	4.04	WRIGHT PROPERTY MANAGEMENT, LLC	TLE	0.14				0.14	230		4
5	4.04	FRANK PROPERTIES I LLC	TLE	0.21				0.21	140		5
6	4.04	LORI M MASTERS	FEE, TLE	0.26	150		150	0.26	273		6
7	4.04	WHITE ELEPHANT, LLP	TLE	0.53				0.53	136		7
8	4.04	SOCIETY OF ST VINCENT DE PAUL	TLE	1.05				1.05	70		8
9	4.04	CONLEY PUBLISHING GROUP, LIMITED	PLE, TLE	0.69				0.69	604	7	9
10	4.04	WISCONSIN TELEPHONE CO	PLE, TLE	0.45*				0.45	652	29	10
11	4.04	CHERIE L UTECH	FEE, TLE	0.14	215		215	0.14	658		11
12	4.05	CITY OF HARTFORD	FEE,PLE, TLE	VAST	4054		4054	VAST	10725	3	12
13	4.05	GAREN E & CAROLYN E POLZIN	TLE	0.37				0.37	587		13
14	4.05	DONNA G GRAVELLE	TLE	0.45				0.45	228		14
15	4.05	WHITE ELEPHANT DEVELOPMENT LLP	TLE	0.41				0.41	488		15
16	4.06	JOYCE LACKAS	PLE, TLE	0.22				0.22	465	18	16
17	4.06	CITY OF HARTFORD	TLE	VAST				VAST	1497		17
18	4.06	WISCONSIN GAS CO	TLE	0.11*				0.11	593		18
19	4.06	DANNA J WEARING	TLE	0.20				0.20	338		19
20	4.06	DHILLON FUEL LLC	TLE	0.33				0.33	344		20
21	4.06	RONALD J II & TRISHA L TUHY	TLE	0.22				0.22	280		21
22	4.07	HARTFORD MEMORIAL HOSPITAL INC	FEE, TLE	0.55	37		37	0.55	487		22
23	4.07	HARTFORD HEALTHCARE REALTY LLC	FEE, TLE	1.89	64		64	1.89	332		23
24	4.07	GLACIER HILLS CREDIT UNION	FEE, TLE	0.94	235		235	0.93	1031		24
25	4.07	MWL ENTERPRISES LLC	FEE, TLE	0.99	94		94	0.99	904		25
26	4.07	SNIDER FAMILY TRUST	TLE	0.01				0.01	610		26
27	4.07	ADVANCE STORES COMPANY INC	TLE	0.01				0.01	736		27
28	4.07, 4.08	SLOANE INVESTMENT LLC LC	TLE	0.70				0.70	480		28
29	4.08	AUTOZONE DEVELOPMENT CORP	TLE	0.41				0.41	780		29
30	4.08	LONE OAK DEVELOPMENT LLC	FEE, TLE	1.63	336		336	1.62	1834		30
31	4.07, 4.08	STEMEL INC LC	FEE, TLE	0.91	6		6	0.91	695		31
32	4.08	UNITED COOPERATIVE f/k/a DODGE COUNTY COOP.	PLE, TLE	1.67				1.67	528	50	32
33	4.08	HARTFORD SAVINGS BANK	TLE	9.02				9.02	1159		33
34	4.08	CONVENIENCE STORE INVESTMENTS	TLE	1.51				1.51	2091		34
35	4.09	MCDONALD'S REAL ESTATE CO	TLE	0.87				0.87	922		35
36	4.09	KILIAN II LLC	TLE	0.89				0.89	188		36
37	4.09	156E EAST SUMNER ST, LLC	TLE	5.46				5.46	1120		37
38	4.09	JSLS, LLC	TLE	0.94				0.94	1087		38
39	4.09	G W HAYDEN INC	TLE	0.85				0.85	680		39
40	4.09	FREDRICK R & PATRICIA A PADDON	FEE, TLE	0.64	268		268	0.63	3777		40
41	4.09	LAWRENCE J & ELIZABETH M ALGIERS	TLE	0.35				0.35	1009		41
42	4.09	SUMNER STREET INVESTMENTS LLC	TLE	1.00				1.00	1824		42
43	4.09	HARTFORD LLC	TLE	0.98				0.98	1184		43
44	4.10	PAUL H BAUTZMANN	TLE	18.52				18.52	389		44
45	4.11	C-CAP LLC	FEE, TLE	0.37	105		105	0.37	1076		45
46	4.11, 4.12	BRIAN D HANSON	FEE, TLE	0.59	283		283	0.58	1329		46
47	4.12	KEVIN G & CHRISTINE A BUDZIEN	TLE	0.60				0.60	1499		47
48	4.12	CHARLES J & MARY A SCHWALBE	TLE	0.57				0.57	186		48
101	4.05	CITY OF HARTFORD SANITARY DISTRICT	ROR								
102	4.05	CITY OF HARTFORD - (RIVER/ENVIRONMENTAL)	ROR								
103	4.05, 4.06, 4.07, 4.08, 4.09	AT&T WISCONSIN	ROR								
104	4.07, 4.08	CITY OF HARTFORD ELECTRIC UTILITIES	ROR								
105	4.11, 4.12	WE ENERGIES-ELECTRIC	ROR								

GN

BEGIN RELOCATION ORDER
STA. 100+16.00
Y=145829.33
X=310176.82

END RELOCATION ORDER
STA. 222+40.25
Y=147080.45
X=322036.74

SECTION 21

SECTION 22

SECTION 23

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 N/A	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.03
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 207 E

FILE NAME : C:\ProgramData\Bentley\PowerDraft V8i\WorkSpace\Projects\DOT\HWY 60\hwy 60-final\plan sheetsn110501-040103_r1 PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

CONC.MON
W/BRASS CAP
Y=148468.53
X=310190.61

T 10 N 17 16 20 21 R 18 E

S0°43'29"W
2638.02' (MON. TO MON.)

BEGIN RELOCATION ORDER
STA. 100+16.00
Y=145829.33
X=310176.82

T 10 N 20 21 20 21 R 18 E

CONC.MON
W/BRASS CAP
Y=145830.72
X=310157.24
STA. 99+96.39
0.85'LT

MAIN STREET (STH 83)

SEE DETAIL

P.I 100+46.00

R/L = S88°24'55"E

100+28.91
33'

100+29.58
33'

DETAIL N.T.S

TLE108 102+65.29 56.19'
TLE110 103+14.61 65'
L36 103+22 65',50'
TLE111 TLE112
TLE107 102+63.03 56.19'
TLE106 102+63.43 33.47'
TLE 102+47.66 33',33.43'
PLE102 PLE103
TLE100 TLE101 102+42.66 33.42',33'
PLE WALK S88°24'55"E
L33 TLE WALK
102+65.79 33.47' PLE104
102+65.81 33'
MILL STREET
49.50'
SLOPE INTERCEPTS
103+15.32 33'
WALL 1.5'
S0°18'26"W
TLE WALK,SLOPES
103+30 43'
TLE113
TLE114 TLE115 103+58 43',33'
L37 L38 L39
S88°24'55"E
L40
SLOPE INTERCEPTS

CITY

DETAIL N.T.S
TLE WALK,SLOPES
103+91 43',33'
TLE436 TLE437
TLE438 TLE439 104+40 43',33'
104+96.41 44.16'
TLE121 104+73.41 43.67'
L42 10'
S88°24'55"E
L41
TLE120 104+73.41 33.67'
SLOPE INTERCEPTS
105+10.42 44.45' TLE125
105+10.85 34.46' TLE124

SW-NW

DETAIL N.T.S
TLE SLOPES
TLE123 112+51 58.99'
TLE122 112+38.32 52'
112+23 44.50',39.50'
PRW130 PRW131
L47 L45 L48
L44
SLOPE INTERCEPTS
112+51.80 50' PRW133
4.97'
112+15 39.50'
TLE126
L43 L46
112+51.97 45.03'
36.21'
S88°22'58"E 44.21'
N71°38'24"E 15.67
15.31
112+38.32 44.50' PRW132
SLOPE INTERCEPTS
112+38.20 39.61'

NO°52'50"E

SAN

GN

CONC.MON
W/ BRASS CAP
Y=145792.66
X=312779.89

T 10 N 21 21 21 21 R 18 E

N. GRAND AVENUE
MATCHLINE SEE SHEET 4.05

S1°06'09"W
25.94'(1/4 LINE TO R/L ALONG 1/16 LINE)

R/L=1/16 LINE
113+08.17

1/16 TH

PC 112+38.32
SLOPE INTERCEPTS
4.8'
CHSL
H
B
DETAIL
OUTLOT 224
OUTLOT 225
PRIVATE SEWER/WATER EASEMENT
R/W VARIES
11 UTECH DOC.564551

S. GRAND AVENUE

1 SCHNORENBERG, VENDOR, SCHNORENBERG, ET AL., PURCHASERS
L.C.DOC.591517
W.D.311569

2 MASTERS DOC. 1304787

3 MASTERS DOC. 1316933

4 WRIGHT PROPERTY MANAGEMENT, LLC
DOC.1237253
Lot 2, CSM 6339
DOC.1241985

5 FRANK PROPERTIES I, LLC
DOC.871801
Lot 2, CSM 6283 DOC.1212002

6 MASTERS
DOC.851638
LOT 3, CSM 5171
DOC.844016

7 WHITE ELEPHANT, LLP
DOC.795513

8 SOCIETY OF ST.VINCENT DEPAUL
DOC.1324862

9 CONLEY PUBLISHING GROUP, LTD
DOC.791689

10 WIS.TELEPHONE CO.
DOC.250257

11 UTECH
DOC.564551

ORIGINAL PLAT OF HARTFORD
BLOCK 12
5
B
11
SLOPE INTERCEPTS
49.50'
MILL STREET
SLOPE INTERCEPTS
SEE DETAIL
12
B
SLOPE INTERCEPTS
DETAIL 13
14
B
SLOPE INTERCEPTS
15
16
17
18
19
20
OUTLOT 287
109+05.13
36.37',39.50'
ORIGINAL PLAT OF HARTFORD
BLOCK 13
CITY OF HARTFORD
ASSESSORS PLAT
SW1/4-NW1/4
OUTLOT 286
OUTLOT 285
OUTLOT 284
B
17.7'
SLOPE INTERCEPTS
SEE DETAIL
R/W VARIES

S88°24'55"E

102
104
106
108
110
112

33'
33'
33'
39.50'
36.50'
36.50'
39.50'

R/L = S88°24'55"E
S87°11'42"E
R/W VARIES
S89°10'07"E 2622.92'(MON. TO MON.)
1311.46'(MON. TO 1/16TH LINE)
R/L = S88°22'58"E
R/W VARIES
S87°18'31"E
110+43.85
39.50'

SLOPE INTERCEPTS
SEE DETAIL
P.I 104+42.60
SLOPE INTERCEPTS
P.I 105+92.60
49.50'
SEE DETAIL
SEE DETAIL

PRIV. ACC. EASE
Lot 3, BK 15
Lot 2, BK 15
Lot 2, BK 15
Lot 1, BK 15
PRIV. ACC. EASE

ORIGINAL PLAT OF HARTFORD
BLOCK 15
PL
REF. LINE TIE DETAIL
--NOT TO SCALE--
SW COR, NW 1/4, SEC.21
R/L TIE: 99+96.39
(S0°35'05"W)
0.85'
1/4 LINE= S89°10'06"E
R/L LINE= S88°24'55"E

SOUTH STREET

HILL'S ADDITION
BLOCK 14

OF

NW-SW

HARTFORD

OUTLOT 219
OUTLOT 220
OUTLOT 221
OUTLOT 222
OUTLOT 223
108+83.85
36.50'

CITY OF HARTFORD
ASSESSORS PLAT
NW1/4-SW1/4

DETAIL N.T.S
TLE SLOPES
112+73.96 57.94' PRW175
S2°45'56"E 11.63'
112+52.81 44.35' PRW177
112+84.89 80.41' PRW174
9.71'
112+49.99 52'
112+68.69 58.64'
112+86.70 90' TLE172
112+70.36 66.18'
SLOPE INTERCEPT
112+80.48 81' PRW176
112+71.87 90' TLE171

DETAIL N.T.S
102+47 33',40' TLE134 TLE135
0.6' CURB & GUTTER
SLOPE INTERCEPTS
S88°24'55"E
L4 L8 L7
L1 L3 L5
L50 L49 L6
TLE WALK, SLOPES
L2
TLE142 102+95
TLE143 40',33'
TLE138 102+66.51 40'
102+76.51 40' TLE141
103+27 TLE144
40',33' TLE145

DETAIL N.T.S
PLE WALK
TLE149 104+13 33'
L18 104+18.56 33' 2.63'
S88°24'55"E
104+18.62 35.63' TLE150
SLOPE INTERCEPTS

DETAIL N.T.S
PLE156 104+72.85 38.99'
L19
S21°53'51"W 6.25'
SLOPE INTERCEPT
PLE155 104+69.05 39.07'
L20
PLE154 104+69.70 54.06'
104+70.81 44.90' PLE157
104+71.03 50' TLE158
104+71.20 54.03' PLE159
PLE WALK

103+64 TLE145
40',33' TLE146
103+94 TLE148
33' SLOPE INTERCEPTS
L9 L10 L11
TLE152 103+94 42'
TLE151 104+18.76 42'
SOUTH ST.
S0°20'17"W
N88°22'58"W
SLOPE INTERCEPTS
L17
TLE SLOPE. DRIVE
L12 L13 L14 L15 L16
105+12 57',38.18 TLE161 TLE160
104+85 57',50' TLE162 TLE163

NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST) : MAIN ST. TO SOUTH ST.	WIS STATE STATUTE 82.18	--	66'
STH 60 (SUMNER ST) : SOUTH ST. TO GRAND AVE.	PROJECT 2310-00-21	1994	VARIES
MILL ST.	ORIGINAL PLAT OF VILLAGE OF HARTFORD	1847	49.5'
SOUTH ST.	ORIGINAL PLAT OF VILLAGE OF HARTFORD	1847	49.5'
GRAND AVE. (S.)	PROJECT 2310-00-21	1994	VARIES
GRAND AVE. (N.)	O.L. 283, CITY OF HARTFORD, ASSESSORS PLAT, SW1/4 OF NW1/4, SEC 21-T10N-R18E		VARIES

PLAT R/L= CURVE DATA
STH 60
PI = 113+11.12
Y 1145789.91
X 311471.31
Delta= 14°28'57" LT
D = 10°00'00"
T = 72.80'
L = 144.83'
R = 572.96'
PC 112+38.32
PT 113+83.14

PI 104+42.60
Y = 145817.53
X = 310603.26
Delta= 178°46'47" LT

PI 105+92.60
Y = 145810.19
X = 310753.08
Delta= 181°11'16" LT

CURVE C1
LCH = 22.59'
LCB = N48°39'21"W
L = 24.55'
R = 17.50'

CURVE C2
LCH = 45.53'
LCB = S45°34'27"E
L = 50.06'
R = 33.50'

LINETABLE

LINE	BEARING	DIST.
L1	S1°35'05"W	7.00'
L2	S88°24'55"E	10.00'
L3	N1°35'05"E	7.00'
L4	S88°24'55"E	19.36'
L5	S01°35'05"E	7.00'
L6	S88°24'55"E	37.00'
L7	N1°35'05"E	7.00'
L8	S88°24'55"E	37.00'

LINETABLE

LINE	BEARING	DIST.
L9	S1°35'05"W	9.00'
L10	S88°24'55"E	24.76'
L11	S63°21'46"E	6.20'
L12	S88°22'58"E	1.50'
L13	S0°20'17"W	9.14'
L14	N87°11'42"W	13.97'
L15	S2°48'18"W	7.00'
L16	N87°11'42"W	27.00'

LINETABLE

LINE	BEARING	DIST.
L17	S2°48'18"W	18.82'
L18	N88°24'55"W	5.56'
L19	S88°22'58"E	3.80'
L20	S0°20'17"W	15.00'
L21	S1°35'05"W	10.50'
L22	N87°11'42"W	10.65'
L23	N64°47'55"W	18.16'
L24	N6°33'25"W	7.53'

LINETABLE

LINE	BEARING	DIST.
L25	N1°44'48"E	24.00'
L26	S84°17'01"E	12.51'
L27	N87°14'04"E	3.84'
L28	N8°28'37"W	23.76'
L29	S88°50'06"E	1.59'
L30	S34°02'00"W	2.86'
L31	S87°40'28"E	13.14'
L32	S74°51'45"E	8.55'

LINETABLE

LINE	BEARING	DIST.
L33	S1°35'05"W	0.42'
L34	S0°34'35"W	22.73'
L35	S88°24'55"E	2.26'
L36	S88°24'55"E	7.39'
L37	S1°35'05"W	15.00'
L38	S47°13'41"E	10.63'
L39	S88°24'55"E	28.00'
L40	S1°35'05"W	10.00'

LINETABLE

LINE	BEARING	DIST.
L41	S1°35'05"W	10.00'
L42	S0°18'26"W	10.00'
L43	S1°37'02"W	5.00'
L44	S88°22'58"E	15.32'
L45	S71°39'02"W	15.60'
L46	S40°47'47"W	16.01'
L47	S88°22'58"E	13.32'
L48	N65°29'58"E	16.07'
L49	S88°24'55"E	18.49'
L50	S88°24'55"E	19.51'

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.04	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 208	E

FILE NAME : c:Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040104_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

CONC.MON
W/ BRASS CAP
Y=145830.72
X=310157.24

S1°06'09" W
25.94' (1/4 TO R/L)
(ALONG 1/16 LINE)

CITY OF HARTFORD
DOC.854542
R/W VARIES

OUTLOT 265

TELEPHONE VAULT
PARK GAZEBO

OUTLOT 264

N. GRAND AVENUE

SAN

CITY OF HARTFORD
ASSESSORS PLAT
SE1/4-NW1/4

RUBICON RIVER

NEW BULKHEAD LINE - DOC.437121, Ord. No. 637

CITY

SE-NW

N89°10'07"W
2622.92' (MON. TO MON.)
1311.46' (MON. TO 1/16 LINE)

1186.76'
(MON. TO PROPOSED RW)

CONC.MON
W/ BRASS CAP
Y=145792.66
X=312779.89

GN

R/L=1/16 LINE
113+08.17

PI 113+11.12
PT 113+83.14

SLOPE INTERCEPT

S1°06'09" W
118.08'

32.93'

S73°45'21"E
198.35'

S73°54'01"E
35.65'

S71°58'33"E
114.00'

S73°54'01"E
114+57.62
53'

S67°22'43"E
112.63'

S73°54'01"E
108.39'

S75°54'17"E
100.06'

R/W VARIES

E. SUMNER STREET (STH 60)

R/L = S73°54'01"E

OUTLOT 234

OUTLOT 235

OUTLOT 236

OUTLOT 237

OUTLOT 238

OUTLOT 239

OUTLOT 251

OUTLOT 246

OUTLOT 248

OUTLOT 249

OUTLOT 247

OUTLOT 250

OUTLOT 258

CITY OF HARTFORD
ASSESSORS PLAT
NE1/4-SW1/4

CITY OF HARTFORD
ASSESSORS PLAT
SE1/4-NW1/4

HARTFORD

NE-SW

S. GRAND AVENUE

STEELCRAFT DRIVE

16' ALLEY
O.L.241 (DOT)

RUBICON RIVER

MATCHLINE SEE SHEET 4.04

MATCHLINE SEE SHEET 4.06

S 00°51'23" W 378.85' (MON. TO R/L)

S 00°51'23" W 744.59' (MON. TO PROP.PLE)

S 00°51'23" W 2650.70' (MON. TO MON.)

1/6 TH

1/4 LINE

1/4 LINE

TLE
WALK, SLOPES

SLOPE INTERCEPT

DETAIL N.T.S

SEE DETAIL

PL

R/W VARIES

50'

22.50'

13.47'

36.38'

36.50'

37.83'

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(12) CITY OF HARTFORD
DOC.854542
R/W VARIES

(13) POLZIN
DOC.470475
O.L. 233,
Ass.'s Plat
OUTLOT 233

(16) LACKAS
DOC.1199895

(14) GRAVELLE
DOC.1012192
O.L. 247,
Ass.'s Plat,
OUTLOT 247

(15) WHITE ELEPHANT DEVELOPMENT, LLP
DOC.779556
O.L. 248, 249, Ass.'s Plat,

(19) WEARING
DOC.1121043
O.L.252,
ASS.'S PLAT

(101) CITY OF HARTFORD
(SANITARY STORM)
PARCEL 12
DOC. 258194

(102) CITY OF HARTFORD RIVER/ENVIRON. EASEMENTS
PARCEL 12
DOC. 154895
DOC. 446977
DOC. 437727
PARCEL 15
DOC. 841252

(103) AT&T WISCONSIN
PARCEL 12
NO DOCUMENT
PARCEL 15
DOC. 841252

(106) CHARTER COMMUNICATIONS
PARCEL 12
NO DOCUMENT

PLAT R/L= CURVE DATA
STH 60
PI = 113+11.12
Y 1145789.91
X 311471.31
Delta= 14°28'57" RT
D = 10°00'00"
T = 72.80'
L = 144.83'
R = 572.96'
PC 112+38.32
PT 113+83.14

CURVE C1
LCH = 38.77'
LCB = S45°04'55"E
L =40.94'
R = 36'

CURVE C2
LCH = 54.85'
LCB = N50°28'48"E
L =61.04'
R = 38.50'

LINETABLE

LINE	BEARING	DIST.
L1	S57°18'11"W	47.02'
L2	N16°05'59"E	9.89'
L3	S16°05'59"W	13.50'
L4	S73°54'01"E	53.00'
L5	N16°05'59"E	13.50'
L6	N0°51'23"E	10.88'
L7	S73°54'01"E	30.75'
L8	N16°05'59"E	10.50'

LINETABLE

LINE	BEARING	DIST.
L9	S16°05'59"W	3.12'
L10	S38°44'23"E	15.16'
L11	S54°47'05"E	46.02'
L12	S73°54'01"E	204.67'
L13	S61°22'17"E	184.39'
L14	S16°05'59"W	3.62'
L15	N16°05'59"E	13.62'
L16	N89°22'17"E	34.74'

LINETABLE

LINE	BEARING	DIST.
L17	N32°59'49"W	15.27'
L18	N39°23'34"W	9.71'
L19	N73°54'01"W	44.00'
L20	N16°05'59"E	8.50'
L21	S64°57'38"E	10.19'
L22	N00°52'50"E	24.98'

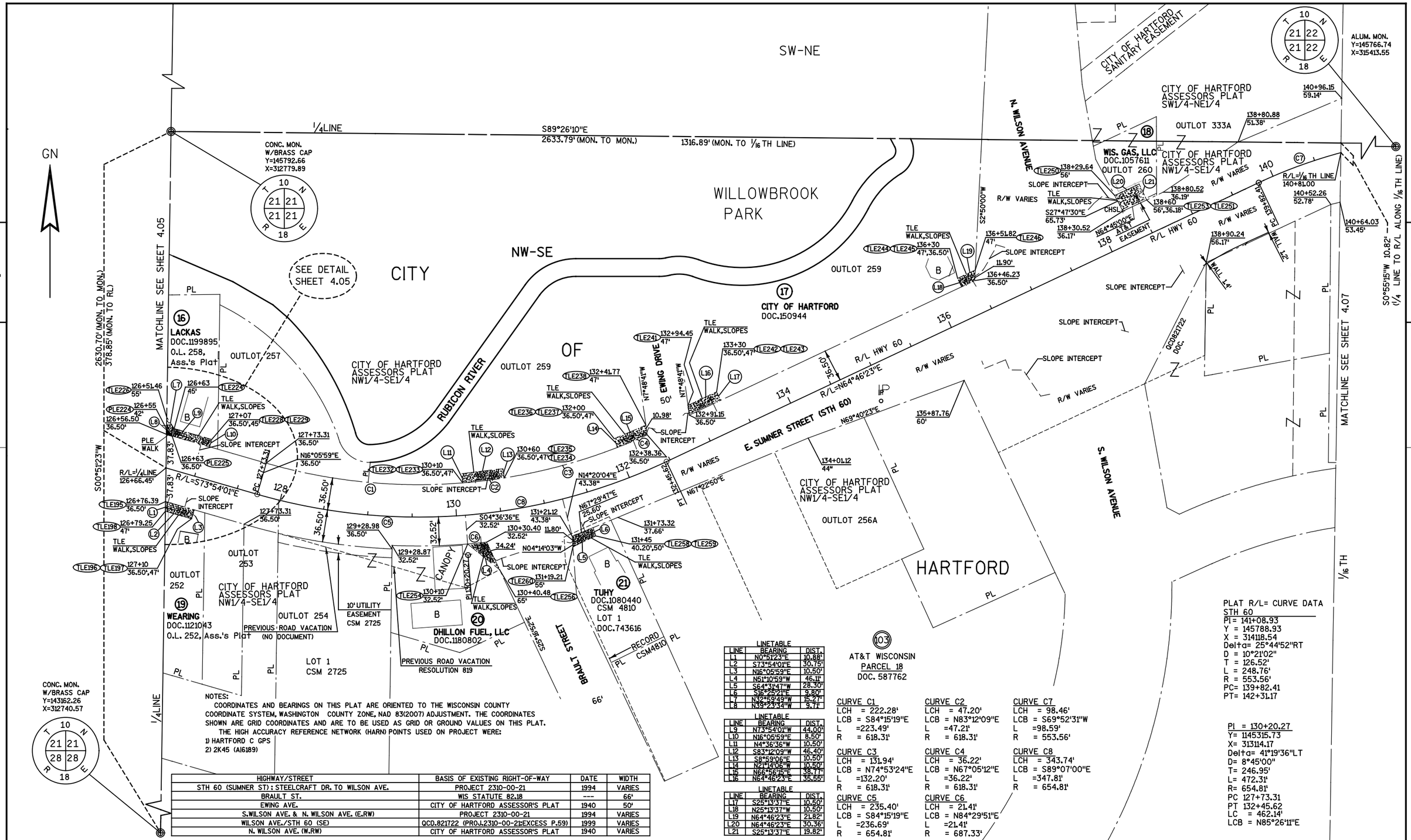
NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST): GRAND AVE. TO STEELCRAFT DR.	PROJECT 2310-00-21	1994	VARIES
ALLEY (S.SIDE/"60")	PROJECT 2310-00-20	1991	36'(FRONTAGE)
STH 60, S.SIDE (SIDEWALK)	W.D 841252	1998	VARIES
STEELCRAFT DR.	WD. 523851	1988	50'

CONC.MON
W/ BRASS CAP
Y=143162.26
X=312740.57

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.05
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET E

FILE NAME : c:Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040105_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1



NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST) : STEELCRAFT DR. TO WILSON AVE.	PROJECT 2310-00-21	1994	VARIES
BRAULT ST.	WIS STATUTE 82.18	---	66'
EWING AVE.	CITY OF HARTFORD ASSESSOR'S PLAT	1940	50'
S.WILSON AVE. & N. WILSON AVE. (E.RW)	PROJECT 2310-00-21	1994	VARIES
WILSON AVE./STH 60 (SE)	QCD.821722 (PROJ.2310-00-21EXCESS P.59)	1999	VARIES
N. WILSON AVE. (W.RW)	CITY OF HARTFORD ASSESSOR'S PLAT	1940	VARIES

LINETABLE

LINE	BEARING	DIST.
L1	N0°51'23"E	10.88'
L2	S73°54'01"E	30.75'
L3	N16°05'59"E	10.50'
L4	N51°10'59"W	46.11'
L5	S64°31'47"W	28.30'
L6	S16°28'21"E	9.80'
L7	N32°59'49"W	15.27'
L8	N39°23'34"W	9.71'

LINETABLE

LINE	BEARING	DIST.
L9	N73°54'01"W	44.00'
L10	N16°05'59"E	8.50'
L11	N4°36'36"W	10.50'
L12	S83°12'09"W	46.40'
L13	S8°59'06"E	10.50'
L14	N21°14'06"W	10.50'
L15	N66°56'15"E	38.77'
L16	N64°46'23"E	35.55'

LINETABLE

LINE	BEARING	DIST.
L17	S25°13'37"E	10.50'
L18	N25°13'37"W	10.50'
L19	N64°46'23"E	21.82'
L20	N64°46'23"E	30.36'
L21	S25°13'37"E	19.82'

CURVE C1
LCH = 222.28'
LCB = S84°15'19"E
L = 223.49'
R = 618.31'

CURVE C2
LCH = 47.20'
LCB = N83°12'09"E
L = 47.21'
R = 618.31'

CURVE C7
LCH = 98.46'
LCB = S69°52'31"W
L = 98.59'
R = 553.56'

CURVE C3
LCH = 131.94'
LCB = N74°53'24"E
L = 132.20'
R = 618.31'

CURVE C4
LCH = 36.22'
LCB = N67°05'12"E
L = 36.22'
R = 618.31'

CURVE C8
LCH = 343.74'
LCB = S89°07'00"E
L = 347.81'
R = 654.81'

CURVE C5
LCH = 235.40'
LCB = S84°15'19"E
L = 236.69'
R = 654.81'

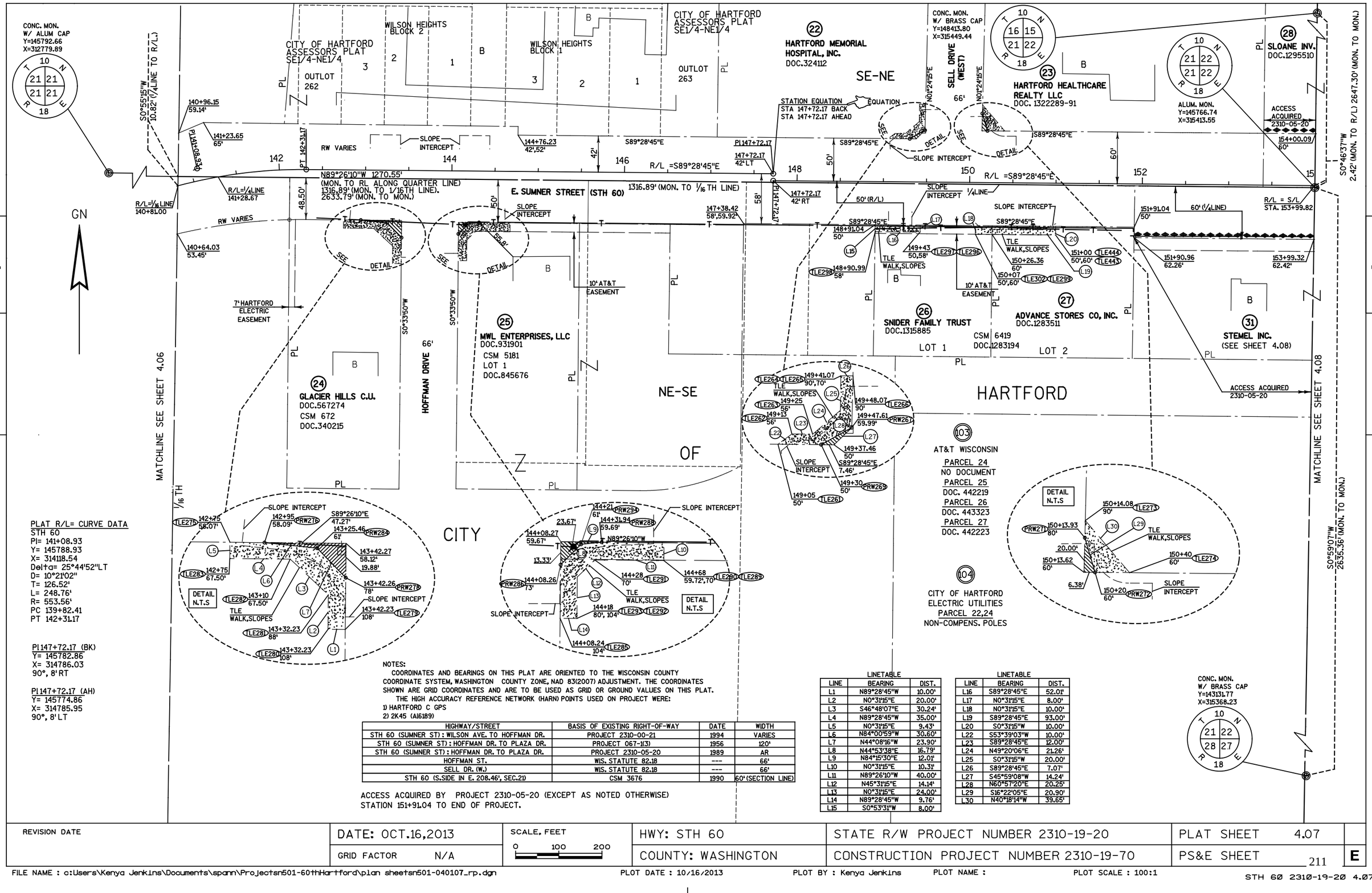
CURVE C6
LCH = 21.41'
LCB = N84°29'51"E
L = 21.41'
R = 687.33'

PLAT R/L= CURVE DATA
STH 60
PI= 141+08.93
Y = 145788.93
X = 314118.54
Delta= 25°44'52"RT
D = 10°21'02"
T = 126.52'
L = 248.76'
R = 553.56'
PC= 139+82.41
PT= 142+31.17

PI = 130+20.27
Y= 1145315.73
X= 313114.17
Delta= 41°19'36"LT
D= 8°45'00"
T= 246.95'
L= 472.31'
R= 654.81'
PC 127+73.31
PT 132+45.62
LC = 462.14'
LCB = N85°26'11"E

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.06
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 210 E

FILE NAME : c:Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040106_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1



NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST): WILSON AVE. TO HOFFMAN DR.	PROJECT 2310-00-21	1994	VARIES
STH 60 (SUMNER ST): HOFFMAN DR. TO PLAZA DR.	PROJECT 067-1(3)	1956	120'
STH 60 (SUMNER ST): HOFFMAN DR. TO PLAZA DR.	PROJECT 2310-05-20	1989	AR
HOFFMAN ST.	WIS. STATUTE 82.18	---	66'
SELL DR. (W.)	WIS. STATUTE 82.18	---	66'
STH 60 (S.SIDE IN E. 208.46', SEC.21)	CSM 3676	1990	60' (SECTION LINE)

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE)
STATION 151+91.04 TO END OF PROJECT.

LINETABLE

LINE	BEARING	DIST.
L1	N89°28'45"W	10.00'
L2	N0°31'15"E	20.00'
L3	S46°48'07"E	30.24'
L4	N89°28'45"W	35.00'
L5	N0°31'15"E	9.43'
L6	N84°00'59"W	30.60'
L7	N44°08'16"W	23.90'
L8	N44°53'38"E	16.79'
L9	N84°15'30"E	12.01'
L10	N0°31'15"E	10.31'
L11	N89°26'10"W	40.00'
L12	N45°31'15"E	14.14'
L13	N0°31'15"E	24.00'
L14	N89°28'45"W	9.76'
L15	S0°53'31"W	8.00'

LINETABLE

LINE	BEARING	DIST.
L16	S89°28'45"E	52.01'
L17	N0°31'15"E	8.00'
L18	N0°31'15"E	10.00'
L19	S89°28'45"E	93.00'
L20	S0°31'15"W	10.00'
L22	S53°39'03"W	10.00'
L23	S89°28'45"E	12.00'
L24	N49°20'06"E	21.26'
L25	S0°31'15"W	20.00'
L26	S89°28'45"E	7.07'
L27	S45°59'08"W	14.24'
L28	N60°57'20"E	20.25'
L29	S16°22'05"E	20.90'
L30	N40°18'14"W	39.65'

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.07	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 211	E

FILE NAME : c:Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040107_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

CONC. MON.
W/ BRASS CAP
Y=148413.80
X=315449.44

ALUM. MON.
Y=145766.74
X=315413.55

SLOANE INV.
DOC.1295510
28

SELL DRIVE (EAST)
60'

S0°57'10"W

S0°46'37"W
2.42' (MON. TO R/L)
2647.30' (MON. TO MON.)

29
AUTOZONE DEVELOPMENT CORP.
DOC.1279280

SW-NW

CSM 3844
LOT 2

CSM 3844
LOT 1

12' WE ENERGIES EASEMENT

PRIVATE ACCESS AGREEMENT

30
LONE OAK DEVELOPMENT LLC
DOC.926905
CSM 5397
LOT 2
DOC.901742

ACCESS RESTRICTED BY CSM 3130

LONE OAK LANE
40'

24' ACCESS EASEMENT

15' STORM EASEMENT

5' UTILITY EASEMENT

PRIVATE ACCESS EASEMENT

TLE DRIVE

SLOPE INTERCEPT

DETAIL N.T.S

S89°28'45"E

N89°55'38"E

S44°15'48"E
35.22'

S45°44'12"W
28.39'

60' (R/L)

R/L = S/L:
STA.153+99.82

R/L = 1/4 LINE:
STA.157+86.65

R/L = 1/16 TH
STA.167+19.18

1/4 LINE = N89°50'13"W

2638.71' (MON. TO MON.)

1319.36 (MON. TO 1/16 TH)

R/L =N89°55'38"E

E. SUMNER STREET (STH 60)

AT&T EASEMENT

75' (R/L)

NO°47'09"E
0.58' (1/4LINE TO R/L)

ALUM. MON.
Y=145759.23
X=318052.25

16.5' AT&T EASEMENT
DOC.443309

31

PLAZA DRIVE
66'

32
UNITED COOP.
DOC.664596
CSM 3676
PARCEL 3
DOC.573527

60' PRIVATE SAN., WM EASEMENT

33
HARTFORD SAVINGS BANK
DOC.726444

CSM 5920
LOT 2
DOC.1097737

10' HARTFORD ELECTRIC EASEMENT

34
CONVENIENCE STORE INVESTMENTS
DOC.585258
CSM 5920
LOT 1
DOC.1097737

CTH K
85'

STEMEL INC.,
PURCHASER
DOC.1252833
PARCEL 2, CSM 3676
DOC.573527

PL1 61+01.30
Y = 145762.78
X = 316115.03
DELTA= 180°35'37"LT

CURVE C1
LCH = 3.08'
LCB = S1°18'37"W
L = 3.08'
R = 77'

CURVE C2
LCH = 36.84'
LCB = N29°56'21"E
L = 38.56'
R = 37'

CURVE C3
LCH = 12.67'
LCB = S2°42'08"W
L = 12.67'
R = 143'

CURVE C4
LCH = 4.67'
LCB = N04°11'55"E
L = 4.68'
R = 77'

CURVE C5
LCH = 5.53'
LCB = N06°20'58"E
L = 5.34'
R = 143'

CONC. MON.
W/ BRASS CAP
Y=143131.77
X=315368.23

S0°59'07"W
2635.36' (MON. TO MON.)

MATCHLINE SEE SHEET 4.07

MATCHLINE SEE SHEET 4.09

1/16 TH

CITY OF HARTFORD

NW-SW

103
AT&T WISCONSIN
PARCEL 31
DOC. 443309
PARCEL 32
DOC. 443309

104
CITY OF HARTFORD
ELECTRIC UTILITIES
PARCEL 28
DOC. 198778 (BLANKET)
PARCEL 29
DOC. 198778 (BLANKET)
PARCEL 34
DOC. 600028

LINETABLE

LINE	BEARING	DIST.
L1	N0°31'15"E	9.78'
L2	S89°28'45"E	69.79'
L3	S18°59'07"E	5.88'
L4	N9°14'42"E	15.69'
L5	S81°05'47"E	2.45'
L6	N0°31'15"E	13.00'
L7	S89°28'45"E	47.00'
L8	N0°31'15"E	7.99'
L9	N68°29'03"W	55.56'
L10	N89°55'38"E	150.00'
L11	N0°04'22"W	5.00'
L12	S52°13'36"E	16.30'
L13	S89°55'38"W	62.13'
L14	N0°04'22"W	2.00'
L15	S89°55'38"W	155.00'
L16	N62°19'39"W	36.45'

LINETABLE

LINE	BEARING	DIST.
L17	S0°31'15"W	7.00'
L18	S89°28'45"E	50.14'
L19	N45°44'12"E	21.29'
L20	S89°28'45"E	5.10'
L21	N89°28'45"W	23.59'
L22	S0°31'15"W	15.00'
L23	S89°28'45"E	16.00'
L24	S0°31'15"W	10.00'
L25	N89°28'45"W	32.00'
L26	S0°31'15"W	4.00'
L27	S43°31'48"W	29.00'
L28	S89°55'38"W	37.00'
L29	N42°12'38"W	28.32'
L30	N83°51'17"E	47.27'
L31	N34°03'43"E	60.41'
L32	S89°12'51"E	8.06'
L33	N71°2'39"W	3.16'
L34	N89°28'45"W	10.91'

NOTES:
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THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

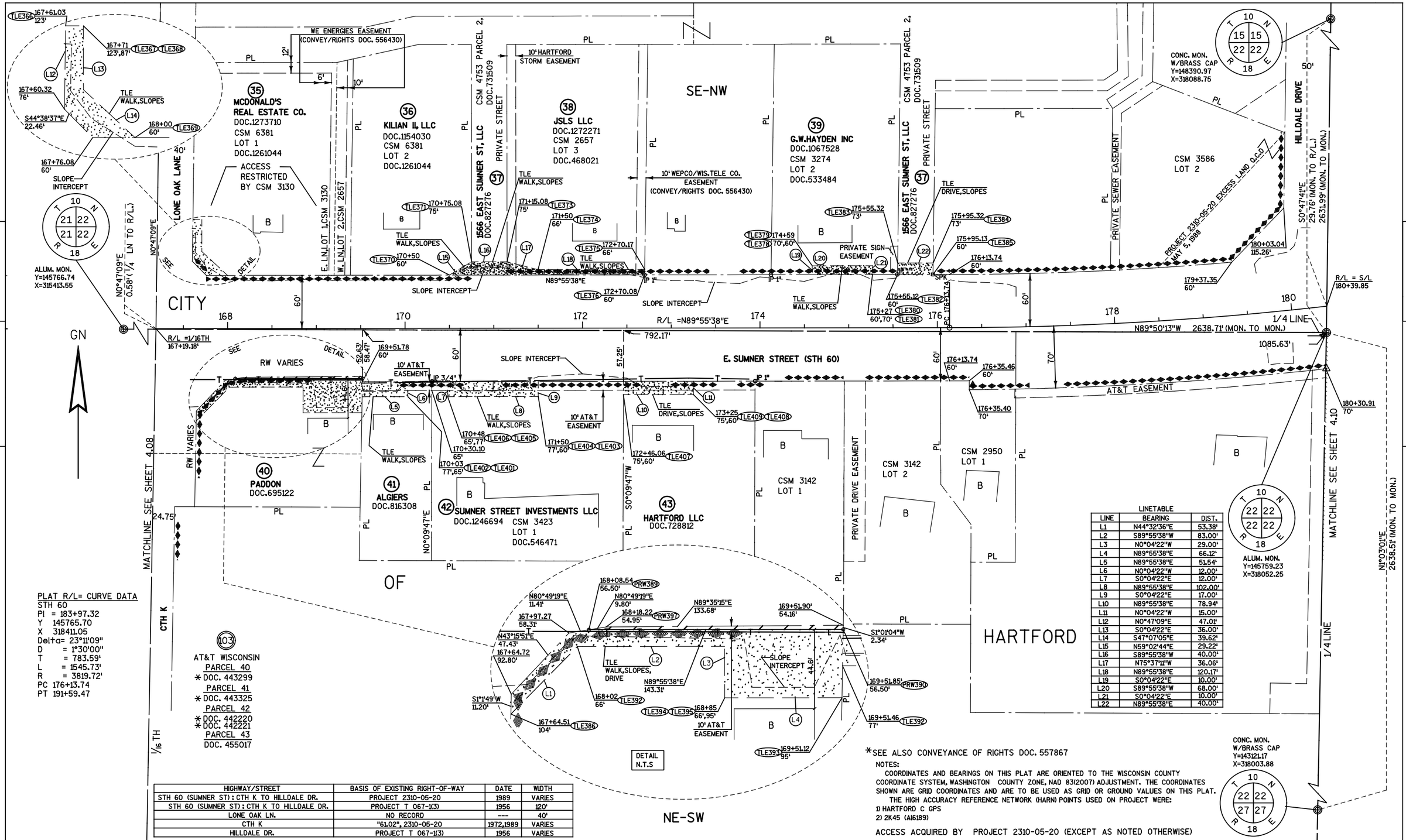
HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST): PLAZA DR. TO CTH K	PROJECT 2310-05-20	1989	VARIES
STH 60 (SUMNER ST): PLAZA DR. TO CTH K	PROJECT 067-1(3)	1956	120'
STH 60 (S.SIDE IN W. 387.02', SW, SEC.22)	CSM 3676	1990	60' (SECTION LINE)
CTH K	PROJ. "61.02", 2310-05-20	1972,1989	VARIES
SELL DR.	NO RECORD	---	60'
PLAZA DR.	CSM 3676	1990	60'
LONE OAK LN	NO RECORD	---	40'

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE)

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.08
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 212 E

FILE NAME : c:Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040108_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

STH 60 2310-19-20 4.08



PLAT R/L= CURVE DATA
STH 60
PI = 183+97.32
Y 145765.70
X 318411.05
Delta= 23°11'09"
D = 1°30'00"
T = 783.59'
L = 1545.73'
R = 3819.72'
PC 176+13.74
PT 191+59.47

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST) : CTH K TO HILLDALE DR.	PROJECT 2310-05-20	1989	VARIES
STH 60 (SUMNER ST) : CTH K TO HILLDALE DR.	PROJECT T 067-1(3)	1956	120'
LONE OAK LN.	NO RECORD	---	40'
CTH K	"61.02", 2310-05-20	1972,1989	VARIES
HILLDALE DR.	PROJECT T 067-1(3)	1956	VARIES

LINETABLE

LINE	BEARING	DIST.
L1	N44°32'36"E	53.38'
L2	S89°55'38"W	83.00'
L3	N0°04'22"W	29.00'
L4	N89°55'38"E	66.12'
L5	N89°55'38"E	51.54'
L6	N0°04'22"W	12.00'
L7	S0°04'22"E	12.00'
L8	N89°55'38"E	102.00'
L9	S0°04'22"E	17.00'
L10	N89°55'38"E	78.94'
L11	N0°04'22"W	15.00'
L12	N0°47'09"E	47.01'
L13	S0°04'22"E	36.00'
L14	S47°07'05"E	39.62'
L15	N59°02'44"E	29.22'
L16	S89°55'38"W	40.00'
L17	N75°37'11"W	36.06'
L18	N89°55'38"E	120.17'
L19	S0°04'22"E	10.00'
L20	S89°55'38"W	68.00'
L21	S0°04'22"E	10.00'
L22	N89°55'38"E	40.00'

*SEE ALSO CONVEYANCE OF RIGHTS DOC. 557867

NOTES:
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THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE)

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.09
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 213 E

FILE NAME : c:\Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040109_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

CONC. MON.
W/BRASS CAP
Y=148390.97
X=318088.75

T 10 N
R 15 15 E
22 22
18

GN

MATCHLINE SEE SHEET 4.09

1/4 LINE

HILLDALE DRIVE

50'

20' HARTFORD ELECTRIC EASEMENT

S0°47'41"E
29.76' (MON. TO R/L.)
2631.99' (MON. TO MON.)

CITY

CSM 5845
LOT 1

NORTH PIKE LAKE DR.

80'

CITY OF HARTFORD
TOWN OF HARTFORD

CSM 5845
LOT 2

SW-NE

OF

MATCHLINE SEE SHEET 4.11

194+63.32
70'

R/L =1/16TH
194+31.86

194

R/L = N66°44'29"E

191+59.47
70'

PT 191+59.47

192

193+98.15
75'

IP 1 1/2" ø

188+84.17
70'

70'

190

75'

191+59.47
75'

181+19.78
198.36'

185+70.47
90'

185+70.47
70'

187+08.86
70'

188

70'

90'

186

E. SUMNER STREET (STH 60)

189+18.74
75'

HARTFORD

NO1°56'19"E
426.92' (1/4 LINE TO R/L ALONG 1/16TH LINE)

PLAT R/L= CURVE DATA
STH 60
PI = 183+97.32
Y 145765.70
X 318411.05
Delta= 23°11'09"
D = 1°30'00"
T = 783.59'
L = 1545.73'
R = 3819.72'
PC 176+13.74
PT 191+59.47

CURVE C1
LCH = 79.91'
LCB = N82°25'11"E
L = 79.92'
R = 3889.72'

ALUM. MON.
Y=145759.23
X=318052.25

T 10 N
R 22 22 E
22 22
18

SLOPE INTERCEPT

182+15.00
90.00'

184

182

R/L = S/L
180+39.85

S0°8'51"W
35.50'

43.93'

70'

SLOPE INTERCEPT

C1

L1

L2

L3

181+53.48
70',75'

TLE4111 TLE4112

TLE
WALK,SLOPES

180+30.91
70'

180+75
70',75'

TLE4114 TLE4111

NO1°03'01"E
2638.51' (MON. TO MON.)

PL

PI 181+97.32

CITY OF HARTFORD
TOWN OF HARTFORD

S89°51'09"E
2643.95' (MON. TO MON.)

1321.98' (MON. TO 1/16TH LINE)

SOUTH PIKE LAKE ROAD

(44)
BAUTZMANN
DOC.886095

B

B

B

TOWN

NW-SE

OF

HARTFORD

(PRIVATE
SEPTIC
EASEMENT)

PL

PL

PL

LINETABLE

LINE	BEARING	DIST.
L1	S6°59'30"E	5.00'
L2	S82°25'11"W	80.02'
L3	S8°10'08"E	5.00'

NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST): HILLDALE DR. TO HIGH RD.	PROJECT 2310-05-20	1989	VARIES
STH 60 (SUMNER ST): HILLDALE DR. TO HIGH RD.	PROJECT T 067-1(3)	1956	120'
HILLDALE DR.	PROJECT T 067-1(3)	1956	50'
N. PIKE LAKE DR.	CSM 5845	2005	VARIES
HIGH RD.	PROJECT T 067-1(3)	1956	VARIES

T 10 N
R 22 23 E
22 23
18

CONC.MON
W/ BRASS CAP
Y=145752.42
X=320696.19

T 10 N
R 22 22 E
27 27
18

CONC. MON.
W/BRASS CAP
Y=143121.17
X=318003.88

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.10
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 214 E

FILE NAME : c:\Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040110_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE)

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST) : HIGH RD. TO OTTO DR.	PROJECT 2310-05-20	1989	VARIES
STH 60 (SUMNER ST) : HIGH RD. TO OTTO DR.	PROJECT T 067-1(3)	1956	VARIES

LINETABLE

LINE	BEARING	DIST.
L1	N15°45'16"E	36.06'
L2	N72°03'51"E	28.71'
L3	S10°15'21"W	21.56'
L4	S78°41'20"E	88.01'
L5	S57°14'32"E	34.89'

PLAT R/L= CURVE DATA
STH 60
PI = 202+27.44
Y 146496.84
X 320112.13
Delta= 5°19'23"
D = 1°30'00"
T = 177.56'
L = 354.87'
R = 3819.72'
PC 200+49.87
PT 204+04.74

GN

4

4

MATCHLINE SEE SHEET 4.10

MATCHLINE SEE SHEET 4.12

1/16 TH

TOWN OF HARTFORD

CITY OF HARTFORD

45' TOWN/HARTFORD SANITARY SEWER EASEMENT

E. SUMNER STREET (STH 60)

HIGH RD.

OTTO DRIVE

KISSEL RIDGE ADDITION #1

KISSEL RIDGE ADDITION #1

WATSIDE DRIVE

DETAIL N.T.S

S20°23'51"E
N20°23'51"W
208+73.21 TLE424
108'
TLE WALK,SLOPES
PRW422 208+73.90 92'
208+13.71 95' TLE420
208+14.18 84' PRW417
TLE419 207+85 95'
TLE WALK,SLOPES
SLOPE INTERCEPT
19.02'
27.02'
20.94'
TLE425 209+50 65'
N72°03'51"E
208+96 65' PRW423
208+15 65'
11.00'
208+04 65' PRW416
208+75.06 65'
N72°03'51"E
SLOPE INTERCEPT
TLE418 207+65 65'

CONC.MON W/ BRASS CAP Y=148387.89 X=320745.99

T 10 N R 15 E 14 22 23 18

(45) OUTLOT 7 C-CAP LLC DOC.1036908 (OUTLOT 7, KISSEL RIDGE ADD. NO.1)

(46) HANSON DOC. 1024405

10' WE ENERGIES ELECTRIC EASEMENT

53.6'

205+56.06 65'
IP 5/8"
IP 3/4"
205+56.06 60'
R/L = S/L 208+59.72
R/L=N72°03'51"E
204+56.35 60'
202+87.13 91.79'
SLOPE INTERCEPT
208+39.04 60'
IP 3/4"
IP 5/8"
200+49.87 70'
200+49.87 60'
201+75.19 60'
PC 200+49.87
PT 204+04.74
204+04.74 60'
200+76.49 60'
200+76.49 70'
198+36.38 70'
194+63.32 70'
R/L = 1/16 TH 194+31.86
196+90.16 90'
R/L=N66°44'29"E

(105) WE-ENERGIES-ELEC. PARCEL 45 DOC. 557399 PARCEL 46 DOC. 557399

CONC.MON W/ BRASS CAP Y=145752.42 X=320696.19

T 18 N R 22 E 22 23 22 23 18

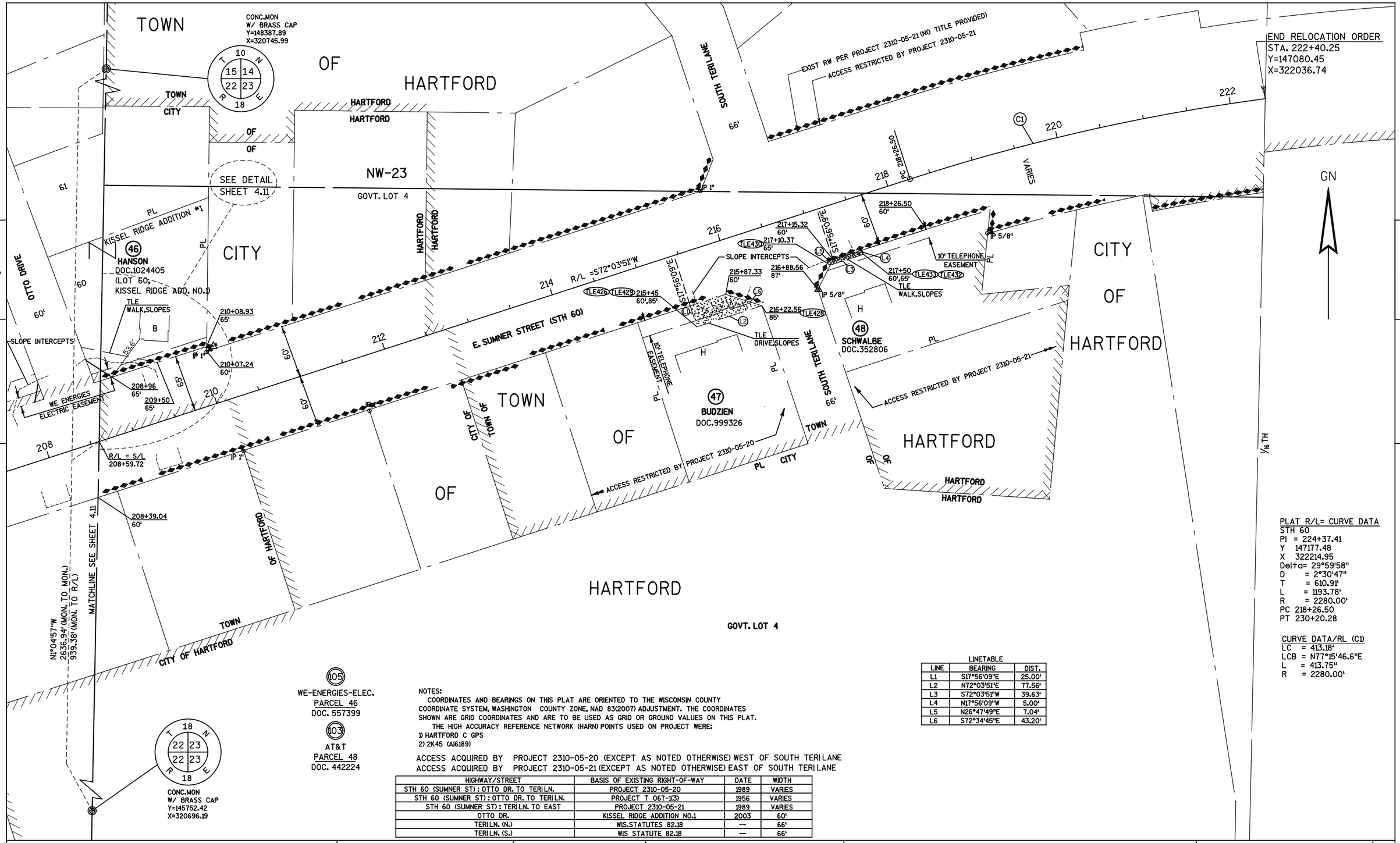
N01°04'57"E 2635.94' (MON. TO MON.) 939.38' (MON. TO R/L)

N01°56'19"E 426.32' (1/4 LINE TO R/L ALONG 1/16 TH LINE)

S.LINE, NE 1/4, SEC 22

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.11	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET	E

FILE NAME : c:\Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040111_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1



NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WASHINGTON COUNTY ZONE, NAD 83(2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) HARTFORD C GPS
2) 2K45 (AI6189)

ACCESS ACQUIRED BY PROJECT 2310-05-20 (EXCEPT AS NOTED OTHERWISE) WEST OF SOUTH TERI LANE
ACCESS ACQUIRED BY PROJECT 2310-05-21 (EXCEPT AS NOTED OTHERWISE) EAST OF SOUTH TERI LANE

HIGHWAY/STREET	BASIS OF EXISTING RIGHT-OF-WAY	DATE	WIDTH
STH 60 (SUMNER ST): OTTO DR. TO TERI LN.	PROJECT 2310-05-20	1989	VARIES
STH 60 (SUMNER ST): OTTO DR. TO TERI LN.	PROJECT T 067-1(3)	1956	VARIES
STH 60 (SUMNER ST): TERI LN. TO EAST	PROJECT 2310-05-21	1989	VARIES
OTTO DR.	KISSEL RIDGE ADDITION NO.1	2003	60'
TERI LN. (N.)	WIS.STATUTES 82.18	---	66'
TERI LN. (S.)	WIS STATUTE 82.18	---	66'

LINETABLE

LINE	BEARING	DIST.
L1	S17°56'09"E	25.00'
L2	N72°03'51"E	77.56'
L3	S72°03'51"W	39.63'
L4	N17°56'09"W	5.00'
L5	N26°47'49"E	7.04'
L6	S72°34'45"E	43.20'

PLAT R/L= CURVE DATA
STH 60
PI = 224+37.41
Y 147177.48
X 322214.95
Delta= 29°59'58"
D = 2°30'47"
T = 610.91'
L = 1193.78'
R = 2280.00'
PC 218+26.50
PT 230+20.28

CURVE DATA/RL (C1)
LC = 413.18'
LCB = N77°15'46.6"E
L = 413.75'
R = 2280.00'

REVISION DATE	DATE: OCT.16,2013	SCALE, FEET 0 100 200	HWY: STH 60	STATE R/W PROJECT NUMBER 2310-19-20	PLAT SHEET 4.12	
	GRID FACTOR N/A		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 2310-19-70	PS&E SHEET 216	E

FILE NAME : c:\Users\Kenya Jenkins\Documents\spann\Projectsn501-60thHartford\plan sheetsn501-040112_rp.dgn PLOT DATE : 10/16/2013 PLOT BY : Kenya Jenkins PLOT NAME : PLOT SCALE : 100:1

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPAIR SHES

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP RECONSTRUCTION DETAILS.

CONCRETE PAVEMENT REPAIR AND CURB AND GUTTER REPLACEMENT AREAS ARE APPROXIMATE AND TO BE VERIFIED BY THE ENGINEER.

MATCH DRIVEWAY WIDTH. MATCH DRIVEWAY THICKNESS OR 4" MINIMUM WITH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

BEGIN PROJECT 2310-19-70
STA. 101+00.0
Y = 145,827.01
X = 310,260.79

MAIN ST (STH 83)

MILL ST

SOUTH ST

BEGIN CONCRETE PAVEMENT REPAIRS

CLOSE FORMER DRIVEWAY

CAUTION

SLOPE INTERCEPT

STH 60

SUMNER STREET

STH 60 R/L

R/W

TLE

49.51'

CP 296

MASTERS 22

SCHNORENBERG 15

BLACK 54

KOHLER 62

SUMNER STREET, LLC 124

NOORLAAG & GARCIA 202

PILLSBURY 210

MEYER 218-220

SPIEGLER 222

PETERS 228-230

HOVE 304-306

HARTFORD CAPITAL HOLDINGS LLC 308-310

HANSEN 316

ARMSTRON 15

WHITE ELEPHANT, LLP 35

CONLEY PUBLISHING GROUP 55

WISCONSIN TELEPHONE CO 103

JACKSON 117

BULAWA 127

BACKES 203

SMITH 215

O'BRYON 225

PAUL 305

KOBS 311

HOLTMAN 315

STA 111+00

MATCHLINE

NO.	STATION	DESCRIPTION	ELEV.
CP 296	99+96, 0.86'LT	CONCRETE MONUMENT WITH BRASS CAP	980.91

CONCRETE PAVEMENT REPAIR AND CURB & GUTTER REPLACEMENT STA 101+00 TO STA 147+72

NO.	STATION	DESCRIPTION	ELEV.
CP 5092	113+11.19, 4.94'LT	ALUMINUM MONUMENT	989.23
CP 106	125+66.84, 365.52'LT	CONCRETE MONUMENT CAP	983.65

RUBICON RIVER

ROTARY PARK

CITY OF HARTFORD 402

EXISTING PAVILION

SLOPE INTERCEPT

GRAND AVE

78.06'

MASTERS 334

GRAUN 324

CITY OF HARTFORD 414

SEE PAVING DETAILS - STH 60 AT GRAND AVENUE

CP 5092

SLOPE INTERCEPT

DALL 333

UTECH 341

FLEMING 325

POLZIN 407

JAECKEL 417

RAFALSKI 427

BEAR 435

DIETZLER 445

ANDRUSCAVAGE & ASHFORD 505

WHITE 513

HARTFORD AQUA TECH MALCHOW 525

ICPP 539

WISDOT 603

HOLMES 611

CITY OF HARTFORD 628

WILLOWBROOK PARK

CITY OF HARTFORD 666

STEEL CRAFT DR

49.09'

MADELL 619

SOUTHWORTH 629

BRANDT 639

BRANDT 649

ZIVKOVICH 655

GRAVELLE 663

STA 126+00

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN	SHEET E

FILE NAME : t:\1092713\cadd\sheets\planprof\050201_pn.DGN PLOT DATE : 3/8/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

NO.	STATION	DESCRIPTION	ELEV.
CP 6345	132+45.05, 0.34' LT	ALUMINUM MONUMENT	988.33
CP 21703	153+74.39, 42.23' LT	ALUMINUM MONUMENT	1021.17
CP 112	153+99.81, 2.42' RT	ALUMINUM MONUMENT	1020.56
CP 102	154+71.73, 157.46' RT	BASE POINT (2K44 GPS)	1021.50

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP RECONSTRUCTION DETAILS.

CONCRETE PAVEMENT REPAIR AND CURB AND GUTTER REPLACEMENT AREAS ARE APPROXIMATE AND TO BE VERIFIED BY THE ENGINEER.

LEGEND

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPAIR SHES

CONCRETE PAVEMENT REPAIR AND CURB & GUTTER REPLACEMENT STA 100+16 TO STA 147+72

STEEL CRAFT DR
STA 126+00
MATCHLINE
LACKAS 702
M & D VAN BEEK, LLC 714
SLOPE INTERCEPT
TLE
STH 60
128
WHITE ELEPHANT DEVELOPMENT LLC 677
WEARING 709
JERSCHEFSKE 711
W B S 715
RADC 721
DHILLON FUEL 743
SLOPE INTERCEPT
BRAULT ST
66'
TUHY 759
BRAULT 773
MARX & CONFARE 811
MARX 823
JJR PROPERTIES 835
CITY OF HARTFORD 730
EWING AVE
20'
SLOPE INTERCEPT
SUMNER STREET
R/W
130
132
134
136
138
140
80'
12'
10'
STH 60 R/L
CP 6345
WILLOW BROOK PARK
N WILSON AVE
S WILSON AVE
WISCONSIN GAS 910
SLOPE INTERCEPT
AURORA MEDICAL GROUP 1004
STA 141+00
MATCHLINE
SEE PAVING DETAILS - STH 60 AT WILSON AVENUE
CAUTION
SCHIMP 937
HARTFORD DENTAL PROPERTIES 1009
SLOPE INTERCEPT

AURORA MEDICAL GROUP 1004
HARTFORD MEMORIAL HOSPITAL 1032
HARTFORD MEMORIAL HOSPITAL 43
HARTFORD HEALTHCARE CENTER 1202
SELL DR
66'
STA 141+00
CONCRETE PAVEMENT 10-INCH
END CONCRETE PAVEMENT REPAIRS
STA 147+72 BEGIN MILL AND HMA OVERLAY
BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
ASPH
TLE
SLOPE INTERCEPT
CLOSE FORMER DRIVEWAY
KRUEGER 1246
STH 60 SUMNER STREET
142
144
146
148
150
152
154
156
100'
120'
STH 60 R/L
CP 21703
CP 112
CP 102
STA 156+00
MATCHLINE
HOFFMAN DR
8' SHIFT OF R/L
HARTFORD DENTAL PROPERTIES 1009
GLACIER HILLS CREDIT UNION 1025
MWL ENTERPRISES 1111
CENTURY OF HARTFORD 1121
JJR PROPERTIES 1141
ROETHLE 1147
FOELSKE 1157
SNIDER FAMILY TRUST 1171
JJR PROPERTIES 1219
DAIRY QUEEN BRAZIER 1225
BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
PLAZA DR

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN	SHEET 218 E

FILE NAME : t:\1092713\cadd\sheets\planprof\050202_pn.dgn PLOT DATE : 3/8/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

NO.	STATION	DESCRIPTION	ELEV.
CP 124	180+36.12, 29.52' RT	ALUMINUM MONUMENT	1013.99

STA 156+00

MATCHLINE

5

AUTOZONE 1268

RUECKL 1310

RSS 1336

KUHAUPT 1350

CITY OF HARTFORD

KVARA 1364-1374

WALGREENS 1400

LONE OAK LN

MCDONALDS 1450

KILIAN II 1472

STA 170+50

N

SLOPE INTERCEPT

CLOSE FORMER DRIVEWAY

STH 60

SUMNER STREET

R/W

TLE

BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

ASPH

80'

DO NOT DISTURB SIGN

250' LEFT TURN STORAGE

200' LEFT TURN STORAGE

STH 60 R/L

126' TAPER

PIKE LAKE TRAIL

DO NOT DISTURB SIGN

STA 161+04 BEGIN WIDENING FOR CTH K INTERSECTION IMPROVEMENTS, CONTINUE MILL AND OVERLAY OF EXISTING PAVEMENT AREA END 3.5" REMOVING ASPHALTIC SURFACE MILLING AND BEGIN 6" REMOVING ASPHALTIC SURFACE

PONDEROSA STEAKHOUSE 1285

200' RIGHT TURN STORAGE

KWIK TRIP 1411

BICYCLE SLIP LANE

CTH K

130'

10' PATH

CAUTION

TENDER TOUCH VETERINARY CARE 1471

PADDON 1457

BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

MATCHLINE

5

STA 170+50

SCHLINK 1502

KENSINGTON MANAGEMENT 1516

G W HAYDEN INC 1534

JZD THREE SCOOPS INVESTMENTS 1570

ASSOCIATED BANC-CORP 1594

HILLDALE DR

CITY OF HARTFORD

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP RECONSTRUCTION DETAILS.

MATCHLINE STA 186+00

BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL

SPRINKLER SYSTEM LOCATED ON PROPERTY. DO NOT DISTURB OR DAMAGE.

SLOPE INTERCEPT

126' TAPER

STH 60

SUMNER STREET

STA 174+06 END WIDENING FOR CTH K INTERSECTION IMPROVEMENTS, CONTINUE MILL AND OVERLAY OF EXISTING PAVEMENT AREA END 6" REMOVING ASPHALTIC SURFACE BEGIN 3.5" REMOVING ASPHALTIC SURFACE MILLING

CLOSE FORMER DRIVEWAY

GEORGE WEB EYE DEAL OPTICAL COMMUNITY CHIROPRACTIC CENTER PIZZA HUT SUBWAY 1481

AMERICINN 1527

SUPER 8 MOTEL 1539

SALON EAST GENESIS BEHAVIORAL SERVICES DOLL AND ASSOC KEVIN KRIZAN INSURANCE AGENCY 1567

LLF I 1571

PAPA MURPHY'S PIZZA SNAP FITNESS SOMETHING TROPICAL 1595

CITY OF HARTFORD

TOWN OF HARTFORD

PIKE LAKE TRAIL

CAUTION

DO NOT DAMAGE OR EXCAVATE WITHIN DRIP ZONE OF TREES

BAUTZMANN 5289

CP 124

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN	SHEET 219	E

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP RECONSTRUCTION DETAILS.

NO.	STATION	DESCRIPTION	ELEV.
CP 101	187+60.50, 80.19' RT	BASE POINT (HARTFORD-C GPS)	1009.86
CP 118	211+76.12, 0.03' LT	ALUMINUM MONUMENT	1030.30

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN	SHEET 220 E

FILE NAME : t:\1092713\cadd\sheets\planprof\050204_pn.dgn PLOT DATE : 3/8/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

NO.	STATION	DESCRIPTION	ELEV.
CP 19027	230+22.70, 0.02' LT	ALUMINUM MONUMENT	1001.78
CP 19000	235+71.88, 0.07' LT	CONCRETE MONUMENT CAP	999.67

NOTES:
SEE INTERSECTION DETAILS FOR CURB RAMP RECONSTRUCTION DETAILS.

MATCH DRIVEWAY WIDTH, MATCH DRIVEWAY THICKNESS OR 4" MINIMUM WITH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

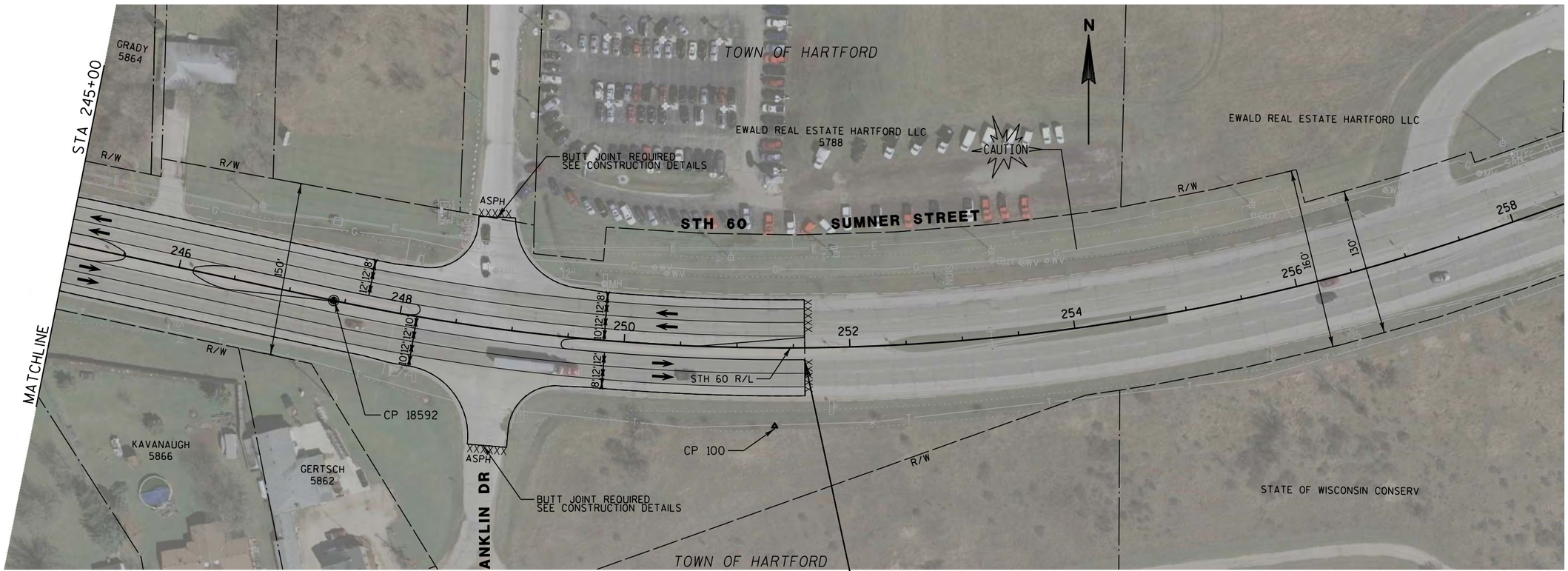
TERI LN
ST LOUIS 3750
TOWN OF HARTFORD
CAUTION
STH 60
SUMNER STREET
COURTNEY 5998
TIMLIN'S GROUP LLC 5980
N
BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
ASPH
R/W
STA 215+00
STA 230+00
MATCHLINE
216
218
220
222
224
226
228
STH 60 R/L
150'
120'
EXISTING STRUCTURE C-66-18 5' WIDE X 7' HIGH TWIN CELL BOX CULVERT TO REMAIN
PIKE LAKE TRAIL
SLOPE INTERCEPT
SLOPE INTERCEPT 66'
TLE
CITY OF HARTFORD 2161
SCHWALBE 3736
BUDZIEN 6077
MCLAUGHLIN & ERICKSON 6051
MCLAUGHLIN 6045
CITY OF HARTFORD
TOWN OF HARTFORD

BRANDY & BOWER 5972
BRANDY & BOWER
RIVER
EXISTING STRUCTURE C-66-19 8' WIDE X 6' HIGH TWIN CELL BOX CULVERT TO REMAIN
CP 19027
CP 19000
STH 60
SUMNER STREET
232
234
236
238
240
242
244
130'
120'
PIKE LAKE TRAIL
RUBICON
TOWN OF HARTFORD
CITY OF HARTFORD
STATE OF WISCONSIN CONSERV
FRANKLIN DR
GRADY 5864
SCHULTZ 5880
LACKAS 5871
SJL RENTALS 5868

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	PLAN	SHEET E

FILE NAME : t:\1092713\cadd\sheets\planprof\050205_pn.dgn PLOT DATE : 3/8/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

NO.	STATION	DESCRIPTION	ELEV.
CP 18592	247+40.01, 0.00' RT	ALUMINUM MONUMENT	1010.88
CP 100	251+33.77, 69.22' RT	BASE POINT (AK45 GPS)	1021.84



END PROJECT 2310-19-70
STA. 251+60
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAILS

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
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E04-02	SOD OR MASONRY AND SOD DITCH CHECKS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-08	CONDUIT UNDER PAVED HIGHWAYS
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-05	CONCRETE BASE TYPE 10
09C12-05A	CONCRETE BASE TYPE 13
09C12-05B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-13B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-13C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-13G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-06A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-06B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-06C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-06D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-06E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F10-04	LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09G01-03A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-03G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
13C18-02D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-05	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

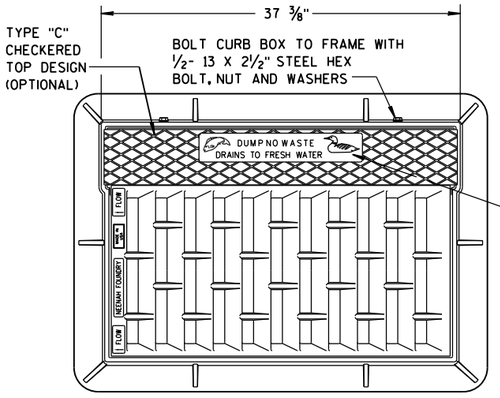
6

Standard Detail Drawing List

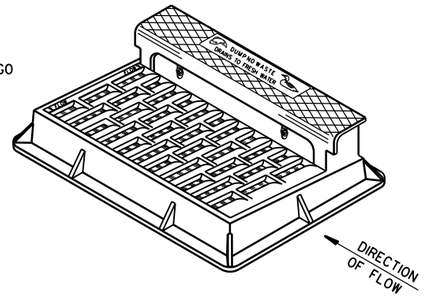
15D30-01	TRAFFIC CONTROL, SIDEWALK CLOSURE

6

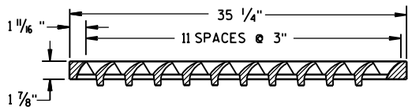
6

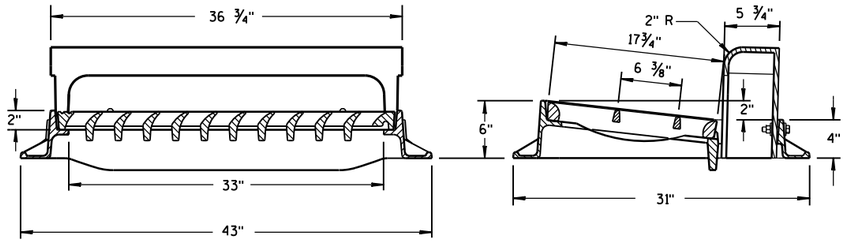


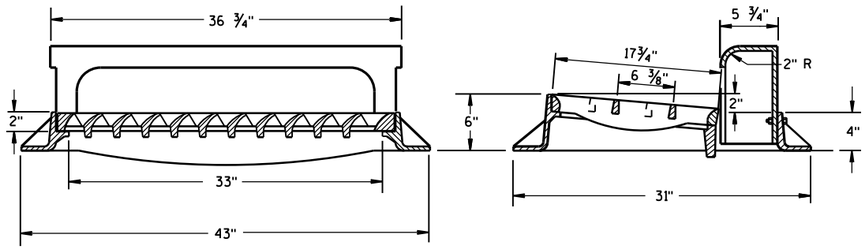
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

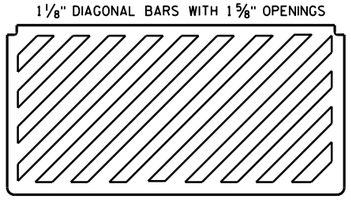






TYPE "H"

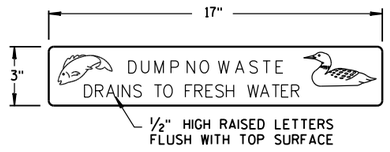
NOTE: EITHER CASTING IS ACCEPTABLE



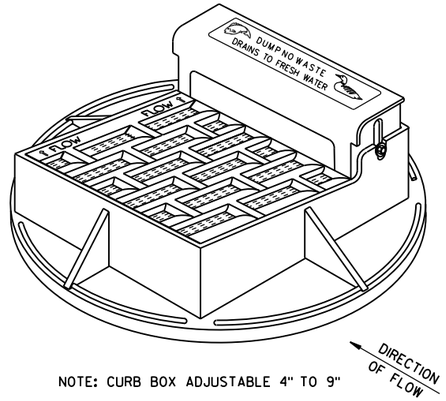
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

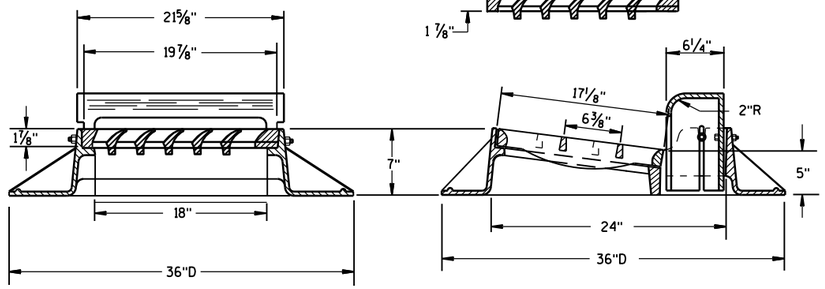


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



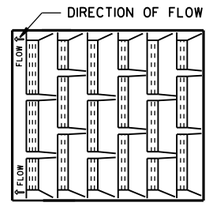
TYPE "A"

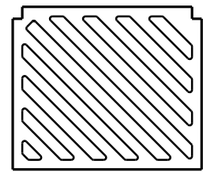
GENERAL NOTES

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

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

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

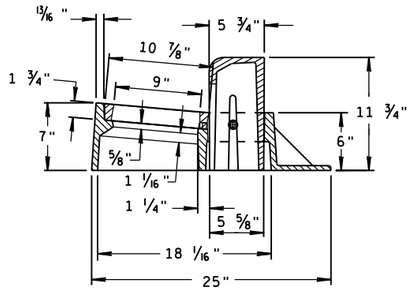


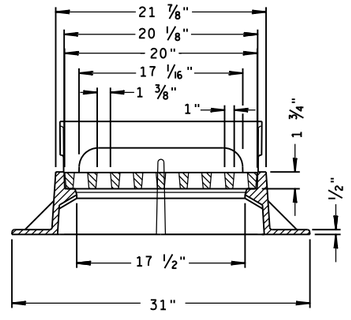


SPECIAL GRATE FOR TYPE "A" COVER

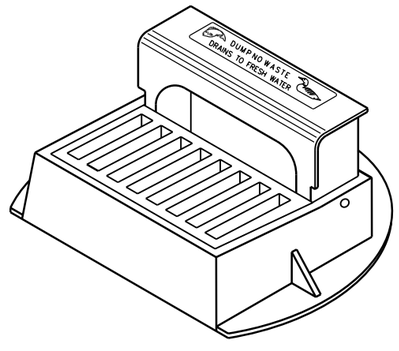
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

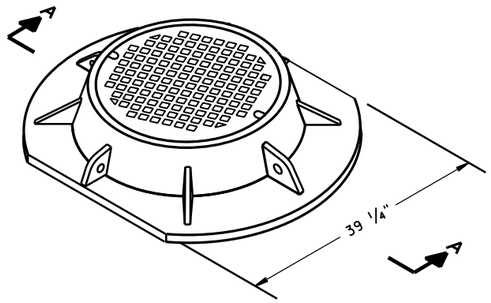


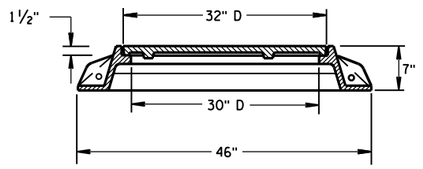
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

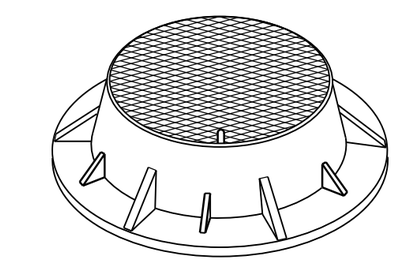
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

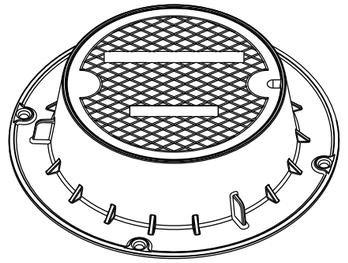
S.D.D. 8 A 5-19a

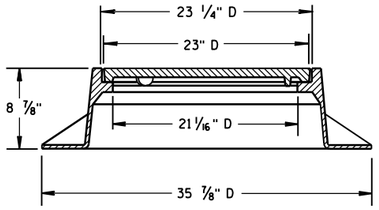


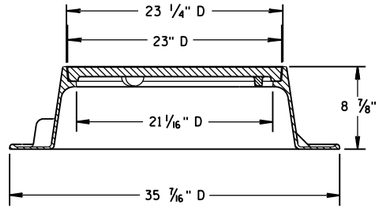


SECTION A-A
TYPE "K"









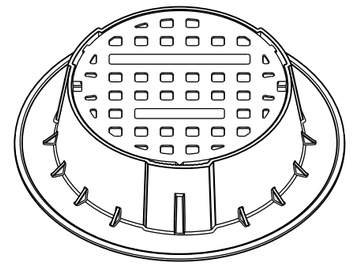
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

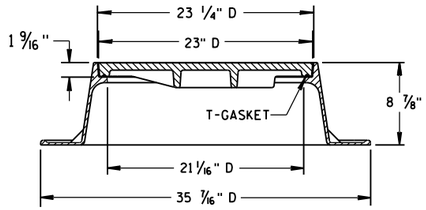
GENERAL NOTES

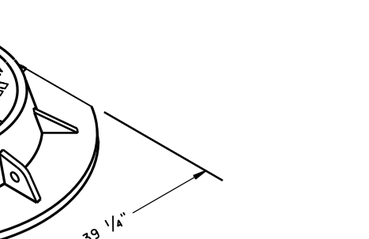
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

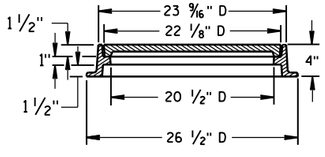
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

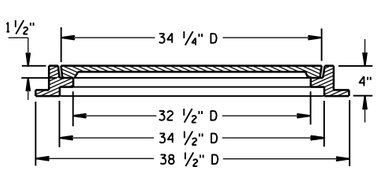




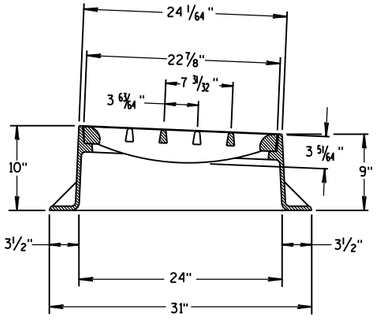


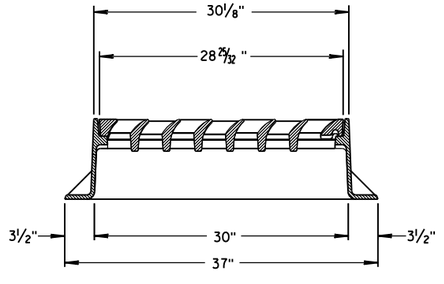


TYPE "L"

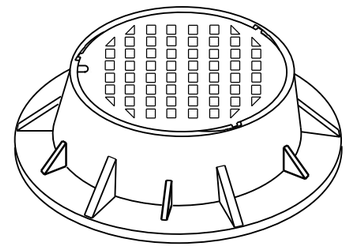


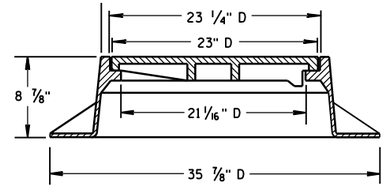
TYPE "M"





INLET COVER TYPE "BW"





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

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

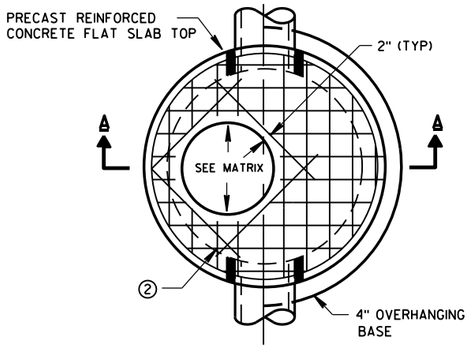
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

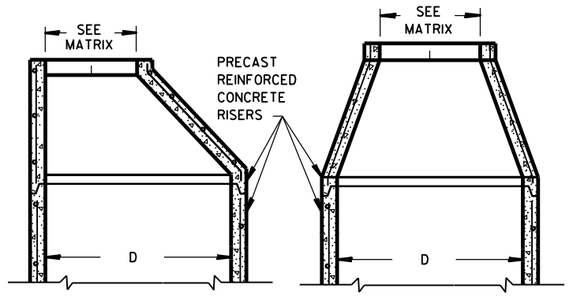
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

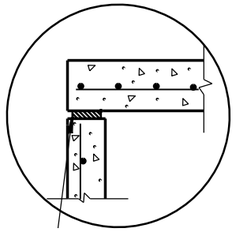


PLAN VIEW CIRCULAR OPENING

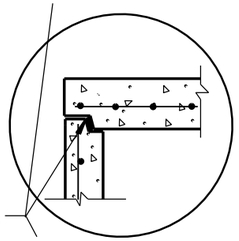


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

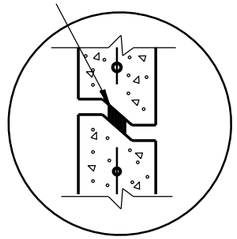


TOP WITH PLAIN END JOINT



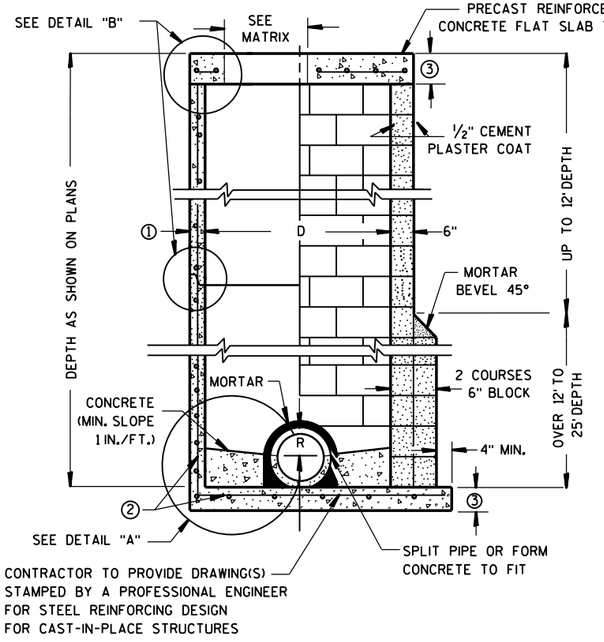
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



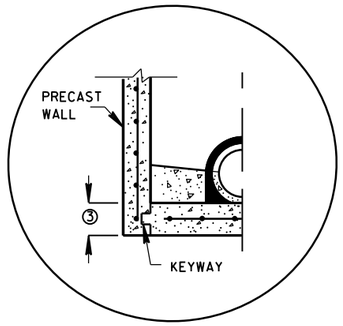
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

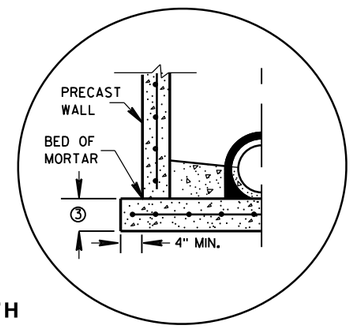


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

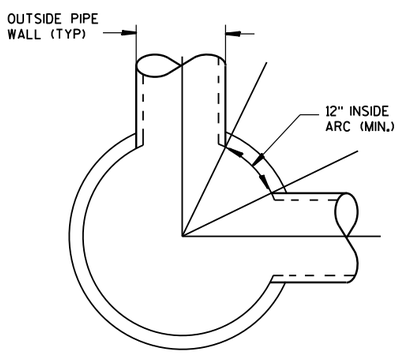


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

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6/5/2012
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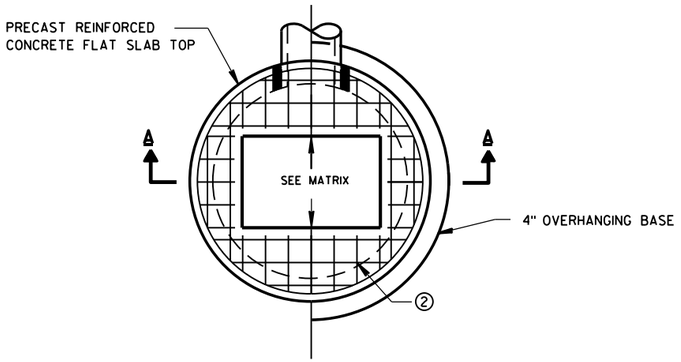
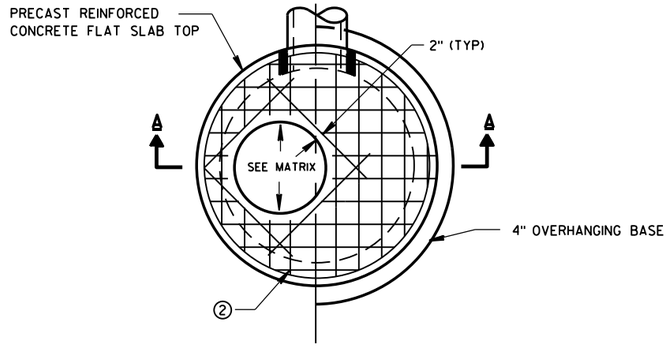
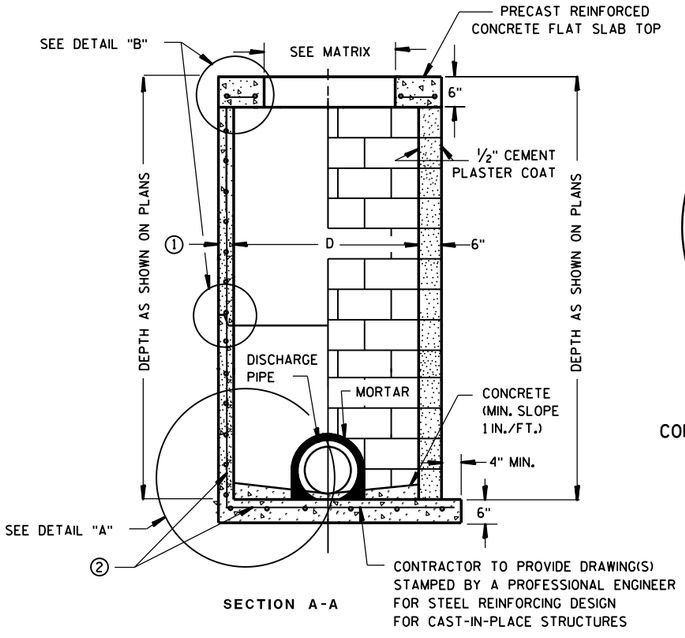


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

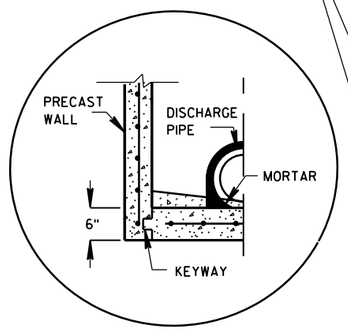


SECTION A-A

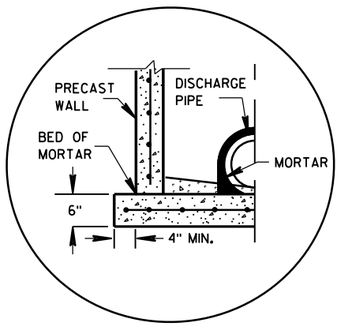
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

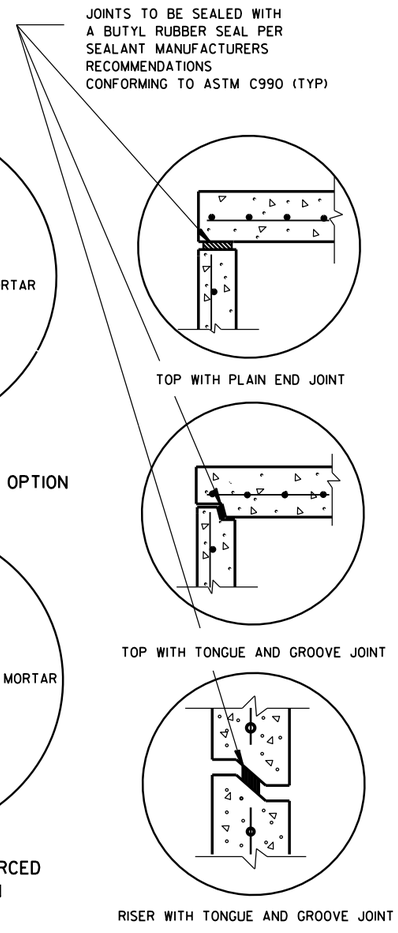


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

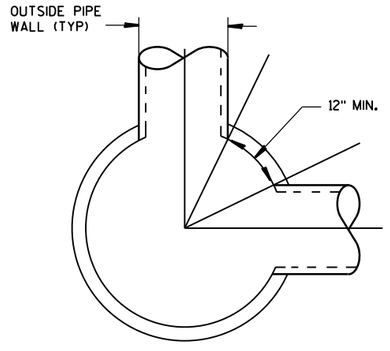
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

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6/5/2012 — DATE
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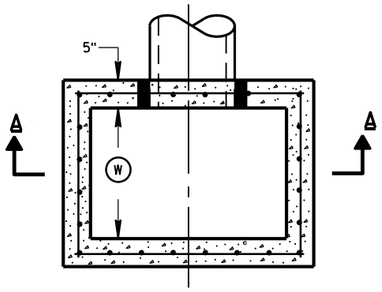
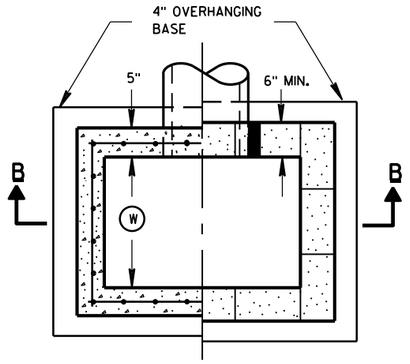
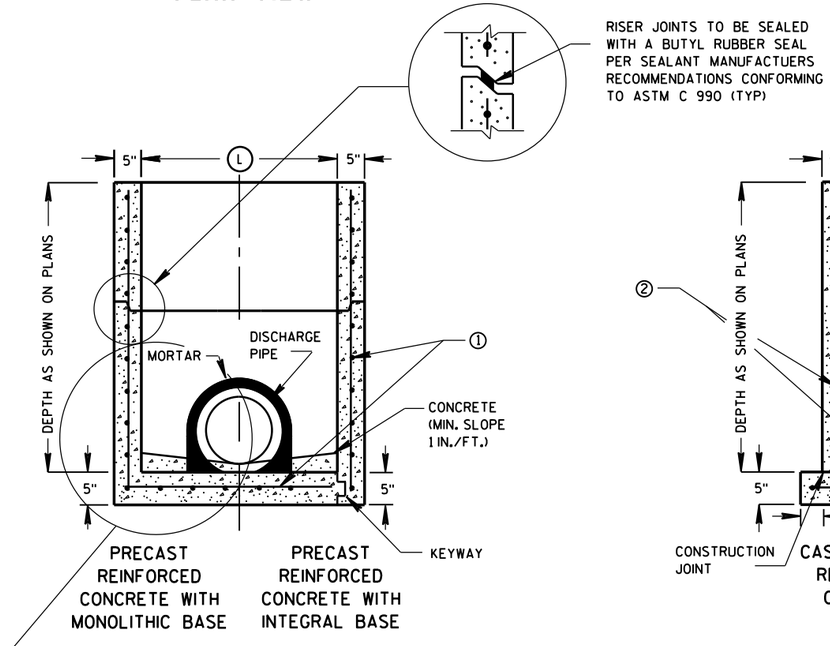
INLETS 3-FT AND 4-FT DIAMETER



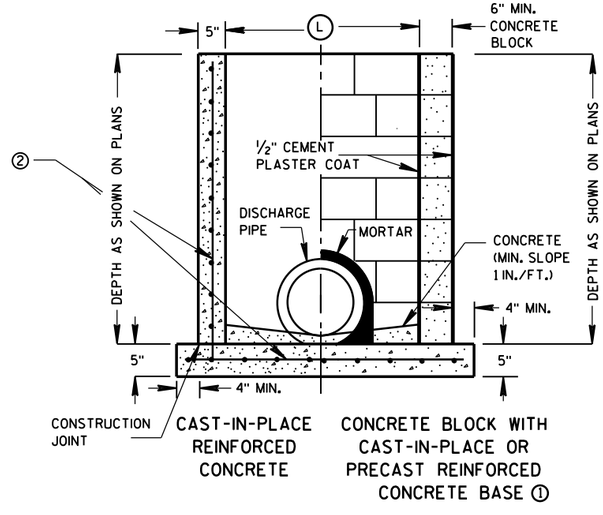
PLAN VIEW



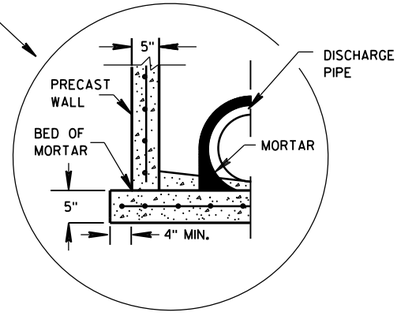
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

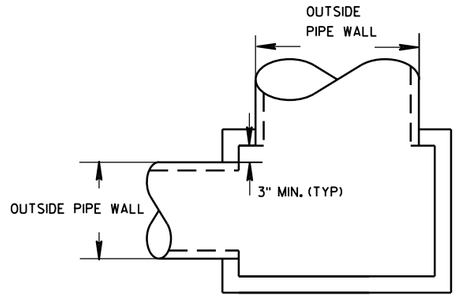
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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6/5/2012
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ROADWAY STANDARDS DE
ENGINEER

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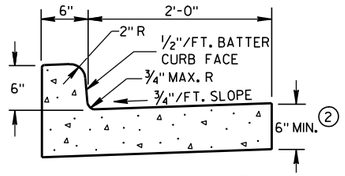
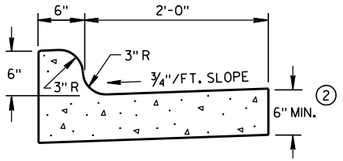
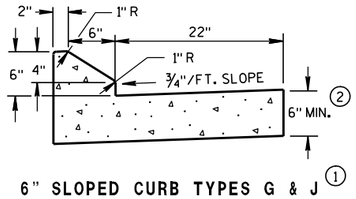


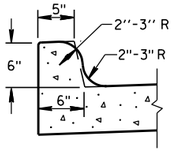
TYPES A & D (1)



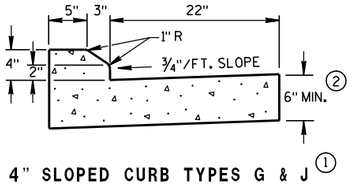
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

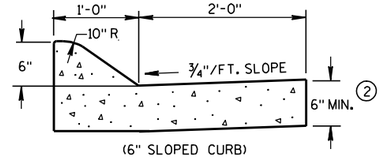


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

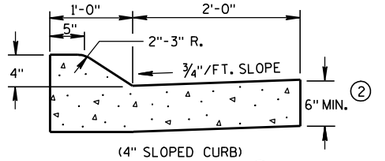


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

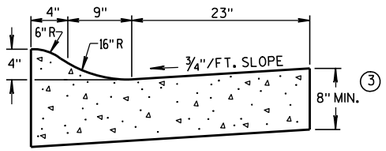


(6" SLOPED CURB)



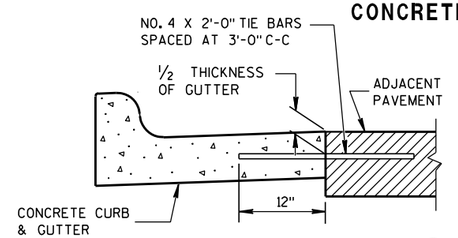
(4" SLOPED CURB)

TYPES A & D (1)

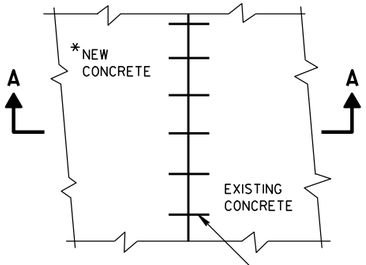


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

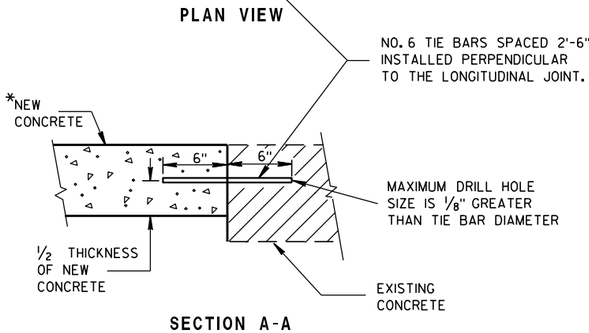


TYPICAL TIE BAR LOCATION (1)



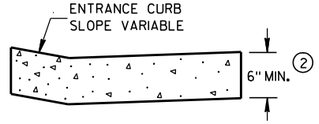
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

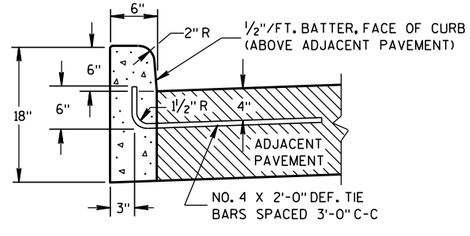


SECTION A-A

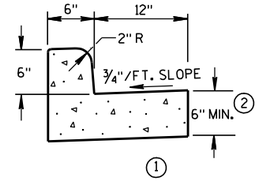
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

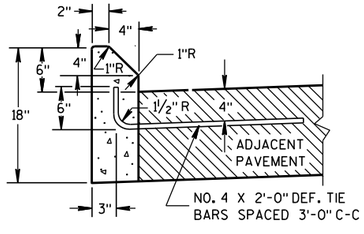


(1)
TYPES A & D



(1)
TYPES A & D

CONCRETE CURB & GUTTER 18"



(1)
TYPES G & J

CONCRETE CURB

GENERAL NOTES

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

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

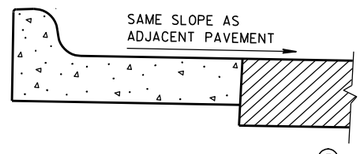
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

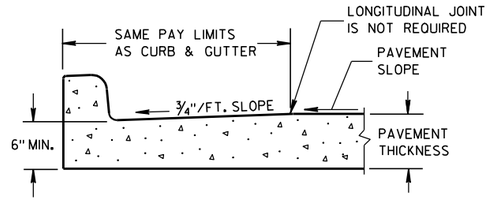
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

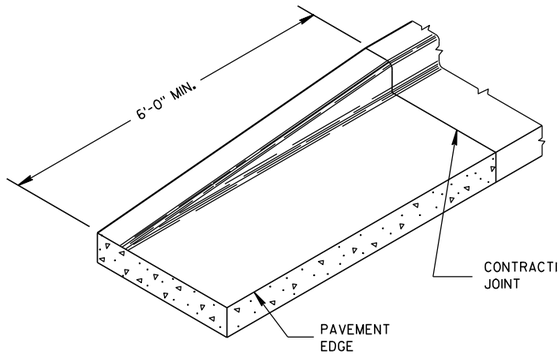
(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

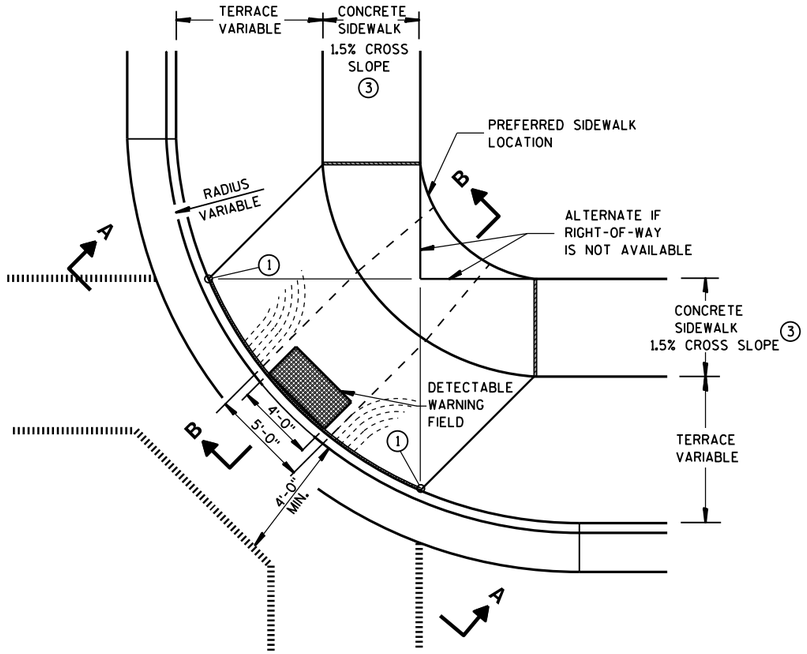
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 D 1-17

6

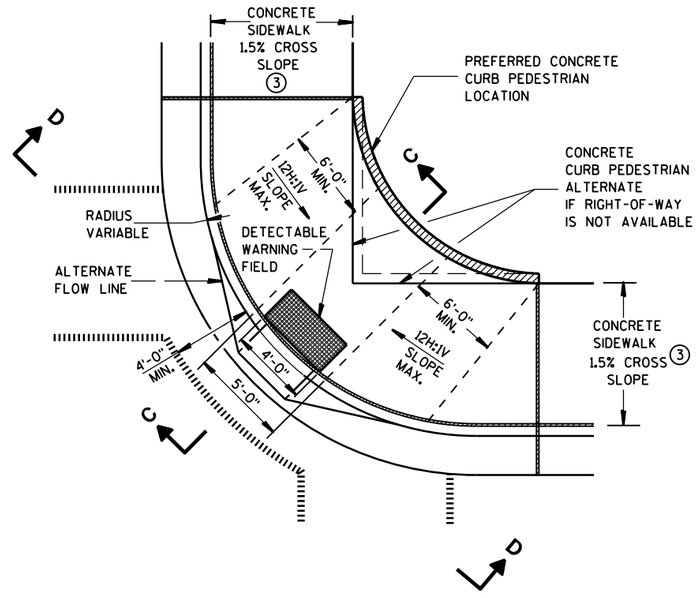
S.D.D. 8 D 1-17



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

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

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

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

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

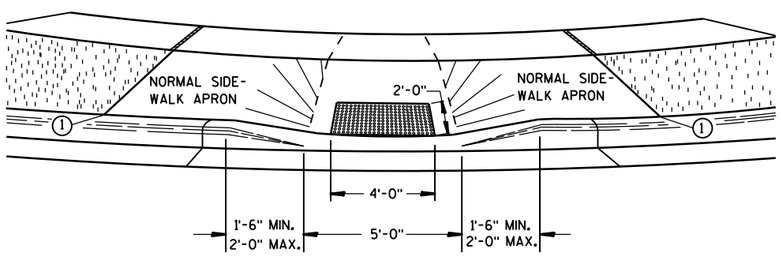
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

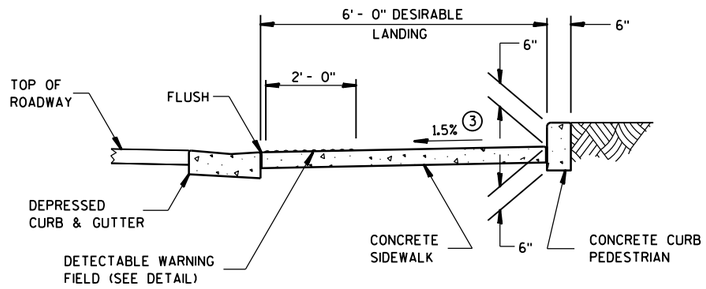
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

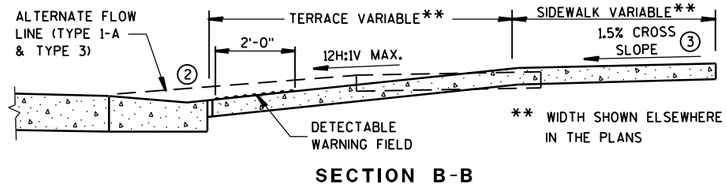
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



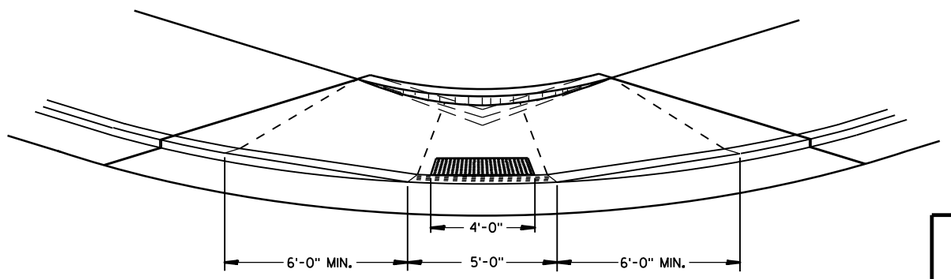
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

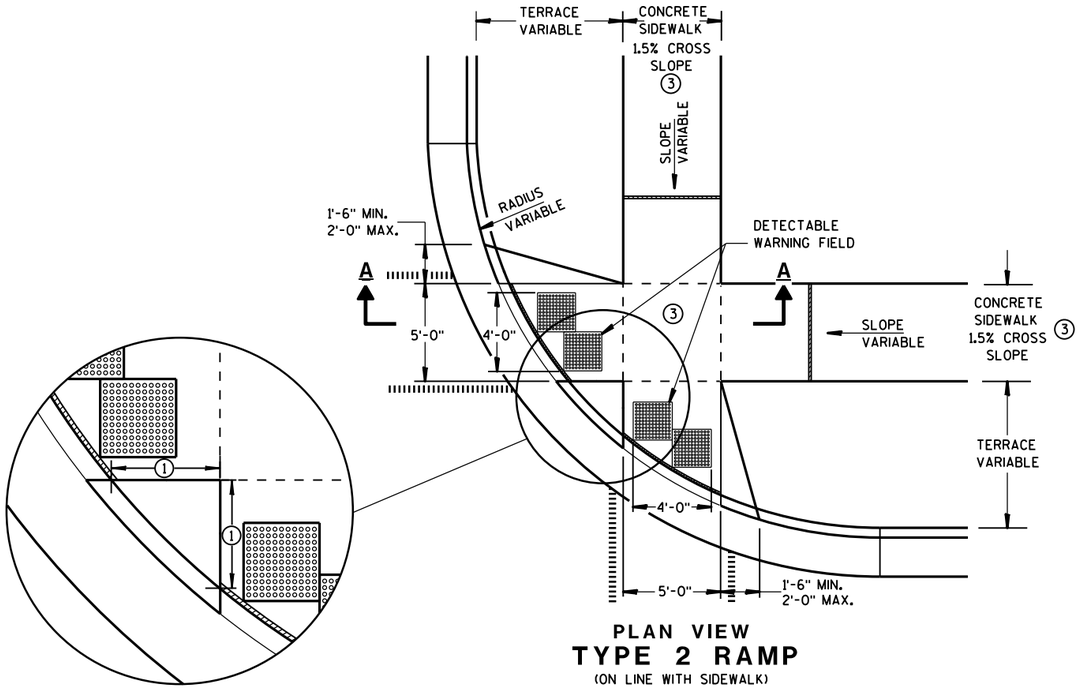
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

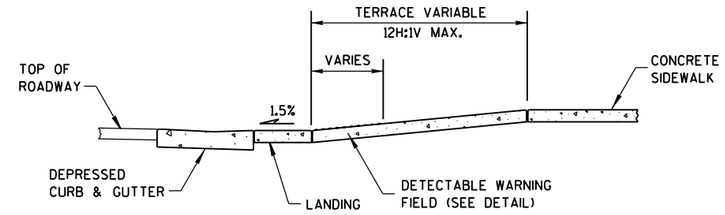
S.D.D. 8 D 5-15a



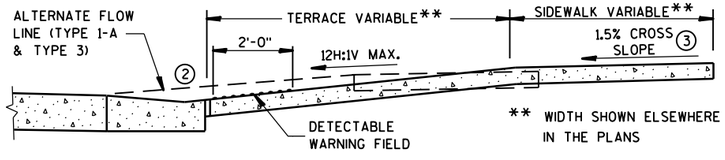
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

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

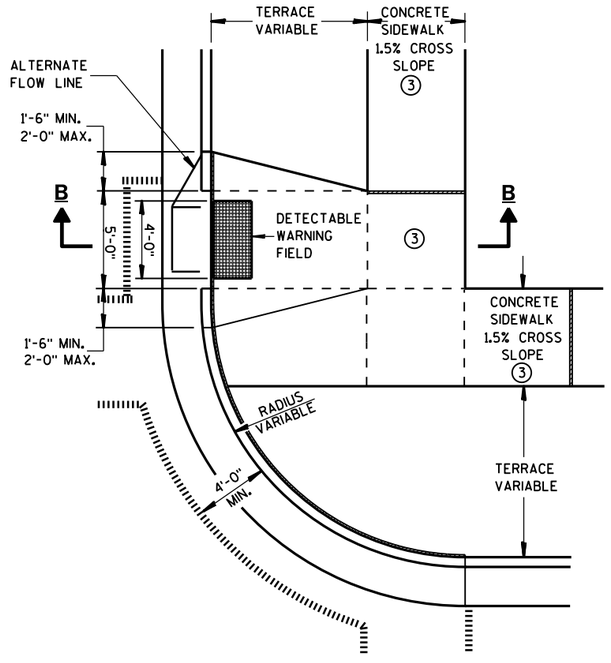
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

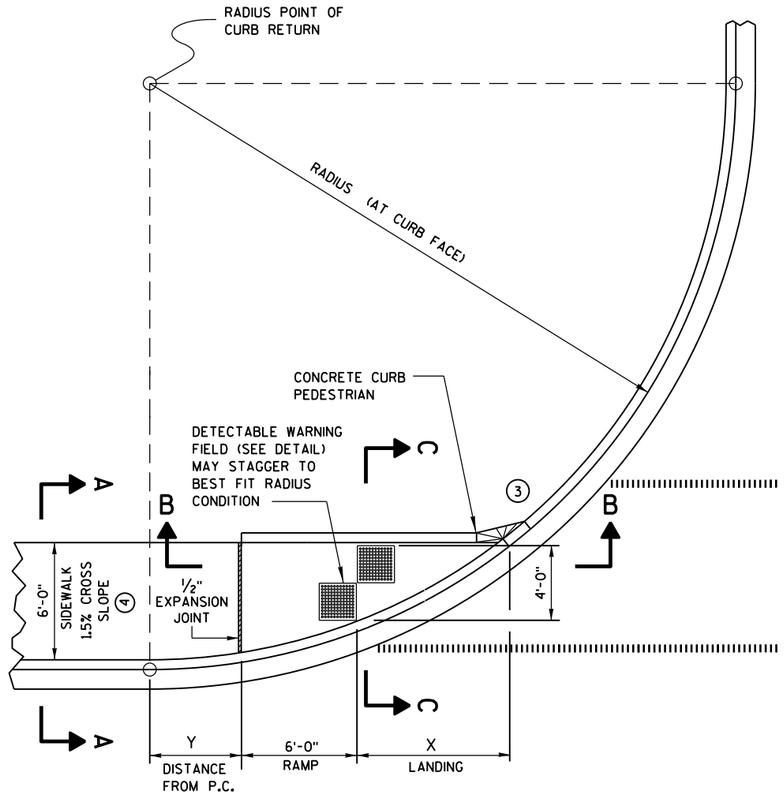
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

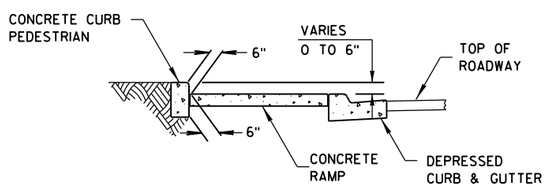
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

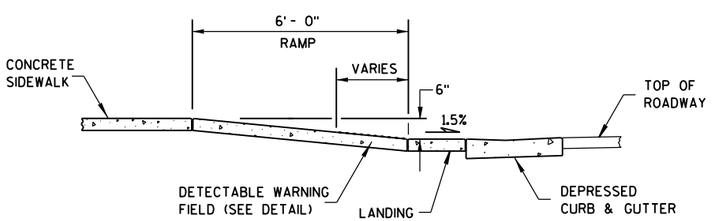
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



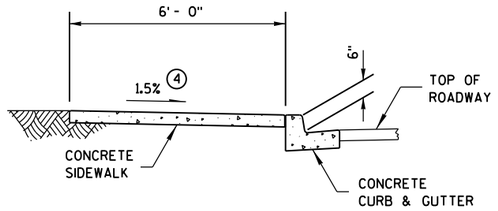
SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

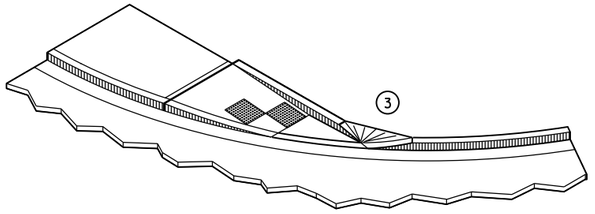
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

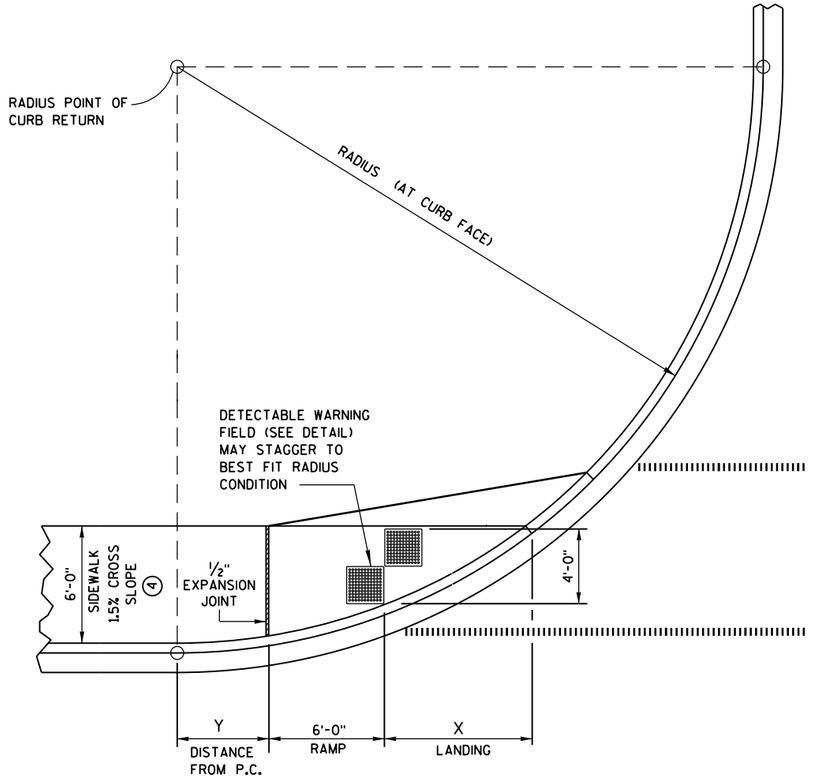
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

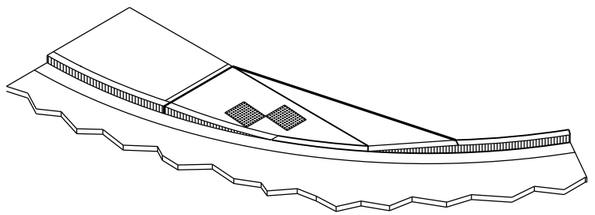
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

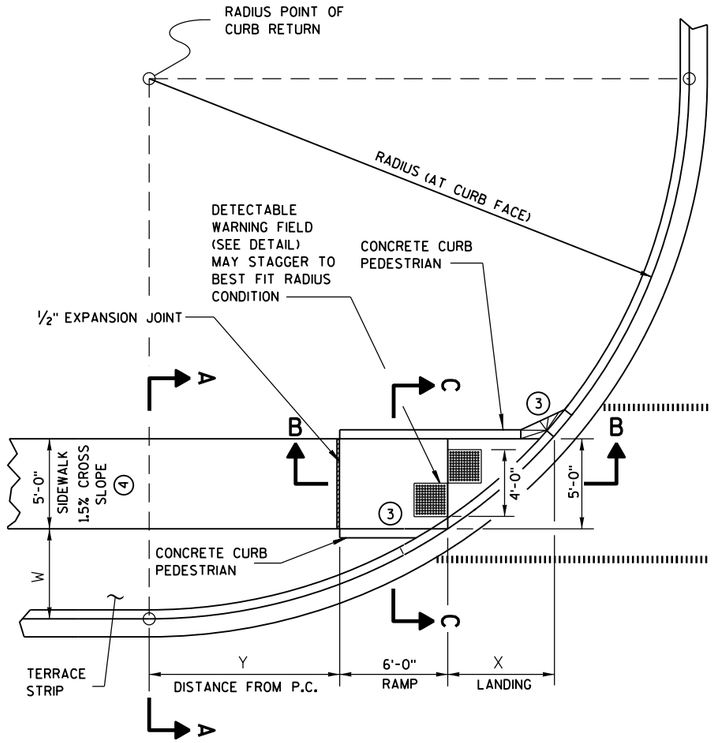
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

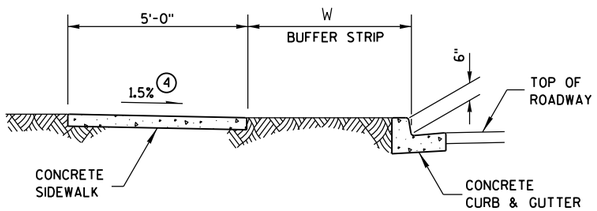
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

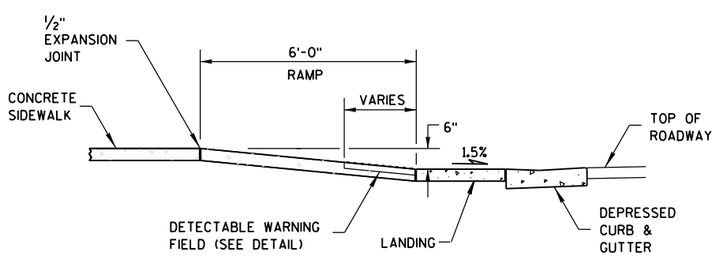
S.D.D. 8 D 5-15c



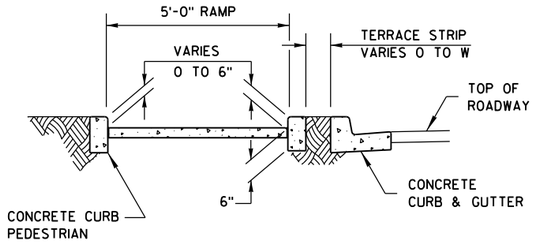
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

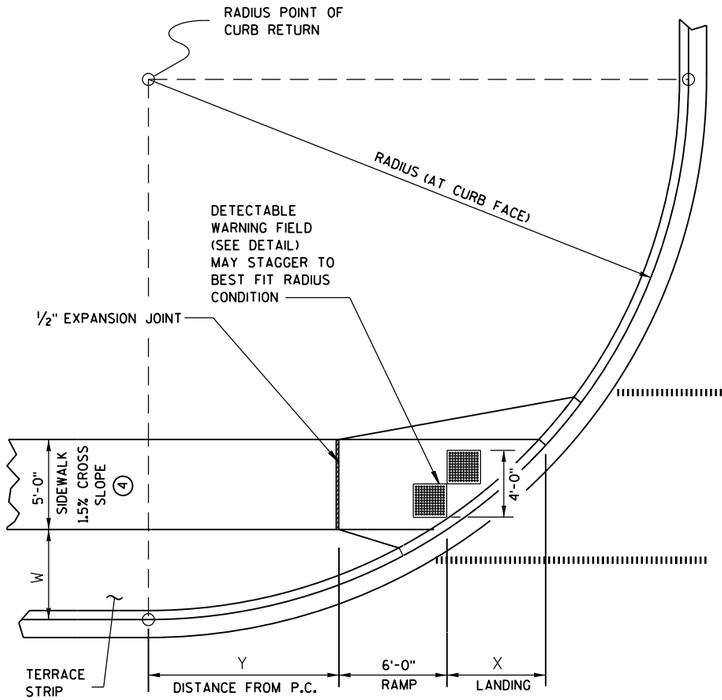
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

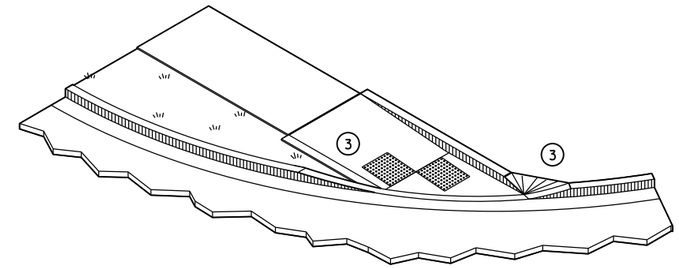
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

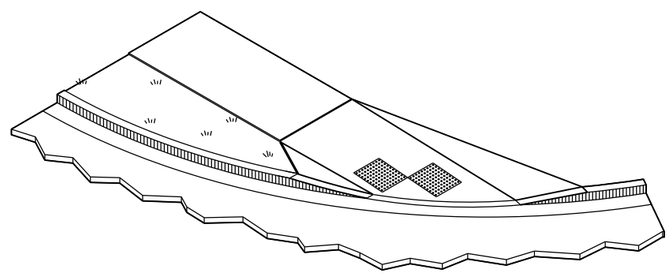
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



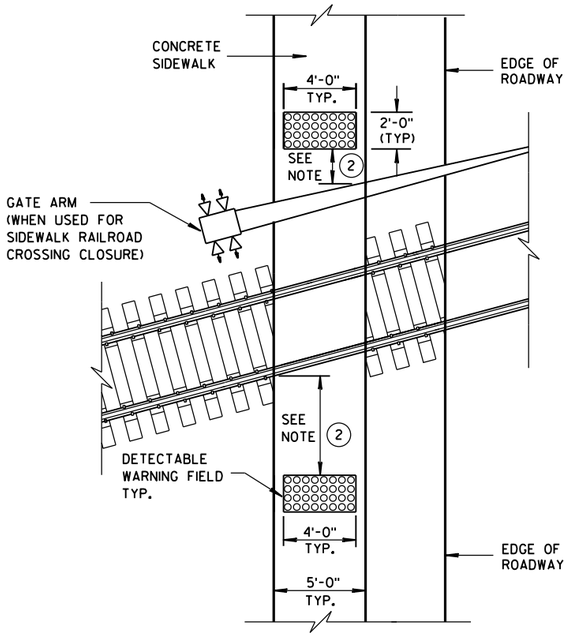
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

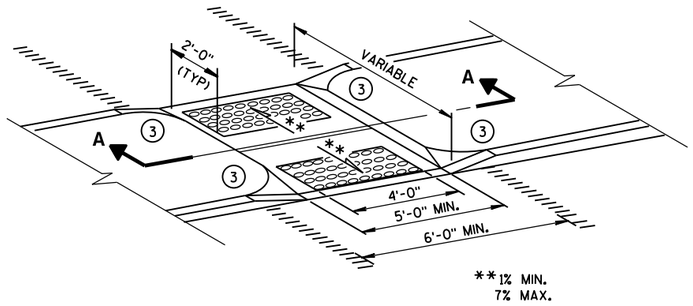
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d
S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

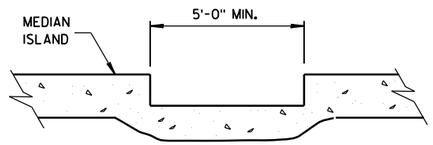
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

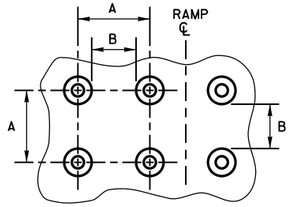
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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

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

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



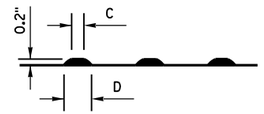
SECTION A-A



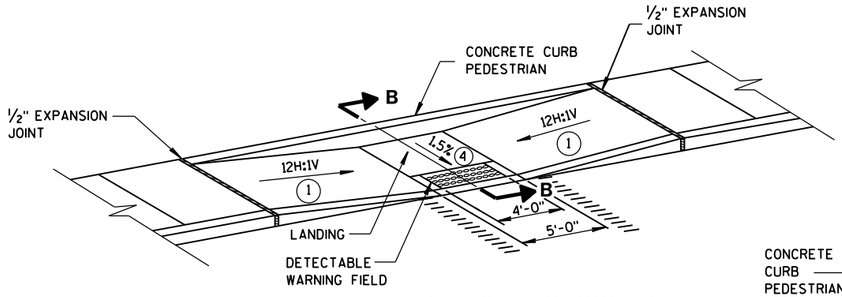
PLAN VIEW

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

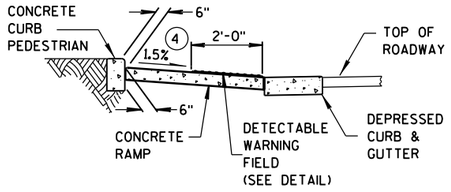
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

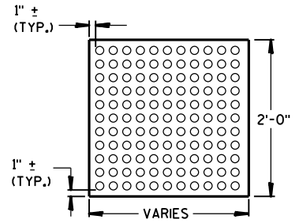


MID-BLOCK CROSSING
TYPE 7A



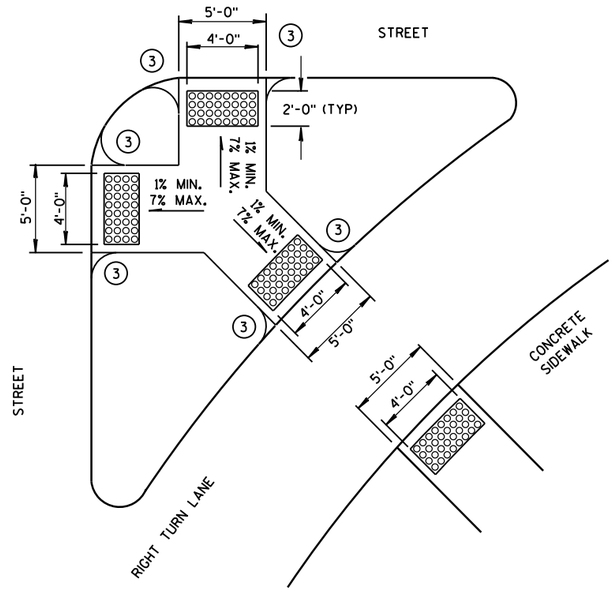
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

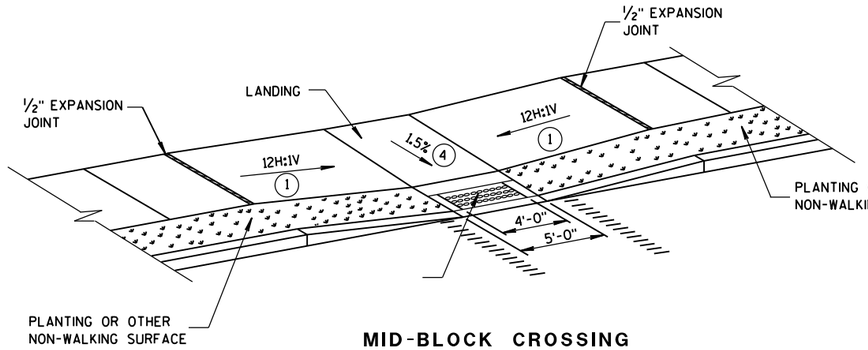


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

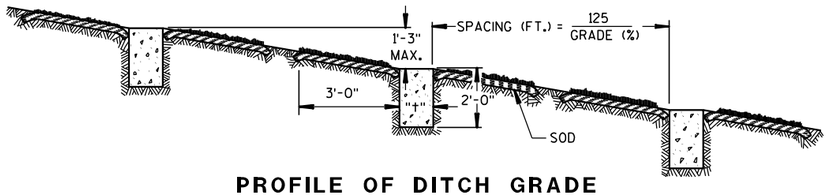
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

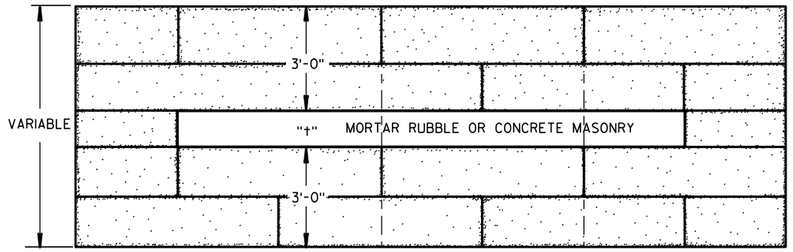
S.D.D. 8 D 5-15e

6

S.D.D. 8 D 5-15e

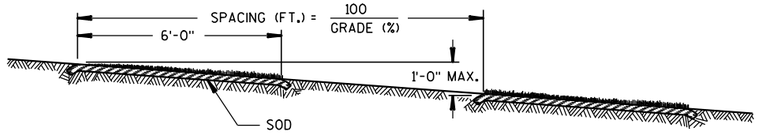


PROFILE OF DITCH GRADE

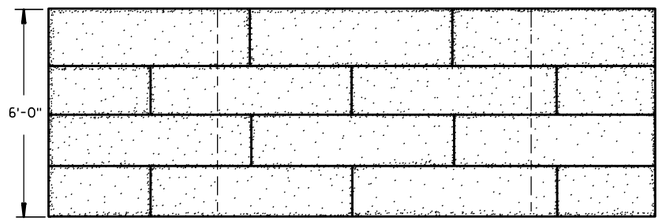


PLAN VIEW SHOWING MASONRY AND SOD

"+" - MASONRY THICKNESS SHALL BE 0'-9" FOR CONCRETE AND 1'-0" FOR MORTAR RUBBLE.



PROFILE OF DITCH GRADE



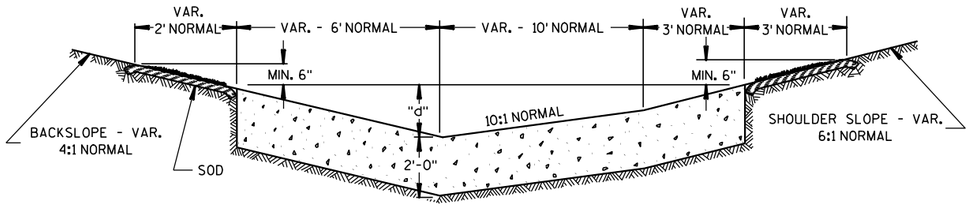
PLAN VIEW SHOWING SOD

GENERAL NOTES

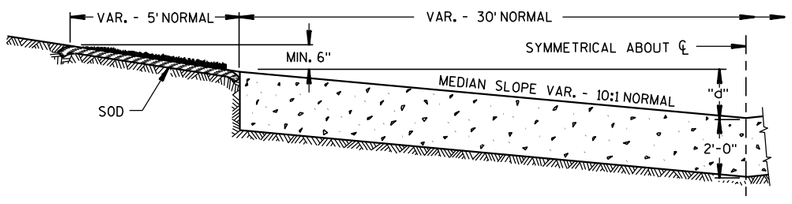
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATE DESIGNS FOR DITCH CHECKS, OF THE MATERIAL OR COMBINATION OF MATERIALS SHOWN HEREON, MAY BE USED UPON WRITTEN PERMISSION OF THE ENGINEER.

SOD STRIPS FOR DITCH CHECKS MAY BE PLACED EITHER TRANSVERSELY OR LONGITUDINALLY TO THE DIRECTION OF WATER FLOW.



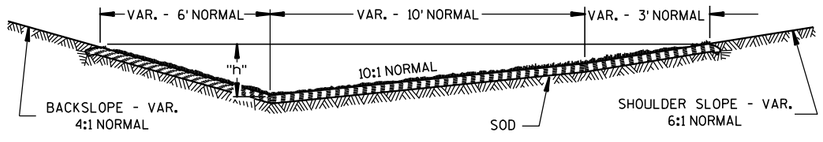
SIDE DITCH CROSS SECTION



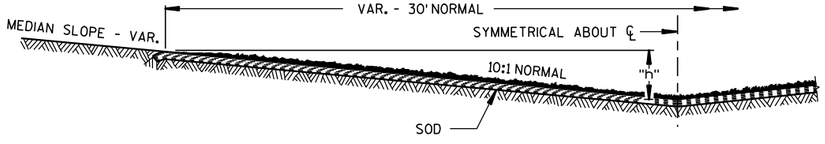
MEDIAN DITCH CROSS SECTION

"d" - THE MINIMUM DEPTH OF THE MASONRY PORTION OF THE DITCH CHECKS SHALL BE EQUAL TO THE MAXIMUM DEPTH OF FLOW. THE NORMAL "d" WILL BE 1'-6".

MASONRY AND SOD DITCH CHECKS



SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

"h" - THE MINIMUM HEIGHT OF DITCH TO BE SODDED SHALL BE EQUAL TO THE MAXIMUM DEPTH OF FLOW PLUS 6". THE NORMAL "h" WILL BE 1'-6".

SOD DITCH CHECKS

SOD OR MASONRY AND SOD DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/7/71 — DATE

/S/ L.C. Harris — ACTING CHIEF DESIG

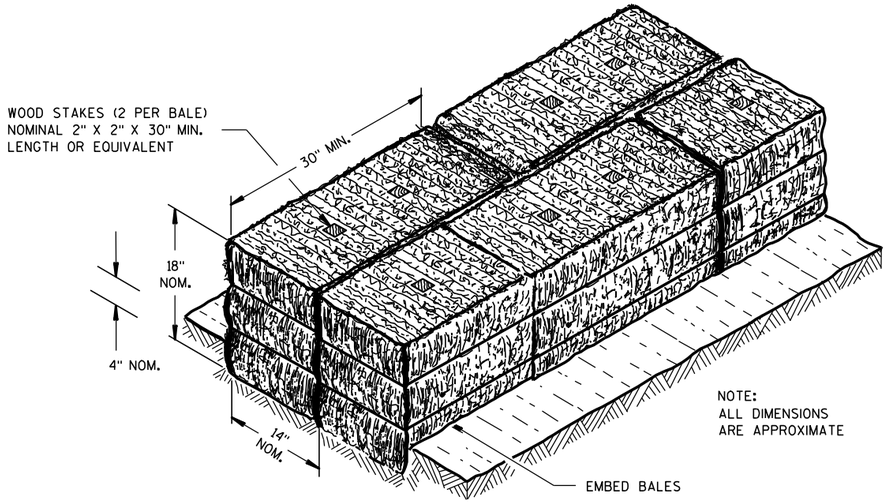
FHWA

6

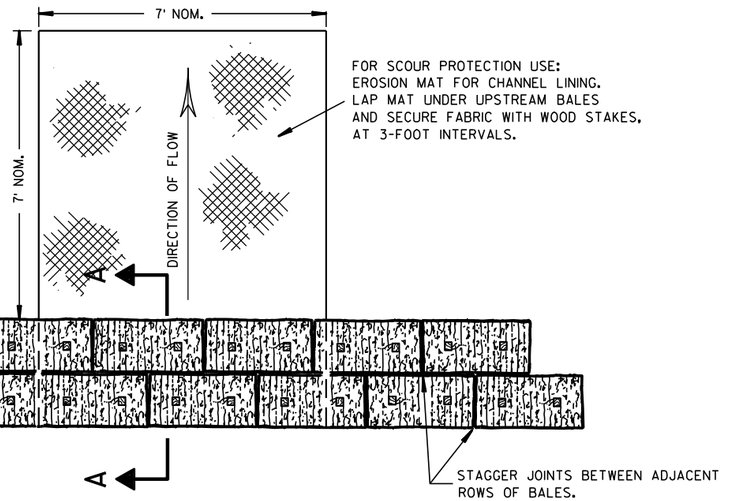
S.D.D. 8 E 4-2

6

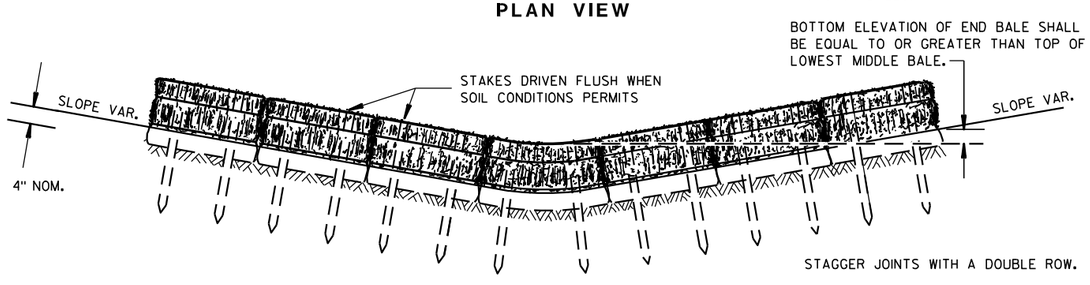
S.D.D. 8 E 4-2



SECTION A-A



PLAN VIEW



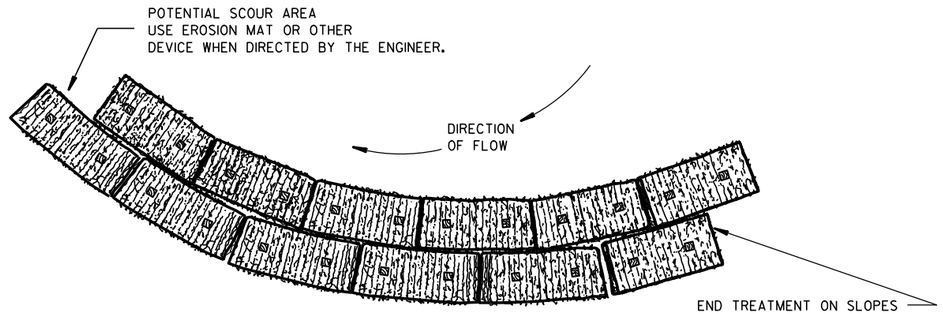
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

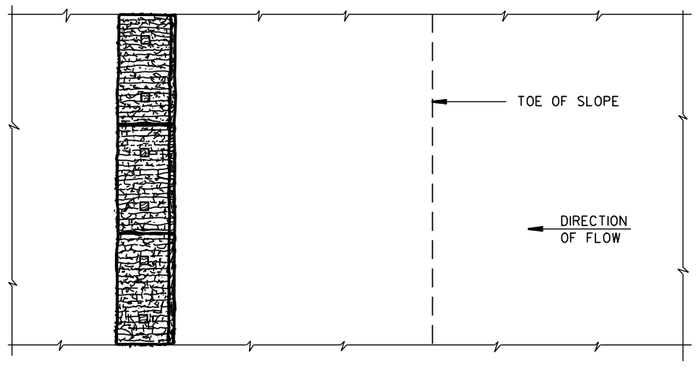
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

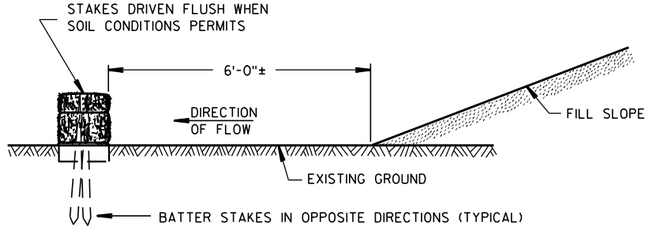


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

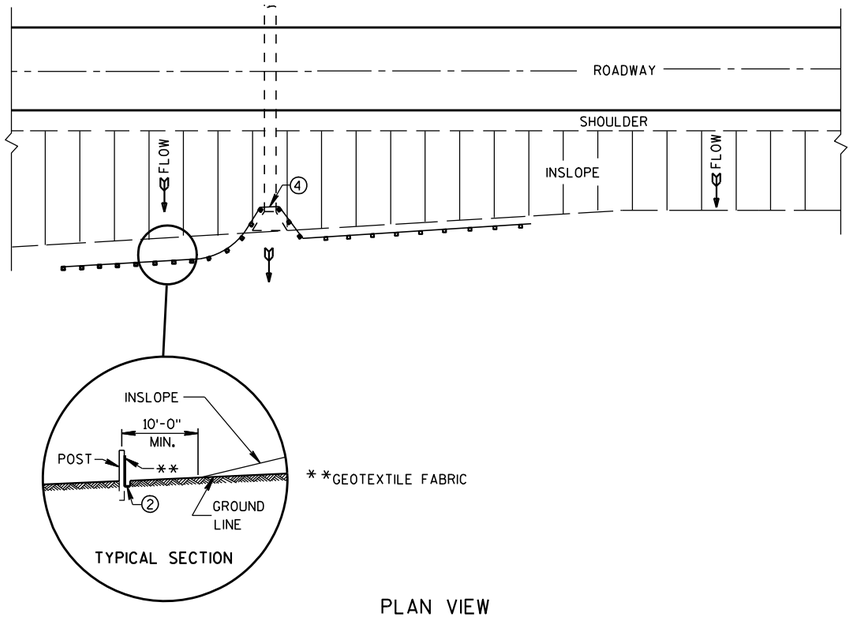
FHWA

6

S.D.D. 8 E 8-3

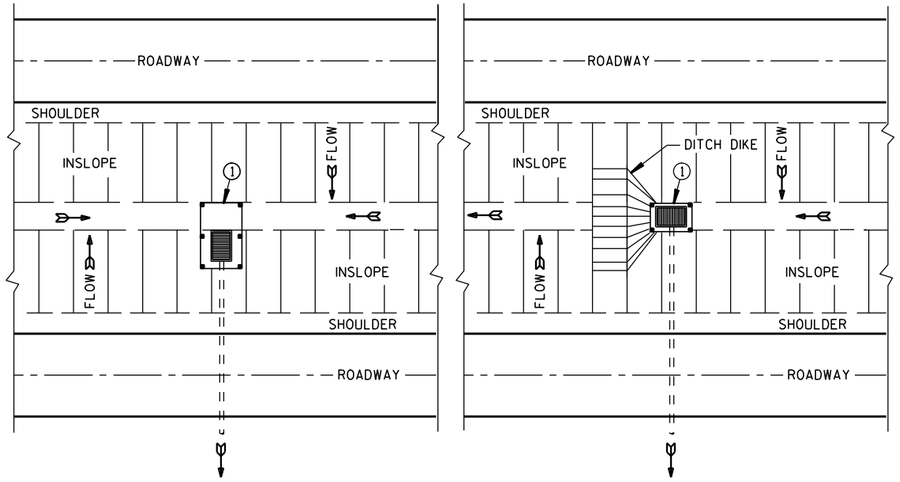
6

S.D.D. 8 E 8-3



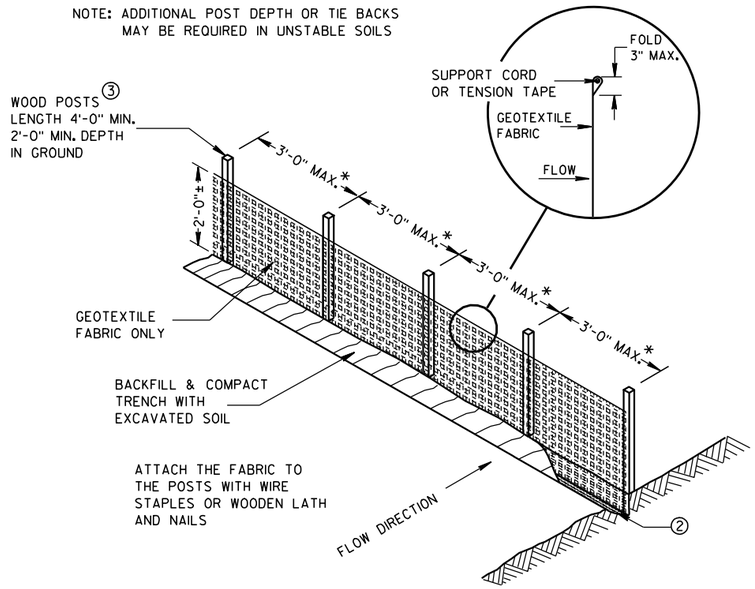
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



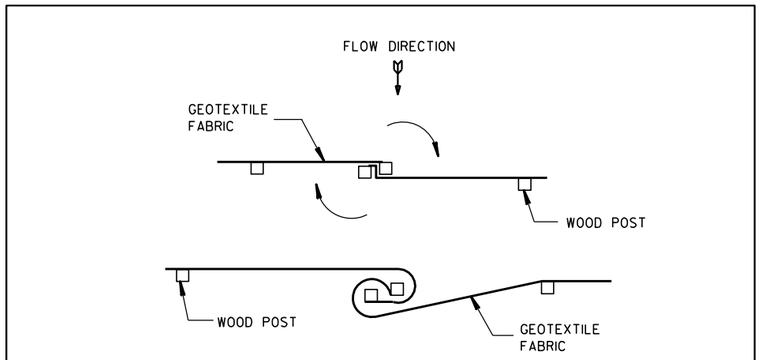
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



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

SILT FENCE

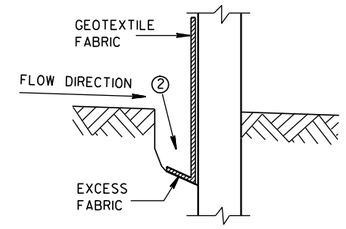


JOINING TWO LENGTHS OF SILT FENCE 5

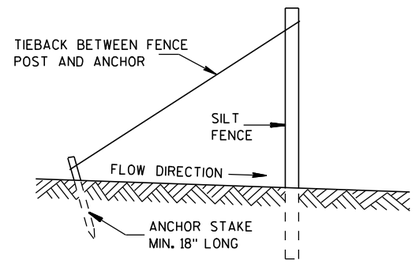
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

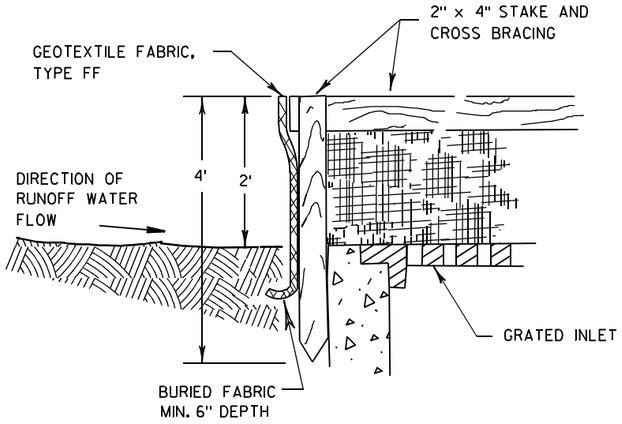
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

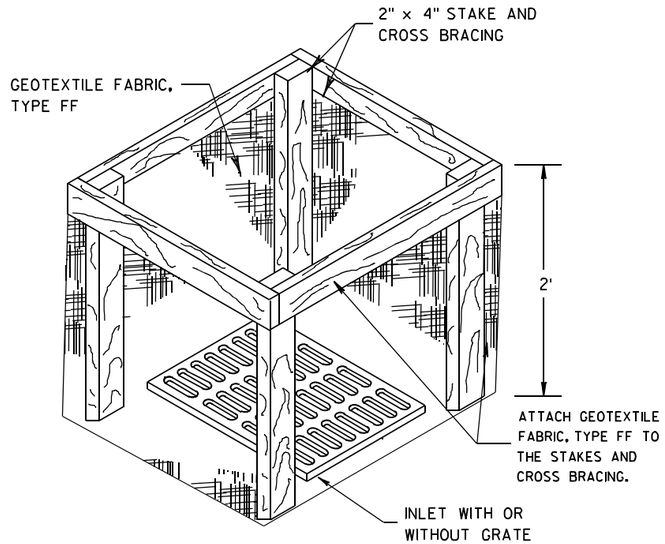
6

S.D.D. 8 E 9-6

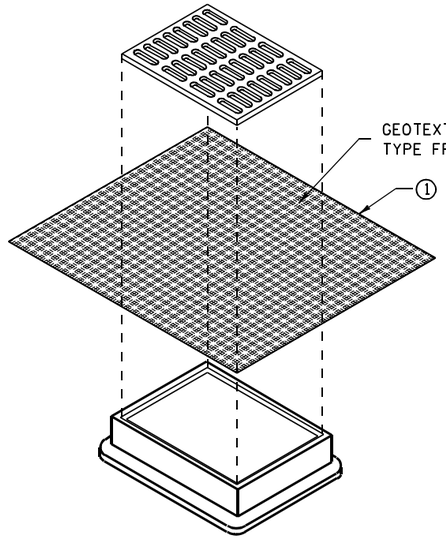
6

S.D.D. 8 E 9-6



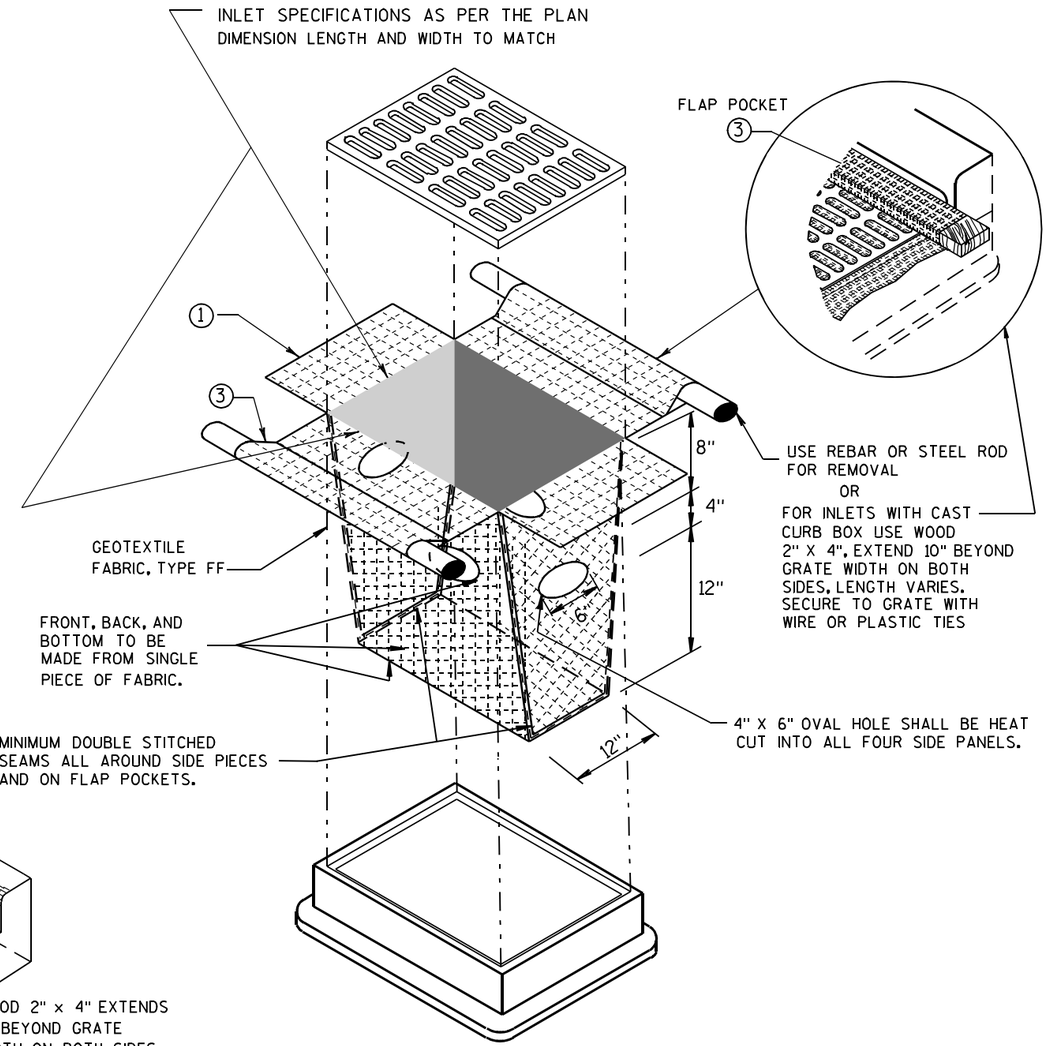


INLET PROTECTION, TYPE A



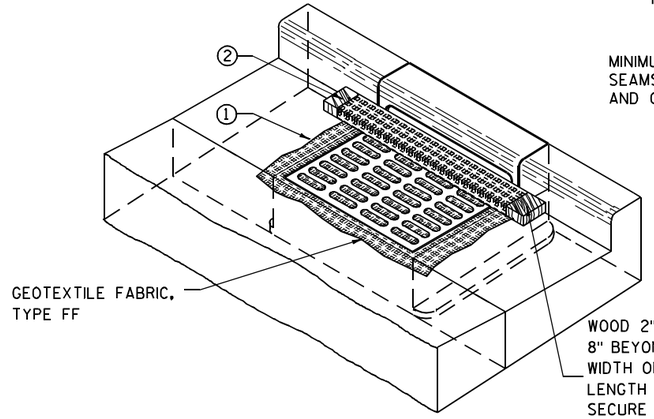
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE 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.

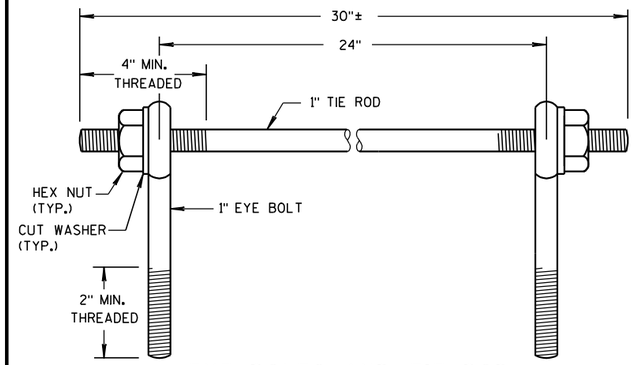
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

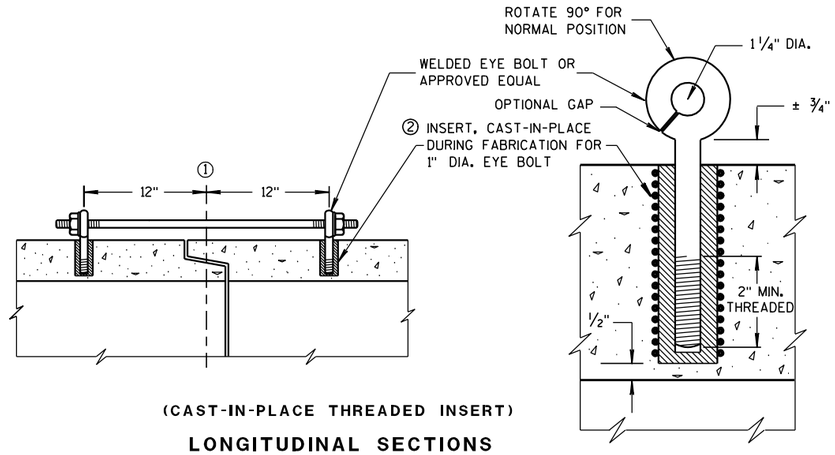
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

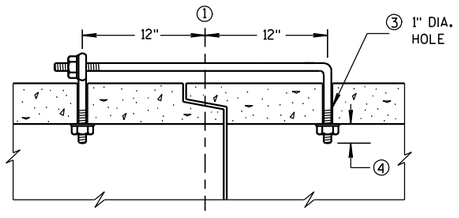
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

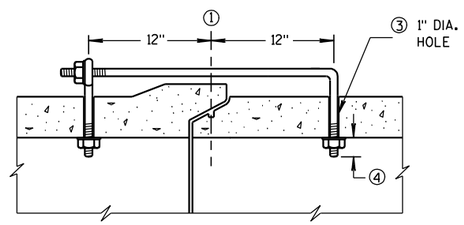
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

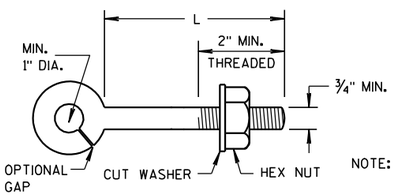


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

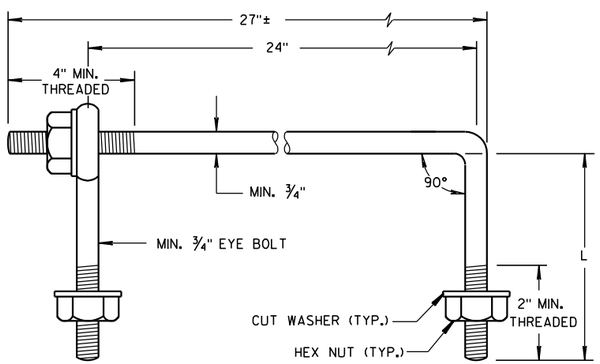
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

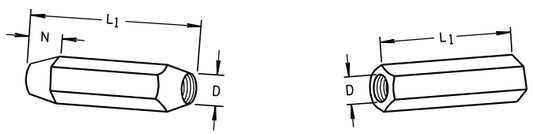
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

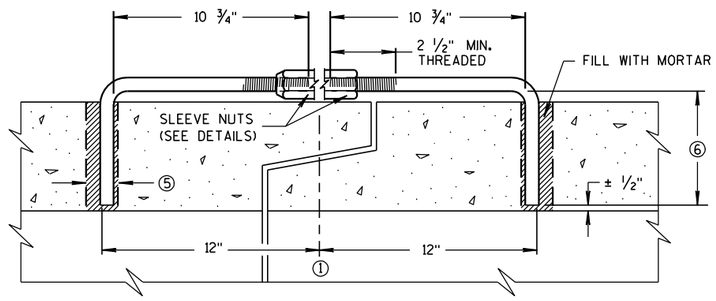
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

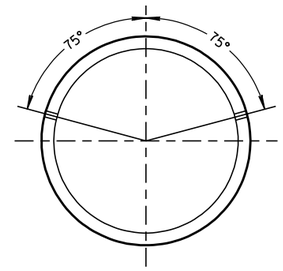
SLEEVE NUTS



LONGITUDINAL SECTION

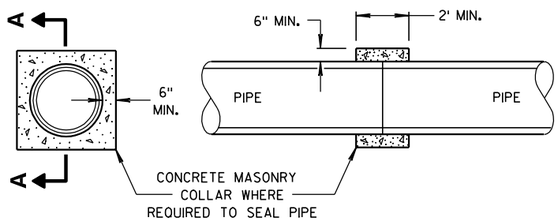
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
240 'MENT
FHWA

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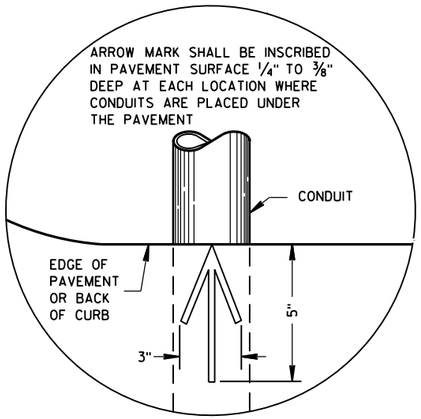
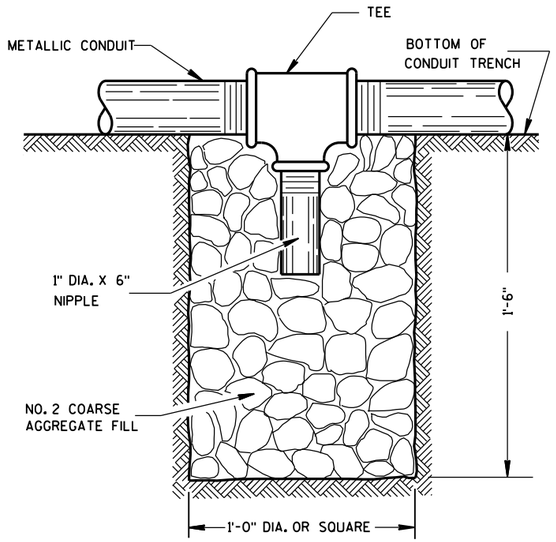


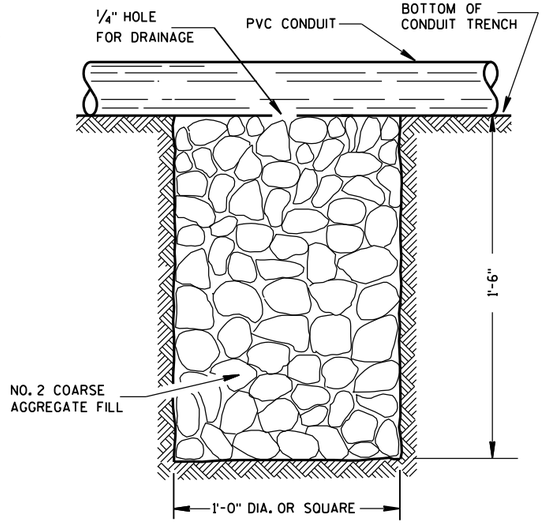
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

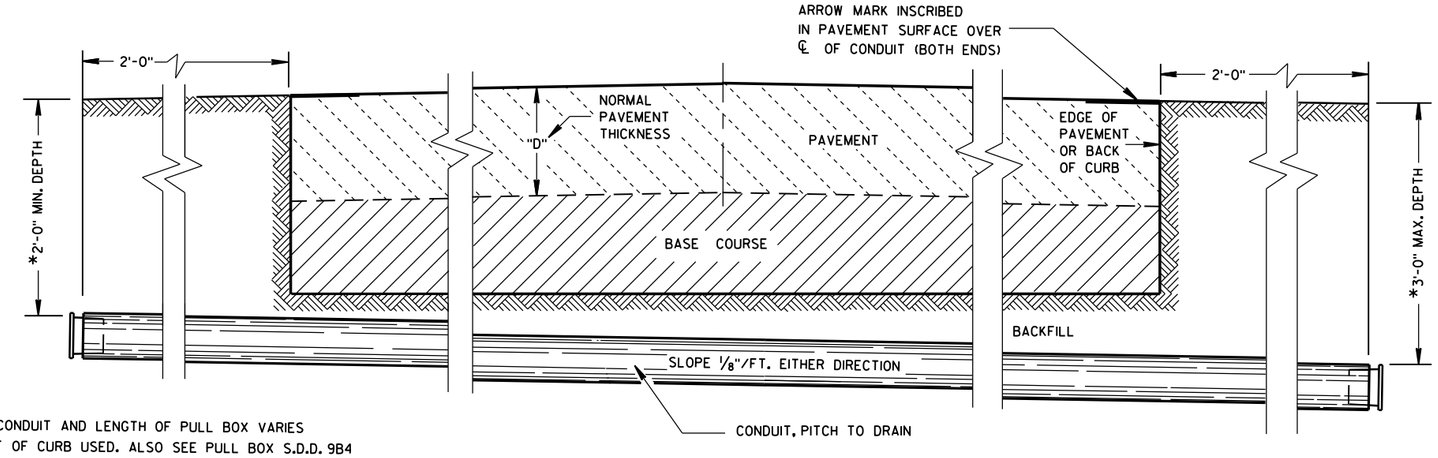
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT UNDER PAVED HIGHWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

FHWA

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S.D.D. 9 B 2-8

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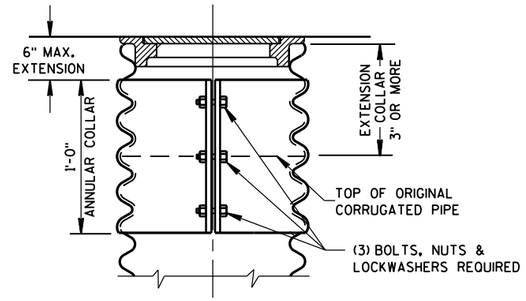
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

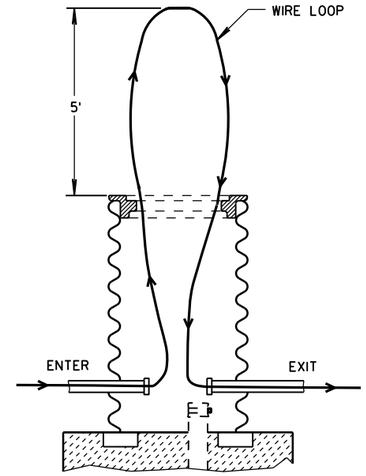
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

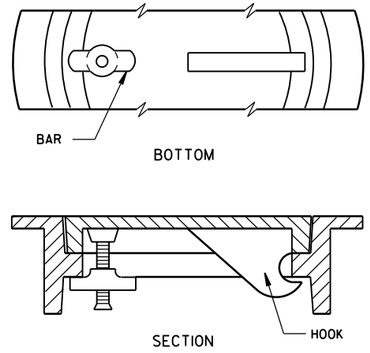
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

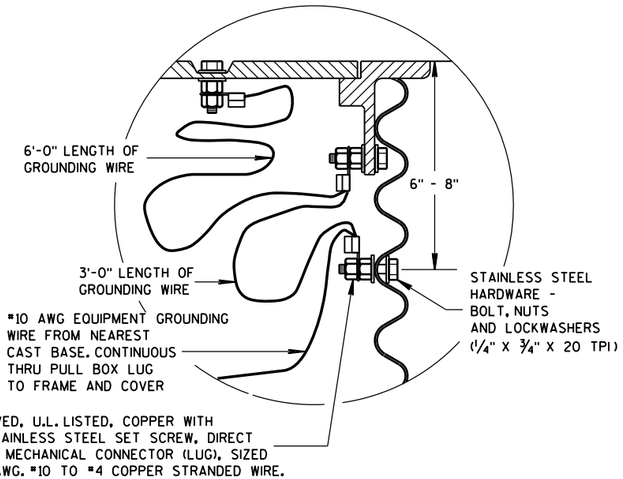


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

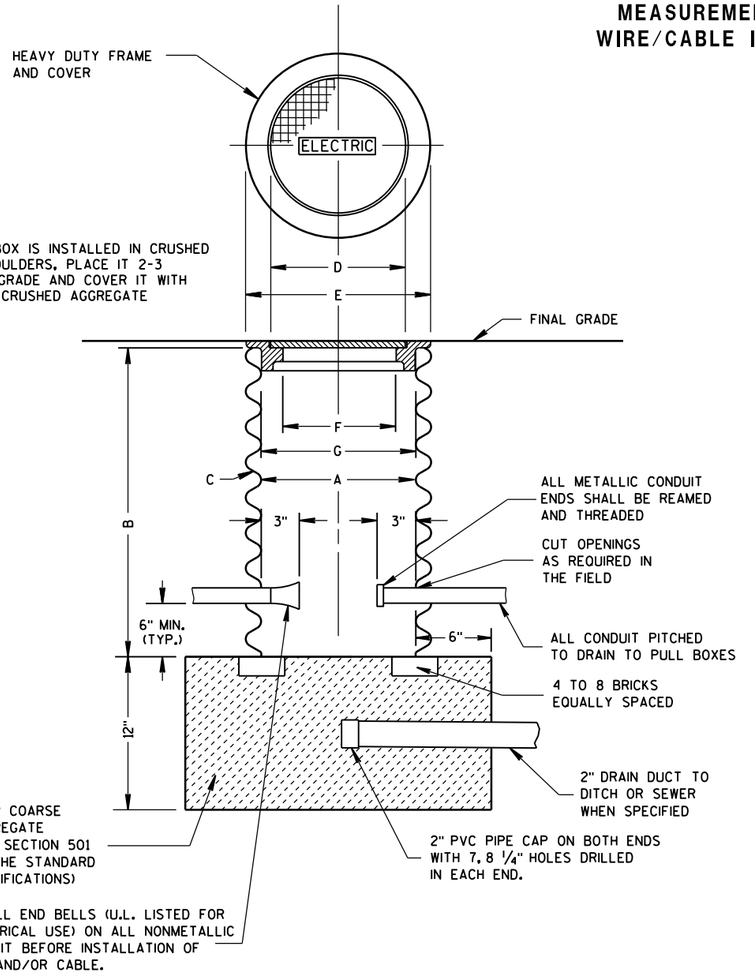


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

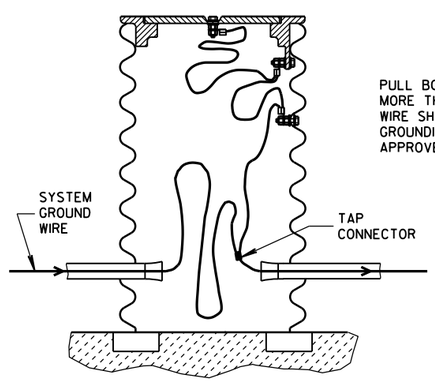
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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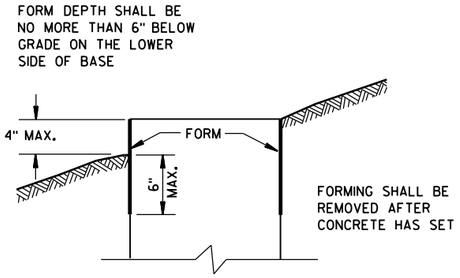


FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

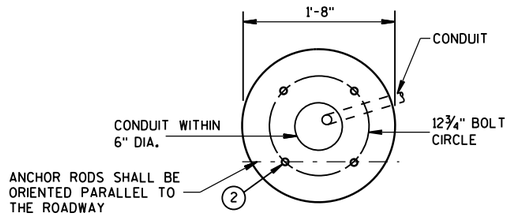
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

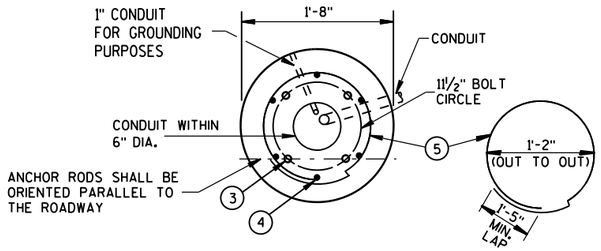
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

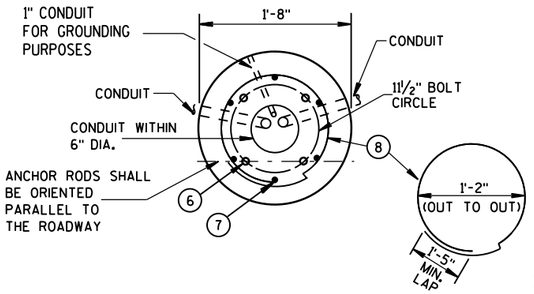
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

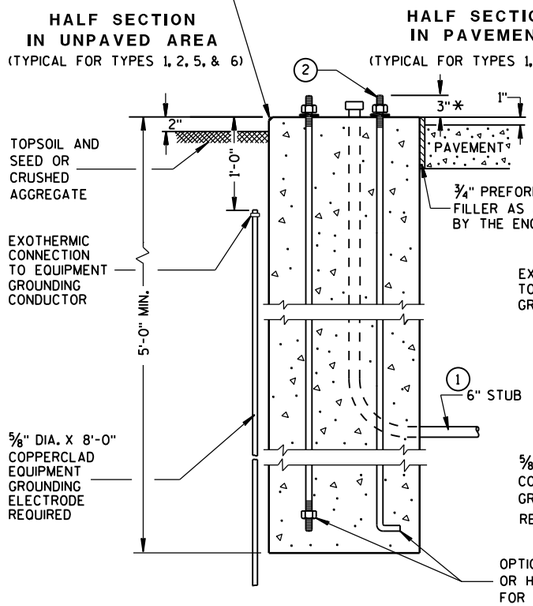
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

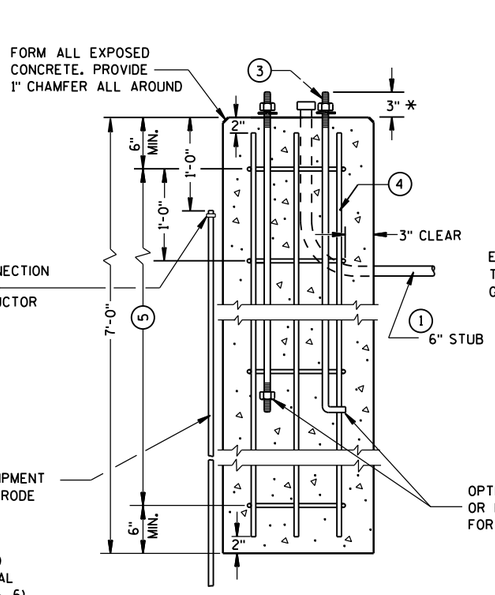
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



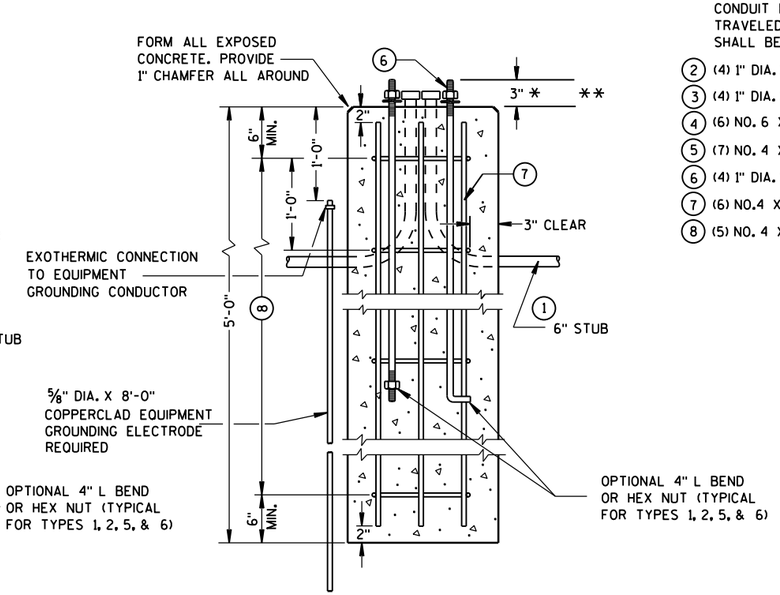








TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

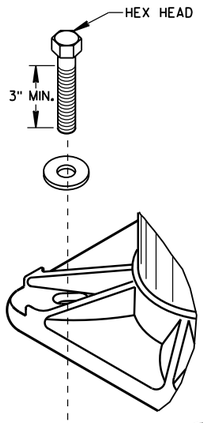
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

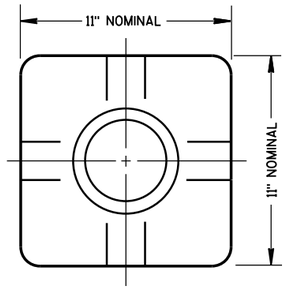
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

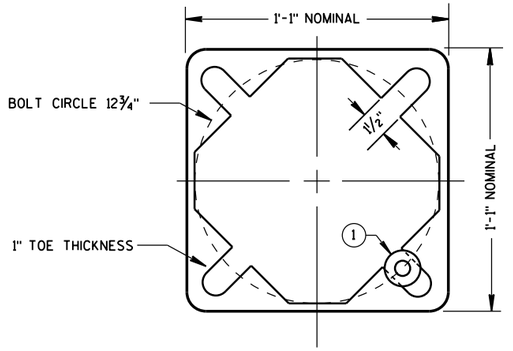
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

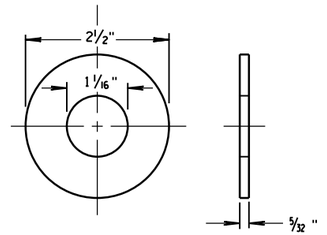




TOP VIEW
(PEDESTAL BASE)

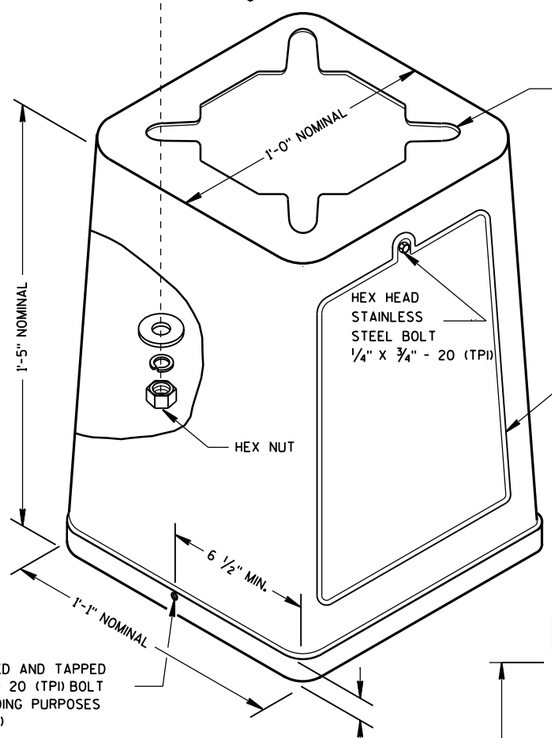


BOTTOM VIEW
(PEDESTAL BASE)

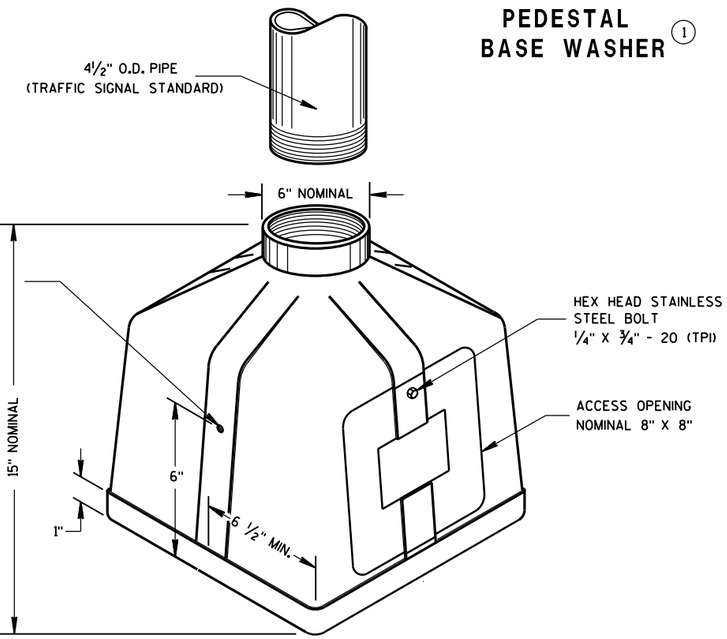


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

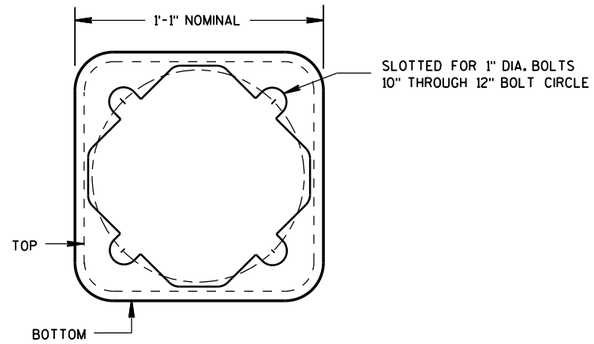


ISOMETRIC VIEW

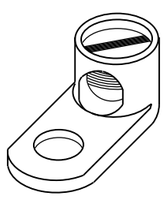


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

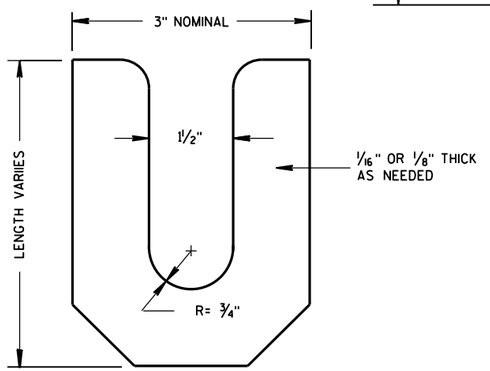


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
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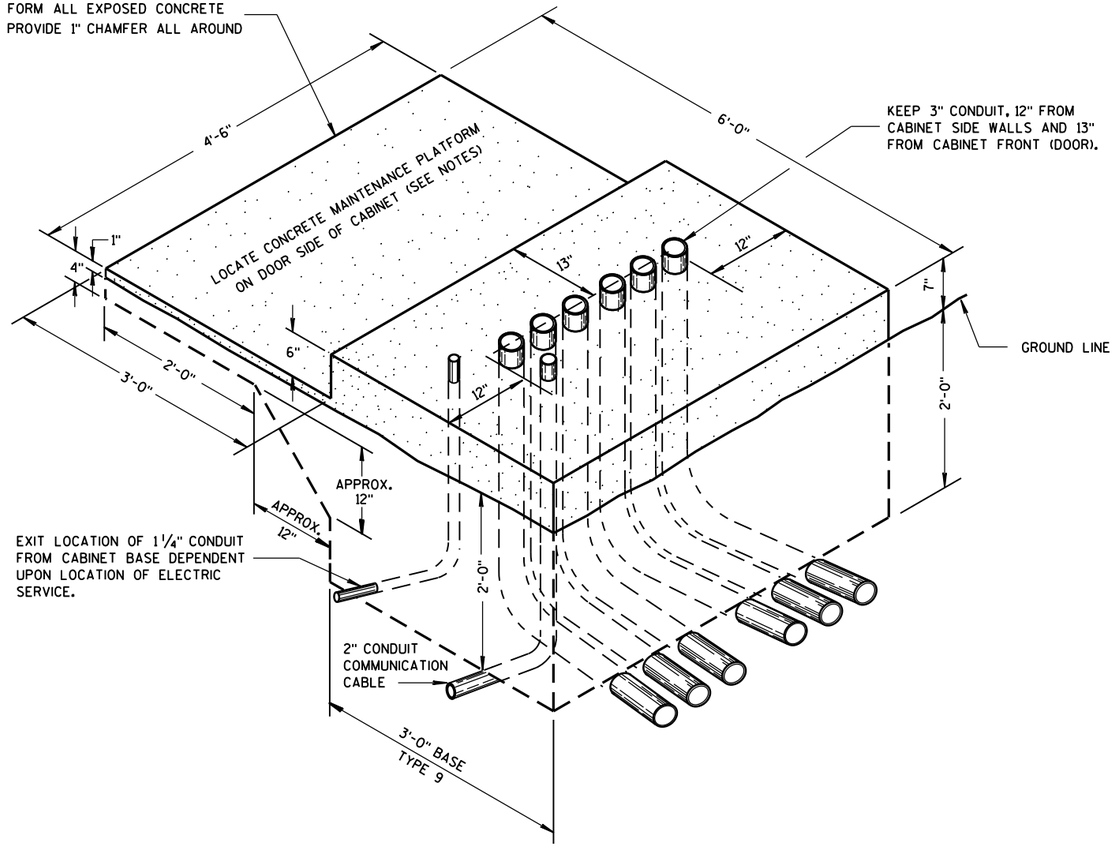
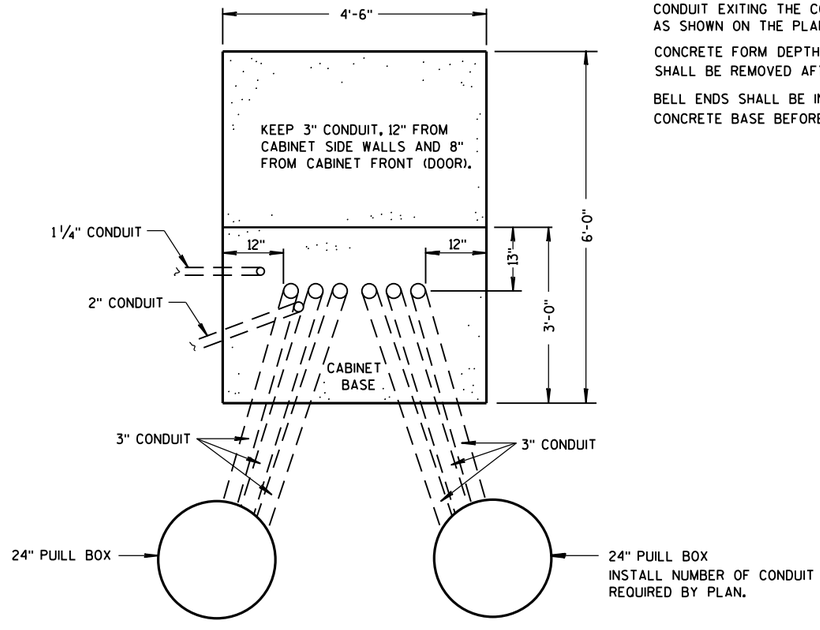
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

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S.D.D. 9 C 6-7

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

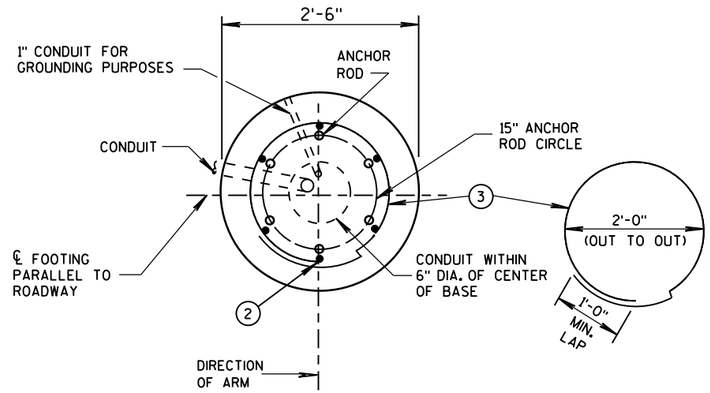
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

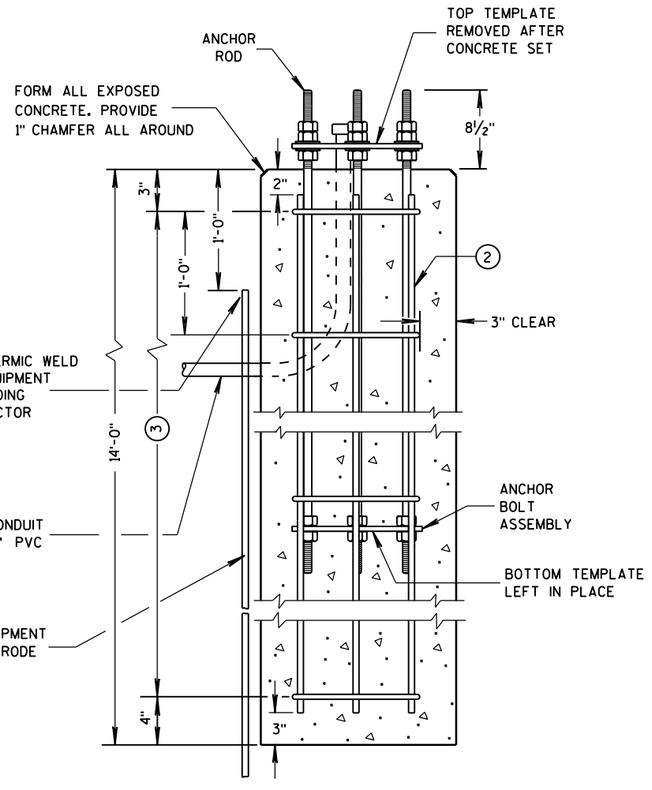
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (15) NO. 4 X 7'-4" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

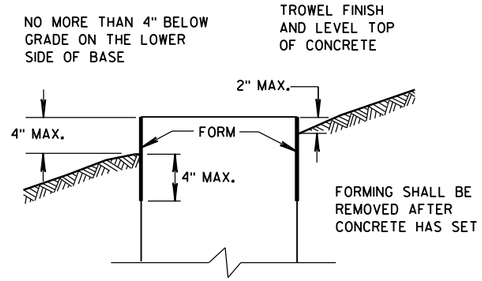
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



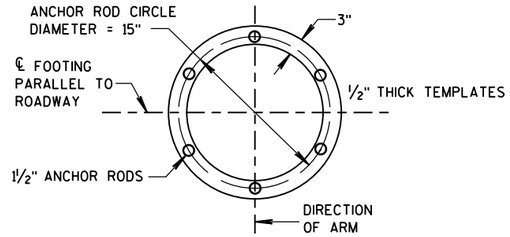


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

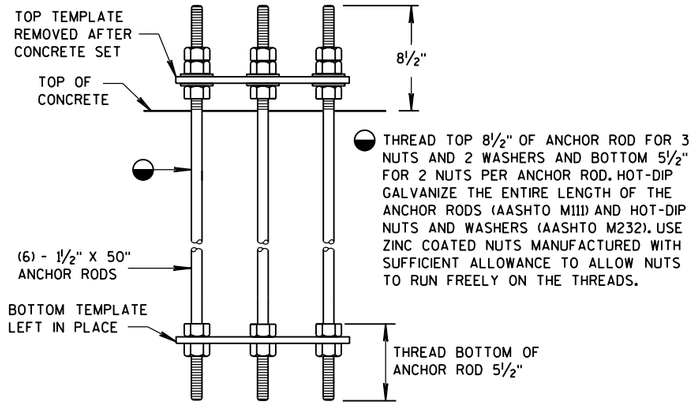
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
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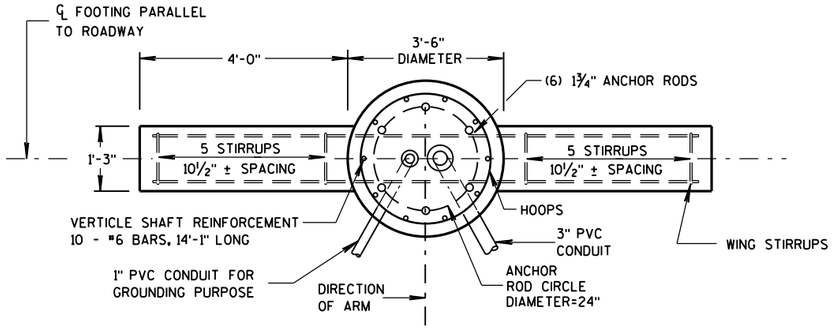
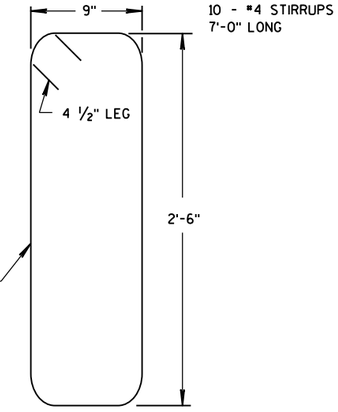
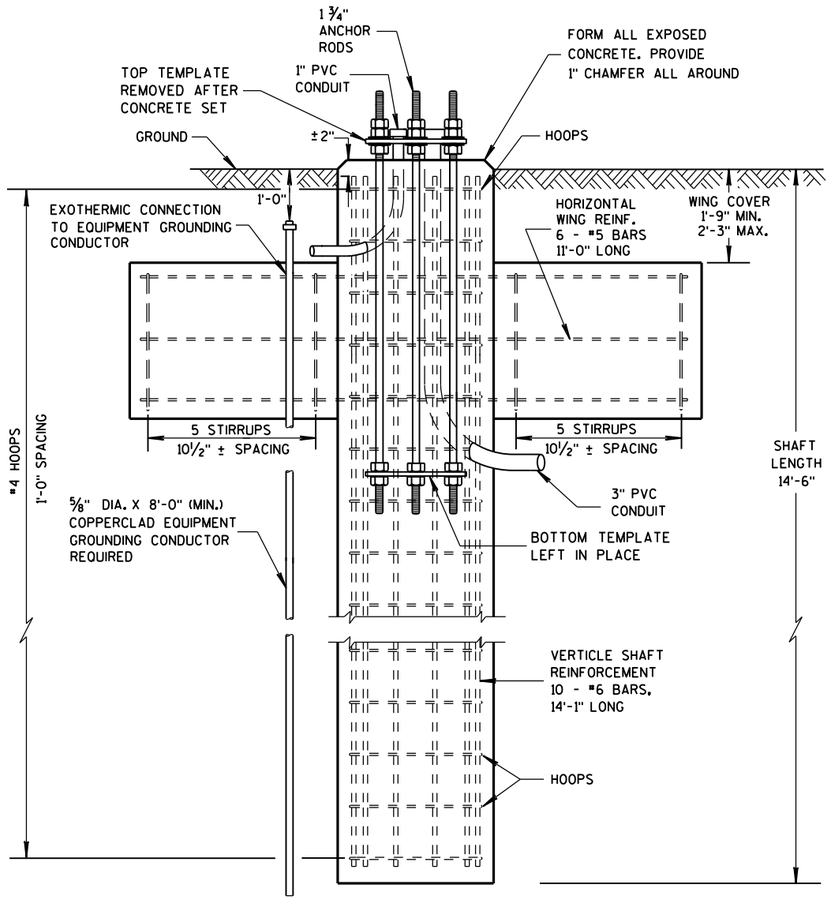


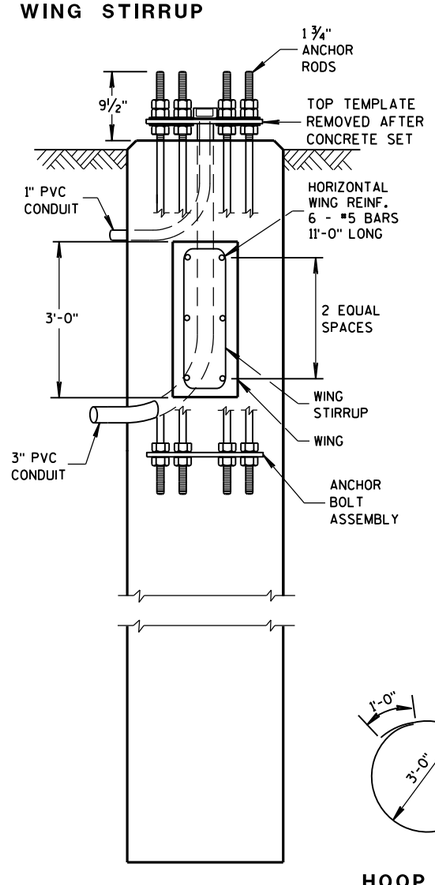
PLAN VIEW



WING STIRRUP

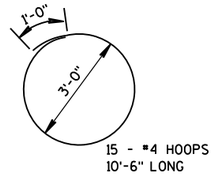


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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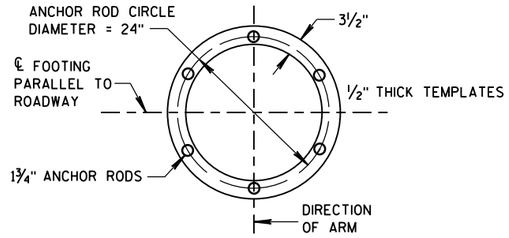
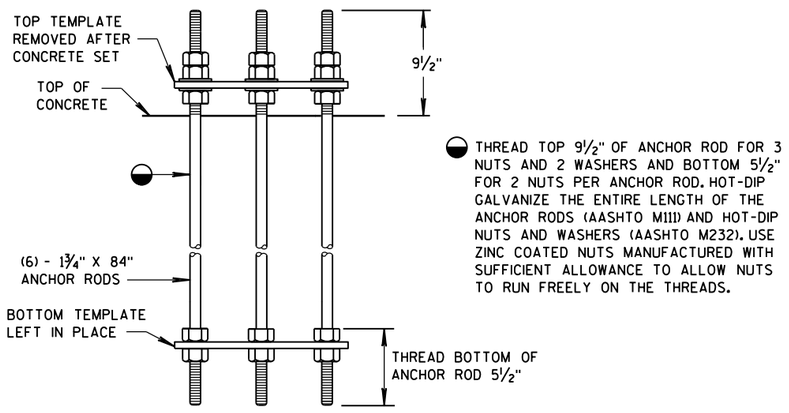
S.D.D. 9 C 12-5a

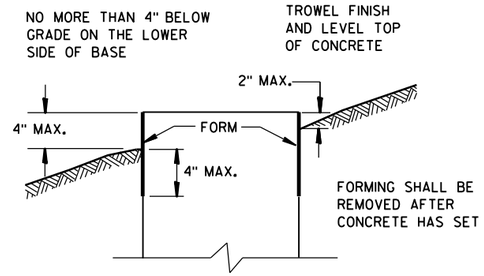


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

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CONCRETE BASE TYPE 13

STATE OF WISCONSIN
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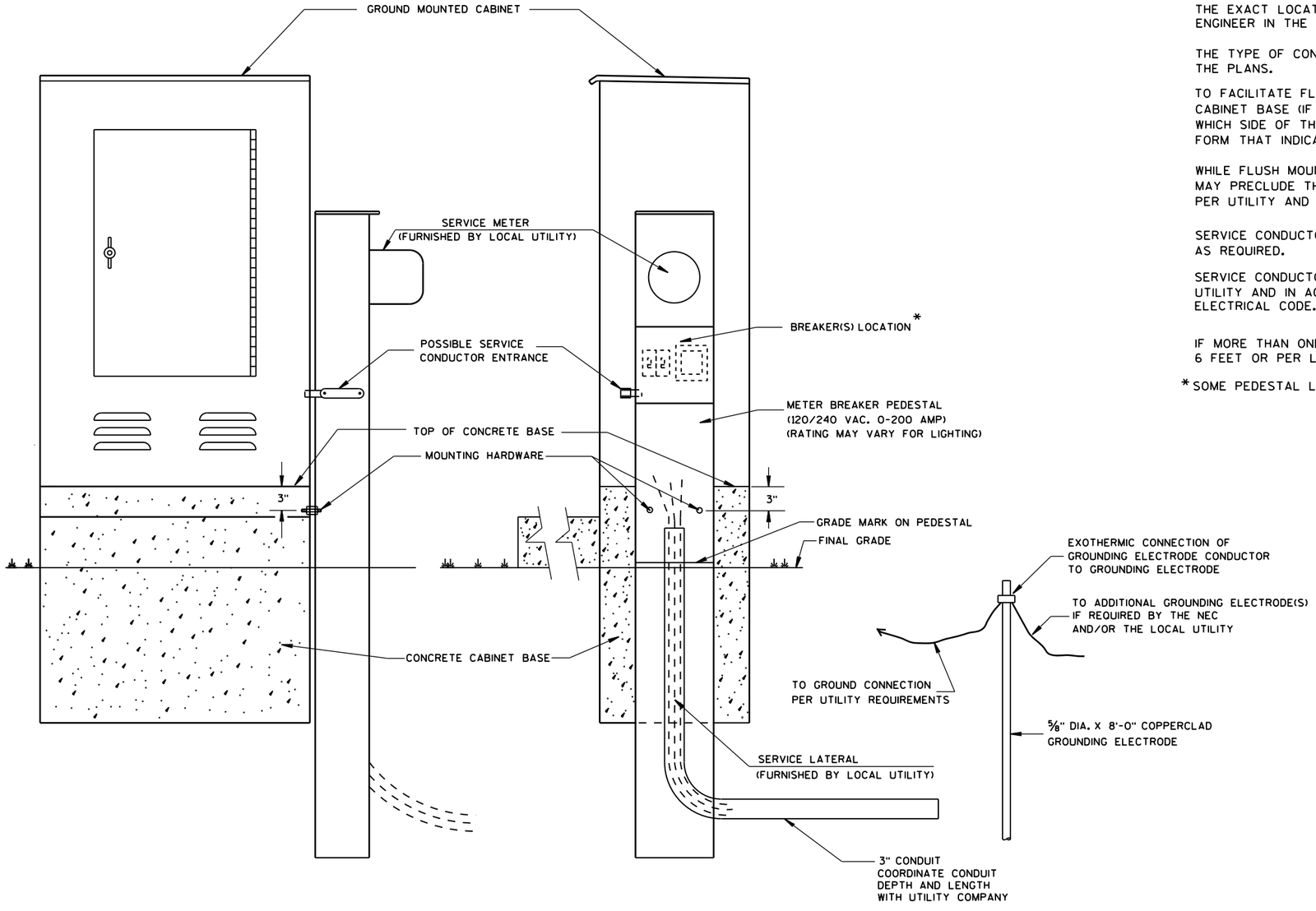

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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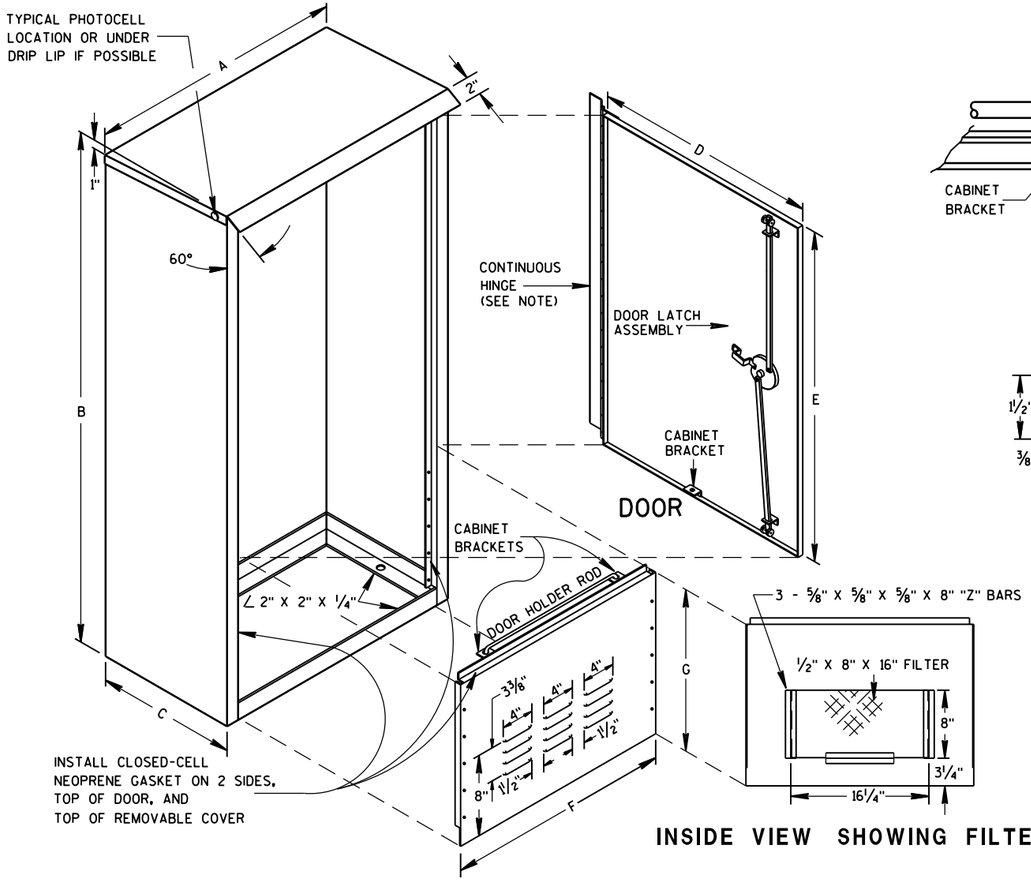
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

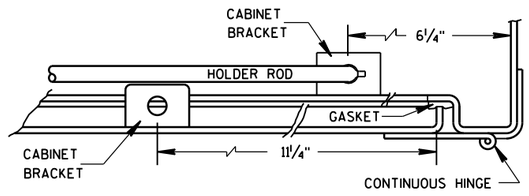
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

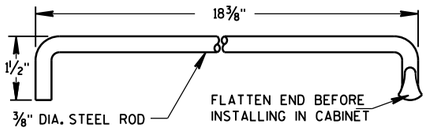


REMOVABLE COVER

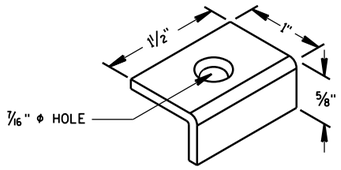
INSIDE VIEW SHOWING FILTER



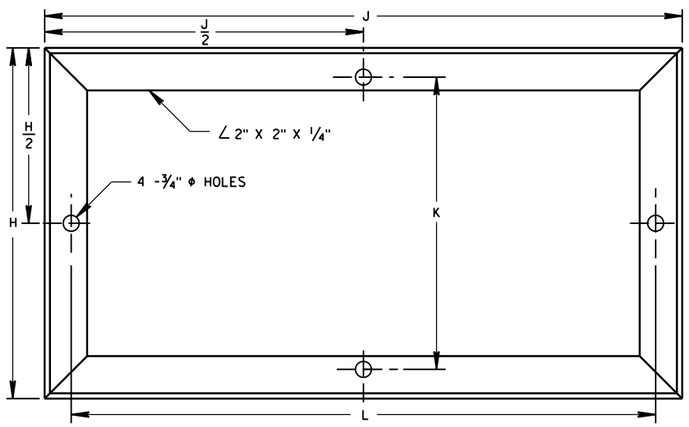
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

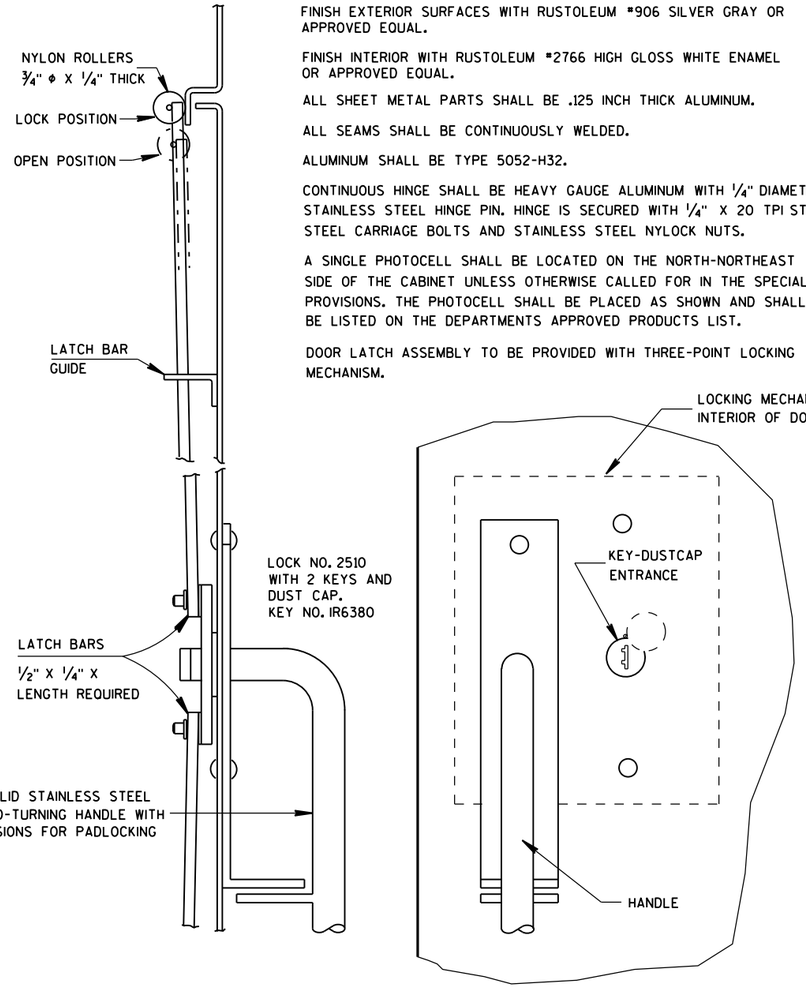
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

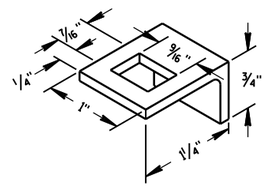
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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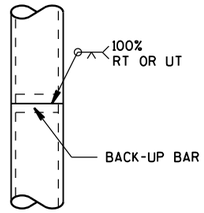
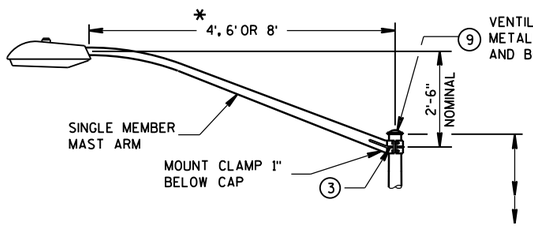
S.D.D. 9 D 2-3

FOR MANUFACTURERS USE ONLY

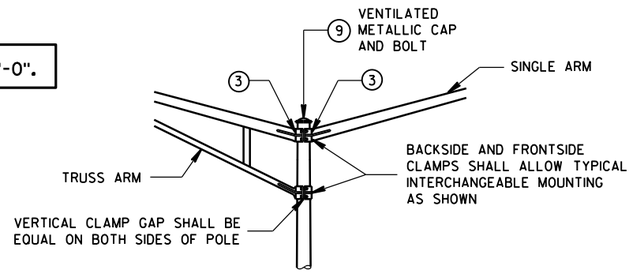
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





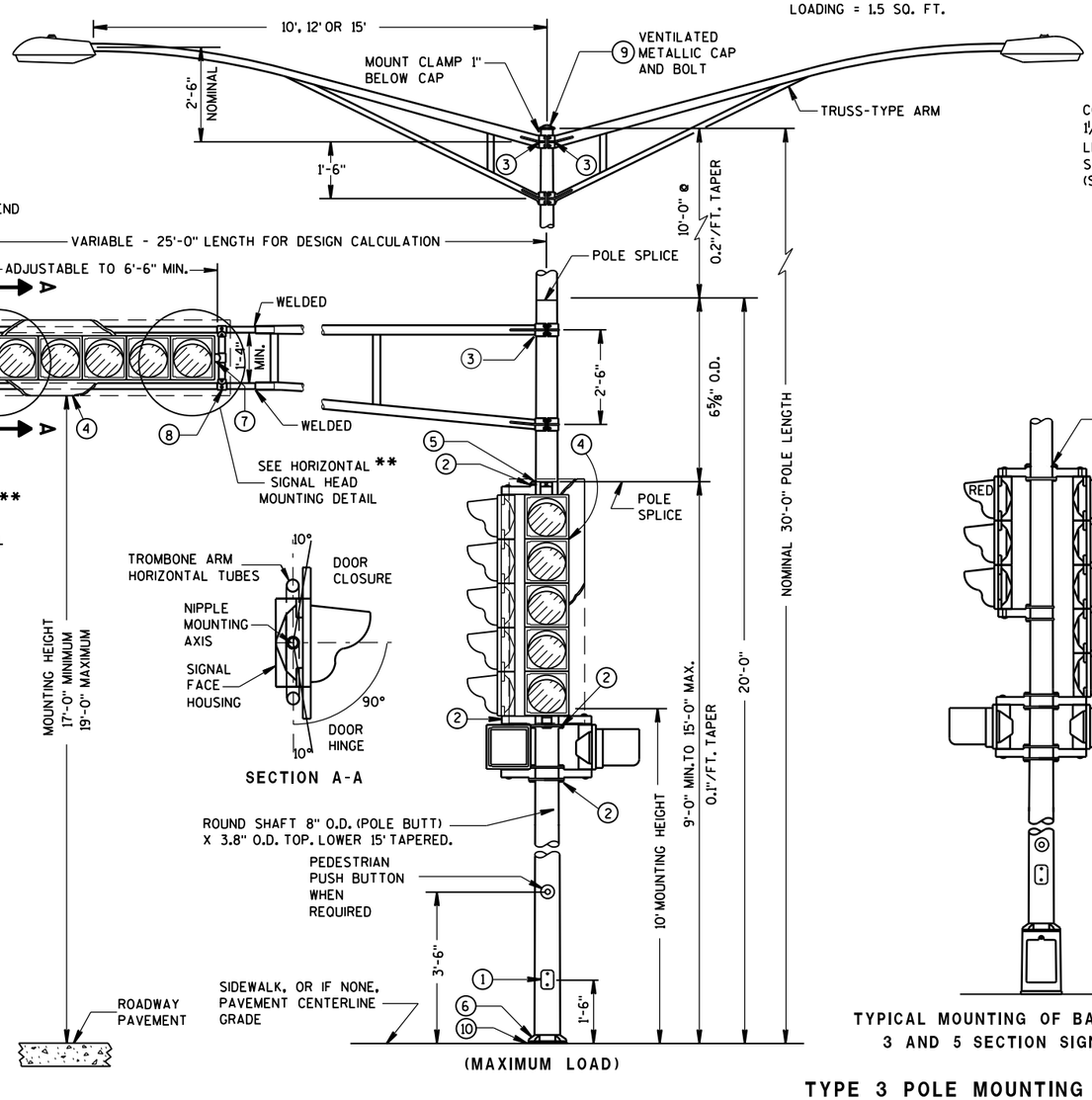
POLE SPLICE DETAIL



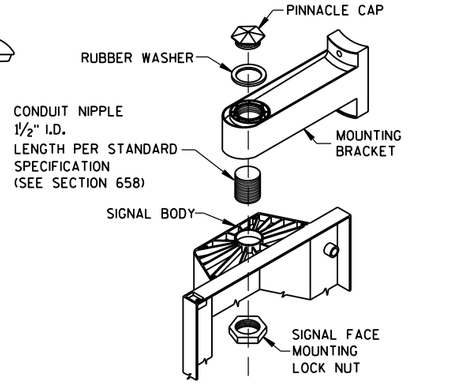
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

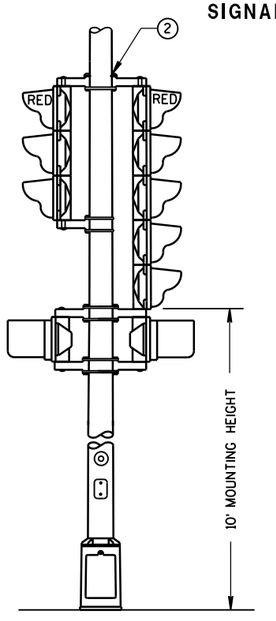
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.



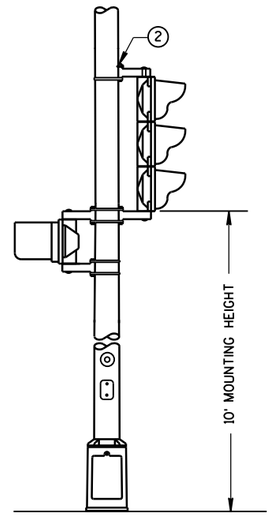
(MAXIMUM LOAD)



SIGNAL FACE MOUNTING DETAIL (BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

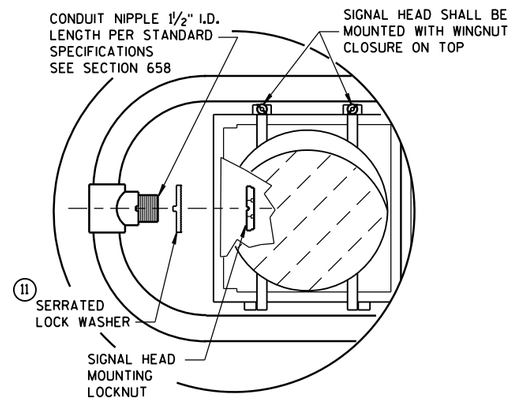
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 251

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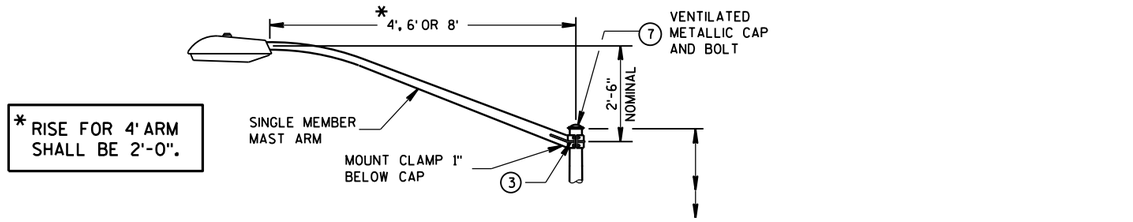
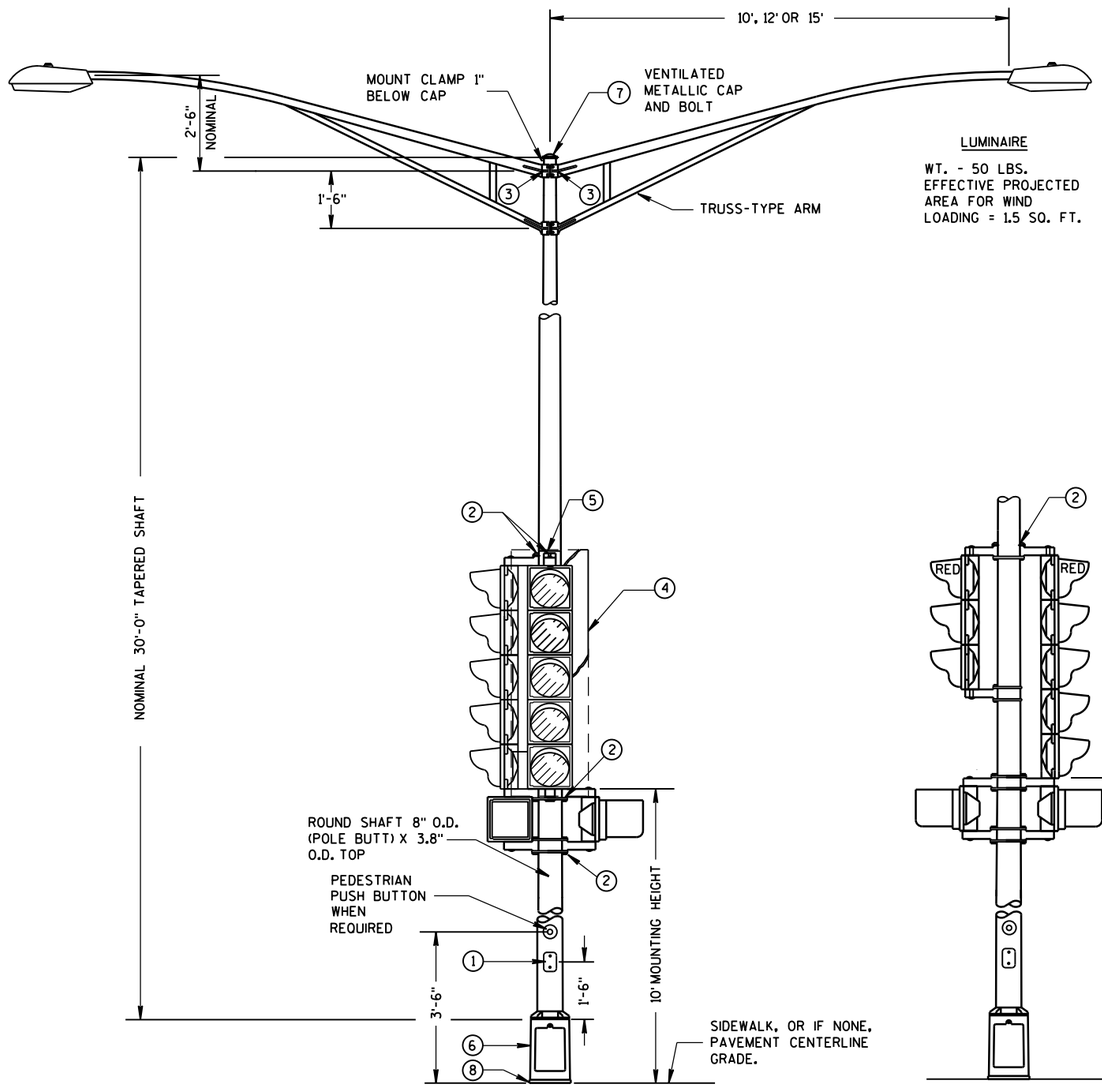
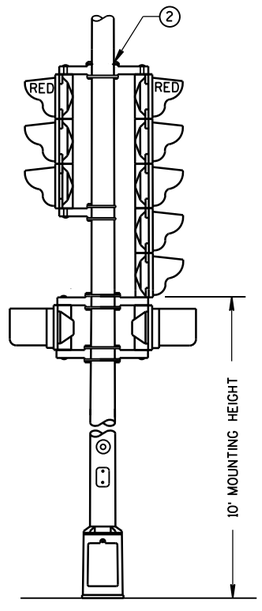




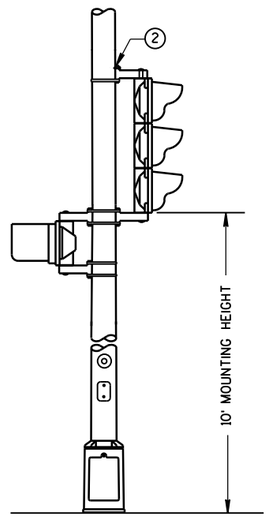
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

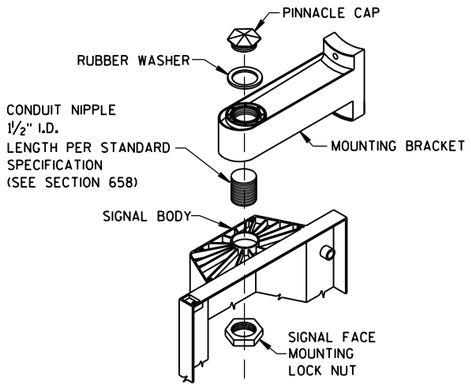


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

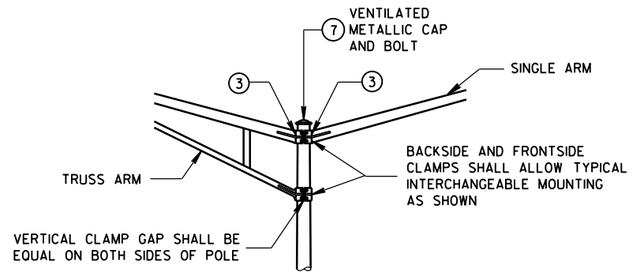
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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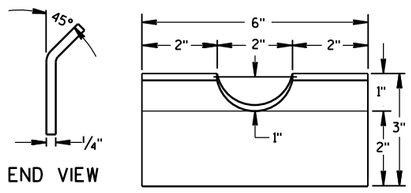
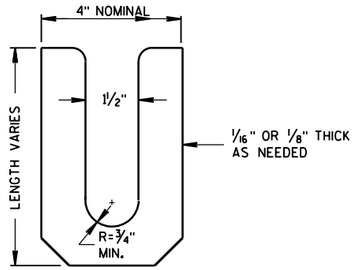


END VIEW

FRONT VIEW

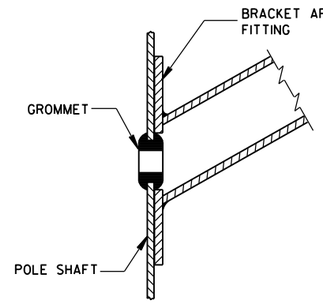
RECTANGULAR CLAMP SHIM

(4 TO A SET)

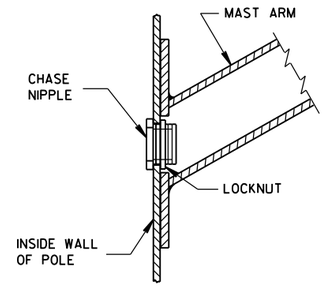


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

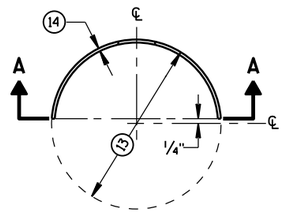
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

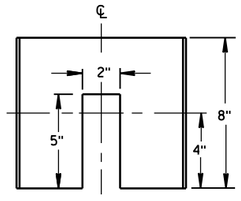
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



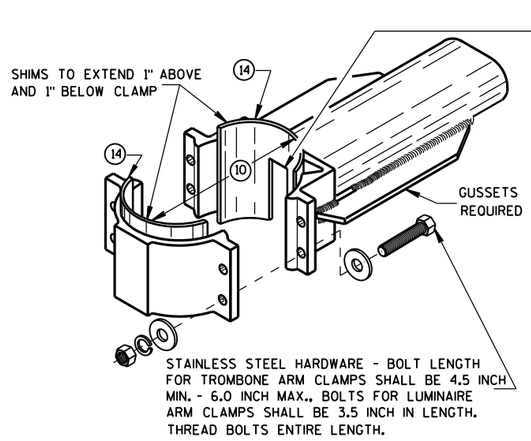
PLAN VIEW



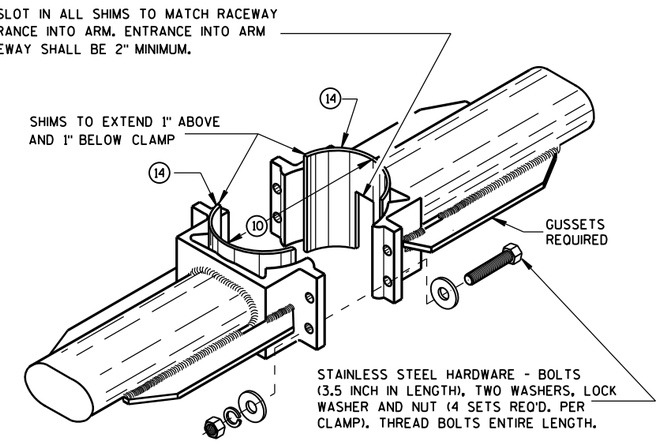
SECTION A-A

CIRCULAR CLAMP SHIM

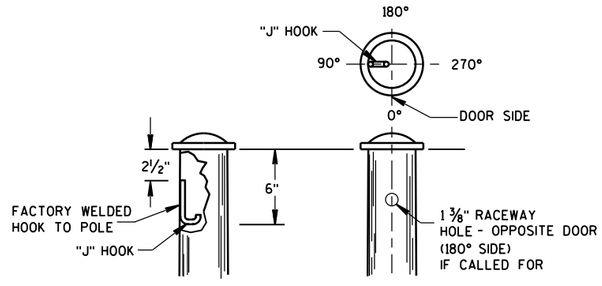
(2 TO A SET)



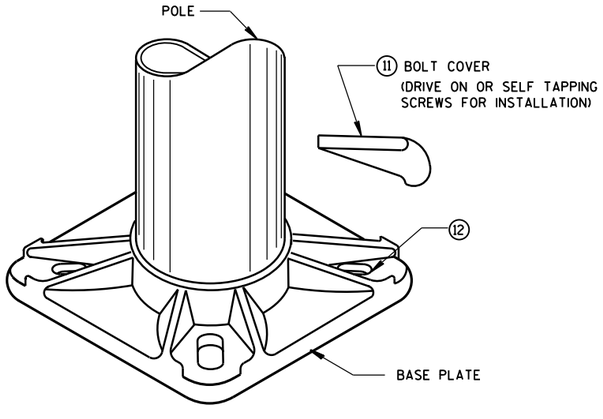
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



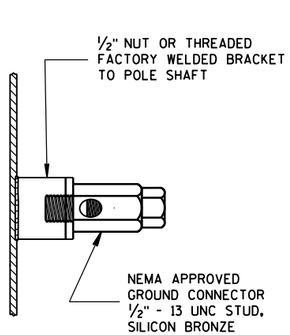
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

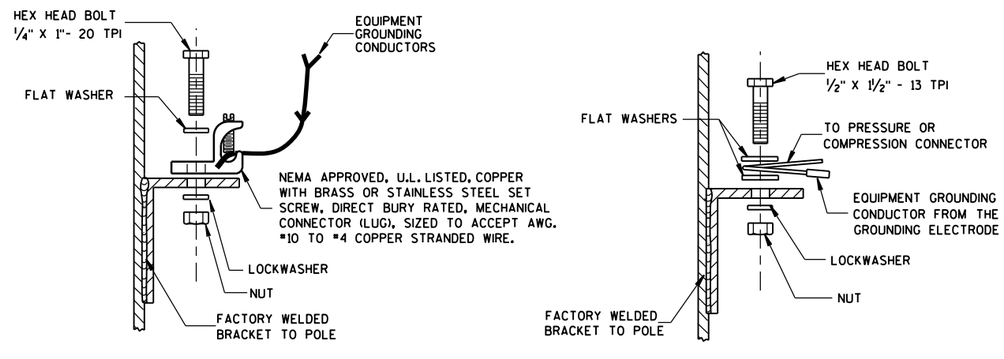


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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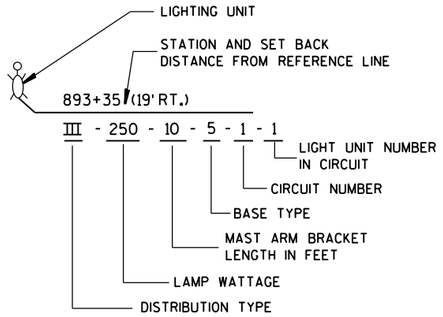
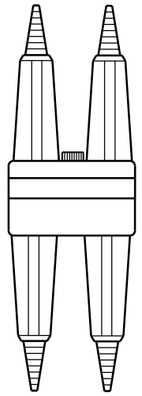
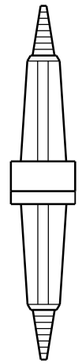


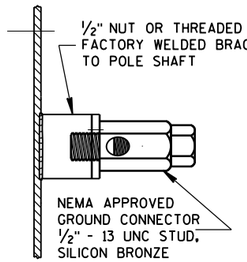
LIGHTING UNIT CODE
(TYPICAL)

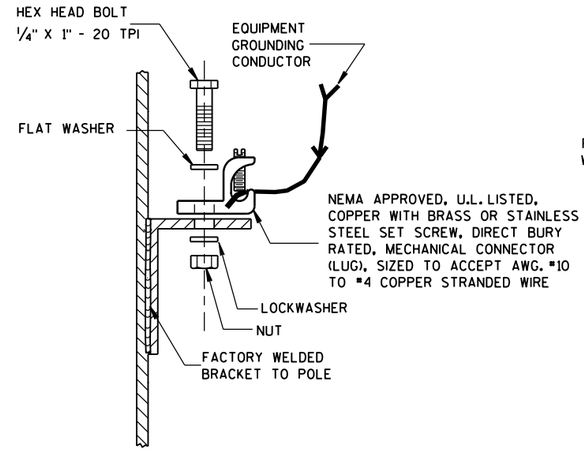


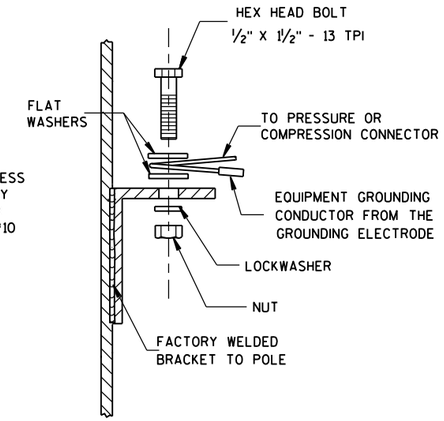
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



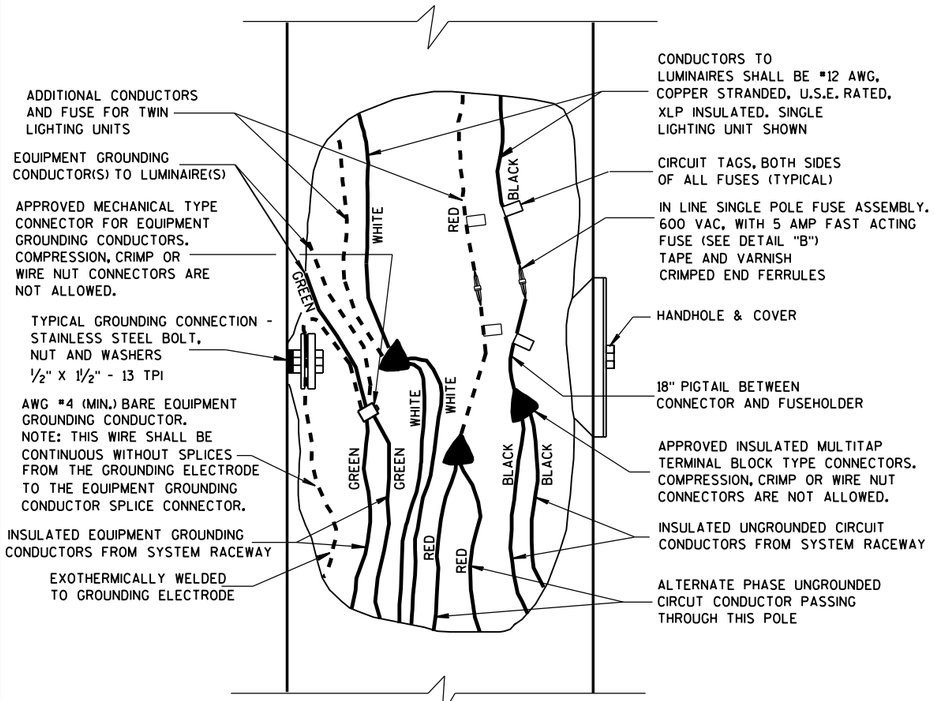
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



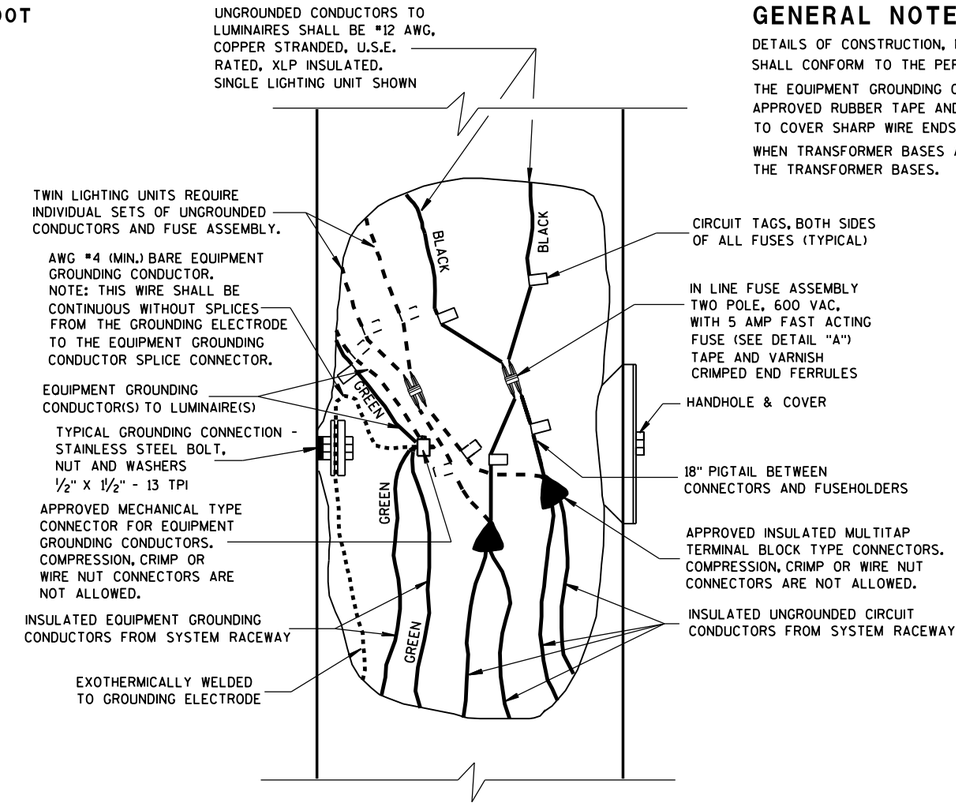




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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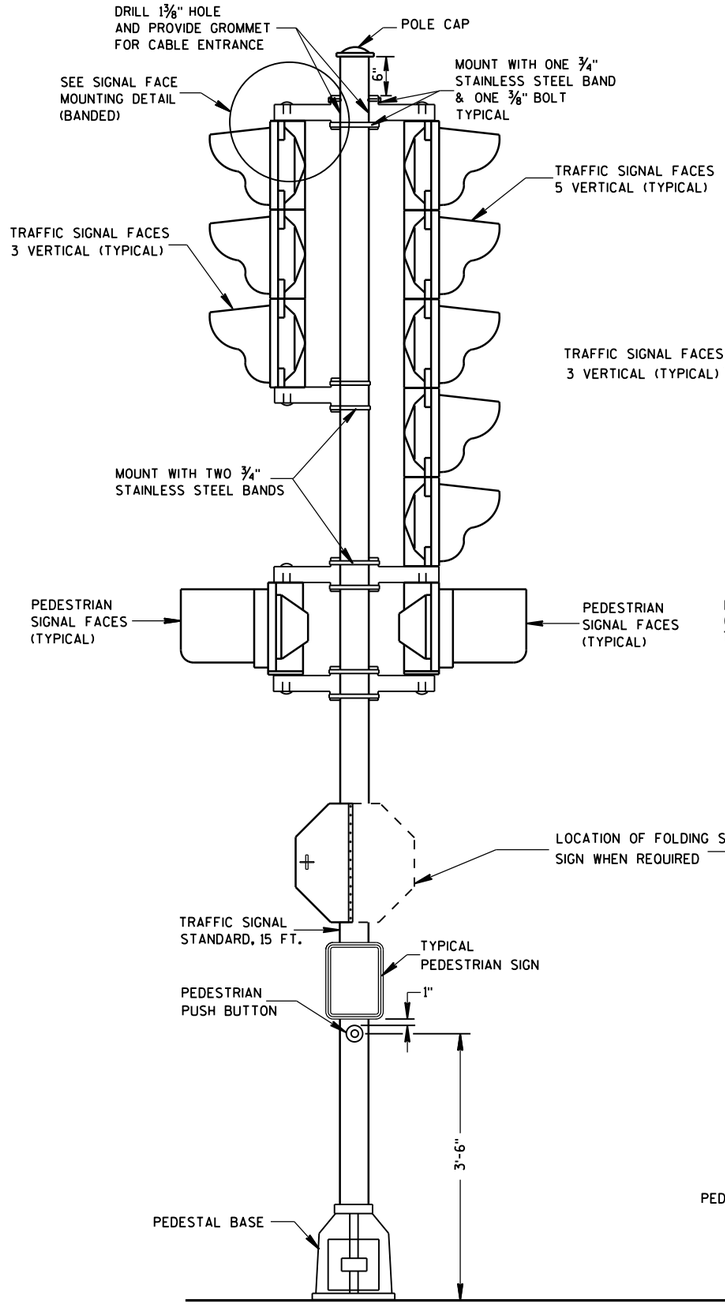
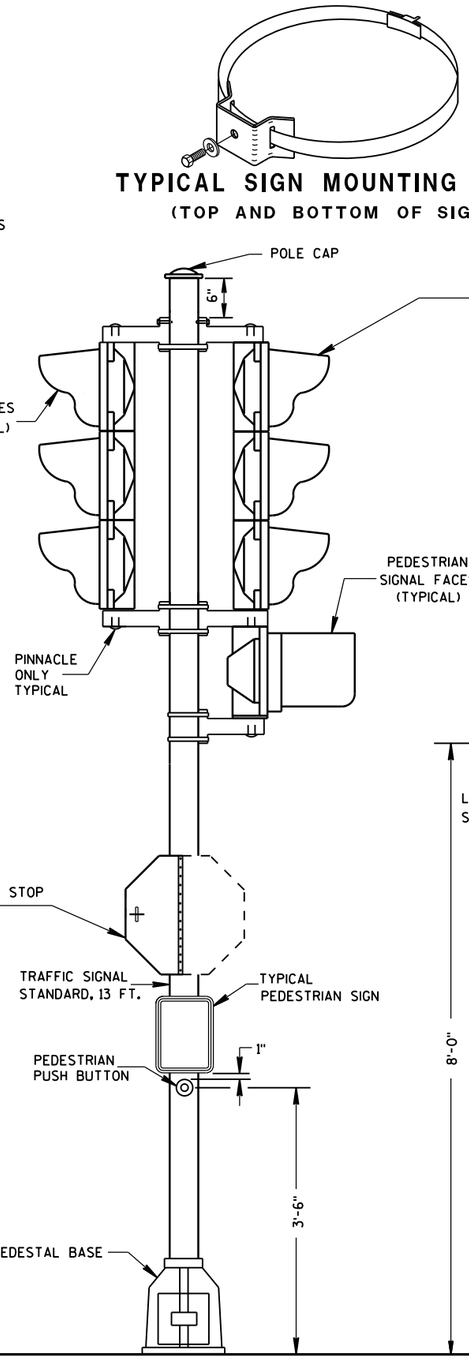
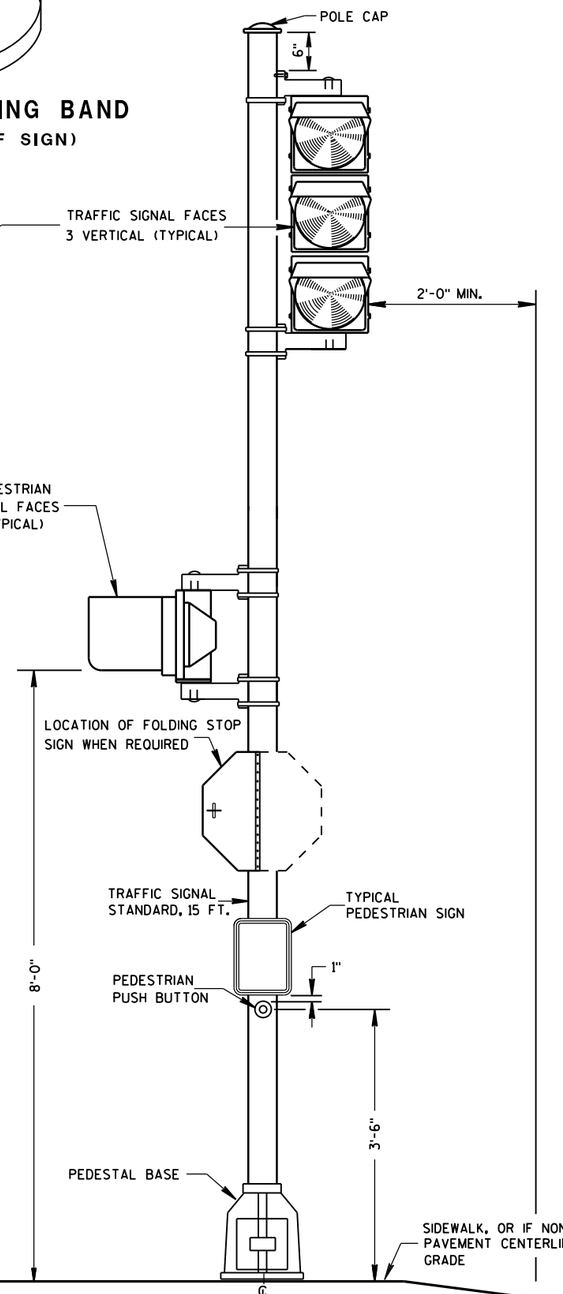


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

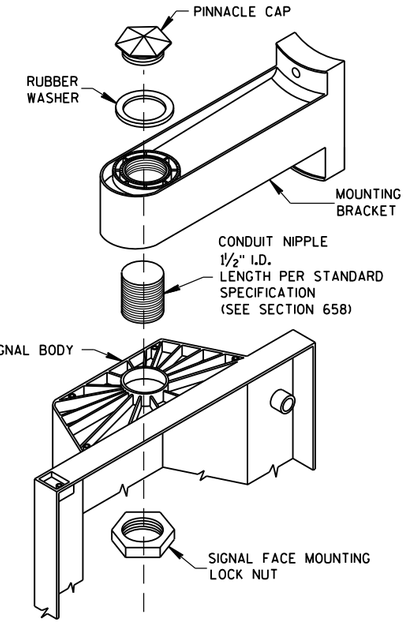
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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2/28/2013 — DATE
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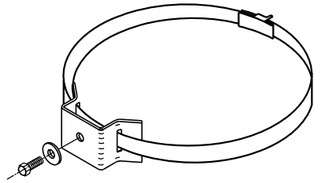
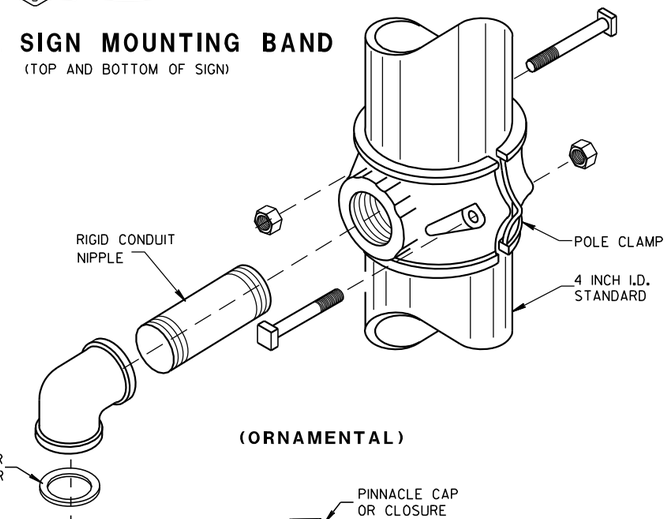
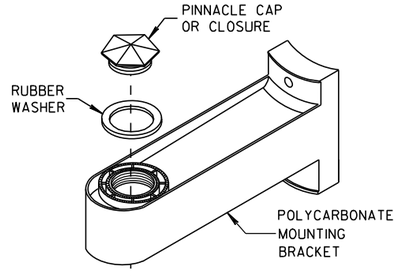


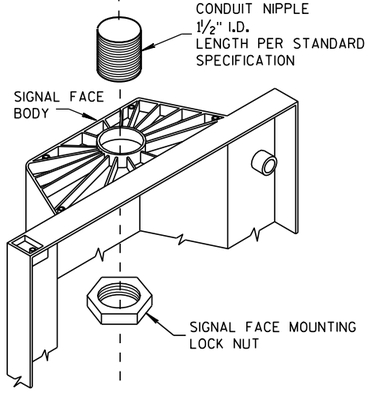
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



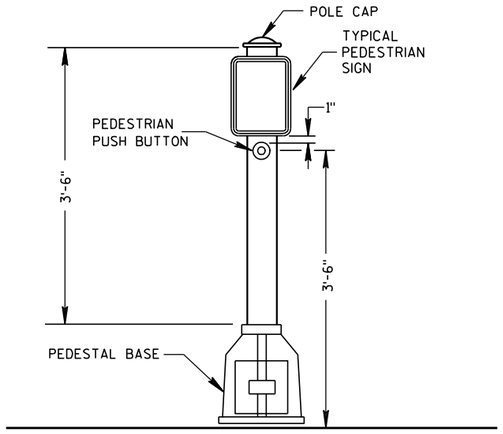
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

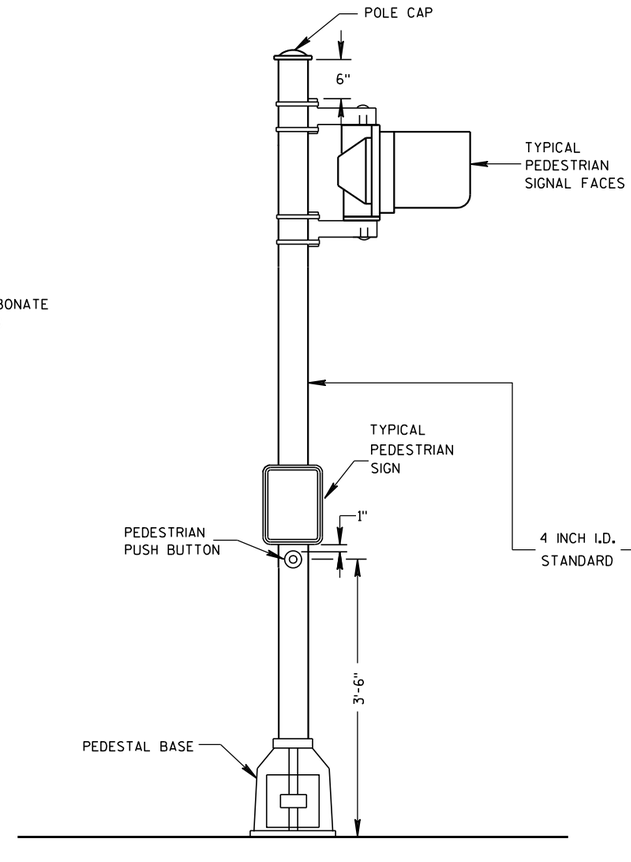
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

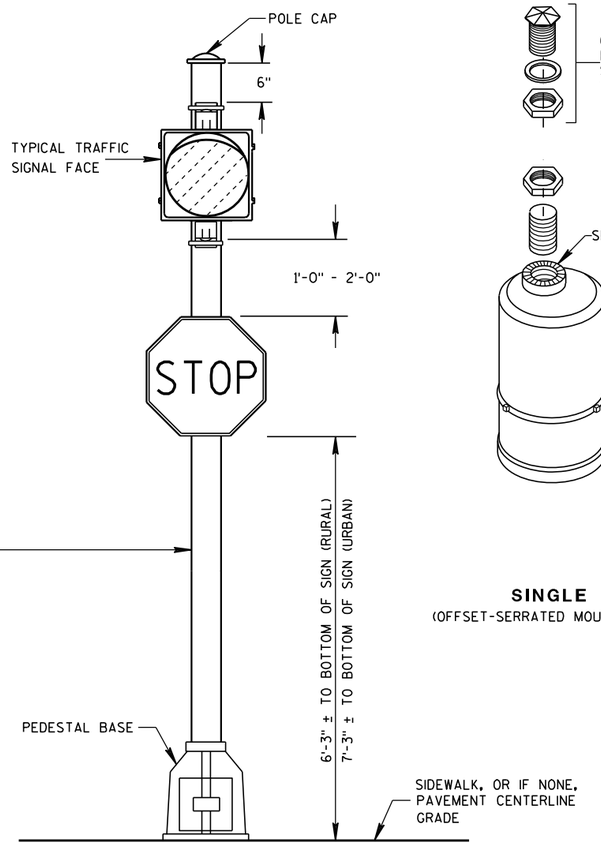
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

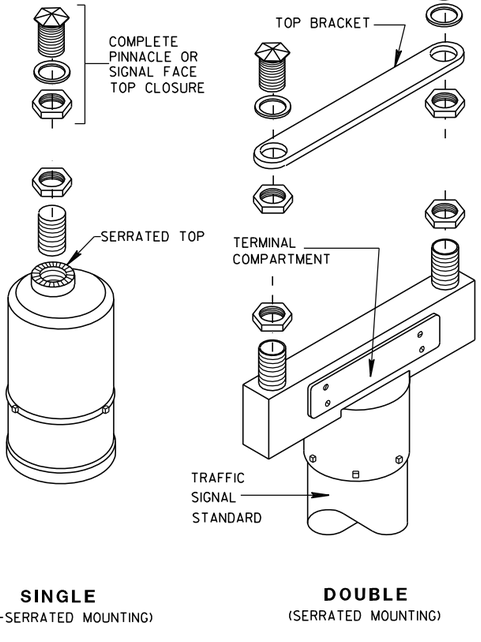
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

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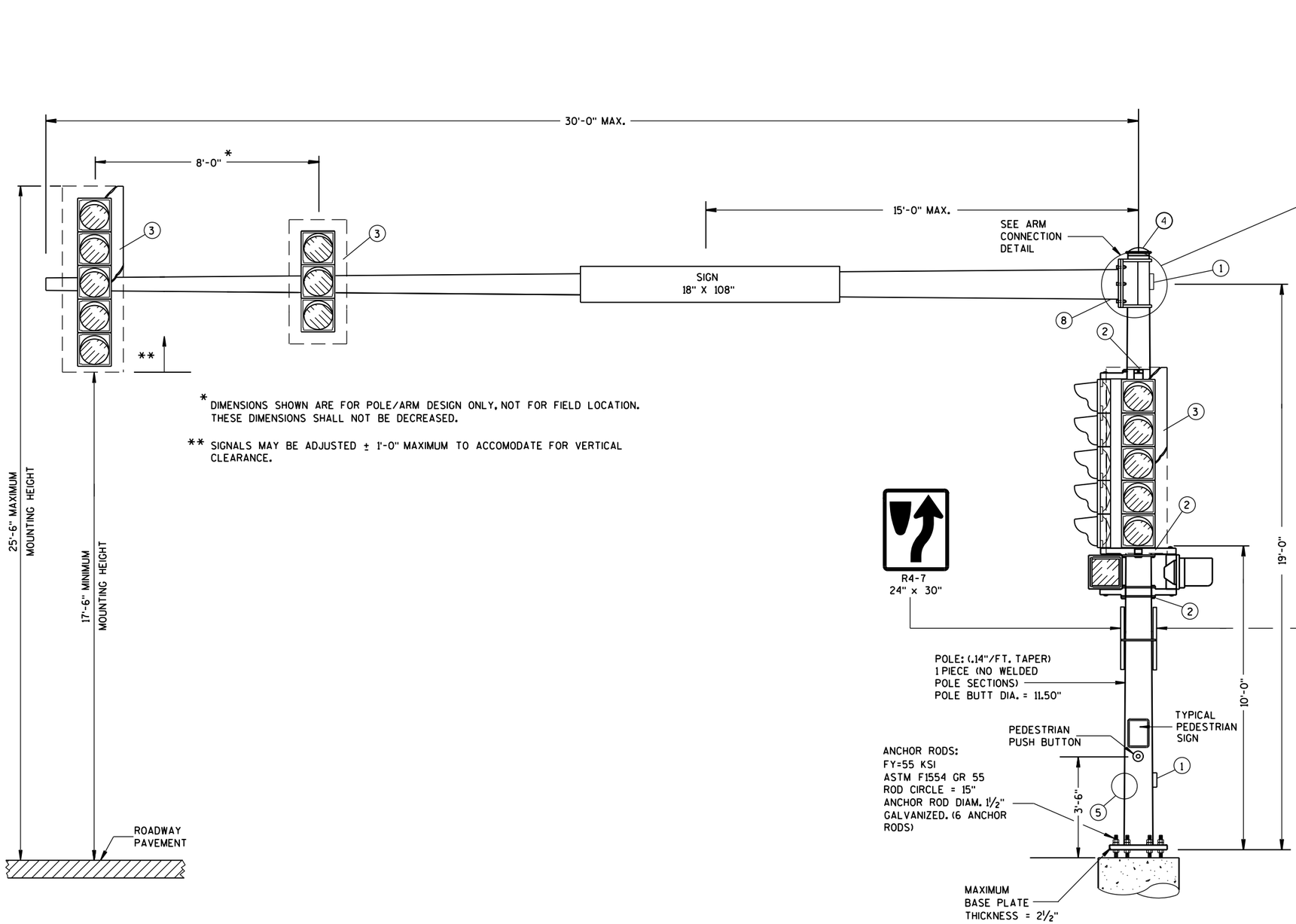

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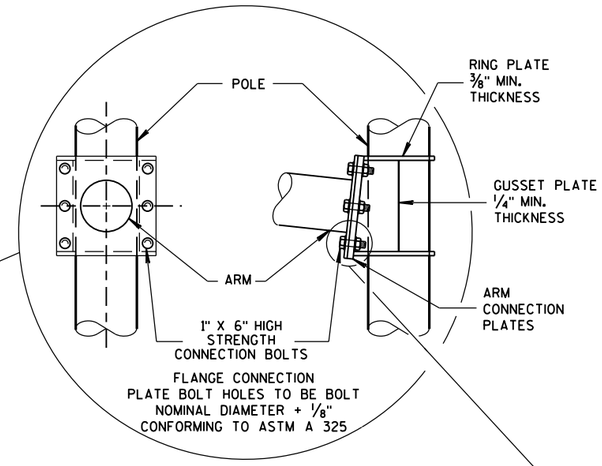
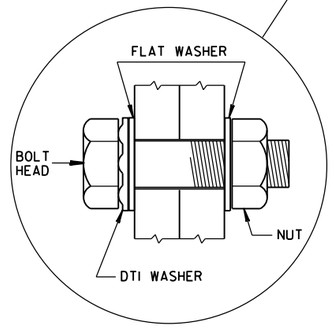
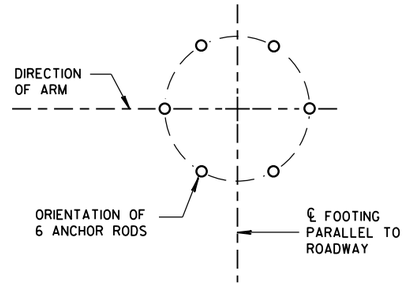
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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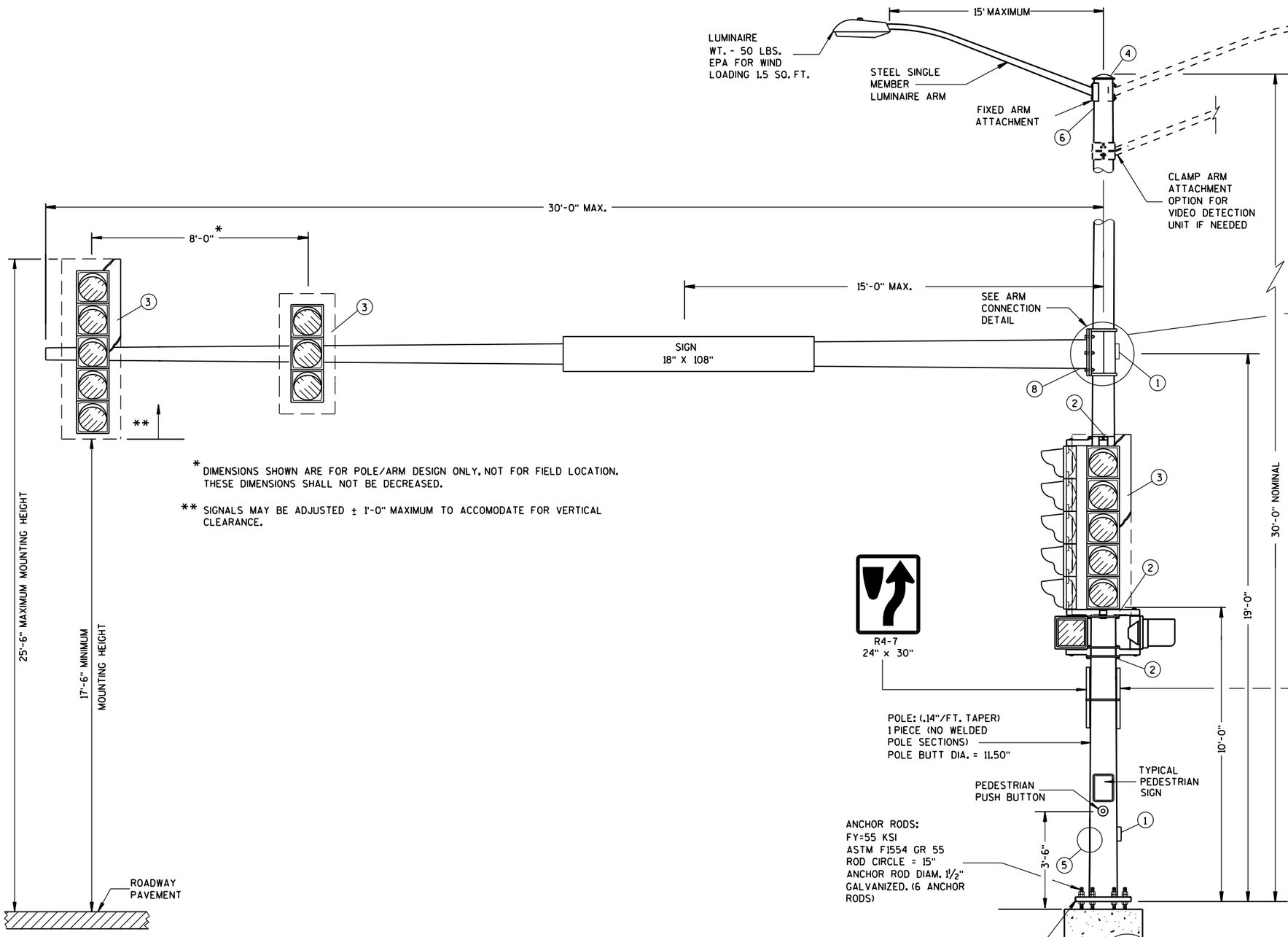
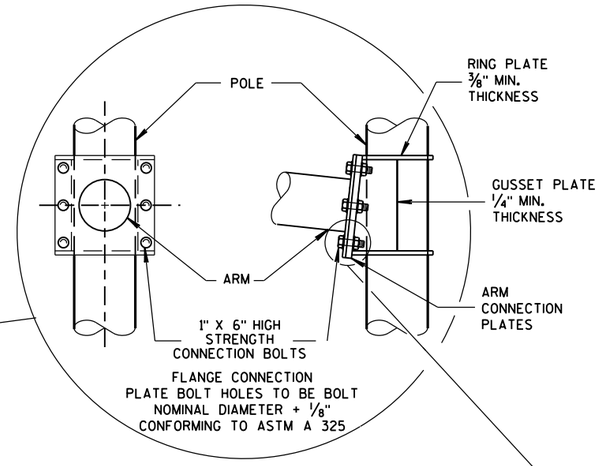
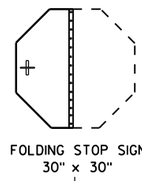
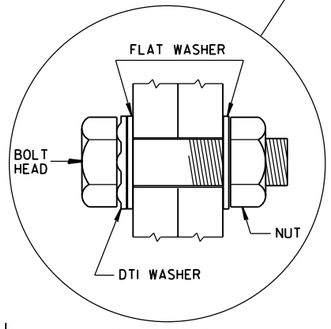


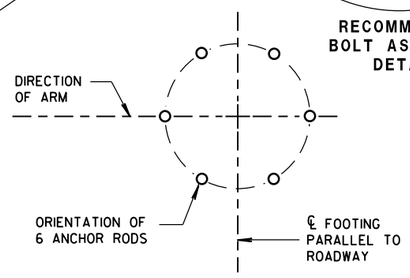


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED
BOLT ASSEMBLY
DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL 258

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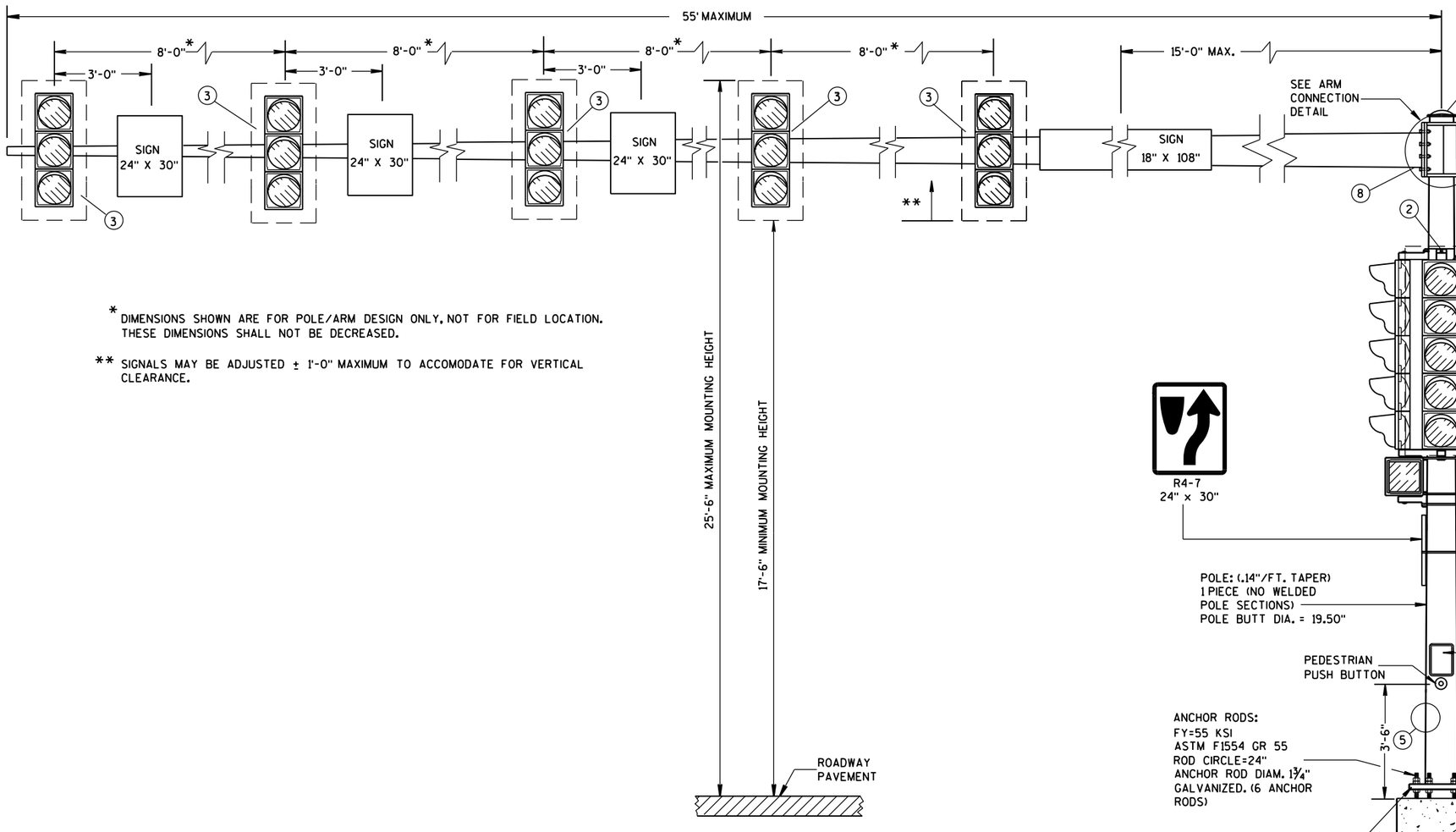

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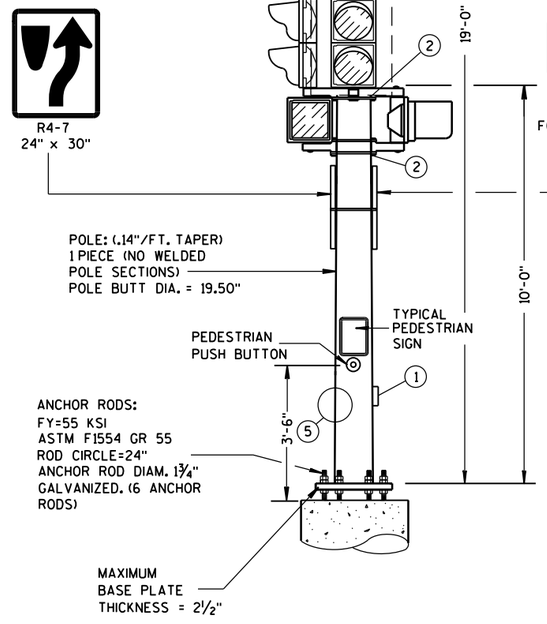
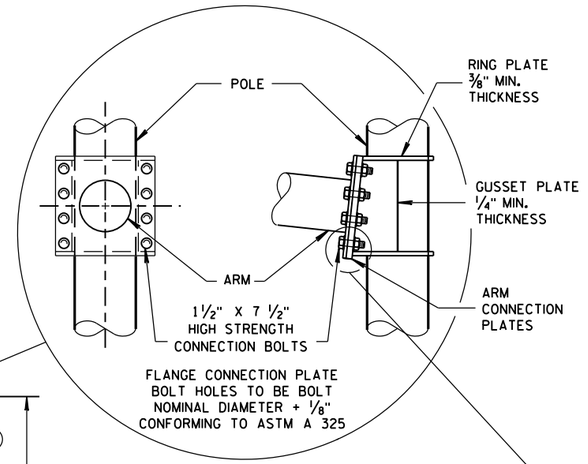
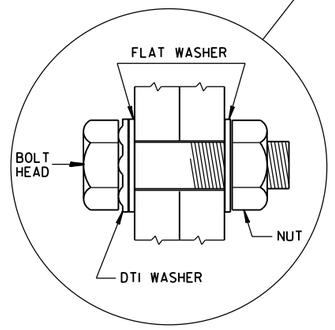
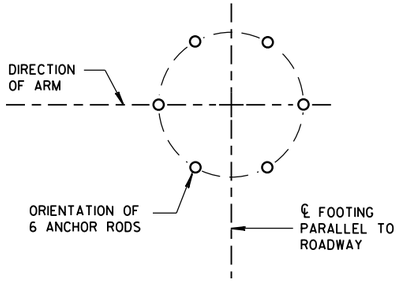




8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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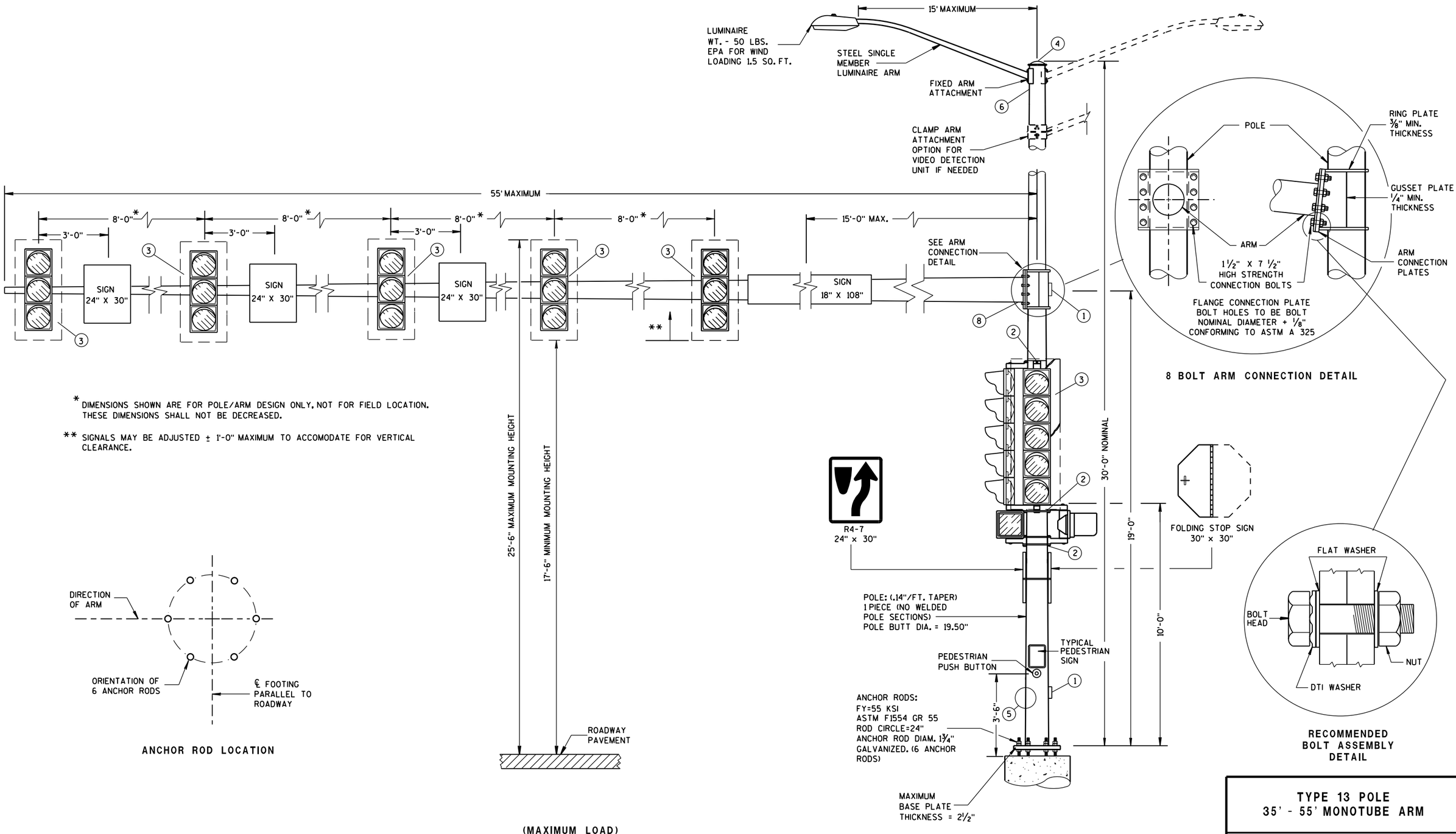

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ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE 35' - 55' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 260
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S.D.D. 9 E 8-6d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

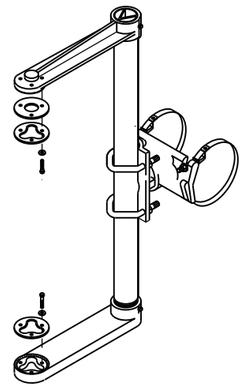
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL DEPARTMENT PROVIDED STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

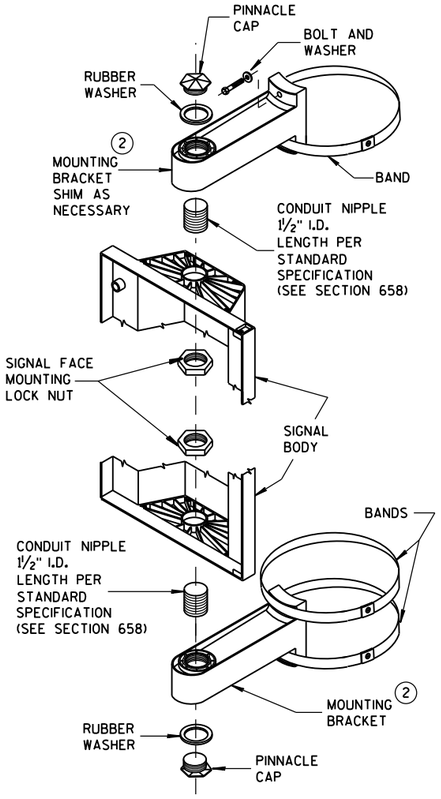
MOUNTING HEIGHT SHALL BE 5'-0" ABOVE THE CURB OR SHOULDER . ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

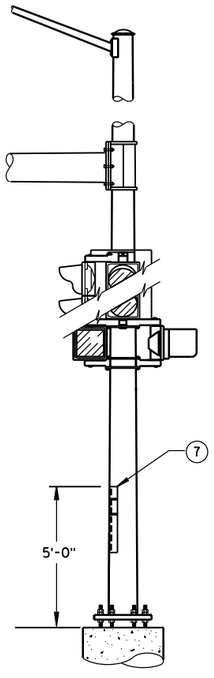


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

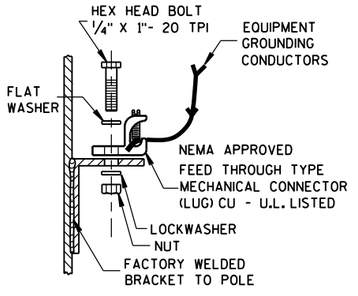
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

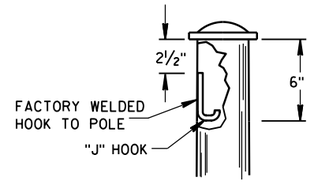


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2014 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

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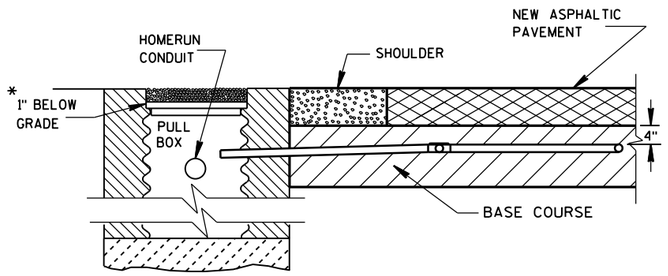
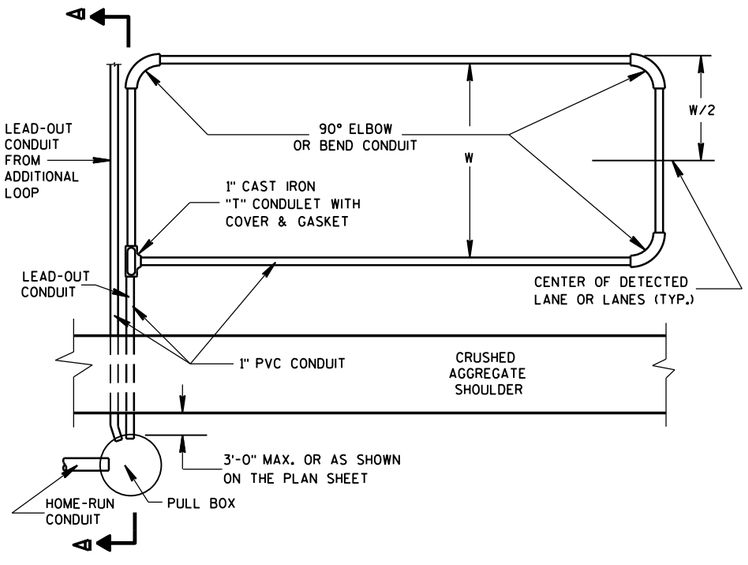


SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

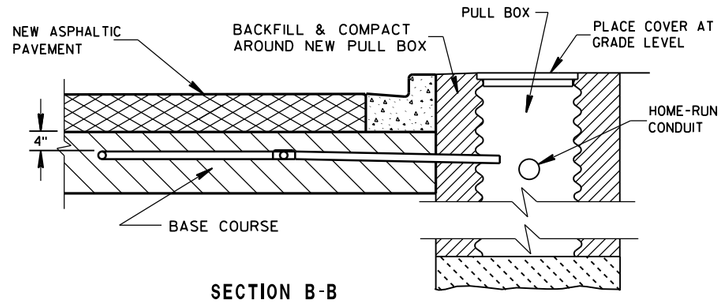
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

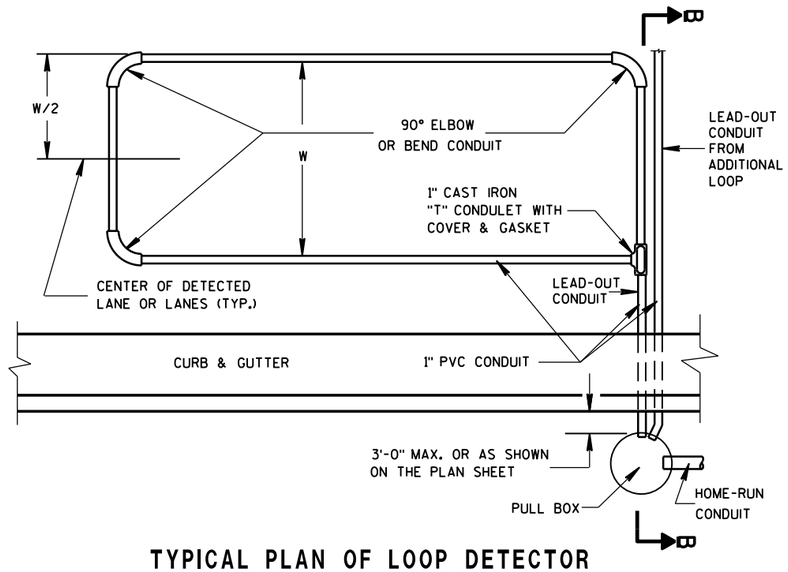
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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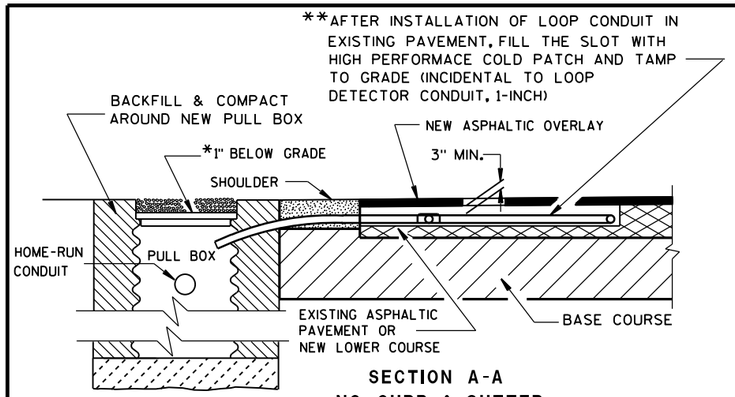
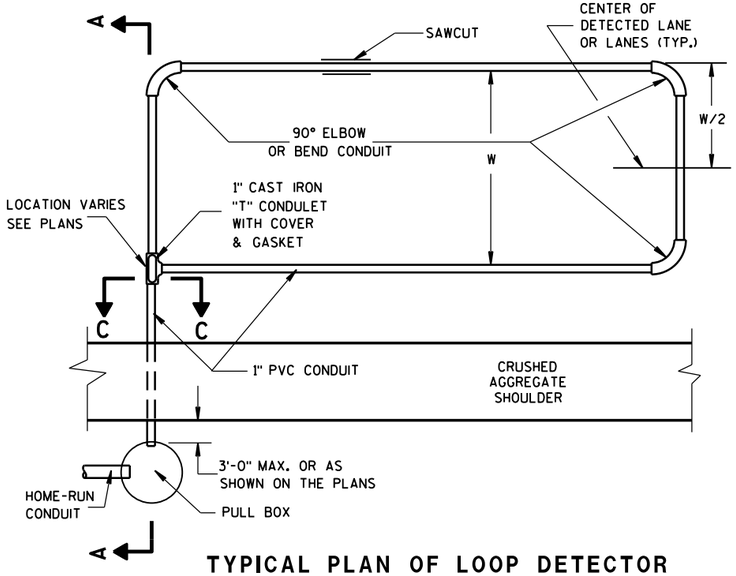


SECTION A-A

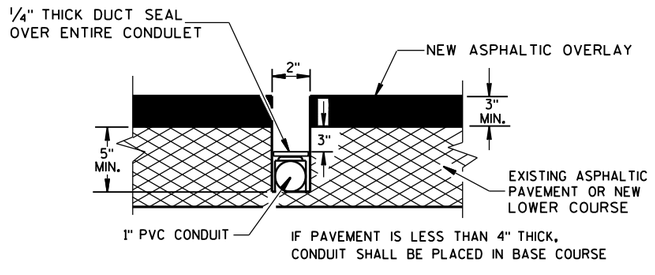
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW

SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY ½ INCH. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

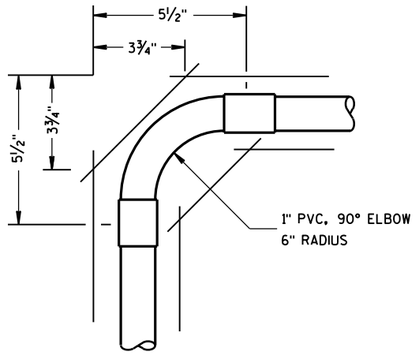
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

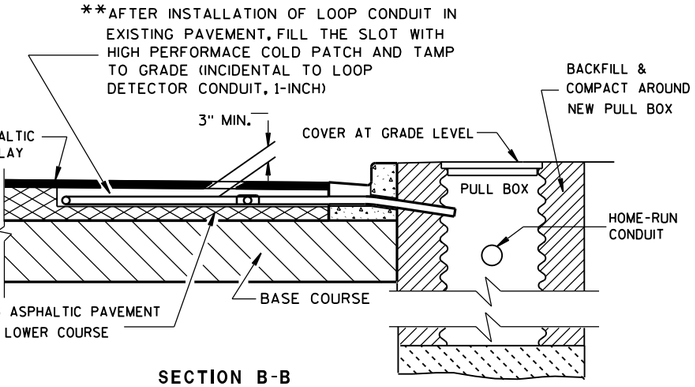
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



TOP VIEW

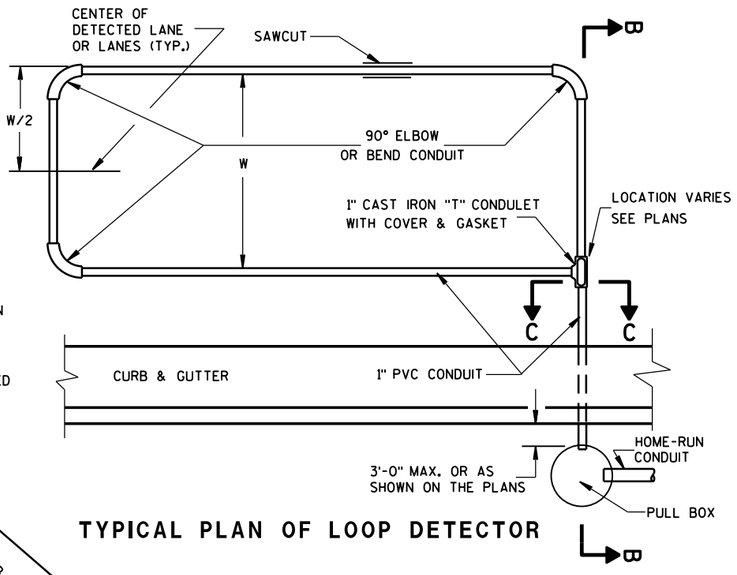
CORNER SAW SLOT DETAIL



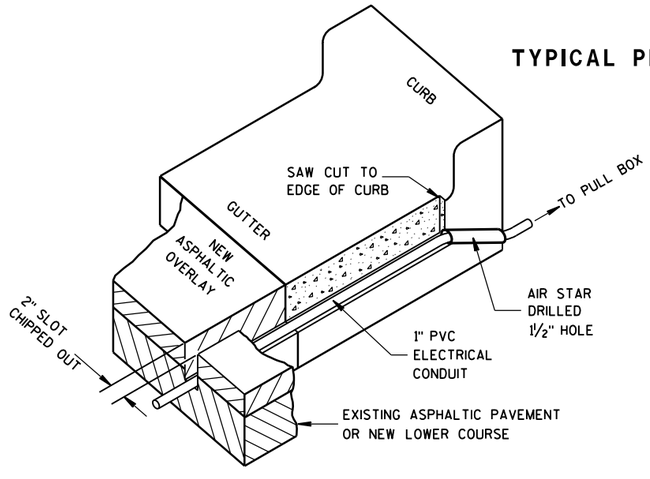
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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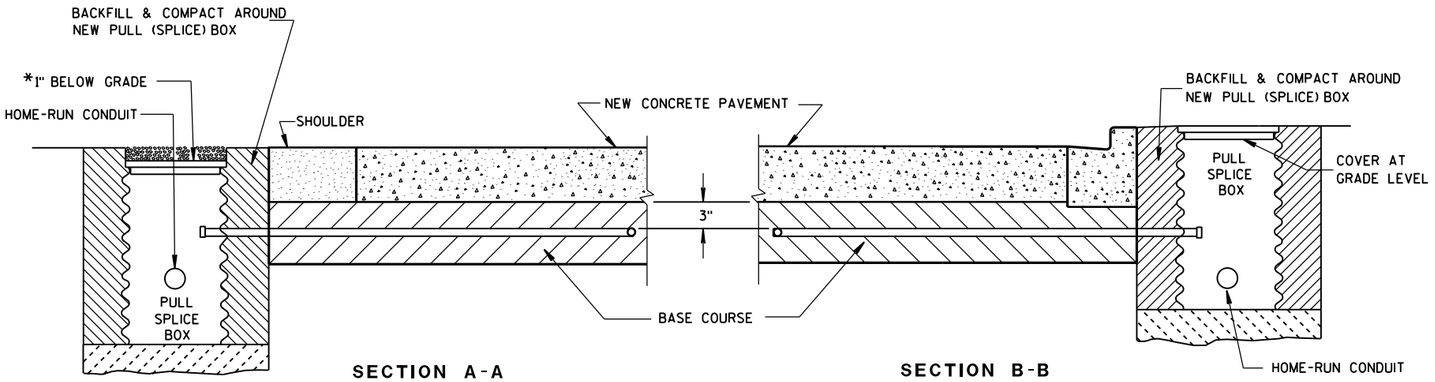


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

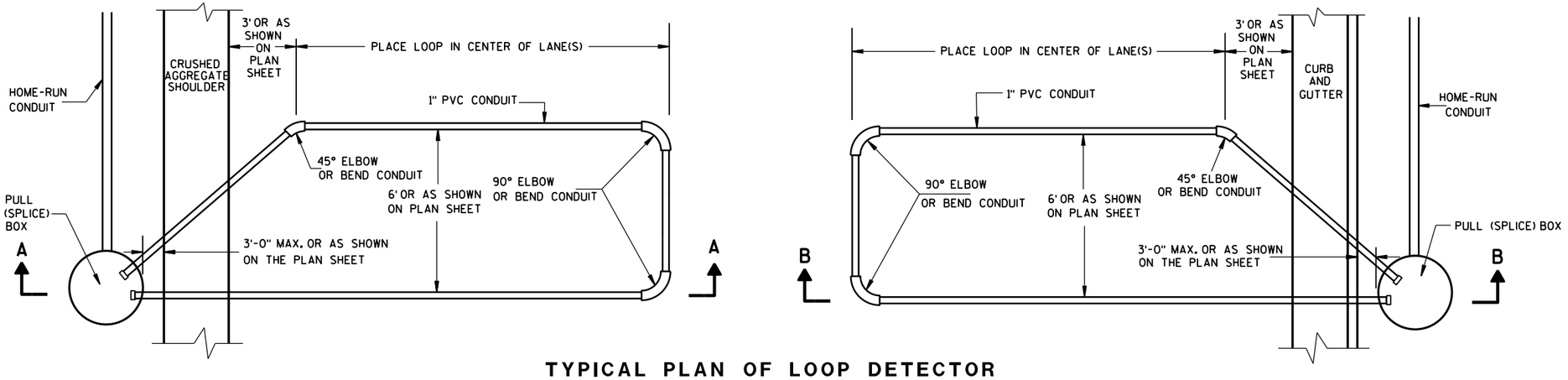
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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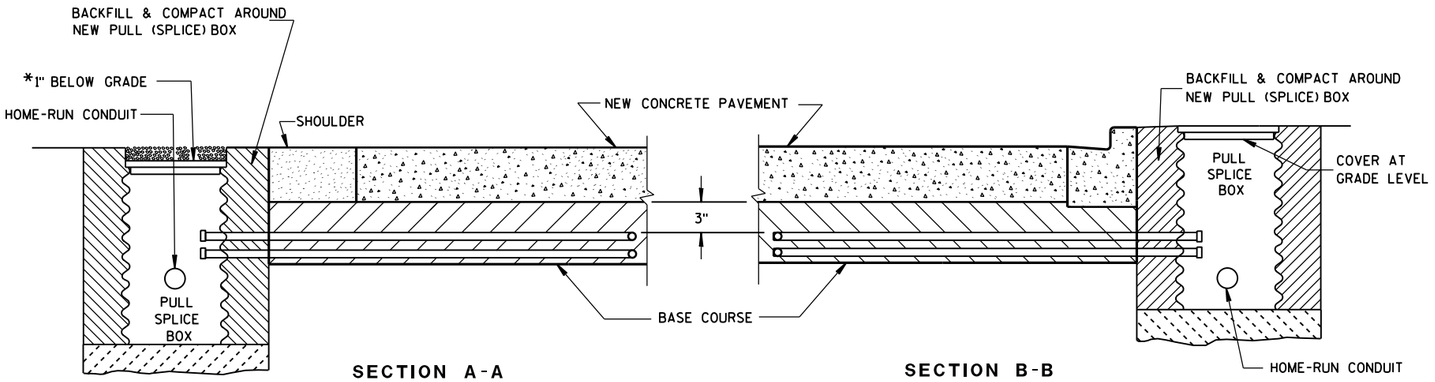


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

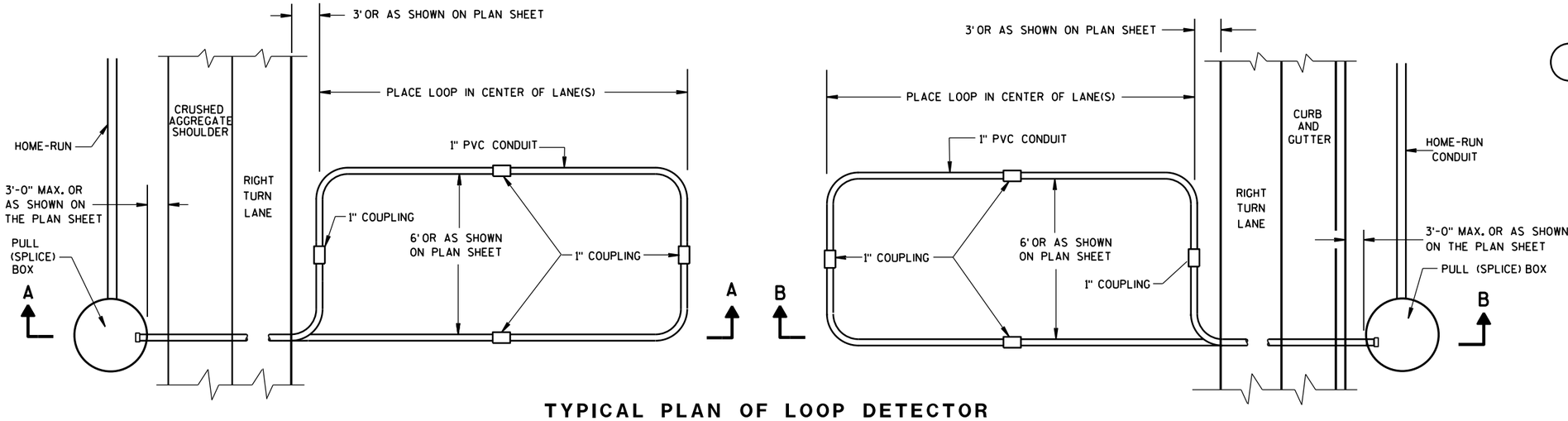
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

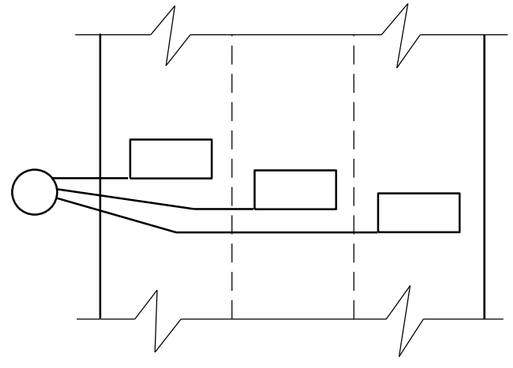
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

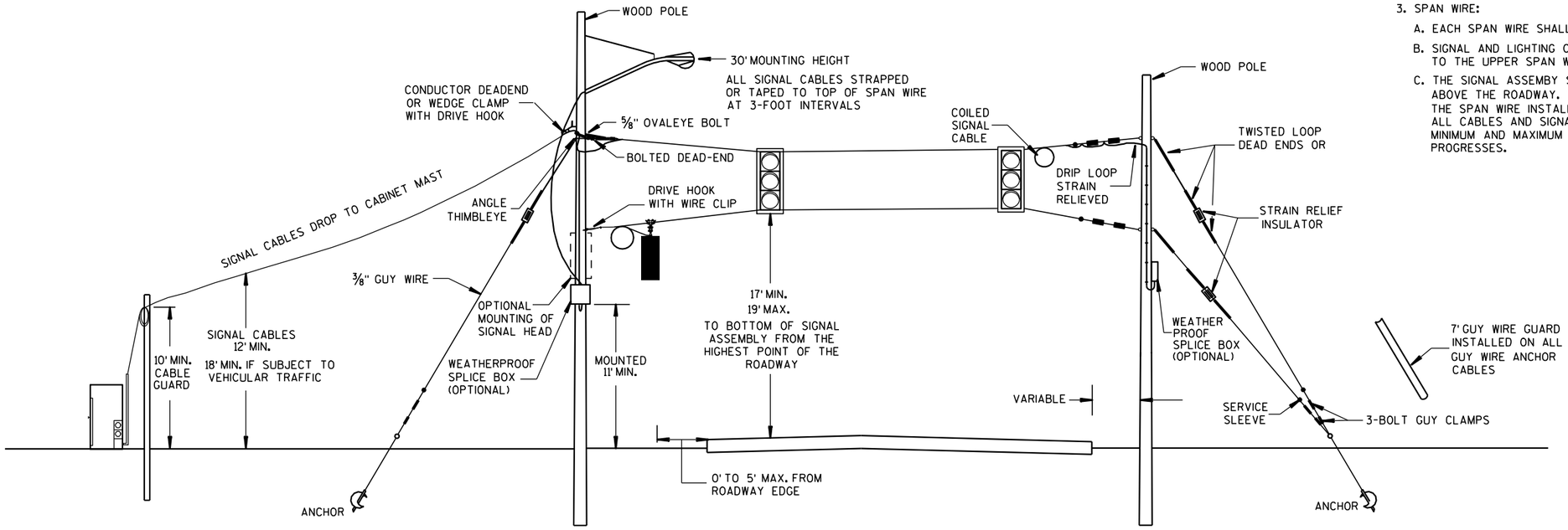
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Ananthar [illegible] n
STATE ELECTRICAL ENGI 266 HWYS

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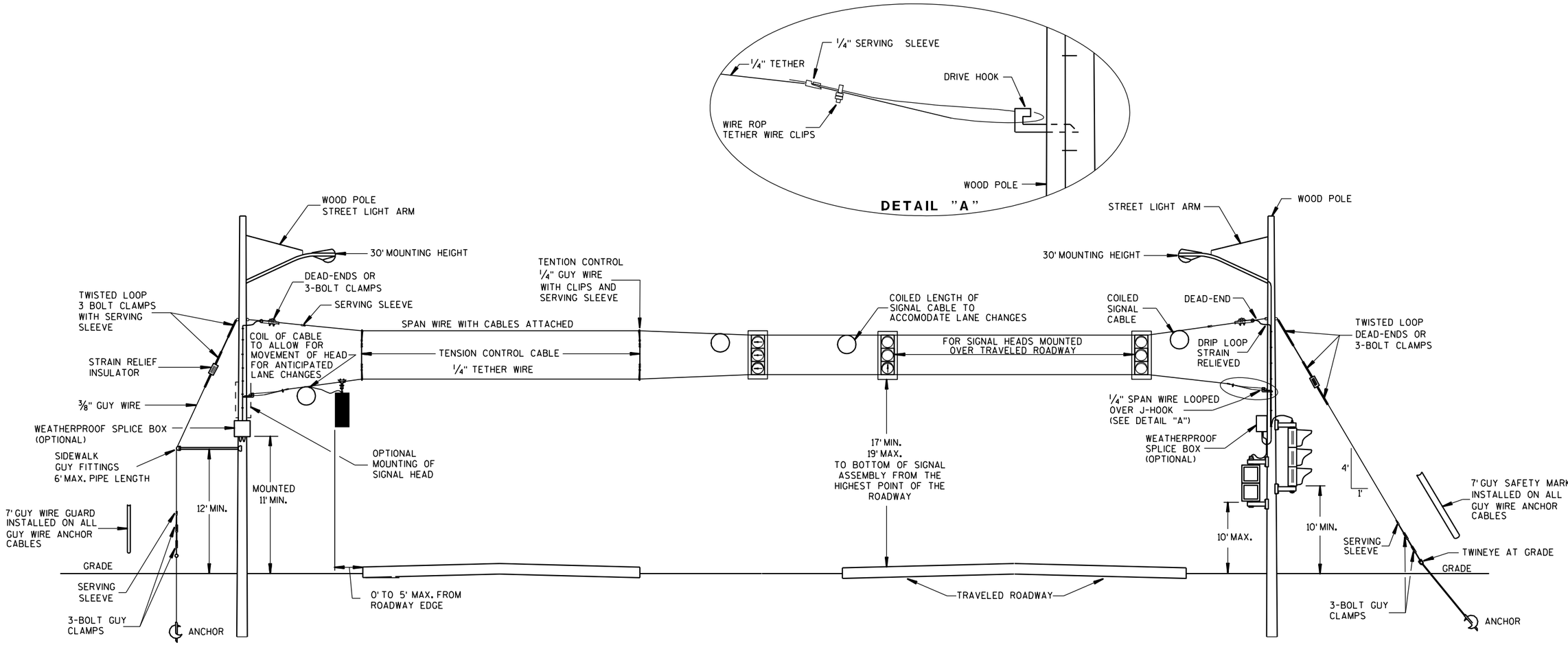

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI

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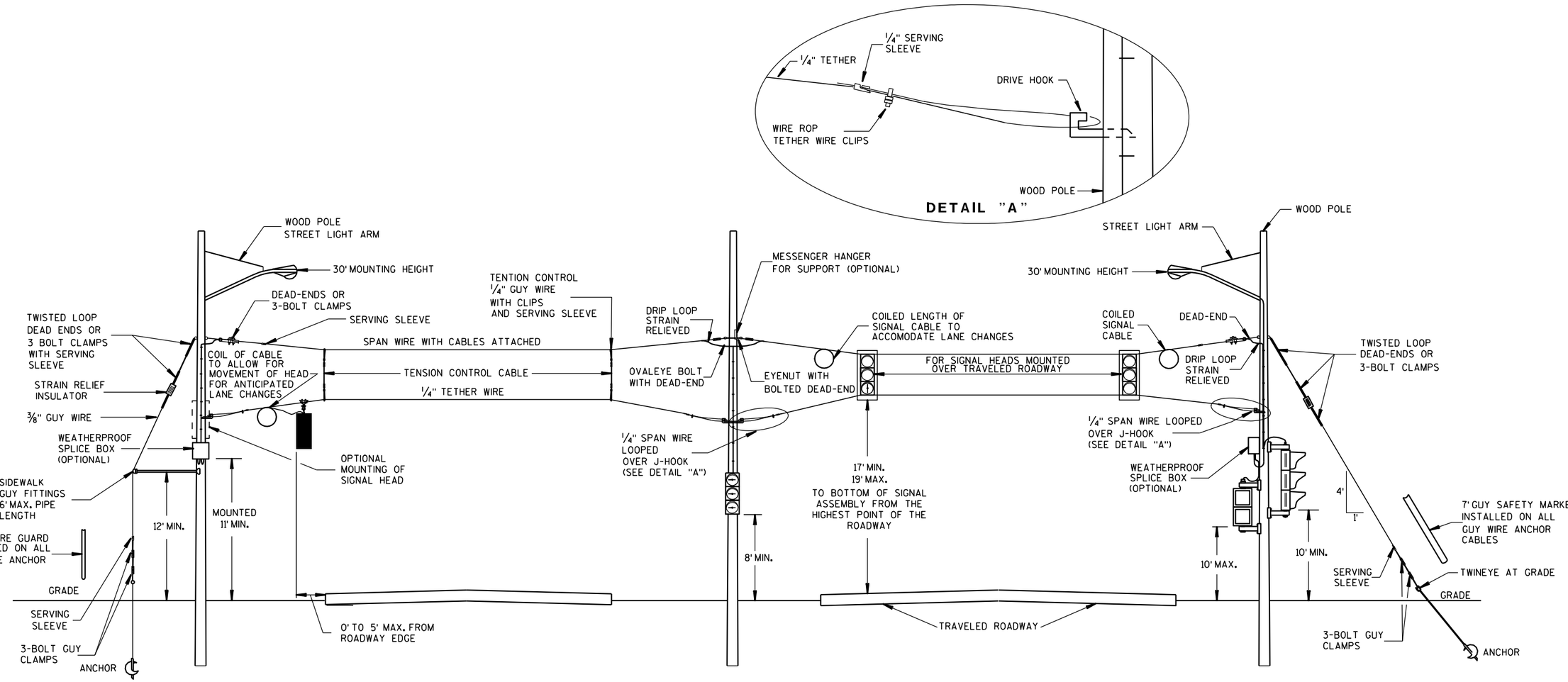

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangarayanan
STATE ELECTRICAL ENGI

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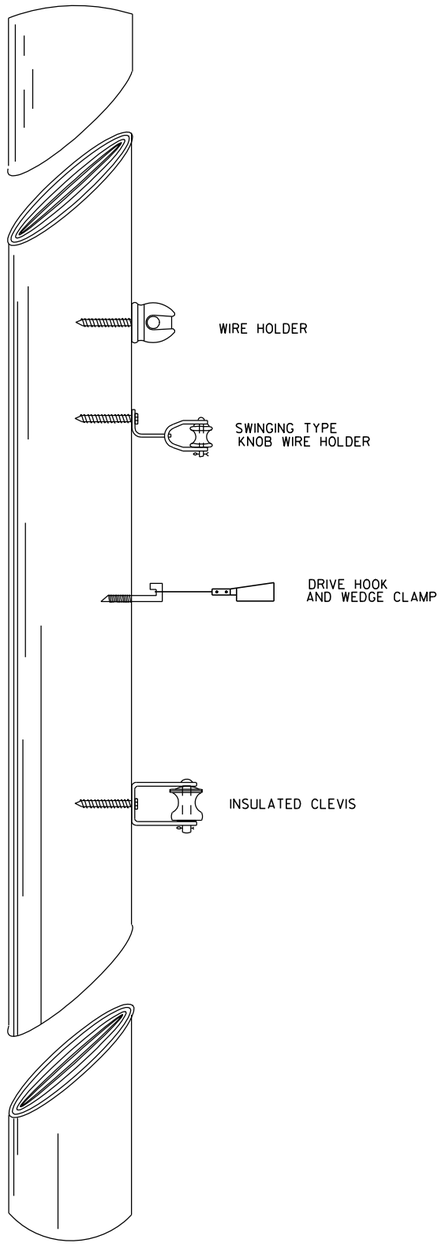
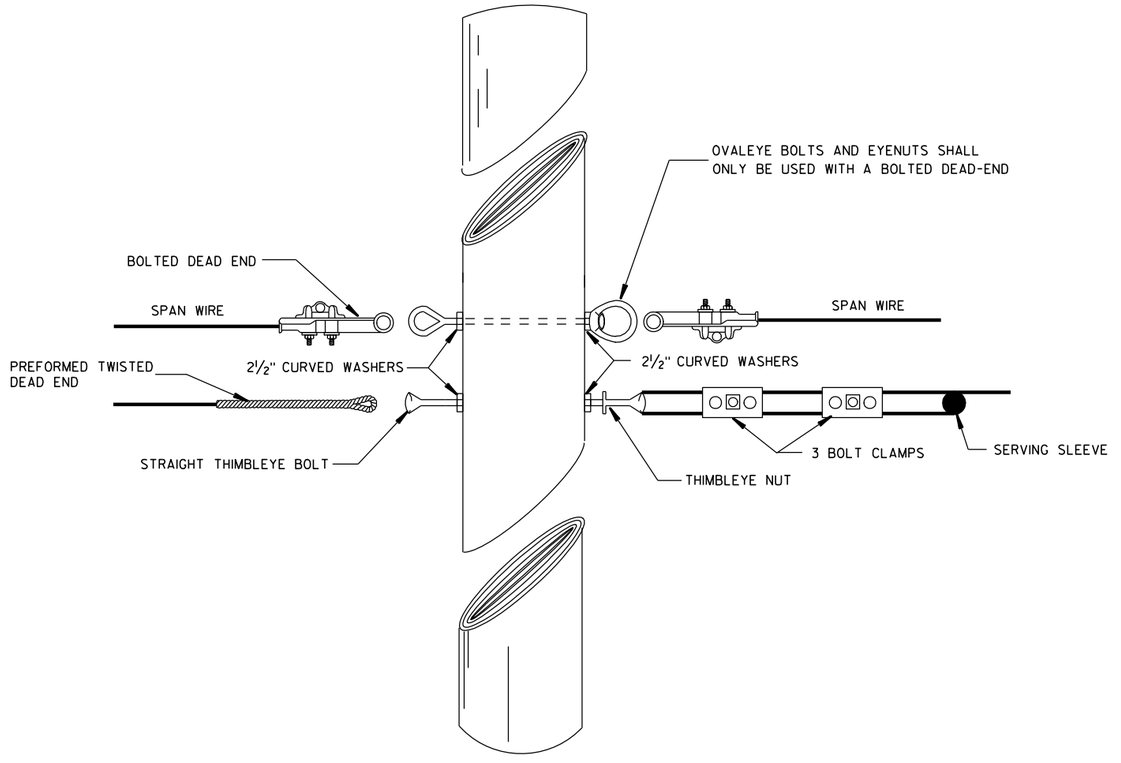


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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S.D.D. 9 G 1-3d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08
DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI
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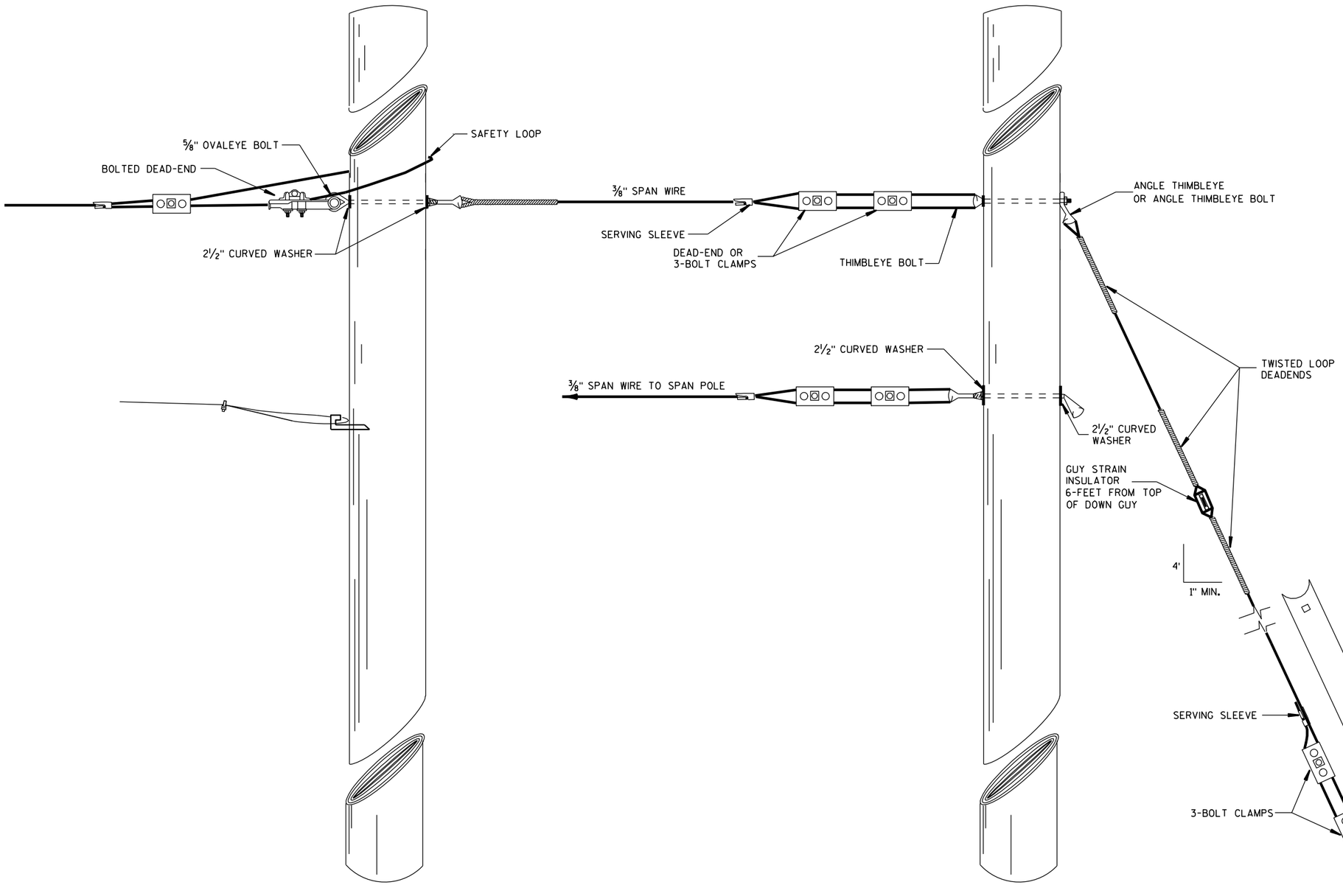
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

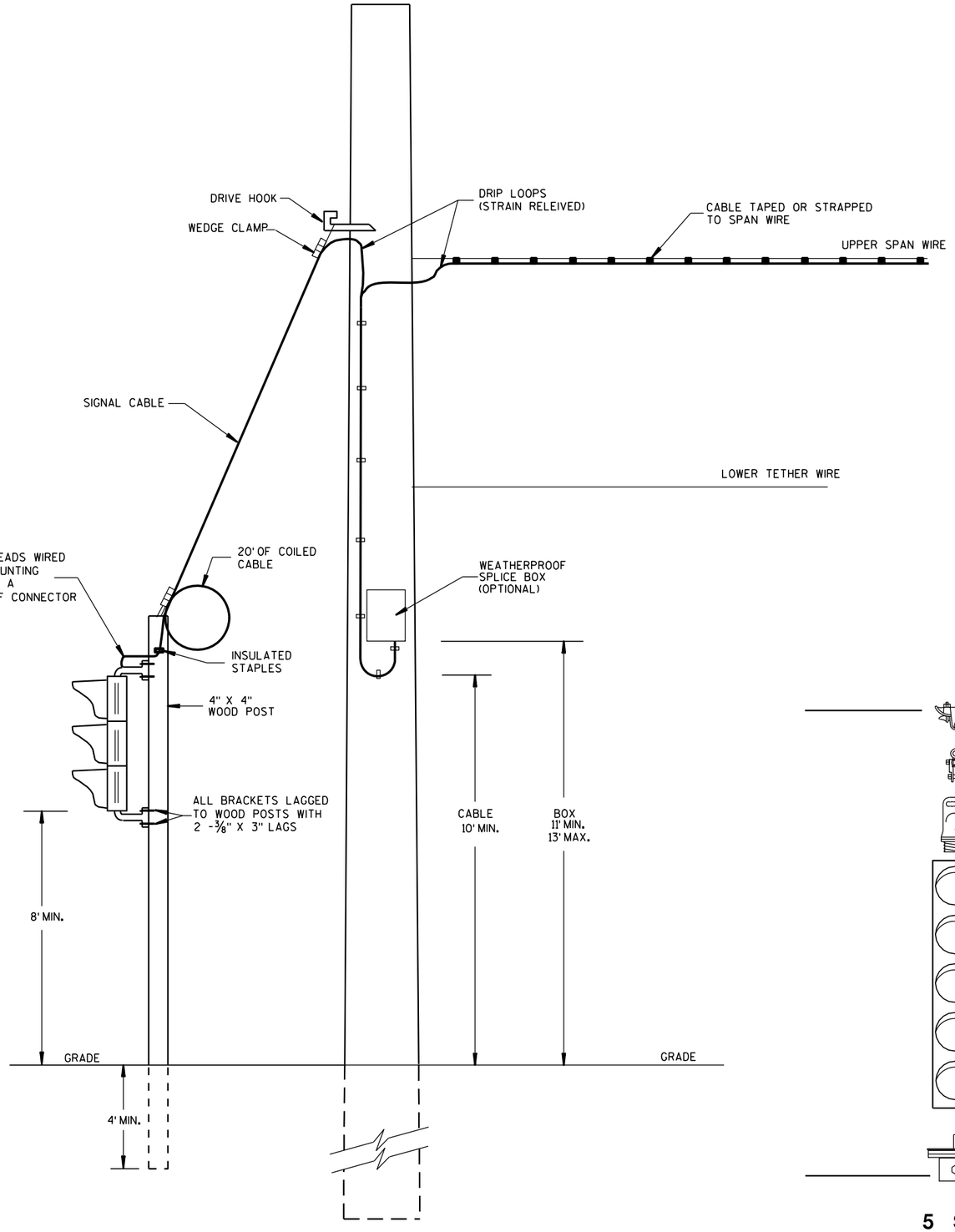
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

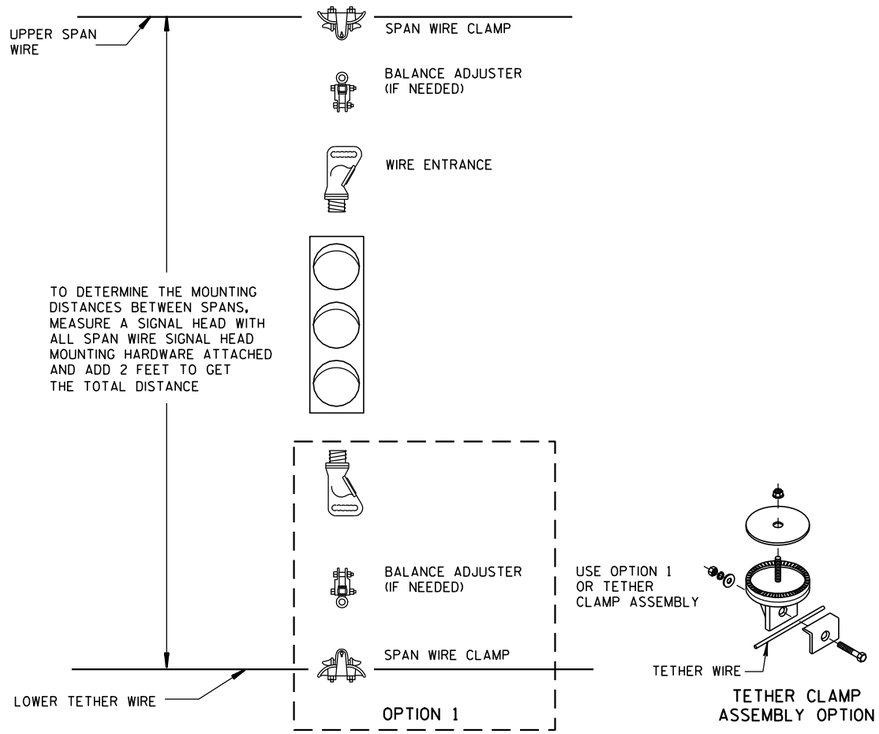
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGI 270 HWYS
FHWA

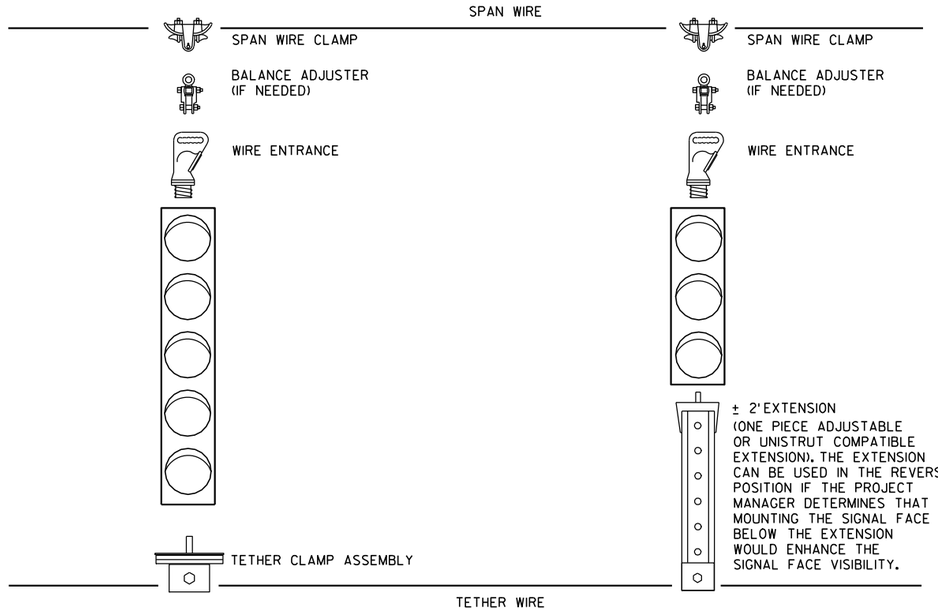


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08	/S/ Balu Aganthangarayanan
DATE	STATE ELECTRICAL ENGI 271 HWYS

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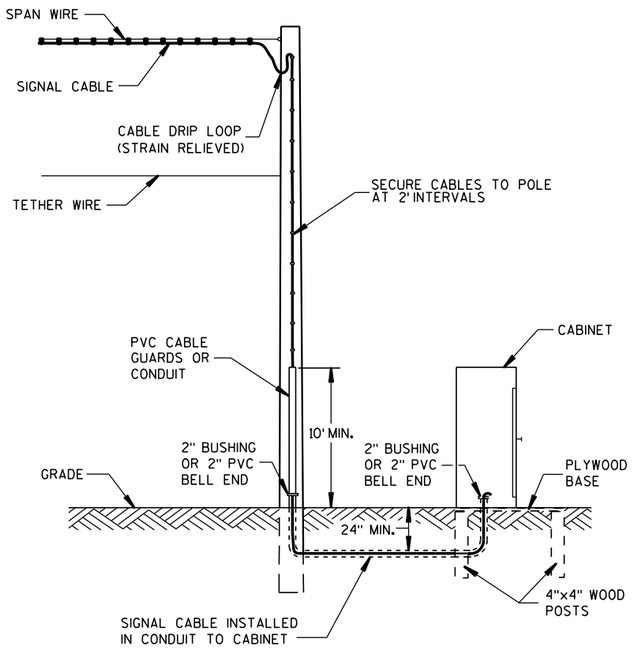
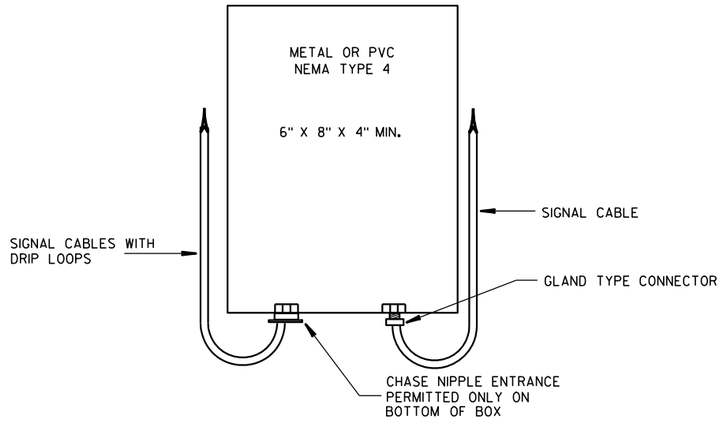
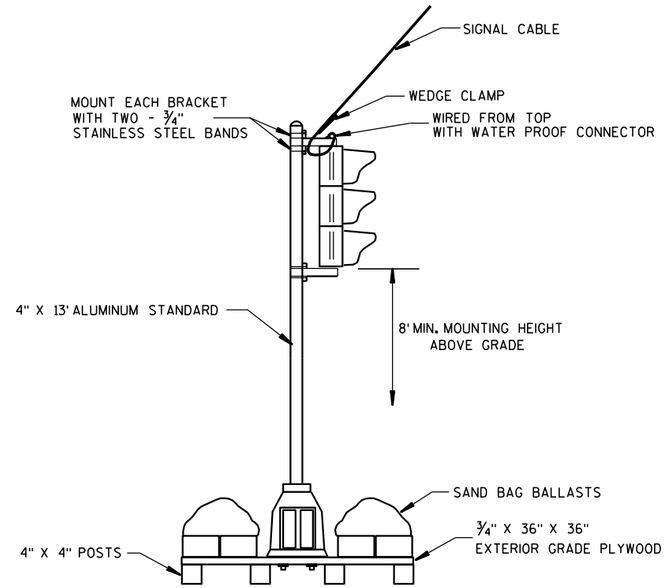
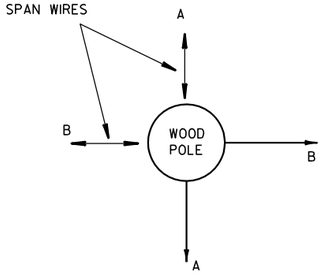




SPLICE BOX

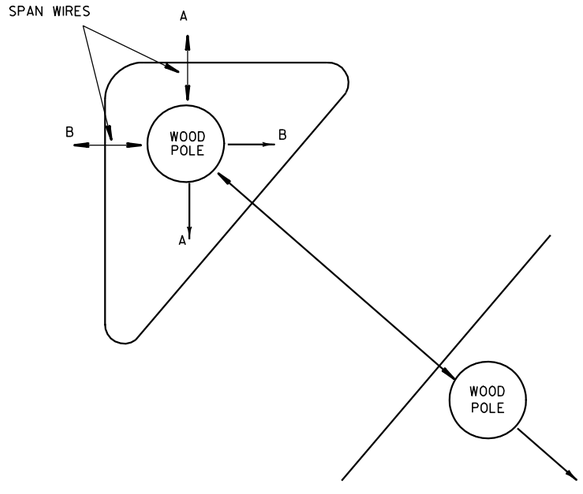


TYPICAL SKID TYPE TEMPORARY

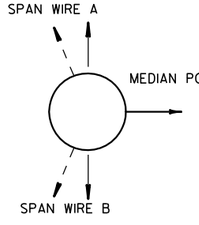


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-14-08 DATE

/S/ Balu Aganthangayanan
STATE ELECTRICAL ENGI 272 HWYS

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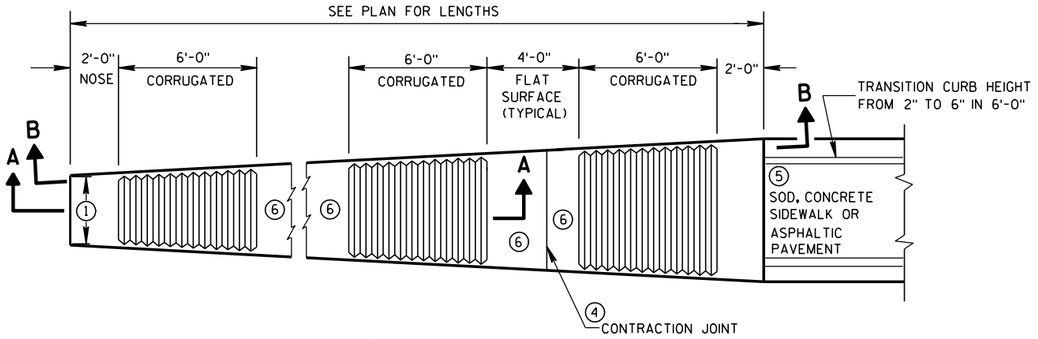
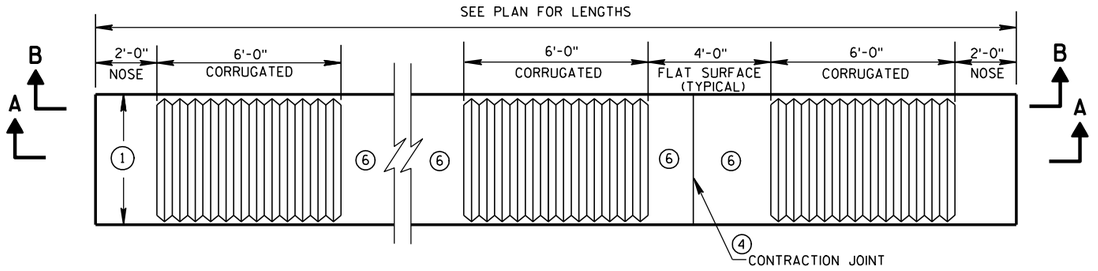


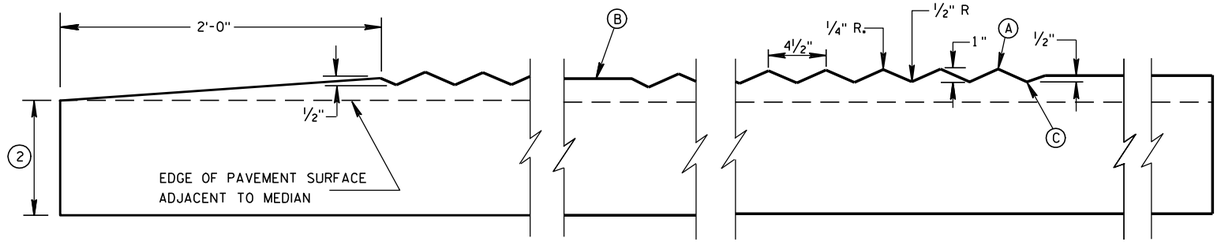
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

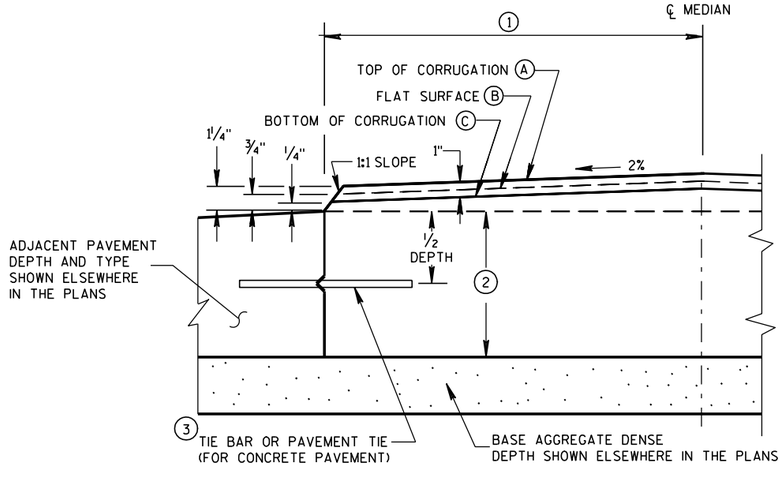
(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.
ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.
(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

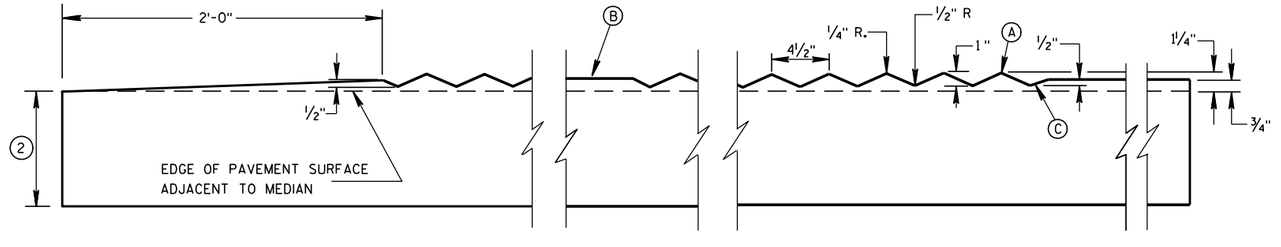
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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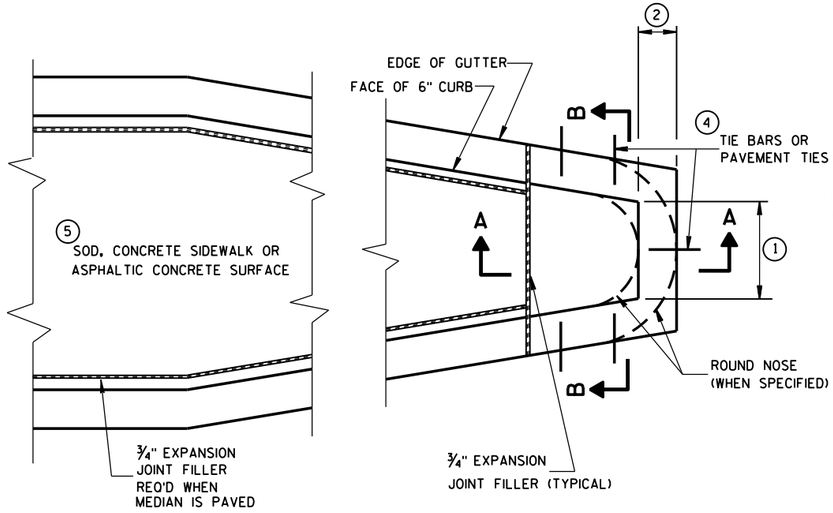
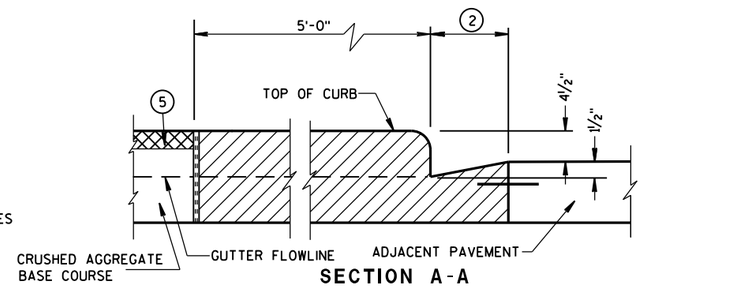
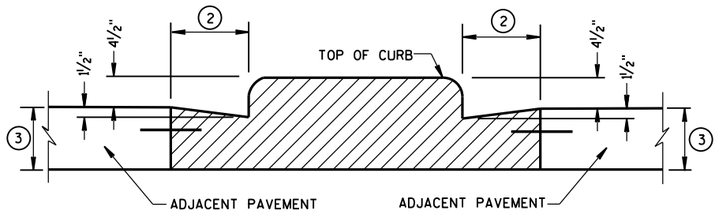
S.D.D. 11 B 1-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

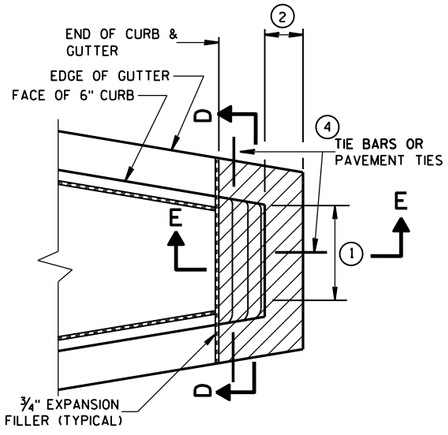
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

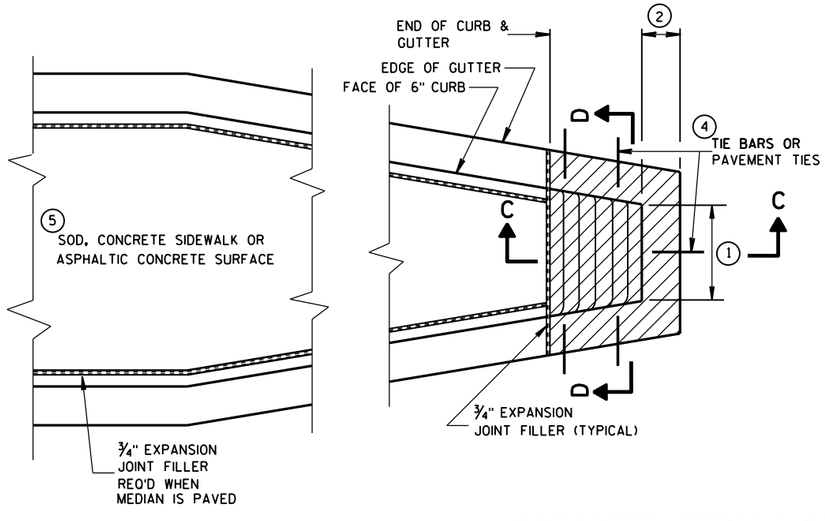
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

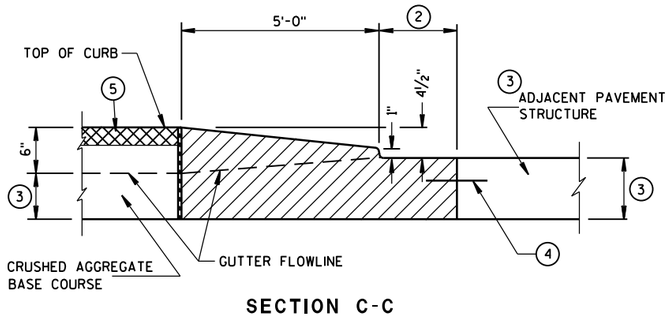
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

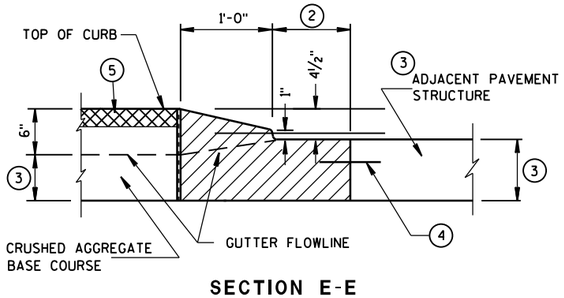
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



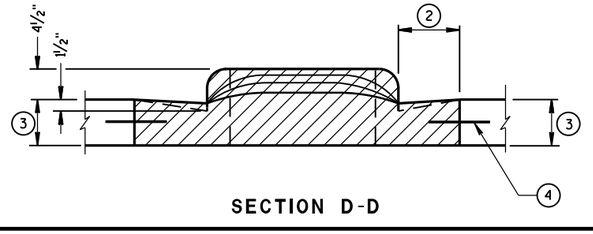






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

FHWA

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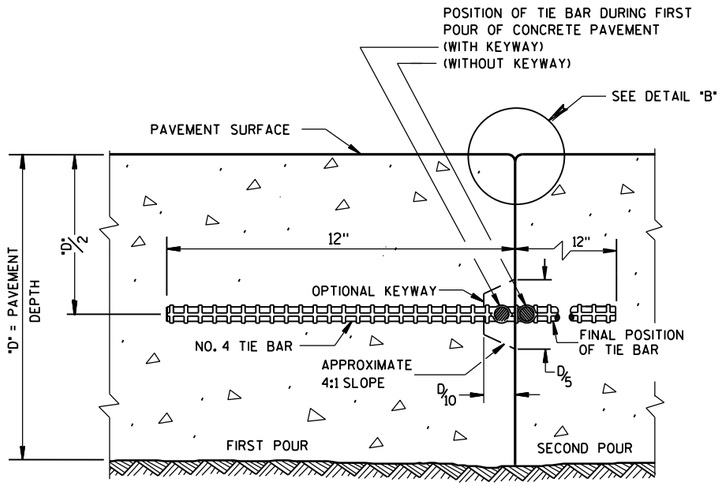
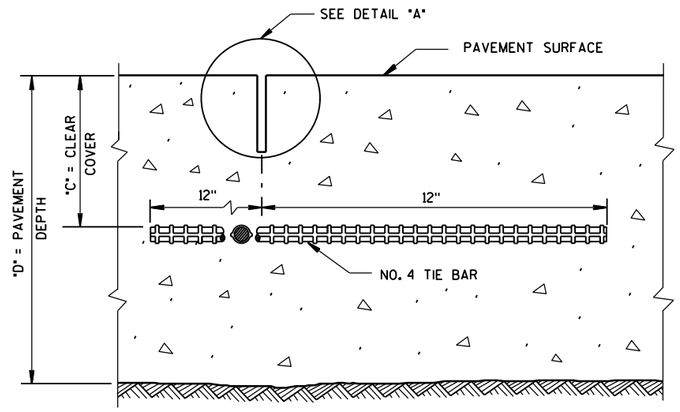


CONSTRUCTION JOINT



SAWED JOINT

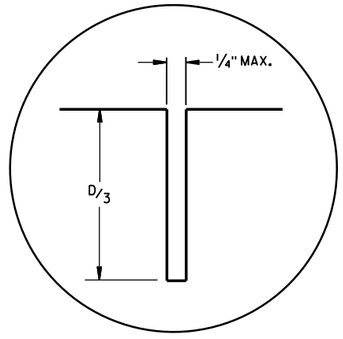
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

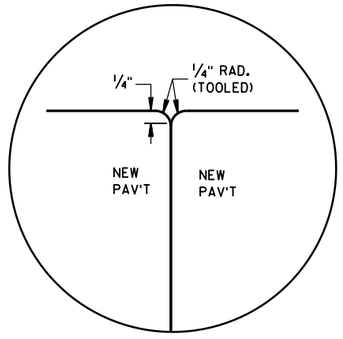
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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



DETAIL "A"



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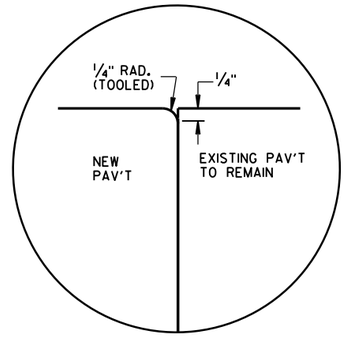
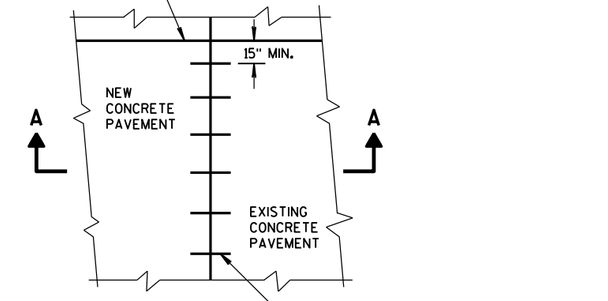
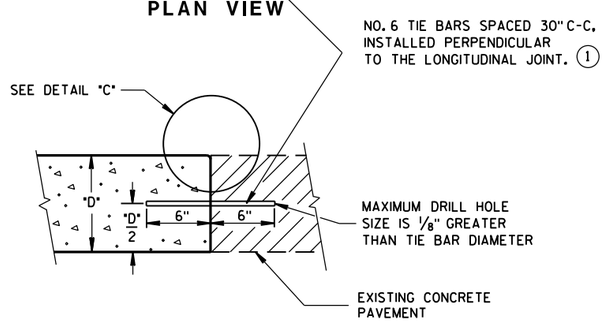


DETAIL "C"



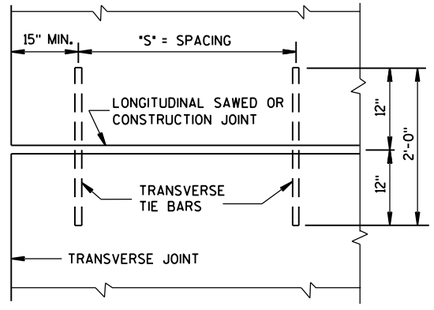
PLAN VIEW



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

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/2014 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 1-17

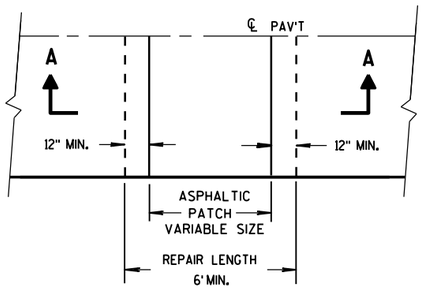
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

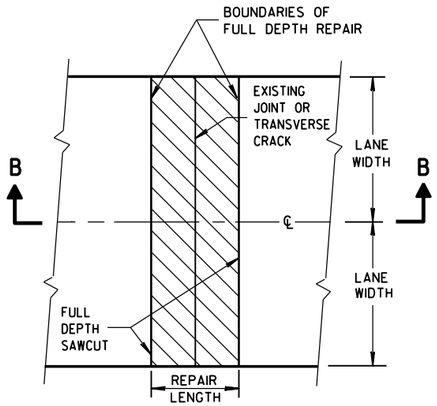
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

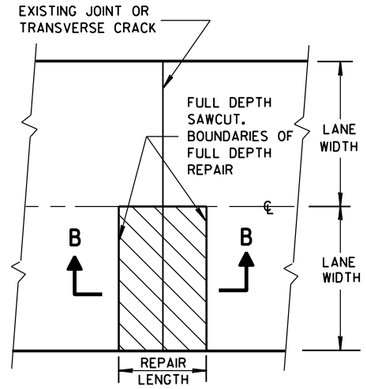
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW



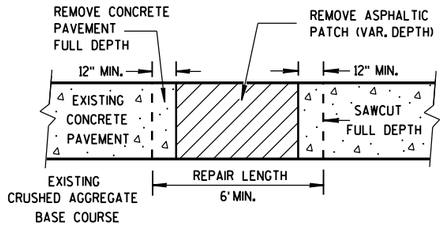
PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

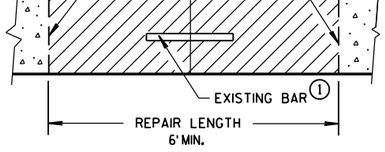
FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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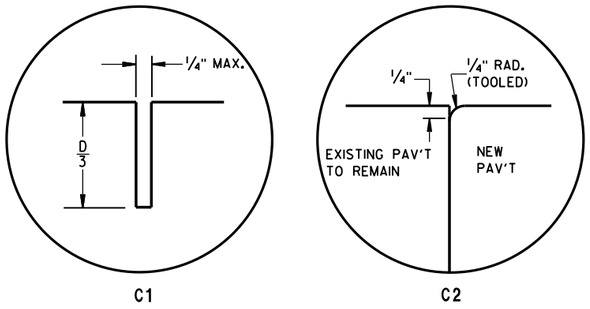

C1 C2

TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥ 30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
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10, 10 1/2"	4 3/4"±1"	30"	24"
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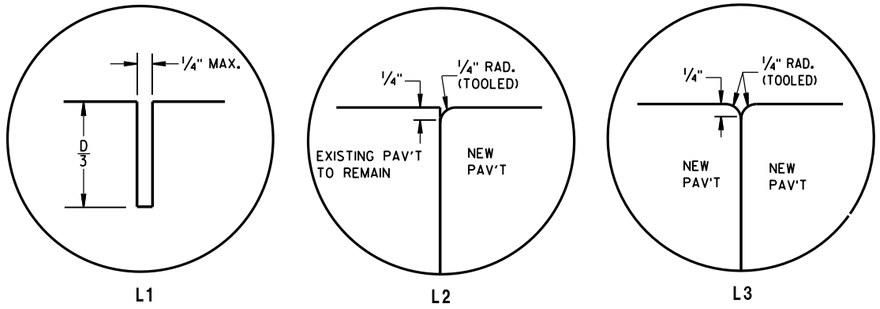
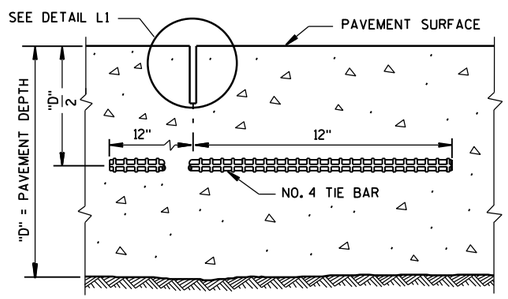


L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

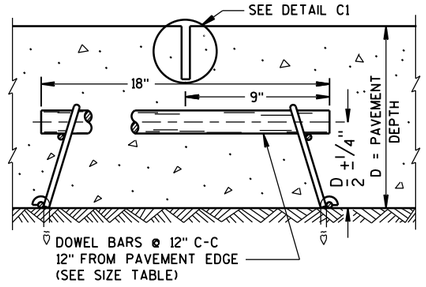
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

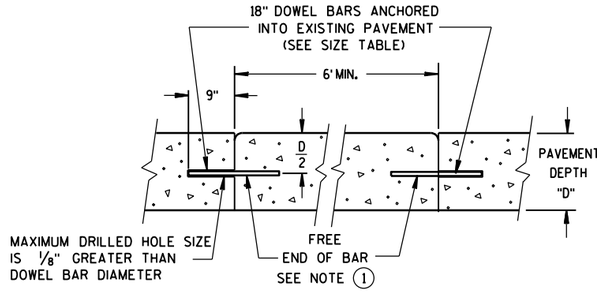
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

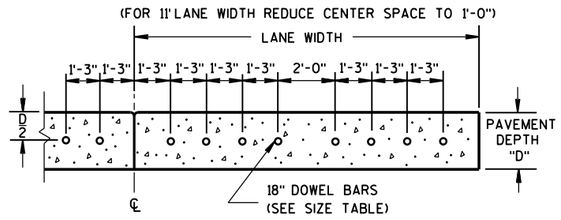


SECTION F-F

CONTRACTION JOINT



SECTION D-D

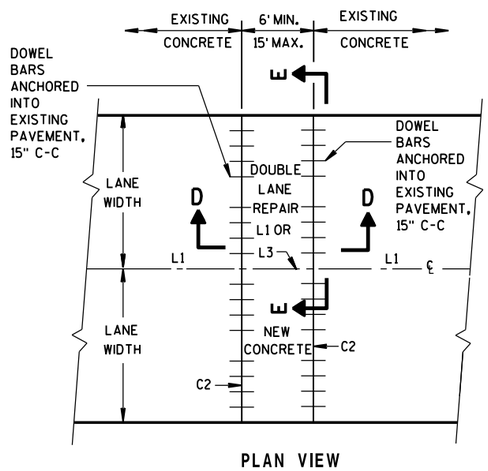


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

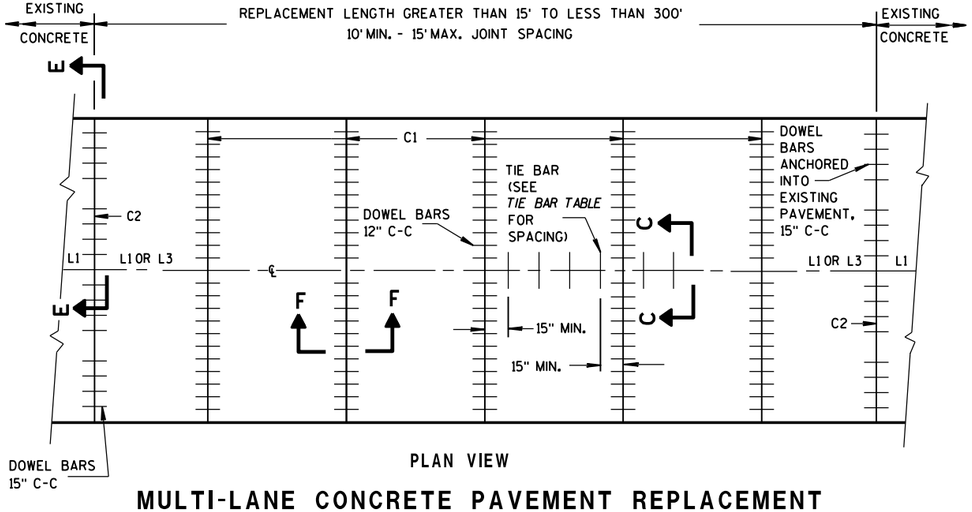
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6",6 1/2"	NONE	12'
7",7 1/2"	1"	14'
8",8 1/2"	1 1/4"	15'
9",9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 277

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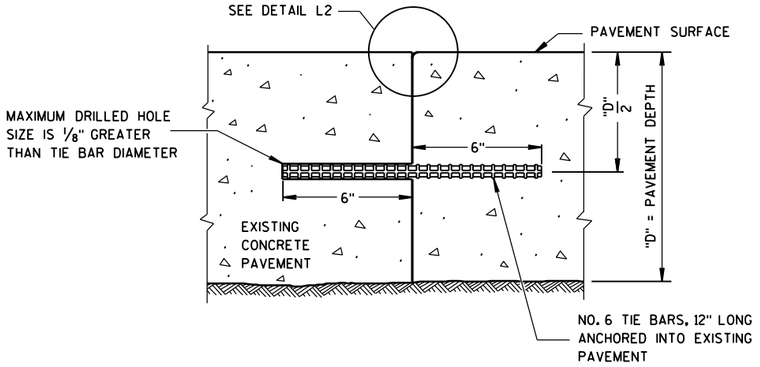


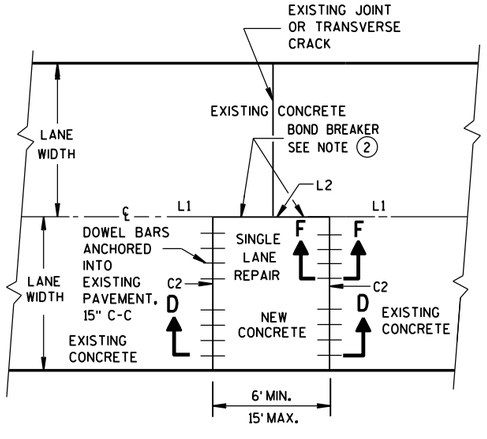
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

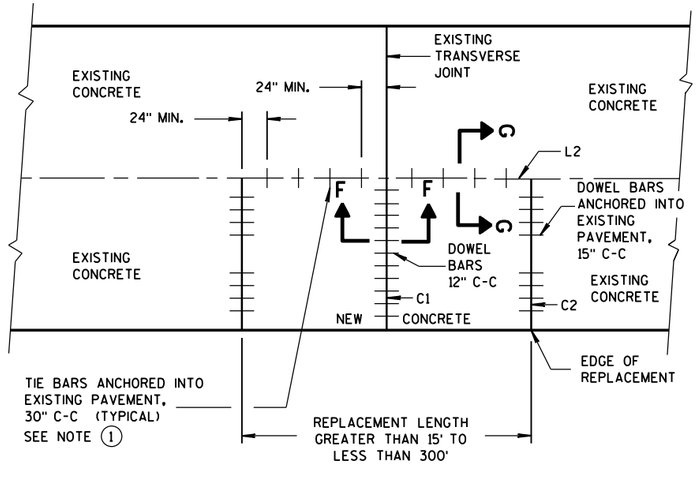
(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE
FHWA

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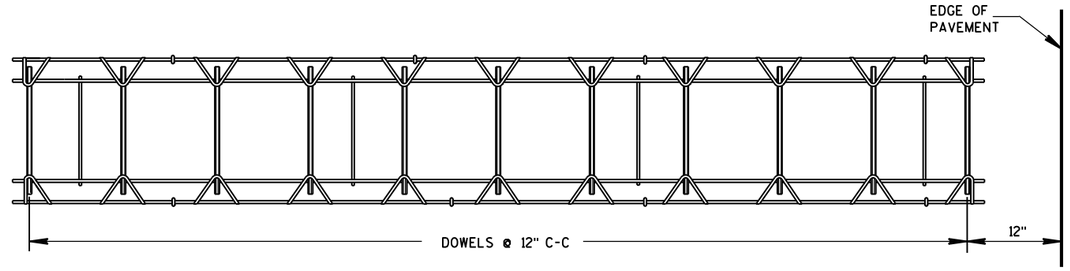
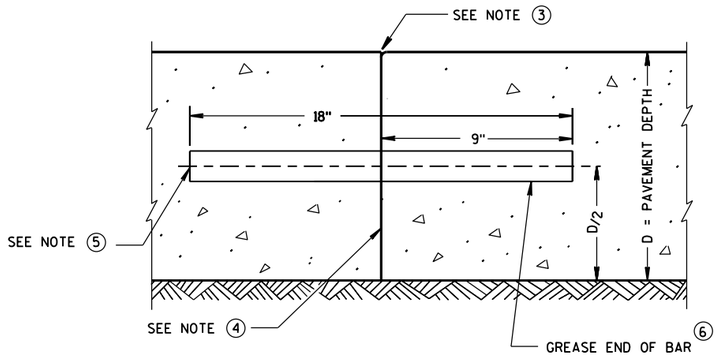
S.D.D. 13 C 9-11c



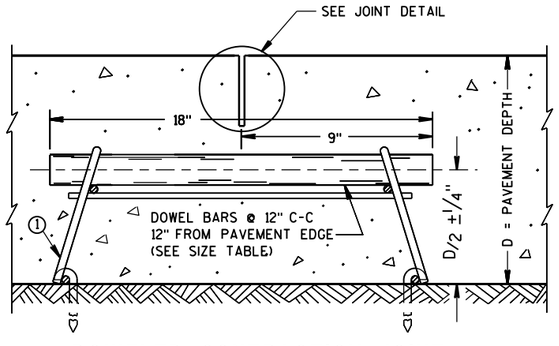
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



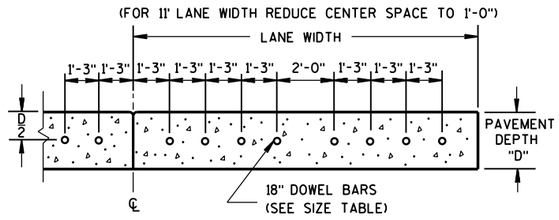
TRANSVERSE CONSTRUCTION JOINT



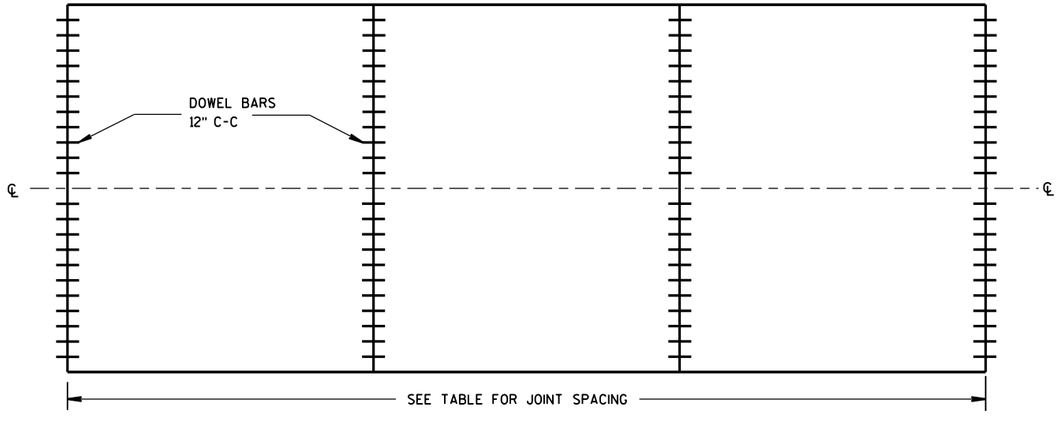
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

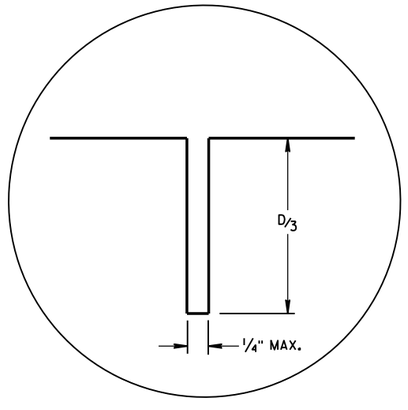
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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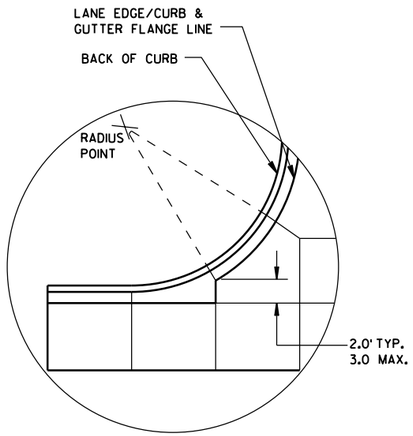
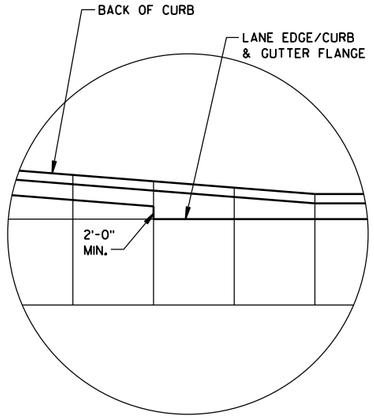
S.D.D. 13 C 13-8



DETAIL "A"



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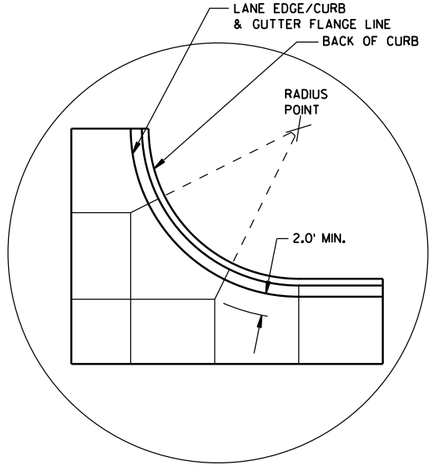

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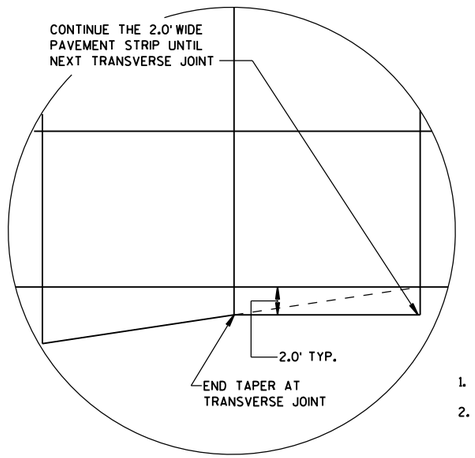


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

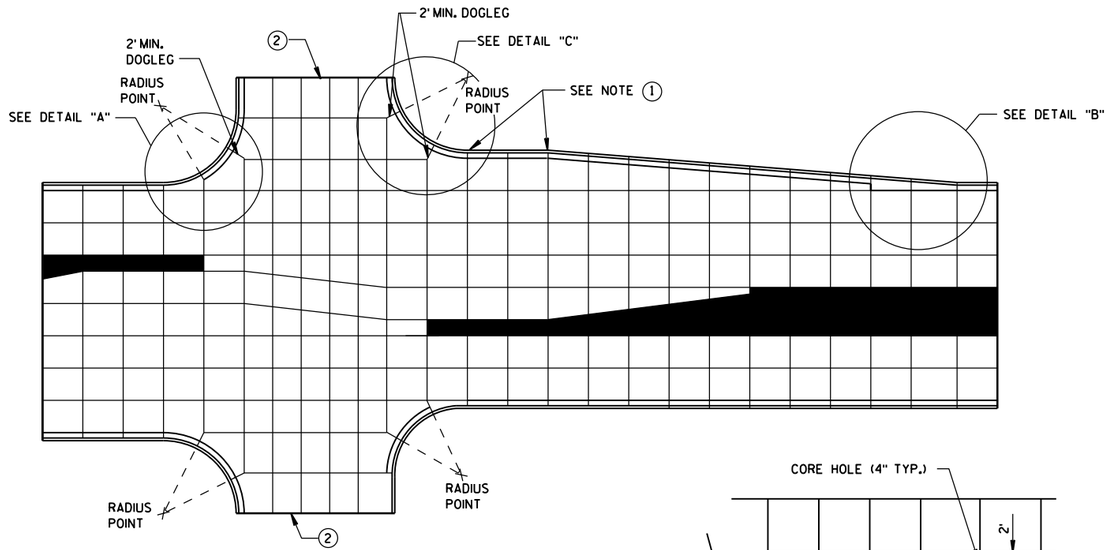
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

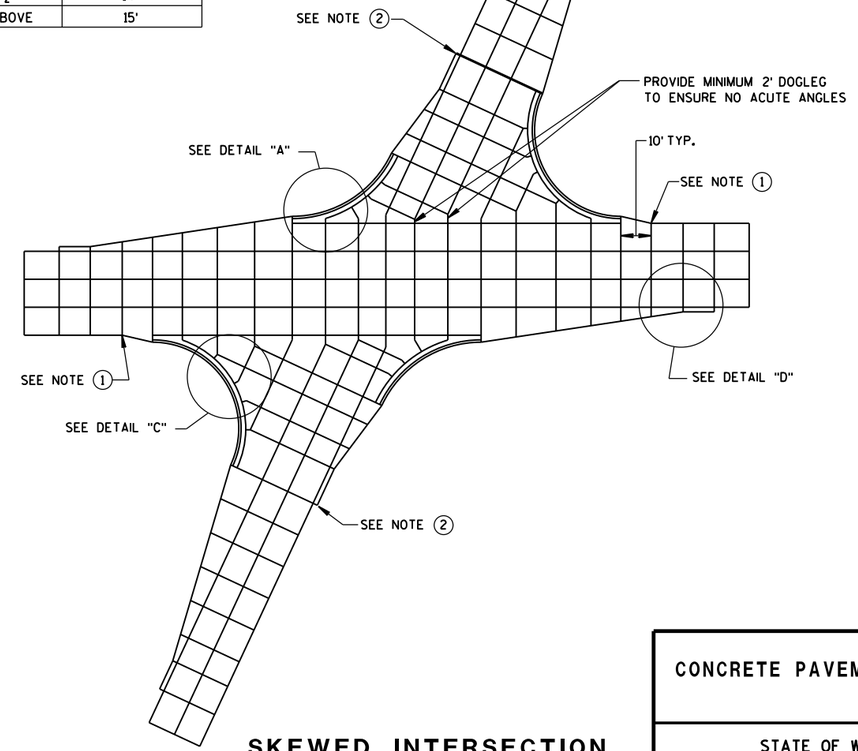
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



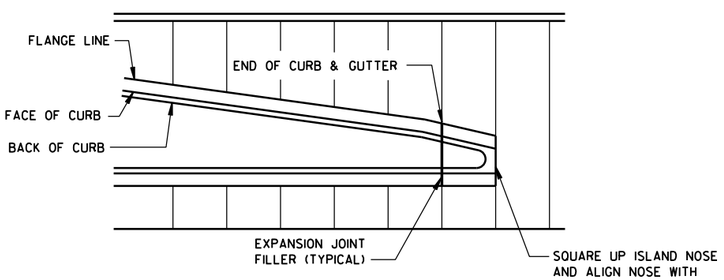
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

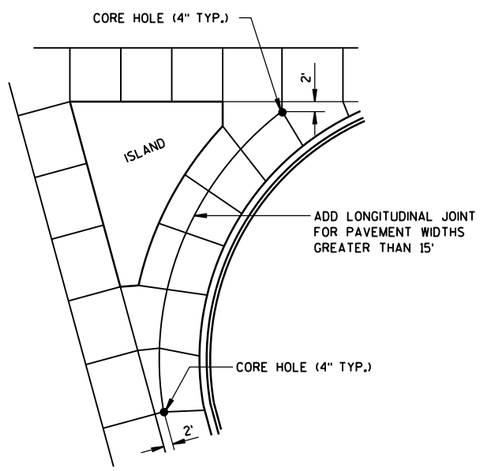
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

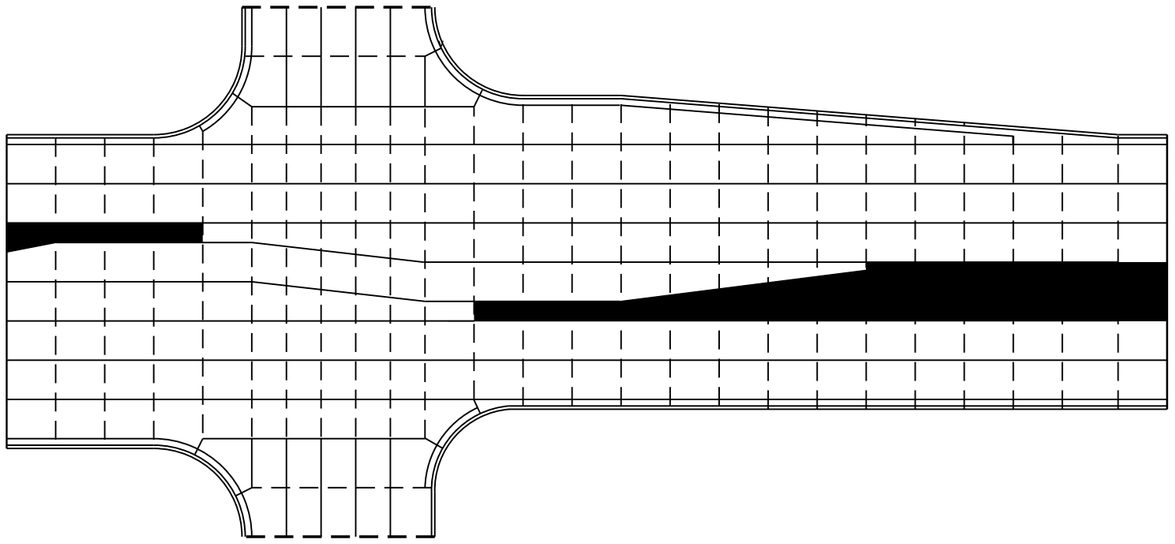
6
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

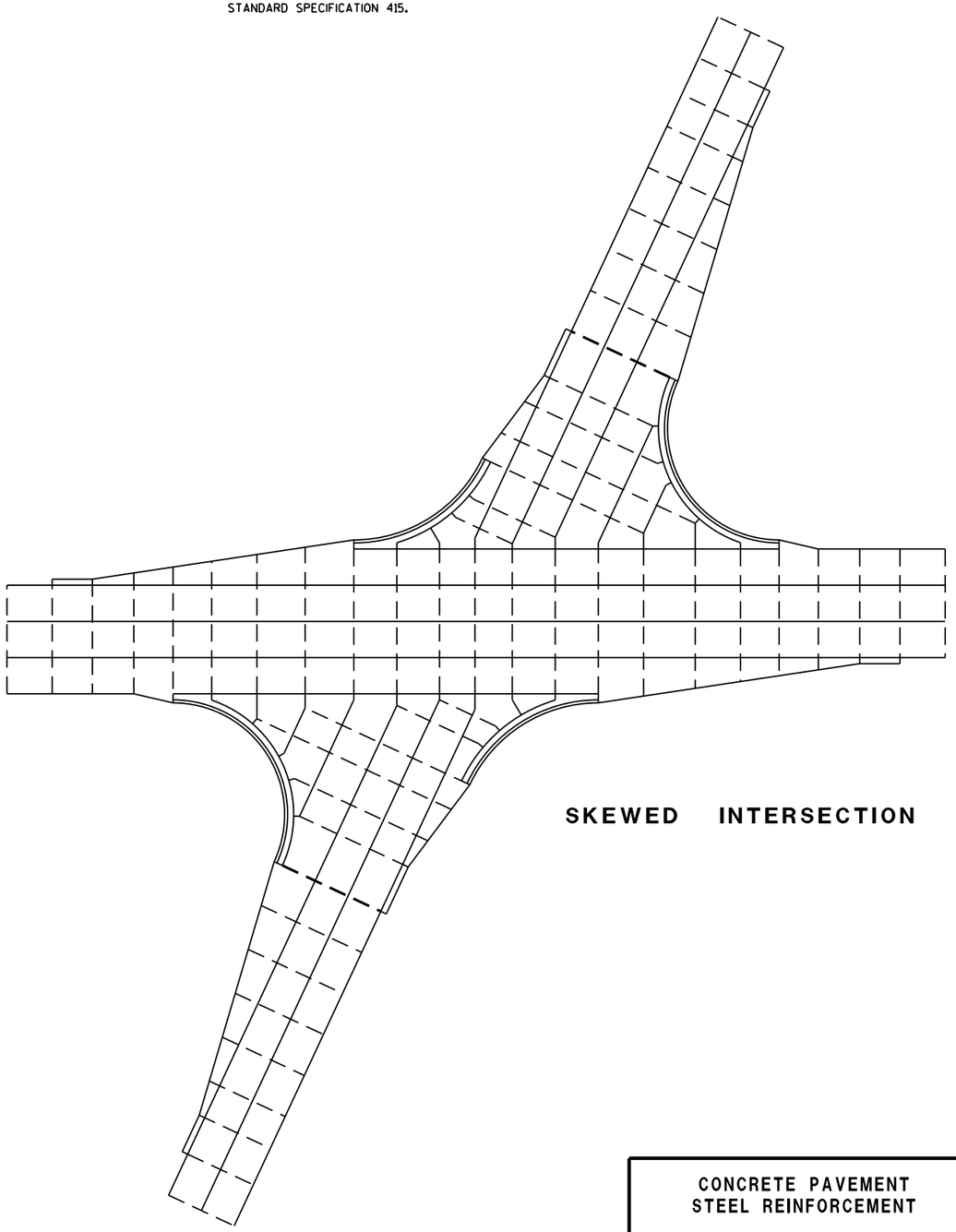
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

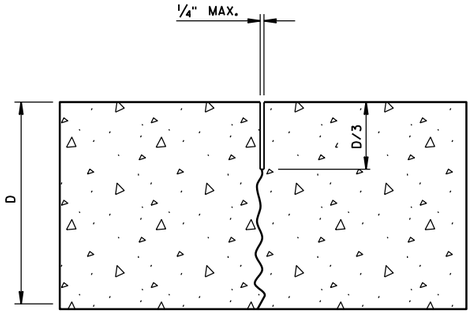
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

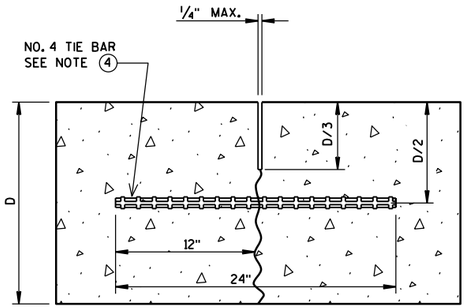
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



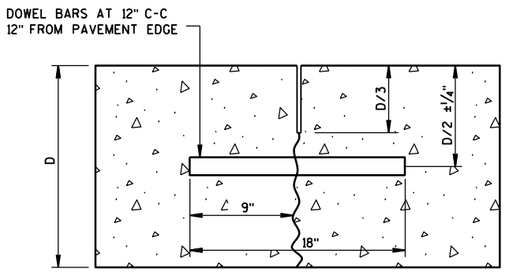
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

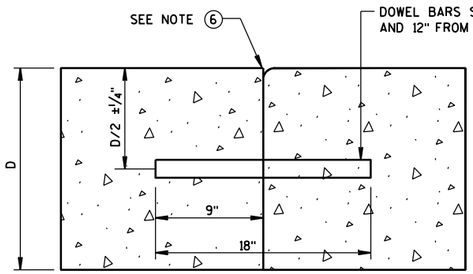
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



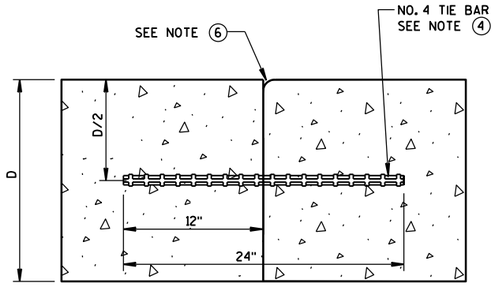
DOWELED-TRANSVERSE

CONTRACTION JOINTS

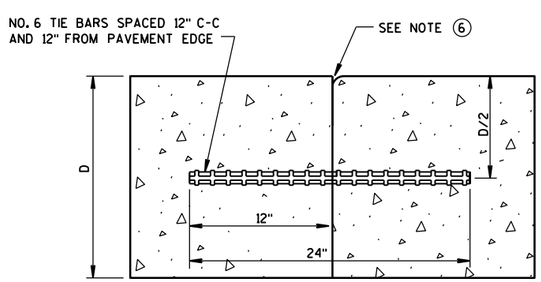
SEE NOTE (2)



DOWELED TRANSVERSE

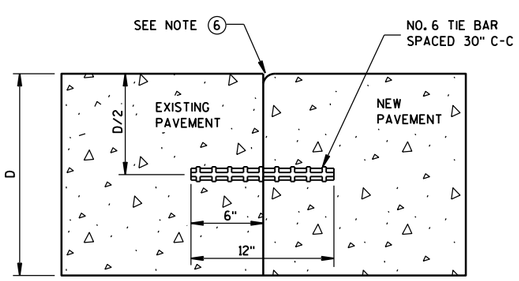


TIED LONGITUDINAL



TIED TRANSVERSE

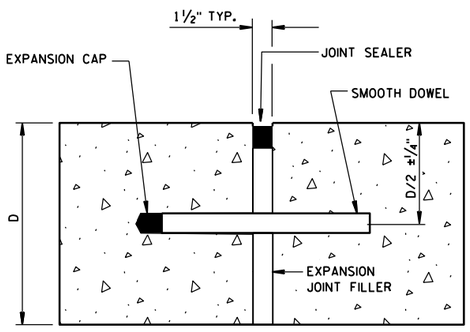
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

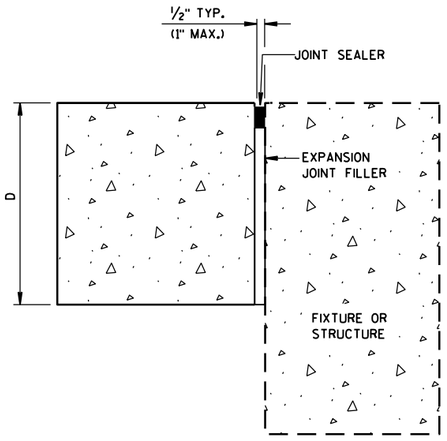
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

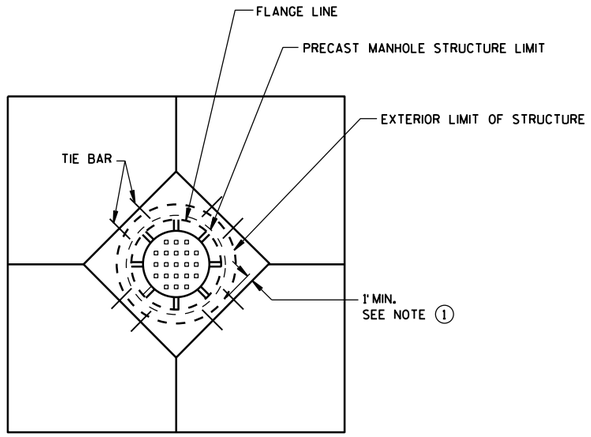
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

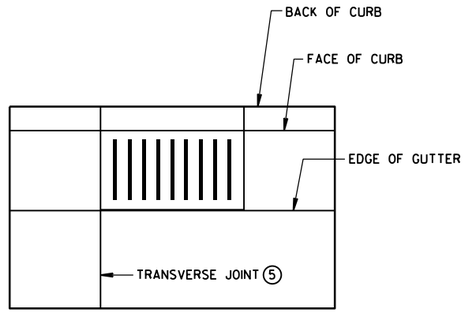
S.D.D. 13 C 18-2c

6

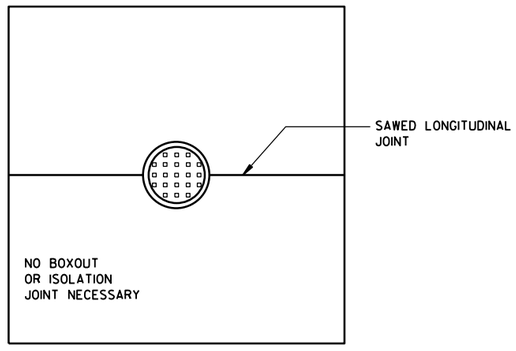
S.D.D. 13 C 18-2c



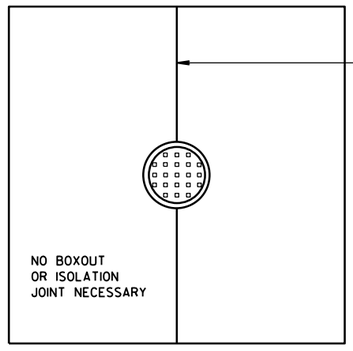
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



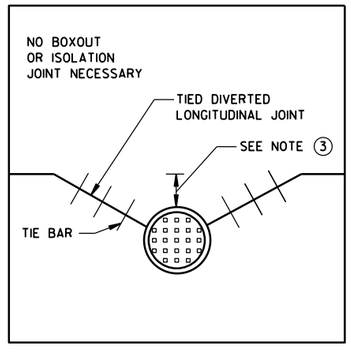
INLET WITH TRANSVERSE JOINT



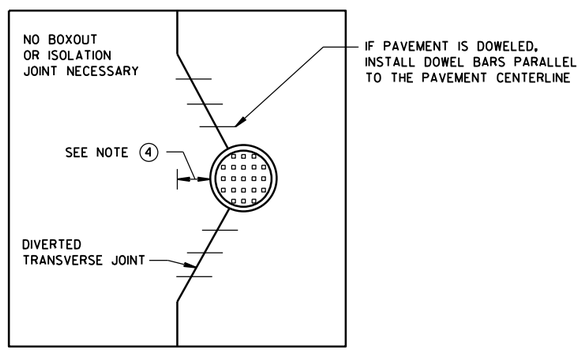
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-3-2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE
NEER
FHWA

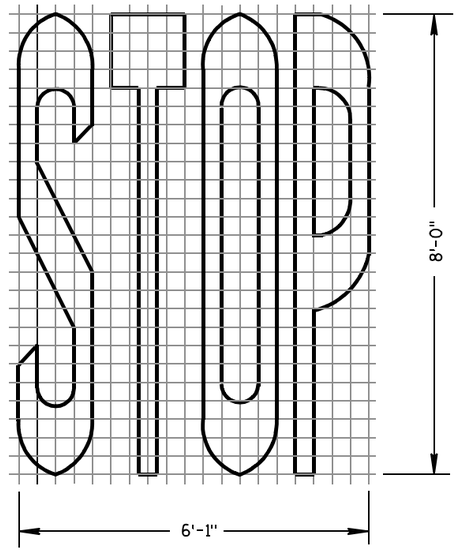
6

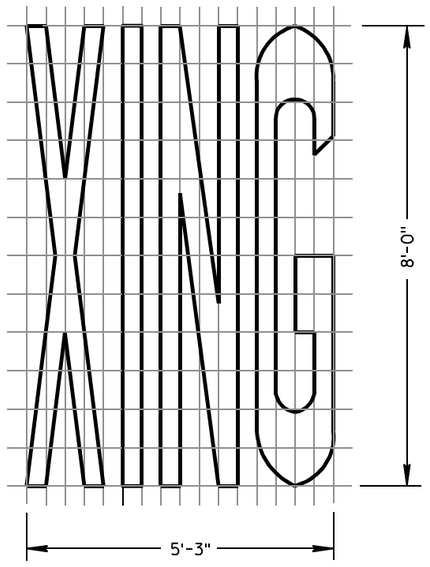
S.D.D. 13 C 18-2d

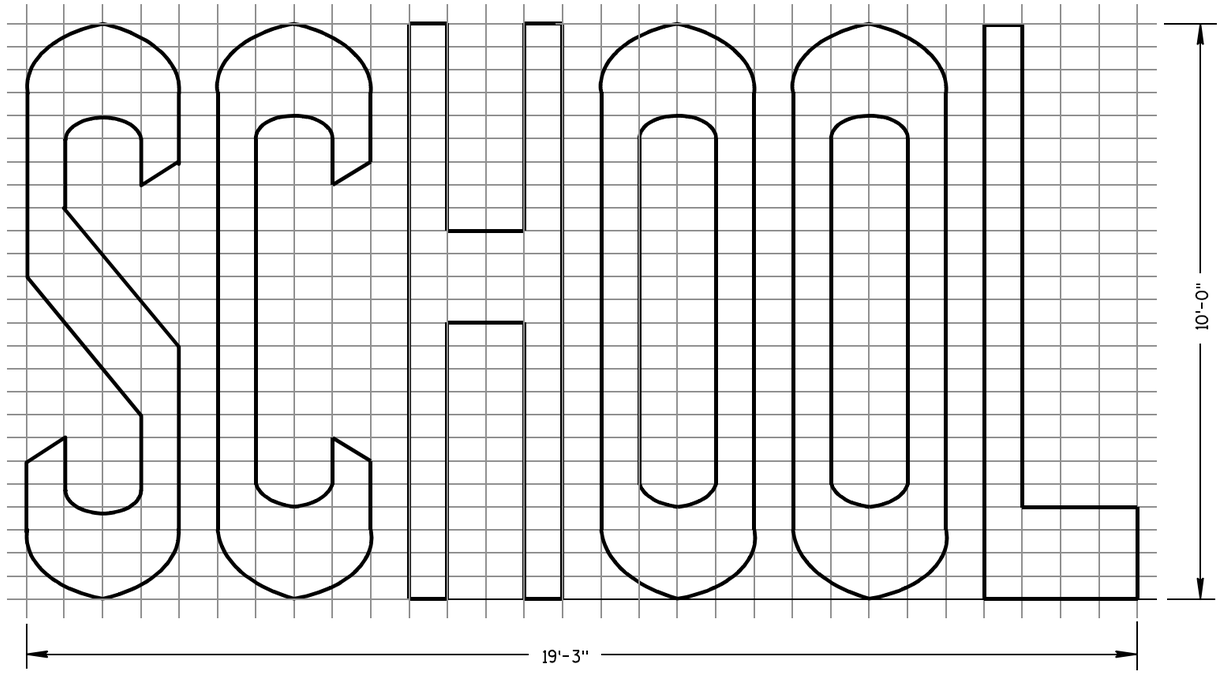
GENERAL NOTES

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.

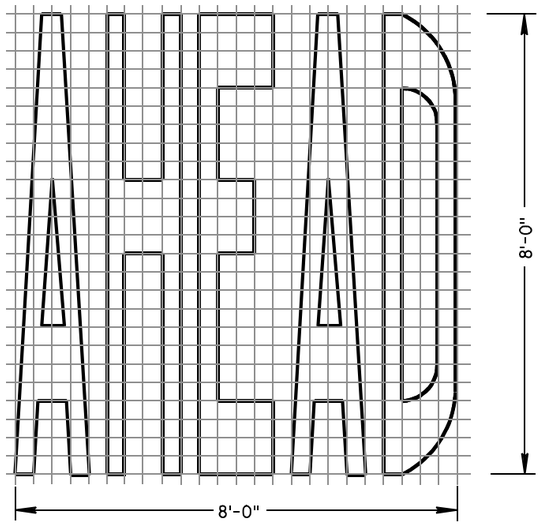
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

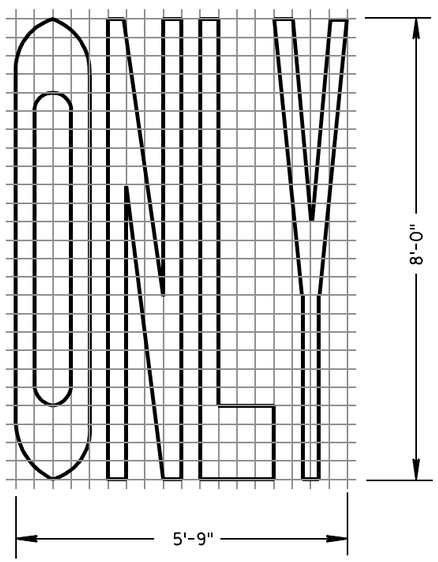


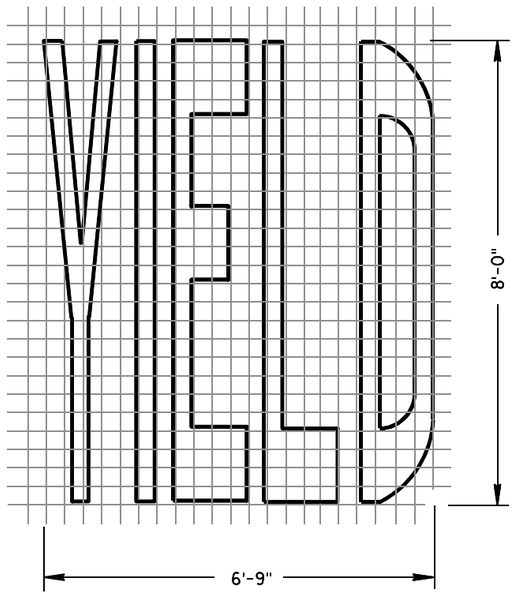


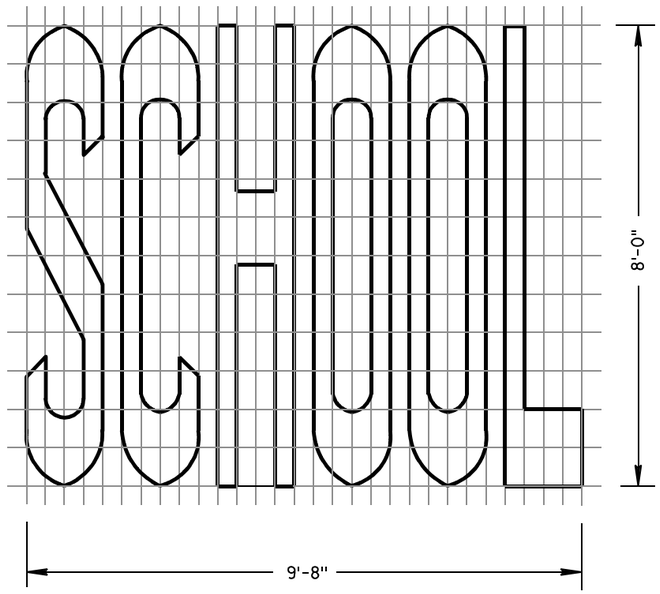


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 7-12b

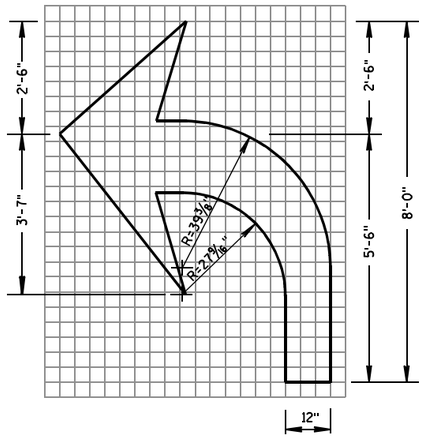
6

S.D.D. 15 C 7-12b

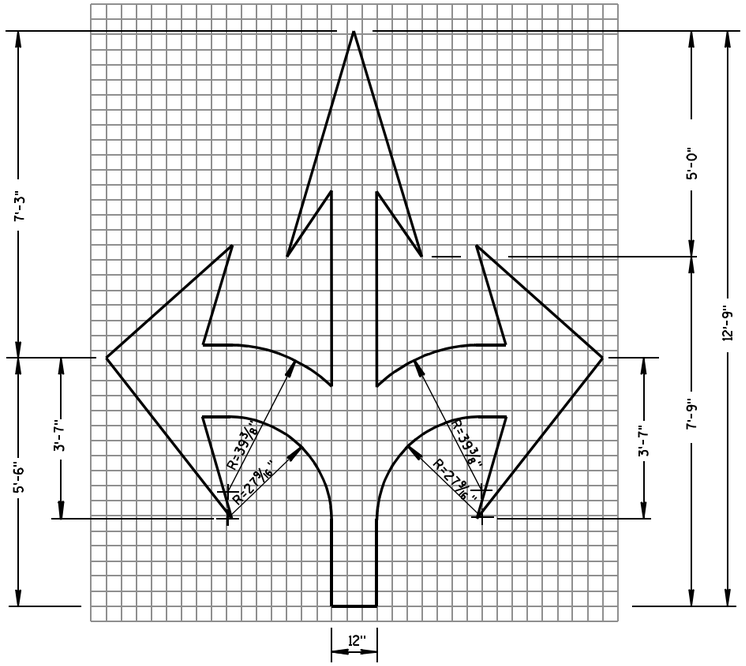
GENERAL NOTES

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.

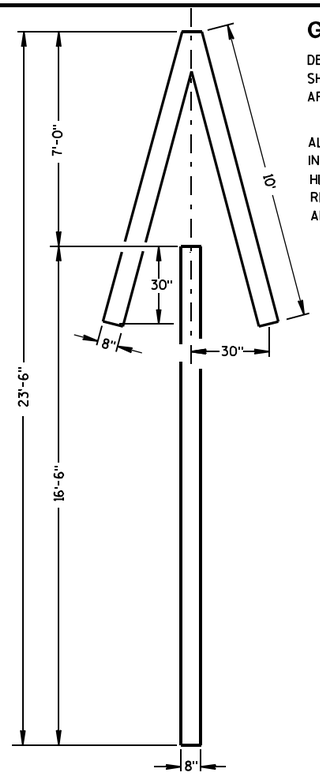
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 2



TYPE 6



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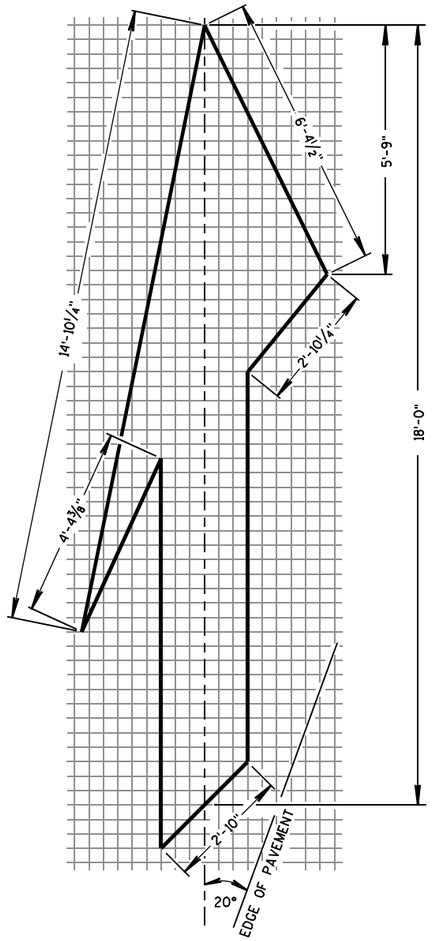
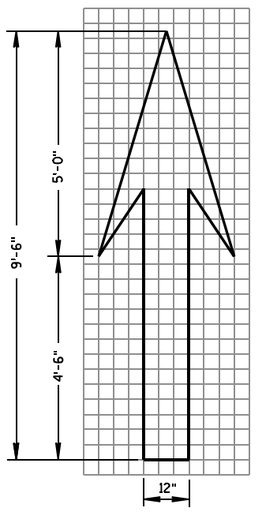
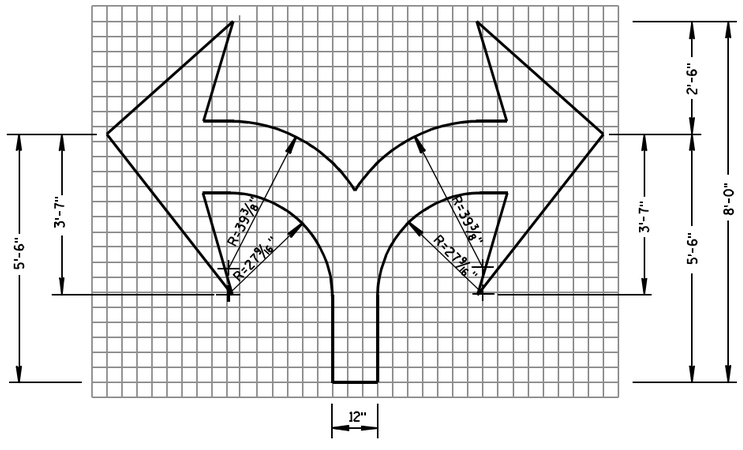


TYPE 5 LANE DROP ARROW



TYPE 1



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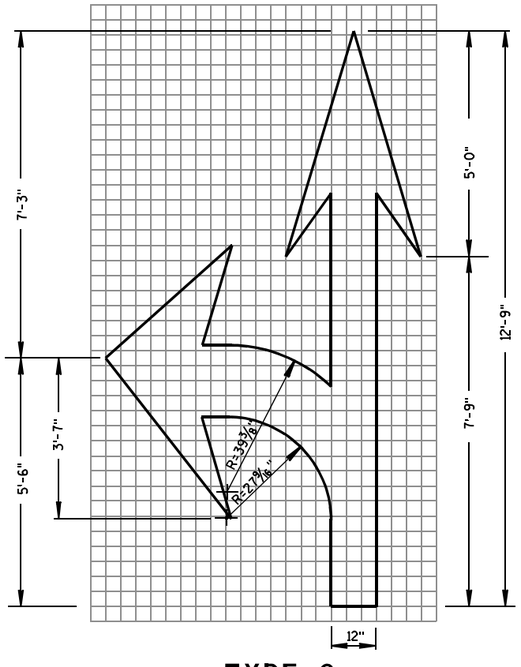


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

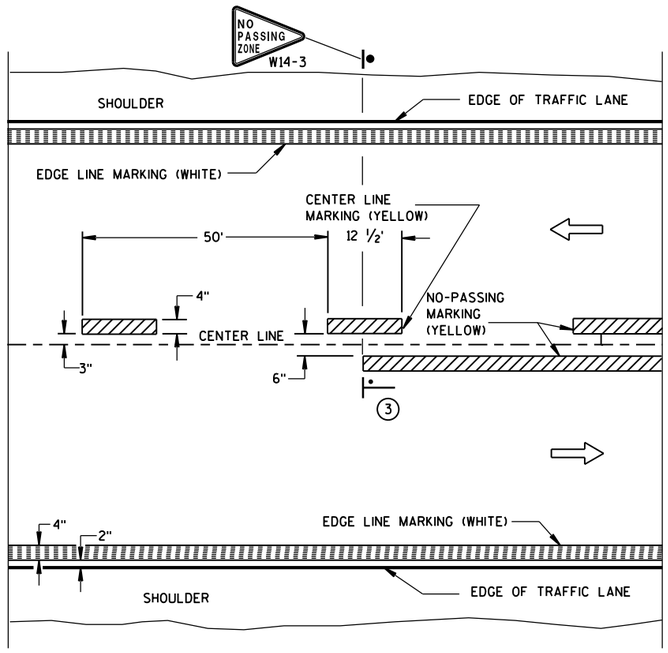
7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

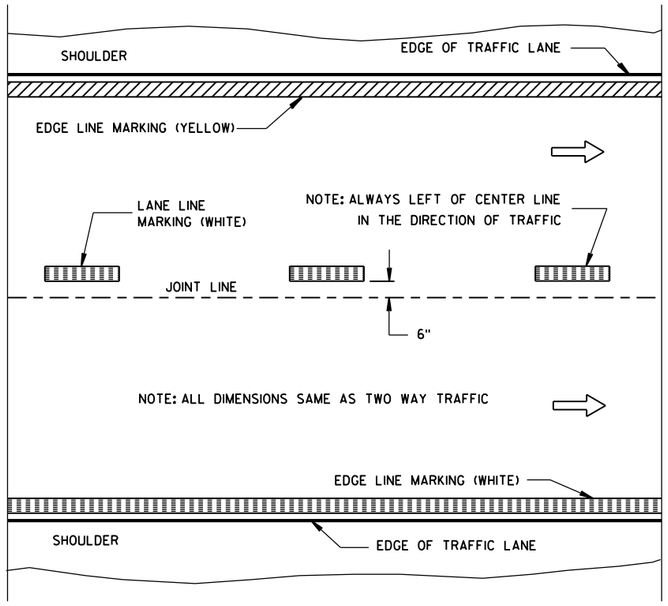
FHWA

6

S.D.D. 15 C 7-12c

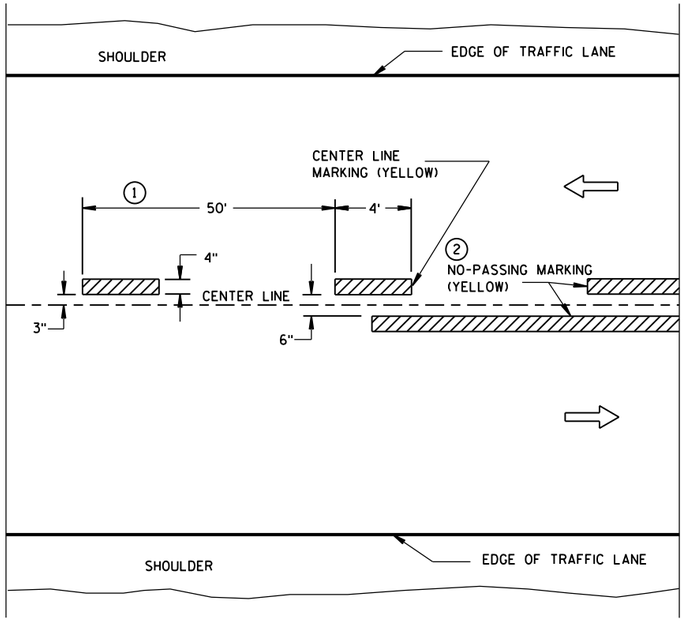


TWO WAY TRAFFIC

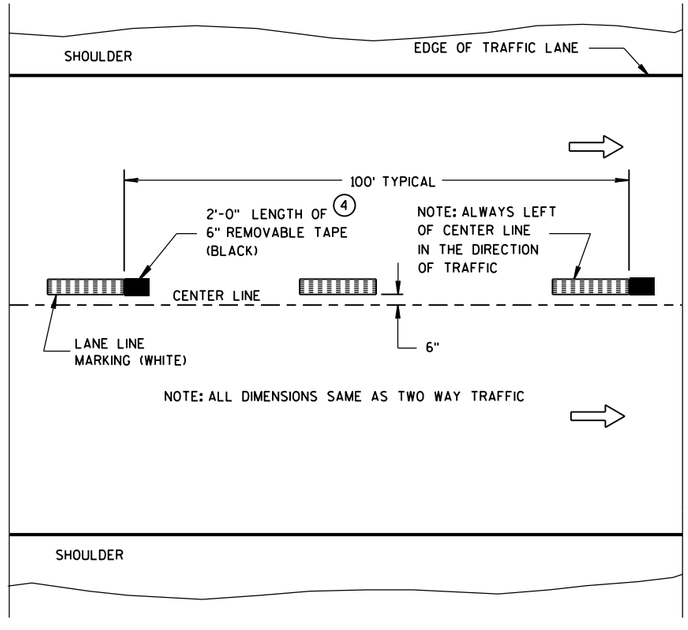


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

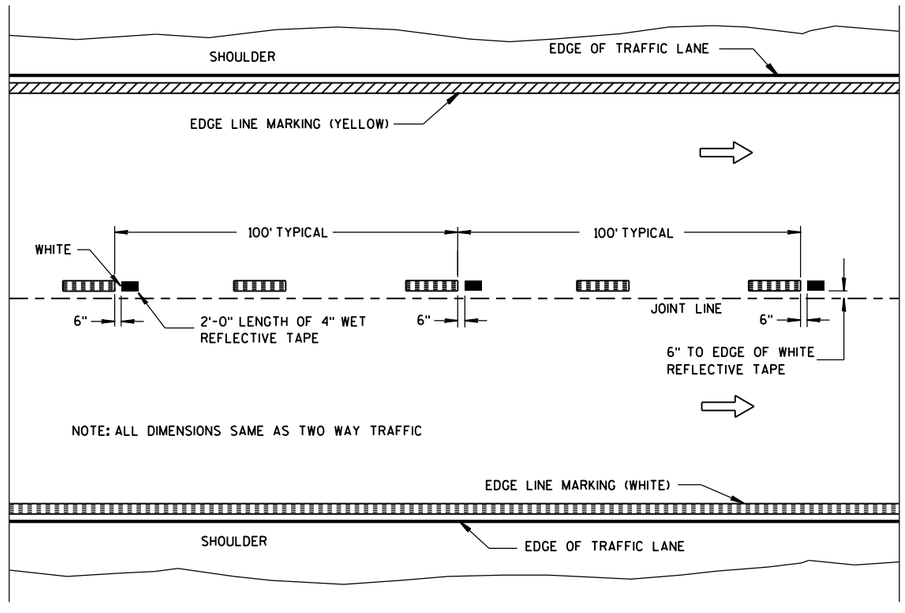
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

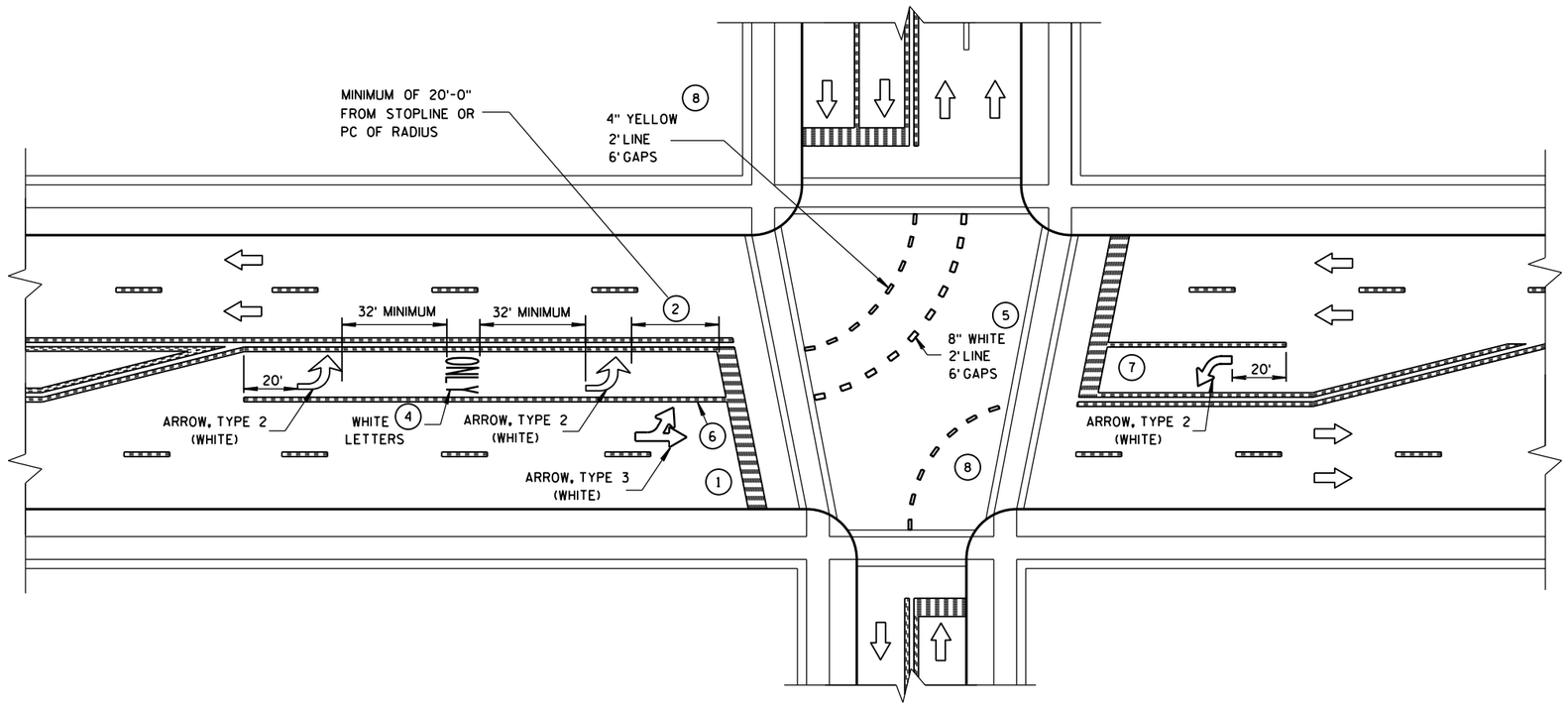
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a

6

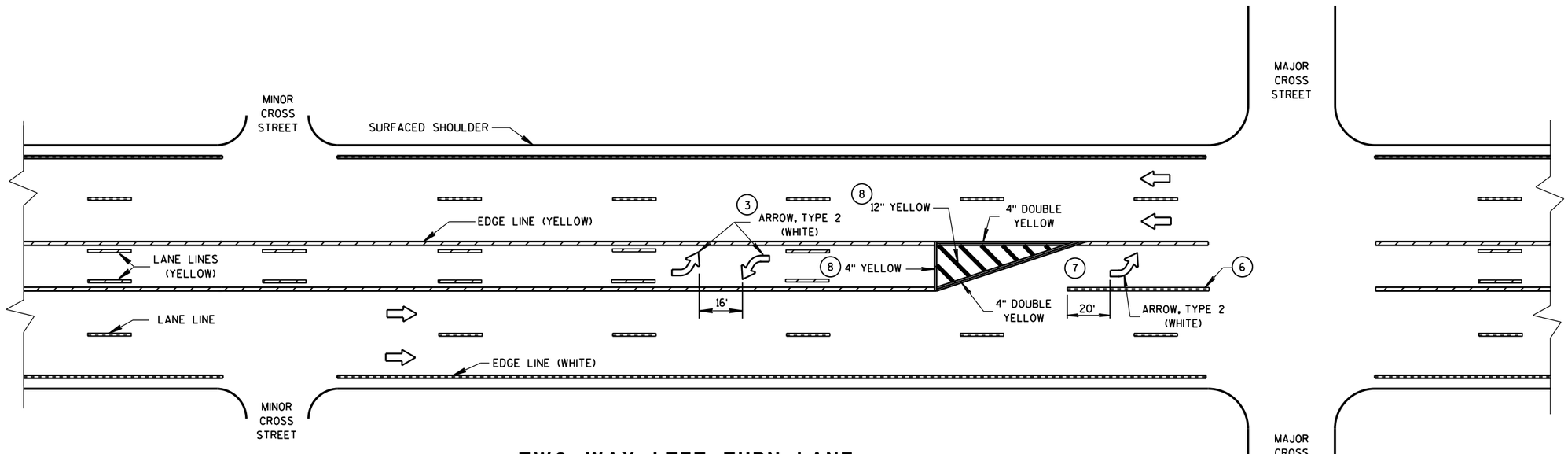
S.D.D. 15 C 8-16a



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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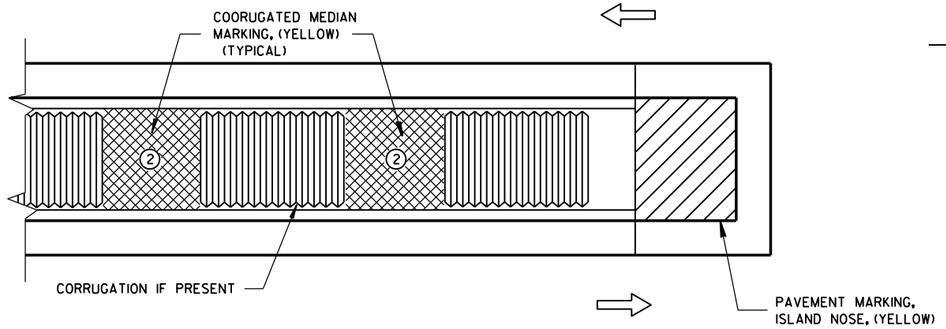
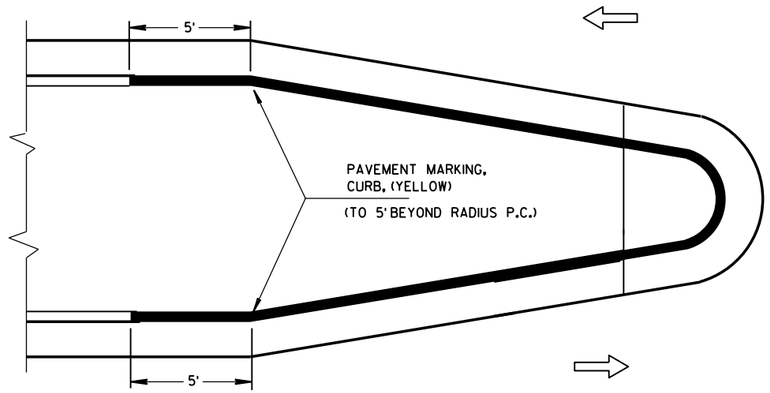
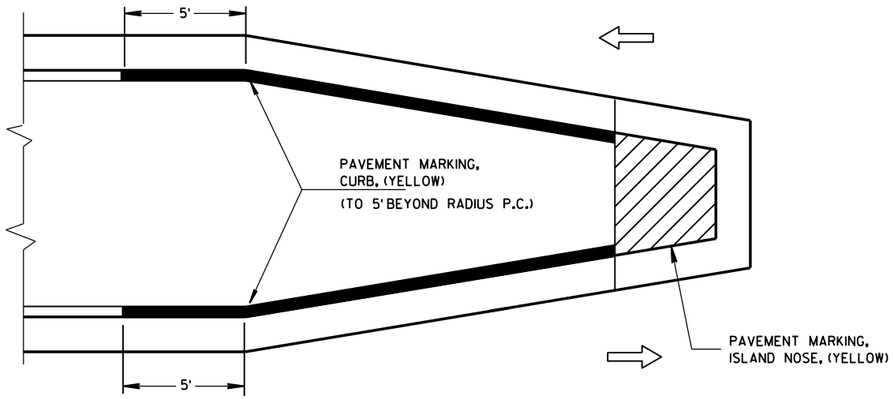
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

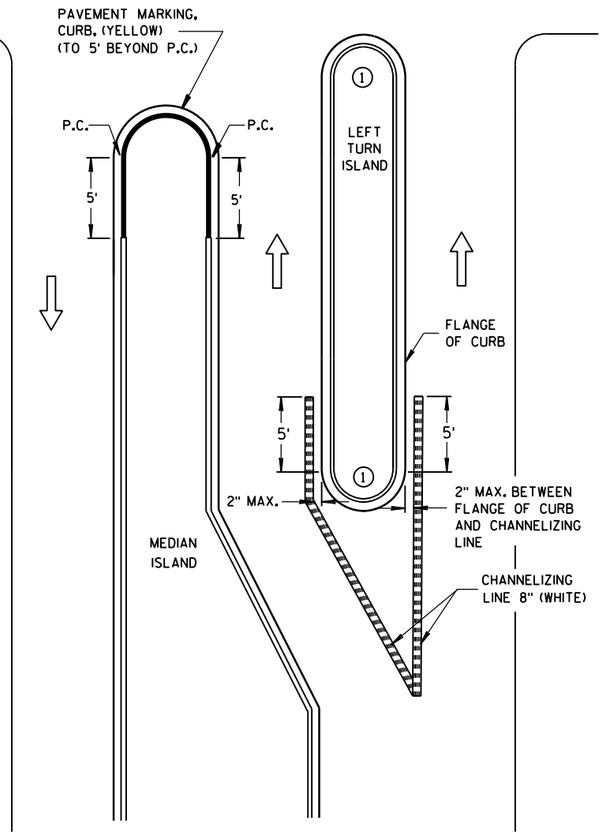


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

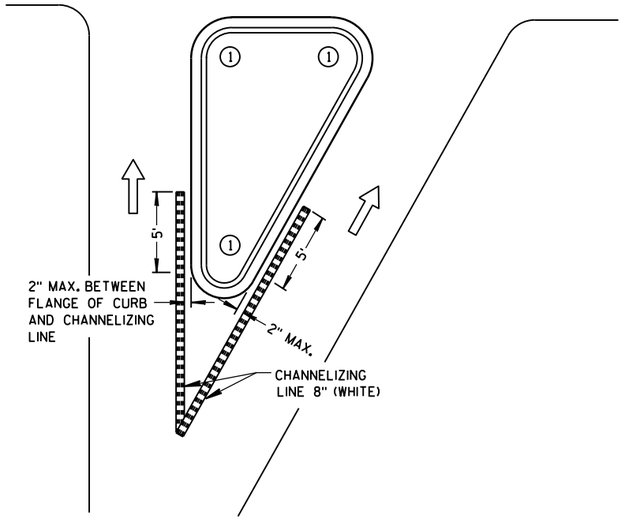


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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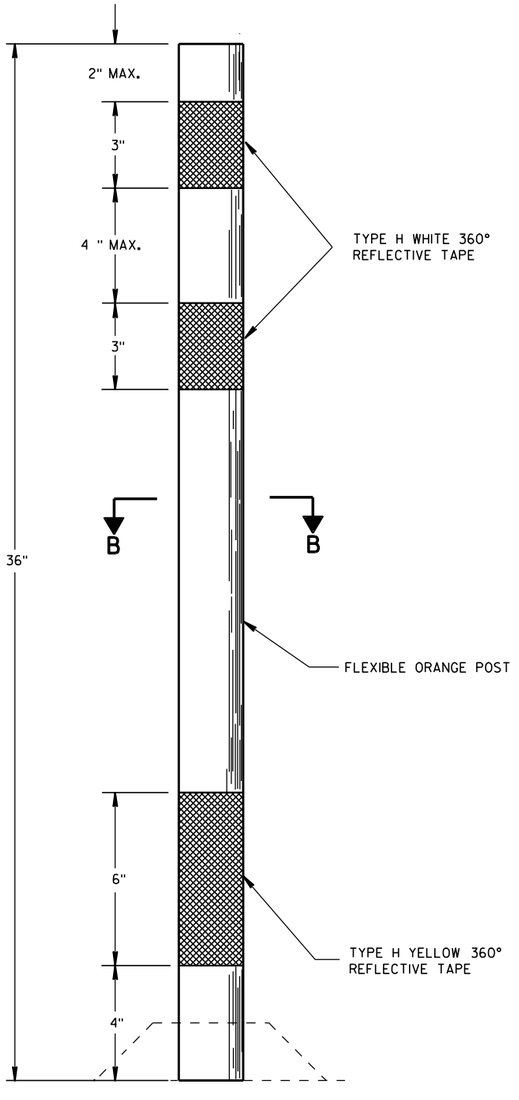
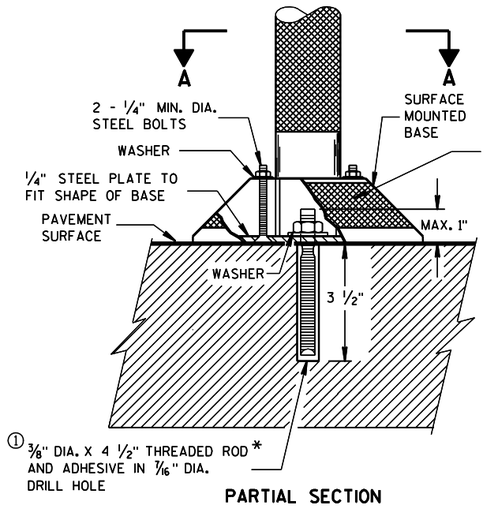
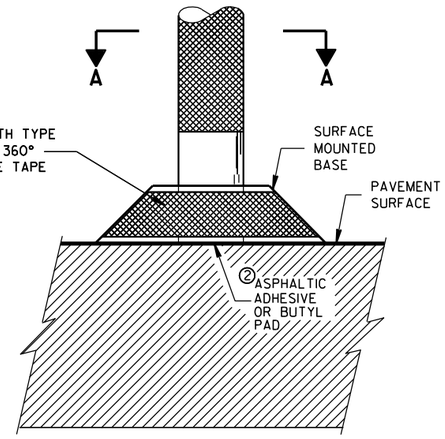
S.D.D. 15 C 8-16f



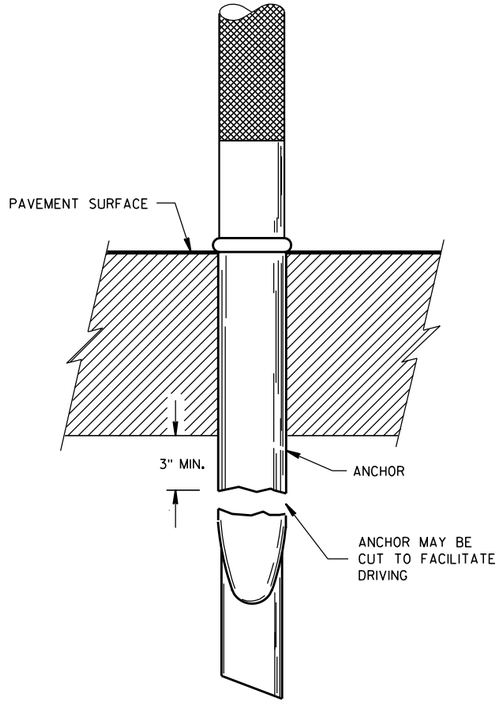
FLEXIBLE TUBULAR MARKER POST

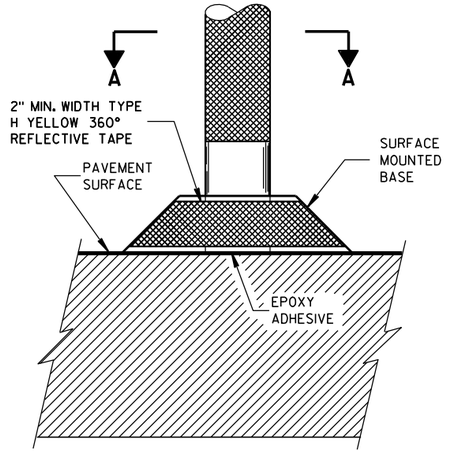


PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

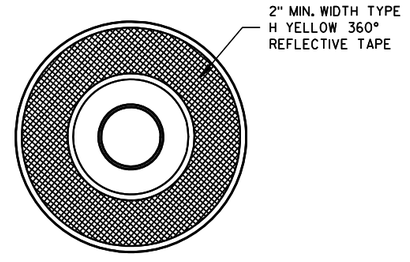
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

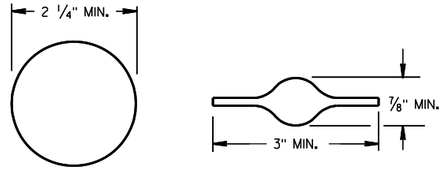
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2/17/94 DATE

/S/ Chester J. [illegible] DIRECTOR, OFFICE O

FHWA

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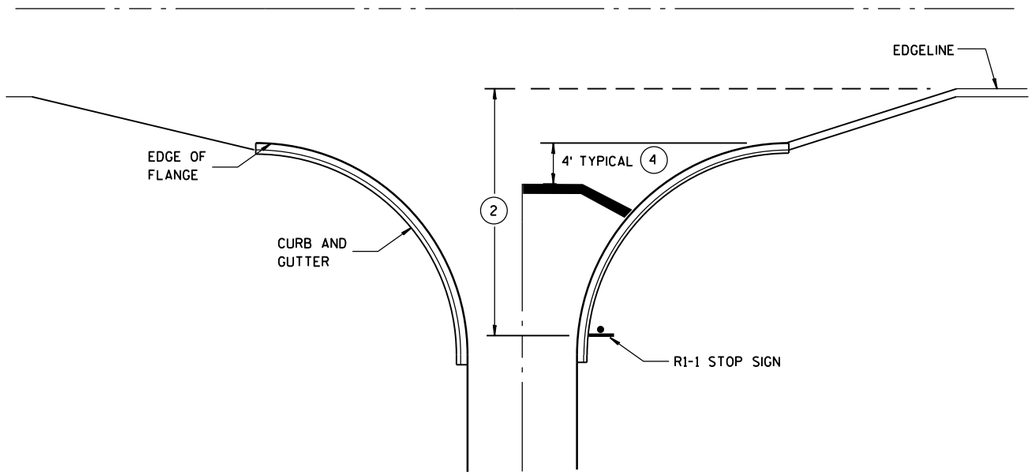
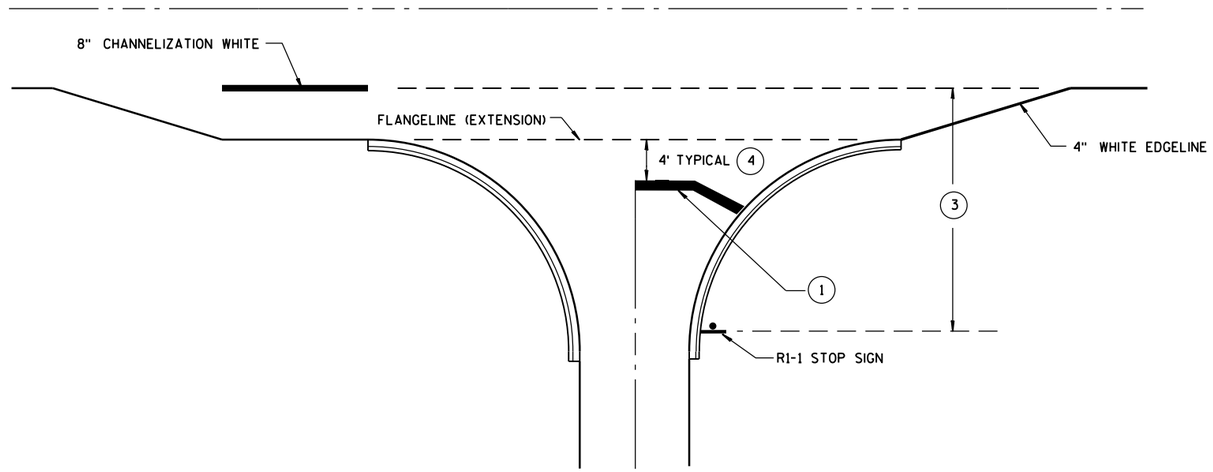
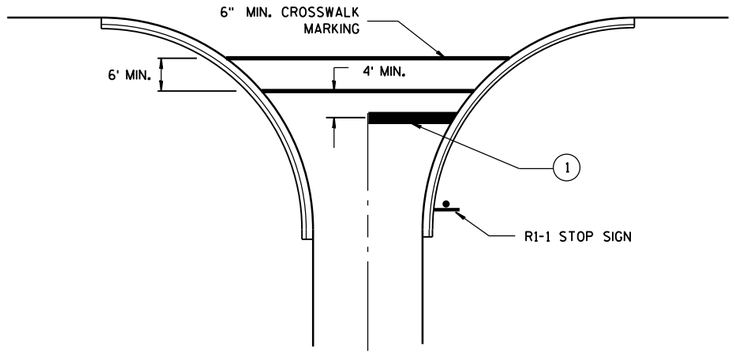
S.D.D. 15 C 11-5



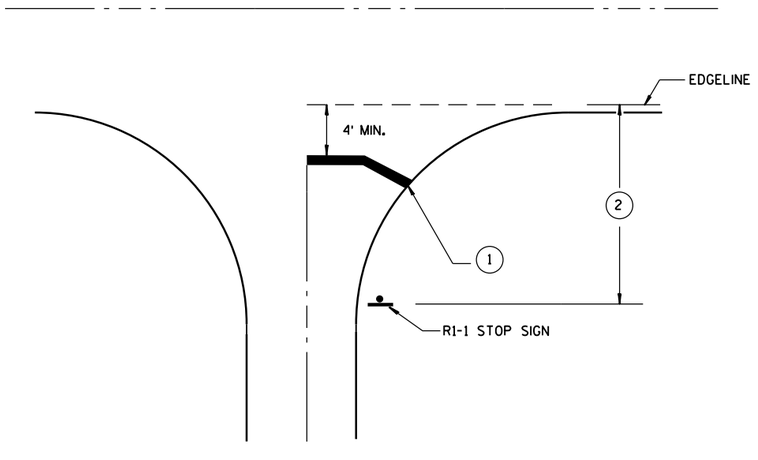
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

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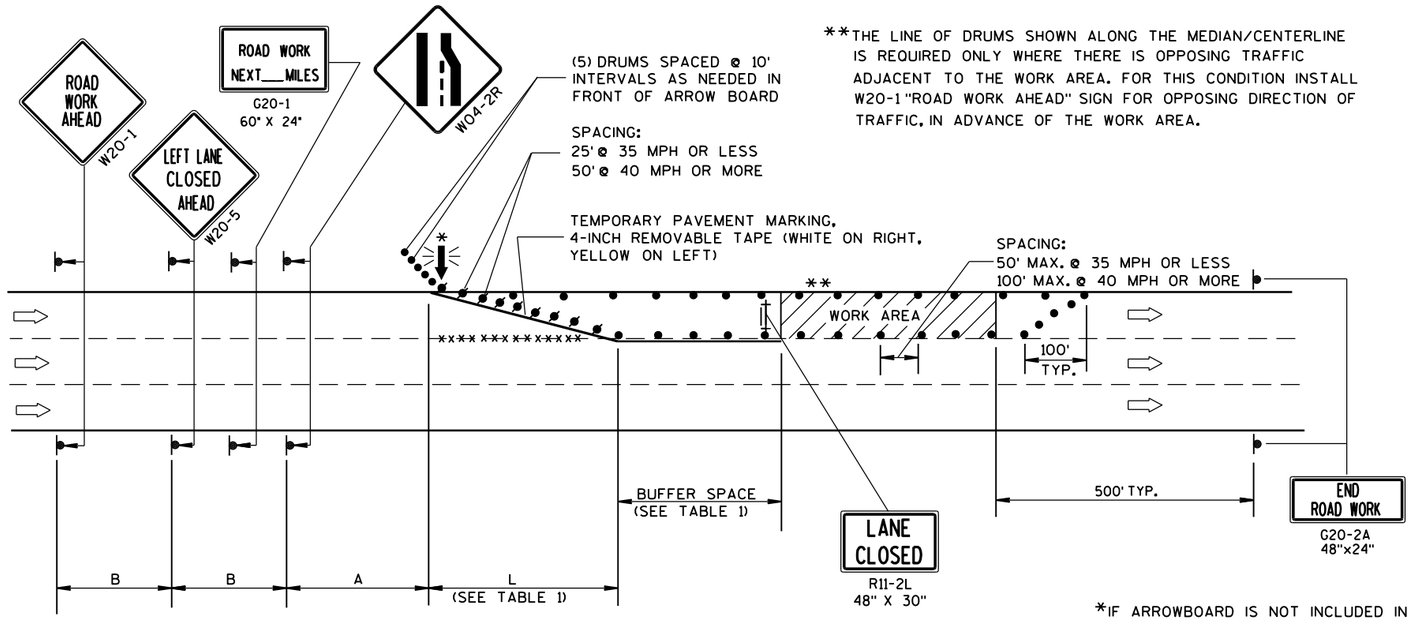
S.D.D. 15 C 33-1



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

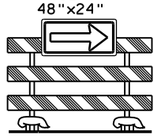


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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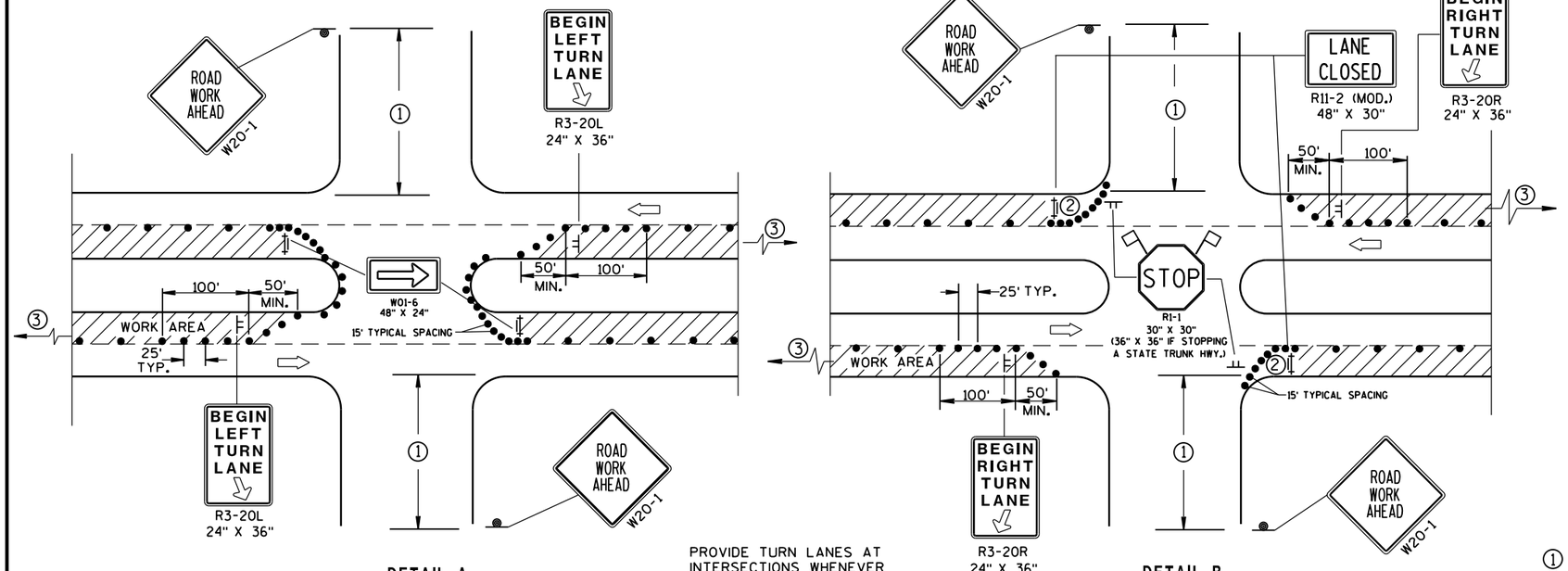
S.D.D. 15 D 20-2



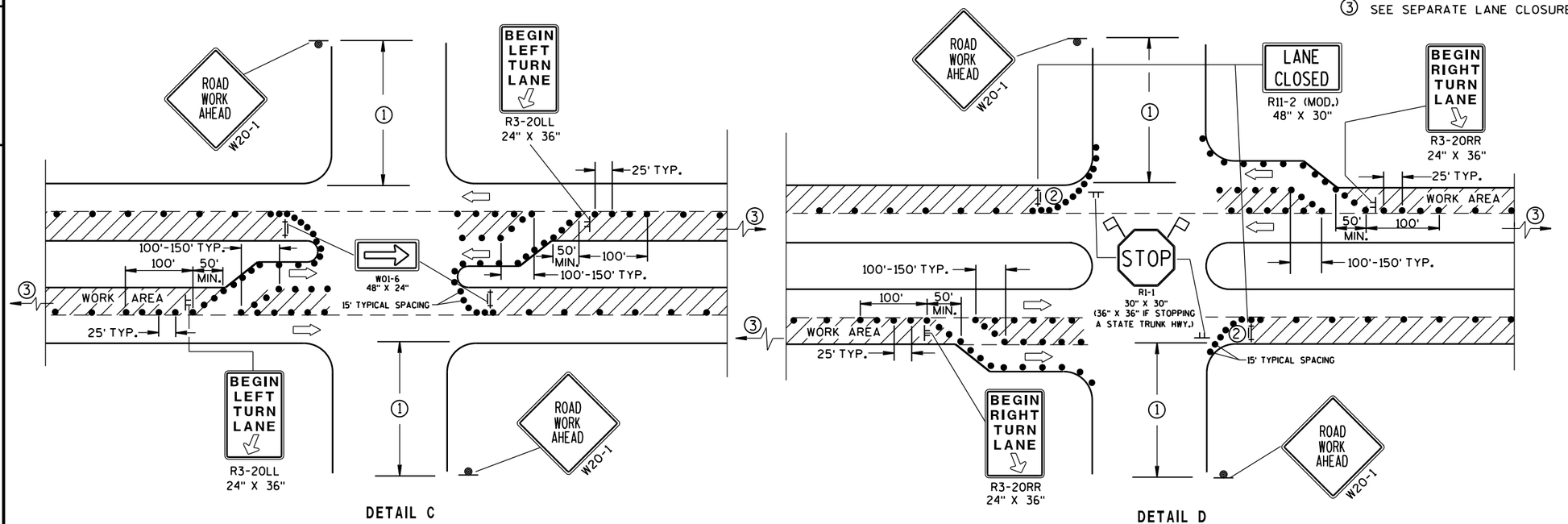
DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER

FHWA

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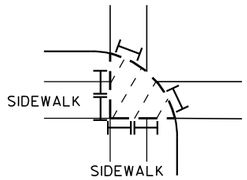
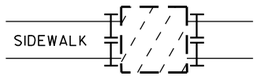
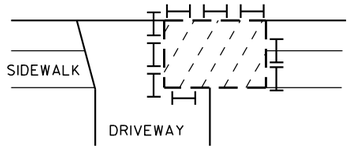
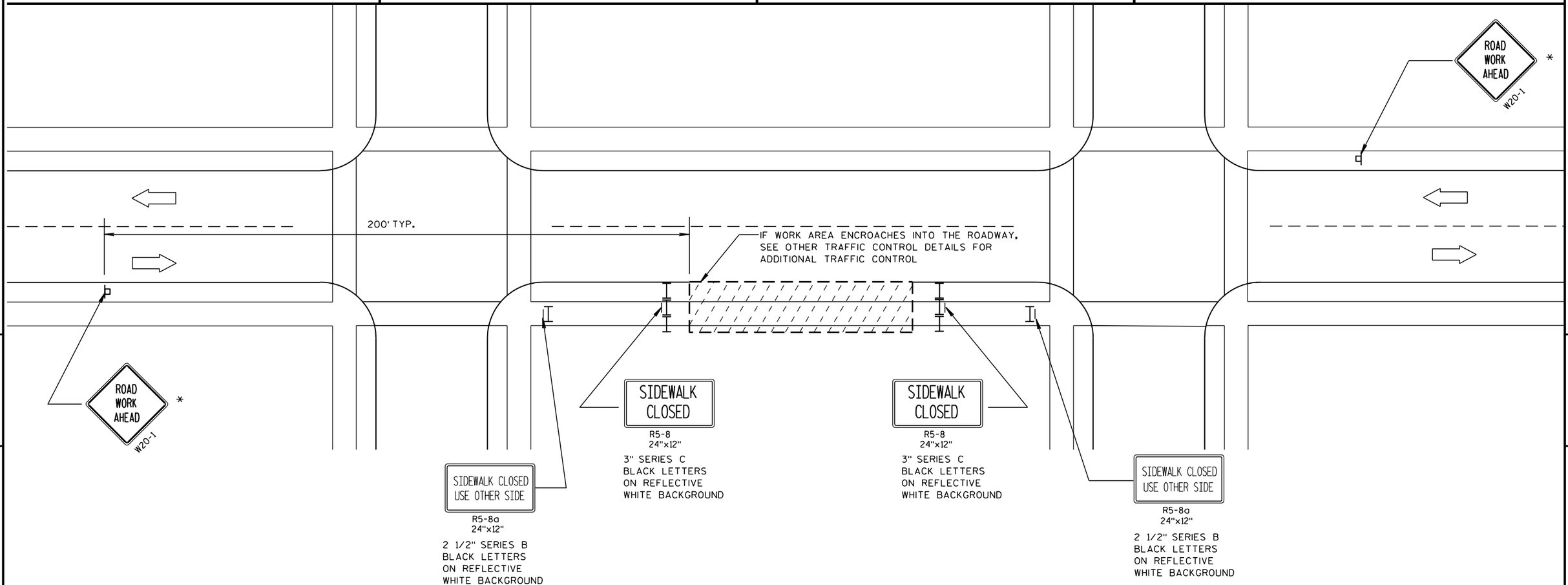
S.D.D. 15 D 21-2

WARNING OF LOCALIZED SIDEWALK WORK AREAS









LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES :

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

TRAFFIC CONTROL, SIDEWALK CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible] ENGINEER
FHWA

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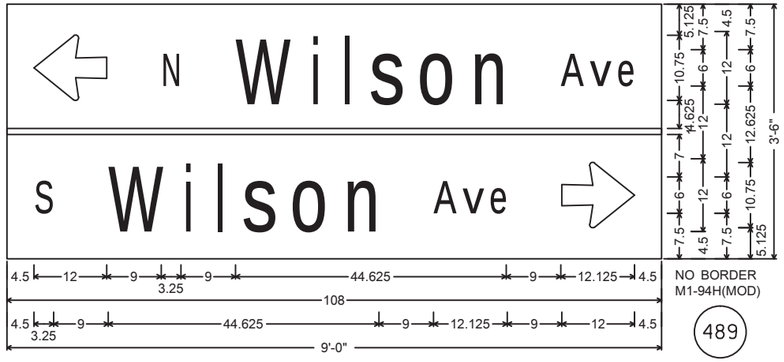
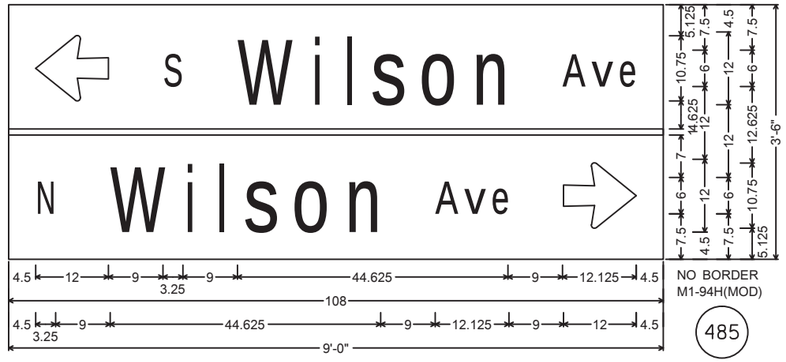
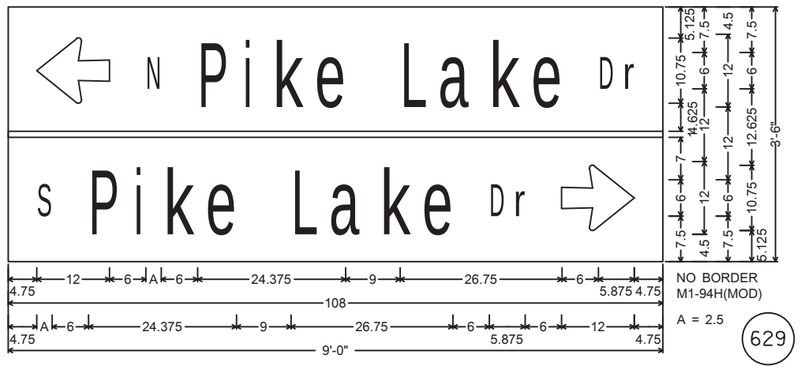
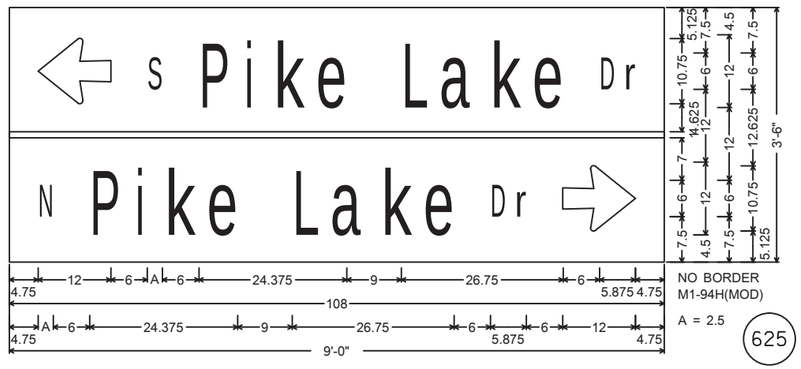
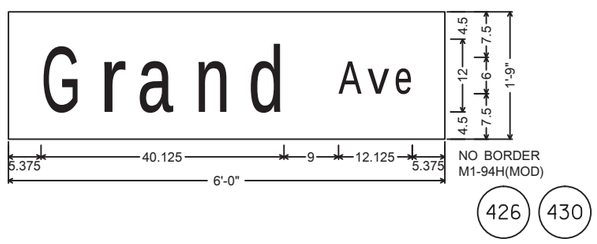
S.D.D. 15 D 30-1











GENERAL NOTES:

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2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE II".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND "TYPE H MESSAGE MATERIAL". TYPE I SIGNS SHALL HAVE "TYPE SH REFLECTIVE SHEETING".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
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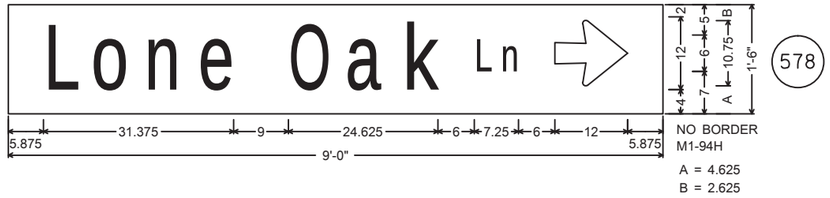
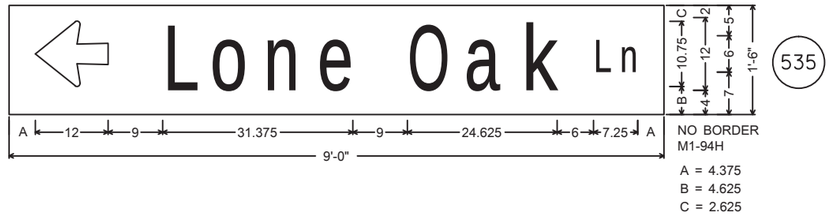
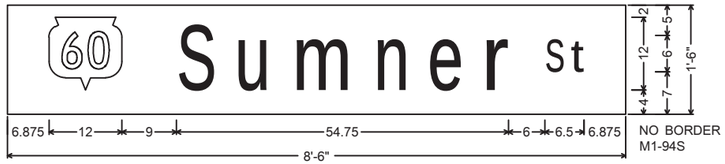
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.
11. DO NOT SCALE.







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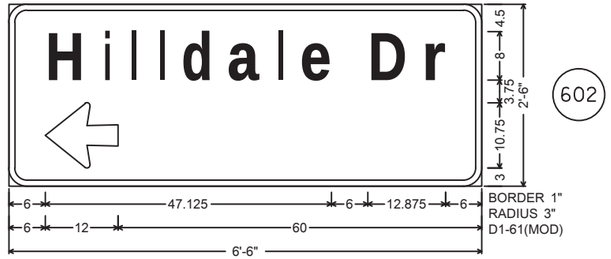

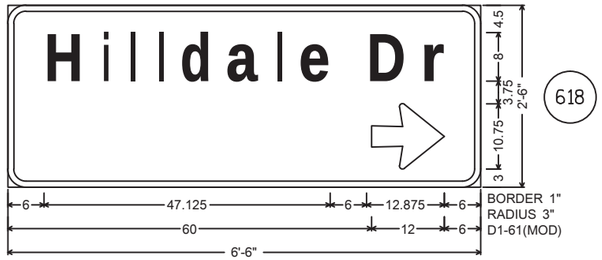

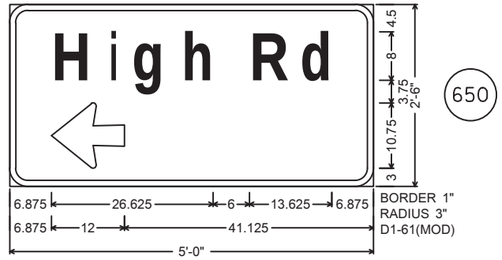

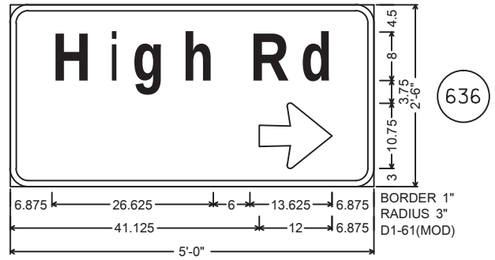

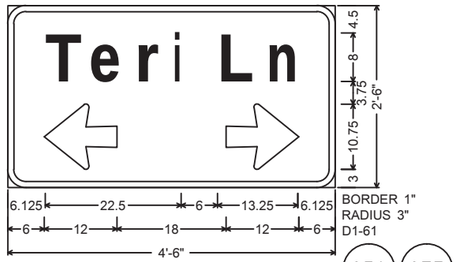

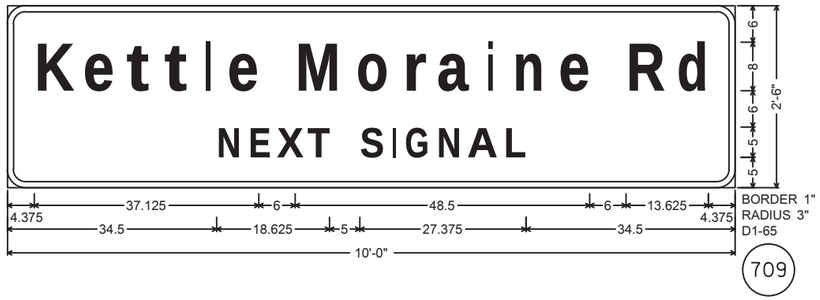

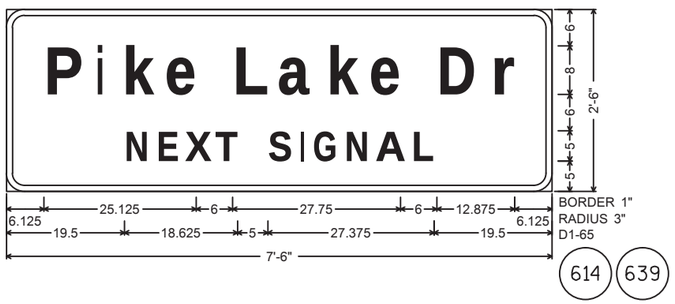

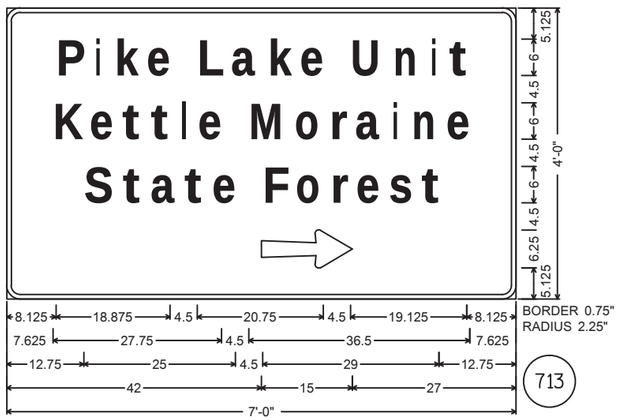

GENERAL NOTES:

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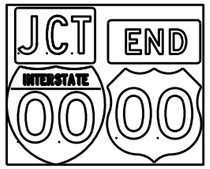
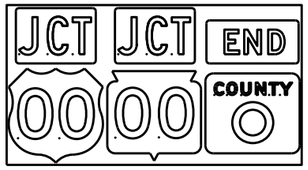
11. DO NOT SCALE.

TYPICAL ASSEMBLIES

J1-1

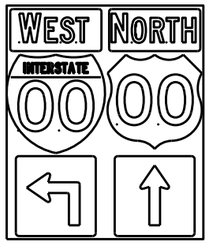


J1-2

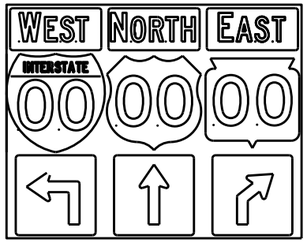


J1-3

J2-1



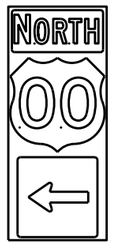
J2-2



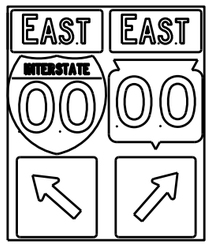
J2-3

JV

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



J3-1



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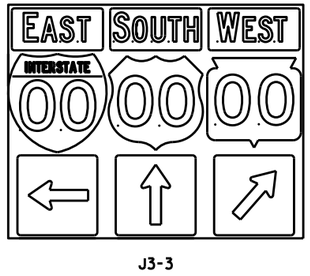
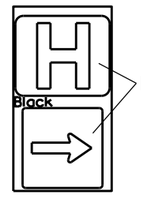


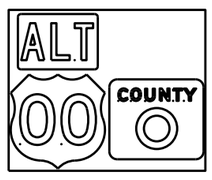
J3-3



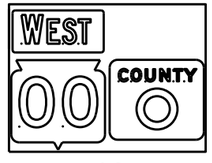
Blue Background

JH-1

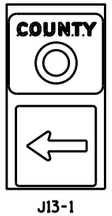
J4-1



J4-2



J4-2



J13-1

J12-1

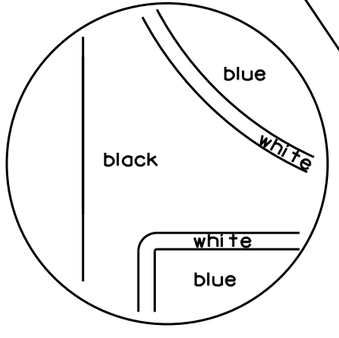
J32-1

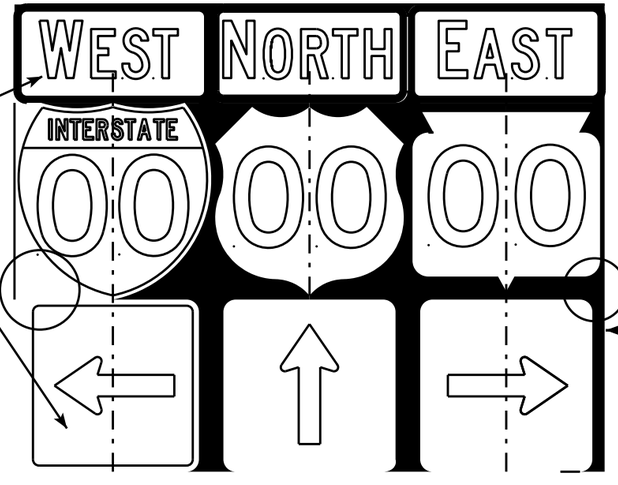
J33-1

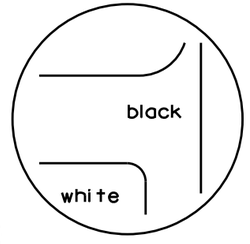
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

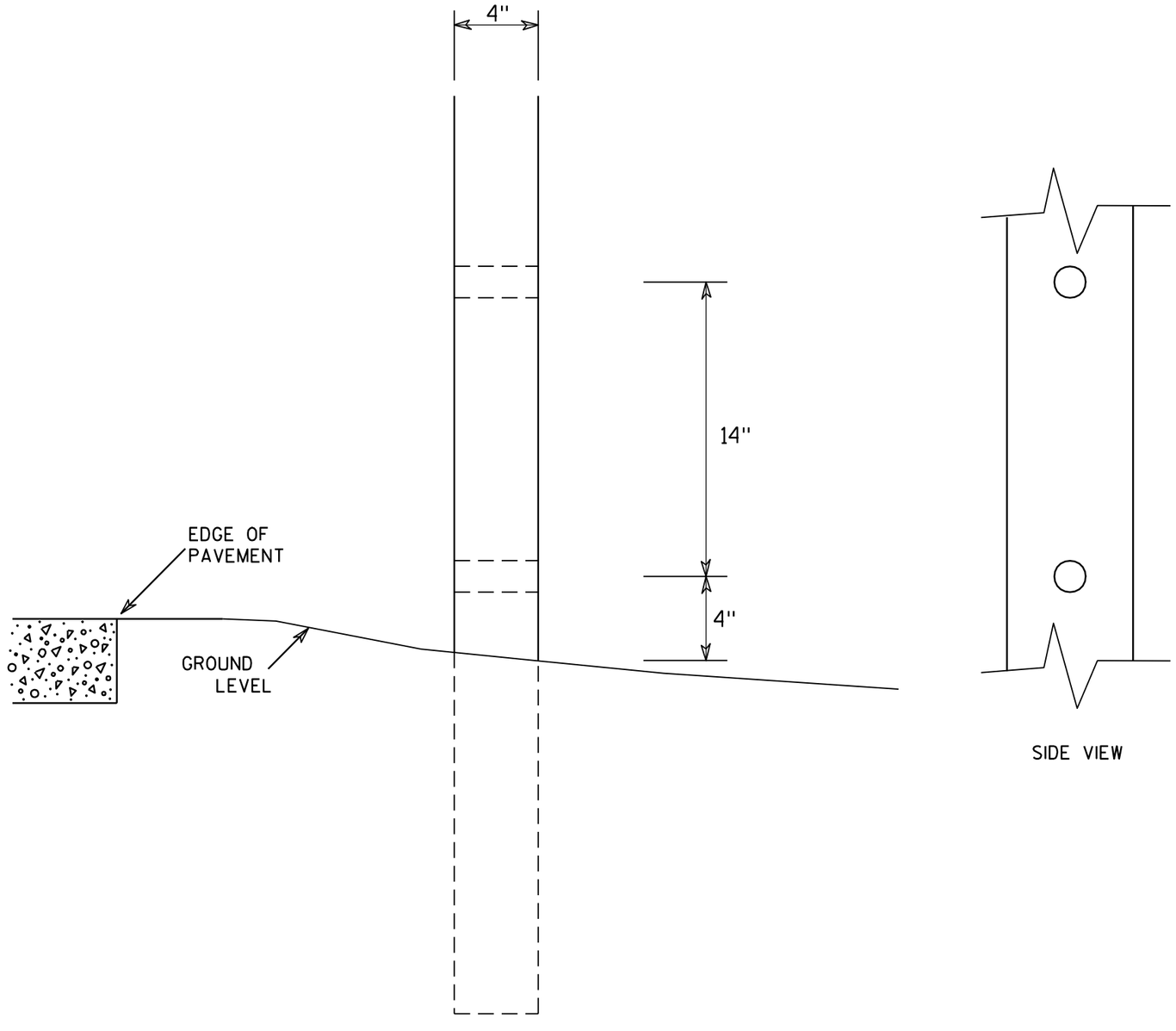
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

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

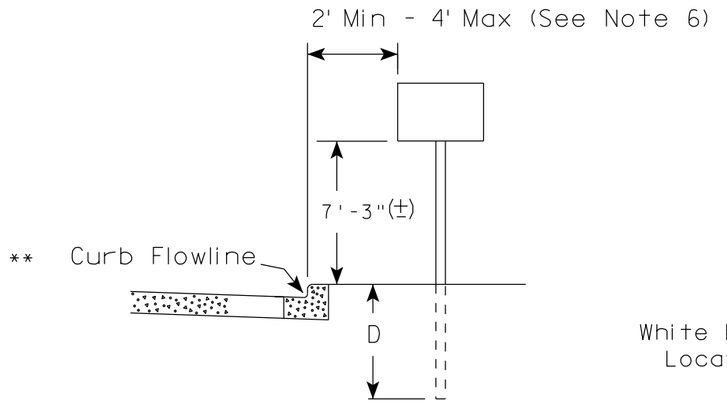
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

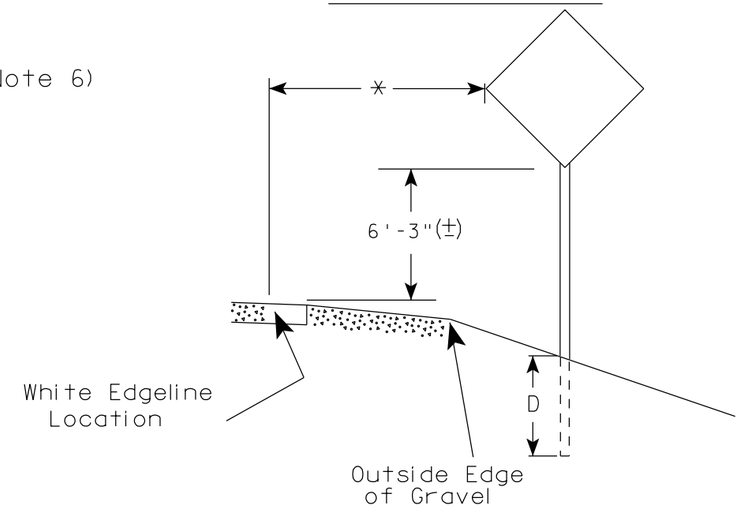
DATE 3/27/97 PLATE NO. A4-11.2

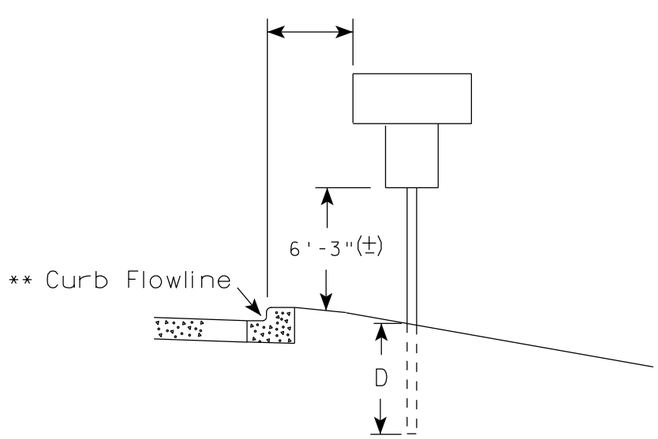
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E

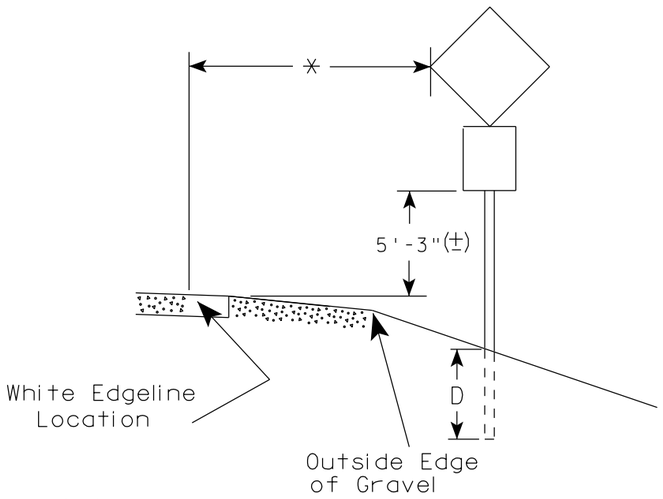
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
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 J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. 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), 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" (±).

POST EMBEDMENT DEPTH

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

** 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.

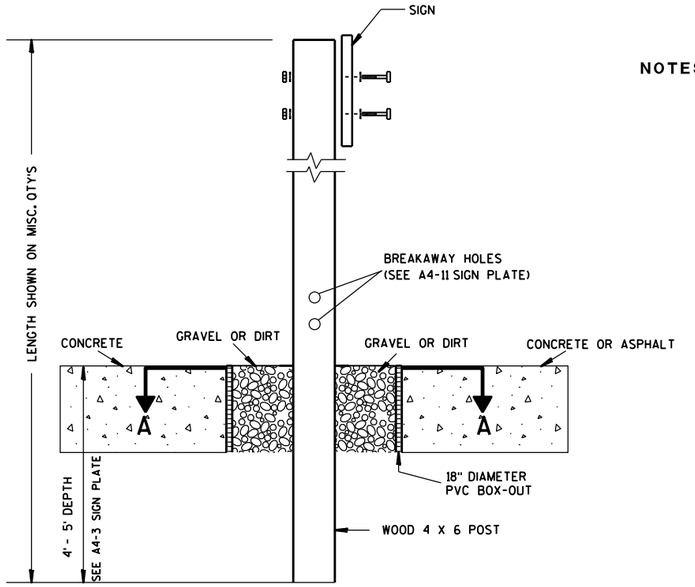
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

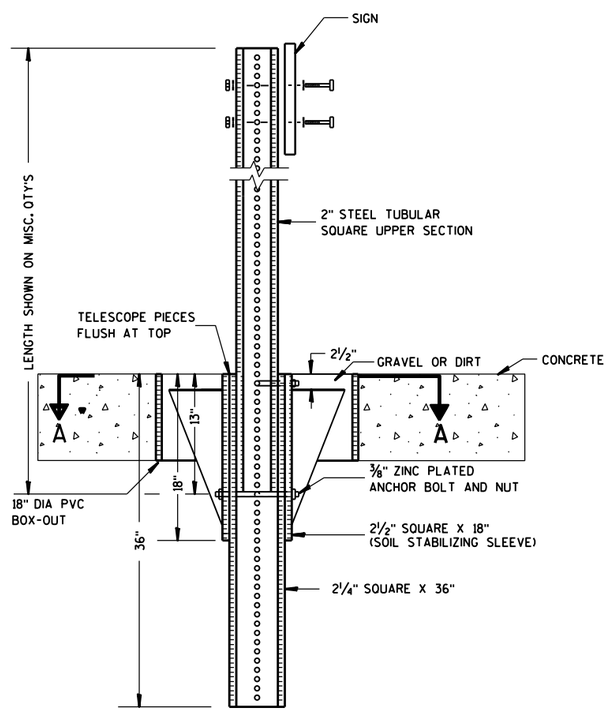
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

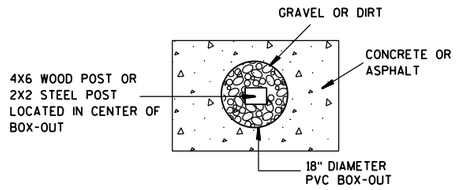
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

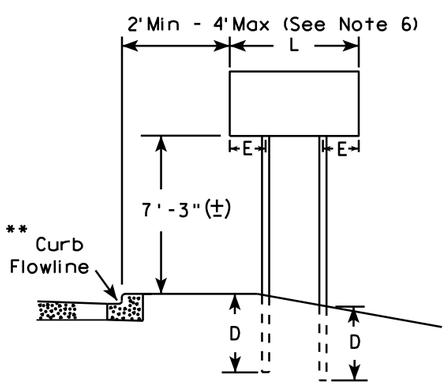
APPROVED Matthew R Rauch
for State Traffic Engineer

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

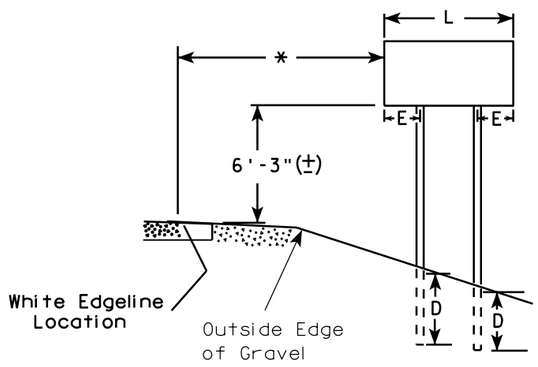
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

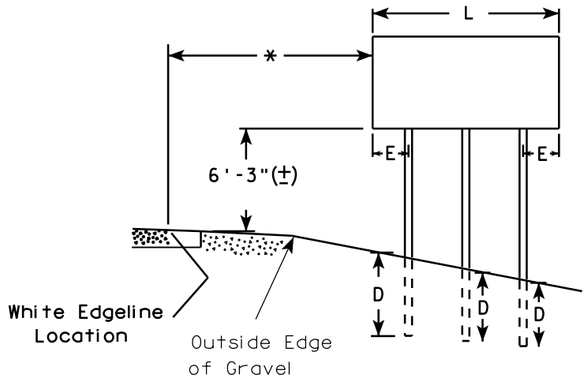
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

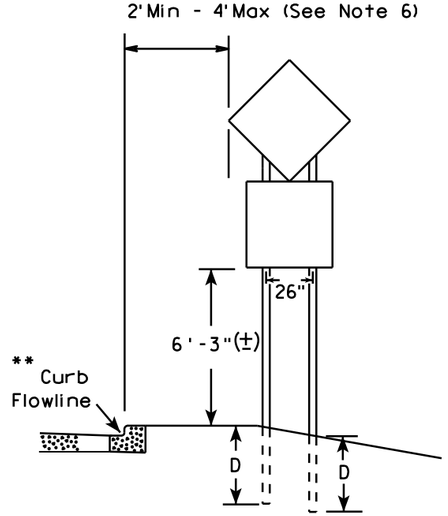
URBAN AREA



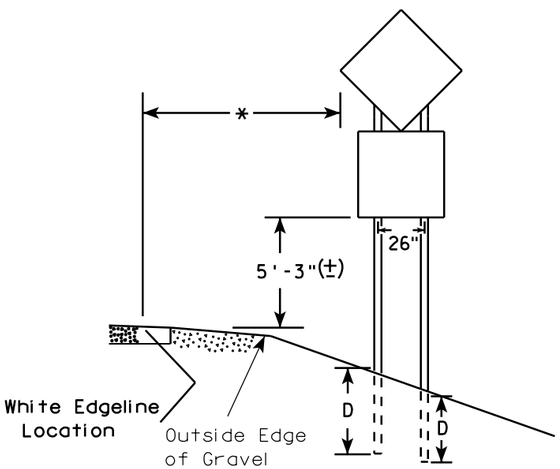
RURAL AREA (See Note 3)







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 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	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. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
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 or 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

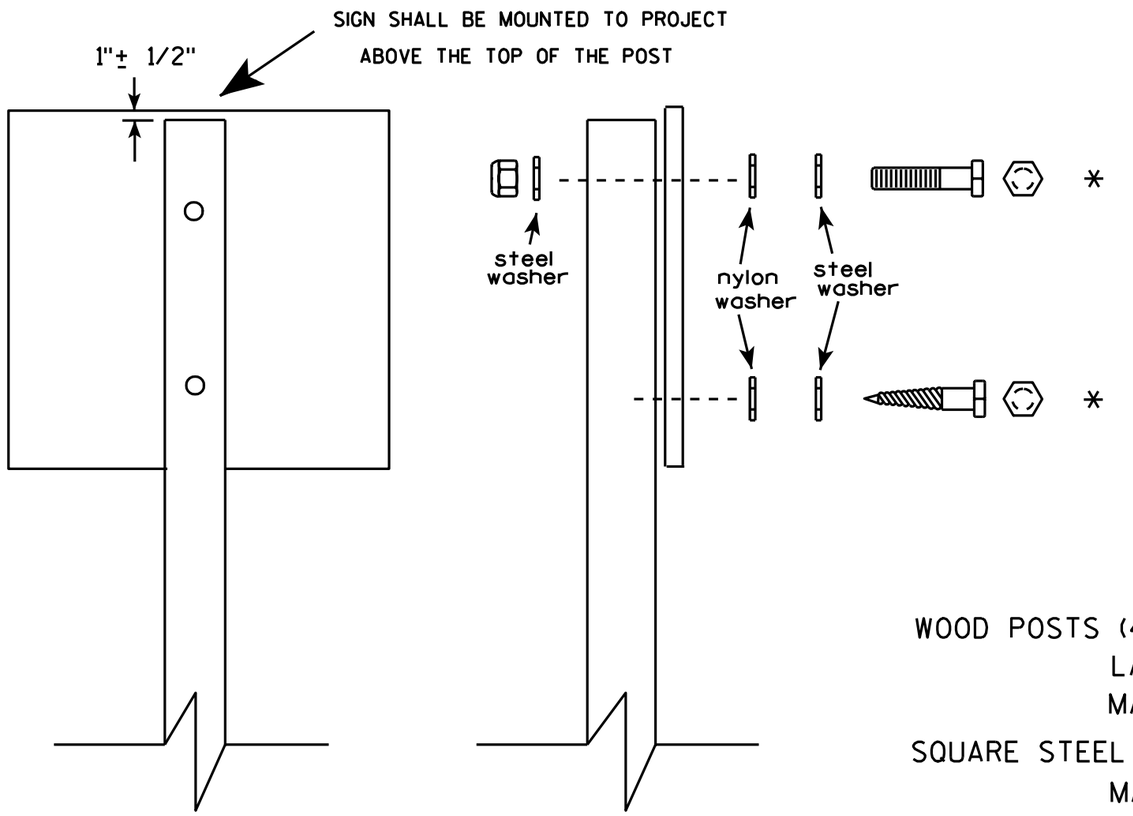
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 300 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42



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

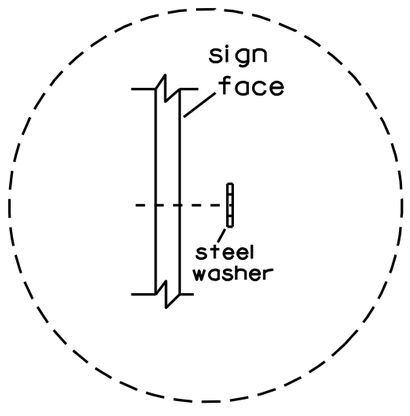
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
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 for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* 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 3/23/10 PLATE NO. A4-8.7

7

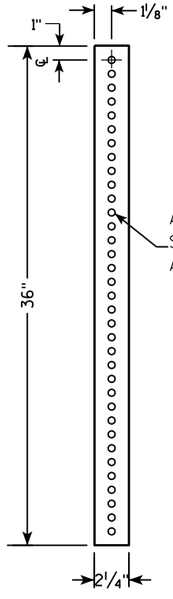
7

PROJECT NO:

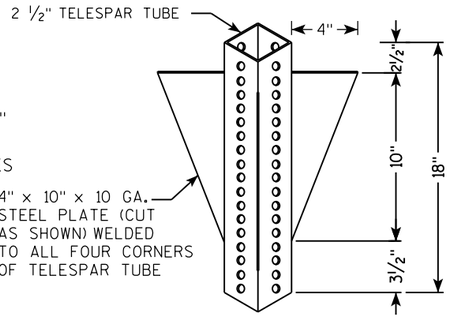
SHEET NO: 301 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

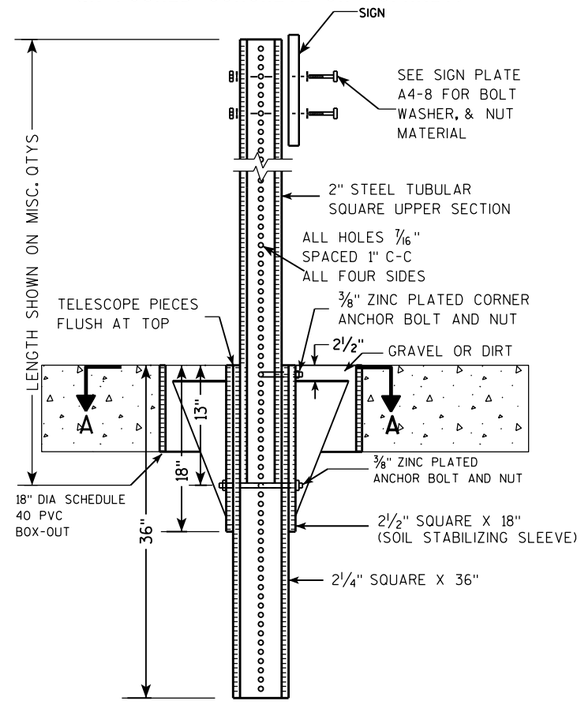
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



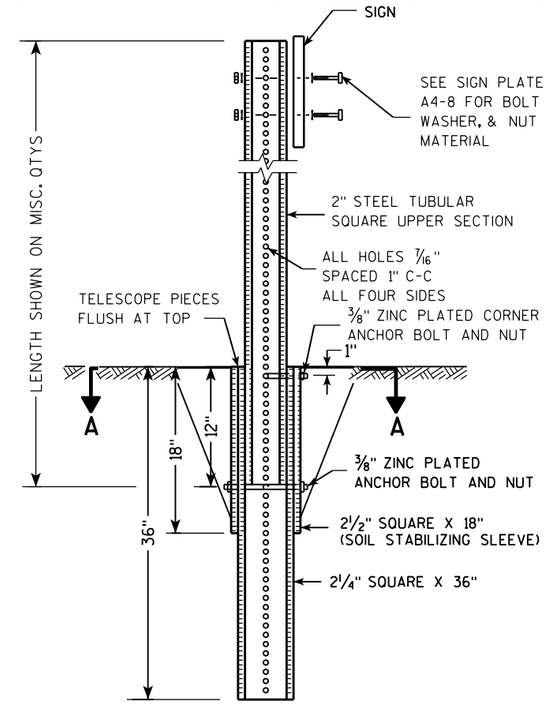
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

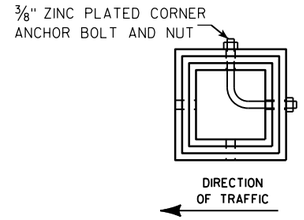


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

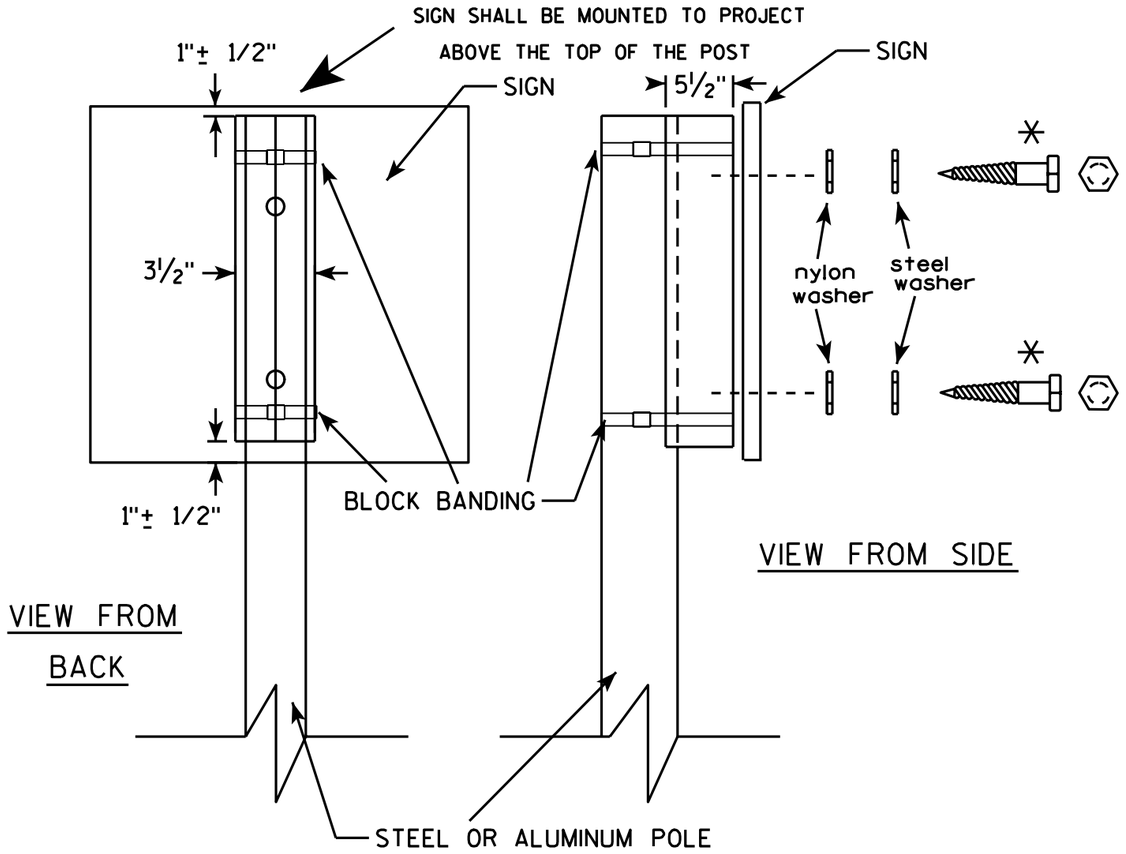
TUBULAR STEEL
SIGN POST
A4-9

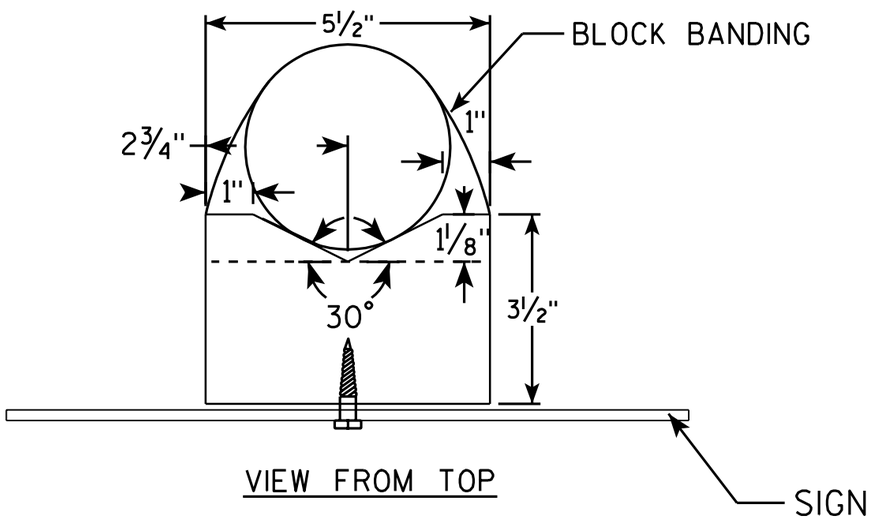
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 302 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

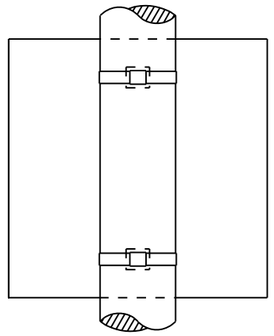
DATE 7/12/07 PLATE NO. A5-10.1

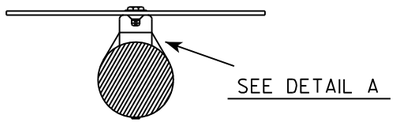
PROJECT NO:

SHEET NO: 303 E

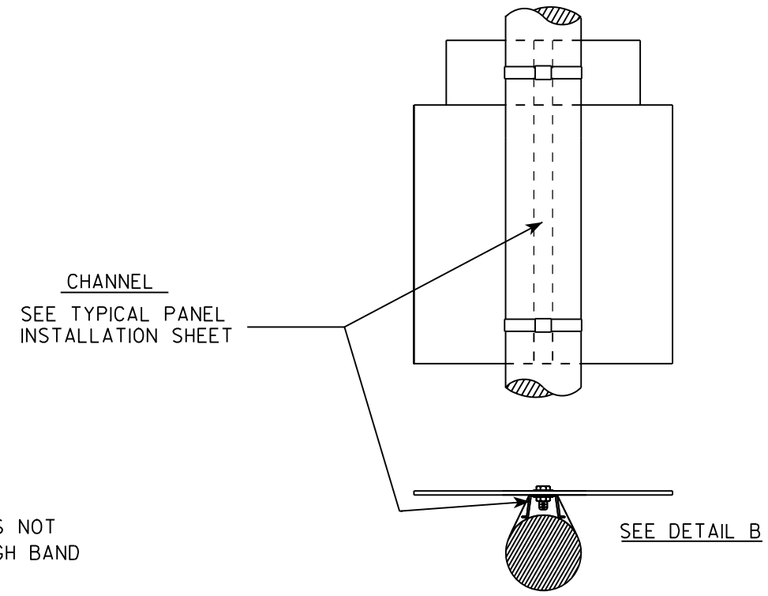
BANDING

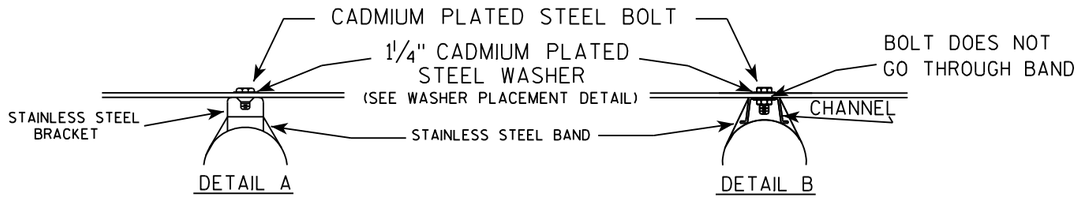
SINGLE SIGN



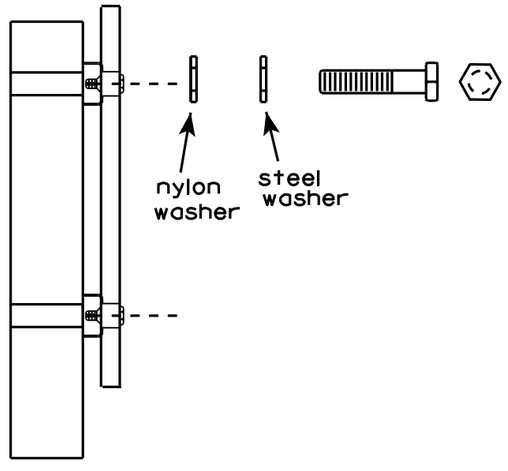


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

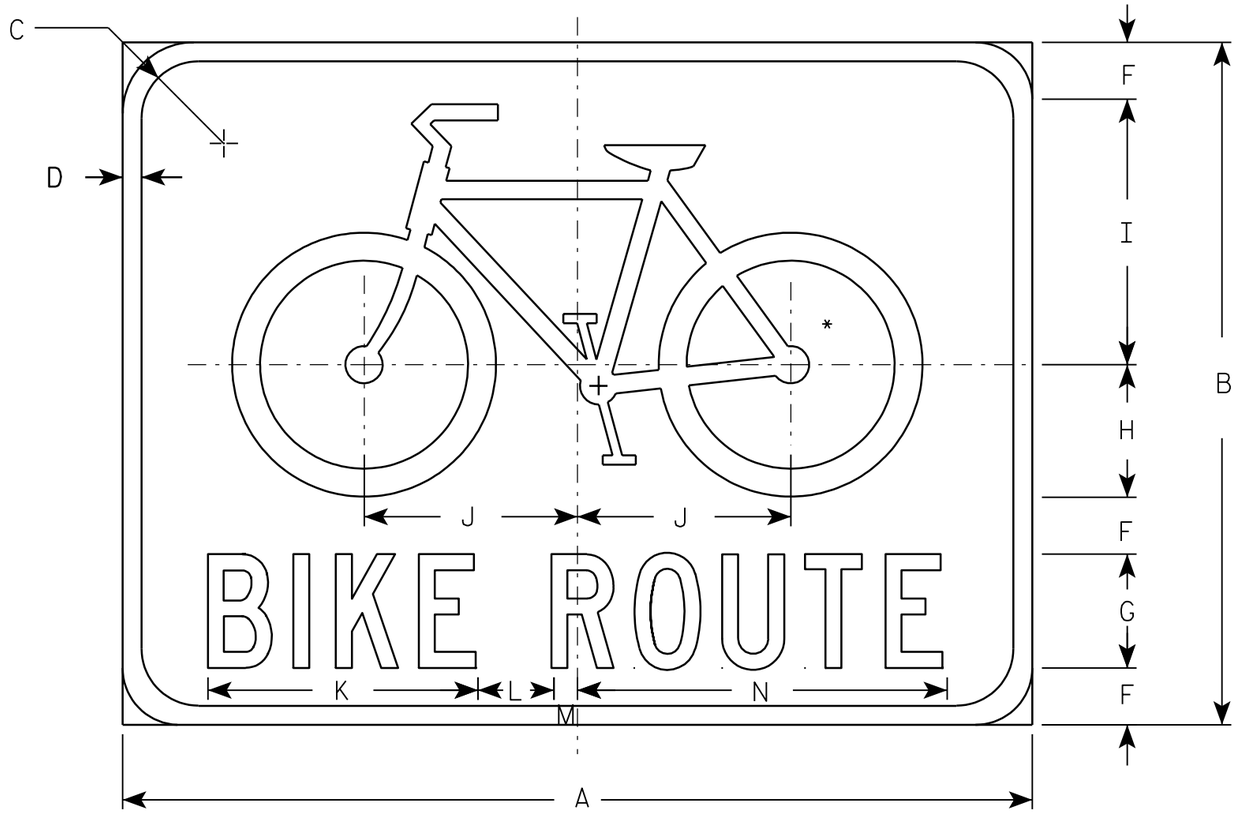
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E



D11-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

* See W11-1 for symbol design

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 450 mm
3	750 mm X 600 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0	0.27
3	30	24	1 1/4	5/8		2	4	4 3/4	9 1/4	7 1/2	9 1/2	2 5/8	7/8	13													5.0	0.45
4																												
5																												

STANDARD SIGN
D11-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/04 PLATE NO. D11-1.1

PROJECT NO:

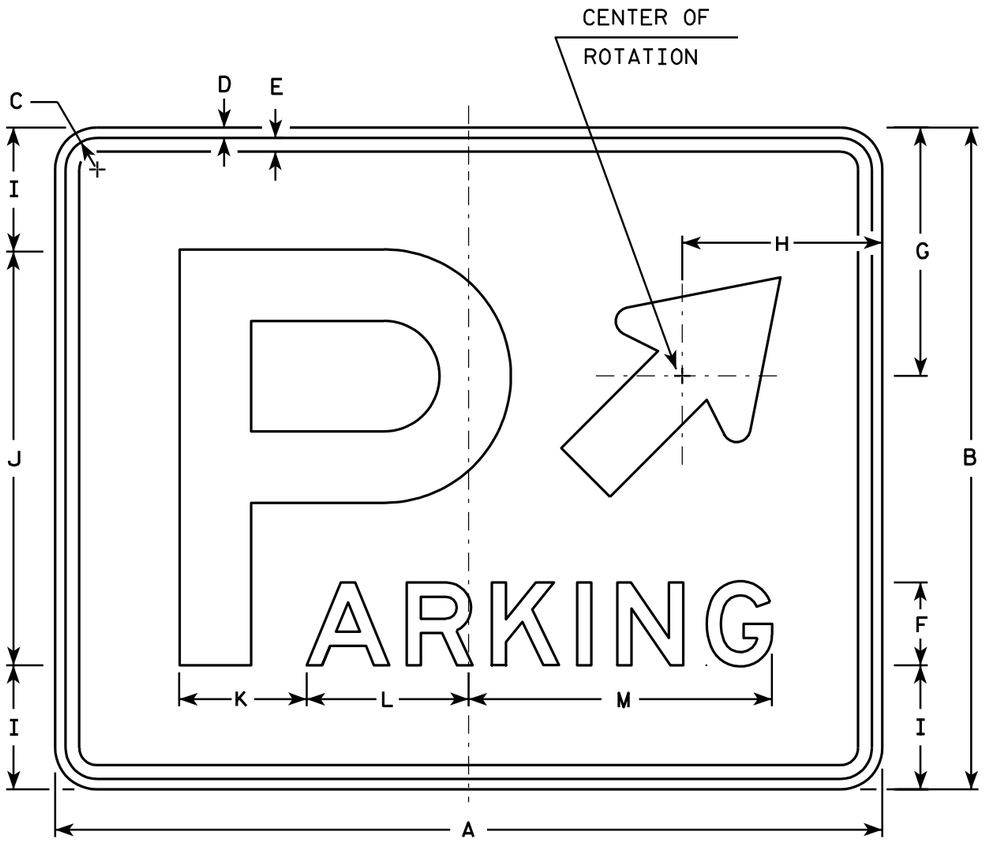
SHEET NO: 305 E

FILE NAME : C:\Users\Projects\tr_stdplate\D111.DGN PLOT DATE : 17-MAR-2005 10:38 PLOT BY : DOTDZK

WISDOT/CADDS SHEET 42

7

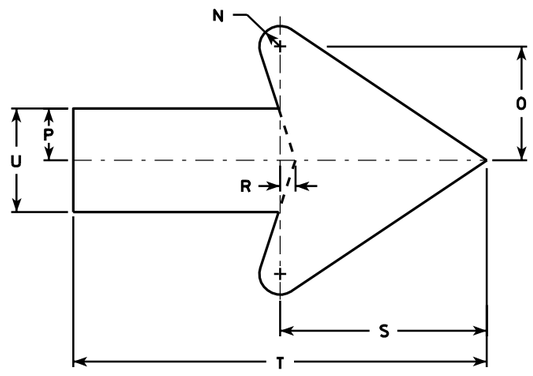
7



D4-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Green
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Arrow shall be rotated as required.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	450 mm X 375 mm
2	750 mm X 600 mm
3	1200 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	15	1 1/8	3/8	3/8	2	7	4 3/8	2 1/2	10	3 1/8	4	7 1/4	3/8	1 5/8	3/4		1/4	3	6	1 1/2						1.88	0.17
2	30	24	1 1/8	3/8	1/2	3	9	7 1/4	4 1/2	15	4 5/8	5 7/8	11	1/2	2 3/4	1 1/4		3/8	5	10	2 1/2						5.0	0.45
3	48	36	1 3/8	1/2	5/8	5	11	12	5 1/2	25	7 3/4	9 3/4	18 1/4	3/4	3 7/8	1 7/8		5/8	7 1/2	15	3 3/4						12.0	1.08
4																												
5																												

STANDARD SIGN
D4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/01/06 PLATE NO. D4-1.8

PROJECT NO:

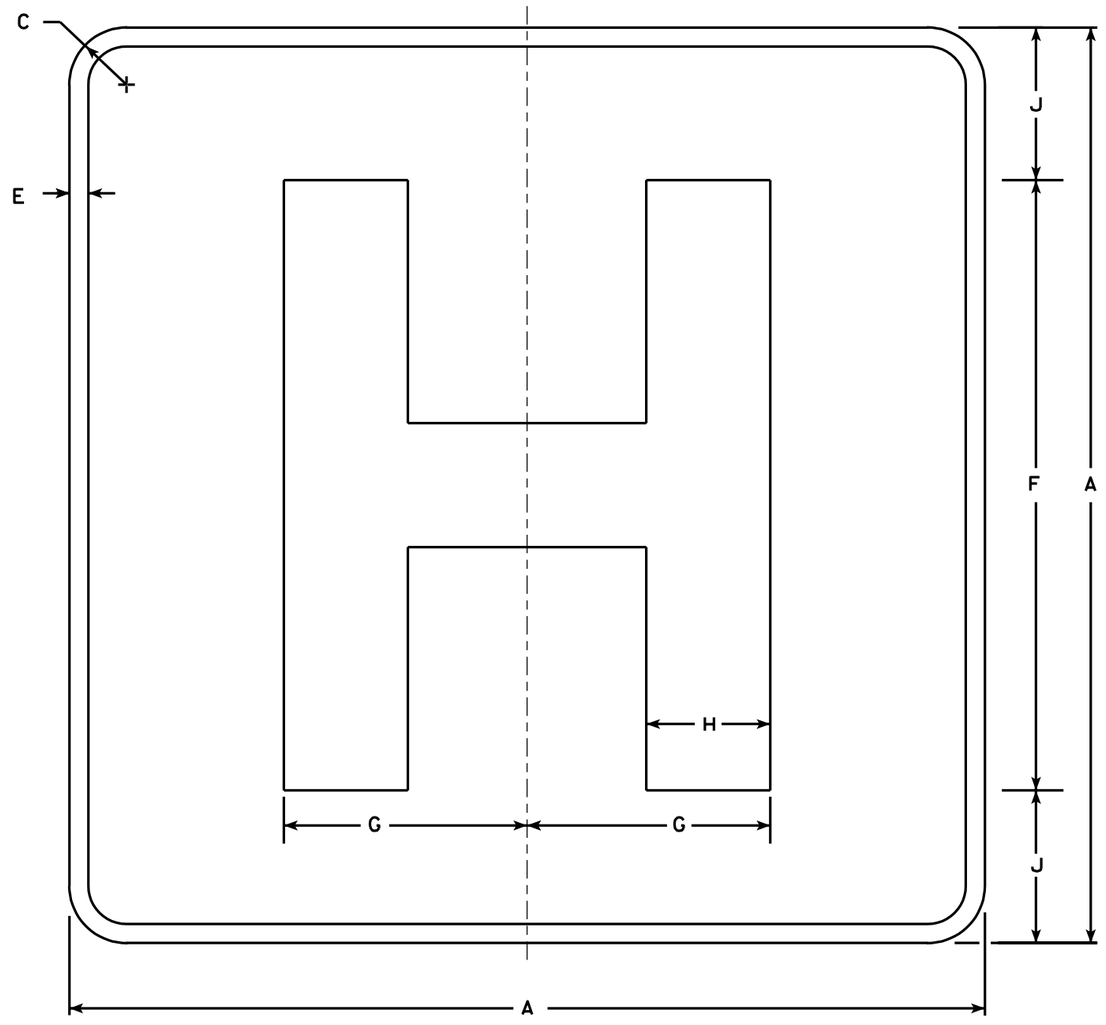
SHEET NO: 306 E

FILE NAME : C:\Users\Projects\tr_stdplate\D41.DGN PLOT DATE : 01-MAY-2006 13:39 PLOT BY : DOTSJA

WISDOT/CADDS SHEET 42

7

7



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

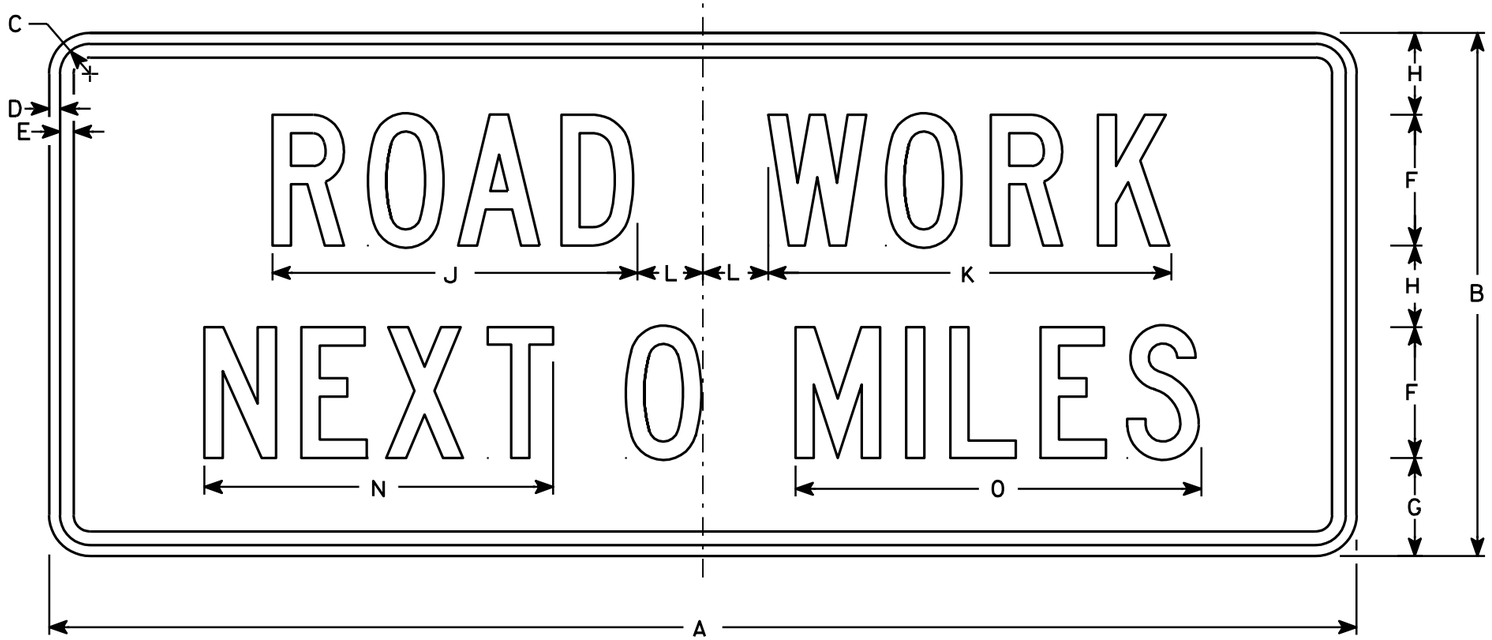
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 307 E



G20-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 600 mm
3	
4	1500 mm X 600 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
3																												
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10	.90
5																												

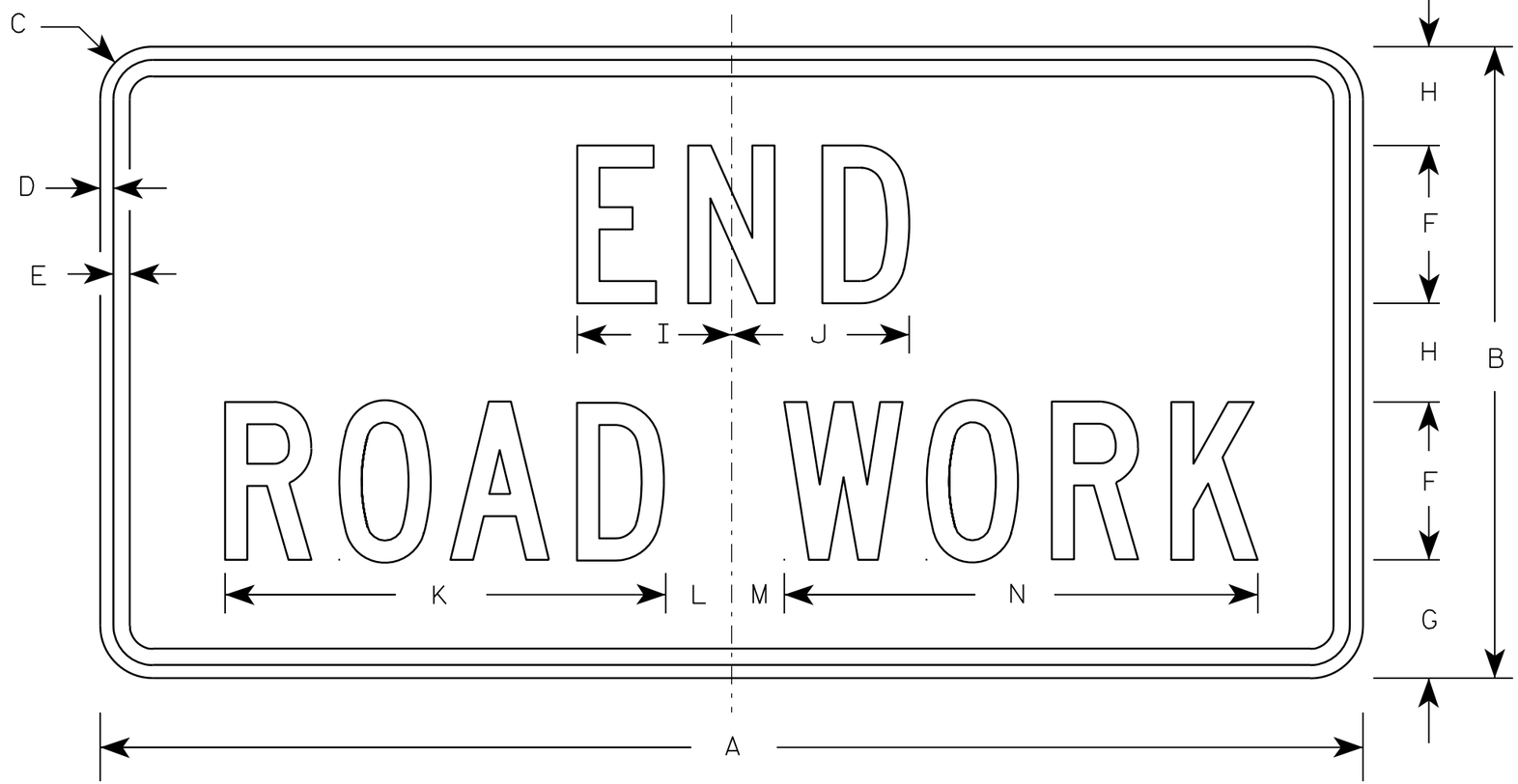
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 4/8/97 PLATE NO. G20-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

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.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

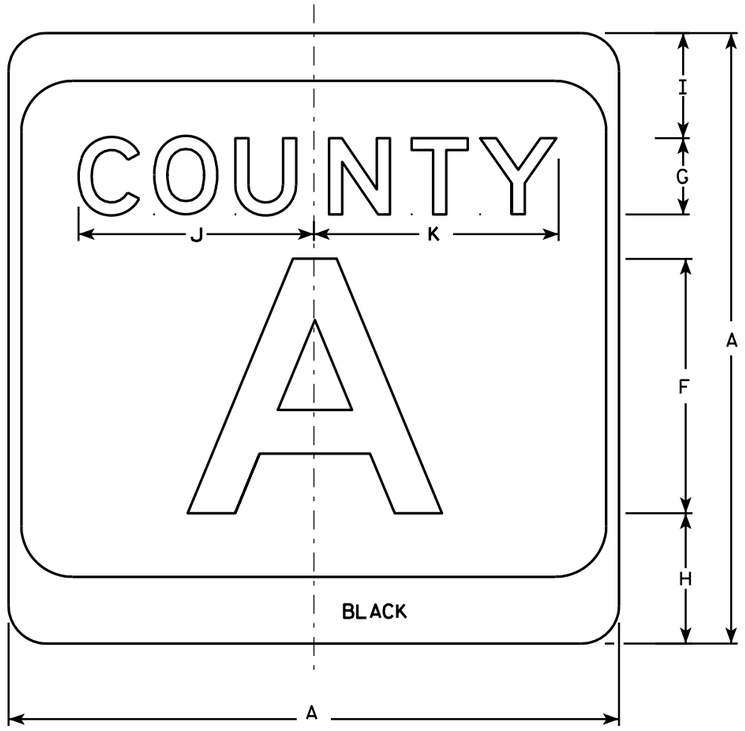
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

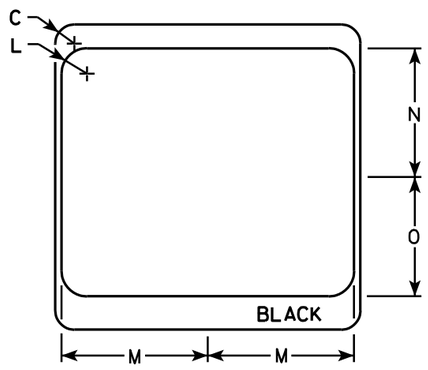
APPROVED Matthew R Rauch
for State Traffic Engineer

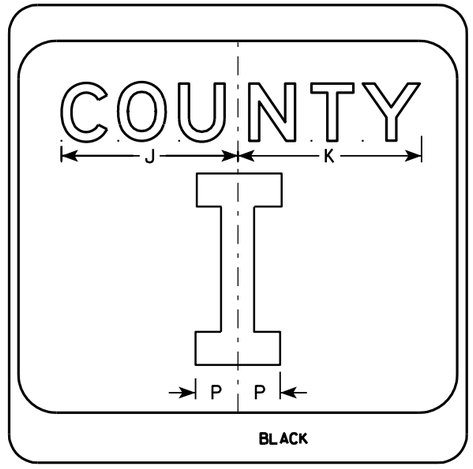
DATE 9/30/09 PLATE NO. G20-2A.8

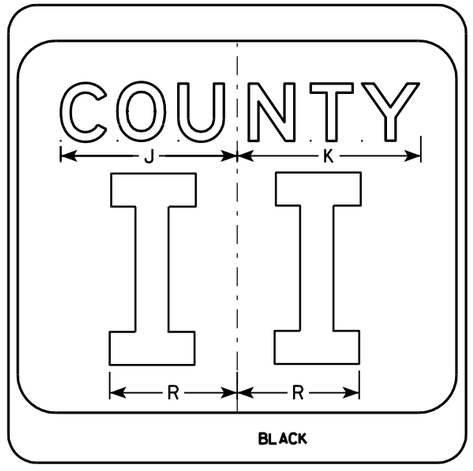
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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

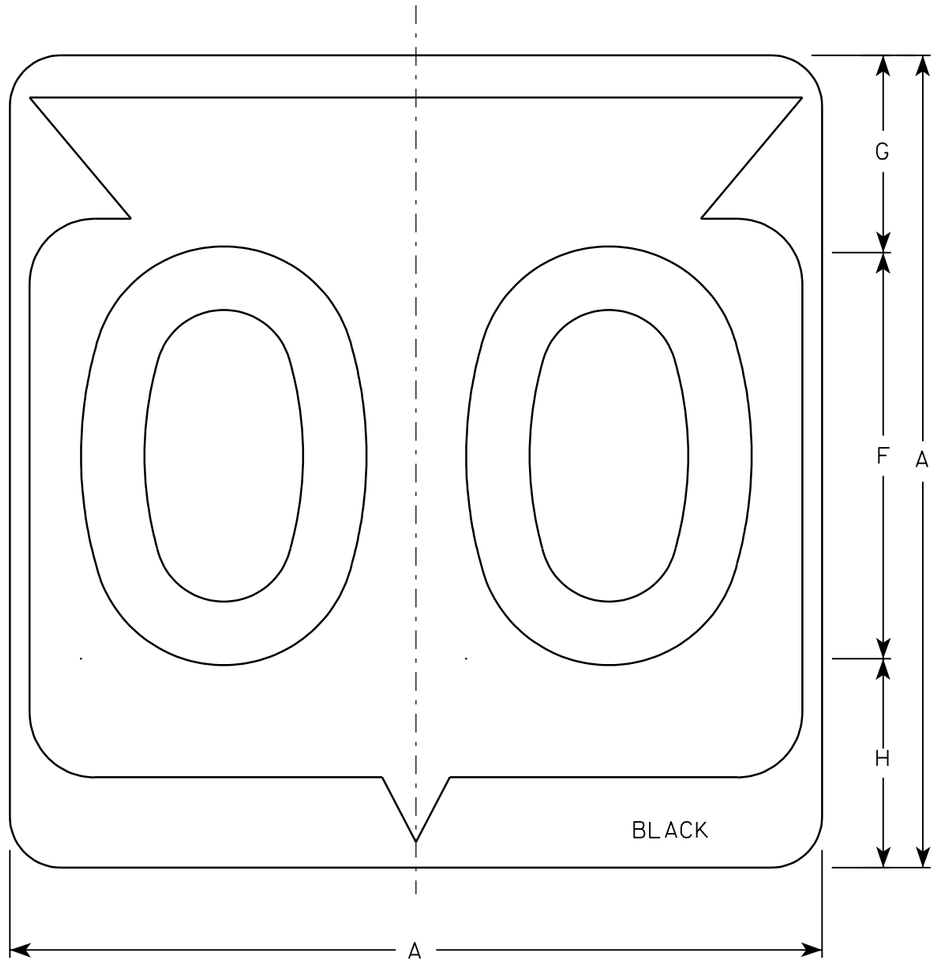
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

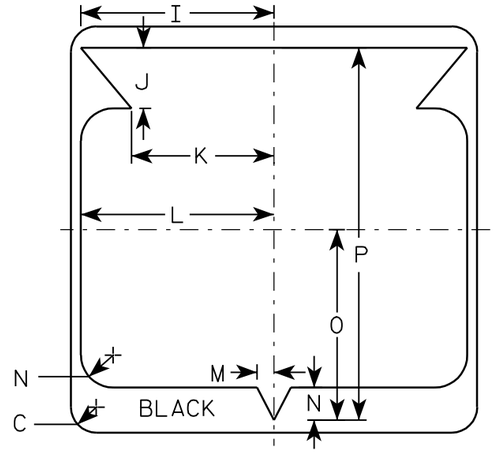
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

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.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

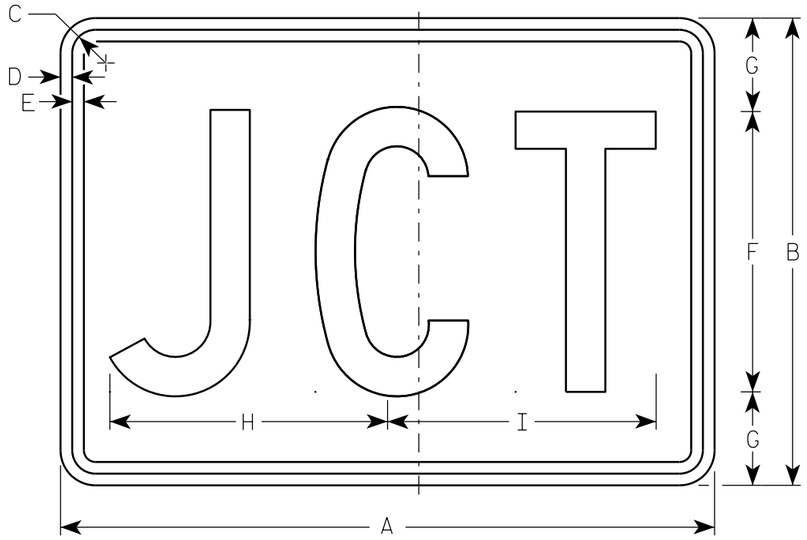
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

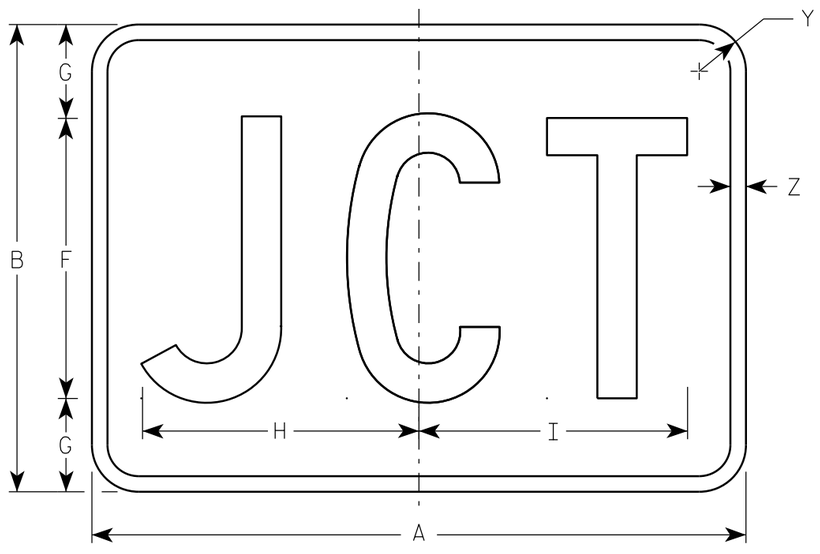
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 311	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

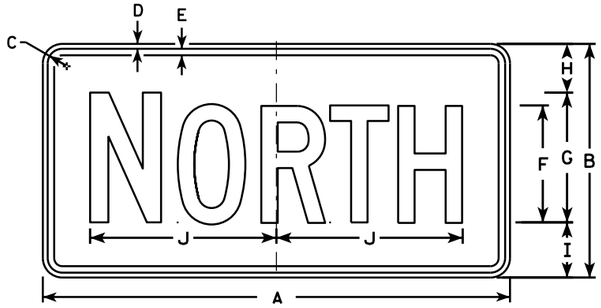
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

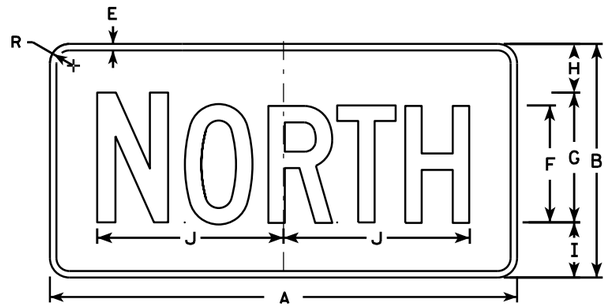
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 312 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

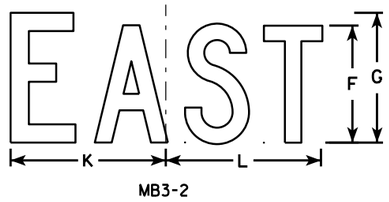


M3-1
MK3-1
MM3-1
MN3-1

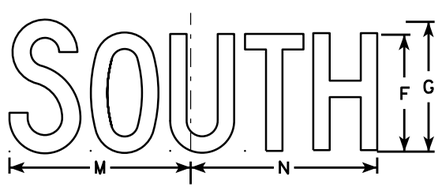


MB3-1

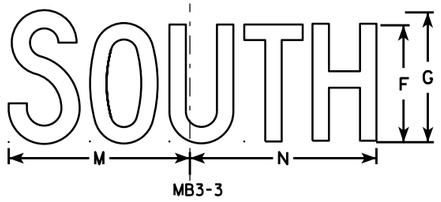
M3-2
MK3-2
MM3-2
MN3-2



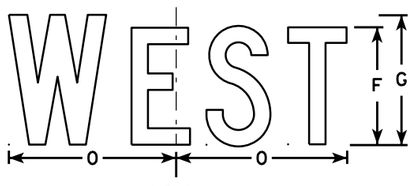
MB3-2



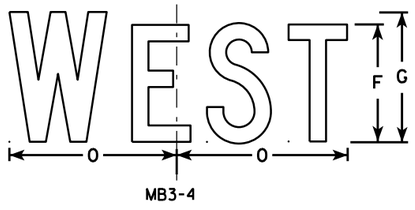
M3-3
MK3-3
MM3-3
MN3-3



MB3-3



M3-4
MK3-4
MM3-4
MN3-4



MB3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

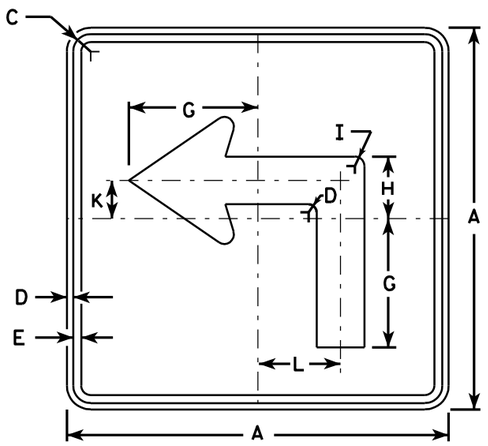
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/30/14 PLATE NO M3-1.13

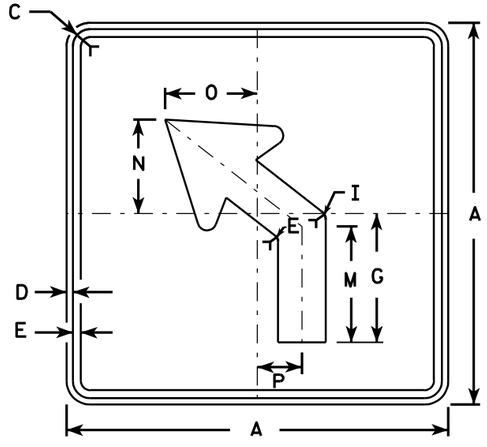
PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 30-JUN-2014 12:53 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000

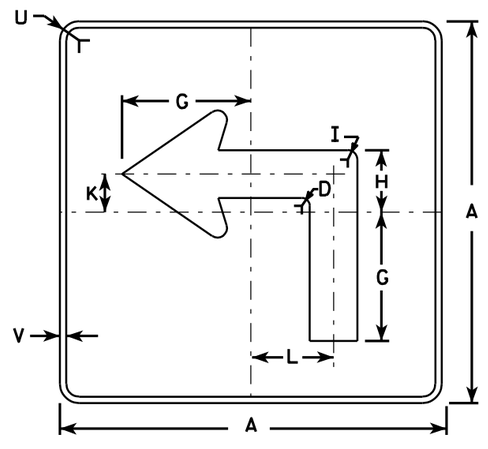
7



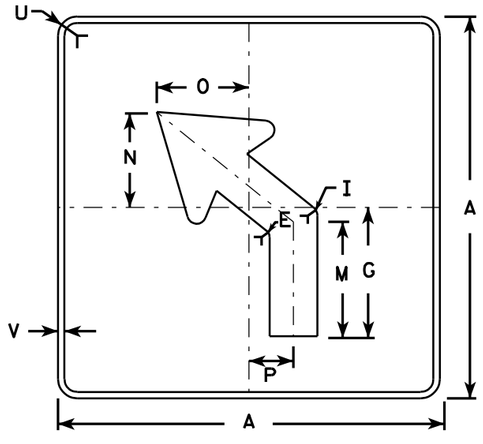
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



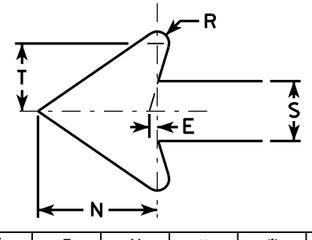
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

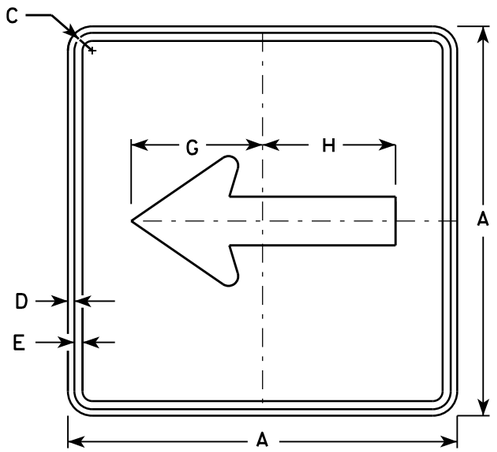
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

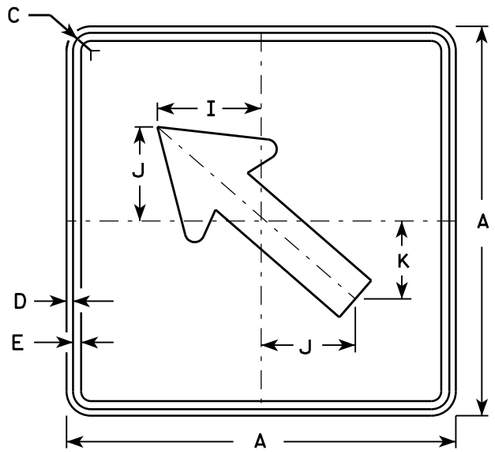
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



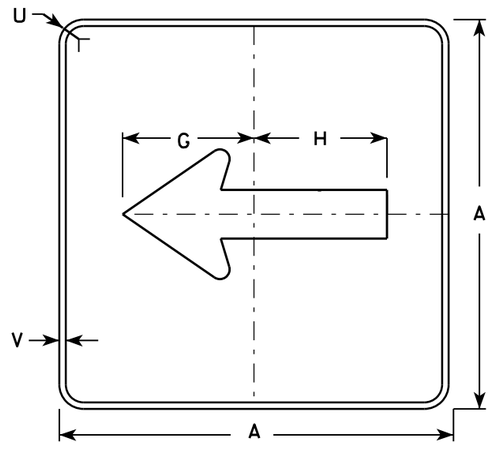
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



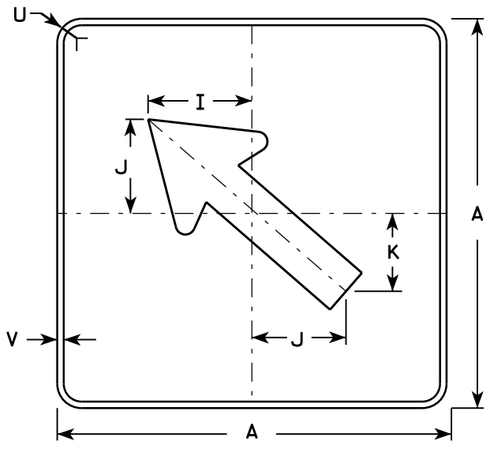
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

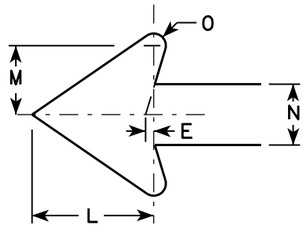
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

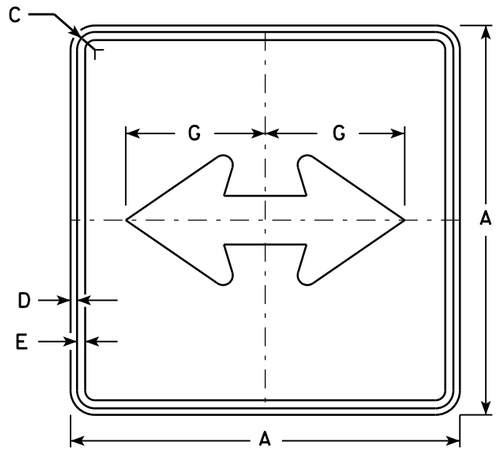
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

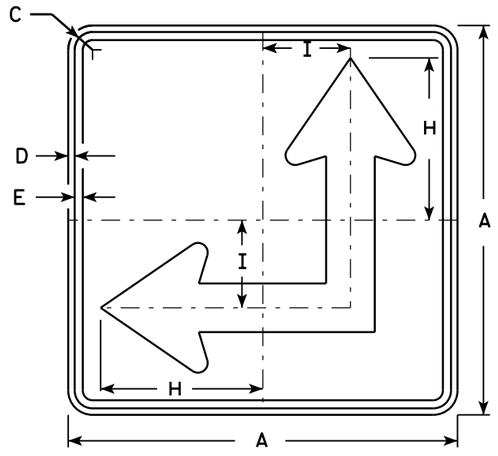
DATE 7/03/14 PLATE M6-1.14

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

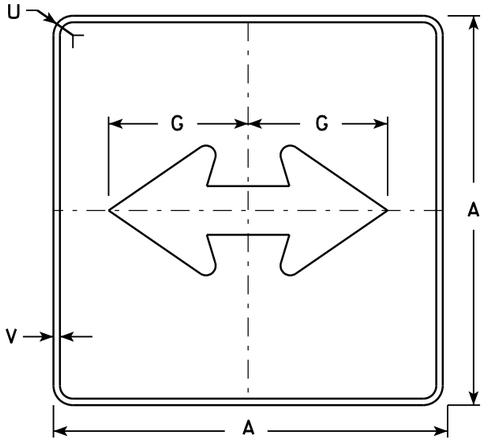
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000
WISDOT/CADDS SHEET 42



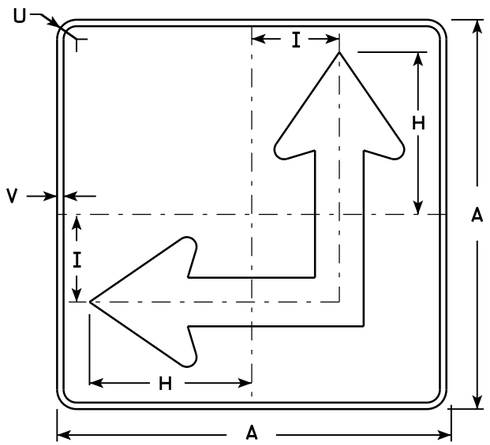
M6-4
MK6-4
MM6-4
MN6-4
MO6-4
MP6-4
MR6-4



M6-6
MK6-6
MM6-6
MN6-6
MO6-6
MP6-6
MR6-6



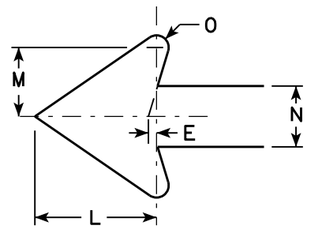
MB6-4



MB6-6

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

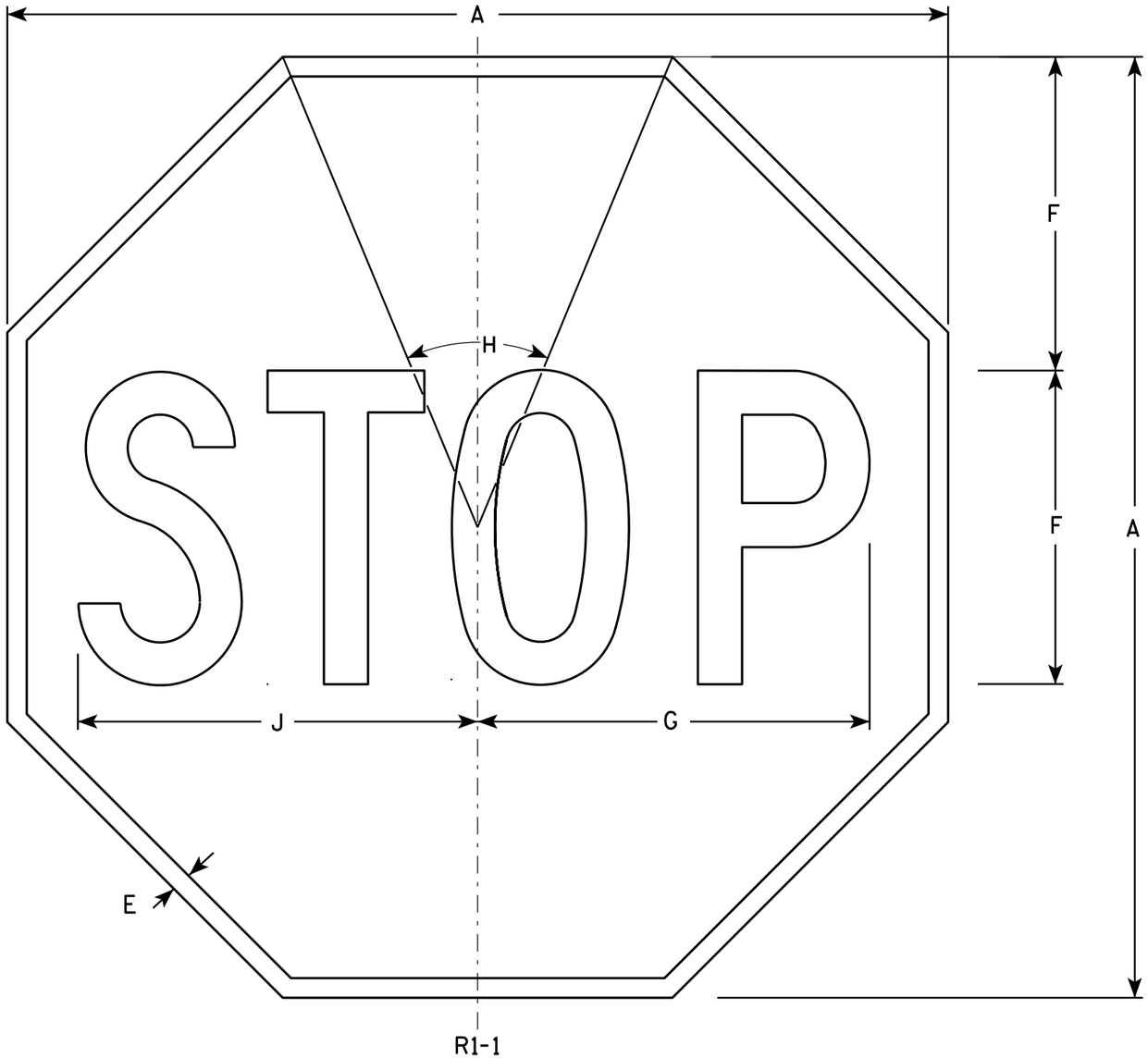
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/03/14 PLATE M6-4.9

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 03-JUL-2014 14:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

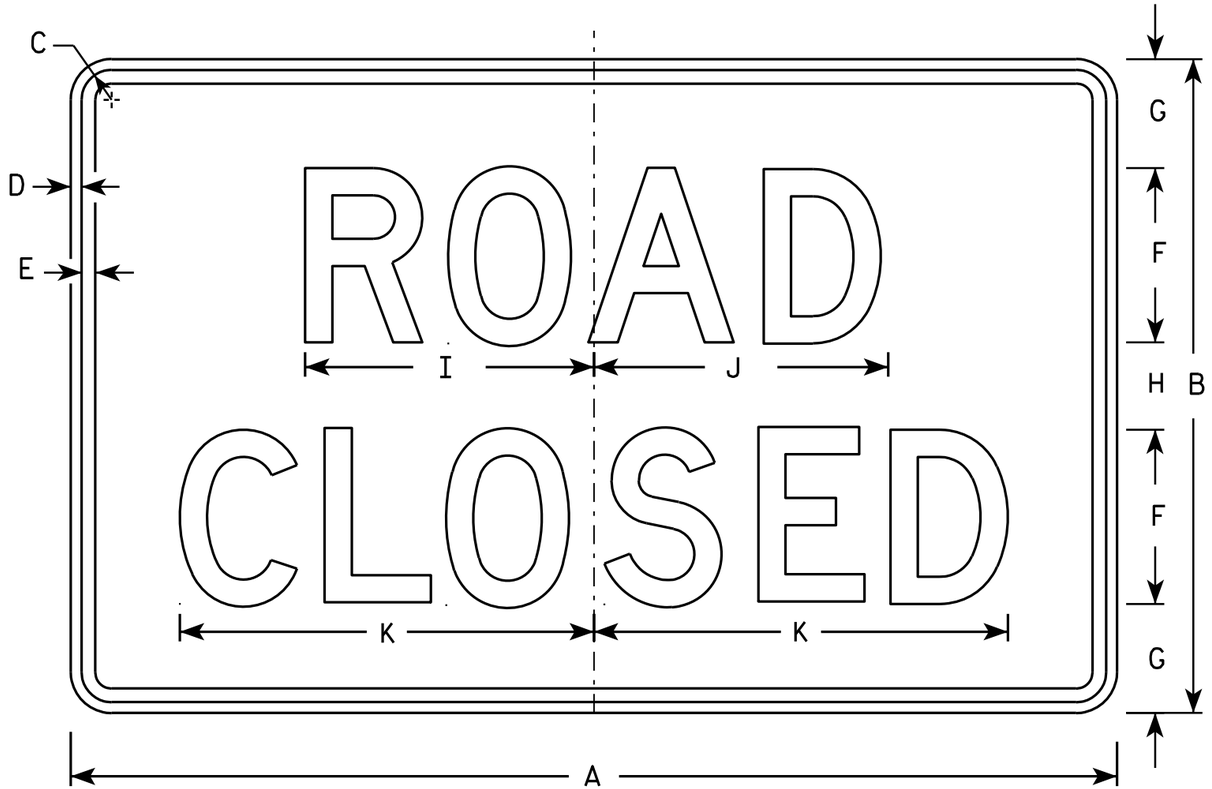
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

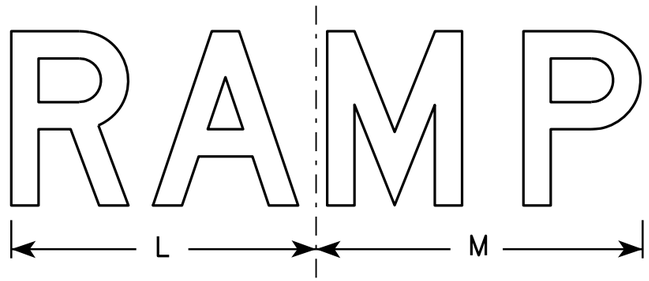
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 317	E



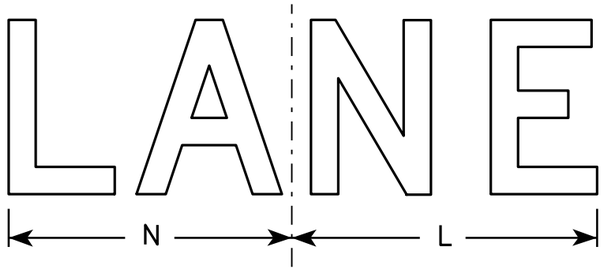
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

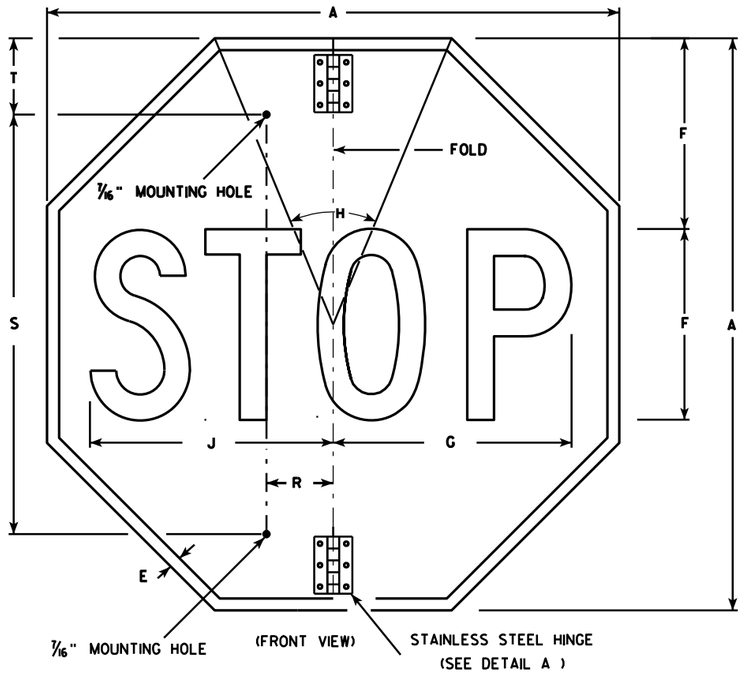
STANDARD SIGN
R11-2

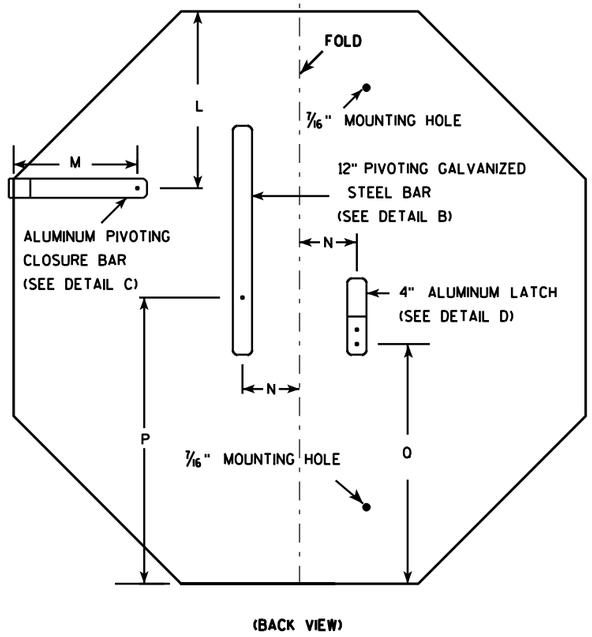
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

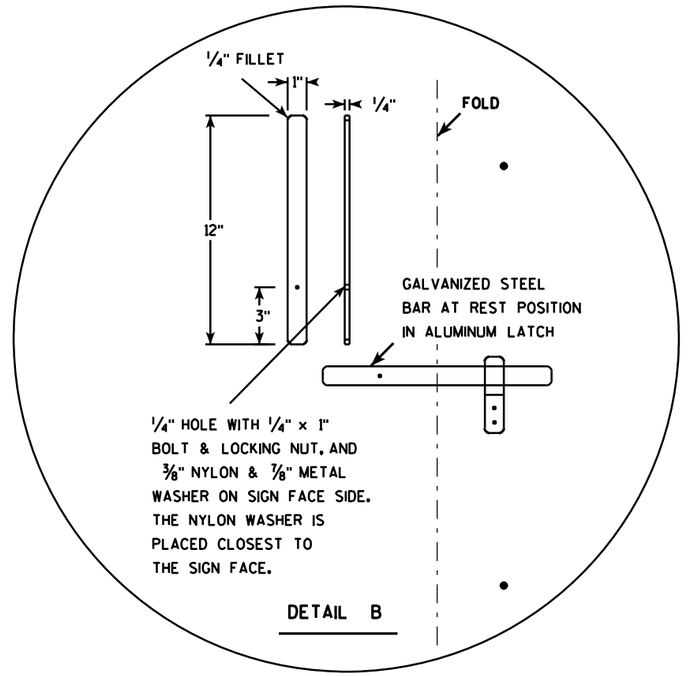
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E



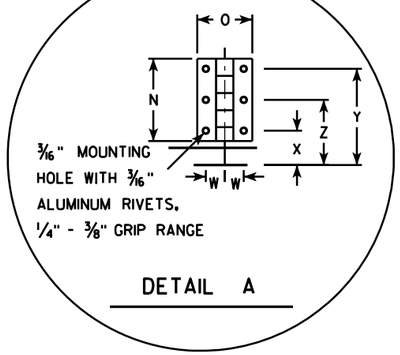


NOTES

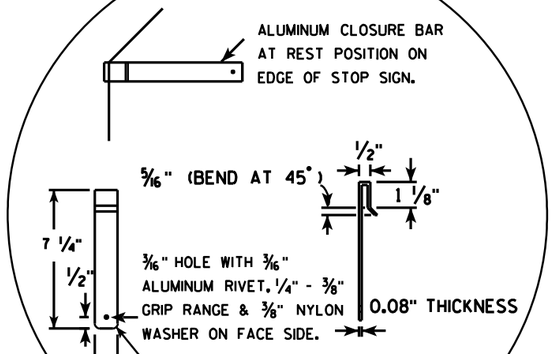
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



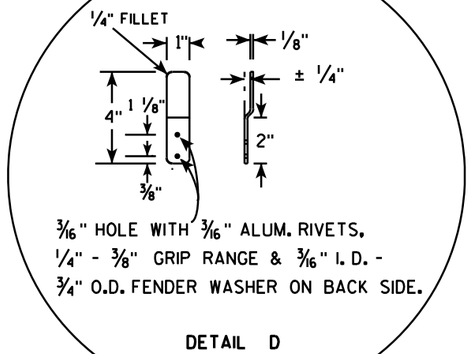
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

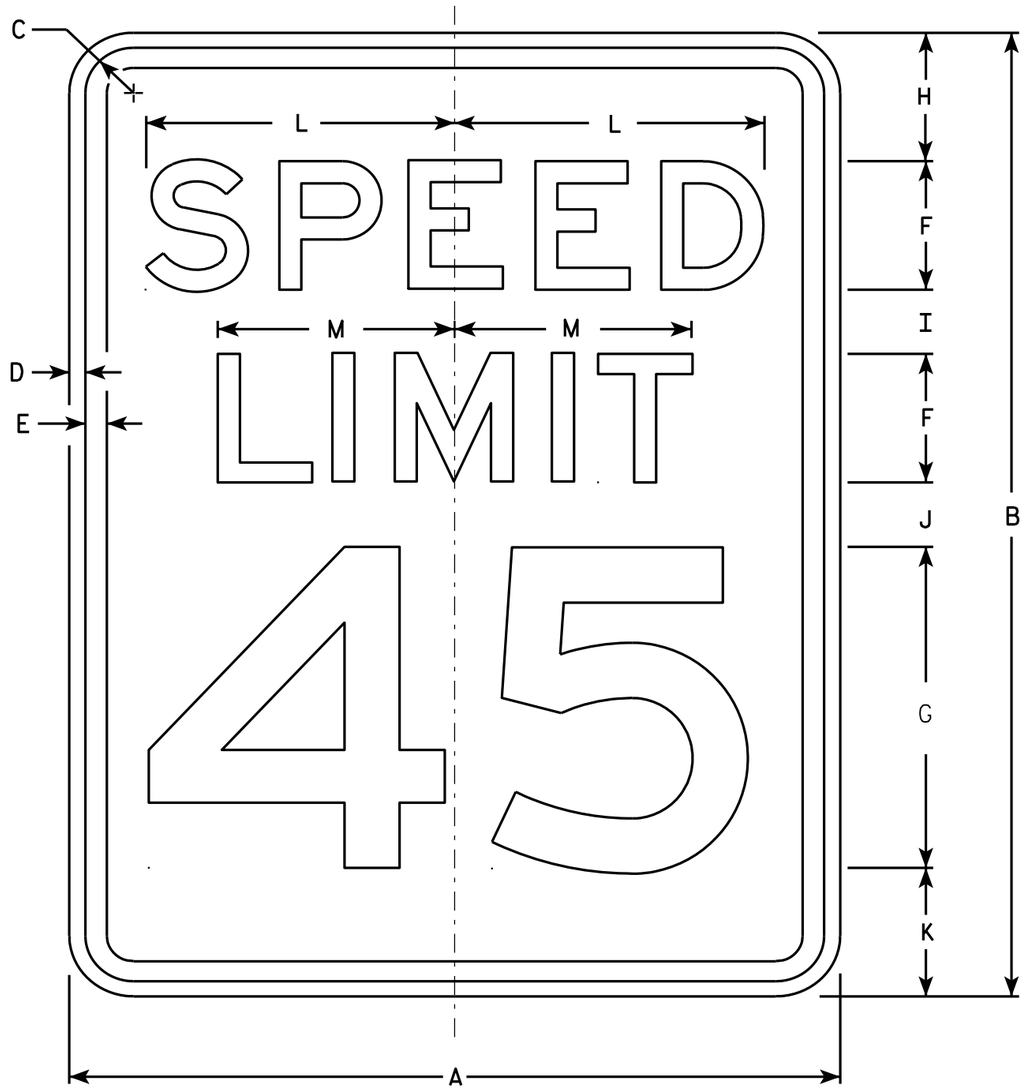
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

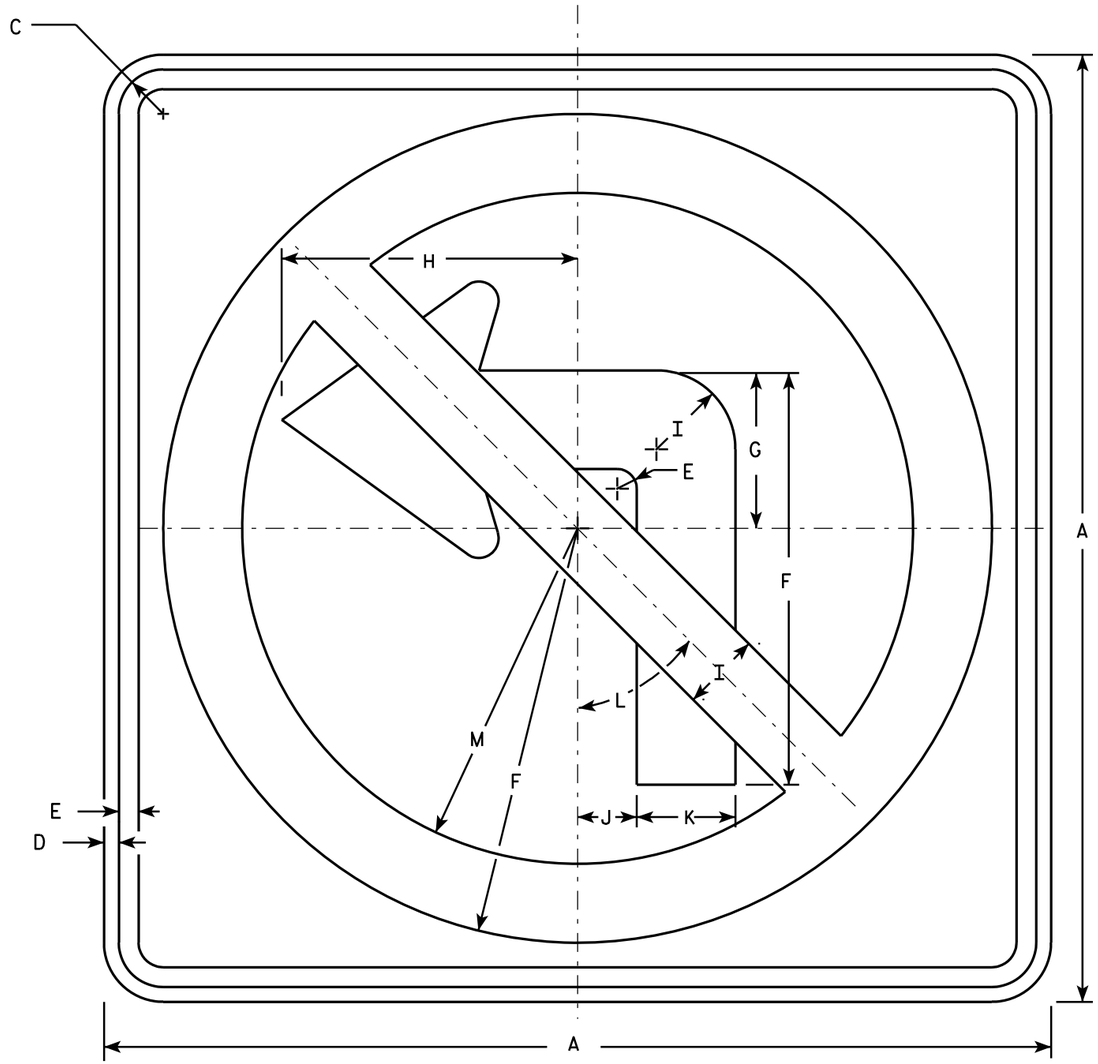
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

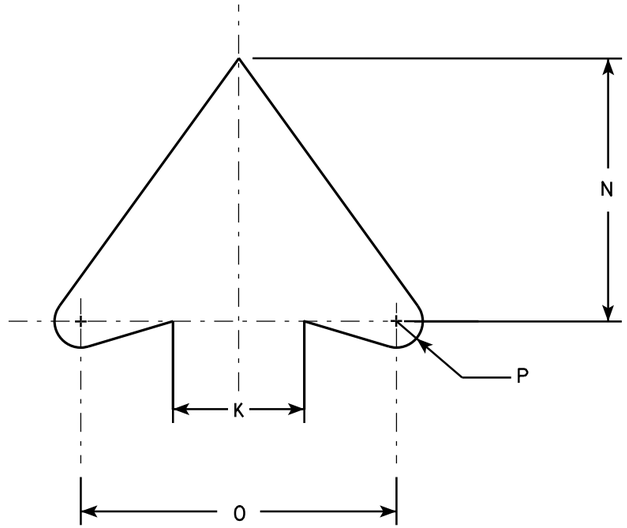
WISDOT/CADDS SHEET 42



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

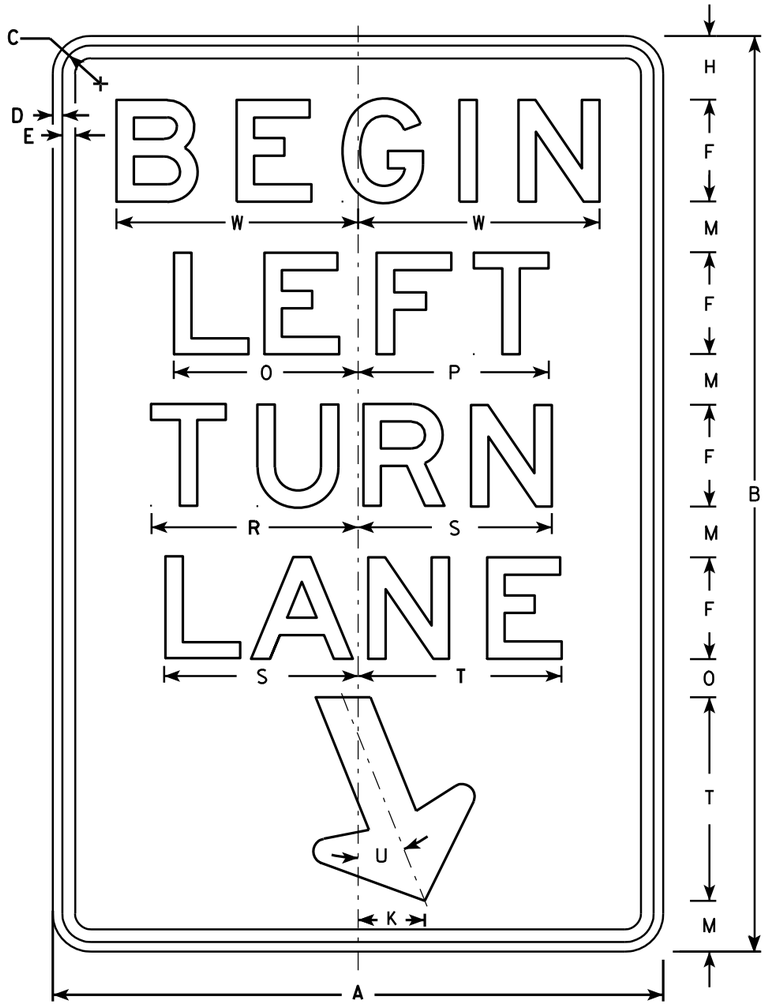
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

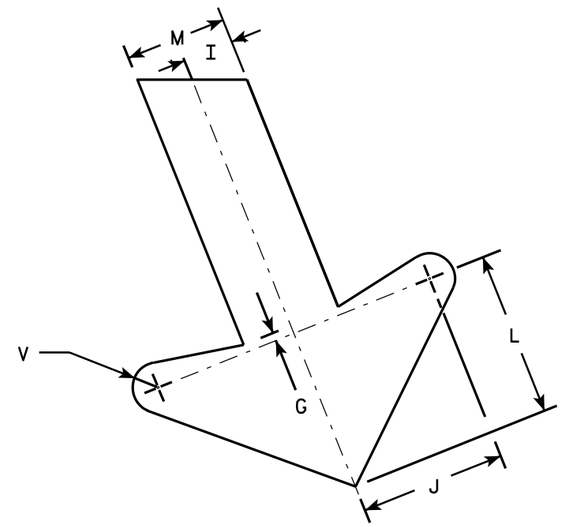
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 321	E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

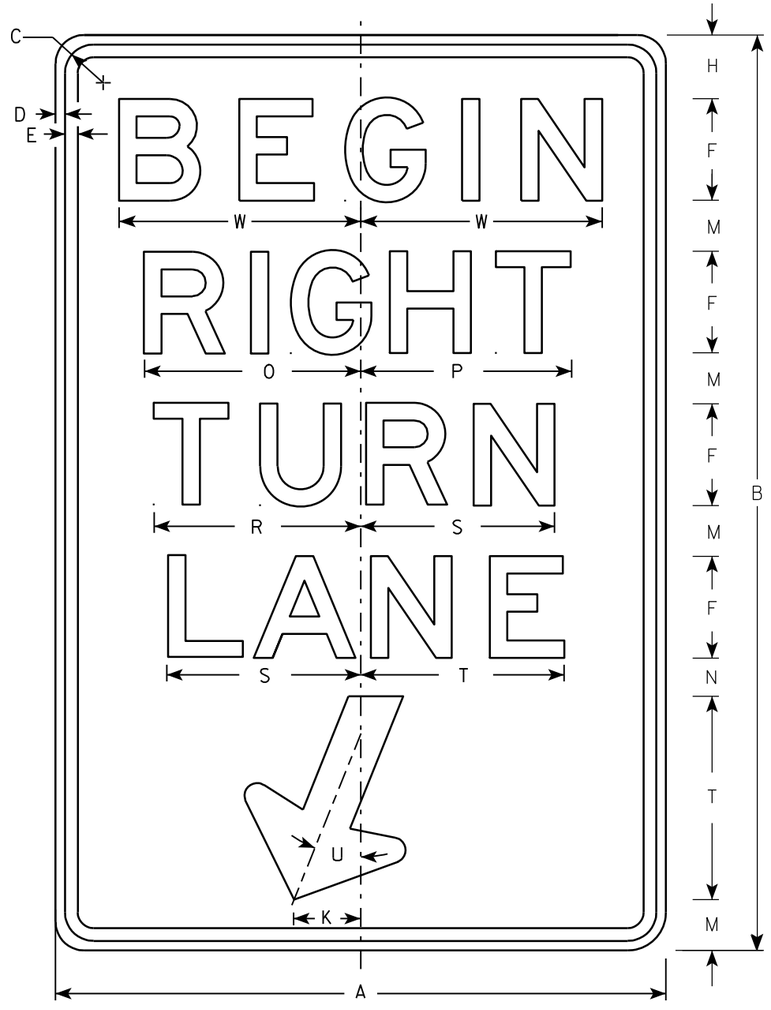
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

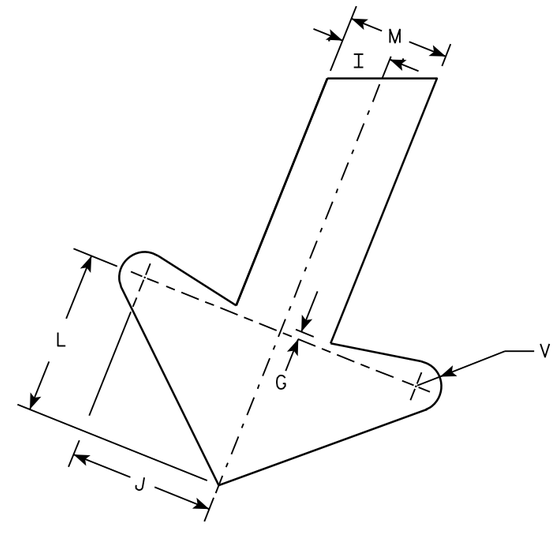
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

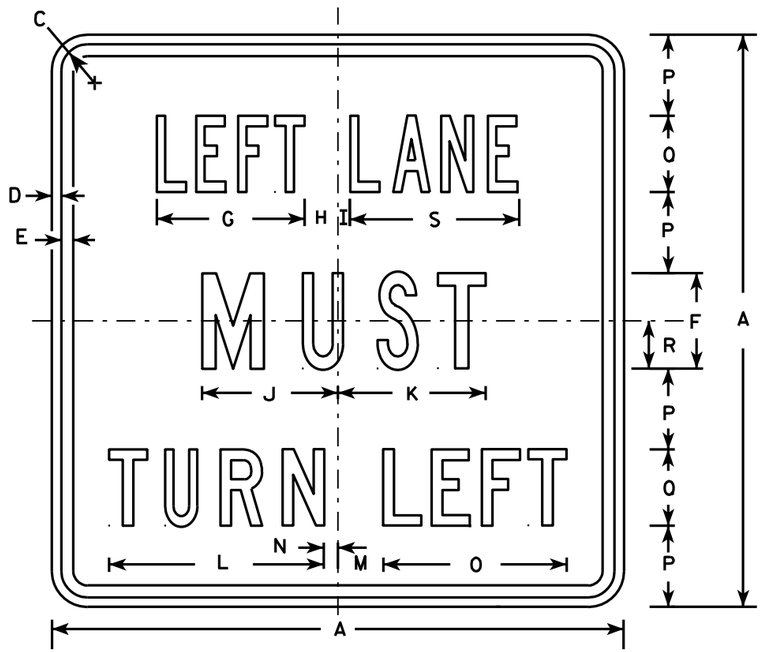
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

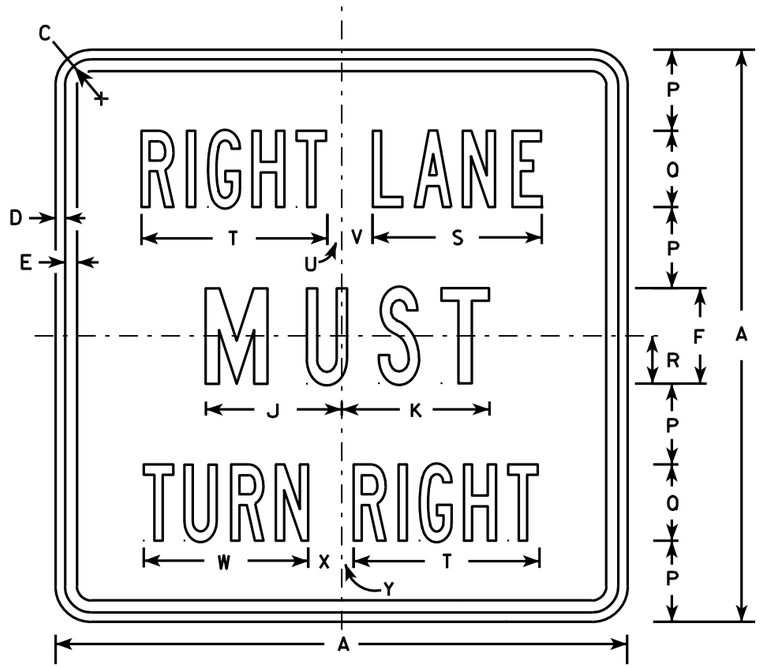
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

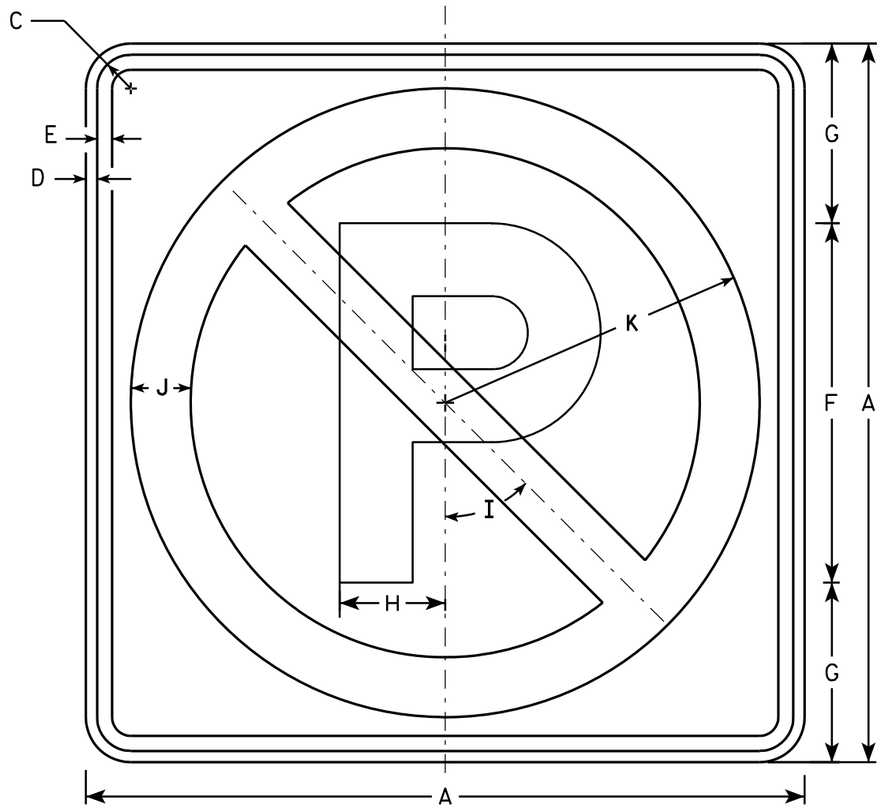
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

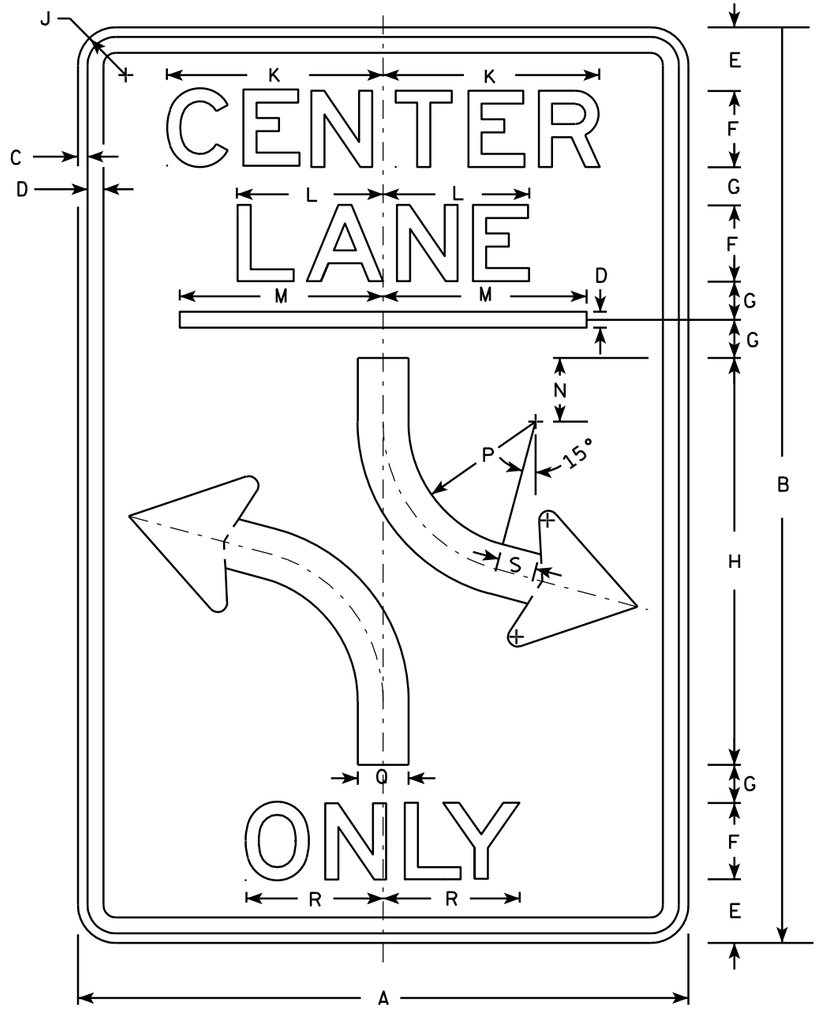
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

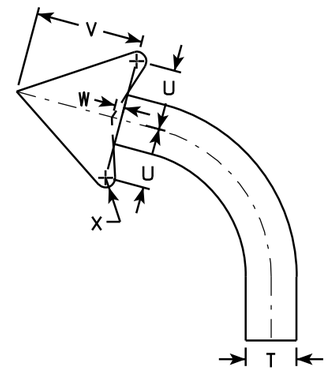
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

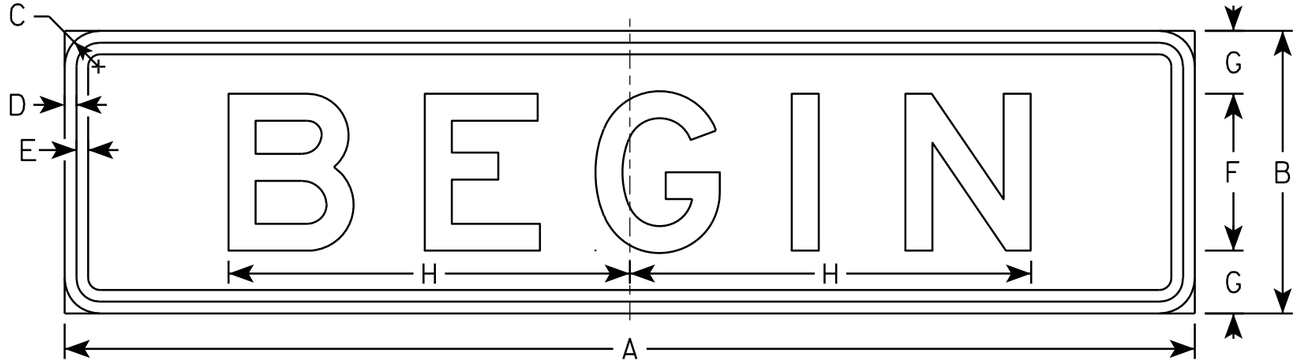
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

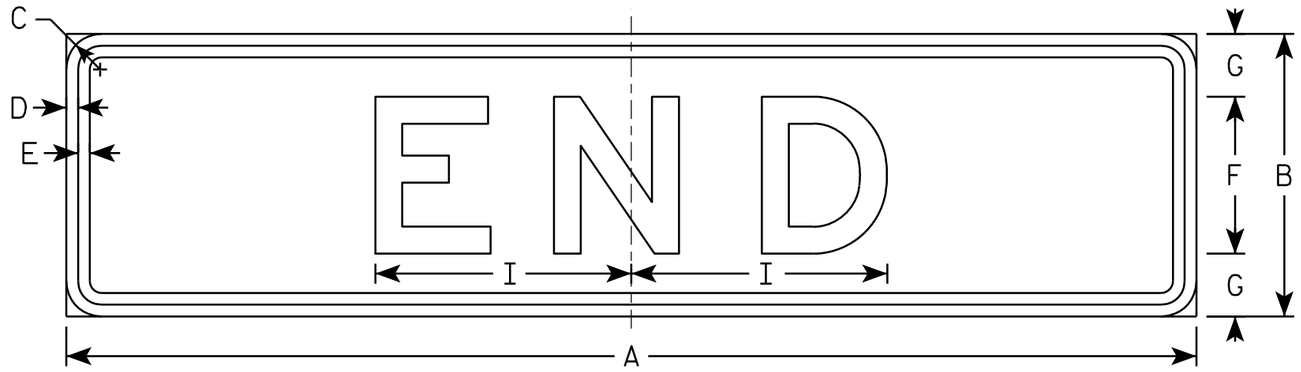
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



R3-9C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-9D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

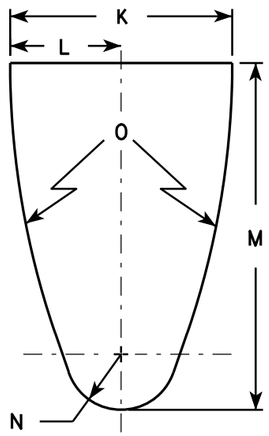
STANDARD SIGN
R3-9C & R3-9D

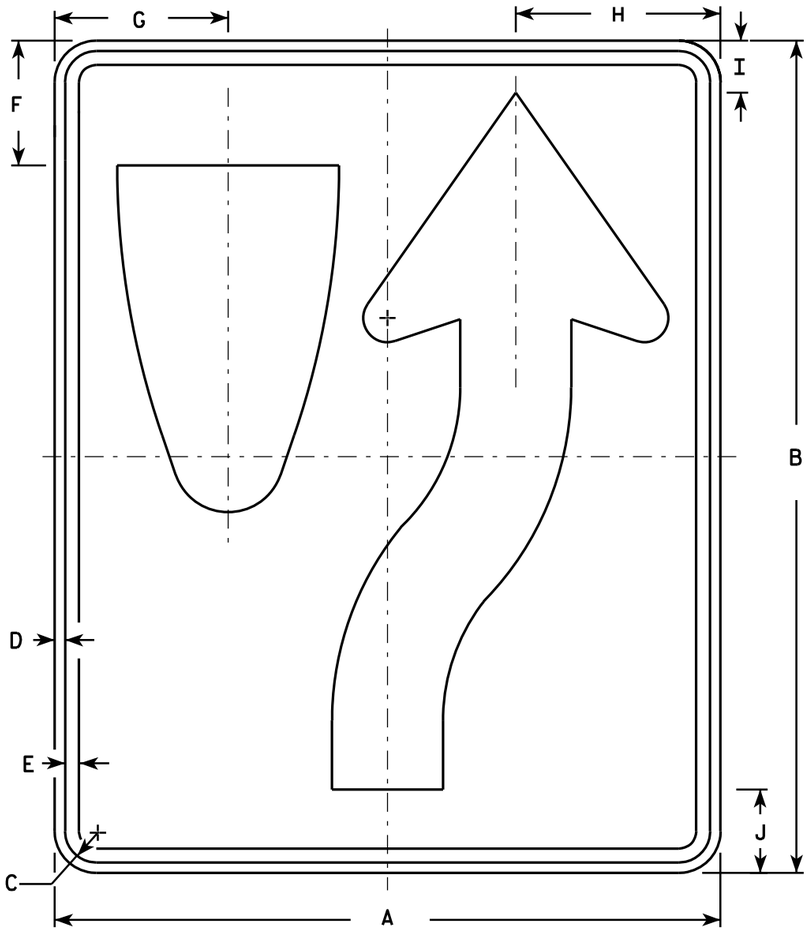
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E

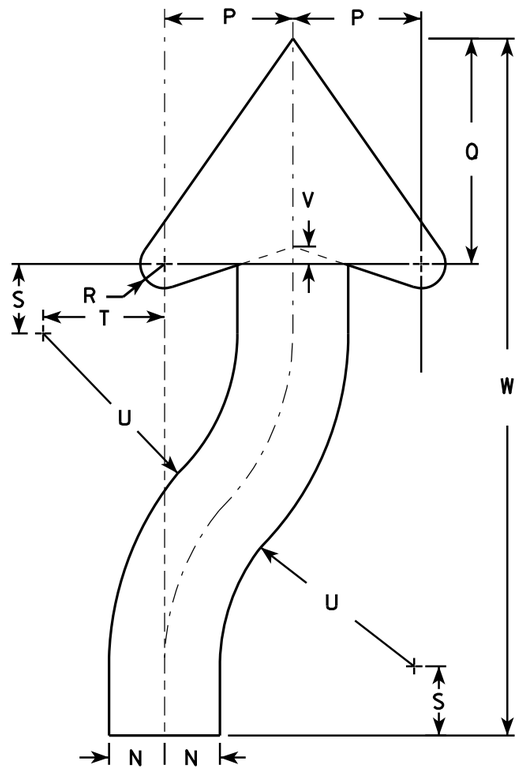




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

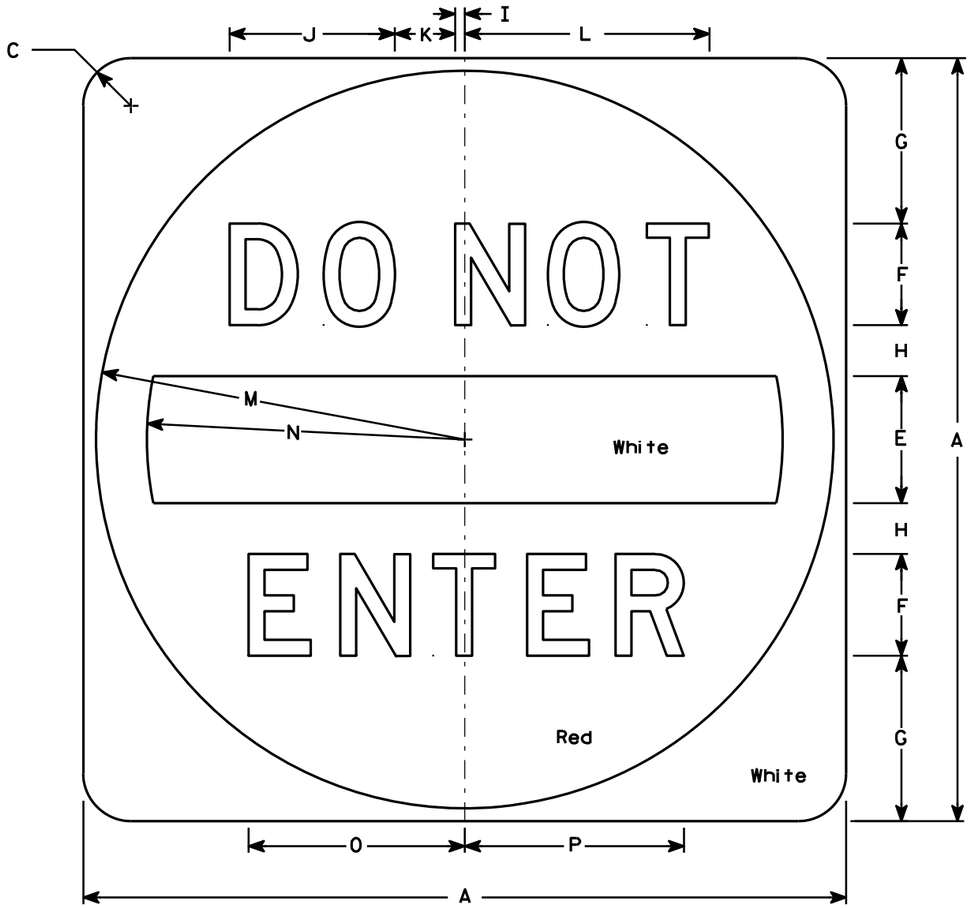
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

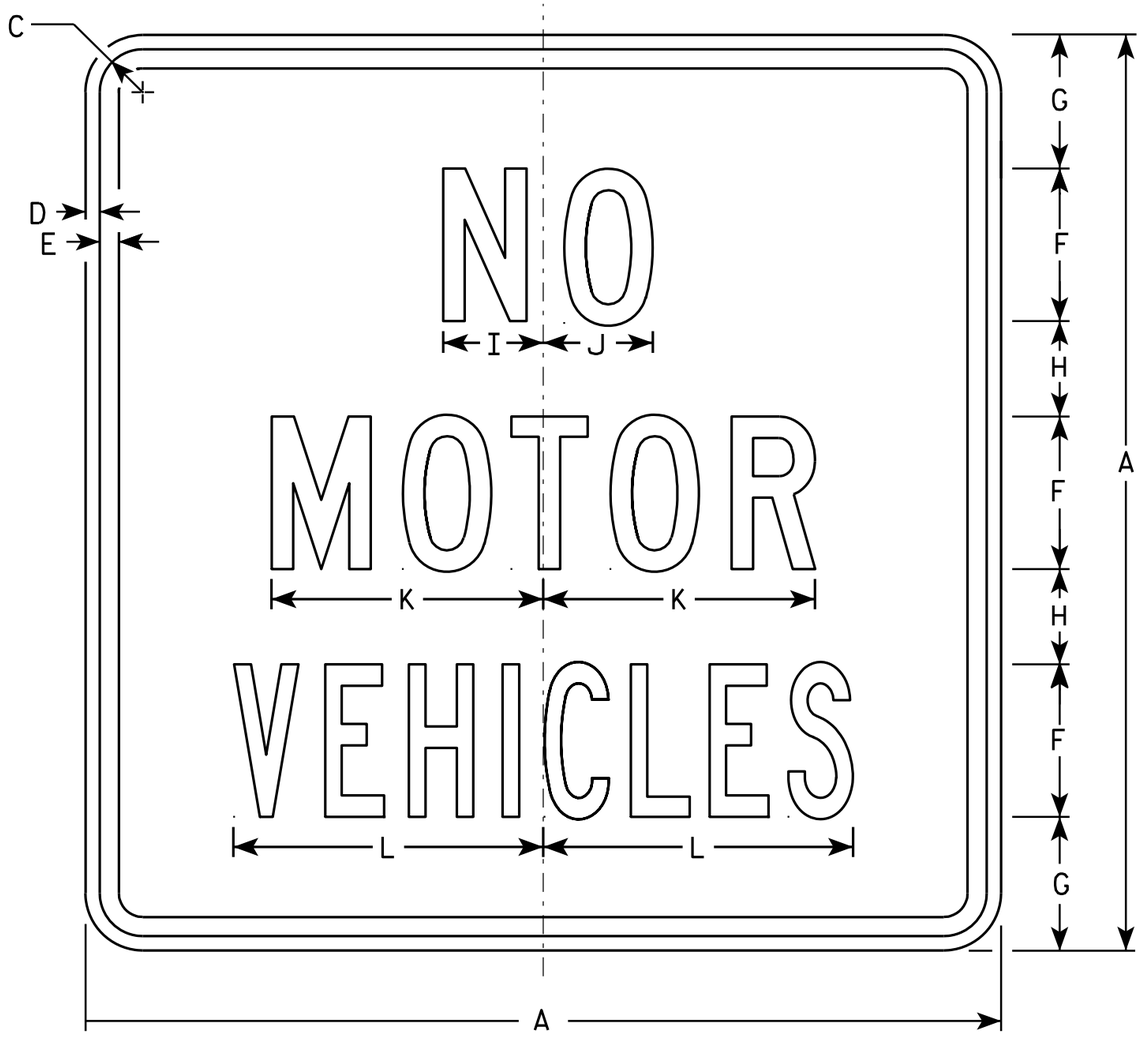
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | E



R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

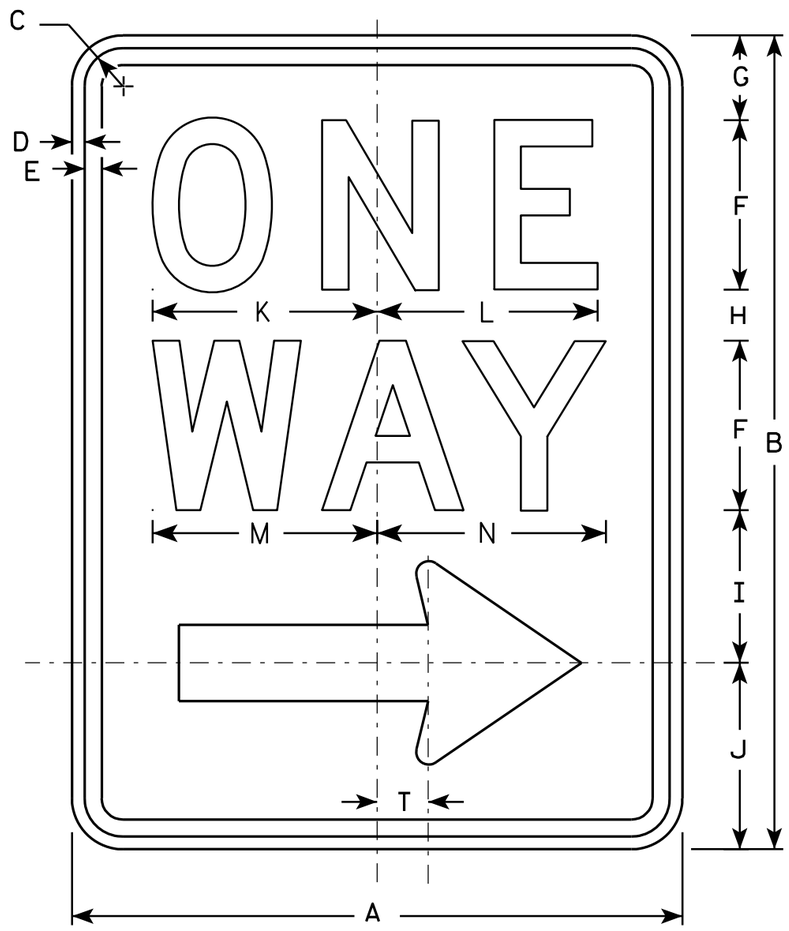
STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

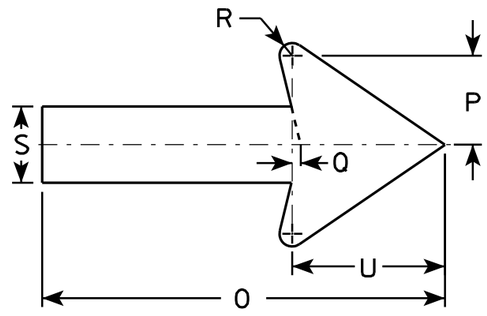
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

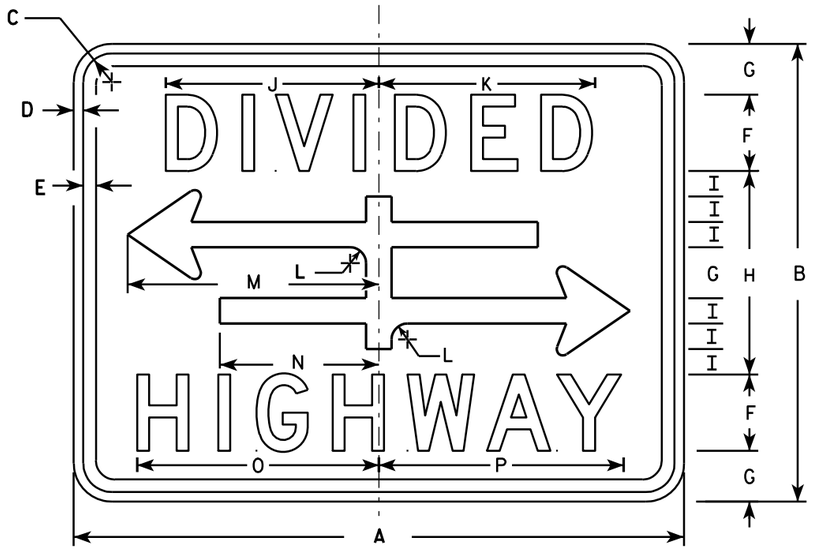
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

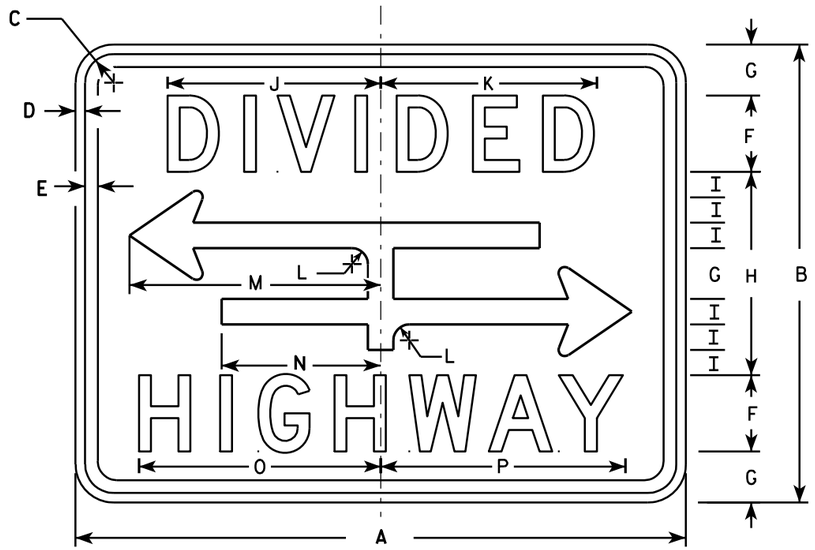
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 331	E



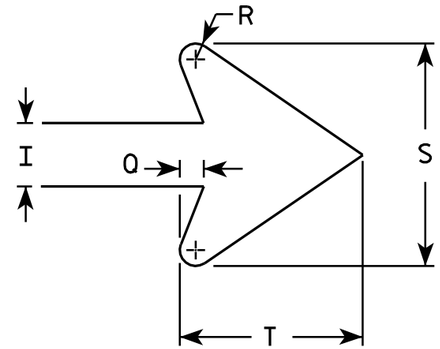
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

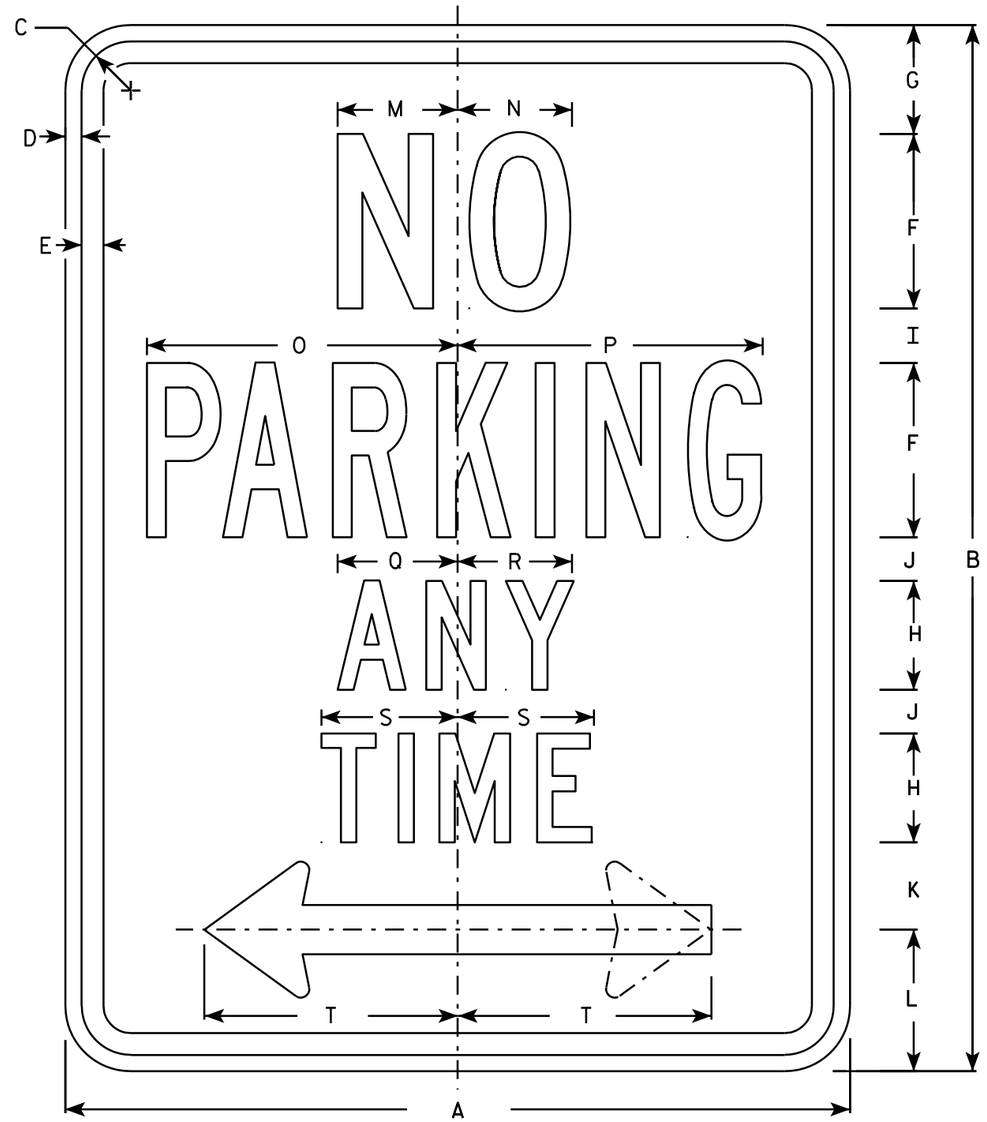
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

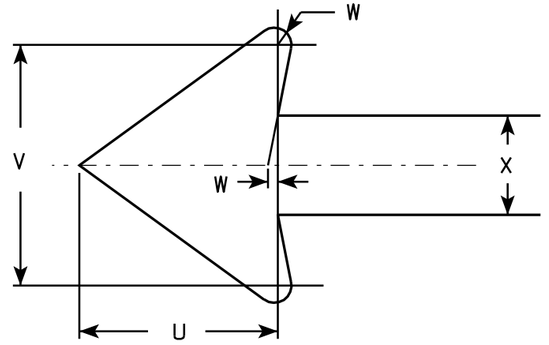
SHEET NO: 332 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

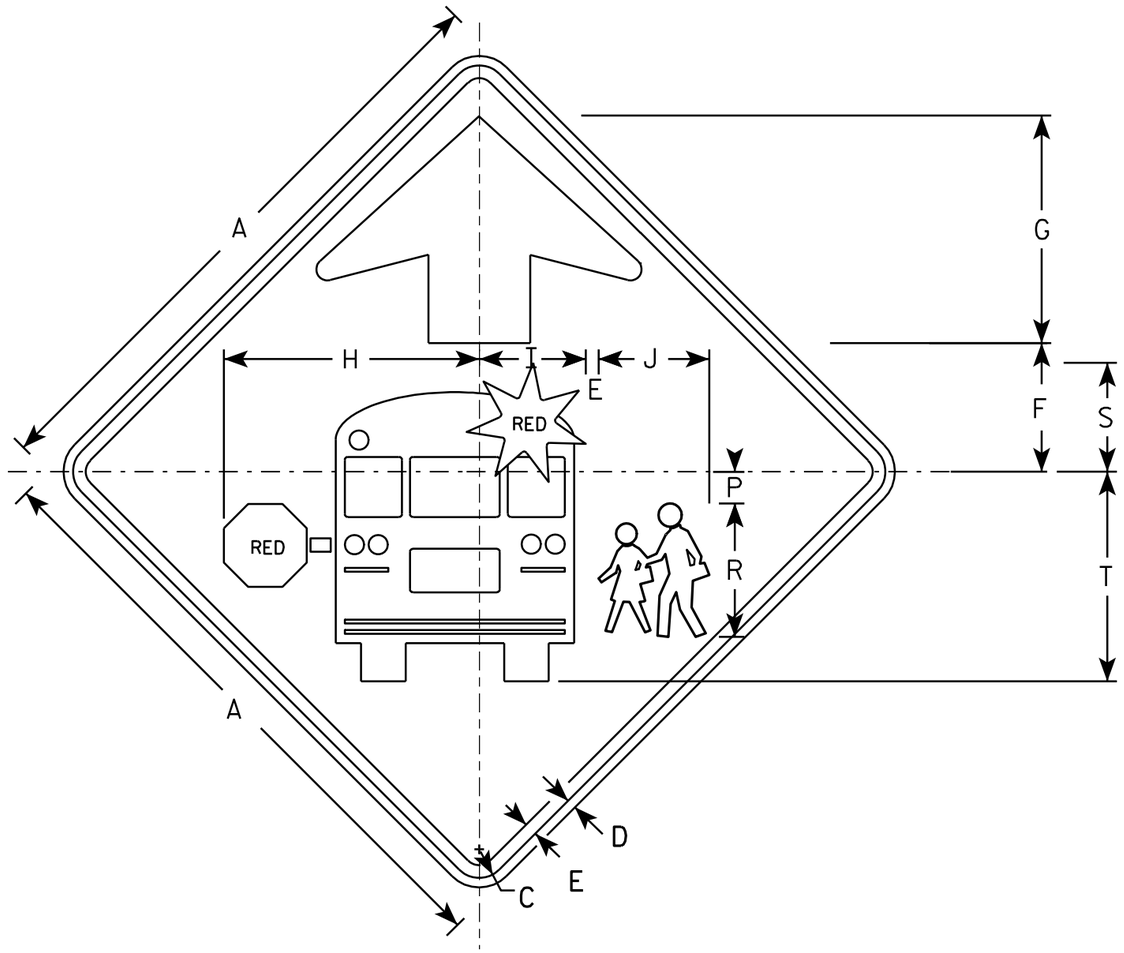
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

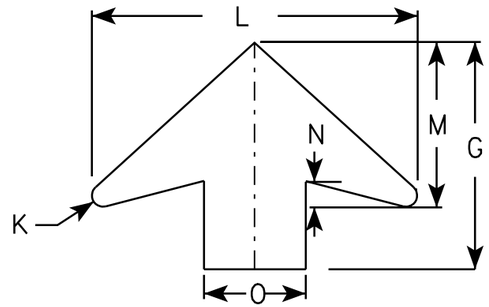
WISDOT/CADDS SHEET 42



S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

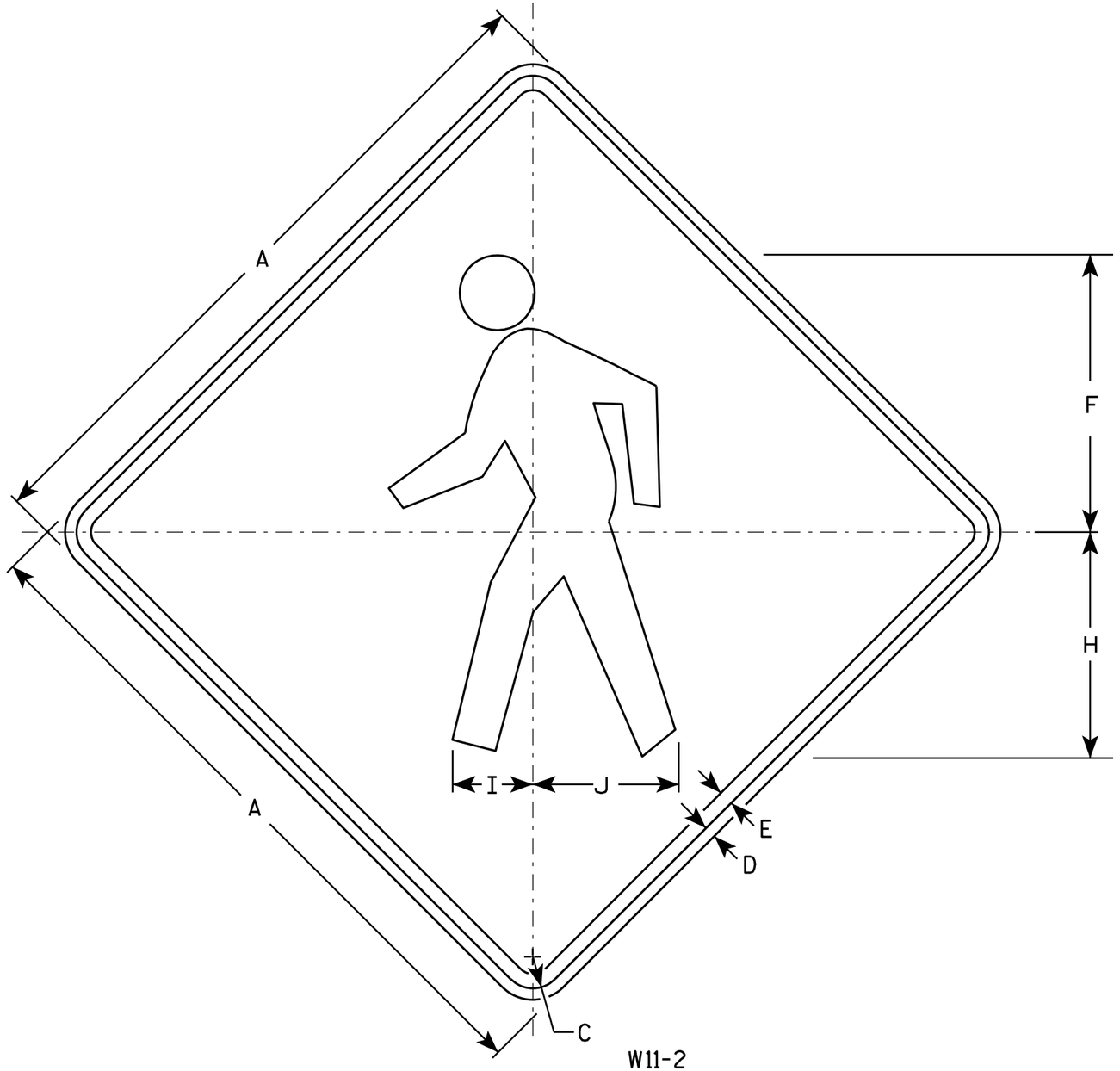
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

SHEET NO: 334 E



W11-2

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

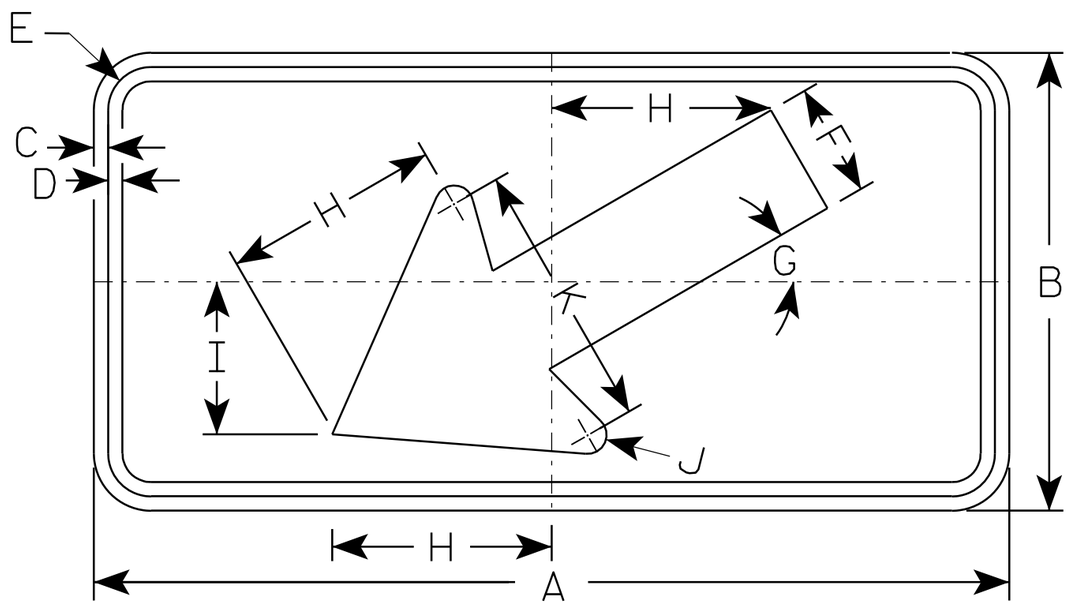
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 335	E



W16-7L

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. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

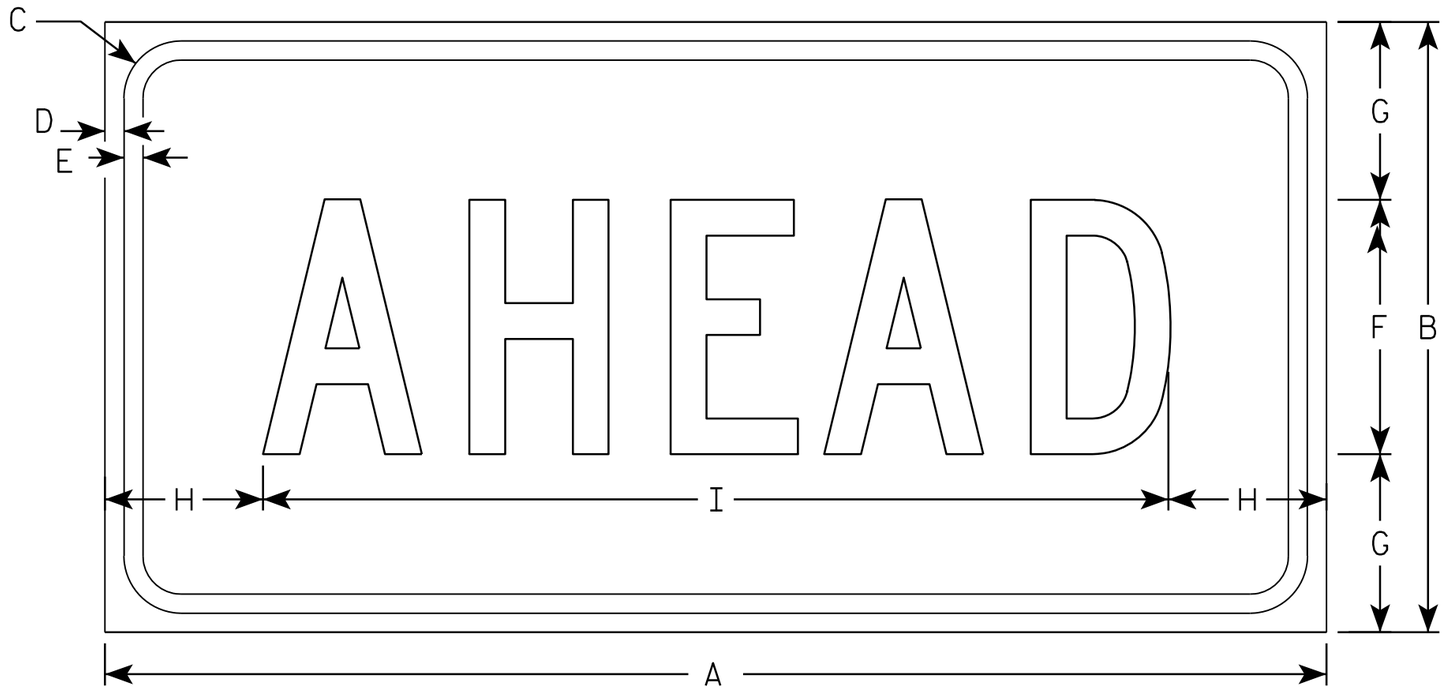
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 336	E



W16-9P

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. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

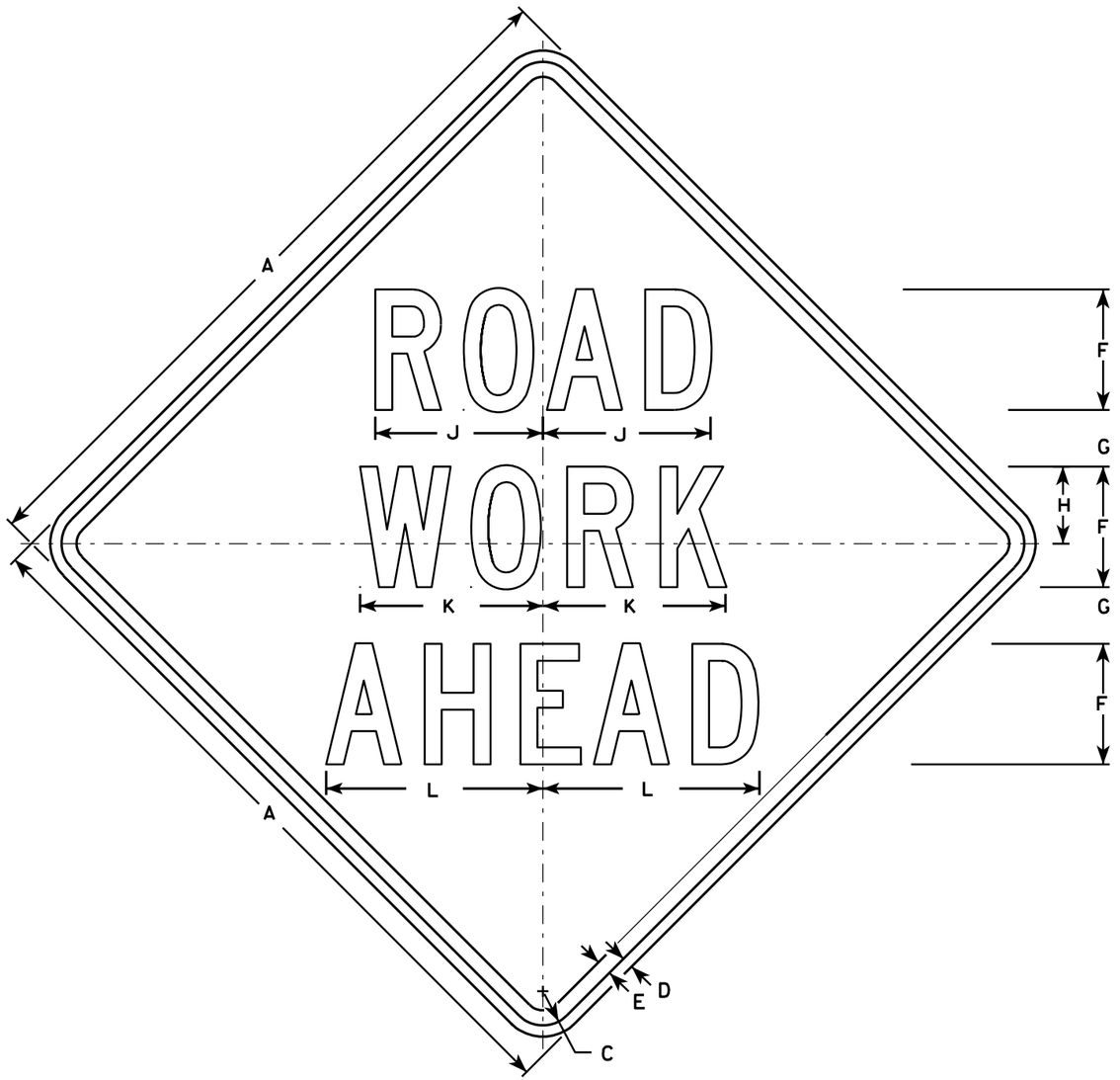
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

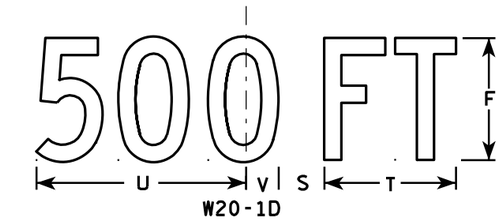
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

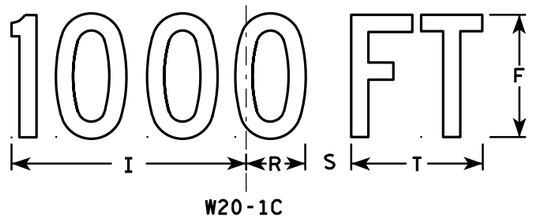
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E



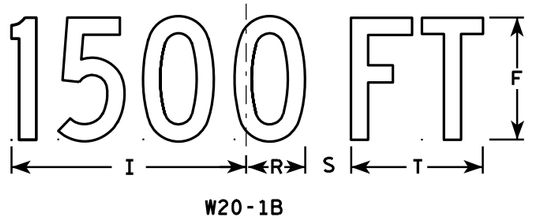
W20-1A



W20-1D

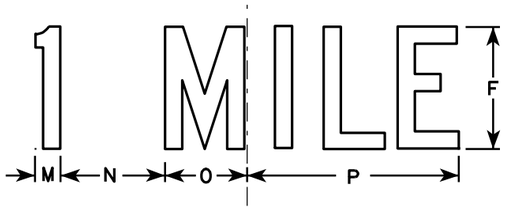


W20-1C



W20-1B

W20-1G



W20-1F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	1 7/8	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8		3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

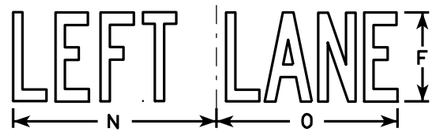
PROJECT NO:

SHEET NO: 338 E

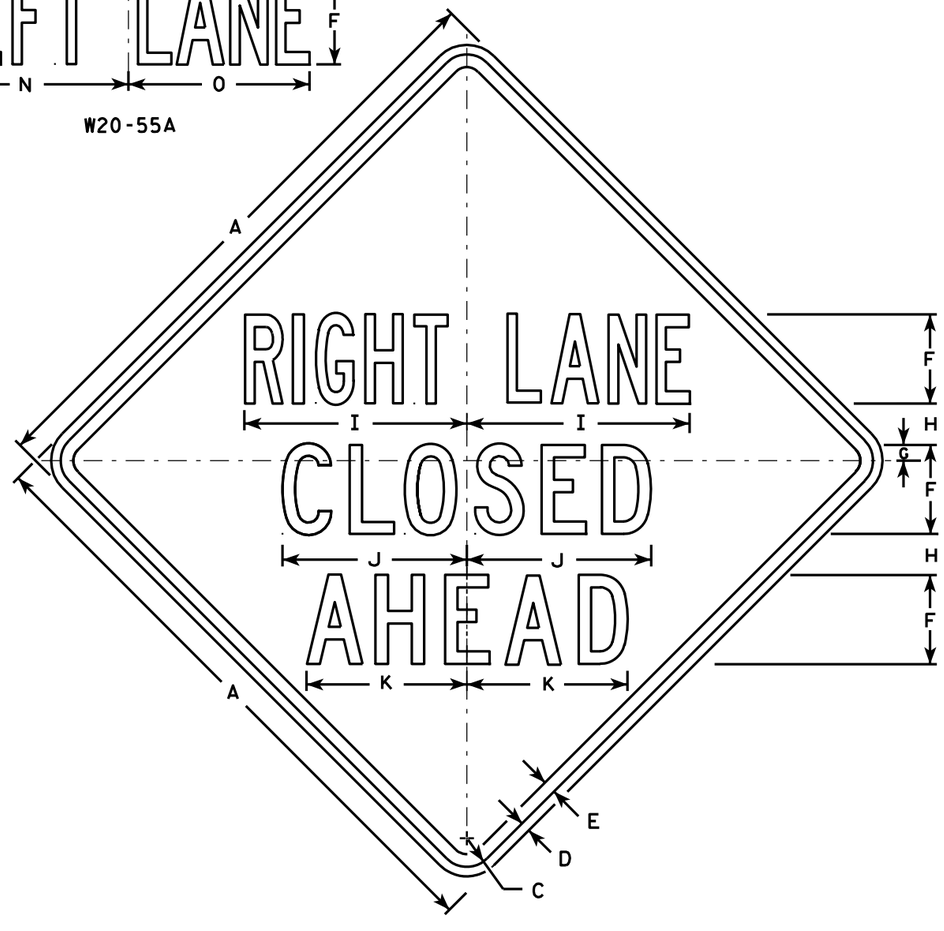
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

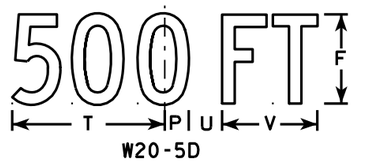
W20-56A



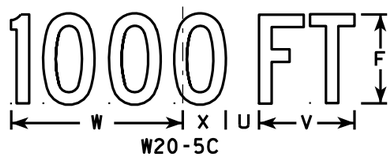
W20-55A



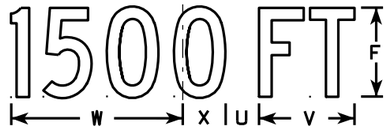
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

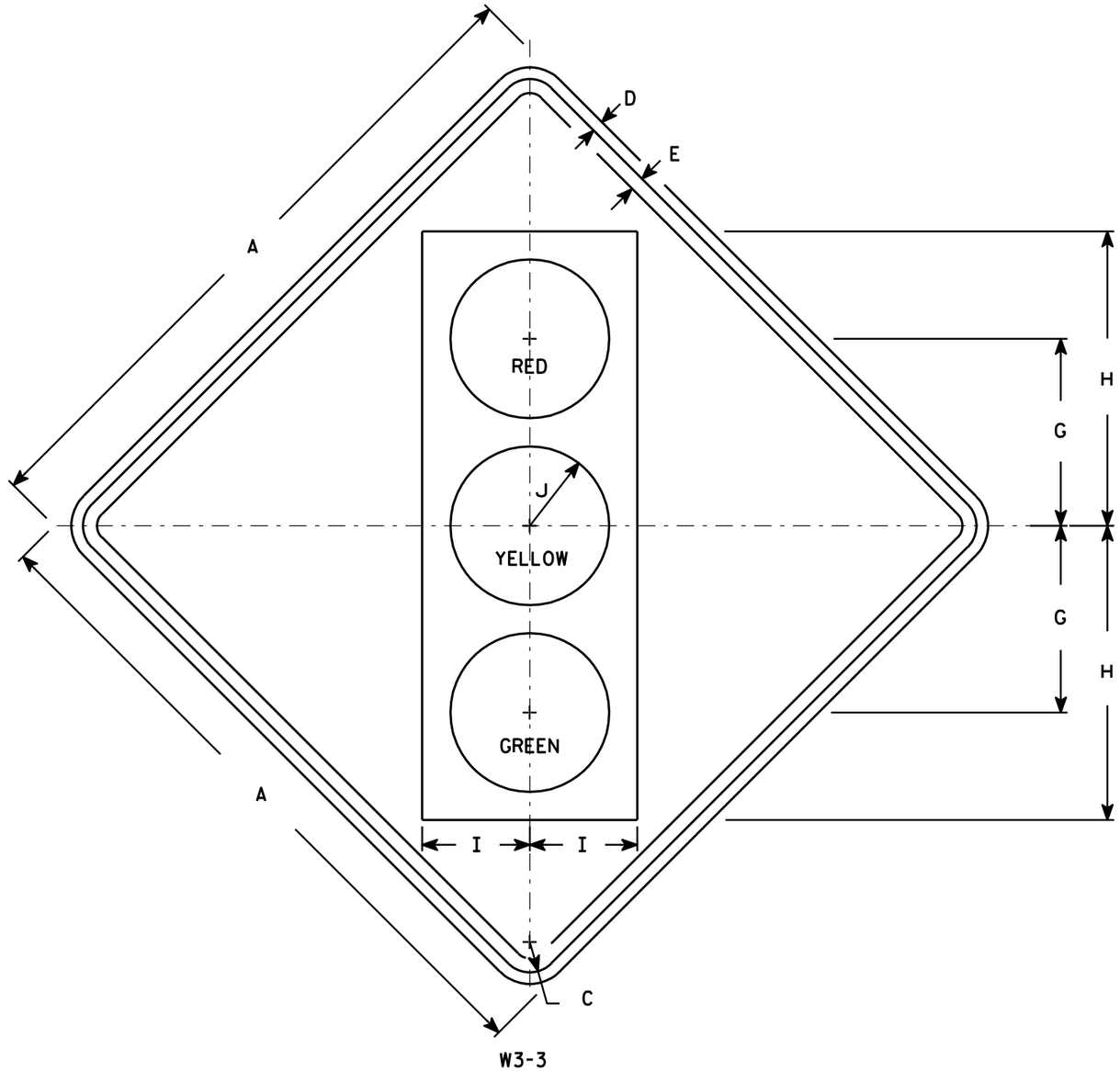
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



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 - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

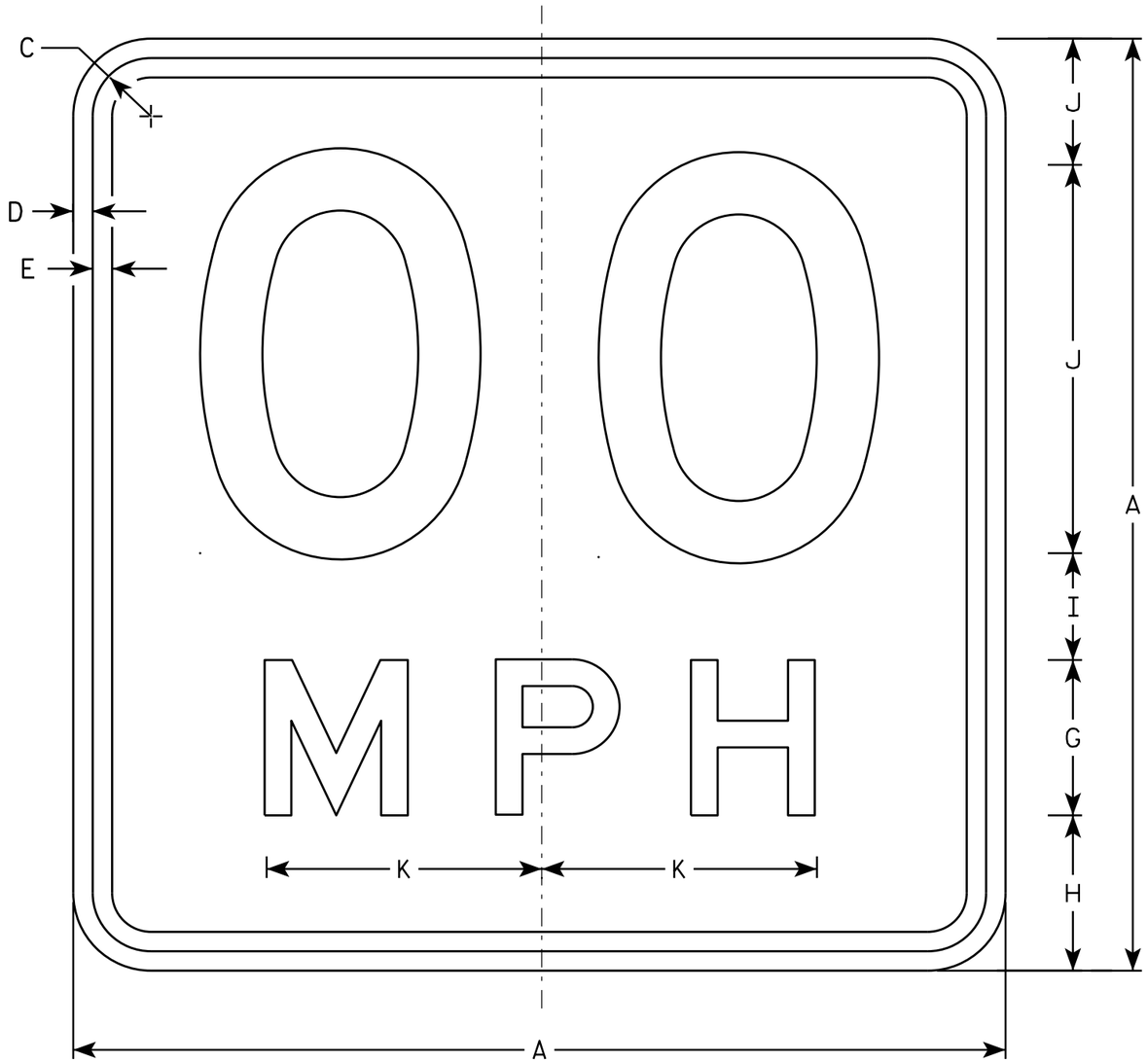
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

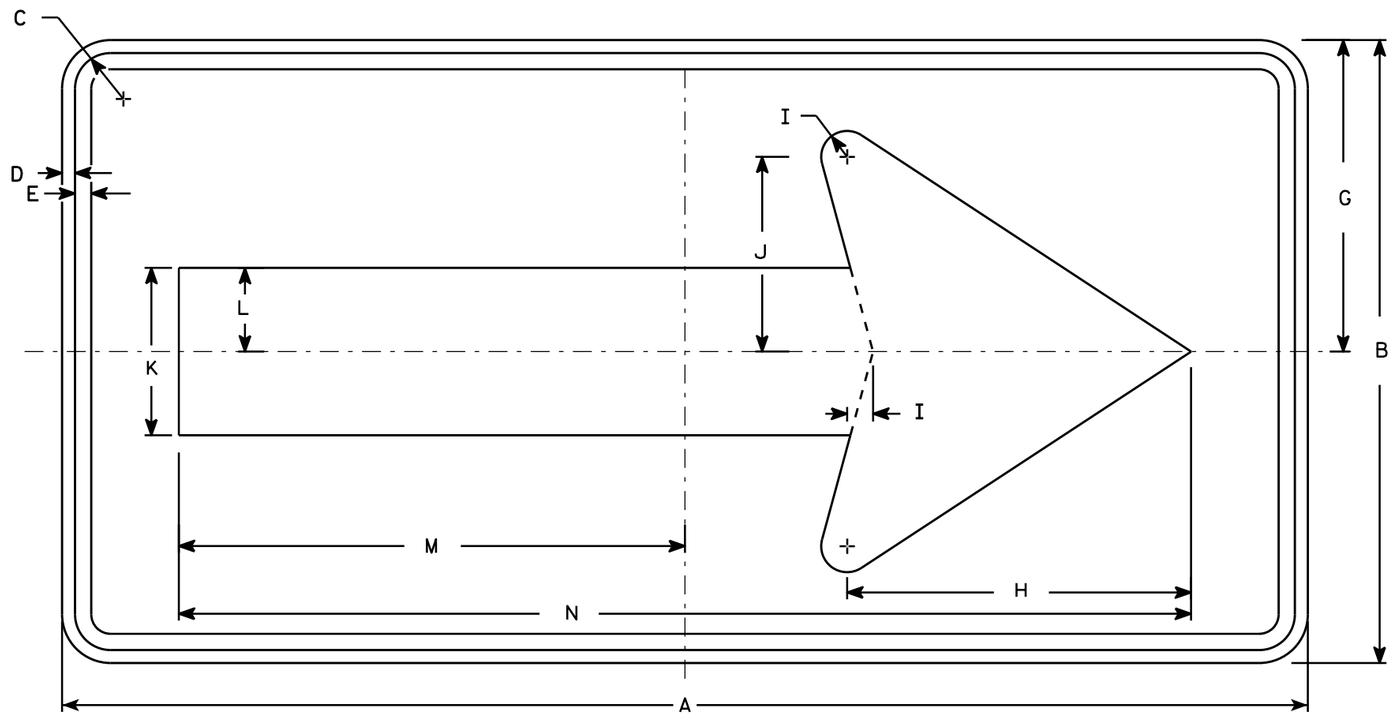
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 341 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

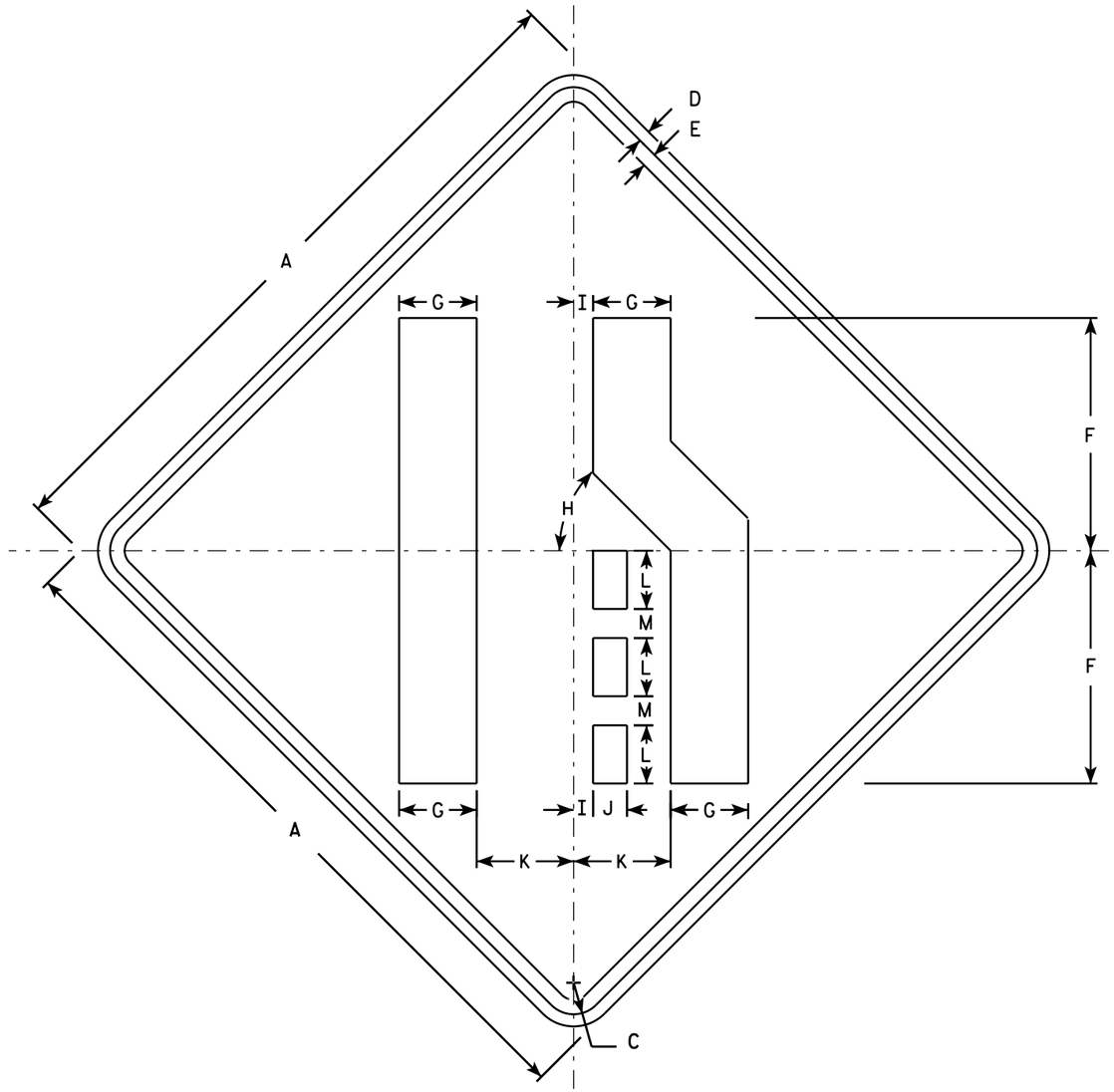
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 343 W04-2.1

PROJECT NO:

SHEET NO: E

STH 60 / WILSON DRIVE - STAGE 1

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate +/- (8)
	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill (7) 1.11	
139+18 AH	22.20	0.00	0	0	0	0	0
139+50	21.78	0.00	26	0	26	0	0
140+00	20.73	0.03	39	0	65	0	1
140+50	17.55	0.11	35	0	101	0	1
141+00	13.73	0.00	29	0	130	0	1
141+50	9.15	0.00	21	0	151	0	1
141+57 BK	8.52	0.00	2	0	153	0	1
SUBTOTALS			**153**	**0**			

STH 60 / CTH K MEDIAN REMOVAL - STAGE 1

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate +/- (8)
	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill (7) 1.11	
163+56 AH	23.50	0.00	0	0	0	0	0
164+00	24.69	0.00	39	0	39	0	6
164+50	23.29	0.00	44	0	84	0	12
165+00	19.12	0.00	39	0	123	0	17
165+50	17.37	0.00	34	0	157	0	21
166+00	16.09	0.00	31	0	188	0	27
166+50	16.44	0.00	30	0	218	0	33
166+55 BK	0.00	0.00	2	0	219	0	34
167+73 AH	0.00	0.00	0	0	219	0	34
168+00	17.92	0.00	9	0	228	0	36
168+50	18.65	0.00	34	0	262	0	46
169+00	16.44	0.00	32	0	295	0	52
169+50	19.96	0.00	34	0	328	0	56
170+00	23.22	0.00	40	0	368	0	61
170+41 BK	22.67	0.00	35	0	403	0	65
SUBTOTALS			**403**	**0**			
TOTALS			**557**	**0**			

7) Expanded Fill = Unexpanded Fill x Fill Factor (1.11)

8) The Mass Ordinate + or - quantity is calculated for each stage. Positive quantity indicates an excess of material within the stage. Negative quantity indicates a shortage of material within the stage.

STH 60 / GRAND AVENUE - STAGE 2

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate +/- (8)
	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill (7) 1.11	
113+14 AH	94.25	0.37	0	0	0	0	0
113+50	43.20	0.00	92	0	92	0	91
114+00	36.91	0.98	74	1	166	1	165
114+50	37.59	2.77	69	3	235	5	230
115+00	36.41	3.71	69	6	303	12	292
115+50	38.88	14.30	70	17	373	30	343
116+00	38.31	4.09	71	17	444	49	395
116+50	28.07	0.97	61	5	506	54	452
117+00	19.17	0.00	44	1	550	55	494
117+21 BK	14.16	0.00	13	0	563	55	507
SUBTOTALS			**563**	**50**			

STH 60 / CTH K - STAGE 2

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate +/- (8)
	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill (7) 1.11	
161+04 AH	5.55	2.17	0	0	0	0	0
161+50	5.50	2.34	10	4	10	5	6
162+00	6.36	0.69	11	3	21	8	13
162+50	13.67	0.58	19	1	40	9	31
163+00	26.48	3.79	37	4	77	14	63
163+50	36.79	2.33	59	6	136	20	116
164+00	55.54	0.00	85	2	221	22	199
164+50	71.75	0.54	118	1	339	23	316
165+00	74.38	0.00	135	1	474	23	451
165+50	70.77	0.00	134	0	609	23	585
166+00	51.62	0.00	113	0	722	23	699
166+50 BK	55.09	0.66	99	1	821	24	797
168+00 AH	18.96	1.69	0	0	821	24	797
168+50	30.27	0.64	46	2	866	26	840
169+00	50.47	0.00	75	1	941	27	914
169+50	52.05	0.11	95	0	1,036	27	1,009
170+00	67.22	0.00	110	0	1,146	27	1,119
170+50	58.48	0.00	116	0	1,263	27	1,235
171+00	70.17	0.00	119	0	1,382	27	1,355
171+50	47.94	2.83	109	3	1,491	30	1,461
172+00	41.59	0.45	83	3	1,574	34	1,541
172+50	26.32	4.32	63	4	1,637	38	1,599
173+00	19.98	0.00	43	4	1,680	43	1,637
173+50	15.86	0.00	33	0	1,713	43	1,670
174+00	5.59	13.83	20	13	1,733	57	1,676
174+05.8 BK	5.24	22.86	10	34	1,743	95	1,648
SUBTOTALS			**1,743**	**85**			
TOTALS			**2,306**	**135**			

7) Expanded Fill = Unexpanded Fill x Fill Factor (1.11)

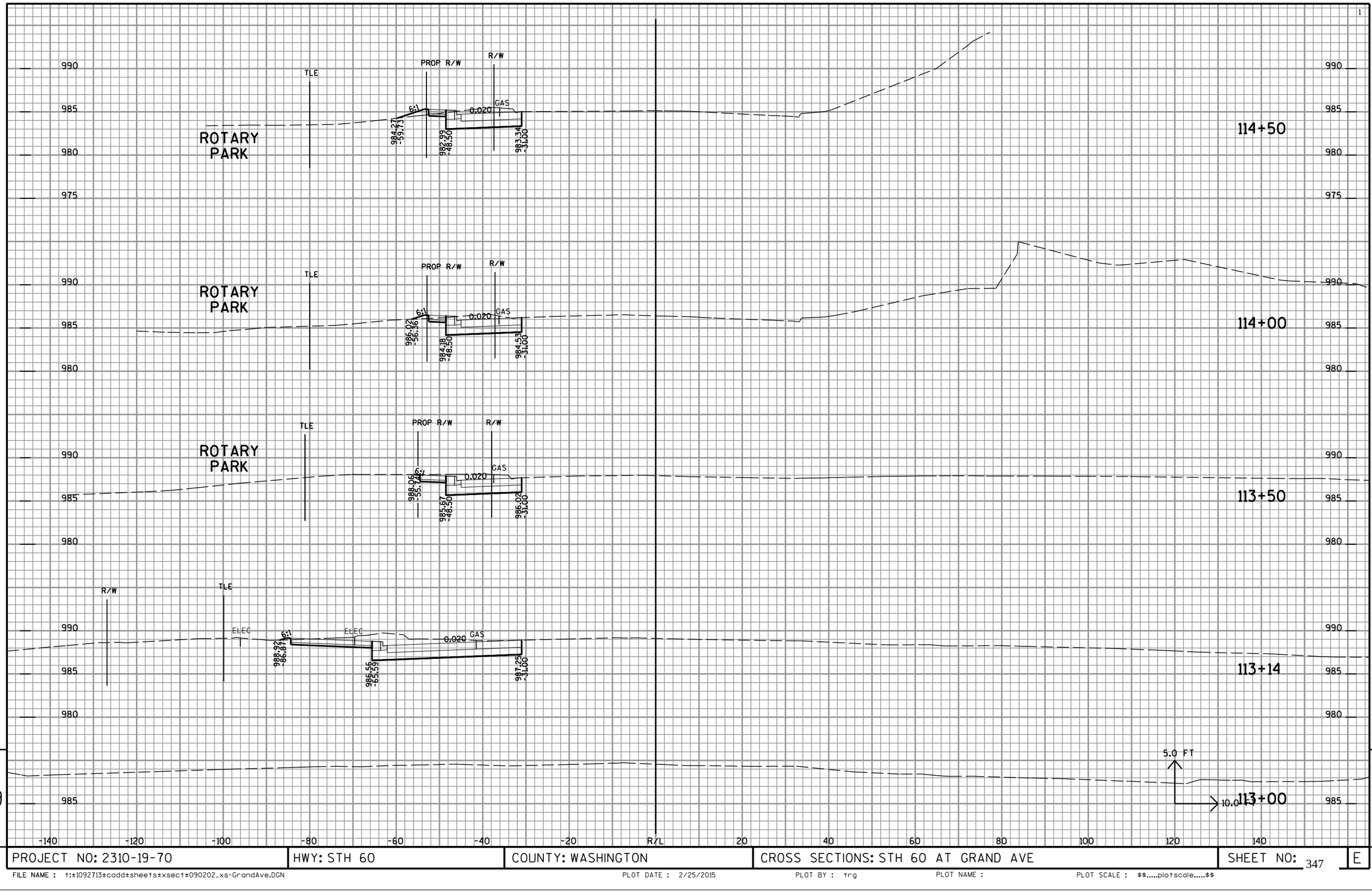
8) The Mass Ordinate + or - quantity is calculated for each stage. Positive quantity indicates an excess of material within the stage. Negative quantity indicates a shortage of material within the stage.

STH 60 / CTH K - STAGE 3

STATION	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate +/- (8)
	Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill (7) 1.11	
163+50 AH	18.79	0.00	0	0	0	0	0
164+00	31.51	0.00	47	0	47	0	47
164+50	40.09	0.00	66	0	113	0	113
165+00	39.27	0.00	73	0	186	0	186
165+50	39.12	0.00	73	0	259	0	259
166+00	37.08	0.00	71	0	329	0	329
166+50 BK	36.95	0.00	69	0	398	0	398
168+00 AH	37.43	0.00	0	0	398	0	398
168+50	37.70	0.00	70	0	468	0	468
169+00	37.46	0.00	70	0	537	0	537
169+50	40.24	0.00	72	0	609	0	609
170+00	40.48	0.00	75	0	684	0	684
170+50	35.06	0.00	70	0	754	0	754
171+00	25.93	0.00	56	0	810	0	810
171+50 BK	17.13	0.00	40	0	850	0	850
CTH K LOOP DETECTOR			10	0			
TOTALS			**860**	**0**			

7) Expanded Fill = Unexpanded Fill x Fill Factor (1.11)

8) The Mass Ordinate + or - quantity is calculated for each stage. Positive quantity indicates an excess of material within the stage. Negative quantity indicates a shortage of material within the stage.

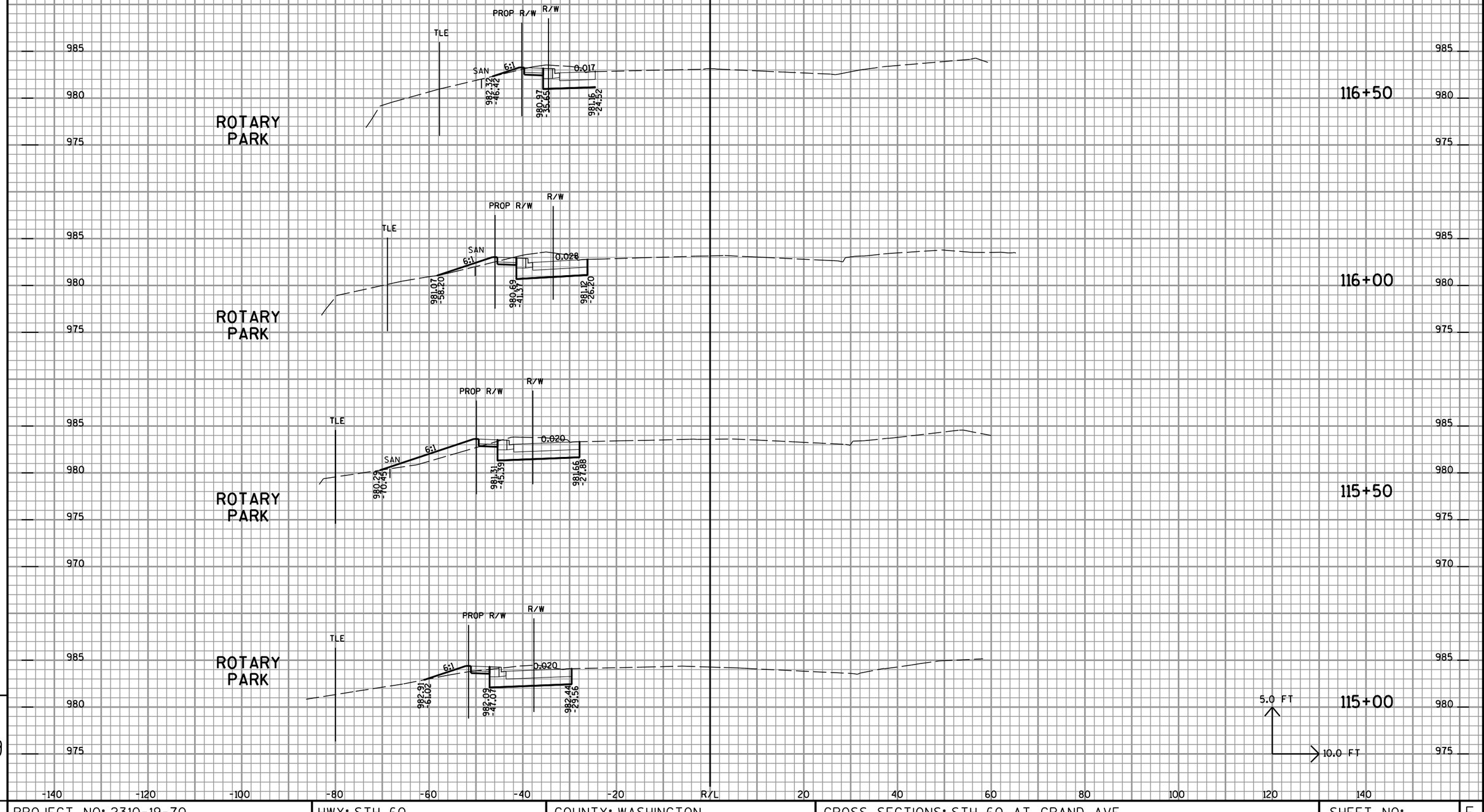


9

9

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 AT GRAND AVE	SHEET NO: 347	E

FILE NAME : t:\1092713\cadd\sheets\xsect\090202_xs-GrandAve.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

9

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 AT GRAND AVE	SHEET NO: 348	E

FILE NAME : t:\1092713\cadd\sheets\xsect\090202_xs-GrandAve.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

985
980
975

117+50

MATCH EXISTING

R/W
TLE
SAN
0.020
983.67
-34.98
981.29
-27.54
981.38
-23.00

985
980
975

117+21

R/W
TLE
SAN
0.005
983.45
-36.05
981.16
-29.94
981.20
-23.00

985
980
975

117+00

5.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9

9

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 AT GRAND AVE	SHEET NO: 349	E

FILE NAME : t:\s1092713\cadd\sheets\xsect\090202_xs-GrandAve.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

141+00

140+50

140+00

139+50

MATCH EXISTING

139+18

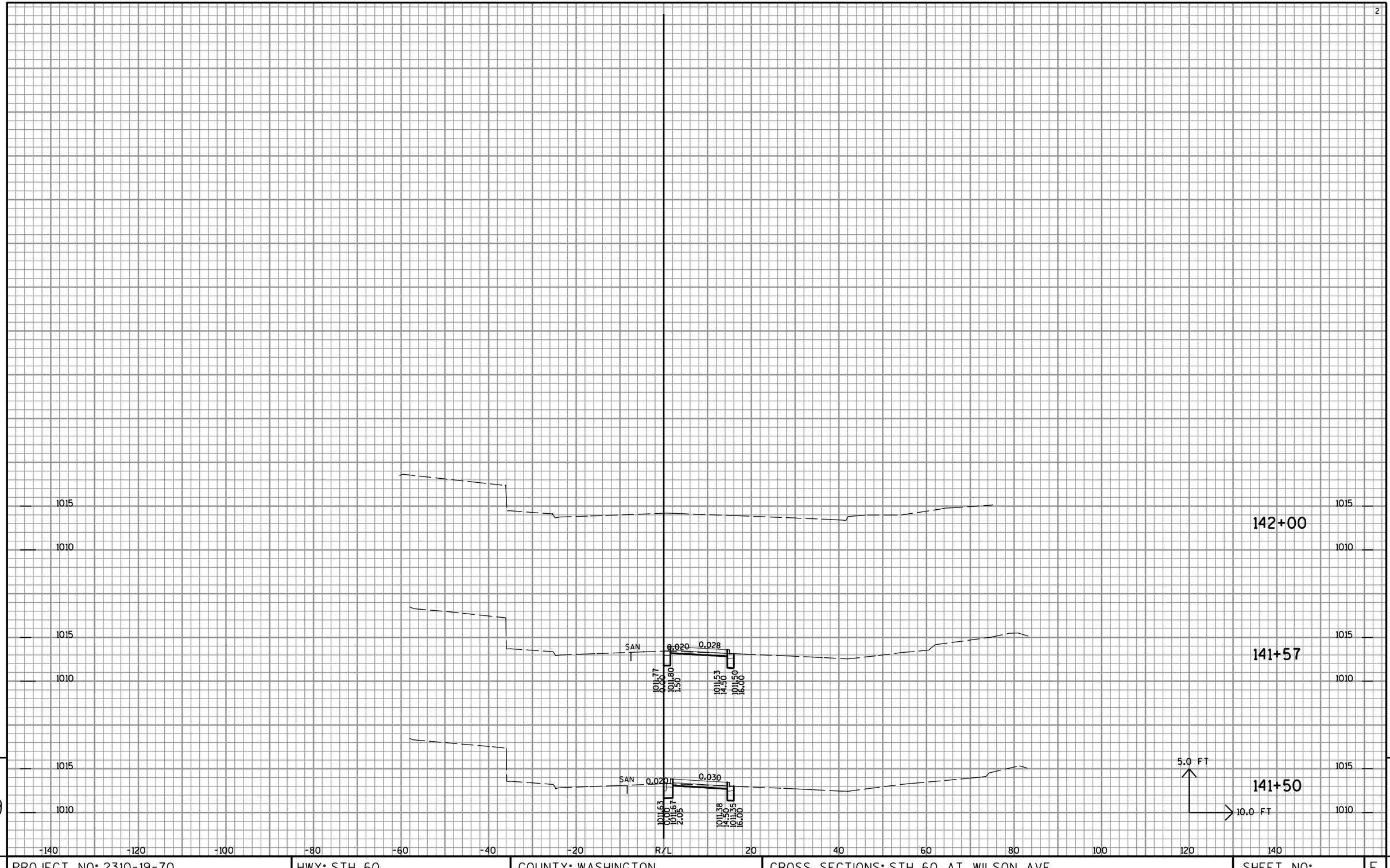
139+00

9

9

PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 AT WILSON AVE	SHEET NO: 350	E

FILE NAME : t:\1092713\cadd\sheets\xsect\090203_xs-WilsonAve.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

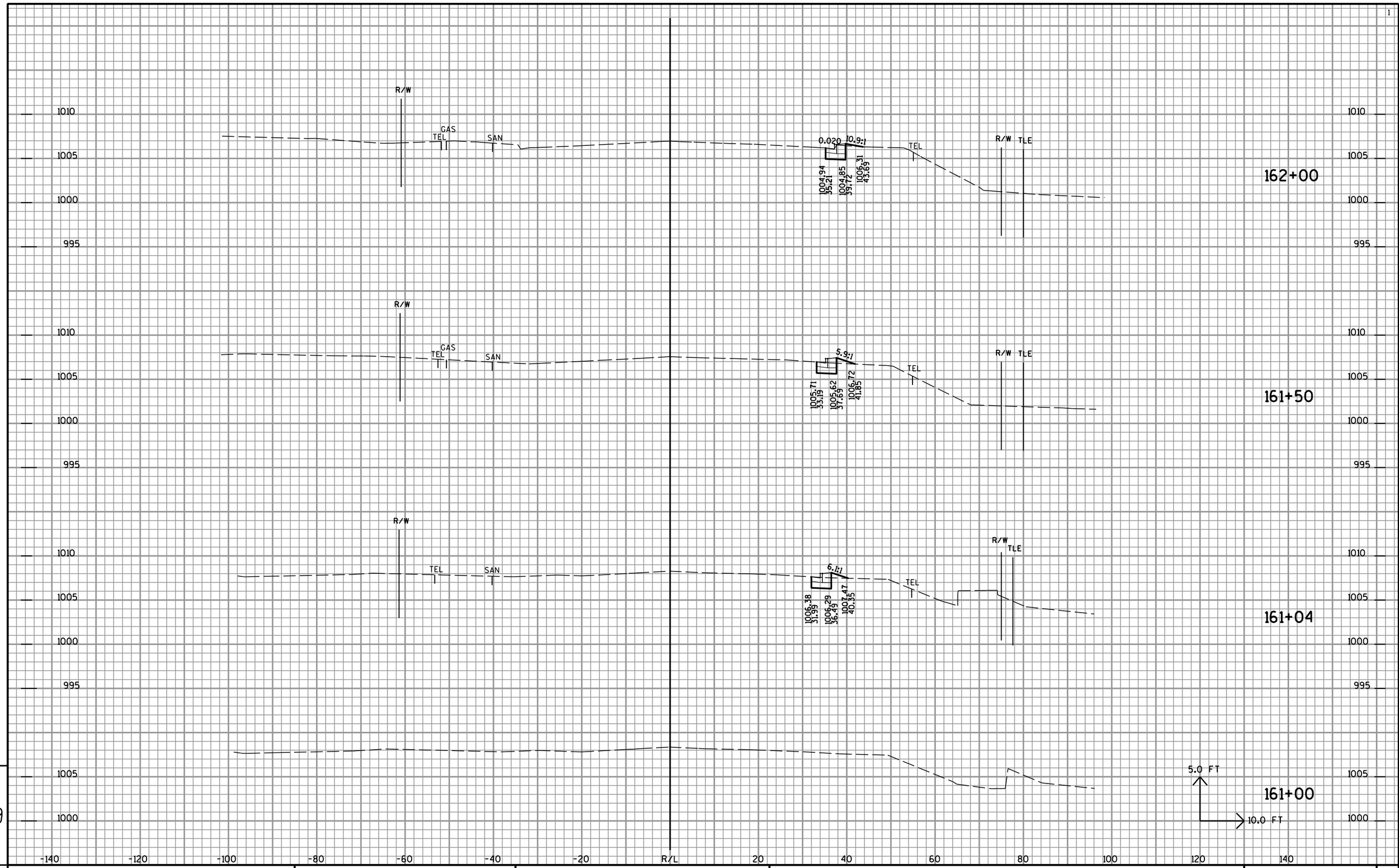


9

9

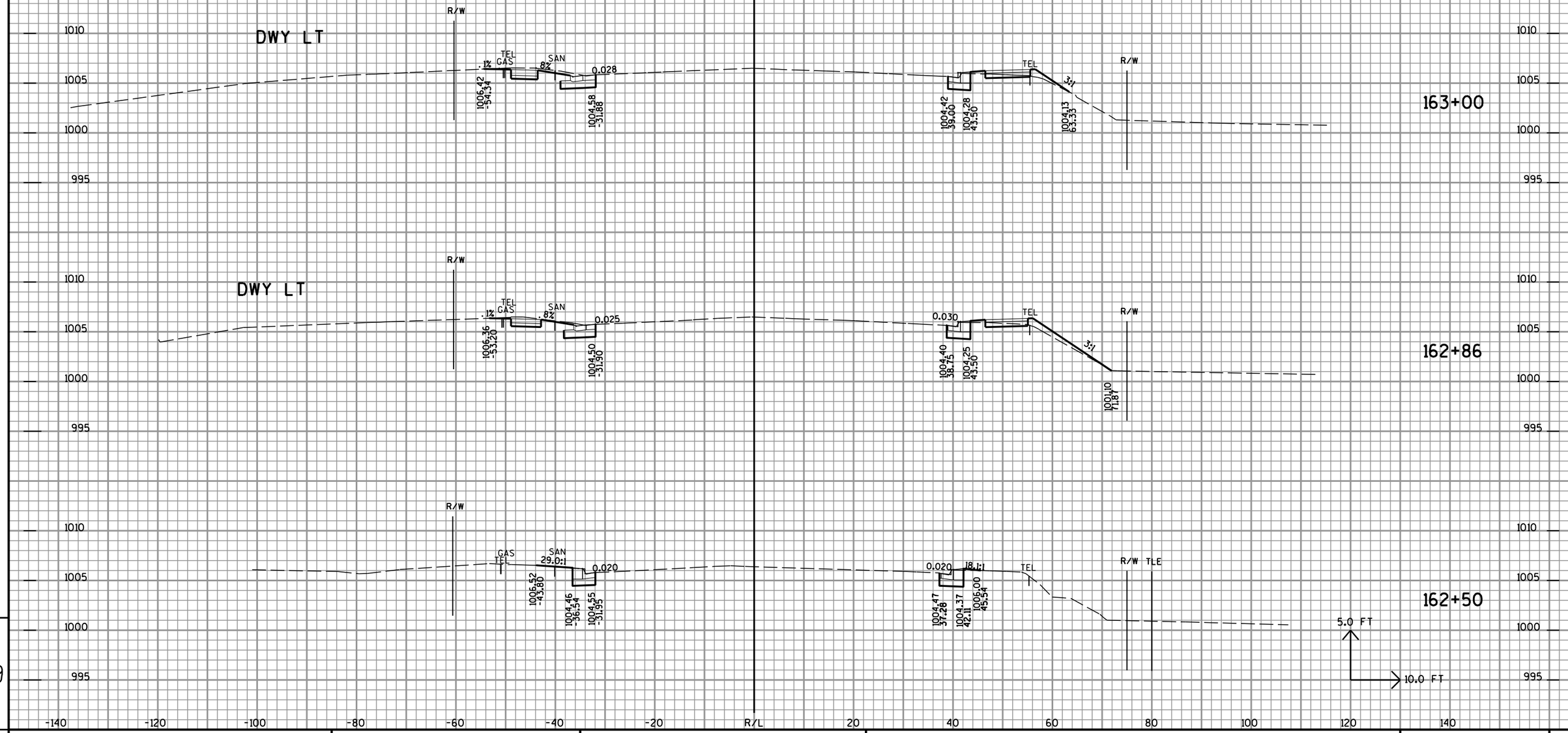
PROJECT NO: 2310-19-70	HWY: STH 60	COUNTY: WASHINGTON	CROSS SECTIONS: STH 60 AT WILSON AVE	SHEET NO: 351	E

FILE NAME : t:\1092713\cadd\sheets\xsect\090203_xs-WilsonAve.DGN PLOT DATE : 2/25/2015 PLOT BY : trg PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



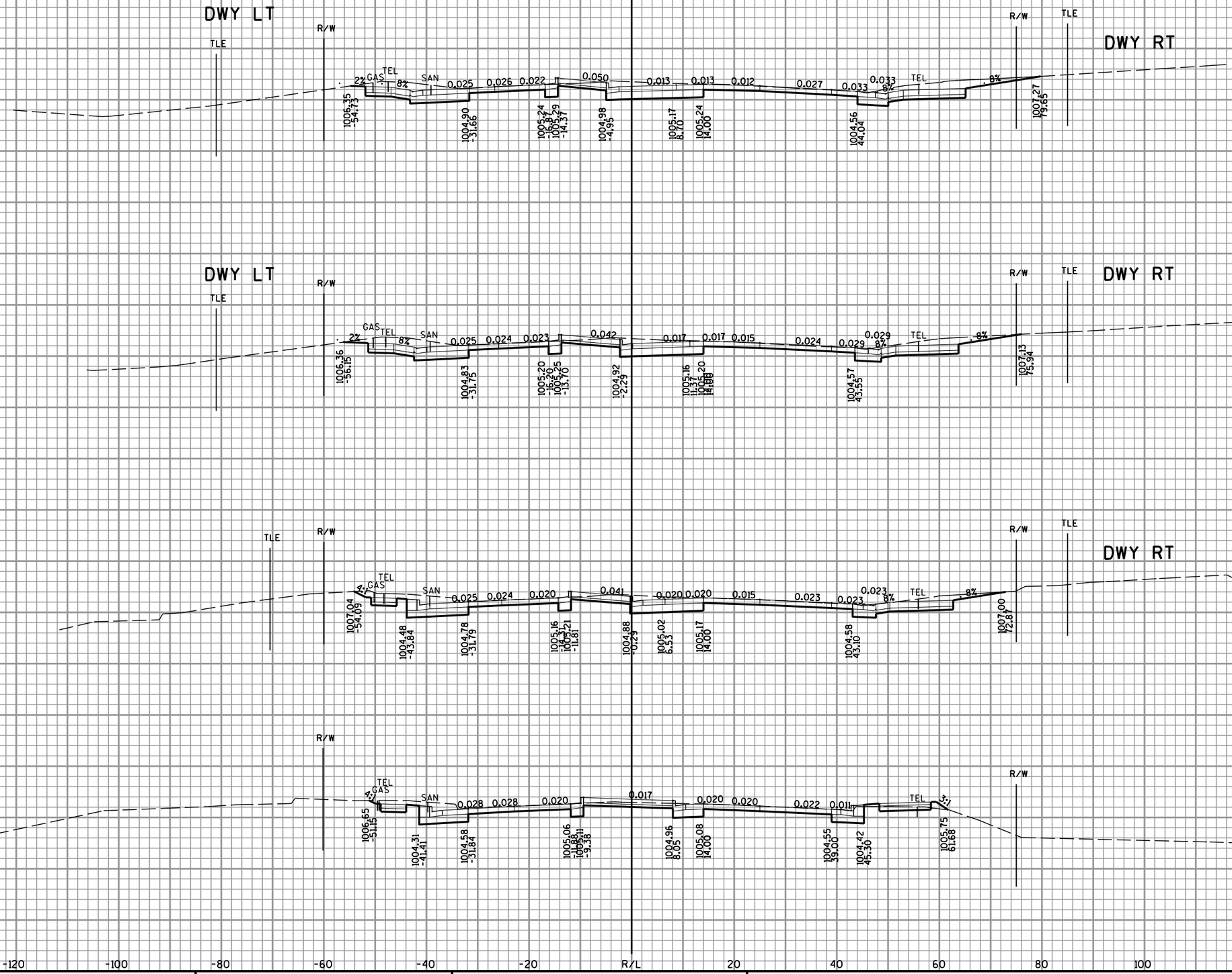
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 352 E

FILE NAME : t:±1092713±cadd±sheets±xsect±090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



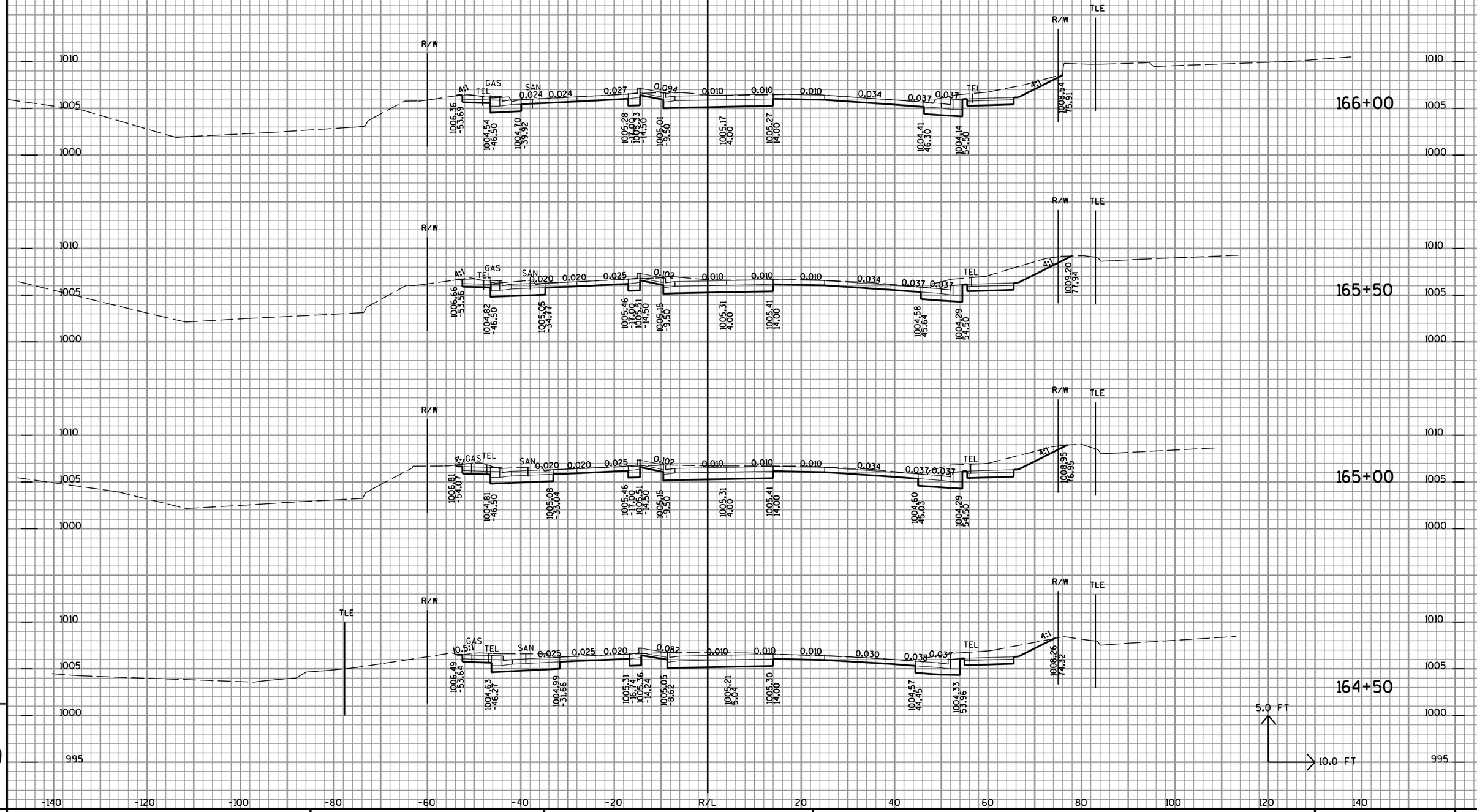
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 353 E

FILE NAME : t:±1092713±cadd±sheets±xsect±090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



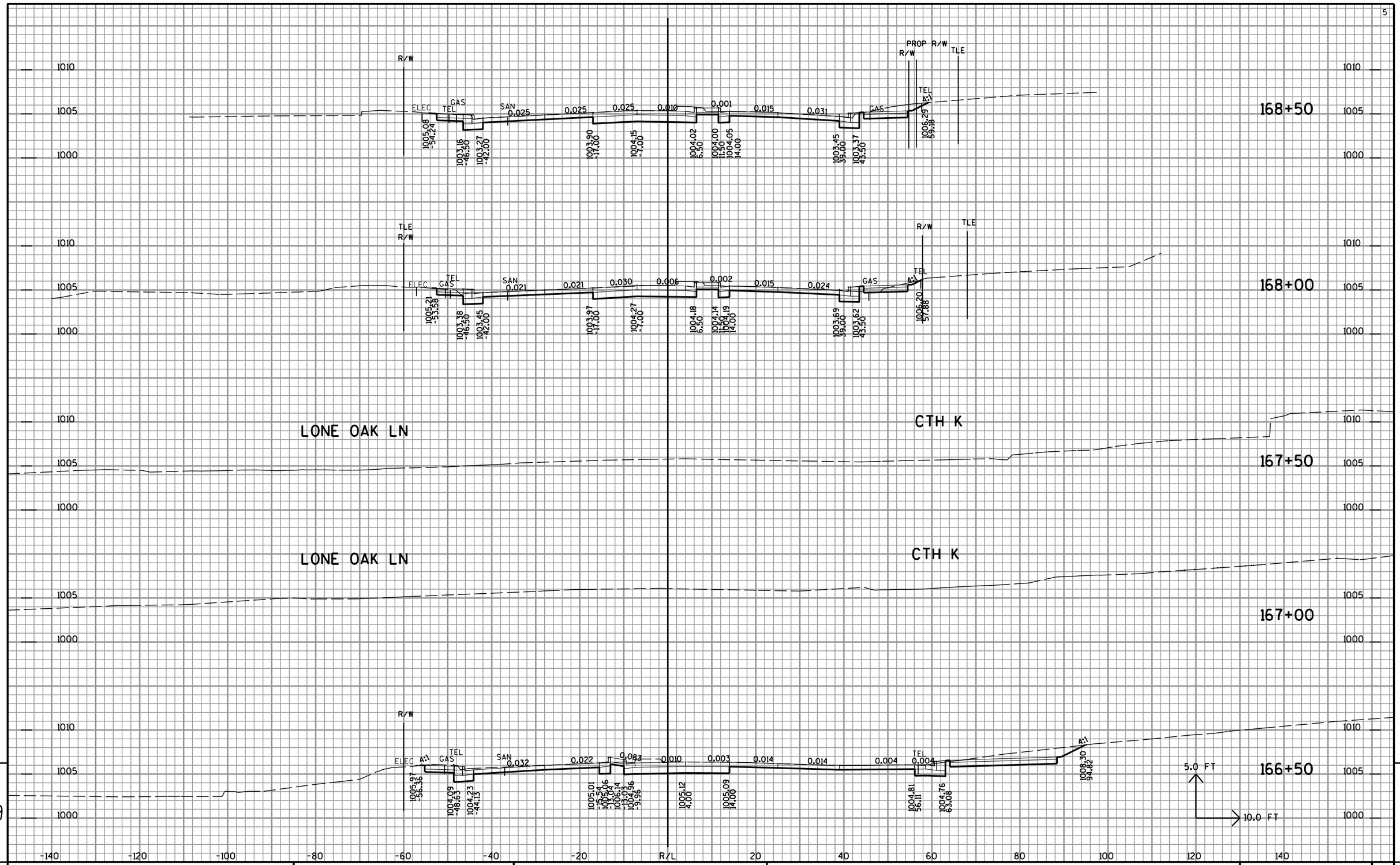
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 354 E

FILE NAME : t:\1092713\cadd\sheets\xsect\090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



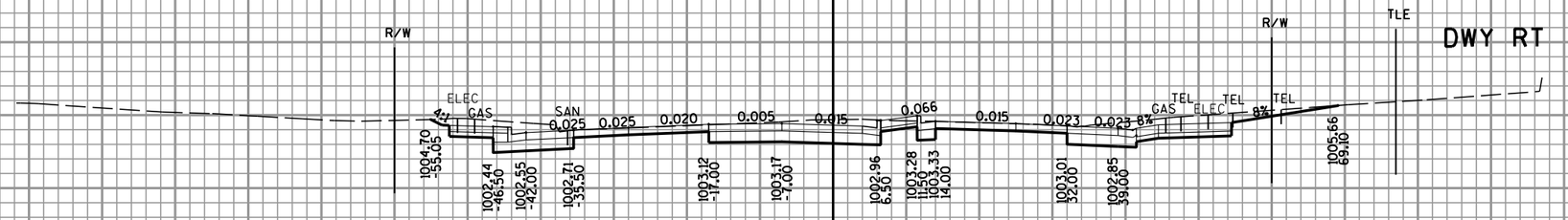
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 355	E

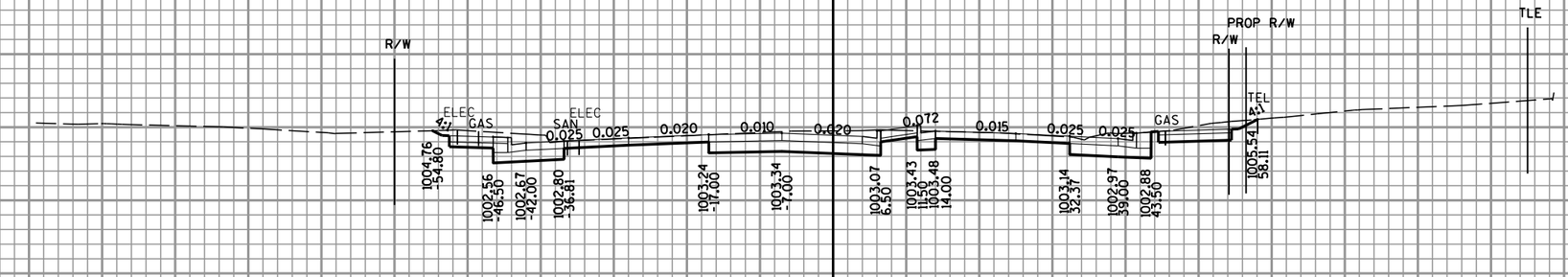
FILE NAME : t:±1092713±cadd±sheets±xsect±090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

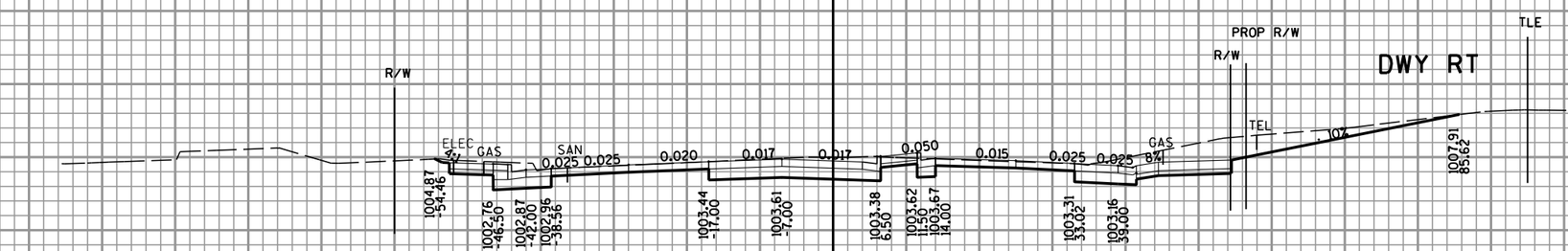


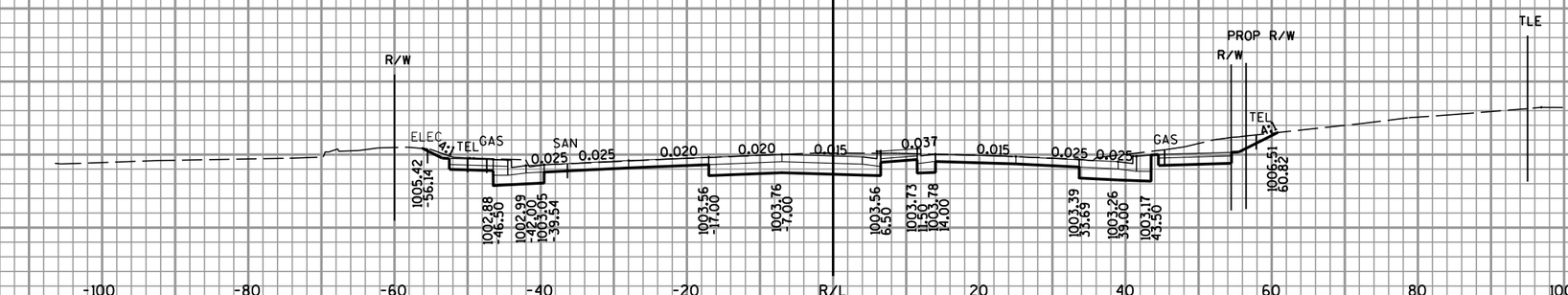
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 356 E

FILE NAME : t:\1092713\cadd\sheets\xsect\090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$









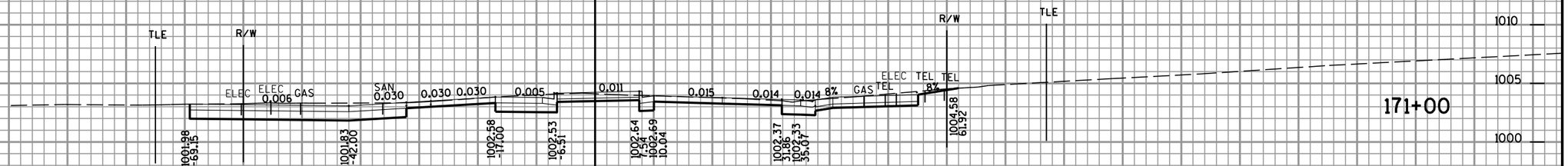
-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

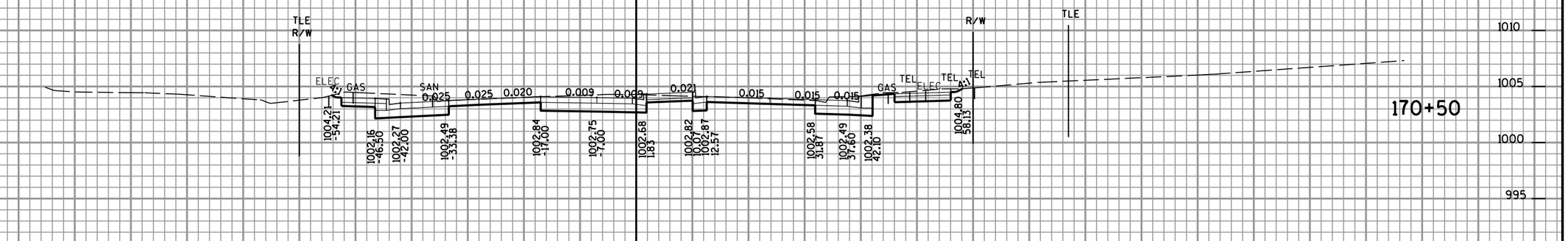
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 357	E

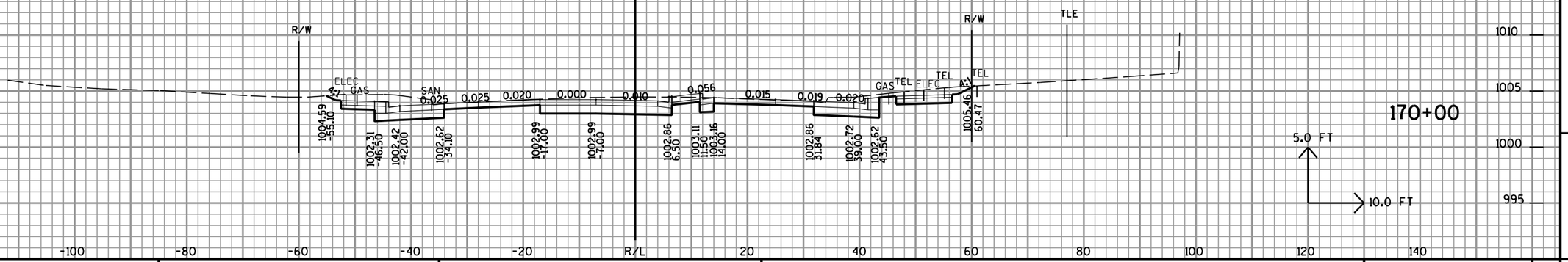
FILE NAME : t:±1092713±cadd±sheets±xsect±090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

DWY LT

DWY RT







-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

9 9

PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 358	E

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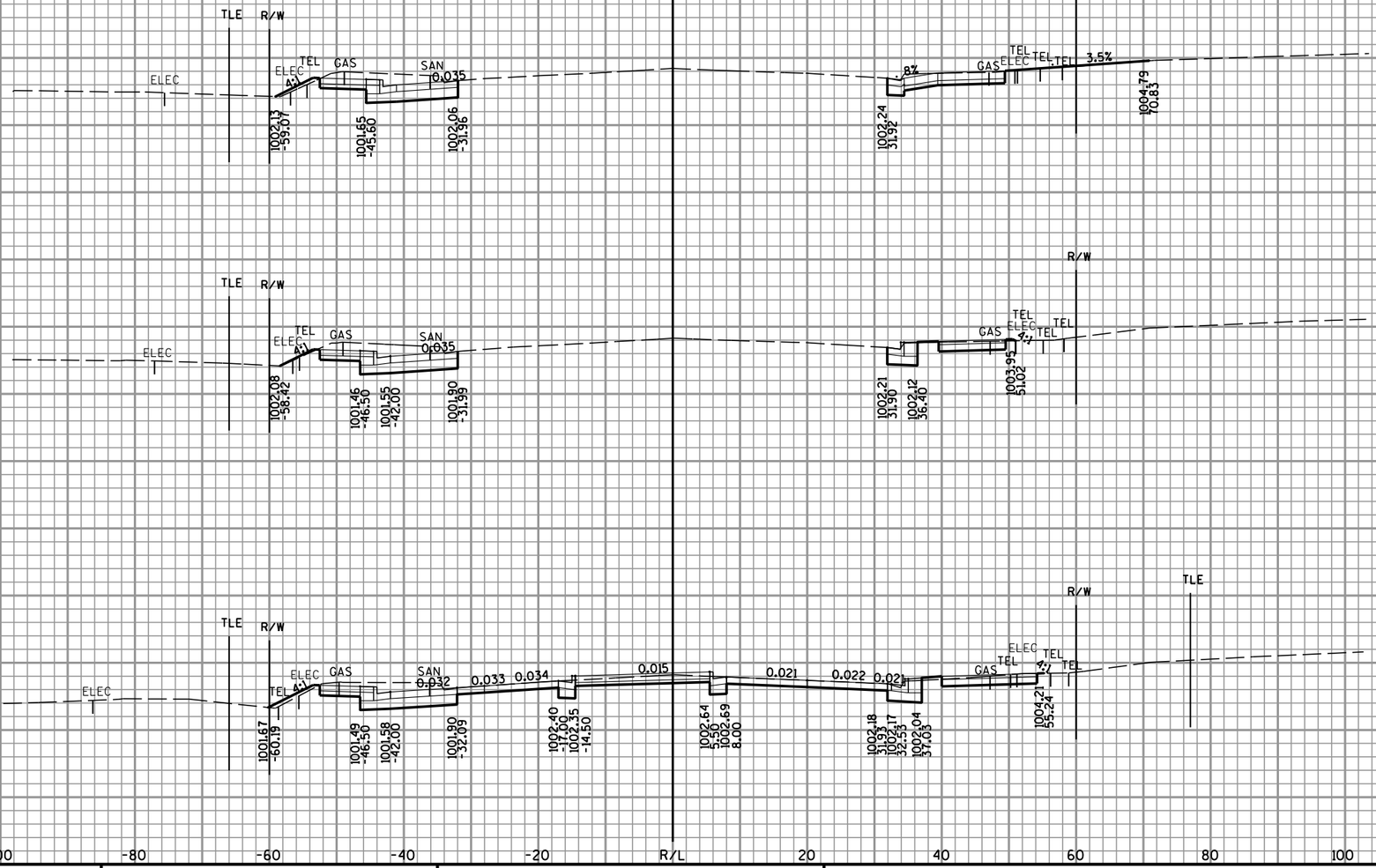
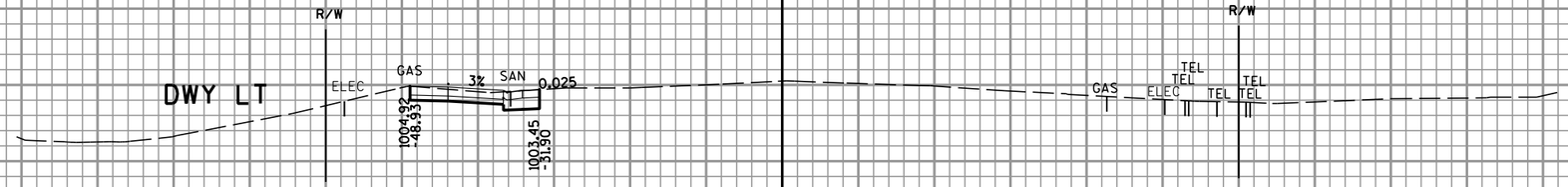
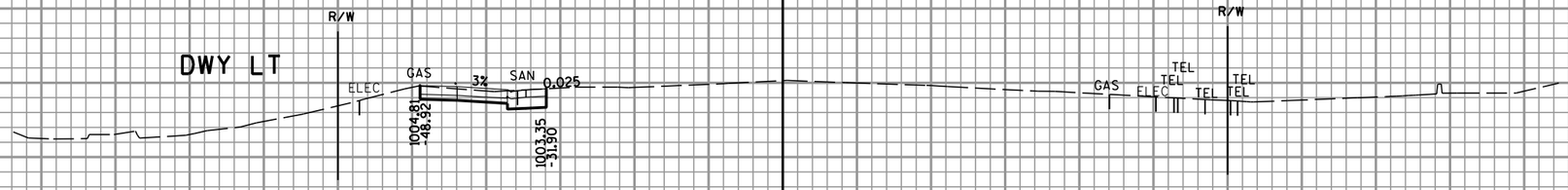
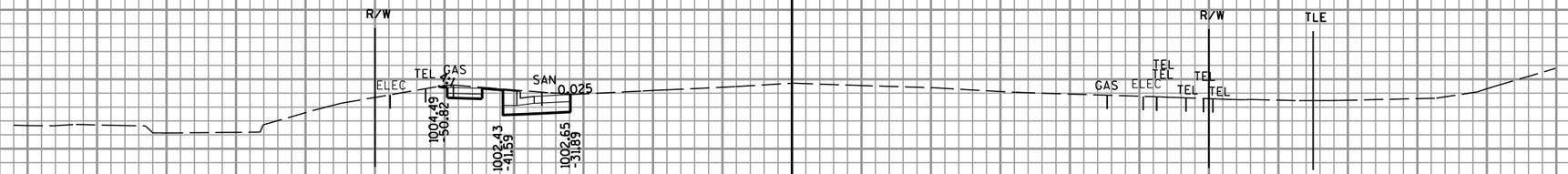


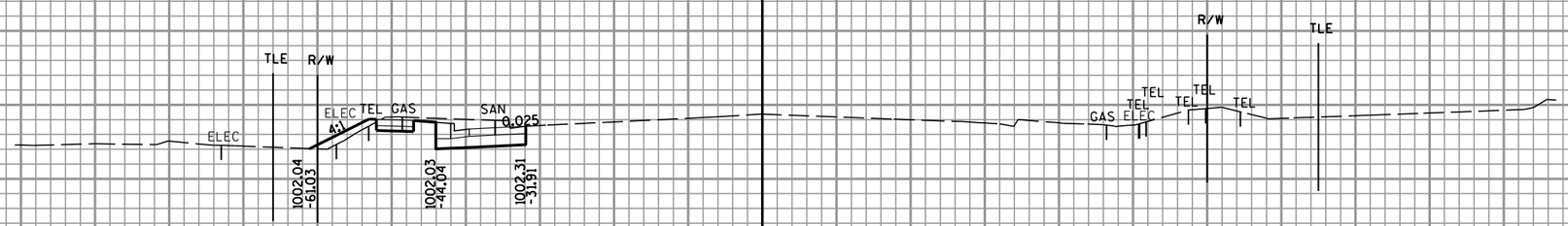
PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 359 E

FILE NAME : t:\1092713\cadd\sheets\xsect\090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$









-140 -120 -100 -80 -60 -40 -20 R/L 20 40 60 80 100 120 140

PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 360	E

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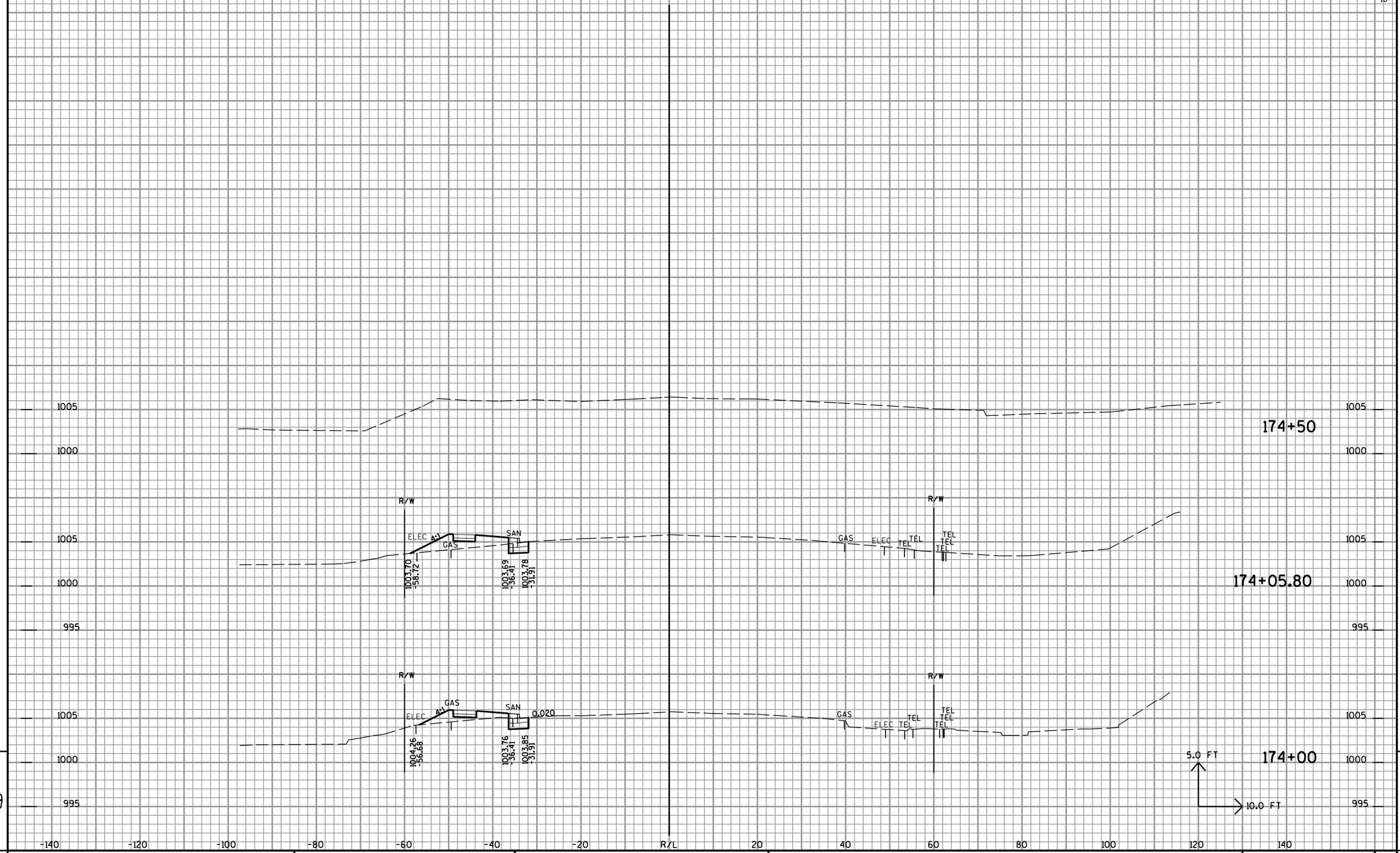

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PROJECT NO:2310-19-70	HWY:STH 60	COUNTY:WASHINGTON	CROSS SECTIONS:STH 60 AT CTH K	SHEET NO: 361	E

FILE NAME : t:±1092713±cadd±sheets±xsect±090201_xs-CthK.DGN PLOT DATE : 3/6/2015 PLOT BY : rad PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

Wisconsin Department of Transportation

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