MAD JUNE 2015

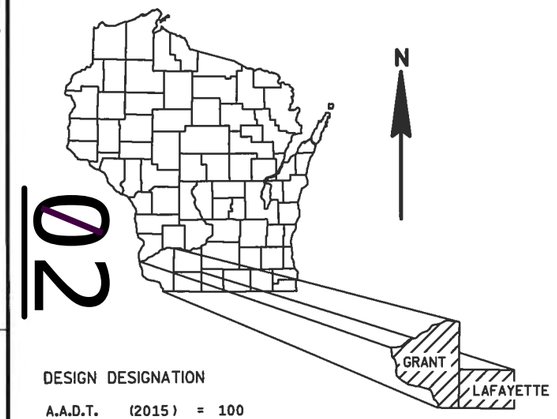
PROJECT ID: 1706-00-71
WITH: N/A

COUNTY: LAFAYETTE

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 = 90



02

DESIGN DESIGNATION

A.A.D.T.	(2015)	=	100
A.A.D.T.	(2035)	=	115
D.H.V.	(2035)	=	10
D.D.		=	100/0
T.		=	100.0%
DESIGN SPEED		=	25-55 M.P.H.
ESALS		=	330,000

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DUBUQUE - JANESVILLE

VARIOUS LOCATIONS

STH 11

LAFAYETTE COUNTY

STATE PROJECT NUMBER
1706-00-71

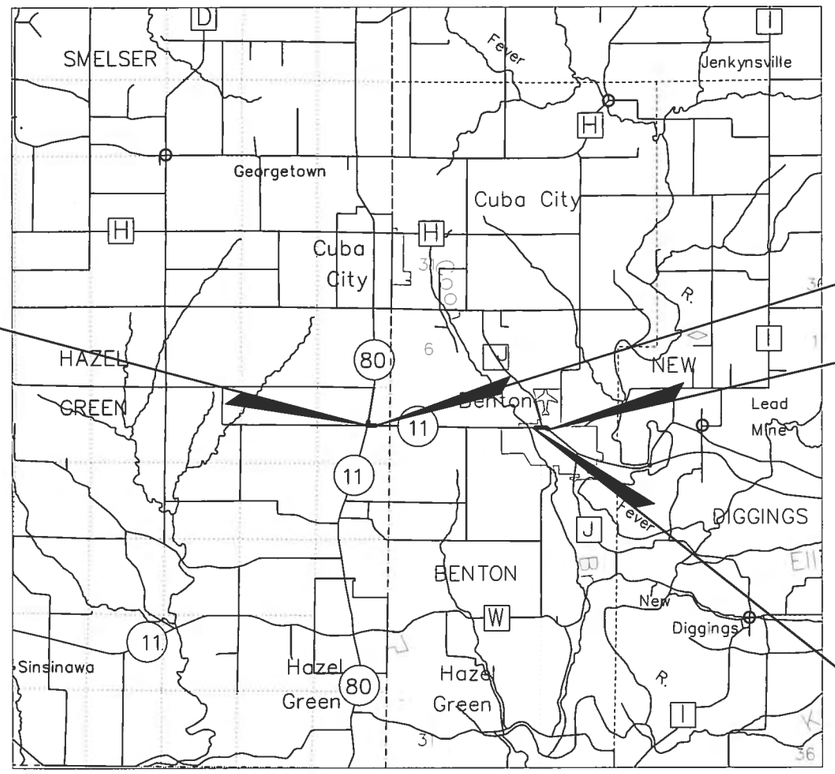
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1706-00-71	———	—

BEGIN PROJECT
STA 100+28.61A
Y = 423,495.812
X = 894,067.177
MATCH EXISTING

END CONSTRUCTION
STA 102+98.13A

END PROJECT
STA 13+65.40EB

BEGIN CONSTRUCTION
STA 12+01.65EB
Y = 127,058.552
X = 410,486.984
MATCH EXISTING



LAYOUT
SCALE 0 2MI

TOTAL NET LENGTH OF CENTERLINE = 0.000 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT/LAFAYETTE COUNTIES, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY
Mead & Hunt
Mead & Hunt, Inc.
2440 Deming Way
Middleton, WI. 53562
608.273.6380
fax: 608.273.6391
www.meadhunt.com

WISCONSIN
TROY J. PANKRATZ
E-36644
OREGON, WI
PROFESSIONAL ENGINEER

Troy Pankratz 2/25/2015

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	MEAD & HUNT, INC
Project Manager	TROY PANKRATZ
Regional Examiner	
Regional Supervisor	KURT JOHNSON
C.O. Reviewer	

APPROVED FOR THE DEPARTMENT
DATE: 2/23/2015 Kurt A. Johnson (Signature)

E

2

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM NAVD 88 (2007).

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR 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.

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

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOIL, FERTILIZED, SEEDED AND EROSION MATTED.

BEARINGS SHOWN ON THE PLANS ARE GROUND BEARINGS TO THE NEAREST SECOND.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

CONSTRUCT INSIDE EDGE OF TERRACE 1/4-INCH HIGHER THAN THE TOP OF CURB, WHEN THEY ARE ADJACENT TO EACH OTHER.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON OR ROCK EXCAVATION.

SILT FENCE IS TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

EXISTING PIPE CULVERT AND/OR CONCRETE BOX CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE ITS BID ON ACTUAL FIELD CONDITIONS.

ASPHALTIC SURFACE SHALL BE PLACED IN ONE SINGULAR LAYER AND HAVE A THICKNESS OF 4-INCHES.

ASPHALTIC SURFACE WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

CONTRACTION JOINT SPACING FOR 8-INCH CONCRETE IS NOT TO EXCEED 12 FEET.

ORDER OF SECTION 2 SHEETS

UTILITY CONTACTS

ALLIANT ENERGY
ELECTRICITY AND GAS/PETROLEUM
ATTN: MR. JASON HOGAN
SUITE 1000
4902 N. BILTMORE LANE
MADISON, WI 53718

TELEPHONE: (608) 458-4871
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

BENTON MUNICIPAL ELECTRIC AND WATER UTILITY
ELECTRICITY AND WATER
ATTN: MR. DARNELL HENDRICKS
48 W. MAIN ST.
P.O. BOX 53
BENTON, WI 53803

TELEPHONE: (608) 759-3721
EMAIL: DHENDRICKS@BENTONWI.US

✳ CUBA CITY TELEPHONE EXCHANGE COMPANY
COMMUNICATION LINE
ATTN: MR. KEN McWILLIAMS
121 N. WASHINGTON ST.
CUBA CITY, WI 53807

TELEPHONE: (608) 744-2154
EMAIL: TELEFON@PCII.NET

MEDIACOM LLC WISCONSIN
COMMUNICATION
ATTN: MR. TIM ORCUTT
3033 ASBURY RD.
DUBUQUE, IA 52001

TELEPHONE: (608) 326-0478
EMAIL: TORCUTT@MEDIACOMCC.COM

NORTHERN NATURAL GAS COMPANY
GAS/PETROLEUM
ATTN: MR. TOM DICKSON
8101 BIRCHWOOD CT. SUITE F
JOHNSTON, IA 50131

TELEPHONE: (515) 226-2016
EMAIL: TOM.DICKSON@NNGCO.COM

CENTURYLINK
COMMUNICATION
ATTN: MR. STEVE BLADO
333 N. FRONT ST.
P.O. BOX 4800
LA CROSSE, WI 54602

TELEPHONE: (608) 796-5543
EMAIL: STEVE.BLADO@CENTURYTEL.COM

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

✳ NOT A DIGGERS HOTLINE MEMBER

WISDOT CONTACT
WISDOT, SOUTHWEST REGION
2101 WRIGHT ST.
MADISON, WI 53704

ATTN: MS. VICKI ROMENESKO, P.E.
TELEPHONE: 608-246-5333
E-MAIL: VICKI.ROMENESKO@DOT.WI.GOV

CONSULTANT CONTACT
MEAD & HUNT, INC.
2440 DEMING WAY
MIDDLETON, WI 53562

ATTN: MR. TROY PANKRATZ, P.E.
TELEPHONE: 608-273-6380
E-MAIL: TROY.PANKRATZ@MEADHUNT.COM

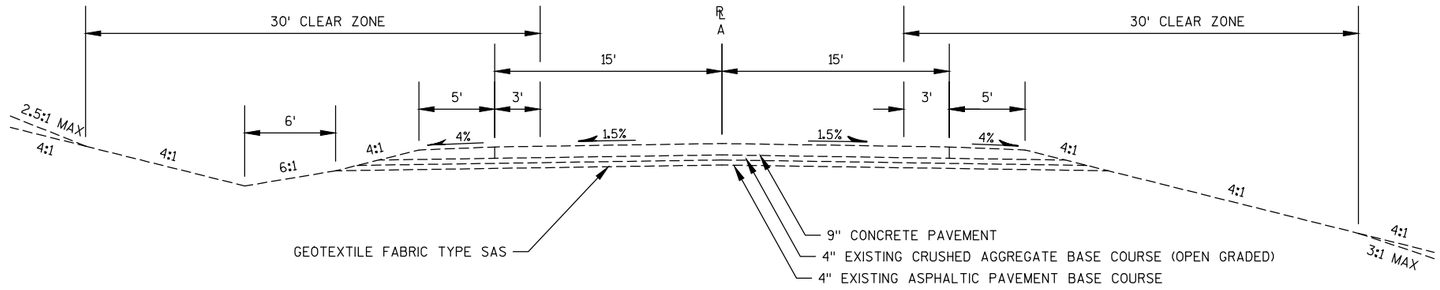
DNR LIAISON
DEPARTMENT OF NATURAL RESOURCES
SOUTH CENTRAL DISTRICT
3911 SOUTH FISH HATCHERY ROAD
FITCHBURG, WI 53711

ATTN: MR. ERIC HEGGELUND
TELEPHONE: 608-275-3301
E-MAIL: ERIC.HEGGELUND@WISCONSIN.GOV

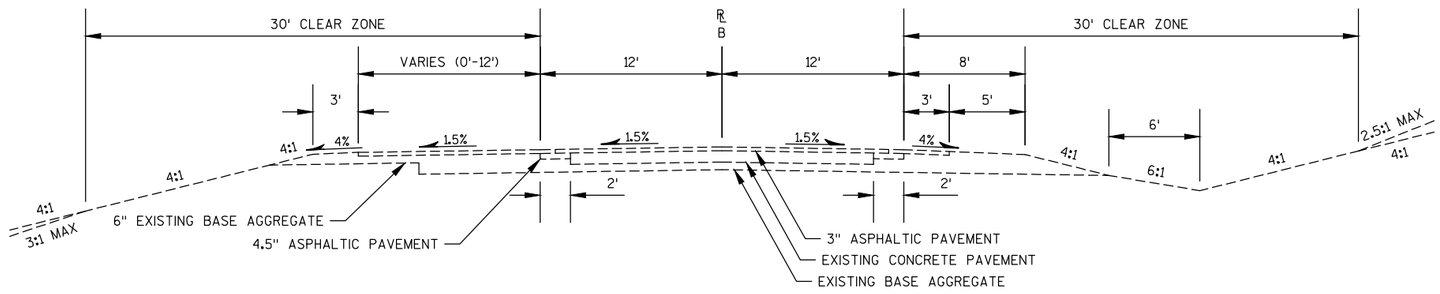
FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\020101_GN.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : JASON KLEIST PLOT NAME : ---------- PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AP	ACCESS POINT
AR	ACCESS RIGHTS
AC	ACRE
AGG	AGGREGATE
AH	AHEAD
ET AL	AND OTHERS
∠	ANGLE
ASPH	ASPHALTIC
APM	ASPHALTIC PLANT MIX
AVG	AVERAGE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
BK	BACK
BF	BACK FACE
BL or B/L	BASE LINE
BM	BENCH MARK
BLK	BLOCK
BR	BRIDGE
CB	CATCH BASIN
CL or C/L	CENTER LINE
CC	CENTER TO CENTER
	CENTRAL ANGLE OR DELTA
CH	CHORD
CH BRG	CHORD BEARING
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CB#	CONTROL BASE
CORR	CORRUGATED
CACP	CORRUGATED ALUMINUM CULVERT PIPE
CAPA	CORRUGATED ALUMINUM PIPE ARCH
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSPCP	CORRUGATED STEEL PIPE CATTLE PASS
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CR	CRUSHED
CABC	CRUSHED AGGREGATE BASE COURSE
CY or CUYD	CUBIC YARD
CULV	CULVERT
CP	CULVERT PIPE
CG	C & G CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DISCH	DISCHARGE
DIST	DISTRICT
DG	DITCH GRADE
DOC	DOCUMENT
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
ELEC	ELECTRIC (AL)
EL or ELEV	ELEVATION
EMB	EMBANKMENT
EVP	EMERGENCY VEHICLE PREEMPT
EVPR	EMERGENCY VEHICLE PREEMPT RECEIVER
EW	ENDWALL
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EX or EXIST	EXISTING
FL or F/L	FLOW LINE
FT	FOOT
FTG	FOOTING
FDN	FOUNDATION
FTMS	FREEWAY TRAFFIC MANAGEMENT SYSTEM
G	GARAGE
GN	GRID NORTH
EXP	EXPANSION
FF	FACE TO FACE OR FRONT FACE
FP	FENCE POST
FERT	FERTILIZE
FE	FIELD ENTRANCE
F	FILL
FG	FINISH GRADE
FAB	FLASHING ARROW BOARD
HES	HIGH EARLY STRENGTH
H	HOUSE
HYD	HYDRANT
IN DIA	INCH DIAMETER
INTERS	INTERSECTION
INV	INVERT
IP	IRON PIPE OR PIN
JT	JOINT
JCT	JUNCTION
LT	LEFT
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LIN FT or LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MAINT	MAINTENANCE
MH	MANHOLE
MP	MARKER POST
M	MARSH
ML or M/L	MATCH LINE
MATL	MATERIAL
MB	MESSAGE BOARD
NOM	NOMINAL
NRCPSS	NON REINFORCED CONCRETE PIPE STORM SEWER
NC	NORMAL CROWN
NW or N/W	NORMAL WATER
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OBLIT	OBLITERATE
OL	OUT LOT
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PERM	PERMANENT
PLE	PERMANENT LIMITED EASEMENT
PU	PIPE UNDERDRAIN
PUDT	PIPE UNDERDRAIN DRAIN
PUU	PIPE UNDERDRAIN UNPERFORATED
PT	POINT
PCC	POINT OF COMPOUND CURVE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB Pound	LB POUND
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PROJ	PROJECT
PL	PROPERTY LINE
R	RADIUS
RP	RADIUS POINT
RR	RAILROAD
RM	RAMP METER
R	RANGE
RECY	RECYCLED
RL or R/L	REFERENCE LINE
RP	REFERENCE POINT
RCCP	REINFORCED CONCRETE CULVERT PIPE
CP	CULVERT PIPE
RCHECP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
RCPA	REINFORCED CONCRETE PIPE ARCH
RCPCP	REINFORCED CONCRETE PIPE CATTLE PASS
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
REBAR	REINFORCEMENT BAR
REINF	REINFORCING OR REINFORCEMENT
REL	RELOCATE (D)
REM	REMAINING
REQD	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RW	RETAINING WALL
RT	RIGHT
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RD	ROAD
RDWY	ROADWAY
SALV	SALVAGED
SSS	SANITARY AND STORM SEWER
SAN S	SANITARY SEWER
SEC	SECTION
SHLDR	SHOULDER
SHR	SHRINKAGE
SW	SIDEWALK
SB#	SIGNAL BASE
S	SOUTH
SB	SOUTHBOUND
SP	SPECIAL
SC	SPECIAL CROSSING
SPECS	SPECIFICATIONS
SQ	SQUARE
SF or SQ FT	SQUARE FEET
SY or SQ YD	SQUARE YARD
STD	STANDARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SE	SUPERELEVATION
SURF	SURFACE
T	TANGENT
TEL	TELEPHONE
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
TPM	TEMPORARY PAVEMENT MARKING
TPMRT	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE
†	TON
TC	TOP OF CURB
T or TN	TOWN
TRANS	TRANSITION
TL or T/L	TRANSIT LINE
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
UG	UNDERGROUND
USH	UNITED STATES HIGHWAY
VAR	VARIABLE
V	VELOCITY OR DESIGN SPEED
VERT	VERTICAL
VC	VERTICAL CURVE
VPCC	VERTICAL POINT OF COMPOUND
Curve	CURVE
VPC	VERTICAL POINT OF CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
VIT	VITRIFIED
VOL	VOLUME
W	WATER
WM	WATER MAIN
WV	WATER VALVE
W	WELL
W	WEST
WB	WESTBOUND
YD	YARD

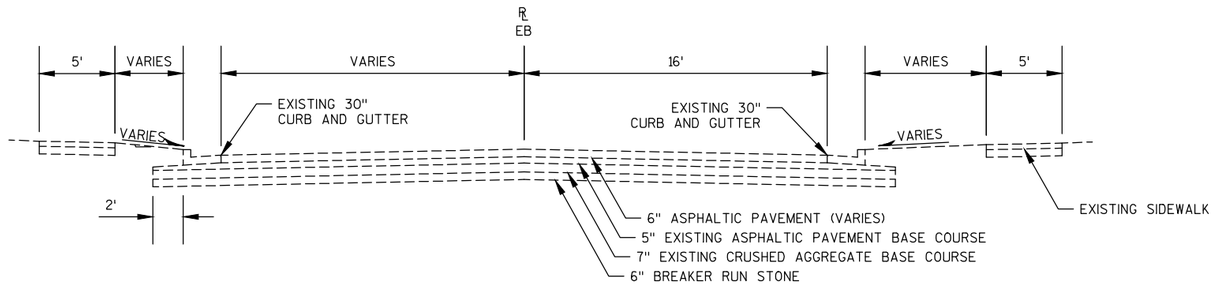


EXISTING TYPICAL SECTION (STH 11)
STA 101+60.04A TO STA 102+98.13A

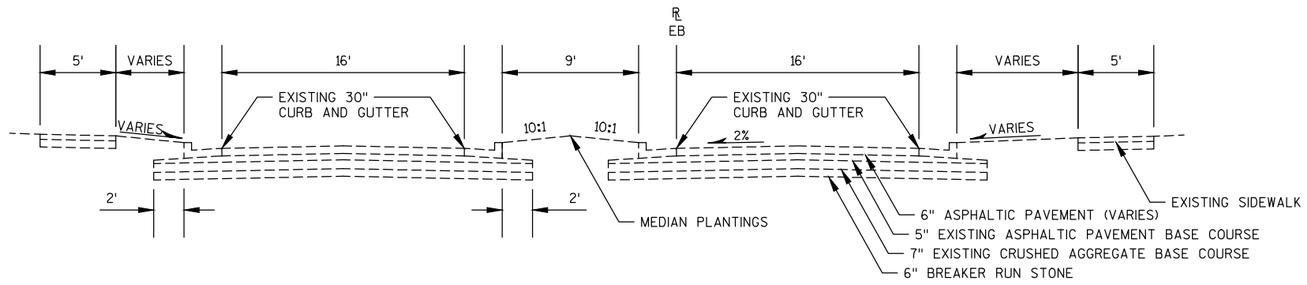


EXISTING TYPICAL SECTION (STH 80)
STA 201+06.28B TO STA 203+14.03B

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TYPICAL SECTIONS - STH 11/STH 80 INTERSECTION	SHEET 4	E



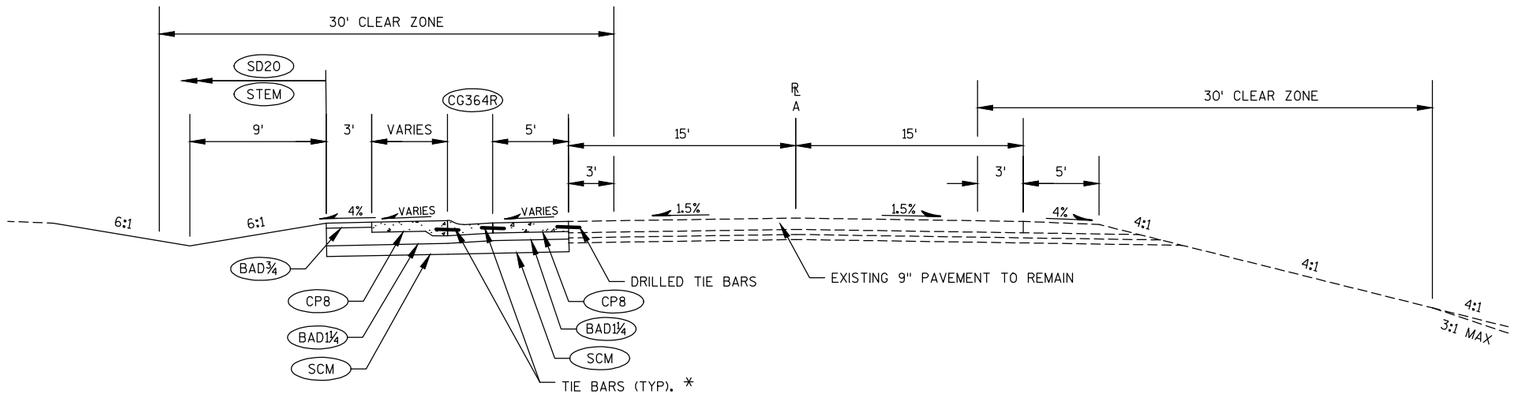
EXISTING TYPICAL SECTION (BENTON)
STA 12+01.65EB TO STA 12+29.41EB



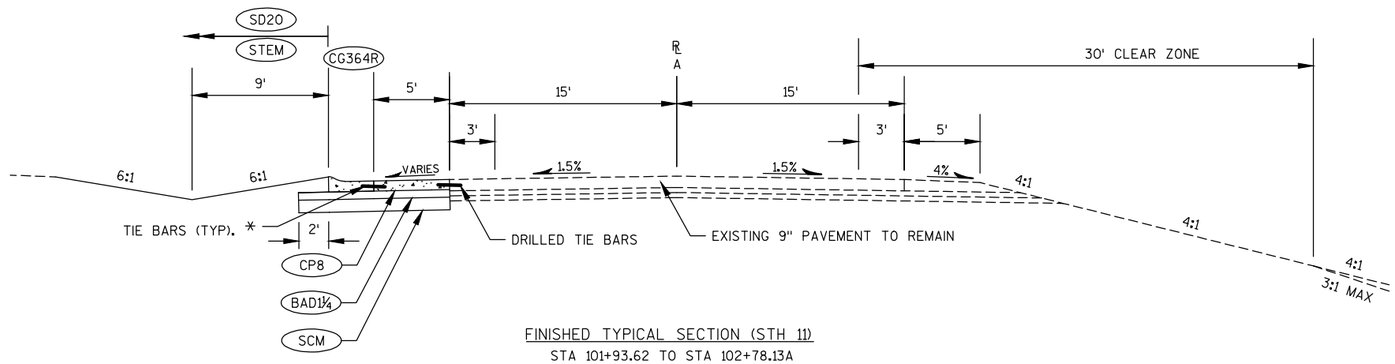
EXISTING TYPICAL SECTION (BENTON)
STA 12+29.41EB TO STA 13+65.41EB

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TYPICAL SECTIONS - STH 11 BENTON	SHEET 5	E

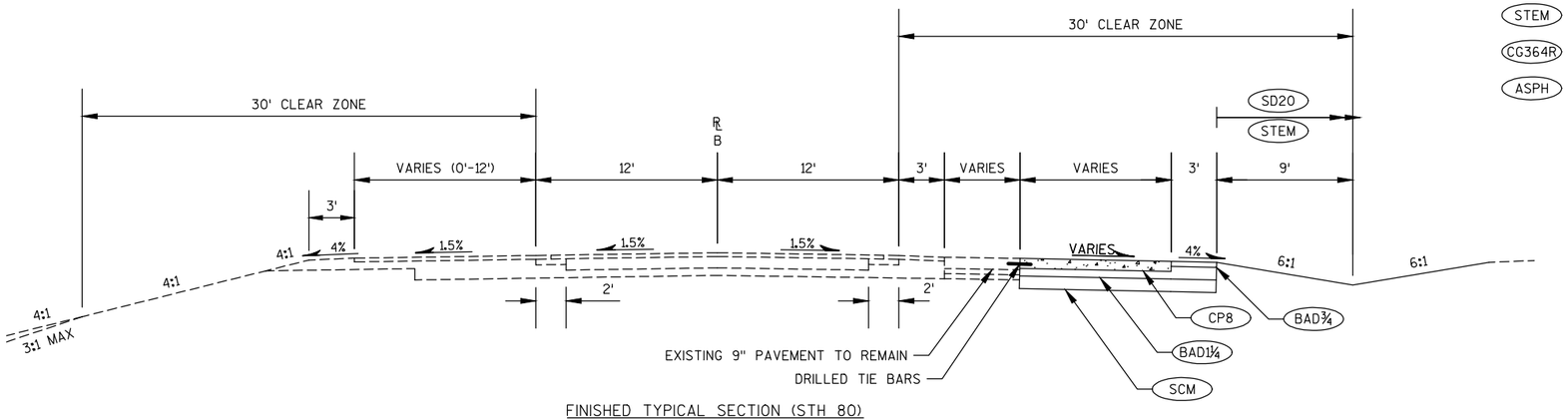
FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\020301_TS.DWG PLOT DATE : 3/25/2015 1:47 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION (STH 11)
STA 101+53.15A TO STA 101+93.62A



FINISHED TYPICAL SECTION (STH 11)
STA 101+93.62 TO STA 102+78.13A

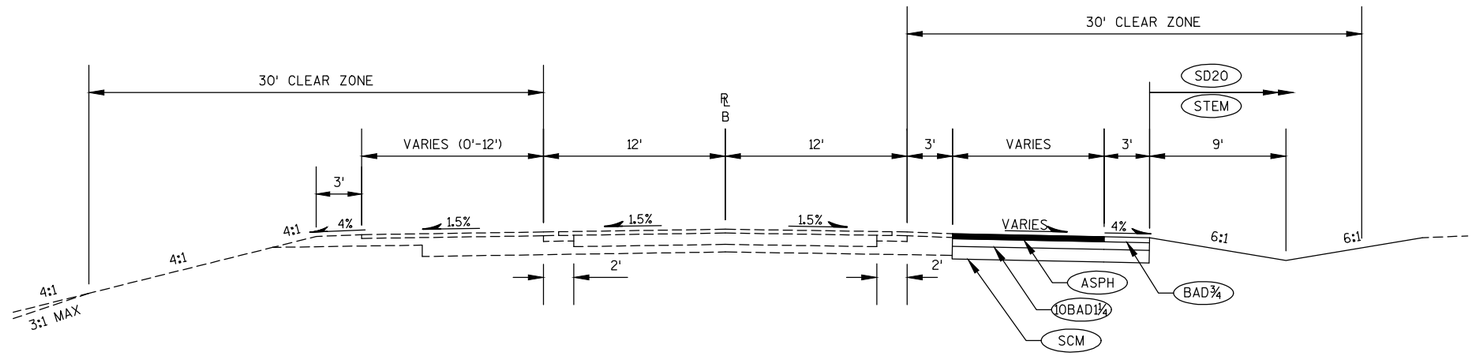


FINISHED TYPICAL SECTION (STH 80)
STA 201+06.28B TO STA 201+74.79B

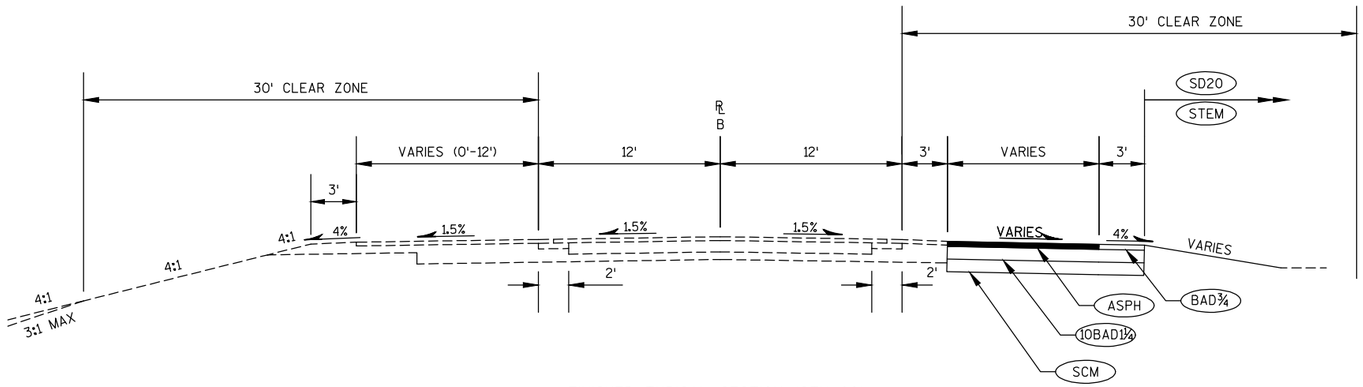
* INCIDENTAL TO CURB & GUTTER BID ITEMS

CP8	CONCRETE PAVEMENT 8-INCH (COLORING CONCRETE RED)
BAD1¼	6" BASE AGGREGATE DENSE 1¼-INCH
10BAD1¼	10" BASE AGGREGATE DENSE 1¼-INCH
BAD¾	4" BASE AGGREGATE DENSE ¾-INCH
SCM	10" SELECT CRUSHED MATERIAL
SD20	SEEDING MIXTURE NO 20, FERTILIZER TYPE A
STEM	SALVAGED TOPSOIL AND EROSION MAT CLASS I TYPE B
CG364R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
ASPH	4" ASPHALTIC SURFACE

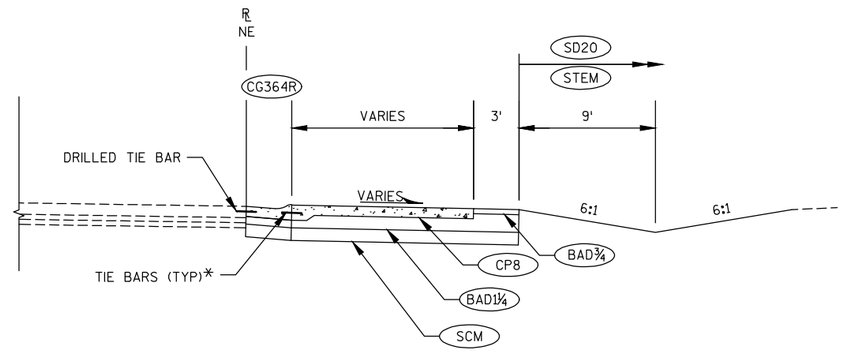
PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TYPICAL SECTIONS - STH 11/STH 80 INTERSECTION	SHEET 6	E



FINISHED TYPICAL SECTION (STH 80)
STA 201+74.79B TO STA 202+14.18B



FINISHED TYPICAL SECTION (STH 80)
STA 202+14.18B TO STA 203+14.03B

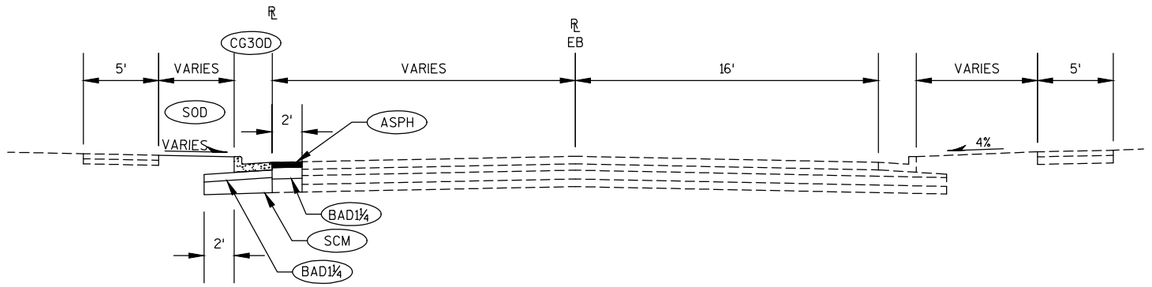


FINISHED TYPICAL SECTION (NE RETURN AT STH 80 INT.)
STA 11+38.10NE TO STA 12+66.37NE

* INCIDENTAL TO CURB & GUTTER BID ITEMS

CP8	CONCRETE PAVEMENT 8-INCH (COLORING CONCRETE RED)
BAD1¼	6" BASE AGGREGATE DENSE 1¼-INCH
10BAD1¼	10" BASE AGGREGATE DENSE 1¼-INCH
BAD¾	4" BASE AGGREGATE DENSE ¾-INCH
SCM	10" SELECT CRUSHED MATERIAL
SD20	SEEDING MIXTURE NO 20, FERTILIZER TYPE A
STEM	SALVAGED TOPSOIL AND EROSION MAT CLASS I TYPE B
CG364R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
ASPH	4" ASPHALTIC SURFACE

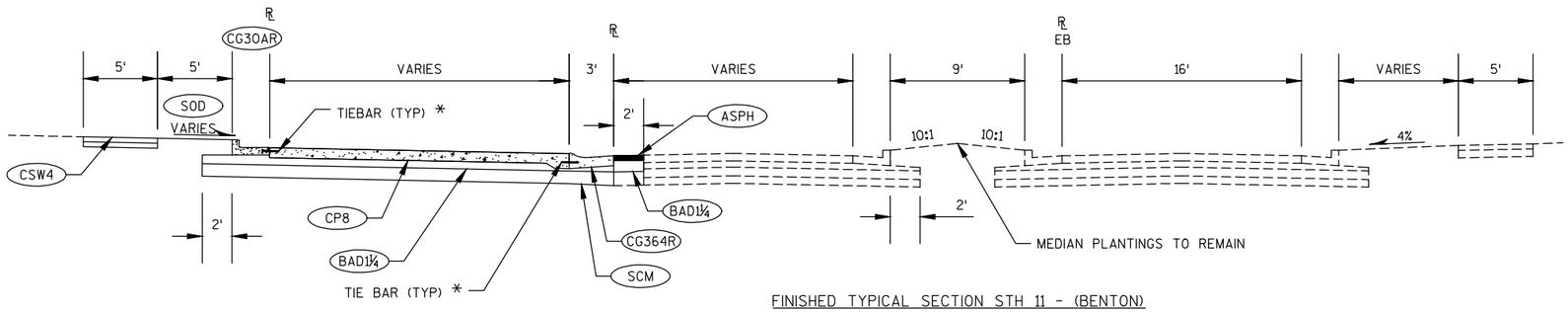
PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TYPICAL SECTIONS - STH 11/STH 80 INTERSECTION	SHEET 7	E



FINISHED TYPICAL SECTION STH 11 - (BENTON)
STA 12+02.18EB TO STA 12+29.41EB

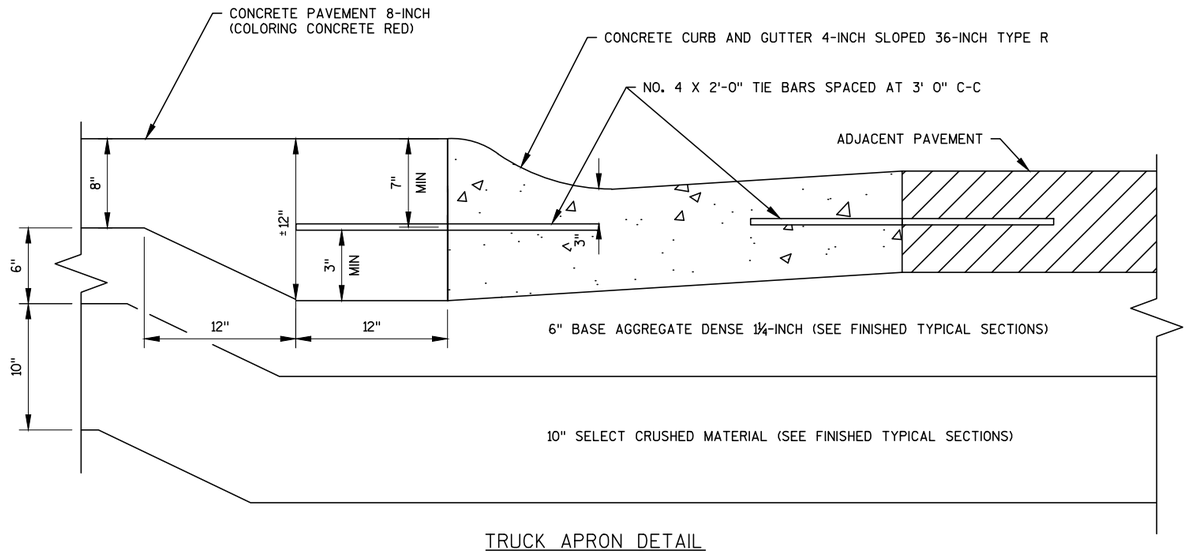
* INCIDENTAL TO CURB & GUTTER BID ITEMS

SOD	SOD LAWN, 4" TOPSOIL
BAD1¼	6" BASE AGGREGATE DENSE 1¼-INCH
CSW4	CONCRETE SIDEWALK 4-INCH, 4" BASE AGGREGATE DENSE 1¼-INCH
CP8	CONCRETE PAVEMENT 8-INCH (COLORING CONCRETE RED)
CG364R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CG30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
SCM	10" SELECT CRUSHED MATERIAL
CG30AR	CONCRETE CURB AND GUTTER 30-INCH TYPE A (REJECT)
ASPH	4" ASPHALTIC SURFACE

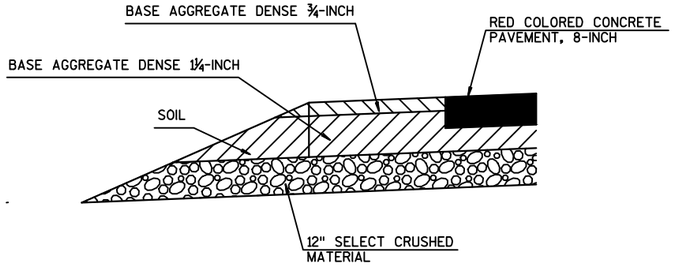


FINISHED TYPICAL SECTION STH 11 - (BENTON)
STA 12+29.41EB TO STA 13+65.41EB

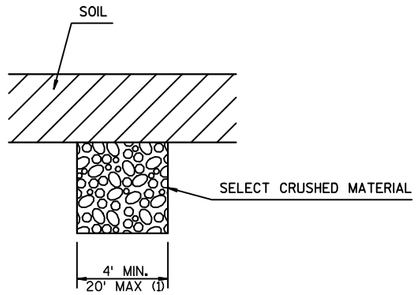
PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TYPICAL SECTIONS - STH 11 BENTON	SHEET 8	E



TRUCK APRON DETAIL



SECTION A-A



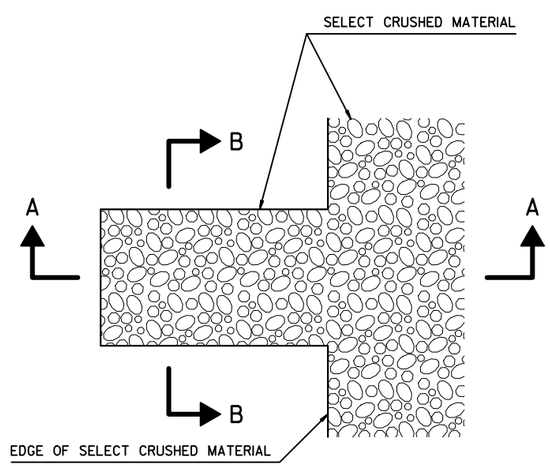
(1) 20' MAX AT STA 83+25

SECTION B-B

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 = 0.70 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.48 ACRES



DETAIL FOR FRENCH DRAINS

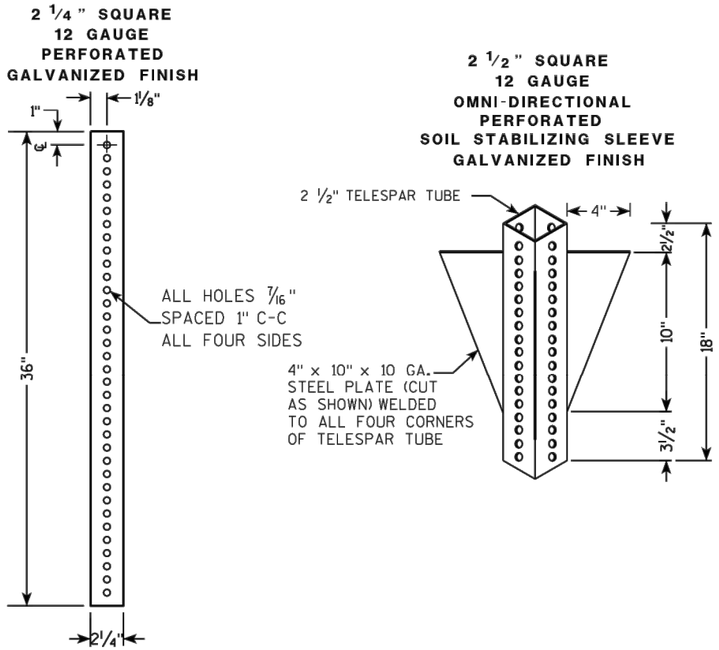
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'.

LOCATIONS AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

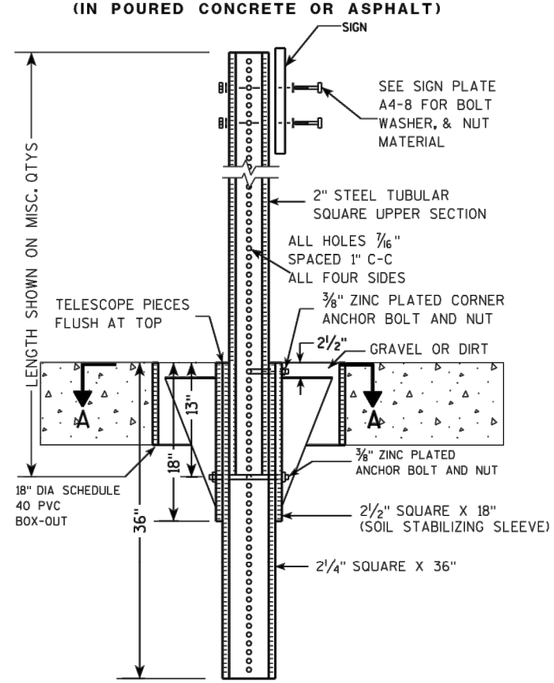
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL

DO NOT COVER OUTLET OF DRAINS WITH TOPSOIL

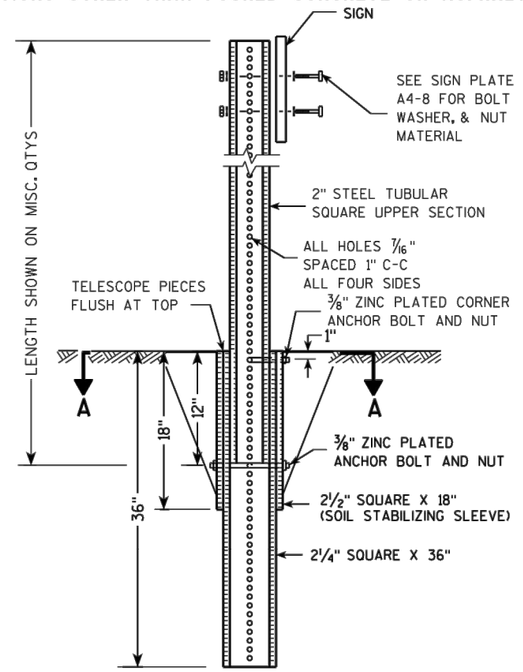
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

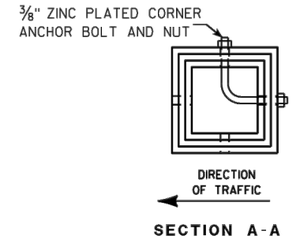


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

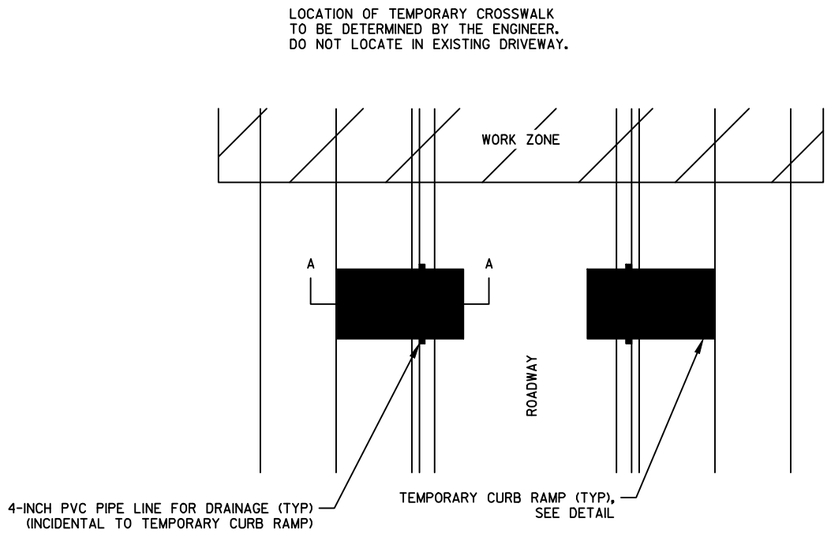




SECTION A-A

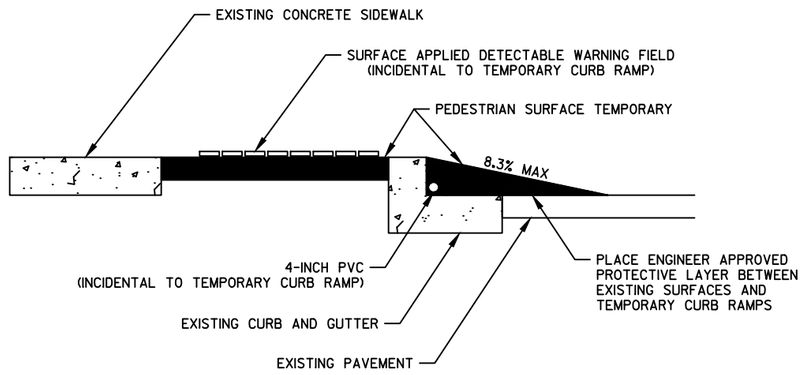
Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

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



TEMPORARY CROSSWALK DETAIL

USED AT NON-SIGNALIZED INTERSECTIONS



SECTION A-A

TEMPORARY CURB RAMP DETAIL

TRAFFIC CONTROL GENERAL NOTES

FOR NIGHTTIME CLOSURES USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

POST MOUNTED SIGNS LOCATED NEAR OR ADJACENT TO A SIDEWALK SHALL HAVE A 7' MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK.

FOR LONG-TERM STATIONARY WORK, THE DOUBLE YELLOW CENTERLINE AND/OR LANE LINES SHOULD BE REMOVED BETWEEN CROSS WALK LINES.

A CONTINUOUS TEMPORARY PEDESTRIAN ACCESS ROUTE INCLUDING ACCESSIBLE CROSSWALKS IS REQUIRED IN THE NORTH-SOUTH AND EAST-WEST DIRECTION OF THE RECONSTRUCT AREA AT ALL TIMES.

THE TEMPORARY PEDESTRIAN ACCESS ROUTE MAY BE EXISTING OR NEW SIDEWALK, ASPHALTIC SURFACE TEMPORARY, OR OTHER HARD STABLE SURFACE APPROVED BY THE ENGINEER.

THE TEMPORARY PEDESTRIAN ACCESS ROUTE CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS ACCESS THROUGHOUT THE RECONSTRUCTION PROJECT. REFER TO THE TRAFFIC CONTROL CONSTRUCTION DETAILS, TEMPORARY PEDESTRIAN ACCESS ROUTES, AND THE CONSTRUCTION DETAILS SHOWN ON THIS SHEET.

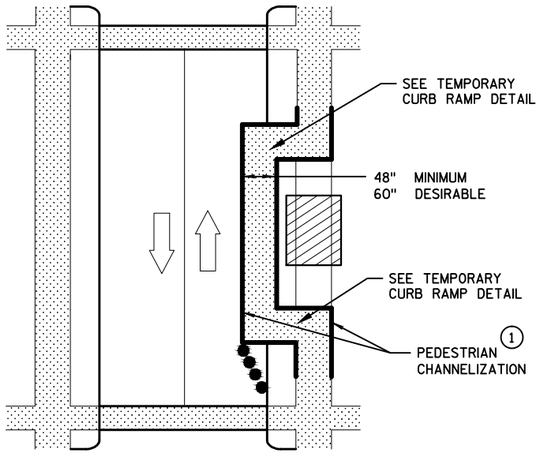
SURFACE APPLIED DETECTABLE WARNING AND 4-INCH PVC (IF NEEDED FOR DRAINAGE) SHALL BE INCIDENTAL TO THE ITEM, TEMPORARY CURB RAMP.

THE INTERSECTIONS IN THE WORK ZONE AREAS WILL PROVIDE ACCESSIBLE ACCESS BY STAGING THE CONSTRUCTION OF THE NEW CURB RAMPS TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS USING TEMPORARY PEDESTRIAN ACCESS ROUTES TO SIDEWALK ON OPPOSITE SIDES OF THE ROADWAY. SEE TRAFFIC CONTROL, SIDEWALK CLOSURE STANDARD DETAIL DRAWING FOR SIGNING OF THE TEMPORARY CROSSWALK LOCATIONS.

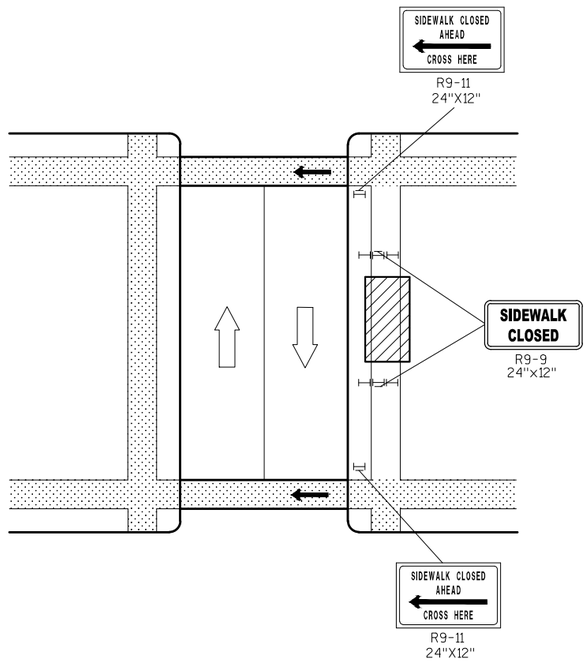
PEDESTRIAN SAFETY BARRIER CAN BE PLASTIC SAFETY FENCE WITH PERIMETER WOODEN FRAME OR OTHER BARRIER SYSTEM APPROVED BY THE ENGINEER.

2

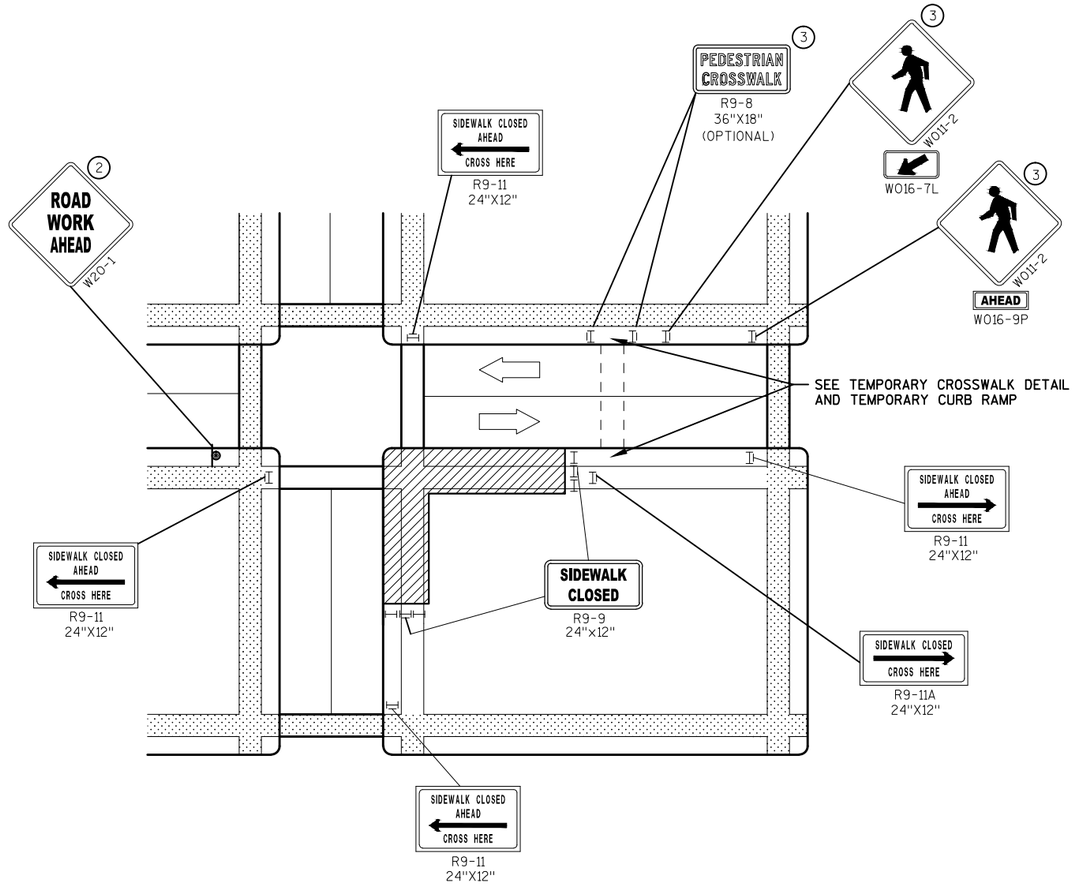
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



ROADWAY
SIDEWALK DIVERSION



SIDEWALK CLOSURE, MIDBLOCK



SIDEWALK CLOSURE, CORNER

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR OTHER PEDESTRIAN FACILITIES PROVIDE ADA COMPLIANT FACILITIES. INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES BY PROVIDING ADEQUATE SLOPE TRANSITIONS AND SURFACING.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

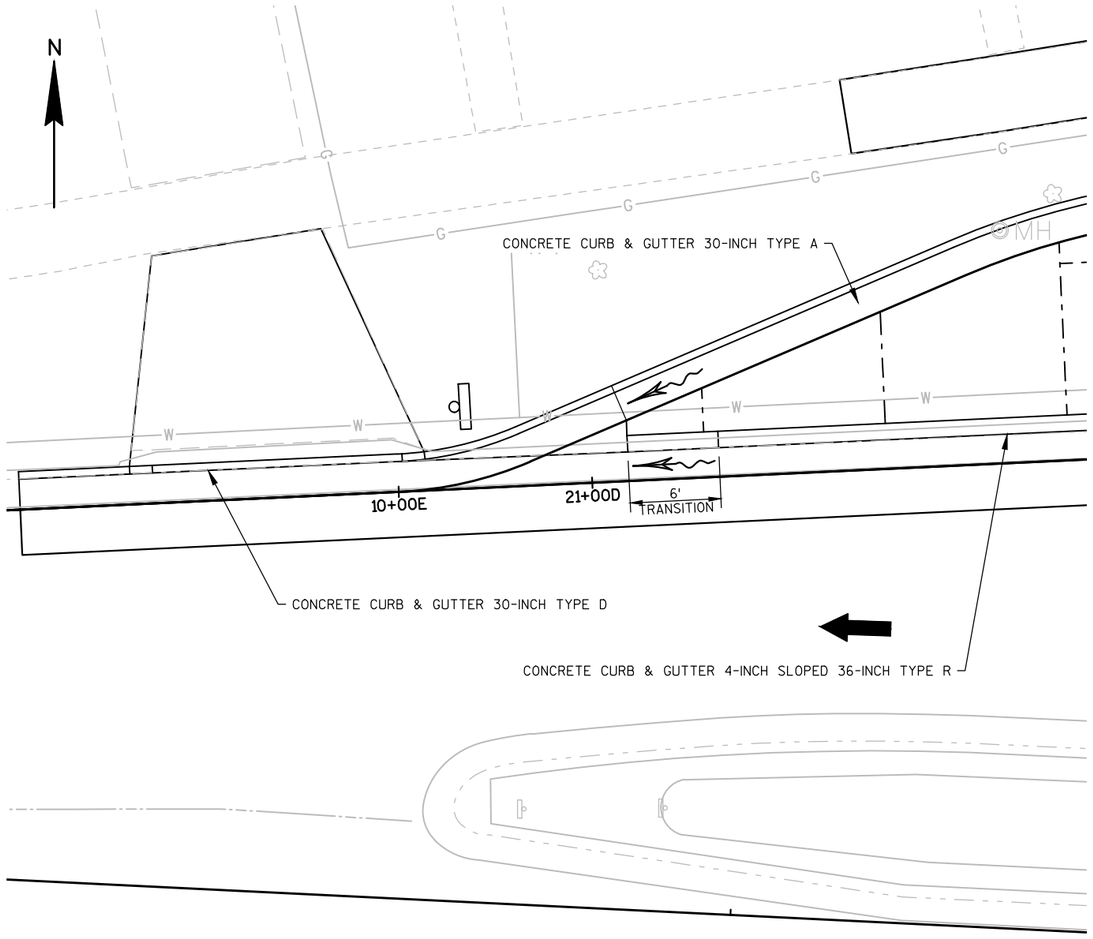
(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

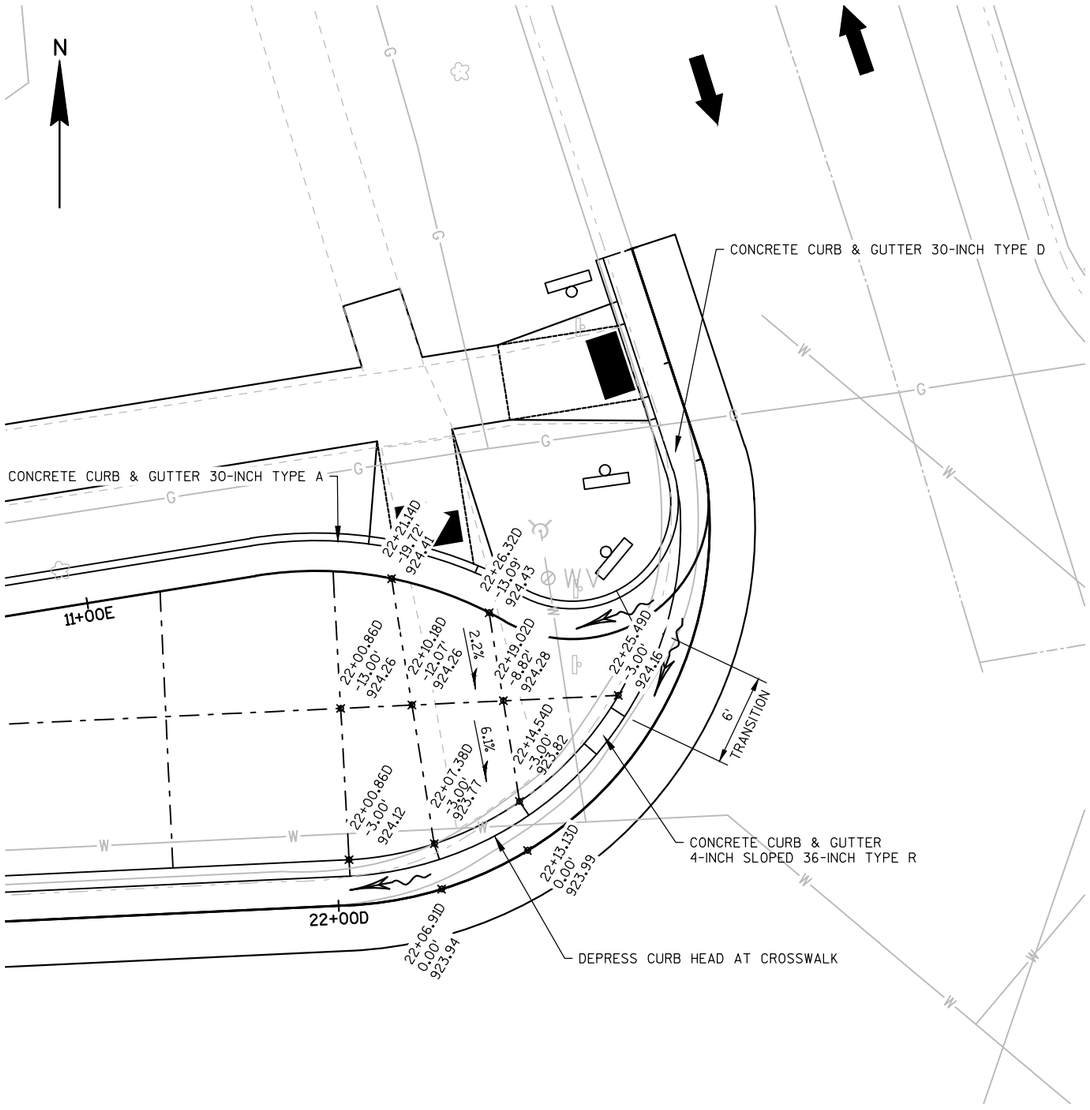
(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGNS

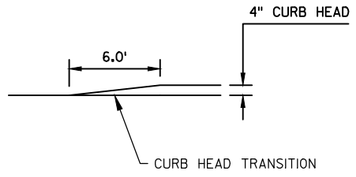
LEGEND

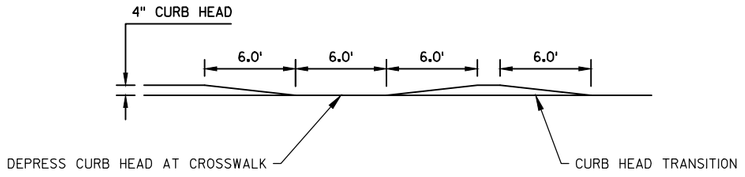
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE I I BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	TRAFFIC CONTROL - PEDESTRIAN ACCESS SIGNING	SHEET 12	E









PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CONSTRUCTION DETAIL - STH 11 BENTON	SHEET 13	E

2

KEY

ASPH	ASPHALTIC SURFACE
BAD3/4	BASE AGGREGATE DENSE ¾-INCH
CP8	CONCRETE PAVEMENT 8-INCH (COLORED CONCRETE RED)
CG364R	CONCRETE CURB AND GUTTER 4-INCH SLOPED TYPE R
CSD	CONCRETE SURFACE DRAIN

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	102+78.63A, 88.32'LT	CGSS IN POWER POLE	1018.06

CUBA CITY TELEPHONE

ALLIANT ENERGY - ELECTRIC

MEDIACOM

CENTURYLINK

EP: 14+64.07NE

203+00B

STH 80

14+00NE

ASPH

BAD3/4

202+00B

CUBA CITY TELEPHONE

SAWCUT

PT: 13+14.17NE

13+00NE

FRENCH DRAIN
(SELECT CRUSHED MATERIAL)

CP8

RCC: 12+27.98NE

SLOPE INTERCEPT

12+00NE

CG364R

SAWCUT

PC: 10+70.62NE

CP8

CSD

PI: 10+20.62NE

5

RW

FRENCH DRAIN
(SELECT CRUSHED MATERIAL)

END CONSTRUCTION
STA 102+98.13A
Y = 423,496.300
X = 894,336.697
MATCH EXISTING

ALLIANT ENERGY - ELECTRIC

PI: 99+50.00

PI: 100+00.00

201+00B

BP: 98+00.00

R/W

99+00A

NORTH HOLLOW ROAD

STA 100+00.00A =
STA 200+00.00B

101+00A

102+00A

103+00A

104+00A

105+00A

STH 11

REMOVE AND REPLACE WITH
CONCRETE PAVEMENT 8-INCH

BEGIN PROJECT
STA 100+28.61A
Y = 423,495.812
X = 894,067.177
MATCH EXISTING

PI: 10+00.00NE

BP: 9+50.00NE

R/W

CUBA CITY TELEPHONE

BP: 199+00.00

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	PLAN DETAIL - STH 11/STH 80 INTERSECTION	SHEET 14	E

2

N

MEDIACOM

CENTURYLINK

CUBA CITY TELEPHONE

ALLIANT ENERGY - ELECTRIC

CUBA CITY TELEPHONE

ALLIANT ENERGY - ELECTRIC

STH 80

203+00B

202+00B

201+00B

14+00NE

13+00NE

12+00NE

11+00NE

13+25.13NE
-9.87'
1023.96

13+25.00NE
0.00'
1023.17

13+00.00NE
0.00'
1023.66

12+75.00NE
0.00'
1023.41

12+66.37NE
-25.49'
1023.47

12+50.00NE
0.00'
1022.69

12+25.00NE
0.00'
1021.58

12+00.00NE
16.00'
1020.45

11+75.00NE
0.00'
1019.61

11+50.00NE
0.00'
1018.77

11+25.00NE
0.00'
1017.93

12+05.75
-35.15'
1020.96

11+52.34
-17.95'
1019.01

11+34.75NE
-16.01'
1018.46

10+70.62NE
0.00'
1016.10

10+20.62NE
0.00'
1014.46

10+00.01NE
0.00'
1013.91

NOTE: 12' MAX JOINT SPACING

END CONSTRUCTION
STA 102+98.13A
Y = 423,496.300
X = 894,336.697
MATCH EXISTING

BEGIN PROJECT
STA 100+28.61A
Y = 423,495.812
X = 894,067.177
MATCH EXISTING

STA 100+00.00A =
STA 200+00.00B

BP: 199+00.00

99+00A

101+00A

102+00A

103+00A

104+00A

105+00A

NORTH HOLLOW ROAD

STH 11

R/W

RW

CUBA CITY TELEPHONE

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	PLAN DETAIL - STH 11/STH 80 INTERSECTION	SHEET 15	E

KEY

ASPH	ASPHALTIC SURFACE
CP8	CONCRETE PAVEMENT 8-INCH (COLORED CONCRETE RED)
CDHES6	CONCRETE DRIVEWAY HES 6-INCH
CG30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
CG364R	CONCRETE CURB AND GUTTER 4-INCH SLOPED TYPE R
CG30AR	CONCRETE CURB AND GUTTER 30-INCH TYPE A (REJECT)
CR2	CURB RAMP TYPE 2
CR5	CURB RAMP TYPE 5
CLGR	CLEARING AND GRUBBING

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	11+28.04E, 6.99' LT	TN HYD GALENA	927.56

N

ALLIANT GAS
CAUTION

N GALENA ST

REMOVE CONCRETE SIDEWALK AND REPLACE WITH CONCRETE SIDEWALK 4-INCH

CG30D

CR2

ALLIANT GAS
CAUTION

CLGR

CLGR

CLGR

BENTON MUNICIPAL WATER

CDHES6

11+00E

CR2

CG30AR

ABANDONING MANHOLE

TEMPLE AVE

BENTON MUNICIPAL SEWER

SAWCUT

22+00D

10+00E

21+00D

CP8

2'

CG364R

CG30D

ASPH

VALVE BOX, 6-INCH

EP: 14+00.00

PROTECT MONUMENTS

CR5

BENTON MUNICIPAL WATER

ALLIANT GAS
CAUTION

12+00EB

13+00EB

STH 11

SAWCUT

CR2

BEGIN CONSTRUCTION
STA 12+01.65EB
Y = 127,058.552
X = 410,486.984
MATCH EXISTING

MEDIACOM

BENTON MUNICIPAL ELECTRIC

END PROJECT
STA 13+65.40EB
Y = 127,050.557
X = 410,650.470
MATCH EXISTING

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	PLAN DETAIL - STH 11 BENTON	SHEET 16	E

NOTE: 12 FT MAX JOINT SPACING

ALLIANT GAS
CAUTION

ALLIANT GAS
CAUTION

N GALENA ST

TEMPLE AVE

BENTON MUNICIPAL WATER

BENTON MUNICIPAL SEWER

BENTON MUNICIPAL WATER

ALLIANT GAS
CAUTION

20+62.21D
0.00'
MATCH

20+87.21D
0.00'
922.80

20+95.97D
-1.58'
922.90

21+08.09D
-20.88'
MATCH

21+17.54D
-25.79'
MATCH

21+25.23D
-12.52'
923.63

21+37.11D
-15.37'
923.77

21+50.00D
-16.83'
923.91

21+50.00D
-22.41'
924.72

21+75.00D
-32.24'
924.85

21+75.00D
-19.66'
924.19

21+95.58D
-21.99'
924.39

22+31.40D
-17.86'
924.27

22+56.57D
-22.54'
924.98

22+55.41D
-15.38'
925.08

22+50.29D
-15.01'
925.03

22+57.88D
0.00'
MATCH

22+50.81D
-2.00'
924.56

22+43.20D
0.00'
924.48

22+26.32D
-11.95'
924.43

10+00E

11+00E

12' MAX

10'

21+00D

22+00D

3.9%

8.3%

DEPRESS CURB HEAD
AT CROSSWALK

12+00EB

13+00EB

STH 11

FFA

13+53.85EB
-9.54'
923.02

13+53.46EB
-6.81'
923.16

5.2%

5.2%

EP: 14+00.00EB

13+52.80EB
-22.20'
922.92

13+52.22EB
18.43'
920.78

13+52.19EB
-26.15'
921.20

5.5%

2.0%

13+52.21EB
30.95'
921.30

BEGIN CONSTRUCTION
STA 12+01.65EB
Y = 127,058.552
X = 410,486.984
MATCH EXISTING

MEDIACOM

BENTON MUNICIPAL ELECTRIC

END PROJECT
STA 13+65.40EB
Y = 127,050.557
X = 410,650.470
MATCH EXISTING

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	PLAN DETAIL - STH 11 BENTON	SHEET 17	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\021202_PD (BENTON).DWG PLOT DATE : 3/25/2015 1:48 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

- SURFACE WATER FLOW
- EROSION MAT CLASS 1 TYPE B, SEED MIXTURE NO. 20, FERTILIZER TYPE A
- TEMPORARY DITCH CHECKS
- SILT FENCE

N

STH 80

203+00B

202+00B

201+00B

R/W

SLOPE INTERCEPT

BP: 98+00.00A

PI: 99+50.00A

PI: 100+00.00A

99+00A

NORTH HOLLOW ROAD

101+00A

102+00A

103+00A

104+00A

105+00A

STH 11

STA 100+00.00 A=
STA 200+00.00 B

BP: 199+00.00B

GUY

OH

T

FO

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	EROSION CONTROL - STH 11/STH 80 INTERSECTION	SHEET 18

LEGEND

SURFACE WATER FLOW

SOD LAWN AND FERTILIZER TYPE A

N

R/W

N GALENA ST

TEMPLE AVE

11+00E

22+00D

10+00E

21+00D

12+00EB

13+00EB

STH 11

EP: 14+00.00EB

2

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	EROSION CONTROL - STH 11 BENTON	SHEET 19

2

2

LEGEND

- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST
- (1-1) DENOTES SIGN NUMBER
- (C-E) PAVEMENT MARKING CURB EPOXY
- (IN-E) PAVEMENT MARKING ISLAND NOSE EPOXY
- (CW-E6) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
- (CW-E12) PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
- (SL-E18) PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- (E4W) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- * SIGNS HAVE TUBULAR STEEL SIGN POSTS. TOP OF SIGN BASES TO BE INSTALLED FLUSH WITH ADJACENT CONCRETE OR GROUND.

N

STH 80

203+00B

202+00B

201+00B

E4W

MOVE AND INSTALL ON NEW POST *(1-2) DO NOT ENTER

MOVE AND INSTALL ON NEW POST *(1-3) STOP

MOVE AND INSTALL ON NEW POST *(1-4)

*(1-1) WEST 11 SOUTH 80 J3-2 48"X57"

NORTH 80 REMOVE

*(1-5) NORTH 80 J3-1 24"X57"

SL-E18

IN-E

C-E

BP: 98+00.00A

99+00A

NORTH HOLLOW ROAD

101+00A

102+00A

103+00A

104+00A

105+00A

PI: 99+50.00A

PI: 100+00.00A

STA 100+00.00 A=
STA 200+00.00 B

*(1-6) STOP MOVE AND INSTALL ON NEW POST

BP: 199+00.00B

STH 11

YIELD REMOVE

(1-7) YIELD R1-2 48"X42"

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	PERMANENT SIGNING AND PAVEMENT MARKING - STH 11/STH 80	SHEET 20

LEGEND

- EXISTING SIGN
- PROPOSED SIGN MOUNTED ON POST
- (1-1) DENOTES SIGN NUMBER.

- (C-E) PAVEMENT MARKING CURB EPOXY
- (IN-E) PAVEMENT MARKING ISLAND NOSE EPOXY
- (CW-E6) PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
- (CW-E12) PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
- (SL-E18) PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- (E4W) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

* SIGNS HAVE TUBULAR STEEL SIGN POSTS. TOP OF SIGN BASES TO BE INSTALLED FLUSH WITH ADJACENT CONCRETE OR GROUND.

MOVE COUNTY J

MOVE GALENA ST / HWY 11

MOVE STOP

MOVE AND INSTALL ON NEW POST (2-2)

(2-1) NO PARKING ANY TIME R7-1D 18"X24"

11 REMOVE

MOVE AND INSTALL ON NEW POST (2-3)*

MOVE AND INSTALL ON NEW POST (2-4)*

N GALENA ST

TEMPLE AVE

STH 11

10+00E

11+00E

21+00D

22+00D

12+00EB

13+00EB

EP: 14+00.00EB

C-E

CW-E6

CW-E12

IN-E

N

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	PERMANENT SIGNING AND MARKING - STH 11 BENTON	SHEET 21

2

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN MOUNTED ON POST
- SIGN ON TEMPORARY SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

N

203+00B

14.3'

STH 80

202+00B

201+00B

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

RIGHT SHOULDER CLOSED W21-5-A

TEMPORARY STOP R1-1 36"X36"

RIGHT SHOULDER CLOSED W21-5-A

INSTALL SIGN AT STA 109+05A

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

99+00A

NORTH HOLLOW ROAD

101+00A

102+00A

103+00A

104+00A

105+00A

STH 11

15.0'

STA 100+00.00 A=
STA 200+00.00 B

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

PROJECT NO: 1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	TRAFFIC CONTROL - STH 11/STH 80 INTERSECTION	SHEET 22	E

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN MOUNTED ON POST
- SIGN ON TEMPORARY SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

N

203+00B

202+00B

201+00B

STH 80

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

99+00A

NORTH HOLLOW ROAD

101+00A

102+00A

103+00A

104+00A

STH 11

105+00A

STA 100+00.00 A=
STA 200+00.00 B

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

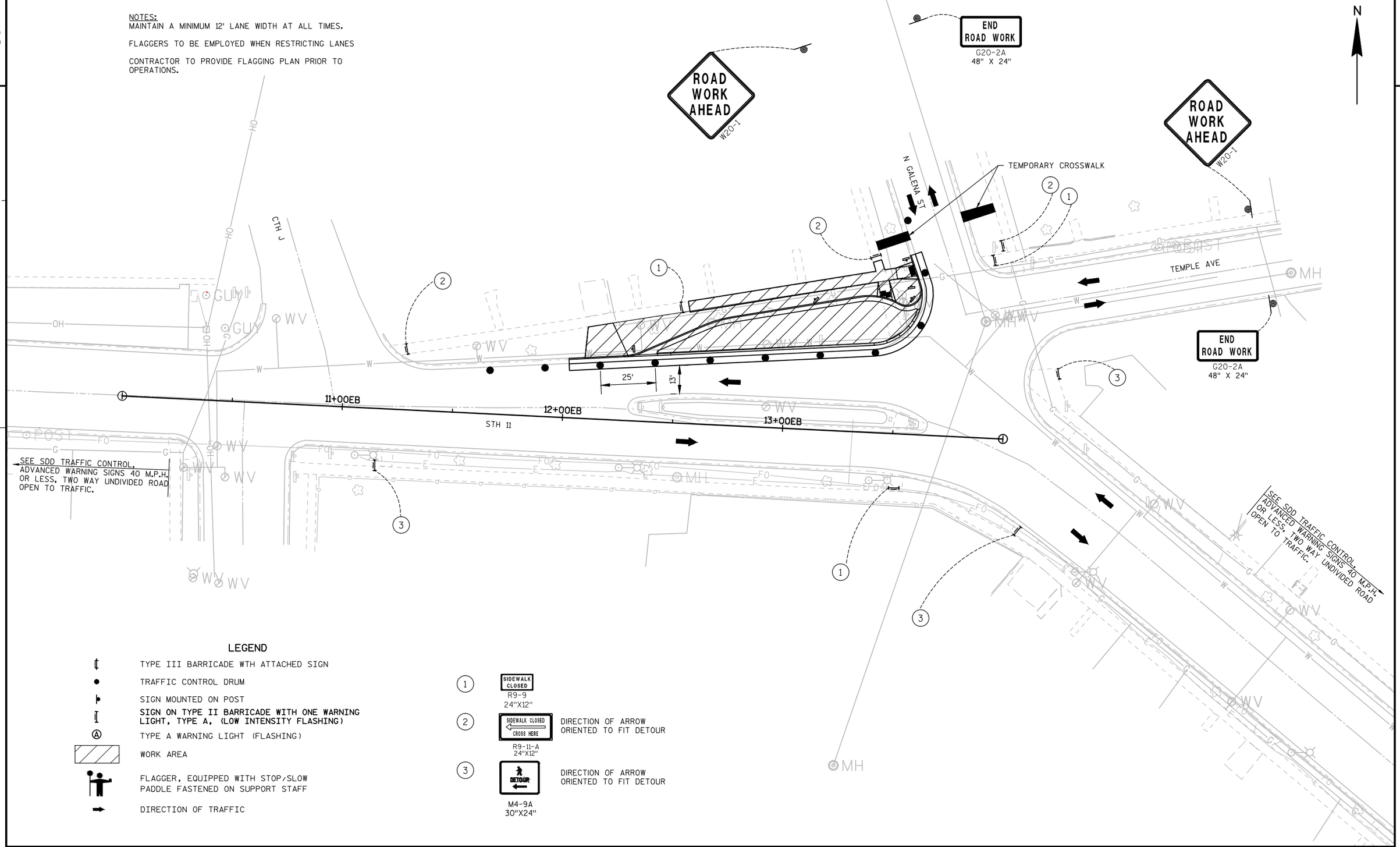
PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	TRAFFIC CONTROL - OFF PEAK LANE CLOSURE - STH 11/STH 80	SHEET 23	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\STH 80\025002_TC (OFF-PEAK) (STH 80) - COPY.DWG PLOT DATE : 3/25/2015 1:50 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:50 FT

NOTES:
MAINTAIN A MINIMUM 12' LANE WIDTH AT ALL TIMES.

FLAGGERS TO BE EMPLOYED WHEN RESTRICTING LANES

CONTRACTOR TO PROVIDE FLAGGING PLAN PRIOR TO OPERATIONS.



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN MOUNTED ON POST
- SIGN ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, (LOW INTENSITY FLASHING)
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

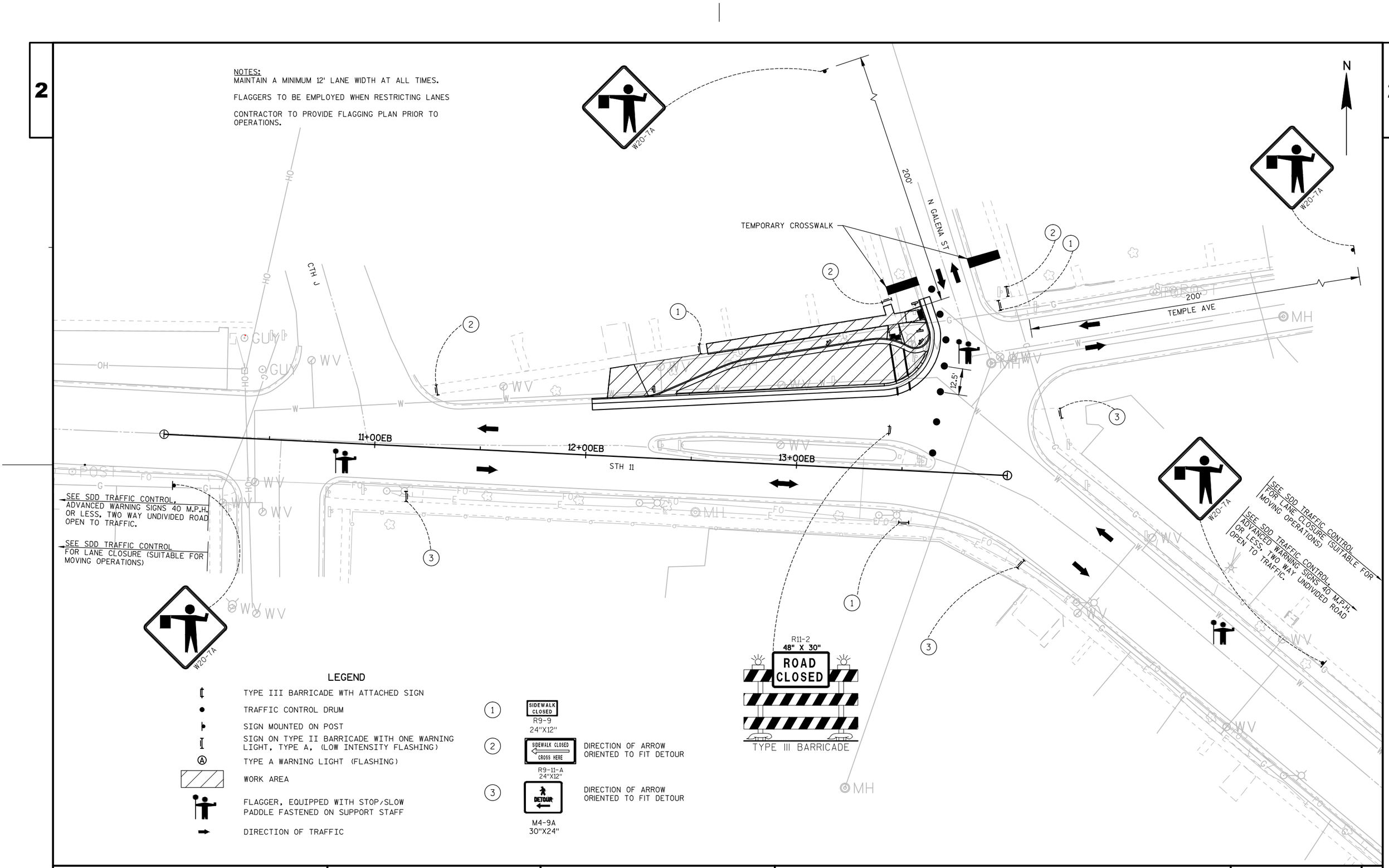
1. SIDEWALK CLOSED — R9-9, 24"X12"
2. SIDEWALK CLOSED / CROSS HERE — R9-11-A, 24"X12" — DIRECTION OF ARROW ORIENTED TO FIT DETOUR
3. DETOUR — M4-9A, 30"X24" — DIRECTION OF ARROW ORIENTED TO FIT DETOUR

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	TRAFFIC CONTROL - STAGE 1 (BENTON)	SHEET 24	E

NOTES:
MAINTAIN A MINIMUM 12' LANE WIDTH AT ALL TIMES.

FLAGGERS TO BE EMPLOYED WHEN RESTRICTING LANES

CONTRACTOR TO PROVIDE FLAGGING PLAN PRIOR TO OPERATIONS.



LEGEND

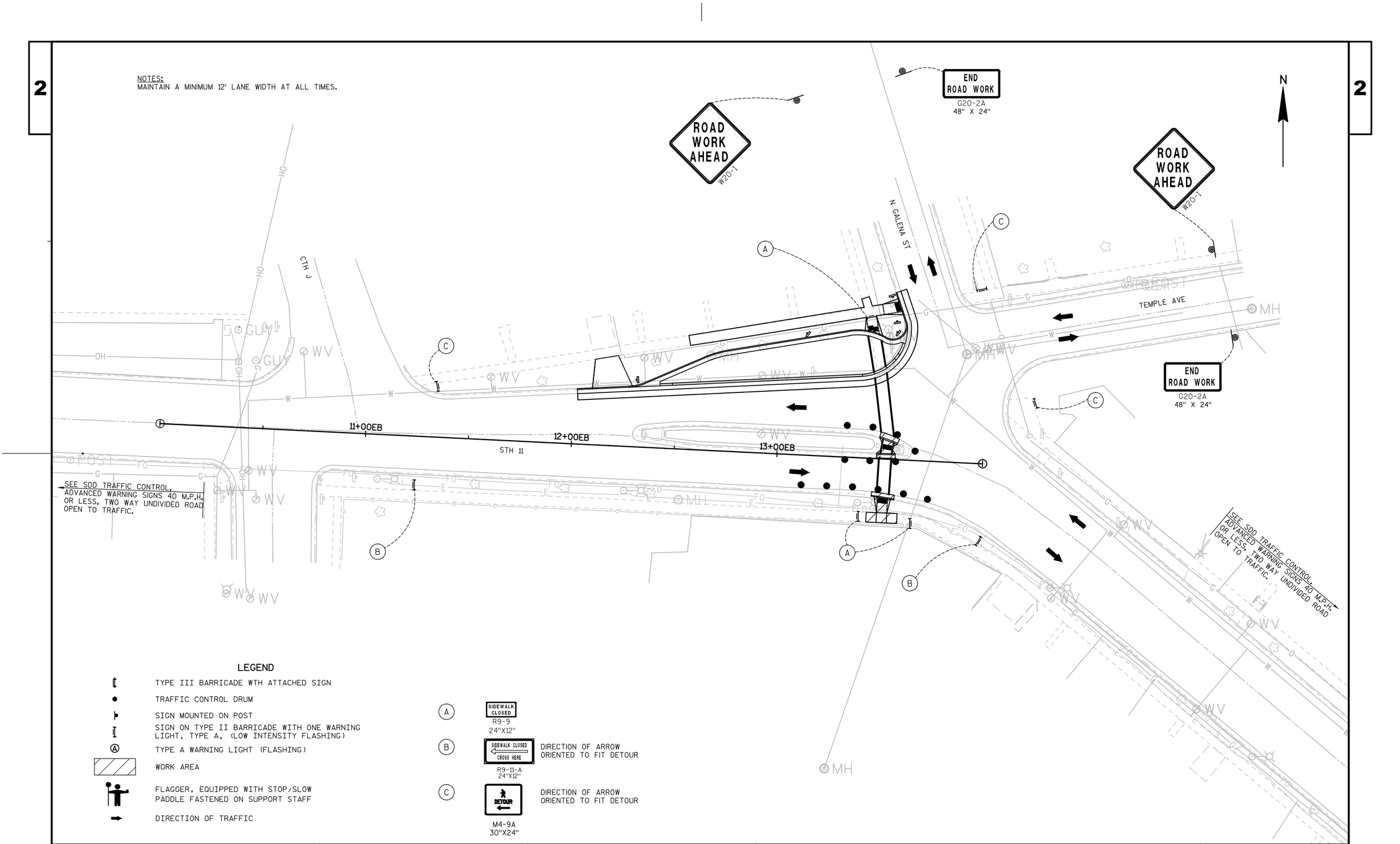
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN MOUNTED ON POST
- SIGN ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, (LOW INTENSITY FLASHING)
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

1. SIDEWALK CLOSED — R9-9, 24"X12"
2. SIDEWALK CLOSED / CROSS HERE — R9-11-A, 24"X12" — DIRECTION OF ARROW ORIENTED TO FIT DETOUR
3. DETOUR — M4-9A, 30"X24" — DIRECTION OF ARROW ORIENTED TO FIT DETOUR

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	TRAFFIC CONTROL - STAGE 1 LANE CLOSURE (BENTON)	SHEET 25	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\025001_TC-STAGE 1 CLOSED (BENTON).DWG PLOT DATE : 3/25/2015 1:50 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:
MAINTAIN A MINIMUM 12' LANE WIDTH AT ALL TIMES.



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN MOUNTED ON POST
- SIGN ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, (LOW INTENSITY FLASHING)
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

(A) SIDEWALK CLOSED
R9-9
24"X12"

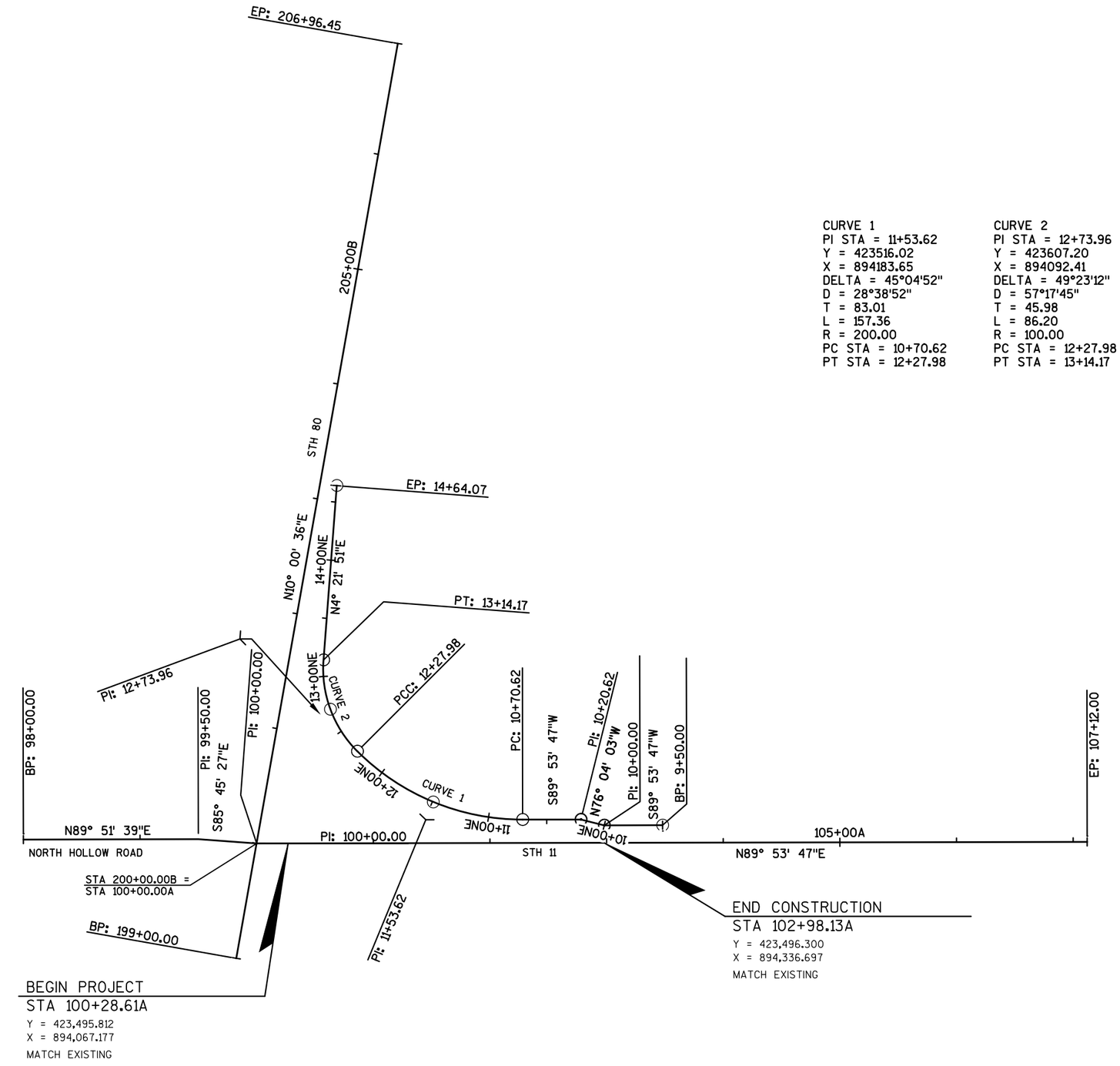
(B) SIDEWALK CLOSED / CROSS HERE — DIRECTION OF ARROW ORIENTED TO FIT DETOUR
R9-11-A
24"X12"

(C) DETOUR — DIRECTION OF ARROW ORIENTED TO FIT DETOUR
M4-9A
30"X24"

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	TRAFFIC CONTROL - STAGE 2 (BENTON)	SHEET 26	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\025001_TC-STAGE 2 (BENTON).DWG PLOT DATE : 3/25/2015 1:50 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



N

CURVE 1	CURVE 2
PI STA = 11+53.62	PI STA = 12+73.96
Y = 423516.02	Y = 423607.20
X = 894183.65	X = 894092.41
DELTA = 45°04'52"	DELTA = 49°23'12"
D = 28°38'52"	D = 57°17'45"
T = 83.01	T = 45.98
L = 157.36	L = 86.20
R = 200.00	R = 100.00
PC STA = 10+70.62	PC STA = 12+27.98
PT STA = 12+27.98	PT STA = 13+14.17

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	ALIGNMENT DETAIL - STH 11/STH 80 INTERSECTION	SHEET 27	E

2

CURVE 1
PI STA = 10+04.52
Y = 127084.32
X = 410517.90
DELTA = 20°29'56"
D = 229°10'59"
T = 4.52
L = 8.94
R = 25.00
PC STA = 10+00.00
PT STA = 10+08.94

CURVE 2
PI STA = 10+46.34
Y = 127100.82
X = 410556.43
DELTA = 14°02'10"
D = 114°35'30"
T = 6.16
L = 12.25
R = 50.00
PC STA = 10+40.18
PT STA = 10+52.43

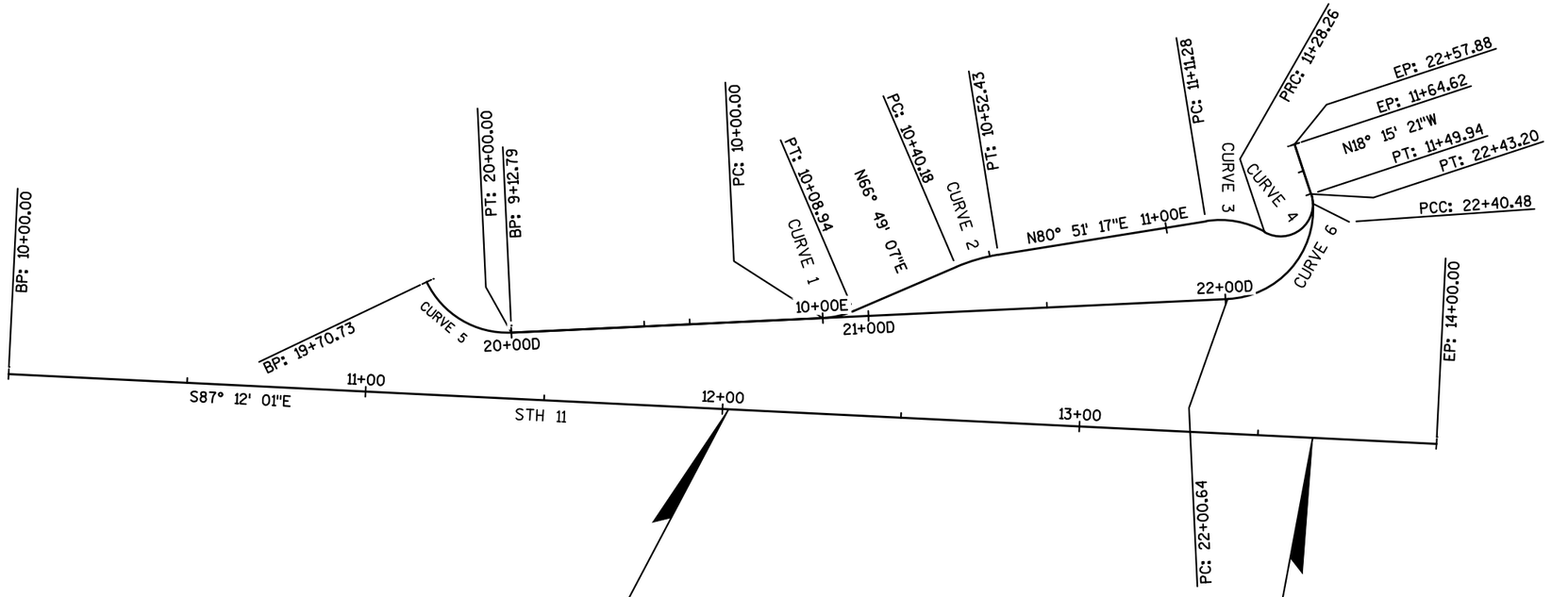
CURVE 3
PI STA = 11+20.11
Y = 127112.55
X = 410629.33
DELTA = 38°54'59"
D = 229°10'59"
T = 8.83
L = 16.98
R = 25.00
PC STA = 11+11.28
PT STA = 11+28.26

CURVE 4
PI STA = 11+51.72
Y = 127096.52
X = 410657.36
DELTA = 138°01'37"
D = 636°37'11"
T = 23.46
L = 21.68
R = 9.00
PC STA = 11+28.26
PT STA = 11+49.94

CURVE 5
PI STA = 19+87.31
Y = 127079.24
X = 410409.71
DELTA = 67°10'55"
D = 229°30'48"
T = 16.58
L = 29.27
R = 24.96
PC STA = 19+70.73
PT STA = 20+00.00

CURVE 6
PI STA = 22+26.22
Y = 127090.61
X = 410652.24
DELTA = 91°18'31"
D = 229°10'59"
T = 25.58
L = 39.84
R = 25.00
PC STA = 22+00.64
PT STA = 22+40.48

N



BEGIN CONSTRUCTION
STA 12+01.65EB
Y = 127,058.552
X = 410,486.984
MATCH EXISTING

END PROJECT
STA 13+65.40EB
Y = 127,050.557
X = 410,650.470
MATCH EXISTING

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	ALIGNMENT DETAIL - STH 11 BENTON	SHEET

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\027201_AD-BENTON.DWG
LAYOUT NAME - 027201_AD-BENTON
PLOT DATE : 2/26/2015 8:44 AM PLOT BY : JASON KLEIST PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

DATE 31MAR15 — 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	1706-00-71 QUANTITY
0010	201.0120	Clearing	ID	70.000	70.000
0020	201.0220	Grubbing	ID	70.000	70.000
0030	204.0100	Removing Pavement	SY	25.000	25.000
0040	204.0150	Removing Curb & Gutter	LF	377.000	377.000
0050	204.0155	Removing Concrete Sidewalk	SY	115.000	115.000
0060	204.0250	Abandoning Manholes	EACH	1.000	1.000
0070	205.0100	Excavation Common	CY	1,196.000	1,196.000
0080	213.0100	Finishing Roadway (project) 01. 1706-00-71	EACH	1.000	1.000
0090	305.0110	Base Aggregate Dense 3/4-Inch	TON	40.000	40.000
0100	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	550.000	550.000
0110	312.0110	Select Crushed Material	TON	650.000	650.000
0120	405.0100	Coloring Concrete Red	CY	128.000	128.000
0130	415.0080	Concrete Pavement 8-Inch	SY	714.000	714.000
0140	416.0260	Concrete Driveway HES 6-Inch	SY	25.000	25.000
0150	416.0610	Drilled Tie Bars	EACH	185.000	185.000
0160	416.1010	Concrete Surface Drains	CY	2.000	2.000
0170	465.0105	Asphaltic Surface	TON	33.000	33.000
0180	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	125.000	125.000
0190	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	84.000	84.000
0200	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	406.000	406.000
0210	602.0405	Concrete Sidewalk 4-Inch	SF	751.000	751.000
0220	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	32.000	32.000
0230	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1706-00-71	EACH	1.000	1.000
0240	619.1000	Mobilization	EACH	1.000	1.000
0250	625.0500	Salvaged Topsoil	SY	675.000	675.000
0260	628.1504	Silt Fence	LF	35.000	35.000
0270	628.1520	Silt Fence Maintenance	LF	35.000	35.000
0280	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0290	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0300	628.2004	Erosion Mat Class I Type B	SY	675.000	675.000
0310	628.7504	Temporary Ditch Checks	LF	30.000	30.000
0320	629.0205	Fertilizer Type A	CWT	0.550	0.550
0330	630.0120	Seeding Mixture No. 20	LB	18.000	18.000
0340	630.0200	Seeding Temporary	LB	18.000	18.000
0350	631.0300	Sod Water	MGAL	3.400	3.400
0360	631.1000	Sod Lawn	SY	150.000	150.000
0370	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0380	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0390	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	1.000	1.000
0400	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	2.000	2.000
0410	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	3.000	3.000
0420	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000	2.000
0430	637.2210	Signs Type II Reflective H	SF	38.500	38.500
0440	638.2102	Moving Signs Type II	EACH	10.000	10.000
0450	638.2602	Removing Signs Type II	EACH	4.000	4.000
0460	638.3000	Removing Small Sign Supports	EACH	9.000	9.000
0470	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0480	642.5001	Field Office Type B	EACH	1.000	1.000
0490	643.0100	Traffic Control (project) 01. 1706-00-71	EACH	1.000	1.000
0500	643.0300	Traffic Control Drums	DAY	2,371.000	2,371.000

3

DATE 31MAR15 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	1706-00-71 QUANTITY
0510	643.0410	Traffic Control Barricades Type II	DAY	392.000	392.000
0520	643.0420	Traffic Control Barricades Type III	DAY	10.000	10.000
0530	643.0705	Traffic Control Warning Lights Type A	DAY	412.000	412.000
0540	643.0900	Traffic Control Signs	DAY	2,409.000	2,409.000
0550	645.0130	Geotextile Fabric Type R	SY	20.000	20.000
0560	646.0106	Pavement Marking Epoxy 4-Inch	LF	370.000	370.000
0570	646.0600	Removing Pavement Markings	LF	225.000	225.000
0580	647.0456	Pavement Marking Curb Epoxy	LF	261.000	261.000
0590	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	49.000	49.000
0600	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	4.000
0610	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	123.000	123.000
0620	647.0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	173.000	173.000
0630	650.4500	Construction Staking Subgrade	LF	660.000	660.000
0640	650.5000	Construction Staking Base	LF	335.000	335.000
0650	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	213.000	213.000
0660	650.7000	Construction Staking Concrete Pavement	LF	463.000	463.000
0670	650.9910	Construction Staking Supplemental Control (project) 01. 1706-00-71	LS	1.000	1.000
0680	650.9920	Construction Staking Slope Stakes	LF	375.000	375.000
0690	690.0150	Sawing Asphalt	LF	343.000	343.000
0700	690.0250	Sawing Concrete	LF	200.000	200.000
0710	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0720	SPV.0045	Special 01. Temporary Crosswalk	DAY	32.000	32.000
0730	SPV.0060	Special 01. Valve Box, 6-Inch	EACH	1.000	1.000
0740	SPV.0060	Special 02. Furnishing Trees Maple (Red), B & B, 3" CAL	EACH	4.000	4.000
0750	SPV.0060	Special 03. Construction Staking Curb Ramp	EACH	4.000	4.000
0760	SPV.0105	Special 01. Concrete Pavement Joint Layout	LS	1.000	1.000

3

3

CLEARING AND GRUBBING

	STATION	LOCATION	201.0120 CLEARING (ID)	201.0220 GRUBBING (ID)
BENTON	21+01D	17' LT	28	28
BENTON	21+31D	19' LT	12	12
BENTON	21+53D	23' LT	20	20
BENTON	21+83D	14' LT	10	10
PROJECT		TOTAL	70	70

ABANDONING MANHOLES

	STATION	LOCATION	204.0250 ABANDONING MANHOLES (EACH)
BENTON	12+66EB	46' LT	1
PROJECT		TOTAL	1

REMOVING PAVEMENT

	STATION	-	STATION	LOCATION	204.0100 REMOVING PAVEMENT (SY)
BENTON	12+09EB	-	12+28EB	LT	25
PROJECT				TOTAL	25

DRILLED TIE BARS

	STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS (EACH)
STH 11/STH 80	10+00NE	-	13+25NE	LT	185
PROJECT				TOTAL	185

REMOVING CURB & GUTTER

	STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER (LF)
STH 11/STH 80	201+06B	-	101+57A	LT	157
BENTON	12+02D	-	13+55D	LT	191
BENTON	13+47EB	-	13+58EB	RT	11
BENTON	13+48EB	-	13+57EB	LT	9
BENTON	13+50EB	-	13+58EB	LT	9
PROJECT				TOTAL	377

REMOVING CONCRETE SIDEWALK

	STATION	-	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK (SY)
STH 11/STH 80	100+28A	-	100+58A	LT	24
BENTON	12+55EB	-	13+58EB	LT	72
BENTON	13+48EB	-	13+58EB	LT	5
BENTON	13+45EB	-	13+60EB	RT	14
PROJECT				TOTAL	115

3

EXCAVATION

	STAGE	STATION	-	STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT FROM EW DATA (CY)	(2) EXPANDED FILL FROM EW DATA (CY)	(3) EXPANDED FILL (CY)	(4) MASS ORDINATE (CY)	WASTE (CY)	REMARKS
STH 11/STH 80	STAGE 1	10+00NE	-	14+64NE	TRUCK APRON RT	751	4	4	747	747	
BENTON	STAGE 1	20+62D	-	22+58D	TRUCK APRON LT	322	1	1	321	321	
BENTON	STAGE 2	13+48EB	-	13+59EB	MEDIAN LT	7			7	7	
BENTON	STAGE 2	13+44EB	-	13+60EB	CURB RT	6			6	6	
					UNDISTRIBUTED	110			110	110	
				PROJECT	TOTAL	1,196	5	5	1,191	1,191	

(1) COMMON FROM COMPUTER EARTHWORK DATA, INCLUDES PAVEMENT REMOVAL(CONTAINS SALVAGED/UNUSABLE PAVEMENT MATERIAL)
(2) EXPANDED FILL FROM COMPUTER EARTHWORK DATA
(3) EXPANDED FILL FACTOR = 1.3
(4) MASS ORDINATE IS + OR - FOR STAGE. PLUS IS EXCESS, MINUS IS SHORTAGE.

CONCRETE PAVEMENT 8-INCH

	STATION	-	STATION	LOCATION	405.0100 COLORING CONCRETE RED (CY)	415.0080 CONCRETE PAVEMENT 8-INCH (SY)
STH 11/STH 80	100+28A	-	100+58A	LT		24
STH 11/STH 80	11+05.30NE	-	13+25.13NE	RT	90	444
STH 11/STH 80	10+00.00NE	-	11+52.32NE	RT		77
BENTON	21+02.43D	-	22+30.95D	LT	38	169
PROJECT					128	714

CONCRETE SURFACE DRAINS

	STATION	LOCATION	416.1010 CONCRETE SURFACE DRAINS (CY)	645.0130 GEOTEXTILE FABRIC TYPE R (SY)
STH 11/STH 80	102+85A	LT	2.0	20
PROJECT		TOTAL	2.0	20

CONCRETE DRIVEWAY

	STATION	-	STATION	LOCATION	416.0260 CONCRETE DRIVEWAY HES 6-INCH (SY)
BENTON	12+09EB	-	12+28EB	LT	25
PROJECT				TOTAL	25

BASE AGGREGATE

	STATION	-	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
STH 11/STH 80	10+00NE	-	14+64NE	RT/LT	40	400	490
STH 11/STH 80	12+32NE	-	12+50NE	RT			5
STH 11/STH 80	103+00A	-	103+23A	LT			5
BENTON	20+61D	-	22+57D	LT		130	150
BENTON	12+55EB	-	13+59EB	LE		15	
BENTON	13+48EB	-	13+58EB	LT		2	
BENTON	13+45EB	-	13+60EB	RT		3	
PROJECT				TOTAL	40	550	650

ASPHALTIC SURFACE

	STATION	-	STATION	LOCATION	465.0105 ASPHALTIC SURFACE (TON)
STH 11/STH 80	13+25NE	-	14+64NE	LT	23
BENTON	20+61D	-	22+57D	RT	10
PROJECT					33

CONCRETE SIDEWALK

					602.0405 CONCRETE SIDEWALK 4-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)	SPV.0060.03 CONSTRUCTION STAKING CURB RAMP (EACH)
	STATION	-	STATION	LOCATION			
BENTON	12+55EB	-	13+58EB	LT	591	16	2
BENTON	13+48EB	-	13+58EB	LT	41	8	1
BENTON	13+45EB	-	13+60EB	RT	119	8	1
PROJECT				TOTAL	751	32	4

TRAFFIC CONTROL PROJECT

		643.0100 TRAFFIC CONTROL 1706-00-71 (EACH)
PROJECT NUMBER	LOCATION	
1706-00-71	PROJECT LIMITS	1
PROJECT		1

REMOVING SIGNS

			638.2102 MOVING SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)
	STATION	LOCATION				
STH 11/STH 80	100+34A	18' LT	1		1	
STH 11/STH 80	100+34A	23' LT		1	1	
STH 11/STH 80	100+51A	18' LT	1		1	
STH 11/STH 80	100+55A	69' LT	1		1	
STH 11/STH 80	100+58A	68' LT	1		1	
STH 11/STH 80	101+58A	25' LT		1	1	
STH 11/STH 80	102+14A	73' RT		1		
BENTON	13+16EB	41' LT	1			1
BENTON	13+54EB	54' LT	1	1	1	
BENTON	13+54EB	59' LT	1			1
BENTON	13+54EB	77' LT	1			1
BENTON	13+60EB	5' LT	1		1	
BENTON	14+00EB		1		1	
PROJECT		TOTAL	10	4	9	3

EROSION CONTROL

					625.0500 SALVAGED TOPSOIL (SY)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7504 TEMPORARY DITCH CHECKS (LF)	629.0205 FERTILIZER TYPE A (CWT)	630.0120 SEEDING MIXTURE No. 20 (LB)	630.0200 SEEDING TEMPORARY (LB)	631.0300 SOD WATER (MGAL)	631.1000 SOD LAWN (SY)
	STATION	-	STATION	LOCATION								
STH 11/STH 80	10+00NE	-	14+64NE	RT	675	675	30	0.45	18	18		
BENTON	20+62D	-	22+58D	LT				0.09			3.2	142
BENTON	13+44EB	-	13+60EB	RT				0.01			0.2	8
PROJECT				TOTAL	675	675	30	0.55	18	18	3.4	150

SILT FENCE

					628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
	STATION	-	STATION	LOCATION		
STH 11/STH 80	102+67A	-	103+02A	LT	35	35
PROJECT				TOTAL	35	35

MOBILIZATIONS EROSION CONTROL

		628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
	LOCATION		
	PROJECT	2	2
PROJECT	TOTAL	2	2

CONCRETE CURB & GUTTER

					601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R (LF)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB AND GUTTER (LF)
	STATION	-	STATION	LOCATION				
STH 11/STH 80	10+20NE	-	12+66NE	RT/LT			277	
BENTON	21+02D	-	22+31D	LT			129	129
BENTON	9+75E	-	10+15E	LT		40		40
BENTON	11+40E	-	11+65E	LT		15		15
BENTON	10+15E	-	11+40E	LT	125			
BENTON	13+47EB	-	13+58EB	RT		11		11
BENTON	13+48EB	-	13+57EB	LT		9		9
BENTON	13+50EB	-	13+58EB	LT		9		9
PROJECT				TOTAL	125	84	406	213

PERMANENT SIGNING TYPE II

				637.2210 SIGNS TYPE II REFLECTIVE H	634.0614 POSTS WOOD 4X6-INCH	634.0616 POSTS WOOD 4X6-INCH	634.0808 POSTS TUBULAR STEEL 2X2-INCH	634.0811 POSTS TUBULAR STEEL 2X2-INCH	634.0812 POSTS TUBULAR STEEL 2X2-INCH	634.0814 POSTS TUBULAR STEEL 2X2-INCH	
	SIGN #	SIGN CODE	SIGN SIZE IN	(SF)	14-FT (EACH)	16-FT (EACH)	8-FT (EACH)	11-FT (EACH)	12-FT (EACH)	14-FT (EACH)	SIGN MOUNTED ON SAME POST AS
STH 11/STH 80	1-1	J3-2	48X57	19.00						2	
STH 11/STH 80	1-2	R5-1							1		EXISTING SIGN ON NEW POST
STH 11/STH 80	1-3	R1-1							1		EXISTING SIGN ON NEW POST
STH 11/STH 80	1-4	W12-1-D					1				EXISTING SIGN ON NEW POST
STH 11/STH 80	1-5	J3-1	24X57	9.50		1					
STH 11/STH 80	1-6	R1-1							1		EXISTING SIGN ON NEW POST
STH 11/STH 80	1-7	R1-2	48X42	7.00		1					
BENTON	2-1	R7-1D	18X24	3.00	1						
BENTON	2-2	W1-6			1						EXISTING SIGN ON NEW POST
BENTON	2-3	R4-7						1			EXISTING SIGN ON NEW POST
BENTON	2-4	W1-6						1			EXISTING SIGN ON NEW POST
PROJECT			TOTAL	38.50	2	2	1	2	3	2	

3

TRAFFIC CONTROL

LOCATION		643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0410 TRAFFIC CONTROL BARRICADES TYPE II (DAY)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III (DAY)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A (DAY)	643.0900 TRAFFIC CONTROL SIGNS (DAY)
STH 80		1,620				960
STH 80 OFF PEAK LANE CLOSURE		270				180
STAGE 1 (BENTON)		242	198		198	638
STAGE 1 LANE CLOSURE (BENTON)		70	90	10	110	280
STAGE 2 (BENTON)		169	104		104	351
PROJECT	TOTAL	2,371	392	10	412	2,409

REMOVING PAVEMENT MARKINGS

	STATION	-	STATION	LOCATION	646.0600 REMOVING PAVEMENT MARKINGS (LF)
BENTON	13+41EB	-	13+65EB	LT/RT	225
PROJECT				TOTAL	225

TEMPORARY CROSSWALK

	STATION	LOCATION	SPV.0045.01 TEMPORARY CROSSWALK (DAY)
BENTON	12+91EB	LT	32
PROJECT		TOTAL	32

PAVEMENT MARKING

	STATION	-	STATION	LOCATION	DESCRIPTION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE (LF)	647.0456 PAVEMENT MARKING CURB EPOXY (LF)	647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH (LF)	647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY (EACH)	647.0766 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (LF)	647.0776 PAVEMENT MARKING CROSSWALK EPOXY 12-INCH (LF)
STH 11/STH 80	100+28A	-	100+53A	LT	ISLAND MARKINGS		45		3		
STH 11/STH 80	100+34A			LT	STOP LINE			16			
STH 11/STH 80	100+37A	-	100+53A	LT	STOP LINE			33			
STH 11/STH 80	101+53A	-	103+03A	LT	EDGELINE	150					
STH 11/STH 80	201+06B	-	203+26B	RT	EDGELINE	220					
BENTON	12+02EB	-	13+57EB	LT	CURB EPOXY		186				
BENTON	13+41EB	-	13+65EB	LT	CROSSWALK		10		1	88	125
BENTON	13+49EB	-	13+56EB	RT	CROSSWALK		20			35	48
PROJECT				TOTAL		370	261	49	4	123	173

CONSTRUCTION STAKING

	STATION	-	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.5000 CONSTRUCTION STAKING BASE (LF)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (1706-00-71) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)
STH 11/STH 80	10+00NE	-	13+25NE	LT	325	139			
STH 11/STH 80	10+03NE	-	13+78NE	LT					375
STH 11/STH 80	13+25NE	-	14+64NE	LT	139		325		
BENTON	20+61D	-	22+57D	LT	196	196			
BENTON	21+02D	-	22+40D	LT			138		
PROJECT								1	
PROJECT			TOTAL		660	335	463	1	375

SAWING PAVEMENT

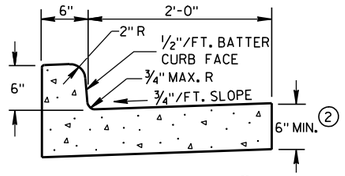
	STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)
STH 11/STH 80	11+38NE	-	13+59NE	LT		165
STH 11/STH 80	201+78B	-	203+14B	RT	138	
BENTON	20+62D	-	22+58D	LT	205	5
BENTON	13+47EB	-	13+58EB	RT		5
BENTON	13+48EB	-	13+58EB	LT		20
BENTON	13+50EB	-	13+59EB	LT		5
PROJECT				TOTAL	343	200

VALVE BOX, 6-INCH

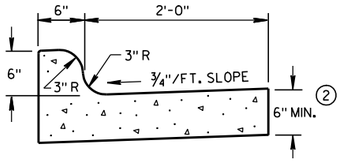
	STATION	LOCATION	SPV.0060.01 VALVE BOX, 6-INCH (EACH)
BENTON	12+91EB	LT	1
PROJECT		TOTAL	1

Standard Detail Drawing List

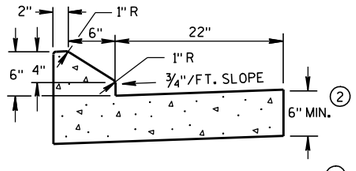
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-15A	CURB RAMPS TYPES 1 AND 1-A
08D05-15B	CURB RAMPS TYPES 2 AND 3
08D05-15C	CURB RAMPS TYPES 4A AND 4A1
08D05-15D	CURB RAMPS TYPE 4B AND 4B1
08D05-15E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
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
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



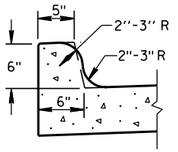
TYPES A & D (1)



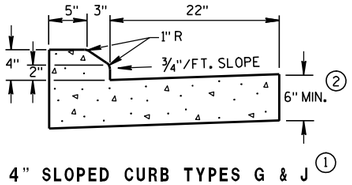
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

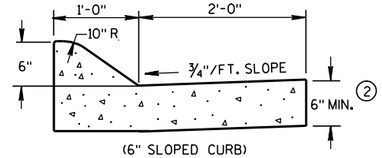


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

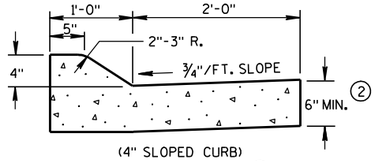


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

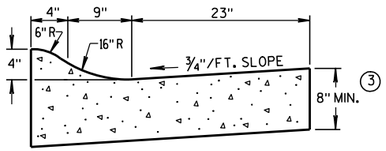


(6" SLOPED CURB)



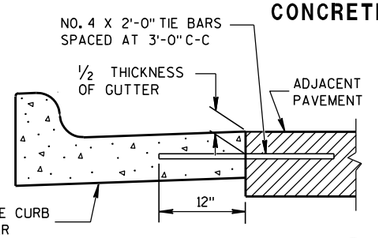
(4" SLOPED CURB)

TYPES A & D (1)

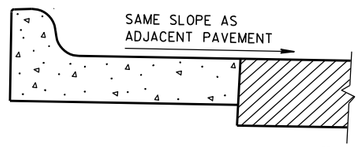


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION (1)



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

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.

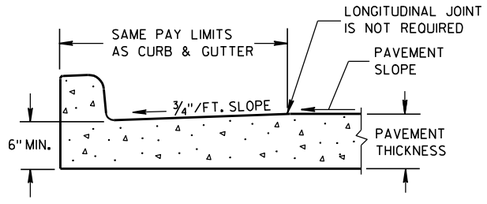
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(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.

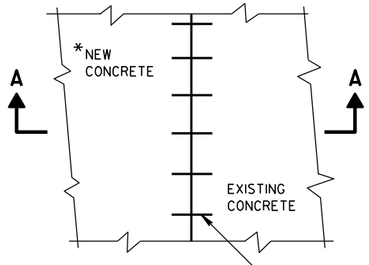
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

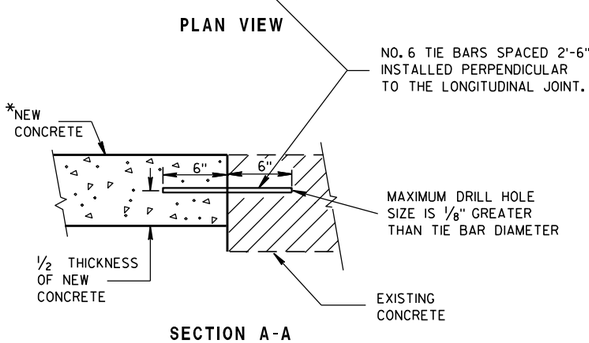


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



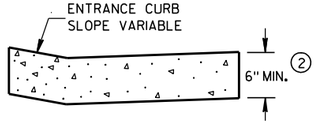
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

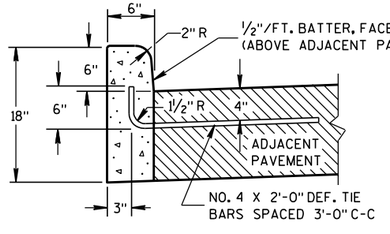


SECTION A-A

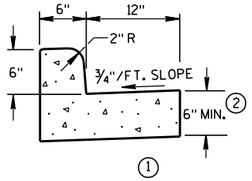
TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

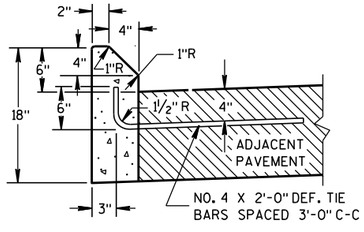


(1) TYPES A & D

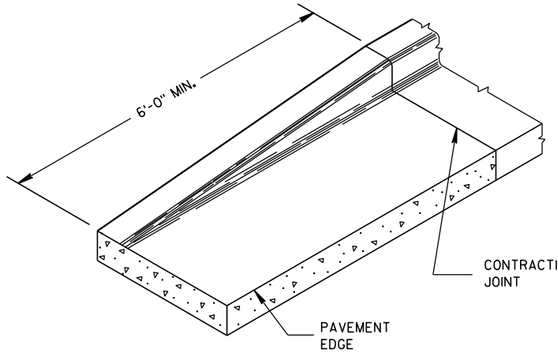


(1) TYPES A & D

CONCRETE CURB & GUTTER 18"



(1) TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

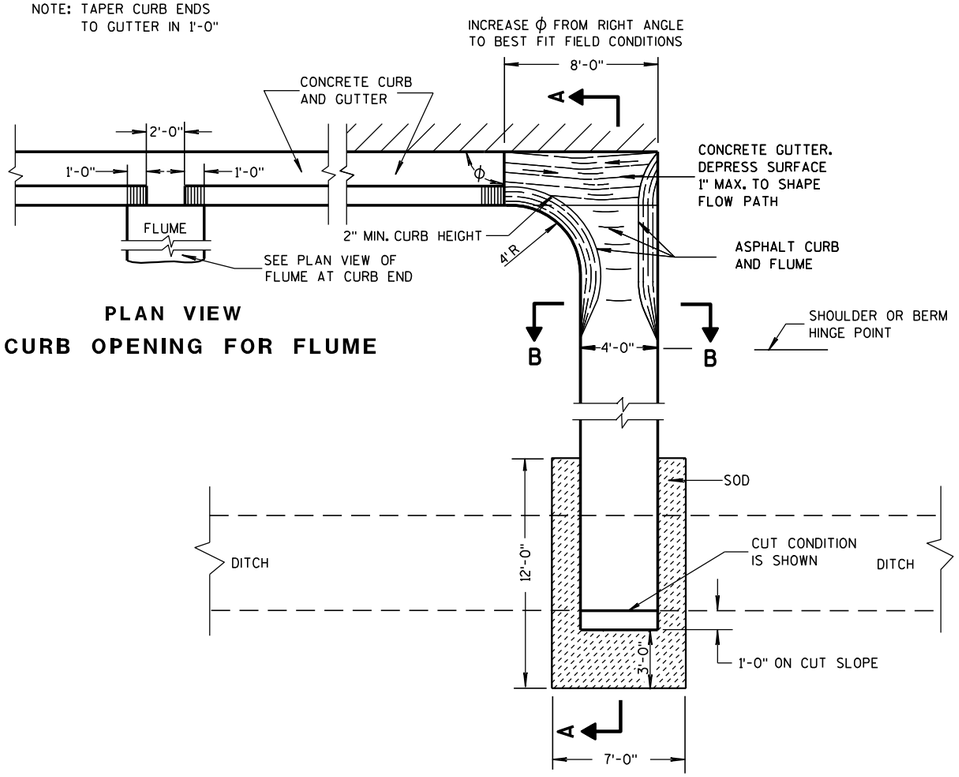
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER
FHWA

6

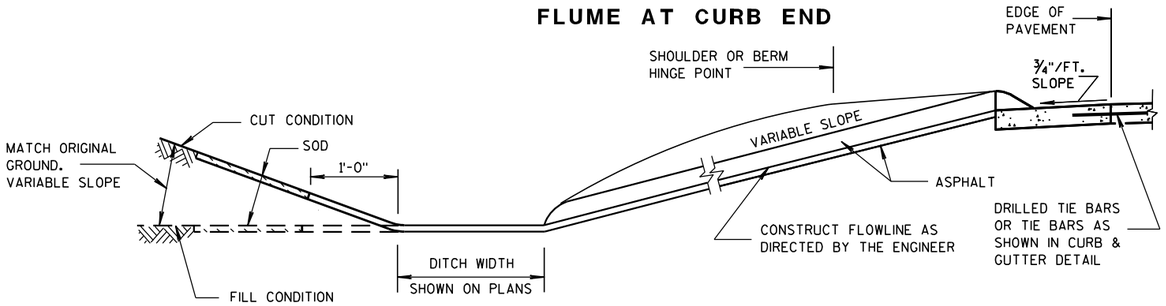
S.D.D. 8 D 1-17

ASPHALTIC FLUME

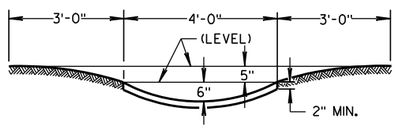


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

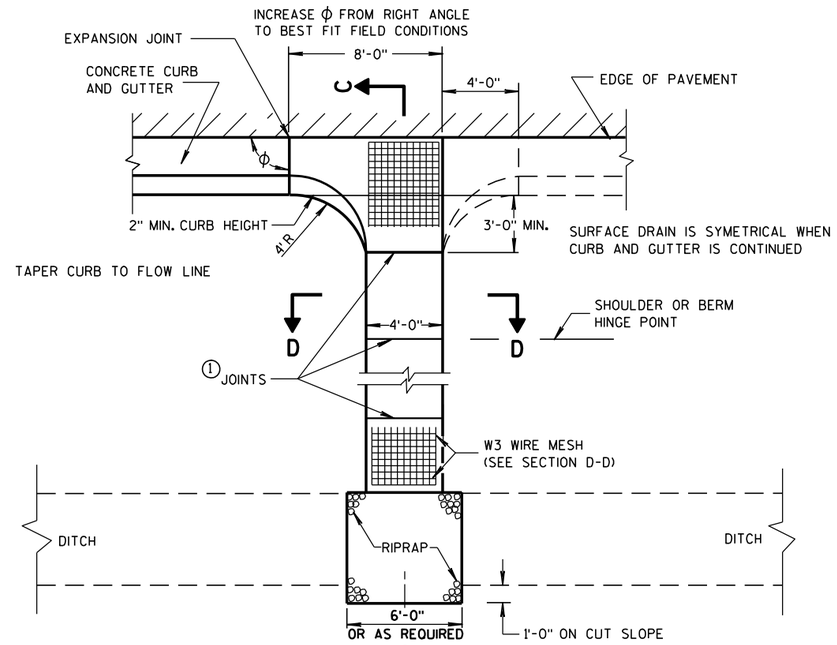
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

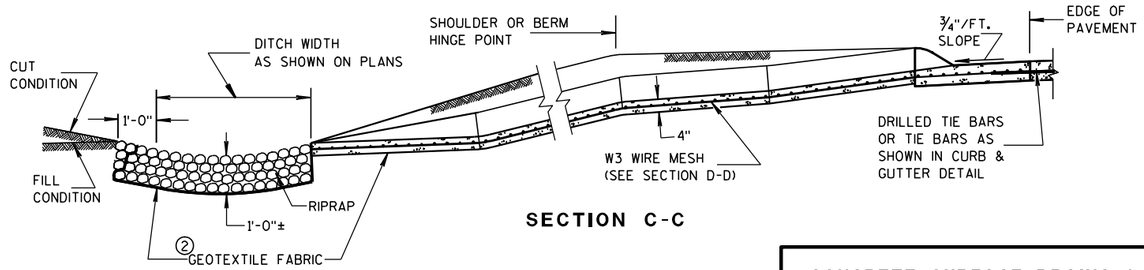
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

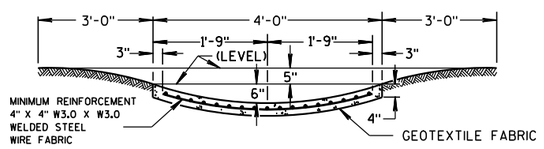
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

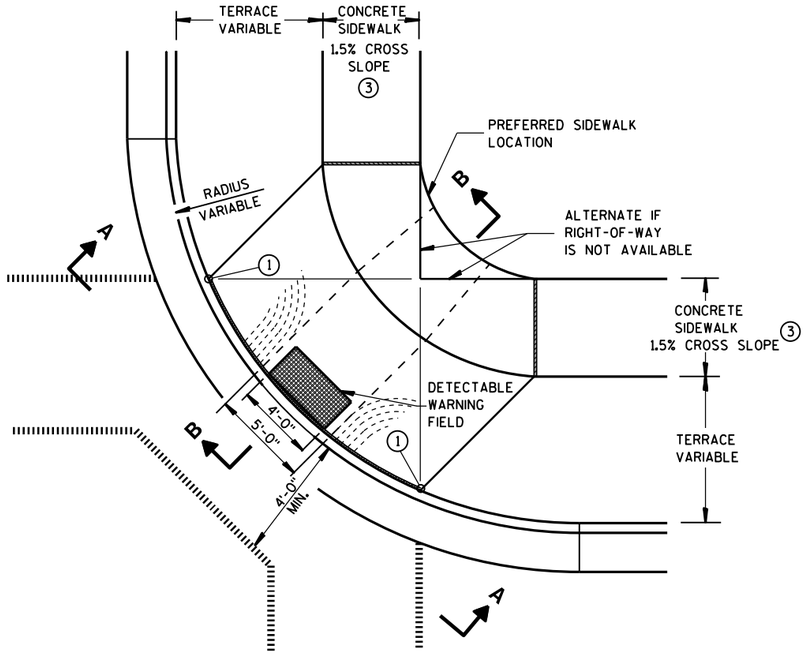
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

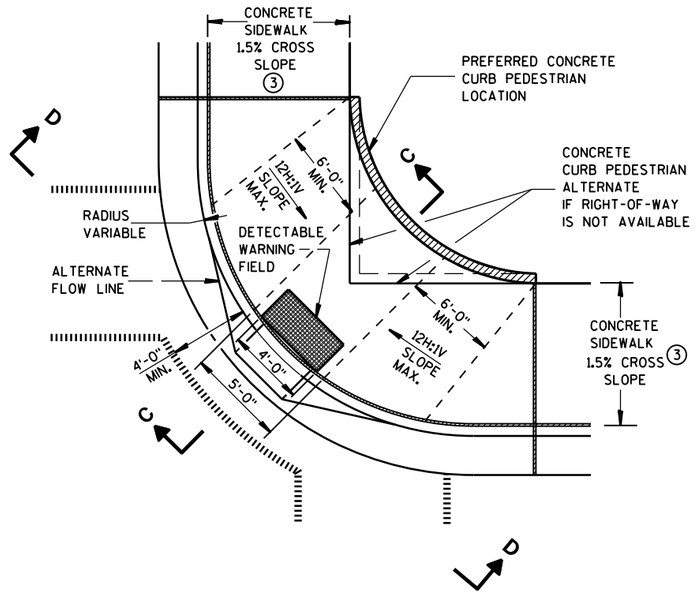
S.D.D. 8 D 4-5



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.

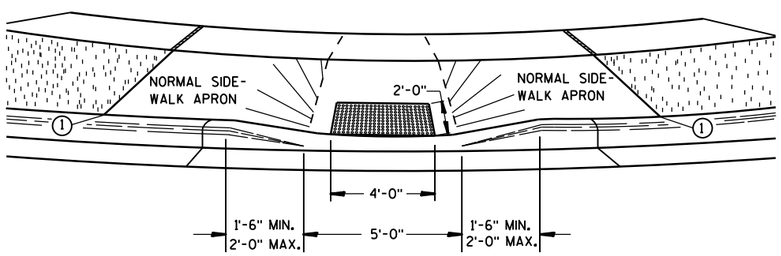
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

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.

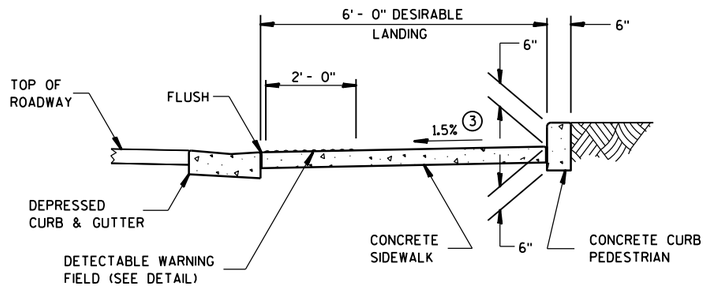
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

LEGEND

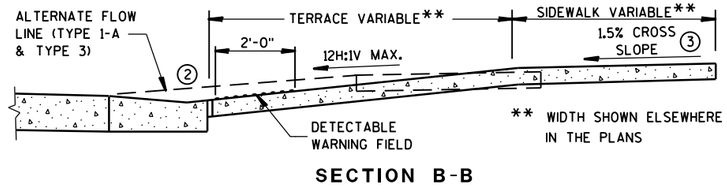
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



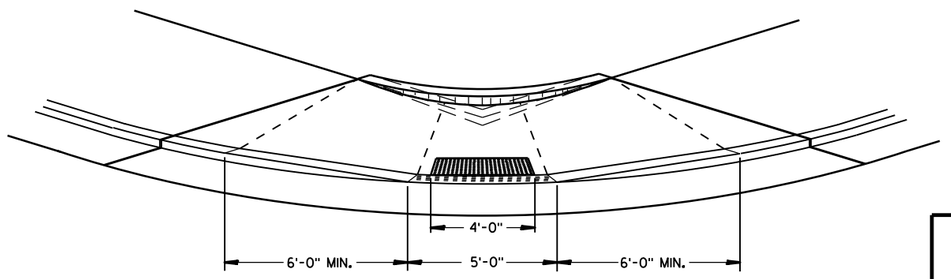
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

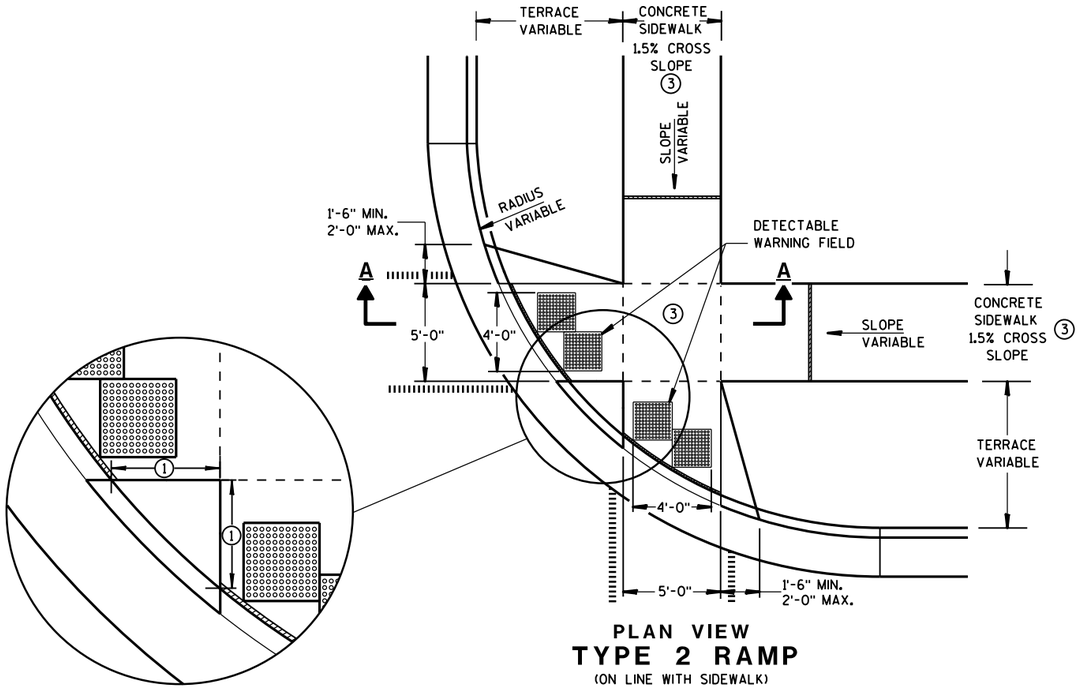
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15a

6

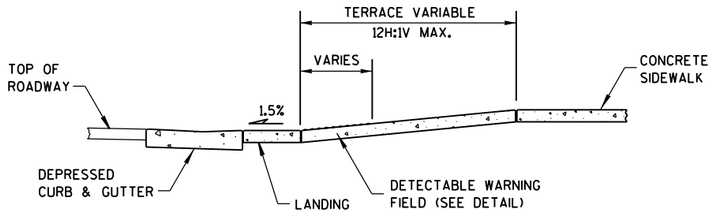
S.D.D. 8 D 5-15a



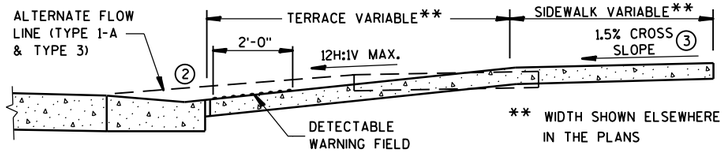
PLAN VIEW

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.

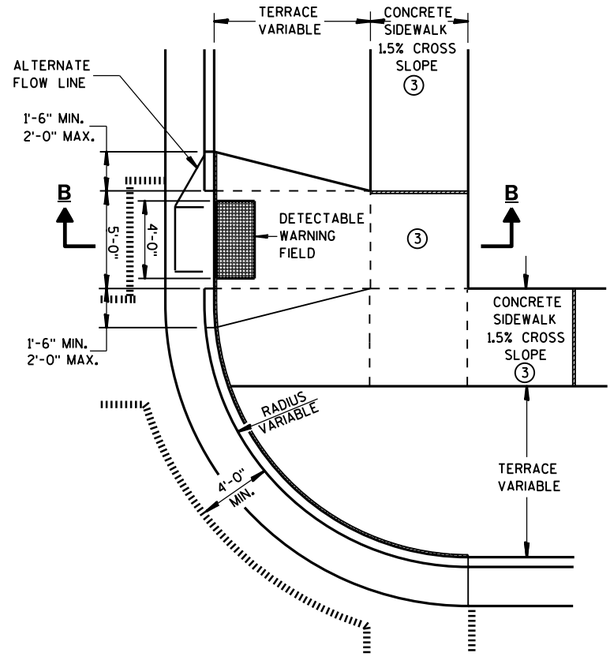
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

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

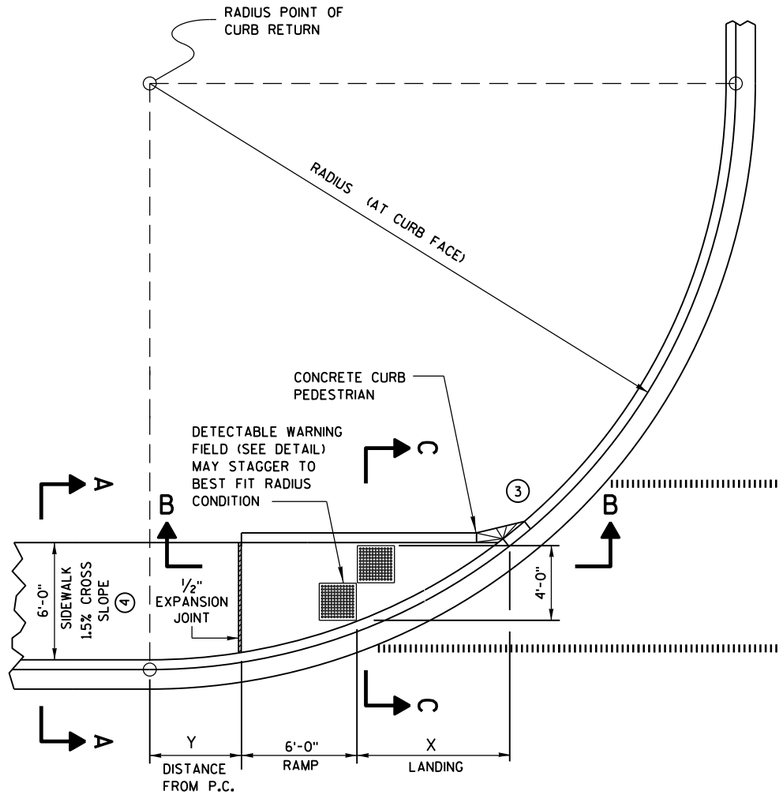
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

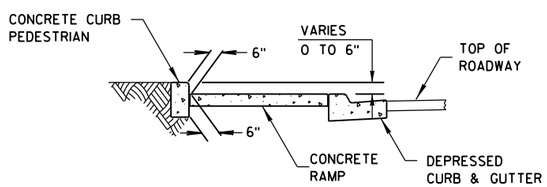
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

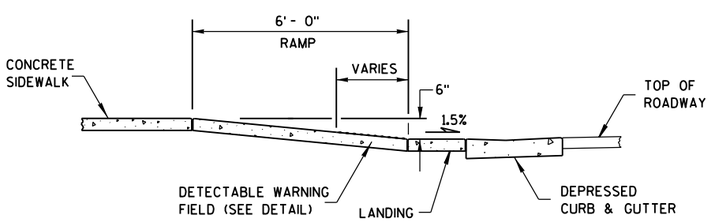
S.D.D. 8 D 5-15b



CURB RAMP TYPE 4A
PLAN VIEW



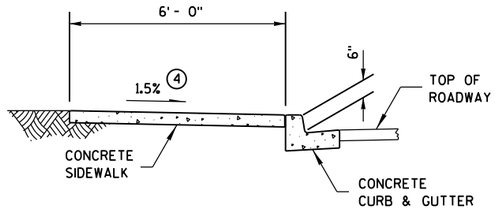
SECTION C-C FOR TYPE 4A



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

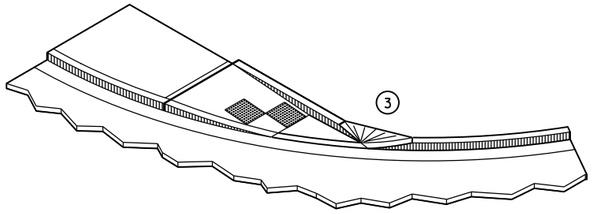
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

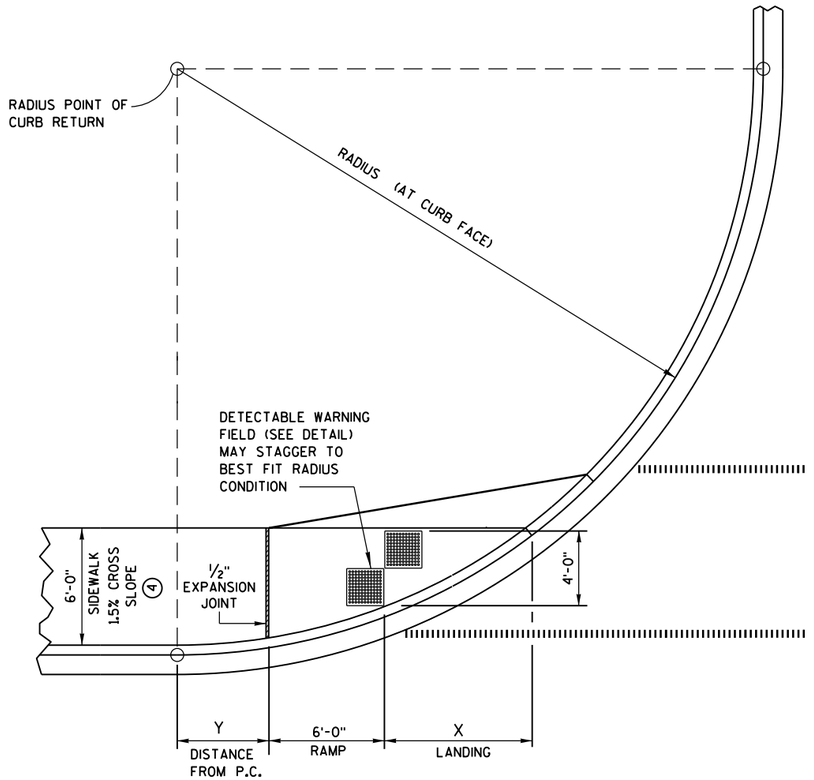
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

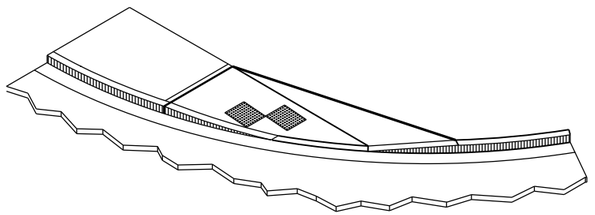
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

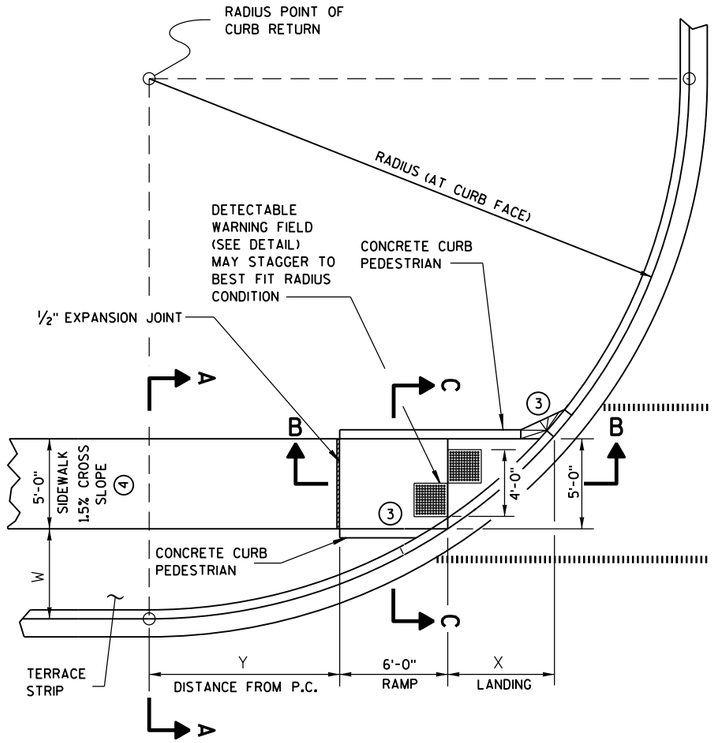
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

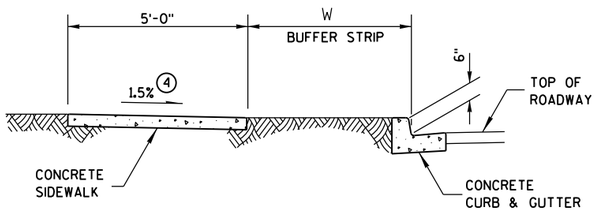
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

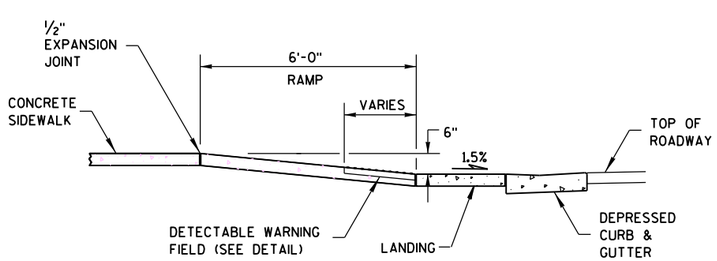
S.D.D. 8 D 5-15c



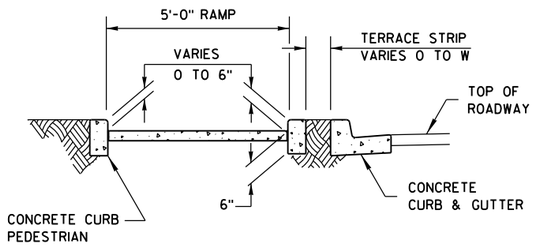
CURB RAMP TYPE 4B
PLAN VIEW



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

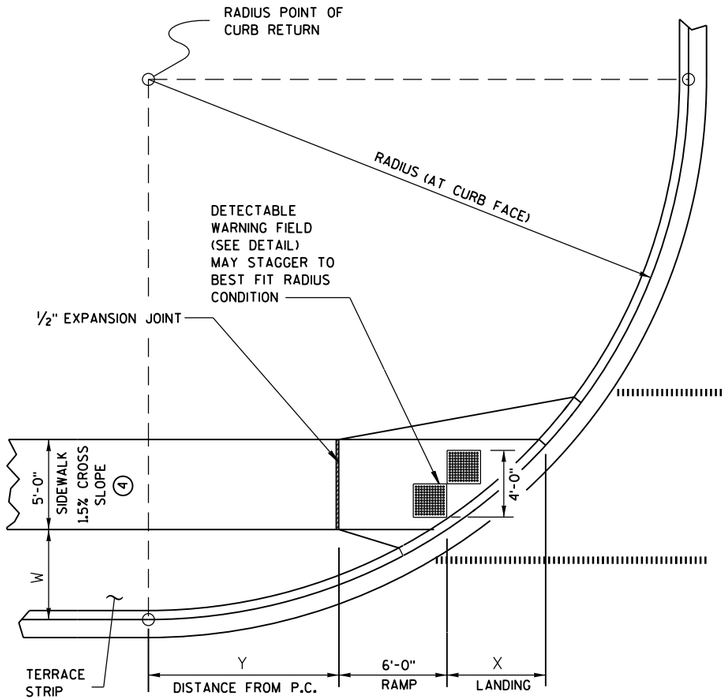
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

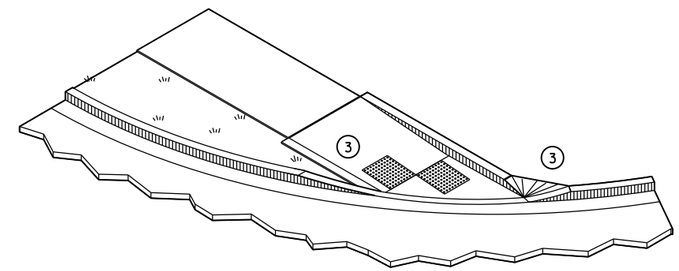
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

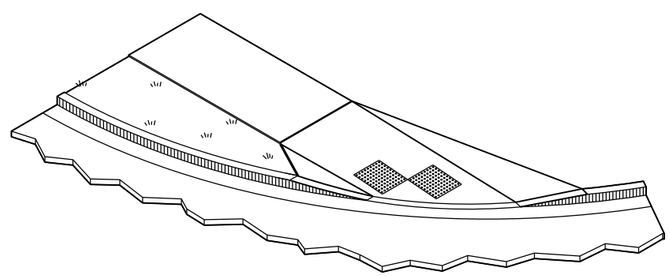
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



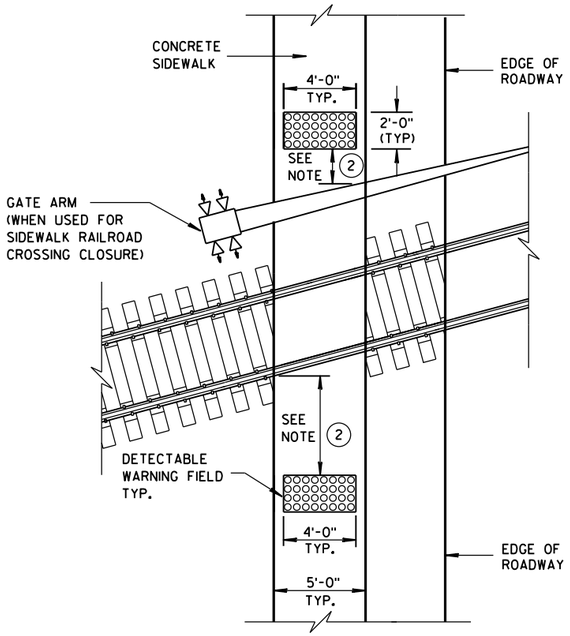
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

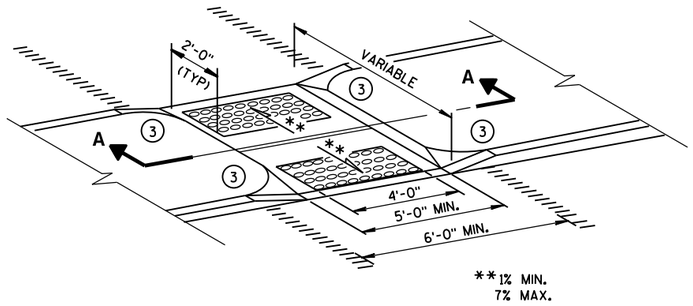
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-15d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

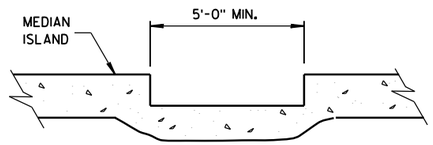
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

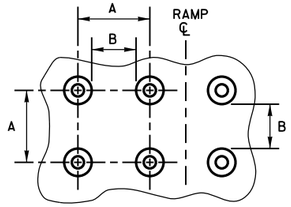
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET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



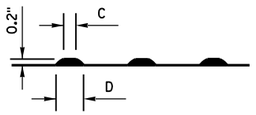
SECTION A-A



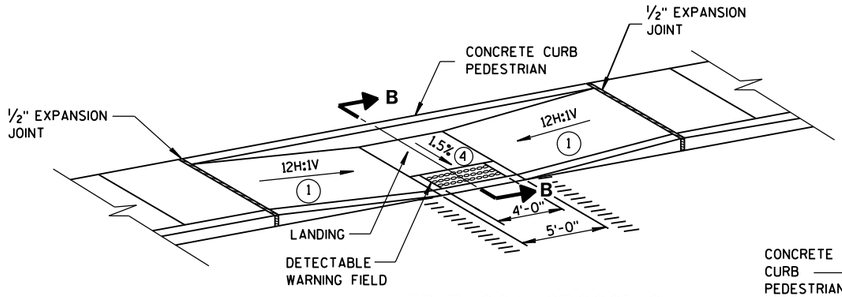
PLAN VIEW

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

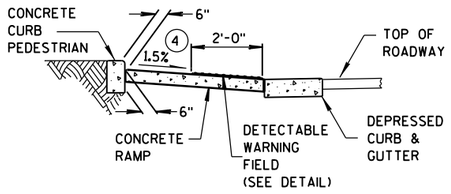
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

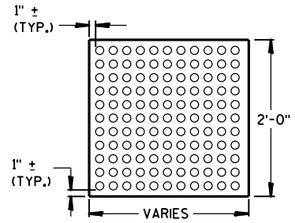


MID-BLOCK CROSSING
TYPE 7A



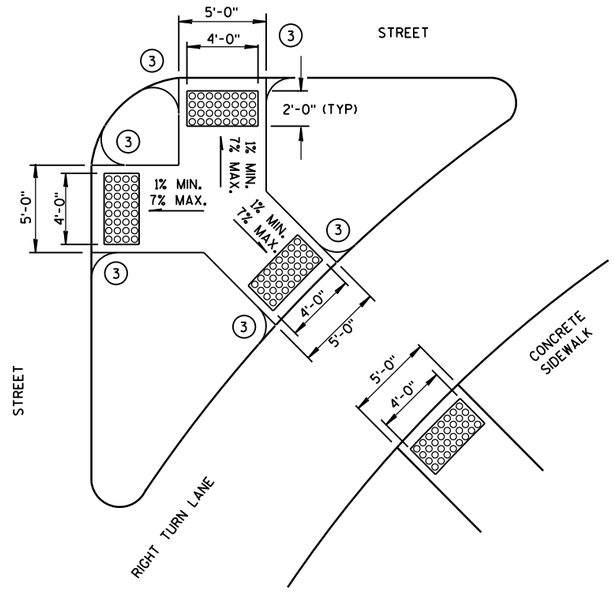
SECTION B-B

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

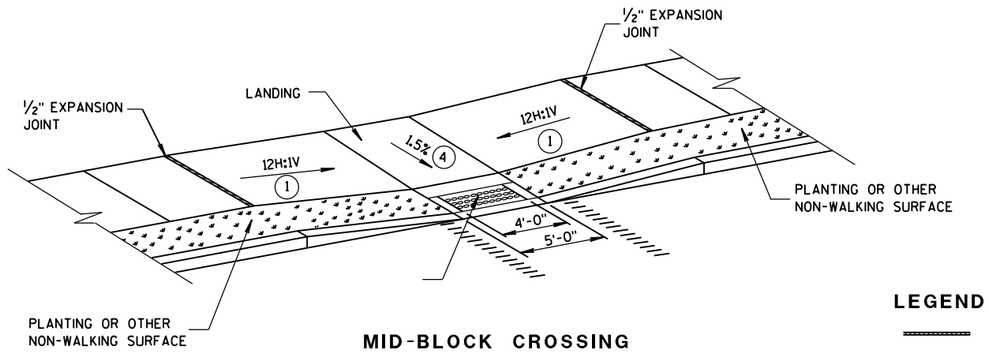


PLAN VIEW

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)

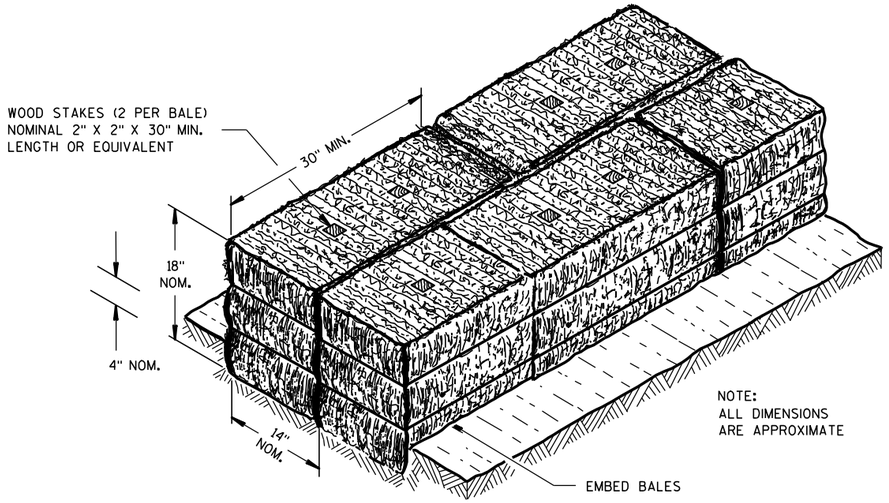
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

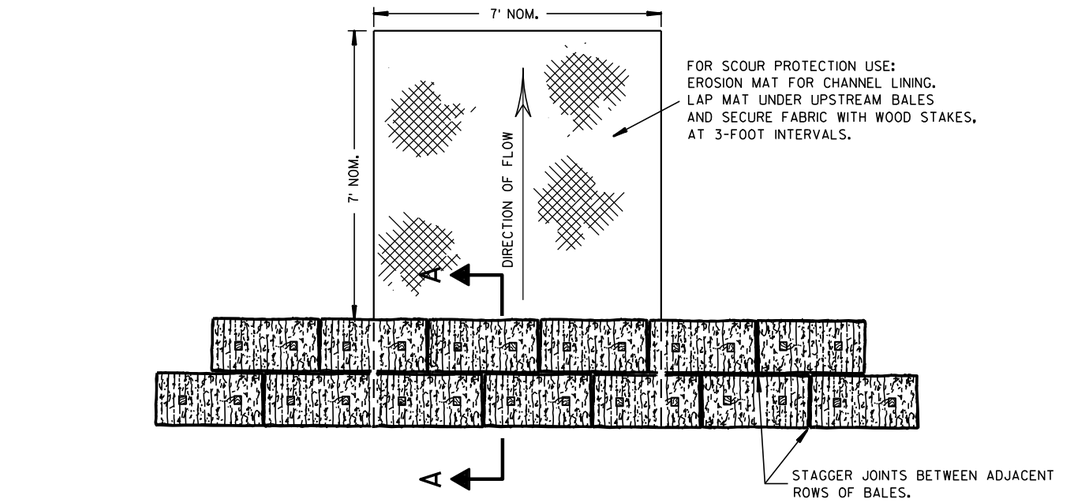
APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

6

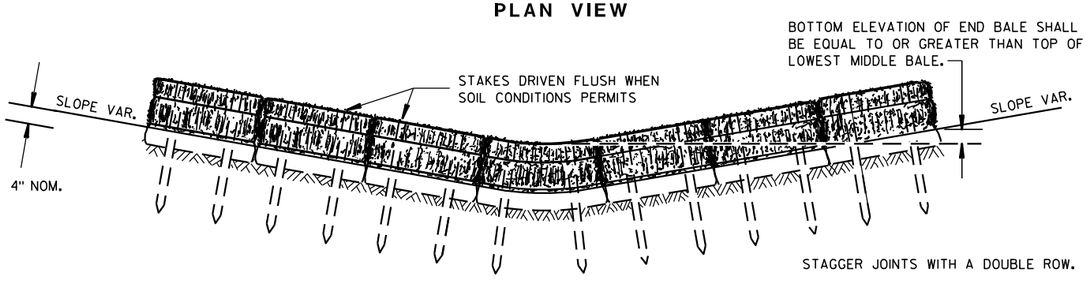
S.D.D. 8 D 5-15e



SECTION A-A



PLAN VIEW



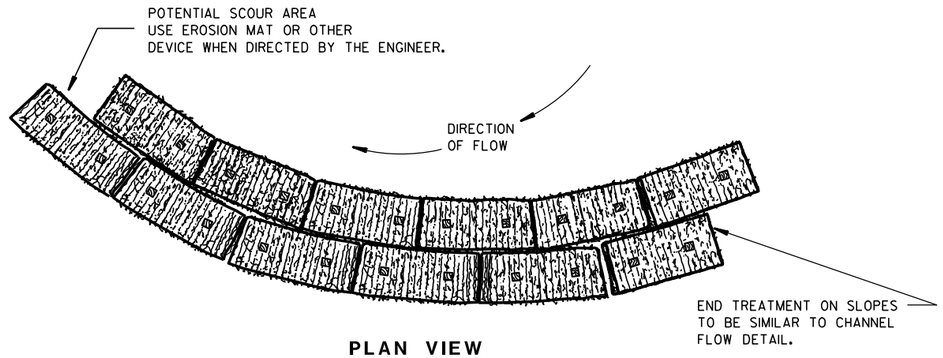
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

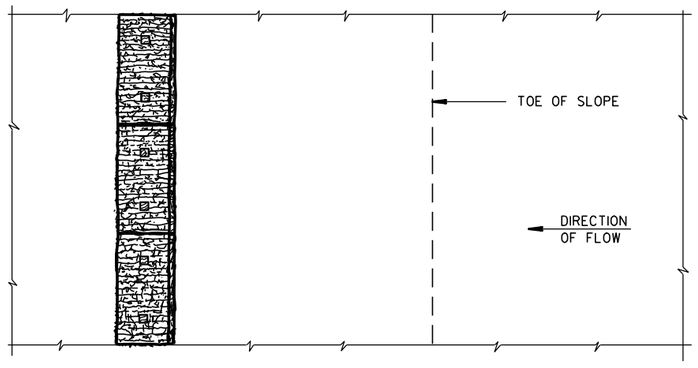
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

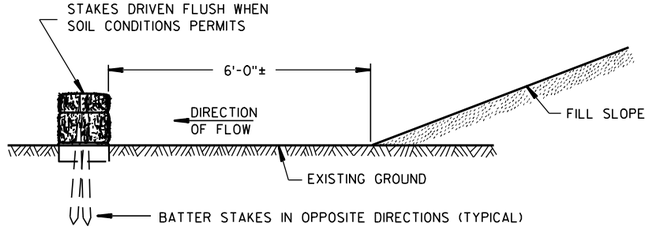


PLAN VIEW

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

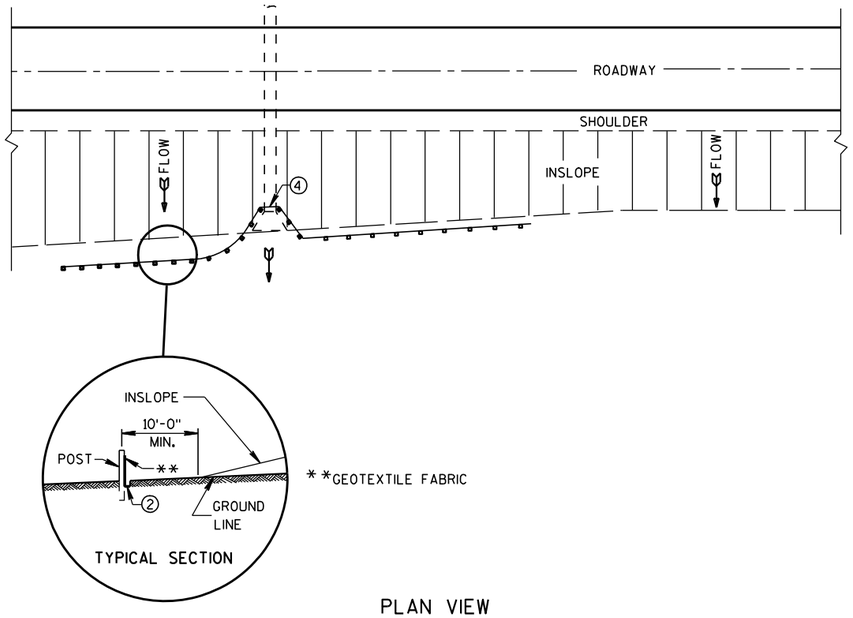
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

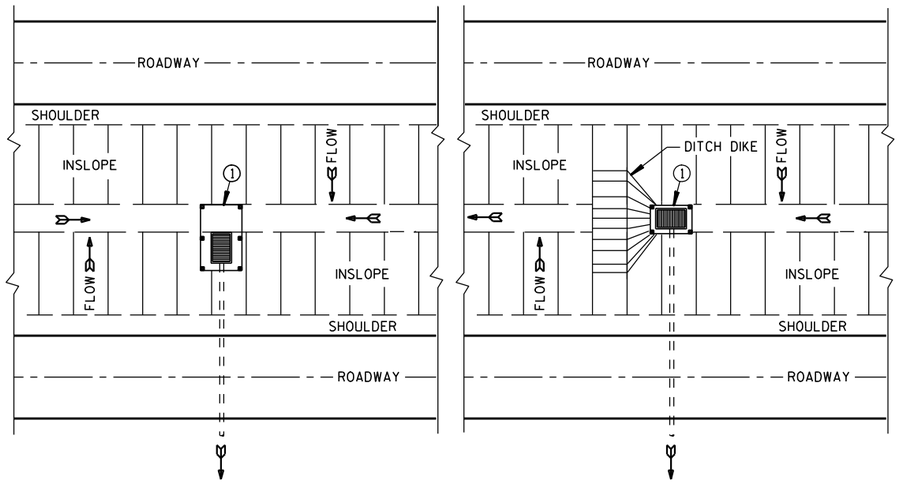
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

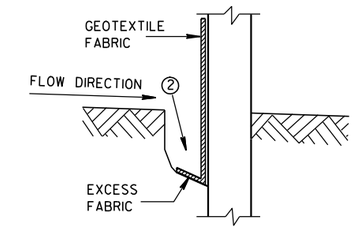
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

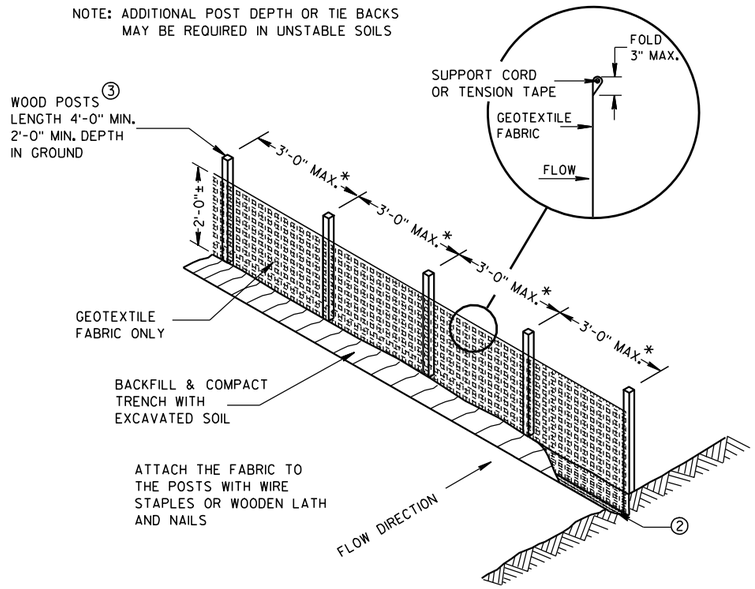
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

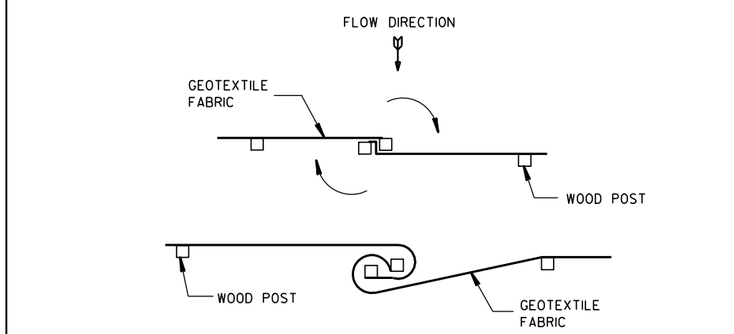
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



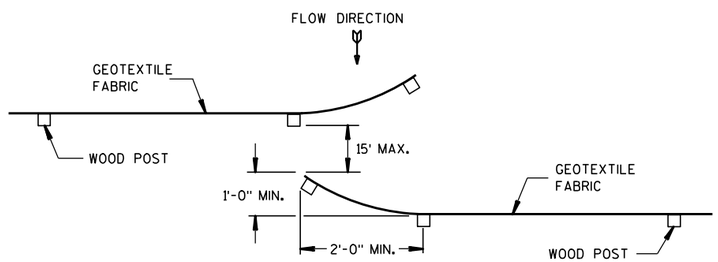
TRENCH DETAIL



SILT FENCE

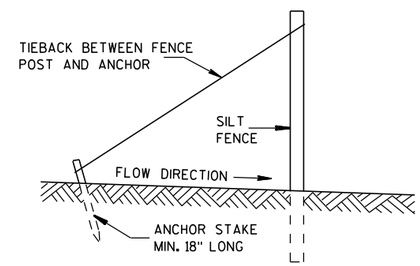


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

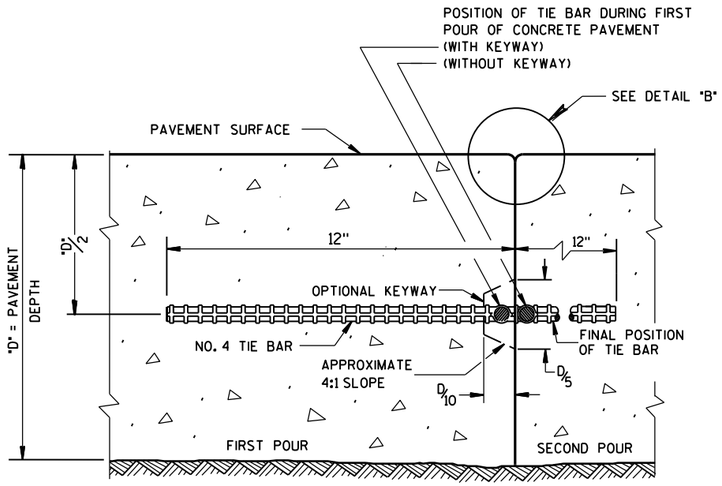
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

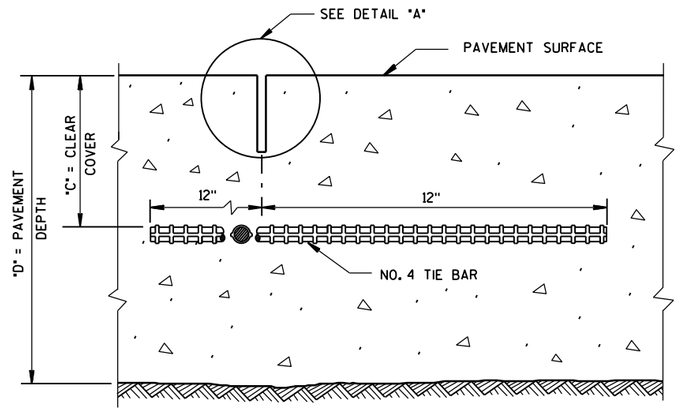
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



CONSTRUCTION JOINT



SAWED JOINT

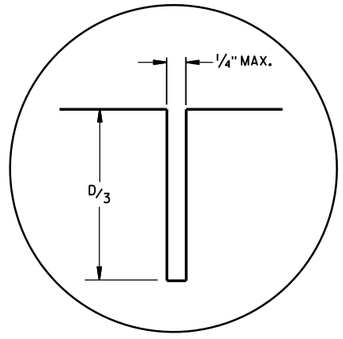
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

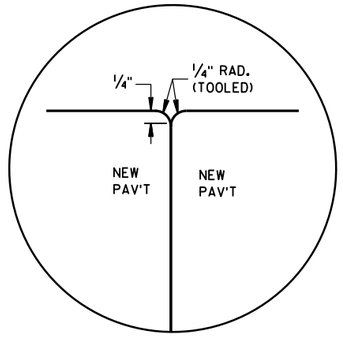
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

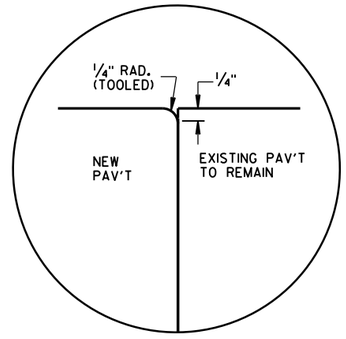
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



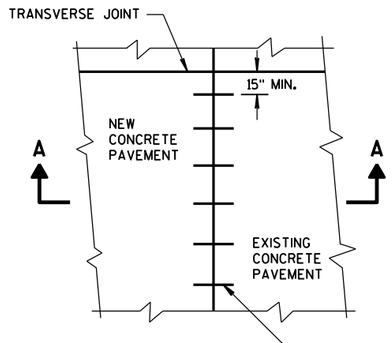
DETAIL "A"



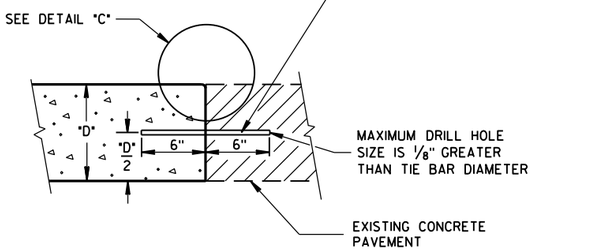
DETAIL "B"



DETAIL "C"



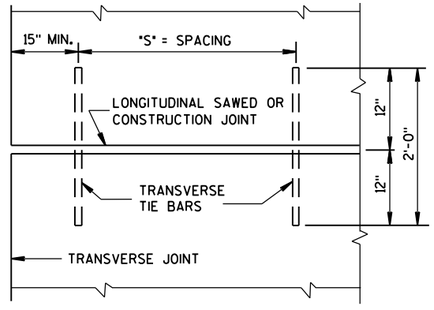
PLAN VIEW



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

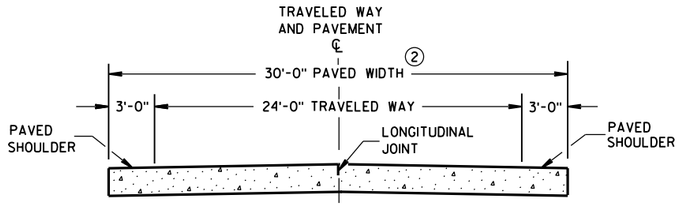
9/2014 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE ... NEER

FHWA

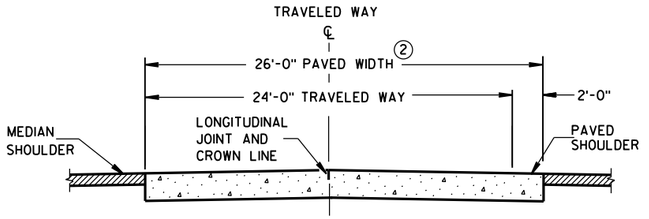
6

S.D.D. 13 C 1-17

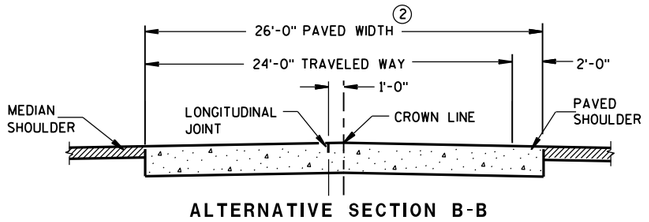


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

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 FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

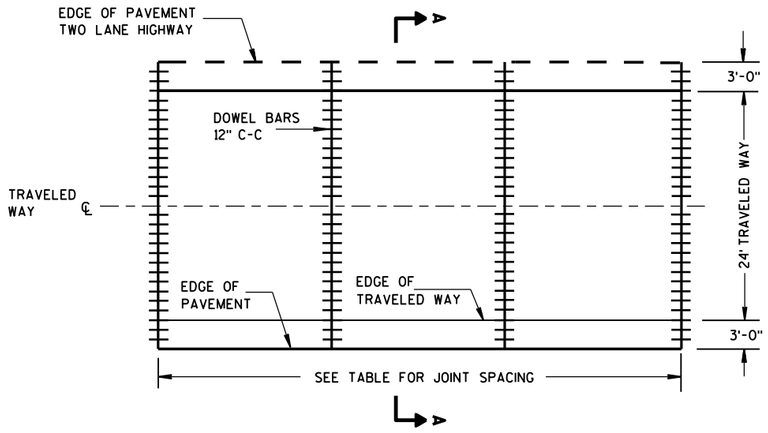
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

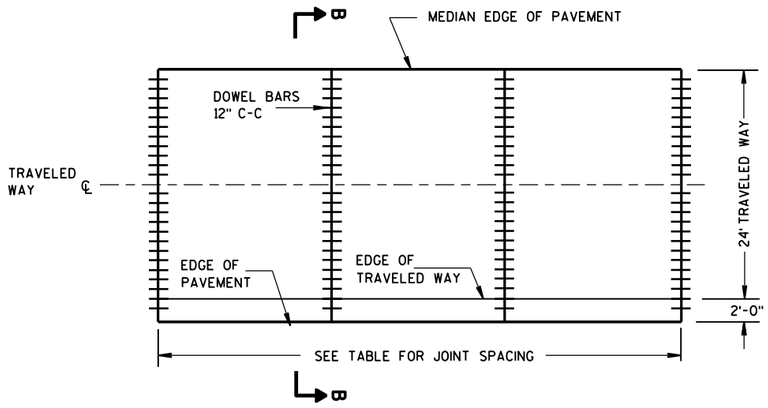
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



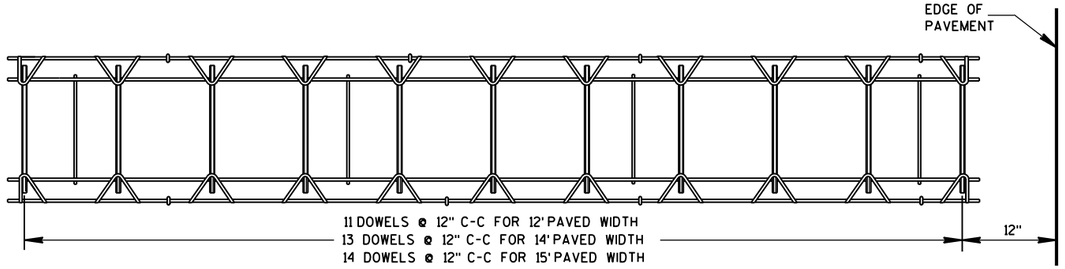
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

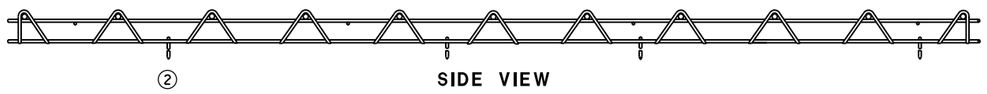
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 11-11a



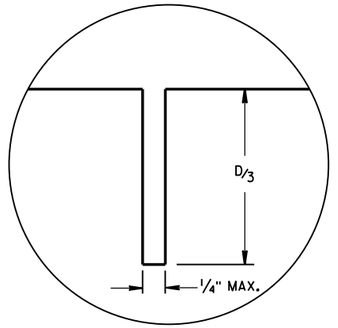
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

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.

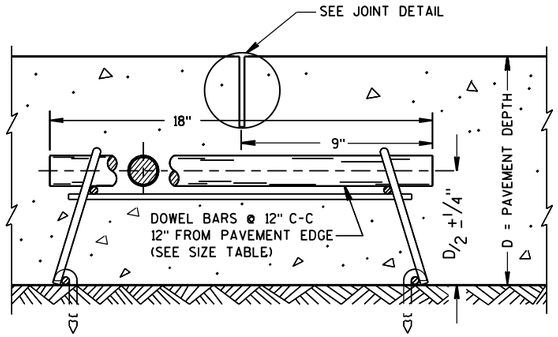
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

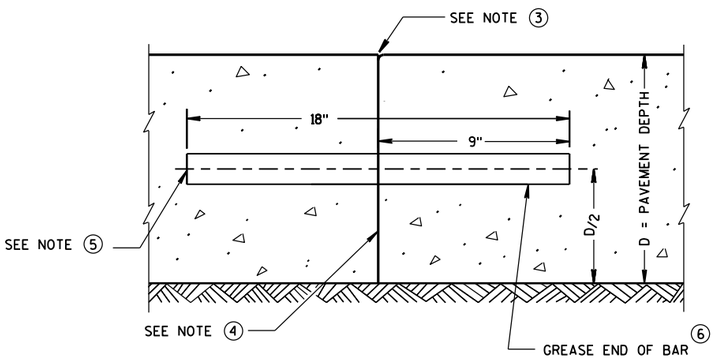
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

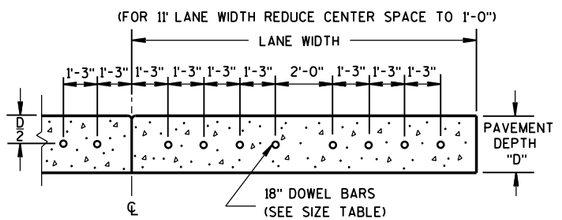
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

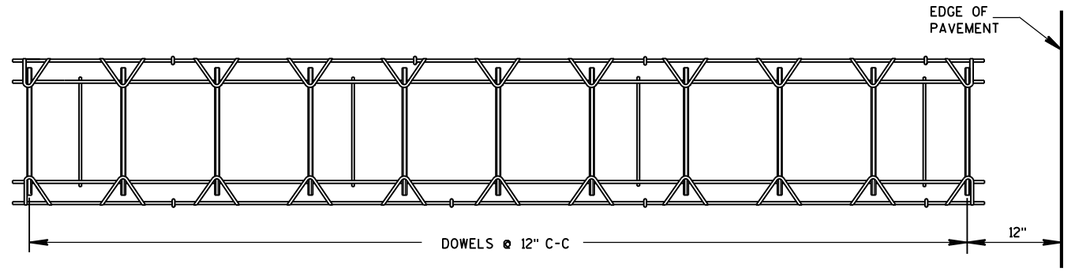
FHWA

6

S.D.D. 13 C 11-11b

6

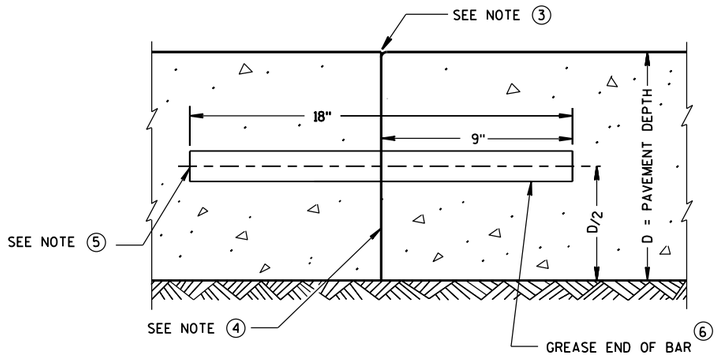
S.D.D. 13 C 11-11b



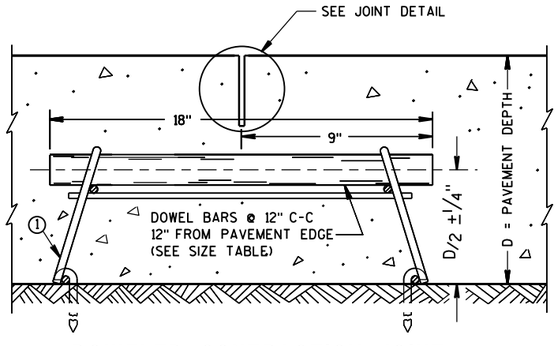
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



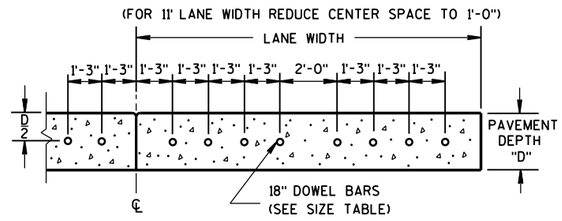
TRANSVERSE CONSTRUCTION JOINT



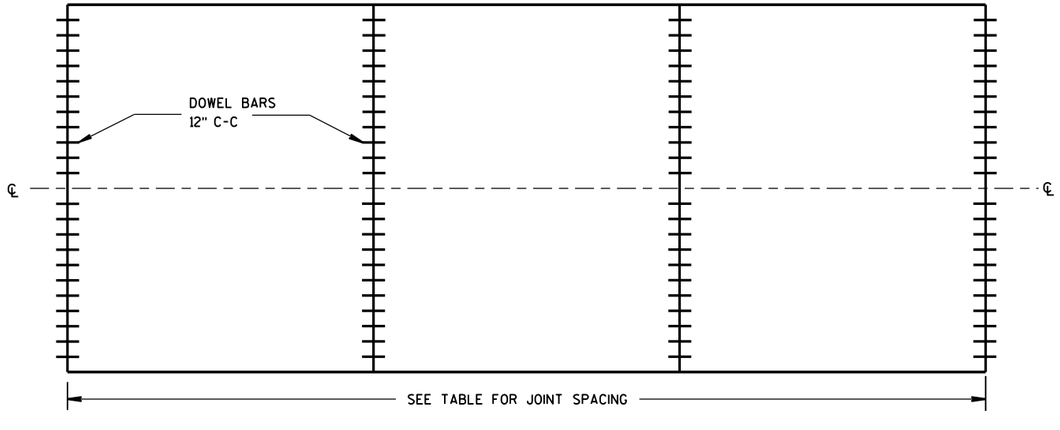
DOWELED CONTRACTION JOINT

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.

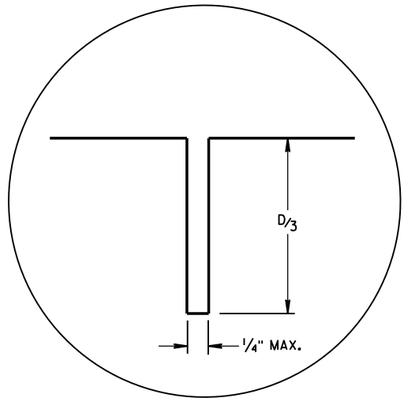
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

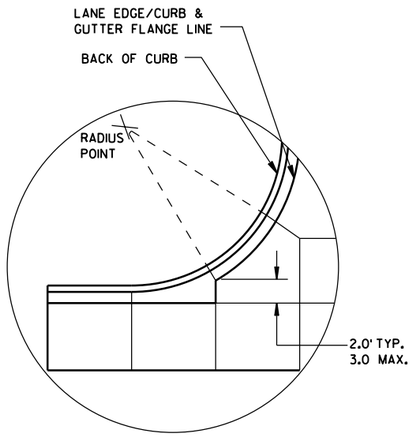
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

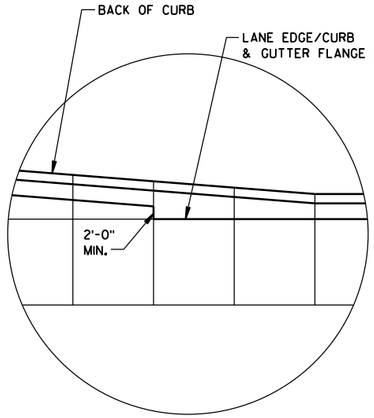
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6

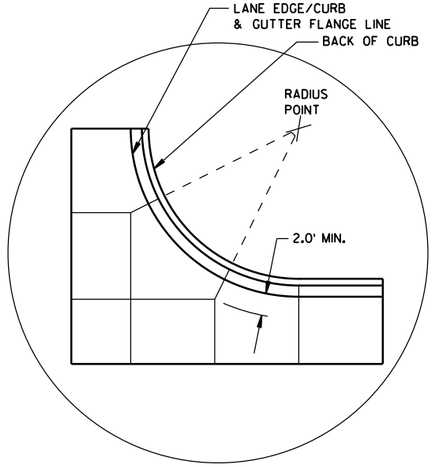
S.D.D. 13 C 13-8



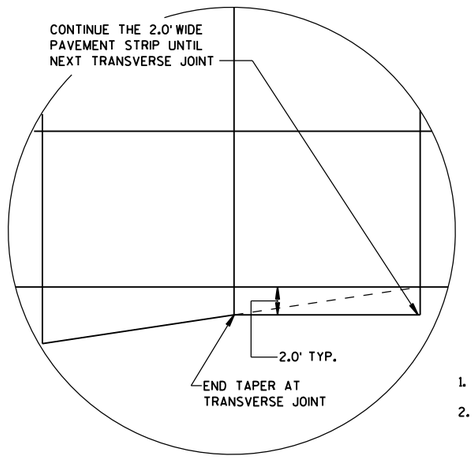
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

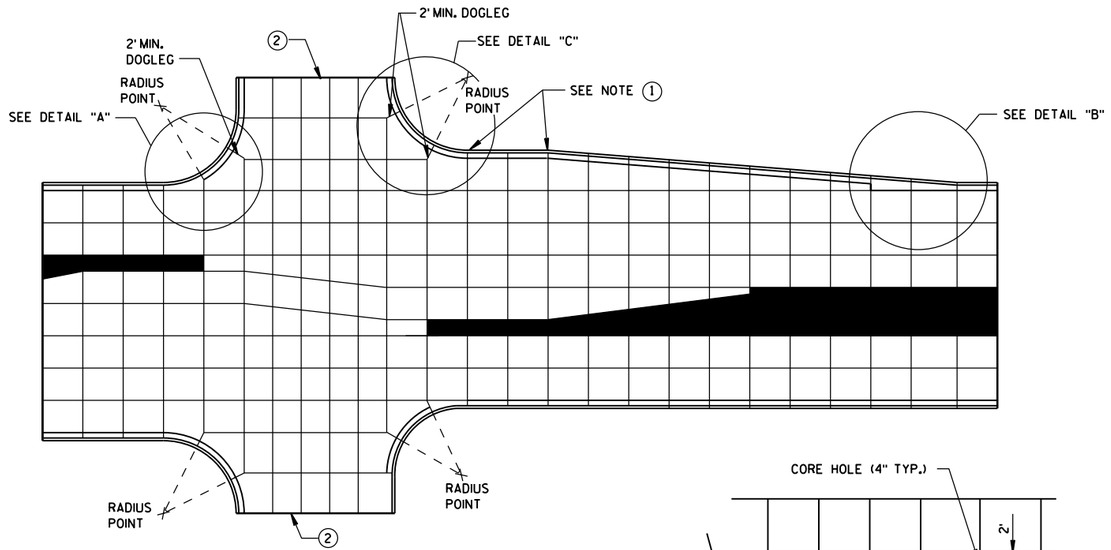
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

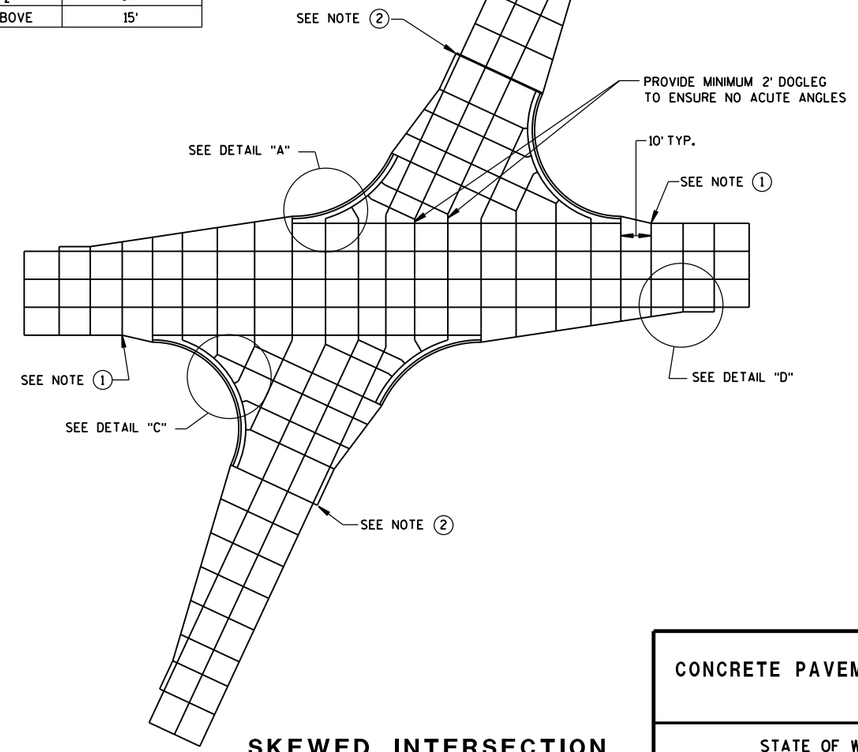
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



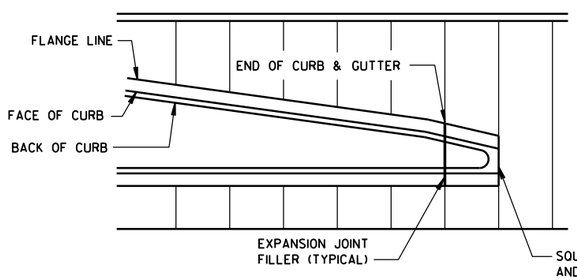
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

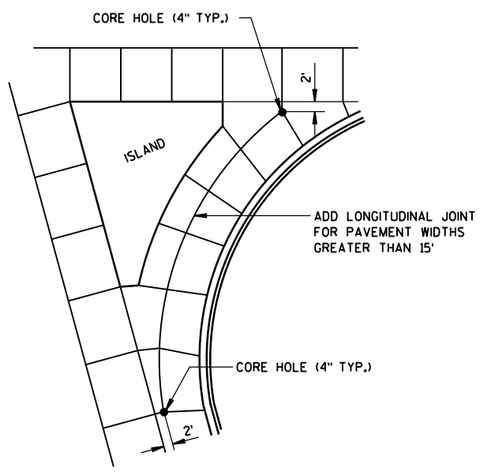
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

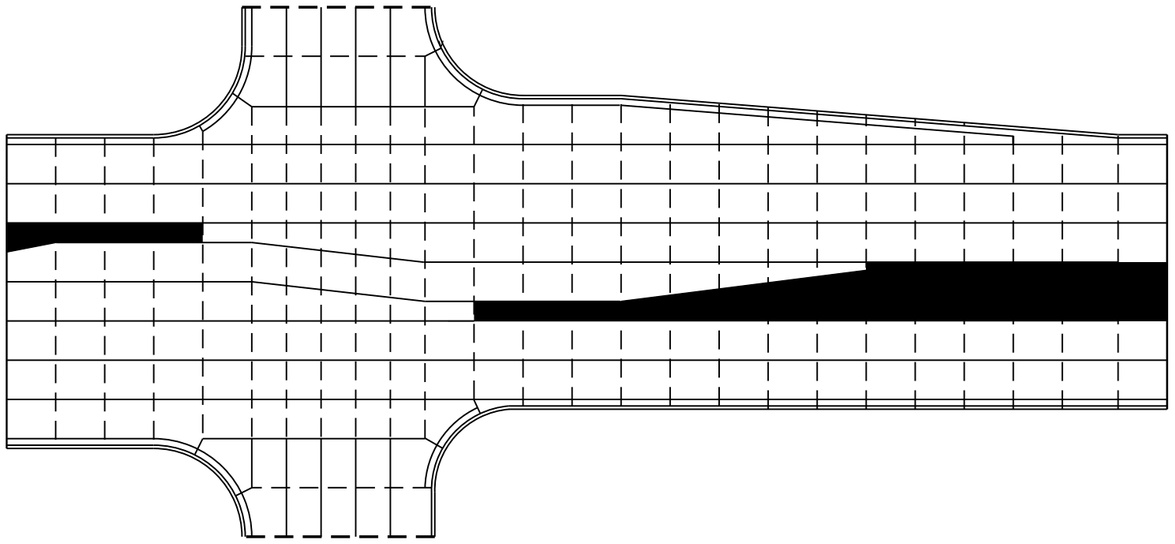
CONCRETE PAVEMENT JOINTING

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

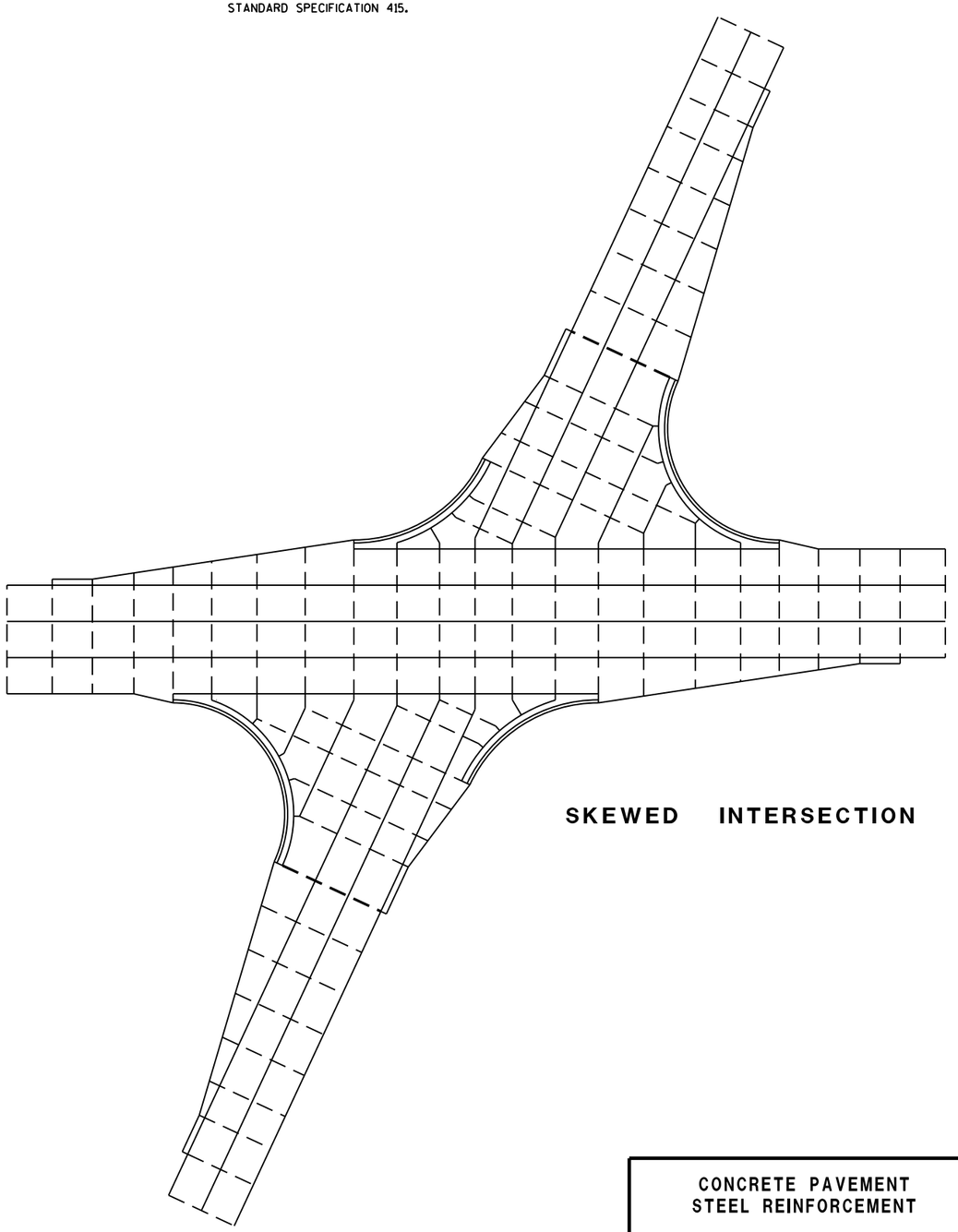
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

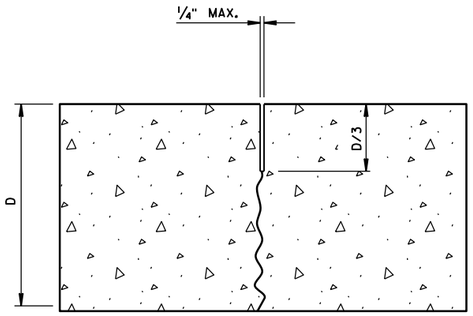
S.D.D. 13 C 18-2b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

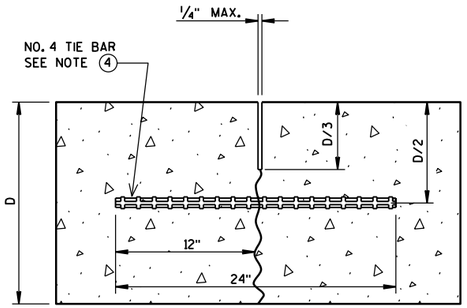
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 18-2b



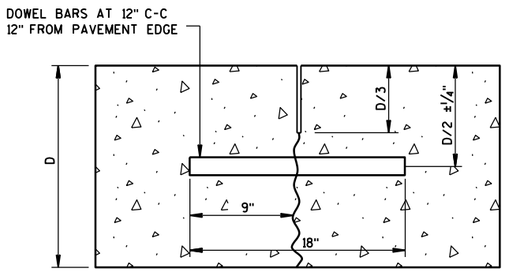
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

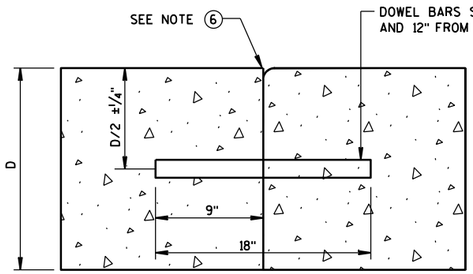
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 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.



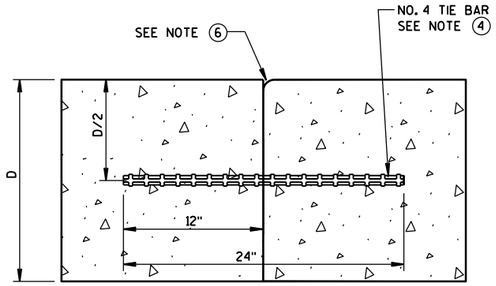
DOWELED-TRANSVERSE

CONTRACTION JOINTS

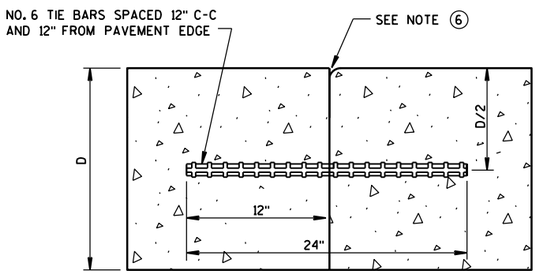
SEE NOTE (2)



DOWELED TRANSVERSE

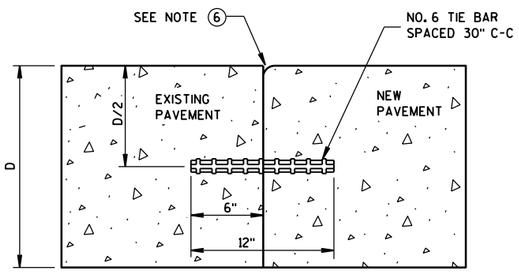


TIED LONGITUDINAL



TIED TRANSVERSE

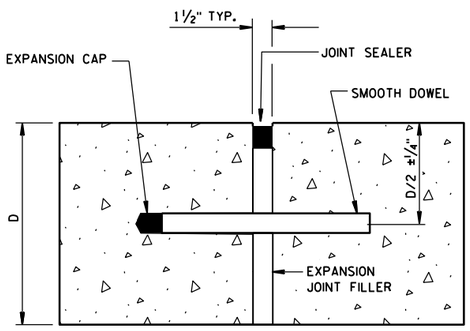
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

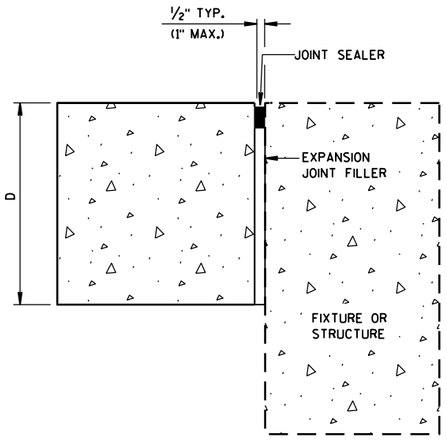
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

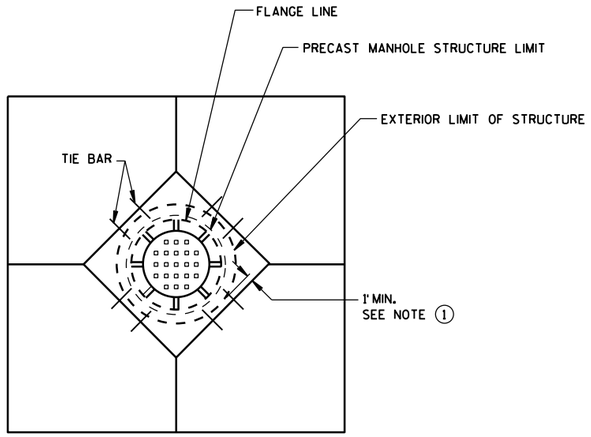
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

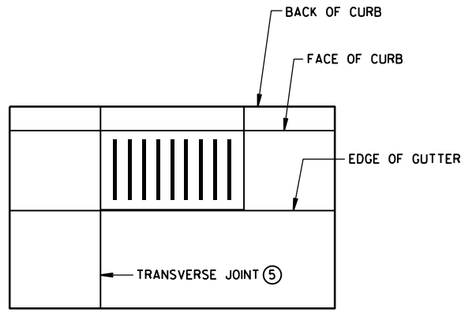
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

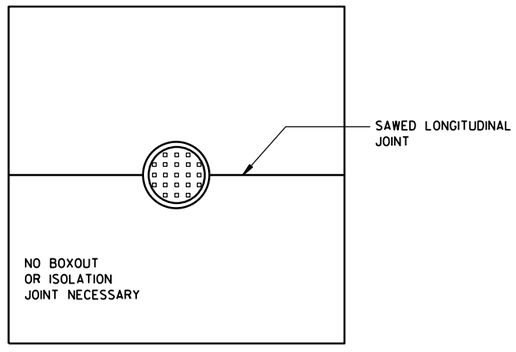
S.D.D. 13 C 18-2c



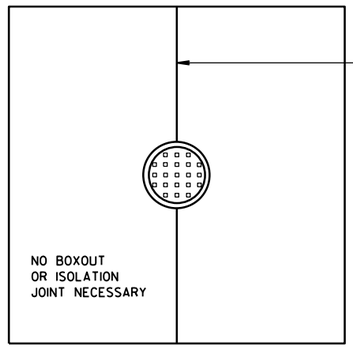
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



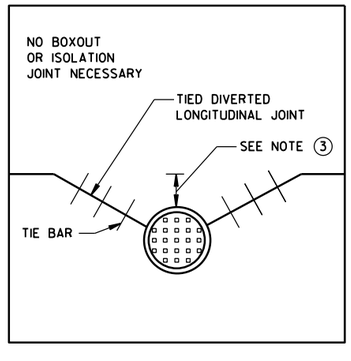
INLET WITH TRANSVERSE JOINT



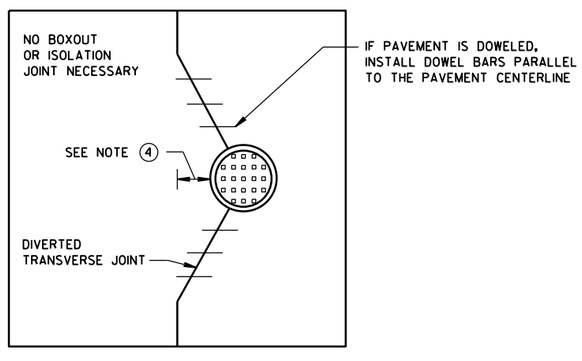
MANHOLE WITH LONGITUDINAL JOINT



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

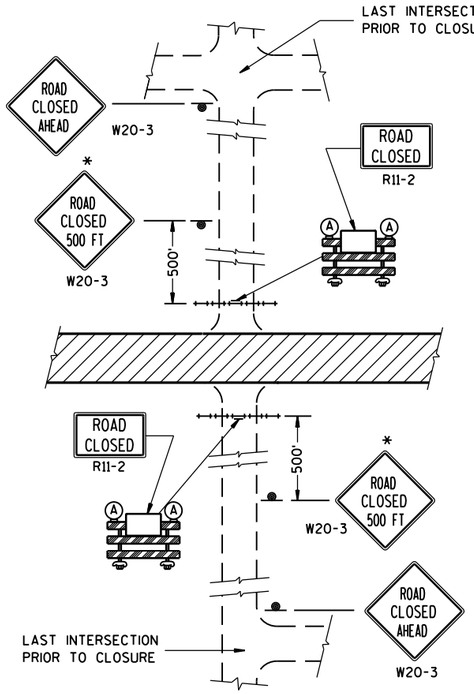
/S/ Deb Bischoff PAVEMENT POLICY & DE

NEER

FHWA

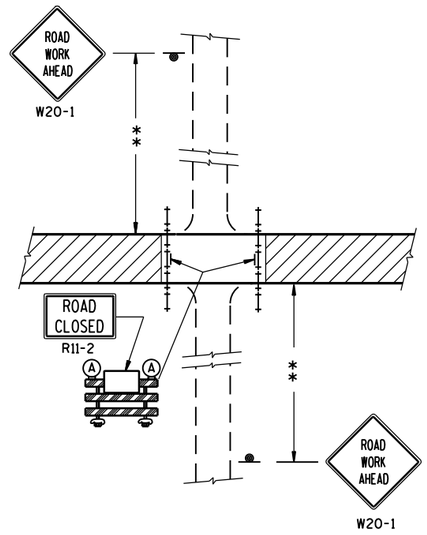
6

S.D.D. 13 C 18-2d



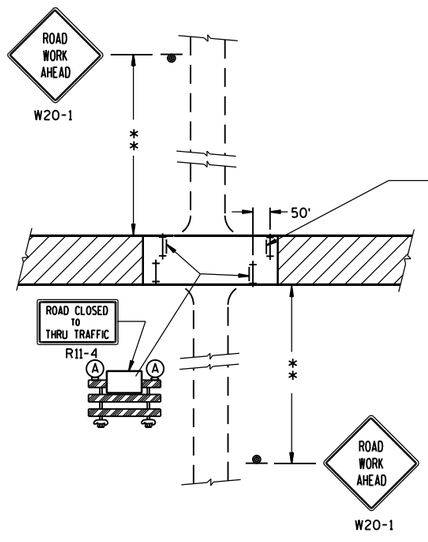
DETAIL 1

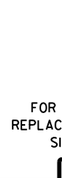
(NO ACCESS TO PROJECT)



DETAIL 2

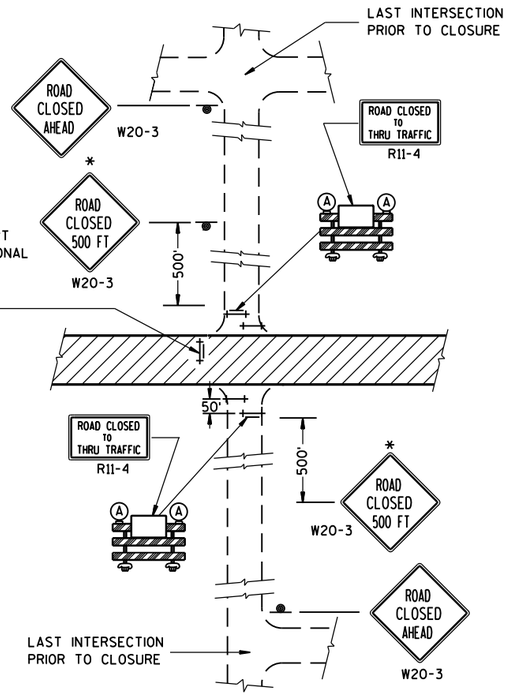
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

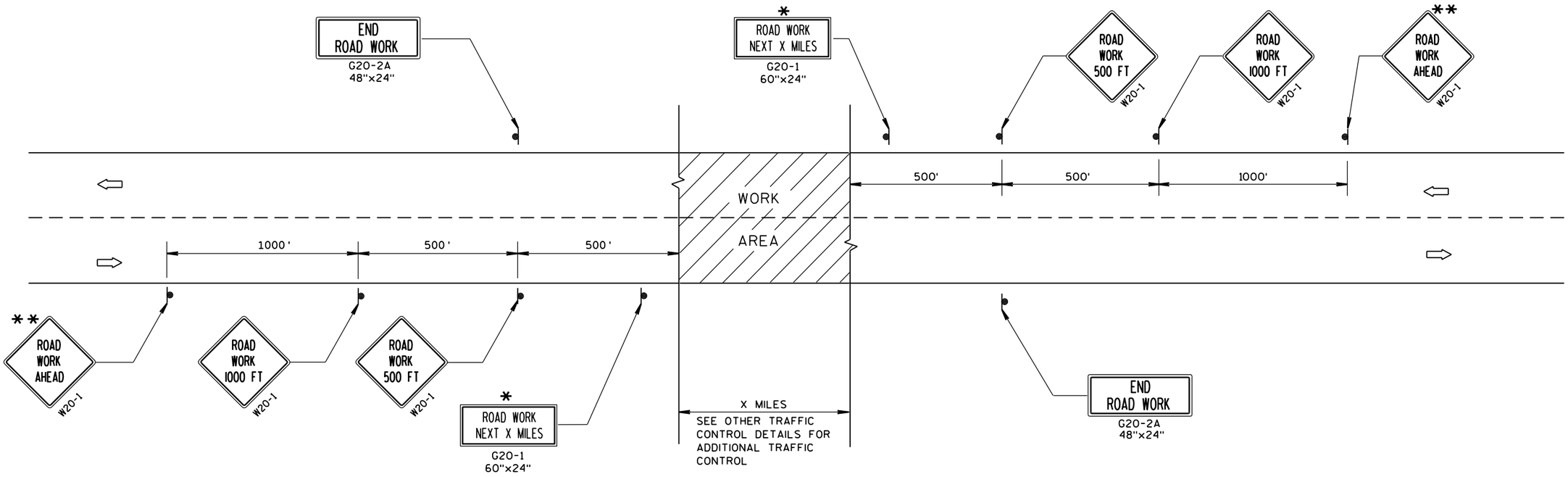
6

S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

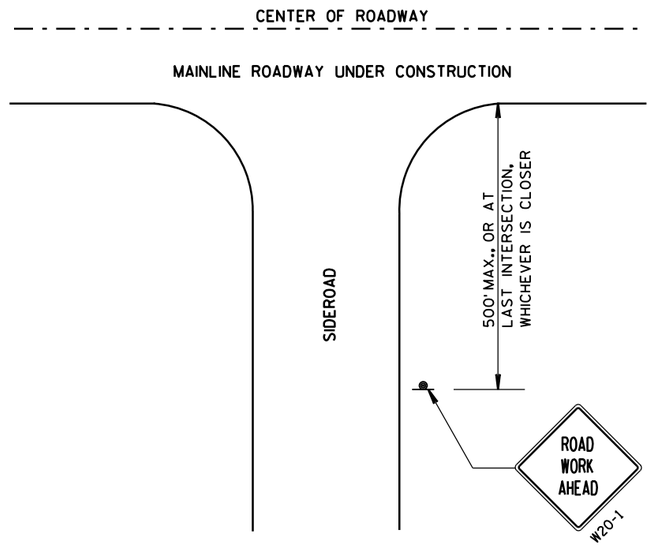
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

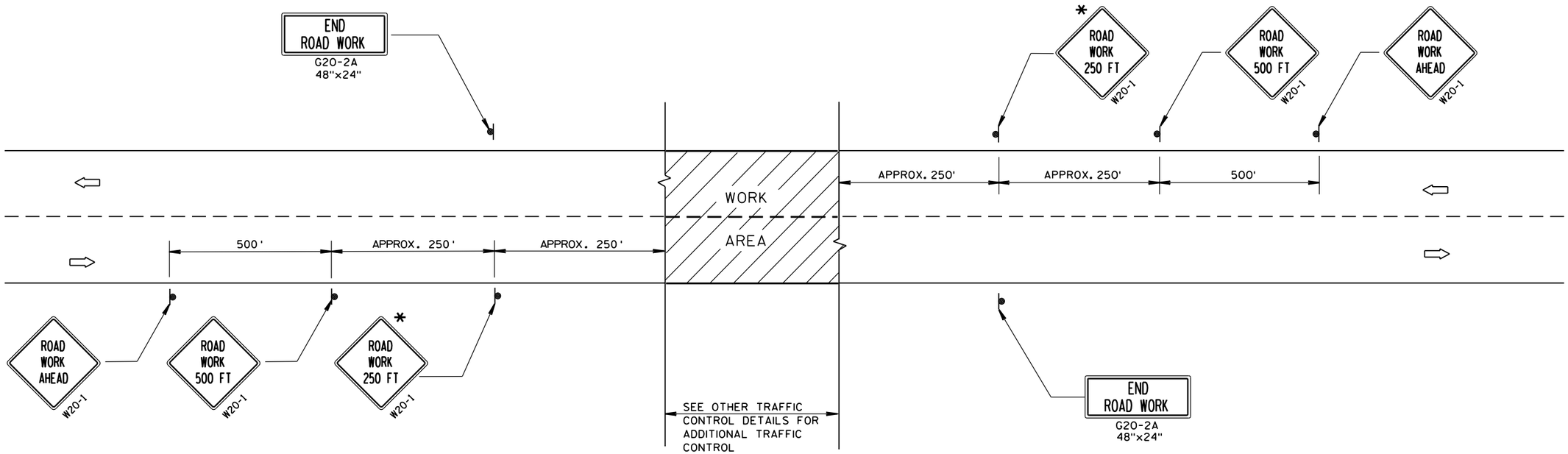
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 4-2



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

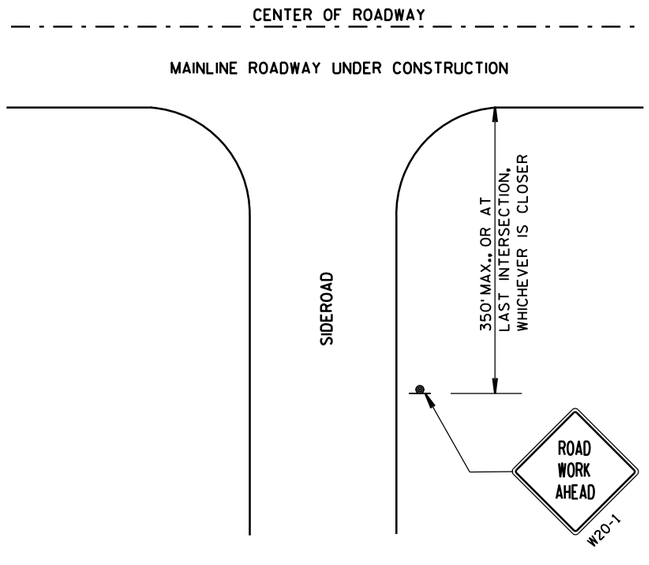
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

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



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

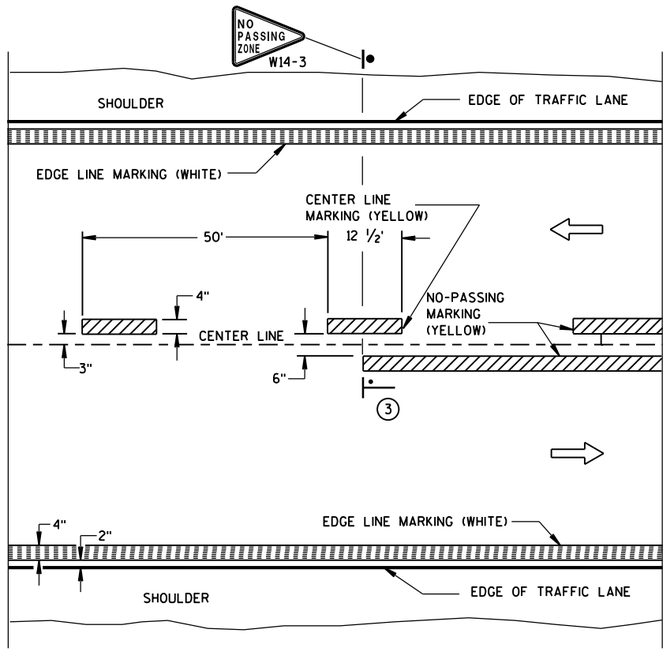
54

SIGN

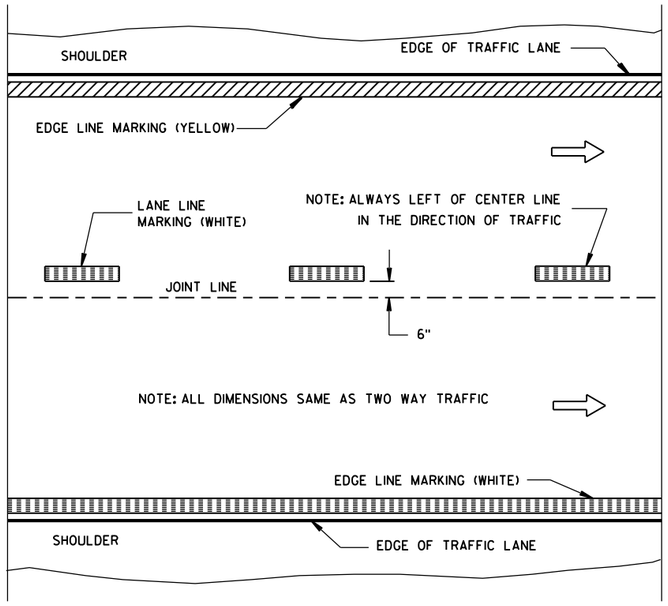
FHWA

6

S.D.D. 15 C 5-2

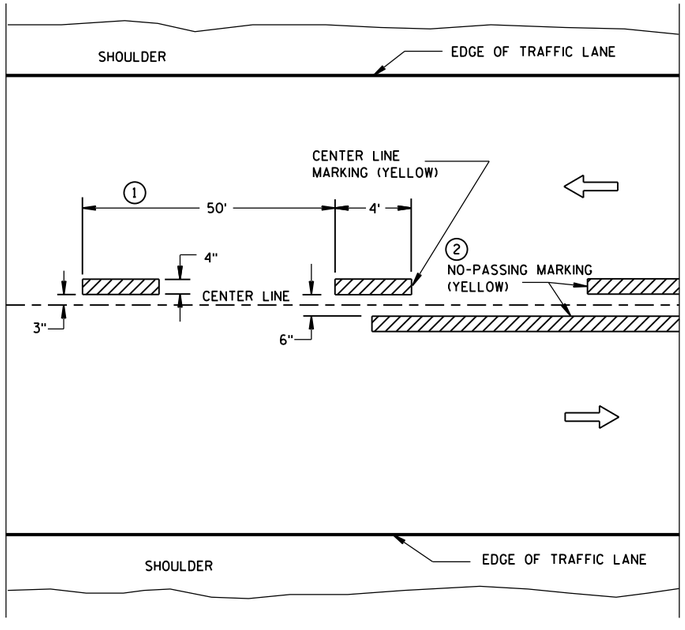


TWO WAY TRAFFIC

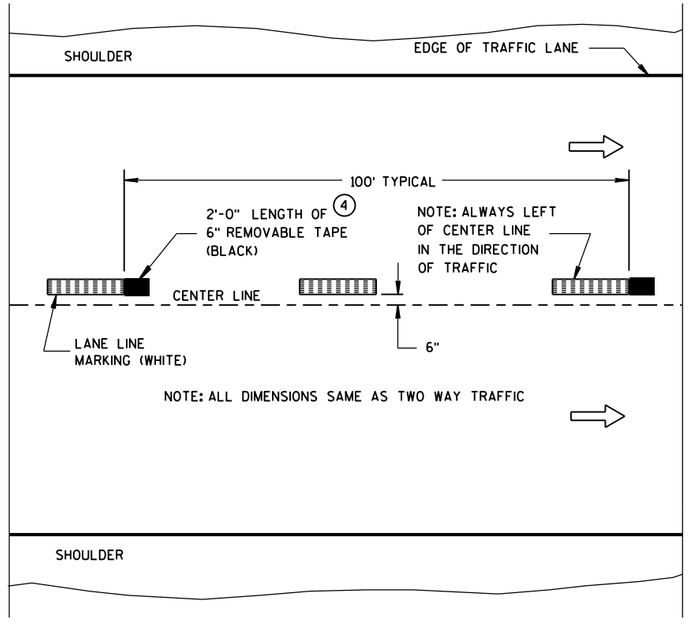


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

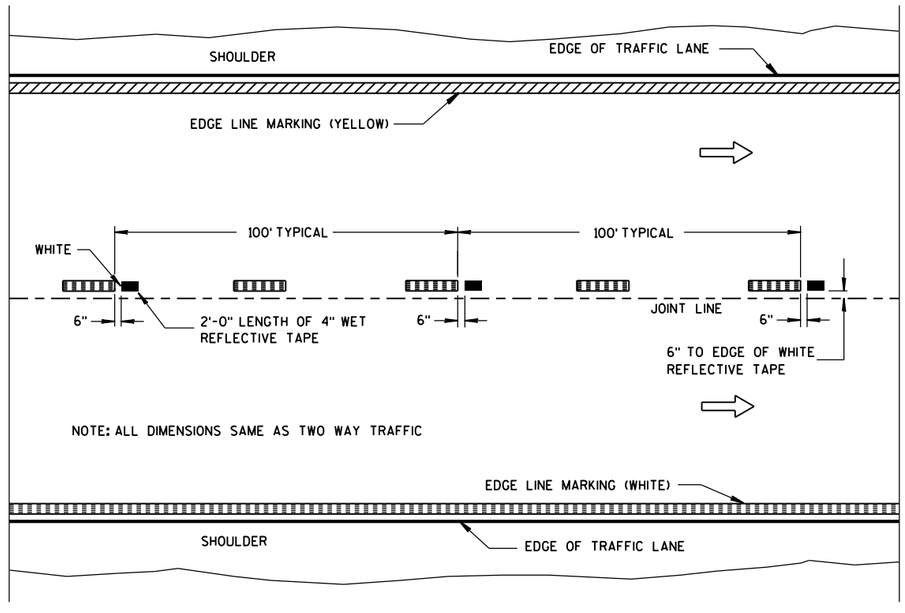
GENERAL NOTES

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 ENGINEER

FHWA

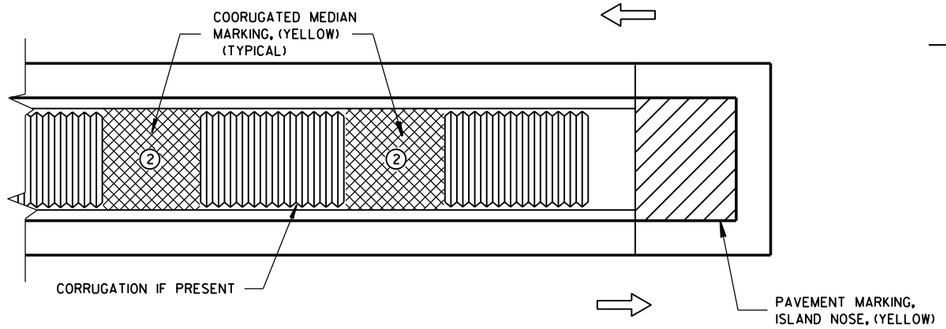
55

6

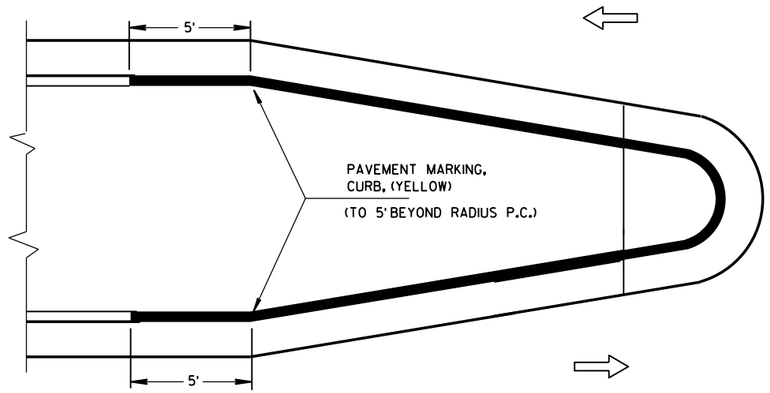
S.D.D. 15 C 8-16a

6

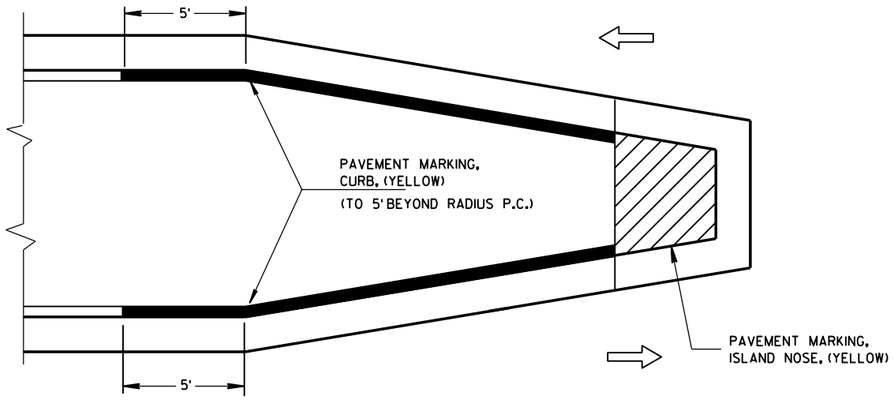
S.D.D. 15 C 8-16a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

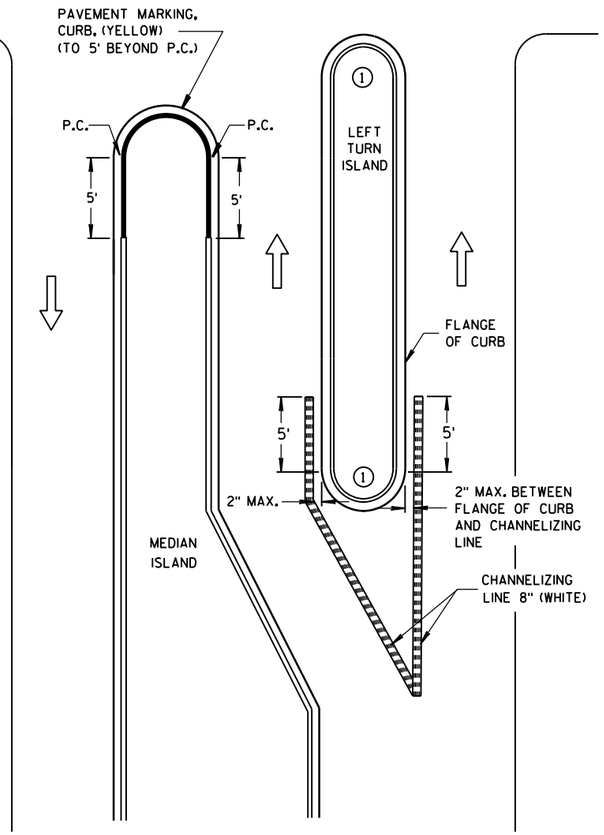


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

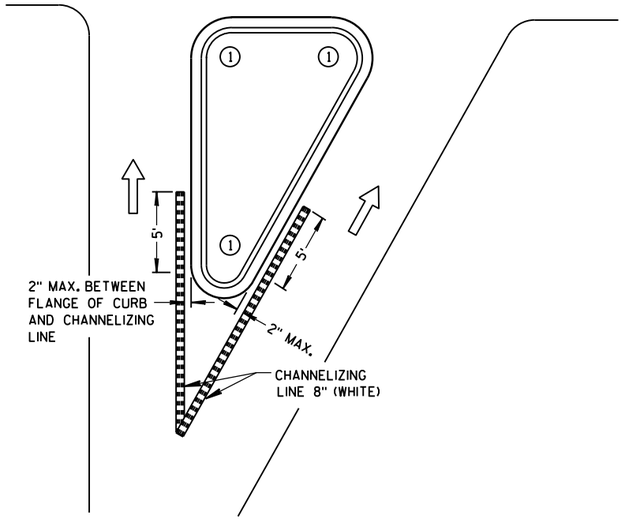


LEFT TURN & MEDIAN ISLAND

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

6

S.D.D. 15 C 8-16f

6

S.D.D. 15 C 8-16f

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

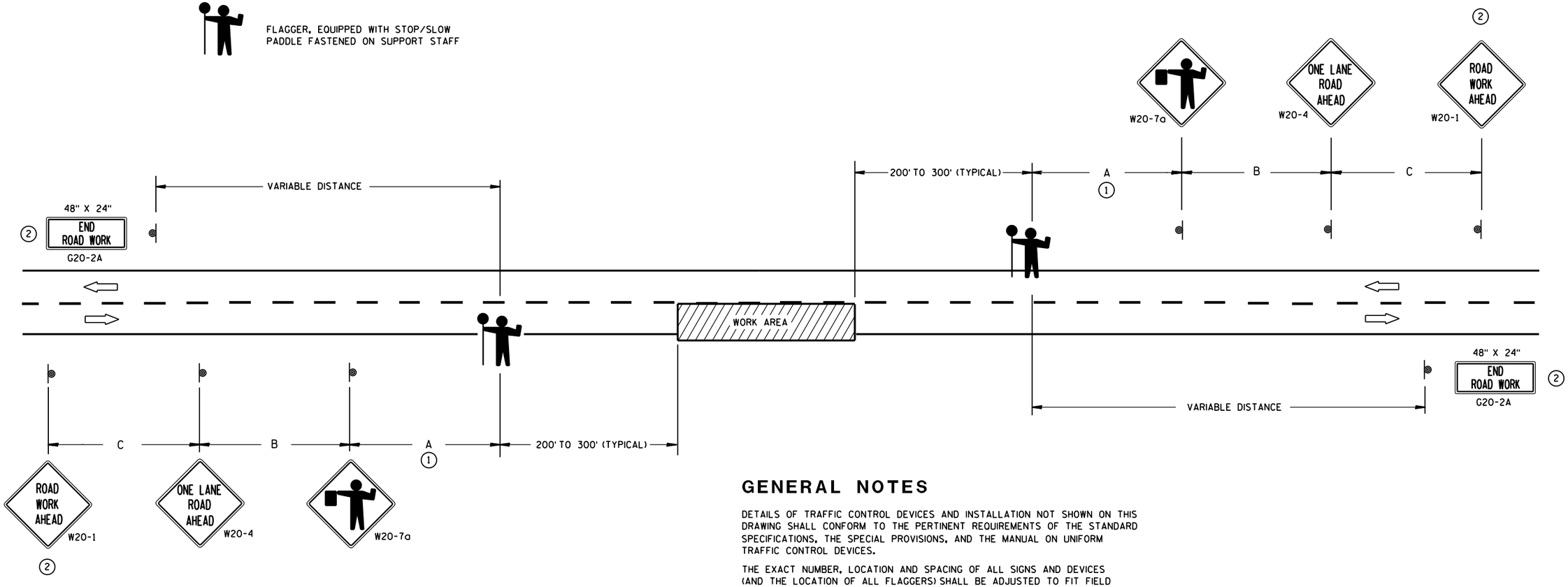
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

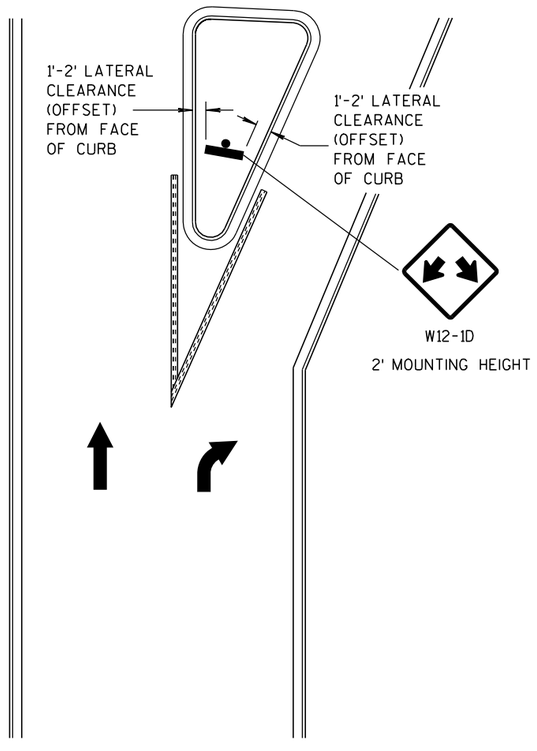
6

S.D.D. 15 C 12-4

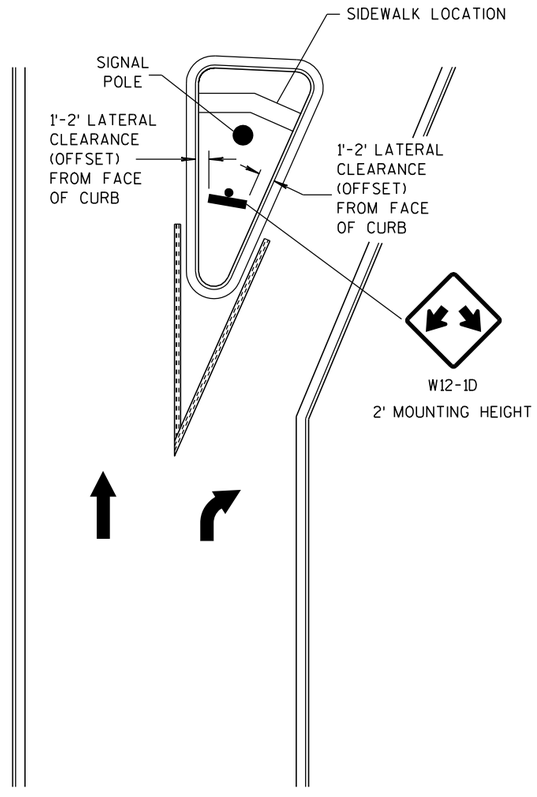
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

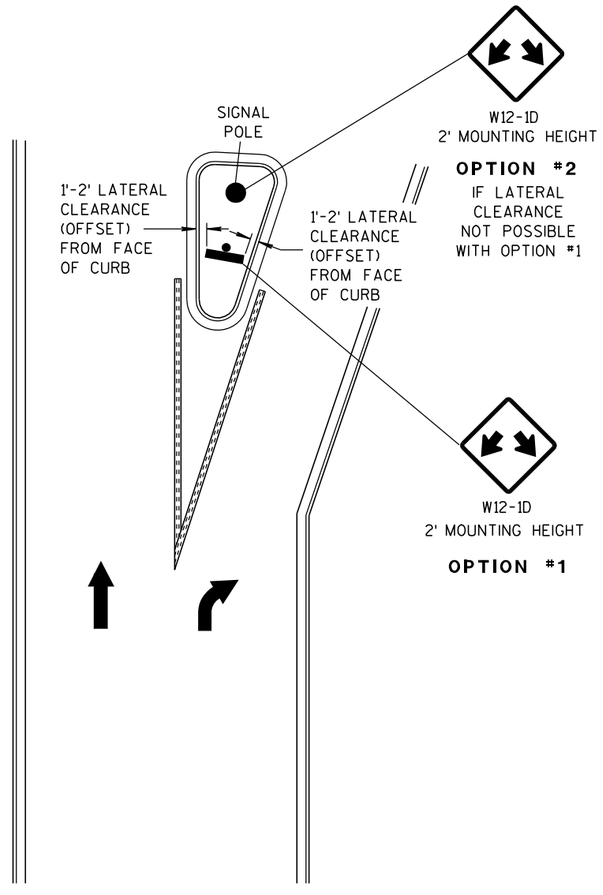
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

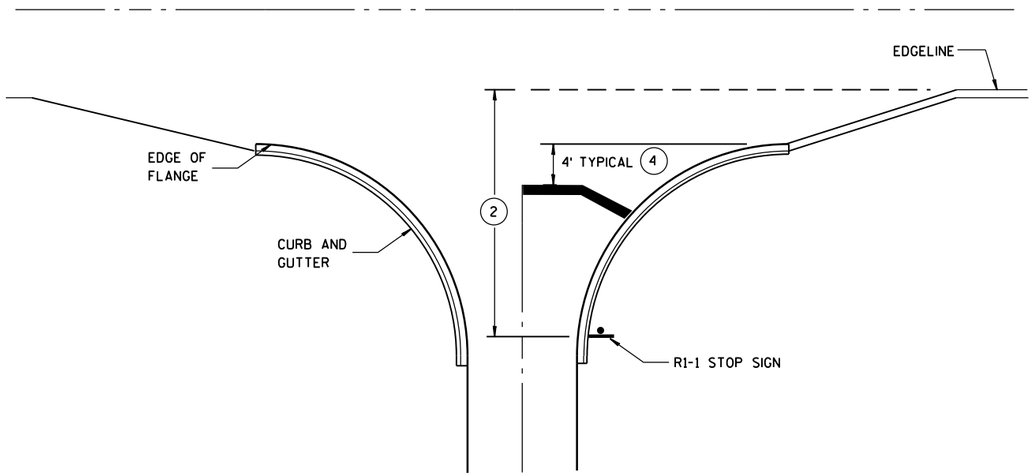
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	

6

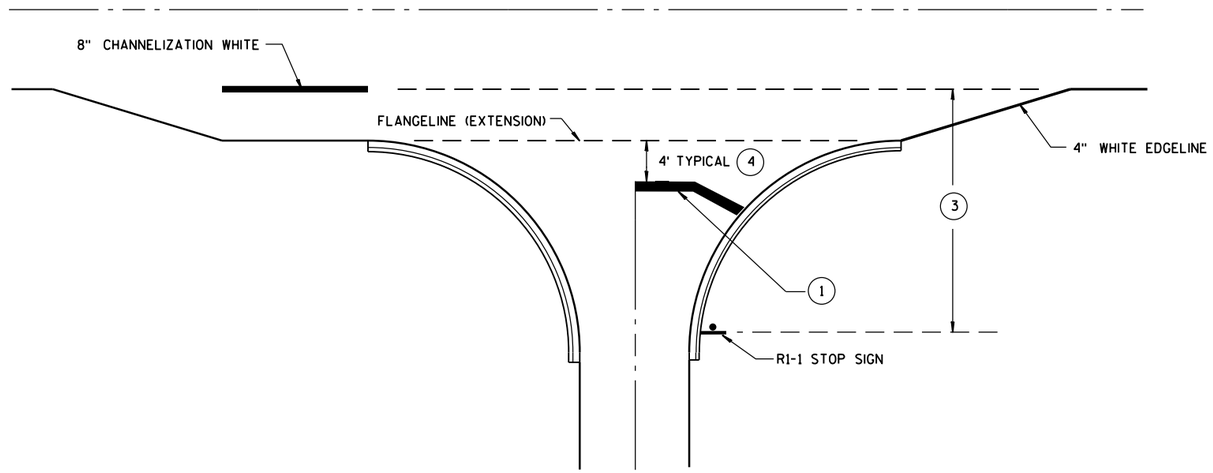
S.D.D. 15 C 27-1

6

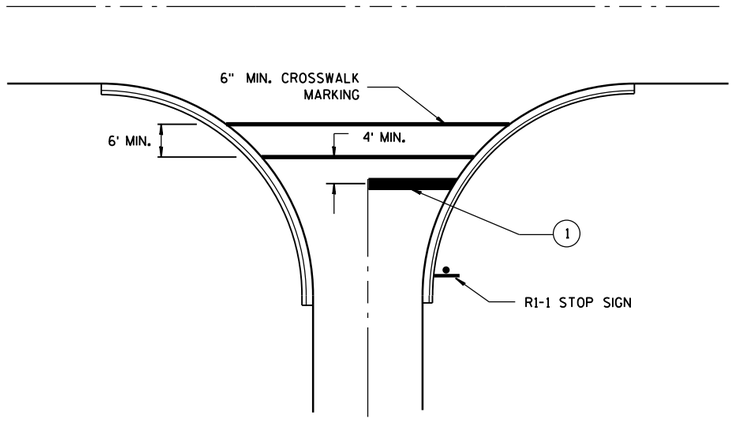
S.D.D. 15 C 27-1



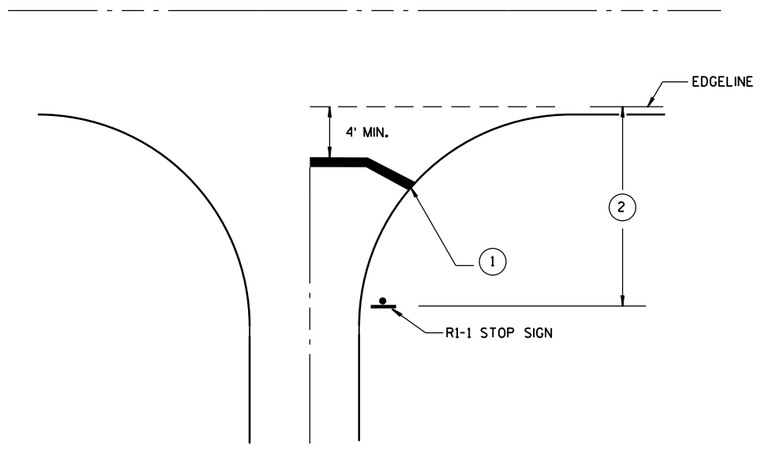
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

6

S.D.D. 15 C 33-1

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.

ALL SIGNS ARE 48" X 48" 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 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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

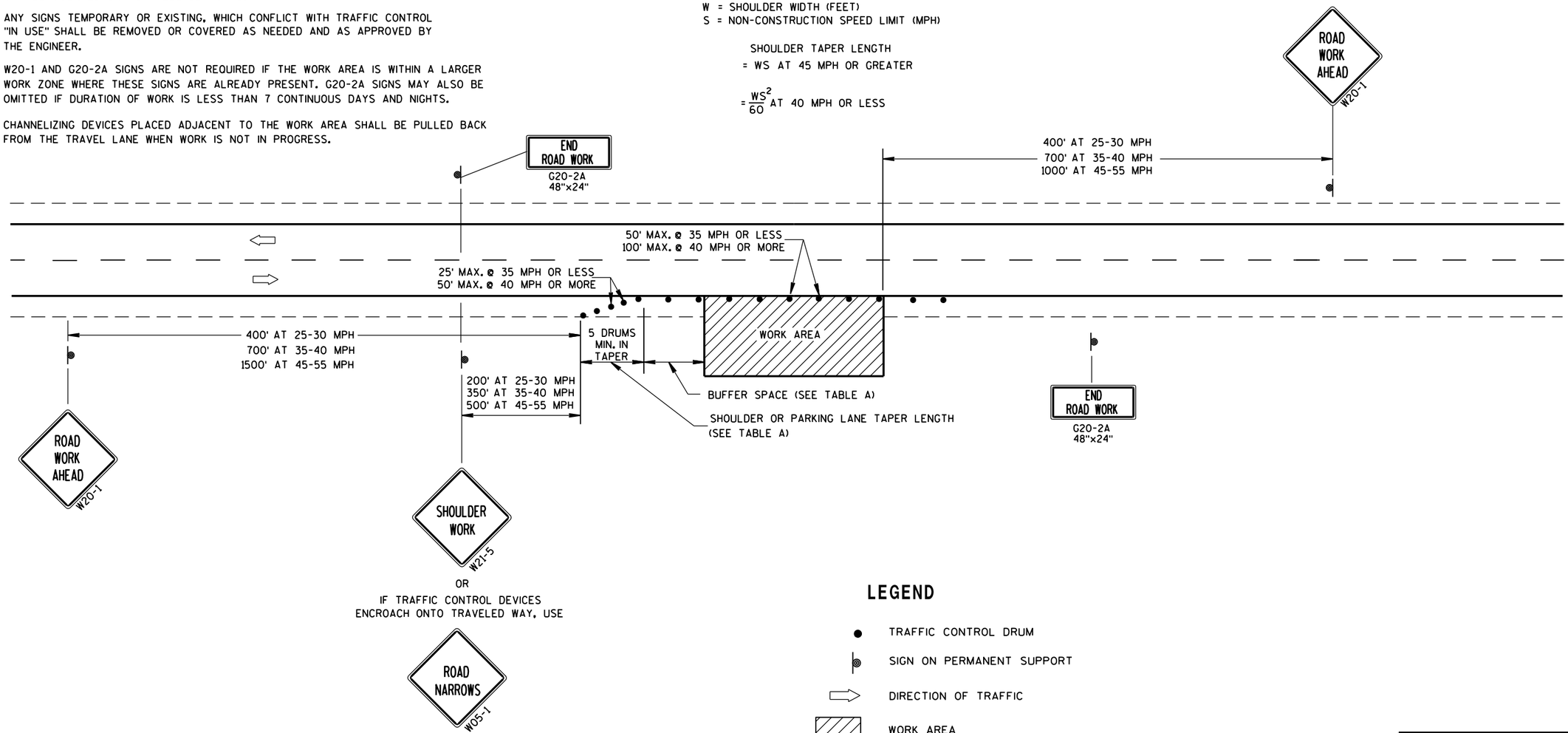
TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

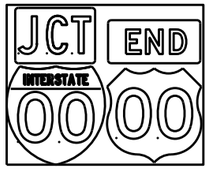
S.D.D. 15 D 28-2

6

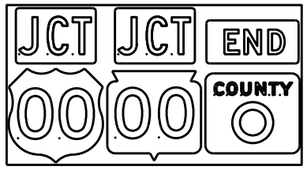
S.D.D. 15 D 28-2

TYPICAL ASSEMBLIES

J1-1

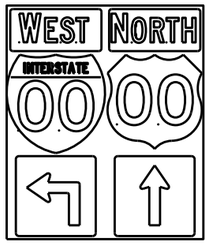


J1-2

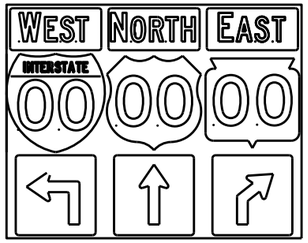


J1-3

J2-1



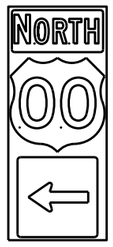
J2-2



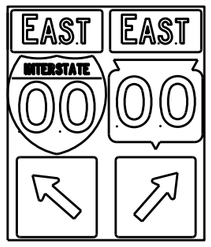
J2-3

JV

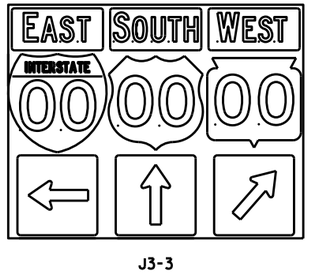
(Typical Vertical J-Assembly
See Note 10 and 11)



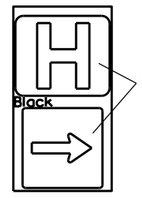
J3-1



J3-2

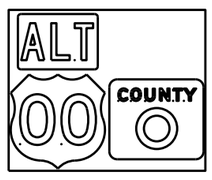


J3-3

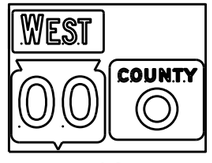


JH-1

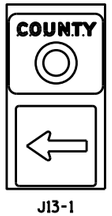
J4-1



J4-2



J4-2



J13-1

J12-1

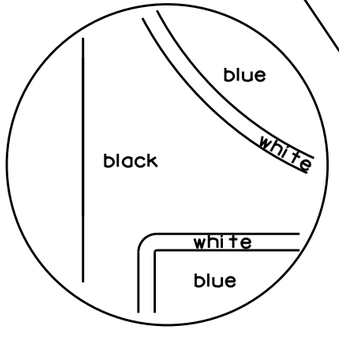
J32-1

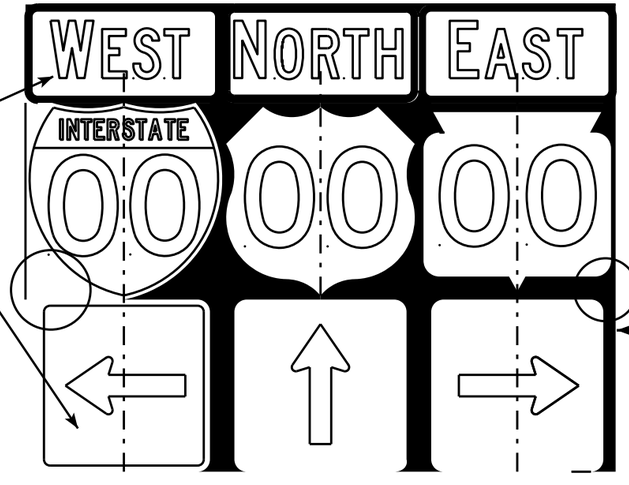
J33-1

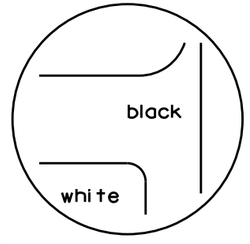
J23-1

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

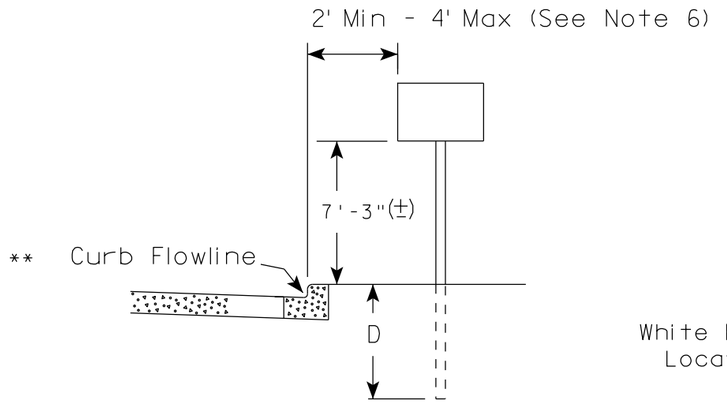
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

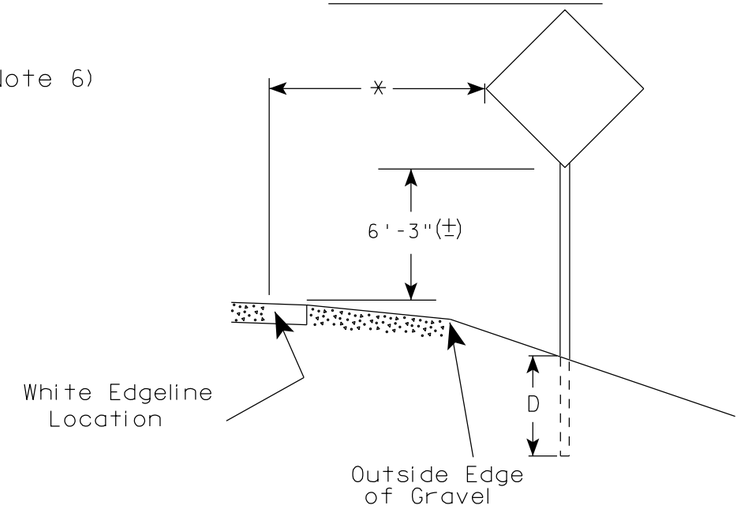
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

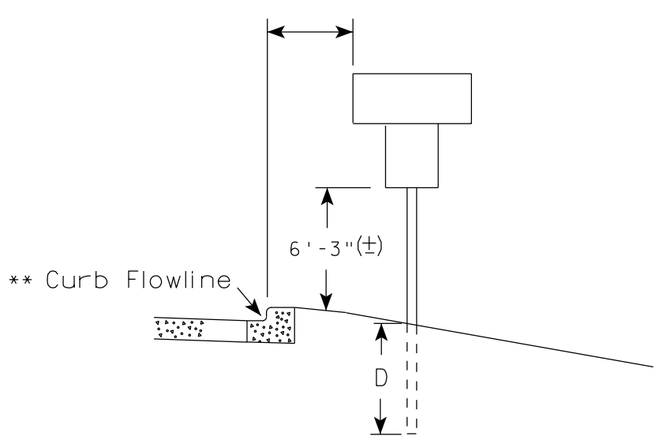
WISDOT/CADDS SHEET 42

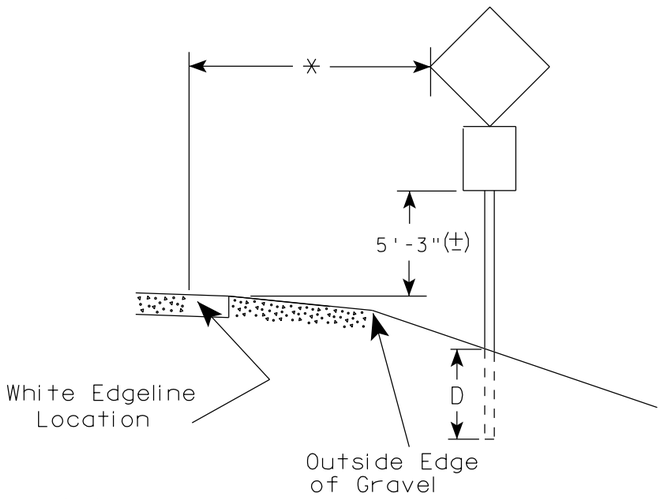
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet, 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" (±).

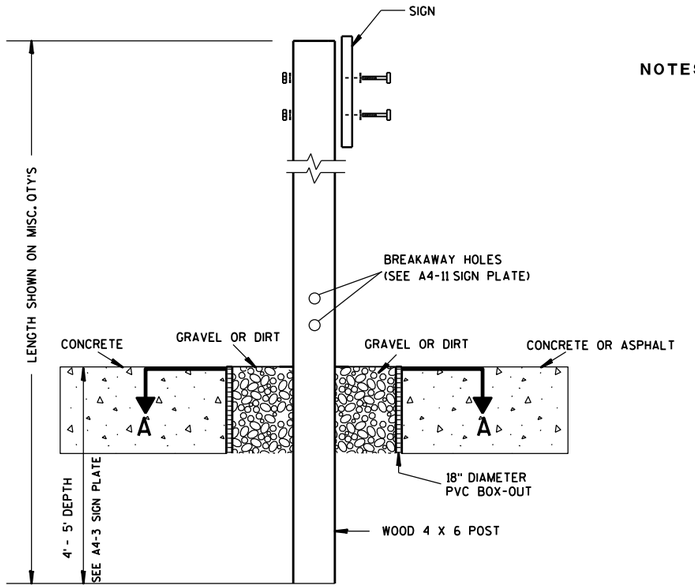
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

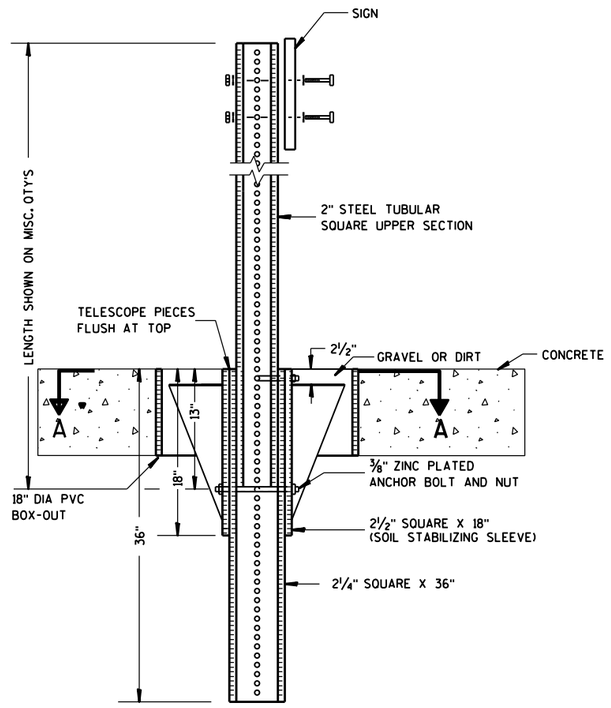
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

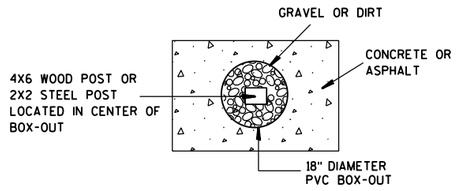
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

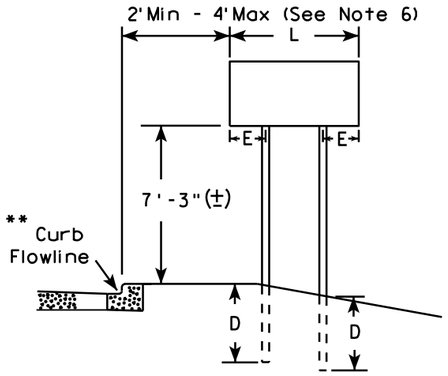
APPROVED Matthew R Rauch
for State Traffic Engineer

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

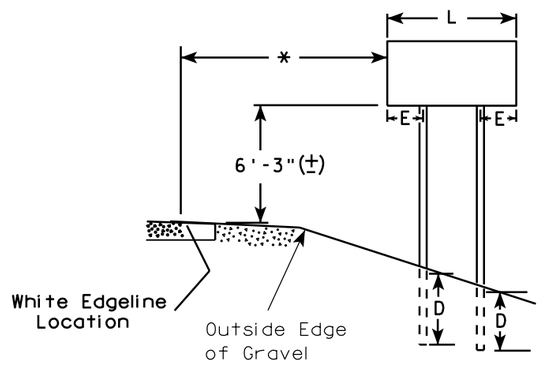
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

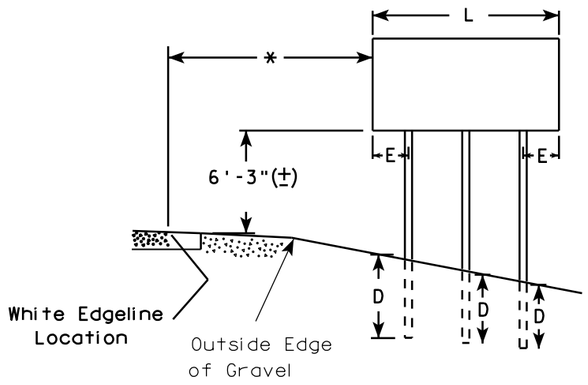
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

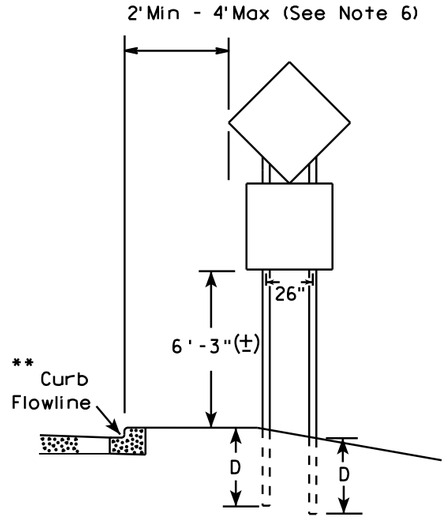
URBAN AREA



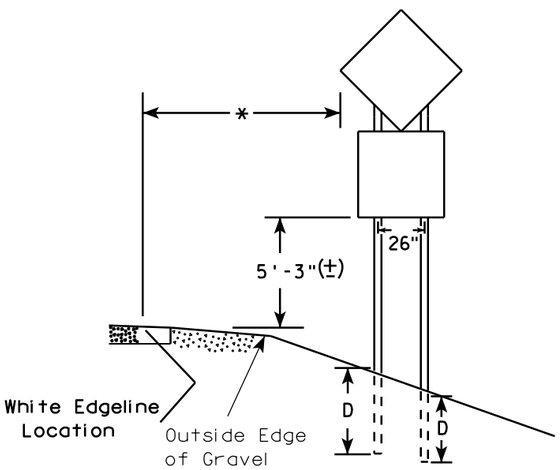
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

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"

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

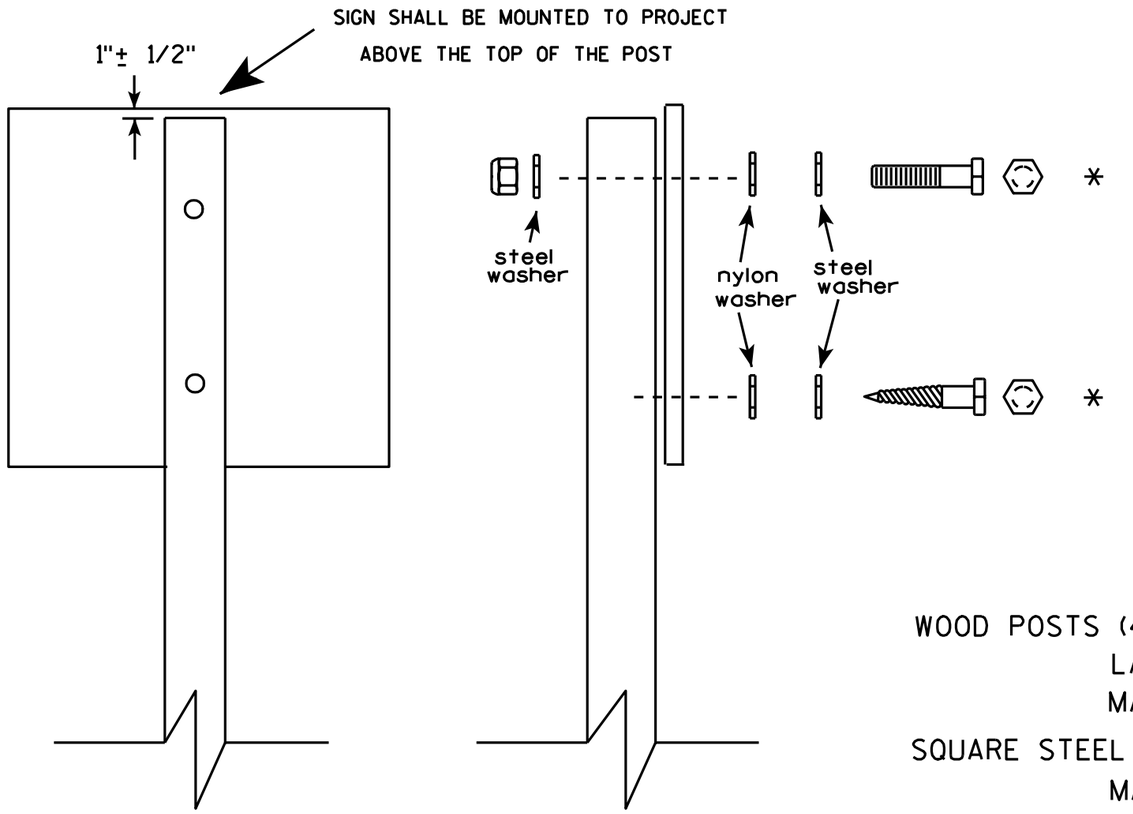
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 13-64

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

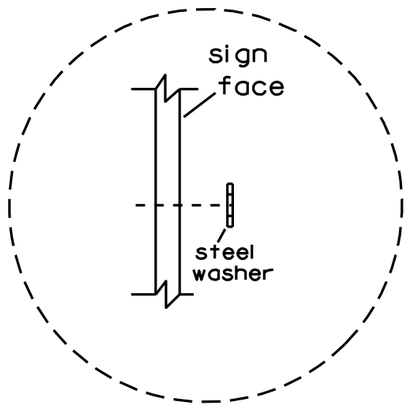
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

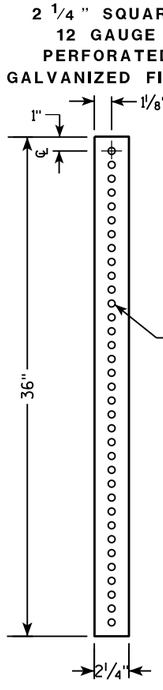
7

PROJECT NO:

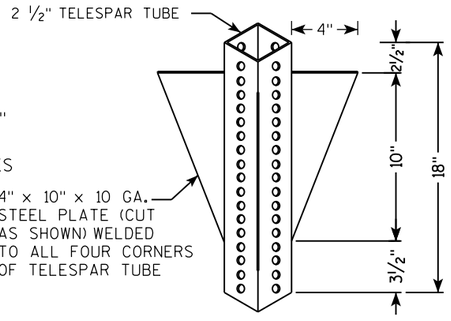
SHEET NO: 65 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

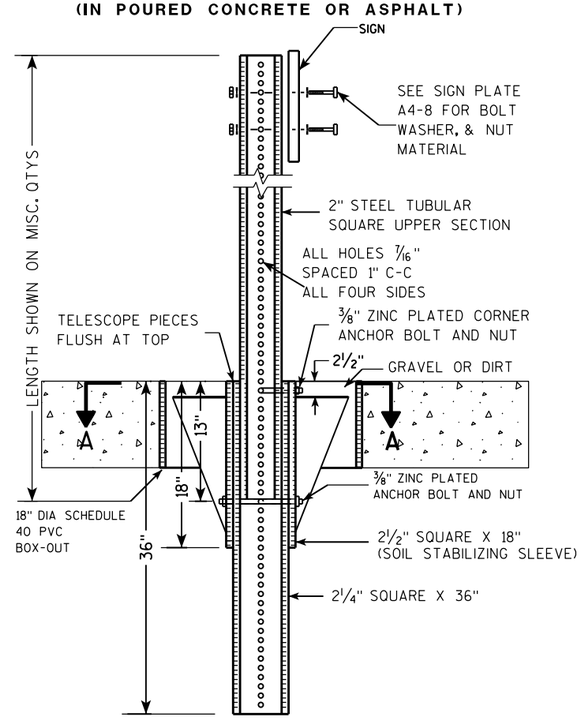
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



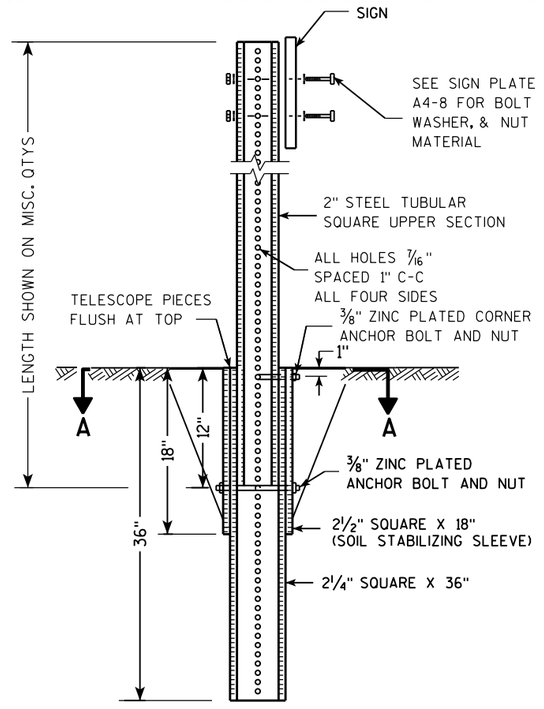
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

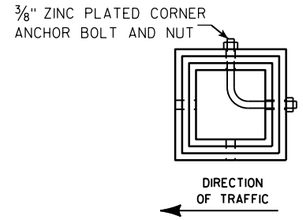


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

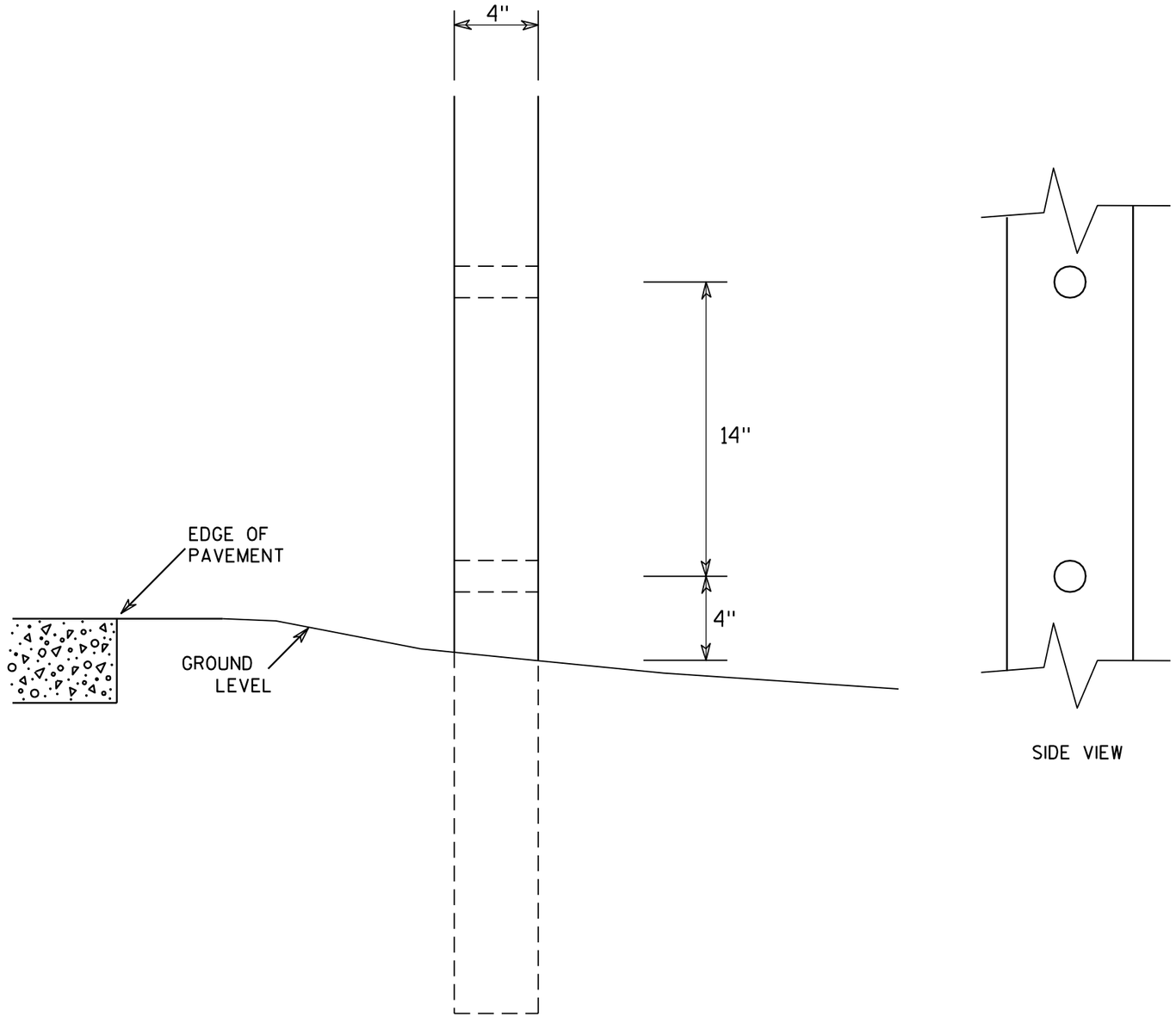
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 66 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

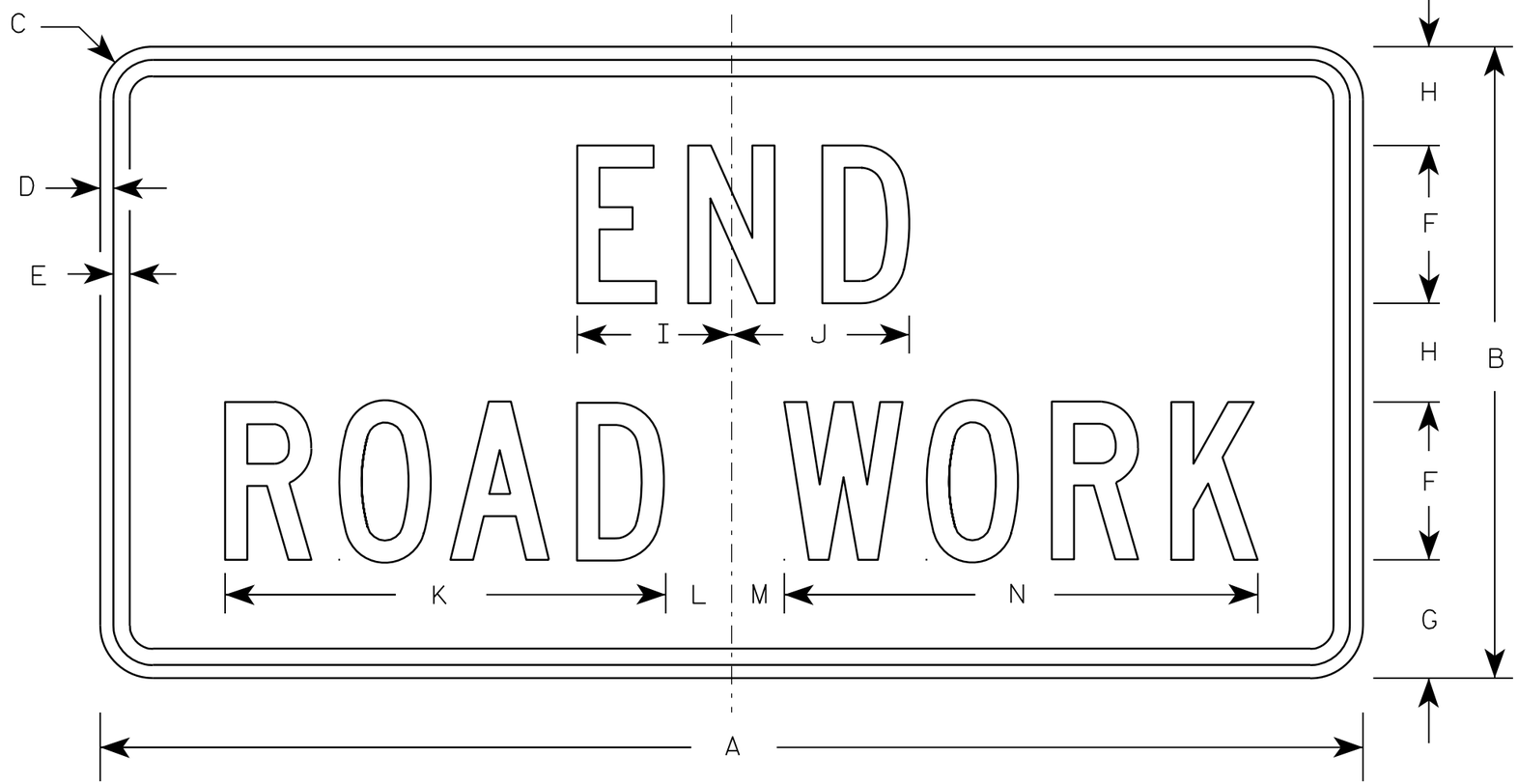
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 67	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

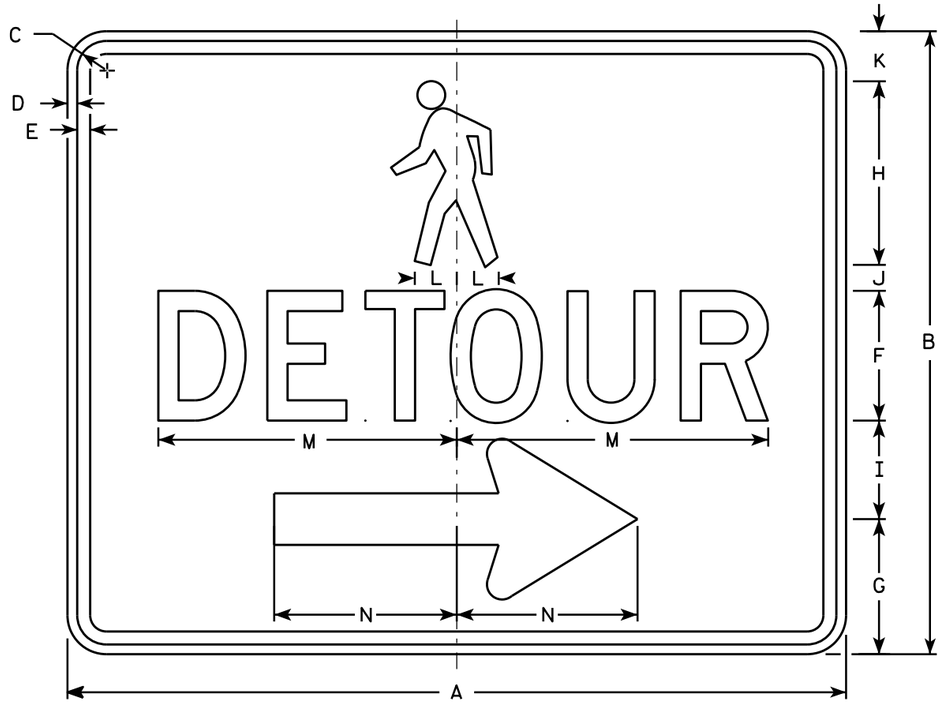
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

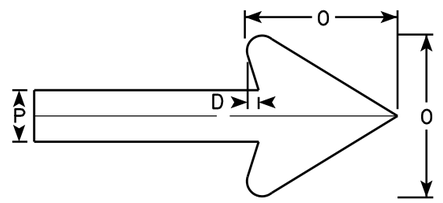
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 68	E



M4-9BR

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

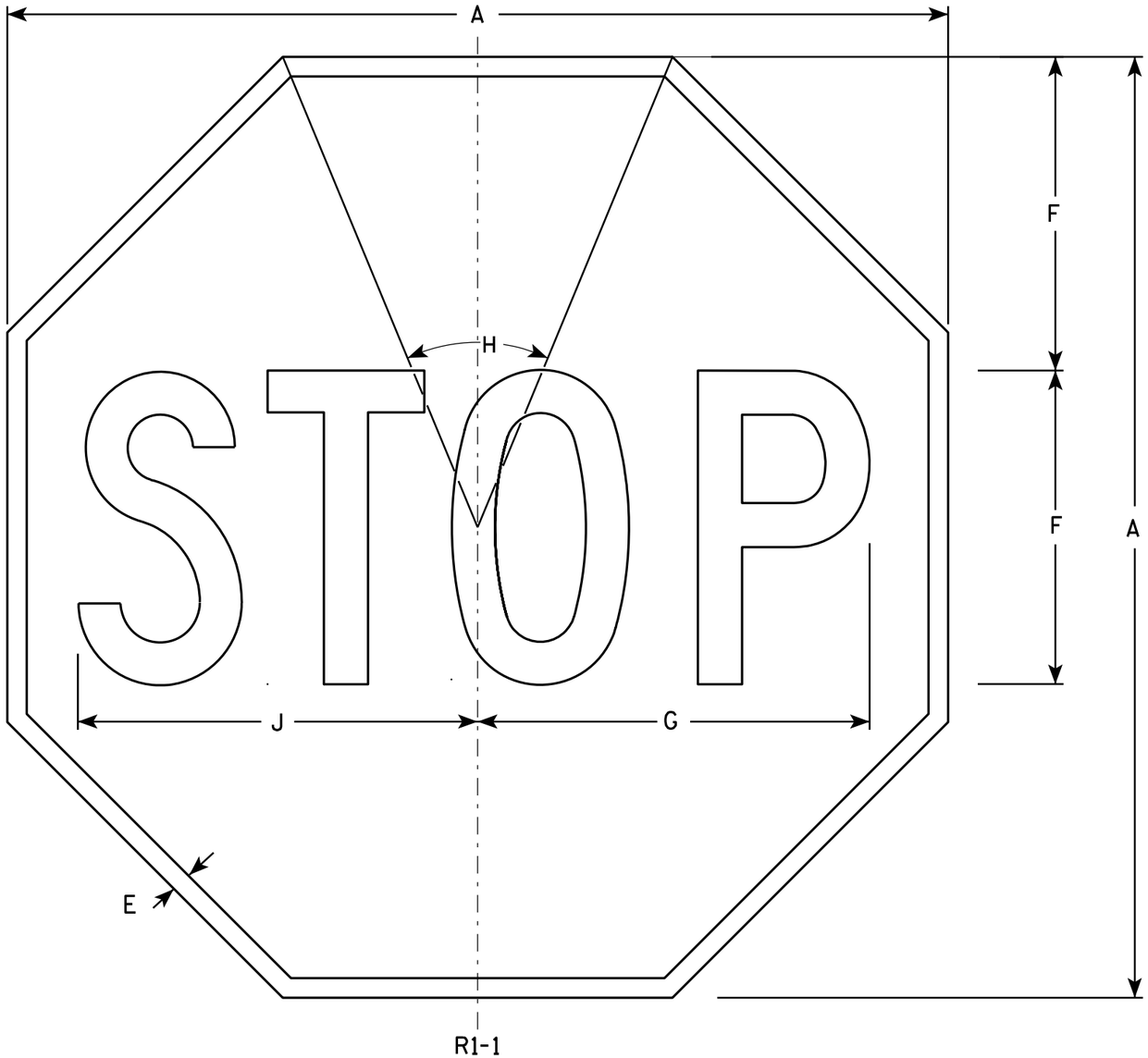
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE M4-9B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.DGN PLOT DATE : 01-OCT-2013 13:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



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

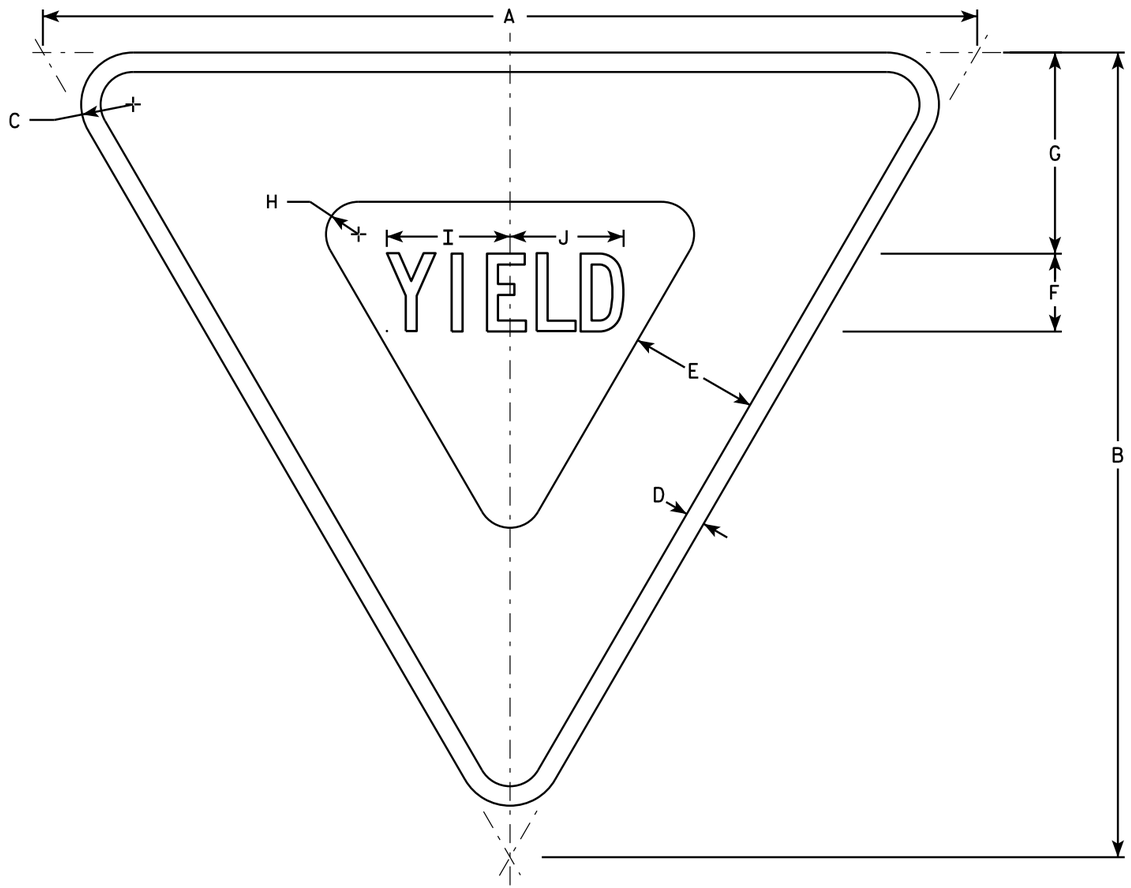
STANDARD SIGN
R1-1

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: 70	E



R1-2

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 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. The border strip and word message are reflectorized 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	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

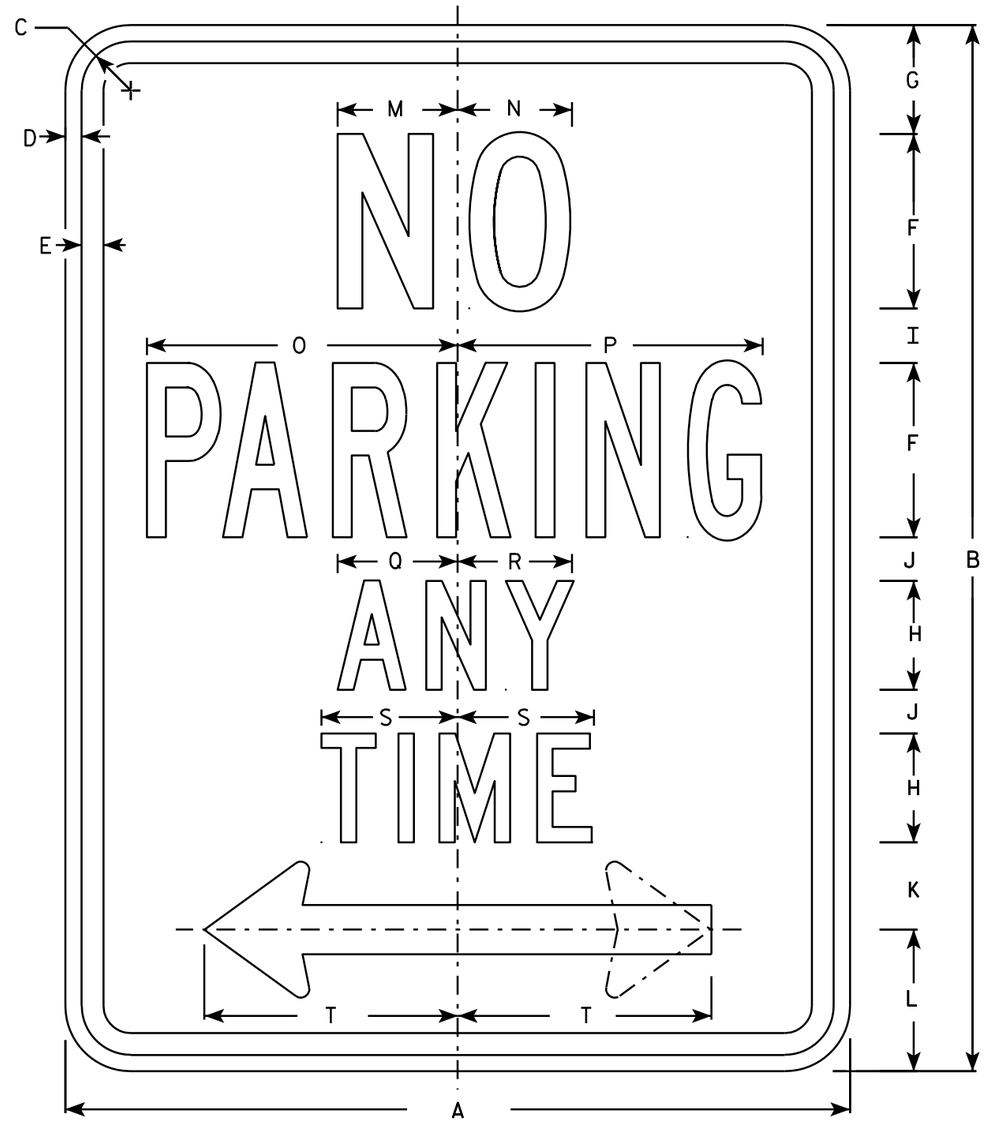
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

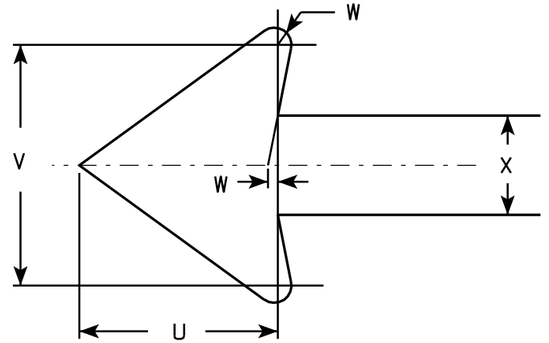
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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: 72	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

R9-9

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 - 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	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

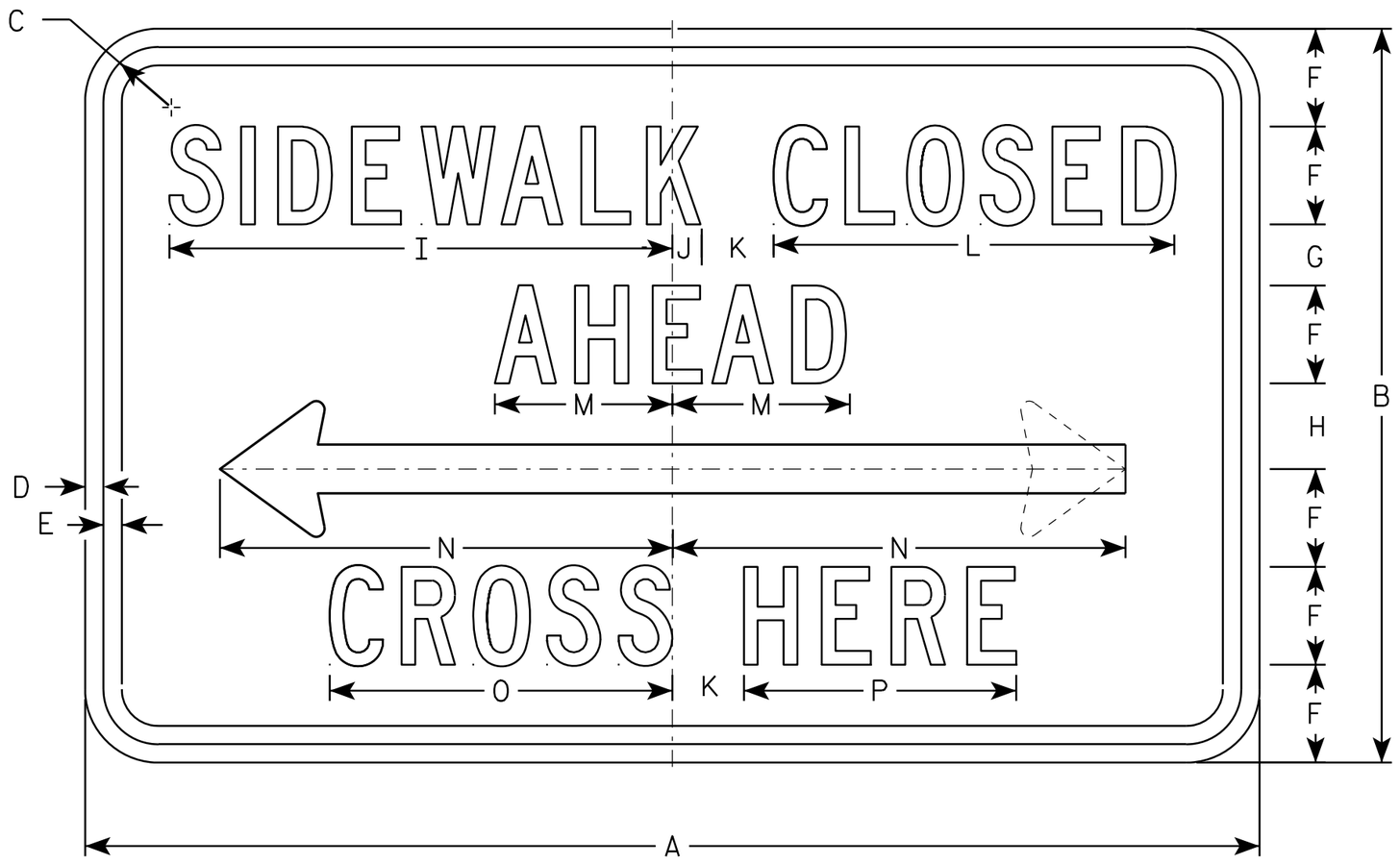
APPROVED Matthew R Rauch
for State Traffic Engineer

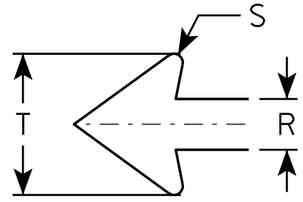
DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 73	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 - White
   Message - Black
3. Message Series - C except Size 1 is 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.





R9-11

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	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2S	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
2M	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
3																											
4																											
5																											

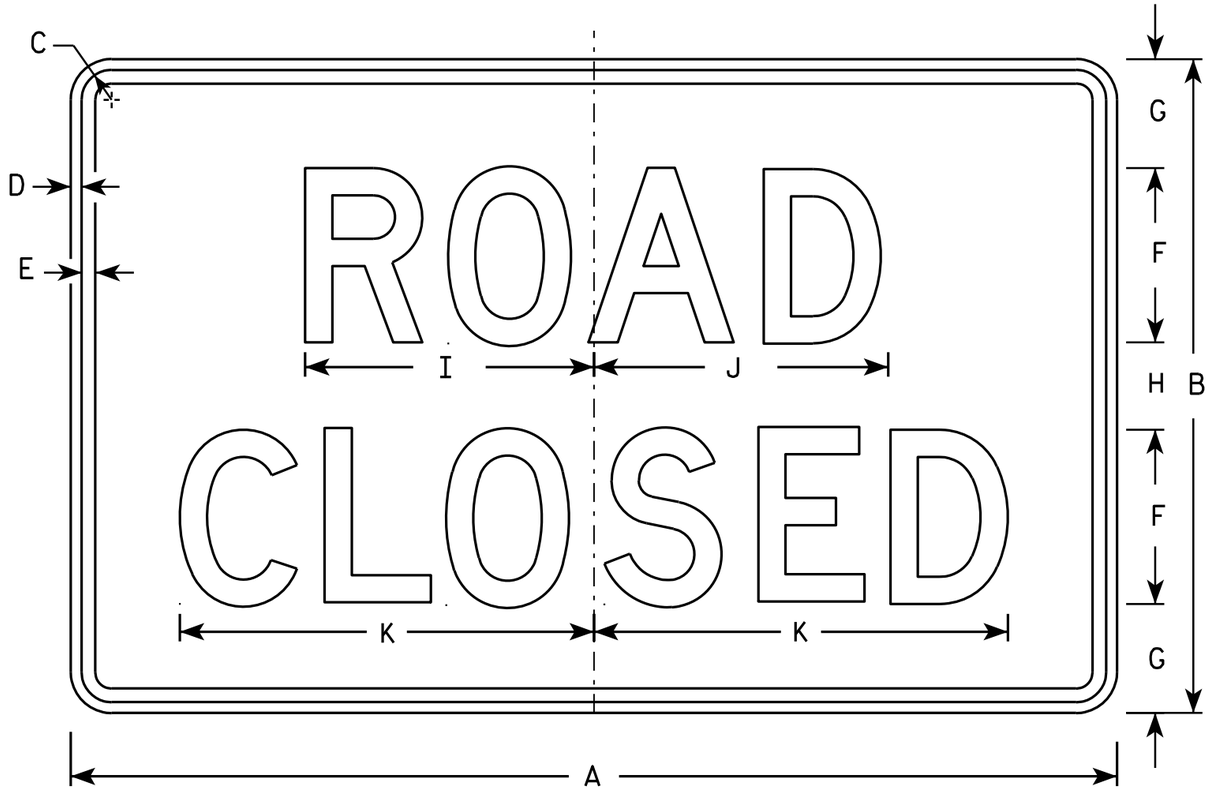
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2012 PLATE NO. R9-11.2

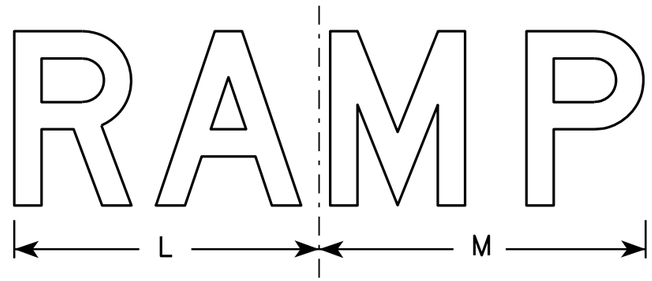
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 74	E



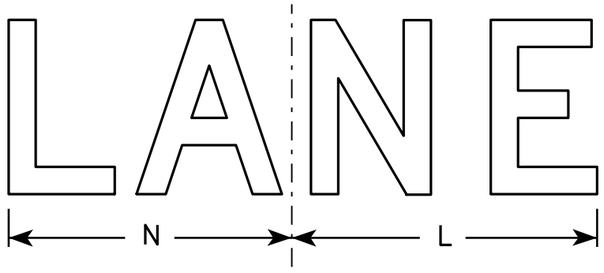
R11-2

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

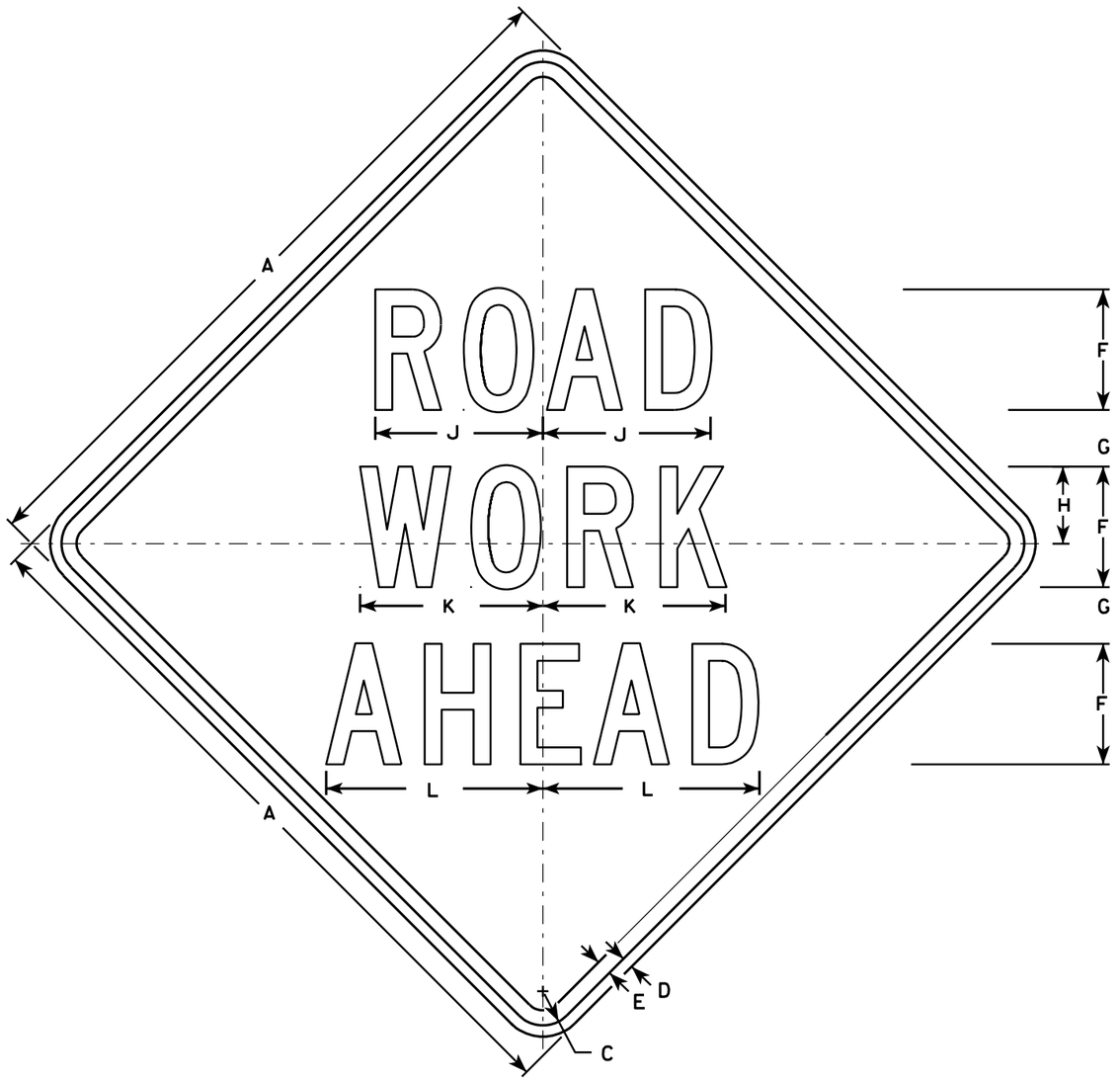
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

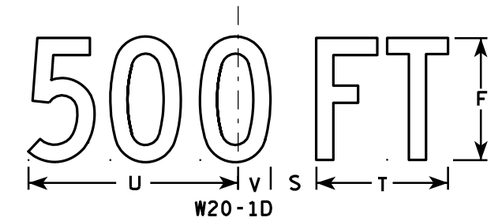
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

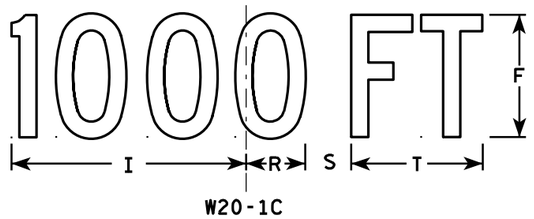
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 75 | E



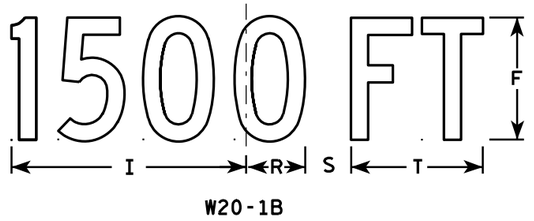
W20-1A



W20-1D

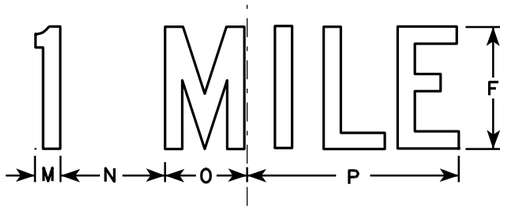


W20-1C



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:

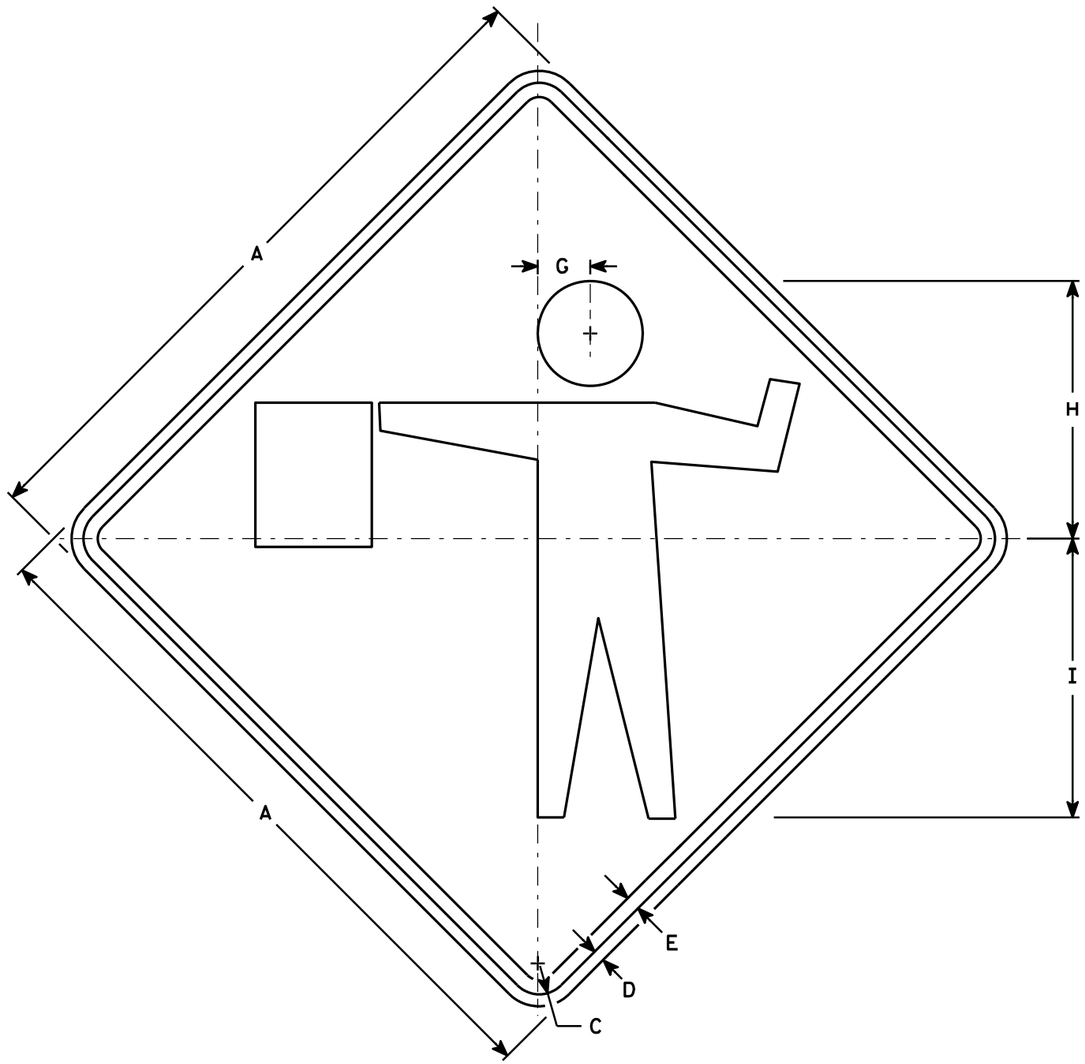
SHEET NO: 76 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



W20-7A

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	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

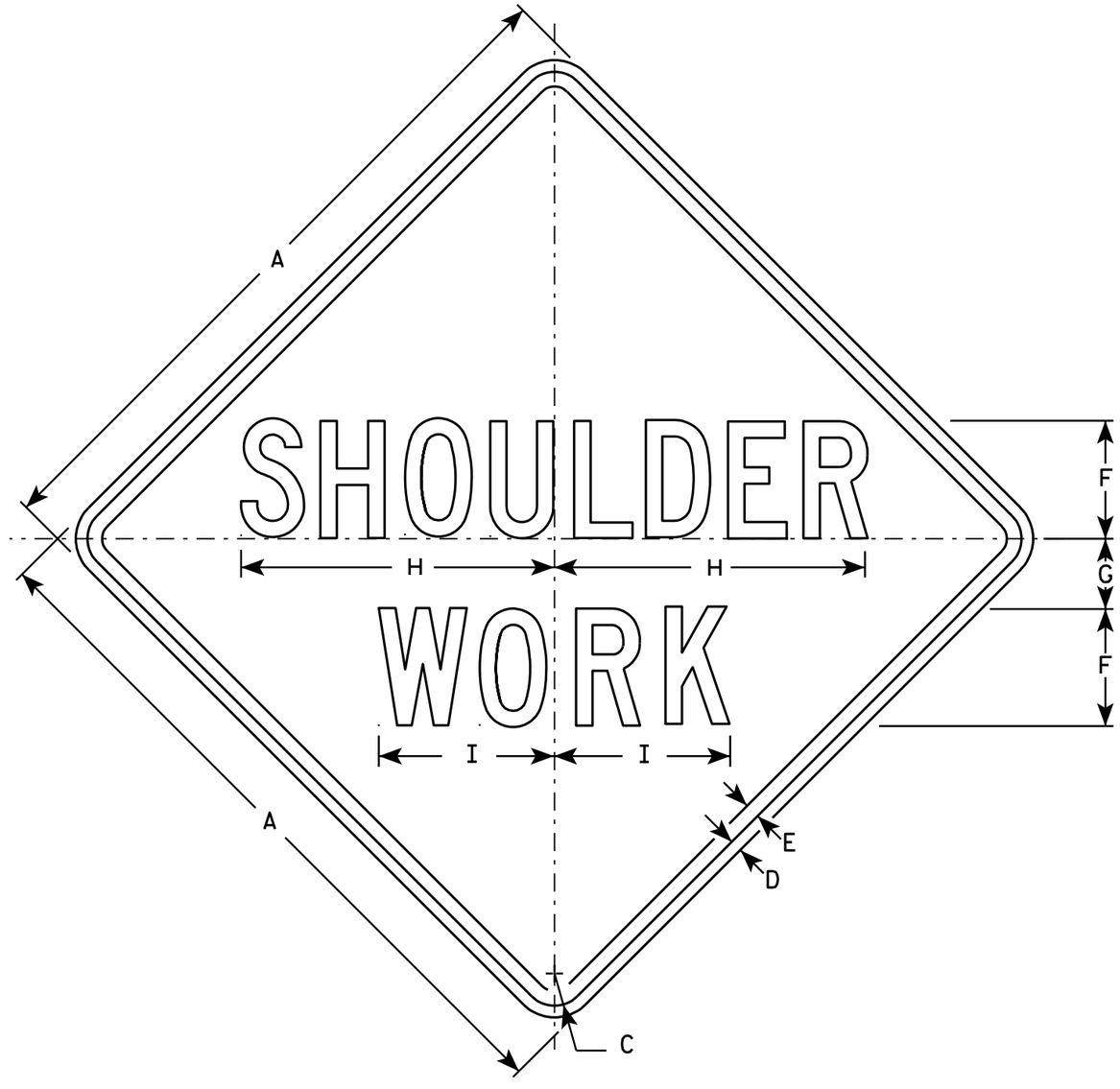
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

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

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42



W21-5

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	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

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

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42

EARTHWORK TABULATION - STH 11 AND STH 80 INTERSECTION - NE QUAD EXPANSION FACTOR = 1.3

STATION	END AREA CUT (SF)	END AREA FILL (SF)	INCREMENTAL VOLUME CUT (CY)	INCREMENTAL VOLUME EXP FILL (CY)	CUMMULATIVE VOLUME CUT (CY)	CUMMULATIVE VOLUME EXP FILL (CY)	MASS ORDINATE (CY)
10+00	0	0	0	0	0	0	0
10+21	18	1	7	1	7	1	6
10+50	25	0	23	1	30	1	29
10+71	30	0	21	0	51	1	50
11+00	39	0	37	0	89	1	87
11+38	67	0	75	0	163	1	162
11+50	84	0	34	0	197	1	195
12+00	101	0	171	0	368	1	367
12+50	67	1	156	1	524	2	521
12+65	48	1	32	1	555	3	552
13+00	33	0	53	1	608	4	604
13+14	32	0	17	0	625	4	621
13+50	38	0	47	0	672	4	668
14+00	18	0	52	0	723	4	719
14+50	9	0	25	0	748	4	744
14+64	0	0	2	0	751	4	747
		TOTAL	751	4			

EARTHWORK TABULATION - STH 11 - BENTON EXPANSION FACTOR = 1.3

STATION	END AREA CUT (SF)	END AREA FILL (SF)	INCREMENTAL VOLUME CUT (CY)	INCREMENTAL VOLUME EXP FILL (CY)	CUMMULATIVE VOLUME CUT (CY)	CUMMULATIVE VOLUME EXP FILL (CY)	MASS ORDINATE (CY)
20+62	11	0	0	0	0	0	0
20+75	18	0	7	0	7	0	7
21+00	18	1	17	1	24	1	23
21+25	45	0	29	1	53	1	52
21+50	55	0	46	0	99	1	98
21+75	61	0	54	0	153	1	152
22+00	67	0	59	0	212	1	211
22+25	73	0	65	0	277	1	276
22+50	16	0	41	0	318	1	317
22+58	10	0	4	0	322	1	321
		TOTAL	322	1			

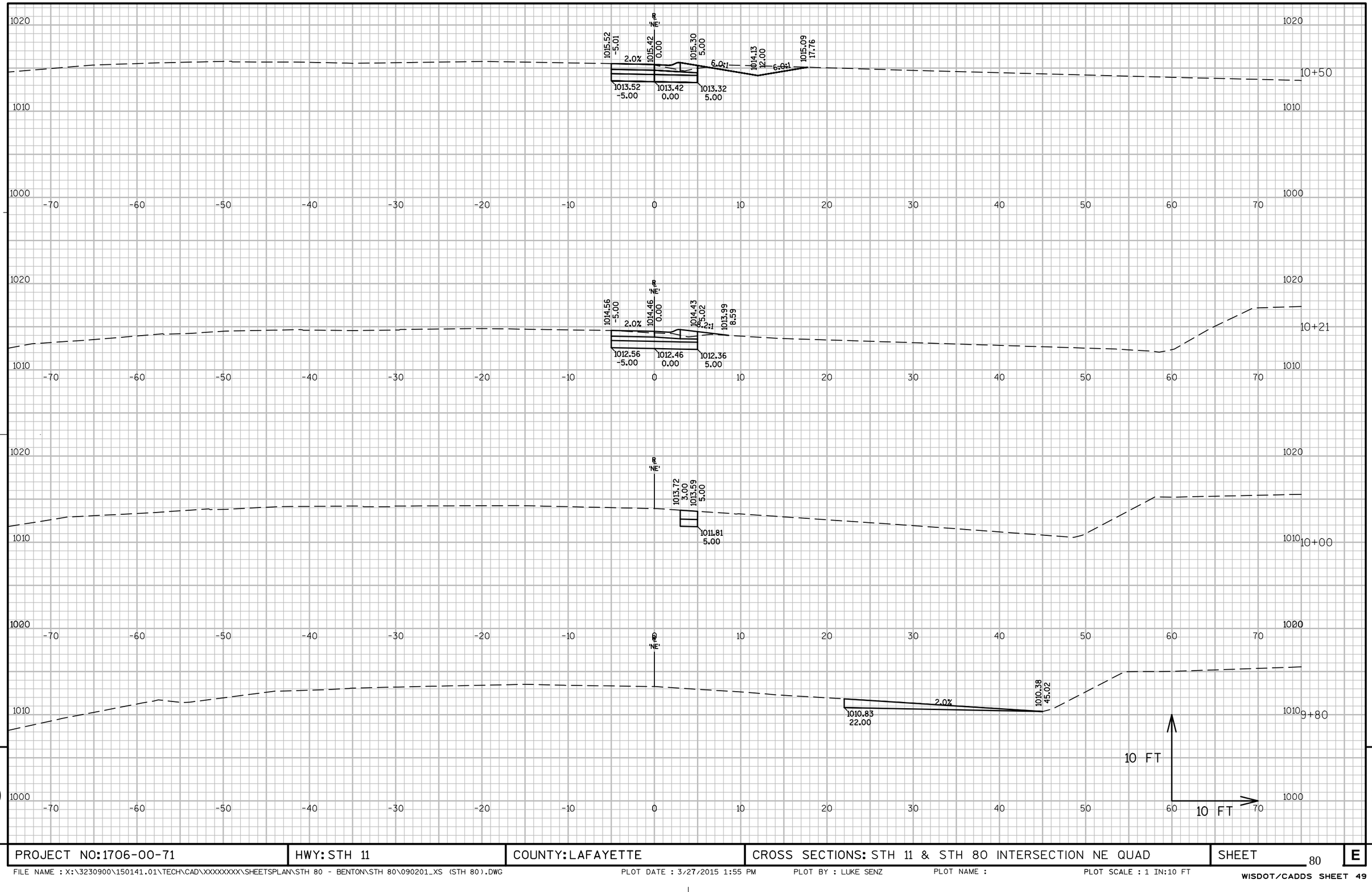
9

9

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	EARTHWORK TABULATION	SHEET: 79	E

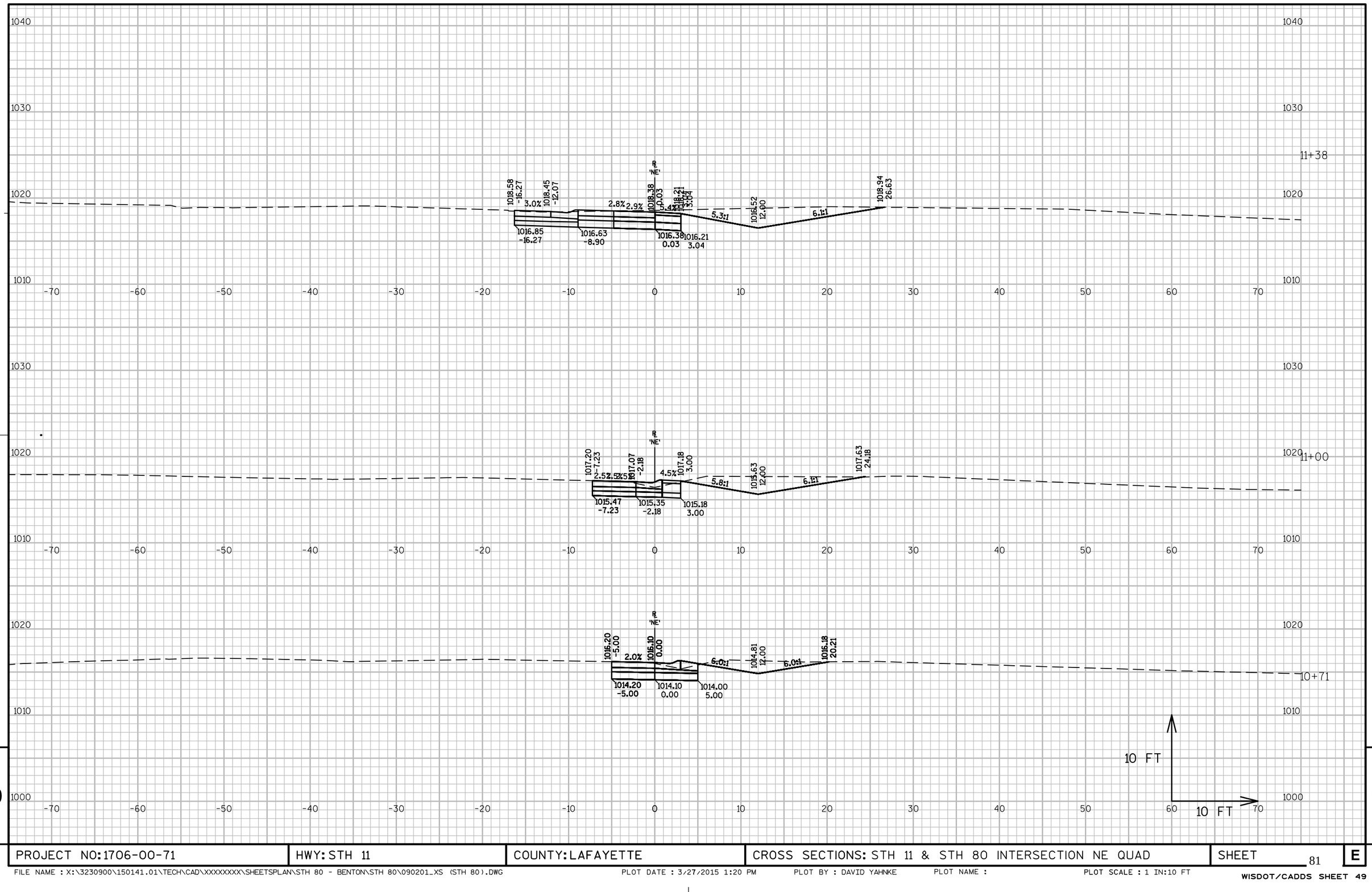
FILE NAME : Entp\32304-00\113690.01\TECH\Misc. Quantities

PLOT SCALE : 1:1



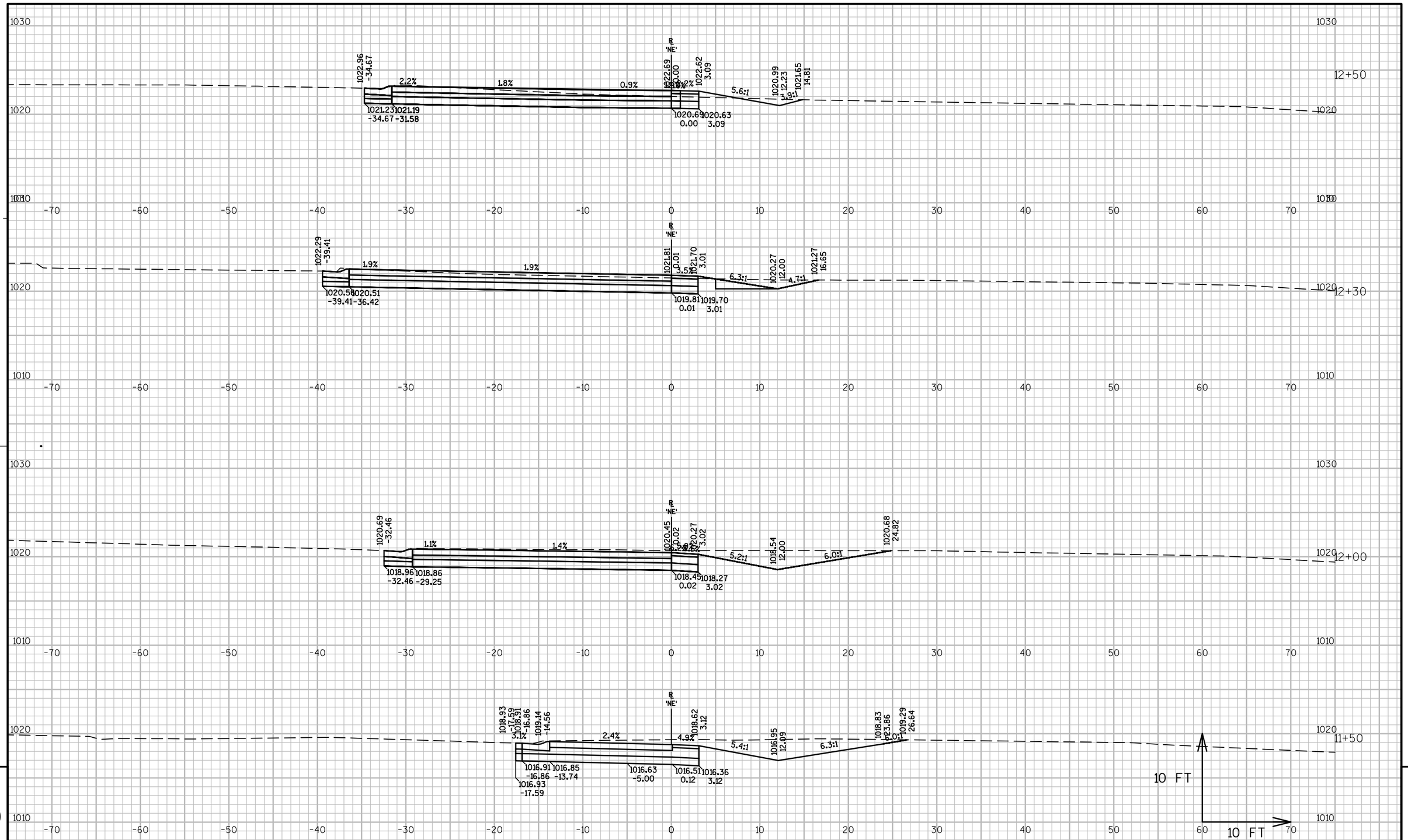
PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 80	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\STH 80\090201_XS (STH 80).DWG PLOT DATE : 3/27/2015 1:55 PM PLOT BY : LUKE SENZ PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



PROJECT NO:1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 81	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\STH 80\090201_XS (STH 80).DWG PLOT DATE : 3/27/2015 1:20 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

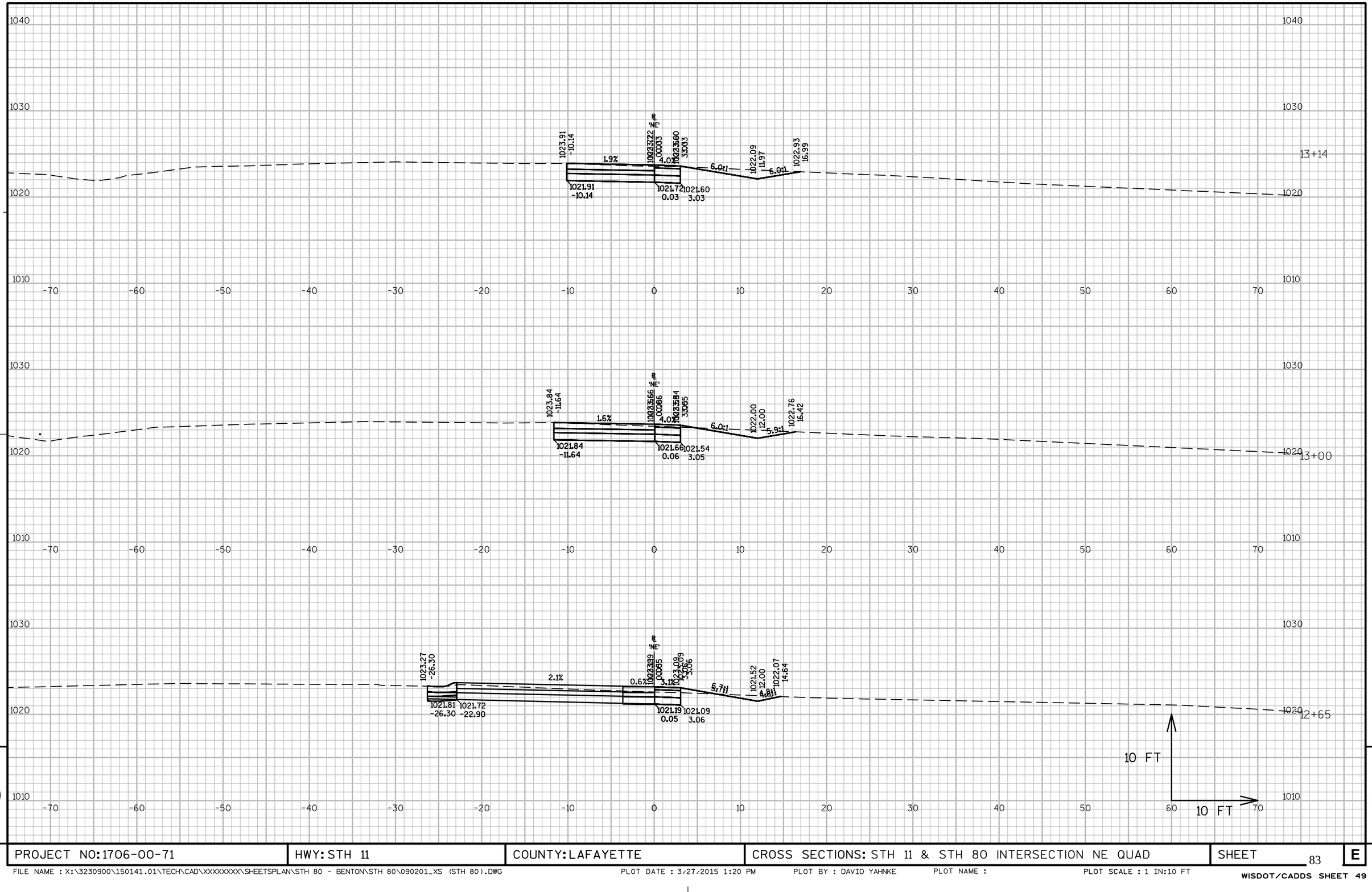


9

9

PROJECT NO: 1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 82	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\STH 80\090201_XS (STH 80).DWG PLOT DATE : 3/27/2015 1:20 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



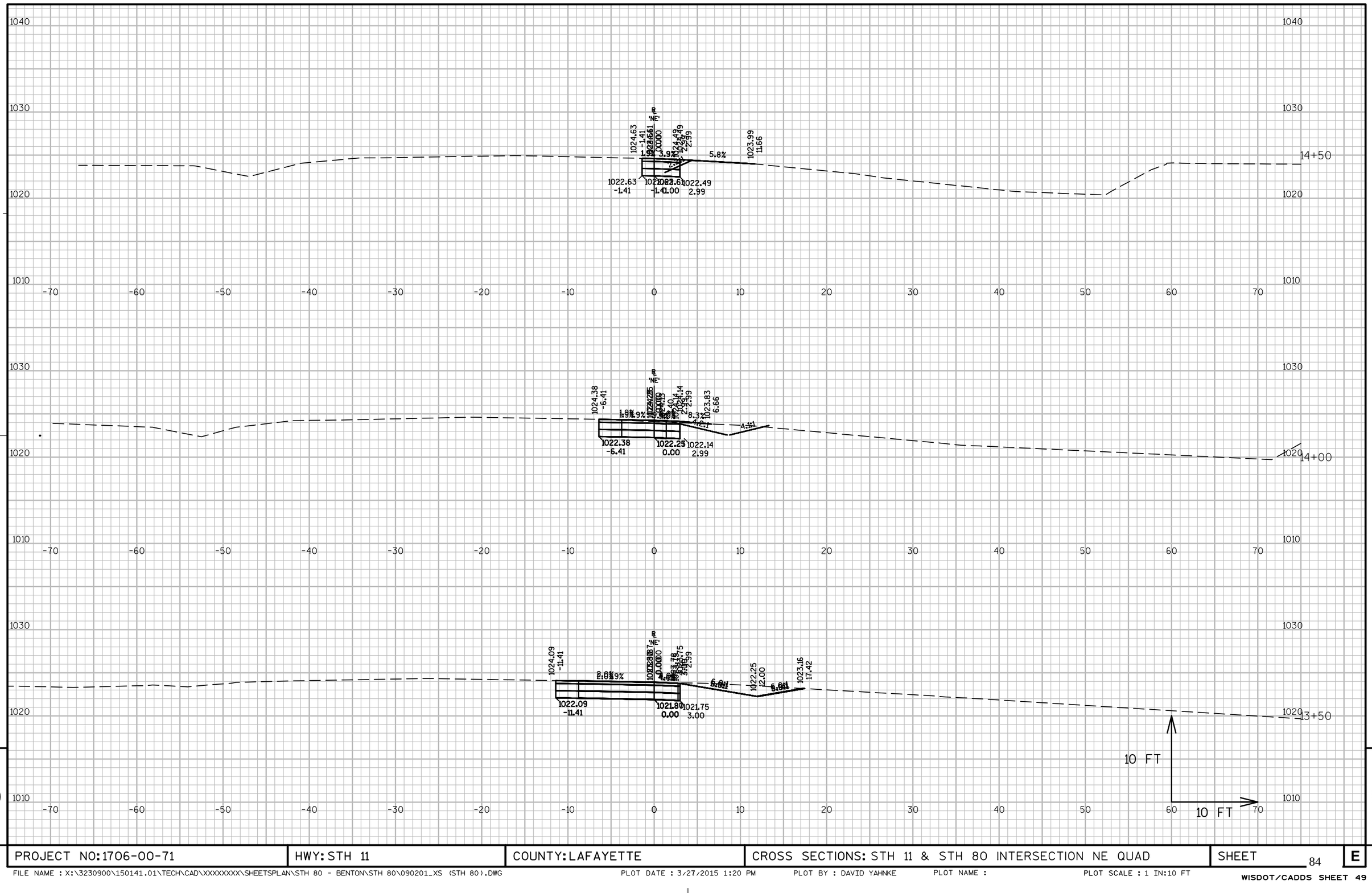
9

9

PROJECT NO: 1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 83	E

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\STH 80\090201_XS (STH 80).DWG PLOT DATE : 3/27/2015 1:20 PM PLOT BY : DAVID YAHNKE PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



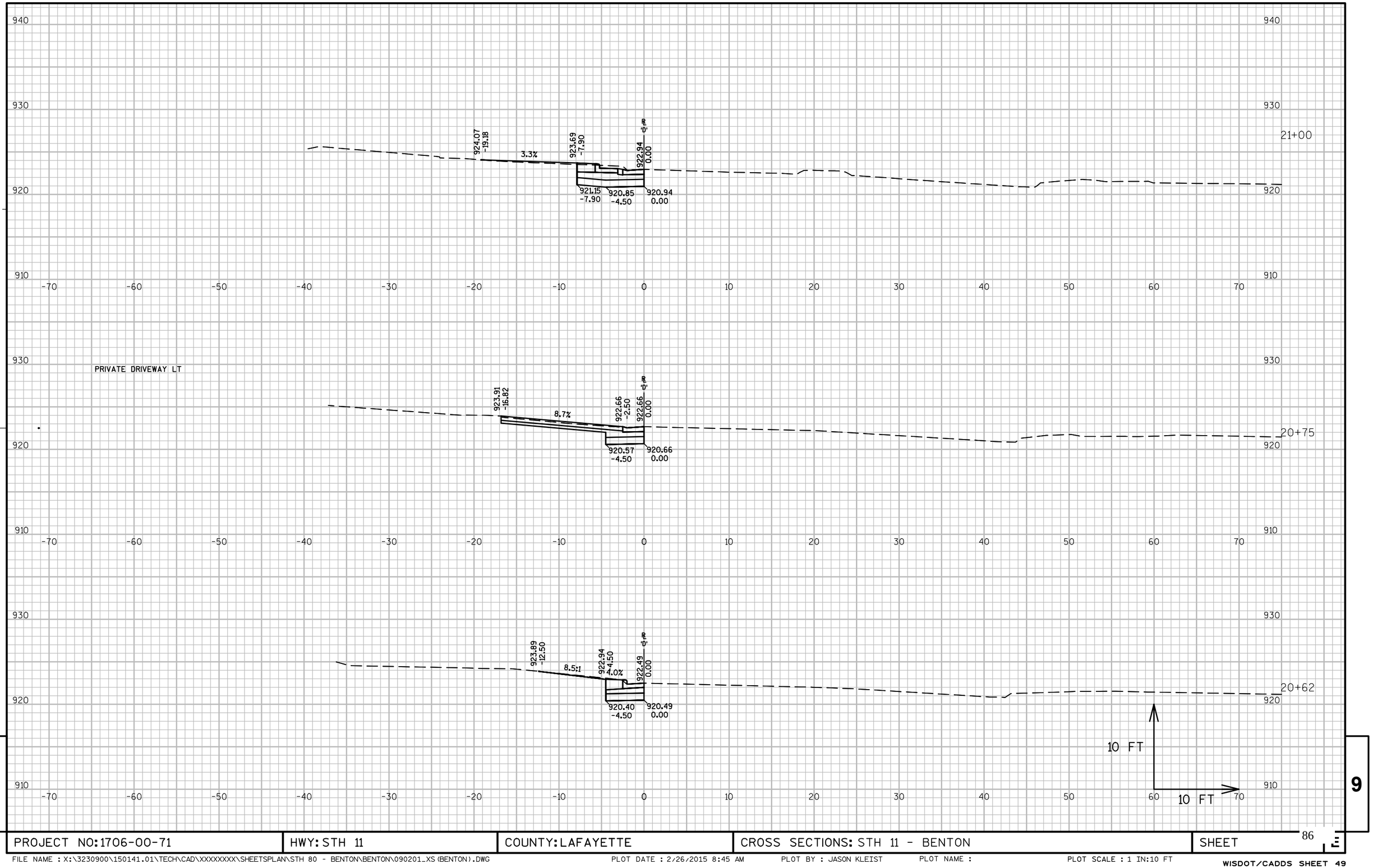
9

PROJECT NO: 1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 84	E

9

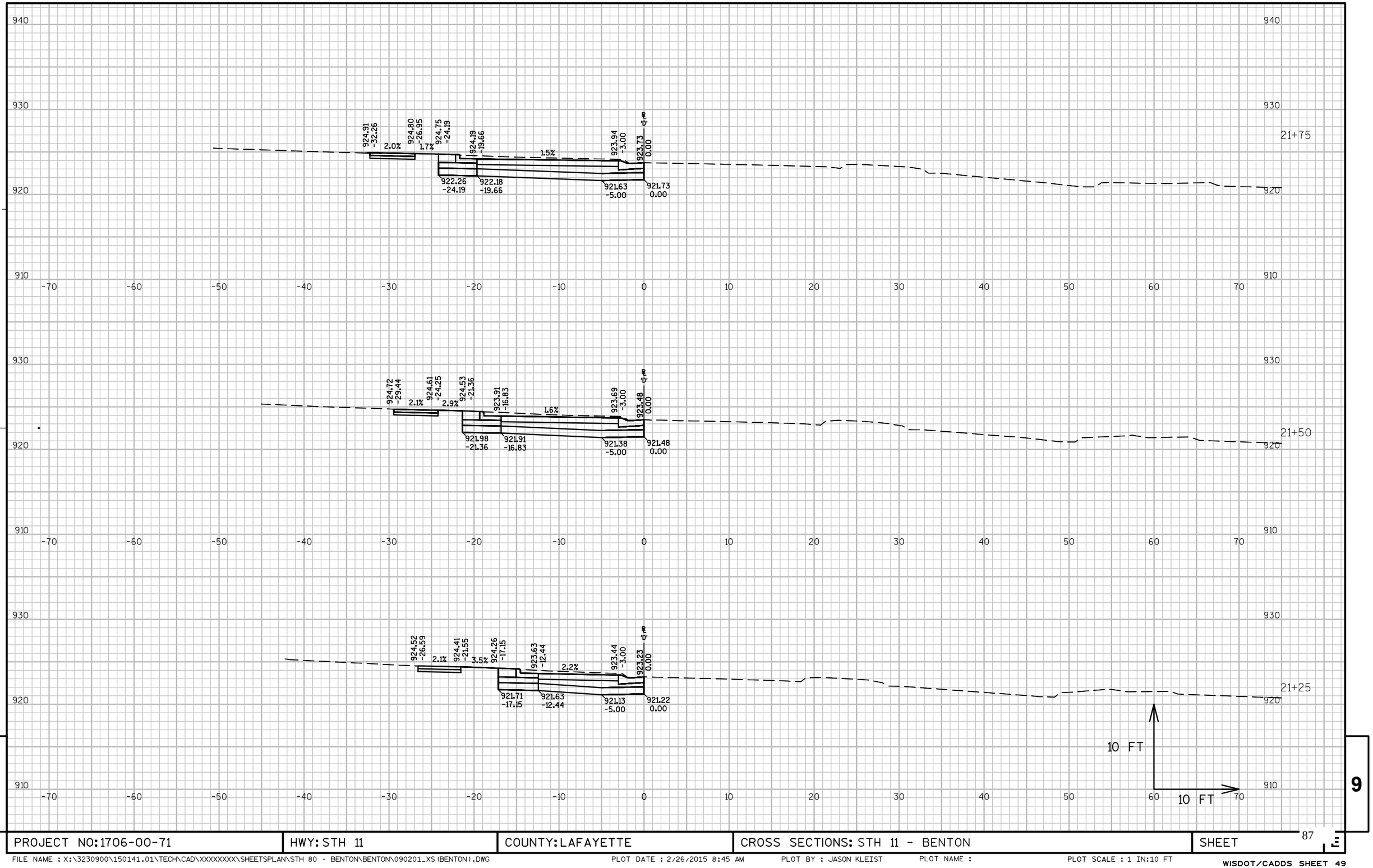
9

PROJECT NO: 1706-00-71	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: STH 11 & STH 80 INTERSECTION NE QUAD	SHEET 85	E



PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	CROSS SECTIONS: STH 11 - BENTON	SHEET

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\090201_XS(BENTON).DWG PLOT DATE : 2/26/2015 8:45 AM PLOT BY : JASON KLEIST PLOT NAME : PLOT SCALE : 1 IN:10 FT

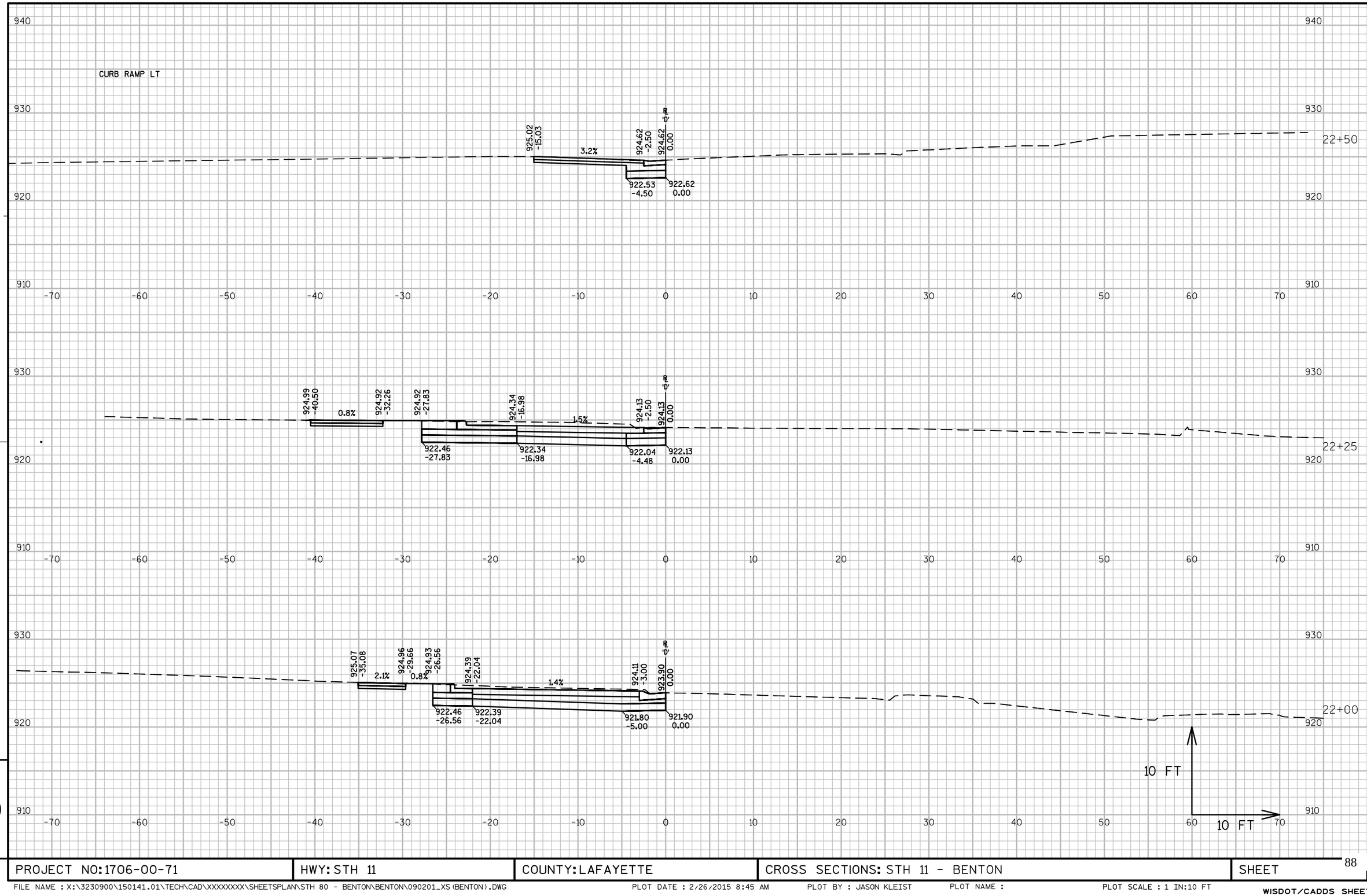


PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	CROSS SECTIONS: STH 11 - BENTON	SHEET 87

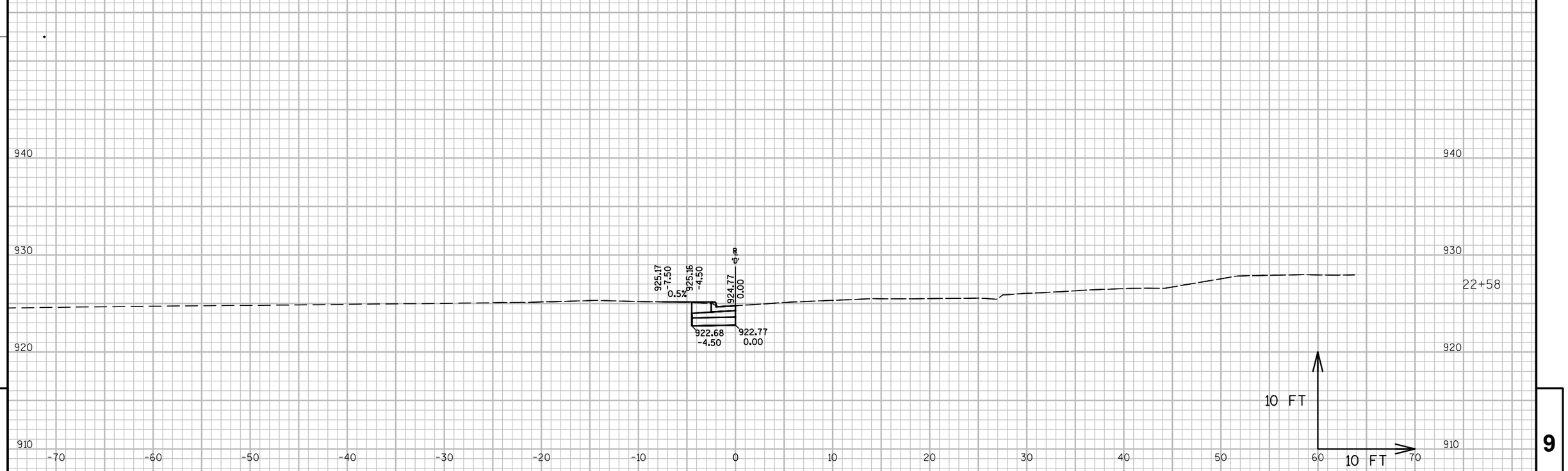
FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\090201_XS(BENTON).DWG PLOT DATE : 2/26/2015 8:45 AM PLOT BY : JASON KLEIST PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

CURB RAMP LT



PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	CROSS SECTIONS: STH 11 - BENTON	SHEET 88



9

9

PROJECT NO:1706-00-71	HWY: STH 11	COUNTY:LAFAYETTE	CROSS SECTIONS: STH 11 - BENTON	SHEET

FILE NAME : X:\3230900\150141.01\TECH\CAD\XXXXXXXX\SHEETSPLAN\STH 80 - BENTON\BENTON\090201_XS (BENTON).DWG PLOT DATE : 2/26/2015 8:45 AM PLOT BY : JASON KLEIST PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov