SUP

PROJECT ID: 1570-02-73

WITH: 1570-02-75

COUNTY: BARRON

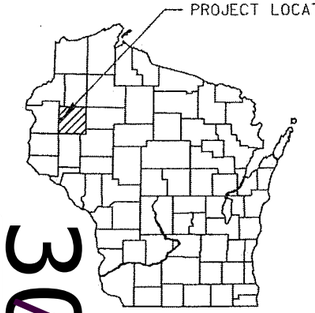
MARCH 2017

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 = 412

PROJECT LOCATION



30

N

DESIGN DESIGNATION

A.A.D.T.	(2017)	=	9,500
A.A.D.T.	(2037)	=	11,700
D.H.V.		=	850
D.D.		=	60/40
T.		=	14.5%
DESIGN SPEED		=	40 MPH
ESALS		=	6,600,000

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

V TURTLE LAKE, USH 8

CTH K/NORWAY STREET INTERSECTION

USH 8

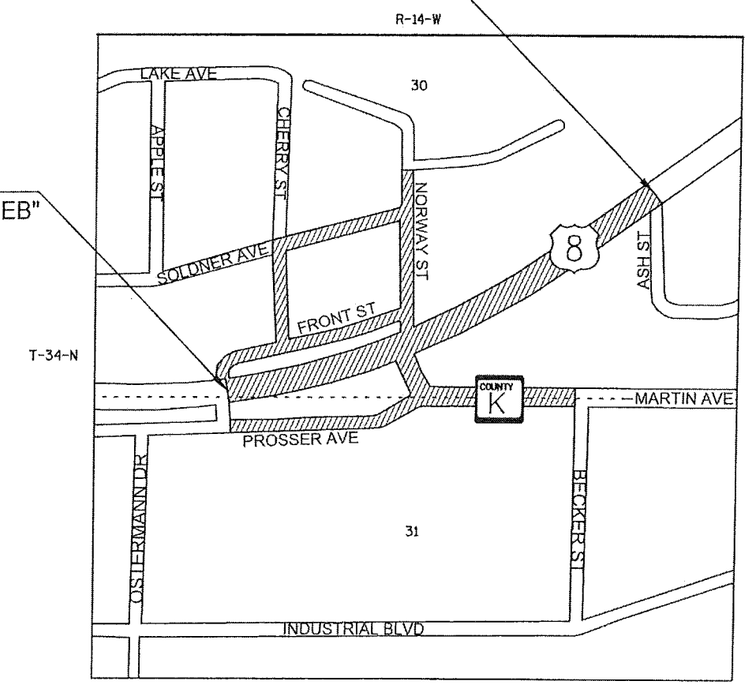
BARRON COUNTY

STATE PROJECT NUMBER
1570-02-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1570-02-73	WISC 2017117	1

END PROJECT
STA. 1298+10.56"EB"

BEGIN PROJECT
STA. 1285+38.66 "EB"
Y = 95,703.07
X = 227,663.19



LAYOUT
SCALE 0 0.05 MI

TOTAL NET LENGTH OF CENTERLINE = 0.241 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BARRON COUNTY, NAD1983 (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

MSA PROFESSIONAL SERVICES
TRANSPORTATION · MUNICIPAL · REMEDIATION
DEVELOPMENT · ENVIRONMENTAL

2901 International Lane, Suite 300 Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664

WISCONSIN
SARAH GENGLER
E-44242
MADISON
WI
PROFESSIONAL ENGINEER

DATE: 10/21/16 (Professional Engineer)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	BETH CUNNINGHAM P.E., WISDOT
Regional Examiner	TOU YANG
Regional Supervisor	ANDREW STENSLAND, P.E.
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 10/27/16 (Signature)

E

2

GENERAL NOTES

INLET OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE.

ELEVATIONS SHOWN ON THE STORM SEWER SHEETS ARE AT THE CENTER OF STRUCTURE.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

ALL CONCRETE DRIVEWAYS AND SIDEWALKS ACROSS DRIVEWAYS WILL BY 7-INCHES THICK AND WILL BE PAID FOR AS "CONCRETE DRIVEWAY 7-INCH" AND "CONCRETE SIDEWALK 7-INCH" RESPECTIVELY.

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

ALL SIDEWALK REMOVAL SHALL BE TO AN EXISTING JOINT AS DIRECTED BY THE ENGINEER.

ALL CURB & GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

CURB & GUTTER PLAN GRADES ARE AT THE FLAG LINE UNLESS OTHERWISE NOTED.

THE LATERAL CLEARANCE BEHIND CURB & GUTTER IS 2 FEET FROM THE FACE OF CURB.

EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. ALL EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE DEVICE IS NO LONGER NECESSARY.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AND MAINTAINED AS DETERMINED BY THE ENGINEER. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

DO NOT STORE CONSTRUCTION EQUIPMENT OR MATERIALS WITHIN WETLAND AREAS.

THE LOCATIONS OF EXISTING PUBLIC AND PRIVATE UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL OTHER UTILITIES IN THE VACINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST 3 WORKING DAYS PRIOR TO BEGINNING WORK.

SEE SUBSURFACE EXPLORATIONS REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOT NW PROJECT SECTION, BETH CUNNINGHAM, PHONE 715-635-4973.

ALL OPENINGS OR HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR MATERIAL INCIDENTAL TO THE REMOVING BID ITEM.

THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

HMA PAVEMENT AND ASPHALTIC SURFACE WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. MAINTAIN MINIMUM 11-FT LANES ALONG USH 8 AT AL TIMES.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

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

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

DESIGN CONTACTS

MSA PROFESSIONAL SERVICES, INC.
ATTN: SARAH GENGLER
2901 INTERNATIONAL LANE, SUITE 300
MADISON, WI 53704-3133
PHONE: (608) 242-7779
EMAIL: SGENGLER@MSA-PS.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: BETH CUNNINGHAM
W1702 GREEN VALLEY ROAD
SPOONER, WI 5801
PHONE: (715) 635-4973
EMAIL: BETH.CUNNINGHAM@DOT.WI.GOV

VILLAGE OF TURTLE LAKE
ATTN: DANIELLE MAXWELL-PARKER
114 MARTIN AVENUE
P.O. BOX 11
TURTLE LAKE, WI 54889
PHONE: (715) 986-2241
EMAIL: CLERK@TURTLELAKEWI.COM

DNR LIASION

DEPARTMENT OF NATURAL RESOURCES
ATTN.: AMY CRONK
810 W. MAPLE STREET
SPOONER, WI 54801
PHONE: (715) 635-4229
EMAIL: AMY.CRONK@WISCONSIN.GOV

ORDER OF TYPICAL SECTION AND DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
OVERVIEW DETAILS
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
PAVING DETAILS
CONTOUR MAP
MATCH LINE PLAN
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
TEMPORARY LIGHTING
STREET LIGHTING
TEMPORARY TRAFFIC SIGNALS
PAVEMENT MARKINGS
TRAFFIC CONTROL
TRAFFIC CONTROL DETOUR SIGNING
CONTROL POINT TIES
ALIGNMENT OVERVIEW

DESIGNER NOTES

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES FOR LIGHTING PROVIDED BY CLARK DIETZ, INC.

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES FOR SANITARY SEWER AND WATER MAIN PROVIDED BY SEH, INC.

ALL OTHER DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES PROVIDES BY MSA PROFESSIONAL SERVICES, INC.

UTILITY CONTACTS

CENTURYLINK (COMMUNICATIONS)
ATTN.: MICHAEL VANDEN BOS
2426 75TH AVENUE
OSCEOLA, WI 54020
PHONE: (715) 294-2463
MOBILE: (715) 292-4278
EMAIL: MIKE.VANDENBOS@CENTURYLINK.COM

CHARTER COMMUNICATIONS (COMMUNICATIONS)
ATTN.: TOM HAASE
2304 S. MAIN STREET
RICE LAKE, WI 54868
PHONE: (715) 719-0564
MOBILE: (715) 418-9317
EMAIL: TOM.HAASE@CHARTER.COM

XCEL ENGERY (ELECTRIC)
ATTN: JAKE MILLER
801 KELLER AVENUE
AMERY, WI 54001
PHONE: (715) 268-3227
MOBILE: (715) 441-7120
EMAIL: JAKE.I.MILLER@XCELENERGY.COM

NORTHWEST COMMUNITY COMMUNICATION INC. (COMMUNICATIONS)
ATTN.: GREG CARDINAL
116 HARRIMAN AVENUE N.
AMERY, WI 54001
PHONE: (715) 268-3379

WE ENERGIES (GAS)
ATTN.: LEWIS KNAPP
104 W. SOUTH STREET
RICE LAKE, WI 54868
PHONE: (715) 234-9605
MOBILE: (715) 419-2196
EMAIL: LEWIS.KNAPP@WE-ENERGIES.COM

MOSAIC TELECOM (COMMUNICATIONS)
ATTN.: DENNIS RUSSETT
410 S. 1ST STREET
CAMERON, WI 54822
PHONE: (715) 458-5378
MOBILE: (715) 458-5518
EMAIL: CTCDENNIS@MOSAICTELECOM.COM

ST. CROIX TRIBE (FIBER OPTIC)
ATTN.: ADAM SONGETAY
777 STH 8 & 63
TURTLE LAKE, WI 54889
PHONE: (715) 986-4777 EXT. 3320
MOBILE: (715) 791-0269
EMAIL: ADAM.SONGETAY@STCROIXCASINO.COM

VILLAGE OF TURTLE LAKE (SANITARY & WATER MAIN)
ATTN.: CORY DAVIS (DIRECTOR OF PUBLIC WORKS)
520 LOGAN AVENUE EAST
P.O. BOX 11
TURTLE LAKE, WI 54889
PHONE: (715) 986-2820
EMAIL: VTLPW@TURTLELAKEWI.COM

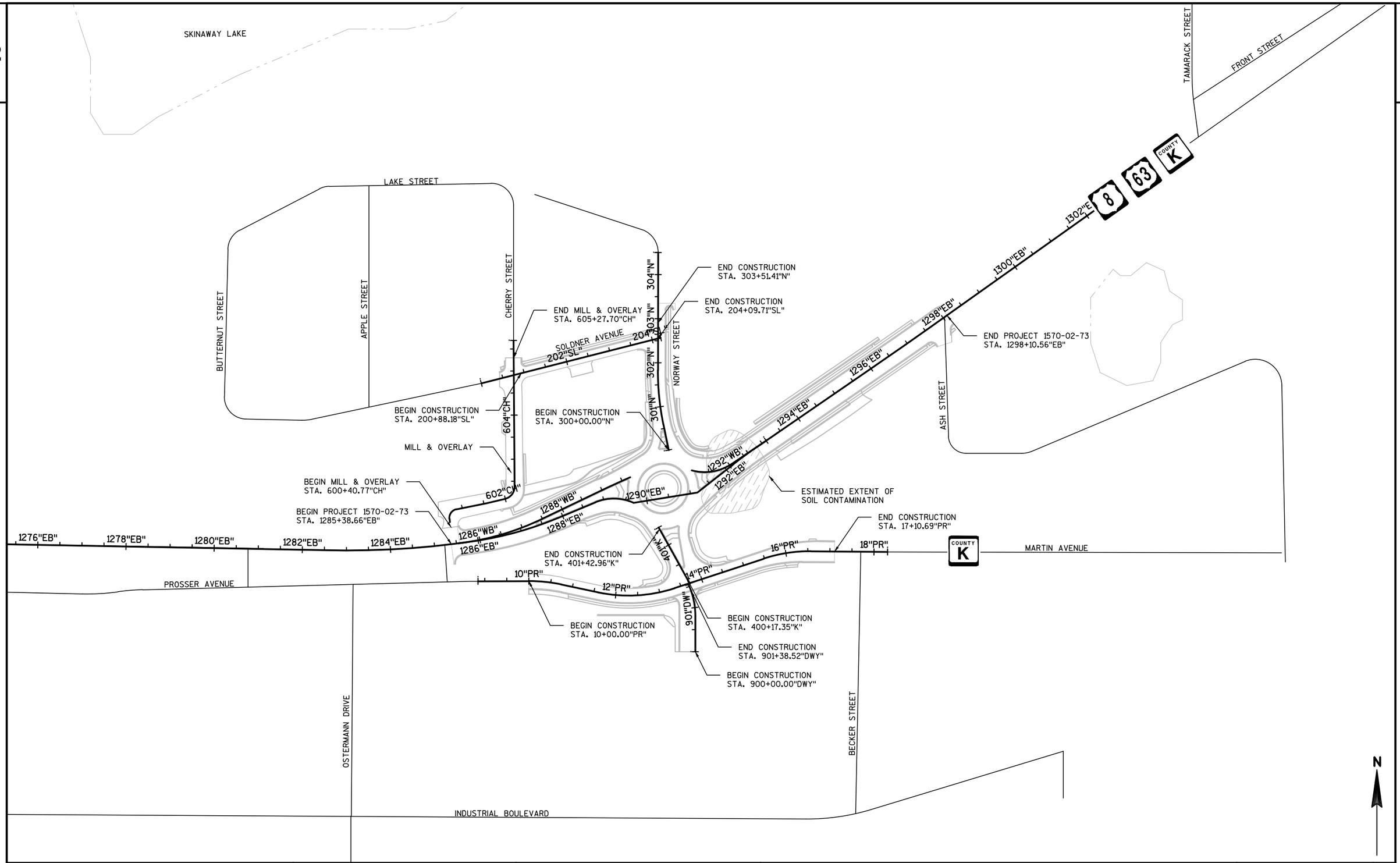
STANDARD ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
BAD	BASE AGGREGATE DENSE
BK	BACK
BLK	BLOCK
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BM	BENCHMARK
CL or C/L	CENTERLINE
	CENTRAL ANGLE or DELTA
CONC	CONCRETE
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
CY	CUBIC YARD
D	DEGREE OF CURVE
DIA	DIAMETER
E	EAST
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EOP	EDGE OF PAVEMENT
ESTR	EXISTING SIGN TO REMAIN
ET AL	AND OTHERS
EW	END WALL
EXIST or EX.	EXISTING
FOC	FACE OF CURB
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
GV	GAS VALVE
HERCP	HORIZONTAL ELLIPTICAL CONCRETE PIPE
IN	INCH
INL	INLET
INV	INVERT
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LC	LONG CHORD
LCB	LONG CHORD BEARING
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MH	MANHOLE
MI	MILE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
NO	NUMBER
PT	POINT
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
POB	POINT OF BEGINNING
PT	POINT OF TANGENCY
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RP	RADIUS POINT
R	RANGE
RL or R/L	REFERENCE LINE
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
S	SOUTH
SAN	SANITARY SEWER
SB	SOUTHBOUND
SEC	SECTION
SQ	SQUARE
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STA	STATION
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STM	STORM SEWER
STR	STRUCTURE
SY	SQUARE YARD
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T or TN	TOWN
TYP	TYPICAL
W	WEST
WB	WESTBOUND
WM	WATERMAIN
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

2

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	GENERAL NOTES	SHEET 2	E

2



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PROJECT OVERVIEW	SHEET 3	E

2

N

MATCHLINE 603+00"CH"

603+0

CHERRY STREET

EXISTING R/W

PT: 602+37.28

PI: 601+56.27

PT: 600+87.06

602+00"CH"

601+00"CH"

OBLITERATE OLD ROAD

XXXXX

SIGN (TYP.)

PC: 600+57.17

PC: 601+99.56

PT: 1287+26.19

PT: 1287+86.91

STORM SEWER PIPE (TYP.)

BP: 1285+30.21

PC: 1285+37.76

PCC: 1285+96.88

1283+00"EB"

1284+00"EB"

USH 8

1285+00"EB"

1286+00"WB"

1286+00"EB"

1287+00"WB"

1287+00"EB"

STORM SEWER INLET (TYP.)

PT: 1288+00"EB"

MATCHLINE 1288+00"EB"

BEGIN PROJECT 1570-02-73
STA. 1285+38.66"EB"

OVERHEAD SIGN SUPPORT (S-3-004)

STREET LIGHT POLE (TYP.)

CONDUIT (TYP.)

BP: 8+84.83

PC: 9+97.87

9+00"PR"

PROSSER AVENUE

10+00"PR"

PT: 10+75.73

PC: 11+59.89

11+00"PR"

12+0

MATCHLINE 12+00"PR"

OSTERMANN DRIVE

EXISTING R/W

TLE

EXISTING PRIVATE OVERHEAD SIGN WITH 2'x2' CONCRETE BASE TO REMAIN

SLOPE INTERCEPTS (TYP.)

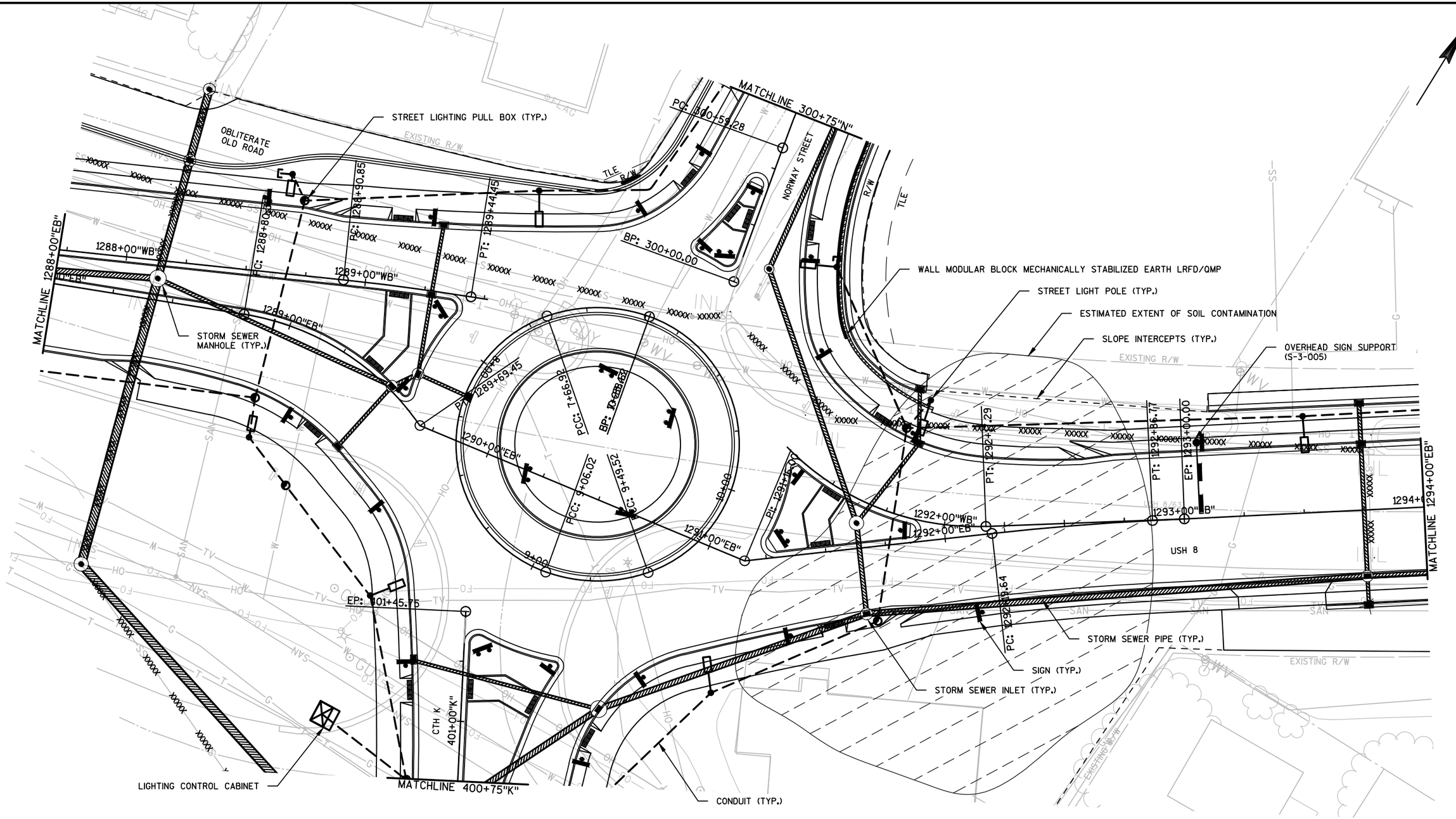
R/W

TLE

GUY

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	OVERVIEW DETAILS	SHEET 4	E

2



PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	OVERVIEW DETAILS	SHEET 5	E

2

2

CONDUIT (TYP.)

STREET LIGHT POLE (TYP.)

STORM SEWER INLET (TYP.)

SLOPE INTERCEPTS (TYP.)

STREET LIGHTING PULL BOX (TYP.)

PI: 1295+99.15

PC: 1296+36.97

PT: 1297+62.94

MATCHLINE 1294+00"EB"

1295+00"EB"

1296+00"EB"

1297+00"EB"

1298+00"EB"

1299+00"EB"

1300+00"EB"

STORM SEWER PIPE (TYP.)

END PROJECT 1570-02-73
STA. 1298+10.56"EB"

USH 8

SIGN (TYP.)

EXISTING R/W

EXISTING UTILITY EASEMENT

CANOPY

ASH STREET

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	OVERVIEW DETAILS	SHEET 6	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\OVERVIEW SHEETS\020201-PO.DWG
LAYOUT NAME - 020201-PO - USH 8 SHEET - (3)

PLOT DATE : 11/1/2016 11:05 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STREET LIGHTING PULL BOX (TYP.)

STORM SEWER INLET (TYP.)

CONDUIT (TYP.)

STREET LIGHT POLE (TYP.)

MATCHLINE 400+75"K"

CTH K

PC: 15+41.97

16+56.24

EP: 17+89.00

16+00"PR"

17+00"PR"

MARTIN AVENUE (CTH K)

EXISTING R/W

15+00"PR"

BP: 400+00.00

14+00"PR"

PT: 13+96.50

901+96.50

901+51.18

13+00"PR"

12+00"PR"

MATCHLINE 12+00"PR"

PROSSER AVENUE

R/W

TLE

SIGN (TYP.)

STORM SEWER PIPE (TYP.)

SLOPE INTERCEPTS (TYP.)

901+00

PC: 900+80.43

DRIVEWAY

BP: 900+00.00

EXISTING UTILITY EASEMENT

STORM SEWER MANHOLE (TYP.)

RAMP

BECKER STREET

N

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	OVERVIEW DETAILS	SHEET 7	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\OVERVIEW SHEETS\020201-PO.DWG
LAYOUT NAME - 020201-PO - PROSSER SHEET - (1)

PLOT DATE : 11/1/2016 11:05 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EP: 605+69.24

BP: 200+00.00

605+00"CH"

604+00"CH"

603+00"CH"

201+00"SL"

202+00"SL"

203+00"SL"

204+00"SL"

304+00"N"

303+00"N"

302+00"N"

301+00"N"

SOLDNER AVENUE

CHERRY STREET

NORWAY STREET

EXISTING R/W

TLE

SIGN (TYP.)

STORM SEWER MANHOLE (TYP.)

PT: 301+83.04

SLOPE INTERCEPTS (TYP.)

STORM SEWER PIPE (TYP.)

STORM SEWER INLET (TYP.)

STREET LIGHT POLE (TYP.)

CONDUIT (TYP.)

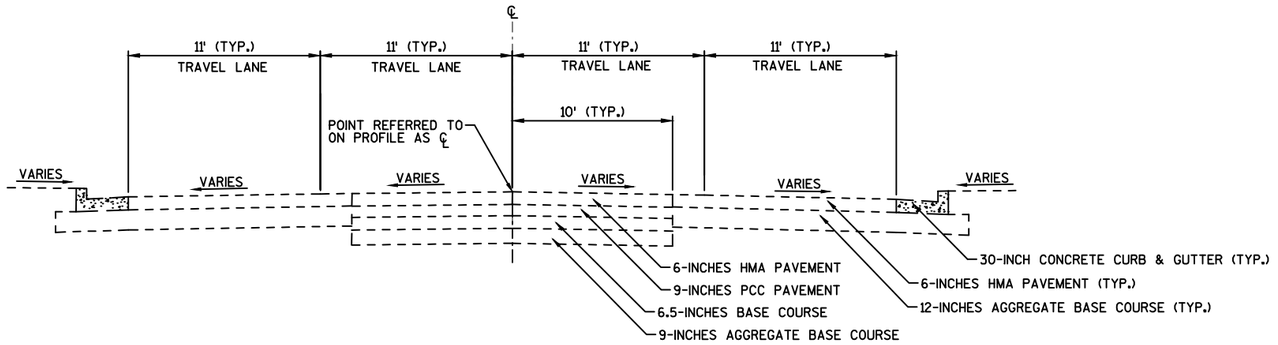
WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP

MATCHLINE 603+00"CH"

MATCHLINE 300+75"N"

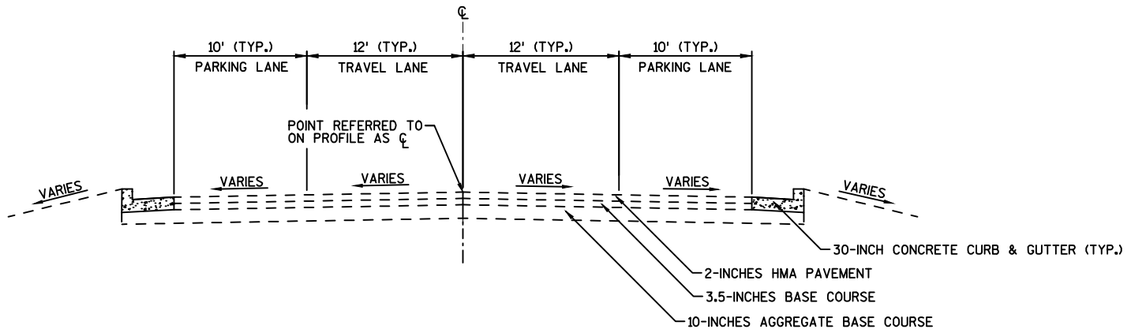
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	OVERVIEW DETAILS	SHEET 8	E

2



EXISTING TYPICAL SECTION – USH 8

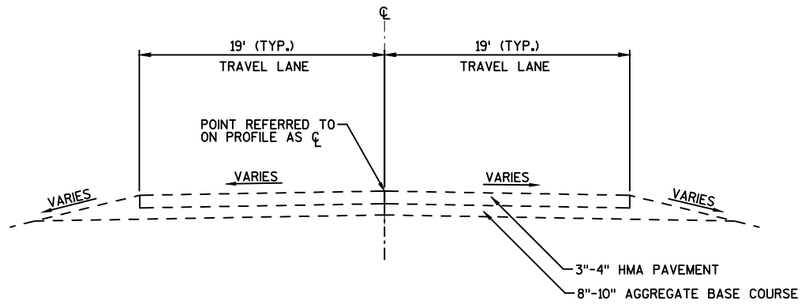
STA. 1285+38.66"EB" - 1298+10.56"EB"



EXISTING TYPICAL SECTION – PROSSER AVENUE/CTH K/MARTIN AVENUE

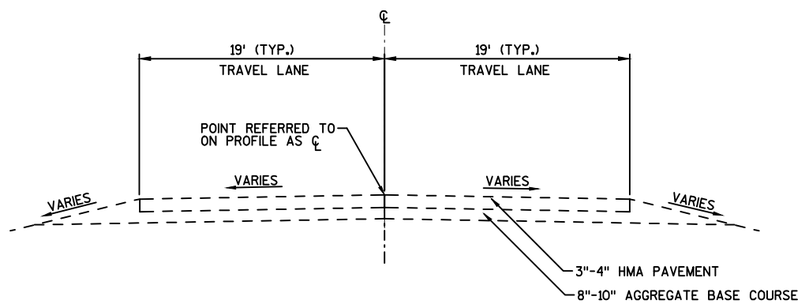
STA. 10+00.00"PR" - 17+10.69"PR"

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET 9	E



EXISTING TYPICAL SECTION – NORWAY STREET

STA. 300+00.00"N" - 302+90.62"N"



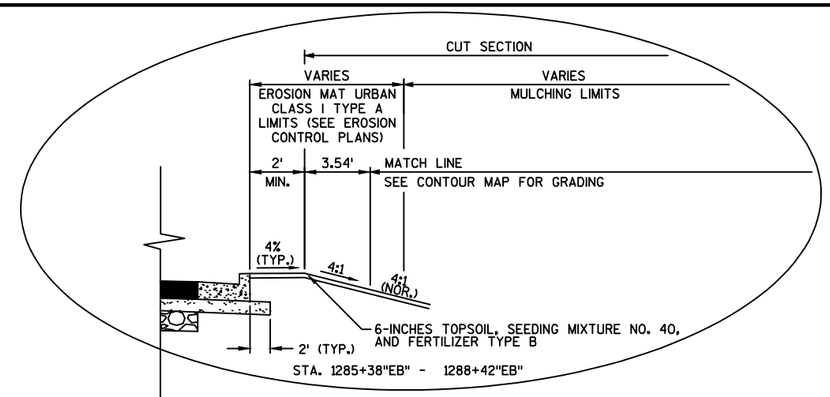
EXISTING TYPICAL SECTION – CHERRY STREET

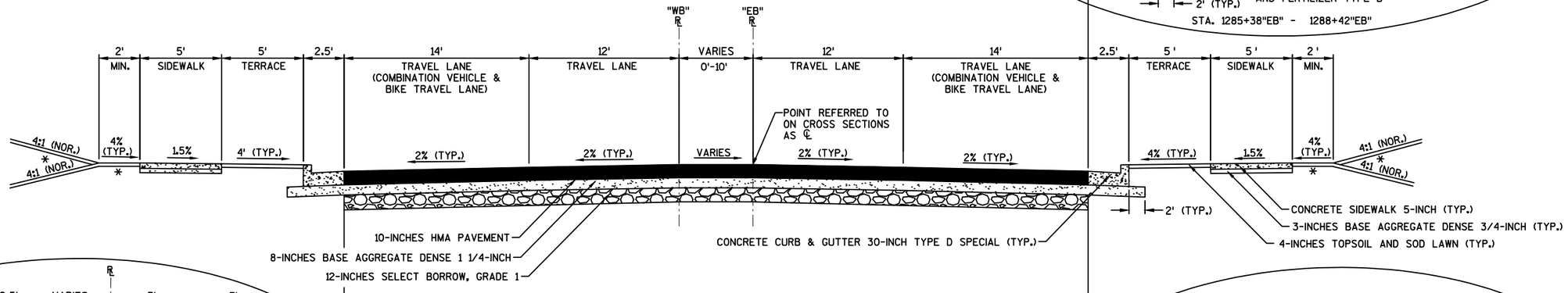
STA. 600+40.77"CH" - 605+27.70"CH"

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET 10	E

HMA PAVEMENT

HMA PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT TYPE
10"	2.5" UPPER	4 HT 58-34 V
	3.5" LOWER	3 HT 58-34 H
	4" LOWER	3 HT 58-34 H
6.5"	2" UPPER	4 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
3.5"	1.75" UPPER	4 MT 58-34 H
	1.75" LOWER	3 MT 58-34 H
2"	2" UPPER	4 MT 58-34 H
1.75"	1.75" LOWER	3 MT 58-34 H

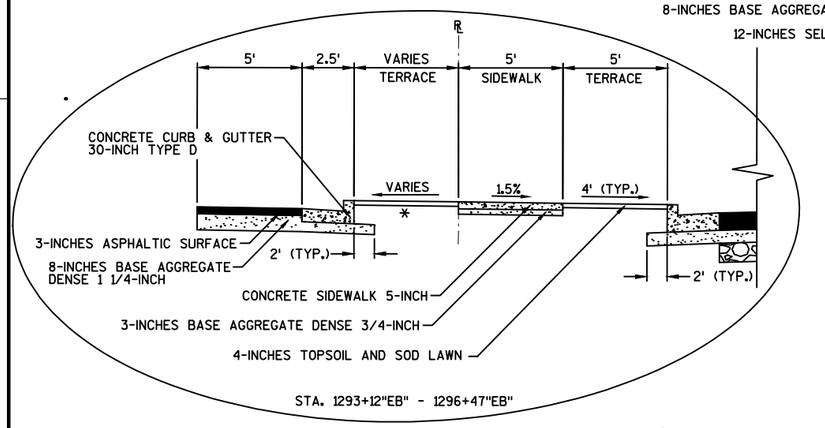


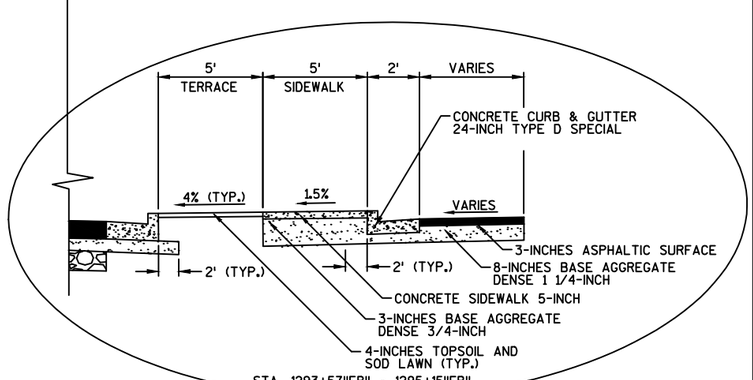


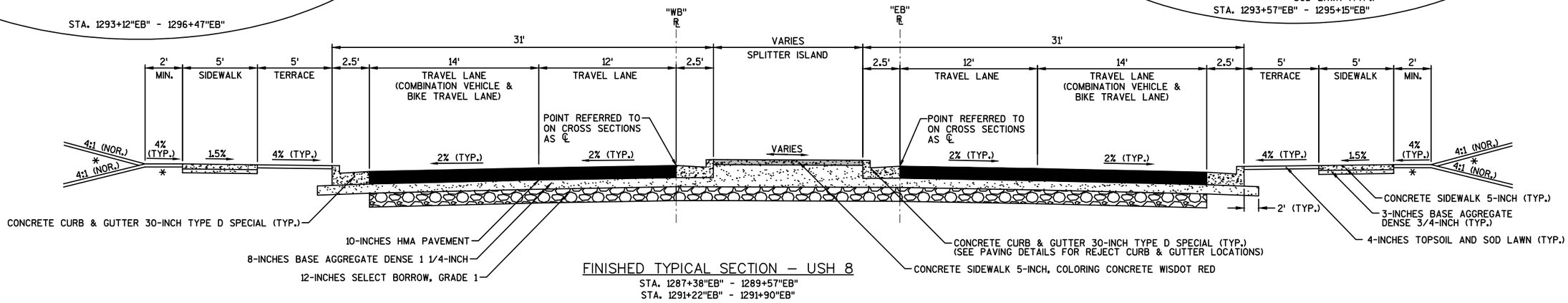
FINISHED TYPICAL SECTION – USH 8

STA. 1285+38.66"EB" - 1287+38"EB"
STA. 1291+90"EB" - 1298+10.56"EB"

* DISTURBED AREAS BEHIND THE SIDEWALK SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A







FINISHED TYPICAL SECTION – USH 8

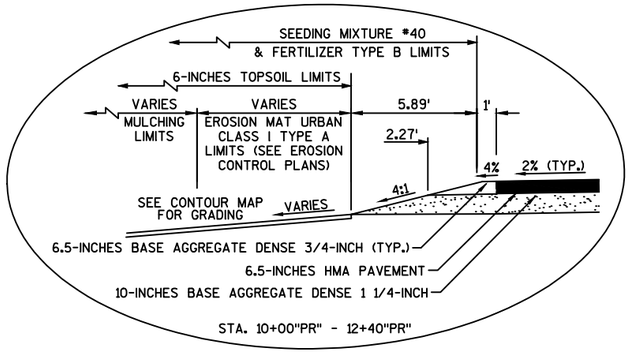
STA. 1287+38"EB" - 1289+57"EB"
STA. 1291+22"EB" - 1291+90"EB"

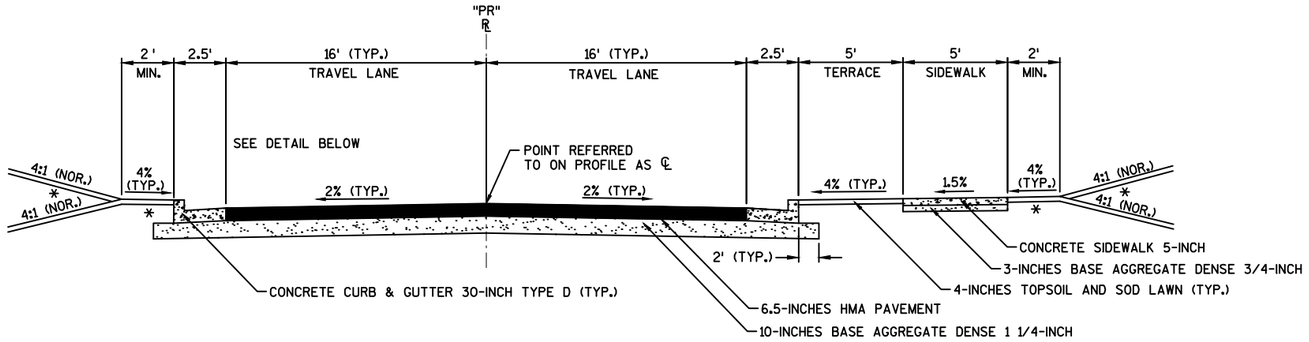
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TITLE SHEET\TYPICAL SECTION & GENERAL NOTES.DWG PLOT DATE : 10/31/2016 7:53 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0" _XREF_XREF_XREF_XREF
WISDOT/CADDS SHEET 42

HMA PAVEMENT

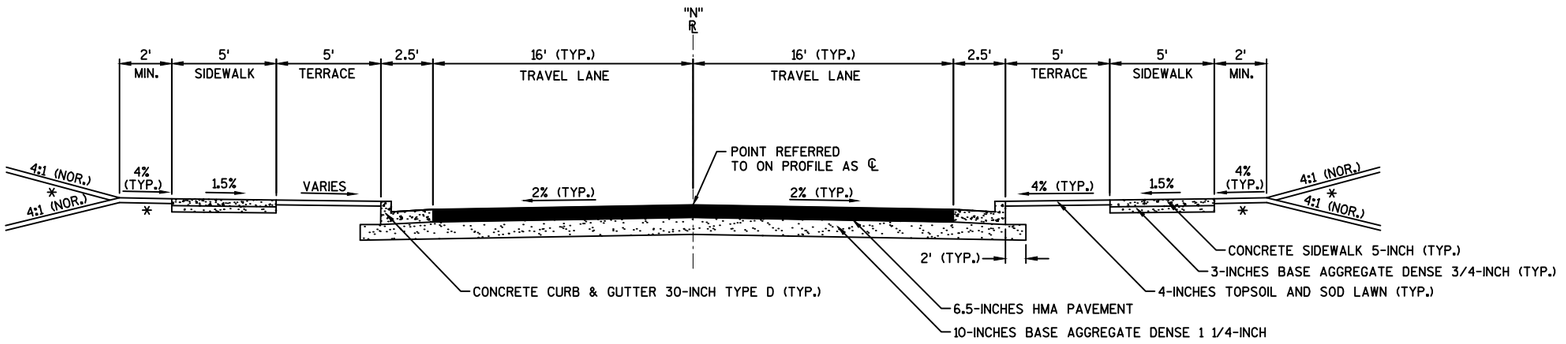
HMA PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT TYPE
10"	2.5" UPPER	4 HT 58-34 V
	3.5" LOWER	3 HT 58-34 H
	4" LOWER	3 HT 58-34 H
6.5"	2" UPPER	4 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
3.5"	1.75" UPPER	4 MT 58-34 H
	1.75" LOWER	4 MT 58-34 H
2"	2" UPPER	4 MT 58-34 H
1.75"	1.75" LOWER	4 MT 58-34 H





FINISHED TYPICAL SECTION – PROSSER AVENUE/CTH K/MARTIN AVENUE
STA. 10+00.00"PR" - 12+96"PR"
STA. 14+56"PR" - 17+10.69"PR"

*DISTURBED AREAS BEHIND THE SIDEWALK SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

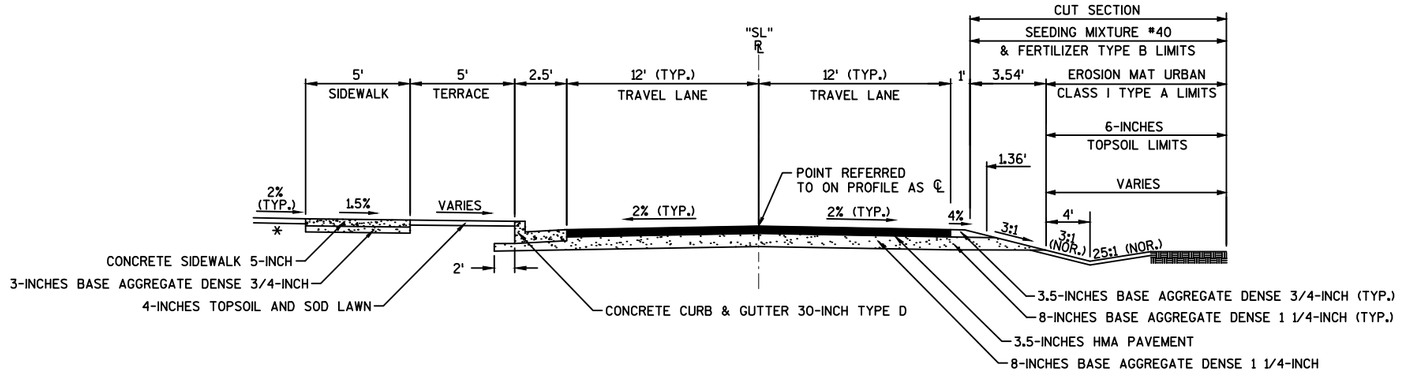


FINISHED TYPICAL SECTION – NORWAY STREET
STA. 300+00.00"N" - 302+90.62"N"

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET 12	E

HMA PAVEMENT

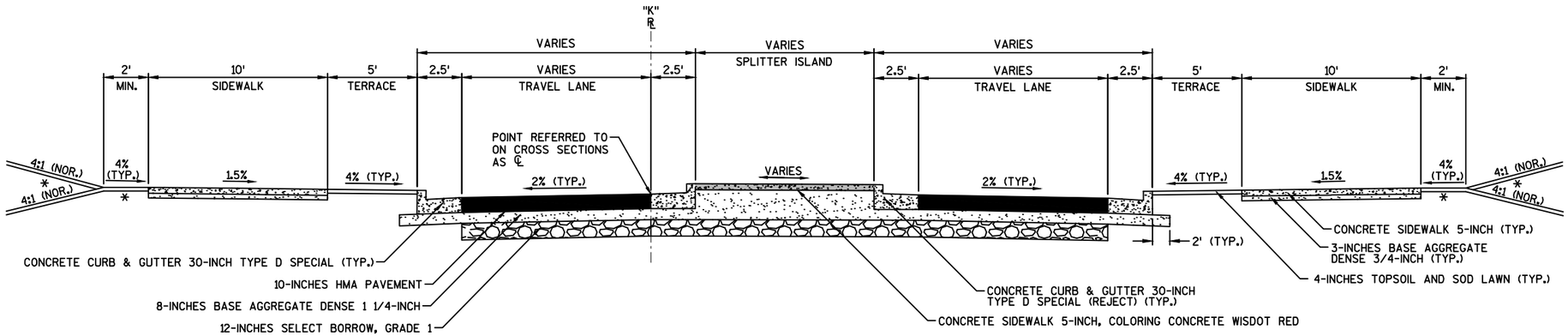
HMA PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT TYPE
10"	2.5" UPPER	4 HT 58-34 V
	3.5" LOWER	3 HT 58-34 H
	4" LOWER	3 HT 58-34 H
6.5"	2" UPPER	4 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
3.5"	1.75" UPPER	4 MT 58-34 H
	1.75" LOWER	4 MT 58-34 H
2"	2" UPPER	4 MT 58-34 H
1.75"	1.75" LOWER	4 MT 58-34 H



FINISHED TYPICAL SECTION – SOLDNER AVENUE

STA. 200+88.18"SL" - 204+09.71"SL"

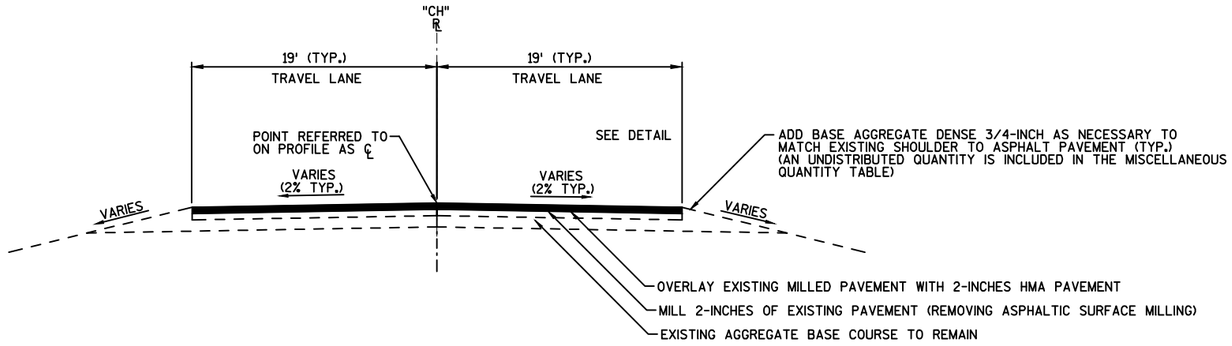
*DISTURBED AREAS BEHIND THE SIDEWALK SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A



FINISHED TYPICAL SECTION – CTH K

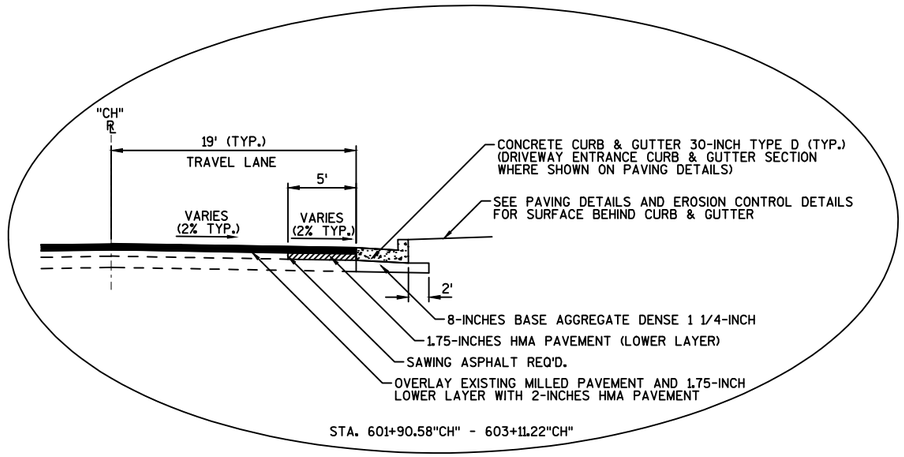
STA. 400+17.35"K" - 401+42.96"K"

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET 13	E

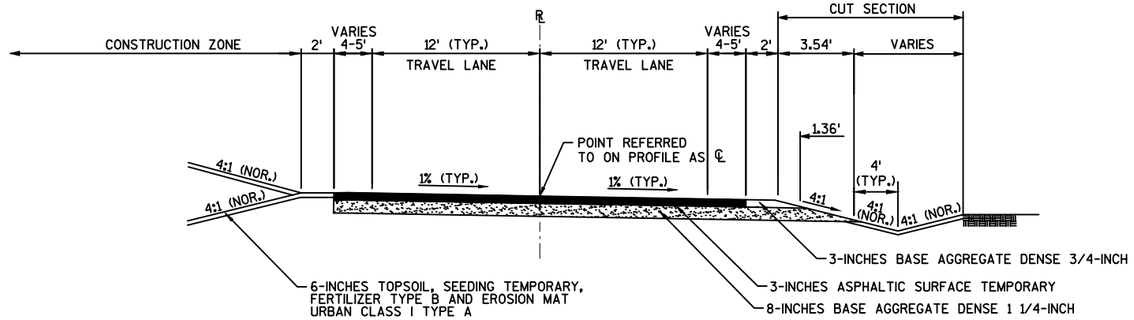


FINISHED TYPICAL SECTION – CHERRY STREET

STA. 600+40.77"CH" - 605+27.70"CH"



STA. 601+90.58"CH" - 603+11.22"CH"

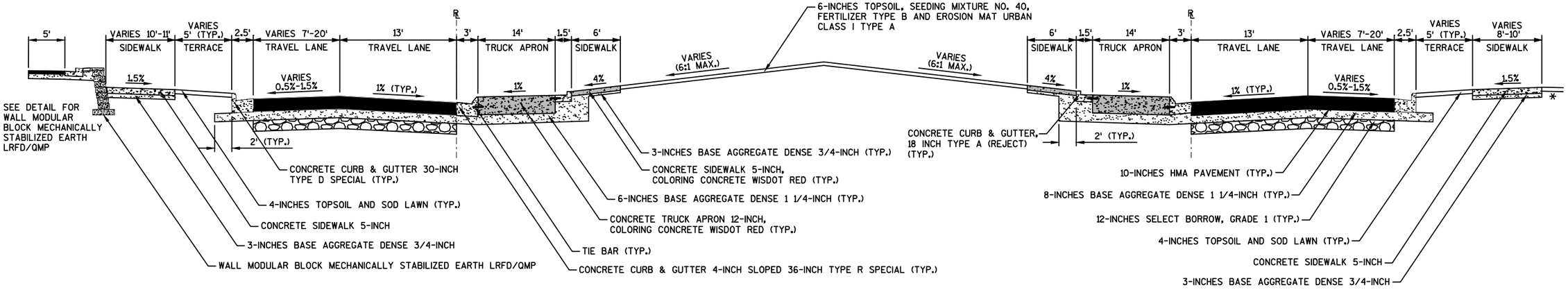


FINISHED TYPICAL SECTION – TEMPORARY ROAD

STA. 100+59.21 - 113+01.14

HMA PAVEMENT

HMA PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT TYPE
10"	2.5" UPPER	4 HT 58-34 V
	3.5" LOWER	3 HT 58-34 H
	4" LOWER	3 HT 58-34 H
6.5"	2" UPPER	4 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
3.5"	1.75" UPPER	4 MT 58-34 H
	1.75" LOWER	4 MT 58-34 H
2"	2" UPPER	4 MT 58-34 H
1.75"	1.75" LOWER	4 MT 58-34 H



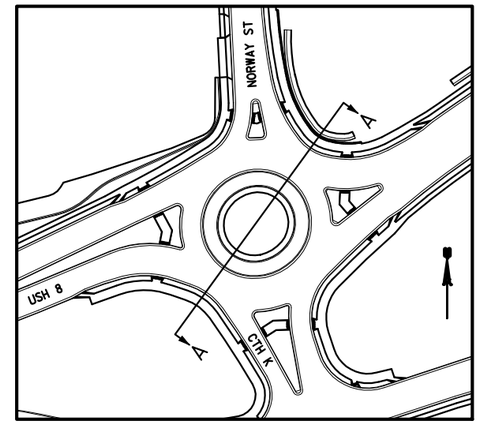
ROUNDABOUT FINISHED TYPICAL SECTION

SECTION A-A

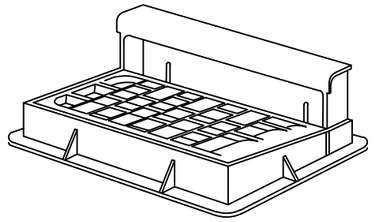
* DISTURBED AREAS BEHIND THE SIDEWALK SHALL BE RESTORED WITH 6-INCHES OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B AND EROSION MAT URBAN CLASS I TYPE A

HMA PAVEMENT

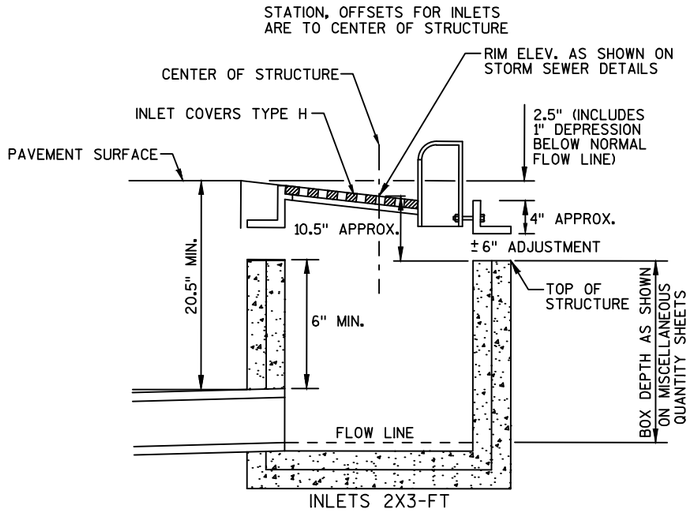
HMA PAVEMENT THICKNESS	LAYERS	HMA PAVEMENT TYPE
10"	2.5" UPPER	4 HT 58-34 V
	3.5" LOWER	3 HT 58-34 H
	4" LOWER	3 HT 58-34 H
6.5"	2" UPPER	4 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
	2.25" LOWER	3 MT 58-34 H
3.5"	1.75" UPPER	4 MT 58-34 H
	1.75" LOWER	4 MT 58-34 H
2"	2" UPPER	4 MT 58-34 H
1.75"	1.75" LOWER	4 MT 58-34 H



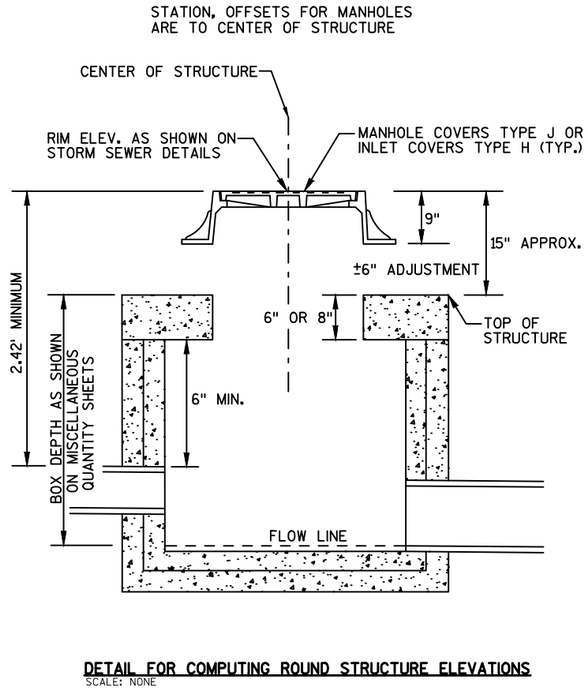
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TYPICAL SECTIONS	SHEET 15	E



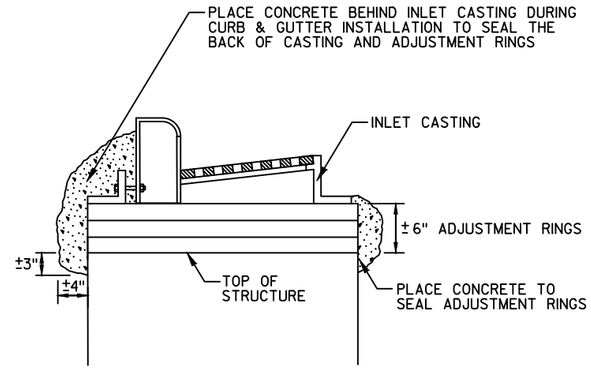
INLET COVERS TYPE H DETAIL



DETAIL FOR COMPUTING INLET ELEVATIONS
SCALE: NONE



DETAIL FOR COMPUTING ROUND STRUCTURE ELEVATIONS
SCALE: NONE



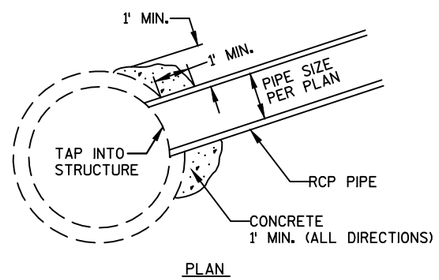
NOTE: CONCRETE INCIDENTAL TO INSTALLATION
OF CONCRETE CURB & GUTTER

SECURING INLET CASTING DETAIL
SCALE: NONE

2

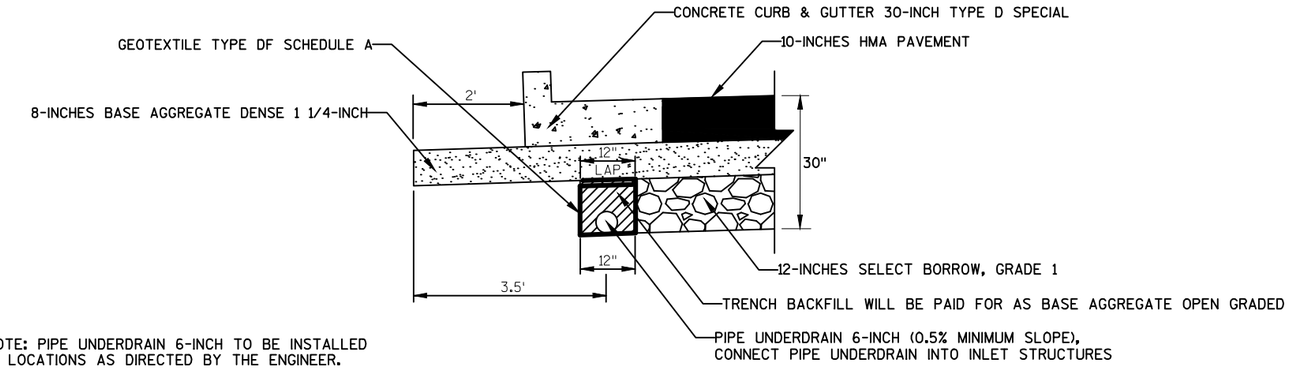
NOTE: CONCRETE INCIDENTAL TO
INSTALLATION OF STORM SEWER PIPE

NO PIPE TO PROTRUDE INTO MANHOLE



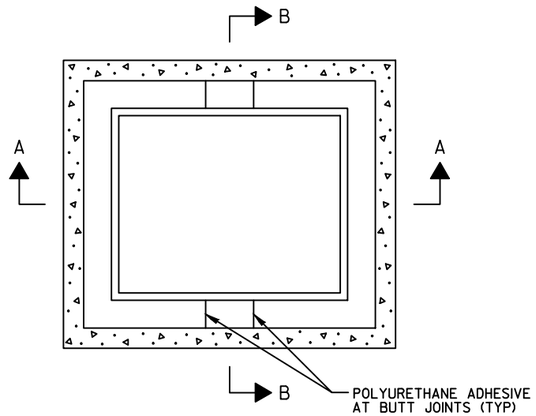
PLAN

MANHOLE CONNECTION DETAIL
SCALE: NONE



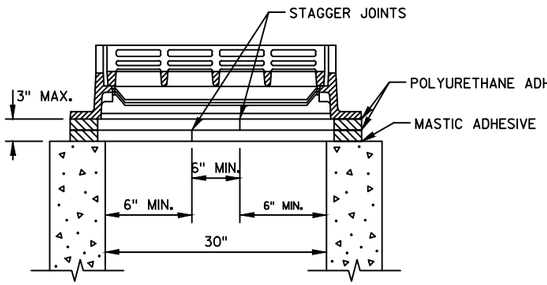
NOTE: PIPE UNDERDRAIN 6-INCH TO BE INSTALLED
IN LOCATIONS AS DIRECTED BY THE ENGINEER.

PIPE UNDERDRAIN 6-INCH DETAIL
SCALE: NONE

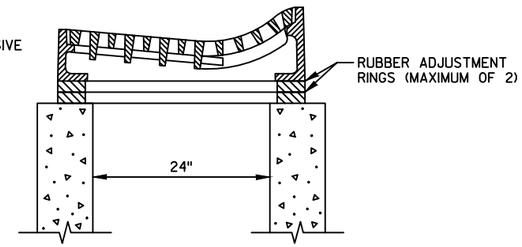


PLAN VIEW

NOTE: ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

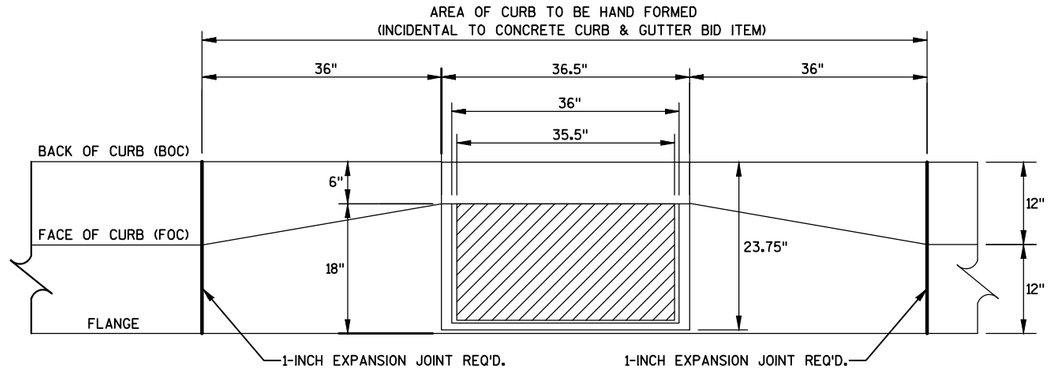


SECTION A-A

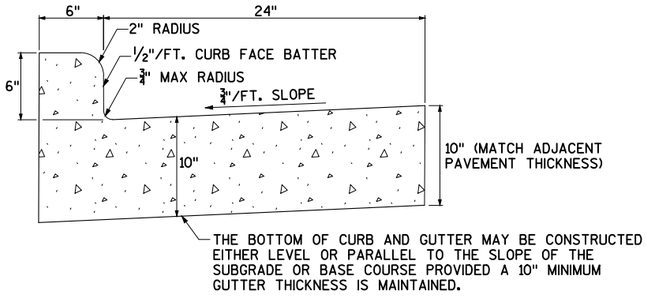


SECTION B-B

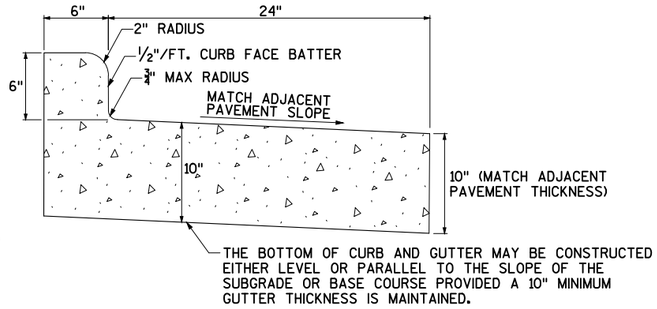
INLET TYPE 2x2.5-FT SPECIAL DETAIL (RUBBER RING CUTTING)
SCALE: NONE



DETAIL OF CONCRETE CURB & GUTTER 24-INCH SPECIAL AT INLETS
SCALE: NONE

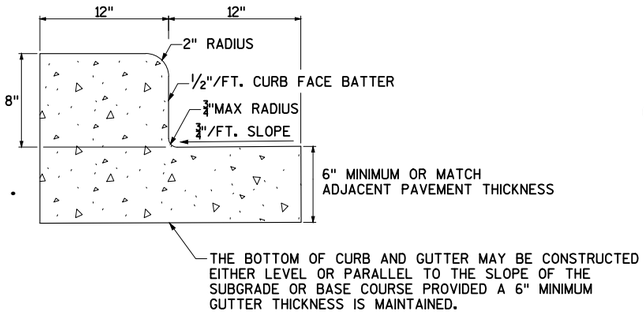


CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL
SCALE: NONE

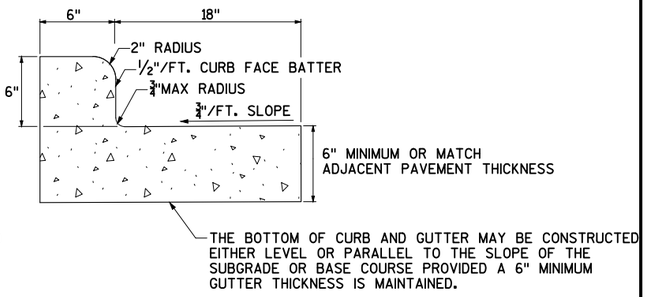


ITEM PAID FOR UNDER 'CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL' BID ITEM

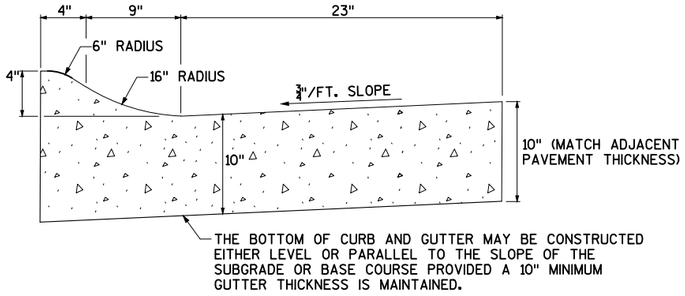
CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (REJECT)
SCALE: NONE



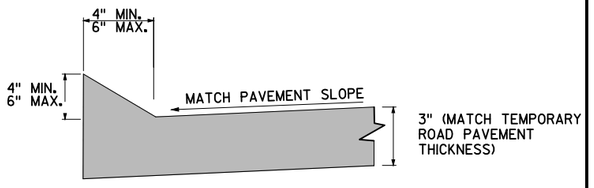
CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL 12-INCH HEAD
SCALE: NONE



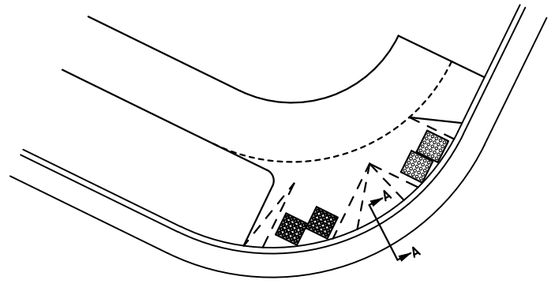
CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL
SCALE: NONE



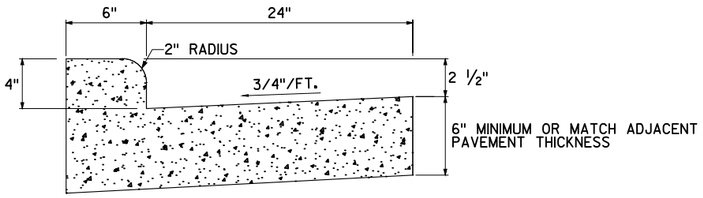
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R SPECIAL
SCALE: NONE



ASPHALTIC CURB
SCALE: NONE



PLAN

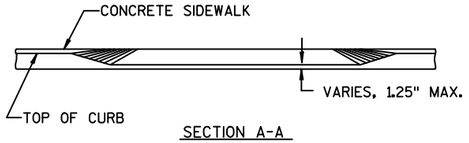


SECTION A-A

NOTES:

1. SEE CURB RAMP DETAILS FOR LOCATIONS.
2. IF NOT SHOWN DIFFERENTLY IN CURB RAMP DETAILS, CONSTRUCT CURB & GUTTER WITH 6-INCH CURB HEAD.
3. ITEM PAID FOR UNDER 'CONCRETE CURB & GUTTER 30-INCH TYPE D' BID ITEM.

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL 4-INCH CURB HEIGHT DETAIL
SCALE: NONE



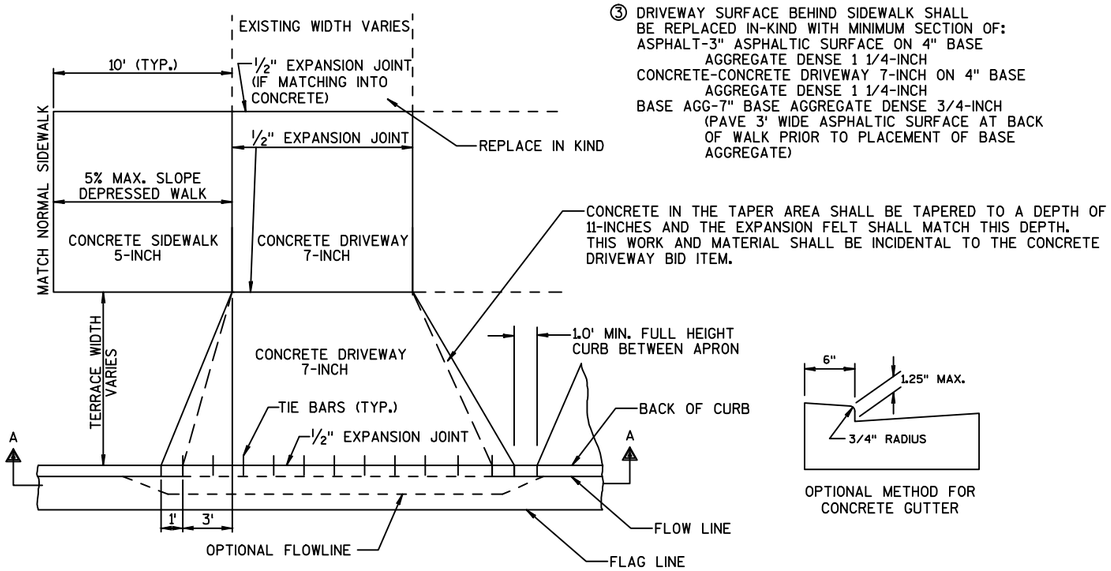
SECTION A-A

NOTES:

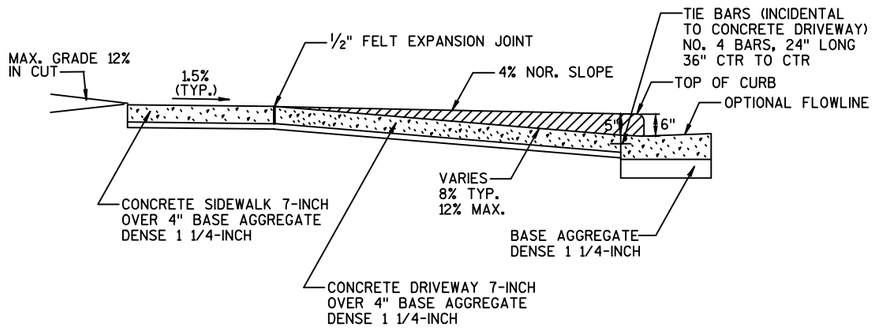
① DRIVEWAY WIDTHS
COMMERCIAL: 35' MAX., 12' MIN.
NON-COMMERCIAL: 24' MAX.

② ALL DRIVEWAY APPROACHES SHALL BE CONCRETE DRIVEWAY 7-INCH ON 4" BASE AGGREGATE DENSE 1 1/4-INCH.

③ DRIVEWAY SURFACE BEHIND SIDEWALK SHALL BE REPLACED IN-KIND WITH MINIMUM SECTION OF:
ASPHALT-3" ASPHALTIC SURFACE ON 4" BASE AGGREGATE DENSE 1 1/4-INCH
CONCRETE-CONCRETE DRIVEWAY 7-INCH ON 4" BASE AGGREGATE DENSE 1 1/4-INCH
BASE AGG-7" BASE AGGREGATE DENSE 3/4-INCH (PAVE 3' WIDE ASPHALTIC SURFACE AT BACK OF WALK PRIOR TO PLACEMENT OF BASE AGGREGATE)

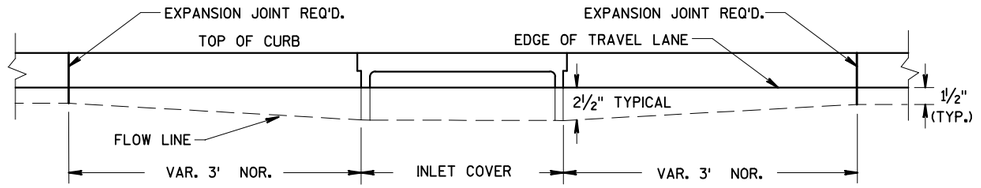


PLAN

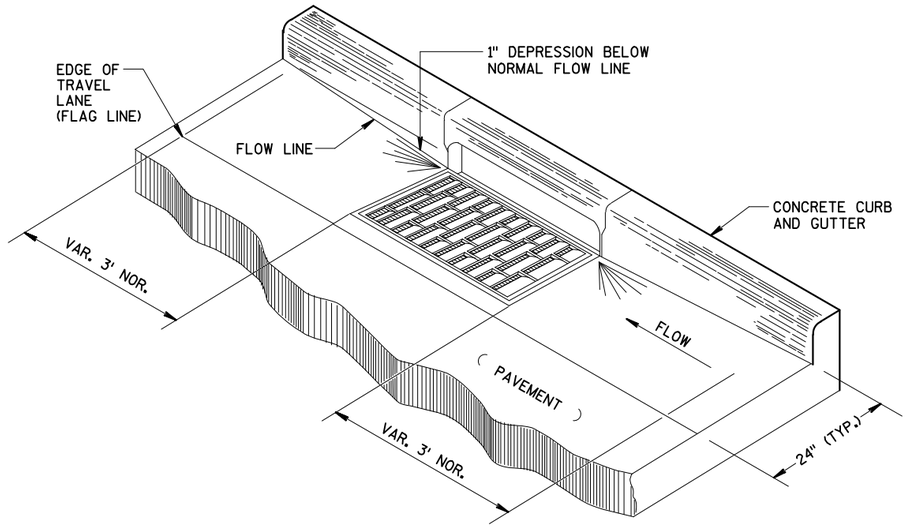


PROFILE

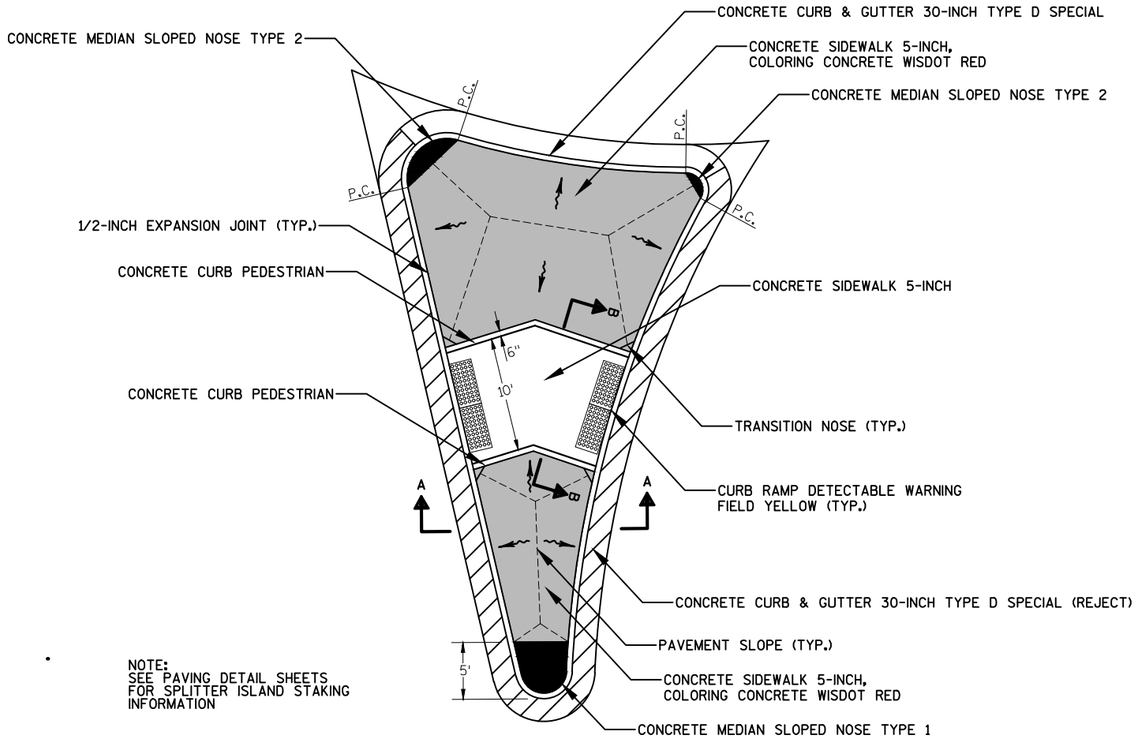
URBAN DRIVEWAY DETAIL
SCALE: NONE



ELEVATION

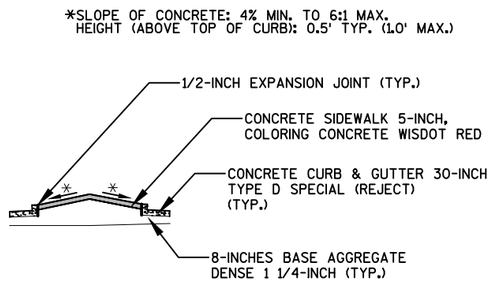


DETAIL OF CONCRETE CURB & GUTTER AT INLETS
SCALE: NONE

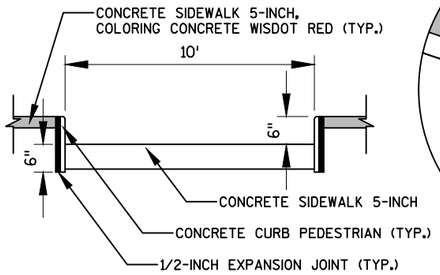


NOTE:
SEE PAVING DETAIL SHEETS FOR SPLITTER ISLAND STAKING INFORMATION

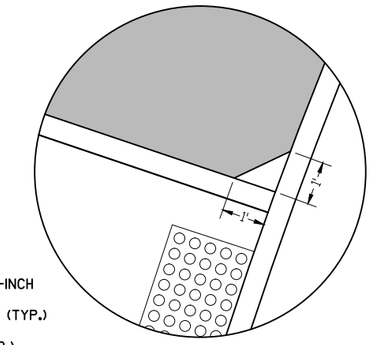
PLAN VIEW



SECTION A-A

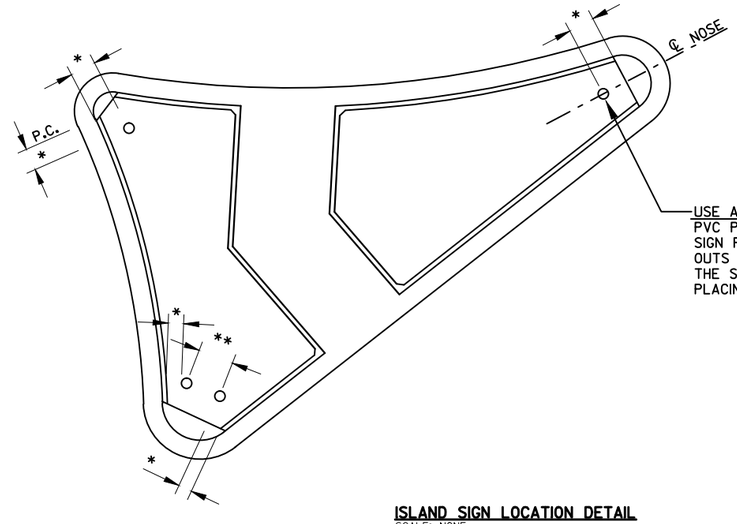


SECTION B-B



TRANSITION NOSE DETAIL

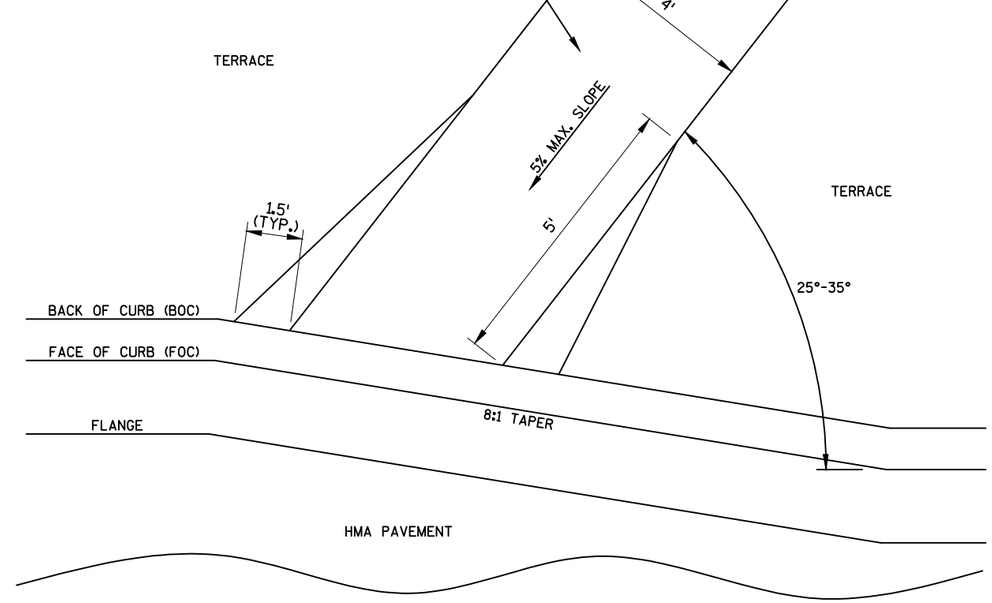
ROUNDABOUT SPLITTER ISLAND DETAIL (TYPICAL)
SCALE: NONE



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

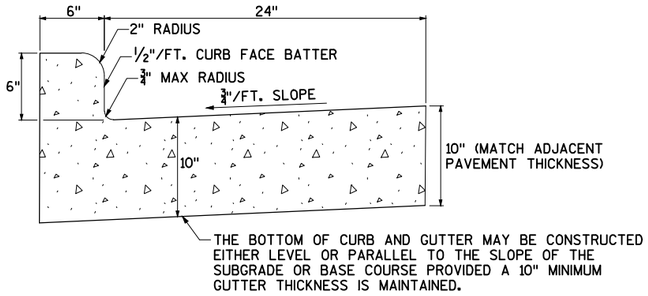
** SEE SIGN DETAILS FOR POST SPACING.

ISLAND SIGN LOCATION DETAIL
SCALE: NONE

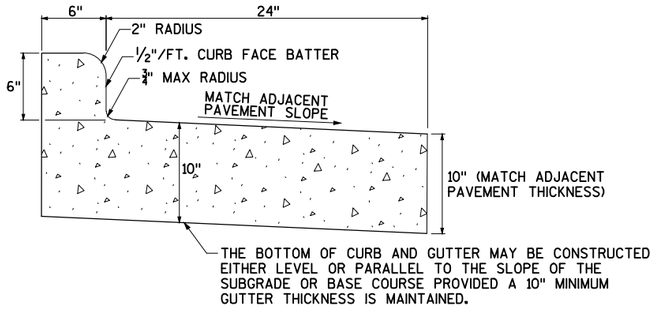


BIKE RAMP ENTRANCE AND EXIT DETAIL
SCALE: NONE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CONSTRUCTION DETAILS	SHEET 20	E

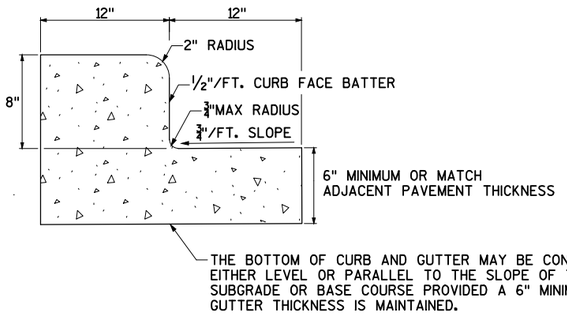


CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL
SCALE: NONE

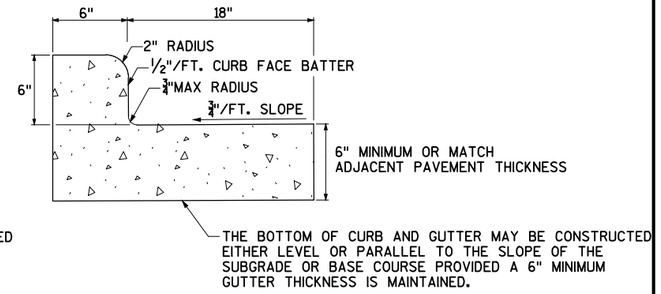


CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (REJECT)
SCALE: NONE

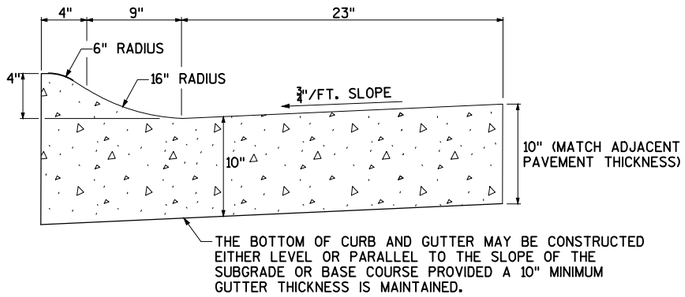
ITEM PAID FOR UNDER 'CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL' BID ITEM



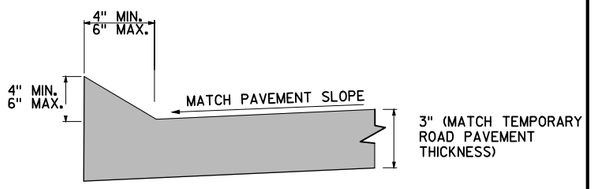
CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL 12-INCH HEAD
SCALE: NONE



CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL
SCALE: NONE

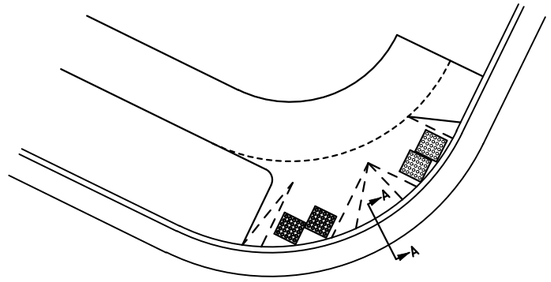


CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R SPECIAL
SCALE: NONE

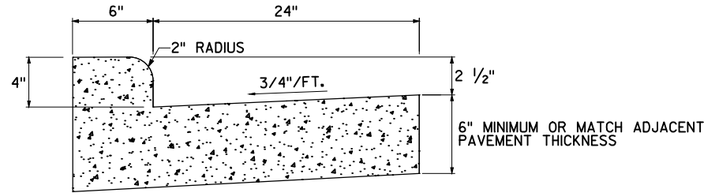


ITEM PAID FOR UNDER 'ASPHALTIC SURFACE TEMPORARY' BID ITEM

ASPHALTIC CURB
SCALE: NONE



PLAN

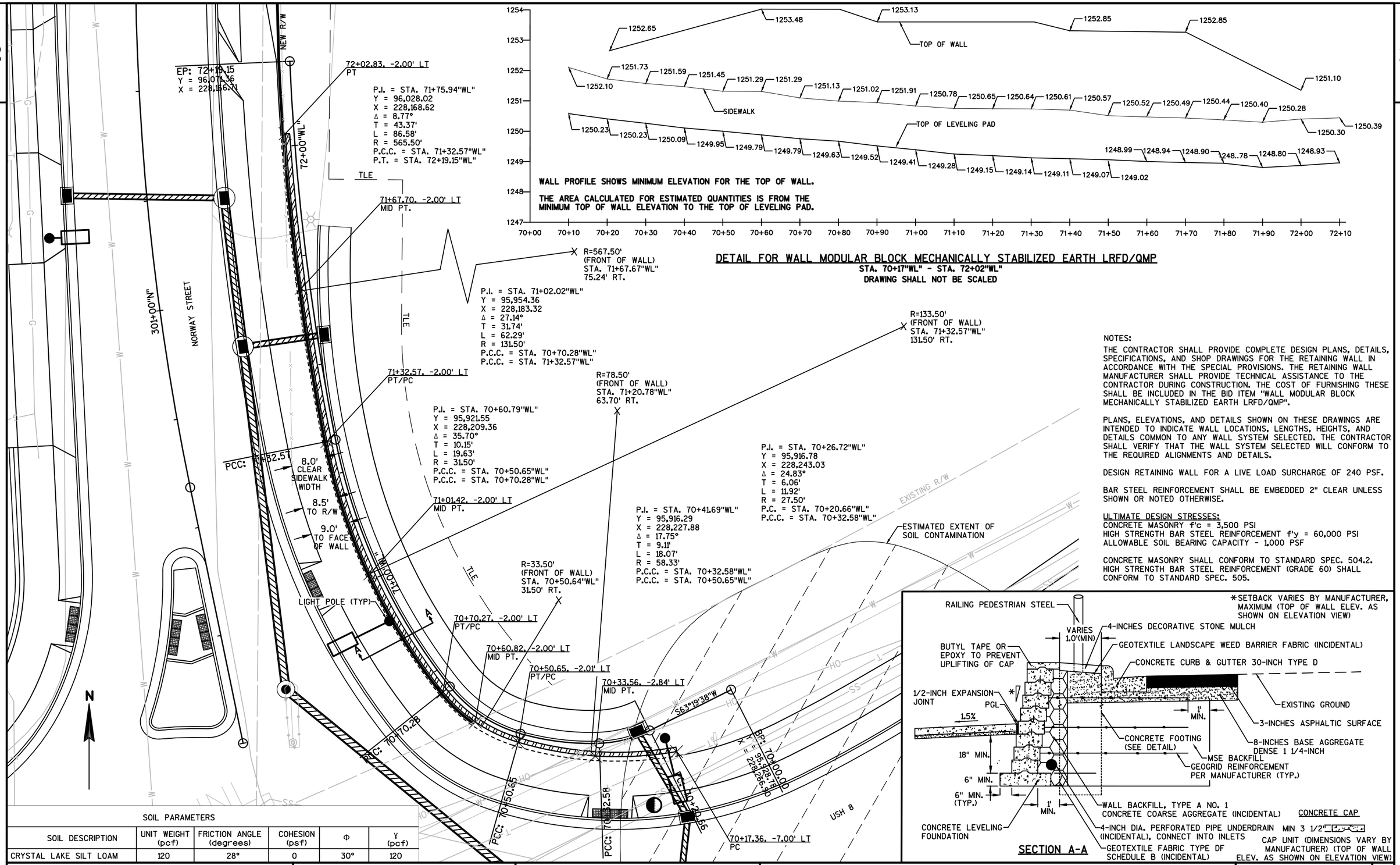


SECTION A-A

NOTES:

1. SEE CURB RAMP DETAILS FOR LOCATIONS.
2. IF NOT SHOWN DIFFERENTLY IN CURB RAMP DETAILS, CONSTRUCT CURB & GUTTER WITH 6-INCH CURB HEAD.
3. ITEM PAID FOR UNDER 'CONCRETE CURB & GUTTER 30-INCH TYPE D' BID ITEM.

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL 4-INCH CURB HEIGHT DETAIL
SCALE: NONE



WALL PROFILE SHOWS MINIMUM ELEVATION FOR THE TOP OF WALL.

THE AREA CALCULATED FOR ESTIMATED QUANTITIES IS FROM THE MINIMUM TOP OF WALL ELEVATION TO THE TOP OF LEVELING PAD.

DETAIL FOR WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP

STA. 70+17"WL" - STA. 72+02"WL"
DRAWING SHALL NOT BE SCALED

NOTES:

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO ANY WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

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

ULTIMATE DESIGN STRESSES:
CONCRETE MASONRY f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT f'y = 60,000 PSI
ALLOWABLE SOIL BEARING CAPACITY - 1,000 PSF

CONCRETE MASONRY SHALL CONFORM TO STANDARD SPEC. 504.2.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) SHALL CONFORM TO STANDARD SPEC. 505.

SOIL PARAMETERS

SOIL DESCRIPTION	UNIT WEIGHT (pcf)	FRICTION ANGLE (degrees)	COHESION (psf)	Φ	γ (pcf)
CRYSTAL LAKE SILT LOAM	120	28°	0	30°	120

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CONSTRUCTION DETAILS	SHEET 22	E

INSTALL & VERIFY FINISHED SIDEWALK, CURB AND GUTTER FOR PARKING LOT, AND TOP OF WALL LOCATIONS AND ELEVATIONS PRIOR TO FABRICATING RAILING PEDESTRIAN STEEL.

LEGEND

(1) 2" X 1½" X 3/16" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A500 GRADE B.
NOTE: RAILS TO BE PARALLEL WITH TOP OF RETAINING WALL.

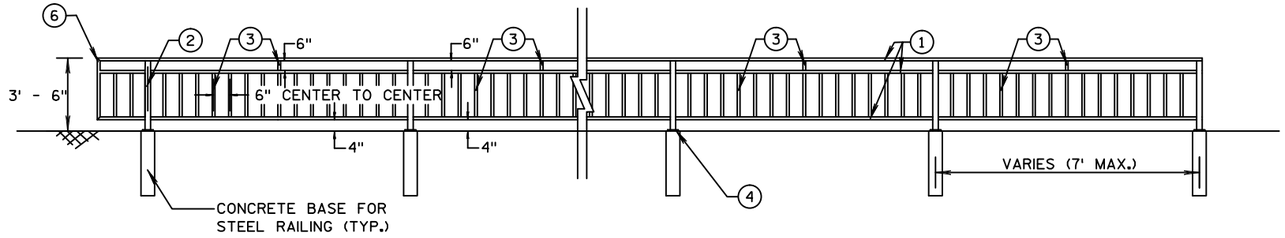
(2) TS 2" X 2" X 3/16" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A501 OR A500 GRADE B. CUT BOTTOM OF POST TO MATCH SLOPE OF TOP OF RETAINING WALL. HOLD 1/16" ABOVE BASE PLATE TO ALLOW POST AND BASE PLATE TO BE WELDED TOGETHER. PLACE POST VERTICAL AND CENTERED ON BASE PLATE.

(3) TS 1" X 1" X 1/8" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A501 OR A500 GRADE B. NOTE: PLACE TUBING VERTICAL, TUBING WILL BE PERPENDICULAR TO RAILS ONLY WHEN TOP OF RETAINING WALL IS LEVEL.

(4) BASE PLATE ½" X 4" X 7" CONFORMING TO ASTM DESIGNATION A709 GRADE 36 WITH 3/4" X 1½" SLOTTED HOLES FOR HEX BOLTS NO. 6 WELD TO NO. 2 AS SHOWN.

(5) MASONRY ANCHORS TYPE S 5/8", STAINLESS STEEL ANCHOR BOLTS, NUTS, AND WASHERS. PULLOUT STRENGTH SHALL BE 4 kips. TWO REQUIRED PER POST. PLACE NORMAL TO PLATE NO. 4. EMBED 5" MIN.

(6) 2" X 1" X 3/16" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A500 GRADE B. PLACE VERTICAL.



RAILING PEDESTRIAN STEEL DETAIL
STA. 70+60 TO 71+80 "WL"

GENERAL NOTES

STRUCTURAL TUBING SHALL CONFORM TO ASTM DESIGNATION A500 GRADE B. PLATES AND BARS SHALL CONFORM TO ASTM DESIGNATION A709 GRADE 36.

THE ITEM "RAILING PEDESTRIAN STEEL" SHALL INCLUDE ALL WORK SHOWN, INCLUDING CONCRETE BASES, ANCHORAGES, REINFORCING STEEL, MASONRY ANCHORS TYPE S, GALVANIZING, AND PAINTING.

FINAL LOCATION OF THE RAILING POSTS, THE CONCRETE BASES FOR STEEL RAILING AND TOP OF RETAINING WALL ELEVATIONS SHALL BE VERIFIED PRIOR TO FABRICATION AND INSTALLATION OF RAILING.

POST BASE PLATES NO. 4 SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STEEL SHIMS SHALL BE PROVIDED AND USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT AND SHALL BE GALVANIZED.

1/4" ϕ VENT HOLES LOCATED IN BOTTOM OF HORIZONTAL RAILS AT RAIL POSTS AND AT LOW END OF RAILING. VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.

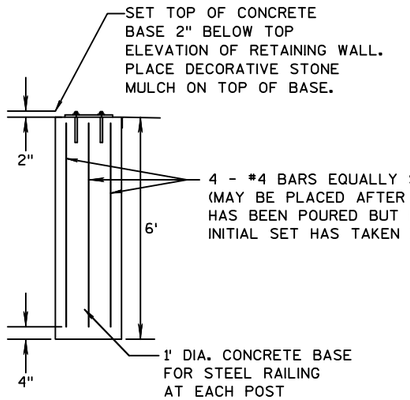
ALL MATERIALS EXCEPT ANCHOR BOLTS NO. 5, SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS.

PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "RAILING PEDESTRIAN STEEL" SPECIAL PROVISION. THE FINISH COLOR SHALL BE BLACK FEDERAL STANDARD COLOR NO. 27036. AT COMPLETION OF STEEL RAILING INSTALLATION, PAINT THE TOPS OF ANCHOR BOLTS AND NUTS WITH THE TIE COAT. TOUCH-UP PAINT WITH THE TOP COAT ALL DAMAGED AREAS AND THE ANCHOR BOLTS TO THE SATISFACTION OF THE ENGINEER (INCIDENTAL).

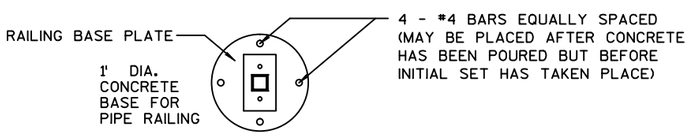
CAULK AROUND PERIMETER OF BASE PLATES, NO. 4 AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

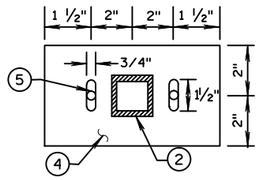
THE CONTRACTOR SHALL SUPPLY COMPLETE DESIGN PLANS FOR THE RAILING PEDESTRIAN STEEL TO THE ENGINEER PRIOR TO FABRICATION AND INSTALLATION OF THE RAILING. THE RAILING MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THESE ITEMS SHALL BE INCIDENTAL TO BID ITEM "RAILING PEDESTRIAN STEEL."



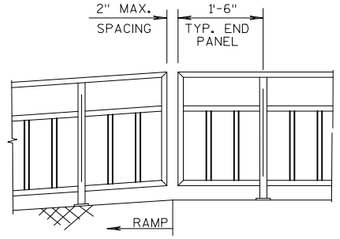
CONCRETE BASE FOR STEEL RAILING DETAIL



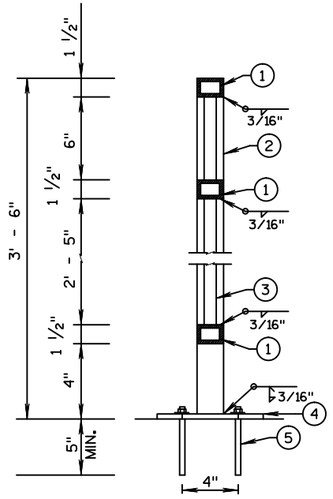
BASE PLATE PLAN VIEW



RAILING BASE PLATE DETAIL

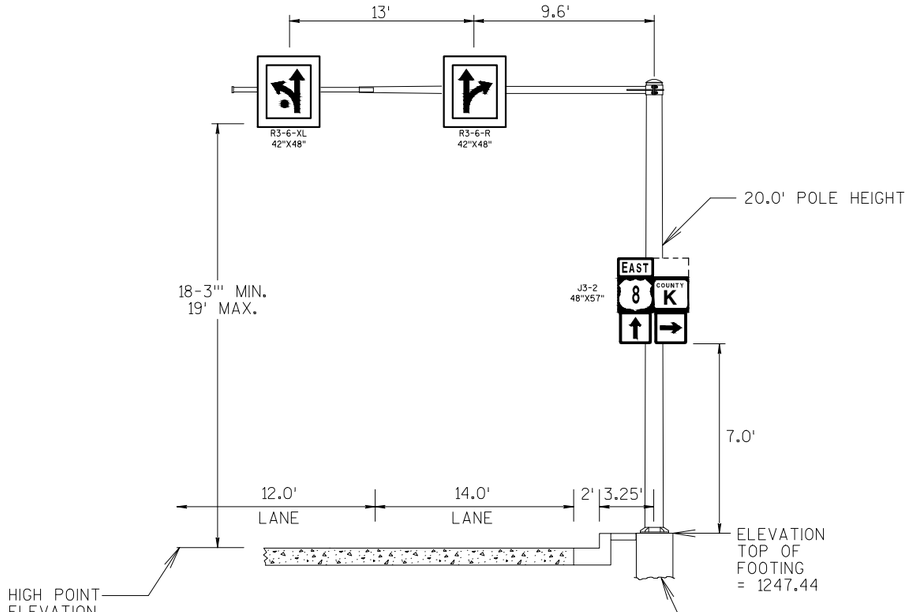


AT BREAK POINT
(TYP.)

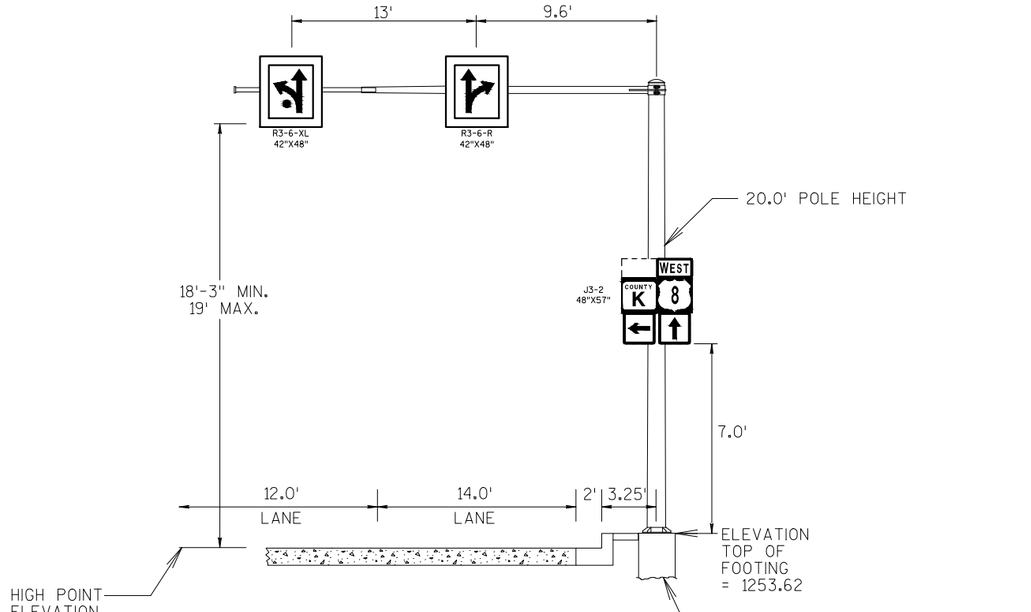


SECTION THROUGH RAILING

RAILING PEDESTRIAN STEEL DETAIL
SCALE: NONE



S-3-004
STA. 1287+93"EB", 31.5' RT.
EB USH 8

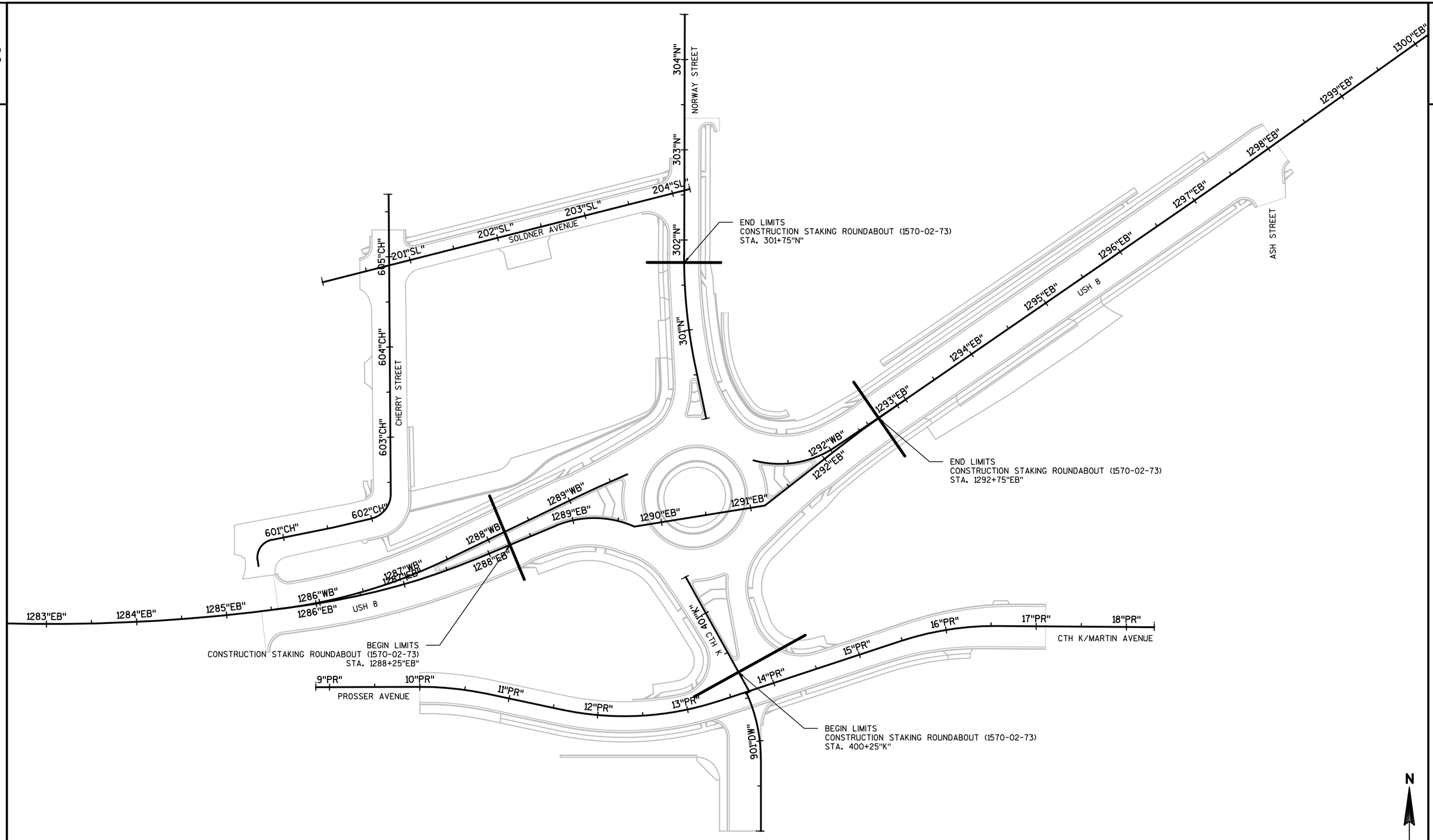


S-3-005
STA. 1293+07"EB", 31.5' LT.
WB USH 8

NOTES:

1. PROVIDE AN IDENTIFICATION PLAQUE FOR OVERHEAD SIGN SUPPORT, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT". SEE STANDARD DETAIL DRAWING "STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS" FOR PLAQUE DETAIL.
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS". 6TH EDITION AND INTERIM REVISIONS, FATIGUE CATEGORY I.
3. SIZE THE ANCHOR RODS/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
4. SIGN OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
5. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR RODS.
6. REFER TO THE SIGN PLATE NO. A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORTS.
7. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO BID ITEM "OVERHEAD SIGN SUPPORT".
8. PROVIDE DESIGN CALCULATIONS.
9. SHOW SIGNS ON SHOP DRAWINGS.
10. DRAWING NOT TO SCALE.

2



CONSTRUCTION STAKING ROUNDABOUT (1570-02-73) DETAIL

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CONSTRUCTION DETAILS	SHEET 25	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TITLE SHEET\ROUNDABOUT STAKING DETAIL.DWG
LAYOUT NAME - ROUNDABOUT STAKING DETAIL - ROUNDABOUT STAKING

PLOT DATE : 10/26/2016 6:22 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL 12-INCH HEAD

ASPHALTIC SURFACE

1288+72.39, -38.50' LT

STREET LIGHT POLE (TYP.)

1289+17.05, -32.78' LT

1289+07.38, -32.18' LT

1288+93.61, -39.68' LT

1288+86.80, -33.50' LT

1288+86.82, -32.80' LT

SIGN (TYP.)

8'

5'

5'

5'

10'

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

INLET COVER TYPE H (TYP.)

1289+17.38, -27.79' LT

1289+07.67, -27.19' LT

1288+84.07, -27.10' LT

1288+93.78, -31.68' LT

1288+76.53, -28.00' LT

PULL BOXES STEEL 24x42-INCH

N

TYPICAL CURB RAMP DETAIL

4.75% MAX

10' (TYP.)

5% MAX

4.5% MAX

5% MAX

4.5% MAX

SEE CROSS SECTIONS FOR SIDEWALK ELEVATIONS

USH 8

CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED

PC: 1288+90.85"WB"

PT: 1289+44.45"WB"

CONCRETE MEDIAN SLOPED NOSE (TYP.)

1289+00"WB"

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

5'

4.75% MAX

10'

CONCRETE SIDEWALK 5-INCH

PC: 1288+80.35

1289+00"EB"

4.75% MAX

5'

CONCRETE CURB PEDESTRIAN (TYP.)

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

45

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: ROUNDABOUT WEST LEG (WESTBOUND)	SHEET 26	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - USH 8 WEST 1

PLOT DATE : 11/1/2016 11:13 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

N

00"WB"

MANHOLE COVER TYPE J

PC: 1288+80.35

1289+00"WB"

PC: 12

5'

4.75% MAX

CONCRETE SIDEWALK 5-INCH

10'

1289+00"EB"

4.75% MAX

5'

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED

CONCRETE CURB PEDESTRIAN (TYP.)

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

USH 8

STORM SEWER INLET COVER TYPE H (TYP.)

CONCRETE MEDIAN SLOPED NOSE (TYP.)

PT: 1289+69.45

1288+28.88, 27.98' RT

1288+36.33, 27.04' RT

PULL BOXES STEEL 24x42-INCH (TYP.)

1288+47.78, 32.39' RT

1288+73.23, 33.60' RT

1289+27.28, 32.36' RT

1289+41.50, 32.88' RT

1288+42.02, 34.11' RT

10'

5'

10'

10'

1288+41.77, 42.11' RT

STREET LIGHT POLE

1289+25.99, 37.32' RT

1289+41.19, 37.88' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

5'

10'

SIGN (TYP.)

TYPICAL CURB RAMP DETAIL

4.75% MAX

10' (TYP.)

5% MAX

4.5% MAX

5% MAX

4.5% MAX

SEE CROSS SECTIONS FOR SIDEWALK ELEVATIONS

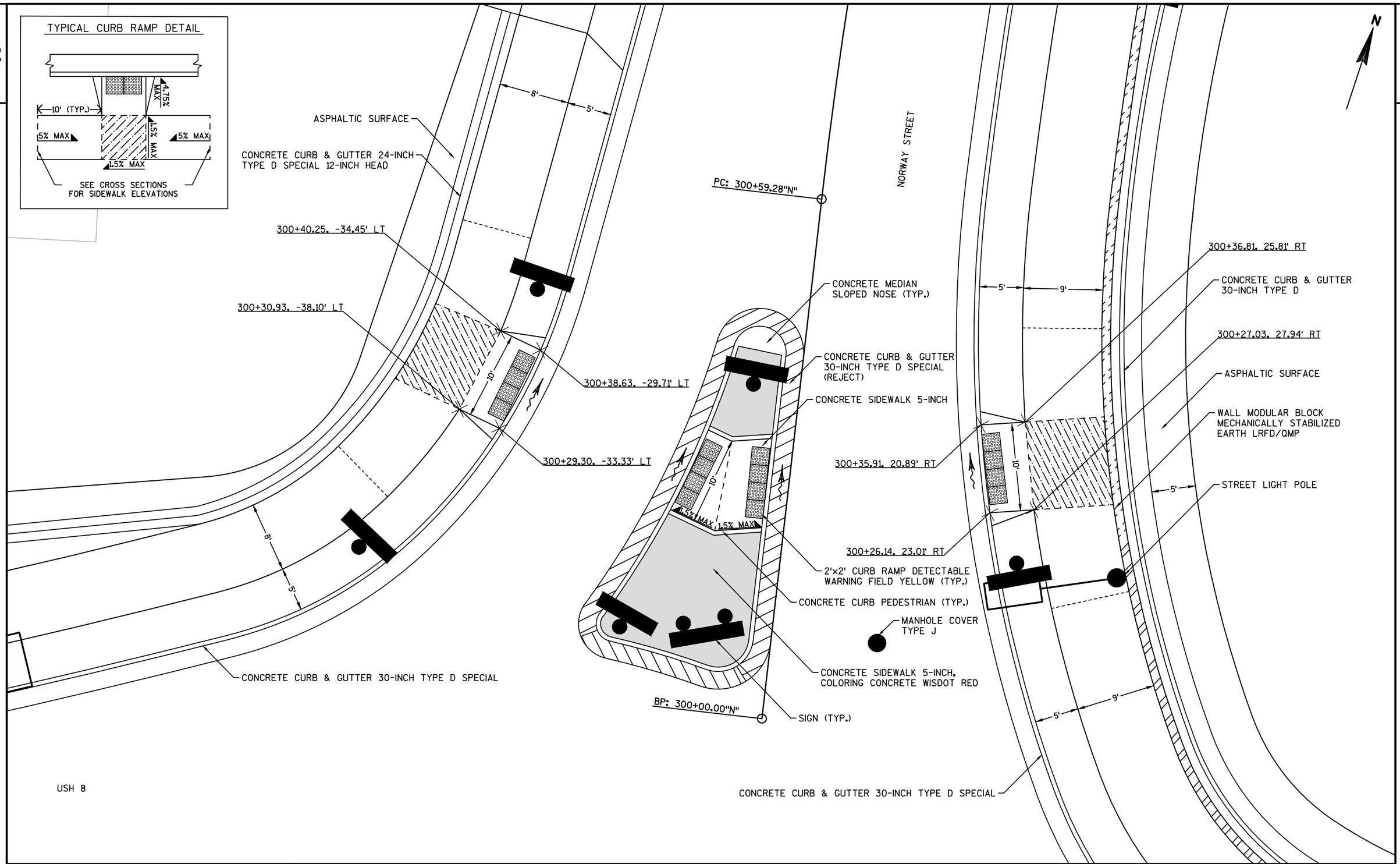
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: ROUNDABOUT WEST LEG (EASTBOUND)	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - USH 8 WEST 2

PLOT DATE : 11/1/2016 11:13 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

TYPICAL CURB RAMP DETAIL



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: ROUNDABOUT NORTH LEG	SHEET 28 E

NORWAY STREET

WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP

CONCRETE CURB & GUTTER
30-INCH TYPE D

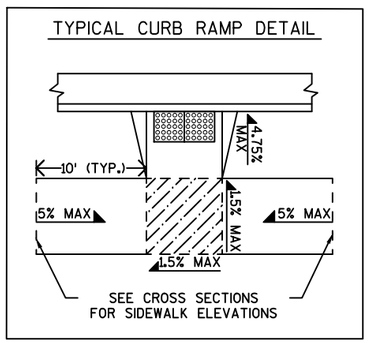
ASPHALTIC SURFACE

ASPHALT

INLET COVER TYPE H (TYP.)

STREET LIGHT POLE

TYPICAL CURB RAMP DETAIL



9'
5'
5'
10'

1291+47.47, -38.28' LT
1291+47.38, -33.28' LT
1291+62.77, -37.85' LT
1291+61.69, -32.88' LT

PULL BOXES STEEL 24x42-INCH

1292+53.66, -34.33' LT
1292+53.65, -33.97' LT
1292+48.64, -31.86' LT
1292+59.48, -26.91' LT
1292+67.42, -27.68' LT

8'
5'
5'
5'

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

SIGN (TYP.)

CONCRETE SIDEWALK 5-INCH,
COLORING CONCRETE WISDOT RED

2'x2' CURB RAMP DETECTABLE WARNING
FIELD YELLOW (TYP.)

CONCRETE CURB PEDESTRIAN (TYP.)

10'

MANHOLE COVER TYPE J

CONCRETE CURB & GUTTER 30-INCH
TYPE D SPECIAL (REJECT)

CONCRETE
SIDEWALK
5-INCH

CONCRETE MEDIAN SLOPED NOSE (TYP.)

PT: 1292+17.29"WB"
PC: 1292+19.64

1292+00"WB"

1292+00"EB"

PI: 1291+16.00

USH 8

2

2

SIGN (TYP.)

CONCRETE CURB PEDESTRIAN (TYP.)

CONCRETE SIDEWALK 5-INCH

10'

1291+00"EB"

PI: 1291+16.00

1292+00"WB"

PT: 1292+17.29"WB"

PC: 1292+19.64

1292+00"EB"

CONCRETE MEDIAN SLOPED NOSE (TYP.)

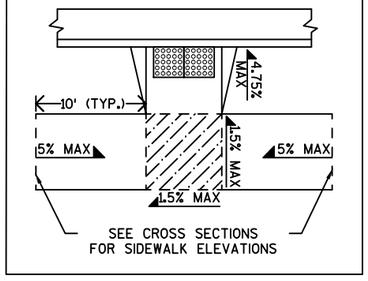
2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (REJECT)

USH 8

TYPICAL CURB RAMP DETAIL



SEE CROSS SECTIONS FOR SIDEWALK ELEVATIONS

PULL BOXES STEEL 24x42-INCH

INLET COVER TYPE H (TYP.)

1291+86.23, 28.88' RT

1291+78.65, 28.26' RT

1291+54.67, 29.12' RT

1291+44.69, 29.86' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

10'

5'

10'

5'

10'

5'

1291+90.76, 39.21' RT

1291+77.65, 33.26' RT

1291+77.71, 34.53' RT

1291+68.95, 33.22' RT

1291+69.51, 43.21' RT

1291+44.94, 34.86' RT

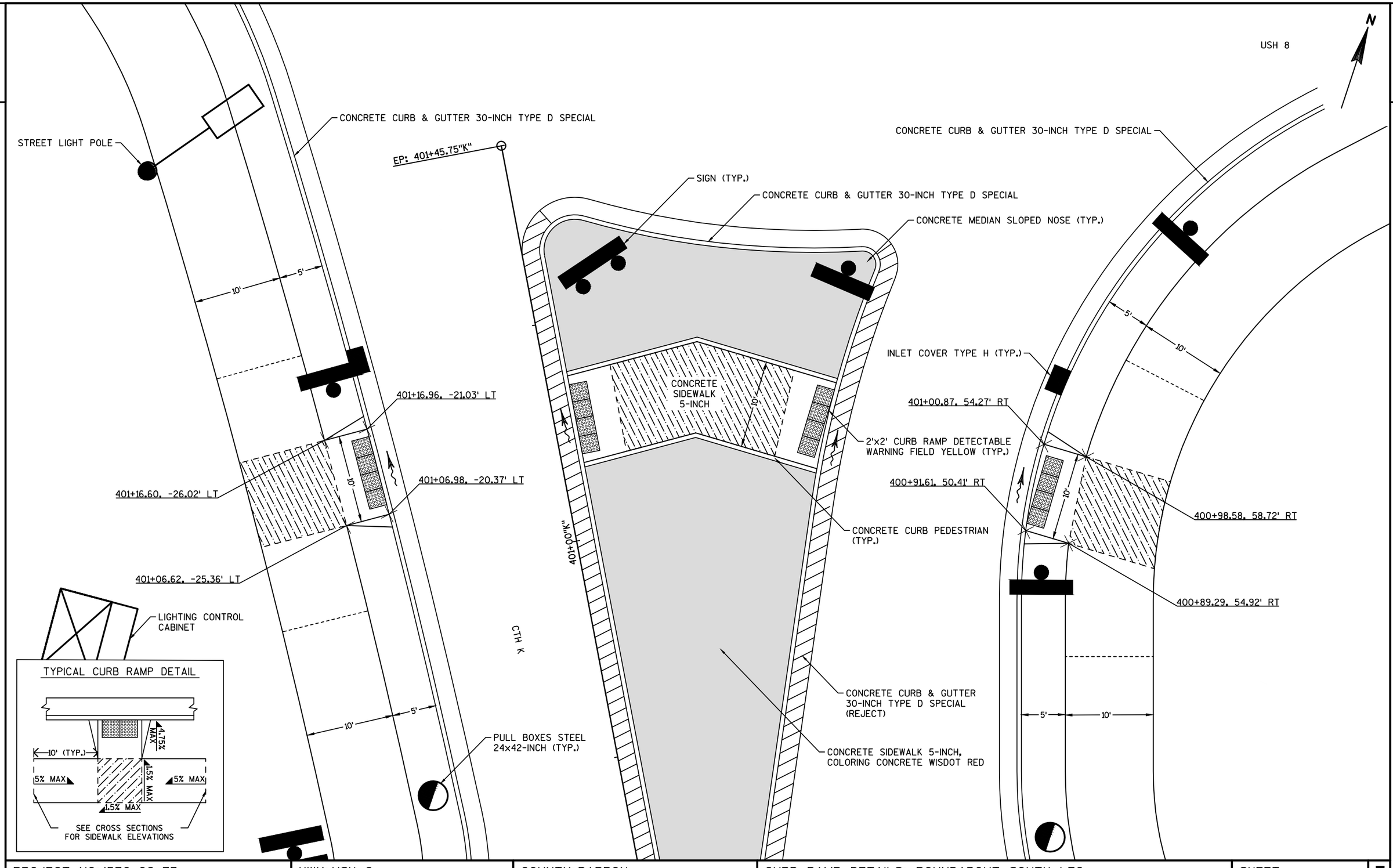
1291+54.91, 34.11' RT

STREET LIGHT POLE

N

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: ROUNDABOUT EAST LEG (EASTBOUND)	SHEET 30	E

2



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: ROUNDABOUT SOUTH LEG	SHEET 31	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - USH 8 SOUTH
PLOT DATE : 11/1/2016 11:14 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

ASPHALT

ASPHALTIC SURFACE

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

1296+36.90, -42.29' LT

1296+31.90, -42.32' LT

5'

ASPHALT

CONCRETE CURB & GUTTER 30-INCH TYPE D

4'

1296+31.90, -38.50' LT

1296+36.90, -38.50' LT

5'

5'

5'

5'

1296+38.91, -33.50' LT

1296+29.91, -33.50' LT

CONCRETE CURB PEDESTRIAN

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

SIGN (TYP.)

INLET COVER TYPE H (TYP.)

PI: 1295+99.15

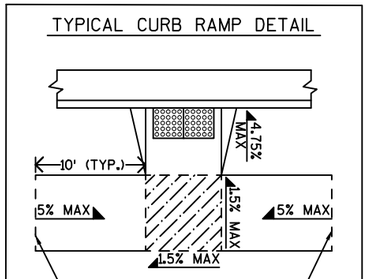
PC: 1296+86.97

1296+00"EB"

1297+00"EB"

USH 8

TYPICAL CURB RAMP DETAIL



PULL BOXES STEEL 24x42-INCH (TYP.)

5'

5'

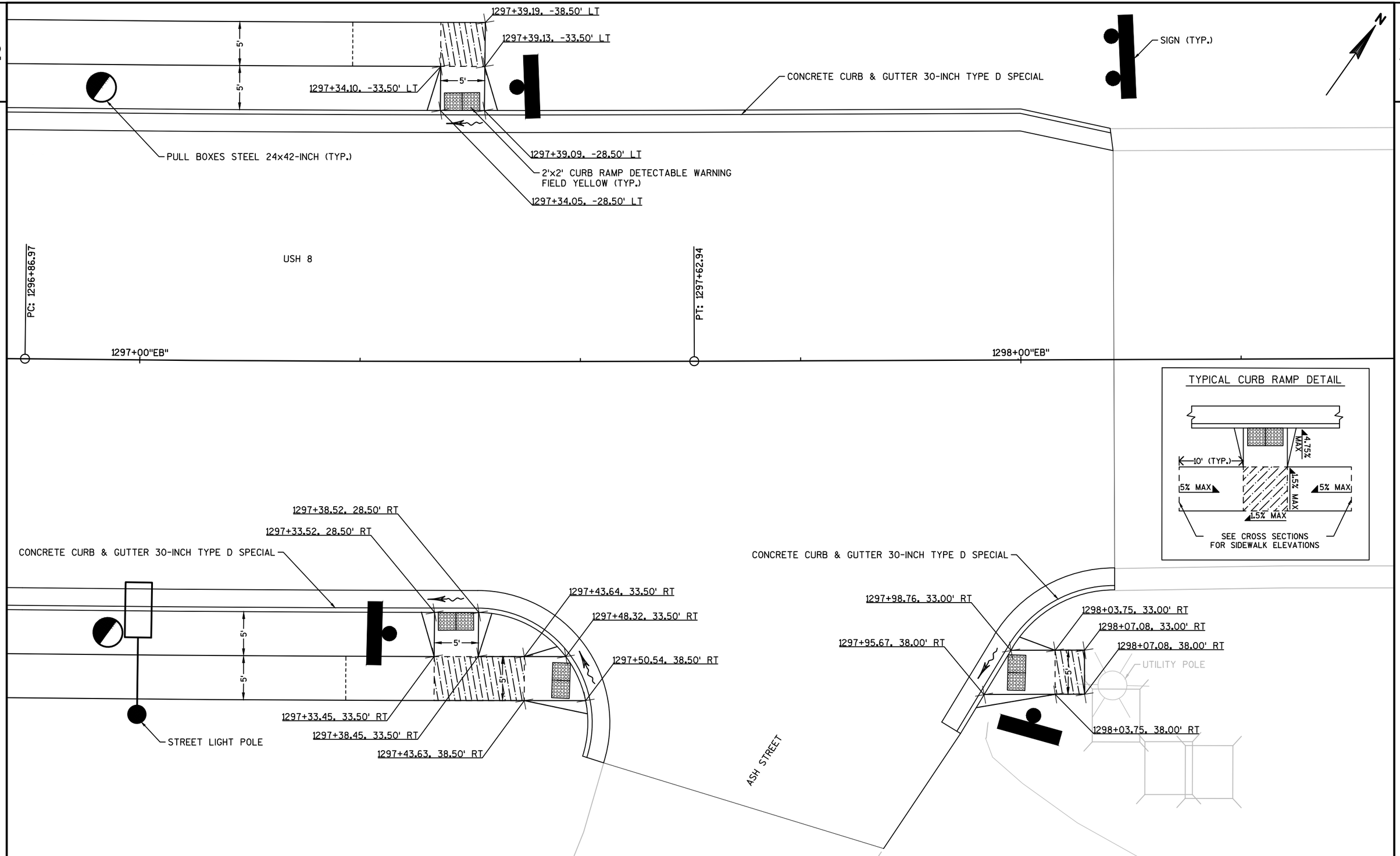
STREET LIGHT POLE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: USH 8 EASTBOUND	SHEET 32	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - USH 8 AND CASINO

PLOT DATE : 11/1/2016 11:14 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: USH 8 & ASH STREET	SHEET 33	E

2

STREET LIGHT POLE (TYP.)

10'

5'

13+19.12, -30.39' LT

13+17.30, -29.26' LT

13+11.75, -26.53' LT

13+09.74, -25.78' LT

10'

5'

5'

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

13+17.04, -23.34' LT

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

13+11.61, -21.09' LT

CTH K

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (REJECT)

SIGN (TYP.)

CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED

TYPICAL CURB RAMP DETAIL

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (4-INCH CURB HEAD HEIGHT)

4.75% MAX

10' (TYP.)

1.5% SLOPE TO FRONT OF DETECTABLE WARNING FIELD

1.5% MAX

5% MAX

1.5% MAX

8.0% MAX

SEE CROSS SECTIONS FOR SIDEWALK ELEVATIONS

TYPICAL CURB RAMP DETAIL

4.75% MAX

10' (TYP.)

5% MAX

1.5% MAX

5% MAX

1.5% MAX

SEE CROSS SECTIONS FOR SIDEWALK ELEVATIONS

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

INLET COVER TYPE H (TYP.)

14+23.83, -35.82' LT

14+25.31, -34.53' LT

14+25.31, -28.22' LT

14+30.31, -25.07' LT

14+30.31, -30.88' LT

14+32.02, -29.85' LT

10'

5'

5'

10'

5'

MARTIN AVENUE (CTH K)

N

2

PT: 13+35.50"PR"

13+00"PR"

14+00"PR"

BP: 400+00.00"K"

PROSSER AVENUE

13+10.71, 18.50' RT

13+15.45, 18.50' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (DRIVEWAY ENTRANCE CURB)

5'

5'

5'

13+28.58, 23.50' RT

13+31.75, 28.50' RT

13+10.61, 23.50' RT

13+15.28, 23.50' RT

13+23.43, 23.50' RT

13+23.45, 28.50' RT

ASPHALTIC SURFACE

CONCRETE CURB & GUTTER 30-INCH TYPE D

CONCRETE CURB & GUTTER 30-INCH TYPE D

DRIVEWAY

CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL

13+87.70, 23.50' RT

13+81.56, 28.50' RT

13+93.75, 23.50' RT

13+93.75, 28.50' RT

5'

5'

5'

5'

14+25.31, 18.50' RT

14+30.31, 18.50' RT

14+25.31, 23.50' RT

14+30.31, 23.50' RT

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: PROSSER AVENUE & MARTIN AVENUE (CTH K)	SHEET 34	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - PROSSER AVENUE

PLOT DATE : 11/1/2016 11:14 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

SOLDNER AVENUE

NORWAY STREET

ASPHALT

SIGN (TYP.)

203+76.15, 31.49' RT

203+78.59, 22.18' RT

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

203+82.25, 27.93' RT

203+80.99, 32.76' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D

5'

5'

5'

5'

PT: 301+83.04"N"

302+00"N"

303+00"N"

203+87.73, -14.54' LT

203+88.99, -19.50' LT

302+69.04, -23.57' LT

UTILITY POLE

302+73.89, -24.81' LT

302+65.24, -23.56' LT

4-INCH CURB HEAD HEIGHT

CONCRETE SIDEWALK 5-INCH

302+70.20, -19.05' LT

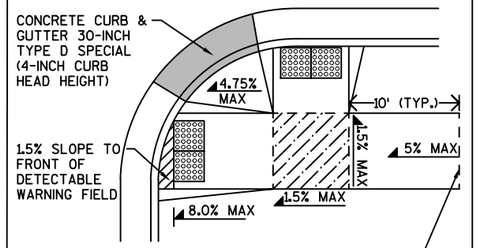
302+75.93, -16.84' LT

CONCRETE CURB & GUTTER 30-INCH TYPE D

204+00"SL"

EP: 204+19.72"SL"

TYPICAL CURB RAMP DETAIL



INLET COVER TYPE H (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE D

302+75.46, 18.50' RT

302+70.46, 18.50' RT

302+70.52, 23.50' RT

302+75.53, 23.50' RT

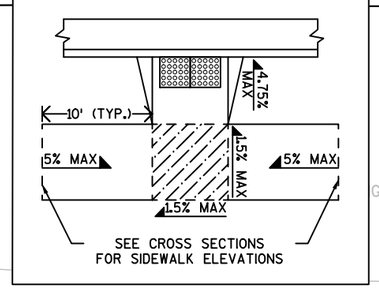
303+27.12, 23.50' RT

303+22.54, 23.50' RT

303+22.55, 28.50' RT

303+27.55, 28.50' RT

TYPICAL CURB RAMP DETAIL



LIGHT POLE

INLET

ASPHALT

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: NORWAY STREET & SOLDNER AVENUE	SHEET 35	E

2

2

N

SIGN (TYP.)

CHERRY STREET

605+00"CH"

201+00"SL"

SOLDNER AVENUE

605+03.46, -28.99' LT

605+08.32, -30.18' LT

UTILITY POLE

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

INLET COVER TYPE H (TYP.)

CONCRETE CURB & GUTTER 30-INCH TYPE D

4.75% MAX

5'

605+04.90, -23.16' LT

605+10.51, -21.27' LT

INLET COVER TYPE C

605+20.43, 19.07' RT

605+15.59, 20.32' RT

CONCRETE CURB & GUTTER 30-INCH TYPE D

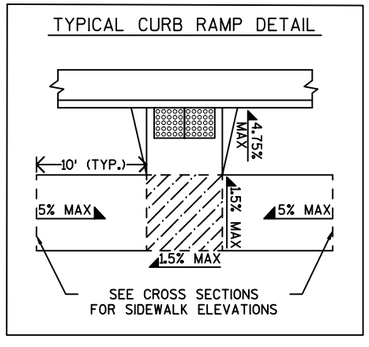
605+21.63, 23.93' RT

605+16.77, 25.12' RT

5'

5'

TYPICAL CURB RAMP DETAIL



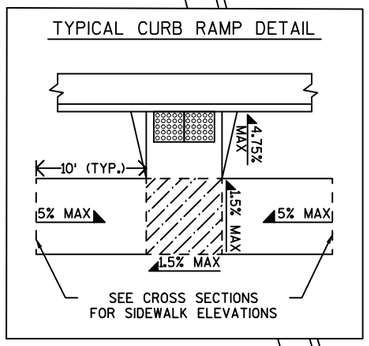
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: CHERRY STREET & SOLDNER AVENUE	SHEET 36	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - CHERRY AND SOLDNER

PLOT DATE : 11/1/2016 11:15 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

TYPICAL CURB RAMP DETAIL



N

SIGN (TYP.)

ASPHALTIC FLUME

INLET

2'x2' CURB RAMP DETECTABLE WARNING FIELD YELLOW (TYP.)

602+03.51, 30.69' RT

602+05.88, 30.98' RT

602+05.53, 35.95' RT

602+03.38, 40.68' RT

602+03.63, 23.96' RT

602+06.29, 24.46' RT

5'

5'

5'

USH 8

1287+00"EB"

1287+00"

602+00"CH"

PC: 601+99.56

602+10.18, -24.57' LT

602+38.90, -22.30' LT

602+43.65, -29.22' LT

602+46.84, -30.32' LT

MATCH INTO EXISTING CONCRETE SIDEWALK

INLET

SIGN

CONCRETE SIDEWALK

5'

602+47.40, -25.23' LT

602+45.28, -24.49' LT

CONCRETE CURB & GUTTER 30-INCH TYPE D

PT: 602+37.28

CONCRETE CURB & GUTTER 30-INCH TYPE D

STORM SEWER INLET COVER TYPE H (TYP.)

CHERRY STREET

DRIVEWAY ENTRANCE CURB

CONCRETE CURB & GUTTER 30-INCH TYPE D (DRIVEWAY ENTRANCE CURB)

ASPHALTIC SURFACE

CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL 12-INCH HEAD

ASPHALTIC SURFACE

ASPHALT

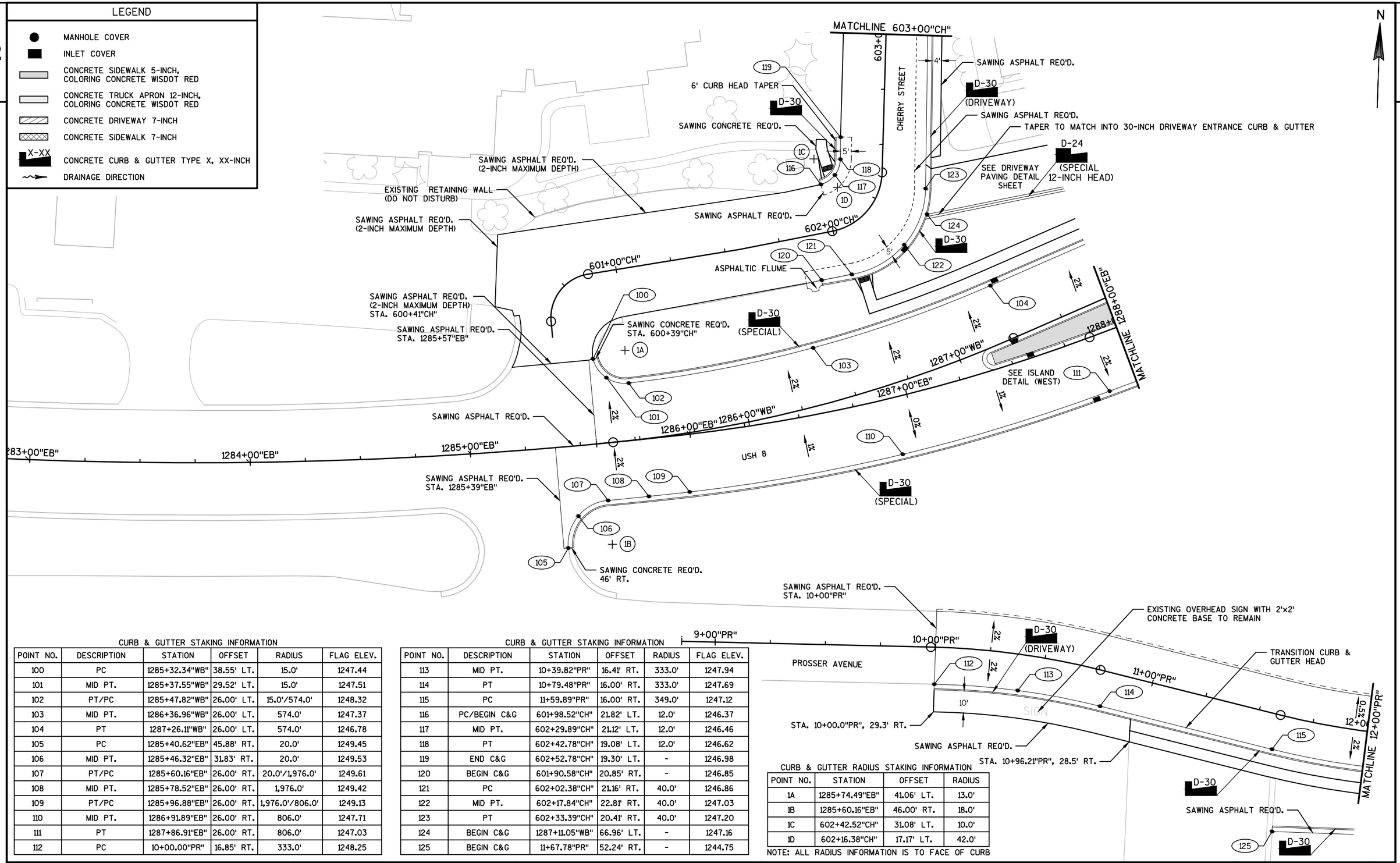
2

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CURB RAMP DETAILS: CHERRY STREET	SHEET 37	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PAVING DETAILS\CURB RAMP DETAILS.DWG
LAYOUT NAME - CURB RAMP DETAILS - CHERRY AND DRIVEWAY
PLOT DATE : 11/1/2016 11:15 AM PLOT BY : CHAD WAGNER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION



CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
100	PC	1285+32.34"WB"	38.55' LT.	15.0'	1247.44
101	MID PT.	1285+37.55"WB"	29.52' LT.	15.0'	1247.51
102	PT/PC	1285+47.82"WB"	26.00' LT.	15.0'/574.0'	1248.32
103	MID PT.	1286+36.96"WB"	26.00' LT.	574.0'	1247.37
104	PT	1287+26.11"WB"	26.00' LT.	574.0'	1246.78
105	PC	1285+40.62"EB"	45.88' RT.	20.0'	1249.45
106	MID PT.	1285+46.32"EB"	31.83' RT.	20.0'	1249.53
107	PT/PC	1285+60.16"EB"	26.00' RT.	20.0'/1,976.0'	1249.61
108	MID PT.	1285+78.52"EB"	26.00' RT.	1,976.0'	1249.42
109	PT/PC	1285+96.88"EB"	26.00' RT.	1,976.0'/806.0'	1249.13
110	MID PT.	1286+91.89"EB"	26.00' RT.	806.0'	1247.71
111	PT	1287+86.91"EB"	26.00' RT.	806.0'	1247.03
112	PC	10+00.00"PR"	16.85' RT.	333.0'	1248.25

CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
113	MID PT.	10+39.82"PR"	16.41' RT.	333.0'	1247.94
114	PT	10+79.48"PR"	16.00' RT.	333.0'	1247.69
115	PC	11+59.89"PR"	16.00' RT.	349.0'	1247.12
116	PC/BEGIN C&G	601+98.52"CH"	21.82' LT.	12.0'	1246.37
117	MID PT.	602+29.89"CH"	21.12' LT.	12.0'	1246.46
118	PT	602+42.78"CH"	19.08' LT.	12.0'	1246.62
119	END C&G	602+52.78"CH"	19.30' LT.	-	1246.98
120	BEGIN C&G	601+90.58"CH"	20.85' RT.	-	1246.85
121	PC	602+02.38"CH"	21.16' RT.	40.0'	1246.86
122	MID PT.	602+17.84"CH"	22.81' RT.	40.0'	1247.03
123	PT	602+33.39"CH"	20.41' RT.	40.0'	1247.20
124	BEGIN C&G	1287+11.05"WB"	66.96' LT.	-	1247.16
125	BEGIN C&G	11+67.78"PR"	52.24' RT.	-	1244.75

CURB & GUTTER RADIUS STAKING INFORMATION

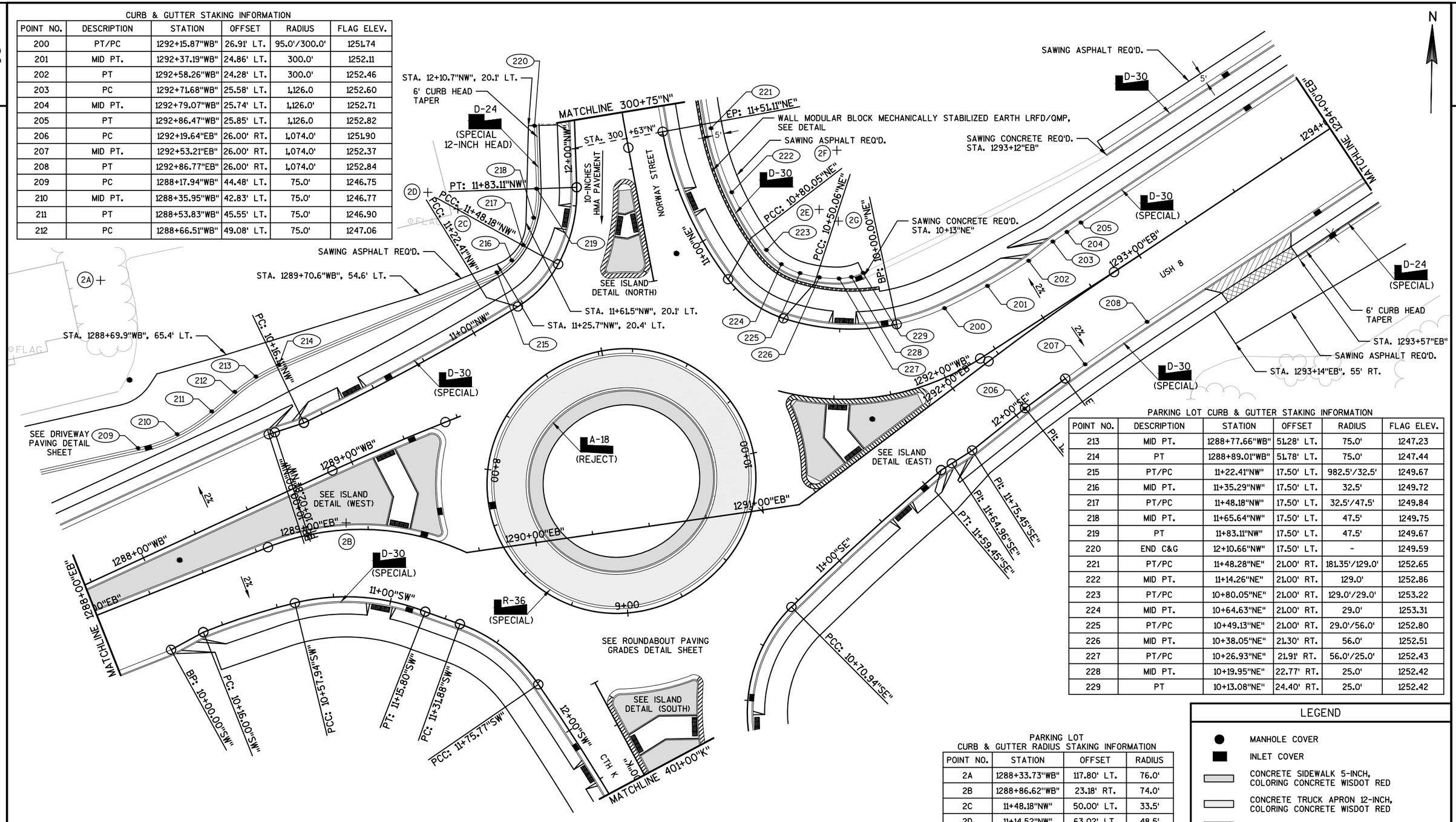
POINT NO.	STATION	OFFSET	RADIUS
1A	1285+74.49"EB"	41.06' LT.	13.0'
1B	1285+60.16"EB"	46.00' RT.	18.0'
1C	602+42.52"CH"	31.08' LT.	10.0'
1D	602+16.38"CH"	17.17' LT.	42.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 38	E

CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
200	PT/PC	1292+15.87"WB"	26.91' LT.	95.0'/300.0'	1251.74
201	MID PT.	1292+37.19"WB"	24.86' LT.	300.0'	1252.11
202	PT	1292+58.26"WB"	24.28' LT.	300.0'	1252.46
203	PC	1292+71.68"WB"	25.58' LT.	1,126.0	1252.60
204	MID PT.	1292+79.07"WB"	25.74' LT.	1,126.0'	1252.71
205	PT	1292+86.47"WB"	25.85' LT.	1,126.0	1252.82
206	PC	1292+19.64"EB"	26.00' RT.	1,074.0'	1251.90
207	MID PT.	1292+53.21"EB"	26.00' RT.	1,074.0'	1252.37
208	PT	1292+86.77"EB"	26.00' RT.	1,074.0'	1252.84
209	PC	1288+17.94"WB"	44.48' LT.	75.0'	1246.75
210	MID PT.	1288+35.95"WB"	42.83' LT.	75.0'	1246.77
211	PT	1288+53.83"WB"	45.55' LT.	75.0'	1246.90
212	PC	1288+66.51"WB"	49.08' LT.	75.0'	1247.06



PARKING LOT CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
213	MID PT.	1288+77.66"WB"	51.28' LT.	75.0'	1247.23
214	PT	1288+89.01"WB"	51.78' LT.	75.0'	1247.44
215	PT/PC	11+22.41"NW"	17.50' LT.	982.5'/32.5'	1249.67
216	MID PT.	11+35.29"NW"	17.50' LT.	32.5'	1249.72
217	PT/PC	11+48.18"NW"	17.50' LT.	32.5'/47.5'	1249.84
218	MID PT.	11+65.64"NW"	17.50' LT.	47.5'	1249.75
219	PT	11+83.11"NW"	17.50' LT.	47.5'	1249.67
220	END C&G	12+10.66"NW"	17.50' LT.	-	1249.59
221	PT/PC	11+48.28"NE"	21.00' RT.	181.35'/129.0'	1252.65
222	MID PT.	11+14.26"NE"	21.00' RT.	129.0'	1252.86
223	PT/PC	10+80.05"NE"	21.00' RT.	129.0'/29.0'	1253.22
224	MID PT.	10+64.63"NE"	21.00' RT.	29.0'	1253.31
225	PT/PC	10+49.13"NE"	21.00' RT.	29.0'/56.0'	1252.80
226	MID PT.	10+38.05"NE"	21.30' RT.	56.0'	1252.51
227	PT/PC	10+26.93"NE"	21.91' RT.	56.0'/25.0'	1252.43
228	MID PT.	10+19.95"NE"	22.77' RT.	25.0'	1252.42
229	PT	10+13.08"NE"	24.40' RT.	25.0'	1252.42

PARKING LOT
CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
2A	1288+33.73"WB"	117.80' LT.	76.0'
2B	1288+86.62"WB"	23.18' RT.	74.0'
2C	11+48.18"NW"	50.00' LT.	33.5'
2D	11+14.52"NW"	63.02' LT.	48.5'
2E	10+50.06"NE"	50.00' RT.	31.0'
2F	11+09.97"NE"	70.32' RT.	58.0'
2G	10+31.32"NE"	46.76' RT.	27.0'

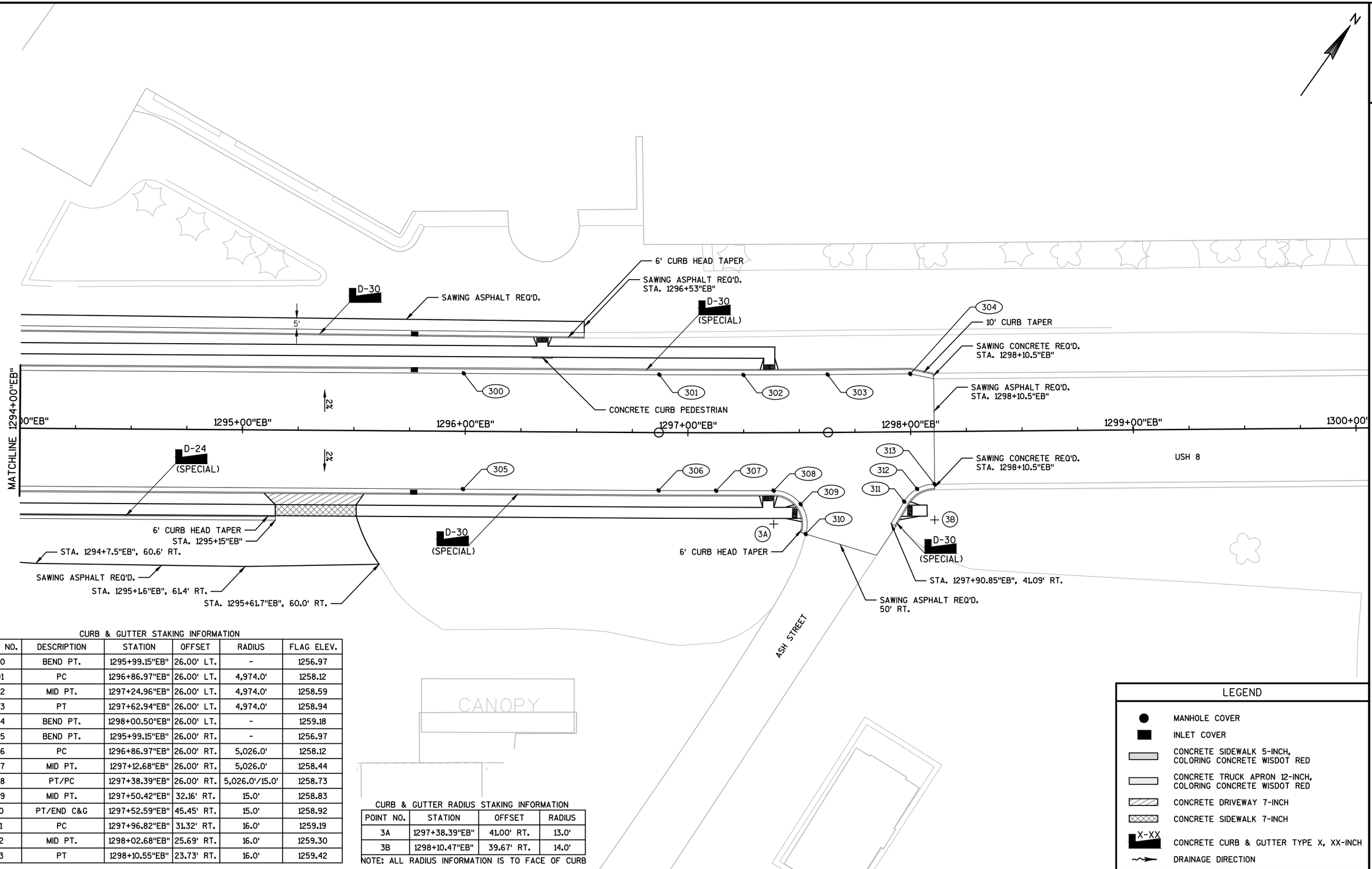
NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX — CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 39	E

2



CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
300	BEND PT.	1295+99.15"EB"	26.00' LT.	-	1256.97
301	PC	1296+86.97"EB"	26.00' LT.	4,974.0'	1258.12
302	MID PT.	1297+24.96"EB"	26.00' LT.	4,974.0'	1258.59
303	PT	1297+62.94"EB"	26.00' LT.	4,974.0'	1258.94
304	BEND PT.	1298+00.50"EB"	26.00' LT.	-	1259.18
305	BEND PT.	1295+99.15"EB"	26.00' RT.	-	1256.97
306	PC	1296+86.97"EB"	26.00' RT.	5,026.0'	1258.12
307	MID PT.	1297+12.68"EB"	26.00' RT.	5,026.0'	1258.44
308	PT/PC	1297+38.39"EB"	26.00' RT.	5,026.0'/15.0'	1258.73
309	MID PT.	1297+50.42"EB"	32.16' RT.	15.0'	1258.83
310	PT/END C&G	1297+52.59"EB"	45.45' RT.	15.0'	1258.92
311	PC	1297+96.82"EB"	31.32' RT.	16.0'	1259.19
312	MID PT.	1298+02.68"EB"	25.69' RT.	16.0'	1259.30
313	PT	1298+10.55"EB"	23.73' RT.	16.0'	1259.42

CURB & GUTTER RADIUS STAKING INFORMATION

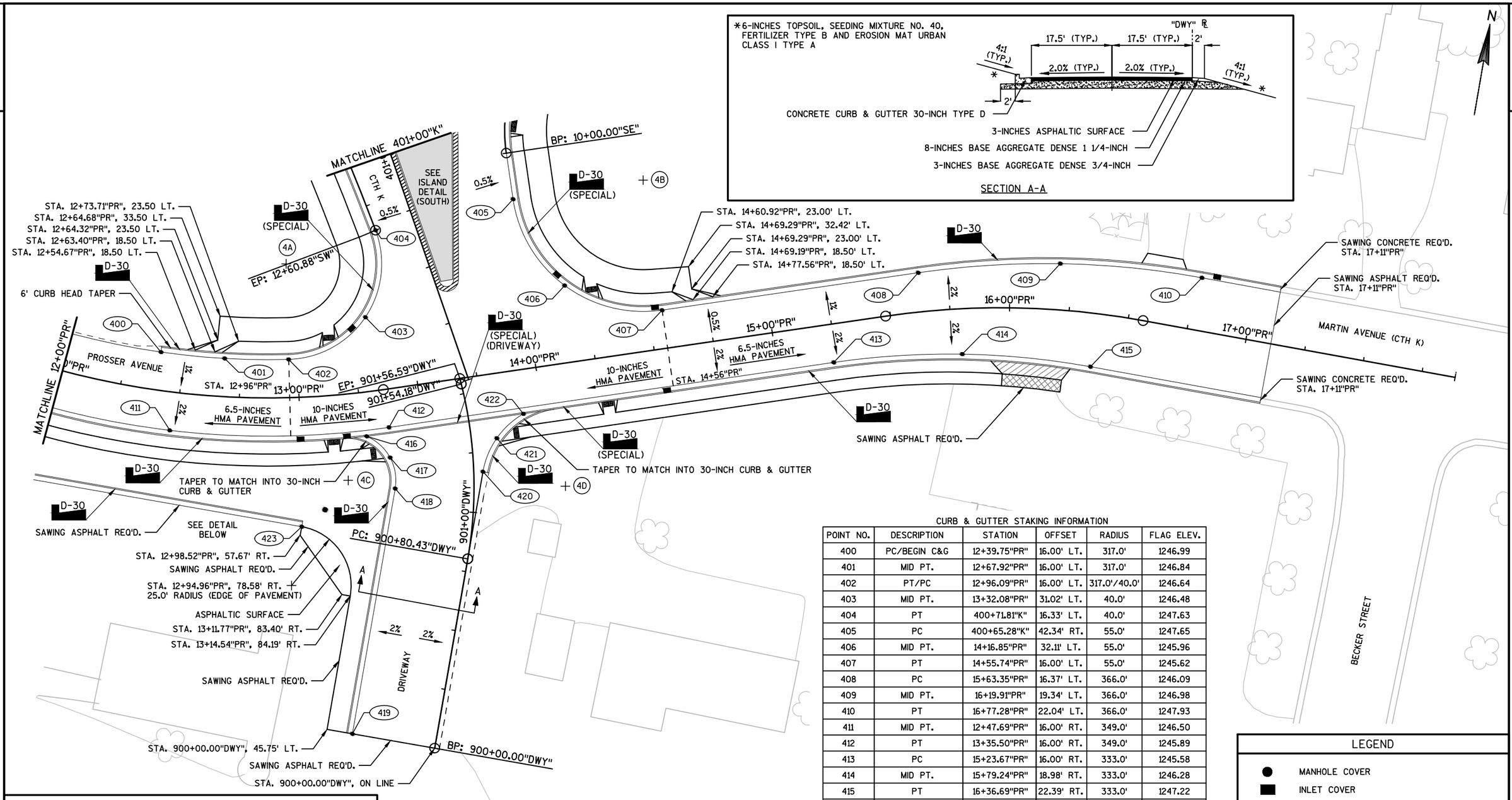
POINT NO.	STATION	OFFSET	RADIUS
3A	1297+38.39"EB"	41.00' RT.	13.0'
3B	1298+10.47"EB"	39.67' RT.	14.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 40	E



CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
400	PC/BEGIN C&G	12+39.75"PR"	16.00' LT.	317.0'	1246.99
401	MID PT.	12+67.92"PR"	16.00' LT.	317.0'	1246.84
402	PT/PC	12+96.09"PR"	16.00' LT.	317.0'/40.0'	1246.64
403	MID PT.	13+32.08"PR"	31.02' LT.	40.0'	1246.48
404	PT	400+71.81"K"	16.33' LT.	40.0'	1247.63
405	PC	400+65.28"K"	42.34' RT.	55.0'	1247.65
406	MID PT.	14+16.85"PR"	32.11' LT.	55.0'	1245.96
407	PT	14+55.74"PR"	16.00' LT.	55.0'	1245.62
408	PC	15+63.35"PR"	16.37' LT.	366.0'	1246.09
409	MID PT.	16+19.91"PR"	19.34' LT.	366.0'	1246.98
410	PT	16+77.28"PR"	22.04' LT.	366.0'	1247.93
411	MID PT.	12+47.69"PR"	16.00' RT.	349.0'	1246.50
412	PT	13+35.50"PR"	16.00' RT.	349.0'	1245.89
413	PC	15+23.67"PR"	16.00' RT.	333.0'	1245.58
414	MID PT.	15+79.24"PR"	18.98' RT.	333.0'	1246.28
415	PT	16+36.69"PR"	22.39' RT.	333.0'	1247.22
416	PC	901+38.33"DWY"	42.61' LT.	20.0'	1245.85
417	MID PT.	901+25.99"DWY"	34.61' LT.	20.0'	1245.50
418	PT	901+09.77"DWY"	33.01' LT.	20.0'	1245.50
419	END C&G	900+00.00"DWY"	35.00' LT.	-	-
420	PC	901+16.89"DWY"	3.87' RT.	35.0'	1245.80
421	MID PT.	901+29.89"DWY"	10.64' RT.	35.0'	1245.48
422	PT	901+37.82"DWY"	23.04' RT.	35.0'	1245.72
423	END C&G	12+99.16"PR"	54.09' RT.	-	1242.46

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
4A	12+96.09"PR"	56.00' LT.	38.0'
4B	14+55.74"PR"	71.00' LT.	53.0'
4C	901+14.55"DWY"	52.68' LT.	18.0'
4D	901+10.94"DWY"	38.23' RT.	33.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

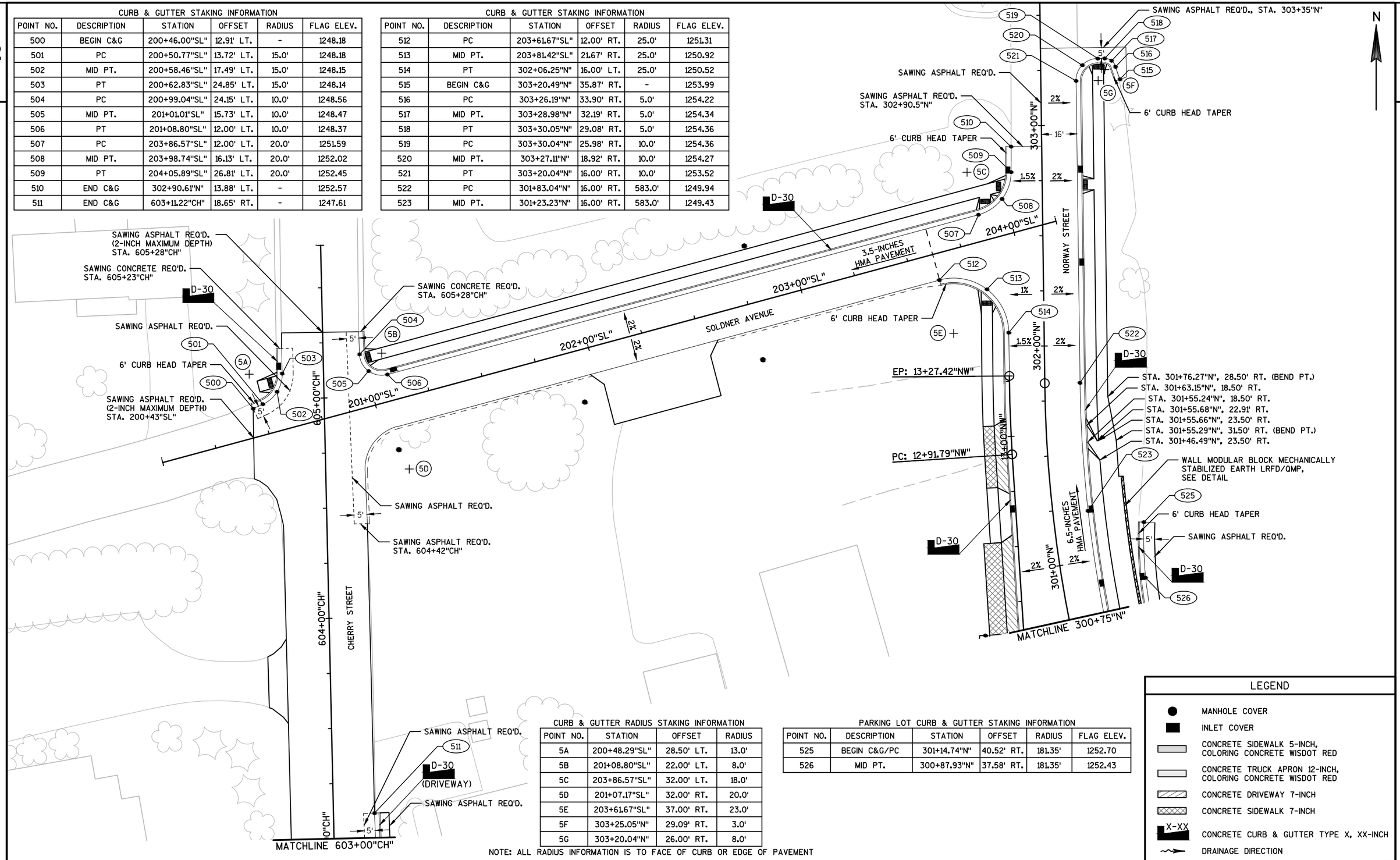
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 41 E

CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
500	BEGIN C&G	200+46.00"SL"	12.91' LT.	-	1248.18
501	PC	200+50.77"SL"	13.72' LT.	15.0'	1248.18
502	MID PT.	200+58.46"SL"	17.49' LT.	15.0'	1248.15
503	PT	200+62.83"SL"	24.85' LT.	15.0'	1248.14
504	PC	200+99.04"SL"	24.15' LT.	10.0'	1248.56
505	MID PT.	201+01.01"SL"	15.73' LT.	10.0'	1248.47
506	PT	201+08.80"SL"	12.00' LT.	10.0'	1248.37
507	PC	203+86.57"SL"	12.00' LT.	20.0'	1251.59
508	MID PT.	203+98.74"SL"	16.13' LT.	20.0'	1252.02
509	PT	204+05.89"SL"	26.81' LT.	20.0'	1252.45
510	END C&G	302+90.61"N"	13.88' LT.	-	1252.57
511	END C&G	603+11.22"CH"	18.65' RT.	-	1247.61

CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
512	PC	203+61.67"SL"	12.00' RT.	25.0'	1251.31
513	MID PT.	203+81.42"SL"	21.67' RT.	25.0'	1250.92
514	PT	302+06.25"N"	16.00' LT.	25.0'	1250.52
515	BEGIN C&G	303+20.49"N"	35.87' RT.	-	1253.99
516	PC	303+26.19"N"	33.90' RT.	5.0'	1254.22
517	MID PT.	303+28.98"N"	32.19' RT.	5.0'	1254.34
518	PT	303+30.05"N"	29.08' RT.	5.0'	1254.36
519	PC	303+30.04"N"	25.98' RT.	10.0'	1254.36
520	MID PT.	303+27.11"N"	18.92' RT.	10.0'	1254.27
521	PT	303+20.04"N"	16.00' RT.	10.0'	1253.52
522	PC	301+83.04"N"	16.00' RT.	583.0'	1249.94
523	MID PT.	301+23.23"N"	16.00' RT.	583.0'	1249.43



CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
5A	200+48.29"SL"	28.50' LT.	13.0'
5B	201+08.80"SL"	22.00' LT.	8.0'
5C	203+86.57"SL"	32.00' LT.	18.0'
5D	201+07.17"SL"	32.00' RT.	20.0'
5E	203+61.67"SL"	37.00' RT.	23.0'
5F	303+25.05"N"	29.09' RT.	3.0'
5G	303+20.04"N"	26.00' RT.	8.0'

PARKING LOT CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
525	BEGIN C&G/PC	301+14.74"N"	40.52' RT.	181.35'	1252.70
526	MID PT.	300+87.93"N"	37.58' RT.	181.35'	1252.43

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB OR EDGE OF PAVEMENT

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 42	E

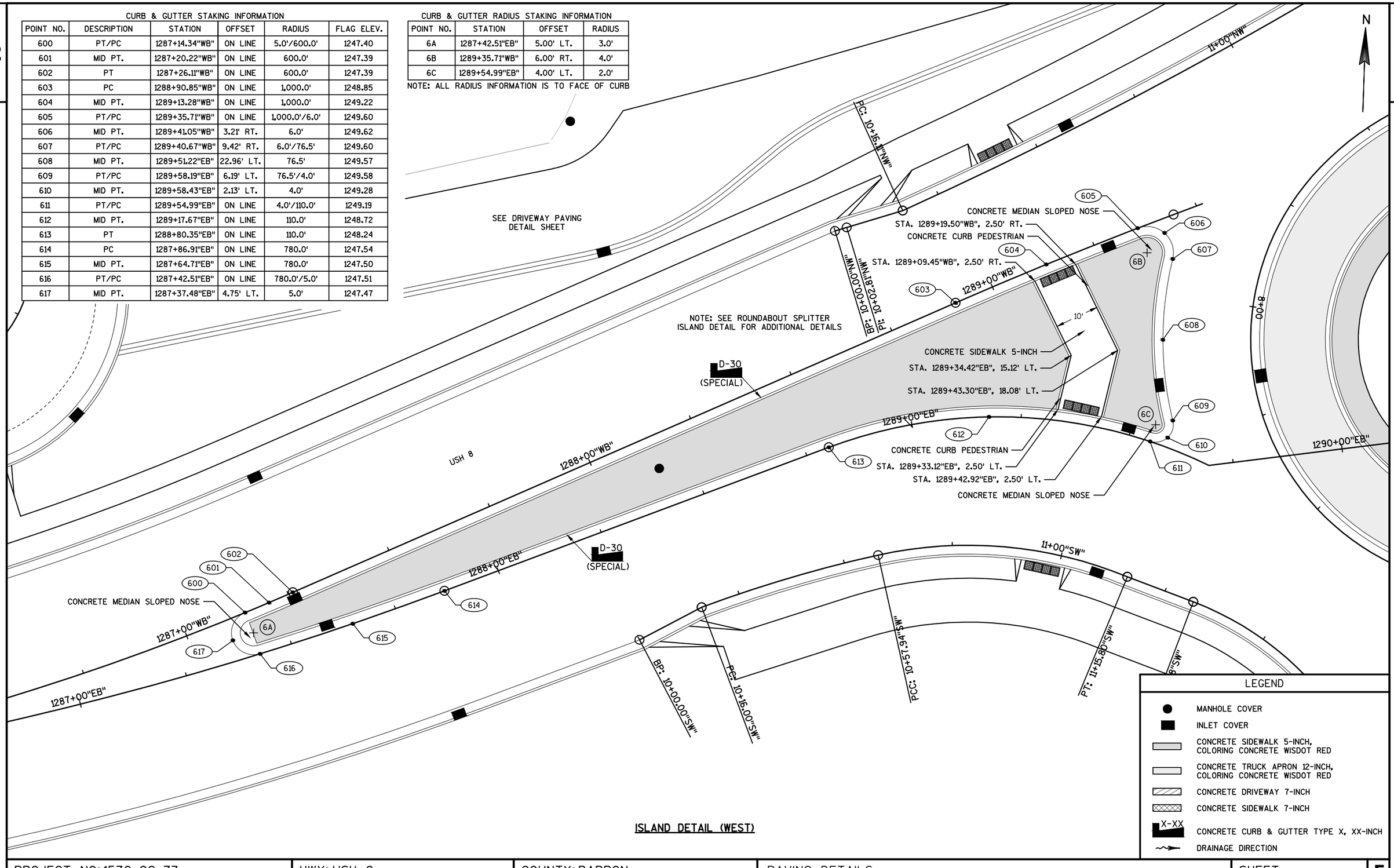
CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
600	PT/PC	1287+14.34"WB"	ON LINE	5.0'/600.0'	1247.40
601	MID PT.	1287+20.22"WB"	ON LINE	600.0'	1247.39
602	PT	1287+26.11"WB"	ON LINE	600.0'	1247.39
603	PC	1288+90.85"WB"	ON LINE	1,000.0'	1248.85
604	MID PT.	1289+13.28"WB"	ON LINE	1,000.0'	1249.22
605	PT/PC	1289+35.71"WB"	ON LINE	1,000.0'/6.0'	1249.60
606	MID PT.	1289+41.05"WB"	3.21' RT.	6.0'	1249.62
607	PT/PC	1289+40.67"WB"	9.42' RT.	6.0'/76.5'	1249.60
608	MID PT.	1289+51.22"EB"	22.96' LT.	76.5'	1249.57
609	PT/PC	1289+58.19"EB"	6.19' LT.	76.5'/4.0'	1249.58
610	MID PT.	1289+58.43"EB"	2.13' LT.	4.0'	1249.28
611	PT/PC	1289+54.99"EB"	ON LINE	4.0'/110.0'	1249.19
612	MID PT.	1289+17.67"EB"	ON LINE	110.0'	1248.72
613	PT	1288+80.35"EB"	ON LINE	110.0'	1248.24
614	PC	1287+86.91"EB"	ON LINE	780.0'	1247.54
615	MID PT.	1287+64.71"EB"	ON LINE	780.0'	1247.50
616	PT/PC	1287+42.51"EB"	ON LINE	780.0'/5.0'	1247.51
617	MID PT.	1287+37.48"EB"	4.75' LT.	5.0'	1247.47

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
6A	1287+42.51"EB"	5.00' LT.	3.0'
6B	1289+35.71"WB"	6.00' RT.	4.0'
6C	1289+54.99"EB"	4.00' LT.	2.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB



LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

ISLAND DETAIL (WEST)

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 43	E

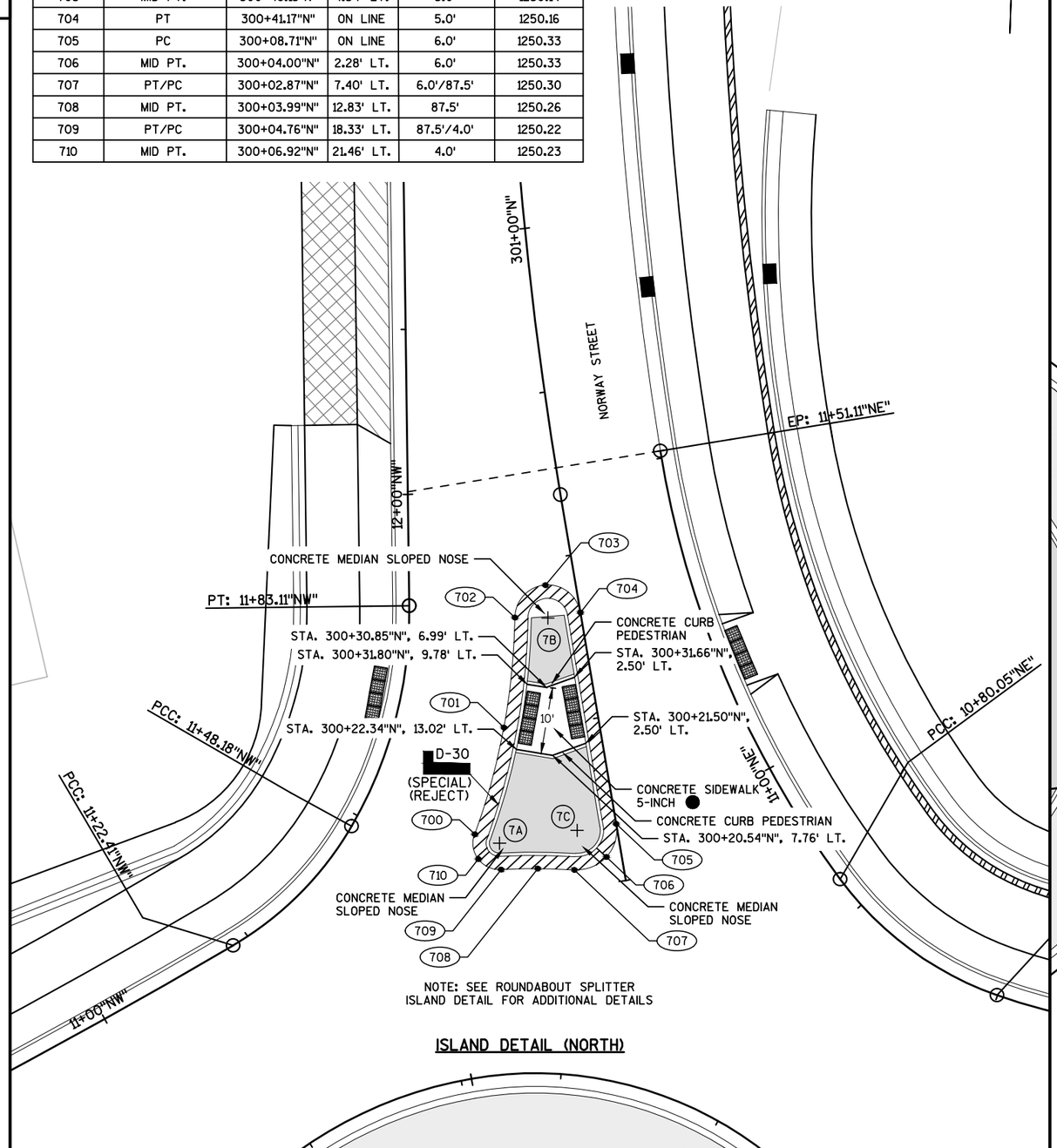
CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
700	PT/PC	300+10.72"N"	21.37' LT.	4.0'/100.0'	1250.32
701	MID PT.	300+25.92"N"	14.33' LT.	100.0'	1250.24
702	PT/PC	300+42.08"N"	9.92' LT.	100.0'/5.0'	1250.16
703	MID PT.	300+46.15"N"	4.54' LT.	5.0'	1250.14
704	PT	300+41.17"N"	ON LINE	5.0'	1250.16
705	PC	300+08.71"N"	ON LINE	6.0'	1250.33
706	MID PT.	300+04.00"N"	2.28' LT.	6.0'	1250.33
707	PT/PC	300+02.87"N"	7.40' LT.	6.0'/87.5'	1250.30
708	MID PT.	300+03.99"N"	12.83' LT.	87.5'	1250.26
709	PT/PC	300+04.76"N"	18.33' LT.	87.5'/4.0'	1250.22
710	MID PT.	300+06.92"N"	21.46' LT.	4.0'	1250.23

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
7A	300+08.74"N"	17.90' LT.	2.0'
7B	300+41.17"N"	5.00' LT.	3.0'
7C	300+08.71"N"	6.00' LT.	4.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB



NOTE: SEE ROUNDABOUT SPLITTER ISLAND DETAIL FOR ADDITIONAL DETAILS

ISLAND DETAIL (NORTH)

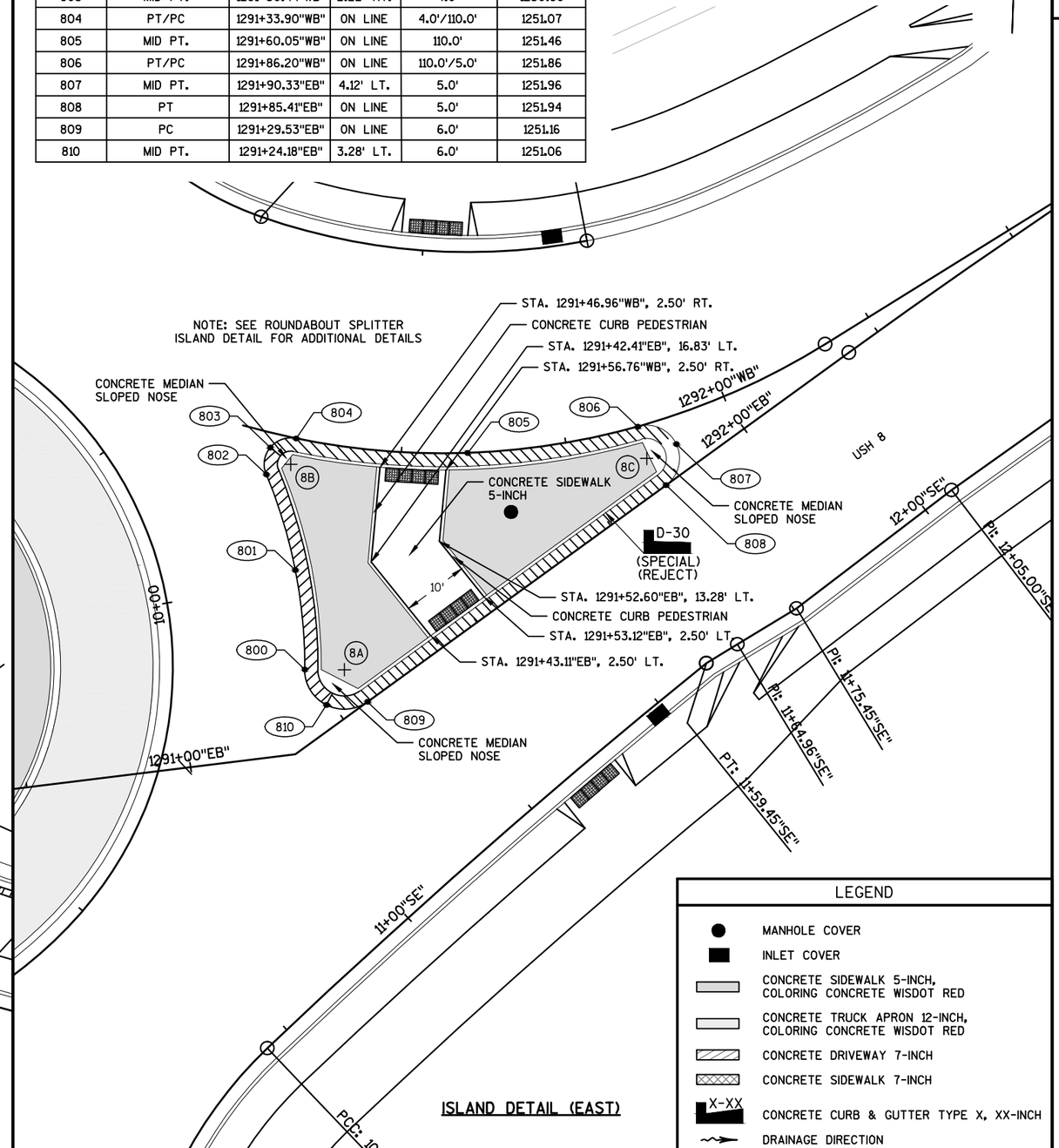
CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
800	PT/PC	1291+24.69"EB"	9.54' LT.	6.0'/76.5'	1250.99
801	MID PT.	1291+32.37"EB"	22.58' LT.	76.5'	1251.02
802	PT/PC	1291+30.77"WB"	6.33' RT.	76.5'/4.0'	1250.97
803	MID PT.	1291+30.44"WB"	2.22' RT.	4.0'	1250.96
804	PT/PC	1291+33.90"WB"	ON LINE	4.0'/110.0'	1251.07
805	MID PT.	1291+60.05"WB"	ON LINE	110.0'	1251.46
806	PT/PC	1291+86.20"WB"	ON LINE	110.0'/5.0'	1251.86
807	MID PT.	1291+90.33"EB"	4.12' LT.	5.0'	1251.96
808	PT	1291+85.41"EB"	ON LINE	5.0'	1251.94
809	PC	1291+29.53"EB"	ON LINE	6.0'	1251.16
810	MID PT.	1291+24.18"EB"	3.28' LT.	6.0'	1251.06

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
8A	1291+29.53"EB"	6.00' LT.	4.0'
8B	1291+33.90"WB"	4.04' RT.	2.0'
8C	1291+85.41"EB"	5.00' LT.	3.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB



ISLAND DETAIL (EAST)

LEGEND

- MANHOLE COVER
- INLET COVER
- CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
- CONCRETE DRIVEWAY 7-INCH
- CONCRETE SIDEWALK 7-INCH
- X-XX CONCRETE CURB & GUTTER TYPE X, XX-INCH
- DRAINAGE DIRECTION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 44	E

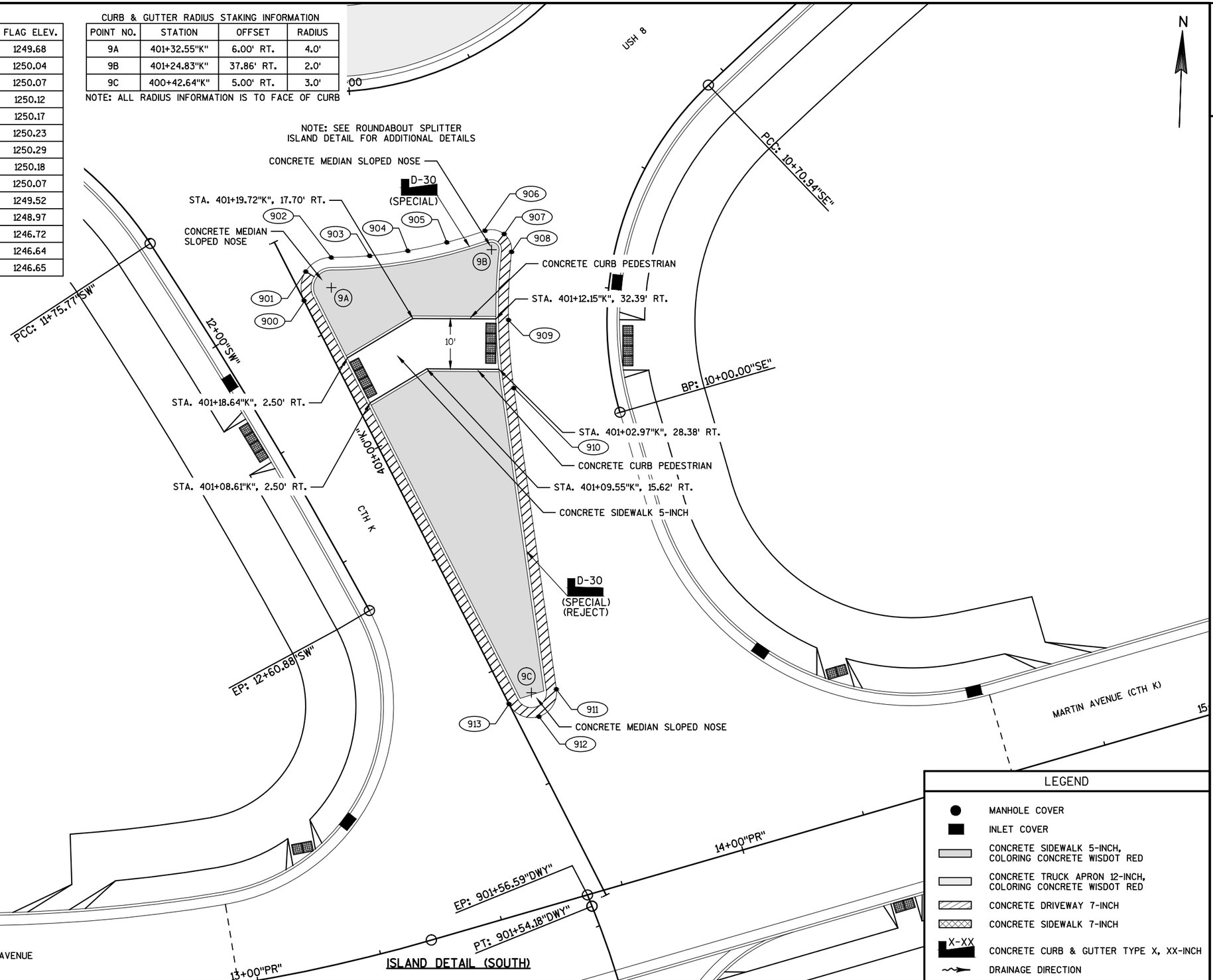
CURB & GUTTER STAKING INFORMATION

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	FLAG ELEV.
900	PC	401+32.70"K"	ON LINE	6.0'	1249.68
901	MID PT.	401+37.70"K"	2.92' RT.	6.0'	1250.04
902	PT/PC	401+37.91"K"	8.71' RT.	6.0'/89.5'	1250.07
903	MID PT.	401+34.75"K"	15.67' RT.	89.5'	1250.12
904	PT/PC	401+32.20"K"	22.88' RT.	89.5'/97.0'	1250.17
905	MID PT.	401+30.18"K"	30.57' RT.	97.0'	1250.23
906	PT/PC	401+28.80"K"	38.40' RT.	97.0'/4.0'	1250.29
907	MID PT.	401+26.50"K"	41.50' RT.	4.0'	1250.18
908	PT/PC	401+22.65"K"	41.22' RT.	4.0'/110.0'	1250.07
909	MID PT.	401+10.83"K"	34.52' RT.	110.0'	1249.52
910	PT	400+98.28"K"	29.34' RT.	110.0'	1248.97
911	PC	400+41.02"K"	9.73' RT.	5.0'	1246.72
912	MID PT.	400+37.71"K"	4.18' RT.	5.0'	1246.64
913	PT	400+42.64"K"	ON LINE	5.0'	1246.65

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
9A	401+32.55"K"	6.00' RT.	4.0'
9B	401+24.83"K"	37.86' RT.	2.0'
9C	400+42.64"K"	5.00' RT.	3.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 45	E

2

N

1250.32 1250.32 D-30 (SPECIAL) (REJECT)
1250.15 1250.22 1250.30
1249.89 1249.91 1249.25 D-30 (SPECIAL)
1250.33 1250.31 1250.48 1250.48
1249.77 1250.02 1250.59
1249.58 1249.71 1250.18 1250.20 1250.35
1249.89 -1.00% -1.00%
1249.78 1250.77
1249.60 1249.65 1250.64
D-30 (SPECIAL)
1250.24 1250.53 1250.55 1250.71 1250.85 1250.97
1249.60 14' 1250.91
1249.58 1249.87 1250.99 6' 1250.98
1249.65 1250.90
1249.52 00+00 A-18 (REJECT) 1250.85
1251.20 1251.07
1289EB 1249.88 1250.97
7' 13' -1.00% -1.00%
D-30 (SPECIAL) 1249.57 1250.93 1251.02
1249.65 1251.29 1251.02
1249.19 1249.52 1249.88 10+00 1251.06
1250.99
1250.00 1251.25
1249.64 1249.65 1249.78 1251.16 D-30 (SPECIAL) (REJECT)
1249.72 1250.25 1251.08 1291EB 1250.89 USH 8
1249.55 1251.02
R-36 (SPECIAL) 1250.53 1250.81 1250.95
1249.89 -1.00% 1250.73 1250.92
1250.89 1250.88
1250.02 9+00 1250.18 1250.46 1250.86
-1.00% 13' D-30 (SPECIAL)
1249.89 1250.31 1250.71
1250.59
1250.57
1249.79 -1.00% 20'
D-30 (SPECIAL) 1250.07 1250.11 1250.29 1250.39
1249.67 1250.07

1292EB

NOTES
1. ELEVATIONS BASED ON CENTER CIRCLE ALIGNMENT IN 25-FT INTERVALS.
2. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.

LEGEND	
●	MANHOLE COVER
■	INLET COVER
	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
X-XX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
~→	DRAINAGE DIRECTION

CURB & GUTTER RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
A	8+17.27	56.50' LT.	38.5'
B	9+27.77	49.86' LT.	46.0'
C	7+23.43	56.50' LT.	38.5'
D	7+45.17	49.86' LT.	46.0'

NOTE: ALL RADIUS INFORMATION IS TO FACE OF CURB

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS: ROUNDABOUT PAVING GRADES	SHEET 46	E

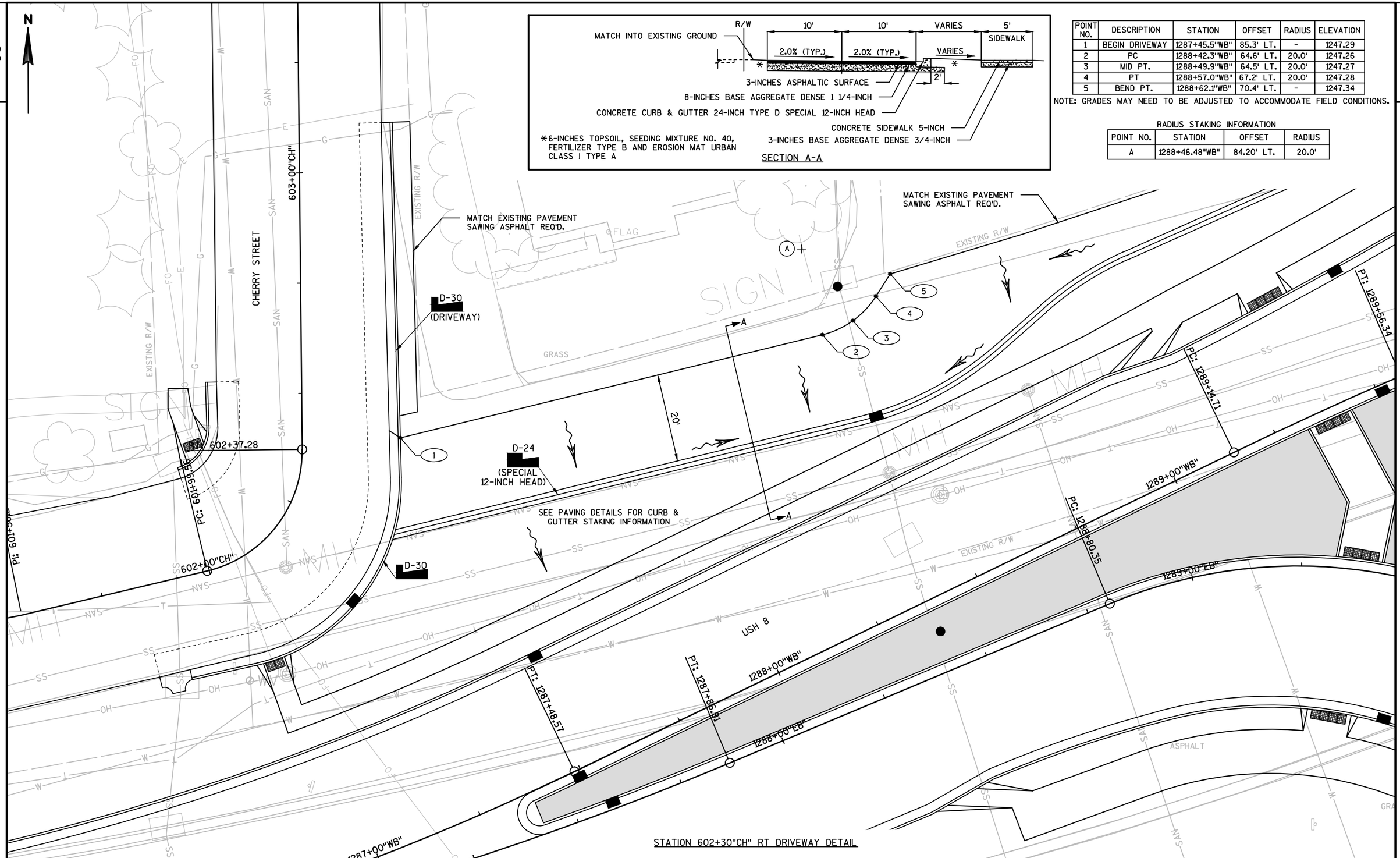
SECTION A-A

POINT NO.	DESCRIPTION	STATION	OFFSET	RADIUS	ELEVATION
1	BEGIN DRIVEWAY	1287+45.5"WB"	85.3' LT.	-	1247.29
2	PC	1288+42.3"WB"	64.6' LT.	20.0'	1247.26
3	MID PT.	1288+49.9"WB"	64.5' LT.	20.0'	1247.27
4	PT	1288+57.0"WB"	67.2' LT.	20.0'	1247.28
5	BEND PT.	1288+62.1"WB"	70.4' LT.	-	1247.34

NOTE: GRADES MAY NEED TO BE ADJUSTED TO ACCOMMODATE FIELD CONDITIONS.

RADIUS STAKING INFORMATION

POINT NO.	STATION	OFFSET	RADIUS
A	1288+46.48"WB"	84.20' LT.	20.0'



STATION 602+30"CH" RT DRIVEWAY DETAIL

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS: DRIVEWAY DETAIL	SHEET 47	E

2

PT: 600+87.06
PI: 601+56.27
CHERRY STREET
PT: 602+37.28
601+00"CH"
602+00"CH"
PC: 600+57.17
BP: 1285+30.21
PC: 1285+37.76
PCC: 1285+96.88
PC: 601+99.56
PT: 1287+26.16
PT: 1287+86.91
PC: 1288+80.35
PC: 1288+90.85
PT: 1289+42
1289+00"WB"
1288+00"WB"
1289+00"EB"
1288+00"EB"
1287+00"WB"
1287+00"EB"
1286+00"WB"
1286+00"EB"
1285+00"EB"
USH 8
PC: 1289+69.45
PCC: 7+56.92
BP: 10+88.62
PCC: 9+06.02
PCC: 9+49.52
1290+00"EB"
9+00
10+00
1291+0
1249
1248
1247
1246
1245
1250
WE ENERGIES (GAS)
CAUTION
CHARTER COMMUNICATIONS
(COMMUNICATIONS)
BP: 8+84.83
PC: 9+97.87
9+00"PR"
CENTURYLINK (COMMUNICATIONS)
PROSSER AVENUE
10+00"PR"
PT: 10+75.73
MOSAIC TELECOM
(COMMUNICATIONS)
PC: 11+58.89
VILLAGE OF TURTLE LAKE
(STORM SEWER)
CENTURYLINK (COMMUNICATIONS)
VILLAGE OF TURTLE LAKE
(WATERMAIN & SANITARY SEWER)
ST. CROIX TRIBE (PRIVATE)
(FIBER OPTIC)
11+00"PR"
12+00"PR"
13+00"PR"
EP: 401+45.75
"M"00+10.04
CTH K
PT: 13+35.50
BP: 400+00.00
14+00"P
DRIVEWAY
N

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CONTOUR MAP	SHEET 48	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\021601-CM.DWG
LAYOUT NAME - 021601-CM - POND
PLOT DATE : 10/26/2016 7:08 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

CHERRY STREET

MATCH LINE

MATCH LINE "D" ALIGNMENT CROSS SECTIONS

0+25"D" 0+50"D" 0+73"D" 0+98"D" 1+22"D" 1+45"D" 1+83"D" 2+00"D" 2+17"D" 2+25"D" 2+50"D"

1+00"D"

1285+75"EB" 1286+00"EB" 1286+25"EB" 1286+50"EB" 1286+75"EB" 1287+00"EB" 1287+25"EB" 1287+50"EB" 1287+75"EB" 1288+00"EB" 1288+25"EB" 1288+50"EB" 1288+75"EB" 1289+00"EB" 1289+25"EB"

1285+00"EB" 1286+00"EB" 1287+00"EB" 1288+00"EB" 1289+00"EB"

USH 8

MATCH LINE "EB" ALIGNMENT CROSS SECTIONS

0+03 0+28 0+54 0+82 1+07 1+36 1+63 1+90 2+17 2+41 2+64 2+89 3+12 3+31 3+50 3+69 3+91

MATCH LINE

MATCH LINE

MATCH LINE "K" ALIGNMENT CROSS SECTIONS

401+25"K" 4+00 401+00"K" 400+75"K" 400+50"K" 401+00"W"

CTH K

1+00 2+00 3+00

MATCH LINE POND ALIGNMENT CROSS SECTIONS

MATCH LINE "PR" ALIGNMENT CROSS SECTIONS

10+00"PR" 10+25"PR" 10+50"PR" 10+75"PR" 11+00"PR" 11+25"PR" 11+50"PR" 11+75"PR" 12+00"PR" 12+25"PR" 12+50"PR" 12+75"PR" 13+00"PR" 13+25"PR" 13+50"PR"

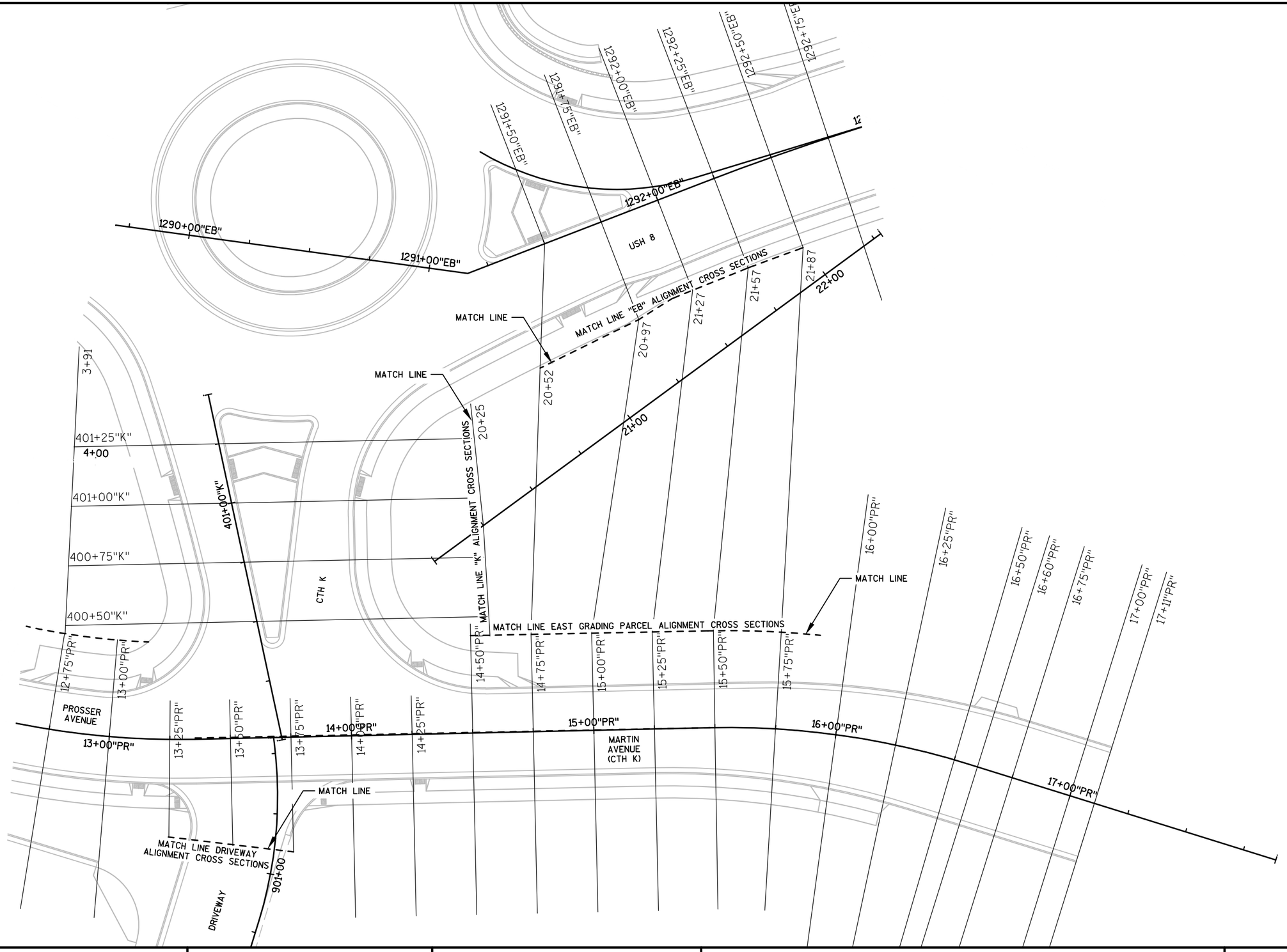
9+00"PR" 10+00"PR" 11+00"PR" 12+00"PR" 13+00"PR"

PROSSER AVENUE

DRIVEWAY

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	MATCH LINE PLAN	SHEET 49	E

2



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	MATCH LINE PLAN	SHEET 50	E

2

LEGEND

- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SILT FENCE
- DRAINAGE FLOW ARROW
- SOD LAWN
- EROSION MAT URBAN CLASS I TYPE A

N

2

CHERRY STREET

EXISTING R/W

SIGN

W

INL

MH

BP: 100+00.00

USH 8

101+00

102+00

103

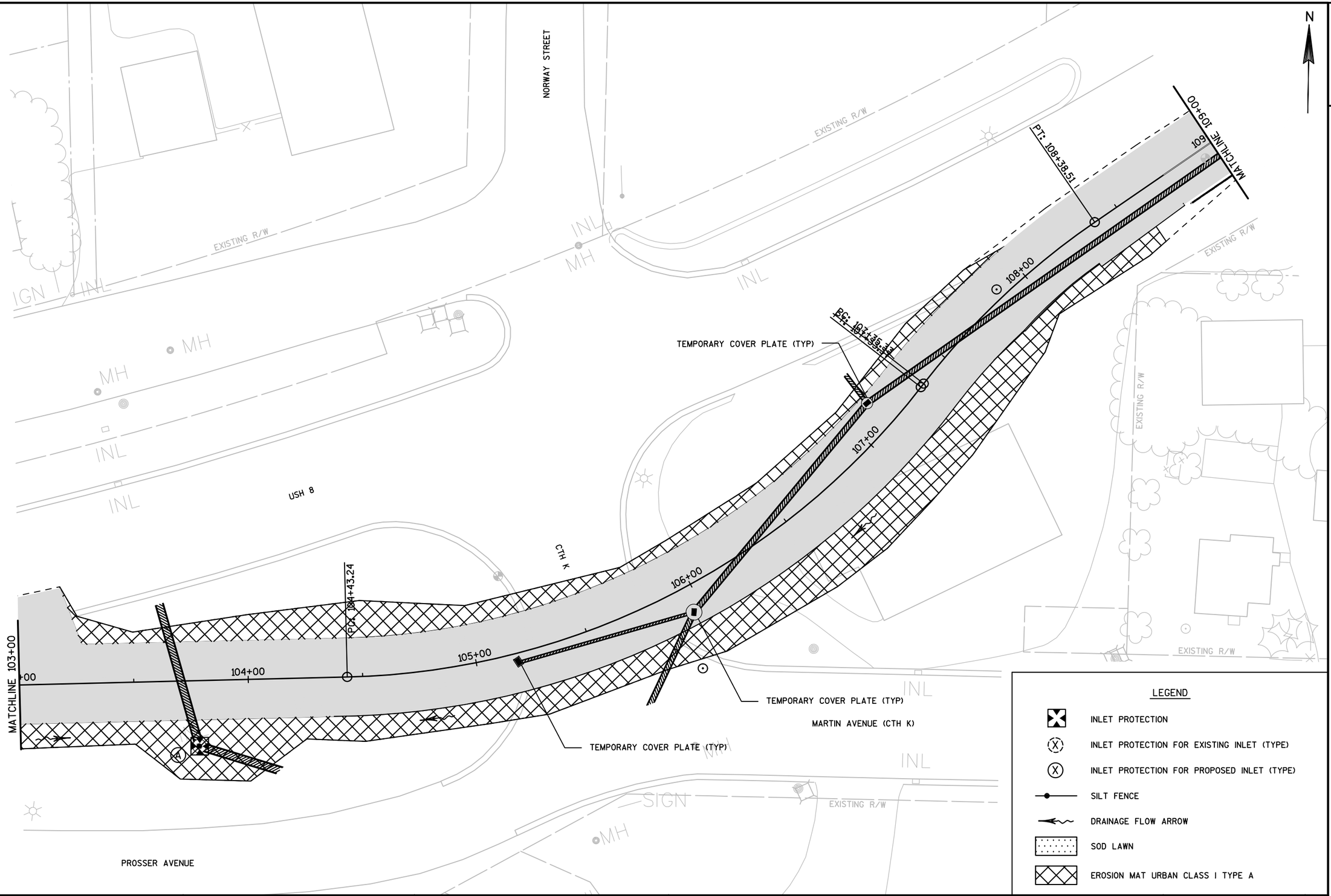
MATCHLINE 103+00

PROSSER AVENUE

OSTERMANN DRIVE

NOPY

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL: TEMPORARY ROAD	SHEET 51	E

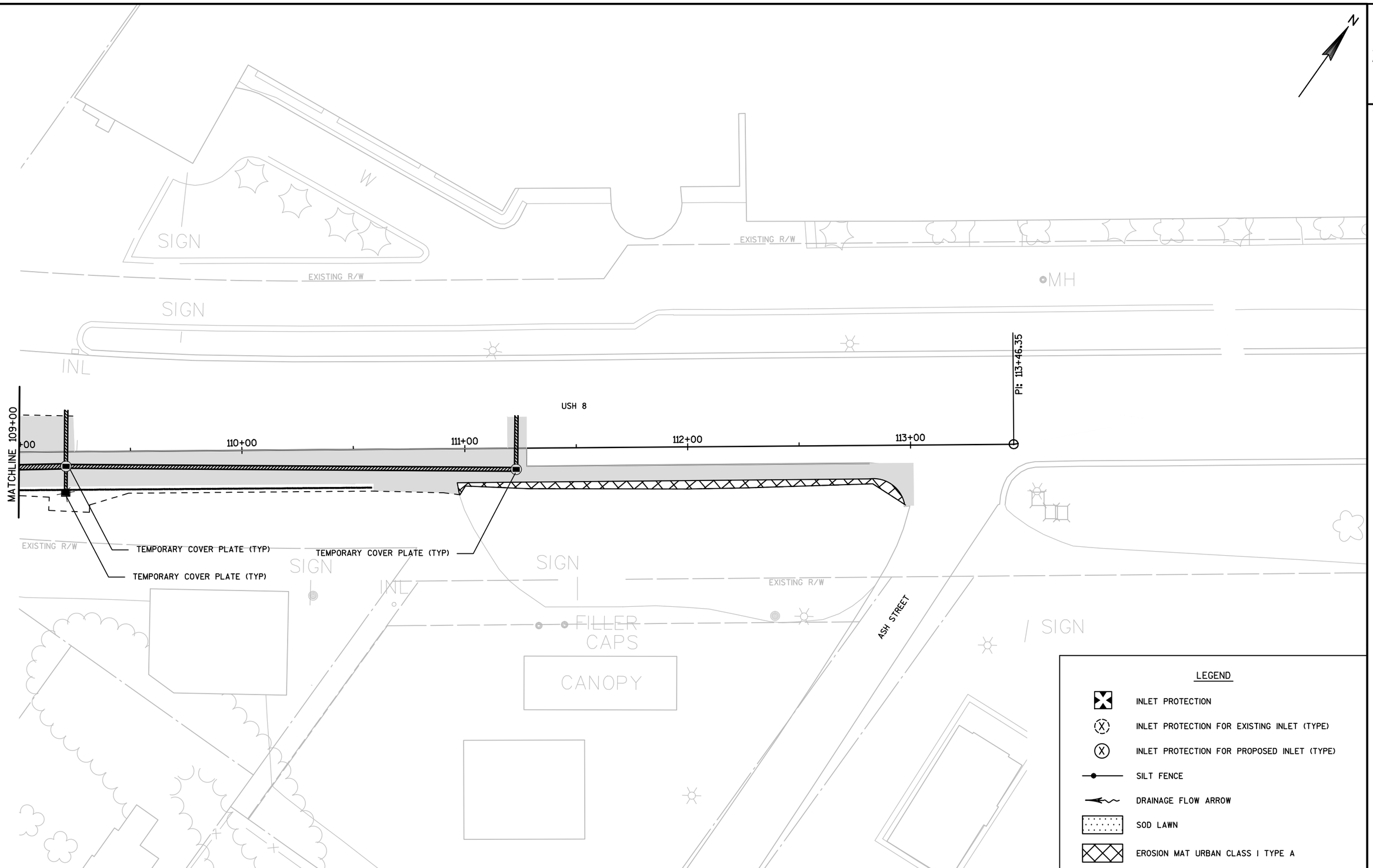


PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL: TEMPORARY ROAD	SHEET 52	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\EROSION CONTROL\022001-EC_TEMPORARY ROAD.DWG
LAYOUT NAME - 022001-EC_TEMPORARY ROAD - 022002-EC

PLOT DATE : 10/26/2016 7:16 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF

2

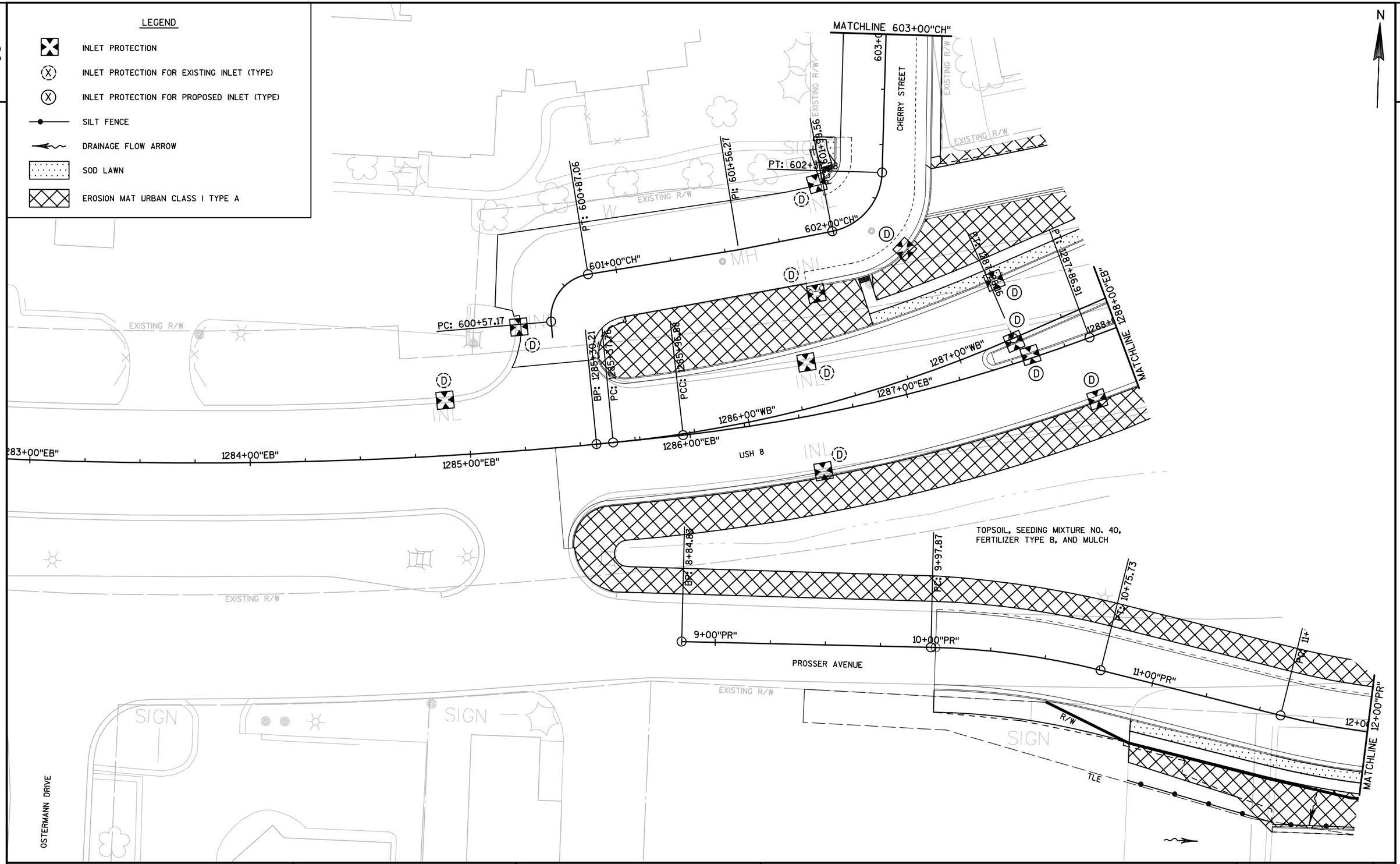


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL: TEMPORARY ROAD	SHEET 53	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\EROSION CONTROL\022001-EC_TEMPORARY ROAD.DWG
LAYOUT NAME - 022001-EC_TEMPORARY ROAD - 022003-EC
PLOT DATE : 10/26/2016 7:16 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 42

LEGEND

- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SILT FENCE
- DRAINAGE FLOW ARROW
- SOD LAWN
- EROSION MAT URBAN CLASS I TYPE A



PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL	SHEET 54 E

2

N

MATCHLINE 300+75"N"

PC: 300+59.28

NORWAY STREET

R/W

TLE

EXISTING R/W

BP: 300+00.00

PI: 1294+86.77

EP: 1293+00.00

1294+

MATCHLINE 1294+00"EB"

1293+00"EB"

USH 8

PC: 1293+19.64

1292+00"WB"

1292+00"EB"

PI: 1291+27.

1291+00"EB"

1290+00"EB"

1289+69.45

1289+44.45

PC: 1288+39.85

1289+00"WB"

PC: 1288+80.35

1288+00"WB"

1289+00"EB"

1288+00"EB"

MATCHLINE 1288+00"EB"

9+00

10+00

8+00

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND MULCH

EP: 401+45.75

CTH K

TOPSOIL, SEEDING MIXTURE NO 60, FERTILIZER TYPE B, AND MULCH

MATCHLINE 401+00"K"

LEGEND

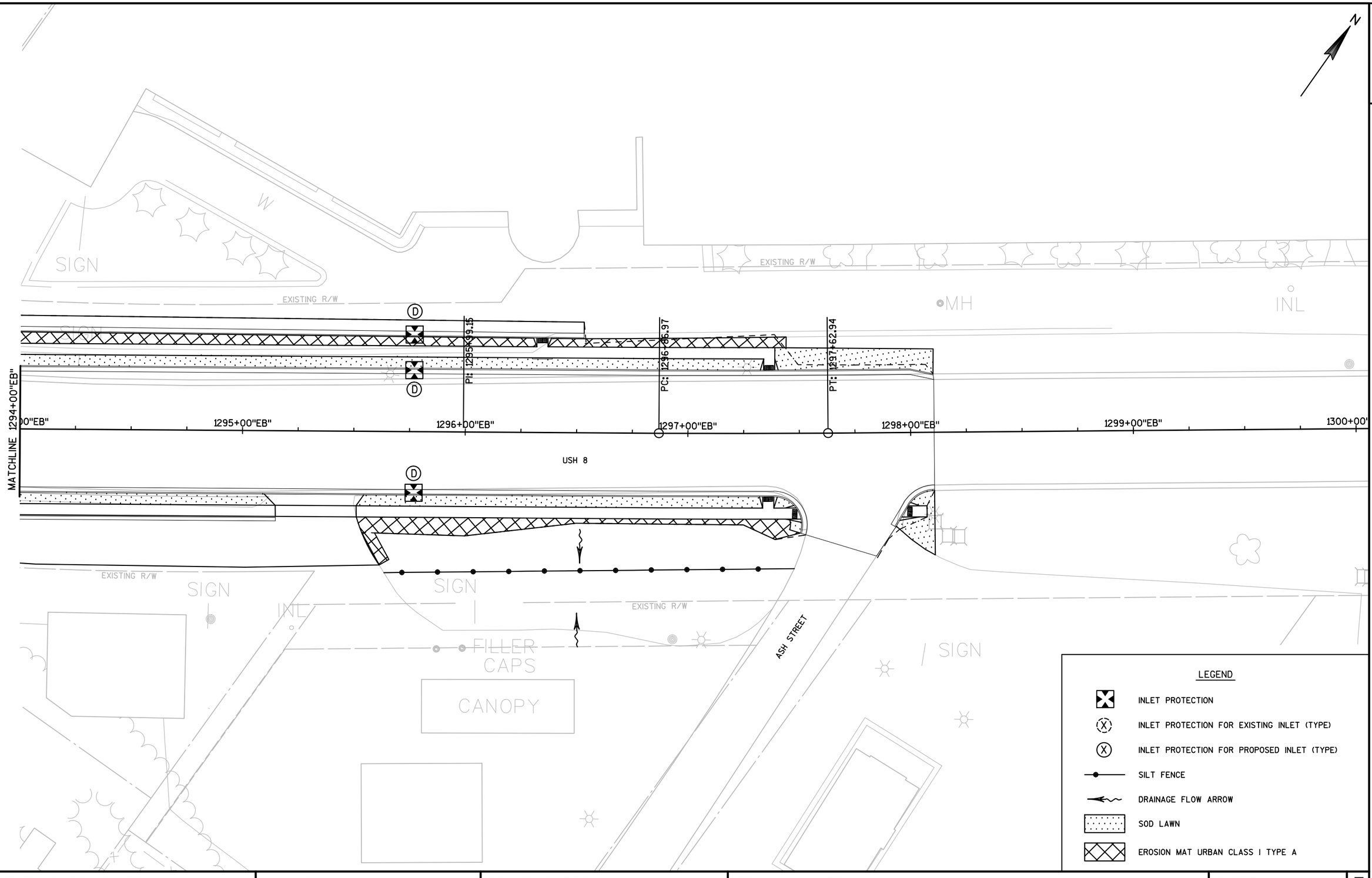
- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SILT FENCE
- DRAINAGE FLOW ARROW
- SOD LAWN
- EROSION MAT URBAN CLASS I TYPE A

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL	SHEET 55	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 022002-EC

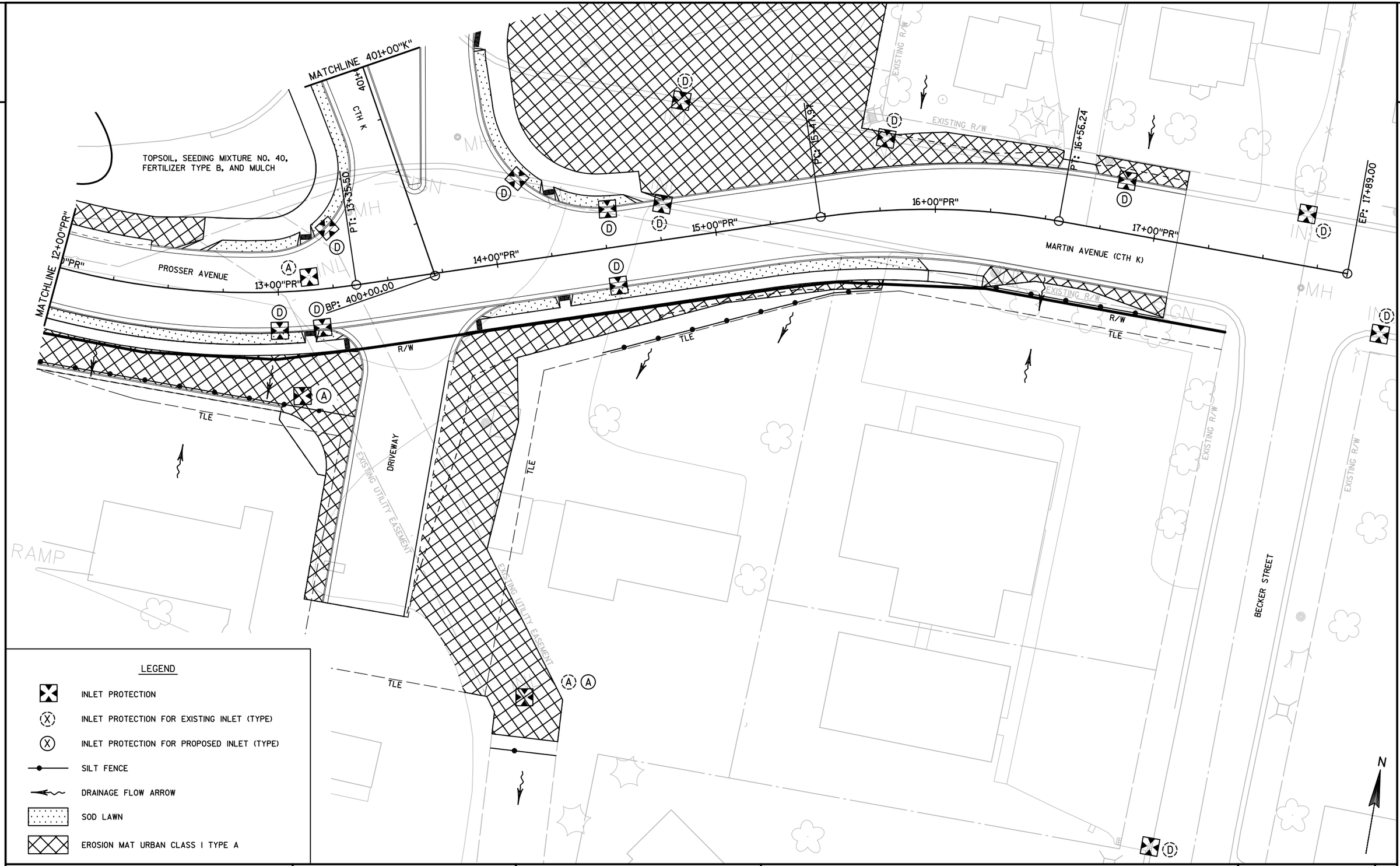
PLOT DATE : 10/26/2016 7:13 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF

2



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL	SHEET 56	E

2



LEGEND

- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SILT FENCE
- DRAINAGE FLOW ARROW
- SOD LAWN
- EROSION MAT URBAN CLASS I TYPE A

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL	SHEET 57	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 022004-EC
PLOT DATE : 10/26/2016 7:13 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF

2

N

EP: 605+69.24

605+00"CH"

201+00"SL"

202+00"SL"

203+00"SL"

204+00"SL"

SOLDNER AVENUE

CHERRY STREET

604+00"CH"

MATCHLINE 603+00"CH"

PT: 301+83.04

302+00"N"

303+00"N"

NORWAY STREET

301+00"N"

MATCHLINE 300+75"N"

TLE

EXISTING R/W

MH

IN

LEGEND

- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SILT FENCE
- DRAINAGE FLOW ARROW
- SOD LAWN
- EROSION MAT URBAN CLASS I TYPE A

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL	SHEET 58	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\EROSION CONTROL\022001-EC.DWG
LAYOUT NAME - 022001-EC - 022005-EC

PLOT DATE : 10/26/2016 7:13 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
2	1285+43.7"EB"	51.0' RT.	CHISELED CROSS ON CURB	1249.76
3	1290+01.1"EB"	52.6' RT.	CHISELED CROSS ON CURB	1251.56

EXISTING INLET TO REMAIN, ADJUSTING INLET COVER

PT: 600+8

PI: 602+3

PC: 601+3

CHERRY STREET

RECONNECT EXISTING 24-INCH RCP STORM SEWER PIPE

REMOVING INLET

STA 1289+29.00"WB", 27.75' LT. INLETS 2x3-H — 106A

REMOVING STORM SEWER, 24-INCH

STA 1288+27.00"WB", 73.00' LT. MANHOLES 5-C — 105F

REMOVING MANHOLE

STA 602+17.15"CH", 24.30' RT. INLETS 4-H — 301C

STA 1288+22.00"WB", 42.70' LT. MANHOLES 5-H — 105K

601+00"CH" RECONNECT EXISTING 18-INCH PVC STORM SEWER PIPE

STA 1288+42.50"EB", 9.00' LT. MANHOLES 7-J — 105G

EXISTING INLET TO REMAIN, ADJUSTING INLET COVER
SEAL PIPE OPENING TO SOUTH (INCIDENTAL TO REMOVING STORM SEWER BID ITEM)

PC: 600+57.17

REMOVING STORM SEWER, 12-INCH

REMOVING STORM SEWER, 24-INCH

REMOVING INLET

REMOVING STORM SEWER, 18-INCH

PT: 1288+44.4

PC: 1288+90.8

1288+80.0

1289+00"WB"

STA 1289+28.00"WB", 1.50' RT. INLETS 2x3-H — 106B

1289+00"EB"

BP: 1285+30.21

PC: 1285+37.76

PCC: 1285+96.88

PT: 1287+26.

PT: 1287+86.9

1288+00"WB"

PC: 1289+00.8

1289+69.45

STA 1287+28.50"WB", 27.50' LT. INLETS 4-H — 302A

1284+00"EB"

1285+00"EB"

1287+00"WB"

1288+00"EB"

REMOVING INLET

REMOVING STORM SEWER, 24-INCH

1290+00"EB"

STA 1289+49.50"EB", 1.50' LT. INLETS 4-H — 106E

USH 8

1286+00"WB"

1287+00"EB"

1286+00"EB"

REMOVING STORM SEWER, 12-INCH

REMOVING INLET

STA 1287+26.00"WB", 1.50' RT. INLETS 4-H — 302B

STA 1289+52.00"EB", 32.15' RT. INLETS 2x3-H — 106F

STA 1287+59.00"EB", 1.50' LT. MANHOLES 6-H — 302C

STA 8+15.00, 21.50' RT. INLETS 4-H — 106C

BM*3

STA 1287+80.50"EB", 27.50' RT. INLETS 2x3-H — 302D

STA 8+16.00, 1.70' LT. INLETS 2x2.5-T — 106D

EP: 401+45.75

BM*2

BP: 8+84.83

CAUTION

PROSSER AVENUE

N

302C
RIM = 1247.40

105G
RIM = 1248.22

106E
RIM = 1249.03

84 L.F.-SSPRC CLASS III 24-INCH @ 0.75%
302C INV. = 1241.63
105G INV. = 1241.00

107 L.F.-SSPRC CLASS III 15-INCH @ 0.50%
106E INV. = 1243.41
105G INV. = 1242.87

EXISTING 8" SANITARY SEWER

1250.00
1245.00
1240.00
1235.00

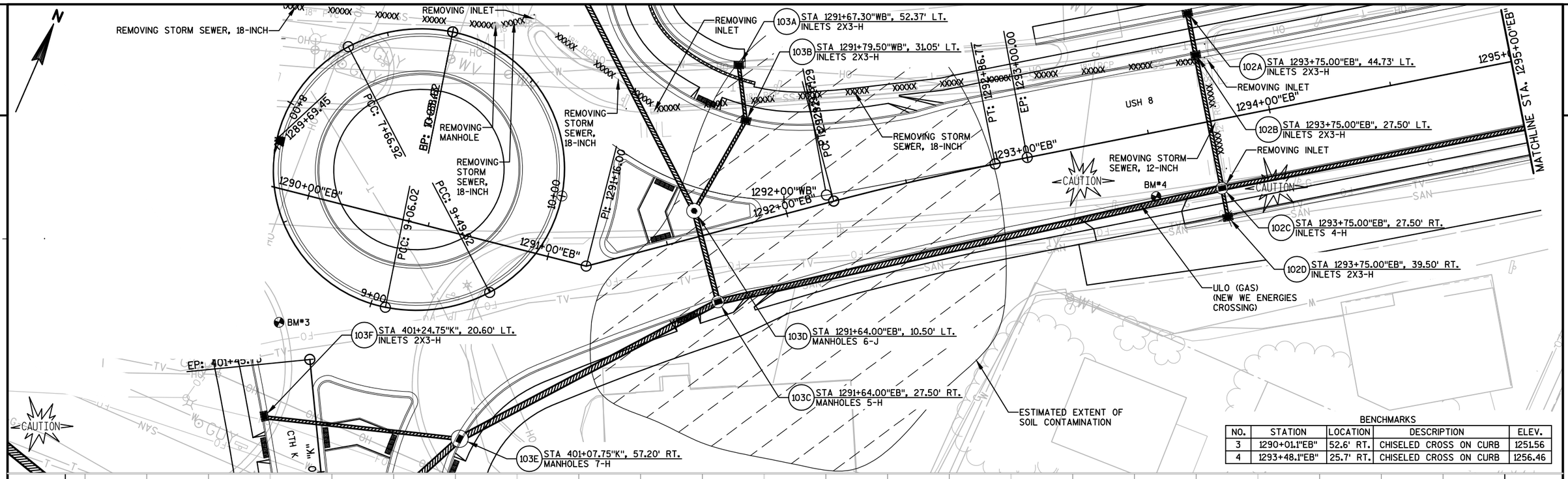
1285+00
1286+00
1287+00
1288+00
1289+00
1290+00

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: USH 8	SHEET 59	E

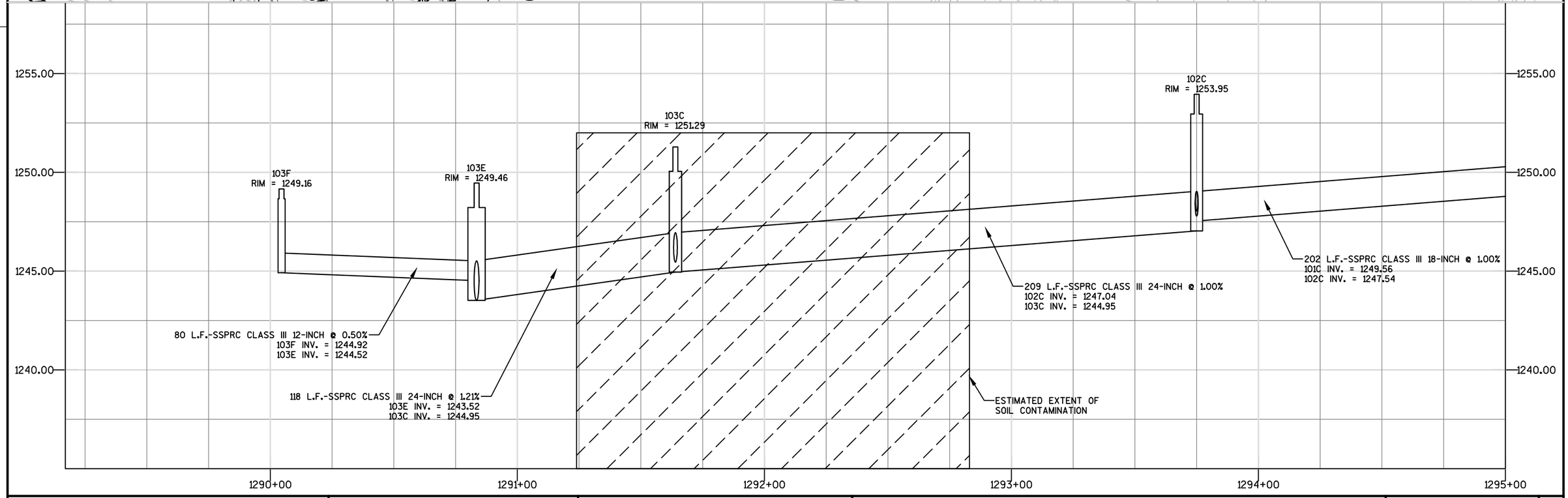
FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
15700201-60% - USH 8 EB_01

PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1=40_XREF

WISDOT/CADDS SHEET 41



NO.	STATION	LOCATION	DESCRIPTION	ELEV.
3	1290+01.1"EB"	52.6' RT.	CHISELED CROSS ON CURB	1251.56
4	1293+48.1"EB"	25.7' RT.	CHISELED CROSS ON CURB	1256.46



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: USH 8	SHEET 60	E

2

101A STA 1295+77.00"EB", 43.60' LT.
INLETS 2X3-H

101B STA 1295+77.00"EB", 27.50' LT.
INLETS 2X3-H

101C STA 1295+77.00"EB", 27.50' RT.
INLETS 4-H

PI: 1295+99.15

PC: 1296+86.97

PT: 1297+62.94

MATCHLINE STA. 1295+00"EB"

1296+00"EB"

1297+00"EB"

1298+00"EB"

1299+00"EB"

1300+00"EB"

1301+0

USH 8

CAUTION

ASH STREET

N

101C
RIM = 1256.59

EXISTING 10" SANITARY SEWER

1255.00

1250.00

1245.00

1240.00

1296+00

1297+00

1298+00

1299+00

1300+00

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: USH 8	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
15700201-60% - USH 8 EB_03

PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1=40_XREF

2

STA 301+27.85"N", 18.00' LT.
INLETS 2X3-H
104C

BP: 300+00.00

PC: 300+89.28

PT: 301+83.04

CAUTION

SOLDNER AVENUE

301+00"N"

302+00"N"

STA 301+24.00"N", 17.50' RT.
INLETS 4-H
104B

NORWAY STREET

204+00"N"

CAUTION

303+00"N"

EP: 304+50.05

304+00"N"

105A STA 302+80.00"N", 15.50' LT.
INLETS 2X3-H

CAUTION

PCC: 7+66.82

BP: 10+28.82

10+00

ESTIMATED EXTENT OF
SOIL CONTAMINATION

PI: 1291+16.00

104D STA 300+10.00"N", 12.00' RT.
MANHOLES 4-J

104E STA 300+89.00"N", 17.50' RT.
INLETS 4-H

104A STA 300+88.85"N", 36.10' RT.
INLETS 2X3-H

105B STA 302+80.00"N", 17.50' RT.
INLETS 2X3-H

105C STA 302+37.80"N", 17.50' RT.
MANHOLES 5-H

RECONNECT EXISTING 24-INCH RCP STORM SEWER PIPE

USH 8

103C

103D

N

1255.00

1250.00

1245.00

1240.00

103C
RIM = 1251.29

103D
RIM = 1252.07

104D
RIM = 1250.29

104E
RIM = 1249.59

104B
RIM = 1249.41

105B
RIM = 1252.36

105C
RIM = 1251.12

112 L.F.-SSPRC CLASS III 18-INCH @ 0.30%
104D INV. = 1245.90
103D INV. = 1245.56

78 L.F.-SSPRC CLASS IV 18-INCH @ 0.29%
104E INV. = 1246.13
104D INV. = 1245.90

34 L.F.-SSPRC CLASS IV 18-INCH @ 0.32%
104B INV. = 1246.24
104E INV. = 1246.13

42 L.F.-SSPRC CLASS III 12-INCH @ 3.36%
105B INV. = 1248.10
105C INV. = 1246.68

38 L.F.-SSPRC CLASS III 18-INCH @ 0.30%
103D INV. = 1245.56
103C INV. = 1245.45

ESTIMATED EXTENT OF
SOIL CONTAMINATION

RECONNECT EXISTING 24-INCH RCP STORM SEWER PIPE
105C INV. = 1245.68 (E)*

*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE.
FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: NORWAY STREET	SHEET 62	E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
15700201-60% - NORWAY

PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1=40_XREF

WISDOT/CADDS SHEET 41

REMOVING MANHOLE
403A STA 11+34.00"PR", 76.00' LT.
MANHOLES 6-C
REMOVING STORM SEWER, 24-INCH
REMOVING MANHOLE
REMOVING STORM SEWER, 24-INCH
PC: 11+59.92
12+00"PR"
STA 13+25.25"PR", 27.11' LT.
MANHOLES 6-H
403B
13+00"PR"
PROSSER AVENUE
REMOVING MANHOLE
STA 13+00.00"PR", 17.50' RT.
INLETS 4-H
403D
403F
STA 13+18.50"PR", 17.50' RT.
MANHOLES 8-H
403C
103F
401+00 "PI"
CTH K
PI: 13+55.53
BP: 400+00.00
103E STA 401+07.75"K", 57.20' RT.
MANHOLES 7-H
REMOVING MANHOLE
REMOVING STORM SEWER, 24-INCH
REMOVING INLET
REMOVING STORM SEWER, 18-INCH
402C STA 14+14.40"PR", 37.08' LT.
INLETS 4-H
CAUTION
REMOVING STORM SEWER, 12-INCH
REMOVING INLET
REMOVING STORM SEWER, 24-INCH
14+00"PR"
15+00"PR"
402B STA 14+53.00"PR", 17.57' LT.
INLETS 4-H
402A STA 14+53.00"PR", 17.50' RT.
MANHOLES 5-H
SEE DRIVEWAY STORM SEWER PLAN & PROFILE SHEET
EXISTING UTILITY EASEMENT
PC: 15+48.19
CAUTION
REMOVING INLET
REMOVING STORM SEWER, 18-INCH
16+56.76
PT
404A STA 16+83.50"PR", 23.50' LT.
INLETS 4-H
RECONNECT EXISTING 18-INCH RCP STORM SEWER PIPE
CAUTION
16+00"PR"
17+00"PR"
MARTIN AVENUE (CTH K)
CAUTION
ULO (GAS)
(NEW WE ENERGIES CROSSING)
ULO (FIBER & COPPER)
(NEW CENTURYLINK CROSSING)
ULO (FIBER)
(NEW MOSAIC TELECOM CROSSING)
BECKER STREET
N

1250.00
1245.00
1240.00
1235.00

403D
RIM = 1246.04
403C
RIM = 1245.80
402A
RIM = 1245.14
404A
RIM = 1247.82

19 L.F.-SSPRC CLASS III 12-INCH @ 1.00%
403D INV. = 1237.39
403C INV. = 1237.20

135 L.F.-SSPRC CLASS III 24-INCH @ 1.65%
402A INV. = 1238.43
403C INV. = 1236.20

235 L.F.-SSPRC CLASS III 24-INCH @ 2.12%
404A INV. = 1243.42
402A INV. = 1238.43

EXISTING 8" SANITARY SEWER

RECONNECT EXISTING 18-INCH RCP STORM SEWER PIPE
404A INV. = 1243.92 (E)*

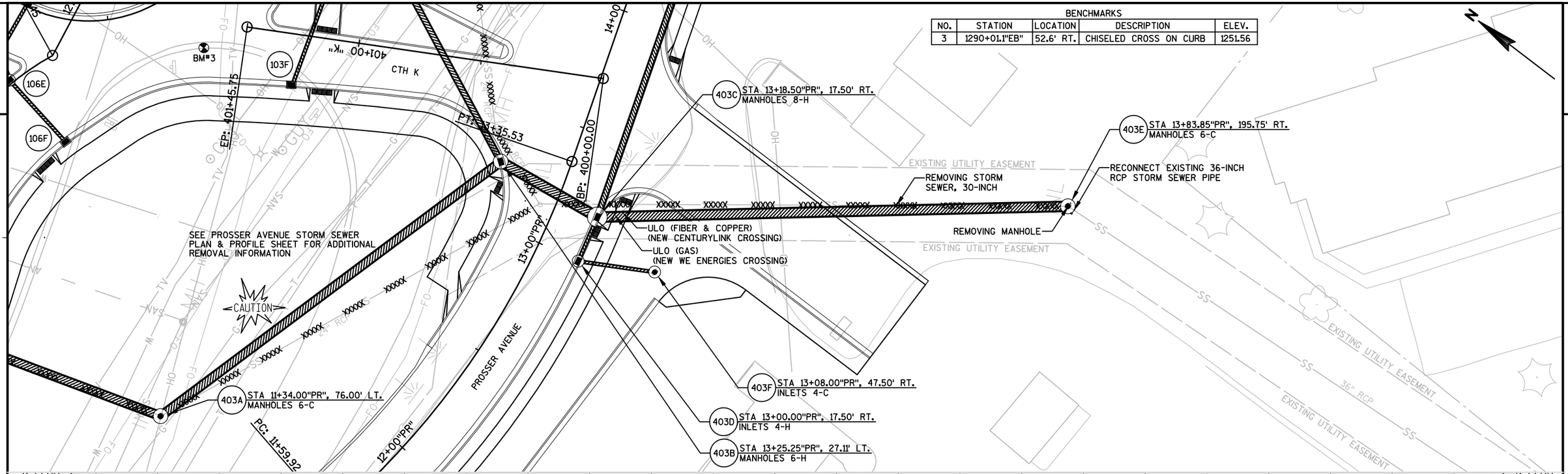
*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

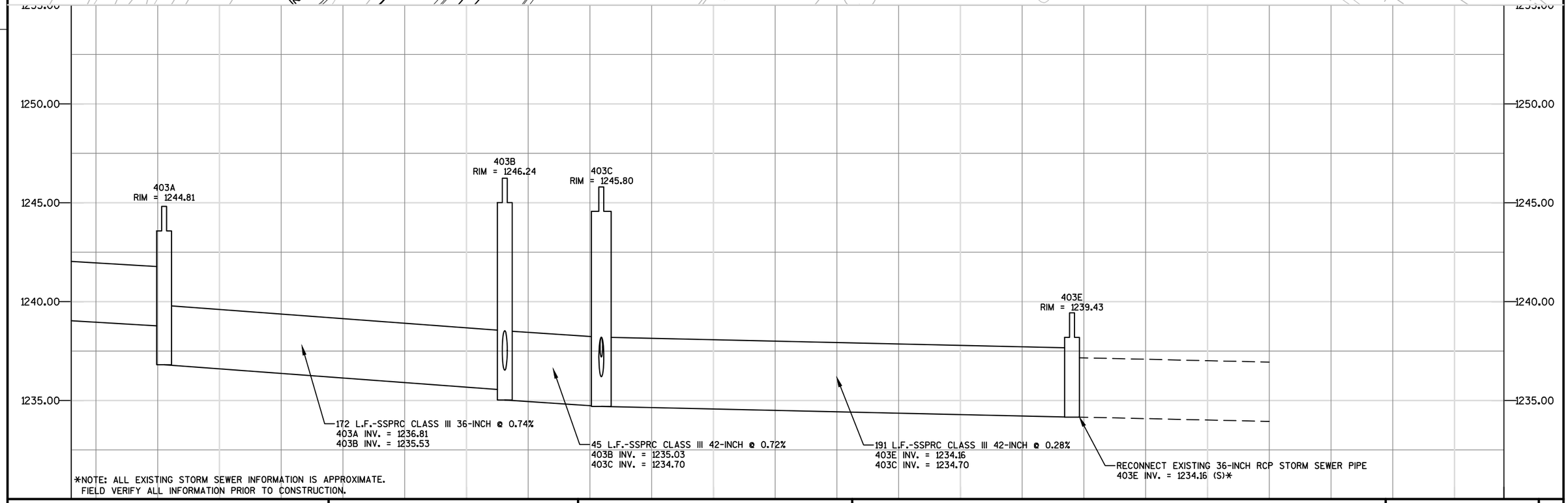
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: PROSSER AVENUE	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
15700201-60% - PROSSER
PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1=40_XREF
WISDOT/CADDS SHEET 41

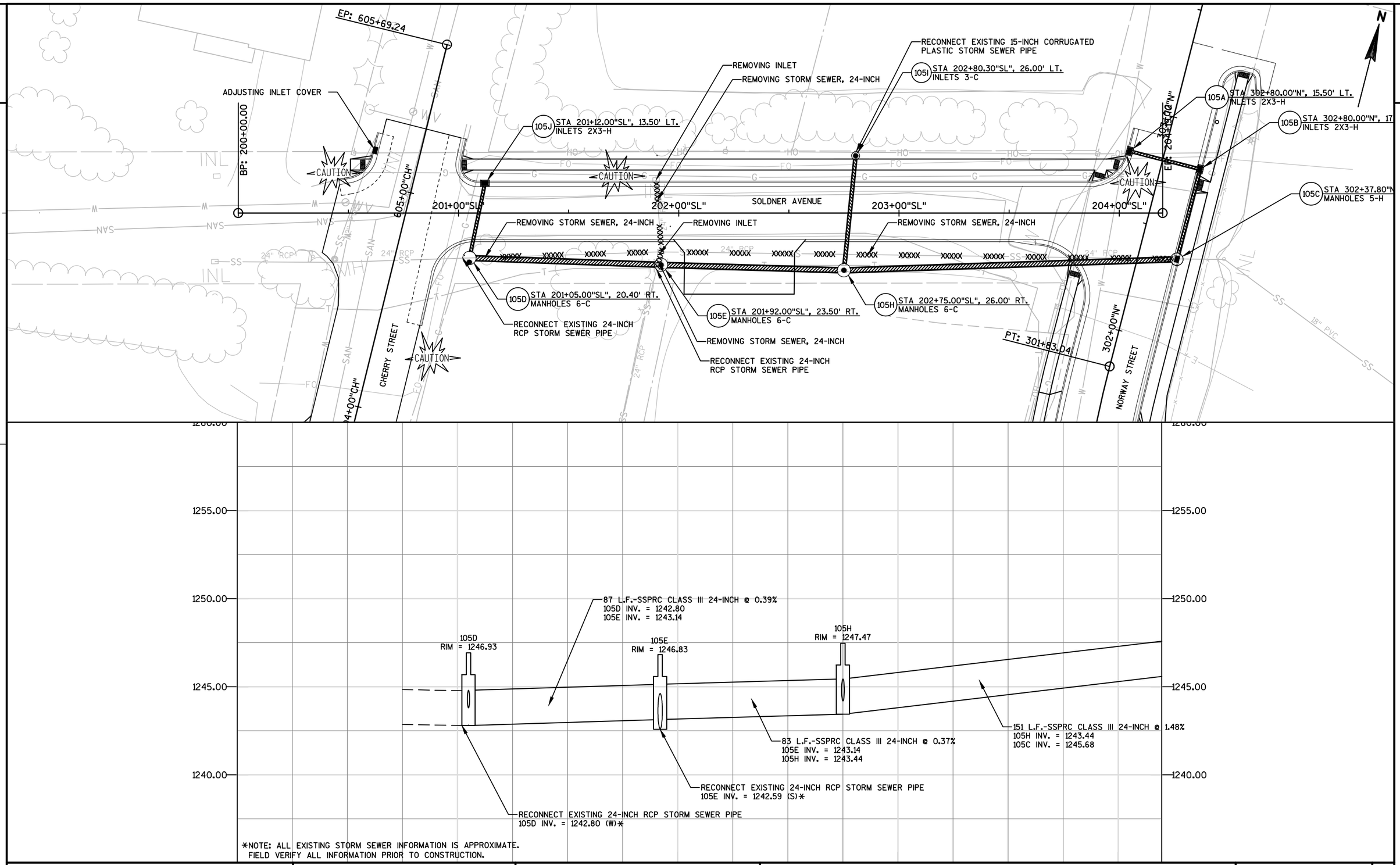
BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
3	1290+01.1"EB"	52.6' RT.	CHISELED CROSS ON CURB	1251.56





PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: DRIVEWAY	SHEET 64	E



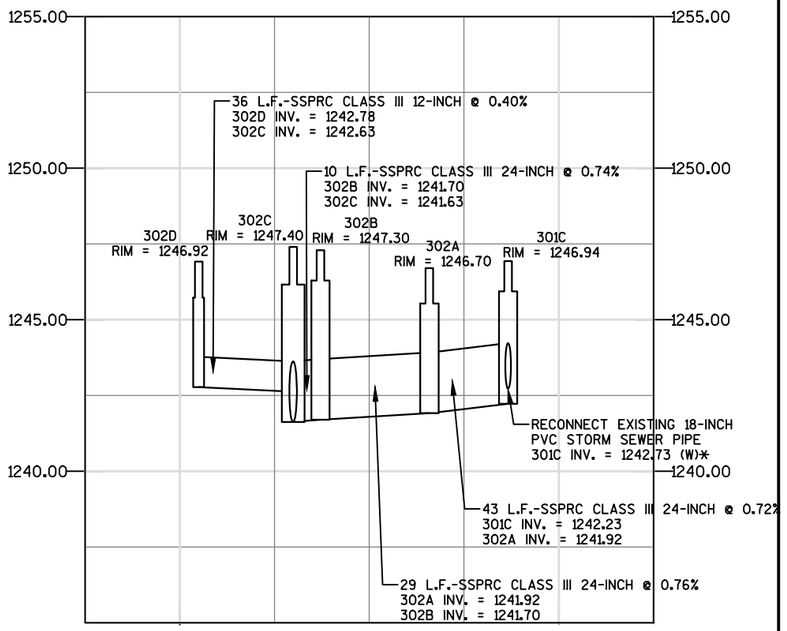
*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE.
FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

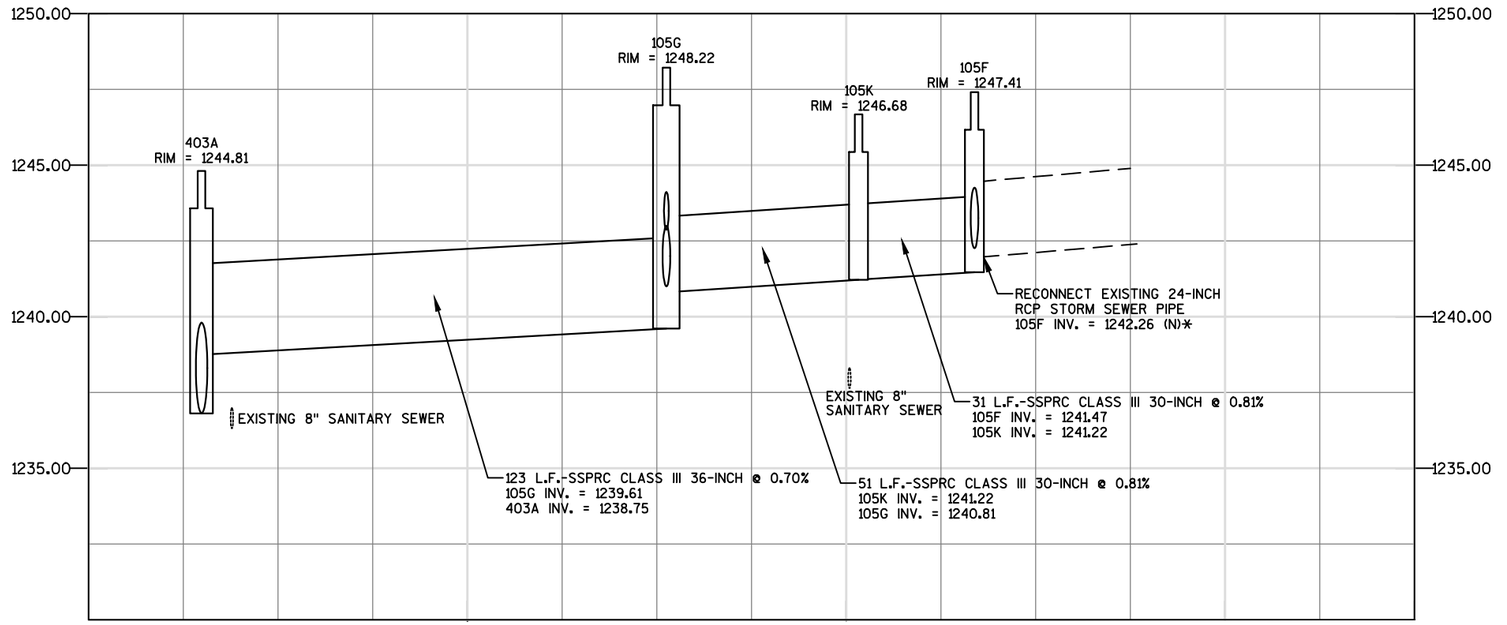
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER: SOLDNER AVENUE	SHEET 65	E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
15700201-60% - SOLDNER

PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1=40_XREF

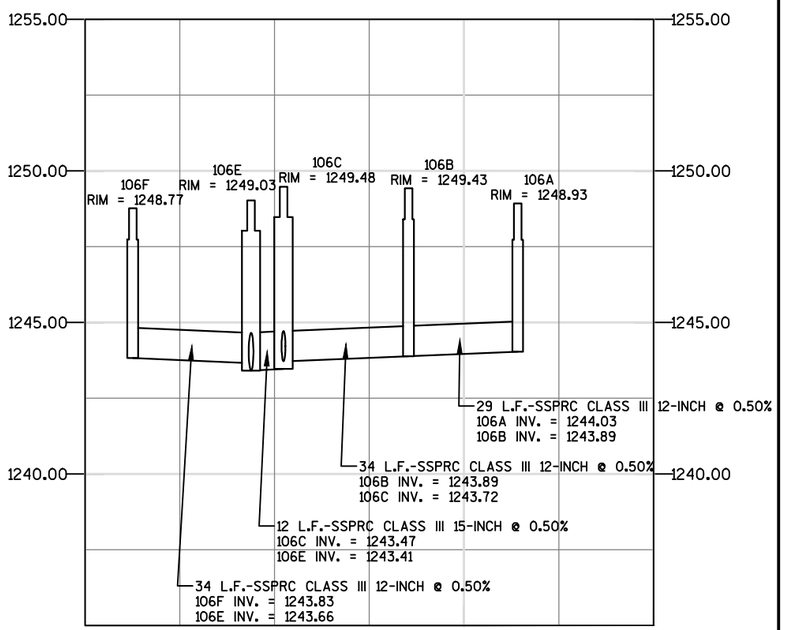
WISDOT/CADDS SHEET 41

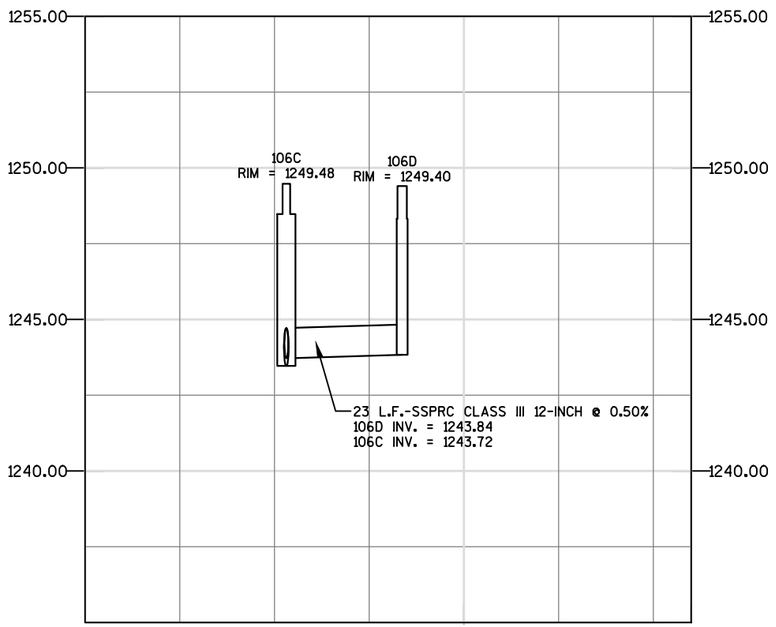


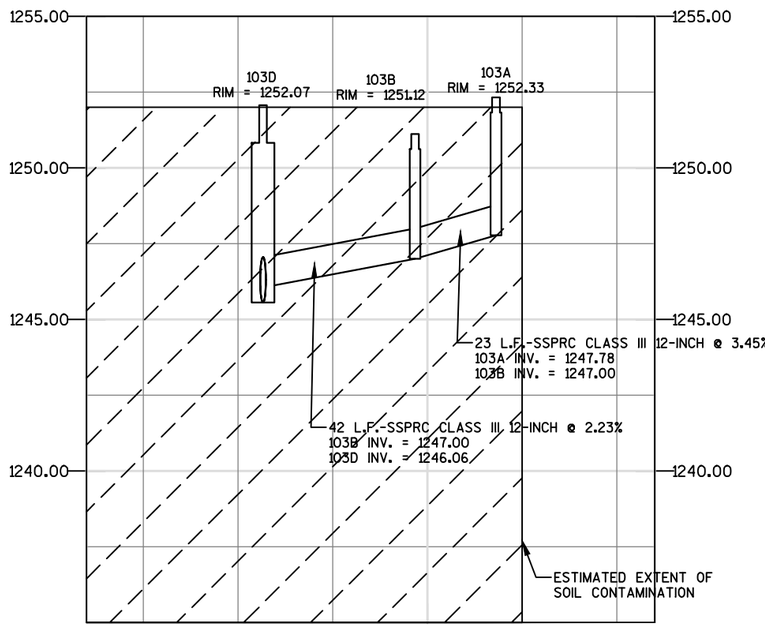


*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE.
FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

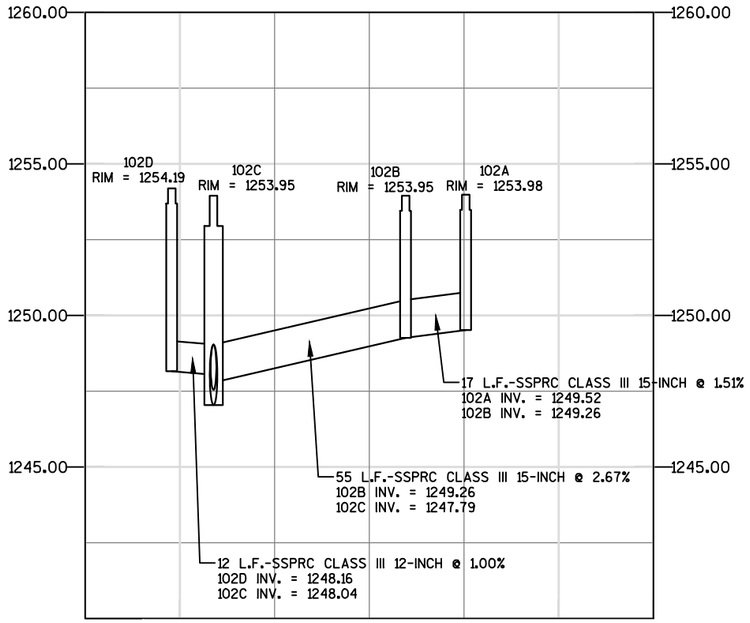
2

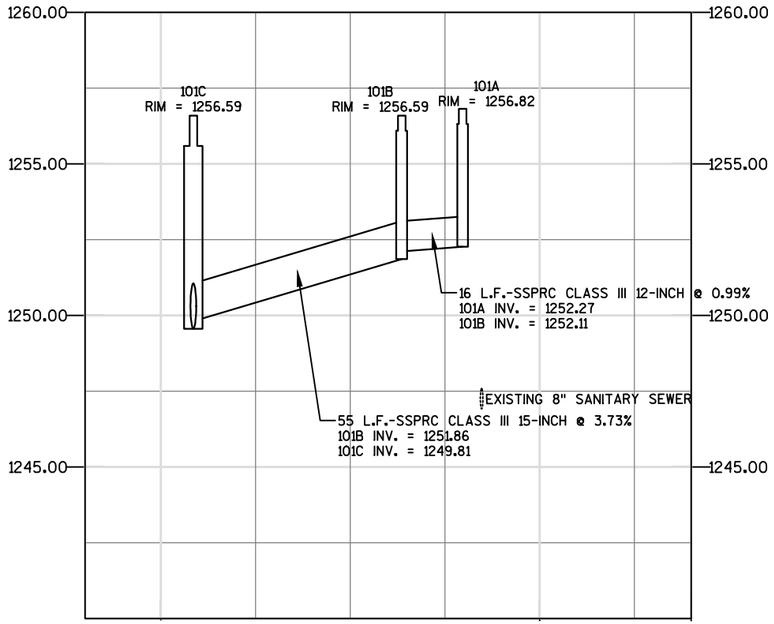


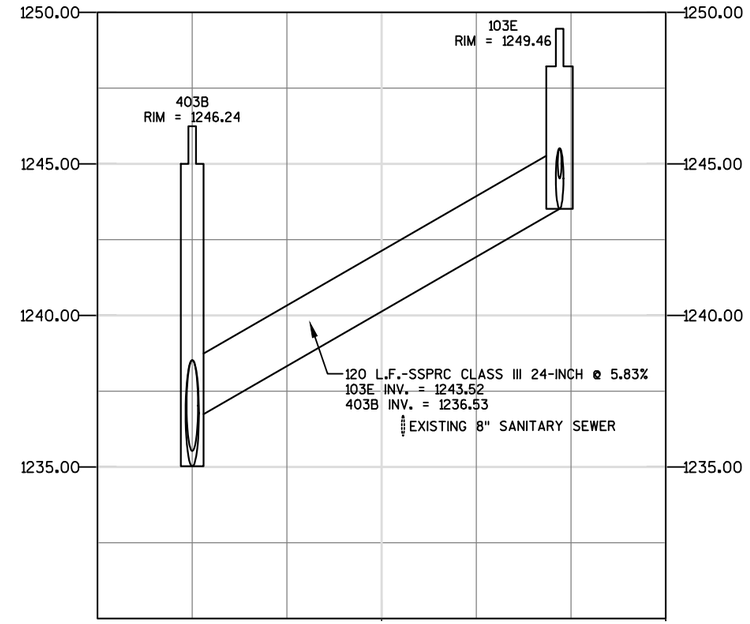


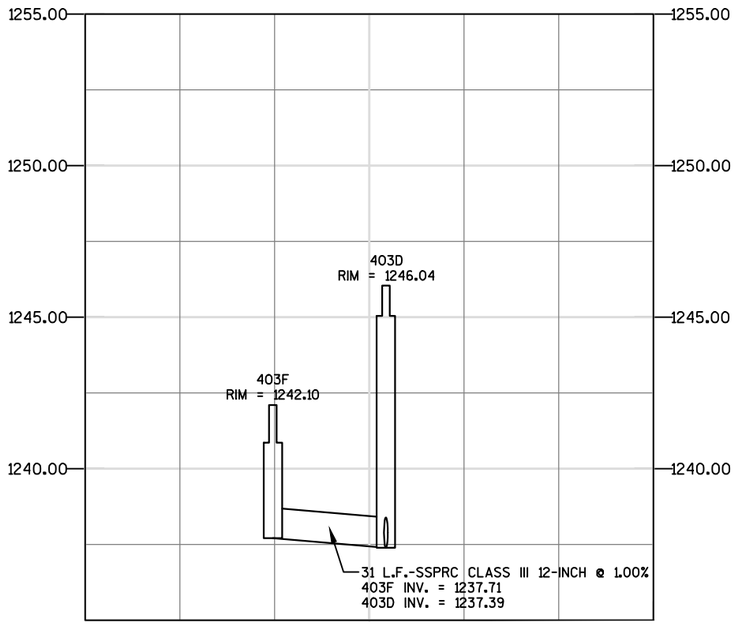


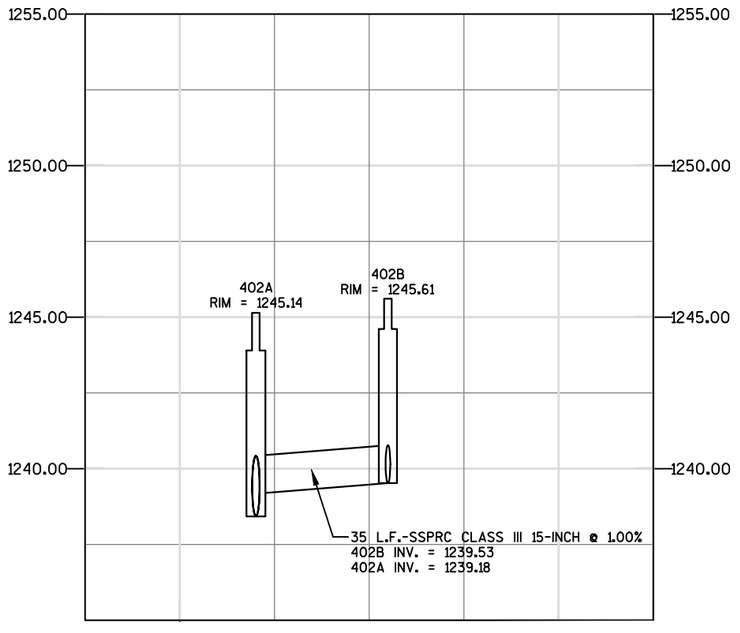
FILE NAME : P:\90S\93\00093129\CADD\DESIGN\PIPENETWORKS\PIPE-STORMSEWER.DWG
LAYOUT NAME - SS DETAIL 2
PLOT DATE : 11/1/2016 7:18 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

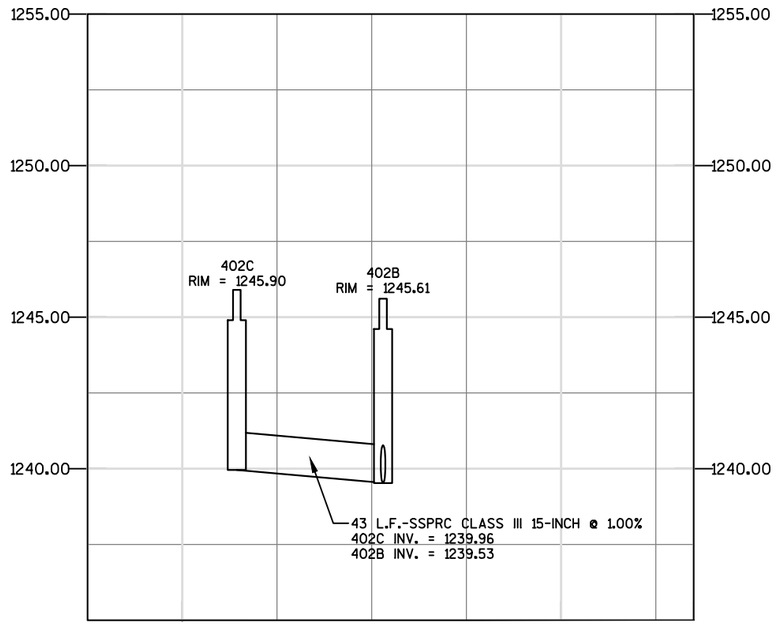




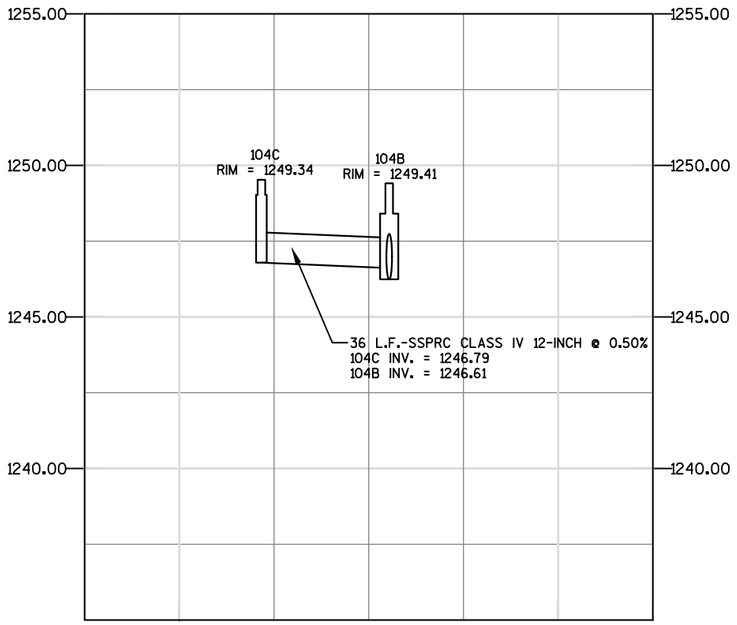


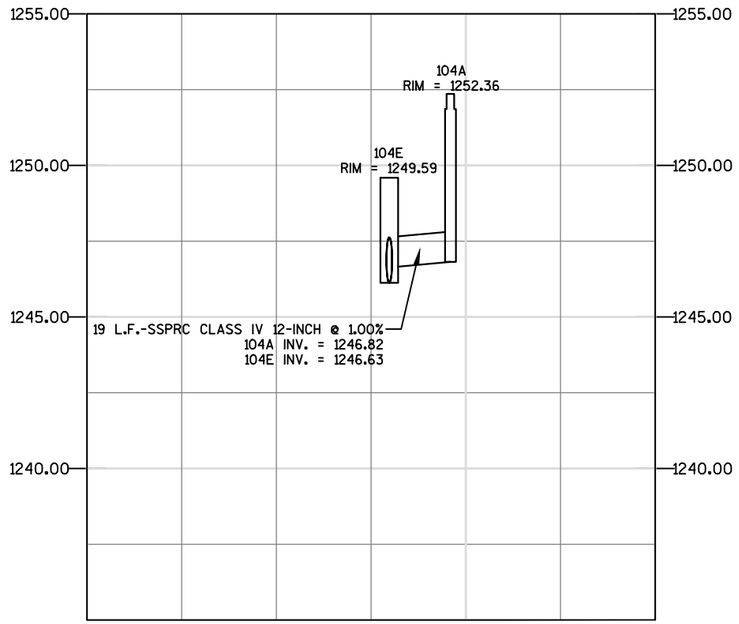


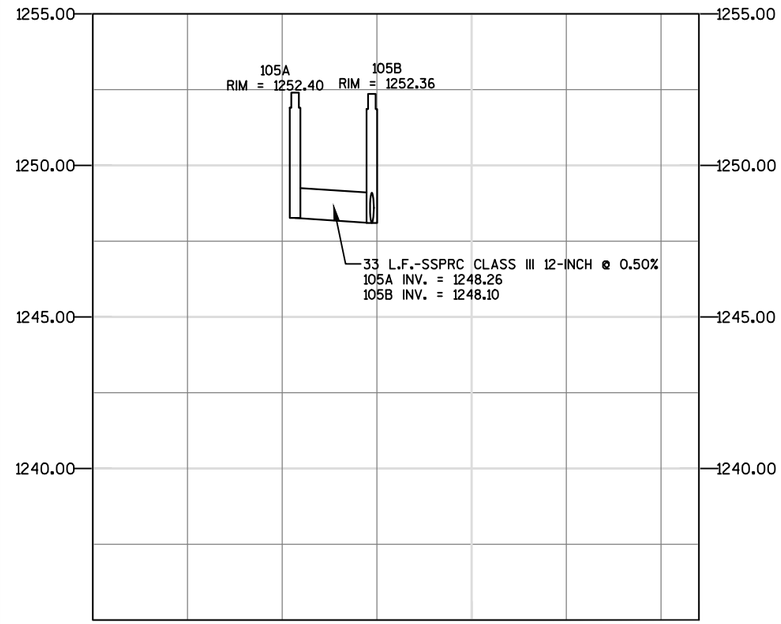


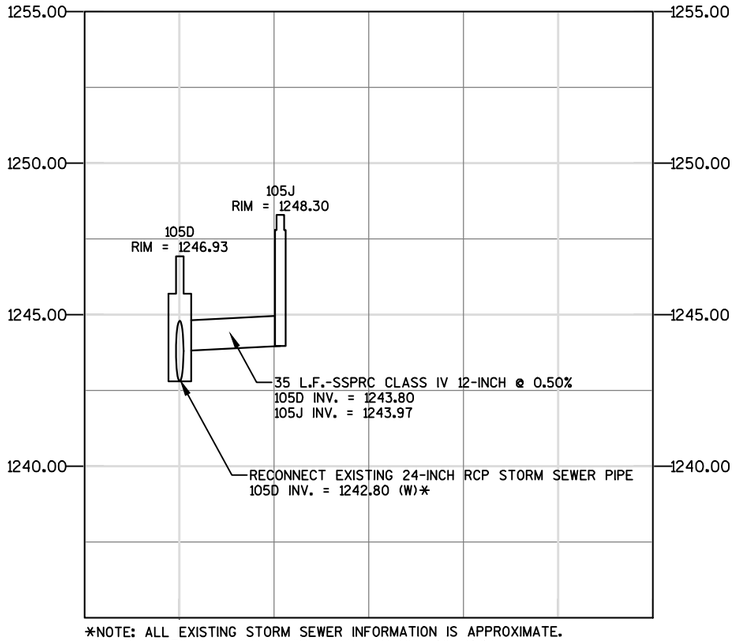


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	STORM SEWER	SHEET 67	E

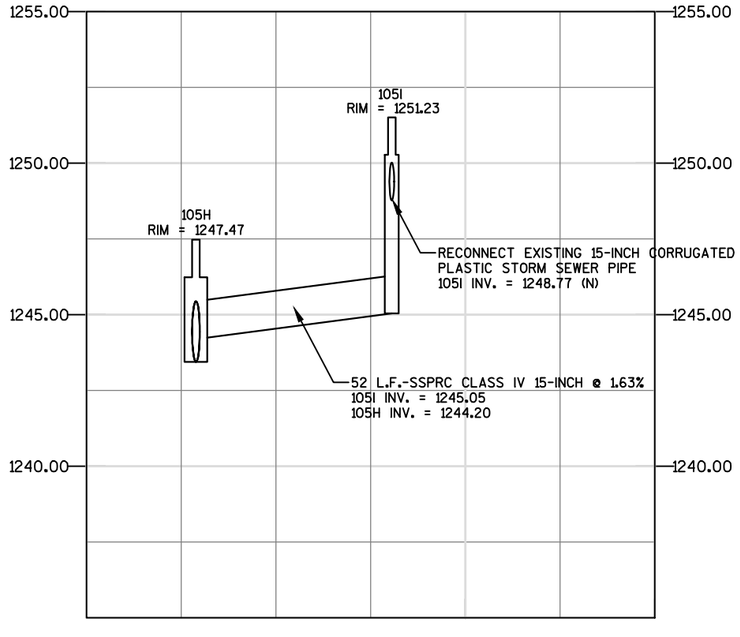








*NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE.
FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.



KEY NOTES:

1. **ADJUST VALVE BOX** - ADJUST THE EXISTING VALVE BOX TO FINAL GRADE IN PAVED AREAS. INCLUDES TEMPORARY TOP REMOVAL OR COVERING OF BOX DURING CONSTRUCTION AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS
2. **REPLACE VALVE BOX TOP** - PROVIDE A NEW VALVE BOX TOP AND COVER WITH MODIFICATIONS AS REQUIRED TO CREATE A COMPLETE CONNECTION WITH THE EXISTING BOX. INCLUDES REMOVAL OF EXISTING BOX TOP PORTION, TEMPORARY COVERING, AND ADJUSTMENT OF NEW BOX TOP TO FINAL GRADE BETWEEN PAVING LIFTS.
3. **ADJUST EXISTING SANITARY MANHOLE CASTING** - REMOVE AND REINSTALL EXISTING MANHOLE CASTING. INCLUDES TEMPORARY REMOVAL OF EXISTING CASTING AND COVERING, WITH NEW RINGS AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS.
4. **REPLACE SANITARY MANHOLE CASTING** - FURNISH AND INSTALL NEW MANHOLE CASTING. INCLUDES REMOVAL OF EXISTING CASTING, TEMPORARY COVERING, RINGS, AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS.
5. **REPLACE SANITARY LOW-PROFILE MANHOLE CASTING** - FURNISH AND INSTALL NEW LOW-PROFILE MANHOLE CASTING. INCLUDES REMOVAL OF EXISTING CASTING, TEMPORARY COVERING, RINGS, AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS.
6. **REPLACE SANITARY MANHOLE CASTING WITH MANHOLE RECONSTRUCTION** - FURNISH AND INSTALL NEW MANHOLE CASTING, WHERE LOWERING OF THE EXISTING GRADE WILL REQUIRE MODIFICATION TO THE MANHOLE STRUCTURE BELOW THE RINGS. INCLUDES REMOVAL OF EXISTING CASTING, ALL CUTTING, PATCHING, AND REPAIR OF TOP PORTION OF MANHOLE STRUCTURE, TEMPORARY COVERING, RINGS, AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS.
7. **ABANDON WATER SERVICE** - INCLUDES REMOVAL OF SERVICE LATERAL PIPE AND CURB STOP, AND ANY ASSOCIATED BRUSH OR STUMPS. SHUT CORPORATION STOP AT WATER MAIN, LEAVING 1' CRIMPED COPPER.
8. **ABANDON SANITARY SEWER SERVICE** - LOCATE AND CUT SEWER SERVICE LATERAL AT LOCATION TO BE DETERMINED BY VILLAGE OF TURTLE LAKE. BULKHEAD SERVICE WITH CONCRETE PLUG.
9. **INSULATION** - INCLUDES EXCAVATION OF LEVEL SUBSOIL FOR INSTALLATION OF FOAM BOARD INSULATION AT DESCRIBED DIMENSIONS.
10. **LOWER WATER MAIN** - MODIFY WATER MAIN PIPING TO AVOID CONFLICT OR INSUFFICIENT SEPARATION BETWEEN STORM SEWER PIPING. INCLUDES LOCATING, MEASURING, AND CALCULATING WATER MAIN SEPARATION DISTANCE FOR LAYOUT OF VERTICAL OFFSET BENDS. INCLUDES ALL CUTTING, FITTINGS, CONNECTIONS, INSULATION, DISINFECTION, AND ASSOCIATED WORK REQUIRED TO LOWER WATER MAIN UNDER THE IDENTIFIED CONFLICT LOCATION.
11. **EXPLORATORY EXCAVATION** - EXCAVATION TO VERIFY DEPTH AND LOCATION OF SANITARY SEWER OR WATER MAIN PIPING AT STORM SEWER CROSSING LOCATIONS AND CALCULATION OF SEPARATION DISTANCE FOR DETERMINATION OF NEED FOR LOWERING OR INSULATION.
12. **PROTECT** EXISTING WATER MAIN OR SANITARY SEWER MAIN DURING CONSTRUCTION AND STORM SEWER INSTALLATION. (INCIDENTAL) UTILITY IS EXPECTED 18" OR MORE BELOW STORM SEWER, BUT USE CAUTION AND VERIFY CLEARANCES.

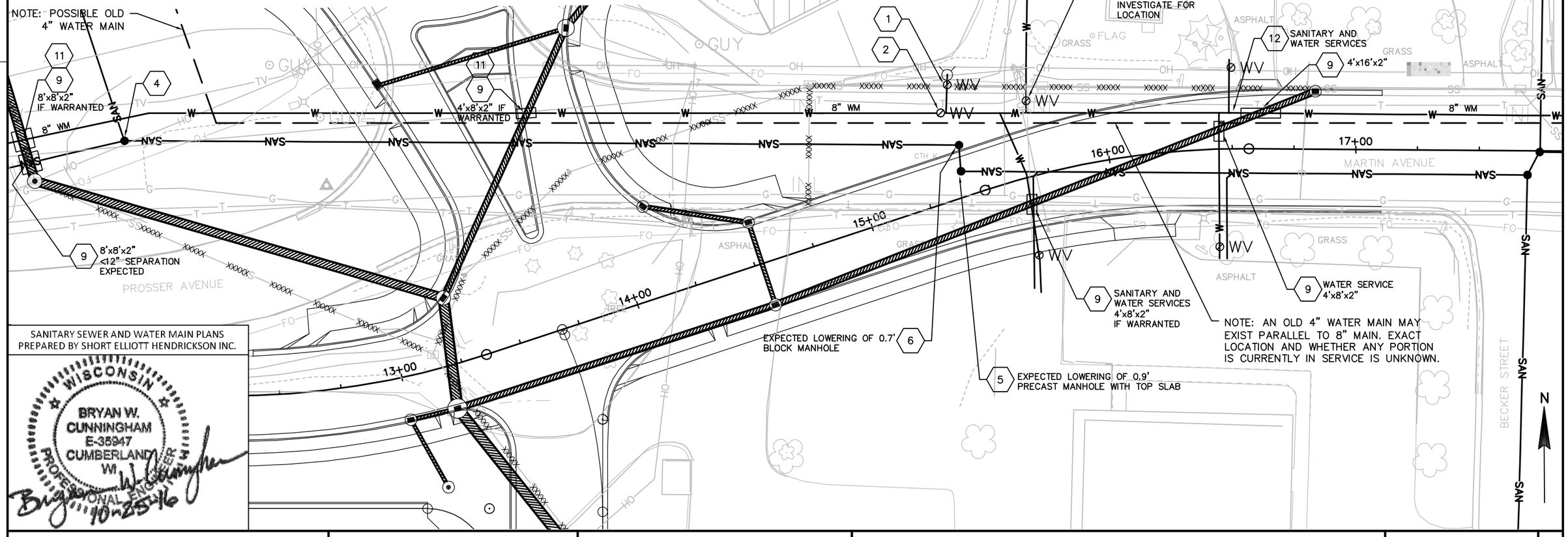
NOTES:

EXISTING WATER MAIN DEPTH IS UNCERTAIN BUT WAS ASSUMED AT 7.5' BELOW EXISTING GRADE FOR IDENTIFICATION OF POSSIBLE CONFLICT LOCATIONS.

FIELD DETERMINATIONS SHALL BE MADE WITH CONSULTATION OF ENGINEER AND VILLAGE OF TURTLE LAKE REGARDING WHETHER INSULATION OR LOWERING OF WATER MAIN IS REQUIRED AT NEW STORM SEWER CROSSINGS OR SHALLOW DEPTHS. DESIRED SEPARATION WHERE WATER MAINS CROSS UNDER STORM SEWERS IS 18". IF SEPARATION IS LESS THAN 18", LOWERING OR INSULATING OF WATER MAIN MAY BE REQUIRED.

QUANTITIES AND LOCATIONS FOR ADJUSTMENTS OF EXISTING BOXES AND CASTINGS, VERSUS REPLACEMENT, ARE ESTIMATED. UPON UNCOVERING OF EXISTING CASTINGS AND BOXES DURING CONSTRUCTION, VERIFY WITH VILLAGE OF TURTLE LAKE ON CONDITION OF EXISTING FEATURES AND WHETHER THEY CAN BE ADJUSTED, OR IF REPLACEMENT IS WARRANTED. DEPENDING ON UNCOVERED CONDITION OF EXISTING FEATURES, CONTRACTOR MAY BE REQUIRED TO REPLACE MORE OR FEWER CASTINGS OR BOX TOPS.

MINOR ADJUSTMENTS OF EXISTING VALVE BOX TOPS AND CURB STOP BOXES IN TURF AREAS ARE CONSIDERED INCIDENTAL.



SANITARY SEWER AND WATER MAIN PLANS PREPARED BY SHORT ELLIOTT HENDRICKSON INC.

WISCONSIN
BRYAN W. CUNNINGHAM
E-35947
CUMBERLAND WI
PROFESSIONAL ENGINEER
10-25-16

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN: SANITARY SEWER AND WATER MAIN	SHEET E

FILE NAME : P:\PT\T\TURTL\080200\2016 DOT UTIL RELOC\CAD\FROM MSA\SAN_WATER SHEETS.DWG
LAYOUT NAME – 050102-PP

PLOT DATE : 12/14/2016 8:37 AM PLOT BY : BRYAN CUNNINGHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

EXISTING WATER MAIN DEPTH IS UNCERTAIN BUT WAS ASSUMED AT 7.5' BELOW EXISTING GRADE FOR IDENTIFICATION OF POSSIBLE CONFLICT LOCATIONS.

FIELD DETERMINATIONS SHALL BE MADE WITH CONSULTATION OF ENGINEER AND VILLAGE OF TURTLE LAKE REGARDING WHETHER INSULATION OR LOWERING OF WATER MAIN IS REQUIRED AT NEW STORM SEWER CROSSINGS OR SHALLOW DEPTHS. DESIRED SEPARATION WHERE WATER MAINS CROSS UNDER STORM SEWERS IS 18". IF SEPARATION IS LESS THAN 18", LOWERING OR INSULATING OF WATER MAIN MAY BE REQUIRED.

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MINOR ADJUSTMENTS OF EXISTING VALVE BOX TOPS AND CURB STOP BOXES IN TURF AREAS ARE CONSIDERED INCIDENTAL.

KEY NOTES:

1. **ADJUST VALVE BOX** - ADJUST THE EXISTING VALVE BOX TO FINAL GRADE IN PAVED AREAS. INCLUDES TEMPORARY TOP REMOVAL OR COVERING OF BOX DURING CONSTRUCTION AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS
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7. **ABANDON WATER SERVICE** - INCLUDES REMOVAL OF SERVICE LATERAL PIPE AND CURB STOP, AND ANY ASSOCIATED BRUSH OR STUMPS. SHUT CORPORATION STOP AT WATER MAIN, LEAVING 1' CRIMPED COPPER.
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13. **REMOVE HYDRANT PACKAGE** - INCLUDES REMOVAL OF HYDRANT, VALVE, AND PIPE, AND CAPPING TEE AT WATER MAIN.

VALVE BOX ON HYDRANT VALVE NOT VISIBLE, BUT MAY BE BURIED. INVESTIGATE FOR LOCATION.

INCIDENTAL VALVE BOX ADJUSTMENTS IN TURF

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN: SANITARY SEWER AND WATER MAIN	SHEET E

FILE NAME : P:\PT\T\TURTL\080200\2016 DOT UTIL RELOC\CAD\FROM MSA\SAN_WATER SHEETS.DWG
LAYOUT NAME - 050102-PP

PLOT DATE : 12/14/2016 8:36 AM PLOT BY : BRYAN CUNNINGHAM PLOT NAME : PLOT SCALE : 1 IN: 40 FT

KEY NOTES:

1. **ADJUST VALVE BOX** - ADJUST THE EXISTING VALVE BOX TO FINAL GRADE IN PAVED AREAS. INCLUDES TEMPORARY TOP REMOVAL OR COVERING OF BOX DURING CONSTRUCTION AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS
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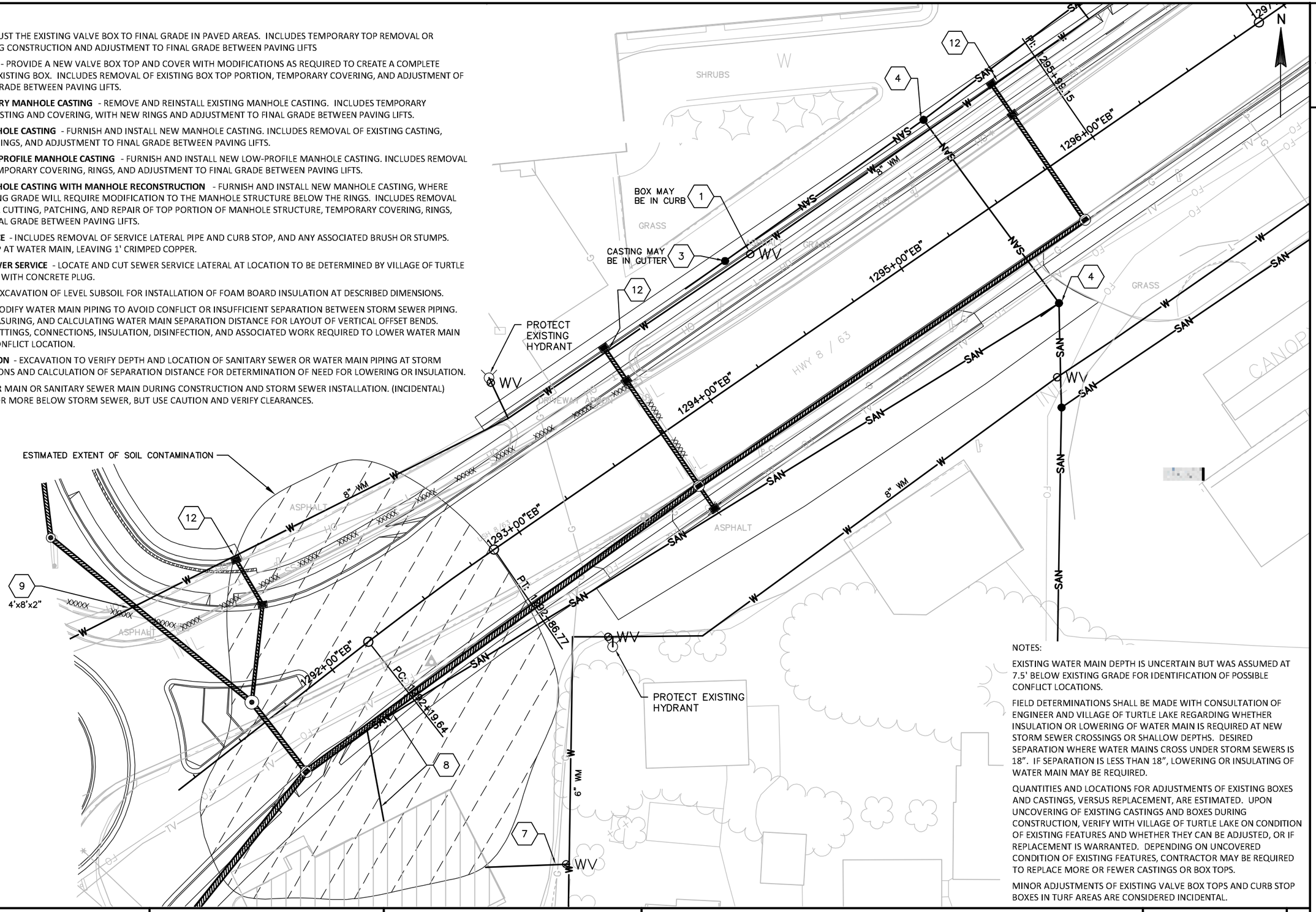
6. **REPLACE SANITARY MANHOLE CASTING WITH MANHOLE RECONSTRUCTION** - FURNISH AND INSTALL NEW MANHOLE CASTING, WHERE LOWERING OF THE EXISTING GRADE WILL REQUIRE MODIFICATION TO THE MANHOLE STRUCTURE BELOW THE RINGS. INCLUDES REMOVAL OF EXISTING CASTING, ALL CUTTING, PATCHING, AND REPAIR OF TOP PORTION OF MANHOLE STRUCTURE, TEMPORARY COVERING, RINGS, AND ADJUSTMENT TO FINAL GRADE BETWEEN PAVING LIFTS.
7. **ABANDON WATER SERVICE** - INCLUDES REMOVAL OF SERVICE LATERAL PIPE AND CURB STOP, AND ANY ASSOCIATED BRUSH OR STUMPS. SHUT CORPORATION STOP AT WATER MAIN, LEAVING 1' CRIMPED COPPER.
8. **ABANDON SANITARY SEWER SERVICE** - LOCATE AND CUT SEWER SERVICE LATERAL AT LOCATION TO BE DETERMINED BY VILLAGE OF TURTLE LAKE. BULKHEAD SERVICE WITH CONCRETE PLUG.
9. **INSULATION** - INCLUDES EXCAVATION OF LEVEL SUBSOIL FOR INSTALLATION OF FOAM BOARD INSULATION AT DESCRIBED DIMENSIONS.
10. **LOWER WATER MAIN** - MODIFY WATER MAIN PIPING TO AVOID CONFLICT OR INSUFFICIENT SEPARATION BETWEEN STORM SEWER PIPING. INCLUDES LOCATING, MEASURING, AND CALCULATING WATER MAIN SEPARATION DISTANCE FOR LAYOUT OF VERTICAL OFFSET BENDS. INCLUDES ALL CUTTING, FITTINGS, CONNECTIONS, INSULATION, DISINFECTION, AND ASSOCIATED WORK REQUIRED TO LOWER WATER MAIN UNDER THE IDENTIFIED CONFLICT LOCATION.
11. **EXPLORATORY EXCAVATION** - EXCAVATION TO VERIFY DEPTH AND LOCATION OF SANITARY SEWER OR WATER MAIN PIPING AT STORM SEWER CROSSING LOCATIONS AND CALCULATION OF SEPARATION DISTANCE FOR DETERMINATION OF NEED FOR LOWERING OR INSULATION.
12. **PROTECT** EXISTING WATER MAIN OR SANITARY SEWER MAIN DURING CONSTRUCTION AND STORM SEWER INSTALLATION. (INCIDENTAL) UTILITY IS EXPECTED 18" OR MORE BELOW STORM SEWER, BUT USE CAUTION AND VERIFY CLEARANCES.



NOTES:

EXISTING WATER MAIN DEPTH IS UNCERTAIN BUT WAS ASSUMED AT 7.5' BELOW EXISTING GRADE FOR IDENTIFICATION OF POSSIBLE CONFLICT LOCATIONS.

FIELD DETERMINATIONS SHALL BE MADE WITH CONSULTATION OF ENGINEER AND VILLAGE OF TURTLE LAKE REGARDING WHETHER INSULATION OR LOWERING OF WATER MAIN IS REQUIRED AT NEW STORM SEWER CROSSINGS OR SHALLOW DEPTHS. DESIRED SEPARATION WHERE WATER MAINS CROSS UNDER STORM SEWERS IS 18". IF SEPARATION IS LESS THAN 18", LOWERING OR INSULATING OF WATER MAIN MAY BE REQUIRED.

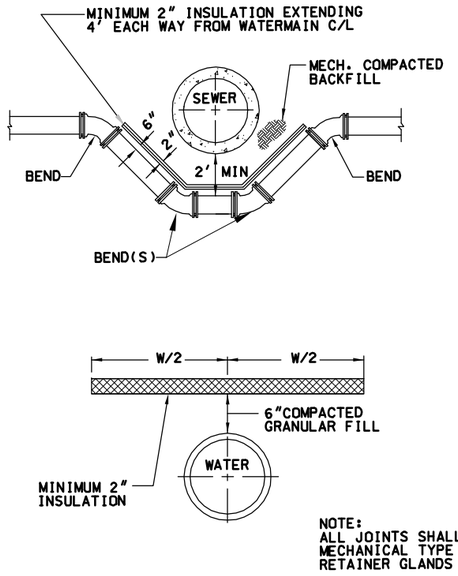
QUANTITIES AND LOCATIONS FOR ADJUSTMENTS OF EXISTING BOXES AND CASTINGS, VERSUS REPLACEMENT, ARE ESTIMATED. UPON UNCOVERING OF EXISTING CASTINGS AND BOXES DURING CONSTRUCTION, VERIFY WITH VILLAGE OF TURTLE LAKE ON CONDITION OF EXISTING FEATURES AND WHETHER THEY CAN BE ADJUSTED, OR IF REPLACEMENT IS WARRANTED. DEPENDING ON UNCOVERED CONDITION OF EXISTING FEATURES, CONTRACTOR MAY BE REQUIRED TO REPLACE MORE OR FEWER CASTINGS OR BOX TOPS.

MINOR ADJUSTMENTS OF EXISTING VALVE BOX TOPS AND CURB STOP BOXES IN TURF AREAS ARE CONSIDERED INCIDENTAL.

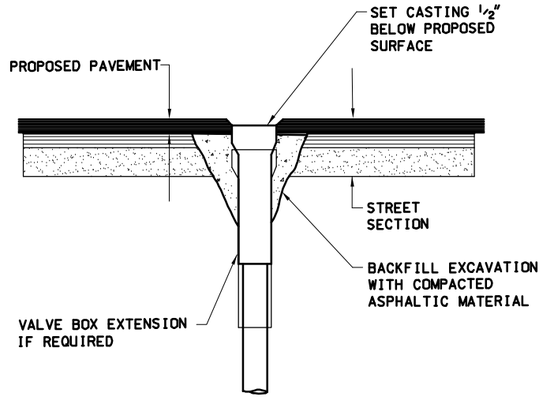
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN: SANITARY SEWER AND WATER MAIN	SHEET	E

FILE NAME : P:\PT\T\TURTL\080200\2016 DOT UTIL RELOC\CAD\FROM MSA\SAN_WATER SHEETS.DWG
LAYOUT NAME - 050102-PP

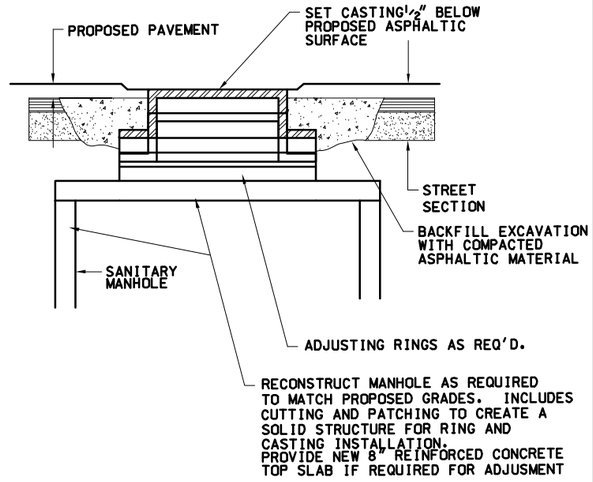
PLOT DATE : 12/14/2016 8:35 AM PLOT BY : BRYAN CUNNINGHAM PLOT NAME : PLOT SCALE : 1 IN: 40 FT



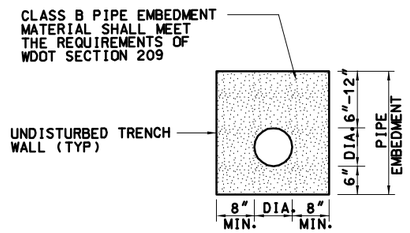
LOWER WATER MAIN W/INSULATION



VALVE BOX ADJUSTMENT



MANHOLE CASTING ADJUSTMENT



NOTE: CLASS B PIPE EMBEDMENT SHALL BE INCIDENTAL TO ALL PIPE INSTALLATION

CLASS B PIPE EMBEDMENT

NOTE: ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

MATCHLINE 603+00"CH"

CHERRY STREET

(TO BE REMOVED BY OTHERS)

1.20 W1-6R 48"X24"

1.21 W1-6L 48"X24"

1.22 SPEED LIMIT 35 R2-1 24"X30"

1.23 R7-1-D 18"X24"

E1.8 STOP

E1.11 STOP

1.17 STOP R1-1 36"X36"

STOP (TO REMAIN)

602+00"CH"

601+00"CH"

1.18 W1-1L 36"X36"

E1.10 NO PARKING ANY TIME (ON UTILITY POLE)

1.19 R7-1-D 18"X24"

E1.9 NO PARKING ANY TIME

NO PARKING ANY TIME (TO REMAIN)

GRASS

INL

WV

1287+00"WB"

1287+00"EB"

1286+00"EB" 1286+00"WB"

1285+00"EB"

1284+00"EB"

MATCHLINE 1288+00"EB"

1.11 R3-6-XL 42"X48"

1.12 R3-6-R 42"X48"

OVERHEAD SIGN SUPPORT (S-3-004)

EAST 8 COUNTY K 1.13 J3-2 48"X57"

USH 8

E1.1 NO PARKING ANY TIME

1.3 R7-1-D 18"X24"

GRASS

E1.7 NO PARKING ANY TIME

1.9 W3-2 36"X36"

1.8 R7-1-D 18"X24"

1.10 R4-7 24"X30"

(TO BE REMOVED BY OTHERS)

E1.12 ATV ROUTE

(TO BE REMOVED BY OTHERS)

E1.5

Business District E1.6 (TO BE REMOVED BY OTHERS)

SPEED LIMIT 35 YOUR SPEED XX E1.12 (TO REMAIN)

JCT COUNTY K (TO REMAIN)

1.1 W2-6 30"X30"

15 M.P.H. 1.2 W13-1 18"X18"

ASPHALT

E1.3 STOP

1.5 STOP R1-1 36"X36"

E1.4 STOP (TO BE REMOVED BY OTHERS)

9+00"PR"

10+00"PR"

11+00"PR"

PROSSER AVENUE

1.15 NO PARKING ANY TIME R7-1-D 18"X24"

1.6 STOP R1-1 30"X30"

(SEE SIGN PLATE DETAILS) Norway St 1.7 D1-1 78"X15"

SIGN

GUY

ASPHALT

1.14 NO PARKING ANY TIME R7-1-D 18"X24"

12+00"PR"

MATCHLINE 12+00"PR"

1.4 STOP R1-1 30"X30"

E1.2 STOP

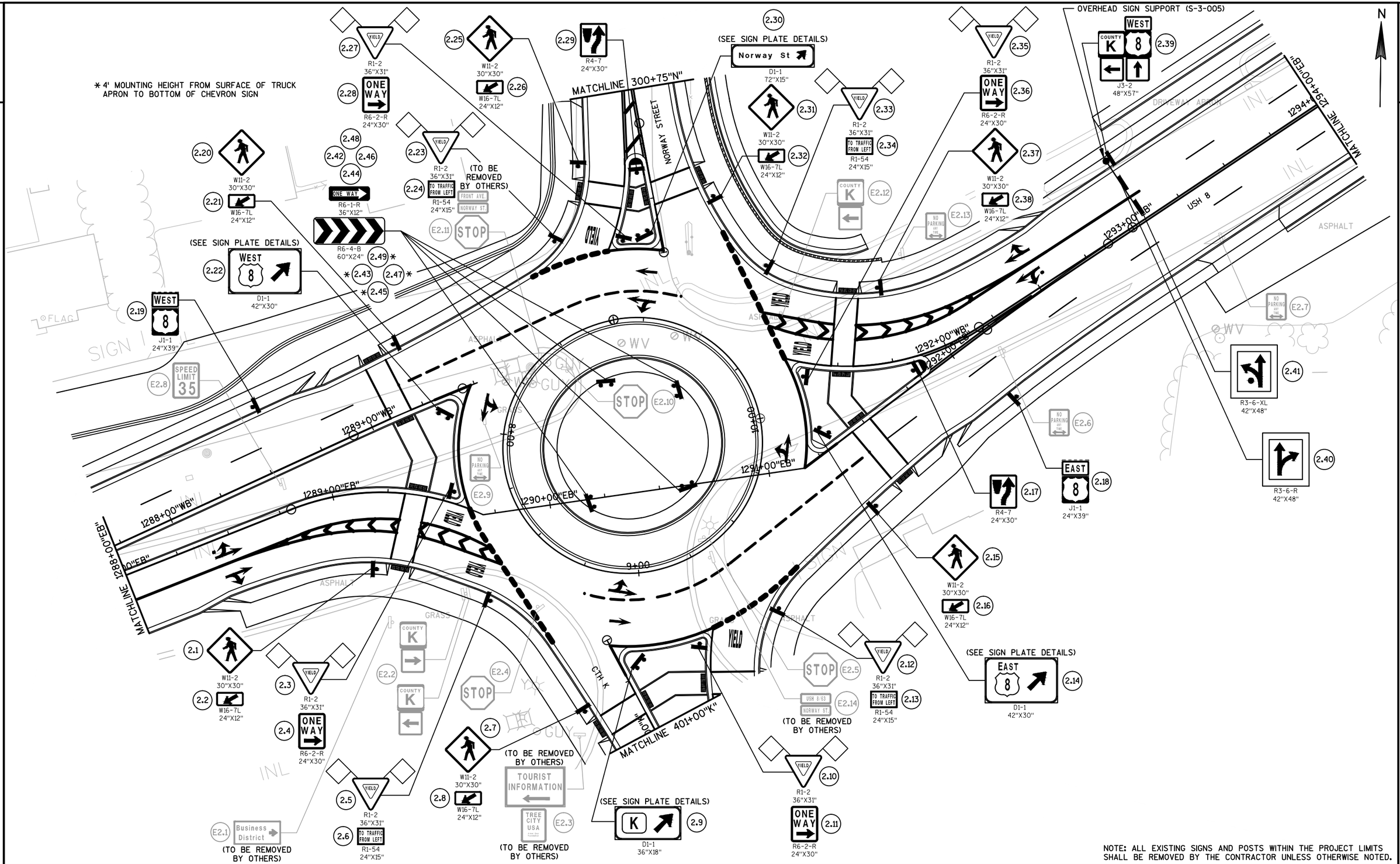
STOP (TO REMAIN)

OSTERMANN DRIVE

TO 8 COUNTY K 1.16 J22-2 48"X57"

N

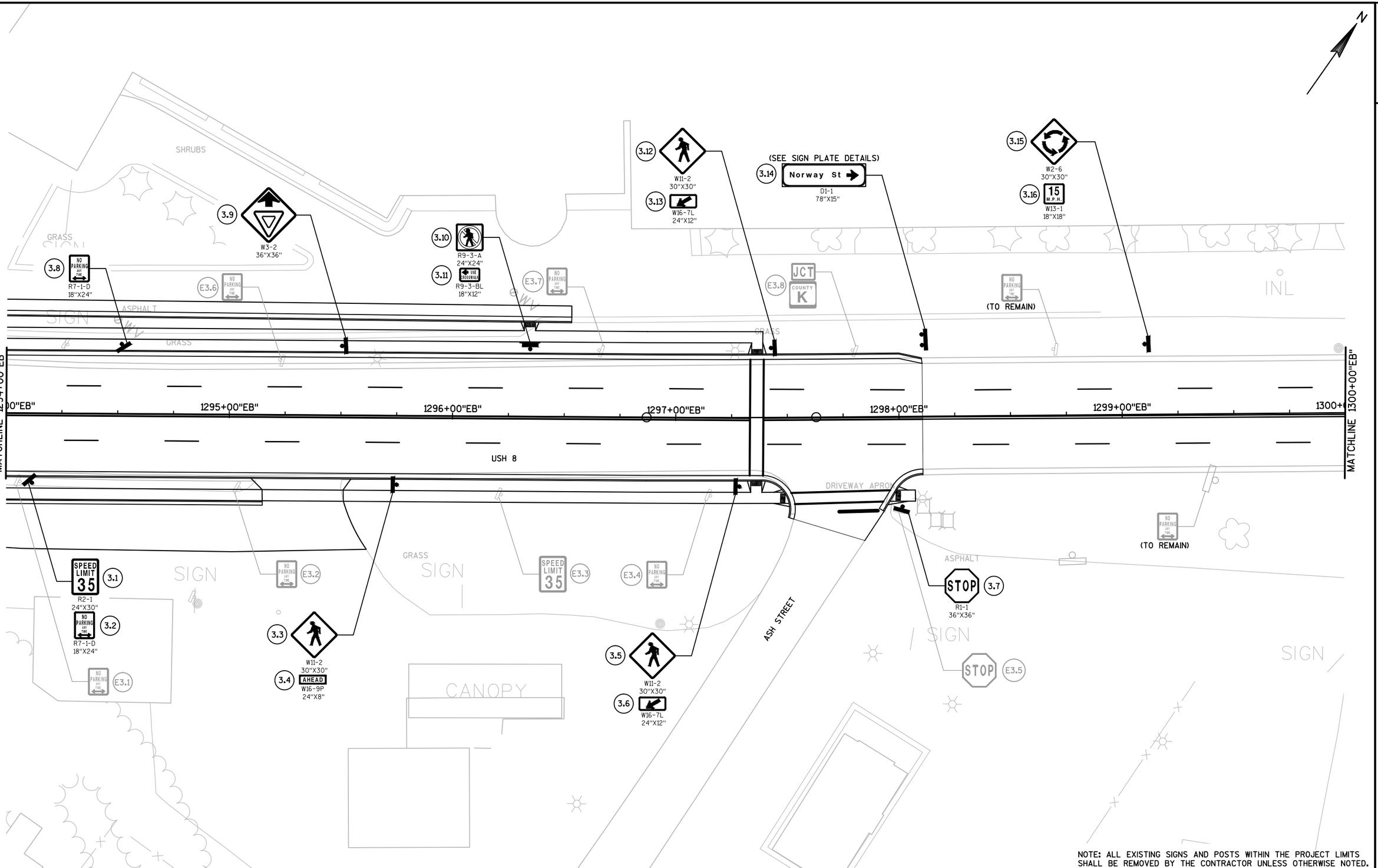
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 73 E



NOTE: ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 74 E

2



NOTE: ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 75	E

2

E3.9

3.17

W11-2
30"X30"

AHEAD 3.18
W16-9P
24"X8"

DRIVEWAY APRON

JCT 3.19
COUNTY K
J1-1
24"X39"

SPEED LIMIT 35
YOUR SPEED XX
(TO REMAIN)

INL

SIGN

TAMARACK STREET

N

MATCHLINE 1300+00"EB"

00"EB"

1301+00"EB"

1302+00"EB"

INL

MATCHLINE WITH PROJECT 1570-02-75

USH 8

NO PARKING ANY TIME
(TO REMAIN)

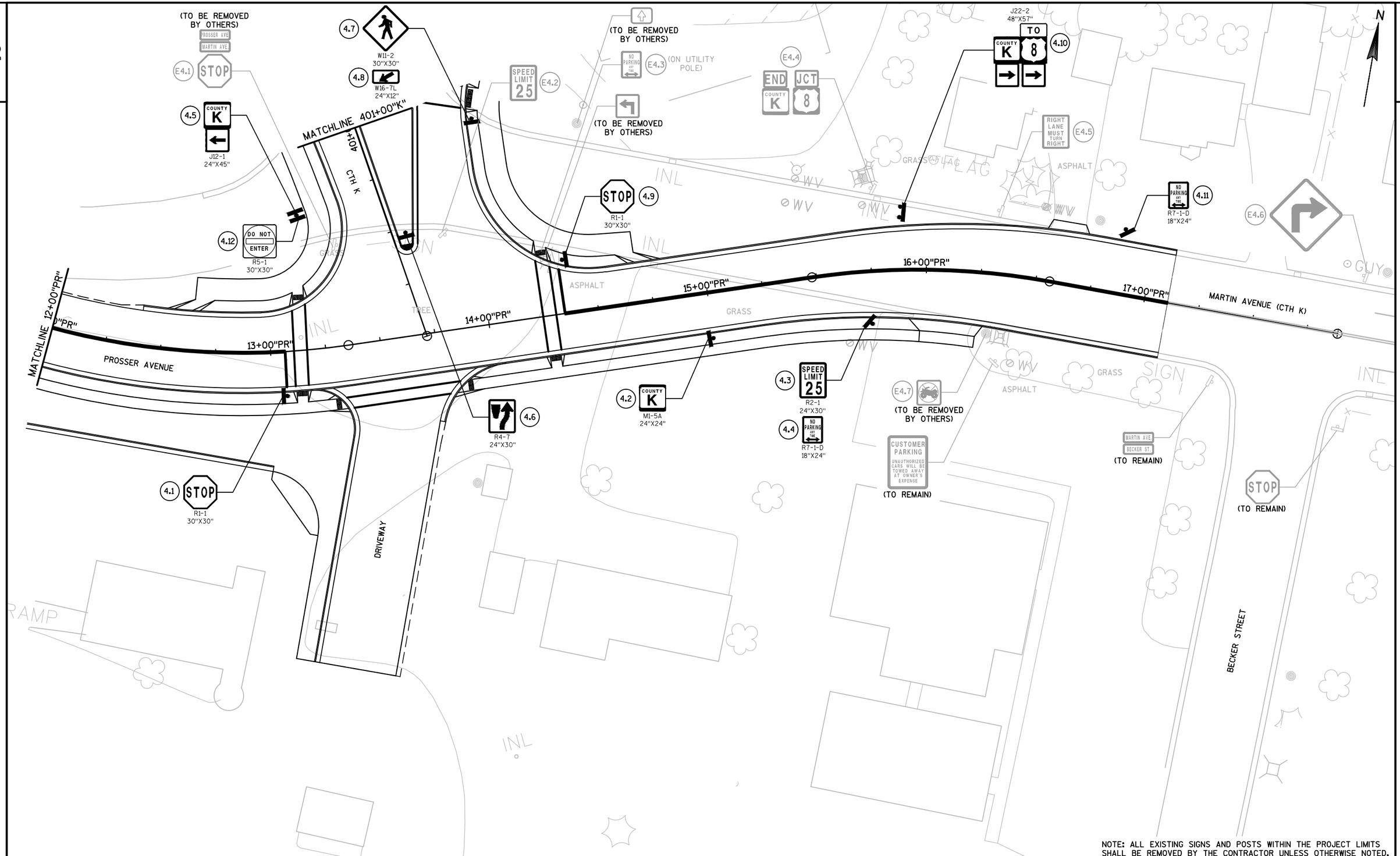
INL

T LIMITS
OTED.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 76	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023203A-PS

PLOT DATE : 2/2/2017 12:50 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1:40_XREF



NOTE: ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 77	E

2

N

5.6 W11-2 30"X30"

5.7 W16-7L 24"X12"

303+00"N"

GRASS

SHRUBS

STOP 5.3 R1-1 30"X30"

204+00"SL"

203+00"SL"

202+00"SL"

SOLDNER AVENUE

GRASS

201+00"SL"

605+00"CH"

302+00"N"

NORWAY STREET

5.8 W11-2 30"X30"

5.9 W16-7L 24"X12"

INL

WV

5.4 STOP R1-1 30"X30"

EAST 8 COUNTY K WEST 8

5.5 J3-3 72"X57"

ASPHALT

GRASS

301+00"N"

MATCHLINE 300+75"N"

5.1 STOP R1-1 30"X30"

E5.1 STOP

604+00"CH"

CHERRY STREET

5.2 W1-3R 24"X24"

0"CH"

MATCHLINE 603+00"CH"

NOTE: ALL EXISTING SIGNS AND POSTS WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNING	SHEET 78	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023205-PS

PLOT DATE : 2/2/2017 12:50 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

2

CHERRY STREET

USH 8

CTH K

PROSSER AVENUE

ST. CROIX TRIBE (PRIVATE)
(FIBER OPTIC)

XCEL ENERGY & NORTHWEST COMMUNITY
COMMUNICATIONS (OVERHEAD)

NORTHWEST COMMUNITY
COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

CHARTER (COMMUNICATIONS)

XCEL ENERGY (LIGHT POLE & OVERHEAD)

101+00

102+00

103+00

104+00

105+00

106+00

MATCHLINE 106+50

PC: 104+43.24

CAUTION

OH

STA. 102+35.0, 25.0' RT.

WE ENERGIES (GAS)
(TO BE ABANDONED
PRIOR TO CONSTRUCTION)

VILLAGE OF TURTLE LAKE
(SANITARY & WATERMAIN)

CENTURYLINK (COMMUNICATIONS)

STA. 103+87.0, 25.0' RT.

XCEL ENERGY (LIGHT POLE
& OVERHEAD)

STA. 105+31.0, 25.0' RT.

N

LEGEND

TEMPORARY LIGHTING UNIT

OH OVERHEAD SPAN WIRE

ASPHALTIC SURFACE TEMPORARY

MATCHLINE 106+50

PC: 107+33.37

PT: 108+38.51

107+00

108+00

109+00

110+00

111+00

112+00

MOSAIC TELECOM (COMMUNICATIONS)

CHARTER (COMMUNICATIONS)

VILLAGE OF TURTLE
LAKE (SANITARY)

HO

STA. 106+72.0, 25.0' RT.

STA. 108+25.0, 25.0' RT.

VILLAGE OF TURTLE LAKE (WATERMAIN)

ESTIMATED EXTENT OF SOIL CONTAMINATION

CAUTION

WE ENERGIES (GAS)

JAMES HUBERTY
31 MARTIN AVE W

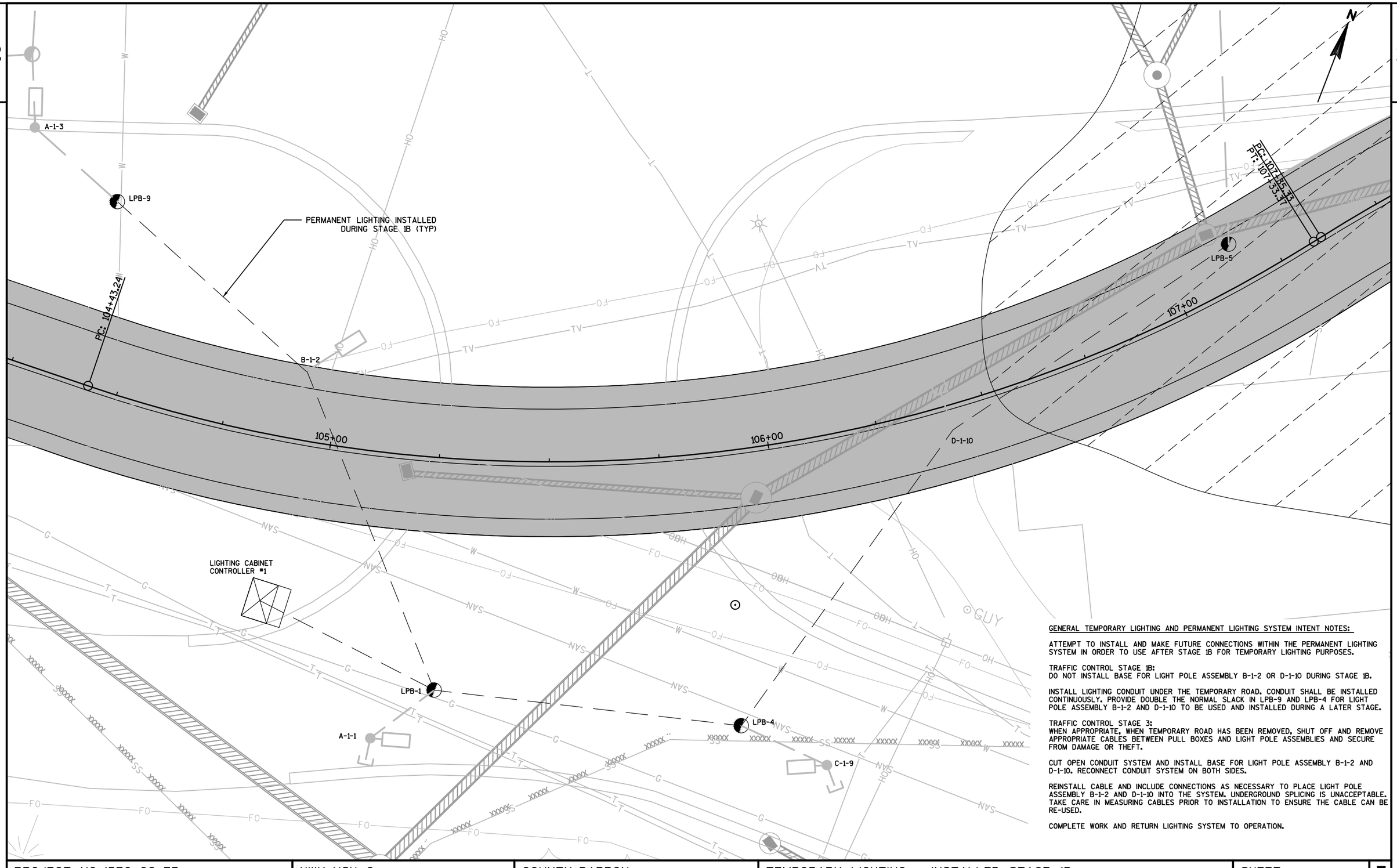
WHERLEYS NEW FRONTIER INC.
440 USH 8 & 63

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY LIGHTING - STAGE 1B	SHEET 79	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\LIGHTING\023501-LT.DWG
LAYOUT NAME - 023501-LT

PLOT DATE : 10/26/2016 7:20 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



GENERAL TEMPORARY LIGHTING AND PERMANENT LIGHTING SYSTEM INTENT NOTES:

ATTEMPT TO INSTALL AND MAKE FUTURE CONNECTIONS WITHIN THE PERMANENT LIGHTING SYSTEM IN ORDER TO USE AFTER STAGE 1B FOR TEMPORARY LIGHTING PURPOSES.

TRAFFIC CONTROL STAGE 1B:
DO NOT INSTALL BASE FOR LIGHT POLE ASSEMBLY B-1-2 OR D-1-10 DURING STAGE 1B.

INSTALL LIGHTING CONDUIT UNDER THE TEMPORARY ROAD. CONDUIT SHALL BE INSTALLED CONTINUOUSLY. PROVIDE DOUBLE THE NORMAL SLACK IN LPB-9 AND LPB-4 FOR LIGHT POLE ASSEMBLY B-1-2 AND D-1-10 TO BE USED AND INSTALLED DURING A LATER STAGE.

TRAFFIC CONTROL STAGE 3:
WHEN APPROPRIATE, WHEN TEMPORARY ROAD HAS BEEN REMOVED, SHUT OFF AND REMOVE APPROPRIATE CABLES BETWEEN PULL BOXES AND LIGHT POLE ASSEMBLIES AND SECURE FROM DAMAGE OR THEFT.

CUT OPEN CONDUIT SYSTEM AND INSTALL BASE FOR LIGHT POLE ASSEMBLY B-1-2 AND D-1-10. RECONNECT CONDUIT SYSTEM ON BOTH SIDES.

REINSTALL CABLE AND INCLUDE CONNECTIONS AS NECESSARY TO PLACE LIGHT POLE ASSEMBLY B-1-2 AND D-1-10 INTO THE SYSTEM. UNDERGROUND SPLICING IS UNACCEPTABLE. TAKE CARE IN MEASURING CABLES PRIOR TO INSTALLATION TO ENSURE THE CABLE CAN BE RE-USED.

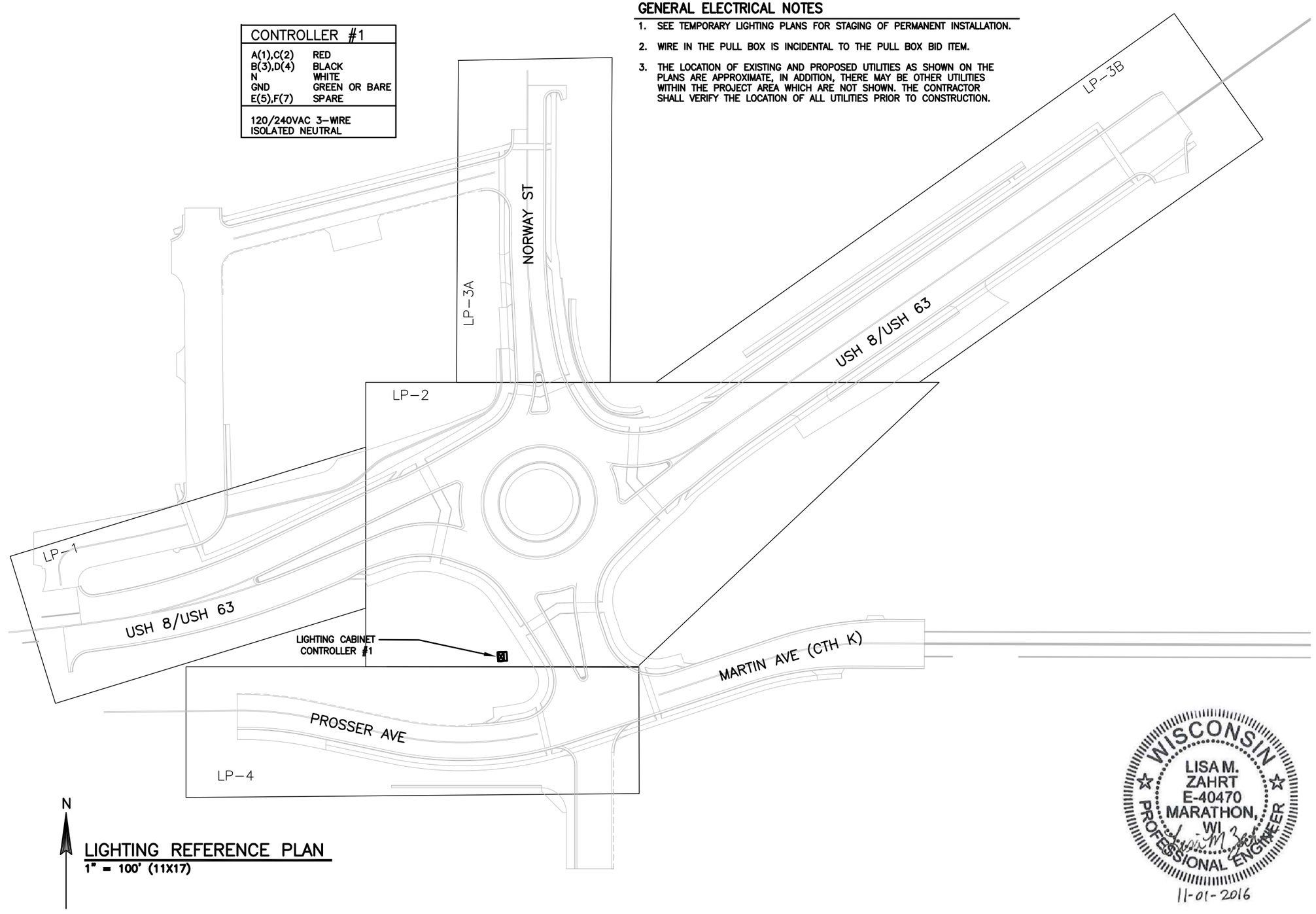
COMPLETE WORK AND RETURN LIGHTING SYSTEM TO OPERATION.

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY LIGHTING - INSTALLED STAGE 1B	SHEET 80	E

CONTROLLER #1	
A(1),C(2)	RED
B(3),D(4)	BLACK
N	WHITE
GND	GREEN OR BARE
E(5),F(7)	SPARE
120/240VAC 3-WIRE ISOLATED NEUTRAL	

GENERAL ELECTRICAL NOTES

1. SEE TEMPORARY LIGHTING PLANS FOR STAGING OF PERMANENT INSTALLATION.
2. WIRE IN THE PULL BOX IS INCIDENTAL TO THE PULL BOX BID ITEM.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.



LIGHTING REFERENCE PLAN

1" = 100' (11X17)

WISCONSIN
LISA M. ZAHRT
E-40470
MARATHON, WI
PROFESSIONAL ENGINEER
11-01-2016

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	LIGHTING REFERENCE PLAN	SHEET LR	E

FILE NAME : P:\M0820200_MSA - USH 63\CAD_DRAWINGS\LR-1.DWG PLOT DATE : 11/1/2016 12:06 PM PLOT BY : CHRISTEL A. SIMONIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

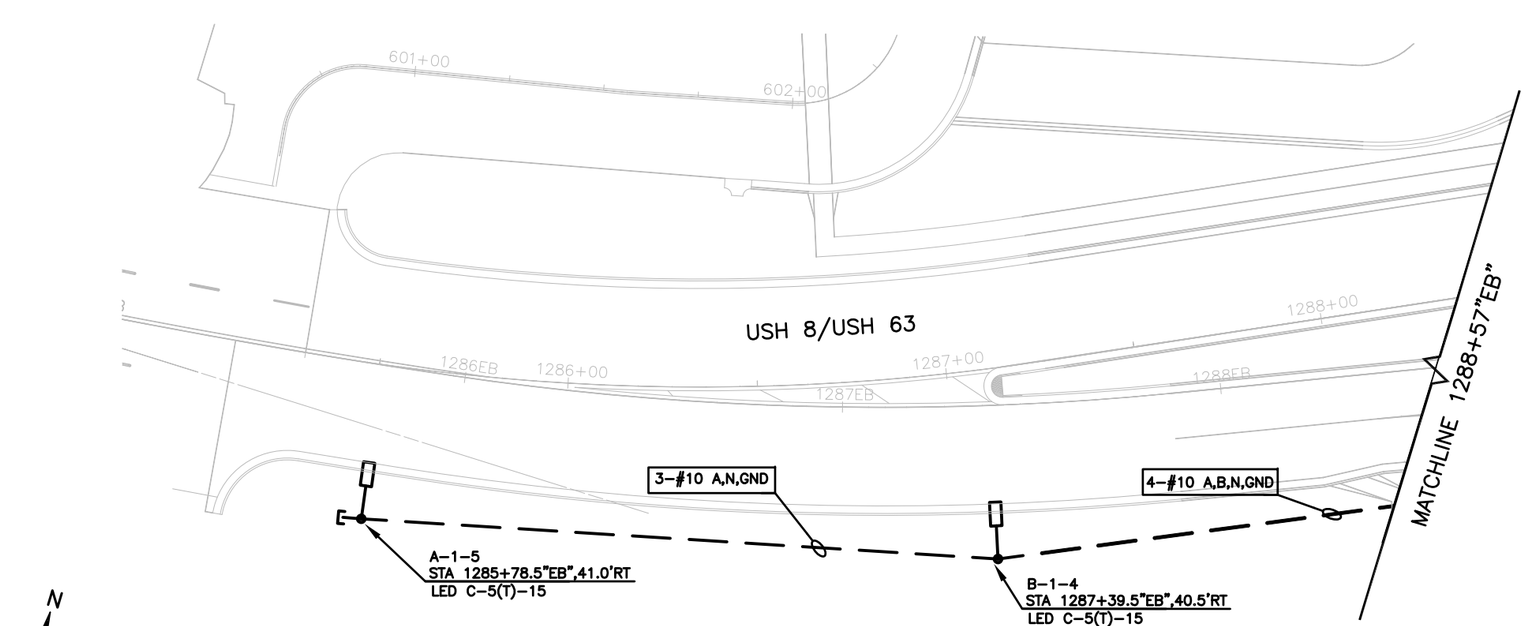
LEGEND

- LIGHTING UNIT
- CONDUIT RIGID NONMETALLIC (PVC) SCHEDULE 40 2-INCH EXCEPT WHERE NOTED.
- 5-#8 X,X,N,GND
  - CONDUCTOR CIRCUIT IDENTIFIER (CIRCUIT: A,B,C,D NEUTRAL: N GROUND: GND)
  - CONDUCTOR SIZE (AWG)
  - NUMBER OF CONDUCTORS
- LIGHTING PULL BOX (LPB), 24" X 42"
- CONDUIT STUB-OUT
- LIGHTING CABINET CONTROLLER #1 (BASE MOUNT)

LEGEND-CONTINUED

A-DB-2
STA 000+00,00,00.0'RT — LOCATION (TO CENTER OF POLE)
LED C-5(T)-15

- CIRCUIT
- SOURCE
- POLE NUMBER
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION



LIGHTING PLAN 1

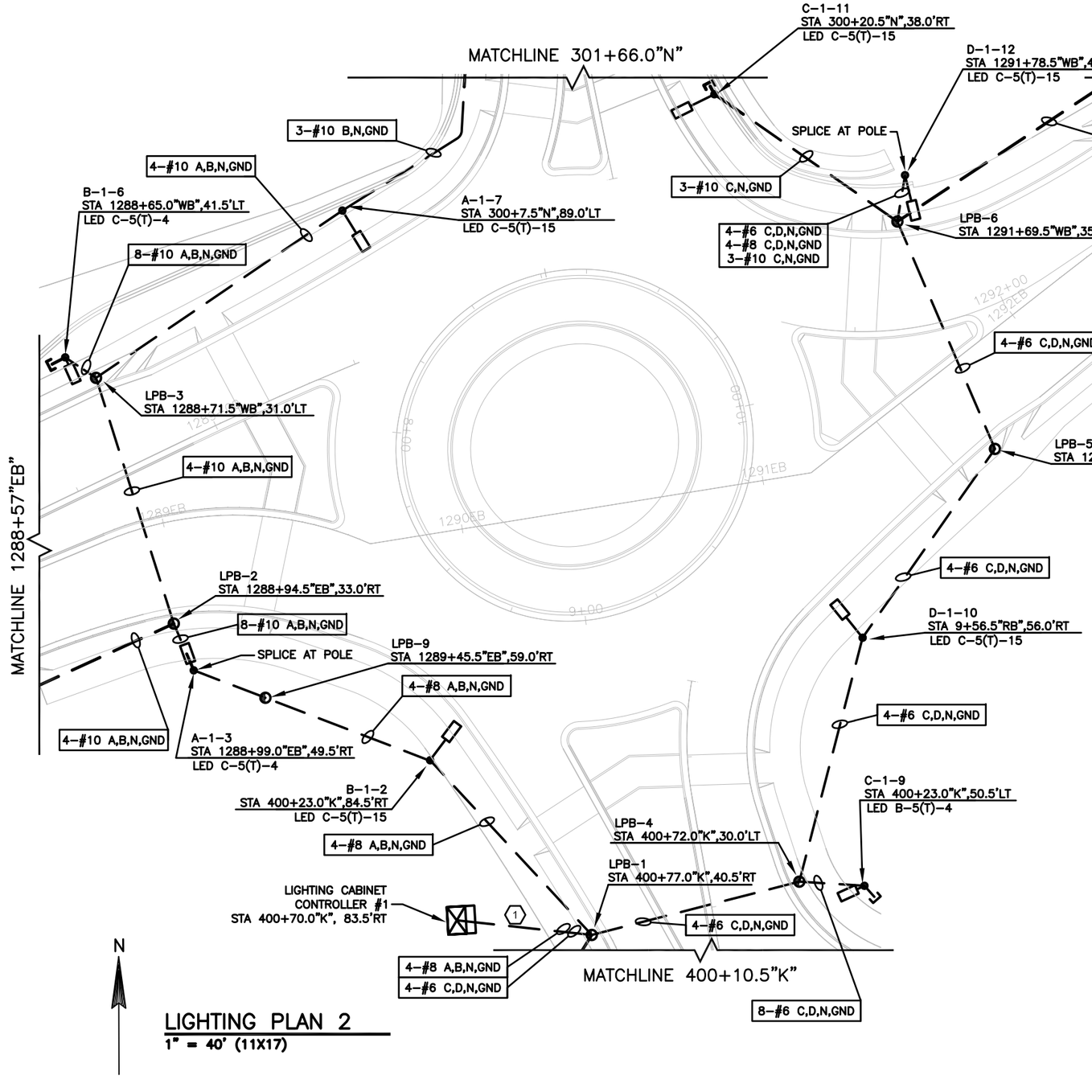
1" = 40' (11X17)

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	LIGHTING PLAN	SHEET LF 82	E

2

GENERAL ELECTRICAL NOTES

1. SEE TEMPORARY LIGHTING PLANS FOR STAGING OF PERMANENT INSTALLATION.



LIGHTING PLAN 2

1" = 40' (11X17)

KEYNOTES

1. CONTRACTOR TO INSTALL (2) 2-INCH RIGID NONMETALLIC SCHEDULE 40 CONDUITS BETWEEN CONTROLLER #1 AND LPB-1. ONLY (1) CONDUIT SHOWN ON THIS DRAWING TO MAINTAIN CLARITY.

LEGEND

- LIGHTING UNIT
- CONDUIT RIGID NONMETALLIC (PVC) SCHEDULE 40 2-INCH EXCEPT WHERE NOTED.
- 5-#8 X,X,N,GND — CONDUCTOR CIRCUIT IDENTIFIER (CIRCUIT: A,B,C,D NEUTRAL: N GROUND: GND); CONDUCTOR SIZE (AWG); NUMBER OF CONDUCTORS
- LIGHTING PULL BOX (LPB), 24" X 42"
- CONDUIT STUB-OUT
- LIGHTING CABINET CONTROLLER #1 (BASE MOUNT)

A-DB-2 — CIRCUIT; SOURCE; POLE NUMBER
STA 000+00,00,00.0'RT — LOCATION (TO CENTER OF POLE)
LED C-5(T)-15 — LUMINAIRE ARM LENGTH IN FEET; POLE TYPE (T) INCLUDES TRANSFORMER BASE; LUMINAIRE DESIGNATION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	LIGHTING PLAN	SHEET LP-83	E

2

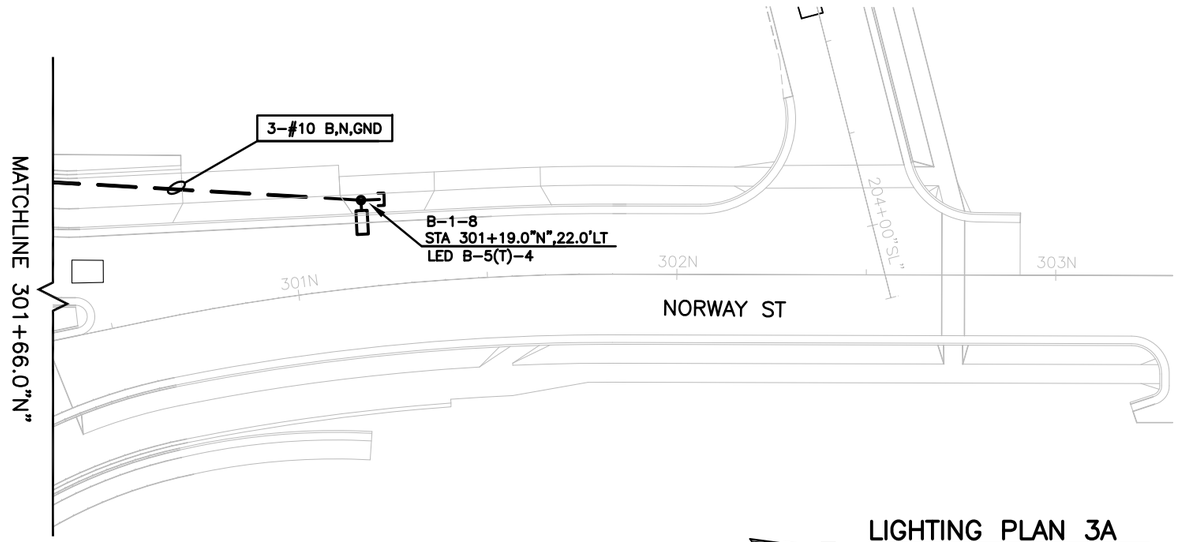
LEGEND

- LIGHTING UNIT
- CONDUIT RIGID NONMETALLIC (PVC) SCHEDULE 40 2-INCH EXCEPT WHERE NOTED.
- 5-#8 X,X,N,GND
  - CONDUCTOR CIRCUIT IDENTIFIER (CIRCUIT: A,B,C,D NEUTRAL: N GROUND: GND)
  - CONDUCTOR SIZE (AWG)
  - NUMBER OF CONDUCTORS
- LIGHTING PULL BOX (LPB), 24" X 42"
- CONDUIT STUB-OUT
- LIGHTING CABINET CONTROLLER #1 (BASE MOUNT)

LEGEND-CONTINUED

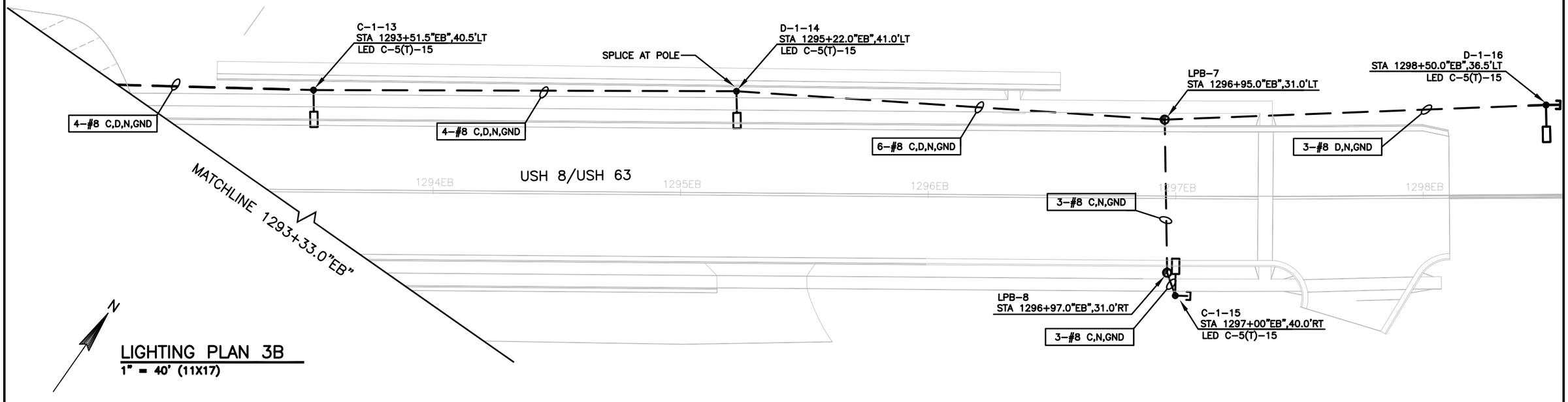
A-DB-2
STA 000+00,00,00.0'RT — LOCATION (TO CENTER OF POLE)
LED C-5(T)-15

- CIRCUIT
- SOURCE
- POLE NUMBER
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION



N

LIGHTING PLAN 3A
1" = 40' (11X17)

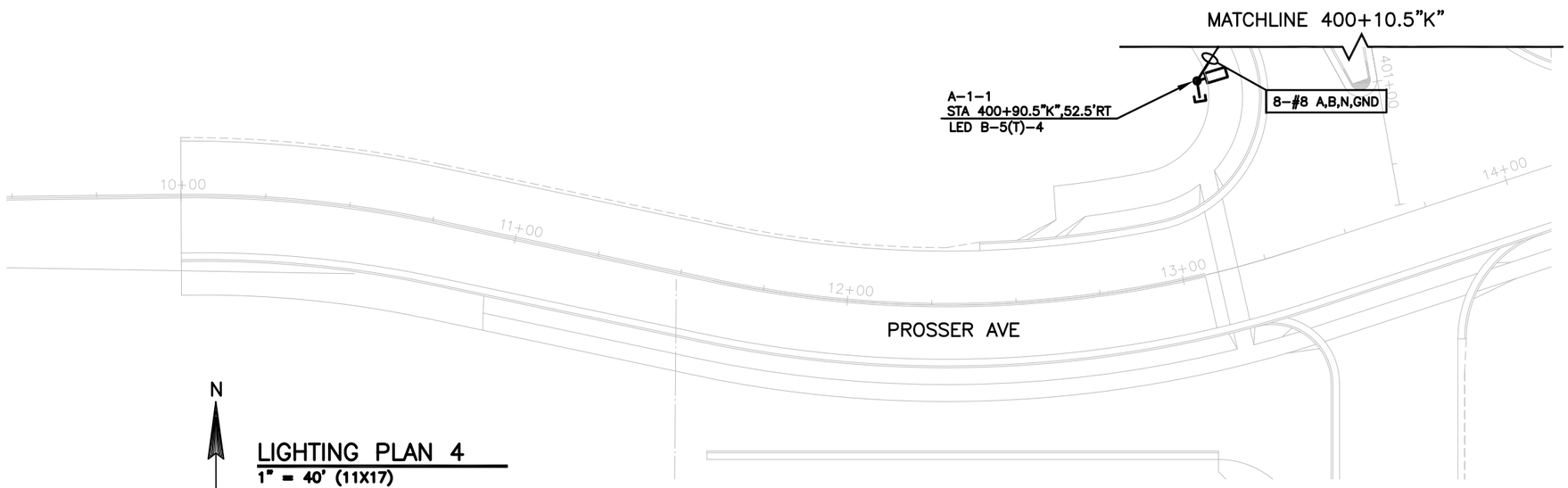


N

LIGHTING PLAN 3B
1" = 40' (11X17)

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	LIGHTING PLANS	SHEET LP 84	E

2



N

LIGHTING PLAN 4

1" = 40' (11X17)

LEGEND

- LIGHTING UNIT
- CONDUIT RIGID NONMETALLIC (PVC) SCHEDULE 40 2-INCH EXCEPT WHERE NOTED.
- 5-#8 X,X,N,GND
  - CONDUCTOR CIRCUIT IDENTIFIER (CIRCUIT: A,B,C,D NEUTRAL: N GROUND: GND)
  - CONDUCTOR SIZE (AWG)
  - NUMBER OF CONDUCTORS
- LIGHTING PULL BOX (LPB), 24" X 42"
- CONDUIT STUB-OUT
- LIGHTING CABINET CONTROLLER #1 (BASE MOUNT)

LEGEND-CONTINUED

A-DB-2
STA 000+00,00,00.0'RT
LED C-5(T)-15

- CIRCUIT
- SOURCE
- POLE NUMBER
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	LIGHTING PLANS	SHEET LP 85	E

SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. ENGINEER SHALL INSPECT THE POLE LOCATIONS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

2. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS TO BE APPROVED BY THE ENGINEER.

3. LOCATION FOR GUYING OF POLES SHALL BE APPROVED BY THE ENGINEER.

4. THE CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATION AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION AND ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS.

5. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK, IF POSSIBLE. LOCATE PEDESTRIAN PUSH BUTTONS LESS THAN 2 FEET FROM EXISTING SURFACE PAVEMENT AS INDICATED IN THE MUTCD SECTION 4E.08. IF A UTILITY CONFLICT REQUIRES RELOCATION, TEMPORARY ASPHALT MAY BE INSTALLED TO ACHIEVE ADA, PROWAG, AND MUTCD COMPLIANCE AS DIRECTED BY THE ENGINEER.

6. ALL LENSES ARE 12-INCH LED.

7. ALL OVERHEAD FACILITIES SHALL MAINTAIN A MINIMUM CLEARANCE OF 18-FEET FROM THE PAVEMENT TO THE OVERHEAD OBSTRUCTION.

8. ANY DAMAGE TO COMPLETED CONSTRUCTION DURING TEMPORARY SIGNAL INSTALLATION OR REMOVAL SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR POWER INSTALLATION WITH THE LOCAL UTILITY. CONTACT IS XCEL ENERGY:
JAKE MILLER
PHONE: (715) 268-3227
EMAIL: JAKE.I.MILLER@XCELENERGY.COM

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT PAVEMENT
- TEMPORARY POLE
- TEMPORARY LUMINAIRE
- CONTROL CABINET
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- (PY) YELLOW ARROW
- GREEN ARROW
- BAG/COVER SIGNAL HEAD
- XX DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- NON-INTRUSIVE VEHICLE DETECTION AREA
- VIDEO/MICROWAVE DETECTION CAMERA
- PEDESTRIAN HEAD
- PB PUSH BUTTON
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- —OH— OVERHEAD SIGNAL WIRE
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNAL GENERAL NOTES AND LEGEND	SHEET 86	E

2

2

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. (UTILITY POLE WITH LIGHT & PEDESTAL BASE)

CENTURYLINK (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

XCEL ENERGY (OVERHEAD)

CENTURYLINK PEDESTAL BASE

WE ENERGIES (GAS)

EXISTING LIGHT POLE
(XCEL ENERGY)
(REMOVE BY OTHERS)

CHARTER COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

CENTURYLINK (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

TEMPORARY PEDESTRIAN SAFETY FENCE (TYP)

75' FROM STOP LINE

75' FROM STOP LINE

75' FROM STOP LINE

CAUTION

CAUTION

CAUTION

CAUTION

SB1 SB2 SB3 SB4 SB5

CB1

1A 2A 2B 2C 4A 4B 4C 5A 5B 5C 6A 6B 8A 8B 8C 8-1 8-2

40 41 50 51 80 81 82

PCC: 1285+96.88

BP: 100+00.00

1284+00 "EB"

1285+00 "EB"

1287+00 "EB"

101+00

102+00

N

TRAFFIC CONTROL SIGNAL
USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON

CABINET TYPE: ECONOLITE
CONTROLLER TYPE: TEMP
SIGNAL NO. N/A

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER
APPROVED
DATE _____ STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE 2 OF 7

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNALS - STAGE 1B	SHEET 87	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP SIGNALS\024101-ST.DWG
LAYOUT NAME - 024101-ST

PLOT DATE : 11/1/2016 8:36 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. (UTILITY POLE WITH LIGHT & PEDESTAL BASE)

CENTURYLINK (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

XCEL ENERGY (OVERHEAD)

WE ENERGIES (GAS)

CENTURYLINK PEDESTAL BASE

EXISTING LIGHT POLE (XCEL ENERGY) (REMOVE BY OTHERS)

CHARTER COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

TEMPORARY PEDESTRIAN SAFETY FENCE (TYP)

75' FROM STOP LINE

CAUTION

SB1 SB2 SB3 SB4 SB5

CB1

4A 4B 4C 5A 5B 6A 6B 8A 8B 8C 1A 1B 2A 2B 2C 8-1 8-2

BP: 100+00.00

PCC: 1285+96.88

84+00 "EB"

101+00

102+00

1285+00 "EB"

1286+00 "EB"

1287+00 "EB"

10 11 40 41 50 51 80 81 82

TRAFFIC CONTROL SIGNAL
USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON

CABINET TYPE: ECONOLITE
SIGNAL NO. N/A CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE _____ REGION TRAFFIC ENGINEER
APPROVED
DATE _____ STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE 3 OF 7

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNALS - STAGE 2A	SHEET 88	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP SIGNALS\024102-ST.DWG
LAYOUT NAME - 024102-ST

PLOT DATE : 11/1/2016 8:37 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

TEMPORARY PEDESTRIAN SAFETY FENCE (TYP)

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. (UTILITY POLE WITH LIGHT & PEDESTAL BASE)

CENTURYLINK (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

XCEL ENERGY (OVERHEAD)

WE ENERGIES (GAS)

CHARTER COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

CENTURYLINK PEDESTAL BASE

EXISTING LIGHT POLE
(XCEL ENERGY)
(REMOVE BY OTHERS)

75' FROM STOP LINE

CAUTION

SB1 SB2 SB3 SB4 SB5

CB1

BP: 100+00.00

PCC: 1285+96.88

1284+00 "EB"

1285+00 "EB"

1287+00 "EB"

101+00

102+00

10 11 20 21 40 41 80 81 82

8-1 8-2

TRAFFIC CONTROL SIGNAL
USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON

CABINET TYPE: ECONOLITE
SIGNAL NO. N/A CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE_____ _____ REGION TRAFFIC ENGINEER
APPROVED
DATE_____ _____ STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE 4 OF 7

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNALS - STAGE 2B	SHEET 89	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP SIGNALS\024103-ST.DWG
LAYOUT NAME - 024103-ST

PLOT DATE : 11/1/2016 8:40 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. (UTILITY POLE WITH LIGHT & PEDESTAL BASE)

CENTURYLINK (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

XCEL ENERGY (OVERHEAD)

WE ENERGIES (GAS)

CENTURYLINK PEDESTAL BASE

EXISTING LIGHT POLE (XCEL ENERGY) (REMOVE BY OTHERS)

TEMPORARY PEDESTRIAN SAFETY FENCE (TYP)

TAKE CAUTION NEAR TEMPORARY POLES DURING CURB & GUTTER CONSTRUCTION & FINISHING (TYP)

COMPLETE CROSSHATCHED AREA AS SOON AS POSSIBLE TO IMPROVE TURNING MOVEMENTS. IF NOT WORKING NEAR THIS AREA PULL BACK TRAFFIC CONTROL DEVICES TO IMPROVE TRAFFIC SIGNAL OPERATIONS AND TURNING MOVEMENTS.

CHARTER COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE

CENTURYLINK (COMMUNICATIONS)

1284+00 "EB"

1285+00 "EB"

1285+96.88 PCC

1287+00 "EB"

75' FROM STOP LINE

CAUTION

SB1 SB2 SB3 SB4 SB5 CB1

41 40 51 50 11 10 81 82

TRAFFIC CONTROL SIGNAL
USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON

CABINET TYPE: ECONOLITE
SIGNAL NO. N/A CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

DATE_____ REGION TRAFFIC ENGINEER

APPROVED

DATE_____ STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE 5 OF 7

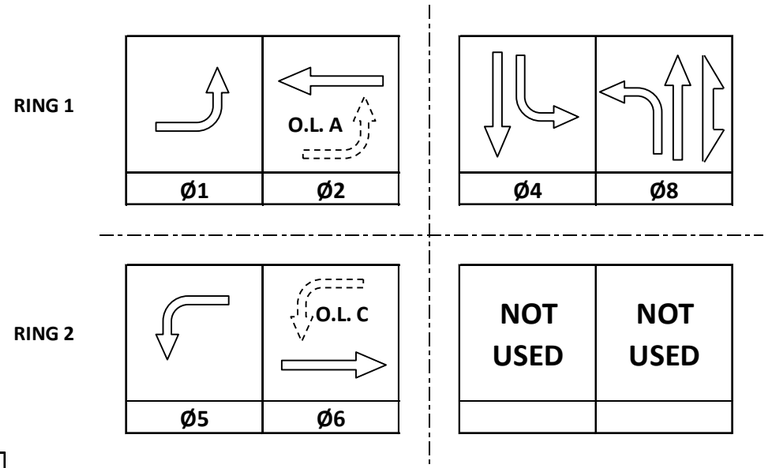
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNALS - STAGE 3	SHEET 90	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP SIGNALS\024104-ST.DWG
LAYOUT NAME - 024104-ST

PLOT DATE : 11/1/2016 8:39 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:20 FT

	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 2C	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5	5A, 5B	-
Ø6	6A, 6B, 6C	R
Ø7		
Ø8	8A, 8B, 8C	R
Ø2P		
Ø4P		
Ø6P		
Ø8P	8-1, 8-2	

O.L. Assignments		
OLA	1A, 1B	R ← Ø1
OLB		
OLC	5A, 5B	R ← Ø5
OLD		



CONTROLLER LOGIC

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

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	10	50	40	80	82			
ASSIGNED PHASE	1	5	4	8	8			
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6	2						
EXTEND	X	X	X	X	X			
DELAY	X	X	X	X	X			

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	11	51	41	81				
ASSIGNED PHASE	1	5	4	8				
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6	2						
EXTEND	X	X	X	X				
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NOT CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.
4. SIGNAL WILL DWELL IN PHASES 2 & 6.
5. PHASE 4 & 8 ARE SPLIT PHASE AS SHOWN IN THE RING / BARRIER DIAGRAM

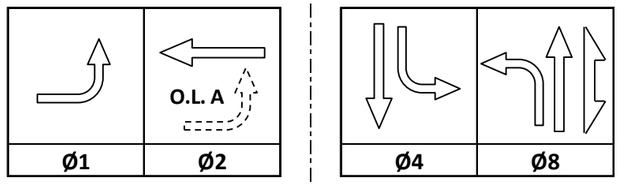
USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 07/08/2016 PAGE NO. 6 OF 7

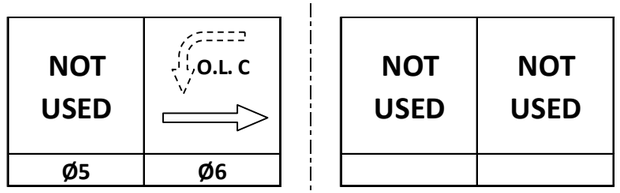
	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 2C	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5		
Ø6	6A, 6B, 6C	R
Ø7		
Ø8	8A, 8B, 8C	R
Ø2P		
Ø4P		
Ø6P		
Ø8P	8-1, 8-2	

			O.L. Assignments
OLA	1A, 1B	R ←	Ø1
OLB			
OLC	5A, 5B	R ←	Ø5
OLD			

RING 1

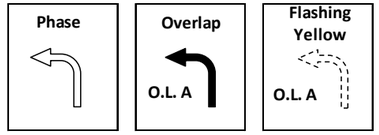


RING 2



BARRIER

Legend



CONTROLLER LOGIC

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

N

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	10	20	40	80	82											
ASSIGNED PHASE	1	2	4	8	8											
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6															
EXTEND	X	X	X	X	X											
DELAY	X	X	X	X	X											

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	11	21	41	81												
ASSIGNED PHASE	1	2	4	8												
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6															
EXTEND	X	X	X	X												
DELAY																

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NOT CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.
4. SIGNAL WILL DWELL IN PHASES 2 & 6.
5. PHASE 4 & 8 ARE SPLIT PHASE AS SHOWN IN THE RING / BARRIER DIAGRAM

USH 8 & CHERRY STREET
VILLAGE OF TURTLE LAKE
BARRON COUNTY

SIGNAL NO: 1 CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 07/08/2016 PAGE NO. 7 OF 7

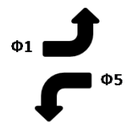
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	SEQUENCE OF OPERATIONS: STAGE 2B	SHEET NO: 92	E

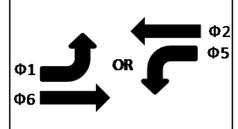
FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

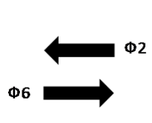
2

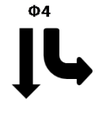
Phase	1	2	3	4	5	6	7	8
Direction	EB	WB	-	SB	WB	EB	-	NB
Min Green	0	15		10	0	15		10
Vehicle Ext	3	5		5	3	5		5
Max	15	50		30	15	50		20
Yellow	3	3		3	3	3		3
Red Clear	1	2		2	1	2		2
Time to Reduce	0	15		8	0	15		8
Min Gap	0	5		5	0	5		5

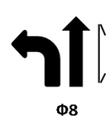
Intersection of USH 8 & Cherry Street











Notes:

LT protected phase shall be skipped if no calls. If calls to only one LT skip to next phase.

Φ1 & Φ5 do not need to terminate together if gap out of one phase occurs

Notes:

LT protected phase shall be skipped if no calls. If calls to only one LT skip only LT without call and call corresponding TH phase

Notes:

Allow for max out if vehicles not present only if calls have been made for opposing phases, otherwise rest in green for this phase

If calls to Φ1 or Φ5 during permissive phase, enable switch phase to extend Φ2 or Φ6 accordingly.

Notes:

Φ4 shall be skipped if no calls are made, skip to next phase.

Allow for gap out or max out if vehicles not present regardless of calls for opposing phases.

Notes:

Φ8 shall be skipped if no calls are made, skip to next phase.

Activate pedestrian signals only when called by push button activation

Allow for gap out or max out if vehicles not present regardless of calls for opposing phases.

Signal Timing Parameters

Phase	Yellow	Red
Φ1	3 sec	1 sec
Φ2	3 sec	2 sec
Φ4	3 sec	2 sec
Φ5	3 sec	1 sec
Φ6	3 sec	2 sec
Φ8	3 sec	2 sec

Overnight Signal Operations

Signal to rest in green on Φ2 and Φ6.

Signal Coordination

Master Intersection	None
Offset	-
Offset Phase	-

2

- A PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B PAVEMENT MARKING EPOXY 4-INCH, YELLOW
- C PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
- D PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
- E PAVEMENT MARKING EPOXY 4-INCH, WHITE
- F PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
- G PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
- H PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
- I PAVEMENT MARKING EPOXY 8-INCH, WHITE
- J PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- K PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- L PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
- M PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
- N PAVEMENT MARKING WORDS EPOXY, WHITE
- O PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
- P PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
- Q PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
- R PAVEMENT MARKING CURB EPOXY, YELLOW
- S PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

N

2

USH 8

1254+00"EB"

1255+00"EB"

1256+00"EB"

1257+00"EB"

1258+00"EB"

1259+00"EB"

MATCHLINE 'A'

RIGHT TURN LANE FROM USH 63

I

E

H

MATCH INTO EXISTING PAVEMENT MARKINGS

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 94	E

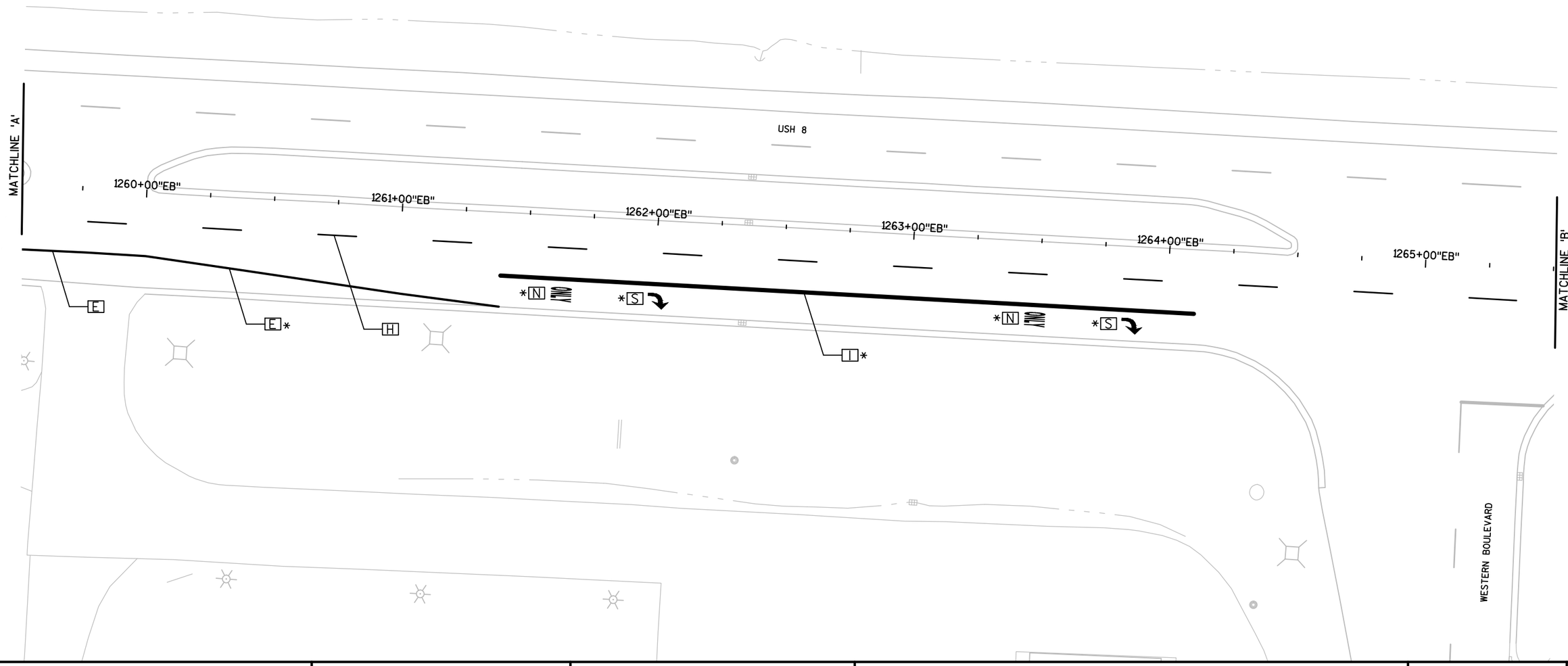
FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM - 024510-PM

PLOT DATE : 10/17/2016 3:22 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0"_XREF_XREF_XREF_XREF

A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

*MATCH EXISTING PAVEMENT MARKING LOCATION,
INSTALL TO LIMITS SHOWN ON TRAFFIC CONTROL PLANS
PRIOR TO TRAFFIC CONTROL STAGE 1B

N



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 95	E

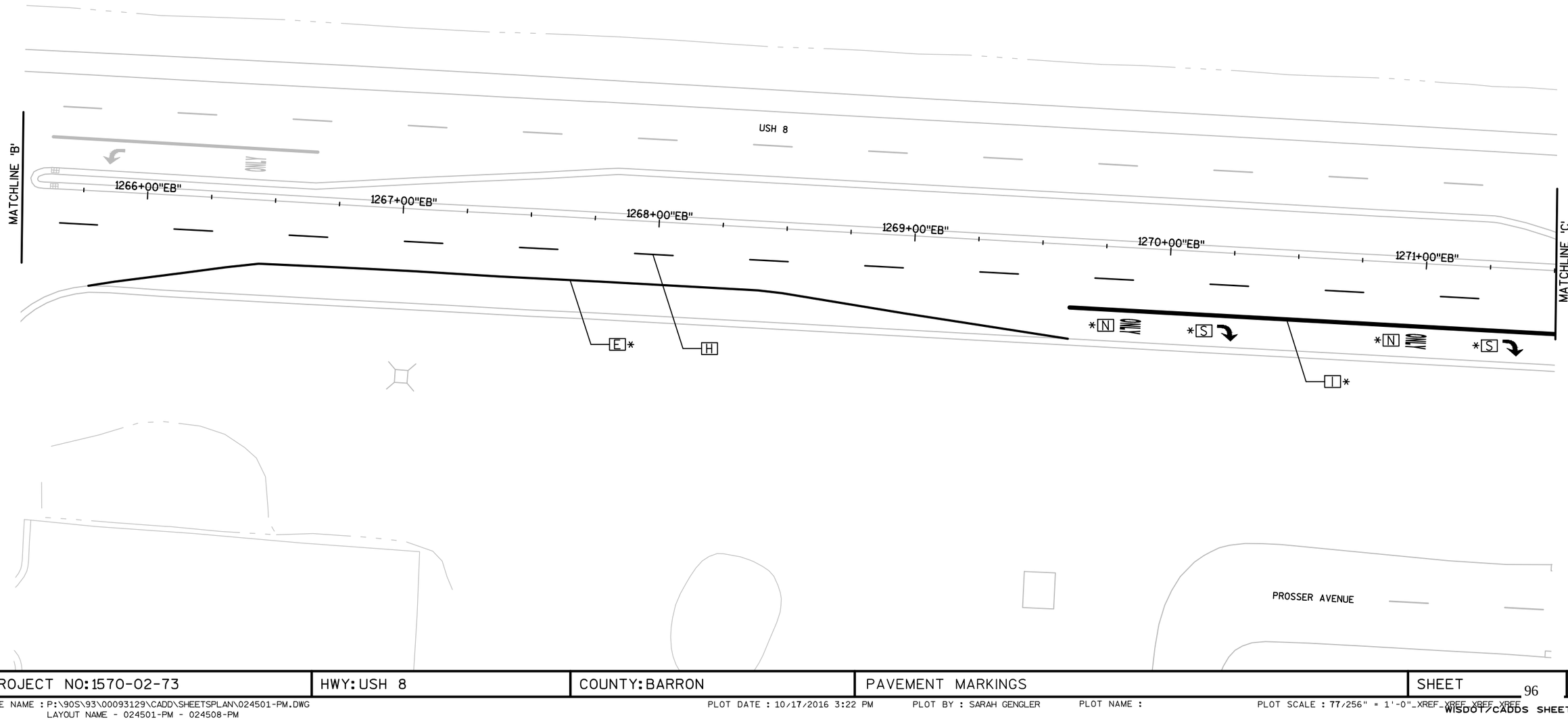
2

A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

*MATCH EXISTING PAVEMENT MARKING LOCATION,
INSTALL TO LIMITS SHOWN ON TRAFFIC CONTROL PLANS
PRIOR TO TRAFFIC CONTROL STAGE 1B

N

2

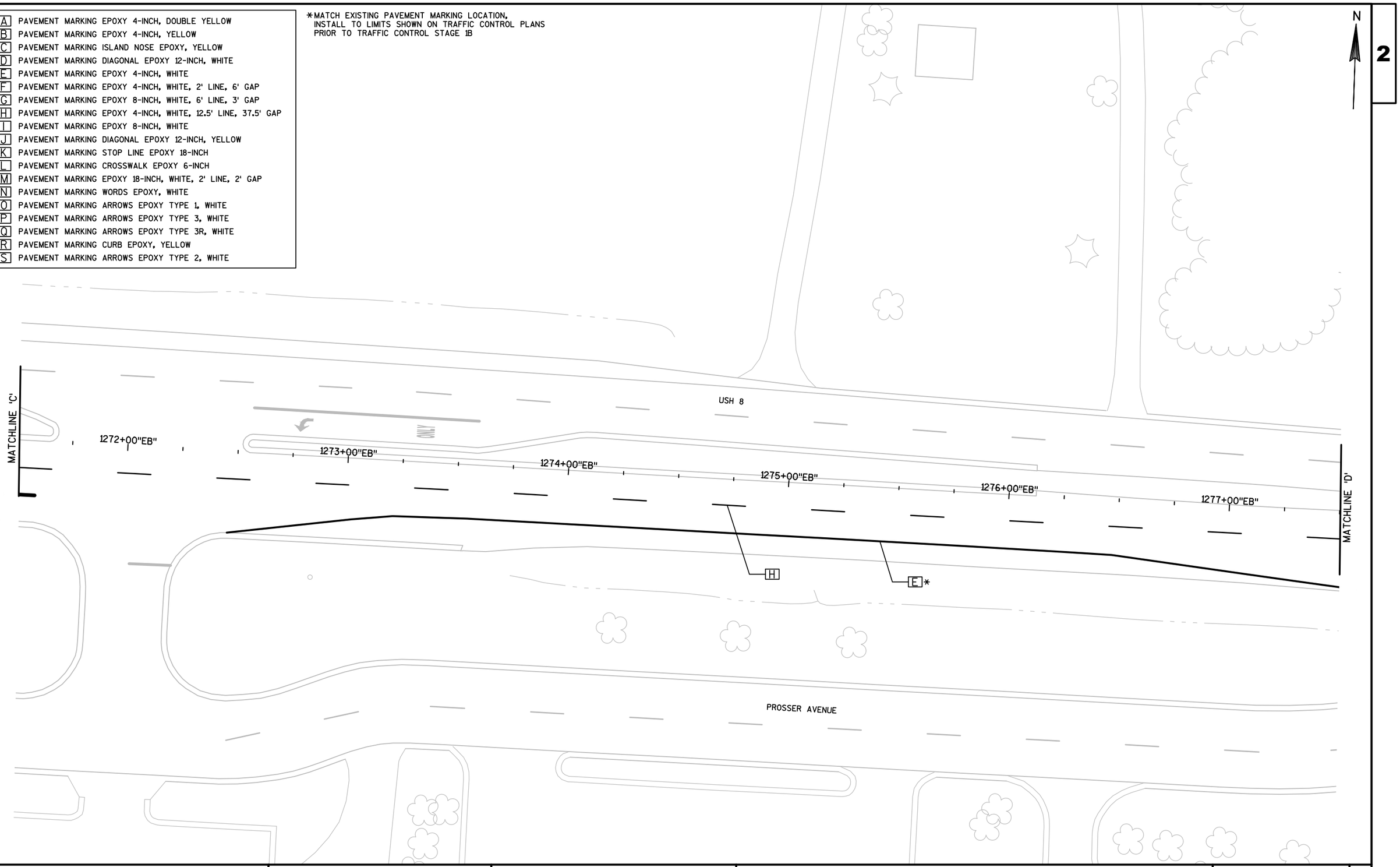


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM - 024508-PM
PLOT DATE : 10/17/2016 3:22 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0" _XREF_XREF_XREF_XREF
WISDOT/CADDS SHEET 42

A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

*MATCH EXISTING PAVEMENT MARKING LOCATION, INSTALL TO LIMITS SHOWN ON TRAFFIC CONTROL PLANS PRIOR TO TRAFFIC CONTROL STAGE 1B



PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 97	E

A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

*MATCH EXISTING PAVEMENT MARKING LOCATION, INSTALL TO LIMITS SHOWN ON TRAFFIC CONTROL PLANS PRIOR TO TRAFFIC CONTROL STAGE 1B

N

MATCH INTO EXISTING PAVEMENT MARKINGS

J (TYP.)

A

H

A

1278+00"EB"

25' (TYP.)

1279+00"EB"

1280+00"EB"

MATCHLINE 'D'

*N *S

E*

I*

*N *S

1281+00"EB"

1282+00"EB"

1283+00"EB"

USH 8

MATCHLINE 1283+50"EB"

A

H

PROSSER AVENUE

CANOPY

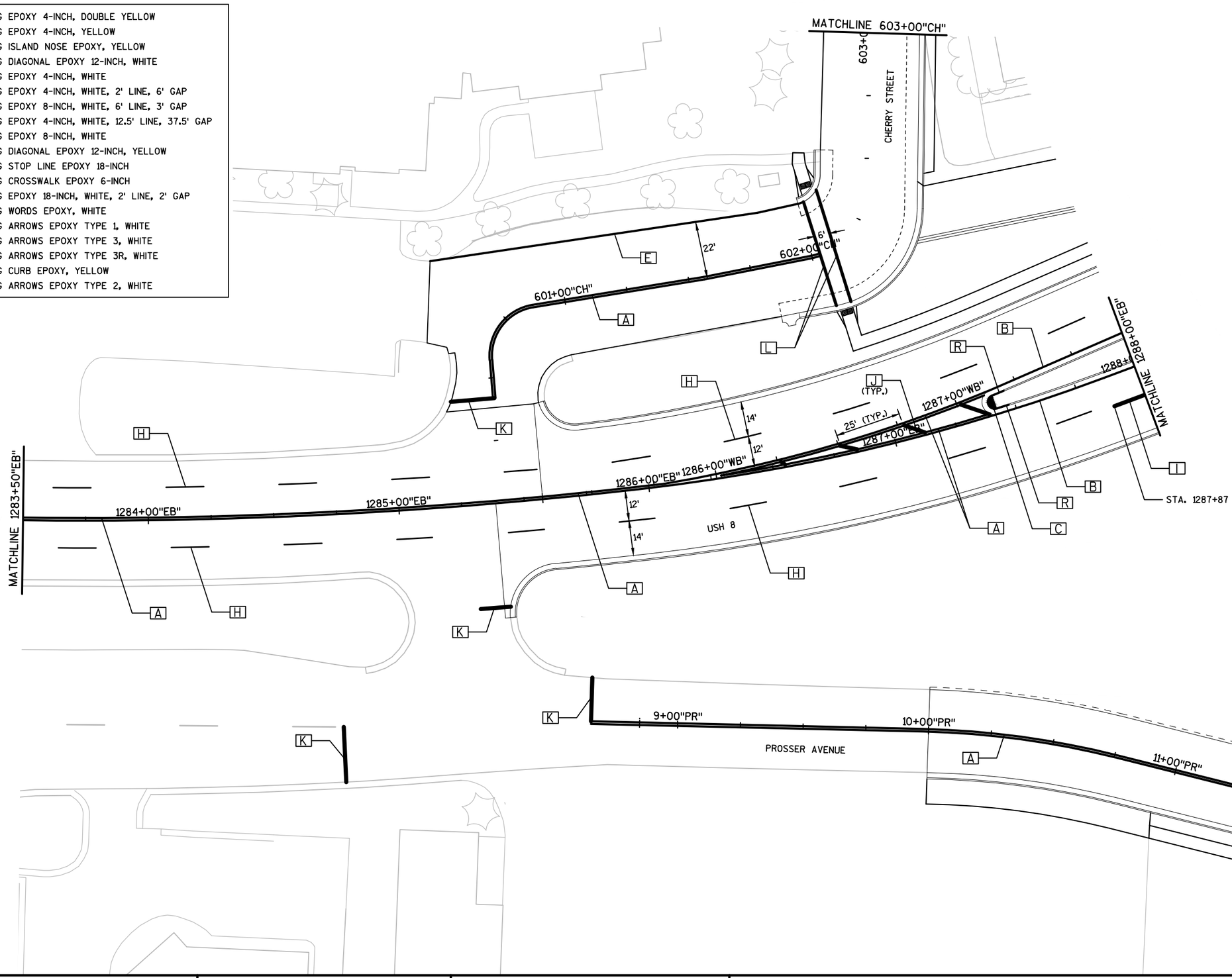
OSTERMANN DRIVE

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM - 024506-PM
PLOT DATE : 10/17/2016 3:22 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0" _XREF_XREF_XREF_XREF
WISDOT/CADDS SHEET 42

2

- A PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B PAVEMENT MARKING EPOXY 4-INCH, YELLOW
- C PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
- D PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
- E PAVEMENT MARKING EPOXY 4-INCH, WHITE
- F PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
- G PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
- H PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
- I PAVEMENT MARKING EPOXY 8-INCH, WHITE
- J PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- K PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- L PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
- M PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
- N PAVEMENT MARKING WORDS EPOXY, WHITE
- O PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
- P PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
- Q PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
- R PAVEMENT MARKING CURB EPOXY, YELLOW
- S PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 99	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM

PLOT DATE : 10/17/2016 3:22 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0"_XREF_XREF_XREF_XREF

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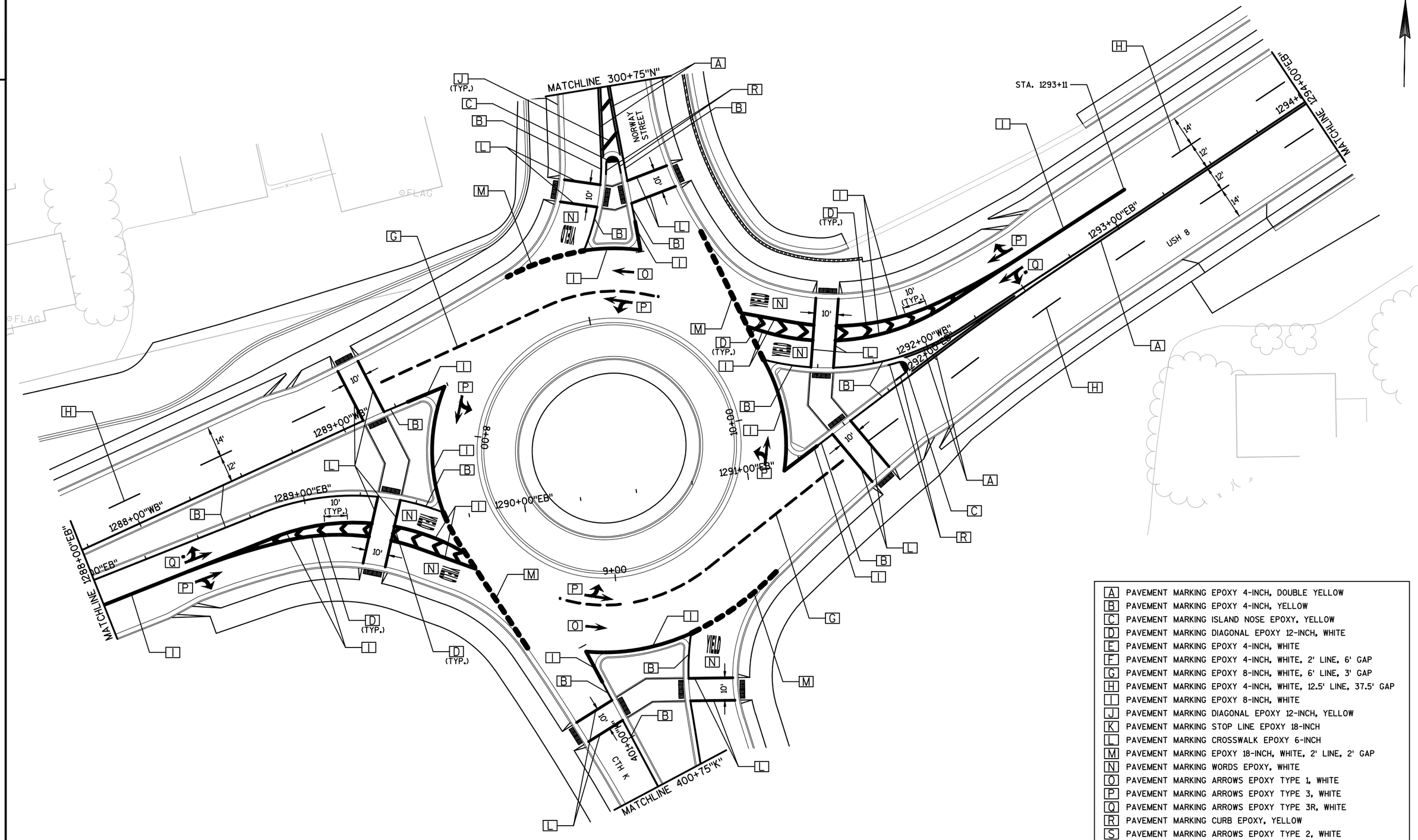

A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 100	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-PM
PLOT DATE : 10/17/2016 3:22 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0"_XREF_XREF_XREF_XREF

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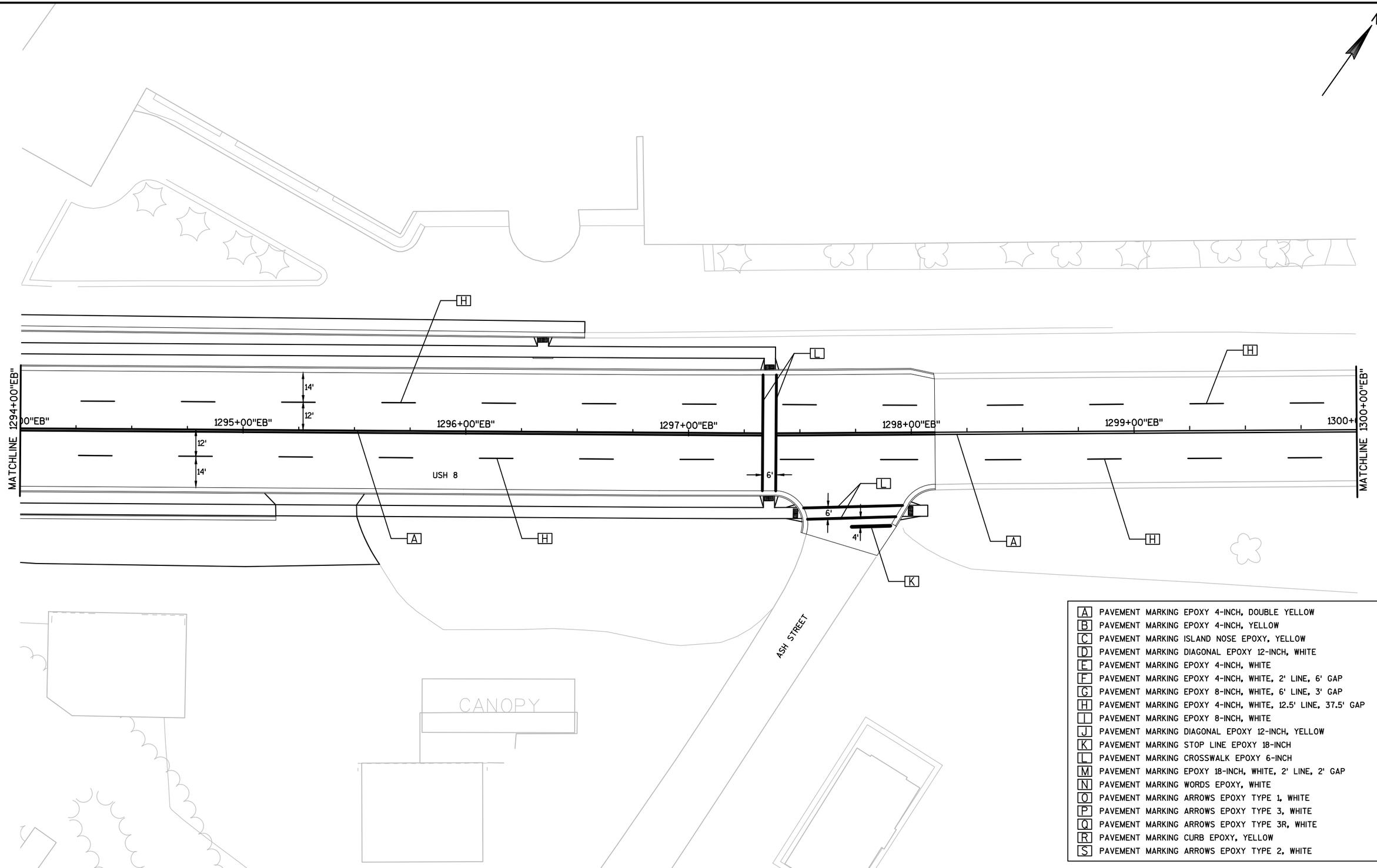
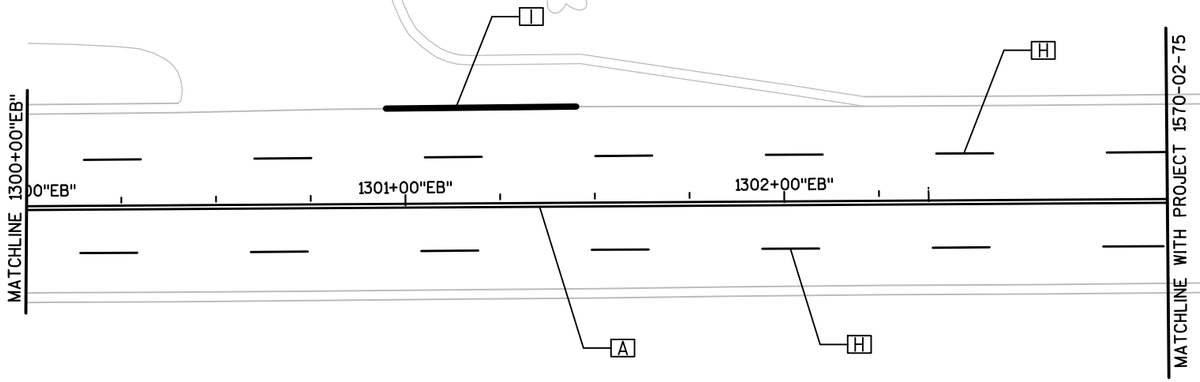


A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 101	E

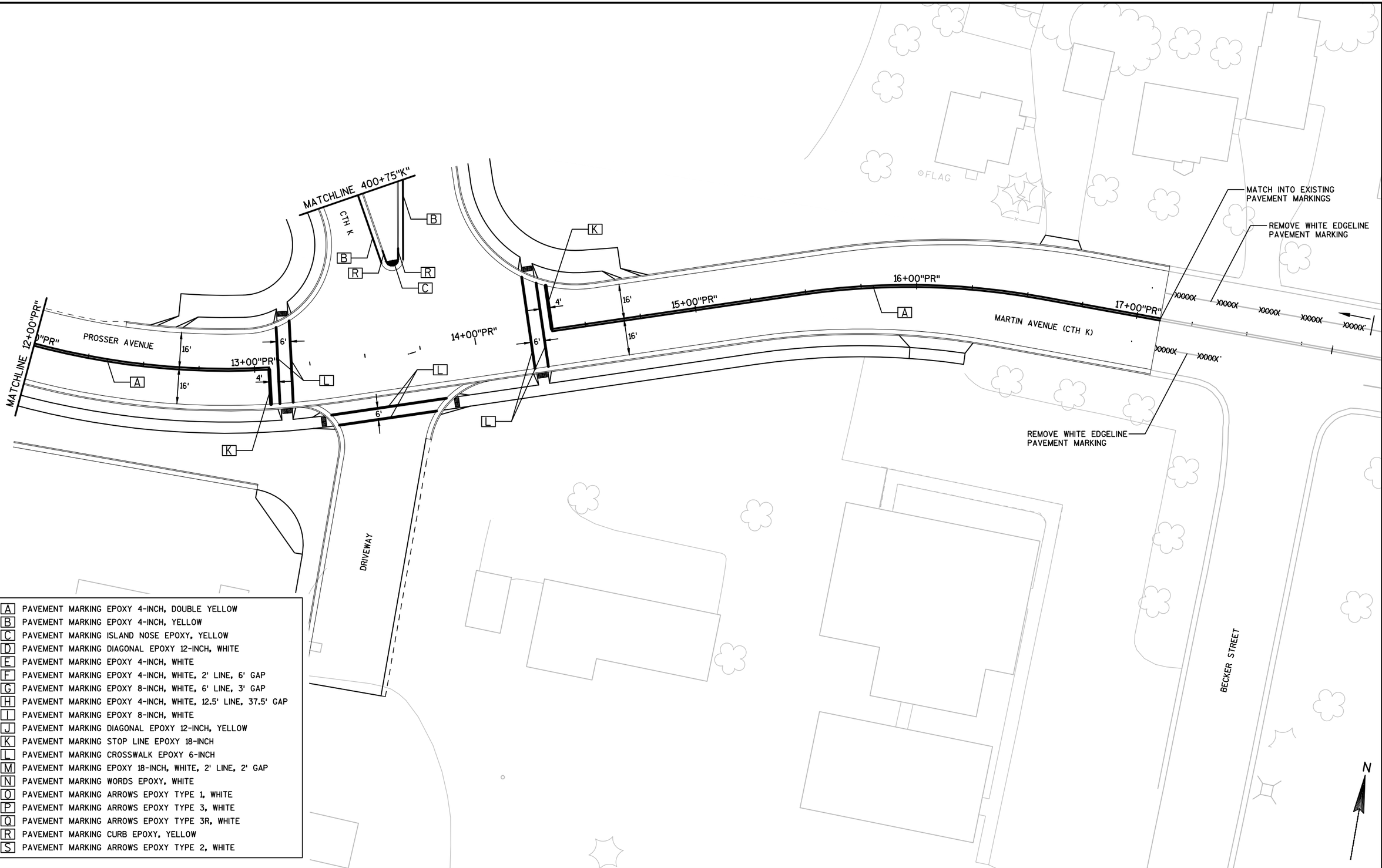
2



A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
H	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
I	PAVEMENT MARKING EPOXY 8-INCH, WHITE
J	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
K	PAVEMENT MARKING STOP LINE EPOXY 18-INCH
L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 102	E

2



A	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
C	PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
D	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
E	PAVEMENT MARKING EPOXY 4-INCH, WHITE
F	PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
G	PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
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L	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
M	PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
N	PAVEMENT MARKING WORDS EPOXY, WHITE
O	PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
P	PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
Q	PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
R	PAVEMENT MARKING CURB EPOXY, YELLOW
S	PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET 103 E

- A PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B PAVEMENT MARKING EPOXY 4-INCH, YELLOW
- C PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW
- D PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
- E PAVEMENT MARKING EPOXY 4-INCH, WHITE
- F PAVEMENT MARKING EPOXY 4-INCH, WHITE, 2' LINE, 6' GAP
- G PAVEMENT MARKING EPOXY 8-INCH, WHITE, 6' LINE, 3' GAP
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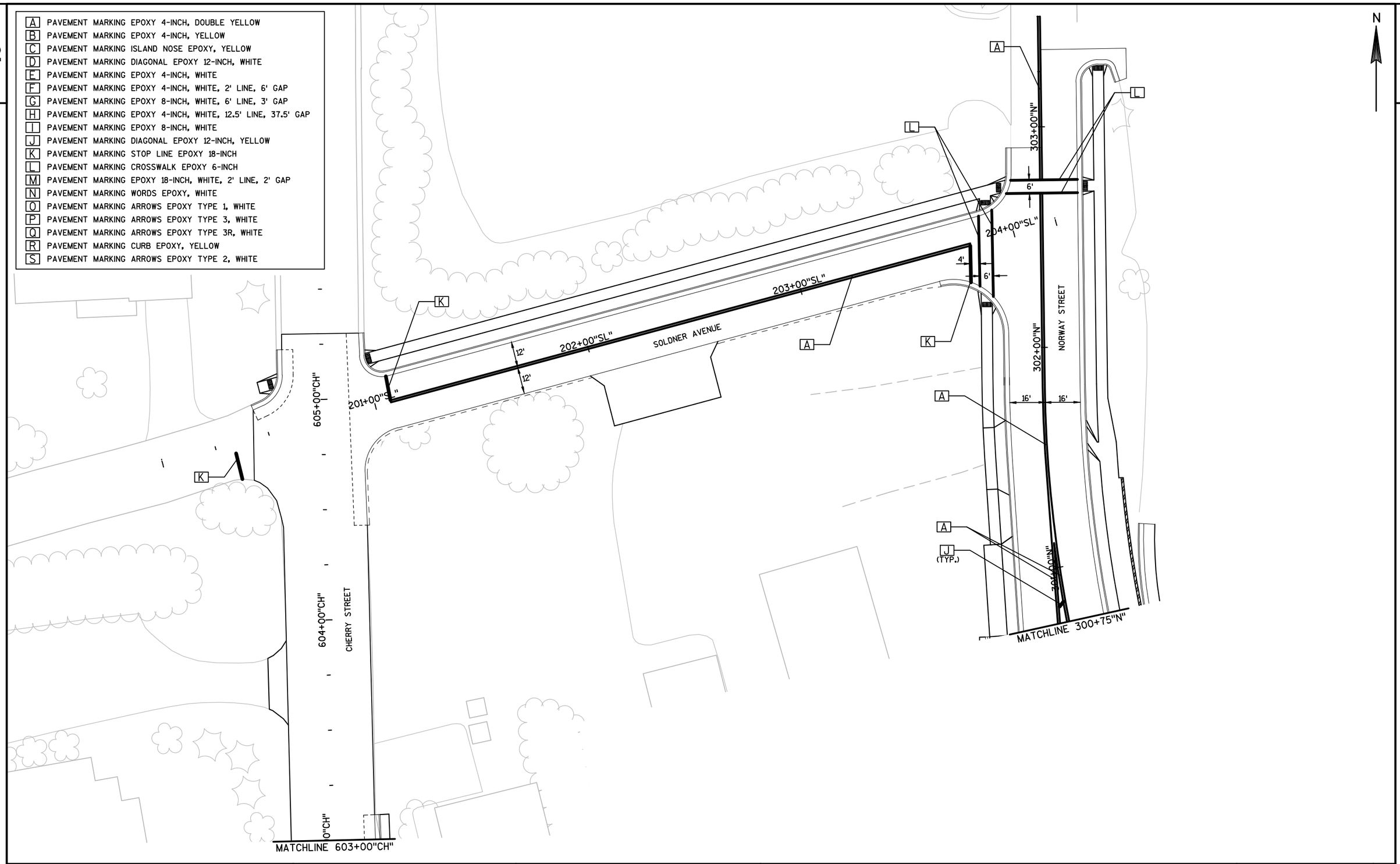
- J PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
- K PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- L PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
- M PAVEMENT MARKING EPOXY 18-INCH, WHITE, 2' LINE, 2' GAP
- N PAVEMENT MARKING WORDS EPOXY, WHITE
- O PAVEMENT MARKING ARROWS EPOXY TYPE 1, WHITE
- P PAVEMENT MARKING ARROWS EPOXY TYPE 3, WHITE
- Q PAVEMENT MARKING ARROWS EPOXY TYPE 3R, WHITE
- R PAVEMENT MARKING CURB EPOXY, YELLOW
- S PAVEMENT MARKING ARROWS EPOXY TYPE 2, WHITE



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKINGS	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-PM
PLOT DATE : 10/17/2016 3:23 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 77/256" = 1'-0" XREF XREF XREF XREF
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL & STAGING NOTES

CONSTRUCTION:

STAGE 1A
- OBLITERATE OLD ROAD AND EXISTING PAVEMENT SURFACE OF FRONT STREET.
- COMPLETE ALL NECESSARY UNDERGROUND WORK ON CHERRY STREET, SOLDNER AVENUE, AND NORWAY STREET, INCLUDING TEMPORARY STORM SEWER CONNECTIONS. TEMPORARY PIPE CONNECTIONS MAY BE NECESSARY TO ENSURE DRAINAGE.
- CONSTRUCT CURB AND GUTTER AND PEDESTRIAN CURB RAMPS AT THE VARIOUS CHERRY STREET PEDESTRIAN CROSSINGS AS DETAILED IN THE PLANS.
- CONSTRUCT NEW DRIVEWAY ENTRANCES FOR DANCA AUTO (COORDINATE WITH PROPERTY OWNER TO MAINTAIN AT LEAST ONE ACCESS AT ALL TIMES).
- CONSTRUCT PROPOSED ROADWAY IMPROVEMENTS ON SOLDNER AVENUE AND NORWAY STREET IN PREPARATION FOR STAGE 1B AND THE TEMPORARY DETOUR FOR ST CROIX CASINO TURTLE LAKE TRAFFIC.

STAGE 1B
- INSTALL TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF USH 8 & CHERRY STREET. COORDINATE POWER SUPPLY WITH XCEL ENERGY.
- INSTALL TEMPORARY LIGHTING ALONG THE TEMPORARY BYPASS ROAD. COORDINATE POWER SUPPLY WITH XCEL ENERGY.
- COMPLETE ALL INTERSECTION WORK FOR USH 8 & CHERRY STREET FOR THE TEMPORARY REALIGNED ROADWAY WITHIN ONE WEEK IN ORDER TO PROVIDE A WESTBOUND LEFT TURN LANE FOR USH 8 AT THE TEMPORARY TRAFFIC SIGNAL AS DETAILED IN THE PLANS.
- COMPLETE ALL UNDERGROUND ITEMS, INCLUDING STORM SEWER, FOR THE FINAL CONDITION WITHIN THE WORK ZONE. TEMPORARY PIPE CONNECTIONS MAY BE NECESSARY TO ENSURE DRAINAGE. USE TEMPORARY COVER PLATES TO PROTECT NEWLY INSTALLED STRUCTURES WHEN GRADING FOR THE TEMPORARY BYPASS ROADWAY OVER THE STORM SEWER.
- CONSTRUCT TEMPORARY PAVEMENT SURFACE FOR THE BYPASS ROADWAY AS DETAILED IN THE PLANS.
- PLACE PRECAST CONCRETE BARRIER AND TEMPORARY CRASH CUSHIONS FOR ACCESS CONTROL AND SAFETY ON THE TEMPORARY BYPASS ROADWAY.

STAGE 2A
- INSTALL TEMPORARY PEDESTRIAN SAFETY FENCE TO PREVENT PEDESTRIANS FROM ACCESSING THE WORK ZONE AS DETAILED IN THE PLANS. DO NOT IMBED POSTS INTO THE EXISTING ASPHALT PAVEMENT OF THE ST CROIX CASINO TURTLE LAKE. ALL POSTS MUST INCLUDE A FOOT PLATE TO REST ON TOP OF THE ASPHALT PAVEMENT AS DETAILED IN THE STANDARD DETAIL DRAWINGS. THE CONTRACTOR WILL BE RESPONSIBLE TO ANY DAMAGE TO ASPHALT PAVEMENT.
- PLACE PRECAST CONCRETE BARRIER FOR ACCESS CONTROL AND SAFETY ON PROSSER AVENUE.
- COMPLETE ALL UNDERGROUND ITEMS, INCLUDING STORM SEWER, FOR THE FINAL CONDITION WITHIN THE WORK ZONE. TEMPORARY PIPE CONNECTIONS MAY BE NECESSARY TO ENSURE DRAINAGE. USE TEMPORARY COVER PLATES TO PROTECT NEWLY INSTALLED STRUCTURES WHEN GRADING FOR THE TEMPORARY BYPASS ROADWAY OVER THE STORM SEWER.
- CONSTRUCT THE CIRCULATORY ROADWAY OF THE ROUNDABOUT AND WESTBOUND TRAVEL LANES OF USH 8, INCLUDING CONCRETE SPLITTER ISLANDS. DO NOT PAVE THE FINAL SURFACE LIFT DURING THIS STAGE.
- CONSTRUCT NORWAY STREET, PROSSER AVENUE, AND CTH K (MARTIN AVENUE).
- CONSTRUCT THE MODULAR BLOCK RETAINING WALL ON THE NORTHEAST QUADRANT OF THE INTERSECTION OF USH 8 & NORWAY STREET. COORDINATE WITH ST CROIX CASINO TURTLE LAKE TO MINIMIZE TRAFFIC DISRUPTIONS TO THE ADJACENT PARKING LOT.

STAGE 2B
- COMPLETE ALL UNDERGROUND CONNECTIONS, INCLUDING STORM SEWER, FOR THE FINAL CONDITION WITHIN THE WORK ZONE.
- CONSTRUCT REMAINDER OF USH 8 INSIDE TRAVEL LANES, INCLUDING ADDITIONAL BASE AGGREGATE AND ASPHALT PAVEMENT. DO NOT PAVE FINAL SURFACE LIFT DURING THIS STAGE.

STAGE 3
- REMOVE THE TEMPORARY BYPASS ROADWAY.
- CONSTRUCT CTH K (SOUTH APPROACH OF THE ROUNDABOUT) INCLUDING CONCRETE SPLITTER ISLAND.
- CONSTRUCT THE FINAL EASTBOUND LANE OF USH 8. DO NOT INCLUDE THE FINAL SURFACE LIFT DURING THIS STAGE.
- CONSTRUCT THE INTERSECTION OF USH 8 & ASH STREET.

STAGE 4
- PLACE DETOUR SIGNING. WORK WILL NOT EXCEED A ONE NIGHT CLOSURE OF THE ROUNDABOUT DURING A MONDAY, TUESDAY, OR WEDNESDAY NOR DURING A PLANNED ST CROIX CASINO TURTLE LAKE EVENT. ONLY UTILIZE THE DETOUR FOR ONE NIGHT FROM 8:00 PM TO 6:00AM.
- PLACE SURFACE LAYER OF MAINLINE ASPHALT UTILIZING NIGHT-TIME CONSTRUCTION.
- COMPLETE ALL REMAINING ROADWORK, INCLUDING FINAL PAVEMENT MARKINGS, PERMANENT SIGNING, AND RESTORATION. WORK THAT WILL NOT DISRUPT USH 8 TRAFFIC MAY BE COMPLETED OUTSIDE OF THE OVERNIGHT DETOUR TIMEFRAME.

STAGE 5
- REMOVE THE TEMPORARY SIGNALS THAT WERE INSTALLED IN STAGE 1B.
- MILL AND OVERLAY CHERRY STREET FROM USH 8 TO SOLDNER AVENUE AS OUTLINE IN THE PLANS.
- COMPLETE ALL FINAL RESTORATION AND FINISHING ROADWAY WORK THAT WAS NOT COMPLETED IN PREVIOUS STAGES.

TRAFFIC:

STAGE 1A
- USE FLAGGING OPERATIONS AS NECESSARY TO COMPLETE WORK ON LOCAL STREETS.
- USH 8 WILL REMAIN OPEN TO TRAFFIC WITH NO LANE CLOSURES DURING THIS STAGE.

STAGE 1B
- RESTRICT USH 8 TO ONE LANE OF TRAFFIC IN EACH DIRECTION FROM USH 63 SOUTH TO THE 1570-02-75 PROJECT LIMITS. TRANSITION TRAFFIC CONTROL BETWEEN STAGES AND CONSTRUCTION STAGING OPERATIONS.
- INSTALL TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF USH 8 & CHERRY STREET. INSTALL TEMPORARY LIGHTING ALONG THE TEMPORARY BYPASS ROAD. COORDINATE POWER SUPPLY WITH XCEL ENERGY.

STAGE 2A
- SHIFT USH 8 TRAFFIC TO THE TEMPORARY BYPASS ROADWAY.
- CLOSE NORWAY STREET AND CTH K TO THROUGH TRAFFIC.

STAGE 2B
- SHIFT WESTBOUND TRAFFIC ONLY ONTO THE COMPLETED USH 8 TRAVEL LANE. EASTBOUND USH 8 TRAFFIC WILL REMAIN ON TEMPORARY BYPASS ROADWAY.
- NORWAY STREET AND CTH K WILL REMAIN CLOSED TO THROUGH TRAFFIC.

STAGE 3
- SHIFT USH 8 TRAFFIC TO UTILIZE THE ROUNDABOUT.
- NORWAY STREET AND CTH K WILL REMAIN CLOSED TO THROUGH TRAFFIC.
- UTILIZE FLAGGERS AS NECESSARY TO COMPLETE WORK AT THE INTERSECTION OF USH 8 & ASH STREET.

STAGE 4
- FURNISH AND OPERATE PORTABLE CHANGEABLE MESSAGE BOARDS ON USH 8 NEAR USH 63 SOUTH AND CTH KK (2ND STREET). PLACE 7 DAYS PRIOR TO THE ANTICIPATED OVERNIGHT DETOUR.
- USH 8 WILL BE CLOSED FOR A SINGLE OVERNIGHT PERIOD.
- UTILIZE THE TEMPORARY TRAFFIC SIGNAL AND DETOUR ROUTE OUTLINED IN THE PLANS.
- SURROUNDING LOCAL ROADS WILL BE OPEN TO TRAFFIC INCLUDING CHERRY STREET, NORWAY STREET, PROSSER AVENUE, MARTIN AVENUE, AND SOLDER AVENUE WITH NO ACCESS TO USH 8 EXCEPT AT CHERRY STREET.

STAGE 5
- ALL TRAFFIC OPERATING UTILIZING THE ROUNDABOUT.
- UTILIZE FLAGGERS AS NECESSARY TO COMPLETE MILL & OVERLAY WORK.

GENERAL NOTES FOR TRAFFIC CONTROL

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

2. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

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

4. FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE "C" WARNING LIGHT.

5. ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

6. ALL TEMPORARY PAVEMENT SHALL CONSIST OF 3-INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 8-INCHES OF BASE AGGREGATE DENCE 1-1/4".

7. ALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE.

8. EXISTING STOP AHEAD AND STOP SIGNS CAN BE RELOCATED AND USED FOR TRAFFIC CONTROL.

9. ALL TEMPORARY STOP SIGNS SHALL HAVE TWO FLAGS MOUNTED ABOVE THE SIGN.

10. "W" SERIES SIGNS SHALL HAVE A REFLECTIVE ORANGE BACKGROUND, PER STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.

11. BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

12. ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 25-FEET UNLESS OTHERWISE NOTED.

13. PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE PLACED IN THE EARLIEST STAGE SO AS NOT TO CONFLICT WITH SUBSEQUENT STAGES.

NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

ROAD WORK AHEAD W20-1-A 48"X48"

ROAD CLOSED R11-2 48"X30"

END ROAD WORK G20-2A 48"X24"

ON TYPE II BARRICADE SIDEWALK CLOSED R9-9 24"X12"

TEMPORARY PIPE CONNECTION REQ'D.

STORM SEWER STRUCTURE (TYP.)

25' TYP.

CHERRY ST

APPLE ST

SOLDNER AVE

NORWAY ST

ASH ST

USH 8/63

CANOPY

CTH K/MARTIN AVE

BECKER ST

PROSSER AVE

OSTERMANN DR

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 1A	SHEET 106 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\STAGING\STAGING01.A.DWG
LAYOUT NAME - STAGING01.A - PLAN 1 IN 40 FT

PLOT DATE : 10/26/2016 1:07 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

- A TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- C TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- D TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- E TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- F TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- G TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- H TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- I TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- J PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- K PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- L PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- M PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- N PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE

XXXXX REMOVING PAVEMENT MARKINGS

N

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

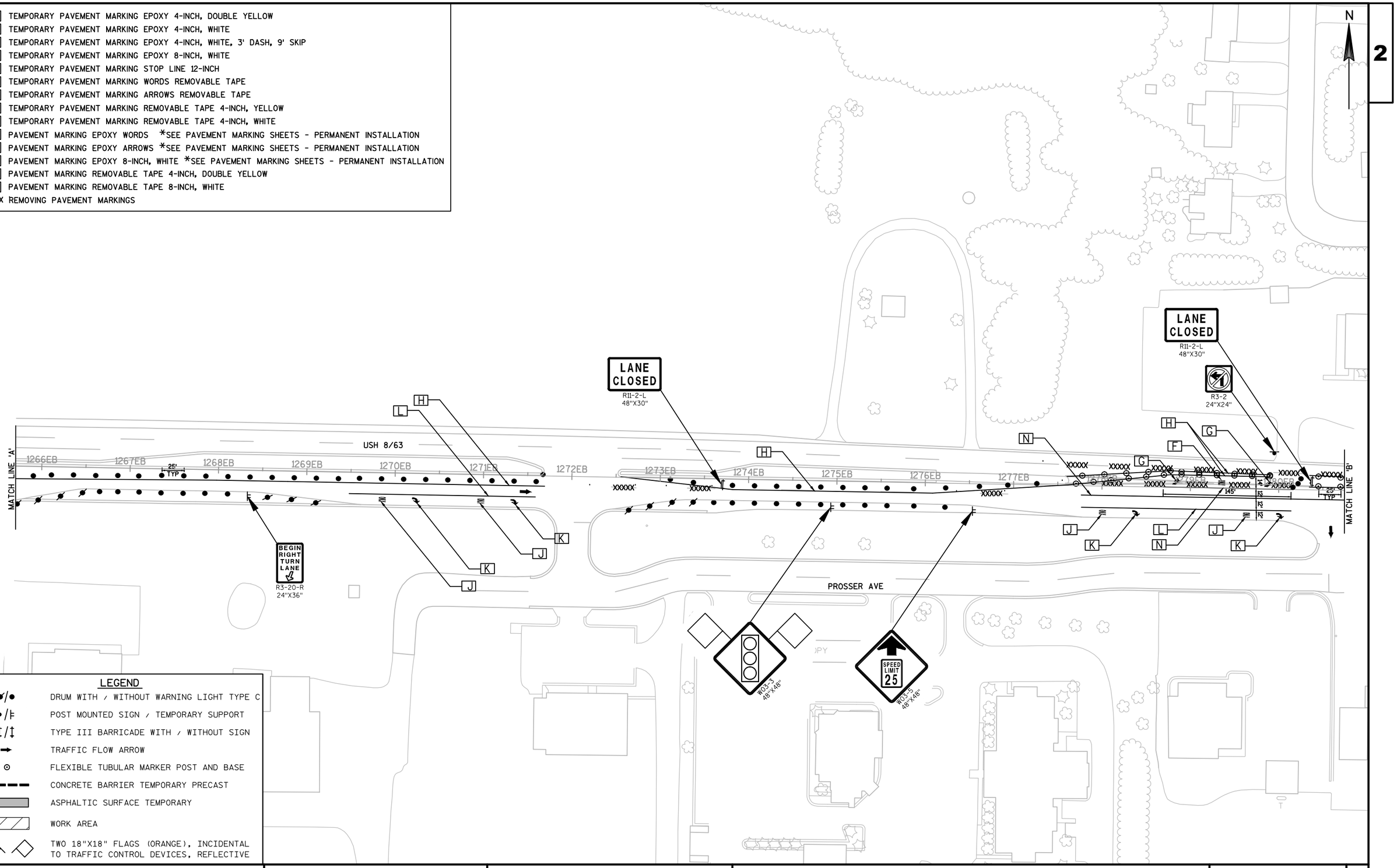
ROAD WORK AHEAD W20-1-A 48"X48"
ROAD WORK 1000 FT W20-1-C 48"X48"
ROAD WORK 500 FT W20-1-D 48"X48"
1000'
500'
500'
10TH ST / CTH T
W01-6 48"X24"
LANE CLOSED R11-2-L 48"X30"
END ROAD WORK G20-2A 48"X24"
LANE CLOSED R11-2-L 48"X30"
SPEED LIMIT 35 R2-1 24"X30"
FINES DOUBLE IN WORK ZONES W21-61 36"X36"
LANE CLOSED R11-2-L 48"X30"
USH 8/63
1251EB 1252EB 1253EB 1254EB 1255EB 1256EB 1257EB 1258EB 1259EB 1260EB 1261EB 1262EB 1263EB 1264EB 1265EB
25' TYP
12'
13'
MATCH LINE 'A'
WESTERN BLVD
SPEED LIMIT 35 W03-5 48"X48"
SPEED LIMIT 35 R2-1 24"X30"
350'
STOP R1-1 30"X30"
W1-4R 48"X48"
ONE LANE ROAD AHEAD W20-4-A 48"X48"
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
END ROAD WORK G20-2A 48"X24"
ROAD WORK AHEAD W20-1-A 48"X48"
W03-1 48"X48"
ROAD WORK 500 FT W20-1-D 48"X48"
ROAD WORK 1000 FT W20-1-C 48"X48"
ROAD WORK AHEAD W20-1-A 48"X48"
300'
1000'
500'

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGES 1B THRU STAGE 3	SHEET 107	E

2

- A TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- C TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- D TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- E TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- F TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- G TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- H TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- I TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- J PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- K PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- L PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- M PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- N PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE

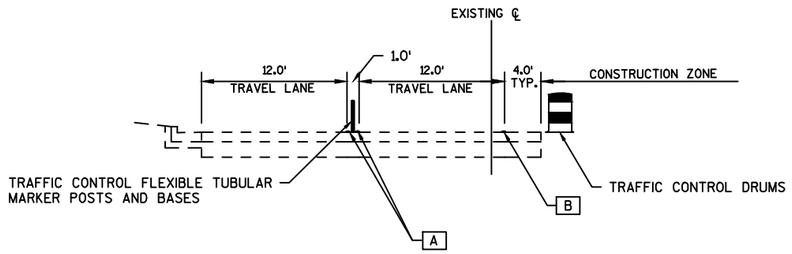
XXXXX REMOVING PAVEMENT MARKINGS



LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGES 1B THRU STAGE 3	SHEET 108	E



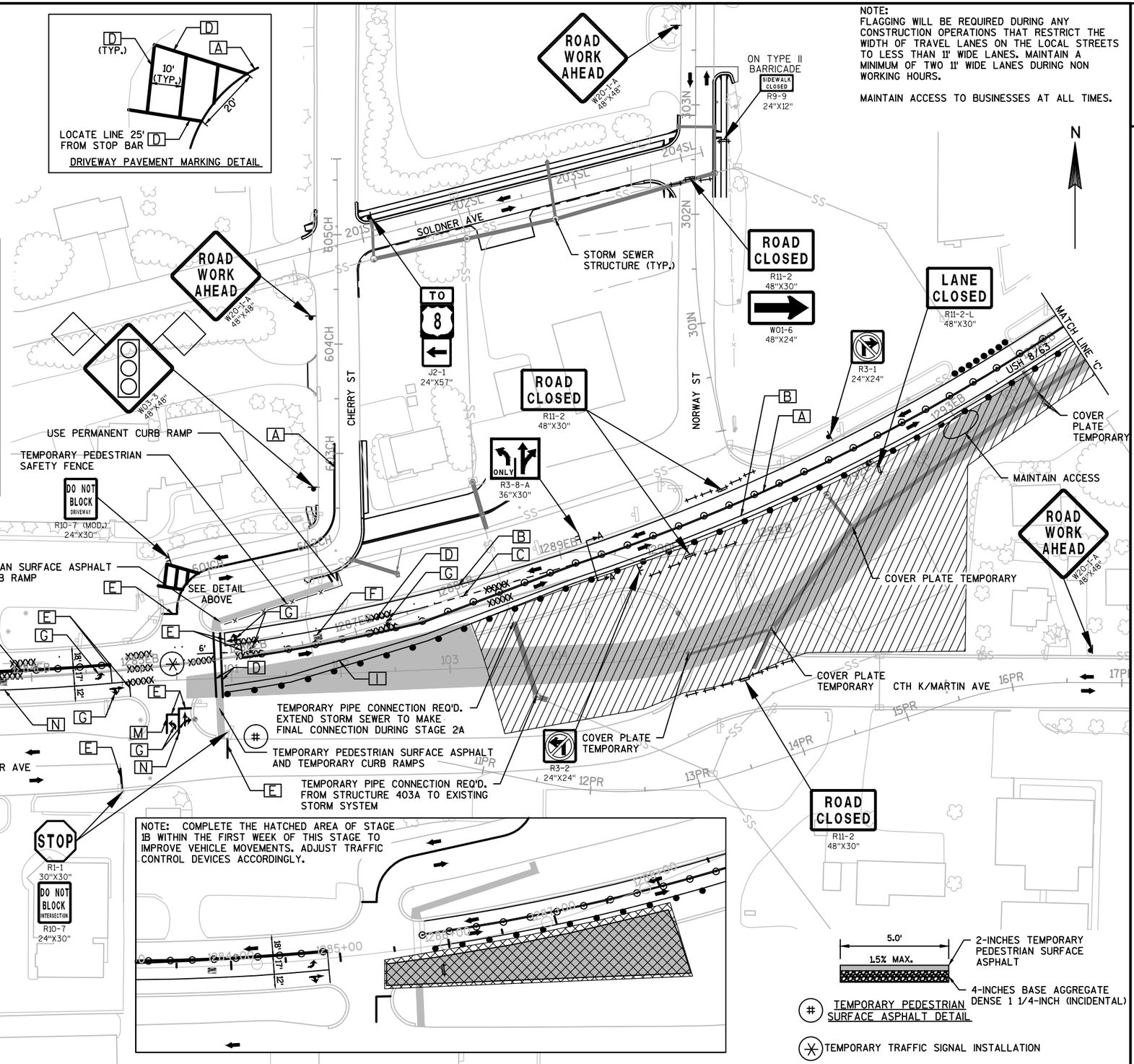
TYPICAL SECTION USH 8

A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
F	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
G	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
H	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
I	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
J	PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
K	PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
L	PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
M	PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
N	PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
XXXXX	REMOVING PAVEMENT MARKINGS

DRIVEWAY PAVEMENT MARKING DETAIL

NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.



NOTE: COMPLETE THE HATCHED AREA OF STAGE 1B WITHIN THE FIRST WEEK OF THIS STAGE TO IMPROVE VEHICLE MOVEMENTS. ADJUST TRAFFIC CONTROL DEVICES ACCORDINGLY.

TEMPORARY PEDESTRIAN SURFACE ASPHALT DETAIL

TEMPORARY TRAFFIC SIGNAL INSTALLATION

LEGEND

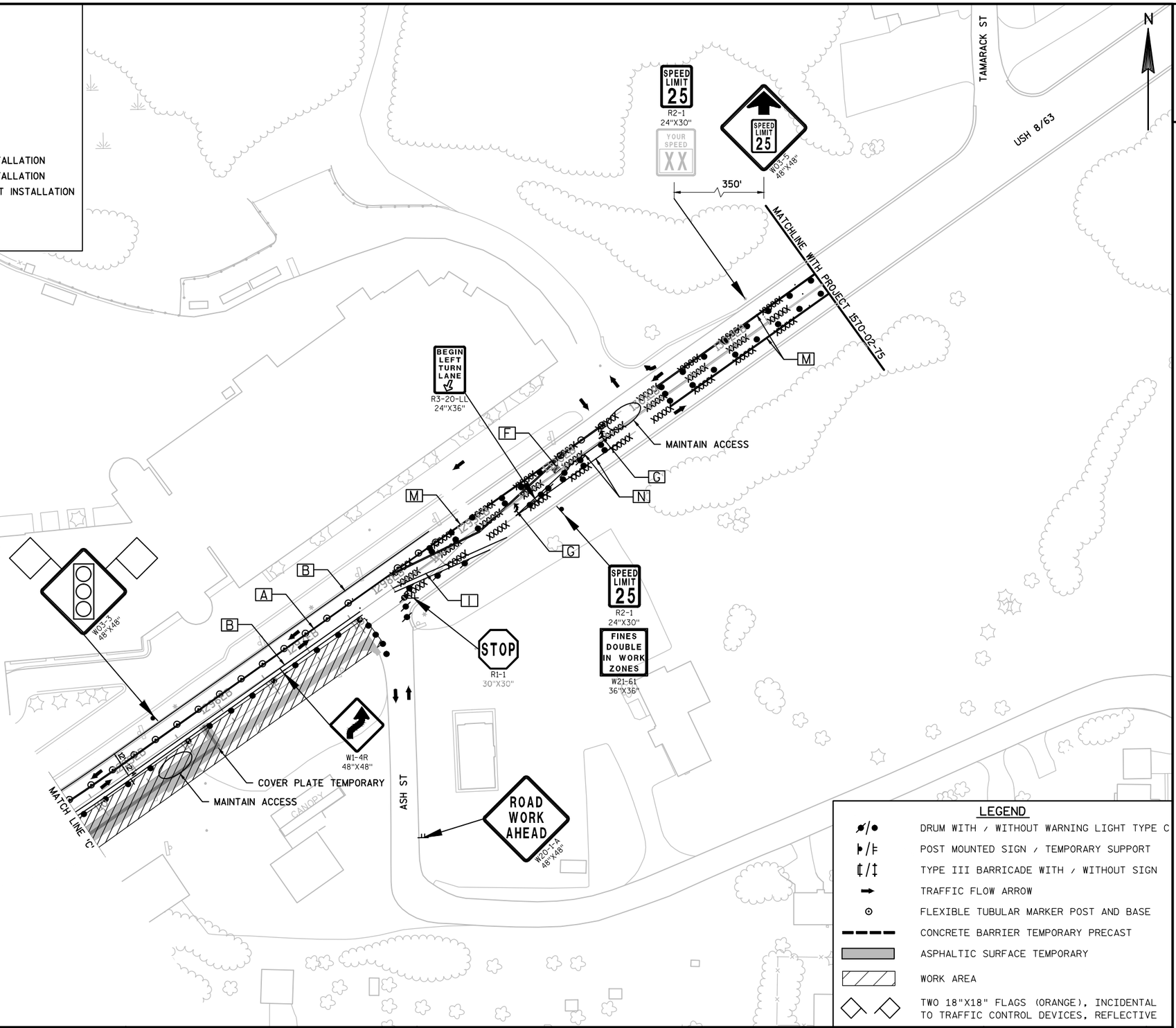
- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 1B	SHEET 109 E

2

- A TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- C TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- D TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- E TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- F TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- G TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- H TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- I TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- J PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- K PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- L PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- M PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- N PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE

XXXXX REMOVING PAVEMENT MARKINGS



LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 1B	SHEET 110	E

SECTION A-A

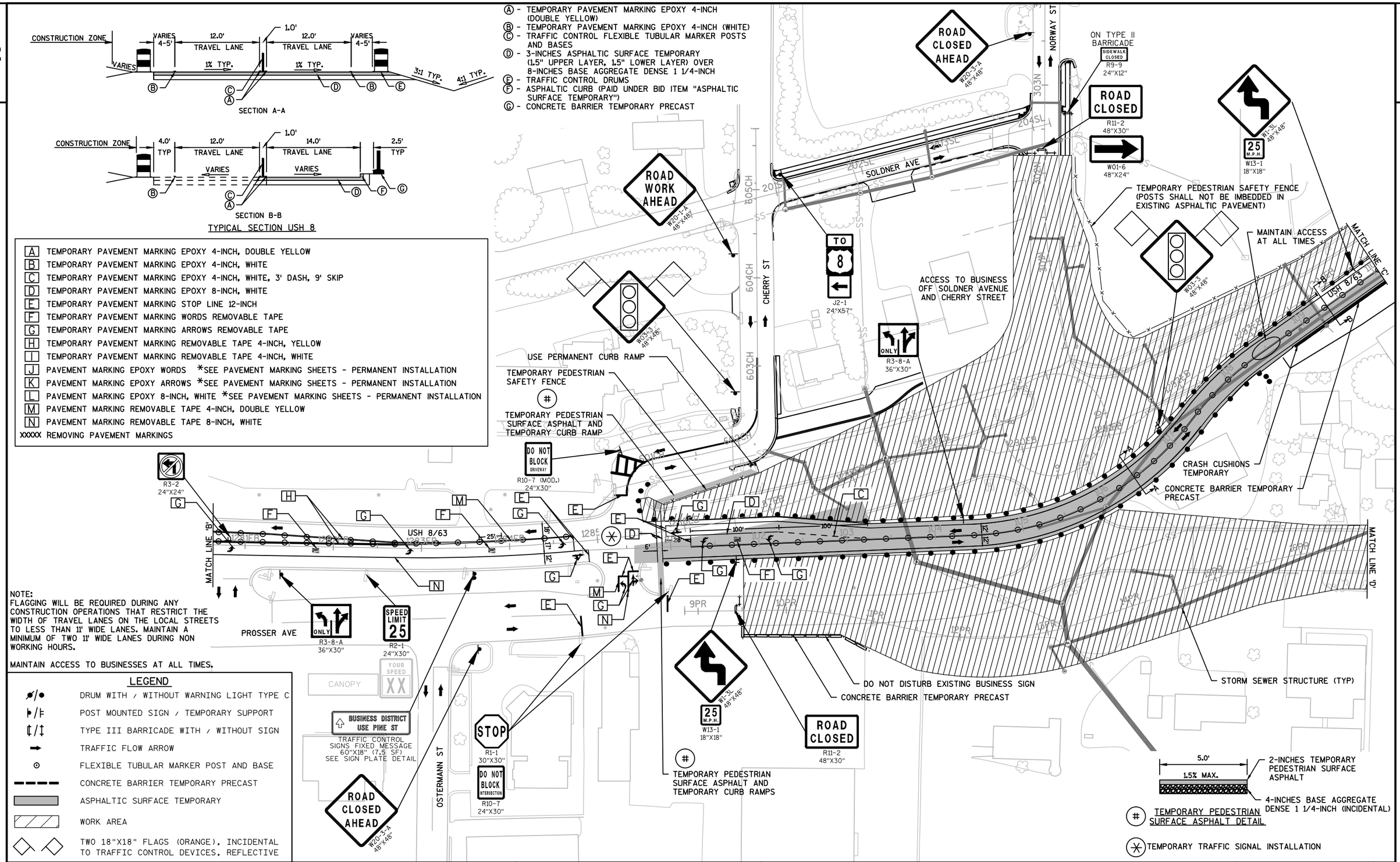
SECTION B-B

TYPICAL SECTION USH 8

- A TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- C TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- D TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- E TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- F TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- G TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- H TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- I TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- J PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- K PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- L PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- M PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- N PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE

XXXXX REMOVING PAVEMENT MARKINGS

- Ⓐ - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
- Ⓑ - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- Ⓒ - TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES
- Ⓓ - 3-INCHES ASPHALTIC SURFACE TEMPORARY (1.5" UPPER LAYER, 1.5" LOWER LAYER) OVER 8-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- Ⓔ - TRAFFIC CONTROL DRUMS
- Ⓕ - ASPHALTIC CURB (PAID UNDER BID ITEM "ASPHALTIC SURFACE TEMPORARY")
- Ⓖ - CONCRETE BARRIER TEMPORARY PRECAST



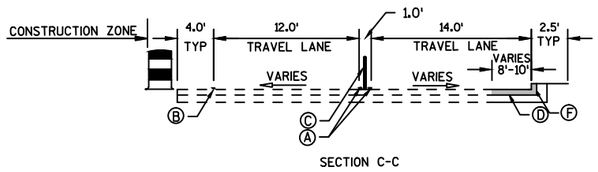
NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

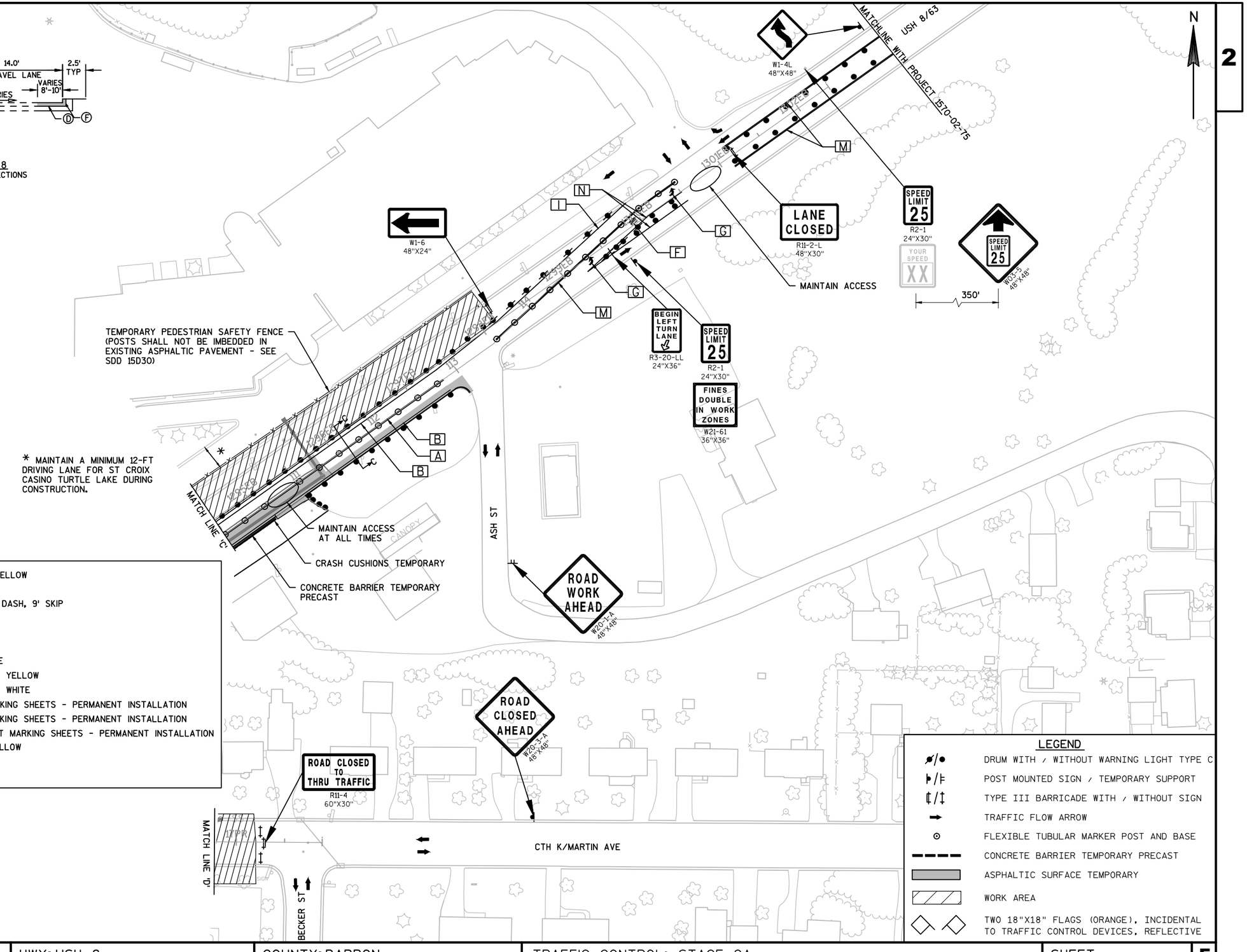
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 2A	SHEET 111 E



SECTION C-C

TYPICAL SECTION USH 8
SEE TEMPORARY ROAD CROSS SECTIONS

Ⓐ - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
Ⓑ - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
Ⓒ - TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES
Ⓓ - 3-INCHES ASPHALTIC SURFACE TEMPORARY (1.5" UPPER LAYER, 1.5" LOWER LAYER) OVER 8-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
Ⓔ - TRAFFIC CONTROL DRUMS
Ⓕ - ASPHALTIC CURB (PAID UNDER BID ITEM "ASPHALTIC SURFACE TEMPORARY")
Ⓖ - CONCRETE BARRIER TEMPORARY PRECAST



A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
F	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
G	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
H	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
I	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
J	PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
K	PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
L	PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
M	PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
N	PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
XXXXX	REMOVING PAVEMENT MARKINGS

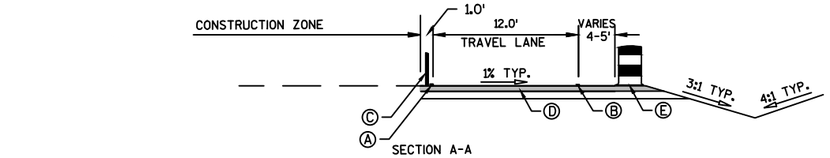
NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

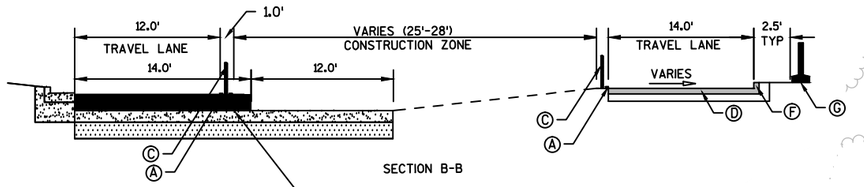
MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 2A	SHEET 112	E



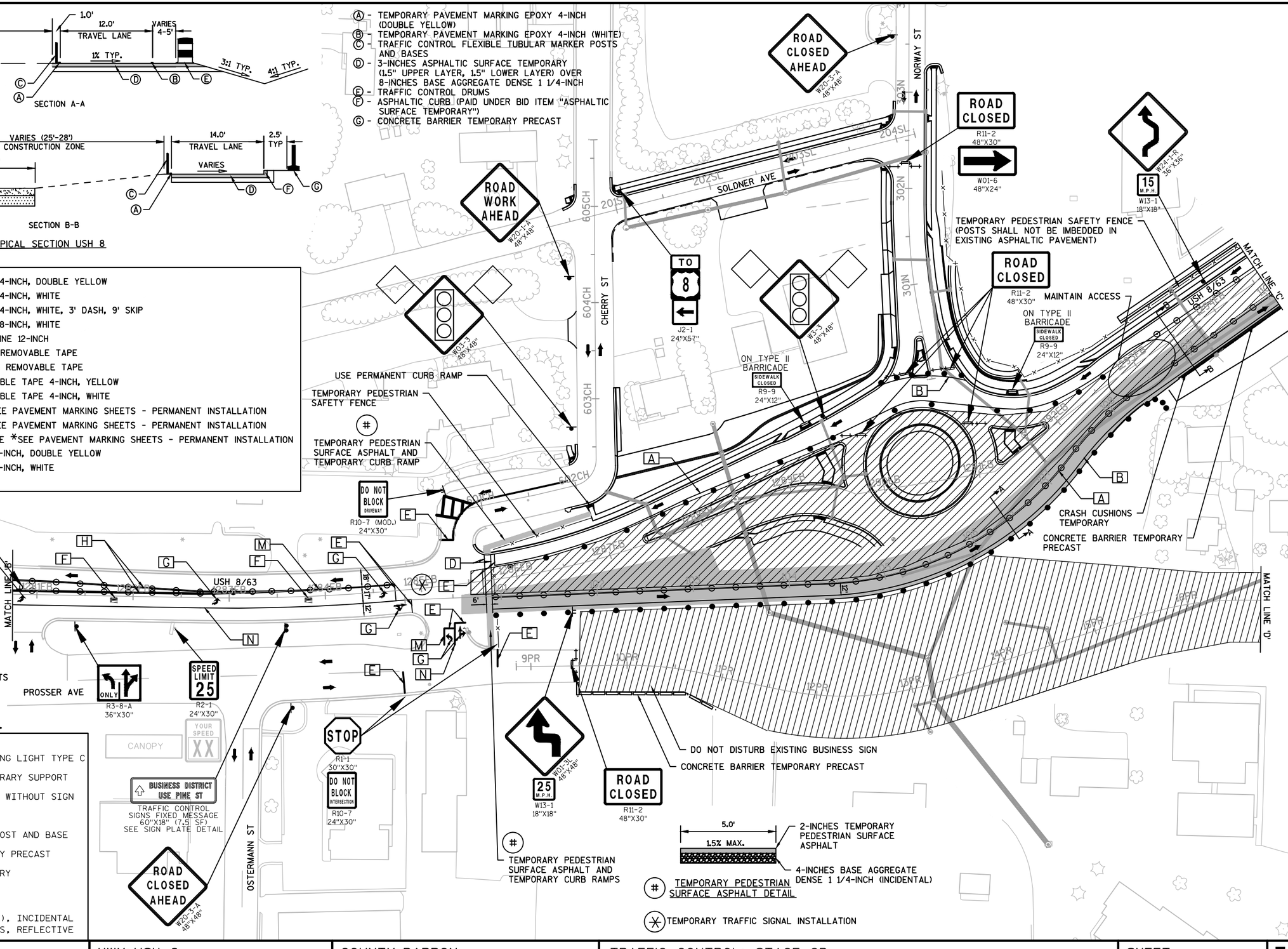


7.5-INCHES HMA PAVEMENT, COMPLETE FINAL SURFACE LAYER DURING STAGE 4

TYPICAL SECTION USH 8

- A TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- B TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- C TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- D TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- E TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- F TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- G TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- H TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- I TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- J PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- K PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- L PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- M PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- N PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
- XXXXX REMOVING PAVEMENT MARKINGS

- (A) - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
- (B) - TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (C) - TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES
- (D) - 3-INCHES ASPHALTIC SURFACE TEMPORARY (1.5" UPPER LAYER, 1.5" LOWER LAYER) OVER 8-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- (E) - TRAFFIC CONTROL DRUMS
- (F) - ASPHALTIC CURB (PAID UNDER BID ITEM "ASPHALTIC SURFACE TEMPORARY")
- (G) - CONCRETE BARRIER TEMPORARY PRECAST



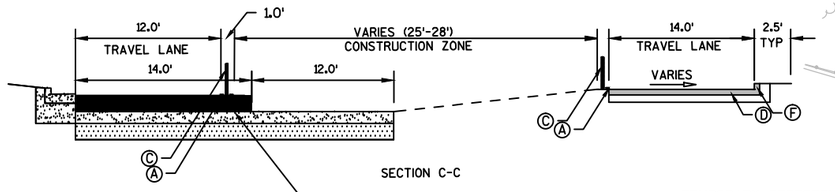
NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

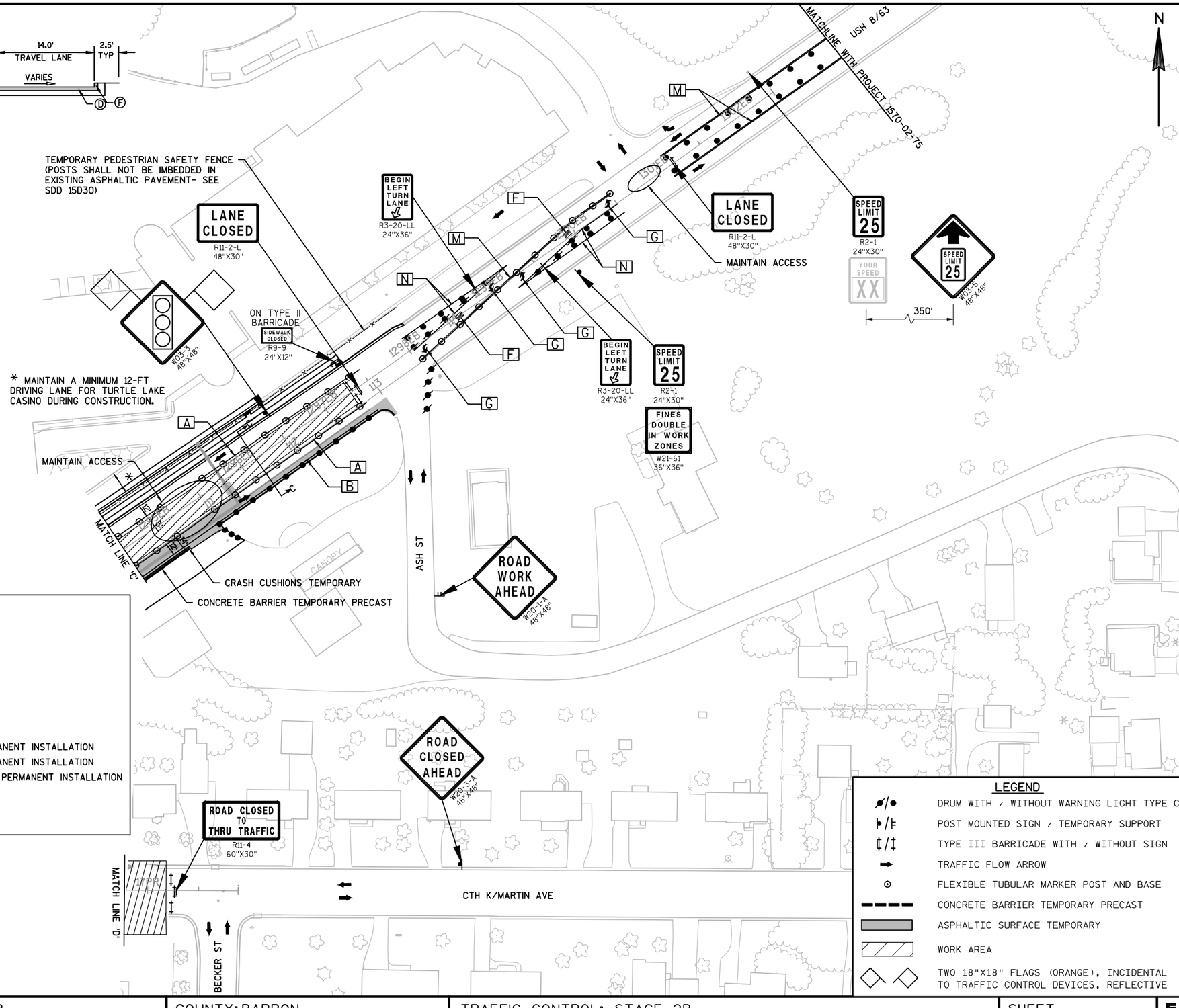
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 2B	SHEET 113	E



7.5-INCHES HMA PAVEMENT, COMPLETE FINAL SURFACE LAYER DURING STAGE 4

TYPICAL SECTION USH 8

Ⓐ - TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (DOUBLE YELLOW)
Ⓑ - TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH (WHITE)
Ⓒ - TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES
Ⓓ - 3-INCHES ASPHALTIC SURFACE TEMPORARY (1.5" UPPER LAYER, 1.5" LOWER LAYER) OVER 8-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
Ⓔ - TRAFFIC CONTROL DRUMS
Ⓕ - ASPHALTIC CURB (PAID UNDER BID ITEM "ASPHALTIC SURFACE TEMPORARY")
Ⓖ - CONCRETE BARRIER TEMPORARY PRECAST



A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
F	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
G	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
H	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
I	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
J	PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
K	PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
L	PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
M	PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
N	PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
XXXXX	REMOVING PAVEMENT MARKINGS

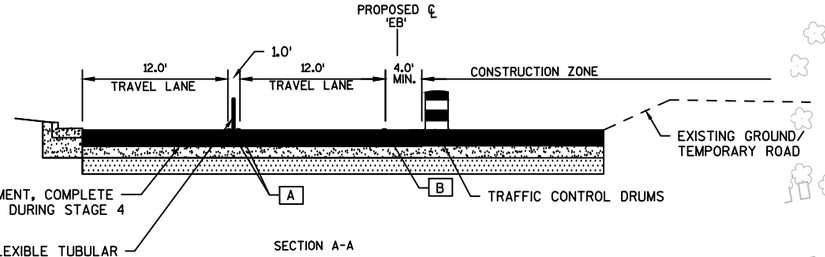
NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 2B	SHEET 114	E



TYPICAL SECTION USH 8

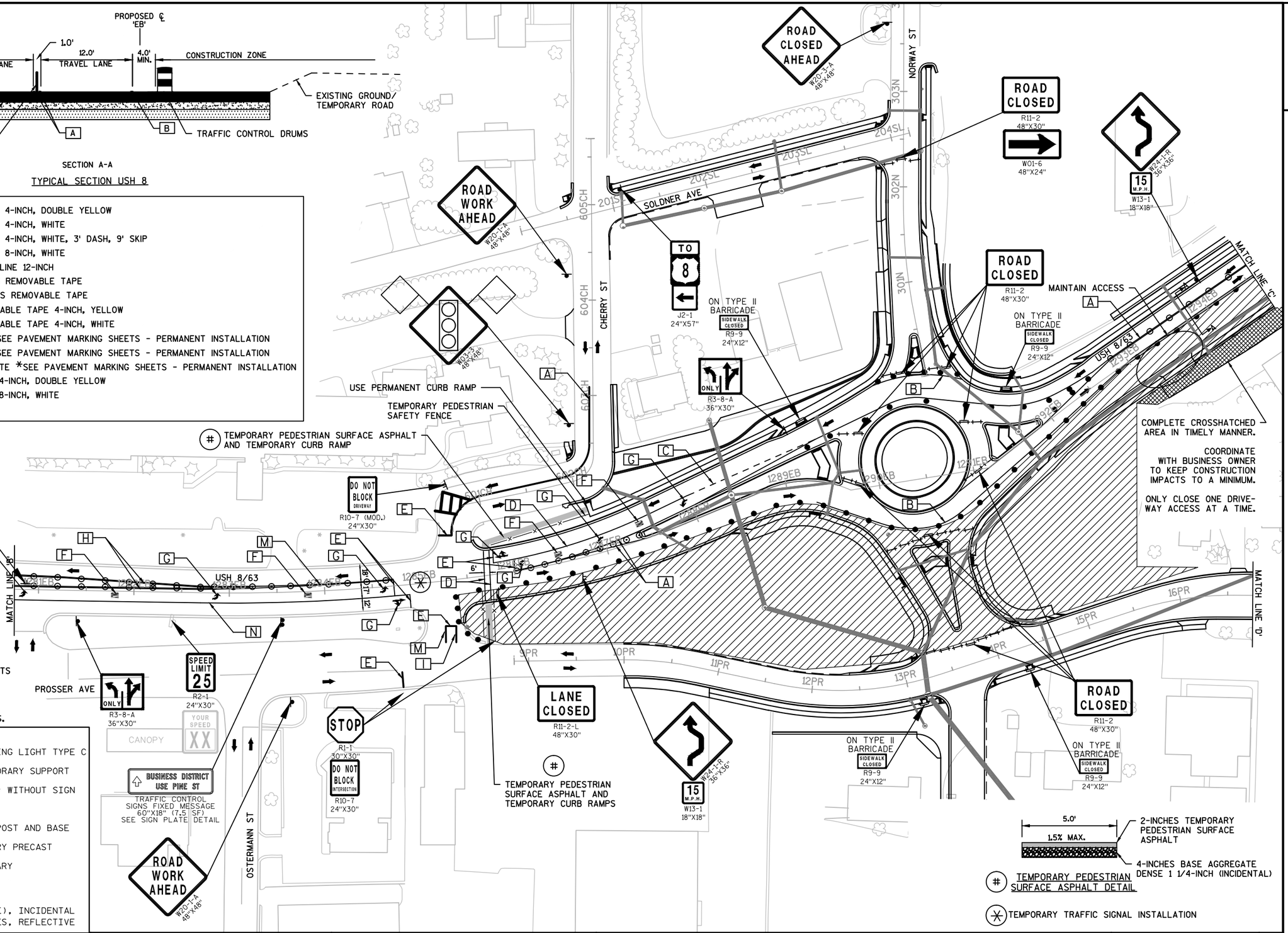
A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
F	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
G	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
H	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
I	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
J	PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
K	PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
L	PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
M	PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
N	PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
XXXXX	REMOVING PAVEMENT MARKINGS

NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE



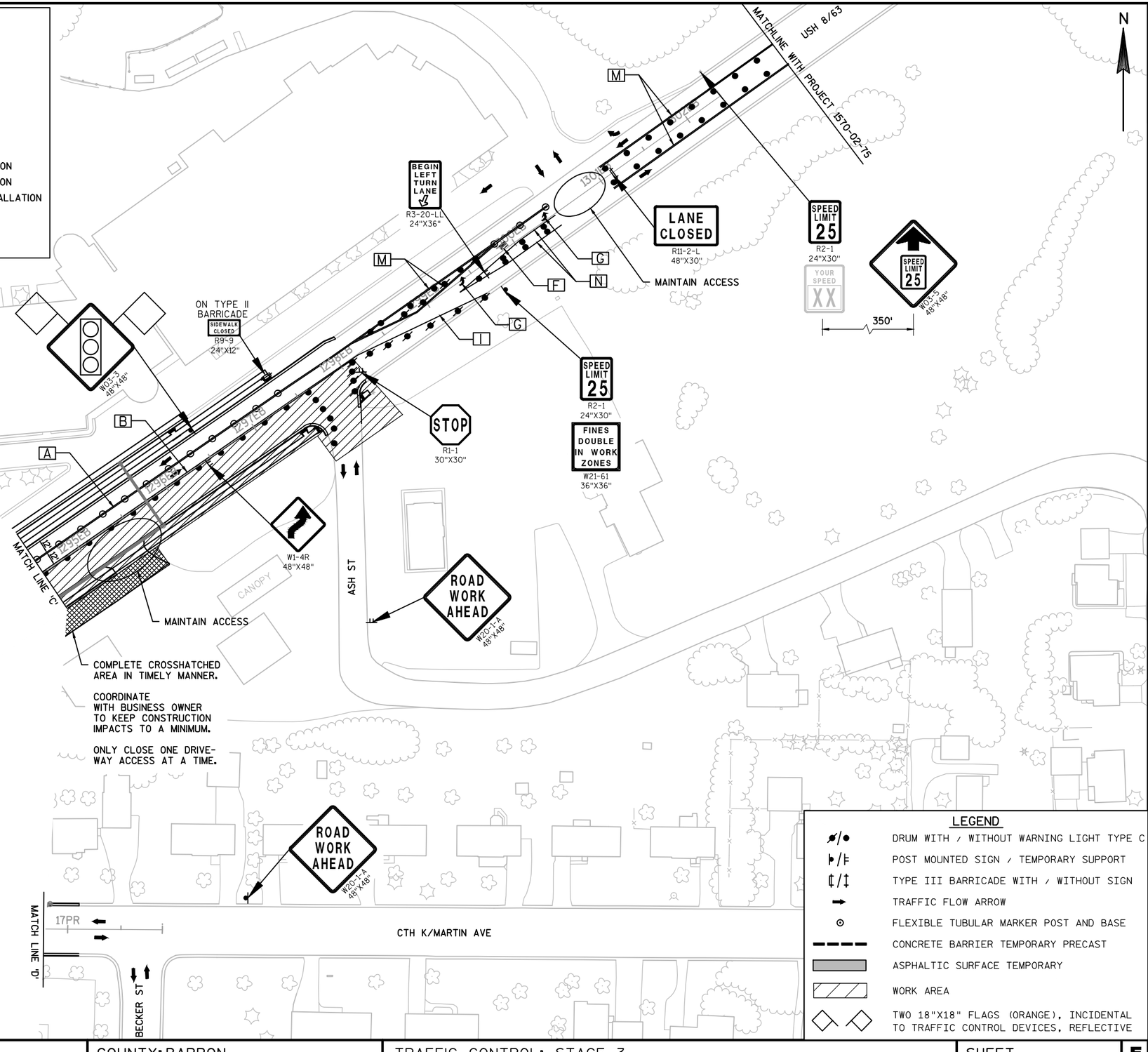
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 3	SHEET 115 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\STAGING\STAGING03.DWG
LAYOUT NAME - STAGING03 - STAGE 3 (3)

PLOT DATE : 10/31/2016 3:56 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

- [A] TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
- [B] TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
- [C] TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
- [D] TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
- [E] TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH
- [F] TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
- [G] TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
- [H] TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, YELLOW
- [I] TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH, WHITE
- [J] PAVEMENT MARKING EPOXY WORDS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- [K] PAVEMENT MARKING EPOXY ARROWS *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- [L] PAVEMENT MARKING EPOXY 8-INCH, WHITE *SEE PAVEMENT MARKING SHEETS - PERMANENT INSTALLATION
- [M] PAVEMENT MARKING REMOVABLE TAPE 4-INCH, DOUBLE YELLOW
- [N] PAVEMENT MARKING REMOVABLE TAPE 8-INCH, WHITE
- XXXXX REMOVING PAVEMENT MARKINGS



NOTE:
FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 3	SHEET 116 E

NOTE:
SEE 'TRAFFIC CONTROL: STAGE 4 DETOUR SIGNING' PLAN SHEET FOR STAGE 4 LAYOUT OF FINAL SURFACE LIFT ASPHALT PAVING OPERATIONS.

FLAGGING WILL BE REQUIRED DURING ANY CONSTRUCTION OPERATIONS THAT RESTRICT THE WIDTH OF TRAVEL LANES ON THE LOCAL STREETS TO LESS THAN 11' WIDE LANES. MAINTAIN A MINIMUM OF TWO 11' WIDE LANES DURING NON WORKING HOURS.

MAINTAIN ACCESS TO BUSINESSES AT ALL TIMES.

ROAD WORK AHEAD
W20-1-A
48"X48"

ROAD WORK AHEAD
W20-1-A
48"X48"

ROAD WORK AHEAD
W20-1-A
48"X48"

ROAD WORK AHEAD
W20-1-A
48"X48"

350'

ROAD CLOSED
R11-2
48"X30"

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

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

BUTTERNUT ST
APPLE ST
CHERRY ST
SOLDNER AVE
NORWAY ST
USH 8/63
PROSSER AVE
OSTERMANN ST
CTH K/MARTIN AVE.
CANOPY

202SL 203SL 204SL 205SL 206SL 207SL
303N 302N 301N
601CH 602CH 603CH
1279EB 1280EB 1281EB 1282EB 1283EB 1284EB 1285EB 1286EB 1287EB 1288EB 1289EB 1290EB 1291EB 1292EB 1293EB 1294EB
9PR 10PR 11PR 12PR 13PR 14PR 15PR 16PR 17PR

LEGEND

- DRUM WITH / WITHOUT WARNING LIGHT TYPE C
- POST MOUNTED SIGN / TEMPORARY SUPPORT
- TYPE III BARRICADE WITH / WITHOUT SIGN
- TRAFFIC FLOW ARROW
- FLEXIBLE TUBULAR MARKER POST AND BASE
- CONCRETE BARRIER TEMPORARY PRECAST
- ASPHALTIC SURFACE TEMPORARY
- WORK AREA
- TWO 18"X18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL DEVICES, REFLECTIVE

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 5	SHEET 117	E

2

N

ROAD CLOSED 500 FT

DETOUR AHEAD

ROAD CLOSED AHEAD

ROAD CLOSED

TYPE III BARRICADE

R11-3 60"X60"
ROAD CLOSED
1/2 MILE AHEAD
LOCAL TRAFFIC ONLY

DETOUR WEST 8 / DETOUR SOUTH 63

DETOUR EAST 8 / DETOUR NORTH 63

END DETOUR WEST 8 / END DETOUR SOUTH 63

END DETOUR EAST 8 / END DETOUR NORTH 63

63

8

PROSSER AVENUE

INDUSTRIAL AVENUE

MARTIN AVENUE

LOGAN AVENUE

WESTERN BOULEVARD

CHERRY STREET

NORWAY STREET

TAMARACK STREET

BECKER STREET

ASH STREET

PINE STREET

MAPLE STREET

POPLAR STREET

OSTERMANN DRIVE

COUNTY K

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH TRAFFIC CONTROL SIGN
- DETOUR ROUTE
- WORK AREA

NORTH M3-1 24"X12" | EAST M3-2 24"X12" | SOUTH M3-3 24"X12" | WEST M3-4 24"X12" | DETOUR M4-8 24"X12" | END DETOUR M4-8A 24"X18"

8 M1-4 24"X24" | 63 M1-4 24"X24" | M05-1L 21"X21" | M05-1R 21"X21" | M06-1 21"X21" | M06-1 21"X21"

R11-2 48"X30" ROAD CLOSED TYPE III BARRICADE

R11-3 60"X60" ROAD CLOSED 1/2 MILE AHEAD LOCAL TRAFFIC ONLY TYPE III BARRICADE

DETOUR AHEAD W20-2-4 48"X48"

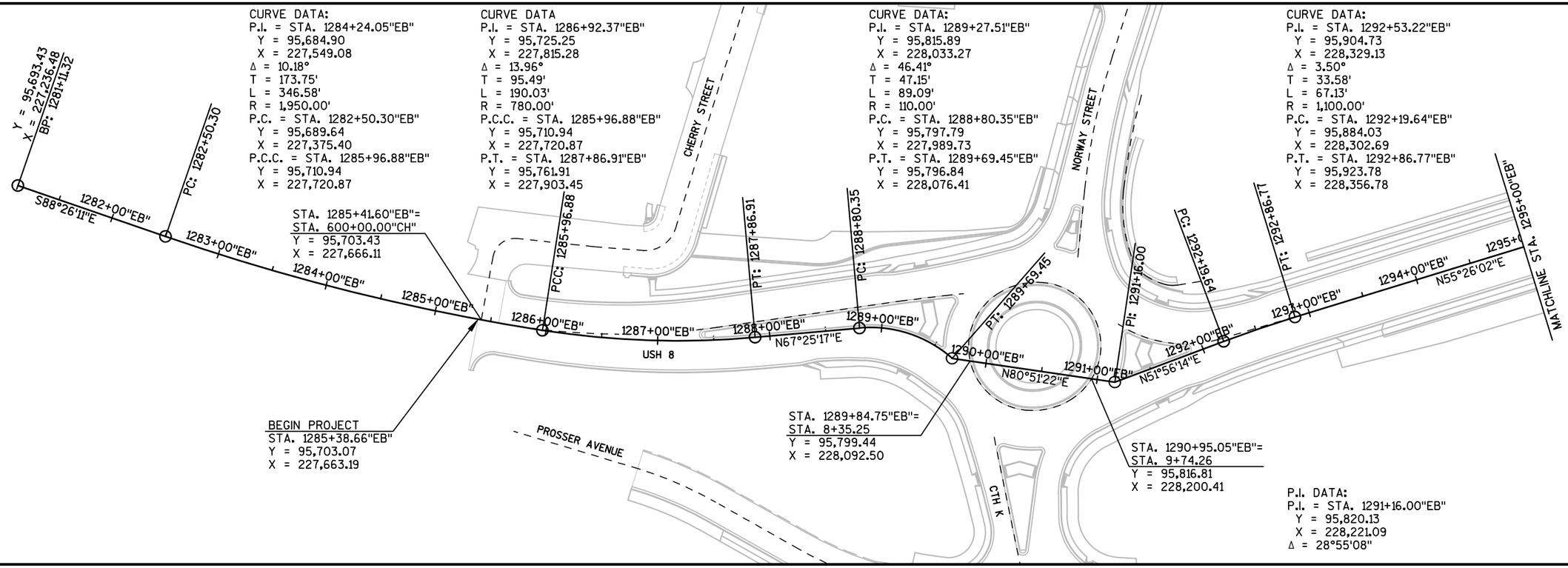
ROAD CLOSED AHEAD W20-3-4 48"X48"

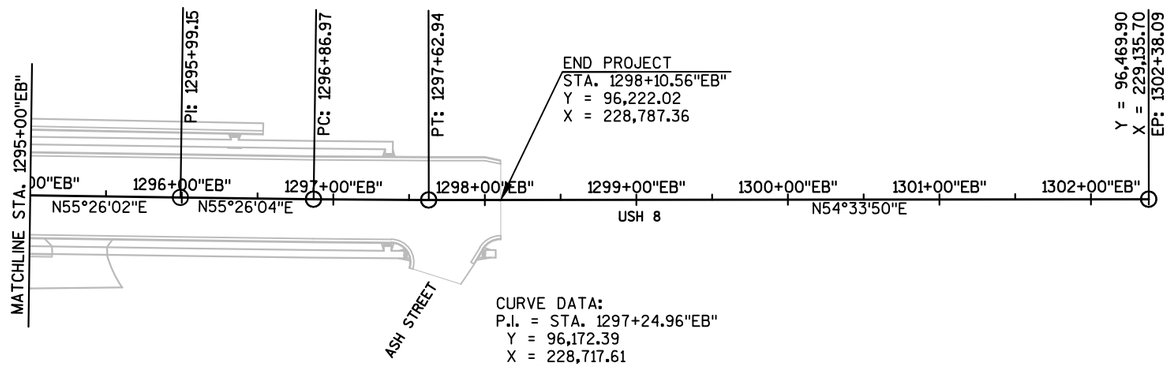
ROAD CLOSED 500 FT W20-3-0 48"X48"

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL: STAGE 4 DETOUR SIGNING	SHEET 118	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\STAGING\STAGE 4 DETOUR ROUTE.DWG
LAYOUT NAME - STAGE 4 DETOUR ROUTE - DETOUR PLAN

PLOT DATE : 10/26/2016 12:42 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1" = 500'





PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: USH 8 EASTBOUND ("EB")	SHEET 119	E

CURVE DATA:
P.I. = STA. 1286+32.74"WB"
Y = 95,719.15
X = 227,783.37
Δ = 17.99°
T = 94.98'
L = 188.41'
R = 600.00'
P.C. = STA. 1285+37.76"WB"
Y = 95,706.42
X = 227,689.24
P.T. = STA. 1287+26.16"WB"
Y = 95,760.33
X = 227,868.96

CURVE DATA:
P.I. = STA. 1289+17.66"WB"
Y = 95,843.34
X = 228,041.52
Δ = 3.07°
T = 26.81'
L = 53.60'
R = 1,000.00'
P.C. = STA. 1288+90.85"WB"
Y = 95,831.72
X = 228,017.37
P.T. = STA. 1289+44.45"WB"
Y = 95,853.65
X = 228,066.27

CURVE DATA:
P.I. = STA. 1291+54.55"WB"
Y = 95,825.54
X = 228,210.33
Δ = 88.34°
T = 106.86'
L = 169.61'
R = 110.00'
P.C. = STA. 1290+47.69"WB"
Y = 95,912.48
X = 228,148.18
P.T. = STA. 1292+17.29"WB"
Y = 95,885.15
X = 228,299.03

CHERRY STREET
NORWAY STREET
USH 8
PROSSER AVENUE
CTH K
DRIVEWAY
MARTIN AVENUE (CTH K)
SOLDNER AVENUE

BP: 1285+30.21
PC: 1285+37.76
PT: 1287+26.16
PC: 1288+90.85
PT: 1289+44.45
PT: 1292+17.29
EP: 1293+00.00

1286+00"WB"
1287+00"WB"
1288+00"WB"
1289+00"WB"
1292+00"WB"
N82°18'01"E
N64°18'32"E
N67°22'48"E
N56°05'46"E

BEGIN CONSTRUCTION
STA. 1285+30.21"WB"
Y = 95,705.41
X = 227,681.76

END "WB" ALIGNMENT
STA. 1293+00.00"WB"
Y = 95,931.29
X = 228,367.67

BEGIN CONSTRUCTION
STA. 400+17.35"K"
Y = 95,628.79
X = 228,195.61

BP: 400+00.00
Y = 95,613.62
X = 228,204.03

EP: 401+45.75
Y = 95,741.06
X = 228,133.31

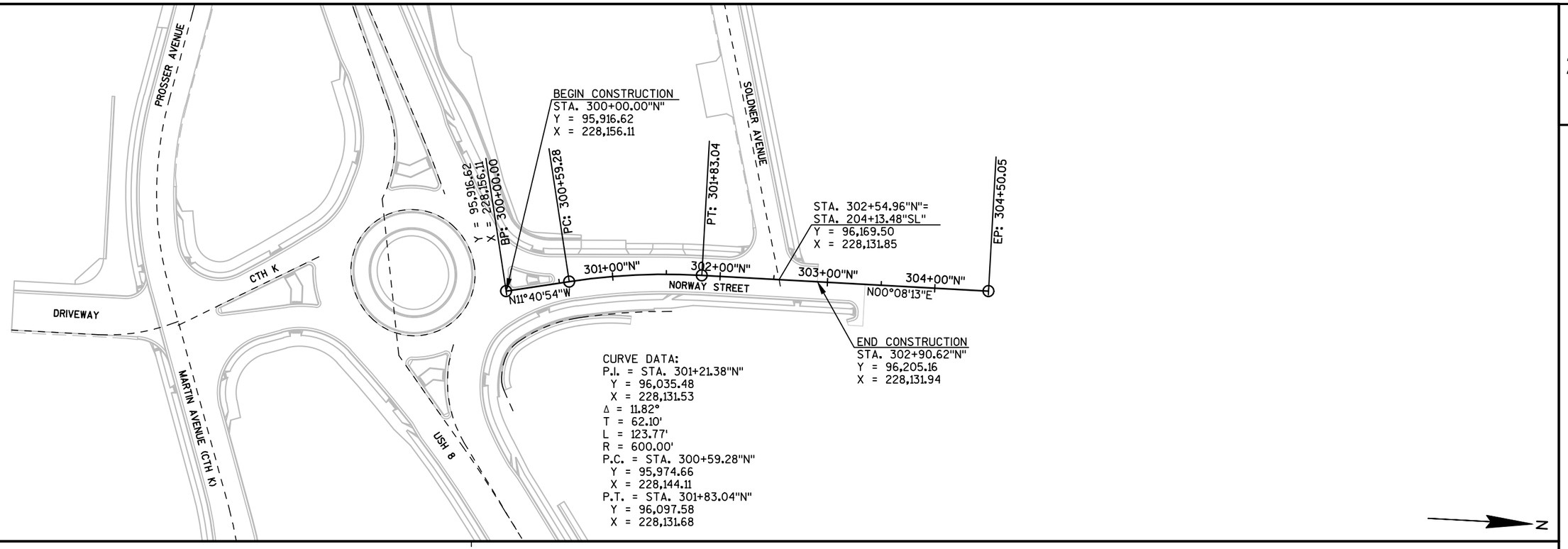
CTH K 401+00"K"
N29°01'29"W

STA. 400+01.07"K"=
STA. 13+71.16"PR"
Y = 95,614.55
X = 228,203.51

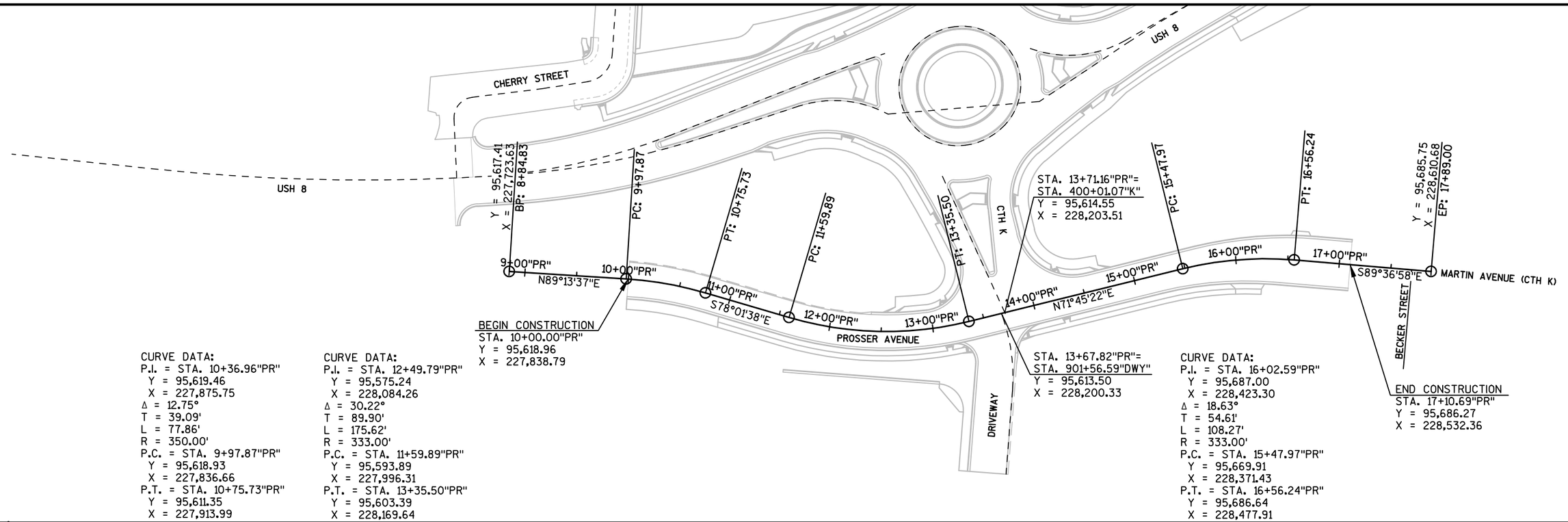
END CONSTRUCTION
STA. 401+42.96"K"
Y = 95,738.62
X = 228,134.66

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: USH 8 WESTBOUND ("WB") AND CTH K ("K")	SHEET 120	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\ALIGNMENT OVERVIEW\027202-AD.DWG
15700201-60% - 027202-AD - 027202-AD
PLOT DATE : 9/28/2016 9:10 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44



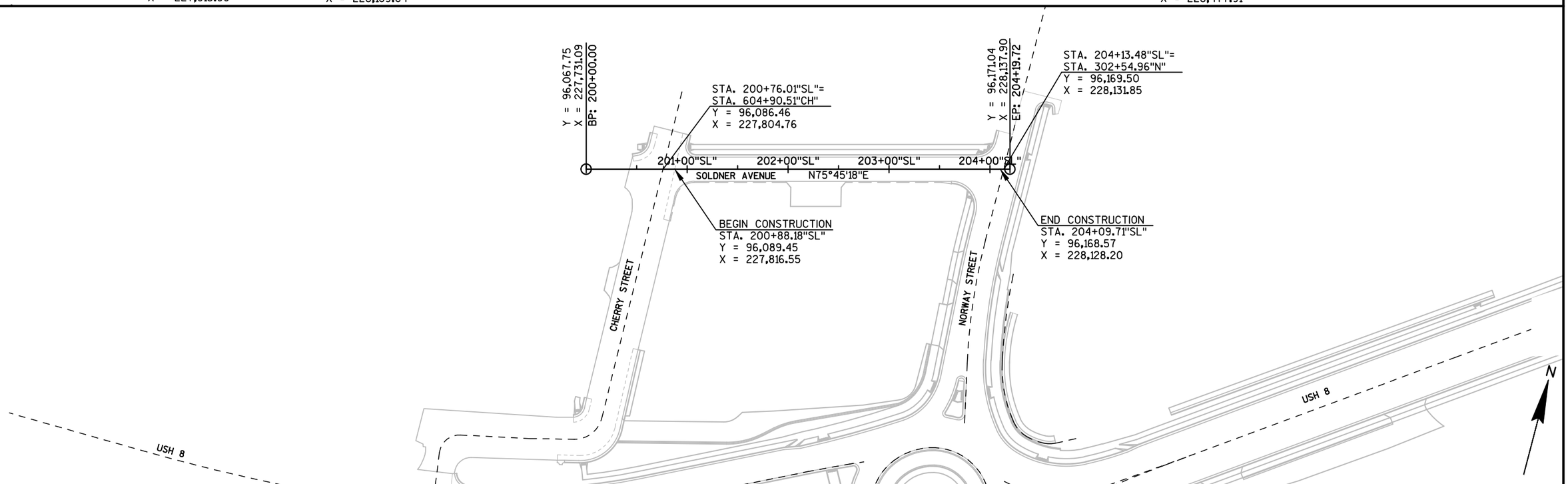
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: NORWAY ST. ("N") AND CHERRY ST. ("CH")	SHEET 121	E



CURVE DATA:
P.I. = STA. 10+36.96"PR"
Y = 95,619.46
X = 227,875.75
Δ = 12.75°
T = 39.09'
L = 77.86'
R = 350.00'
P.C. = STA. 9+97.87"PR"
Y = 95,618.93
X = 227,836.66
P.T. = STA. 10+75.73"PR"
Y = 95,611.35
X = 227,913.99

CURVE DATA:
P.I. = STA. 12+49.79"PR"
Y = 95,575.24
X = 228,084.26
Δ = 30.22°
T = 89.90'
L = 175.62'
R = 333.00'
P.C. = STA. 11+59.89"PR"
Y = 95,593.89
X = 227,996.31
P.T. = STA. 13+35.50"PR"
Y = 95,603.39
X = 228,169.64

CURVE DATA:
P.I. = STA. 16+02.59"PR"
Y = 95,687.00
X = 228,423.30
Δ = 18.63°
T = 54.61'
L = 108.27'
R = 333.00'
P.C. = STA. 15+47.97"PR"
Y = 95,669.91
X = 228,371.43
P.T. = STA. 16+56.24"PR"
Y = 95,686.64
X = 228,477.91



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: PROSSER ("PR") AND SOLDNER AVE. ("SL")	SHEET 122	E

2

N

"NW"

CURVE DATA:
P.I. = STA. 10+69.31"NW"
Y = 95,875.98
X = 228,052.20
Δ = 6.09°
T = 53.20'
L = 106.30'
R = 1,000.00'
P.C. = STA. 10+16.11"NW"
Y = 95,852.29
X = 228,004.57
P.T. = STA. 11+22.41"NW"
Y = 95,904.59
X = 228,097.06

CURVE DATA:
P.I. = STA. 11+35.59"NW"
Y = 95,911.98
X = 228,108.16
Δ = 29.53°
T = 13.18'
L = 25.77'
R = 50.00'
P.C. = STA. 11+22.41"NW"
Y = 95,904.59
X = 228,097.06
P.T. = STA. 11+48.18"NW"
Y = 95,923.31
X = 228,114.34

CURVE DATA:
P.I. = STA. 11+66.08"NW"
Y = 95,939.13
X = 228,122.73
Δ = 30.79°
T = 17.90'
L = 34.93'
R = 65.00'
P.C. = STA. 11+48.18"NW"
Y = 95,923.31
X = 228,114.34
P.T. = STA. 11+83.11"NW"
Y = 95,957.01
X = 228,121.84

CURVE DATA:
P.I. = STA. 13+09.61"NW"
Y = 96,083.35
X = 228,115.54
Δ = 3.31°
T = 17.82'
L = 35.62'
R = 616.00'
P.C. = STA. 12+91.79"NW"
Y = 96,065.56
X = 228,116.43
P.T. = STA. 13+27.42"NW"
Y = 96,101.16
X = 228,115.69

"NE"

CURVE DATA:
P.I. = STA. 10+25.62"NE"
Y = 95,893.73
X = 228,237.43
Δ = 30.19°
T = 25.62'
L = 50.06'
R = 95.00'
P.C. = STA. 10+00.00"NE"
Y = 95,899.49
X = 228,262.39
P.T. = STA. 110+50.06"NE"
Y = 95,901.31
X = 228,212.95

CURVE DATA:
P.I. = STA. 10+65.52"NE"
Y = 95,905.88
X = 228,198.18
Δ = 34.37°
T = 15.46'
L = 29.99'
R = 50.00'
P.C. = STA. 10+50.06"NE"
Y = 95,901.31
X = 228,212.95
P.T. = STA. 10+80.05"NE"
Y = 95,917.99
X = 228,188.57

CURVE DATA:
P.I. = STA. 11+16.26"NE"
Y = 95,946.36
X = 228,166.06
Δ = 27.14°
T = 36.21'
L = 71.06'
R = 150.00'
P.C. = STA. 10+80.05"NE"
Y = 95,917.99
X = 228,188.57
P.T. = STA. 11+51.11"NE"
Y = 95,981.87
X = 228,158.97

CENTER CIRCLE

CURVE DATA:
P.I. = STA. 11+11.25
Y = 95,881.05
X = 228,111.73
Δ = 38.94°
T = 22.63'
L = 43.49'
R = 64.00'
P.C.C. = STA. 7+23.43
Y = 95,885.74
X = 228,133.87
P.C.C. = STA. 7+66.92
Y = 95,863.48
X = 228,097.47

CURVE DATA:
P.I. = STA. 9+28.65
Y = 95,777.29
X = 228,175.18
Δ = 38.94°
T = 22.63'
L = 43.50'
R = 64.00'
P.C.C. = STA. 9+06.02
Y = 95,772.59
X = 228,153.05
P.C.C. = STA. 9+49.52
Y = 95,794.85
X = 228,189.45

CURVE DATA:
P.I. = STA. 9+26.73
Y = 95,739.44
X = 227,996.72
Δ = 141.06°
T = 159.81'
L = 139.10'
R = 56.50'
P.C.C. = STA. 7+66.92
Y = 95,863.48
X = 228,097.47
P.C.C. = STA. 9+06.02
Y = 95,772.59
X = 228,153.05

CURVE DATA:
P.I. = STA. 11+09.33
Y = 95,918.90
X = 228,290.20
Δ = 141.06°
T = 159.81'
L = 139.10'
R = 56.50'
P.C.C. = STA. 9+49.52
Y = 95,794.85
X = 228,189.45
P.C.C. = STA. 10+88.62
Y = 95,885.74
X = 228,133.87

"SW"

CURVE DATA:
P.I. = STA. 10+37.00"SW"
Y = 95,768.39
X = 227,981.54
Δ = 8.01°
T = 21.00'
L = 41.94'
R = 300.00'
P.C. = STA. 10+16.00"SW"
Y = 95,760.33
X = 227,962.14
P.C.C. = STA. 10+57.94"SW"
Y = 95,773.67
X = 228,001.87

CURVE DATA:
P.I. = STA. 10+87.80"SW"
Y = 95,781.18
X = 228,030.77
Δ = 34.90°
T = 29.86'
L = 57.86'
R = 95.00'
P.C.C. = STA. 10+57.94"SW"
Y = 95,773.67
X = 228,001.87
P.T. = STA. 11+15.80"SW"
Y = 95,770.81
X = 228,058.77

CURVE DATA:
P.I. = STA. 11+54.57"SW"
Y = 95,758.39
X = 228,095.49
Δ = 35.93°
T = 22.70'
L = 43.90'
R = 70.00'
P.C. = STA. 11+31.88"SW"
Y = 95,765.66
X = 228,073.99
P.C.C. = STA. 11+75.77"SW"
Y = 95,739.88
X = 228,108.63

CURVE DATA:
P.I. = STA. 12+18.35"SW"
Y = 95,705.17
X = 228,133.29
Δ = 4.88°
T = 42.58'
L = 85.11'
R = 1,000.00'
P.C.C. = STA. 11+75.77"SW"
Y = 95,739.88
X = 228,108.63
P.T. = STA. 12+60.88"SW"
Y = 95,668.48
X = 228,154.90

"SE"

CURVE DATA:
P.I. = STA. 10+39.47"SE"
Y = 95,747.20
X = 228,190.93
Δ = 62.53°
T = 39.47'
L = 70.94'
R = 65.00'
P.C. = STA. 10+00.00"SE"
Y = 95,709.72
X = 228,203.28
P.C.C. = STA. 10+70.94"SE"
Y = 95,775.46
X = 228,218.49

CURVE DATA:
P.I. = STA. 11+15.22"SE"
Y = 95,807.15
X = 228,249.41
Δ = 4.71°
T = 44.28'
L = 88.49'
R = 1,076.00'
P.C.C. = STA. 10+70.94"SE"
Y = 95,775.46
X = 228,218.49
P.T. = STA. 11+59.45"SE"
Y = 95,836.20
X = 228,282.83

P.I. DATA:
P.I. = STA. 11+64.96"SE"
Y = 95,839.23
X = 228,287.43
Δ = 00°0'00"

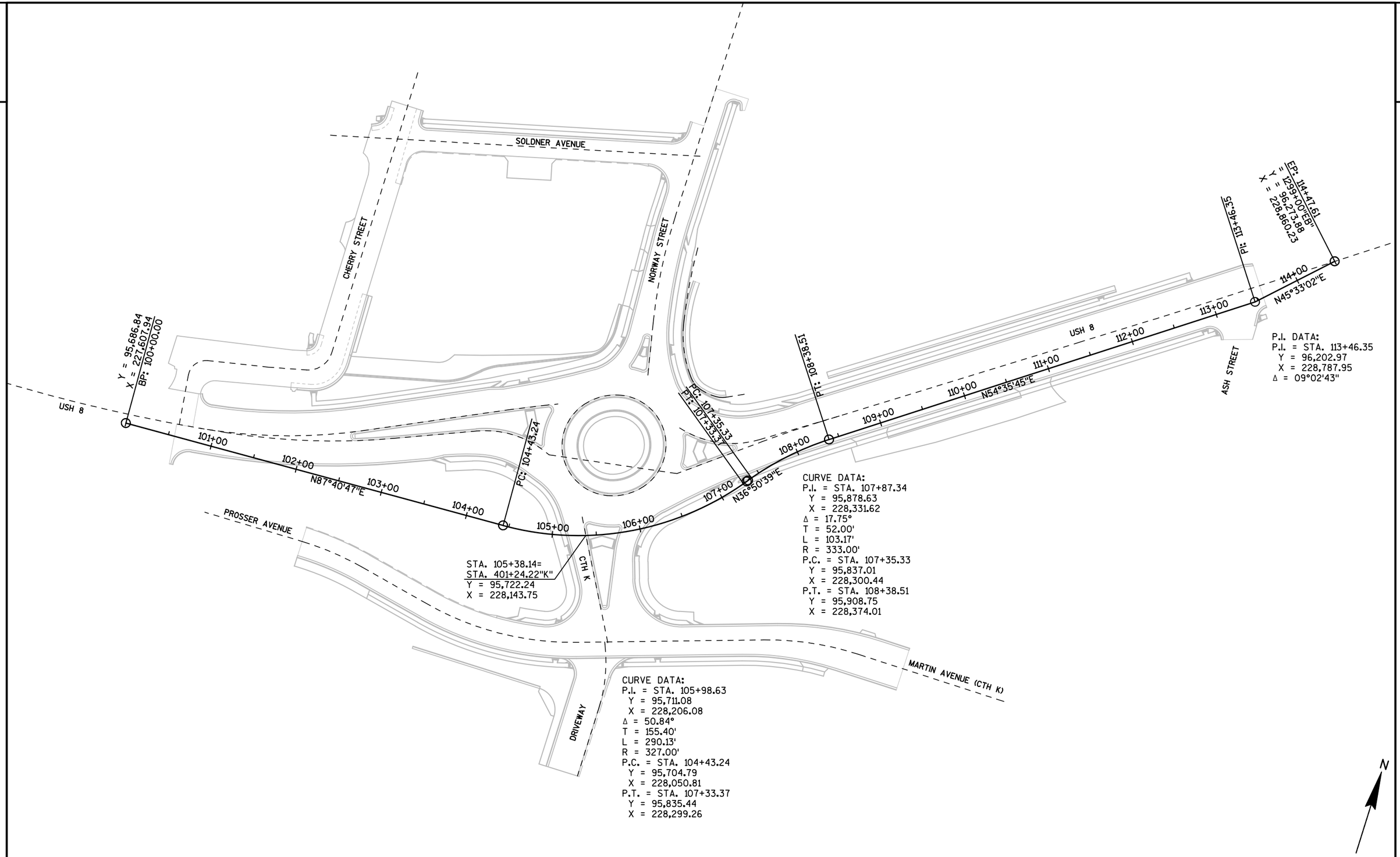
P.I. DATA:
P.I. = STA. 11+75.45"SE"
Y = 95,845.00
X = 228,296.18
Δ = 06°03'06"

P.I. DATA:
P.I. = STA. 12+05.00"SE"
Y = 95,863.78
X = 228,319.00
Δ = 01°58'56"

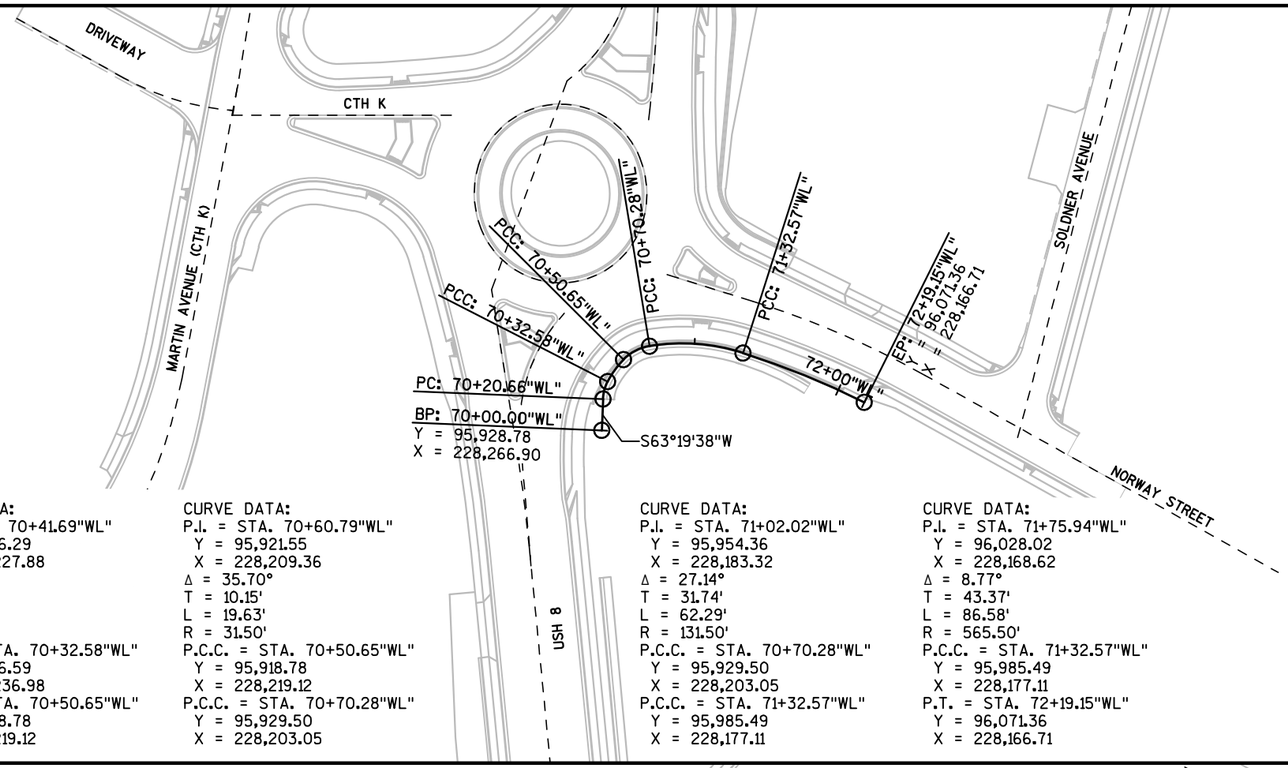
EP: 13+27.42
Y = 96,101.16
X = 228,115.69
PC: 12+91.79
13+00"NW"
N02°51'04"W
NORWAY STREET
PT: 11+83.11
12+00"NW"
EP: 11+51.11
Y = 95,981.87
X = 228,158.97
CHERRY STREET
Y = 95,847.08
X = 227,989.32
BP: 10+00.00
PC: 10+16.11
PCC: 11+22.41
PCC: 11+48.18
11+00"NW"
N71°07'57"E
11+00"NE"
PCC: 10+80.05
PCC: 10+50.06
BP: 10+00.00
Y = 95,899.49
X = 228,262.39
PI: 11+75.45
PI: 12+05.00
12+00"NE"
N50°33'16"E
N52°32'12"E
N56°36'22"E
11+59.45
USH 8
8+00
PCC: 7+66.92
BP: 9+06.02
PCC: 9+49.52
9+00
10+00
N60°14'26"E
Y = 95,752.38
X = 227,948.25
BP: 10+00.00
PC: 10+16.00
PCC: 10+57.94
11+00"SW"
S18°18'38"E
PT: 11+15.80
PC: 11+31.88
STA. 8+35.25=
STA. 1289+84.75"EB"
Y = 95,799.44
X = 228,092.50
PCC: 11+75.77
12+00"SW"
CTH K
Y = 95,668.48
X = 228,154.90
EP: 12+60.88
11+00"SE"
PCC: 10+70.94
STA. 9+74.26=
STA. 1290+95.05"EB"
Y = 95,816.81
X = 228,200.41
BP: 10+00.00
Y = 95,709.72
X = 228,203.28

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: ROUNDABOUT ("NW", "NE", "SW", "SE", "CC")	SHEET 123	E

2



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: USH 8 TEMPORARY ROAD (STAGE 2)	SHEET 124	E



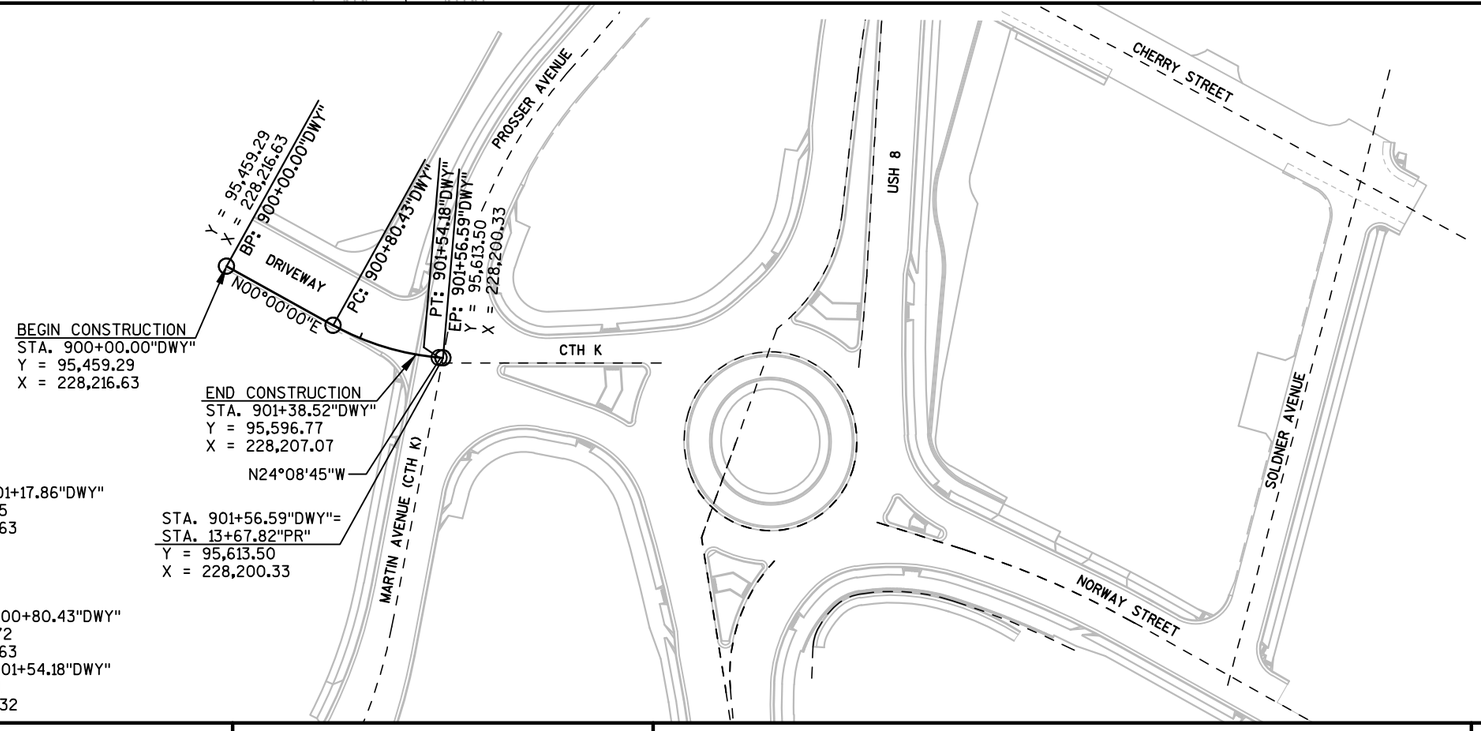
CURVE DATA:
P.I. = STA. 70+26.72"WL"
Y = 95,916.78
X = 228,243.03
Δ = 24.83°
T = 6.06'
L = 11.92'
R = 27.50'
P.C. = STA. 70+20.66"WL"
Y = 95,919.50
X = 228,248.44
P.C.C. = STA. 70+32.58"WL"
Y = 95,916.59
X = 228,236.98

CURVE DATA:
P.I. = STA. 70+41.69"WL"
Y = 95,916.29
X = 228,227.88
Δ = 17.75°
T = 9.11'
L = 18.07'
R = 58.33'
P.C.C. = STA. 70+32.58"WL"
Y = 95,916.59
X = 228,236.98
P.C.C. = STA. 70+50.65"WL"
Y = 95,918.78
X = 228,219.12

CURVE DATA:
P.I. = STA. 70+60.79"WL"
Y = 95,921.55
X = 228,209.36
Δ = 35.70°
T = 10.15'
L = 19.63'
R = 31.50'
P.C.C. = STA. 70+50.65"WL"
Y = 95,918.78
X = 228,219.12
P.C.C. = STA. 70+70.28"WL"
Y = 95,929.50
X = 228,203.05

CURVE DATA:
P.I. = STA. 71+02.02"WL"
Y = 95,954.36
X = 228,183.32
Δ = 27.14°
T = 31.74'
L = 62.29'
R = 131.50'
P.C.C. = STA. 70+70.28"WL"
Y = 95,929.50
X = 228,203.05
P.C.C. = STA. 71+32.57"WL"
Y = 95,985.49
X = 228,177.11

CURVE DATA:
P.I. = STA. 71+75.94"WL"
Y = 96,028.02
X = 228,168.62
Δ = 8.77°
T = 43.37'
L = 86.58'
R = 565.50'
P.C.C. = STA. 71+32.57"WL"
Y = 95,985.49
X = 228,177.11
P.T. = STA. 72+19.15"WL"
Y = 96,071.36
X = 228,166.71



BEGIN CONSTRUCTION
STA. 900+00.00"DWY"
Y = 95,459.29
X = 228,216.63

END CONSTRUCTION
STA. 901+38.52"DWY"
Y = 95,596.77
X = 228,207.07
N24°08'45"W

STA. 901+56.59"DWY"=
STA. 13+67.82"PR"
Y = 95,613.50
X = 228,200.33

CURVE DATA:
P.I. = STA. 901+17.86"DWY"
Y = 95,577.15
X = 228,216.63
Δ = 24.15°
T = 37.43'
L = 73.75'
R = 175.00'
P.C. = STA. 900+80.43"DWY"
Y = 95,539.72
X = 228,216.63
P.T. = STA. 901+54.18"DWY"
Y = 95,611.31
X = 228,201.32

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: RETAINING WALL ("WL") & DRIVEWAY ("DWY")	SHEET 125	E

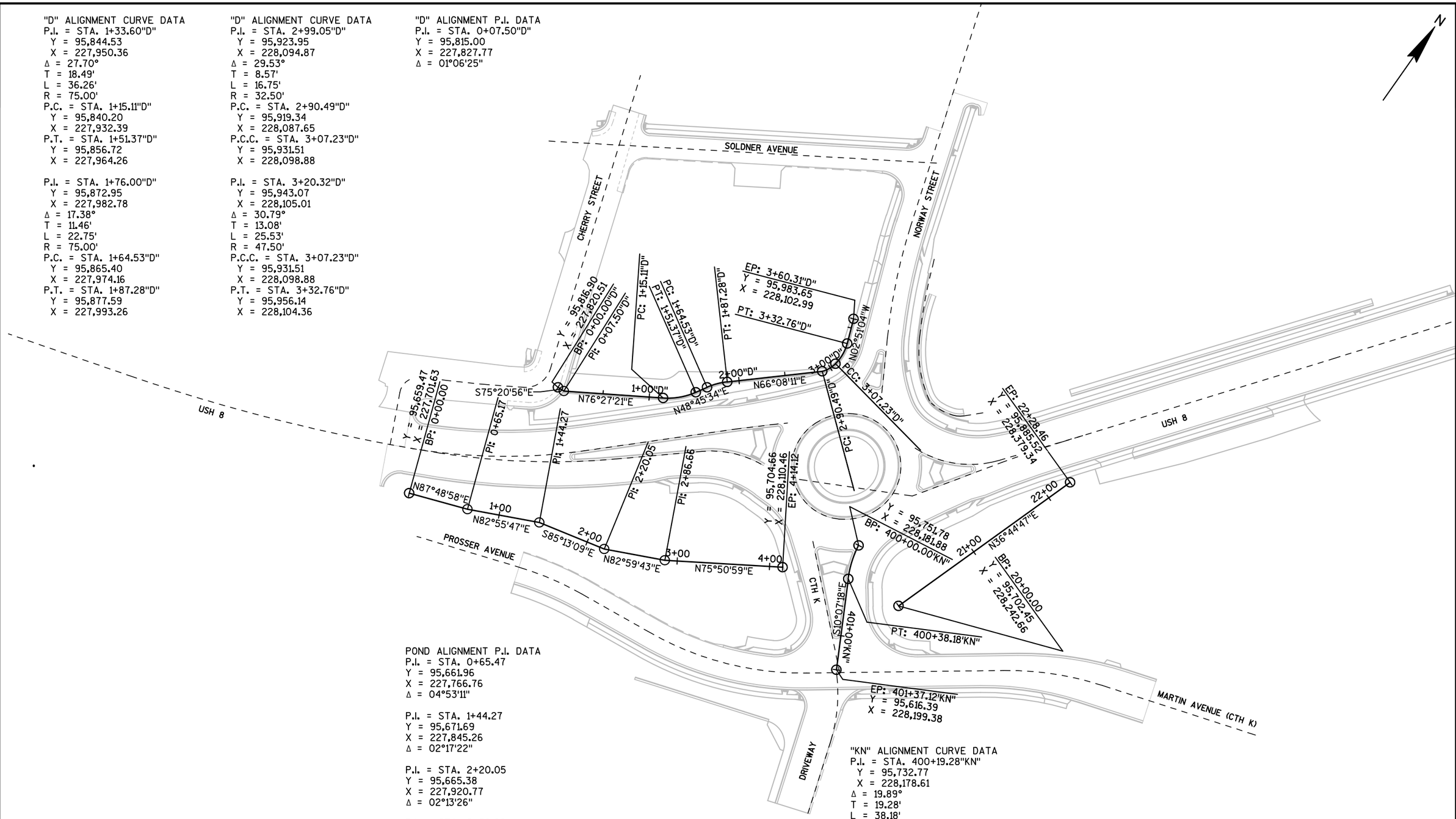
"D" ALIGNMENT CURVE DATA
P.I. = STA. 1+33.60"D"
Y = 95,844.53
X = 227,950.36
Δ = 27.70°
T = 18.49'
L = 36.26'
R = 75.00'
P.C. = STA. 1+15.11"D"
Y = 95,840.20
X = 227,932.39
P.T. = STA. 1+51.37"D"
Y = 95,856.72
X = 227,964.26

P.I. = STA. 1+76.00"D"
Y = 95,872.95
X = 227,982.78
Δ = 17.38°
T = 11.46'
L = 22.75'
R = 75.00'
P.C. = STA. 1+64.53"D"
Y = 95,865.40
X = 227,974.16
P.T. = STA. 1+87.28"D"
Y = 95,877.59
X = 227,993.26

"D" ALIGNMENT CURVE DATA
P.I. = STA. 2+99.05"D"
Y = 95,923.95
X = 228,094.87
Δ = 29.53°
T = 8.57'
L = 16.75'
R = 32.50'
P.C. = STA. 2+90.49"D"
Y = 95,919.34
X = 228,087.65
P.C.C. = STA. 3+07.23"D"
Y = 95,931.51
X = 228,098.88

P.I. = STA. 3+20.32"D"
Y = 95,943.07
X = 228,105.01
Δ = 30.79°
T = 13.08'
L = 25.53'
R = 47.50'
P.C.C. = STA. 3+07.23"D"
Y = 95,931.51
X = 228,098.88
P.T. = STA. 3+32.76"D"
Y = 95,956.14
X = 228,104.36

"D" ALIGNMENT P.I. DATA
P.I. = STA. 0+07.50"D"
Y = 95,815.00
X = 227,827.77
Δ = 01°06'25"



POND ALIGNMENT P.I. DATA
P.I. = STA. 0+65.47
Y = 95,661.96
X = 227,766.76
Δ = 04°53'11"

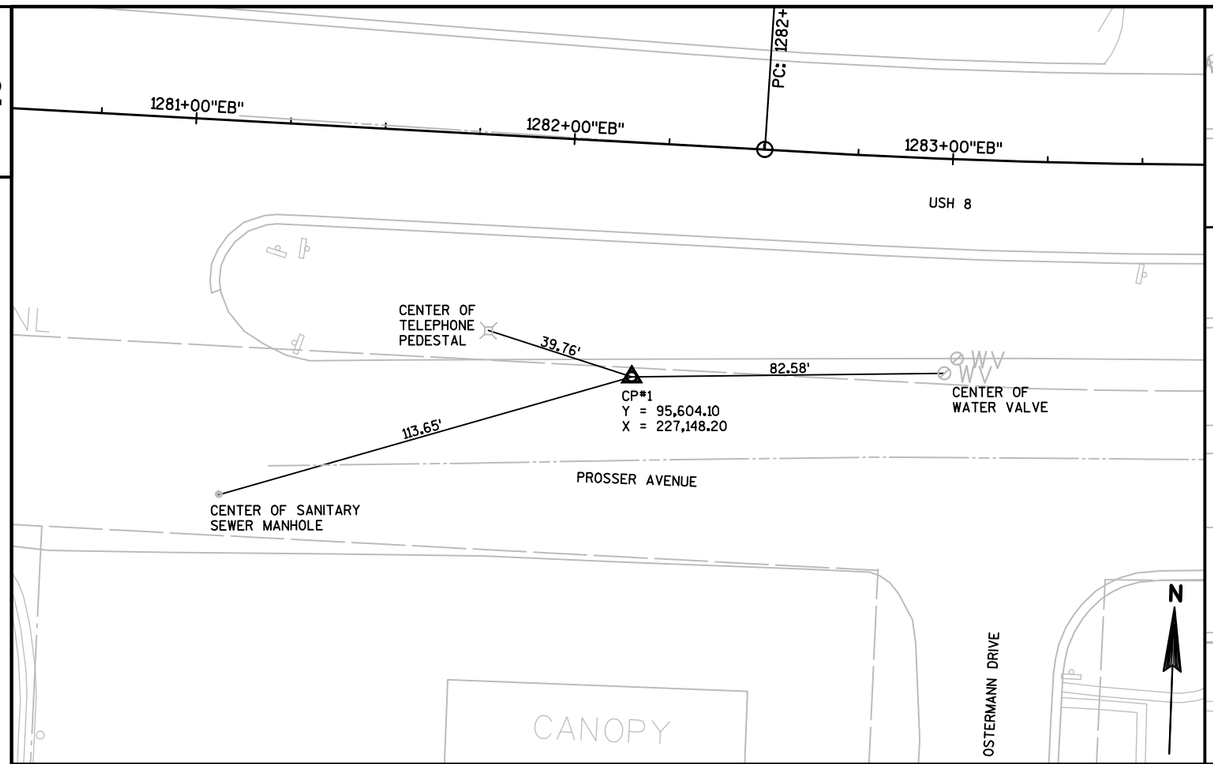
P.I. = STA. 1+44.27
Y = 95,671.69
X = 227,845.26
Δ = 02°17'22"

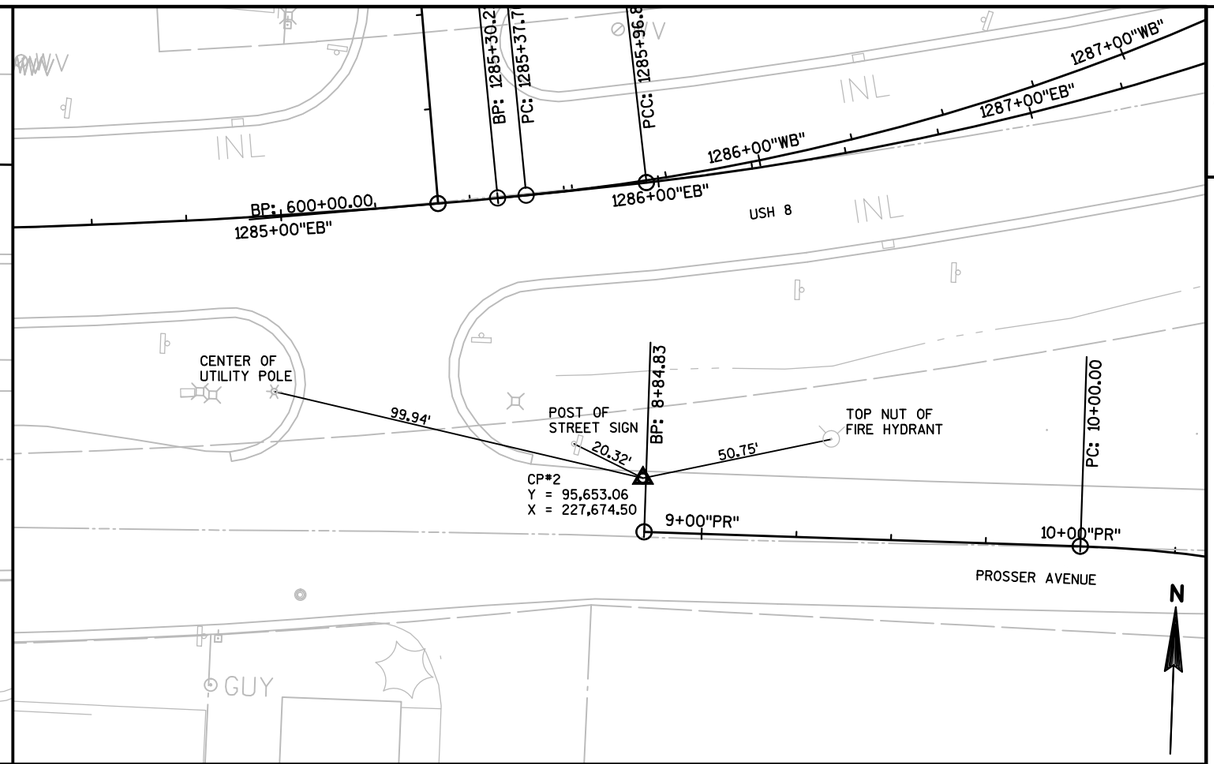
P.I. = STA. 2+20.05
Y = 95,665.38
X = 227,920.77
Δ = 02°13'26"

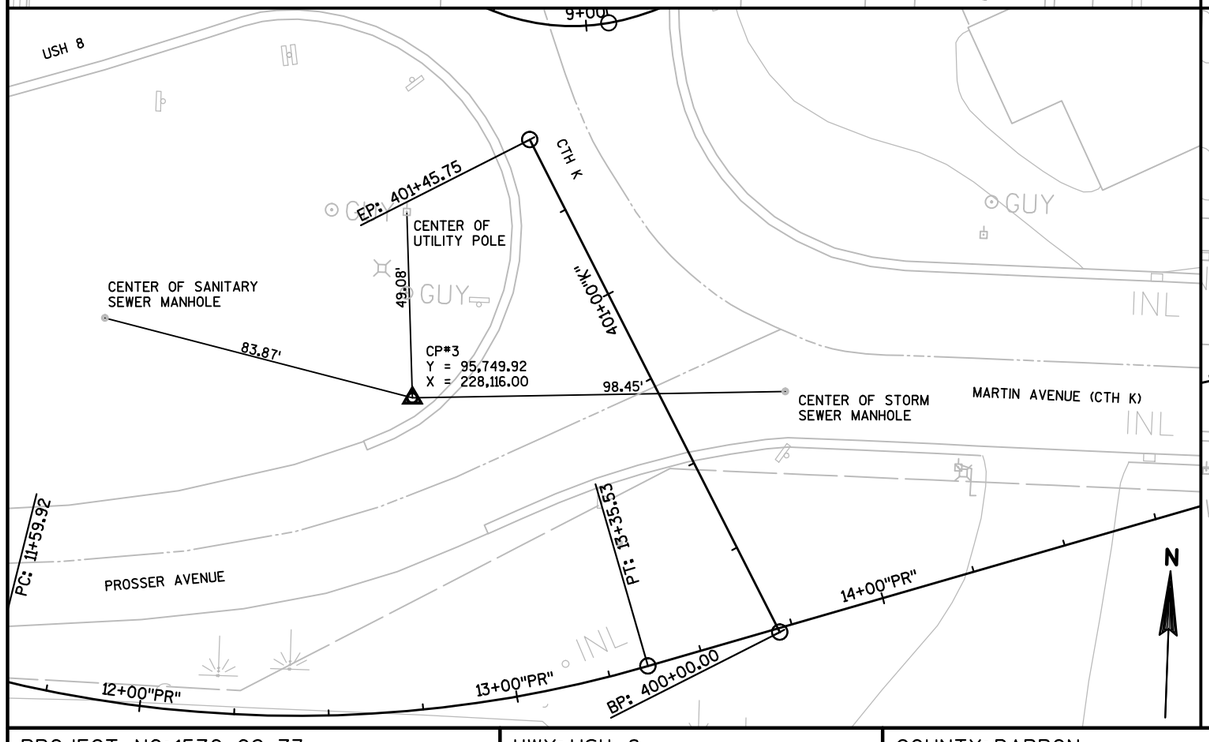
P.I. = STA. 2+86.66
Y = 95,673.50
X = 227,986.96
Δ = 07°08'44"

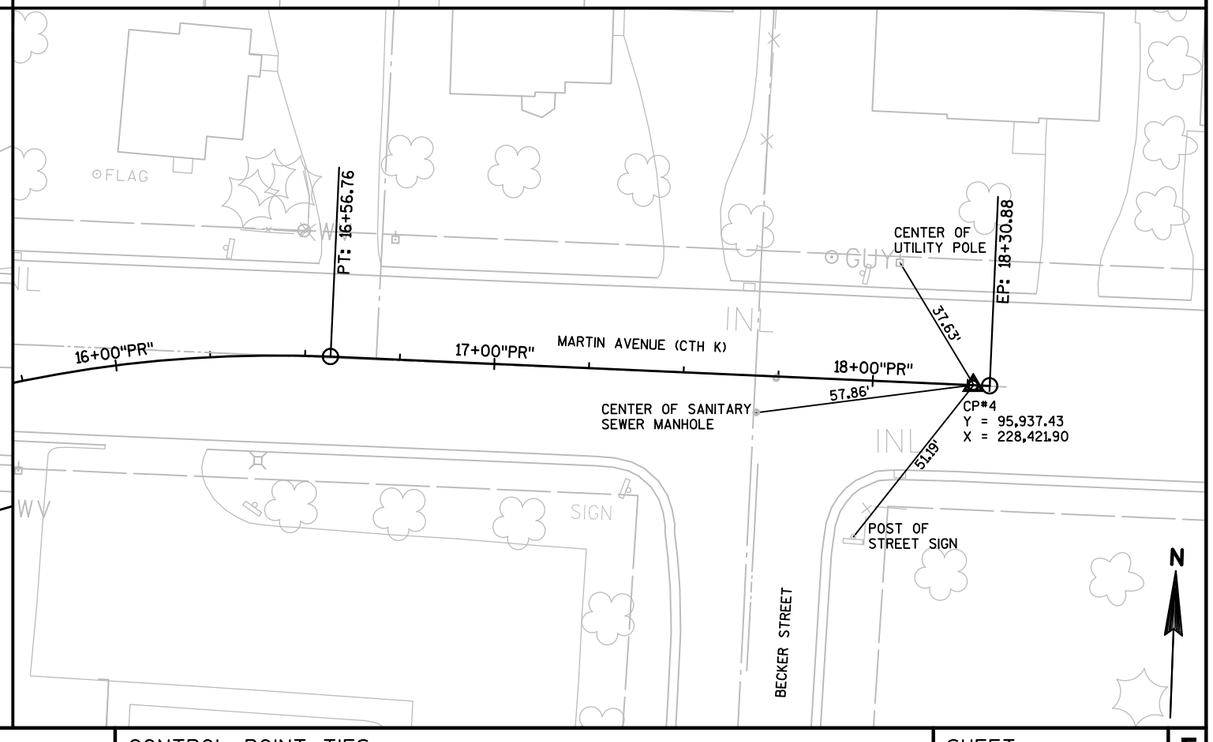
"KN" ALIGNMENT CURVE DATA
P.I. = STA. 400+19.28"KN"
Y = 95,732.77
X = 228,178.61
Δ = 19.89°
T = 19.28'
L = 38.18'
R = 110.00'
P.C. = STA. 400+00"KN"
Y = 95,751.78
X = 228,181.88
P.T. = STA. 400+38.18"KN"
Y = 95,713.79
X = 228,182.00

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	ALIGNMENT OVERVIEW: EARTHWORK ALIGNMENTS	SHEET 126	E









PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CONTROL POINT TIES	SHEET 127	E

2

PI: 1291+16.00

1292+00"WB"

1292+00"EB"

PC: 1292+43.29

PT: 1292+86.77

EP: 1293+00.00

1293+00"EB"

1294+00"EB"

USH 8

POST OF STREET SIGN

19.38'

94.64'

POST OF STREET SIGN

CP*7000
Y = 95,875.21
X = 228,329.84

78.36'

TOP NUT OF FIRE HYDRANT

N

1296+86.97

PC:

1297+62.94

PT:

1297+00"EB"

1298+00"EB"

1299+00"EB"

USH 8

POST OF STREET SIGN

CENTER OF UTILITY POLE

16.01'

CENTER OF TELEPHONE PEDSTAL

18.68'

CP*7001
Y = 96,175.13
X = 228,811.03

ASH STREET

N

605+69.24

BP: 200+00.00

CENTER OF UTILITY POLE

CENTER OF WATER VALVE

58.50'

62.01'

605+00"CH"

201+00"SL"

202+00"SL"

CP*7003
Y = 96,091.55
X = 227,835.22

67.04'

SOLDNER AVENUE

CENTER OF STORM SEWER MANHOLE

CHERRY STREET

604+00"CH"

N

CENTER OF UTILITY POLE

54.51'

CP*7002
Y = 96,150.73
X = 228,064.67

203+00"SL"

204+00"SL"

SOLDNER AVENUE

49.85'

99.00'

CENTER OF UTILITY POLE

TOP NUT OF FIRE HYDRANT

PT: 301+83.04

302+00"N"

EP: 304+00.00

303+00"N"

NORWAY STREET

N

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CONTROL POINT TIES	SHEET 128	E

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	6.000	6.000
0020	201.0205	Grubbing	STA	6.000	6.000
0040	204.0100	Removing Pavement	SY	2,075.000	2,075.000
0050	204.0120	Removing Asphaltic Surface Milling	SY	2,280.000	2,280.000
0060	204.0150	Removing Curb & Gutter	LF	3,480.000	3,480.000
0070	204.0155	Removing Concrete Sidewalk	SY	5.000	5.000
0080	204.0165	Removing Guardrail	LF	15.000	15.000
0090	204.0210	Removing Manholes	EACH	7.000	7.000
0100	204.0220	Removing Inlets	EACH	14.000	14.000
0110	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	180.000	180.000
0120	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	852.000	852.000
0130	204.0245	Removing Storm Sewer (size) 03. 24-Inch	LF	940.000	940.000
0140	204.0245	Removing Storm Sewer (size) 04. 30-Inch	LF	214.000	214.000
0150	204.9090.S	Removing (item description) 01. Modular Block Retaining Wall	LF	60.000	60.000
0160	205.0100	Excavation Common	CY	20,170.000	20,170.000
0170	208.1100	Select Borrow	CY	3,610.000	3,610.000
0180	213.0100	Finishing Roadway (project) 01. 1570-02-73	EACH	1.000	1.000
0200	214.0100	Obliterating Old Road	STA	3.000	3.000
0210	305.0110	Base Aggregate Dense 3/4-Inch	TON	648.000	648.000
0220	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	11,418.000	11,418.000
0230	310.0110	Base Aggregate Open-Graded	TON	74.000	74.000
0240	405.0100	Coloring Concrete WisDOT Red	CY	263.000	263.000
0250	416.0170	Concrete Driveway 7-Inch	SY	209.000	209.000
0260	416.0512	Concrete Truck Apron 12-Inch	SY	470.000	470.000
0270	450.4000	HMA Cold Weather Paving	TON	1,647.000	1,647.000
0280	455.0605	Tack Coat	GAL	1,684.000	1,684.000
0290	460.2000	Incentive Density HMA Pavement	DOL	4,520.000	4,520.000
0310	460.6443	HMA Pavement 3 MT 58-34 H	TON	816.000	816.000
0320	460.6444	HMA Pavement 4 MT 58-34 H	TON	753.000	753.000
0330	460.7443	HMA Pavement 3 HT 58-34 H	TON	4,122.000	4,122.000
0340	460.7644	HMA Pavement 4 HT 58-34 V	TON	1,374.000	1,374.000
0350	465.0105	Asphaltic Surface	TON	384.000	384.000
0360	465.0125	Asphaltic Surface Temporary	TON	646.000	646.000
0370	465.0310	Asphaltic Curb	LF	481.000	481.000
0380	465.0315	Asphaltic Flumes	SY	3.000	3.000
0430	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	255.000	255.000
0440	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,730.000	2,730.000
0450	601.0600	Concrete Curb Pedestrian	LF	210.000	210.000
0460	602.0410	Concrete Sidewalk 5-Inch	SF	29,830.000	29,830.000

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
0470	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	416.000	416.000
0480	603.8000	Concrete Barrier Temporary Precast Delivered	LF	350.000	350.000
0490	603.8125	Concrete Barrier Temporary Precast Installed	LF	350.000	350.000
0510	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	454.000	454.000
0520	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	324.000	324.000
0530	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	352.000	352.000
0540	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,304.000	1,304.000
0550	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	82.000	82.000
0560	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	295.000	295.000
0570	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	236.000	236.000
0580	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	90.000	90.000
0590	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	52.000	52.000
0600	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	112.000	112.000
0610	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0620	611.0612	Inlet Covers Type C	EACH	8.000	8.000
0630	611.0624	Inlet Covers Type H	EACH	38.000	38.000
0660	611.0652	Inlet Covers Type T	EACH	1.000	1.000
0670	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0680	611.2005	Manholes 5-FT Diameter	EACH	5.000	5.000
0690	611.2006	Manholes 6-FT Diameter	EACH	8.000	8.000
0700	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000
0710	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000
0720	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000
0730	611.3004	Inlets 4-FT Diameter	EACH	14.000	14.000
0740	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000
0750	611.3230	Inlets 2x3-FT	EACH	17.000	17.000
0760	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0770	611.8120.S	Cover Plates Temporary	EACH	17.000	17.000
0790	612.0106	Pipe Underdrain 6-Inch	LF	1,000.000	1,000.000
0810	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	60.000	60.000
0820	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0830	616.0700.S	Fence Safety	LF	500.000	500.000

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
0840	619.1000	Mobilization	EACH	0.590	0.590
0860	620.0300	Concrete Median Sloped Nose	SF	400.000	400.000
0870	624.0100	Water	MGAL	116.000	116.000
0880	625.0100	Topsoil	SY	15,070.000	15,070.000
0900	627.0200	Mulching	SY	3,585.000	3,585.000
0910	628.1504	Silt Fence	LF	775.000	775.000
0920	628.1520	Silt Fence Maintenance	LF	1,550.000	1,550.000
0930	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0940	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0960	628.2006	Erosion Mat Urban Class I Type A	SY	9,510.000	9,510.000
0970	628.7005	Inlet Protection Type A	EACH	14.000	14.000
1000	628.7020	Inlet Protection Type D	EACH	61.000	61.000
1030	628.7560	Tracking Pads	EACH	5.000	5.000
1040	629.0210	Fertilizer Type B	CWT	9.500	9.500
1060	630.0140	Seeding Mixture No. 40	LB	235.000	235.000
1070	630.0160	Seeding Mixture No. 60	LB	5.000	5.000
1080	630.0200	Seeding Temporary	LB	45.000	45.000
1090	631.0300	Sod Water	MGAL	112.000	112.000
1100	631.1000	Sod Lawn	SY	1,975.000	1,975.000
1120	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000	8.000
1130	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	37.000	37.000
1140	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	11.000	11.000
1150	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
1170	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	4.000	4.000
1180	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	20.000	20.000
1200	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	4.000	4.000
1210	637.0620	Sign Flags Permanent Type II	EACH	16.000	16.000
1230	637.2210	Signs Type II Reflective H	SF	485.680	485.680
1240	637.2230	Signs Type II Reflective F	SF	178.170	178.170
1260	638.2602	Removing Signs Type II	EACH	37.000	37.000
1270	638.3000	Removing Small Sign Supports	EACH	36.000	36.000
1280	641.8100	Overhead Sign Support (structure) 01. S-3-004	LS	1.000	1.000
1290	641.8100	Overhead Sign Support (structure) 02. S-3-005	LS	1.000	1.000
1310	642.5401	Field Office Type D	EACH	1.000	1.000
1320	643.0100	Traffic Control (project) 01. 1570-02-73	EACH	1.000	1.000
1340	643.0300	Traffic Control Drums	DAY	35,924.000	35,924.000
1350	643.0410	Traffic Control Barricades Type II	DAY	377.000	377.000
1360	643.0420	Traffic Control Barricades Type III	DAY	4,125.000	4,125.000
1370	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	405.000	405.000
1380	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	405.000	405.000

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
1390	643.0705	Traffic Control Warning Lights Type A	DAY	9,004.000	9,004.000
1400	643.0715	Traffic Control Warning Lights Type C	DAY	7,330.000	7,330.000
1410	643.0900	Traffic Control Signs	DAY	9,637.000	9,637.000
1420	643.1000	Traffic Control Signs Fixed Message	SF	7.500	7.500
1430	643.1050	Traffic Control Signs PCMS	DAY	35.000	35.000
1440	643.2000	Traffic Control Detour (project) 01. 1570-02-73	EACH	1.000	1.000
1460	643.3000	Traffic Control Detour Signs	DAY	143.000	143.000
1470	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	850.000	850.000
1480	644.1601.S	Temporary Curb Ramp	EACH	5.000	5.000
1490	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,000.000	1,000.000
1500	645.0111	Geotextile Type DF Schedule A	SY	556.000	556.000
1520	646.0106	Pavement Marking Epoxy 4-Inch	LF	12,100.000	12,100.000
1530	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,650.000	2,650.000
1540	646.0156	Pavement Marking Epoxy 18-Inch	LF	110.000	110.000
1550	646.0600	Removing Pavement Markings	LF	4,630.000	4,630.000
1560	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	2.000	2.000
1580	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	6.000	6.000
1590	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	2.000	2.000
1600	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	6.000	6.000
1610	647.0356	Pavement Marking Words Epoxy	EACH	12.000	12.000
1620	647.0456	Pavement Marking Curb Epoxy	LF	40.000	40.000
1630	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	165.000	165.000
1640	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	4.000
1650	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	250.000	250.000
1660	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	1,040.000	1,040.000
1700	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	8,000.000	8,000.000
1720	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	15,500.000	15,500.000
1730	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	1,650.000	1,650.000
1750	649.0803	Temporary Pavement Marking Epoxy 8-Inch	LF	1,000.000	1,000.000
1760	649.0900	Temporary Pavement Marking Stop Line 12-Inch	LF	250.000	250.000
1790	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	28.000	28.000
1810	649.2000	Temporary Pavement Marking Words Removable Tape	EACH	12.000	12.000
1820	650.4000	Construction Staking Storm Sewer	EACH	50.000	50.000
1830	650.4500	Construction Staking Subgrade	LF	3,346.000	3,346.000
1840	650.5000	Construction Staking Base	LF	3,346.000	3,346.000
1850	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,235.000	5,235.000
1870	650.8000	Construction Staking Resurfacing Reference	LF	488.000	488.000
1880	650.8500	Construction Staking Electrical Installations (project) 01. 1570-02-73	LS	1.000	1.000
1900	650.9910	Construction Staking Supplemental Control (project) 01.	LS	1.000	1.000

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
		1570-02-73			
1920	650.9920	Construction Staking Slope Stakes	LF	3,346.000	3,346.000
1930	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,144.000	2,144.000
1940	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000
1950	654.0105	Concrete Bases Type 5	EACH	16.000	16.000
1960	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
1970	655.0610	Electrical Wire Lighting 12 AWG	LF	2,135.000	2,135.000
1980	655.0615	Electrical Wire Lighting 10 AWG	LF	3,185.000	3,185.000
1990	655.0620	Electrical Wire Lighting 8 AWG	LF	4,618.000	4,618.000
2000	655.0625	Electrical Wire Lighting 6 AWG	LF	1,992.000	1,992.000
2010	655.0640	Electrical Wire Lighting 1 AWG	LF	20.000	20.000
2020	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. USH 8 & CTH K	LS	1.000	1.000
2040	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	16.000	16.000
2050	657.0322	Poles Type 5-Aluminum	EACH	16.000	16.000
2070	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	11.000	11.000
2090	659.1120	Luminaires Utility LED B	EACH	3.000	3.000
2100	659.1125	Luminaires Utility LED C	EACH	13.000	13.000
2110	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
2120	661.0200	Temporary Traffic Signals for Intersections (location) 01. USH 8 & Cherry Street	LS	1.000	1.000
2140	690.0150	Sawing Asphalt	LF	3,815.000	3,815.000
2150	690.0250	Sawing Concrete	LF	96.000	96.000
2160	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	4,000.000	4,000.000
2170	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,260.000	1,260.000
2180	SPV.0035	Special 01. Decorative Stone Mulch	CY	3.000	3.000
2190	SPV.0060	Special 01. Utility Line Opening (ULO)	EACH	6.000	6.000
2200	SPV.0060	Special 02. Temporary Pipe Connection	EACH	4.000	4.000
2210	SPV.0060	Special 03. Remove Hydrant Package	EACH	1.000	1.000
2220	SPV.0060	Special 04. Adjust Existing Valve Box	EACH	3.000	3.000
2230	SPV.0060	Special 05. Replace Valve Box Top	EACH	5.000	5.000
2240	SPV.0060	Special 06. Adjust Existing Sanitary Manhole Casting	EACH	5.000	5.000
2250	SPV.0060	Special 07. Replace Sanitary Manhole Casting	EACH	4.000	4.000
2260	SPV.0060	Special 08. Replace Sanitary Low-Profile Manhole Casting	EACH	1.000	1.000
2270	SPV.0060	Special 09. Replace Sanitary Manhole Casting With Manhole Reconstruction	EACH	1.000	1.000
2280	SPV.0060	Special 10. Abandon Water Service	EACH	1.000	1.000
2290	SPV.0060	Special 11. Abandon Sanitary Sewer Service	EACH	1.000	1.000
2300	SPV.0060	Special 12. Lower Water Main	EACH	2.000	2.000
2310	SPV.0060	Special 13. Exploratory Excavation	EACH	5.000	5.000

1570-02-73

Line	Item	Item Description	Unit	Total	Qty
2320	SPV.0090	Special 01. Concrete Curb & Gutter 30-Inch Type D Special	LF	3,885.000	3,885.000
2330	SPV.0090	Special 02. Concrete Curb & Gutter 24-Inch Type D Special	LF	160.000	160.000
2340	SPV.0090	Special 03. Concrete Curb & Gutter 24-Inch Type D Special 12-Inch Head	LF	360.000	360.000
2350	SPV.0090	Special 04. Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R Special	LF	355.000	355.000
2380	SPV.0090	Special 07. Concrete Curb & Gutter HES 30-Inch Type D Special	LF	100.000	100.000
2390	SPV.0090	Special 08. Concrete Curb & Gutter Cure and Seal Treatment	LF	7,745.000	7,745.000
2400	SPV.0090	Special 09. Remove and Salvage Chain Link Fence	LF	245.000	245.000
2410	SPV.0090	Special 10. Railing Pedestrian Steel	LF	120.000	120.000
2420	SPV.0105	Special 01. Temporary Vehicle Detection (USH 8 & Cherry Street)	LS	1.000	1.000
2440	SPV.0105	Special 03. Temporary Lighting	LS	1.000	1.000
2450	SPV.0105	Special 04. Lighting System Integrator (1570-02-73)	LS	1.000	1.000
2470	SPV.0105	Special 06. Lighting System Survey (1570-02-73)	LS	1.000	1.000
2490	SPV.0105	Special 08. Construction Staking Roundabout (1570-02-73)	LS	1.000	1.000
2510	SPV.0120	Special 01. Water for Seeded Areas	MGAL	740.000	740.000
2520	SPV.0165	Special 01. Wall Modular Block Mechanically Stabilized Earth LRFD/QMP	SF	672.000	672.000
2530	SPV.0165	Special 02. Concrete Sidewalk Cure and Seal Treatment	SF	29,830.000	29,830.000
2540	SPV.0180	Special 01. Concrete Driveway Cure and Seal Treatment	SY	209.000	209.000
2550	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	200.000	200.000

3

CLEARING & GRUBBING

CATEGORY	STATION	TO STATION	(201.0105) CLEARING STA	(201.0205) GRUBBING STA
0010	9+00"PR"	11+00"PR"	2	2
	13+00"PR"	14+00"PR"	1	1
	15+00"PR"	16+00"PR"	1	1
	201+00"SL"	202+00"SL"	1	1
	203+00"SL"	204+00"SL"	1	1
	PROJECT TOTALS		**6**	**6**

REMOVING PAVEMENT

CATEGORY	STATION	TO STATION	LOCATION	(204.0100) SY	*(690.0250) SAWING CONCRETE LF
0010	1285+39"EB"	1295+00"EB"	RT/LT	2,075	59
	PROJECT TOTALS			**2,075**	**59**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO STATION	(204.0120) SY	*(690.0150) SAWING ASPHALT LF
0010	600+41"CH"	605+28"CH"	2,280	628
	PROJECT TOTALS		**2,280**	**628**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

REMOVING CURB & GUTTER

CATEGORY	STATION	TO STATION	LOCATION	(204.0150) LF	*(690.0250) SAWING CONCRETE LF
0010	1285+42"EB"	12+64"PR"	RT/LT	589	2.5
	1285+34"WB"	1289+82"WB"	LT & RT	494	2.5
	17+11"PR"	1292+50"EB"	LT/RT	1,123	2.5
	1297+84"EB"	1298+11"EB"	RT	25	2.5
	1291+72"WB"	1298+11"EB"	LT	810	5
	13+00"PR"	17+11"PR"	LT & RT	411	2.5
	605+02"CH"	605+23"CH"	LT	23	2.5
	605+24"CH"	605+28"CH"	RT	5	2.5
	PROJECT TOTALS			**3,480**	**23**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO STATION	LOCATION	(204.0155) SY	*(690.0250) SAWING CONCRETE LF
0010	602+47"CH"	602+51"CH"	LT	5	4
	PROJECT TOTALS			**5**	**4**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

REMOVING GUARDRAIL

CATEGORY	STATION	TO STATION	LOCATION	(204.0165) LF
0010	300+00"N"	300+15"N"	RT	15
	PROJECT TOTAL			**15**

REMOVING MODULAR BLOCK RETAINING WALL

CATEGORY	STATION	TO STATION	(204.9090.S.01) LF
0010	203+50"SL"	203+75"SL"	60
	PROJECT TOTAL		**60**

REMOVE AND SALVAGE CHAIN LINK FENCE

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0090.09) LF
0010	300+55"N"	300+86"N"	RT	30
	301+06"N"	303+24"N"	RT	215
	PROJECT TOTAL			**245**

OBLITERATING OLD ROAD

CATEGORY	STATION	TO STATION	LOCATION	(214.0100) STA
0010	1287+00"WB"	1290+00"WB"	LT	3
	PROJECT TOTAL			**3**

REMOVING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	(204.0210) REMOVING MANHOLES EACH	(204.0220) REMOVING INLETS EACH
0010	1286+32"WB"	20.5' LT	-	1
	1286+57"EB"	25.5' RT	-	1
	1288+15"WB"	13.6' LT	-	1
	1288+19"WB"	29.8' LT	1	-
	1288+27"WB"	73.0' LT	-	1
	1288+39"EB"	5.9' LT	-	1
	10+74"C"	7.9' RT	1	-
	10+65"C"	18.2' RT	-	1
	1291+32"WB"	20.8' LT	-	1
	1293+77"EB"	26.0' RT	-	1
	1293+79"EB"	24.0' LT	-	1
	11+34"PR"	76.0' LT	1	-
	13+14"PR"	5.9' LT	1	-
	13+37"PR"	33.0' LT	1	-
	13+84"PR"	195.7' RT	1	-
	400+56"K"	30.2' RT	1	-
	14+78"PR"	16.2' LT	-	1
	14+93"PR"	61.1' LT	-	1
	15+80"PR"	34.0' LT	-	1
	201+90"SL"	15.0' LT	-	1
	201+92"SL"	17.5' RT	-	1
	PROJECT TOTALS		**7**	**14**

REMOVING STORM SEWER

CATEGORY	STATION	TO STATION	LOCATION	SIZE 01. (204.0245.01) 12-INCH LF	SIZE 02. (204.0245.02) 18-INCH LF	SIZE 03. (204.0245.03) 24-INCH LF	SIZE 04. (204.0245.04) 30-INCH LF
0010	1286+32"WB"	1286+57"EB"	LT & RT	50	-	-	-
	1286+32"WB"	601+87"CH"	LT & RT	32	-	-	-
	602+17"CH"	1288+19"WB"	RT & LT	-	125	-	-
	1288+19"WB"	1288+27"WB"	LT	-	-	44	-
	1288+19"WB"	1288+15"WB"	LT	-	-	17	-
	1288+19"WB"	10+74"C"	LT & RT	-	220	-	-
	1288+15"WB"	1288+39"EB"	LT	-	-	25	-
	1288+39"EB"	11+34"PR"	LT	-	-	120	-
	10+74"C"	10+65"C"	RT	-	16	-	-
	10+65"C"	1291+32"WB"	RT & LT	-	62	-	-
	1291+32"WB"	1293+79"EB"	LT	-	224	-	-
	1293+79"EB"	1293+77"EB"	LT & RT	50	-	-	-
	11+34"PR"	13+14"PR"	LT	-	-	176	-
	13+14"PR"	13+37"PR"	LT	-	-	35	-
	13+14"PR"	13+84"PR	LT & RT	-	-	-	214
	13+37"PR"	400+56"K"	LT & RT	-	-	60	-
	400+56"K"	14+93"PR"	RT & LT	-	-	103	-
	14+93"PR"	14+78"PR"	LT	48	-	-	-
	14+93"PR"	15+80"PR"	LT	-	94	-	-
	15+80"PR"	16+84"PR"	LT	-	111	-	-
	201+05"SL"	201+92"SL"	RT	-	-	87	-
	201+90"SL"	201+92"SL"	LT & RT	-	-	33	-
	201+92"SL"	201+92"SL"	RT	-	-	5	
	201+92"SL"	302+38"SL"	RT	-	-	235	-
	PROJECT TOTALS			**180**	**852**	**940**	**214**

EARTHWORK SUMMARY I.D. 1570-02-73

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	208.0100 Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.33				
Division 1												
Stage1A	200+91"SL" - 203+75"SL"	Soldner Ave	140		0	140	287	381	-241	-241		
	302+25"N" - 303+20"N"	Norway St	239		0	239	10	13	226	226		
	79+77"D" - 81+83"D"	Danca Dwy	302		0	302	39	52	250	250		
	0+25"CH" - 1+76"CH"	Front St	85		0	85	10	13	72	72		
Division 1 Subtotal			766	0	0	766	345	459	307	307		
Division 2												
Stage 1B	100+70 - 112+82	Temporary Road	1,452		0	1,452	224	298	1,155	1,155		
Division 2 Subtotal			1,452	0	0	1,452	224	298	1,155			
Division 3												
Stage 2A/B	1285+60"EB" - 1298+07"EB"	USH 8 EB	9,447		358	9,089	148	196	8,893	8,893		
	10+00"PR" - 17+10"PR"	Prosser Ave/CTH K	1,325		0	1,325	1,544	2,054	-729	-729		
	300+25"N" - 302+20"N"	Norway St	1,097		0	1,097	4	5	1,092	1,092		
	1291+16"EB - 1292+87"EB"	USH 8 Contaminated Soil	0		100	-100	0	0	0	0		
Division 3 Subtotal			11,869	0	458	11,411	1,696	2,255	9,255	9,255		
Division 4												
Stage 3	0+00 to 4+00	Pond	1,421		0	1,421	334	444	976	976		
	400+50"K" - 401+46"K"	CTH K	205		0	205	130	173	32	32		
	400+25"KN" - 401+00"KN"	CTH K NB	391		0	391	42	56	335	335		
	20+00 - 22+28	East Parcel Grading	1,370		0	1,370	224	298	1,073	1,073		
	1293+00"EB" - 1298+07"EB"	USH 8 EB	2,696		0	2,696	0	0	2,695	2,695		
Division 4 Subtotal			6,083	0	0	6,083	730	971	5,112	5,112		
Grand Total			20,170	0	458	19,712	2,995	3,984	15,829	15,829	0	
Total Common Exc			20,170									

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut

(3) EBS not anticpated

(4) Salvaged/Unusable Pavement Material and Contaminated Soils

(5) Available Material = Cut - Salvaged/Unusuable Pavement Material and Contaminated Soils

(6) Expanded Fill Factor = 1.33

(7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

BASE AGGREGATE

CATEGORY	STATION	TO STATION	LOCATION	*(305.0110) BASE AGGREGATE DENSE 3/4-INCH TON	*(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	(624.0100) WATER MGAL	(208.1100) SELECT BORROW CY
0010	1285+39"EB"	1298+11"EB"	LT & RT	-	5,527	77	3,610
	10+00"PR"	12+96"PR"	LT & RT	21	760	11	-
	14+56"PR"	17+11"PR"	LT & RT	-	733	10	-
	300+63"N"	303+35"N"	LT & RT	-	729	10	-
	200+94"SL"	203+62"SL"	LT & RT	9	431	6	-
	600+41"CH"	605+28"CH"	LT & RT	10	131	2	-
		PROJECT TOTALS		**40**	**8,311**	**116**	**3,610**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

NOTE: WATER BID ITEM TO BE USED FOR BASE AGGREGATE DUST CONTROL AND COMPACTION

CONCRETE ROUNDABOUT TRUCK APRON

CATEGORY	STATION	TO STATION	*(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	*(405.0100) COLORING CONCRETE WISDOT RED CY	(416.0512) CONCRETE TRUCK APRON 12-INCH SY
0010	7+23"C"	10+89"C"	221	157	470
		PROJECT TOTALS	**221**	**157**	**470**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

HMA PAVEMENT

CATEGORY	STATION	TO STATION	LOCATION	(460.6443) HMA PAVEMENT 3 MT 58-34 H TON	(460.6444) HMA PAVEMENT 4 MT 58-34 H TON	(460.7443) HMA PAVEMENT 3 HT 58-34 H TON	(460.7644) HMA PAVEMENT 4 HT 58-34 V TON	(450.4000) HMA COLD WEATHER PAVING TON	*(455.0605) TACK COAT GAL	*(690.0150) SAWING ASPHALT LF
0010	1285+39"EB"	1298+11"EB"	LT & RT	-	-	4,122	1,374	1,374	981	182
	10+00"PR"	12+96"PR"	LT & RT	267	118	-	-	-	53	33
	14+56"PR"	17+11"PR"	LT & RT	268	119	-	-	-	53	45
	300+63"N"	303+35"N"	LT & RT	264	117	-	-	-	52	114
	200+94"SL"	203+62"SL"	LT & RT	-	142	-	-	-	36	-
	600+41"CH"	605+28"CH"	LT & RT	18	255	-	-	273	13	-
		PROJECT TOTALS		**816**	**753**	**4,122**	**1,374**	**1,647**	**1,189**	**374**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

ASPHALTIC FLUME

CATEGORY	STATION	LOCATION	(465.0315) ASPHALTIC FLUMES SY	*(465.0310) ASPHALTIC CURB LF
0010	601+87"CH"	RT	3	6
	PROJECT TOTALS		**3**	**6**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP

CATEGORY	STATION	TO STATION	(SPV.0165.01) WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP SF	(SPV.0090.10) RAILING PEDESTRIAN STEEL LF	(SPV.0035.01) DECORATIVE STONE MULCH CY
0010	70+17"WL"	72+03"WL"	672	120	3
		PROJECT TOTALS	**672**	**120**	**3**

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0195.01) TON
0010	1291+16"EB"	1292+87"EB"	LT & RT	200
		PROJECT TOTAL		**200**

DRIVEWAYS AND PARKING LOTS

CATEGORY	STATION	TO STATION	LOCATION	*(305.0110) BASE AGGREGATE DENSE 3/4-INCH TON	*(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	(465.0105) ASPHALTIC SURFACE TON	*(455.0605) TACK COAT GAL	(416.0170) CONCRETE DRIVEWAY 7-INCH SY	*(690.0150) SAWING ASPHALT LF	(SPV.0180.01) CONCRETE DRIVEWAY CURE AND SEAL TREATMENT SY
0010	1293+38"EB"	-	RT	-	74	45	13	42	141	42
	1295+33"EB"	-	RT	-	78	48	14	42	124	42
	13+58"PR"	-	RT	6	303	94	27	-	40	-
	16+10"PR"	-	RT	-	13	3	1	30	45	30
	16+61"PR"	-	LT	-	2	1	0	-	15	-
	300+95"N"	-	LT	-	25	4	1	62	55	62
	301+51"N"	-	LT	-	14	3	1	33	67	33
	202+27"SL"	-	RT	-	31	24	7	-	-	-
	602+30"CH"	-	RT	-	274	82	24	-	221	-
	603+72"CH"	-	LT	-	1	5	1	-	23	-
	301+15"N"	10+13"NE"	RT	-	32	14	4	-	155	-
	1293+12"EB"	1296+53"EB"	LT	-	80	33	9	-	351	-
	10+00"PR"	10+96"PR"	RT	-	22	17	5	-	100	-
	11+68"PR"	13+15"PR"	RT	-	23	5	1	-	254	-
	14+00"PR"	14+45"PR"	RT	-	-	-	-	-	63	-
	602+45"CH"	603+11"CH"	RT	-	7	5	1	-	74	-
		PROJECT TOTALS		**6**	**980**	**384**	**111**	**209**	**1,728**	**209**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO STATION	LOCATION	(601.0405) CONCRETE CURB & GUTTER 18-INCH TYPE A LF	(SPV.0090.02) CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL LF	(SPV.0090.03) CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL 12-INCH HEAD LF	(601.0411) CONCRETE CURB & GUTTER 30-INCH TYPE D LF	(SPV.0090.01) CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL LF	(SPV.0090.04) CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R SPECIAL LF	(SPV.0090.07) CONCRETE CURB & GUTTER HES 30-INCH TYPE D SPECIAL LF	(601.0600) CONCRETE CURB PEDESTRIAN LF	(650.5500) CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	(SPV.0090.08) CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF
0010	1285+42"EB"	12+96"PR"	RT/LT	-	-	-	-	630	-	-	-	300	630
	1285+34"WB"	300+63"N"	LT	-	-	-	-	535	-	-	-	260	535
	1287+07"WB"	300+75"N"	LT (DRIVEWAY)	-	-	360	-	-	-	-	-	360	360
	1287+39"EB"	1289+56"EB"	SPLITTER ISLAND	-	-	-	-	475	-	-	70	160	475
	300+02"N"	300+44"N"	SPLITTER ISLAND	-	-	-	-	75	-	-	20	-	75
	400+40"K"	401+27"K"	SPLITTER ISLAND	-	-	-	-	210	-	-	60	-	210
	1291+27"EB"	1291+88"EB"	SPLITTER ISLAND	-	-	-	-	140	-	-	50	-	140
	7+23"C"	10+89"C"	CENTER CIRCLE	255	-	-	-	-	355	-	-	-	610
	14+56"PR"	1297+51"EB"	LT/RT	-	-	-	-	850	-	-	-	530	850
	1297+84"EB"	1298+11"EB"	RT	-	-	-	-	45	-	-	-	45	45
	300+63"N"	1298+11"EB"	RT/LT	-	-	-	-	765	-	-	-	765	765
	301+15"N"	10+13"NE"	RT	-	-	-	160	-	-	-	-	160	160
	1293+12"EB"	1296+53"EB"	LT	-	-	-	340	-	-	-	10	350	340
	1293+57"EB"	1295+15"EB"	RT	-	160	-	-	-	-	-	-	160	160
	10+00"PR"	12+96"PR"	RT	-	-	-	300	-	-	-	-	300	300
	11+68"PR"	12+99"PR"	RT	-	-	-	150	-	-	-	-	150	150
	12+96"PR"	14+56"PR"	RT	-	-	-	175	160	-	-	-	335	335
	14+56"PR"	17+11"PR'	RT	-	-	-	250	-	-	-	-	250	250
	12+40"PR"	12+96"PR	LT	-	-	-	55	-	-	-	-	55	55
	14+56"PR"	17+11"PR"	LT	-	-	-	260	-	-	-	-	260	260
	300+63"N"	203+62"SL"	LT/RT	-	-	-	210	-	-	-	-	75	210
	300+63"N"	303+20"N"	RT	-	-	-	280	-	-	-	-	170	280
	200+46"SL"	200+63"SL"	LT	-	-	-	30	-	-	-	-	30	30
	605+28"CH"	302+91 "CH"	LT	-	-	-	340	-	-	-	-	340	340
	601+90"CH"	603+11"CH"	RT	-	-	-	155	-	-	-	-	155	155
	601+98"CH"	602+53"CH"	LT	-	-	-	25	-	-	-	-	25	25
		UNDISTRIBUTED		-	-	-	-	-	-	100	-	-	-
		PROJECT TOTALS		**255**	**160**	**360**	**2,730**	**3,885**	**355**	**100**	**210**	**5,235**	**7,745**

NOTE: BASE AGGREGATE DENSE 1 1/4-INCH UNDER THE CURB & GUTTER IS INCLUDED WITH THE HMA PAVEMENT AND CONCRETE TRUCK APRON BID ITEMS

CONCRETE SIDEWALK

CATEGORY	STATION	TO STATION	LOCATION	*(305.0110) BASE AGGREGATE DENSE 3/4-INCH TON	*(405.0100) COLORING CONCRETE WISDOT RED CY	(602.0410) CONCRETE SIDEWALK 5-INCH SF	(602.0505) CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	(620.0300) CONCRETE MEDIAN SLOPED NOSE SF	(SPV.0165.02) CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF
0010	1286+66"WB"	302+26"N"	LT	60	-	3,215	48	-	3,215
	1288+26"EB"	12+52"PR"	RT/LT	62	-	3,350	40	-	3,350
	1287+43"EB"	1289+56"EB"	SPLITTER ISLAND	61	46	3,295	32	100	3,295
	300+05"N"	300+41"N"	SPLITTER ISLAND	6	4	350	32	100	350
	1291+26"EB"	1291+85"EB"	SPLITTER ISLAND	19	12	1,025	32	100	1,025
	400+42"K"	401+36"K"	SPLITTER ISLAND	33	23	1,785	32	100	1,785
	7+23"C"	10+89"C"	CENTER CIRCLE	26	21	1,380	-	-	1,380
	303+28"N"	1297+41"EB"	RT/LT	112	-	6,040	64	-	6,040
	14+81"PR"	1297+51"EB"	LT/RT	98	-	5,270	56	-	5,270
	1297+95"EB"	1298+07"EB"	RT	1	-	60	8	-	60
	10+96"PR"	16+24"PR"	RT	44	-	2,370	32	-	2,370
	200+51"SL"	200+61"SL"	LT	1	-	50	8	-	50
	201+02"SL"	204+03"SL"	LT	29	-	1,550	24	-	1,550
	601+99"CH"	602+51"CH"	LT	2	-	90	8	-	90
	PROJECT TOTALS			**552**	**106**	**29,830**	**416**	**400**	**29,830**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	STATION	TO STATION	(650.4500) SUBGRADE LF	(650.5000) BASE LF	(650.8000) RESURFACING REFERENCE LF	(650.9910.01) SUPPLEMENTAL CONTROL LS	(650.9920) SLOPE STAKES LF	(SPV.0105.08) ROUNDABOUT (1570-02-73) LS	NOTES
0010	1285+39"EB"	1288+25"EB"	286	286	-	-	286	-	
	1292+75"EB"	1298+11"EB"	536	536	-	-	536	-	
	7+23"C"	10+89"C"	366	366	-	-	366	-	
	10+00"PR"	17+11"PR"	711	711	-	-	711	-	
	301+75"N"	302+91"N"	116	116	-	-	116	-	
	200+88"SL"	203+99"SL	311	311	-	-	311	-	
	400+00"K"	400+25"K"	25	25	-	-	25	-	
	600+40"CH"	605+28"CH"	-	-	488	-	-	-	
	900+39"DWY"	901+68"DWY	129	129	-	-	129	-	
	100+59	109+25	866	866	-	-	866	-	TEMPORARY ROAD
	PROJECT 1570-02-73		-	-	-	1	-	1	
	PROJECT TOTALS		**3,346**	**3,346**	**488**	**1**	**3,346**	**1**	

FILE NAME : P:\90s\93\00093129\CADD\SheetsPlan\MQ Sheet Border.dgn PLOT DATE : 7/29/2016 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200
WISDOT/CADDS SHEET 43

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE ID	TO STRUCTURE ID	(608.0312) CLASS III 12-INCH LF	(608.0315) CLASS III 15-INCH LF	(608.0318) CLASS III 18-INCH LF	(608.0324) CLASS III 24-INCH LF	(608.0330) CLASS III 30-INCH LF	(608.0336) CLASS III 36-INCH LF	(608.0342) CLASS III 42-INCH LF	(608.0412) CLASS IV 12-INCH LF	(608.0415) CLASS IV 15-INCH LF	(608.0418) CLASS IV 18-INCH LF
0010	101A	101B	16	-	-	-	-	-	-	-	-	-
	101B	101C	-	55	-	-	-	-	-	-	-	-
	101C	102C	-	-	202	-	-	-	-	-	-	-
	102A	102B	-	17	-	-	-	-	-	-	-	-
	102B	102C	-	55	-	-	-	-	-	-	-	-
	102C	102D	12	-	-	-	-	-	-	-	-	-
	102C	103C	-	-	-	209	-	-	-	-	-	-
	103A	103B	23	-	-	-	-	-	-	-	-	-
	103B	103D	42	-	-	-	-	-	-	-	-	-
	103C	103D	-	-	38	-	-	-	-	-	-	-
	103C	103E	-	-	-	118	-	-	-	-	-	-
	103D	104D	-	-	112	-	-	-	-	-	-	-
	103E	103F	80	-	-	-	-	-	-	-	-	-
	103E	403B	-	-	-	120	-	-	-	-	-	-
	104A	104E	-	-	-	-	-	-	-	19	-	-
	104B	104C	-	-	-	-	-	-	-	36	-	-
	104B	104E	-	-	-	-	-	-	-	-	-	34
	104D	104E	-	-	-	-	-	-	-	-	-	78
	105A	105B	33	-	-	-	-	-	-	-	-	-
	105B	105C	42	-	-	-	-	-	-	-	-	-
	105D	105E	-	-	-	87	-	-	-	-	-	-
	105D	105J	-	-	-	-	-	-	-	35	-	-
	105E	105H	-	-	-	83	-	-	-	-	-	-
	105F	105K	-	-	-	-	31	-	-	-	-	-
	105G	105K	-	-	-	-	51	-	-	-	-	-
	105G	106E	-	107	-	-	-	-	-	-	-	-
	105G	302C	-	-	-	84	-	-	-	-	-	-
	105G	403A	-	-	-	-	-	123	-	-	-	-
	105H	105C	-	-	-	151	-	-	-	-	-	-
	105H	105I	-	-	-	-	-	-	-	-	52	-
	106A	106B	29	-	-	-	-	-	-	-	-	-
	106B	106C	34	-	-	-	-	-	-	-	-	-
	106C	106D	23	-	-	-	-	-	-	-	-	-
	106C	106E	-	12	-	-	-	-	-	-	-	-
	106E	106F	34	-	-	-	-	-	-	-	-	-
	301C	302A	-	-	-	43	-	-	-	-	-	-
	302A	302B	-	-	-	29	-	-	-	-	-	-
	302B	302C	-	-	-	10	-	-	-	-	-	-
	302C	302D	36	-	-	-	-	-	-	-	-	-
	402A	402B	-	35	-	-	-	-	-	-	-	-
	402A	403C	-	-	-	135	-	-	-	-	-	-
	402A	404A	-	-	-	235	-	-	-	-	-	-
	402B	402C	-	43	-	-	-	-	-	-	-	-
	403A	403B	-	-	-	-	-	172	-	-	-	-
	403B	403C	-	-	-	-	-	-	45	-	-	-
	403C	403D	19	-	-	-	-	-	-	-	-	-
	403C	403E	-	-	-	-	-	-	191	-	-	-
	403D	403F	31	-	-	-	-	-	-	-	-	-
PROJECT TOTALS			**454**	**324**	**352**	**1,304**	**82**	**295**	**236**	**90**	**52**	**112**

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION	(611.8115) EACH
0010	601+87.0"CH"	26.5' RT	1
	601+97.0"CH"	22.8' LT	1
	605+14.8"CH"	20.0' LT	1
PROJECT TOTAL			**3**

PIPE UNDERDRAIN

CATEGORY	DESCRIPTION	(310.0110) BASE AGGREGATE OPEN-GRADED TON	(612.0106) PIPE UNDERDRAIN 6-INCH LF	(645.0111) GEOTEXTILE TYPE DF SCHEDULE A SY
0010	UNDISTRIBUTED	74	1,000	556
PROJECT TOTALS		**74**	**1,000**	**556**

UTILITY LINE OPENING (ULO)

CATEGORY	STATION	LOCATION	(SPV.0060.01) EACH	UTILITY
0010	1293+40.0"EB"	27.5' RT	1	GAS
	13+25.0"PR"	21.0' RT	1	GAS
	13+25.0"PR"	25.0' RT	1	FIBER/COPPER
	15+80.0"PR"	9.0' RT	1	GAS
	16+35.0"PR"	4.0' LT	1	FIBER
	16+40.0"PR"	6.0' LT	1	FIBER/COPPER
PROJECT TOTAL			**6**	

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(611.2004) MANHOLES 4-FT DIAMETER EACH	(611.2005) MANHOLES 5-FT DIAMETER EACH	(611.2006) MANHOLES 6-FT DIAMETER EACH	(611.2007) MANHOLES 7-FT DIAMETER EACH	(611.2008) MANHOLES 8-FT DIAMETER EACH	(611.3003) INLETS 3-FT DIAMETER EACH	(611.3004) INLETS 4-FT DIAMETER EACH	(611.3225) INLETS 2x2.5-FT EACH	(611.3230) INLETS 2x3-FT EACH	(611.0530) MANHOLE COVERS TYPE J EACH	(611.0612) INLET COVERS TYPE C EACH	(611.0624) INLET COVERS TYPE H EACH	(611.0652) INLET COVERS TYPE T EACH	(650.4000) CONSTRUCTION STAKING STORM SEWER EACH	TOP OF STRUCTURE ELEVATION	BOX DEPTH FEET	RIM ELEVATION	INVERT ELEVATION
0010	101A	1295+77.00"EB"	43.60' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1255.95	3.67	1256.82	1252.27
	101B	1295+77.00"EB"	27.50' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1255.72	3.86	1256.59	1251.86
	101C	1295+77.00"EB"	27.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1255.72	6.15	1256.59	1249.56
	102A	1293+75.00"EB"	44.73' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1253.11	3.59	1253.98	1249.52
	102B	1293+75.00"EB"	27.50' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1253.08	3.82	1253.95	1249.26
	102C	1293+75.00"EB"	27.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1253.08	6.04	1253.95	1247.04
	102D	1293+75.00"EB"	39.50' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1253.32	5.15	1254.19	1248.16
	103A	1291+67.30"WB"	52.37' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1251.46	3.67	1252.33	1247.78
	103B	1291+79.50"WB"	31.05' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1250.25	3.24	1251.12	1247.00
	103C	1291+64.00"EB"	27.50' RT	-	1	-	-	-	-	-	-	-	-	-	1	-	1	1250.42	5.46	1251.29	1244.95
	103D	1291+64.00"EB"	10.50' LT	-	-	1	-	-	-	-	-	-	1	-	-	-	1	1250.69	5.13	1252.07	1245.56
	103E	401+07.75"K"	57.20' RT	-	-	-	1	-	-	-	-	-	-	-	1	-	1	1248.59	5.07	1249.46	1243.52
	103F	401+24.75"K"	20.60' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1248.29	3.37	1249.16	1244.92
	104A	300+88.85"N"	36.10' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1251.49	4.66	1252.36	1246.82
	104B	301+24.00"N"	17.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1248.54	2.30	1249.41	1246.24
	104C	301+27.85"N"	18.00' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1248.47	1.67	1249.34	1246.79
	104D	300+10.00"N"	12.00' RT	1	-	-	-	-	-	-	-	-	1	-	-	-	1	1249.04	3.14	1250.29	1245.90
	104E	300+89.00"N"	17.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1248.72	2.58	1249.59	1246.13
	105A	302+80.00"N"	15.50' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1251.53	3.27	1252.40	1248.26
	105B	302+80.00"N"	17.50' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1251.49	3.38	1252.36	1248.10
	105C	302+37.80"N"	17.50' RT	-	1	-	-	-	-	-	-	-	-	-	1	-	1	1250.25	4.56	1251.12	1245.68
	105D	201+05.00"SL"	20.40' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1245.68	2.88	1246.93	1242.80
	105E	201+92.00"SL"	23.50' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1245.58	2.99	1246.83	1242.59
	105F	1288+27.00"WB"	73.00' LT	-	1	-	-	-	-	-	-	-	-	1	-	-	1	1246.16	4.69	1247.41	1241.47
	105G	1288+42.50"EB"	9.00' LT	-	-	-	1	-	-	-	-	-	1	-	-	-	1	1246.97	7.36	1248.22	1239.61
	105H	202+75.00"SL"	26.00' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1246.22	2.78	1247.47	1243.44
	105I	202+80.30"SL"	26.00' LT	-	-	-	-	-	1	-	-	-	-	1	-	-	1	1249.98	4.93	1251.23	1245.05
	105J	201+12.00"SL"	13.50' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1247.43	3.45	1248.30	1243.97
	105K	1288+22.00"WB"	42.70' LT	-	1	-	-	-	-	-	-	-	-	-	1	-	1	1245.81	4.59	1246.68	1241.22
	106A	1289+29.00"WB"	27.75' LT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1248.06	4.03	1248.93	1244.03
	106B	1289+28.00"WB"	1.50' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1248.56	4.66	1249.43	1243.89
	106C	8+15.00"C"	21.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1248.61	5.13	1249.48	1243.47
	106D	8+16.00"C"	1.70' LT	-	-	-	-	-	-	-	1	-	-	-	-	1	1	1248.40	4.56	1249.40	1243.84
	106E	1289+49.50"EB"	1.50' LT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1248.16	4.74	1249.03	1243.41
	106F	1289+52.00"EB"	32.15' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1247.90	4.07	1248.77	1243.83
	301C	602+17.15"CH"	24.30' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1246.07	3.84	1246.94	1242.23
	302A	1287+28.50"WB"	27.50' LT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1245.83	3.90	1246.70	1241.92
	302B	1287+26.00"WB"	1.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1246.43	4.72	1247.30	1241.70
	302C	1287+59.00"EB"	1.50' LT	-	-	1	-	-	-	-	-	-	-	-	1	-	1	1246.53	4.89	1247.40	1241.63
	302D	1287+80.50"EB"	27.50' RT	-	-	-	-	-	-	-	-	1	-	-	1	-	1	1246.05	3.27	1246.92	1242.78
	402A	14+53.00"PR"	17.50' RT	-	1	-	-	-	-	-	-	-	-	-	1	-	1	1244.27	5.84	1245.14	1238.43
	402B	14+53.00"PR"	17.57' LT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1244.74	5.20	1245.61	1239.53
	402C	14+14.40"PR"	37.08' LT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1245.03	5.07	1245.90	1239.96
	403A	11+34.00"PR"	76.00' LT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1243.56	6.75	1244.81	1236.81
	403B	13+25.25"PR"	27.11' LT	-	-	1	-	-	-	-	-	-	-	-	1	-	1	1245.37	10.34	1246.24	1235.03
	403C	13+18.50"PR"	17.50' RT	-	-	-	-	1	-	-	-	-	-	-	1	-	1	1244.93	10.22	1245.80	1234.70
	403D	13+00.00"PR"	17.50' RT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1245.17	7.77	1246.04	1237.39
	403E	13+83.85"PR"	195.75' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1238.18	4.02	1239.43	1234.16
	403F	13+08.00"PR"	47.50' RT	-	-	-	-	-	-	1	-	-	-	1	-	-	1	1240.85	3.14	1242.10	1237.71
	404A	16+83.50"PR"	23.53' LT	-	-	-	-	-	-	1	-	-	-	-	1	-	1	1246.95	3.52	1247.82	1243.42
	PROJECT TOTALS			**1**	**5**	**8**	**2**	**1**	**1**	**14**	**1**	**17**	**3**	**8**	**38**	**1**	**50**				

FINISHING ITEMS

CATEGORY	STATION	TO STATION	LOCATION	(625.0100) TOPSOIL SY	(627.0200) MULCHING SY	(629.0210) FERTILIZER TYPE B CWT	(630.0140) SEEDING MIXTURE NO. 40 LB	(630.0160) SEEDING MIXTURE NO. 60 LB	(630.0200) SEEDING TEMPORARY LB	(631.1000) SOD LAWN SY	(631.0300) SOD WATER MGAL	(SPV.0120.01) WATER FOR SEEDED AREAS MGAL	(628.2006) EROSION MAT URBAN CLASS 1 TYPE A SY
0010	1285+43"EB"	1290+27"EB"	RT	4,805	3,585	3.03	84	5	-	145	8	264	1,075
	1285+35"WB"	300+31"N"	LT	971	-	0.61	14	-	-	189	11	44	782
	7+23"C"	10+89"C"	CENTER CIRCLE	394	-	0.25	7	-	-	-	-	22	394
	1290+83"EB"	1298+11"EB"	RT	3,204	-	2.02	51	-	-	362	20	161	2,842
	300+27"N"	1298+11"EB"	RT/LT	774	-	0.49	6	-	-	421	24	20	353
	10+94"PR"	17+11"PR"	RT	1,723	-	1.09	27	-	-	236	13	84	1,487
	12+67"PR"	17+11"PR"	LT	393	-	0.25	6	-	-	79	4	18	314
	300+37"N"	303+28"N"	RT	298	-	0.19	-	-	-	298	17	-	-
	300+40"N"	302+18"N"	LT	58	-	0.04	-	-	-	58	3	-	-
	200+45"SL"	204+06"SL"	LT	423	-	0.27	4	-	-	177	10	14	246
	200+84"SL"	203+78"SL"	RT	397	-	0.25	7	-	-	-	-	22	397
	601+96"CH"	602+53"CH"	LT	9	-	0.01	-	-	-	11	1	-	-
	100+59	113+01	TEMPORARY ROAD	1,621	-	1.03	29	-	45	-	-	91	1,620
	PROJECT TOTALS			**15,070**	**3,585**	**9.50**	**235**	**5**	**45**	**1,975**	**112**	**740**	**9,510**

SILT FENCE

CATEGORY	STATION	TO STATION	LOCATION	(628.1504) LF	(628.1520) MAINTENANCE LF
0010	1295+65"EB"	1297+50"EB"	RT	185	370
	11+00"PR"	11+70"PR"	RT	70	140
	11+70"PR"	13+30"PR"	RT	180	360
	13+65"PR"	13+95"PR"	RT	30	60
	14+40"PR"	15+75"PR"	RT	130	260
	16+25"PR"	17+10"PR"	RT	80	160
		UNDISTRIBUTED		100	200
		PROJECT TOTALS		**775**	**1,550**

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	(628.1905) EACH	EMERGENCY (628.1910) EACH
0010	1570-02-73	12	3
	PROJECT TOTAL	**12**	**3**

TRACKING PADS

CATEGORY	DESCRIPTION	(628.7560) EACH
0010	STAGE 1A	1
	STAGE 1B	1
	STAGE 2A	1
	STAGE 2B	1
	STAGE 3	1
	PROJECT TOTAL	**5**

INLET PROTECTION

CATEGORY	STATION	LOCATION	(628.7005) TYPE A EACH	(628.7020) TYPE D EACH	NOTES
0010	1284+90"EB"	LT	-	1	EXISTING
	1286+32"WB"	LT	-	1	EXISTING
	1286+57"EB"	RT	-	1	EXISTING
	1287+26"WB"	RT	-	1	PROPOSED
	1287+29"WB"	LT	-	1	PROPOSED
	1287+59"EB"	LT	-	1	PROPOSED
	1287+81"EB"	RT	-	1	PROPOSED
	1288+15"WB"	LT	1	-	EXISTING
	1288+22"WB"	LT	-	1	PROPOSED
	1288+27"WB"	LT	1	-	PROPOSED
	1288+27"WB"	LT	1	-	EXISTING
	1288+39"EB"	LT	-	1	EXISTING
	1289+28"WB"	RT	-	1	PROPOSED
	1289+29"WB"	LT	-	1	PROPOSED
	1289+50"EB"	LT	-	1	PROPOSED
	1289+52"EB"	RT	-	1	PROPOSED
	8+15"C"	RT	-	1	PROPOSED
	8+16"C"	LT	-	1	PROPOSED
	10+65"C"	RT	-	1	EXISTING
	1291+32"WB"	LT	-	1	EXISTING
	1291+64"EB"	RT	-	1	PROPOSED
	1291+67"WB"	LT	-	1	PROPOSED
	1291+80"WB"	LT	-	1	PROPOSED
	1293+75"EB"	LT	-	1	PROPOSED
	1293+75"EB"	LT	-	1	PROPOSED
	1293+75"EB"	RT	-	1	PROPOSED
	1293+75"EB"	RT	-	1	PROPOSED
	1293+77"EB"	RT	-	1	EXISTING
	1293+79"EB"	LT	-	1	EXISTING
	1295+77"EB"	LT	-	1	PROPOSED
	1295+77"EB"	LT	-	1	PROPOSED
	1295+77"EB"	RT	-	1	PROPOSED
	11+34"PR"	LT	1	-	EXISTING
	11+34"PR"	LT	1	-	PROPOSED
	13+00"PR"	RT	-	1	PROPOSED
	13+08"PR"	RT	1	-	PROPOSED
	13+14"PR"	LT	1	-	EXISTING
	13+19"PR"	RT	-	1	PROPOSED
	13+25"PR"	LT	-	1	PROPOSED
	13+84"PR"	RT	1	-	EXISTING
	13+84"PR"	RT	1	-	PROPOSED
	14+14"PR"	LT	-	1	PROPOSED
	14+53"PR"	LT	-	1	PROPOSED
	14+53"PR"	RT	-	1	PROPOSED
	14+78"PR"	LT	-	1	EXISTING
	14+93"PR"	LT	-	1	EXISTING
	15+80"PR"	LT	-	1	EXISTING
	16+84"PR"	LT	-	1	PROPOSED
	17+66"PR"	LT	-	1	EXISTING
	17+47"PR"	RT	-	1	EXISTING (BECKER STREET)
	18+07"PR"	RT	-	1	EXISTING
	401+08"K"	RT	-	1	PROPOSED
	401+25"K"	LT	-	1	PROPOSED
	300+89"N"	RT	-	1	PROPOSED
	300+89"N"	RT	-	1	PROPOSED

CONTINUED

INLET PROTECTION CONTINUED

CATEGORY	STATION	LOCATION	(628.7005) TYPE A EACH	(628.7020) TYPE D EACH	NOTES
0010	301+24"N"	RT	-	1	PROPOSED
	301+28"N"	LT	-	1	PROPOSED
	302+34"N"	RT	-	1	PROPOSED
	302+43"N"	RT	-	1	EXISTING
	302+80"N"	LT	-	1	PROPOSED
	302+80"N"	RT	-	1	PROPOSED
	200+00"SL"	LT	-	1	EXISTING
	200+00"SL"	RT	-	1	EXISTING
	201+05"SL"	RT	1	-	PROPOSED
	201+12"SL"	LT	-	1	PROPOSED
	201+90"SL"	LT	-	1	EXISTING
	201+92"SL"	RT	1	-	EXISTING
	201+92"SL"	RT	1	-	PROPOSED
	202+75"SL"	RT	1	-	PROPOSED
	202+80"SL"	LT	1	-	PROPOSED
	600+56"CH"	LT	-	1	EXISTING
	601+87"CH"	RT	-	1	EXISTING
	601+97"CH"	LT	-	1	EXISTING
	602+17"CH"	RT	-	1	PROPOSED
	605+15"CH"	LT	-	1	EXISTING
	PROJECT TOTALS		**14**	**61**	

3

REMOVING SIGNS

CATEGORY	SIGN NO.	STATION	LOCATION	(638.2602) REMOVING SIGNS TYPE II EACH	(638.3000) REMOVING SMALL SIGN SUPPORTS EACH	NOTES
0010	E1.1	1284+68"EB"	RT	1	1	
	E1.2	1284+74"EB"	RT	1	1	
	E1.3	1285+50"EB"	RT	1	1	
	E1.4	1285+71"EB"	RT	1	1	
	E1.5	1286+33"EB"	RT	1	1	
	E1.7	1287+60"EB"	RT	1	1	
	E1.8	600+42"CH"	LT	1	1	
	E1.9	1286+68"WB"	LT	1	1	
	E1.10	602+00"CH"	RT	1	-	ON UTILITY POLE
	E1.11	602+43"CH"	LT	1	1	
	E2.2	1289+70"EB"	RT	1	2	
	E2.4	1289+88"EB"	RT	1	1	
	E2.5	1290+68"EB"	RT	1	1	
	E2.6	1292+20"EB"	RT	1	1	
	E2.7	1293+32"EB"	RT	1	1	
	E2.8	1288+52"WB"	RT	1	1	
	E2.9	1289+47"WB"	RT	1	1	
	E2.10	1289+87"WB"	LT	1	1	
	E2.11	1289+82"WB"	LT	1	1	
	E2.12	1291+17"WB"	LT	1	1	
	E2.13	1291+97"WB"	LT	1	1	
	E3.1	1294+06"EB"	RT	1	1	
	E3.2	1295+05"EB"	RT	1	1	
	E3.3	1296+22"EB"	RT	1	1	
	E3.4	1297+06"EB"	RT	1	1	
	E3.5	1298+00"EB"	RT	1	1	
	E3.6	1295+23"EB"	LT	1	1	
	E3.7	1296+65"EB"	LT	1	1	
	E3.8	1297+80"EB"	LT	1	1	
	E3.9	1300+04"EB"	LT	1	1	
	E4.1	400+52"K"	LT	1	1	
	E4.2	400+41"K"	RT	1	1	
	E4.3	14+28"PR"	LT	1	-	ON UTILITY POLE
	E4.4	15+77"PR"	LT	1	1	
	E4.5	16+30"PR"	LT	1	1	
	E4.6	17+97"PR"	LT	1	1	
	E5.1	200+34"SL"	RT	1	1	
PROJECT TOTALS				**37**	**36**	

NOTE: SIGNS AT THE SAME LOCATION ARE COUNTED AS ONE SIGN REMOVAL

OVERHEAD SIGN SUPPORT

CATEGORY	STRUCTURE NO.	STATION	LOCATION	(641.8100.01) LS	(641.8100.02) LS
0010	S-3-004	1287+93"EB"	31.5' RT	1	-
	S-3-005	1293+07"EB"	31.5' LT	-	1
PROJECT TOTALS				**1**	**1**

CATEGORY	SIGN NO	STATION	LOCATION	SIGN CODE	SIZE IN X IN	(637.2210) SIGNS TYPE II REFLECTIVE H SF	(637.2230) SIGNS TYPE II REFLECTIVE F SF	(634.0612) POSTS WOOD 4X6-INCH X 12-FT EACH	(634.0614) POSTS WOOD 4X6-INCH X 14-FT EACH	(634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH	(634.0618) POSTS WOOD 4X6-INCH X 18-FT EACH	(634.0810) POSTS TUBULAR STEEL 2X2-INCH X 10-FT EACH	(634.0811) POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	(634.0814) POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	(637.0620) SIGN FLAGS PERMANENT TYPE II EACH	NOTES
0010	1.1	1283+90"EB"	RT	W2-6	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	1.2	1283+90"EB"	RT	W13-1	18 X 18	-	2.25	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 1.1
	1.3	1284+50"EB"	RT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	1.4	1284+70"EB"	RT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	1.5	1285+49"EB"	RT	R1-1	36 X 36	7.46	-	-	1	-	-	-	-	-	-	
	1.6	1285+70"EB"	RT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	1.7	1285+95"EB"	RT	D1-1	78 X 15	8.13	-	-	2	-	-	-	-	-	-	
	1.8	1286+50"EB"	RT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	1.9	1287+00"EB"	RT	W3-2	36 X 36	-	9.00	-	1	-	-	-	-	-	-	
	1.10	1287+48"EB"	LT	R4-7	24 X 30	5.00	-	-	-	-	-	-	1	-	-	
	1.11	1287+93"EB"	RT	R3-6-XL	42 X 48	14.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-004
	1.12	1287+93"EB"	RT	R3-6-R	42 X 48	14.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-004
	1.13	1287+93"EB"	RT	J3-2	48 X 57	19.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-004
	1.14	11+02"PR"	RT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	1.15	11+00"PR"	LT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	1.16	11+75"PR"	RT	J22-2	48 X 57	19.00	-	-	-	2	-	-	-	-	-	
	1.17	600+42"CH"	LT	R1-1	36 X 36	7.46	-	-	1	-	-	-	-	-	-	
	1.18	601+22"CH"	RT	W1-1L	36 X 36	-	9.00	-	1	-	-	-	-	-	-	
	1.19	601+75"CH"	RT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	1.20	602+10"CH"	RT	W1-6R	48 X 24	-	8.00	-	1	-	-	-	-	-	-	
	1.21	602+24"CH"	RT	W1-6L	48 X 24	-	8.00	-	1	-	-	-	-	-	-	
	1.22	1286+85"WB"	LT	R2-1	24 X 30	5.00	-	-	-	1	-	-	-	-	-	35 MPH
	1.23	1286+85"WB"	LT	R7-1-D	18 X 24	3.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 1.22
	2.1	1289+19"EB"	RT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.2	1289+19"EB"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.1
	2.3	1289+53"EB"	LT	R1-2	36 X 31	3.88	-	-	-	-	-	-	-	1	2	
	2.4	1289+53"EB"	LT	R6-2-R	24 X 30	5.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.3
	2.5	1289+70"EB"	RT	R1-2	36 X 31	3.88	-	-	-	-	-	-	1	-	2	
	2.6	1289+70"EB"	RT	R1-54	24 X 15	2.50	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.5
	2.7	401+22"K"	LT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.8	401+22"K"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.7
	2.9	401+29"K"	RT	D1-1	36 X 18	4.50	-	-	-	-	-	2	-	-	-	
	2.10	401+25"K"	RT	R1-2	36 X 31	3.88	-	-	-	-	-	-	-	1	2	
	2.11	401+25"K"	RT	R6-2-R	24 X 30	5.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.10
	2.12	1290+96"EB"	RT	R1-2	36 X 31	3.88	-	-	-	-	-	-	1	-	2	
	2.13	1290+96"EB"	RT	R1-54	24 X 15	2.50	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.12
	2.14	1291+33"EB"	LT	D1-1	42 X 30	8.75	-	-	-	-	-	-	2	-	-	
	2.15	1291+32"EB"	RT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.16	1291+32"EB"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.15
	2.17	1291+82"WB"	RT	R4-7	24 X 30	5.00	-	-	-	-	-	-	1	-	-	
	2.18	1292+12"EB"	RT	J1-1	24 X 39	6.50	-	-	-	1	-	-	-	-	-	
	2.19	1288+55"WB"	LT	J1-1	24 X 39	6.50	-	-	-	1	-	-	-	-	-	
	2.20	1289+23"WB"	LT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.21	1289+23"WB"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.20
	2.22	1289+32"WB"	RT	D1-1	42 X 30	8.75	-	-	-	-	-	-	2	-	-	
	2.23	300+15"N"	LT	R1-2	36 X 31	3.88	-	-	-	-	-	-	1	-	2	
	2.24	300+15"N"	LT	R1-54	24 X 15	2.50	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.23
	2.25	300+45"N"	LT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.26	300+45"N"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.25
	2.27	300+08"N"	LT	R1-2	36 X 31	3.88	-	-	-	-	-	-	-	1	2	
	2.28	300+08"N"	LT	R6-2-R	24 X 30	5.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.27
	2.29	300+37"N"	LT	R4-7	24 X 30	5.00	-	-	-	-	-	-	1	-	-	
	2.30	300+10"N"	LT	D1-1	72 X 15	7.50	-	-	-	-	-	2	-	-	-	
	2.31	300+21"N"	RT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.32	300+21"N"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.31
	2.33	1290+97"WB"	LT	R1-2	36 X 31	3.88	-	-	-	-	-	-	1	-	2	
	2.34	1290+97"WB"	LT	R1-54	24 X 15	2.50	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.33
	2.35	1291+35"WB"	RT	R1-2	36 X 31	3.88	-	-	-	-	-	-	-	1	2	
	2.36	1291+35"WB"	RT	R6-2-R	24 X 30	5.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.35
	2.37	1291+74"WB"	LT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	2.38	1291+74"WB"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.37
	2.39	1293+07"EB"	LT	J3-2	48 X 57	19.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-005
	2.40	1293+07"EB"	LT	R3-6-R	42 X 48	14.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-005
	2.41	1293+07"EB"	LT	R3-6-XL	42 X 48	14.00	-	-	-	-	-	-	-	-	-	ON OVERHEAD SIGN SUPPORT S-3-005
	2.42	1290+19"EB"	RT	R6-1-R	36 X 12	3.00	-	2	-	-	-	-	-	-	-	4' MOUNTING HEIGHT TO BOTTOM OF CHEVRON SIGN

CONTINUED ON NEXT PAGE

PERMANENT SIGNING CONTINUED

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE IN X IN	(637.2210) SIGNS TYPE II REFLECTIVE H SF	(637.2230) SIGNS TYPE II REFLECTIVE F SF	(634.0612) POSTS WOOD 4X6-INCH X 12-FT EACH	(634.0614) POSTS WOOD 4X6-INCH X 14-FT EACH	(634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH	(634.0618) POSTS WOOD 4X6-INCH X 18-FT EACH	(634.0810) POSTS TUBULAR STEEL 2X2-INCH X 10-FT EACH	(634.0811) POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	(634.0814) POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	(637.0620) SIGN FLAGS PERMANENT TYPE II EACH	NOTES
0010	2.43	1290+19"EB"	RT	R6-4-B	60 X 24	10.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.42
	2.44	1290+62"EB"	LT	R6-1-R	36 X 12	3.00	-	2	-	-	-	-	-	-	-	4' MOUNTING HEIGHT TO BOTTOM OF CHEVRON SIGN
	2.45	1290+62"EB"	LT	R6-4-B	60 X 24	10.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.44
	2.46	1290+91"WB"	RT	R6-1-R	36 X 12	3.00	-	2	-	-	-	-	-	-	-	4' MOUNTING HEIGHT TO BOTTOM OF CHEVRON SIGN
	2.47	1290+91"WB"	RT	R6-4-B	60 X 24	10.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.46
	2.48	1289+97"WB"	RT	R6-1-R	36 X 12	3.00	-	2	-	-	-	-	-	-	-	4' MOUNTING HEIGHT TO BOTTOM OF CHEVRON SIGN
	2.49	1289+97"WB"	RT	R6-4-B	60 X 24	10.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 2.48
	3.1	1294+12"EB"	RT	R2-1	24 X 30	5.00	-	-	-	1	-	-	-	-	-	35 MPH
	3.2	1294+12"EB"	RT	R7-1-D	18 X 24	3.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.1
	3.3	1295+75"EB"	RT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	3.4	1295+75"EB"	RT	W16-9P	24 X 8	-	1.33	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.3
	3.5	1297+28"EB"	RT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	3.6	1297+28"EB"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.5
	3.7	1298+02"EB"	RT	R1-1	36 X 36	7.46	-	-	1	-	-	-	-	-	-	
	3.8	1294+50"EB"	LT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	3.9	1295+50"EB"	LT	W3-2	36 X 36	-	9.00	-	1	-	-	-	-	-	-	
	3.10	1296+35"EB"	LT	R9-3-A	24 X 24	4.00	-	-	1	-	-	-	-	-	-	
	3.11	1296+35"EB"	LT	R9-3-BL	18 X 12	1.50	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.10
	3.12	1297+43"EB"	LT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	3.13	1297+43"EB"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.12
	3.14	1298+10"EB"	LT	D1-1	78 X 15	8.13	-	-	2	-	-	-	-	-	-	
	3.15	1299+10"EB"	LT	W2-6	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	3.16	1299+10"EB"	LT	W13-1	18 X 18	-	2.25	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.15
	3.17	1300+10"EB"	LT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	3.18	1300+10"EB"	LT	W16-9P	24 X 8	-	1.33	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 3.17
	3.19	1301+75"EB"	LT	J1-1	24 X 39	6.50	-	-	-	1	-	-	-	-	-	
	4.1	13+06"PR"	RT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	4.2	15+00"PR"	RT	M1-5A	24 X 24	4.00	-	-	1	-	-	-	-	-	-	
	4.3	15+75"PR"	RT	R2-1	24 X 30	5.00	-	-	-	1	-	-	-	-	-	25 MPH
	4.4	15+75"PR"	RT	R7-1-D	18 X 24	3.00	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 4.3
	4.5	400+71"K"	LT	J12-1	24 X 45	7.50	-	-	-	1	-	-	-	-	-	
	4.6	400+48"K"	RT	R4-7	24 X 30	5.00	-	-	-	-	-	-	1	-	-	
	4.7	400+86"K"	RT	W11-2	30 X 30	-	6.25	-	-	-	-	-	1	-	-	
	4.8	400+86"K"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 4.7
	4.9	14+37"PR"	LT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	4.10	15+89"PR"	LT	J22-2	48 X 57	19.00	-	-	-	2	-	-	-	-	-	
	4.11	16+86"PR"	LT	R7-1-D	18 X 24	3.00	-	-	1	-	-	-	-	-	-	
	4.12	400+71"K"	LT	R5-1	30 X 30	6.25	-	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 4.5
	5.1	200+33"SL"	RT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	5.2	603+40"CH"	LT	W1-3R	24 X 24	-	4.00	-	1	-	-	-	-	-	-	
	5.3	201+12"SL"	LT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	5.4	203+74"SL"	RT	R1-1	30 X 30	5.18	-	-	1	-	-	-	-	-	-	
	5.5	301+97"N"	LT	J3-3	72 X 57	28.50	-	-	-	-	-	2	-	-	-	
	5.6	302+80"N"	LT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	5.7	302+80"N"	LT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 5.6
	5.8	302+66"N"	RT	W11-2	30 X 30	-	6.25	-	1	-	-	-	-	-	-	
	5.9	302+66"N"	RT	W16-7L	24 X 12	-	2.00	-	-	-	-	-	-	-	-	MOUNTED WITH SIGN 5.8
		PROJECT TOTALS				**485.68**	**178.17**	**8**	**37**	**11**	**2**	**4**	**20**	**4**	**16**	

3

TRAFFIC CONTROL

CATEGORY	DESCRIPTION	DRUMS NO. DEVICES	(643.0300) TRAFFIC CONTROL DRUMS DAY	BARRICADES TYPE II NO. DEVICES	(643.0410) TRAFFIC CONTROL BARRICADES TYPE II DAY	BARRICADES TYPE III NO. DEVICES	(643.0420) TRAFFIC CONTROL BARRICADES TYPE III DAY	(643.0500) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	(643.0600) TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	WARNING LIGHTS TYPE A NO. DEVICES	(643.0705) TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	WARNING LIGHTS TYPE C NO. DEVICES	(643.0715) TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	SIGNS NO. DEVICES	(643.0900) TRAFFIC CONTROL SIGNS DAY	(643.1000) TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	(643.0100) TRAFFIC CONTROL (PROJECT) EACH	DURATION	
0010	STAGE 1A	69	2,139	1	31	12	372	-	-	26	806	23	713	13	403	-	-	31	DAYS
	STAGE 1B	231	3,465	1	15	27	405	102	102	56	840	48	720	63	945	7.5	-	15	DAYS
	STAGE 2A	276	13,800	1	50	17	850	103	103	36	1,800	48	2,400	64	3,200	-	-	50	DAYS
	STAGE 2B	240	6,480	3	81	27	729	121	121	60	1,620	51	1,377	70	1,890	-	-	27	DAYS
	STAGE 3	251	10,040	5	200	38	1,520	79	79	86	3,440	53	2,120	75	3,000	-	-	40	DAYS
	STAGE 4	-	-	-	-	18	18	-	-	36	36	-	-	10	10	-	-	1	DAYS
	STAGE 5	-	-	-	-	11	231	-	-	22	462	-	-	9	189	-	-	21	DAYS
	PROJECT 1570-02-73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
	PROJECT TOTALS		**35,924**		**377**		**4,125**	**405**	**405**		**9,004**		**7,330**		**9,637**	**7.5**	**1**		

3

TEMPORARY PAVEMENT MARKINGS

CATEGORY	DESCRIPTION	TO DESCRIPTION	*(646.0600) REMOVING PAVEMENT MARKINGS	(649.0400) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(649.0400) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(649.0403) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (YELLOW)	(649.0403) TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (WHITE)	(649.0801) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	(649.0803) TEMPORARY PAVEMENT MARKING EPOXY 8-INCH	(649.0900) TEMPORARY PAVEMENT MARKING STOP LINE 12-INCH	(649.1800) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE	(649.2000) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
			LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH
0010	**STAGE 1B**											
	STAGING LIMITS	USH 8/CHERRY STREET INTERSECTION	2,345	3,170	540	510	-	960	110	100	9	3
	USH 8/CHERRY STREET INTERSECTION	USH 8 PROJECT 1570-02-73 LIMITS	1,665	1,650	360	2,380	2,230	265	300	25	5	2
	STAGE 2A											
	USH 8/CHERRY STREET INTERSECTION	USH 8 PROJECT 1570-02-73 LIMITS	-	200	265	2,320	2,410	-	100	25	3	1
	STAGE 2B											
	USH 8/CHERRY STREET INTERSECTION	USH 8 PROJECT 1570-02-73 LIMITS	-	-	-	1,220	100	250	-	25	2	1
	STAGE 3											
	USH 8/CHERRY STREET INTERSECTION	USH 8 PROJECT 1570-02-73 LIMITS	-	880	150	1,535	1,275	-	360	40	4	2
	UNDISTRIBUTED		490	625	160	870	650	175	130	35	5	3
	SUBTOTALS		**-**	**6,525**	**1,475**	**8,835**	**6,665**	-	-	-	-	-
	PROJECT TOTALS		**4,500**	**8,000**		**15,500**		**1,650**	**1,000**	**250**	**28**	**12**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

PEDESTRIAN ACCESS

CATEGORY	DESCRIPTION	(644.1410.S) TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	(644.1601.S) TEMPORARY CURB RAMP EACH	(644.1616.S) TEMPORARY PEDSTRIAN SAFETY FENCE LF
0010	STAGE 1B - USH 8/CHERRY STREET INTERSECTION	800	3	140
	STAGES 2A & 2B - USH 8/CHERRY STREET INTERSECTION	25	1	-
	STAGE 3 - USH 8/CHERRY STREET INTERSECTION	25	1	-
	STAGES 2A & 2B - CASINO PARKING LOT	-	-	860
	PROJECT TOTALS	**850**	**5**	**1,000**

TEMPORARY ROAD (STAGE 2A)

CATEGORY	STATION	TO STATION	LOCATION	SF	HMA PAVEMENT THICKNESS	(465.0125) ASPHALTIC SURFACE TEMPORARY TON	*(455.0605) TACK COAT GAL	*(305.0110) BASE AGGREGATE DENSE 3/4-INCH TON	*(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	*(690.0150) SAWING ASPHALT LF	*(690.0250) SAWING CONCRETE LF	*(465.0310) ASPHALTIC CURB LF
0010	100+59	113+01	LT & RT	34,598	3.00	646	384	50	1,930	1,085	10	475
		PROJECT TOTALS		**34,598**		**646**	**384**	**50**	**1,930**	**1,085**	**10**	**475**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

STORM SEWER STAGING

CATEGORY	DESCRIPTION	(SPV.0060.02) TEMPORARY PIPE CONNECTION EACH	(611.8120.S) COVER PLATES TEMPORARY EACH
0010	STAGE 1A	2	-
	STAGE 1B	2	6
	PROJECT TOTALS	**4**	**6**

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	DESCRIPTION	(643.1050) DAY
0010	USH 8 EASTBOUND - PRIOR TO CONSTRUCTION	14
	CTH K/MARTIN AVENUE WESTBOUND - PRIOR TO ROAD CLOSURE	7
	UNDISTRIBUTED	14
	PROJECT TOTAL	**35**

TEMPORARY CONCRETE BARRIER

CATEGORY	DESCRIPTION	(603.8000) CONCRETE BARRIER TEMPORARY PRECAST DELIEVERED LF	(603.8125) CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF
0010	STAGES 2A & 2B - USH 8 ALONG THE NEW FRONTIER RESTAURANT PARKING LOT	180	180
	STAGES 2A & 2B - PROSSER AVENUE ALONG BUS PARKING LOT	170	170
	PROJECT TOTALS	**350**	**350**

CRASH CUSHION

CATEGORY	LOCATION	(614.0905) TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSTION SHIELDS
0010	108+78, 18' RT	1	2	OM-3R (WO5-58R)	TL-2	BIDIRECTIONAL	RT	BLUNT END OF TEMPORARY BARRIER
	110+58, 18' RT	1	2	OM-3R (WO5-58R)	TL-2	BIDIRECTIONAL	RT	BLUNT END OF TEMPORARY BARRIER
	PROJECT TOTALS	**2**						

TRAFFIC CONTROL DETOUR

CATEGORY	DESCRIPTION	NO. SIGNS	(643.3000) TRAFFIC CONTROL DETOUR SIGNS DAYS	(643.2000) TRAFFIC CONTROL DETOUR (PROJECT) EACH	DURATION	
0010	STAGE 4	143	143	-	1	DAYS
	PROJECT 1570-02-73	-	-	1		
	PROJECT TOTALS		**143**	**1**		

TEMPORARY LIGHTING

CATEGORY	DESCRIPTION	(SPV.0105.03) LS
0010	ALONG TEMPORARY ROAD (STAGE 2A)	1
	PROJECT TOTAL	**1**

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	DESCRIPTION	(661.0200.01) USH 8 & CHERRY STREET LS	(SPV.0105.01) TEMPORARY VEHICLE DETECTION (USH 8 & CHERRY STREET) LS
0010	USH 8 & CHERRY STREET	1	1
	PROJECT TOTALS	**1**	**1**

FENCE SAFETY

CATEGORY	DESCRIPTION	(616.0700.S) LF
0010	UNDISTRIBUTED	500
	PROJECT TOTAL	**500**

3

PAVEMENT MARKINGS

CATEGORY	STATION	TO STATION	*(646.0600) REMOVING PAVEMENT MARKINGS LF	(646.0106) PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	(646.0106) PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	(646.0126) PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	(646.0156) PAVEMENT MARKING EPOXY 18-INCH (WHITE) LF	(647.0156) PAVEMENT MARKING ARROWS EPOXY TYPE 1 EACH	(647.0166) PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	(647.0170) PAVEMENT MARKING ARROWS EPOXY TYPE 3R EACH	(647.0176) PAVEMENT MARKING ARROWS EPOXY TYPE 3 EACH	(647.0356) PAVEMENT MARKING WORDS EPOXY EACH	(647.0456) PAVEMENT MARKING CURB EPOXY LF
0010	STAGING LIMITS	1285+38"EB"	-	1,762	2,556	1,520	-	-	6	-	-	6	-
	1285+38"EB"	1288+42"EB"	-	1,060	157	245	-	-	-	1	1	-	10
	1288+42"EB"	1291+53"EB"	-	130	0	585	110	2	-	-	4	6	-
	1291+53"EB"	PROJECT LIMITS	-	2,430	531	300	-	-	-	1	1	-	10
	7+65"PR"	18+10"PR"	130	1,454	0	0	-	-	-	-	-	-	-
	400+45"K"	401+08"K"	-	140	0	0	-	-	-	-	-	-	10
	300+35"N"	303+50"N"	-	780	0	0	-	-	-	-	-	-	10
	200+30"SL"	203+90"SL"	-	600	0	0	-	-	-	-	-	-	-
	600+41"CH"	602+10"CH"	-	350	150	0	-	-	-	-	-	-	-
	SUBTOTALS		**-**	**8,706**	**3,394**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	PROJECT TOTALS		**130**	**12,100**		**2,650**	**110**	**2**	**6**	**2**	**6**	**12**	**40**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

PAVEMENT MARKINGS CONT.

CATEGORY	STATION	TO STATION	(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	(647.0726) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	(647.0726) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF
0010	STAGING LIMITS	1285+38"EB"	-	-	-	40	-
	1285+38"EB"	1288+42"EB"	-	1	-	30	45
	1288+42"EB"	1291+53"EB"	-	-	375	-	70
	1291+53"EB"	PROJECT LIMITS	18	1	190	-	45
	7+65"PR"	18+10"PR"	87	-	251	-	-
	400+45"K"	401+08"K"	-	1	-	-	-
	300+35"N"	303+50"N"	-	1	63	20	-
	200+30"SL"	203+90"SL"	40	-	71	-	-
	600+41"CH"	602+10"CH"	20	-	90	-	-
	SUBTOTALS		**-**	**-**	**-**	**90**	**160**
	PROJECT TOTALS		**165**	**4**	**1,040**	**250**	

SANITARY SEWER AND WATER MAIN

CATEGORY	STATION	LOCATION	(SPV.0060.04) ADJUST EXISTING VALVE BOX EACH	(SPV.0060.05) REPLACE VALVE BOX TOP EACH	(SPV.0060.06) ADJUST EXISTING SANITARY MANHOLE CASTING EACH	(SPV.0060.07) REPLACE SANITARY MANHOLE CASTING EACH	(SPV.0060.08) REPLACE SANITARY LOW-PROFILE MANHOLE CASTING EACH	(SPV.0060.09) REPLACE SANITARY MANHOLE CASTING WITH MANHOLE RECONSTRUCTION EACH	(SPV.0060.10) ABANDON WATER SERVICE EACH	(SPV.0060.11) ABANDON SANITARY SEWER SERVICE EACH	(SPV.0060.12) LOWER WATER MAIN EACH	(SPV.0060.13) EXPLORATORY EXCAVATION EACH	(SPV.0060.03) REMOVE HYDRANT PACKAGE EACH	(611.8120.S) COVER PLATES TEMPORARY EACH	(612.0902.S.01) INSULATION BOARD POLYSTYRENE, 2-INCH SY
0020	11+26"PR"	91 LT	-	-	-	-	-	-	-	-	-	1	-	-	7.1
	11+30"PR"	82 LT	-	-	-	-	-	-	-	-	-	-	-	-	7.1
	11+69"PR"	99 LT	-	-	-	1	-	-	-	-	-	-	-	1	-
	13+82"PR"	87 LT	-	-	-	-	-	-	-	-	-	1	-	-	3.6
	15+35"PR"	168 LT	-	-	-	-	-	-	-	1	-	-	-	-	-
	15+41"PR"	35 LT	-	1	-	-	-	-	-	-	-	-	-	-	-
	15+41"PR"	10 LT	-	-	-	-	1	-	-	-	-	-	-	1	-
	15+44"PR"	21 LT	-	-	-	-	-	1	-	-	-	-	-	1	-
	15+47"PR"	45 LT	1	-	-	-	-	-	-	-	-	-	-	-	-
	15+65"PR"	11 RT	-	-	-	-	-	-	-	-	-	-	-	-	3.6
	15+73"PR"	30 LT	-	1	-	-	-	-	-	-	-	-	-	-	-
	15+86"PR"	111 LT	-	-	-	-	-	-	1	-	-	-	-	-	-
	16+45"PR"	8 LT	-	-	-	-	-	-	-	-	-	-	-	-	3.6
	16+62"PR"	15 LT	-	-	-	-	-	-	-	-	-	-	-	-	7.1
	1291+49"EB"	74 LT	-	-	-	-	-	-	-	-	-	-	-	-	3.6
	1294+39"EB"	46 LT	-	-	1	-	-	-	-	-	-	-	-	1	-
	1294+50"EB"	42 LT	1	-	-	-	-	-	-	-	-	-	-	-	-
	1295+44"EB"	47 LT	-	-	-	1	-	-	-	-	-	-	-	1	-
	1295+47"EB"	51 RT	-	-	-	1	-	-	-	-	-	-	-	1	-
	601+48"CH"	4 RT	-	-	1	-	-	-	-	-	-	-	-	1	-
	602+14"CH"	8 RT	-	-	1	-	-	-	-	-	-	-	-	1	-
	602+22"CH"	64 RT	-	-	-	-	-	-	-	-	1	1	-	-	7.1
	602+33"CH"	143 RT	-	-	-	-	-	-	-	-	-	-	-	-	7.1
	602+49"CH"	165 RT	-	-	-	1	-	-	-	-	-	-	-	1	-
	604+84"CH"	12 LT	-	-	1	-	-	-	-	-	-	-	-	1	-
	604+89"CH"	28 LT	1	-	-	-	-	-	-	-	-	-	-	-	-
	604+90"CH"	1 LT	-	-	1	-	-	-	-	-	-	-	-	1	-
	299+40"N"	82 LT	-	-	-	-	-	-	-	-	-	-	1	-	-
	299+62"N"	2 LT	-	1	-	-	-	-	-	-	-	-	-	-	-
	299+63"N"	27 LT	-	1	-	-	-	-	-	-	-	-	-	-	-
	302+18"N"	20 RT	-	1	-	-	-	-	-	-	-	-	-	-	-
	UNDISTRIBUTED		-	-	-	-	-	-	-	-	1	2	-	-	10.1
	PROJECT TOTALS		**3**	**5**	**5**	**4**	**1**	**1**	**1**	**1**	**2**	**5**	**1**	**11**	**60**

3

CONDUIT SCHEDULE
(CONTROLLER #1)

ROUTED FROM	TO	HORIZONTAL LENGTH LF	NO.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
Controller #1	LPB-1	45	2	90
LPB-1	A-1-1	18	1	18
A-1-1	STUB	5	1	5
LPB-1	B-1-2	78	1	78
B-1-2	LPB-9	58	1	58
LPB-9	A-1-3	25	1	25
A-1-3	LPB-2	17	1	17
LPB-2	B-1-4	153	1	153
B-1-4	A-1-5	168	1	168
A-1-5	STUB	5	1	5
LPB-2	LPB-3	85	1	85
LPB-3	B-1-6	12	1	12
B-1-6	STUB	5	1	5
LPB-3	A-1-7	98	1	98
A-1-7	B-1-8	146	1	146
B-1-8	STUB	5	1	5
LPB-1	LPB-4	71	1	71
LPB-4	C-1-9	21	1	21
C-1-9	STUB	5	1	5
LPB-4	D-1-10	83	1	83
D-1-10	LPB-5	76	1	76
LPB-5	LPB-6	81	1	81
LPB-6	D-1-12	15	1	15
LPB-6	C-1-11	74	1	74
C-1-11	STUB	5	1	5
LPB-6	C-1-13	165	1	165
C-1-13	D-1-14	171	1	171
D-1-14	LPB-7	173	1	173
LPB-7	LPB-8	62	1	62
LPB-8	C-1-15	10	1	10
LPB-8	STUB	5	1	5
LPB-7	D-1-16	154	1	154
D-1-16	STUB	5	1	5
TOTAL				2,144

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

HORIZONTAL ELECTRICAL WIRE SCHEDULE
(CONTROLLER #1)

SYSTEM	NETWORK	LOCATION TO LOCATION	DISTANCE LF	NO. WIRES	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
CONTROLLER #1	A/B/N/G	LIGHTING CABINET (CONTROLLER #1) TO LPB-1 TO A-1-1	88	4		352	
CONTROLLER #1	A/B/N/G	A-1-1 TO LPB-1 TO B-1-2	116	4		464	
CONTROLLER #1	A/B/N/G	B-1-2 TO LPB-9 TO A-1-3	103	4		412	
CONTROLLER #1	A/B/N/G	A-1-3 TO LPB-2 TO B-1-4	190	4	760		
CONTROLLER #1	A/N/G	B-1-4 TO A-1-5	178	3	534		
CONTROLLER #1	A/B/N/G	A-1-3 TO LPB-2 TO LPB-3 TO B-1-6	144	4	576		
CONTROLLER #1	A/B/N/G	B-1-6 TO LPB-3 TO A-1-7	130	4	520		
CONTROLLER #1	B/N/G	A-1-7 TO B-1-8	156	3	468		
CONTROLLER #1	C/D/N/G	LIGHTING CABINET (CONTROLLER #1) TO LPB-1 TO LPB-4 TO C-1-9	172	4			688
CONTROLLER #1	C/D/N/G	C-1-9 TO LPB-4 TO D-1-10	124	4			496
CONTROLLER #1	C/D/N/G	D-1-10 TO LPB-5 TO LPB-6 TO D-1-12	202	4			808
CONTROLLER #1	C/N/G	D-1-12 TO LPB-6 TO C-1-11	109	3	327		
CONTROLLER #1	C/D/N/G	D-1-12 TO LPB-6 TO C-1-13	200	4		800	
CONTROLLER #1	C/D/N/G	C-1-13 TO D-1-14	181	4		724	
CONTROLLER #1	C/N/G	D-1-14 TO LPB-7 TO LPB-8 TO C-1-15	275	3		825	
CONTROLLER #1	DN/G	D-1-14 TO LPB-7 TO D-1-16	347	3		1041	
TOTAL					3,185	4,618	1,992

PULL BOXES STEEL 24X42-INCH
(CONTROLLER #1)

ITEM	STATION	OFFSET	653.0140 PULL BOX STEEL 24x42-INCH EACH	LOCATION
LPB-1	400+77.0"K"	40.5RT	1	HWY K
LPB-2	1288+94.5"EB"	33.0RT	1	USH 8/USH 63
LPB-3	1288+71.5"WB"	31.0LT	1	USH 8/USH 63
LPB-4	400+72.0"K"	30.0LT	1	HWY K
LPB-5	1291+67.5"EB"	31.0RT	1	USH 8/USH 63
LPB-6	1291+69.5"WB"	35.5LT	1	USH 8/USH 63
LPB-7	1296+95.0"EB"	31.0LT	1	USH 8/USH 63
LPB-8	1296+97.0"EB"	31.0RT	1	USH 8/USH 63
LPB-9	1289+45.5"EB"	59.0RT	1	USH 8/USH 63
TOTAL			9	

LIGHTING POLES, BASES, ARMS & LUMINAIRES

(CONTROLLER #1)

POLE NO.	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 15-FT EACH	659.1120 LUMINAIRES UTILITY LED-B EACH	659.1125 LUMINAIRES UTILITY LED-C EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
A-1-1	400+90.5"K"	52.5RT	1	1	1		1		108
B-1-2	400+23.0"K"	84.5RT	1	1	1	1		1	145
A-1-3	1288+99.0"EB"	49.5RT	1	1	1			1	108
B-1-4	1287+39.5"EB"	40.5RT	1	1	1	1		1	145
A-1-5	1285+78.5"EB"	41.0RT	1	1	1	1		1	145
B-1-6	1288+65.0"WB"	41.5LT	1	1	1			1	108
A-1-7	300+7.5"N"	89.0LT	1	1	1	1		1	145
B-1-8	301+19.0"N"	22.0LT	1	1	1		1		108
C-1-9	400+23.0"K"	50.5LT	1	1	1		1		108
D-1-10	9+56.5"RB"	56.0RT	1	1	1	1		1	145
C-1-11	300+20.5"N"	38.0RT	1	1	1	1		1	145
D-1-12	1291+78.5"WB"	49.5LT	1	1	1	1		1	145
C-1-13	1293+51.5"EB"	40.5LT	1	1	1	1		1	145
D-1-14	1295+22.0"EB"	41.0LT	1	1	1	1		1	145
C-1-15	1297+00.0"EB"	40.0RT	1	1	1	1		1	145
D-1-16	1298+50.0"EB"	36.5RT	1	1	1	1		1	145
TOTAL			16	16	16	11	3	13	2,135

LIGHTING SYSTEM

SYSTEM	LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (I.D. 1570-02-73) LS	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (I.D. 150-02-73) LS	SPV.0105.04 LIGHTING SYSTEM INTEGRATOR LS	SPV.0105.05 LIGHTING SYSTEM SURVEY LS
CONTROLLER #1	SW QUADRANT USH8/63/NORWAY	1	1	1	20	1	1	1
	TOTAL	1	1	1	20	1	1	1

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

1570-02-23

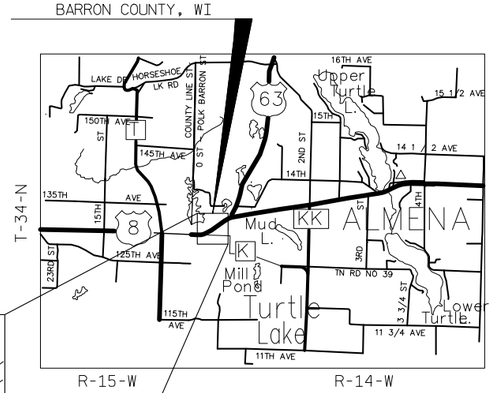
USH 8, VILLAGE OF TURTLE LAKE

CTH K / NORWAY STREET INTERSECTION

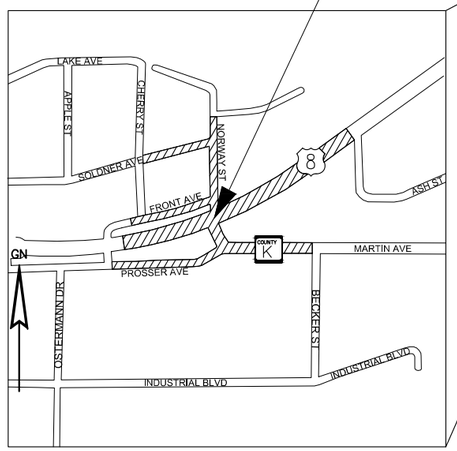
USH 8
BARRON COUNTY

PROJECT LOCATION
VILLAGE OF TURTLE LAKE
BARRON COUNTY, WI

PROJECT LOCATION
VILLAGE OF TURTLE LAKE
BARRON COUNTY, WI



PROJECT LOCATION



CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING
- NATIONAL GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SECTION CORNER
- NOTATION FOR COMBUSTABLE FLUIDS
- NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
- R/W MONUMENT
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN
- VALVE (GAS, WATER, ETC.)
- SIGN
- OFF-PREMISE SIGN
- ELECTRIC POLE
- TELEPHONE POLE
- PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
- ACCESS CONTROLLED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- BRIDGE
- PARCEL NUMBER
- UTILITY NUMBER

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT
SCALE 0 300 FT

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT PROJECTNUMBER

NOTES:

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

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

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

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

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

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

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

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE, SUPERIOR.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

DISTANCES SHOWN TO BUILDINGS ARE APPROXIMATE

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
WISDOT HIGHWAY PLAT - DIVISION JOB NO. 8617
NORTHERN ACRES 2ND ADDITION SUBDIVISION PLAT
CSM NO. 1122
CSM NO. 3203
CSM NO. 2938
CSM NO. 5407

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1570-02-23 - 4.01
SHEET 2 OF 2
AMENDMENT NO: 1

FILE NAME : P:\90S\93\00093129\CADD\RW\PLINE.DWG
APPRAISAL PLAT DATE :
LAYOUT NAME - ****
PLOT DATE : 12/14/2012 7:46 PM
PLOT BY : BRAD TISDALE
PLOT NAME : ----------
---------- 1570-02-23 - 4.01

TRANSPORTATION PROJECT PLAT NO: 1570-02-23 - 4.01
AMENDMENT NO:1

AMENDS PARCEL 3 TLE ACREAGE FOR TRANSPORTATION PROJECT PLAT 1570-02-23 - 4.01 RECORDED AS DOC NO. 820813 IN VOL 1 MC, PAGE 164A.

THAT PART OF LOTS 19 AND 20 OF NORTHERN ACRES 2ND ADDITION TO THE VILLAGE OF TURTLE LAKE, LOT 1 OF CSM 1122, VOL. 9, PAGE 5, DOC. NO. 423637 ALL LOCATED IN AND INCLUDING THE SW 1/4 OF THE SW 1/4 OF SECTION 30, T34N, R14W AND PART OF LOT 1 OF CSM 5407, VOL. 37, PAGE 55, DOC. NO. 730277, PART LOT 1 CSM 2938, VOL. 20, PAGE 138, DOC. NO. 532469 ALL LOCATED IN AND INCLUDING THE NW 1/4 OF THE NW 1/4 OF SECTION 31, T34N, R14W, VILLAGE OF TURTLE LAKE, BARRON COUNTY, WISCONSIN.

RELOCATION ORDER USH 8 MAIN STREET, VILLAGE OF TURTLE LAKE, (CTH K/NORWAY STREET INTERSECTION)

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	R/W ACRES REQUIRED EXISTING	R/W ACRES REQUIRED TOTAL	TLE ACRES
1	WISCONSIN DEPARTMENT OF TRANSPORTATION	PARCEL WAS PURCHASED AS AN EARLY ACQUISITION PARCEL BY DOCUMENT NO. 820119 RECORDED ON 8/3/15				
2	ST CROIX CHIPPEWA INDIANS OF WISCONSIN	FEE/TLE	0.51	--	0.51	0.62
3	RICHARD S. DANCA AND BRENDA K. DANCA, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	11 SQ FT	--	11 SQ FT	1450 SQ FT
4	AMERY REGIONAL MEDICAL CENTER, INC.	FEE/TLE	0.02	--	0.02	0.03
5	JEFFERY A. AND DEBORAH K. BECKER, AS TRUSTEES OF THE JEFFERY A. AND DEBORAH K. BECKER LIVING TRUST DATED APRIL 24, 2001, VENDOR; ADAM D. AUSTAD AND JODI K. AUSTAD, VENDEE	FEE/TLE	0.04	--	0.04	0.09

COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE
100-101	N89°31'55"W	34.36'	119-120	S00°45'44"W	20.00'
101-102	N34°31'57"E	7.79'	121-122	S00°23'02"W	33.00'
103-104	S75°41'04"W	275.24'	122-123	S00°23'02"W	36.00'
104-105	N00°03'33"W	30.95'	123-124	N89°36'58"W	110.25'
105-106	N00°03'33"W	30.95'	124-125	S82°34'02"W	67.83'
106-107	N75°41'04"E	275.83'	125-126	S73°36'50"W	26.95'
107-108	N75°41'04"E	31.03'	127-128	S73°01'48"W	41.91'
108-109	N00°28'05"E	51.26'	128-129	S83°15'32"W	60.47'
109-110	S89°31'55"E	30.00'	129-130	N89°02'35"W	50.00'
111-112	S89°31'55"E	3.00'	130-131	N78°59'47"W	40.70'
112-113	S01°26'10"E	20.46'	131-132	N77°46'26"W	63.35'
118-119	N89°36'58"W	45.00'	132-133	N65°40'43"W	41.58'

CURVE	RADIUS	LENGTH	LCB	LC
113-114	568.00'	86.96'	S06°54'13"E	86.88'
114-115	134.00'	63.48'	S24°51'41"E	62.89'
115-116	34.00'	9.78'	S46°40'22"E	9.75'
213-214	114.00'	92.57'	S22°19'33"E	90.04'

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	CENTURYLINK	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS

PARCEL AFFECTED	NON DESCRIPT EASEMENTS
2, 4 & 5	WISCONSIN TELEPHONE (CENTURYLINK) EASEMENT V.7, PG.236, DOC#240547
2, 4 & 5	TURTLE LAKE TELEPHONE (CENTURYLINK) EASEMENT V.421, PG.372, DOC#407516
2 & 3	DAIRYLAND POWER ELECTRIC EASEMENT V.5, PG.401, DOC#293892

R/W POINT	STATION	OFFSET	Y	X	R/W POINT	STATION	OFFSET	Y	X
100	22+37.79	0.00 L	95,926.768	228,129.356	120	15+39.57	56.07 L	95,720.522	228,345.898
101	22+37.79	34.37 L	95,927.049	228,094.992	121	17+39.26	33.00 L	95,719.080	228,561.160
102	22+44.25	30.00 L	95,933.468	228,099.409	122	17+39.26	0.00 L	95,686.080	228,560.939
103	24+39.77	30.00 L	96,128.984	228,101.006	123	17+39.26	36.00 R	95,650.081	228,560.698
104	30+10.82	30.00 R	96,060.927	227,834.314	124	16+25.80	34.76 R	95,650.820	228,450.450
105	30+18.44	0.00 L	96,091.880	227,834.282	125	15+50.66	30.13 R	95,642.045	228,383.190
106	30+26.06	30.00 L	96,122.834	227,834.250	126	15+23.49	29.27 R	95,634.444	228,357.338
107	25+01.82	30.00 L	96,191.036	228,101.513	127	13+36.75	29.11 R	95,576.131	228,179.944
108	25+09.74	0.00 L	96,198.708	228,131.577	128	12+98.18	30.46 R	95,563.899	228,139.861
109	25+61.00	0.00 L	96,249.967	228,131.995	129	12+42.70	30.13 R	95,556.802	228,079.812
110	25+61.00	30.00 R	96,249.722	228,161.994	130	11+96.85	30.76 R	95,557.637	228,029.816
111	24+03.00	30.00 R	96,091.727	228,160.704	131	11+59.49	29.21 R	95,565.405	227,989.867
112	24+03.00	33.00 R	96,091.703	228,163.704	132	10+96.14	28.93 R	95,578.820	227,927.956
113	23+82.55	33.68 R	96,071.246	228,164.217	133	10+54.33	19.42 R	95,595.943	227,890.070
114	22+96.39	44.83 R	95,984.999	228,174.659	134	9+41.02	20.33 R	95,597.837	227,780.086
115	22+39.55	71.73 R	95,927.937	228,201.099	135	9+42.90	73.12 L	95,691.309	227,780.713
116	22+32.92	78.88 R	95,921.250	228,208.189	136	20+00	0.00 L	95,688.986	228,127.414
117	16+02.28	201.12 L	95,881.336	228,393.042					
118	15+82.33	62.71 L	95,740.219	228,391.164					
119	15+46.08	74.98 L	95,740.521	228,346.164					

ALIGNMENT INFORMATION NORWAY STREET	ALIGNMENT INFORMATION SOLDNER AVENUE
BP = STA 20+00.00 Y = 95,688.986 X = 228,127.414	BP = STA 30+00.00 Y = 96,087.321 X = 227,816.415
DA = N00°28'05"E	DA = N75°41'04"E
EP = STA 26+20.00 Y = 96,308.965 X = 228,132.477	EP = STA 33+25.00 Y = 96,167.682 X = 228,131.323

ALIGNMENT INFORMATION - USH 8 EASTBOUND

BP = STA 1281+11.32
Y = 95,693.430
X = 227,236.480

DA = S88°26'11"E

PI = STA 1284+24.05
Y = 95,684.897
X = 227,549.084
DELTA = 10°11'00"
T = 173.75'
L = 346.58'
R = 1950.00'
LC = 346.12'
LCB = N86°28'19"E

PC = 1282+50.30
Y = 95,689.638
X = 227,375.402

PCC = 1285+96.88
Y = 95,710.937
X = 227,720.869

PI = STA 1286+92.37
Y = 95,725.248
X = 227,815.279
DELTA = 13°51'32"
T = 95.49'
L = 190.03'
R = 780.00'
LC = 189.56'
LCB = N74°24'03"E

PCC = 1285+96.88
Y = 95,710.937
X = 227,720.869

PT = 1287+86.91
Y = 95,761.911
X = 227,903.448

DA = N67°25'17"E

PI = STA 1289+27.51
Y = 95,815.894
X = 228,033.271
DELTA = 46°24'22"
T = 47.15'
L = 89.09'
R = 110.00'
LC = 86.68'
LCB = S89°22'32"E

PC = 1288+80.35
Y = 95,797.790
X = 227,989.732

PT = 1289+69.45
Y = 95,796.845
X = 228,076.405

DA = N80°51'22"E

PI = STA 1291+16.00
Y = 95,820.134
X = 228,221.092

DA = N51°56'14"E

PI = STA 1292+53.22
Y = 95,904.732
X = 228,329.129
DELTA = 03°29'48"
T = 33.58'
L = 67.13'
R = 1100.00'
LC = 67.12'
LCB = N53°41'08"E

PC = 1292+19.64
Y = 95,884.032
X = 228,302.693

PT = 1292+86.77
Y = 95,923.782
X = 228,356.778

DA = N55°26'02"E

EP = STA 1295+99.15
Y = 96,101.012
X = 228,614.013

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1570-02-23 - 4.01
SHEET NO: 1 OF 2
AMENDMENT NO: 1

TLE POINT	STATION	OFFSET	
200	22+34.94	41.37	L
201	22+51.76	30.00	L
202	23+78.64	30.00	L
203	24+35.02	47.98	L
204	31+71.00	30.00	R
205	31+71.00	44.00	R
206	31+11.00	44.00	R
207	31+11.00	30.00	R
208	30+27.64	36.00	L
209	33+03.47	36.00	L
210	25+61.00	45.27	R
211	23+56.00	45.27	R
212	23+56.00	62.02	R
213	23+24.63	62.02	R
214	22+41.61	96.90	R
215	17+39.09	44.00	R
216	15+82.32	36.73	R
217	15+48.35	35.79	R
218	14+13.96	50.52	R
219	13+66.09	192.54	R
220	13+02.23	167.89	R
221	13+21.57	67.19	R
222	12+41.83	51.61	R
223	11+58.59	48.54	R
224	10+06.61	37.23	R
225	9+40.71	35.33	R

ALIGNMENT INFORMATION - PROSSER BLVD

BP = STA 8+84.83
Y = 95,617.408
X = 227,723.628

DA = N89°13'37"E

PI = STA 10+36.96
Y = 95,619.461
X = 227,875.747
DELTA = 12°44'45"
T = 39.09'
L = 77.86'
R = 350.00'
LC = 77.70'
LCB = S84°24'00"E

PC = 9+97.87
Y = 95,618.933
X = 227,836.659

PT = 10+75.73
Y = 95,611.351
X = 227,913.987

DA = S78°01'38"E

PI = STA 12+49.79
Y = 95,575.243
X = 228,084.260
DELTA = 30°13'00"
T = 89.90'
L = 175.62'
R = 333.00'
LC = 173.59'
LCB = N86°51'52"E

PC = 11+59.89
Y = 95,593.893
X = 227,996.313

PT = 13+35.50
Y = 95,603.389
X = 228,169.643

DA = N71°45'22"E

PI = STA 16+02.59
Y = 95,687.003
X = 228,423.301
DELTA = 18°37'40"
T = 54.61'
L = 108.26'
R = 333.00'
LC = 107.79'
LCB = N81°04'12"E

PC = 15+47.97
Y = 95,669.905
X = 228,371.432

PT = 16+56.24
Y = 95,686.637
X = 228,477.914

DA = S89°36'58"E

EP = STA 17+89.00
Y = 95,685.747
X = 228,610.676

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

SIGNATURE: _____ DATE: 8/28/15
PRINT NAME: BRADLEY L TISDALE
REGISTRATION NUMBER: S-2824

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
NW REGION - SUPERIOR

SIGNATURE: _____ DATE:
PRINT NAME: MICHAEL PILLER

WISCONSIN LAND SURVEYOR — BRADLEY L. TISDALE S-2824 WAUNAKEE WI

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL DEVELOPMENT • ENVIRONMENTAL
2901 International Lane Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664
Web Address: www.msa-ps.com
© MSA Professional Services, Inc.

A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE EPOXY 12-INCH

P.I. = STA. 105+98.63
Y = 95,711.08
X = 228,206.08
Δ = 50.84°
T = 155.40'
L = 290.13'
R = 327.00'
P.C. = STA. 104+43.24
P.T. = STA. 107+33.37

CHERRY STREET
USH 8
PROSSER AVENUE
BP: 100+00.00
STA. 100+59.21, 2.6' LT.
N87°40'47"E
STA. 100+59.21, 17.0' RT.
BEGIN CONSTRUCTION
STA. 100+59.21
Y = 95,689.24
X = 227,667.10
TEMPORARY PEDESTRIAN CROSSWALK
SAWING ASPHALT REQ'D.
STA. 103+19.00, 42.0' LT.
SAWING CONCRETE REQ'D.
STA. 103+28.00, 17.0' LT.
TEMPORARY PIPE CONNECTION REQ'D. EXTEND STORM SEWER TO MAKE FINAL CONNECTION DURING STAGE 2A
CHARTER (COMMUNICATIONS)
PC: 104+43.24
BM*3
MATCHLINE 105+50
BM*2
WE ENERGIES (GAS)
SAWING CONCRETE REQ'D.
ASPHALTIC SURFACE TEMPORARY (TYP.)
SLOPE INTERCEPTS (TYP.)
VILLAGE OF TURTLE LAKE (SANITARY & WATERMAIN)
CENTURYLINK (COMMUNICATIONS)
XCEL ENERGY (LIGHT POLE & OVERHEAD)
CLEARING & GRUBBING (TYP.)
TEMPORARY PIPE CONNECTION REQ'D. FROM STRUCTURE 403A TO EXISTING STORM SEWER SYSTEM
COVER PLATE TEMPORARY
SAWING ASPHALT REQ'D.
SAWING CONCRETE REQ'D.
N

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
2	100+65.2	36.5' RT.	CHISELED CROSS ON CURB	1249.76
3	105+18.8	34.7' LT.	CHISELED CROSS ON CURB	1251.56

STA 100+69.44
EL 1249.52
EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
-0.51%
VCL = 200.00
K = 81.66
VPC STA 103+45.09
VPC EL 1248.10
VPI STA 104+45.09
VPI EL 1247.59
VPT STA 105+45.09
VPT EL 1249.52
EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION

1250.00
1240.00
100 101 102 103 104 105 105

1249.65 1249.60 1249.46 1249.36 1249.48 1249.10 1249.80 1248.85 1247.84 1248.59 1245.58 1248.33 1244.54 1248.08 1244.68 1248.00 1246.57 1248.23 1246.14 1248.77 1249.81 1249.62

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: TEMPORARY ROAD (STAGE 1B)	SHEET 156 E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\CORRIDORS\93129_CORRIDOR_TEMP ROAD.DWG
LAYOUT NAME - TEMPRD_PP_01
PLOT DATE : 9/29/2016 10:26 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

BENCHMARKS				
NO.	STATION	LOCATION	DESCRIPTION	ELEV.
4	108+98.2	4.4' RT.	CHISELED CROSS ON CURB	1256.46

P.I. = STA. 107+87.34
Y = 95,878.63
X = 228,331.62
Δ = 17.75°
T = 52.00'
L = 103.17
R = 333.00'
P.C. = STA. 107+35.33
P.T. = STA. 108+38.51

NORTHWEST COMMUNITY COMMUNICATIONS (COMMUNICATIONS)
CHARTER (COMMUNICATIONS)
XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS (OVERHEAD)
COVER PLATE TEMPORARY
USH 8
P.C.: 107+35.33
P.T.: 108+38.51
ASPHALTIC SURFACE TEMPORARY (TYP.)
STA. 109+25.00, 16.0' LT.
STA. 109+25.00, ON LINE
SAWING ASPHALT REQ'D.
MATCHLINE 105+50
MATCHLINE 111+00
106+00
107+00
108+00
109+00
110+00
111+00
BM*4
N36°50'39"E
N54°35'45"E
5'
2'
12'
4'
COVER PLATE TEMPORARY
SAWING ASPHALT REQ'D.
SLOPE INTERCEPTS (TYP.)
MARTIN AVENUE (CTH K)
CENTURY LINK (COMMUNICATIONS)
XCEL ENERGY (OVERHEAD)
WE ENERGIES (GAS)
ESTIMATED EXTENT OF SOIL CONTAMINATION
VILLAGE OF TURTLE LAKE (WATERMAIN)
ASPHALTIC CURB (PAID FOR UNDER "ASPHALTIC SURFACE TEMPORARY" BID ITEM)
STA. 108+29.57, 17.5' RT.
STA. 108+75.00, 16.2' RT.
MAINTAIN DRIVEWAY ACCESS
CAUTION
COVER PLATE TEMPORARY
ASPHALTIC CURB (PAID FOR UNDER "ASPHALTIC SURFACE TEMPORARY" BID ITEM)
SAWING ASPHALT REQ'D.
CONCRETE BARRIER TEMPORARY PRECAST WITH ENERGY ABSORBING TERMINALS (TYP.)
STA. 110+97.43, 20.6' RT.
STA. 110+90.16, 19.5' RT.
MAINTAIN DRIVEWAY ACCESS
STA. 110+59.15, 18.5' RT.
ST CROIX CHIPPEWA INDIANS OF WISCONSIN 435 USH 8 & 63
WHERLEYS NEW FRONTIER INC. 440 USH 8 & 63
JAMES HUBERTY 31 MARTIN AVE W

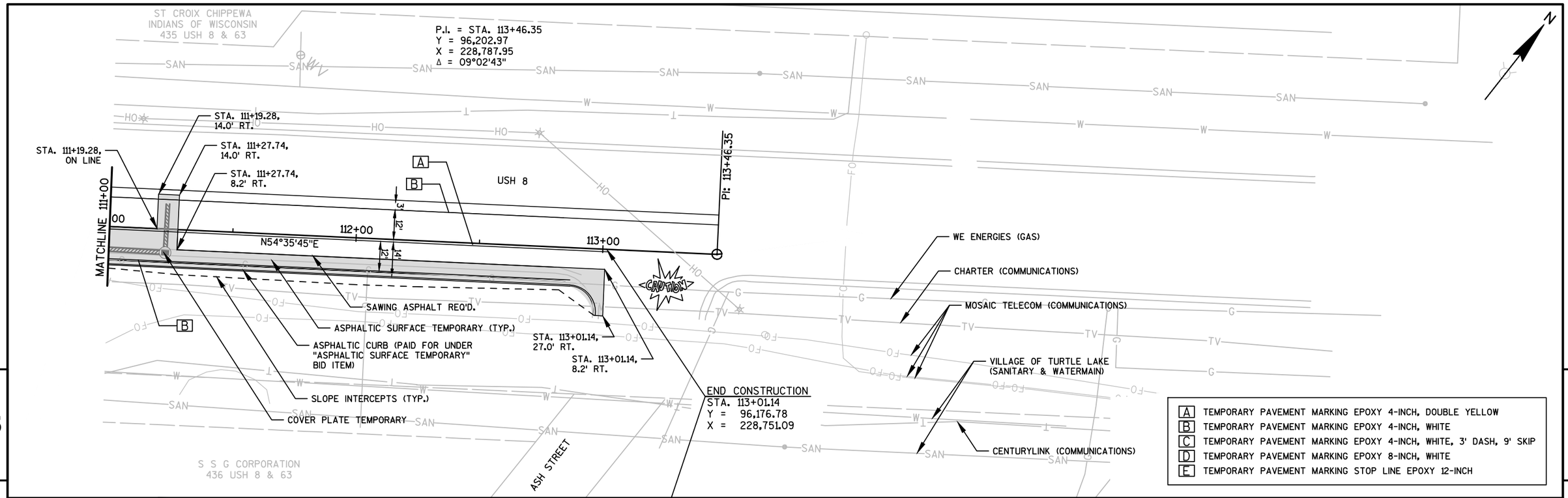
A	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
B	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE
C	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH, WHITE, 3' DASH, 9' SKIP
D	TEMPORARY PAVEMENT MARKING EPOXY 8-INCH, WHITE
E	TEMPORARY PAVEMENT MARKING STOP LINE EPOXY 12-INCH

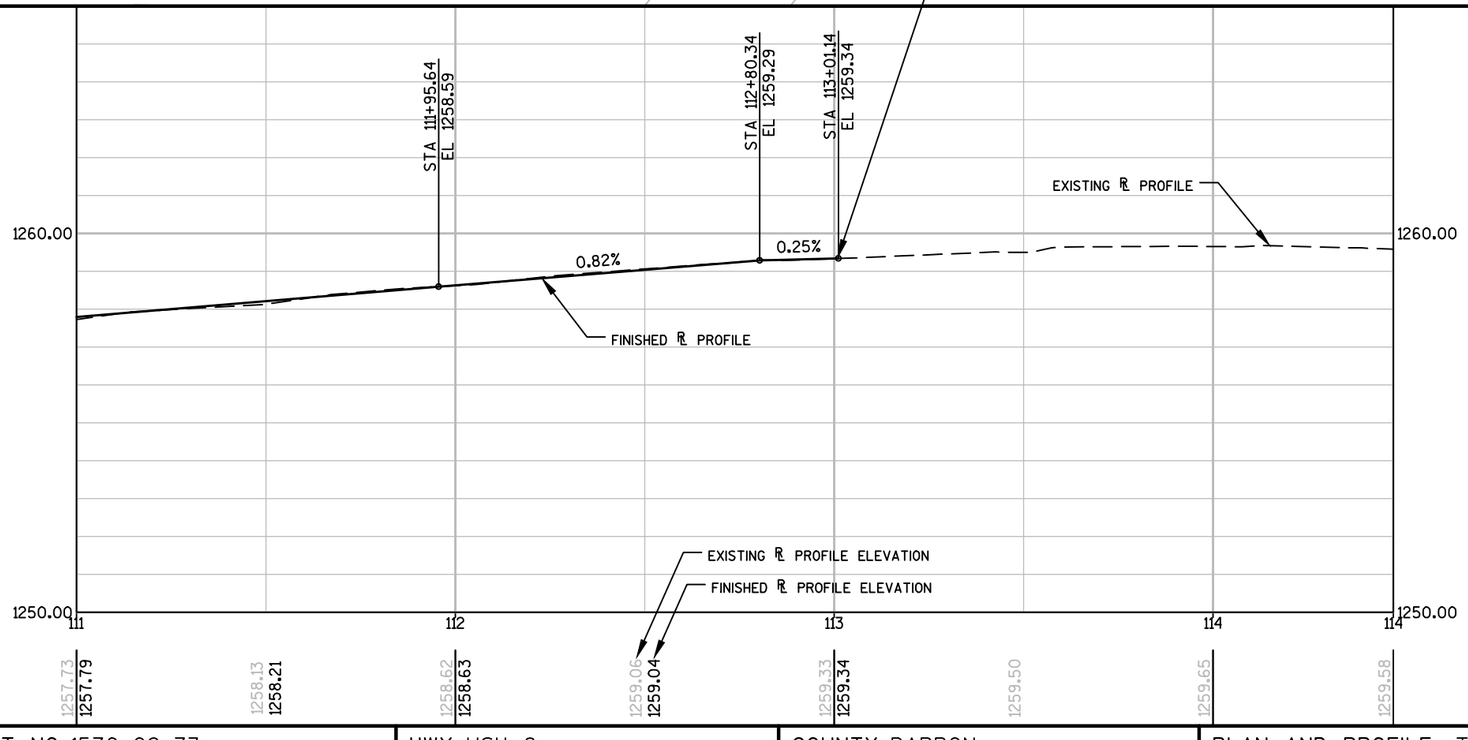
VPC STA 108+00.00
VPC EL 1254.45
VPI STA 108+00.00
VPI EL 1254.45
VPT STA 109+50.00
VPT EL 1256.53
0.84%
1.94%
FINISHED ℄ PROFILE
EXISTING ℄ PROFILE
VCL = 150.00
K = 136.80
ESTIMATED EXTENT OF SOIL CONTAMINATION
EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION
1260.00
1250.00
1248.00
105 106 107 108 109 110 111

1249.81	1249.62	1251.04	1250.58	1252.93	1251.55	1253.05	1252.52	1253.91	1253.49	1255.10	1254.45	1255.52	1255.33	1256.04	1256.02	1256.51	1256.53	1256.90	1256.95	1257.32	1257.37	1257.73	1257.79

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: TEMPORARY ROAD (STAGE 1B)	SHEET 157	E

FILE NAME : P:\90S\93\00093129\CADD\DESIGN\CORRIDORS\93129_CORRIDOR_TEMP ROAD.DWG
LAYOUT NAME - TEMPRD_PP_02
PLOT DATE : 9/29/2016 10:26 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: TEMPORARY ROAD (STAGE 1B)	SHEET 158	E

ST CROIX CHIPPEWA INDIANS OF WISCONSIN
631 USH 8 & 63

CHERRY STREET

VILLAGE OF TURTLE LAKE (SANITARY SEWER)

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. UTILITY POLE

OBLITERATE OLD ROAD

VILLAGE OF TURTLE LAKE (WATERMAIN)

CENTURYLINK (COMMUNICATIONS)

XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. UTILITY POLE & PEDESTAL BASE

VILLAGE OF TURTLE LAKE (STORM SEWER & WATERMAIN)

P.I.: 1287+86.91

1288+50"EB"

MATCHLINE

1288+00"EB"

N67°25'17"E

PCC: 1285+96.88

WE ENERGIES (GAS)

USH 8

1284+00"EB"

1285+00"EB"

1286+00"EB"

1287+00"EB"

ST CROIX TRIBE (PRIVATE) (FIBER OPTIC)

VILLAGE OF TURTLE LAKE (STORM SEWER)

XCEL ENERGY (OVERHEAD)

SAWING ASPHALT REQ'D.

CHARTER COMMUNICATIONS (COMMUNICATIONS)

CENTURYLINK PEDESTAL BASE

WE ENERGIES (GAS)

MOSAIC TELECOM (COMMUNICATIONS)

VILLAGE OF TURTLE LAKE (SANITARY SEWER)

BM*2

CENTURYLINK PEDESTAL BASE

CLEARING & GRUBBING 4-INCH DIA.

CLEARING & GRUBBING 4-INCH DIA.

CLEARING & GRUBBING 4-INCH DIA.

BEGIN PROJECT
STA. 1285+38.66"EB"
Y = 95,703.07
X = 227,663.19

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
2	1285+43.7"EB"	51.0' RT.	CHISELED CROSS ON CURB	1249.76

N

P.I. = STA. 1284+24.05"EB"
Y = 95,684.90
X = 227,549.08
Δ = 10.18°
T = 173.75'
L = 346.58'
R = 1,950.00'
P.C. = STA. 1282+50.30"EB"
P.C.C. = STA. 1285+96.88"EB"

P.I. = STA. 1286+92.37"EB"
Y = 95,725.25
X = 227,815.28
Δ = 13.96°
T = 95.49'
L = 190.03'
R = 780.00'
P.C.C. = STA. 1285+96.88"EB"
P.T. = STA. 1287+86.91"EB"

5

5

STA 1285+38.32
EL 1249.14

STA 1285+57.38
EL 1249.02

VCL = 225.00
K = 98.98

EXISTING ℄ PROFILE

-0.65%

-1.00%

FINISHED ℄ PROFILE

VPC STA 1286+59.79
VPC EL 1247.99

VPI STA 1287+72.29
VPI EL 1246.87

EXISTING ℄ PROFILE ELEVATION

FINISHED ℄ PROFILE ELEVATION

1250.00

1240.00

1283 1284 1285 1286 1287 1288

1249.72	1249.56	1249.45	1249.31	1249.06	1249.06	1248.72	1248.59	1248.62	1248.09	1248.55	1247.67
1248.54	1247.50	1248.63	1247.58	1248.77	1247.92						

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: USH 8 EASTBOUND (EB)	SHEET 159	E

BENCHMARKS				
NO.	STATION	LOCATION	DESCRIPTION	ELEV.
3	1290+01.1"EB"	52.6' RT.	CHISELED CROSS ON CURB	1251.56

XCEL ENERGY UTILITY POLE
XCEL ENERGY (OVERHEAD)
XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. UTILITY POLE
VILLAGE OF TURTLE LAKE (STORM SEWER & WATERMAIN)
CENTURYLINK (COMMUNICATIONS)
CENTURYLINK PEDESTAL BASE
XCEL ENERGY PEDESTAL BASE
NORTHWEST COMMUNITY COMMUNICATIONS INC. (COMMUNICATIONS)
XCEL ENERGY UTILITY POLE/ LIGHT POLE
XCEL ENERGY (OVERHEAD)
MATCHLINE 1288+50"EB"
1289+00"EB"
N67°25'17"E
PC: 1288+80.35
VILLAGE OF TURTLE LAKE (SANITARY SEWER)
BM#3
USH 8
1293+00"EB"
MATCHLINE 1293+00"EB"
1292+00"EB"
N51°56'14"E
PC: 1292+19.64
P.T.: 1292+86.77
MOSAIC TELECOM (COMMUNICATIONS)
CHARTER COMMUNICATIONS (COMMUNICATIONS)
WE ENERGIES (GAS)
VILLAGE OF TURTLE LAKE (WATERMAIN)
CAUTION
ESTIMATED EXTENT OF SOIL CONTAMINATION
SLOPE INTERCEPTS (TYP.)

P.I. = STA. 1289+27.51"EB"
Y = 95,815.89
X = 228,033.27
Δ = 46.41°
T = 47.15'
L = 89.09'
R = 110.00'
P.C. = STA. 1288+80.35"EB"
P.T. = STA. 1289+69.45"EB"

P.I. = STA. 1292+53.22"EB"
Y = 95,904.73
X = 228,329.13
Δ = 3.50°
T = 33.58'
L = 67.13'
R = 1,100.00'
P.C. = STA. 1292+19.64"EB"
P.T. = STA. 1292+86.77"EB"

VCL = 225.00
K = 98.98
STA 1289+62.91
EL 1249.29
EXISTING ℄ PROFILE
SEE ROUNDABOUT CENTER CIRCLE
STA 1291+17.74
EL 1251.00
FINISHED ℄ PROFILE
VPC STA 1292+66.57
VPC EL 1253.08
1.40%
1.27%
VPT STA 1288+84.79
VPT EL 1248.30
ESTIMATED EXTENT OF SOIL CONTAMINATION
VCL = 170.00
K = 1742.79
EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION

1250.00
1242.00
1288
1289
1290
1291
1292
1293

1248.77	1249.06	1250.38	1251.61	1252.53	1253.30	1253.65	1254.15	1254.44	1254.80
1247.92	1248.49	1249.13	1249.70	1250.25	1250.80	1251.45	1252.15	1252.85	1253.54

PROJECT NO: 1570-02-73 | HWY: USH 8 | COUNTY: BARRON | PLAN AND PROFILE: USH 8 EASTBOUND (EB) | SHEET 160 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050102-PP
PLOT DATE : 9/29/2016 10:26 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

P.I. = STA. 1295+99.15"EB"
Y = 96,101.01
X = 228,614.01
Δ = 0°0'02"

P.I. = STA. 1297+24.96"EB"
Y = 96,172.39
X = 228,717.61
Δ = 0.87°
T = 37.99'
L = 75.97'
R = 5,00.00'
P.C. = STA. 1296+86.97"EB"
P.T. = STA. 1297+62.94"EB"

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
4	1293+48.1"EB"	25.7' RT.	CHISELED CROSS ON CURB	1256.46

MATCHLINE 1293+00"EB"

ST CROIX CHIPPEWA INDIANS OF WISCONSIN
435 USH 8 & 63

JAMES HUBERTY
31 MARTIN AVE W

WHERLEYS NEW FRONTIER INC.
440 USH 8 & 63

S S G CORPORATION
436 USH 8 & 63

ASH STREET

USH 8

SIGN TO BE REMOVED BY OTHERS
SAWING ASPHALT REQ'D.
VILLAGE OF TURTLE LAKE (SANITARY SEWER & WATERMAIN)
XCEL ENERGY UTILITY/LIGHT POLE
SLOPE INTERCEPTS (TYP.)
XCEL ENERGY UTILITY/LIGHT POLE
CENTURYLINK (COMMUNICATIONS)
SAWING ASPHALT REQ'D.
WE ENERGIES (GAS)
VILLAGE OF TURTLE LAKE (STORM SEWER)
VILLAGE OF TURTLE LAKE (SANITARY SEWER)
XCEL ENERGY (OVERHEAD)
STA. 1293+38"EB", RT. 36' ASPHALT DRIVEWAY REQ'D.
CHARTER COMMUNICATIONS (COMMUNICATIONS)
STA. 1295+33"EB", RT. 36' ASPHALT DRIVEWAY REQ'D.
MOSAIC TELECOM (COMMUNICATIONS)
WE ENERGIES (GAS)
SAWING ASPHALT REQ'D.
XCEL ENERGY UTILITY/LIGHT POLE
SAWING ASPHALT REQ'D.

PI: 1295+99.15
PC: 1296+86.97
PT: 1297+62.94

00"EB" 1294+00"EB" 1295+00"EB" 1296+00"EB" 1297+00"EB" 1298+00"EB"
N55°26'02"E N55°26'04"E N54°33'50"E

BM#4

END PROJECT
STA. 1298+10.56"EB"
Y = 96,222.02
X = 228,787.36

VPI STA 1293+51.57
VPI EL 1254.270
VPT STA 1294+36.57
VPT EL 1255.38
VPC STA 1297+03.20
VPC EL 1258.85
VPI STA 1297+53.20
VPI EL 1259.501
STA 1298+10.52
EL 1259.75
VPT STA 1298+03.20
VPT EL 1259.71

EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
1.30%
0.43%

VCL = 170.00
K = 1742.79
VCL = 100.00
K = 114.21

EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION

1260.00
1250.00
1293 1294 1295 1296 1297 1298

1254.80	1253.54	1255.21	1254.23	1255.64	1254.90	1256.24	1255.55	1256.84	1256.20	1257.52	1256.85	1258.17	1257.51	1258.71	1258.16	1259.16	1258.81	1259.48	1259.36	1259.70	1259.70	1259.74	1259.70

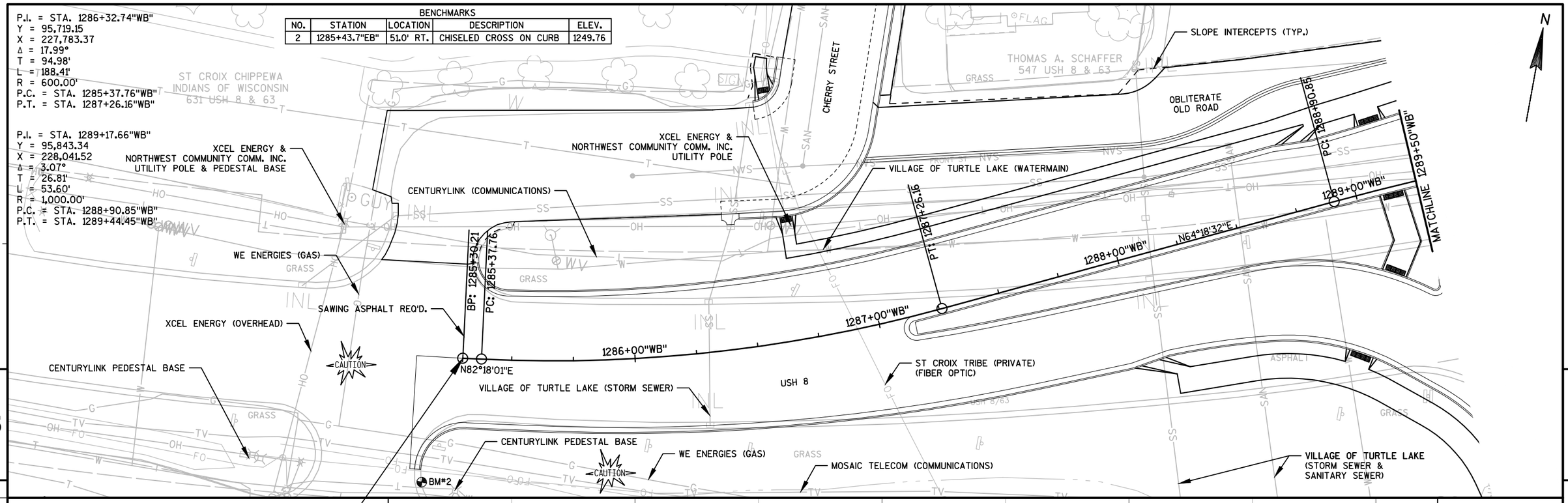
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: USH 8 EASTBOUND (EB)	SHEET 161 E

P.I. = STA. 1286+32.74"WB"
Y = 95,719.15
X = 227,783.37
Δ = 17.99°
T = 94.98'
L = 188.41'
R = 600.00'
P.C. = STA. 1285+37.76"WB"
P.T. = STA. 1287+26.16"WB"

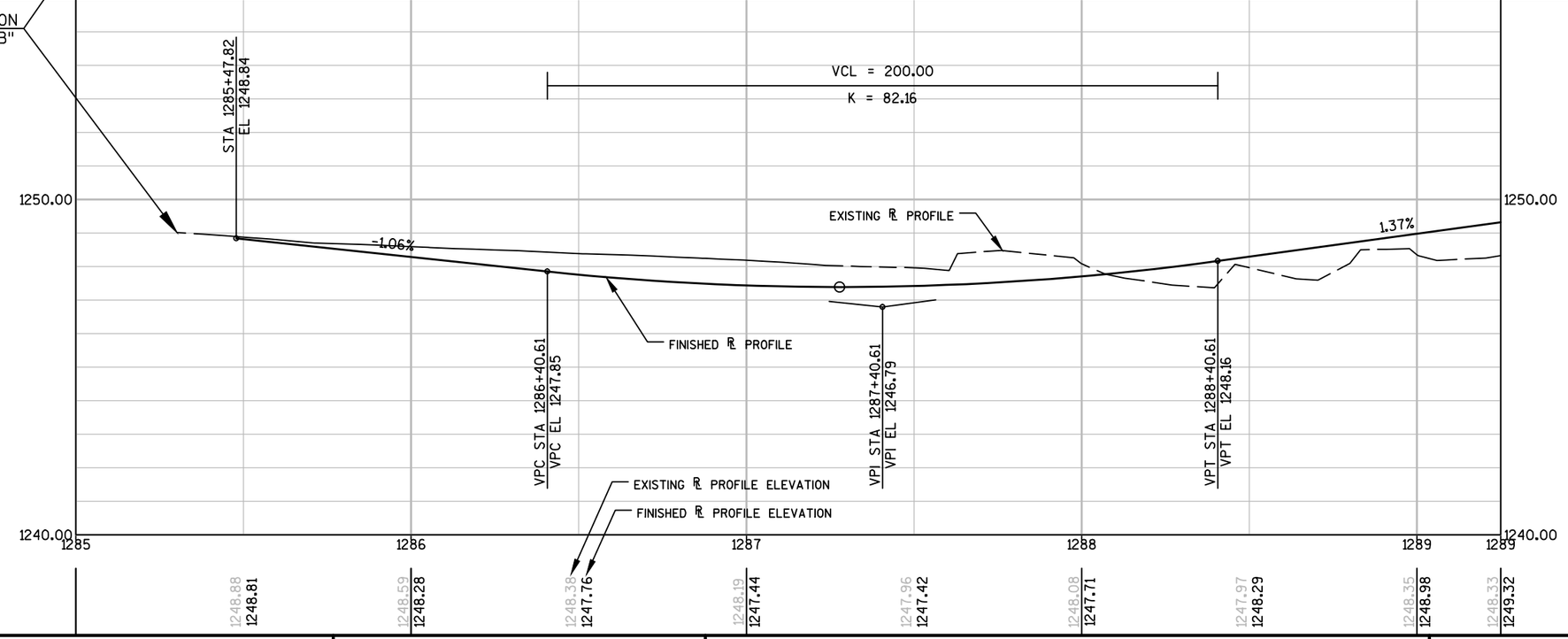
P.I. = STA. 1289+17.66"WB"
Y = 95,843.34
X = 228,041.52
Δ = 3.07°
T = 26.81'
L = 53.60'
R = 1,000.00'
P.C. = STA. 1288+90.85"WB"
P.T. = STA. 1289+44.45"WB"

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
2	1285+43.7"EB"	51.0' RT.	CHISELED CROSS ON CURB	1249.76



BEGIN CONSTRUCTION
STA. 1285+30.21"WB"
Y = 95,705.41
X = 227,681.76



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: USH 8 WESTBOUND (WB)	SHEET 162	E

ST CROIX CHIPPEWA
INDIANS OF WISCONSIN
435 USH 8 & 63

BENCHMARKS

NO.	STATION	LOCATION	DESCRIPTION	ELEV.
3	1289+50.4"WB"	114.9' RT.	CHISELED CROSS ON CURB	1251.56
4	1293+48.1"EB"	25.7' RT.	CHISELED CROSS ON CURB	1256.46

MATCHLINE 1289+50"WB"

P.I. = STA. 1291+54.55"WB"
Y = 95,825.54
X = 228,210.33
Δ = 88.34°
T = 106.86'
L = 169.61'
R = 110.00'
P.C. = STA. 1290+47.69"WB"
P.T. = STA. 1292+17.29"WB"

PT: 1289+44.45
N67°22'48"E
1292+00"WB"
N56°05'46"E
P.T. 1282+17.29
EP: 1293+00.00

END "WB" ALIGNMENT
STA. 1293+00.00"WB"
Y = 95,931.29
X = 228,367.67

SAWING ASPHALT REQ'D.
WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH LRFD/QMP, SEE DETAIL
XCEL ENERGY PEDESTAL BASE
XCEL ENERGY & NORTHWEST COMMUNITY COMMUNICATIONS INC. UTILITY POLE
XCEL ENERGY UTILITY/LIGHT POLE
SLOPE INTERCEPTS (TYP.)
VILLAGE OF TURTLE LAKE (WATERMAIN & STORM SEWER)
VILLAGE OF TURTLE LAKE (STORM SEWER)
CENTURYLINK (COMMUNICATIONS)
NORTHWEST COMMUNITY COMMUNICATIONS INC. (COMMUNICATIONS)
WE ENERGIES (GAS)
BM*4
BM*3
XCEL ENERGY (OVERHEAD)
XCEL ENERGY UTILITY POLE
MOSAIC TELECOM (COMMUNICATIONS)
CHARTER COMMUNICATIONS (COMMUNICATIONS)
ESTIMATED EXTENT OF SOIL CONTAMINATION
VILLAGE OF TURTLE LAKE (SANITARY SEWER)
VILLAGE OF TURTLE LAKE (WATERMAIN)
SAWING ASPHALT REQ'D.
USH 8
EXISTING R/W
DRIVEWAY APRON
ASPHALT
GRASS
CAUTION

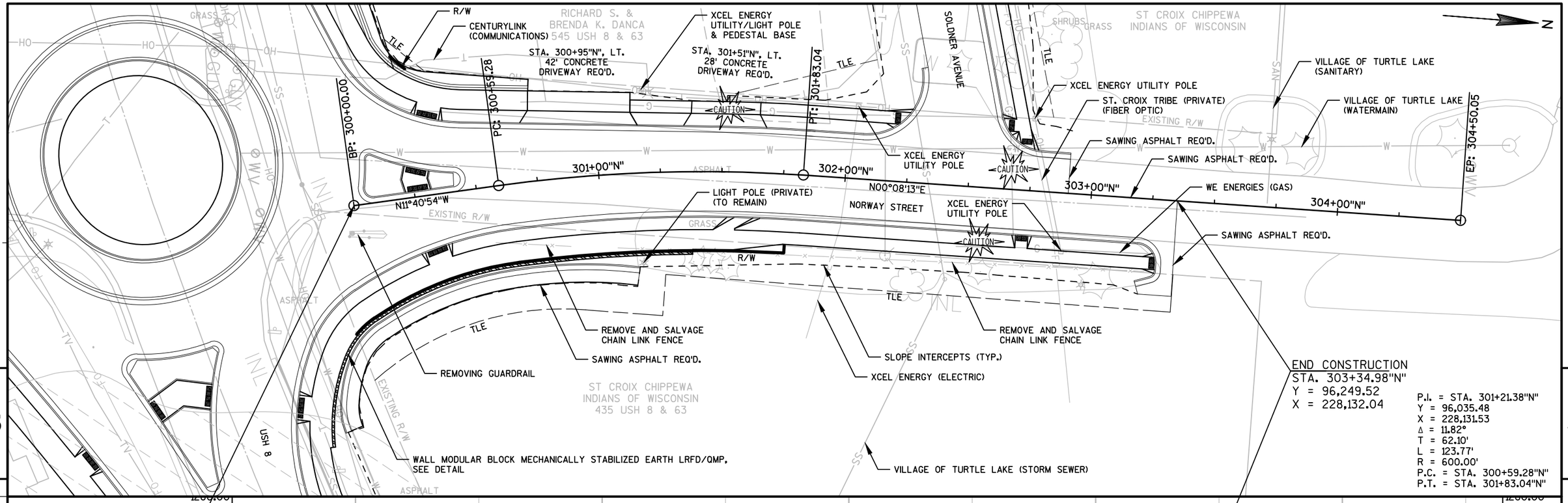
STA 1289+48.36
EL 1249.64
STA 1291+25.55
EL 1250.94
STA 1293+00.00
EL 1253.57
EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
1.50%
SEE ROUNDABOUT CENTER CIRCLE
ESTIMATED EXTENT OF SOIL CONTAMINATION
EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION

1250.00
1244.00
1289 1290 1291 1292 1293

1248.33 1249.32
1248.69 1249.65
1249.82 1250.02
1250.31 1250.39
1251.41 1250.76
1252.98 1251.31
1253.95 1252.06
1254.40 1252.82
1254.80 1253.57

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: USH 8 WESTBOUND (WB)	SHEET 163 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050201-PP.DWG
LAYOUT NAME - 050204-PP
PLOT DATE : 10/26/2016 7:47 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: NORWAY STREET (N)	SHEET 164 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050301-PP.DWG
LAYOUT NAME - 050301-PP

PLOT DATE : 10/28/2016 12:01 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44

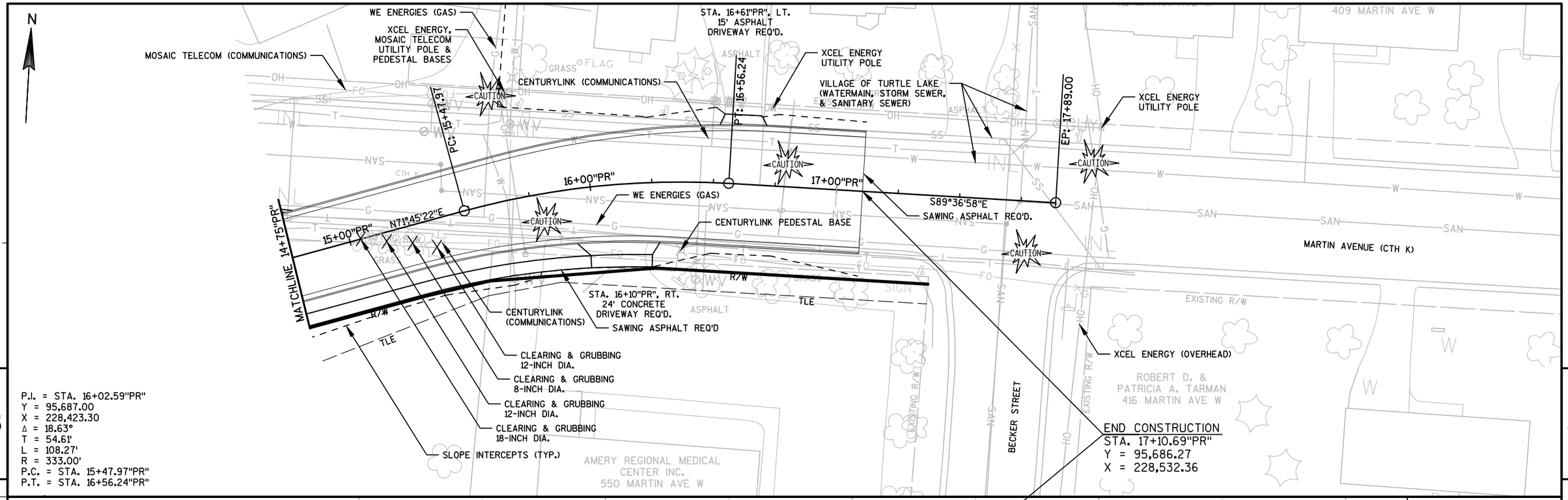
CLEARING & GRUBBING 4-INCH DIA.
CLEARING & GRUBBING 4-INCH DIA.
SAWING ASPHALT REQ'D.
PC: 9+97.87
ST. CROIX TRIBE (PRIVATE) (FIBER OPTIC)
CLEARING & GRUBBING 4-INCH DIA.
PI: 10+75.73
MOSAIC TELECOM (COMMUNICATIONS)
CENTURYLINK (COMMUNICATIONS)
PC: 11+59.89
CENTURY LINK PEDESTAL BASE
WE ENERGIES (GAS)
CTH K
PI: 13+35.50
XCEL ENERGY UTILITY POLE
VILLAGE OF TURTLE LAKE (WATERMAIN & SANITARY SEWER)
XCEL ENERGY UTILITY POLE
CAUTION
N
+00"PR"
N89°13'37"E
10+00"PR"
11+00"PR"
S78°01'38"E
12+00"PR"
13+00"PR"
PROSSER AVENUE
VILLAGE OF TURTLE LAKE (STORM SEWER)
CENTURYLINK (COMMUNICATIONS)
CENTURYLINK (COMMUNICATIONS)
12-INCH DIA.
12-INCH DIA.
18-INCH DIA.
12-INCH DIA.
CLEARING & GRUBBING
14+00"PR"
16-INCH DIA.
18-INCH DIA.
18-INCH DIA.
N71°45'22"E
XCEL ENERGY (OVERHEAD)
MATCHLINE 14+75"PR"
R/W
R/W
ASPHALT
ASPHALT
SIGN
CENTURYLINK (COMMUNICATIONS)
EXISTING PRIVATE OVERHEAD SIGN WITH 2'x2' CONCRETE BASE TO REMAIN
SLOPE INTERCEPTS (TYP.)
TLE
BEGIN CONSTRUCTION
STA. 10+00.00"PR"
Y = 95,618.96
X = 227,838.79
STA. 13+58"PR", RT.
35' ASPHALT DRIVEWAY REQ'D.
VILLAGE OF TURTLE LAKE (STORM SEWER)
EXISTING EASEMENT
EXISTING EASEMENT
TLE
XCEL ENERGY UTILITY POLE
SHED TO BE REMOVED BY OTHERS
ST CROIX CHIPPEWA INDIANS OF WISCONSIN 560 MARTIN AVE W
WILLIAM D. & JODI

P.I. = STA. 10+36.96"PR"	P.I. = STA. 12+49.79"PR"
Y = 95,619.46	Y = 95,575.24
X = 227,875.75	X = 228,084.26
Δ = 12.75°	Δ = 30.22°
T = 39.09'	T = 89.90'
L = 77.86'	L = 175.62'
R = 350.00'	R = 333.00'
P.C. = STA. 9+97.87"PR"	P.C. = STA. 11+59.89"PR"
P.T. = STA. 10+75.73"PR"	P.T. = STA. 13+35.50"PR"

STA 10+00.00
EL 1248.57
VCL = 175.00
K = 71.62
1250.00
1240.00
FINISHED ℄ PROFILE
-0.70%
EXISTING ℄ PROFILE
EXISTING ℄ PROFILE ELEVATION
FINISHED ℄ PROFILE ELEVATION
VPC STA 14+02.84
VPC EL 1245.73
9 10 11 12 13 14

1249.03	1248.90	1248.58	1248.57	1248.11	1248.22	1247.55	1247.87	1244.54	1247.51	1243.05	1247.16	1242.59	1246.81
1242.00	1246.46	1242.18	1246.10	1243.40	1245.75	1245.38	1245.56	1245.78	1245.59				

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: PROSSER AVENUE/CTH K/MARTIN AVENUE (PR)	SHEET 165	E



PROJECT NO: 1570-02-73	HWY: BARRON	COUNTY: USH 8	PLAN AND PROFILE: PROSSER AVENUE/CTH K/MARTIN AVENUE (PR)	SHEET 166 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050401-PP.DWG
LAYOUT NAME - 05044-PP

PLOT DATE : 9/29/2016 10:35 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MALIA T. MALONE
207 SOLDNER AVE

ST CROIX CHIPPEWA
INDIANS OF WISCONSIN

ST CROIX CHIPPEWA
INDIANS OF WISCONSIN

N

EXISTING CULVERT PIPE TO REMAIN
(SEE STORM SEWER DETAILS)

XCEL ENERGY (OVERHEAD)

ST. CROIX TRIBE (PRIVATE)
(FIBER OPTIC)

WE ENERGIES (GAS)

XCEL ENERGY UTILITY POLE

TLE

SAWING ASPHALT REQ'D.

SAWING ASPHALT REQ'D.

XCEL ENERGY
UTILITY POLE

BP: 200+00.00

EXISTING R/W

CAUTION

201+00"SL"

202+00"SL"

203+00"SL"

204+00"SL"

N75°45'18"E

SOLDNER AVENUE

XCEL ENERGY UTILITY POLE

CLEARING & GRUBBING
10-INCH DIA.

BIRD FEEDER TO BE
REMOVED BY OTHERS

CLEARING & GRUBBING
6-INCH DIA.

TLE

GRASS

SHRUBS

EP: 204+19.72

CAUTION

CAUTION

TLE

VILLAGE OF TURTLE LAKE
(WATERMAIN & SANITARY SEWER)

CLEARING & GRUBBING
6-INCH DIA.

EXISTING R/W

VILLAGE OF TURTLE LAKE
(STORM SEWER)

CENTURYLINK (COMMUNCIATIONS)

SLOPE INTERCEPTS (TYP.)

TLE

STA. 202+27"SL", RT.
50' ASPHALT
DRIVEWAY REQ'D.

REMOVING MODULAR BLOCK RETAINING WALL

GRASS

ST CROIX CHIPPEWA
INDIANS OF WISCONSIN
435 USH 8 & 63

BEGIN CONSTRUCTION
STA. 200+88.18"SL"
Y = 96,089.45
X = 227,816.55

CHERRY STREET

CAUTION

XCEL ENERGY UTILITY POLE

TLE

NORWAY STREET

END CONSTRUCTION
STA. 204+09.71"SL"
Y = 96,168.57
X = 228,128.20

5

5

ST CROIX CHIPPEWA
INDIANS OF WISCONSIN
631 USH 8 & 63

THOMAS A. SHAFFER
547 USH 8 & 63

RICHARD S. &
BRENDA K. DANCA
545 USH 8 & 63

STA 201+11.72
EL 1248.60

STA 203+00.00
EL 1251.05

STA 204+09.71
EL 1251.94

FINISHED ℄ PROFILE

0.81%

1.30%

-0.30%

EXISTING ℄ PROFILE

STA 200+88.18
EL 1248.67

1250.00

1242.00

200

201

202

203

204

EXISTING ℄ PROFILE ELEVATION

FINISHED ℄ PROFILE ELEVATION

1248.22

1248.70
1248.63

1248.57
1249.10

1248.67
1249.75

1248.93
1250.40

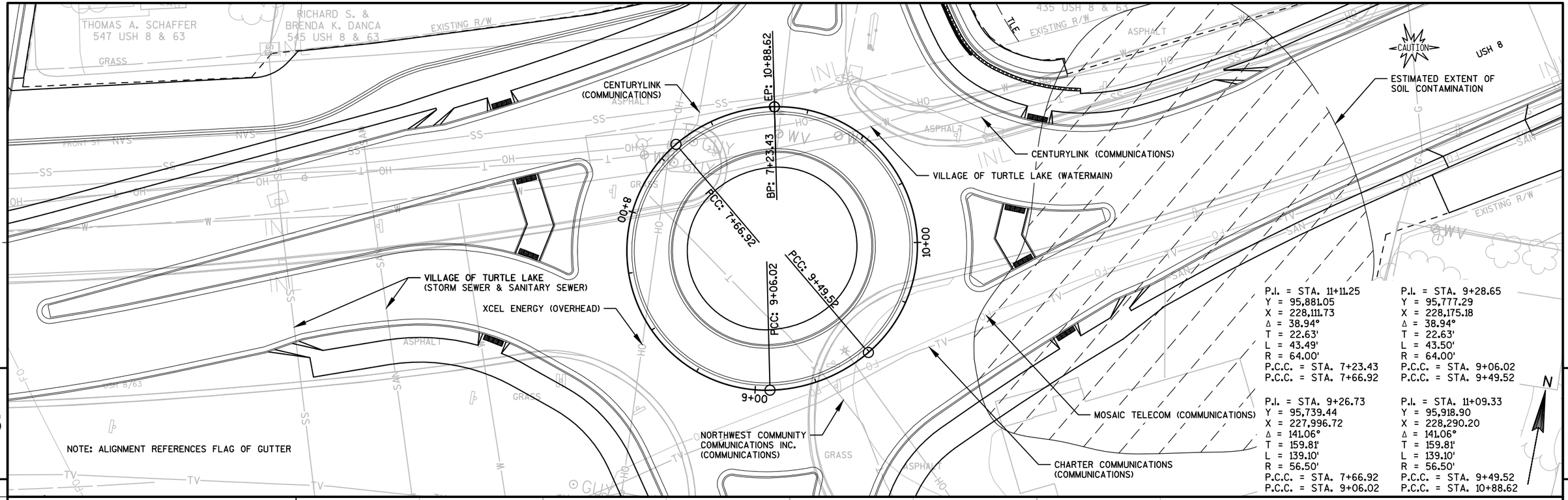
1249.37
1251.05

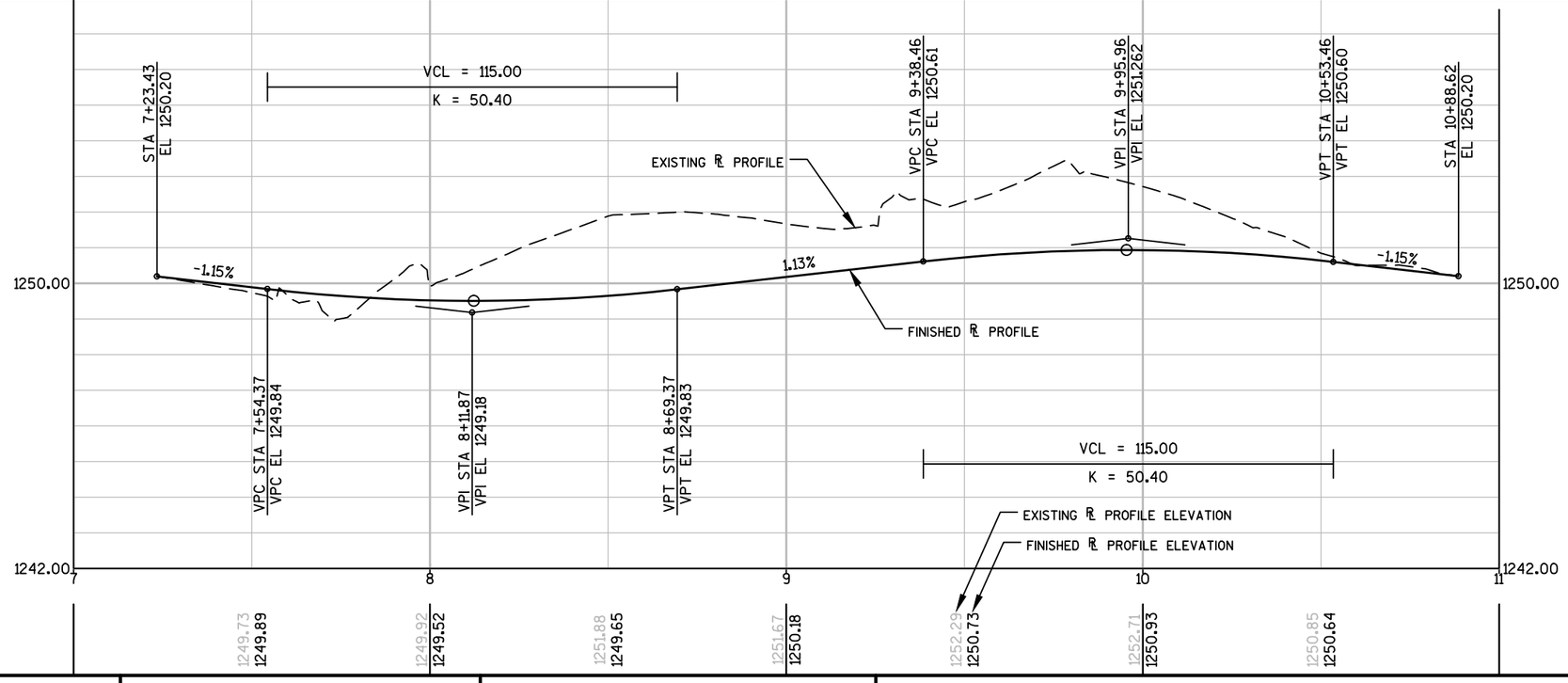
1250.31
1251.46

1251.83
1251.86

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: SOLDNER AVENUE (SL)	SHEET	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050501-PP.DWG
LAYOUT NAME - 050501-PP
PLOT DATE : 9/29/2016 10:40 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1:40_XREF
WISDOT/CADDS SHEET 44





PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: ROUNDABOUT CENTER CIRCLE	SHEET 168	E

VILLAGE OF TURTLE LAKE (WATERMAIN & SANITARY SEWER)

MOSAIC TELECOM PEDESTAL BASE

CENTURYLINK (COMMUNICATIONS)

WE ENERGIES (GAS)

XCEL ENERGY & NORTHWEST COMMUNICATION UTILITY POLE

PROSSER AVENUE

USH 8

DRIVEWAY

EXISTING UTILITY EASEMENT

VILLAGE OF TURTLE LAKE (STORM SEWER)

SLOPE INTERCEPTS (TYP.)

XCEL ENERGY UTILITY POLE

SHED TO BE REMOVED BY OTHERS

ST CROIX CHIPPEWA INDIANS OF WISCONSIN 560 MARTIN AVE W

R/W

CLEARING & GRUBBING

18-INCH DIA.

12-INCH DIA.

16-INCH DIA.

CAUTION

CTH K

401+00"K" N29°01'29"W

CHARTER COMMUNICATIONS (COMMUNICATIONS)

MOSAIC TELECOM (COMMUNICATIONS)

NORTHWEST COMMUNICATION (COMMUNICATIONS)

MARTIN AVENUE (CTH K)

5

5

N

BEGIN CONSTRUCTION
STA. 400+17.35"K"
Y = 95,628.79
X = 228,195.61

END CONSTRUCTION
STA. 401+42.96"K"
Y = 95,738.62
X = 228,134.66

STA 400+17.35
EL 1246.14

STA 401+42.96
EL 1249.99

FINISHED ℄ PROFILE

3.07%

EXISTING ℄ PROFILE

EXISTING ℄ PROFILE ELEVATION

FINISHED ℄ PROFILE ELEVATION

1250.00

1240.00

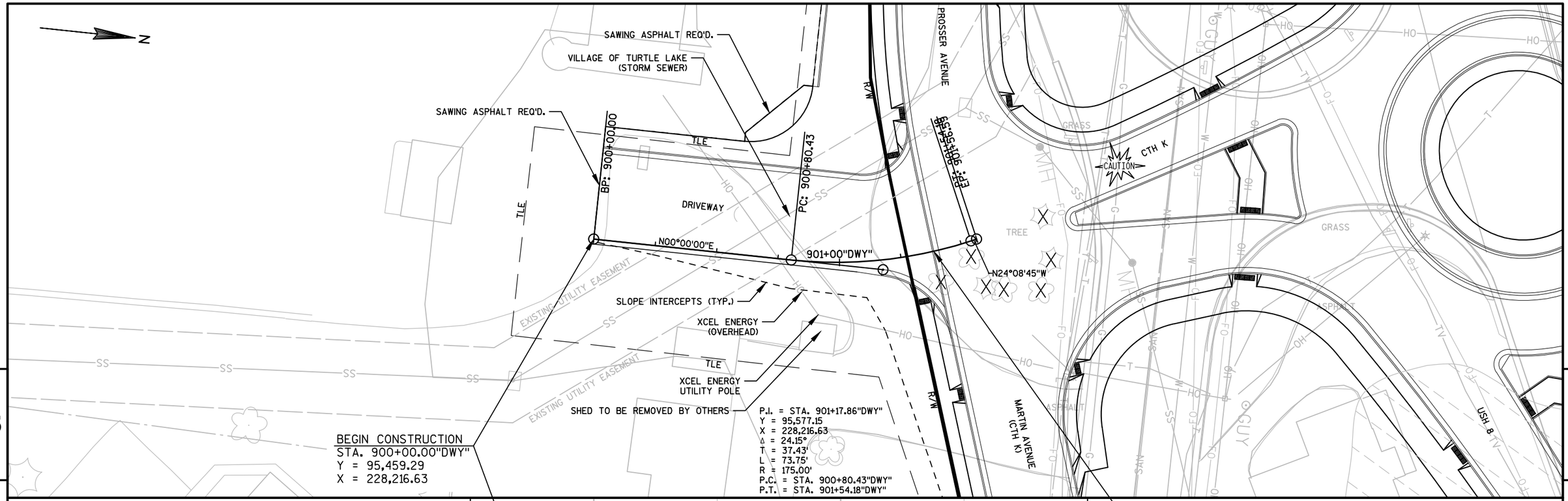
399 400 401 402

1242.37

1247.75
1247.14

1249.01
1248.68

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: CTH K (K)	SHEET 169	E



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: DRIVEWAY (DWY)	SHEET 170	E

BEGIN CONSTRUCTION
STA. 600+40.77"CH"
Y = 95,743.89
X = 227,661.14

MATCH EXISTING PAVEMENT, SAWING ASPHALT REQ'D. 2-INCH MAXIMUM DEPTH

BP: 600+00.00

N06°59'44"W

600+57.17

CENTURYLINK (COMMUNICATIONS)

CAUTION

P.I. = STA. 601+56.27"CH"
Y = 95,795.86
X = 227,742.91
Δ = 01°52'07"

P.I. = STA. 600+75.70"CH"
Y = 95,778.56
X = 227,656.89
Δ = 85.63°
T = 18.53'
L = 29.89'
R = 20.00'
P.C. = STA. 600+57.17"CH"
P.T. = STA. 600+87.06"CH"

P.I. = STA. 602+21.91"CH"
Y = 95,810.89
X = 227,806.81
Δ = 77.19°
T = 22.35'
L = 37.72'
R = 28.00'
P.C. = STA. 601+99.56"CH"
P.T. = STA. 602+37.28"CH"

PT: 600+87.06

601+00"CH"

N78°57'48"E

EXISTING RETAINING WALL (DO NOT DISTURB)

WE ENERGIES (GAS)

MATCH EXISTING PAVEMENT, SAWING ASPHALT REQ'D. 2-INCH MAXIMUM DEPTH

PI: 601+56.27

ST. CROIX TRIBE (PRIVATE) (FIBER OPTIC)

VILLAGE OF TURTLE LAKE (SANITARY SEWER)

XCEL ENERGY (ELECTRIC)

N76°45'41"E

602+00"CH"

PC: 601+99.56

ASPHALTIC FLUME

USH 8

SAWING ASPHALT REQ'D. (TYP.)

603+00"CH"

CHERRY STREET

604+00"CH"

N00°25'34"W

ST. CROIX TRIBE PEDESTAL BASE

VILLAGE OF TURTLE LAKE (WATERMAIN & STORM SEWER)

MATCH EXISTING PAVEMENT, SAWING ASPHALT REQ'D. 2-INCH MAXIMUM DEPTH

STA. 603+72"CH", LT. 23' ASPHALT DRIVEWAY REQ'D.

XCEL ENERGY UTILITY POLE

PT: 605+69.24

MATCH EXISTING PAVEMENT, SAWING ASPHALT REQ'D. 2-INCH MAXIMUM DEPTH

WE ENERGIES

605+00"CH"

MATCH EXISTING PAVEMENT, SAWING ASPHALT REQ'D. 2-INCH MAXIMUM DEPTH

END CONSTRUCTION
STA. 605+27.70"CH"
Y = 96,125.73
X = 227,804.46

THOMAS A. SCHAFFER
547 USH 8 & 63

ST. CROIX TRIBE (PRIVATE) (FIBER OPTIC)

WE ENERGIES (GAS)

SLOPE INTERCEPTS (TYP.)

SOLONER AVENUE

TTLE

SEE CHERRY STREET TYPICAL SECTION FOR ADDITIONAL INFORMATION

EXISTING ℄ PROFILE (FINISHED PROFILE TO MATCH THE EXISTING PROFILE)

EXISTING ℄ PROFILE ELEVATION

FINISHED ℄ PROFILE ELEVATION

600	601	602	603	604	605
1249.12	1247.41	1247.39	1247.10	1247.07	1247.35
1249.12	1247.41	1247.39	1247.10	1247.07	1247.35
				1247.68	1247.89
				1247.68	1247.89
					1248.03
					1248.03
					1248.22
					1248.22
					1248.56
					1248.56

1250.00

1240.00

PROJECT NO: 1570-02-73 | HWY: USH 8 | COUNTY: BARRON | PLAN AND PROFILE: CHERRY STREET (CH) | SHEET 171 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\050901-PP.DWG
LAYOUT NAME - 050901-PP

PLOT DATE : 9/29/2016 10:51 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

P.I. = STA. 10+69.31"NW"
Y = 95,875.98
X = 228,052.20
Δ = 6.09°
T = 53.20'
L = 106.30'
R = 1,000.00'
P.C. = STA. 10+16.11"NW"
P.T. = STA. 11+22.41"NW"

P.I. = STA. 11+35.59"NW"
Y = 95,911.98
X = 228,108.16
Δ = 29.53°
T = 13.18'
L = 25.77'
R = 50.00'
P.C. = STA. 11+22.41"NW"
P.T. = STA. 11+48.18"NW"

P.I. = STA. 11+66.08"NW"
Y = 95,939.13
X = 228,122.73
Δ = 30.79°
T = 17.90'
L = 34.93'
R = 65.00'
P.C. = STA. 11+48.18"NW"
P.T. = STA. 11+83.11"NW"

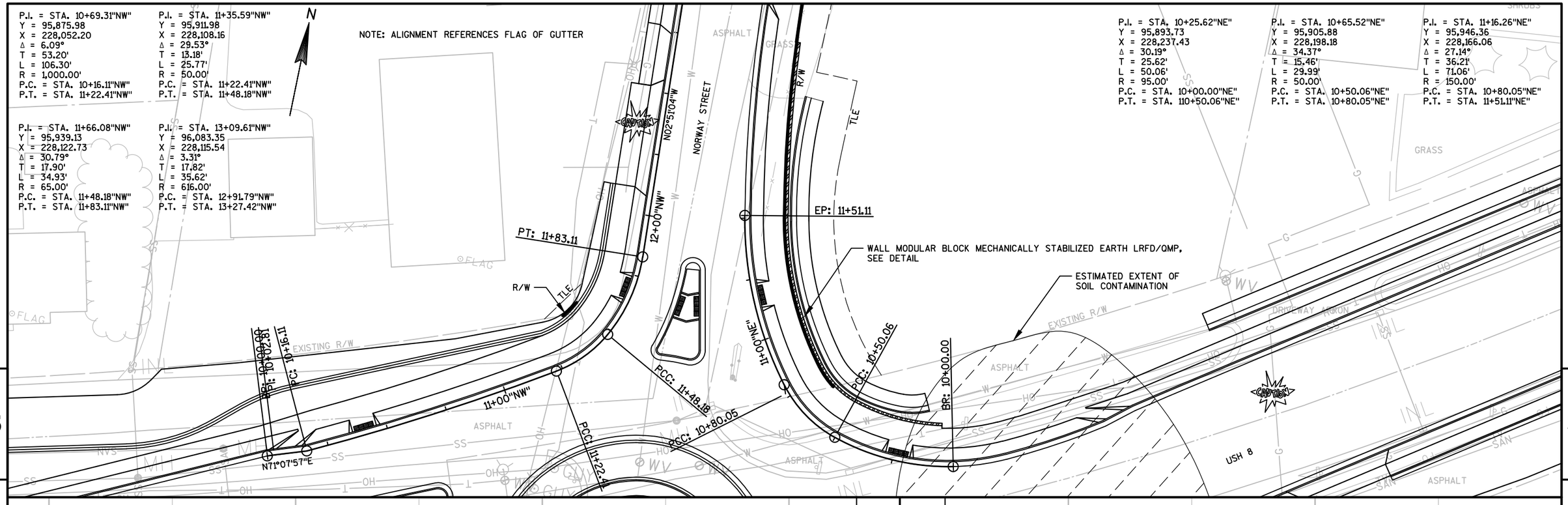
P.I. = STA. 13+09.61"NW"
Y = 96,083.35
X = 228,115.54
Δ = 3.31°
T = 17.82'
L = 35.62'
R = 616.00'
P.C. = STA. 12+91.79"NW"
P.T. = STA. 13+27.42"NW"

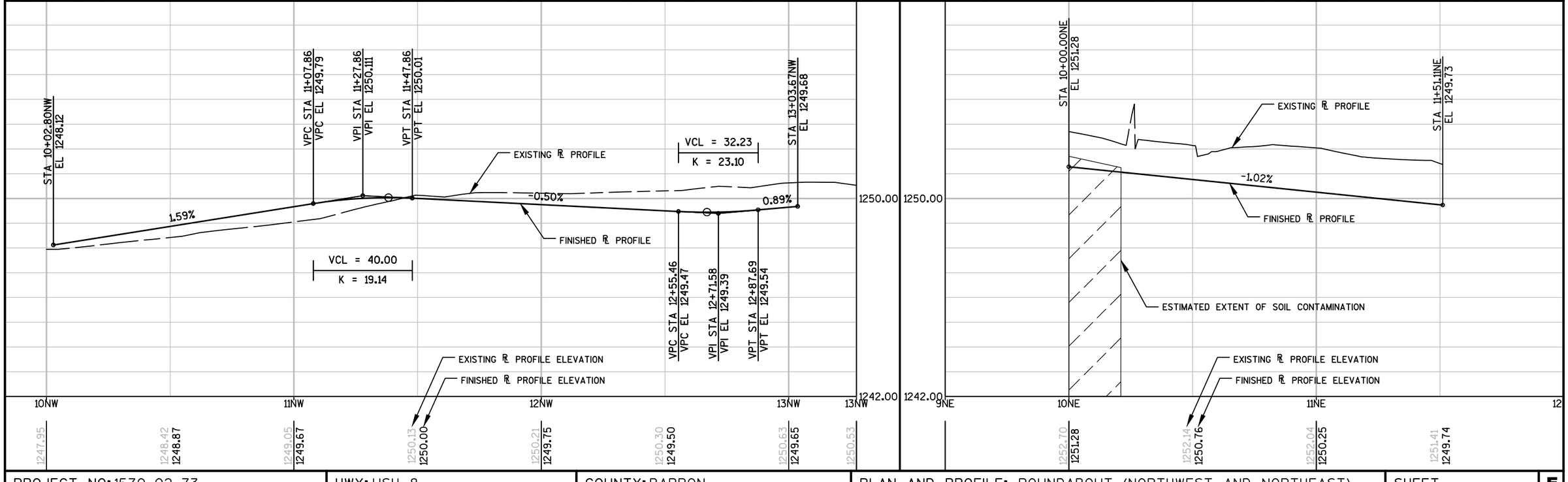
NOTE: ALIGNMENT REFERENCES FLAG OF GUTTER

P.I. = STA. 10+25.62"NE"
Y = 95,893.73
X = 228,237.43
Δ = 30.19°
T = 25.62'
L = 50.06'
R = 95.00'
P.C. = STA. 10+00.00"NE"
P.T. = STA. 110+50.06"NE"

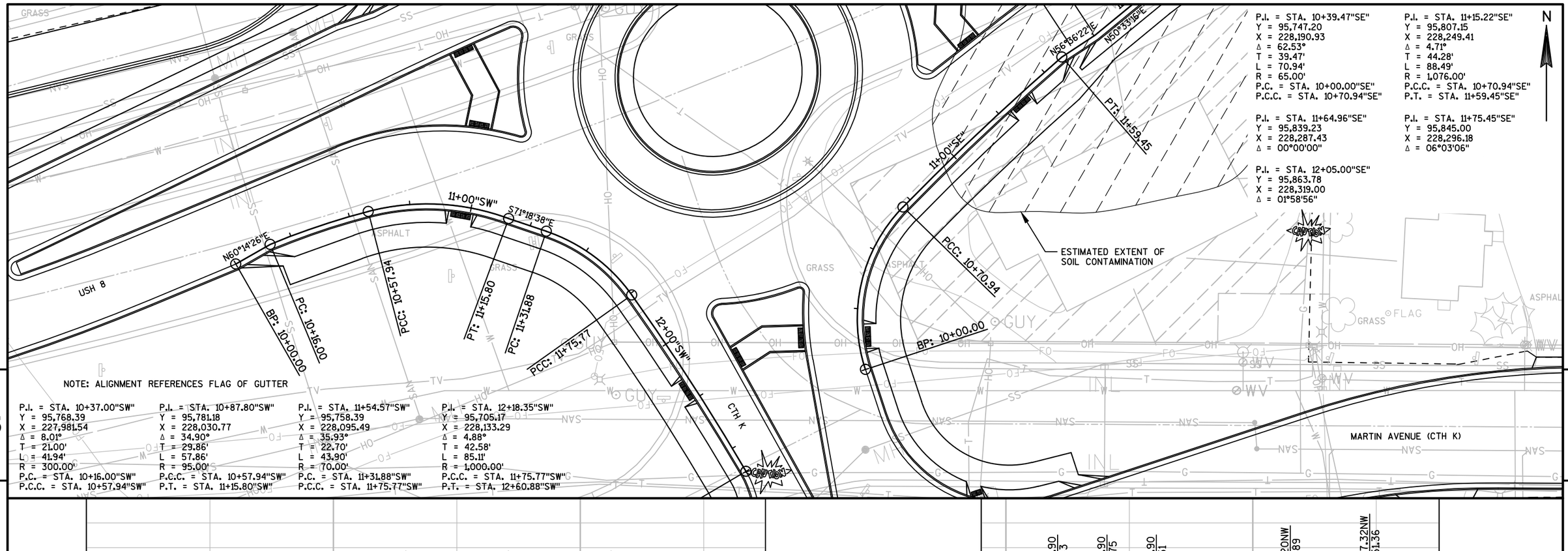
P.I. = STA. 10+65.52"NE"
Y = 95,905.88
X = 228,198.18
Δ = 34.37°
T = 15.46'
L = 29.99'
R = 50.00'
P.C. = STA. 10+50.06"NE"
P.T. = STA. 10+80.05"NE"

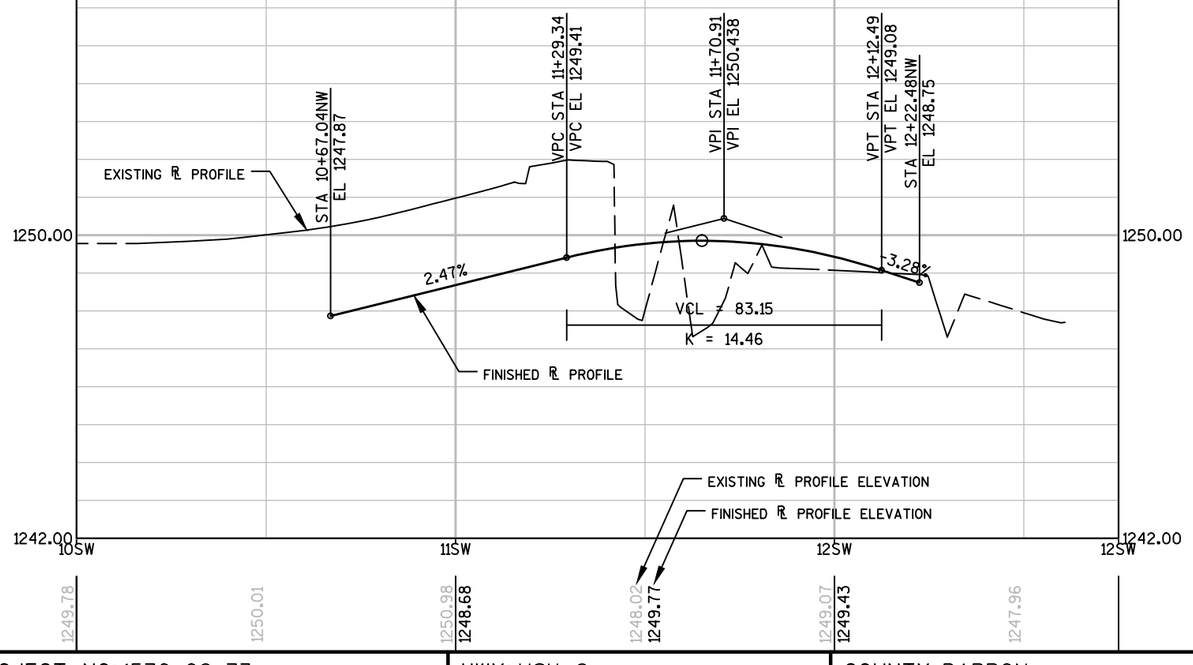
P.I. = STA. 11+16.26"NE"
Y = 95,946.36
X = 228,166.06
Δ = 27.14°
T = 36.21'
L = 71.06'
R = 150.00'
P.C. = STA. 10+80.05"NE"
P.T. = STA. 11+51.11"NE"

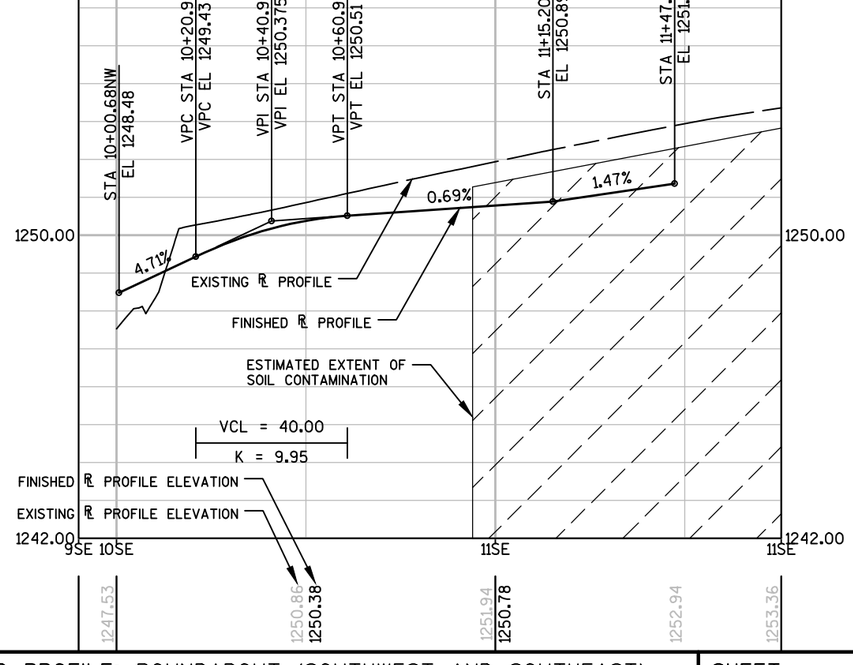




PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: ROUNDABOUT (NORTHWEST AND NORTHEAST)	SHEET 172	E







PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: ROUNDABOUT (SOUTHWEST AND SOUTHEAST)	SHEET 173	E

Standard Detail Drawing List

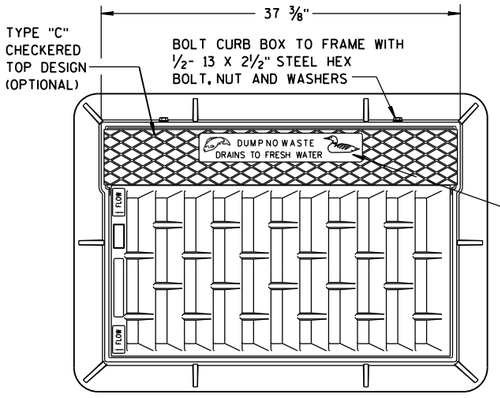
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-18A	CURB RAMPS TYPES 1 AND 1-A
08D05-18B	CURB RAMPS TYPES 2 AND 3
08D05-18C	CURB RAMPS TYPES 4A AND 4A1
08D05-18D	CURB RAMPS TYPE 4B AND 4B1
08D05-18E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E05-02	SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13D	ROUNDABOUT ARROWS
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C08-17B	PAVEMENT MARKING (TURN LANES)
15C08-17C	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING

6

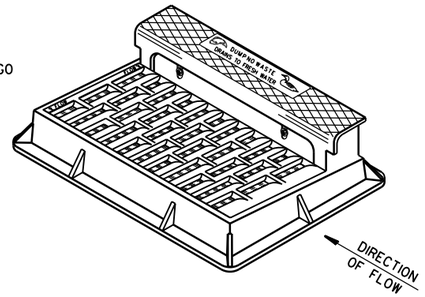
Standard Detail Drawing List

15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-04B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C23-04	30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D31-03	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
15D37-02	TRAFFIC CONTROL, 2-LANE ROUNDABOUT
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

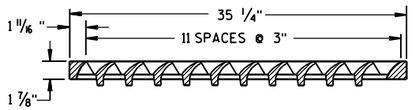
6

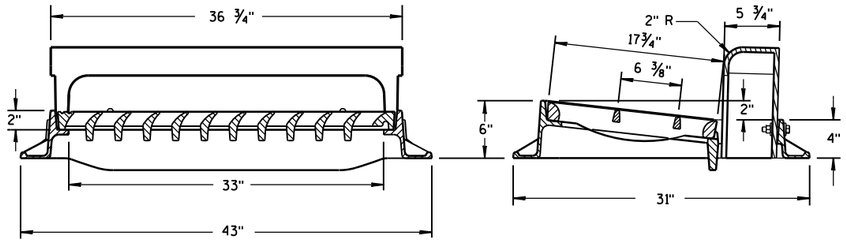


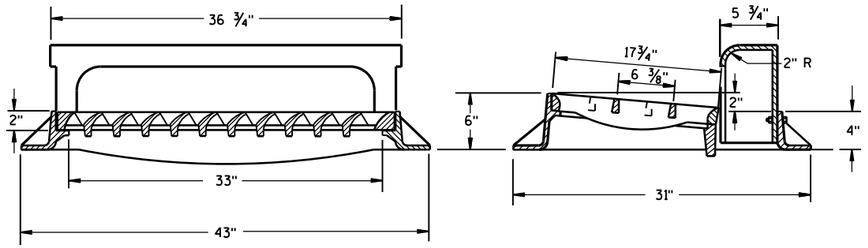
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

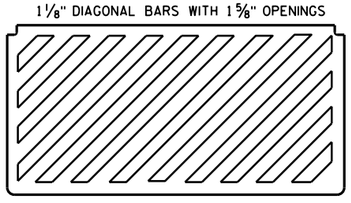






TYPE "H"

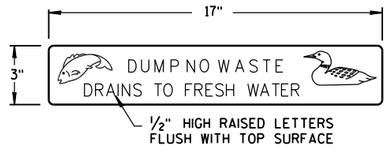
NOTE: EITHER CASTING IS ACCEPTABLE



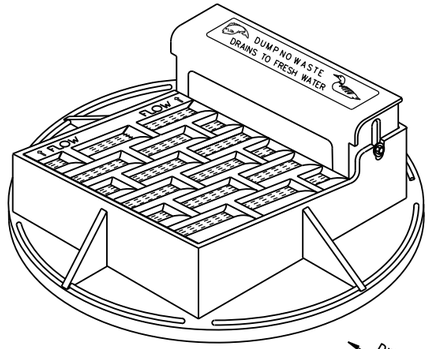
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

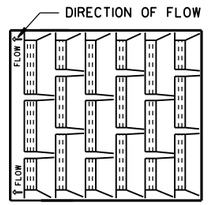
NOTE:
GRATE IS REVERSIBLE.

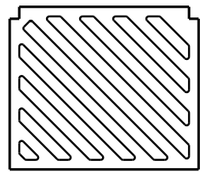
GENERAL NOTES

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

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

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

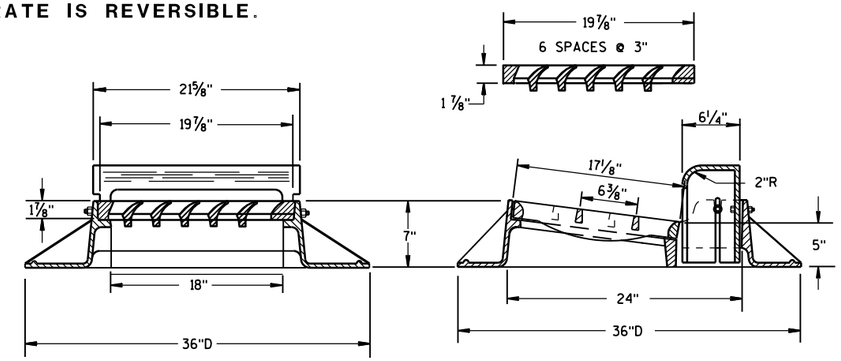




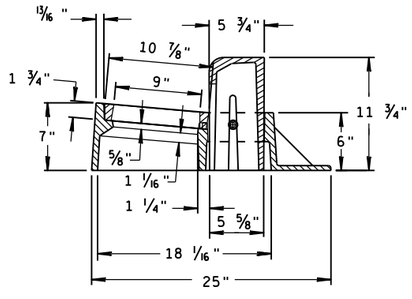
SPECIAL GRATE FOR TYPE "A" COVER

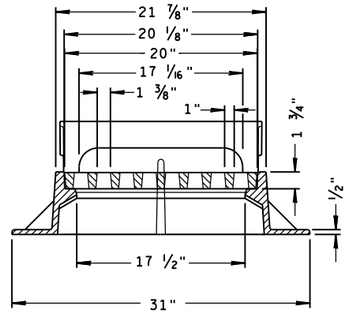
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

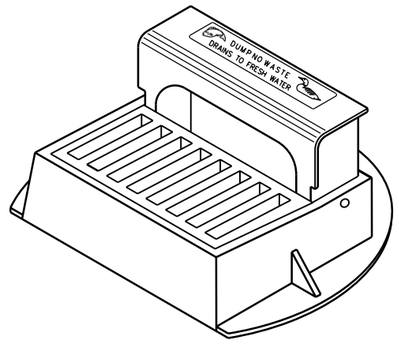


TYPE "A"





TYPE "Z"



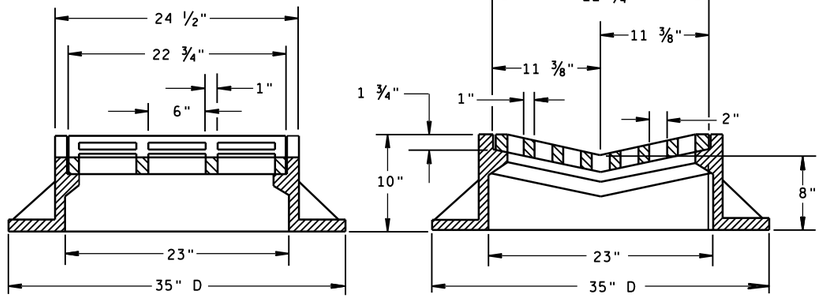
INLET COVERS
TYPE A, H, A-S, H-S & Z

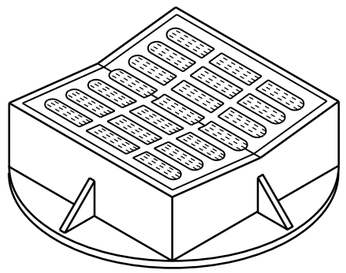
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

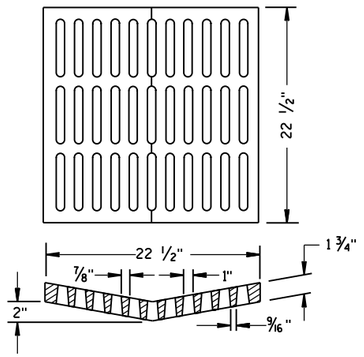
6

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



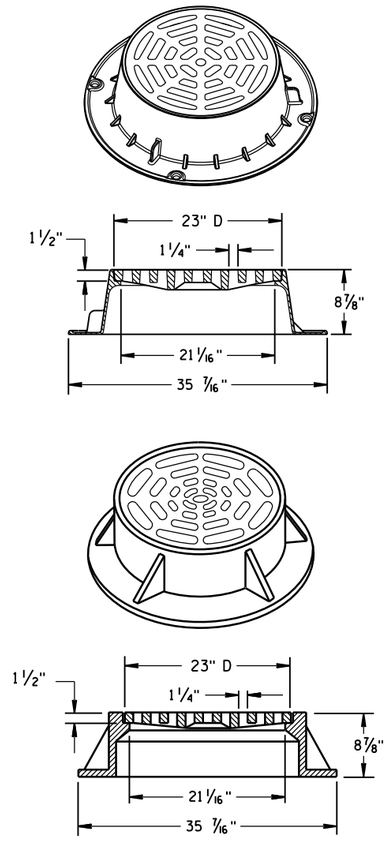


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

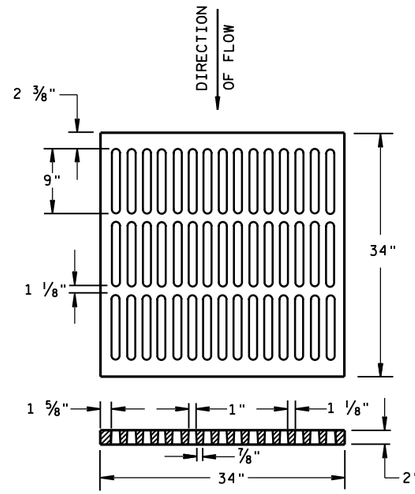
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

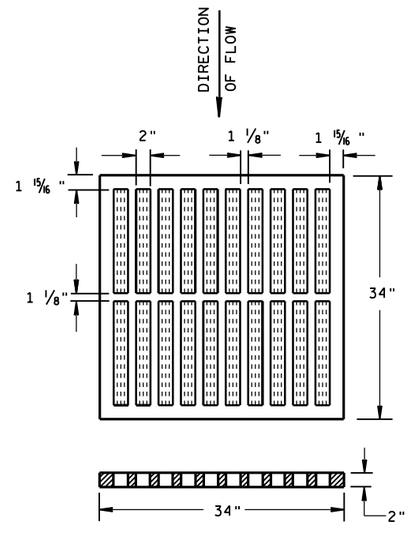
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



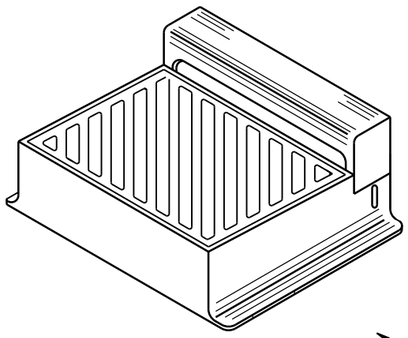
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

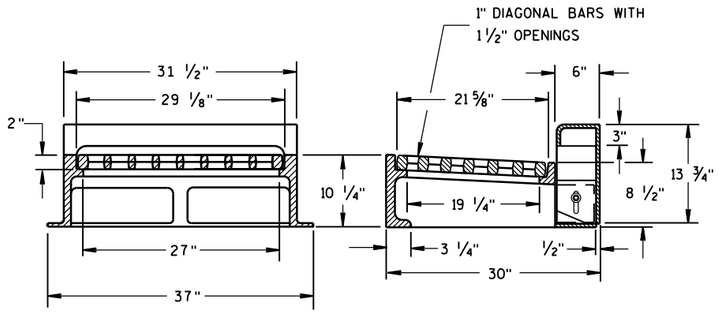


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

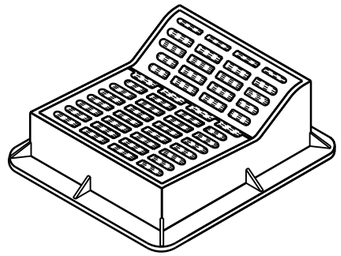
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

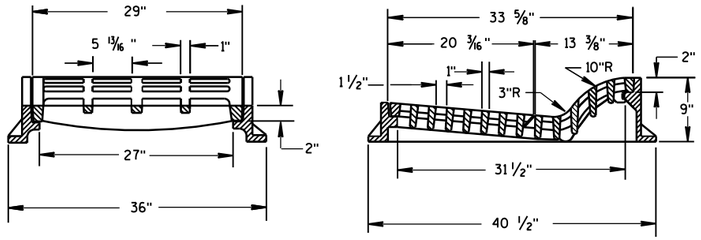
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

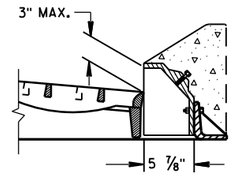
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

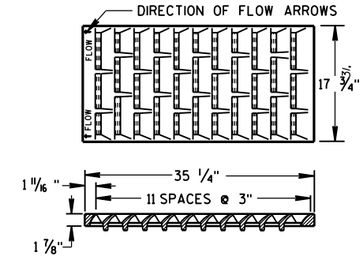
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

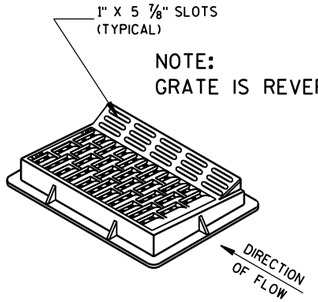
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

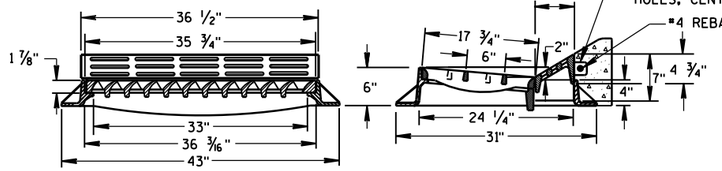
GENERAL NOTES

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

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



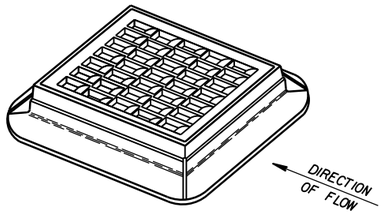


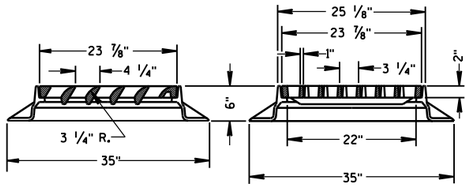


TYPE "HM"

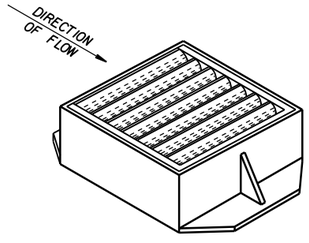
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

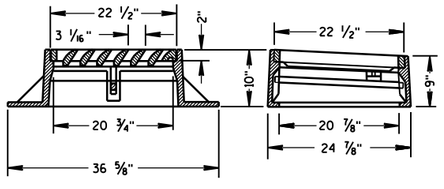
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



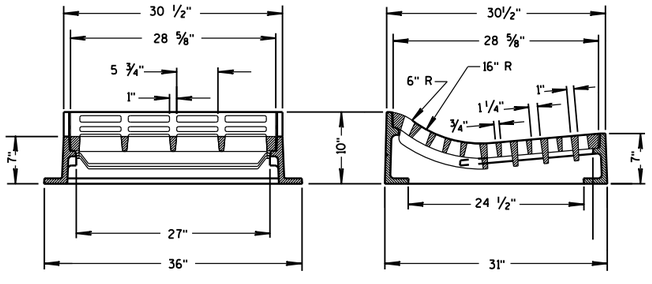


TYPE "S"



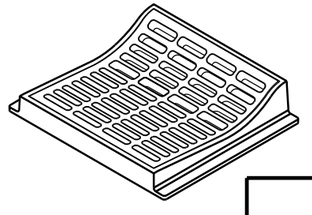


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



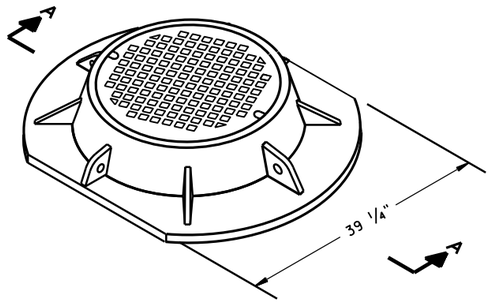
INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

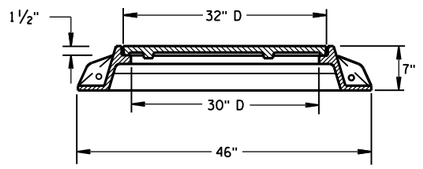
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

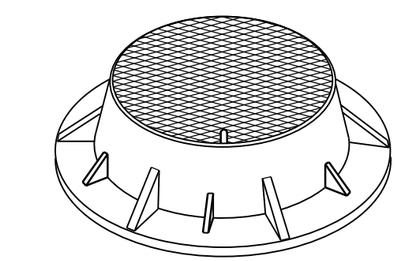
6

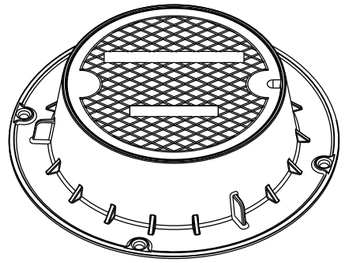
S.D.D. 8 A 5-19c

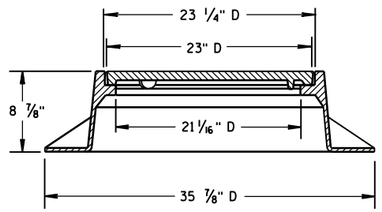


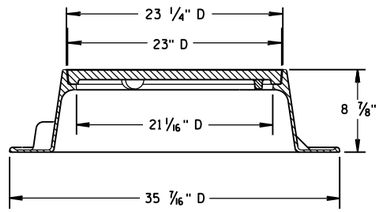


SECTION A-A
TYPE "K"









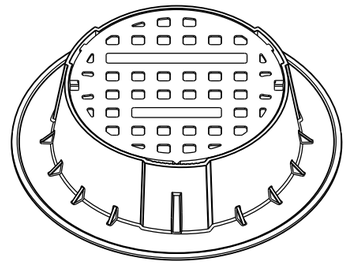
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

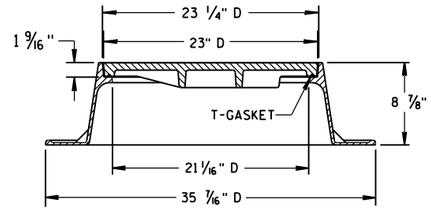
GENERAL NOTES

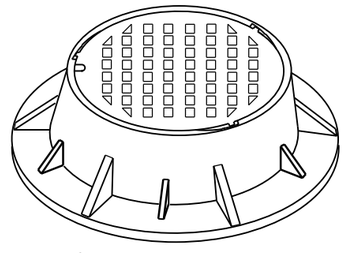
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

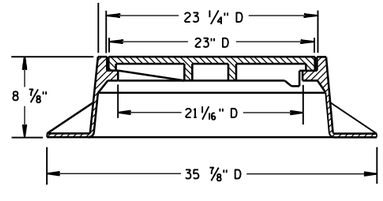
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

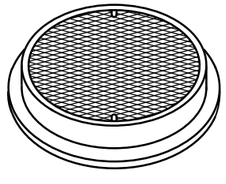


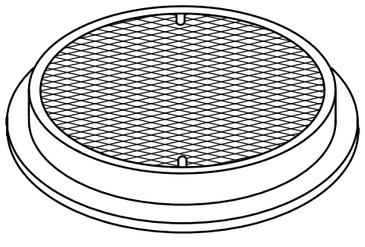


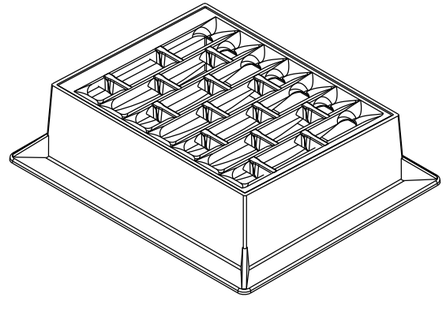


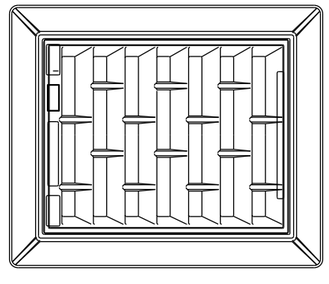


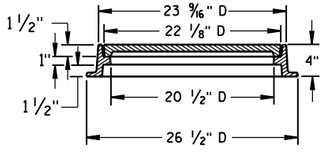
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



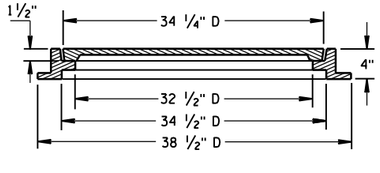




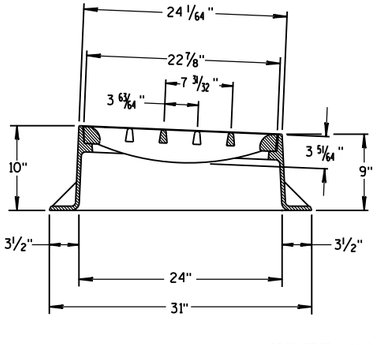


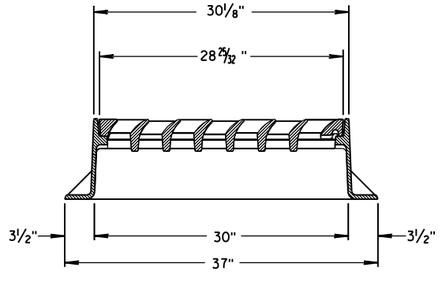


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

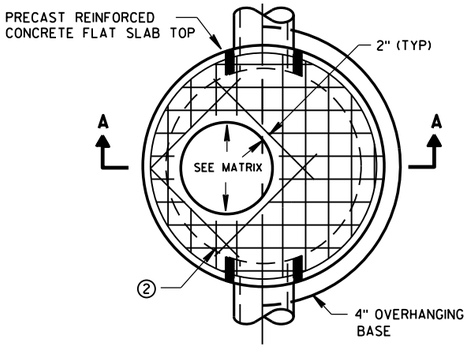
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

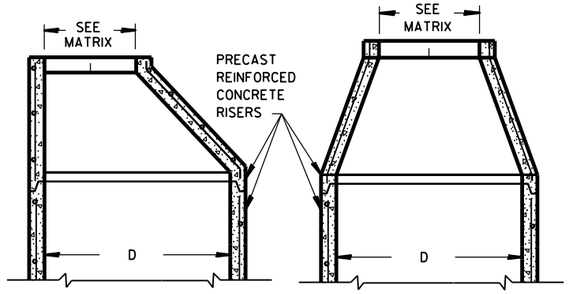
S.D.D. 8 A 5-19d

6

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

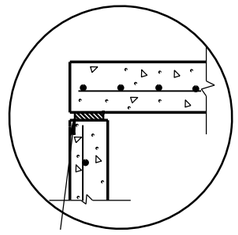


PLAN VIEW CIRCULAR OPENING

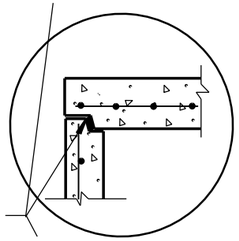


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

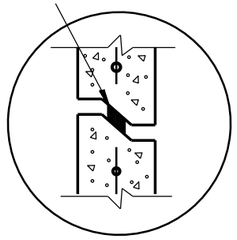


TOP WITH PLAIN END JOINT



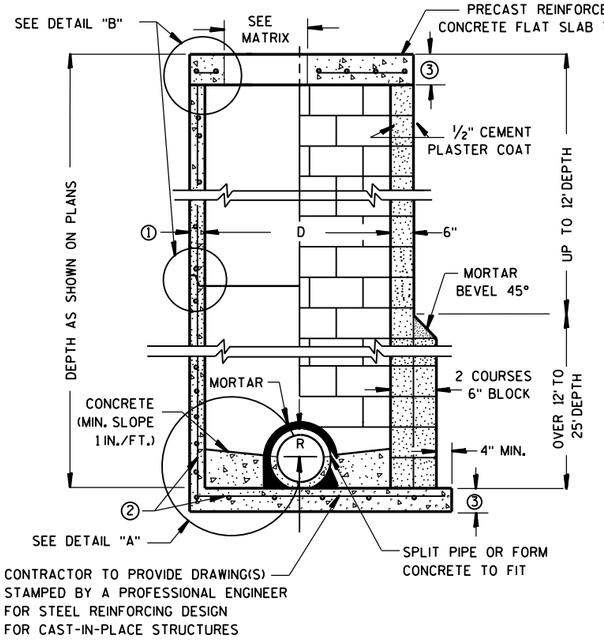
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



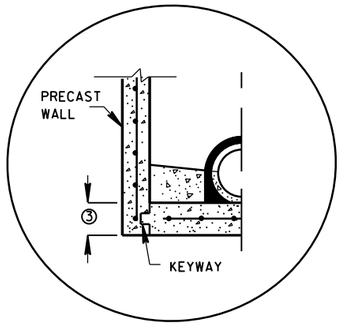
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

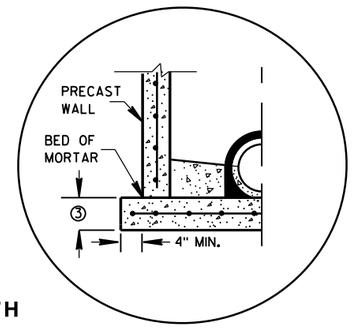


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

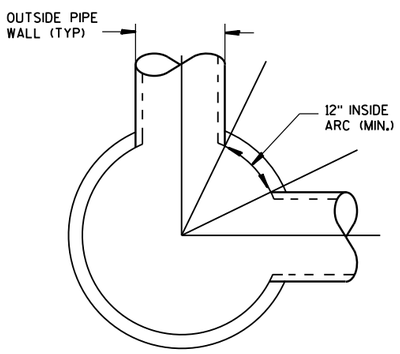


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

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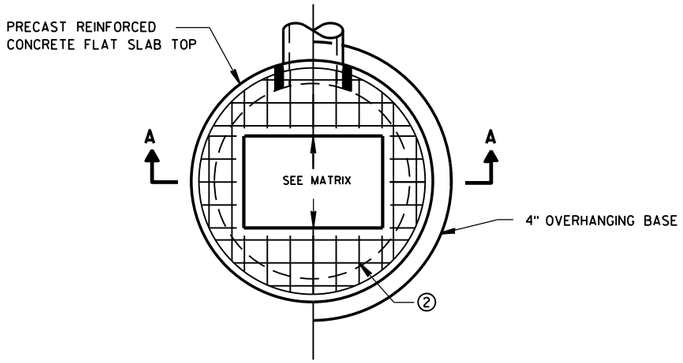
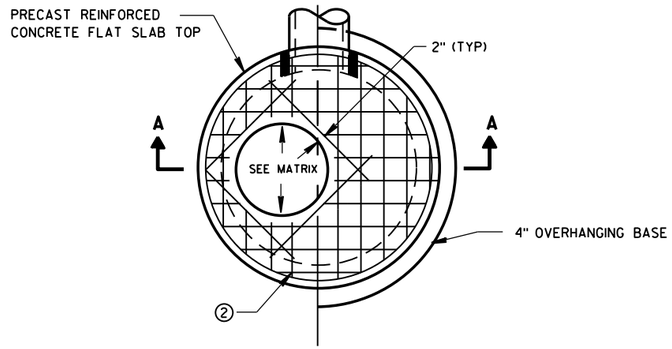
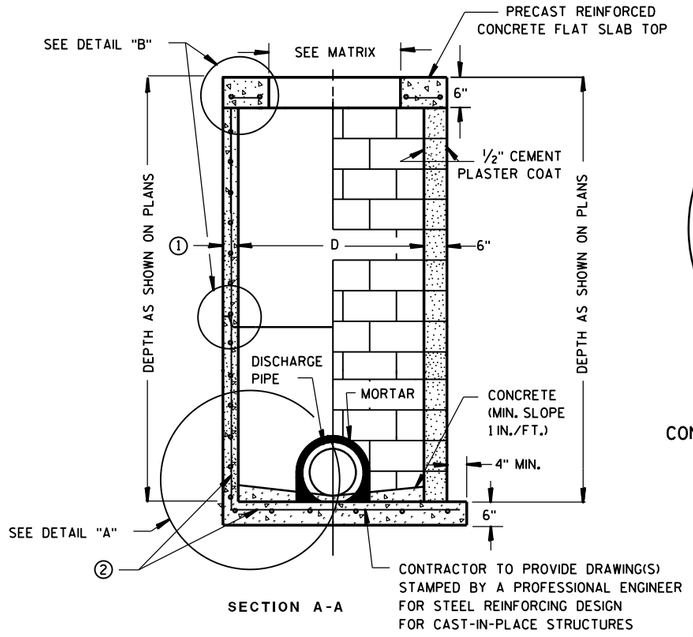
S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

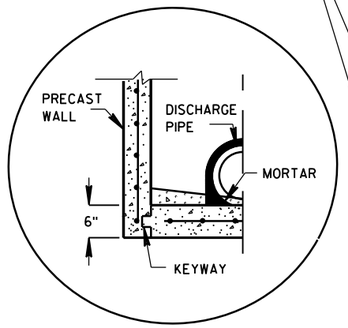


SECTION A-A

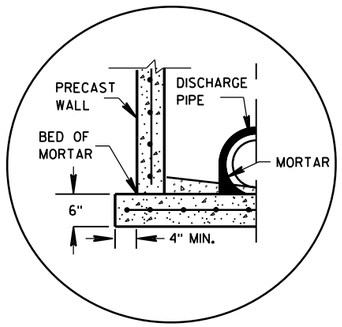
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

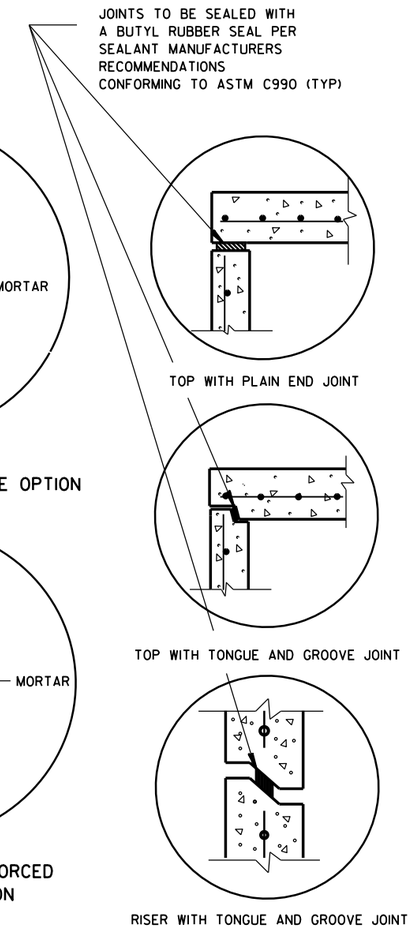


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

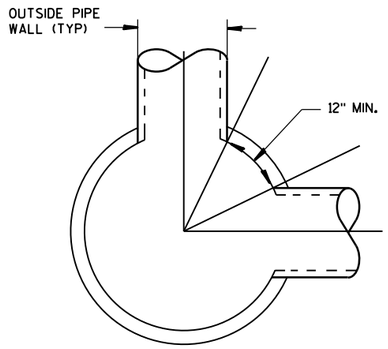
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

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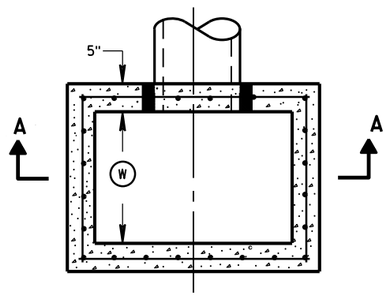
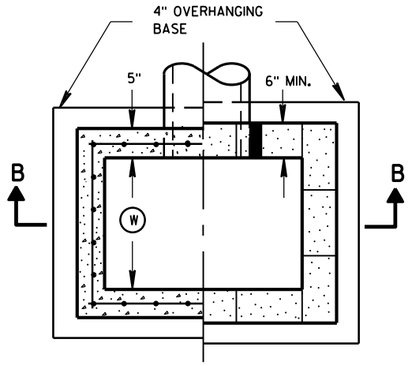
INLETS 3-FT AND 4-FT DIAMETER

6

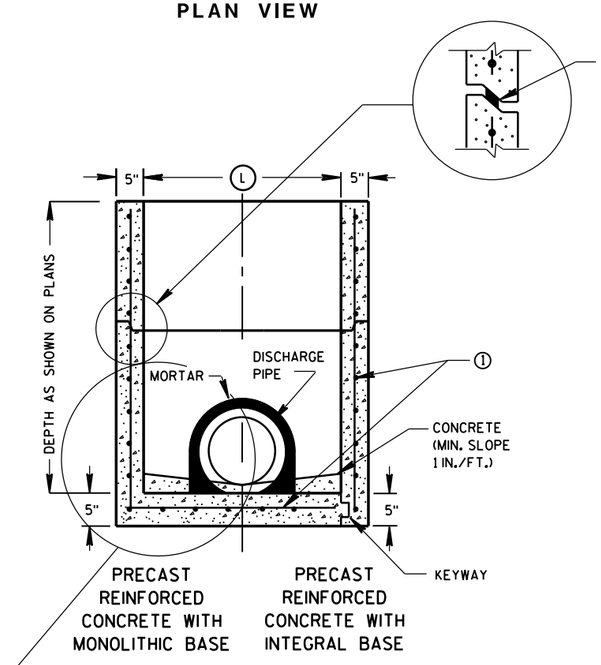
S.D.D. 8 C 6-2



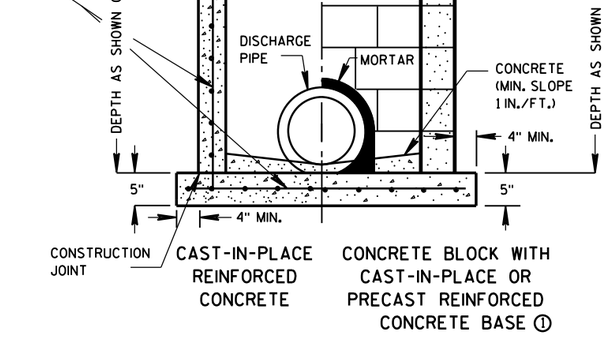
PLAN VIEW



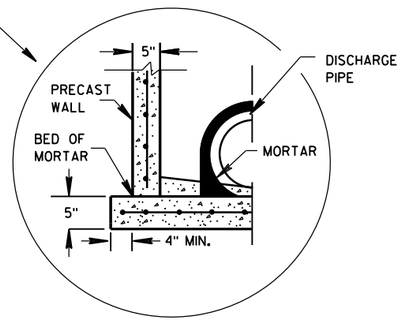
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

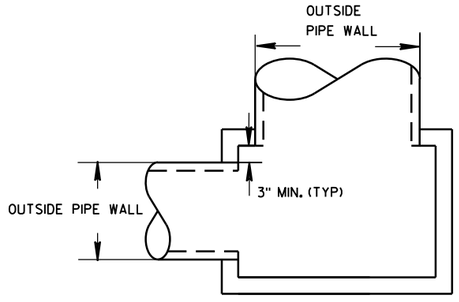
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

S.D.D. 8 C 7-2

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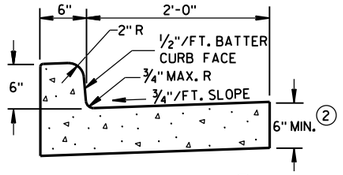
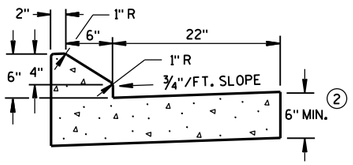
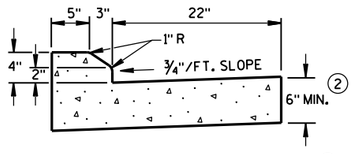
S.D.D. 8 C 7-2



TYPES A & D ①

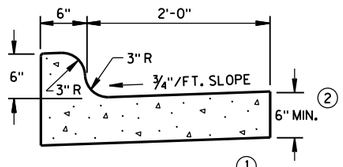


6" SLOPED CURB TYPES G & J ①

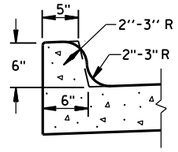


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

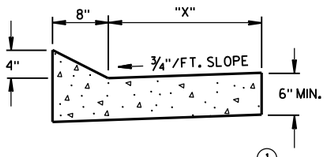


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

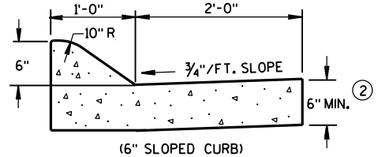
CONCRETE CURB & GUTTER 30"



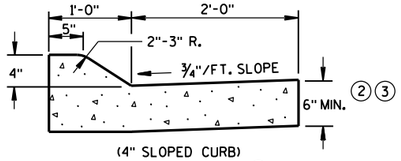
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

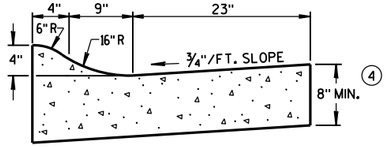


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

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, R AND TBTT.

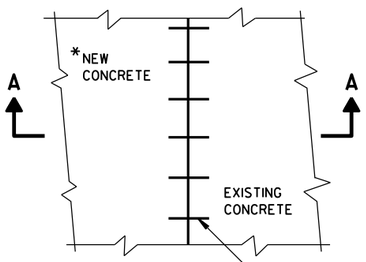
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

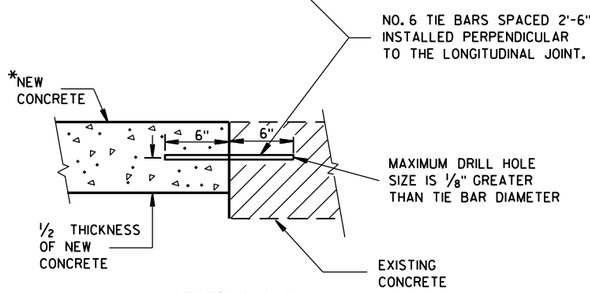
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



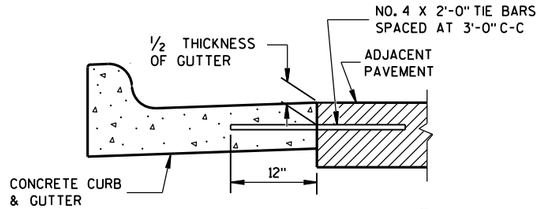
PLAN VIEW

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

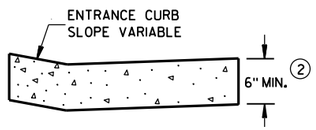


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

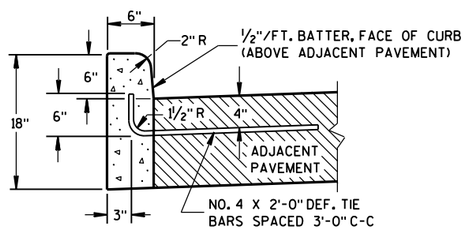


TYPICAL TIE BAR LOCATION ①

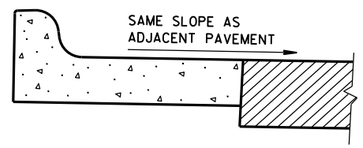


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

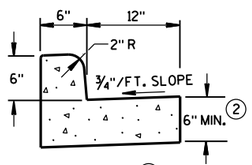


① TYPES A & D



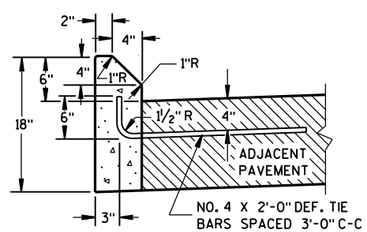
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



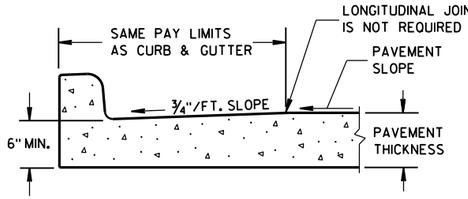
① TYPES A & D

CONCRETE CURB & GUTTER 18"

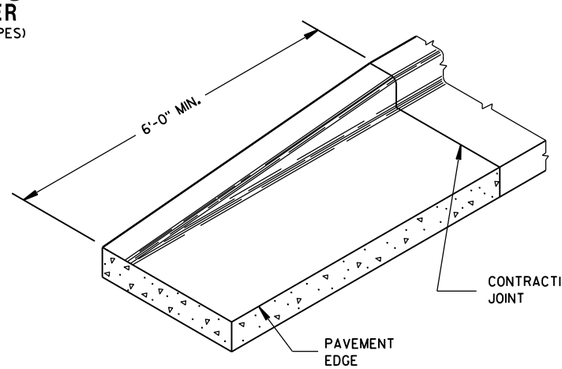


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

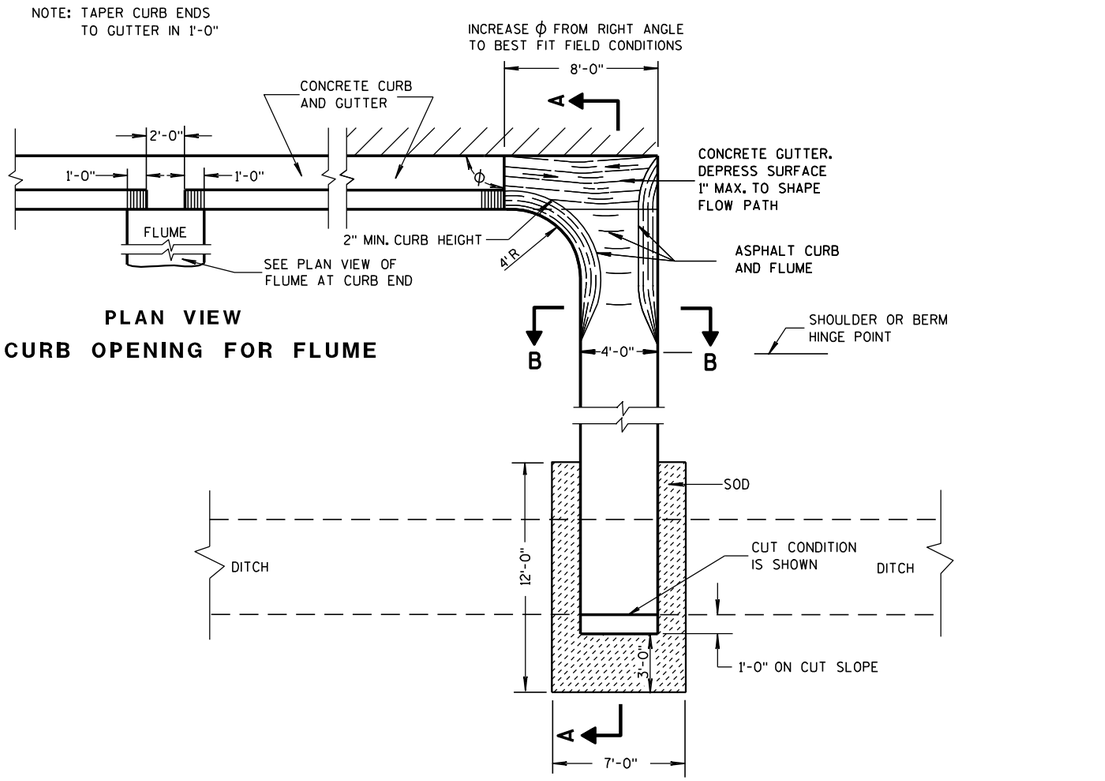
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

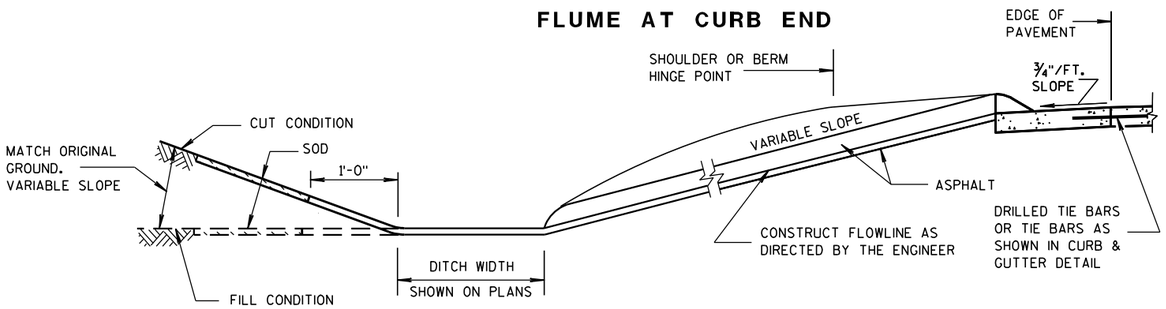
S.D.D. 8 D 1-19

ASPHALTIC FLUME

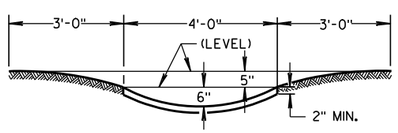


PLAN VIEW
CURB OPENING FOR FLUME

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.

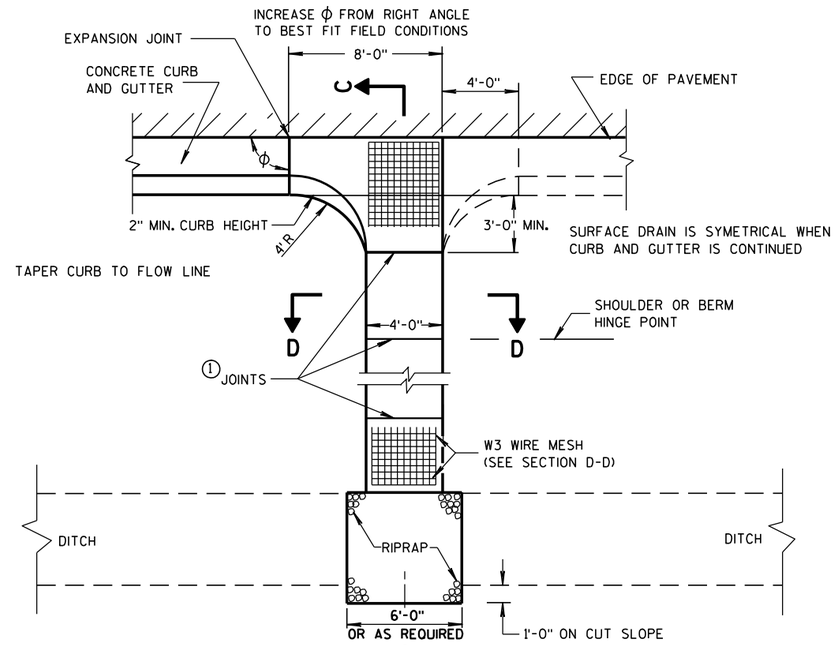
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

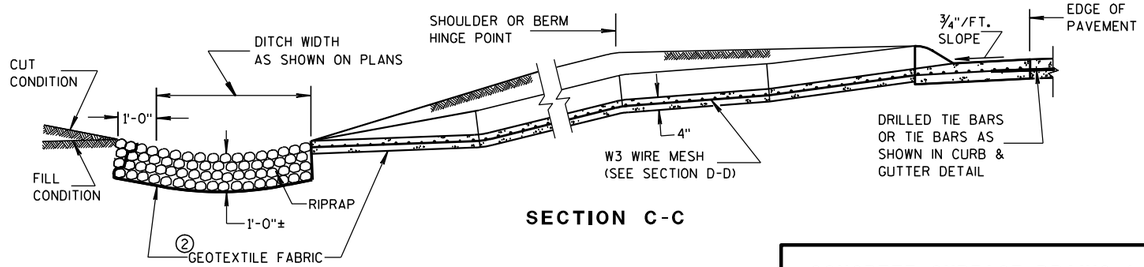
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

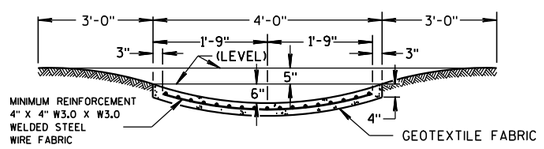
③ CONCRETE SURFACE DRAIN



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

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S.D.D. 8 D 4-5

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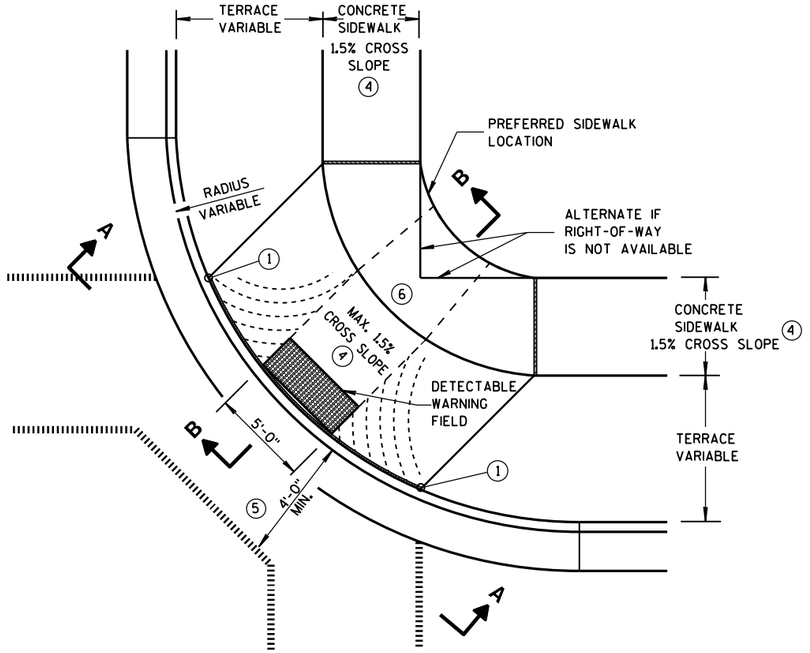
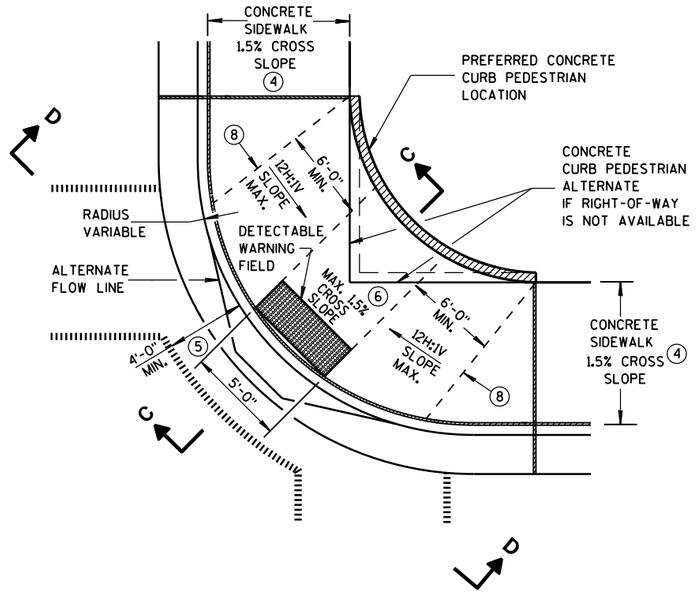
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

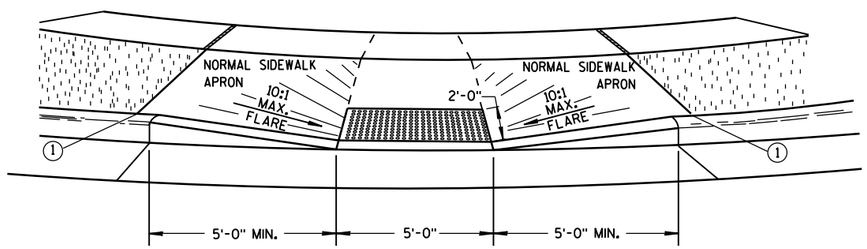
(CENTER OF CORNER RADIUS)



PLAN VIEW

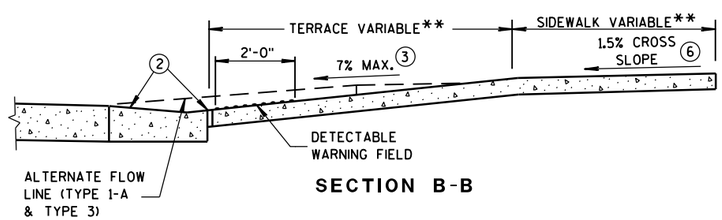
TYPE 1-A RAMP

(NO TERRACE)

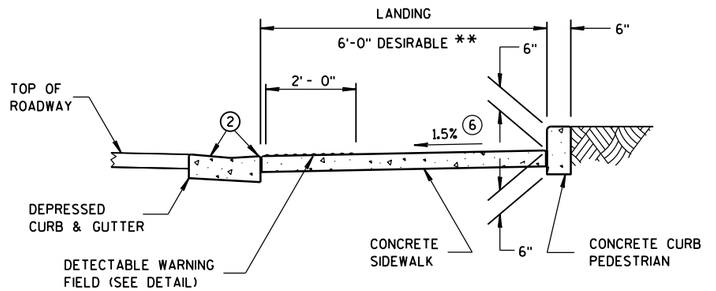


VIEW A-A

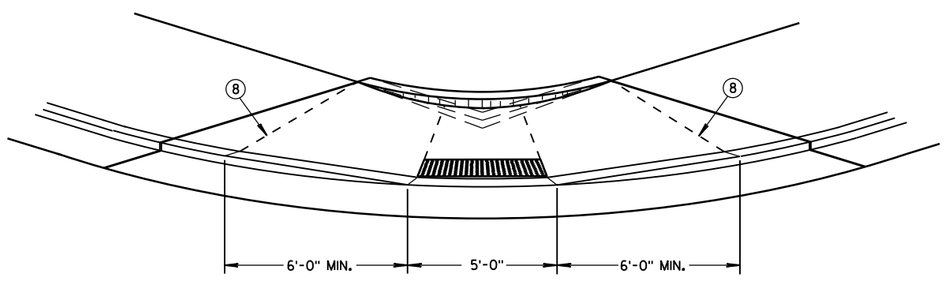
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

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.

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. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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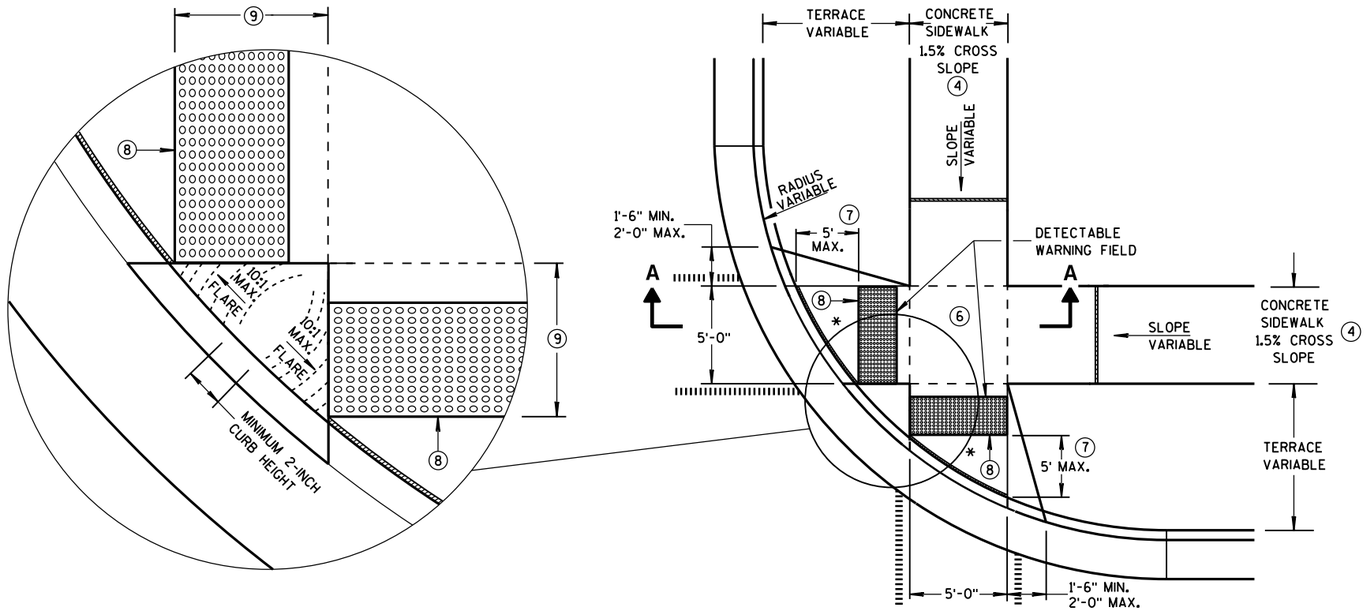
S.D.D. 8 D 5-18a

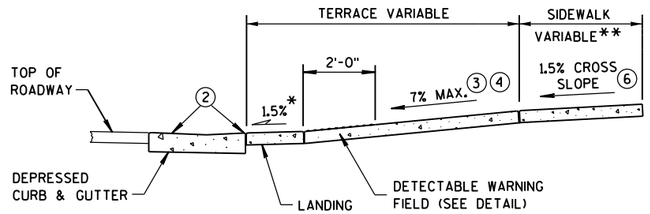


PLAN VIEW

TYPE 2 RAMP

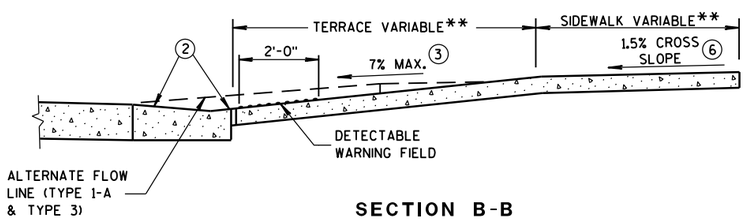
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

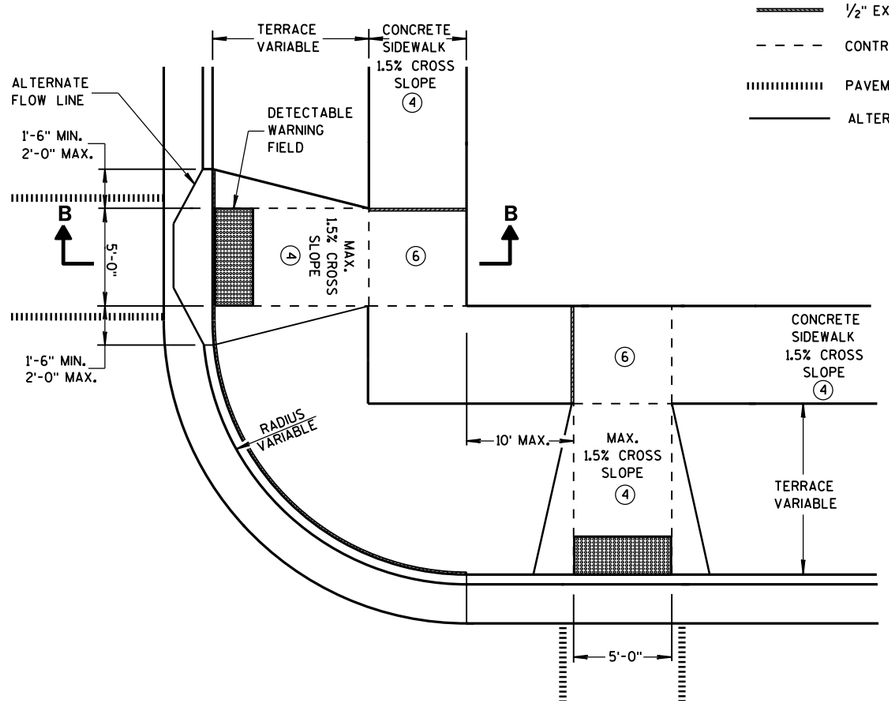
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

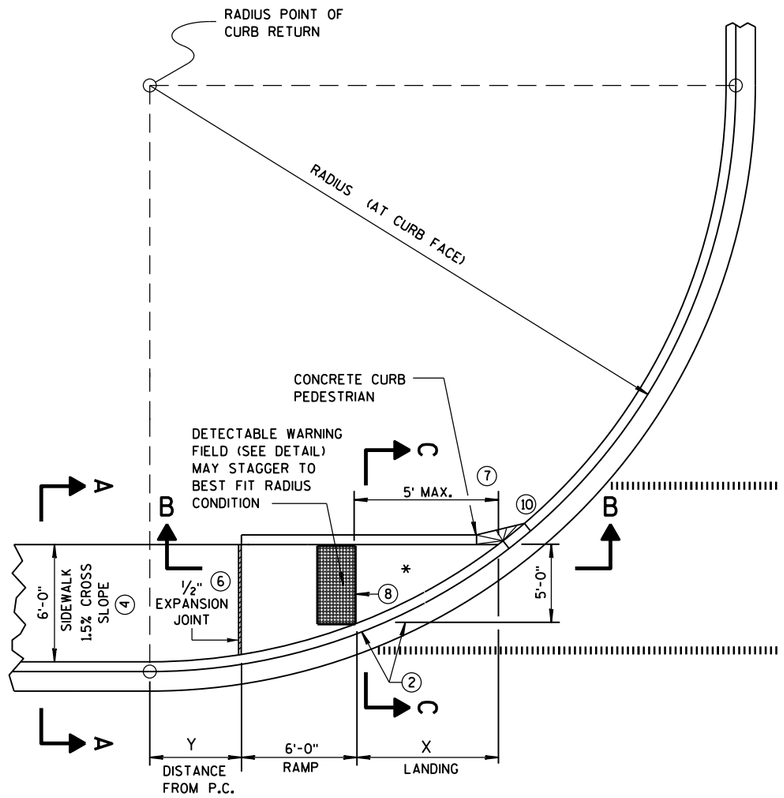
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

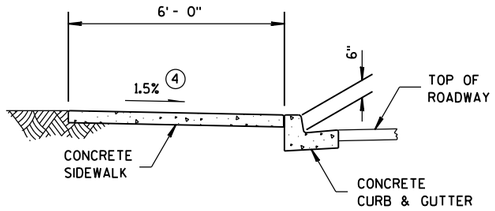
S.D.D. 8 D 5-18b



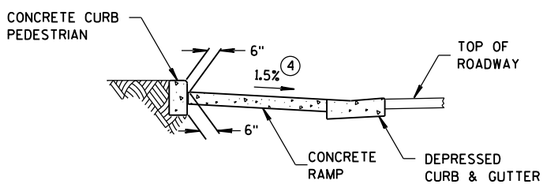
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

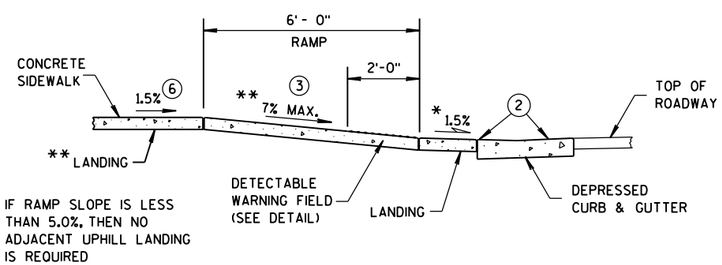
INTERMEDIATE RADII CAN BE INTERPOLATED



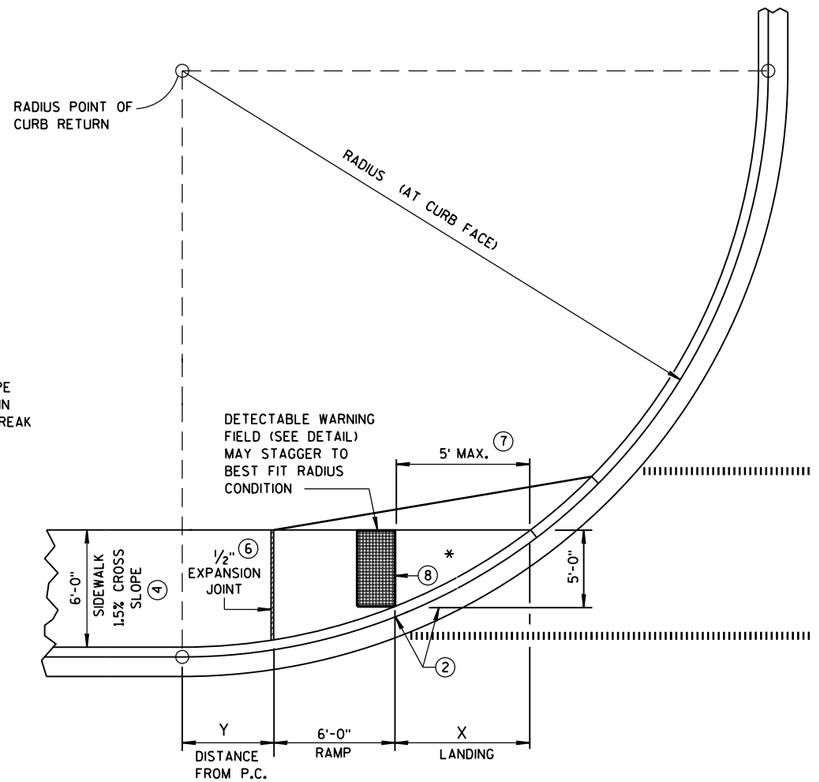
SECTION A-A FOR TYPE 4A



SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

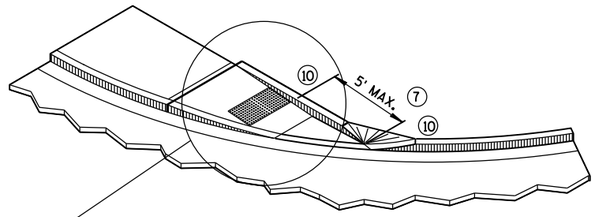
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

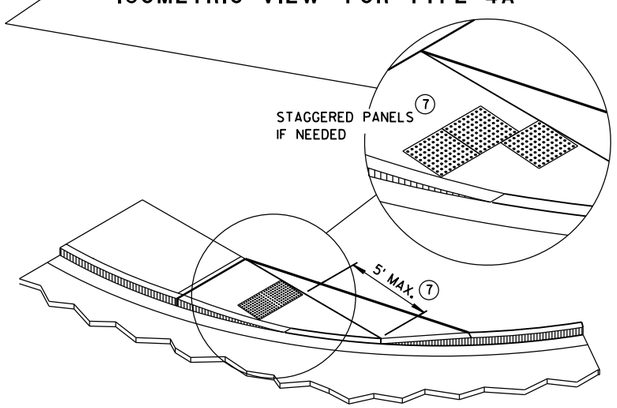
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

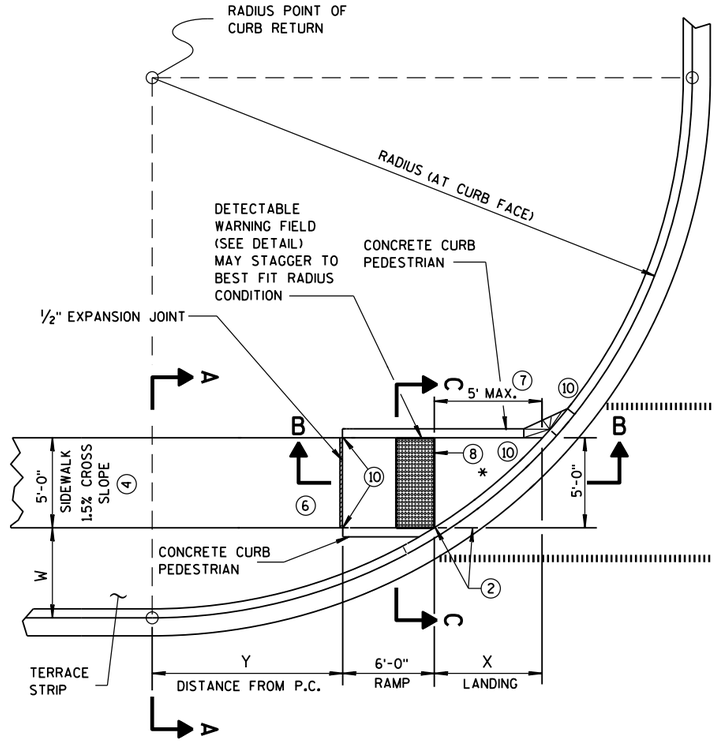
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

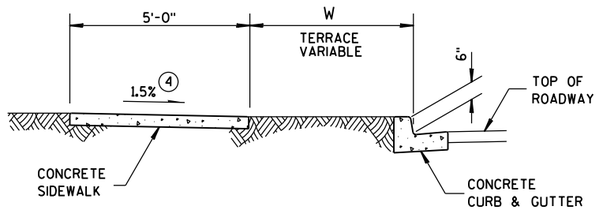
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

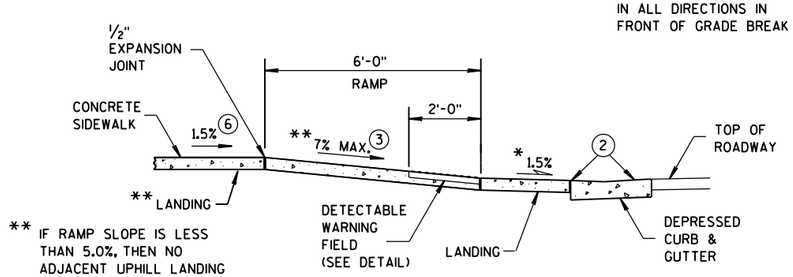
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



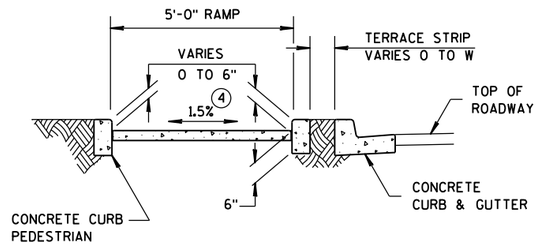
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4B

LEGEND

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



SECTION C-C FOR TYPE 4B

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'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

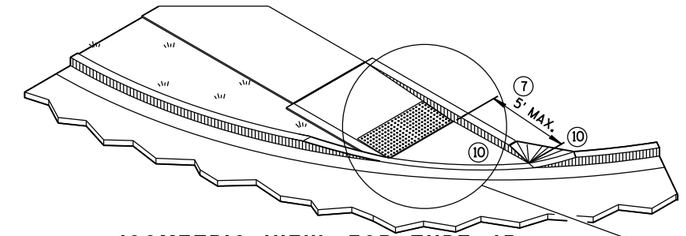
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

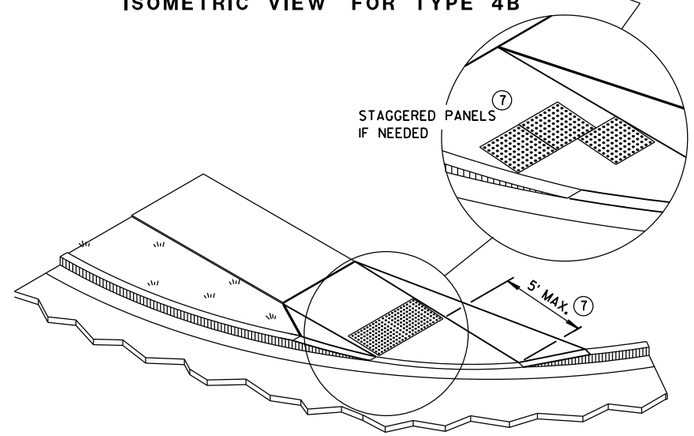
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

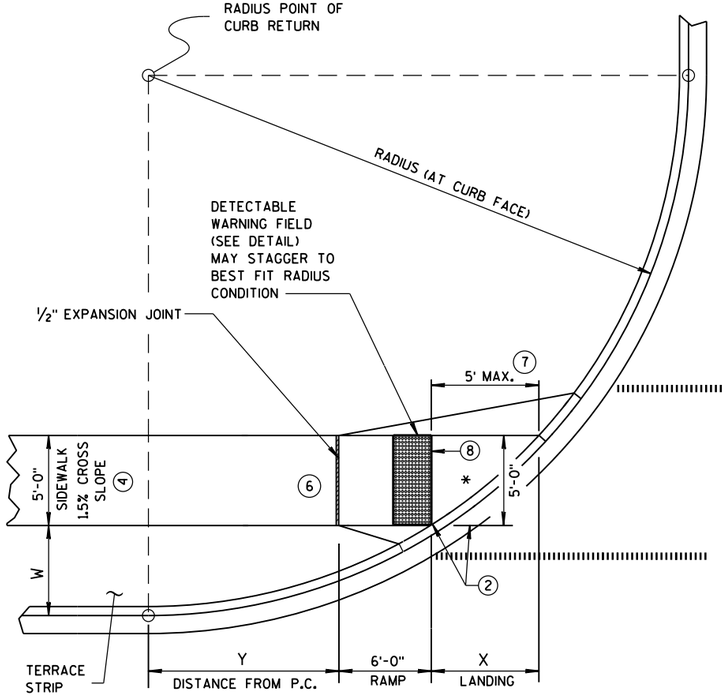
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-18d

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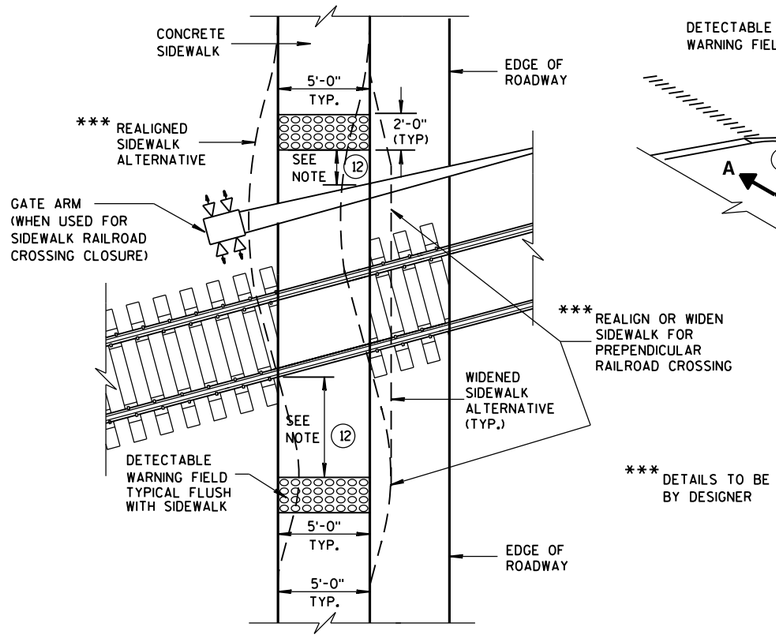
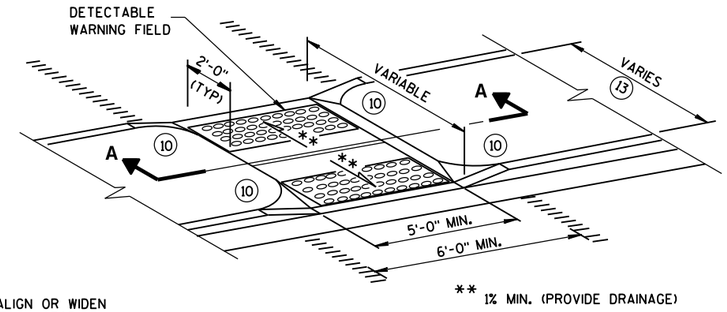
S.D.D. 8 D 5-18d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

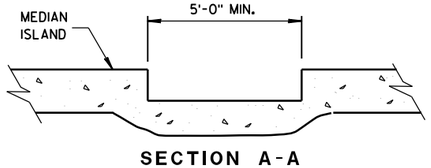
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

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

(12) THE 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.

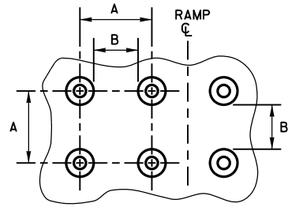
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



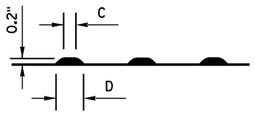
SECTION A-A

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

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

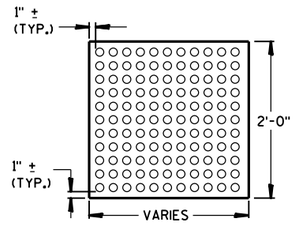


PLAN VIEW

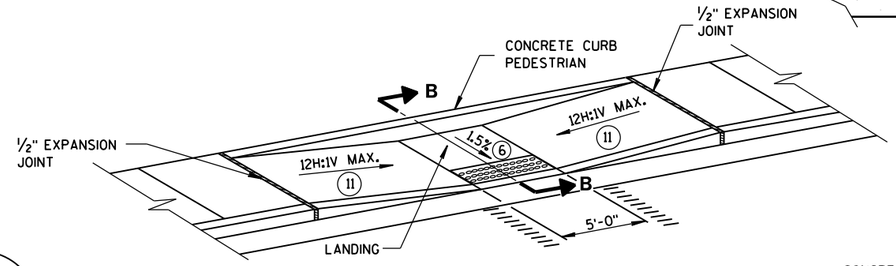


ELEVATION VIEW

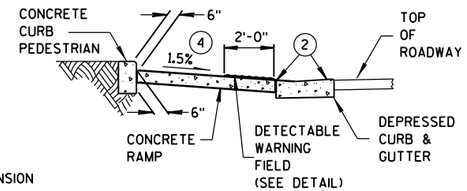
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

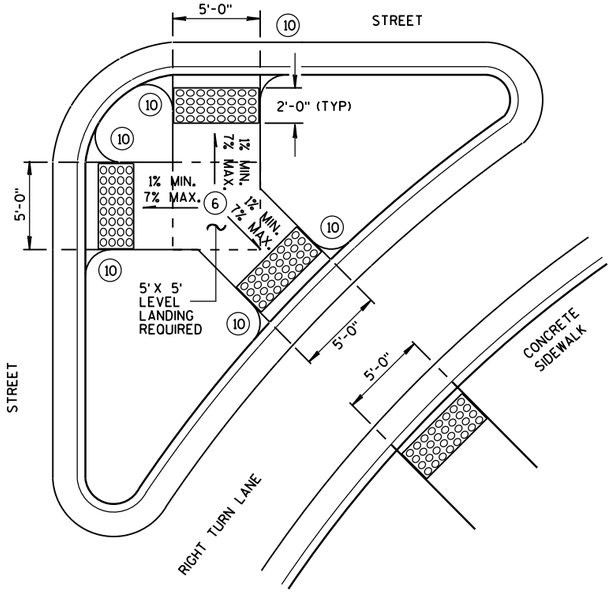


MID-BLOCK CROSSING
TYPE 7A

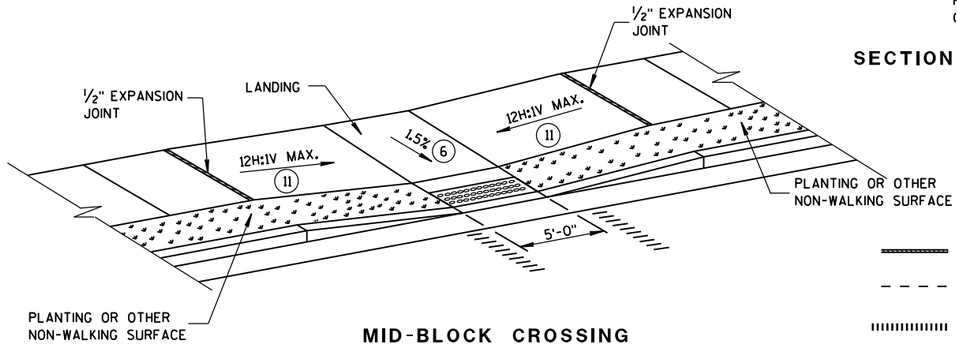


SECTION B-B

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



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
Sept., 2016
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

ENT

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S.D.D. 8 D 5-18e

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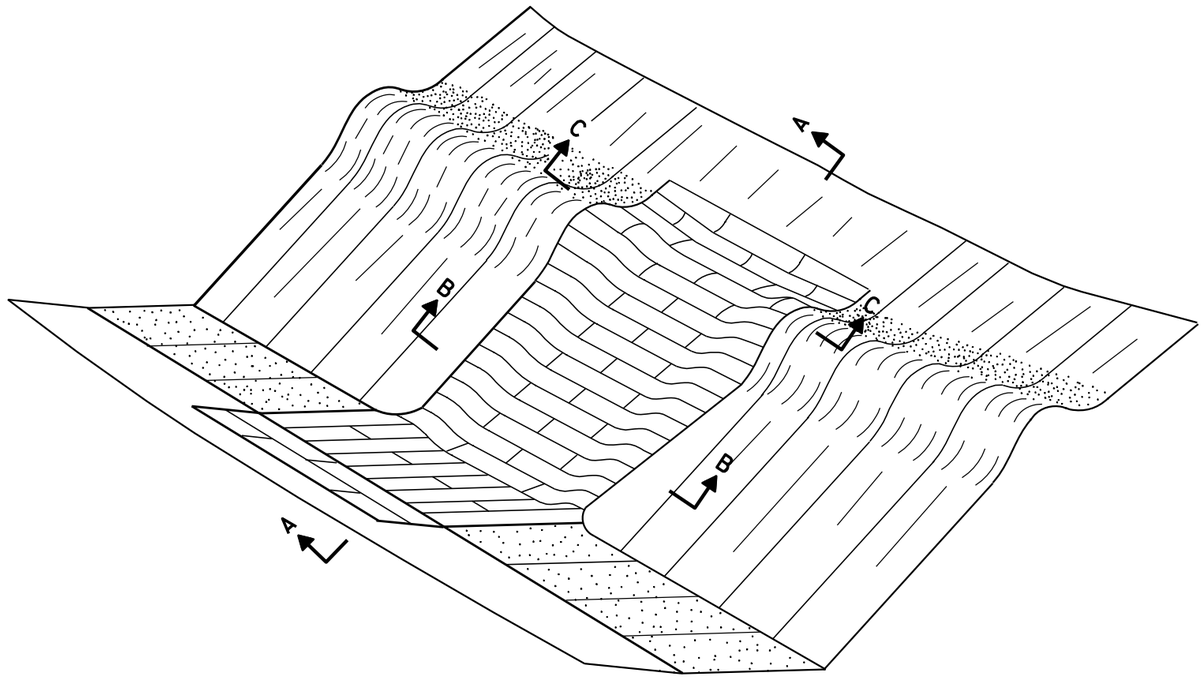
S.D.D. 8 D 5-18e



PERSPECTIVE

BACKSLOPE WITH FLUME AND INTERCEPTING EMBANKMENT

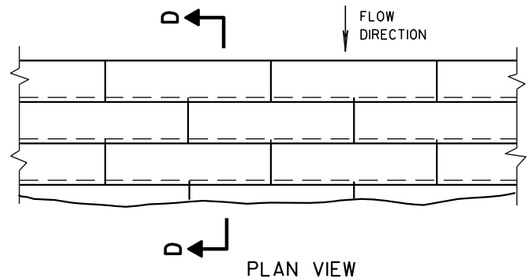
GENERAL NOTES

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

GRADING AND SHAPING INTERCEPTING EMBANKMENT WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SECTION 205, "ROADWAY AND DRAINAGE EXCAVATION".

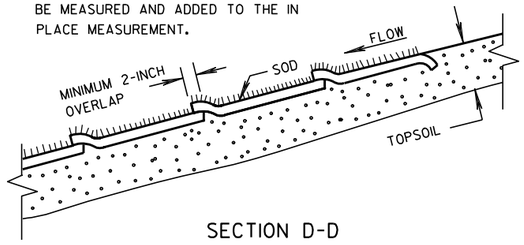
SOD STRIPS SHALL BE LAID TRANSVERSELY TO THE DIRECTION OF THE WATER FLOW.

DIMENSIONS SHALL BE ADJUSTED TO FIT SITE CONDITIONS AS DIRECTED BY THE ENGINEER.



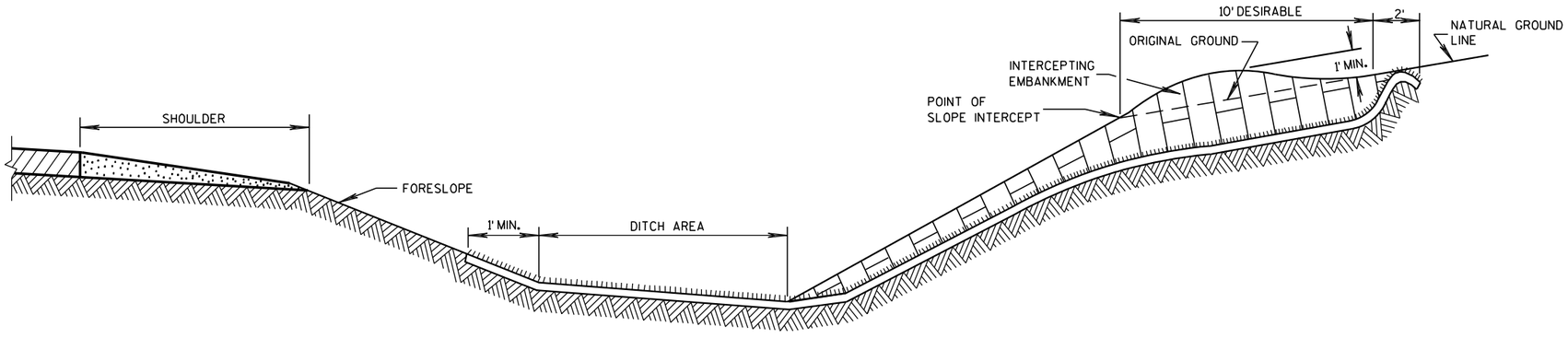
PLAN VIEW

NOTE:
SOD SHALL BE LAID AS SHOWN ON THE PLAN VIEW, AND AS DIRECTED BY THE ENGINEER. THE SOD OVERLAP WILL BE MEASURED AND ADDED TO THE IN PLACE MEASUREMENT.

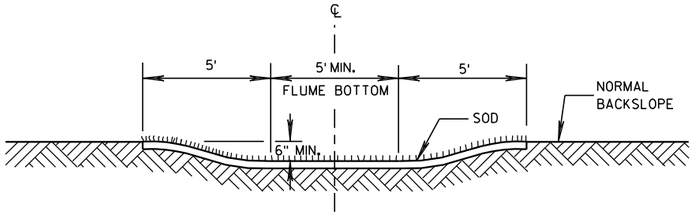


SECTION D-D

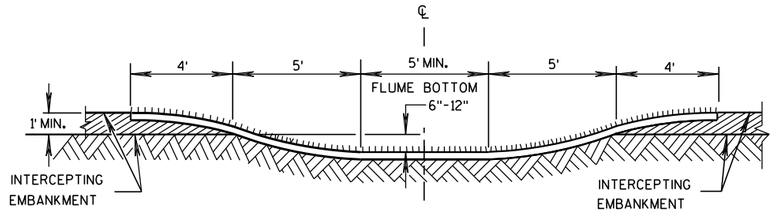
DETAIL FOR OVERLAP OF SOD STRIPS



SECTION A-A



SECTION B-B



SECTION C-C

SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/24/95 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 5-2

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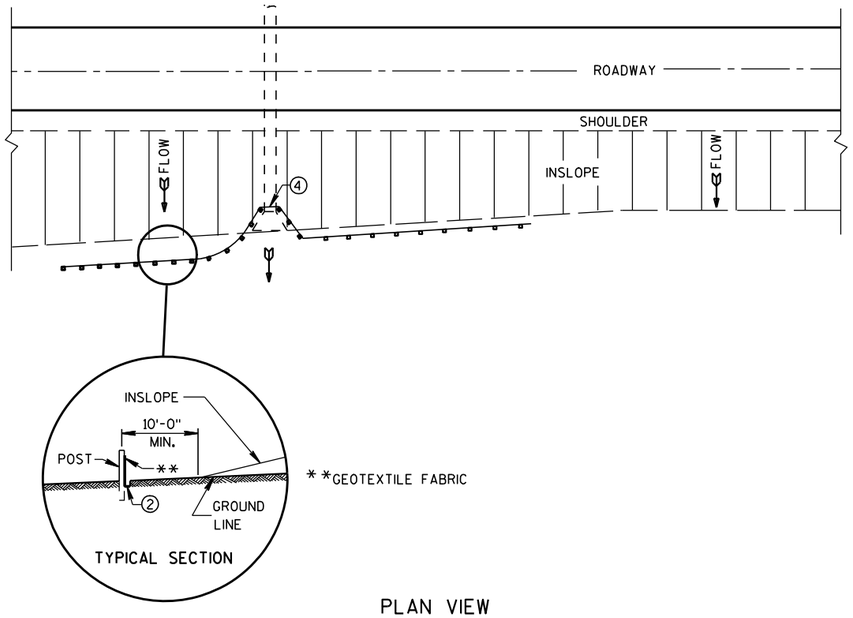
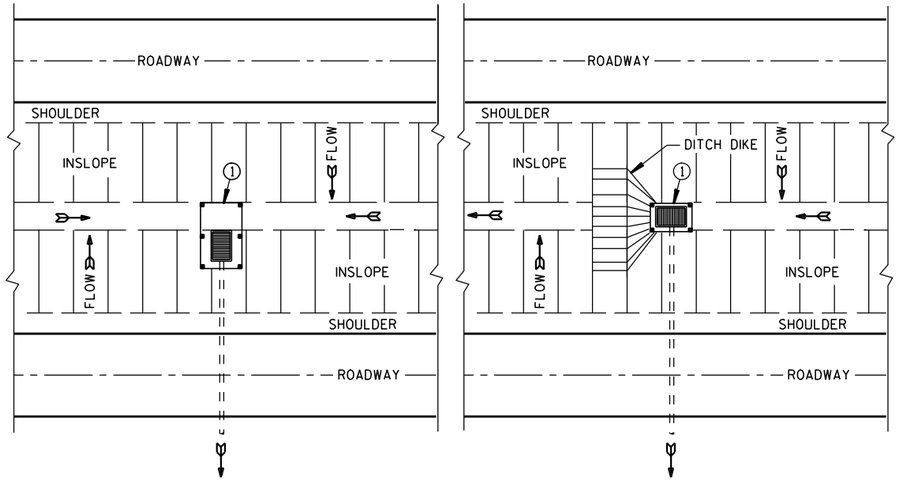
S.D.D. 8 E 5-2



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.

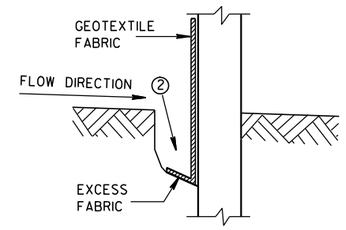
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

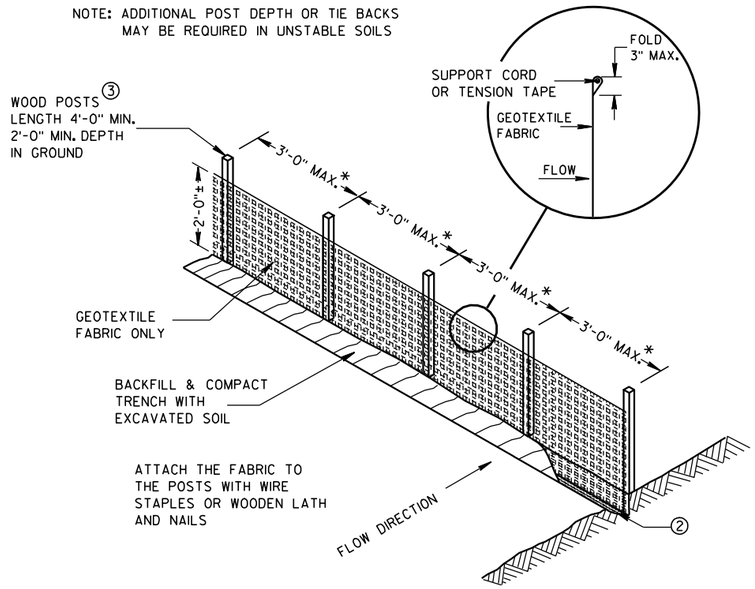
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

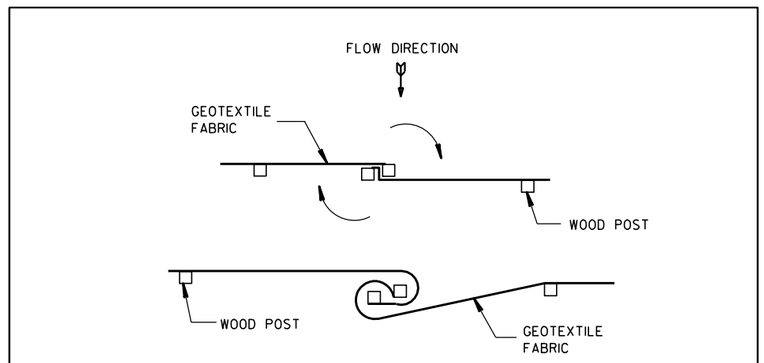
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



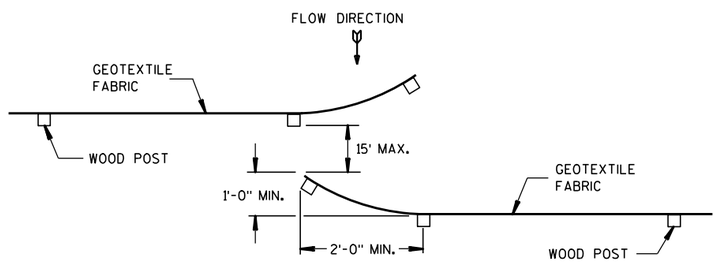
TRENCH DETAIL



SILT FENCE

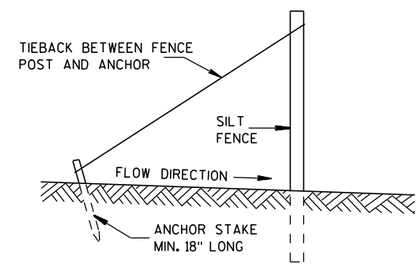


TWIST METHOD



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

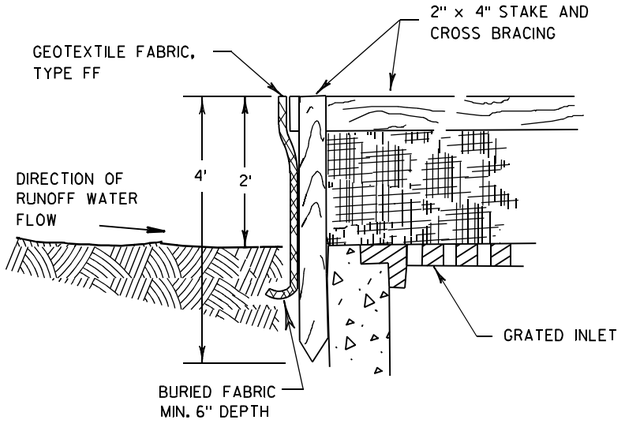
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

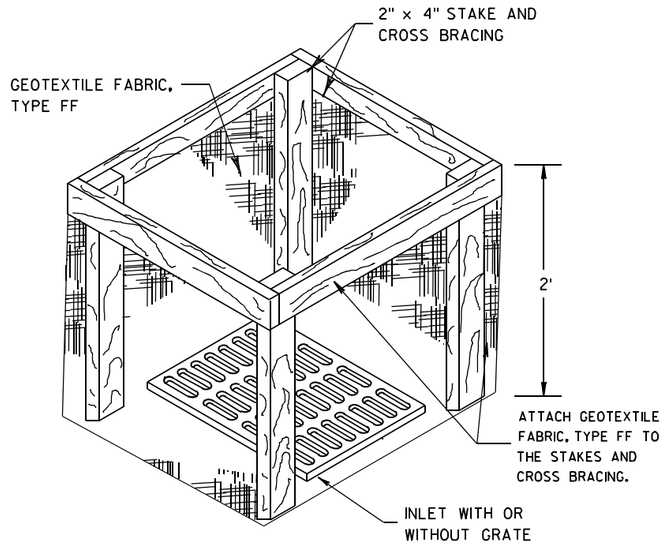
6

S.D.D. 8 E 9-6

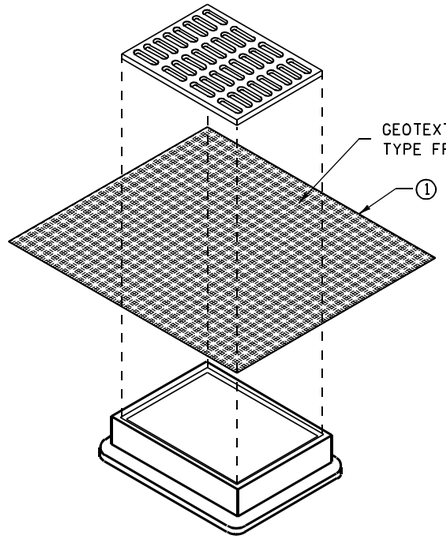
6

S.D.D. 8 E 9-6



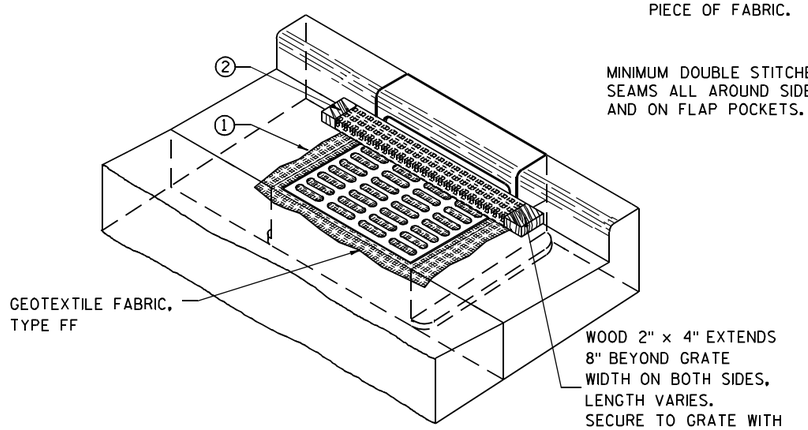


INLET PROTECTION, TYPE A

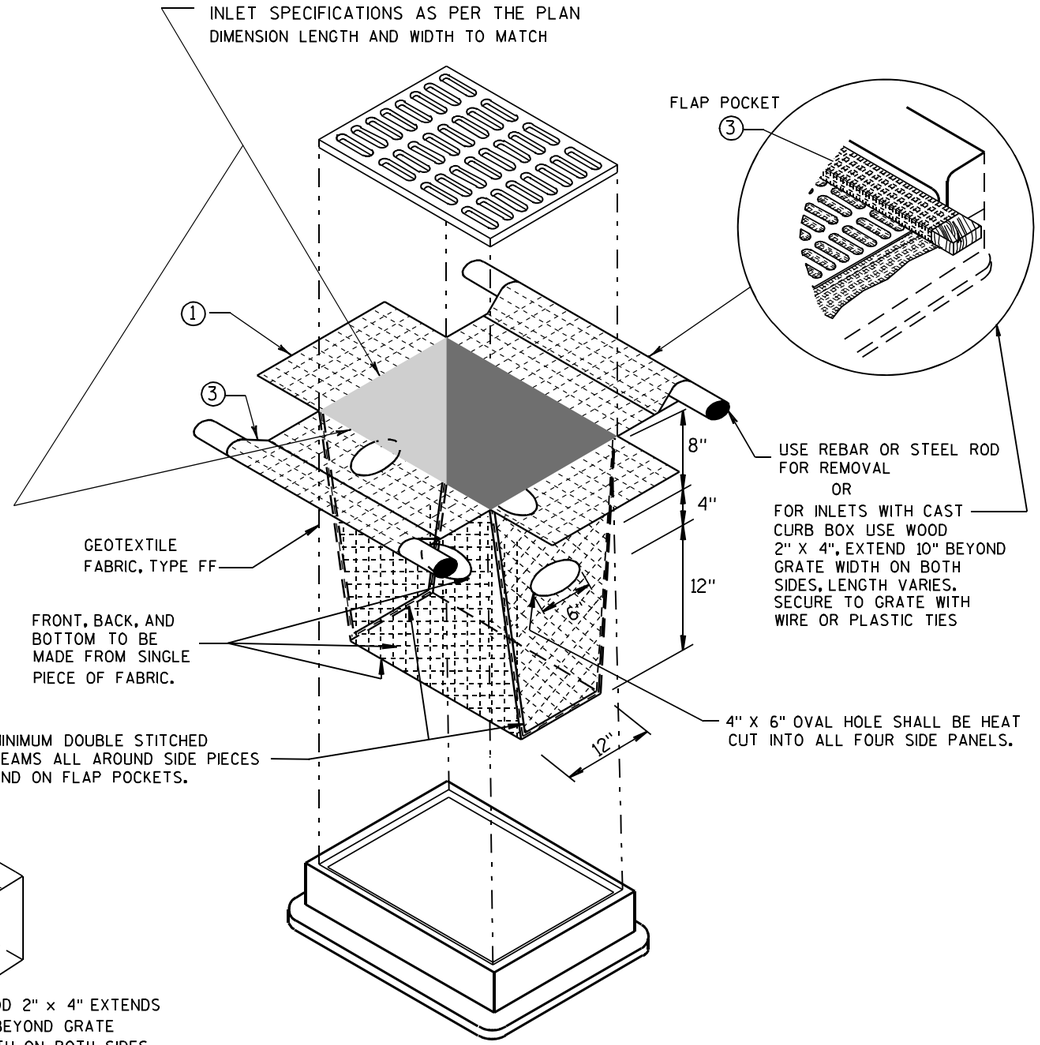


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

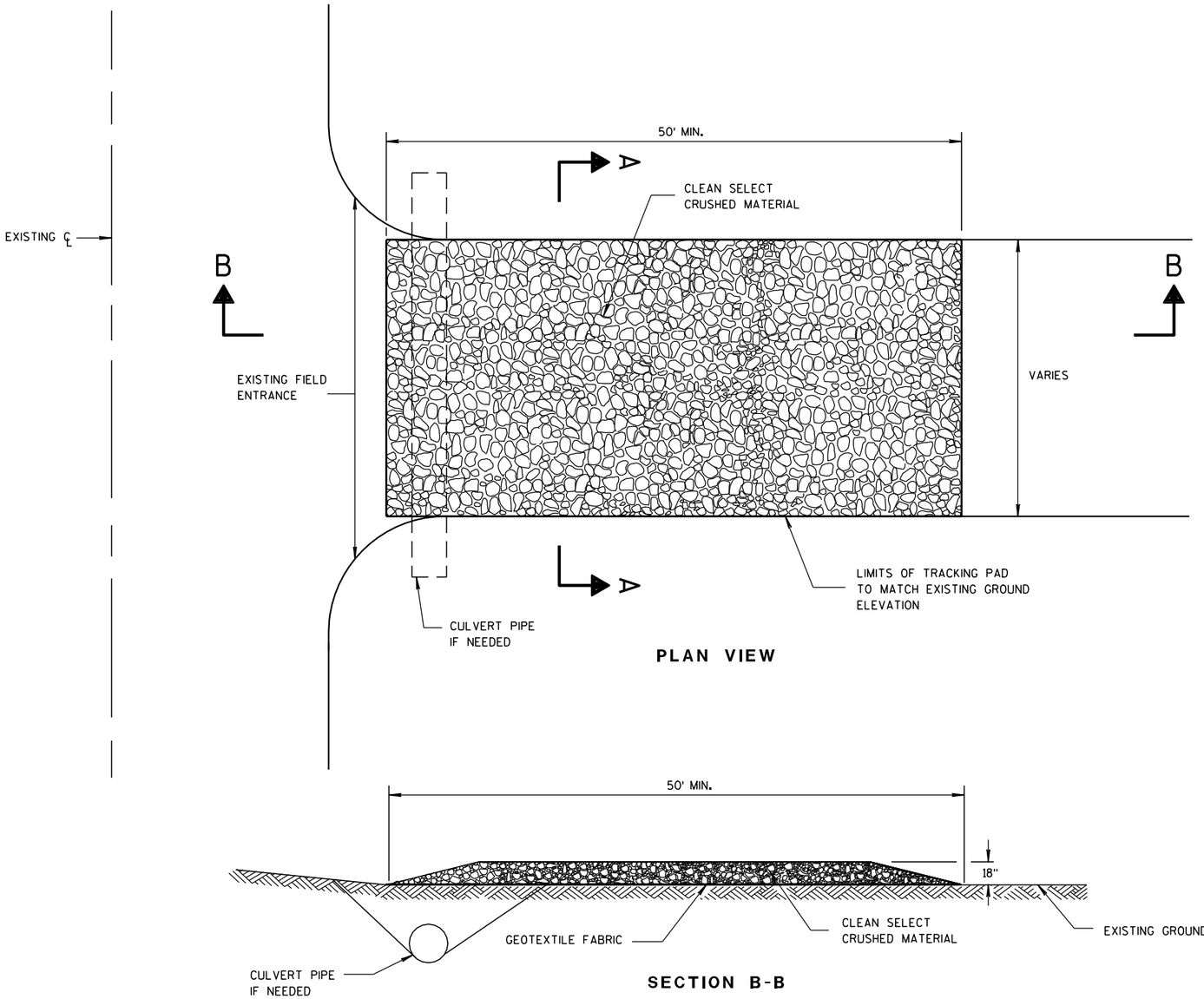
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

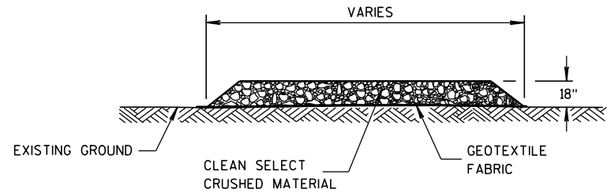
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

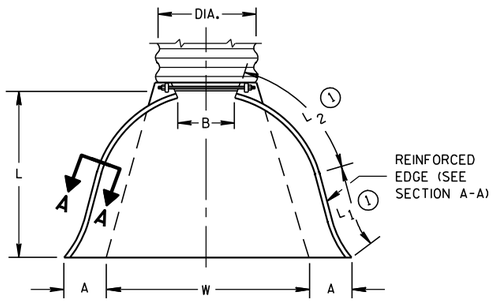
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

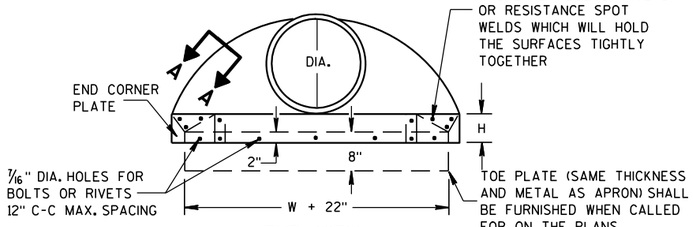
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

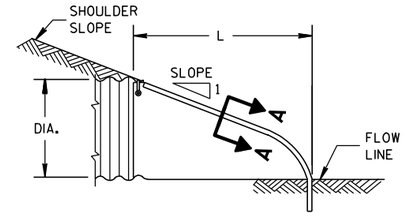
*MINIMUM
**MAXIMUM



PLAN VIEW

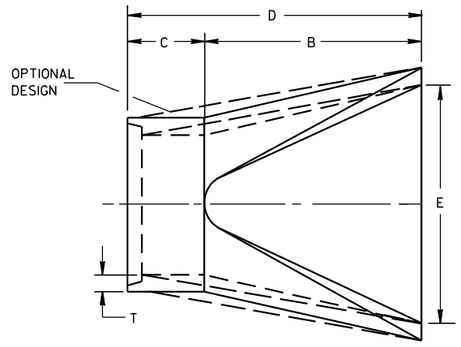


END VIEW

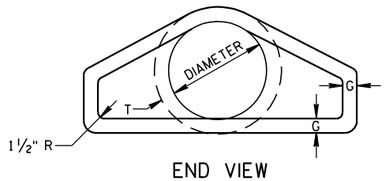


SIDE ELEVATION

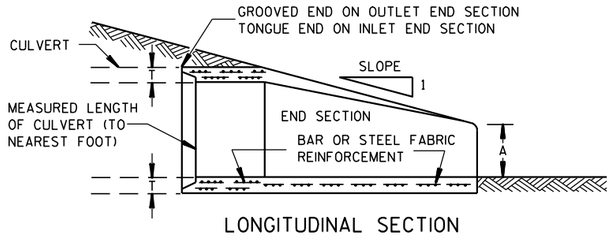
METAL ENDWALLS



PLAN

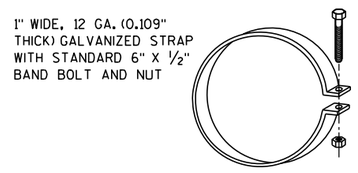


END VIEW



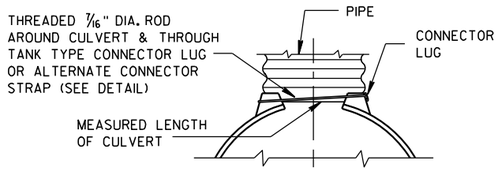
LONGITUDINAL SECTION

CONCRETE ENDWALLS

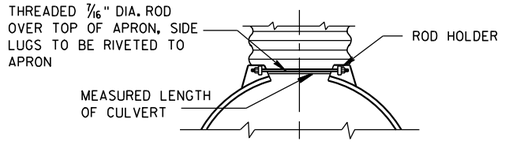


ALTERNATE FOR TYPE 1 CONNECTION

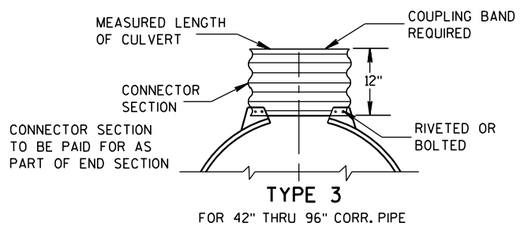
END SECTION CONNECTOR STRAP



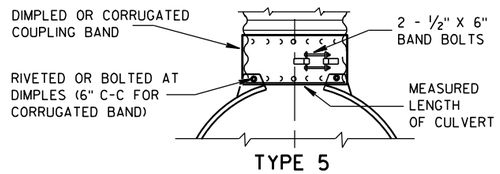
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

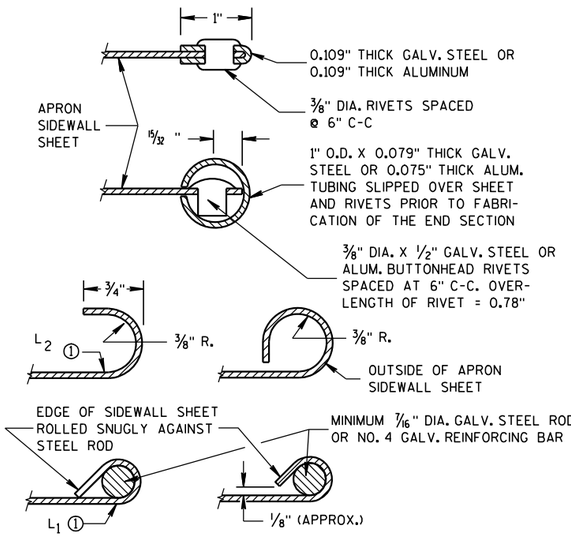
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

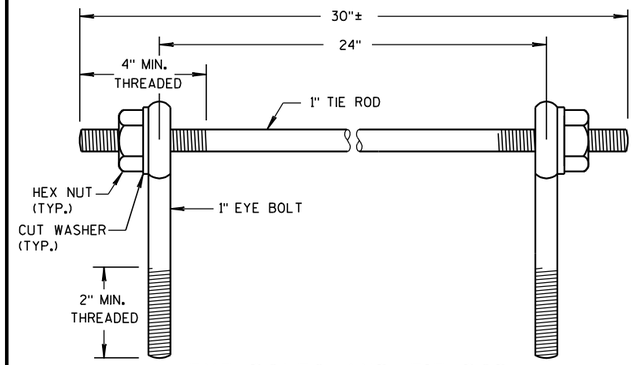
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

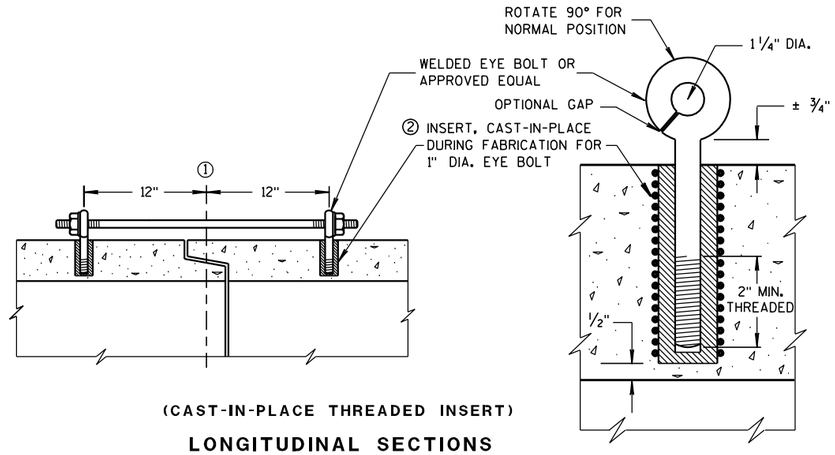
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP NEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

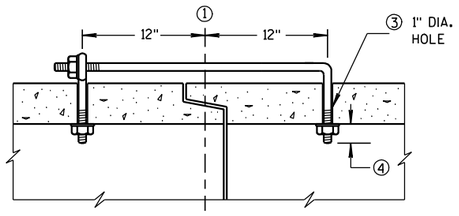
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

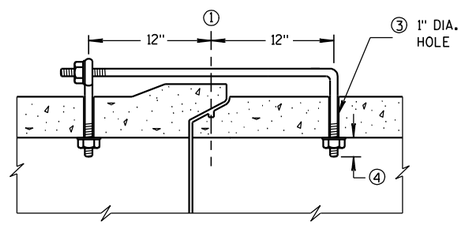
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

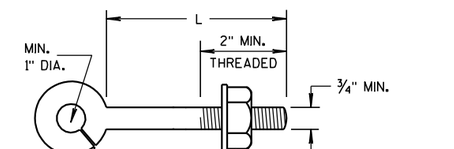


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

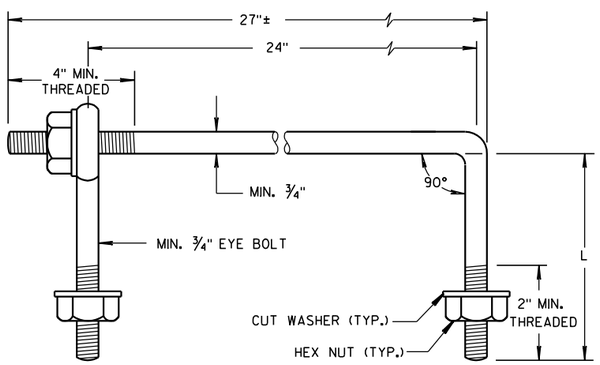
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

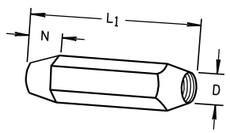
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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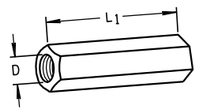
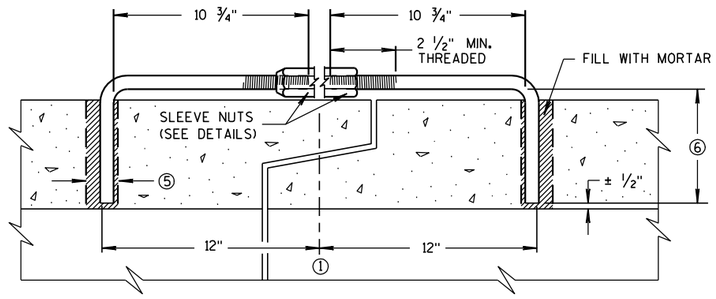


PLAIN

RIGHT AND LEFT THREADS

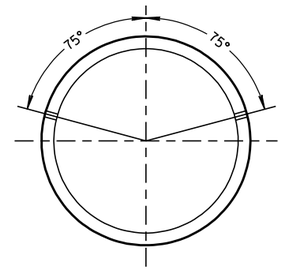
SLEEVE NUTS



LONGITUDINAL SECTION

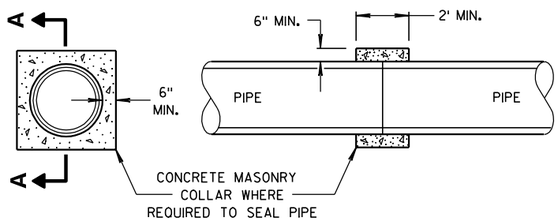
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 F 4-7

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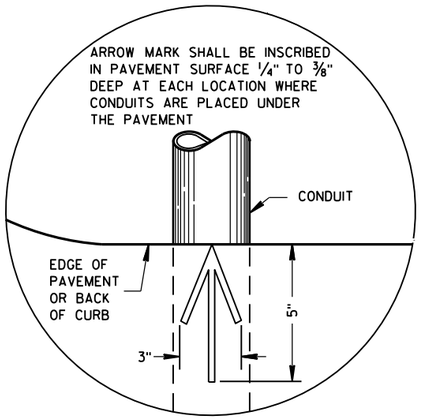
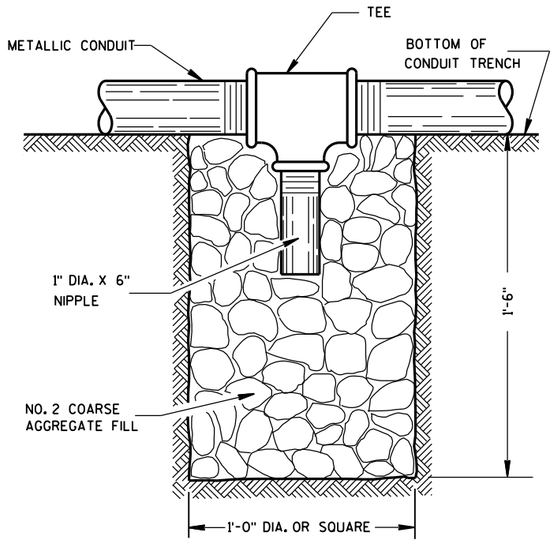
S.D.D. 8 F 4-7



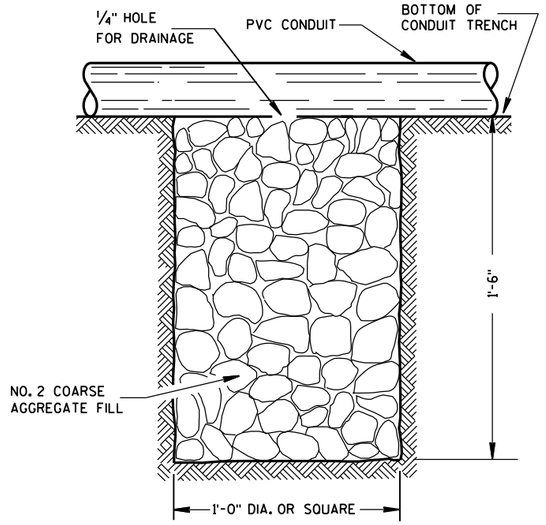
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

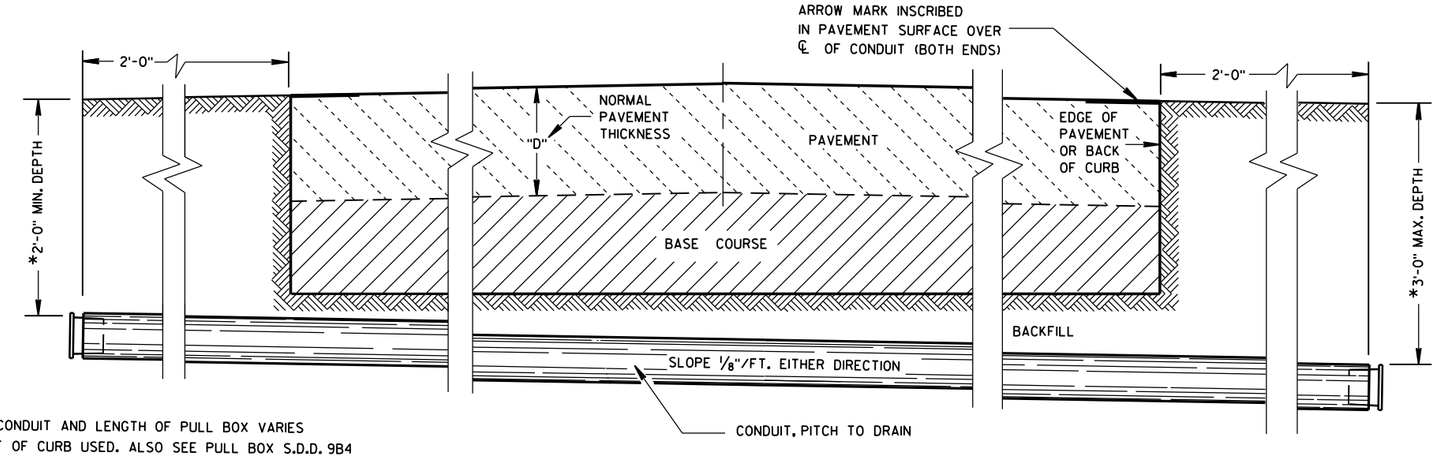
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

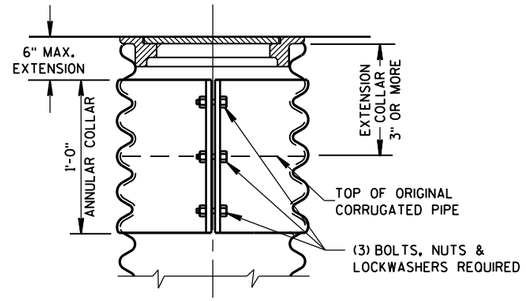
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

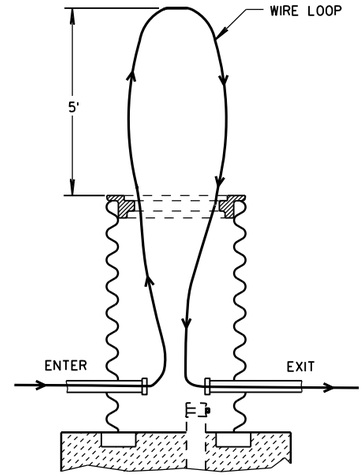
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

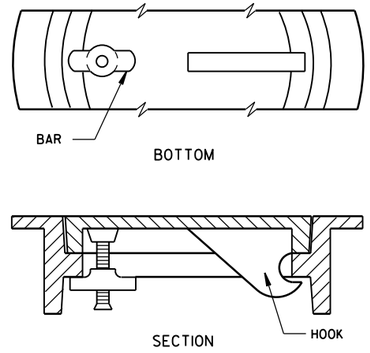
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

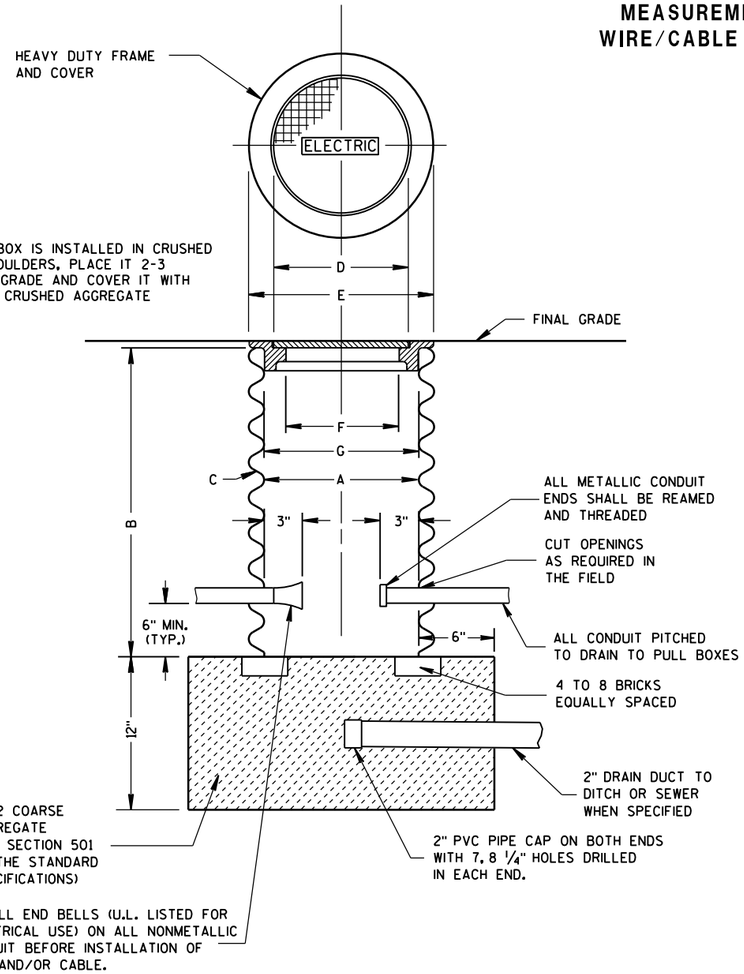


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



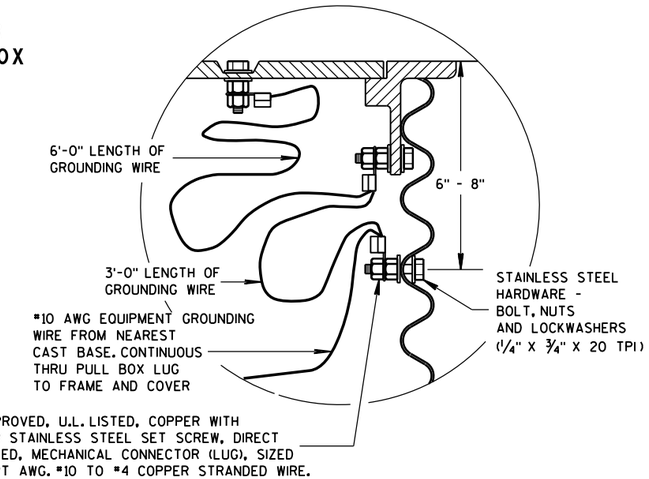
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

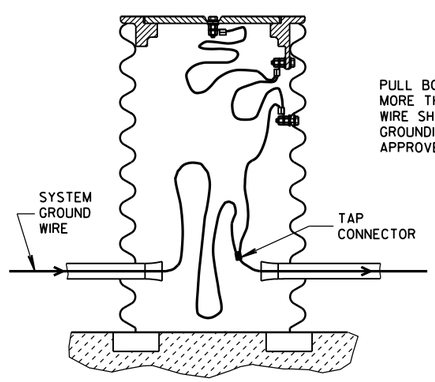


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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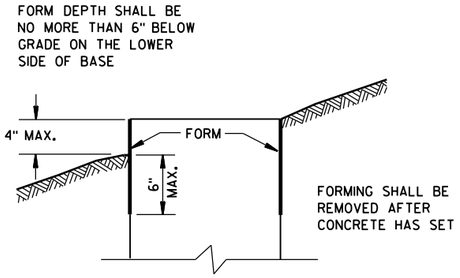
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

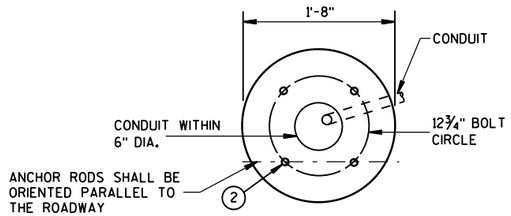
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

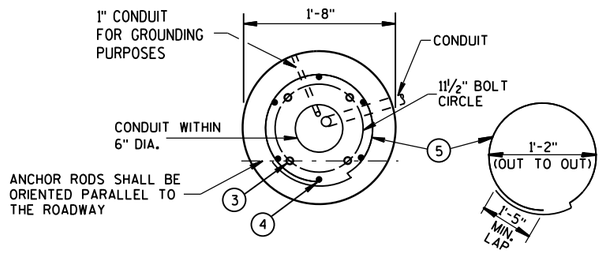
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

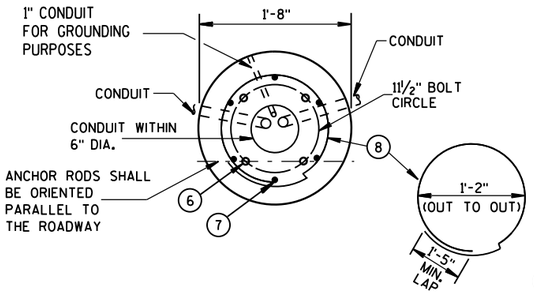
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

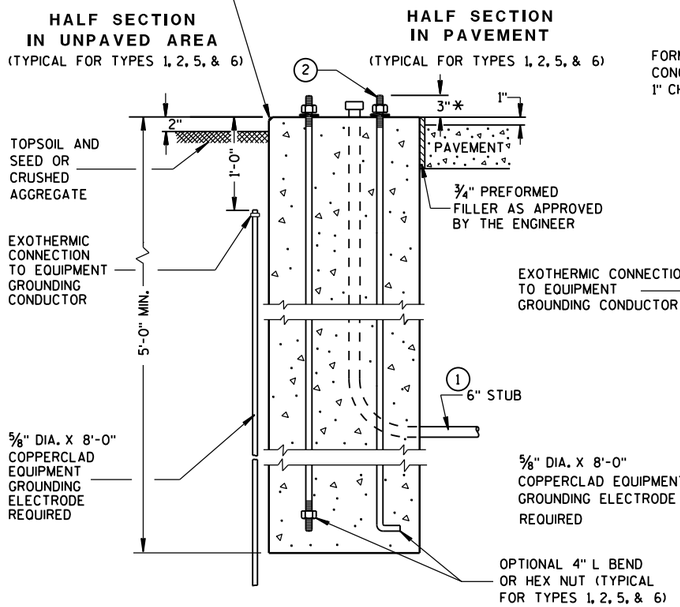






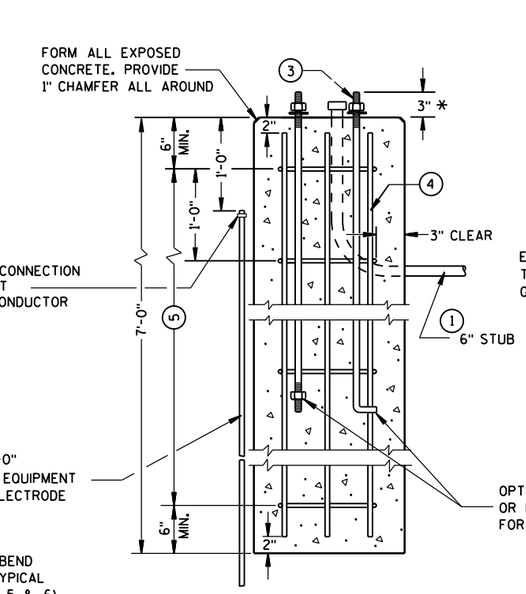
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

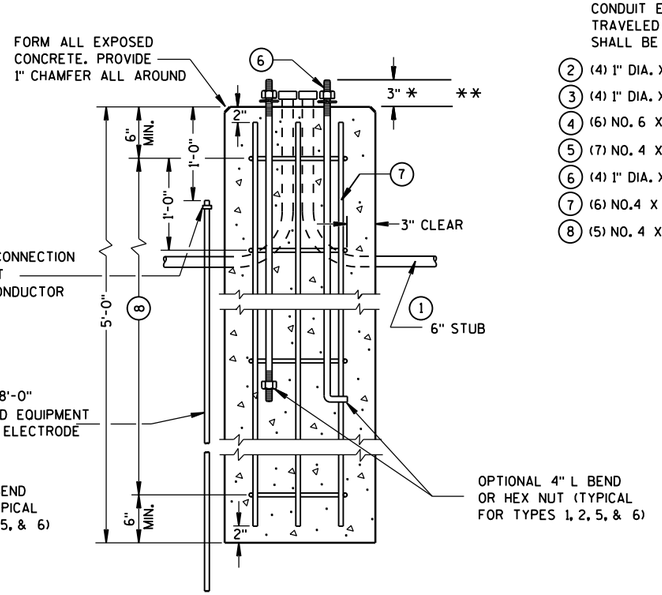


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

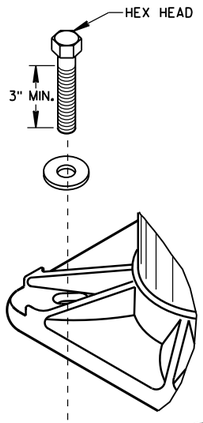
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

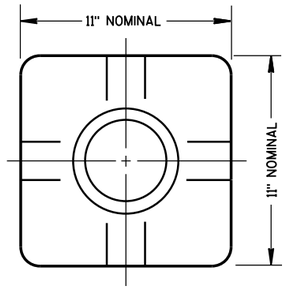
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

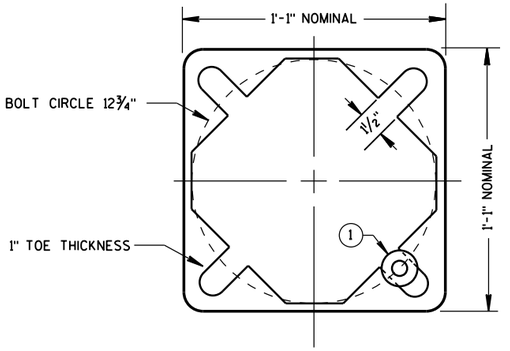
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

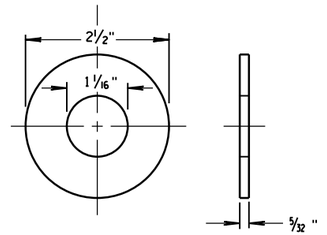




TOP VIEW
(PEDESTAL BASE)

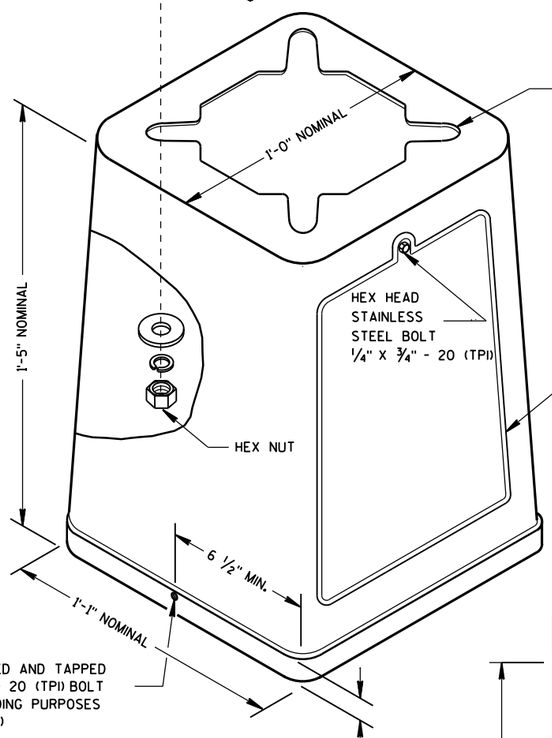


BOTTOM VIEW
(PEDESTAL BASE)

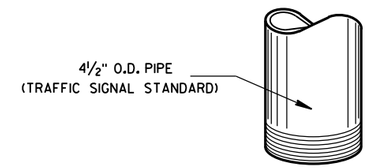


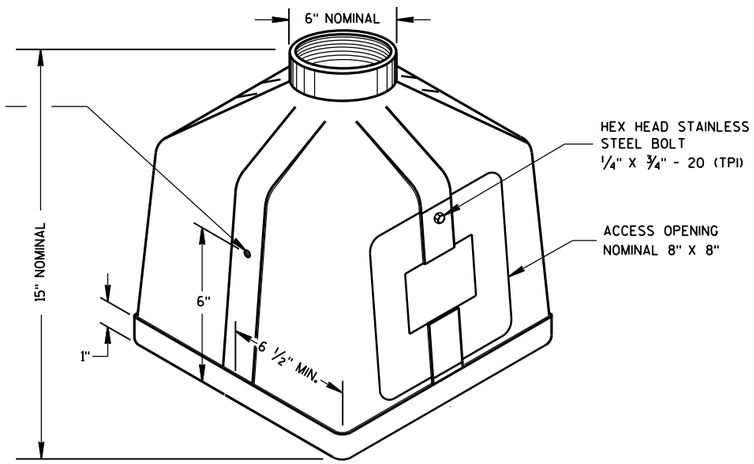
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



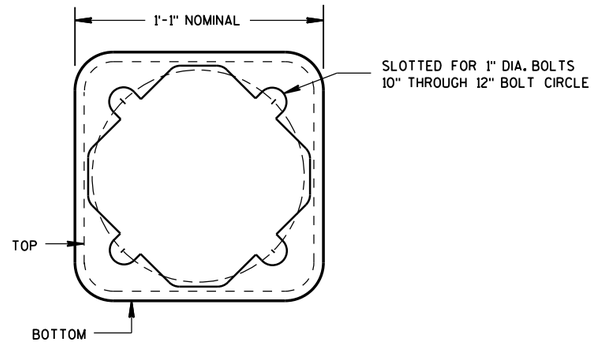
ISOMETRIC VIEW



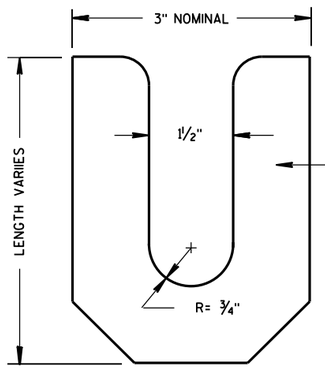


ISOMETRIC VIEW

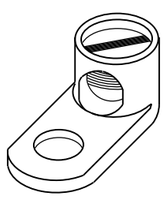
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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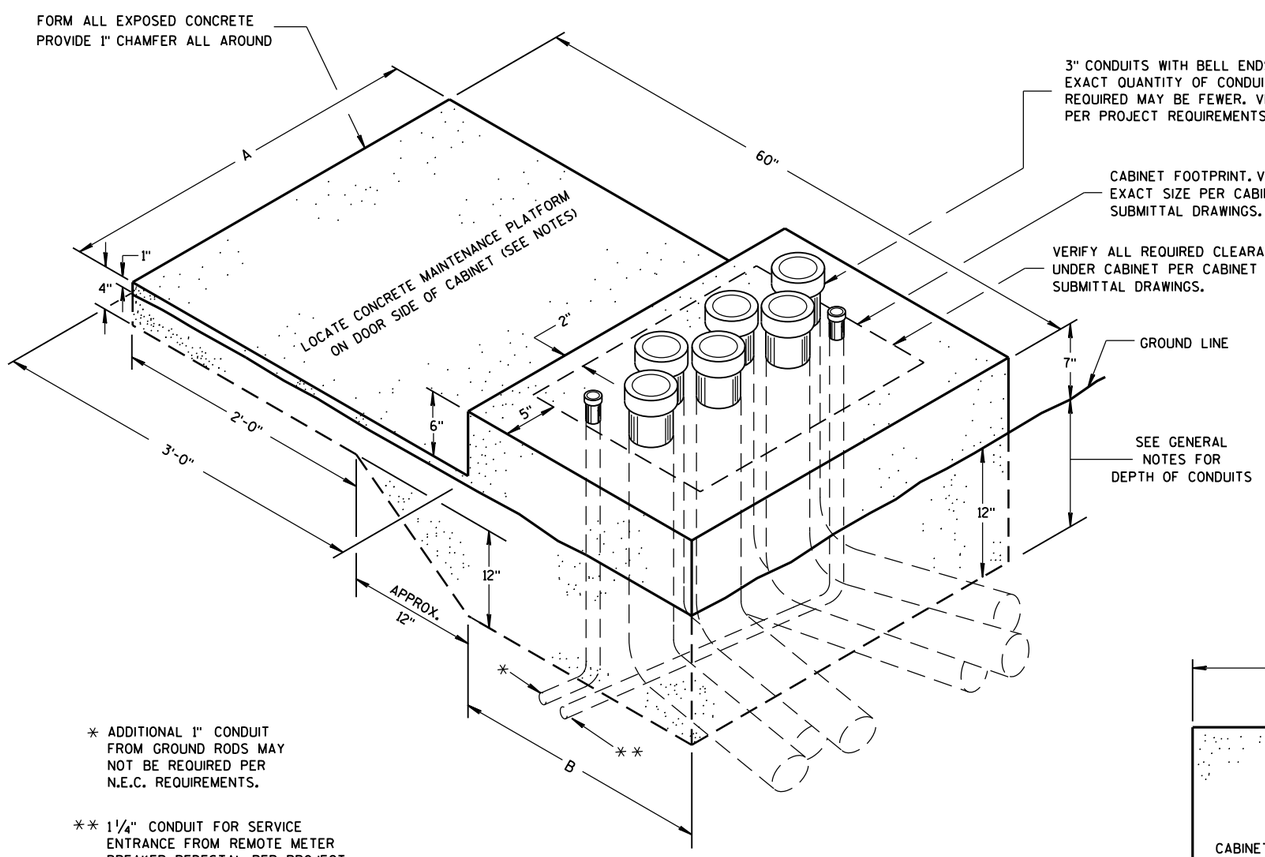


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

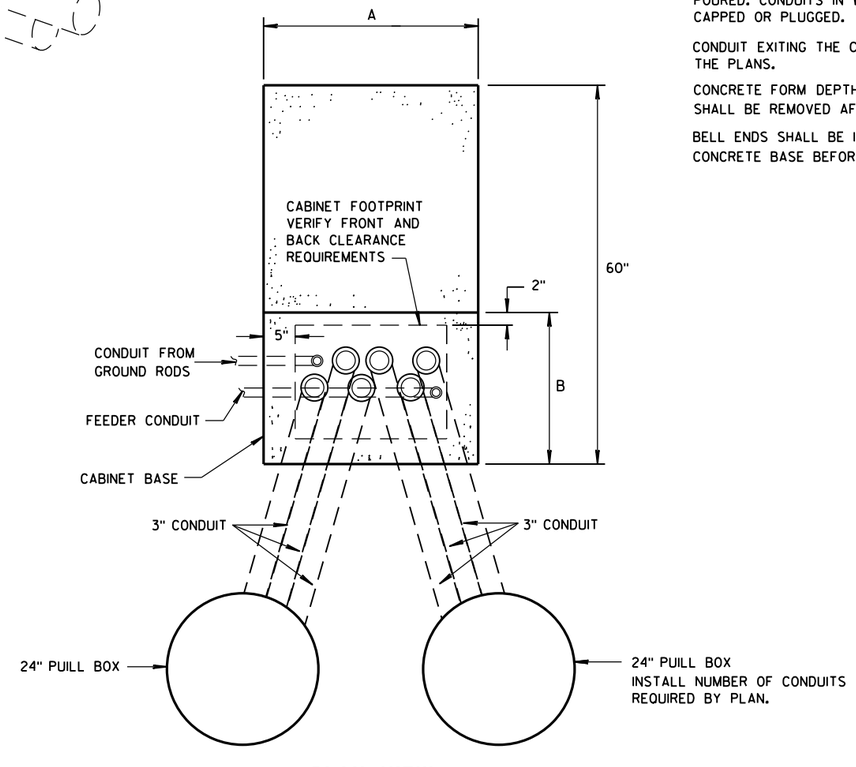
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

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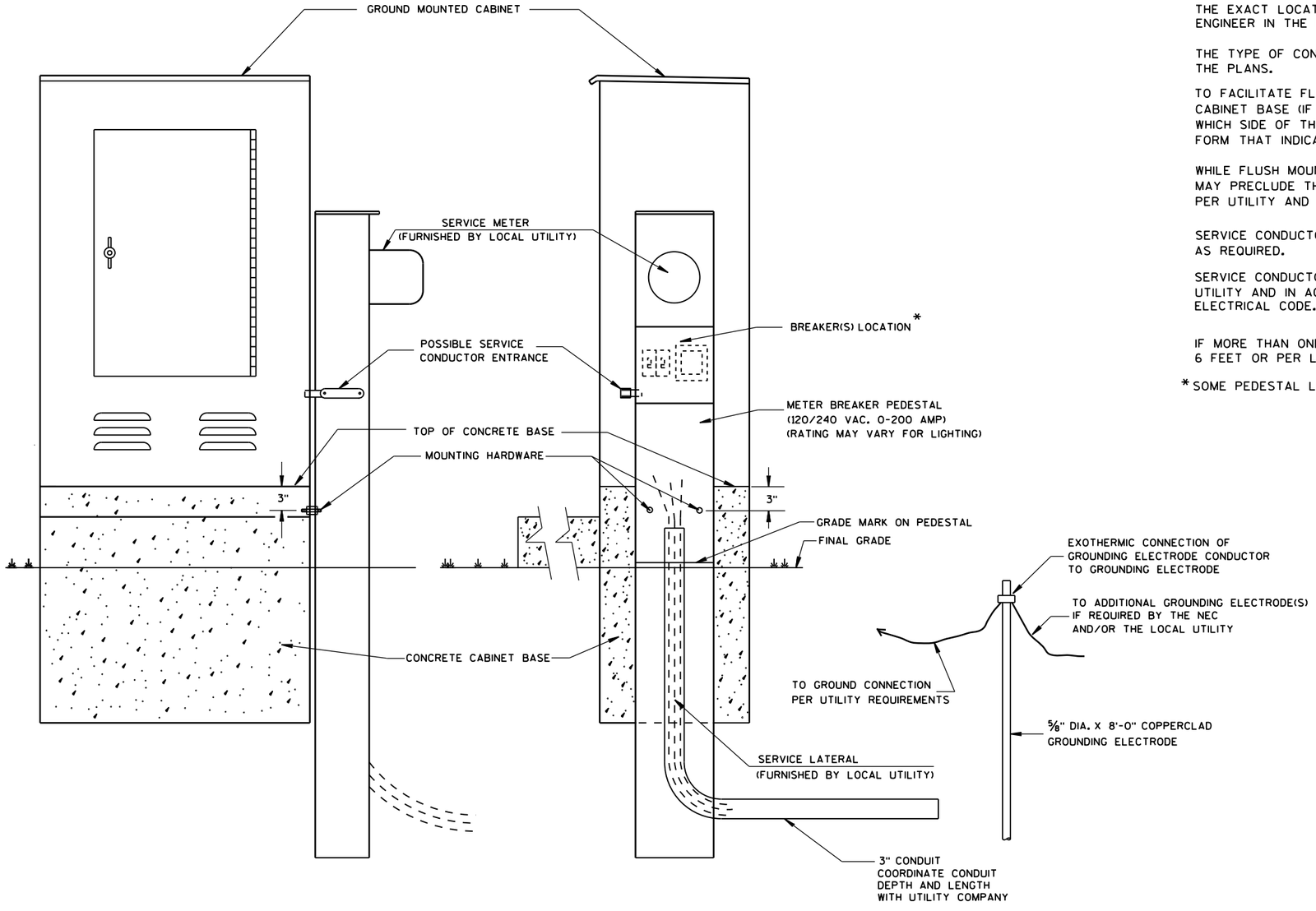

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
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GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

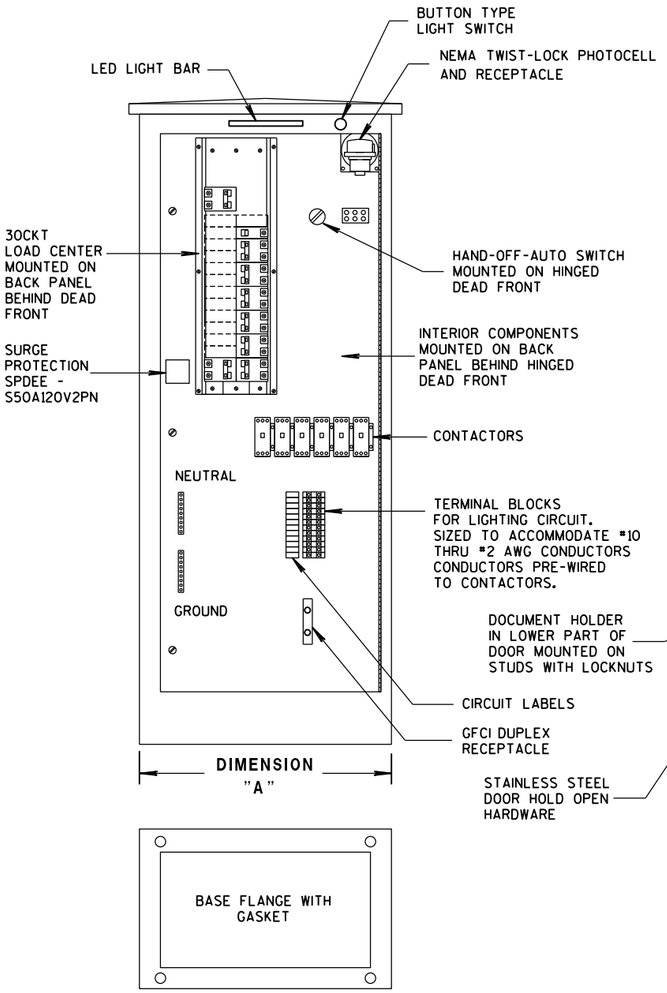
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

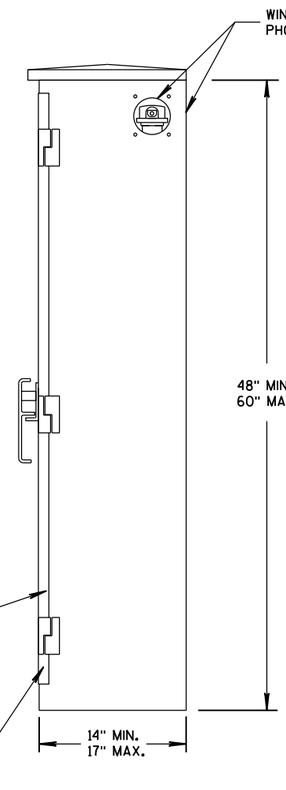
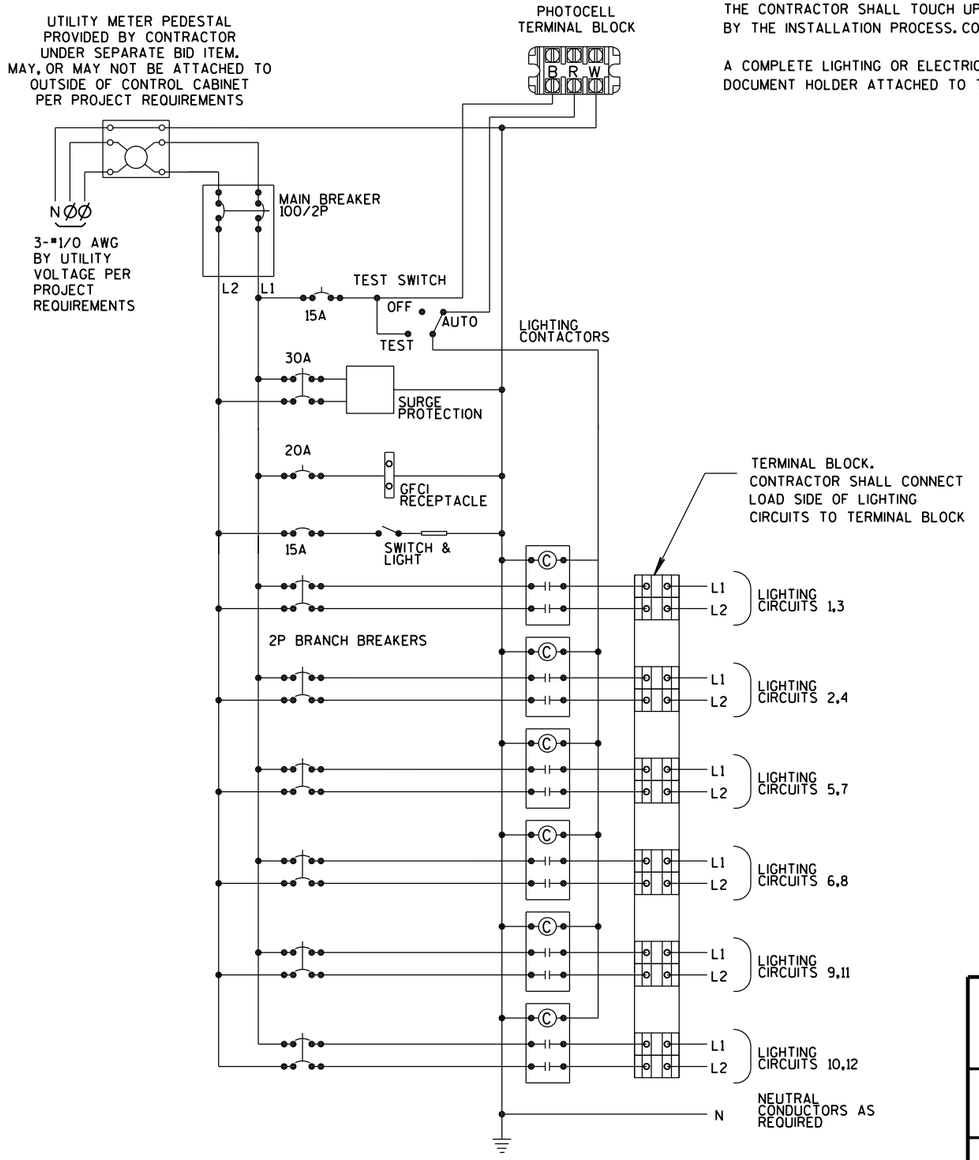


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

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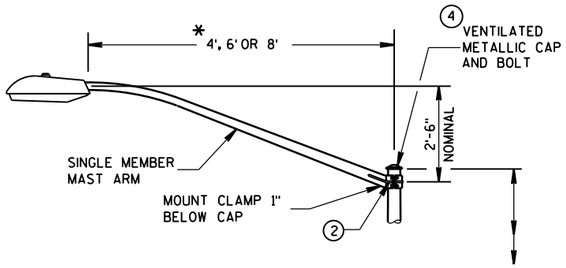
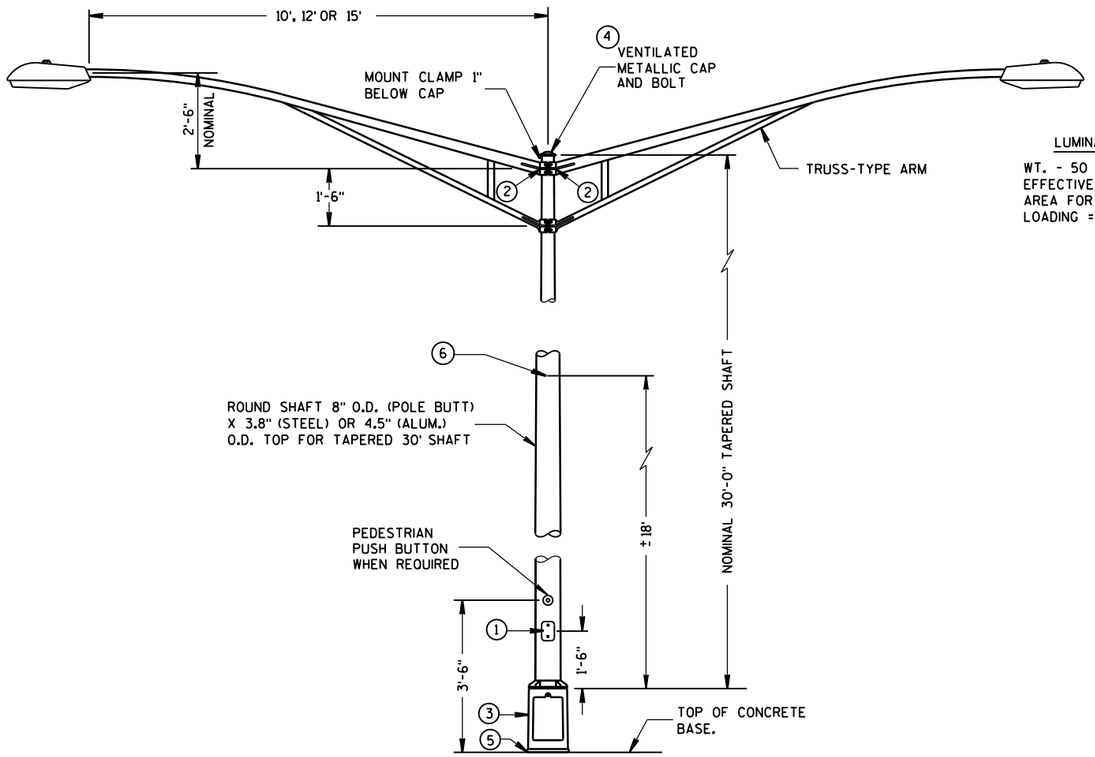
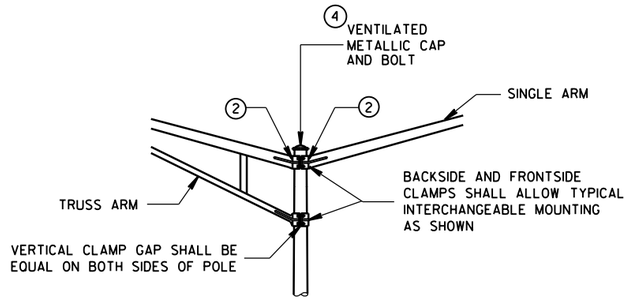
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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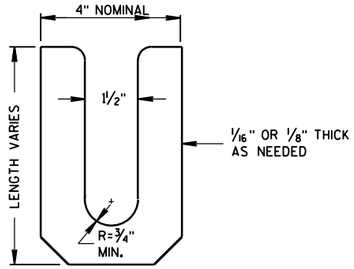
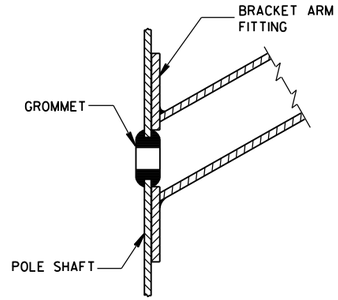
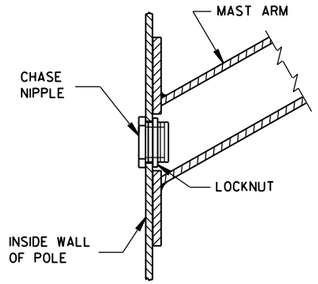


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

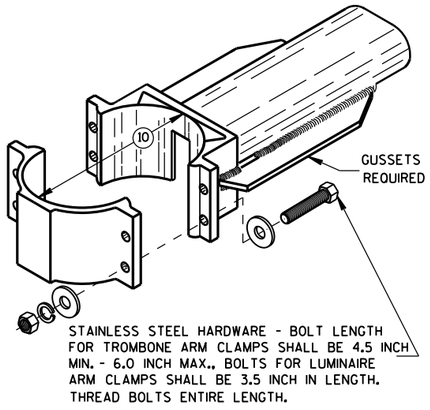
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

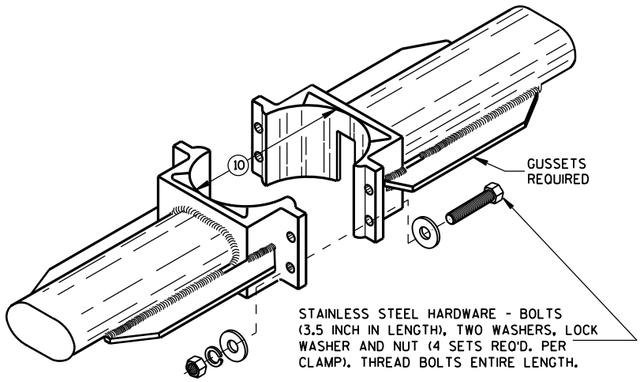
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

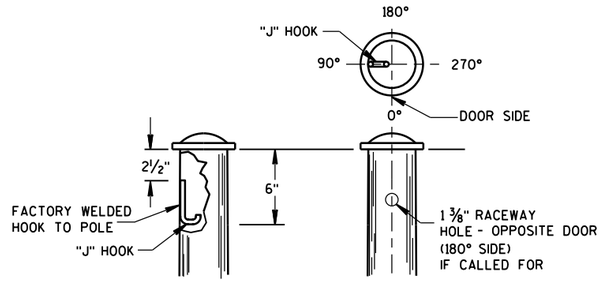
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



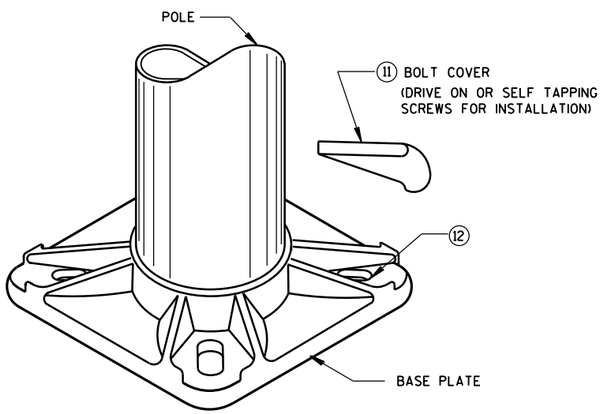
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



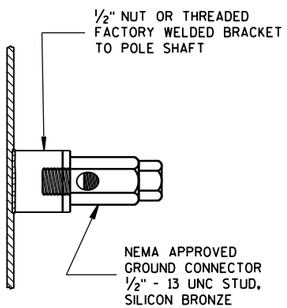
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

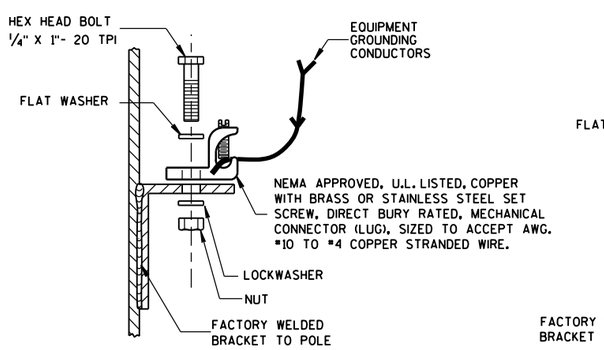


TYPICAL "J" HOOK LOCATION



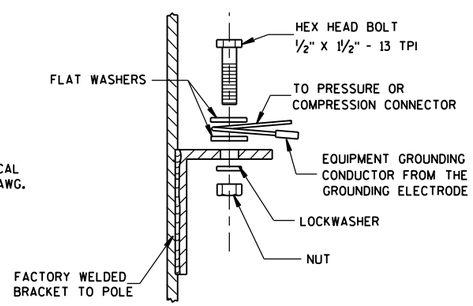
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE
/S/ Ahmet Demirbilek
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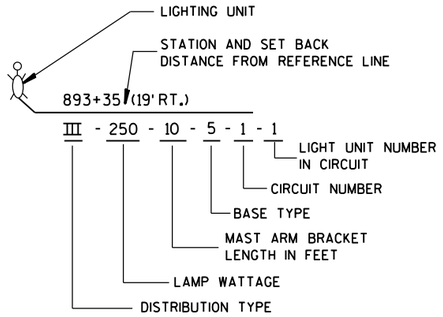
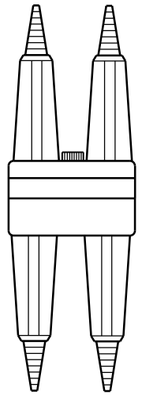
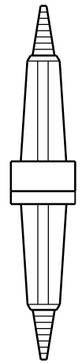


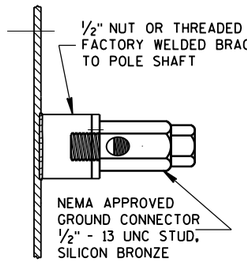
LIGHTING UNIT CODE
(TYPICAL)

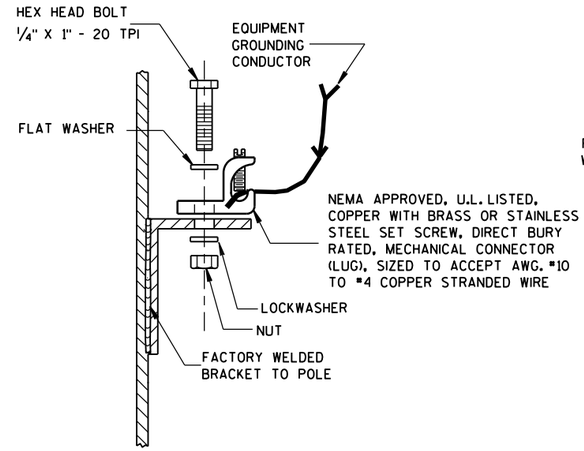


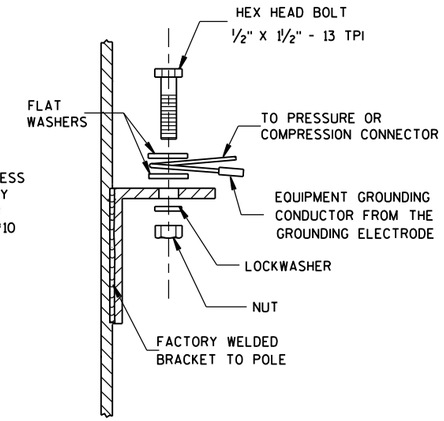
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



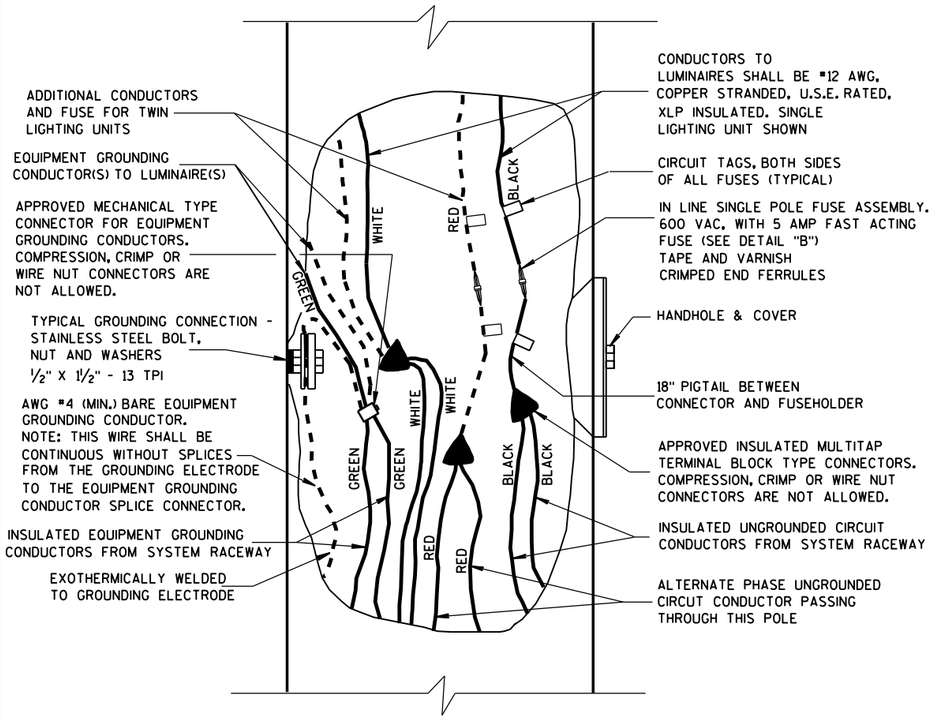
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



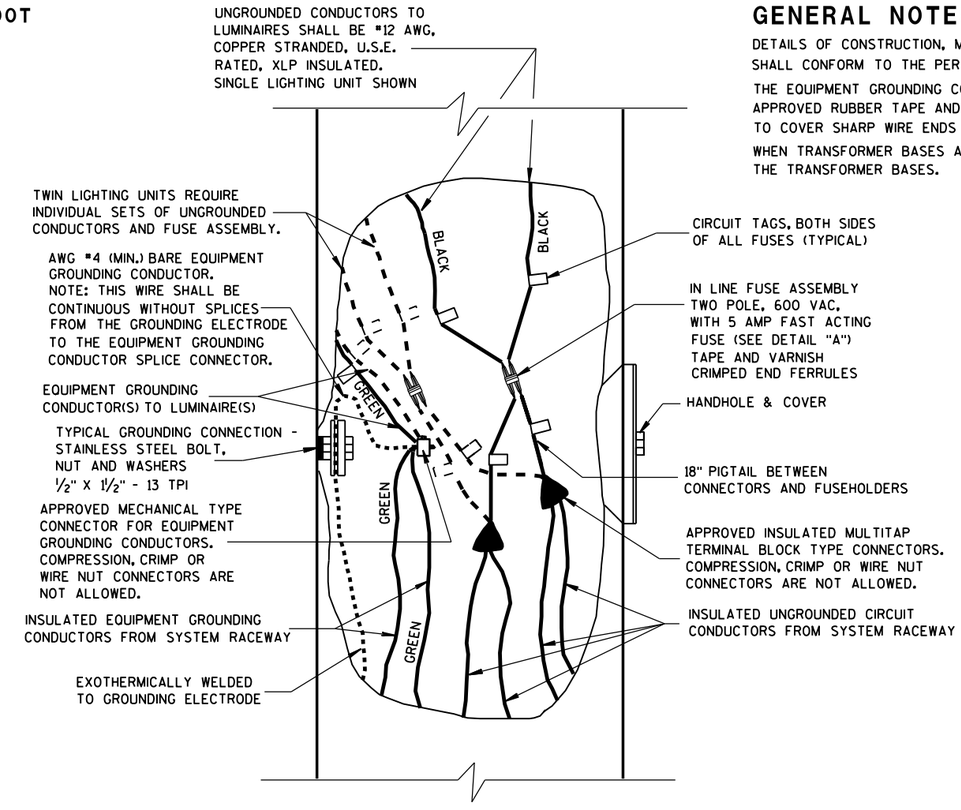




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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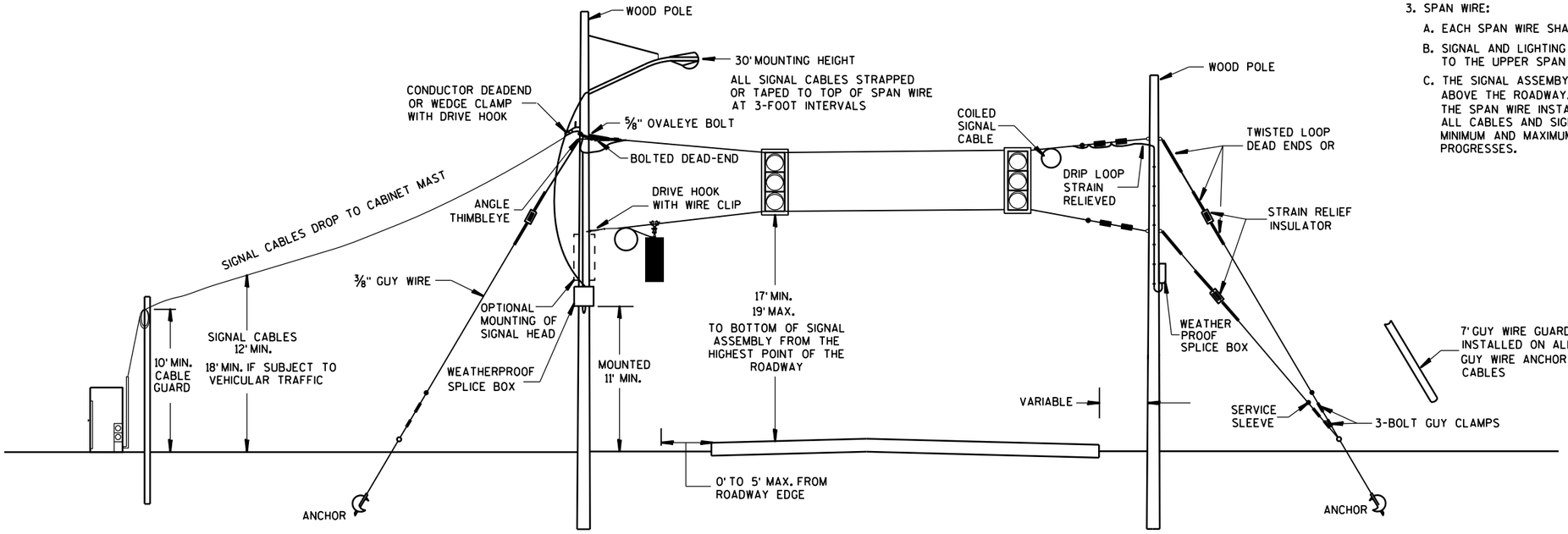
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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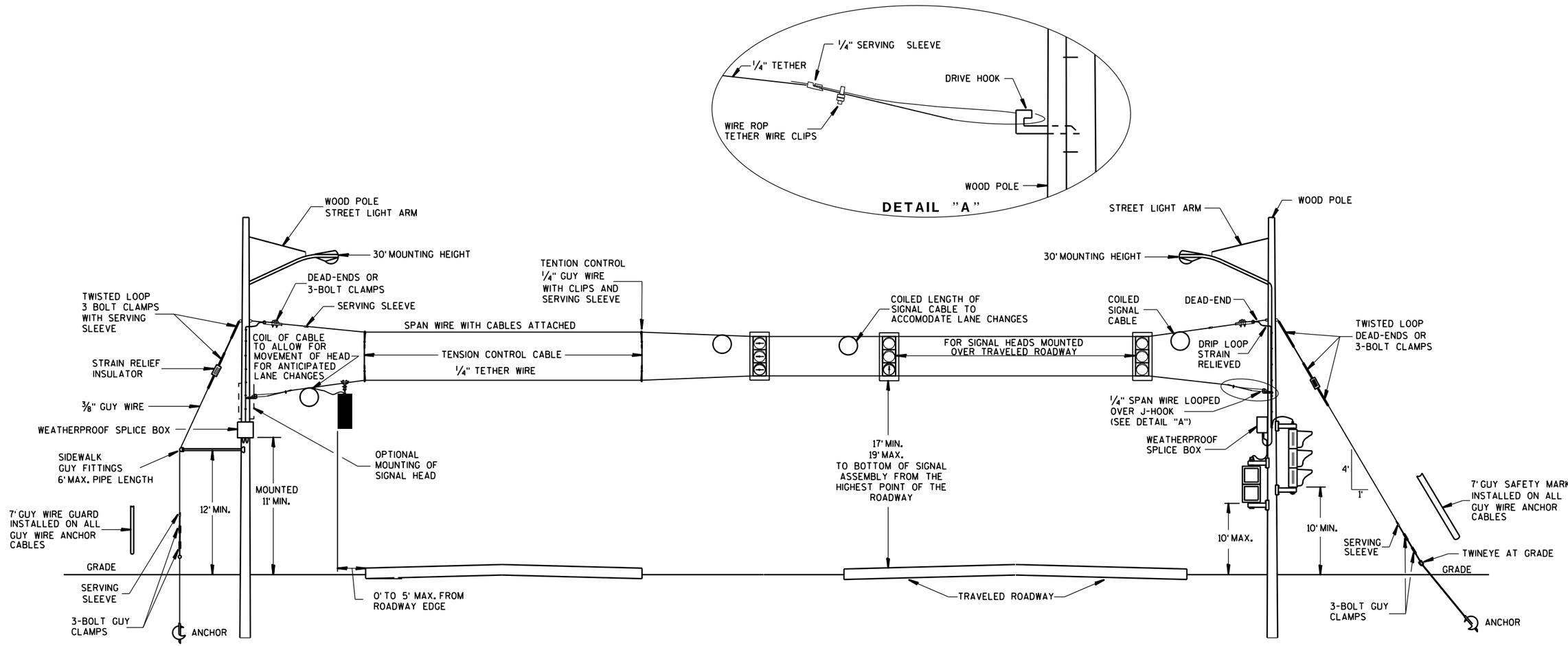
S.D.D. 9 G 1-4a



GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

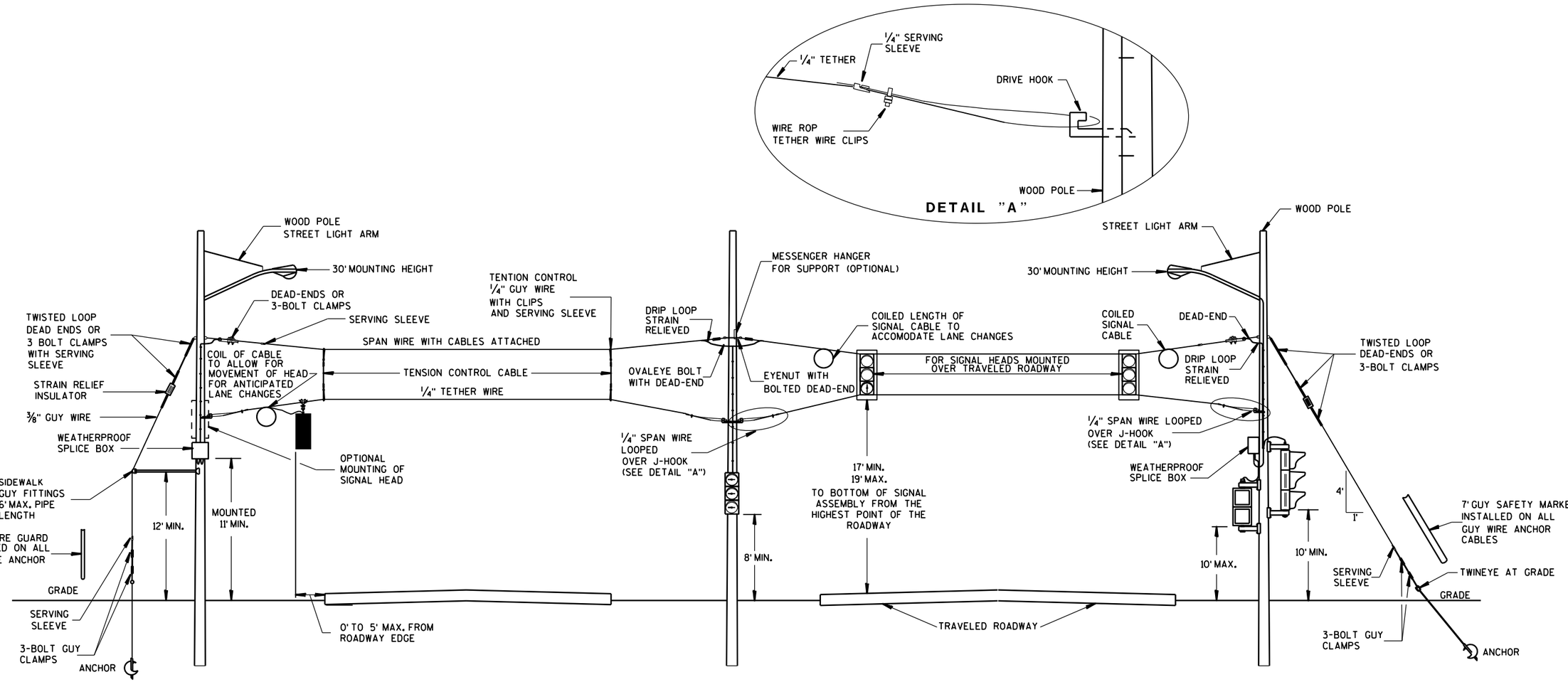
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

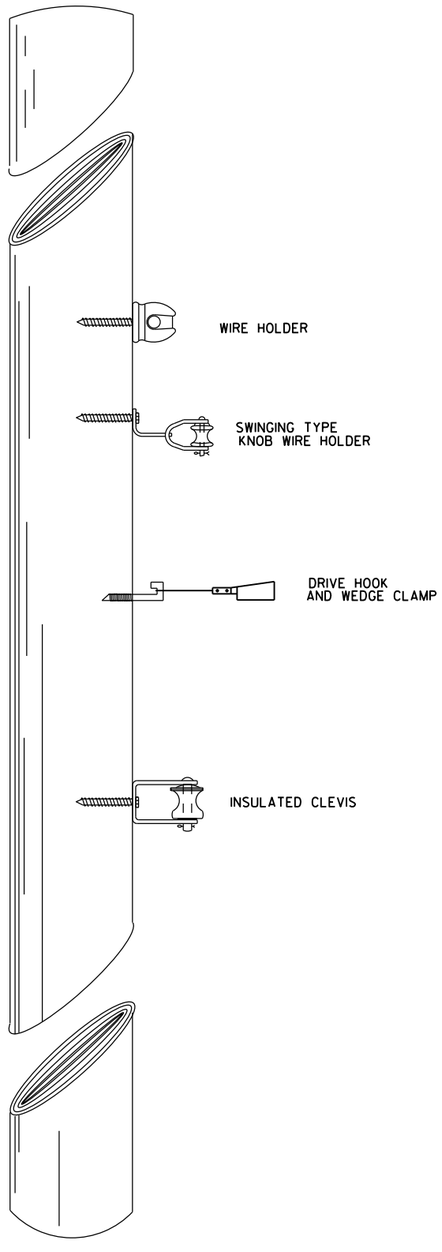
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

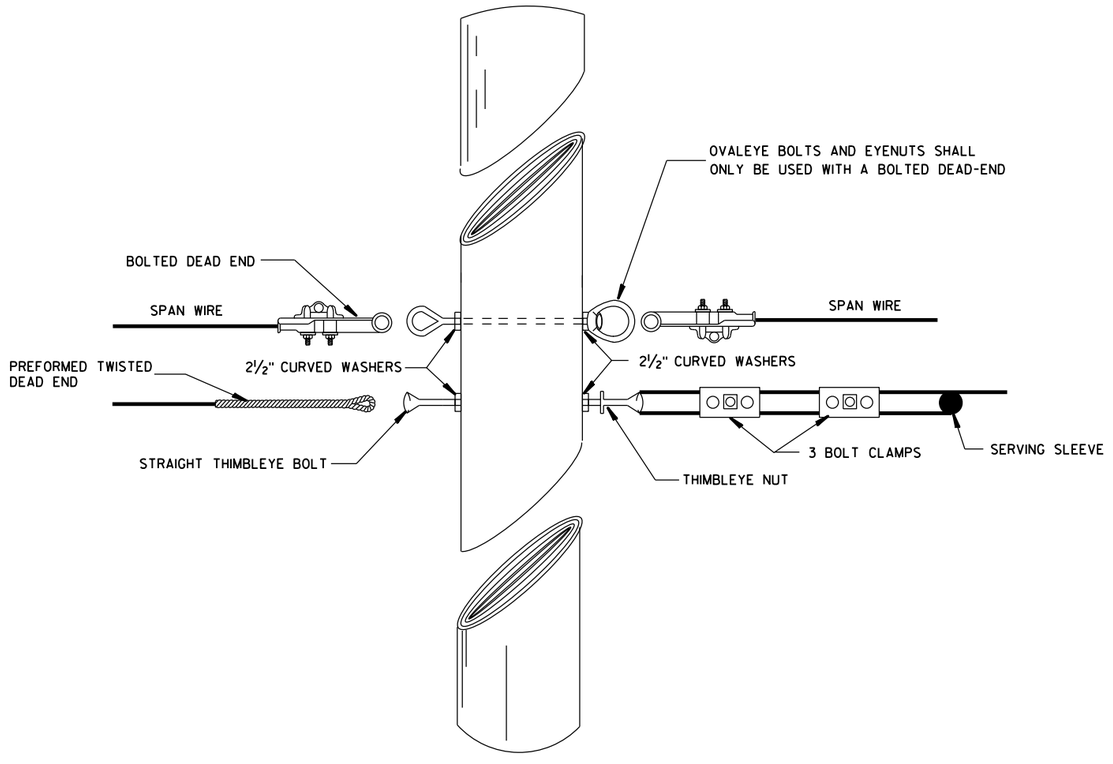
APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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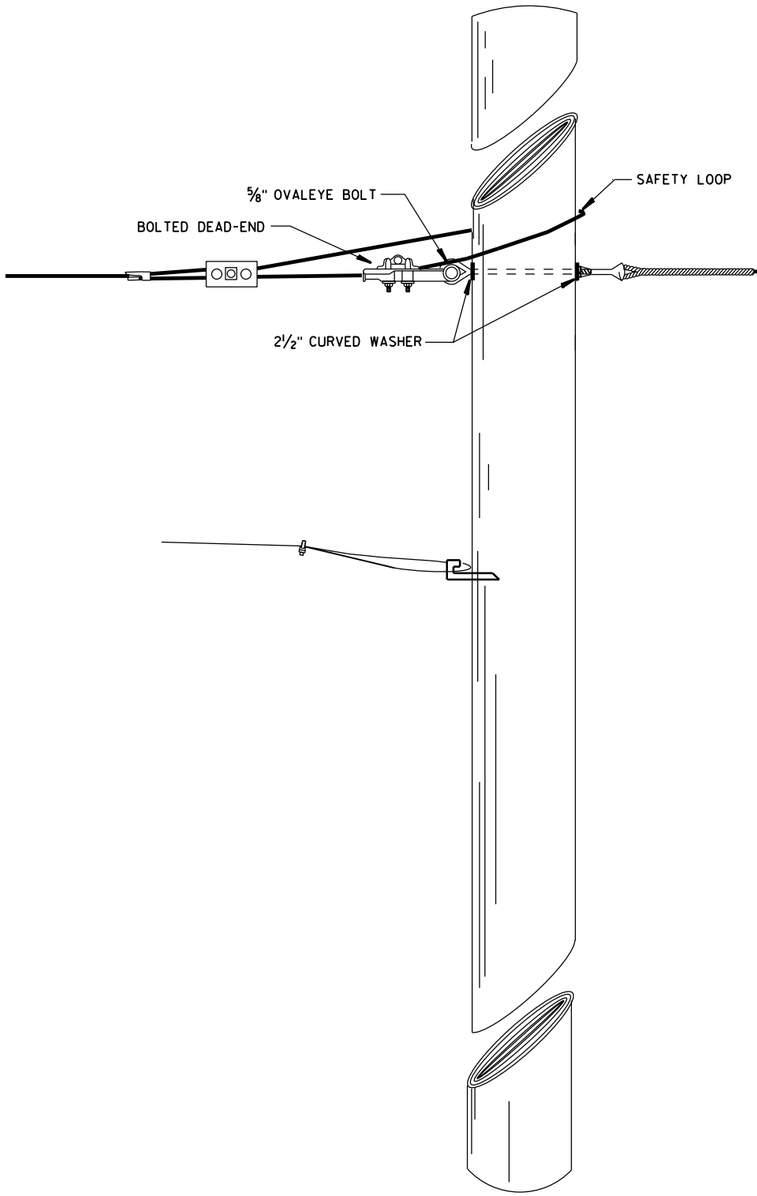
S.D.D. 9 G 1-4d

6

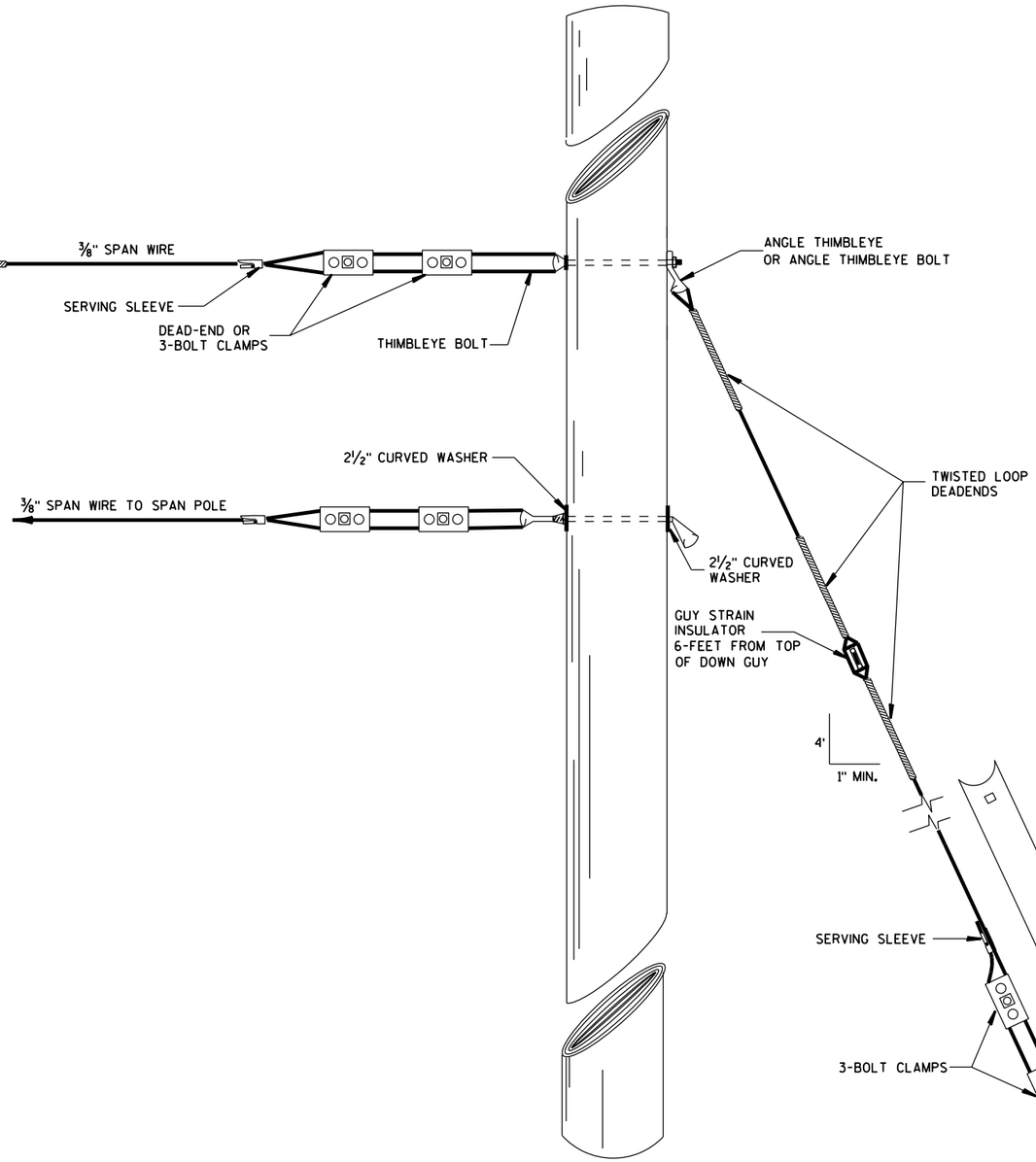
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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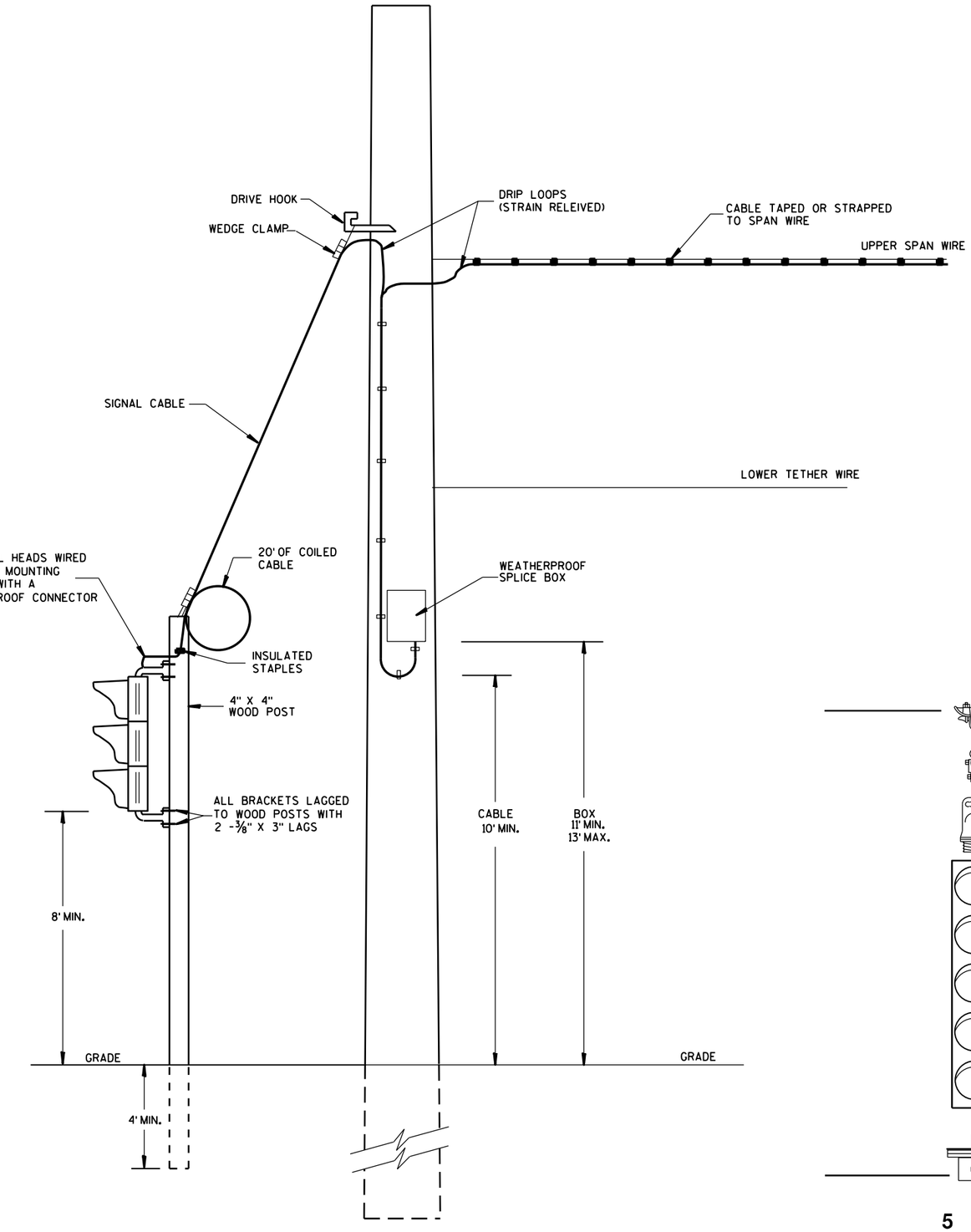
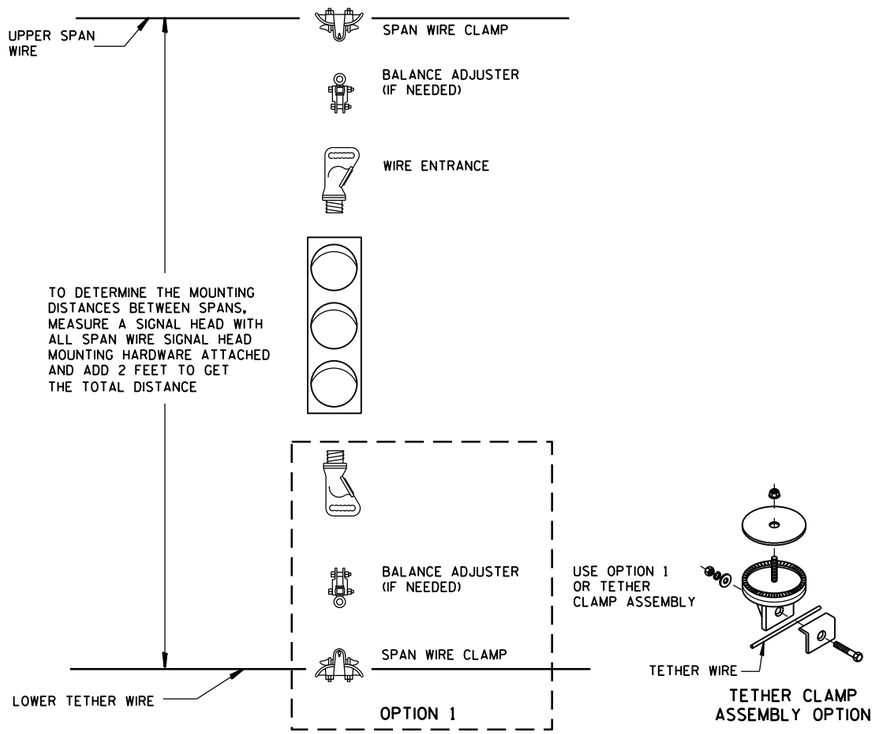
S.D.D. 9 G 1-4e

S.D.D. 9 G 1-4e

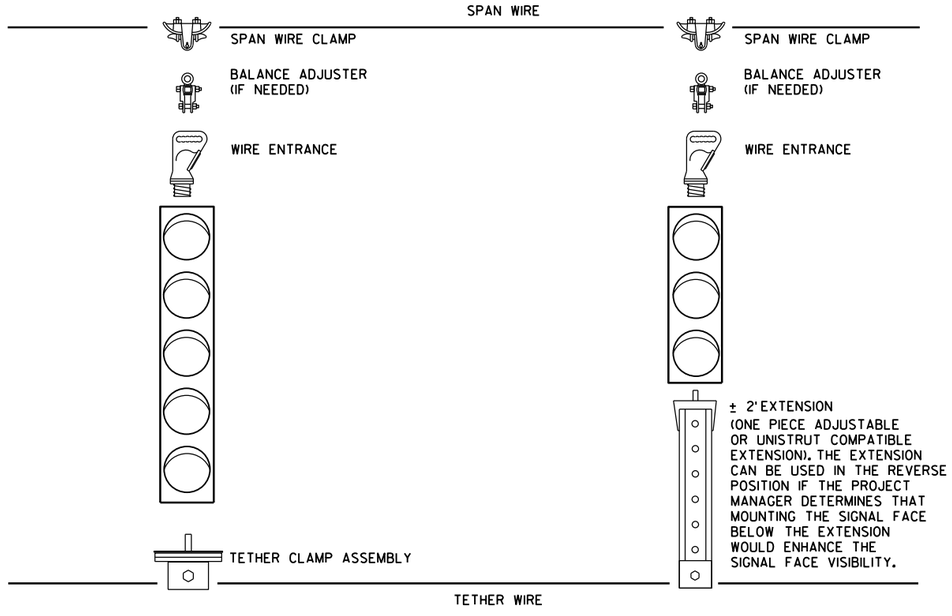


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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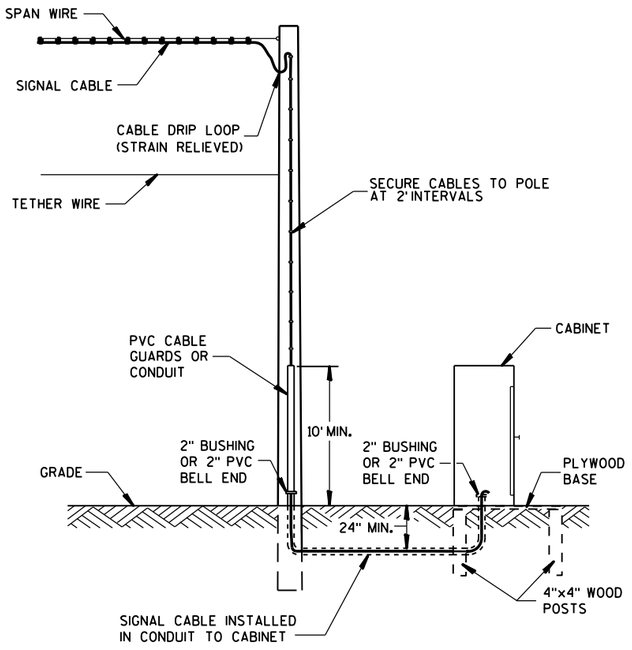
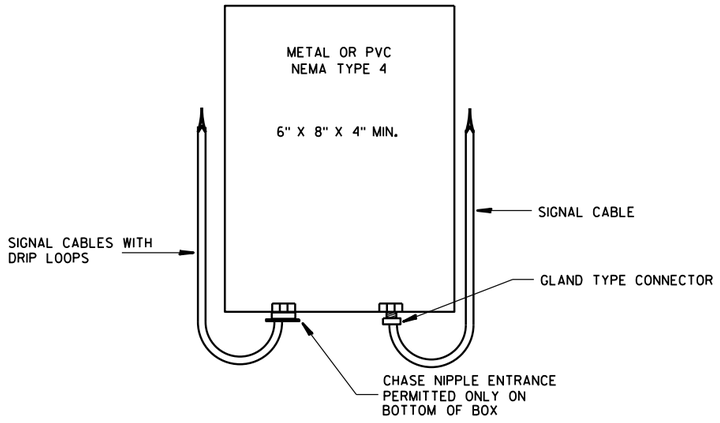
S.D.D. 9 G 1-4f

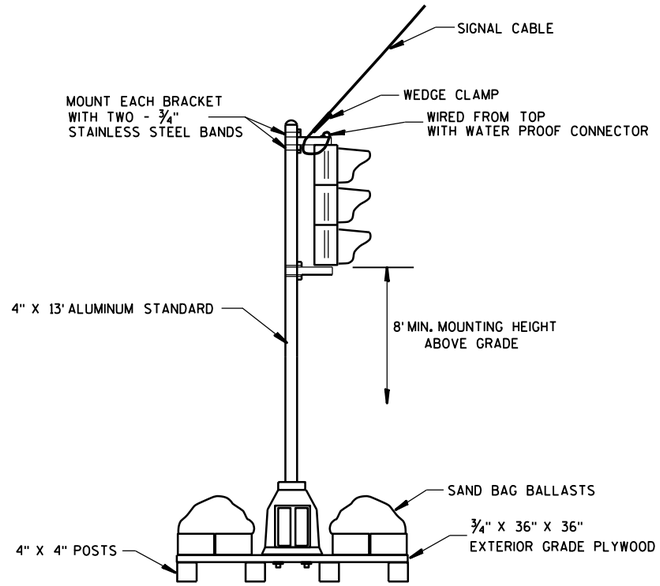
6

S.D.D. 9 G 1-4f

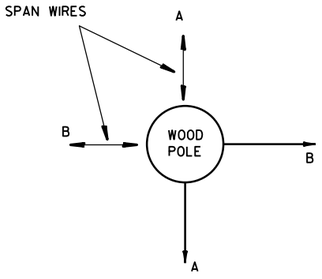




SPLICE BOX

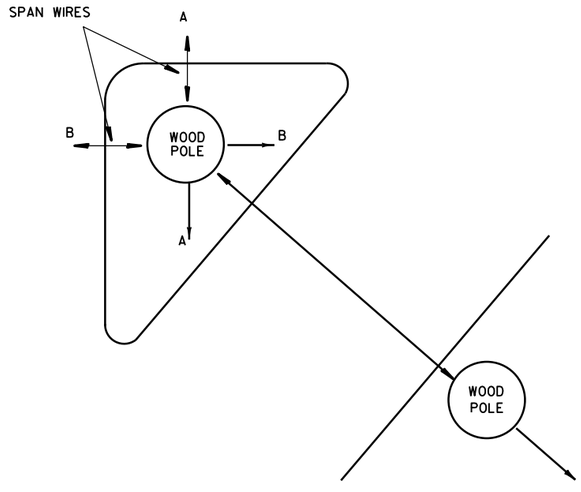


TYPICAL SKID TYPE TEMPORARY

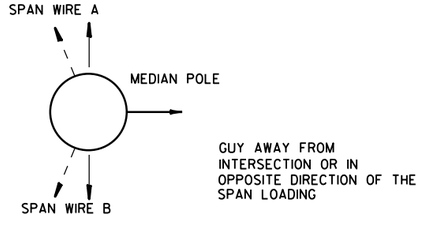


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

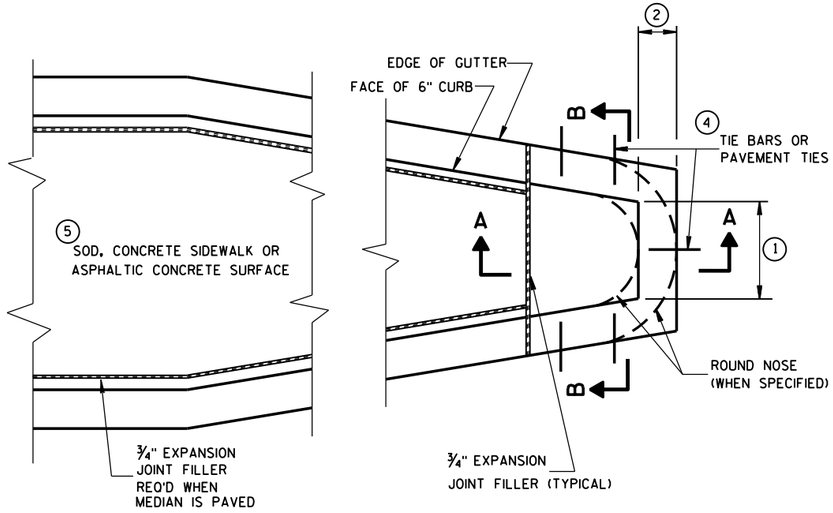
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

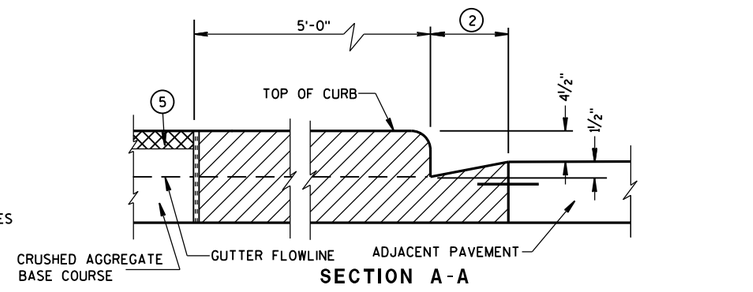
6

S.D.D. 9 G 1-4g

6

S.D.D. 9 G 1-4g





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

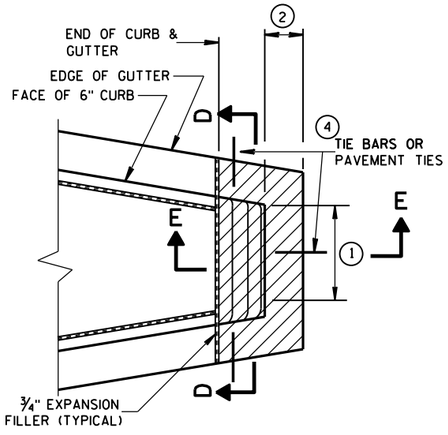
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

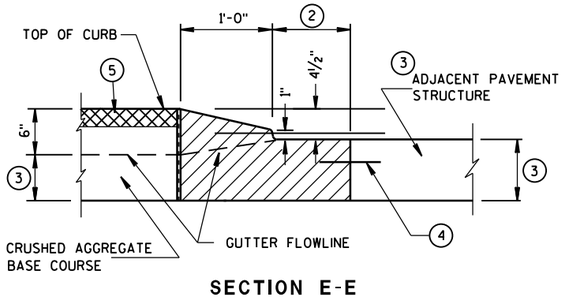
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

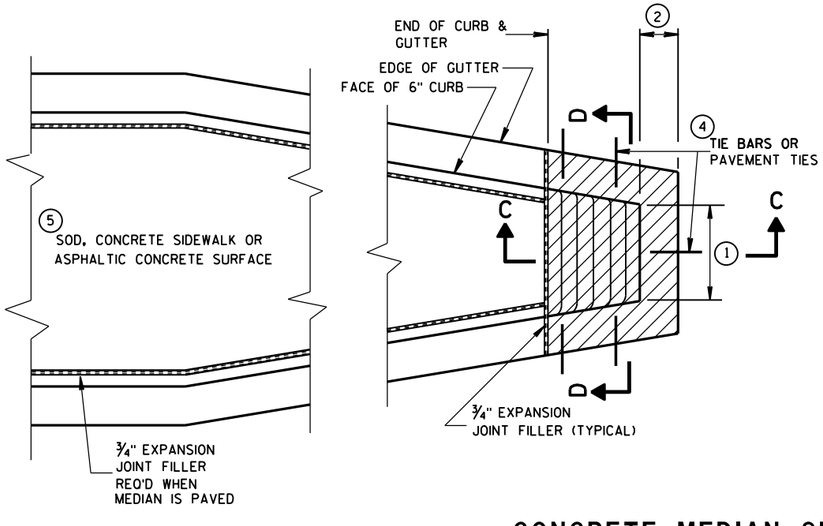
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

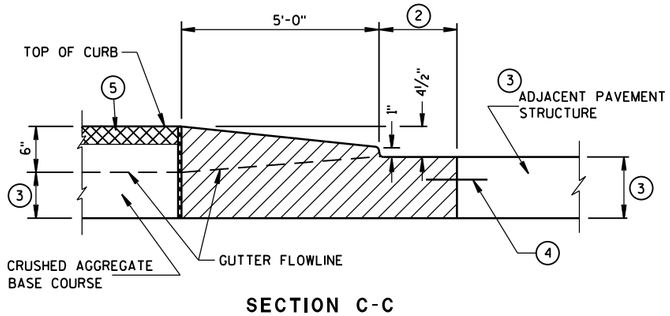




SECTION E-E

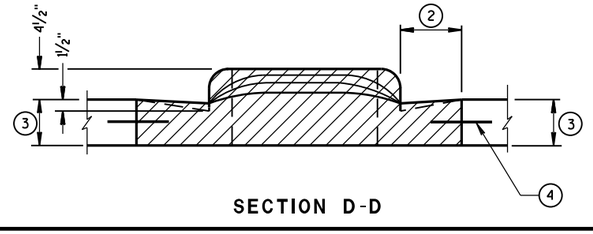
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

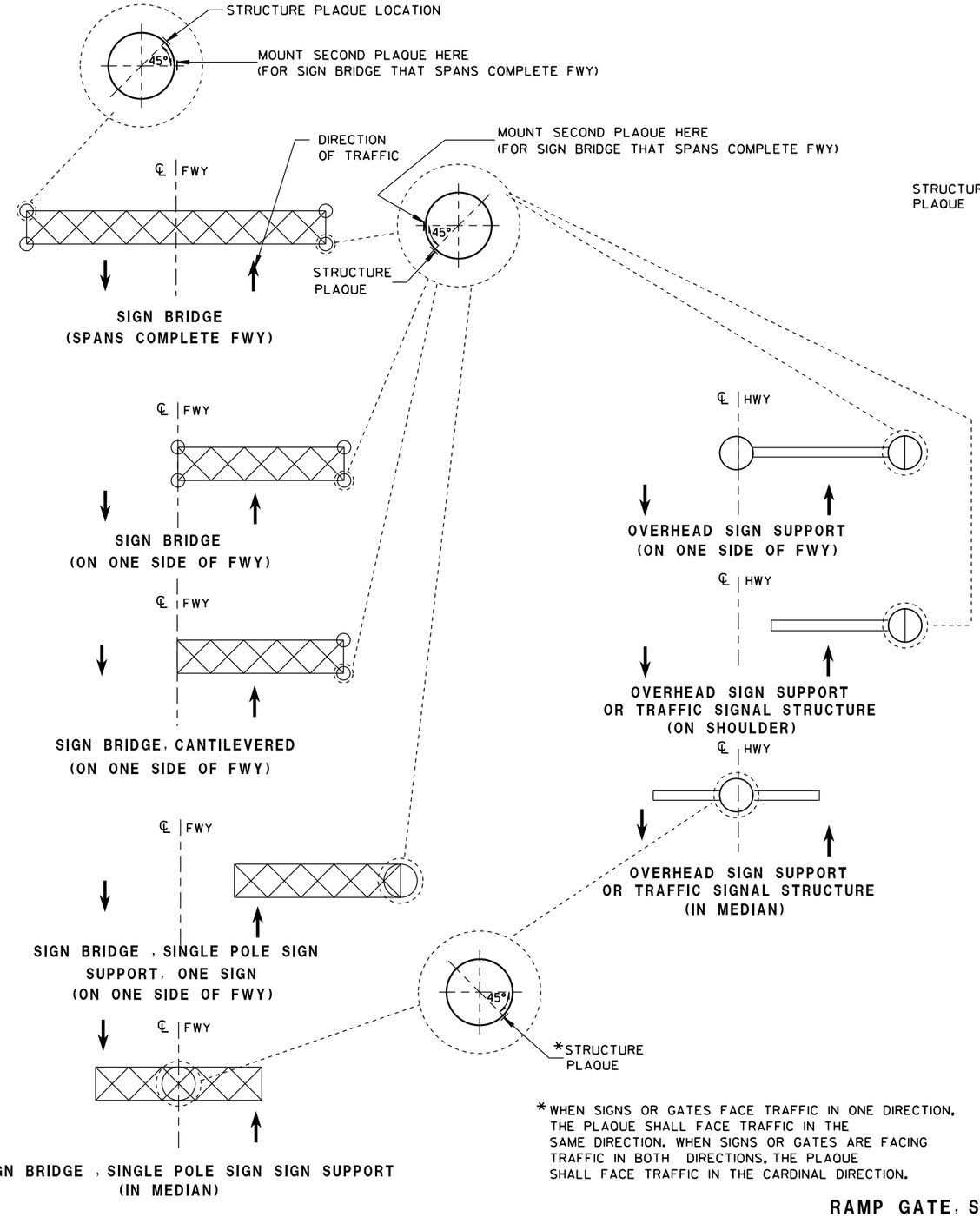
FHWA

6

S.D.D. 11 B 2-2

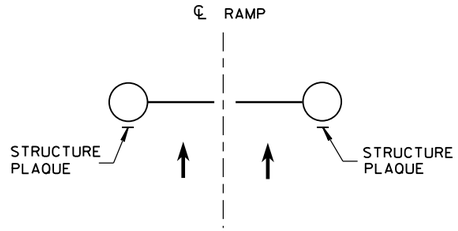
6

S.D.D. 11 B 2-2

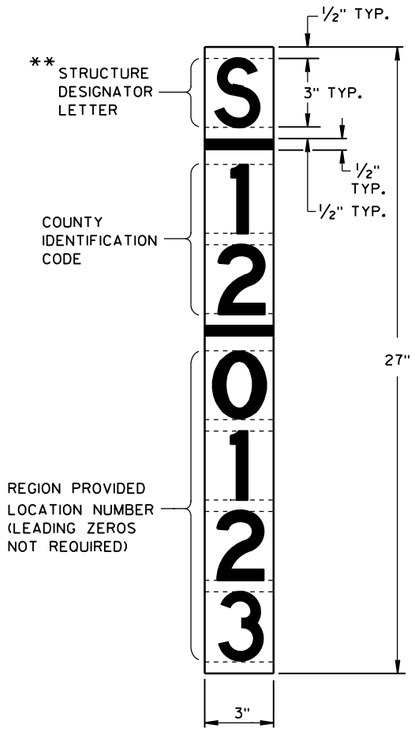


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

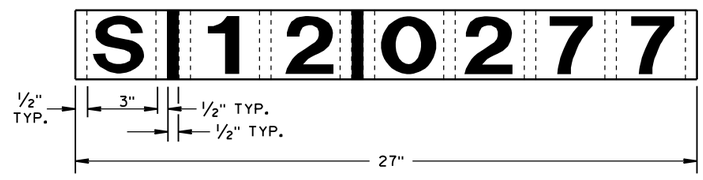
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

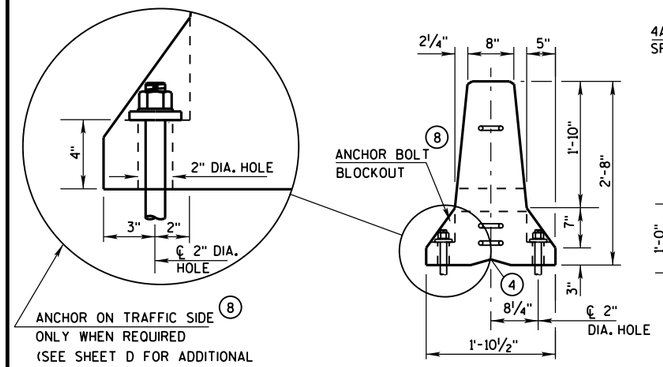
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

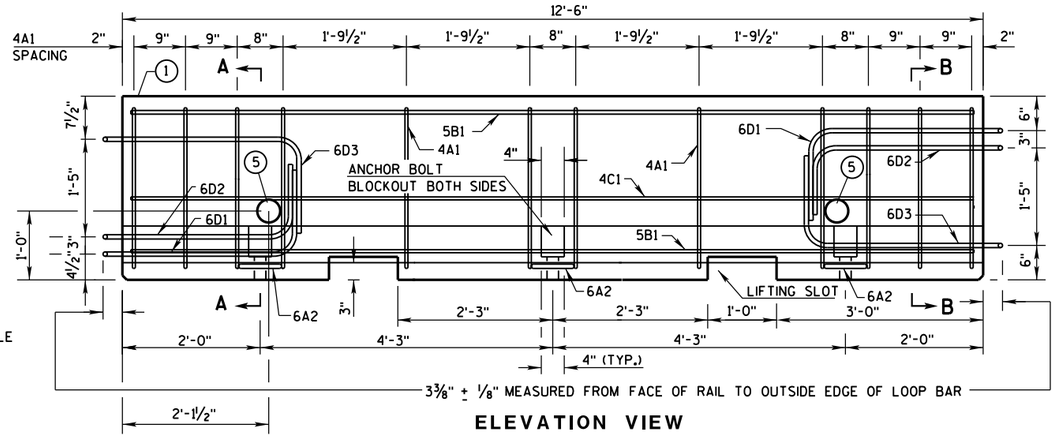
APPROVED
12/4/2012 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA

6

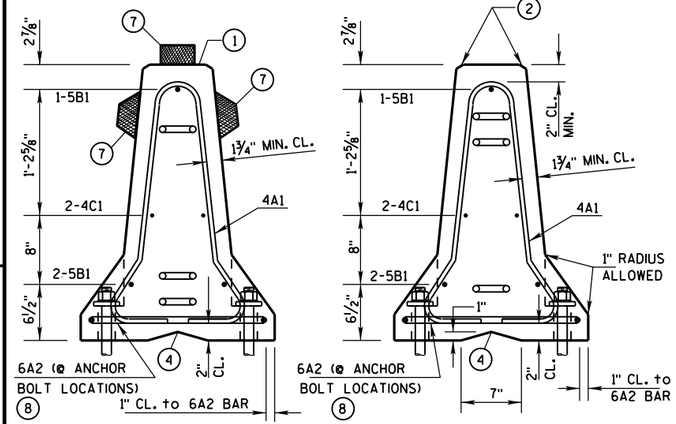
S.D.D. 12 A 4-3



END VIEW

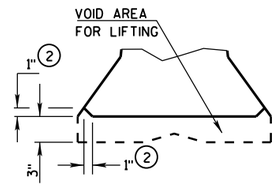


ELEVATION VIEW

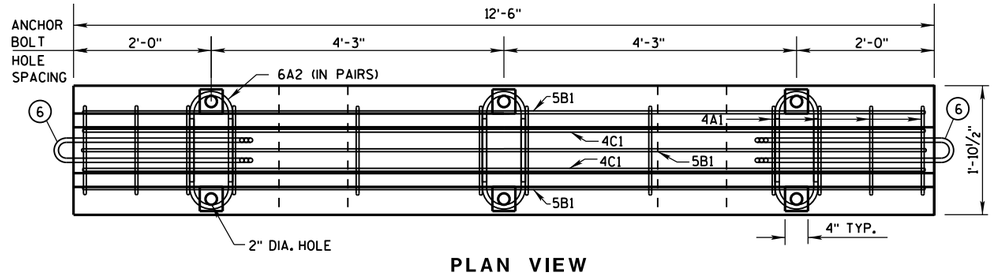


SECTION A-A
(STIRRUP PLACEMENT)

SECTION B-B
(STIRRUP PLACEMENT)

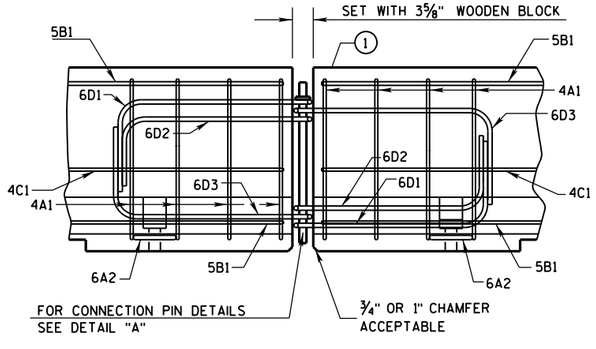


DETAIL "B"
LIFTING SLOT DETAIL

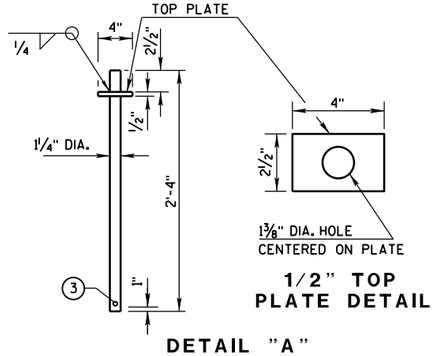


PLAN VIEW

DETAILS OF BARRIER SECTION

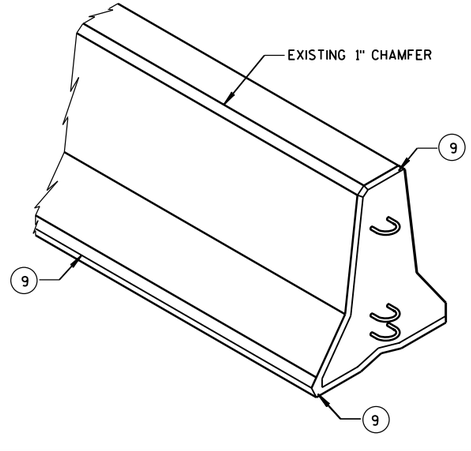


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

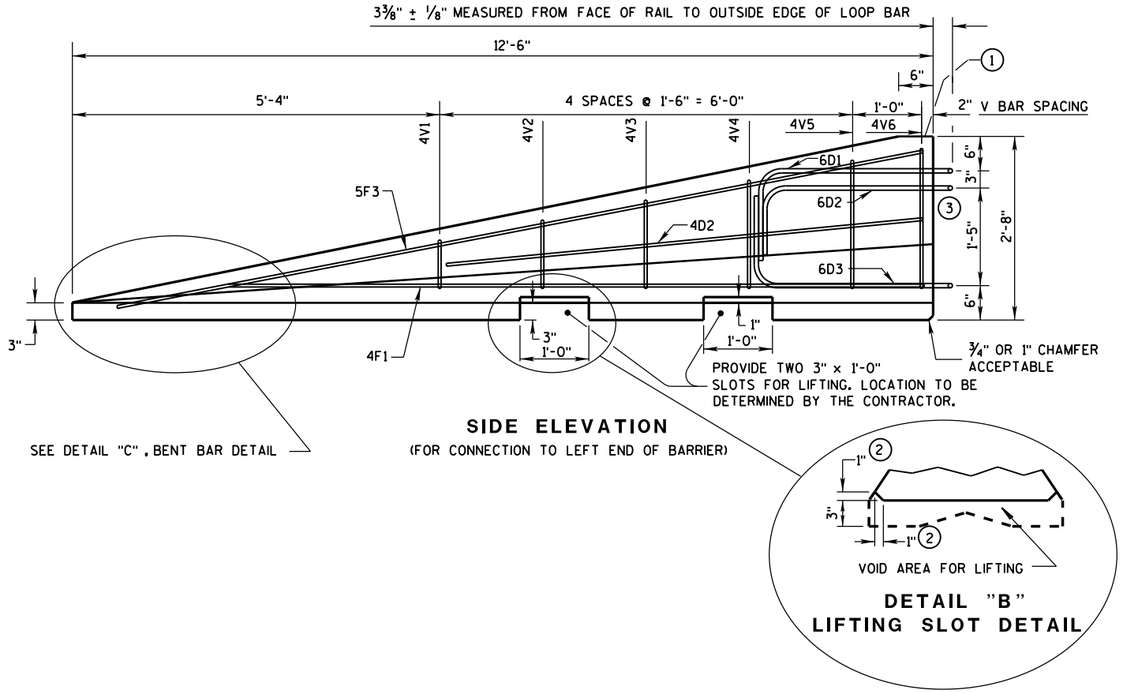
(9) 1" CHAMFER OPTIONAL.

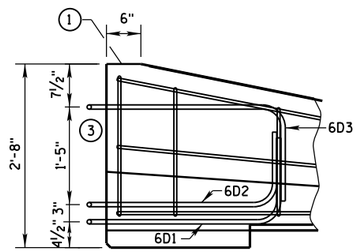
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

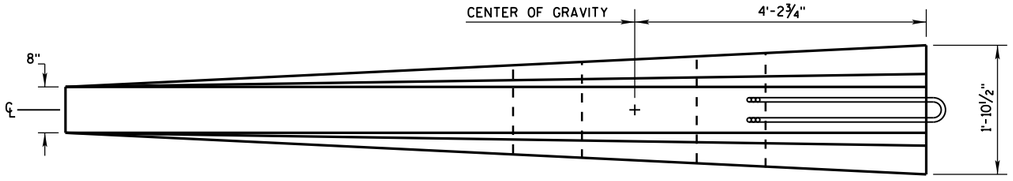
S.D.D. 14 B 7-14a

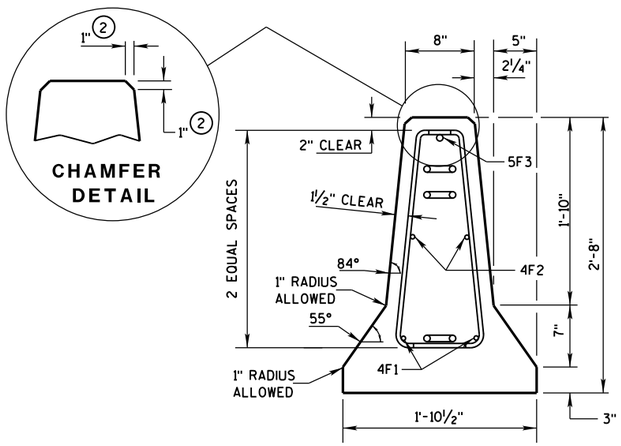


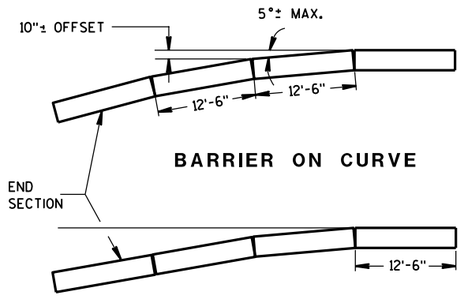


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

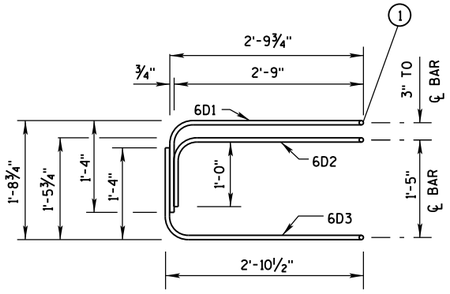
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

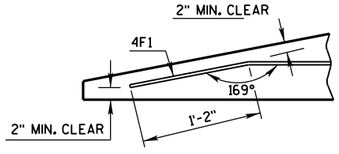
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

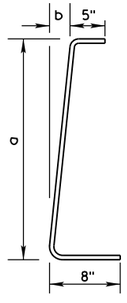
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

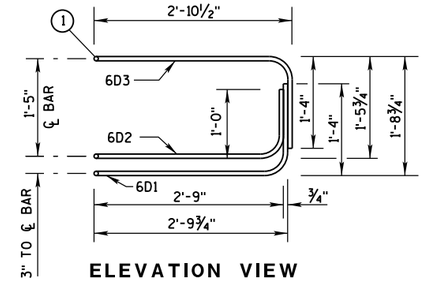
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

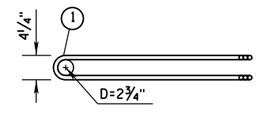
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

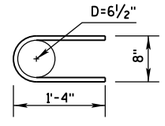
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



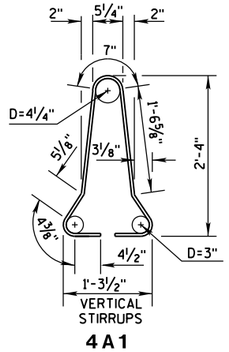
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

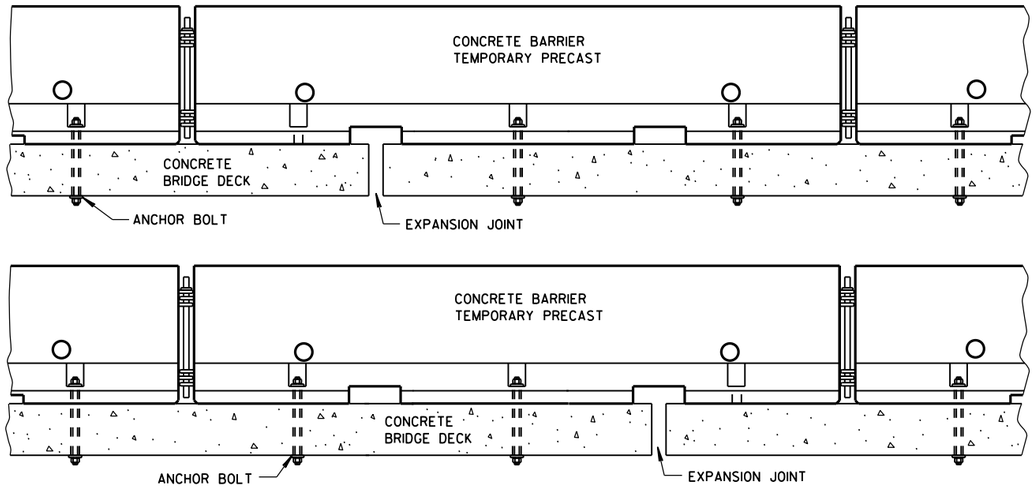
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

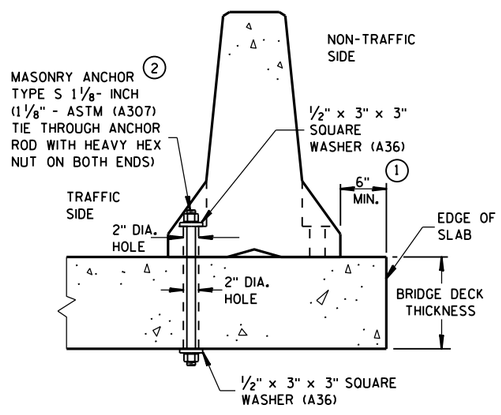
6

S.D.D. 14 B 7-14c



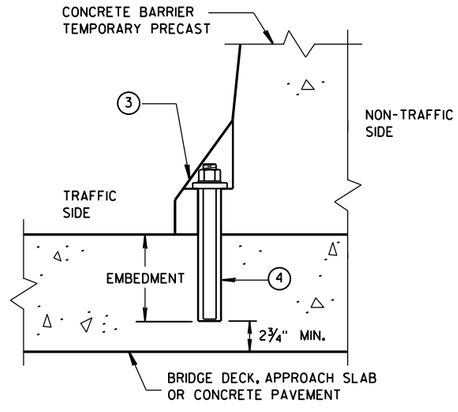
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT ②

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

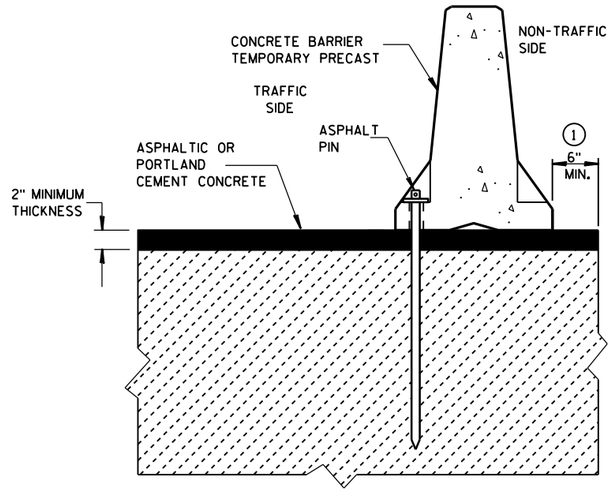
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

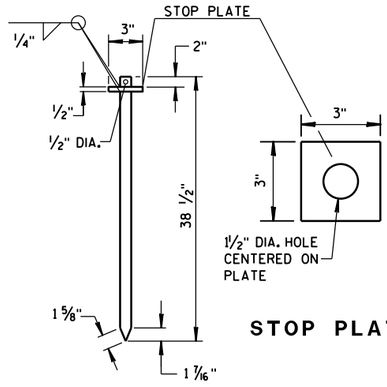
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

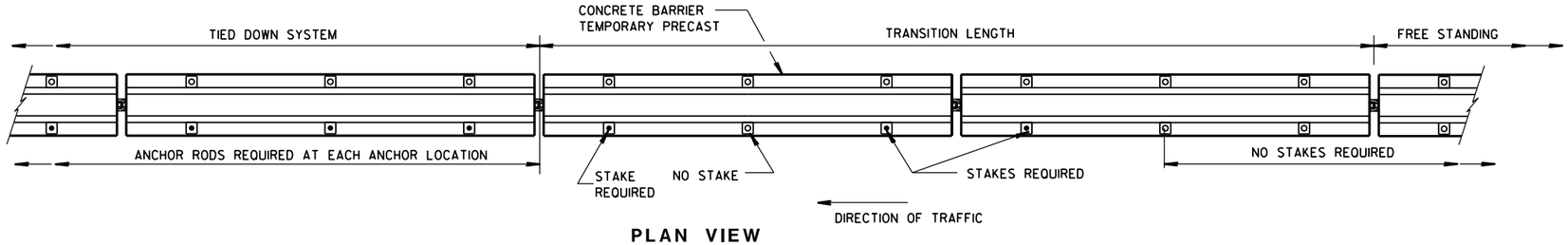
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

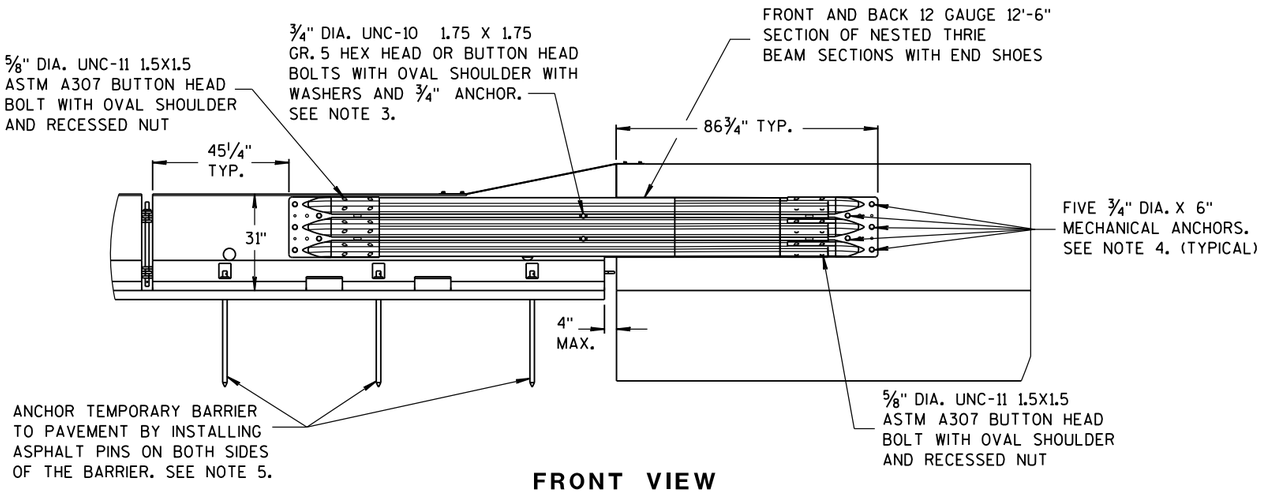
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

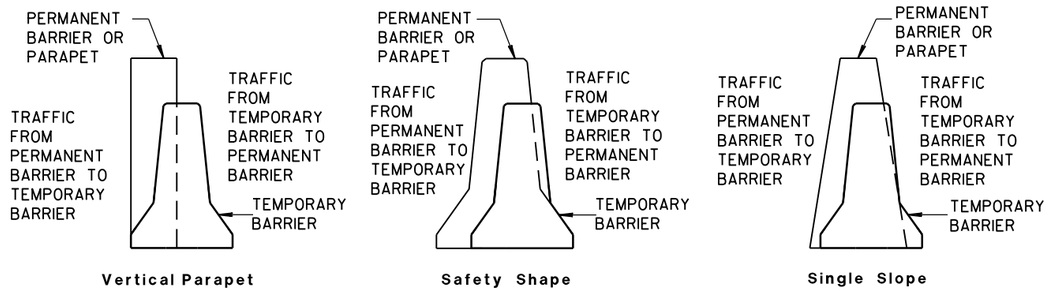
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d



FRONT VIEW

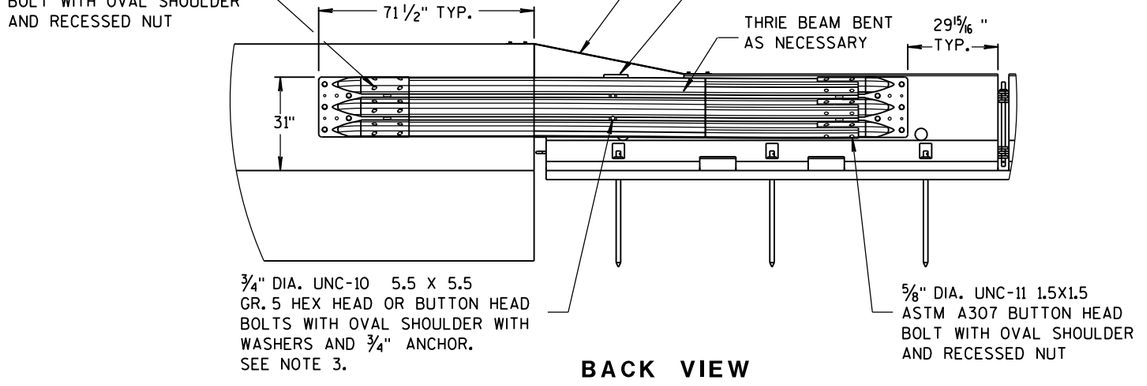


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

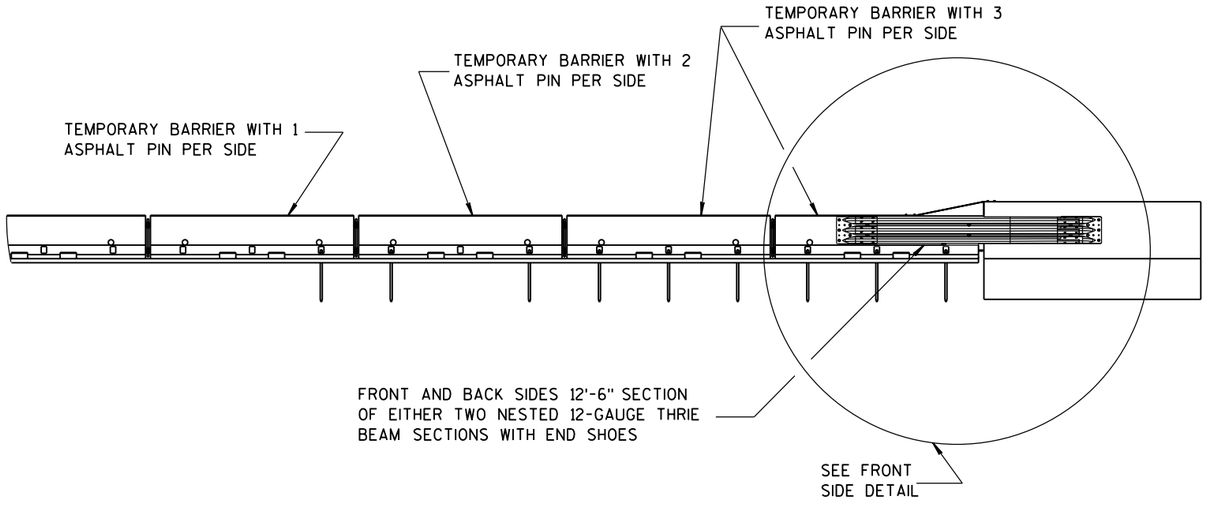
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

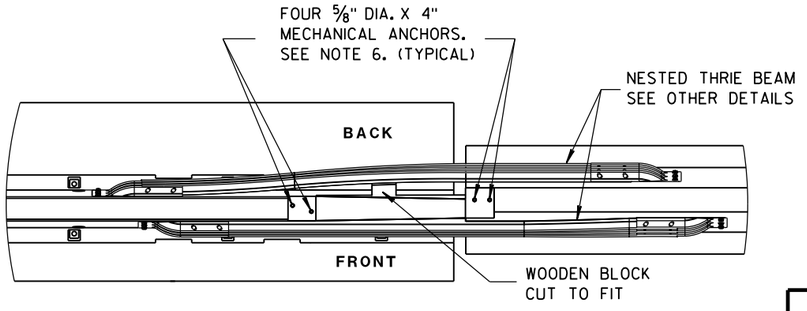
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



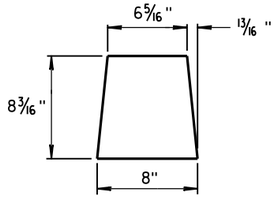
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

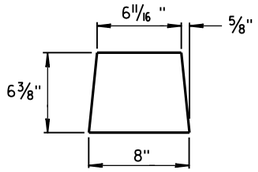
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 7-14e



GUSSET 1



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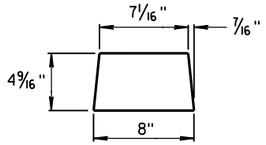
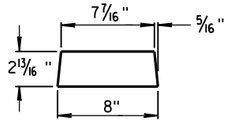
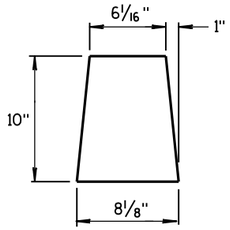


GUSSET 3

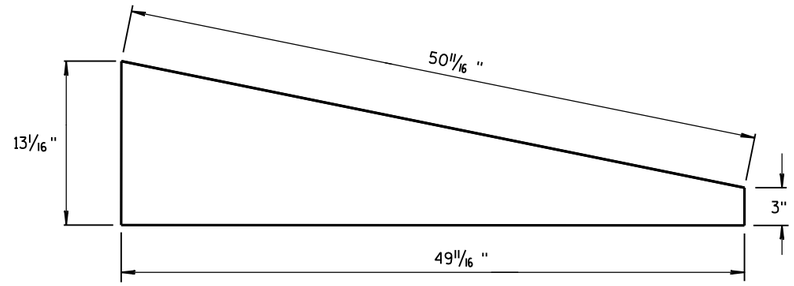


GUSSET 4

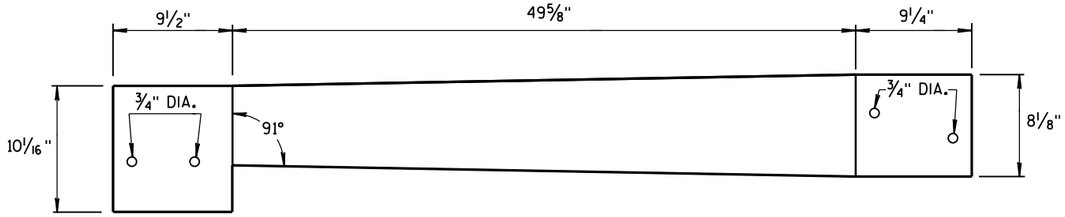
GUSSETS

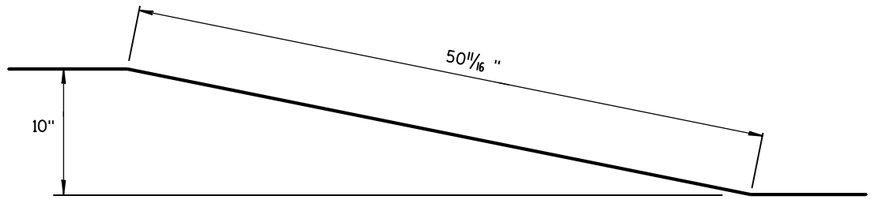


END PLATE



SIDE PLATE

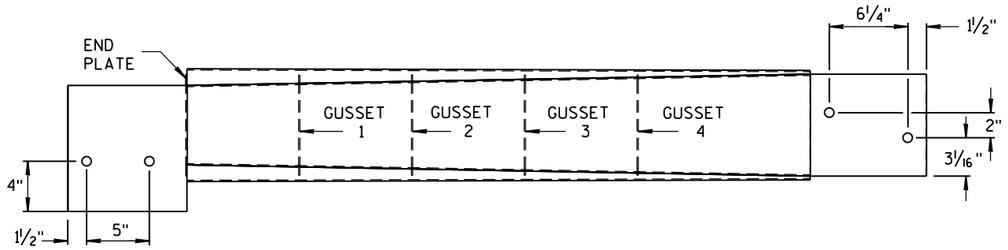


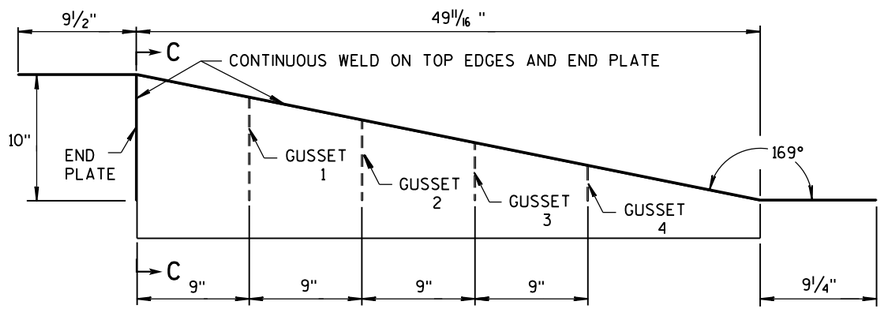


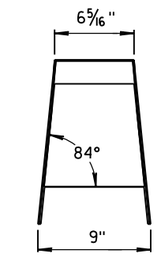
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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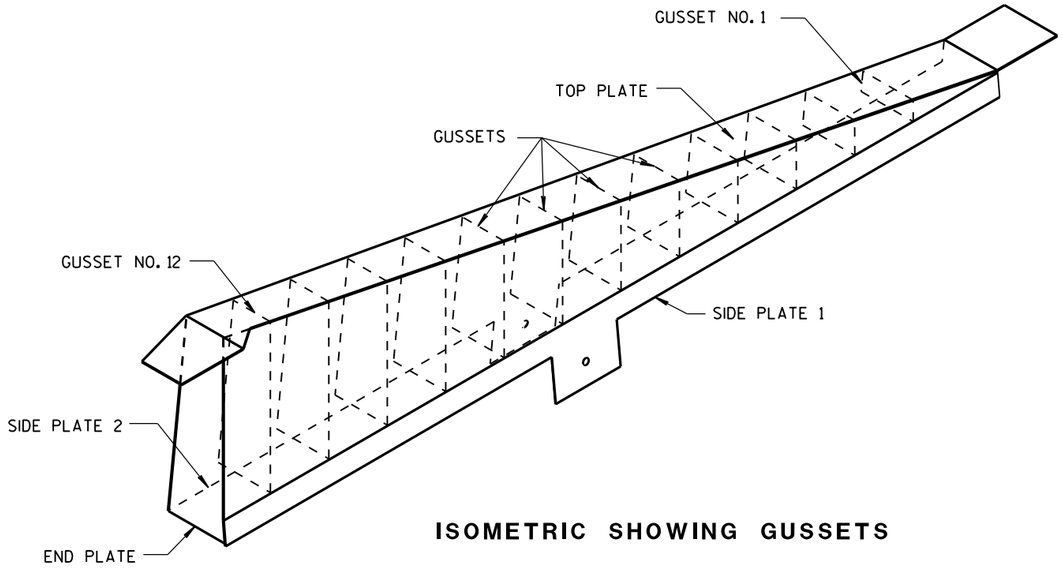
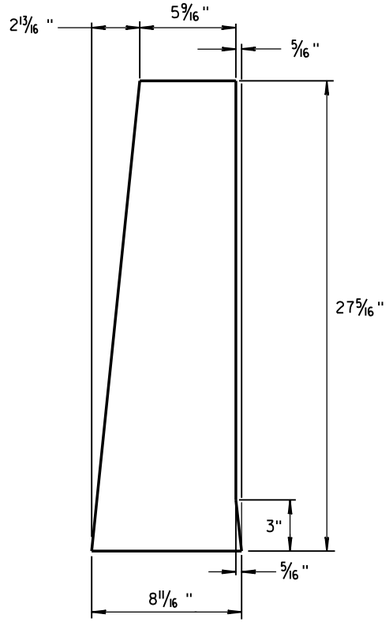
S.D.D. 14 B 7-14f

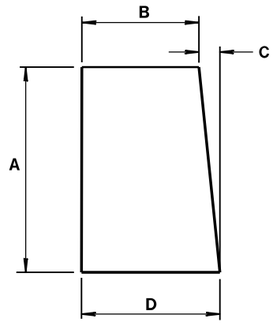


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



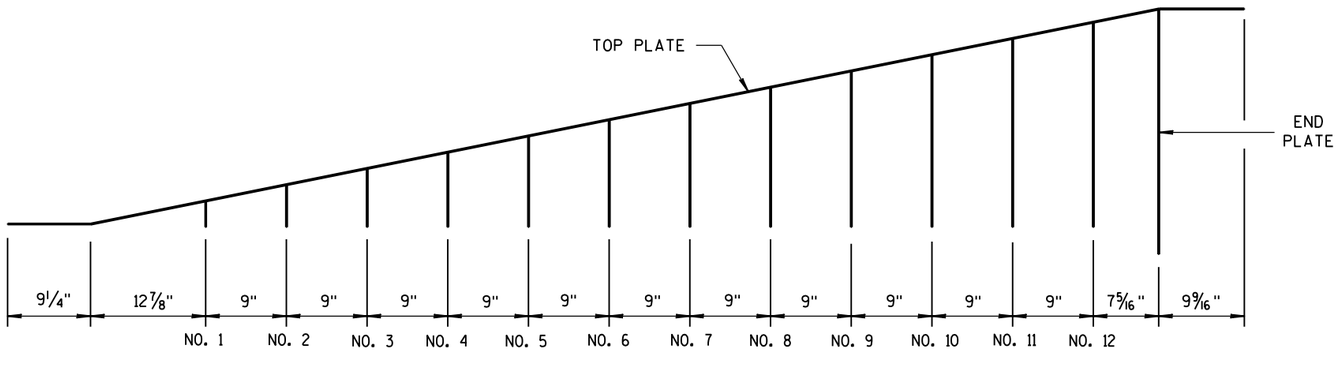
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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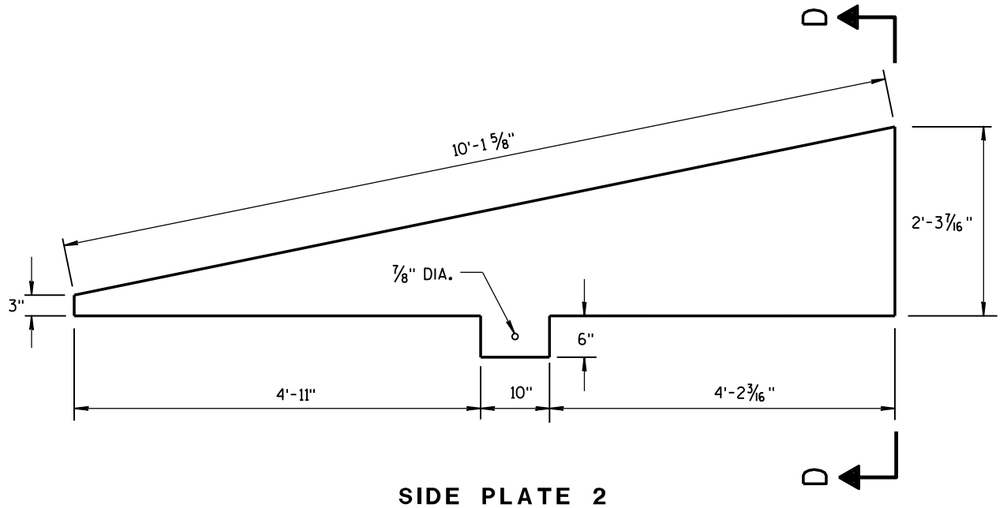
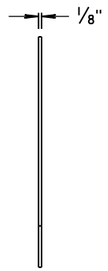
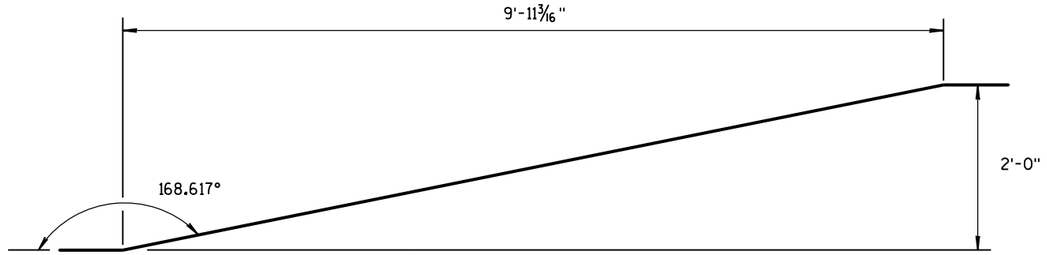
S.D.D. 14 B 7-14g



SIDE PLATE 2

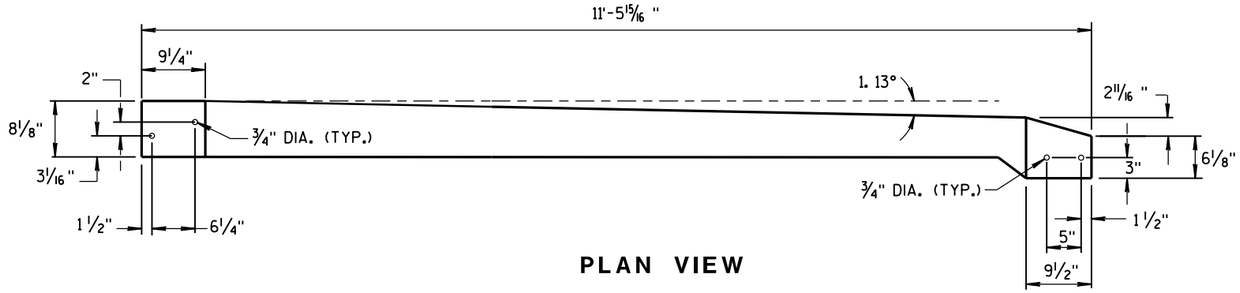


END VIEW



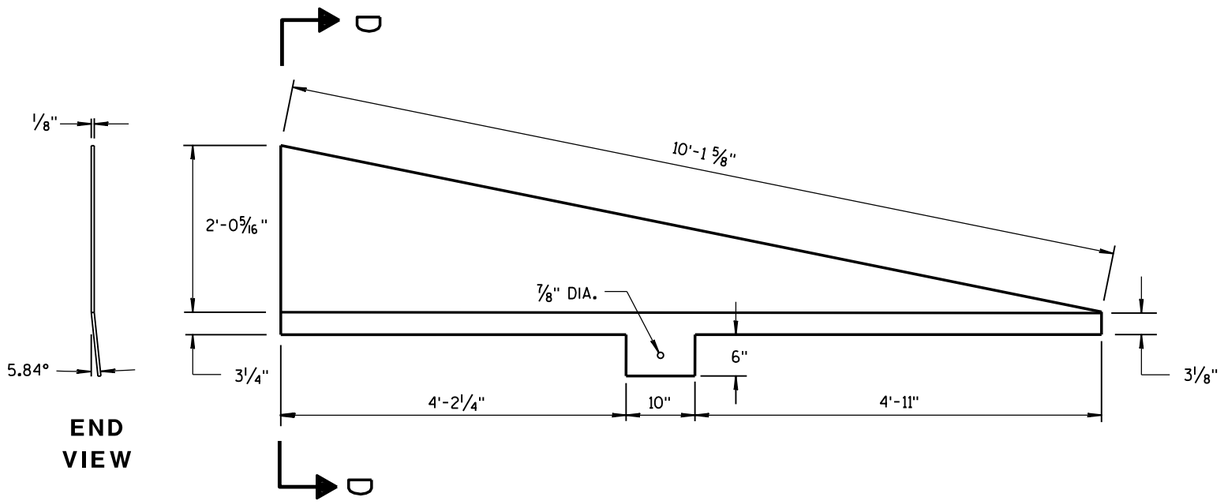
SIDE VIEW

TOP PLATE



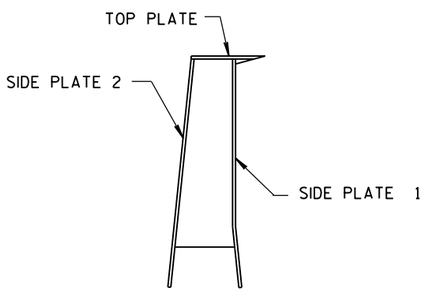
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 7-14h

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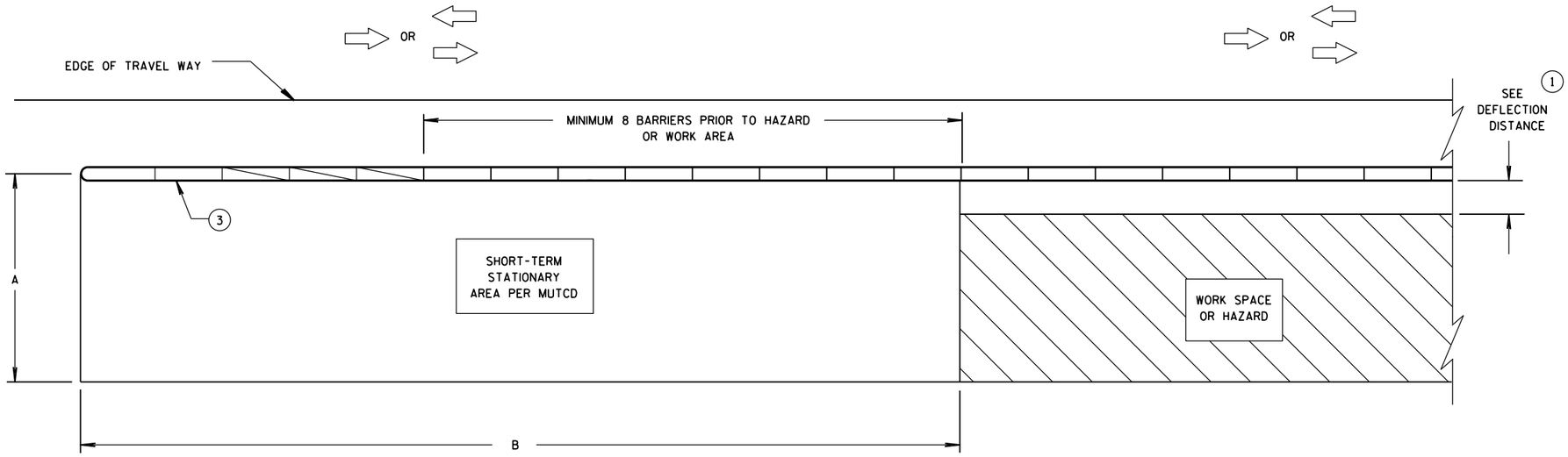
S.D.D. 14 B 7-14h



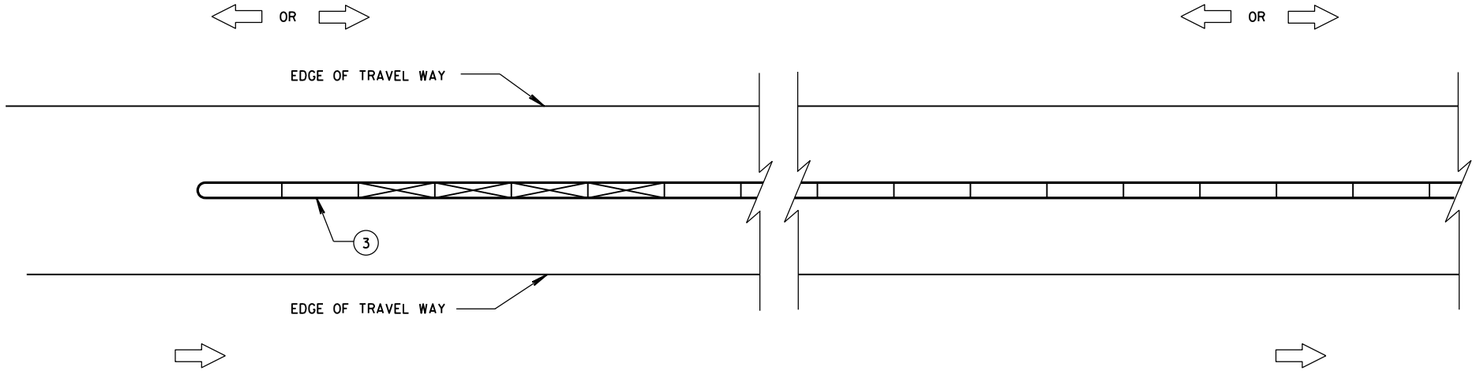
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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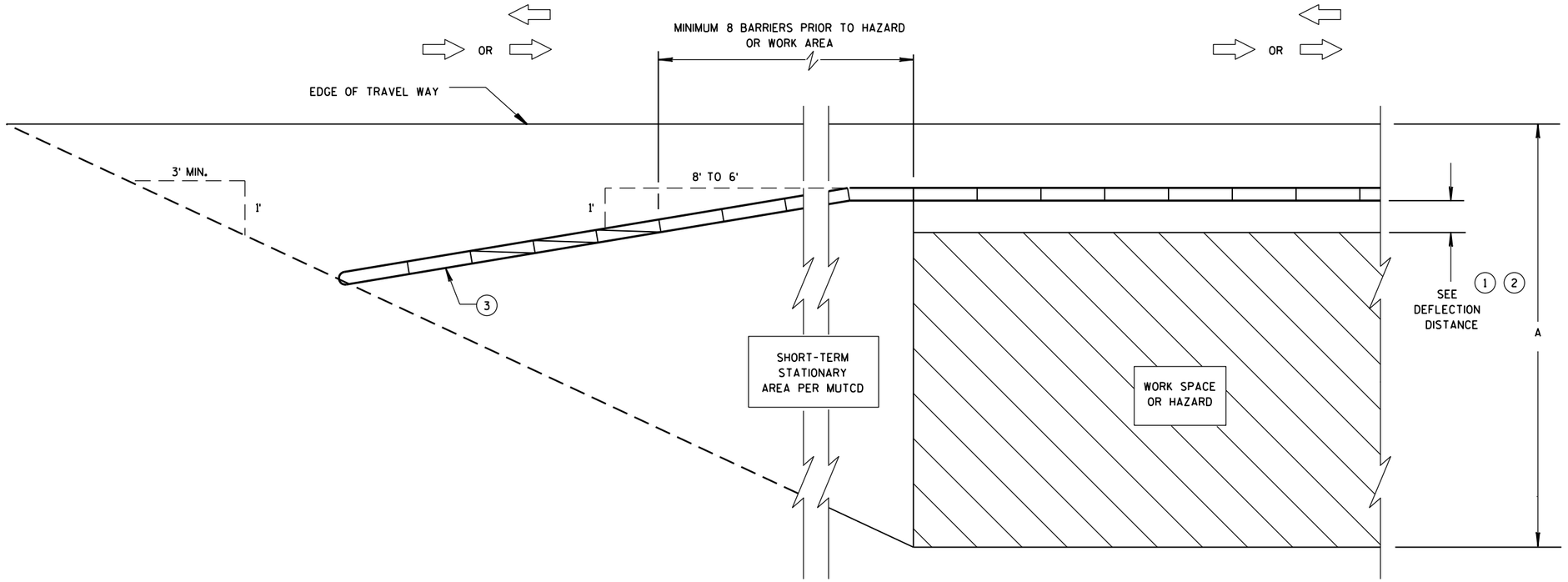
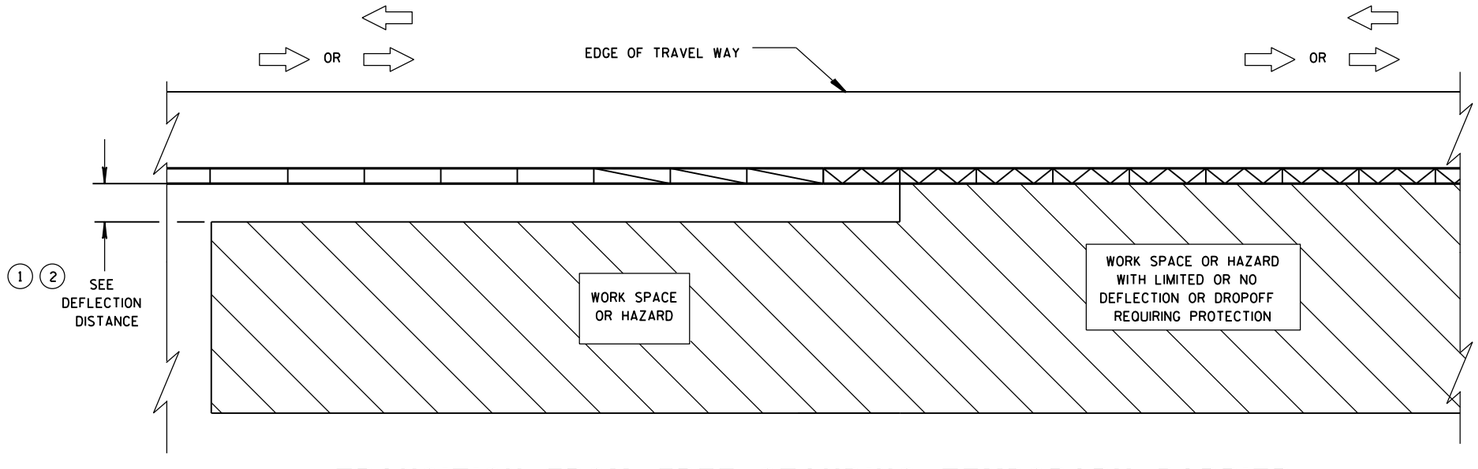
S.D.D. 14 B 8-2a
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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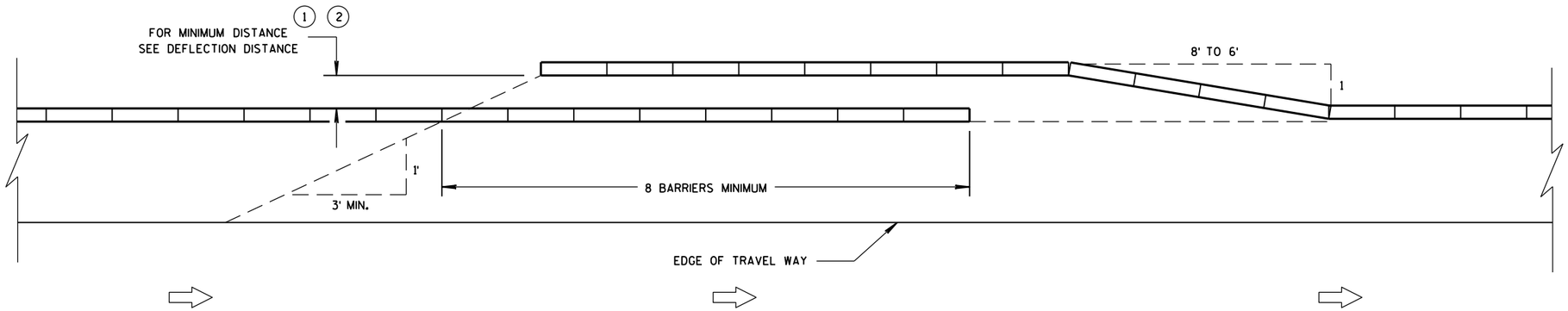
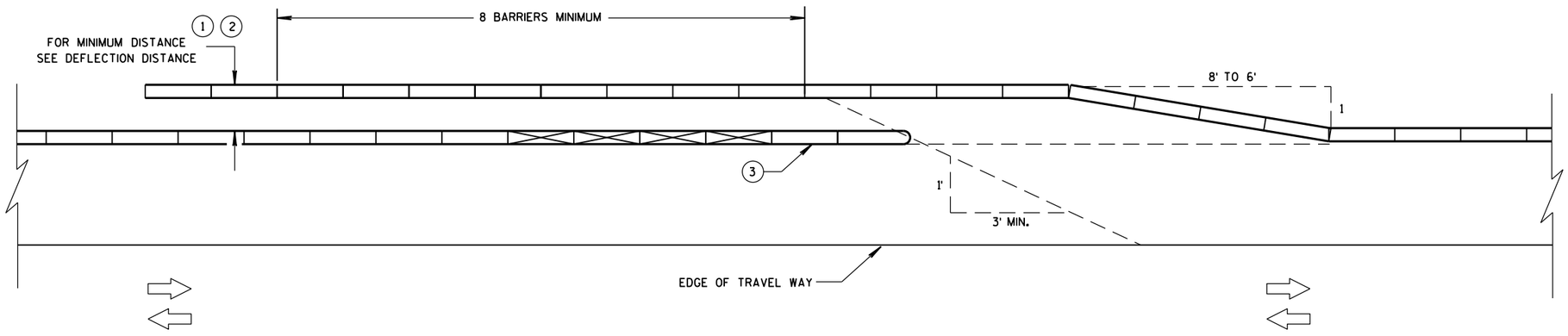
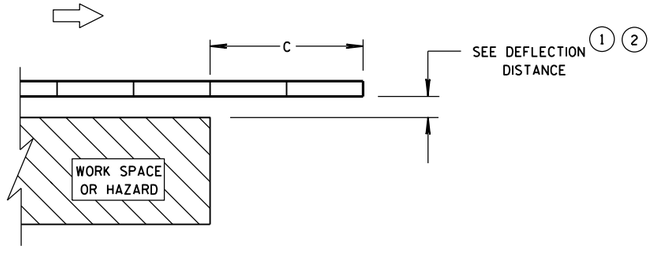
S.D.D. 14 B 8-2b



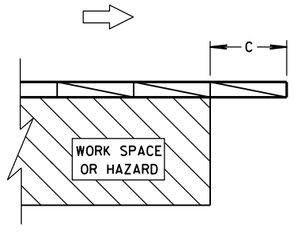
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

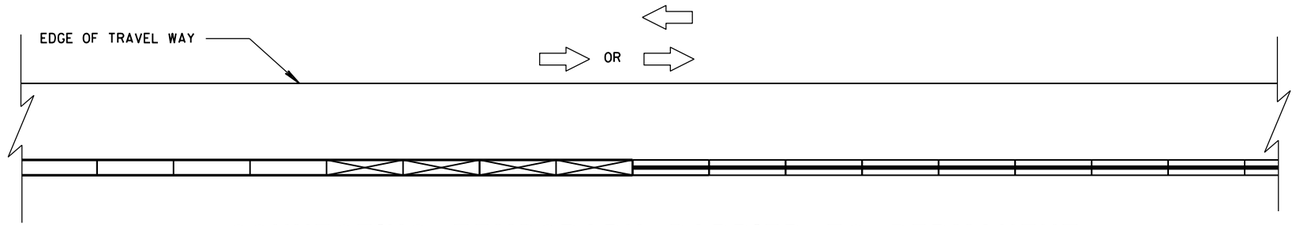
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

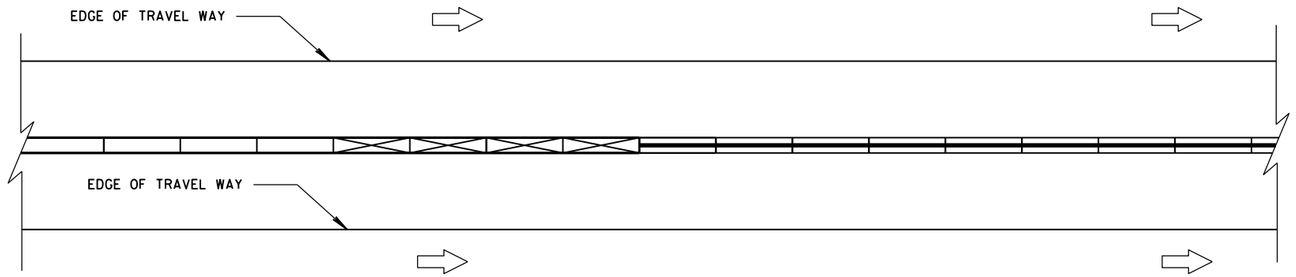
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



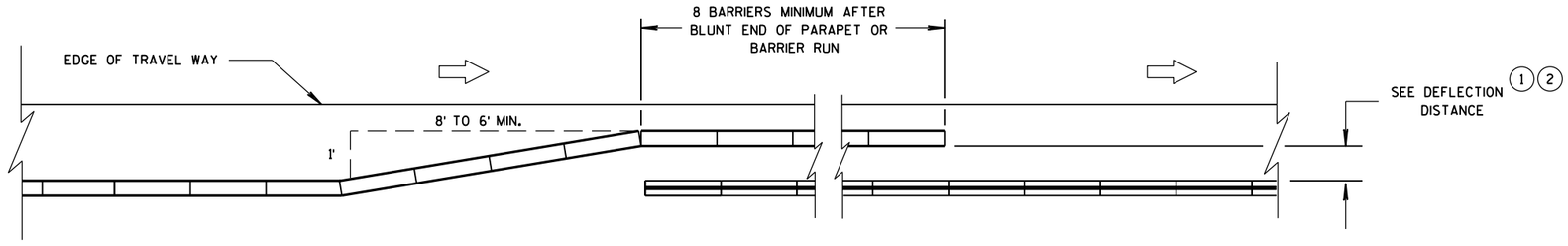
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



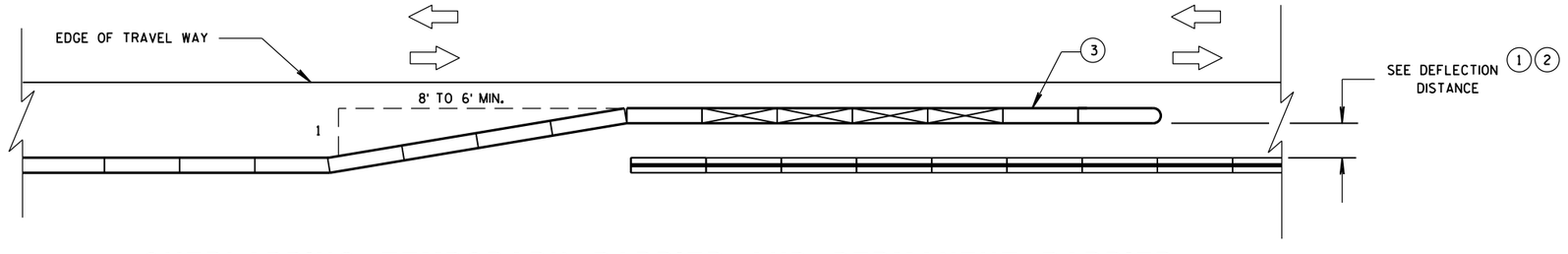
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

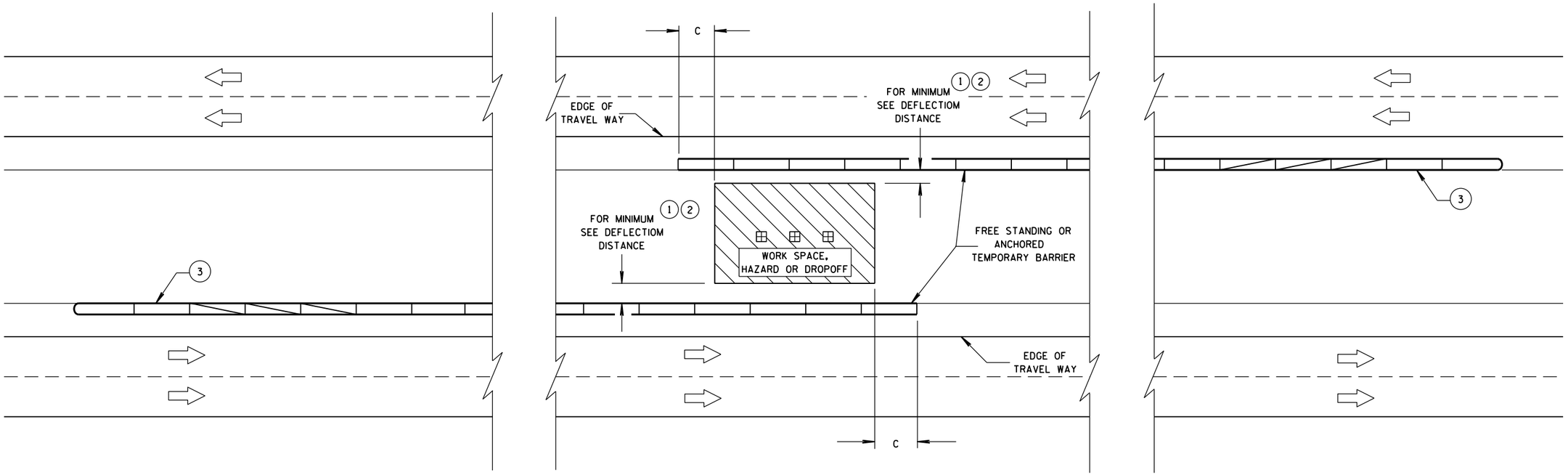
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINNER
FHWA

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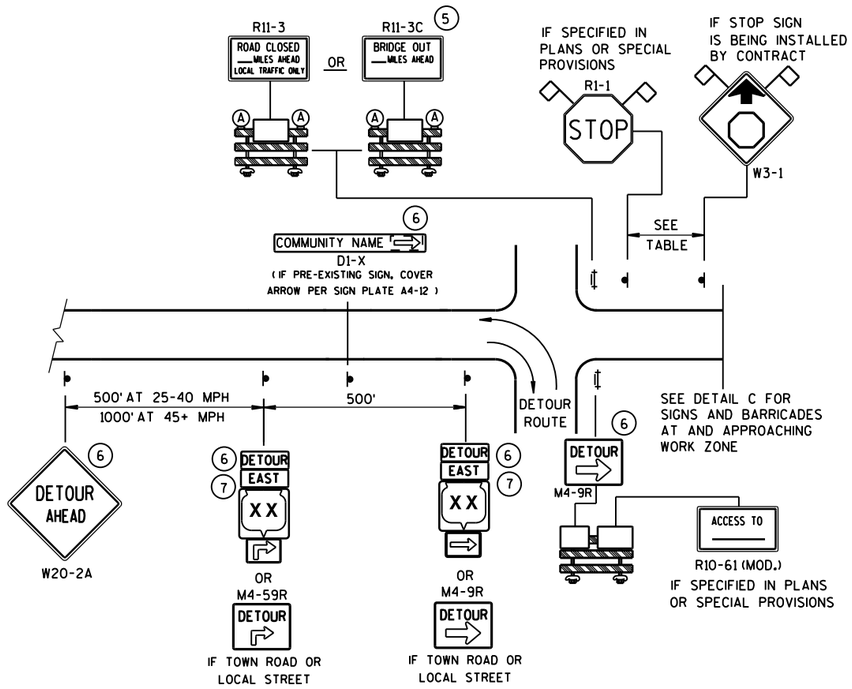
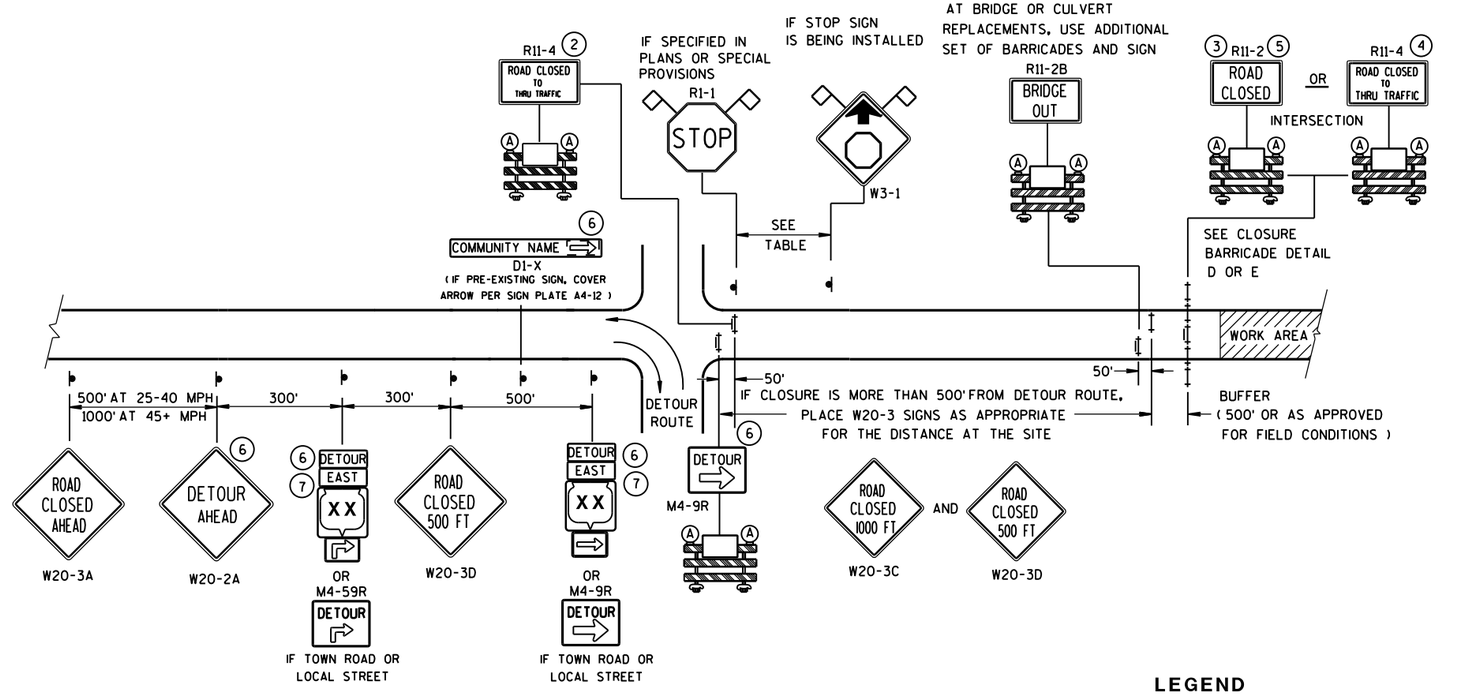
S.D.D. 14 B 8-2e



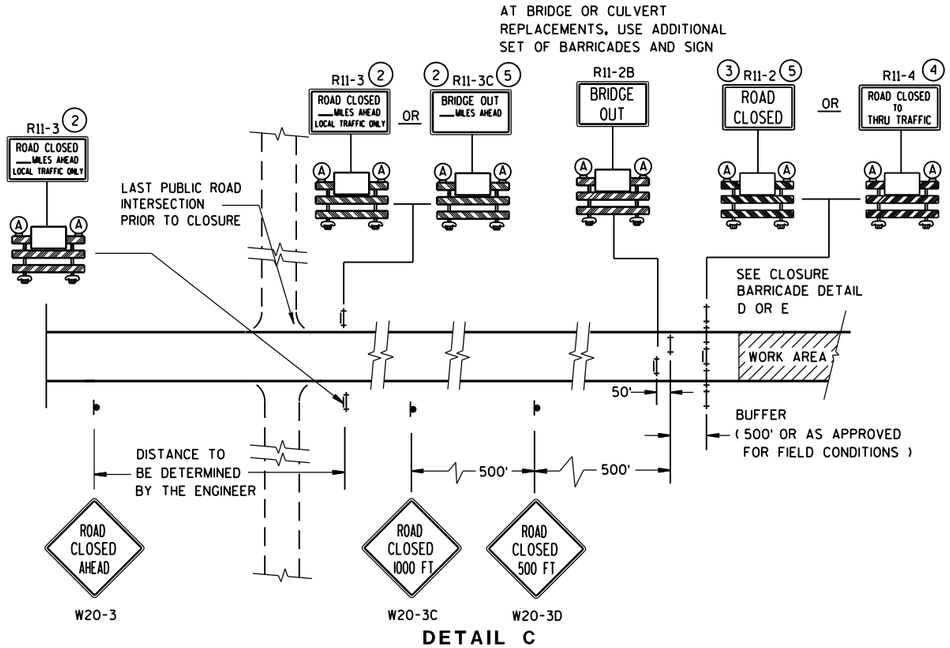
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

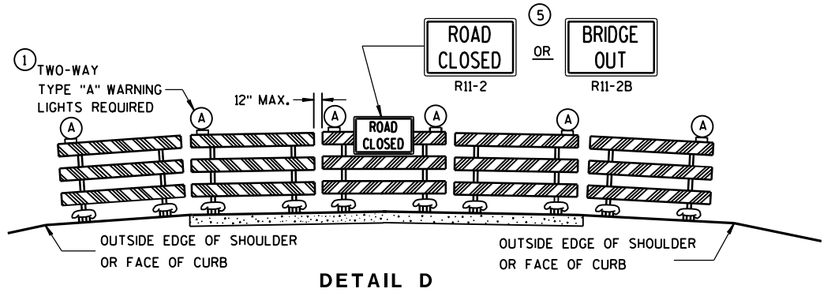
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

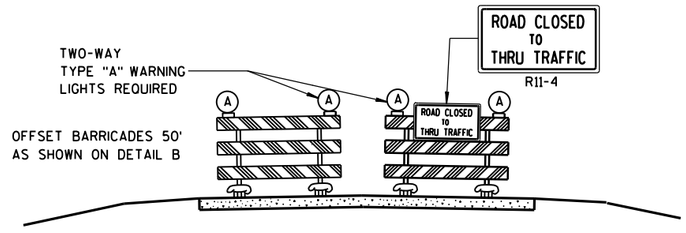
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

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S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

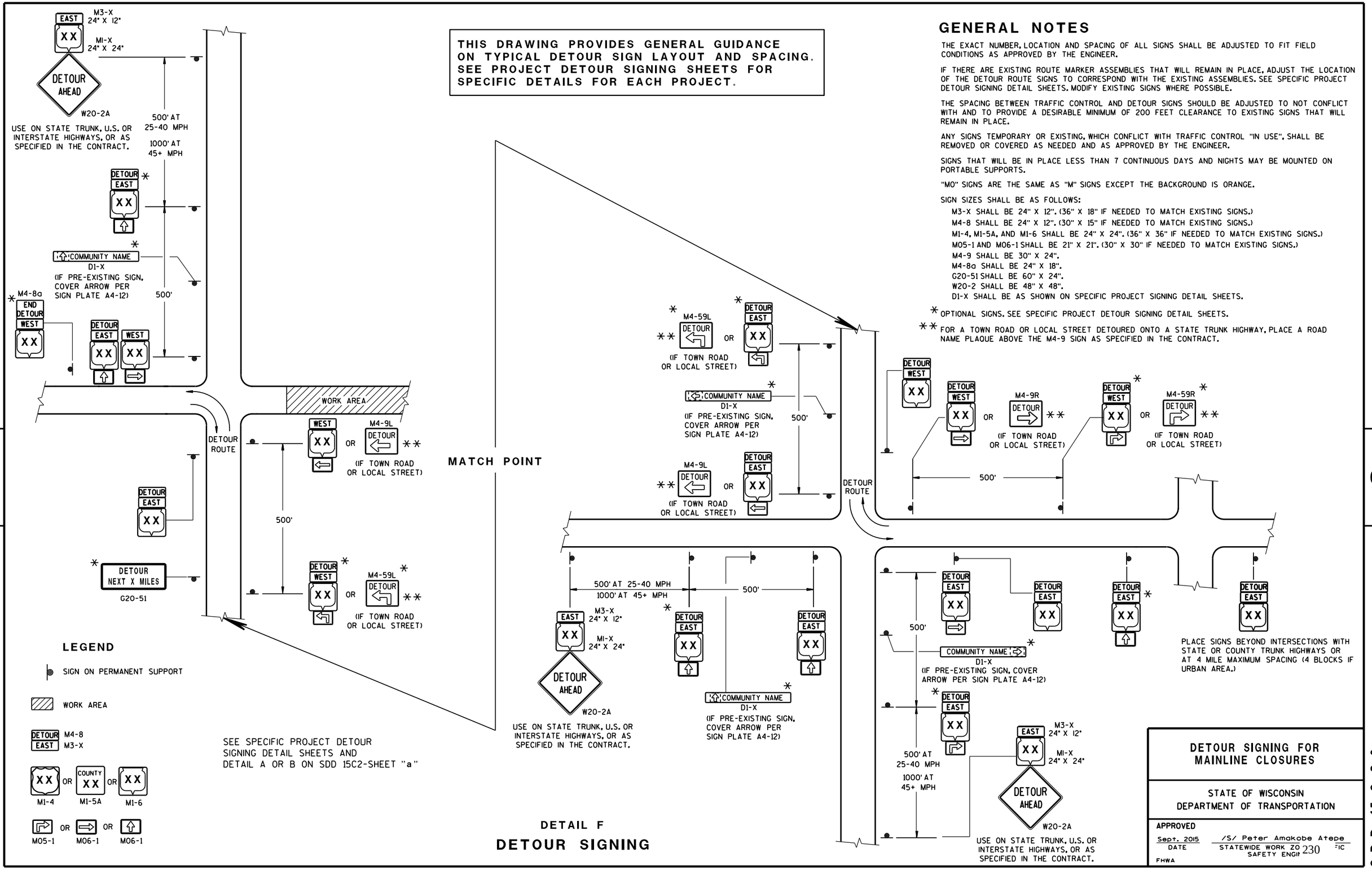
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI

FHWA

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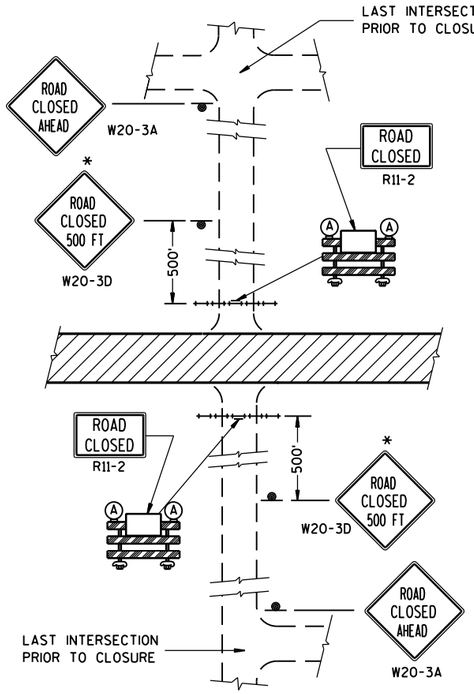
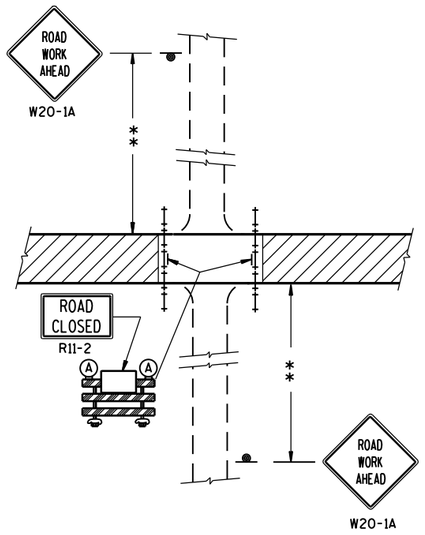


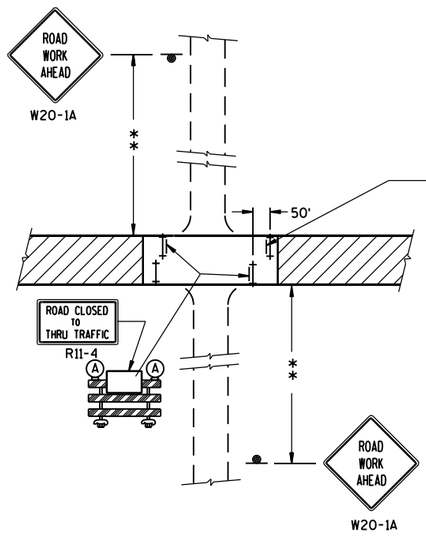
DETAIL 1

(NO ACCESS TO PROJECT)



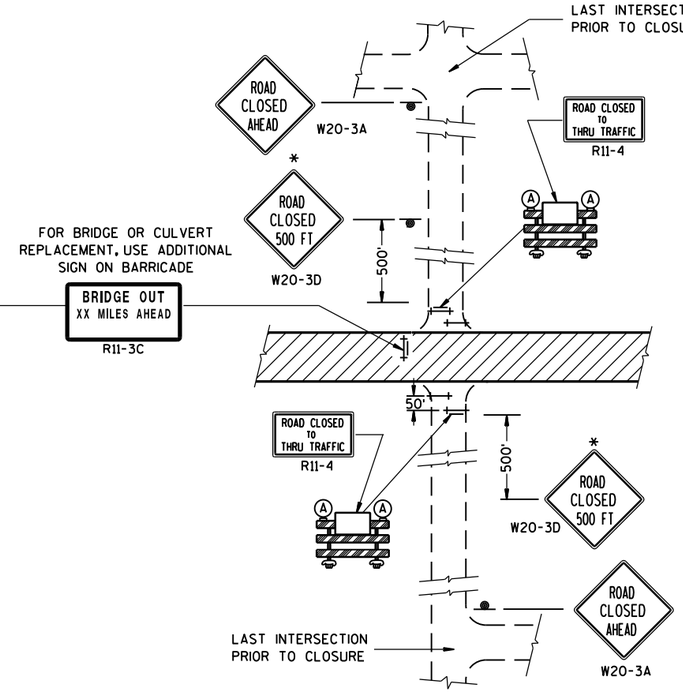
DETAIL 2

(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
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

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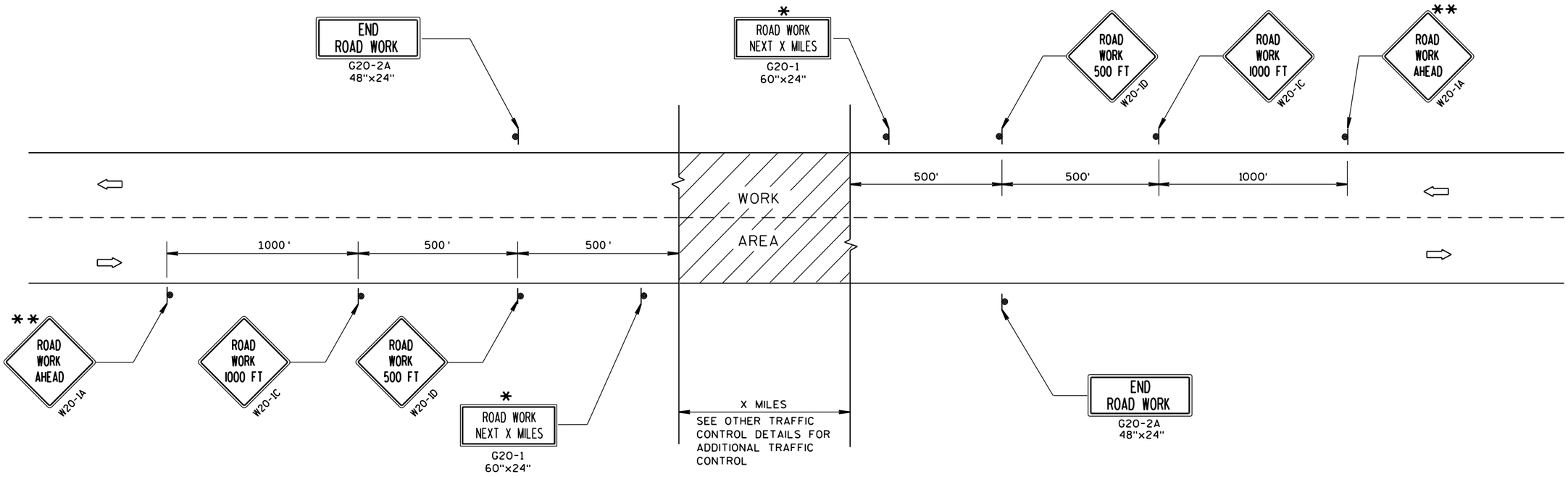
S.D.D. 15 C 3-3



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.

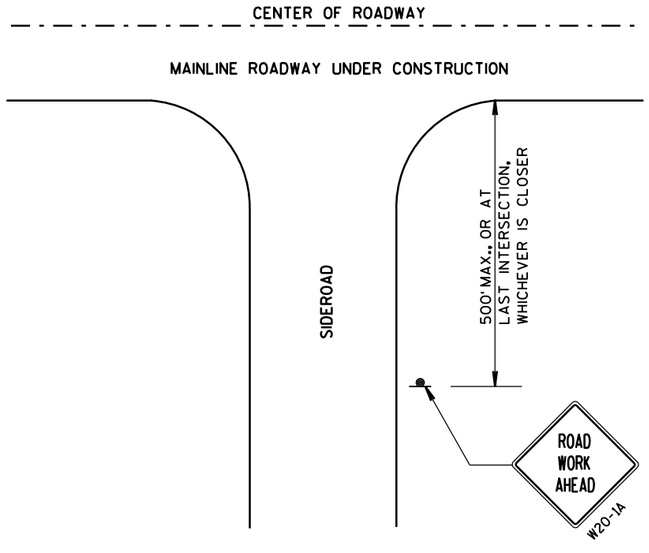
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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 W20-1A "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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

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S.D.D. 15 C 4-3

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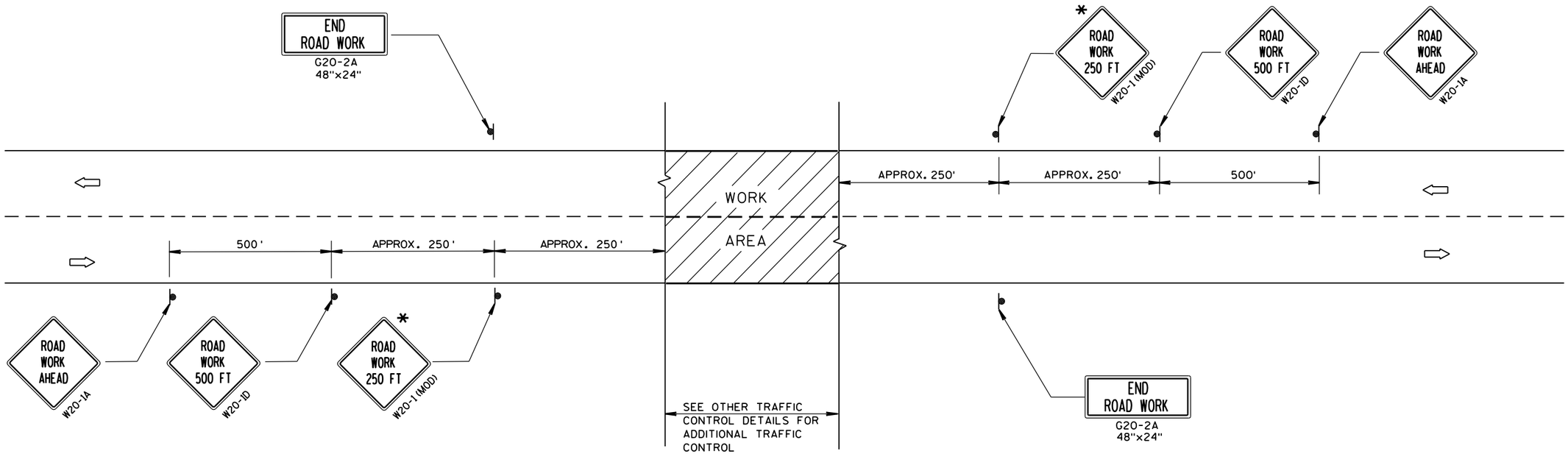
TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

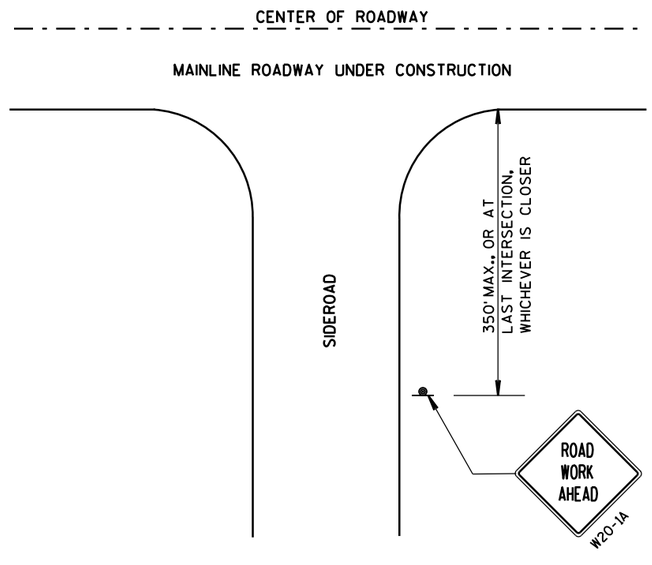
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

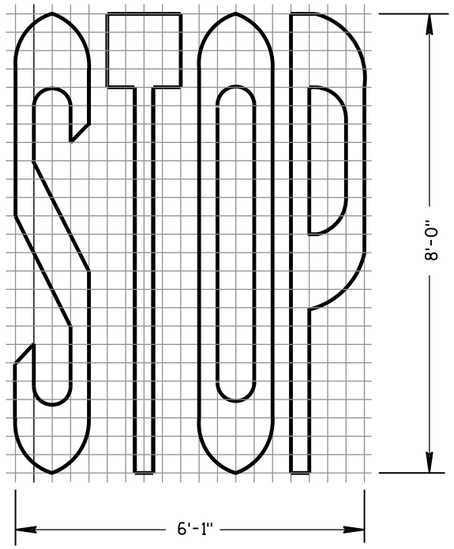
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

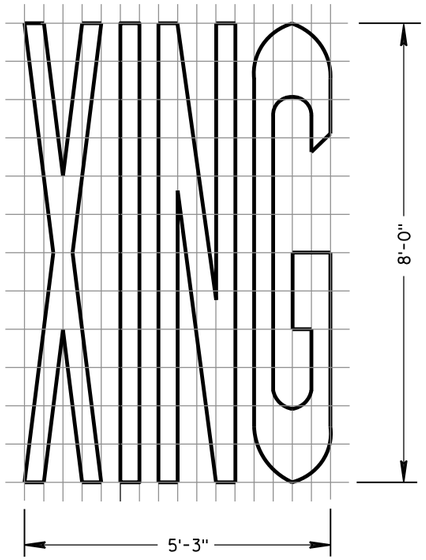
6

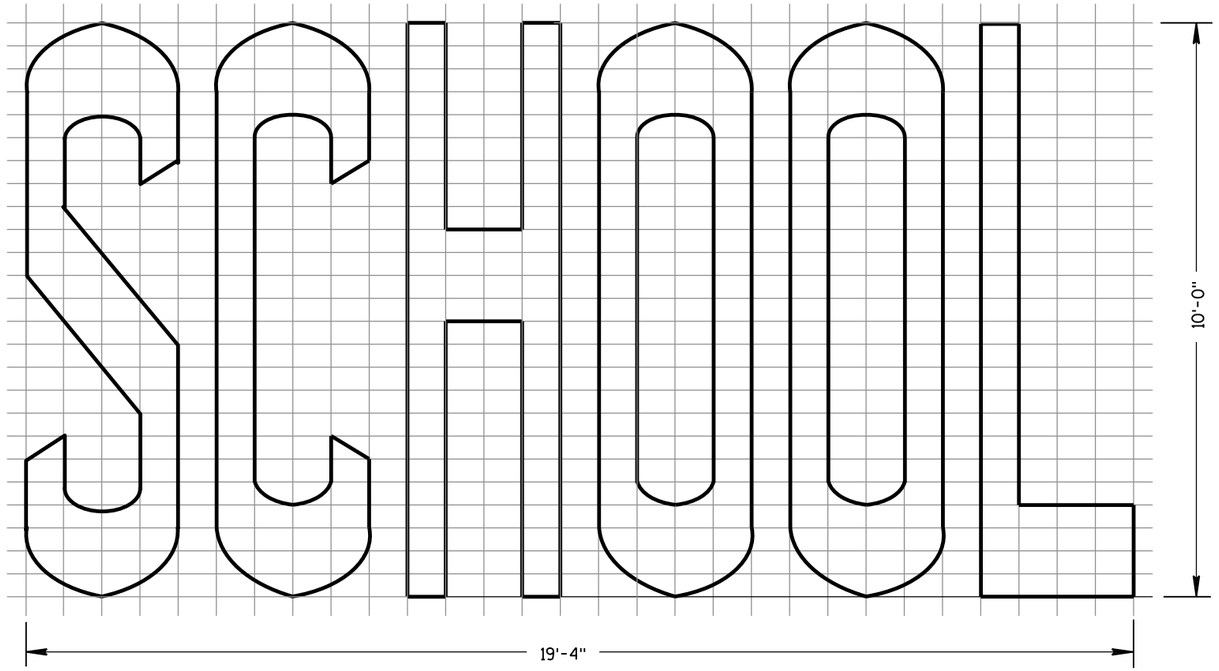
S.D.D. 15 C 5-3

GENERAL NOTES

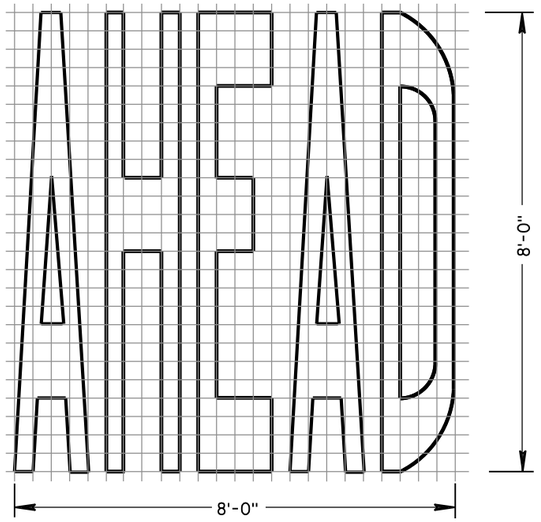
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

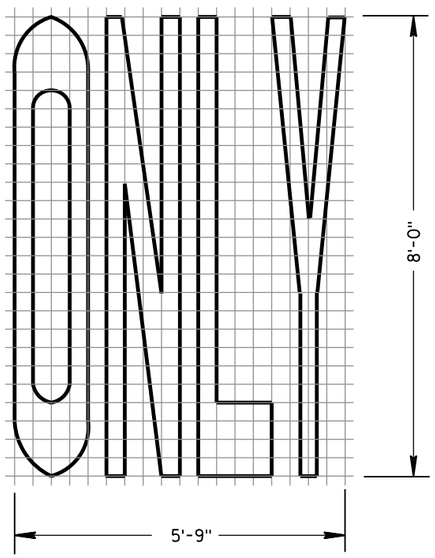


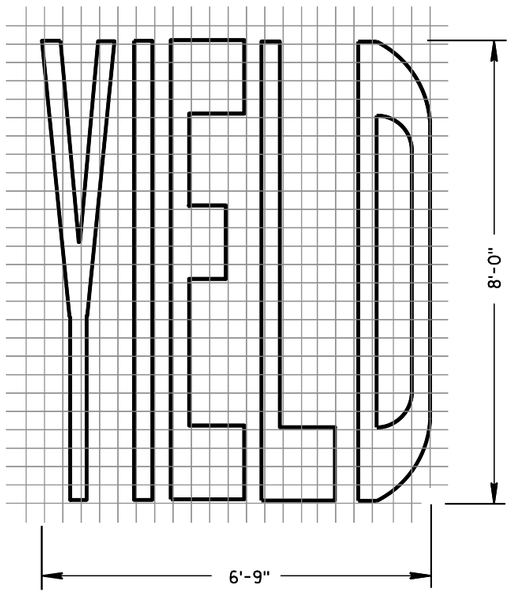


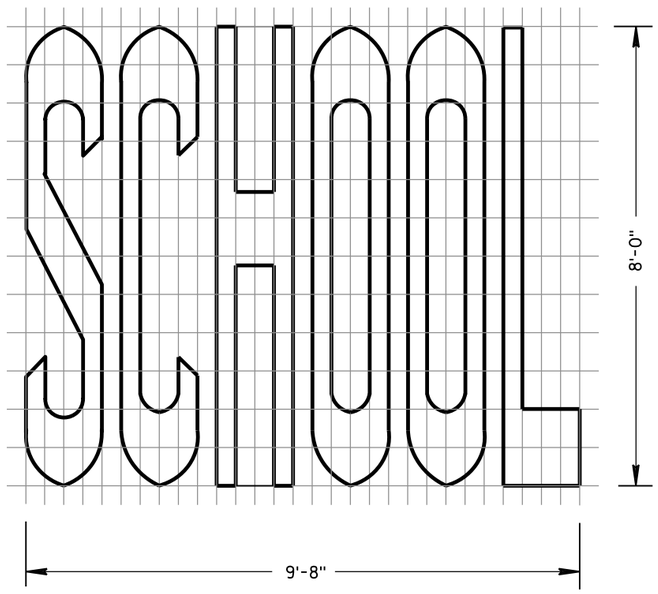


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

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S.D.D. 15 C 7-13b

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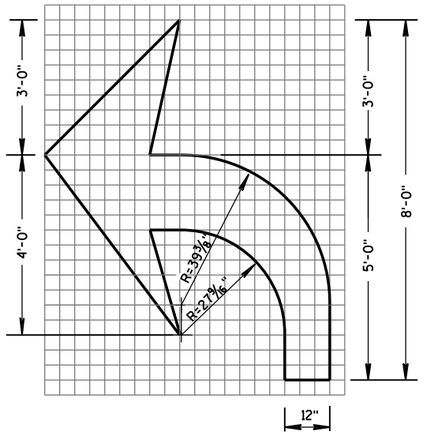
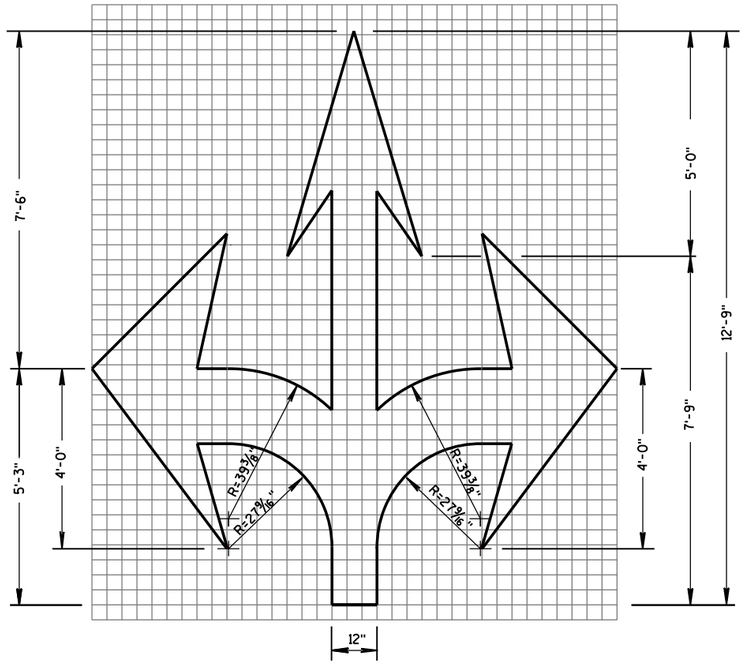
S.D.D. 15 C 7-13b

GENERAL NOTES

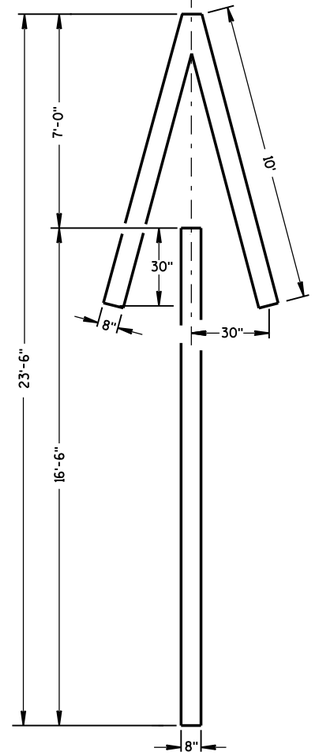
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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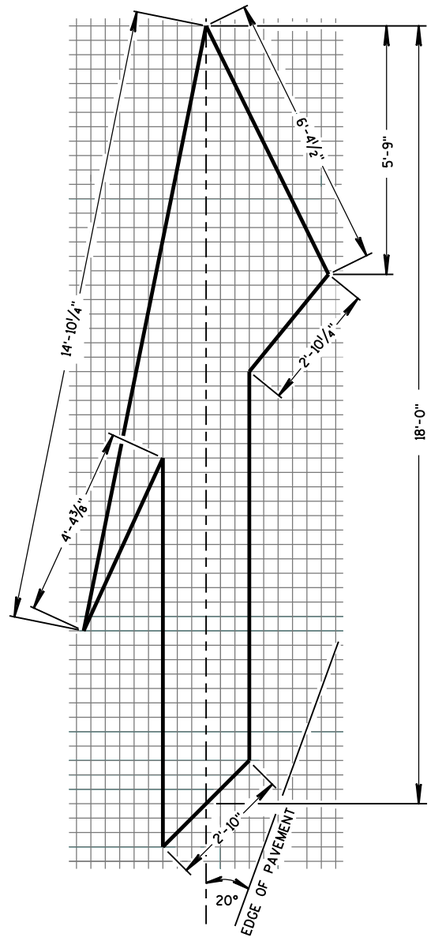
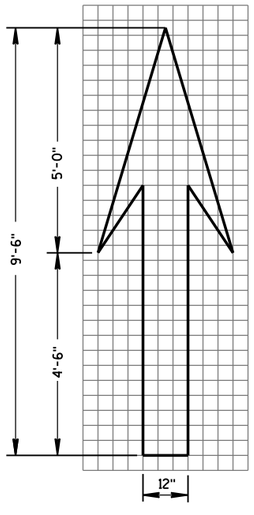
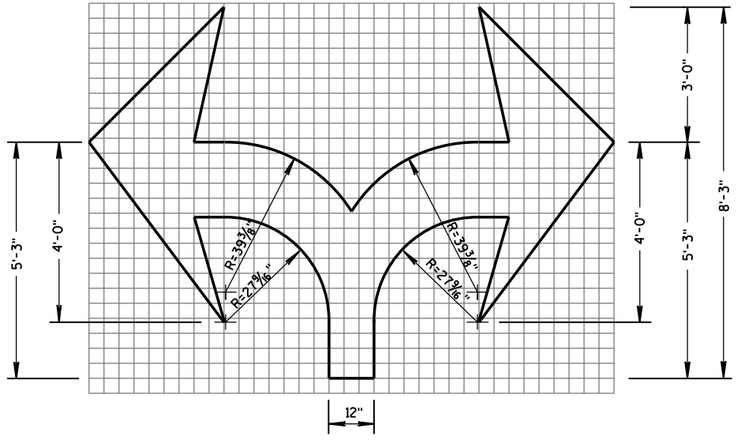


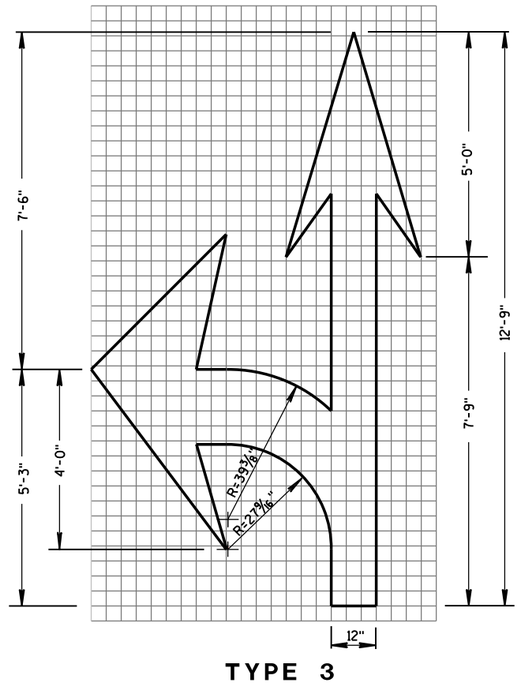
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR 235 NEER
FHWA

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S.D.D. 15 C 7-13c

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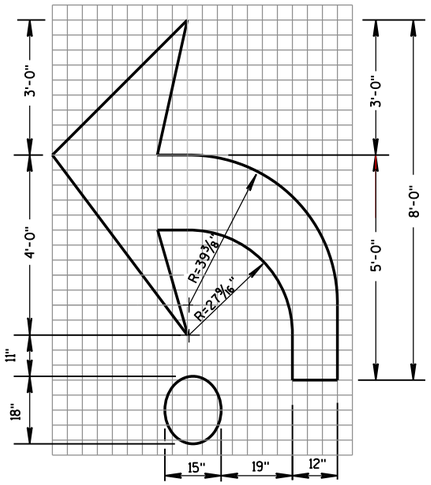
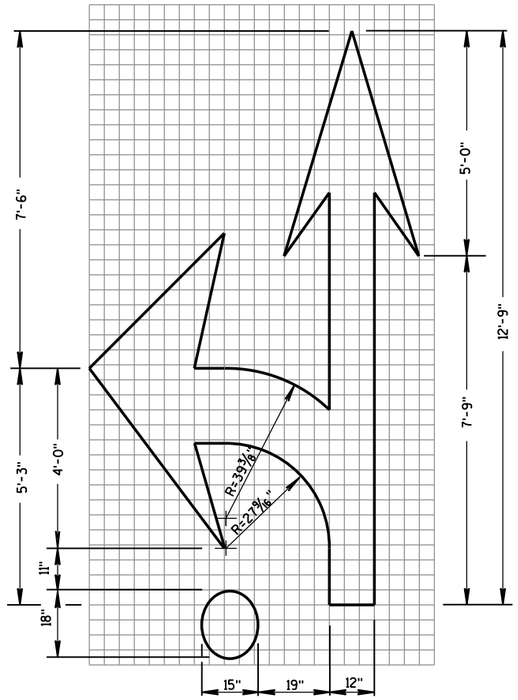
S.D.D. 15 C 7-13c

GENERAL NOTES

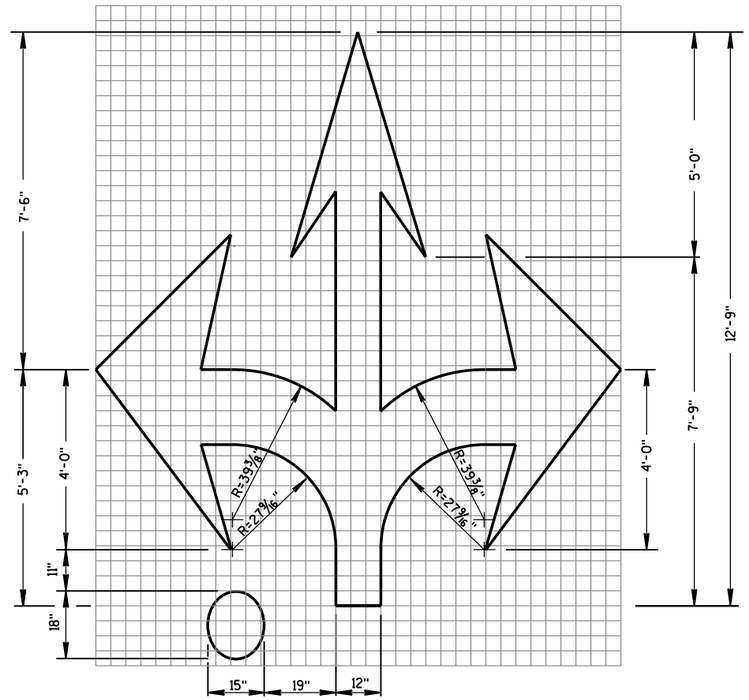
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



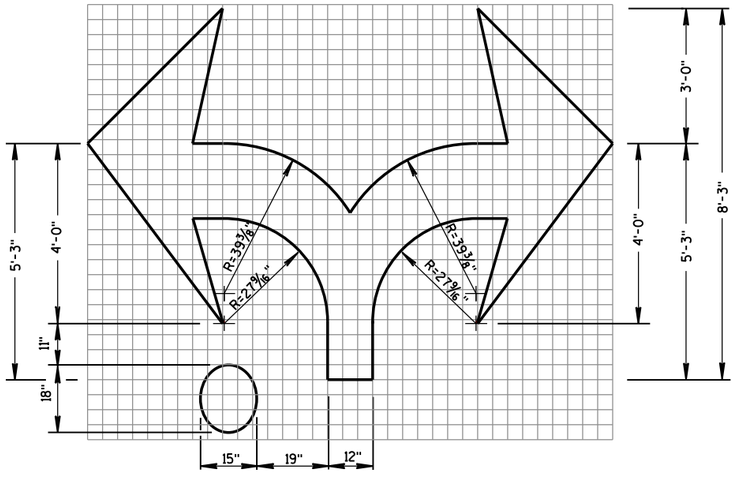
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

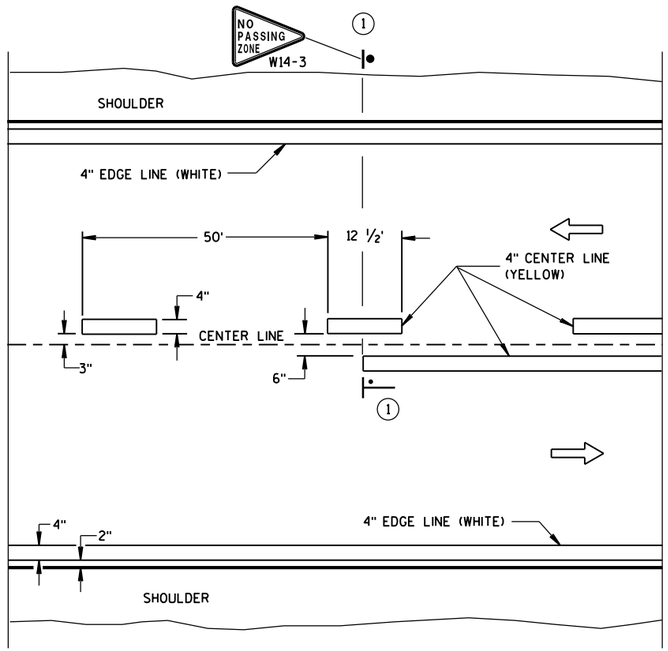
ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

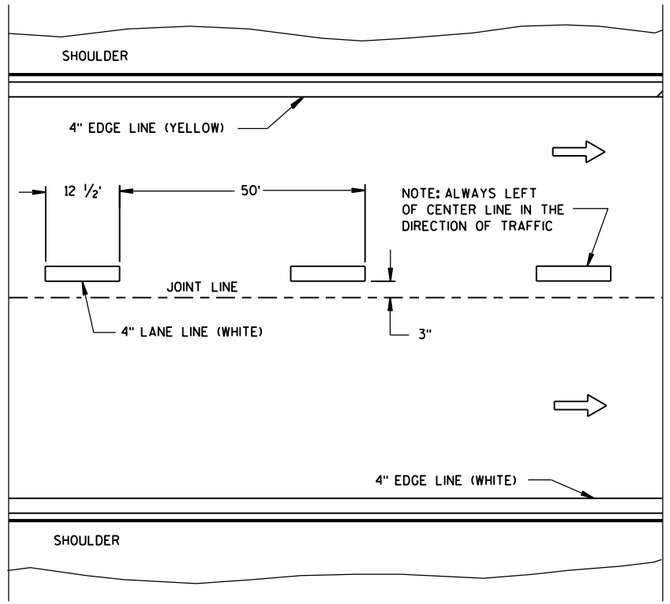
APPROVED
4/18/2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 7-13d



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

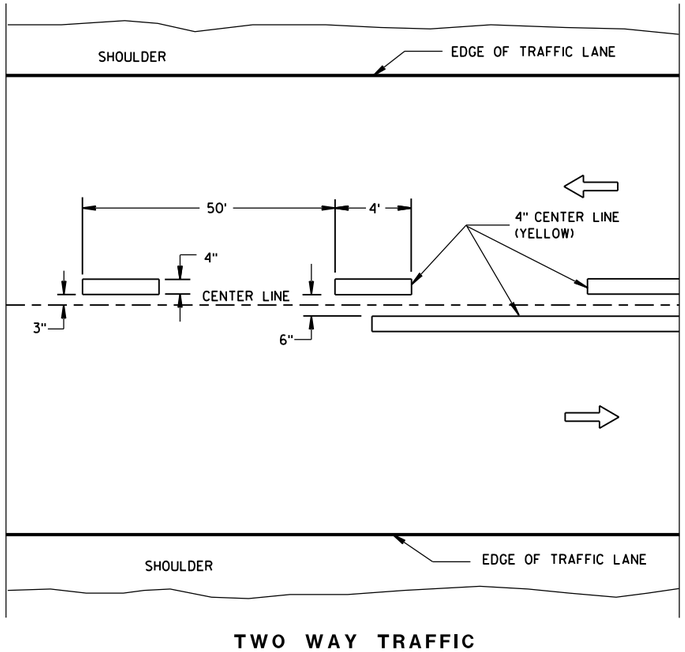
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

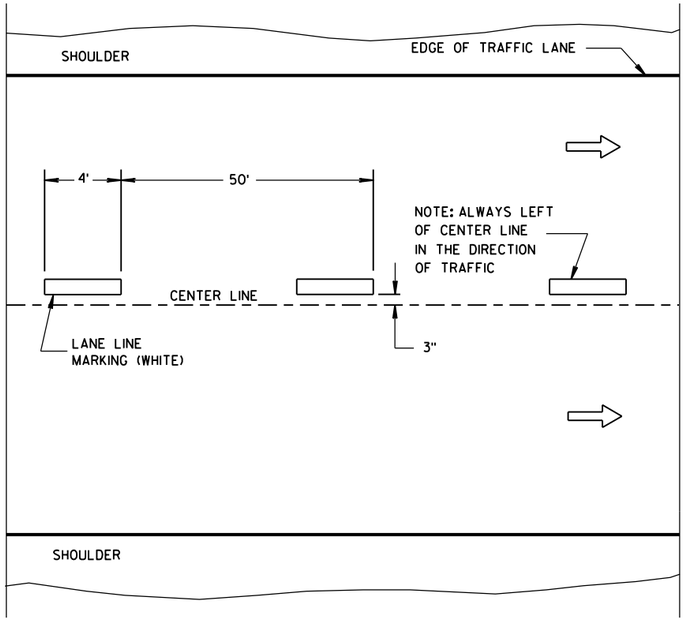
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

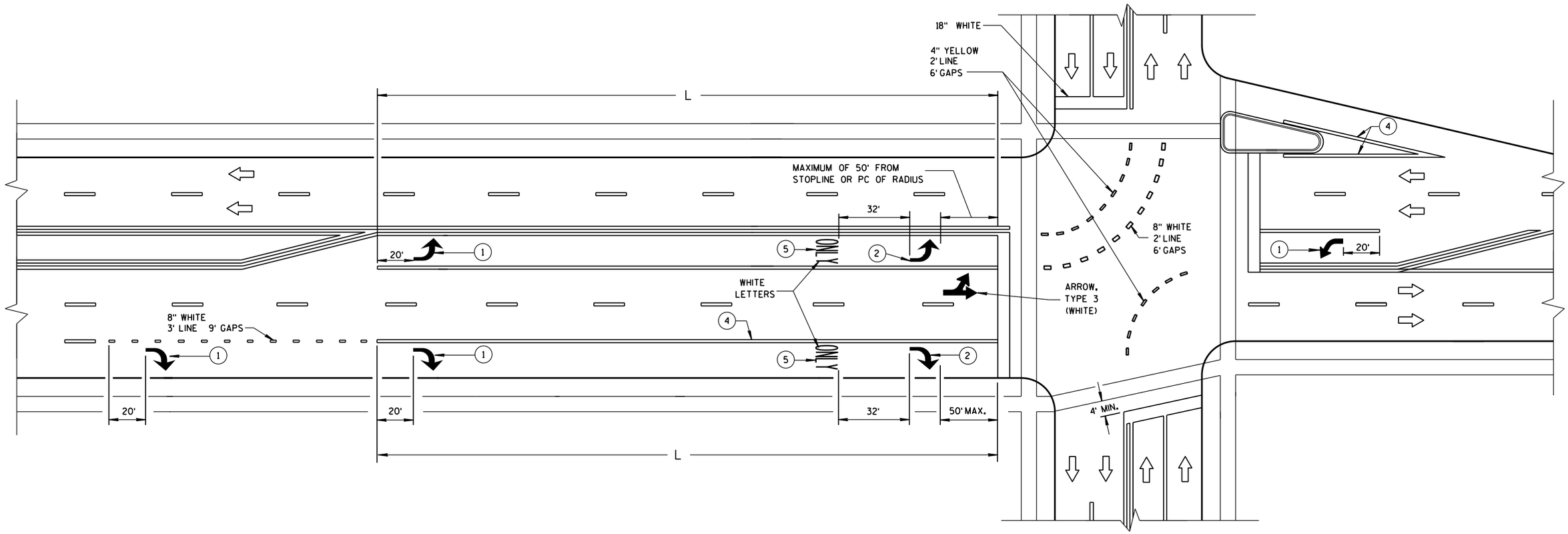
LONGITUDINAL MARKING (MAINLINE)

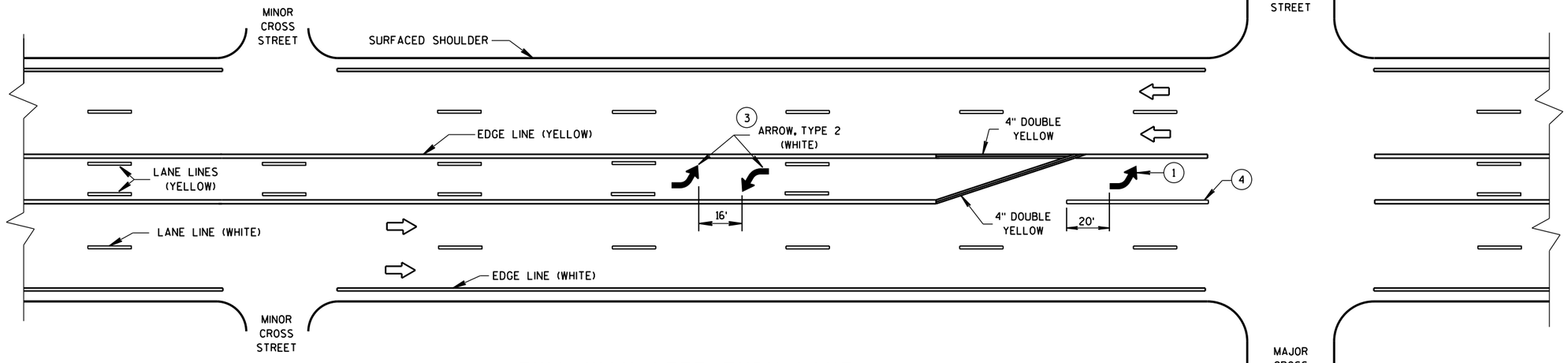
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

S.D.D. 15 C 8-17a

6





TWO WAY LEFT TURN LANE

GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

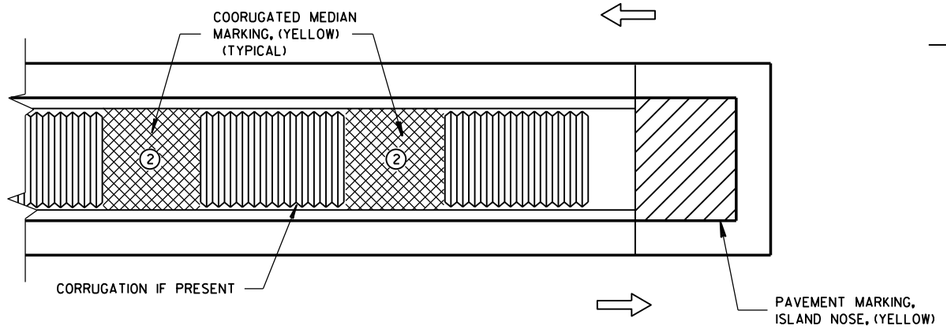
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

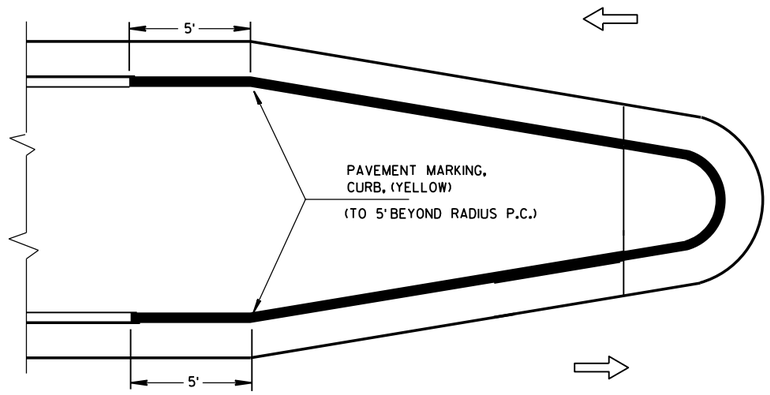
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

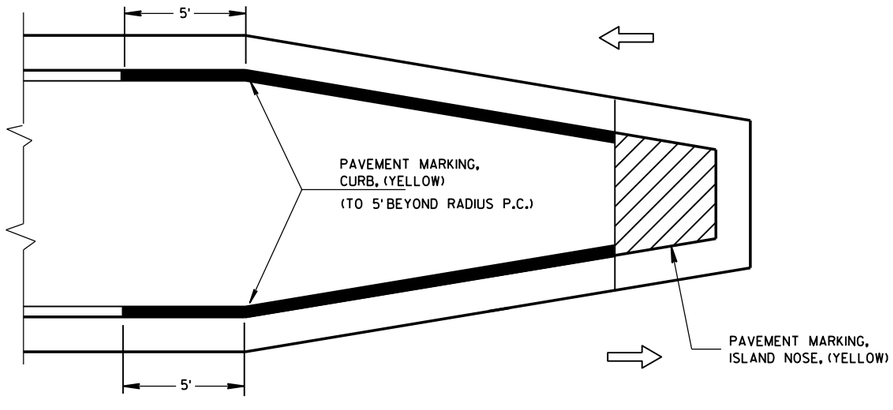
S.D.D. 15 C 8-17b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

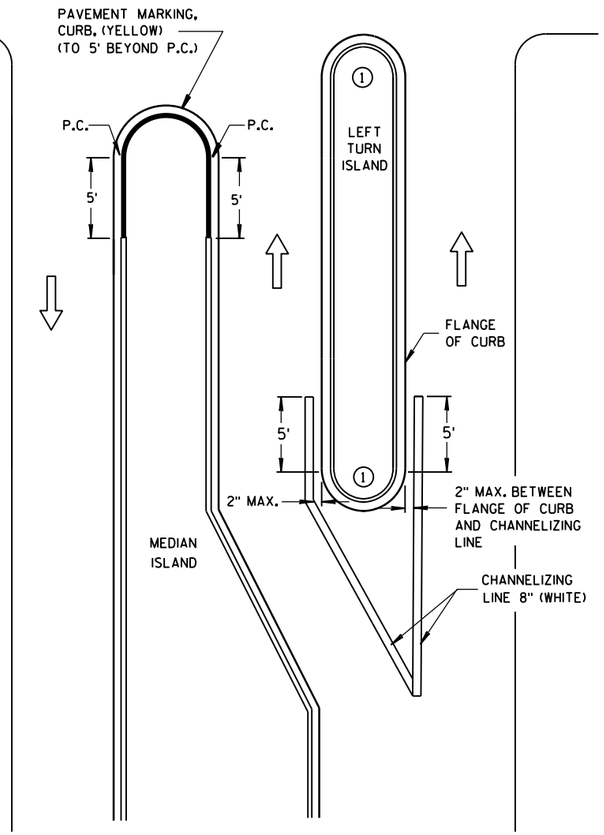


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

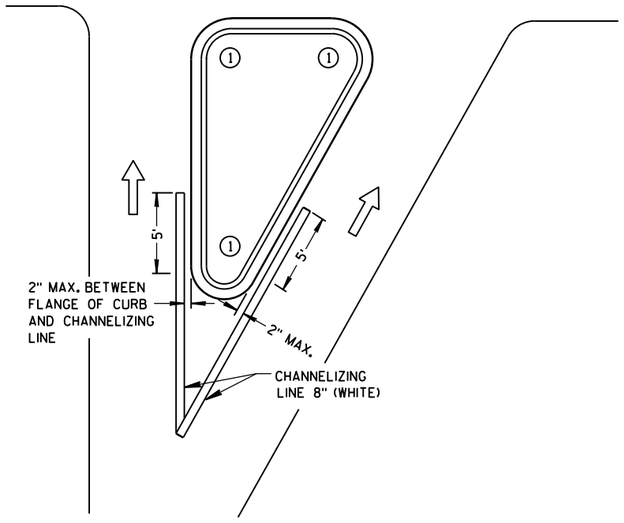


LEFT TURN & MEDIAN ISLAND

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

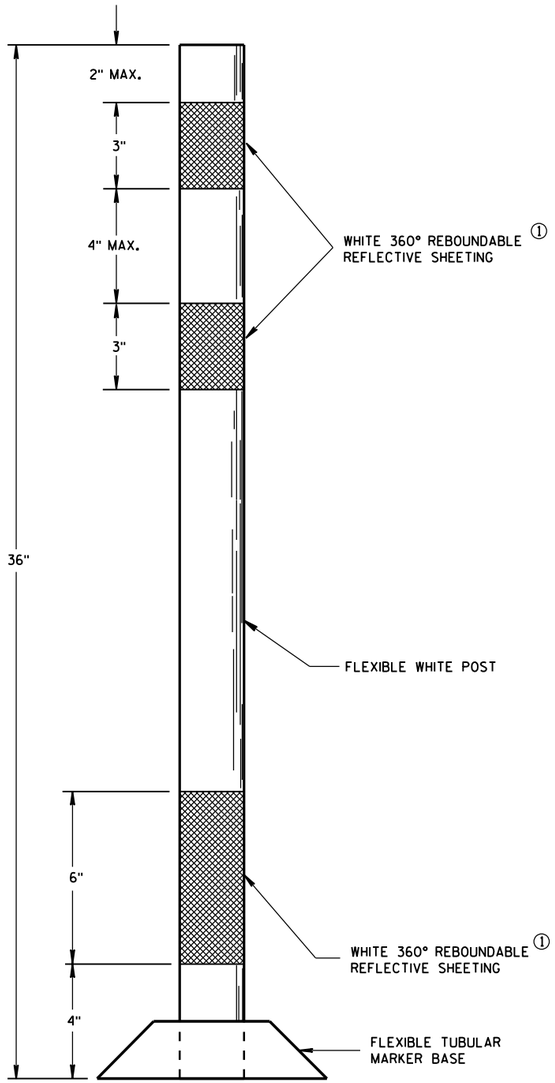
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

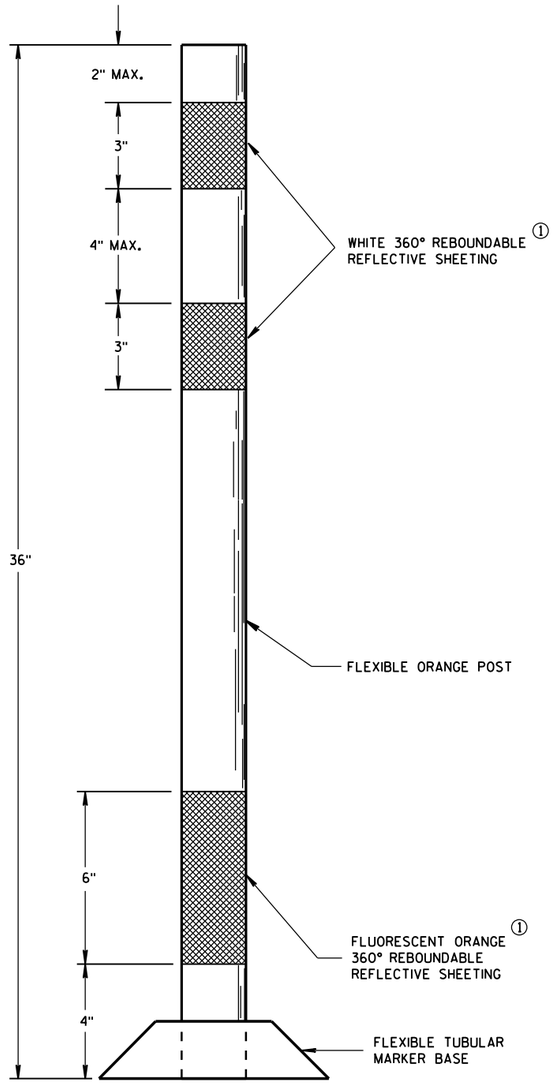
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-17c



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

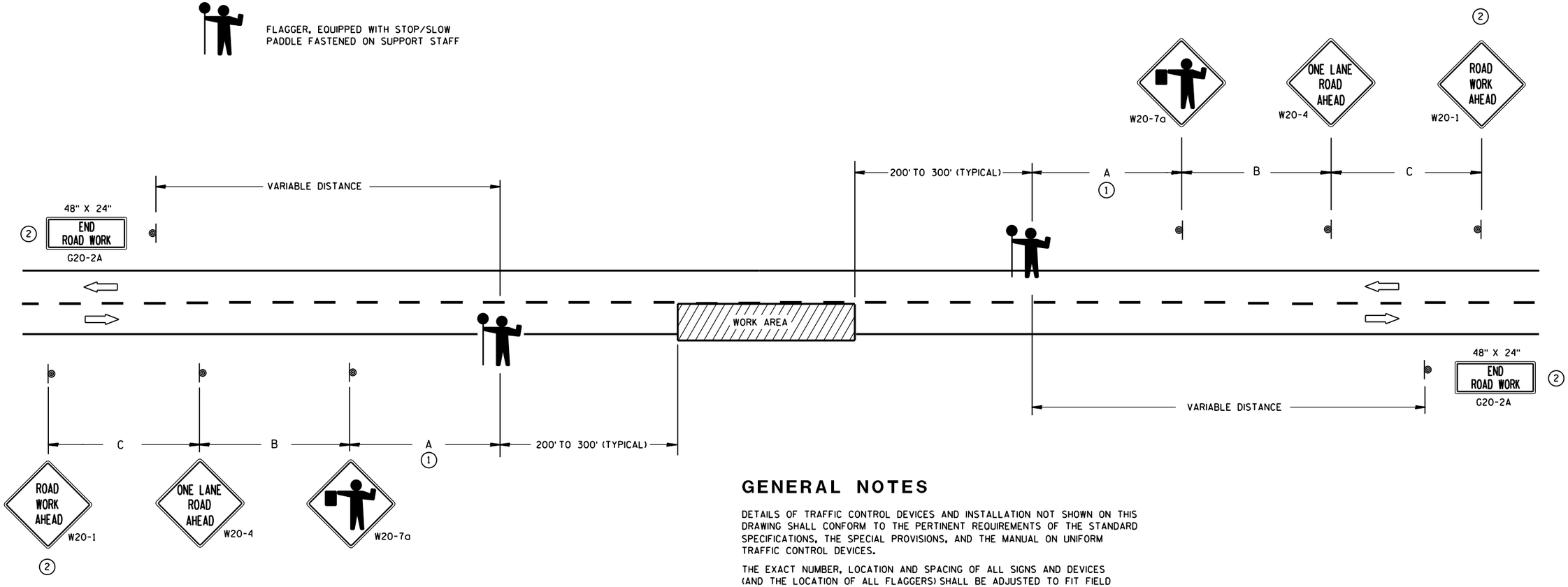
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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

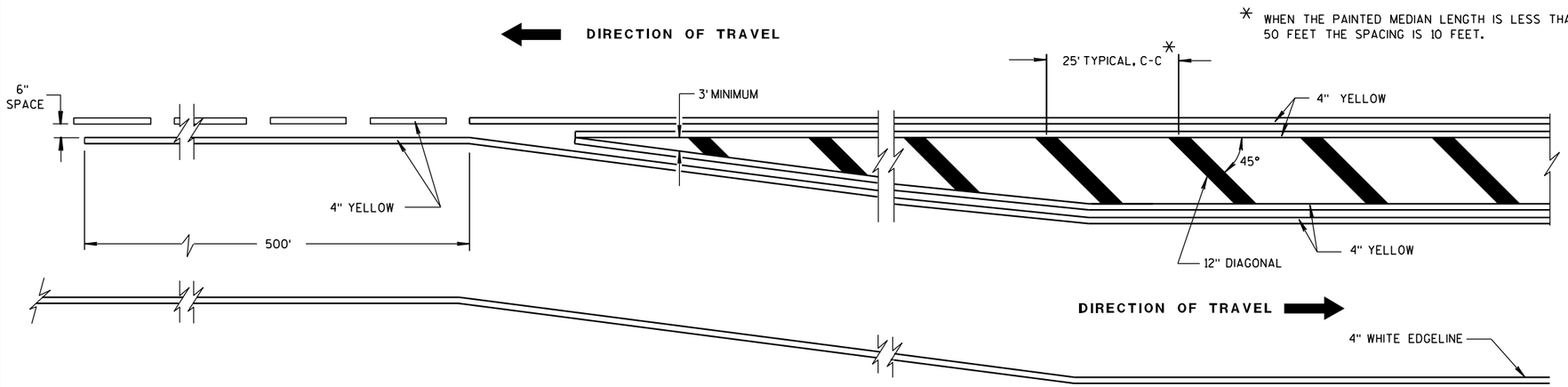
FHWA

6

S.D.D. 15 C 12-4

6

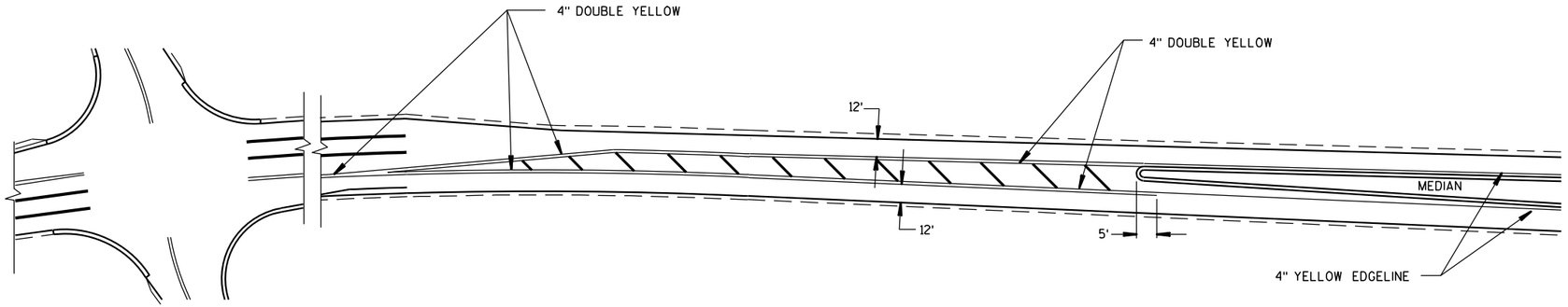
S.D.D. 15 C 12-4



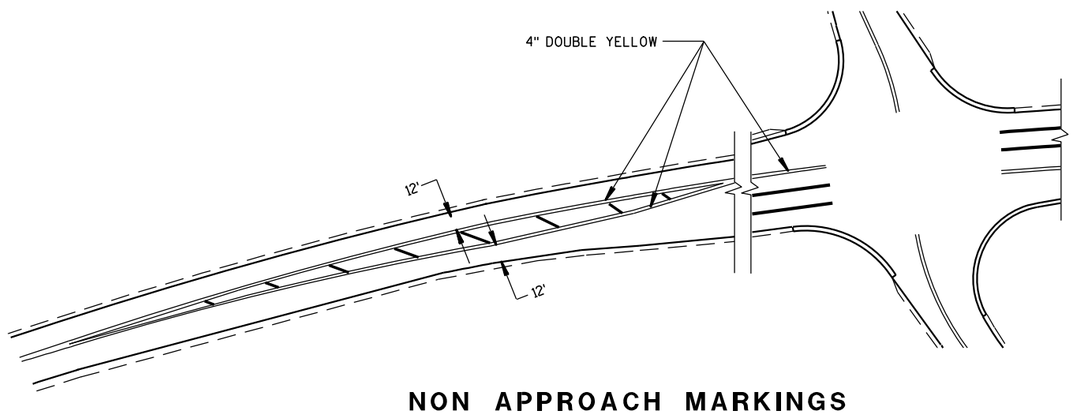
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 242 IGN
FHWA	

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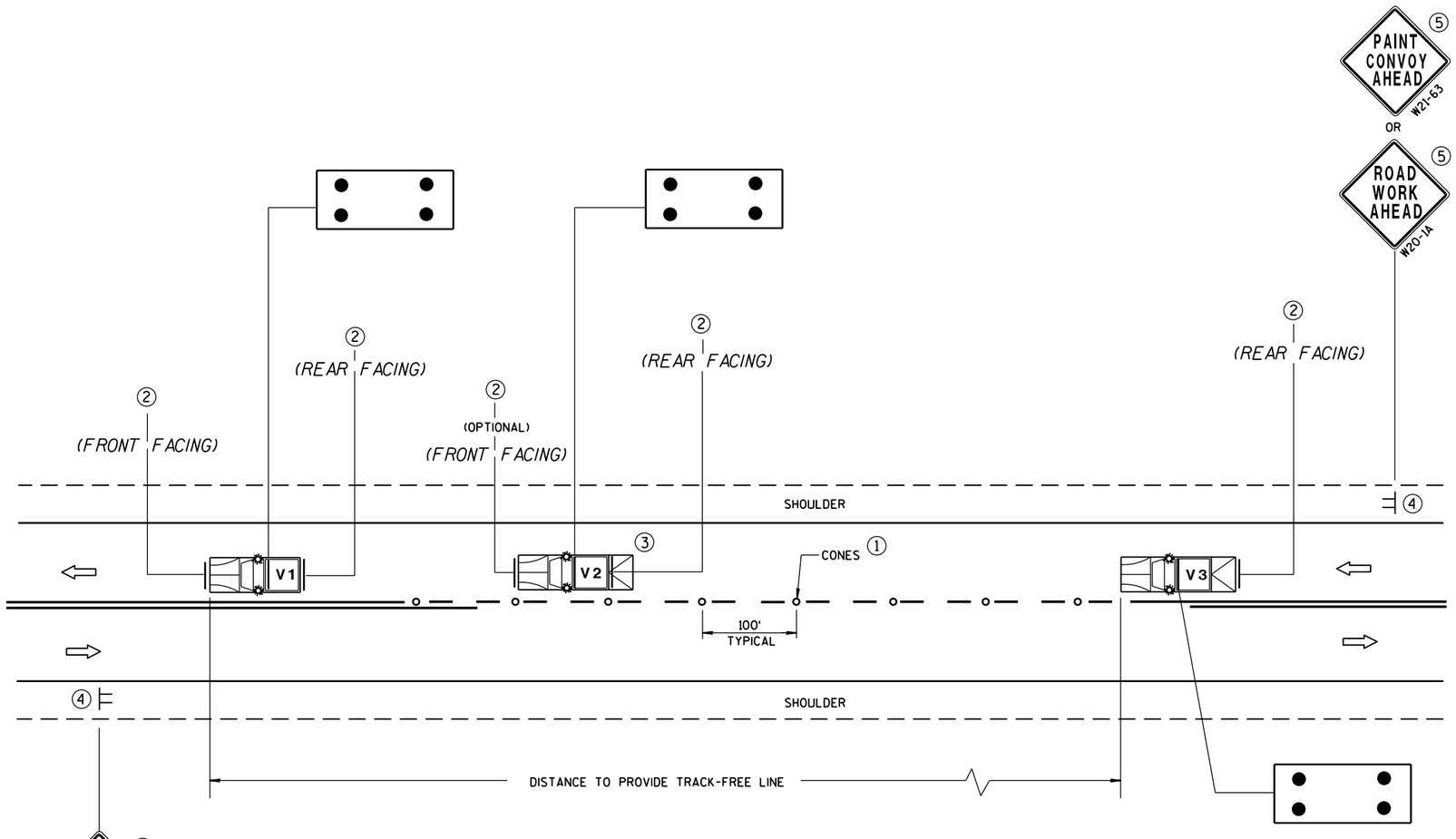
S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

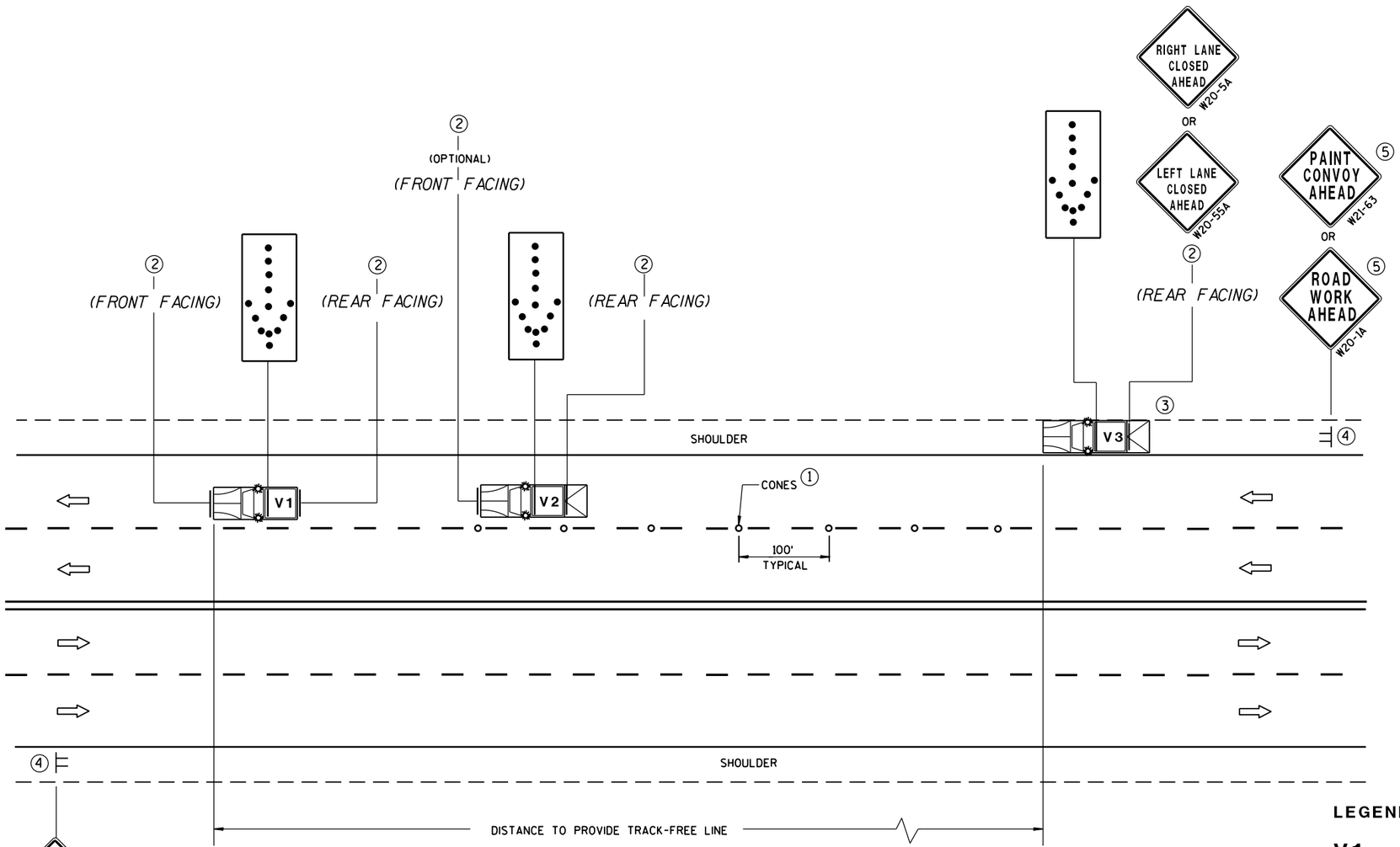
LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
⊢	SIGN ON TEMPORARY SUPPORT
⇨	DIRECTION OF TRAFFIC
o	CONES
⁘	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZON SAFETY ENGINE
FHWA	

6

S.D.D. 15 C 19-4a



PAINT CONVOY AHEAD W21-63
OR
ROAD WORK AHEAD W20-1A

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

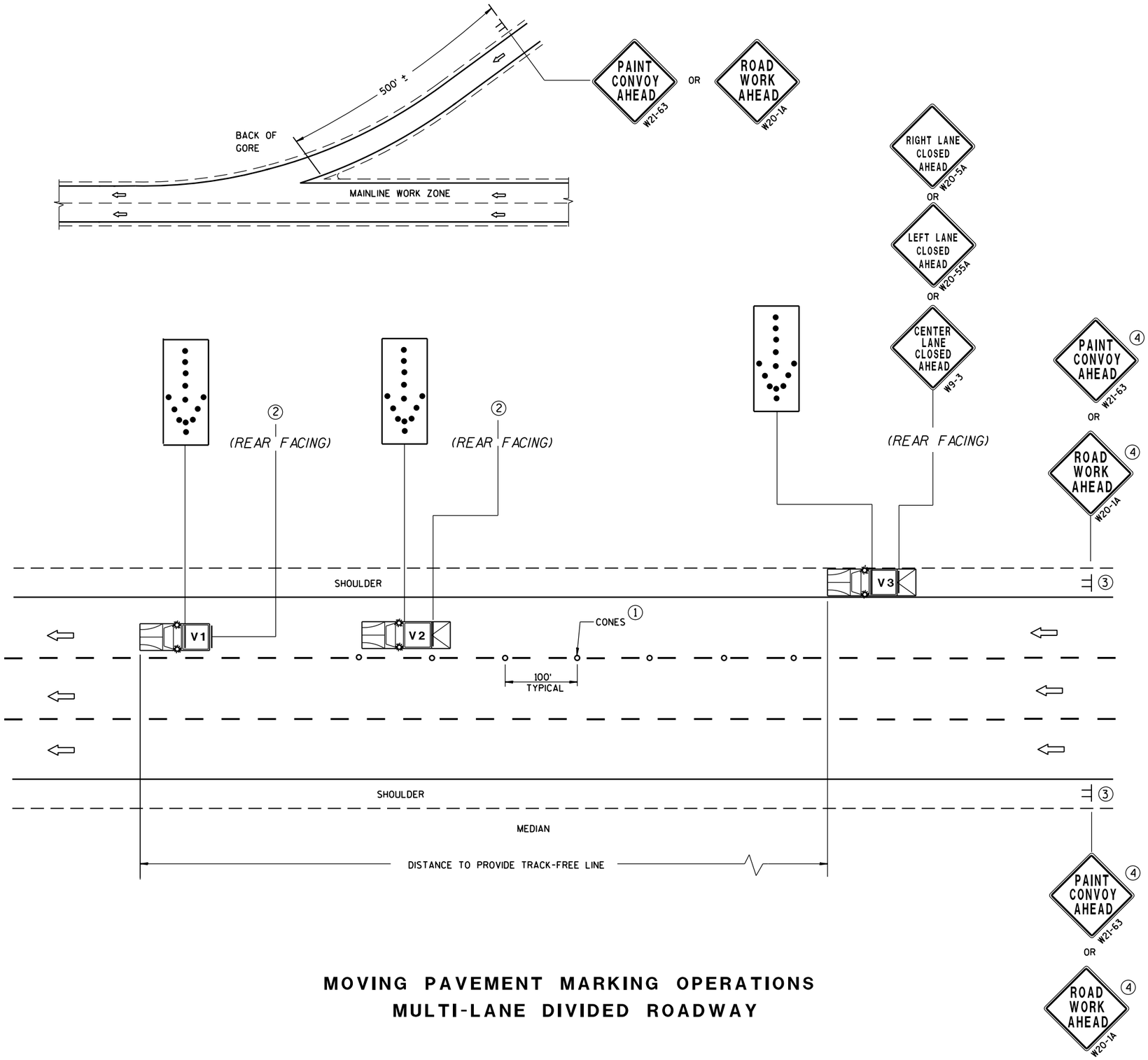
MOVING PAVEMENT MARKING OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

6

S.D.D. 15 C 19-4b



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI
FHWA

S.D.D. 15 C 19-4c

S.D.D. 15 C 19-4c

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

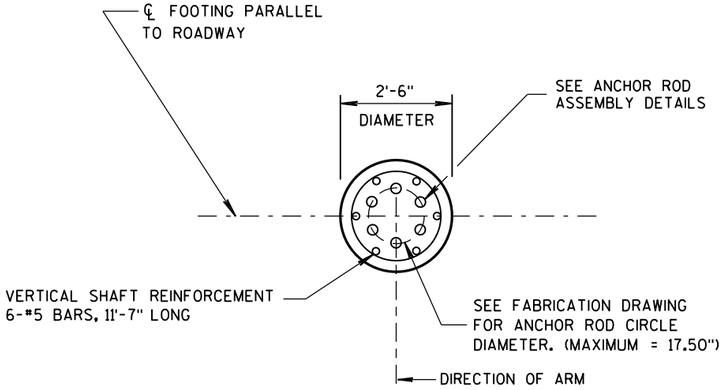
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

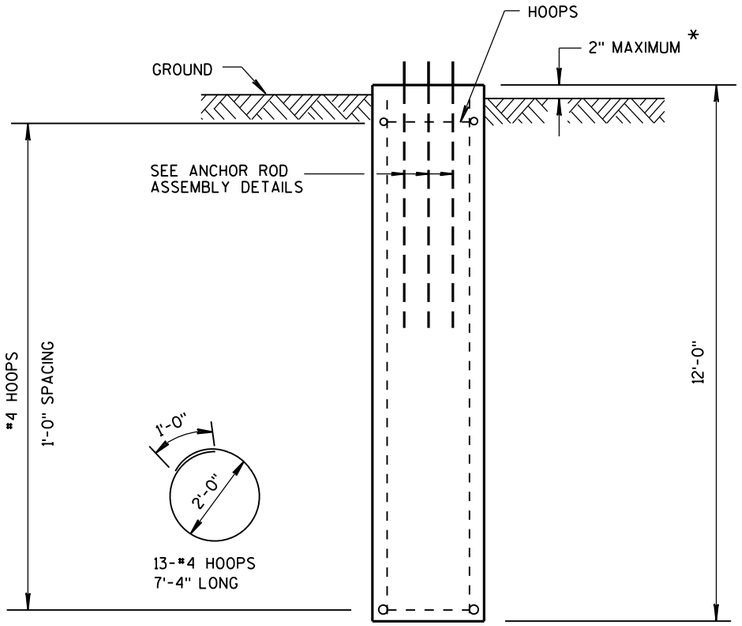
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

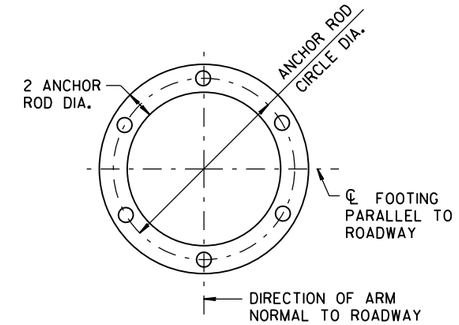
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



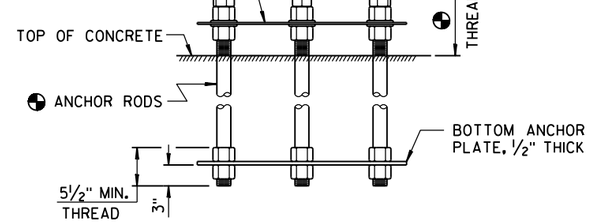
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 2.2 C.Y. PER FOOTING
H.S. REINFORCEMENT - 136 LBS. PER FOOTING

30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

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S.D.D. 15 C 23-4

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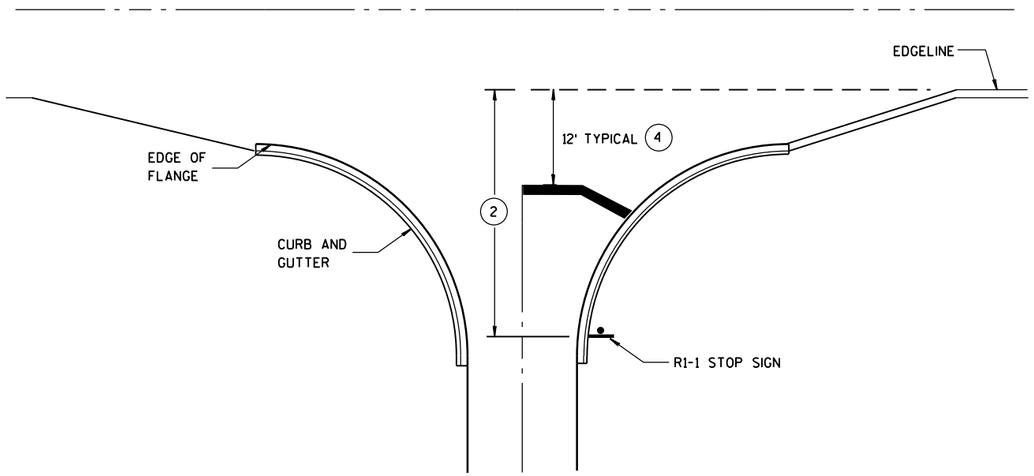
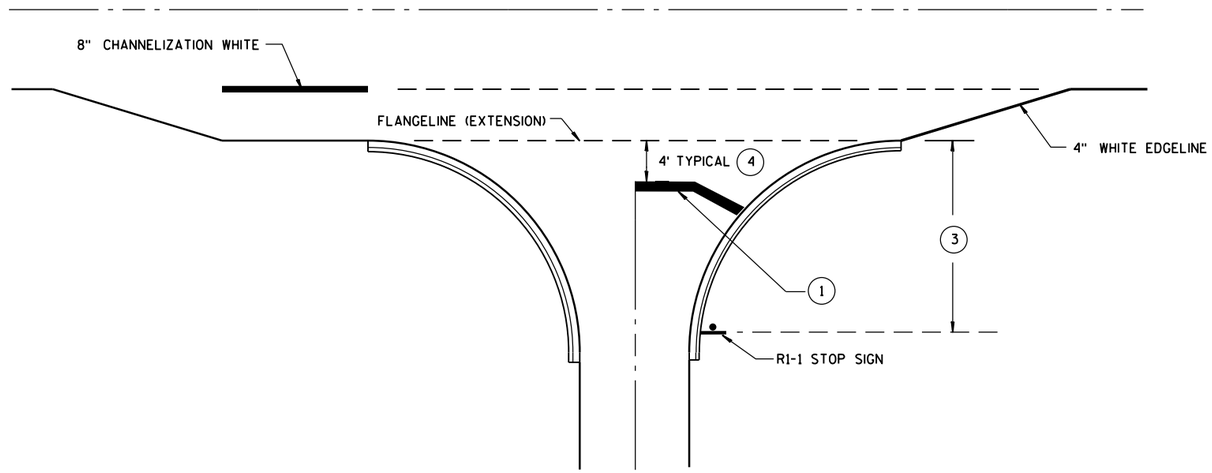
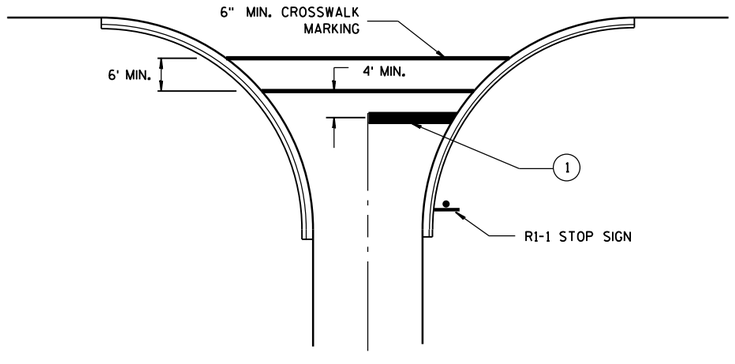
S.D.D. 15 C 23-4



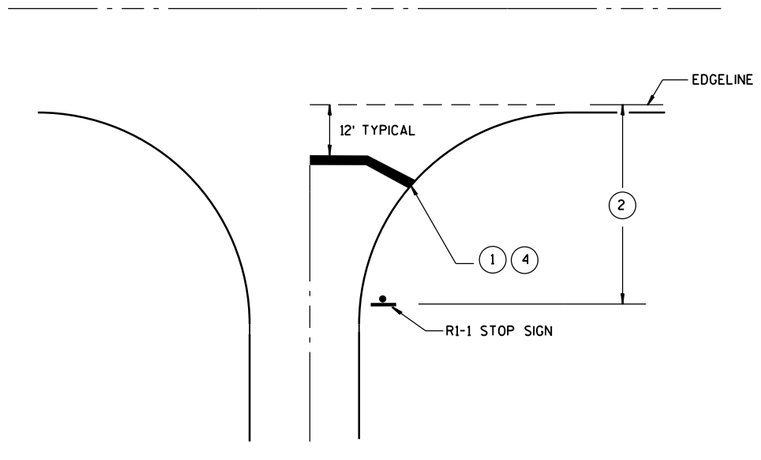
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 247 NEER

FHWA

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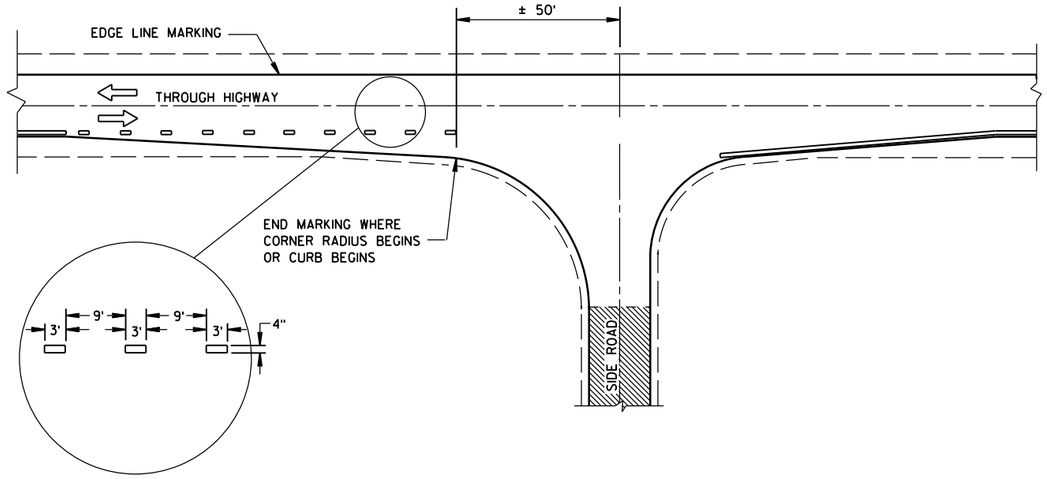
S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

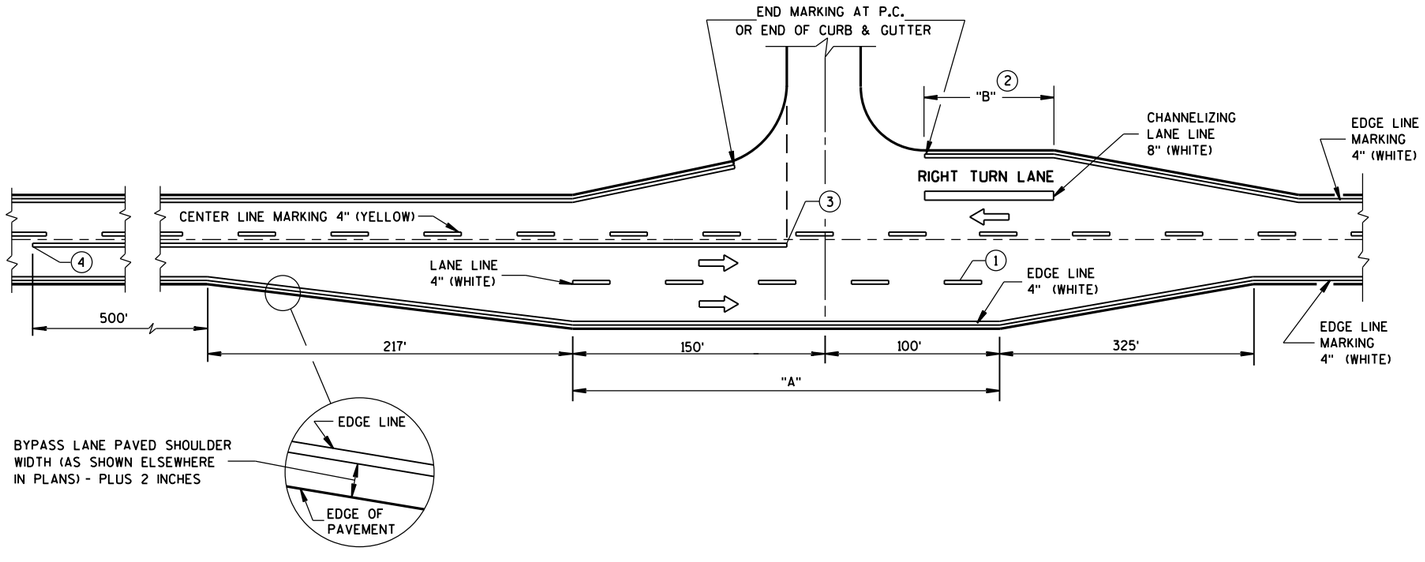
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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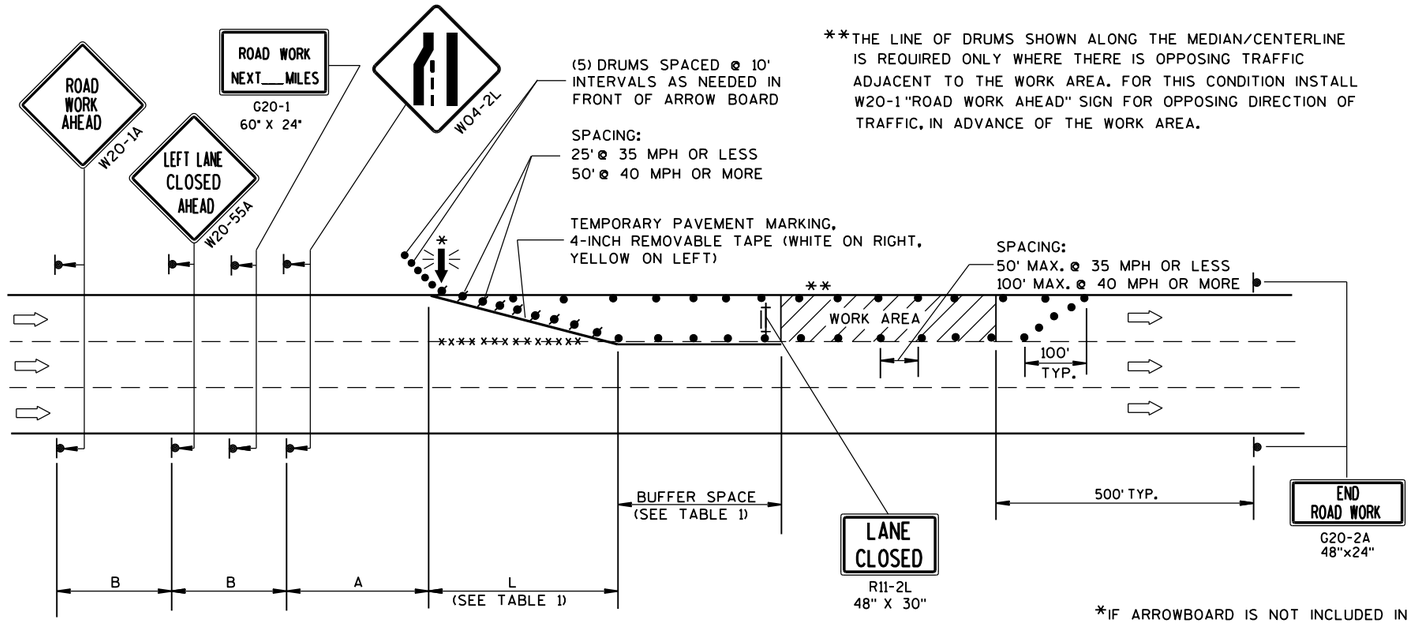

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

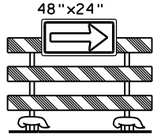

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

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S.D.D. 15 D 20-4

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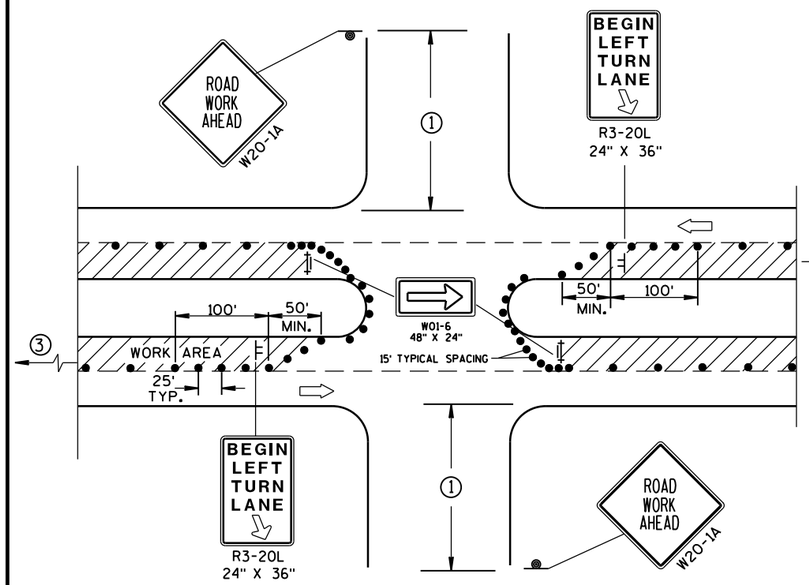
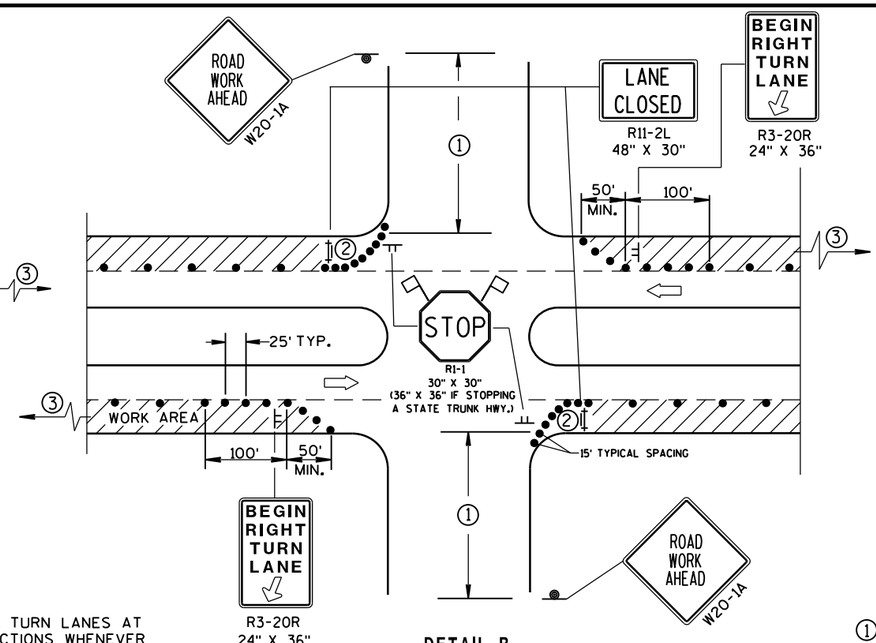
S.D.D. 15 D 20-4



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

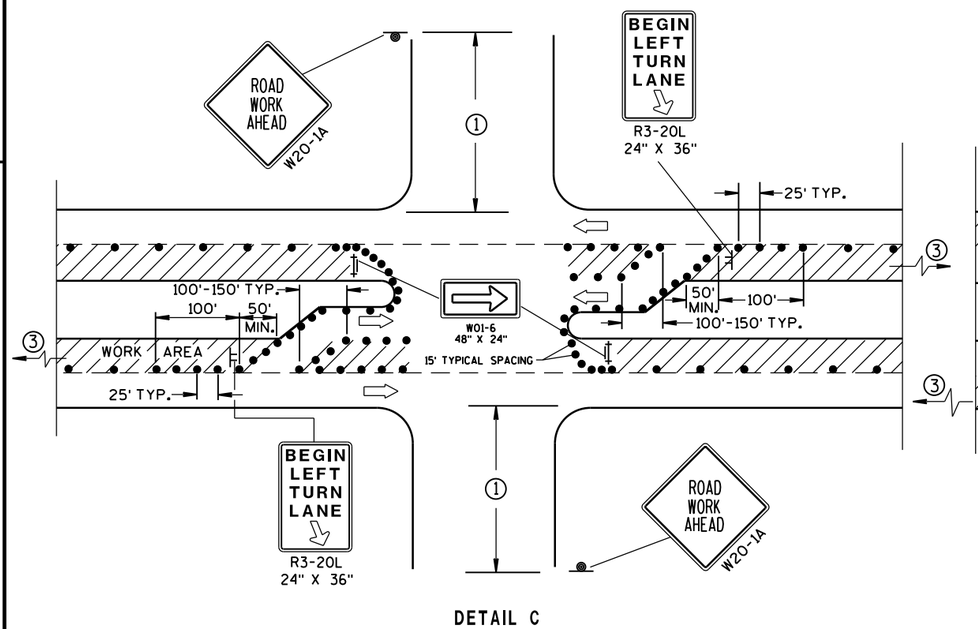
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

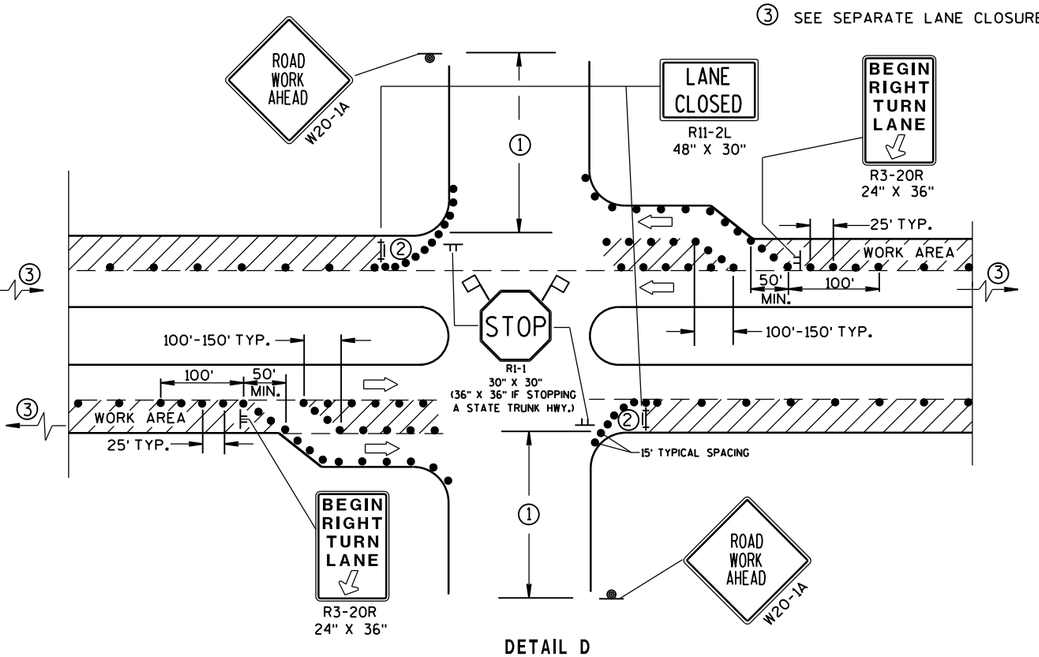
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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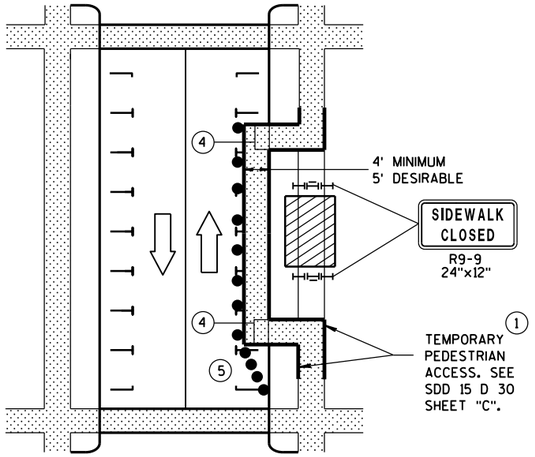
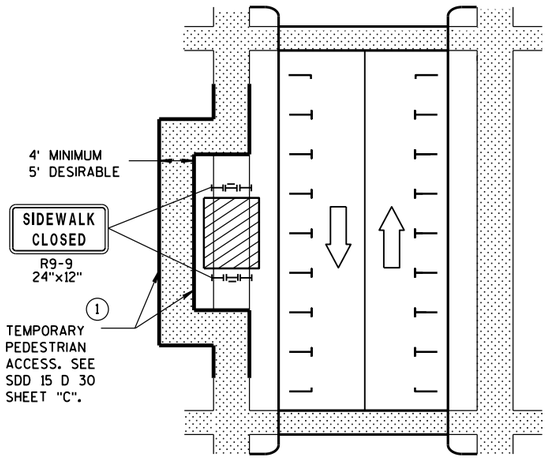
S.D.D. 15 D 21-4

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

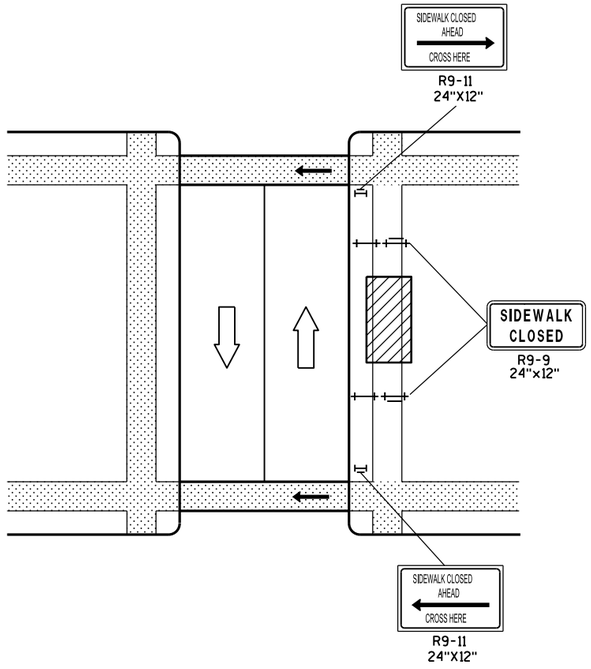


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

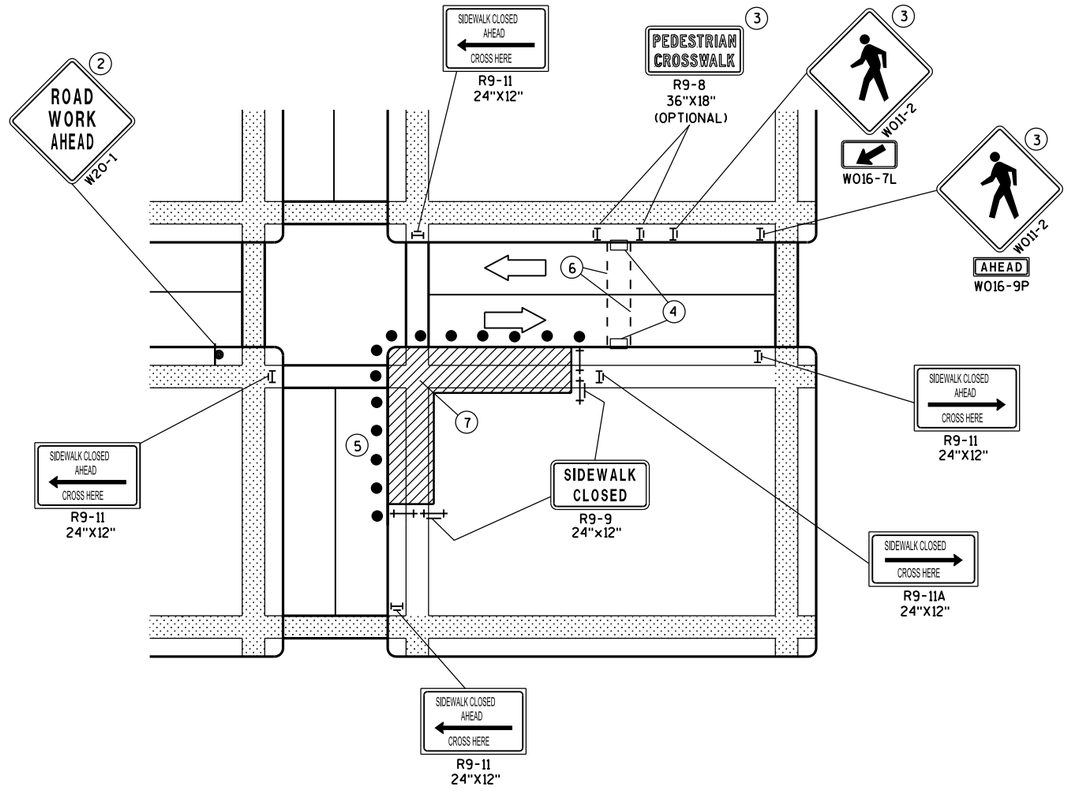
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

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.

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

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(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 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 D 30-3a

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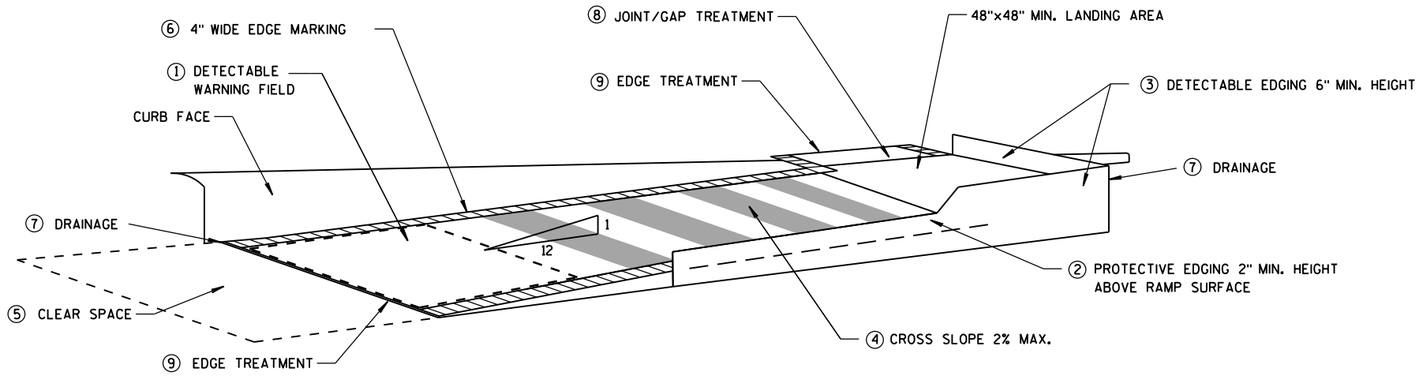


TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

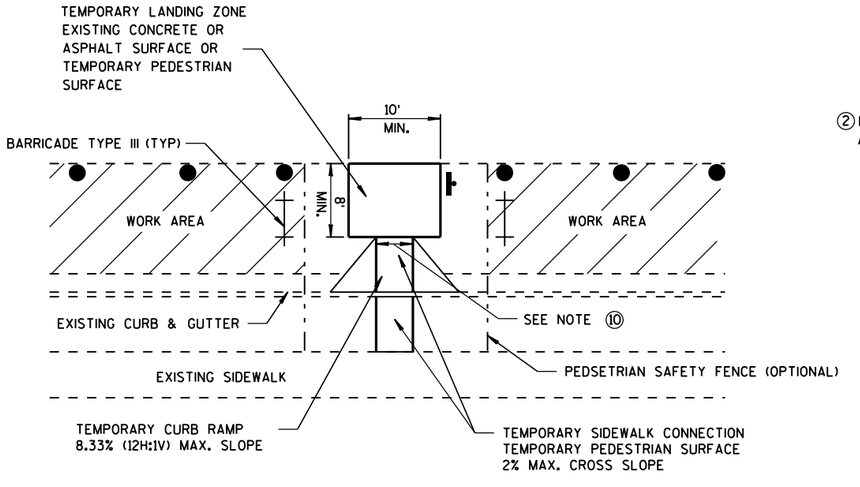
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

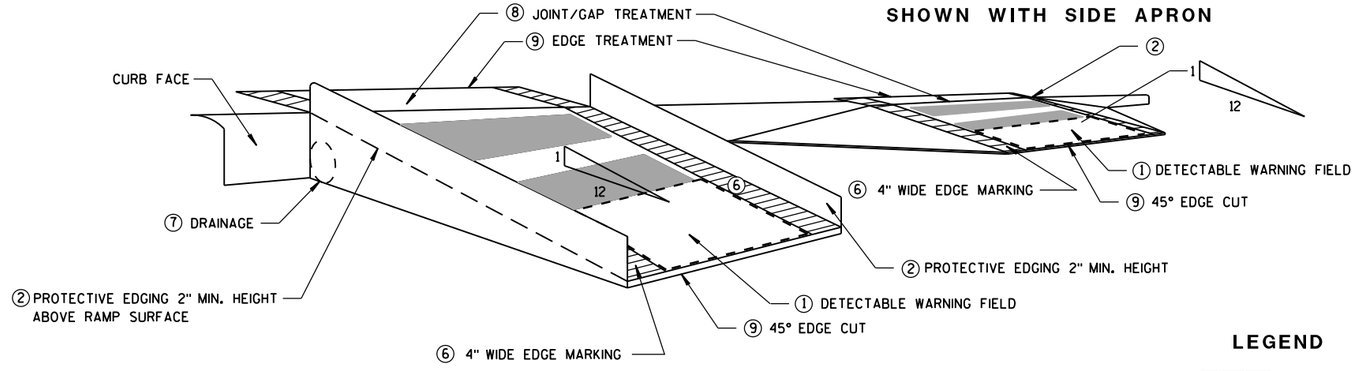
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6

S.D.D. 15 D 30-3b

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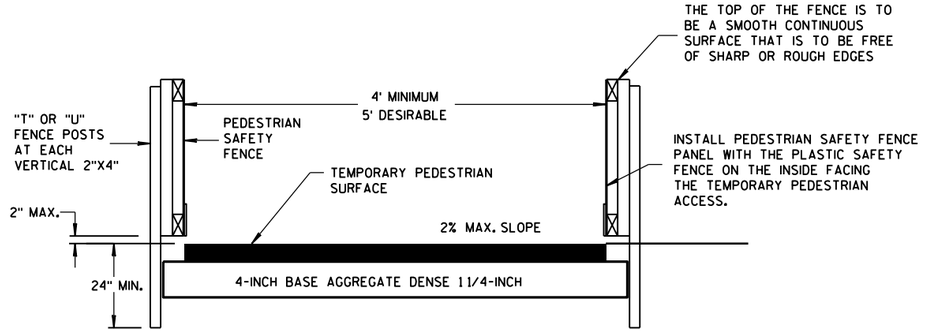
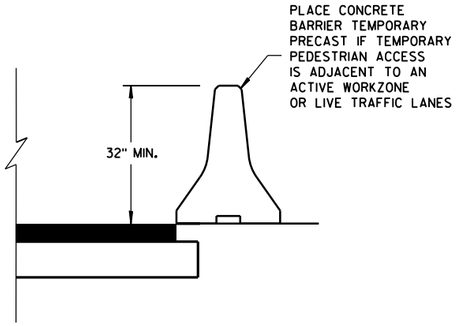
S.D.D. 15 D 30-3b

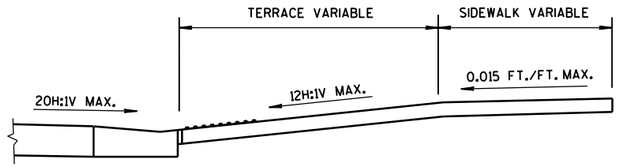




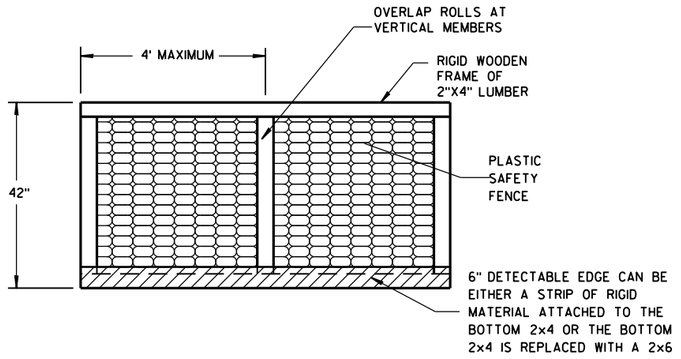
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

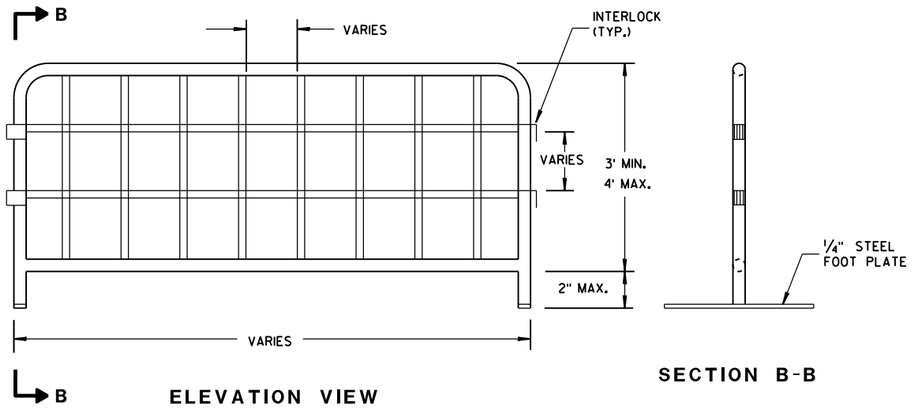
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



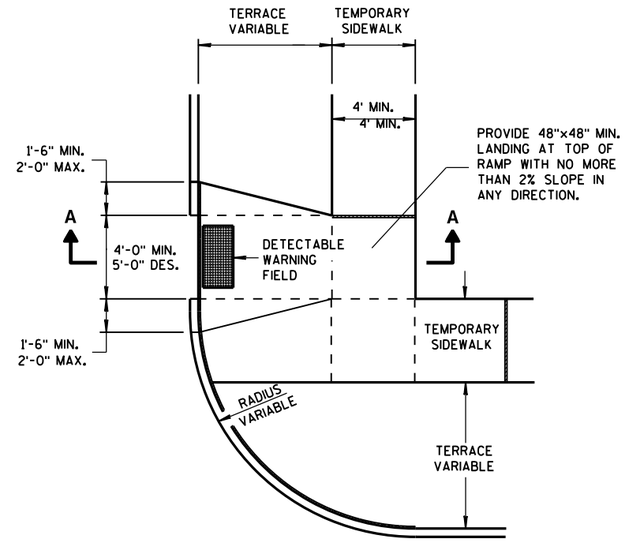
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

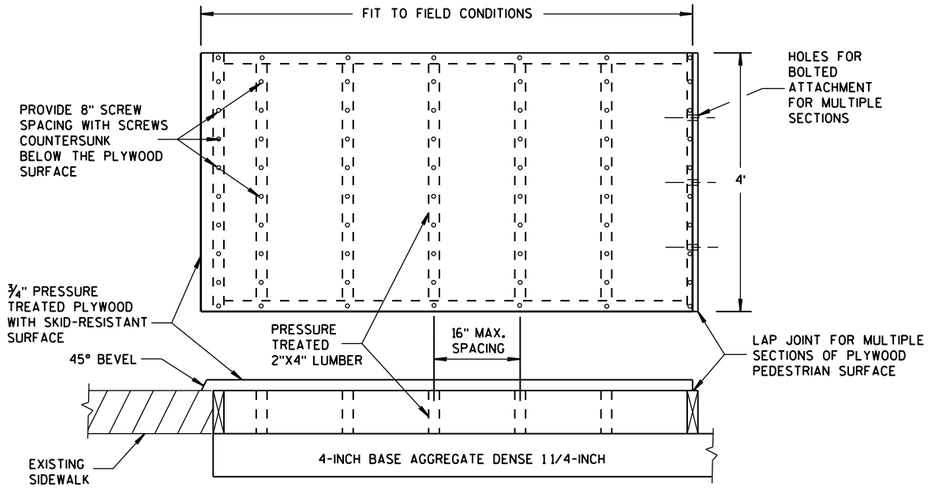
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



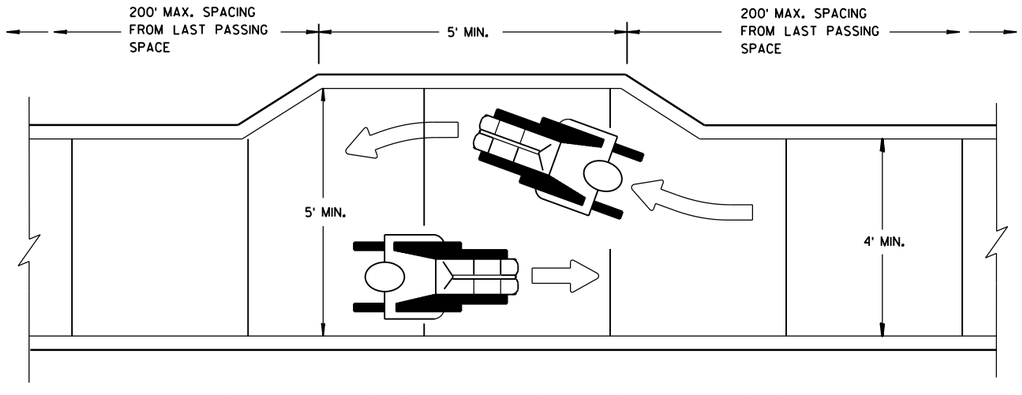
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

6

S.D.D. 15 D 30-3c

6

S.D.D. 15 D 30-3c

S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

END ROAD WORK
G20-2A
48"x24"

NO PASSING ZONE
W14-3
48"x36"

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

1000' 500' 400' 500' 200' 50' 50' 25' TYP.

W01-6 48"x24" ✳✳✳

R11-2 48"x30" ROAD CLOSED

TYPE III BARRICADE

FOR BRIDGE OR CULVERT REPLACEMENTS SUBSTITUTE
BRIDGE OUT
R11-2B
48"x30"

ROAD CLOSURE OR BRIDGE/CULVERT REPLACEMENT

BUFFER SPACE (SEE TABLE)

WORK AREA

BUFFER SPACE (SEE TABLE)

TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

W05-52L 12"x36"

W05-52R 12"x36"

25' TYP.

W01-3L OR W01-4L
W013-1
XX M.P.H.
24"x24"

ROAD WORK 1000 FT
W20-1C

ROAD WORK AHEAD
W20-1A

END TEMPORARY PAVEMENT MARKING, 4-INCH SOLID YELLOW CENTERLINE ✳✳

50' 50' 400' 200' 500' 500' 1000'

END TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINES. (USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT)

TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW CENTERLINE AND 2-WAY YELLOW RAISED PAVEMENT MARKERS AT 25' SPACING. USE REMOVABLE TAPE WHERE TEMPORARY MARKING CROSSES PERMANENT PAVEMENT.

BEGIN TEMPORARY PAVEMENT MARKING, 4-INCH WHITE EDGELINE

ROAD WORK AHEAD
W20-1A

ROAD WORK 1000 FT
W20-1C

W01-4R OR W01-3R
W013-1
XX M.P.H.
24"x24"

W01-4L OR W01-3L
W013-1
XX M.P.H.
24"x24"

NO PASSING ZONE
W14-3
48"x36"

END ROAD WORK
G20-2A
48"x24"

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.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

✳ IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

✳✳ WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

✳✳✳ OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY-BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- WORK AREA

TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA — FIC

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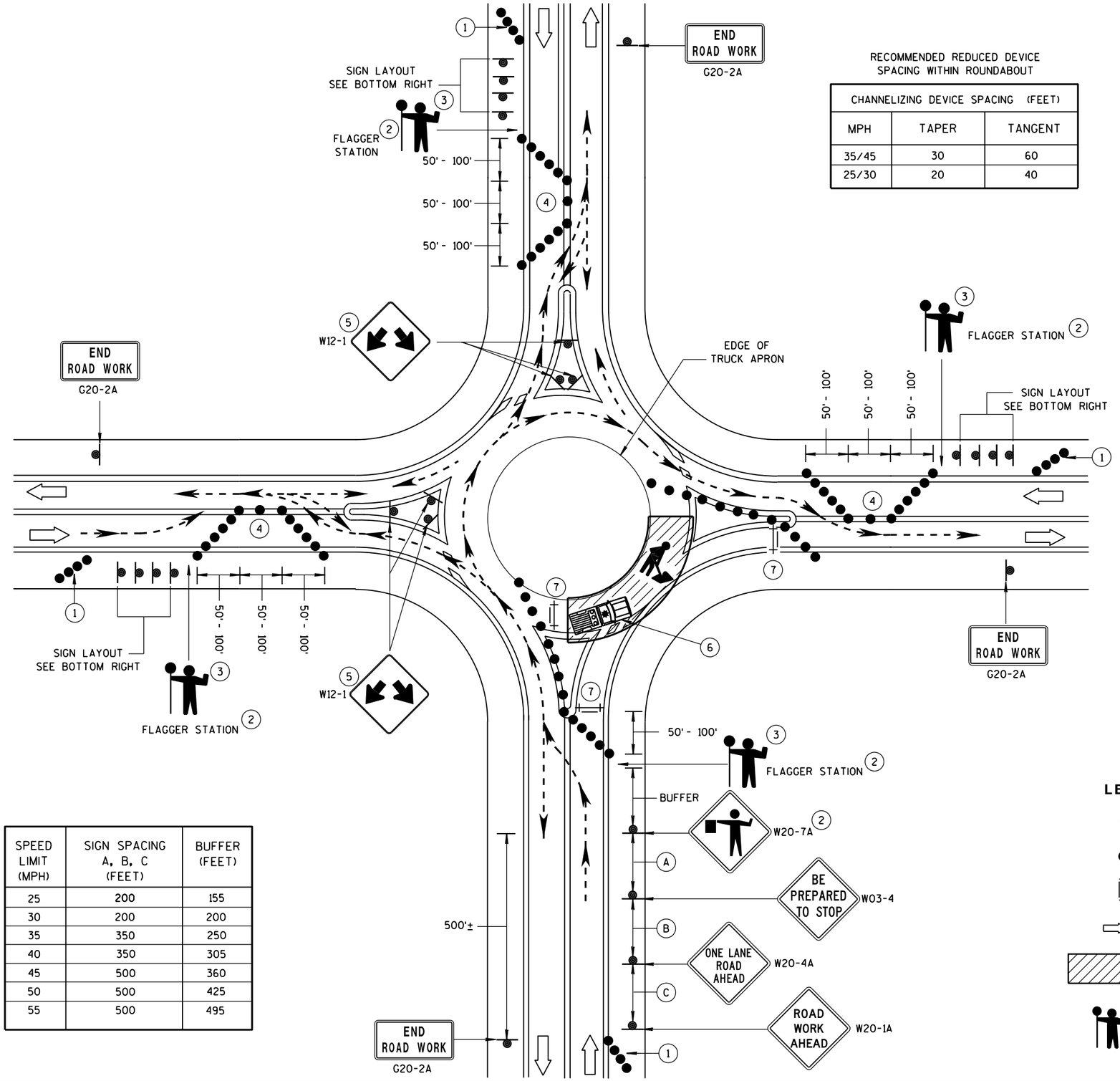
S.D.D. 15 D 31-3



RECOMMENDED REDUCED DEVICE SPACING WITHIN ROUNDABOUT

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SPEED LIMIT (MPH)	SIGN SPACING A, B, C (FEET)	BUFFER (FEET)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

GENERAL NOTES

ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48"X48" SIGNS IF APPROVED BY THE ENGINEER.

REMOVE OR COVER CONFLICTING SIGNS.

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

ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.

FLAGGERS SHALL CONTROL TRAFFIC ON ALL APPROACHES OF THE ONE-LANE ROUNDABOUT. ONE FLAGGER SHALL BE DESIGNATED LEAD FLAGGER.

RADIO COMMUNICATION SHALL BE USED BY ALL FLAGGERS.

NIGHT TIME WORK REQUIRES ADDITIONAL LIGHTING AT FLAGGER STATION(S).

(1) PLACE A MINIMUM OF 4 DRUMS ON THE SHOULDER IN ADVANCE OF THE PCMS IN A TAPER FOR DELINEATION ON ALL APPROACHES TO THE ROUNDABOUT.

(2) ESTABLISH THE LIMITS OF THE WORK ZONE TO ENSURE THE MAXIMUM POSSIBLE SIGHT DISTANCE TO THE FLAGGER STATION.

(3) FLAGGERS SHALL BE IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

(4) ADJUST CHANNELIZING DEVICES TO ACCOMMODATE FOR TURNING RADIUS OF LARGE VEHICLES AS DIRECTED BY THE ENGINEER.

(5) GUIDE SIGN WITH ROAD NAMES MAY BE USED IN LIEU OF THE DOUBLE ARROW (W12-1) SIGN.

(6) BUFFER VEHICLE RECOMMENDED TO SHEILD WORK AREA.

(7) TYPE III BARRICADES WITH ROAD CLOSED SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

TRAFFIC CONTROL, 2-LANE ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 D 37-2

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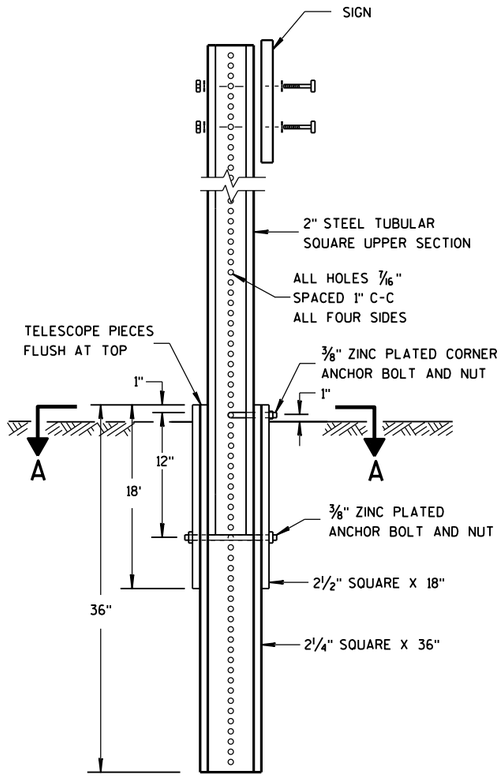
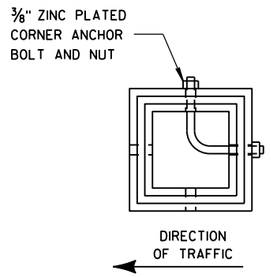
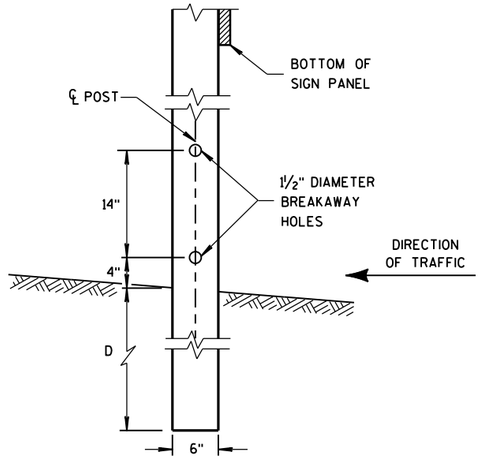
S.D.D. 15 D 37-2



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



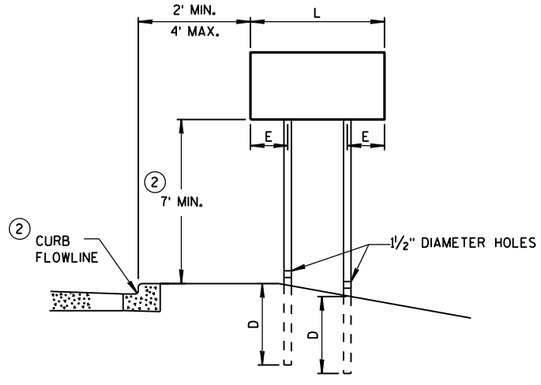
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

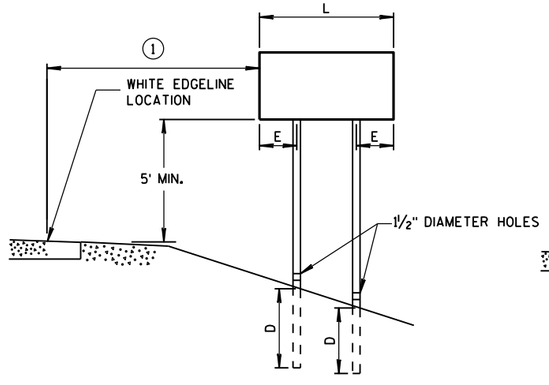
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

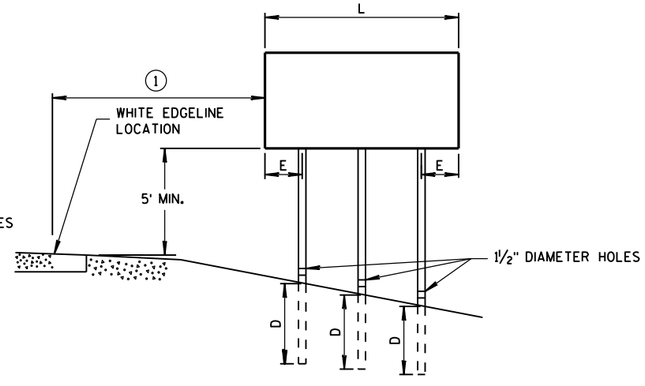
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

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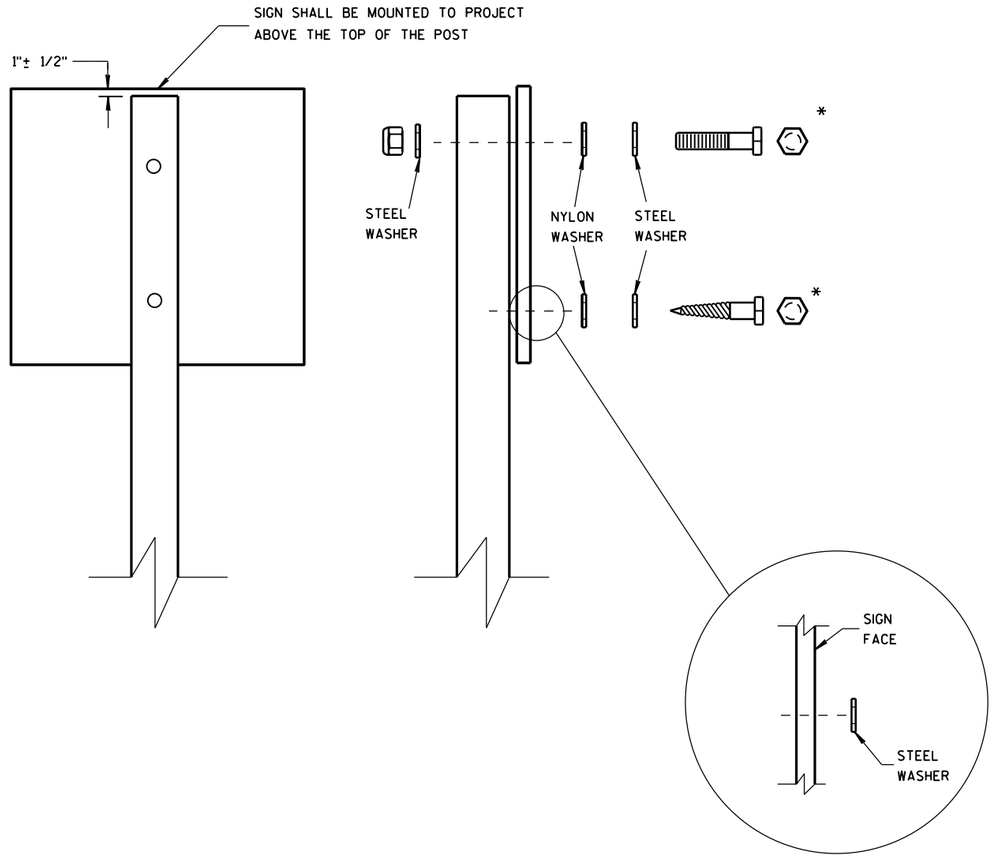
S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

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

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015
DATE

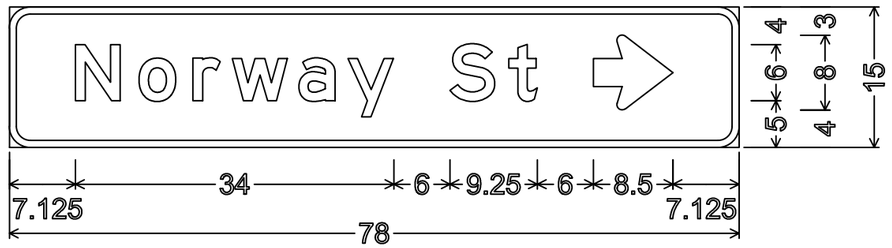
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

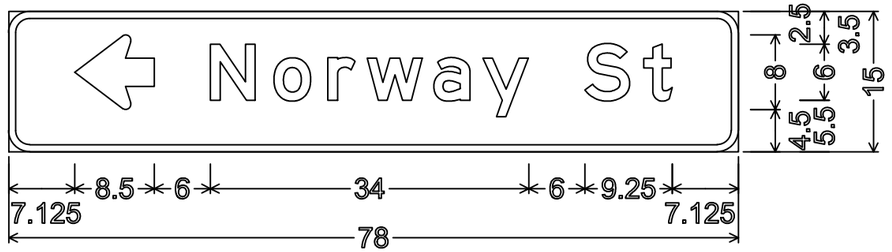
SIGN

NOTES

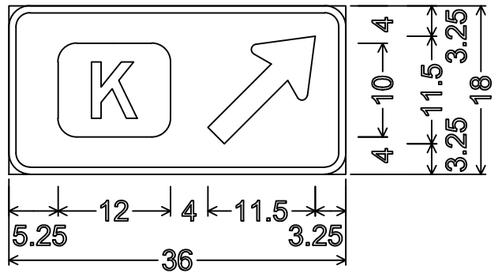
1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



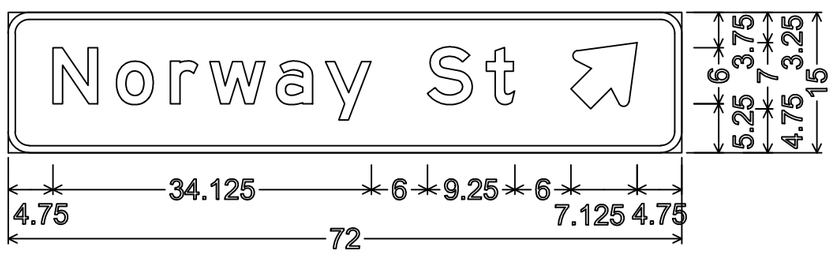
D1-1; 2.250" Radius, 0.750" Border



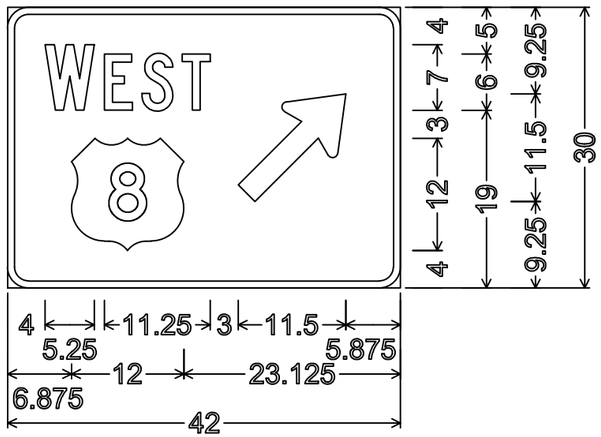
D1-1; 2.250" Radius, 0.750" Border



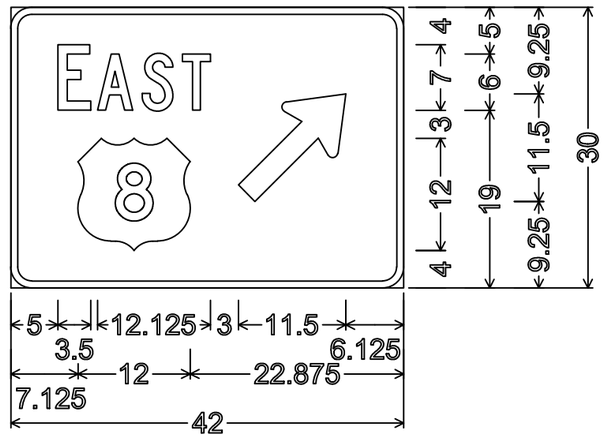
D1-1;
2.250" Radius, 0.750" Border



D1-1;
2.250" Radius, 0.750" Border



D1-1;
2.250" Radius, 0.750" Border
"WEST" C



D1-1;
2.250" Radius, 0.750" Border
"EAST" C

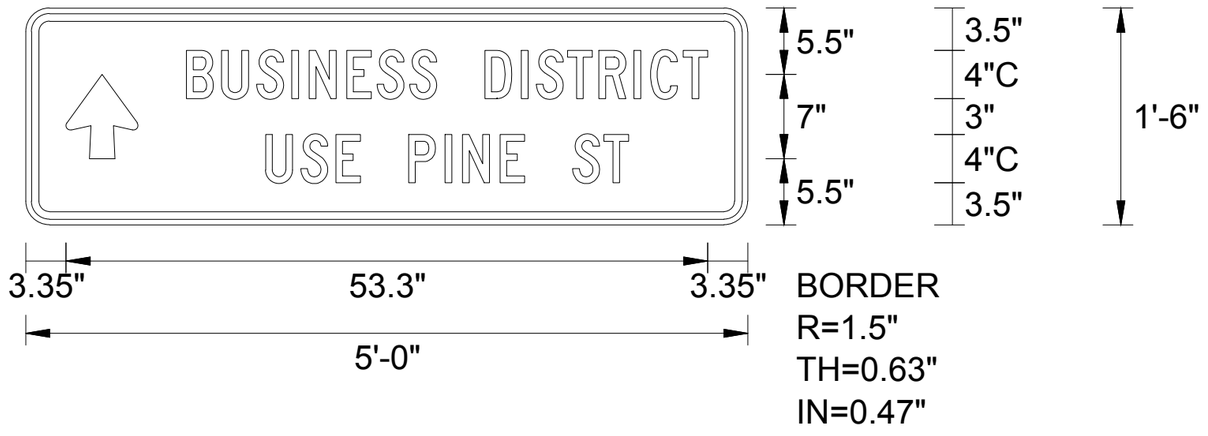
7

7

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	SIGN PLATES	SHEET 258	E

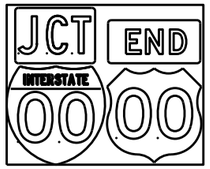
NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT 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.

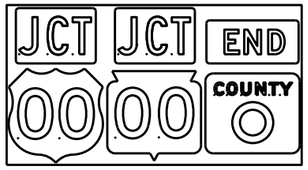


TYPICAL ASSEMBLIES

J1-1

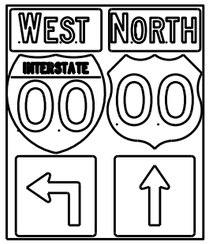


J1-2

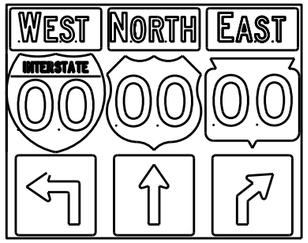


J1-3

J2-1



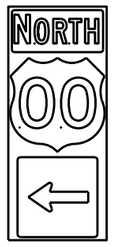
J2-2



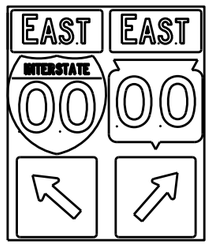
J2-3

JV

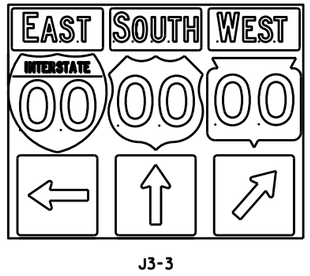
(Typical Vertical J-Assembly
See Note 10 and 11)



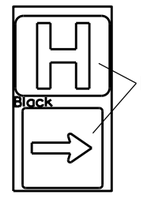
J3-1



J3-2

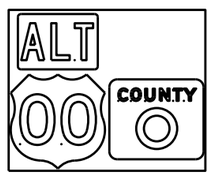


J3-3



JH-1

J4-1



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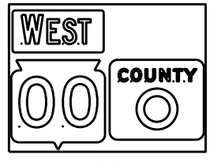
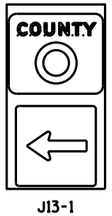


J4-2



J13-1

J12-1

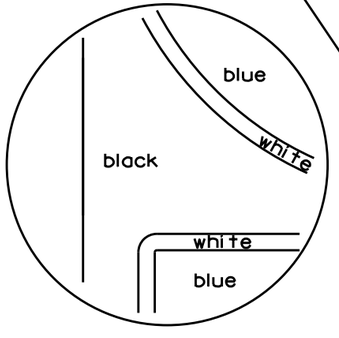
J32-1

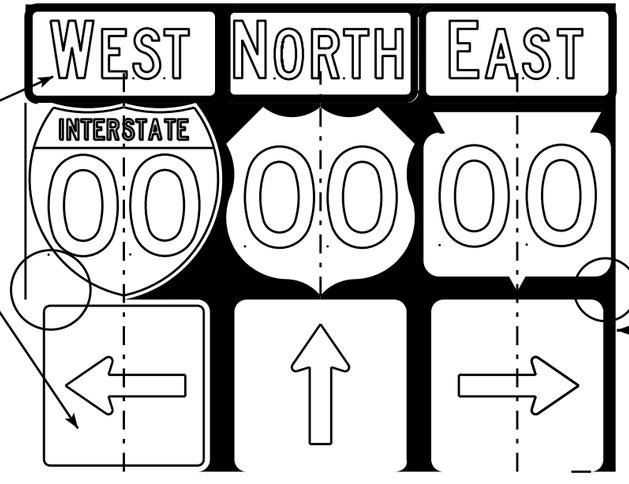
J33-1

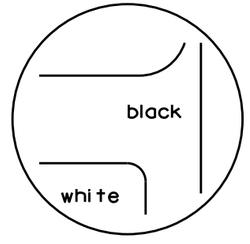
J23-1

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

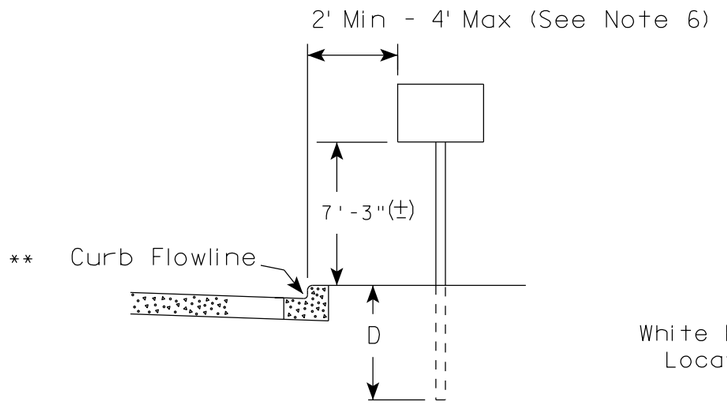
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

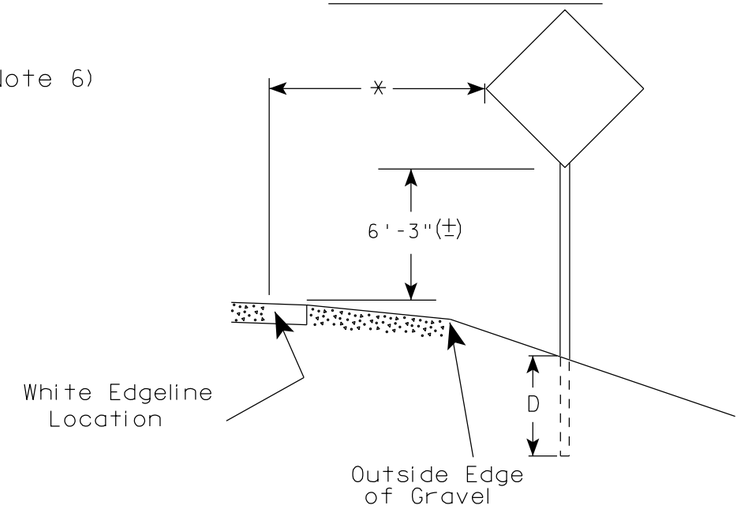
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

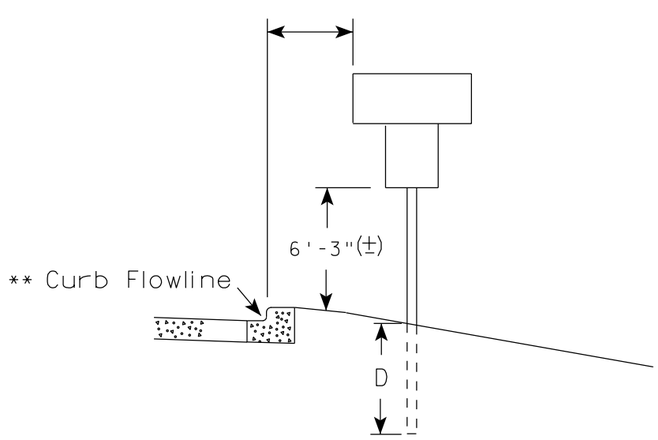
WISDOT/CADDS SHEET 42

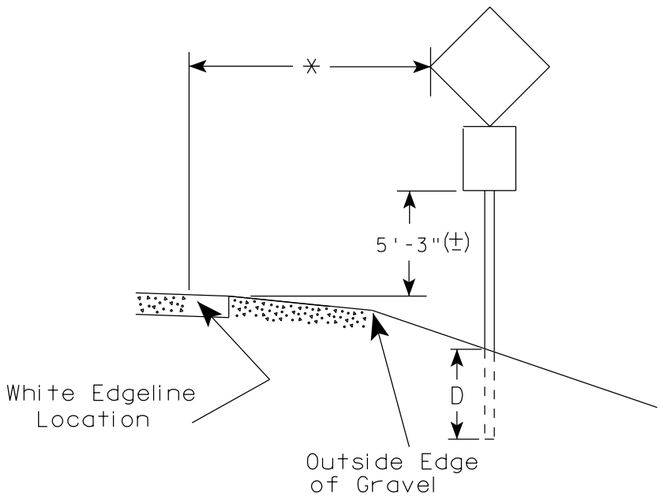
URBAN AREA



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.

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

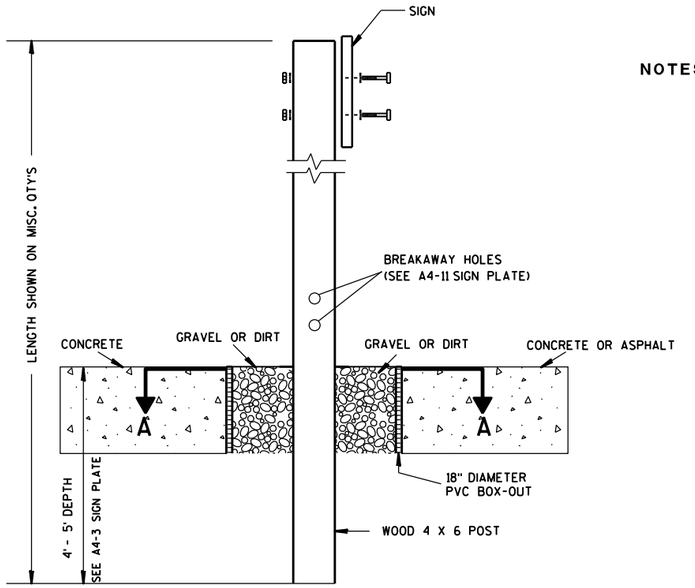
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

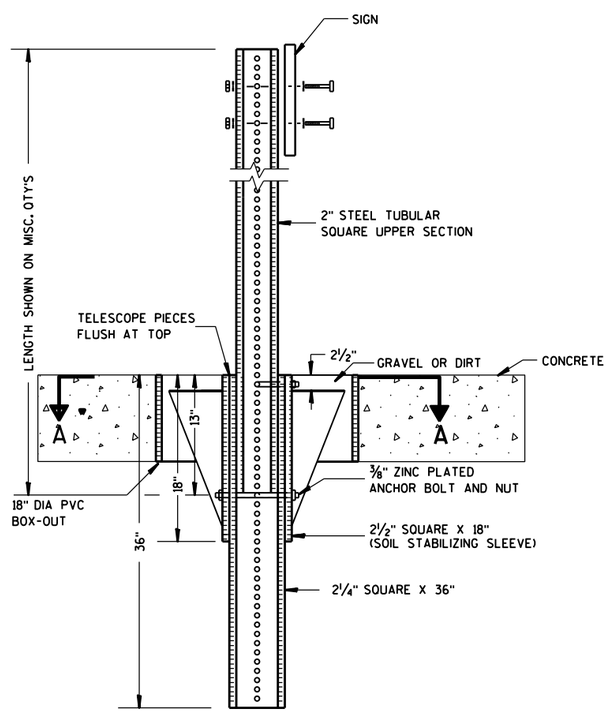
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

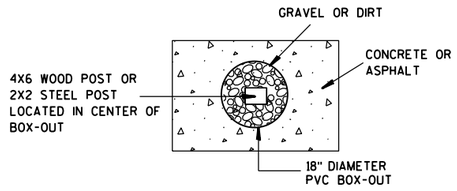
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

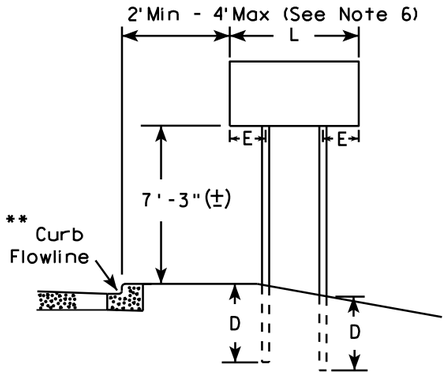
APPROVED Matthew R Rauch
for State Traffic Engineer

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

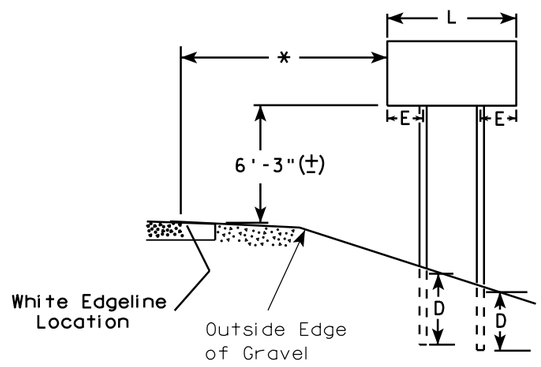
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

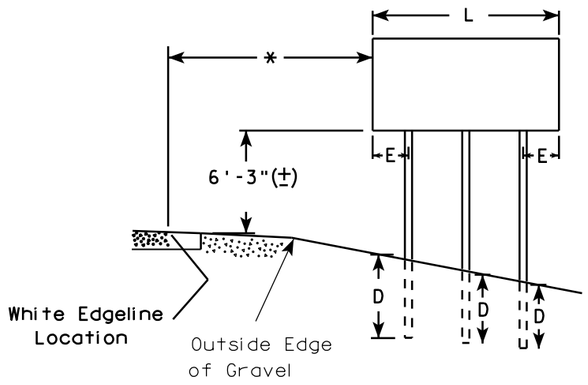
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

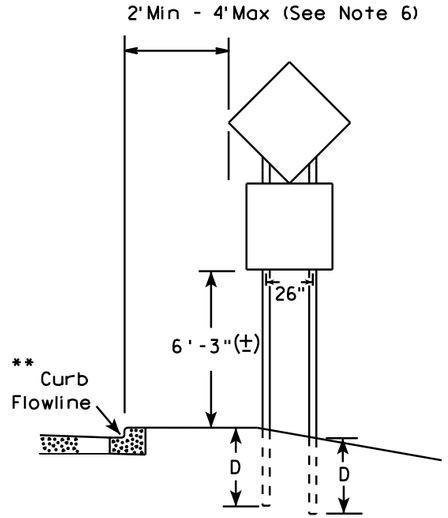
URBAN AREA



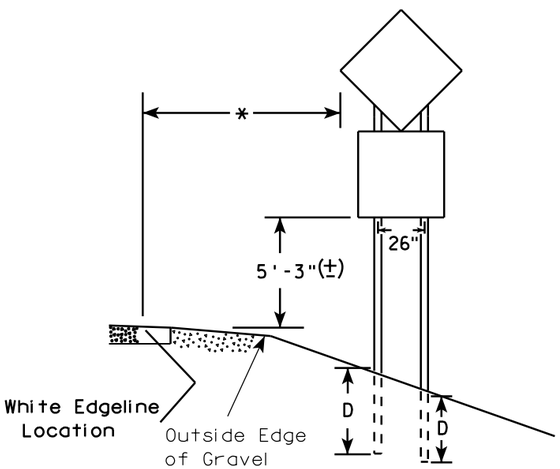
RURAL AREA (See Note 3)







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 and 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'

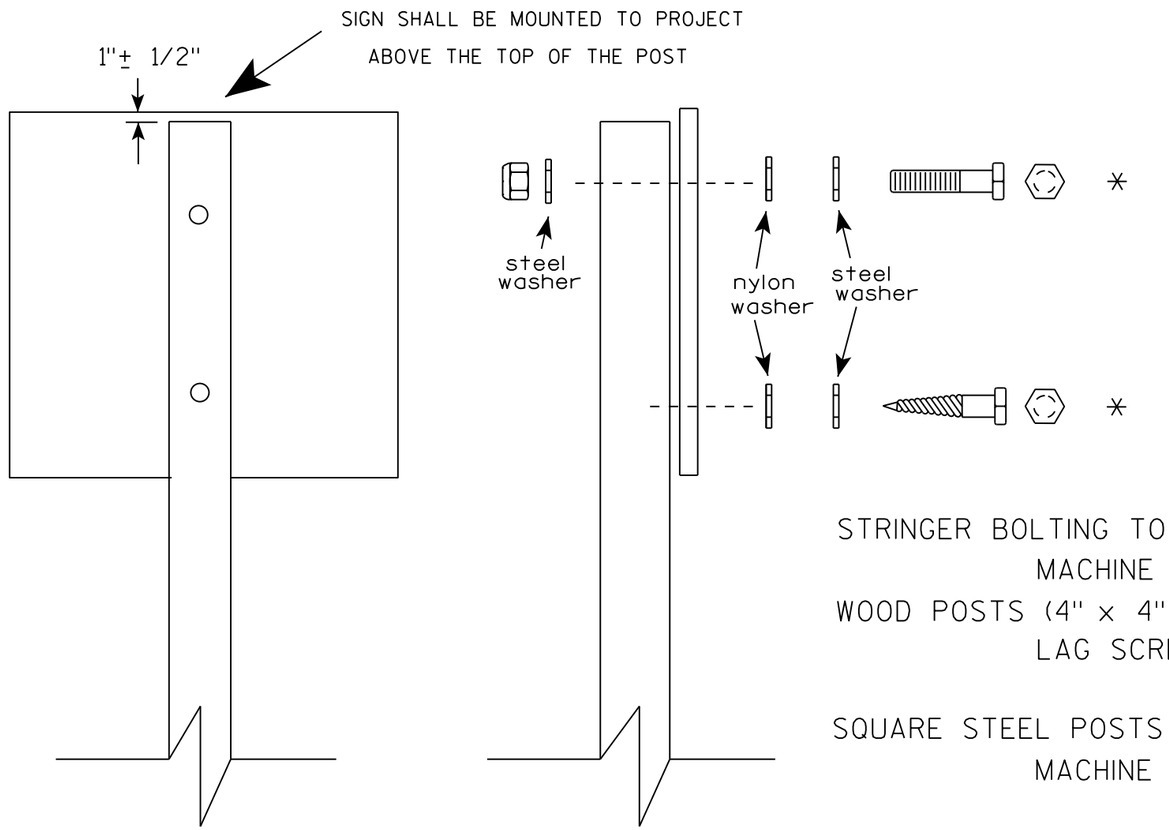
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 263 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

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

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

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

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

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

WOOD POSTS (4" x 4" or 4" x 6")

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

3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

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

3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

WASHERS (ALL POSTS) -

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

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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

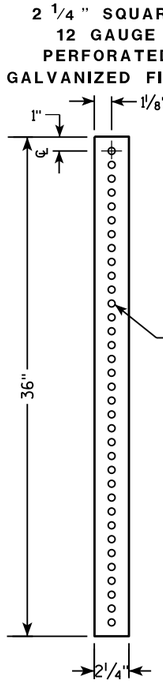
PROJECT NO:

SHEET NO: E

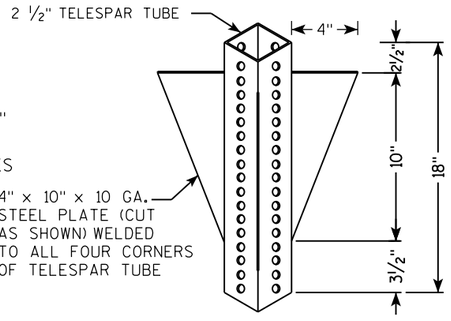
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

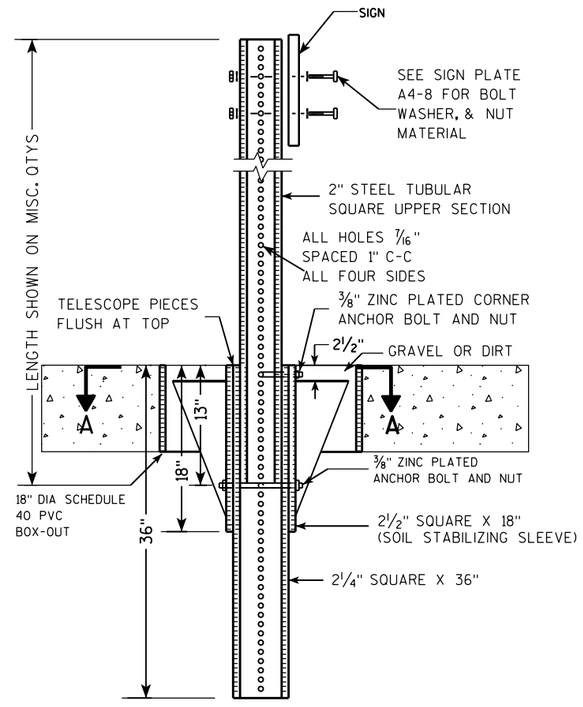
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



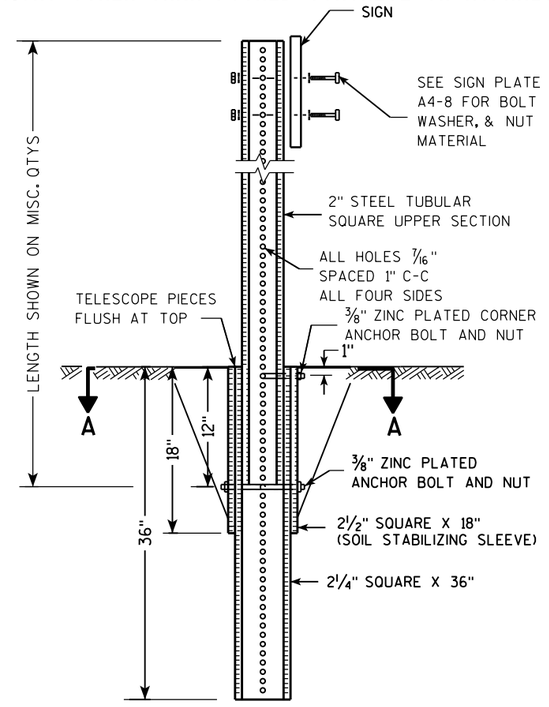
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

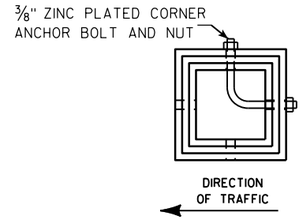


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

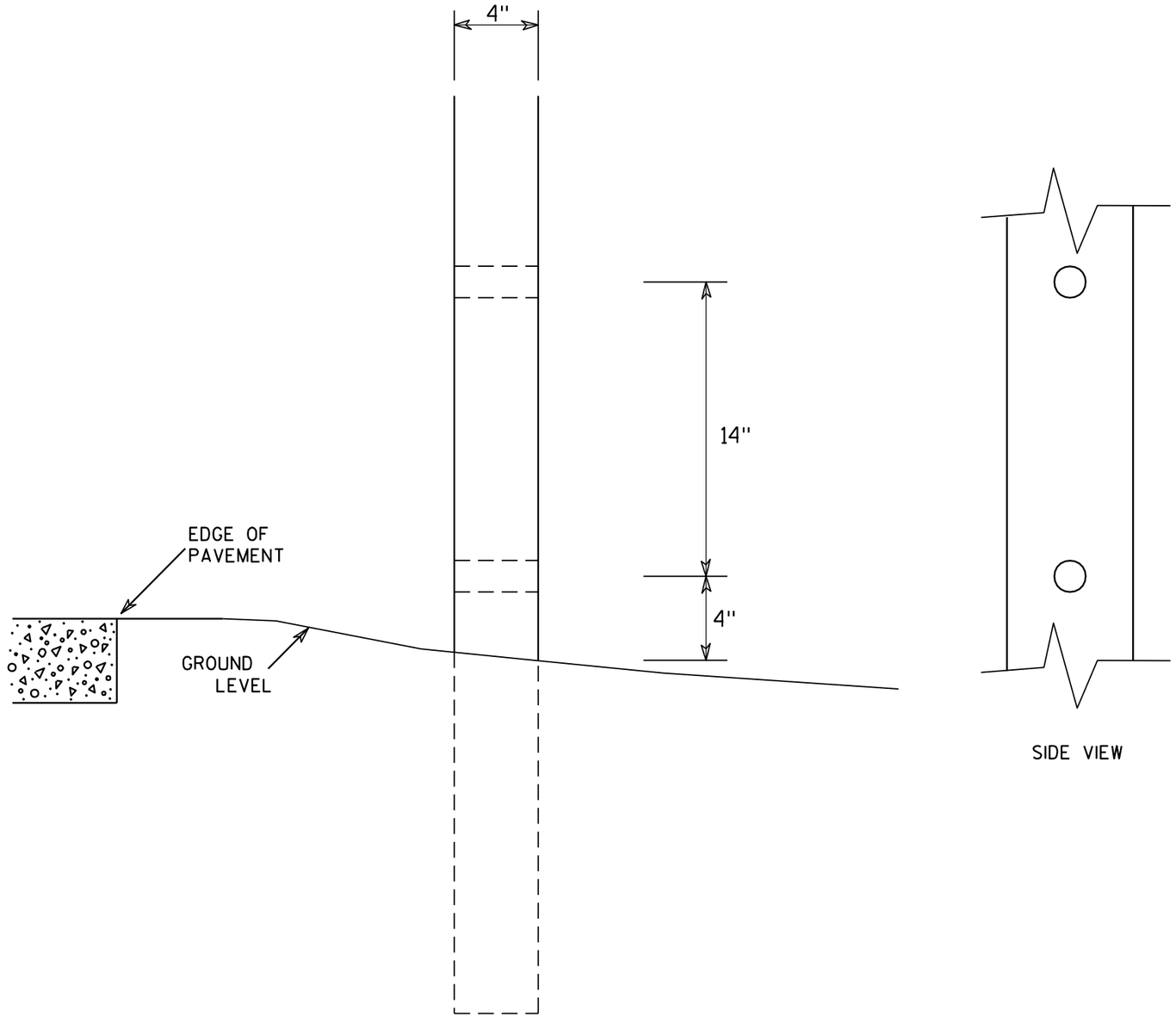
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 265 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

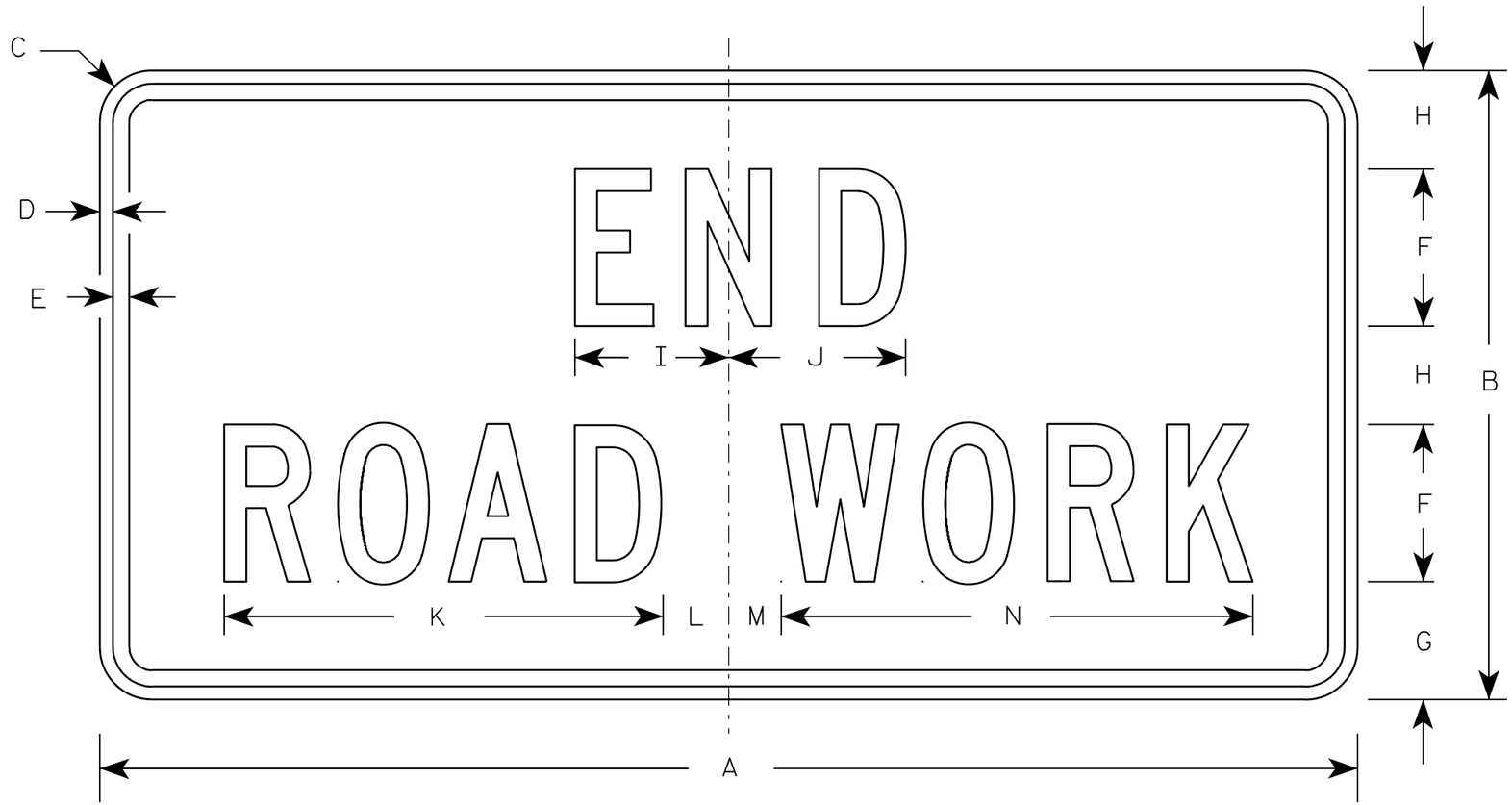
4 X 6 WOOD POST MODIFICATIONS

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: 266	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

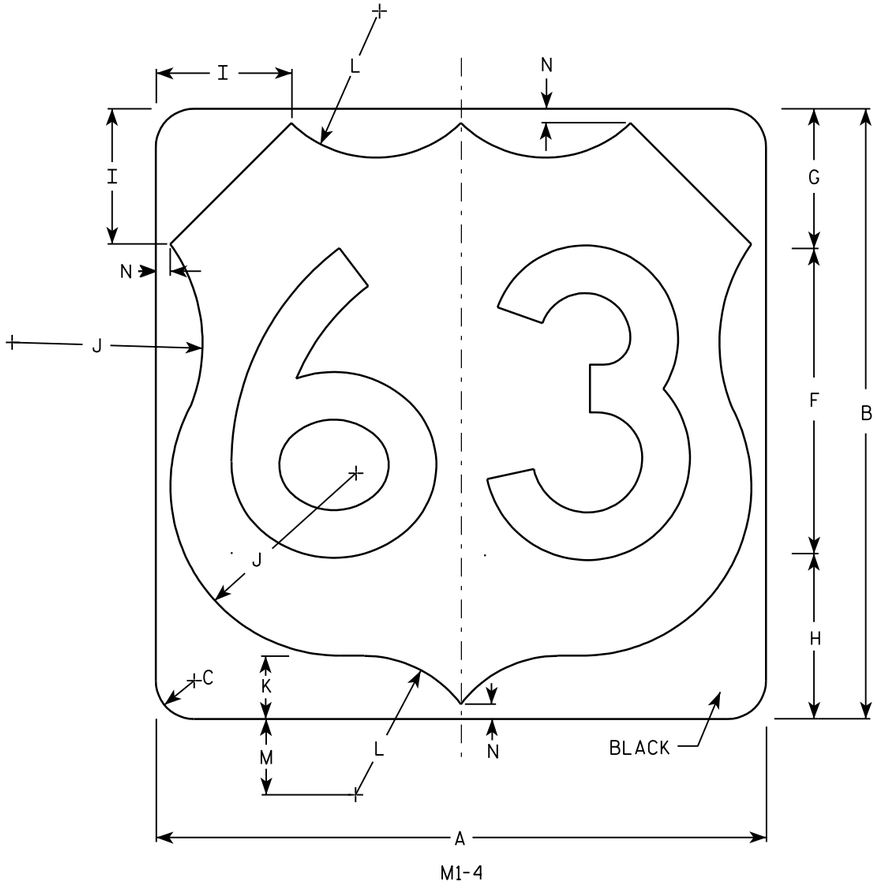
APPROVED Matthew R Rauch
for State Traffic Engineer

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

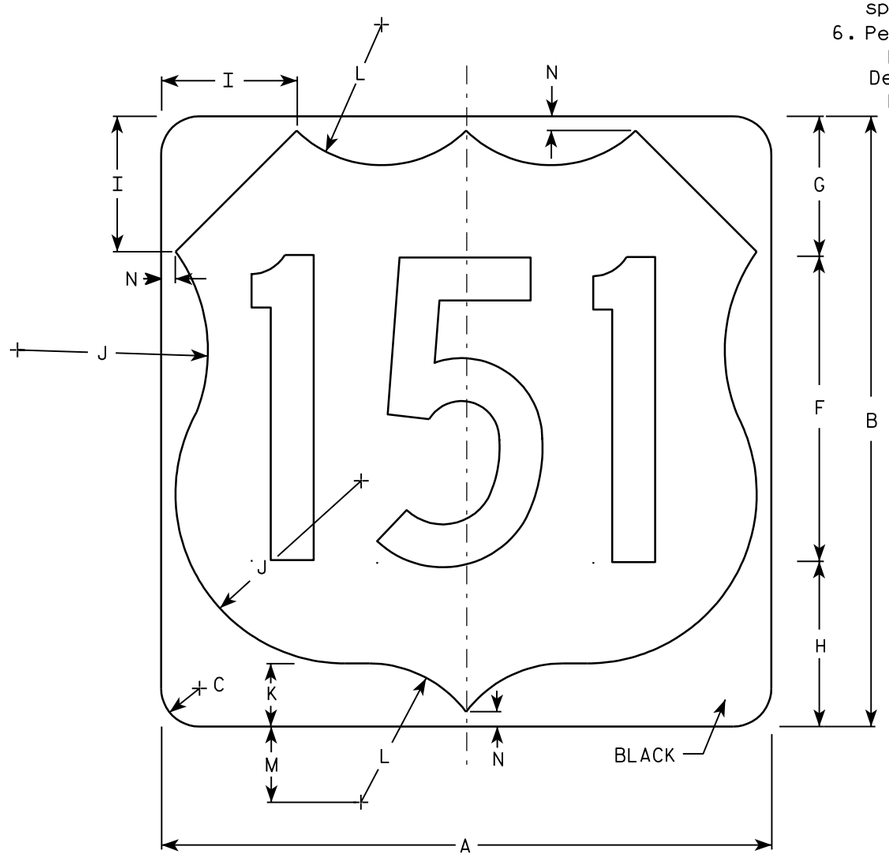
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 267	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

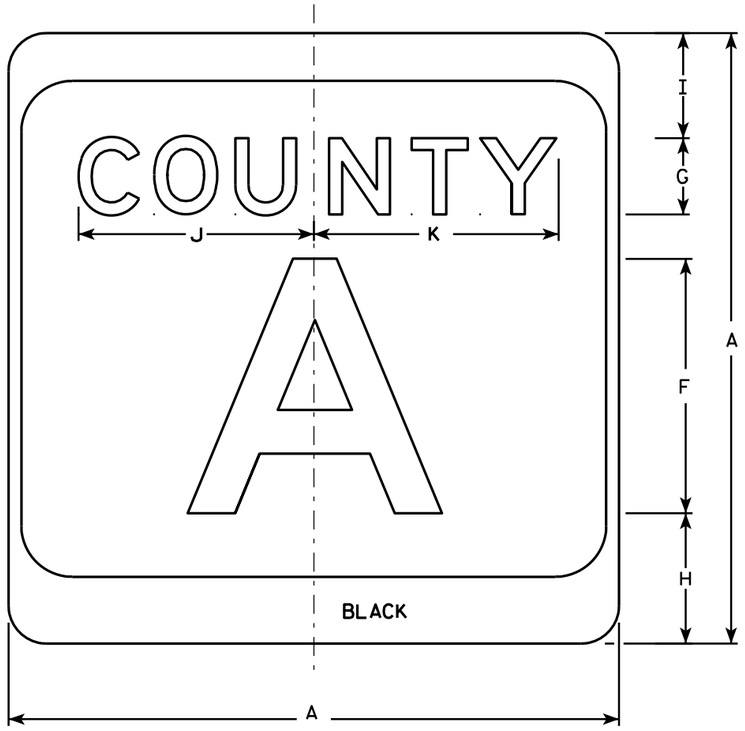
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

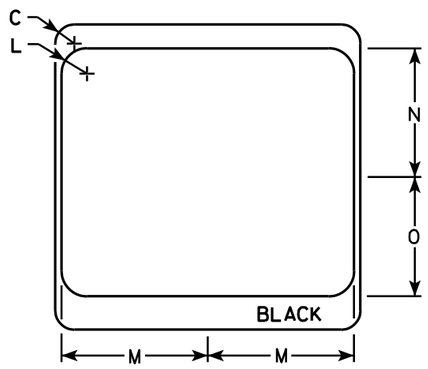
APPROVED Matthew R Rauch
for State Traffic Engineer

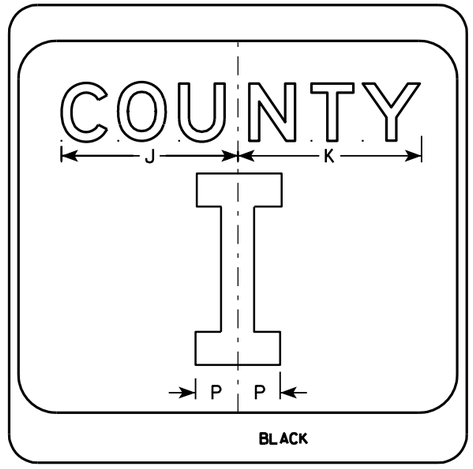
DATE 08/25/05 PLATE NO. M1-4.9

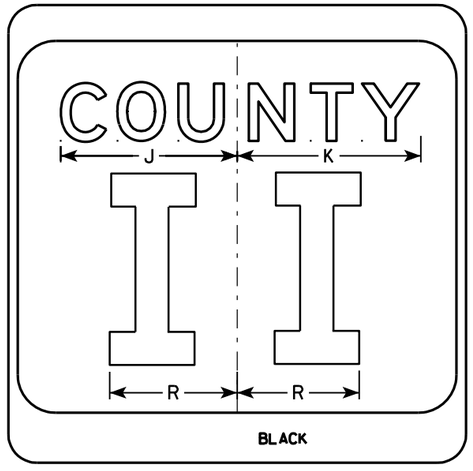
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

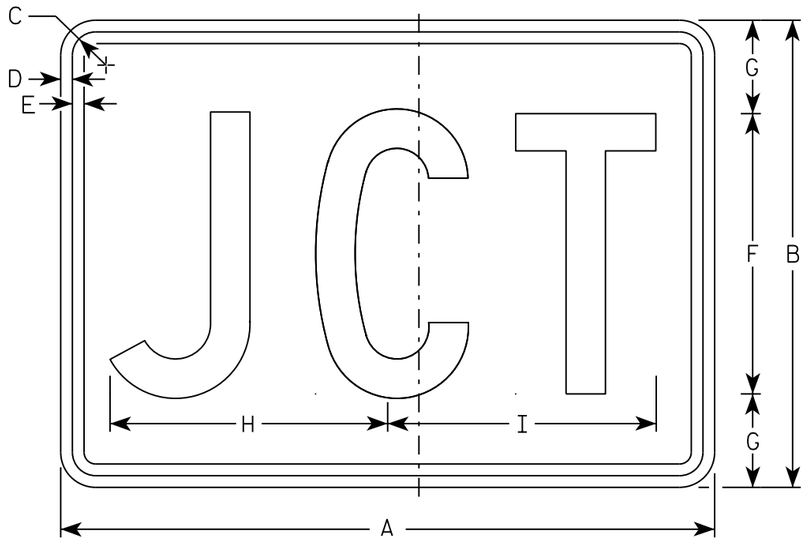
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

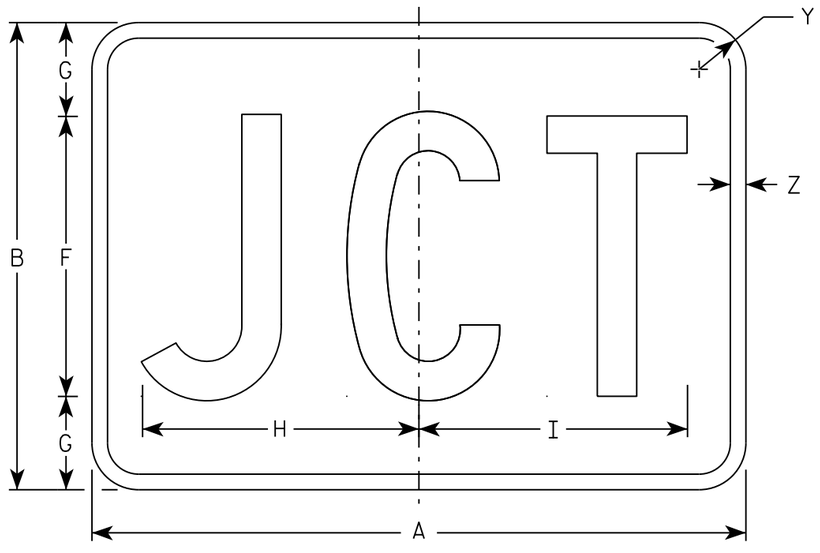
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 269 | E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

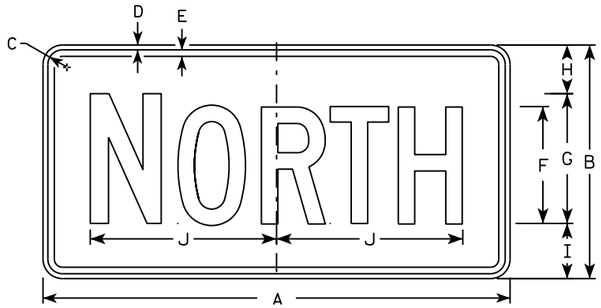
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

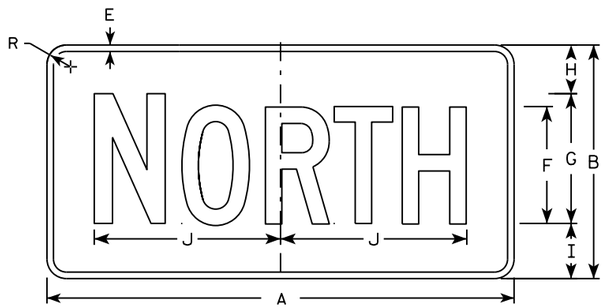
DATE 10/15/15 PLATE 270 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



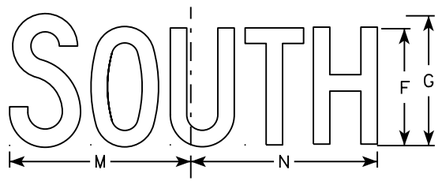
M3-1
MM3-1
MP3-1



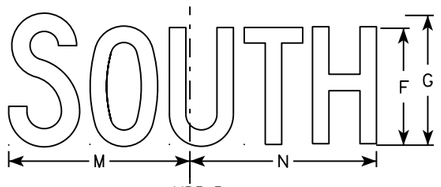
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

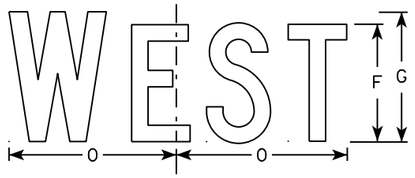
MB3-2
MK3-2
MN3-2



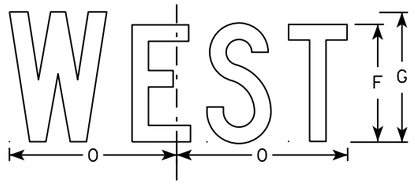
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

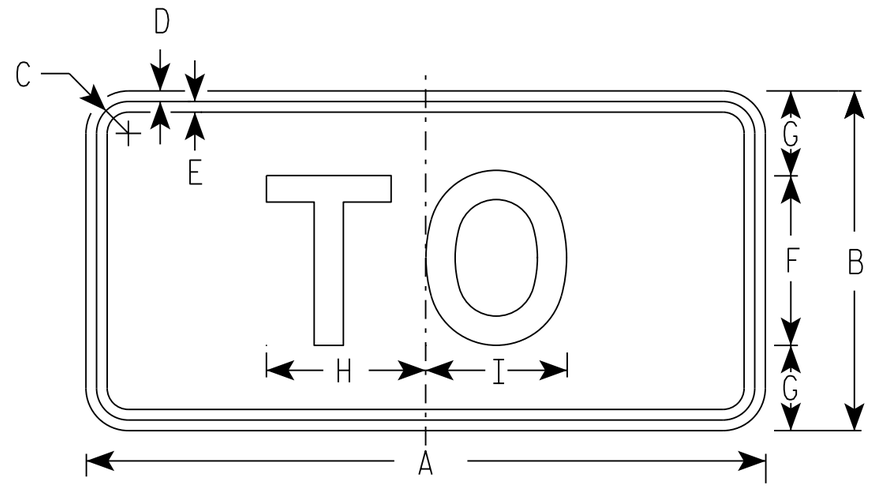
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

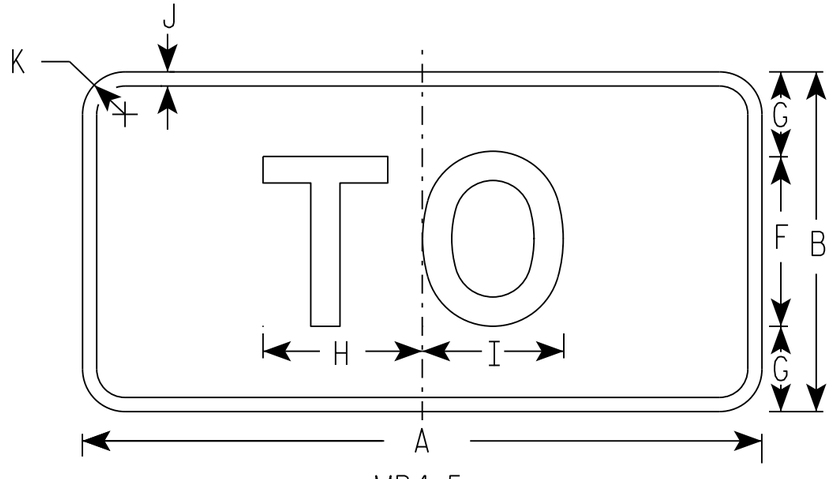
DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

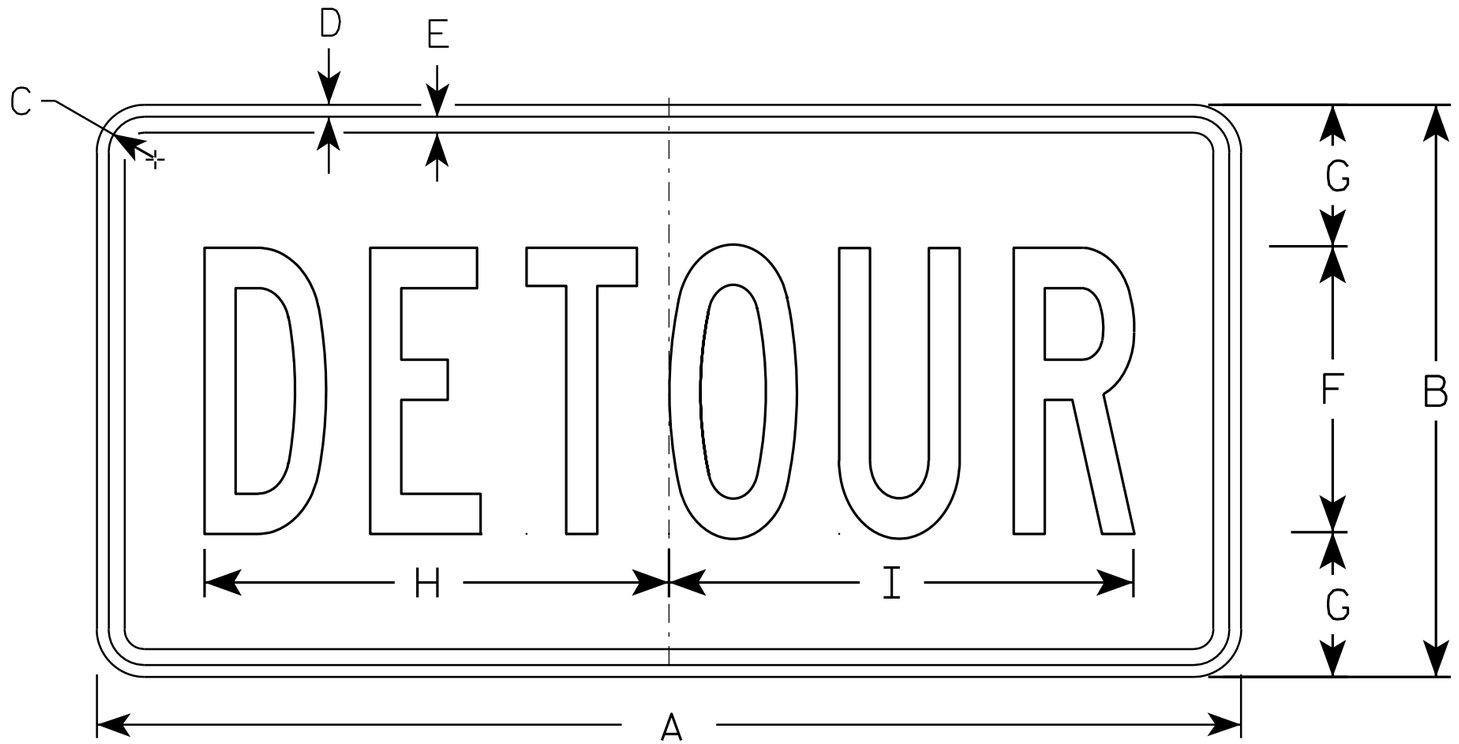
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 272 M4-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

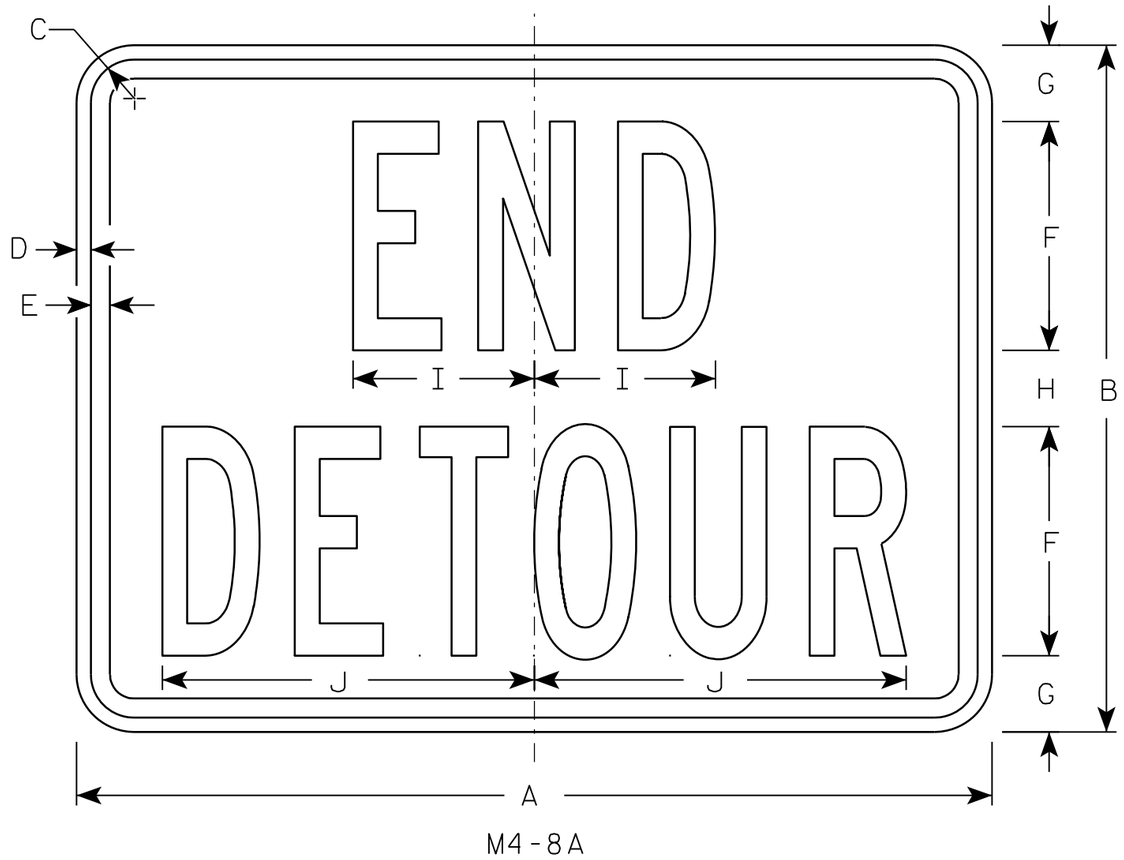
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E



M4-8A

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

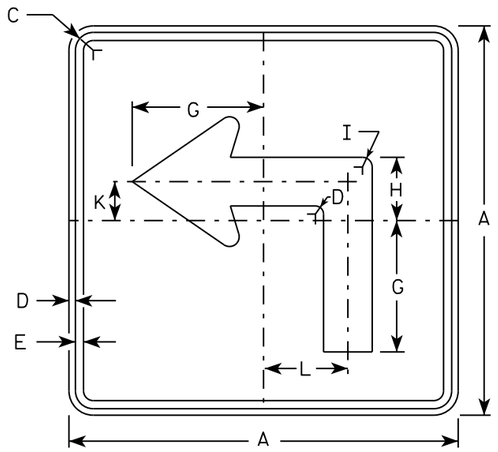
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

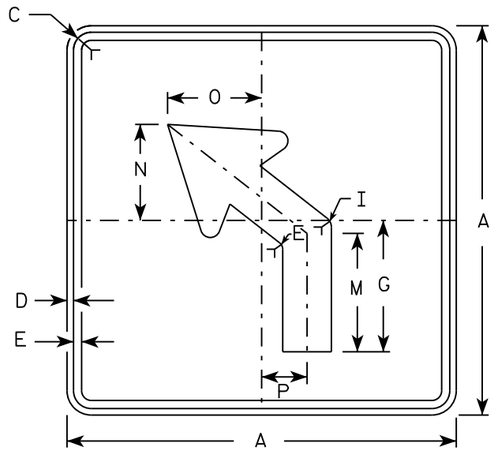
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

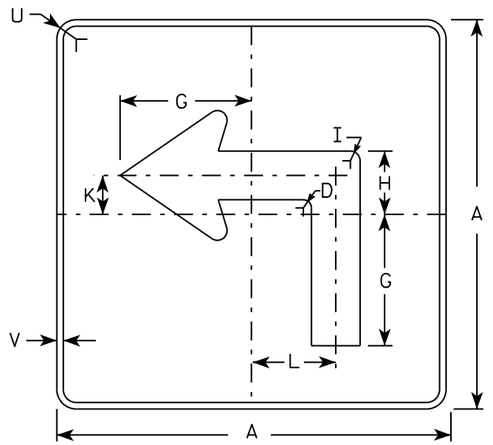
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 274	E



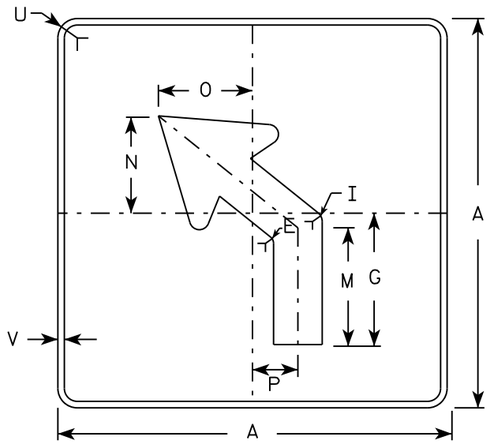
M5-1L
MM5-1L
MO5-1L
MP5-1L



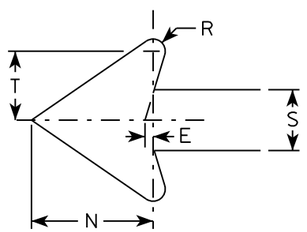
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

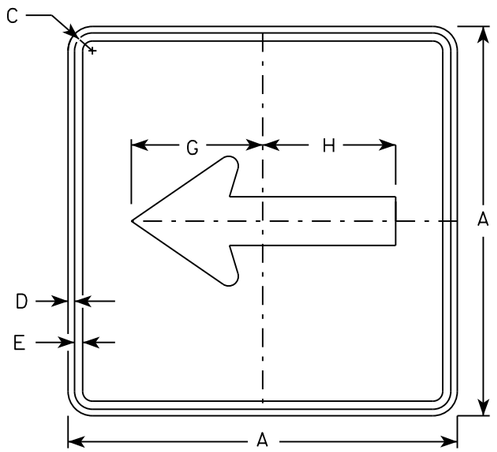
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

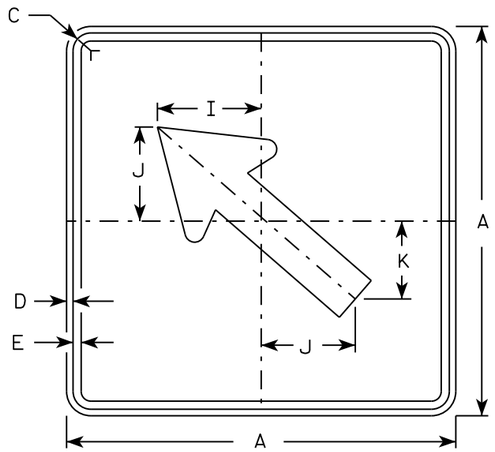
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



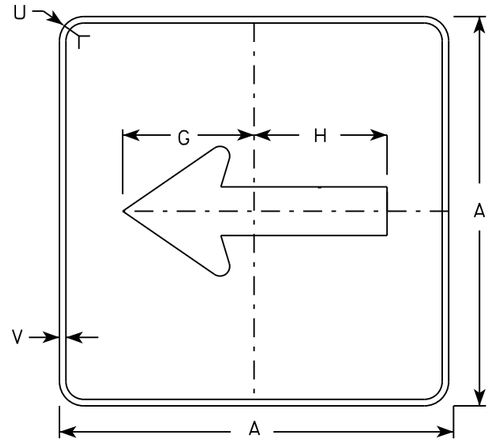
M6-1
MM6-1
MO6-1
MP6-1



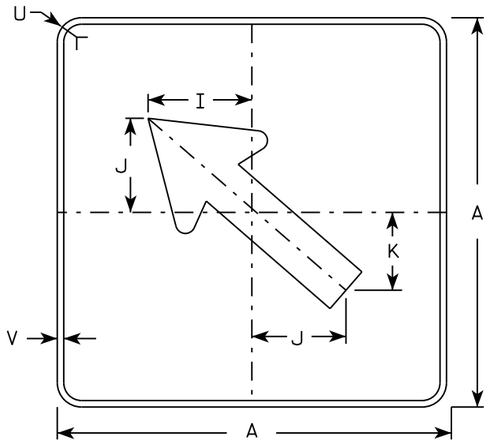
M6-2
MM6-2
MO6-2
MP6-2

NOTES

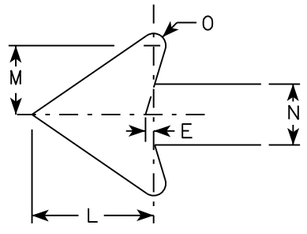
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

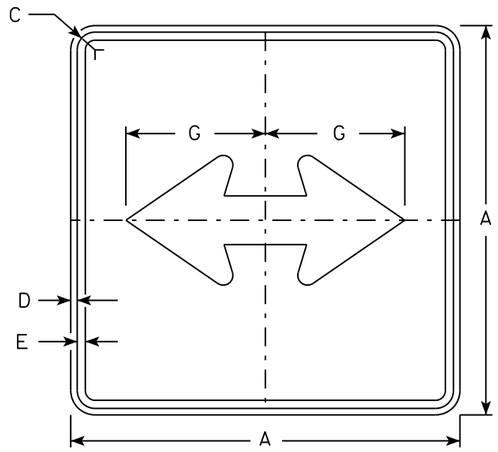
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

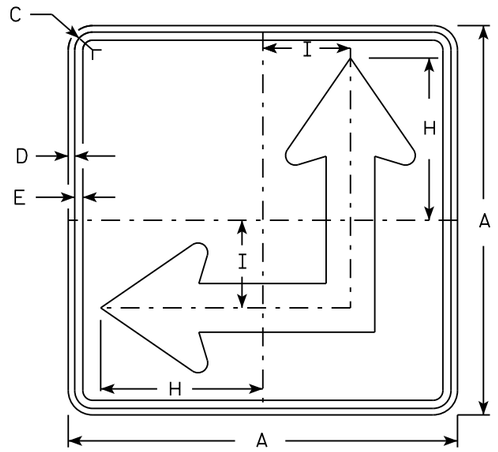
DATE 10/15/15 PLATE 276 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



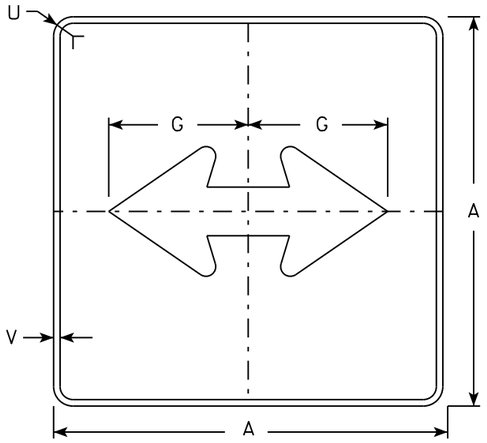
M6-4
MM6-4
MO6-4
MP6-4



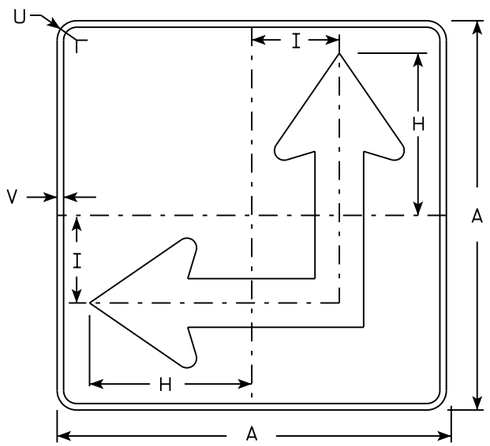
M6-6
MM6-6
MO6-6
MP6-6

NOTES

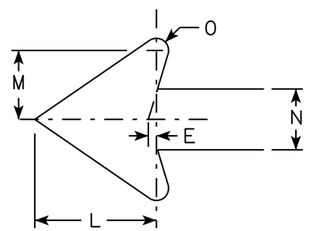
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

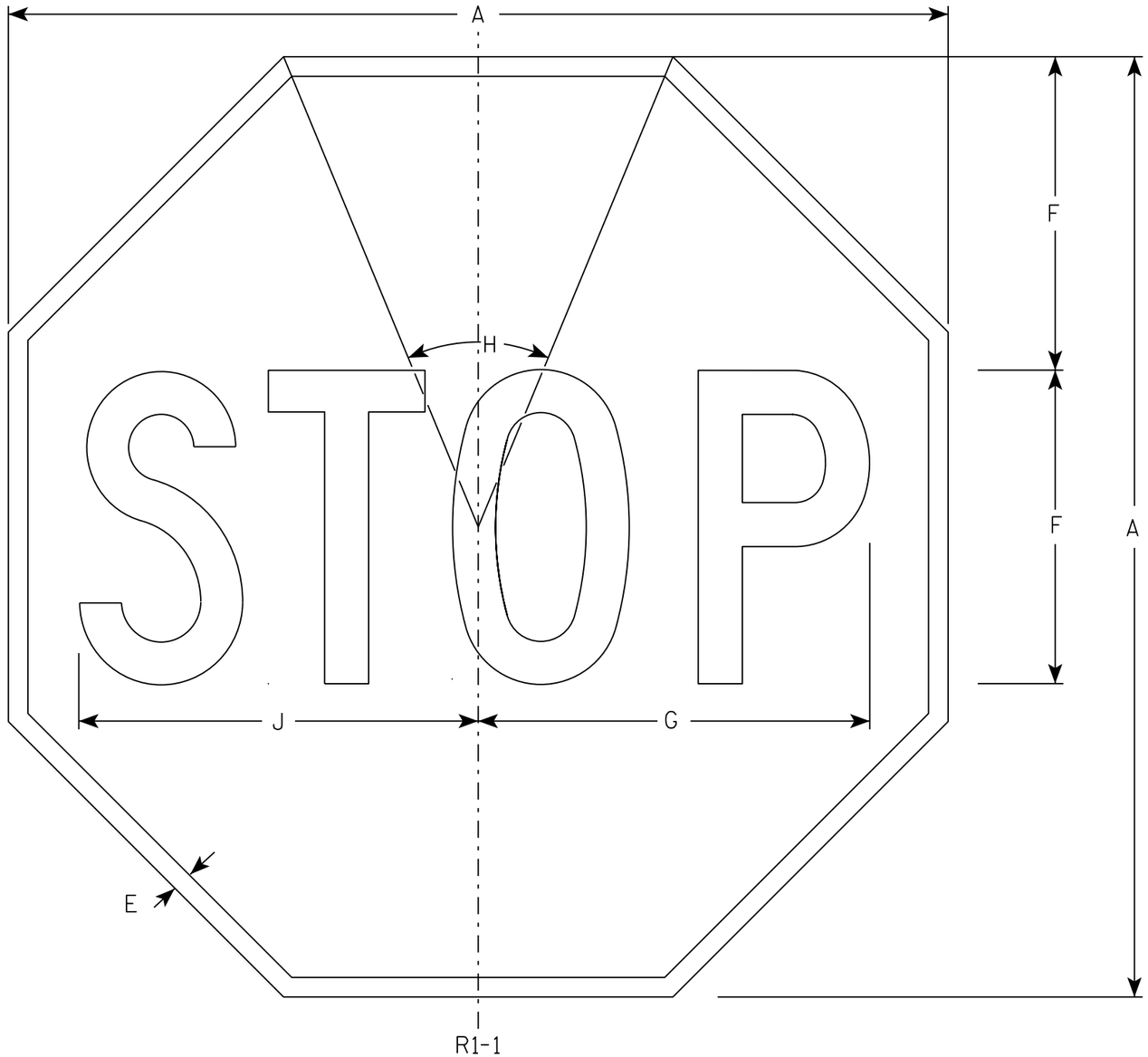
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 277 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

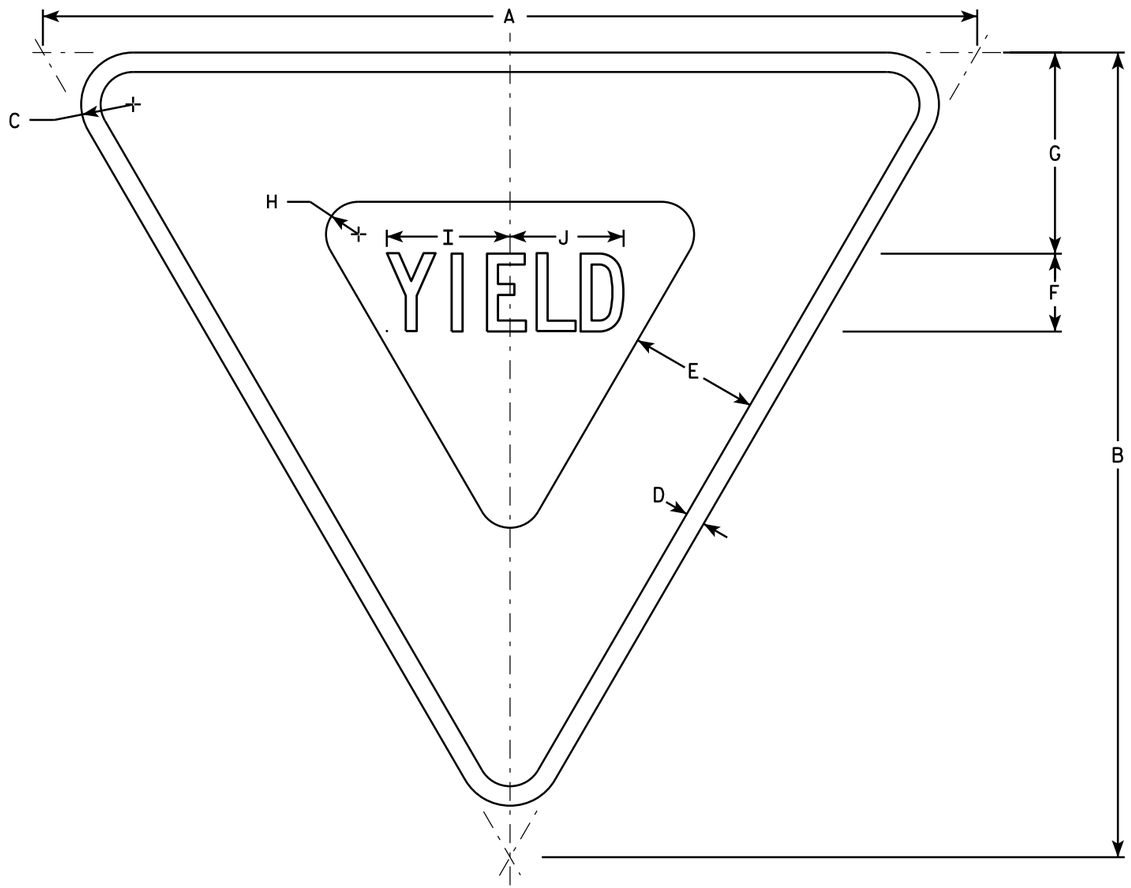
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 278 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



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

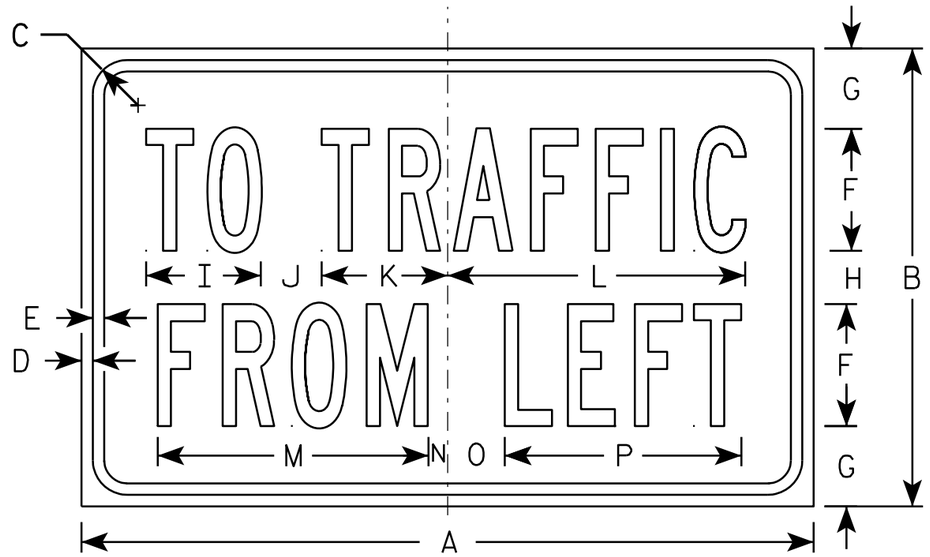
APPROVED Matthew R Rauch
for State Traffic Engineer

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



R1-54

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 - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

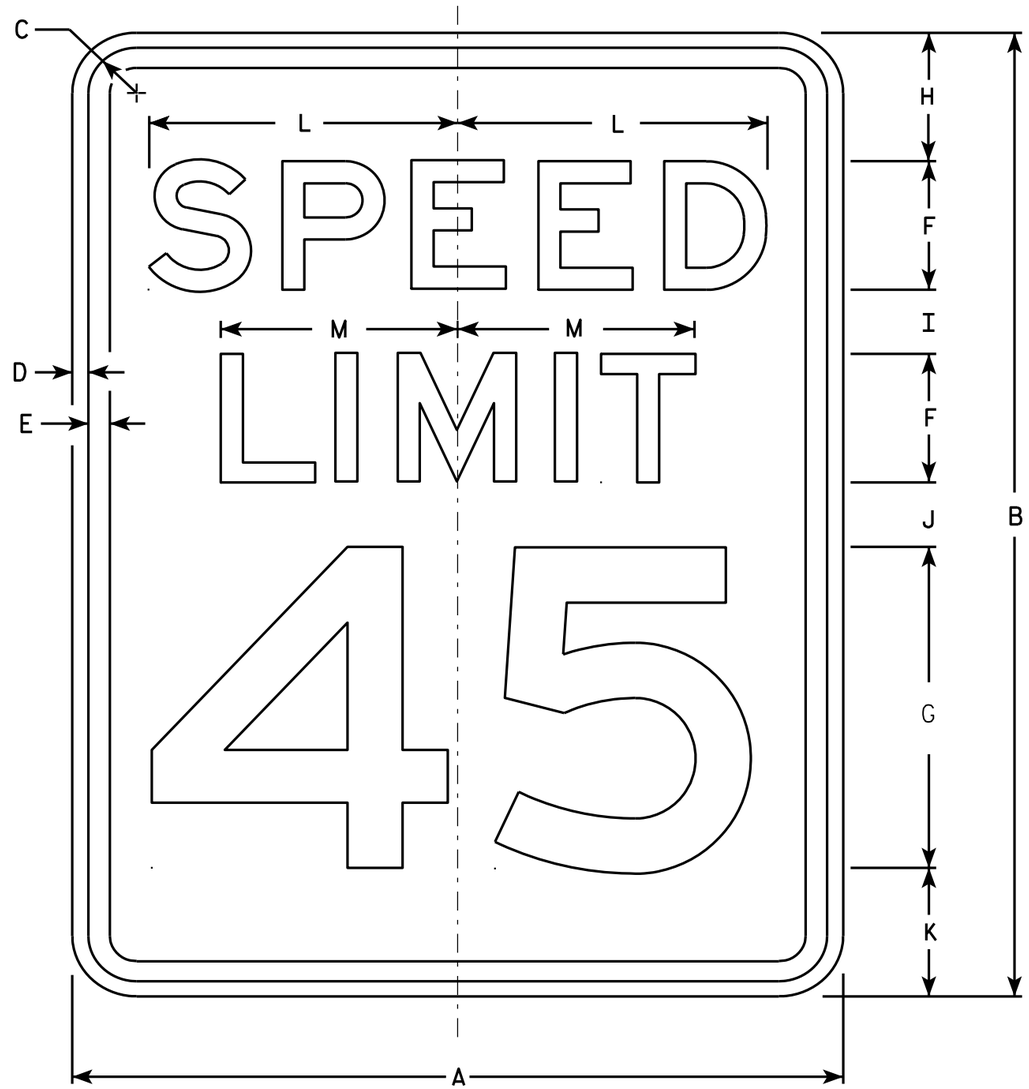
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 280	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

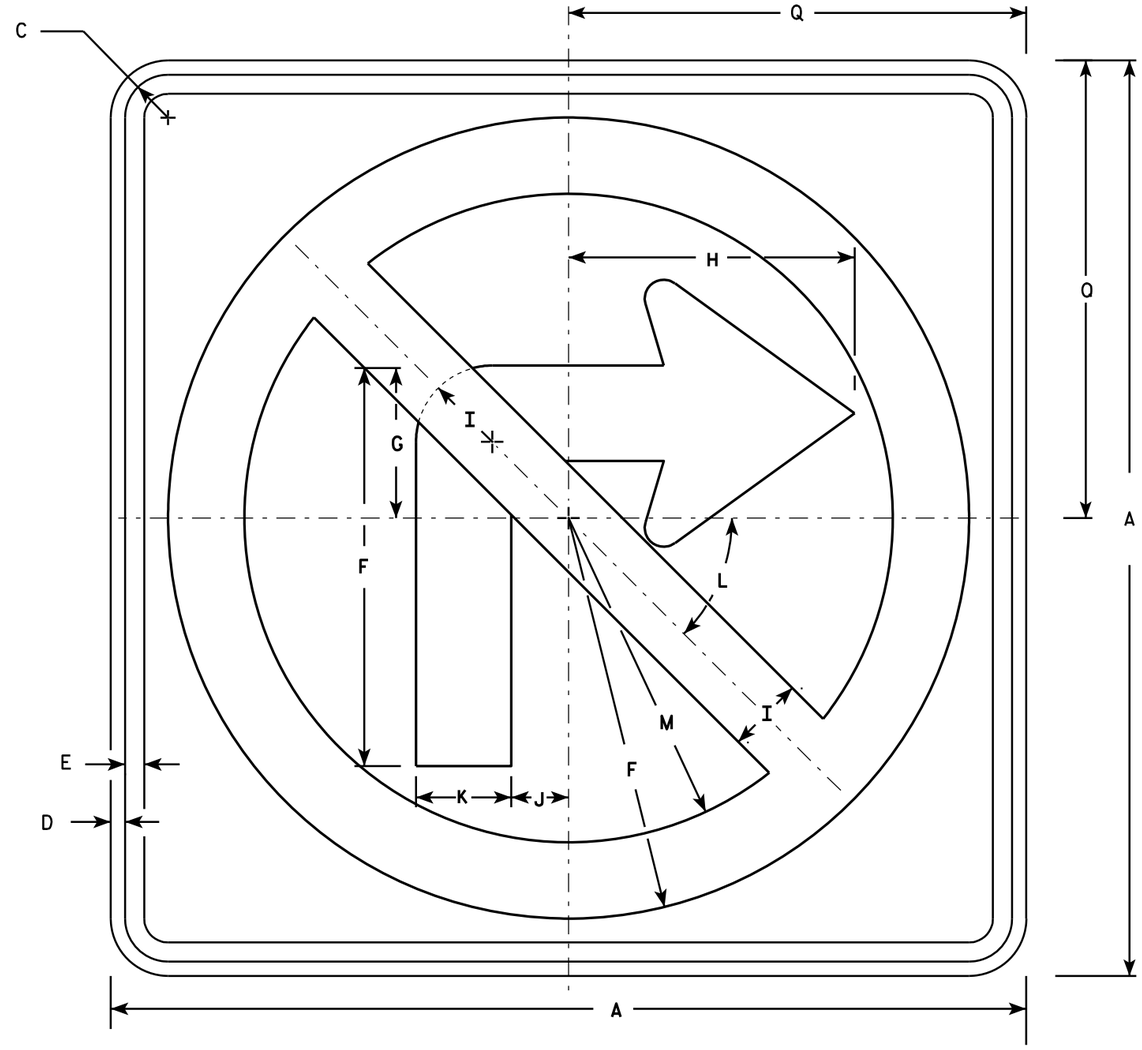
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

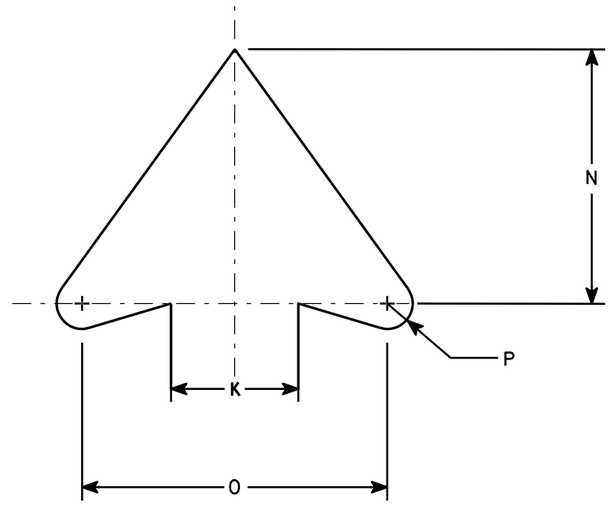
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 281 | E



R3-1

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 - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

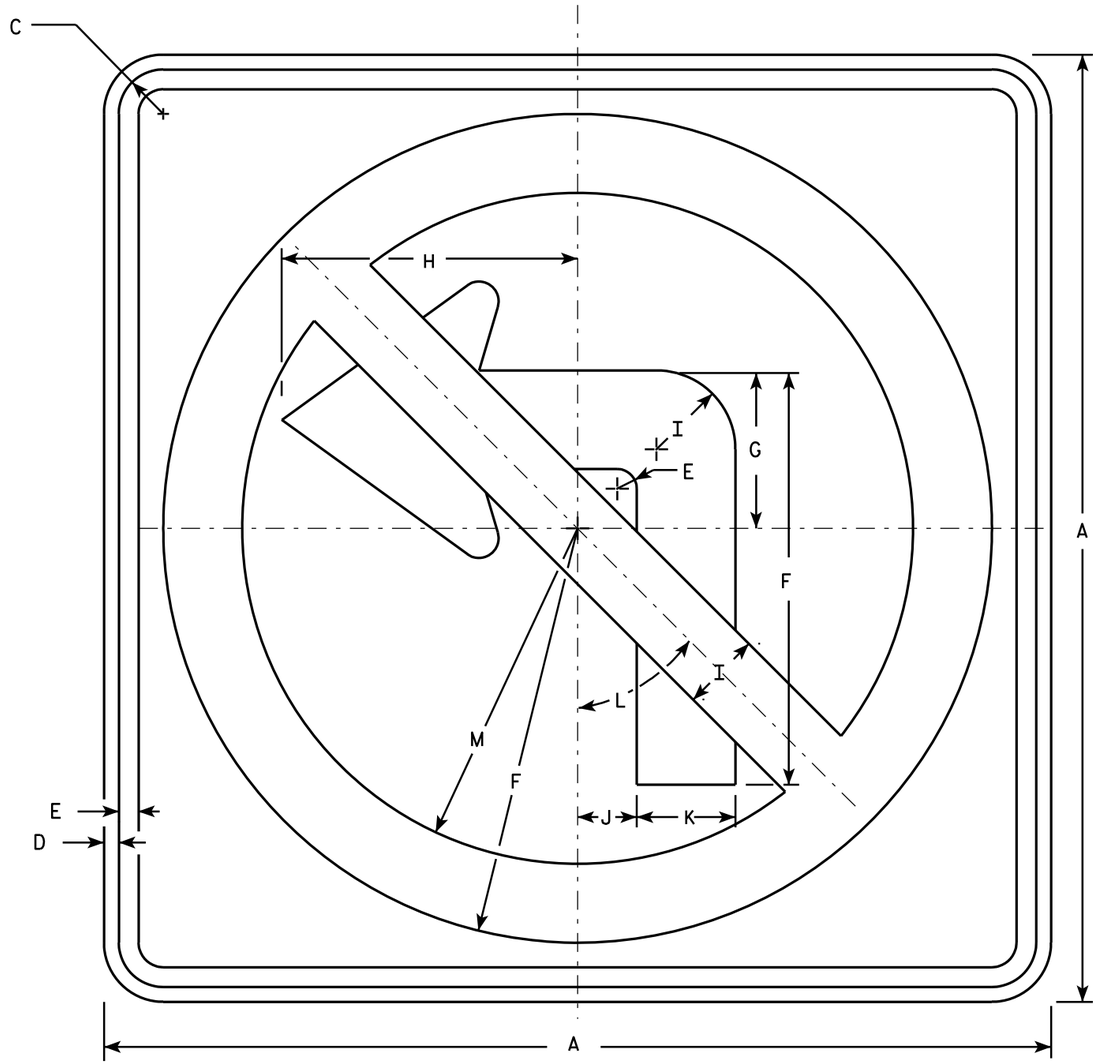
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

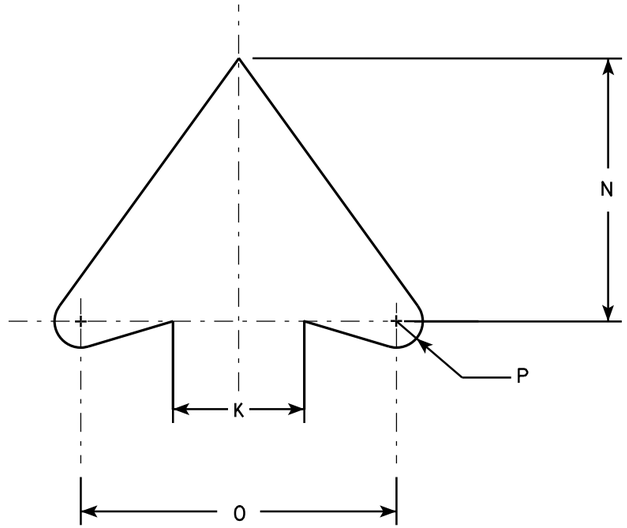
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

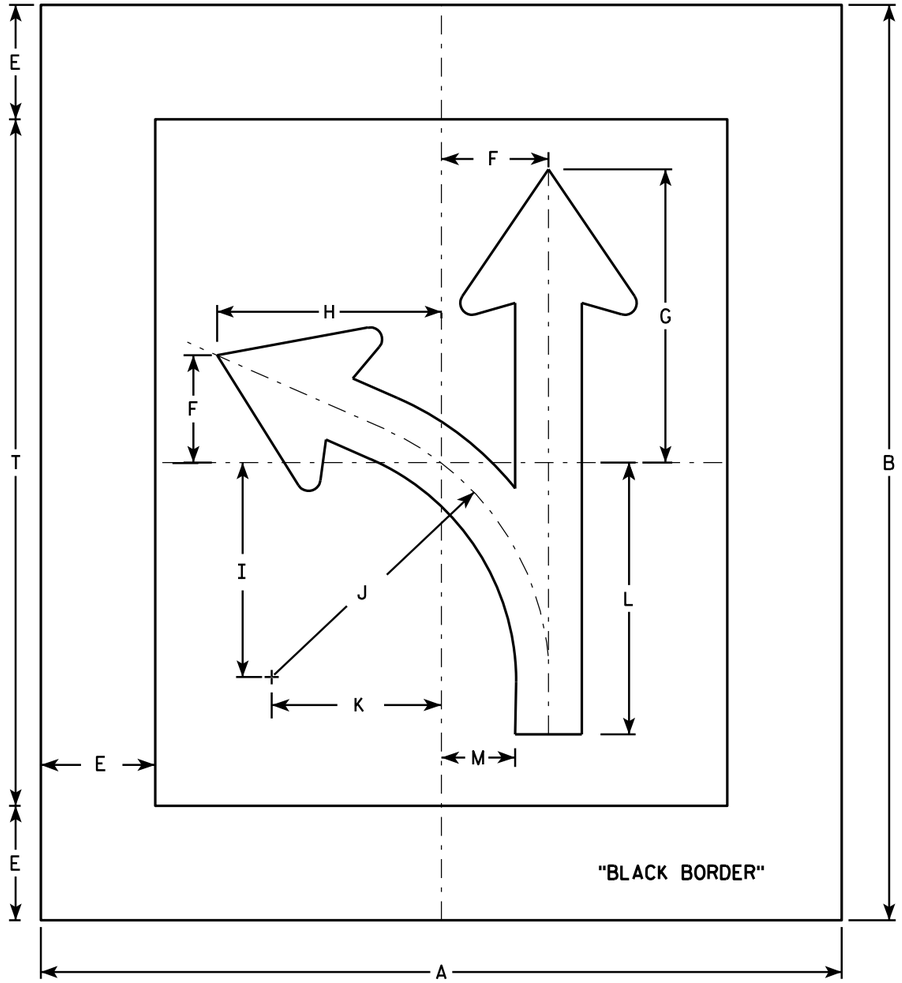
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

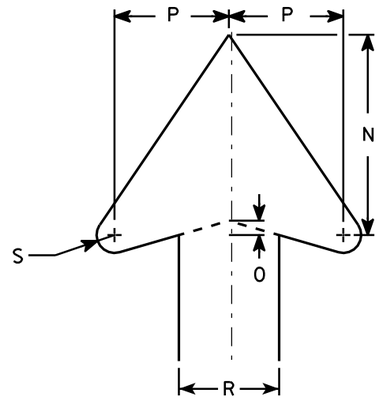
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | E



R3-6L

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. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

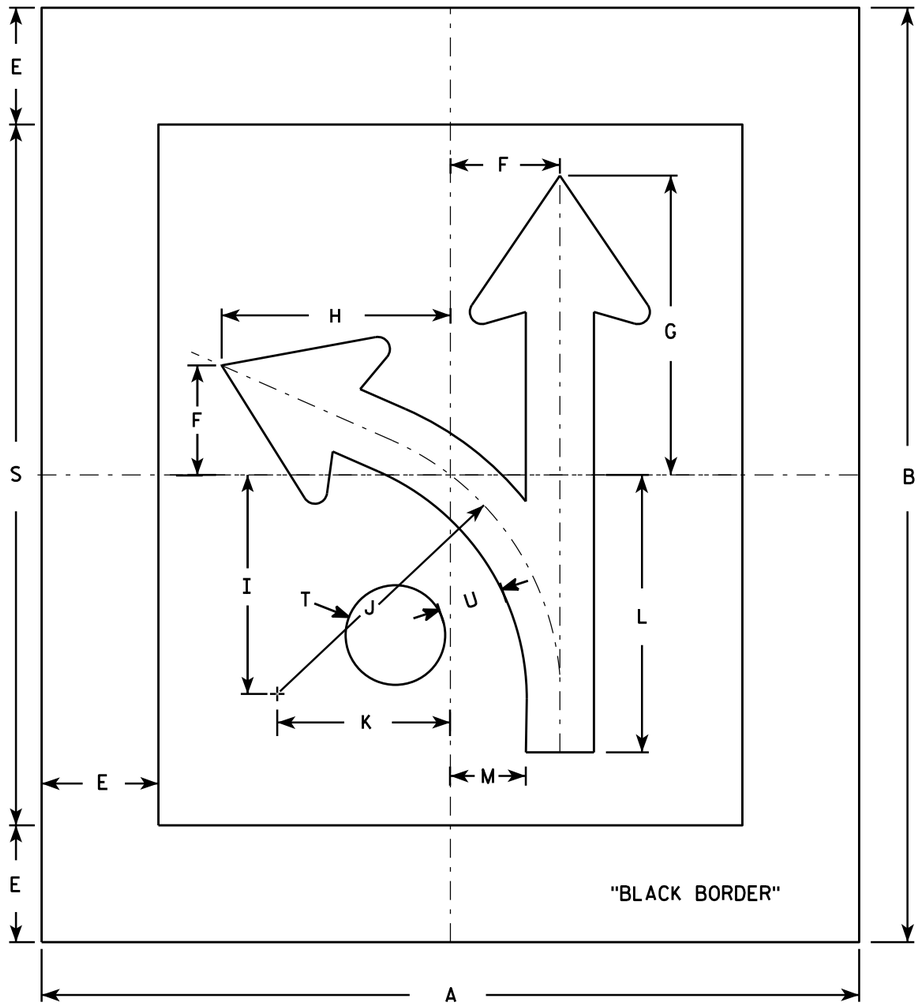
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

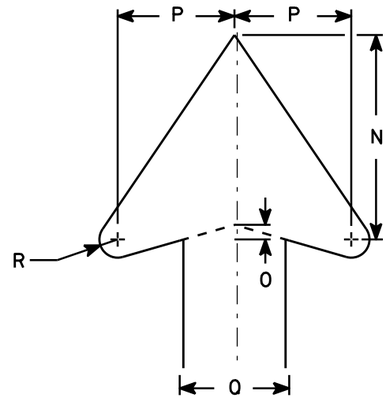
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 284 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. The 6" border is non-reflective black.



R3-6X



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6X

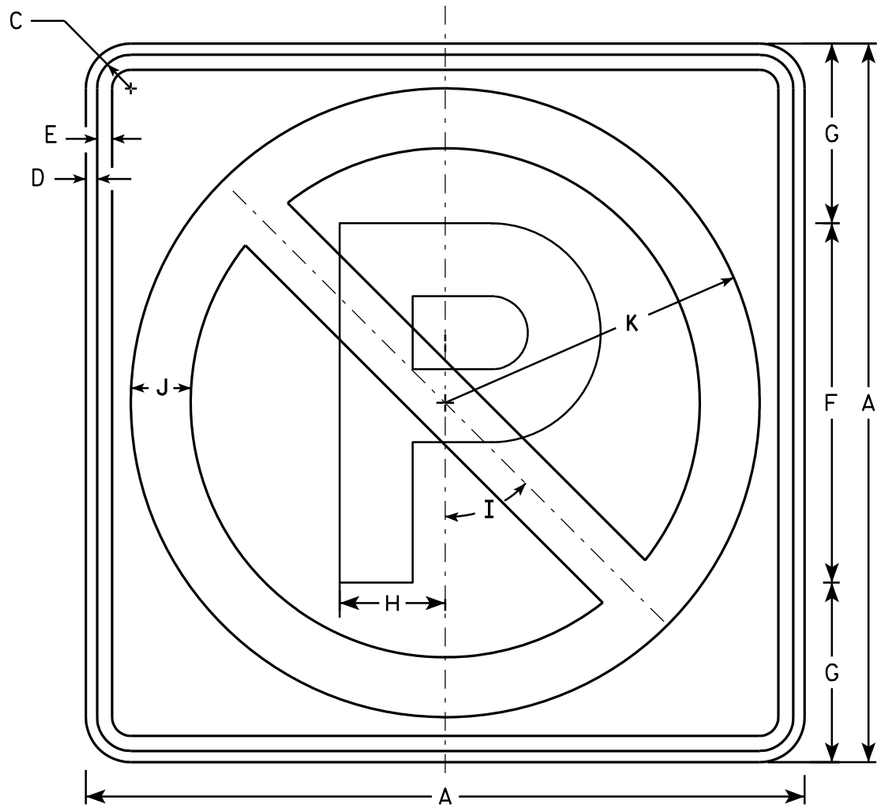
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE R3-6X.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R36X.DGN PLOT DATE : 05-FEB-2015 14:49 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000
WISDOT/CADDS SHEET 42



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

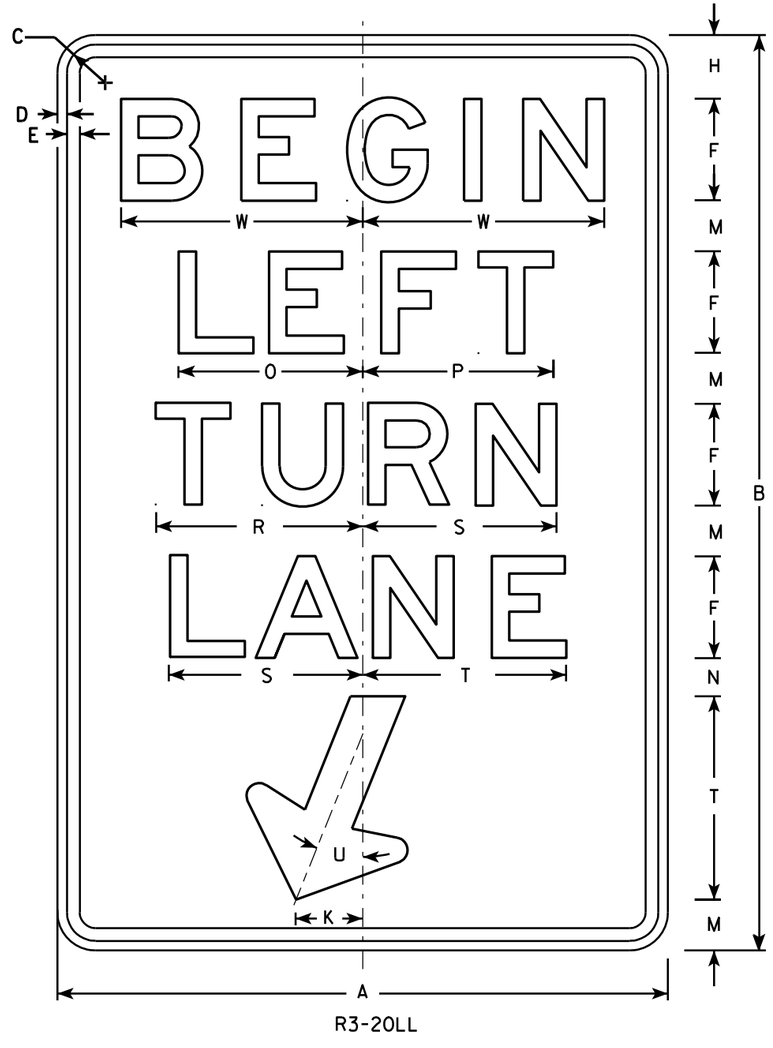
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

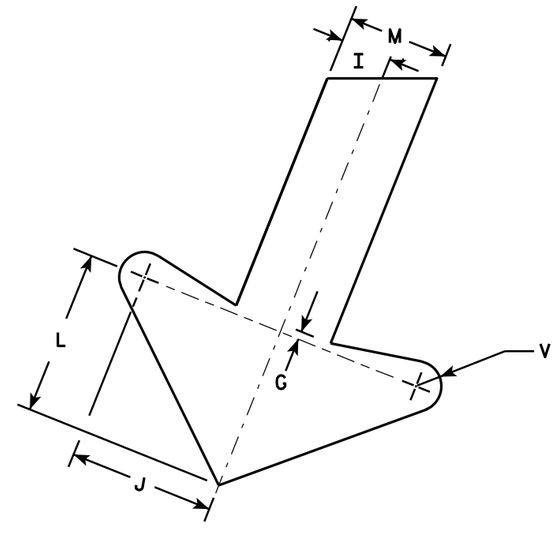
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 286 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

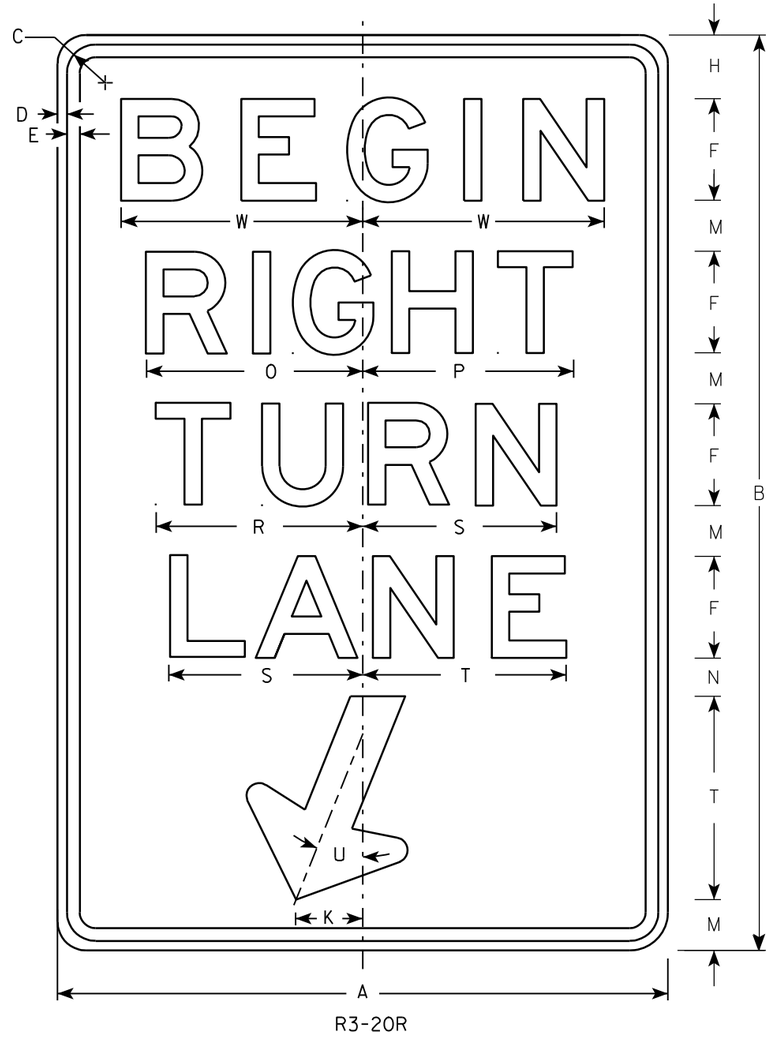
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 287	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

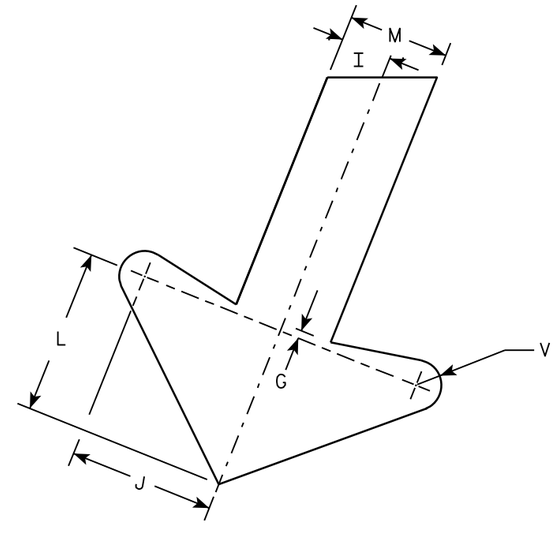
WISDOT/CADDS SHEET 42



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

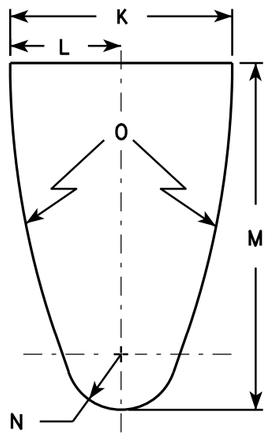
STANDARD SIGN
R3-20R

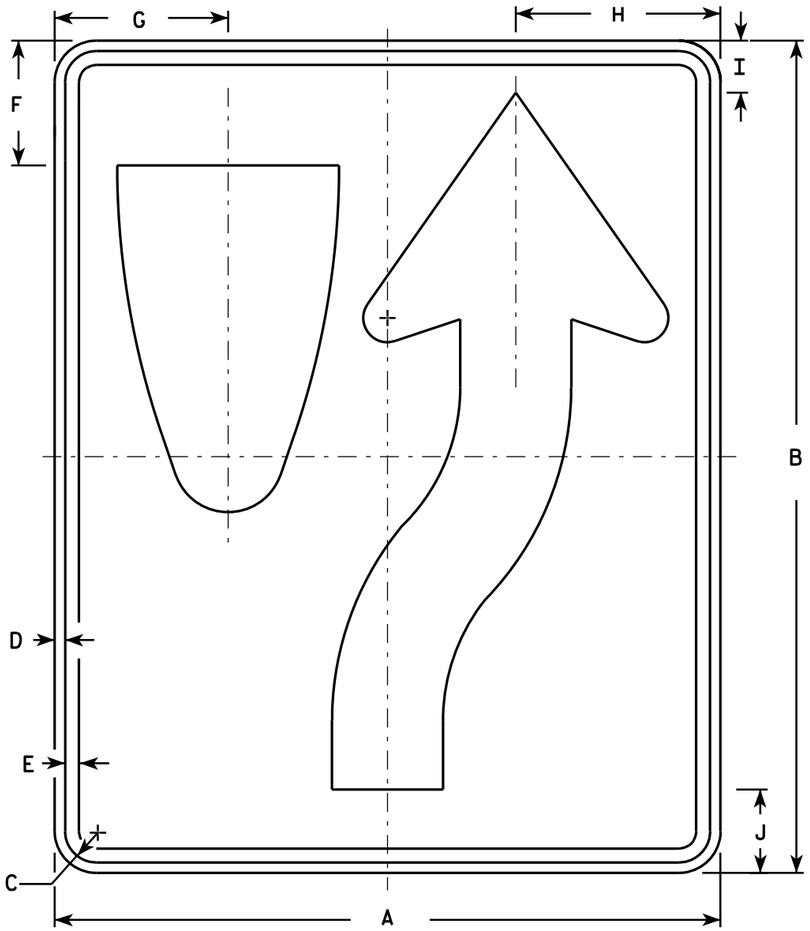
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 288 | E

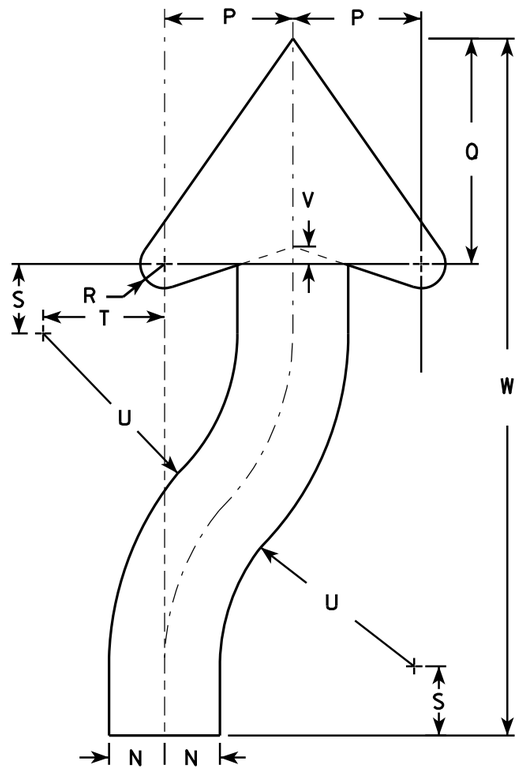




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

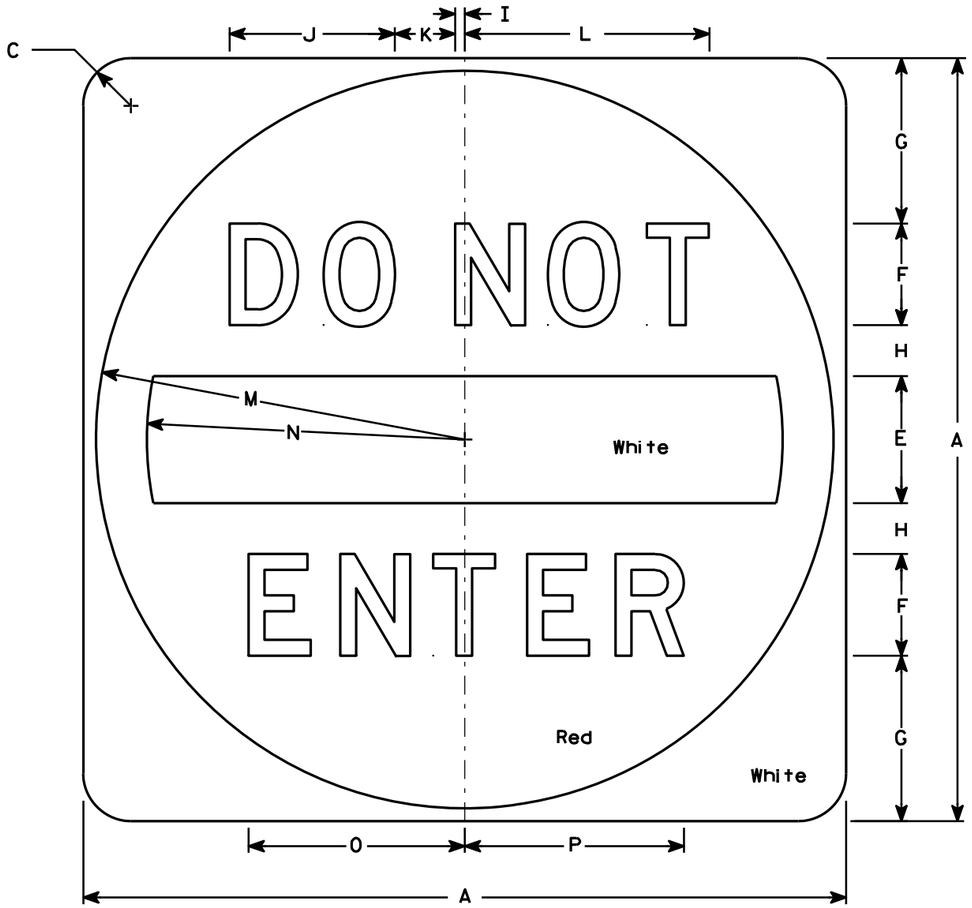
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

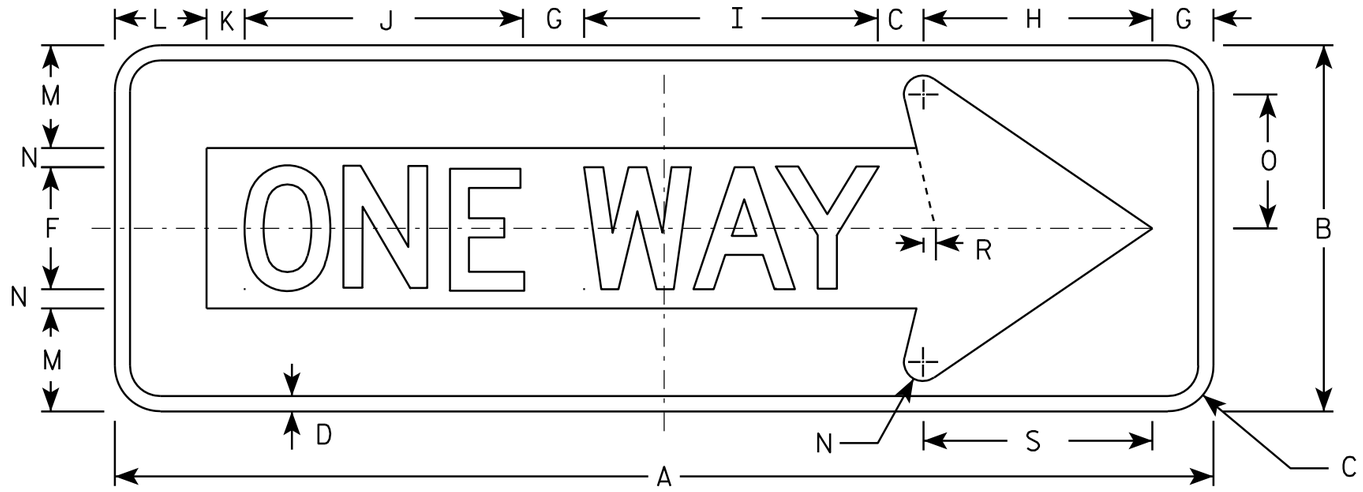
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

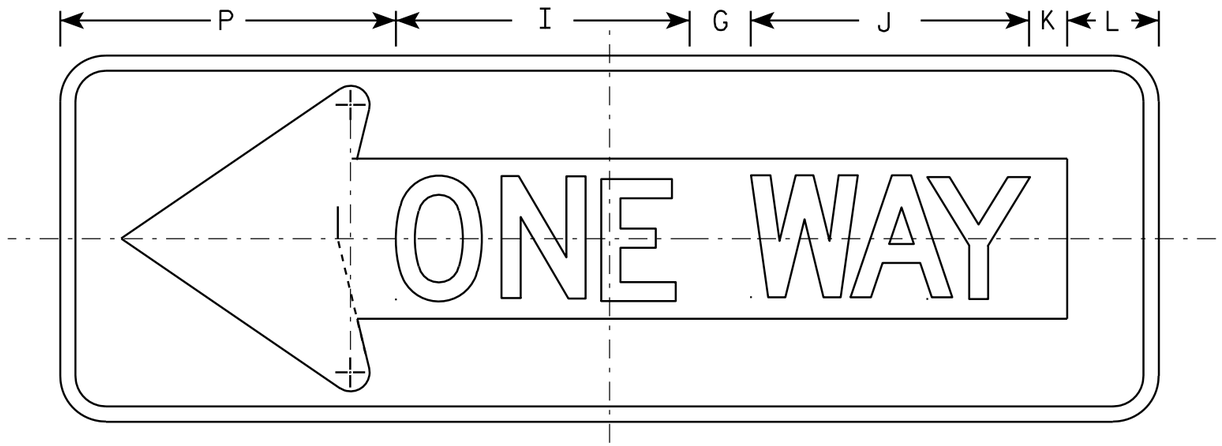
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

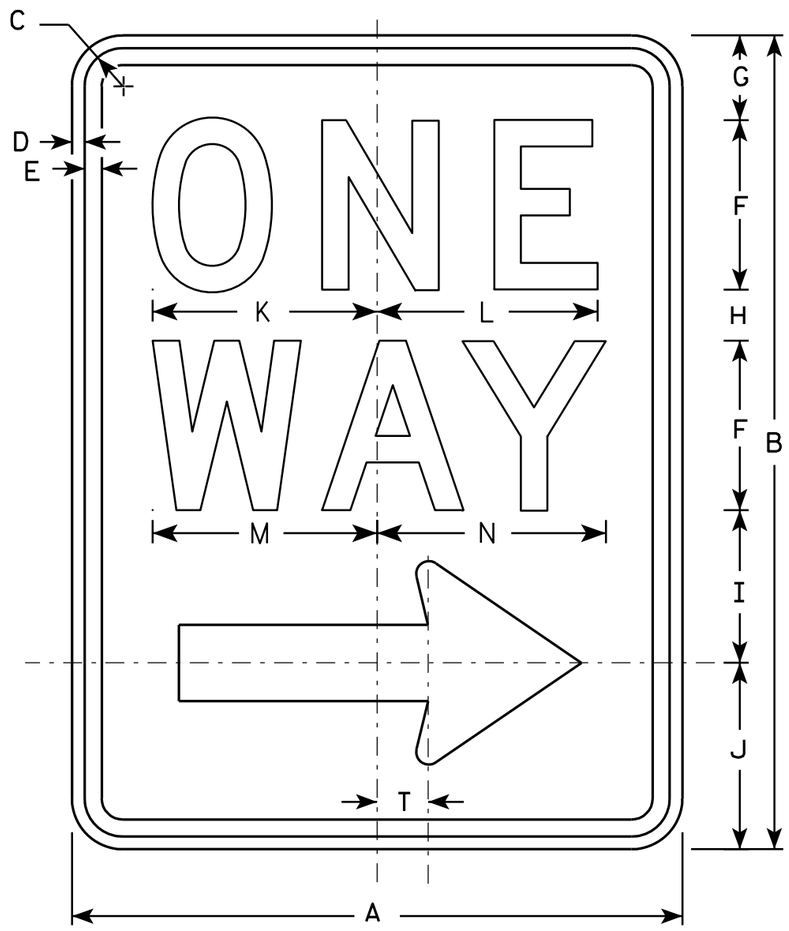
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 291 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

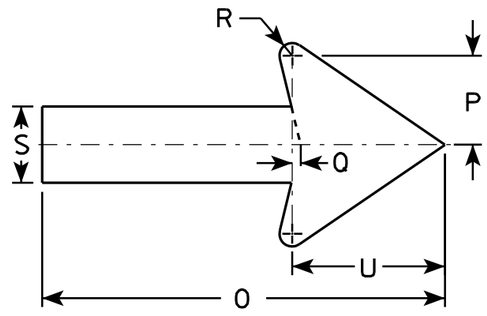
WISDOT/CADDS SHEET 42



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

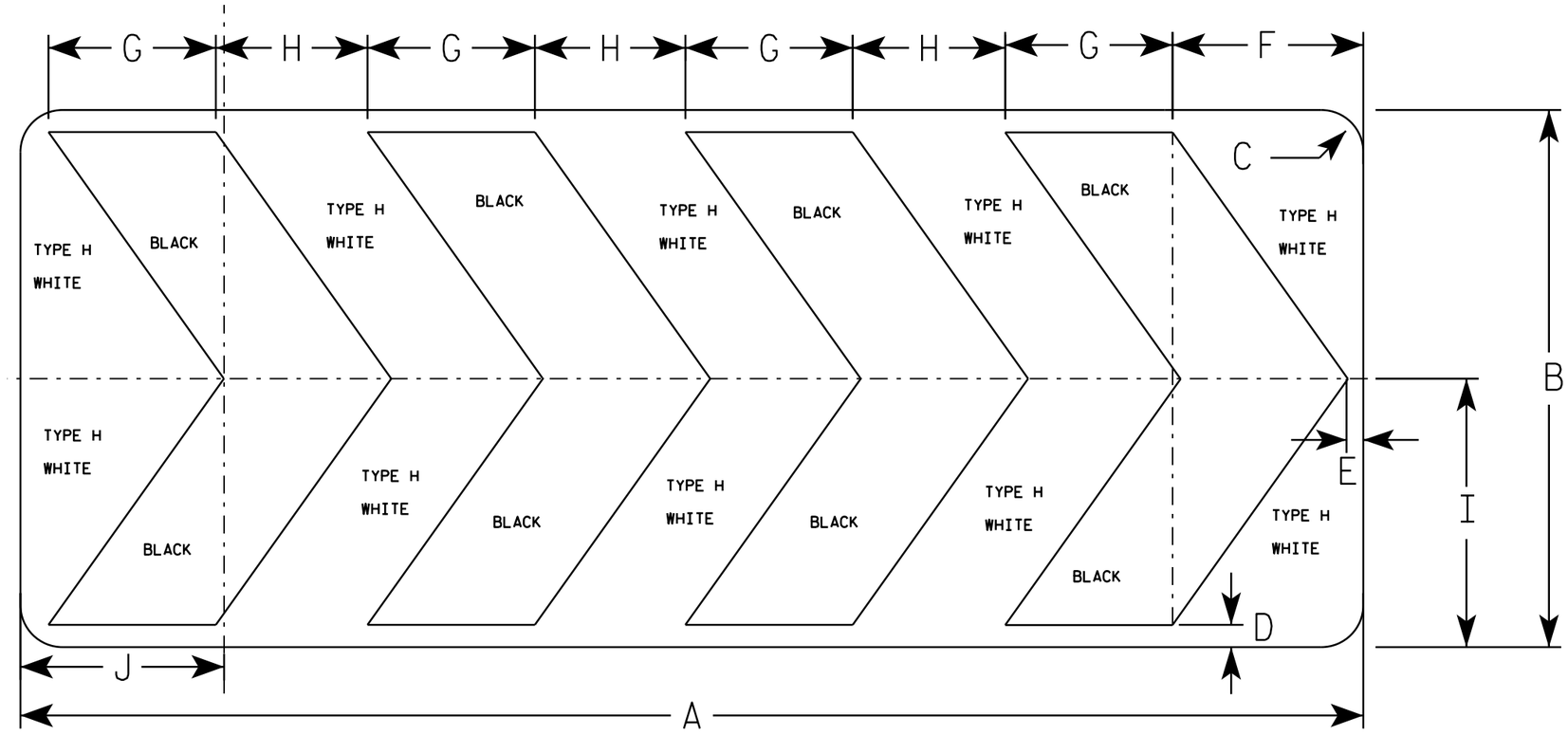
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

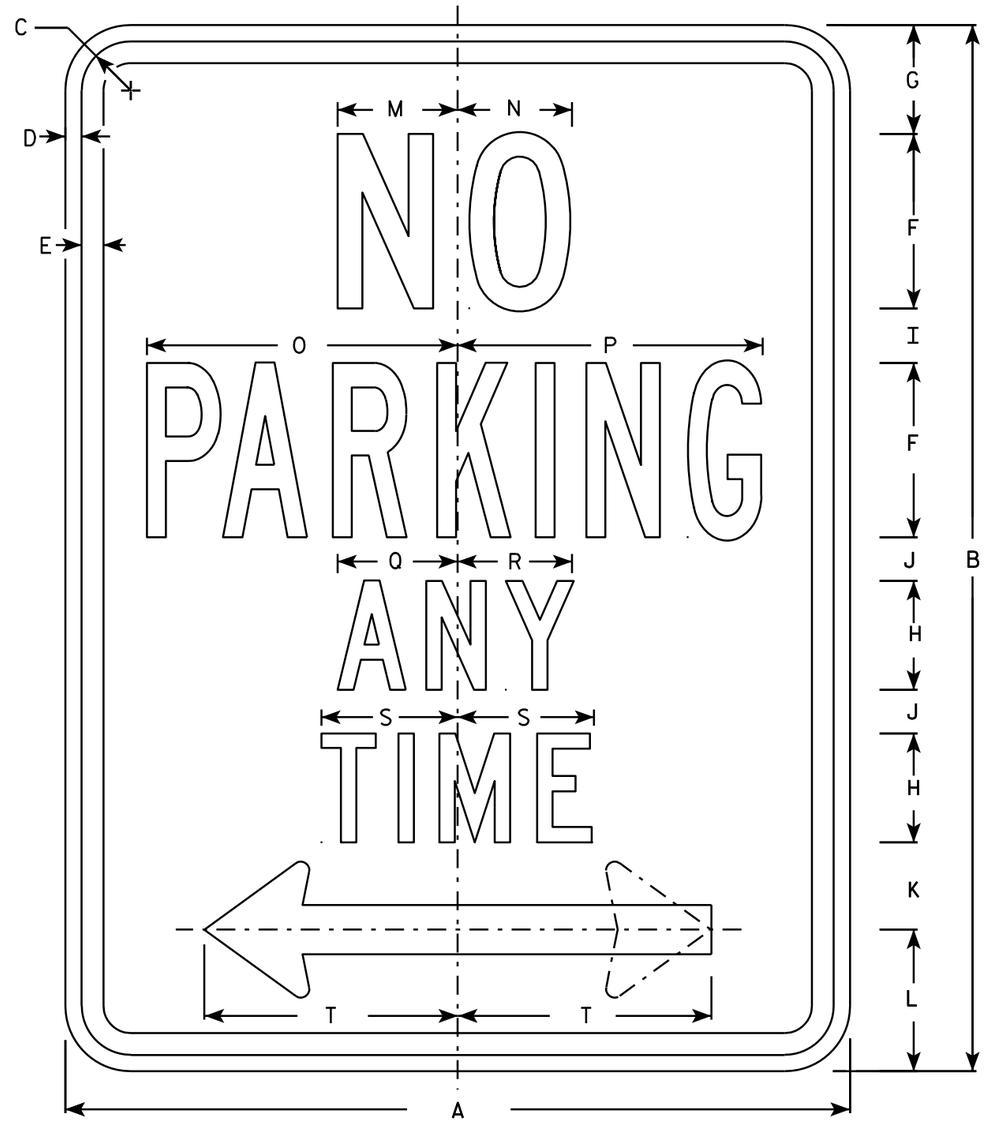
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

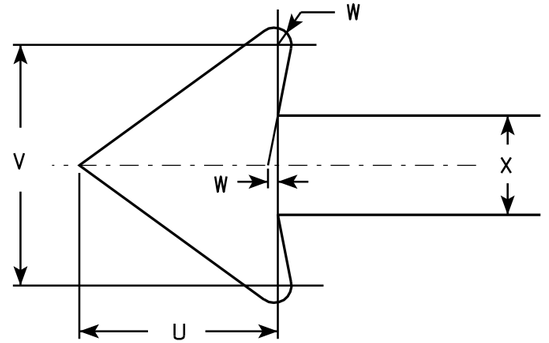
WISDOT/CADDS SHEET 42



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																											

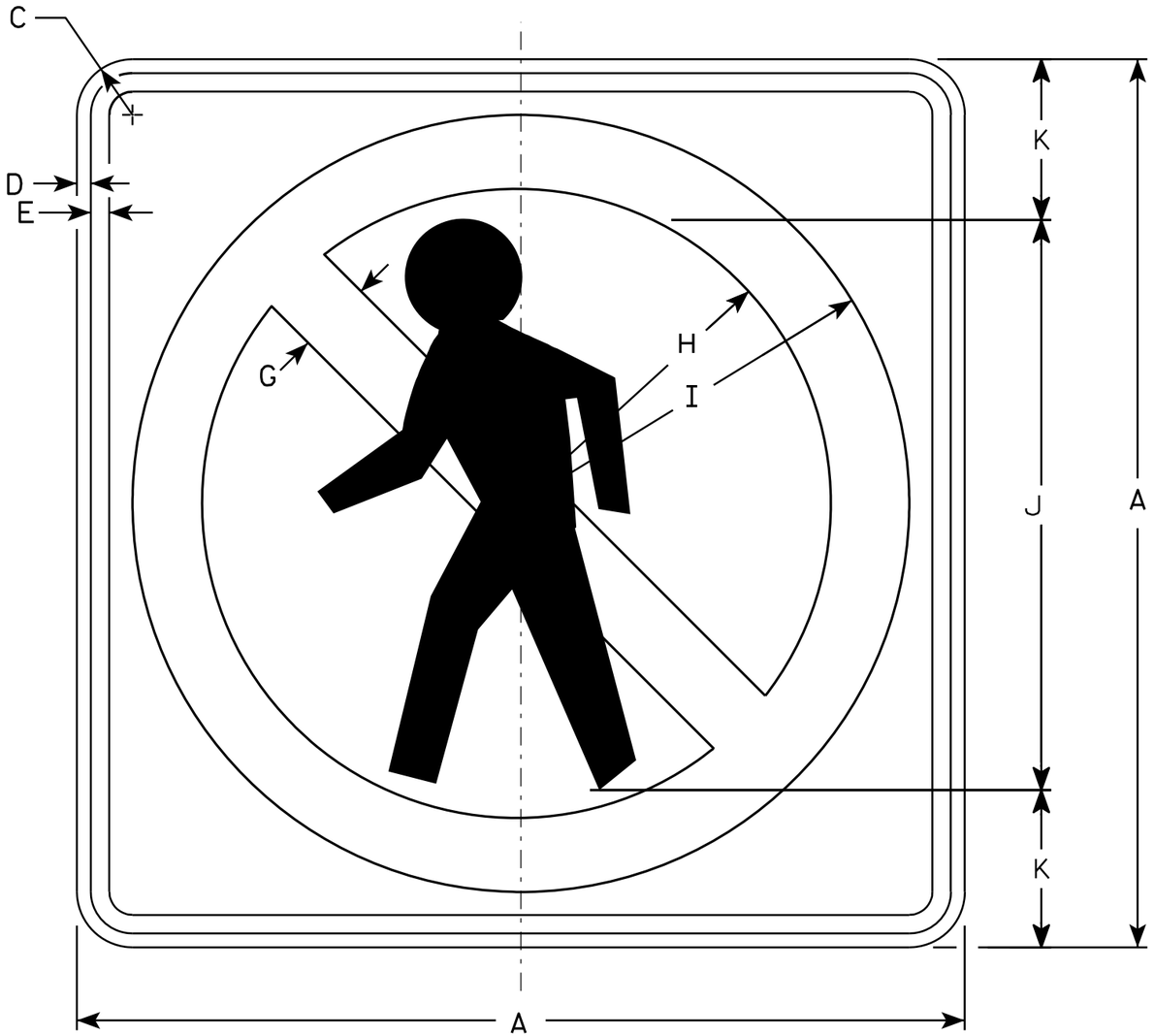
STANDARD SIGN
R7-1

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: 294	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Pedistrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

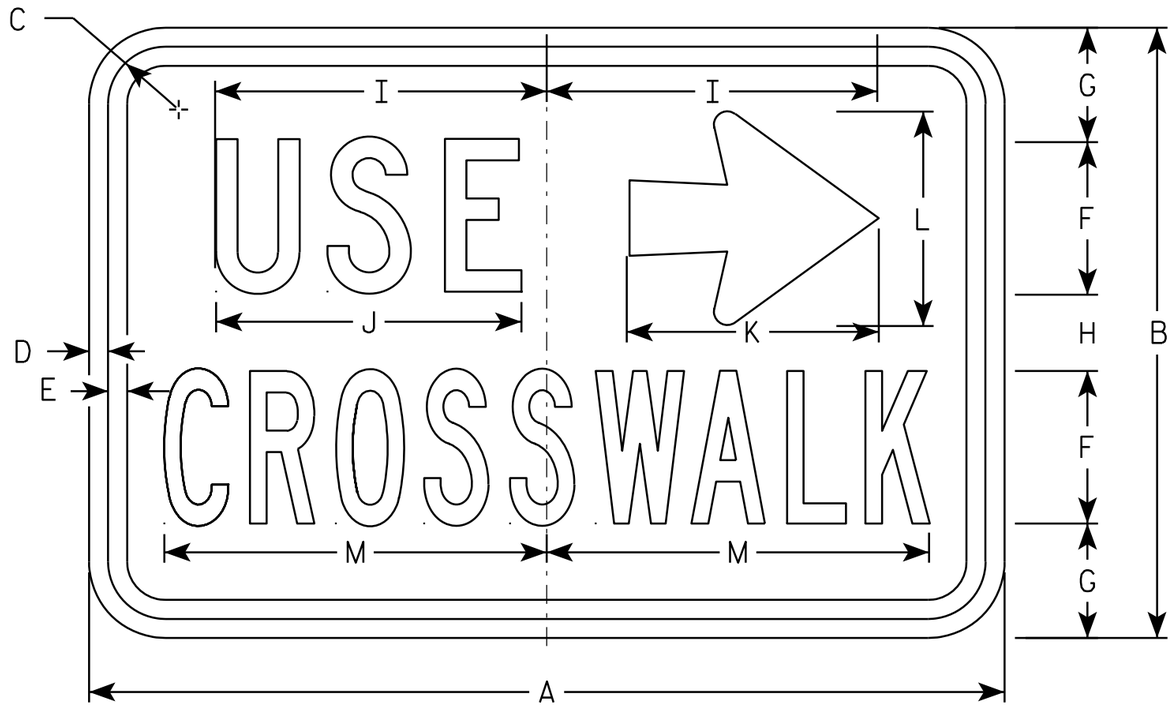
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 295 | E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

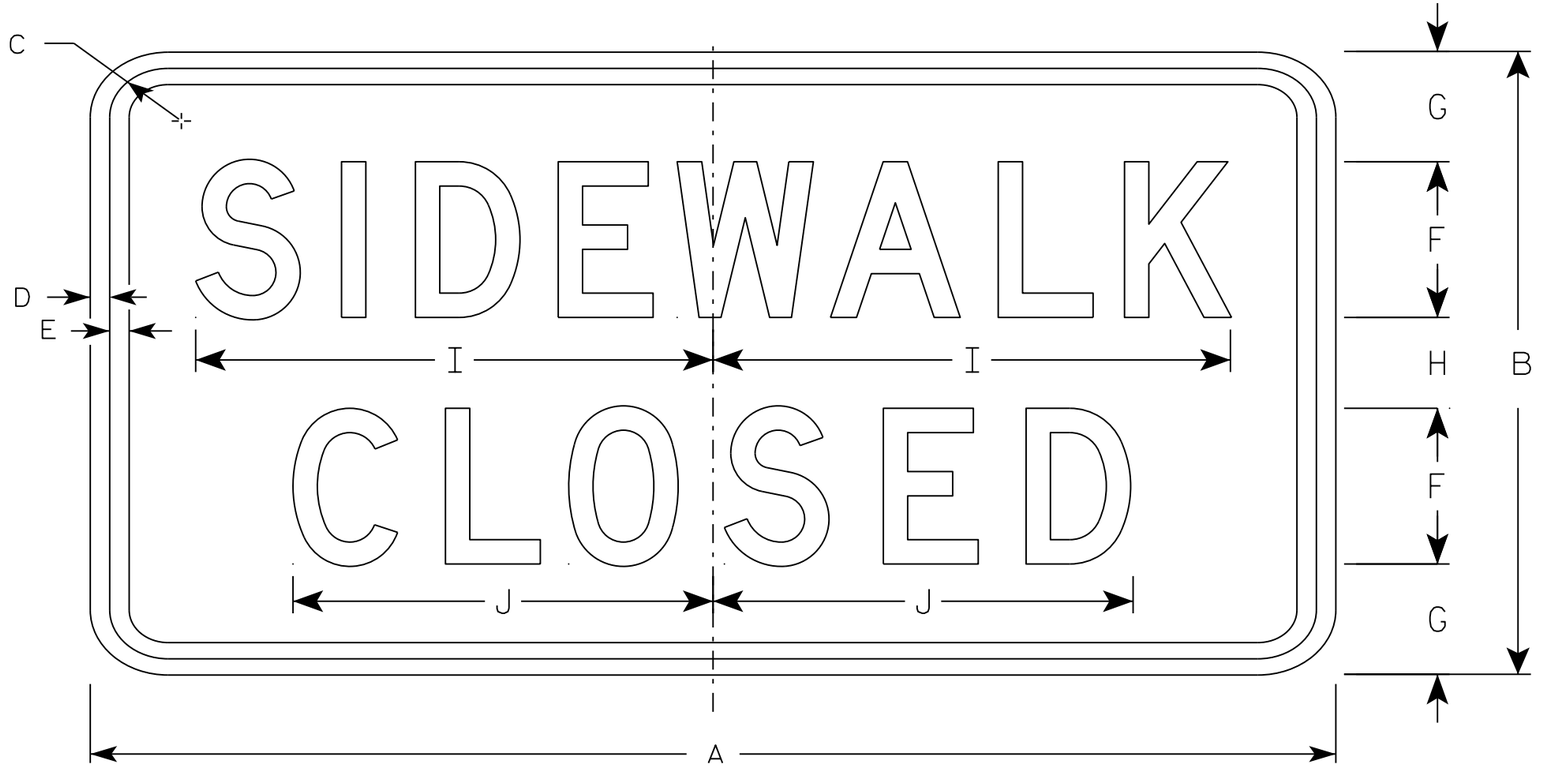
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E



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.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

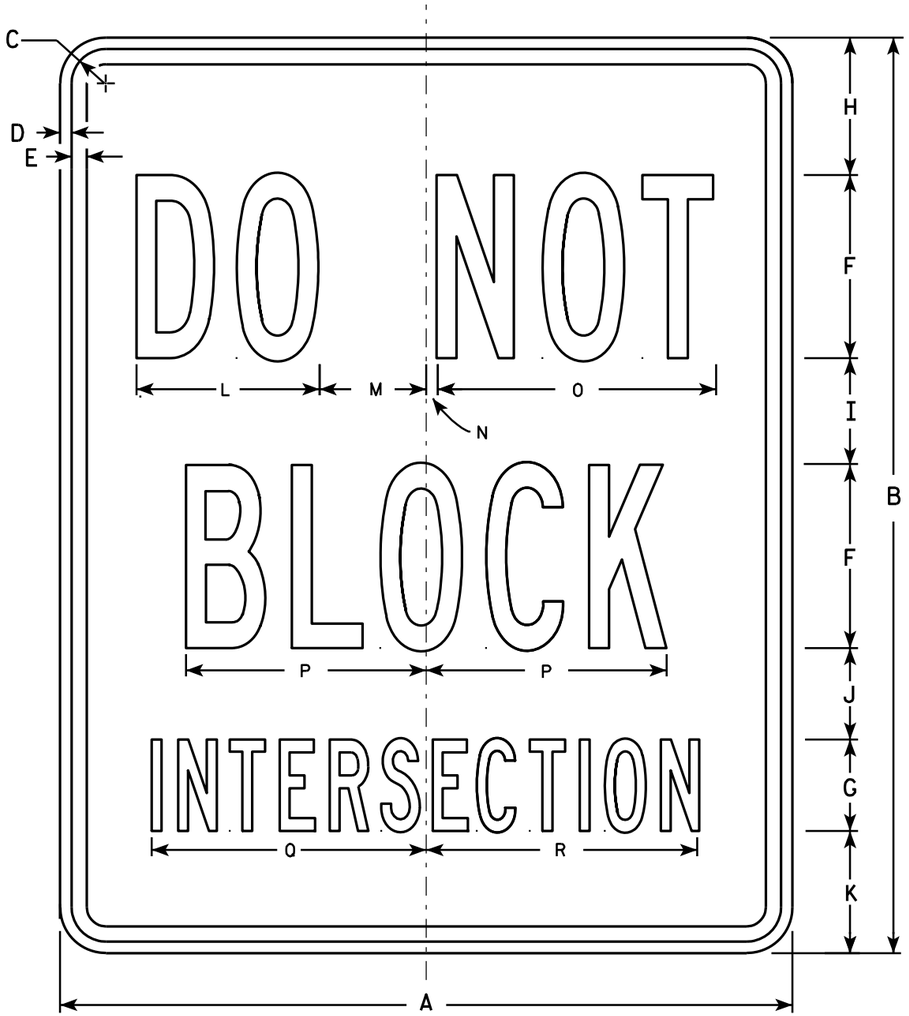
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 297 R9-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R10-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
2M	24	30	1 1/8	3/8	1/2	6	3	4 1/2	3 1/2	3	4	6	3 1/2	3/8	9 1/8	7 7/8	9	8 7/8									5.0
3	36	48	1 3/8	1/2	5/8	10	5	7	5 1/4	4 1/2	6 1/4	10	5 5/8	1/2	15 1/8	13 1/8	15	14 7/8									12.0
4																											
5																											

STANDARD SIGN
R10-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-7.5

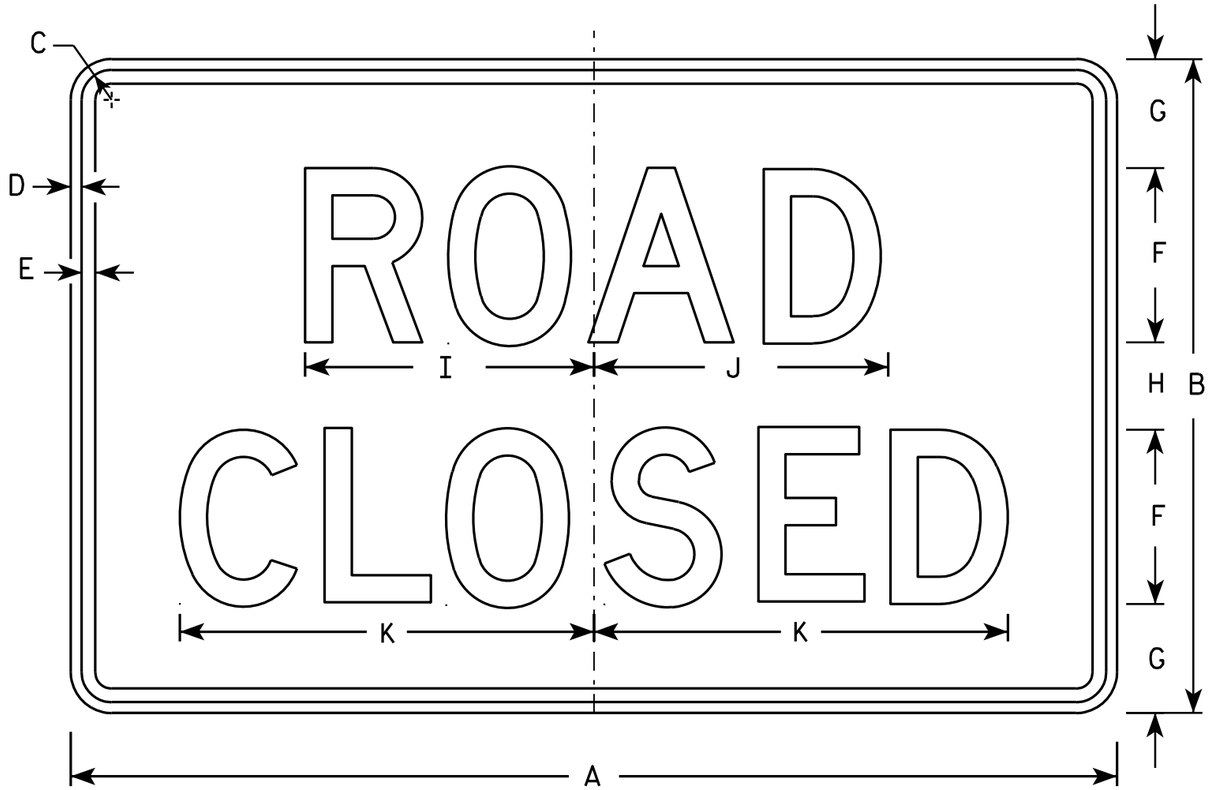
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R107.DGN PLOT DATE : 05-APR-2011 09:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

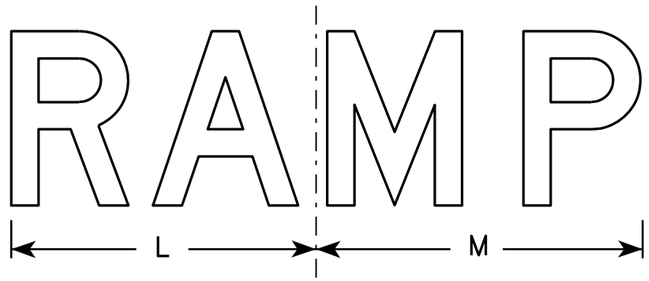
7



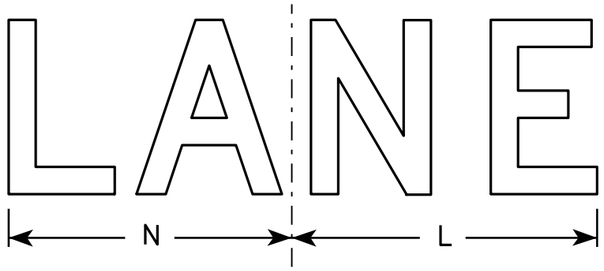
R11-2

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

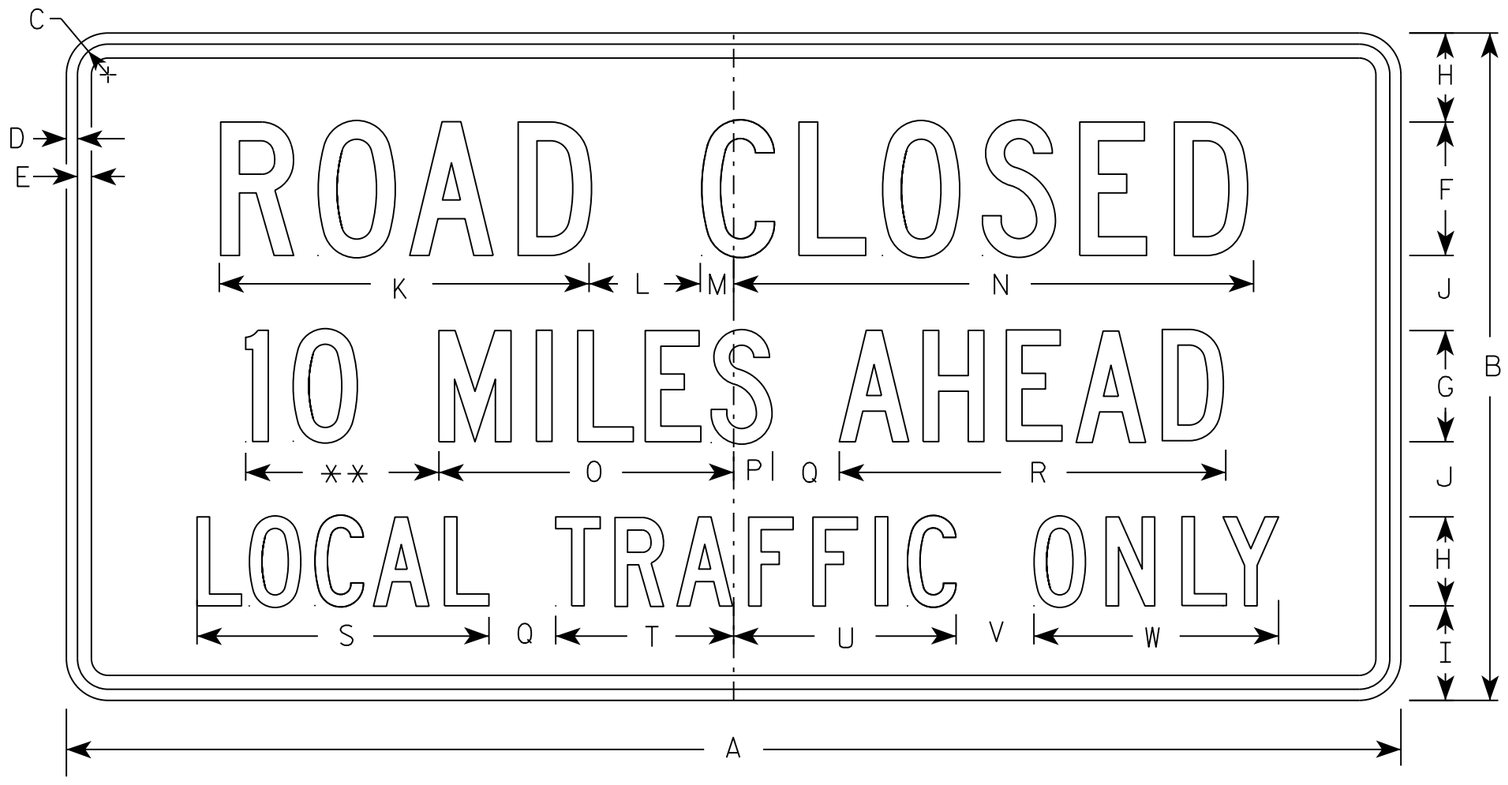
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

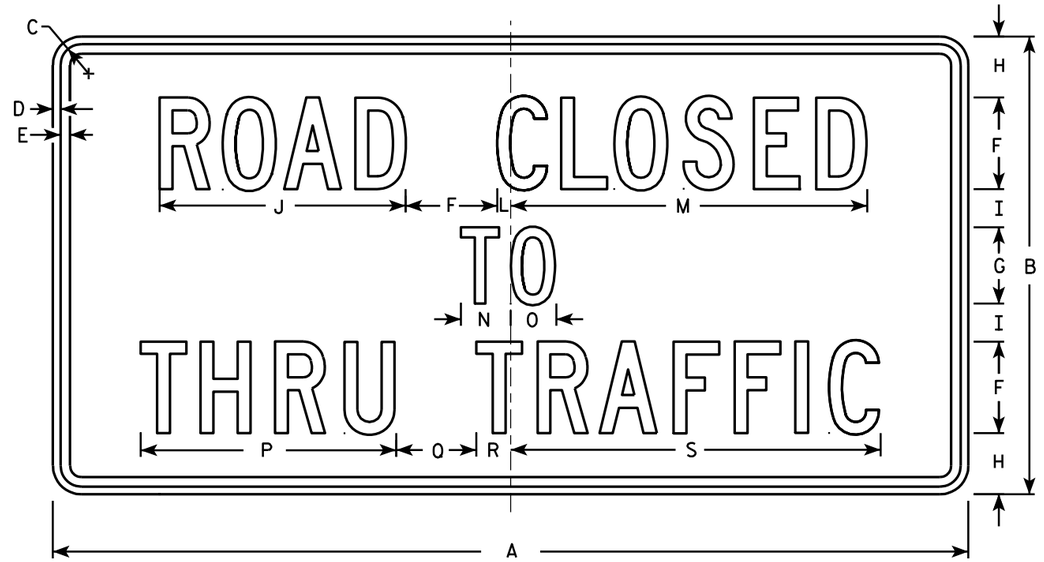
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

300

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



R11-4

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	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

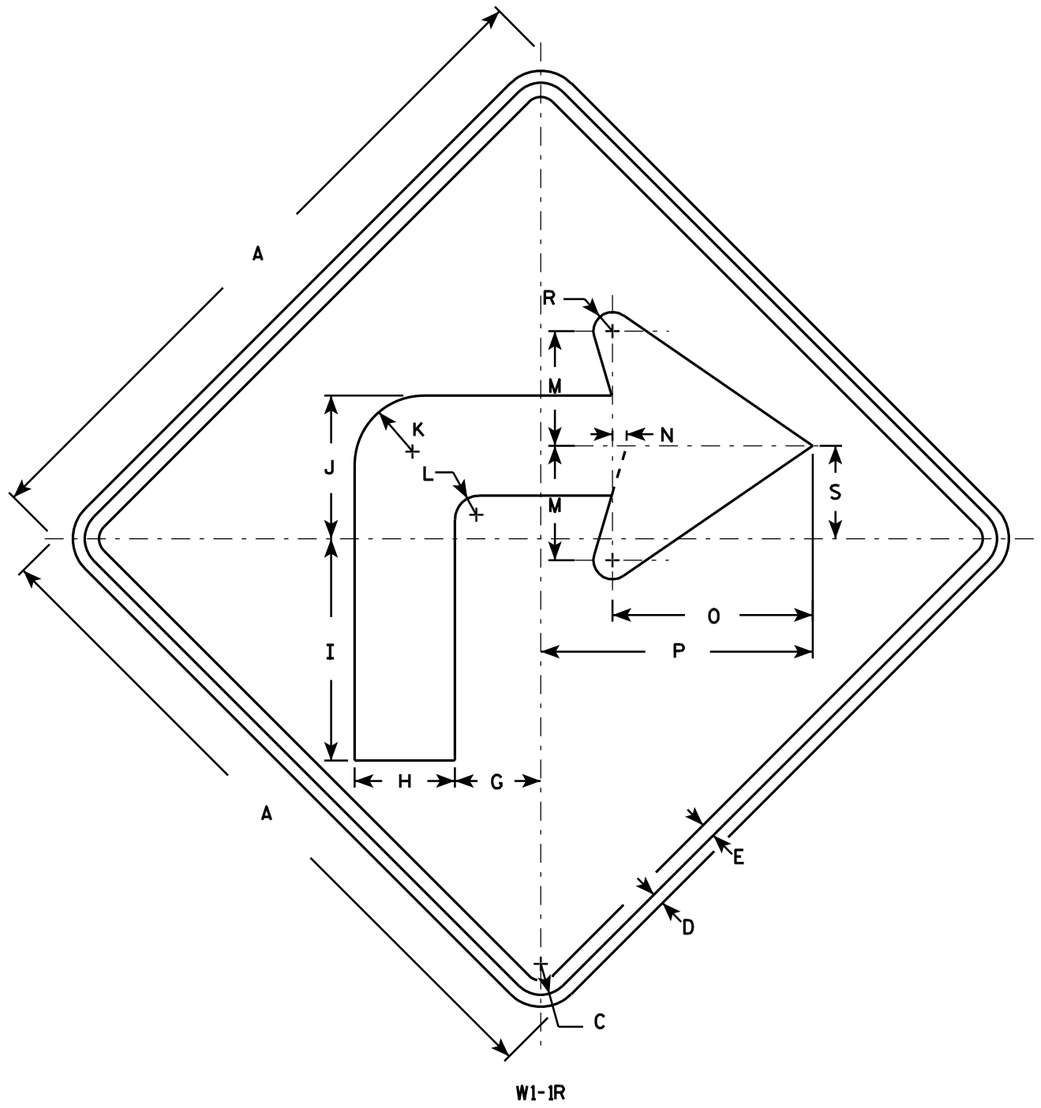
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E



W1-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

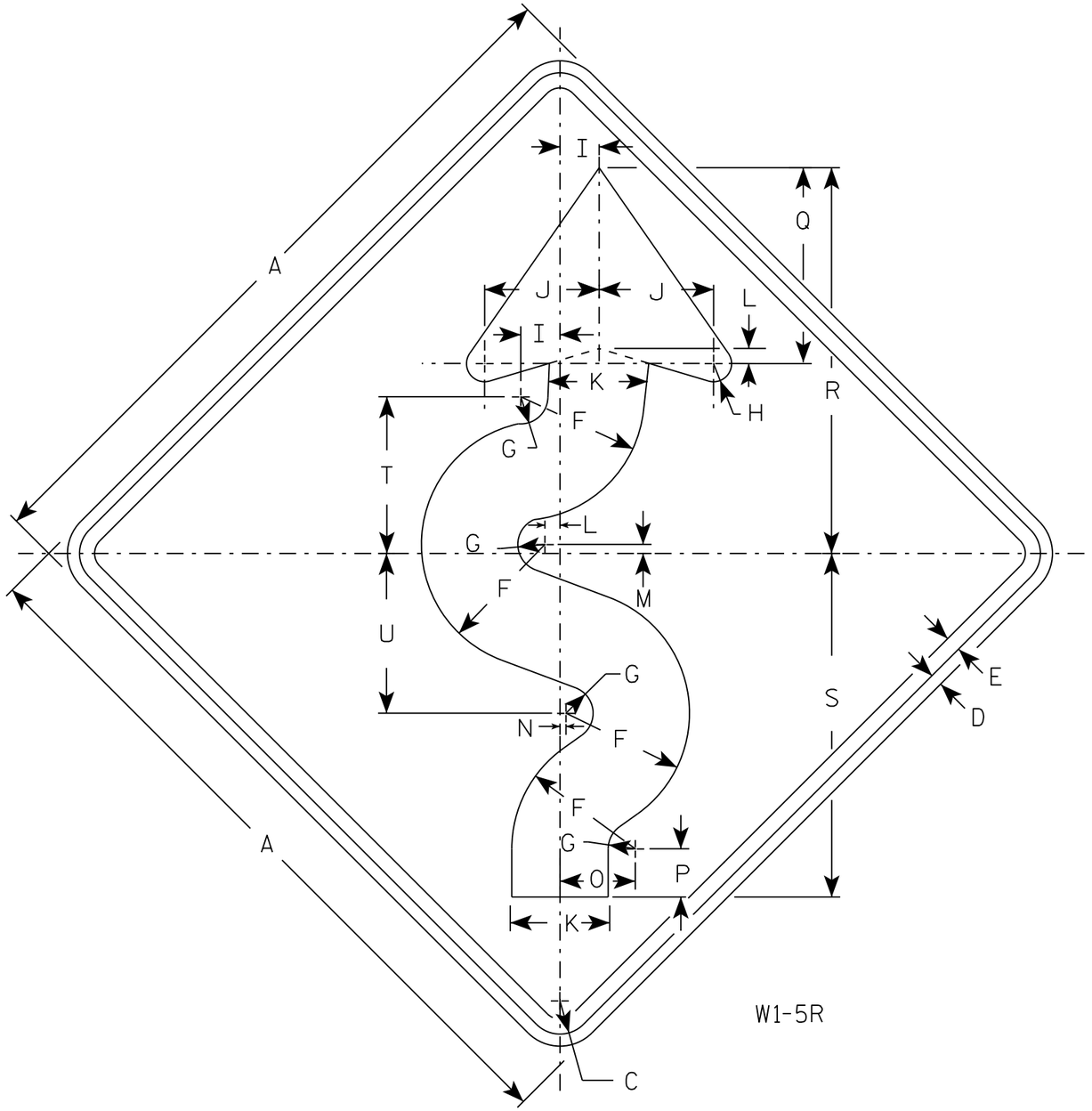
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W11.DGN PLOT DATE : 15-MAY-2012 13:47 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.939035:1.000000
WISDOT/CADDS SHEET 42



W1-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-5L is the same as W1-5R except the arrow is reversed along the vertical centerline.
4. If used with W13-1 of 30 MPH or less, use 36" sign for Size 2S.

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 1/8	7/8	5/8	1 1/4	3 3/4	3 1/4	1/2	1/4	1/8	2 1/2	1 5/8	6 1/2	12 3/4	11 3/8	5 1/4	5 1/4						4.0
2S	30		1 3/8	1/2	5/8	5 1/8	1 1/8	3/4	1 5/8	4 3/4	4 1/8	5/8	3/8	1/4	3 1/8	2	8 1/8	16	14 1/4	6 1/2	6 5/8						6.25
2M	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
3	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
4	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
5	48		2 1/4	3/4	1	8 1/4	1 3/4	1 1/4	2 1/2	7 1/2	6 1/2	1	1/2	3/8	5	3 1/4	13	25 1/2	22 3/4	10 3/8	10 1/2						16.0

STANDARD SIGN

W1-5

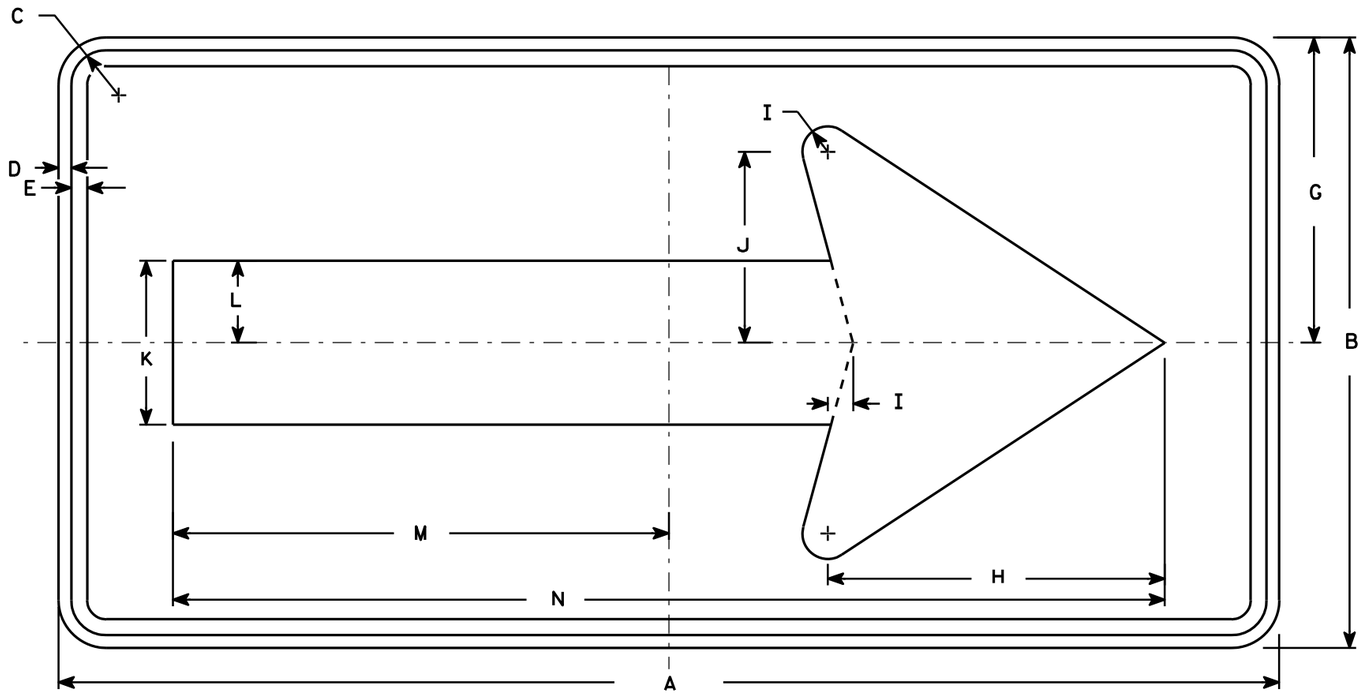
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/1/16 PLATE NO. W1-5.9

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W15.DGN PLOT DATE : 01-AUG-2016 09:34 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.594294:1.000000



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

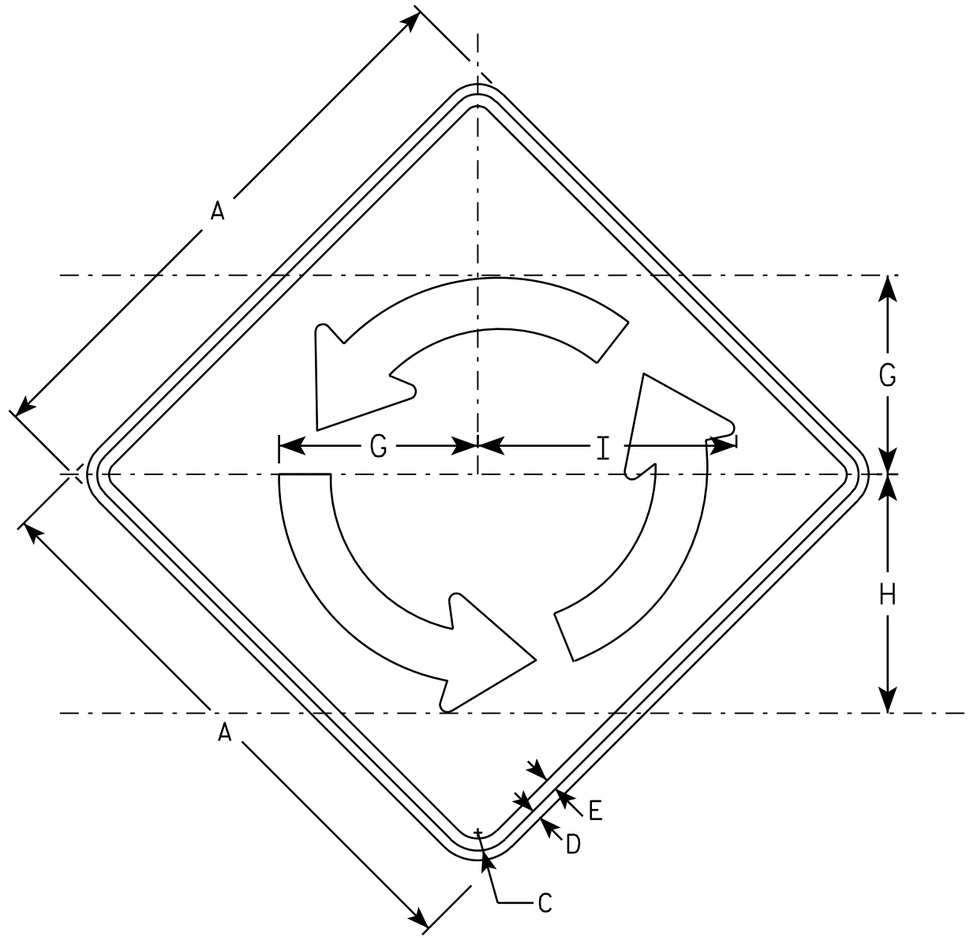
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

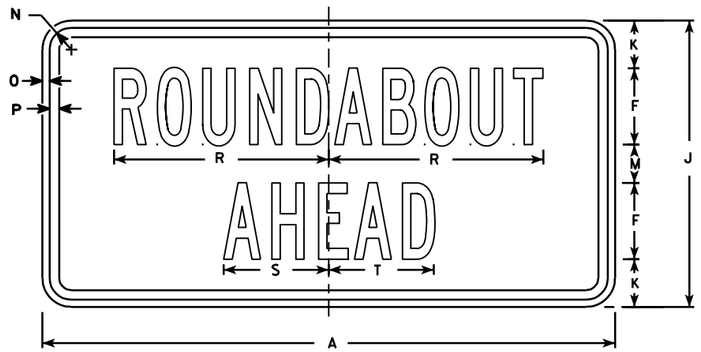
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

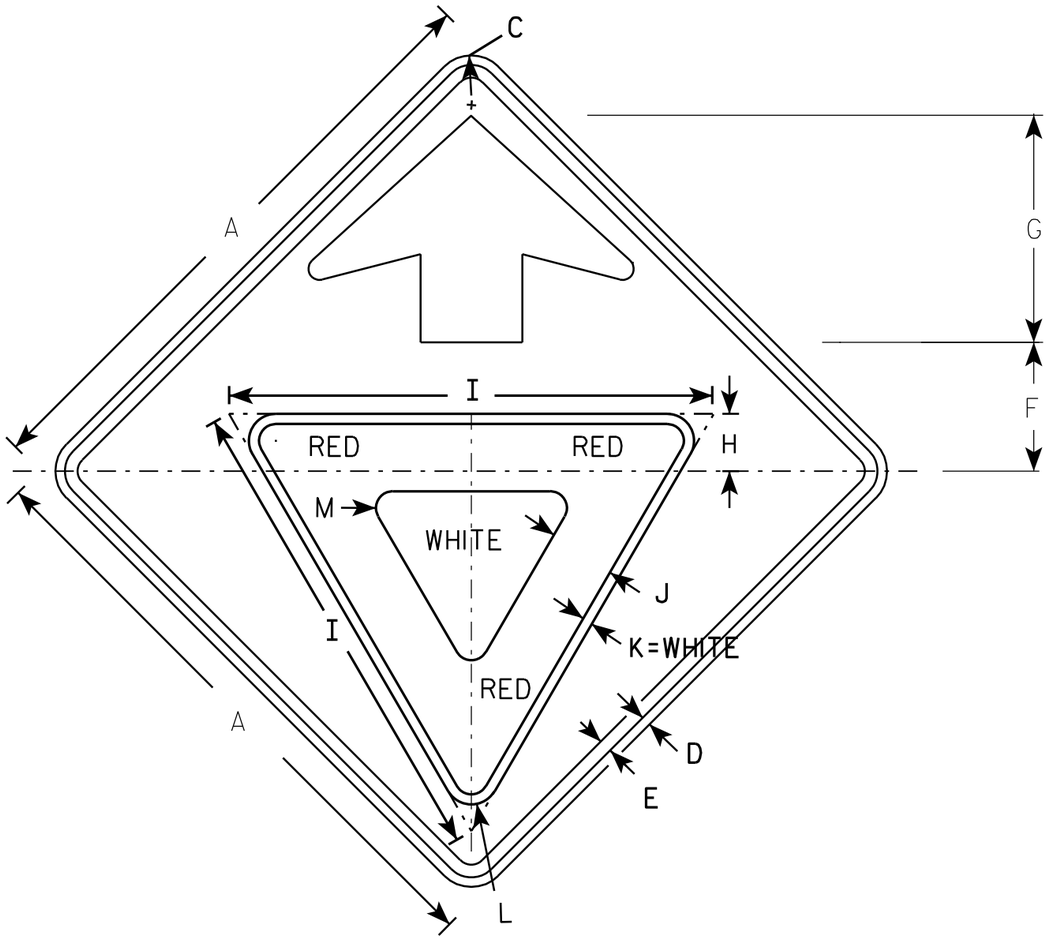
SHEET NO: 305 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

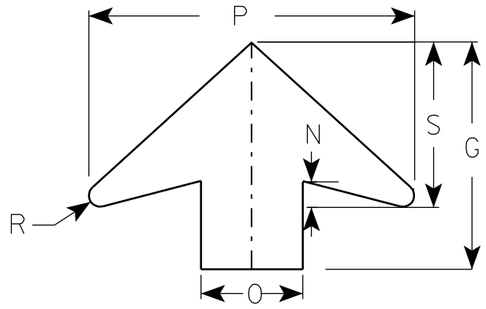
7



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

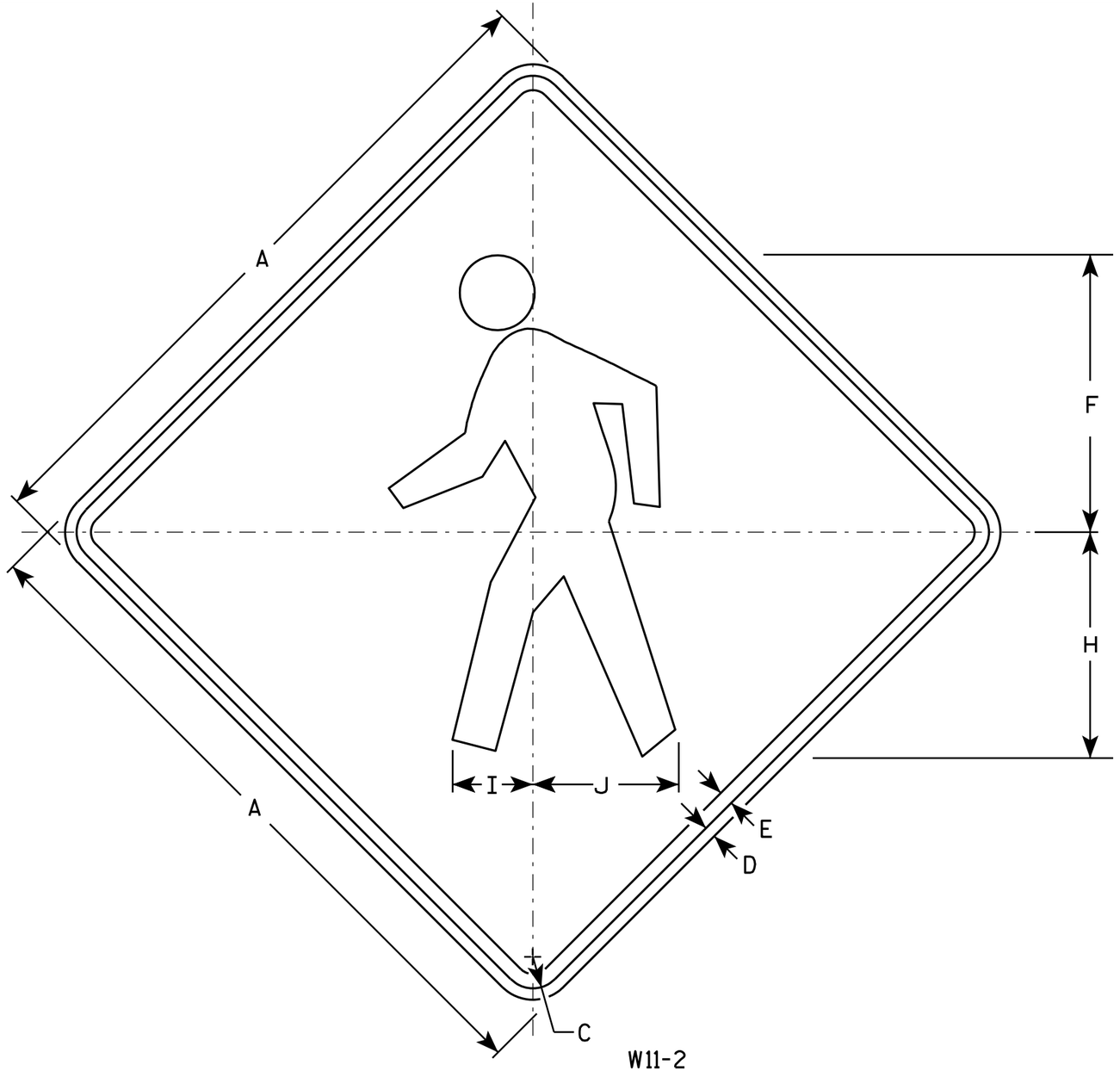
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 306 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

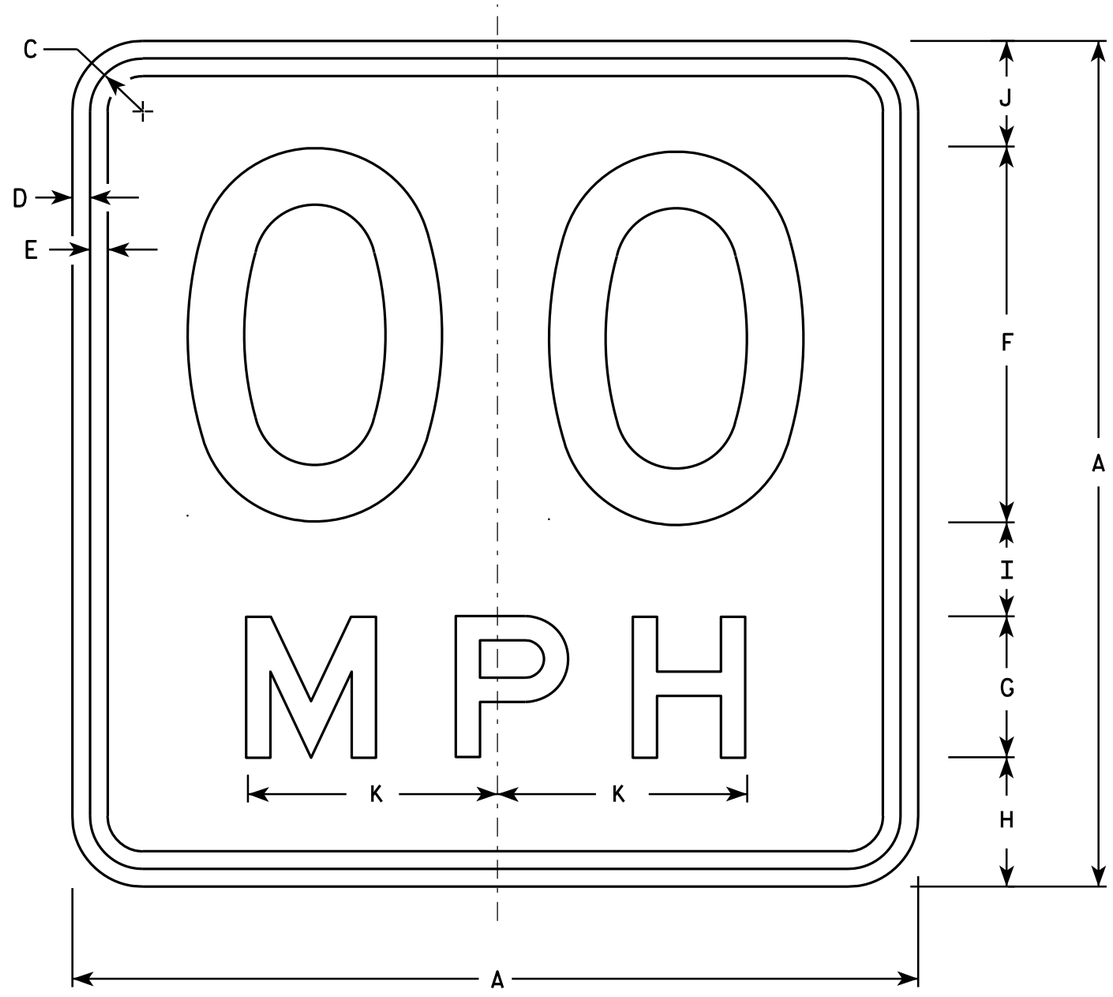
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

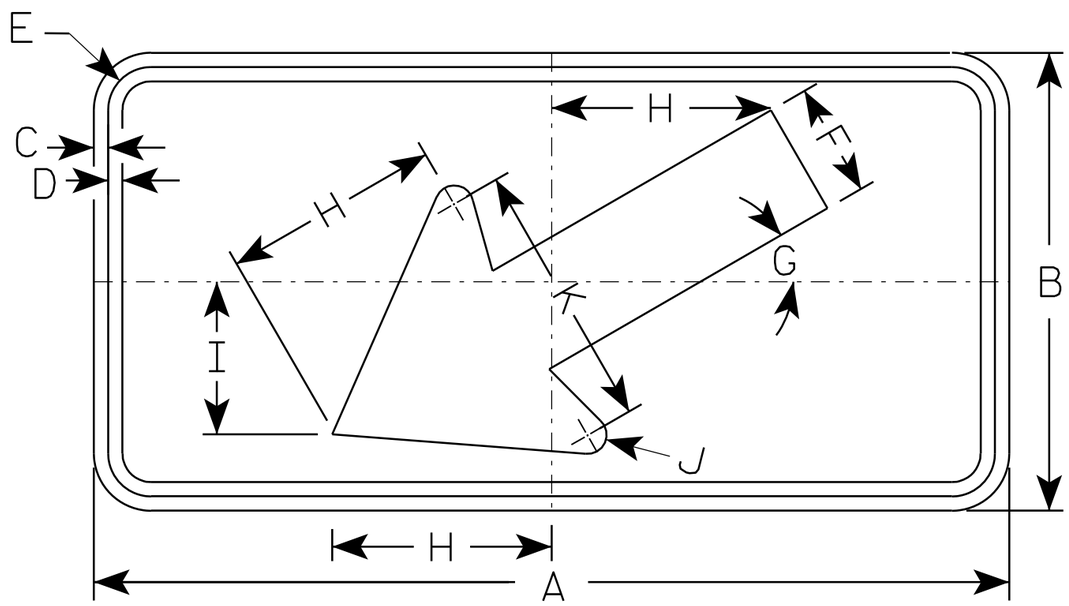
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

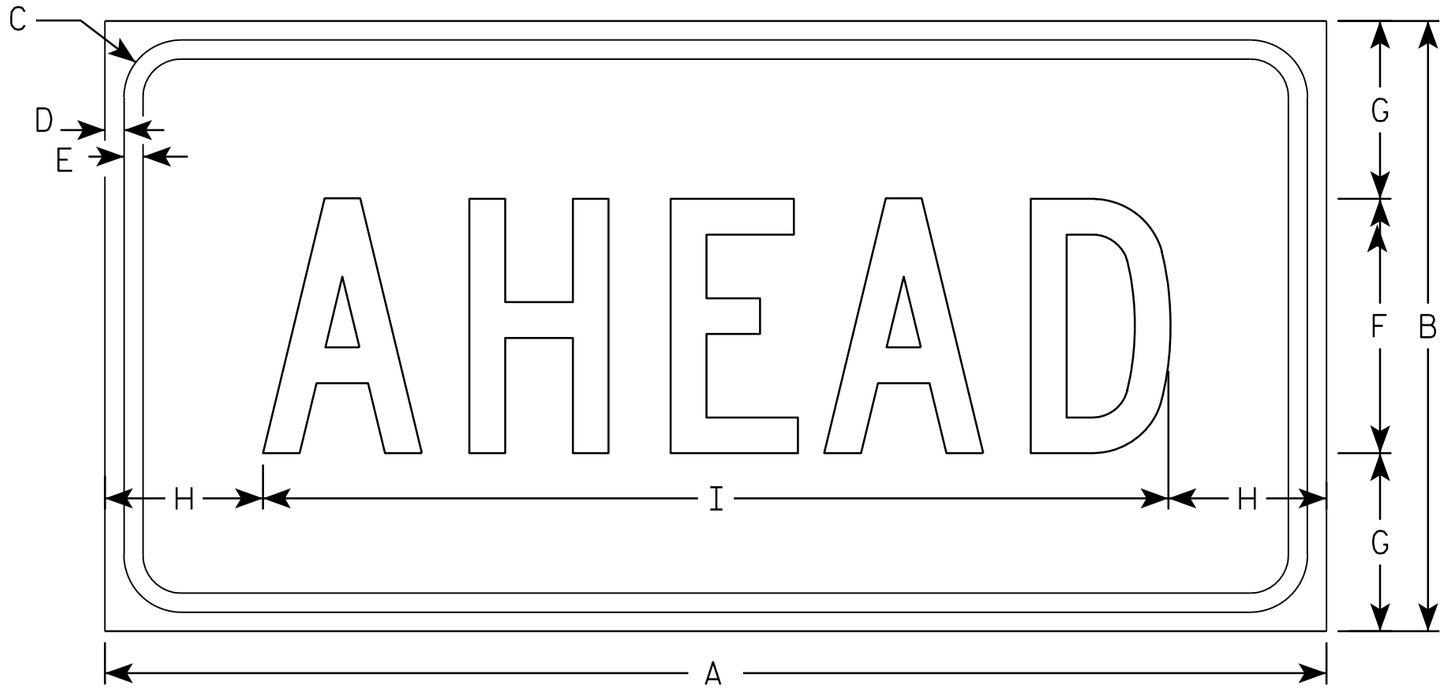
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

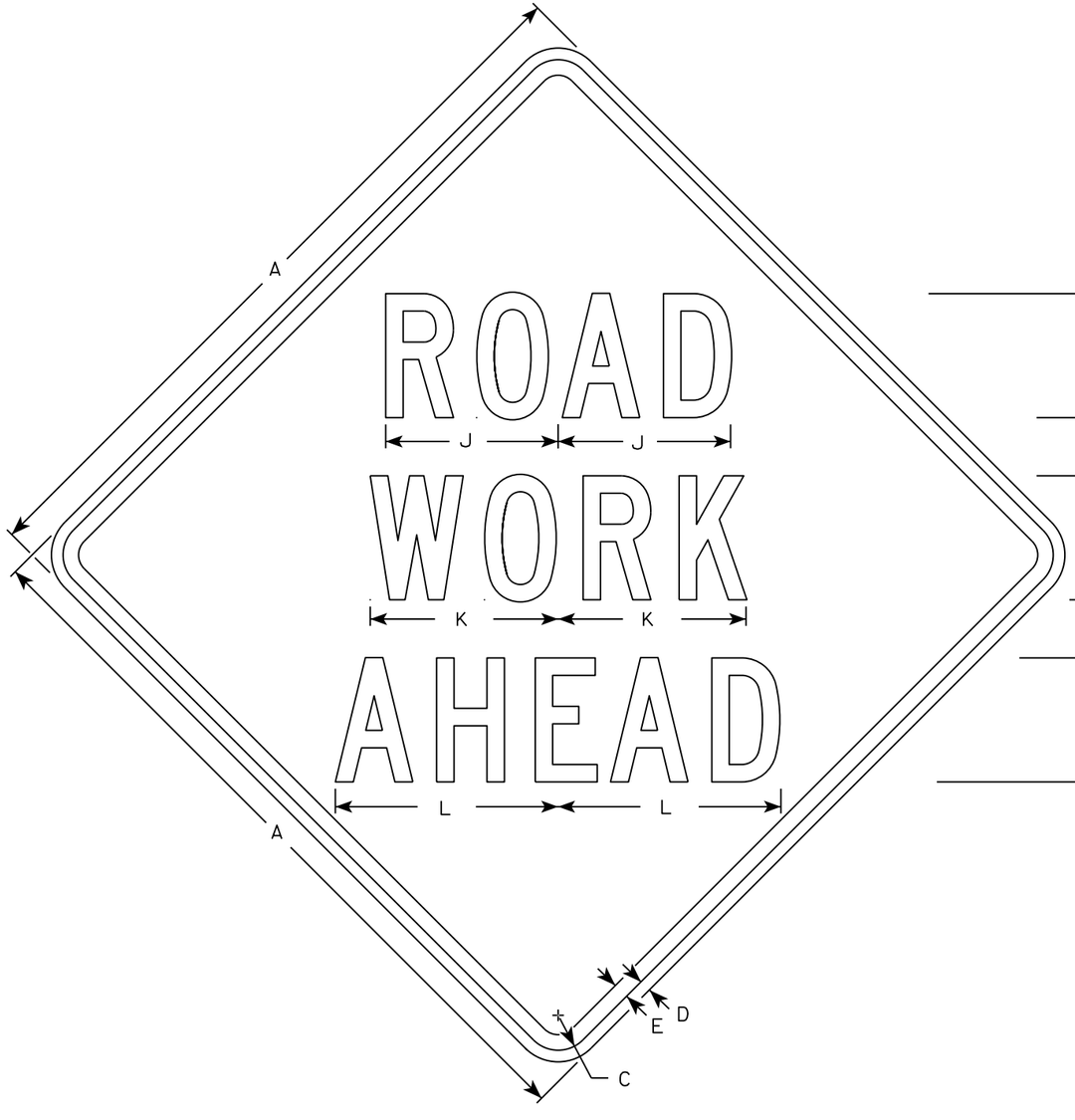
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

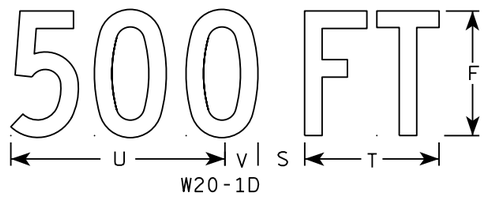
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

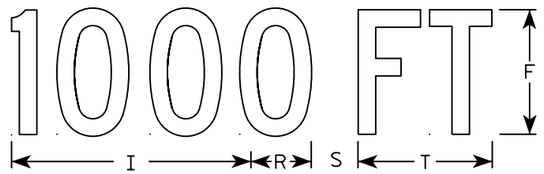
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 | E



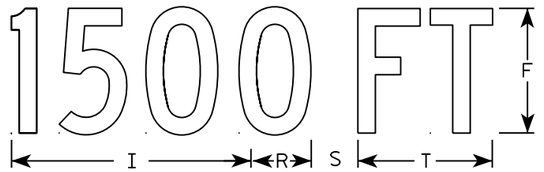
W20-1A



W20-1D

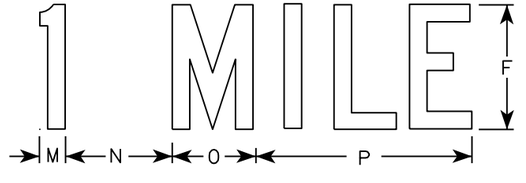


W20-1C

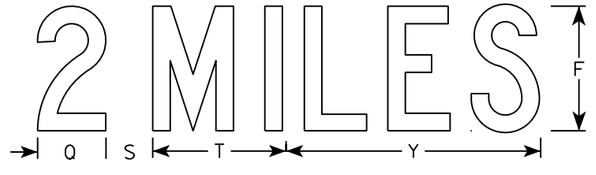


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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	2 1/4	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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

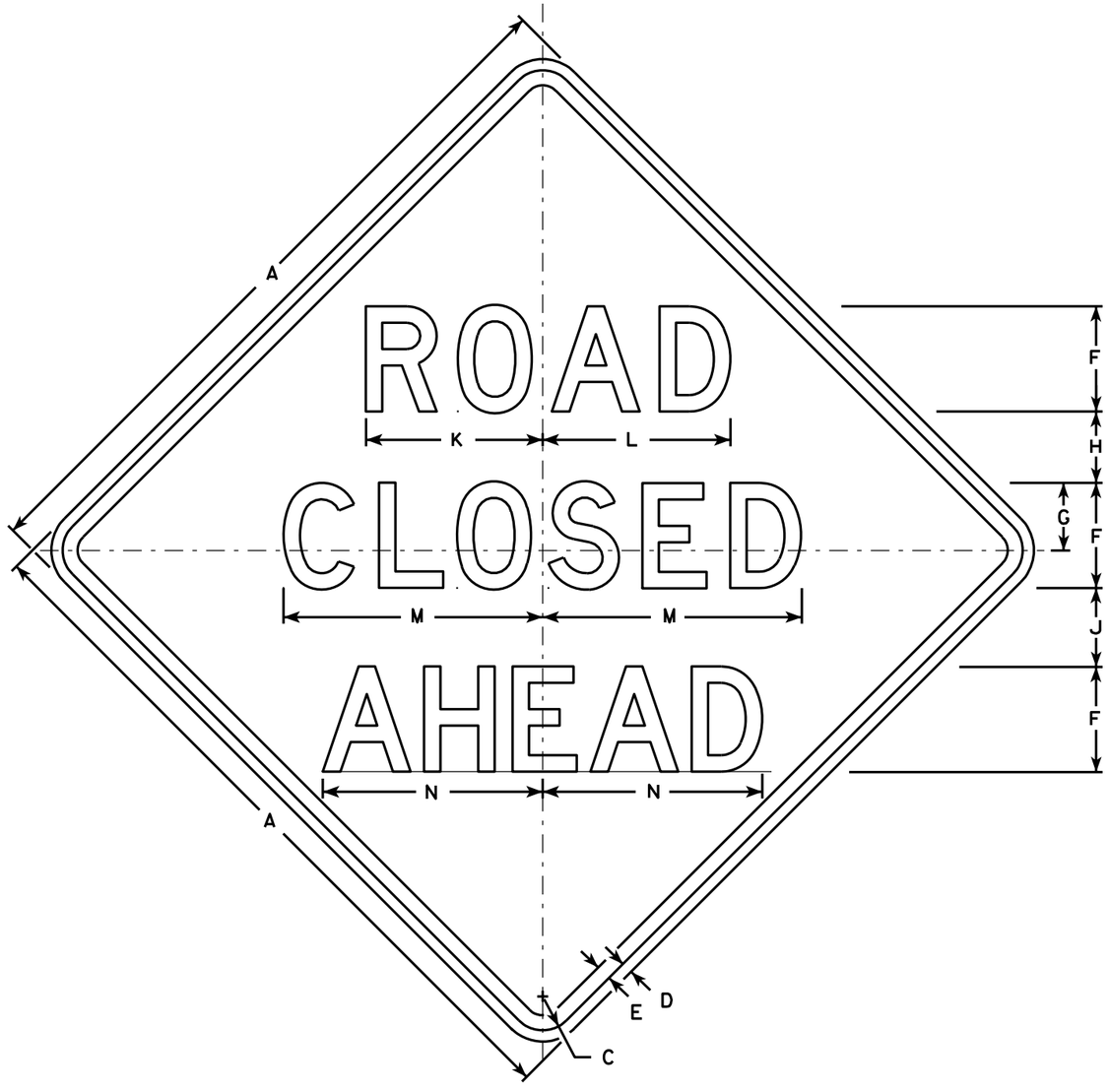
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

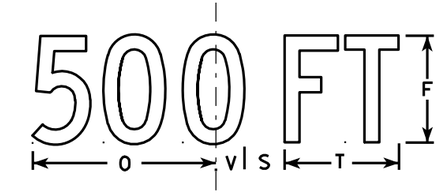
PROJECT NO:

SHEET NO: E

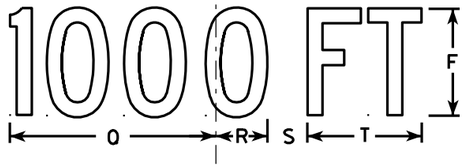
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



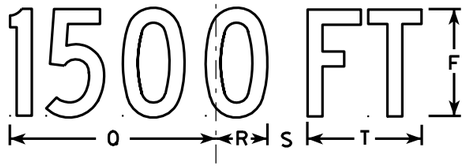
W20-3A



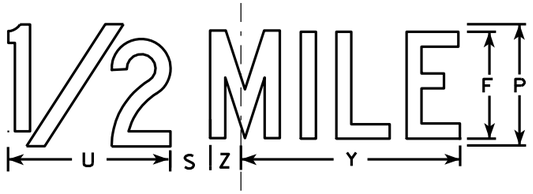
W20-3D



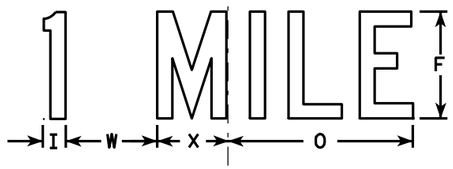
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

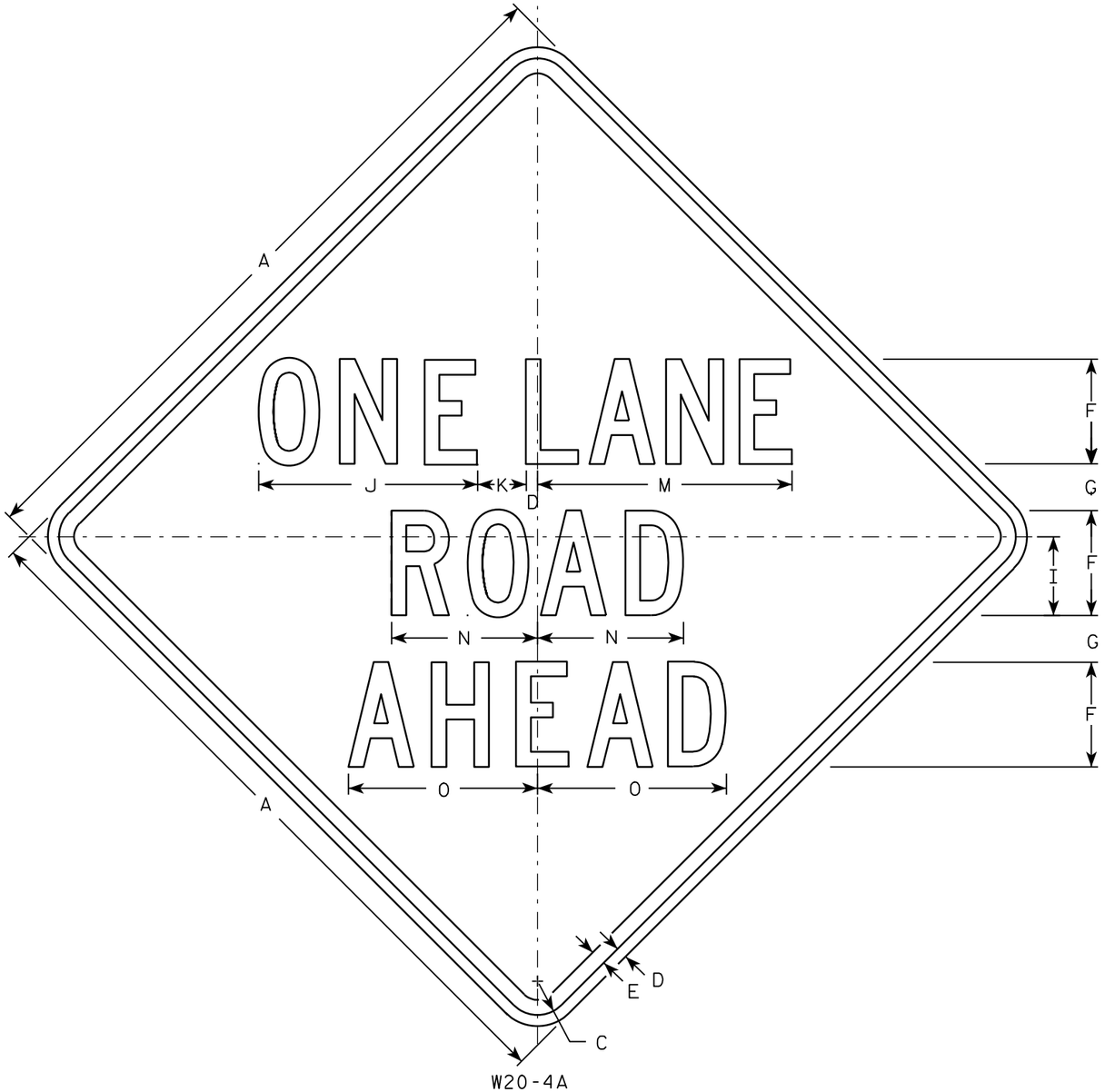
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

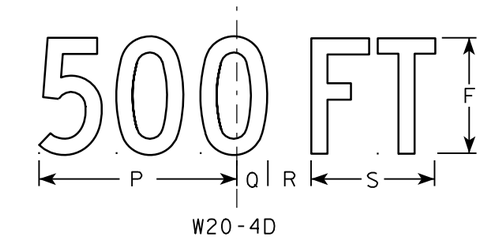
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

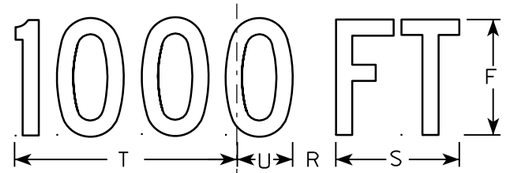
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E



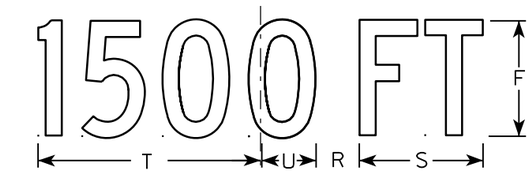
W20-4A



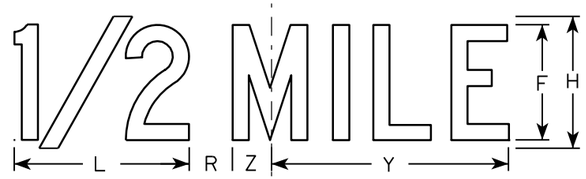
W20-4D



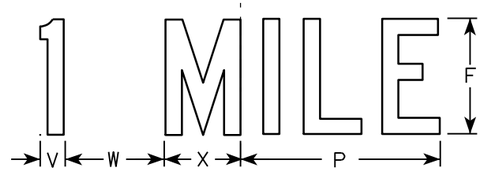
W20-4C



W20-4B



W20-4G



W20-4F

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 5/8	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

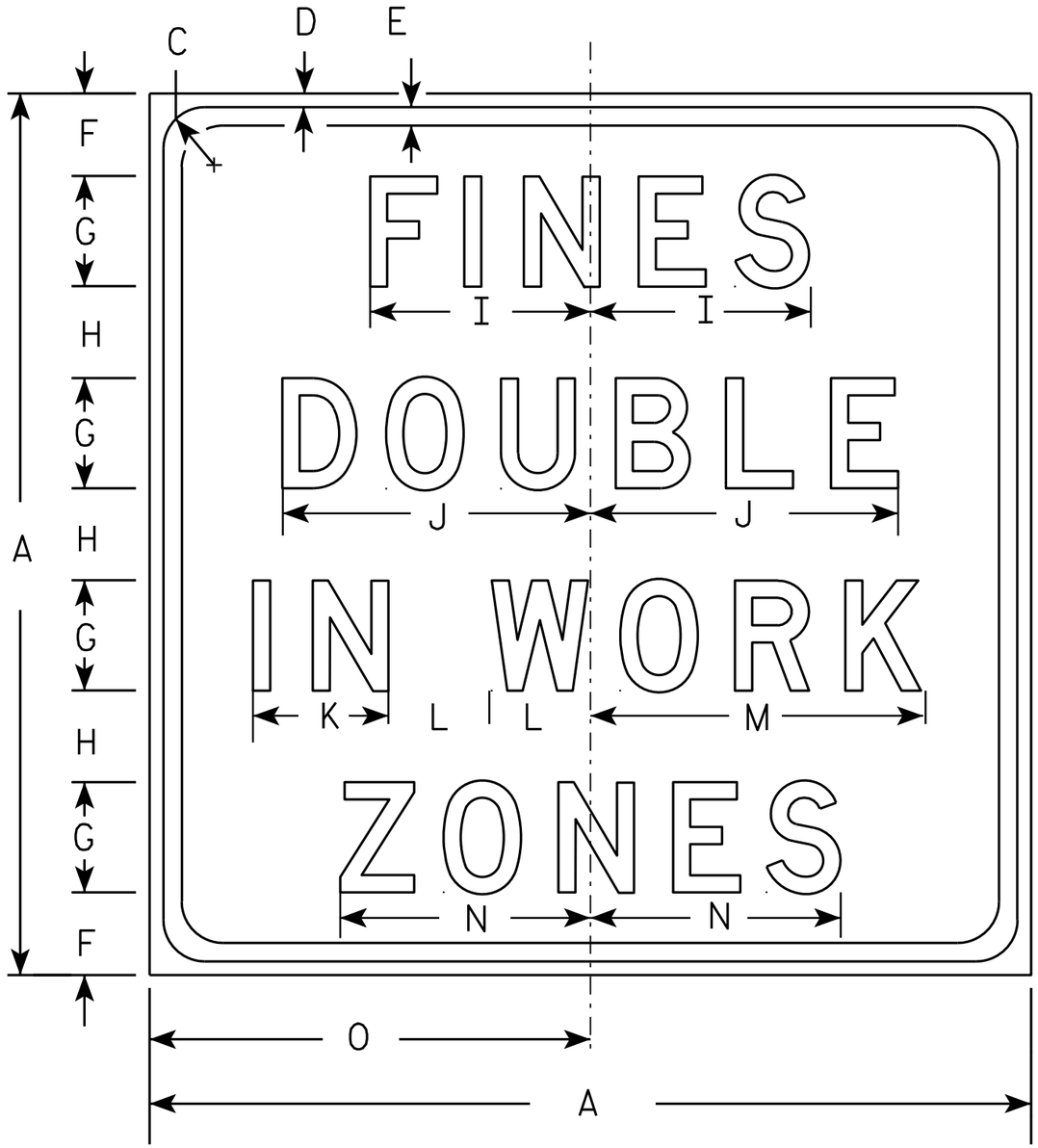
DATE 3/18/11 PLATE NO. W20-4.9

PROJECT NO:

SHEET NO: 313 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W204.DGN PLOT DATE : 18-MAR-2011 12:11 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42



W21-61

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.

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	2 1/4	3	2 1/2	6	8 3/8	3 3/4	2 3/4	9 1/8	6 7/8	12												4.0
2S	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
2M	36		1 5/8	5/8	3/4	3 3/8	4 1/2	3 3/4	9	12 5/8	5 1/2	4 1/8	13 3/4	10 1/4	18												9.0
3	48		2 1/4	3/4	1	4 1/2	6	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24												16.0
4																											
5																											

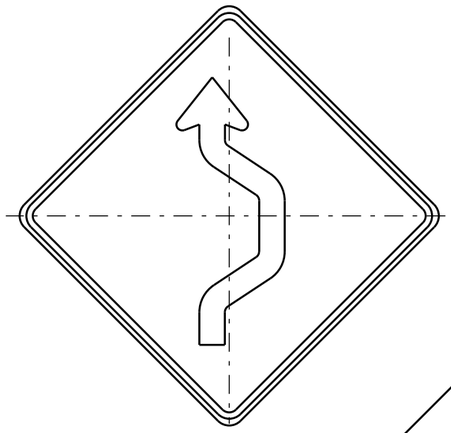
STANDARD SIGN
W21-61

WISCONSIN DEPT OF TRANSPORTATION

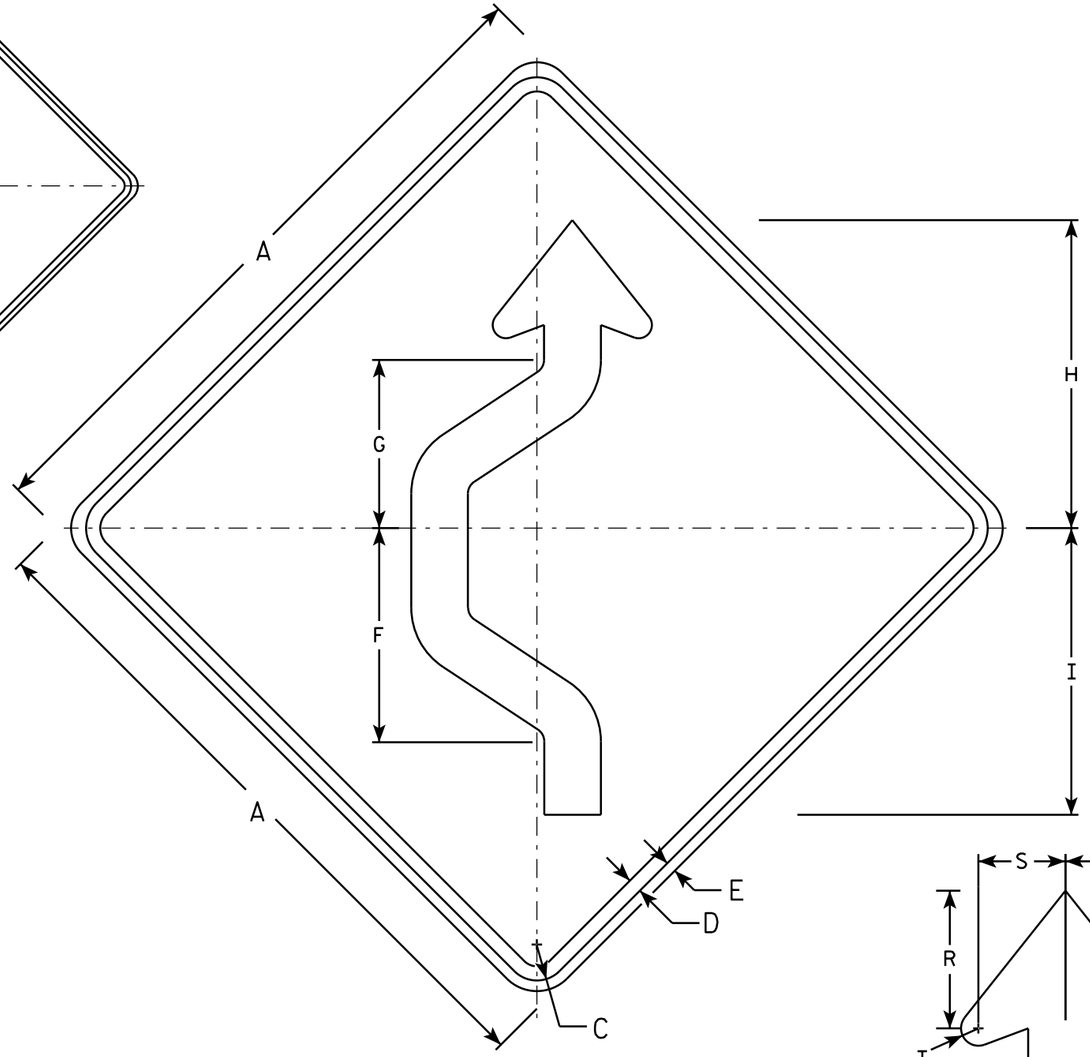
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-61.4

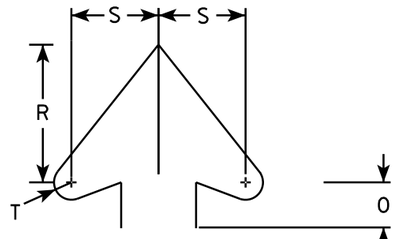
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



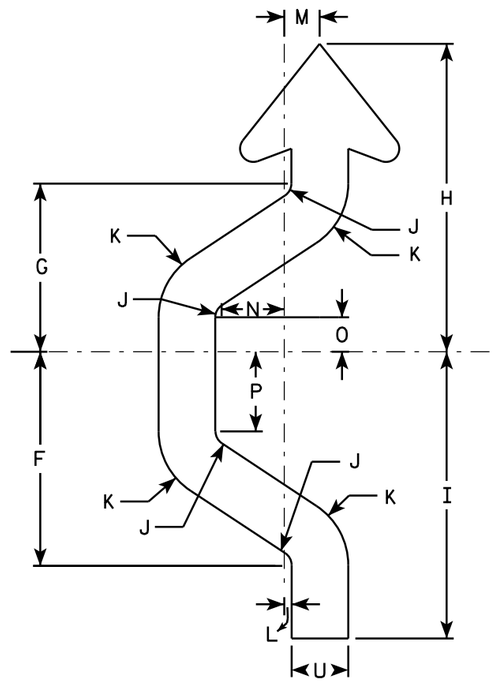
W24-1R



W24-1L



Arrowhead Detail



Arrow Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W24-1R is the same as W24-1L except reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2M	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
3																											
4																											
5																											

STANDARD SIGN
W24-1 L & R

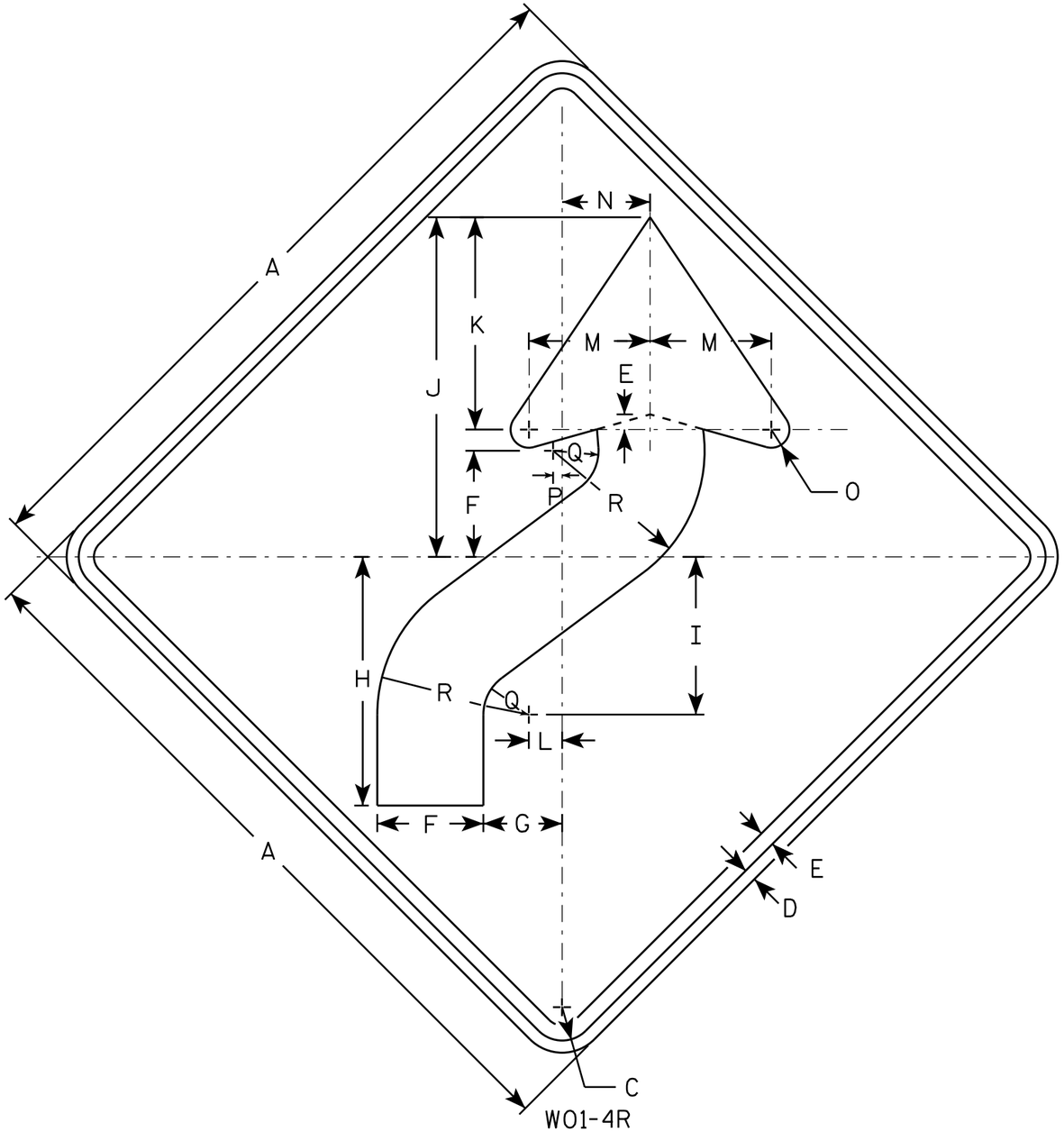
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/2013 PLATE NO. W24-1.3

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W241L.DGN PLOT DATE : 25-SEP-2013 13:00 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W01-4

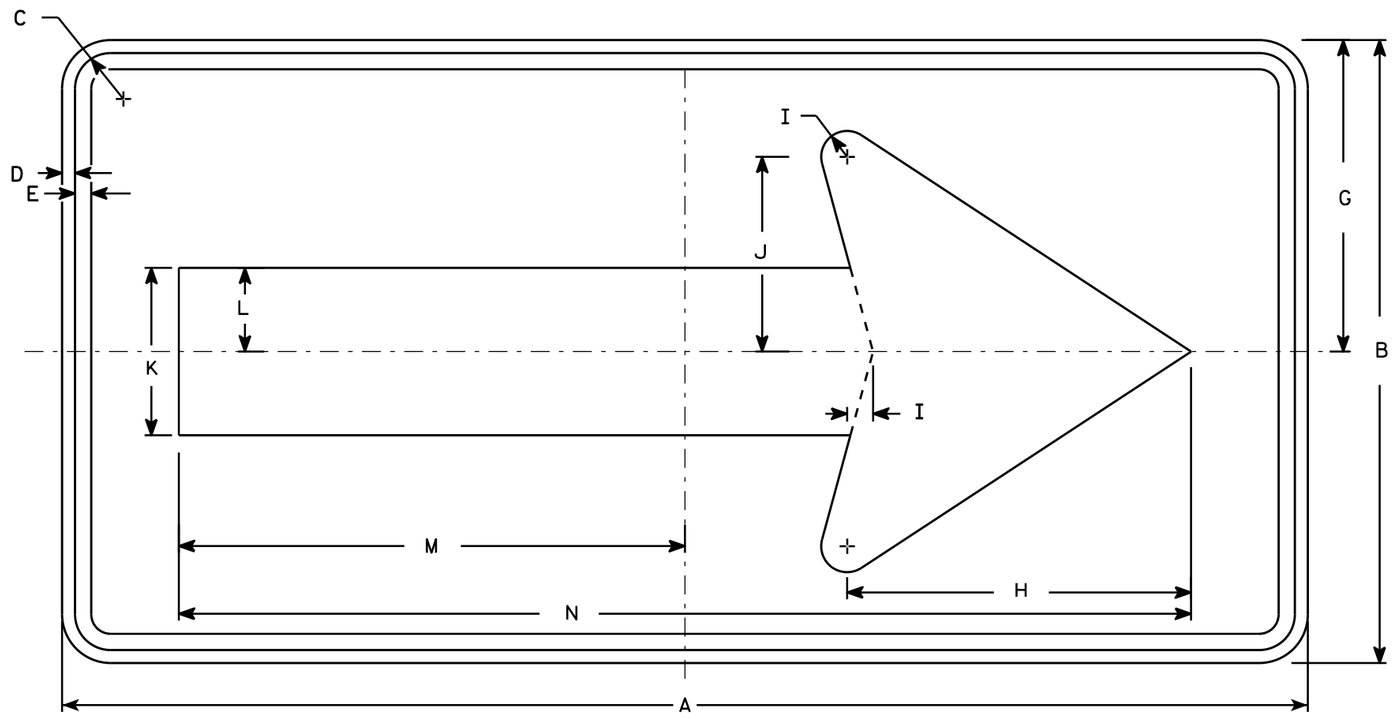
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

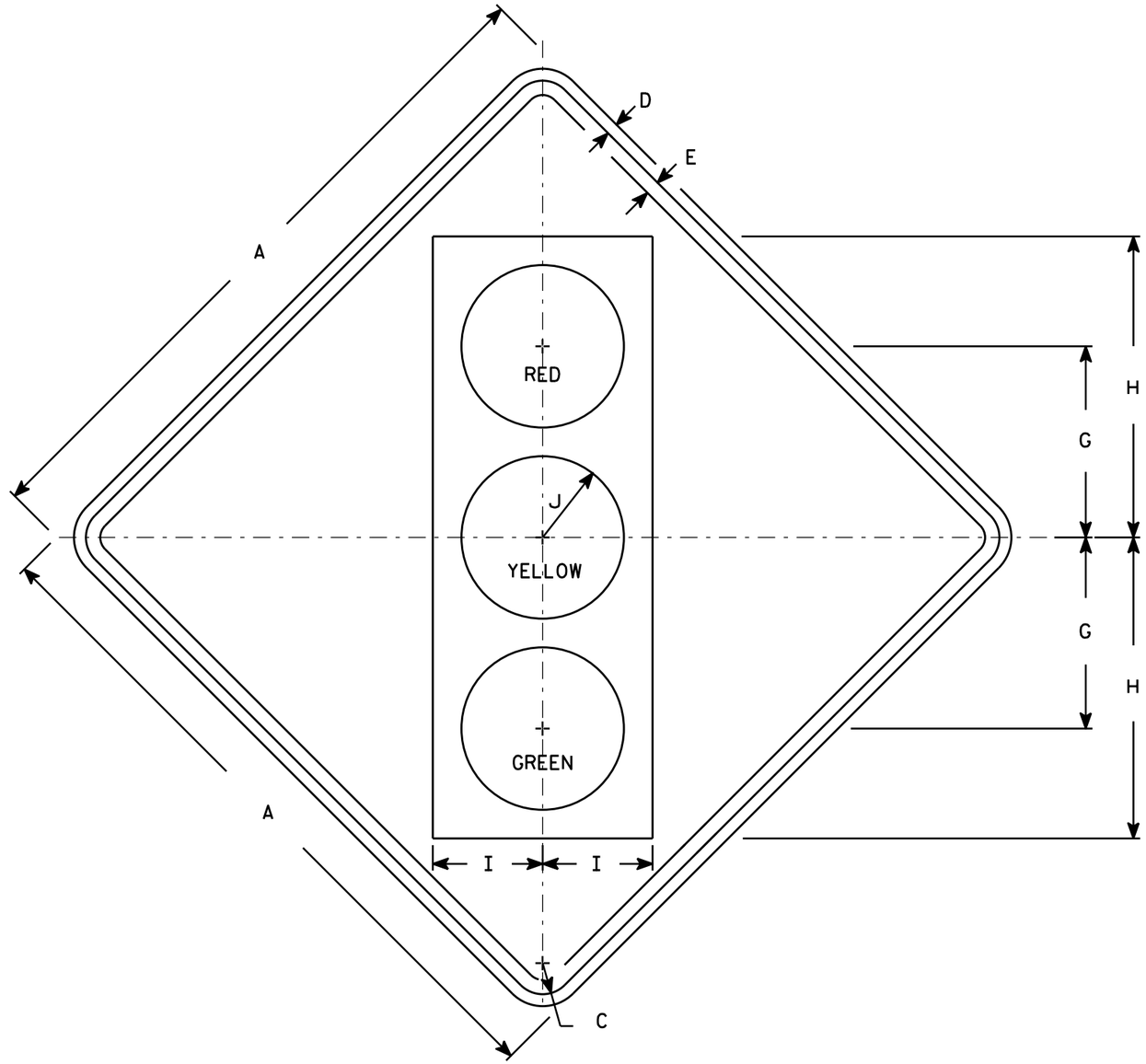
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-3

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 - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

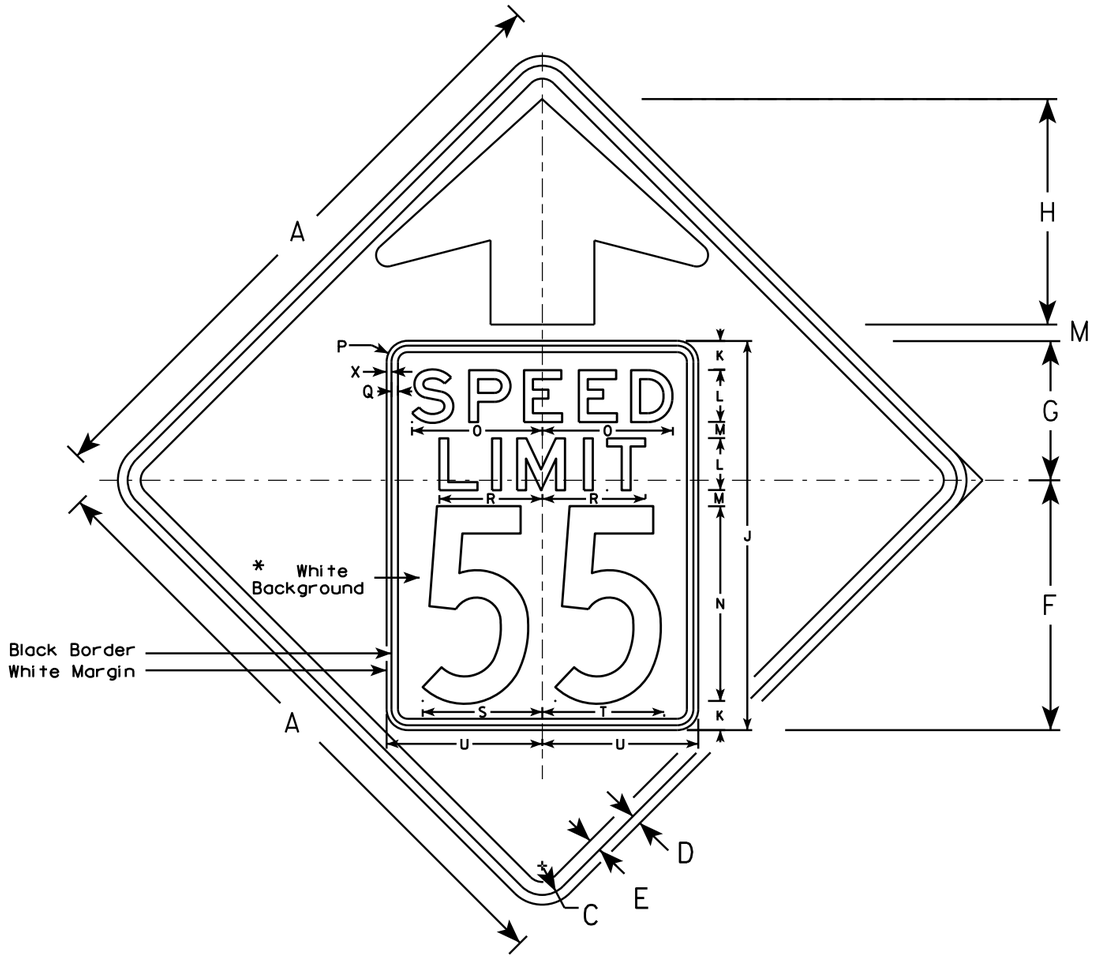
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLAT 318 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W033.DGN PLOT DATE : 20-NOV-2013 11:26 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.296908:1.000000

7

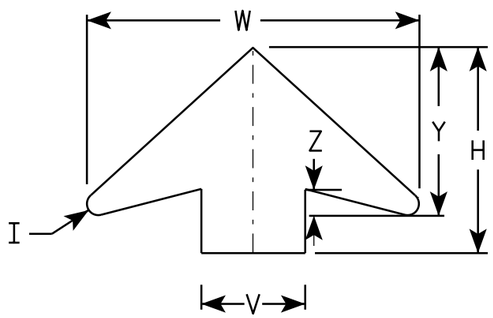


W03-5

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 for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

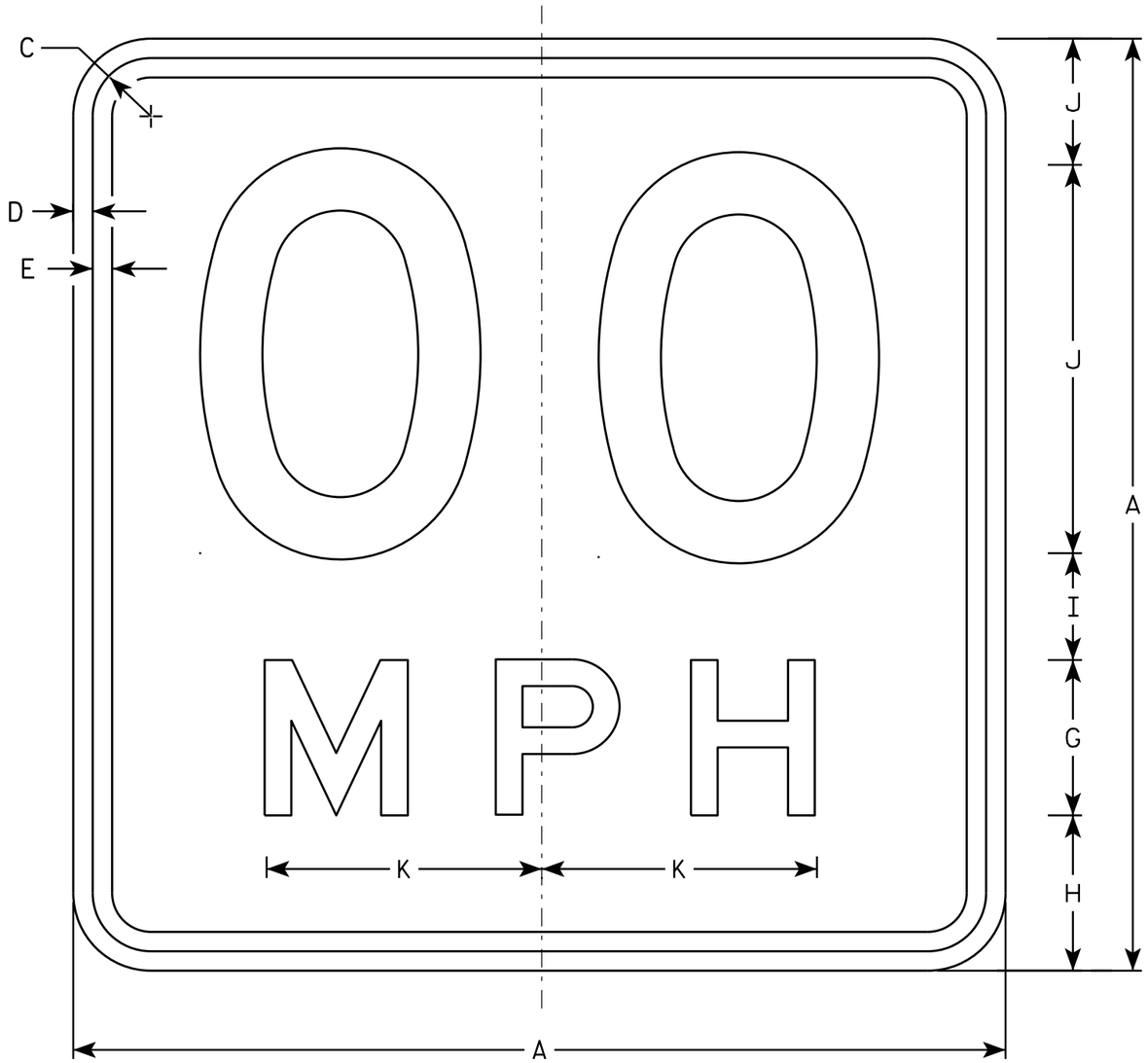
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 320 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Earthwork Project I.D. 1570-02-73: Soldner Avenue "SL" Stage 1A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
200+91.15 "SL"	20091	0.00	38		0	0	0	0	0	0	0
200+96.86"SL"	20096.86	5.71	64		0	11	0	0	11	0	11
200+96.86"SL"	20096.86	0.00	0		0	0	0	0	11	0	11
201+00.00"SL"	20100.00	3.14	61		0	4	0	0	14	0	14
201+25.00"SL"	20125.00	25.00	23		15	39	0	7	53	9	44
201+50.00"SL"	20150.00	25.00	14		12	17	0	13	70	26	44
201+75.00"SL"	20175.00	25.00	4		18	8	0	14	79	45	34
202+00.00"SL"	20200.00	25.00	5		19	4	0	17	83	68	15
202+25.00"SL"	20225.00	25.00	3		29	4	0	22	86	97	-11
202+50.00"SL"	20250.00	25.00	1		58	2	0	40	88	151	-63
202+75.00"SL"	20275.00	25.00	0		56	0	0	53	89	221	-133
203+00.00"SL"	20300.00	25.00	0		53	0	0	50	89	289	-200
203+25.00"SL"	20325.00	25.00	0		40	0	0	43	89	346	-257
203+50.00"SL"	20350.00	25.00	18		8	8	0	22	97	375	-278
203+75.00"SL"	20375.00	25.00	74		1	43	0	4	140	381	-241
						140	0	287			

Earthwork Project I.D. 1570-02-73: Norway Street "N" Stage 1A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
302+25.00"N"	30225.00	0.00	99		0	0	0	0	0	0	0
302+50.00"N"	30250.00	25.00	89		2	87	0	1	87	2	86
302+75.00"N"	30275.00	25.00	62		7	70	0	4	157	7	150
302+90.62"N"	30290.62	15.62	61		4	36	0	3	193	11	181
303+00.00"N"	30300.00	9.38	38		2	17	0	1	210	12	198
303+20.04"N"	30320.04	20.04	40		0	29	0	1	239	13	226
						239	0	10			

Earthwork Project I.D. 1570-02-73: Danca Driveway "D" Stage 1A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
79+77.36 "D"	7977.36	0.00	18		5	0	0	0	0	0	0
80+02.86 "D"	8002.86	25.51	31		4	23	0	4	23	5	18
80+28.45 "D"	8028.45	25.58	44		3	36	0	3	59	9	50
80+66.41 "D"	8066.41	37.96	55		2	70	0	3	129	13	115
80+93.27 "D"	8093.27	26.86	24		10	39	0	6	168	21	147
81+00.74 "D"	8100.74	7.47	4		8	4	0	2	172	24	148
81+28.50 "D"	8128.50	27.76	44		7	25	0	8	197	35	162
81+51.65 "D"	8151.65	23.15	52		8	41	0	7	238	43	195
81+74.85 "D"	8174.85	23.20	56		4	46	0	5	284	50	234
81+83.19 "D"	8183.19	8.34	63		3	18	0	1	302	52	250
						302	0	39			

Earthwork Project I.D. 1570-02-73: Temporary Road Stage 1B

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
100+69.58	10069.58	0.00	46		0	0	0	0	0	0	0
100+75.00	10075.00	5.42	46		0	9	0	0	9	0	9
101+00.00	10100.00	25.00	38		0	39	0	0	48	0	48
101+25.00	10125.00	25.00	34		1	33	0	1	81	1	80
101+50.00	10150.00	25.00	34		5	32	0	3	113	4	108
101+75.00	10175.00	25.00	36		10	32	0	7	145	13	132
102+00.00	10200.00	25.00	39		13	34	0	10	179	27	152
102+25.00	10225.00	25.00	40		15	36	0	13	216	44	171
102+50.00	10250.00	25.00	40		21	37	0	17	252	66	186
102+75.00	10275.00	25.00	41		26	38	0	22	290	95	195
103+00.00	10300.00	25.00	23		32	30	0	27	320	130	190
103+25.00	10325.00	25.00	6		47	13	0	37	333	179	155
103+50.00	10350.00	25.00	0		91	3	0	64	336	264	73
103+75.00	10375.00	25.00	0		153	0	0	113	336	414	-77
104+00.00	10400.00	25.00	0		133	0	0	132	336	590	-253
104+25.00	10425.00	25.00	0		80	0	0	99	336	721	-384
104+50.00	10450.00	25.00	2		51	1	0	61	337	802	-464
104+75.00	10475.00	25.00	1		78	1	0	60	339	881	-543
105+00.00	10500.00	25.00	2		50	1	0	59	340	960	-620
105+25.00	10525.00	25.00	68		0	32	0	23	372	991	-618
105+50.00	10550.00	25.00	51		0	55	0	0	427	991	-563
105+75.00	10575.00	25.00	4		17	25	0	8	452	1001	-549
106+00.00	10600.00	25.00	42		7	21	0	11	473	1016	-542
106+25.00	10625.00	25.00	98		0	65	0	3	538	1020	-482
106+50.00	10650.00	25.00	116		0	99	0	0	637	1020	-382
106+75.00	10675.00	25.00	105		0	102	0	0	740	1020	-280
107+00.00	10700.00	25.00	90		0	90	0	0	830	1020	-190
107+25.00	10725.00	25.00	75		0	76	0	0	906	1020	-113
107+50.00	10750.00	25.00	65		0	65	0	0	971	1020	-49
107+75.00	10775.00	25.00	64		0	60	0	0	1031	1020	11
108+00.00	10800.00	25.00	47		2	51	0	1	1082	1021	61
108+25.00	10825.00	25.00	38		4	39	0	2	1121	1024	97
108+50.00	10850.00	25.00	35		0	34	0	2	1155	1026	129
108+75.00	10875.00	25.00	36		0	33	0	0	1188	1026	162
109+00.00	10900.00	25.00	36		0	33	0	0	1221	1026	195
109+25.00	10925.00	25.00	18		1	25	0	0	1246	1026	220
109+50.00	10950.00	25.00	19		0	17	0	1	1263	1027	236
109+75.00	10975.00	25.00	19		0	17	0	0	1281	1028	253
110+00.00	11000.00	25.00	18		0	17	0	0	1298	1028	270
110+25.00	11025.00	25.00	18		0	17	0	0	1315	1028	287
110+50.00	11050.00	25.00	18		0	17	0	0	1331	1028	303
110+75.00	11075.00	25.00	19		0	17	0	0	1348	1028	320
111+00.00	11100.00	25.00	17		0	17	0	0	1365	1028	337
111+25.00	11125.00	25.00	34		0	23	0	0	1389	1028	360
111+50.00	11150.00	25.00	9		0	20	0	0	1408	1028	380
111+75.00	11175.00	25.00	9		0	8	0	0	1417	1028	389
112+00.00	11200.00	25.00	9		0	8	0	0	1425	1028	397
112+25.00	11225.00	25.00	8		0	8	0	0	1433	1029	404
112+50.00	11250.00	25.00	9		0	8	0	0	1441	1029	412
112+75.00	11275.00	25.00	10		0	9	0	0	1450	1029	421
112+81.52	11281.52	6.52	10		0	2	0	0	1452	1029	423
						1452	0	774			

Earthwork Project I.D. 1570-02-73: USH 8 Eastbound "EB" Stage2A/Stage2B

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
1285+60.17"EB"	128560.17	0.00	0		0	0	0	0	0	0	0
1285+75.00"EB"	128575.00	14.83	66		2	18	0	1	18	1	17
1286+00.00"EB"	128600.00	25.00	73		2	64	0	2	83	4	79
1286+25.00"EB"	128625.00	25.00	82		3	72	0	2	154	6	148
1286+50.00"EB"	128650.00	25.00	91		3	80	0	3	234	10	224
1286+75.00"EB"	128675.00	25.00	109		0	93	0	1	327	12	315
1287+00.00"EB"	128700.00	25.00	143		2	117	0	1	444	13	431
1287+25.00"EB"	128725.00	25.00	193		1	156	0	1	600	15	585
1287+50.00"EB"	128750.00	25.00	258		0	209	0	1	808	16	792
1287+75.00"EB"	128775.00	25.00	287		1	252	0	1	1061	17	1044
1288+00.00"EB"	128800.00	25.00	278	13	1	261	6	1	1316	18	1298
1288+25.00"EB"	128825.00	25.00	272	13	1	255	12	1	1558	19	1539
1288+50.00"EB"	128850.00	25.00	285	13	1	258	12	1	1804	21	1783
1288+75.00"EB"	128875.00	25.00	302	13	1	272	12	1	2063	22	2041
1289+25.00"EB"	128925.00	50.00	343	13	6	597	25	6	2636	31	2605
1289+50.00"EB"	128950.00	25.00	335	13	4	314	12	4	2937	37	2900
1289+75.00"EB"	128975.00	25.00	412	13	47	346	12	24	3270	68	3202
1290+00.00"EB"	129000.00	25.00	477	13	3	411	12	23	3669	99	3570
1290+25.00"EB"	129025.00	25.00	352	13	18	384	12	9	4041	111	3929
1290+50.00"EB"	129050.00	25.00	345	13	47	323	12	30	4351	151	4200
1290+75.00"EB"	129075.00	25.00	562	13	0	420	12	22	4759	180	4579
1291+00.00"EB"	129100.00	25.00	596	13	0	536	12	0	5283	180	5102
1291+25.00"EB"	129125.00	25.00	311	13	0	420	12	0	5691	180	5510
1291+50.00"EB"	129150.00	25.00	477	13	0	365	12	0	6043	180	5863
1291+75.00"EB"	129175.00	25.00	384	13	0	399	12	0	6429	180	6249
1292+00.00"EB"	129200.00	25.00	255	13	0	296	12	0	6713	180	6532
1292+25.00"EB"	129225.00	25.00	193	13	0	207	12	0	6908	180	6728
1292+50.00"EB"	129250.00	25.00	153	13	0	160	12	0	7056	180	6875
1292+75.00"EB"	129275.00	25.00	135	13	0	133	12	0	7177	180	6996
1293+00.00"EB"	129300.00	25.00	125	13	0	120	12	0	7285	180	7104
1293+25.00"EB"	129325.00	25.00	114	13	2	111	12	1	7383	181	7202
1293+50.00"EB"	129350.00	25.00	109	13	2	103	12	2	7474	184	7291
1293+75.00"EB"	129375.00	25.00	103	13	2	98	12	2	7560	186	7374
1294+00.00"EB"	129400.00	25.00	106	13	1	97	12	1	7645	187	7458
1294+25.00"EB"	129425.00	25.00	111	13	1	101	12	1	7733	188	7545
1294+50.00"EB"	129450.00	25.00	107	13	1	101	12	1	7822	189	7633
1294+75.00"EB"	129475.00	25.00	102	13	1	97	12	1	7906	189	7717
1295+00.00"EB"	129500.00	25.00	101	13	0	94	12	0	7988	190	7798
1295+25.00"EB"	129525.00	25.00	105		0	95	6	0	8077	190	7887
1295+50.00"EB"	129550.00	25.00	110		0	100	0	0	8177	190	7987
1295+75.00"EB"	129575.00	25.00	108		0	101	0	0	8278	191	8087
1296+00.00"EB"	129600.00	25.00	108		0	100	0	0	8378	191	8187
1296+25.00"EB"	129625.00	25.00	107		0	99	0	0	8477	192	8286
1296+50.00"EB"	129650.00	25.00	104		0	97	0	0	8575	192	8383
1296+75.00"EB"	129675.00	25.00	98		1	93	0	0	8668	192	8476
1297+00.00"EB"	129700.00	25.00	92		1	88	0	1	8756	193	8563
1297+25.00"EB"	129725.00	25.00	91		2	85	0	1	8841	195	8645
1297+50.00"EB"	129750.00	25.00	82		0	80	0	1	8921	196	8725
1297+75.00"EB"	129775.00	25.00	80		0	75	0	0	8996	196	8800
1298+00.00"EB"	129800.00	25.00	79		0	73	0	0	9069	196	8873
1298+06.85"EB"	129806.85	6.85	78		0	20	0	0	9089	196	8893
						9447	358	148			

Earthwork Project I.D. 1570-02-73: Prosser Avenue/CTH K (Martin Avenue) "PR" Stage 2A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
10+00.10"PR"	1000.10	0.00	61		0	0	0	0	0	0	0
10+25.00"PR"	1025.00	24.90	62		0	1	0	0	1	0	1
10+50.00"PR"	1050.00	25.00	62		0	58	0	0	59	0	59
10+75.00"PR"	1075.00	25.00	61		0	57	0	0	116	0	116
11+00.00"PR"	1100.00	25.00	48		2	50	0	1	166	1	165
11+25.00"PR"	1125.00	25.00	22		20	32	0	10	199	14	184
11+50.00"PR"	1150.00	25.00	11		92	15	0	52	214	83	131
11+75.00"PR"	1175.00	25.00	10		113	10	0	95	224	210	14
12+00.00"PR"	1200.00	25.00	6		142	8	0	118	232	367	-135
12+25.00"PR"	1225.00	25.00	0		170	3	0	145	235	559	-325
12+50.00"PR"	1250.00	25.00	0		179	0	0	162	235	775	-540
12+75.00"PR"	1275.00	25.00	0		231	0	0	190	235	1027	-793
13+00.00"PR"	1300.00	25.00	6		217	3	0	207	238	1303	-1065
13+25.00"PR"	1325.00	25.00	3		192	4	0	189	242	1554	-1313
13+50.00"PR"	1350.00	25.00	24		130	12	0	149	254	1753	-1499
13+75.00"PR"	1375.00	25.00	17		83	19	0	99	273	1884	-1611
14+00.00"PR"	1400.00	25.00	21		49	18	0	61	291	1965	-1674
14+25.00"PR"	1425.00	25.00	72		27	43	0	35	334	2012	-1678
14+50.00"PR"	1450.00	25.00	114		11	86	0	17	420	2035	-1615
14+75.00"PR"	1475.00	25.00	69		3	85	0	7	505	2044	-1539
15+00.00"PR"	1500.00	25.00	80		2	69	0	2	574	2047	-1473
15+25.00"PR"	1525.00	25.00	90		1	78	0	1	652	2048	-1396
15+50.00"PR"	1550.00	25.00	94		1	85	0	1	737	2049	-1312
15+75.00"PR"	1575.00	25.00	113		2	96	0	1	833	2051	-1218
16+00.00"PR"	1600.00	25.00	118		1	107	0	1	940	2053	-1112
16+25.00"PR"	1625.00	25.00	100		1	101	0	1	1041	2053	-1012
16+50.00"PR"	1650.00	25.00	95		0	90	0	0	1131	2054	-922
16+75.00"PR"	1675.00	25.00	89		0	85	0	0	1216	2054	-837
17+00.00"PR"	1700.00	25.00	80		0	78	0	0	1294	2054	-759
17+10.50"PR"	1710.50	10.50	75		0	30	0	0	1325	2054	-729
						1325	0	1544			

Earthwork Project I.D. 1570-02-73: Norway Street "N" Stage 2A

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
300+25.00"N"	30025.00	0.00	257		1	0	0	0	0	0	0
300+50.00"N"	30050.00	25.00	217		1	220	0	1	220	1	219
300+75.00"N"	30075.00	25.00	151		0	170	0	0	390	2	389
301+00.00"N"	30100.00	25.00	151		0	139	0	0	530	2	528
301+25.00"N"	30125.00	25.00	151		0	140	0	0	669	2	668
301+50.00"N"	30150.00	25.00	133		0	131	0	0	801	2	799
301+75.00"N"	30175.00	25.00	126		0	119	0	0	920	2	918
302+00.00"N"	30200.00	25.00	103		5	106	0	2	1026	5	1021
302+06.26"N"	30206.26	6.26	91		0	22	0	1	1048	5	1043
302+20.32"N"	30220.32	14.06	97		0	49	0	0	1097	5	1092
						1097	0	4			

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FILE NAME : P:\90s\93\00093129\CADD\SheetsPlan\Earthwork Border.dgn PLOT DATE : 8/10/2016 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200
WISDOT/CADDS SHEET 49

Earthwork Project I.D. 1570-02-73: Pond Stage 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
0+00.00	0.00	0.00	79		35	0	0	0	0	0	0
0+25.00	25.00	25.00	83		32	1	0	31	1	41	-40
0+50.00	50.00	25.00	91		23	81	0	25	82	75	7
0+75.00	75.00	25.00	104		21	90	0	20	172	102	70
1+00.00	100.00	25.00	115		17	101	0	17	273	125	148
1+25.00	125.00	25.00	114		12	106	0	13	379	143	236
1+50.00	150.00	25.00	95		3	97	0	7	476	152	324
1+75.00	175.00	25.00	143		0	111	0	1	586	154	432
2+00.00	200.00	25.00	101		0	113	0	0	700	154	545
2+25.00	225.00	25.00	120		0	103	0	0	802	154	648
2+50.00	250.00	25.00	149		2	125	0	1	927	155	772
2+75.00	275.00	25.00	161		0	144	0	1	1071	157	914
3+00.00	300.00	25.00	140		0	139	0	0	1210	157	1053
3+25.00	325.00	25.00	118		3	120	0	1	1330	159	1171
3+50.00	350.00	25.00	36		50	71	0	25	1401	192	1209
3+75.00	375.00	25.00	3		113	18	0	75	1419	292	1127
4+00.00	400.00	25.00	0		135	2	0	115	1421	444	976
						1421	0	334			

Earthwork Project I.D. 1570-02-73: CTH K "K" Stage 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
400+50.00"K"	40050.00	0.00	80		36	0	0	0	0	0	0
400+75.00"K"	40075.00	25.00	59		48	64	0	39	64	52	12
401+00.00"K"	40100.00	25.00	42		44	47	0	43	111	109	2
401+25.00"K"	40125.00	25.00	62		22	48	0	31	159	150	9
401+45.75"K"	40145.75	20.75	58		23	46	0	18	205	173	32
						205	0	130			

Earthwork Project I.D. 1570-02-73: CTH K Northbound "KN" Stage 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
400+25.00 "KN"	40025.00	0.00	176		0	0	0	0	0	0	0
400+50.00 "KN"	40050.00	25.00	112		35	133	0	16	133	22	112
400+75.00 "KN"	40075.00	25.00	129		10	112	0	21	245	50	195
401+00.00 "KN"	40100.00	25.00	188		0	147	0	5	391	56	335
						391	0	42			

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PROJECT NO: 1570-02-73 | HWY: USH 8 | COUNTY: BARRON | EARTHWORK | SHEET 325 E

FILE NAME : P:\90s\93\00093129\CADD\SheetsPlan\Earthwork Border.dgn PLOT DATE : 8/10/2016 PLOT BY : jdolens PLOT NAME : PLOT SCALE : 1:200

WISDOT/CADDS SHEET 49

Earthwork Project I.D. 1570-02-73: East Grading Parcel Stage 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
20+00.00	2000.00	0.00	23		88	0	0	0	0	0	0
20+25.00	2025.00	25.00	81		83	48	0	79	48	105	-57
20+50.00	2050.00	25.00	117		91	91	0	80	139	212	-72
20+75.00	2075.00	25.00	172		16	134	0	49	273	278	-5
21+00.00	2100.00	25.00	259		3	200	0	9	473	289	184
21+25.00	2125.00	25.00	269		2	244	0	2	717	292	425
21+50.00	2150.00	25.00	189		2	212	0	2	929	295	634
21+75.00	2175.00	25.00	145		1	155	0	2	1084	297	787
22+00.00	2200.00	25.00	143		0	134	0	1	1218	298	920
22+25.00	2225.00	25.00	145		0	134	0	0	1351	298	1054
22+28.46	2228.46	3.46	147		0	19	0	0	1370	298	1073
						1370	0	224			

Earthwork Project I.D. 1570-02-73: USH 8 Eastbound "EB" Stage 3

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Expanded Fill 1.33	Mass Ordinate
						Note 1	Note 2	Note 3	Note 1		Note 8
1293+00.00"EB"	129300.00	0.00	159		0	0	0	0	0	0	0
1293+25.00"EB"	129325.00	25.00	189		0	161	0	0	161	0	161
1293+50.00"EB"	129350.00	25.00	190		0	176	0	0	337	0	337
1293+75.00"EB"	129375.00	25.00	185		0	174	0	0	511	0	511
1294+00.00"EB"	129400.00	25.00	184		0	171	0	0	681	0	681
1294+25.00"EB"	129425.00	25.00	180		0	169	0	0	850	0	850
1294+50.00"EB"	129450.00	25.00	176		0	165	0	0	1015	0	1015
1294+75.00"EB"	129475.00	25.00	172		0	161	0	0	1176	0	1176
1295+00.00"EB"	129500.00	25.00	169		0	158	0	0	1334	0	1334
1295+25.00"EB"	129525.00	25.00	167		0	156	0	0	1489	0	1489
1295+50.00"EB"	129550.00	25.00	143		0	143	0	0	1633	0	1633
1295+75.00"EB"	129575.00	25.00	121		0	122	0	0	1754	0	1754
1296+00.00"EB"	129600.00	25.00	118		0	110	0	0	1865	0	1865
1296+25.00"EB"	129625.00	25.00	112		0	107	0	0	1971	0	1971
1296+50.00"EB"	129650.00	25.00	106		0	101	0	0	2072	0	2072
1296+75.00"EB"	129675.00	25.00	101		0	96	0	0	2168	0	2168
1297+00.00"EB"	129700.00	25.00	97		0	92	0	0	2260	0	2260
1297+25.00"EB"	129725.00	25.00	93		0	88	0	0	2348	0	2348
1297+50.00"EB"	129750.00	25.00	126		0	101	0	0	2450	0	2450
1297+75.00"EB"	129775.00	25.00	136		0	121	0	0	2571	0	2571
1298+00.00"EB"	129800.00	25.00	91		0	105	0	0	2676	0	2676
1298+06.85"EB"	129806.85	6.85	61		0	19	0	0	2696	0	2695
						2696	0	0			

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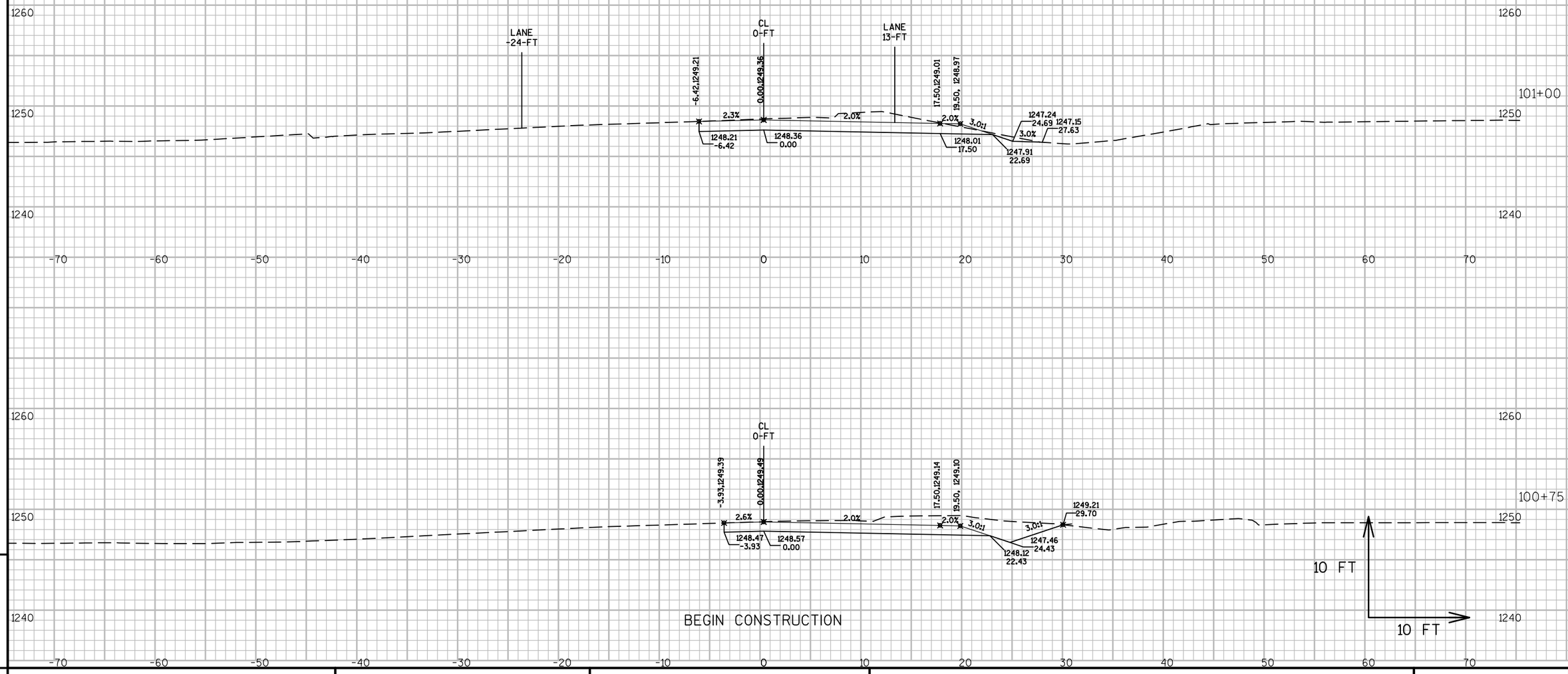

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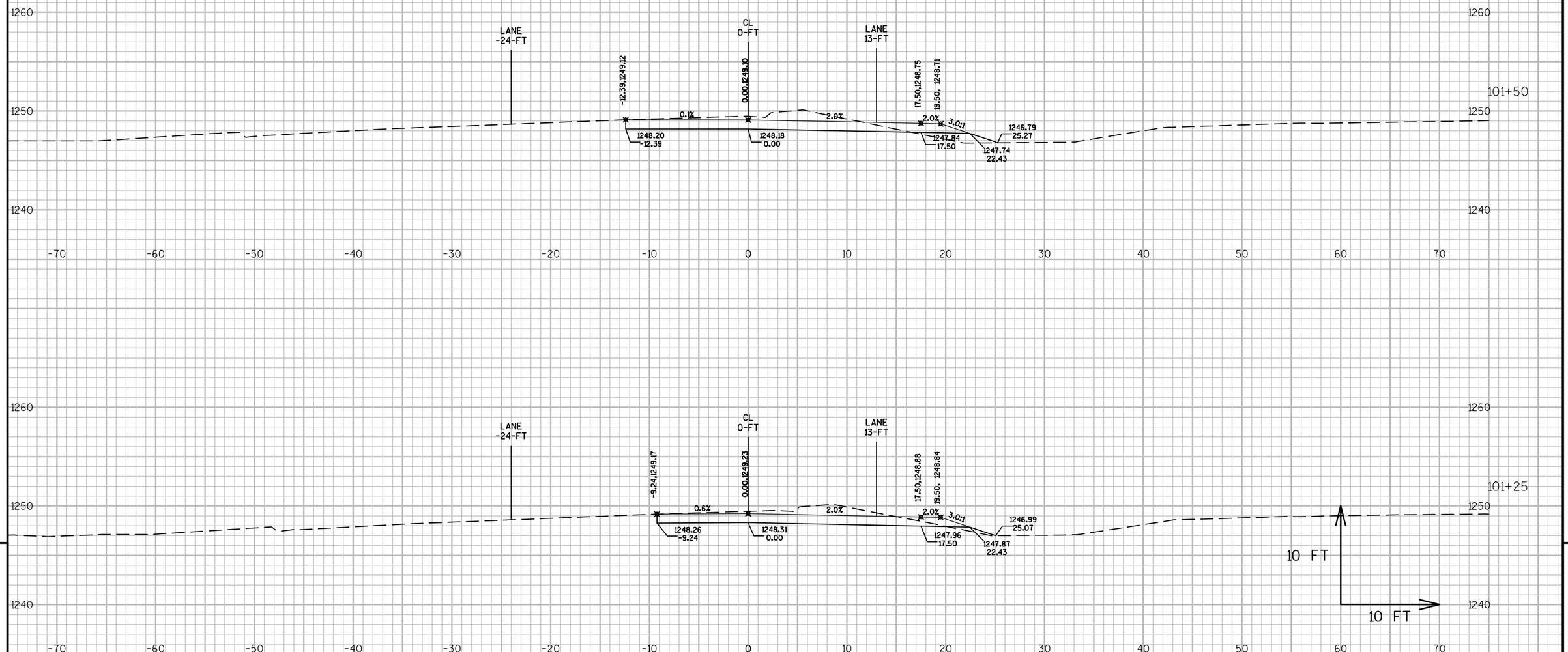
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 327	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_01
PLOT DATE : 10/29/2016 12:30 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



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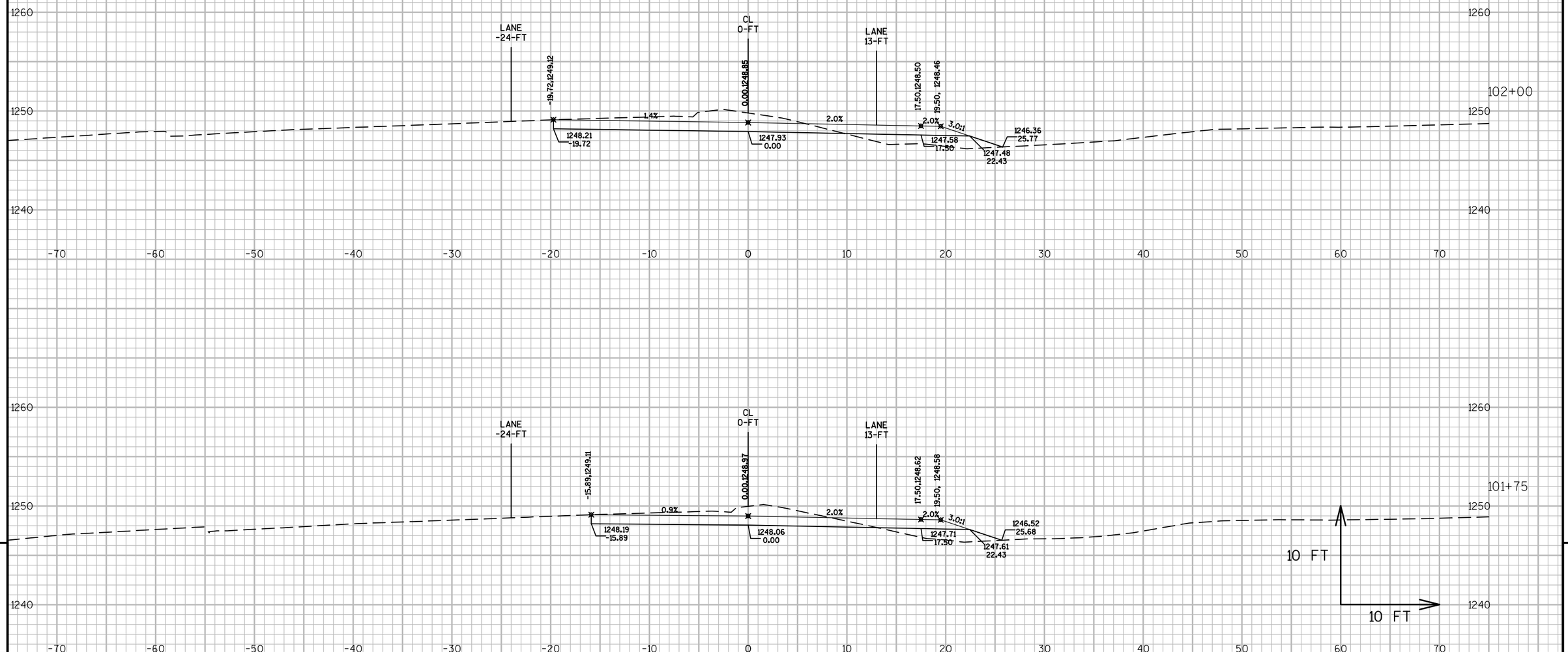
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 328	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_02

PLOT DATE : 10/29/2016 12:30 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

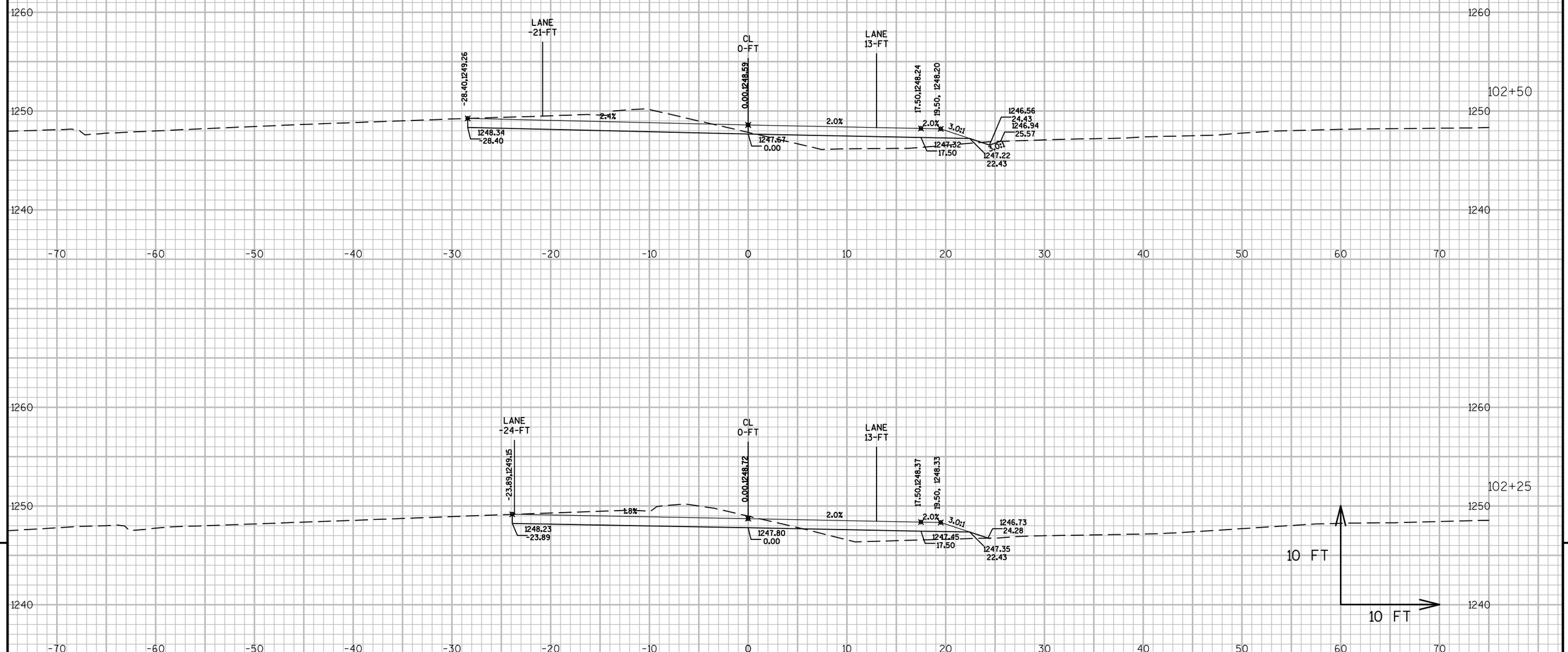


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 329	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_03

PLOT DATE : 10/29/2016 12:30 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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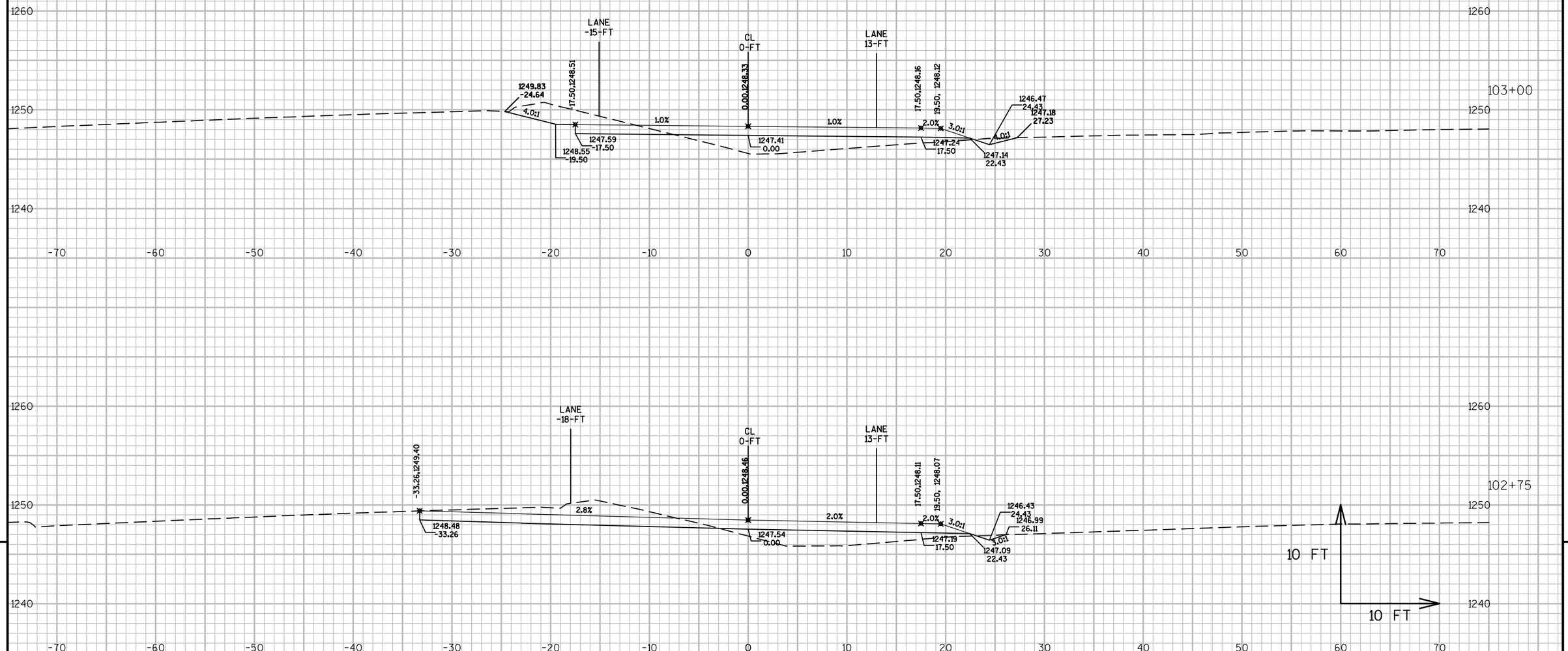
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 330	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_04

PLOT DATE : 10/29/2016 12:30 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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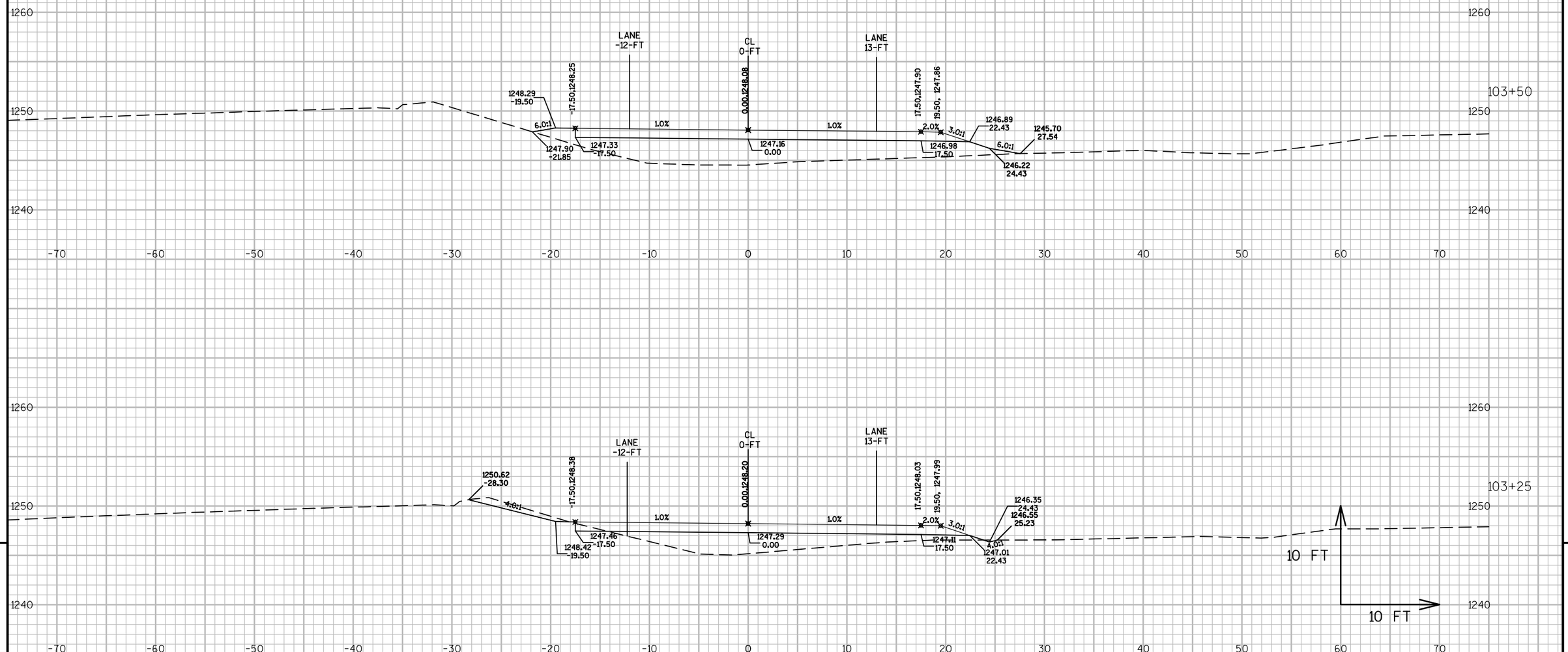
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 331	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_05

PLOT DATE : 10/29/2016 12:30 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

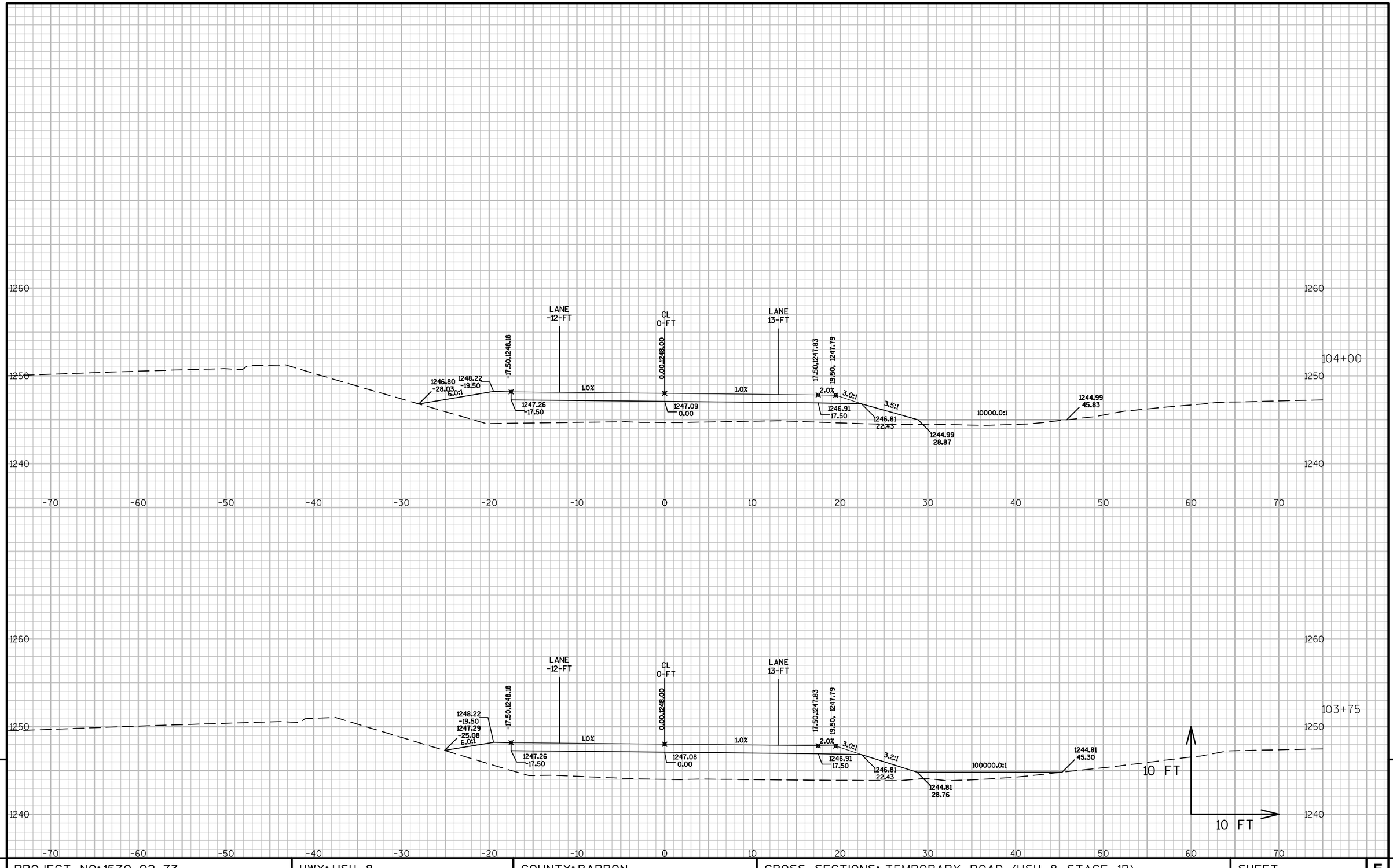


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 332	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_06

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

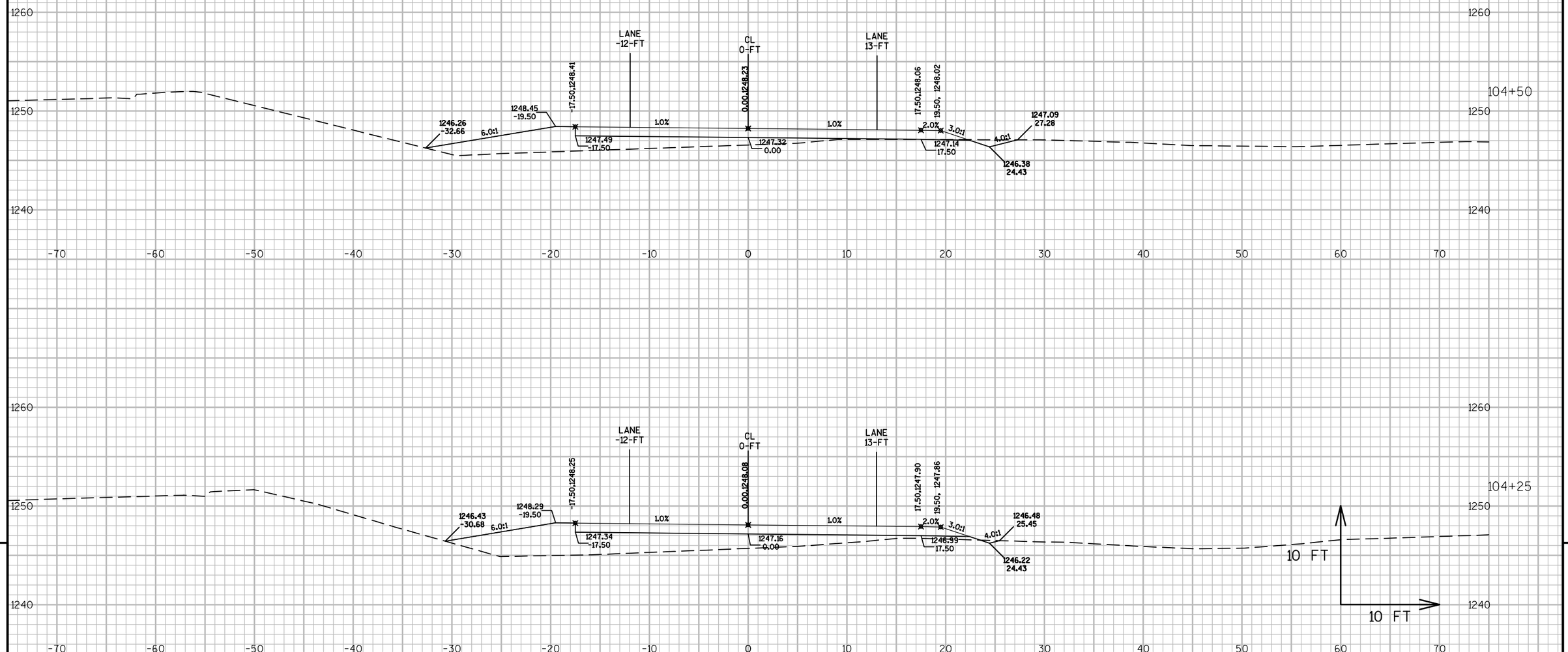


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 333	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_07

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

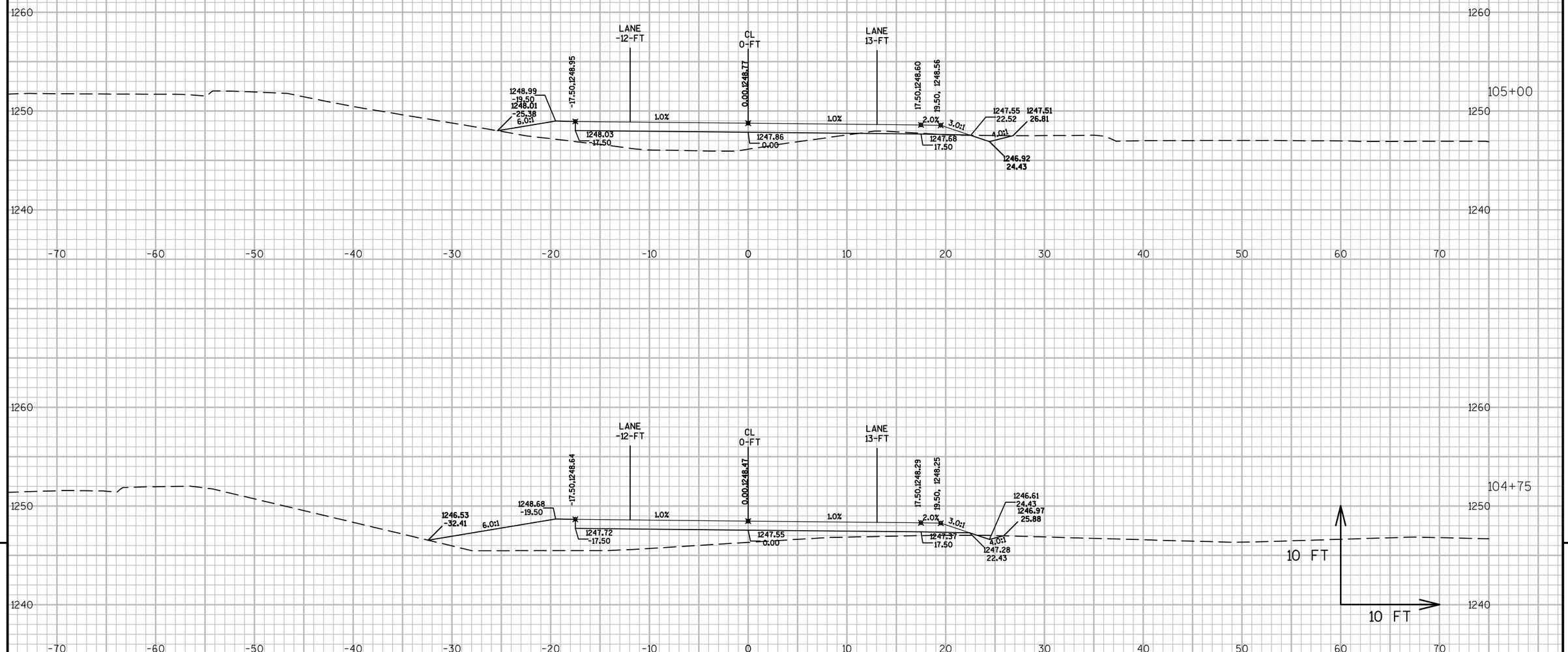


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 334	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_08

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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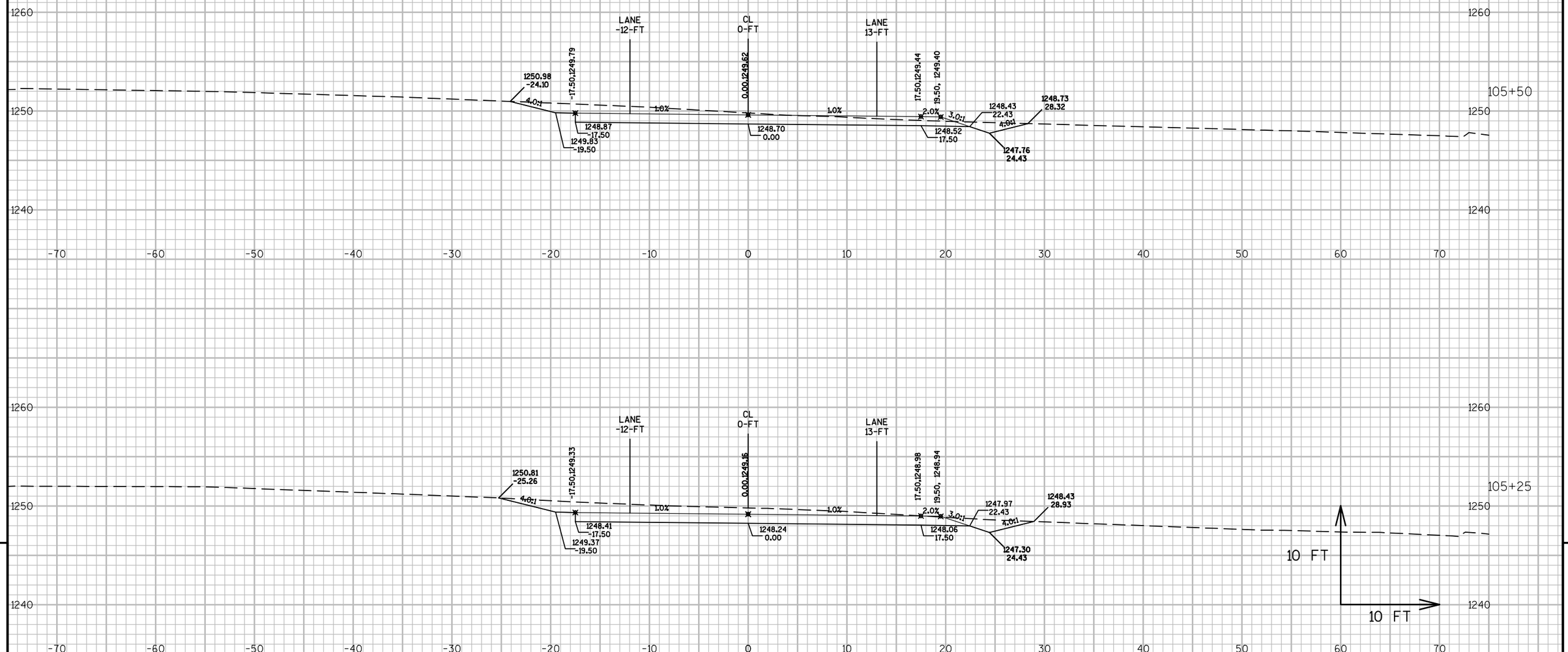
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 335	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_09

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

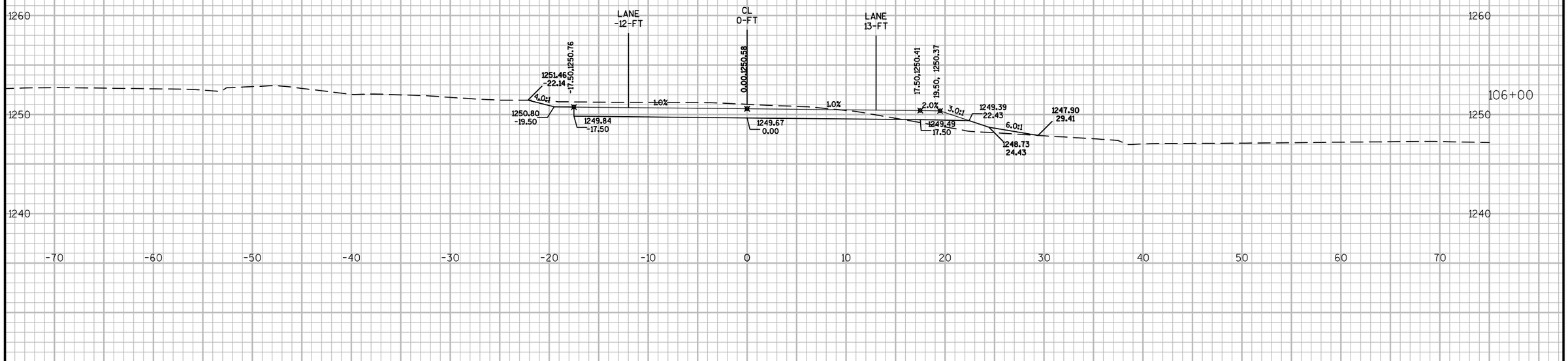


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 336 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_10

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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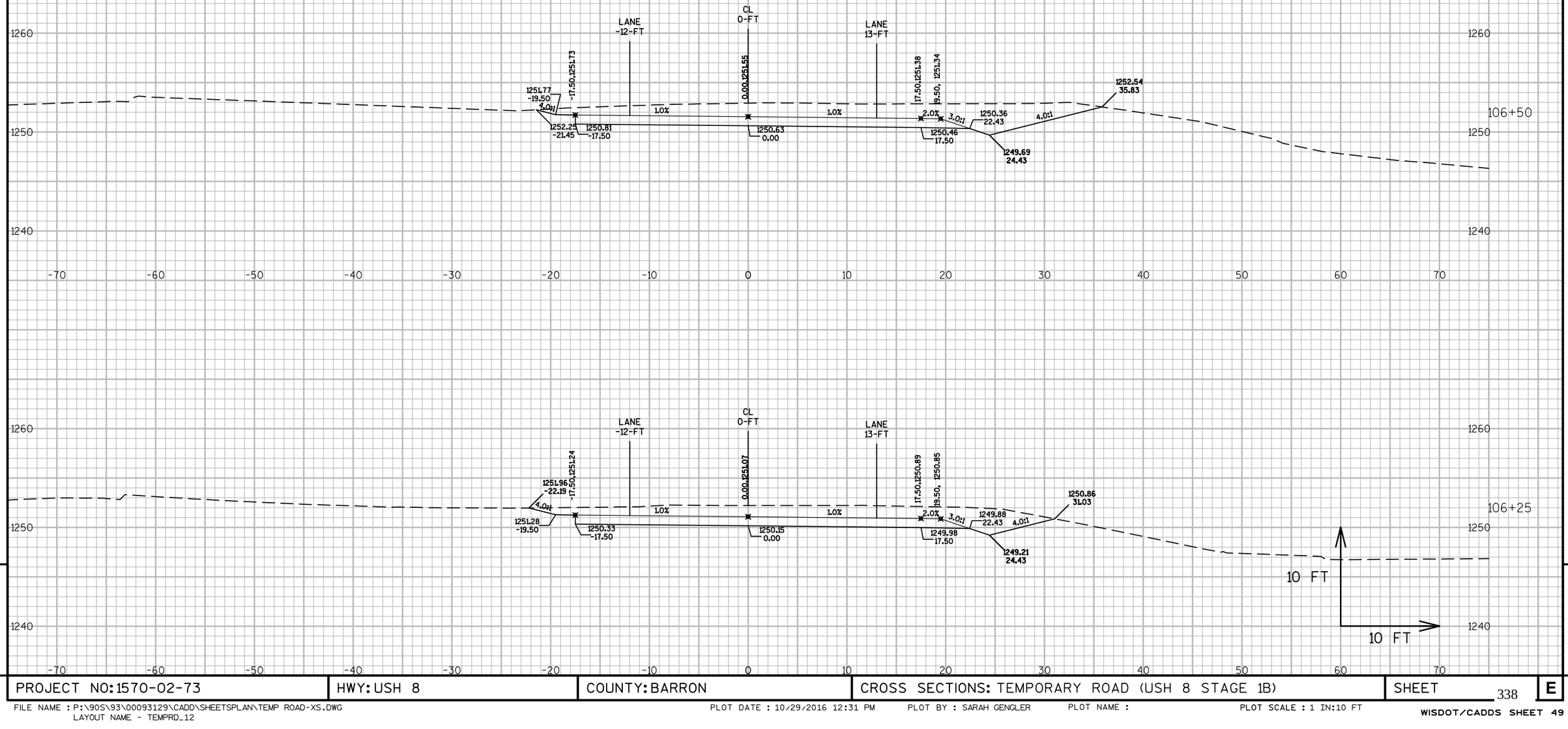
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 337	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_11

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

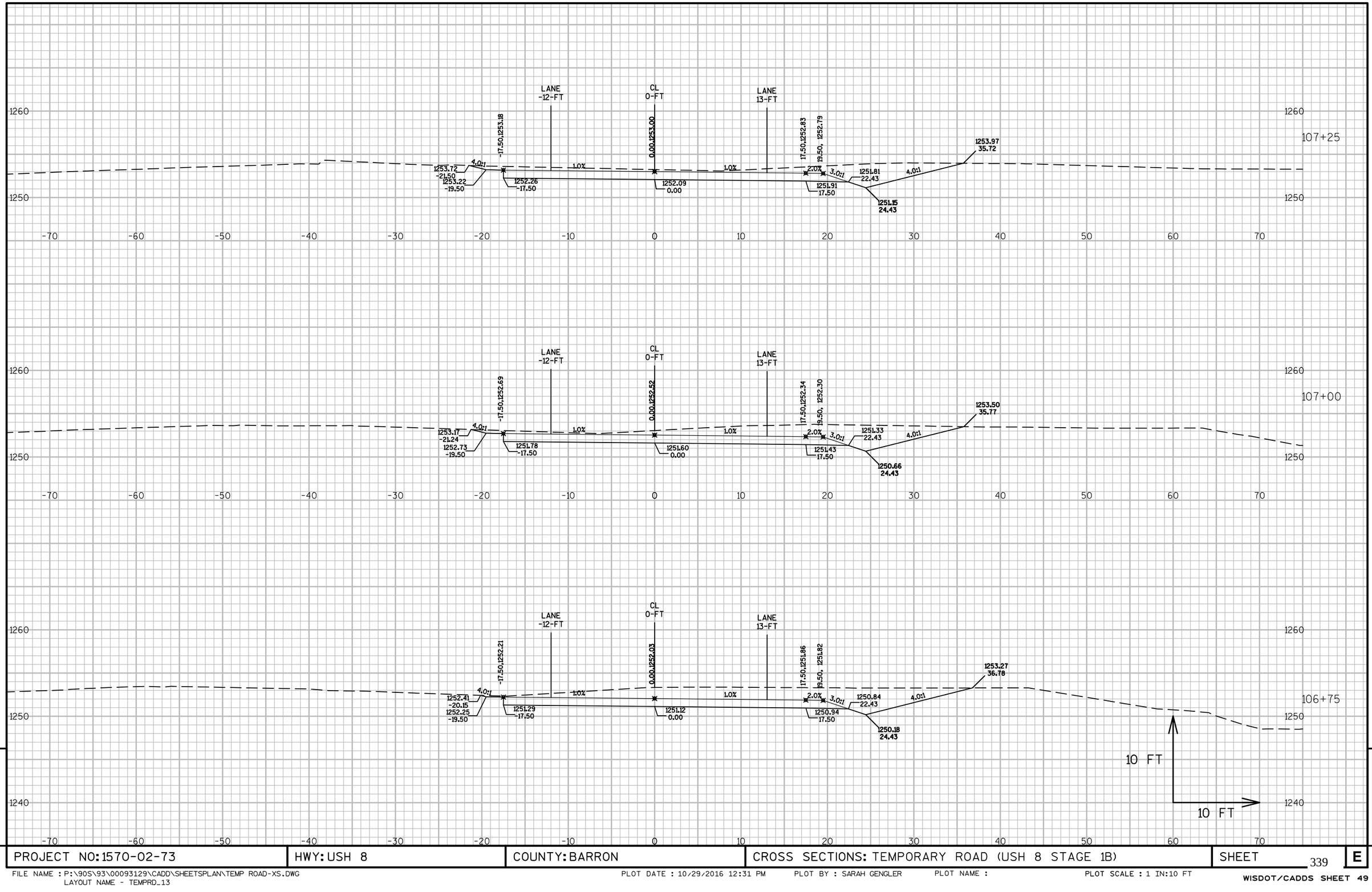


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 338	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_12

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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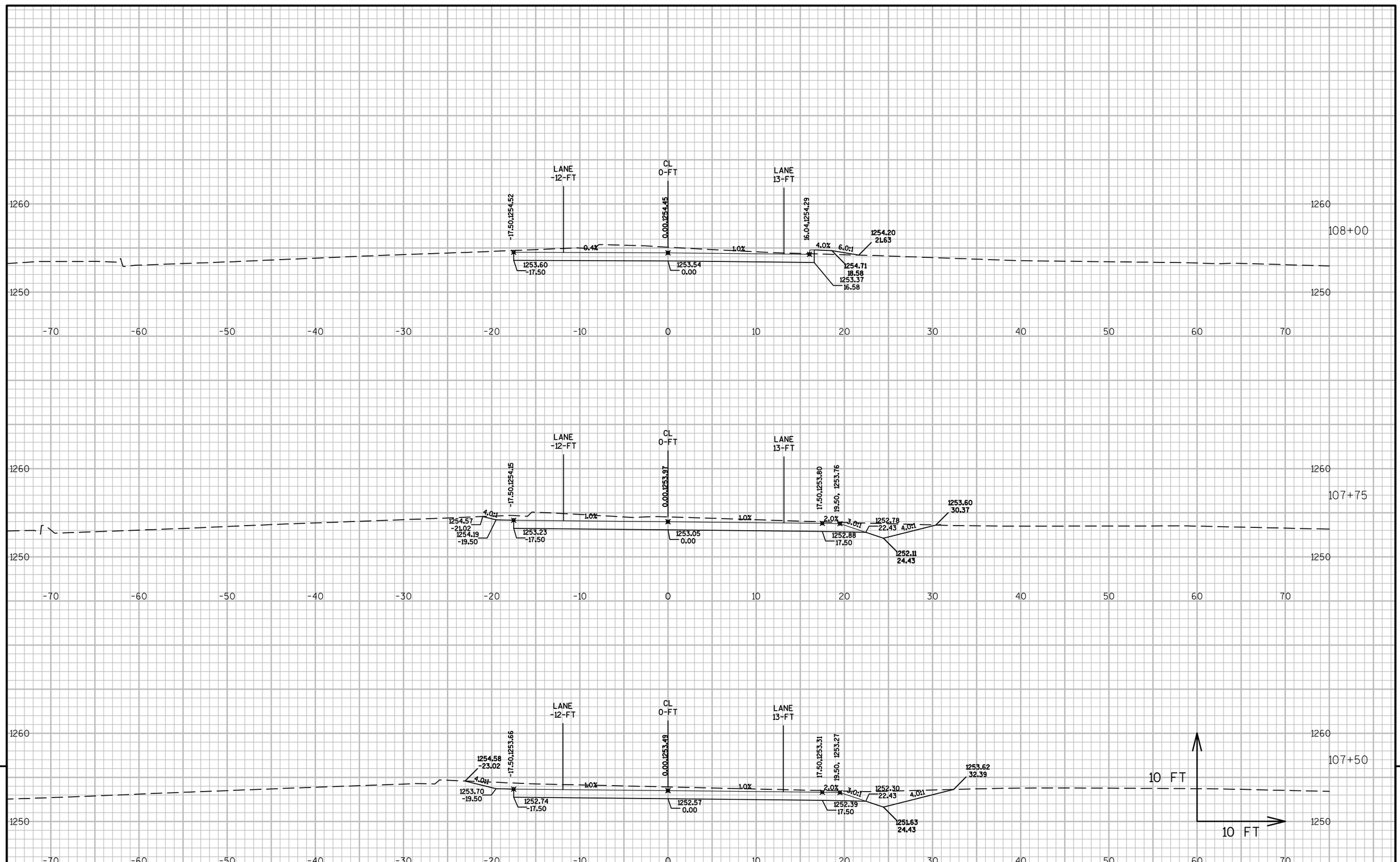
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 339	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_13

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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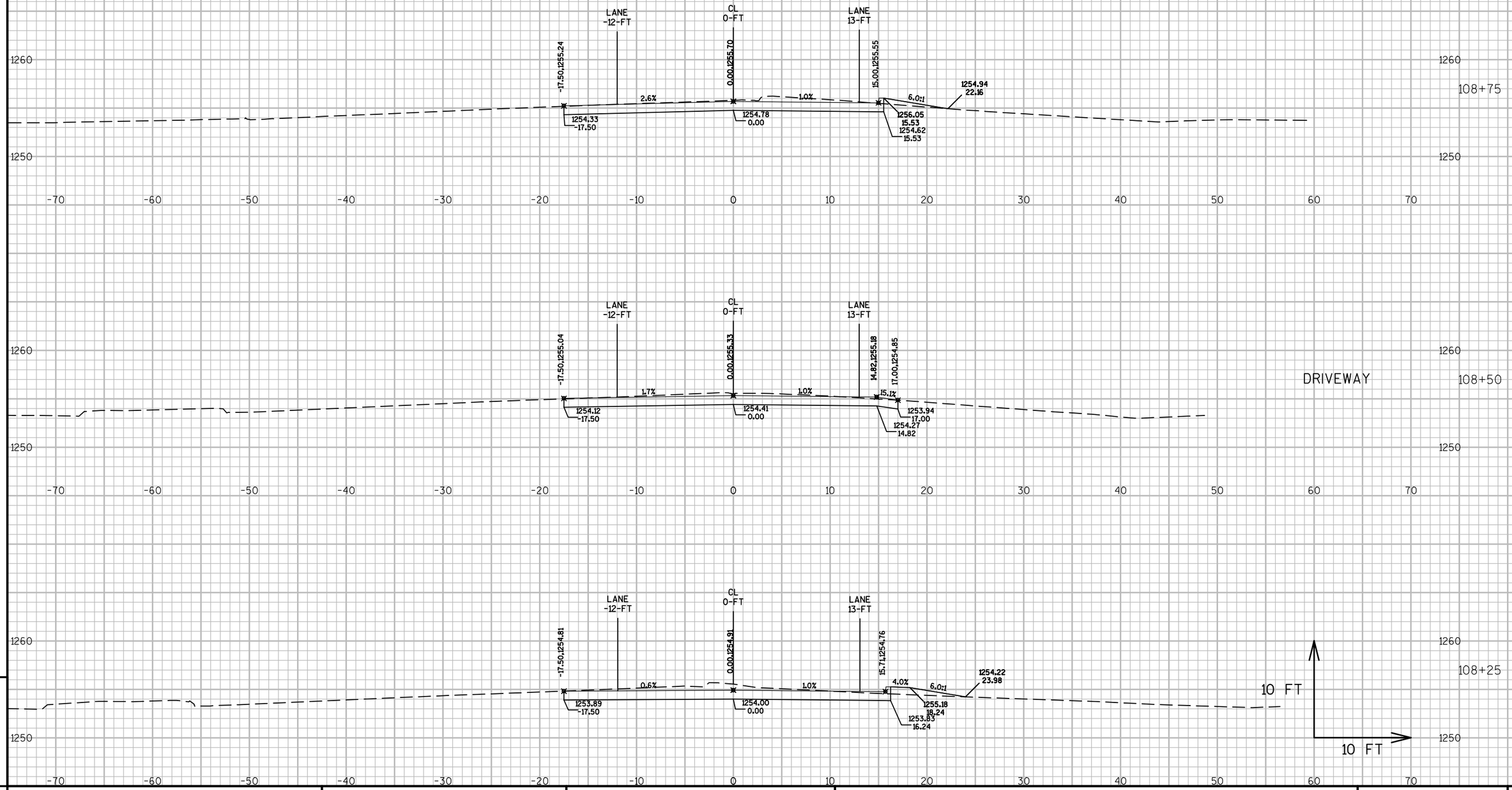
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 340	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_14

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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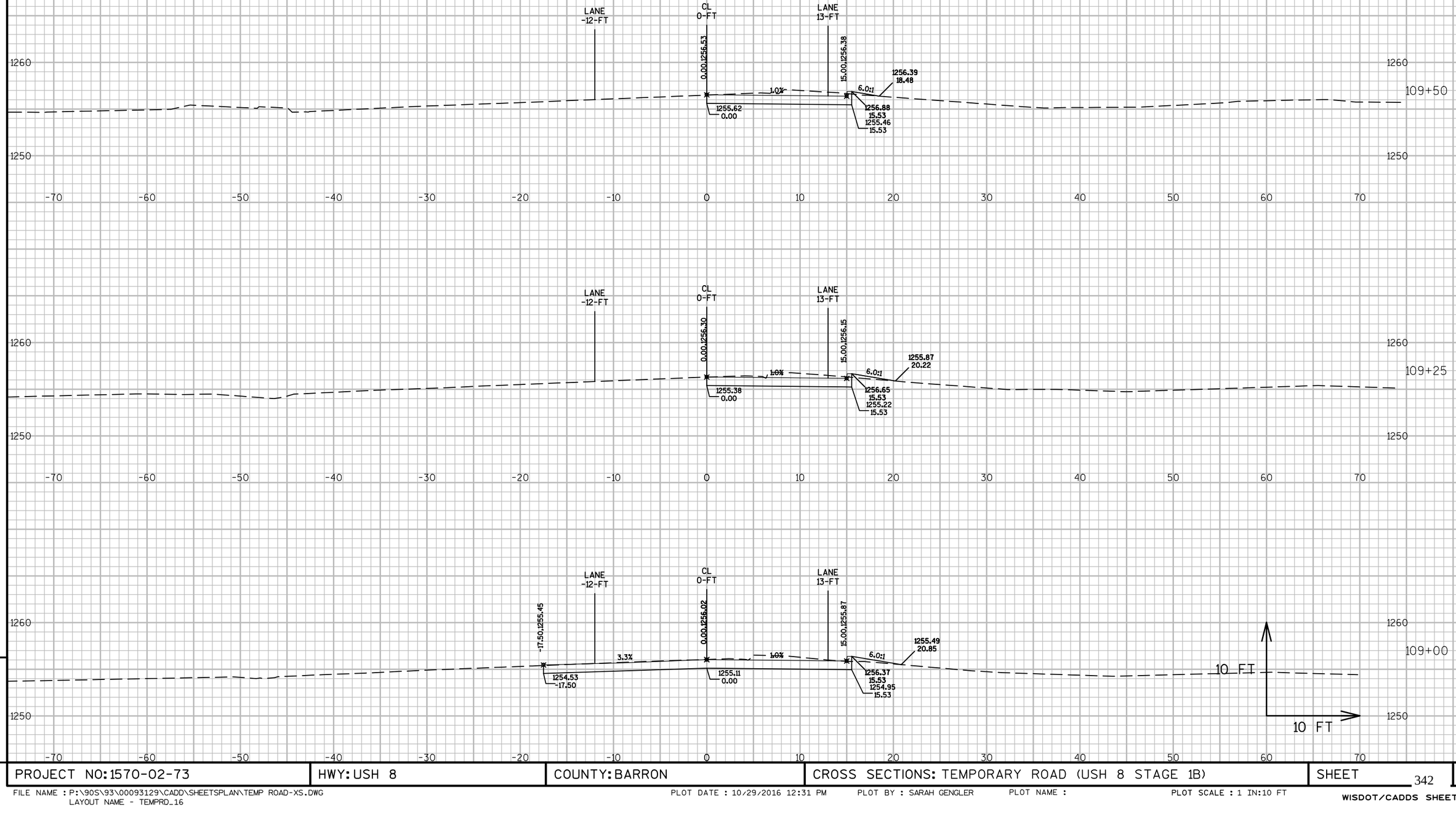
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 341	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_15

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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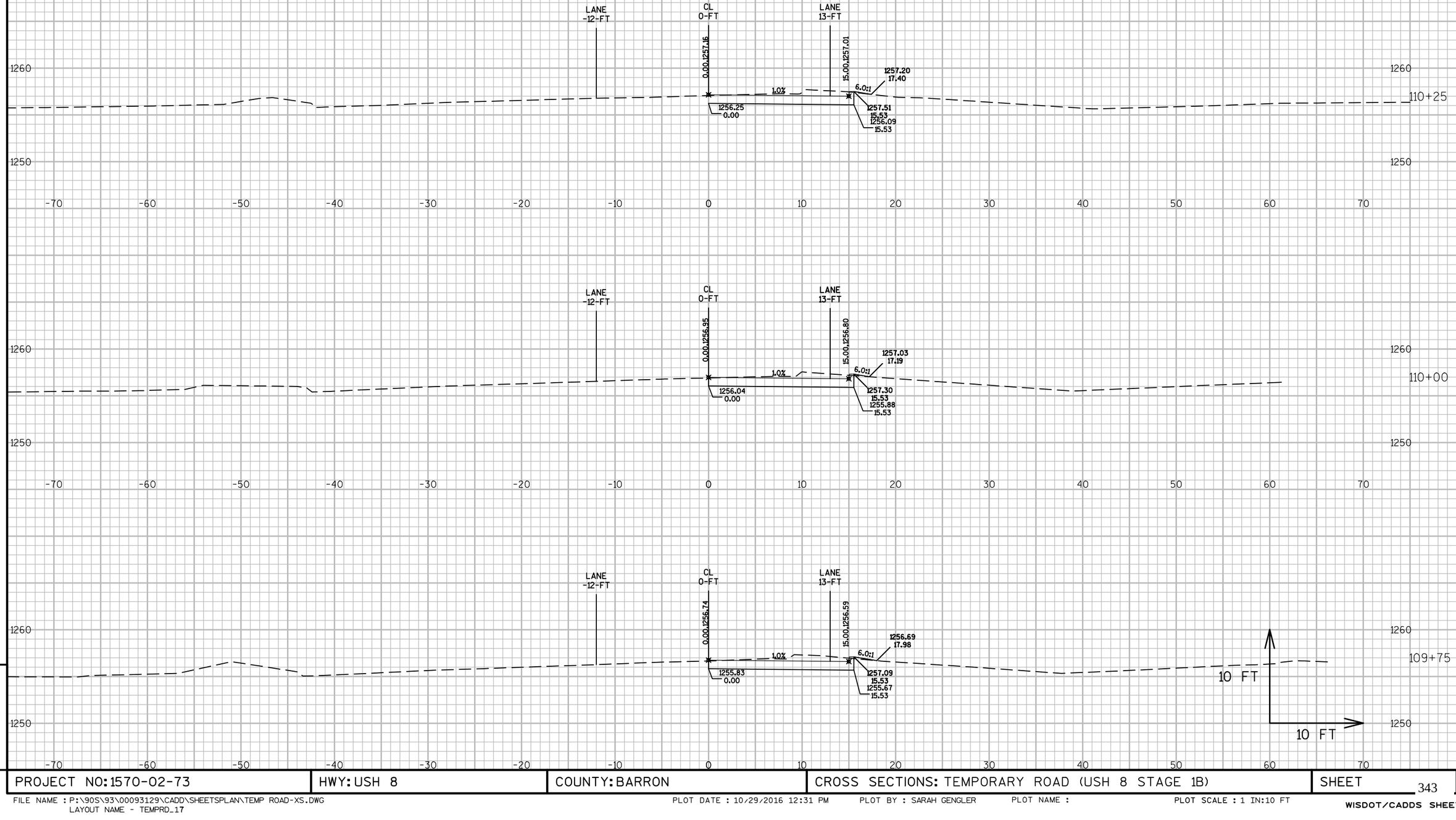
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 342	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_16

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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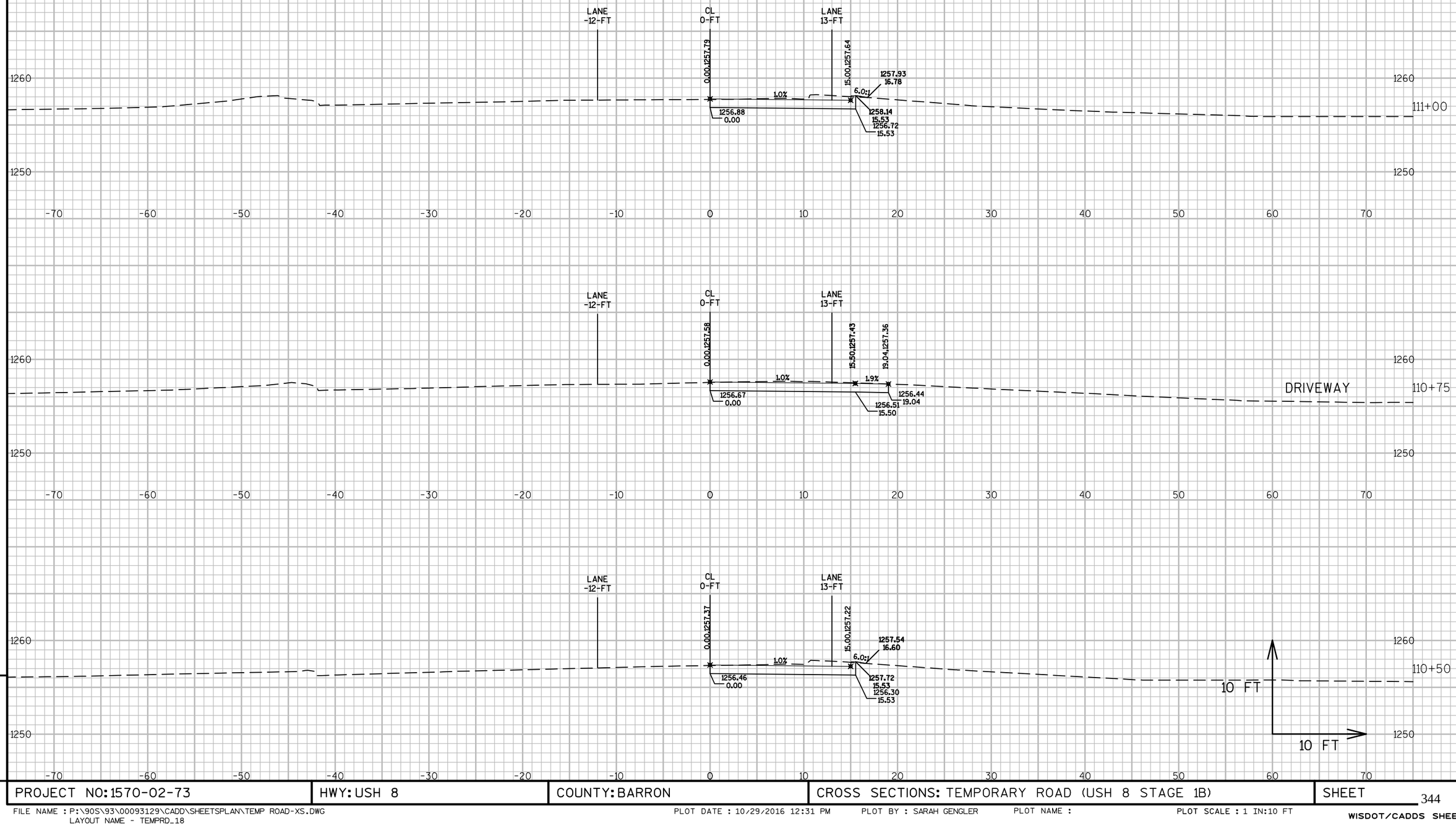
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 343	E

9

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_17

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 344	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_18

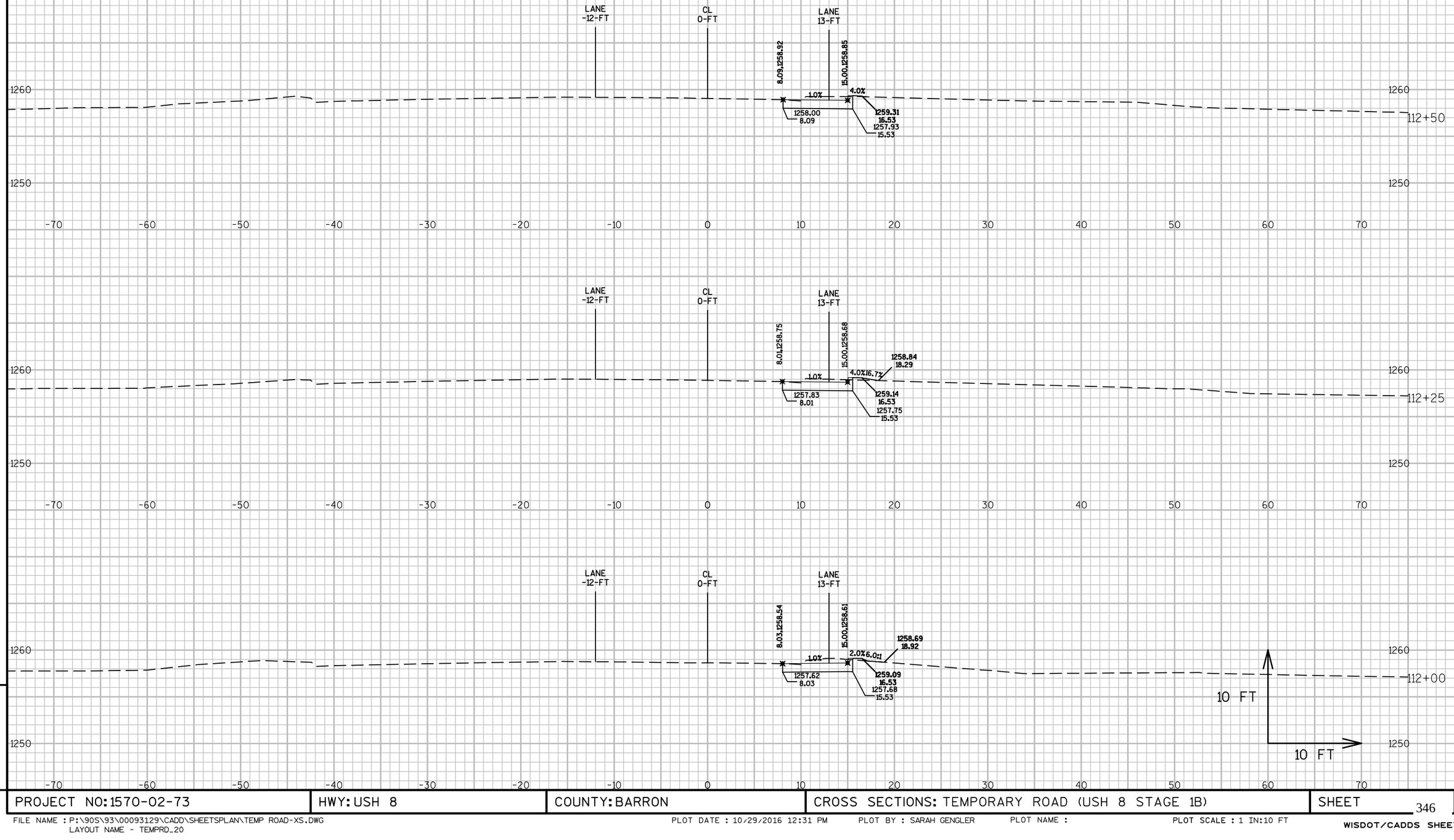
PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 345 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_19

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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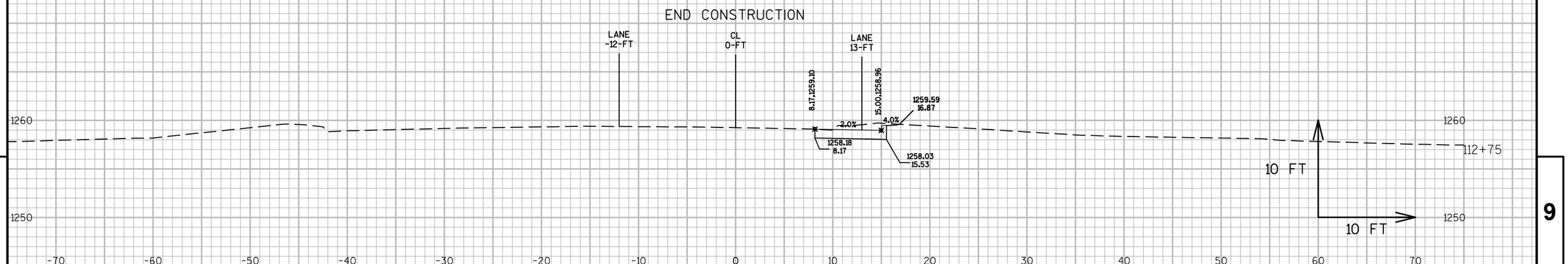
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 346	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_20

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

END CONSTRUCTION

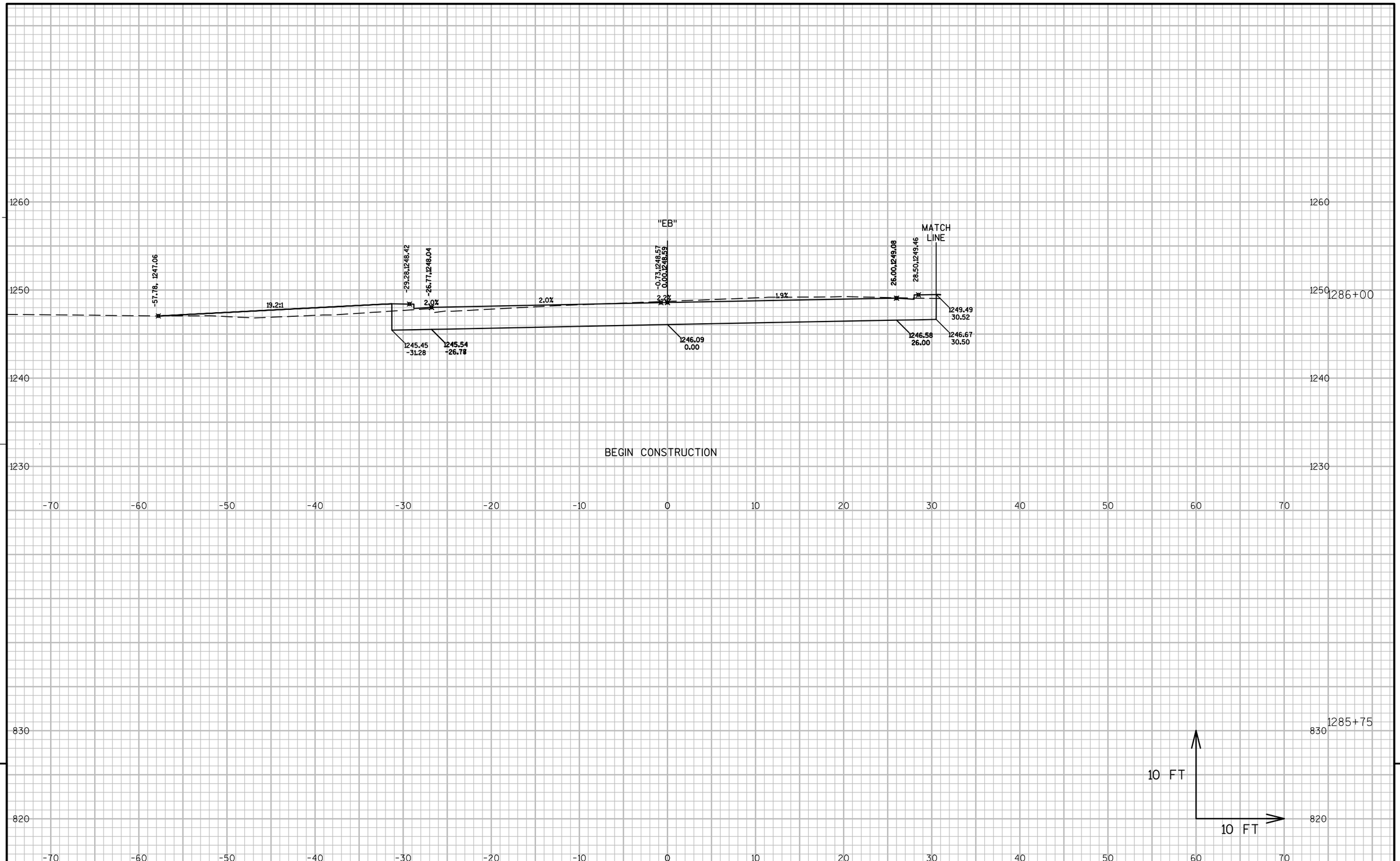


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: TEMPORARY ROAD (USH 8 STAGE 1B)	SHEET 347	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\TEMP ROAD-XS.DWG
LAYOUT NAME - TEMPRD_21

PLOT DATE : 10/29/2016 12:31 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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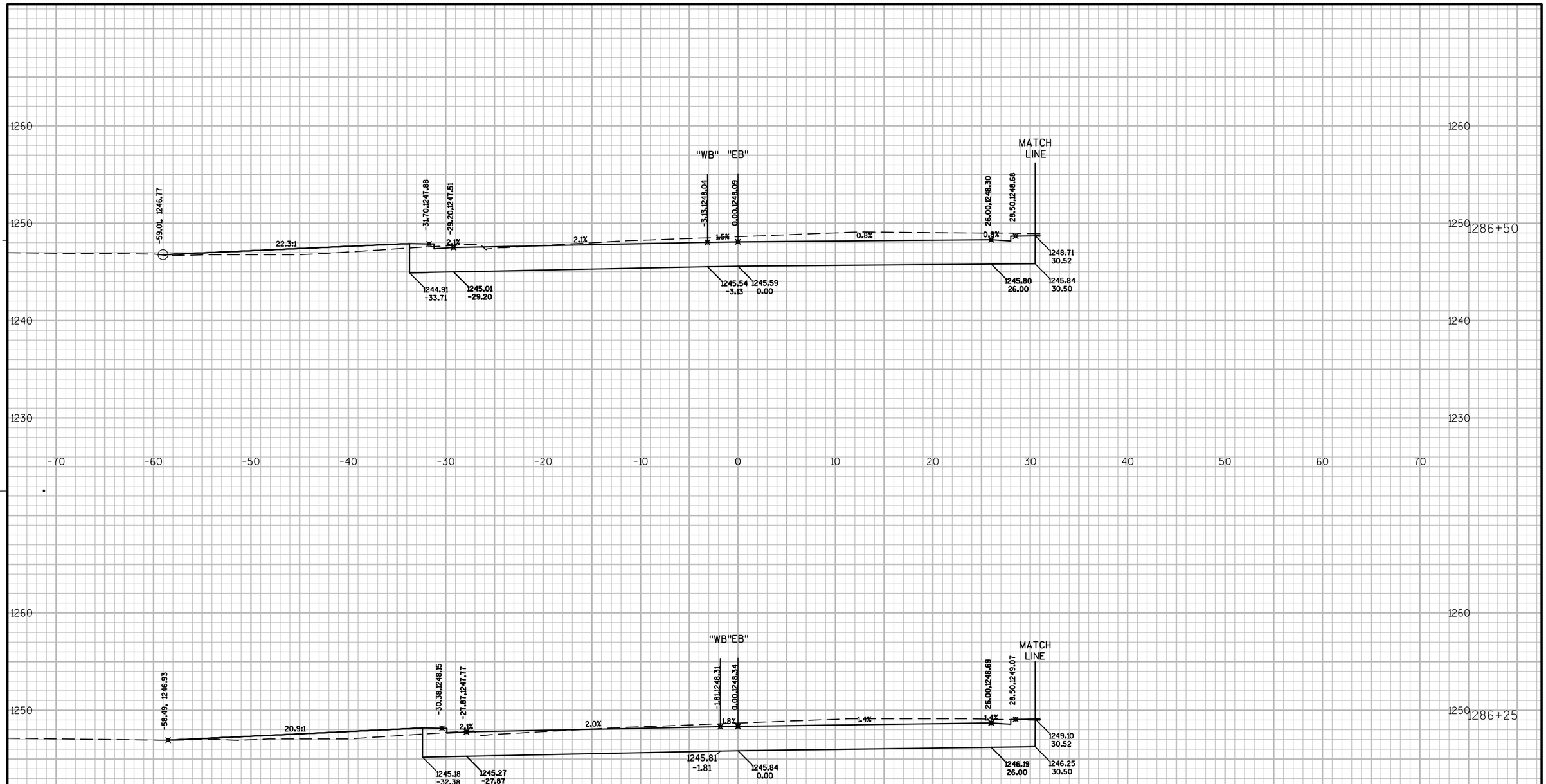
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 348	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090101-XS

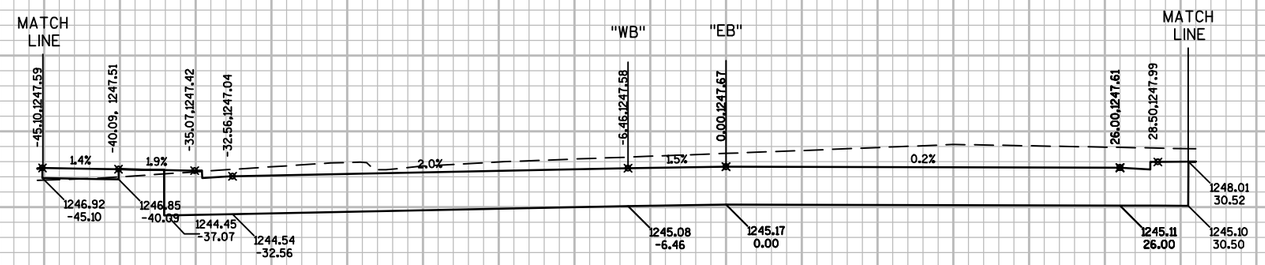
PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

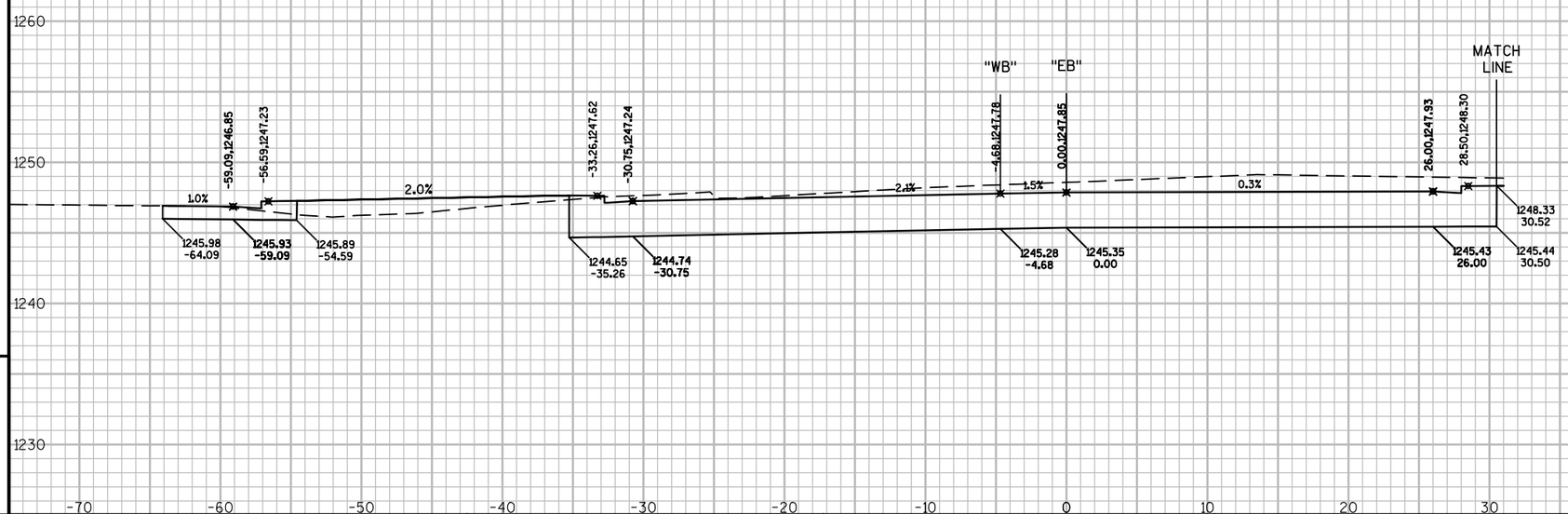


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 349	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090102-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT





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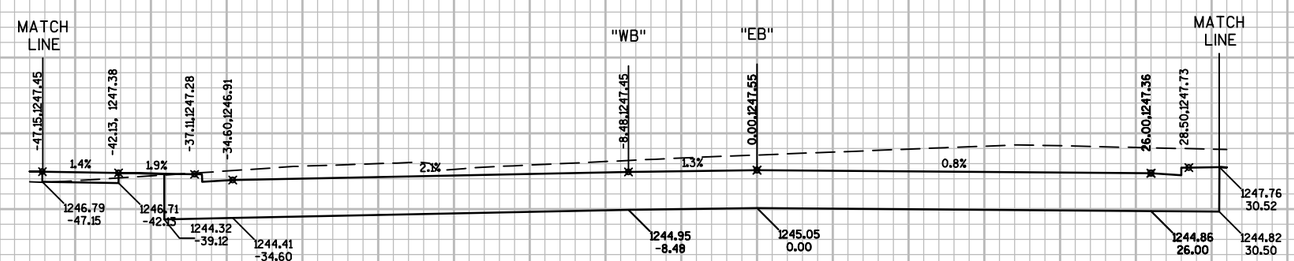
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 350	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090103-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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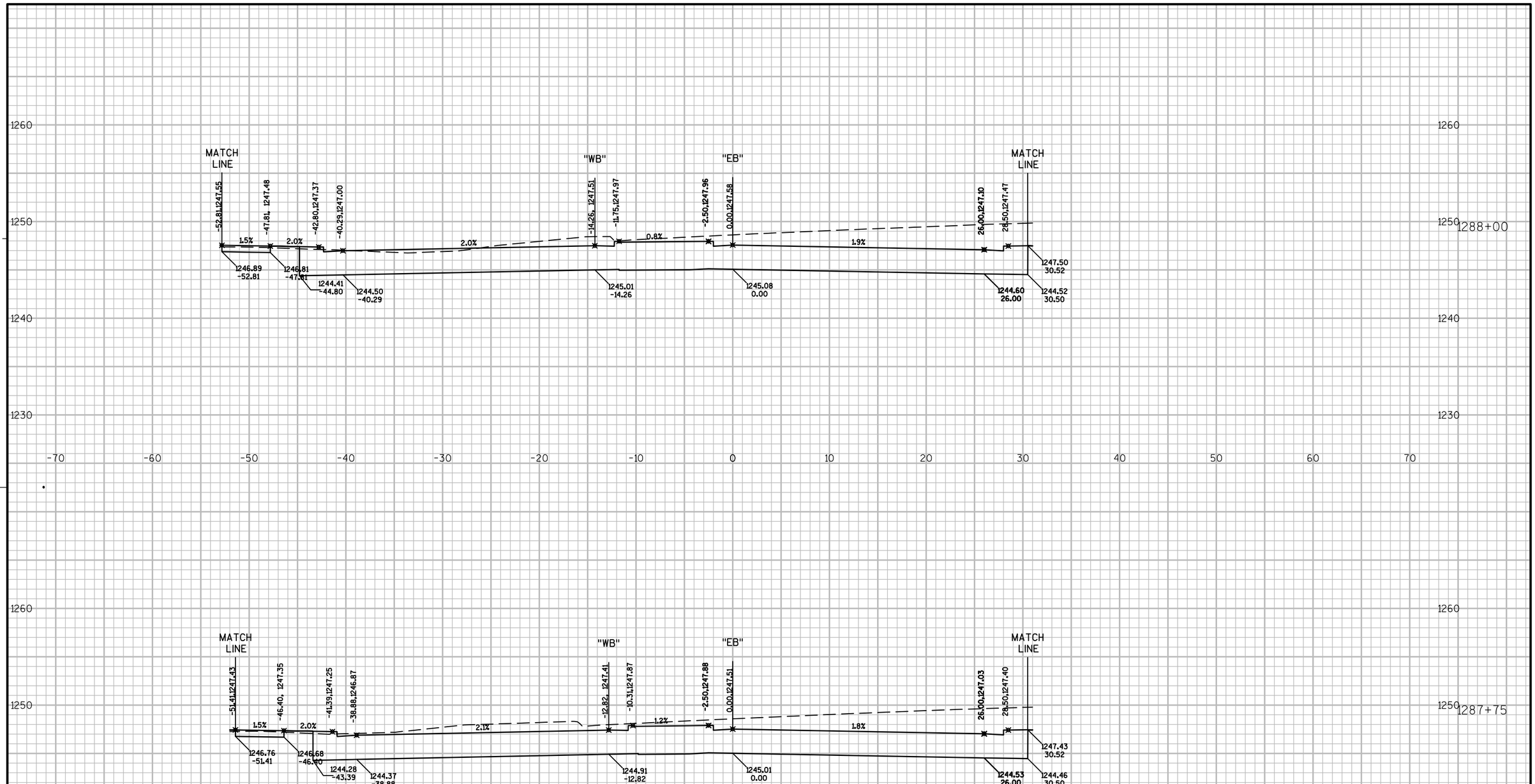
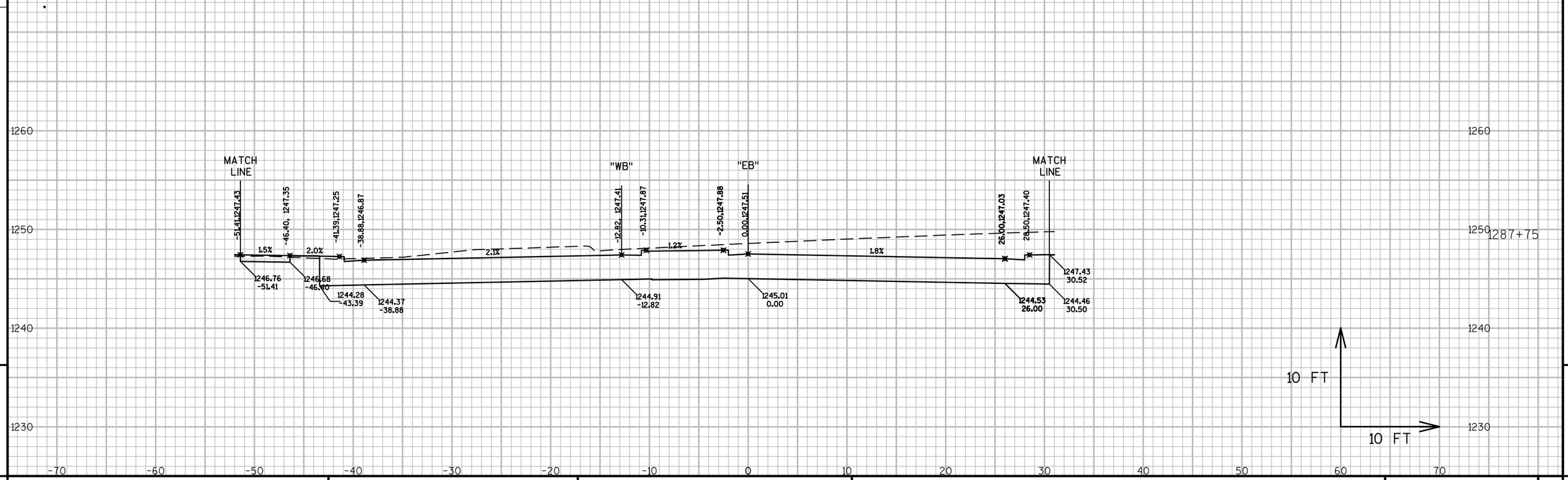
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 351	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090104-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



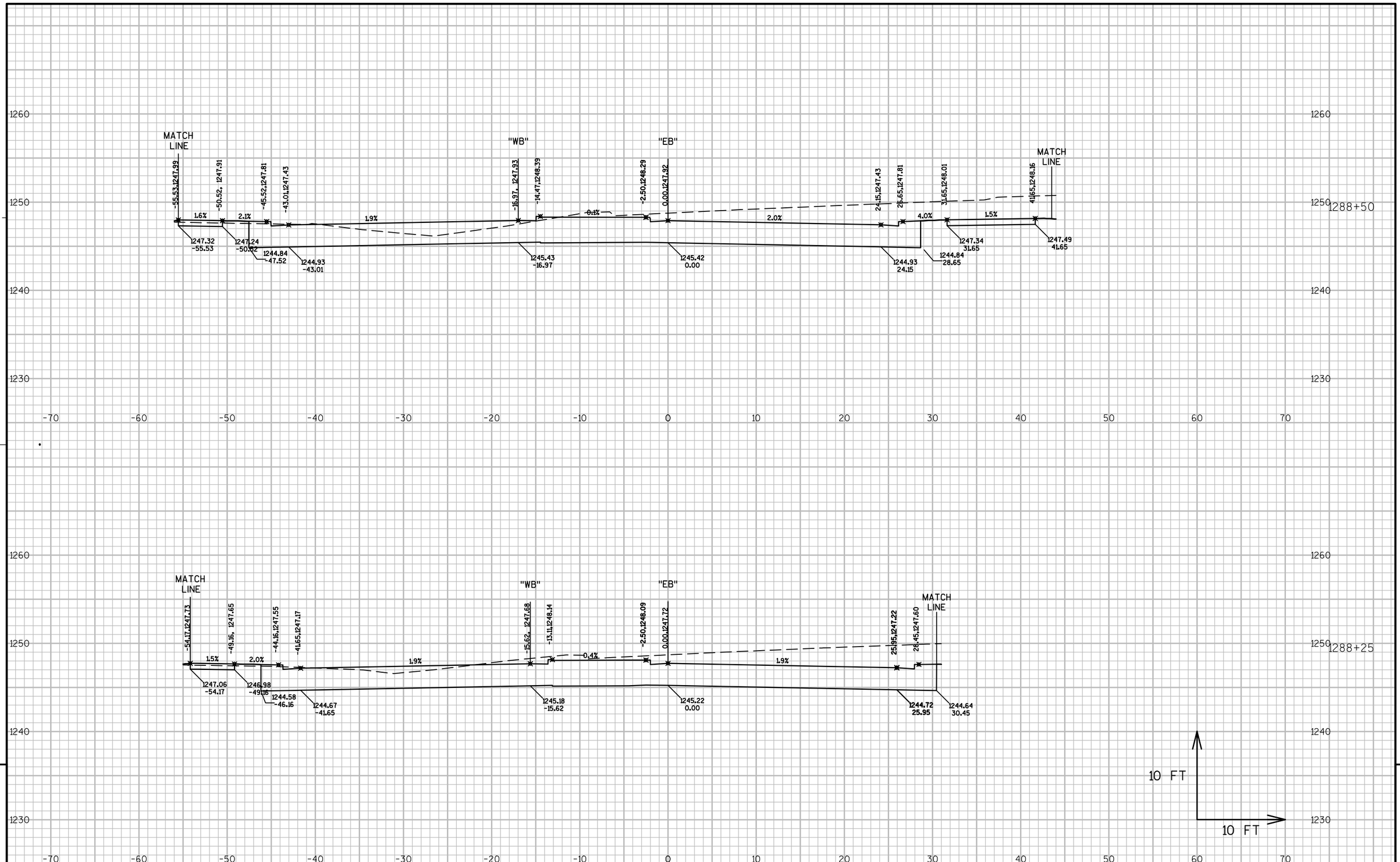


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 352	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090105-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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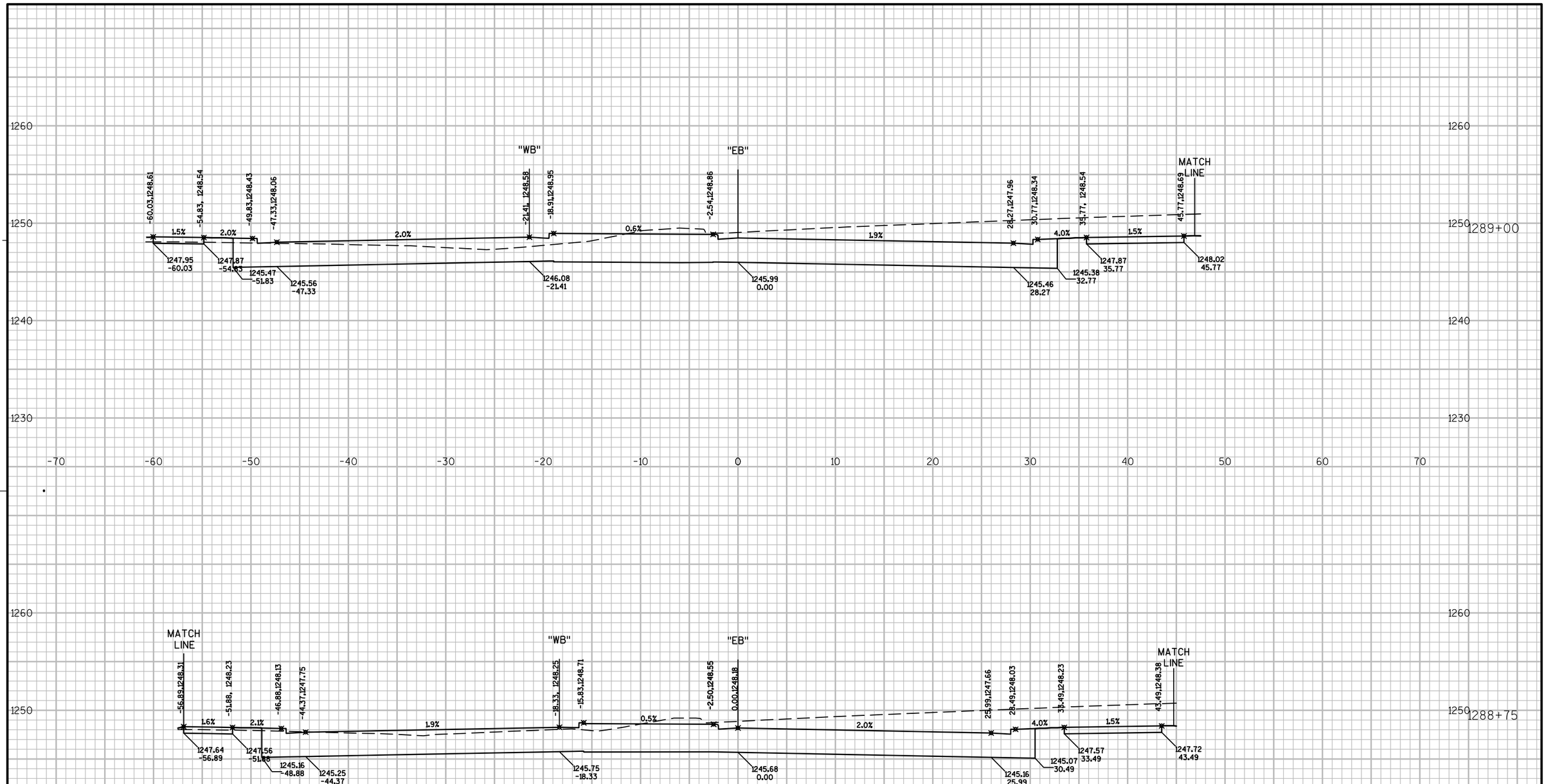
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 353	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090106-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



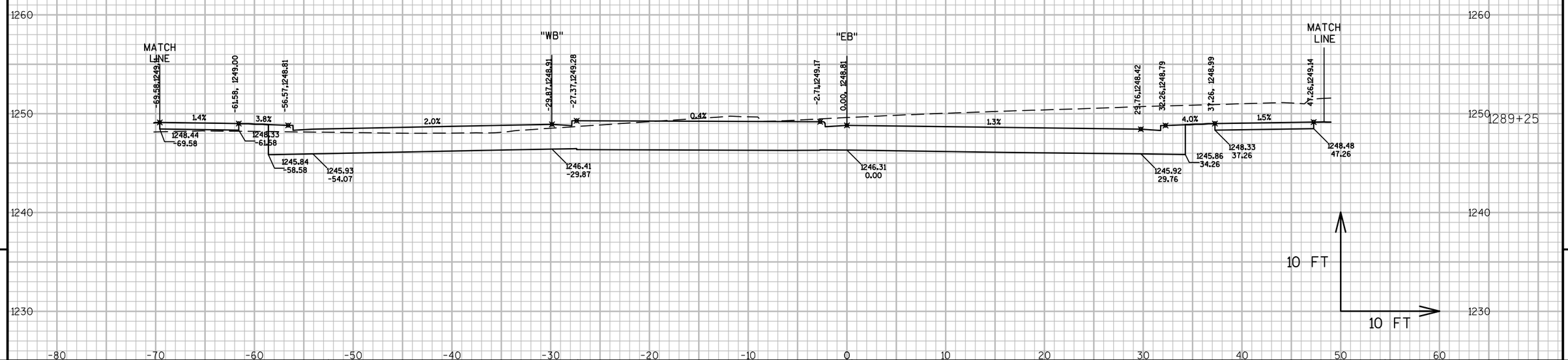
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 354 E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090107-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

SEE ROUNDABOUT DETAILS

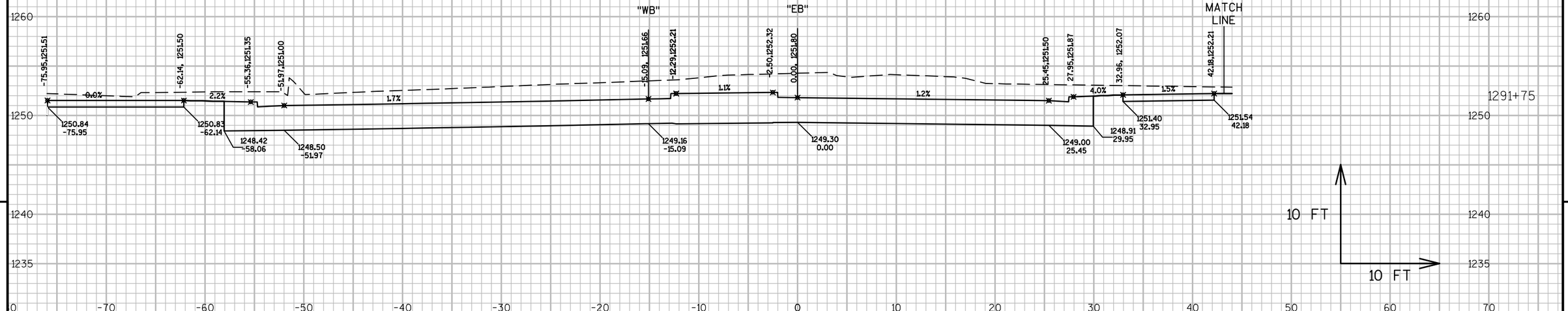


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 355	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090108-XS

PLOT DATE : 10/31/2016 7:48 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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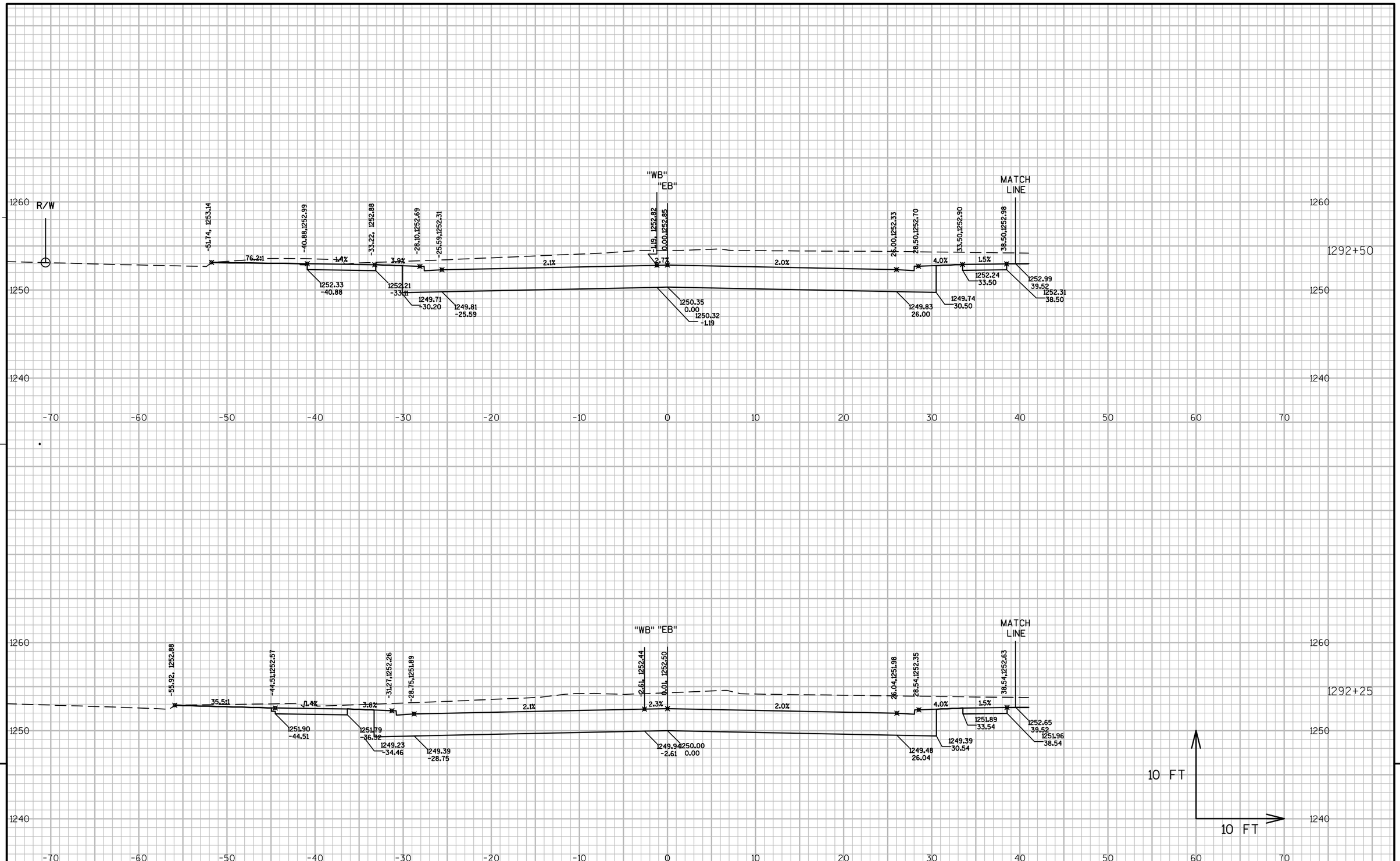
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 356	E

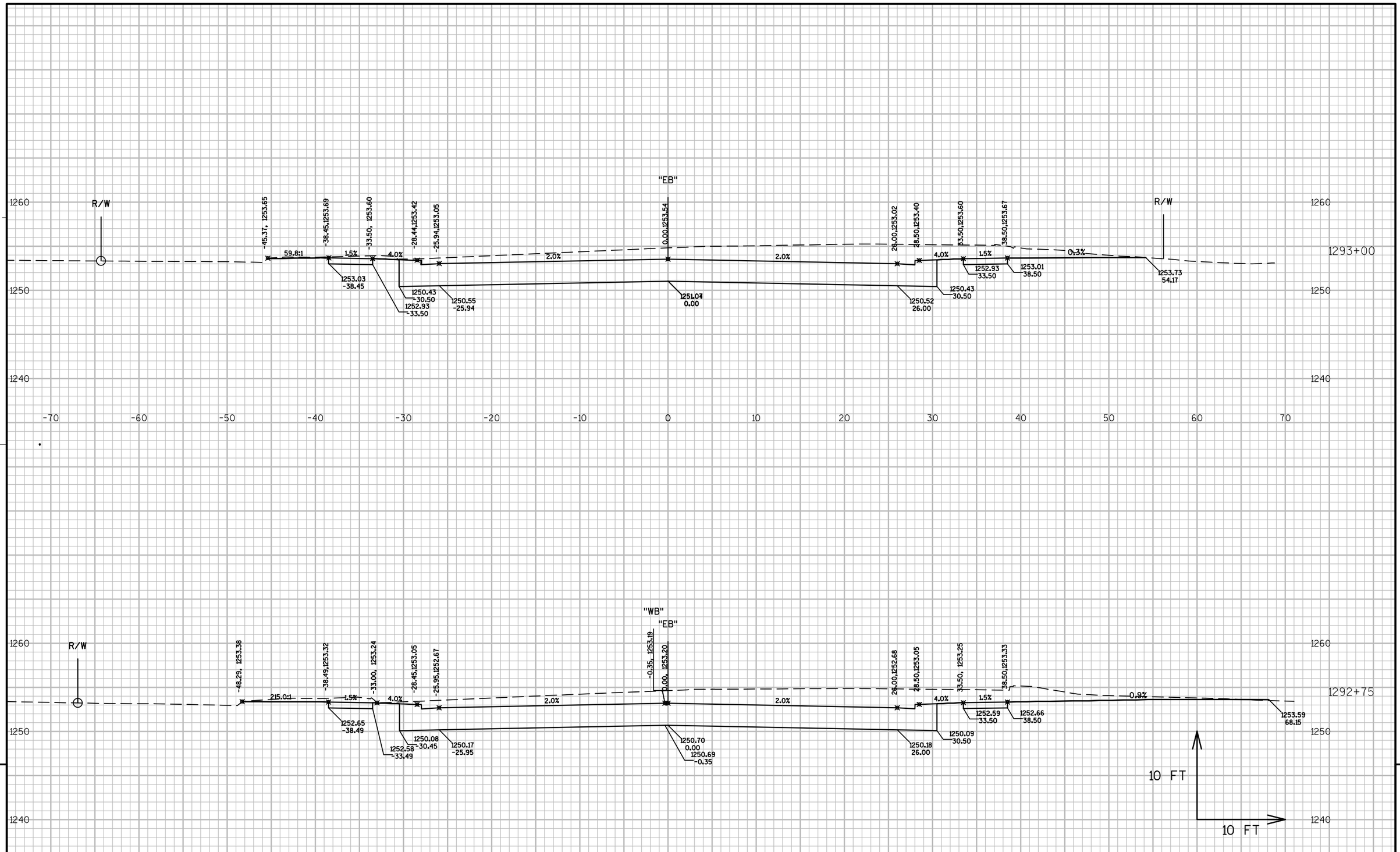
FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090113-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 357	E



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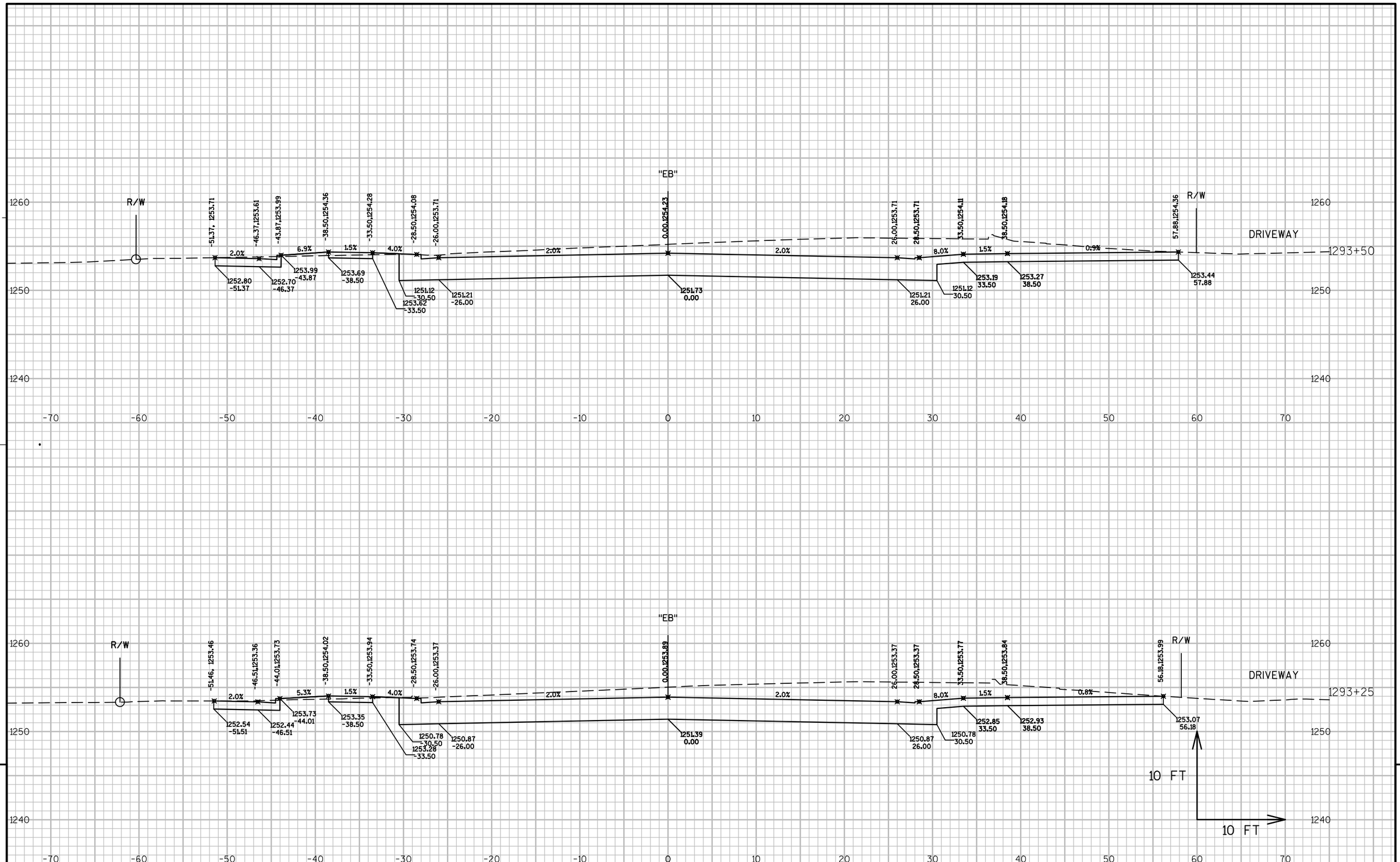
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 358	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090115-XS
PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

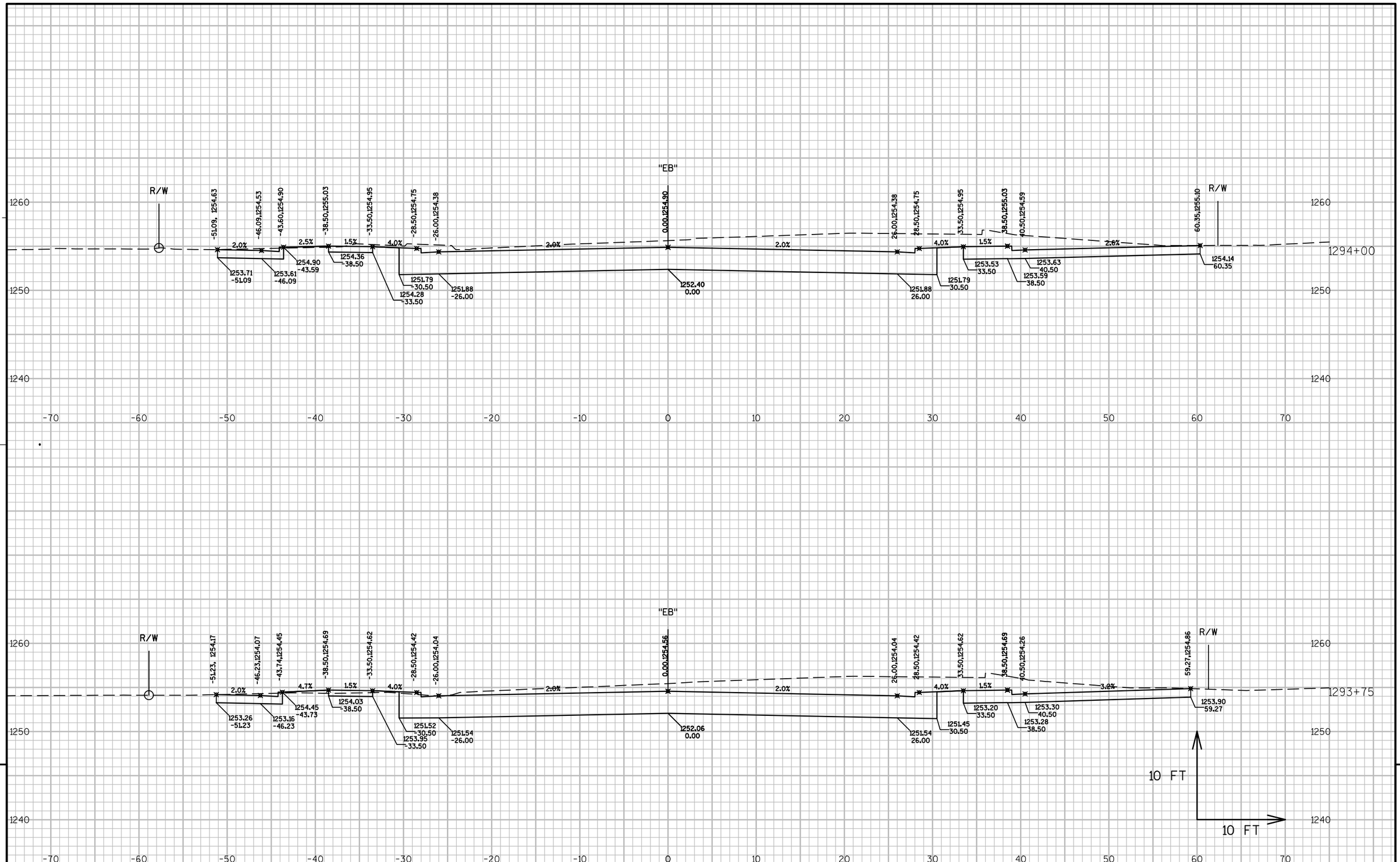


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 359	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090116-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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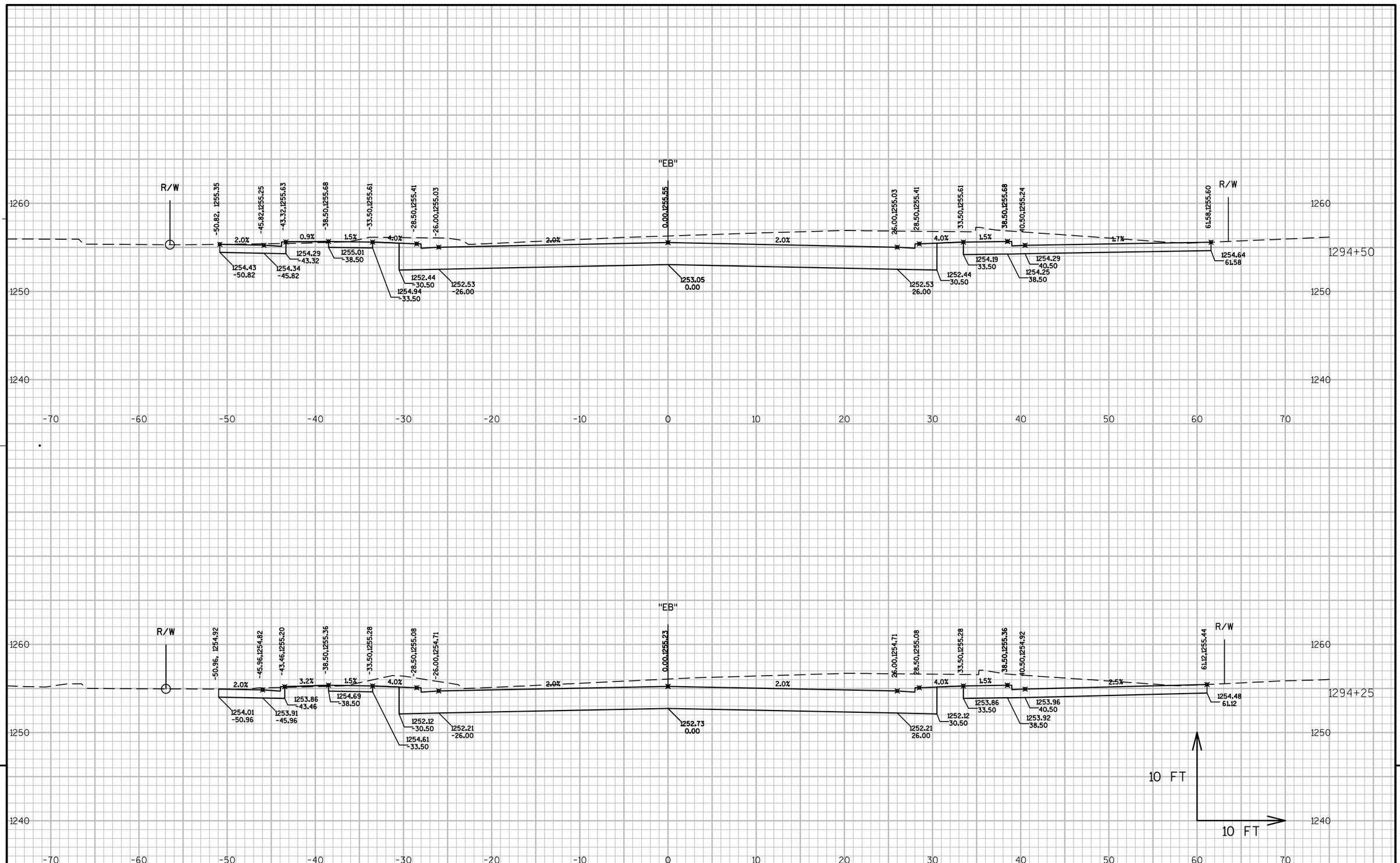
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 360	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090117-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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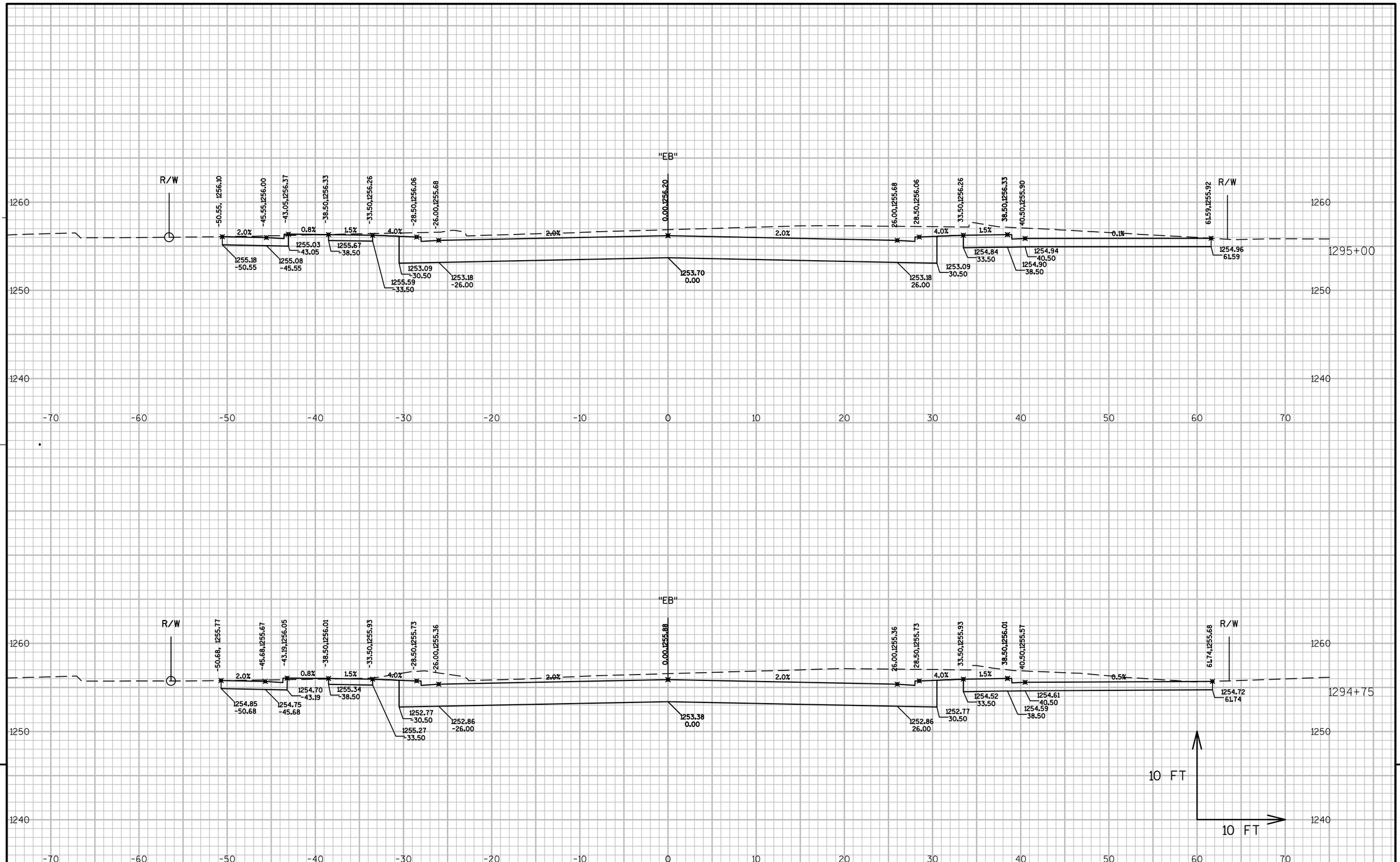
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 361	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090118-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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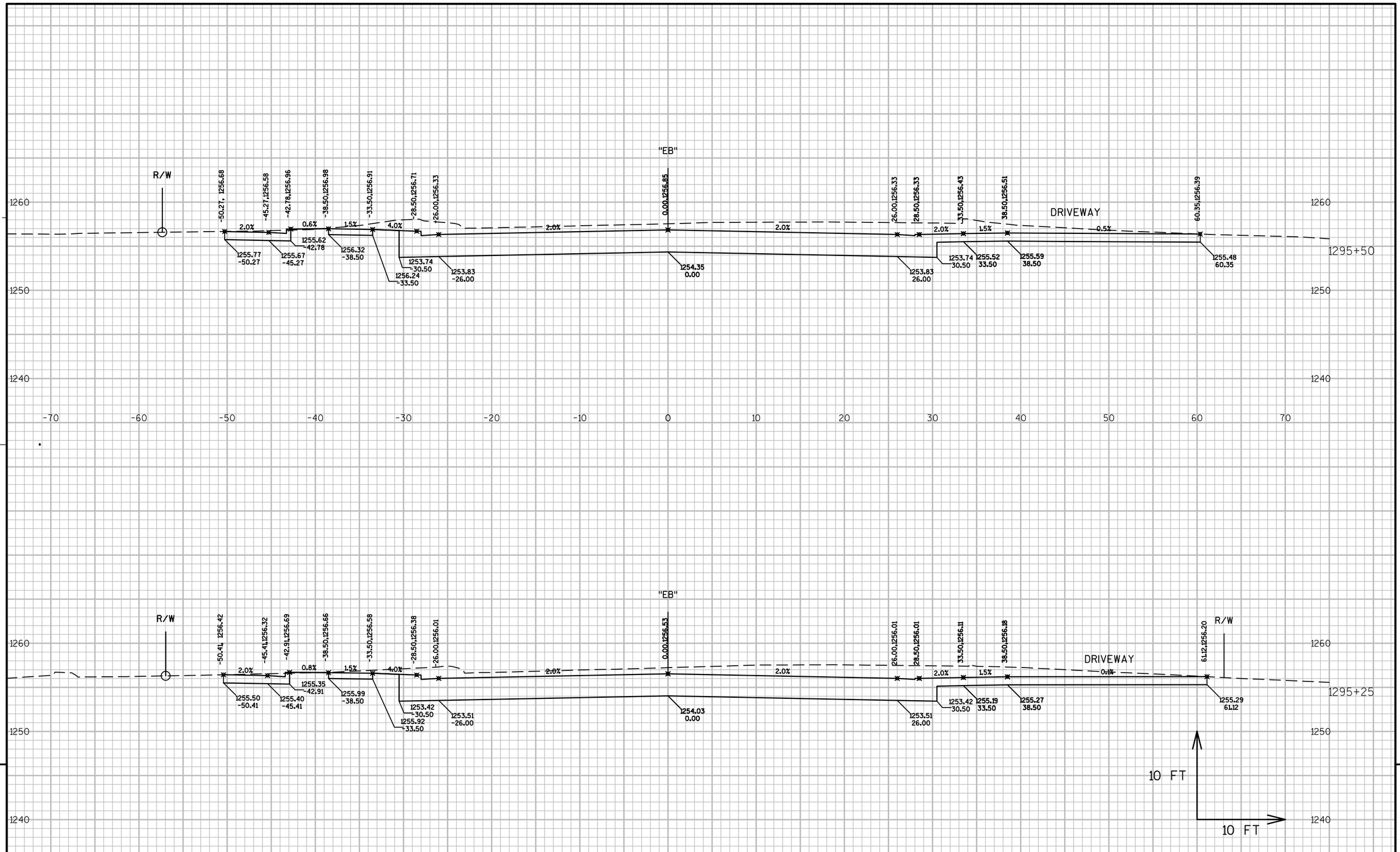
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 362	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090119-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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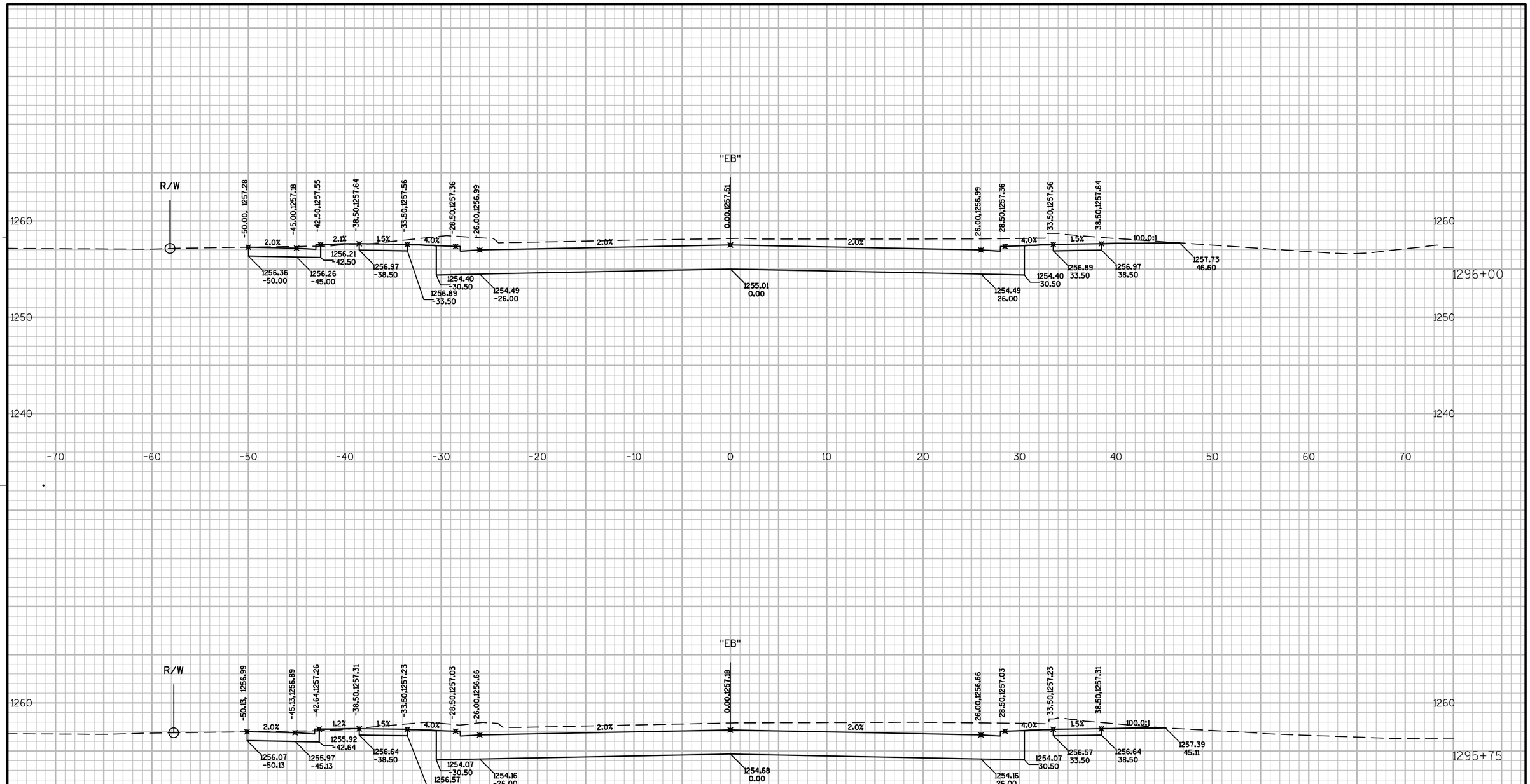
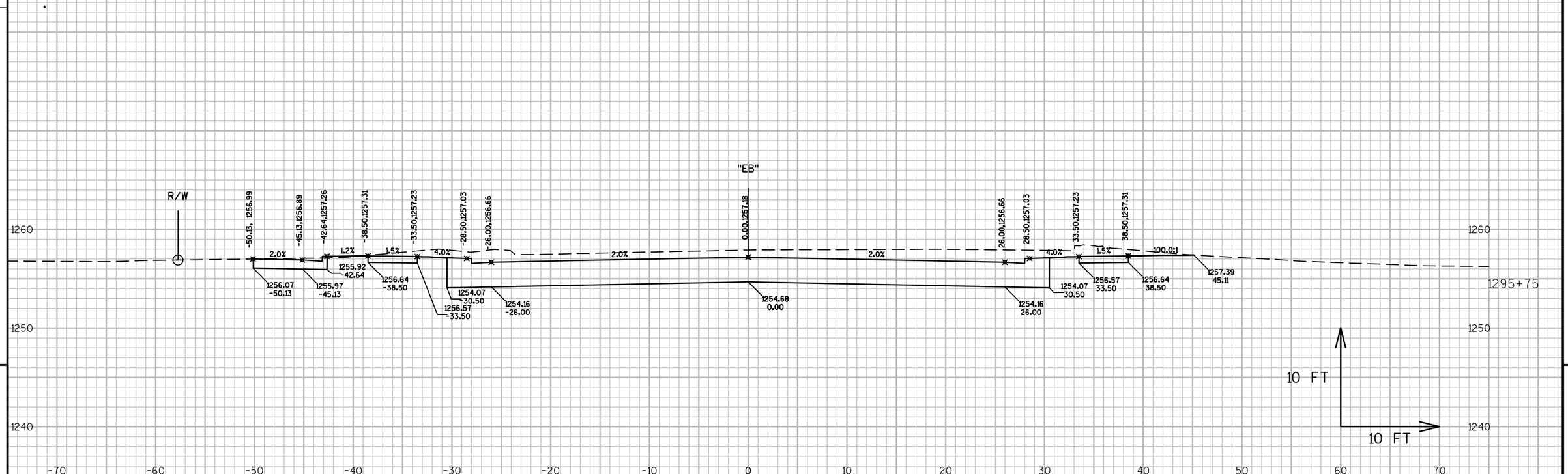
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 363	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090120-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT





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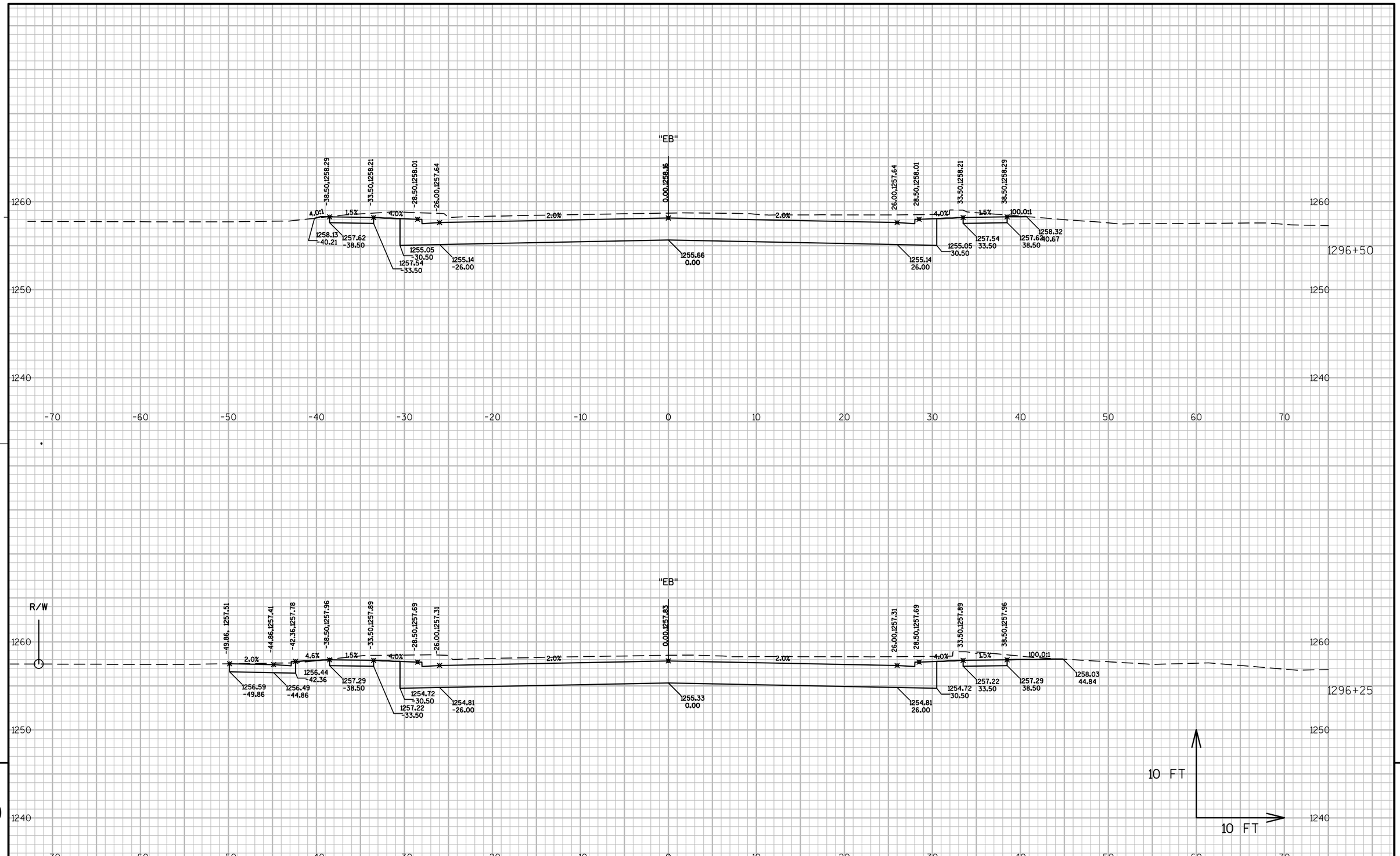
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 364	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090121-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

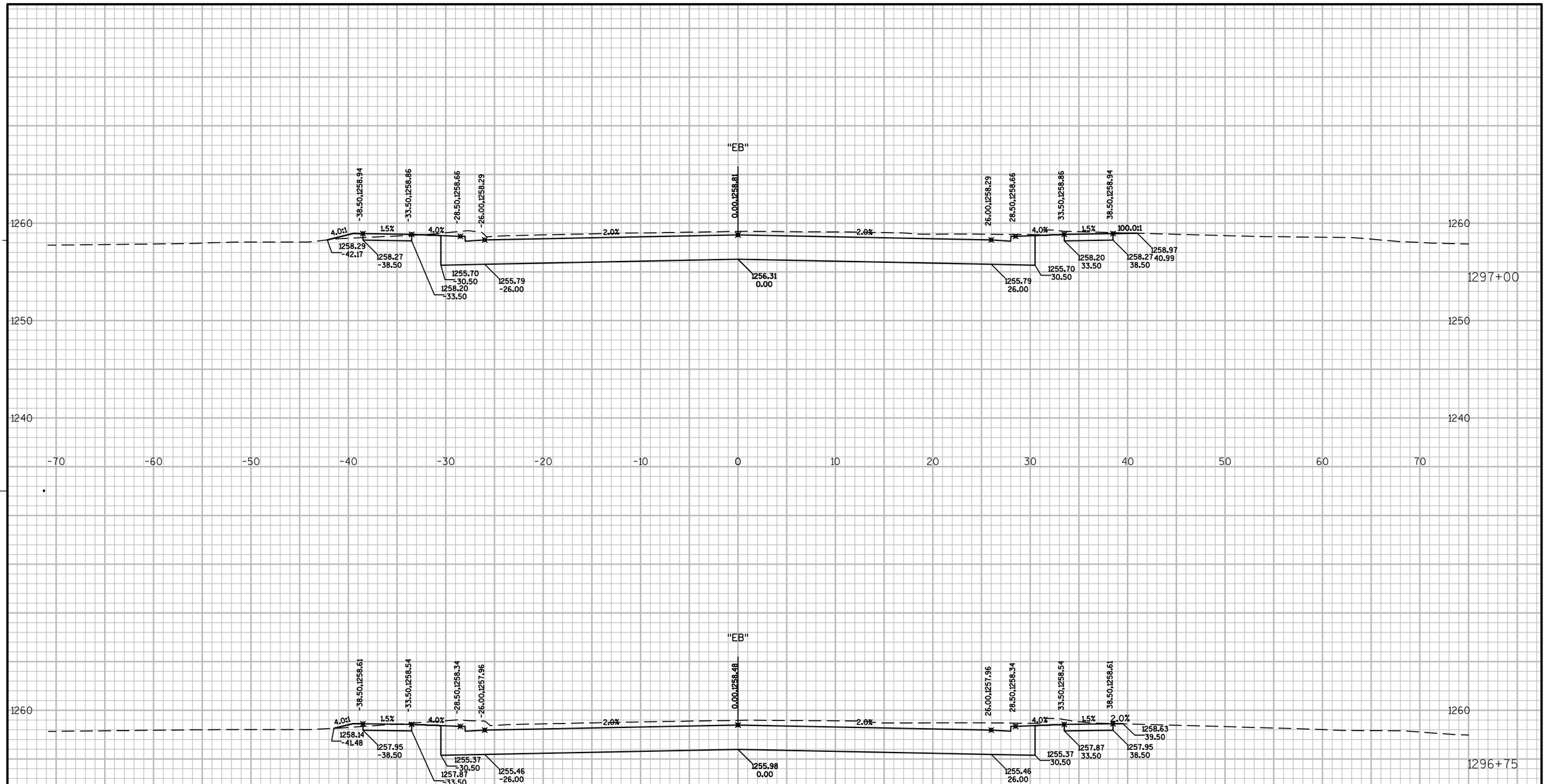


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 365	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090122-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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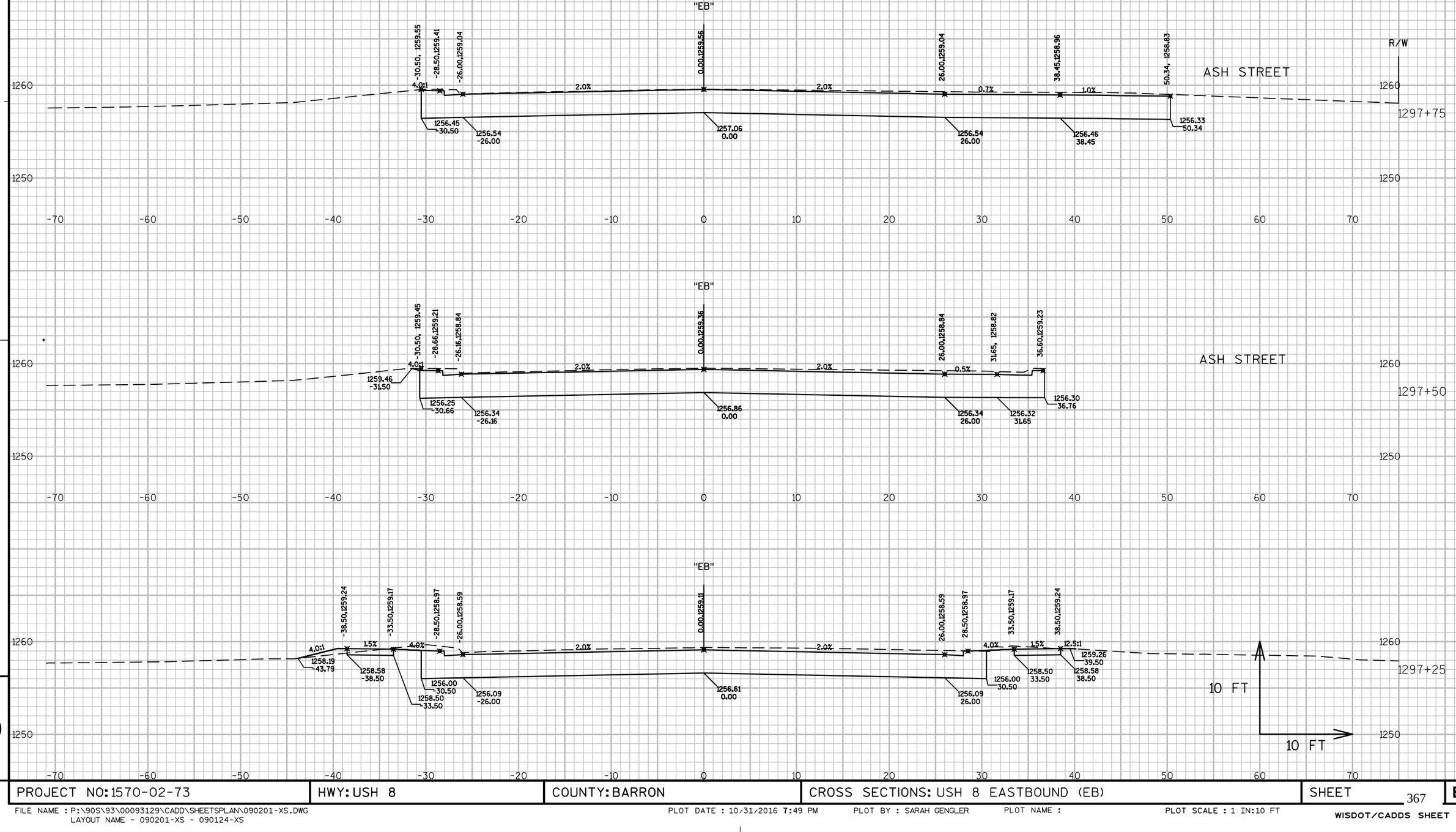
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 366	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090123-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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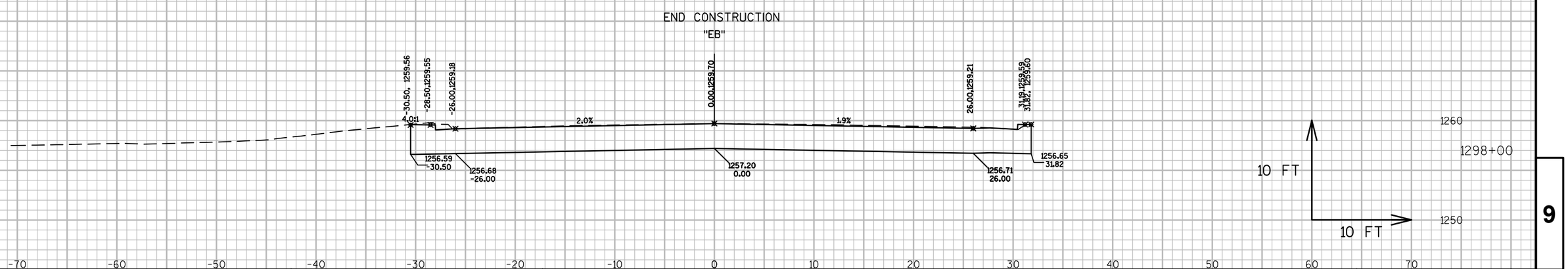
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 367	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090124-XS

PLOT DATE : 10/31/2016 7:49 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

END CONSTRUCTION
"EB"



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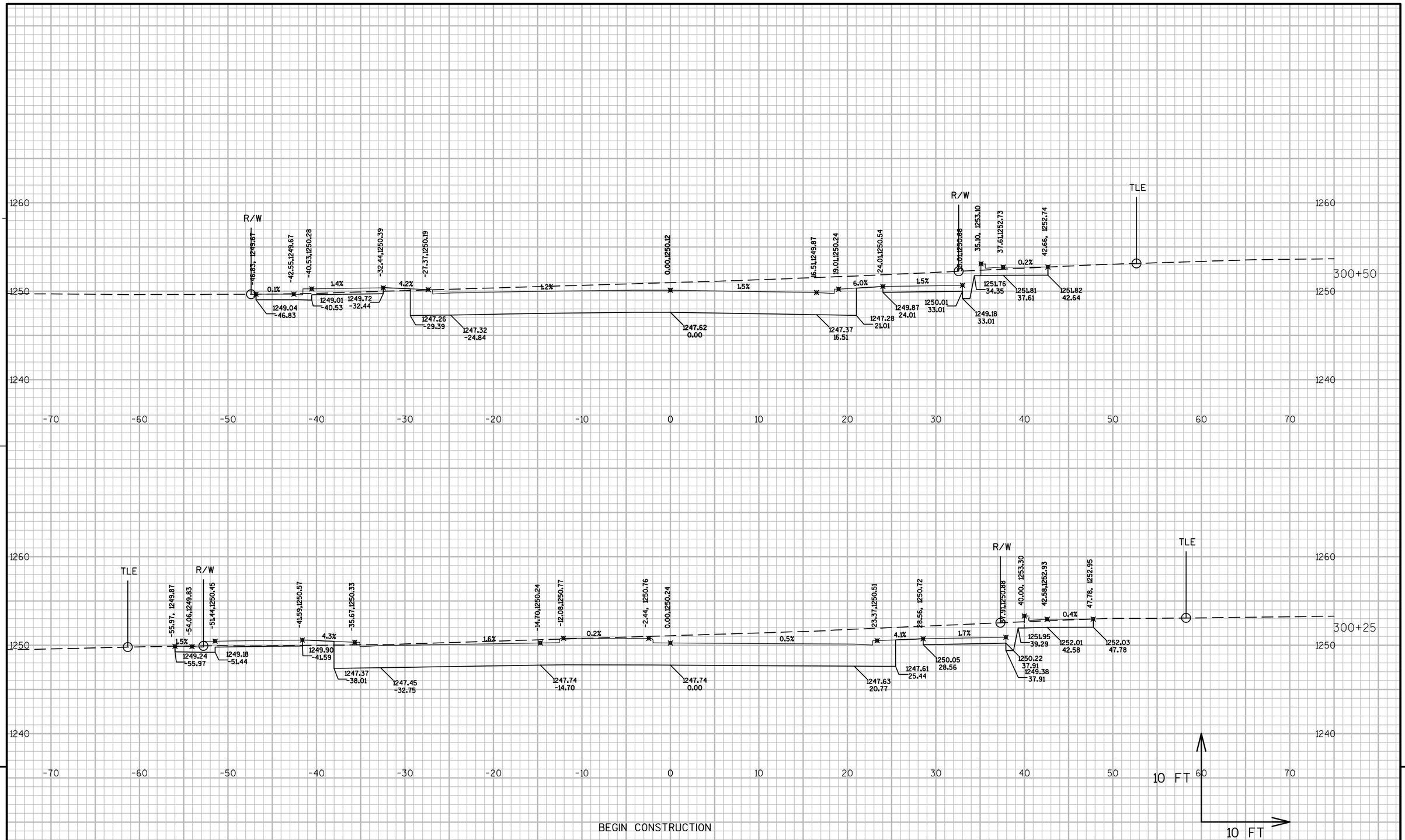
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 EASTBOUND (EB)	SHEET 368	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-XS - 090125-XS

PLOT DATE : 10/31/2016 7:50 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

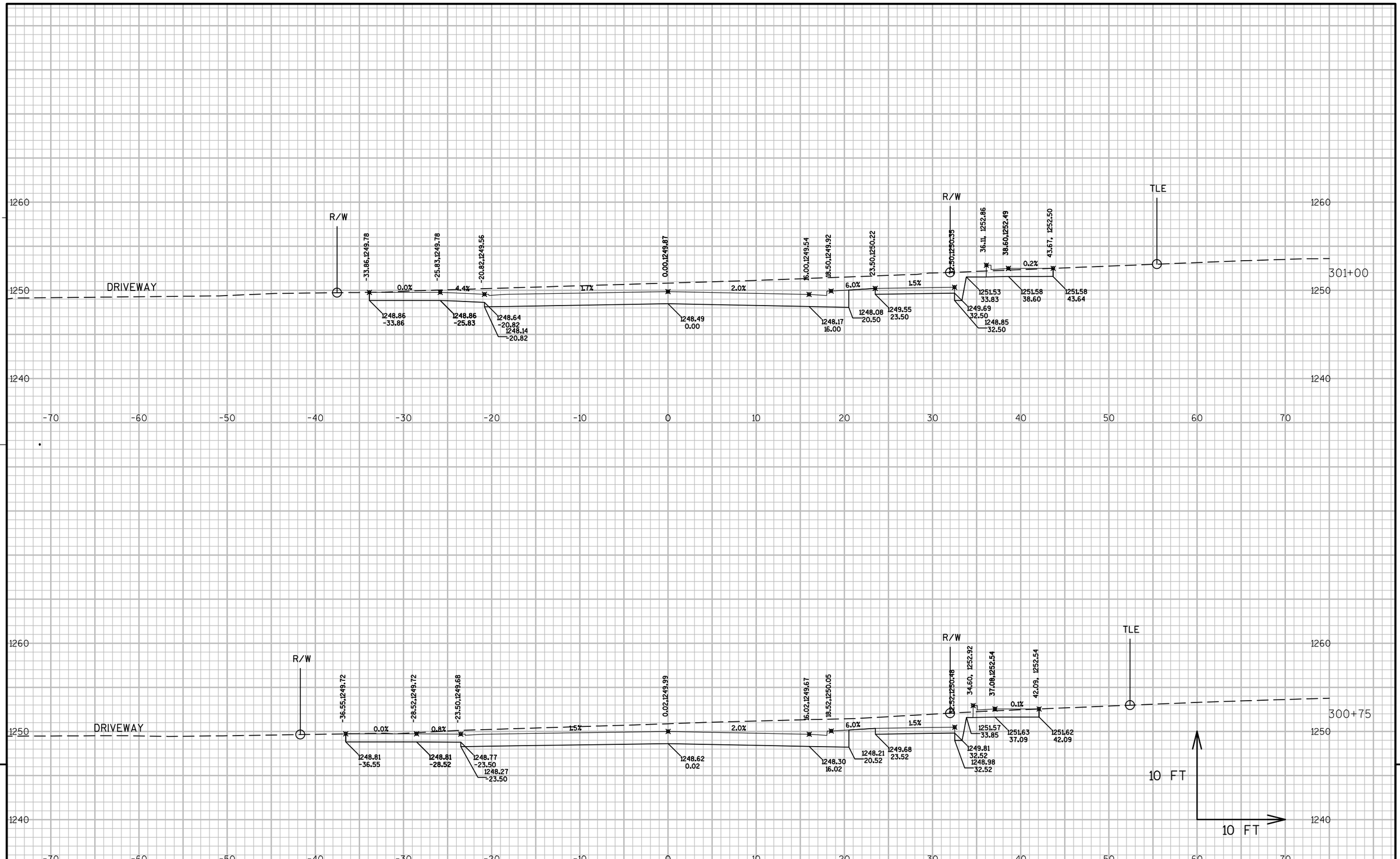


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 369	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090301-XS

PLOT DATE : 10/31/2016 4:51 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

WISDOT/CADDS SHEET 49



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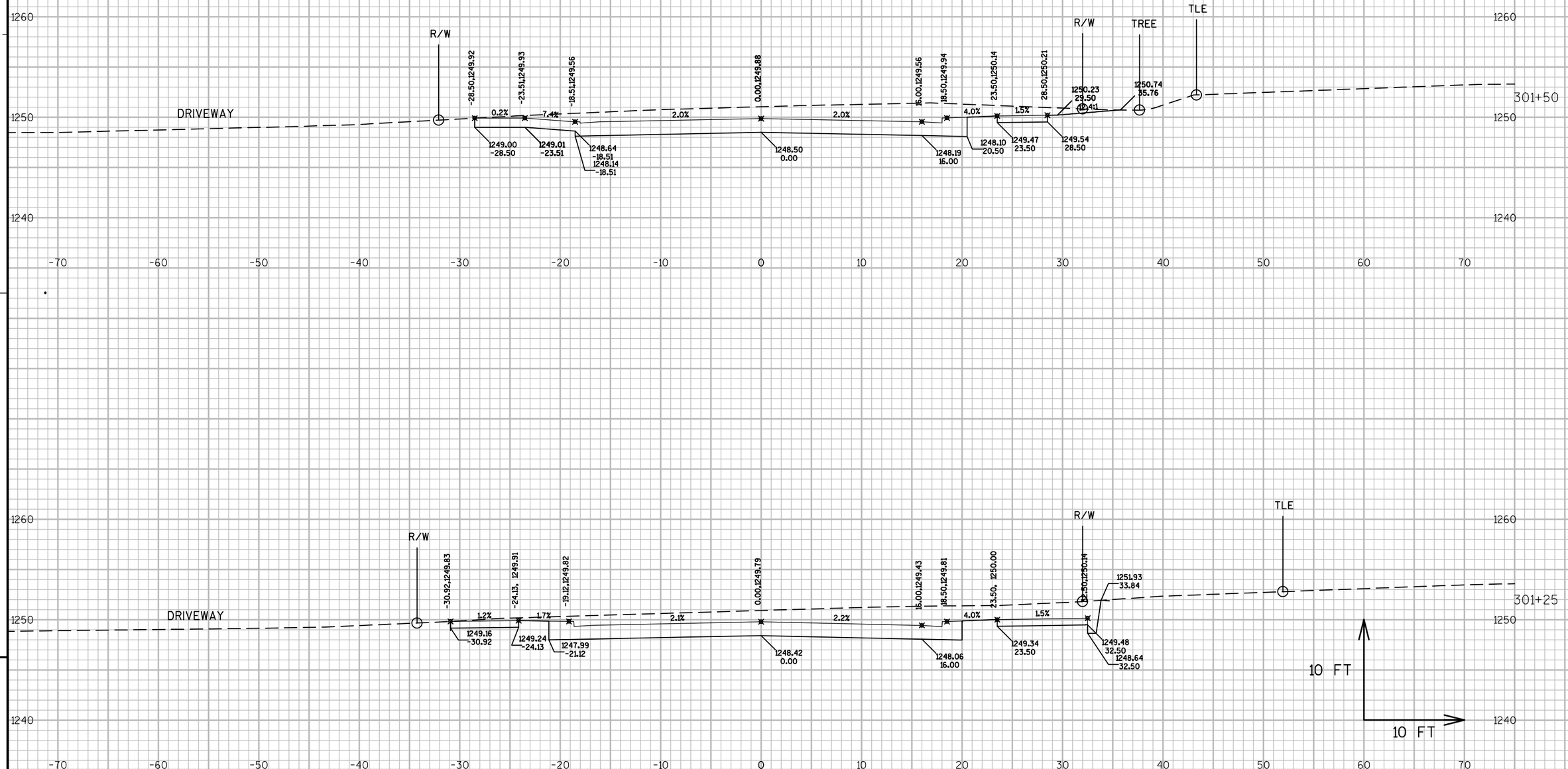
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 370	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090302-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF



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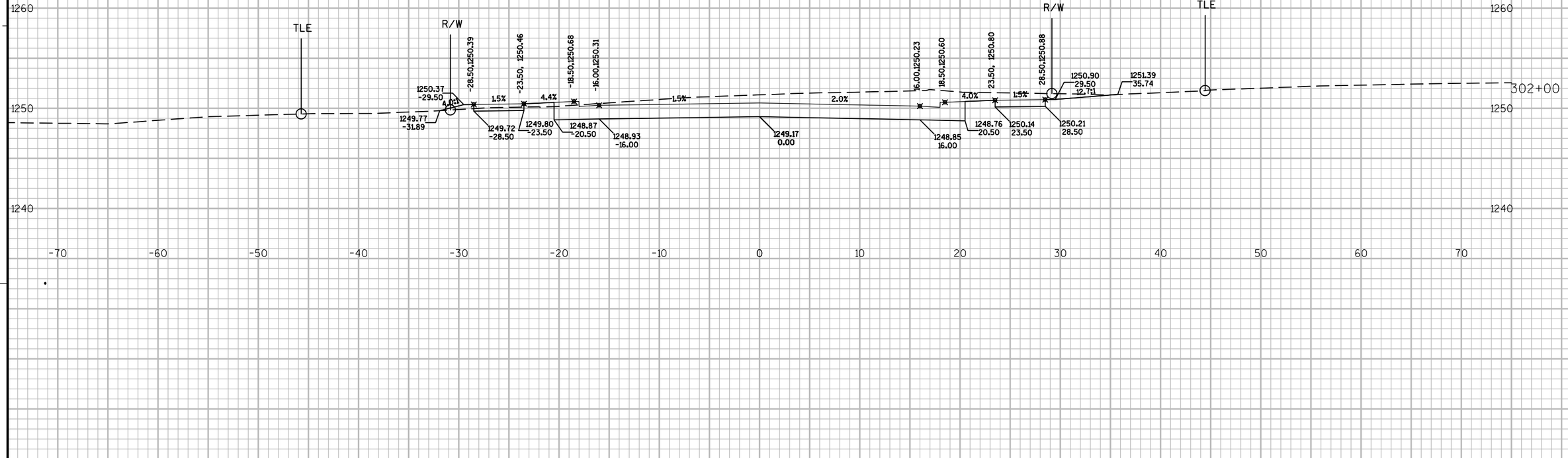
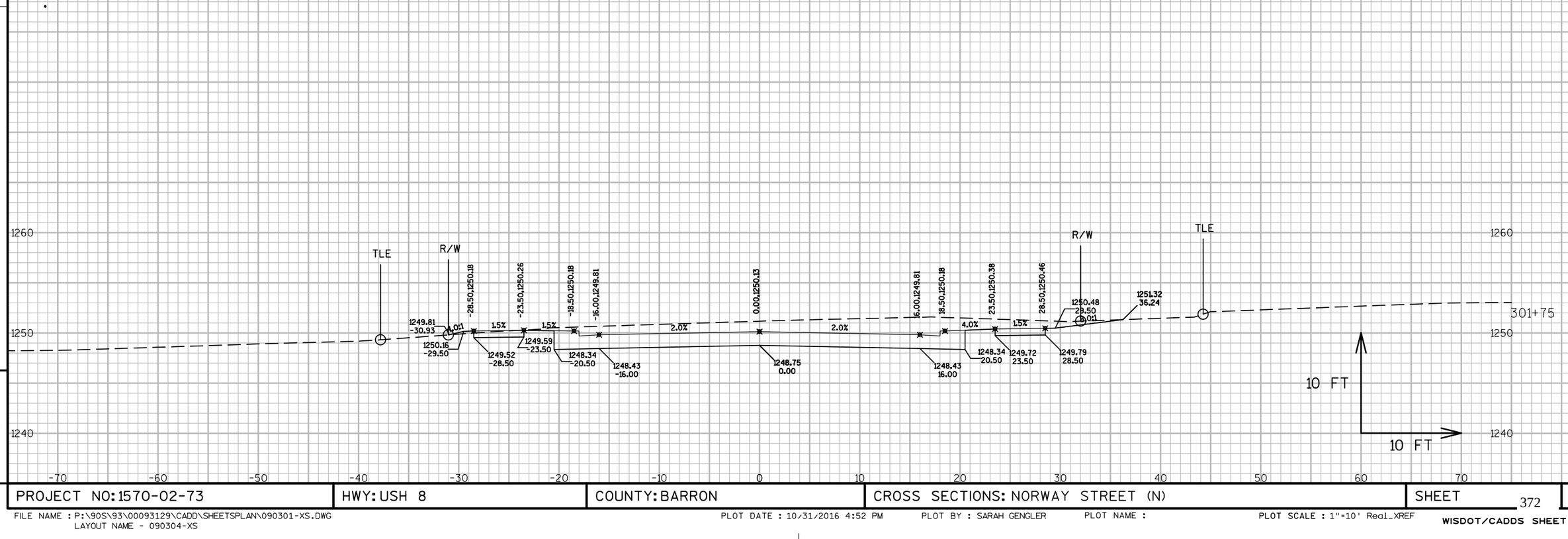
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 371	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090303-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

WISDOT/CADDS SHEET 49





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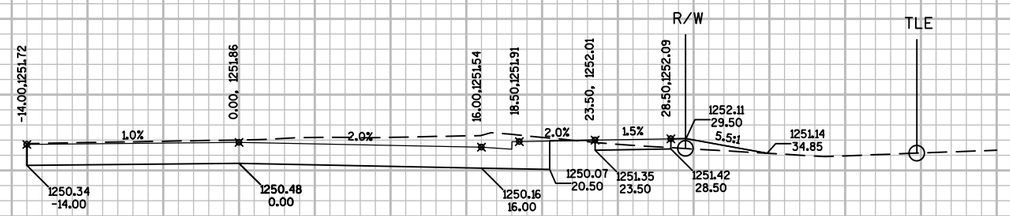
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 372	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090304-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

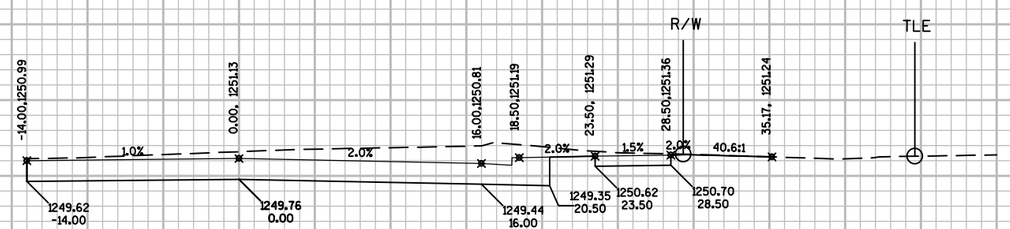
WISDOT/CADDS SHEET 49

SOLDNER AVENUE



302+50

SOLDNER AVENUE



302+25

10 FT

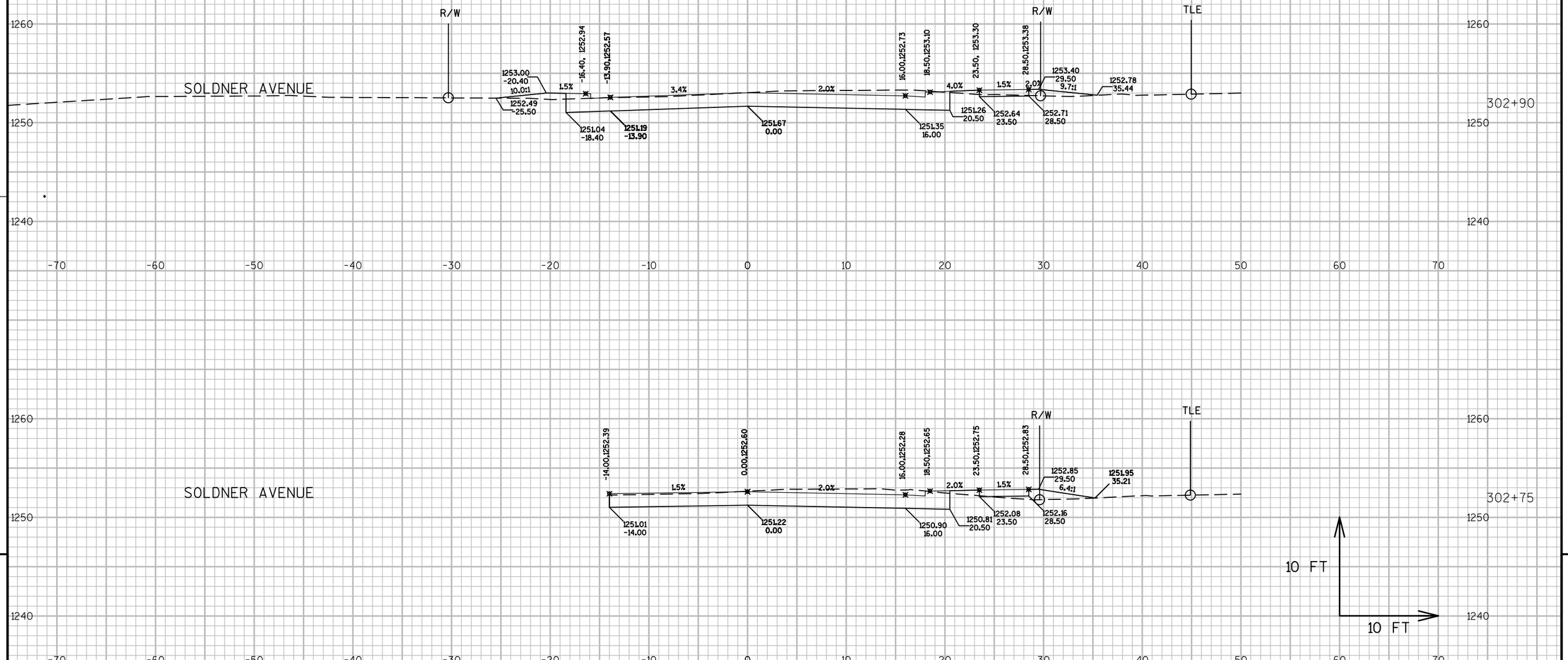
10 FT

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 373	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090305-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

WISDOT/CADDS SHEET 49



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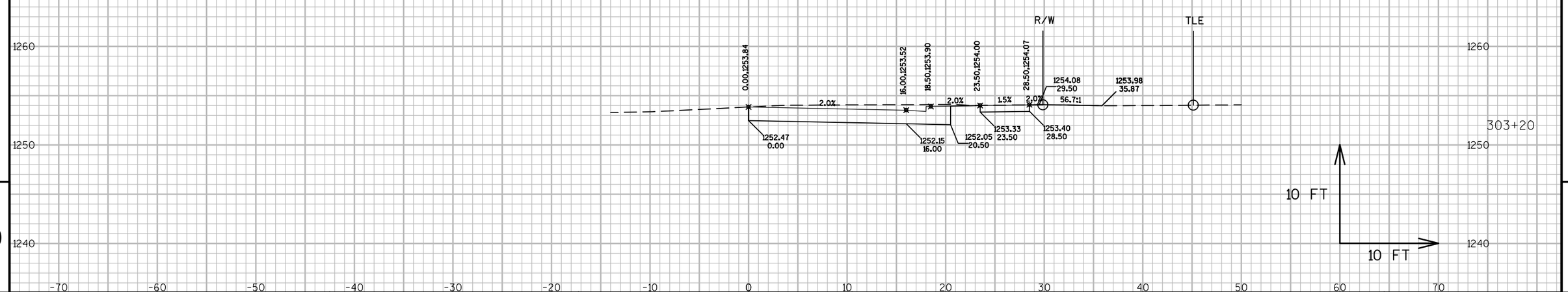
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 374	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090306-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

WISDOT/CADDS SHEET 49

END CONSTRUCTION



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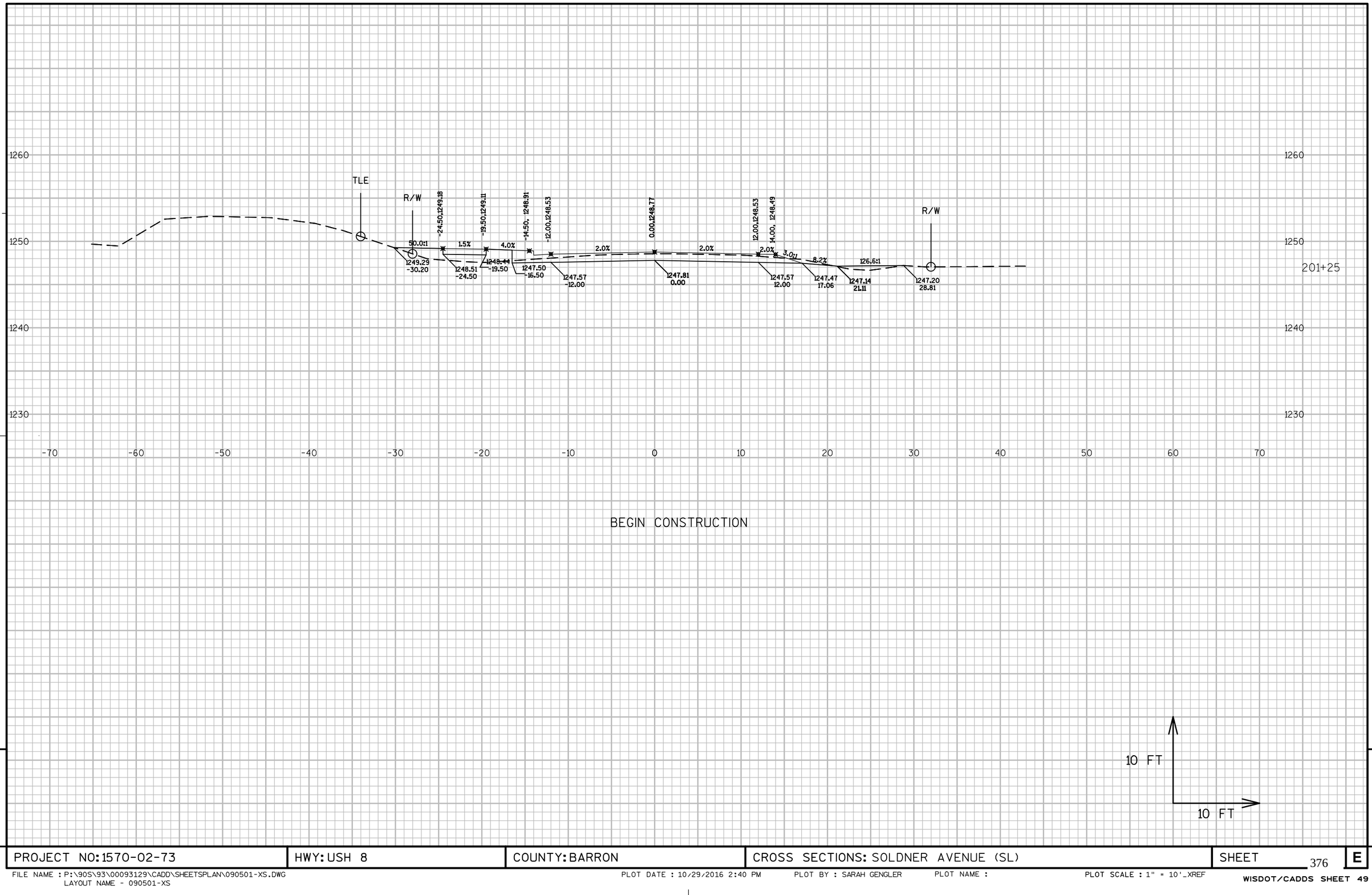
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NORWAY STREET (N)	SHEET 375	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090301-XS.DWG
LAYOUT NAME - 090307-XS

PLOT DATE : 10/31/2016 4:52 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1"=10' Real_XREF

WISDOT/CADDS SHEET 49



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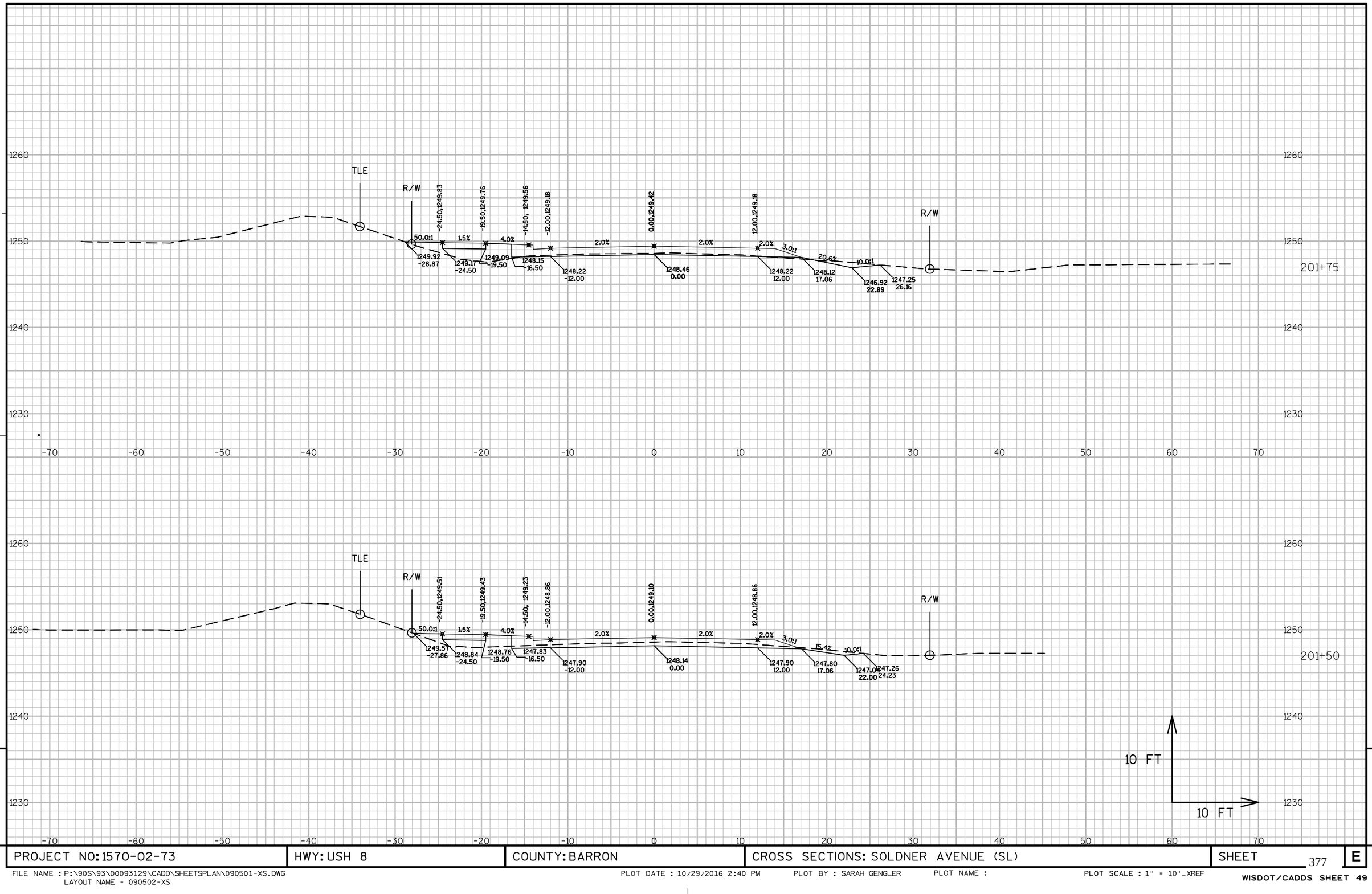
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 376	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090501-XS

PLOT DATE : 10/29/2016 2:40 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

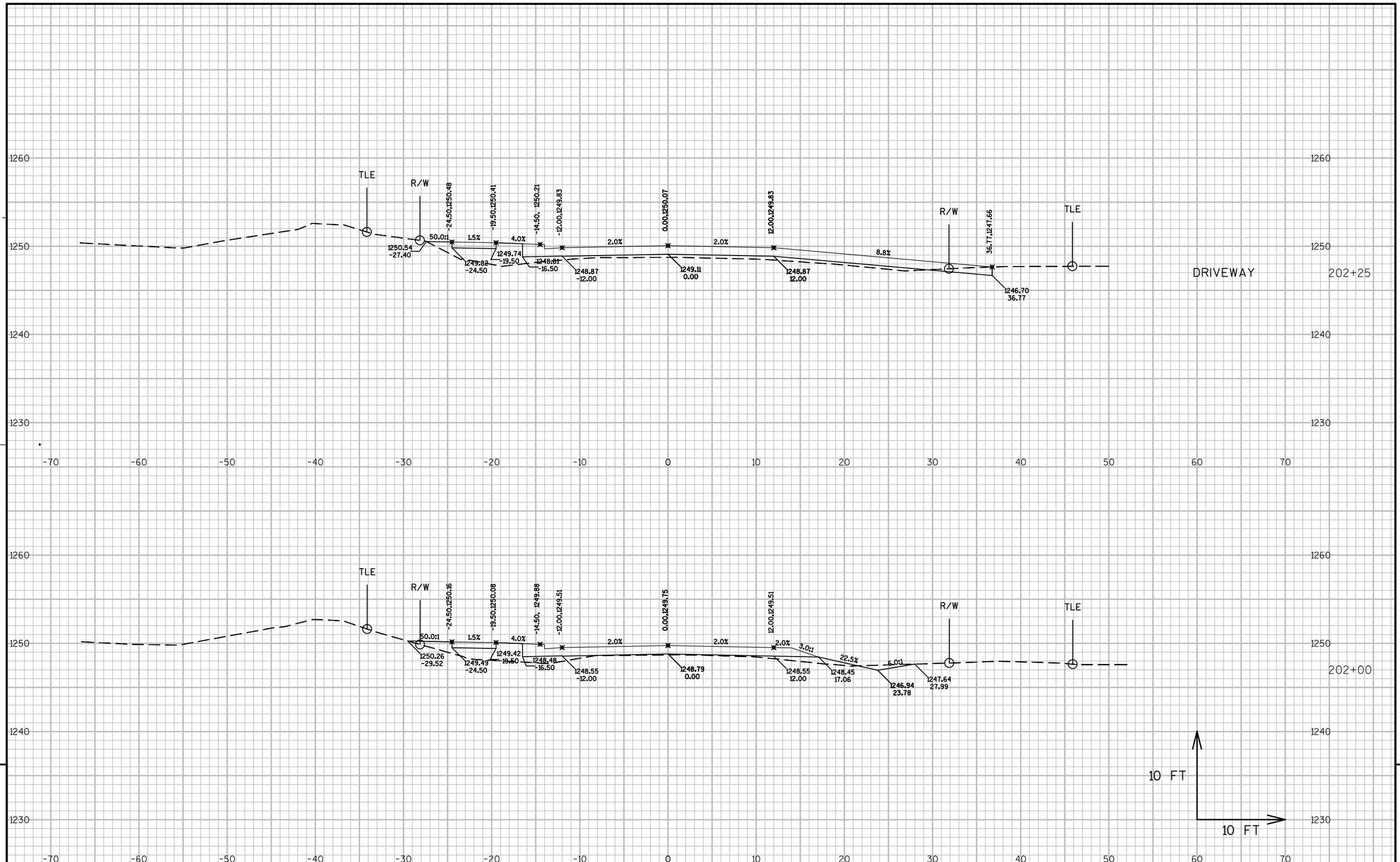


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 377	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090502-XS

PLOT DATE : 10/29/2016 2:40 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



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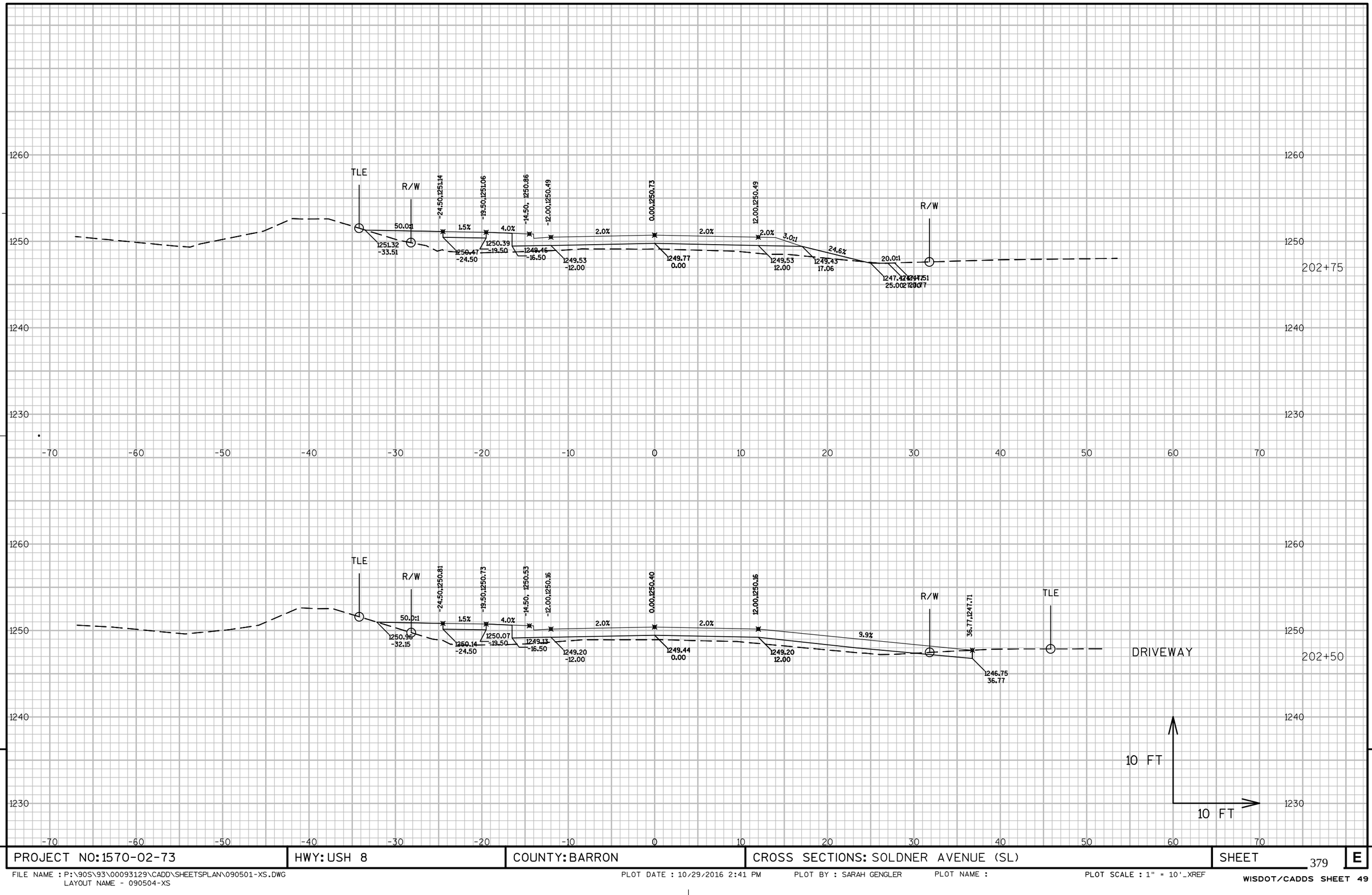
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 378	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090503-XS

PLOT DATE : 10/29/2016 2:41 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

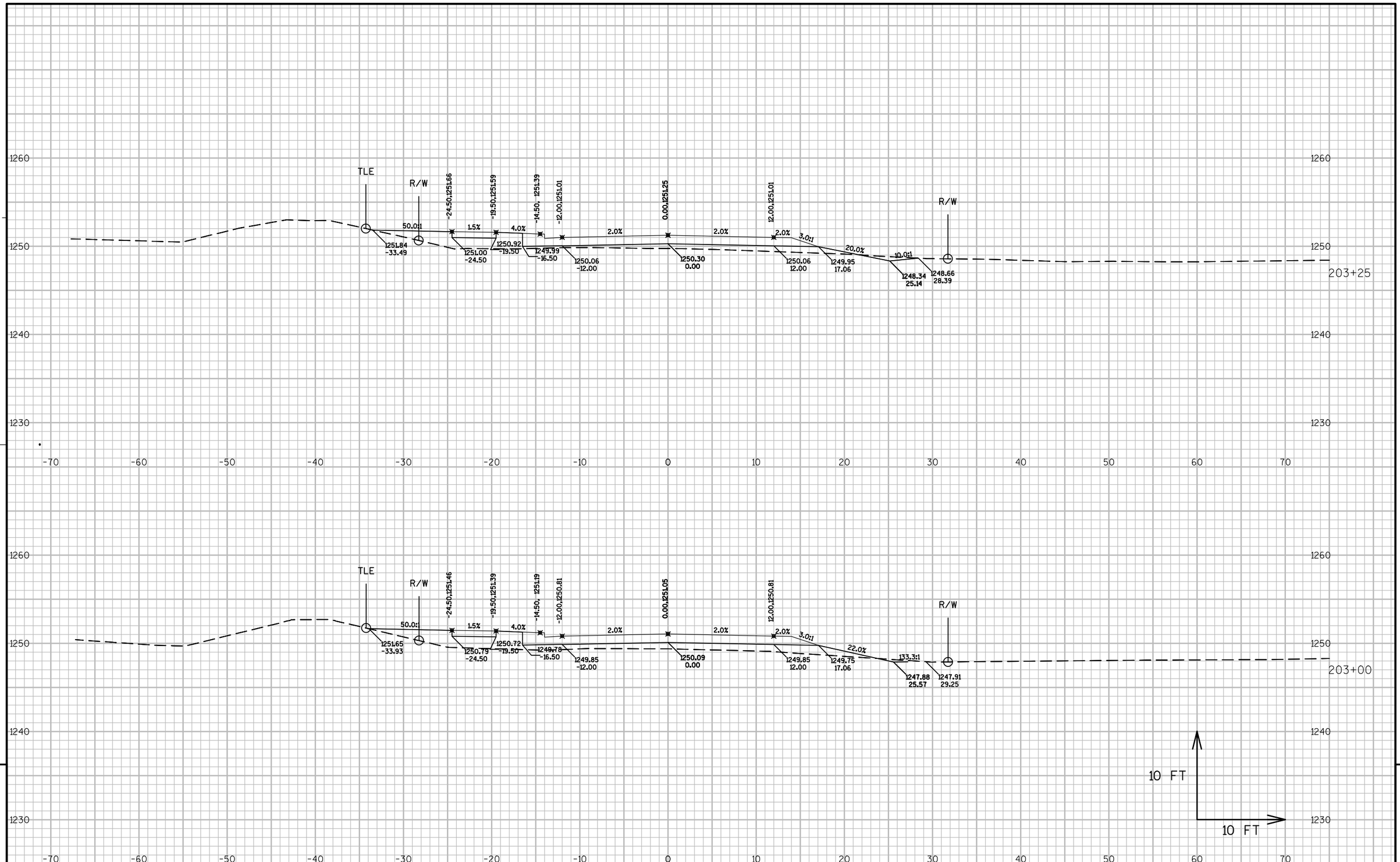


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 379	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090504-XS

PLOT DATE : 10/29/2016 2:41 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



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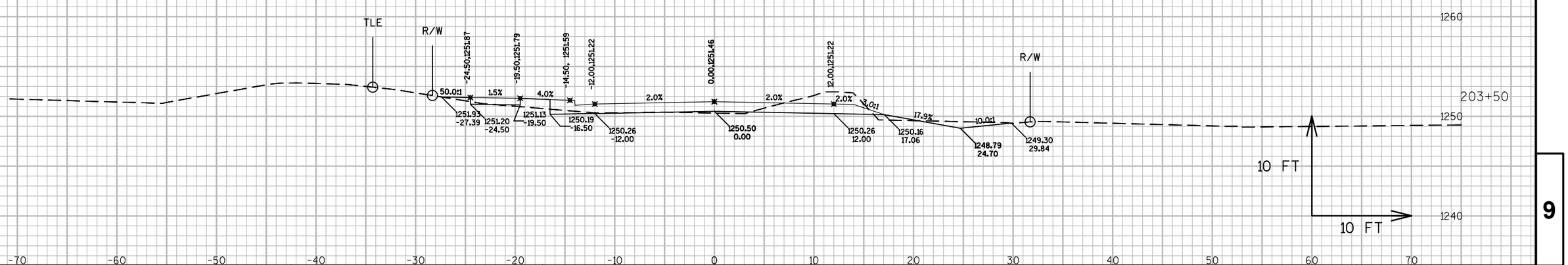
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 380	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090505-XS
PLOT DATE : 10/29/2016 2:41 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

END CONSTRUCTION



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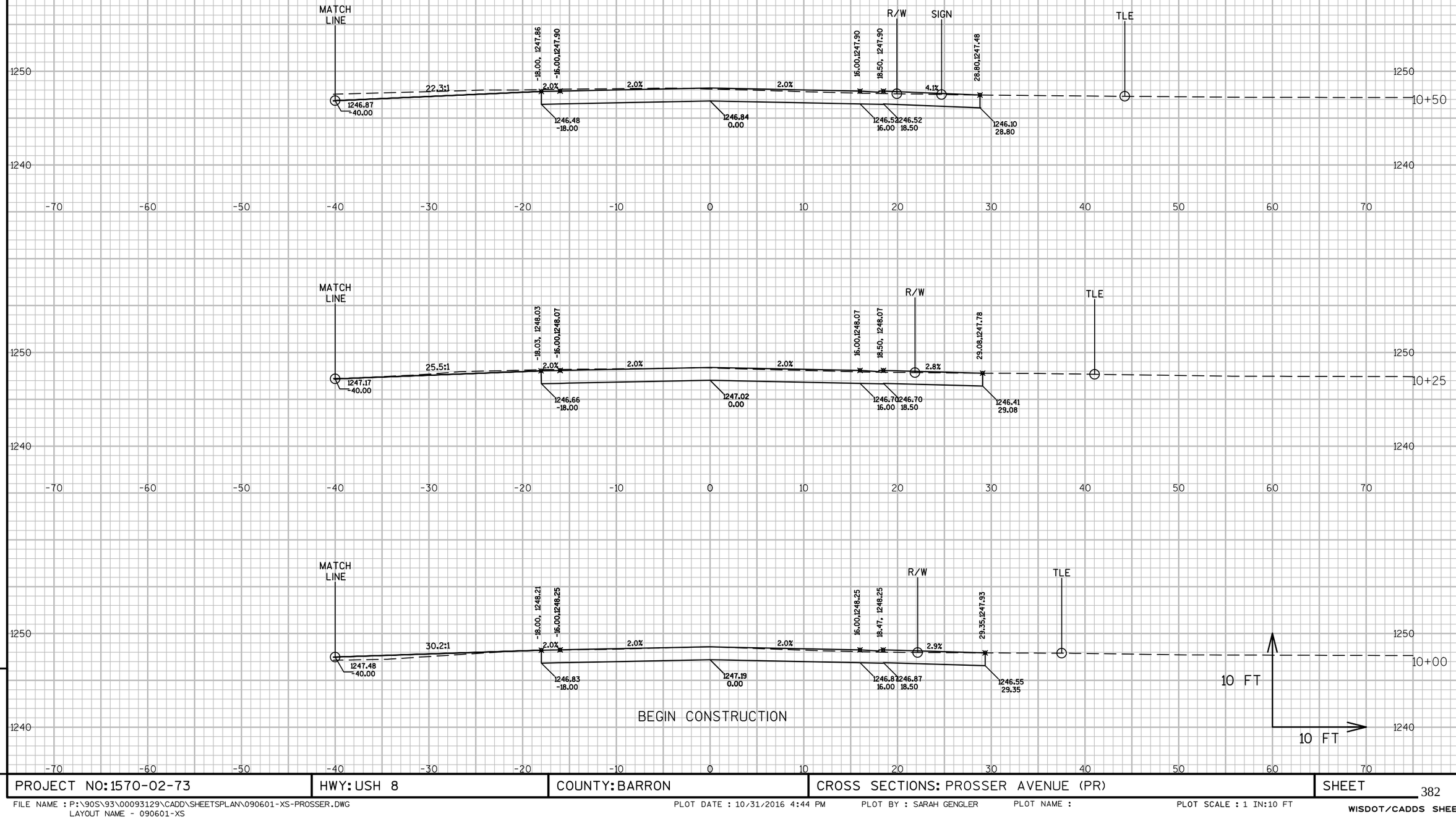
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOLDNER AVENUE (SL)	SHEET 381	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090501-XS.DWG
LAYOUT NAME - 090506-XS

PLOT DATE : 10/29/2016 2:41 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



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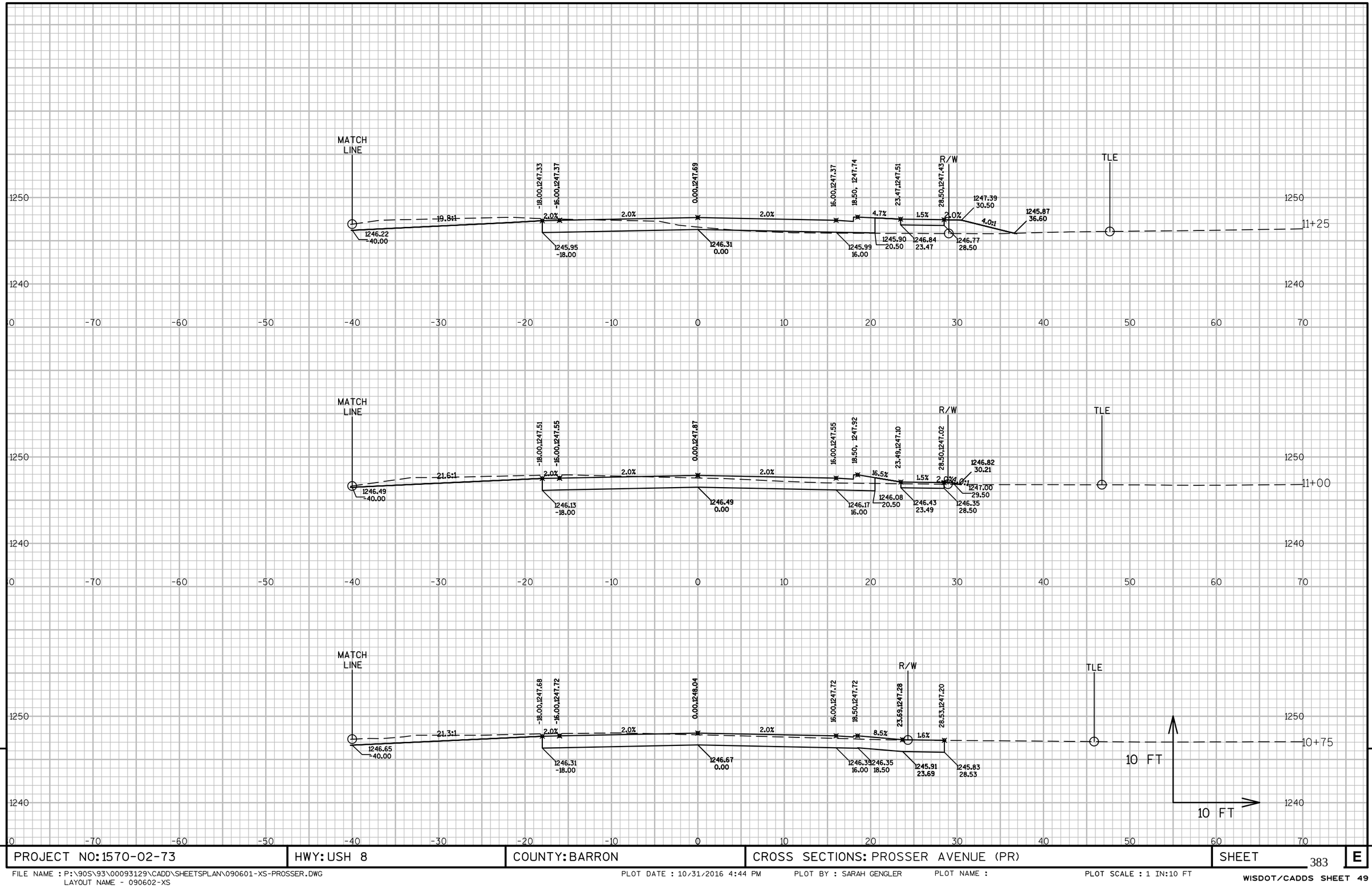
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 382	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090601-XS

PLOT DATE : 10/31/2016 4:44 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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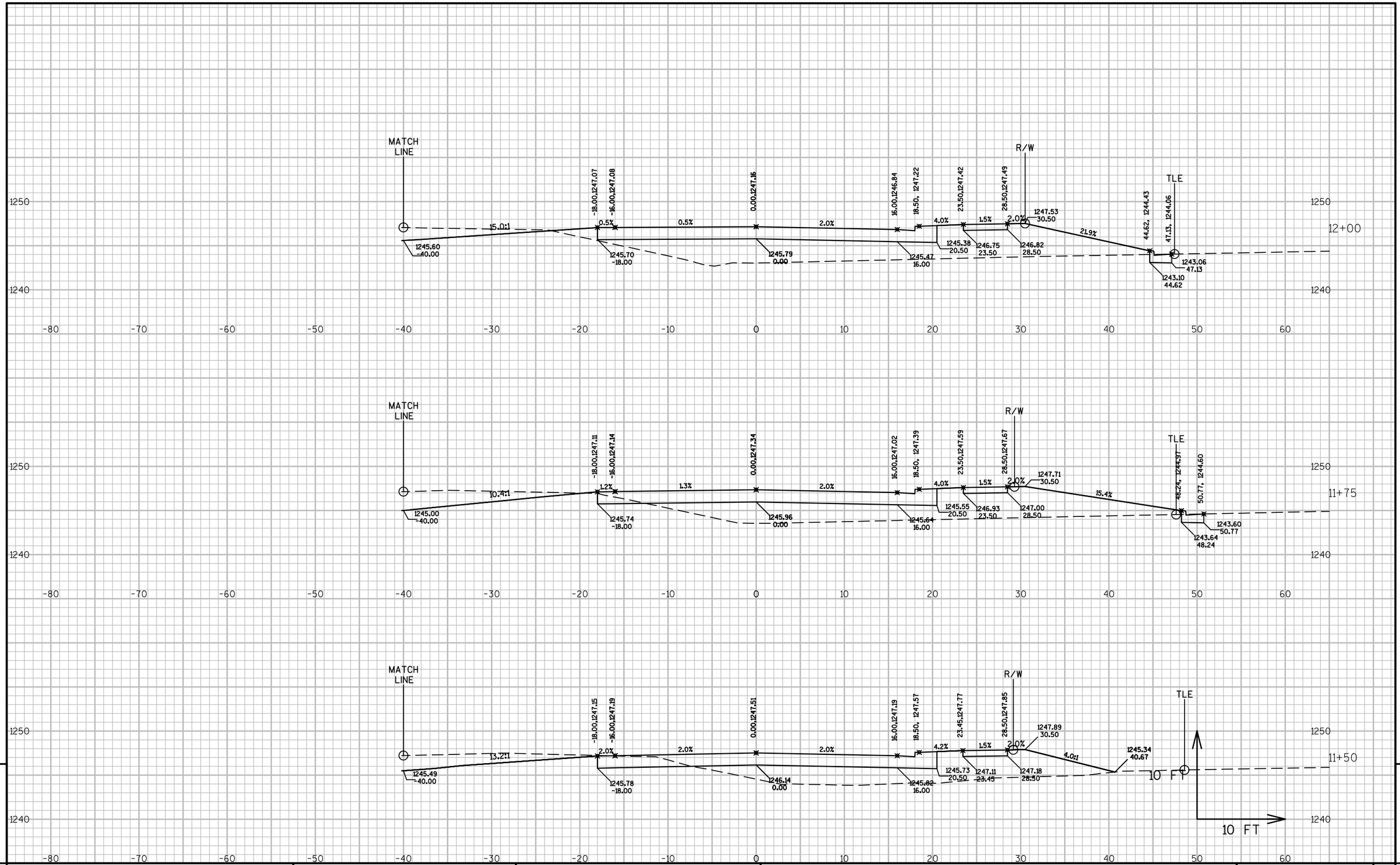
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 383	E

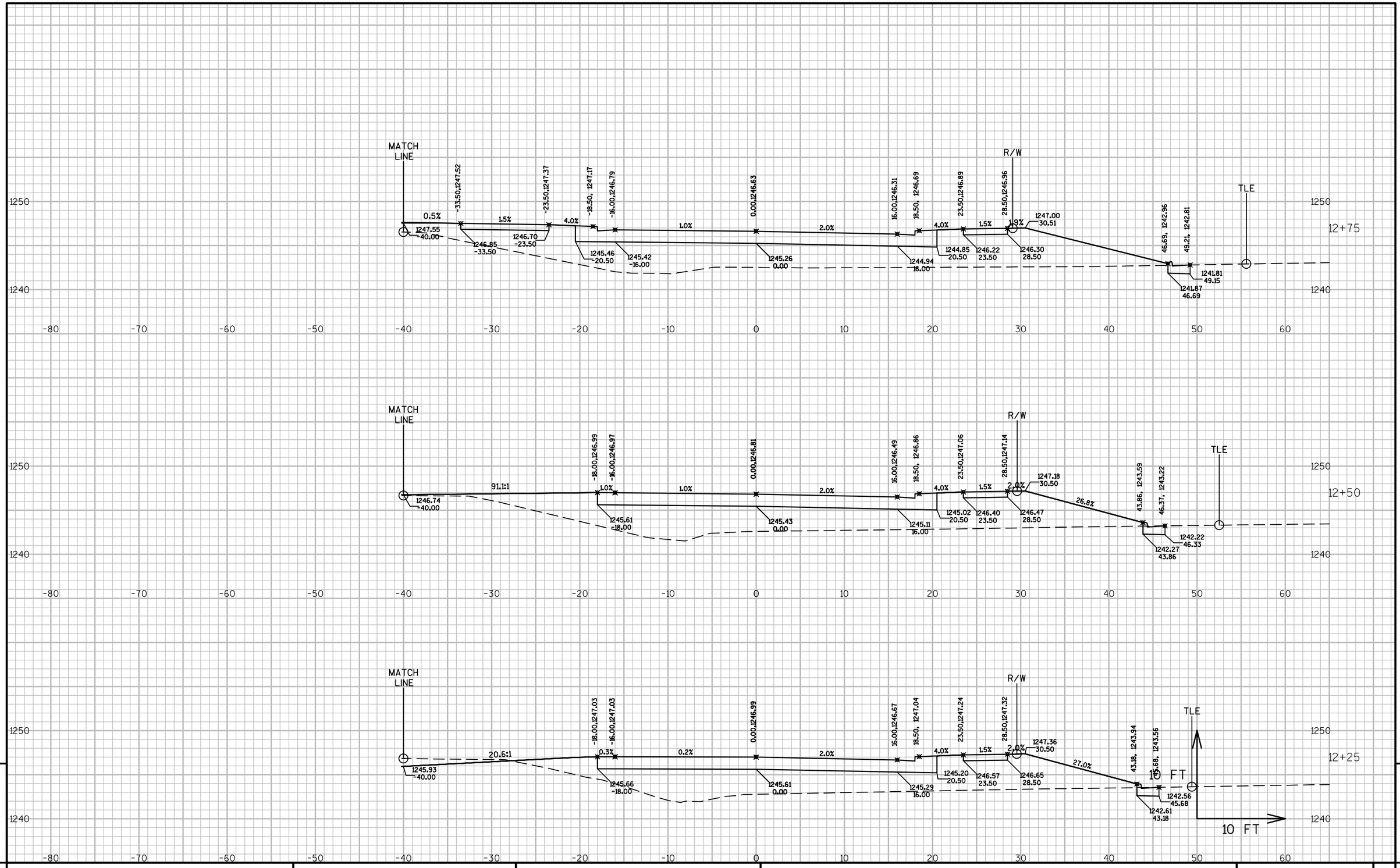


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 384	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090603-XS

PLOT DATE : 10/31/2016 4:45 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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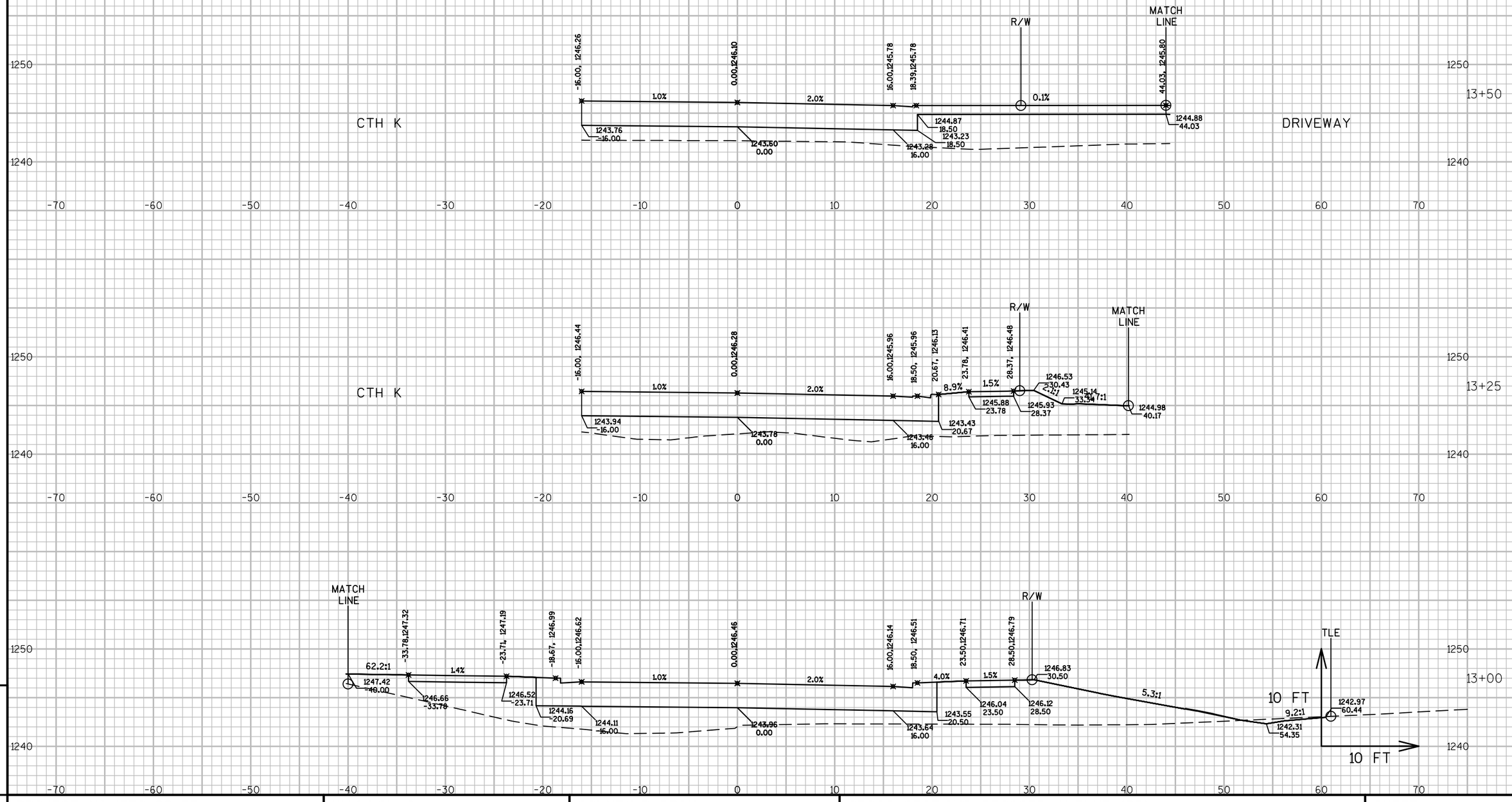
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 385	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090604-XS

PLOT DATE : 10/31/2016 4:45 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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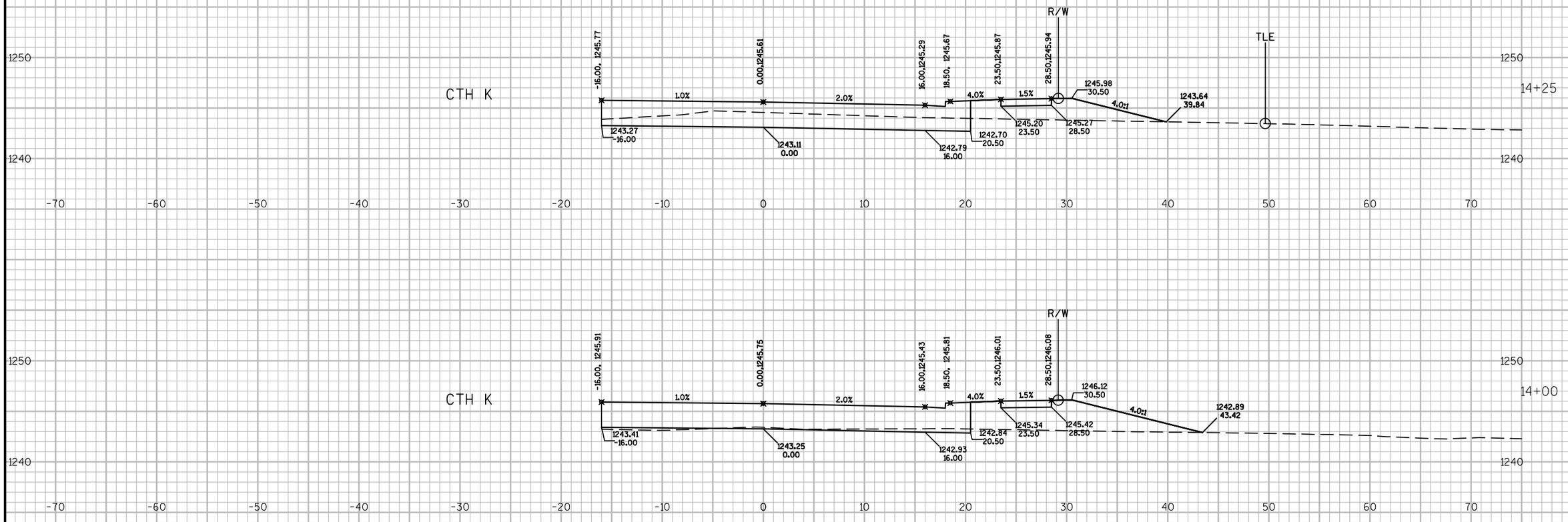
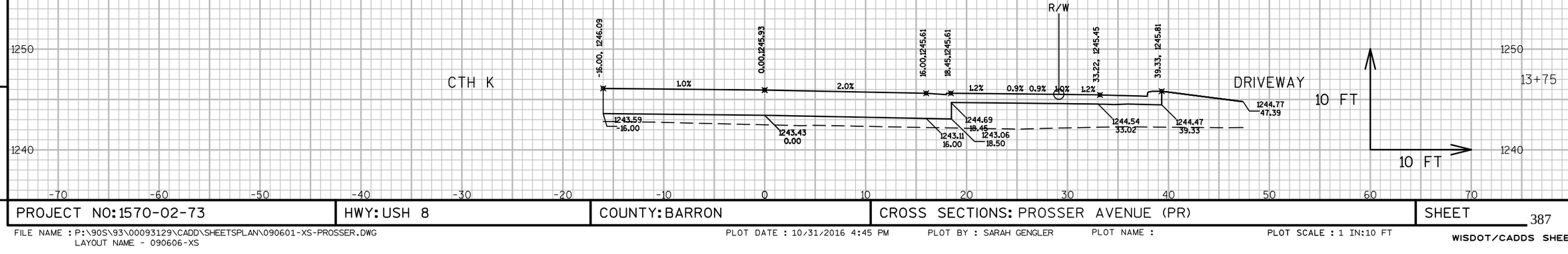
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 386	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090605-XS

PLOT DATE : 10/31/2016 4:45 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT





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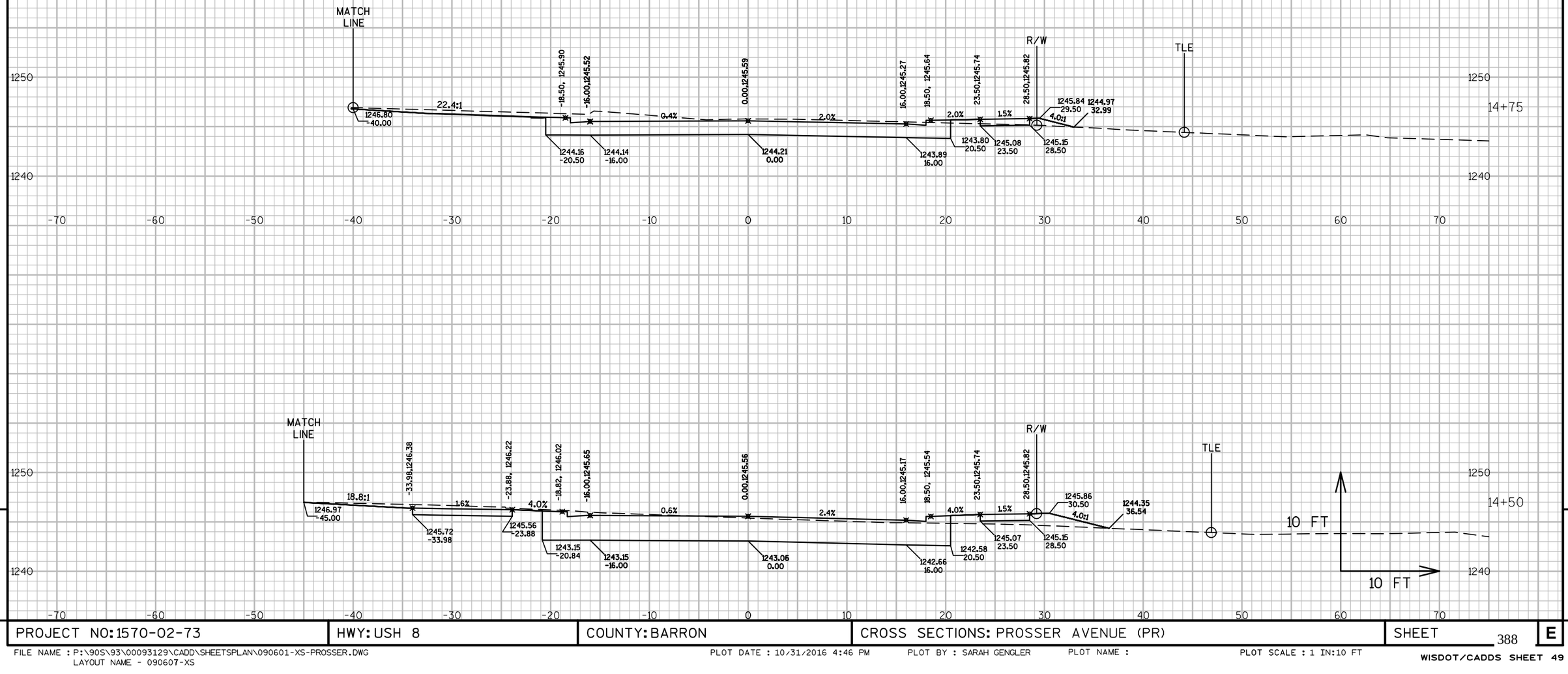
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 387	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090606-XS

PLOT DATE : 10/31/2016 4:45 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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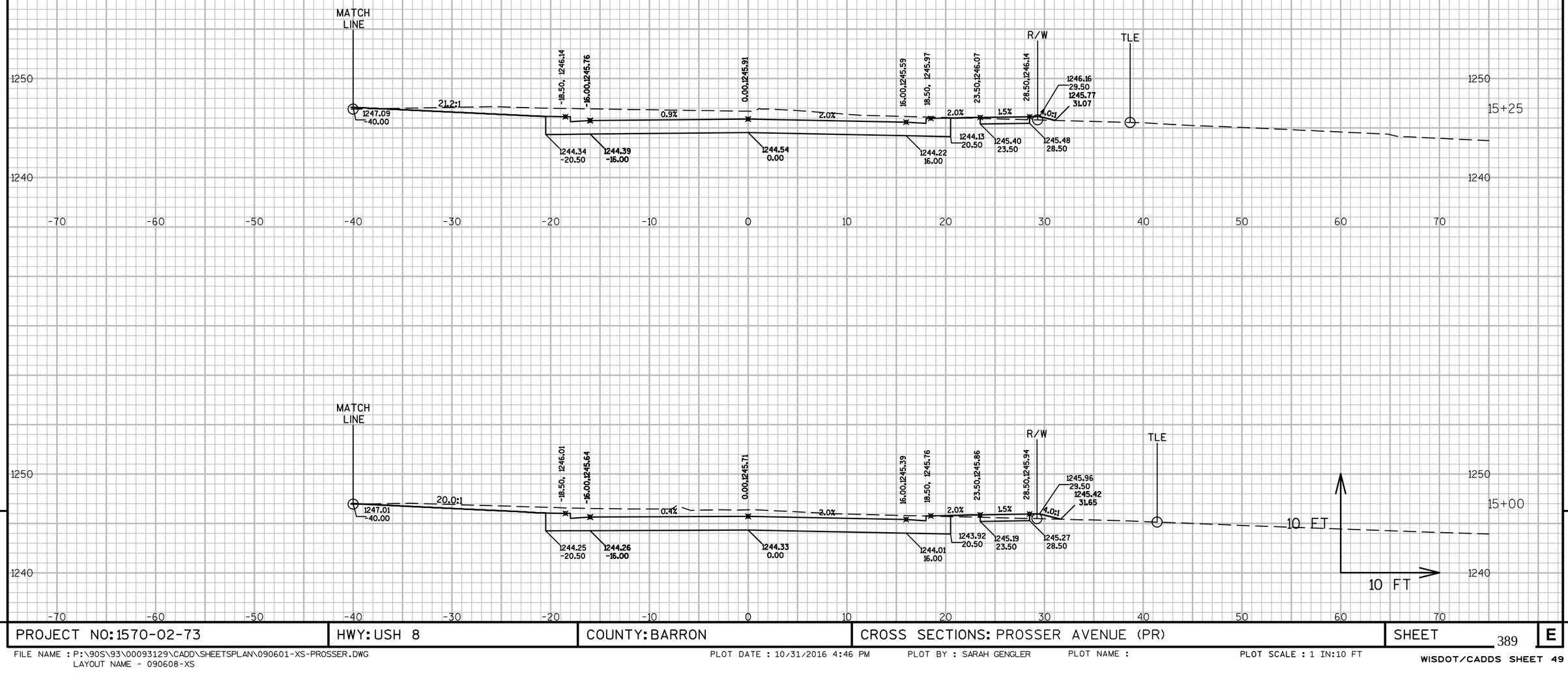
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 388	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090607-XS

PLOT DATE : 10/31/2016 4:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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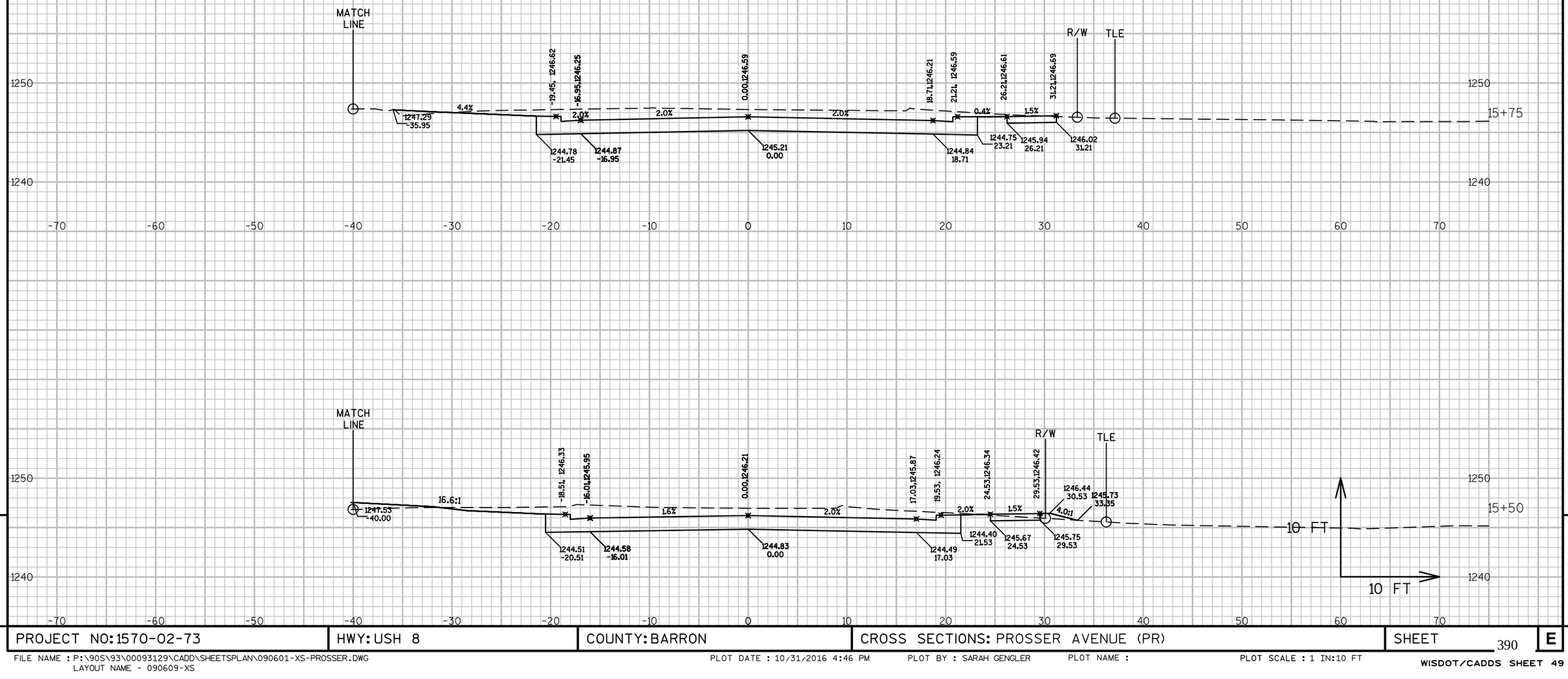
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 389	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090608-XS

PLOT DATE : 10/31/2016 4:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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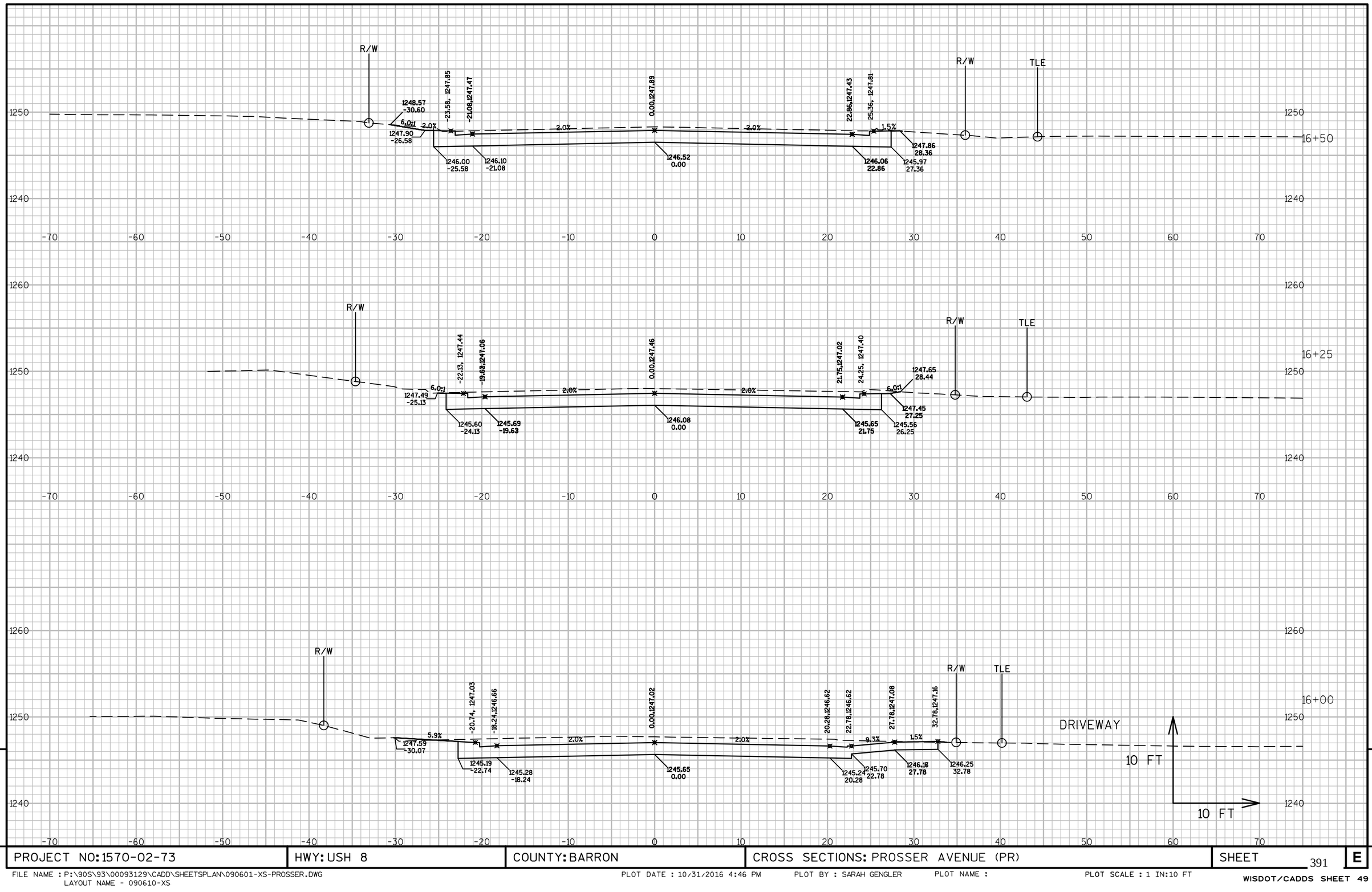
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 390	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090609-XS

PLOT DATE : 10/31/2016 4:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

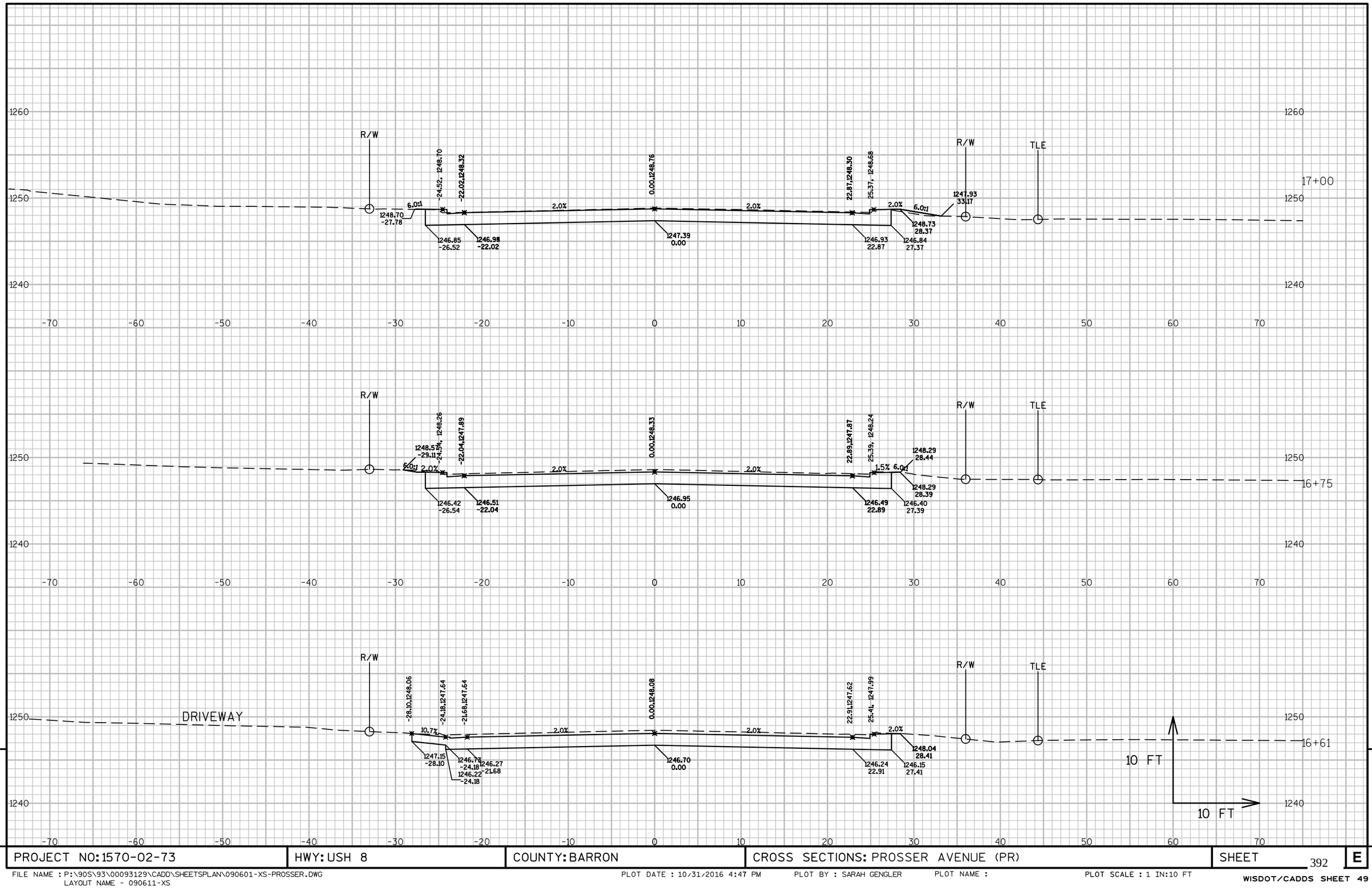
WISDOT/CADDS SHEET 49



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 391	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090610-XS

PLOT DATE : 10/31/2016 4:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



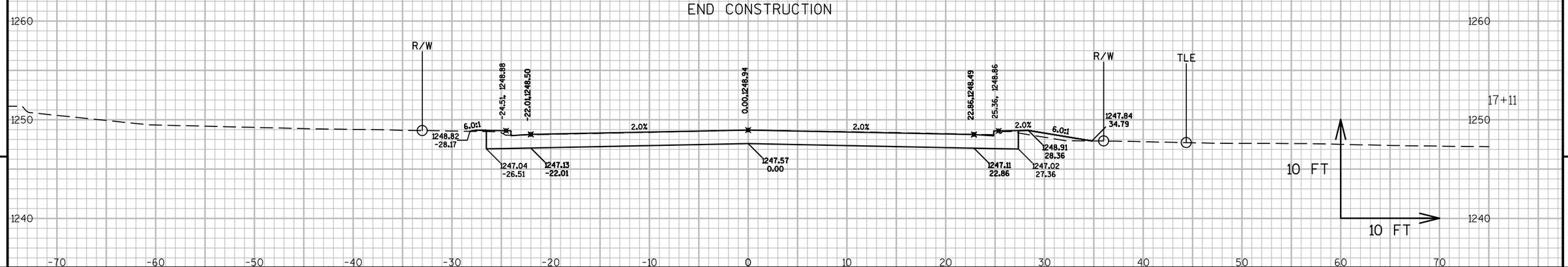
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 392	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090611-XS

PLOT DATE : 10/31/2016 4:47 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

END CONSTRUCTION

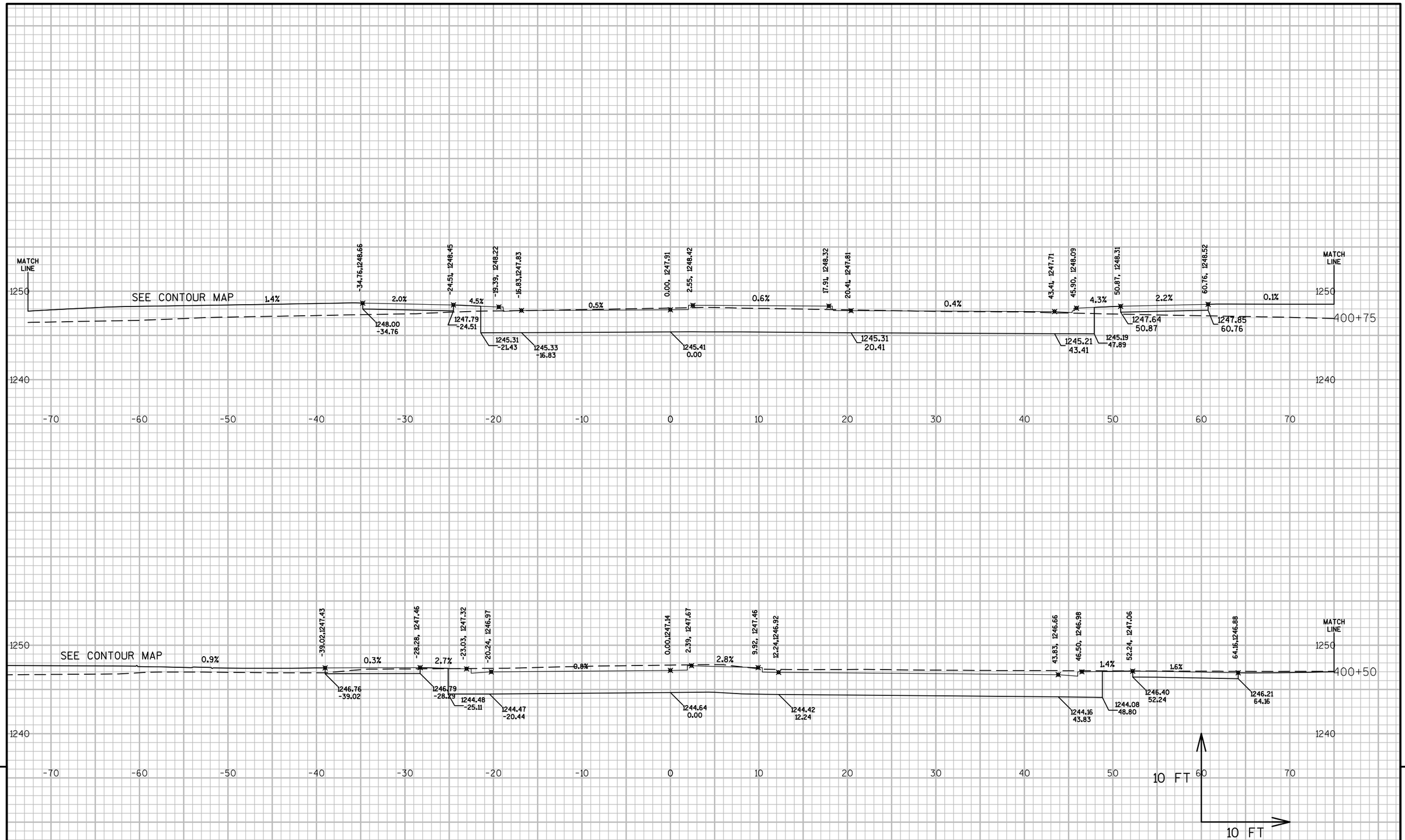


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: PROSSER AVENUE (PR)	SHEET 393	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090601-XS-PROSSER.DWG
LAYOUT NAME - 090612-XS

PLOT DATE : 10/31/2016 4:47 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

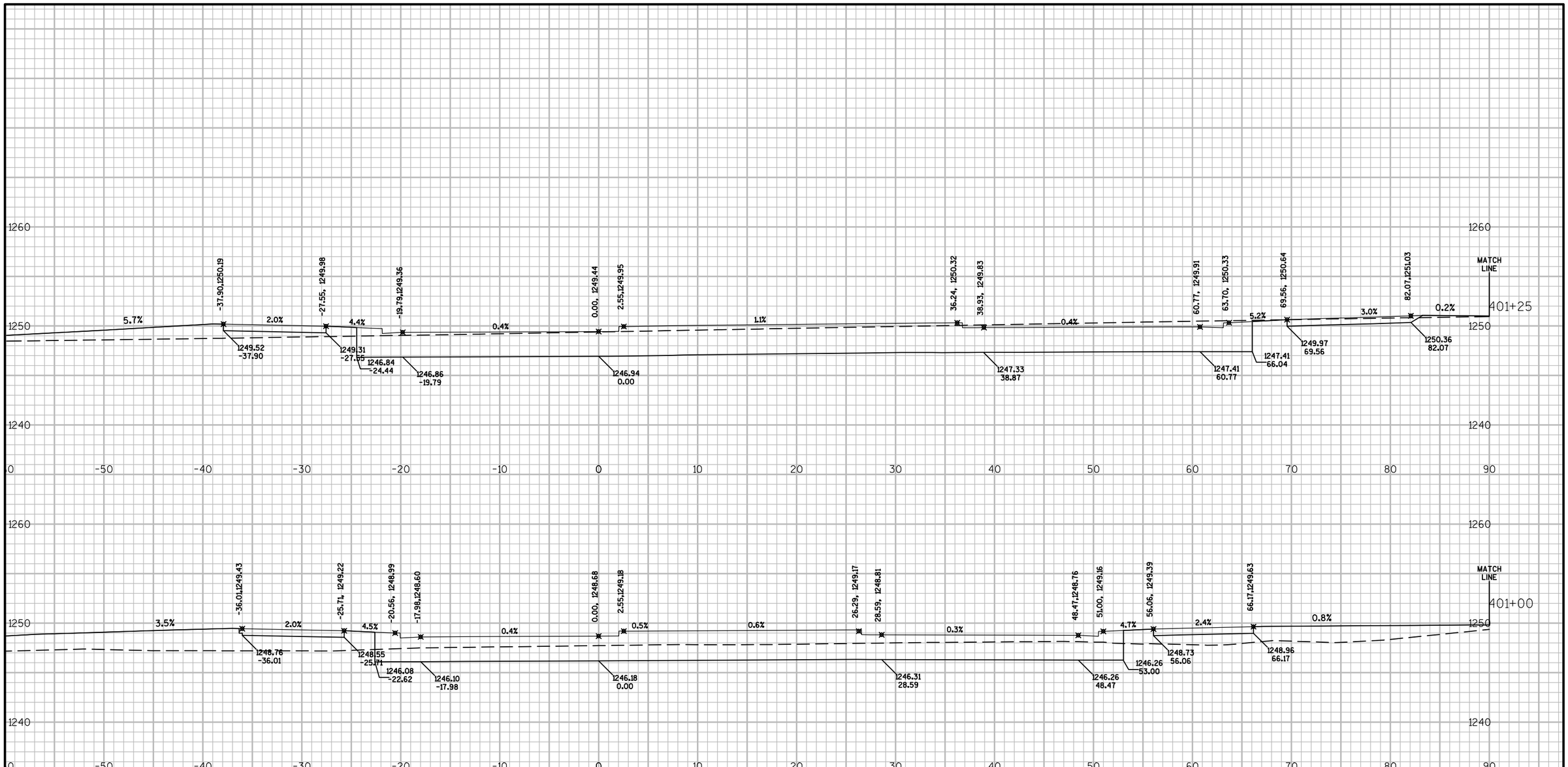


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CTH K (K)	SHEET 394	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090701-XS-K.DWG
LAYOUT NAME - 090701-XS

PLOT DATE : 10/31/2016 3:57 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

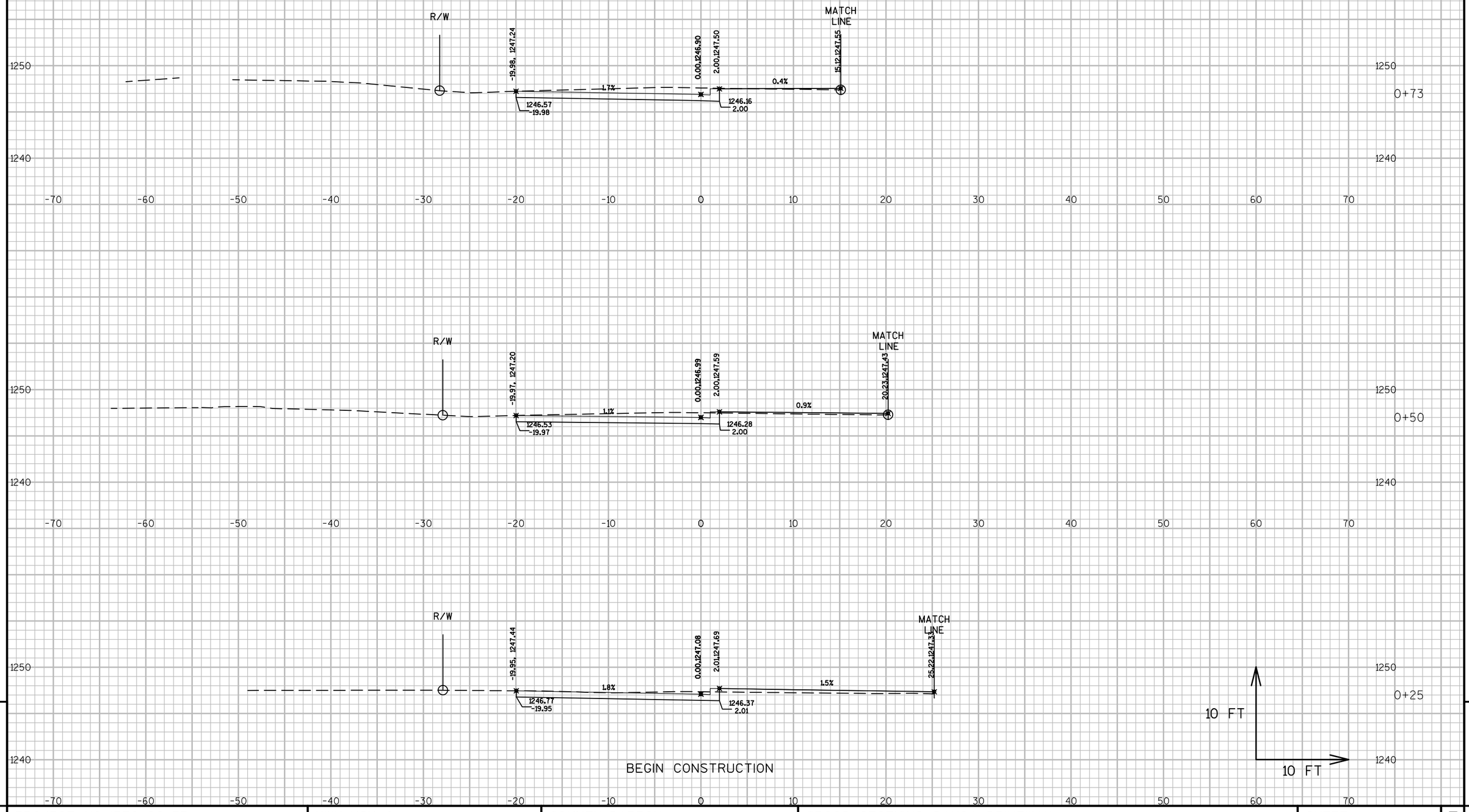


PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CTH K (K)	SHEET 395	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090701-XS-K.DWG
LAYOUT NAME - 090702-XS

PLOT DATE : 10/31/2016 3:57 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

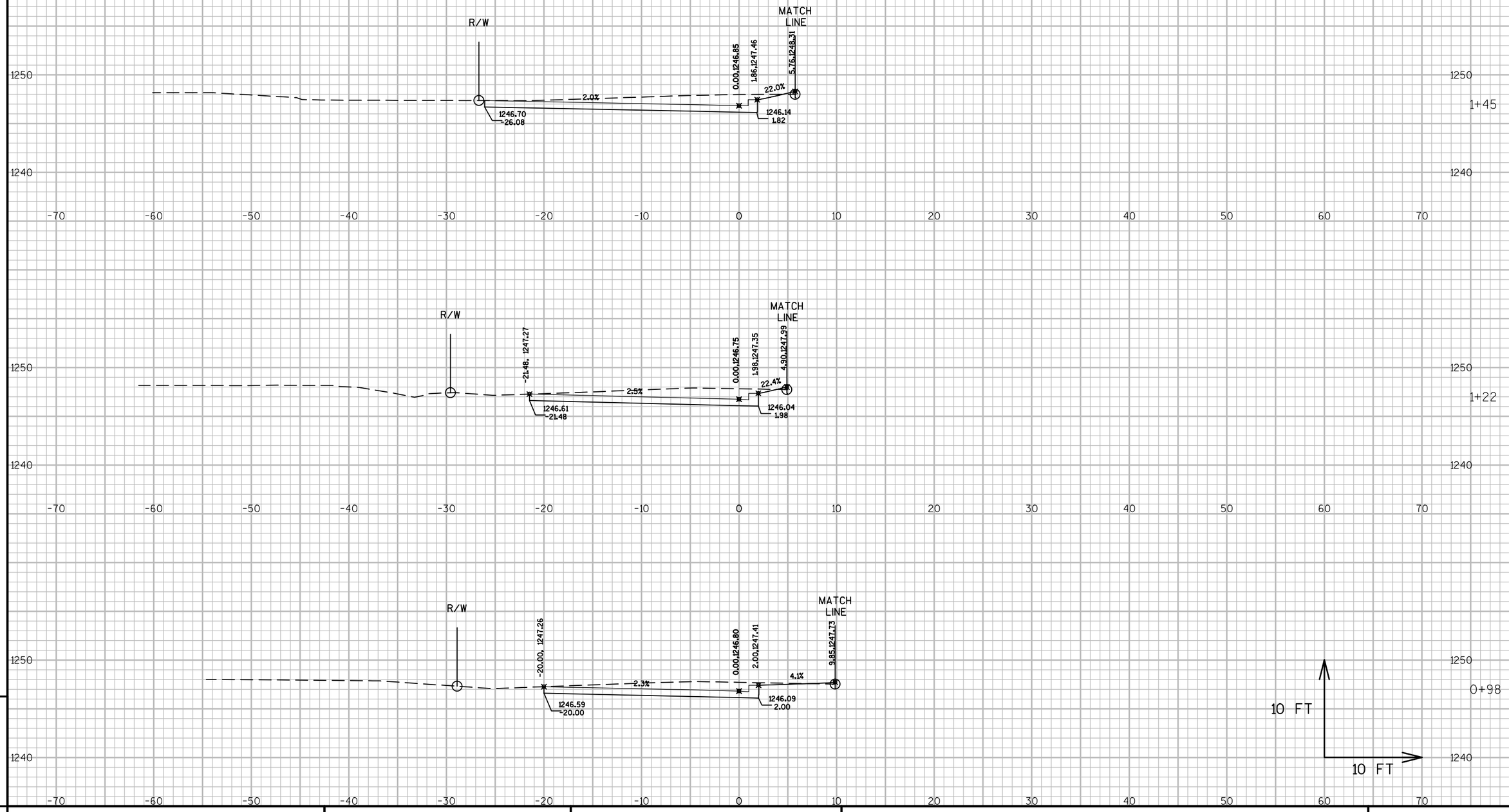
WISDOT/CADDS SHEET 49



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: DANCA DRIVEWAY	SHEET 396	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\DANCA DWY-XS.DWG
LAYOUT NAME - 090801-XS

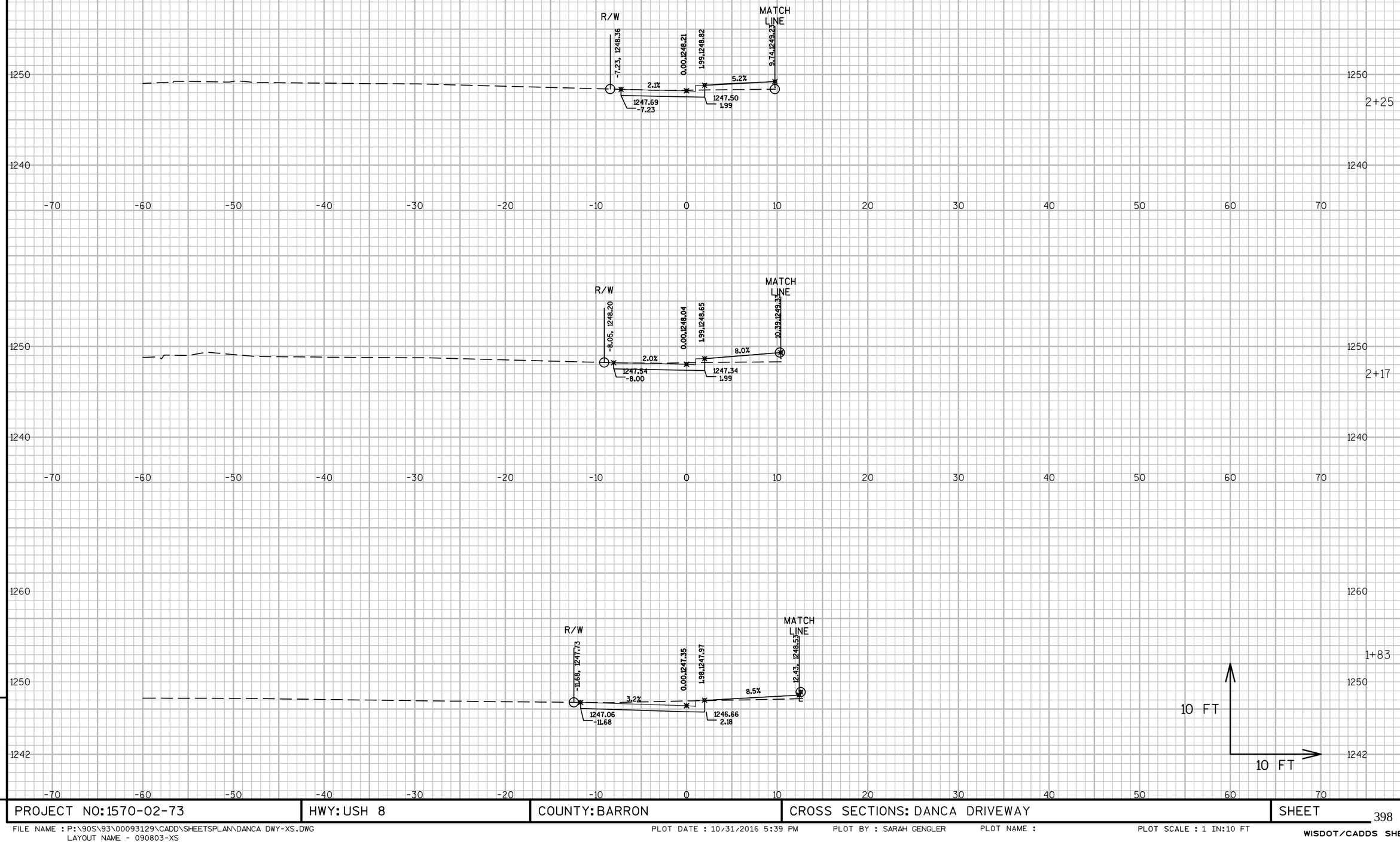
PLOT DATE : 10/31/2016 5:39 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: DANCA DRIVEWAY	SHEET 397	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\DANCA DWY-XS.DWG
LAYOUT NAME - 090802-XS

PLOT DATE : 10/31/2016 5:39 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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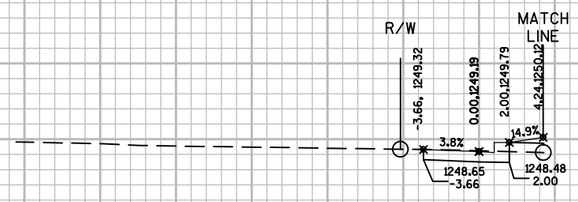
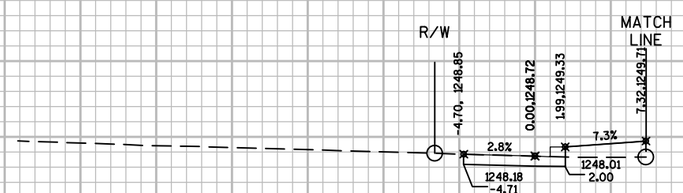
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: DANCA DRIVEWAY	SHEET 398	E

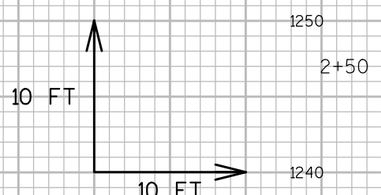
FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\DANCA DWY-XS.DWG
LAYOUT NAME - 090803-XS

PLOT DATE : 10/31/2016 5:39 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

END CONSTRUCTION







1260
1250
1240
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
2+75
2+50

9

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: DANCA DRIVEWAY	SHEET 399	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\DANCA DWY-XS.DWG
LAYOUT NAME - 090804-XS
PLOT DATE : 10/31/2016 5:39 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

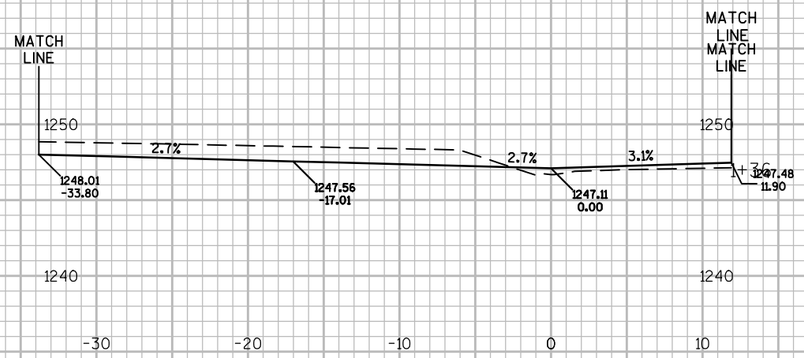
9

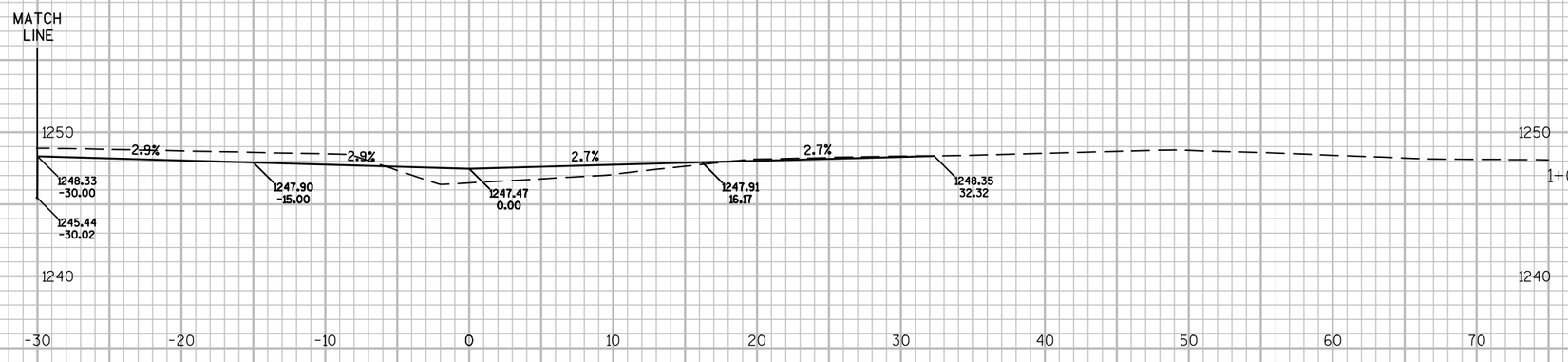
9

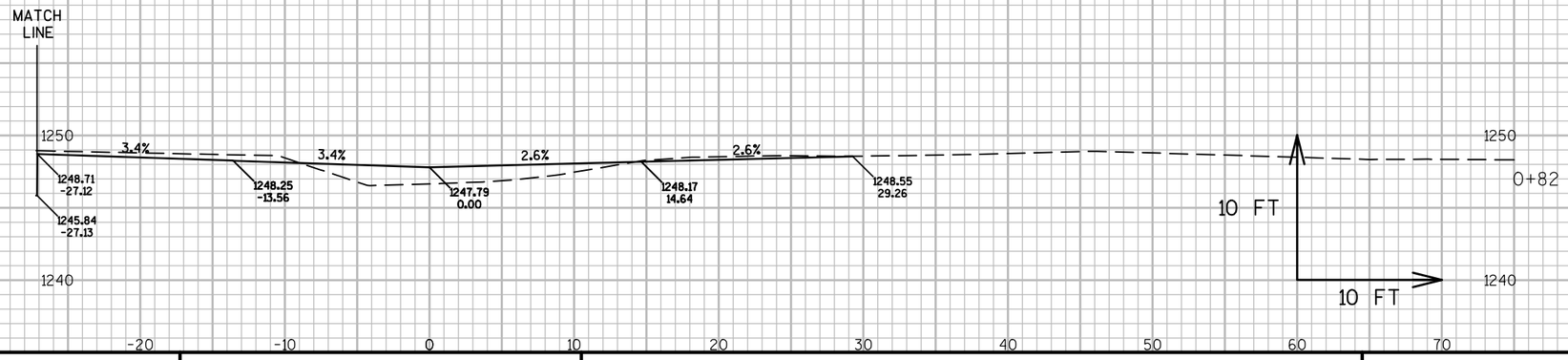
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS: POND AREA	SHEET 400	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 091003-XS

PLOT DATE : 10/31/2016 7:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



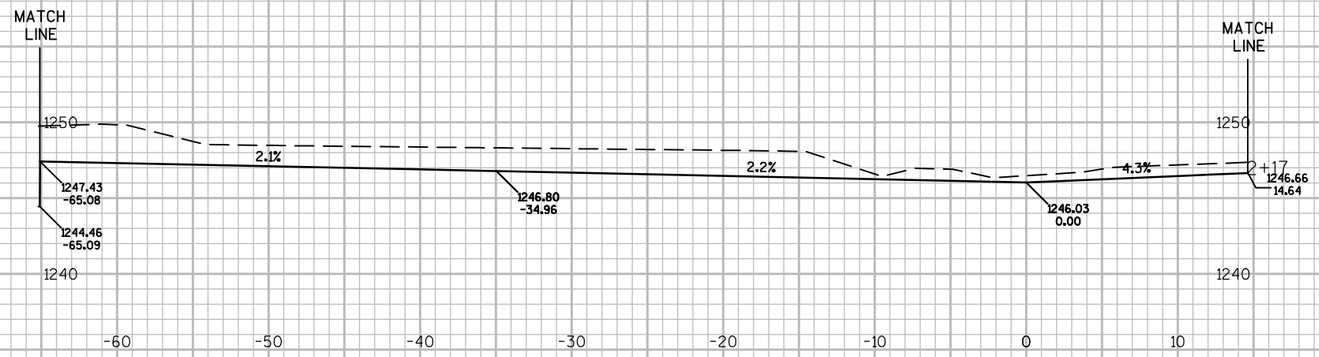


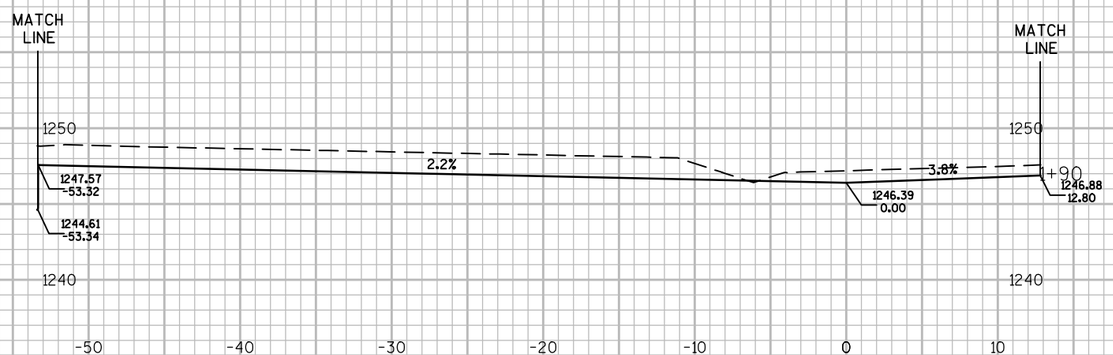


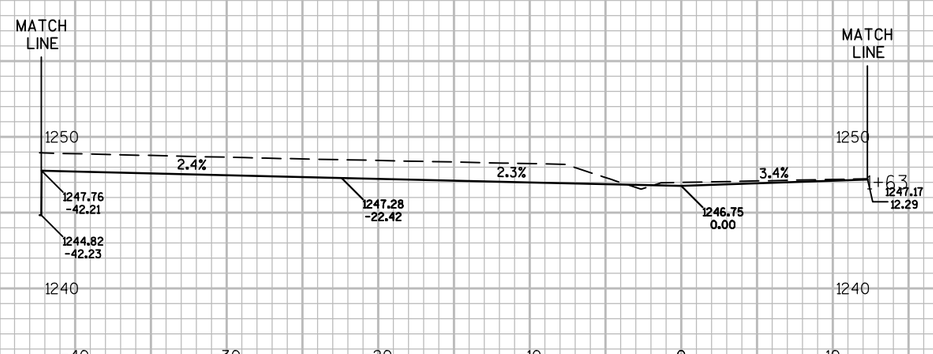
PROJECT NO:1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS - POND AREA	SHEET 401	E

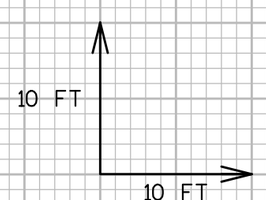
FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 091004-XS

PLOT DATE : 10/31/2016 7:47 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT









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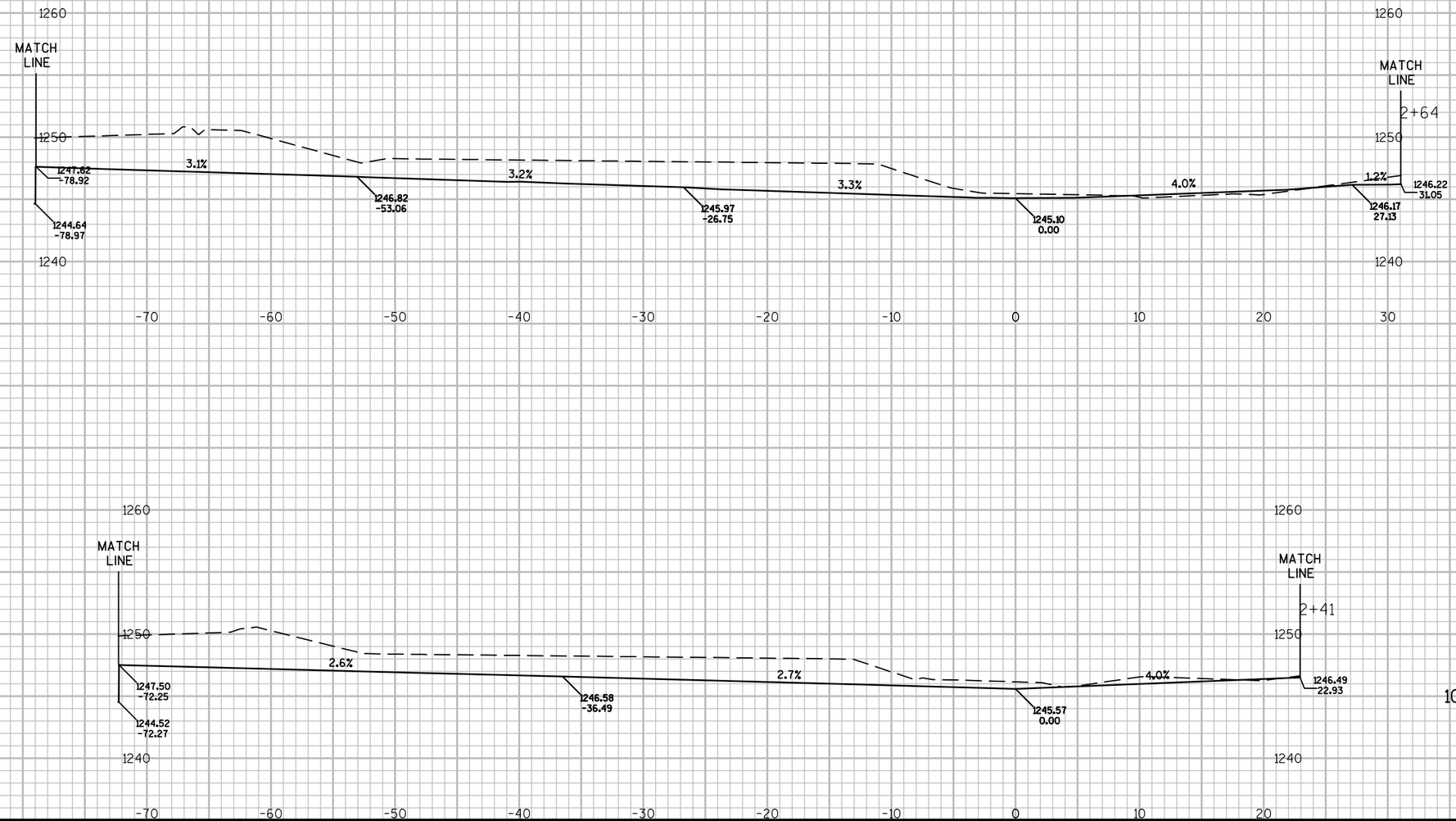
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS - POND AREA	SHEET 402	E

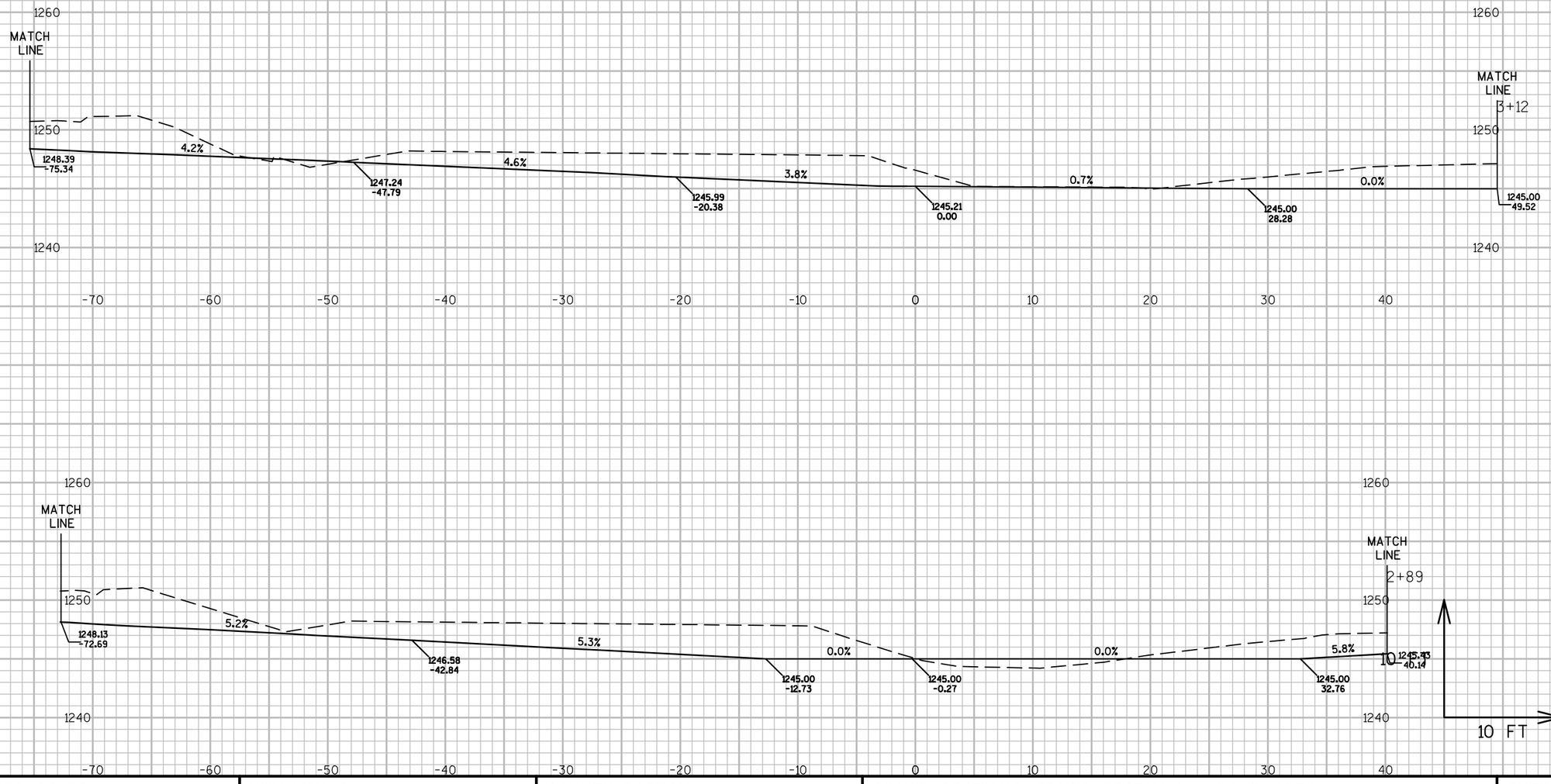
FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 091005-XS

PLOT DATE : 10/31/2016 7:47 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS - POND AREA	SHEET 403	E



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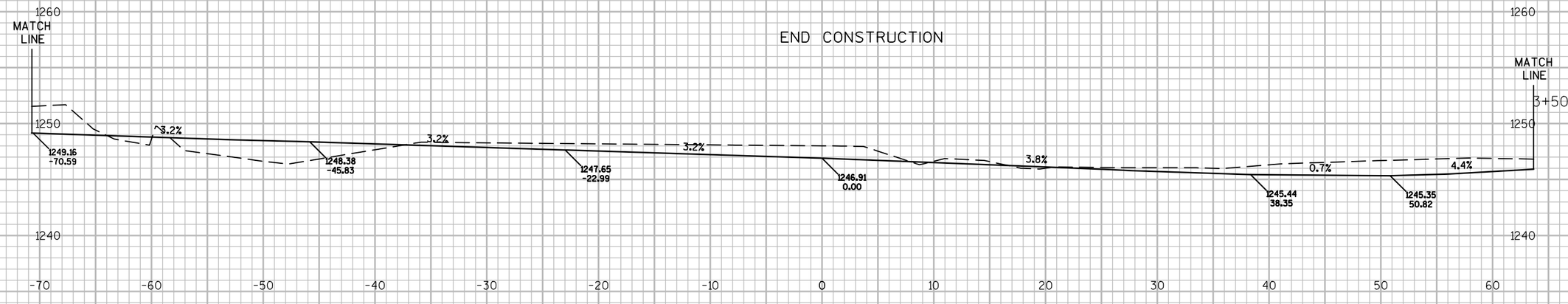
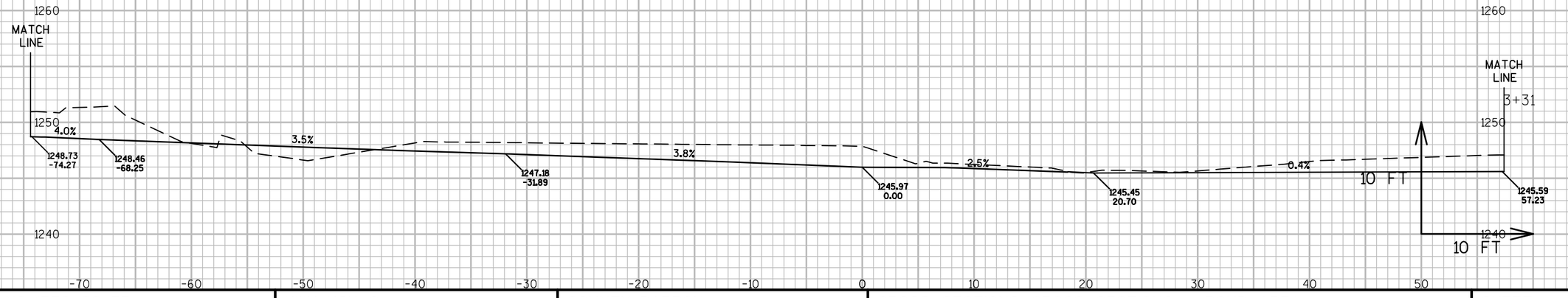
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS - POND AREA	SHEET 404	E

END CONSTRUCTION





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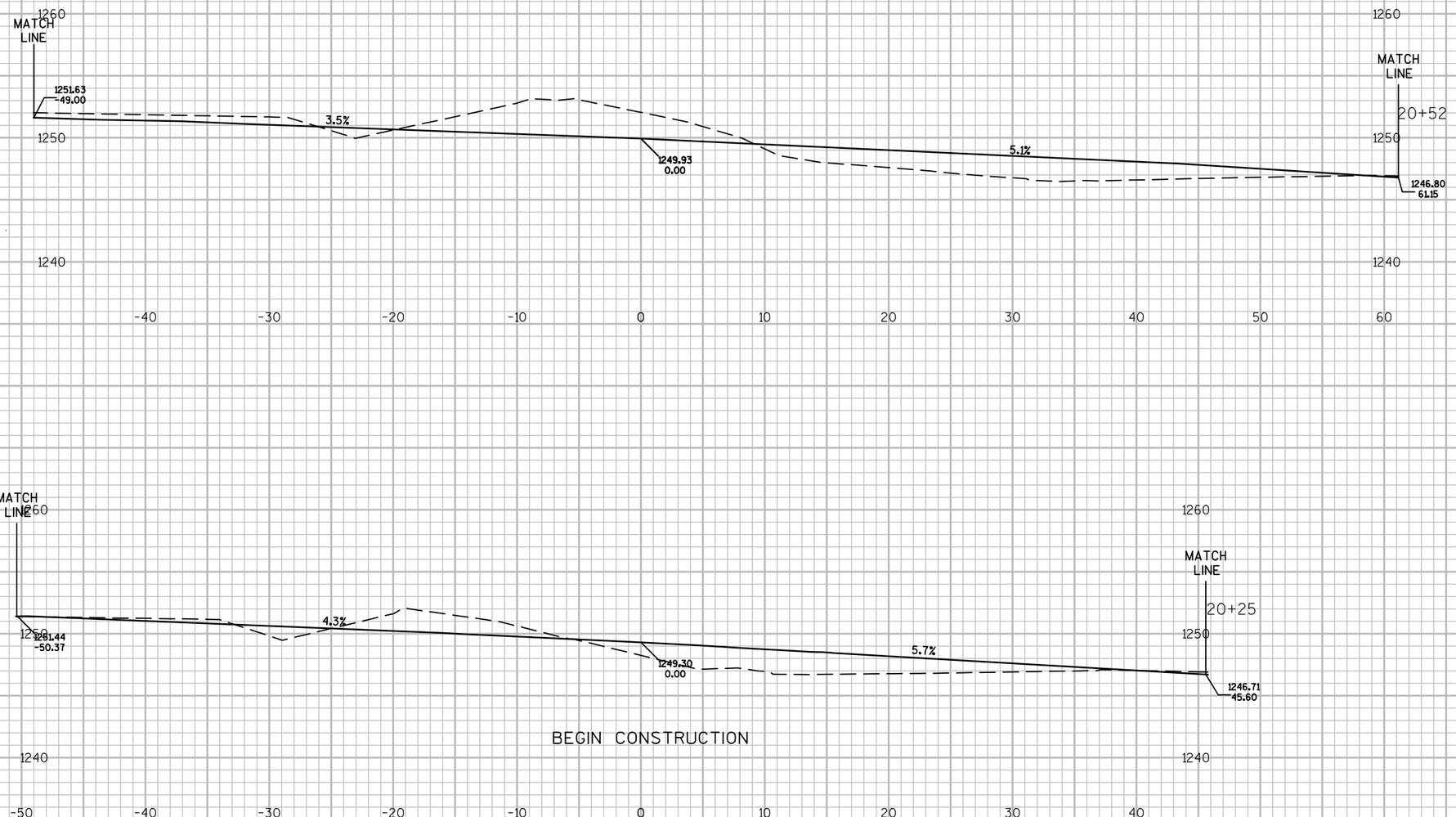
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: CROSS SECTIONS - POND AREA	SHEET 405	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 091008-XS

PLOT DATE : 10/31/2016 7:47 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

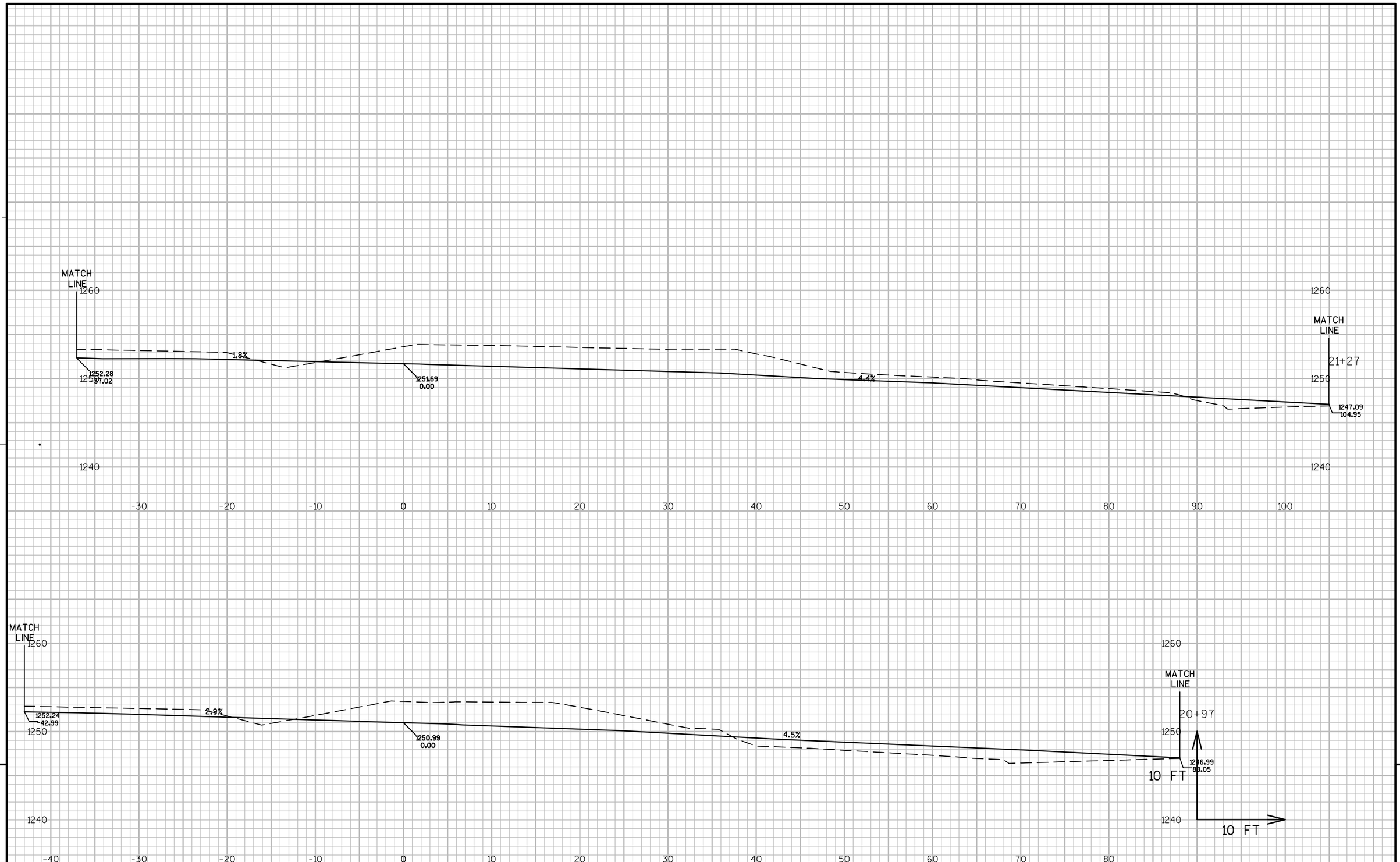
9

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EAST GRADING PARCEL	SHEET 406	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09111-XS

PLOT DATE : 10/31/2016 7:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



9

9

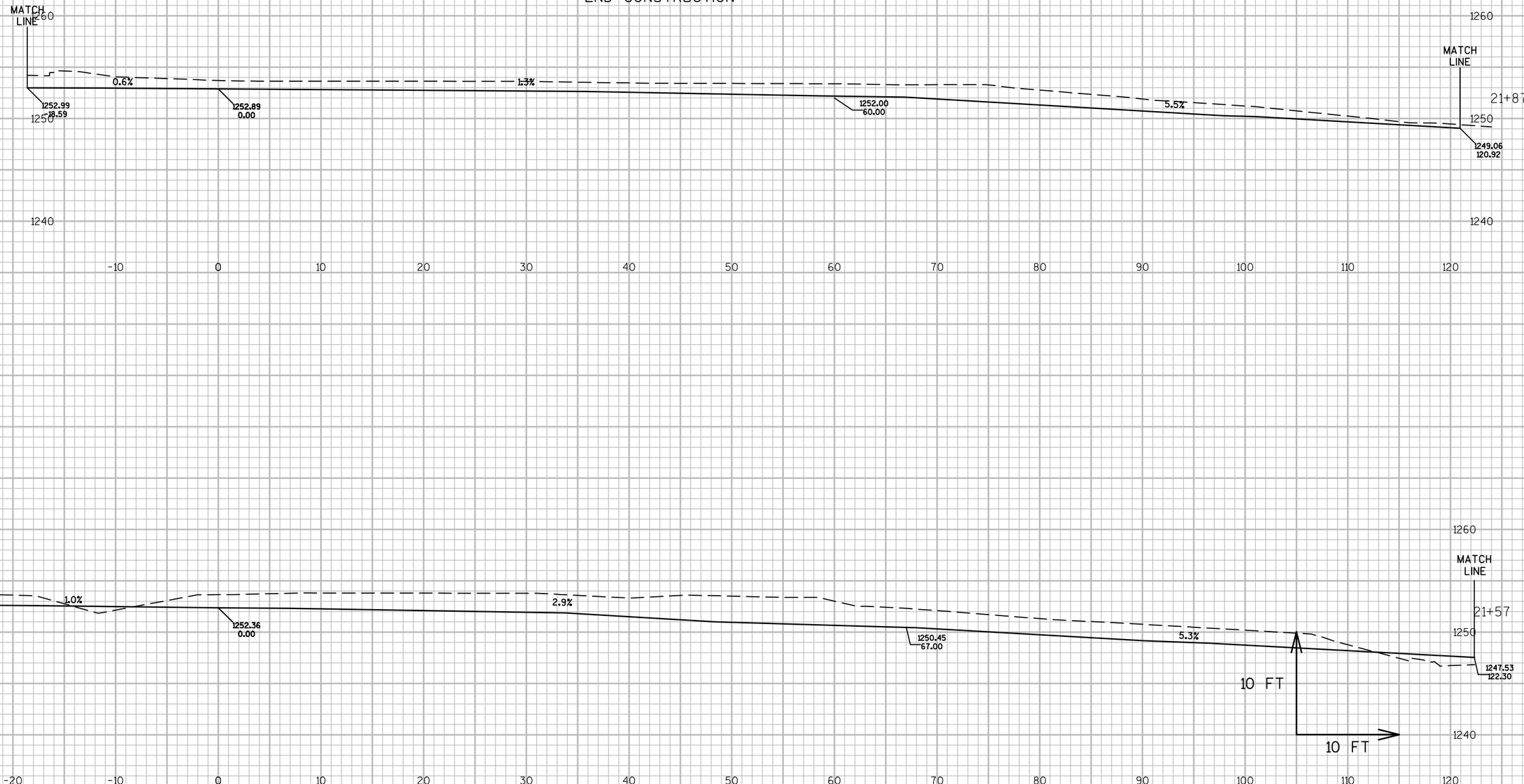
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EAST GRADING PARCEL	SHEET 407	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09112-XS

PLOT DATE : 10/31/2016 7:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

END CONSTRUCTION



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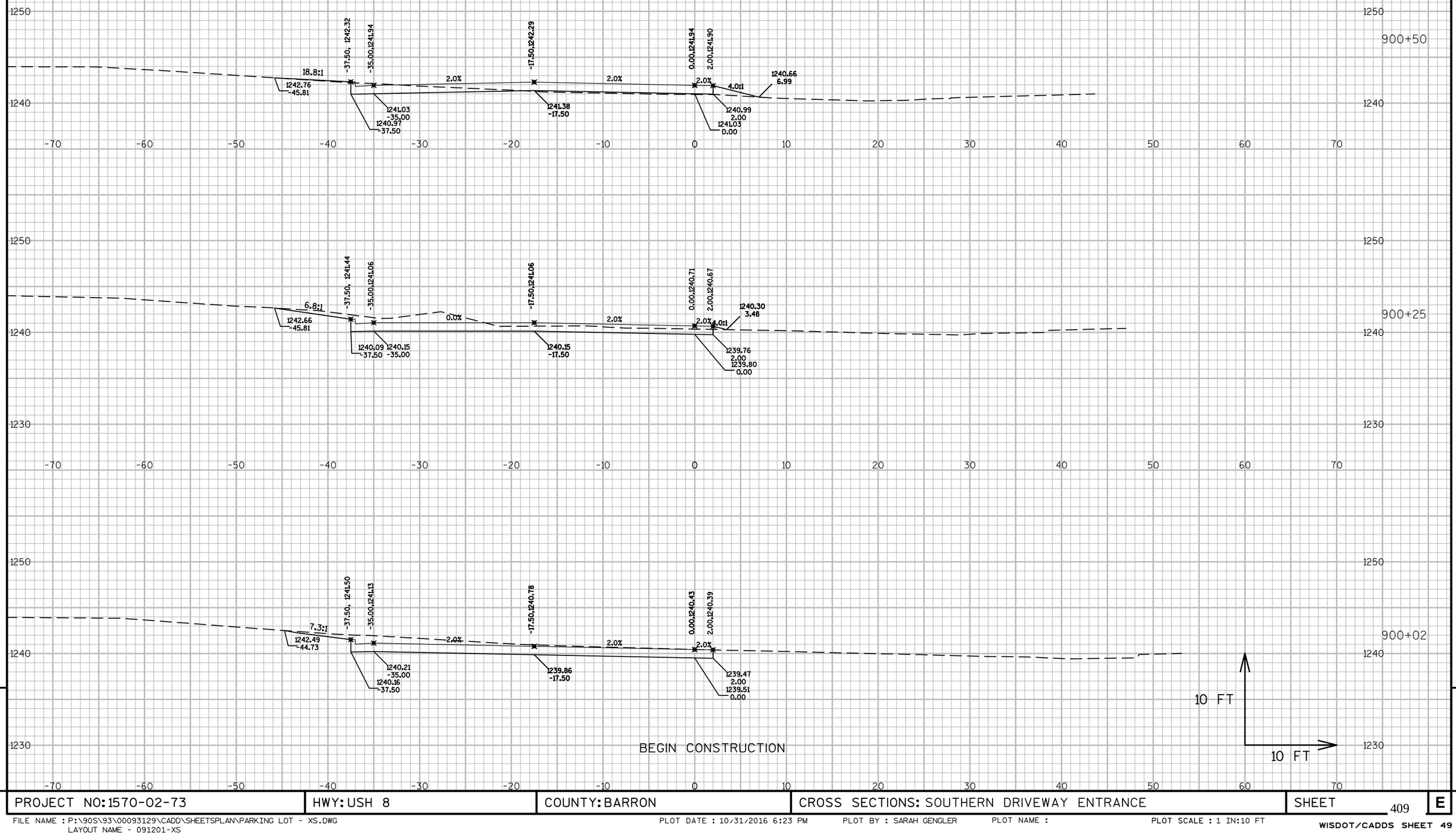
9

PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EAST GRADING PARCEL	SHEET 408	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09113-XS

PLOT DATE : 10/31/2016 7:46 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT



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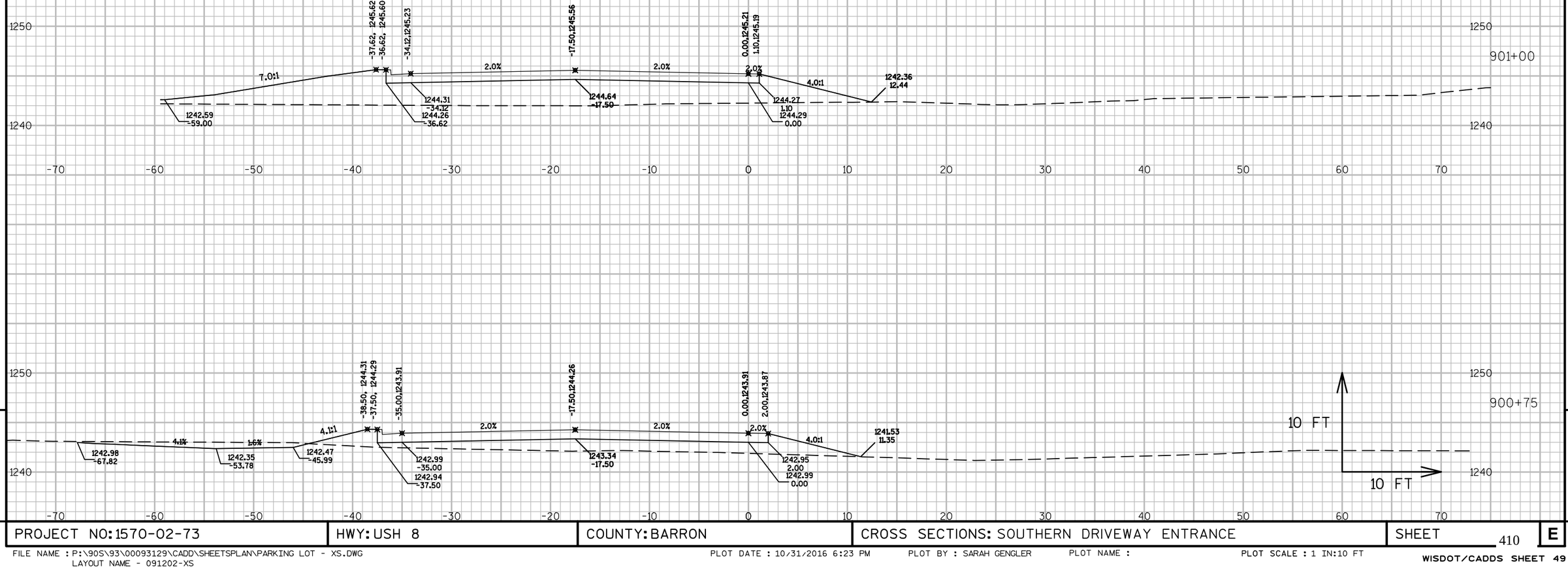
PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOUTHERN DRIVEWAY ENTRANCE	SHEET 409	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PARKING LOT - XS.DWG
LAYOUT NAME - 091201-XS

PLOT DATE : 10/31/2016 6:23 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

END CONSTRUCTION



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PROJECT NO: 1570-02-73	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SOUTHERN DRIVEWAY ENTRANCE	SHEET 410	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\PARKING LOT - XS.DWG
LAYOUT NAME - 091202-XS

PLOT DATE : 10/31/2016 6:23 PM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

SUP

PROJECT ID: 1570-02-75

WITH: 1570-02-73

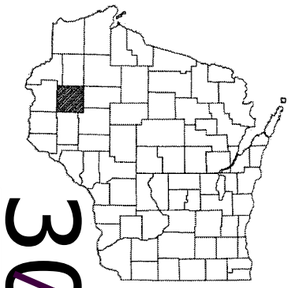
COUNTY: BARRON

MARCH 2017

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 = 288



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

V TURTLE LAKE, USH 8

USH 63 E JCT/MAPLE ST INTERSECTION

USH 8

BARRON

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1570-02-75	WISC 2017118	1

STATE PROJECT NUMBER
1570-02-75

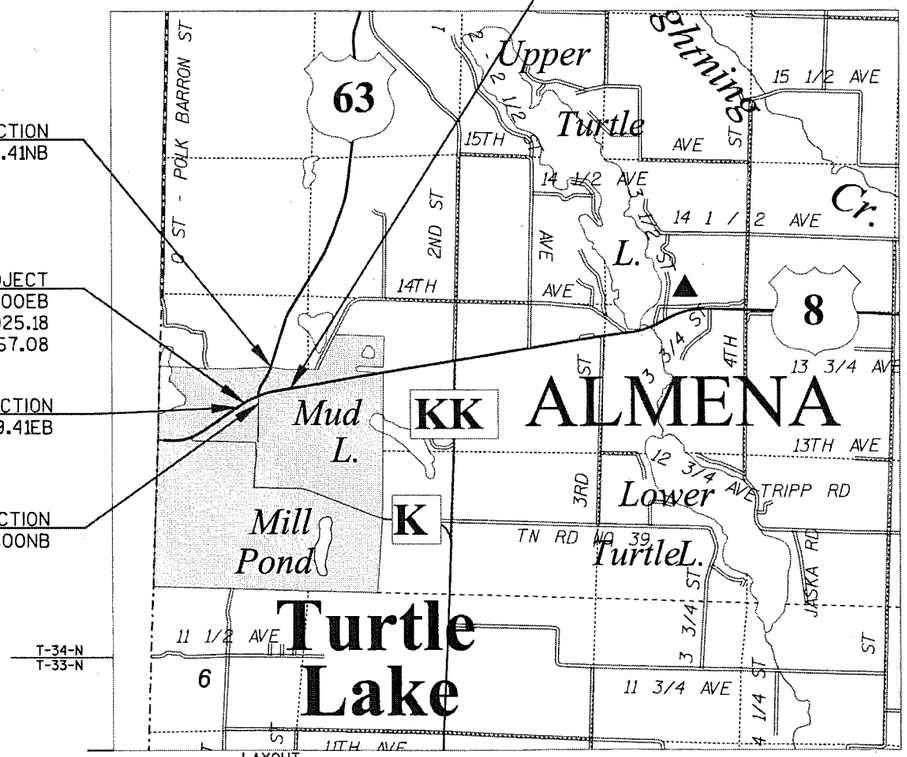
END PROJECT
STA. 1326+42.68EB

END CONSTRUCTION
STA. 106+29.41NB

BEGIN PROJECT
STA. 1313+10.00EB
X=230,025.18
Y=97,067.08

BEGIN CONSTRUCTION
STA. 1310+29.41EB

BEGIN CONSTRUCTION
STA. 301+00.00NB



TOTAL NET LENGTH OF CENTERLINE = 0.371 MILES
(USH 8 = 0.252 MILES)
(USH 63 = 0.119 MILES)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BARRON COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO VERTICAL DATUM NAVD88 (1991).

DESIGN DESIGNATION

			USH 8	USH 63
A.A.D.T.	(2017)	=	9,000	4,800
A.A.D.T.	(2037)	=	11,100	5,950
D.H.V.		=	12.1%	12.1%
D.D.		=	60/40	60/40
T.		=	14.5%	14.5%
DESIGN SPEED		=	40	60
ESALS		=	6,600,000 (INTERSECTION)	

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 (3DOPER)
- 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)
- OVERHEAD UTILITY (OH)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

ORIGINAL PLANS PREPARED BY

GHD Inc.
5325 Wall Street, Suite 2305, Madison WI 53718 USA
T 1 608 249 4545 F 1 608 249 4402
E madison@ghd.com W www.ghd.com

STATE OF WISCONSIN
AMANDA M. DeAMICO
NO.43334-6
MADISON WI
PROFESSIONAL ENGINEER

10/14/2016 (Date) Amanda DeAmico (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	FLEMING, ANDRE & ASSOCIATES
Designer	GHD INC.
Project Manager	BETH CUNNINGHAM
Regional Examiner	
Regional Supervisor	ANDREW STENSLAND

APPROVED FOR THE DEPARTMENT

DATE: 10/21/16 Andy Thorson (Signature)

E

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LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
APPROX.	APPROXIMATE
A.E.W.	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
AZ.	AZIMUTH
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L	CENTER LINE
CONC.	CONCRETE
CONST.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CFS	CUBIC FEET/SECOND
C.Y., CU. YD.	CUBIC YARD
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
D.	DIRECTIONAL DISTRIBUTION
DISCH. OR DIS.	DISCHARGE
EA.	EACH
ELECT.	ELECTRIC
EL. OR ELEV.	ELEVATION
EMB.	EMBANKMENT
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
FT.	FOOT
F.L.	FLOW LINE
GA.	GAUGE
HORIZ.	HORIZONTAL
CWT.	HUNDREDWEIGHT
INL.	INLET
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
LIN.	LINEAR
LIN. FT.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MI.	MILE
MISC.	MISCELLANEOUS
N.E.	NORTH EAST
N.W.	NORTH WEST
PAV'T	PAVEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.O.T.	POINT ON TANGENT
LB.	POUND
P.E.	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQ'D	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHR.	SHRINKAGE
SL.	SLOPE
STD.	STANDARD
S.D.D.	STANDARD DETAIL DRAWINGS
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.P.P.A.	STRUCTURAL PLATE PIPE ARCH
STRUCT.	STRUCTURE
SURF.	SURFACE
TEL.	TELEPHONE
TN.	TOWN
T.	TRUCKS (PERCENT OF)
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND
V.	VELOCITY OR DESIGN SPEED VERTICAL CURVE

DESIGN CONTACTS

AMANDA DeAMICO
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SPOONER, WI 54801
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BETH.CUNNINGHAM@DOT.WI.GOV

WISCONSIN DNR CONTACT

AMY CRONK
DNR NORTHERN REGION HQ
810 W. MAPLE STREET
SPOONER, WI 54801
(715)635-4229
AMY.CRONK@WISCONSIN.GOV

DESIGNER NOTES

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES FOR LIGHTING PROVIDED BY CLARK-DIETZ, INC.

DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES FOR TEMPORARY TRAFFIC SIGNALS PROVIDED BY MSA PROFESSIONAL SERVICES, INC.

ALL OTHER DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES PROVIDED BY GHD INC.

UTILITY CONTACTS

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2426 75TH AVENUE
OSCEOLA,WI 54020
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LEWIS KNAPP
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104 W SOUTH STREET
RICE LAKE, WI 54868
PHONE: (715) 234-9605
E-MAIL: lewis.knapp@we-energies.com

TOM HAASE
CHARTER COMMUNICATIONS
2304 S MAIN STREET
RICE LAKE, WI 54868
PHONE: (715) 719-0564
EMAIL: tom.haase@charter.com

KURT D. CHILDS
DAIRYLAND POWER COOPERATIVE-ELEC
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P.O. BOX 817
LA CROSSE, WI 54602-0817
PHONE: (608) 788-4000
E-MAIL: kurt.childs@dairylandpower.com

JAKE MILLER
XCEL ENERGY - ELEC
801 KWLLER AVENUE SOUTH
AMERY, WI 54011
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CORY DAVIS
VILLAGE OF TURTLE LAKE-WATER
520 LOGAN AVE EAST
P.O. BOX 11
TURTLE LAKE, WI 54889
PHONE: (715) 986-2820
E-MAIL: vtlpw@turtlelakewi.com

DENNIS RUSSETT
MOSAIC TELECOM-COMMUNICATION LINE
401 S 1ST STREET
CAMERON, WI 54822
PHONE: (715) 458-5378
E-MAIL: ctcdennis@mosaictelecom.com

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK.

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

THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY, SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE IMMEDIATELY AFTER FINISHED GRADING IS COMPLETE.

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

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

CURB & GUTTER RADII AND ELEVATIONS ARE MEASURED FROM FACE OF CURB AND CURB FLANGE, RESPECTIVELY.

THE LOCATION OF STORM SEWER STRUCTURES REFERS TO THE CENTER OF THE STRUCTURE.

INSTALL/MAINTAIN ADVANCED WARNING SIGNS BEFORE BEGINNING WORK IN THE NOTED STAGE.

MAINTAIN MINIMUM 11-FT LANES ALONG USH 8 & USH 63 AT ALL TIMES.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE BID ITEM "TRAFFIC CONTROL COVERING SIGNS".

DO NOT STORE CONSTRUCTION EQUIPMENT OR MATERIALS WITHIN WETLAND AREAS.

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

WHERE SOFT SILTS ARE ENCOUNTERED AND NOT EXCAVATED BELOW SUBGRADE, THE ROADWAY SHALL BE BUILT FROM SLOPE INTERCEPT TO SLOPE INTERCEPT IN A CONTINUOUS GRADING OPERATION. CONSTRUCTION OF THE ROAD CORE (1H:1V) FIRST WITH SLOPES CONSTRUCTED LATER WILL NOT BE ACCEPTED UNLESS OTHERWISE APPROVED BY THE ENGINEER IN THE FIELD.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

UNDISTRIBUTED QUANTITIES OF "REMOVING SMALL SIGN SUPPORTS" AND "POSTS WOOD 4x6 INCH x 16 FT" SHALL BE USED WHEN EXISTING SIGN POSTS CANNOT BE SALVAGED AS DIRECTED BY THE ENGINEER.

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

PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS, AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

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

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS

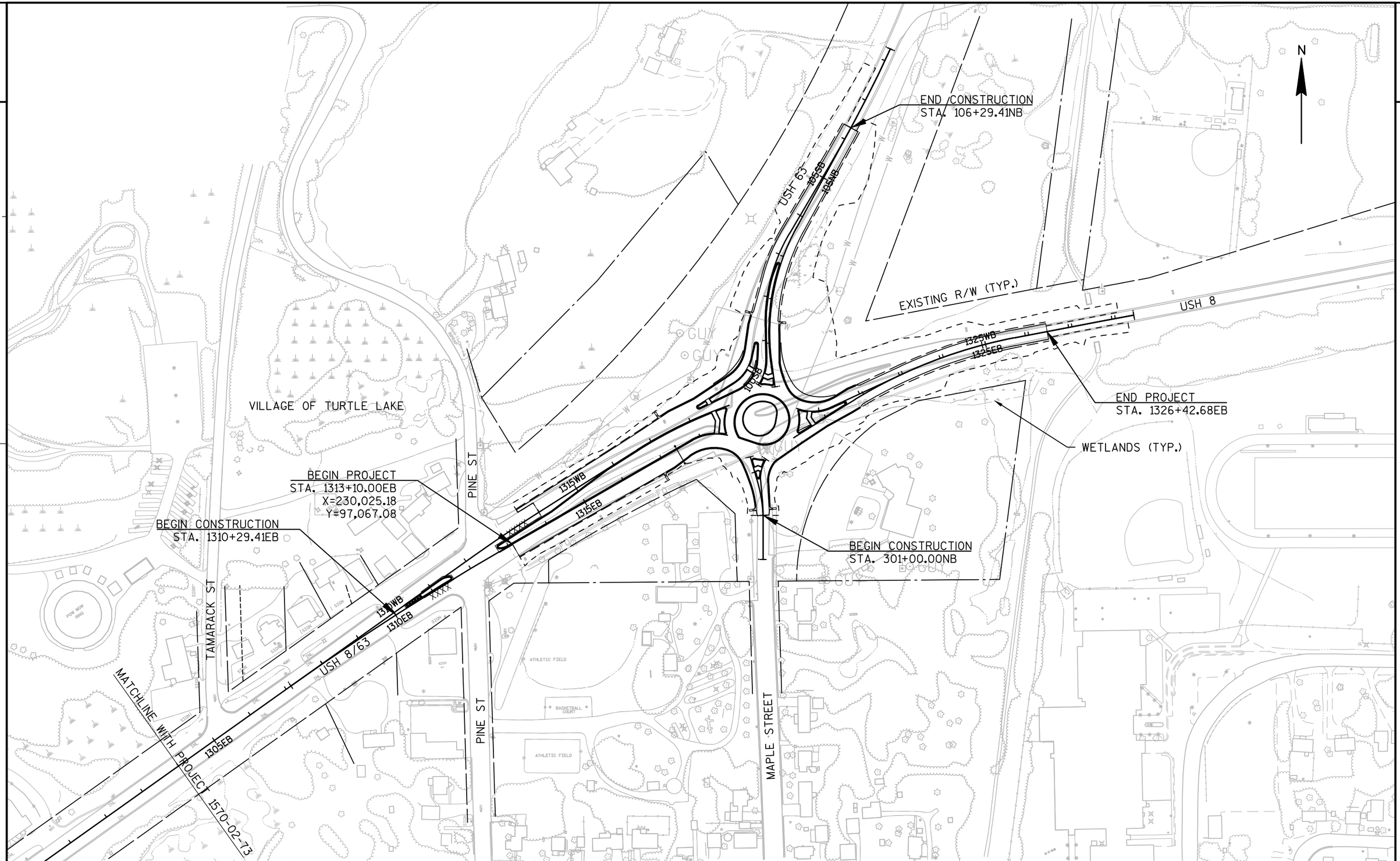
TOTAL LAYER THICKNESS	LAYER THICKNESS	BID ITEM NAME
10" PAVEMENT	2.5-INCH UPPER LAYER	4 HT 58-34 V
	3.5-INCH LOWER LAYER 4-INCH LOWER LAYER	3 HT 58-34 H
3.5" SHOULDERS	3.5-INCH LAYER	4 MT 58-34 S
TEMPORARY PAVEMENTS	5-INCH LAYER	ASPHALTIC SURFACE TEMPORARY

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

ORDER OF SECTION 2 SHEETS:

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVEMENT GRADES
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
EXISTING SIGNS
PERMANENT SIGNS
LIGHTING PLAN
TEMPORARY TRAFFIC SIGNALS
PAVEMENT MARKINGS
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT & SUPERELEVATION DETAILS

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PROJECT OVERVIEW	SHEET 3	E

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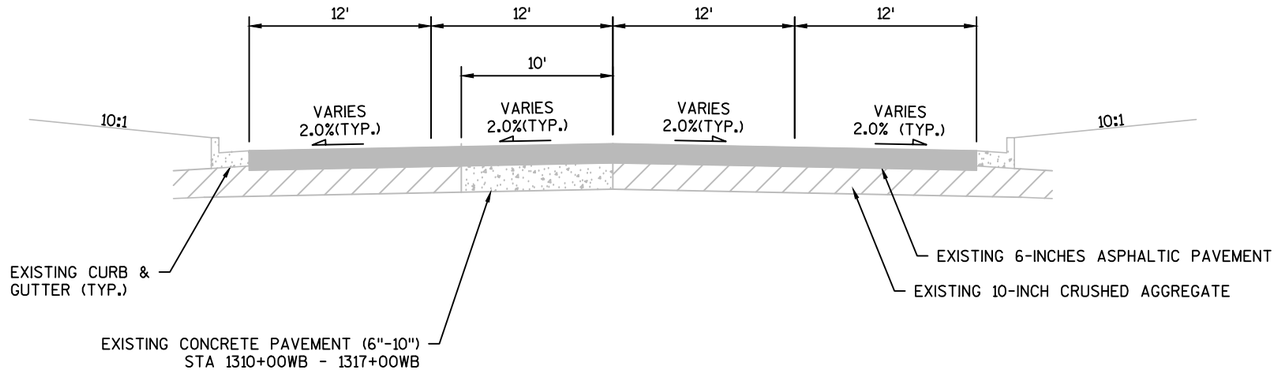
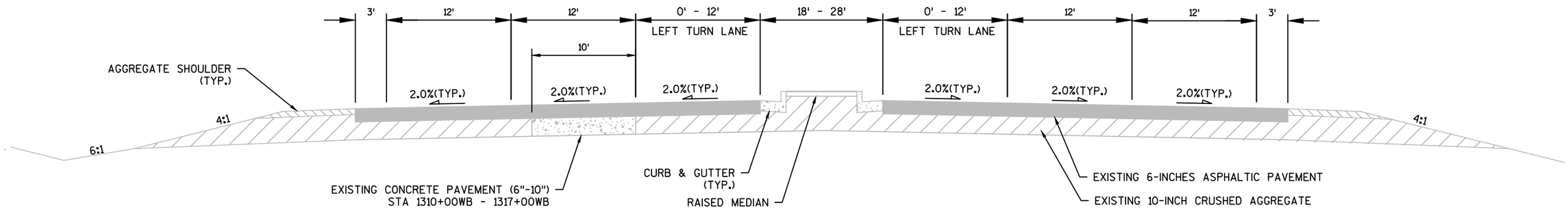
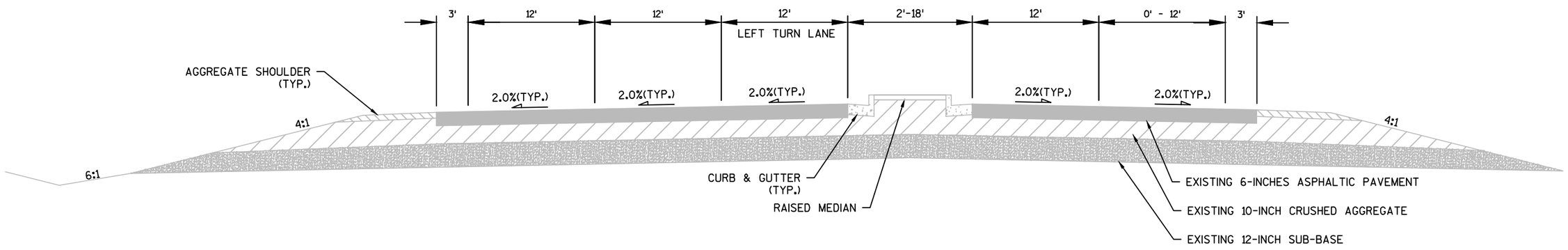
LAYOUT NAME - 020201-PO
PLOT DATE : 10/5/2016 8:15 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION USH 8
STA. 1298+00 - STA. 1310+00



EXISTING TYPICAL SECTION USH 8 (WEST LEG)
STA. 1310+00EB - STA. 1318+50EB



EXISTING TYPICAL SECTION USH 8 (EAST LEG)
STA. 1318+50EB - STA. 1322+85EB

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: EXISTING TYPICAL SECTIONS	SHEET 4	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\020301-TS.DWG
USH 8 - 020301-TS
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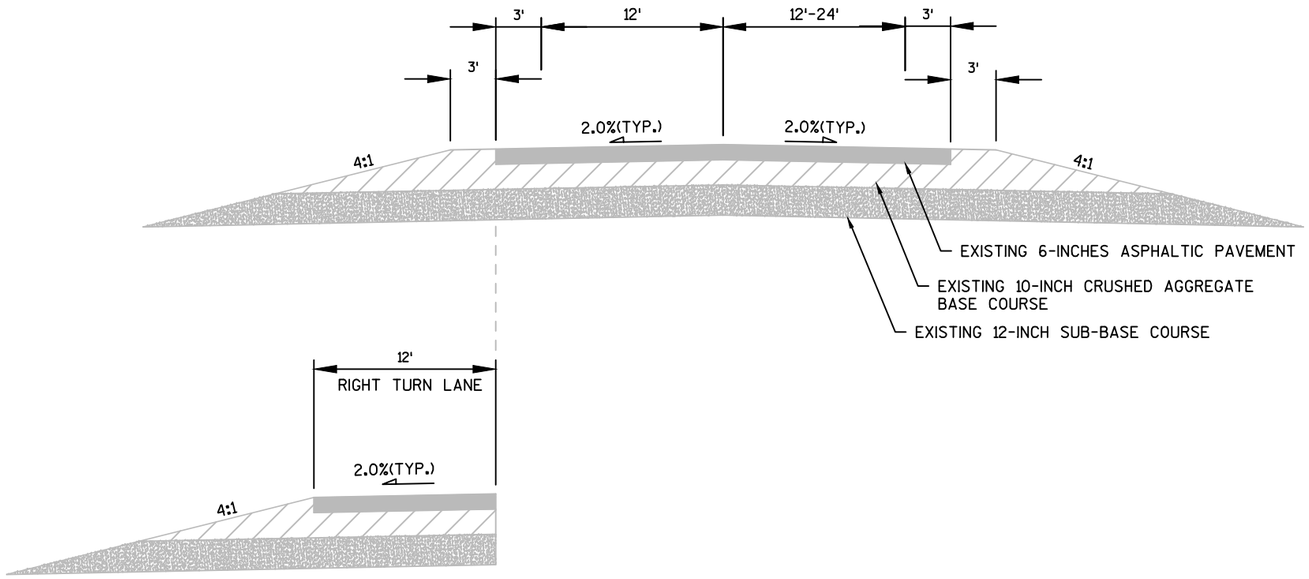
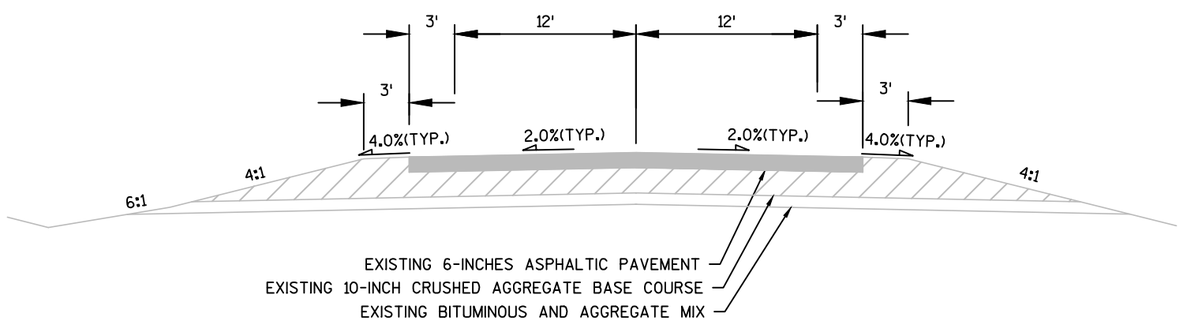
WISDOT/CADDS SHEET 42

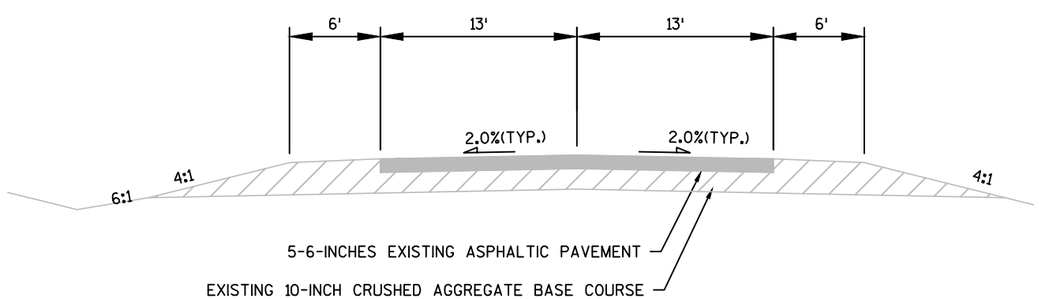


EXISTING TYPICAL SECTION USH 8 (EAST LEG)

STA. 1322+85EB - STA. 1326+43EB



EXISTING TYPICAL SECTION USH 63



EXISTING TYPICAL SECTION MAPLE STREET

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: EXISTING TYPICAL SECTIONS	SHEET 5	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\020301-TS.DWG
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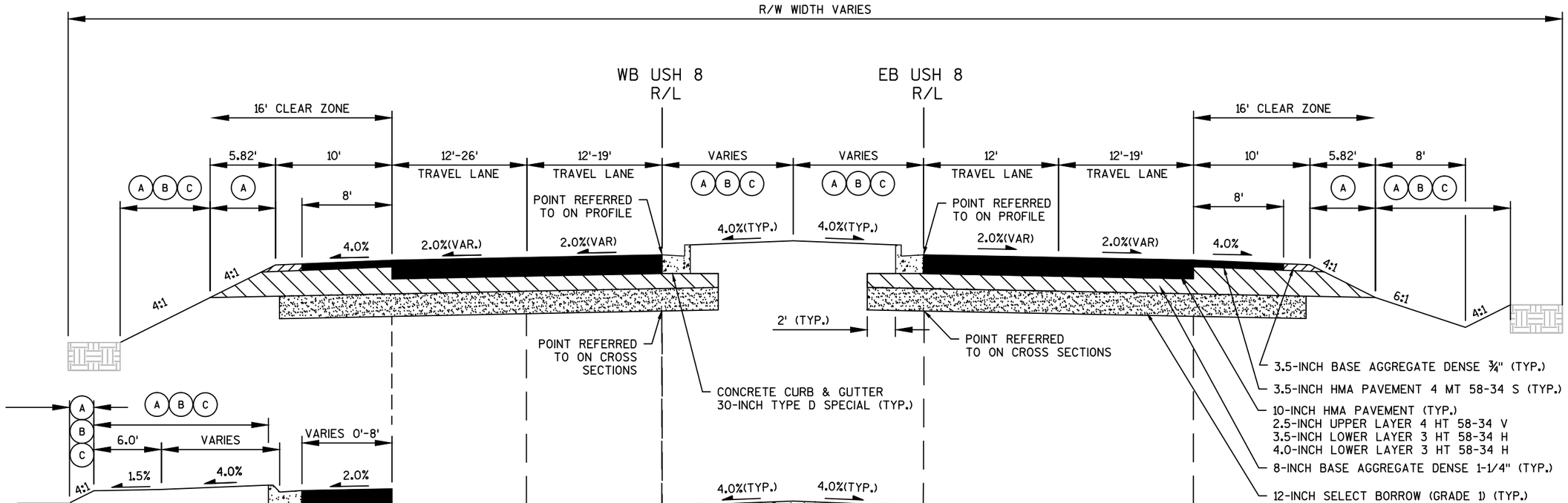
WISDOT/CADDS SHEET 42



STA. 1317+46 EB - STA. 1318+12 EB

STA. 1318+44 EB - STA. 1318+57 EB

STA. 1316+95 EB - STA. 1318+57 EB

STA. 1318+12 EB - STA. 1318+57 EB

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAILS

LEGEND

(A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B FOR MEDIANS AND NORTH OF USH 8. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND AND SOUTH OF USH 8.

(B) MULCHING

(C) 6" SALVAGED TOPSOIL

(D) EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

FINISHED TYPICAL SECTION USH 8 (WEST LEG)

STA. 1313+10 EB - STA. 1318+57 EB

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: FINISHED TYPICAL SECTIONS	SHEET 6	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\020303-TS.DWG
USH 8 - 020304-TS
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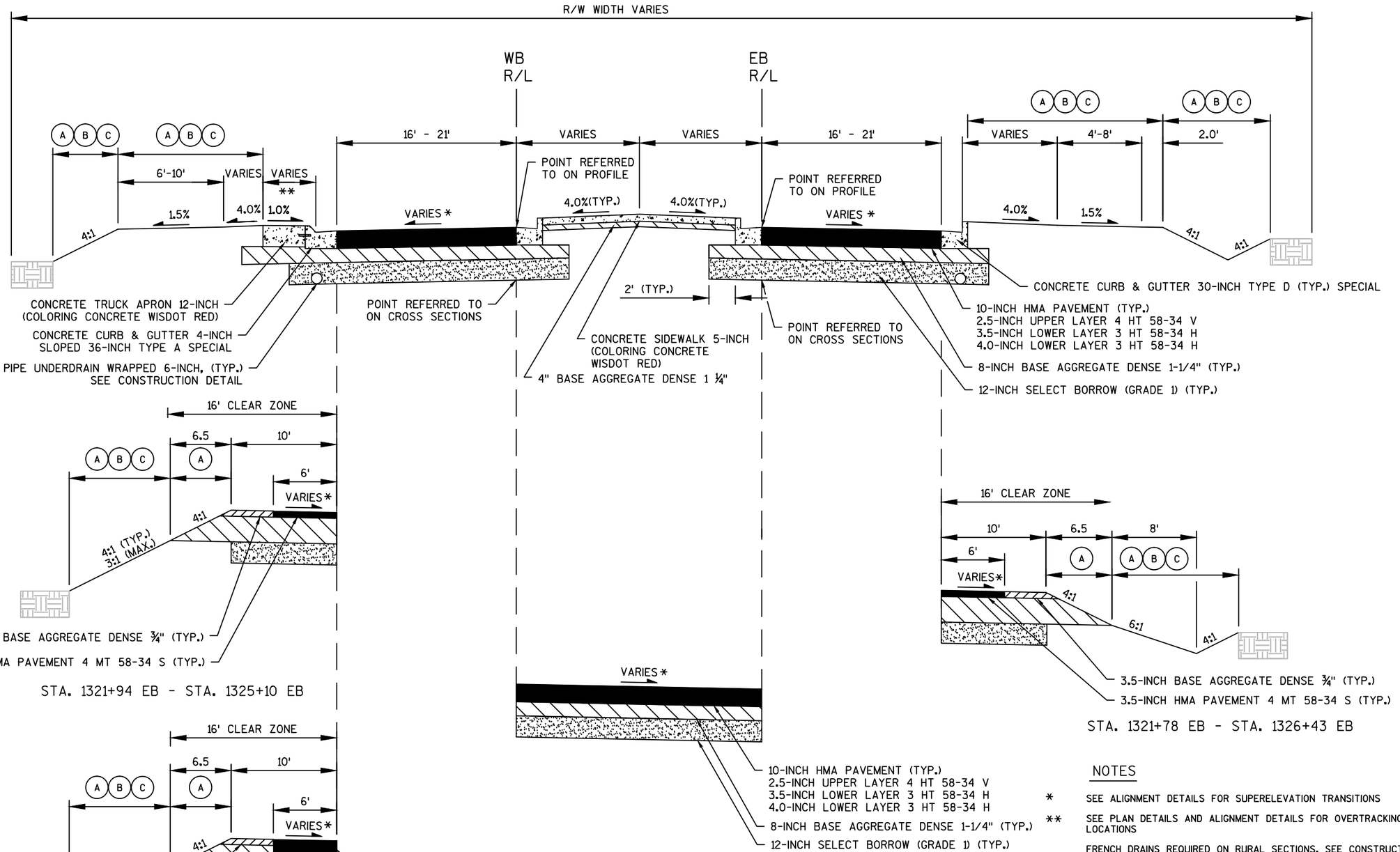
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION USH 8 (EAST LEG)

STA. 1320+34 EB - STA. 1326+43 EB

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAILS

LEGEND

(A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B FOR MEDIANS AND NORTH OF USH 8. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND AND SOUTH OF USH 8.

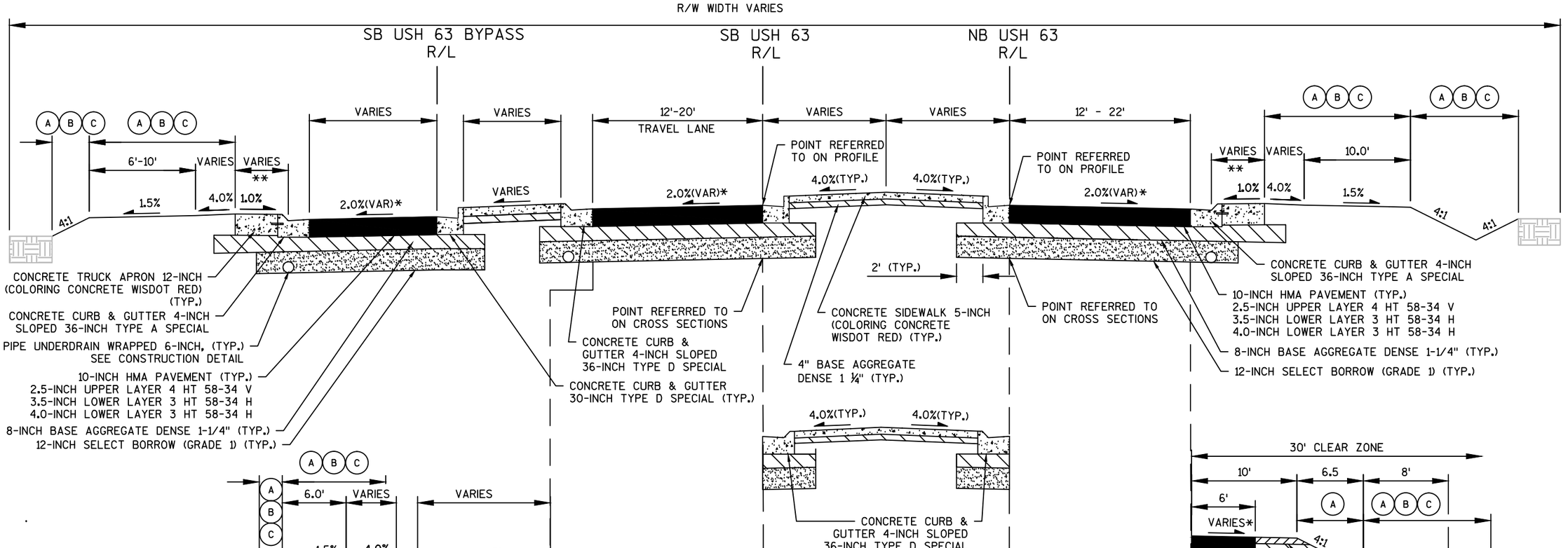
(B) MULCHING

(C) 6" SALVAGED TOPSOIL

(D) EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: FINISHED TYPICAL SECTIONS	SHEET 7	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\020303-TS.DWG PLOT DATE : 10/27/2016 1:38 PM PLOT BY : TYLER BALSIGER PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
USH 8 - 020305-TS
WISDOT/CADDS SHEET 42



NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAILS

LEGEND

(A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B FOR MEDIANS AND NORTH OF USH 8. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND AND SOUTH OF USH 8.

(B) MULCHING

(C) 6" SALVAGED TOPSOIL

(D) EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

FINISHED TYPICAL SECTION USH 63 (NORTH LEG)

STA. 100+09 NB - STA. 106+29 NB

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: FINISHED TYPICAL SECTIONS	SHEET 8	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\020303-TS.DWG
USH 8 - 020306-TS
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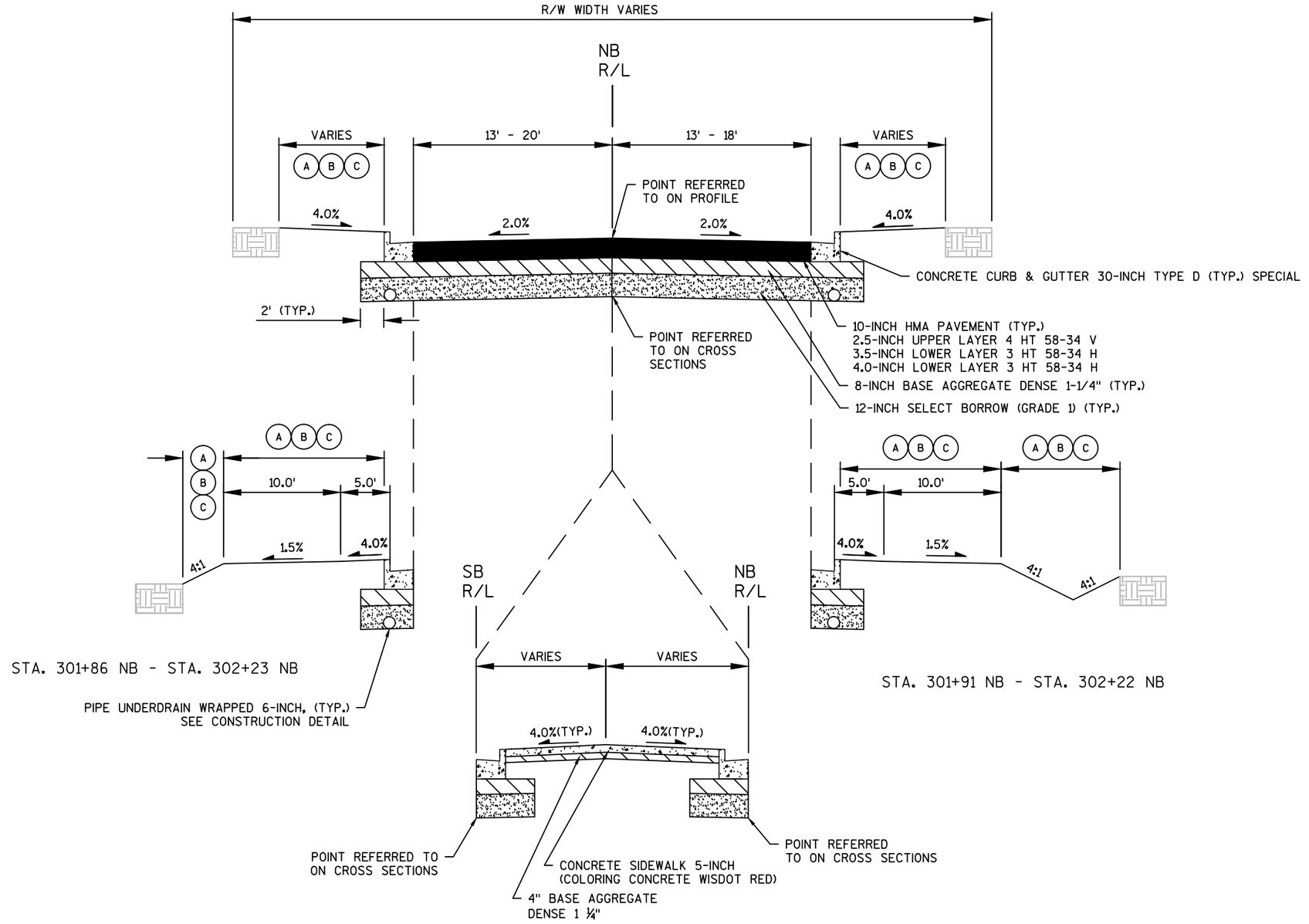
WISDOT/CADDS SHEET 42



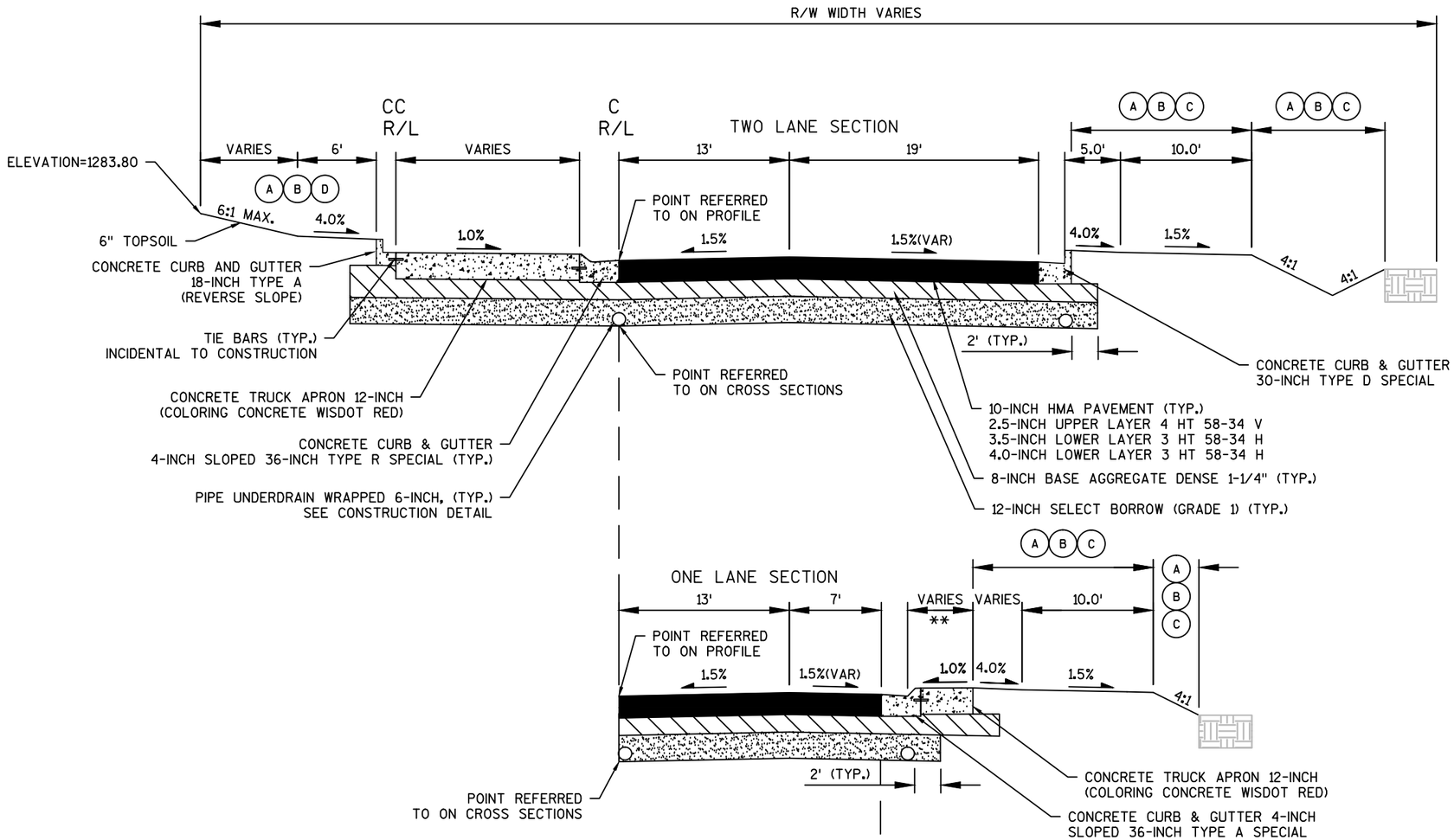
FINISHED TYPICAL SECTION MAPLE STREET (SOUTH LEG)

STA. 301+00 NB - STA. 302+23 NB

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B FOR MEDIANS AND NORTH OF USH 8. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND AND SOUTH OF USH 8.
- (B) MULCHING
- (C) 6" SALVAGED TOPSOIL
- (D) EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: FINISHED TYPICAL SECTIONS	SHEET 9	E



FINISHED TYPICAL SECTION ROUNDABOUT

STA. 10+00 C - STA 13+87 C

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAILS

LEGEND

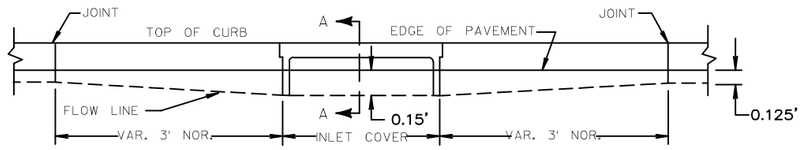
(A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B FOR MEDIANS AND NORTH OF USH 8. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND AND SOUTH OF USH 8.

(B) MULCHING

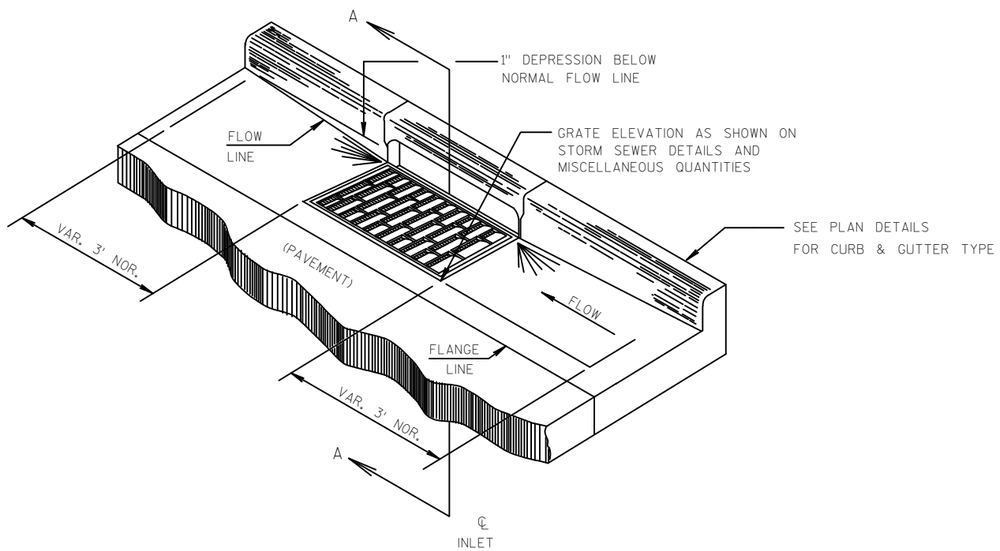
(C) 6" SALVAGED TOPSOIL

(D) EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: FINISHED TYPICAL SECTIONS	SHEET 10	E



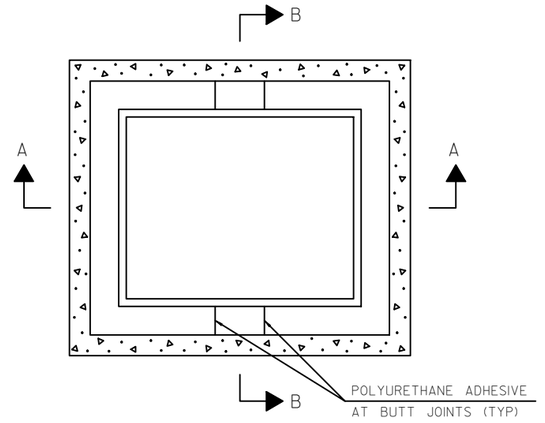
ELEVATION



SECTION A-A
NOT A BID ITEM
(INLETS 2X3-FT WITH INLET COVERS TYPE H SHOWN. INLET AND INLET COVER TYPE VARIES)

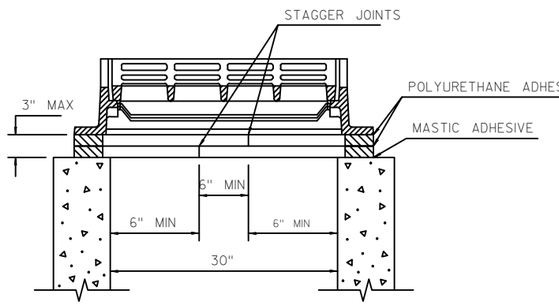
SEE S.D.D. INLETS 2x3-FT
FOR ADDITIONAL INFORMATION.

CURB AND GUTTER AT INLETS DETAIL

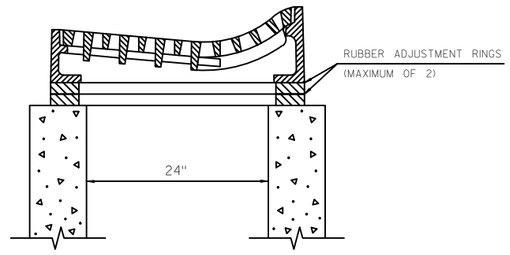


PLAN VIEW

NOTE: ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

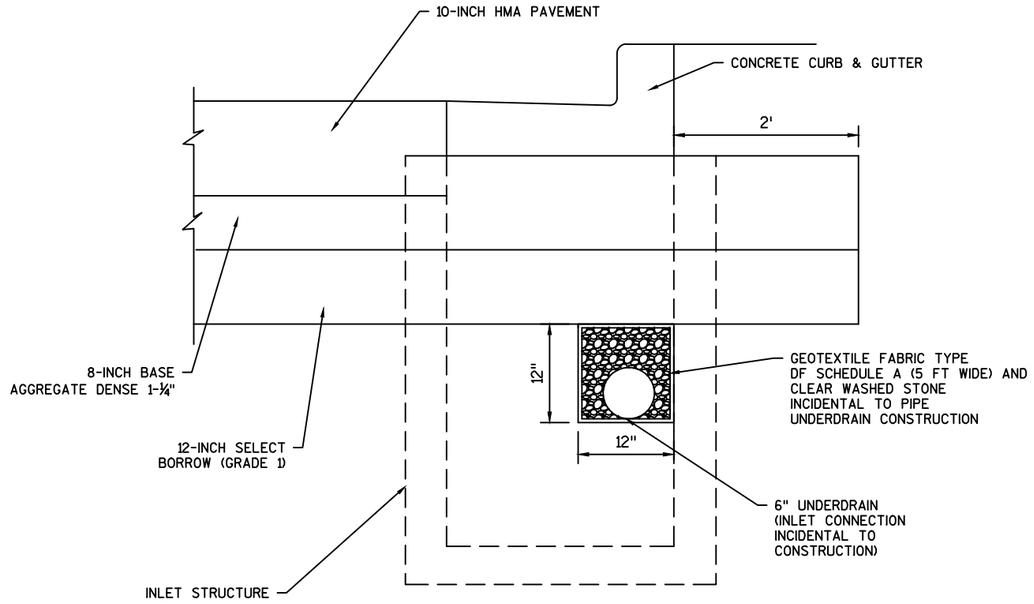


SECTION A-A



SECTION B-B

INLET TYPE 2x2.5-FT SPECIAL DETAIL (RUBBER RING CUTTING)

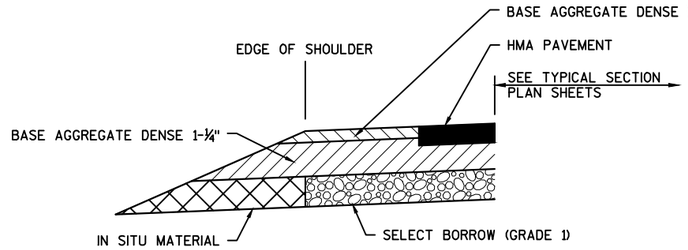


PIPE UNDERDRAINS
AND INLET CONNECTIONS DETAIL

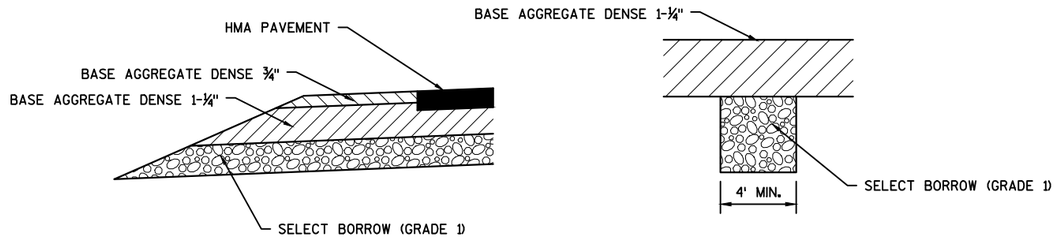
RUNOFF COEFFICIENT TABLE

	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 = 15.82 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.28 ACRES

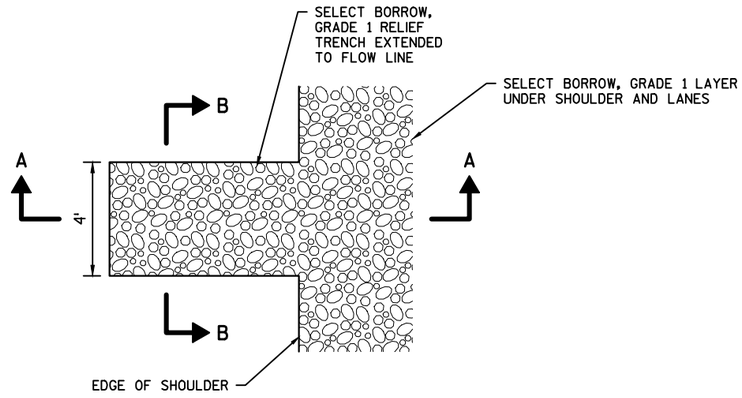


TYPICAL HALF SECTION WITH SELECT MATERIALS



SECTION A-A

SECTION B-B

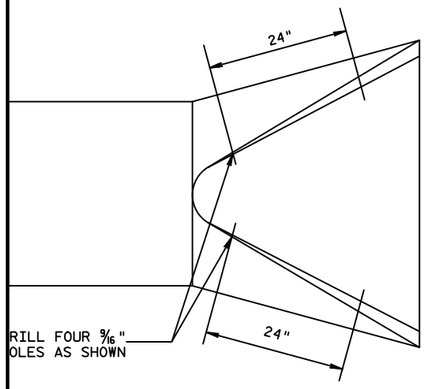


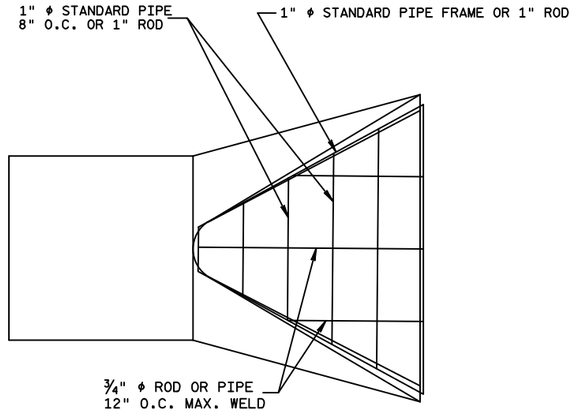
FRENCH DRAINS DETAIL

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

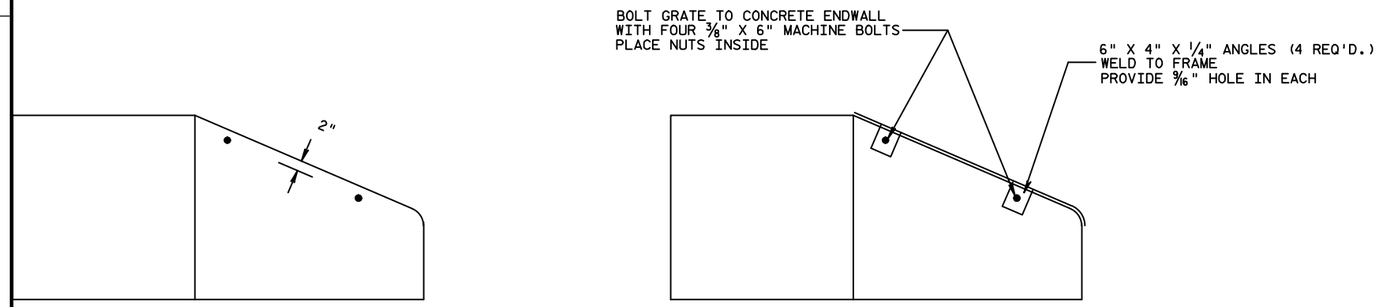
LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO BID THE ITEM SELECT BORROW.

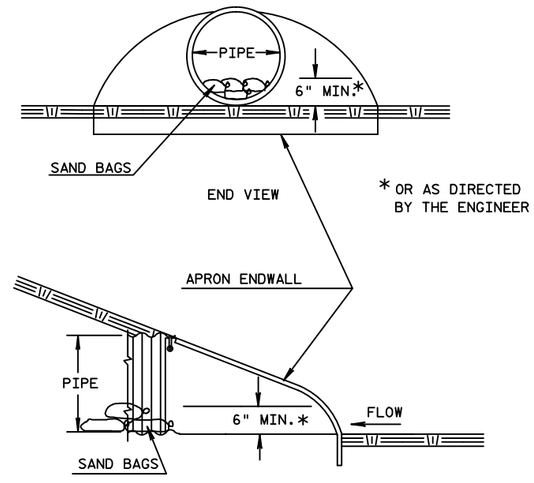




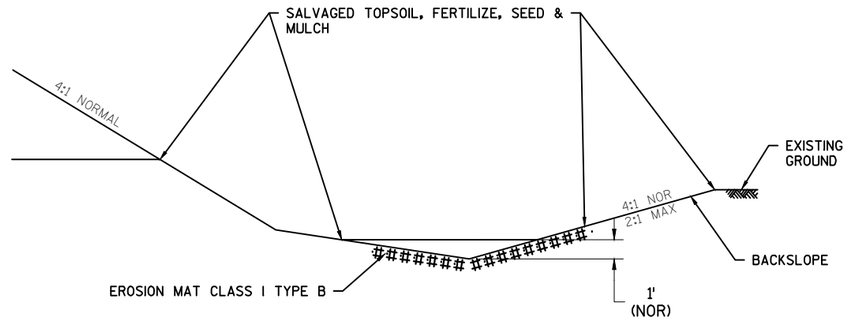
AT EACH PIPE



PIPE GRATE DETAIL



CULVERT PIPE DITCH CHECK

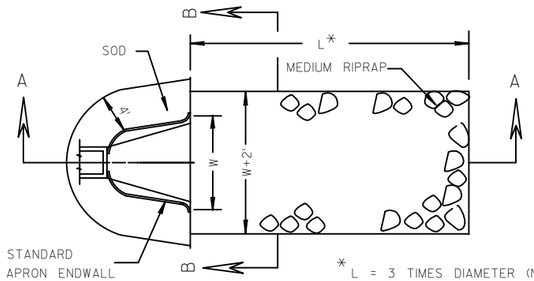


TYPICAL INSTALLATION FOR EROSION MAT

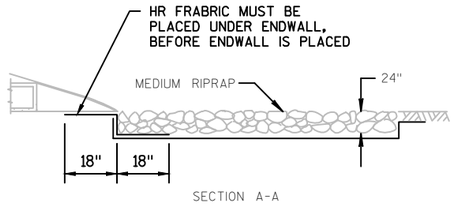
DITCH LINING
(SEE EROSION CONTROL PLANS FOR LOCATIONS)

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\021001-CD.DWG
USH 8 - 021003-CD
PLOT DATE : 10/20/2016 4:14 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

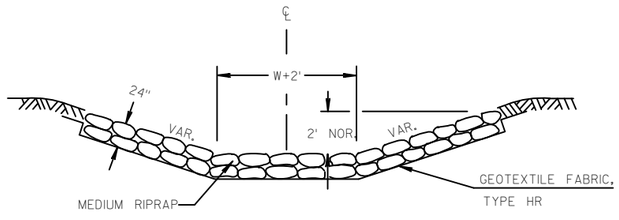


* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER



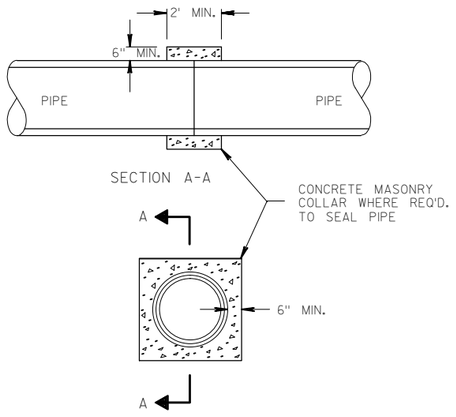
SECTION A-A

HR FABRIC MAY BE INSTALLED AS TWO SEPARATE PIECES, OVERLAPPING AS SHOWN OR AS APPROVED BY THE ENGINEER IN THE FIELD. EXTRA QUANTITY FOR OVERLAP IS INCIDENTAL TO THE CONTRACT.

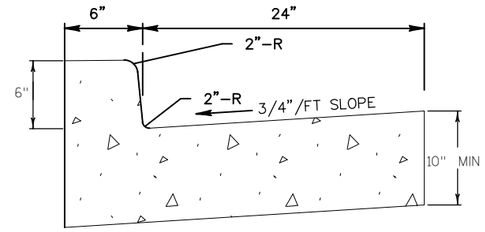


SECTION B-B

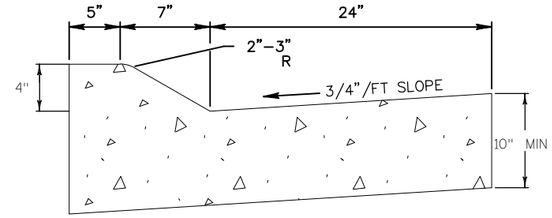
MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



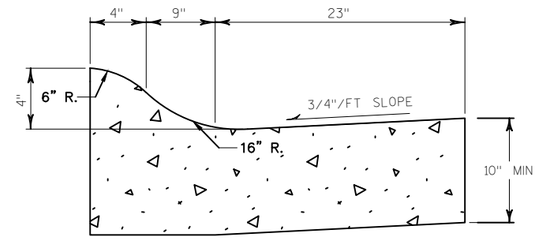
CONCRETE COLLAR DETAIL



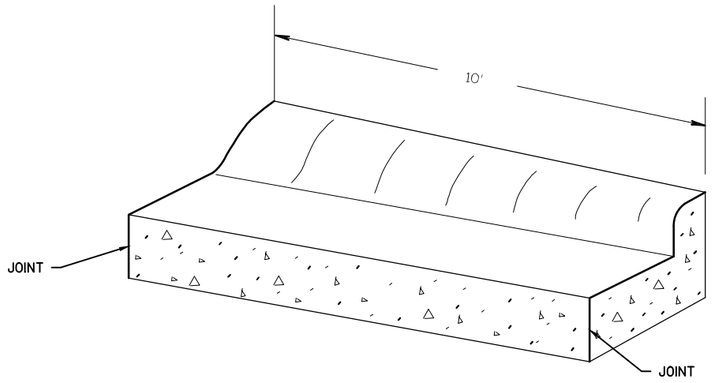
CONCRETE CURB & GUTTER
30-INCH TYPE D SPECIAL DETAIL

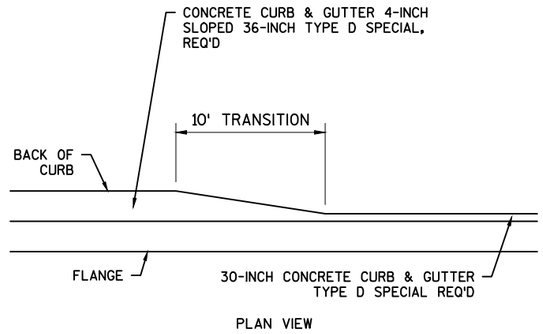


CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE A OR D
SPECIAL DETAIL



CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE R SPECIAL
DETAIL

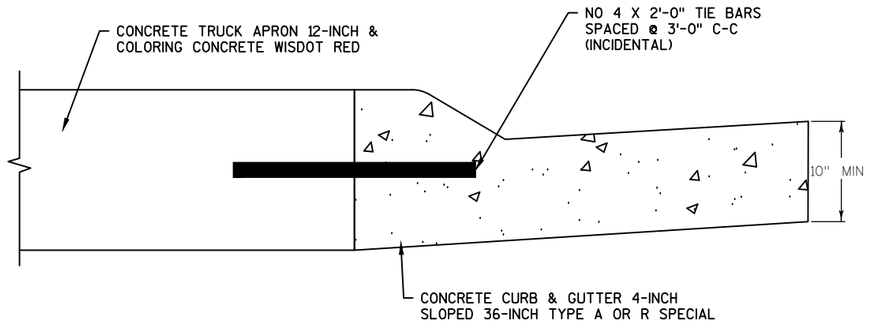




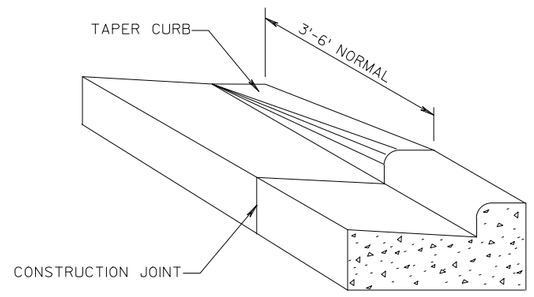
CONCRETE CURB & GUTTER TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH SPECIAL, TO CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER, 4-INCH SLOPED 36-INCH TYPE D SPECIAL). REFER TO INTERSECTION DETAILS FOR CURB TRANSITION LOCATIONS.

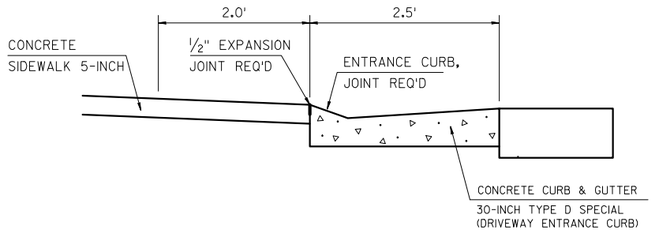
NOTE: PLACE 6" BASE AGGREGATE DENSE 1¼-INCH UNDER CONCRETE TRUCK APRON 12-INCH AND EXTEND TWO-FOOT BEYOND EDGE OF CONCRETE.



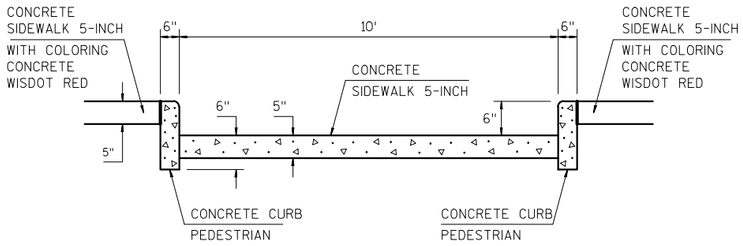
TRUCK OVERTRACKING PAD DETAIL



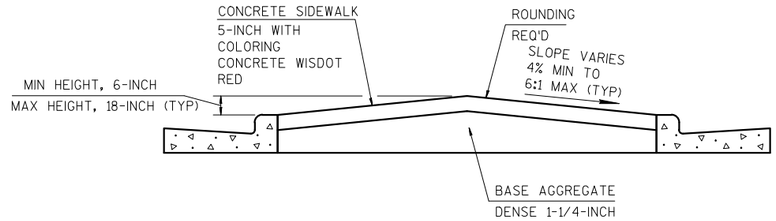
CURB & GUTTER TERMINI DETAIL



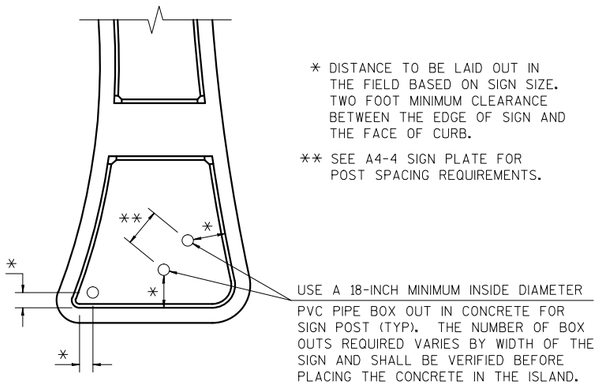
SECTION A-A



SECTION B-B



SECTION C-C

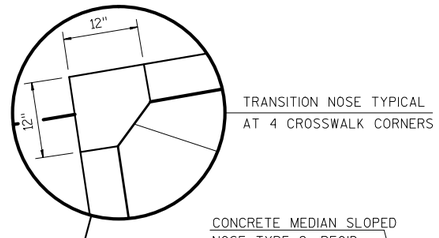


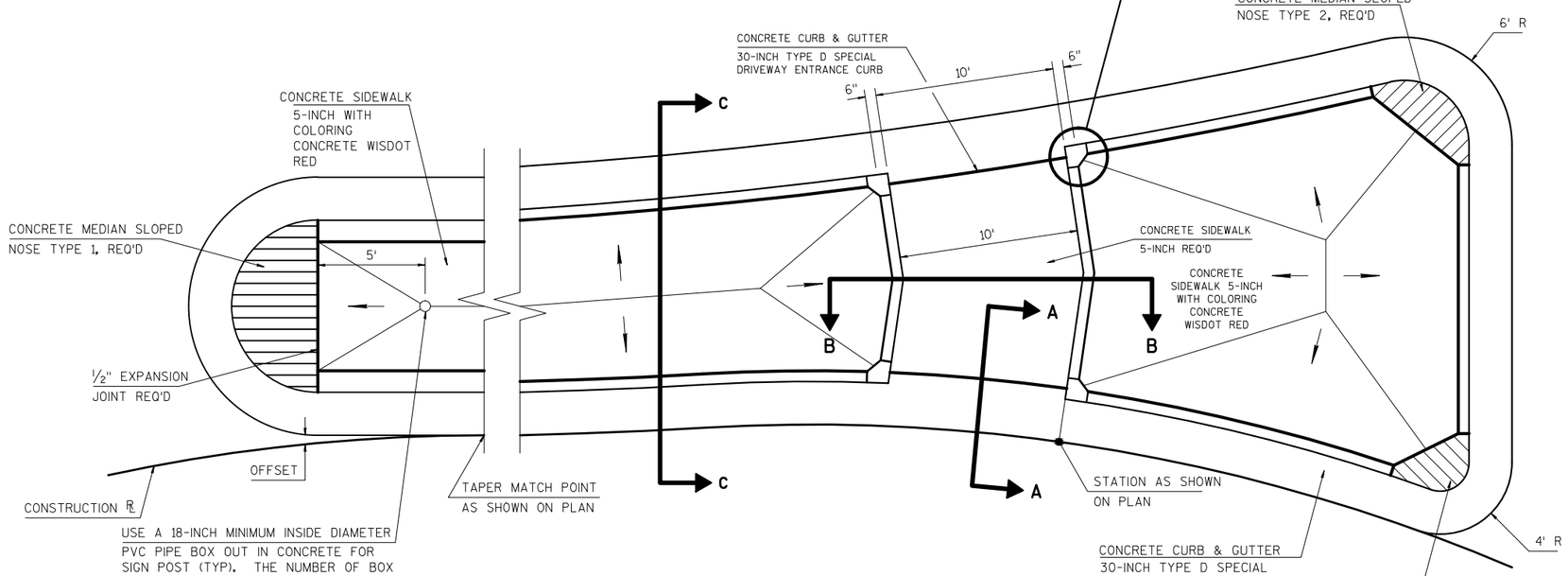
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)





USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

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

DRAINAGE BREAK POINT

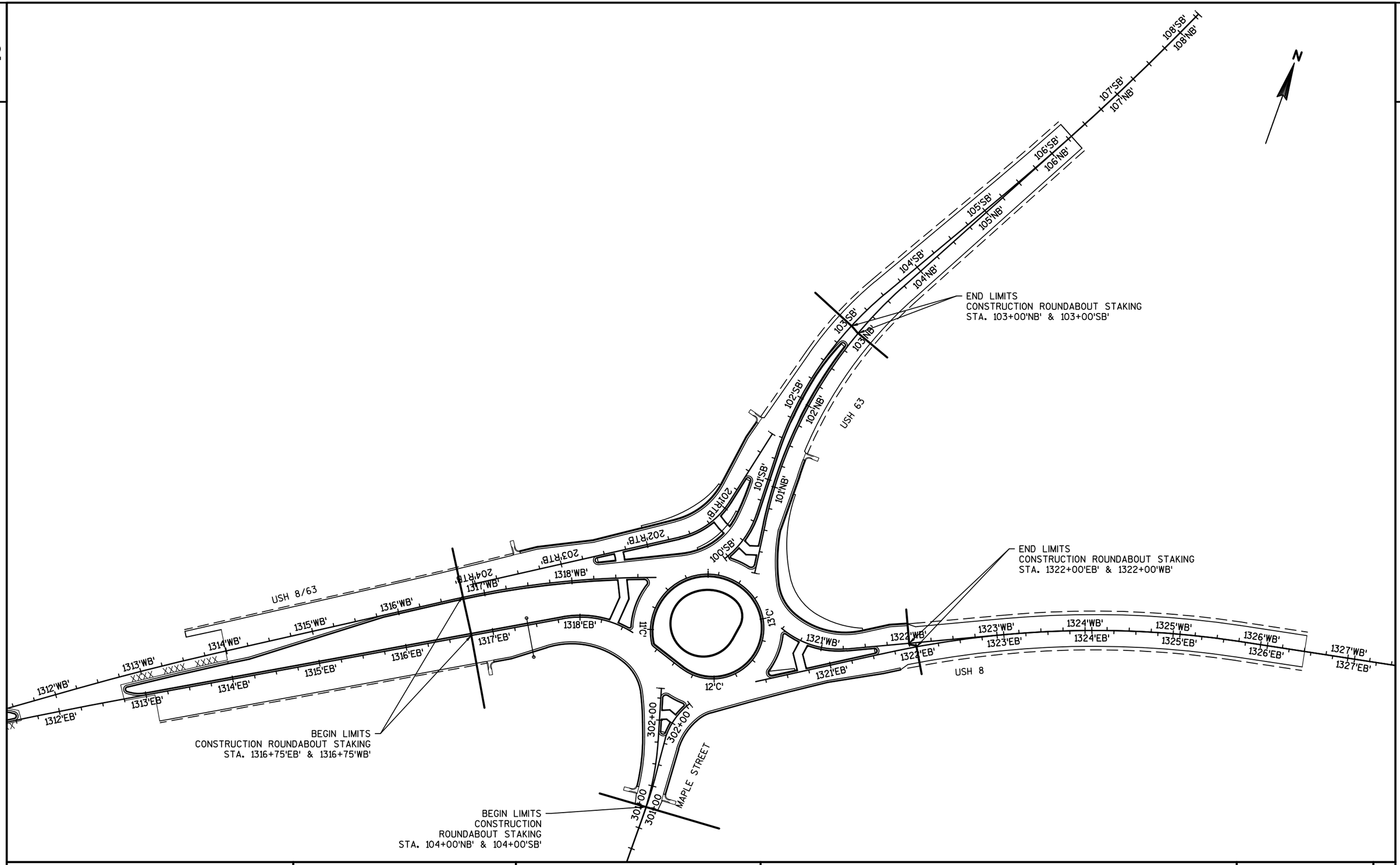
DIRECTION OF DRAINAGE

SPLITTER ISLAND DETAIL

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN: CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\021001-CD.DWG
USH 8 - 021006-CD
PLOT DATE : 10/20/2016 4:14 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CONSTRUCTION DETAILS - CONSTRUCTION ROUNDABOUT STAKING	SHEET 17	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\021007-CD-RAB STAKING.DWG
LAYOUT NAME - 021007-CD-RAB STAKING
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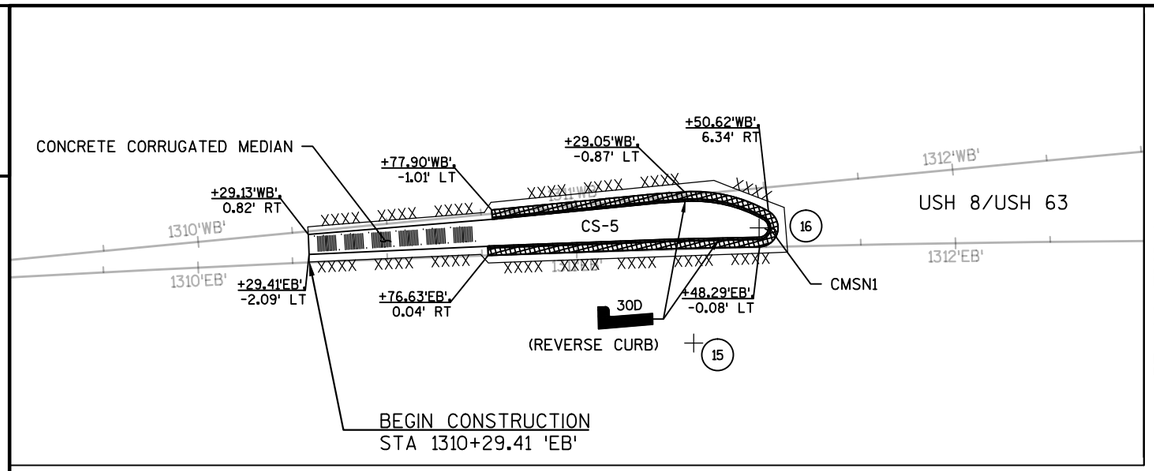
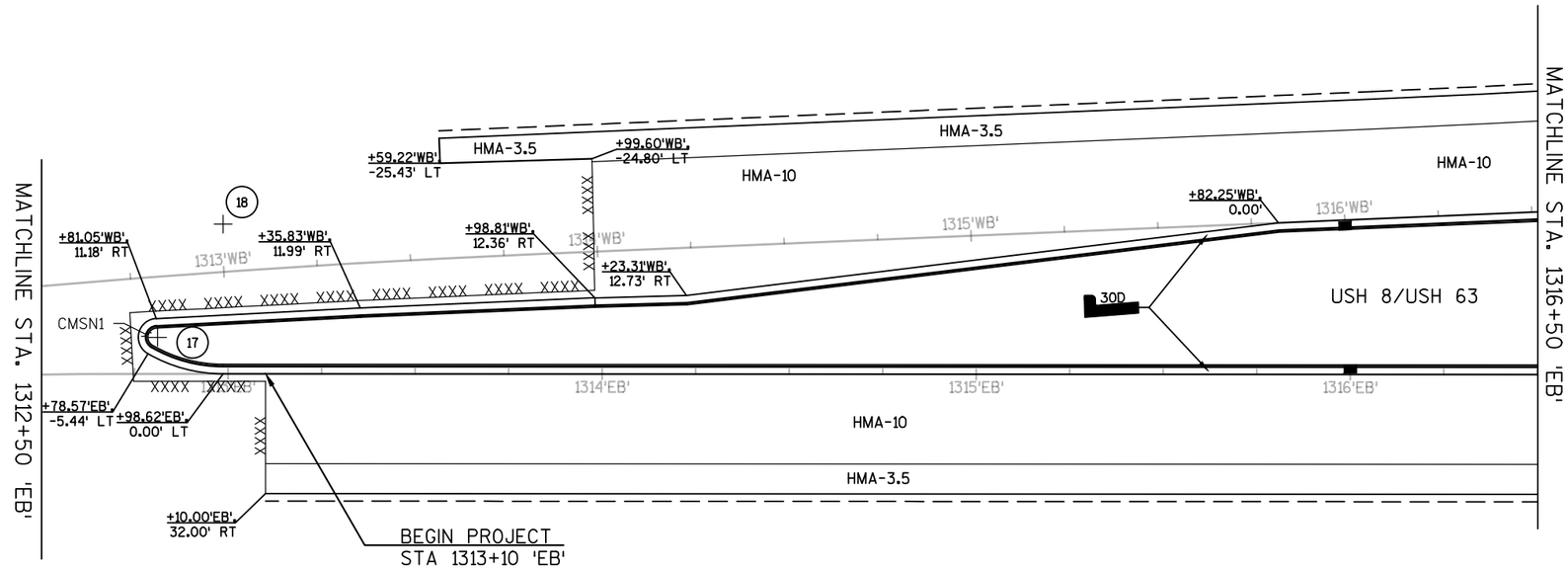
WISDOT/CADDS SHEET 42



R□DI□□T□B□E			
□OINT	□T□TION	O□□□ET	R□DI□□
15	1311□□7.67'□ B'	3□.10'RT	3□'
16	1311□47.75'□ B'	10.44'RT	3'
17	131□□□1.0□'EB'	□.75'□□T	3'
1□	131□□□□6□'EB'	40.0'RT	3□'

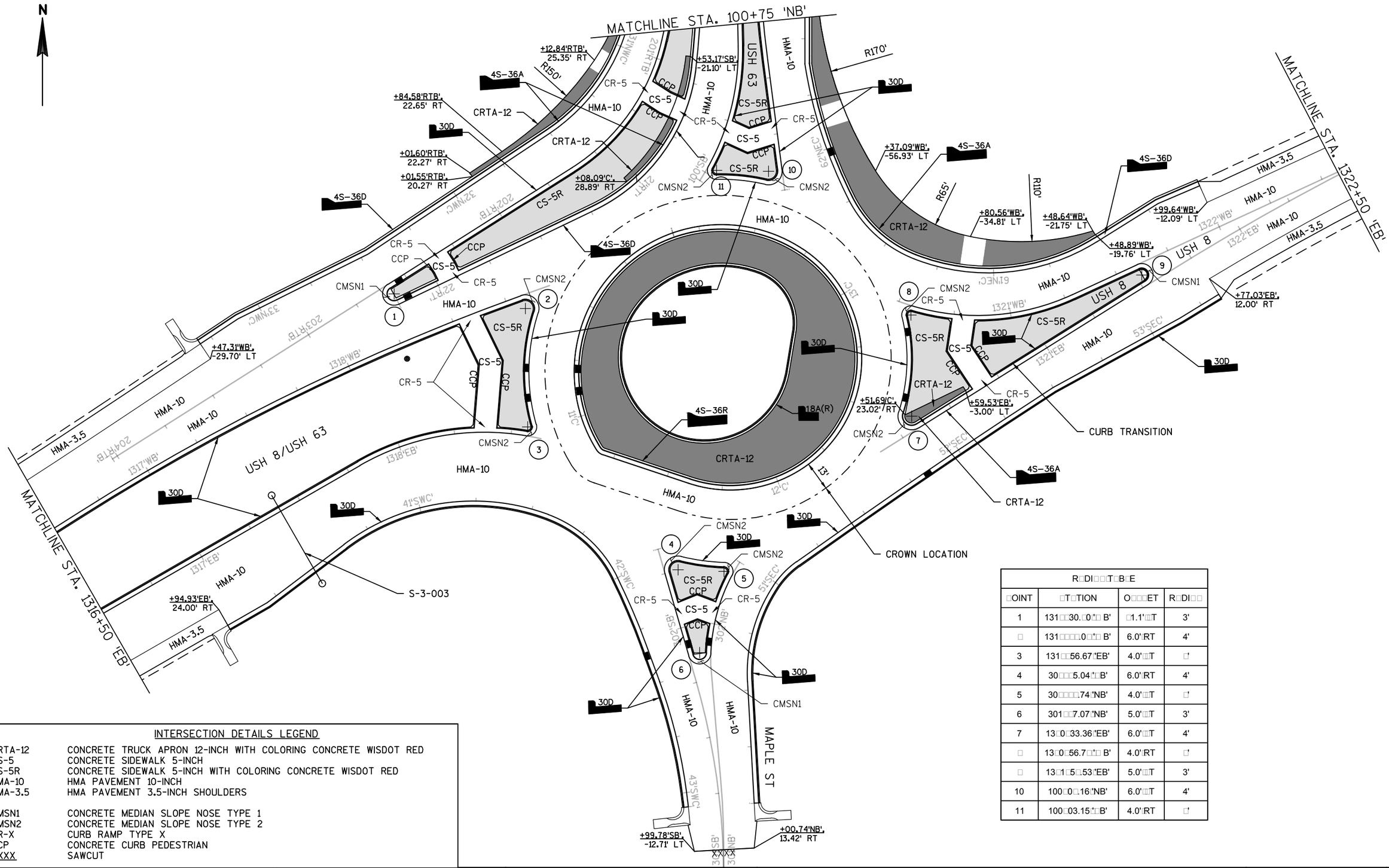


N

2

INTERSECTION DETAILS LEGEND

CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
HMA-10	HMA PAVEMENT 10-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH SHOULDERS
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CR-X	CURB RAMP TYPE X
CCP	CONCRETE CURB PEDESTRIAN
XXXX	SAWCUT

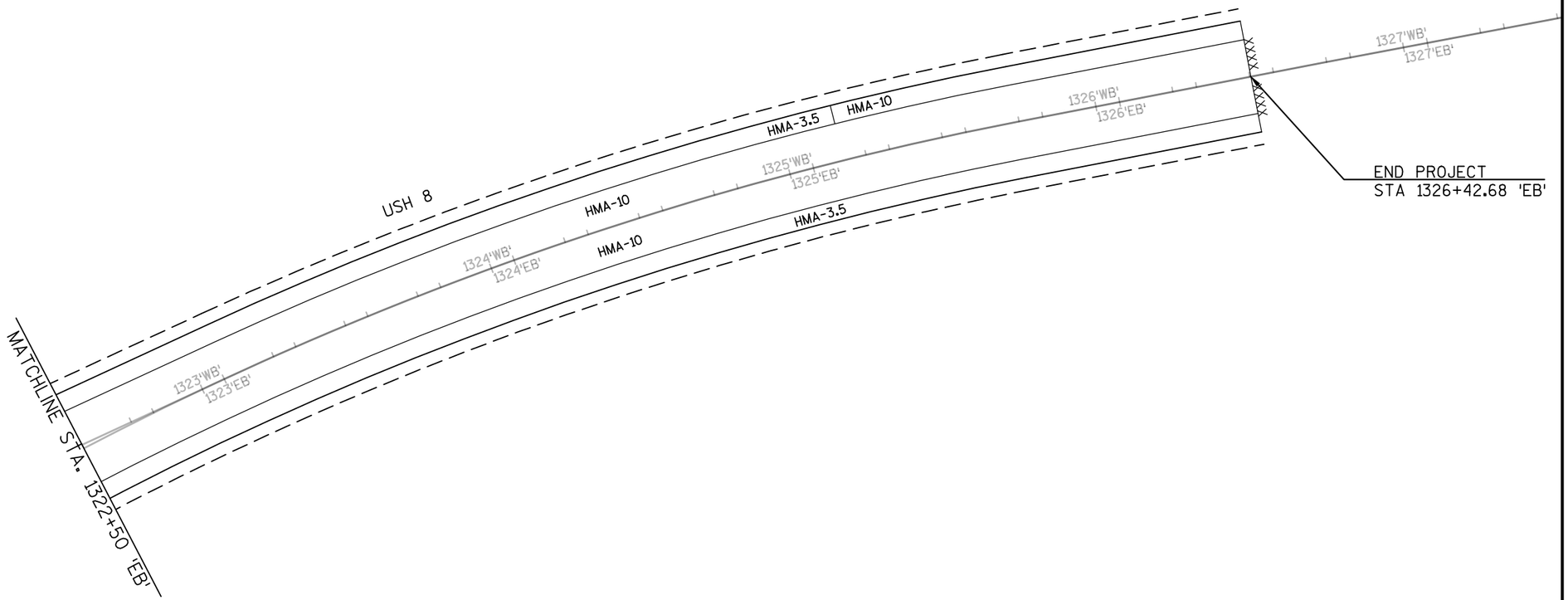


INTERSECTION DETAILS LEGEND	
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
HMA-10	HMA PAVEMENT 10-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH SHOULDERS
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CR-X	CURB RAMP TYPE X
CCP	CONCRETE CURB PEDESTRIAN
XXXX	SAWCUT

R□DI□□T□B□E			
□OINT	□T□TION	O□□□ET	R□DI□□
1	131□□30.□0'□□ B'	□1.1'□□T	3'
□	131□□□□.0□'□□ B'	6.0'□RT	4'
3	131□□56.67'EB'	4.0'□□T	□'
4	30□□□5.04'□□B'	6.0'□RT	4'
5	30□□□□.74'NB'	4.0'□□T	□'
6	301□□7.07'NB'	5.0'□□T	3'
7	13□0□33.36'EB'	6.0'□□T	4'
□	13□0□56.7□'□□ B'	4.0'□RT	□'
□	13□1□5□.53'EB'	5.0'□□T	3'
10	100□0□.16'NB'	6.0'□□T	4'
11	100□03.15'□□B'	4.0'□RT	□'

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	INTERSECTION DETAILS	SHEET 19	E

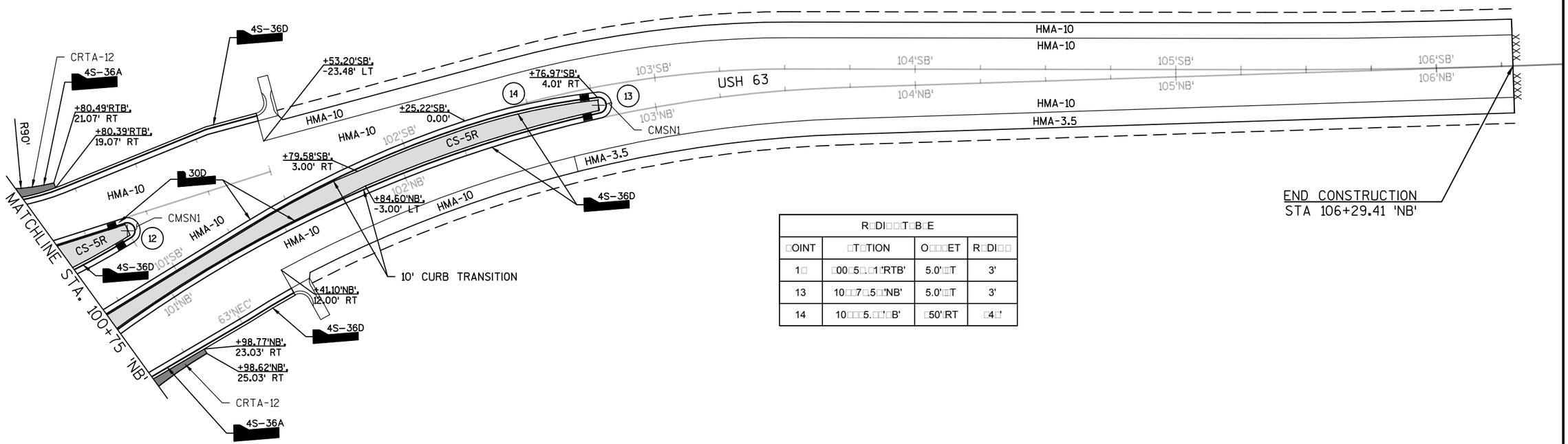
2



INTERSECTION DETAILS LEGEND

CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
HMA-10	HMA PAVEMENT 10-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH SHOULDERS
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CR-X	CURB RAMP TYPE X
CCP	CONCRETE CURB PEDESTRIAN
XXXX	SAWCUT

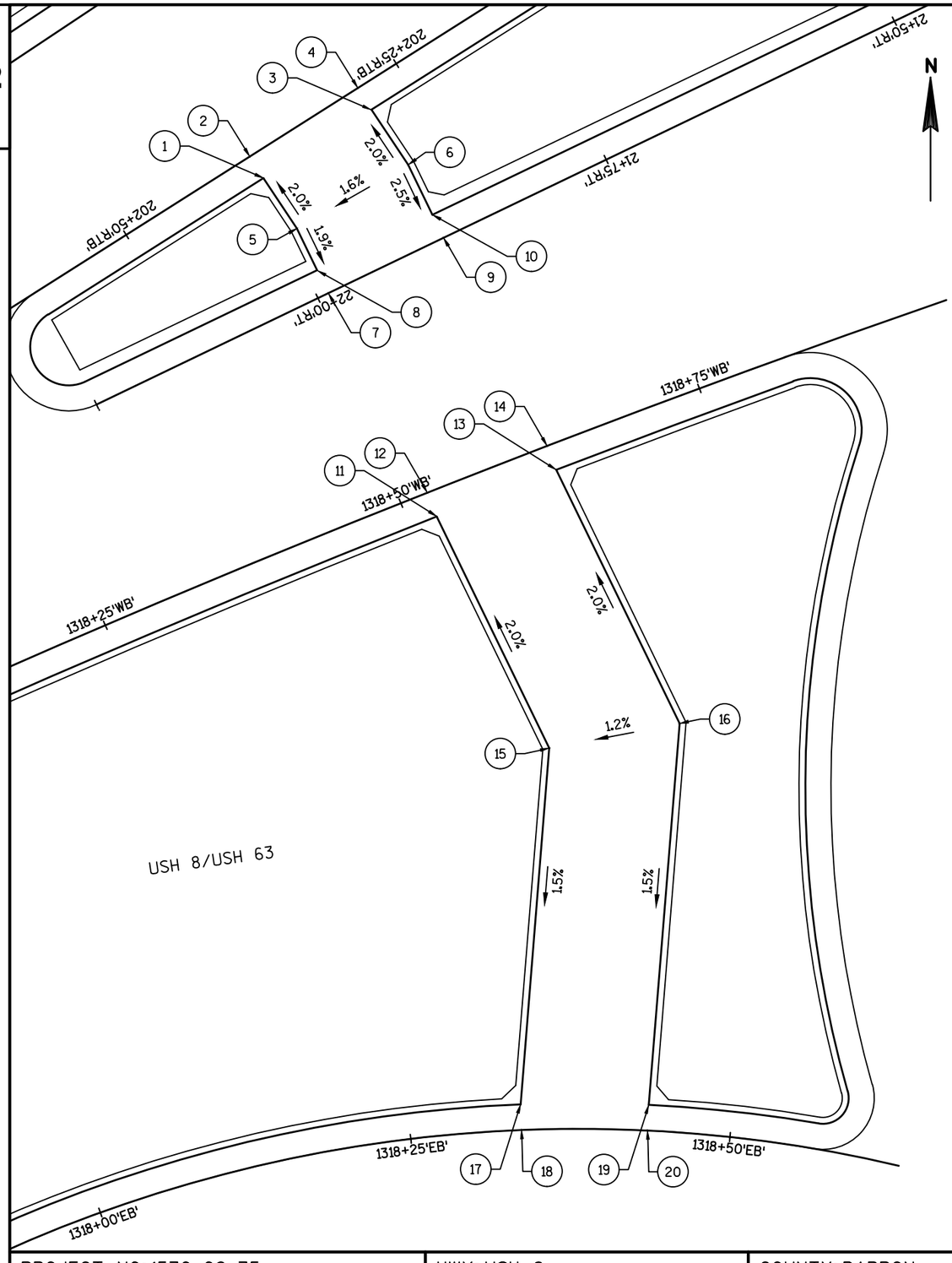
2

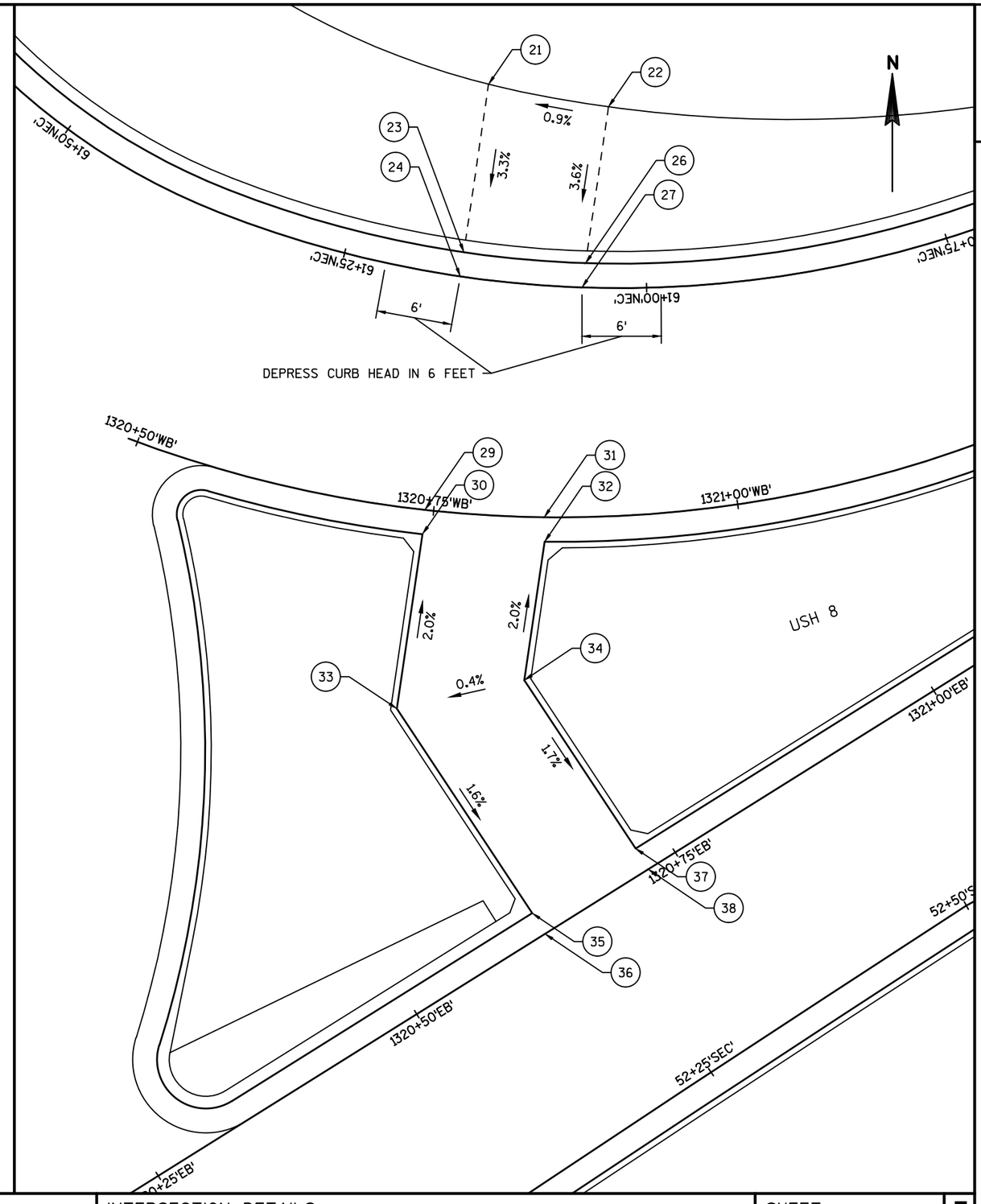


R□DI□□T□B□E			
□OINT	□T□TION	O□□□ET	R□DI□□
1□	□00□5□.□1□'RTB'	5.0'□□T	3'
13	10□□7□.5□'NB'	5.0'□□T	3'
14	10□□□5.□□'□B'	□50'□RT	□4□'

INTERSECTION DETAILS LEGEND

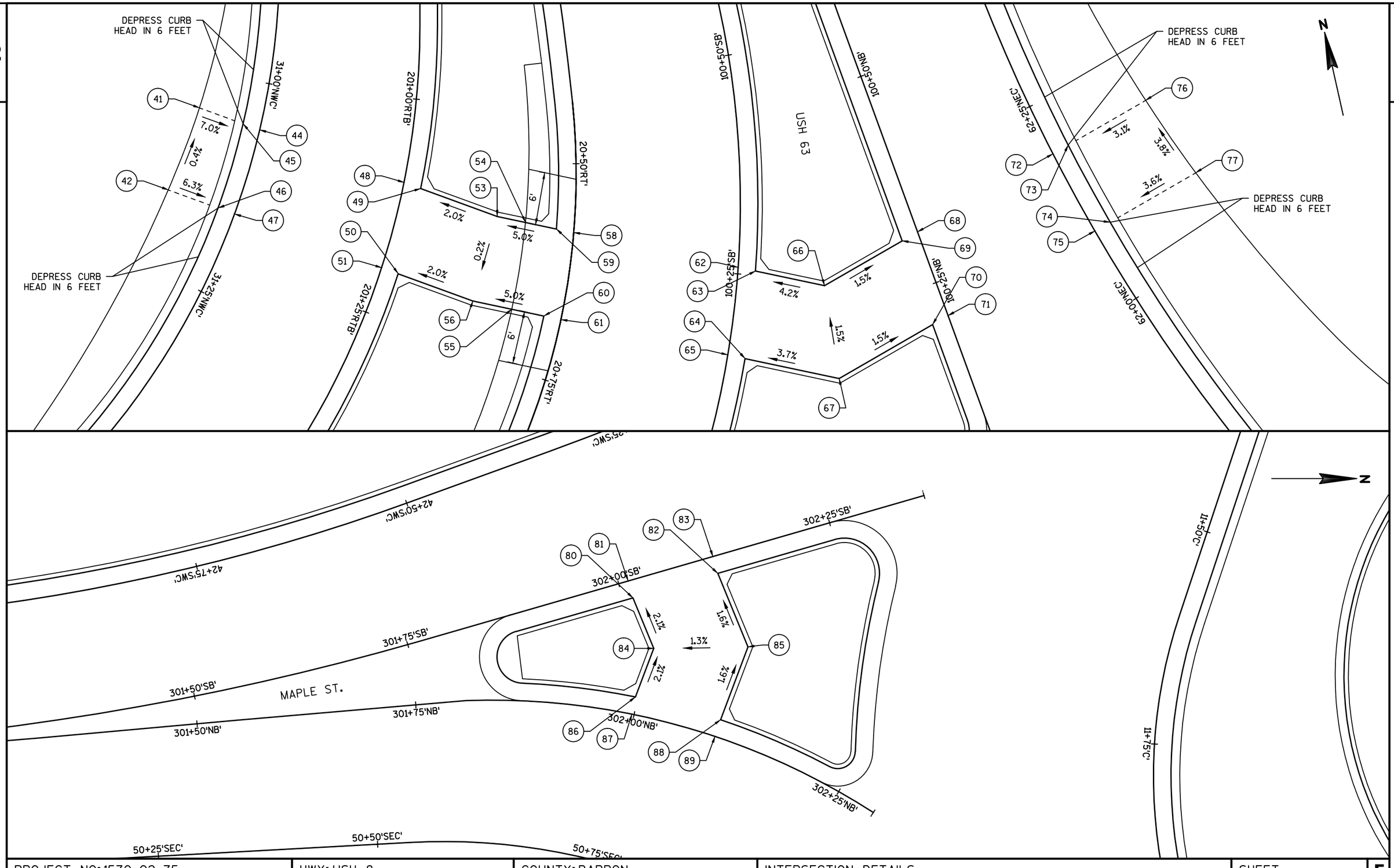
CRTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
CS-5R	CONCRETE SIDEWALK 5-INCH WITH COLORING CONCRETE WISDOT RED
HMA-10	HMA PAVEMENT 10-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH SHOULDERS
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CR-X	CURB RAMP TYPE X
CCP	CONCRETE CURB PEDESTRIAN
XXXX	SAWCUT





PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	INTERSECTION DETAILS	SHEET 22	E

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	INTERSECTION DETAILS	SHEET E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\021105-ID-CURB RAMPS.DWG LAYOUT NAME - 021106-ID
PLOT DATE : 10/28/2016 11:33 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

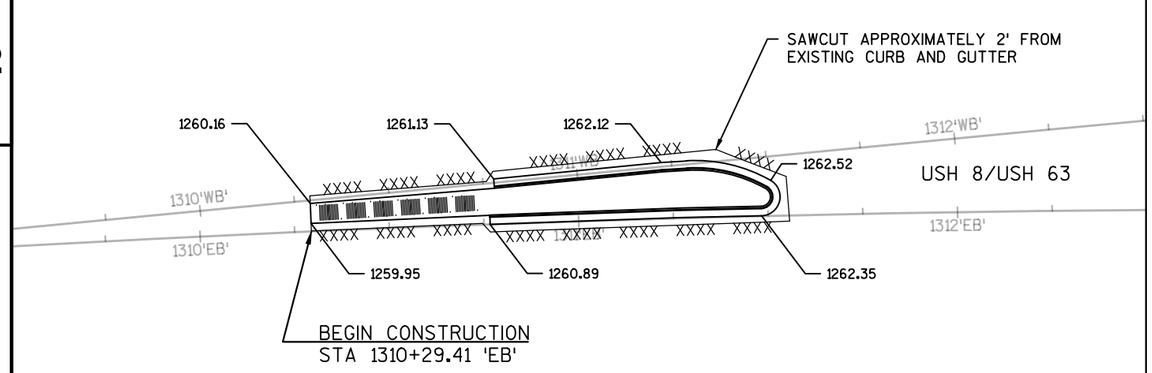
□OINT	□T□TION	O□□□ET	E□E□□TION
1	□0□□3□.55□'RTB'	□.00'□□T	1□76.61
□	□0□□3□.55□'RTB'	0.00'	1□76.73
3	□0□□□□.55□'RTB'	□.00'□□T	1□76.71
4	□0□□□□.55□'RTB'	0.00'	1□76.□3
5	□0□□3□.45□'RTB'	6.7□'□□T	1□76.6□
6	□0□□□□.44□'RTB'	7.1□'□□T	1□76.7□
7	□1□□□.10□'RT'	0.00'	1□77.0□
□	□1□□□.10□'RT	□.00'□RT	1□76.□0
□	□1□□□.10□'RT'	0.00'	1□77.16
10	□1□□□.10□'RT'	□.00'□RT	1□77.04
11	131□□5□.□3□'□□ B'	□.00'□RT	1□77.15
1□	131□□5□.□3□'□□ B'	0.00'	1□77.□7
13	131□□6□.□□□'□□ B'	□.00'□RT	1□77.□5
14	131□□6□.□□□'□□ B'	0.00'	1□77.37
15	131□□53.77□'□□ B'	□□.07'□RT	1□77.67
16	131□□64.□0□'□□ B'	□3.□7'□RT	1□77.□1
17	131□□33.6□'EB'	□.00'□□T	1□77.13
1□	131□□33.6□'EB'	0.00'	1□77.□5
1□	131□□43.54□'EB'	□.00'□□T	1□77.□3
□0	131□□43.54□'EB'	0.00'	1□77.35
□1	61□15.3□□'NEC'	15.□3'□RT	1□7□.6□
□□	61□03.31□'NEC'	14.□6'□□T	1□7□.77
□3	61□15.3□□'NEC'	□.00'□RT	1□7□.□□
□4	61□15.3□□'NEC'	0.00'	1□7□.34
□6	61□05.07□'NEC	□.00'□□T	1□7□.30
□7	61□05.30□'NEC'	0.00'	1□7□.4□
□□	13□0□74.□□□'□□ B'	0.00'	1□7□.44
30	13□0□74.□□□'□□ B'	□.00'□RT	1□7□.3□
31	13□0□□4.0□□'□□ B'	0.00'	1□7□.54
3□	13□0□□4.0□□'□□ B'	□.00'□RT	1□7□.4□
33	13□0□61.□0□'EB'	□□.11'□□T	1□7□.61
34	13□0□7□.00□'EB'	1□.54□'□□T'	1□7□.65
35	13□0□6□.41□'EB'	□.00'□□T	1□7□.□□
36	13□0□6□.41□'EB'	0.00'	1□7□.41
37	13□0□7□.41□'EB'	□.00'□□T	1□7□.37
3□	13□0□7□.41□'EB'	0.00'	1□7□.4□

□OINT	□T□TION	O□□□ET	E□E□□TION
41	□01□04.54□'RTB'	□4.4□'□RT	1□77.1□
4□	□01□1□.□□□'RTB'	□5.□5'□□T	1□77.16
44	□01□06.3□□'RTB'	17.□5'□□T	1□76.□7
45	□01□05.67□'RTB'	□0.□□'□RT	1□76.75
46	□01□1□.63□'RTB'	□0.□□'□RT	1□76.7□
47	□01□1□.□□□'RTB'	17.□□'□□T	1□76.□0
4□	□01□0□.5□□'RTB'	0.00'	1□77.□1
4□	□01□0□.□□□'RTB'	□.00'□□T	1□77.0□
50	□01□1□.73□'RTB'	□.50'□□T	1□77.1□
51	□01□1□.64□'RTB'	0.00'	1□77.□4
53	100□31.0□□'□B'	□7.6□'□□T	1□77.□□
54	100□30.□1□'□B'	□4.45'□□T	1□77.45
55	100□17.1□□'□B'	□5.1□'□□T	1□77.53
56	100□17.4□□'□B'	□□.64'□□T	1□77.30
5□	100□□□.□7□'□B'	1□.□1'□□T	1□77.74
5□	100□□□.6□□'□B'	□1.□□'□□T	1□77.6□
60	100□16.□3□'□B'	□□.40'□□T	1□77.71
61	100□16.7□□'□B'	1□.40'□□T	1□7□.□3
6□	100□□5.74□'□B'	0.00'	1□7□.13
63	100□□5.40□'□B'	□.50'□RT	1□7□.01
64	100□15.5□□'□B'	□.50'□□T	1□7□.10
65	10□15.6□□'□B'	0.00'	1□7□.□□
66	100□□4.47□'□B'	□.□6'□RT	1□7□.16
67	100□15.1□□'□B'	1□.□5'□RT	1□7□.63
6□	100□31.14□'NB'	0.00'	1□7□.3□
6□	100□30.70□'□B'	□.50'□□T	1□7□.□0
70	100□□0.64□'NB"	□.00'□□T	1□7□.33
71	100□□1.00□'NB'	0.00'□□T	1□7□.45
7□	6□□1□.□□□'NEC'	0.00'	1□77.□7
73	6□□1□.10□'NEC'	□.00'□RT	1□77.□5
74	6□□0□.□□□'NEC'	□.00'□RT	1□7□.03
75	6□□0□.□□□'NEC'	0.00'	1□7□.15
76	6□□1□.64□'NEC'	1□.17'□RT	1□7□.17
77	6□□0□.□□□'NEC'	13.□6'□RT	1□7□.31
□0	30□□01.11□'□B'	□.00'□RT	1□77.33
□1	30□□01.11□'□B'	0.00'	1□77.45

□OINT	□T□TION	O□□□ET	E□E□□TION
□□	30□□11.11□'□B'	□.00'□RT	1□77.44
□3	30□□11.17□'□B'	0.00'	1□77.56
□4	30□□00.60□'NB'	7.□5'□□T	1□77.46
□5	30□□□□.□4□'NB'	10.□7'□□T	1□77.5□
□6	301□□□.75□'NB'	□.00'□□T	1□77.5□
□7	301□□□.74□'NB'	0.00'	1□77.70
□□	30□□0□.56□'NB'	□.00'□□T	1□77.73
□□	30□□0□.56□'NB'	0.00'	1□77.□5

2

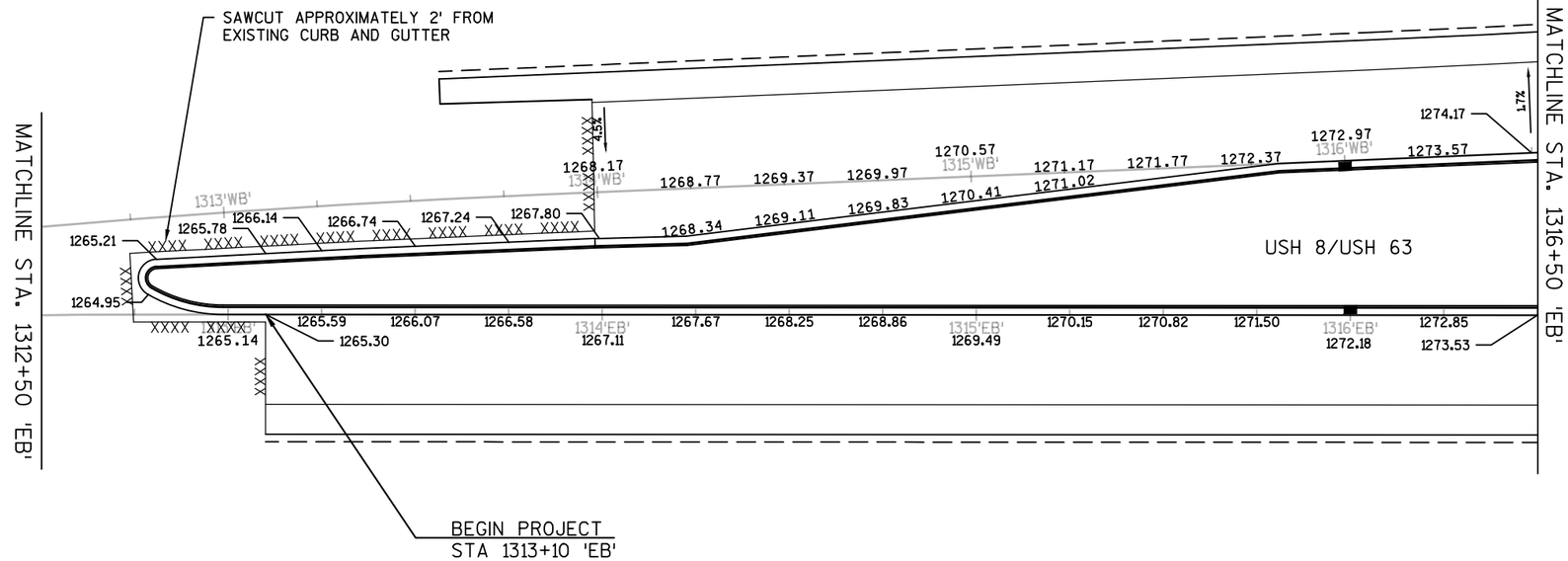
2



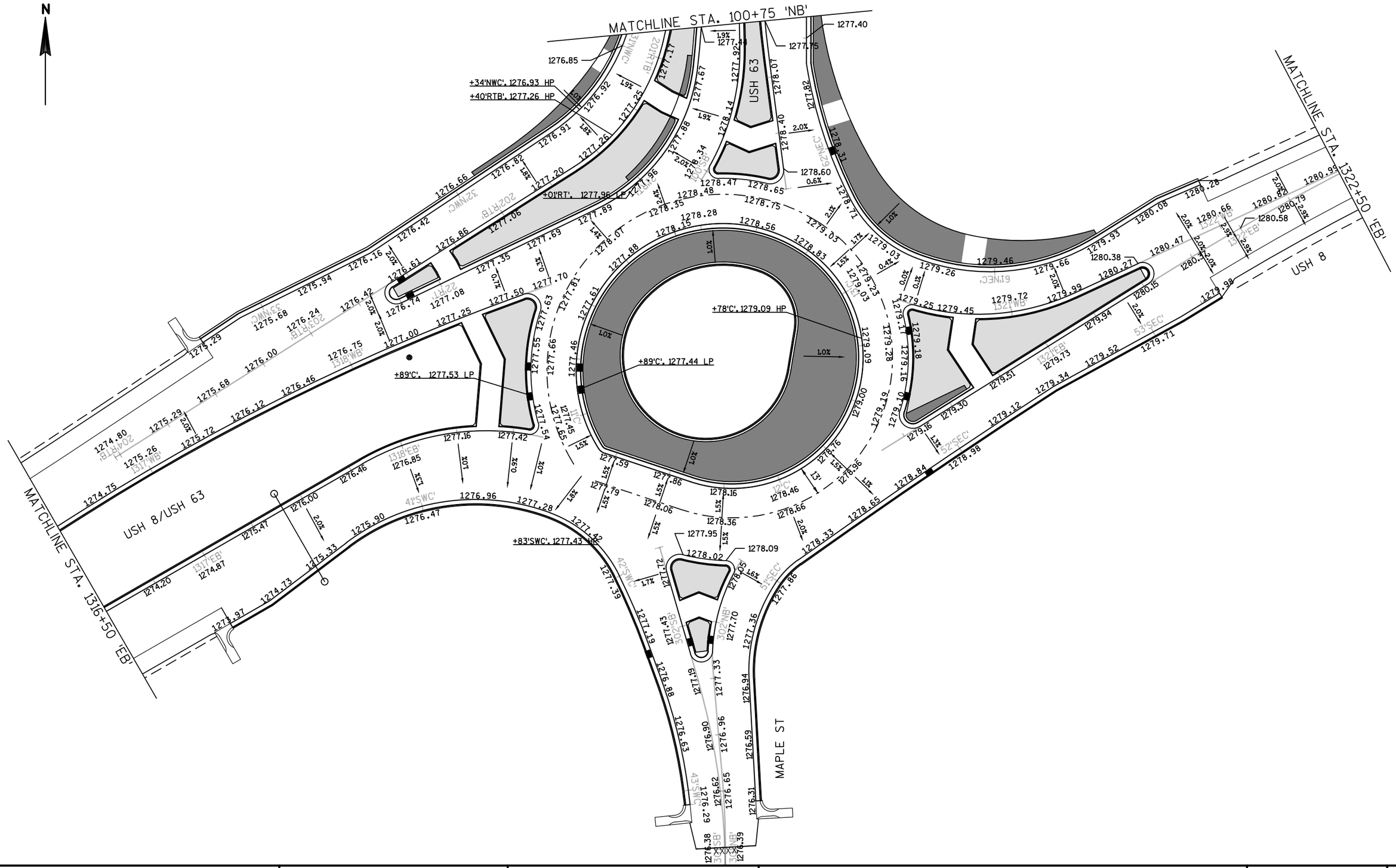
MATCHLINE STA. 1312+50 'EB'

N

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 25	E


N
MATCHLINE STA. 100+75 'NB'
USH 63
USH 8
MATCHLINE STA. 1322+50 'EB'
USH 8/USH 63
MATCHLINE STA. 1316+50 'EB'
MAPLE ST
+34'NWC', 1276.93 HP
+40'RTB', 1277.26 HP
+01'RT', 1277.96 LP
+78'C', 1279.09 HP
+89'C', 1277.44 LP
+89'C', 1277.53 LP
+83'SWC', 1277.43 HP
1277.40
1277.75
1276.85
1278.60
1280.99
1280.82
1280.58
1280.26
1279.46
1279.98
1279.71
1279.52
1279.34
1279.30
1279.12
1278.98
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1276.92
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1276.66
1276.42
1276.16
1275.94
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1277.06
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1277.08
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1277.25
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1277.70
1276.14
1276.42
1276.24
1276.00
1275.68
1275.29
1276.75
1276.46
1276.12
1275.68
1275.29
1275.12
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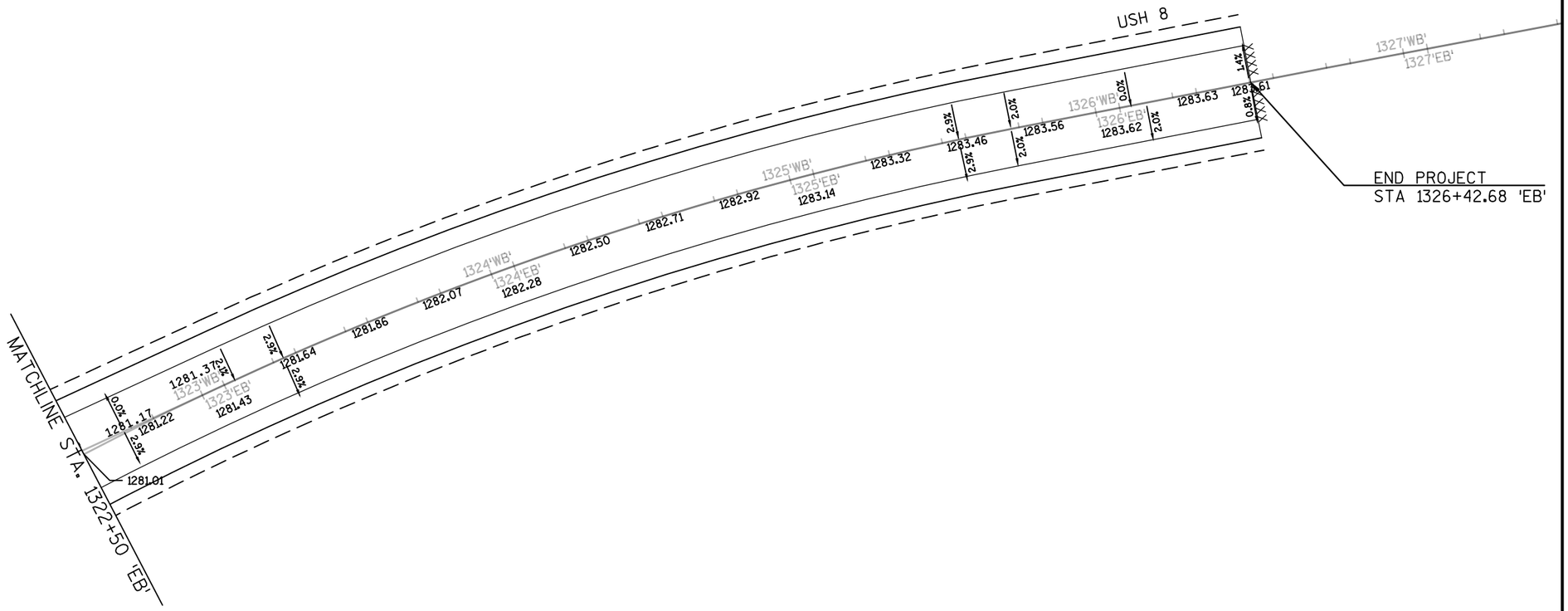
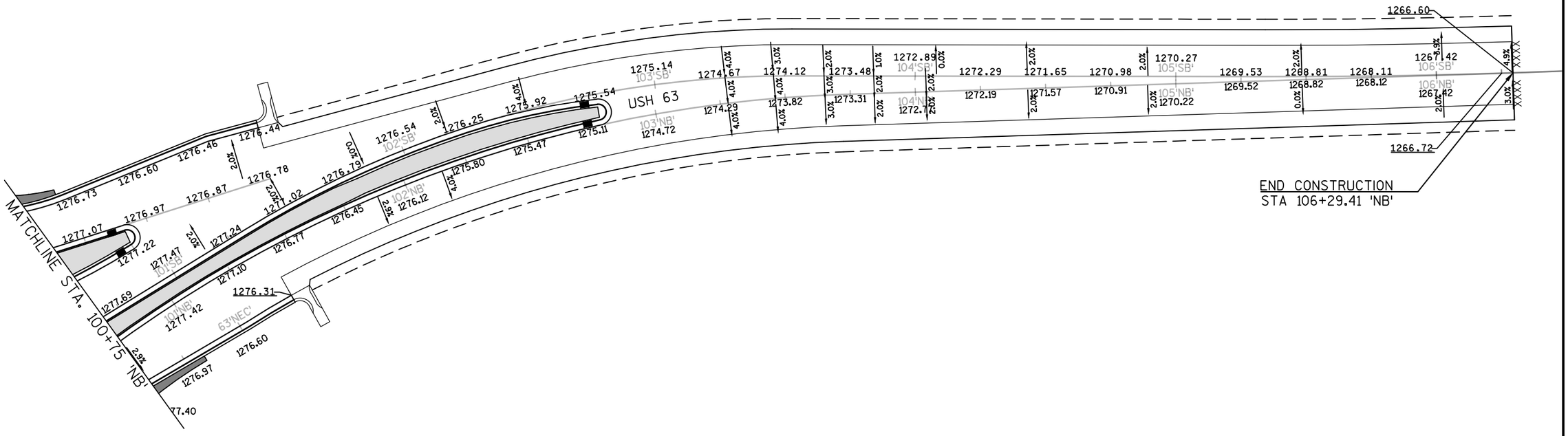
1274.75
1275.47
1274.87
1274.20
1274.73
1273.97

2



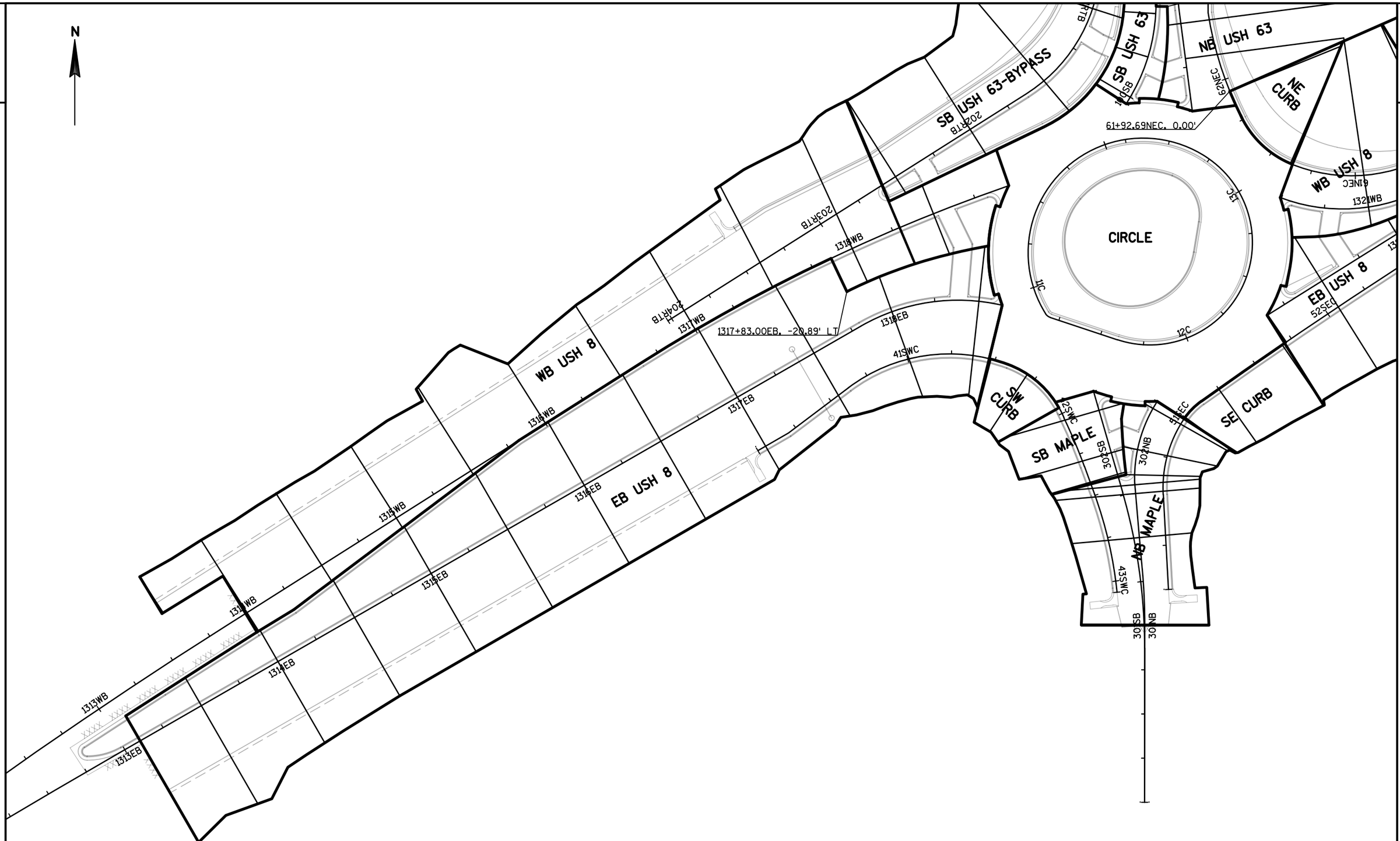
PROJECT NO:1570-02-75	HWY:USH 8	COUNTY:BARRON	PAVING DETAILS	SHEET 27	E

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PAVING DETAILS	SHEET 28	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-PD
PLOT DATE : 10/27/2016 2:16 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTION MATCHLINES	SHEET 29	E

2

2

N

SB USH 63

NB USH 63

USH 63

105SB

103NB

102SB

102NB

101SB

101NB

63NEC

SB USH 63-BYPASS

20RT8

100+60.49NB, -6.41' LT

62NEC

NE CURB

61+92.69NEC, 0.00'

WB USH 8

USH 8

1322WB

1322EB

61NEC

1321WB

1321EB

53SEC

52SEC

CIRCLE

11C

12C

EB USH 8

1323WB

1323EB

1324WB

1324EB

1325WB

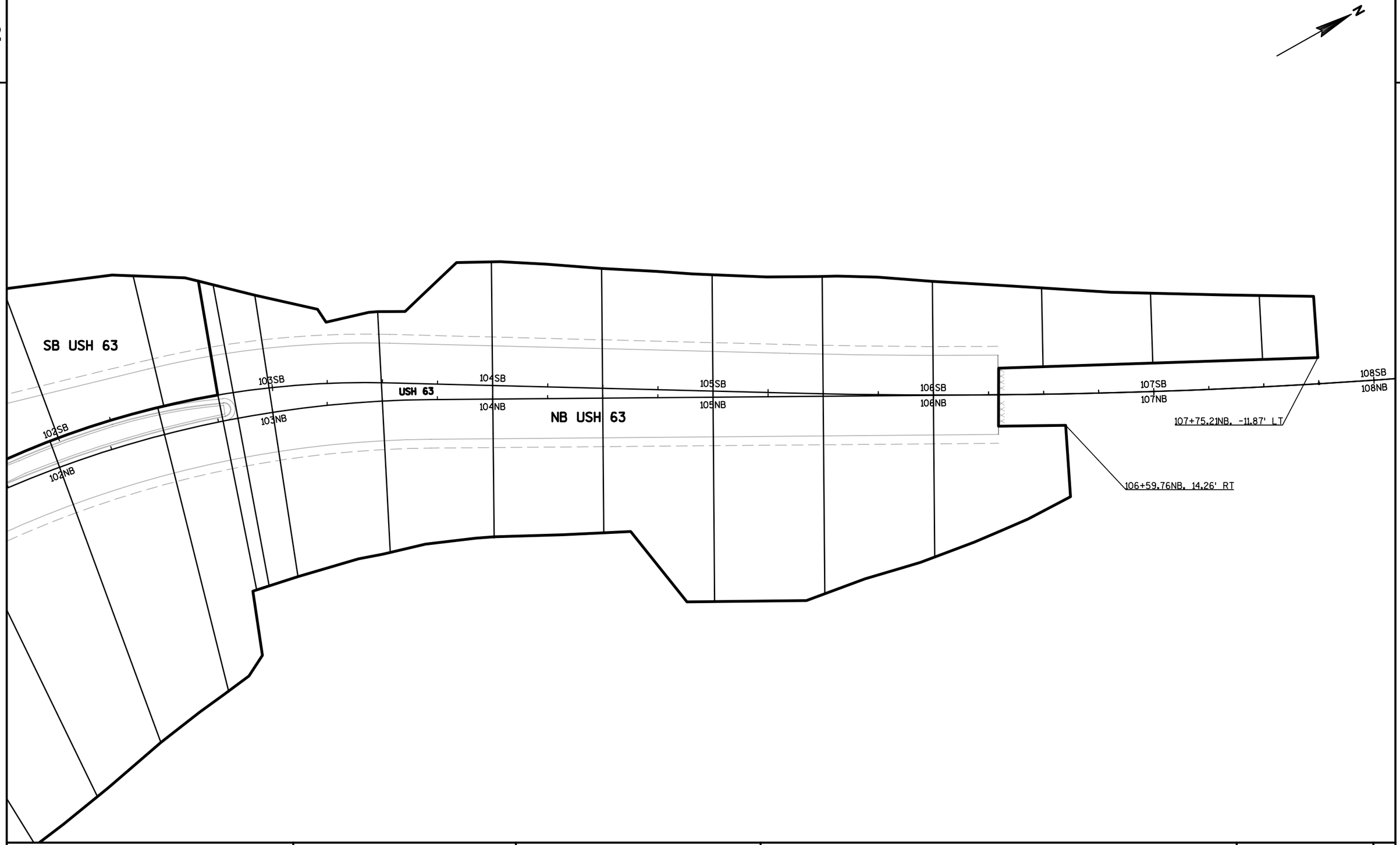
1325EB

1326WB

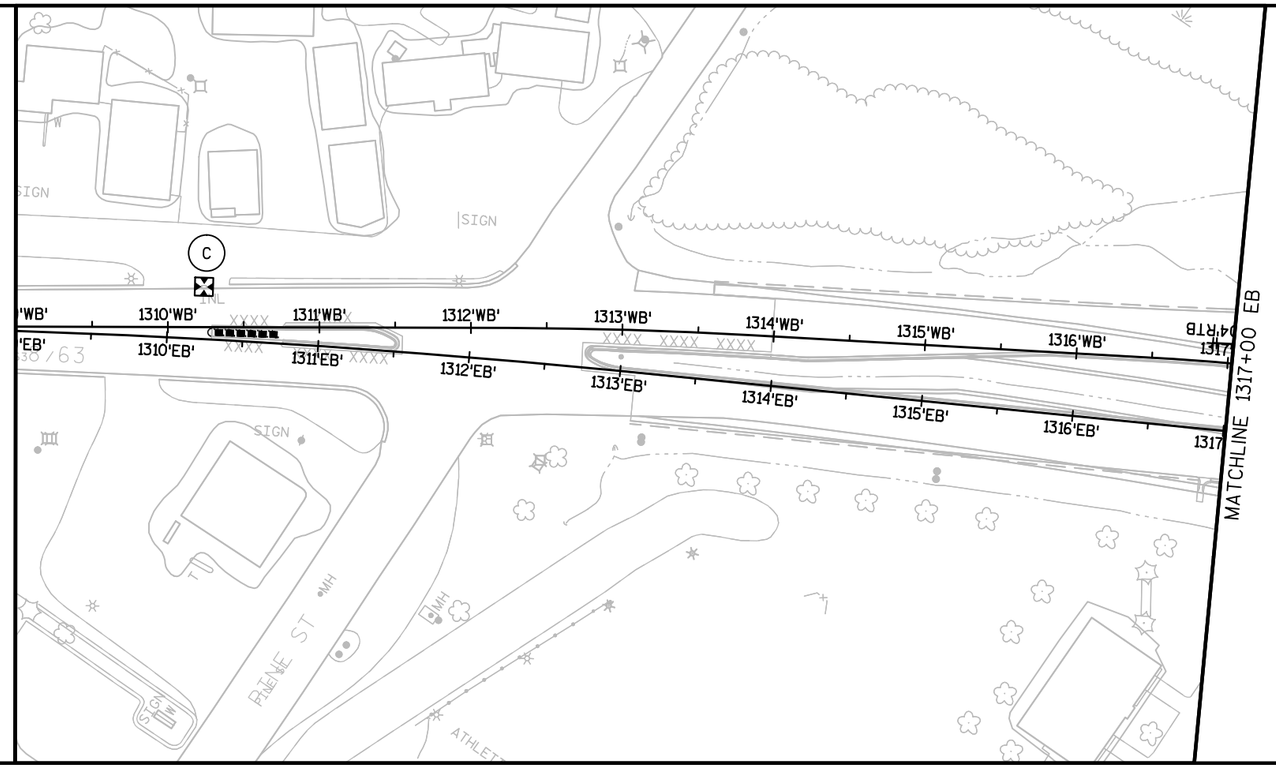
1326EB

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTION MATCHLINES	SHEET 30	E

2



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTION MATCHLINES	SHEET 31	E



2

NTOE:
ALL INLET PROTECTION IS TYPE A AND C UNLESS OTHERWISE NOTED

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 1	SHEET 32	E

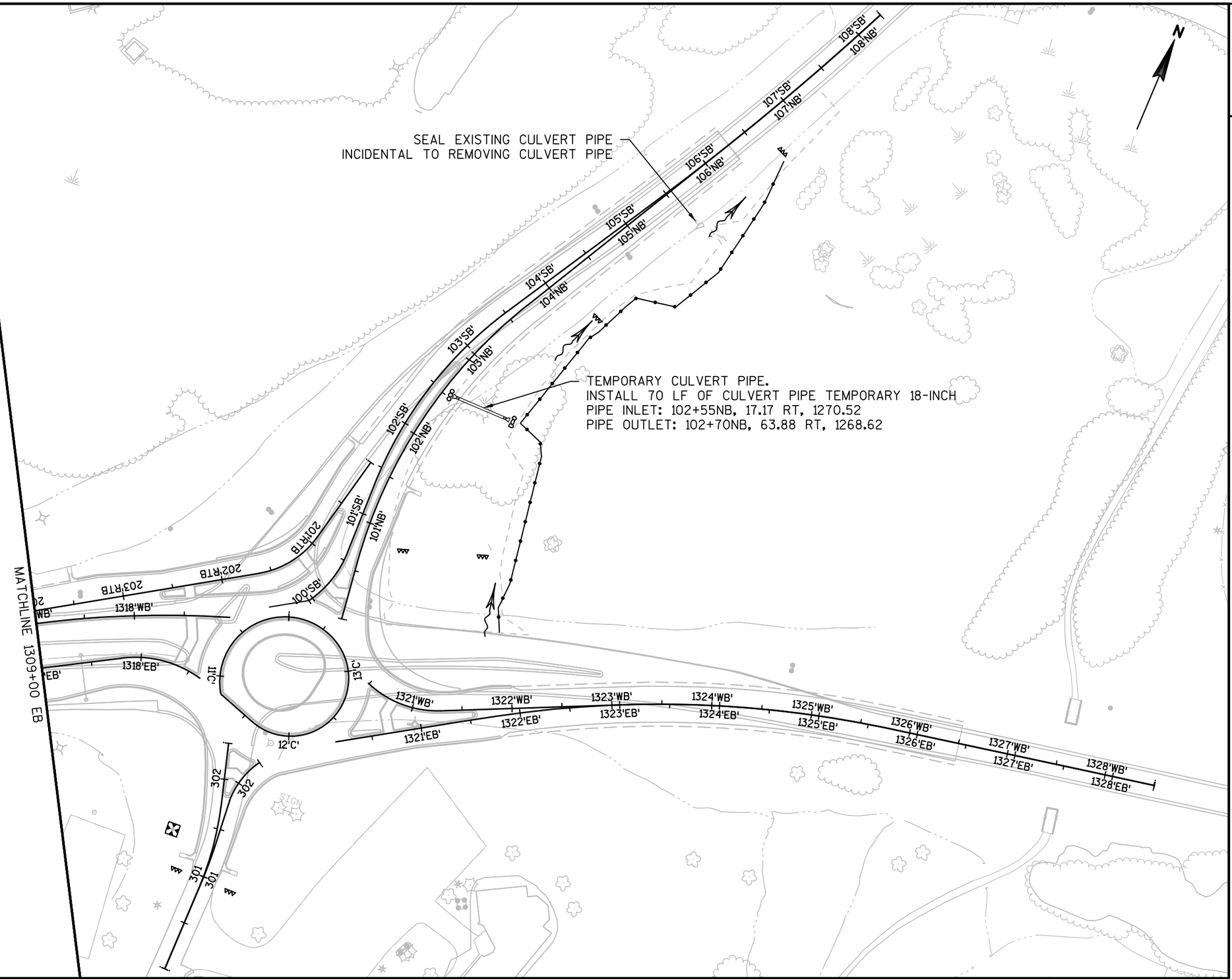
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S1.DWG
LAYOUT NAME - 022001-EC-S1
PLOT DATE : 10/26/2016 9:45 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

LEGEND

######	EROSION MAT CLASS I, TYPE B
× × × ×	EROSION MAT URBAN CLASS I, TYPE A
	SILT FENCE
	RIP RAP OR STONE DITCH CHECK
	SLOPE INTERCEPT
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	FLOW ARROW

NTOE:
ALL INLET PROTECTION IS
TYPE A AND C UNLESS
OTHERWISE NOTED



2

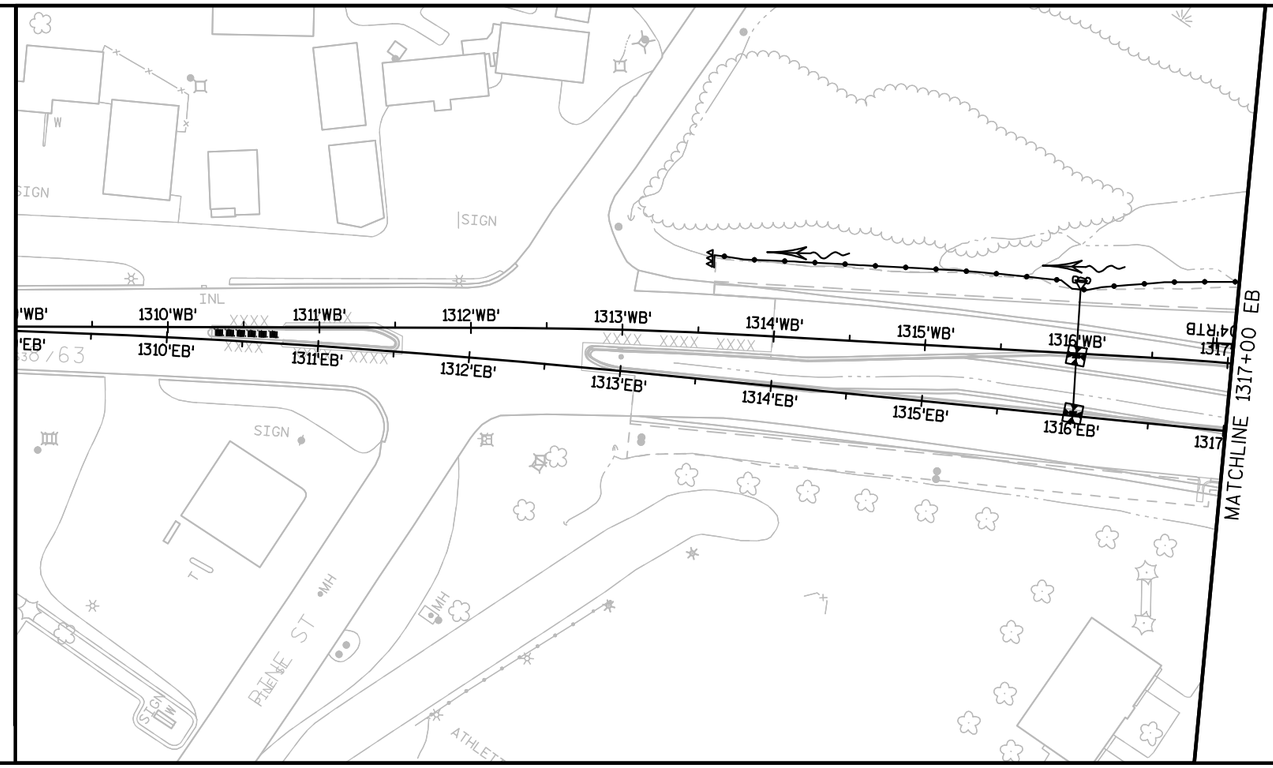
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 1	SHEET 33	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S1.DWG
LAYOUT NAME - 022002-EC-S1

PLOT DATE : 10/26/2016 9:45 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



2

NTOE:
ALL INLET PROTECTION IS TYPE A AND C UNLESS OTHERWISE NOTED

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 2	SHEET 34	E

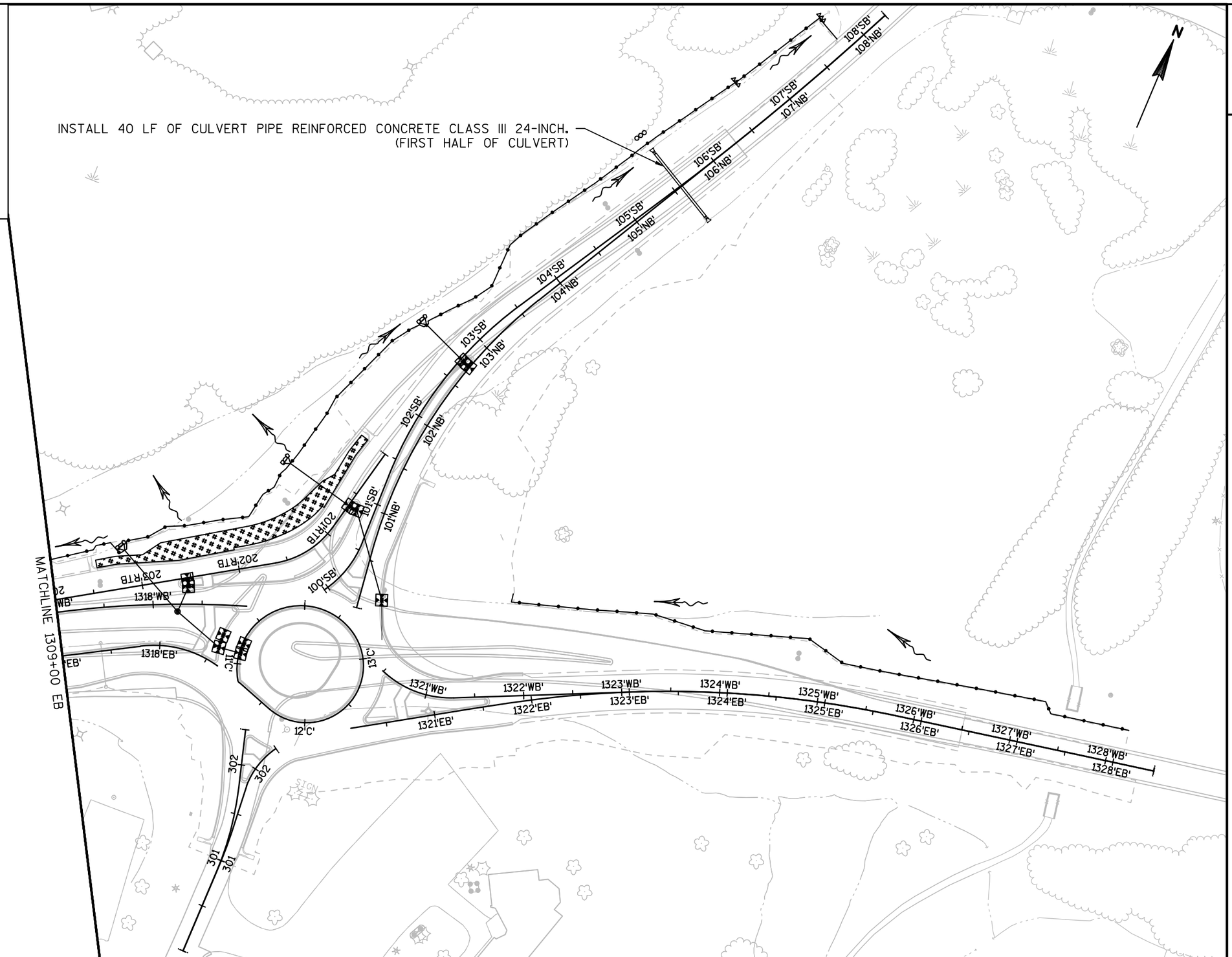
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S2.DWG
LAYOUT NAME - 022001-EC-S2
PLOT DATE : 10/26/2016 9:35 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

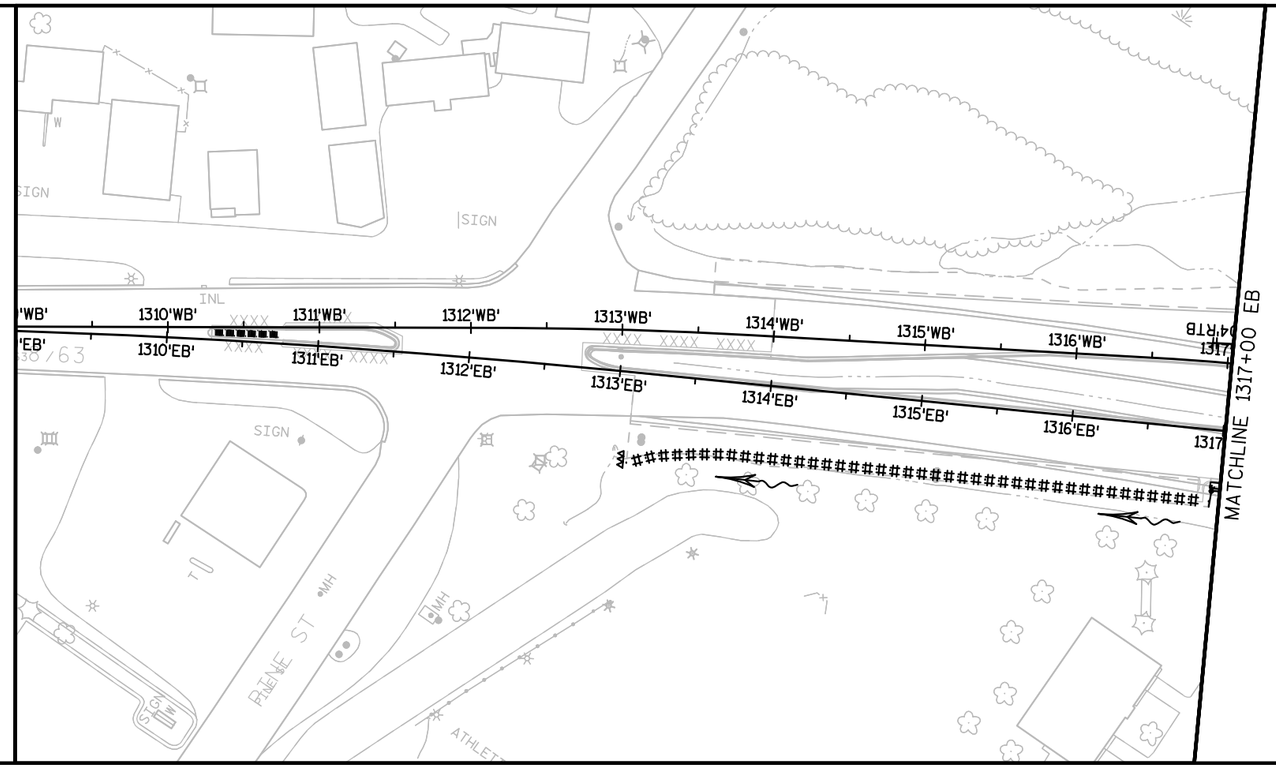
2

LEGEND

######	EROSION MAT CLASS I, TYPE B
× × × ×	EROSION MAT URBAN CLASS I, TYPE A
	SILT FENCE
	RIP RAP OR STONE DITCH CHECK
	SLOPE INTERCEPT
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	FLOW ARROW

NTOE:
ALL INLET PROTECTION IS
TYPE A AND C UNLESS
OTHERWISE NOTED





2

NTOE:
ALL INLET PROTECTION IS TYPE A AND C UNLESS OTHERWISE NOTED

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 3A & 3B	SHEET 36	E

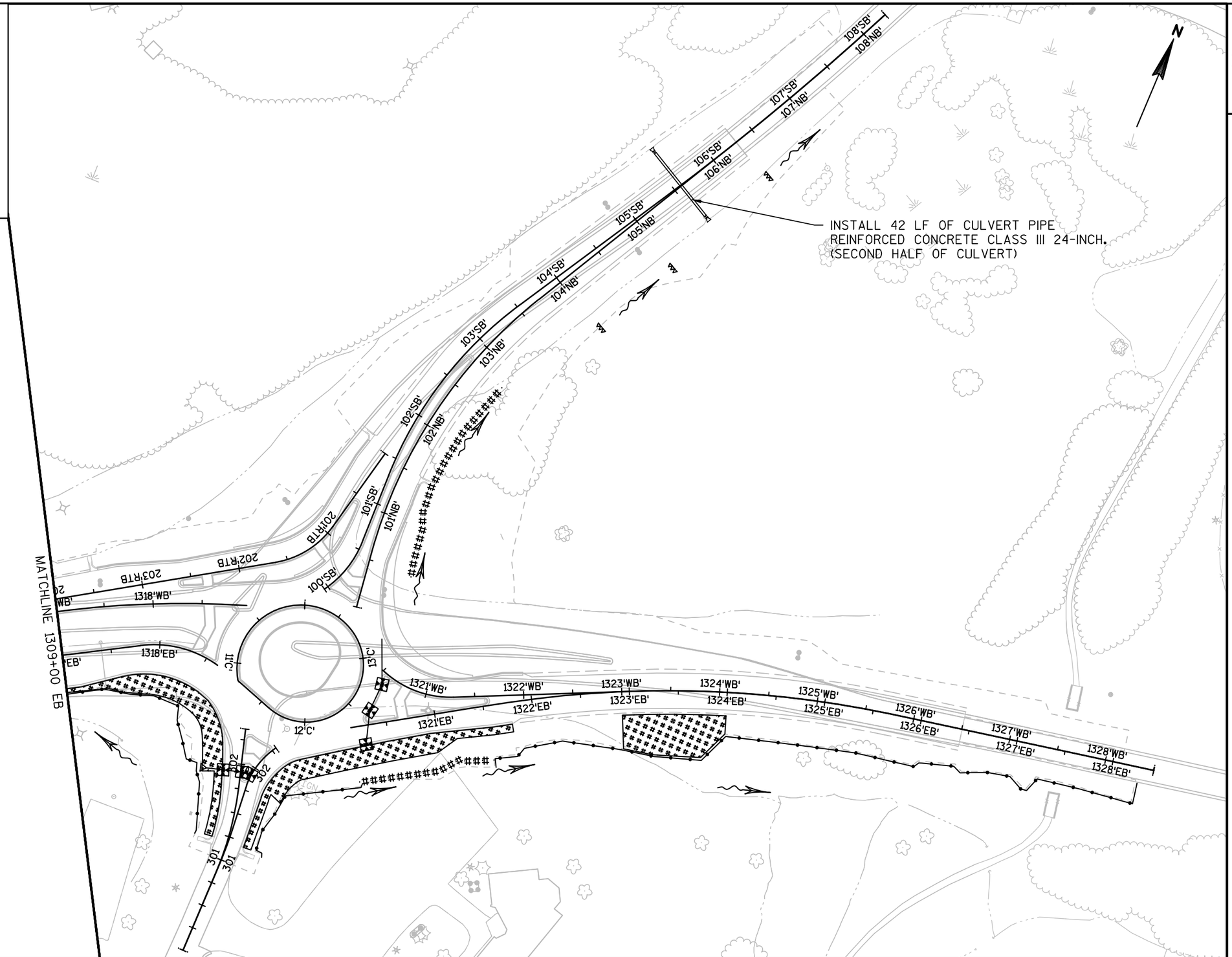
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S3.DWG
LAYOUT NAME - 022001-EC-S3
PLOT DATE : 10/26/2016 9:36 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW

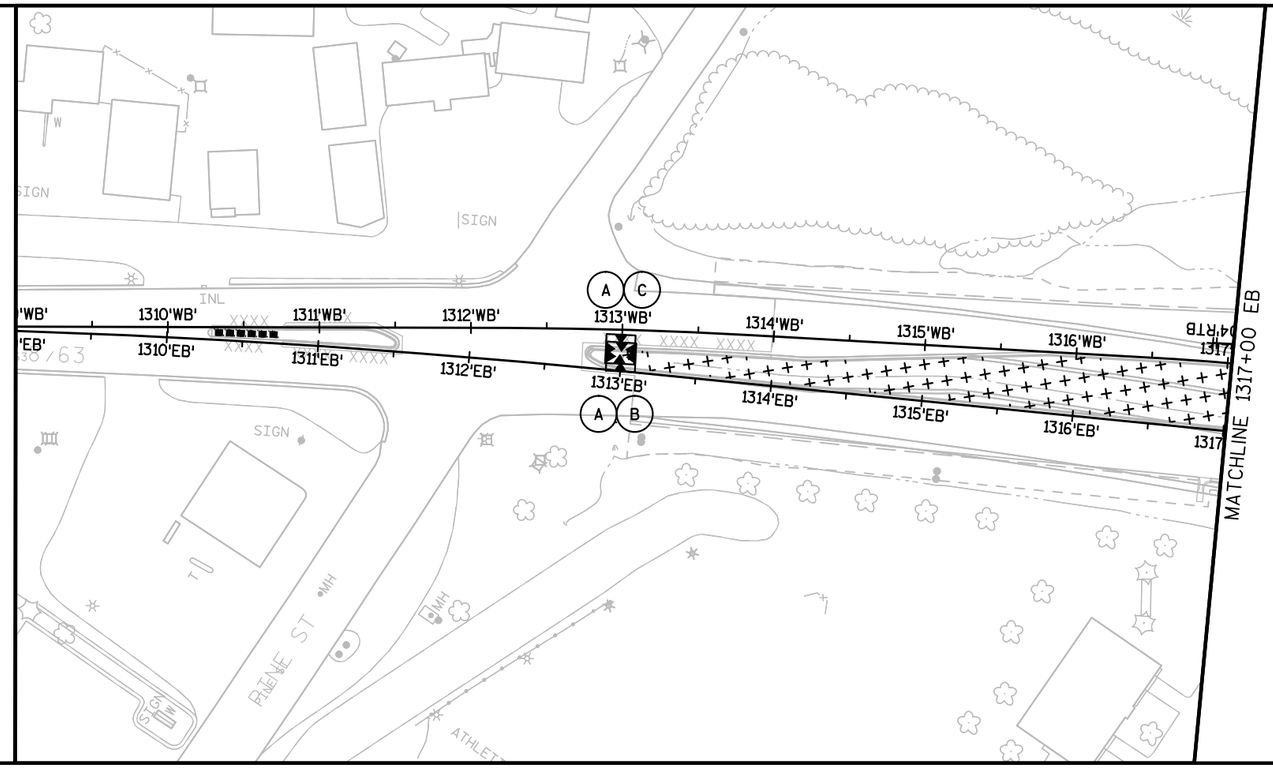
NTOE:
ALL INLET PROTECTION IS
TYPE A AND C UNLESS
OTHERWISE NOTED



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 3A & 3B	SHEET 37	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S3.DWG
LAYOUT NAME - 022002-EC-S3
PLOT DATE : 10/26/2016 9:36 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



NTOE:
ALL INLET PROTECTION IS TYPE A AND C UNLESS OTHERWISE NOTED

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW

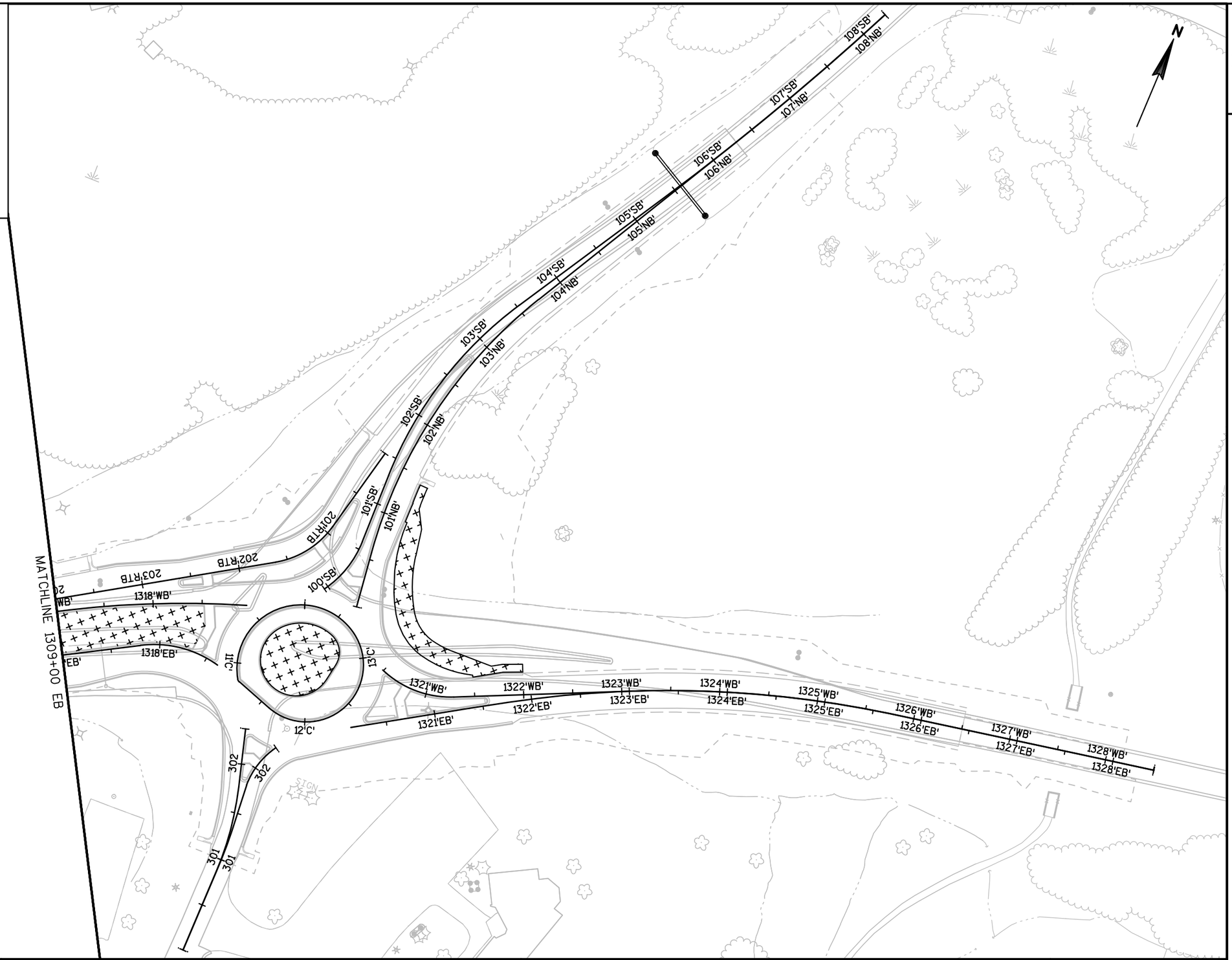
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 4	SHEET 38	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022001-EC-S4.DWG
LAYOUT NAME - 022001-EC-S4
PLOT DATE : 10/26/2016 9:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

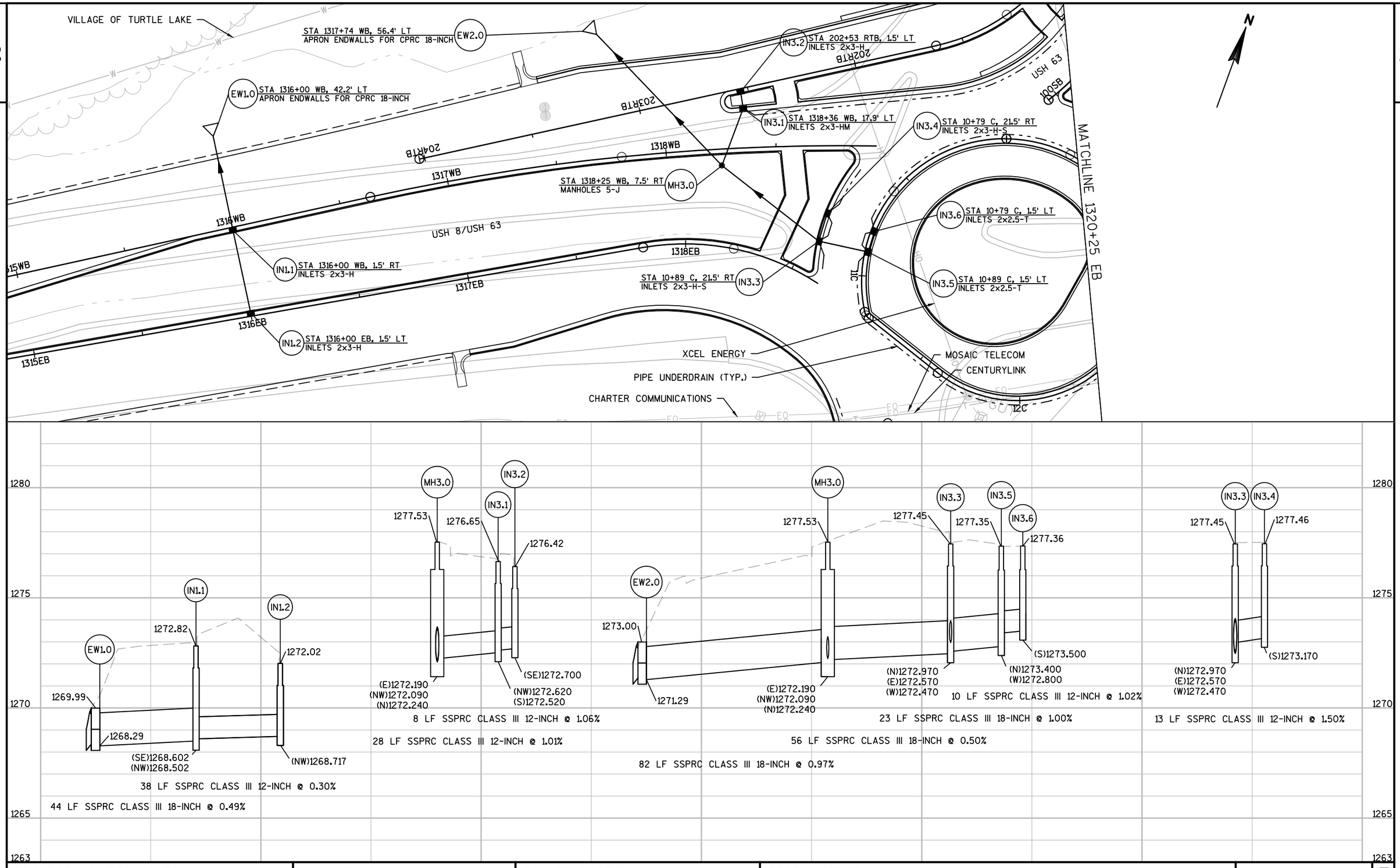
LEGEND

######	EROSION MAT CLASS I, TYPE B
× × × ×	EROSION MAT URBAN CLASS I, TYPE A
	SILT FENCE
	RIP RAP OR STONE DITCH CHECK
	SLOPE INTERCEPT
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	FLOW ARROW

NTOE:
ALL INLET PROTECTION IS
TYPE A AND C UNLESS
OTHERWISE NOTED

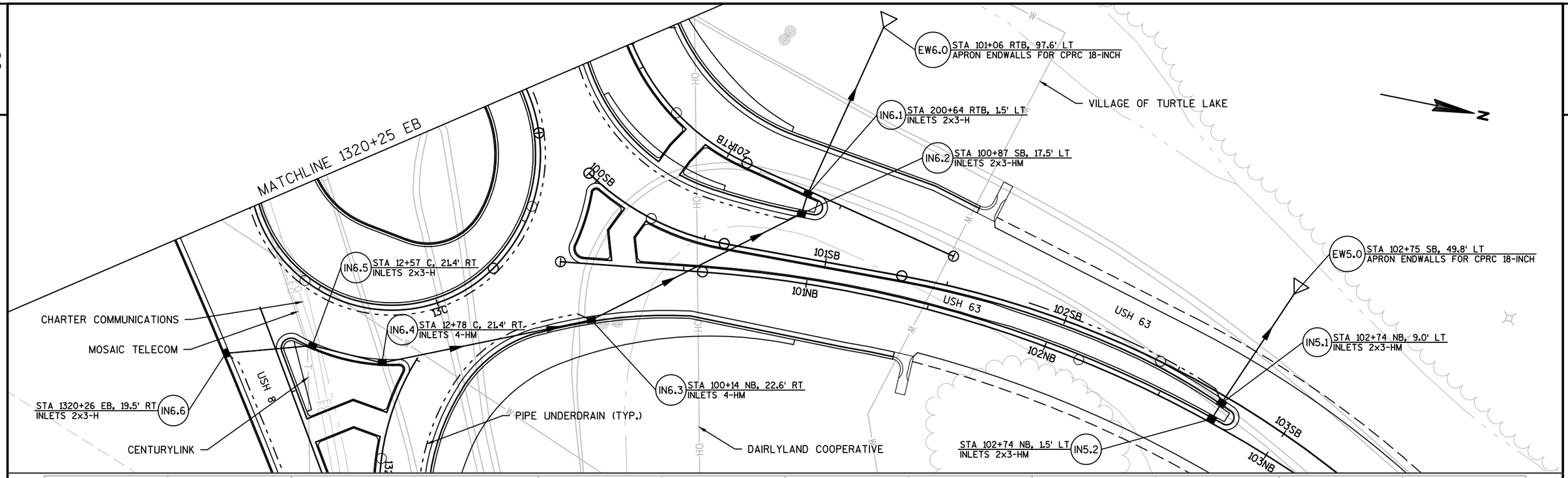


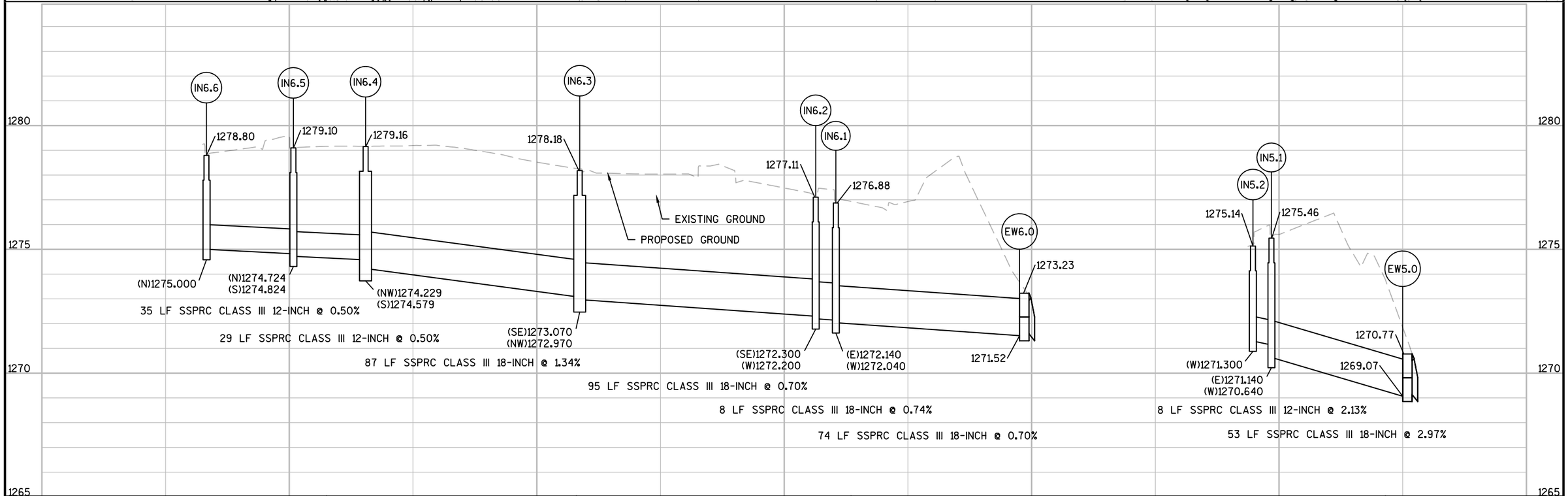
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EROSION CONTROL - STAGE 4	SHEET 39 E



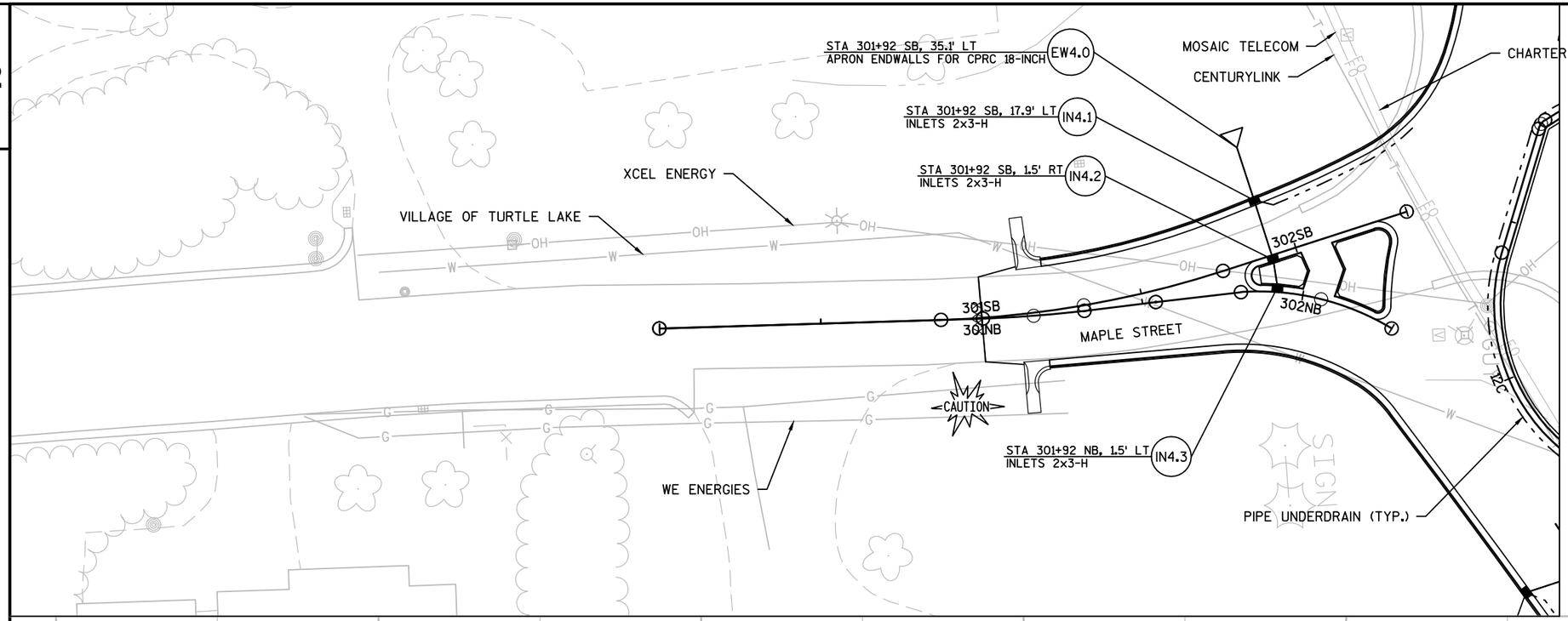
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	STORM SEWER	SHEET 40	E

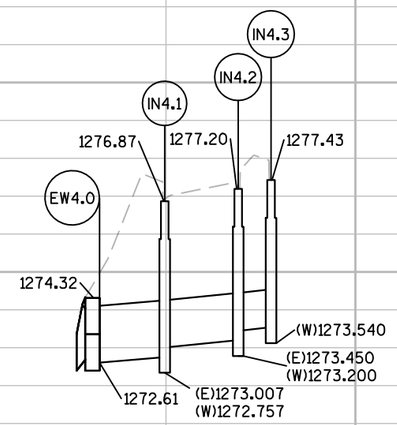
FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-SS
PLOT DATE : 10/27/2016 2:41 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:40_XREF





PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	STORM SEWER	SHEET 41	E





9 LF SSPRC CLASS III 12-INCH @ 1.04%

19 LF SSPRC CLASS III 15-INCH @ 1.00%

17 LF SSPRC CLASS III 18-INCH @ 0.88%

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	STORM SEWER	SHEET 42	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022503-SS
PLOT DATE : 10/27/2016 2:42 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STORM SEWER SUMMARY

				STRUCTURE							DISCHARGE PIPE					
NO.	STATION	OFFSET	STRUCTURE	STRUCTURE TYPE	COVER TYPE	RIM OR FLANGE ELEV	TOP OF STRUCTURE ELEV	FLOWLINE OF STRUCTURE	STRUCTURE DEPTH FEET	REMARKS	SIZE INCHES	DISTANCE FEET	SLOPE %	PIPE CLASS	DRAINS TO	DOWNSTREAM DISCHARGE ELEV
IN1.2	1316+00 'EB'	1.5 RT	INLET	2X3-FT	H	1272.02	1271.02	1268.72	2.30		12	38	0.30%	III	IN1.1	1268.60
IN1.1	1316+00 'WB'	1.5 RT	INLET	2X3-FT	H	1272.81	1271.81	1268.50	3.31		18	44	0.49%	III	EW1.0	1268.29
EW1.0	1316+00 'WB'	42.2 LT	ENDWALL	--	--	--	1269.99	--	--		18	--	--	--	--	--
IN3.6	10+79 'C'	1.5 LT	INLET	2X2.5-FT	T	1277.36	1276.36	1273.50	3.03	PIPE UNDERDRAIN CONNECTION	12	10	1.02%	III	IN3.5	1273.40
IN3.5	10+89 'C'	1.5 LT	INLET	2X2.5-FT	T	1277.35	1276.35	1272.80	3.72	PIPE UNDERDRAIN CONNECTION	18	23	1.00%	III	IN3.3	1272.97
IN3.3	10+89 'C'	21.5 RT	INLET	2X3-FT	H-S	1277.45	1276.45	1272.47	3.98		18	56	0.50%	III	MH3.0	1272.19
IN3.4	10+79 'C'	21.5 RT	INLET	2X3-FT	H-S	1277.46	1276.46	1273.17	3.29		12	13	1.50%	III	IN3.3	1272.97
MH3.0	1318+25 'WB'	7.5 RT	MANHOLE	5-FT	J	1277.53	1276.53	1272.09	4.20		18	82	0.97%	III	EW2.0	1271.29
EW2.0	1317+74 'WB'	56.4 LT	ENDWALL	--	--	--	1273.00	--	--		18	--	--	--	--	--
IN3.2	202+53 'RTB'	1.5 LT	INLET	2X3-FT	H	1276.84	1275.84	1272.70	3.14		12	8	1.06%	III	IN3.1	1272.62
IN3.1	1318+36 'WB'	17.9 LT	INLET	2X3-FT	HM	1276.65	1275.65	1272.52	3.13	PIPE UNDERDRAIN CONNECTION	12	28	1.01%	III	MH3.0	1272.24
IN5.2	102+74 'NB'	1.5 LT	INLET	2X3-FT	HM	1275.14	1274.14	1271.30	2.84		12	8	2.13%	III	IN5.1	1271.14
IN5.1	102+74 'SB'	9.0 LT	INLET	2X3-FT	HM	1275.46	1274.46	1270.64	3.82		18	53	2.97%	III	EW5.0	1269.07
EW5.0	102+75 'SB'	72.8 RT	ENDWALL	--	--	--		1270.77	--		18	--	--	--	--	--
IN6.6	1320+26 'EB'	19.5 RT	INLET	2X3-FT	H	1278.80	1277.80	1275.00	2.80	PIPE UNDERDRAIN CONNECTION	12	35	0.50%	III	IN6.5	1274.82
IN6.5	12+57 'C'	21.4 RT	INLET	2X3-FT	H	1279.10	1278.10	1274.59	3.38		12	29	0.50%	III	IN6.4	1274.58
IN6.4	12+78 'C'	21.4 RT	INLET	4-FT	H	1279.16	1278.16	1273.63	3.93		18	87	1.57%	III	IN6.3	1273.07
IN6.3	100+14 'NB'	22.6 RT	INLET	4-FT	HM	1278.18	1277.18	1273.07	4.21	PIPE UNDERDRAIN CONNECTION	12	95	0.70%	III	IN6.2	1272.30
IN6.2	100+87 'SB'	17.5 LT	INLET	2X3-FT	HM	1277.11	1276.11	1272.20	3.91	PIPE UNDERDRAIN CONNECTION	18	8	0.74%	III	IN6.1	1272.14
IN6.1	100+88 'RTB'	25.6 LT	INLET	2X3-FT	H	1276.88	1275.88	1272.04	3.84		18	74	0.70%	III	EW6.0	1271.52
EW6.0	200+64 'RTB'	72.8 RT	ENDWALL	2X3-FT	--	--		1273.23	--		18	--	--	--	--	--
IN4.3	301+92 'NB'	1.5 LT	INLET	2X3-FT	H	1277.43	1276.43	1273.54	2.89		12	9	1.04%	III	IN4.2	1273.45
IN4.2	301+92 'SB'	1.5 LT	INLET	2X3-FT	H	1277.20	1276.20	1273.20	3.00		15	19	1.00%	III	IN4.1	1273.01
IN4.1	301+92 'SB'	17.9 LT	INLET	2X3-FT	H	1276.87	1275.87	1272.76	3.11		18	17	0.88%	III	EW4.0	1272.61
EW4.0	301+92 'SB'	35.1 LT	ENDWALL	2X3-FT	--	--		1274.32	--		18	--	--	--	--	--

STRUCTURE DEPTH = RIM ELEVATION MINUS 15" FOR STRUCTURES WITH TYPE J CASTINGS (8 7/8" CASTING, 6" ADJUSTING)
STRUCTURE DEPTH = FLANGE ELEVATION MINUS 12" FOR STRUCTURES WITH TYPE H, H-S, HM, & HM-S CASTINGS (6" CASTING, 6" ADJUSTING)
STRUCTURE DEPTH = FLANGE ELEVATION MINUS 13" FOR STRUCTURES WITH TYPE T CASTINGS (7" CASTING, 3" ADJUSTING)
OFFSET IS TO CENTER OF STRUCTURE FOR MANHOLES AND INLETS
OFFSET IS TO END OF STRUCTURE ENDWALLS

2

2

PINE STREET

SIGN

110A
RUSTIC ROAD
REMOVE
110B
REMOVE
DO NOT ENTER
REMOVE
111
DO NOT ENTER
REMOVE
109A
NO PARKING
REMOVE
109B
WRONG WAY
REMOVE
108
LEFT TURN LANE
REMOVE
107
NO PARKING
REMOVE
106
SPEED LIMIT 35
REMOVE
105
104A
JCT
REMOVE
104B
RUSTIC ROAD
REMOVE
112
REMOVE

1311'EB' 1312'EB' 1313'EB' 1314'EB' 1315'EB' 1316'EB' 1317

USH 8/USH 63

113
114
REMOVE

100A
100B
100C
NORTH EAST
REMOVE REMOVE
63 8
REMOVE REMOVE
REMOVE REMOVE
100D
100E
100F
REMOVE
101
LEFT TURN LANE
REMOVE
103
Barron
Cumberland
Spooner
102

PINE STREET

MH
MH

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 1 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	EXISTING SIGNS	SHEET 44	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-PS

PLOT DATE : 10/27/2016 2:53 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

N

USH 63

101'NB'

USH 8/USH 63

1317'EB'

1318'EB'

USH 8

1321'EB'

1322'EB'

1323'EB'

MAPLE STREET

301'NB'

302'NB'

SIGN

221A 221C SOUTH WEST REMOVE REMOVE 63 8 REMOVE REMOVE 221B 221D

218 RIGHT TURN NO STOP REMOVE

220 NO PARKING EXT TIME REMOVE

215 REMOVE

219 REMOVE

217A EAST SOUTH WEST 217D 217G REMOVE REMOVE REMOVE

217B 8 63 8 217E 217H REMOVE REMOVE REMOVE

217C 217F 217I REMOVE REMOVE REMOVE

213 REMOVE 214

216A STOP REMOVE TRAFFIC ON CR DOES NOT STOP REMOVE 216B

222 223 REMOVE

101'NB'

NORTH REMOVE 63 REMOVE 212A 212B 212C

DO NOT ENTER REMOVE 211J

211A SOUTH WEST NORTH REMOVE REMOVE REMOVE 211B 63 8 63 REMOVE REMOVE REMOVE 211C

211D 211G 211E 211H 211F 211I

210B WRONG WAY REMOVE

210A SPONSOR1 SPONSOR2 SPONSOR3 REMOVE *

209 REMOVE

200A 200B 200C NORTH EAST REMOVE REMOVE 63 8 REMOVE REMOVE REMOVE REMOVE 200D 200E 200F

200G DO NOT ENTER REMOVE

Business District REMOVE 201

TOURIST INFORMATION REMOVE 202

STOP REMOVE 203

DO NOT ENTER REMOVE 204

205A 205B EAST REMOVE 8 REMOVE

LEFT TURN LANE REMOVE 206

REMOVE 207A

WRONG WAY REMOVE 207B

SPONSOR1 SPONSOR2 SPONSOR3 REMOVE * 208A

DO NOT ENTER REMOVE 208B

* SALVAGE, SEE PERMANENT SIGN SHEETS FOR NEW LOCATION

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 2 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	EXISTING SIGNS	SHEET 45	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023202-PS
PLOT DATE : 10/27/2016 2:53 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

RIGHT TURN LANE
REMOVE
300

301
St. Croix Falls
Baldwin
Cumberland

LEAVE POST IN PLACE

SPEED LIMIT 35
REMOVE
304

N

USH 8

1323'EB' 1324'EB' 1325'EB' 1326'EB' 1327'EB' 1328'EB'

302A SOUTH WEST NORTH 302D 302G
REMOVE REMOVE REMOVE
302B 63 8 63 302E 302H
REMOVE REMOVE REMOVE
302C 302F 302I
REMOVE REMOVE REMOVE

LEAVE POST IN PLACE

SPEED LIMIT 35
REMOVE
305

JCT
REMOVE
63
REMOVE
303A
303B

N

USH 8

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 3 OF 5

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EXISTING SIGNS	SHEET 46	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023203-PS
PLOT DATE : 10/27/2016 2:53 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

2

N

405

Barron
Baldwin
St. Croix Falls

400

REMOVE

401

USH 63

101'NB'

102'NB'

103'NB'

104'NB'

105'NB'

106'NB'

107'NB'

SPONSOR
SPONSOR1
SPONSOR2
SPONSOR3

REMOVE

402

BUCKLE UP
IT'S THE LAW

REMOVE

403

Cumberland 12
Spooner 34

404

⚹ SALVAGE, SEE PERMANENT SIGN SHEETS FOR NEW LOCATION

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 4 OF 5

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	EXISTING SIGNS	SHEET 47	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023204-PS
PLOT DATE : 10/27/2016 2:53 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

500A NO ENGINE BRAKING EXCEPT IN EMERGENCY REMOVE

500B WITHIN VILLAGE LIMITS REMOVE

501A EAST REMOVE | SOUTH REMOVE | WEST REMOVE

501B 8 REMOVE | 63 REMOVE | 8 REMOVE

501C REMOVE | REMOVE | REMOVE

501D 501G 501E 501H 501F 501I

106'NB' 107'NB' 108'NB'

USH 63

13 2 AVE

N

504A JCT REMOVE

504B 8 REMOVE

REMOVE

502

503

USH 63

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES SIGN NUMBER

SHEET 5 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	EXISTING SIGNS	SHEET 48	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023205-PS
PLOT DATE : 10/27/2016 2:53 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

PINE STREET

SIGN

107B
DO NOT ENTER
R5-1
36"X36"

107A
WEST SOUTH
8 63
RUSTIC ROAD
J3-3
72"X57"

106B
WRONG WAY
R5-1A
36"X24"

106A
SPEED LIMIT 35
R2-1
24"X30"

105
BEGIN LEFT TURN LANE
R3-20-L
24"X36"

104
JCT
RUSTIC ROAD
J1-1
24"X39"

1311'WB'
1312'WB'
1313'WB'
1314'WB'
1315'WB'
1316'WB'
1317'
204'SBRT'

1312'EB'
1313'EB'
1314'EB'
1315'EB'
1316'EB'
1317'

USH 8/USH 63

ONE WAY

MATCH LINE STA. 1317EB+00

110
R4-7
36"X48"

109 100
R4-7
24"X30"

PINE STREET

101A
W2-6
30"X30"

101B
15 M.P.H.
W13-1
24"X24"

102
8 EAST
NORTH 63
Maple St
D1-62
108"X72"

108
W3-2
36"X36"

103
Cumberland
D1-1
84"X15"

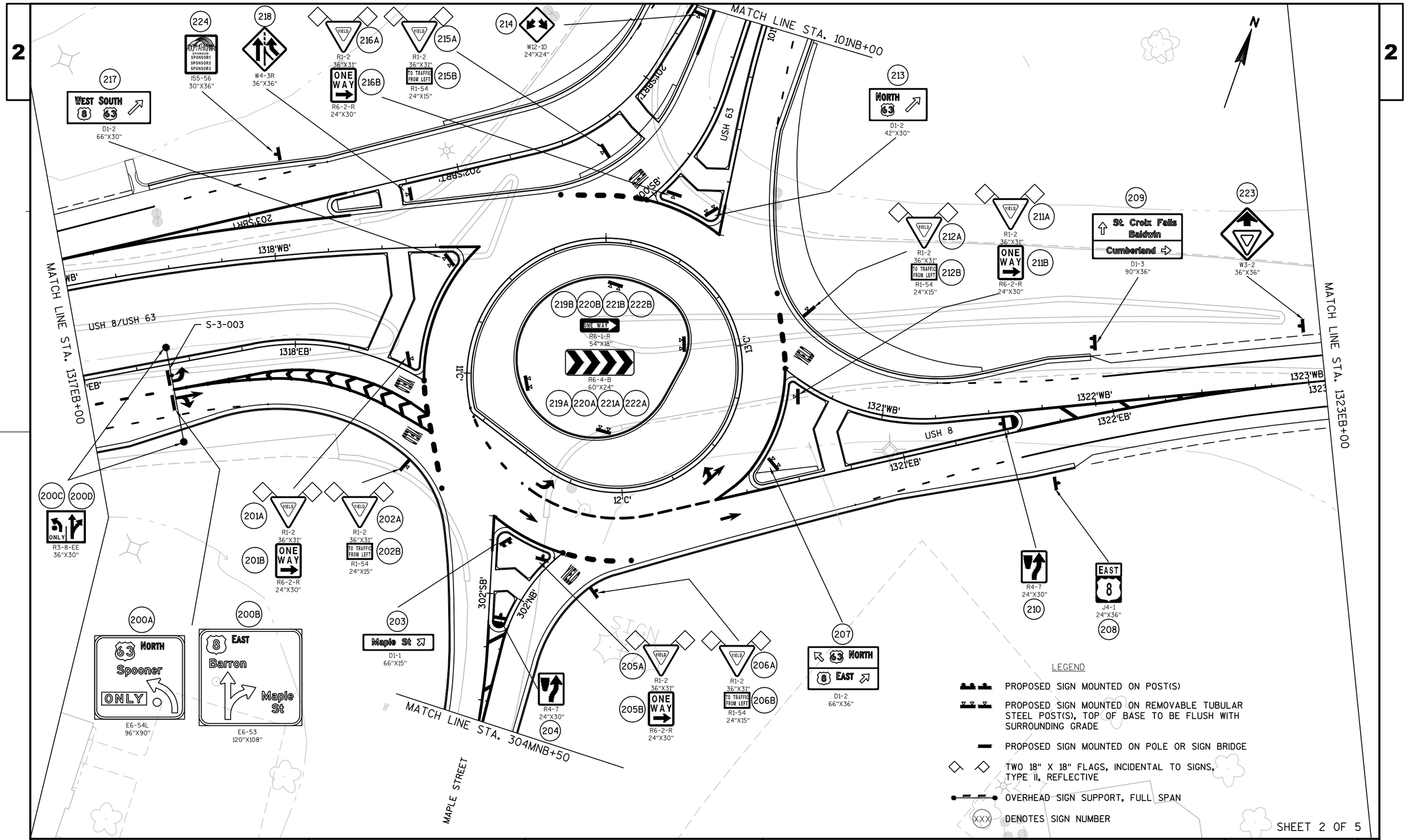
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II, REFLECTIVE
- OVERHEAD SIGN SUPPORT, FULL SPAN
- (XXX) DENOTES SIGN NUMBER

SHEET 1 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNS	SHEET 49	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 023206-PS
PLOT DATE : 10/20/2016 4:31 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF
WISDOT/CADDS SHEET 42



SHEET 2 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNS	SHEET 50	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 023207-PS

PLOT DATE : 10/20/2016 4:31 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF

2

2

MATCH LINE STA. 1323EB+00

301
D1-62
108"X78"
WEST SOUTH
8 63
Maple St
NORTH 63

300A
W2-6
30"X30"

300B
15 M.P.H.
W13-1
18"X18"

305
SPEED LIMIT 35
R2-1
24"X30"

REPLACE ON EXISTING POST

1324'WB'
1324'EB'
1325'WB'
1325'EB'
1326'WB'
1326'EB'
1327'WB'
1327'EB'
1328'WB'
1328'EB'
USH 8

303
I55-56
30"X36"

304
SPEED LIMIT 55
R2-1
24"X30"

302
JCT 63
J1-1
24"X39"

306
SPEED LIMIT 35
W3-5
36"X36"

REPLACE ON EXISTING POST

USH 8

N

LEGEND

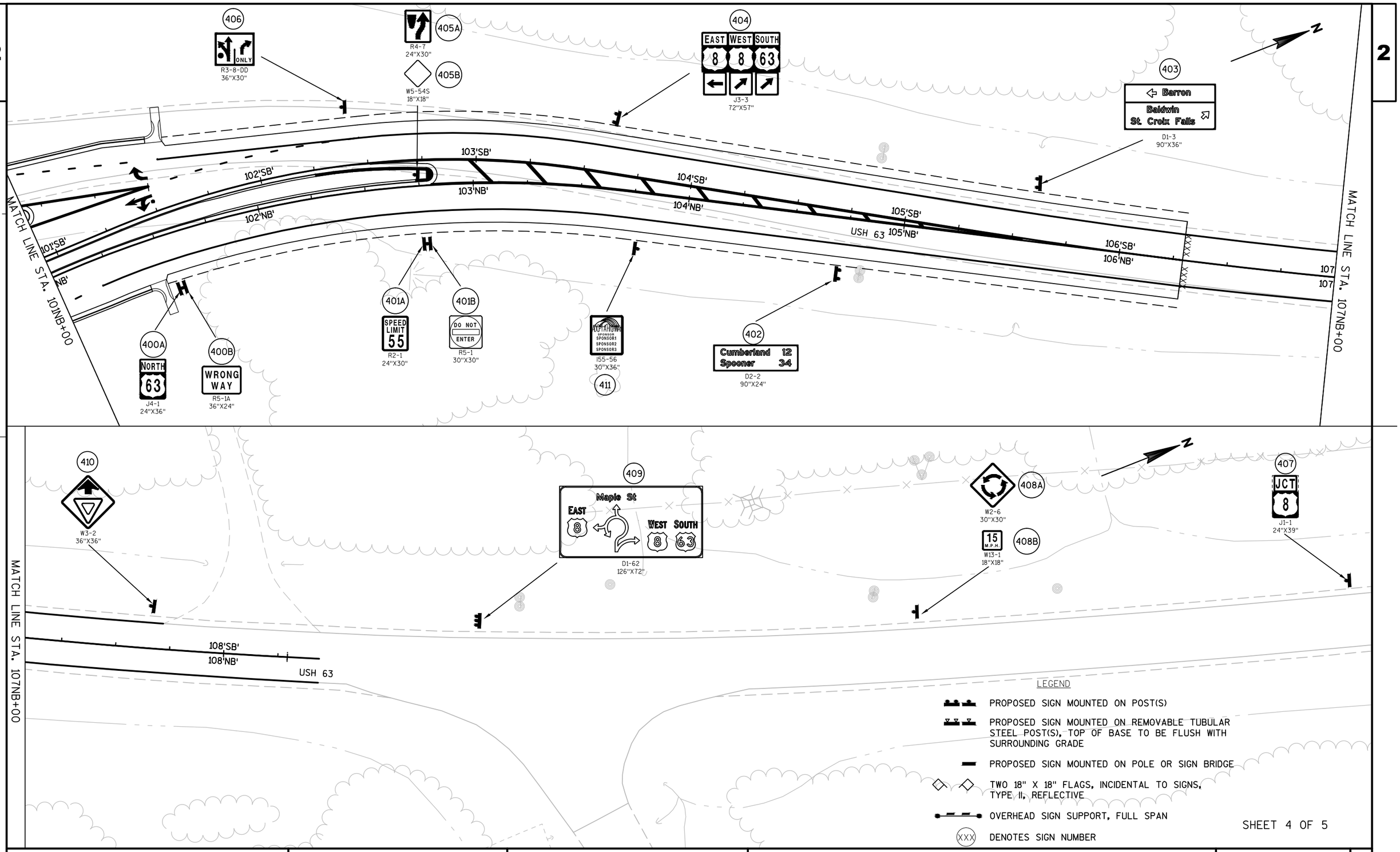
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II, REFLECTIVE
- OVERHEAD SIGN SUPPORT, FULL SPAN
- (XXX) DENOTES SIGN NUMBER

SHEET 3 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNS	SHEET 51	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 023208-PS

PLOT DATE : 10/20/2016 4:31 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 40'_XREF



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II, REFLECTIVE
- OVERHEAD SIGN SUPPORT, FULL SPAN
- (XXX) DENOTES SIGN NUMBER

SHEET 4 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNS	SHEET 52	E

2

2

MATCH LINE STA. 304MNB+50

304SB

304NB

MAPLE STREET

501

WEST	SOUTH	NORTH	EAST
8	63	63	8

J2-4
96"X57"

500A

W2-6
30"X30"

15 M.P.H.

500B

W13-1
18"X18"

N

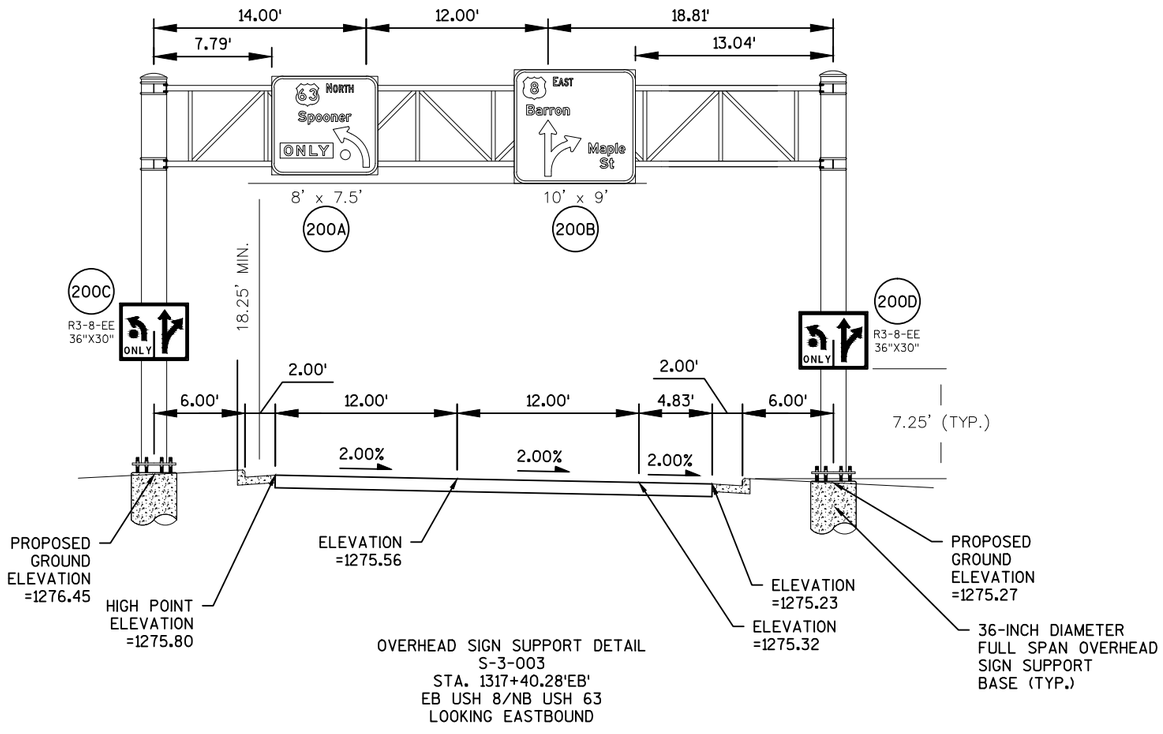
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II, REFLECTIVE
- OVERHEAD SIGN SUPPORT, FULL SPAN
- (XXX) DENOTES SIGN NUMBER

SHEET 5 OF 5

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PERMANENT SIGNS	SHEET 53	E

2



OVERHEAD SIGN SUPPORT DETAIL
S-3-003
STA. 1317+40.28'EB'
EB USH 8/NB USH 63
LOOKING EASTBOUND

GENERAL NOTES

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

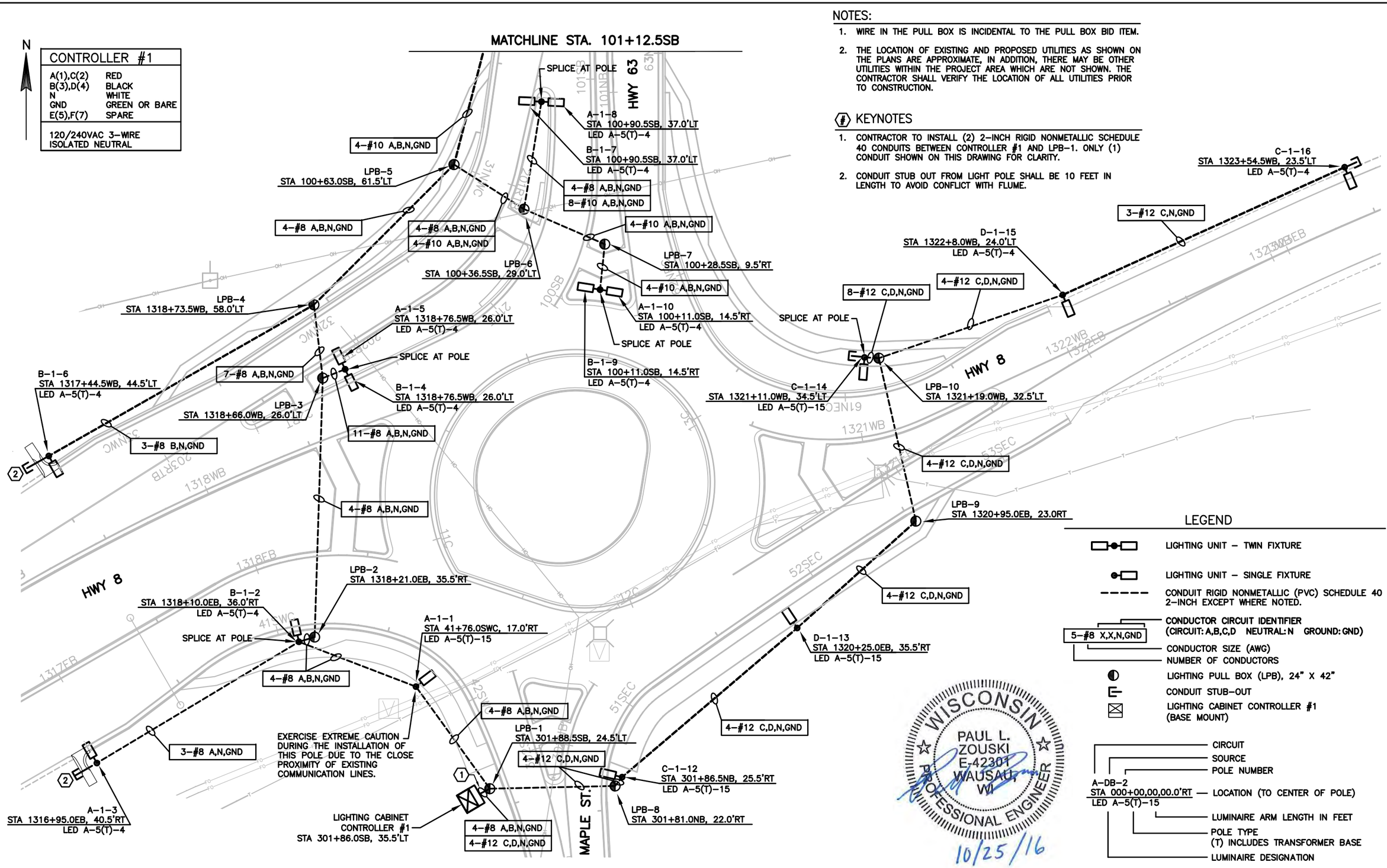
4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

5) PROVIDE DESIGN CALCULATIONS.

6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.

7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

8) MINIMUM OF SIX (6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING



PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	LIGHTING PLAN	SHEET LP-1 55	E

FILE NAME : P:\G0750010_GHD - USH 63 USH 8 MAPLE ST ROUNDABOUT\CAD_DRAWINGS\LP-1.DWG PLOT DATE : 10/25/2016 8:00 AM PLOT BY : CHRISTEL A. SIMONIS PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

LIGHTING UNIT – TWIN FIXTURE

LIGHTING UNIT – SINGLE FIXTURE

CONDUIT RIGID NONMETALLIC (PVC) SCHEDULE 40
2–INCH EXCEPT WHERE NOTED.

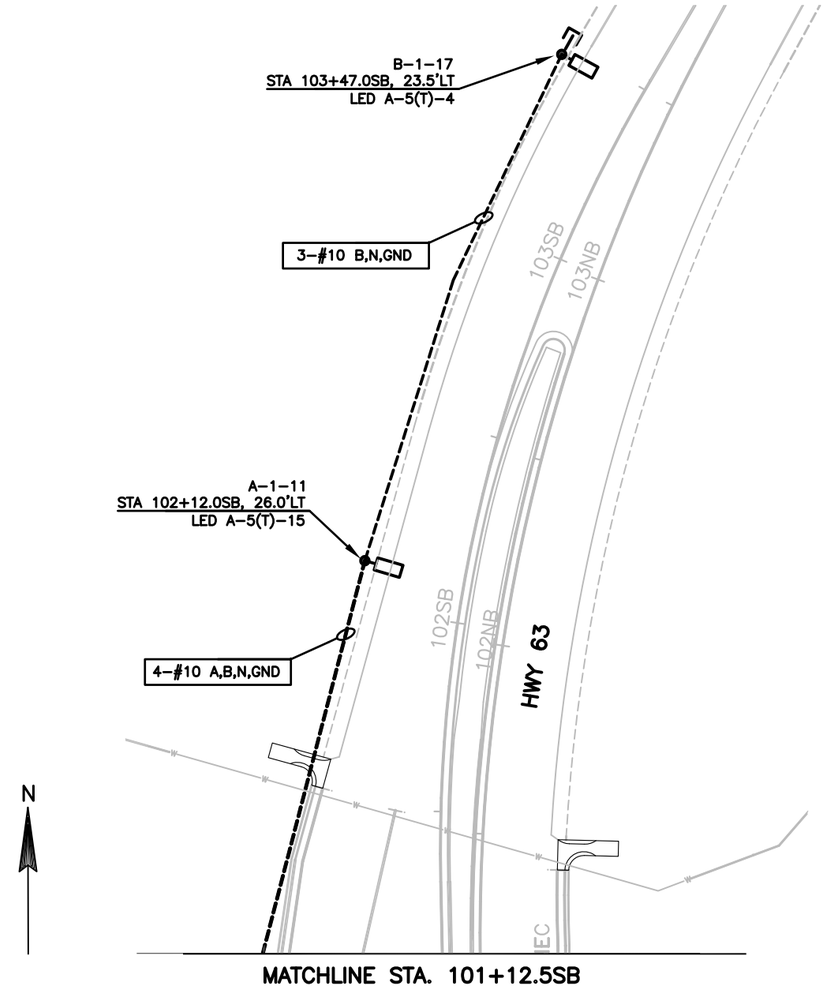
5–#8 X,X,N,GND
- CONDUCTOR CIRCUIT IDENTIFIER (CIRCUIT: A,B,C,D NEUTRAL: N GROUND: GND)
- CONDUCTOR SIZE (AWG)
- NUMBER OF CONDUCTORS

LIGHTING PULL BOX (LPB), 24" X 42"

CONDUIT STUB–OUT

LIGHTING CABINET CONTROLLER #1
(BASE MOUNT)

A–DB–2
STA 000+00,00,00.0'RT
LED A–5(T)–15
- CIRCUIT
- SOURCE
- POLE NUMBER
- LOCATION (TO CENTER OF POLE)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION



PROJECT NO: 1570–02–75	HWY: USH 8	COUNTY: BARRON	LIGHTING PLAN	SHEET LP–2

FILE NAME : P:\G0750010_GHD – USH 63 USH 8 MAPLE ST ROUNDABOUT\CAD_DRAWINGS\LP–2.DWG PLOT DATE : 10/24/2016 7:24 AM PLOT BY : CHRISTEL A. SIMONIS PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

SIGNAL DESIGN GENERAL/CONSTRUCTION NOTES:

1. ENGINEER SHALL INSPECT THE POLE LOCATIONS 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO THE SYSTEM.

2. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS TO BE APPROVED BY THE ENGINEER.

3. LOCATION FOR GUYING OF POLES SHALL BE APPROVED BY THE ENGINEER.

4. THE CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATION AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES. THE ENGINEER SHALL REVIEW IMPACTS BEFORE AUTHORIZING ANY RELOCATION AND ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES. RELOCATION OF ITEMS MAY IMPACT COMPLIANCE WITH MUTCD AND ADA STANDARDS.

5. PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE LOCATED PERPENDICULAR OR NEARLY PERPENDICULAR TO THE CROSSWALK, IF POSSIBLE. LOCATE PEDESTRIAN PUSH BUTTONS LESS THAN 2 FEET FROM EXISTING SURFACE PAVEMENT AS INDICATED IN THE MUTCD SECTION 4E.08. IF A UTILITY CONFLICT REQUIRES RELOCATION, TEMPORARY ASPHALT MAY BE INSTALLED TO ACHIEVE ADA, PROWAG, AND MUTCD COMPLIANCE AS DIRECTED BY THE ENGINEER.

6. ALL LENSES ARE 12-INCH LED.

7. ALL OVERHEAD FACILITIES SHALL MAINTAIN A MINIMUM CLEARANCE OF 18-FEET FROM THE PAVEMENT TO THE OVERHEAD OBSTRUCTION.

8. ANY DAMAGE TO COMPLETED CONSTRUCTION DURING TEMPORARY SIGNAL INSTALLATION OR REMOVAL SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR POWER INSTALLATION WITH THE LOCAL UTILITY. CONTACT IS XCEL ENERGY:
JAKE MILLER
PHONE: (715) 268-3227
EMAIL: JAKE.I.MILLER@XCELENERGY.COM

10. TEMPORARY TRAFFIC SIGNAL PLANS CORRELATE TO TRAFFIC CONTROL STAGE AS NOTED IN THE SHEET TITLES.

LEGEND

- WORK ZONE
- WORK COMPLETED IN PREVIOUS STAGE
- TEMPORARY ASPHALT PAVEMENT
- TEMPORARY POLE
- TEMPORARY LUMINAIRE
- CONTROL CABINET
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- NON-INTRUSIVE DETECTION AREA
- VIDEO/MICROWAVE DETECTION DEVICE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- OH — CABLE OVERHEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TEMPORARY TRAFFIC SIGNAL PLANS PREPARED BY MSA PROCESSIONAL SERVICES, INC.

WISCONSIN
SARAH
GENGLER
E-44242
MADISON
WI
PROFESSIONAL ENGINEER

10-26-16

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNAL GENERAL NOTES AND LEGEND	SHEET 57	E

2

N

SIGN

CAUTION

43

41

42

40

75' FROM STOP LINE

VILLAGE OF TURTLE LAKE (WATERMAIN)

DIARYLAND POWER (OVERHEAD)

OH

CB1

SB1

SB2

SB3

SB4

4A

4B

4C

2A

2B

2C

1A

1B

6A

6B

6C

5A

5B

5C

20

21

75' FROM STOP LINE

10

11

60

61

75' FROM STOP LINE

13'C'

2JRTB

2JRT

BS06R

1321WB

1322WB

1322EB

1321EB

FO

TRAFFIC CONTROL SIGNAL
USH 8 & USH 63 NORTH
VILLAGE OF TURTLE LAKE
BARRON

SIGNAL NO. N/A

CABINET TYPE: ECONOLITE

CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

DATE 6/3/16 — TRAFFIC ENGINEER / REGION TRAFFIC ENGINEER

APPROVED

DATE DATE — STATE ENGINEER / STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE XX OF XX

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNAL - STAGE 2	SHEET 58	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\GHD TRAFFIC SIGNAL\024101-ST.DWG
LAYOUT NAME - 024101-ST - 024102-ST

PLOT DATE : 10/27/2016 7:52 AM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:20 FT

* INCIDENTAL TO 'TEMPORARY TRAFFIC SIGNAL' BID ITEM

2

2

N

OH

41

40

101NB

75' FROM STOP LINE

CAUTION

* STOP HERE ON RED
R10-6
24"X36"

DAIRYLAND POWER (OVERHEAD)

VILLAGE OF TURTLE LAKE (WATERMAIN)

SB4

SB3

SB2

SB1

CB1

100SB

132IWB

11

10

61

60

20

21

75' FROM STOP LINE

CAUTION

TRAFFIC CONTROL SIGNAL
USH 8 & USH 63 NORTH
VILLAGE OF TURTLE LAKE
BARRON

SIGNAL NO. N/A

CABINET TYPE: ECONOLITE
CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

DATE 6/3/16 — TRAFFIC ENGINEER
REGION TRAFFIC ENGINEER

APPROVED

DATE DATE — STATE ENGINEER
STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE XX OF XX

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNAL - STAGE 3A	SHEET 59	E

* INCIDENTAL TO 'TEMPORARY TRAFFIC SIGNAL' BID ITEM

2

2

DAIRYLAND POWER
(OVERHEAD)

OH

41

40

101NB

75' FROM
STOP LINE

*
STOP
HERE ON
RED
R10-6
24"X36"

CAUTION

SB4

100SB

11

75' FROM
STOP LINE

10

61

75' FROM
STOP LINE

60

SB3

CAUTION

132EB

CB1

SB1

20

75' FROM
STOP LINE

21

VILLAGE OF TURTLE LAKE
(WATERMAIN)

SB2

132WB

N

TRAFFIC CONTROL SIGNAL
USH 8 & USH 63 NORTH
VILLAGE OF TURTLE LAKE
BARRON

SIGNAL NO. N/A

CABINET TYPE: ECONOLITE
CONTROLLER TYPE: TEMP

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

DATE 6/3/16 — TRAFFIC ENGINEER
REGION TRAFFIC ENGINEER

APPROVED

DATE DATE — STATE ENGINEER
STATE TRAFFIC ENGINEER

REGION CONTACT: REGION CONTACT
DESIGNED BY: MSA
REVISED BY: WISDOT

PAGE XX OF XX

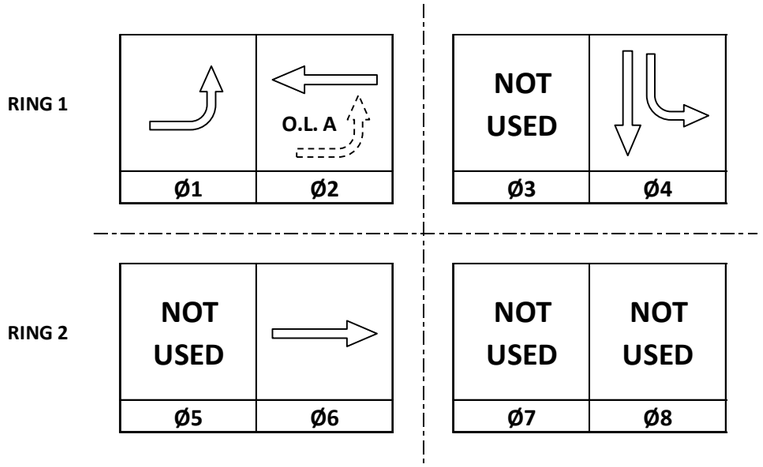
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TEMPORARY TRAFFIC SIGNAL - STAGE 3B	SHEET 60	E

FILE NAME : P:\90S\93\00093129\CADD\SHEETSPLAN\GHD TRAFFIC SIGNAL\024103-ST.DWG
LAYOUT NAME - 024103-ST - 024103-ST

PLOT DATE : 10/27/2016 7:52 AM PLOT BY : SARAH GENGLER PLOT NAME : PLOT SCALE : 1 IN:20 FT

	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 2C	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5		
Ø6	6A, 6B, 6C	R
Ø7		
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		

			O.L. Assignments
OLA	1A, 1B	R	Ø1
OLB			
OLC			
OLD			



Legend

CONTROLLER LOGIC

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

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

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

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

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

N

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	10	20	40	42	60			
ASSIGNED PHASE	1	2	4	4	6			
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6							
EXTEND	X	X	X	X	X			
DELAY	X	X	X	X	X			

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	11	21	41	43	61			
ASSIGNED PHASE	1	2	4	4	6			
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	6							
EXTEND	X	X	X	X	X			
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

GENERAL NOTES:

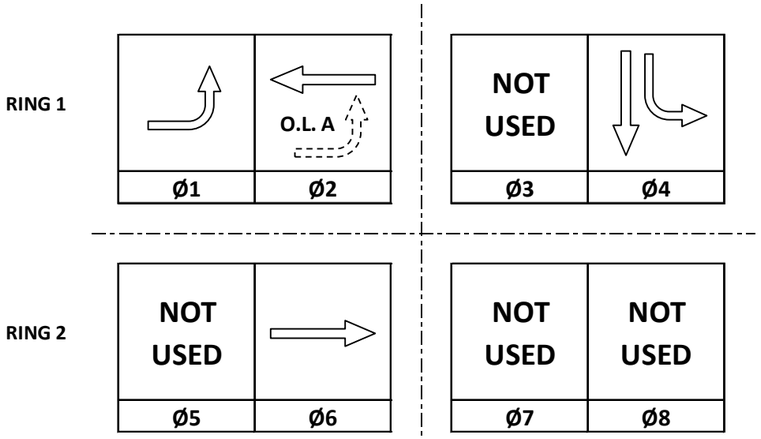
1. ANY ACTUATED PHASE FOR WHICH THERE IS NOT CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.
4. SIGNAL WILL DWELL IN PHASES 2 & 6.
5. PHASE 4 IS SPLIT PHASE AS SHOWN IN THE RING / BARRIER DIAGRAM

USH 8 & USH 63 N
VILLAGE OF TURTLE LAKE
BARRON COUNTY

SIGNAL NO: 1 CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 8/8/2016 PAGE NO. X OF X

	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 2C	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5		
Ø6	6A, 6B, 6C	R
Ø7		
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		

O.L. Assignments			
OLA	1A, 1B	R ←	Ø1
OLB			
OLC			
OLD			



Legend

CONTROLLER LOGIC

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

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

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

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

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

N

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	10	20	40	60													PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	4	6													ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH	6																SWITCH
EXTEND	X	X	X	X													EXTEND
DELAY	X	X	X	X													DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	41	61													PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	4	6													ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH	6																SWITCH
EXTEND	X	X	X	X													EXTEND
DELAY																	DELAY

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NOT CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICTS.
4. SIGNAL WILL DWELL IN PHASES 2 & 6.
5. PHASE 4 IS SPLIT PHASE AS SHOWN IN THE RING / BARRIER DIAGRAM

USH 8 & USH 63 N
VILLAGE OF TURTLE LAKE
BARRON COUNTY

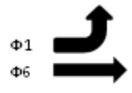
SIGNAL NO: 1 CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 8/8/2016 PAGE NO. X OF X

PROJECT NO: 1570-02-75 | HWY: USH 8 | COUNTY: BARRON | SEQUENCE OF OPERATIONS: STAGE 3A, 3B | SHEET NO: 62 | E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

2

Phase	1	2	3	4	5	6	7	8
Direction	EB	WB	-	SB	-	EB	-	-
Min Green	0	15		10		15		
Vehicle Ext	3	5		5		5		
Max	15	40		30		40		
Yellow	3	3		3		3		
Red Clear	1	2		2		2		
Time to Reduce	0	15		8		15		
Min Gap	0	5		5		5		



Notes:

This phase shall be skipped if no calls to Φ1.

Notes:

Allow for max out only if calls have been made for opposing phase, otherwise rest in green for this phase

Notes:

Allow for gap out if vehicles not present regardless of calls for opposing phases otherwise max out.

Signal Timing Parameters

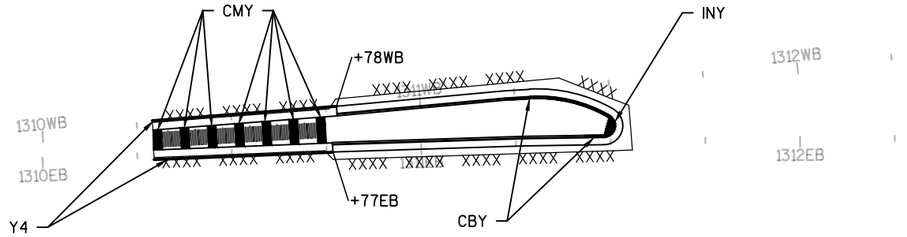
Phase	Yellow	Red
Φ1	3 sec	1 sec
Φ2	3 sec	2 sec
Φ4	3 sec	2 sec
Φ6	3 sec	2 sec

Overnight Signal Operations

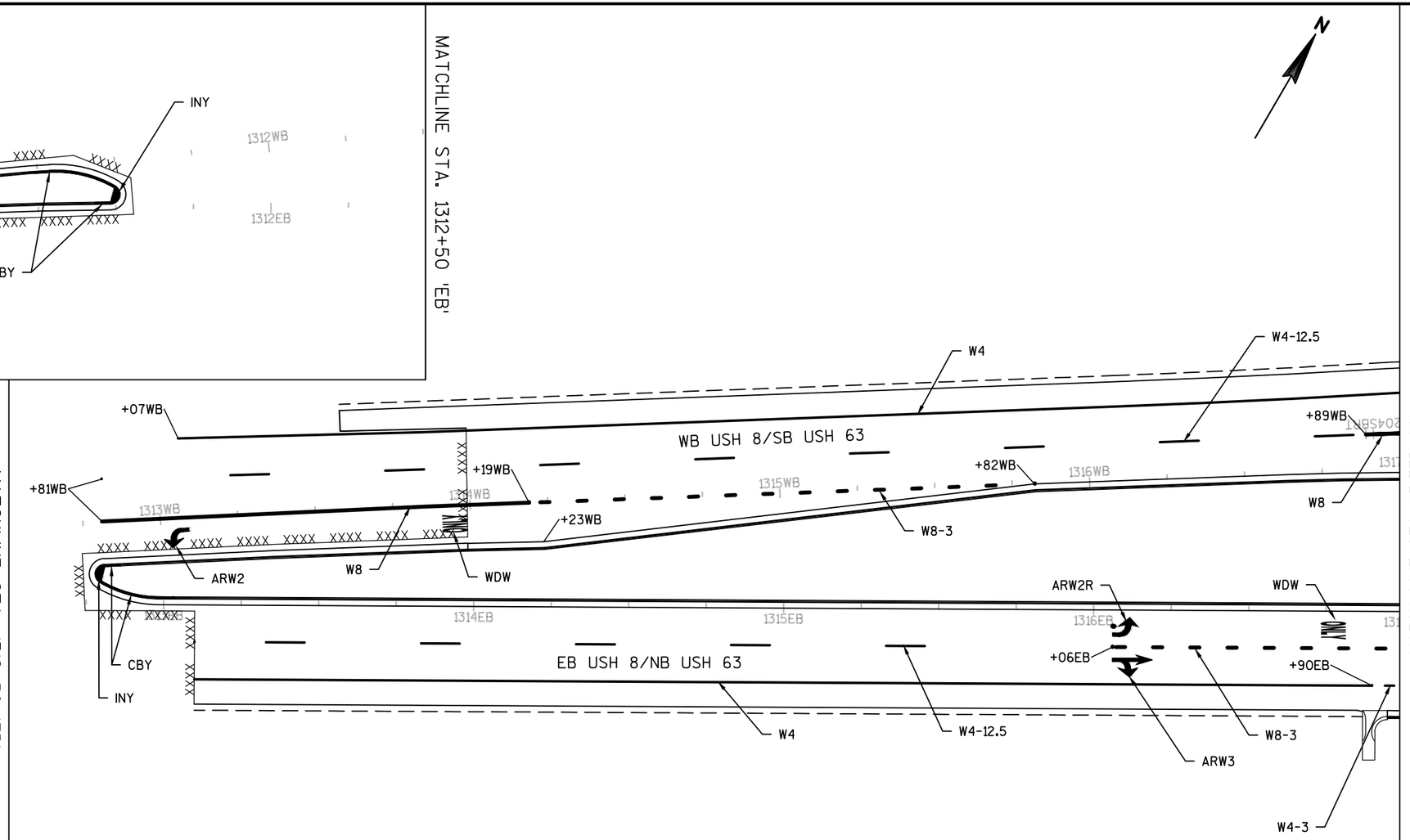
Signal to rest in green on Φ2 and Φ6.

Signal Coordination

Master Intersection	None
Offset	-
Offset Phase	-



MATCHLINE STA. 1312+50 'EB'



MATCH LINE STA. 1317EB+00

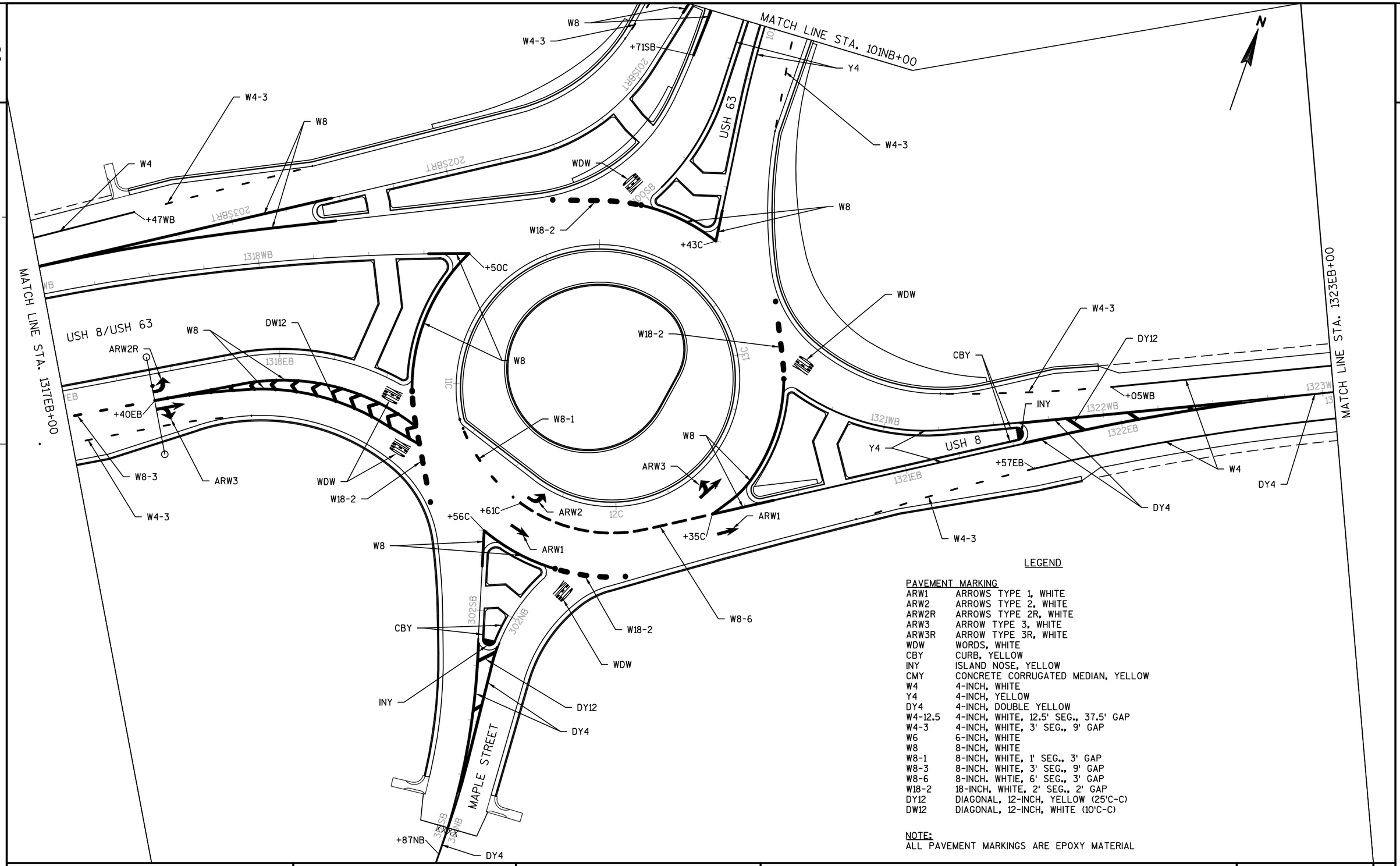
LEGEND

PAVEMENT MARKING

ARW1	ARROWS TYPE 1, WHITE
ARW2	ARROWS TYPE 2, WHITE
ARW2R	ARROWS TYPE 2R, WHITE
ARW3	ARROW TYPE 3, WHITE
ARW3R	ARROW TYPE 3R, WHITE
WDW	WORDS, WHITE
CBY	CURB, YELLOW
INY	ISLAND NOSE, YELLOW
CMY	CONCRETE CORRUGATED MEDIAN, YELLOW
W4	4-INCH, WHITE
Y4	4-INCH, YELLOW
DY4	4-INCH, DOUBLE YELLOW
W4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-3	4-INCH, WHITE, 3' SEG., 9' GAP
W6	6-INCH, WHITE
W8	8-INCH, WHITE
W8-1	8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	8-INCH. WHITE, 3' SEG., 9' GAP
W8-6	8-INCH. WHTIE, 6' SEG., 3' GAP
W18-2	18-INCH, WHITE, 2' SEG., 2' GAP
DY12	DIAGONAL, 12-INCH, YELLOW (25'C-C)
DW12	DIAGONAL, 12-INCH, WHITE (10'C-C)

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKING	SHEET 64	E



LEGEND

PAVEMENT MARKING

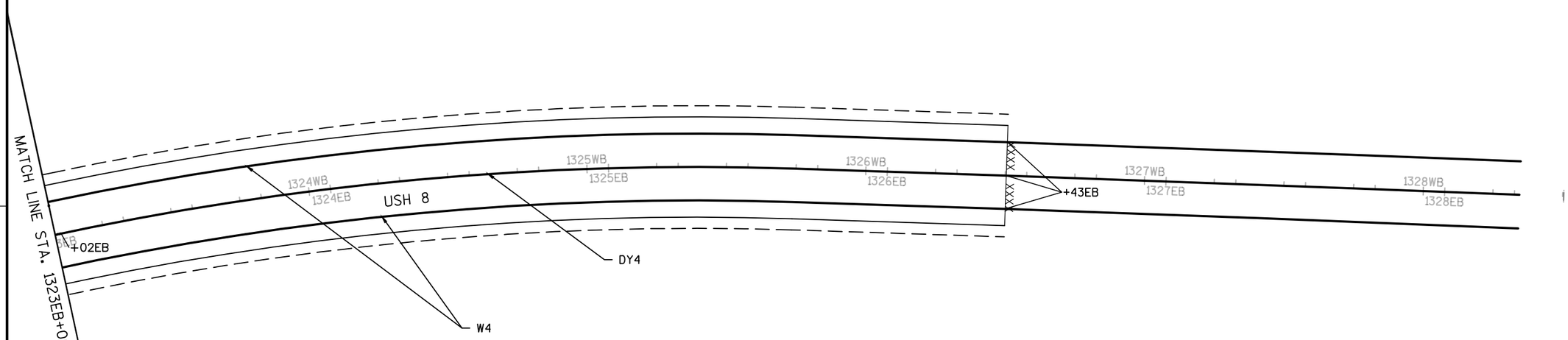
ARW1	ARROWS TYPE 1, WHITE
ARW2	ARROWS TYPE 2, WHITE
ARW2R	ARROWS TYPE 2R, WHITE
ARW3	ARROW TYPE 3, WHITE
ARW3R	ARROW TYPE 3R, WHITE
WDW	WORDS, WHITE
CBY	CURB, YELLOW
INY	ISLAND NOSE, YELLOW
CMY	CONCRETE CORRUGATED MEDIAN, YELLOW
W4	4-INCH, WHITE
Y4	4-INCH, YELLOW
DY4	4-INCH, DOUBLE YELLOW
W4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-3	4-INCH, WHITE, 3' SEG., 9' GAP
W6	6-INCH, WHITE
W8	8-INCH, WHITE
W8-1	8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	8-INCH. WHITE, 3' SEG., 9' GAP
W8-6	8-INCH. WHTIE, 6' SEG., 3' GAP
W18-2	18-INCH, WHITE, 2' SEG., 2' GAP
DY12	DIAGONAL, 12-INCH, YELLOW (25'C-C)
DW12	DIAGONAL, 12-INCH, WHITE (10'C-C)

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKING	SHEET 65	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-PM
PLOT DATE : 10/20/2016 12:27 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:40_XREF

2



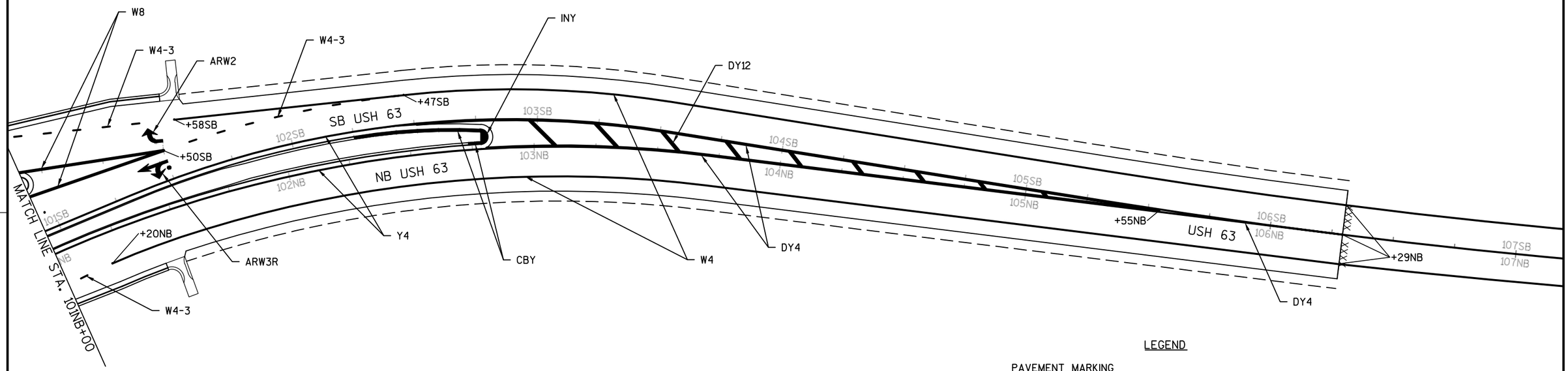
LEGEND

PAVEMENT MARKING

ARW1	ARROWS TYPE 1, WHITE
ARW2	ARROWS TYPE 2, WHITE
ARW2R	ARROWS TYPE 2R, WHITE
ARW3	ARROW TYPE 3, WHITE
ARW3R	ARROW TYPE 3R, WHITE
WDW	WORDS, WHITE
CBY	CURB, YELLOW
INY	ISLAND NOSE, YELLOW
CMY	CONCRETE CORRUGATED MEDIAN, YELLOW
W4	4-INCH, WHITE
Y4	4-INCH, YELLOW
DY4	4-INCH, DOUBLE YELLOW
W4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-3	4-INCH, WHITE, 3' SEG., 9' GAP
W6	6-INCH, WHITE
W8	8-INCH, WHITE
W8-1	8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	8-INCH. WHITE, 3' SEG., 9' GAP
W8-6	8-INCH. WHTIE, 6' SEG., 3' GAP
W18-2	18-INCH, WHITE, 2' SEG., 2' GAP
DY12	DIAGONAL, 12-INCH, YELLOW (25'C-C)
DW12	DIAGONAL, 12-INCH, WHITE (10'C-C)

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

2



LEGEND

PAVEMENT MARKING

ARW1	ARROWS TYPE 1, WHITE
ARW2	ARROWS TYPE 2, WHITE
ARW2R	ARROWS TYPE 2R, WHITE
ARW3	ARROW TYPE 3, WHITE
ARW3R	ARROW TYPE 3R, WHITE
WDW	WORDS, WHITE
CBY	CURB, YELLOW
INY	ISLAND NOSE, YELLOW
CMY	CONCRETE CORRUGATED MEDIAN, YELLOW
W4	4-INCH, WHITE
Y4	4-INCH, YELLOW
DY4	4-INCH, DOUBLE YELLOW
W4-12.5	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W4-3	4-INCH, WHITE, 3' SEG., 9' GAP
W6	6-INCH, WHITE
W8	8-INCH, WHITE
W8-1	8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	8-INCH. WHITE, 3' SEG., 9' GAP
W8-6	8-INCH. WHTIE, 6' SEG., 3' GAP
W18-2	18-INCH, WHITE, 2' SEG., 2' GAP
DY12	DIAGONAL, 12-INCH, YELLOW (25'C-C)
DW12	DIAGONAL, 12-INCH, WHITE (10'C-C)

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PAVEMENT MARKING	SHEET 67	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024504-PM
PLOT DATE : 10/20/2016 12:27 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:40_XREF

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

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

4) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE "C" WARNING LIGHT.

5) ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

6) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 5 INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 10 INCHES OF BASE AGGREGATE DENSE 1-1/4".

7) ALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE.

8) EXISTING STOP AHEAD AND STOP SIGNS CAN BE RELOCATED AND USED FOR TRAFFIC CONTROL.

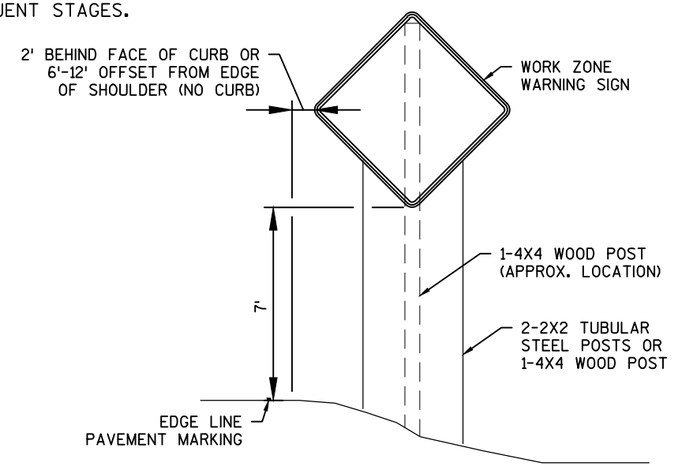
9) ALL TEMPORARY STOP SIGNS SHALL HAVE TWO FLAGS MOUNTED ABOVE THE SIGN.

10) "W" SERIES SIGNS SHALL HAVE A REFLECTIVE ORANGE BACKGROUND, PER STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.

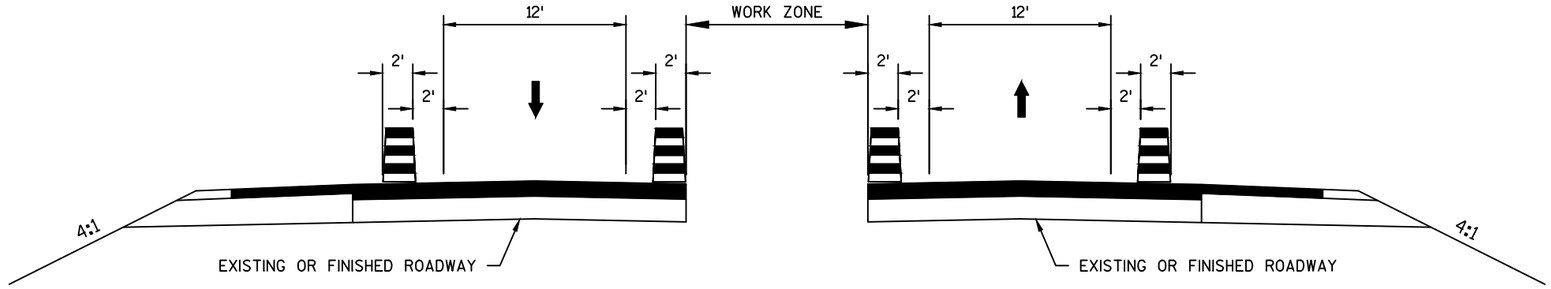
11) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

12) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50-FEET, UNLESS OTHERWISE NOTED.

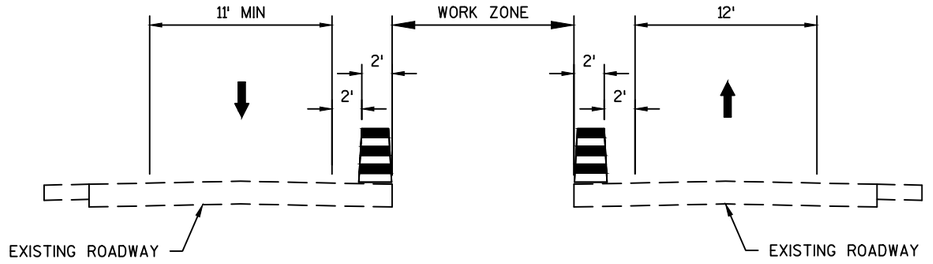
13) PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE PLACED IN THE EARLIEST STAGE SO AS NOT TO CONFLICT WITH SUBSEQUENT STAGES.



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT
LONG TERM (7 DAYS OR MORE)

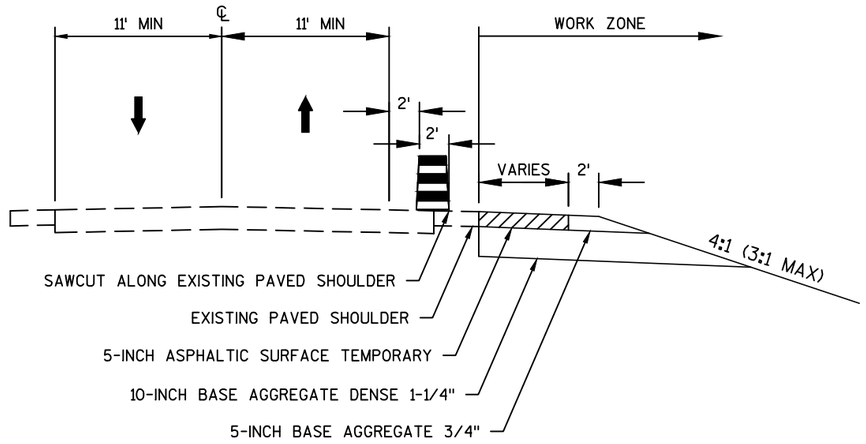


WORK IN MEDIAN, CIRCLE AND SPLITTER ISLANDS TYPICAL SECTION
STAGE 1 & 4



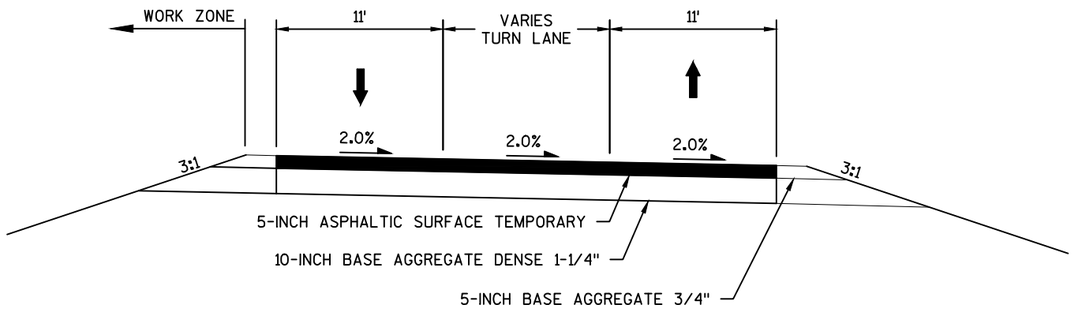
WORK IN MEDIAN TYPICAL SECTION
STAGE 1

NOTE:
IN AREAS WHERE TEMPORARY PAVEMENT IS SPECIFIED IN MEDIAN, PLACE 10-INCH BASE AGGREGATE DENSE 1-1/4" AND 5-INCH ASPHALTIC SURFACE TEMPORARY.

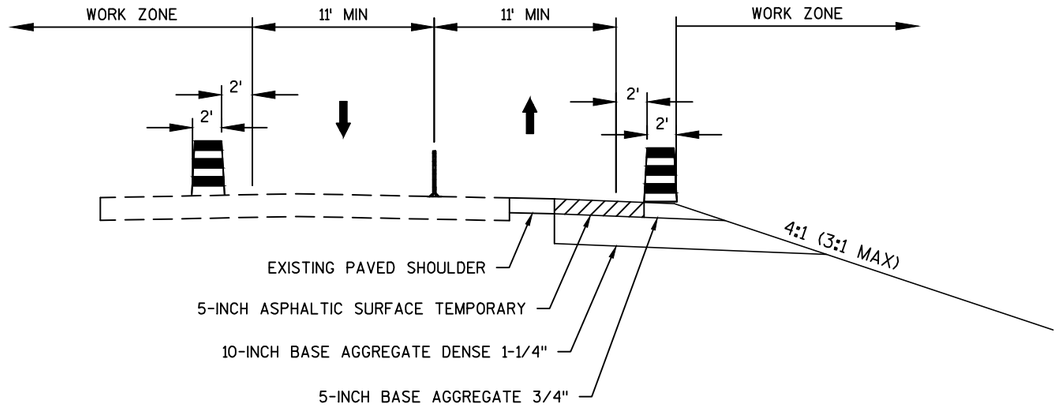


TEMPORARY WIDENING TYPICAL SECTION
STAGE 1

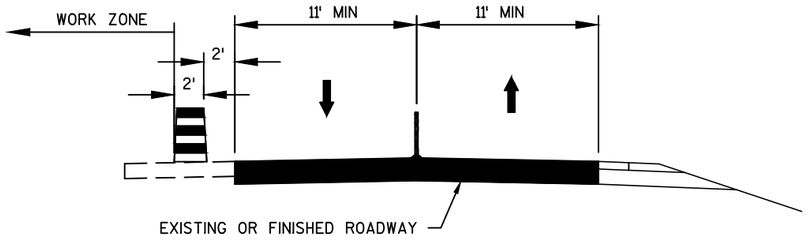
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 68	E



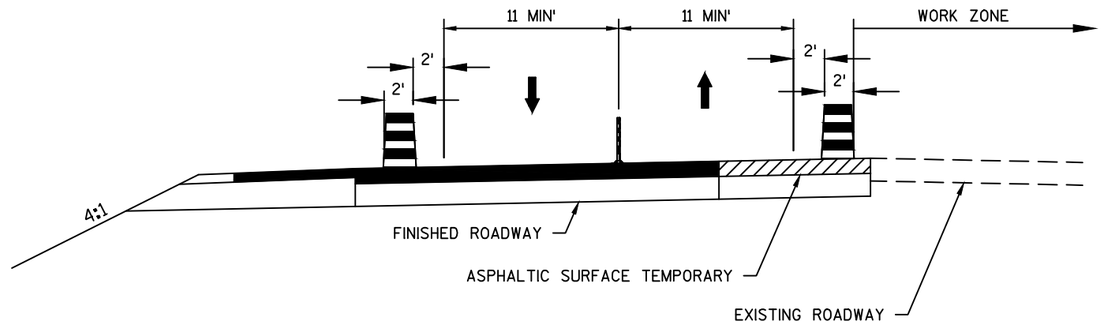
TEMPORARY BYPASS ROAD
STAGE 2



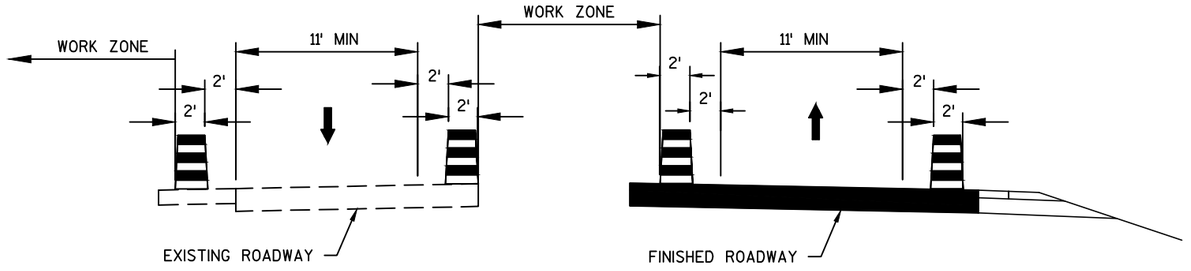
SHIFTED TRAFFIC TYPICAL SECTION
STAGE 2



WORK ADJACENT TO TRAFFIC
STAGE 2 & 3A



SHIFTED TRAFFIC TYPICAL SECTION
STAGE 3A & 3B



WORK ADJACENT TO TRAFFIC
STAGE 3B

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL TYPICAL SECTIONS	SHEET 69	E

TRAFFIC CONTROL & STAGING NOTES

CONSTRUCTION:

□T□□E□1

- CON□TR□CT□TEM□OR□R□□RO□D□ □□□□□ON□□THE□□□H□□□MEDI□N□□ND□□□ON□□THE□□O□TH □IDE□O□□□□H□□□E□□T□O□M□□□E□□TREET.
- CON□TR□CT□THE□TEM□OR□R□□RE□□I□NED□RO□D□ □□□□OR□□□H□63.
- IN□T□□□□TEM□OR□R□□□I□N□□□□□OR□THE□□□H□□□□□H□63□INTER□ECTION□□OR□□□E□IN□□T□□E□□.

□T□□E□□

- CON□TR□CT□NORTHERN□H□□□□O□□RO□ND□BO□T□INTER□ECTION□□INC□□DIN□□TEM□OR□R□ □□□EMENT□□□ND□THE□CONNECTIN□□E□□O□□□□H□63.
- BE□IN□CON□TR□CTION□□□ON□□THE□□O□TH□□IDE□O□□□□H□□E□□T□O□M□□□E□□TREET.
- CON□TR□CT□TEM□OR□R□□RO□D□ □□□□□ON□□THE□NORTH□□IDE□O□□□□H□□E□□T□O□□□□H□63.
- IN□T□□□□TEM□OR□R□□□I□N□□□□□OR□THE□□□H□□□□□H□63□INTER□ECTION□□OR□□□E□IN□□T□□E□□3□ □ND□□T□□E□□3B.

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- CON□TR□CT□□O□THERN□H□□□□O□□RO□ND□BO□T□INTER□ECTION.
- REMO□E□THE□TEM□OR□R□□RE□□I□NED□RO□D□ □□□□OR□□□H□63.
- REMO□E□THE□TEM□OR□R□□□I□N□□□□TH□T□□ ERE□IN□T□□□ED□IN□□T□□E□1.

□T□□E□3B

- CON□TR□CT□TEM□OR□R□□MEDI□N□CRO□□O□ER□ON□□□H□□.
- CONTIN□E□REMO□□□□O□□THE□TEM□OR□R□□RE□□I□NED□RO□D□ □□□□OR□□□H□63.

□T□□E□4

- REMO□E□TEM□OR□R□□RO□D□ □□□□□ND□□□CE□□ERM□NENT□RO□D□ □□□□□ON□□THE□MEDI□N □O□□□H□□□ND□□ ITHIN□THE□RO□ND□BO□T□CIRC□E.
- REMO□E□TEM□OR□R□□RO□D□ □□□□□ON□□THE□□ E□□T□□IDE□O□□□□H□63.
- □INI□H□CON□TR□CTION□O□□THE□NORTH□IDE□O□□□□H□□E□□T□O□□□□H□63.
- REMO□E□TEM□OR□R□□□I□N□□□.

□T□□E□5□

- □□□CE□DETO□R□□I□NIN□□□OR□□□E□IN□□T□□E□5B.
- □□□CE□□□R□□CE□□□□ER□O□□M□IN□INE□□□□H□□□T.

□T□□E□5B

- □□□CE□□□□H□□T□□HO□□DER□□I□NOT□DONE□IN□□T□□E□5□.

TRAFFIC:

□T□□E□1

- M□□INT□IN□TR□□□IC□ON□□□H□□□□ND□□□H□63.
- C□O□E□M□□□E□□TREET□□CCE□□□□T□INTER□ECTION.

□T□□E□□

- □HI□T□TR□□□IC□TO□THE□□O□TH□□□ON□□□□H□□□□□TI□□IN□□TEM□OR□R□□RO□D□□B□I□T□IN□□T□□E□1.
- □HI□T□TR□□□IC□ONTO□THE□TEM□OR□R□□RE□□I□NED□□□H□63□B□I□T□IN□□T□□E□1.
- □CTI□□TE□TEM□OR□R□□□I□N□□□□OR□THE□TEM□OR□R□□□H□□□□H□63□INTER□ECTION.
- M□INT□IN□C□O□□RE□O□M□□□E□□TREET□□E□□O□□INTER□ECTION.

□T□□E□3□

- □HI□T□TR□□□IC□TO□THE□NORTH□□□ON□□□□H□□.
- □HI□T□TR□□□IC□TO□THE□NE□ □□□CON□TR□CTED□□E□□O□□□□H□63.
- □CTI□□TE□THE□□ECOND□□ET□O□□TEM□OR□R□□□I□N□□□□OR□THE□TEM□OR□R□□□□H□□□□H□63 INTER□ECTION.
- M□INT□IN□C□O□□RE□O□M□□□E□□TREET□□E□□O□□INTER□ECTION.

□T□□E□3B

- □HI□T□TR□□□IC□□OR□E□□TBO□ND□□□H□□□TO□THE□□O□TH□TO□□□E□THE□NE□ □RO□D□ □□.
- M□INT□IN□C□O□□RE□O□M□□□E□□TREET□□E□□O□□INTER□ECTION.

□T□□E□4

- □HI□T□□□□TR□□□IC□ONTO□THE□NE□ □RO□D□ □□□□ND□□TI□□E□RO□ND□BO□T.
- O□EN□M□□□E□□TREET□TO□THRO□□H□TR□□□IC.

□T□□E□5□

- C□O□E□INTER□ECTION□□ND□□TI□□E□□I□NED□DETO□R.

□T□□E□5B

- □TI□□E□□□□□□ER□□□□NECE□□□R□□TO□□CCOMMOD□TE□□ OR□□ON□□HO□□DER□.

PROJECT NO:1570-02-75	HWY:USH 8	COUNTY:BARRON	TRAFFIC CONTROL - NOTES	SHEET 70	E

NOTE:
PLACE ALL SIGN ASSEMBLIES A MINIMUM OF 200-FT FROM THE SPECIFIED INTERSECTION(S)

(A) PLACE SIGN ASSEMBLIES AT USH 8/STH 46 INTERSECTION; ONE ASSEMBLY WEST OF STH 46 ON USH 8 AND ONE ASSEMBLY SOUTH OF USH 8 ON STH 46.

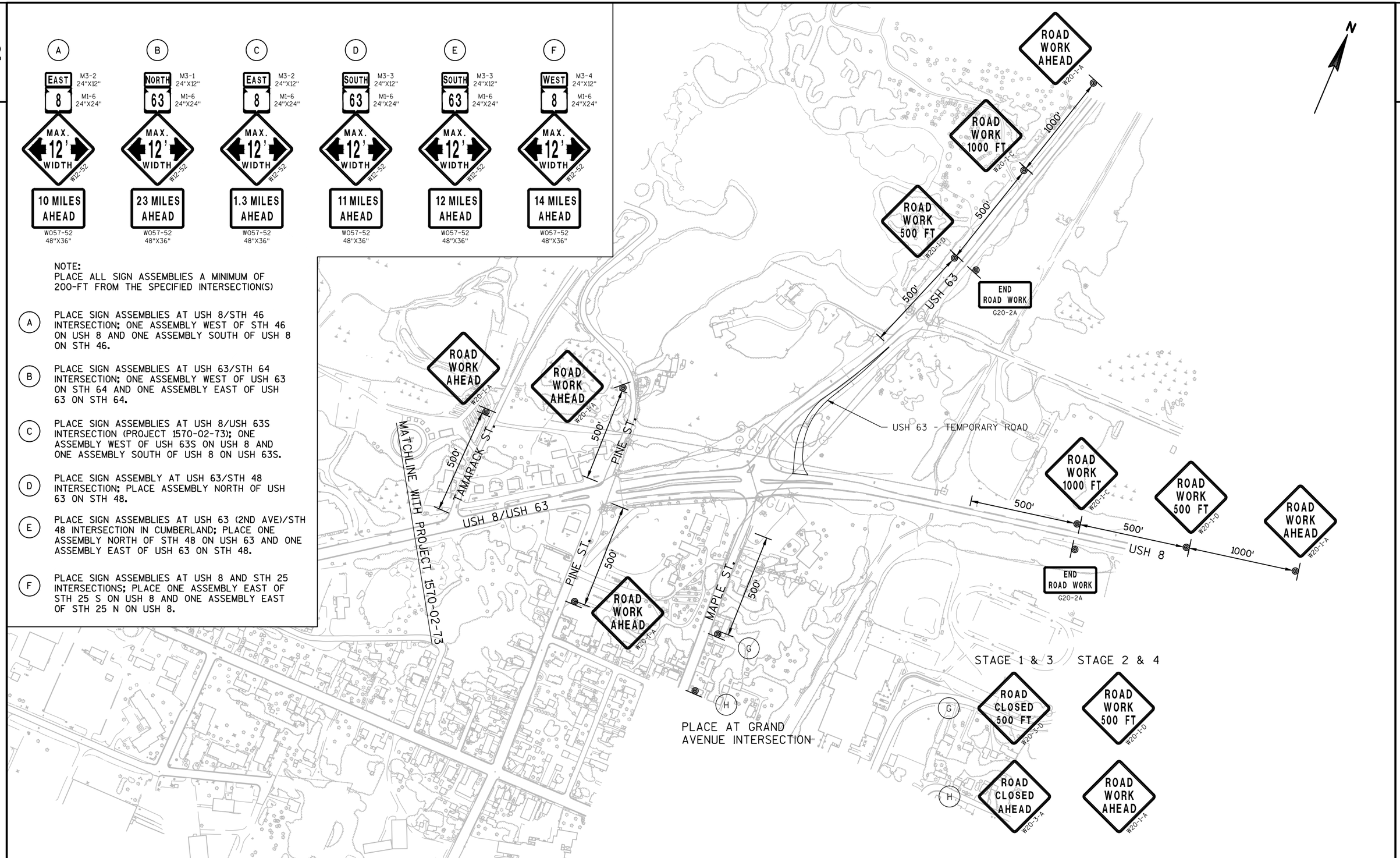
(B) PLACE SIGN ASSEMBLIES AT USH 63/STH 64 INTERSECTION; ONE ASSEMBLY WEST OF USH 63 ON STH 64 AND ONE ASSEMBLY EAST OF USH 63 ON STH 64.

(C) PLACE SIGN ASSEMBLIES AT USH 8/USH 63S INTERSECTION (PROJECT 1570-02-73); ONE ASSEMBLY WEST OF USH 63S ON USH 8 AND ONE ASSEMBLY SOUTH OF USH 8 ON USH 63S.

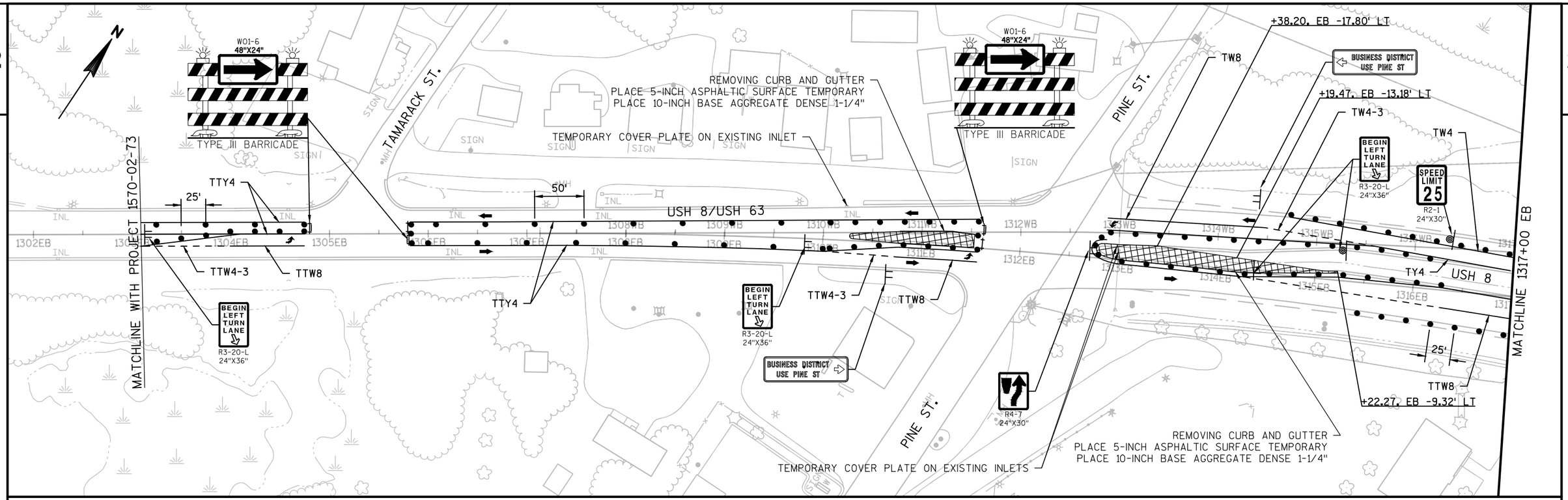
(D) PLACE SIGN ASSEMBLY AT USH 63/STH 48 INTERSECTION; PLACE ASSEMBLY NORTH OF USH 63 ON STH 48.

(E) PLACE SIGN ASSEMBLIES AT USH 63 (2ND AVE)/STH 48 INTERSECTION IN CUMBERLAND; PLACE ONE ASSEMBLY NORTH OF STH 48 ON USH 63 AND ONE ASSEMBLY EAST OF USH 63 ON STH 48.

(F) PLACE SIGN ASSEMBLIES AT USH 8 AND STH 25 INTERSECTIONS; PLACE ONE ASSEMBLY EAST OF STH 25 S ON USH 8 AND ONE ASSEMBLY EAST OF STH 25 N ON USH 8.



PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - OVERVIEW	SHEET 71	E



2

2

WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY PAVEMENT MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (YELLOW)
TTW4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE)
TTW4-3	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TTW8	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 8-INCH (WHITE)
TTW18	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 18-INCH (WHITE)

NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 1	SHEET 72	E

2

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY PAVEMENT MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (YELLOW)
TTW4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE)
TTW4-3	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TTW8	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 8-INCH (WHITE)
TTW18	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 18-INCH (WHITE)

NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

N

USH 63

+88.04, NB 14.54' RT

TEMPORARILY SEAL EXISTING CULVERT PIPE. INCIDENTAL TO REMOVING CULVERT PIPE.

103+96.78, 4.12' RT

+43.08, NB 24.00' RT

INSTALL 70 LF OF CULVERT PIPE TEMPORARY 18-INCH.
PIPE INLET: 102+55NB, 1270.52
PIPE OUTLET: 102+70NB, 1268.62

NOTE:
SEE 63-TEMP ROAD CROSS SECTIONS FOR EDGE OF PAVEMENT DETAILS

R4-7 24"X30"

100+94.15, 64.50' RT

+17.39, EB -99.87' LT

STOP R1-1 36"X36"

+75.60, NB 77.87' RT

W01-6 48"X24"

+04.20, NB 100.94' RT

+68.90, EB -137.04' LT

TYPE III BARRICADE

W3-5 36"X36"

PLACE ON EXISTING POST

TW4

MATCHLINE 1317+00 EB

+81.35, EB -83.22' LT

TTY4

R4-7 24"X30"

USH 8/USH 63

SPEED LIMIT 25 R2-1 24"X30"

50'

600'

TW4

TDY4

25'

TTW8

TTY4

TTW4

USH 8

+90.74, EB -2.12' LT

+29.06, EB 26.24' RT

+31.79, EB 22.17' RT

R11-2 48" X 30"

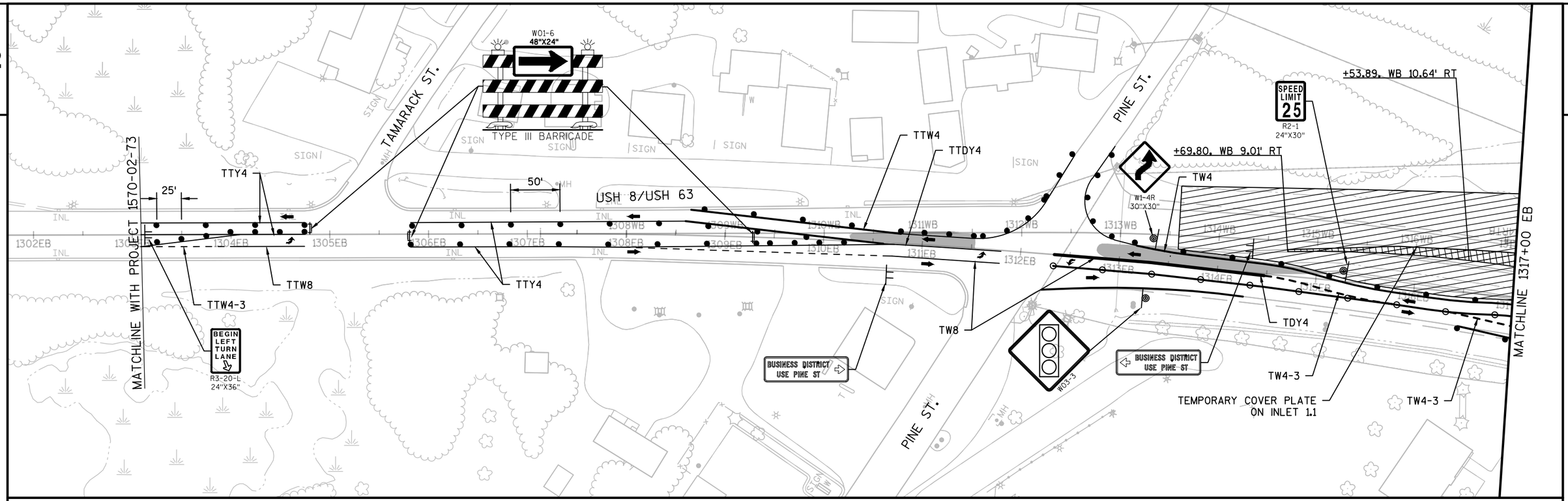
ROAD CLOSED

TYPE III BARRICADE

MAPLE ST.

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 1	SHEET 73	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026004-S1
PLOT DATE : 10/27/2016 5:55 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT



WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY PAVEMENT MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (YELLOW)
TTW4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE)
TTW4-3	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TTW8	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 8-INCH (WHITE)
TTW18	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 18-INCH (WHITE)

NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 2
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026002-S2
PLOT DATE : 10/27/2016 5:56 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

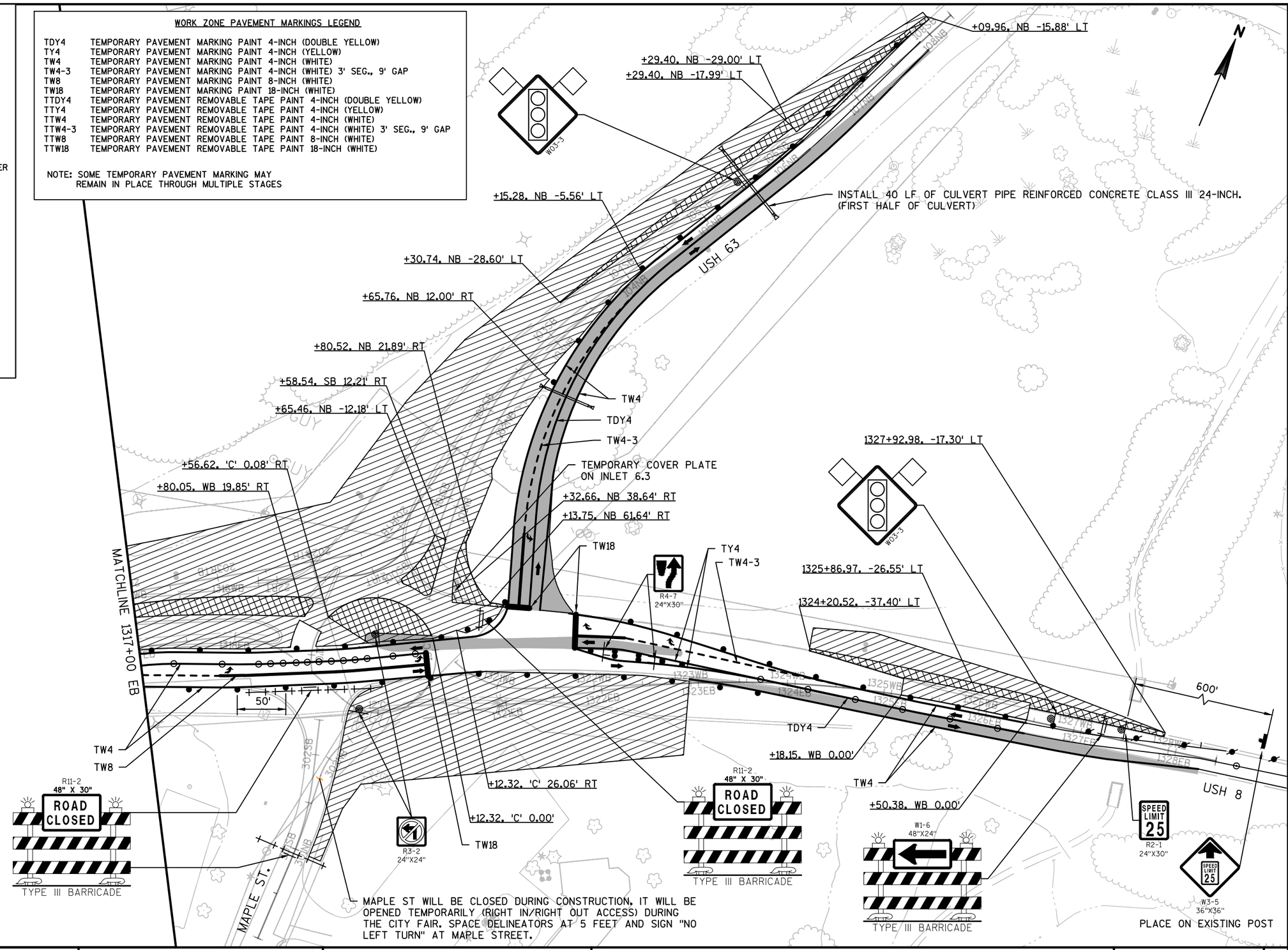
LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 2
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

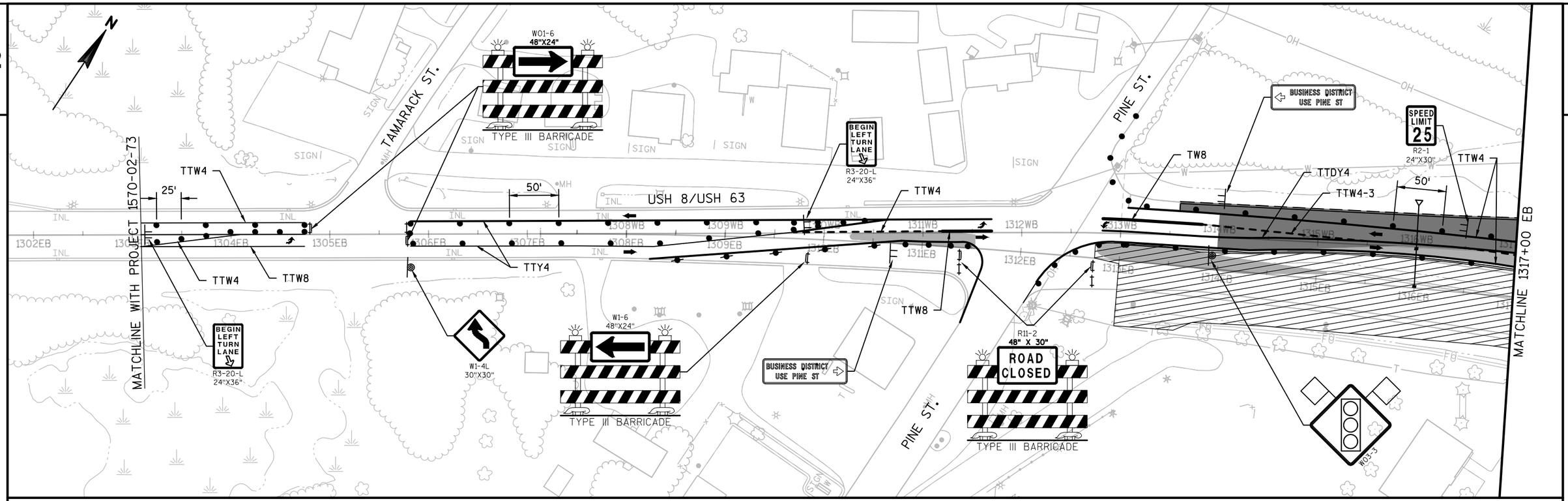
WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY PAVEMENT MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (YELLOW)
TTW4	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE)
TTW4-3	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TTW8	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 8-INCH (WHITE)
TTW18	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 18-INCH (WHITE)

NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 2	SHEET 75	E



2

WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
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NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3A
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S3A.DWG
LAYOUT NAME - 026002 -S3A
PLOT DATE : 10/27/2016 5:56 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3A
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
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WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
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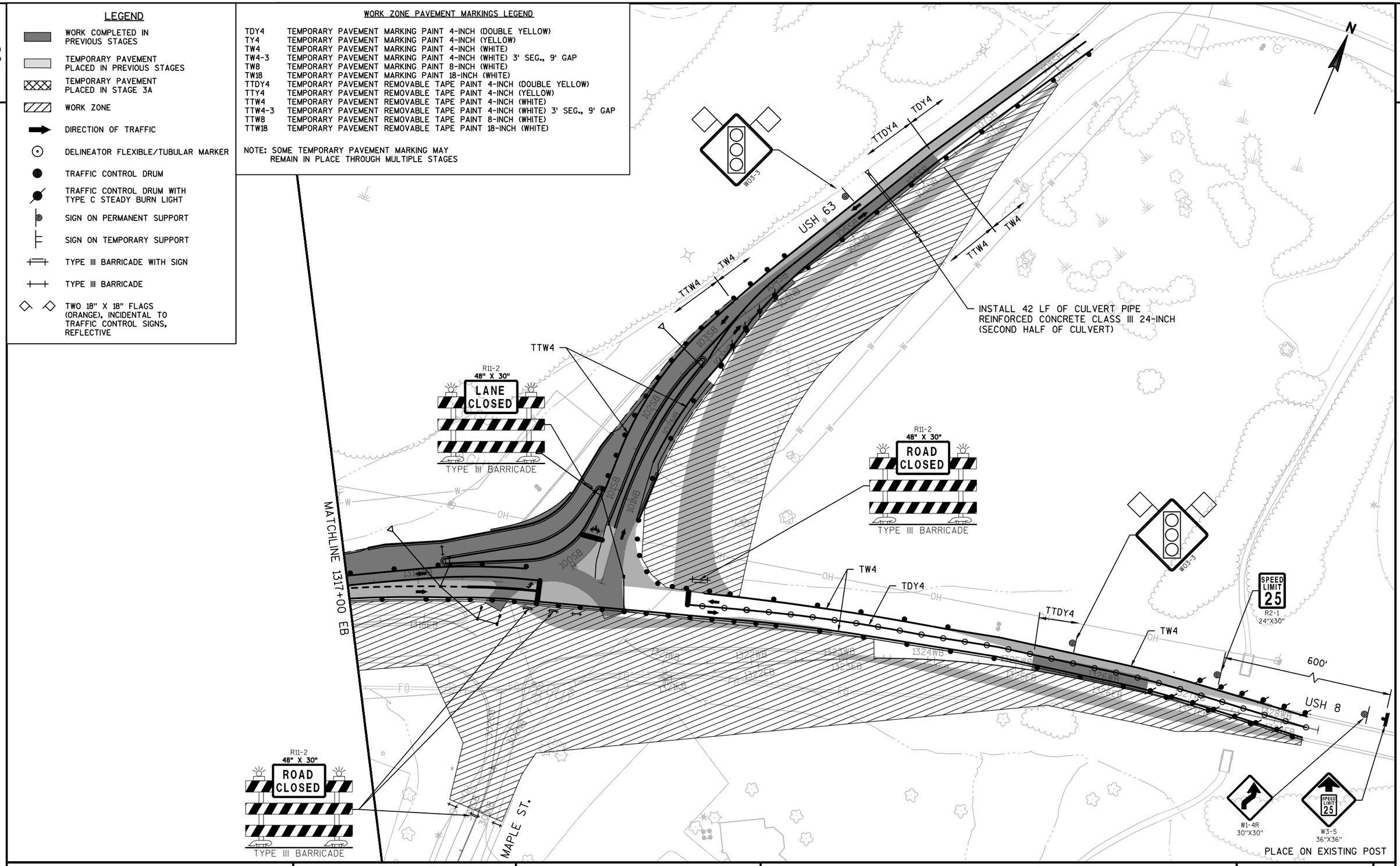
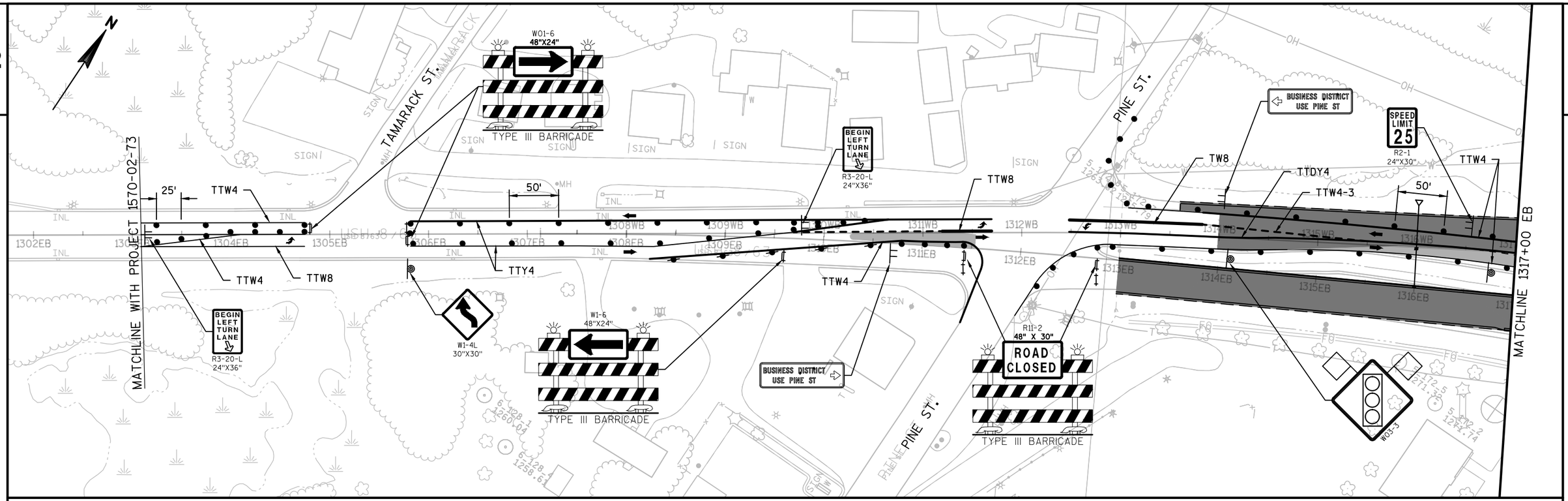
TTW18	TEMPORARY PAVEMENT REMOVABLE TAPE PAINT 18-INCH (WHITE)

NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 3A	SHEET 77	E



WORK ZONE PAVEMENT MARKINGS LEGEND

TDY4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
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LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3B
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 3B	SHEET 78	E

2

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3B
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
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NOTE: SOME TEMPORARY PAVEMENT MARKING MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

N

USH 63

R11-2 48" X 30" LANE CLOSED — TYPE III BARRICADE

W01-7 48"X24" — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

W1-6 48"X24" — TYPE III BARRICADE

W03-3

TTDY4, TDY4, TTW4, TW4, TTW18, TTW8, TTDY4, TTW4-3, TY4, TW4, 50', TTW4, TTY4, 50', TTW4, TW4, 600'

CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH

SPEED LIMIT 25 R2-1 24"X30"

USH 8

W1-4R 30"X30"

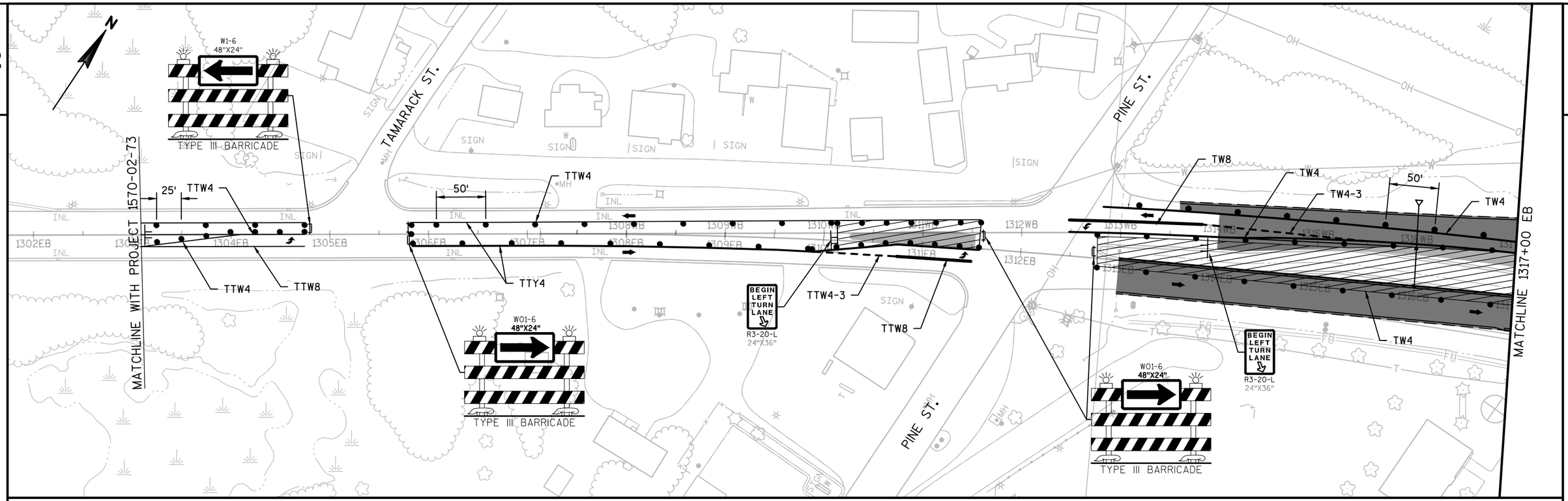
W3-5 36"X36" SPEED LIMIT 25

PLACE ON EXISTING POST

MATCHLINE 1317+00 EB

MAPLE ST.

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 3B	SHEET 79	E



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LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
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- TEMPORARY PAVEMENT PLACED IN STAGE 4
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 4
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
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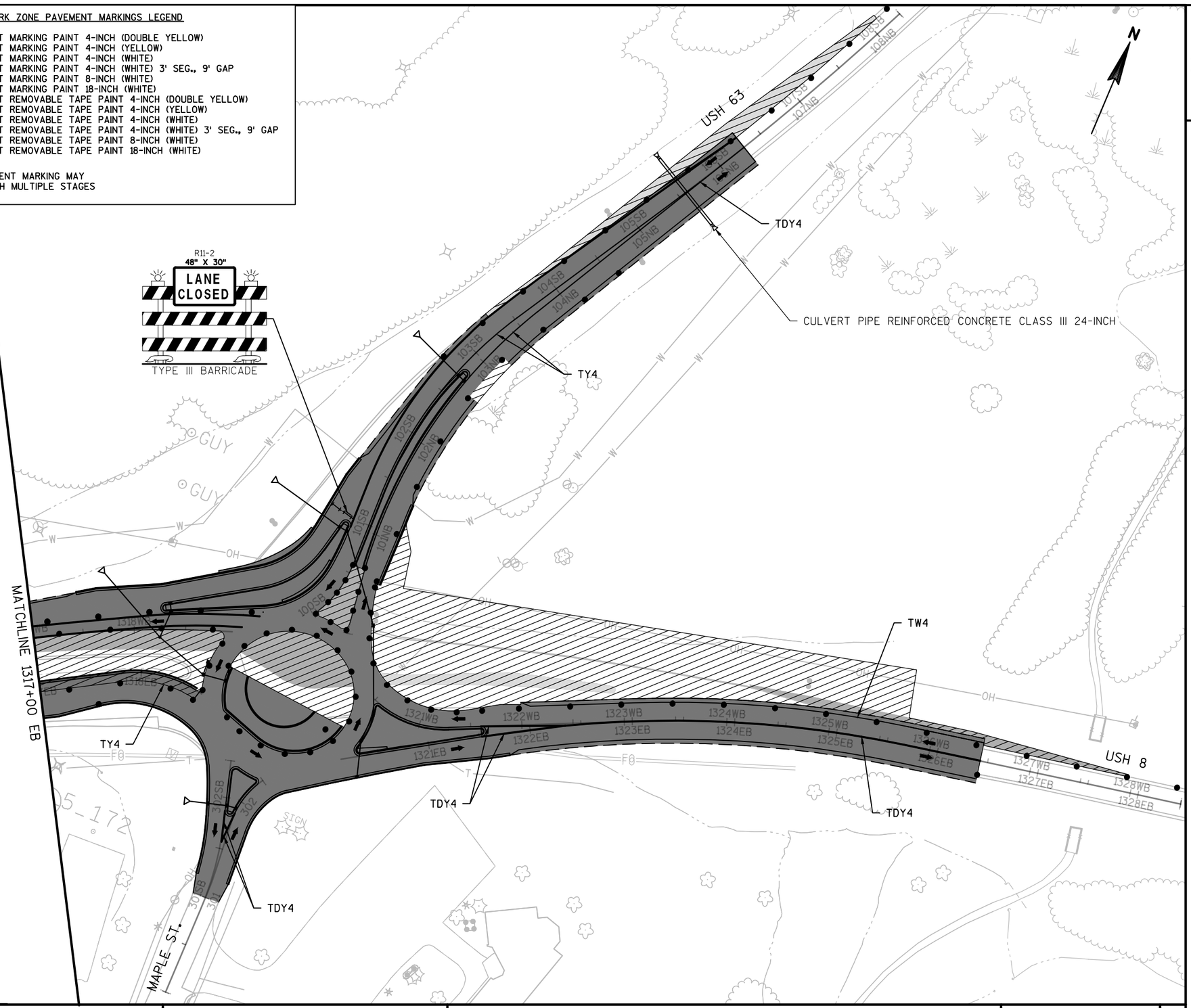
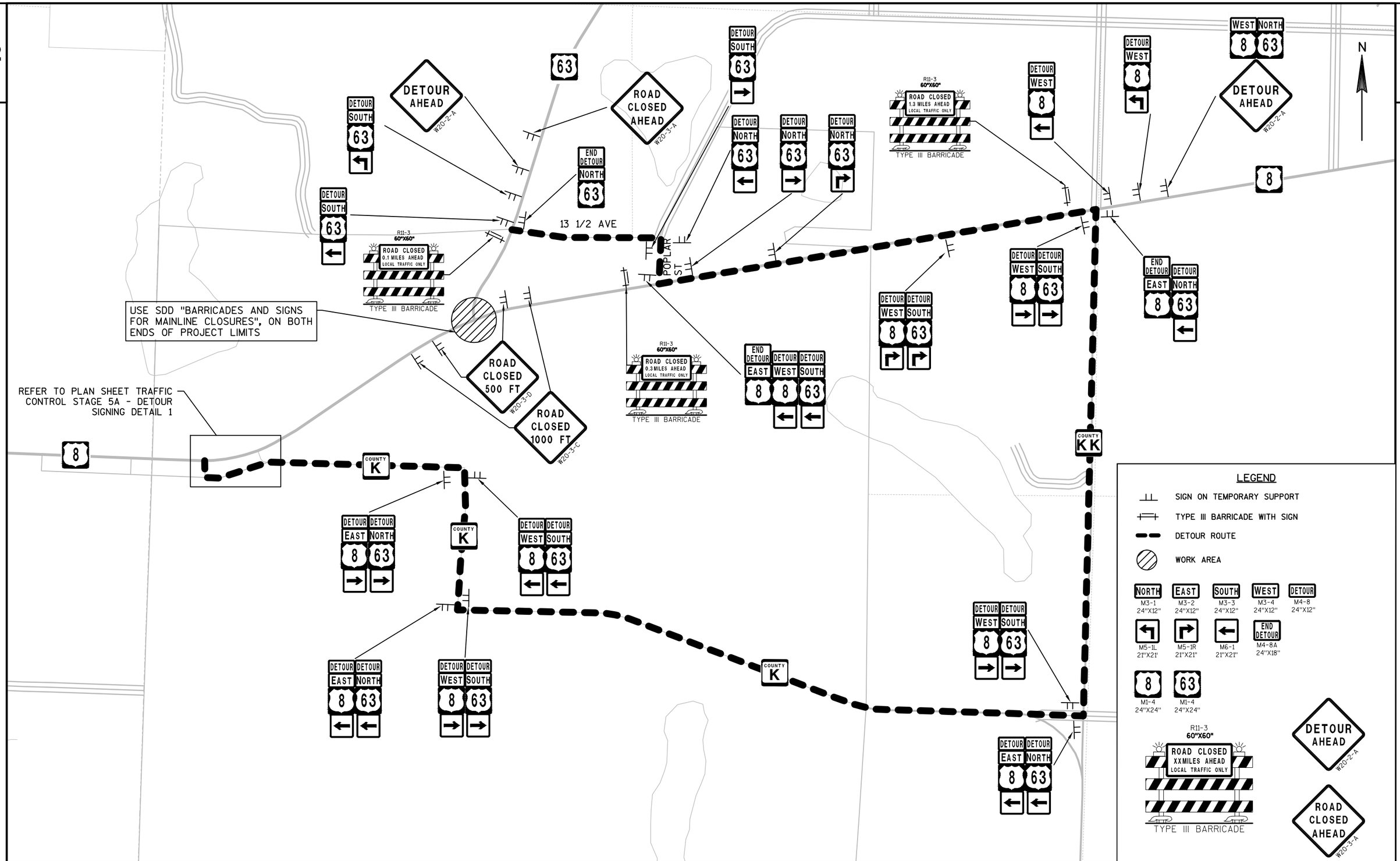


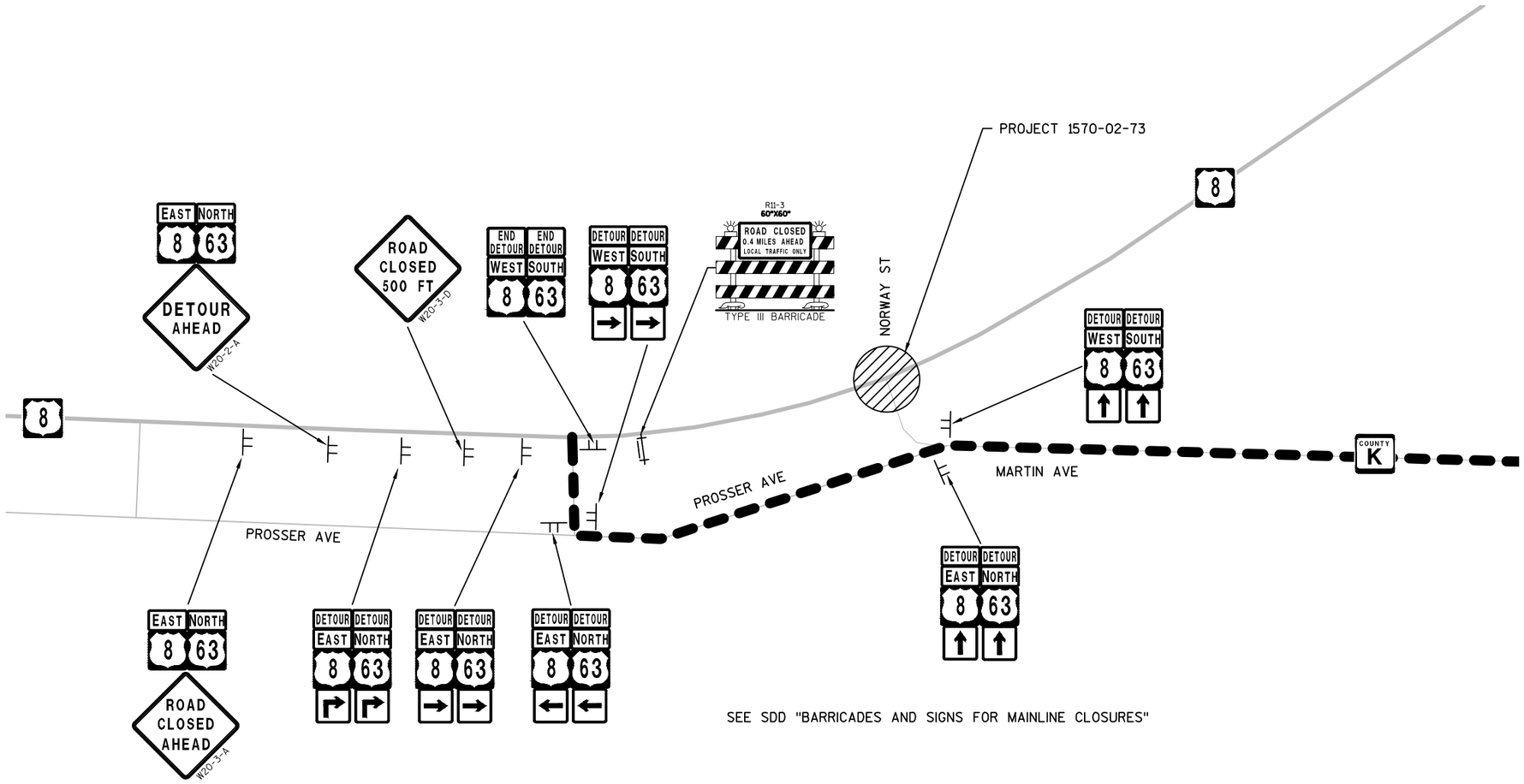
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 4	SHEET 81	E



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL STAGE 5A - DETOUR SIGNING	SHEET 82	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S5A-DETOUR.DWG PLOT DATE : 10/27/2016 5:57 PM
LAYOUT NAME - 026001-S5A
PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 1000'

2



SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA

NORTH	EAST	SOUTH	WEST	DETOUR
M3-1 24"X12"	M3-2 24"X12"	M3-3 24"X12"	M3-4 24"X12"	M4-8 24"X12"

M5-1L 21"X21"	M5-1R 21"X21"	M6-1 21"X21"	END DETOUR M4-8A 24"X18"

8	63
M1-4 24"X24"	M1-4 24"X24"

R11-3
60"X60"
ROAD CLOSED
XXMILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

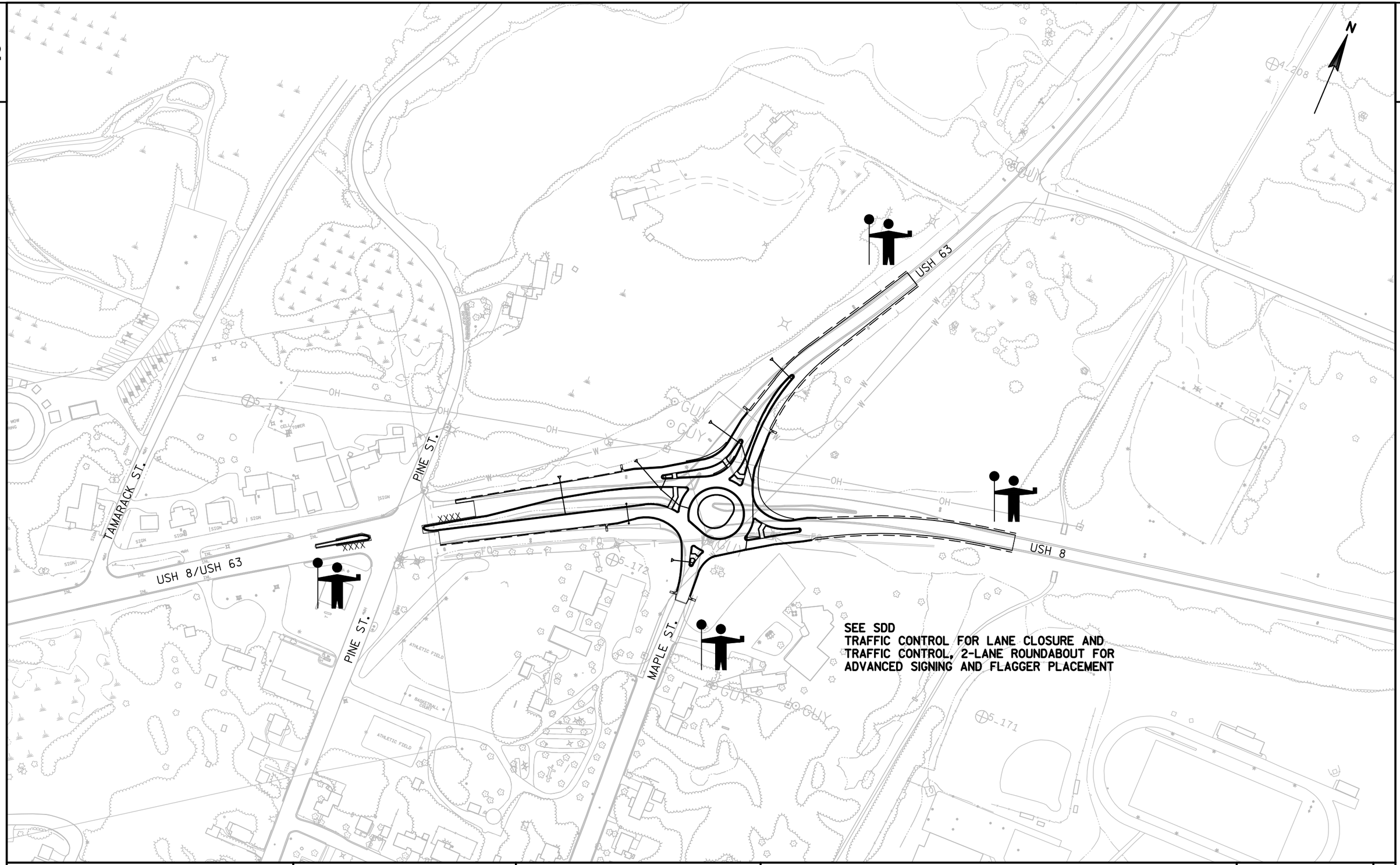
DETOUR AHEAD
W20-2-A

ROAD CLOSED AHEAD
W20-3-A

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL STAGE 5A - DETOUR SIGNING DETAIL 1	SHEET 83	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S5A-DETOUR.DWG PLOT DATE : 10/27/2016 5:57 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 250'
LAYOUT NAME - 026002-S5A

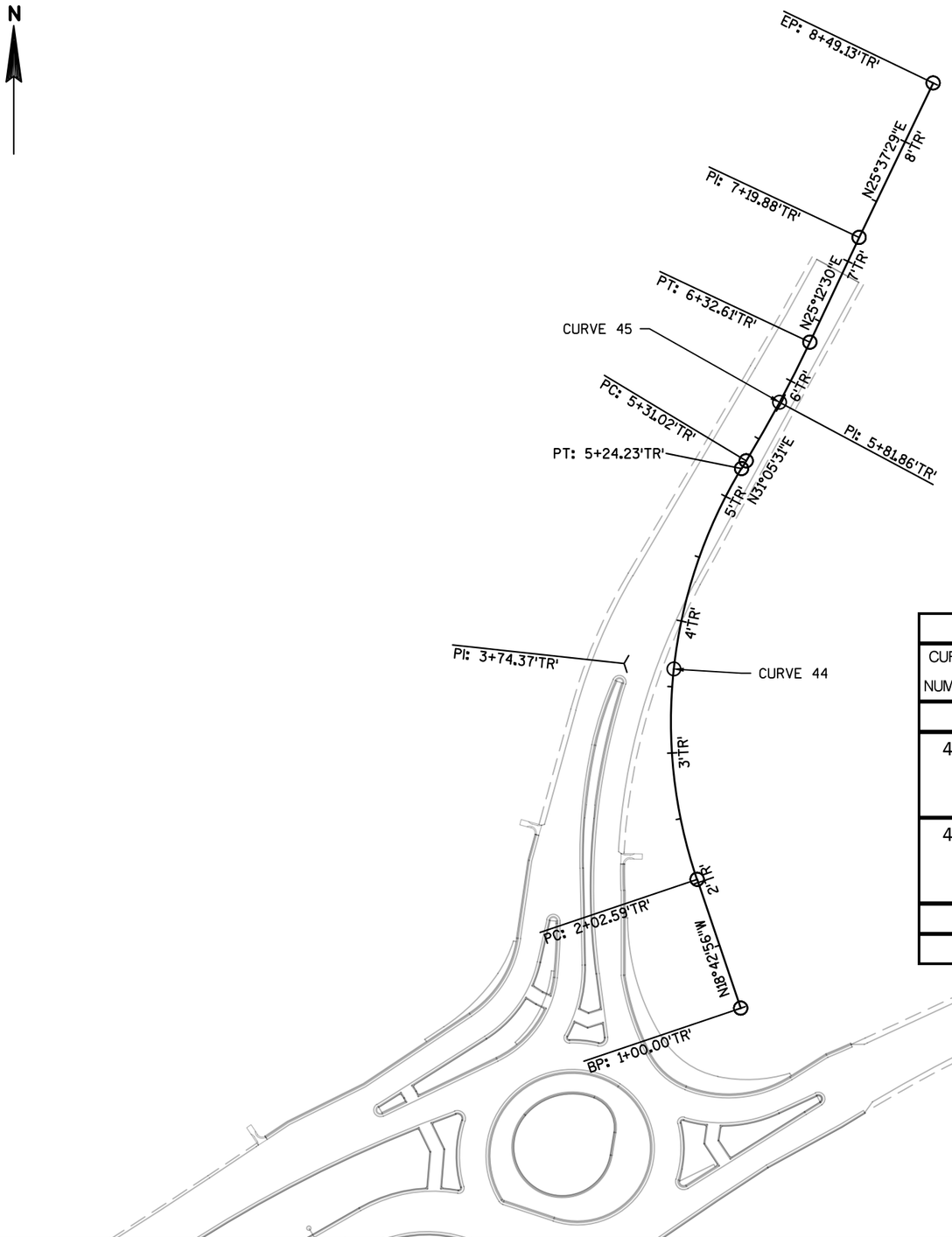
2



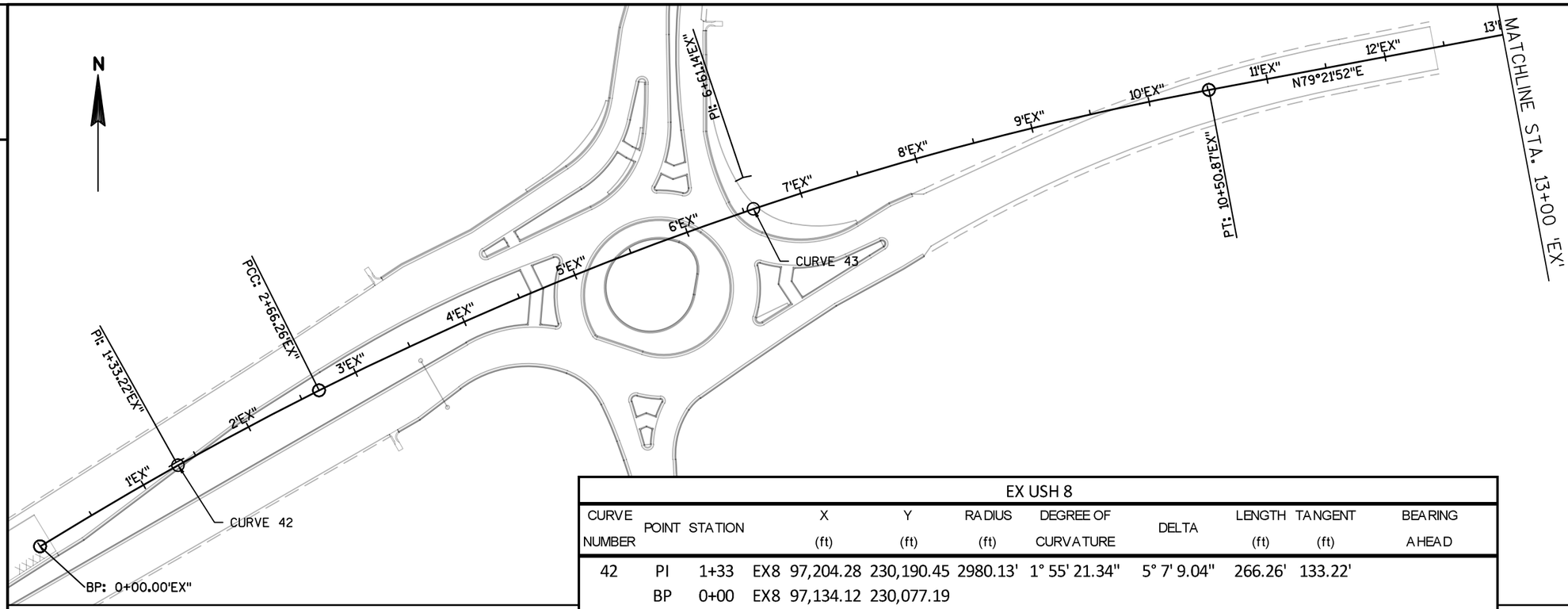
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	TRAFFIC CONTROL - STAGE 5B	SHEET 84	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\026001-S5B.DWG
LAYOUT NAME - 026001-S5B
PLOT DATE : 10/27/2016 5:58 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

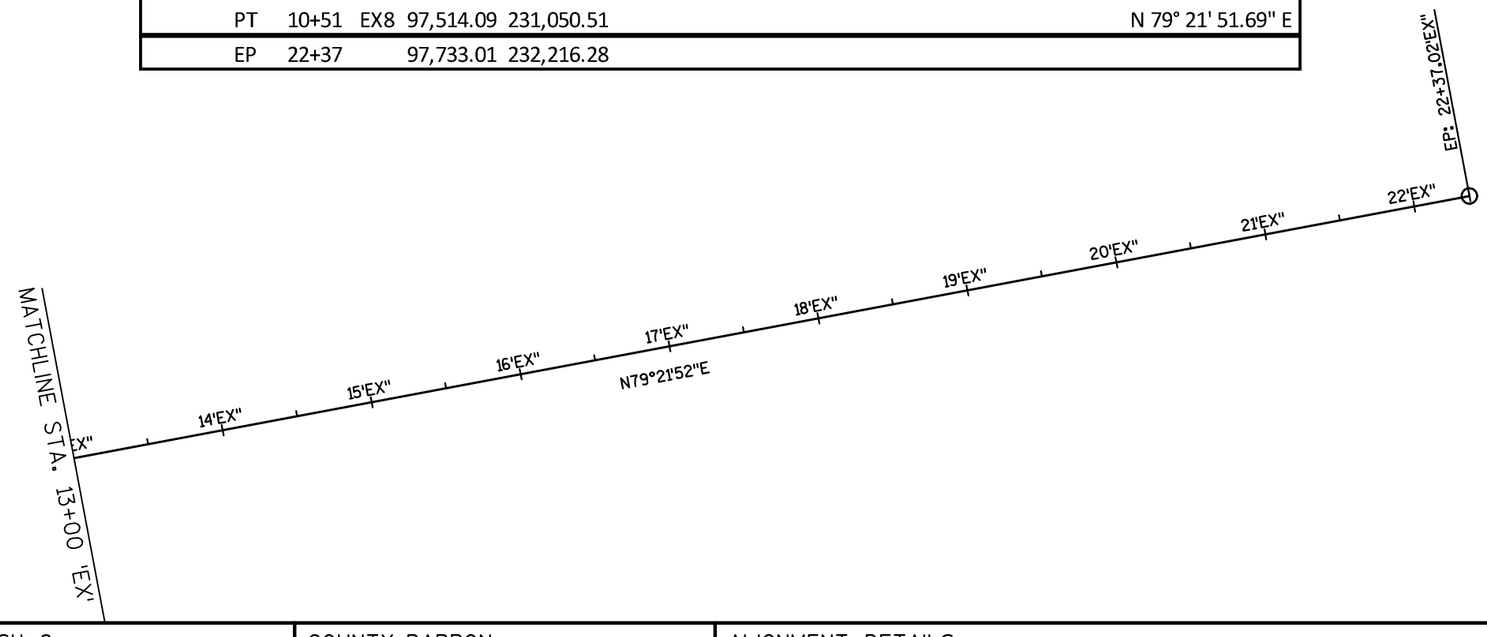
2



USH 63-TEMP										
CURVE NUMBER	POINT	STATION	Y (ft)	X (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	1+00	97454.69	230719.69						N 18° 42' 55.9" W
44	PI	3+74.37	97714.55	230631.65	370.00'	15° 29' 7.24"	49° 48' 27.38"	321.643'	171.778'	
	PC	2+02.59	97551.85	230686.77						
	PT	5+24.23	97861.65	230720.36						N31°5' 31.22" E
45	PI	5+81.86	97911.00	230750.12	988.00'	5° 47' 57"	5° 53' 29.01"	101.590'	50.840'	
	PC	5+31.02	97867.46	230723.86						
	PT	6+32.61	97956.99	230771.78						N 25° 12' 29.93" E
	PI	7+19.88	98035.95	230808.95						N 25° 37' 29.11" E
	EP	8+49.13	98152.48	230864.84						

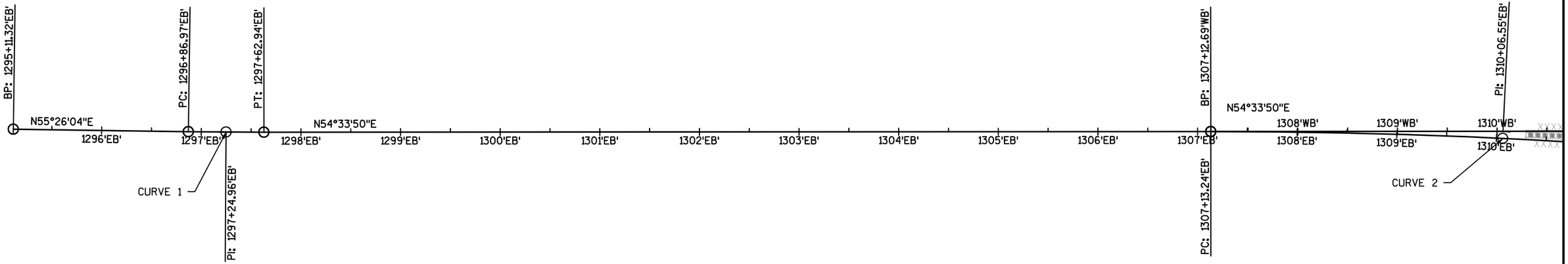


EX USH 8											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
42	PI	1+33	EX8	97,204.28	230,190.45	2980.13'	1° 55' 21.34"	5° 7' 9.04"	266.26'	133.22'	
	BP	0+00	EX8	97,134.12	230,077.19						
	PT	2+67	EX8	97,264.05	230,309.51						
43	PI	6+59	EX8	97,441.21	230,662.41	2805.93'	2° 2' 31.03"	16° 1' 16.59"	784.61'	394.88'	
	PC	2+67	EX8	97,264.05	230,309.51						
	PT	10+51	EX8	97,514.09	231,050.51						N 79° 21' 51.69" E
	EP	22+37		97,733.01	232,216.28						



PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	ALIGNMENT DETAILS	SHEET 86	E

2

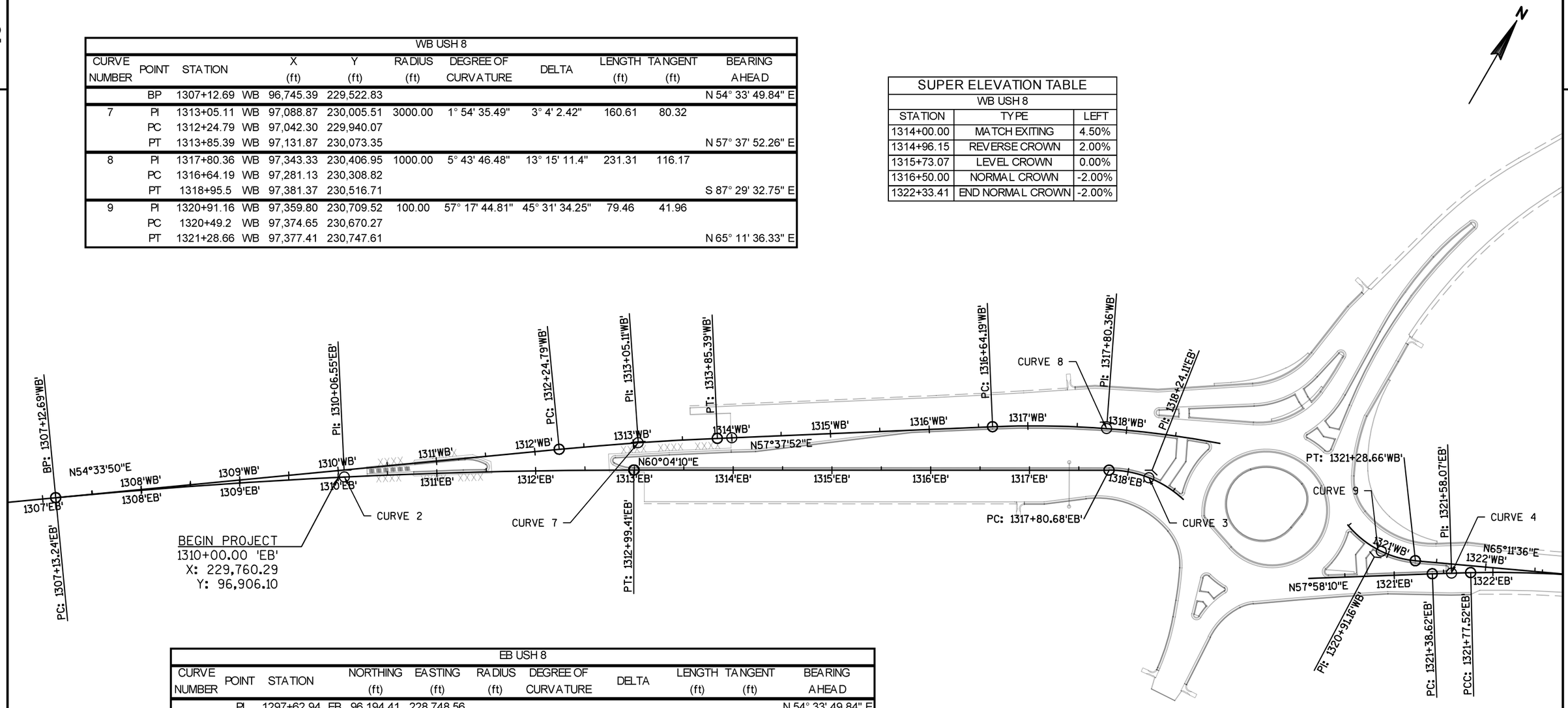


EB USH 8											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	1295+11.32	EB	96,051.19	228,541.69						N 55° 26' 3.74" E
1	PI	1297+24.96	EB	96,172.39	228,717.61	5000.00	1° 8' 45.3"	0° 52' 13.89"	75.97	37.99	
	PC	1296+86.97	EB	96,150.84	228,686.33						
	PT	1297+62.94	EB	96,194.41	228,748.56						N 54° 33' 49.84" E
2	PI	1310+06.55	EB	96,915.45	229,761.81	6100.00	0° 56' 21.39"	5° 30' 20.58"	586.17	293.31	
	PC	1307+13.24	EB	96,745.39	229,522.83						
	PT	1312+99.41	EB	97,061.80	230,016.00						N 60° 4' 10.42" E

2

WB USH 8											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	1307+12.69	WB	96,745.39	229,522.83						N 54° 33' 49.84" E
7	PI	1313+05.11	WB	97,088.87	230,005.51	3000.00	1° 54' 35.49"	3° 4' 2.42"	160.61	80.32	
	PC	1312+24.79	WB	97,042.30	229,940.07						
	PT	1313+85.39	WB	97,131.87	230,073.35						N 57° 37' 52.26" E
8	PI	1317+80.36	WB	97,343.33	230,406.95	1000.00	5° 43' 46.48"	13° 15' 11.4"	231.31	116.17	
	PC	1316+64.19	WB	97,281.13	230,308.82						
	PT	1318+95.5	WB	97,381.37	230,516.71						S 87° 29' 32.75" E
9	PI	1320+91.16	WB	97,359.80	230,709.52	100.00	57° 17' 44.81"	45° 31' 34.25"	79.46	41.96	
	PC	1320+49.2	WB	97,374.65	230,670.27						
	PT	1321+28.66	WB	97,377.41	230,747.61						N 65° 11' 36.33" E

SUPER ELEVATION TABLE		
WB USH 8		
STATION	TYPE	LEFT
1314+00.00	MATCH EXITING	4.50%
1314+96.15	REVERSE CROWN	2.00%
1315+73.07	LEVEL CROWN	0.00%
1316+50.00	NORMAL CROWN	-2.00%
1322+33.41	END NORMAL CROWN	-2.00%

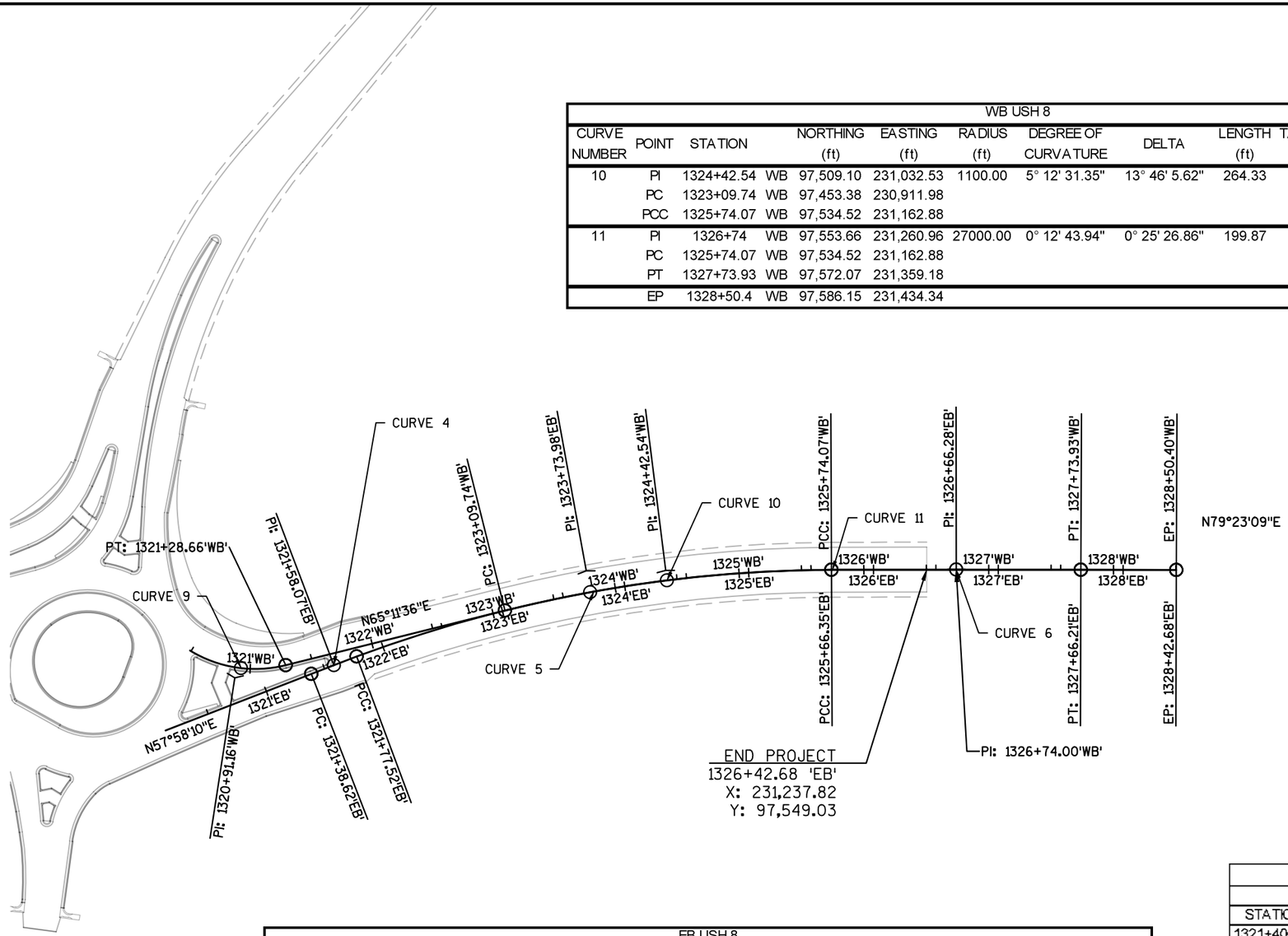


EB USH 8											
CURVE NUMBER	POINT	STATION		NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	PI	1297+62.94	EB	96,194.41	228,748.56						N 54° 33' 49.84" E
2	PI	1310+06.55	EB	96,915.45	229,761.81	6100.00	0° 56' 21.39"	5° 30' 20.58"	586.17	293.31	
	PC	1307+13.24	EB	96,745.39	229,522.83						
	PT	1312+99.41	EB	97,061.80	230,016.00						N 60° 4' 10.42" E
3	PI	1318+24.11	EB	97,323.60	230,470.72	110.00	52° 5' 13.46"	43° 5' 16.54"	82.72	43.43	
	PC	1317+80.68	EB	97,301.93	230,433.09						
	PT	1318+63.4	EB	97,313.71	230,513.01						S 87° 49' 28.71" E
	PI	1320+13.37	EB	97,308.02	230,662.86						N 57° 58' 10.49" E
4	PI	1321+58.07	EB	97,384.76	230,785.54	3016.00	1° 53' 59.02"	0° 44' 20.14"	38.90	19.45	
	PC	1321+38.62	EB	97,374.45	230,769.05						
	PCC	1321+77.52	EB	97,394.87	230,802.16						

2

N

WB USH 8											
CURVE NUMBER	POINT	STATION		NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
10	PI	1324+42.54	WB	97,509.10	231,032.53	1100.00	5° 12' 31.35"	13° 46' 5.62"	264.33	132.81	
	PC	1323+09.74	WB	97,453.38	230,911.98						
	PCC	1325+74.07	WB	97,534.52	231,162.88						
11	PI	1326+74	WB	97,553.66	231,260.96	27000.00	0° 12' 43.94"	0° 25' 26.86"	199.87	99.93	
	PC	1325+74.07	WB	97,534.52	231,162.88						
	PT	1327+73.93	WB	97,572.07	231,359.18						N 79° 23' 8.82" E
	EP	1328+50.4	WB	97,586.15	231,434.34						



EB USH 8											
CURVE NUMBER	POINT	STATION		NORTHING (ft)	EASTING (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
5	PI	1323+73.98	EB	97,496.91	230,970.04	1100.00	5° 12' 31.35"	20° 15' 11.32"	388.83	196.47	
	PC	1321+77.52	EB	97,394.87	230,802.16						
	PCC	1325+66.35	EB	97,534.52	231,162.88						
6	PI	1326+66.28	EB	97,553.66	231,260.96	27000.00	0° 12' 43.94"	0° 25' 26.86"	199.87	99.93	
	PC	1325+66.35	EB	97,534.52	231,162.88						
	PT	1327+66.21	EB	97,572.07	231,359.18						N 79° 23' 8.82" E
	EP	1328+42.68	EB	97,586.15	231,434.34						

SUPER ELEVATION TABLE			
EB USH 8			
STATION	TYPE	LEFT	RIGHT
1321+40.19	END NORMAL CROWN	-2.00%	-2.00%
1321+79.19	REVERSE CROWN RT	-2.00%	-2.00%
1321+96.19	BEGIN FULL SUPER RT	-2.00%	-2.90%
1322+25.81	END NORMAL CROWN LT	-2.00%	-2.90%
1322+64.70	LEVEL CROWN LT	0.00%	-2.90%
1323+03.69	REVERSE CROWN LT	2.00%	-2.90%
1323+20.69	BEGIN FULL SUPER LT	2.90%	-2.90%
1325+47.68	END FULL SUPER	2.90%	-2.90%
1325+64.68	REVERSE CROWN	2.00%	-2.00%
1326+03.68	LEVEL CROWN LT	0.00%	-2.00%
1326+42.68	MATCH EXISTING	-1.39%	-0.84%

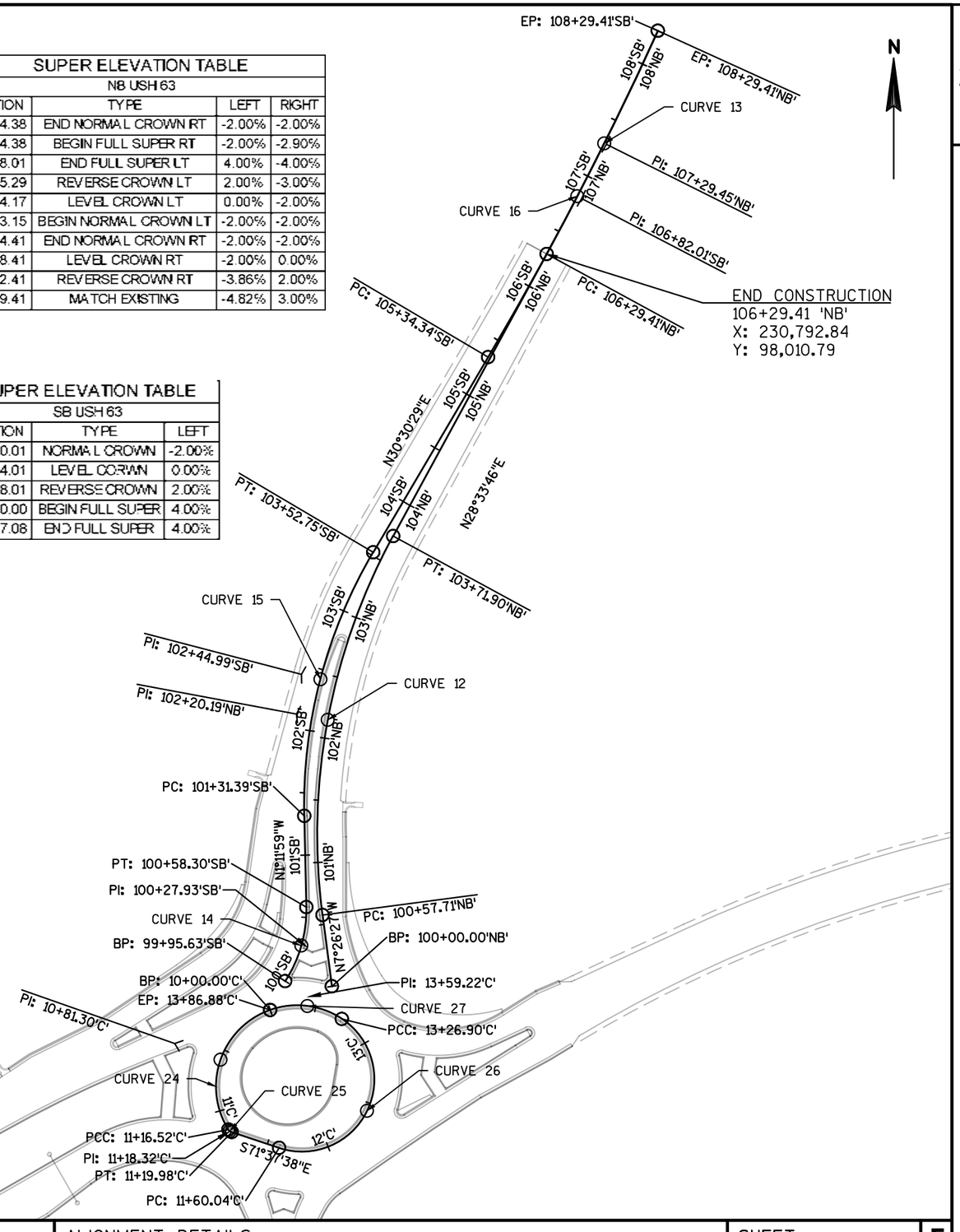
NB USH 63											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	100+00.00	NB	97,423.59	230,620.55						N 7° 26' 26.91" W
12	PI	102+20.19	NB	97,641.92	230,592.04	500.00	11° 27' 32.96"	36° 0' 13.05"	314.191'	162.477	
	PC	100+57.71	NB	97,480.81	230,613.08						
	PT	103+71.9	NB	97,784.62	230,669.72						N 28° 33' 46.14" E
13	PI	107+29.45	NB	98,098.65	230,840.67	2800.00	2° 2' 46.6"	4° 5' 33.2"	200	100.043	
	PC	106+29.41	NB	98,010.79	230,792.84						
	PT	108+29.41	NB	98,189.71	230,882.11						
	EP	108+29.41	NB	98,189.71	230,882.11						

SB USH 63											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
14	BP	100+27.93	SB	97,454.83	230,600.71						
	PC	99+95.63	SB	97,427.74	230,583.12						
	PT	100+58.3	SB	97,487.12	230,600.03						N 1° 11' 59.02" W
15	PI	102+44.99	SB	97,673.76	230,596.13	400.00	14° 19' 26.2"	31° 42' 28.5"	221.36	113.60	
	PC	101+31.39	SB	97,560.19	230,598.50						
	PT	103+52.75	SB	97,771.63	230,653.79						N 30° 30' 29.48" E
16	PI	106+82.01	SB	98,055.30	230,820.94	2800.00	2° 2' 46.6"	6° 2' 16.53"	295.07	147.67	
	PC	105+34.34	SB	97,928.08	230,745.98						
	PT	108+29.41	SB	98,189.71	230,882.11						
	EP	108+29.41	SB	98,189.71	230,882.11						

Circle											
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
24	EP	10+81.3	C	97,377.70	230,494.47	65.00	88° 8' 50.47"	102° 42' 48.4"	116.53	81.30	
	PC	10+00	C	97,404.61	230,571.18						
	PCC	11+16.52	C	97,308.79	230,537.61						
25	PI	11+18.32	C	97,307.26	230,538.56	5.00	1145° 54' 56.13"	39° 34' 50.54"	3.45	1.80	
	PC	11+16.52	C	97,308.79	230,537.61						
	PT	11+19.98	C	97,306.70	230,540.27						S 71° 37' 38.35" E
26	PI	13+86.88	C	97,156.71	230,991.86	58.00	98° 47' 8.98"	164° 50' 16.43"	166.86	435.79	
	PC	11+60.04	C	97,294.07	230,578.29						
	PCC	13+26.9	C	97,397.46	230,628.61						
27	PI	13+59.22	C	97,415.31	230,601.67	65.00	88° 8' 50.47"	52° 52' 4.64"	59.98	32.31	
	PCC	13+26.9	C	97,397.46	230,628.61						
	BP	13+86.88	C	97,404.61	230,571.18						

SUPER ELEVATION TABLE			
NB USH 63			
STATION	TYPE	LEFT	RIGHT
100+24.38	END NORMAL CROWN RT	-2.00%	-2.00%
100+74.38	BEGIN FULL SUPER RT	-2.00%	-2.90%
103+28.01	END FULL SUPER LT	4.00%	-4.00%
103+65.29	REVERSE CROWN LT	2.00%	-3.00%
104+04.17	LEVEL CROWN LT	0.00%	-2.00%
104+43.15	BEGIN NORMAL CROWN LT	-2.00%	-2.00%
104+94.41	END NORMAL CROWN RT	-2.00%	-2.00%
105+48.41	LEVEL CROWN RT	-2.00%	0.00%
106+02.41	REVERSE CROWN RT	-3.86%	2.00%
106+29.41	MATCH EXISTING	-4.82%	3.00%

SUPER ELEVATION TABLE		
SB USH 63		
STATION	TYPE	LEFT
101+50.01	NORMAL CROWN	-2.00%
101+84.01	LEVEL CORWN	0.00%
102+18.01	REVERSE CROWN	2.00%
102+50.00	BEGIN FULL SUPER	4.00%
103+27.08	END FULL SUPER	4.00%



PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	ALIGNMENT DETAILS	SHEET 90	E

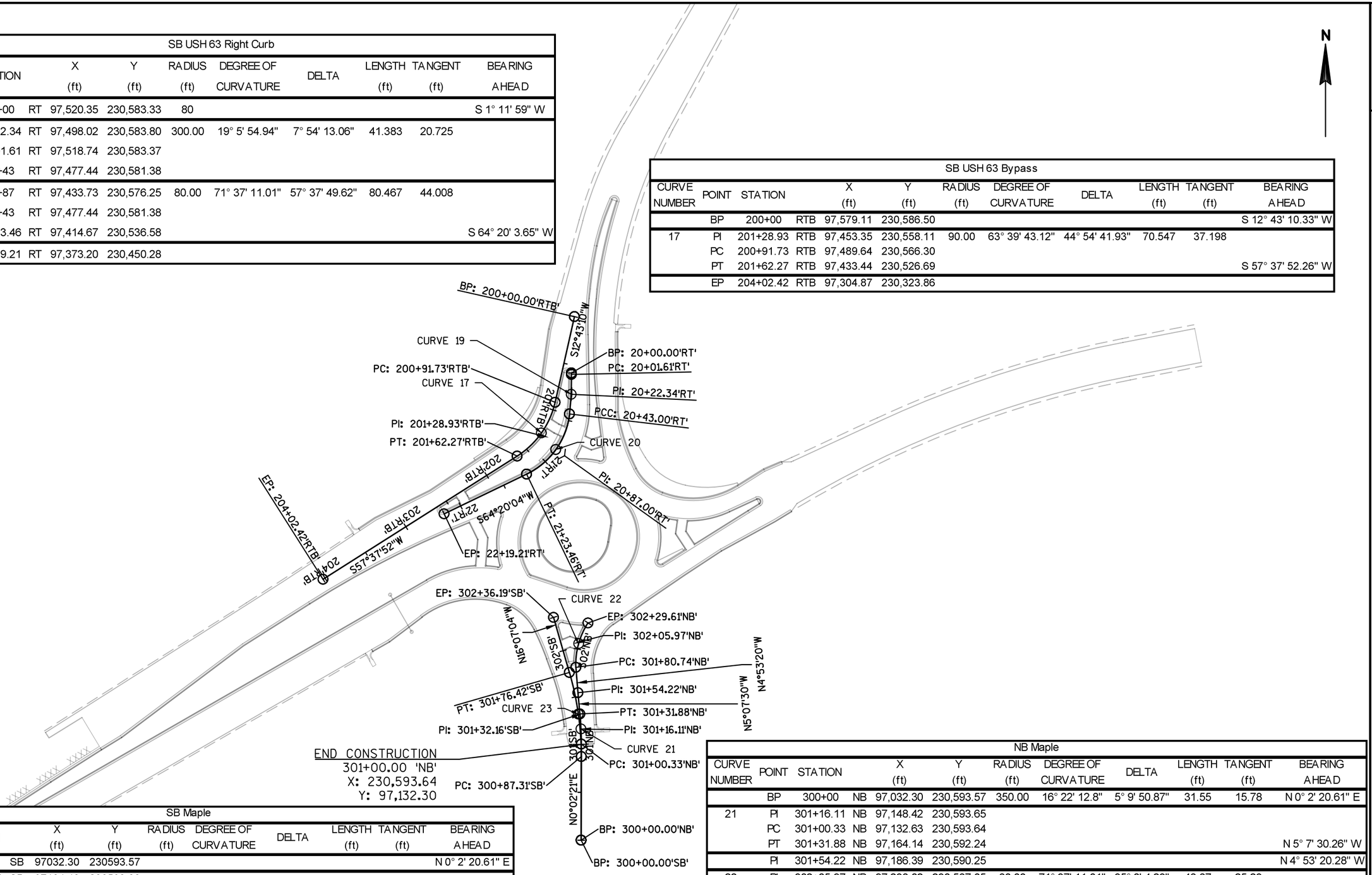
2

SB USH 63 Right Curb

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	20+00	RT	97,520.35	230,583.33	80					S 1° 11' 59" W
19	PI	20+22.34	RT	97,498.02	230,583.80	300.00	19° 5' 54.94"	7° 54' 13.06"	41.383	20.725	
	PC	20+01.61	RT	97,518.74	230,583.37						
	PCC	20+43	RT	97,477.44	230,581.38						
20	PI	20+87	RT	97,433.73	230,576.25	80.00	71° 37' 11.01"	57° 37' 49.62"	80.467	44.008	
	PC	20+43	RT	97,477.44	230,581.38						
	PT	21+23.46	RT	97,414.67	230,536.58						S 64° 20' 3.65" W
	EP	22+19.21	RT	97,373.20	230,450.28						

SB USH 63 Bypass

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	200+00	RTB	97,579.11	230,586.50						S 12° 43' 10.33" W
17	PI	201+28.93	RTB	97,453.35	230,558.11	90.00	63° 39' 43.12"	44° 54' 41.93"	70.547	37.198	
	PC	200+91.73	RTB	97,489.64	230,566.30						
	PT	201+62.27	RTB	97,433.44	230,526.69						S 57° 37' 52.26" W
	EP	204+02.42	RTB	97,304.87	230,323.86						



SB Maple

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	300+00	SB	97032.30	230593.57						N 0° 2' 20.61" E
23	PI	301+32.16	SB	97164.46	230593.66						
	PC	300+87.31	SB	97119.61	230593.63	316.00	18° 7' 53.67"	16° 9' 24.87"	89.11	44.85	
	PT	301+76.42	SB	97207.55	230581.21						N 16° 7' 4.25" W
	EP	302+36.19	SB	97264.98	230564.62						

NB Maple

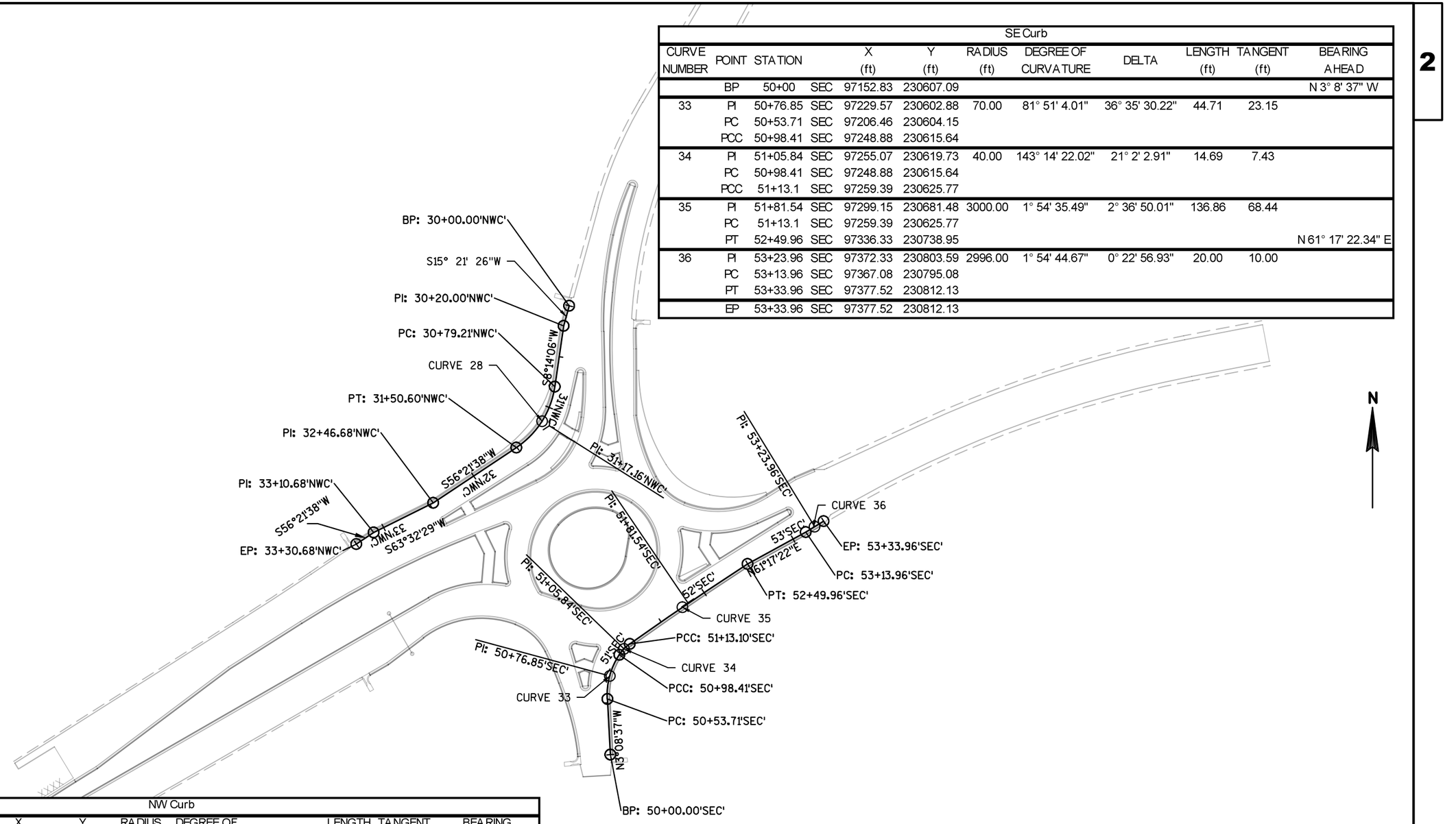
CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	300+00	NB	97,032.30	230,593.57	350.00	16° 22' 12.8"	5° 9' 50.87"	31.55	15.78	N 0° 2' 20.61" E
21	PI	301+16.11	NB	97,148.42	230,593.65						
	PC	301+00.33	NB	97,132.63	230,593.64						
	PT	301+31.88	NB	97,164.14	230,592.24						N 5° 7' 30.26" W
	PI	301+54.22	NB	97,186.39	230,590.25						N 4° 53' 20.28" W
22	PI	302+05.97	NB	97,238.02	230,587.05	80.00	71° 37' 11.01"	35° 0' 4.23"	48.87	25.23	
	PC	301+80.74	NB	97,212.82	230,587.99						
	PT	302+29.61	NB	97,259.21	230,600.74						
	EP	302+29.61	NB	97,259.21	230,600.74						

PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	ALIGNMENT DETAILS	SHEET 91	E

2

SE Curb

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	50+00	SEC	97152.83	230607.09						N 3° 8' 37" W
33	PI	50+76.85	SEC	97229.57	230602.88	70.00	81° 51' 4.01"	36° 35' 30.22"	44.71	23.15	
	PC	50+53.71	SEC	97206.46	230604.15						
	PCC	50+98.41	SEC	97248.88	230615.64						
34	PI	51+05.84	SEC	97255.07	230619.73	40.00	143° 14' 22.02"	21° 2' 2.91"	14.69	7.43	
	PC	50+98.41	SEC	97248.88	230615.64						
	PCC	51+13.1	SEC	97259.39	230625.77						
35	PI	51+81.54	SEC	97299.15	230681.48	3000.00	1° 54' 35.49"	2° 36' 50.01"	136.86	68.44	
	PC	51+13.1	SEC	97259.39	230625.77						
	PT	52+49.96	SEC	97336.33	230738.95						N 61° 17' 22.34" E
36	PI	53+23.96	SEC	97372.33	230803.59	2996.00	1° 54' 44.67"	0° 22' 56.93"	20.00	10.00	
	PC	53+13.96	SEC	97367.08	230795.08						
	PT	53+33.96	SEC	97377.52	230812.13						
	EP	53+33.96	SEC	97377.52	230812.13						

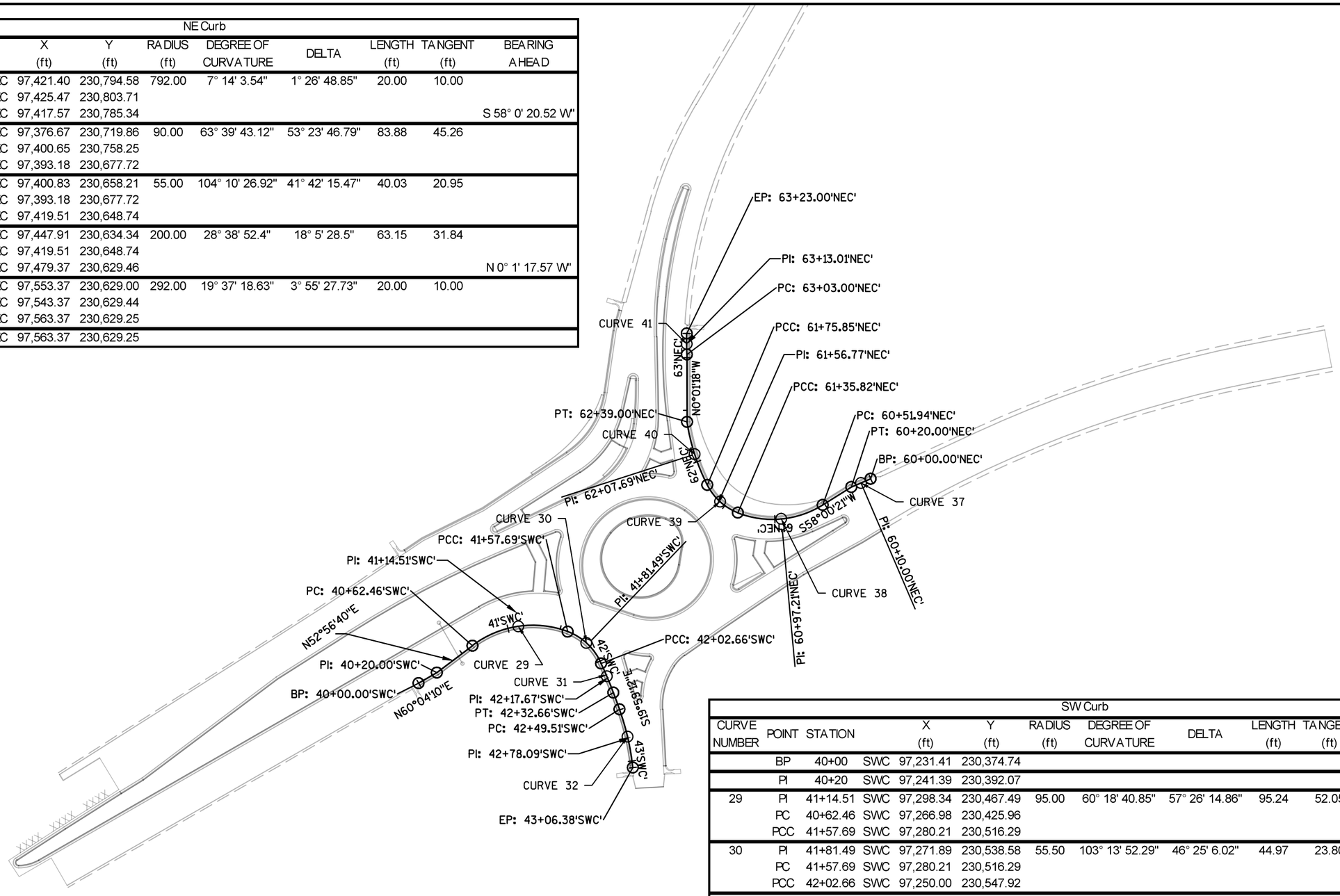


NW Curb

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	30+00	NWC	97,584.94	230,567.36						S 15° 21' 35.99" W
	PI	30+20	NWC	97,565.65	230,562.06						S 8° 14' 5.99" W
28	PI	31+17.16	NWC	97,469.49	230,548.14	85.00	67° 24' 24.48"	48° 7' 31.96"	71.40	37.96	
	PC	30+79.21	NWC	97,507.05	230,553.58						
	PT	31+50.6	NWC	97,448.46	230,516.54						S 56° 21' 37.94" W
	PI	32+46.68	NWC	97,395.24	230,436.55						S 63° 32' 28.66" W
	PI	33+10.68	NWC	97,366.72	230,379.25						S 56° 21' 37.94" W
	EP	33+30.68	NWC	97,355.64	230,362.60						

NE Curb

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
37	BP	60+10	NEC	97,421.40	230,794.58	792.00	7° 14' 3.54"	1° 26' 48.85"	20.00	10.00	
	PC	60+00	NEC	97,425.47	230,803.71						
	PT	60+20	NEC	97,417.57	230,785.34						S 58° 0' 20.52 W'
38	PI	60+97.21	NEC	97,376.67	230,719.86	90.00	63° 39' 43.12"	53° 23' 46.79"	83.88	45.26	
	PC	60+51.94	NEC	97,400.65	230,758.25						
	PT	61+35.82	NEC	97,393.18	230,677.72						
39	PI	61+56.77	NEC	97,400.83	230,658.21	55.00	104° 10' 26.92"	41° 42' 15.47"	40.03	20.95	
	PC	61+35.82	NEC	97,393.18	230,677.72						
	PT	61+75.85	NEC	97,419.51	230,648.74						
40	PI	62+07.69	NEC	97,447.91	230,634.34	200.00	28° 38' 52.4"	18° 5' 28.5"	63.15	31.84	
	PC	61+75.85	NEC	97,419.51	230,648.74						
	PT	62+39	NEC	97,479.37	230,629.46						N 0° 1' 17.57 W'
41	PI	63+13.01	NEC	97,553.37	230,629.00	292.00	19° 37' 18.63"	3° 55' 27.73"	20.00	10.00	
	PC	63+03	NEC	97,543.37	230,629.44						
	PT	63+23	NEC	97,563.37	230,629.25						
	EP	63+23	NEC	97,563.37	230,629.25						



SW Curb

CURVE NUMBER	POINT	STATION		X (ft)	Y (ft)	RADIUS (ft)	DEGREE OF CURVATURE	DELTA	LENGTH (ft)	TANGENT (ft)	BEARING AHEAD
	BP	40+00	SWC	97,231.41	230,374.74						N 60° 4' 10.42" E
	PI	40+20	SWC	97,241.39	230,392.07						N 52° 56' 40.42" E
29	PI	41+14.51	SWC	97,298.34	230,467.49	95.00	60° 18' 40.85"	57° 26' 14.86"	95.24	52.05	
	PC	40+62.46	SWC	97,266.98	230,425.96						
	PCC	41+57.69	SWC	97,280.21	230,516.29						
30	PI	41+81.49	SWC	97,271.89	230,538.58	55.50	103° 13' 52.29"	46° 25' 6.02"	44.97	23.80	
	PC	41+57.69	SWC	97,280.21	230,516.29						
	PCC	42+02.66	SWC	97,250.00	230,547.92						
31	PI	42+17.67	SWC	97,236.47	230,554.43	300.00	19° 5' 54.94"	5° 43' 46.04"	30.00	15.01	
	PC	42+02.66	SWC	97,250.00	230,547.92						
	PT	42+32.66	SWC	97,222.36	230,559.56						S 19° 59' 11.57" E
32	PI	42+78.09	SWC	97,179.67	230,575.09	230.21	24° 53' 19.14"	14° 9' 13.98"	56.87	28.58	
	PC	42+49.51	SWC	97,206.52	230,565.32						
	PT	43+06.38	SWC	97,151.23	230,577.99						
	EP	43+06.38	SWC	97,151.23	230,577.99						

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	ALIGNMENT DETAILS	SHEET 93	E

1570-02-75

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	3.000	3.000
0020	201.0205	Grubbing	STA	3.000	3.000
0030	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0040	204.0100	Removing Pavement	SY	400.000	400.000
0060	204.0150	Removing Curb & Gutter	LF	2,370.000	2,370.000
0070	204.0155	Removing Concrete Sidewalk	SY	120.000	120.000
0160	205.0100	Excavation Common	CY	15,692.000	15,692.000
0170	208.1100	Select Borrow	CY	5,120.000	5,120.000
0190	213.0100	Finishing Roadway (project) 02. 1570-02-75	EACH	1.000	1.000
0210	305.0110	Base Aggregate Dense 3/4-Inch	TON	415.000	415.000
0220	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,160.000	12,160.000
0240	405.0100	Coloring Concrete WisDOT Red	CY	415.000	415.000
0260	416.0512	Concrete Truck Apron 12-Inch	SY	930.000	930.000
0280	455.0605	Tack Coat	GAL	750.000	750.000
0290	460.2000	Incentive Density HMA Pavement	DOL	3,980.000	3,980.000
0300	460.6244	HMA Pavement 4 MT 58-34 S	TON	300.000	300.000
0330	460.7443	HMA Pavement 3 HT 58-34 H	TON	4,210.000	4,210.000
0340	460.7644	HMA Pavement 4 HT 58-34 V	TON	1,700.000	1,700.000
0360	465.0125	Asphaltic Surface Temporary	TON	1,390.000	1,390.000
0380	465.0315	Asphaltic Flumes	SY	70.000	70.000
0390	520.2018	Culvert Pipe Temporary 18-Inch	LF	70.000	70.000
0400	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	82.000	82.000
0410	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	5.000	5.000
0420	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0430	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	245.000	245.000
0450	601.0600	Concrete Curb Pedestrian	LF	285.000	285.000
0460	602.0410	Concrete Sidewalk 5-Inch	SF	8,310.000	8,310.000
0500	606.0200	Riprap Medium	CY	43.000	43.000
0510	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	178.000	178.000
0520	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	19.000	19.000
0530	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	539.000	539.000
0610	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0630	611.0624	Inlet Covers Type H	EACH	10.000	10.000
0640	611.0627	Inlet Covers Type HM	EACH	5.000	5.000
0650	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0660	611.0652	Inlet Covers Type T	EACH	2.000	2.000

1570-02-75

Line	Item	Item Description	Unit	Total	Qty
0680	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0730	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0740	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0750	611.3230	Inlets 2x3-FT	EACH	15.000	15.000
0760	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0770	611.8120.S	Cover Plates Temporary	EACH	5.000	5.000
0780	611.9800.S	Pipe Grates	EACH	2.000	2.000
0800	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,130.000	1,130.000
0840	619.1000	Mobilization	EACH	0.410	0.410
0850	620.0100	Concrete Corrugated Median	SF	290.000	290.000
0860	620.0300	Concrete Median Sloped Nose	SF	570.000	570.000
0870	624.0100	Water	MGAL	300.000	300.000
0880	625.0100	Topsoil	SY	600.000	600.000
0890	625.0500	Salvaged Topsoil	SY	18,500.000	18,500.000
0900	627.0200	Mulching	SY	12,500.000	12,500.000
0910	628.1504	Silt Fence	LF	4,500.000	4,500.000
0920	628.1520	Silt Fence Maintenance	LF	9,000.000	9,000.000
0930	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0940	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0950	628.2004	Erosion Mat Class I Type B	SY	1,470.000	1,470.000
0960	628.2006	Erosion Mat Urban Class I Type A	SY	5,400.000	5,400.000
0970	628.7005	Inlet Protection Type A	EACH	19.000	19.000
0980	628.7010	Inlet Protection Type B	EACH	1.000	1.000
0990	628.7015	Inlet Protection Type C	EACH	22.000	22.000
1010	628.7504	Temporary Ditch Checks	LF	285.000	285.000
1020	628.7555	Culvert Pipe Checks	EACH	5.000	5.000
1040	629.0210	Fertilizer Type B	CWT	14.000	14.000
1050	630.0120	Seeding Mixture No. 20	LB	440.000	440.000
1060	630.0140	Seeding Mixture No. 40	LB	100.000	100.000
1080	630.0200	Seeding Temporary	LB	225.000	225.000
1110	633.5200	Markers Culvert End	EACH	7.000	7.000
1130	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	20.000	20.000
1140	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	11.000	11.000
1150	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	12.000	12.000
1160	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	1.000	1.000
1170	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	8.000	8.000
1190	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	13.000	13.000
1200	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000
1210	637.0620	Sign Flags Permanent Type II	EACH	16.000	16.000
1220	637.1220	Signs Type I Reflective SH	SF	150.000	150.000

1570-02-75

Line	Item	Item Description	Unit	Total	Qty
1230	637.2210	Signs Type II Reflective H	SF	599.660	599.660
1240	637.2230	Signs Type II Reflective F	SF	76.250	76.250
1250	638.2102	Moving Signs Type II	EACH	2.000	2.000
1260	638.2602	Removing Signs Type II	EACH	116.000	116.000
1270	638.3000	Removing Small Sign Supports	EACH	66.000	66.000
1300	641.8100	Overhead Sign Support (structure) 03. S-3-003	LS	1.000	1.000
1330	643.0100	Traffic Control (project) 02. 1570-02-75	EACH	1.000	1.000
1340	643.0300	Traffic Control Drums	DAY	18,076.000	18,076.000
1360	643.0420	Traffic Control Barricades Type III	DAY	2,601.000	2,601.000
1370	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	66.000	66.000
1380	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	66.000	66.000
1390	643.0705	Traffic Control Warning Lights Type A	DAY	2,672.000	2,672.000
1400	643.0715	Traffic Control Warning Lights Type C	DAY	1,048.000	1,048.000
1410	643.0900	Traffic Control Signs	DAY	4,798.000	4,798.000
1420	643.1000	Traffic Control Signs Fixed Message	SF	75.000	75.000
1430	643.1050	Traffic Control Signs PCMS	DAY	57.000	57.000
1450	643.2000	Traffic Control Detour (project) 02. 1570-02-75	EACH	1.000	1.000
1460	643.3000	Traffic Control Detour Signs	DAY	5,109.000	5,109.000
1510	645.0120	Geotextile Type HR	SY	80.000	80.000
1520	646.0106	Pavement Marking Epoxy 4-Inch	LF	8,720.000	8,720.000
1530	646.0126	Pavement Marking Epoxy 8-Inch	LF	1,270.000	1,270.000
1540	646.0156	Pavement Marking Epoxy 18-Inch	LF	79.000	79.000
1550	646.0600	Removing Pavement Markings	LF	15,993.000	15,993.000
1560	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	2.000	2.000
1570	647.0160	Pavement Marking Arrows Epoxy Type 2R	EACH	2.000	2.000
1580	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	3.000	3.000
1590	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	1.000	1.000
1600	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	3.000	3.000
1610	647.0356	Pavement Marking Words Epoxy	EACH	7.000	7.000
1620	647.0456	Pavement Marking Curb Epoxy	LF	138.000	138.000
1640	647.0606	Pavement Marking Island Nose Epoxy	EACH	5.000	5.000
1650	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	176.000	176.000
1670	647.0856	Pavement Marking Concrete Corrugated Median Epoxy	SF	102.000	102.000
1680	647.0955	Removing Pavement Markings Arrows	EACH	9.000	9.000
1690	647.0965	Removing Pavement Markings Words	EACH	1.000	1.000
1700	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	14,000.000	14,000.000
1710	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	20,820.000	20,820.000
1730	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	870.000	870.000
1740	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	560.000	560.000
1770	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	100.000	100.000

1570-02-75

Line	Item	Item Description	Unit	Total	Qty
1780	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	48.000	48.000
1790	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	10.000	10.000
1800	649.1802	Temporary Pavement Marking Arrows Paint	EACH	5.000	5.000
1820	650.4000	Construction Staking Storm Sewer	EACH	25.000	25.000
1830	650.4500	Construction Staking Subgrade	LF	4,900.000	4,900.000
1840	650.5000	Construction Staking Base	LF	4,900.000	4,900.000
1850	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	950.000	950.000
1860	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
1890	650.8500	Construction Staking Electrical Installations (project) 02. 1570-02-75	LS	1.000	1.000
1910	650.9910	Construction Staking Supplemental Control (project) 02. 1570-02-75	LS	1.000	1.000
1920	650.9920	Construction Staking Slope Stakes	LF	4,740.000	4,740.000
1930	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,650.000	1,650.000
1940	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000
1950	654.0105	Concrete Bases Type 5	EACH	14.000	14.000
1960	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
1970	655.0610	Electrical Wire Lighting 12 AWG	LF	4,545.000	4,545.000
1980	655.0615	Electrical Wire Lighting 10 AWG	LF	2,182.000	2,182.000
1990	655.0620	Electrical Wire Lighting 8 AWG	LF	3,338.000	3,338.000
2010	655.0640	Electrical Wire Lighting 1 AWG	LF	20.000	20.000
2030	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. 1570-02-75	LS	1.000	1.000
2040	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000
2050	657.0322	Poles Type 5-Aluminum	EACH	14.000	14.000
2060	657.0605	Luminaire Arms Single Member 4 1/2-Inch Clamp 4-FT	EACH	12.000	12.000
2070	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	5.000	5.000
2080	659.1115	Luminaires Utility LED A	EACH	17.000	17.000
2110	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
2130	661.0200	Temporary Traffic Signals for Intersections (location) 02. USH 8 & USH 63	LS	1.000	1.000
2140	690.0150	Sawing Asphalt	LF	2,770.000	2,770.000
2150	690.0250	Sawing Concrete	LF	300.000	300.000
2320	SPV.0090	Special 01. Concrete Curb & Gutter 30-Inch Type D Special	LF	2,990.000	2,990.000
2350	SPV.0090	Special 04. Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R Special	LF	375.000	375.000
2360	SPV.0090	Special 05. Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D Special	LF	690.000	690.000
2370	SPV.0090	Special 06. Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A Special	LF	435.000	435.000

1570-02-75

Line	Item	Item Description	Unit	Total	Qty
2390	SPV.0090	Special 08. Concrete Curb & Gutter Cure and Seal Treatment	LF	5,020.000	5,020.000
2430	SPV.0105	Special 02. Temporary Vehicle Detection (USH 8 & USH 63)	LS	1.000	1.000
2460	SPV.0105	Special 05. Lighting System Integrator (1570-02-75)	LS	1.000	1.000
2480	SPV.0105	Special 07. Lighting System Survey (1570-02-75)	LS	1.000	1.000
2500	SPV.0105	Special 09. Construction Staking Roundabout (1570-02-75)	LS	1.000	1.000
2510	SPV.0120	Special 01. Water for Seeded Areas	MGAL	480.000	480.000
2530	SPV.0165	Special 02. Concrete Sidewalk Cure and Seal Treatment	SF	8,310.000	8,310.000

3

CLEARING AND GRUBBING ITEMS

STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CATEGORY CODE 0010			
STAGE 1			
101+00.00 'NB' - 104+00.00 'NB'	RT	3	3
STAGE 1 SUBTOTALS		3	3
TOTALS		**3**	**3**

REMOVING EXISTING CULVERTS

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	COMMENTS
CATEGORY CODE 0010			
STAGE 2			
105+58 'NB	RT/LT	1	REMOVAL IN STAGE 1 & 2
STAGE 2 SUBTOTALS		1	
TOTAL		**1**	

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	COMMENTS
CATEGORY 0010			
STAGE 1			
1319+26 'EB' - 1322+82 'EB'	LT	650	
1312+80 'EB' - 1315+22 'EB'	LT	330	
1310+27 'EB' - 1311+51 'EB'	LT	150	
STAGE 1 SUBTOTALS		1,130	
STAGE 2			
1313+61 'EB' - 1318+42 'EB'	RT/LT	823	
1318+83 'WB' - 1318+99 'WB'	RT/LT	96	
1318+40 'WB' - 1318+90 'WB'	LT	61	
100+12 'NB' - 100+76 'NB'	RT/LT	110	
STAGE 2 SUBTOTALS		1,090	
STAGE 3			
1318+37 'EB' - 1319+15 'EB'	RT	91	
1319+41 'EB' - 1319+58 'EB'	RT/LT	59	
STAGE 3 SUBTOTALS		150	

REMOVING PAVEMENT ITEMS

STATION - STATION	LOCATION	204.0100 REMOVING PAVEMENT SY
CATEGORY CODE 0010		
STAGE 2		
1314+00 'WB' - 1317+00 'WB'	LT/RT	400
STAGE 2 SUBTOTALS		400
TOTALS		**400**

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
CATEGORY CODE 0010		
STAGE 1		
1310+25 'EB' - 1310+78 'EB'	RT	60
1322+26 'WB' - 1322+92 'WB'	LT	60
STAGE 1 SUBTOTALS		120
TOTALS		**120**

FINISHING ROADWAY

STATION - STATION	213.0100 EACH
CATEGORY CODE 0010	
PROJECT 1570-02-75	1
TOTALS	1

BASE AGGREGATE DENSE AND WATER ITEMS

STATION - STATION	LOCATION	208.1100 SELECT BORROW CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
CATEGORY CODE 0010					
STAGE 1					
1310+27 'EB' - 1311+53 'EB'	LT	--	--	100	1
1312+77 'EB' 1315+22 'EB'	LT			190	3
1319+55 'WB' - 1322+92 'WB'	RT/LT	--	--	230	3
TEMPORARY WIDENING EAST LEG	RT	--	50	480	7
USH 63 TEMPORARY ROADWAY	RT	--	95	1,260	18
STAGE 1 SUBTOTALS		--	145	2,260	32
STAGE 2					
1313+99 'WB' - 1318+95 'WB'	RT/LT	620	--	1,410	34
1324+18 'WB' - 1327+93 'WB'	LT	100	--	320	7
100+00 'NB' - 103+55 'NB'	RT	280	--	560	15
99+96 'SB' - 108+10 'SB'	RT/LT	630	--	1,160	31
SB USH 63 BYPASS	RT	370	--	580	18
CIRCLE	RT	170	--	400	10
	RT				0
STAGE 2 SUBTOTALS		2,170	--	4,430	115
STAGE 3					
1313+10 'EB' - 1318+63 'EB'	RT	770	--	1,310	37
1320+13 'EB' - 1326+43 'EB'	RT/LT	530	--	1,140	29
1320+49 'WB' - 1325+18 'WB'	RT/LT	360	--	740	19
103+17 'NB' - 106+29 'NB'	RT	210	--	530	13
301+00 'NB' - 302+30 'NB'	RT/LT	110	--	170	5
301+00 'SB' - 302+36 'SB'	RT/LT	110	--	150	5
CIRCLE	RT/LT	490		690	22
STAGE 3 SUBTOTALS		2,580	--	4,730	130
STAGE 4					
102+65 'NB' - 103+17 'NB'	RT	40	--	130	3
1310+75 'EB' - 1311+50 'EB'	LT	30	--	40	1
1318+31 'EB' - 1318+58 'EB	LT	--	--	30	0
1313+99 'WB' - 1318+82 'WB'	RT	120	--	160	5
60+00 'NEC' - 63+23 'NEC'	RT	140	--	210	7
CIRCLE	RT/LT	40	--	170	3
	RT	--	--	--	0
STAGE 4 SUBTOTALS		370	--	740	19
STAGE 5B					
1313+10 'EB' - 1316+95 'EB'	RT	--	20	--	0
1321+77 'EB' - 1326+43 'EB'	RT	--	40	--	1
1313+99 'WB' 1317+47 'WB'	LT		20		0
1322+00 'WB' - 1326+50 'WB'	LT	--	60	--	1
101+41 'NB' - 106+29 'NB'	RT	--	40	--	1
101+53 'SB' - 106+29 'SB'	LT	--	90	--	1
		--	--	--	0
STAGE 5B SUBTOTALS		--	270	--	4
TOTALS		**5,120**	**415**	**12,160**	**300**

3

EARTHWORK SUMMARY

Division	From/To Station	205.0100 Common Excavation (1)		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Comment:
		Cut (2)	EBS Excavation (3)				Factor		
CATEGORY CODE 0010									
Division 1 (STAGE 1)							**1.25**		
USH 63 Temporary Road	1+00 - 7+20	1,334	0	0	1,334	2,598	3,248	-1,914	
USH 8 Temp Widening	8+90 - 14+25	248	0	0	248	62	78	171	
Division 1 Subtotal		1,582	0	0	1,582	2,660	3,325	-1,743	Use material from areas within right-of-way that does not affect traffic.
Division 2 (STAGE 2)									
USH 8 Temp Widening	8+90 - 14+25	248	0	0	248	62	78	171	
EB USH 8	1325+10 'EB' - 1326+43 'EB'	247	0	0	247	0	0	247	
WB USH 8	1313+59 'WB'- 1326+43 'WB'	1,773	0	200	1,573	231	289	1,284	
NB USH 63	100+00 'NB' - 107+75 'NB'	1,319	0	0	1,319	508	635	684	
SB USH 63	200+00 'SB' - 102+75 'SB'	665	0	0	665	0	0	665	
SB USH 63-Bypass	100+00 'RTB' - 202+50 'RTB'	1,269	0	0	1,269	117	146	1,123	
CIRCLE	'C'	965	0	0	965	28	35	930	
Division 2 Subtotal		6,486	0	200	6,286	946	1,183	5,104	
Division 3 (STAGE 3)									
EB USH 8	1313+10 'EB' - 1326+43 'EB'	2,530	0	0	2,530	2,654	3,318	-788	
WB USH 8	1320+49 'WB' - 1321+60 'WB'	61	0	0	61	112	140	-79	
NB USH 63	100+75 'NB' - 107+75 'NB'	1,944	0	0	1,944	820	1,025	919	
NB MAPLE	301+00 'NB' - 302+25 'NB'	381	0	0	381	144	180	201	
SB MAPLE	301+87 'SB' - 302+36 'SB'	73	0	0	73	99	124	-51	
SE CURB	51+00 'SEC' - 51+69 'SEC'	0	0	0	0	259	324	-324	
SW CURB	41+48 'SWC' - 41+96 'SWC'	10	0	0	10	97	121	-111	
CIRCLE	'C'	608	0	0	608	512	640	-32	
Division 3 Subtotal		5,607	0	0	5,607	4,697	5,871	-264	
Division 4 (STAGE 4)									
EB USH 8	1310+10 'EB' - 1326+43 'EB'	1,449	0	0	1,449	462	578	872	
WB USH 8	1313+10 'WB' - 1321+60 'WB'	330	0	0	330	28	35	295	
NB USH 63	100+00 'NB' - 100+75 'NB'	136	0	0	136	12	15	121	
NE CURB	61+38 'NEC' - 61+93 'NEC'	102	0	0	102	3	4	98	
Division 4 Subtotal		2,017	0	0	2,017	505	631	1,386	
Grand Total		15,692		200	15,492	8,808	11,010	4,482	

1) Common Excavation is the sum of the Cut and EBS Excavation columns.
2) Salvaged/Unusable Pavement Material is included in Cut.
3) EBS not anticipated.
4) Salvaged/Unusable Pavement Material = Length * Typical Width * Typical Depth
   Value includes existing concrete and asphaltic pavement and curb & gutter
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) Expanded Fill = (Unexpanded Fill * Fill Factor)
7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.
Summary totals rounded for estimating purposes

3

CONCRETE PAVEMENT ITEMS

STATION - STATION	LOCATION	405.0100 COLORING CONCRETE WisDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY
CATEGORY CODE 0010			
STAGE 2			
200+80 'RTB' - 202+02 'RTB'	RT	13	40
200+96 'RTB' - 201+48 'RTB'	LT	6	17
STAGE 2 SUBTOTALS		19	57
STAGE 3			
10+74 'C' - 12+58 'C'	LT	106	318
1320+30 'EB' - 1320+59 'EB'	LT	4	11
STAGE 3 SUBTOTALS		110	329
STAGE 4			
12+58 'C' - 10+74 'C'	LT	105	316
60+51 'NEC' - 62+82 'NEC	RT	76	228
STAGE 4 SUBTOTALS		181	544
TOTALS		**310 XX**	**930**

CONCRETE SIDEWALK ITEMS

STATION - STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	405.0100 COLORING CONCRETE WisDOT RED CY	SPV.0165.02 CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF
CATEGORY CODE 0010				
STAGE 2				
200+59 'RTB' - 202+59 'RTB'	MEDIAN	2,297	32	2,297
100+65 'NB' - 102+79 'NB'	MEDIAN	1,309	20	1,309
STAGE 2 SUBTOTALS		3,606	52	3,606
STAGE 3				
1320+30 'EB' - 1321+53 'EB'	MEDIAN	2,020	26	2,020
301+86 'NB' - 302+25 'NB'	MEDIAN	561	6	561
STAGE 3 SUBTOTALS		2,581	32	2,581
STAGE 4				
1318+31 'EB' - 1318+58 'EB'	LT	1,230	11	1,230
100+06 'NB' - 100+65 'NB'	LT	893	10	893
STAGE 4 SUBTOTALS		2,123	21	2,123
TOTALS		**8,310**	**105 XX**	**8,310**

ASPHALTIC ITEMS

STATION - STATION	LOCATION	460.7443 HMA PAVEMENT 3 HT 58-34 H TON	460.7644 HMA PAVEMENT 4 HT 58-34 V TON	460.6244 HMA PAVEMENT 4 MT 58-34 S TON	455.0605 TACK COAT GAL	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY
CATEGORY CODE 0010							
STAGE 1							
1310+27 'EB' - 1311+53 'EB' LT	LT	--	--	--	--	46	--
1312+77 'EB' - 1315+22 'EB' LT	LT	--	--	--	--	94	--
1319+55 'WB' - 1322+92 'WB' RT/LT	RT	--	--	--	--	114	--
1322+91 'EB' - 1328+27 'EB' RT/LT	RT	--	--	--	--	145	--
100+14 'NB' - 107+88 'NB'	LT/RT	--	--	--	--	451	--
STAGE 1 SUBTOTALS		--	--	--	--	850	--
STAGE 2							
1313+99 'WB' - 1318+95 'WB'	LT	597	--	--	35	150	10
1324+20 'WB' - 1327+93 'WB'	LT	--	--	--	0	98	--
1325+18 'WB' - 1326+50 'WB'	LT	75	--	--	4	--	--
200+00 'SBRT' - 203+42 'SBRT'	RT	288	--	--	17	--	--
100+00 'NB' - 103+55 'NB'	RT	278	--	--	17	41	10
99+96 'SB' - 106+29 'SB'	LT/RT	640	--	--	38	39	25
103+01 'SB' - 108+10 'SB'	LT	--	--	--	--	123	--
13+12 'C' - 10+74 'C'	RT	212	--	--	13	89	--
STAGE 2 SUBTOTALS		2,090	--	--	124	540	45
STAGE 3							
1313+10 'EB' - 1318+63 'EB'	RT	643	--	--	38	--	9
1320+13 'EB' - 1326+43 'EB'	RT	418	--	--	25	--	--
1320+49 'WB' - 1325+18 'WB'	LT	303	--	--	18	--	--
103+17 'NB' - 106+29 'NB'	RT	144	--	--	9	--	--
301+00 'NB' - 302+30 'NB'	RT/LT	103	--	--	6	--	7
301+00 'SB' - 302+36 'SB'	LT	101	--	--	6	--	9
10+74 'C' - 13+12 'C'	RT	408	--	--	24	--	--
STAGE 3 SUBTOTALS		2,120	--	--	126	--	25
STAGE 5A							
FINAL TOP LAYER	RT/LT	--	1,705	--	250	--	--
STAGE 5A SUBTOTALS		--	1,705	--	250	--	--
STAGE 5B							
SHOULDERS	RT/LT	--	--	300	250	--	--
STAGE 5B SUBTOTALS		--	--	300	250	--	--
TOTALS		**4,210**	**1,705**	**300**	**750**	**1,390**	**70**

XX QUANTITIES
LISTED ELSEWHERE

3

TEMPORARY CULVERT PIPE ITEMS

STATION	LOCATION	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	COMMENTS
CATEGORY CODE 0010			
STAGE 1			
102+54 'NB' - 102+75 'NB'	RT	70	UNDER 63 TEMP ROADWAY
STAGE 1 SUBTOTALS		70	
TOTALS		**70**	

COVER PLATES TEMPORARY

LOCATION		611.8120.S COVER PLATES TEMPORARY EACH	611.8115 ADJUSTING INLET COVERS EACH	STRUCTURE NO.
CATEGORY CODE 0010				
STAGE 1				
1312+99 'EB'	14.4' LT	1	1	EX INLET
1313+00 'EB'	9.4' LT	1	1	EX INLET
STAGE 1 SUBTOTALS		2	2	
STAGE 2				
1316+00 'WB'	1.5' RT	1	--	IN 1.1
100+14 'NB'	22.6' RT	1	--	IN6.3
1318+25 'WB'	7.5' RT	1	--	MH3.0
STAGE 2 SUBTOTALS		3	--	
TOTALS		**5**	**2**	

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	620.0300 SF	COMMENTS
CATEGORY CODE 0010			
STAGE 2			
1318+31 'WB'	LT	59	TYPE 1
100+92 'SB'	LT	59	TYPE 1
102+77 'NB'	LT	59	TYPE 1
STAGE 2 SUBTOTAL		177	
STAGE 3			
1320+34 'EB'	LT	54	TYPE 2
1321+53 'EB'	LT	59	TYPE 1
1320+57 'WB'	RT	23	TYPE 2
301+87 'NB'	LT	59	TYPE 1
302+23 'NB'	LT	23	TYPE 2
302+25 'SB'	RT	43	TYPE 2
1318+57 'EB'	LT	23	TYPE 2
STAGE 3 SUBTOTAL		284	
STAGE 4			
1318+82 'WB'	RT	46	TYPE 2
100+09 'NB'	LT	39	TYPE 2
100+03 'SB'	RT	24	TYPE 2
STAGE 4 SUBTOTAL		109	
TOTAL		**570**	

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
CATEGORY CODE 0010		
STAGE 1		
103+11 'NB'	7' RT	1
105+58 'NB'	61' RT	1
STAGE 1 SUBTOTALS		2
TOTAL		**2**

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
CATEGORY CODE 0010			
STAGE 1			
103+30 'NB'	54.4' RT	6	11
105+57 'NB'	51.5' LT	7	14
STAGE 1 SUBTOTALS		13	25
STAGE 2			
102+75 'SB'	52.2' LT	6	11
101+07 'SB'	99.9' LT	6	11
203+13 'RTB'	40.1' RT	6	11
1316+00 'WB'	44.6' LT	6	11
STAGE 2 SUBTOTALS		24	44
STAGE 3			
301+92 'SB'	37.5' LT	6	11
STAGE 3 SUBTOTALS		6	11
TOTALS		**43**	**80**

PIPE GRATES

STATION	LOCATION	611.9800.S EACH
CATEGORY CODE 0010		
STAGE 1		
105+58 'NB'	RT/LT	2
STAGE 2 SUBTOTAL		2
TOTALS		**2**

CONCRETE CURB AND GUTTER ITEMS

STATION - STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	SPV.0090.01 CONCRETE CURB & GUTTER 30-INCH TYPE D SPECIAL LF	SPV.0090.05 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D SPECIAL LF	SPV.0090.04 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R SPECIAL LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.06 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A SPECIAL LF	SPV.0090.08 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
CATEGORY CODE 0100									
STAGE 2									
200+57 'RTB' - 202+60 'RTB'	LT	--	219	--	--	51	--	270	--
100+65 'NB' - 101+75 'NB'	RT/LT	--	221	--	--	--	--	221	--
101+84 'NB' - 102+79 'NB'	LT	--	--	221	--	--	--	221	--
200+00 'RTB' - 203+43 'RTB'	RT	--	--	225	--	--	105	330	--
200+58 'RTB' - 202+58 'RTB'	LT	--	--	152	--	--	65	217	--
STAGE 2 SUBTOTALS		--	440	598	--	51	170	1,259	--
STAGE 3									
1313+10 'EB' - 1318+57 'EB'	LT	--	551	--	--	--	--	551	365
1320+25 'EB' - 1321+56 'EB'	LT	--	252	--	--	62	39	353	--
40+00 'SWC' - 43+06 'SWC'	RT	--	301	--	--	--	--	301	--
50+00 'SEC' - 53.34 'SEC'	RT	--	331	--	--	--	--	331	--
10+75 'C' - 12+58 'C'	LT	105	--	--	178	--	--	283	--
301+82 'NB' - 302+25 'NB'	LT	--	115	--	--	30	--	145	--
STAGE 3 SUBTOTALS		105	1,550	--	178	92	39	1,964	365
STAGE 4									
1310+75 'EB' - 1311+50 'EB'	LT	--	154	--	--	--	--	154	--
1312+75 'WB' - 1318+82 'WB'	RT	--	700	--	--	100	--	800	585
100+00 'NB'- 100+65 'NB'	LT	--	146	--	--	42	--	188	--
12+50 'C' - 10+75 'C'	RT	140	--	--	197	--	--	337	--
60+00 'NEC' - 63+23 'NEC'	RT	--	--	92	--	--	226	318	--
STAGE 4 SUBTOTALS		140	1,000	92	197	142	226	1,797	585

CULVERT PIPE ITEMS

STATION	LOCATION	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	INVERT STATION	INVERT ELEV	OUTLET STATION	OUTLET ELEV	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	COMMENTS
CATEGORY CODE 0010										
STAGE 2										
105+58 'NB'	LT	40	1	105+58 'NB', 39.20' RT	1262.43	105+58 'NB', 42.56' LT	1262.03	1	1	1ST 1/2 OF PIPE
STAGE 2 SUBTOTALS		40	1					1	1	
STAGE 3										
105+58 'NB'	LT/RT	42	1	105+58 'NB', 39.20' RT	1262.43	105+58 'NB', 42.56' LT	1262.03	1	1	2ND 1/2 OF PIPE
STAGE 2 SUBTOTALS		42	1					1	1	
TOTALS		**82**	**2**					**2** XX	**2**	

XX QUANTITIES LISTED ELSEWHERE

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.2005 MANHOLE S 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS 2X3-FT EACH	633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	NON BID ITEM FOR INFORMATION ONLY JOINT TIES EACH	RIM ELEVATION	INVERT** ELEVATION	DEPTH*** FT
CATEGORY CODE 0100																			
STAGE 2																			
EW1.0	1316+00 'WB'	42.2' LT	WB USH 8	1	--	--	--	--	--	--	--	--	--	1	1	6	1269.99	1268.29	
EW2.0	1317+74 'WB'	56.4' LT	WB USH 8	1	--	--	--	--	--	--	--	--	--	1	1	6	1273.00	1271.29	
EW5.0	102+75 'SB'	49.8' LT	SB USH 63	1	--	--	--	--	--	--	--	--	--	1	1	6	1270.77	1269.07	
EW6.0	200+64 'RTB'	72.8'RT	SB USH 63-BYPASS	1	--	--	--	--	--	--	--	--	--	1	1	6	1273.23	1271.52	
IN1.1	1316+00 'WB'	1.5' RT	WB USH 8	--	--	1	--	--	--	--	--	--	1	--	1	--	1272.81	1268.50	3.31
IN1.2	1316+00 'EB'	1.5' LT	EB USH 8	--	--	1	--	--	--	--	--	--	1	--	1	--	1272.02	1268.72	2.30
IN3.1	1318+36 'WB'	17.9' LT	WB USH 8	--	--	--	1	--	--	--	--	--	1	--	1	--	1276.65	1272.52	3.13
IN3.2	202+53 'RTB'	1.5' LT	WB USH 8	--	--	1	--	--	--	--	--	--	1	--	1	--	1276.84	1272.70	3.14
IN3.3	10+89 'C'	21.5' RT	CIRCLE	--	--	--	--	1	--	--	--	--	1	--	1	--	1277.45	1272.47	3.98
IN3.4	10+79 'C'	21.5' RT	CIRCLE	--	--	--	--	1	--	--	--	--	1	--	1	--	1277.46	1273.17	3.29
IN3.5	10+89 'C'	1.5' LT	CIRCLE	--	--	--	--	--	1	--	--	1	--	--	1	--	1277.35	1272.80	3.72
IN3.6	10+79 'C'	1.5' LT	CIRCLE	--	--	--	--	--	1	--	--	1	--	--	1	--	1277.36	1273.50	3.03
IN5.1	102+74 'NB'	9' LT	NB USH 63	--	--	--	1	--	--	--	--	--	1	--	1	--	1275.46	1270.64	3.82
IN5.2	102+74 'NB'	1.5' LT	NB USH 63	--	--	--	1	--	--	--	--	--	1	--	1	--	1275.14	1271.30	2.84
IN6.1	200+64 'RTB'	1.5' LT	SB USH 63	--	--	1	--	--	--	--	--	--	1	--	1	--	1276.88	1272.04	3.84
IN6.2	100+87 'SB'	17.5' LT	SB USH 63	--	--	--	1	--	--	--	--	--	1	--	1	--	1277.11	1272.20	3.91
IN6.3	100+14 'NB'	22.6' RT	NB USH 63	--	--	--	1	--	--	--	1	--	--	--	1	--	1278.18	1272.97	4.21
MH3.0	1318+25 'WB'	7.5' RT	WB USH 8	--	1	--	--	--	--	1	--	--	--	--	1	--	1277.53	1272.09	4.20
	STAGE 2 SUBTOTALS			4	1	4	5	2	2	1	1	2	10	4	18	24			
STAGE 3																			
EW4.0	301+92 'SB'	35.1' LT	SB MAPLE	1	--	--	--	--	--	--	--	--	--	1	1	6	1274.32	1272.61	
IN4.1	301+92 'SB'	17.9' LT	SB MAPLE	--	--	1	--	--	--	--	--	--	1	--	1	--	1276.87	1272.76	3.11
IN4.2	301+92 'SB'	1.5' RT	SB MAPLE	--	--	1	--	--	--	--	--	--	1	--	1	--	1277.20	1273.20	3.00
IN4.3	301+92 'NB'	1.5' LT	NB MAPLE	--	--	1	--	--	--	--	--	--	1	--	1	--	1277.43	1273.54	2.89
IN6.4	12+78 'C'	21.4' RT	CIRCLE	--	--	1	--	--	--	--	1	--	0	--	1	--	1279.16	1274.23	3.93
IN6.5	12+57 'C'	21.4' RT	CIRCLE	--	--	1	--	--	--	--	--	--	1	--	1	--	1279.10	1274.72	3.38
IN6.6	1320+26 'EB'	19.5' RT	EB USH 8	--	--	1	--	--	--	--	--	--	1	--	1	--	1278.80	1275.00	2.80
	STAGE 3 SUBTOTALS			1	0	6	0	0	0	0	1	0	5	1	7	6			
	TOTALS			**5**	**1**	**10**	**5**	**2**	**2**	**1**	**2**	**2**	**15**	**5** XX	**25**	**30**			

XX QUANTITIES LISTED ELSEWHERE

STORM SEWER PIPES

FROM - TO	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 608.031 12-INCH LF	608.0315 15-INCH LF	608.032 18-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	COMMENTS
CATEGORY CODE 0010							
STAGE 2							
IN1.1 - EW1.0			44	1268.50	1268.29	0.49%	
IN1.2 - IN1.1	38			1268.72	1268.60	0.30%	
MH3.0 - EW2.0			82	1272.09	1271.29	0.97%	
IN3.1 - MH3.0	28			1272.52	1272.24	1.01%	
IN3.2 - IN3.1	8			1272.70	1272.62	1.06%	
IN3.3 - MH3.0			56	1272.47	1272.19	0.50%	
IN3.4 - IN3.3	13			1273.17	1272.97	1.50%	
IN3.5 - IN3.3			23	1272.80	1272.57	1.00%	
IN3.5 - IN3.6	10			1273.50	1273.40	1.02%	
IN5.1 - EW5.0			53	1270.64	1269.07	2.97%	
IN5.2 - IN5.1	8			1271.30	1271.13	2.13%	
IN6.1 - EW6.0			74	1272.04	1271.52	0.70%	
IN6.2 - IN6.1			8	1272.20	1272.14	0.74%	
IN6.3 - IN6.2			95	1272.97	1272.30	0.70%	
IN6.4 - IN6.3			44	1274.23	1273.64	1.34%	1ST 1/2 OF PIPE
STAGE 2 SUBTOTALS	105		479				
STAGE 3							
IN6.4 - IN6.3			43	1273.64	1273.07	1.34%	2ND 1/2 OF PIPE
IN6.5 - IN6.4	29			1274.72	1274.58	0.50%	
IN6.6 - IN6.5	35			1275.00	1274.82	0.50%	
IN4.1 - EW4.0			17	1272.76	1272.61	0.88%	
IN4.2 - IN4.1		19		1273.20	1273.01	1.00%	
IN4.3 - IN4.2	9			1273.54	1273.45	1.04%	
STAGE 3 SUBTOTALS	73	19	60				
TOTALS	**178**	**19**	**539**				

LANDSCAPING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEED MIX NO. 20 LBS	630.0140 SEED MIX NO. 40 LBS	630.0200 SEED TEMPORARY LBS	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
CATEGORY CODE 0010									
STAGE 2									
1313+60 'WB' - 1317+46 'WB'	LT	330	--	330	0.4	16	--	8	8
30+30 'NWC' - 33+30 'NWC'	RT	1,240	--	690	0.8	33	--	17	31
99+95 'SB' - 107+75 'SB'	LT	1,600	--	1,600	1.4	60	--	30	41
UNDISTRIBUTED		800	--	660	0.7	27	--	15	20
STAGE 2 SUBTOTALS		3,970	--	3,280	3.3	136	--	70	100
STAGE 3									
1313+10 'EB' - 1316+94 'EB'	RT	580	--	230	0.5	--	15	--	15
40+00 'SWC' - 43+06 'SWC'	RT	650	--	200	0.4	--	12	--	15
50+00 'SEC' - 53+34 'SEC'	RT	1,190	--	640	0.8	--	22	--	30
1321+77 'EB' - 1326+43 'EB'	RT	800	--	360	0.7	--	21	--	20
100+57 'NB' - 106+59 'NB'	RT	3,900	--	3,710	2.7	116	--	58	98
UNDISTRIBUTED		1,770	--	1,280	1.3	28	18	16	46
STAGE 3 SUBTOTALS		8,890	--	6,420	6	144	88	74	225
STAGE 4									
1312+75 'EB' - 1318+36 'EB'	LT	1,790	--	--	1.1	48	--	24	45
60+00 'NEC' - 63+23 'NEC'	RT	1,460	--	980	0.9	39	--	20	37
1322+00 'WB' - 1326+50 'WB'	LT	1,570	--	1,570	1.2	51	--	26	39
CIRCLE	LT	--	510	--	0.3	--	10	--	13
UNDISTRIBUTED		820	90	250	0.5	22	2	11	21
STAGE 4 SUBTOTALS		5,640	600	2,800	4	160	12	81	155
TOTALS		**18,500**	**600**	**12,500**	**14**	**440**	**100**	**225**	**480**

SILT FENCE ITEMS

STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
CATEGORY CODE 0010			
STAGE 1			
100+29 'NB' - 106+62 'NB'	RT	650	1,300
UNDISTRIBUTED		200	400
STAGE 2 SUBTOTALS		850	1,700
STAGE 2			
1313+58 'WB' - 1318+91.90 'WB'	LT	550	1,100
1321+90 'WB' - 1326+44 'WB'	LT	550	1,100
99+95 'SB' - 107+75 'SB'	LT	850	1,700
UNDISTRIBUTED		450	900
STAGE 2 SUBTOTALS		2,400	4,800
			--
STAGE 3			
40+00 'SWC' - 43+06 'SWC'	RT	300	600
50+00.00 'SEC' - 51+71 'SEC'	RT	200	400
1321+53 'EB' - 1326+45 'EB'	RT	550	1,100
UNDISTRIBUTED		200	400
STAGE 3 SUBTOTALS		1,250	2,500
TOTALS		**4,500**	**9,000**

TEMPORARY DITCH CHECKS

STATION - STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
CATEGORY CODE 0010		
STAGE 1		
USH 63 NORTH LEG	RT	90
UNDISTRIBUTED		30
STAGE 1 SUBTOTALS		120
STAGE 2		
USH 8 WEST LEG	LT	15
USH 63 NORTH LEG	LT	30
UNDISTRIBUTED		30
STAGE 2 SUBTOTALS		75
STAGE 3		
USH 8 WEST LEG	RT	15
USH 63 NORTH LEG	RT	45
UNDISTRIBUTED		30
STAGE 3 SUBTOTALS		90
TOTALS		**285**

EROSION MAT ITEMS

STATION - STATION	LOCATION	628.2004 CLASS I TYPE B SY	628.2006 URBAN CLASS 1 TYPE A SY
CATEGORY CODE 0010			
STAGE 2			
1315+47 'WB' - 1315+85 'WB'	LT	40	--
30+00 'NWC' - 33+30 'NWC'	RT	--	550
UNDISTRIBUTED		10	130
STAGE 2 SUBTOTALS		50	680
STAGE 3			
1313+10 'EB' - 1316+95 'EB'	RT	350	--
40+00 'SWC' - 43+06 'SWC'	RT	--	450
50+00 'SEC' - 53+34 'SEC'	RT	130	550
1322+92 'EB' - 1324+00 'EB'	RT	450	--
100+44 'NB' - 102+78 'NB'	RT	200	--
UNDISTRIBUTED		290	250
STAGE 3 SUBTOTALS		1,420	1,250
STAGE 4			
1313+00 'EB' - 1318+36 'EB'	LT	--	1,780
60+00 'NEC' - 63+23 'NEC'	RT	--	490
CIRCLE	LT	--	510
UNDISTRIBUTED		--	690
STAGE 4 SUBTOTALS		--	3,470
TOTALS		**1,470**	**5,400**

EROSION CONTROL MOBILIZATIONS ITEMS

LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
CATEGORY CODE 0010		
STAGE 1	1	--
STAGE 2	1	1
STAGE 3A	1	--
STAGE 3B	1	1
STAGE 4	1	--
STAGE 5	1	1
TOTALS	**6**	**3**

INLET PROTECTION

STATION	LOCATION	STRUCTURE NO.	628.7005 TYPE A EA	628.7010 TYPE B EA	628.7015 TYPE C EA
CATEGORY CODE 0010					
STAGE 1					
1310+24 'WB'	LT		--	--	1
1312+99 'WB'	RT		--	--	1
301+39 'SB'	LT		--	1	1
STAGE 1 SUBTOTALS			--	1	3
STAGE 2					
1316+00 'WB'	RT	IN1.1	1	--	1
1316+00 'EB'	LT	IN1.2	1	--	1
202+53 'SBRT'	LT	IN3.2	1	--	1
202+54 'SBRT'	LT	IN3.1	1	--	1
200+64 'SBRT'	LT	IN6.2	1	--	1
200+63 'SBRT'	LT	IN6.1	1	--	1
100+14 'NB'	RT	IN6.3	1	--	1
102+75 'NB'	RT	IN5.1	1	--	1
102+74 'NB'	LT	IN5.2	1	--	1
STAGE 2 SUBTOTALS			9	--	9
STAGE 3					
301+92 'NB'	LT	IN4.3	1	--	1
301+92 'SB'	RT	IN4.2	1	--	1
301+92 'SB'	LT	IN4.1	1	--	1
10+88 'RAB'	RT	IN3.3	1	--	1
10+89 'C'	LT	IN3.5	1	--	1
10+79 'C'	RT	IN3.4	1	--	1
10+79 'C'	LT	IN3.6	1	--	1
12+57 'C'	RT	IN6.5	1	--	1
12+78 'C'	RT	IN6.4	1	--	1
1320+26 'EB'	RT	IN6.6	1	--	1
STAGE 3 SUBTOTALS			10	--	10
TOTALS			19	1	22

PIPE UNDERDRAIN ITEMS

STATION		LOCATION	612.0106 PIPE UNDERDRAIN WRAPPED 6-INCH LF	645.0111 GEOTEXTILE FABRIC TYP DF SCHEDULE A SY	COMMENTS
CATEGORY CODE 0010					
STAGE 2					
200+59 'RTB'	- 202+59 'RTB'	LT	212	120	TIES INTO IN6.2 AND IN3.1
101+84 'SB'	- 102+72 'SB'	RT	88	50	TIES INTO IN5.1
	STAGE 2 SUBTOTAL		300	170	
STAGE 3					
41+83 'SWC'	- 42+33 'SWC'	RT	53	30	TIES INTO IN4.1
51+83 'SEC'	- 53+34 'SEC'	RT	153	85	TIES INTO IN6.6
10+75 'C'	- 12+58 'C'	LT	179	100	TIES INTO IN3.5 AND IN3.6
	STAGE 3 SUBTOTAL		385	215	
STAGE 4					
12+58 'C'	- 10+75'C'	LT	196	110	TIES INTO IN3.6
10+60 'C'	- 11+00 'C'	LT	52	30	TIES INTO IN3.3 AND IN3.4
60+00 'NEC'	- 61+98 'NEC'	RT	197	110	TIES INTO IN6.3
	STAGE 4 SUBTOTAL		445	250	
	TOTALS		1,130	635	

TYPE I SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID SIGN AS	637.1220 SIGNS TYPE I REFLECTIVE SH W" x H"	S.F.
CATEGORY 0010						
200A	EB USH 8	E6-54L	USH 63 NORTH, SPOONER, ONLY	S-3-003	96 x 90	60.00
200B	EB USH 8	E6-53	USH 8 EAST, BARRON; MAPLE ST	S-3-003	120 x 108	90.00
				TOTALS		**150.00**

OVERHEAD SIGN SUPPORT STRUCTURE ITEMS

STRUCTURE NUMBER	LOCATION		OVERHEAD SIGN SUPPORT STRUCTURE LS
CATEGORY 0010			
S-3-003	EB USH 8, E OF ROUNDABOUT	641.8100.03	1

PAVEMENT MARKING

STATION	TO	STATION	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	4-INCH WHITE SKIPS LF	4-INCH YELLOW LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH WHITE LF	8-INCH WHITE SKIPS LF	646.0156 18-INCH WHITE SKIPS LF	647.0156 PAV'T MARKING ARROWS EPOXY TYPE 1 WHITE EA	647.0166 PAV'T MARKING ARROWS EPOXY TYPE 2 WHITE EA	647.0160 PAV'T MARKING ARROWS EPOXY TYPE 2R WHITE EA	647.0176 PAV'T MARKING ARROWS EPOXY TYPE 3 WHITE EA	647.0170 PAV'T MARKING ARROWS EPOXY TYPE 3R WHITE EA	647.0356 PAV'T MARKING WORDS EPOXY "ONLY" WHITE EA	"YIELD" WHITE EA	647.0456 PAV'T MARKING CURB EPOXY YELLOW LF	647.0606 PAV'T MARKING ISLAND NOSE EPOXY YELLOW EA	647.0726 PAV'T MARKING DIAGONAL EPOXY 12-INCH WHITE LF	YELLOW LF	647.0856 PAV'T MARKING CONCRETE CORRUGATED MEDIAN YELLOW SF
CATEGORY 0010																						
1313+10 'EB'	-	CIRCLE	WEST LEG	823	220	96	686	74	--	--	1	2	2	--	2	2	62	2	78	--	102
CIRCLE	-	1328+42 'EB'	EAST LEG	1,298	40	1,870	--	--	--	1	--	--	--	--	--	1	10	1	--	15	--
CIRCLE	-	108+29 'NB'	NORTH LEG	1,339	65	2,395	144	--	--	--	1	--	--	1	--	1	57	1	--	70	--
301+00 'NB'	-	CIRCLE	SOUTH LEG	--	--	574	--	--	--	--	--	--	--	--	--	1	10	1	--	13	--
10+00 'C'	-	13+87 'C'	CIRCLE	--	--	--	294	72	79	1	1	--	1	--	--	--	--	--	--	--	--

REMOVING SIGNS AND SUPPORTS

SIGN NO.	LOCATION	MOUNTED ON SAME POST/ ASSEMBLY AS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
CATEGORY 0010						
100A	EB USH 8			1	2	
100B	EB USH 8	100A		1		
100C	EB USH 8	100A		1		
100D	EB USH 8	100A		1		
100E	EB USH 8	100A		1		
100F	EB USH 8	100A		1		
101	EB USH 8			1	1	
102	EB USH 8			1	2	
103	EB USH 8			1	1	
104A	WB USH 8			1	1	
104B	WB USH 8	104A		1		
105	WB USH 8			1	1	
106	WB USH 8			1	1	
107	WB USH 8			1	1	
108	WB USH 8			1	1	FACES EB
109A	WB USH 8			1	1	FACES EB
109B	WB USH 8	109A		1		
110A	WB USH 8			1	1	
110B	WB USH 8	110A		1		
111	WB USH 8			1	1	FACES EB
112	EB USH 8			1	1	
113	EB USH 8			1	1	FACES WB
114	EB USH 8			1	1	
200A	EB USH 8			1	2	
200B	EB USH 8	200A		1		
200C	EB USH 8	200A		1		
200D	EB USH 8	200A		1		
200E	EB USH 8	200A		1		
200F	EB USH 8	200A		1		
200G	EB USH 8	200A		1		FACES WB
201	EB USH 8			1	1	
202	SB MAPLE ST			1	1	
203	NB MAPLE ST			1	1	
204	EB USH 8			1	1	
205A	EB USH 8			1	1	
205B	EB USH 8	205A		1		
206	WB USH 8			1	1	
207A	EB USH 8			1	1	
207B	EB USH 8	207A		1	1	FACES WB
208A	EB USH 8		1	1	1	
208B	EB USH 8	208A		1		FACES WB
209	WB USH 8			1	1	
210A	WB USH 8		1	1	1	
210B	WB USH 8	210A		1		FACES EB
211A	WB USH 8			1	2	
211B	WB USH 8	211A		1		
211C	WB USH 8	211A		1		
211D	WB USH 8	211A		1		
211E	WB USH 8	211A		1		
211F	WB USH 8	211A		1		
211G	WB USH 8	211A		1		
211H	WB USH 8	211A		1		
211I	WB USH 8	211A		1		
211J	WB USH 8	211A		1		FACES EB
212A	NB USH 63			1	1	
212B	NB USH 63	212A		1		
212C	NB USH 63	212A		1		
213	NB USH 63			1	1	
214	NB USH 63			1	1	
215	SB USH 63			1	1	
	SUBTOTAL		2	60	36	

REMOVING SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	MOUNTED ON SAME POST/ ASSEMBLY AS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
216A	SB USH 63			1	1	
216B	SB USH 63	216A		1		
217A	SB USH 63			1	2	
217B	SB USH 63	217A		1		
217C	SB USH 63	217A		1		
217D	SB USH 63	217A		1		
217E	SB USH 63	217A		1		
217F	SB USH 63	217A		1		
217G	SB USH 63	217A		1		
217H	SB USH 63	217A		1		
217I	SB USH 63	217A		1		
218	SB USH 63			1	1	
219	WB USH 8			1	1	
220	WB USH 8			1	1	
221A	WB USH 8			1	2	
221B	WB USH 8	221A		1		
221C	WB USH 8	221A		1		
211D	WB USH 8	221A		1		
222	WB USH 8			1	1	
223	EB USH 8			1	1	
300	EB USH 8			1	1	
301	EB USH 8			1	2	
302A	EB USH 8			1	2	
302B	EB USH 8	302A		1		
302C	EB USH 8	302A		1		
302D	EB USH 8	302A		1		
302E	EB USH 8	302A		1		
302F	EB USH 8	302A		1		
302G	EB USH 8	302A		1		
302H	EB USH 8	302A		1		
302I	EB USH 8	302A		1		
303A	EB USH 8			1	1	
303B	EB USH 8	303A		1		
304	EB USH 8			1		
305	EB USH 8			1		
400	NB USH 63			1	1	
401	NB USH 63			1	1	
402	NB USH 63			1	1	
403	NB USH 63			1	1	
404	NB USH 63			1	2	
405	SB USH 63			1	2	
500A	SB USH 63			1	1	
500B	SB USH 63	500A		1		
501A	SB USH 63			1	2	
501B	SB USH 63	501A		1		
501C	SB USH 63	501A		1		
501D	SB USH 63	501A		1		
501E	SB USH 63	501A		1		
501F	SB USH 63	501A		1		
501G	SB USH 63	501A		1		
501H	SB USH 63	501A		1		
501I	SB USH 63	501A		1		
502	SB USH 63			1	1	
503	NB USH 63			1	1	FACES SB
504A	SB USH 63			1	1	
504B	SB USH 63	504A		1		
	SUBTOTAL		0	56	30	
	TOTAL		**2**	**116**	**66**	

TYPE II SIGNS

TYPE II SIGN SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	SIGN NO.	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0808 POSTS TUBULAR STEEL 2"x2"x8' EACH	634.0810 POSTS TUBULAR STEEL 2"x2"x10' EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	634.0814 POSTS TUBULAR STEEL 2"x2"x14' EACH
	CATEGORY 0010																
100	EB USH 8, MEDIAN	R4-7				24 x 30	5.00			100	1						
101A	EB USH 8	W2-6						30 x 30	6.25	101A			1				
101B	EB USH 8	W13-1	15	101A				18 x 18	2.25	101B							
102	EB USH 8	D1-62	USH 8 EAST USH 63 NORTH MAPLE ST		ROUNDABOUT DIAGRAMMATIC	108 x 72	54.00			102			2				
103	EB USH 8	D1-1	<- CUMBERLAND			84 x 15	8.75			103	2						
104	WB USH 8	J1-1			JUNCTION ASSEMBLY	24 x 39	6.50			104	1						
		MR2-1			RUSTIC ROAD SERIES	21 x 15											
		MR1-99	RUSTIC ROAD		RUSTIC ROAD SERIES	24 x 24											
105	WB USH 8, MEDIAN	R3-20L				24 x 36	6.00			105	1						
106A	WB USH 8	R2-1	35			24 x 30	5.00			106A	1						
106B	WB USH 8	R5-1A		106A	FACES EB	36 x 24	6.00			106B							
107A	WB USH 8	J3-3			ROUTE TURN ASSEMBLY	72 x 57	28.50			107A			2				
		M3-4				24 x 12											
		M1-4	8			24 x 24											
		M6-1	AHEAD			21 x 21											
		M3-3				24 x 12											
		M1-4	63			24 x 24											
		M6-1	AHEAD			21 x 21											
		MR2-1			RUSTIC ROAD SERIES	24 x 24											
		MR6-1	RIGHT		RUSTIC ROAD SERIES	21 x 21											
107B	WB USH 8	R5-1		107A	FACES EB	36 x 36	9.00			107B							
108	EB USH 8	W2-3						36 x 36	9.00			1					
109	EB USH 8, MEDIAN	R4-7				24 x 30	5.00			109	1						
110	EB USH 8, MEDIAN	R4-7				36 x 48	12.00			110		1					
200C	EB USH 8	R3-8-EE	LEFT ONLY, THRU RIGHT	200A	MOUNT AT 7.25-FT ON STRUCTURE	36 x 30	7.50			200C							
200D	EB USH 8	R3-8-EE	LEFT ONLY, THRU RIGHT	200A	MOUNT AT 7.25-FT ON STRUCTURE	36 x 30	7.50			200D							
201A	EB USH 8, MEDIAN	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			201A						1	
201B	EB USH 8, MEDIAN	R6-2R		201A	MOUNT BELOW 201A	24 x 30	5.00			201B							
202A	EB USH 8	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			202A						1	
202B	EB USH 8	R1-54		202A	MOUNT BELOW 202A	24 x 15	2.50			202B							
203	SB MAPLE ST, MEDIAN	D1-1	MAPLE ST ->		ROUNDABOUT EXIT	66 x 15	6.87			203	2						
204	NB MAPLE ST, MEDIAN	R4-7				24 x 30	5.00			204	1						
205A	NB MAPLE ST, MEDIAN	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			205A	1						
205B	NB MAPLE ST, MEDIAN	R6-2R		205A	MOUNT BELOW 205A	24 x 30	5.00			205B							
206A	NB MAPLE ST	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			206A	1						
206B	NB MAPLE ST	R1-54		206A	MOUNT BELOW 206A	24 x 15	2.50			206B							
207	EB USH 8, MEDIAN	D1-2	<- USH 63 NORTH USH 8 EAST ->			66 x 36	16.50			207						2	
208	EB USH 8	J4-1			REASSURANCE ASSEMBLY	24 x 36	6.00			208		1					
		M3-2				24 x 12											
		M1-4	8			24 x 24											
209	WB USH 8	D1-3	^ ST CROIX FALLS ^ BALDWIN CUMBERLAND ->			90 x 36	22.50			209		2					
210	WB USH 8, MEDIAN	R4-7				24 x 30	5.00			210	1						
211A	WB USH 8, MEDIAN	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			211A						1	
211B	WB USH 8, MEDIAN	R6-2R		211A	MOUNT BELOW 211A	24 x 30	5.00			211B							
212A	WB USH 8	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88			212A						1	
					SUBTOTALS		265.90		17.50	SUBTOTALS	13	5	5	0	0	6	0

(CONTINUED ON NEXT SHEET)

(CONTINUED)

3

TYPE II SIGNS (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.
	CATEGORY 0010								
212B	WB USH 8	R1-54		206A	MOUNT BELOW 212A	24 x 15	2.50		
213	NB USH 63, MEDIAN	D1-2	USH 63 NORTH ->		ROUNDABOUT EXIT	42 x 30	8.75		
214	SB USH 63, MEDIAN	W12-1D			MOUNT AT 2.25-FT			24 x 24	4.00
215A	SB USH 63, CHANNEL. ISLAND	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88		
215B	SB USH 63, CHANNEL. ISLAND	R1-54		215A	MOUNT BELOW 215A	24 x 15	2.50		
216A	SB USH 63, MEDIAN	R1-2			MOUNT AT 7.25-FT	36 x 31	3.88		
216B	SB USH 63, MEDIAN	R6-2R		216A	MOUNT BELOW 216A	24 x 30	5.00		
217	WB USH 8, MEDIAN	D1-2	USH 8 WEST -> USH 63 SOUTH ->		ROUNDABOUT EXIT	66 x 30	13.75		
218	WB USH 8, CHANNEL. ISLAND	W4-3R						36 x 36	9.00
219A	CENTRAL ISLAND	R6-4B			MOUNT AT 4-FT	60 x 24	10.00		
219B	CENTRAL ISLAND	R6-1R		219A	MOUNT ABOVE 219A	54 x 18	6.75		
220A	CENTRAL ISLAND	R6-4B			MOUNT AT 4-FT	60 x 24	10.00		
220B	CENTRAL ISLAND	R6-1R		220A	MOUNT ABOVE 220A	54 x 18	6.75		
221A	CENTRAL ISLAND	R6-4B			MOUNT AT 4-FT	60 x 24	10.00		
221B	CENTRAL ISLAND	R6-1R		221A	MOUNT ABOVE 221A	54 x 18	6.75		
222A	CENTRAL ISLAND	R6-4B			MOUNT AT 4-FT	60 x 24	10.00		
222B	CENTRAL ISLAND	R6-1R		222A	MOUNT ABOVE 222A	54 x 18	6.75		
223	WB USH 8	W3-2						36 x 36	9.00
224	WB USH 8	I55-56	ADOPT A HIGHWAY			30 x 36	7.50		
300A	WB USH 8	W2-6						30 x 30	6.25
300B	WB USH 8	W13-1	15	300A				18 x 18	2.25
301	WB USH 8	D1-62	USH 8 WEST USH 63 SOUTH MAPLE ST USH 63 NORTH		ROUNDABOUT DIAGRAMMATIC	108 x 78	58.50		
302	WB USH 8	J1-1			JUNCTION ASSEMBLY	24 x 39	6.50		
		M2-1				21 x 15			
		M1-4	63			24 x 24			
303	EB USH 8	I55-56	ADOPT A HIGHWAY			30 x 36	7.50		
304	EB USH 8	R2-4				24 x 30	5.00		
305	EB USH 8	R2-1				24 x 30	5.00		
306	EB USH 8	W3-5				36 x 36	9.00		
					SUBTOTALS		206.26		30.50

(CONTINUED ON NEXT SHEET)

TYPE II SIGN SUPPORTS (CONTINUED)

SIGN NO.	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0808 POSTS TUBULAR STEEL 2"x2"x8' EACH	634.0810 POSTS TUBULAR STEEL 2"x2"x10' EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	634.0814 POSTS TUBULAR STEEL 2"x2"x14' EACH
212B							
213						2	
214				1			
215A						1	
215B							
216A						1	
216B							
217						2	
218						1	1
219A					2		
219B							
220A					2		
220B							
221A					2		
221B							
222A					2		
222B							
223		1					
224	1						
300A		1					
300B							
301			2				
302	1						
303	1						
304	1						
305							
306							
SUBTOTALS	4	2	2	1	8	7	1

(CONTINUED ON NEXT SHEET)

3

TYPE II SIGNS (CONTINUED)

TYPE II SIGN SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	STRUCTURE ID OR MOUNTED ON SAME POST/ SIGN AS	REMARKS	637.2210 SIGNS TYPE II REFLECTIVE H W" x H"	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F W" x H"	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	SIGN NO.	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0808 POSTS TUBULAR STEEL 2"x2"x8' EACH	634.0810 POSTS TUBULAR STEEL 2"x2"x10' EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	634.0814 POSTS TUBULAR STEEL 2"x2"x14' EACH
	CATEGORY 0010																
400A	NB USH 63	J4-1			REASSURANCE ASSEMBLY	24 x 36	6.00			400A	1						
		M3-1				24 x 12											
		M1-4	63			24 x 24											
400B	NB USH 63	R5-1A		400A	FACES SB	36 x 24	6.00			400B							
401A	NB USH 63	R2-1	55			24 x 30	5.00			401A	1						
401B	NB USH 63	R5-1		401A	FACES SB	30 x 30	6.25			401B							
402	NB USH 63	D2-2	CUMBERLAND 12			90 x 24	15.00			402	2						
403	SB USH 63	D1-3	<- BARRON			90 x 36	22.50			403		2					
404	SB USH 63	J3-3			DIRECTIONAL ASSEMBLY	72 x 57	28.50			404			2				
		M3-2				24 x 12											
		M1-4	8			24 x 24											
		M1-6	LEFT			21 x 21											
		M3-3				24 x 12											
		M1-4	63			24 x 24											
		M6-2	UP-RIGHT			21 x 21											
		M3-4				24 x 12											
		M1-4	8			24 x 24											
		M6-2	UP-RIGHT			21 x 21											
405A	SB USH 63	R4-7				24 x 30	5.00			405A		1					
405B	SB USH 63	W5-54S		405A	MOUNT AT 4-FT			18 x 18	2.25	405B							
406	SB USH 63	R3-8DD				36 x 30	7.50			406	1						
407	SB USH 63	J1-1			JUNCTION ASSEMBLY	24 x 39	6.50			407	1						
		M2-1				21 x 15											
		M1-4	8			24 x 24											
408A	SB USH 63	W2-6						30 x 30	6.25	408A		1					
408B	SB USH 63	W13-1	15	408A				18 x 18	2.25	408B							
409	SB USH 63	D1-62	MAPLE ST USH 8 EAST USH 8 WEST USH 63 SOUTH		ROUNDABOUT DIAGRAMMATIC	126 x 72	63.00			409			3				
410	SB USH 63	W3-2						36 x 36	9.00	410		1					
411	SB USH 63	I55-56	ADOPT A HIGHWAY			30 x 36	7.50			411	1						
500A	NB MAPLE ST	W2-6						30 x 30	6.25	500A		1					
500B	NB MAPLE ST	W13-1	15	500A				18 x 18	2.25	500B			2				
501	NB MAPLE ST	J2-4			ROUTE TURN ASSEMBLY	96 x 57	38.00			501							
		M3-4				24 x 12											
		M1-4	8			24 x 24											
		M5-1L				21 x 21											
		M3-3				24 x 12											
		M1-4	63			24 x 24											
		M5-1L				21 x 21											
		M3-1				24 x 12											
		M1-4	63			24 x 24											
		M6-1	AHEAD			21 x 21											
		M3-2				24 x 12											
		M1-4	8			24 x 24											
		M5-1R				21 x 21											
					SUBTOTALS		127.50		28.25	SUBTOTALS	3	4	5	0	0	0	0

TRAFFIC CONTROL ITEMS

CATEGORY 0010		643.0300 DRUMS		643.0420 BARRICADES TYPE III		643.0500 FLEXIBLE TUBULAR MARKER POST EACH	643.0600 FLEXIBLE TUBULAR MARKER BASE EACH	643.0705 WARNING LIGHTS TYPE A		643.0715 WARNING LIGHTS TYPE C		643.0900 SIGNS		643.0920 COVERING SIGNS TYPE II EACH	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PCMS		643.3000 DETOUR SIGNS		646.0600 REMOVING PAVEMENT MARKINGS L.F.	647.0955 REMOVING PAVEMENT MARKINGS ARROWS EACH	647.0965 REMOVING PAVEMENT MARKINGS WORDS EACH
STAGE	DAYS	NO.	DAYS	NO.	DAYS			NO.	DAYS	NO.	DAYS	NO.	DAYS			NO.	DAYS	NO.	DAYS			
STAGE 1																						
USH 8/USH 63 (W)	9	103	927	4	36	--	--	8	72	--	--	14	126	--	15	1	9	–	–	--	1	1
USH 8 (E)	9	74	666	1	9	--	--	2	18	4	36	9	81	--	–	1	9	–	–	--	–	–
USH 63 (N)	9	27	243	–	–	--	--	–	–	--	--	4	36	--	–	1	9	–	–	--	–	–
MAPLE ST (S)	9	--	--	8	72	--	--	6	54	--	--	5	45	--	–	--	–	–	–	--	–	--
SUBTOTALS:		**204**	**1,836**	**13**	**117**	**--**	**--**	**16**	**144**	**4**	**36**	**32**	**288**	**--**	**15**	**3**	**27**	**--**	**--**	**--**	1	**1**
STAGE 2																						
USH 8/USH 63 (W)	45	64	2,880	8	360	24	24	8	360	--	--	15	675	--	15	--	–	10	450	1,839	2	–
USH 8 (E)	45	24	1,080	2	90	12	12	4	180	5	225	13	585	--	–	--	–	9	405	1,964	–	–
USH 63 (N)	45	11	495	1	45	--	--	–	–	5	225	8	360	--	–	--	–	9	405	--	–	–
MAPLE ST (S)	45	–	–	8	360	--	--	4	180	--	--	4	180	--	–	--	–	–	–	--	–	–
CIRCLE	45	--	--	--	--	--	--	--	--	--	--	--	--	--	–	--	–	--	–	--	--	--
SUBTOTALS:		**99**	**4,455**	**19**	**855**	**36**	**36**	**16**	**720**	**10**	**450**	**40**	**1,800**	**--**	**15**	**--**	**--**	**28**	**1,260**	**3,803**	**2**	**--**
STAGE 3A																						
USH 8/USH 63 (W)	39	82	3,198	10	390	--	--	8	312	8	312	14	546	--	15	--	–	12	468	3,104	3	–
USH 8 (E)	39	35	1,365	3	117	30	30	2	78	--	--	12	468	--	–	--	–	9	351	1,511	2	–
USH 63 (N)	39	30	1,170	2	78	--	--	2	78	--	--	9	351	2	–	--	–	2	78	642	–	–
MAPLE ST (S)	39	–	–	3	117	--	--	2	78	--	--	3	117	--	–	--	–	–	–	--	–	–
CIRCLE	39	--	--	5	195	--	--	2	78	--	--	2	78	--	–	--	–	--	–	--	--	--
SUBTOTALS:		**147**	**5,733**	**23**	**897**	**30**	**30**	**16**	**624**	**8**	**312**	**40**	**1,560**	**2**	**15**	**--**	**--**	**23**	**897**	**5,257**	**5**	**--**
STAGE 3B																						
USH 8/USH 63 (W)	10	82	820	11	110	--	--	10	100	8	80	15	150	--	15	--	–	12	120	--	–	–
USH 8 (E)	10	90	900	8	80	--	--	8	80	5	50	13	130	--	–	--	–	9	90	400	–	–
USH 63 (N)	10	30	300	1	10	--	--	–	–	--	--	9	90	2	–	--	–	2	20	--	–	–
MAPLE ST (S)	10	–	–	3	30	--	--	2	20	--	--	3	30	--	–	--	–	–	–	--	–	–
CIRCLE	10	--	--	5	50	--	--	6	60	--	--	3	30	--	–	--	–	--	–	159	--	--
SUBTOTALS:		**202**	**2,020**	**28**	**280**	**--**	**--**	**26**	**260**	**13**	**130**	**43**	**430**	**2**	**15**	**--**	**--**	**23**	**230**	**559**	**--**	**--**
STAGE 4																						
USH 8/USH 63 (W)	24	86	2,064	5	120	--	--	10	240	5	120	12	288	--	15	--	–	12	288	2,540	–	–
USH 8 (E)	24	22	528	1	24	--	--	2	48	--	--	8	192	--	–	--	–	9	216	2,411	–	–
USH 63 (N)	24	40	960	2	48	--	--	4	96	--	--	8	192	2	–	--	–	2	48	1,348	–	–
MAPLE ST (S)	24	–	–	–	–	--	--	–	–	--	--	2	48	--	–	--	–	–	–	--	–	–
CIRCLE	24	20	480	--	--	--	--	--	--	--	--		--	--	–	--	–	--	–	75	1	--
SUBTOTALS:		**168**	**4,032**	**8**	**192**	**--**	**--**	**16**	**384**	**5**	**120**	**30**	**720**	**2**	**15**	**--**	**--**	**23**	**552**	**6,374**	1	**--**

(CONTINUED ON NEXT SHEET)

3

TRAFFIC CONTROL ITEMS (CONTINUED)

CATEGORY 0010		643.0300 DRUMS		643.0420 BARRICADES TYPE III		643.0500 FLEXIBLE TUBULAR MARKER POST EACH	643.0600 FLEXIBLE TUBULAR MARKER BASE EACH	643.0705 WARNING LIGHTS TYPE A		643.0715 WARNING LIGHTS TYPE C		643.0900 SIGNS		643.0920 COVERING SIGNS TYPE II EACH	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PCMS		643.3000 DETOUR SIGNS		646.0600 REMOVING PAVEMENT MARKINGS L.F.	647.0955 REMOVING PAVEMENT MARKINGS ARROWS EACH	647.0965 REMOVING PAVEMENT MARKINGS WORDS EACH
STAGE	DAYS	NO.	DAYS	NO.	DAYS			NO.	DAYS	NO.	DAYS	NO.	DAYS			NO.	DAYS	NO.	DAYS			
STAGE 5A																						
USH 8/USH 63 (W)	3	--	--	--	--	--	--	--	--	--	--	4	12	--	--	--	--	--	--	--	--	--
USH 8 (E)	3	--	--	--	--	--	--	--	--	--	--	4	12	--	--	--	--	--	--	--	--	--
USH 63 (N)	3	--	--	--	--	--	--	--	--	--	--	4	12	--	--	--	--	--	--	--	--	--
MAPLE ST (S)	3	--	--	--	--	--	--	--	--	--	--	4	12	--	--	--	--	--	--	--	--	--
CIRCLE	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:		--	--	--	--	--	--	--	--	--	--	**16**	**48**	--	--	--	--	--	--	--	--	--
STAGE 5B																						
USH 8/CTH KK	10	--	--	1	10	--	--	2	20	--	--	--	--	--	--	--	--	40	400	--	--	--
CTH KK/CTH K	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16	160	--	--	--
CTH KK/CTH K	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	48	480	--	--	--
PROSSER AVE	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	22	220	--	--	--
USH 8/USH 63	10	--	--	1	10	--	--	2	20	--	--	--	--	--	--	--	--	27	270	--	--	--
USH 63	10	--	--	1	10	--	--	2	20	--	--	--	--	--	--	--	--	23	230	--	--	--
12 1/2 AVE	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	100	--	--	--
POPLAR	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	15	150	--	--	--
USH 8/CTH KK	10	--	--	--	--	--	--	2	20	--	--	--	--	--	--	--	--	9	90	--	--	--
INTERSECTION	10	--	--	23	230	--	--	46	460	--	--	--	--	--	--	3	30	7	70	--	--	--
UNDISTRIBUTED	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:		--	--	**26**	**260**	--	--	**54**	**540**	--	--	--	--	--	--	**3**	**30**	**217**	**2,170**	--	--	--
TOTALS:		**820**	**18,076**	**117**	**2,601**	**66**	**66**	**144**	**2,672**	**40**	**1,048**	**185**	**4,798**	**6**	**75**	**6**	**57**	**314**	**5,109**	**15,993**	**9**	**1**

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\030201-MQ.DWG LAYOUT NAME - 030216_MQ
PLOT DATE : 10/28/2016 11:46 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL ITEMS (CONTINUED)

CATEGORY 0010	649.0402 TEMPORARY PAV'T MARKING REMOVABLE TAPE, 4-INCH			649.0400 TEMPORARY PAV'T MARKING PAINT, 4-INCH			649.0801 TEMPORARY PAV'T MARKING REMOVABLE TAPE, 8-INCH	649.0802 TEMPORARY PAV'T MARKING PAINT, 8-INCH	649.1100 TEMPORARY PAV'T MARKING STOP LINE, 18-INCH	649.1200 TEMPORARY PAV'T MARKING STOP LINE REMOVABLE TAPE, 18-INCH	649.1800 TEMPORARY PAV'T MARKING ARROWS REMOVABLE TAPE	649.1802 TEMPORARY PAV'T MARKING ARROWS PAINT
	WHITE	WHITE SKIPS	YELLOW	WHITE	WHITE SKIPS	YELLOW	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE
STAGE	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EACH	EACH
STAGE 1												
USH 8/USH 63 (W)	1,702	125	1,324	--	--	--	507	--	--	--	3	--
USH 8 (E)	2,596	--	1,310	--	--	--	--	--	--	--	--	--
USH 63 (N)	--	--	--	--	--	--	--	--	--	--	--	--
MAPLE ST (S)	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**4,298**	**125**	**2,634**	**--**	**--**	**--**	**507**	**--**	**--**	**--**	**3**	**--**
	7,057			**--**								
STAGE 2												
USH 8/USH 63 (W)	1,019	69	1,190	1,394	69	1,521	--	430	25	--	1	2
USH 8 (E)	207	--	365	1,161	56	1,192	--	50	36	--	--	2
USH 63 (N)	158	--	318	1,489	71	1,175	--	80	23	--	--	1
MAPLE ST (S)	--	--	--	--	--	--	--	--	--	--	--	--
CIRCLE	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**1,384**	**69**	**1,873**	**4,044**	**196**	**3,888**	**--**	**560**	**84**	**--**	**1**	**5**
	3,326			**8,128**								
STAGE 3A												
USH 8/USH 63 (W)	1,666	156	2,790	654	--	--	286	--	--	24	4	--
USH 8 (E)	417	--	635	1,219	--	794	--	--	16	--	--	--
USH 63 (N)	1,033	--	1,273	493	--	--	--	--	--	24	--	--
MAPLE ST (S)	--	--	--	--	--	--	--	--	--	--	--	--
CIRCLE	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**3,116**	**156**	**4,698**	**2,366**	**--**	**794**	**286**	**--**	**16**	**48**	**4**	**--**
	7,970			**3,160**								
STAGE 3B												
USH 8/USH 63 (W)	--	--	--	--	--	--	--	--	--	--	--	--
USH 8 (E)	529	--	783	--	--	--	--	--	--	--	--	--
USH 63 (N)	--	--	--	--	--	--	--	--	--	--	--	--
MAPLE ST (S)	--	--	--	--	--	--	--	--	--	--	--	--
CIRCLE	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**529**	**--**	**783**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
	1,312			**--**								
STAGE 4												
USH 8/USH 63 (W)	805	48	302	--	--	1,370	77	--	--	--	2	--
USH 8 (E)	--	--	--	--	--	980	--	--	--	--	--	--
USH 63 (N)	--	--	--	300	--	--	--	--	--	--	--	--
MAPLE ST (S)	--	--	--	--	--	62	--	--	--	--	--	--
CIRCLE	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTALS:	**805**	**48**	**302**	**300**	**--**	**2,412**	**77**	**--**	**--**	**--**	**2**	**--**
	1,155			**2,712**								
TOTALS:	**10,132**	**398**	**10,290**	**6,710**	**196**	**7,094**	**870**	**560**	**100**	**48**	**10**	**5**
	20,820			**14,000**								

CONSTRUCTION STAKING ITEMS

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.9920 SLOPE STAKES LF
CATEGORY CODE 0010				
STAGE 1				
1310+25 'EB' - 1311+53 'EB'	LT	128	128	--
1312+77 'EB' - 1315+22 'EB'	LT	247	247	--
1319+23 'EB' - 1322+85 'EB'	LT	332	332	--
1322+85 'EB' - 1328+27 'EB'	RT	547	547	547
USH 63 TEMP ROAD	RT/LT	750	750	750
STAGE 1 SUBTOTALS		2,004	2,004	1,297
STAGE 2				
1313+59 'WB' - 1316+75 'WE	LT	316	316	316
103+00 'NB' - 108+10 'NB'	LT	510	510	510
1324+08 'EB' - 1327+85 'EB'	LT	377	377	377
STAGE 2 SUBTOTALS		1,203	1,203	1,203
STAGE 3				
1313+10 'EB' - 1316+75 'EB'	RT	365	365	365
1322+00 'EB' - 1326+43 'EB'	RT/LT	443	443	443
103+00 'NB' - 108+10 'NB'	RT	510	510	510
STAGE 3 SUBTOTALS		1,318	1,318	1,318
STAGE 4				
1310+25 'EB' - 1311+53 'EB'	LT	128	128	--
1312+77 'EB' - 1315+22 'EB'	LT	247	247	--
1322+00 'EB' - 1326+43 'EB'	LT	--	--	444
103+33 'NB' - 108+10 'NB'	LT	--	--	478
STAGE 4A SUBTOTALS		375	375	922
TOTALS		**4,900**	**4,900**	**4,740**

CONSTRUCTION STAKING ITEMS

LOCATION	650.9910.02 SUPPLEMENTAL CONTROL LS
CATEGORY CODE 0010	
PROJECT 1570-02-75	1
	1

CONSTRUCTION STAKING ITEMS

LOCATION	SPV.0105.09 CONSTRUCTION STAKING ROUNDABOUT LS
CATEGORY CODE 0010	
PROJECT 1570-02-75	1
	1

SAWING ASPHALT

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CATEGORY CODE 0010			
STAGE 1			
1310+29 'EB' - 1311+53 'EB'	LT	--	263
1312+76 'EB' - 1315+22 'EB'	LT	324	--
1319+17 'EB' - 1322+89 'EB'	LT	777	--
1322+91 'EB' - 1328+27 'EB'	LT	535	--
103+97 'NB' - 107+88 'NB'	RT	392	0
STAGE 1 SUBTOTALS		2,028	263
STAGE 2			
1313+59 'WB' - 1314+00 'WB'	LT	47	37
1324+12 'EB' - 1327+85 'EB'	LT	410	--
106+29 'NB' - 108+10 'NB'	LT	193	--
STAGE 2 SUBTOTALS		650	37
STAGE 3			
1313+10 'EB'	RT	32	--
1326+43 'EB'	RT	17	--
106+29 'NB'	RT/LT	17	--
301+00 'NB'	RT/LT	26	--
STAGE 3 SUBTOTALS		92	--
TOTALS		**2,770**	**300**

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION		661.0200 LS
CATEGORY 0010		
USH 8 & USH 63	661.0200.02	1

3

CONDUIT SCHEDULE
(CONTROLLER #1)

ROUTED FROM	TO	HORIZONTAL LENGTH LF	NO.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
Controller #1	LPB-1	5	2	10
LPB-1	A-1-1	56	1	56
A-1-1	B-1-2	56	1	56
B-1-2	A-1-3	105	1	105
A-1-3	STUB	10	1	10
B-1-2	LPB-2	7	1	7
LPB-2	LPB-3	116	1	116
LPB-3	B-1-4/A-1-5	11	1	11
LPB-3	LPB-4	33	1	33
LPB-4	B-1-6	136	1	136
B-1-6	STUB	10	1	10
LPB-4	LPB-5	88	1	88
LPB-5	LPB-6	38	1	38
LPB-6	B-1-7/A-1-8	57	1	57
LPB-6	LPB-7	39	1	39
LPB-7	B-1-9/A-1-10	20	1	20
LPB-5	A-1-11	159	1	159
A-1-11	B-1-17	144	1	144
B-1-17	STUB	5	1	5
LPB-1	LPB-8	56	1	56
LPB-8	C-1-12	5	1	5
C-1-12	D-1-13	103	1	103
D-1-13	LPB-9	71	1	71
LPB-9	LPB-10	74	1	74
LPB-10	C-1-14	6	1	6
C-1-14	STUB	5	1	5
LPB-10	D-1-15	87	1	87
D-1-15	C-1-16	138	1	138
C-1-16	STUB	5	1	5
TOTAL				1,650

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

HORIZONTAL ELECTRICAL WIRE SCHEDULE
(CONTROLLER #1)

SYSTEM	NETWORK	LOCATION TO LOCATION	DISTANCE LF	NO. WIRES	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
CONTROLLER #1	A/B/N/G	LIGHTING CABINET (CONTROLLER #1) TO LPB-1 TO A-1-1	83	4			332
CONTROLLER #1	A/B/N/G	A-1-1 TO B-1-2	66	4			264
CONTROLLER #1	A/N/G	B-1-2 TO A-1-3	115	3			345
CONTROLLER #1	A/B/N/G	B-1-2 TO LPB-2 TO LPB-3 TO B-1-4/A-1-5	164	4			656
CONTROLLER #1	B/N/G	B-1-4/A-1-5 TO LPB-3 TO LPB-4 TO B-1-6	211	3			633
CONTROLLER #1	A/B/N/G	B-1-4/A-1-5 TO LPB-3 TO LPB-4 TO LPB-5 TO LPB-6 TO B-1-7/A-1-8	277	4			1108
CONTROLLER #1	A/B/N/G	B-1-7/A-1-8 TO LPB-6 TO LPB-5 TO A-1-11	284	4		1136	
CONTROLLER #1	B/N/G	A-1-11 TO B-1-17	154	3		462	
CONTROLLER #1	A/B/N/G	B-1-7/A-1-8 TO LPB-6 TO LPB-7 TO B-1-9 /A-1-10	146	4		584	
CONTROLLER #1	C/D/N/G	LIGHTING CABINET (CONTROLLER #1) TO LPB-1 TO LPB-8 TO C-1-12	101	4	404		
CONTROLLER #1	C/D/N/G	C-1-12 TO D-1-13	113	4	452		
CONTROLLER #1	C/D/N/G	D-1-13 TO LPB-9 TO LPB-10 TO C-1-14	181	4	724		
CONTROLLER #1	C/D/N/G	C-1-14 TO LPB-10 TO D-1-15	113	4	452		
CONTROLLER #1	C/N/G	D-1-15 TO C-1-16	148	3	444		
TOTAL					2,476 XX	2,182	3,338

XX QUANTITIES LISTED ELSEWHERE

PULL BOXES STEEL 24X42-INCH
(CONTROLLER #1)

ITEM	STATION	OFFSET	653.0140 PULL BOX STEEL 24x42-INCH EACH	LOCATION
LPB-1	301+88.5SB	24.5LT	1	MAPLE ST SOUTH
LPB-2	1318+21.0EB	35.5RT	1	HWY 8
LPB-3	1318+66.0WB	26.0LT	1	HWY 8
LPB-4	1318+73.5WB	58.0LT	1	HWY 8
LPB-5	100+63.0SB	61.5LT	1	MAPLE ST NORTH
LPB-6	100+36.5SB	29.0LT	1	MAPLE ST NORTH
LPB-7	100+28.5SB	9.5RT	1	MAPLE ST NORTH
LPB-8	301+81.0NB	22.0RT	1	MAPLE ST SOUTH
LPB-9	1320+95.0EB	23.0RT	1	HWY 8
LPB-10	1321+19.0WB	32.5LT	1	HWY 8
TOTAL			10	

LIGHTING POLES, BASES, ARMS & LUMINAIRES
(CONTROLLER #1)

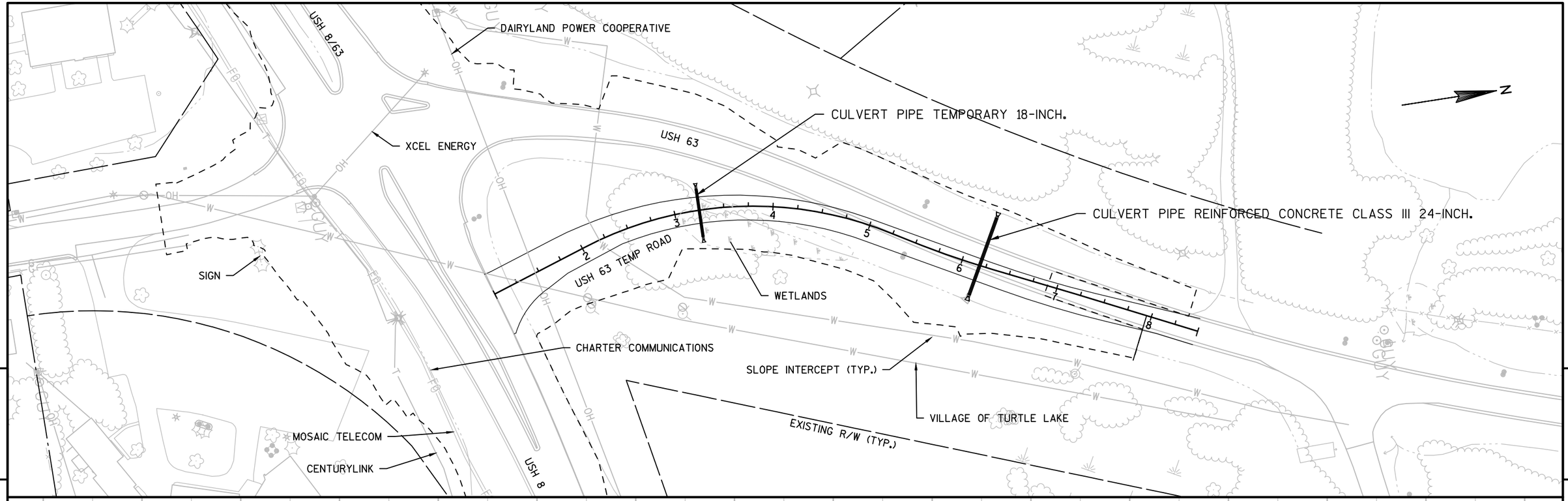
POLE NO.	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0605 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 INCH CLAMP 4-FT EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 15-FT EACH	659.1115 LUMINAIRES UTILITY LED-A EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
A-1-1	41+76.0SWC	17.0RT	1	1	1		1	1	145
B-1-2	1318+10.0EB	36.0RT	1	1	1	1		1	112
A-1-3	1316+95.0EB	40.5RT	1	1	1	1		1	112
B-1-4	1318+76.5WB	26.0LT	1	1	1	1		1	112
A-1-5	1318+76.5WB	26.0LT				1		1	112
B-1-6	1317+44.5WB	44.5LT	1	1	1	1		1	112
B-1-7	100+90.5SB	37.0LT	1	1	1	1		1	112
A-1-8	100+90.5SB	37.0LT				1		1	112
B-1-9	100+11.0SB	14.5RT	1	1	1	1		1	112
A-1-10	100+11.0SB	14.5RT				1		1	112
A-1-11	102+12.0SB	26.0LT	1	1	1		1	1	145
C-1-12	301+86.5NB	25.5RT	1	1	1		1	1	145
D-1-13	1320+25.0EB	35.5RT	1	1	1		1	1	145
C-1-14	1321+11.0WB	34.5LT	1	1	1		1	1	145
D-1-15	1322+8.0WB	24.0LT	1	1	1	1		1	112
C-1-16	1323+54.5WB	23.5LT	1	1	1	1		1	112
B-1-17	103+47.0SB	23.5LT	1	1	1	1		1	112
TOTAL			14	14	14	12	5	17	2,069 XX

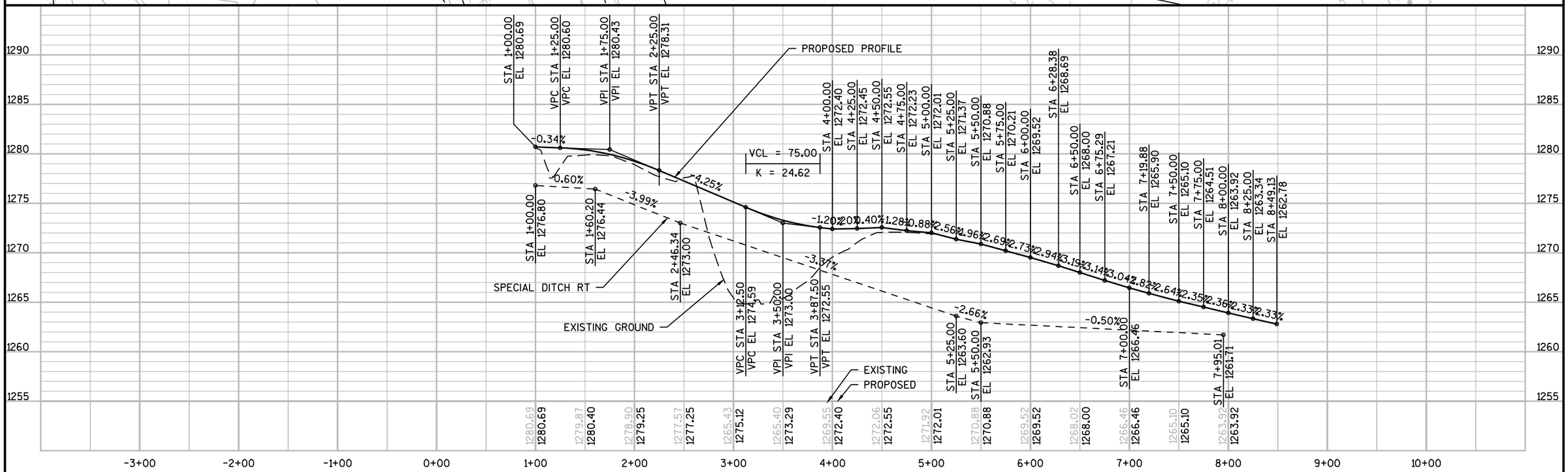
XX QUANTITIES LISTED ELSEWHERE

LIGHTING SYSTEM

SYSTEM	LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (I.D. 1570-02-75) LS	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	659.2124 LIGHTING CONTROL CABINET 120/240 24-INCH EACH	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (I.D. 150-02-75) LS	SPV.0105.25 LIGHTING SYSTEM INTEGRATOR LS	SPV.0105.07 LIGHTING SYSTEM SURVEY LS
CONTROLLER #1	SW QUADRANT USH8/MAPLE	1	1	1	20	1	1	1
	TOTAL	1	1	1	20	1	1	1

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.





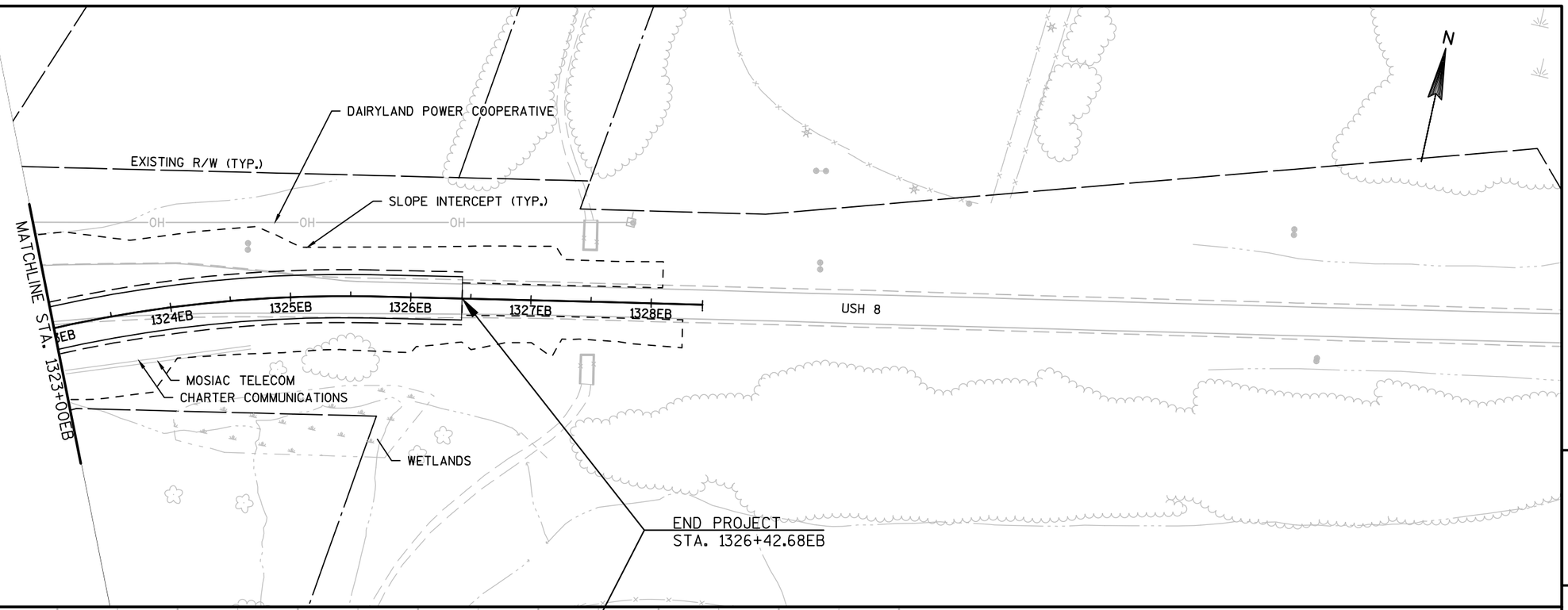
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: USH 63 TEMPORARY ROAD	SHEET 118	E

DAIRYLAND POWER COOPERATIVE
WETLANDS
USH 63
N
VILLAGE OF TURTLE LAKE
MATCHLINE STA. 1323+00EB
1309EB
1310EB
1311EB
1312EB
USH 8/USH 63
1313EB
1314EB
1315EB
1316EB
1317EB
1318EB
1321EB
1322EB
USH 8
EXISTING R/W (TYP.)
CENTURYLINK
S-3-003
SLOPE INTERCEPT (TYP.)
XCEL ENERGY
SIGN
MOSAIC TELECOM
CHARTER COMMUNICATIONS
WE ENERGIES
MAPLE STREET
BEGIN PROJECT
STA. 1313+10.00EB
5
5

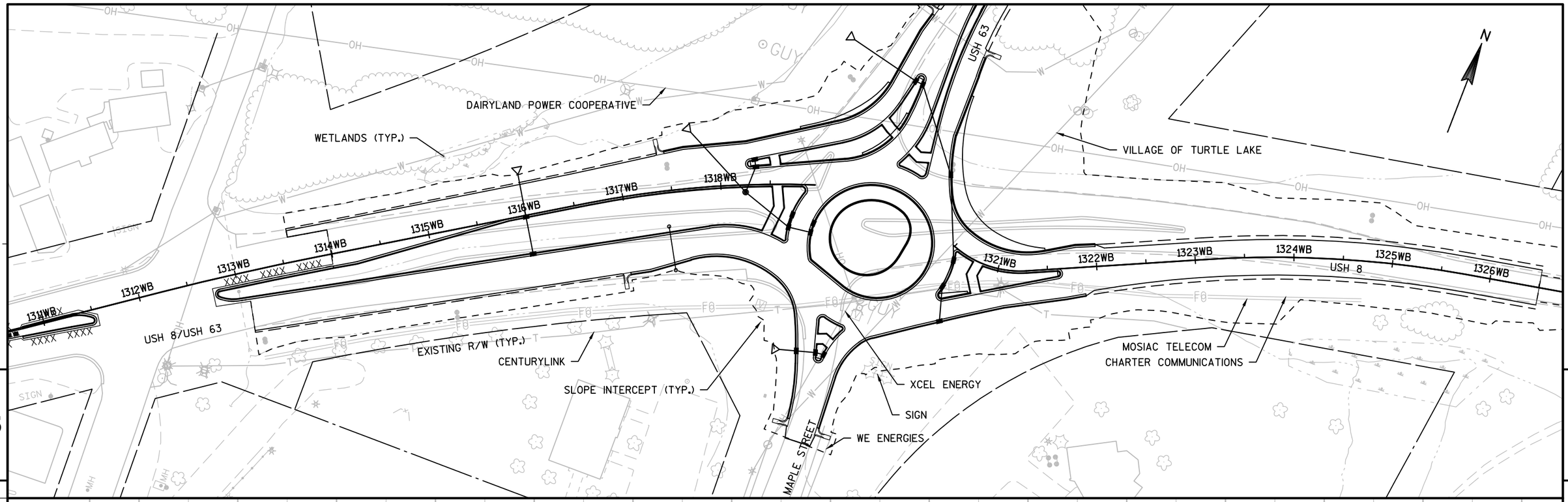
STA 1313+10.00
EL 1265.30
VPC STA 1313+31.00
VPC EL 1265.70
VPI STA 1314+31.00
VPI EL 1267.60
VPT STA 1315+31.00
VPT EL 1270.31
VPC STA 1316+86.00
VPC EL 1274.50
VPI STA 1317+61.00
VPI EL 1276.53
VPT STA 1318+36.00
VPT EL 1277.28
STA 1318+63.40
EL 1277.55
STA 1320+13.37
EL 1278.99
1.90%
2.70%
1.00%
0.96%
0.85%
VCL = 200.00
K = 248.89
VCL = 150.00
K = 87.98
EXISTING GROUND
PROPOSED PROFILE
EXISTING
PROPOSED
1295
1290
1285
1280
1275
1270
1265
1260
1256.40 1257.40 1258.32 1259.40 1260.55 1261.34 1262.39 1263.43 1264.36 1265.14 1266.16 1266.07 1267.29 1267.11 1268.30 1268.25 1269.05 1269.49 1270.17 1270.82 1271.30 1272.18 1272.65 1273.53 1273.94 1274.87 1275.34 1276.00 1276.50 1276.85 1276.70 1277.42 1277.01 1277.90 1277.27 1278.38 1275.04 1278.86 1275.35 1279.30 1274.80 1279.73 1274.14 1280.15 1276.55 1280.58 1278.59 1281.01
1309+00 1310+00 1311+00 1312+00 1313+00 1314+00 1315+00 1316+00 1317+00 1318+00 1319+00 1320+00 1321+00 1322+00

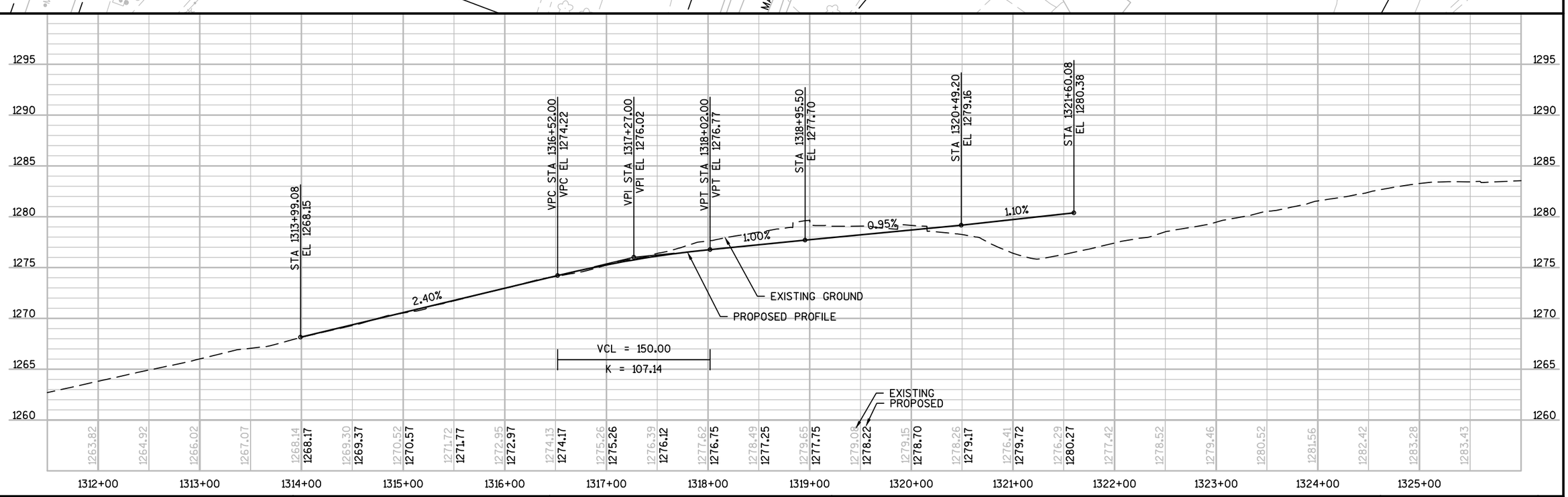
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: EB USH 8	SHEET	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\050101-PP_EB USH 8.DWGPLOT DATE : 10/27/2016 4:01 PM
USH 8 - 050101
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44



PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: EB USH 8	SHEET 120 E





PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: WB USH 8	SHEET 121	E

DAIRYLAND POWER COOPERATIVE

XCEL ENERGY

USH 8/63

CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH.

USH 63

100NB 101NB 102NB 103NB 104NB 105NB 106NB 107NB 108NB108NB

WETLANDS (TYP.)

CHARTER COMMUNICATIONS

SLOPE INTERCEPT (TYP.)

END CONSTRUCTION
STA. 106+29.41NB
MATCH EXISTING
SAW CUT REQ'D

VILLAGE OF TURTLE LAKE

EXISTING R/W (TYP.)

MOSAIC TELECOM

USH 8

CENTURYLINK

5

5

STA 100+00.00
EL 1278.72

VPC STA 102+41.00
VPC EL 1275.59

VPI STA 103+66.00
VPI EL 1273.97

VPT STA 104+91.00
VPT EL 1270.47

STA 106+29.41
EL 1266.60

-1.30%

-2.80%

EXISTING GROUND

PROPOSED PROFILE

VCL = 250.00

K = 166.98

EXISTING

PROPOSED

PROPOSED CLASS III 24-INCH CULVERT

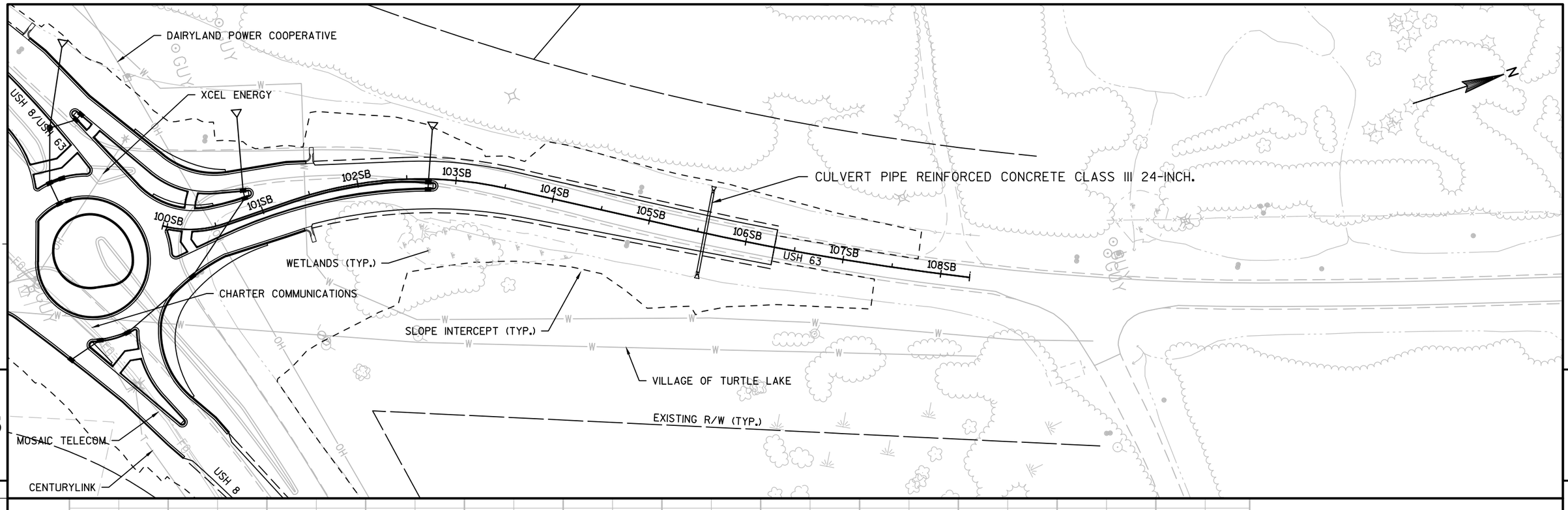
1290 1285 1280 1275 1270 1265 1260 1255

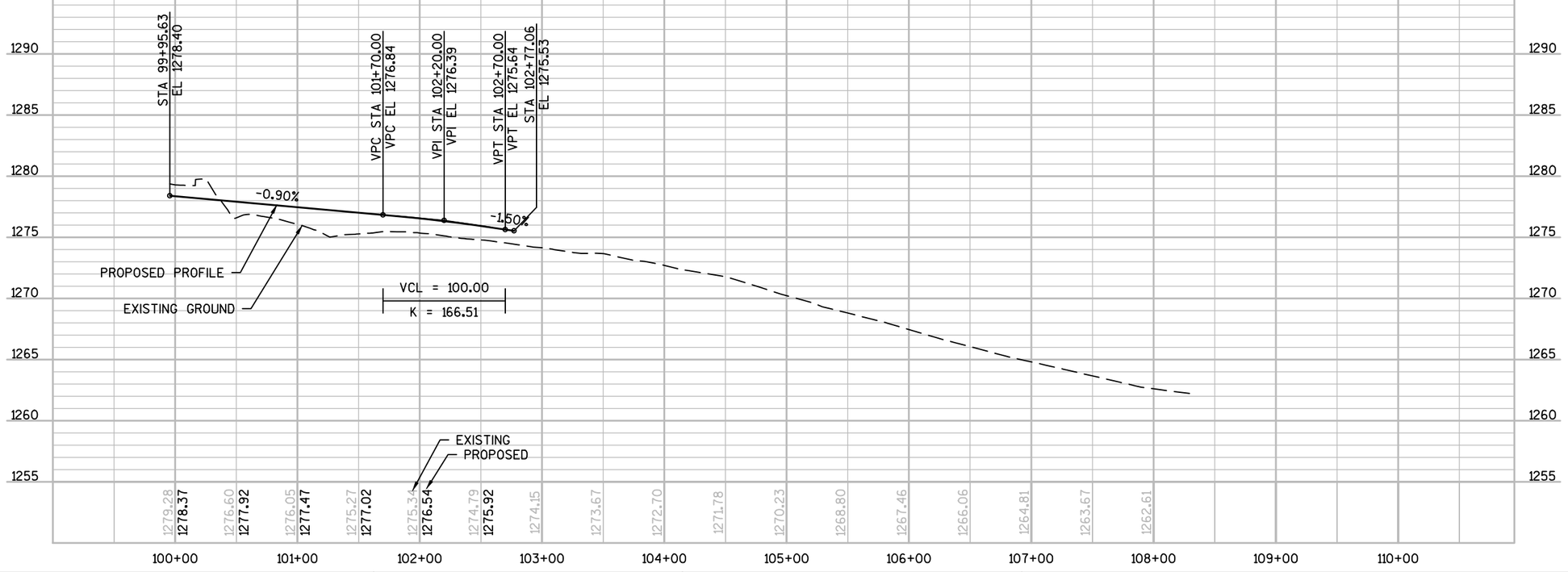
1280.02	1277.15	1276.58	1275.29	1273.86	1273.70	1273.34	1273.14	1272.57	1271.79	1270.34	1268.85	1267.47	1266.06	1264.81	1263.67	1262.61
1278.72	1278.07	1277.42	1276.77	1276.12	1275.47	1274.72	1273.82	1272.77	1271.57	1270.22	1268.82	1267.42				

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00

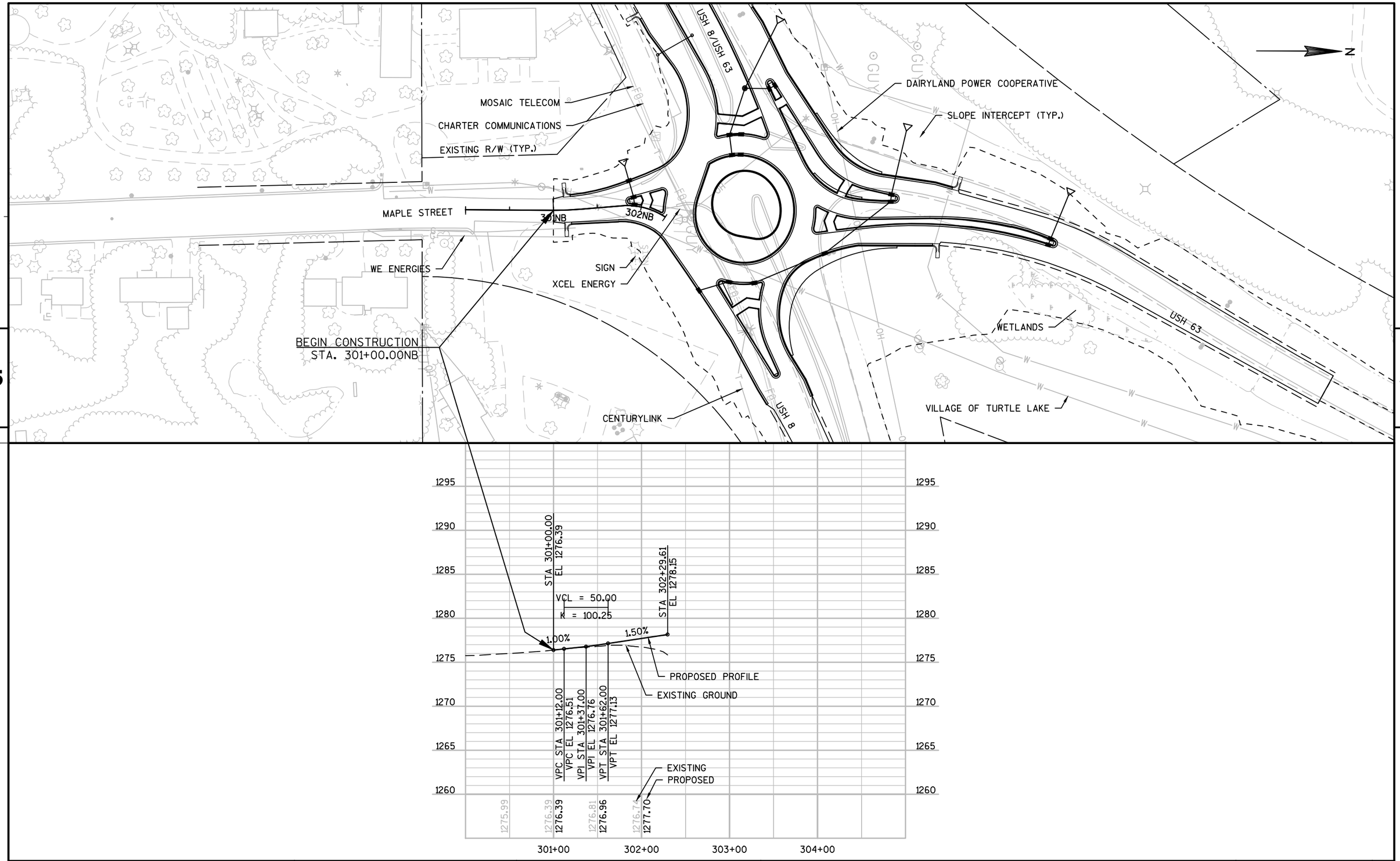
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: NB USH 63	SHEET	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\050201-PP_NB USH 63.DWG
USH 8 - 050201
PLOT DATE : 10/25/2016 12:04 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
WISDOT/CADDS SHEET 44

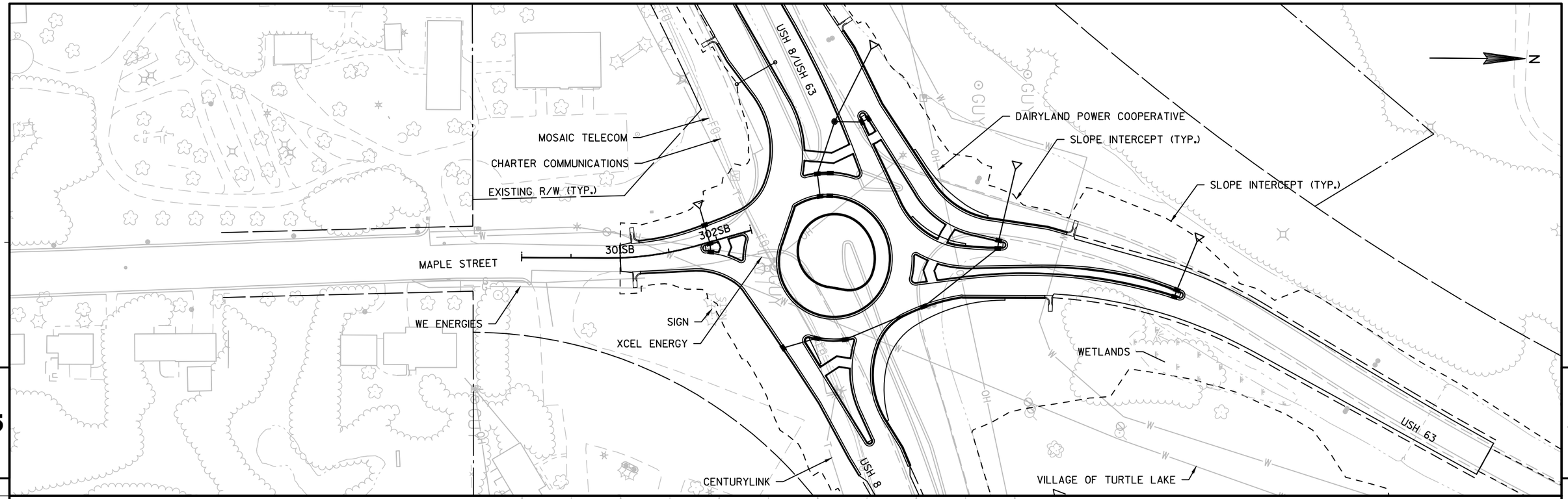


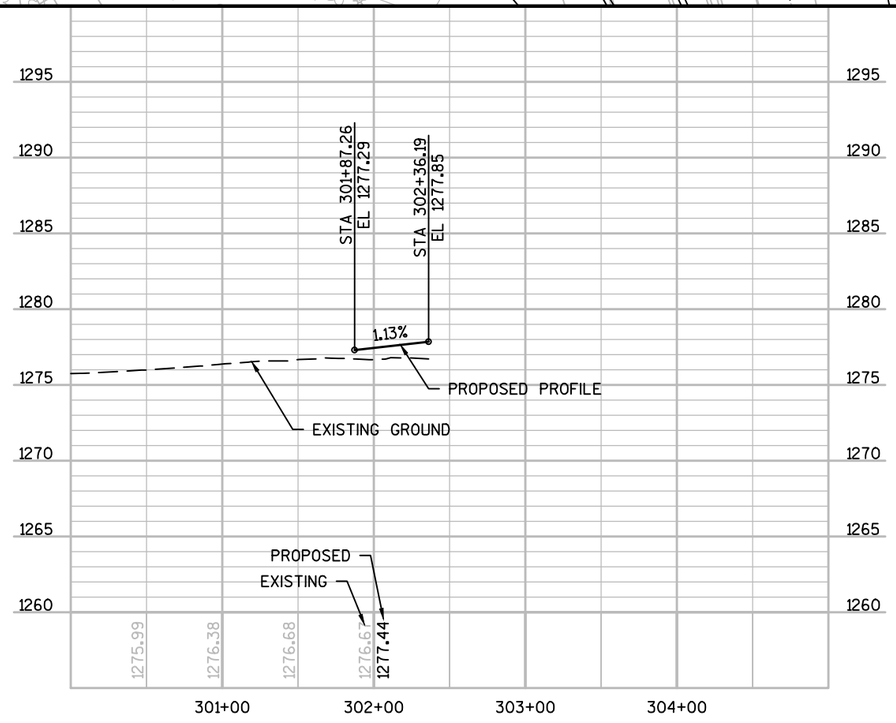


PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: SB USH 63	SHEET 123	E

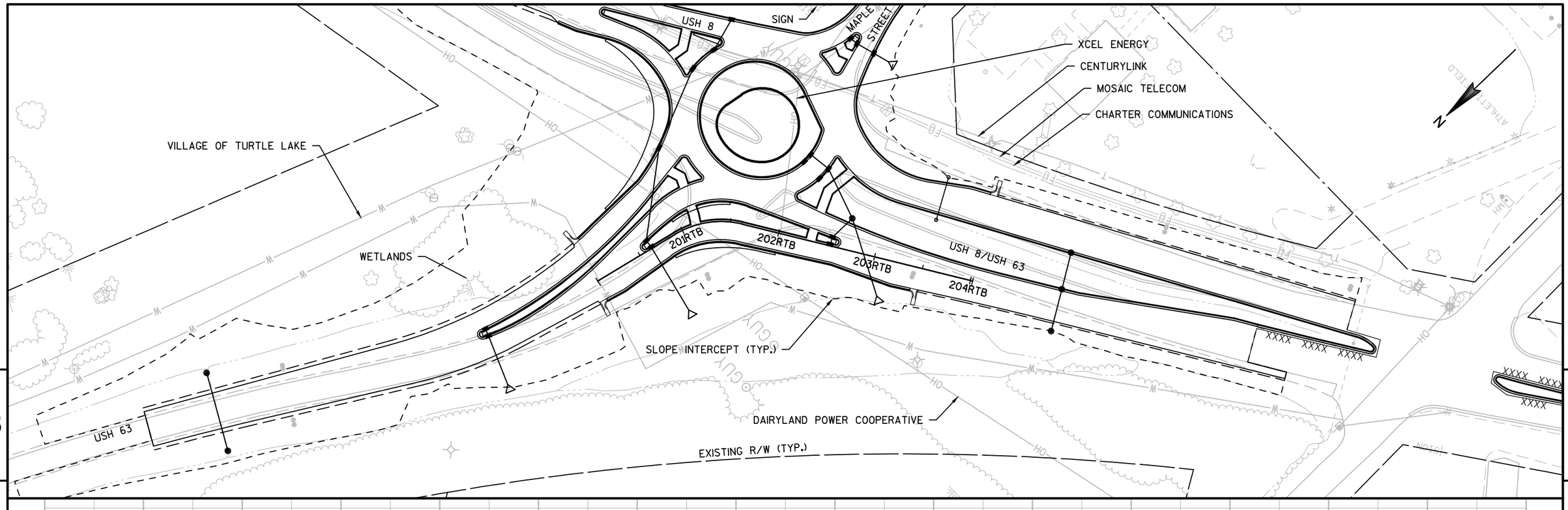


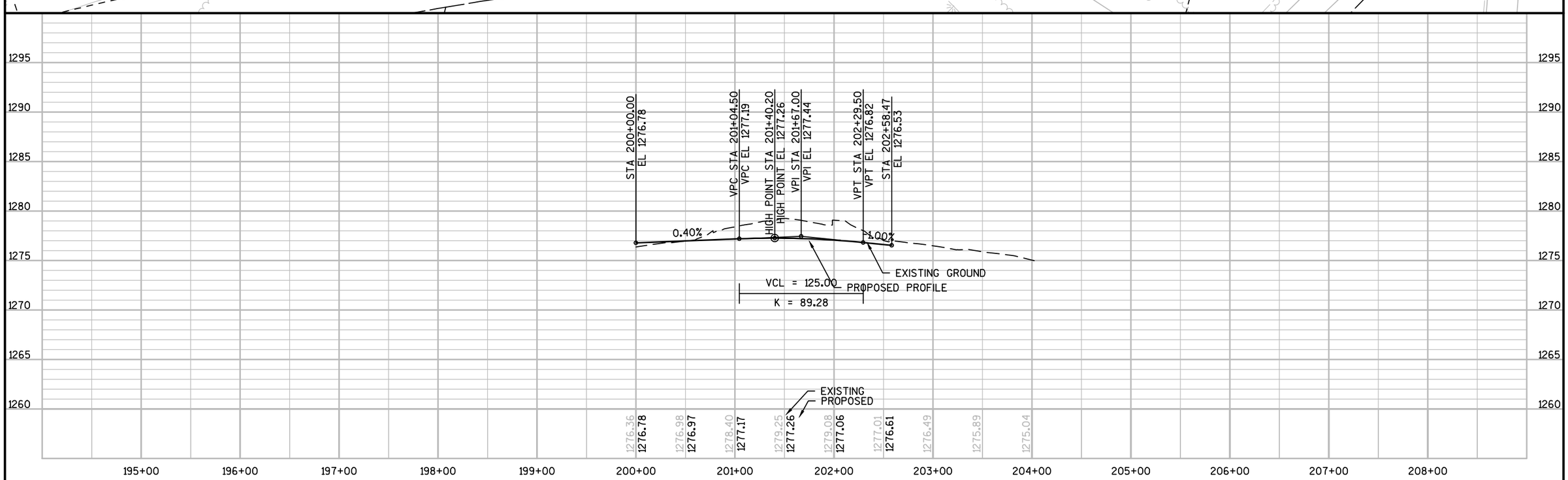
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: NB MAPLE STREET	SHEET 124	E





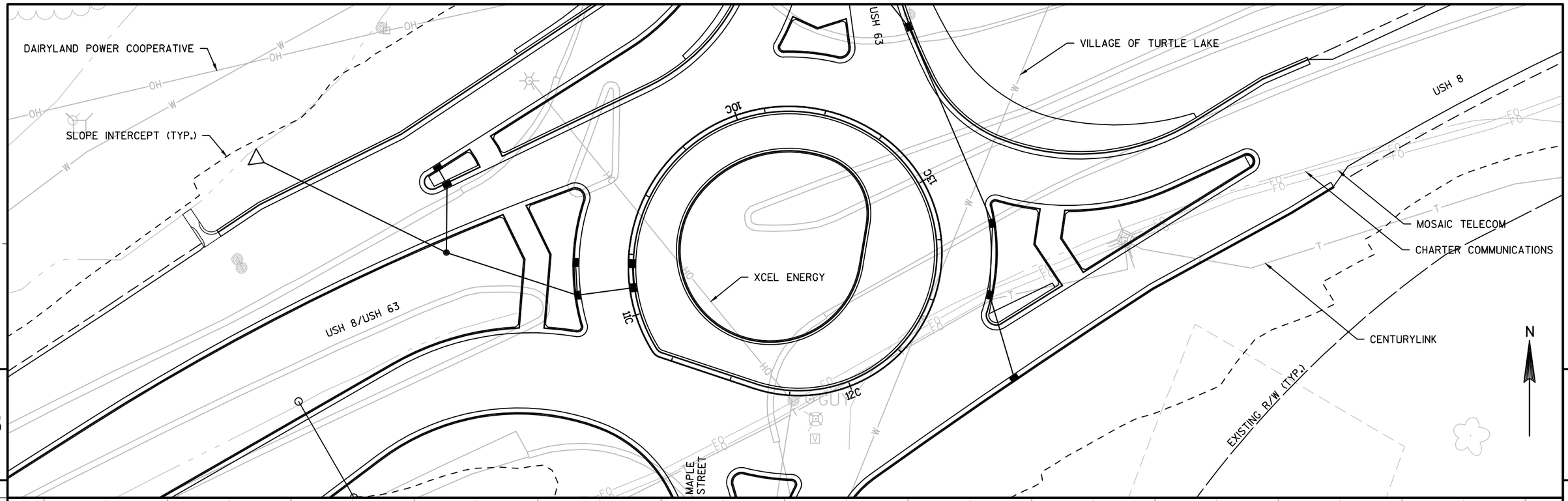
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: SB MAPLE STREET	SHEET 125	E

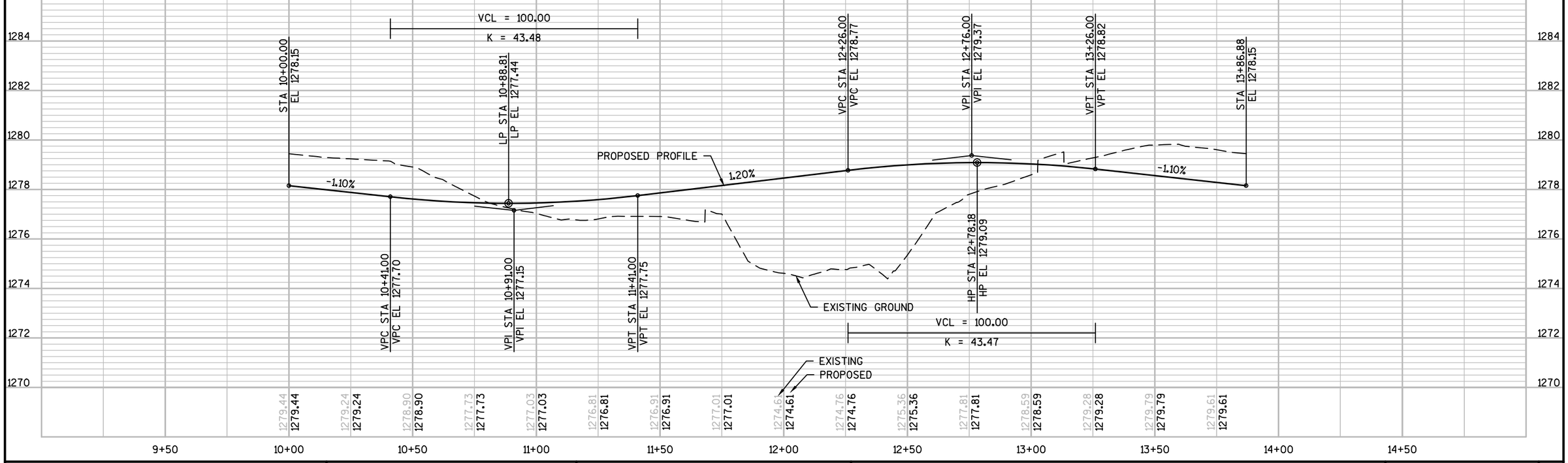




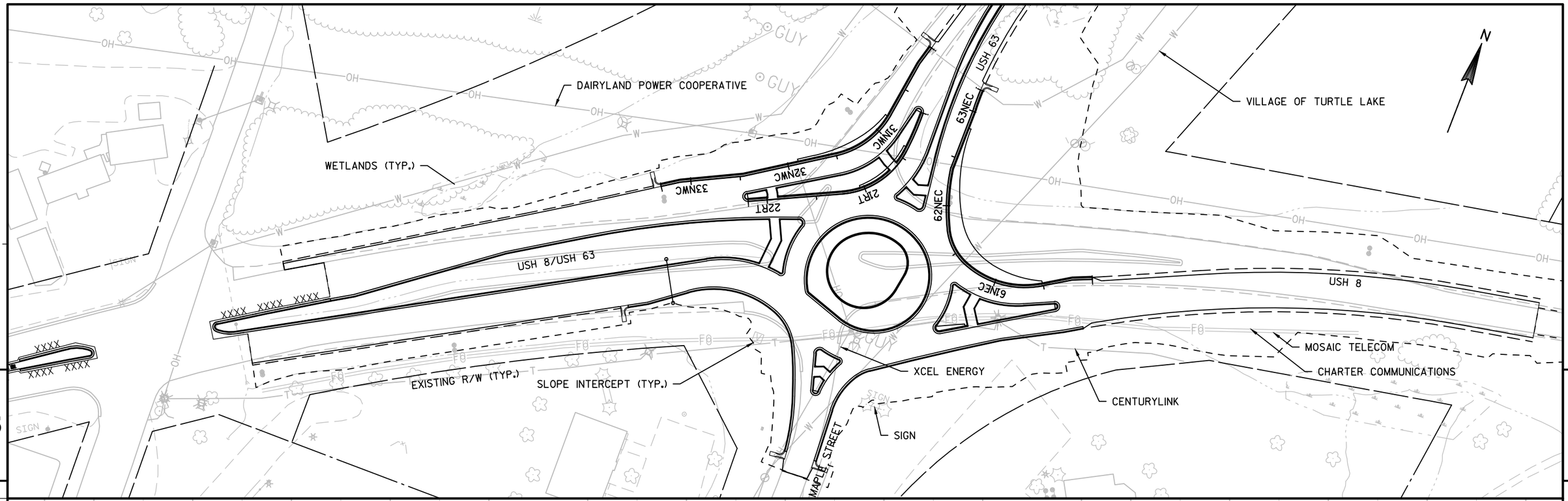
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: SB USH 63 RIGHT TURN BYPASS	SHEET 126	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\050401-PP_SB USH 63 BYPASS.DWG
LAYOUT NAME - 050401
PLOT DATE : 10/27/2016 4:19 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:100_XREF

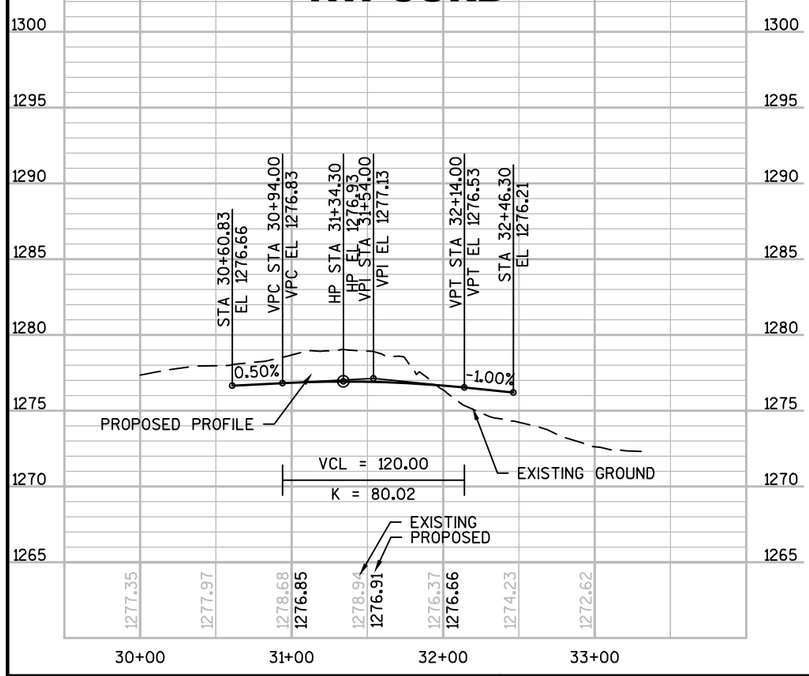




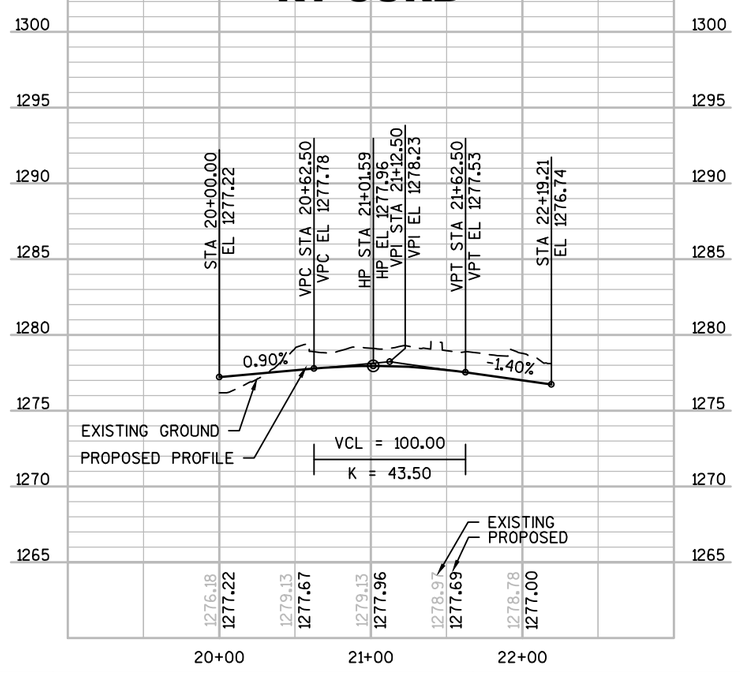
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: CIRCLE	SHEET 127	E



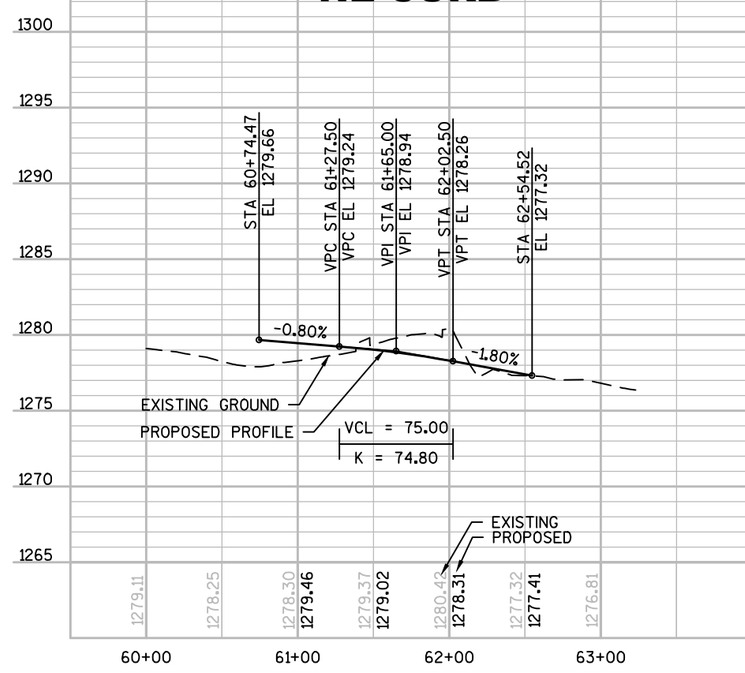
NW CURB



RT CURB

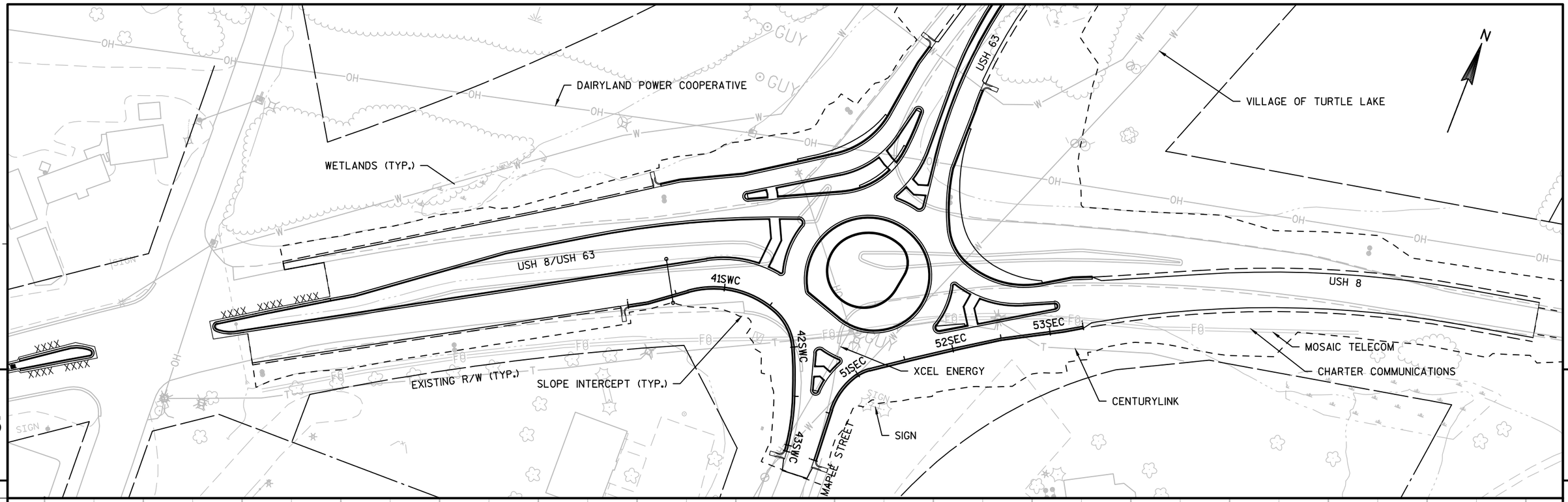


NE CURB

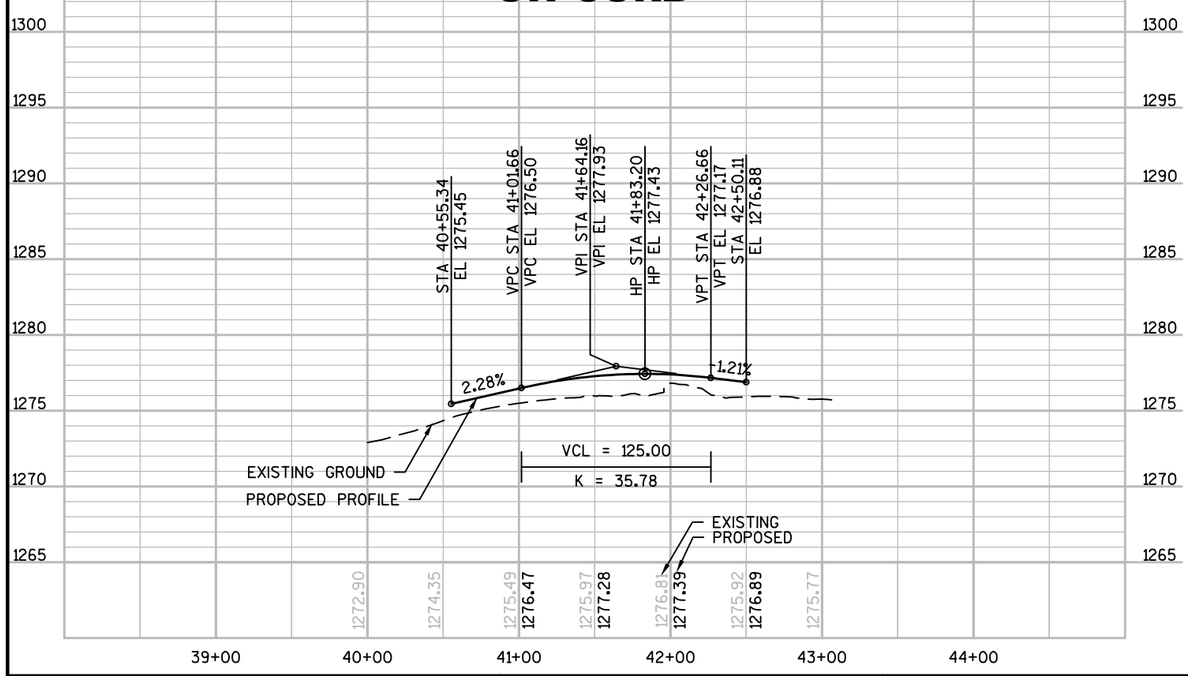


PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: OUTSIDE CURBS	SHEET 128	E

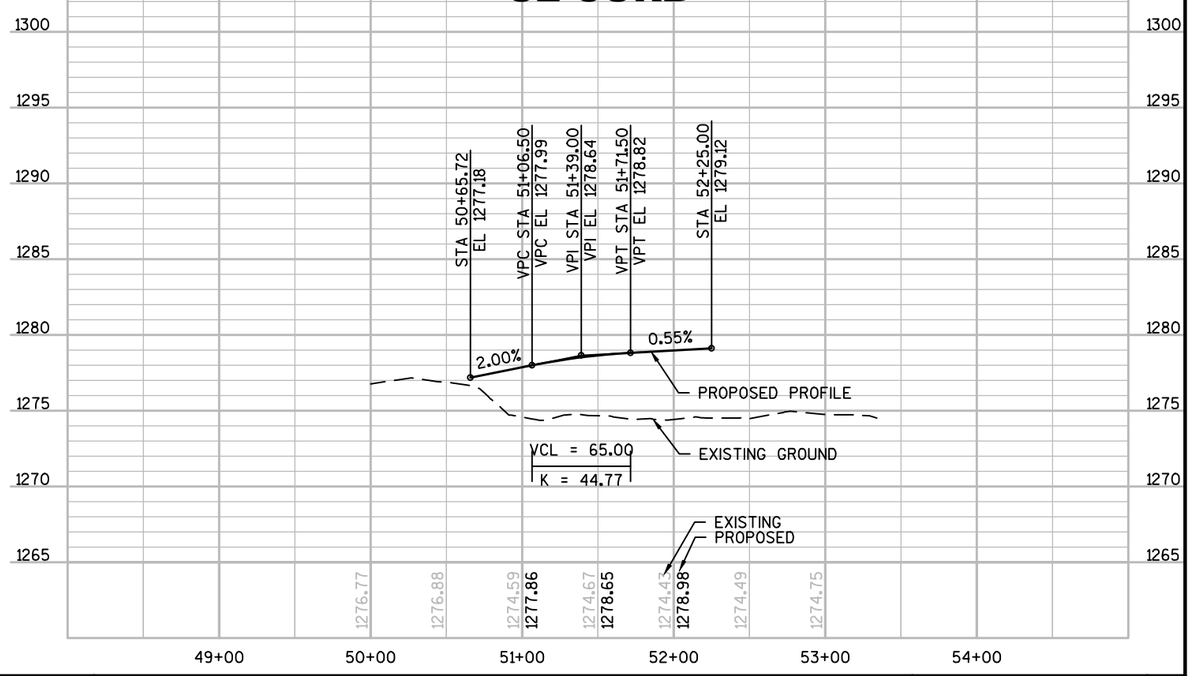
FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\050601-PP_CURBS.DWG PLOT DATE : 10/27/2016 6:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 100'_XREF
USH 8 - 050601
WISDOT/CADDS SHEET 44



SW CURB



SE CURB



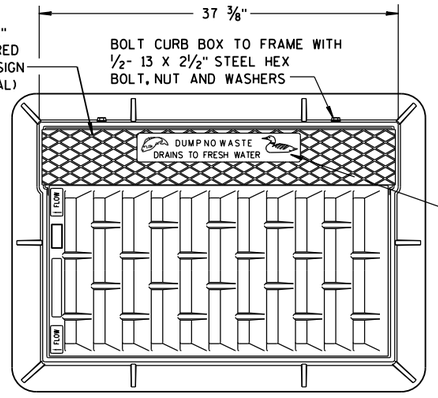
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	PLAN AND PROFILE: OUTSIDE CURBS	SHEET 129 E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\050602-PP_CURBS.DWG PLOT DATE : 10/27/2016 4:35 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT
USH 8 - 050602
WISDOT/CADDS SHEET 44

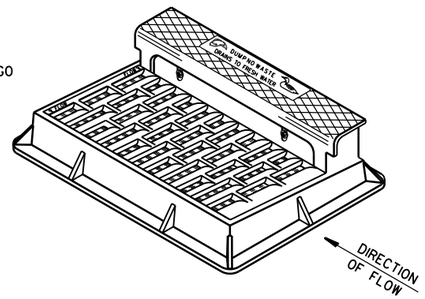
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-18A	CURB RAMPS TYPES 1 AND 1-A
08D05-18B	CURB RAMPS TYPES 2 AND 3
08D05-18C	CURB RAMPS TYPES 4A AND 4A1
08D05-18D	CURB RAMPS TYPE 4B AND 4B1
08D05-18E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13D	ROUNDABOUT ARROWS
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C08-17B	PAVEMENT MARKING (TURN LANES)
15C08-17C	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D37-02	TRAFFIC CONTROL, 2-LANE ROUNDABOUT
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

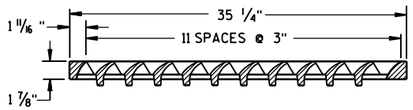
6

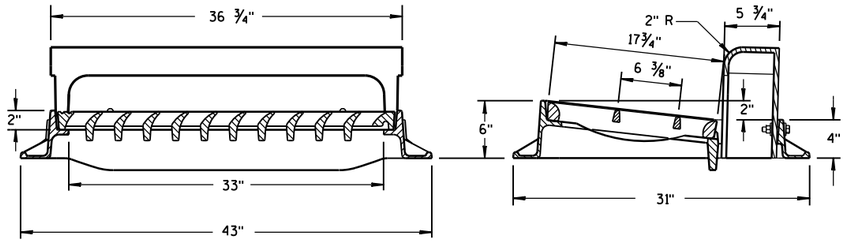


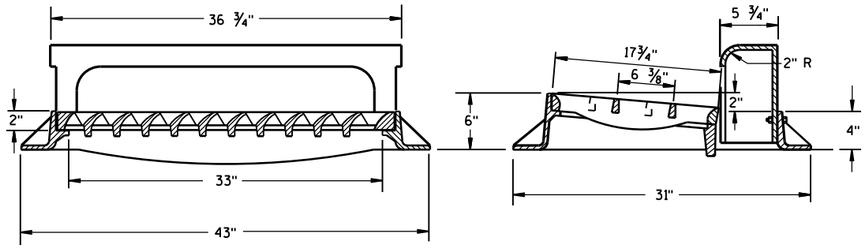
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

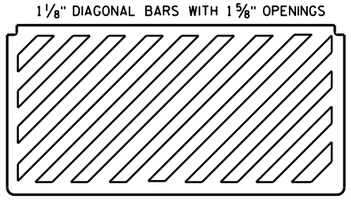






TYPE "H"

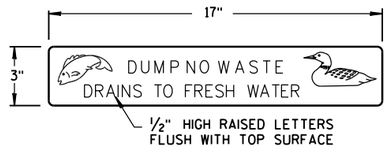
NOTE: EITHER CASTING IS ACCEPTABLE



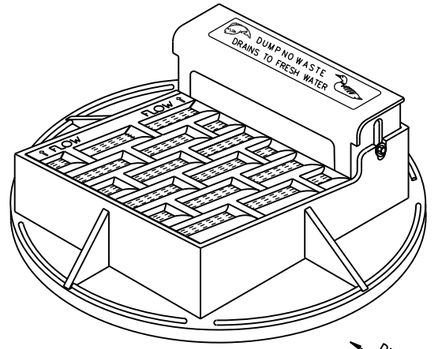
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

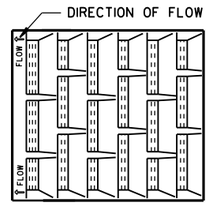
NOTE:
GRATE IS REVERSIBLE.

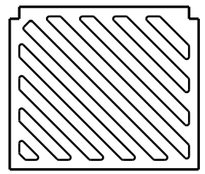
GENERAL NOTES

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

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

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

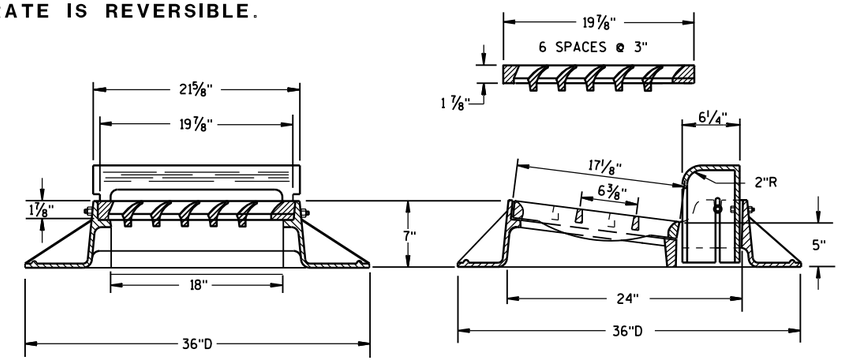




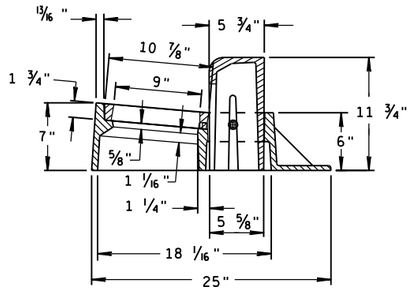
SPECIAL GRATE FOR TYPE "A" COVER

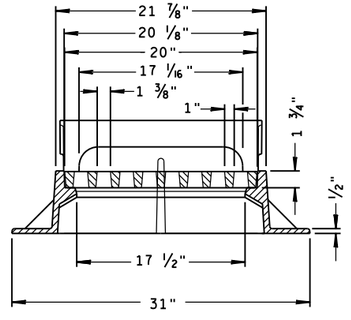
(MEASURES 19 3/4" X 17" X 1 7/8")

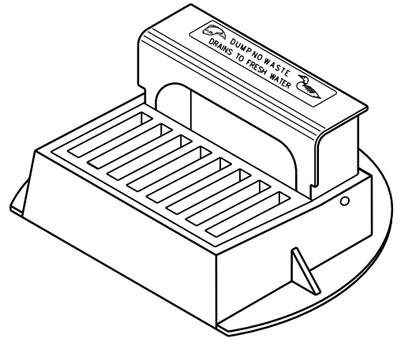
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

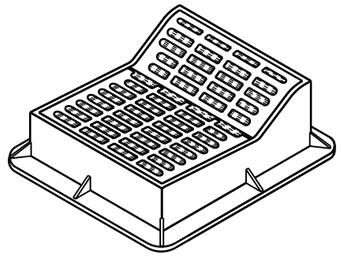
INLET COVERS
TYPE A, H, A-S, H-S & Z

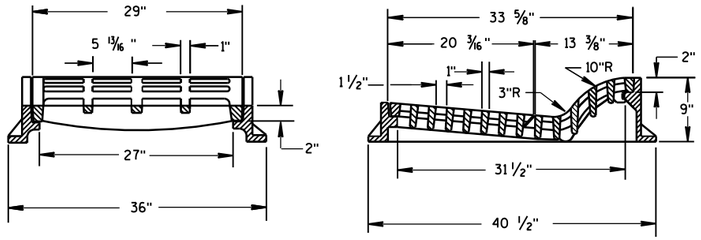
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

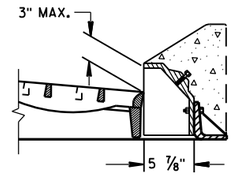
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

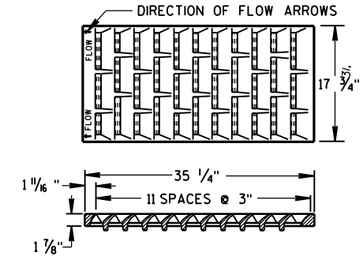
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

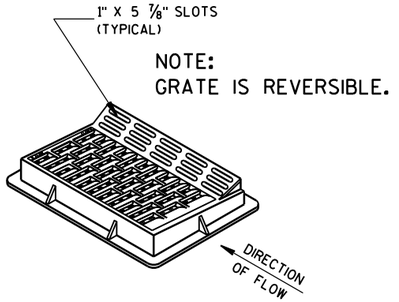
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

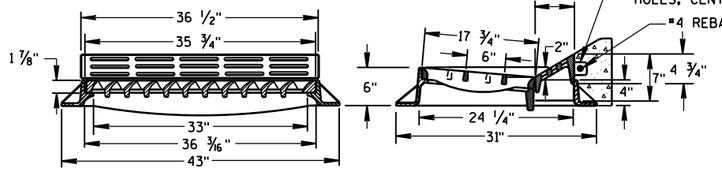
GENERAL NOTES

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

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



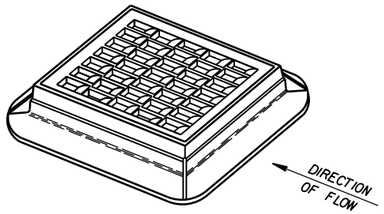


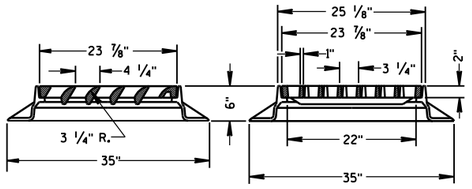


TYPE "HM"

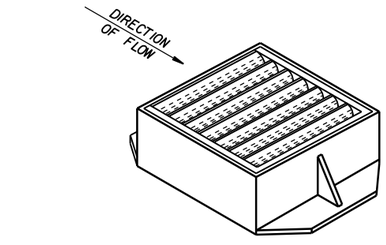
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

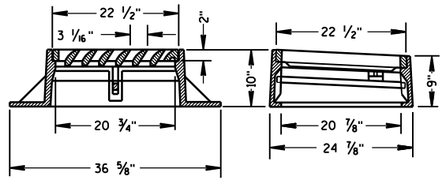
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



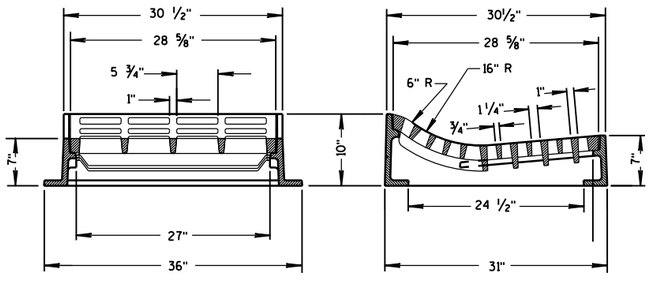


TYPE "S"



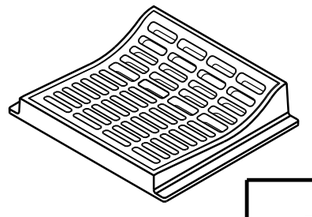


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

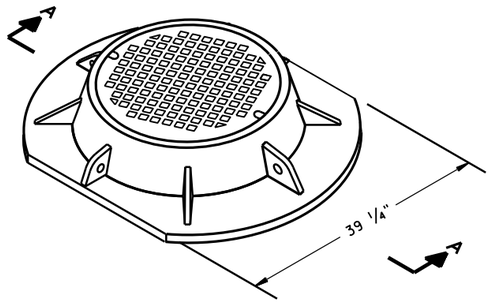
APPROVED
11/27/2013
DATE

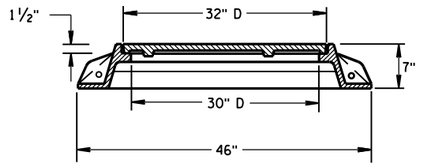
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

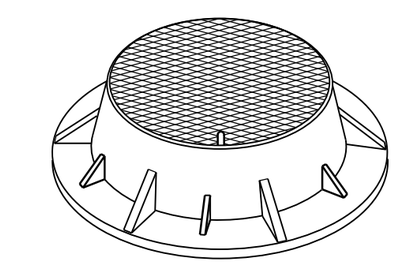
6

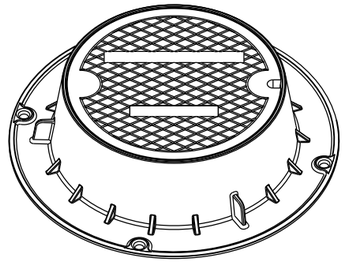
S.D.D. 8 A 5-19c

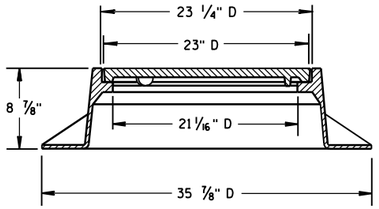


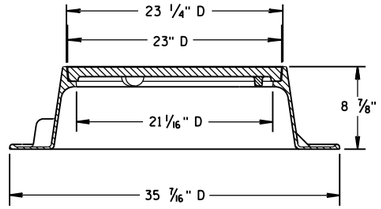


SECTION A-A
TYPE "K"









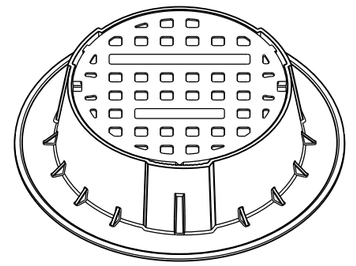
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

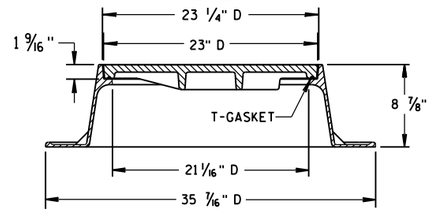
GENERAL NOTES

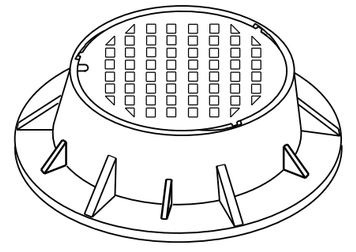
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

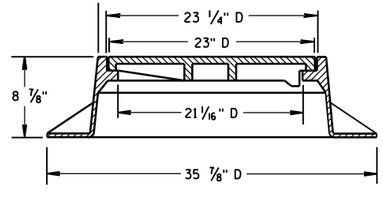
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

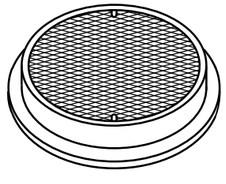


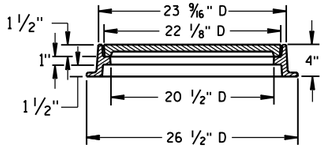




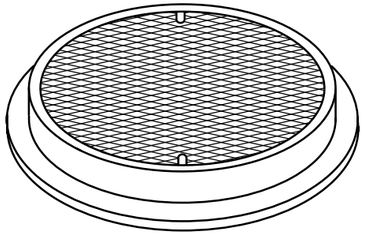


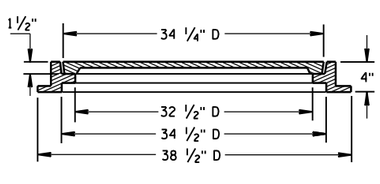
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



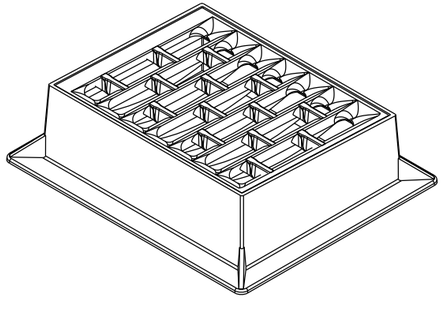


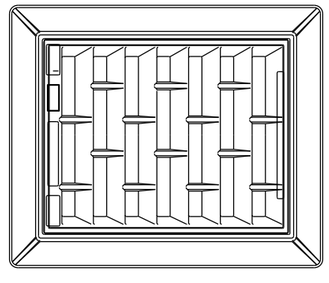
TYPE "L"

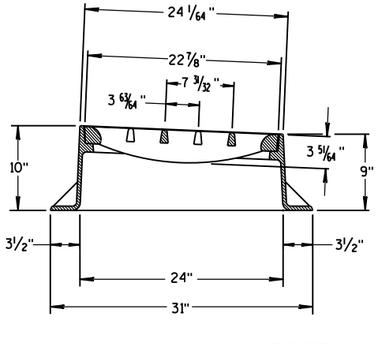


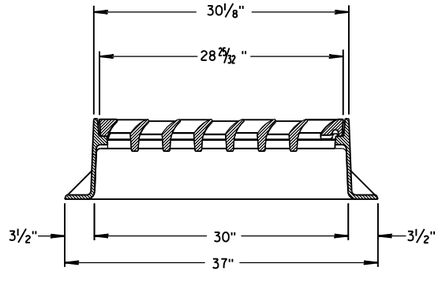


TYPE "M"









INLET COVER TYPE "BW"

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

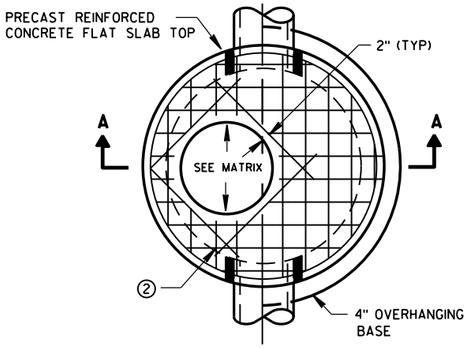
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

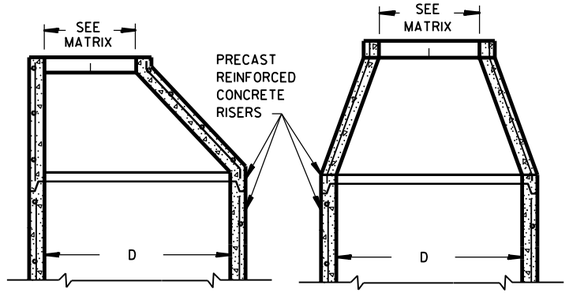
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

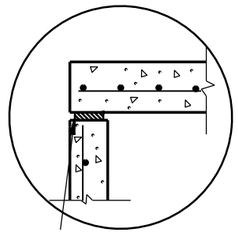


PLAN VIEW CIRCULAR OPENING

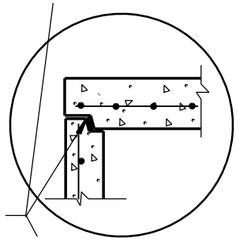


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

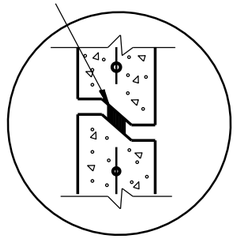


TOP WITH PLAIN END JOINT



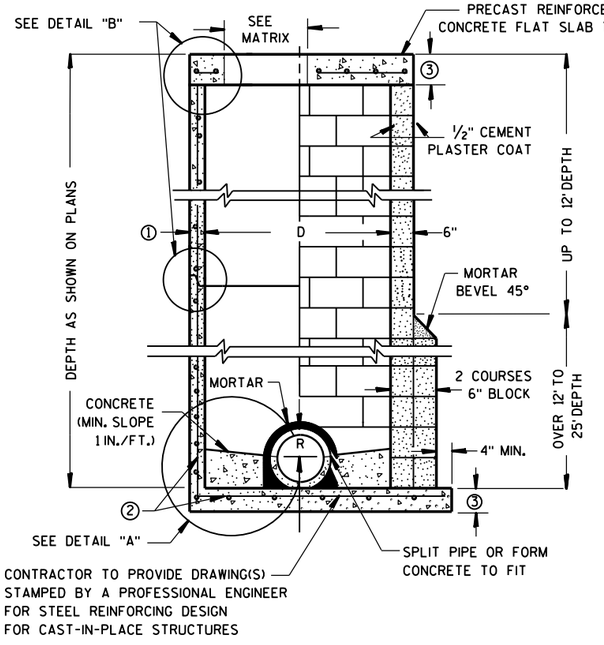
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



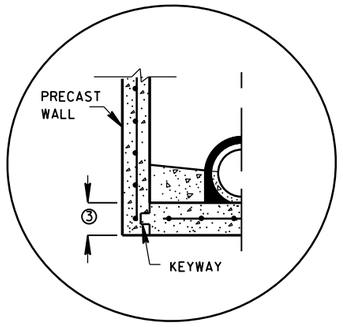
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

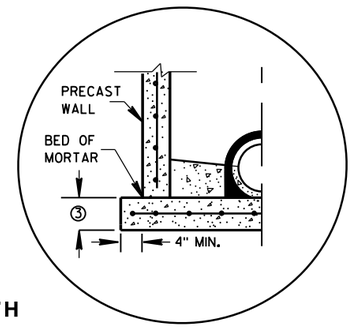


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

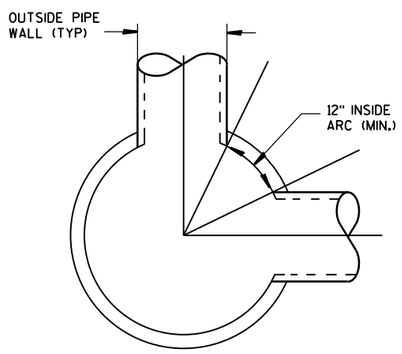


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

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

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

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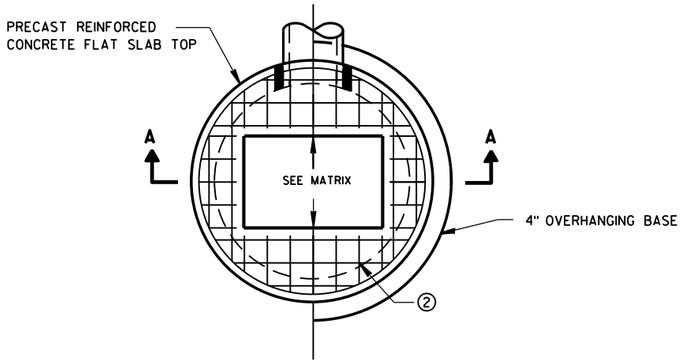
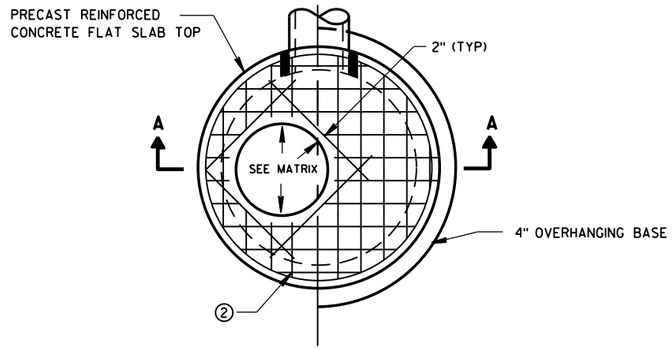
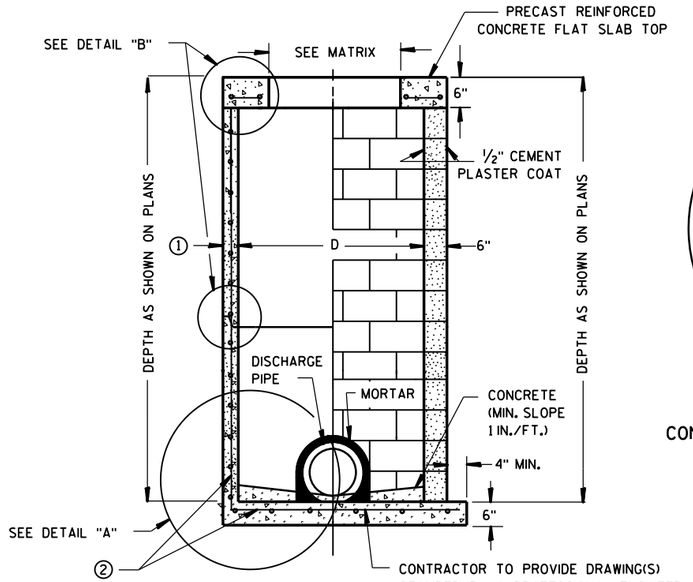


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

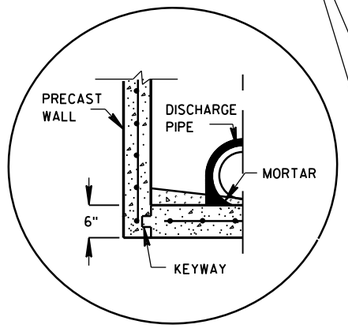


SECTION A-A

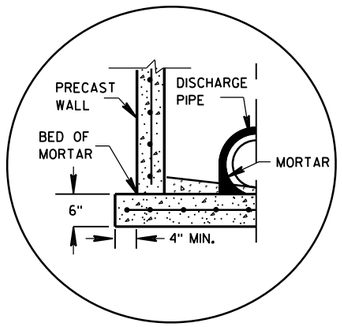
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

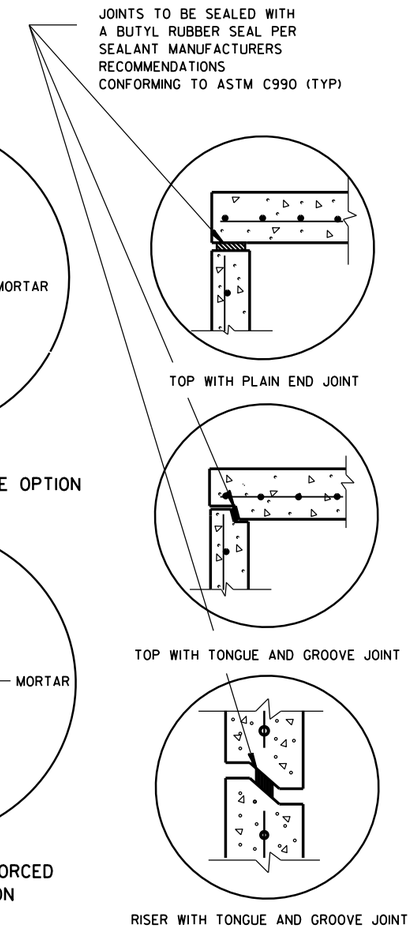


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

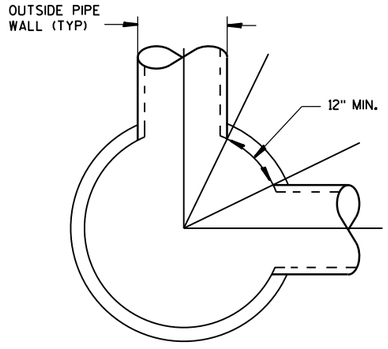
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

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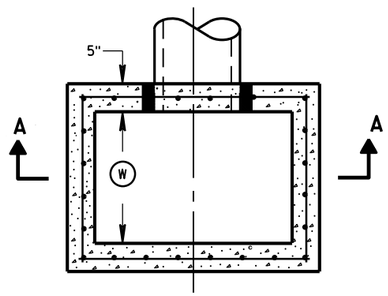
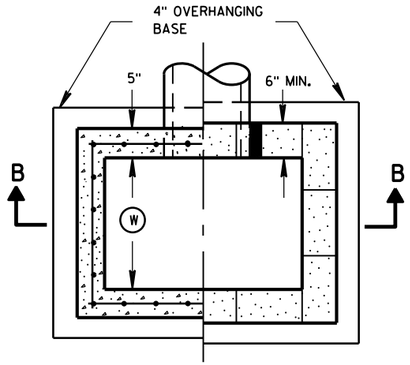
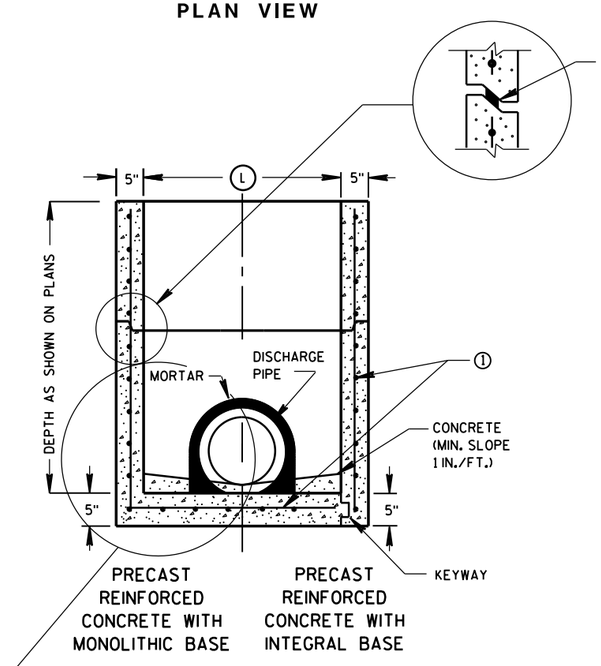
INLETS 3-FT AND 4-FT DIAMETER



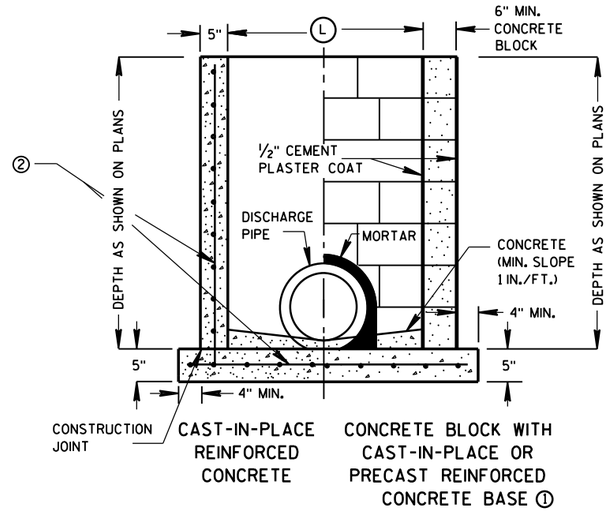
PLAN VIEW



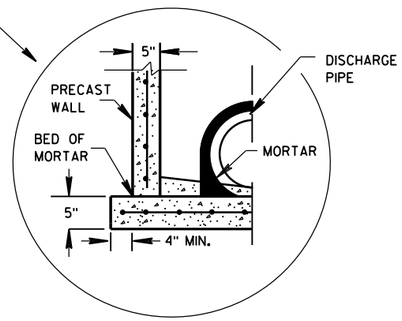
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

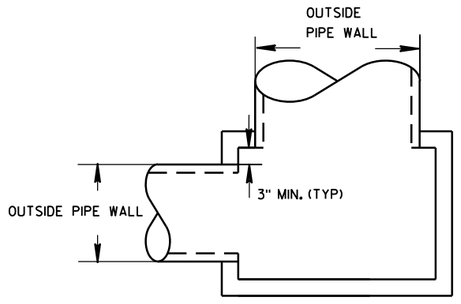
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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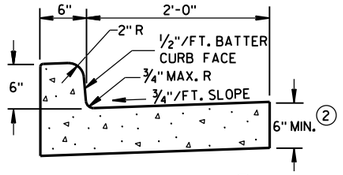
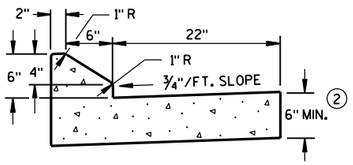
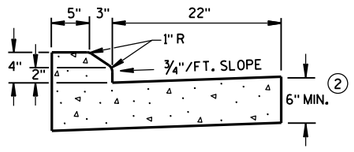


TYPES A & D ①

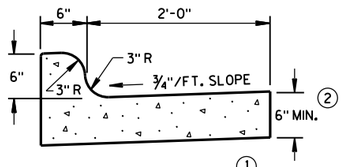


6" SLOPED CURB TYPES G & J ①

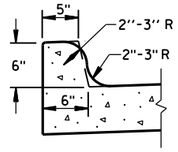


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

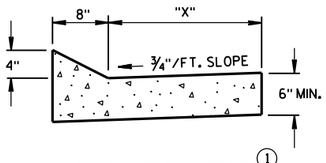


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

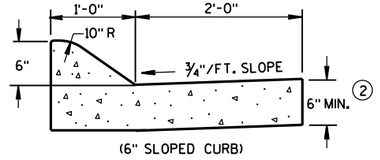
CONCRETE CURB & GUTTER 30"



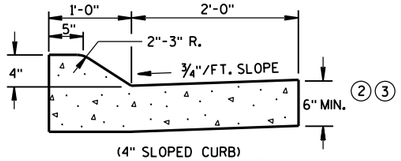
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

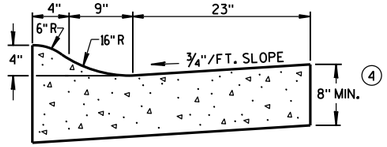


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

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, R AND TBTT.

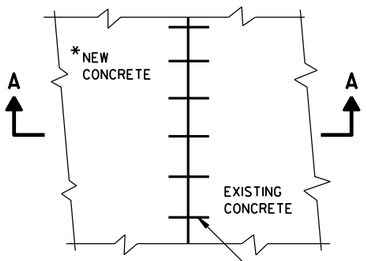
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

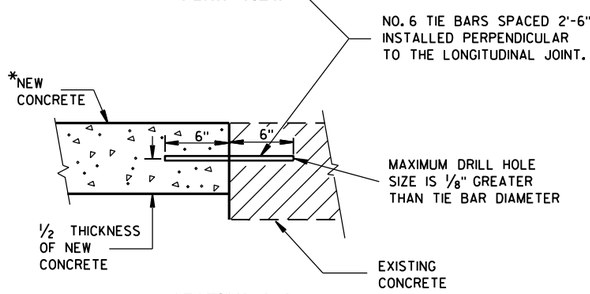
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



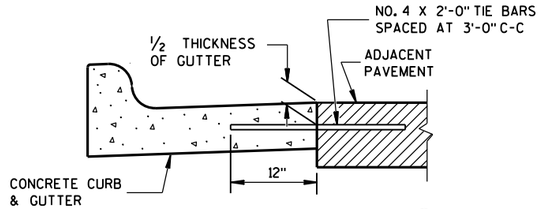
PLAN VIEW

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

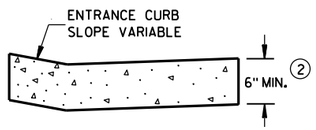


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

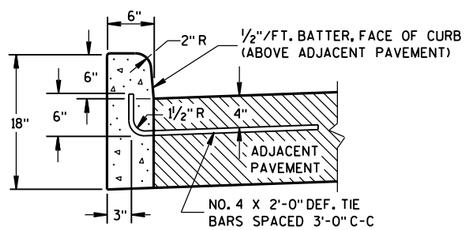


TYPICAL TIE BAR LOCATION ①

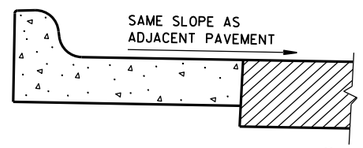


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

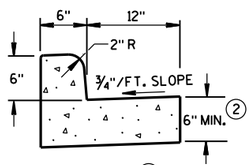


① TYPES A & D



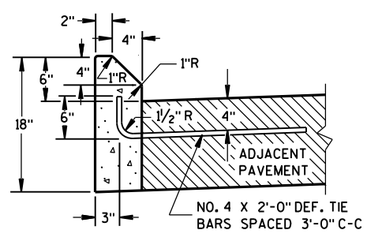
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



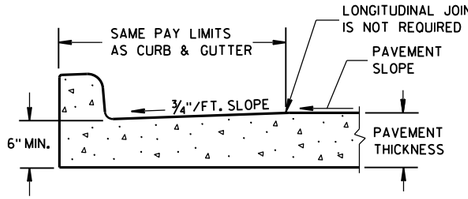
① TYPES A & D

CONCRETE CURB & GUTTER 18"

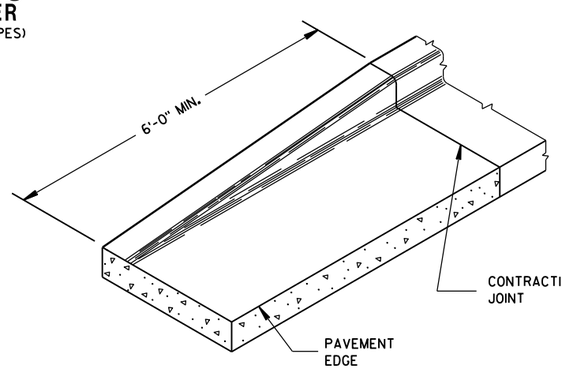


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

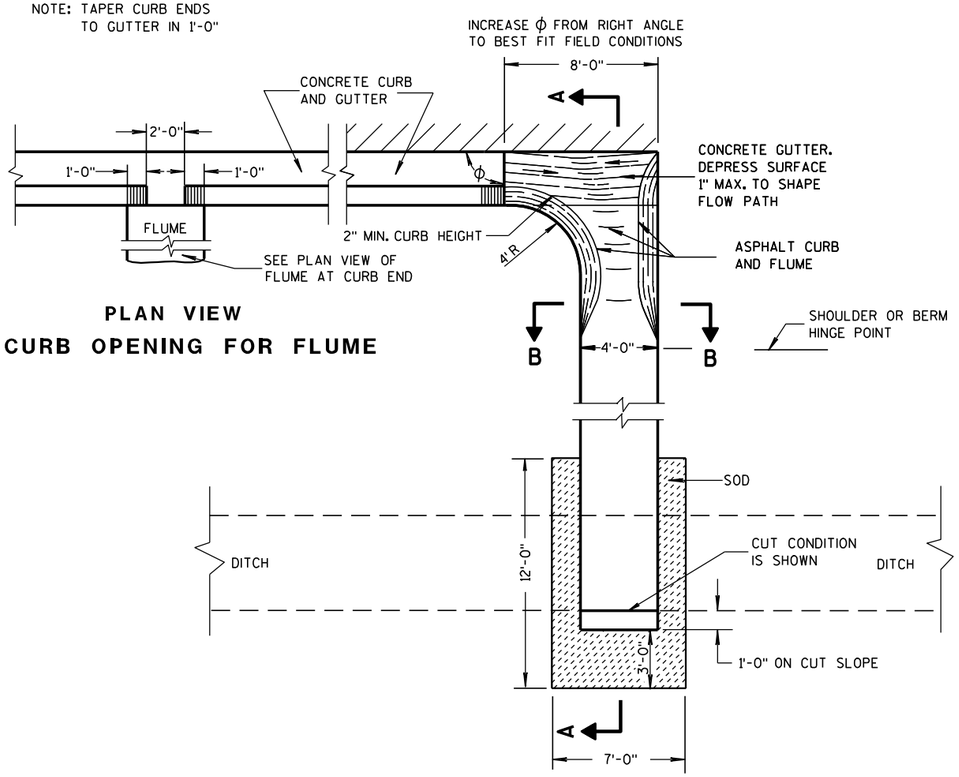
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

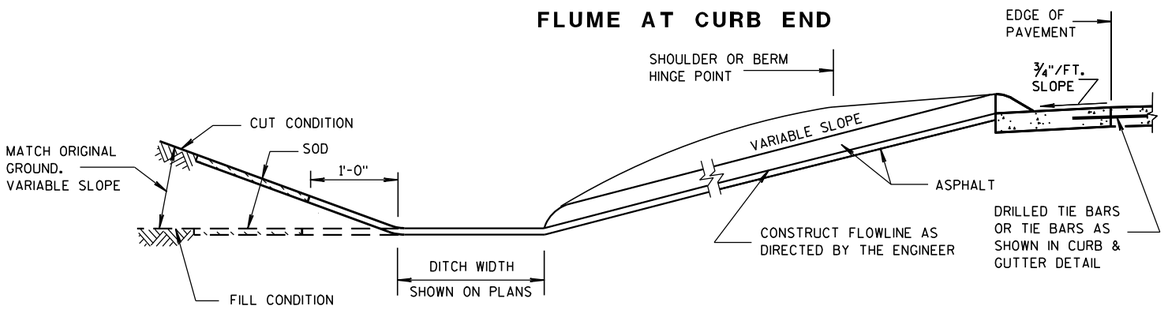
S.D.D. 8 D 1-19

ASPHALTIC FLUME

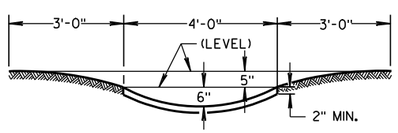


PLAN VIEW
CURB OPENING FOR FLUME

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.

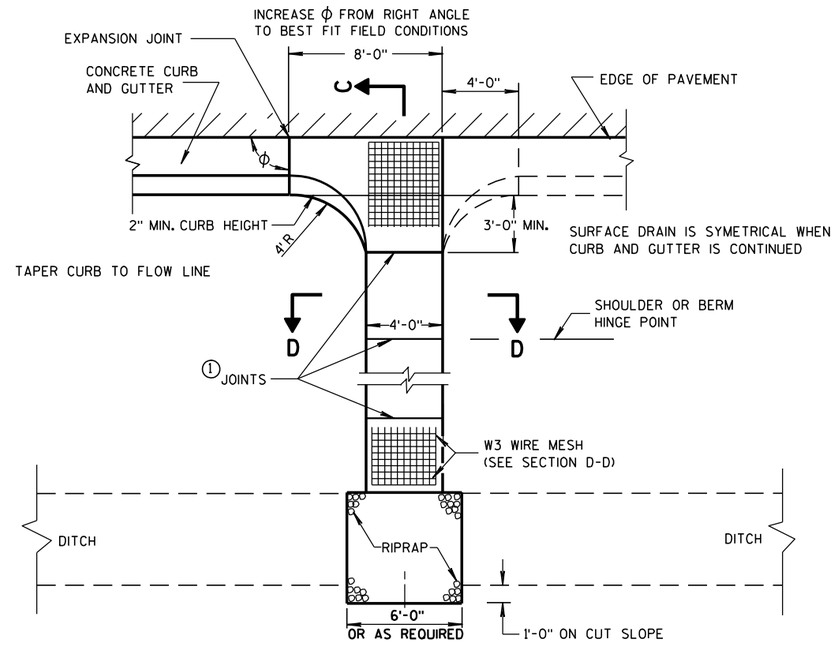
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

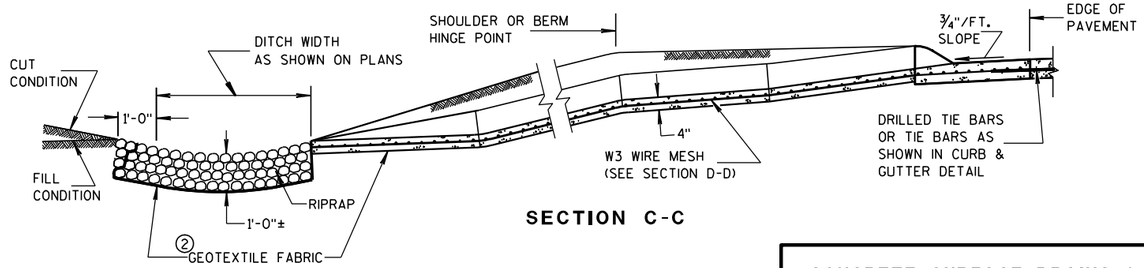
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

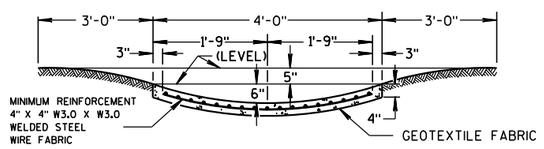
③ CONCRETE SURFACE DRAIN



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

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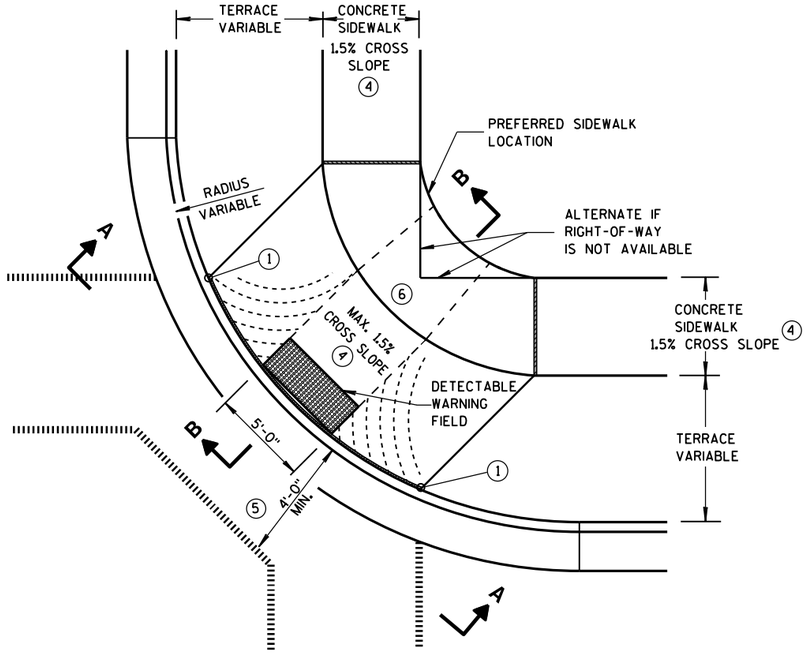
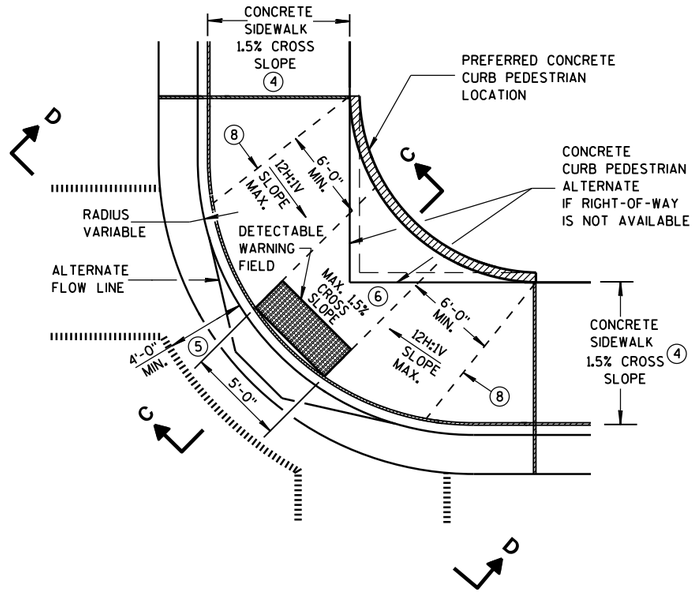
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

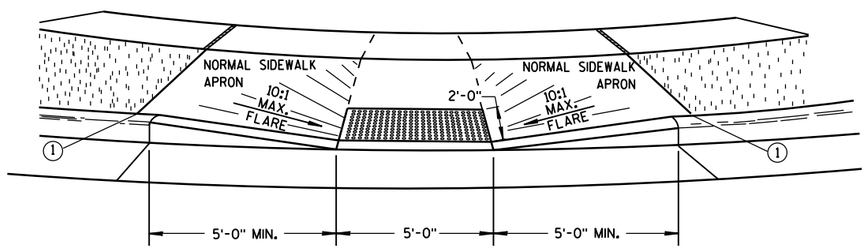
(CENTER OF CORNER RADIUS)



PLAN VIEW

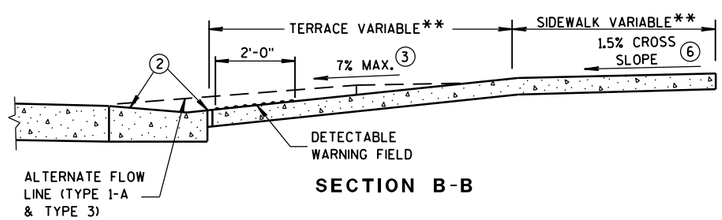
TYPE 1-A RAMP

(NO TERRACE)

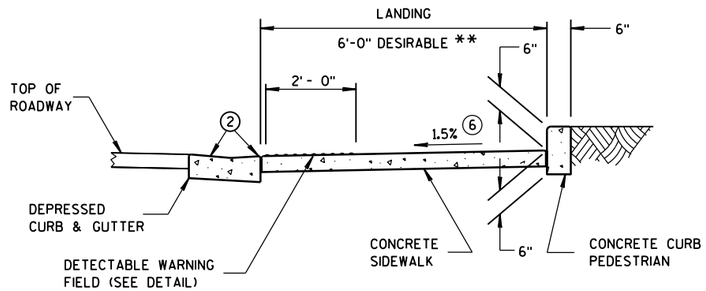


VIEW A-A

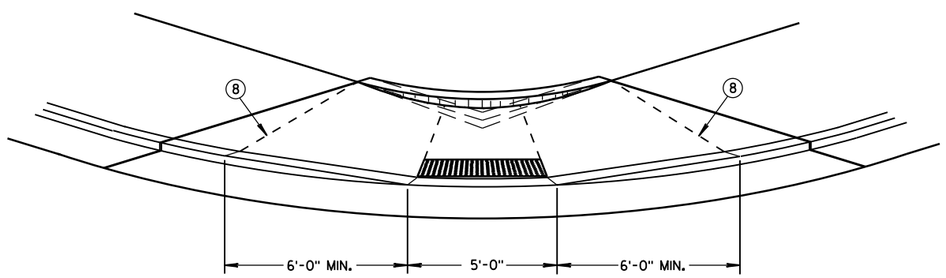
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

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.

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. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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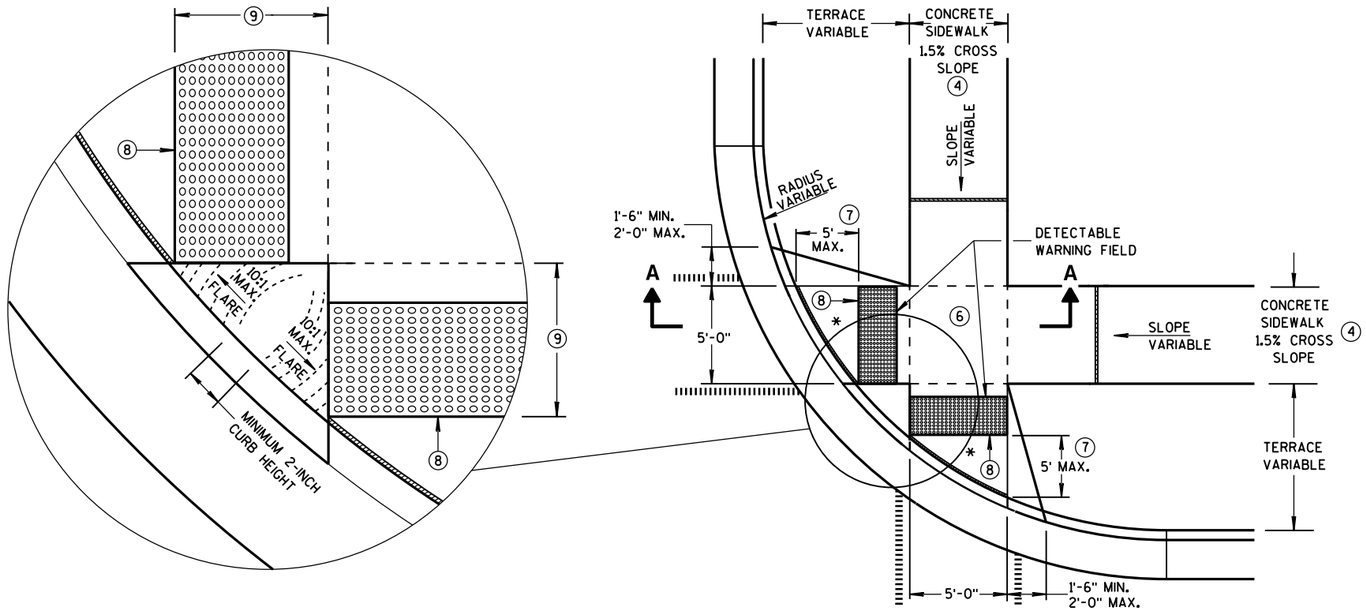
S.D.D. 8 D 5-18a

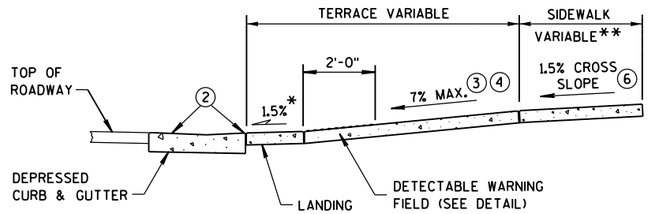


PLAN VIEW

TYPE 2 RAMP

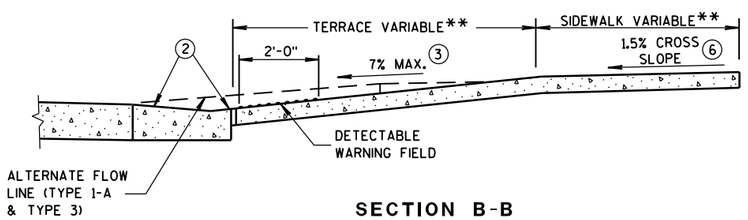
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

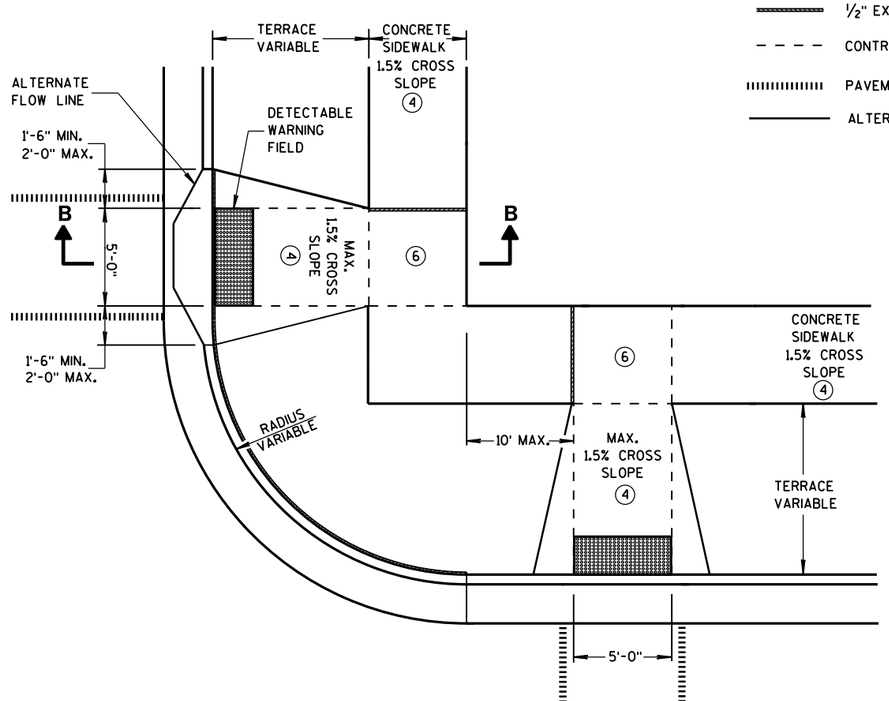
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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

LEGEND

- 1/2" 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 TRANSPO

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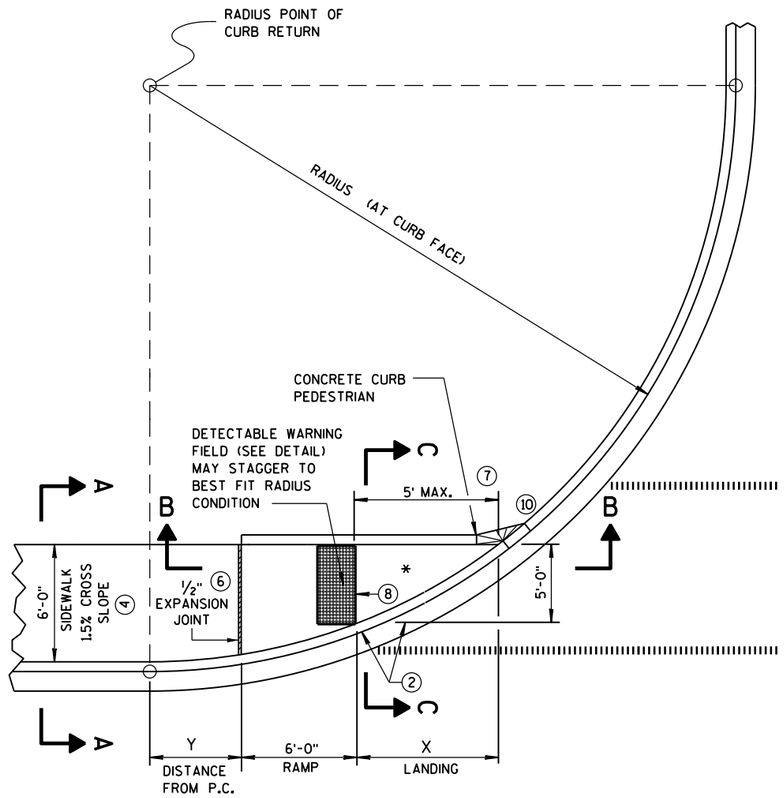
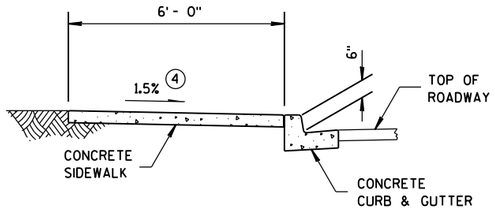
S.D.D. 8 D 5-18b



CURB RAMP TYPE 4A
PLAN VIEW

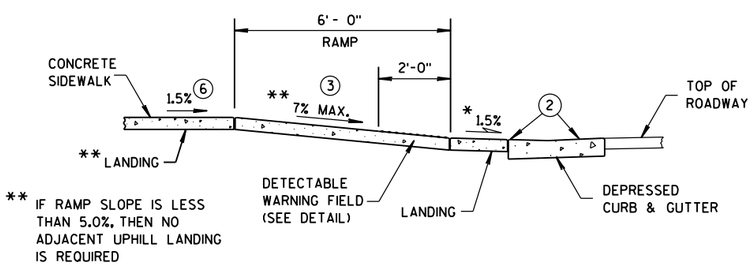
RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

INTERMEDIATE RADII CAN BE INTERPOLATED

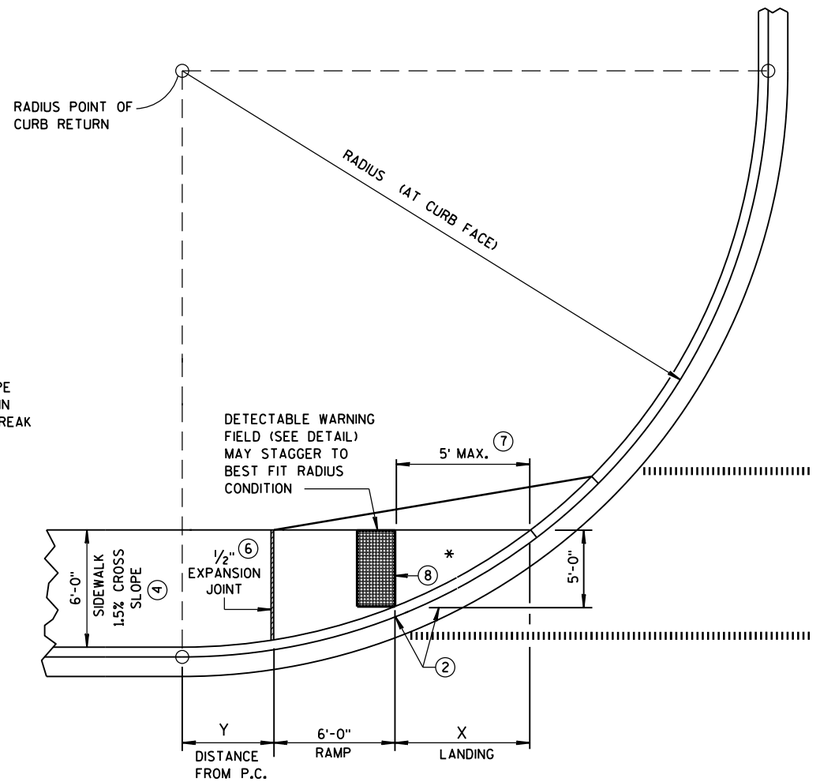


SECTION A-A FOR TYPE 4A

SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

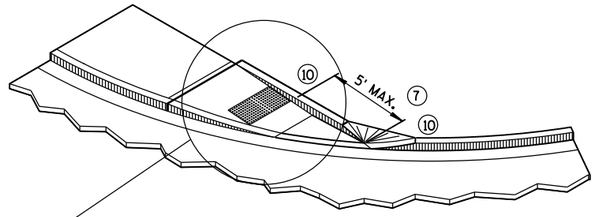
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

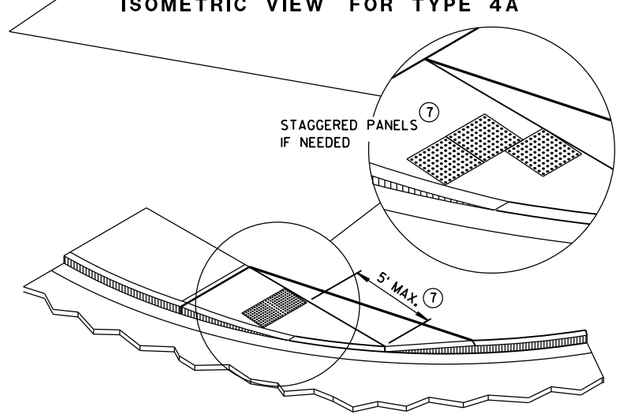
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

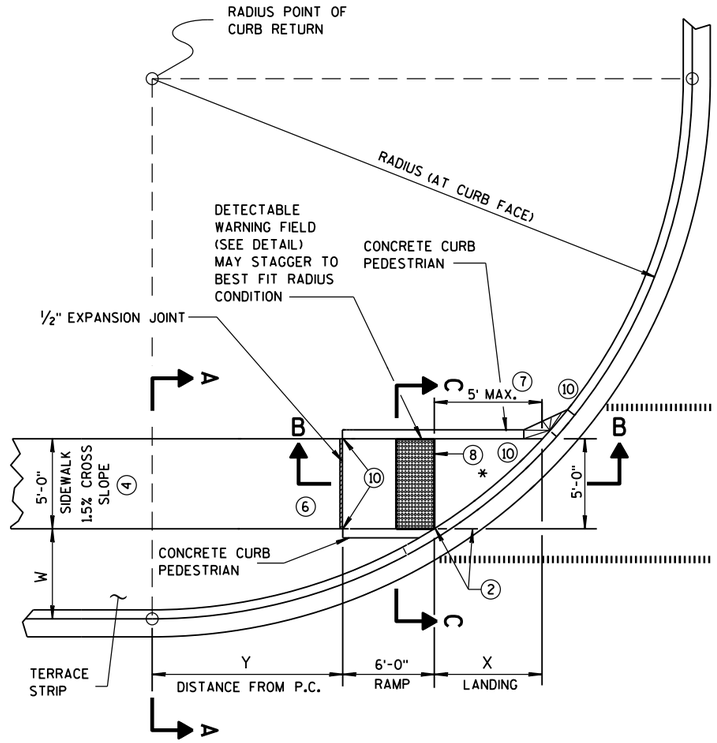
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

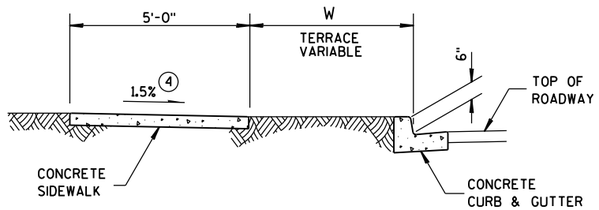
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

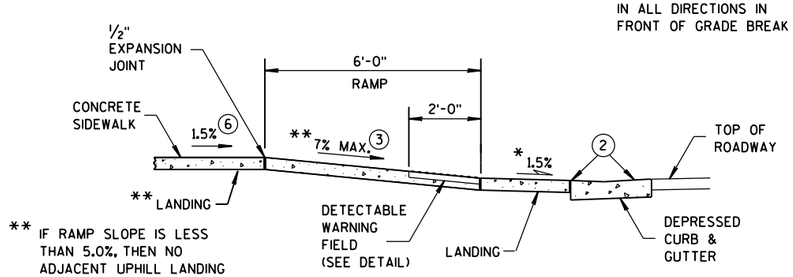
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



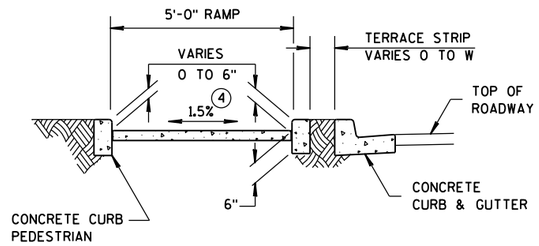
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

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'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

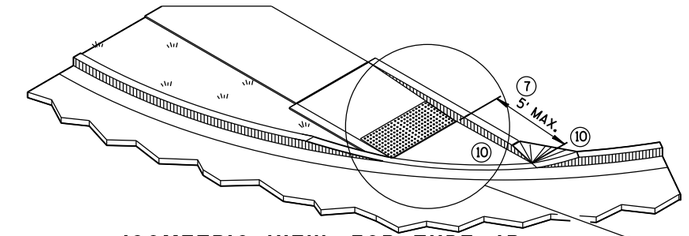
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

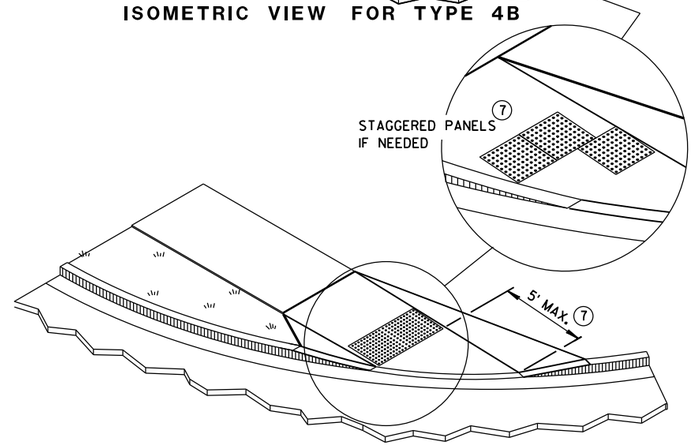
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

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

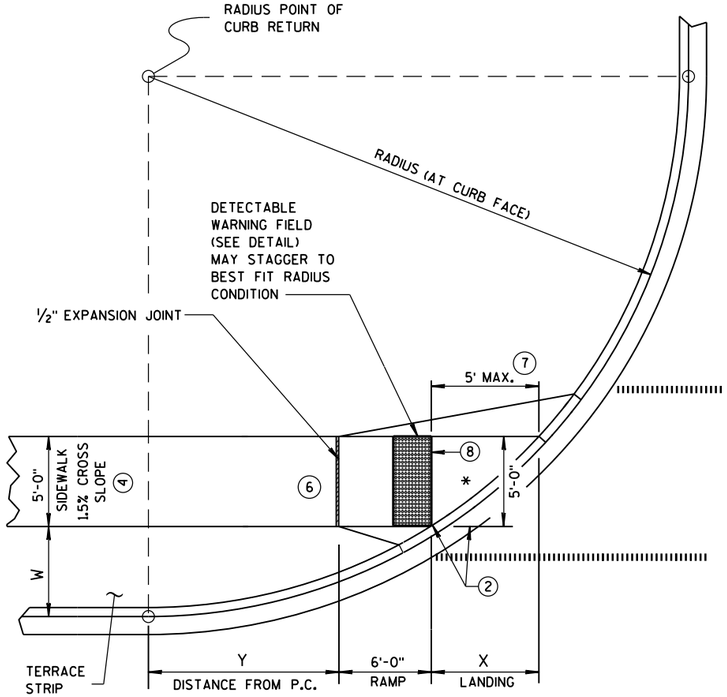
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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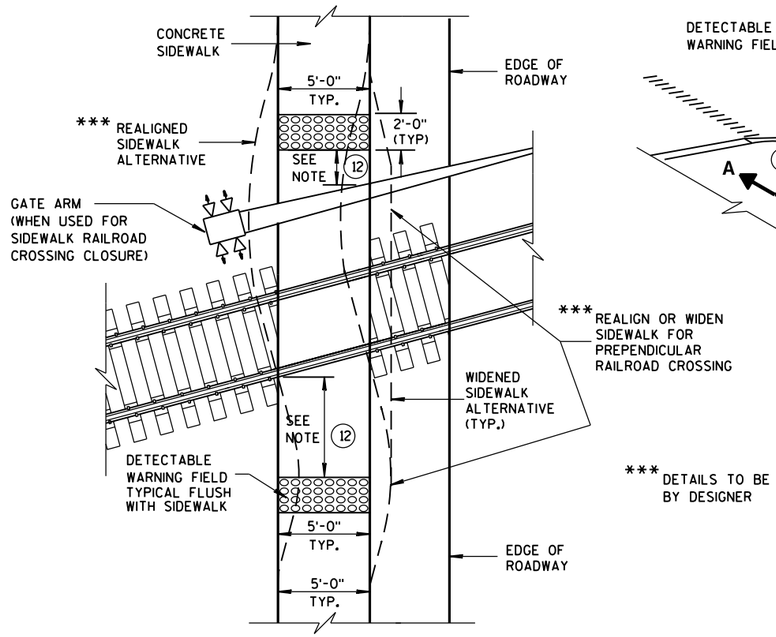
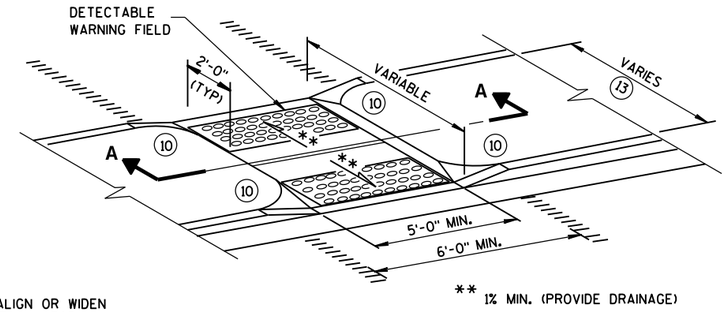
S.D.D. 8 D 5-18d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

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.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

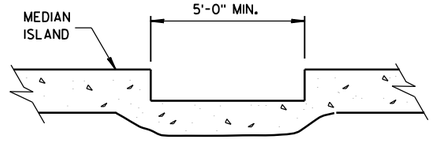
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

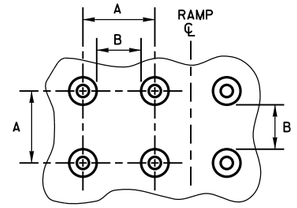
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE 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.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



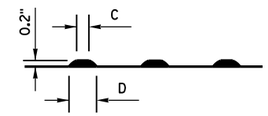
SECTION A-A



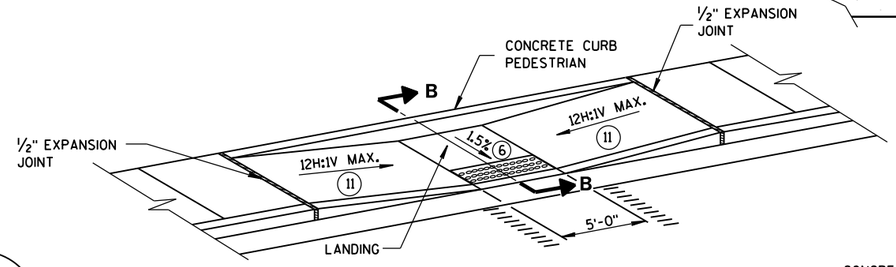
PLAN VIEW

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

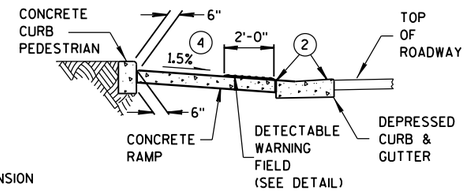
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

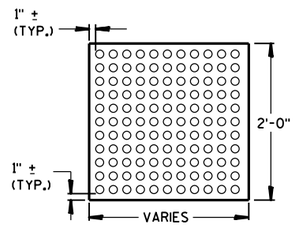


MID-BLOCK CROSSING
TYPE 7A



SECTION B-B

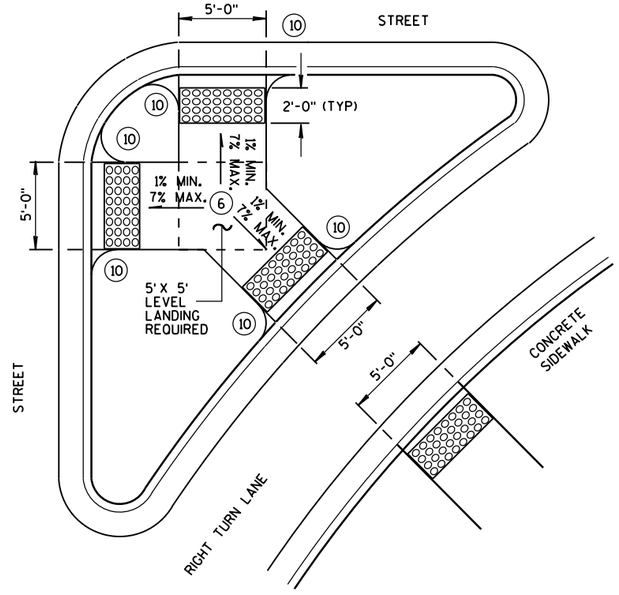
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



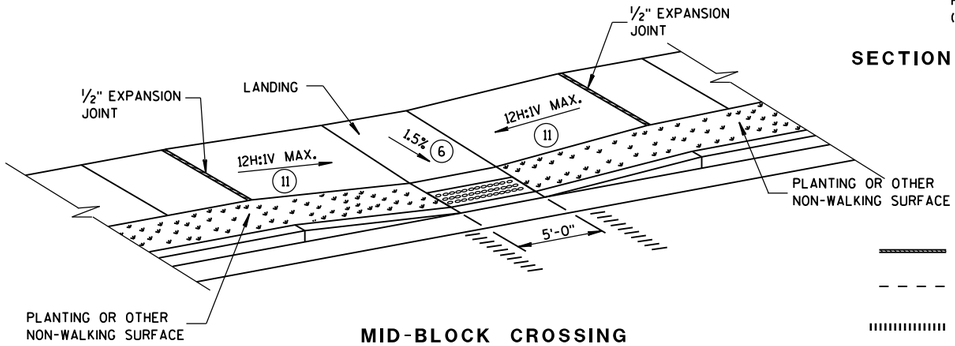
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

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



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

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

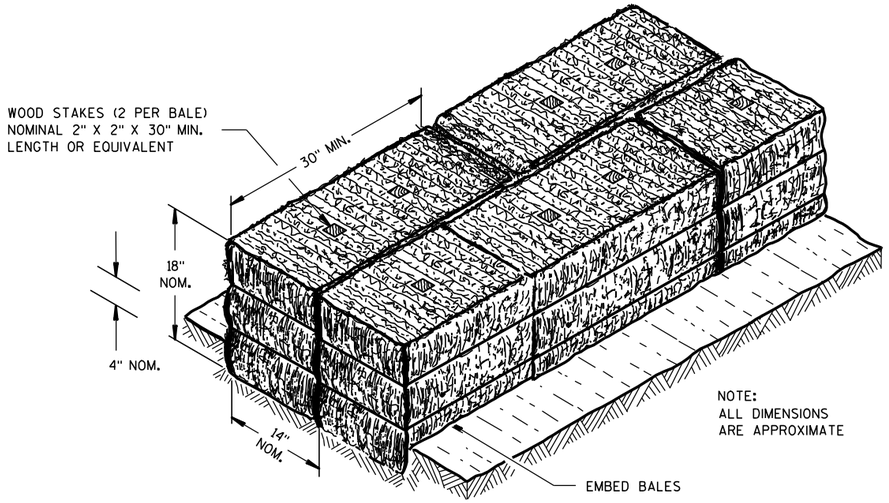
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

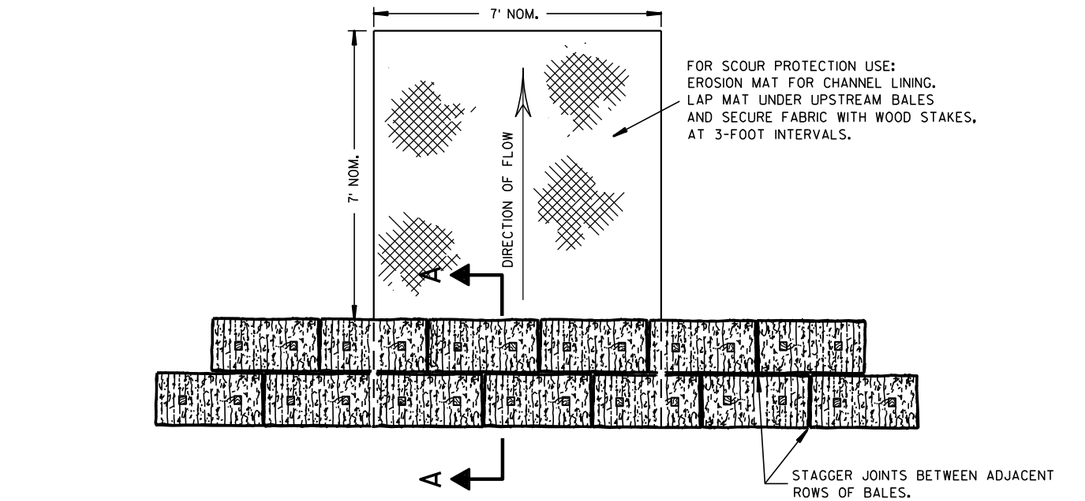
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

6

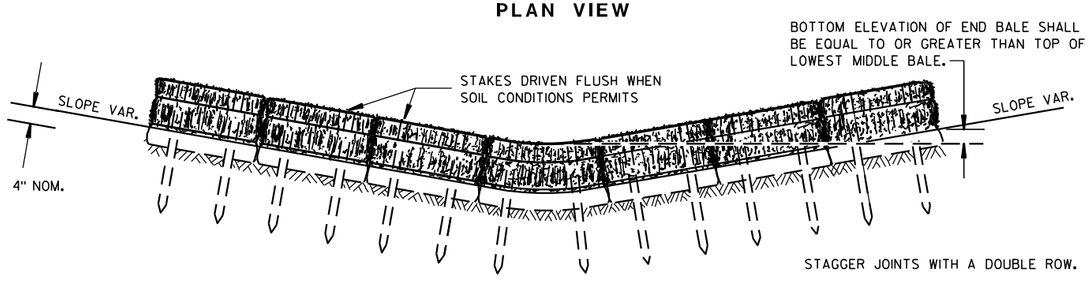
S.D.D. 8 D 5-18e



SECTION A-A



PLAN VIEW



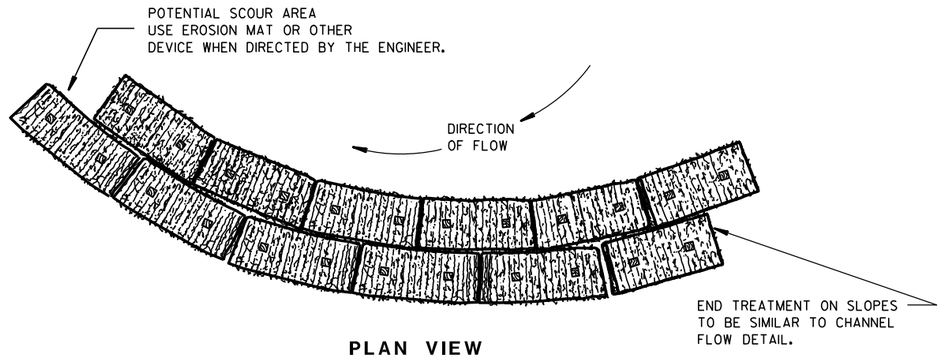
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

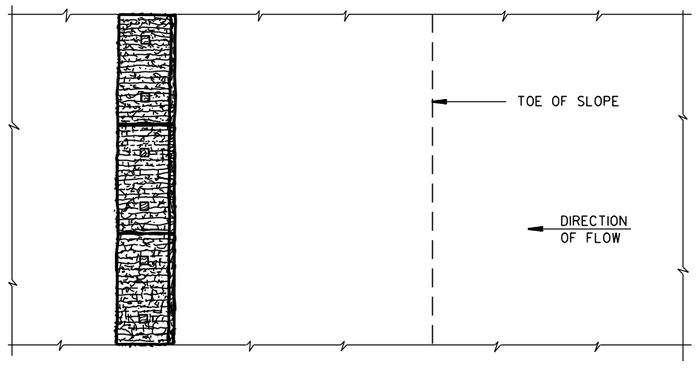
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

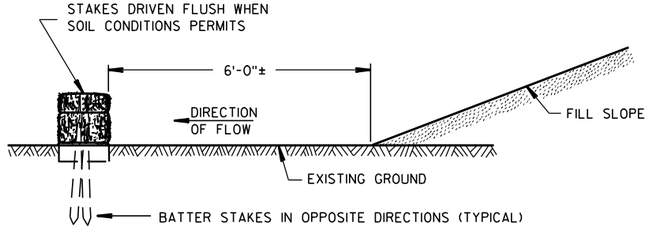


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

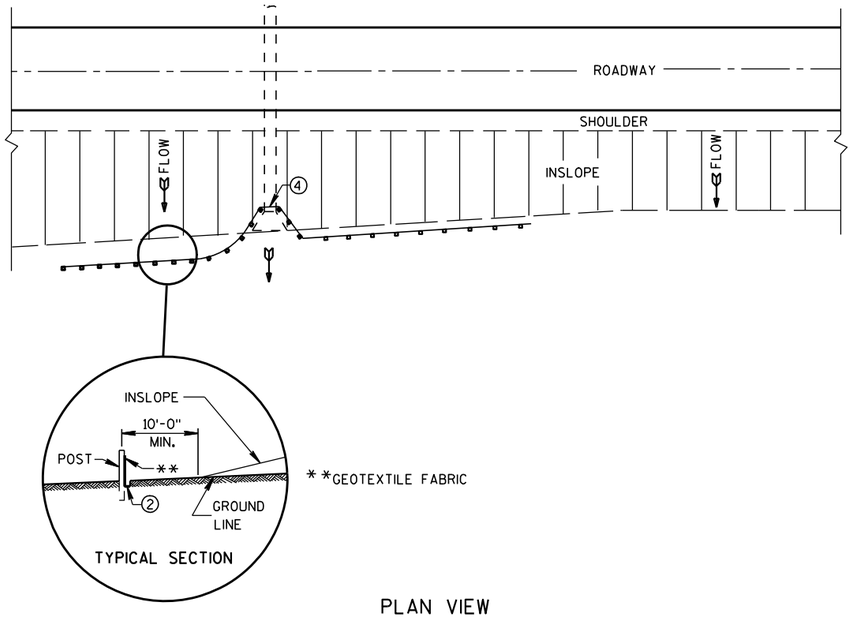
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

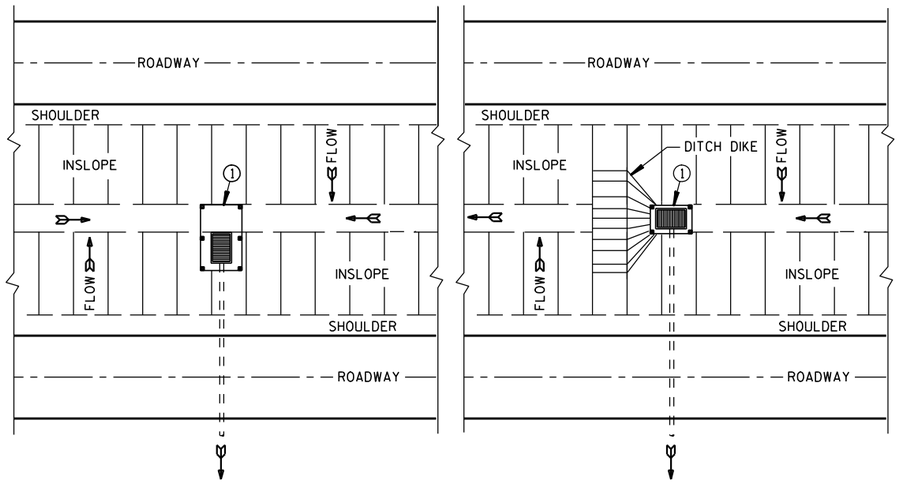
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

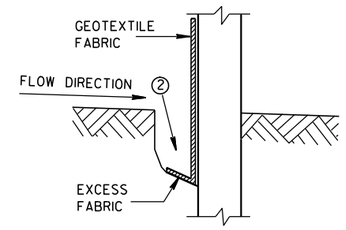
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

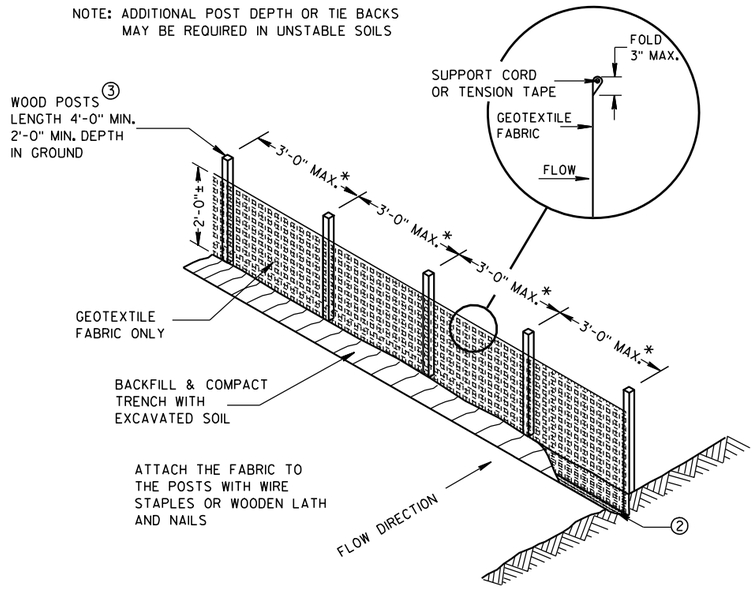
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

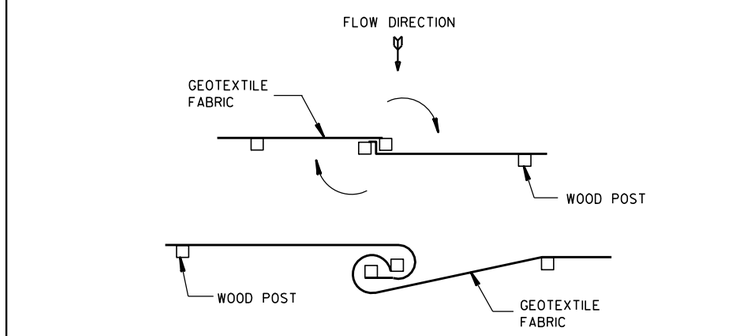
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



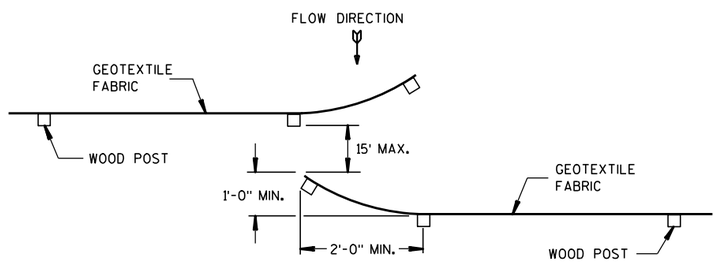
TRENCH DETAIL



SILT FENCE

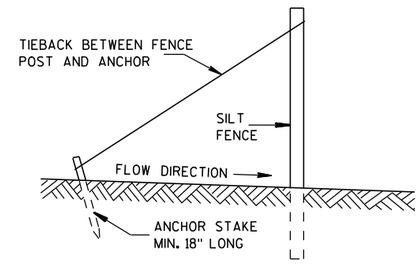


TWIST METHOD



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

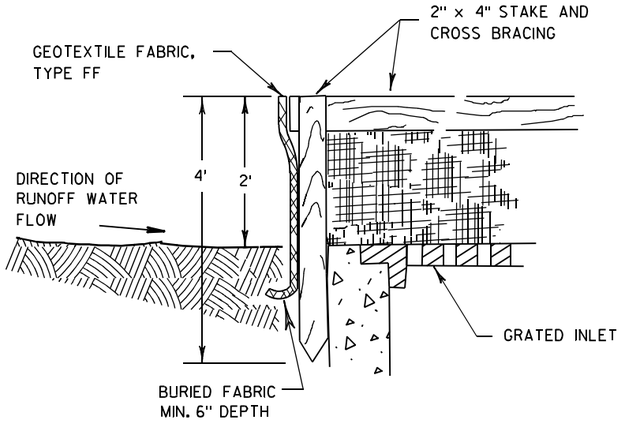
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

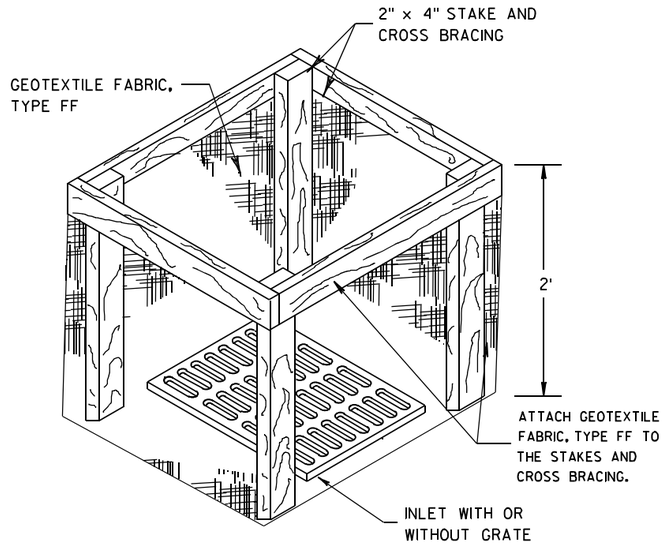
6

S.D.D. 8 E 9-6

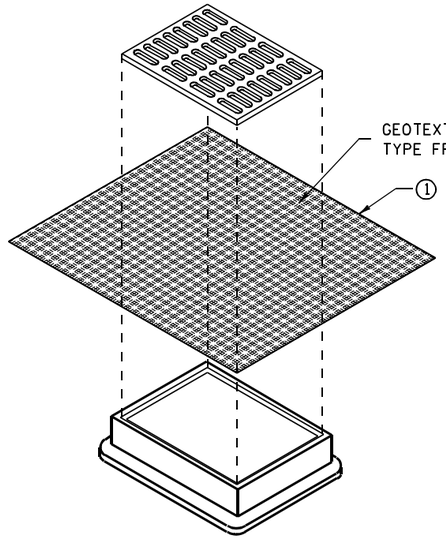
6

S.D.D. 8 E 9-6



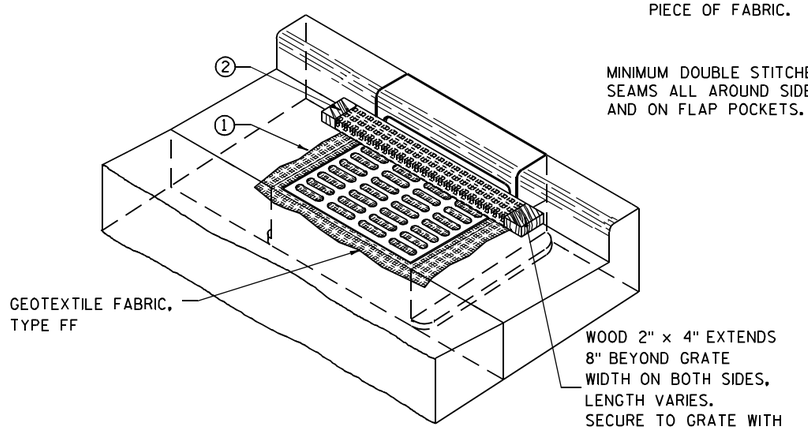


INLET PROTECTION, TYPE A

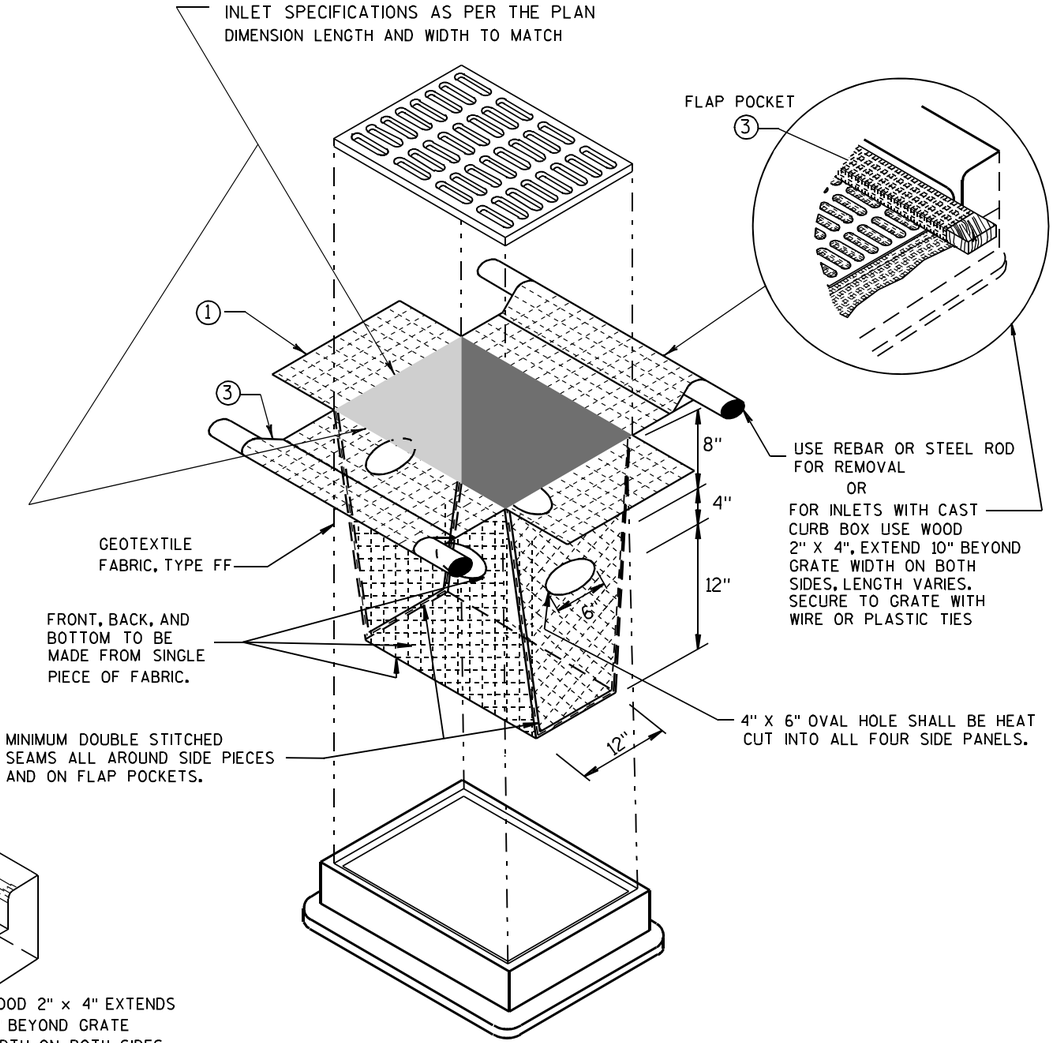


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

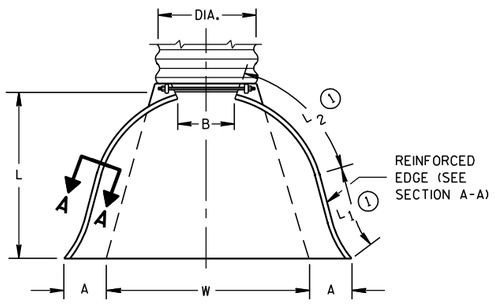
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

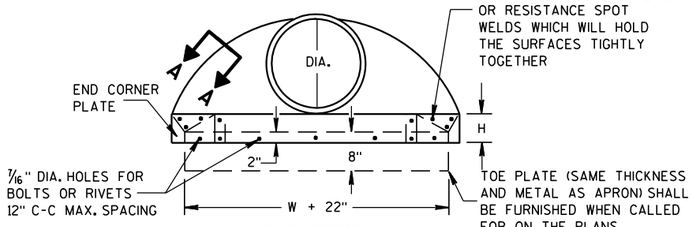
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

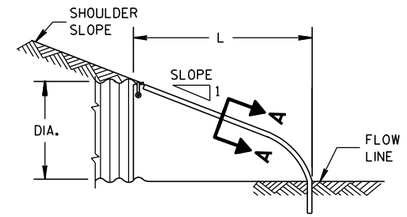
* MINIMUM
** MAXIMUM



PLAN VIEW

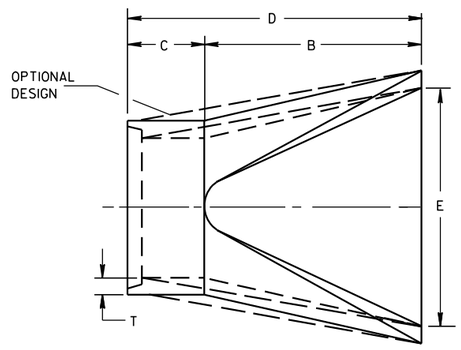


END VIEW

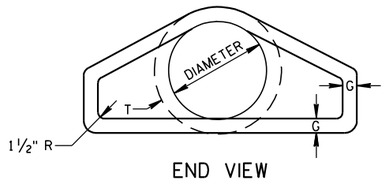


SIDE ELEVATION

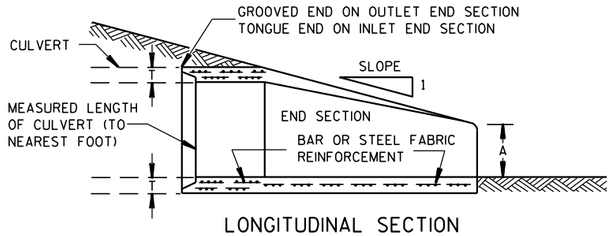
METAL ENDWALLS



PLAN

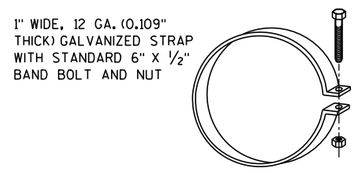


END VIEW



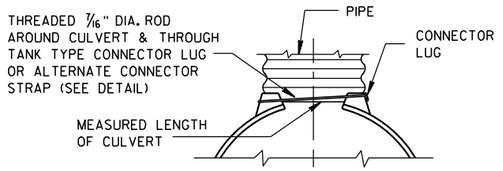
LONGITUDINAL SECTION

CONCRETE ENDWALLS

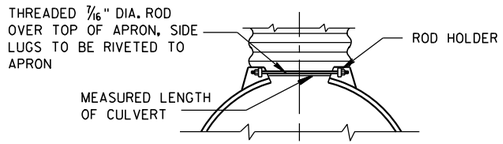


ALTERNATE FOR TYPE 1 CONNECTION

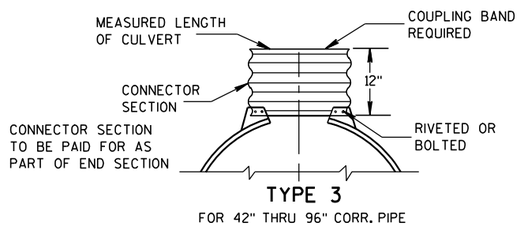
END SECTION CONNECTOR STRAP



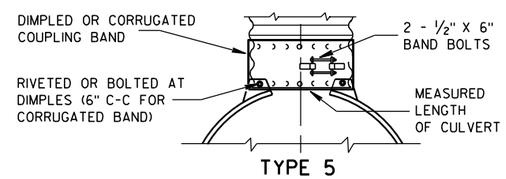
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

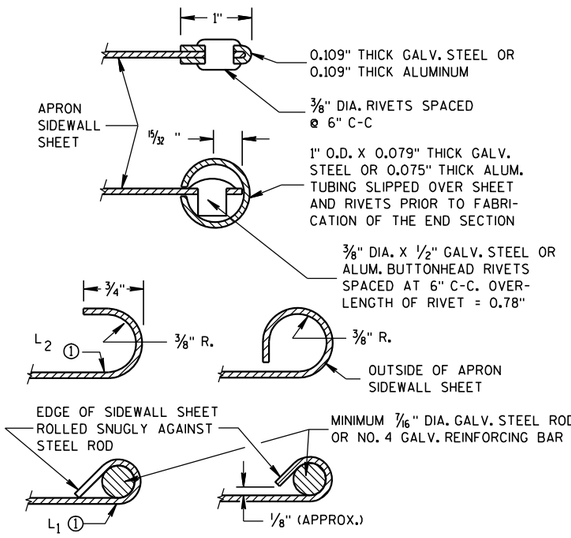
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

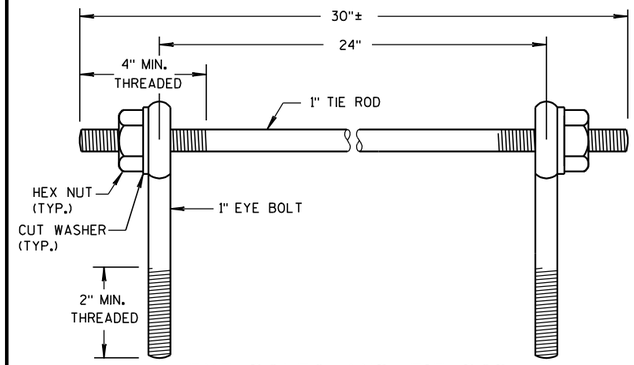
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

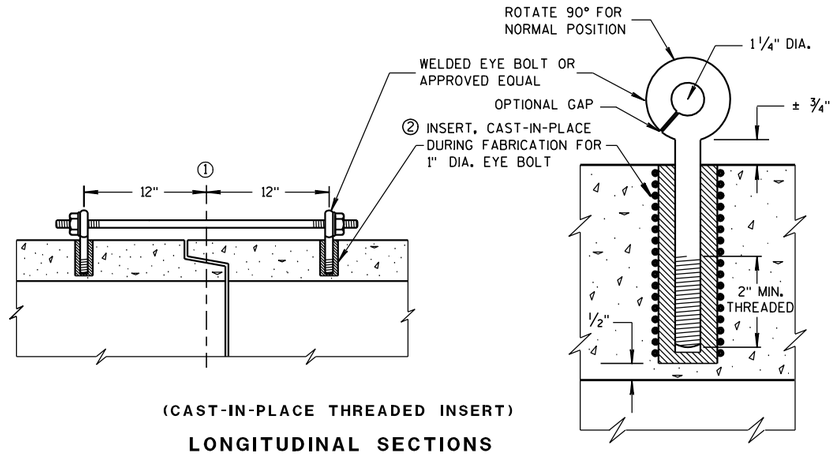
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

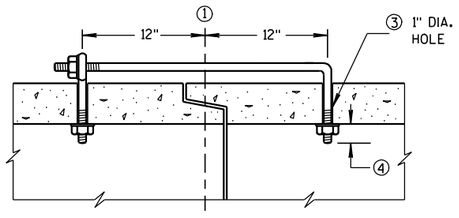
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

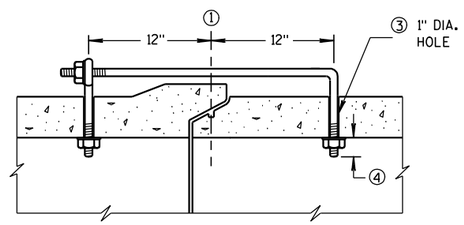
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

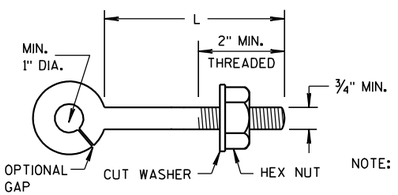


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

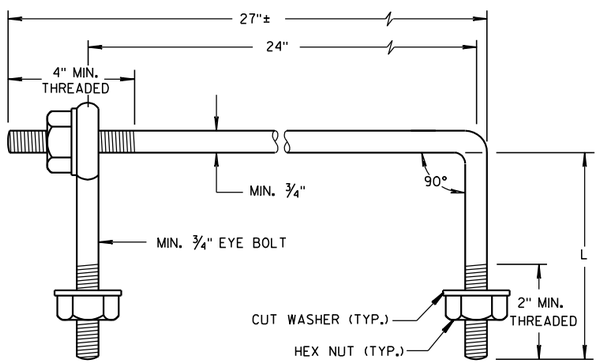
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

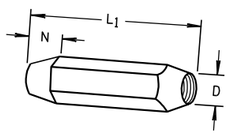
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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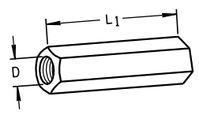
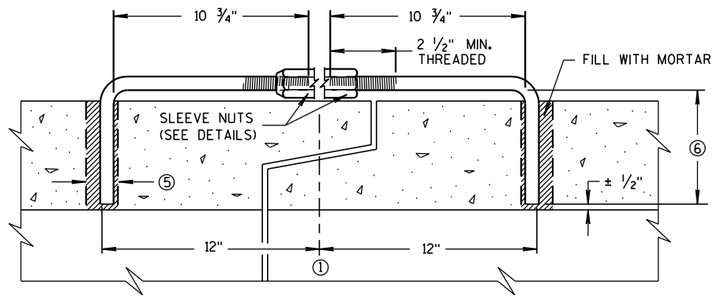


PLAIN

RIGHT AND LEFT THREADS

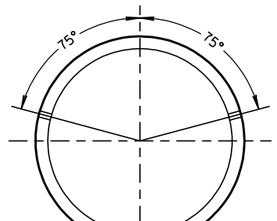
SLEEVE NUTS



LONGITUDINAL SECTION

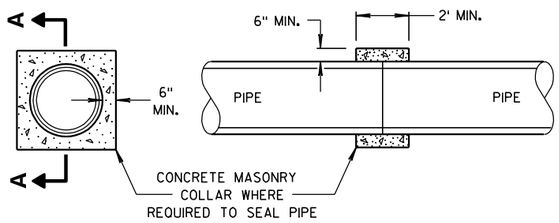
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
148
FHWA

6

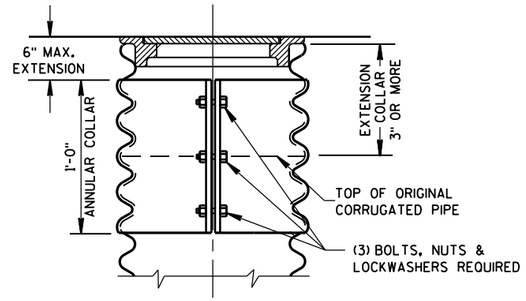
S.D.D. 8 F 4-7

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

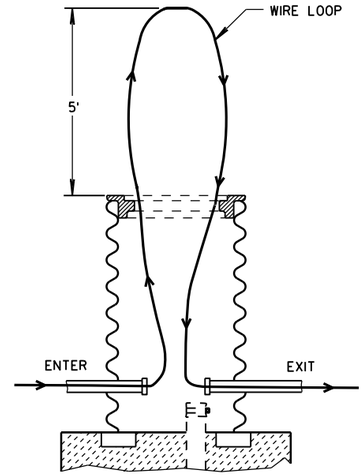
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

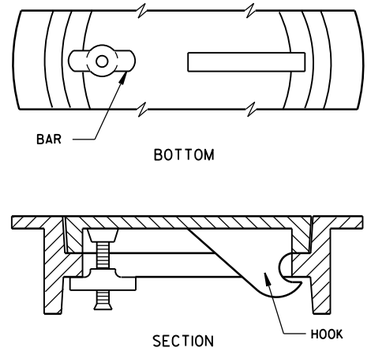
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

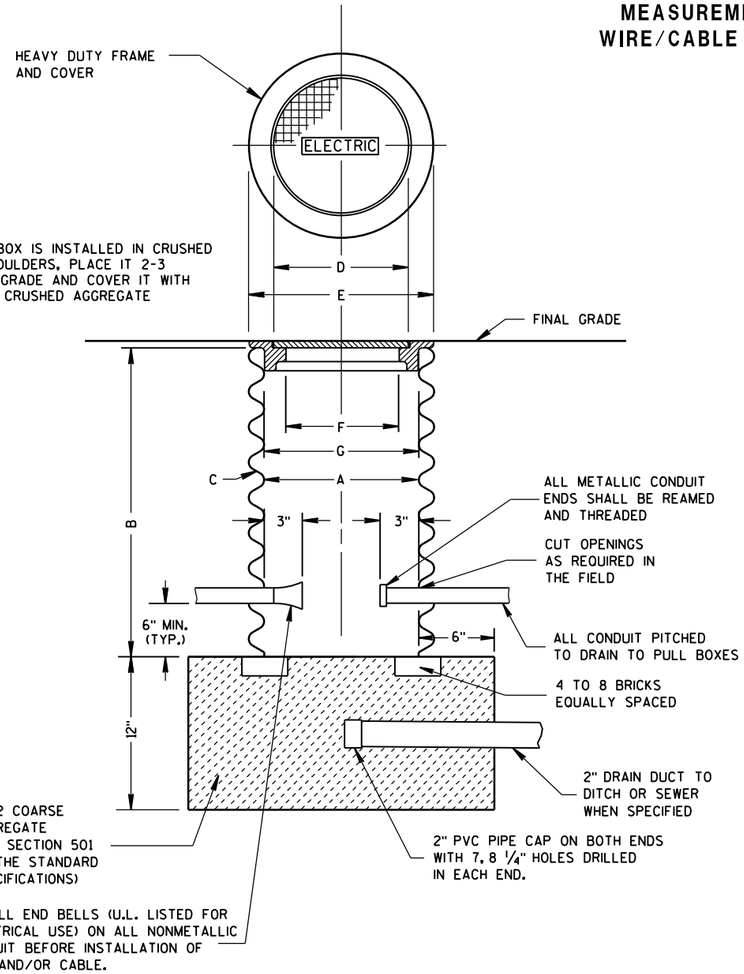


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



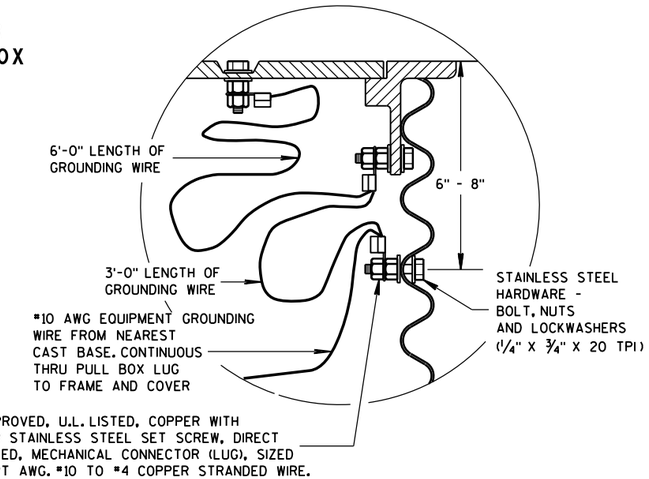
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

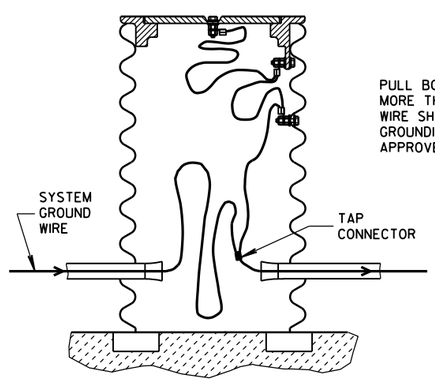
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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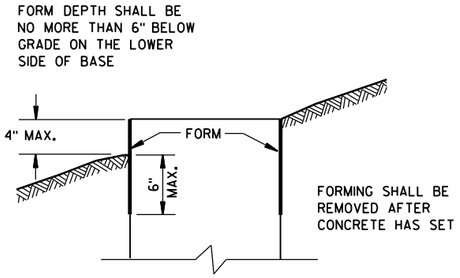


FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

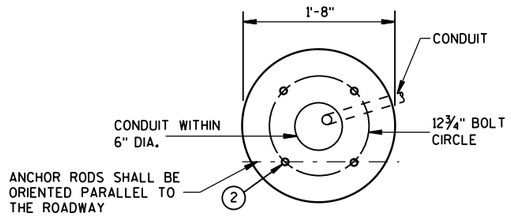
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

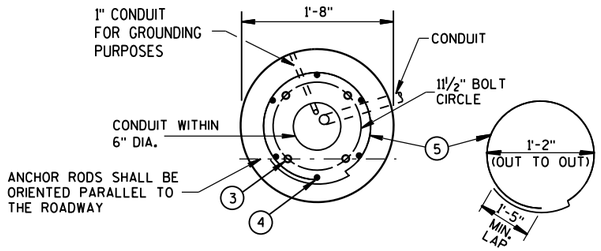
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

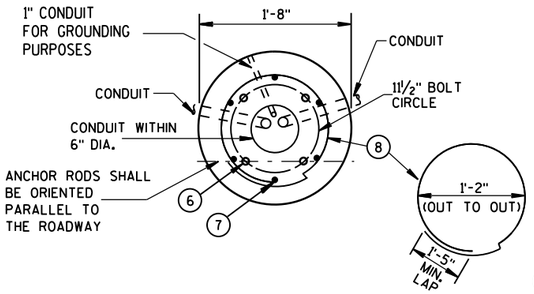
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

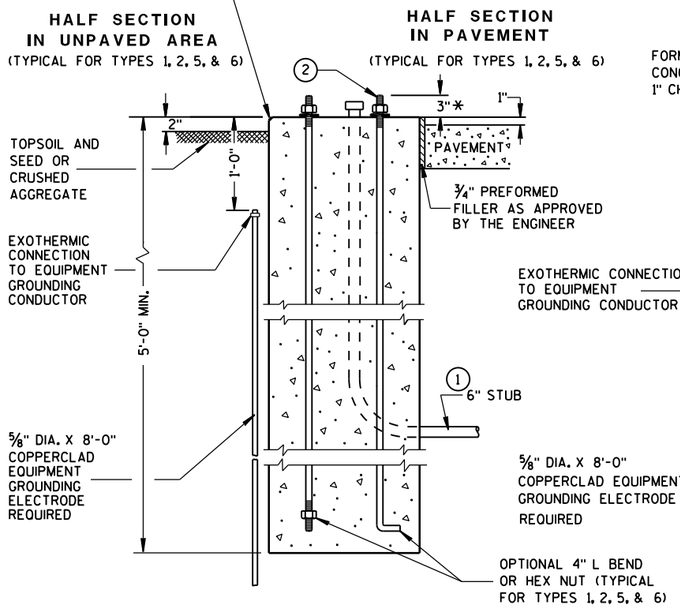






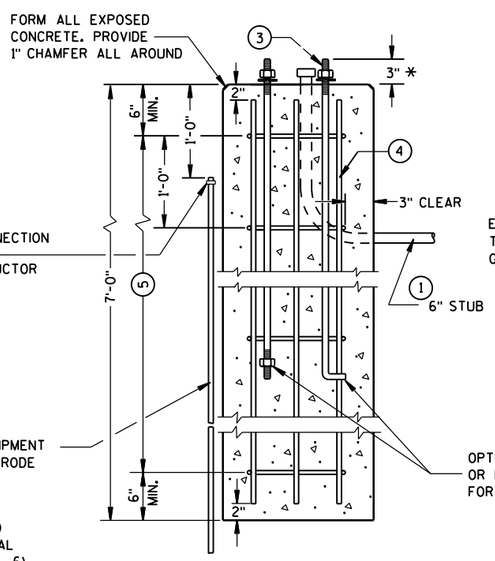
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

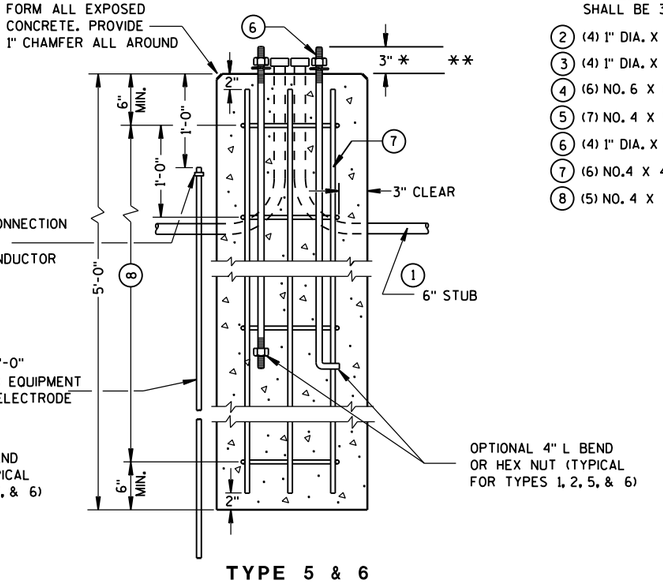


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

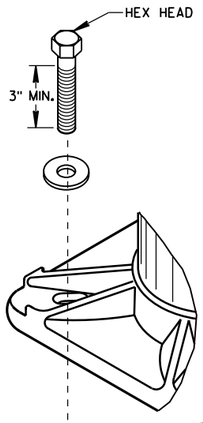
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

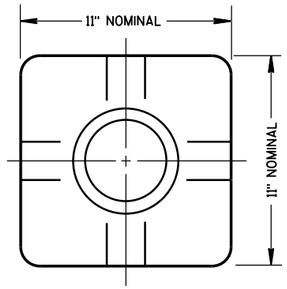
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

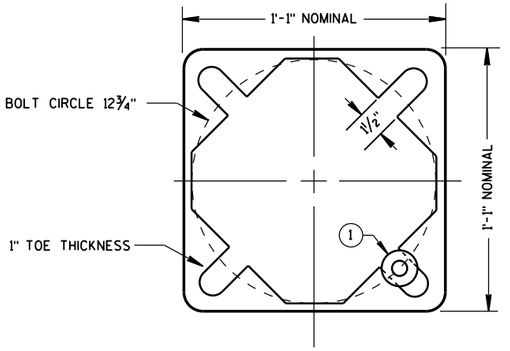
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

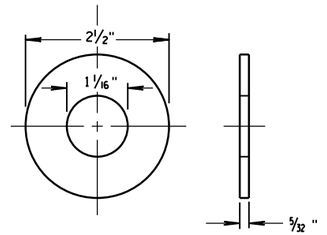




TOP VIEW
(PEDESTAL BASE)

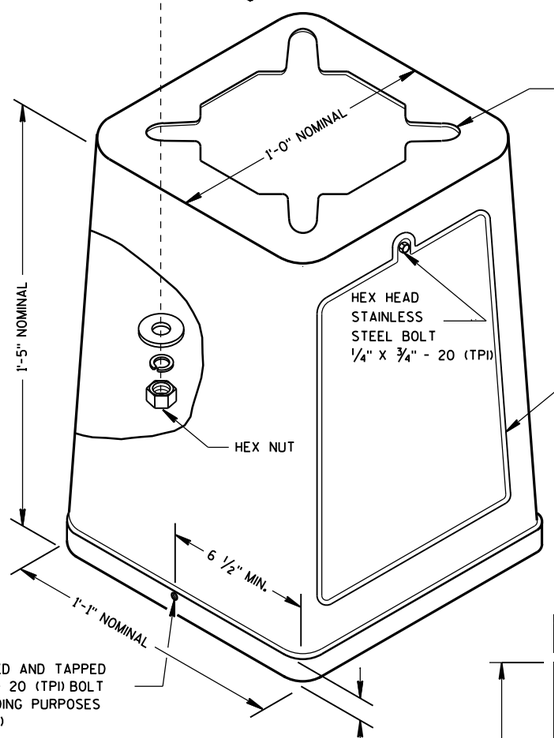


BOTTOM VIEW
(PEDESTAL BASE)

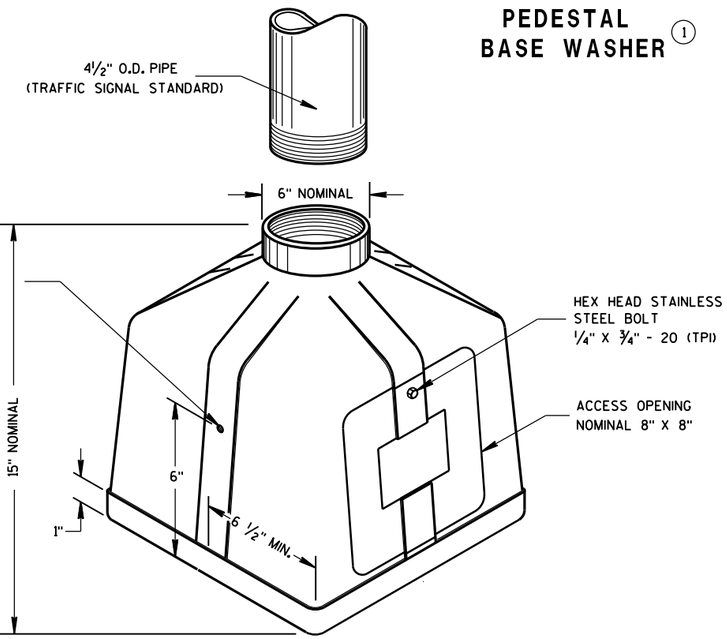


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

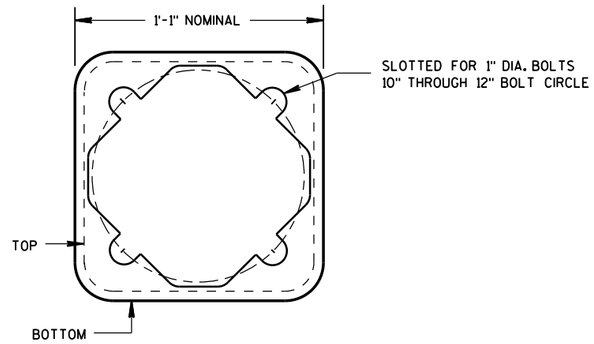


ISOMETRIC VIEW

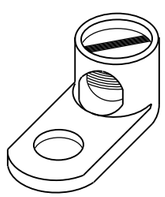


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

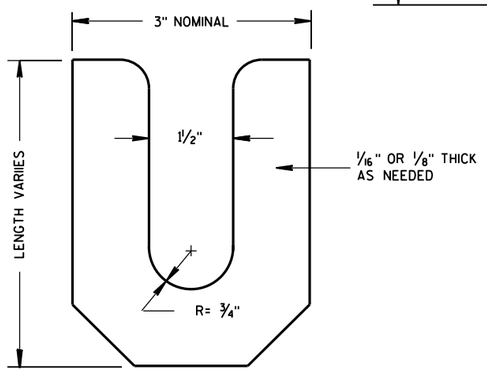


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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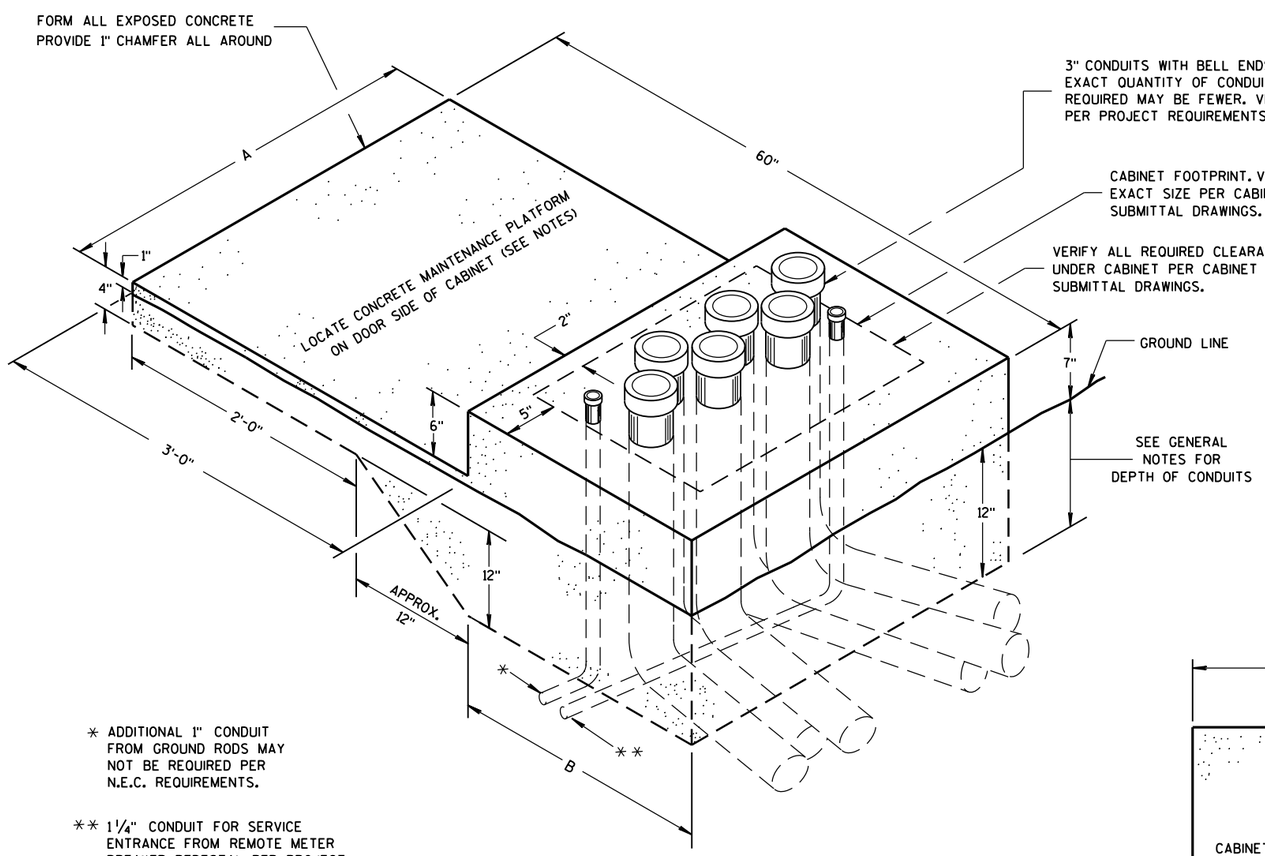


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

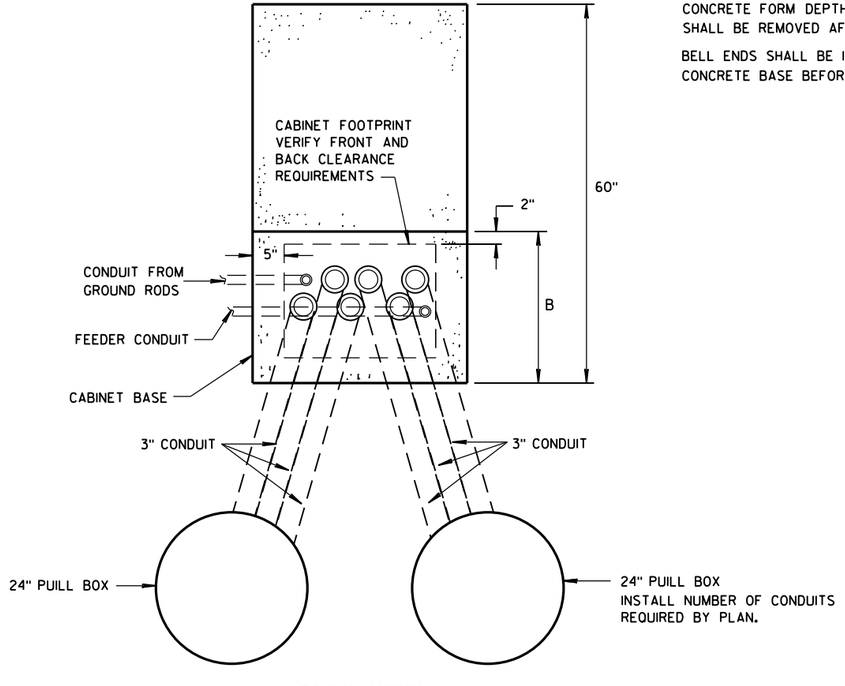
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

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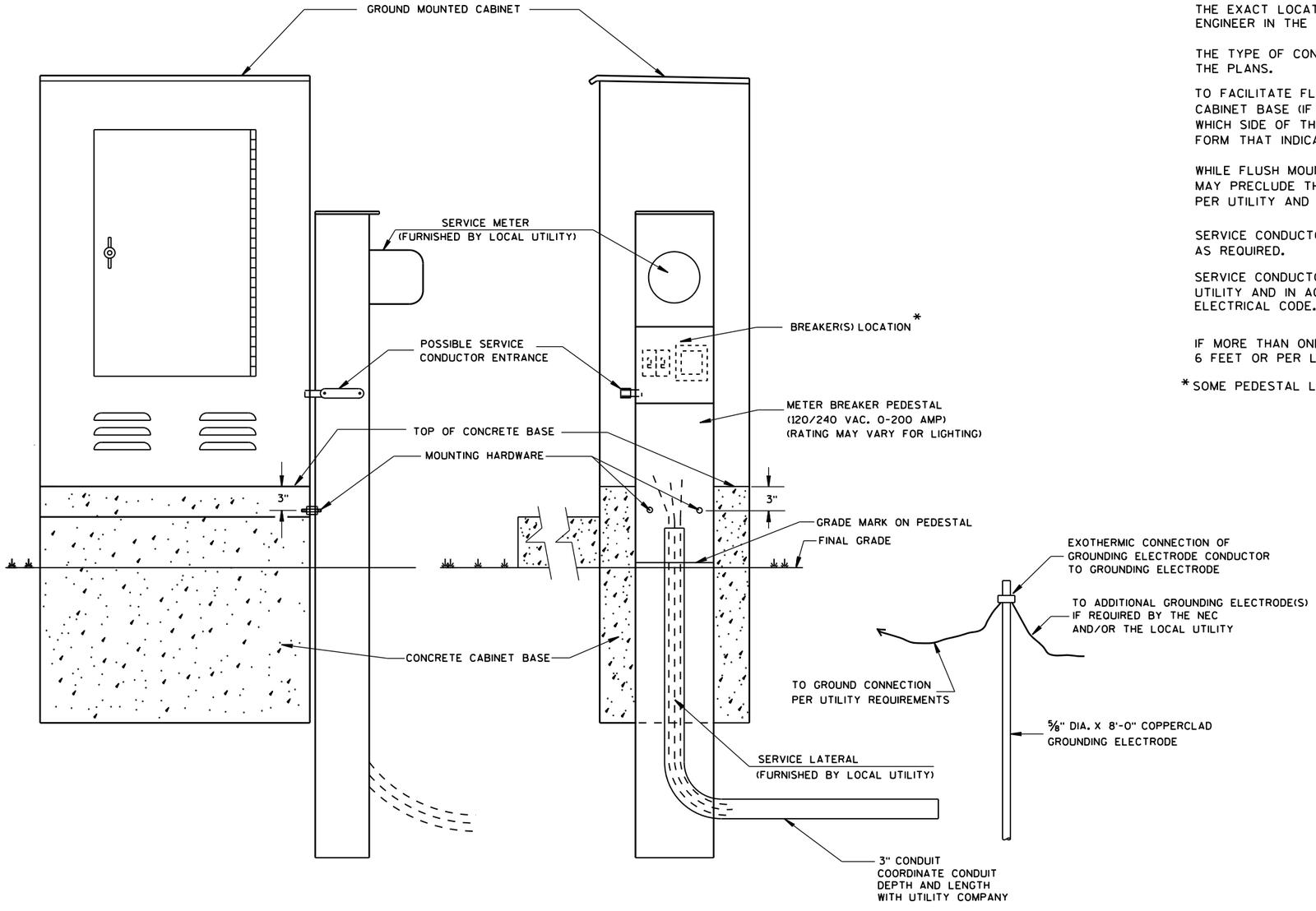

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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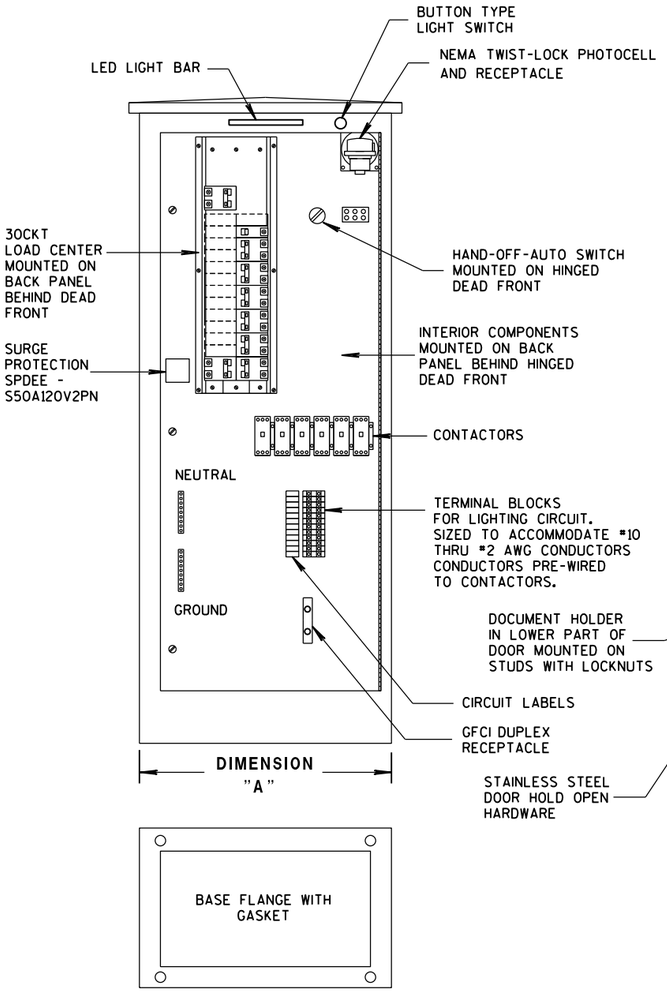
FRONT INTERIOR ELEVATION



SIDE VIEW

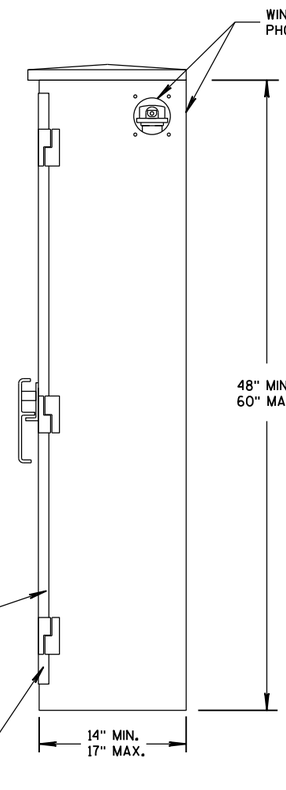
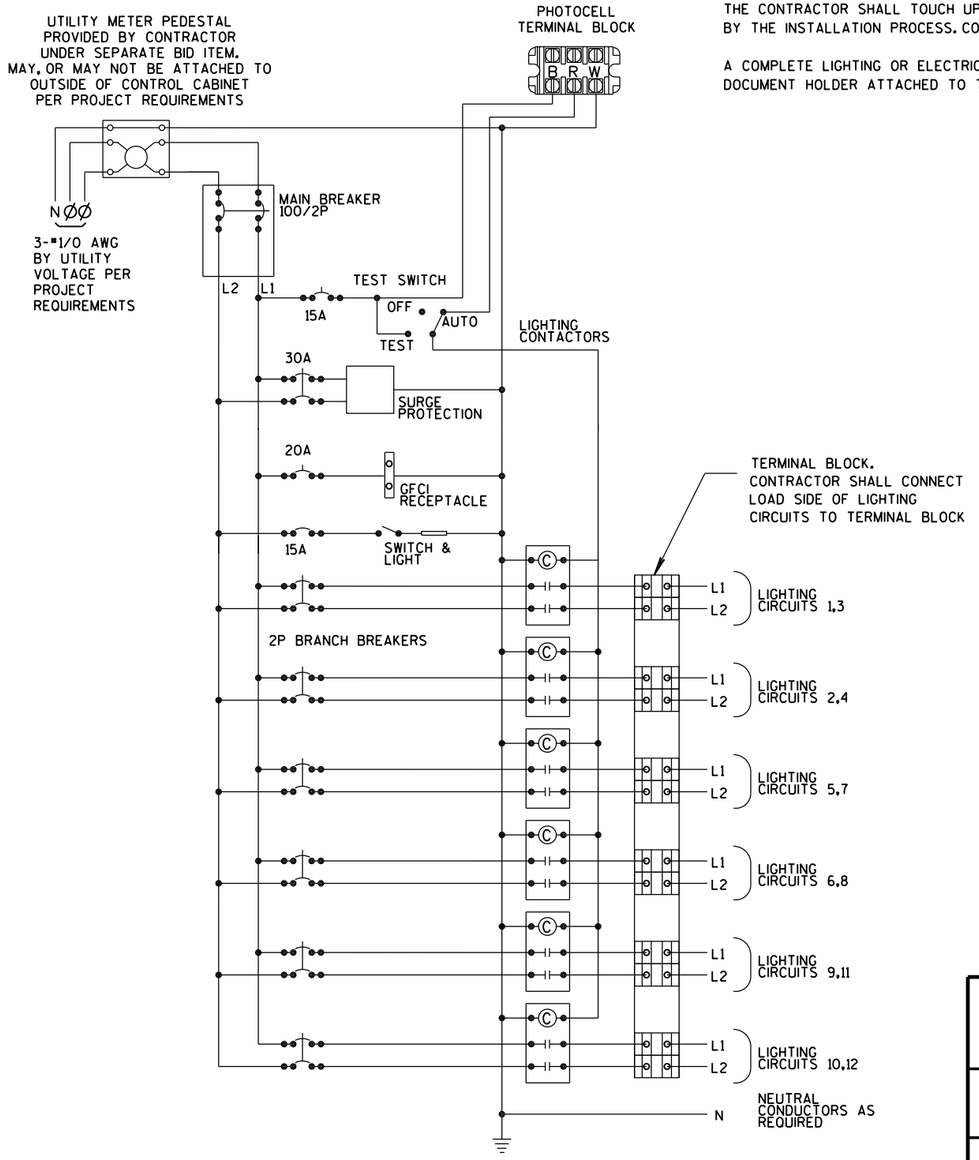


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
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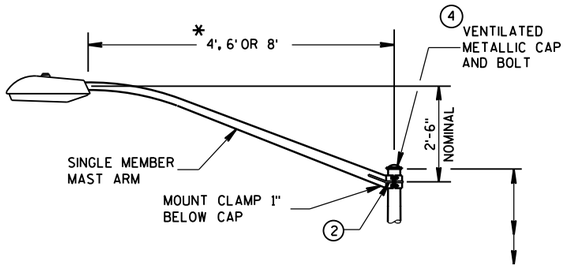
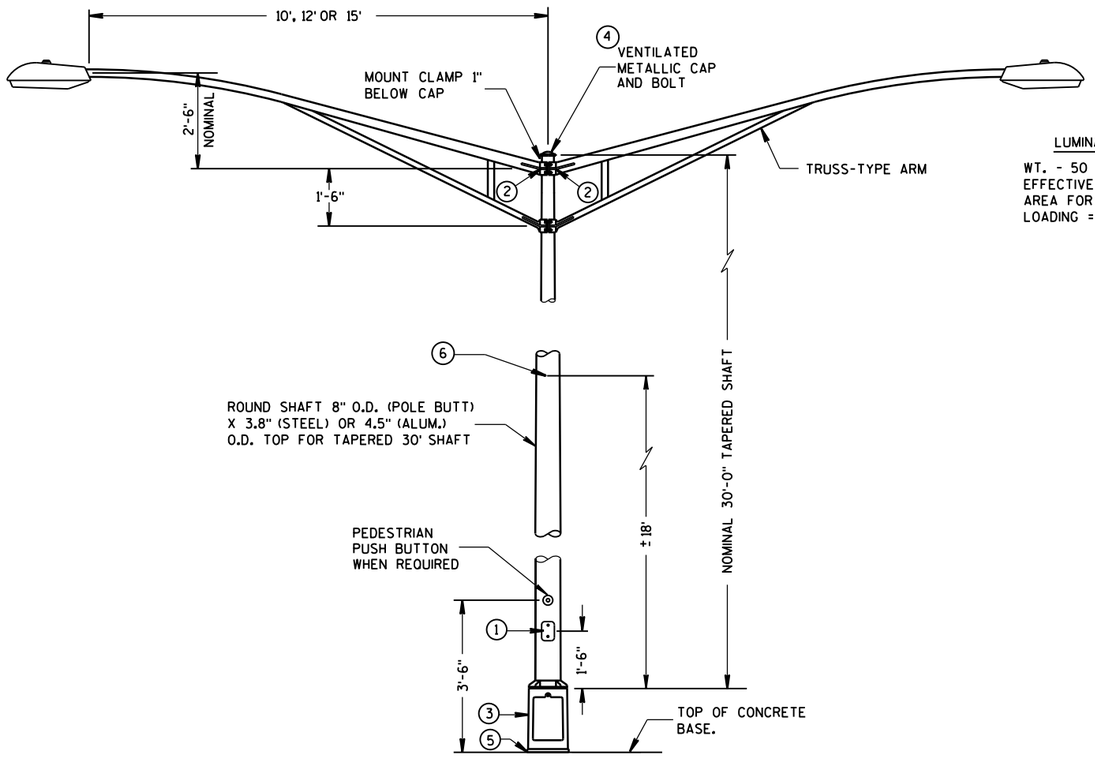
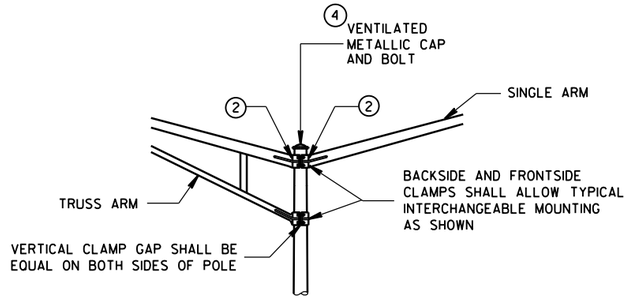
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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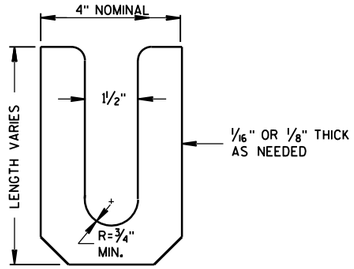
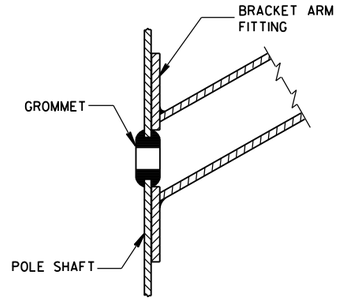
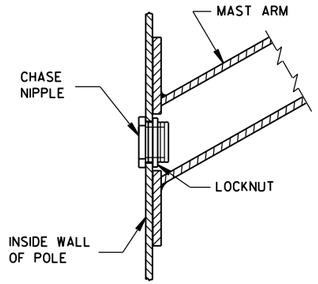


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

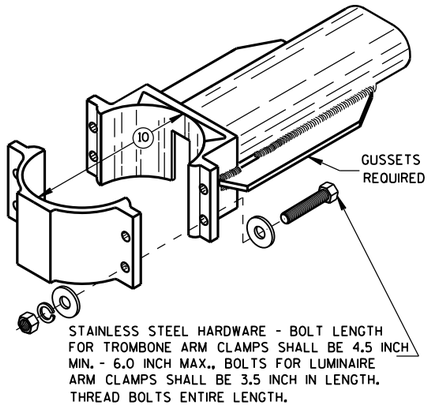
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

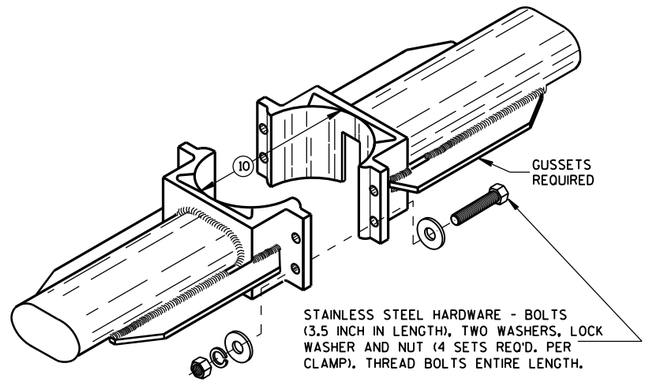
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

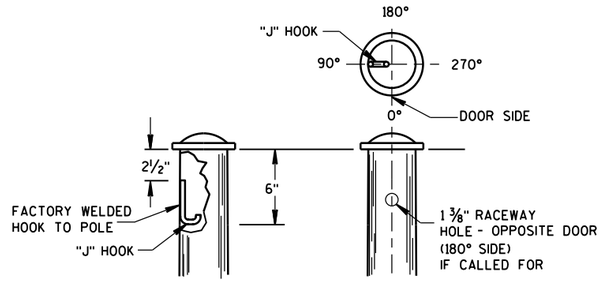
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



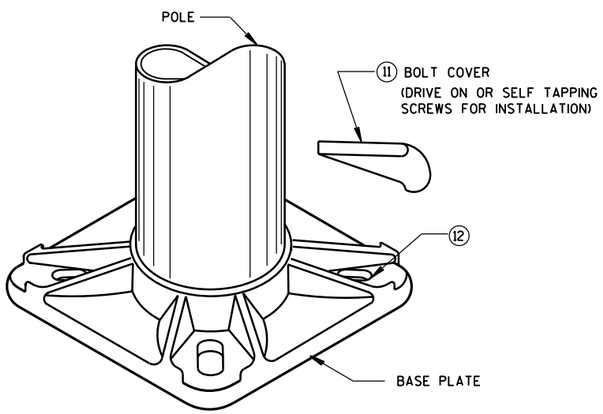
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



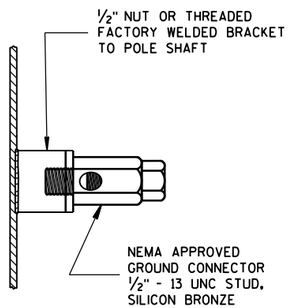
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

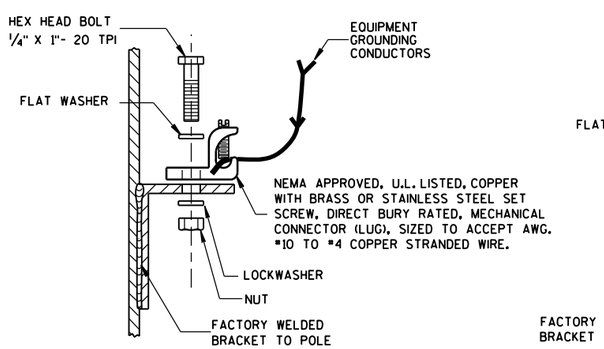


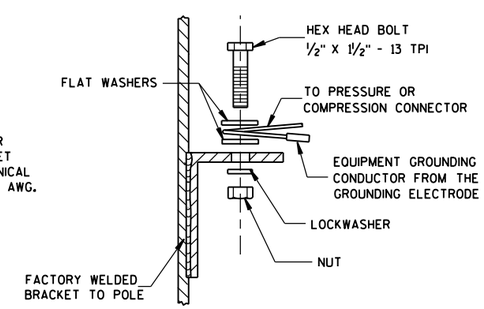
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
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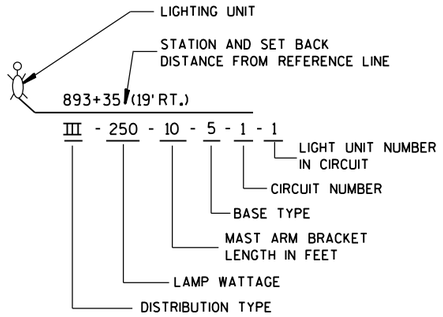
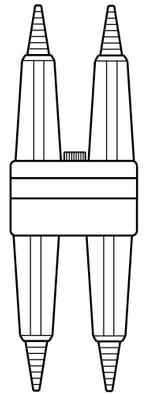
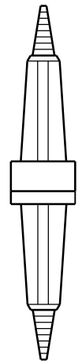


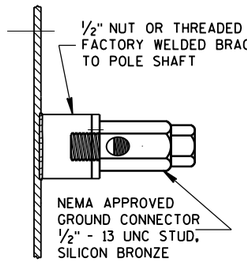
LIGHTING UNIT CODE
(TYPICAL)

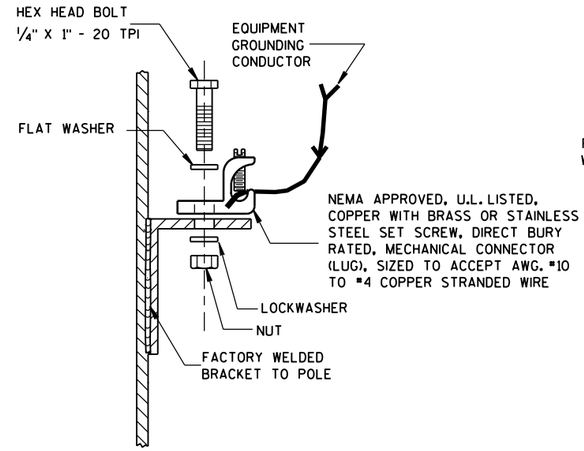


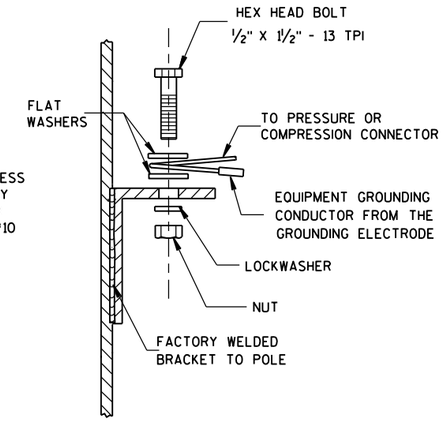
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



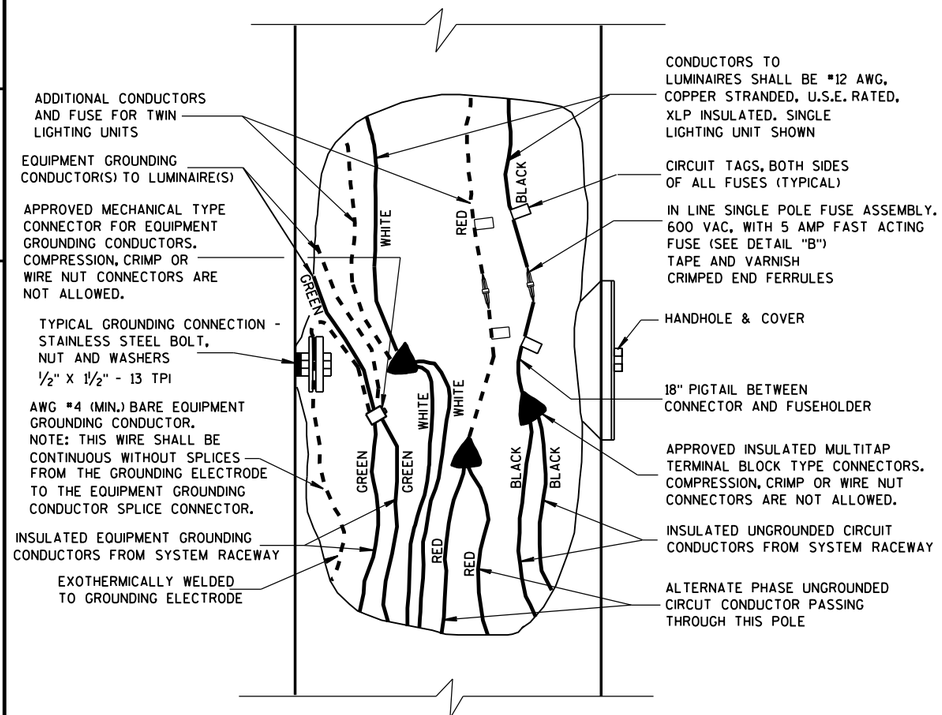
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



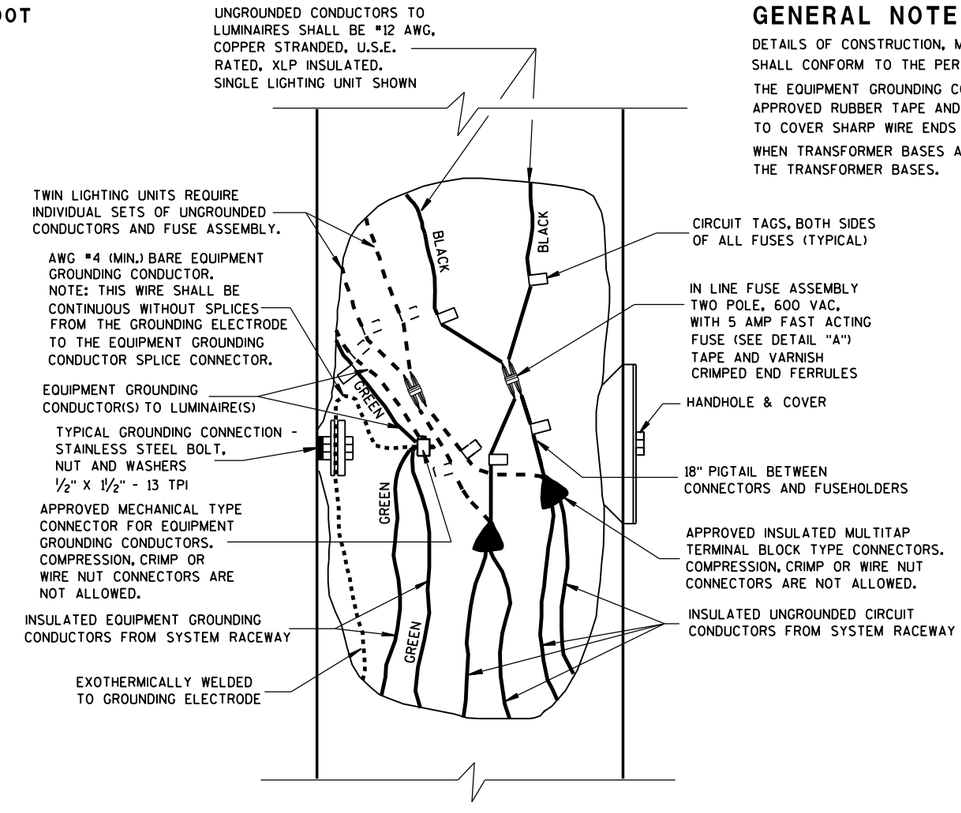




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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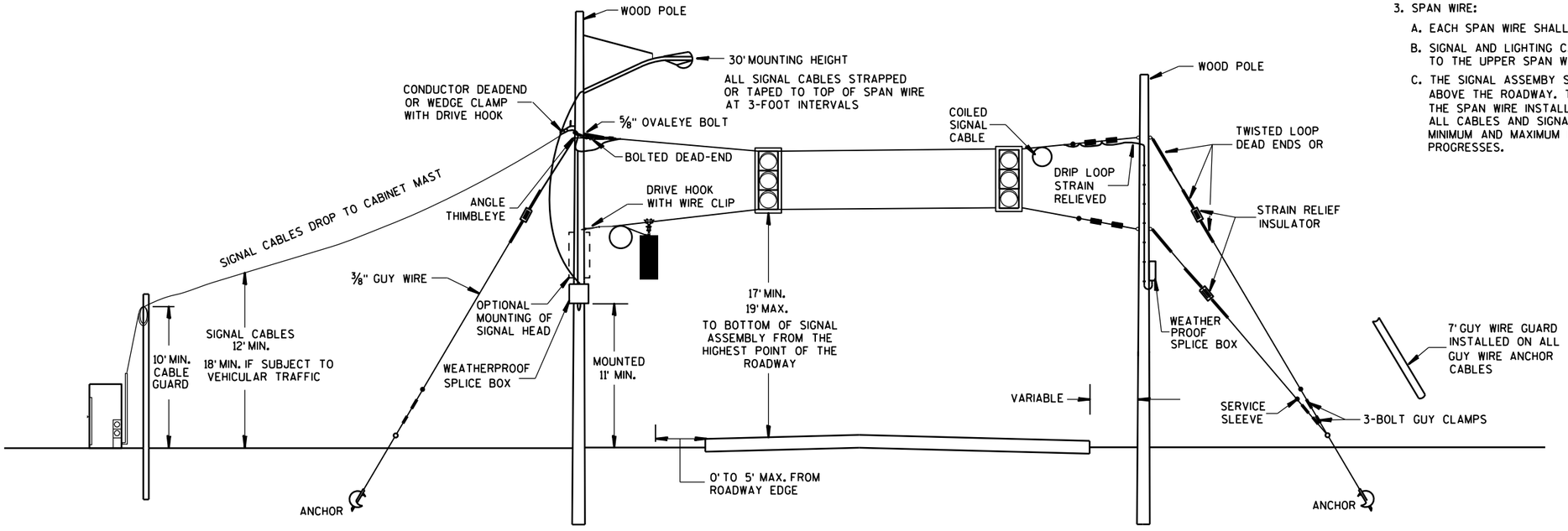
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
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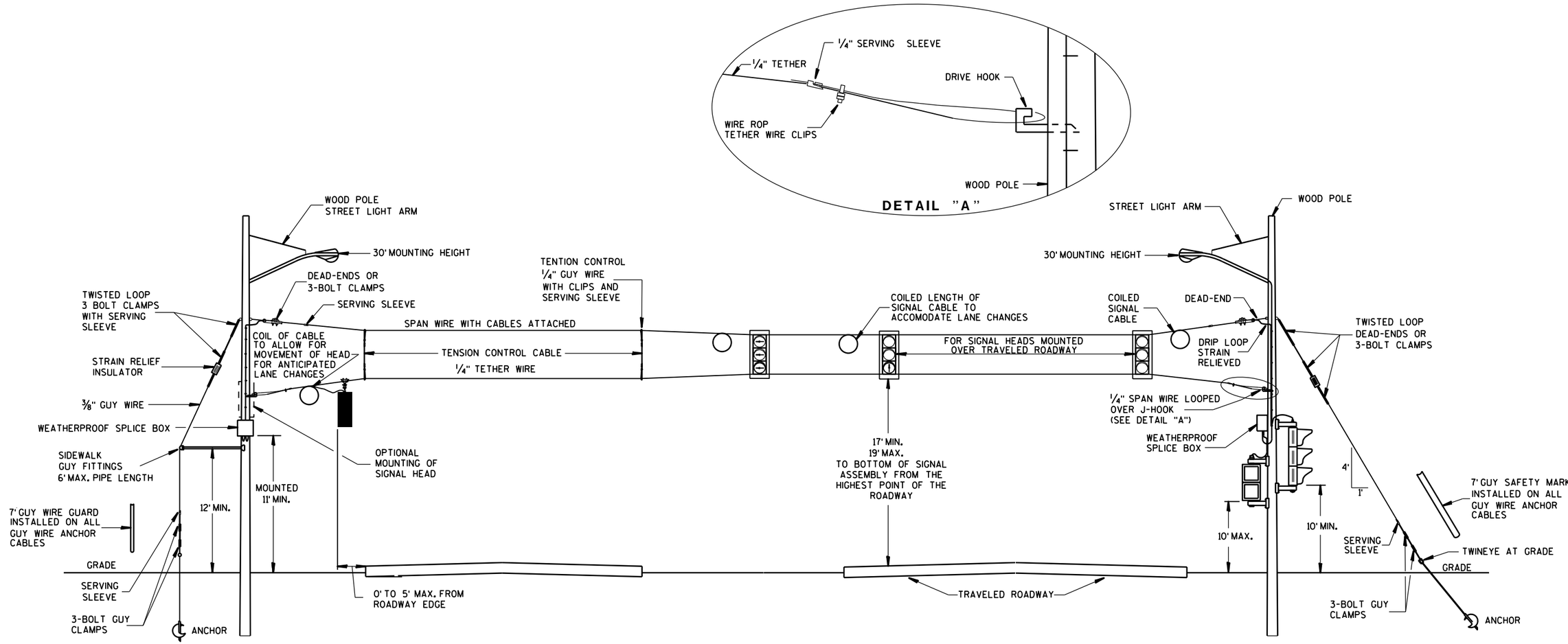

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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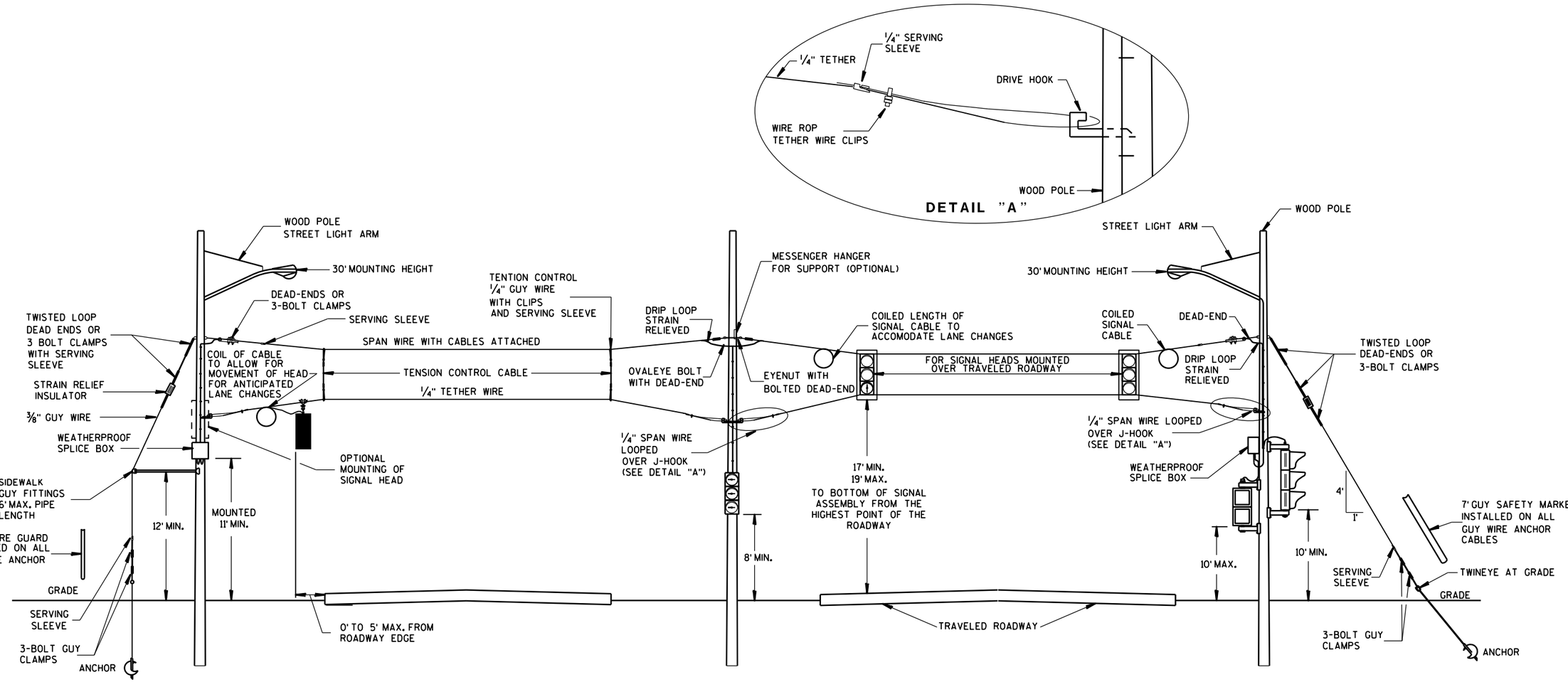

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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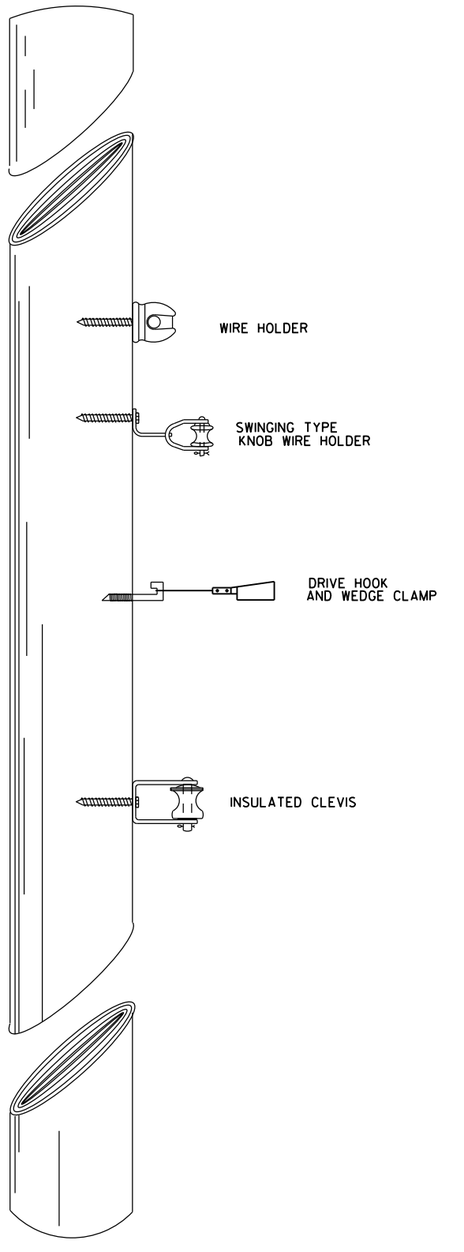
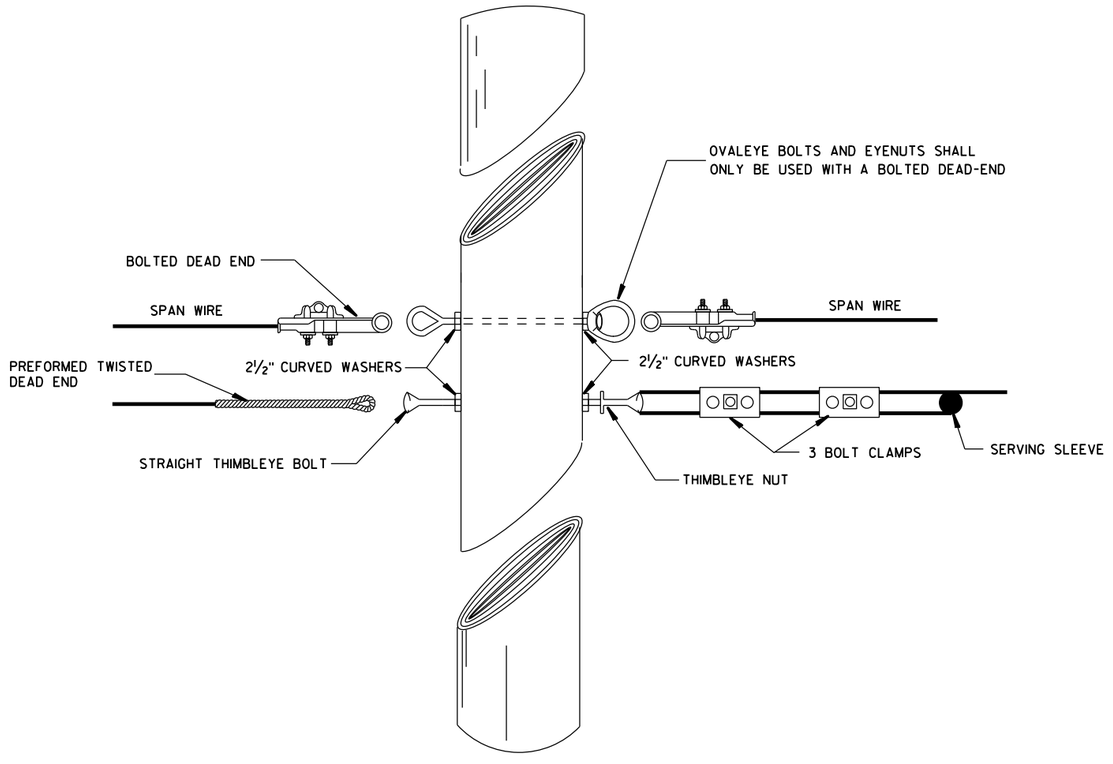


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

6

S.D.D. 9 G 1-4d

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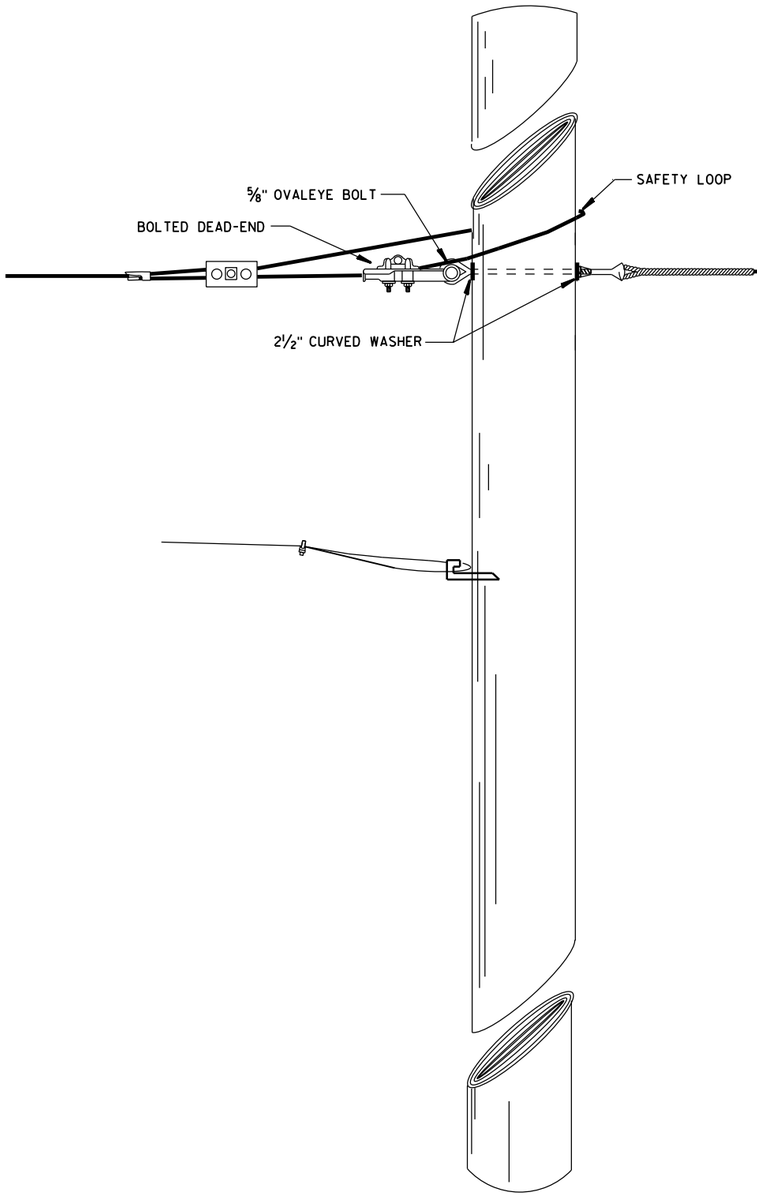
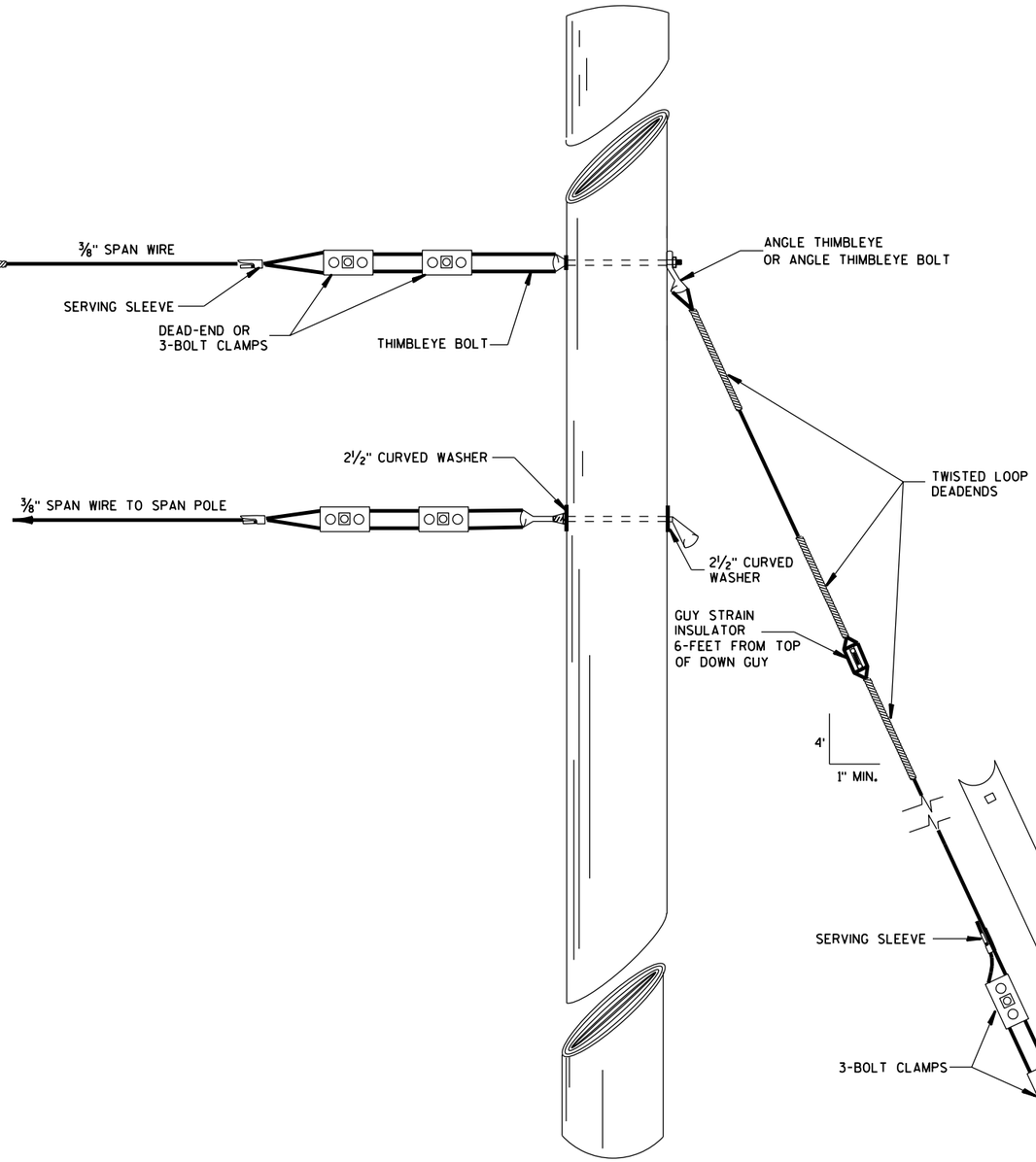
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



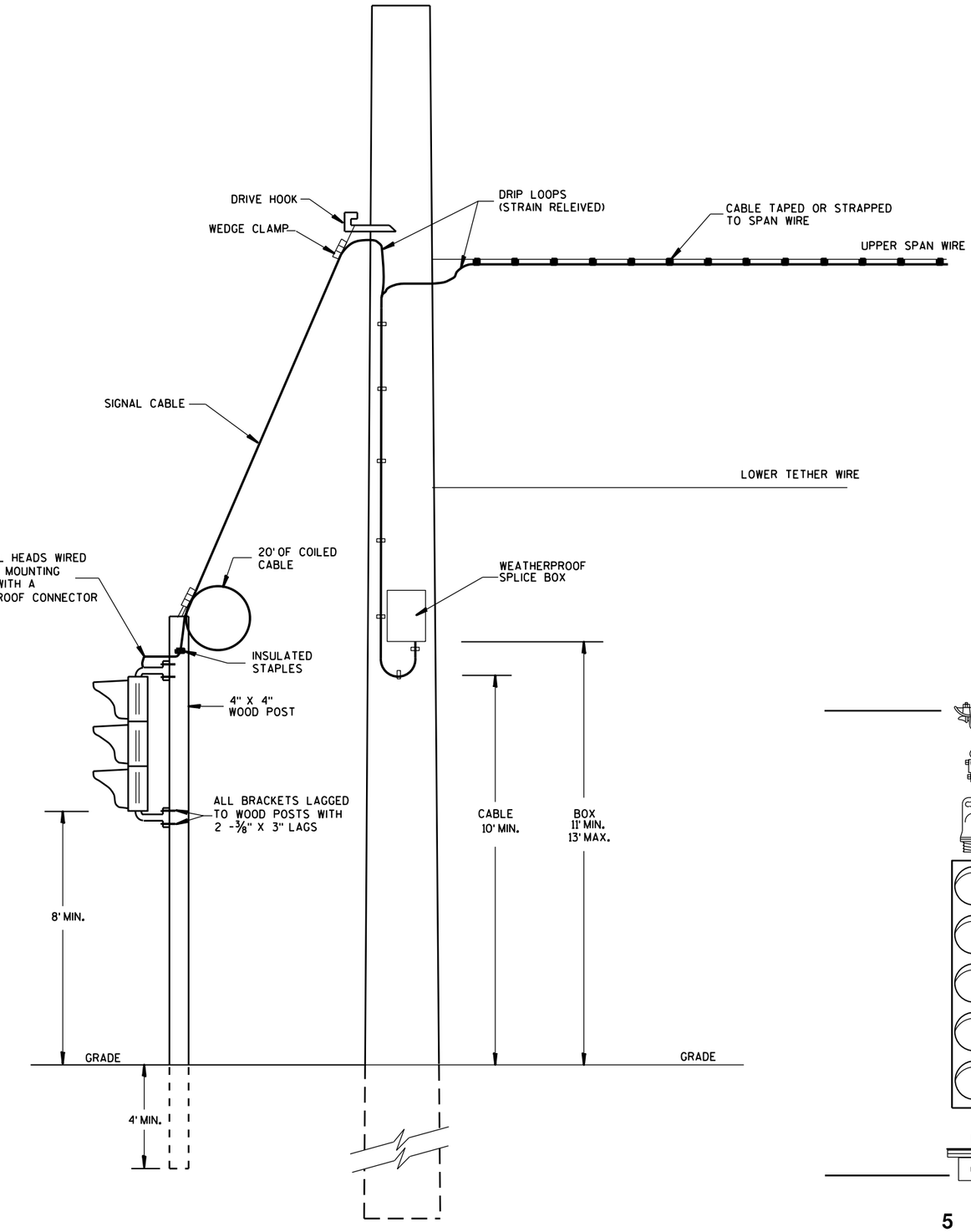
SPAN WIRE POLE



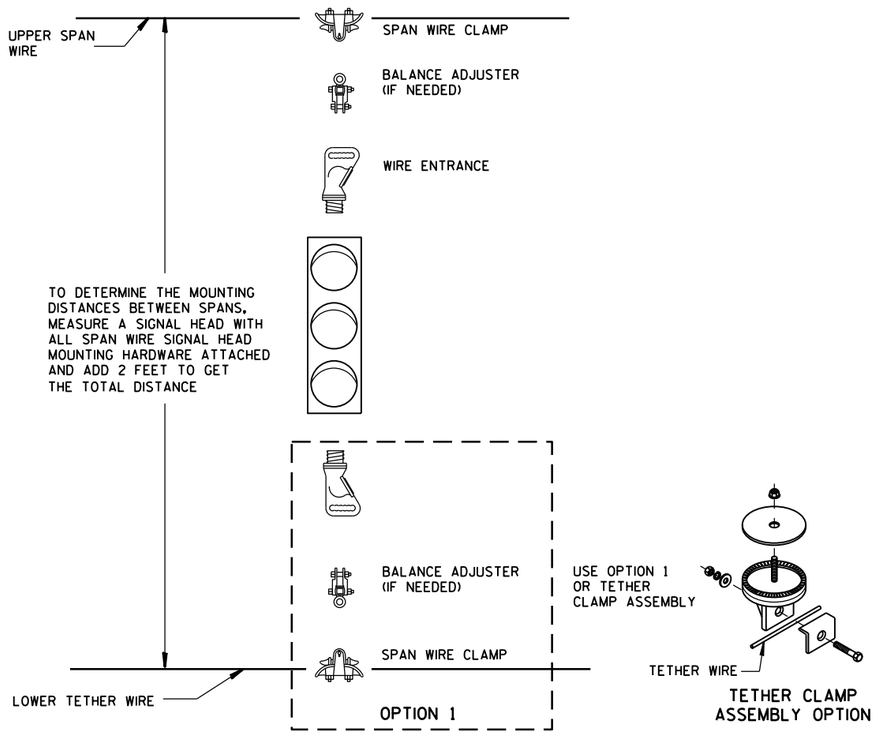
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL FHWA

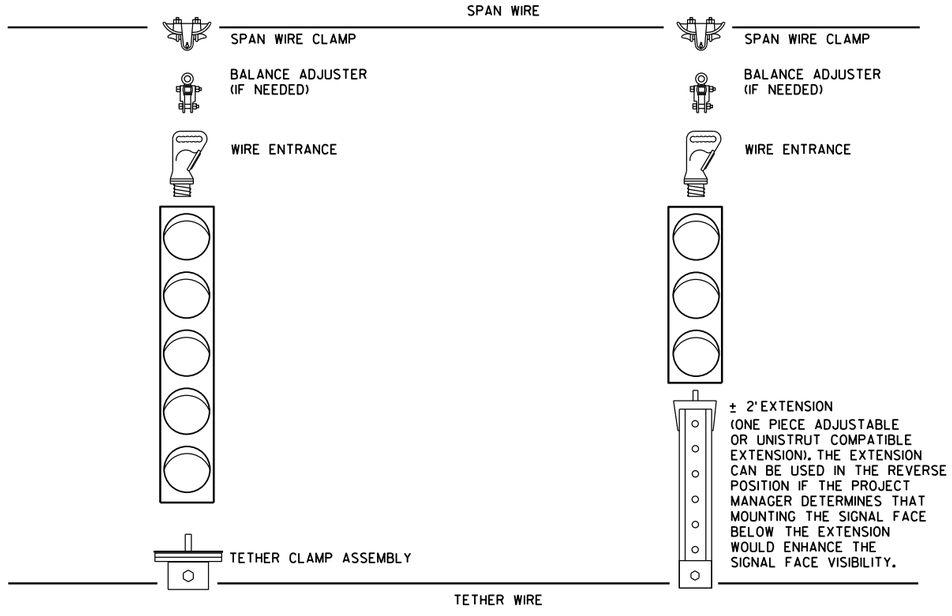


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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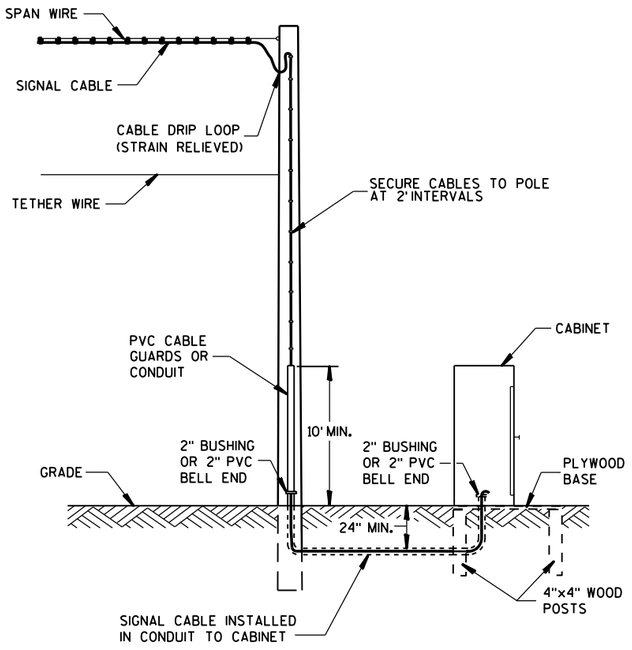
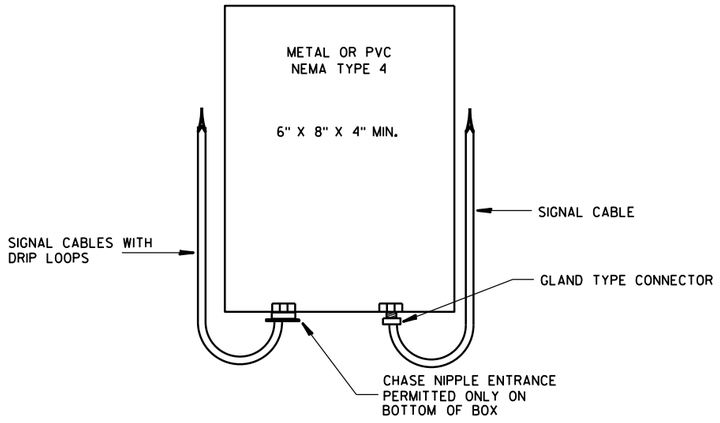
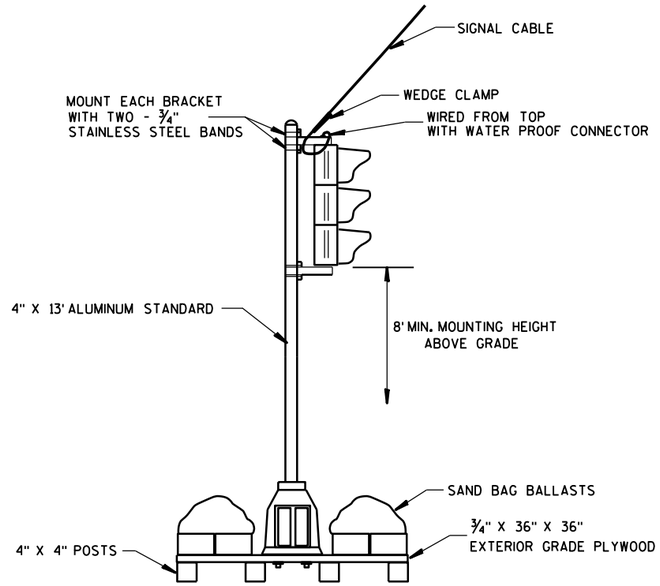
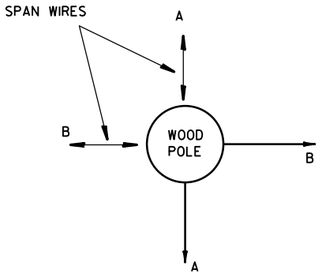




SPLICE BOX

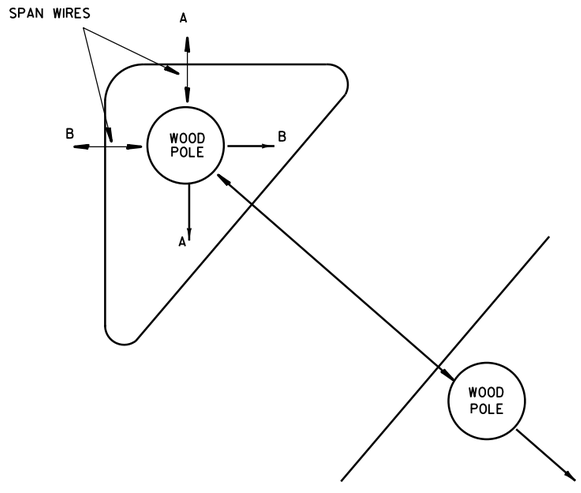


TYPICAL SKID TYPE TEMPORARY

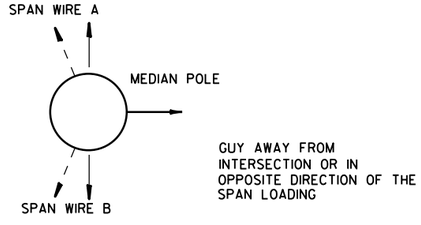


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4g

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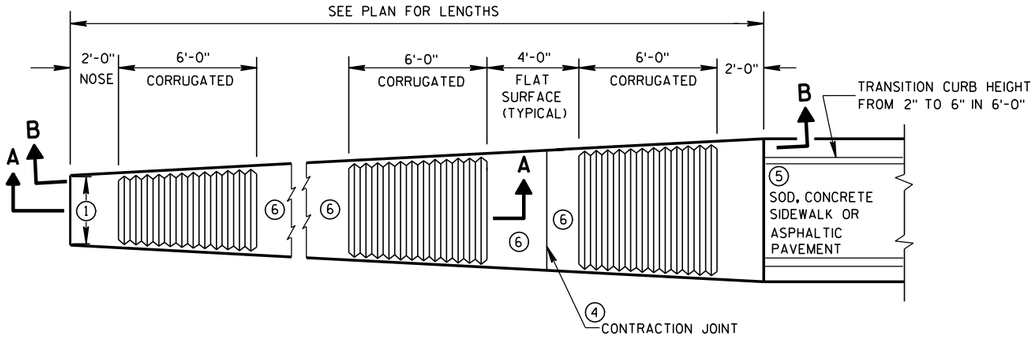
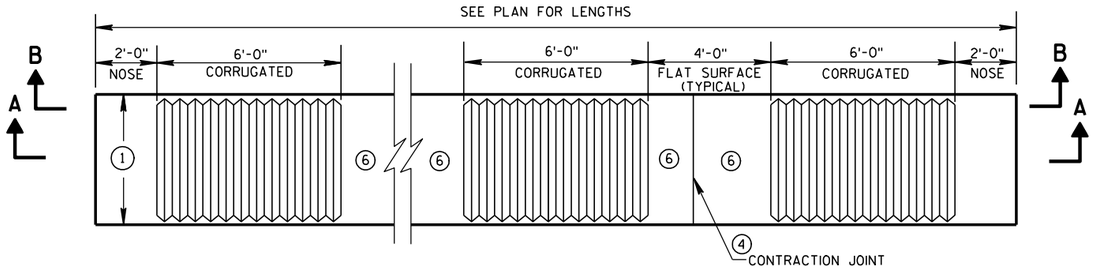
S.D.D. 9 G 1-4g



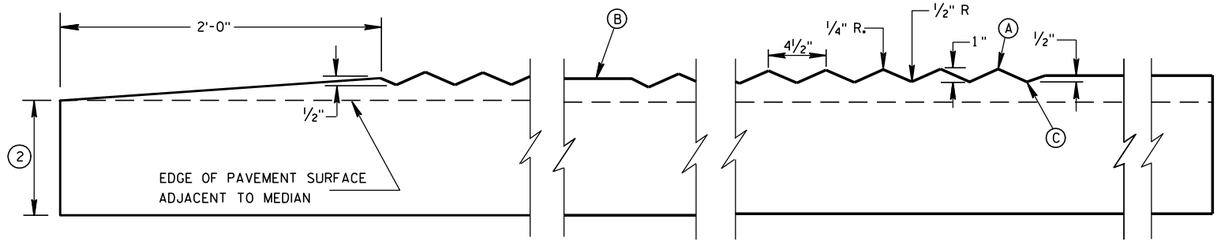
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

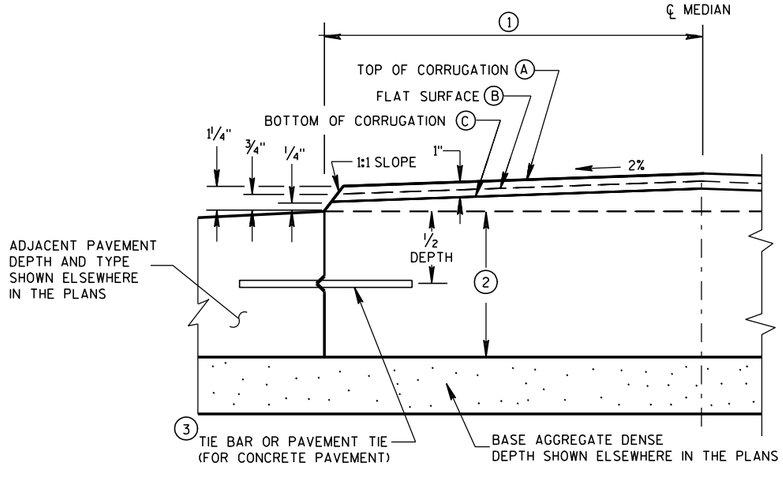
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

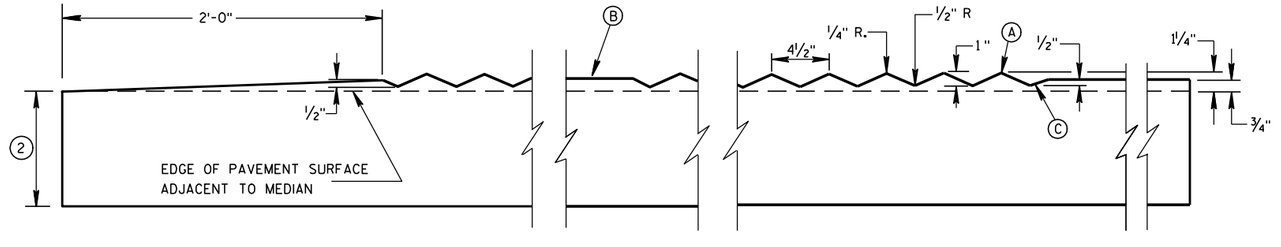
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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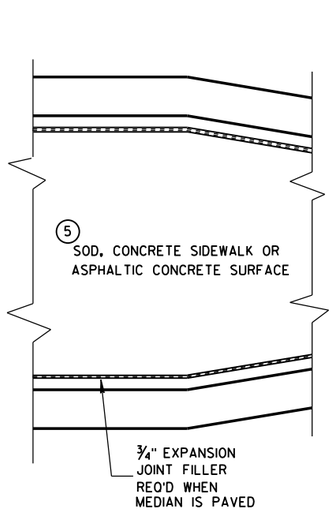
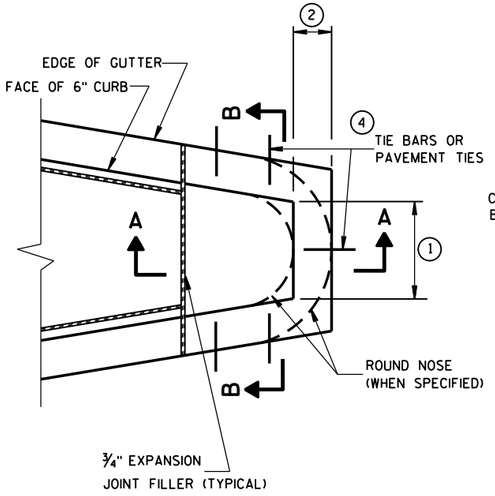
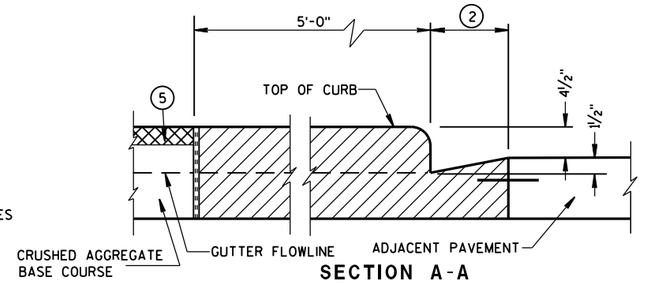
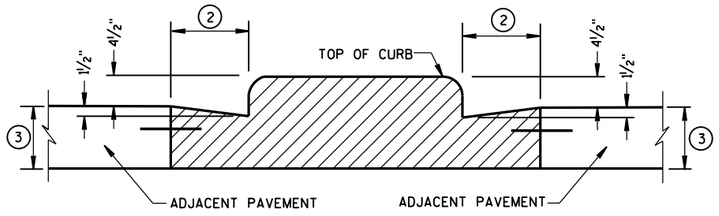
S.D.D. 11 B 1-5







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

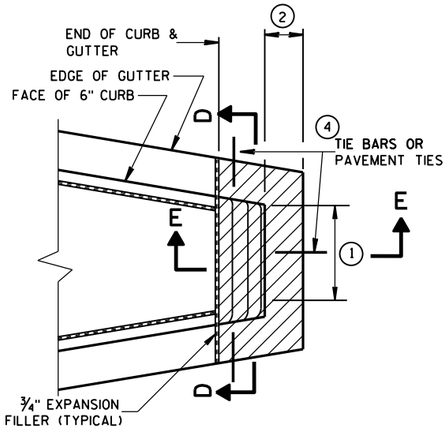
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

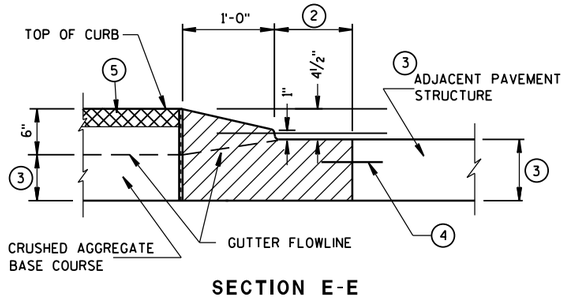
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

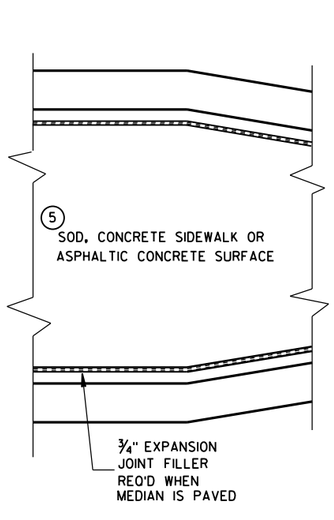
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

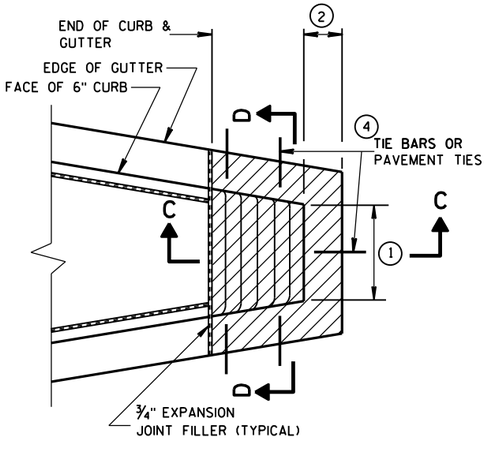


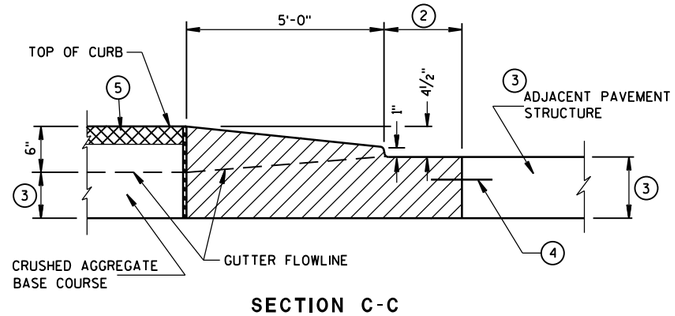


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

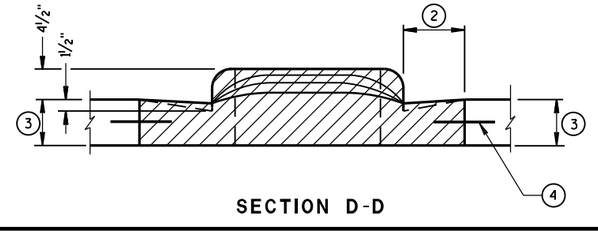






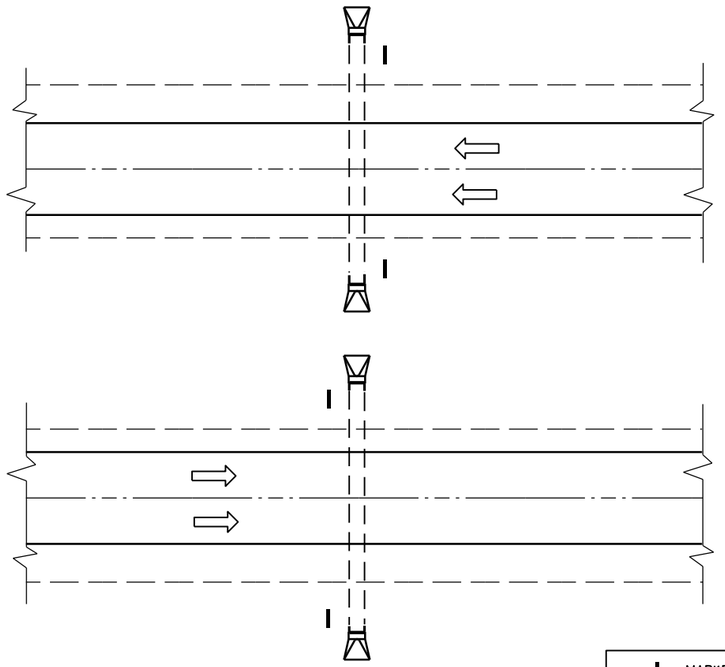
SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



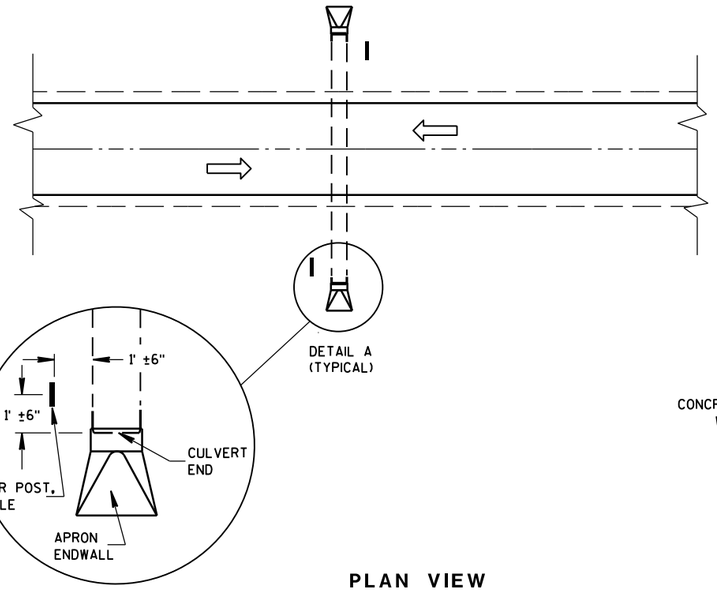
SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

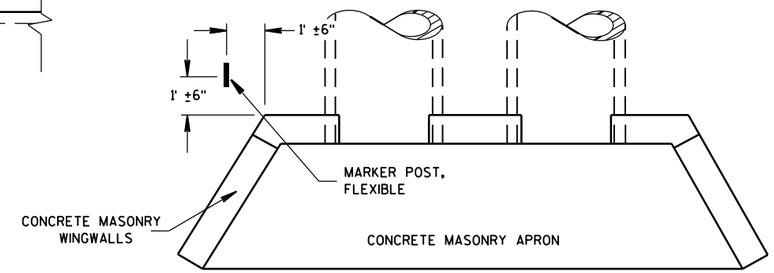
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

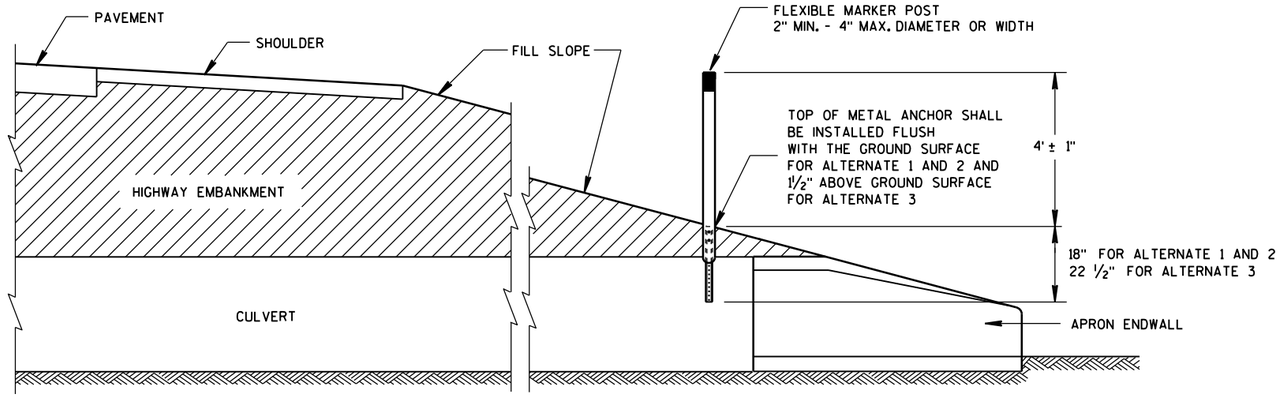
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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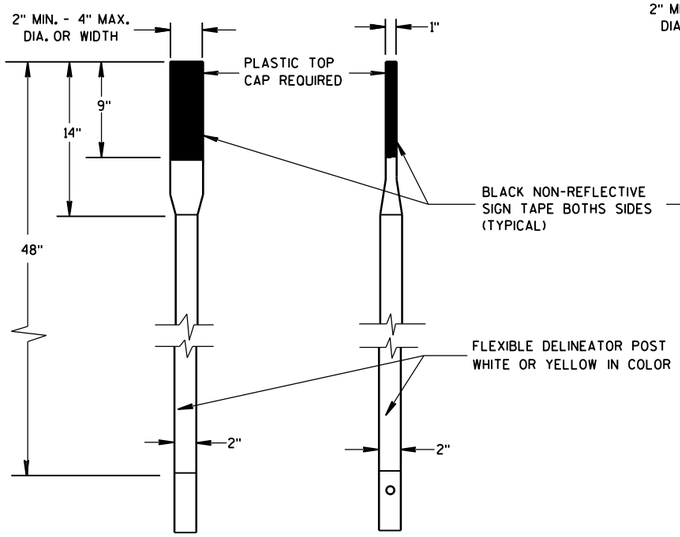
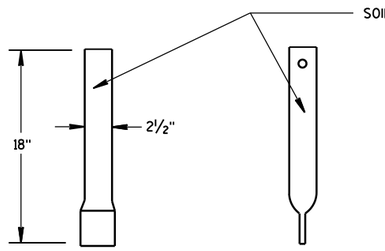
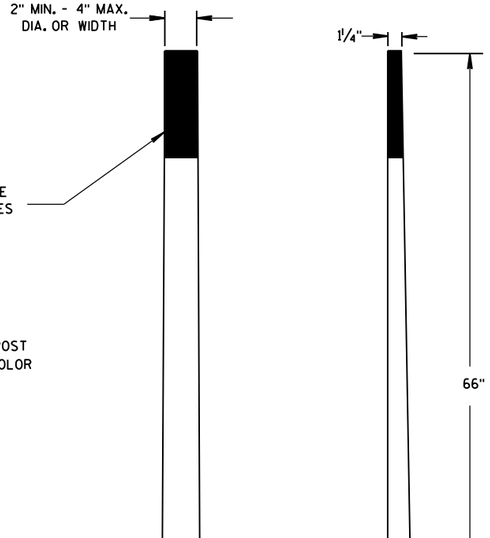
S.D.D. 15 A 3-2a





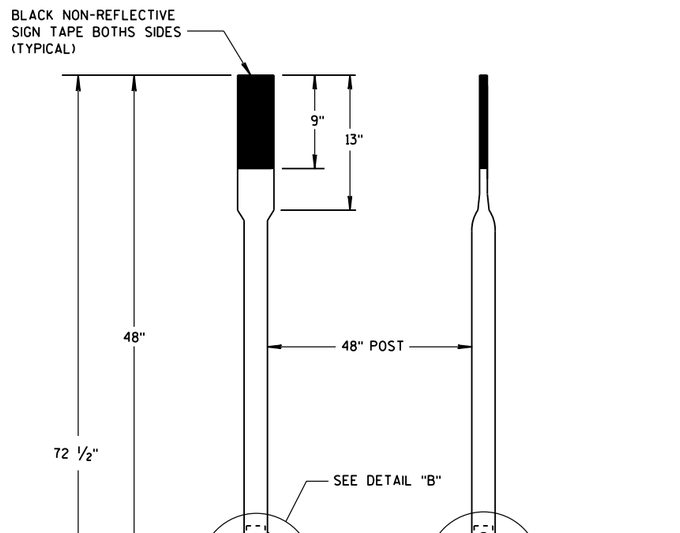
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

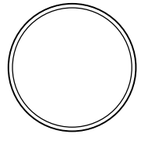
ALTERNATE 2



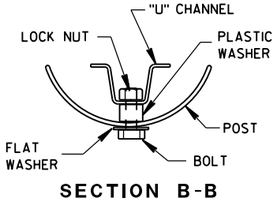
FRONT VIEW SIDE VIEW

ALTERNATE 3

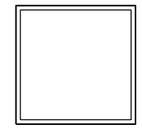
FLEXIBLE MARKER POSTS



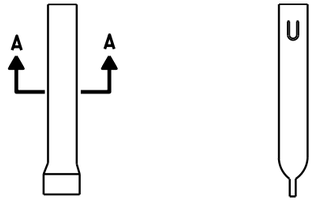
SECTION A-A



SECTION B-B

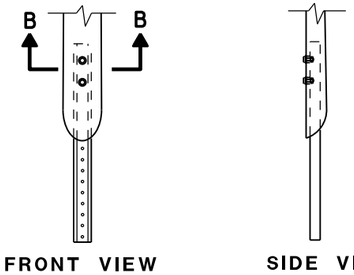


SECTION C-C



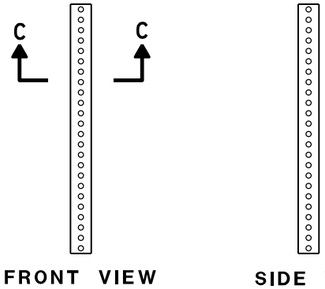
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

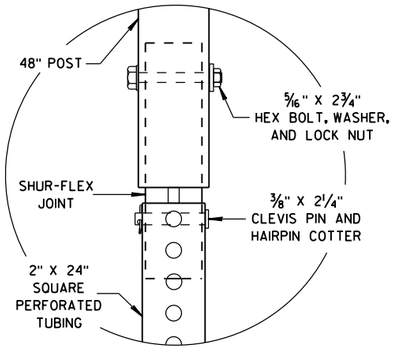
ALTERNATE 2



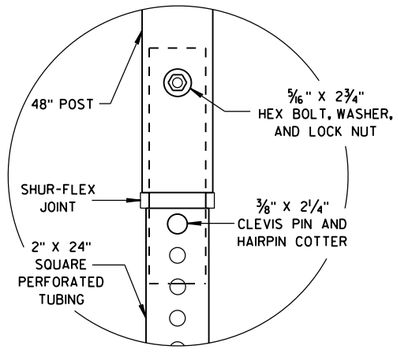
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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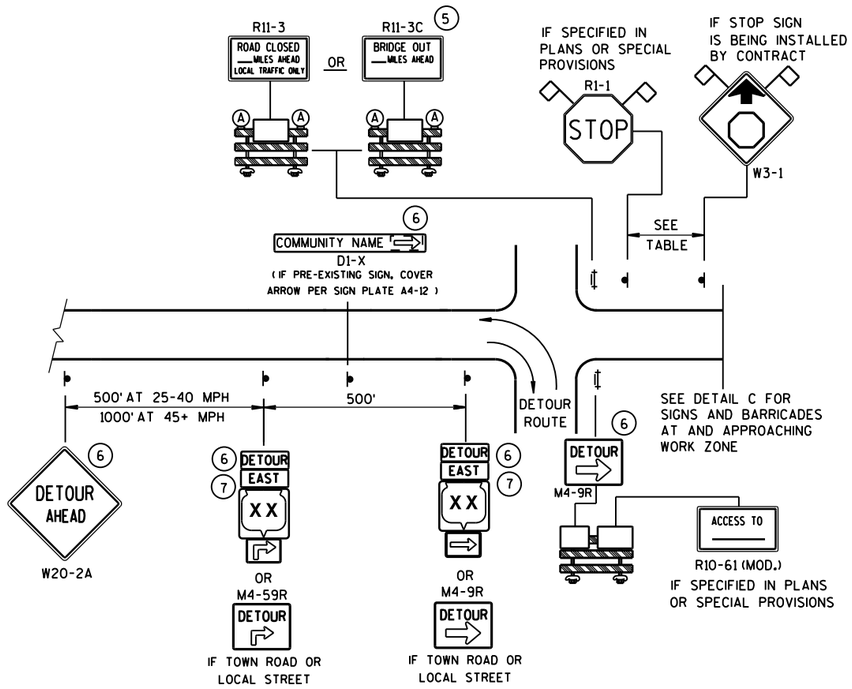
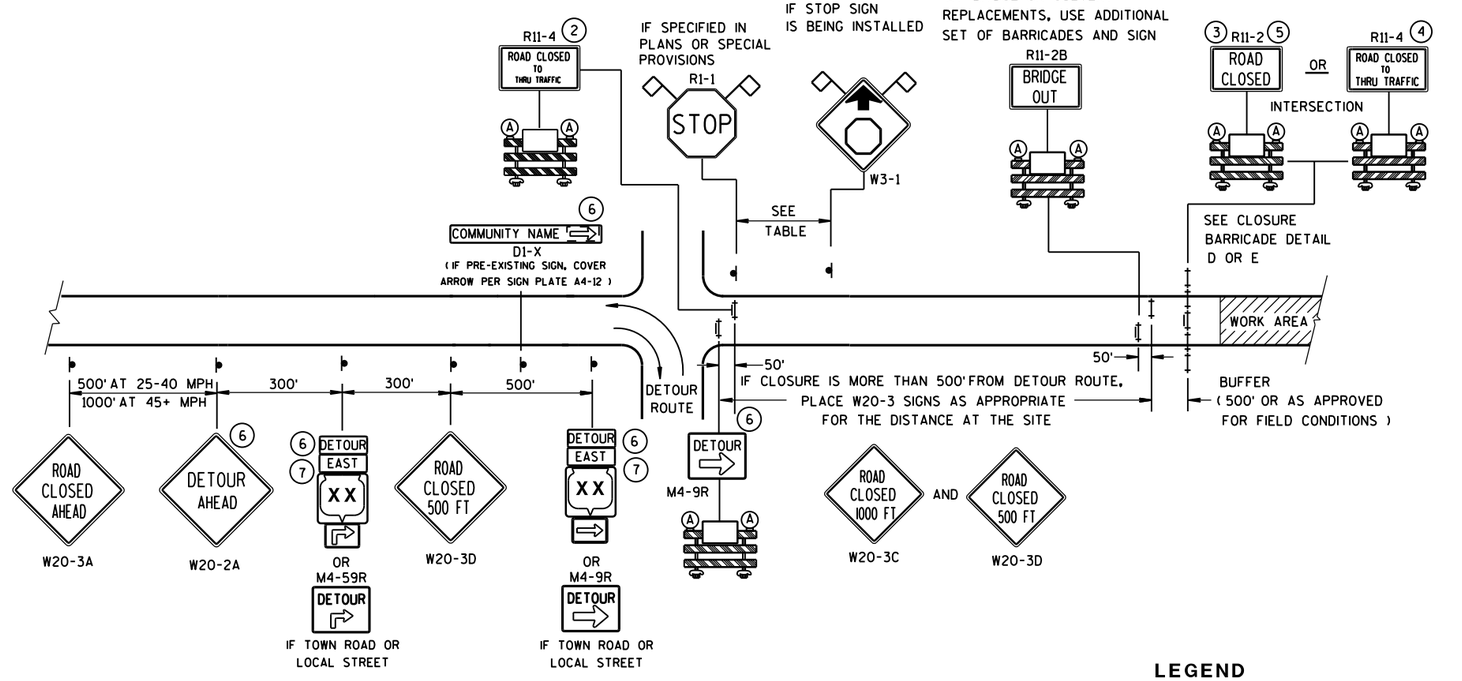
S.D.D. 15 A 3-2b



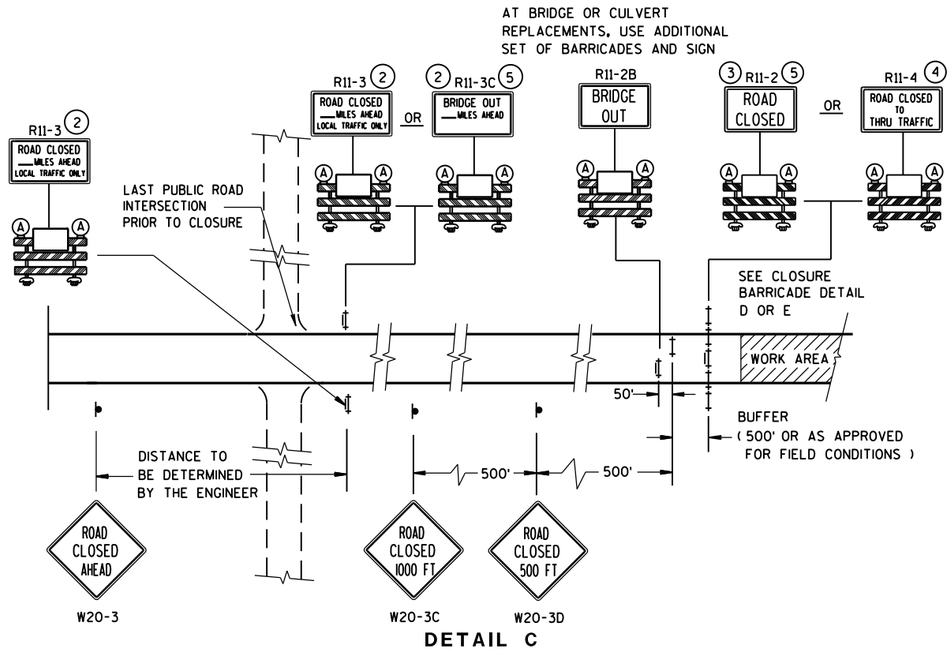
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

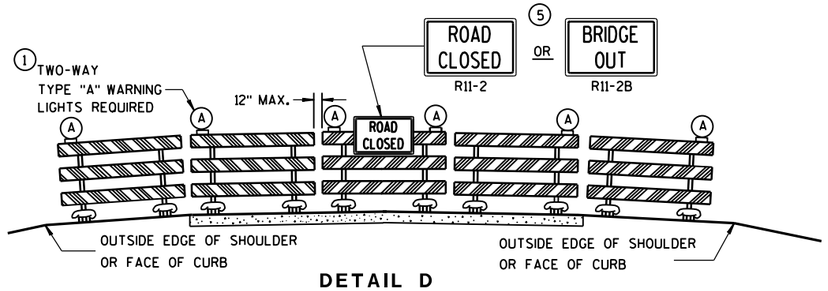
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

S.D.D. 15 C 2-6a

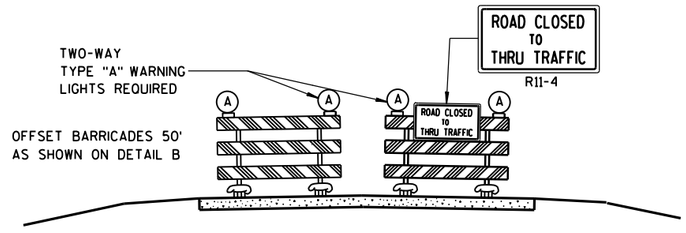
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO FIC
SAFETY ENGI
FHWA

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S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

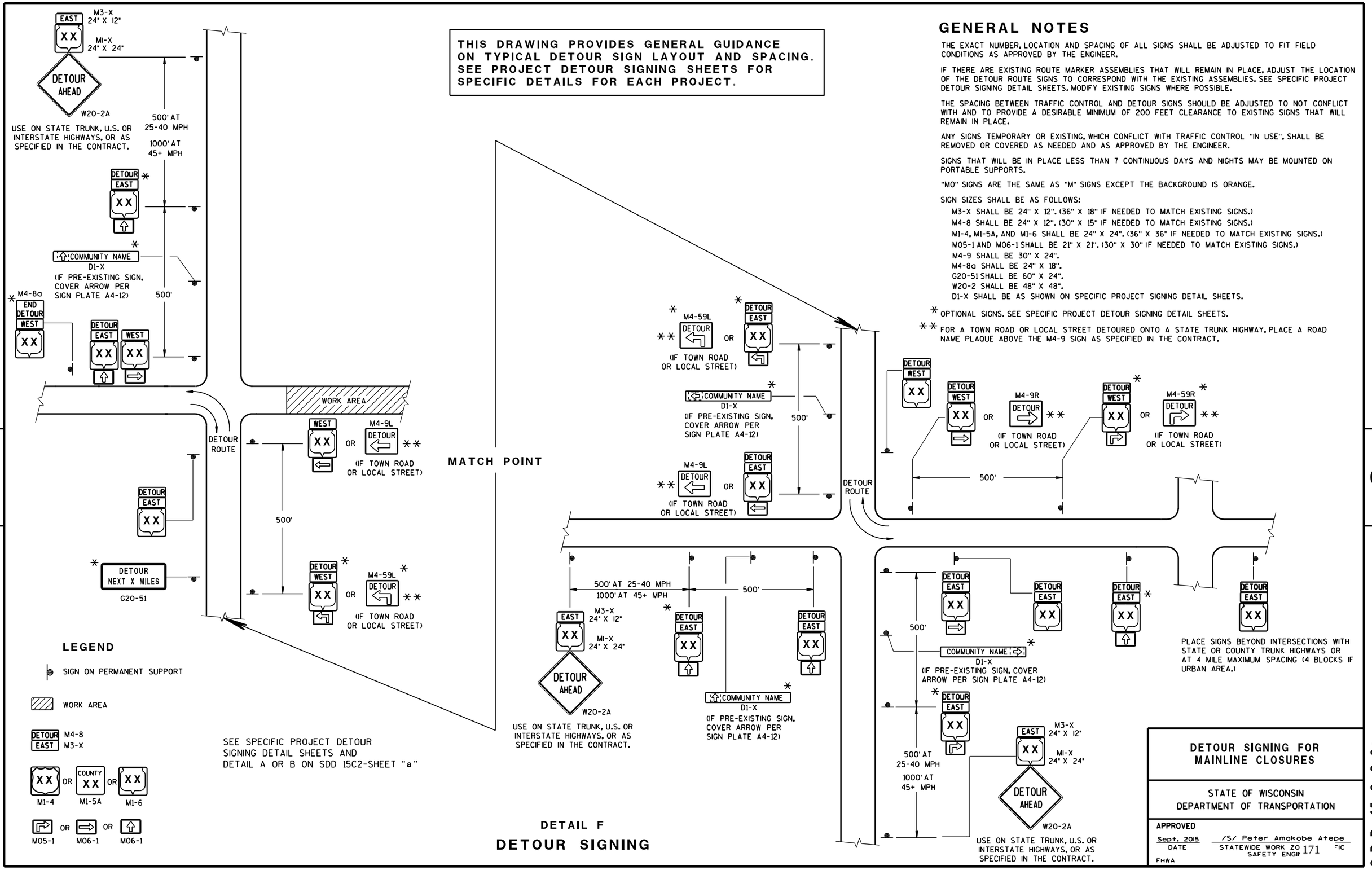
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

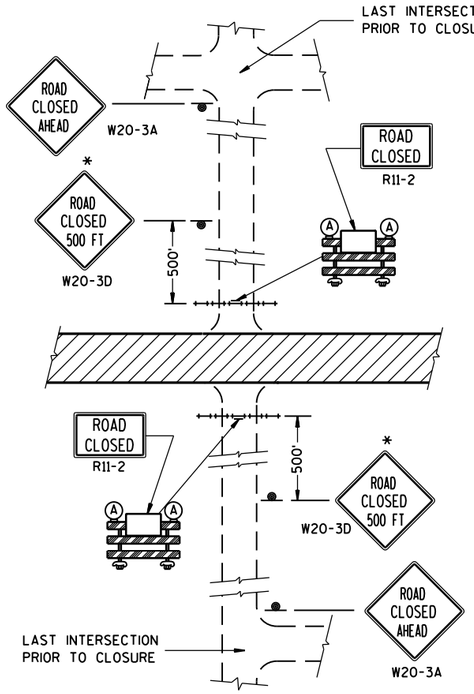
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] FIC
SAFETY ENGI[illegible]

FHWA

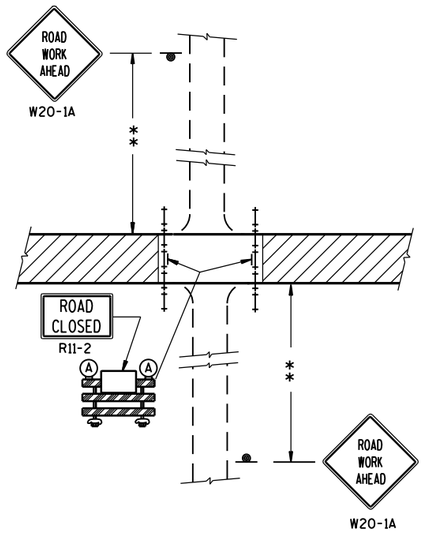
S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c



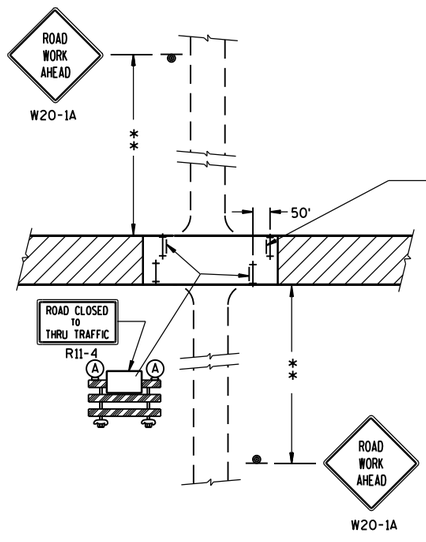
DETAIL 1

(NO ACCESS TO PROJECT)



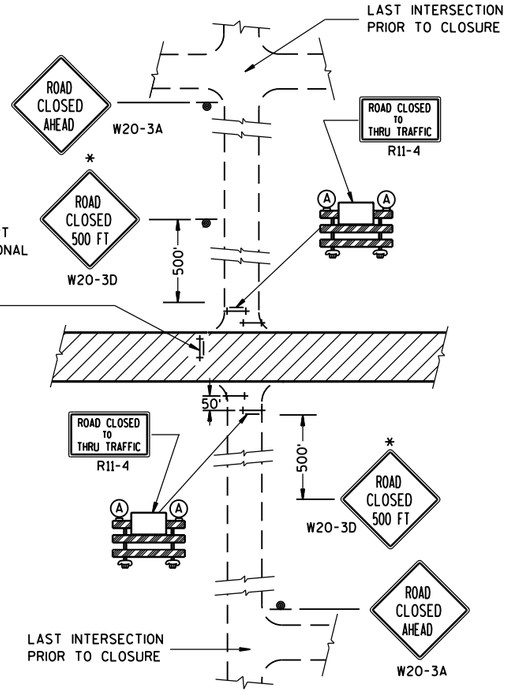
DETAIL 2

(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
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

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S.D.D. 15 C 3-3

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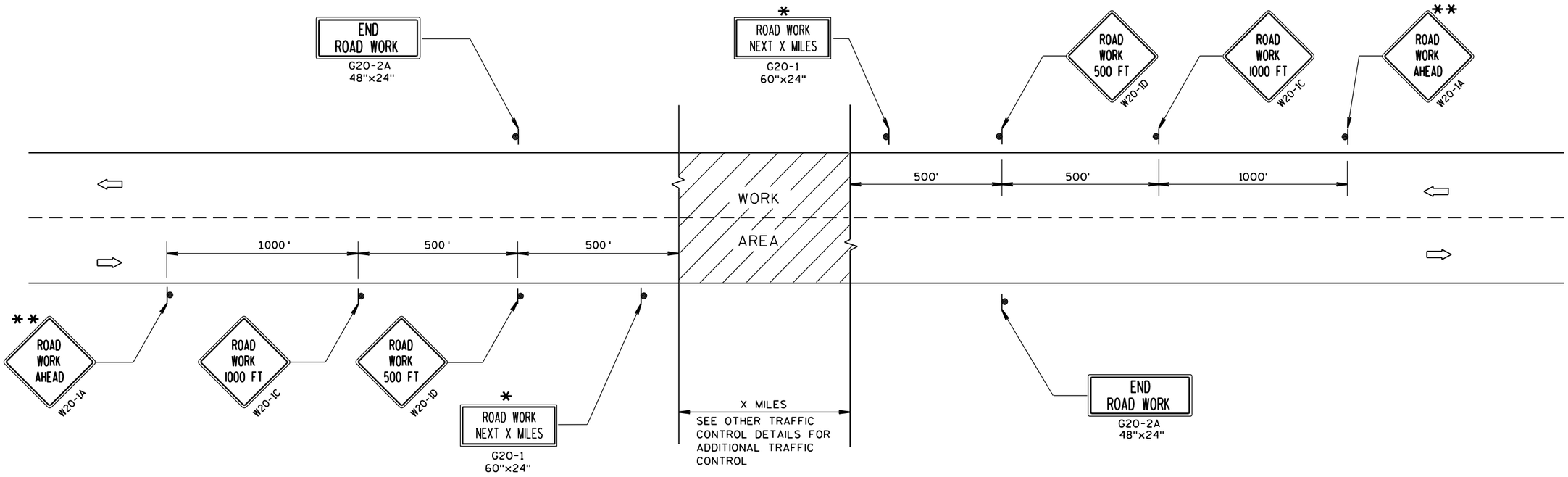
S.D.D. 15 C 3-3



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.

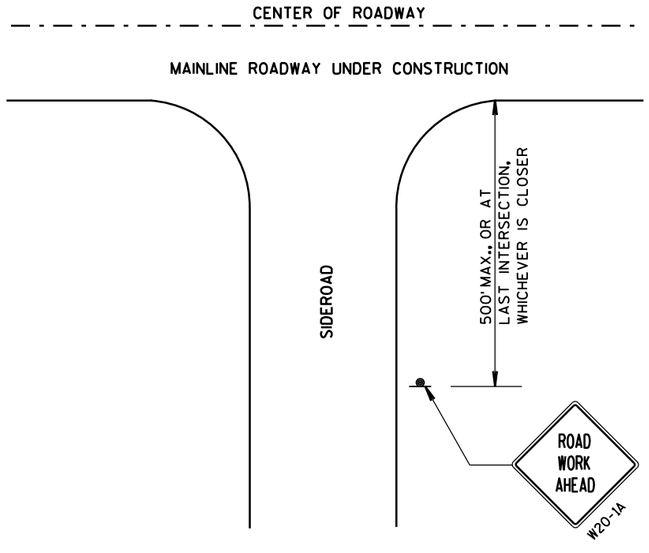
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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 W20-1A "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
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 4-3

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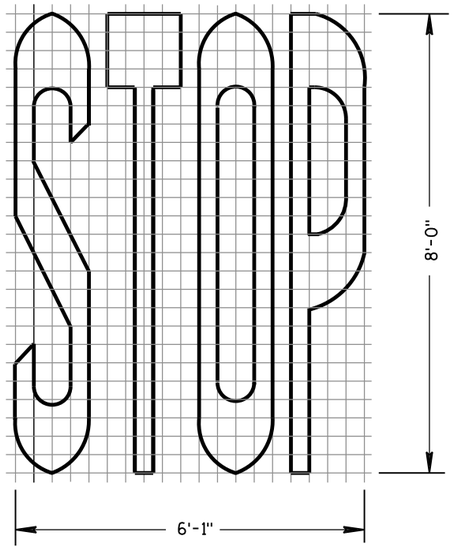
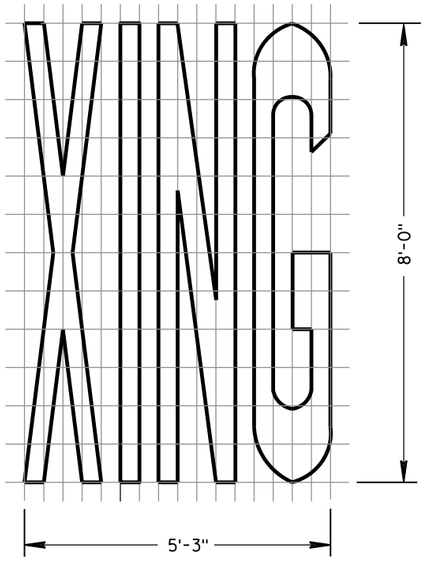
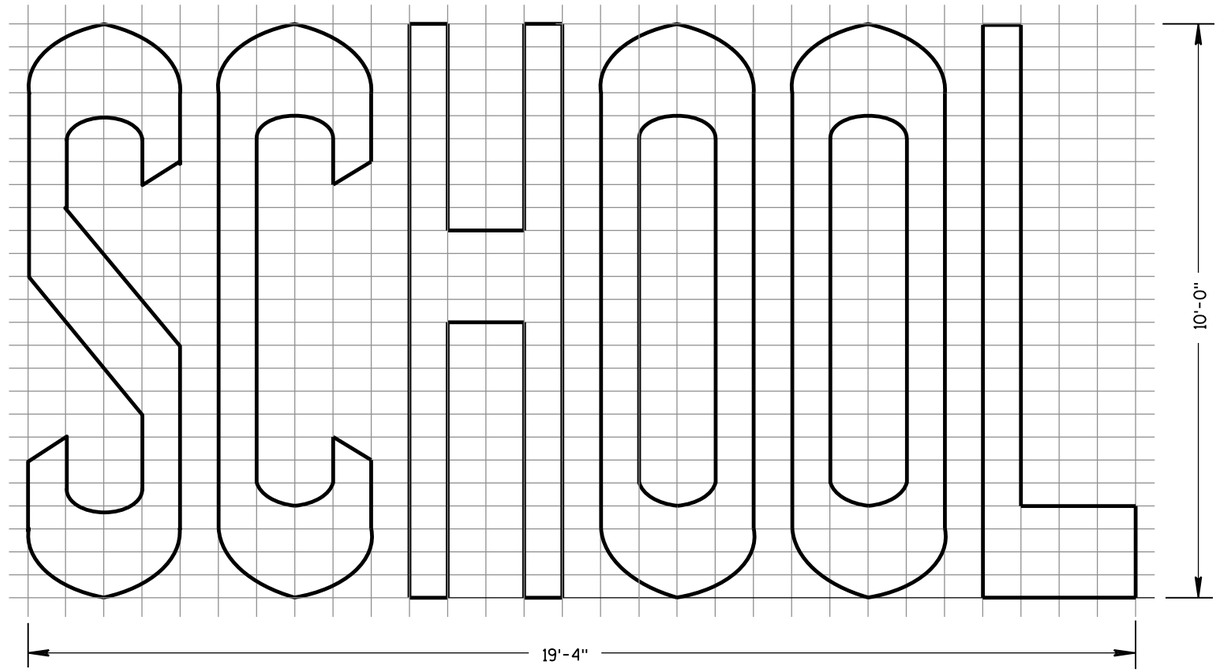
S.D.D. 15 C 4-3

GENERAL NOTES

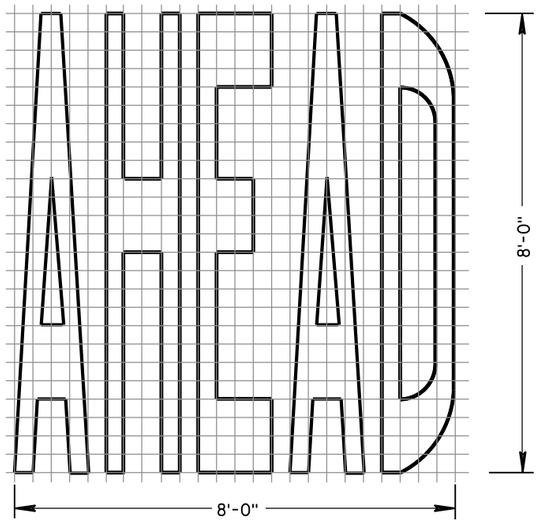
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

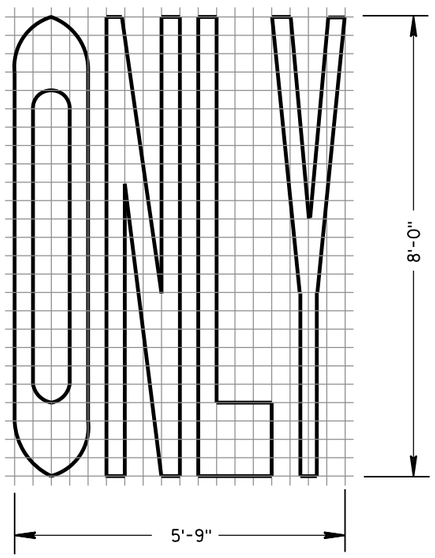


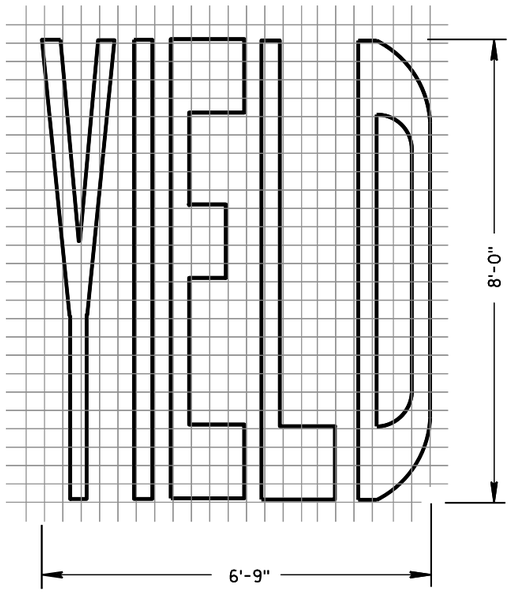


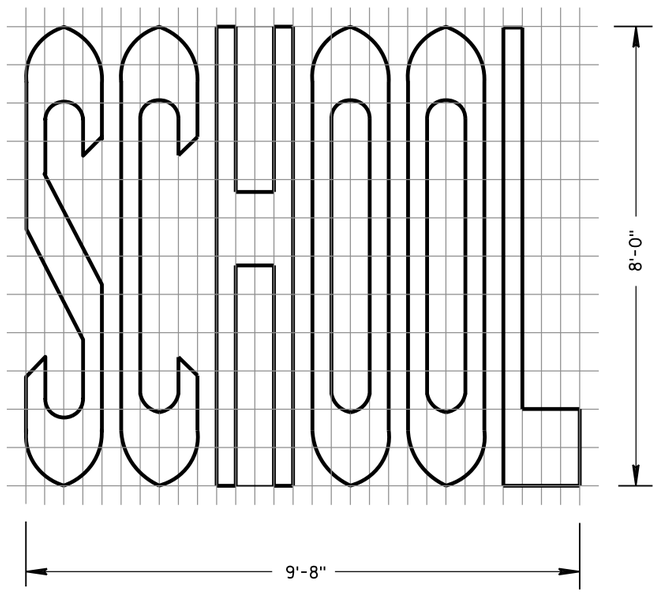


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch STATE SIGNING AND MARK
EER
FHWA

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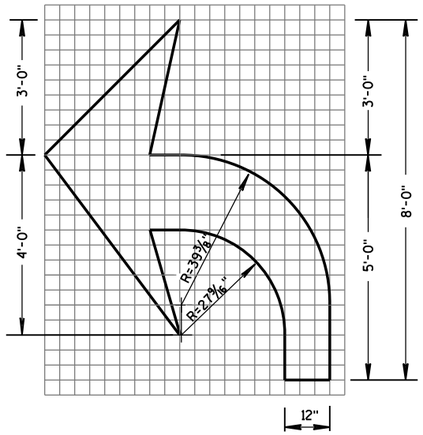
S.D.D. 15 C 7-13b

6

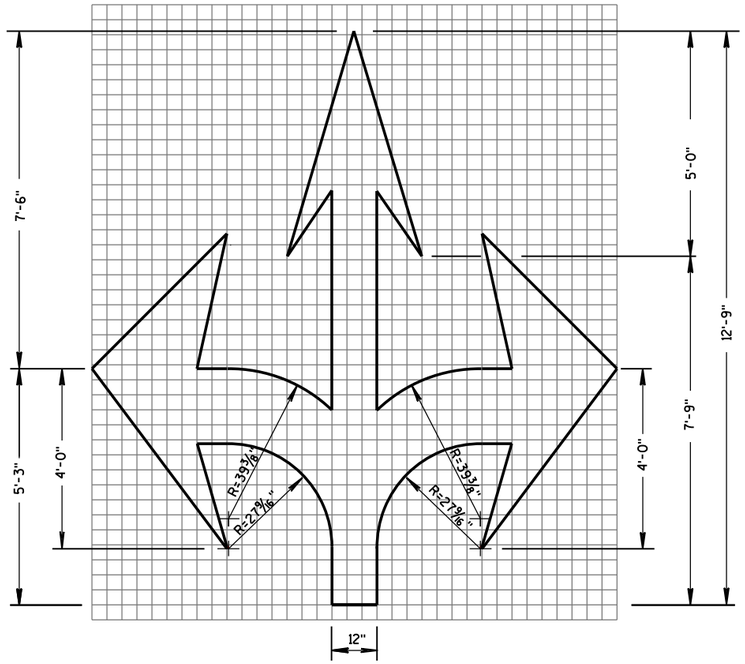
S.D.D. 15 C 7-13b

GENERAL NOTES

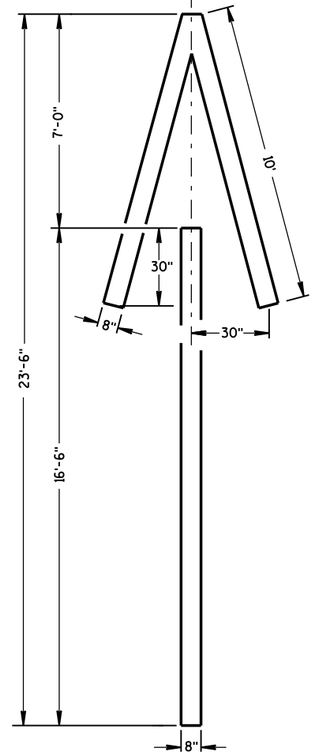
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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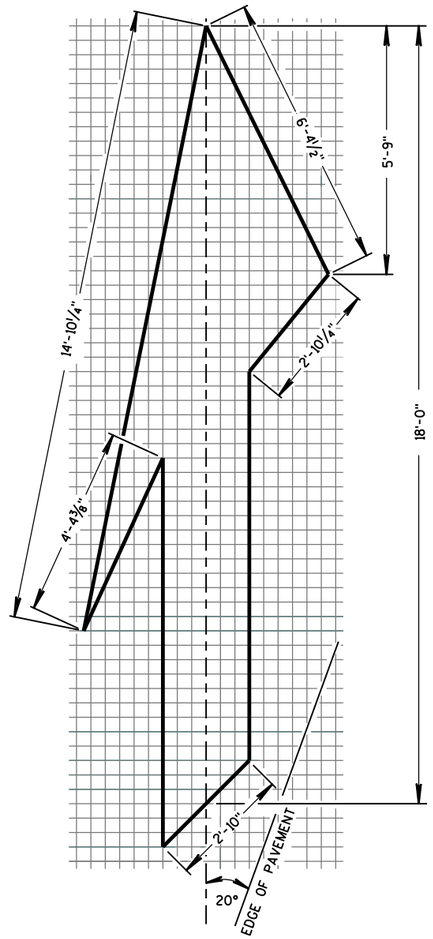
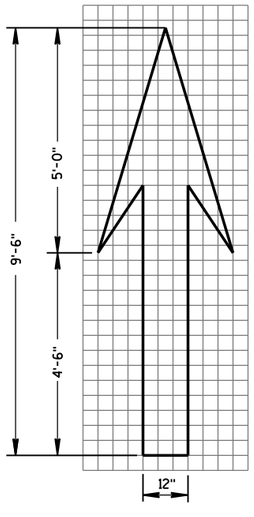
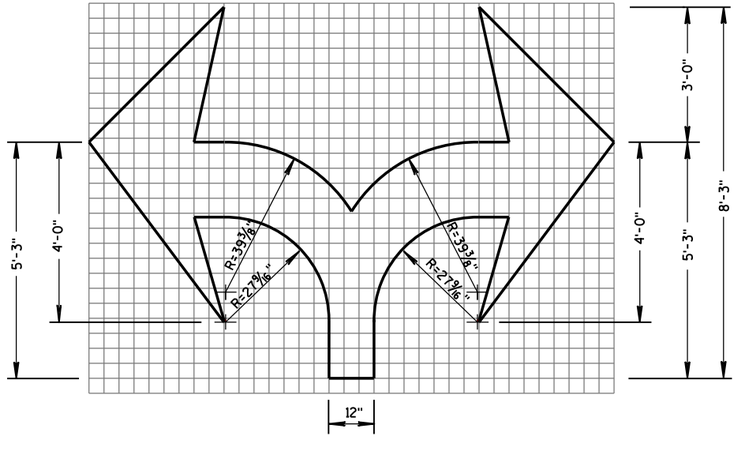


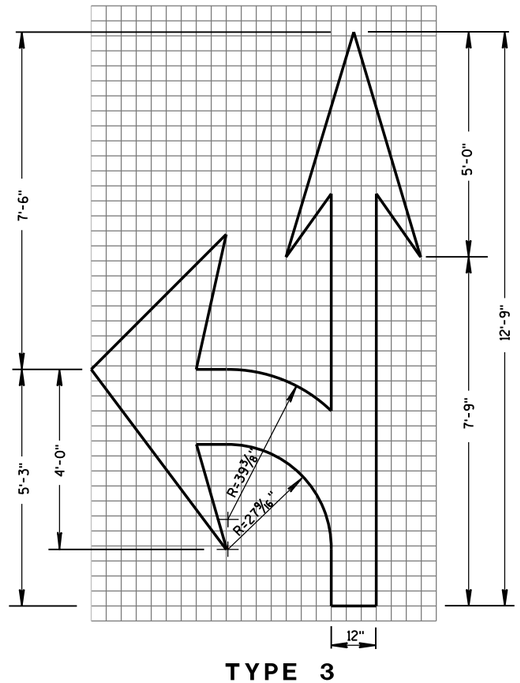
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER
FHWA

6

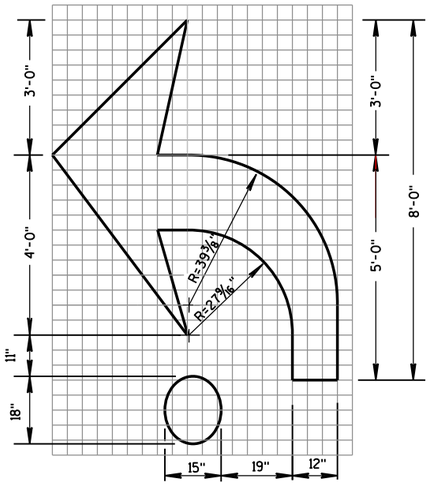
S.D.D. 15 C 7-13c

6

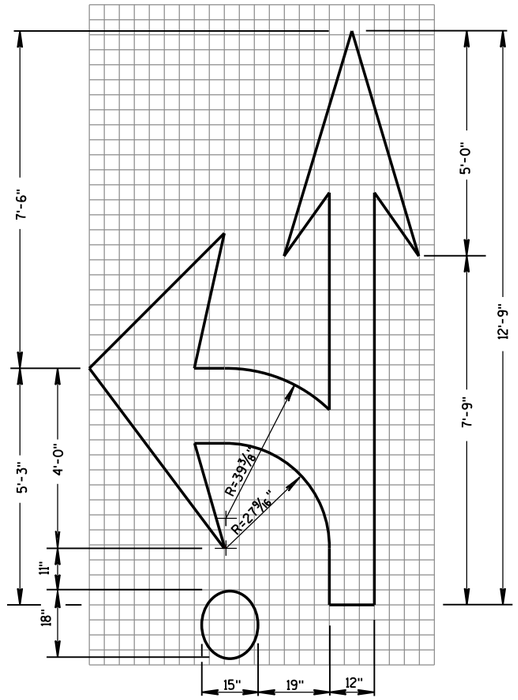
S.D.D. 15 C 7-13c

GENERAL NOTES

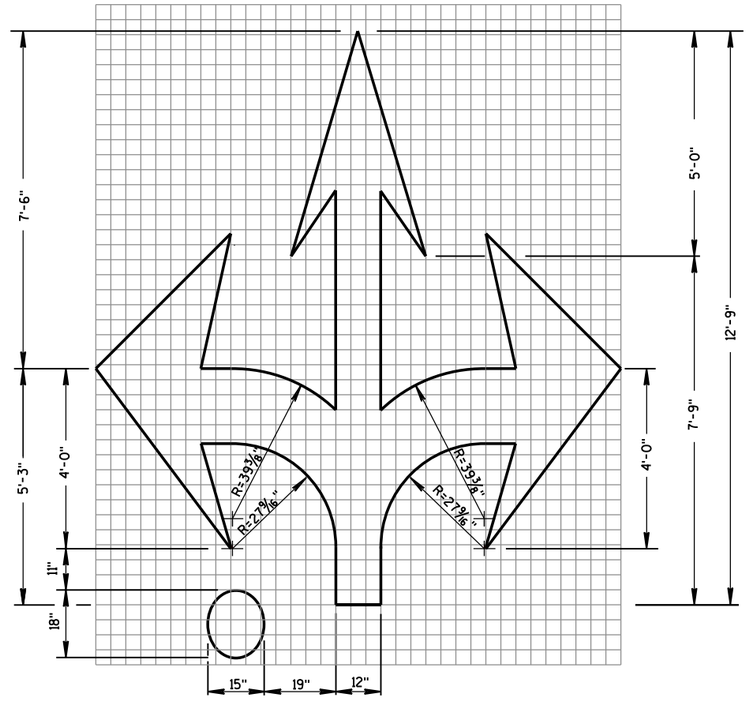
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



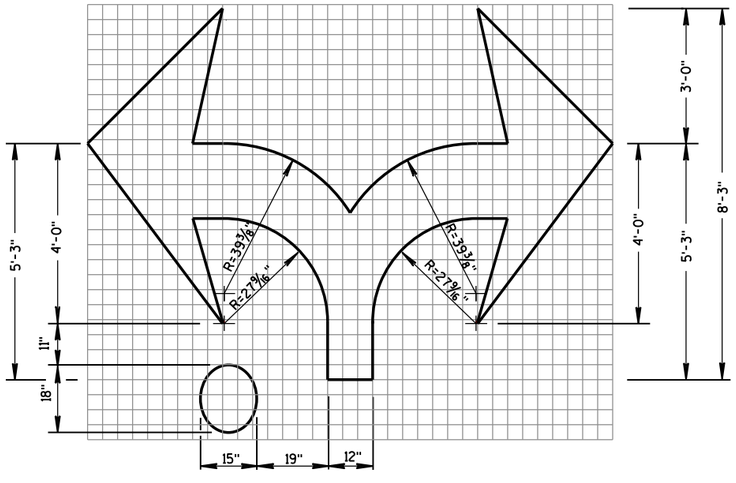
TYPE 2R



TYPE 3R



TYPE 6R



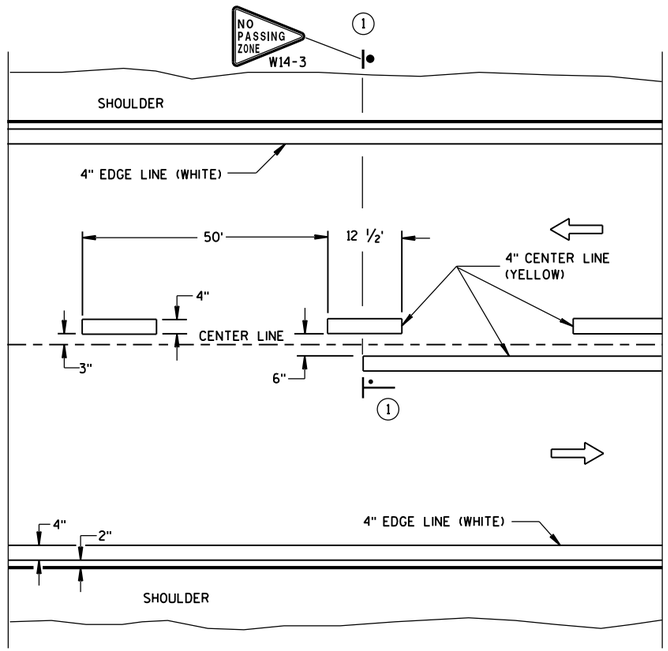
TYPE 7R

ROUNDABOUT ARROWS

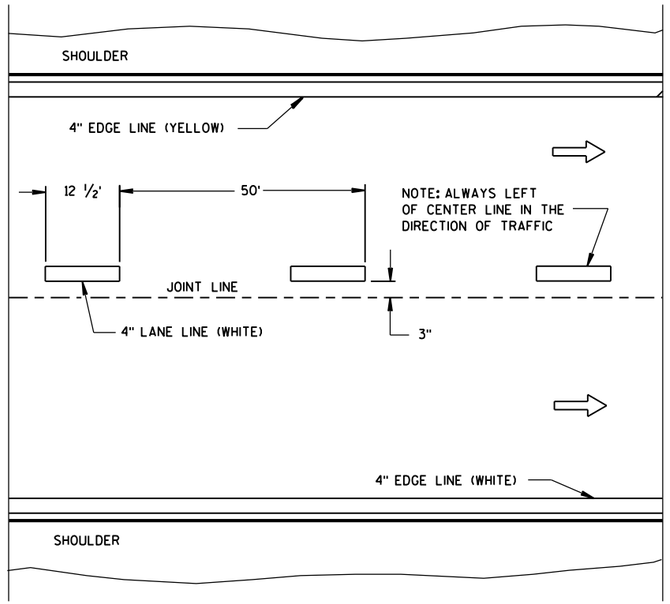
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/18/2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER
FHWA

6
S.D.D. 15 C 7-13d



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

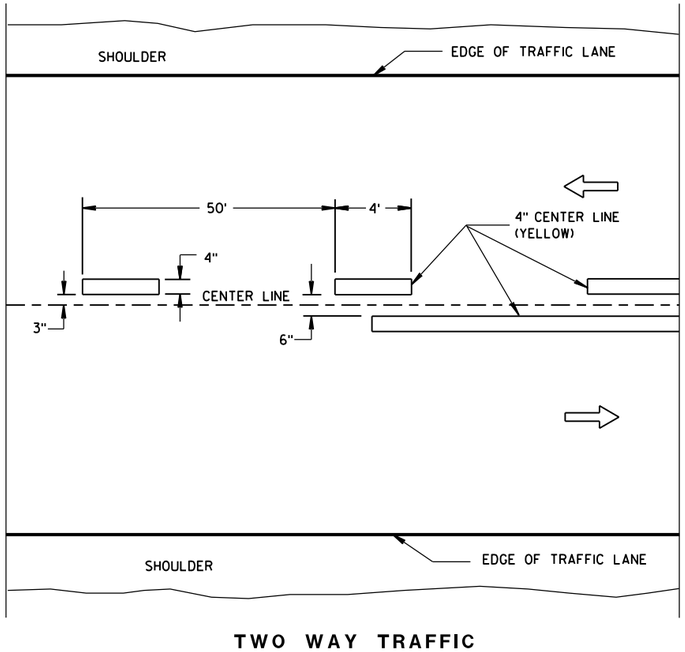
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

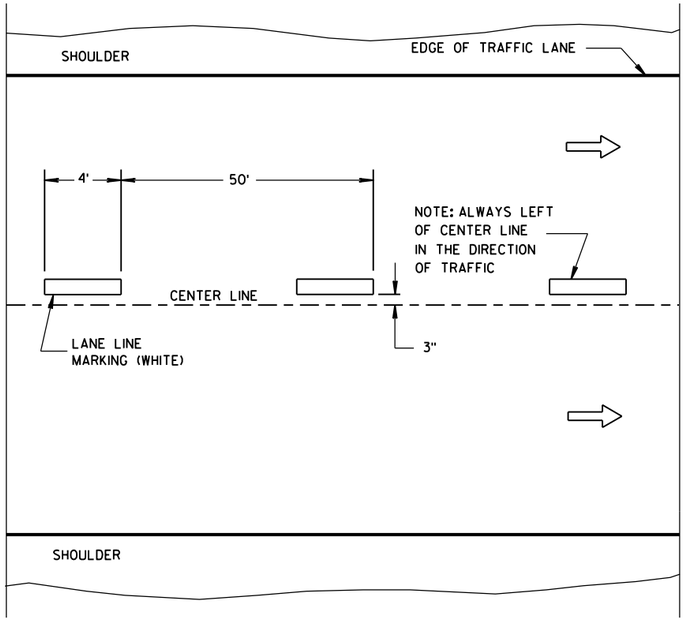
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

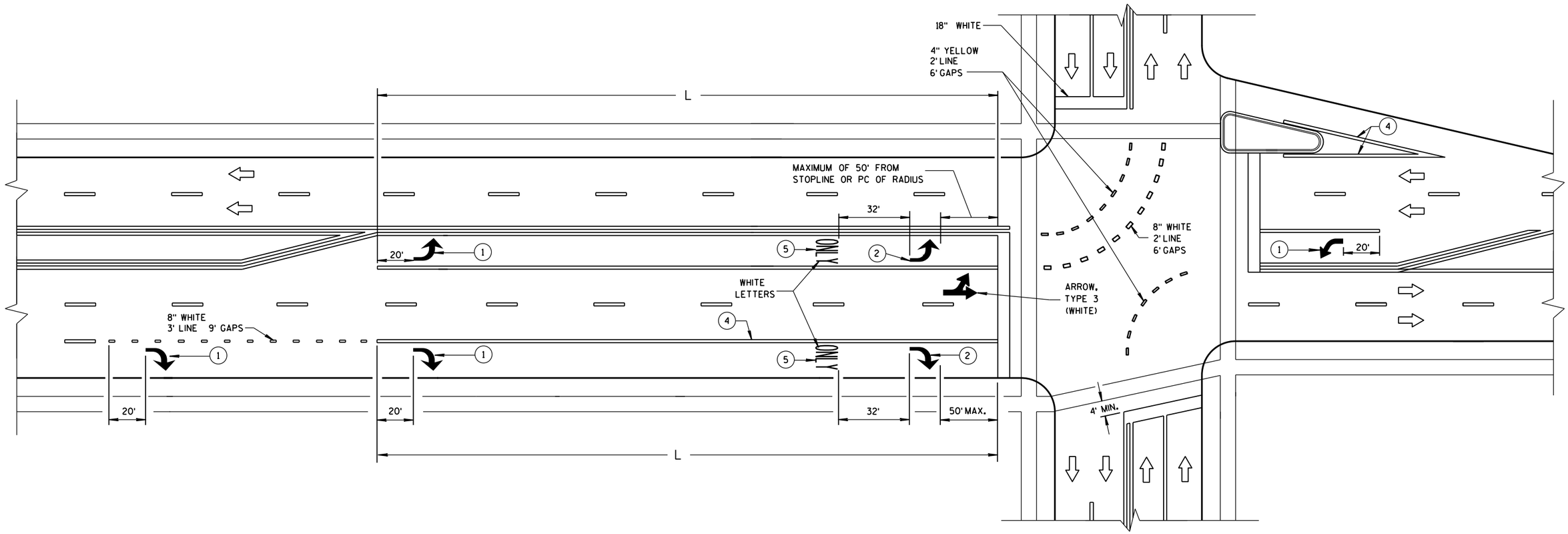
LONGITUDINAL MARKING (MAINLINE)

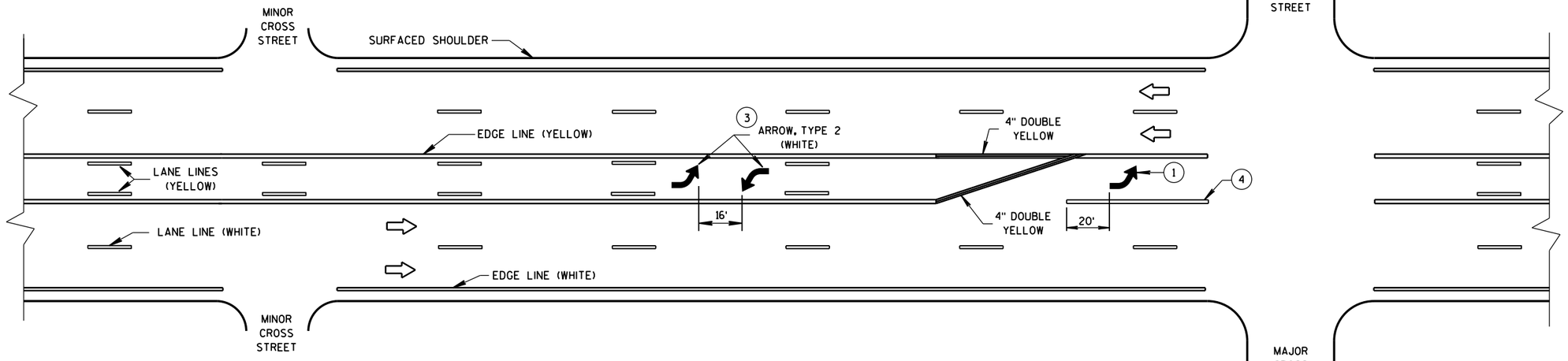
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
FHWA

S.D.D. 15 C 8-17a

6





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

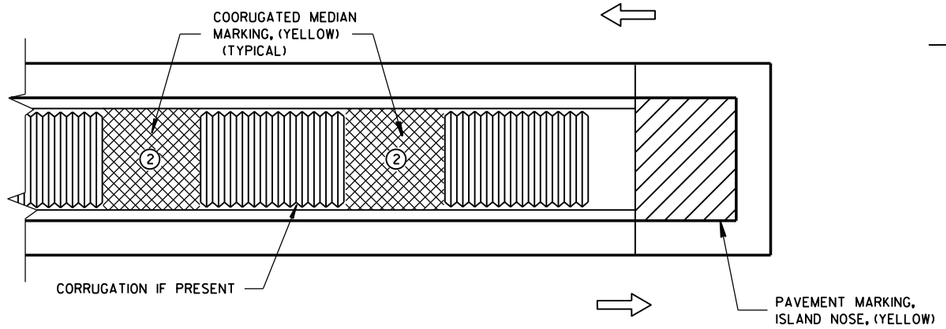
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

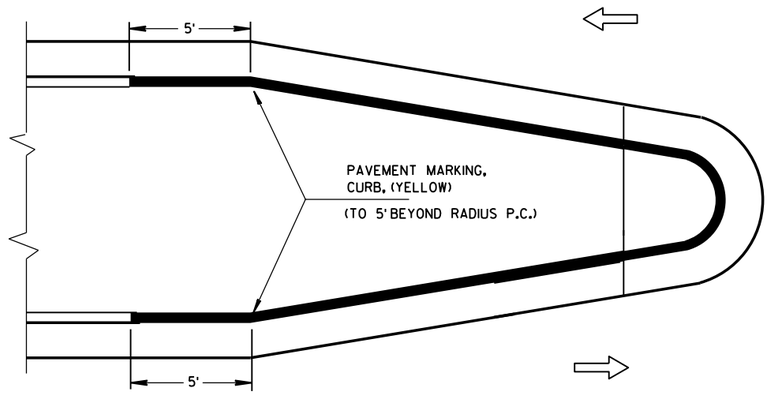
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

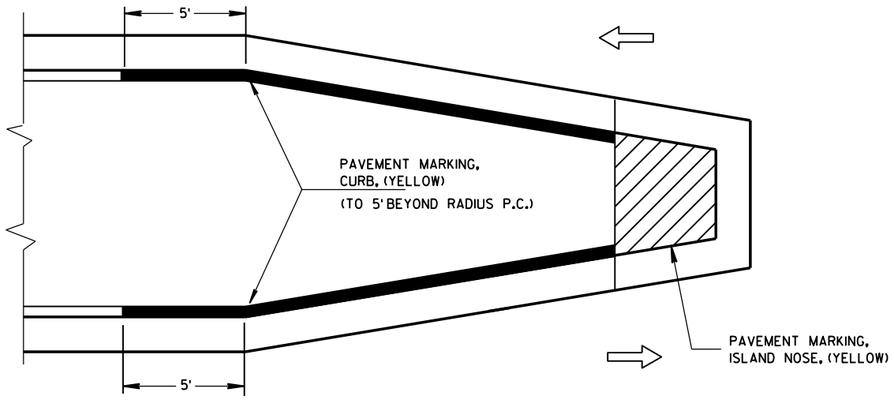
S.D.D. 15 C 8-17b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

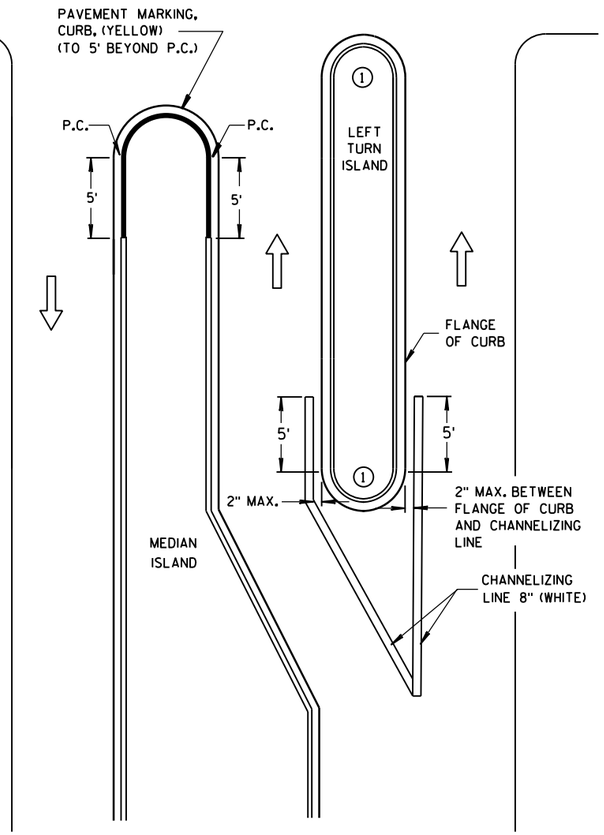


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

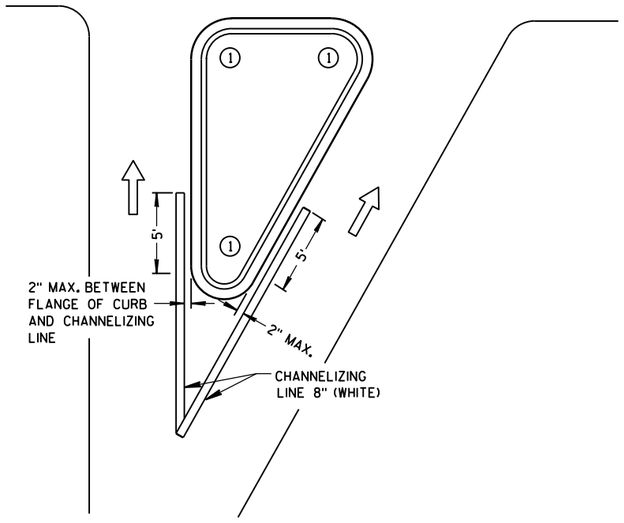


LEFT TURN & MEDIAN ISLAND

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 8-17c

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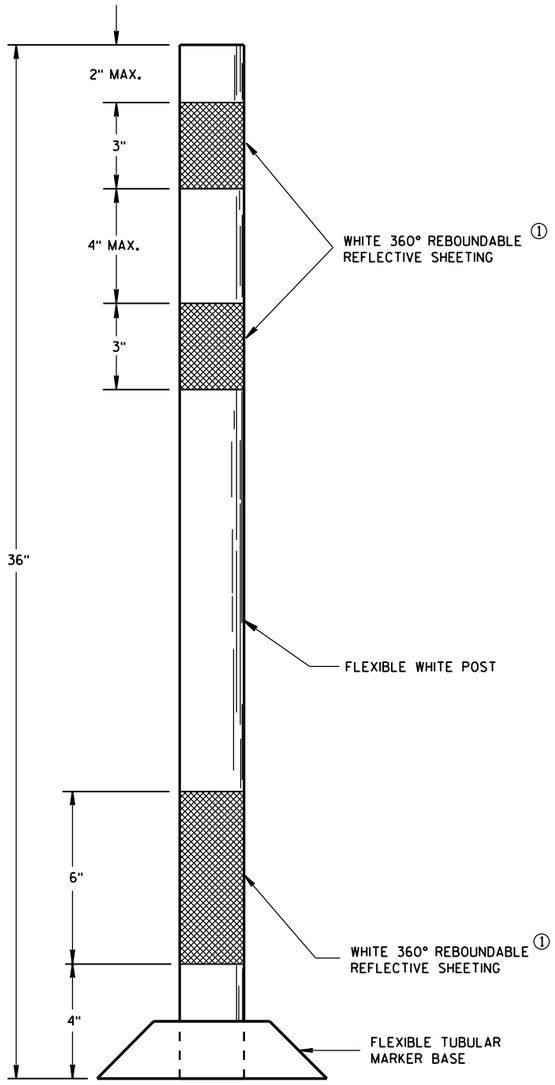
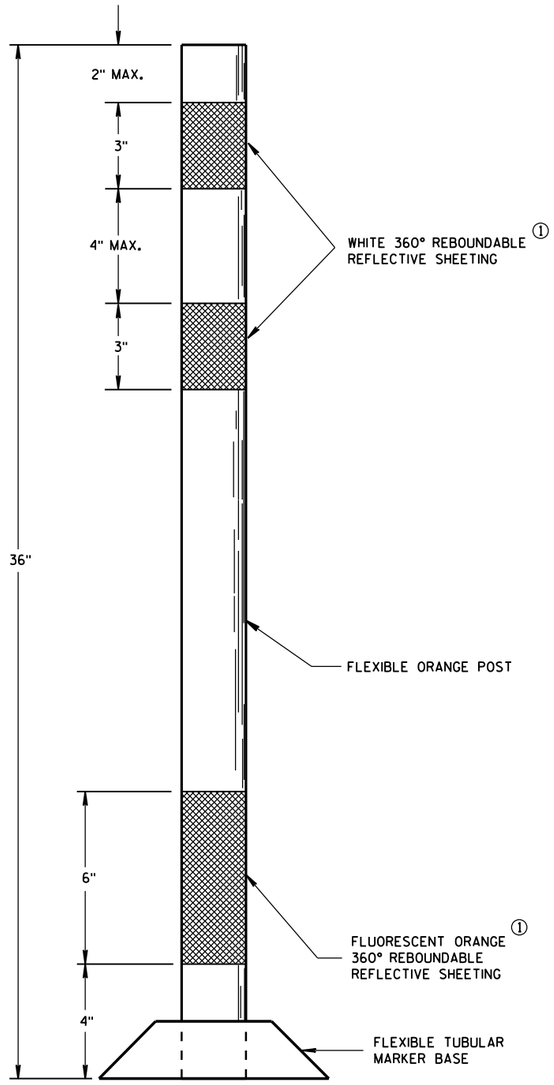
S.D.D. 15 C 8-17c



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

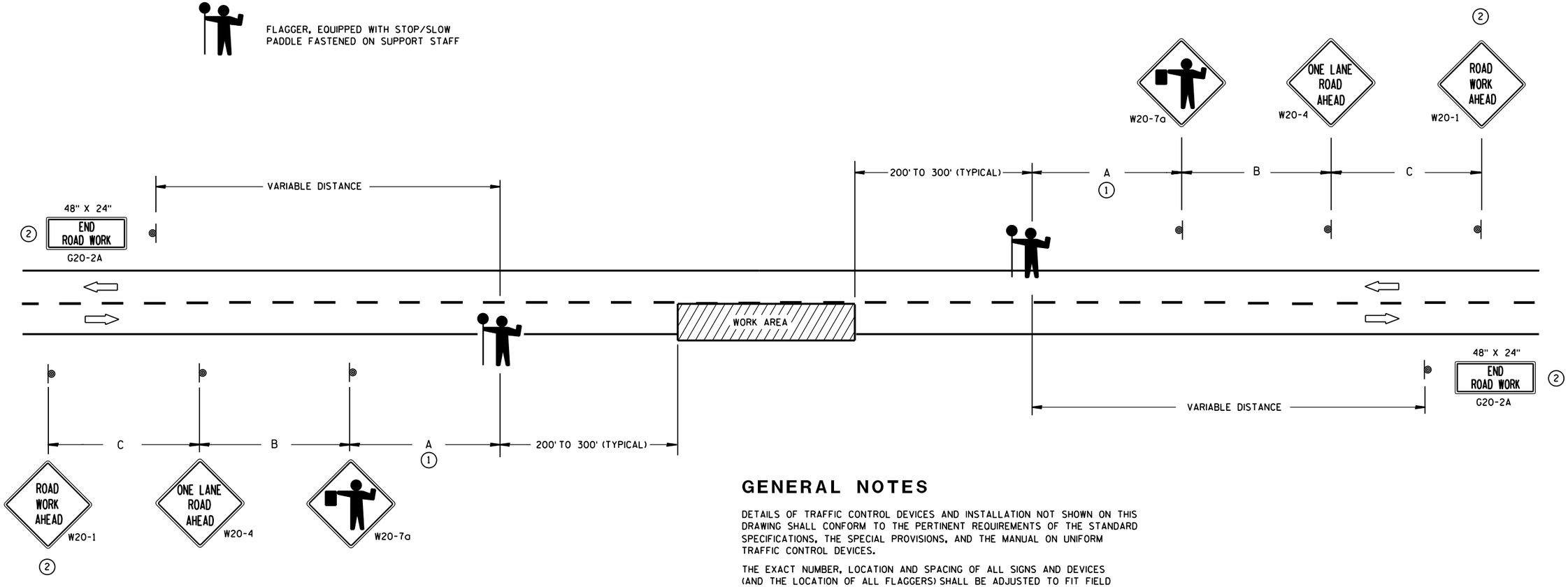
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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 NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

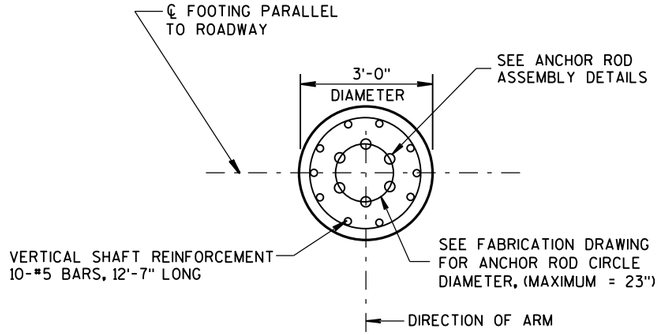
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

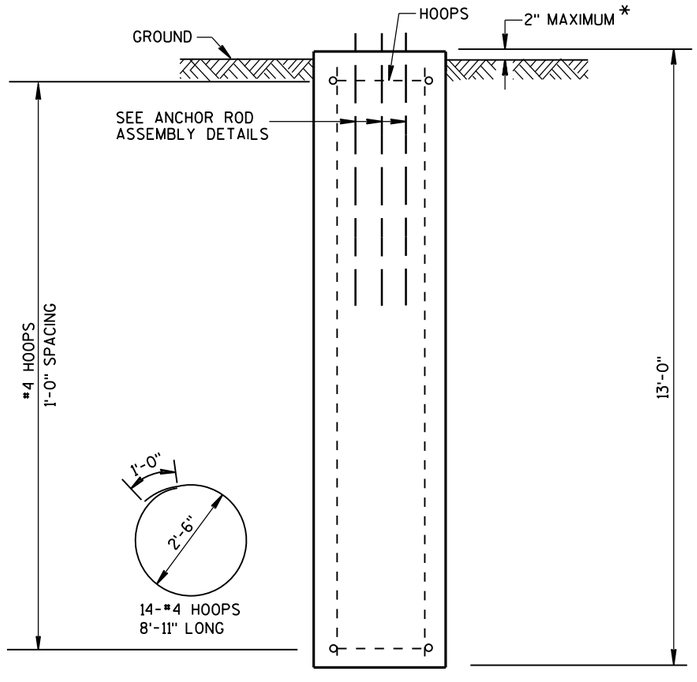
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

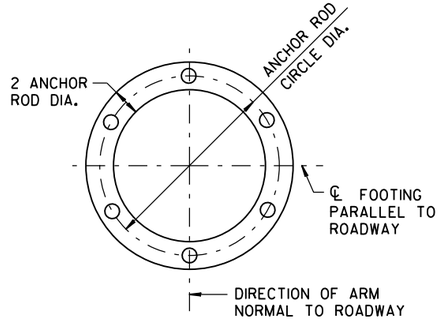
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



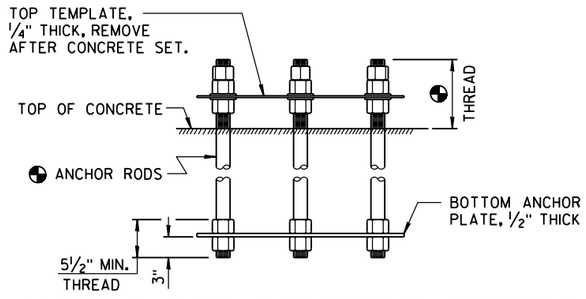
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

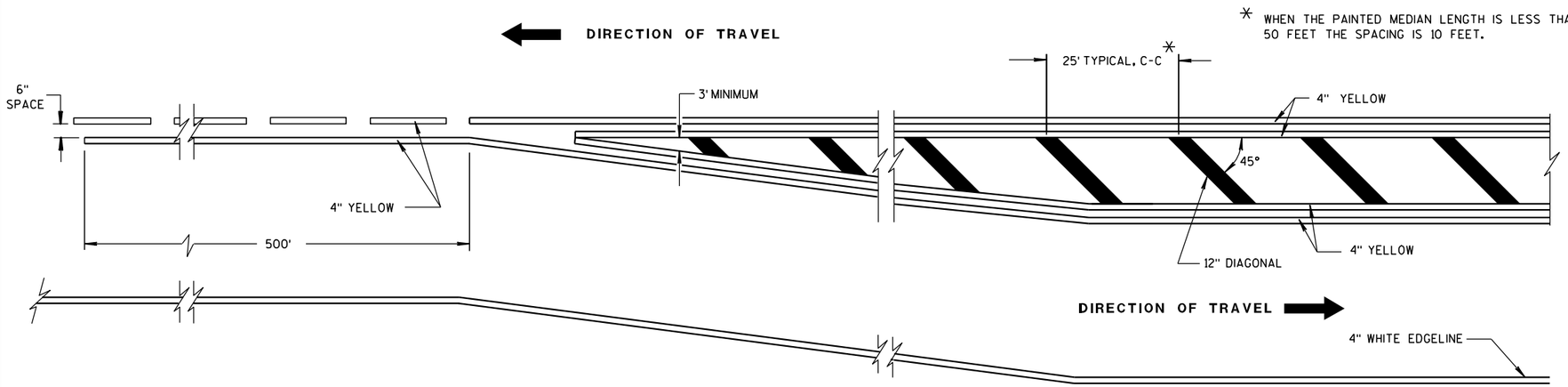
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

6

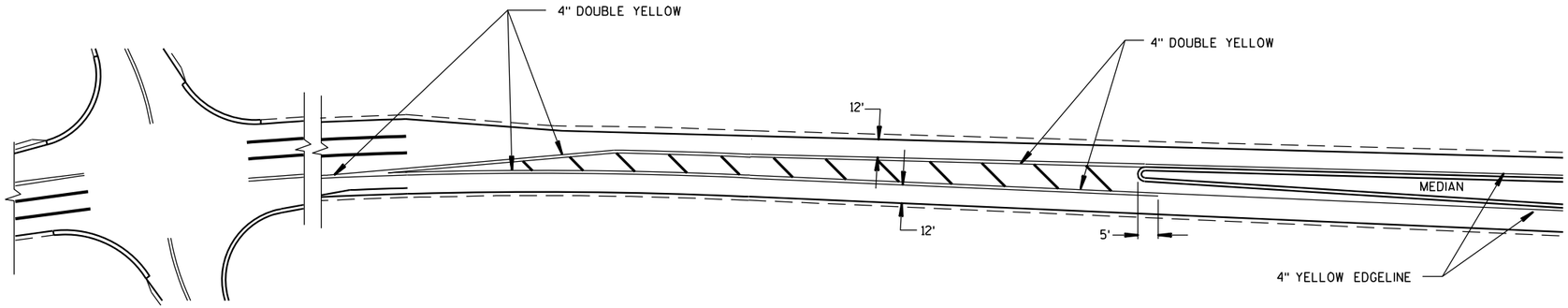
S.D.D. 15 C 15-5



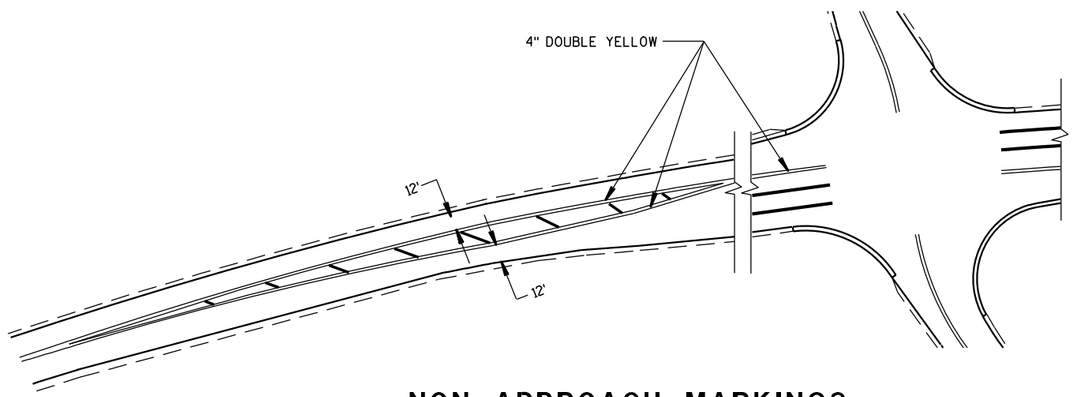
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

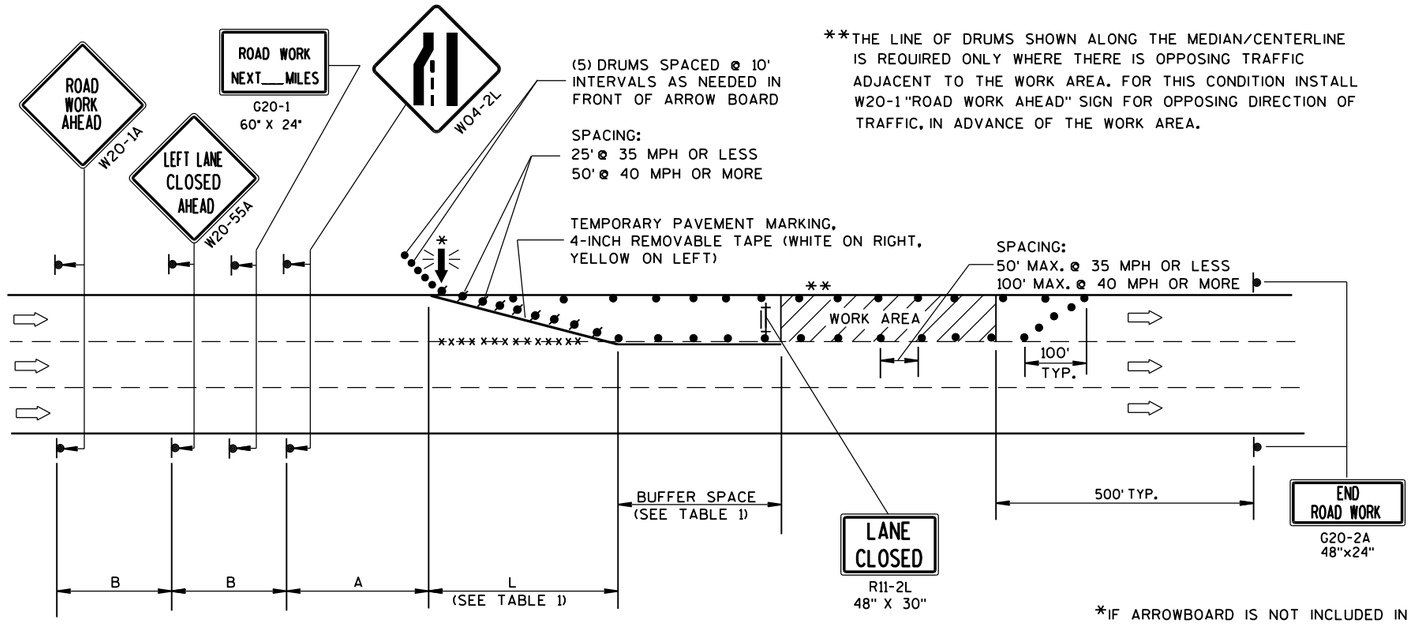
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	183 IGN

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

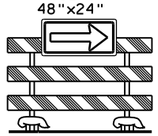


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

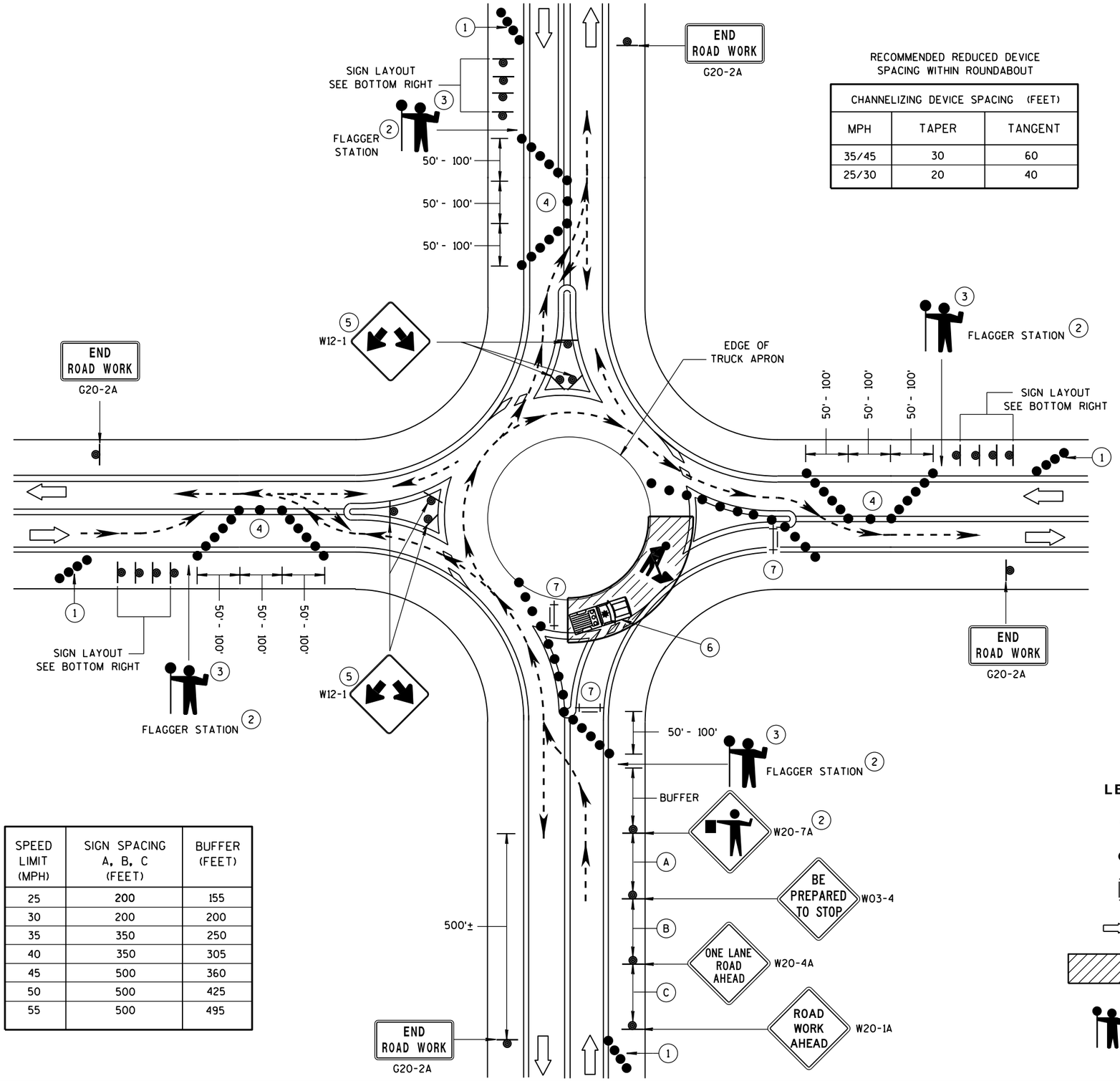
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

6

S.D.D. 15 D 20-4

6

S.D.D. 15 D 20-4



RECOMMENDED REDUCED DEVICE SPACING WITHIN ROUNDABOUT

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

SPEED LIMIT (MPH)	SIGN SPACING A, B, C (FEET)	BUFFER (FEET)
25	200	155
30	200	200
35	350	250
40	350	305
45	500	360
50	500	425
55	500	495

GENERAL NOTES

ALL SIGNS ARE 48"x48" BLACK ON ORANGE UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48"X48" SIGNS IF APPROVED BY THE ENGINEER.

REMOVE OR COVER CONFLICTING SIGNS.

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

ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.

FLAGGERS SHALL CONTROL TRAFFIC ON ALL APPROACHES OF THE ONE-LANE ROUNDABOUT. ONE FLAGGER SHALL BE DESIGNATED LEAD FLAGGER.

RADIO COMMUNICATION SHALL BE USED BY ALL FLAGGERS.

NIGHT TIME WORK REQUIRES ADDITIONAL LIGHTING AT FLAGGER STATION(S).

(1) PLACE A MINIMUM OF 4 DRUMS ON THE SHOULDER IN ADVANCE OF THE PCMS IN A TAPER FOR DELINEATION ON ALL APPROACHES TO THE ROUNDABOUT.

(2) ESTABLISH THE LIMITS OF THE WORK ZONE TO ENSURE THE MAXIMUM POSSIBLE SIGHT DISTANCE TO THE FLAGGER STATION.

(3) FLAGGERS SHALL BE IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

(4) ADJUST CHANNELIZING DEVICES TO ACCOMMODATE FOR TURNING RADIUS OF LARGE VEHICLES AS DIRECTED BY THE ENGINEER.

(5) GUIDE SIGN WITH ROAD NAMES MAY BE USED IN LIEU OF THE DOUBLE ARROW (W12-1) SIGN.

(6) BUFFER VEHICLE RECOMMENDED TO SHEILD WORK AREA.

(7) TYPE III BARRICADES WITH ROAD CLOSED SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

TRAFFIC CONTROL, 2-LANE ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

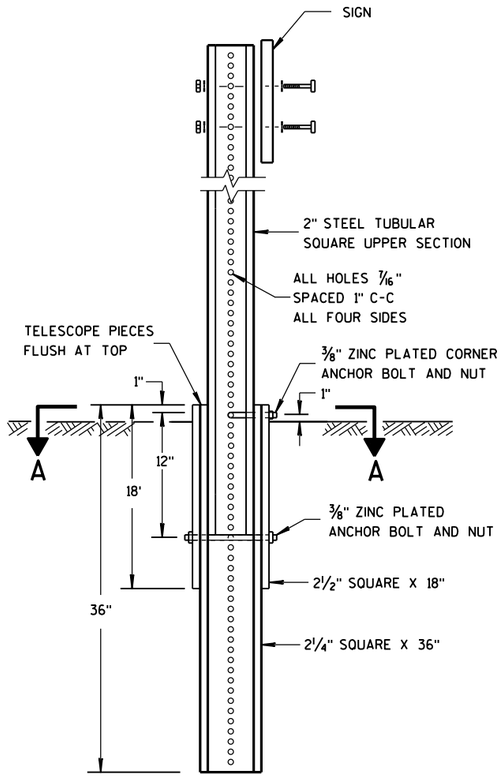
APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZOI SAFETY ENGIN IC
FHWA

6

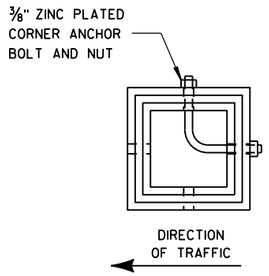
S.D.D. 15 D 37-2

6

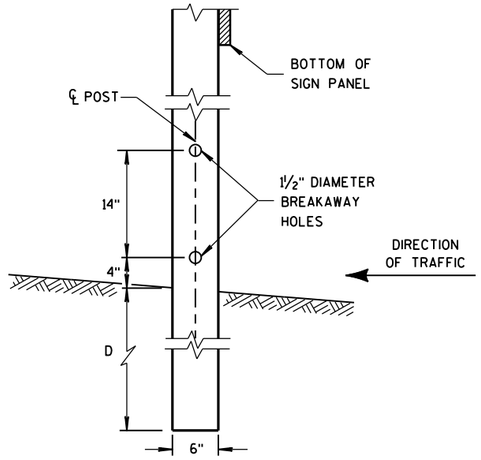
S.D.D. 15 D 37-2



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



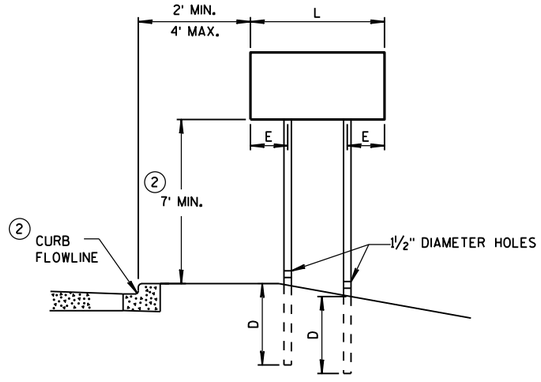
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

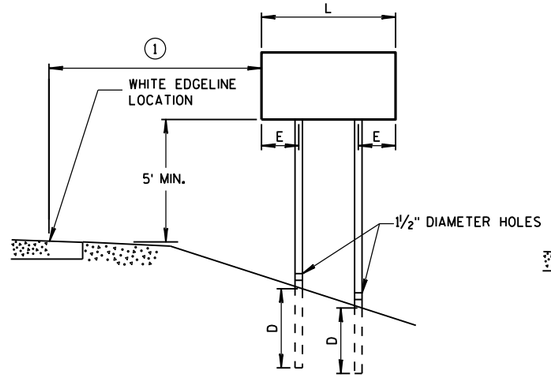
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

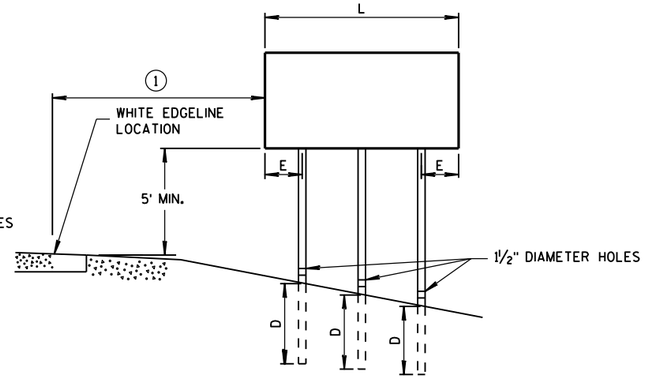
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

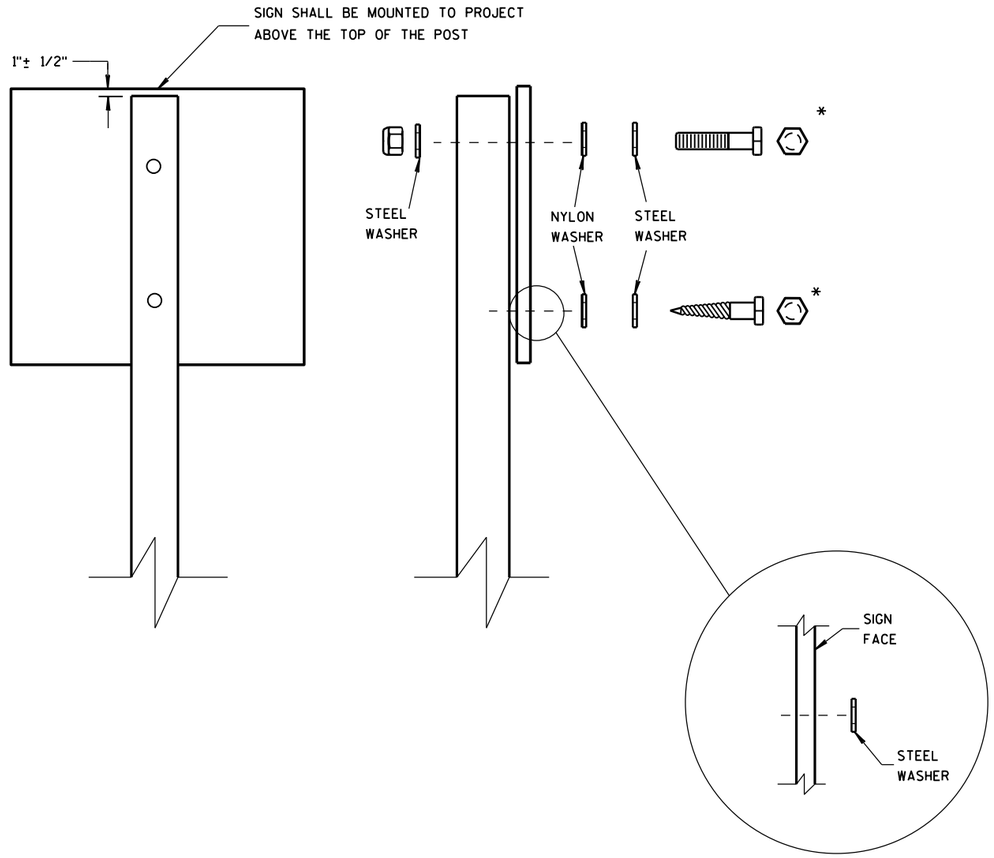
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

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

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

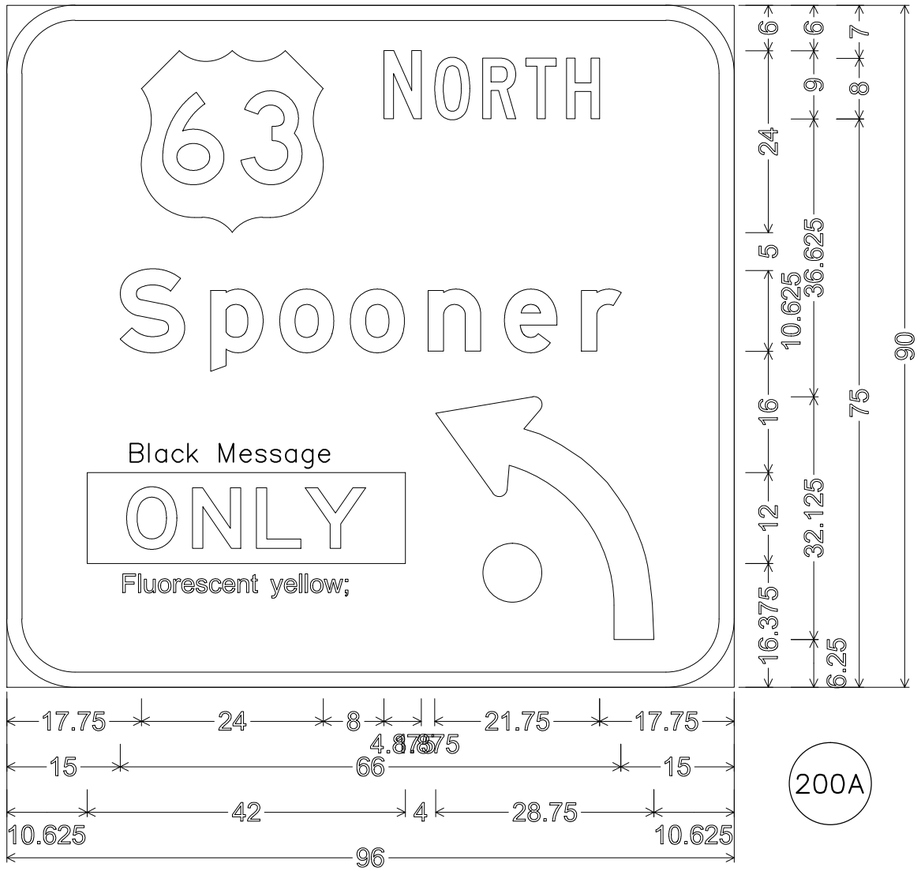
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

SIGN

NOTES

1. Sign is Type I – Type SH Reflective
2. Color:
   Background – Green except as noted
   Message – White except as noted
3. Message Series – E Modified except as noted

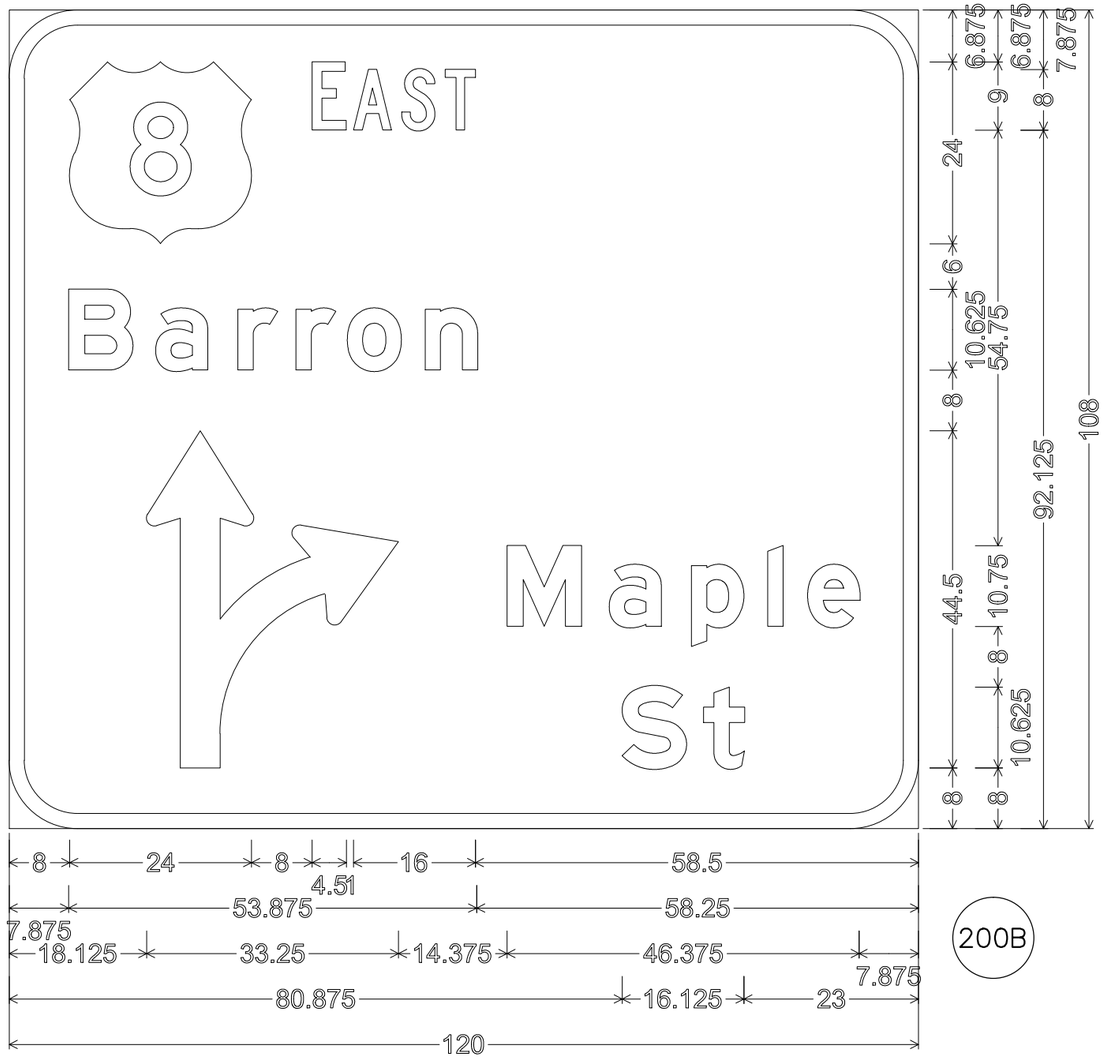


200A

9.000" Radius, 2.000" Border

"NORTH" C

E6–54L

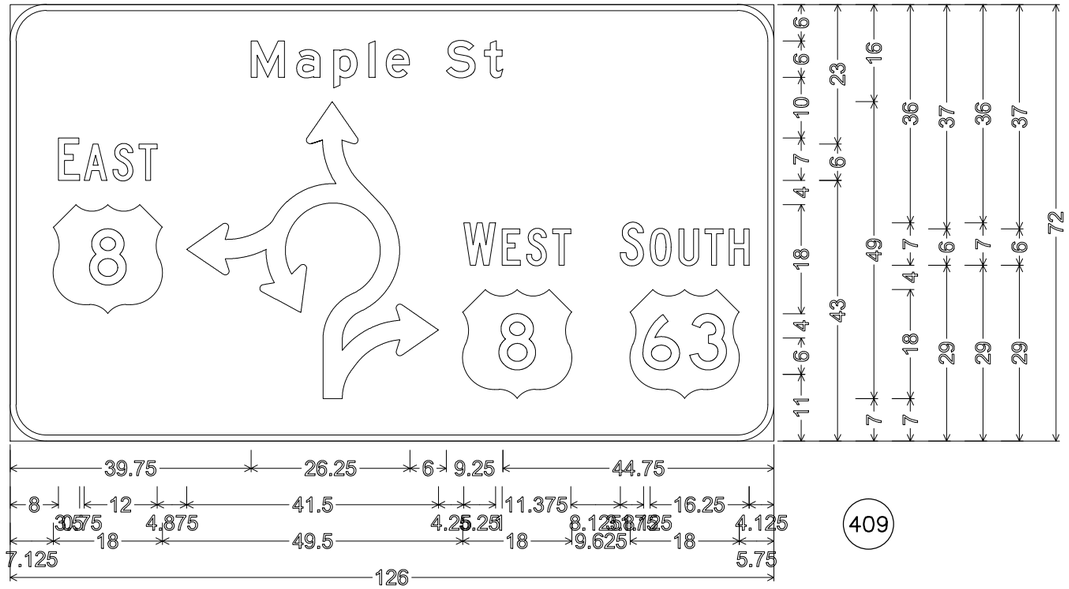


200B

9.000" Radius, 2.000" Border

"EAST" C

E6–53



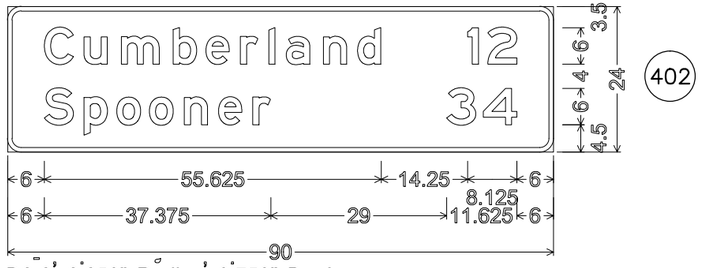
409

6.000" Radius, 1.000" Border,
"Maple" E; "St" E; "EAST" C; "WEST" C; "SOUTH" C

D1-62

NOTES

1. Sign is Type II – Type H Reflective
2. Color:
   Background – Green
   Message – White
3. Message Series – E

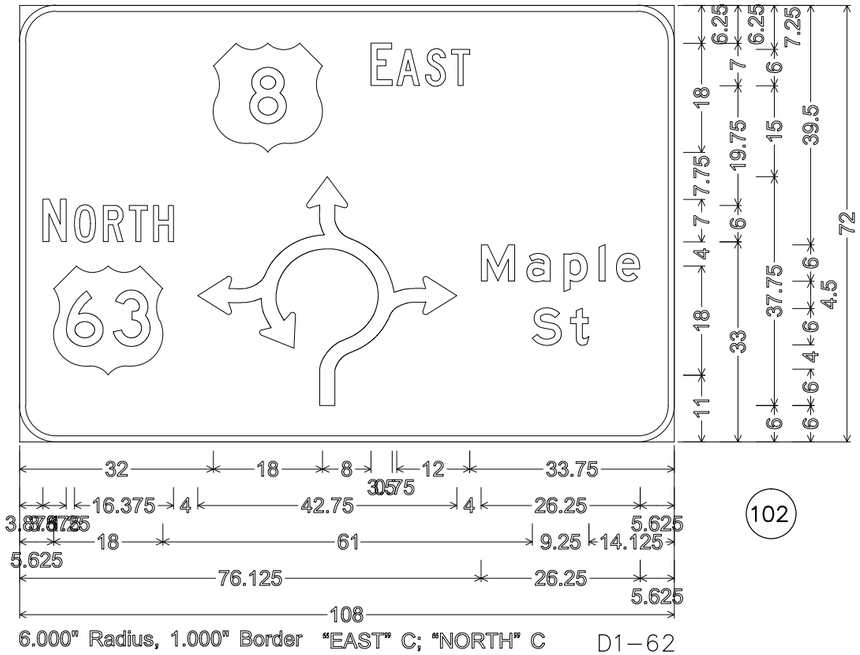


402

D2-2; 2.250" Radius, 0.750" Border

209

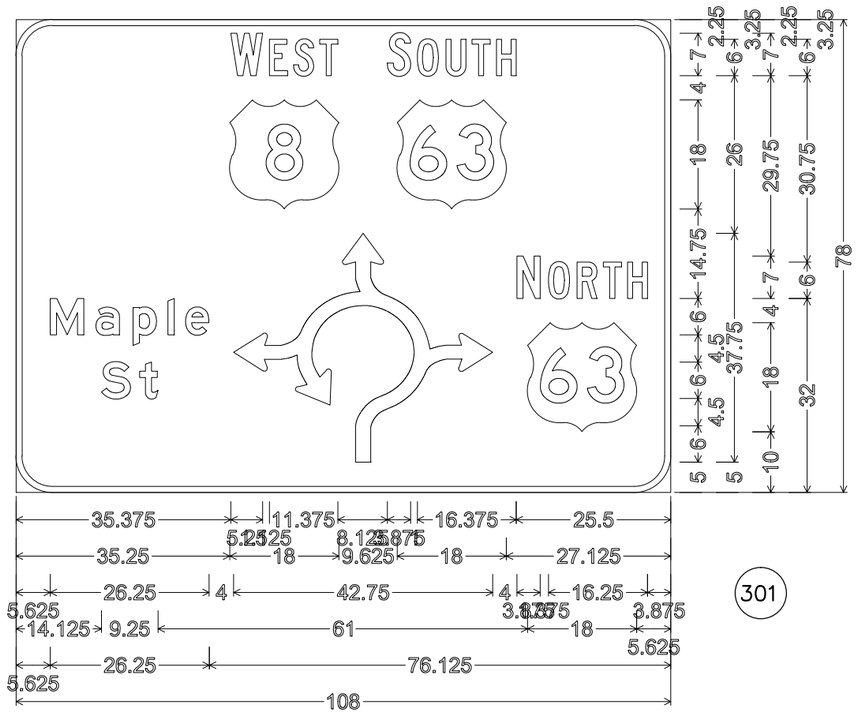
D1-3; 2.250" Radius, 0.750" Border,



102

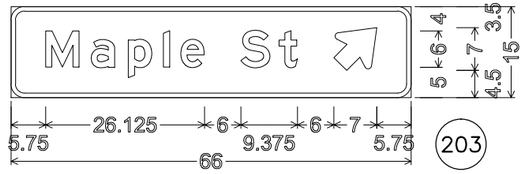
6.000" Radius, 1.000" Border "EAST" C; "NORTH" C

D1-62



301

6.000" Radius, 1.000" Border,
"WEST" C; "SOUTH" C; "NORTH" C D1–62

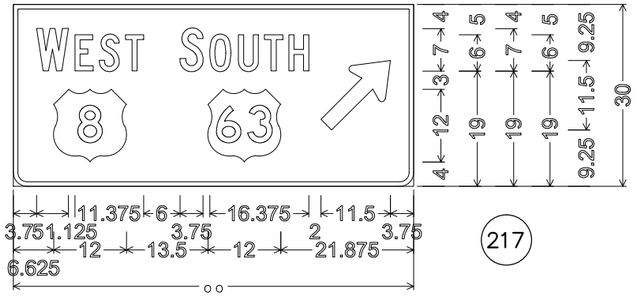


203

D1-1;
2.250" Radius, 0.750" Border

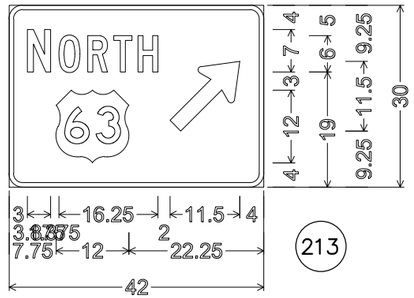
NOTES

1. Sign is Type II – Type H Reflective
2. Color:
   Background – Green
   Message – White
3. Message Series – E



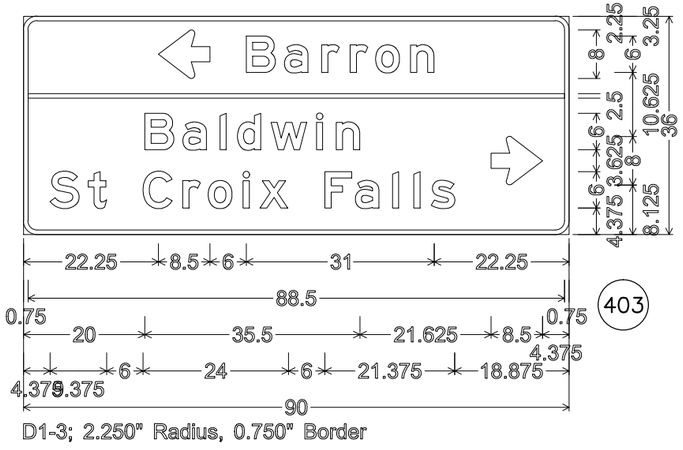
217

2.250" Radius, 0.750"
"WEST" C; "SOUTH" C; D1–2



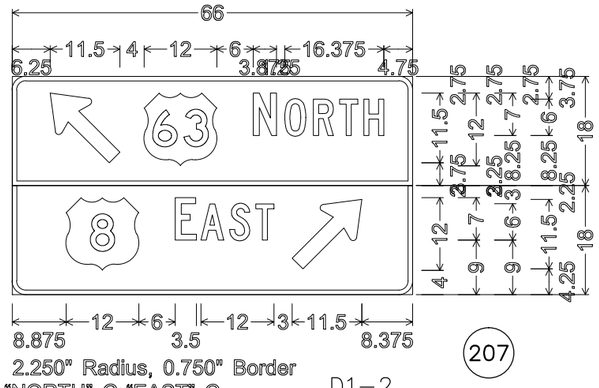
213

2.250" Radius, 0.750" Border,
"NORTH" C; D1–2



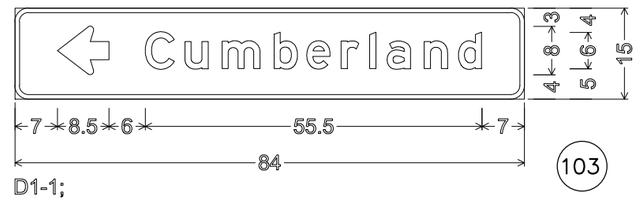
403

D1-3; 2.250" Radius, 0.750" Border



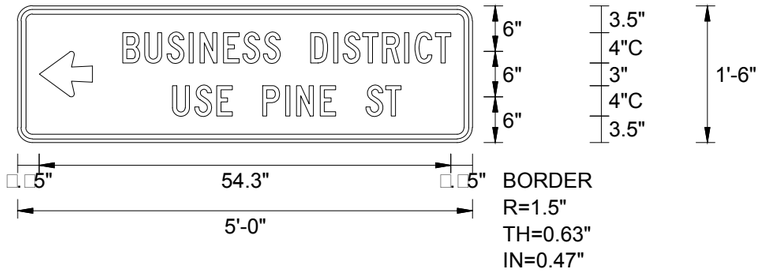
207

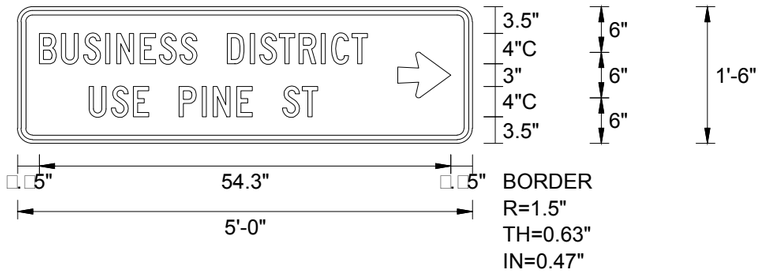
2.250" Radius, 0.750" Border
"NORTH" C; "EAST" C D1–2



103

D1-1;
2.250" Radius, 0.750" Border





NOTES

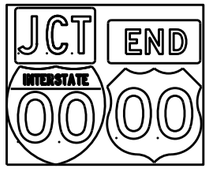
1. Sign is Type II - Type F Reflective - reference WIS DOT Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

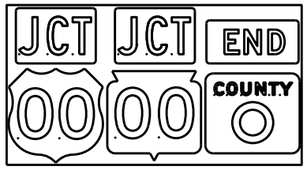
7

TYPICAL ASSEMBLIES

J1-1

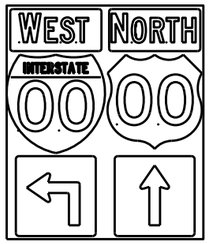


J1-2

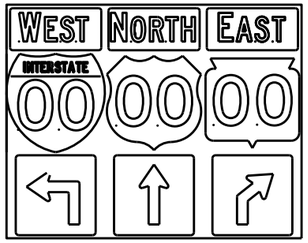


J1-3

J2-1



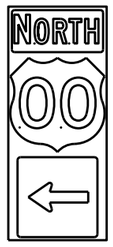
J2-2



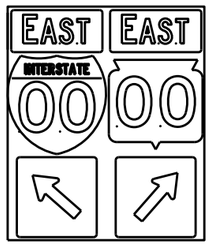
J2-3

JV

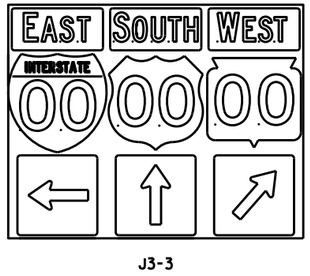
(Typical Vertical J-Assembly
See Note 10 and 11)



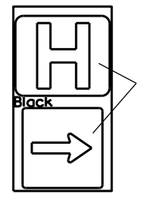
J3-1



J3-2

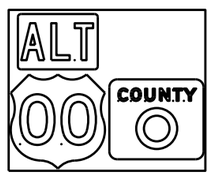


J3-3

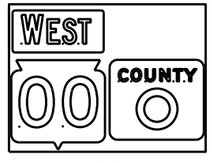


JH-1

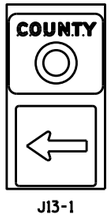
J4-1



J4-2



J4-2



J13-1

J12-1

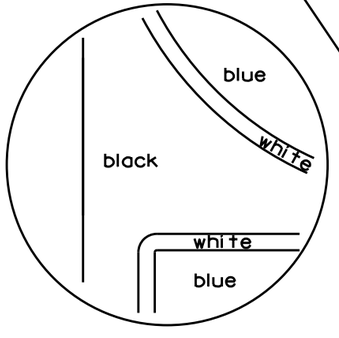
J32-1

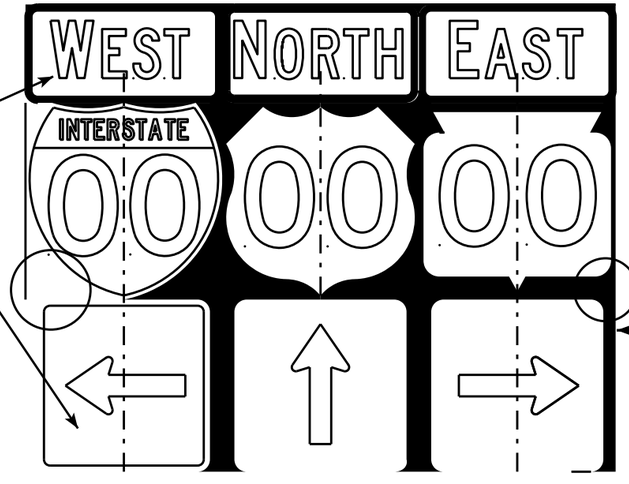
J33-1

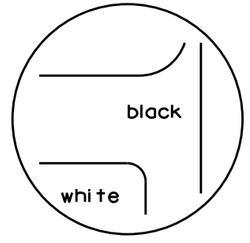
J23-1

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

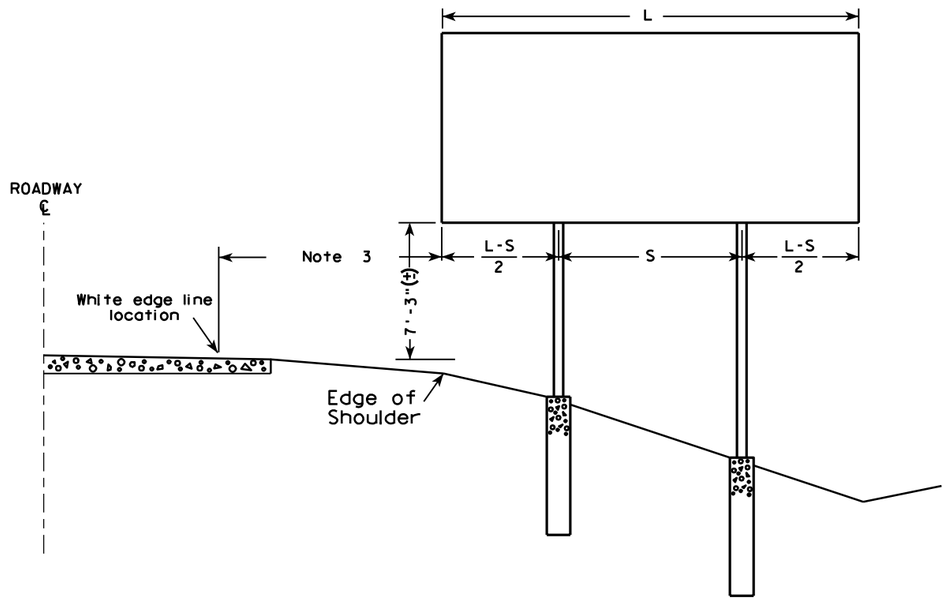
WISCONSIN DEPT OF TRANSPORTATION

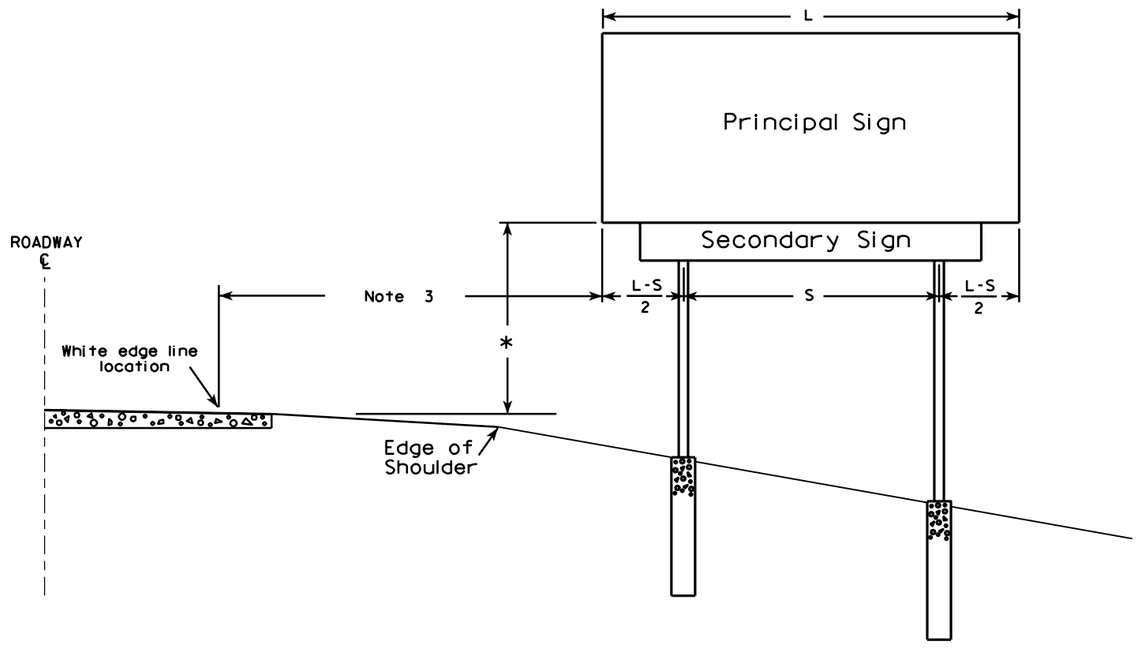
APPROVED Matthew R Rauch
for State Traffic Engineer

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





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION OF TYPE I SIGNS

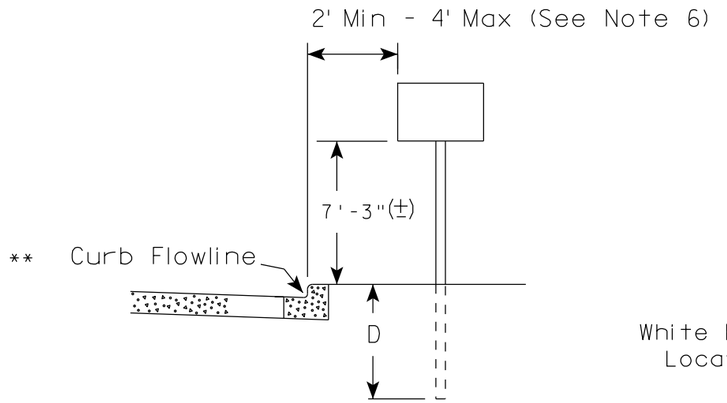
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

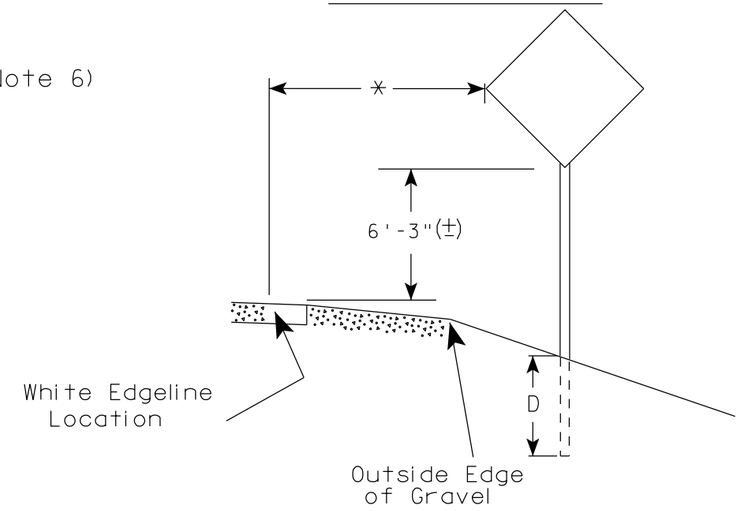
DATE 4/02/08 PLATE NO. A4-1.9

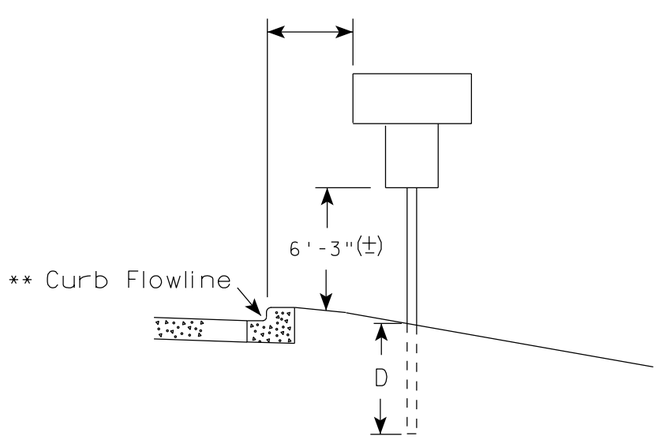
PROJECT NO:				SHEET NO: 193	E

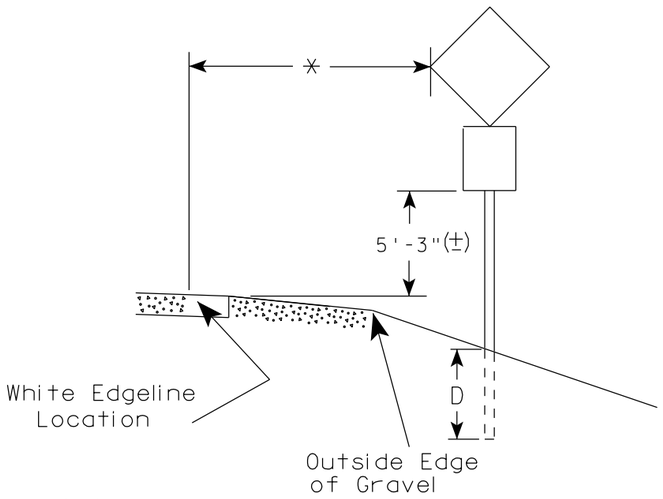
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

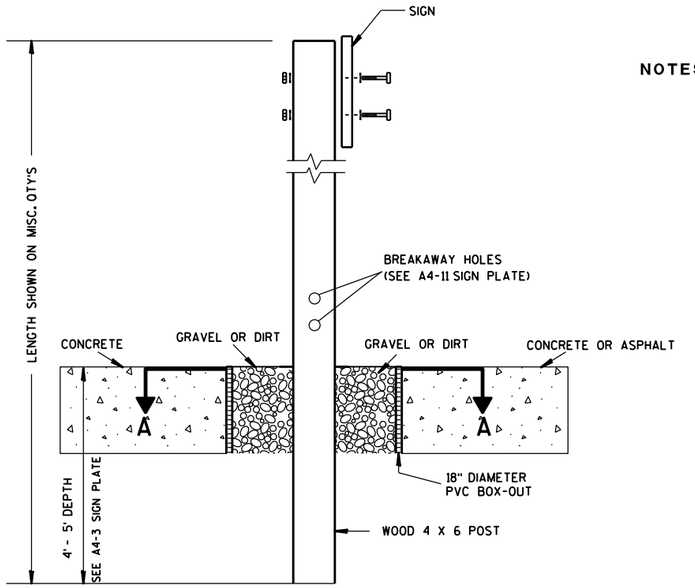
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

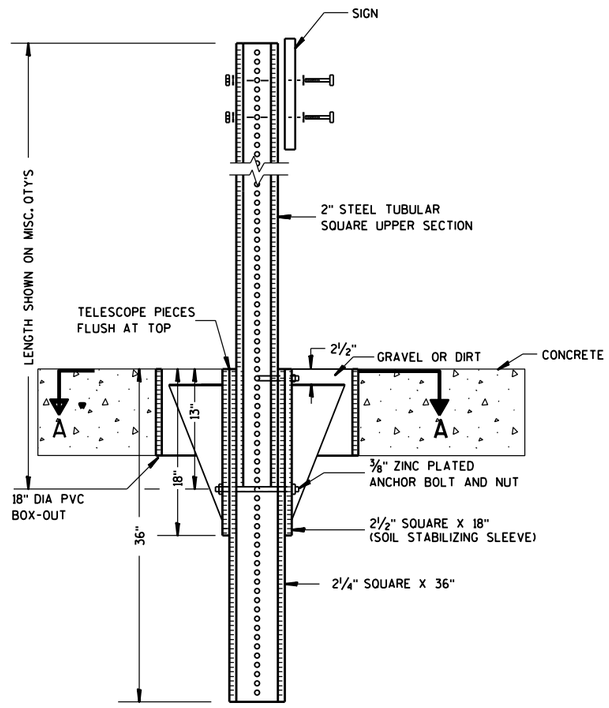
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

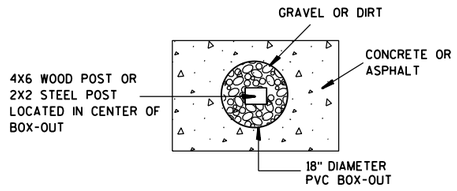
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

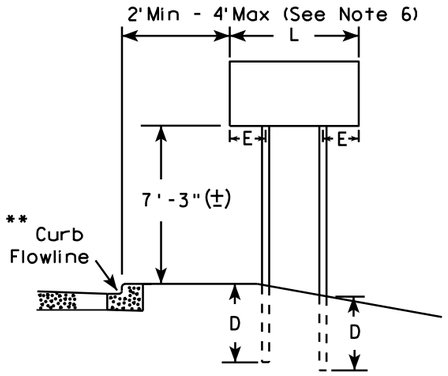
APPROVED Matthew R Rauch
for State Traffic Engineer

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

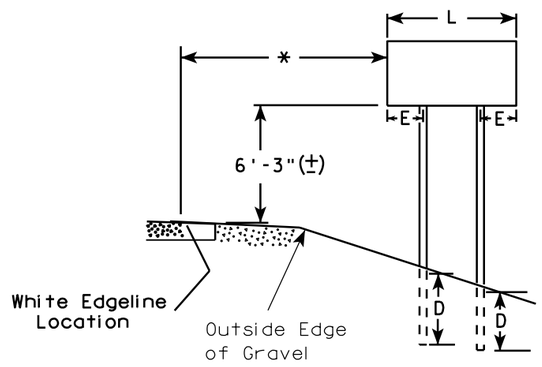
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

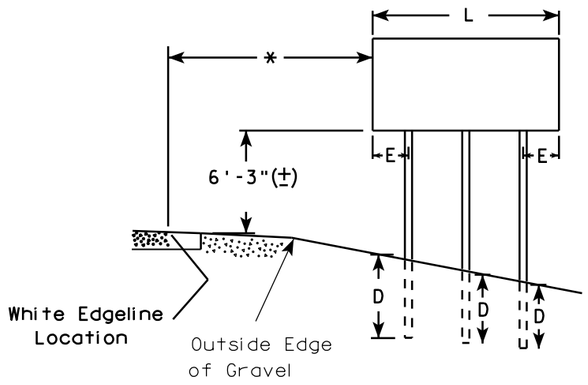
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

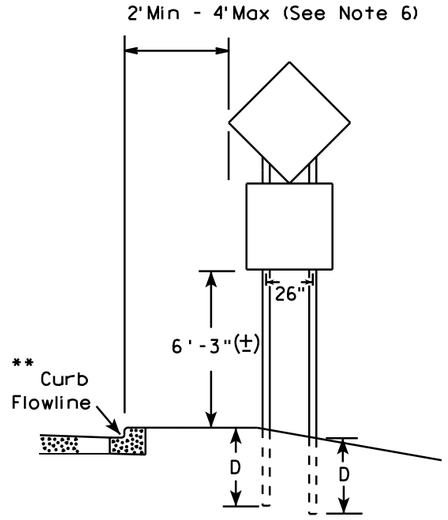
URBAN AREA



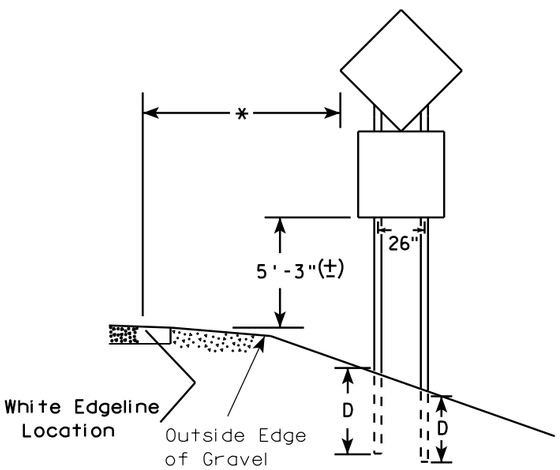
RURAL AREA (See Note 3)







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 and 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 7/23/15 PLATE NO. A4-4 14

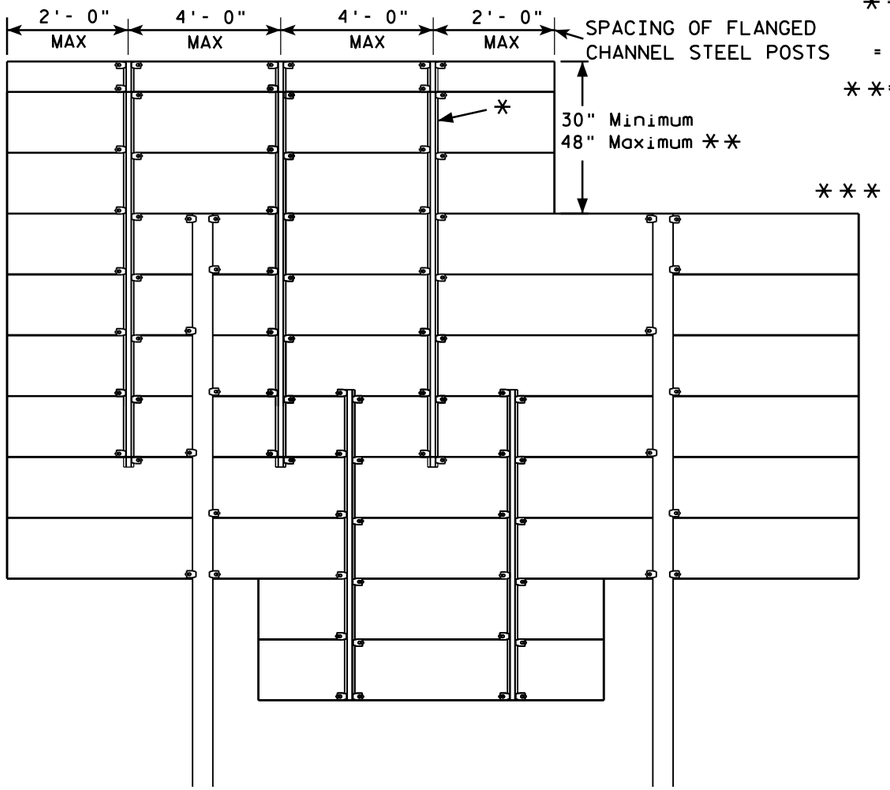
196

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

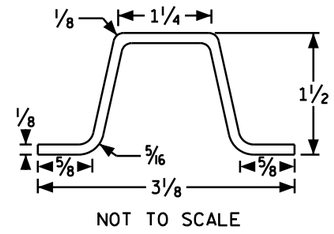


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

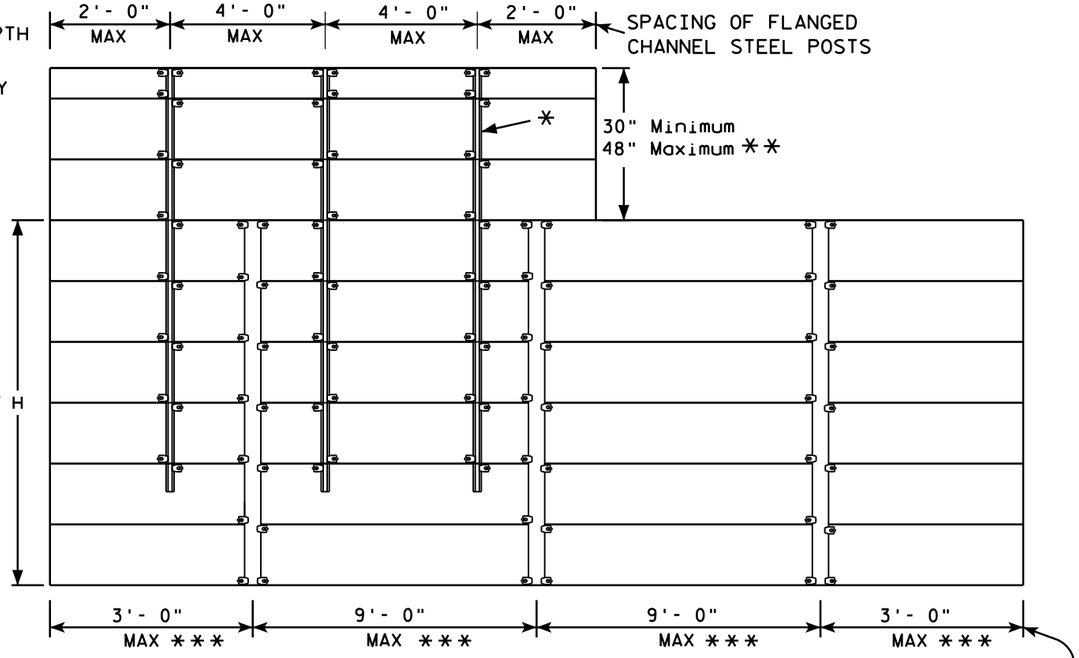
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

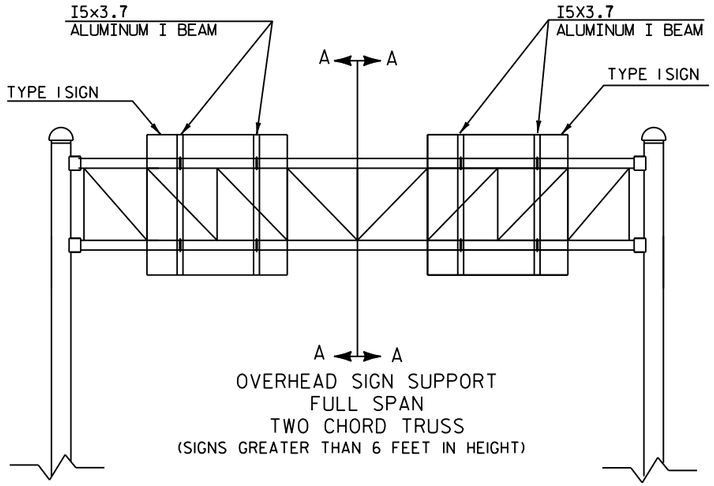
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

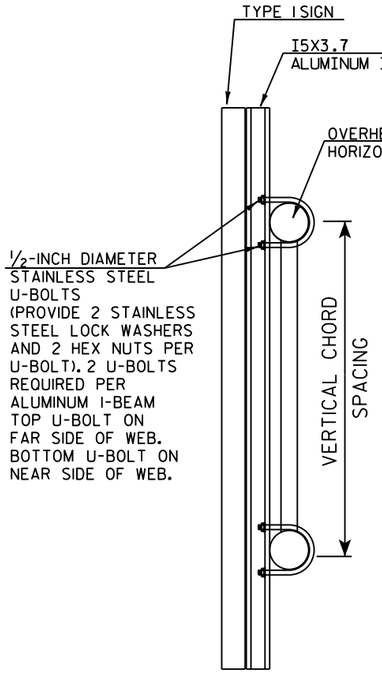
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 197 A4-6.12

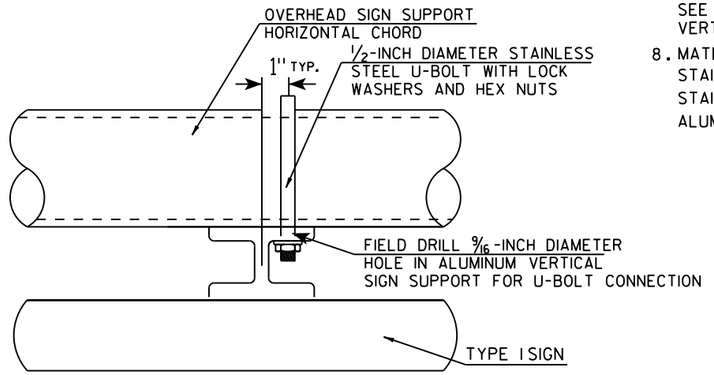
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



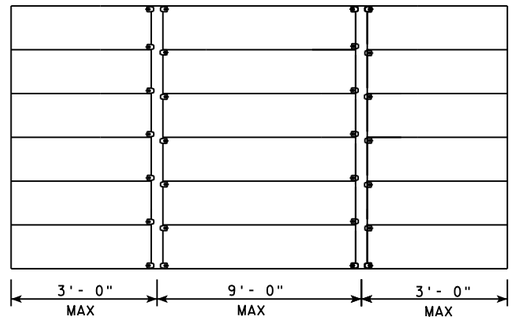
CUT SECTION A-A



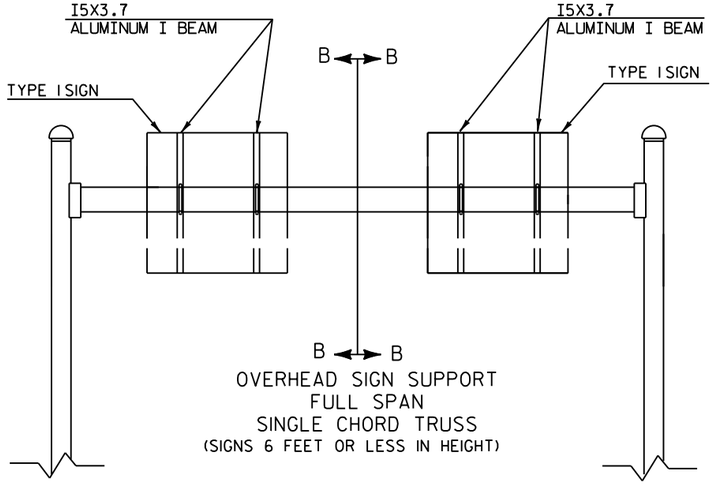
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

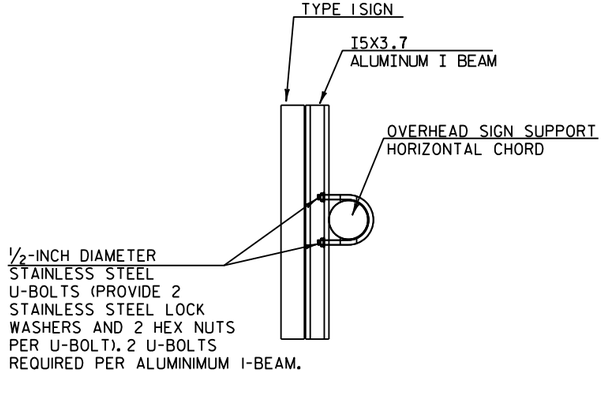
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



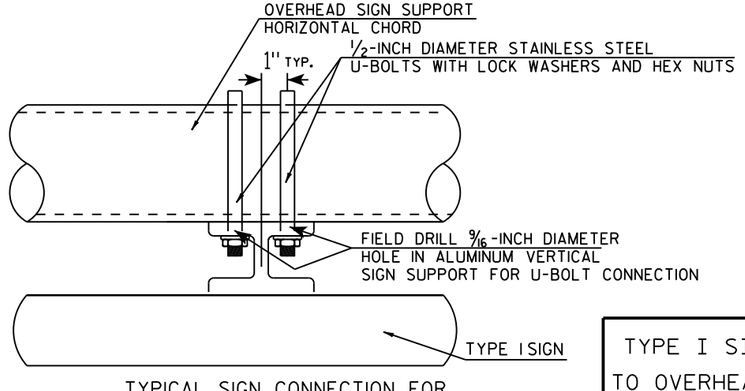
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

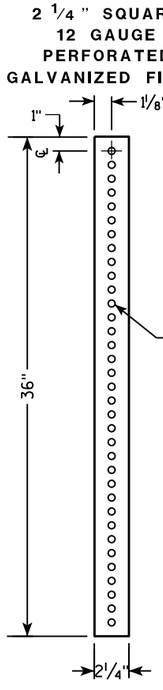
DATE 11/10/15 PLATE NO. A4-7,4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

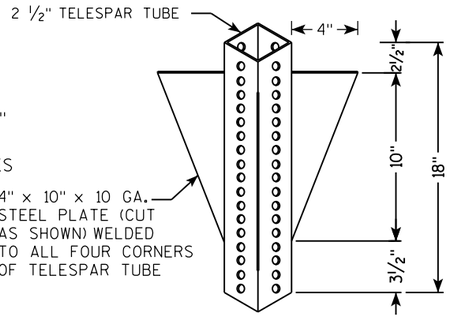
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

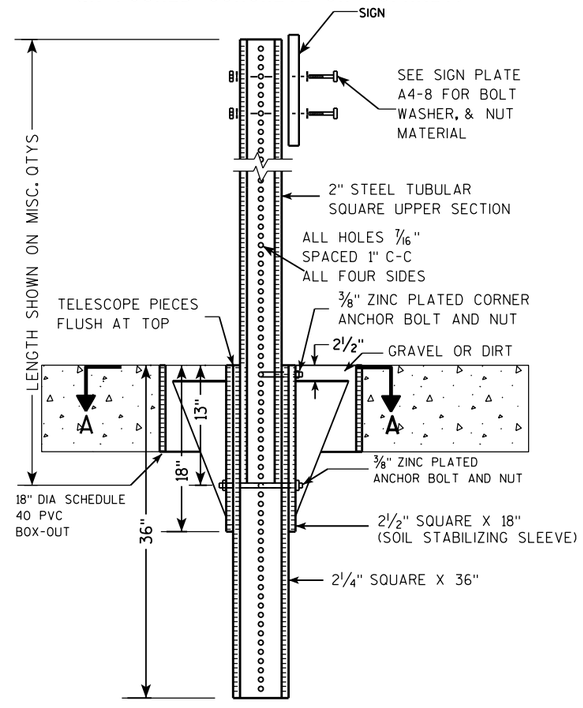
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



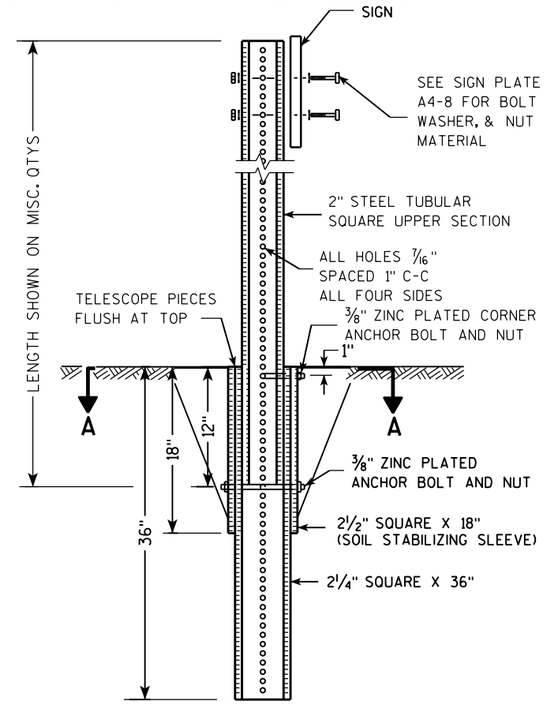
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

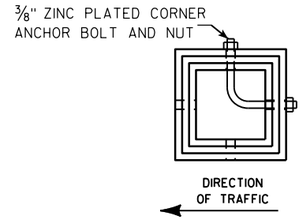


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

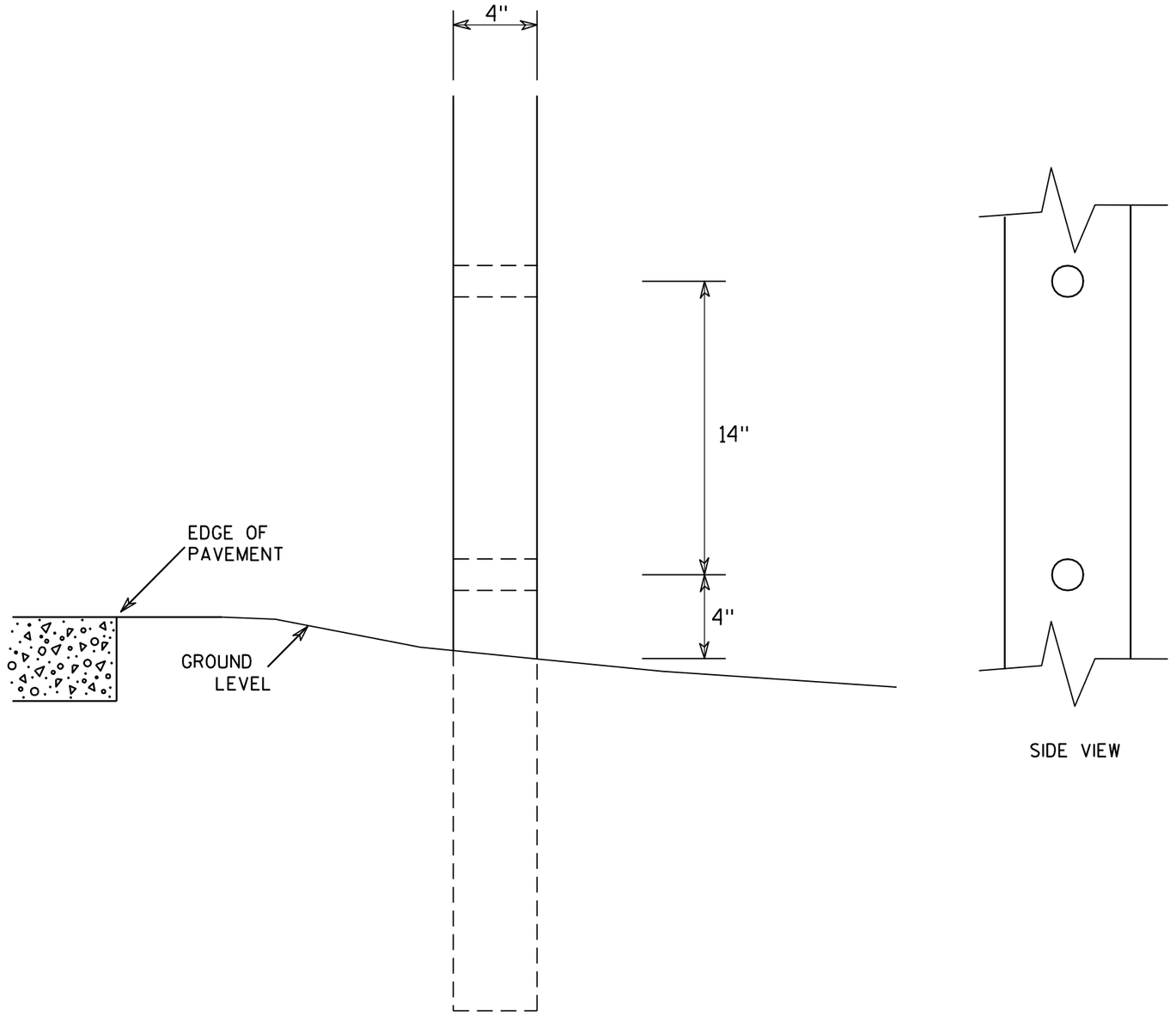
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

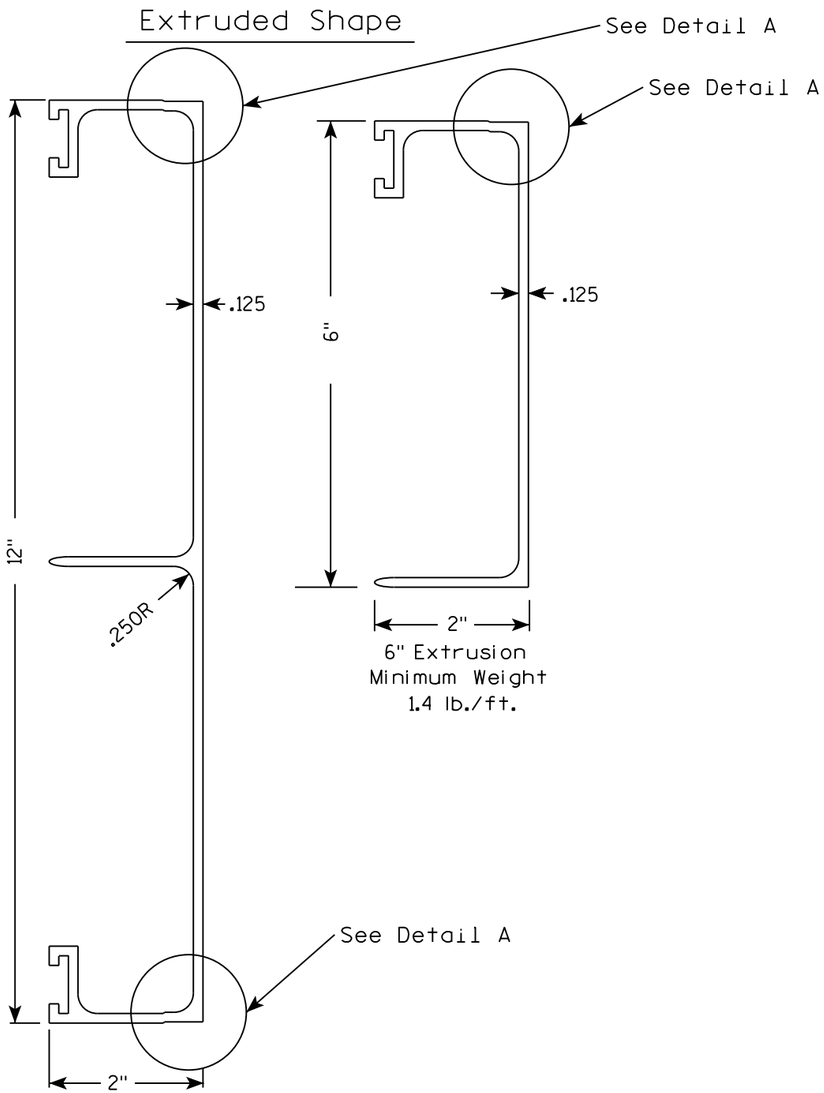
WISCONSIN DEPT OF TRANSPORTATION

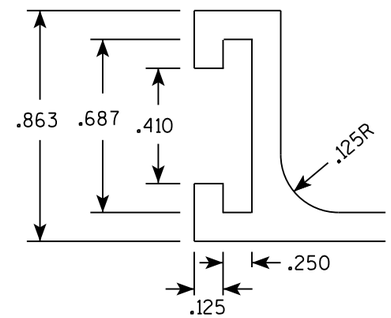
APPROVED Chester J Spang for State Traffic Engineer

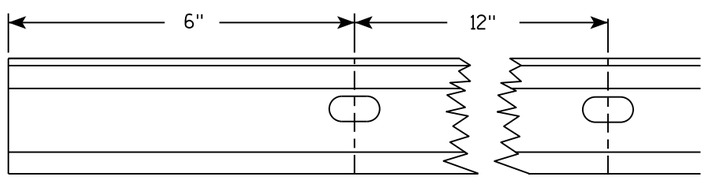
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	E

Extruded Shape







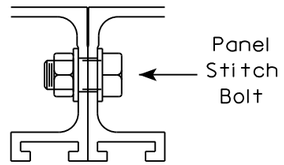
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

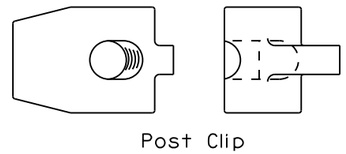
The hardware includes:

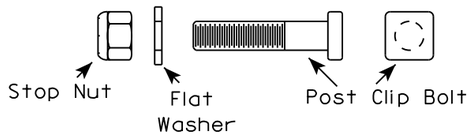
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

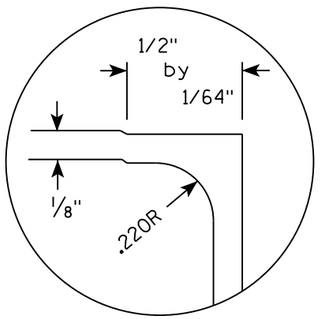
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

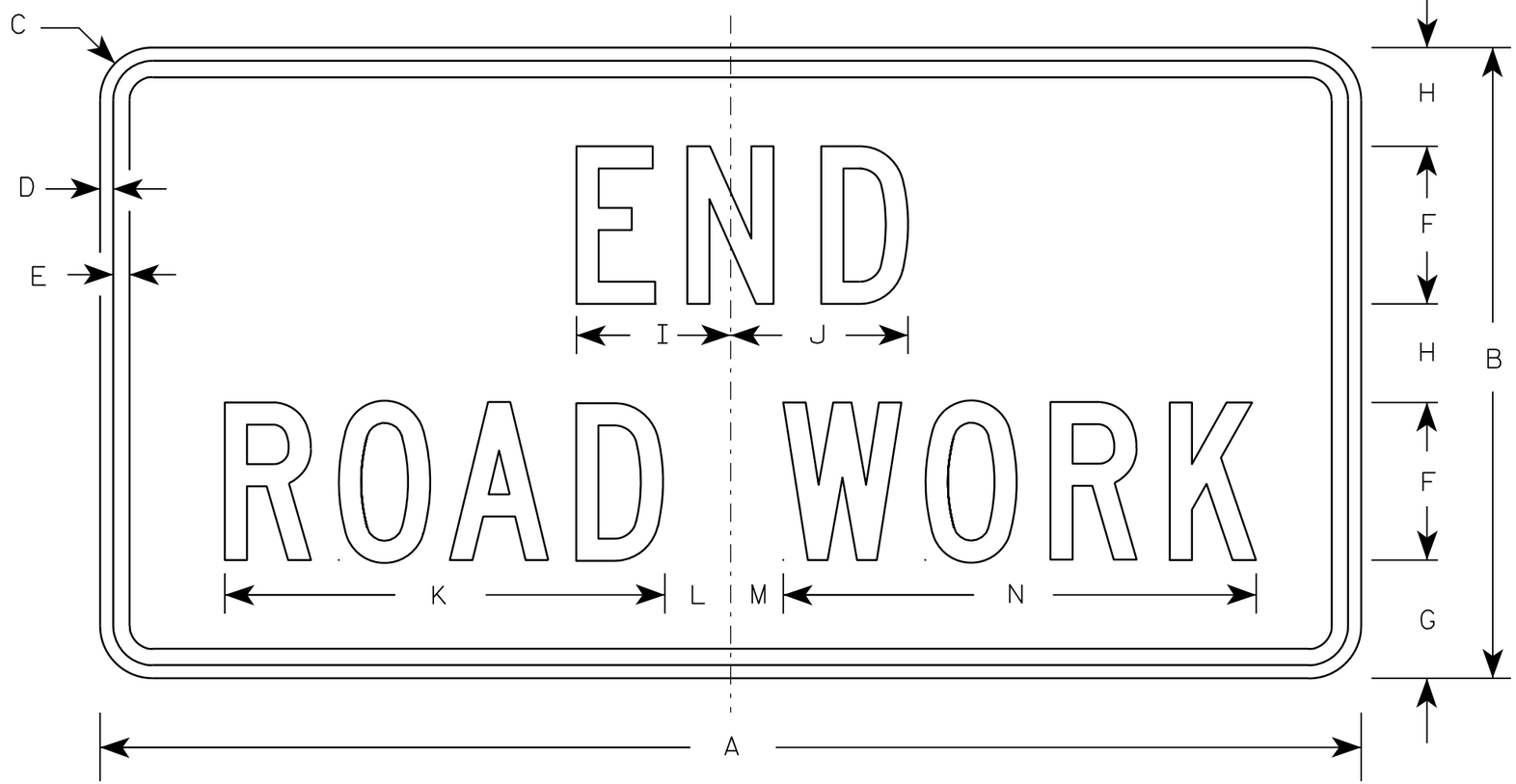
ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 201	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

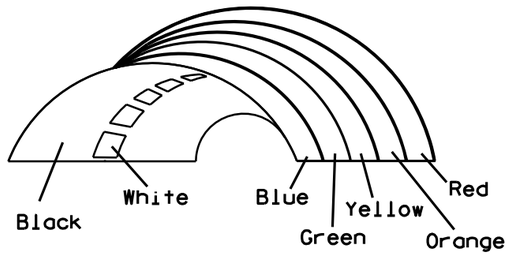
DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	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 - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

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	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

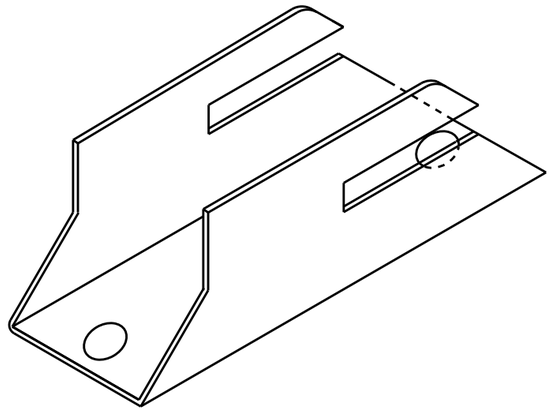
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203

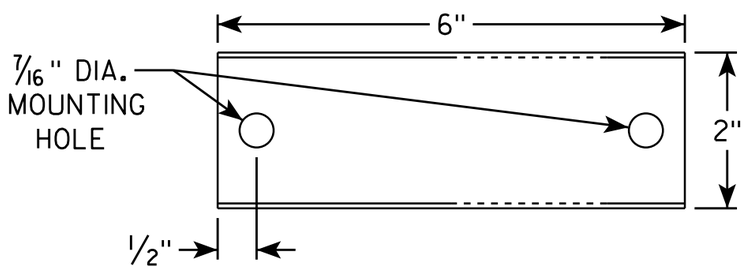
NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

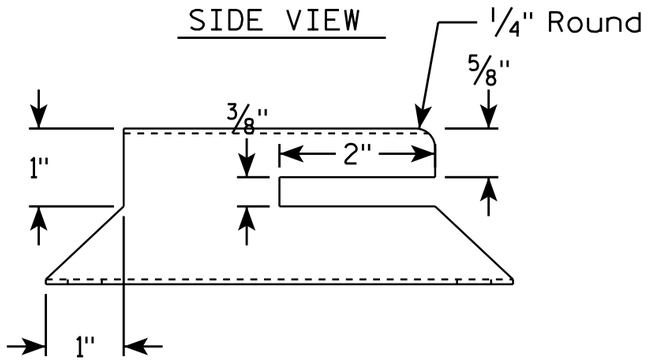
ISOMETRIC VIEW



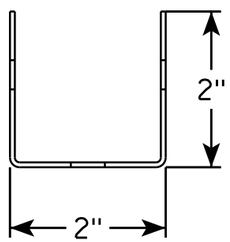
TOP VIEW



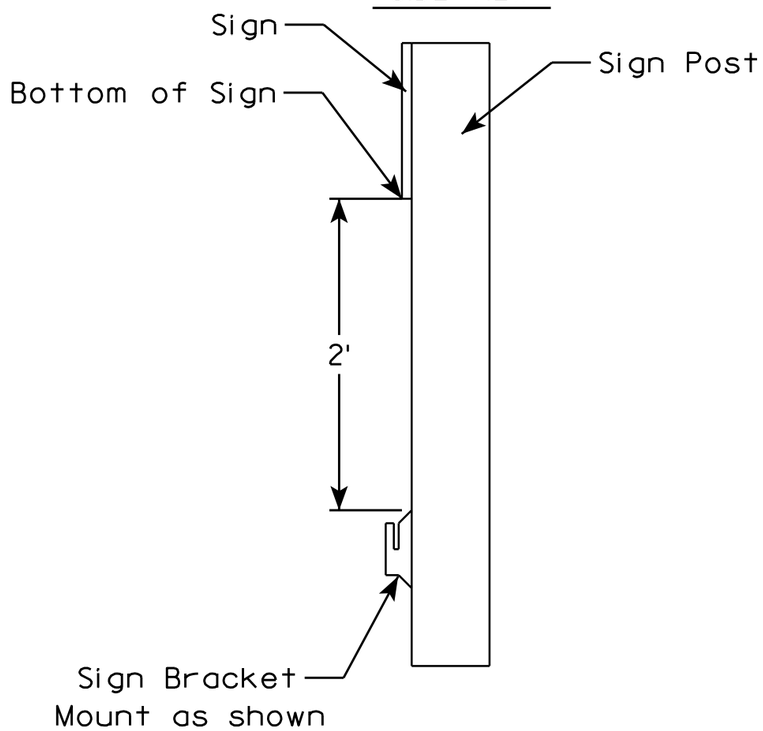
SIDE VIEW



END VIEW



SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

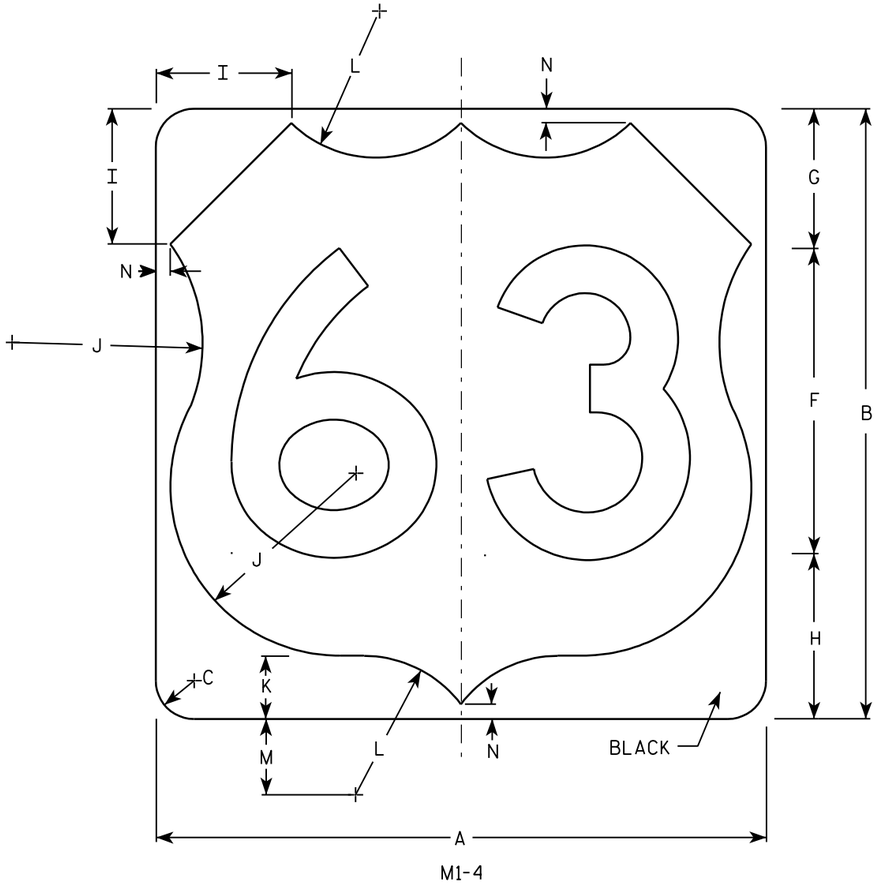
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/16 PLATE I55-56B.2

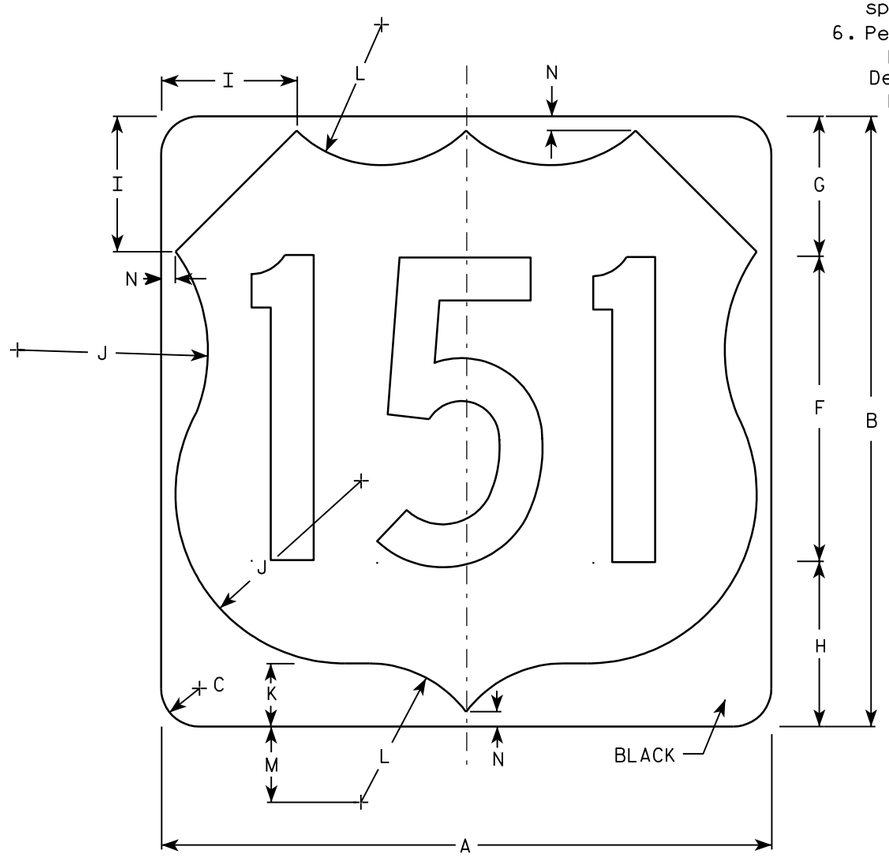
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

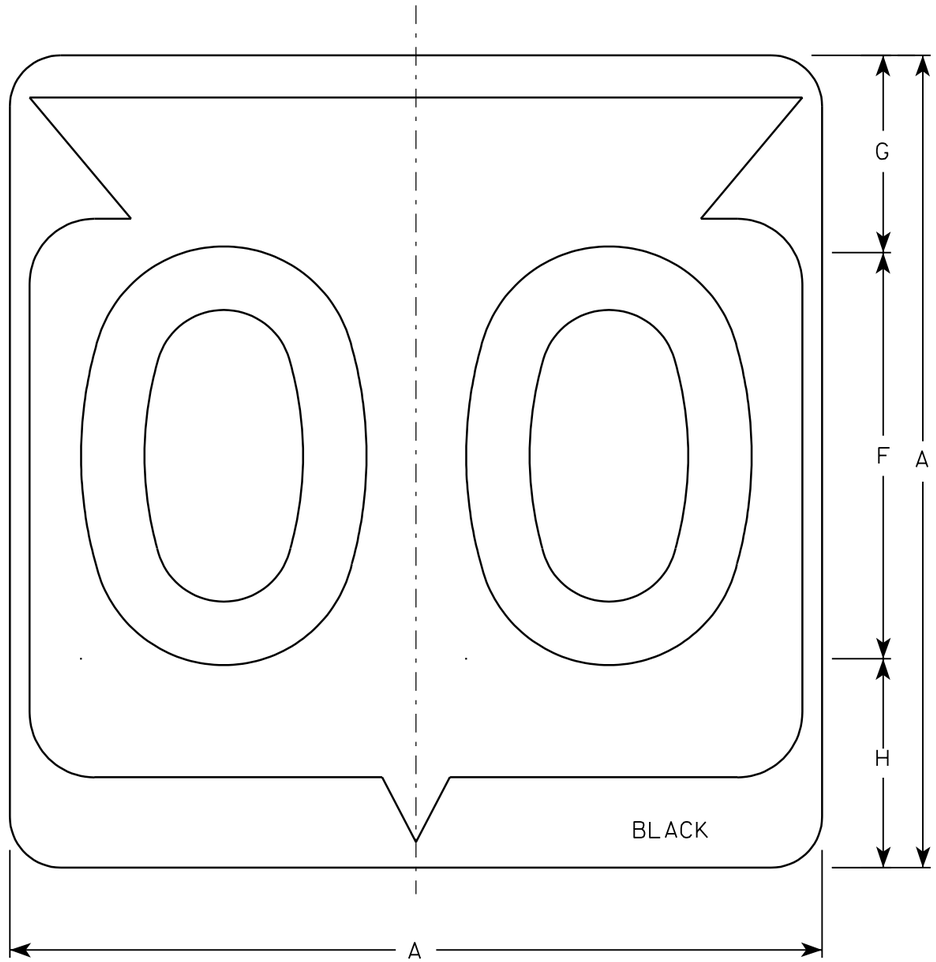
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

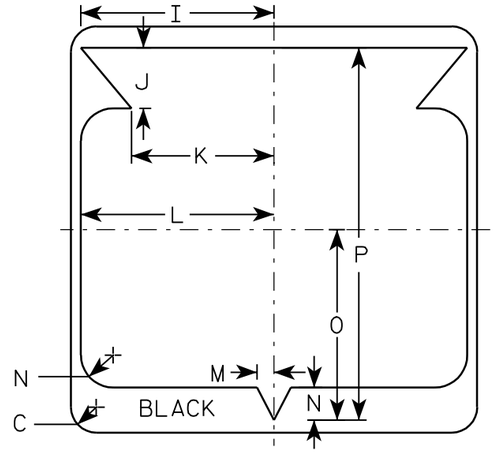
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

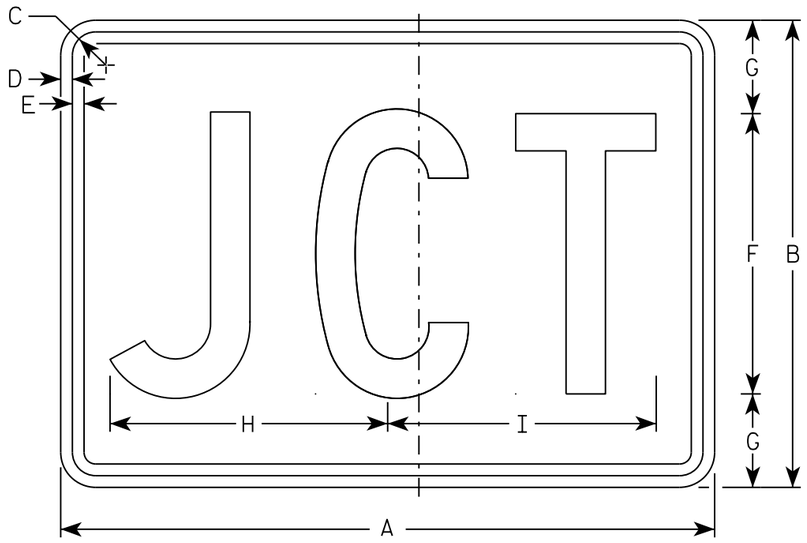
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

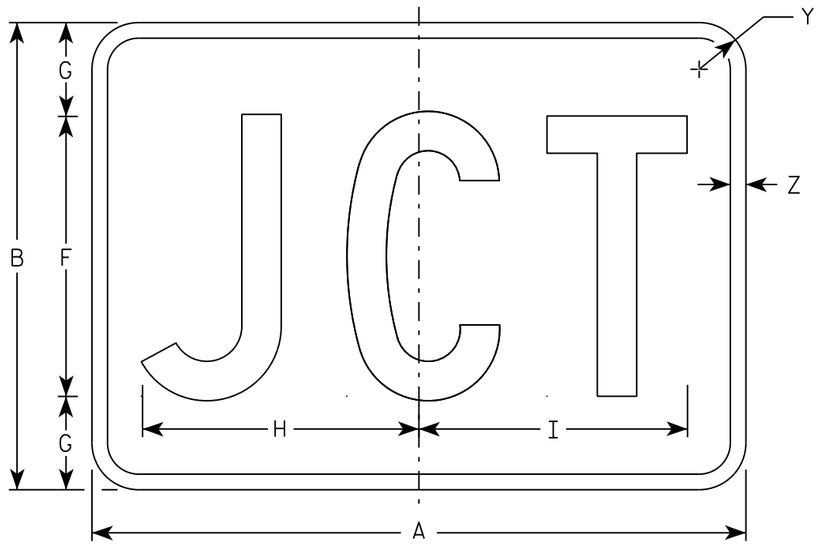
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

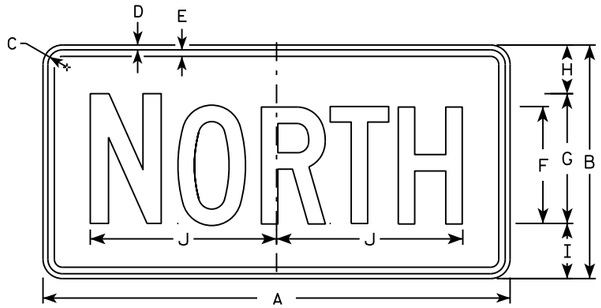
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

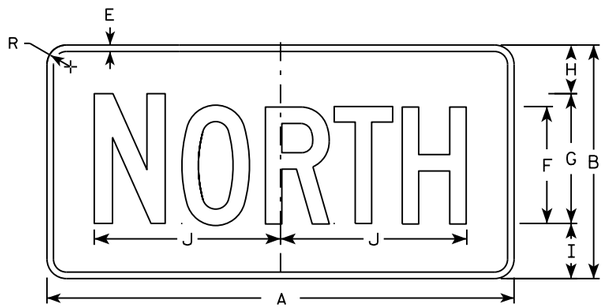
DATE 10/15/15 PLATE 207 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



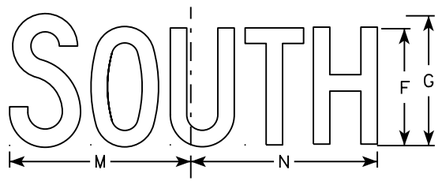
M3-1
MM3-1
MP3-1



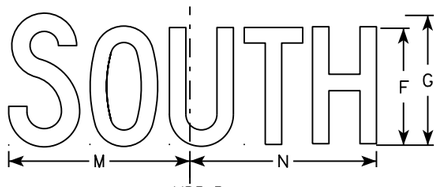
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

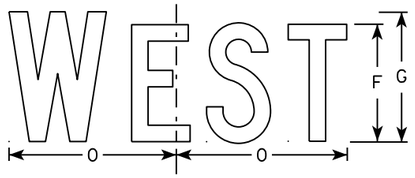
MB3-2
MK3-2
MN3-2



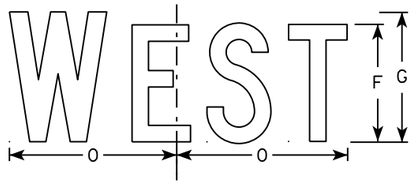
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

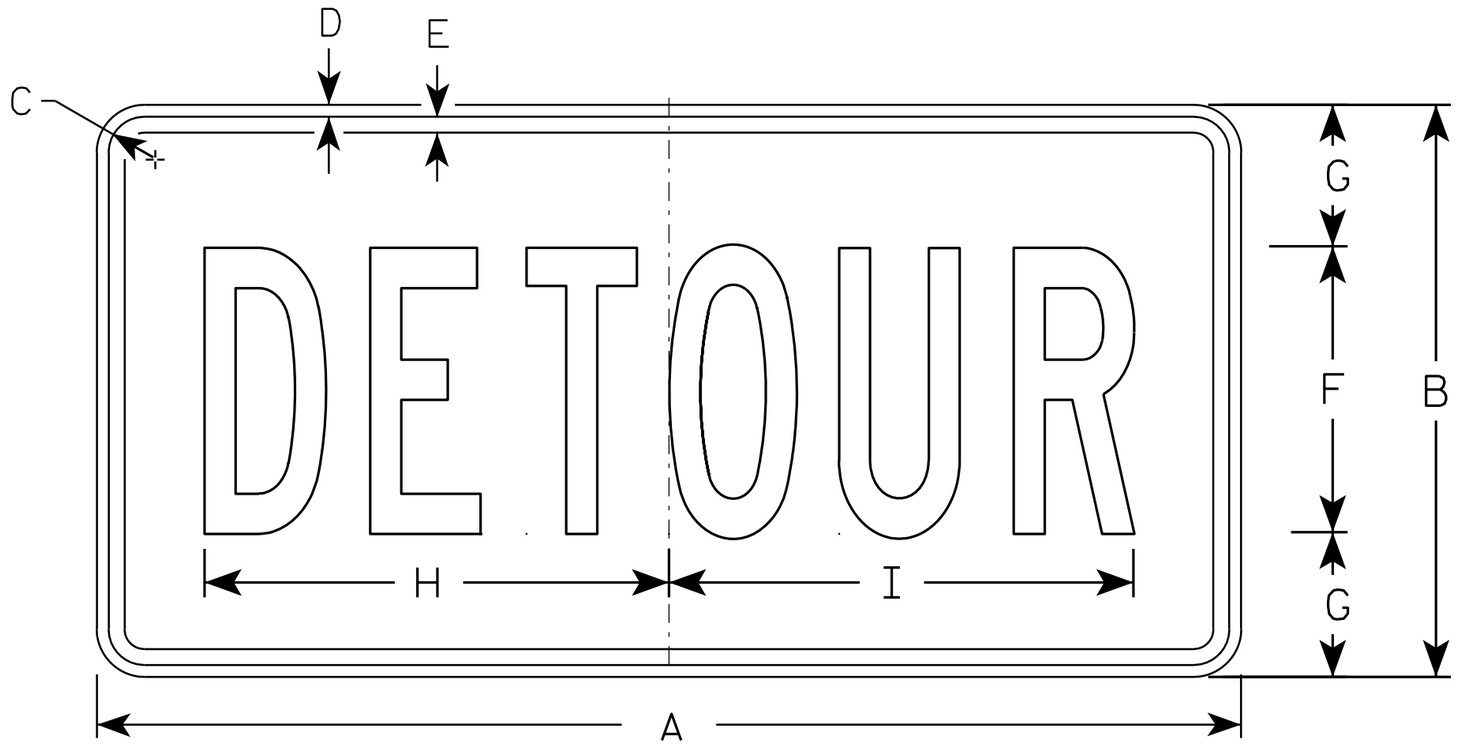
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

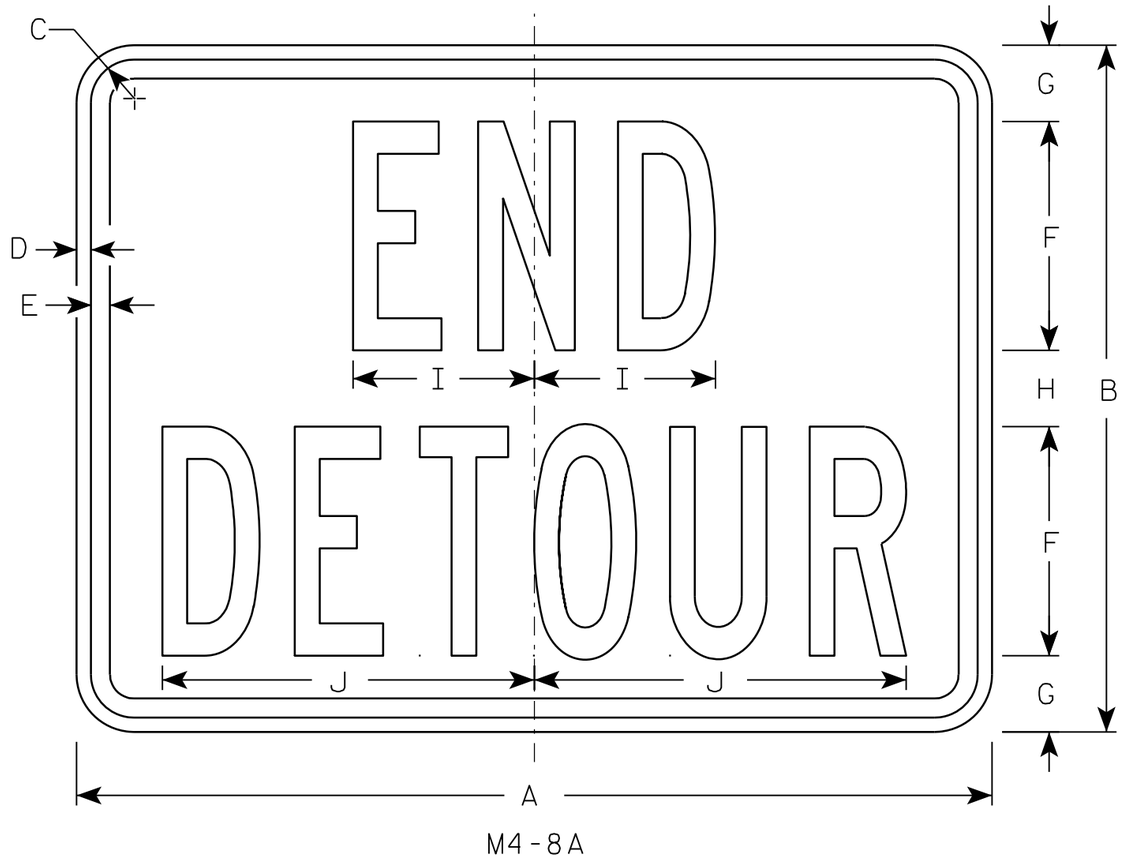
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



M4-8A

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 - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

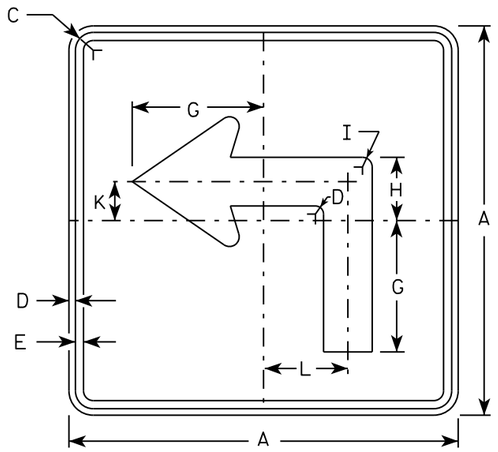
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

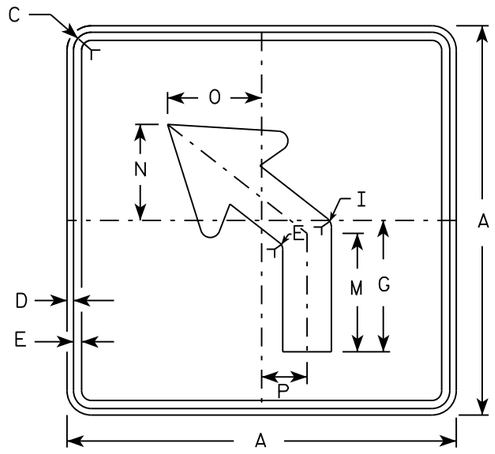
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

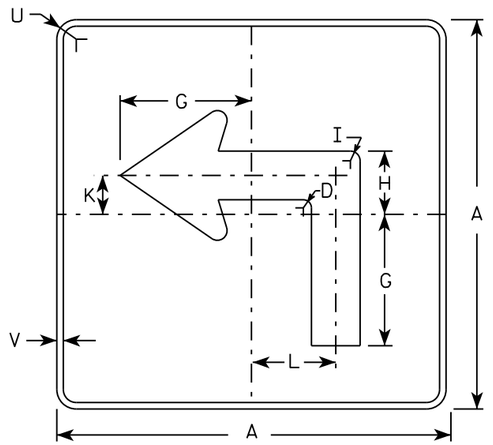
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 210	E



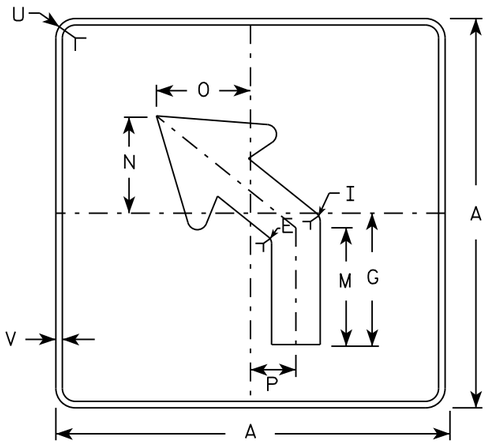
M5-1L
MM5-1L
MO5-1L
MP5-1L



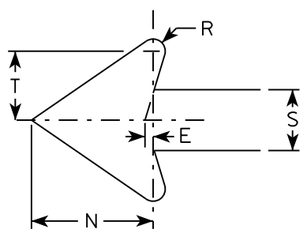
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

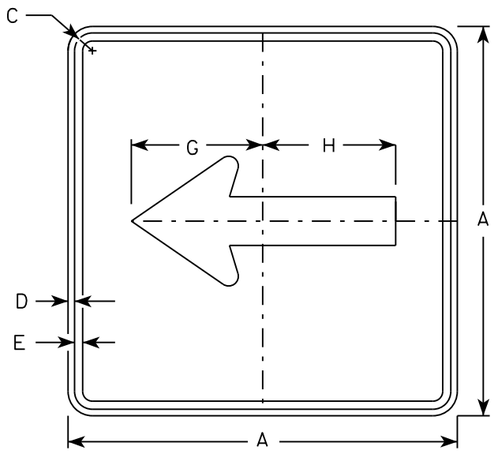
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

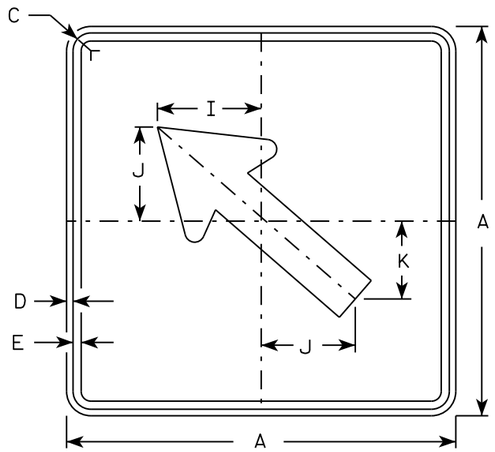
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



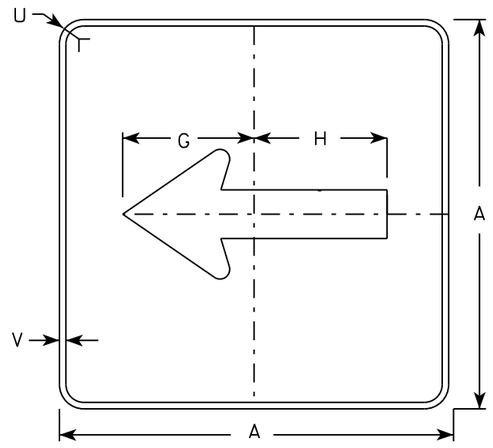
M6-1
MM6-1
MO6-1
MP6-1



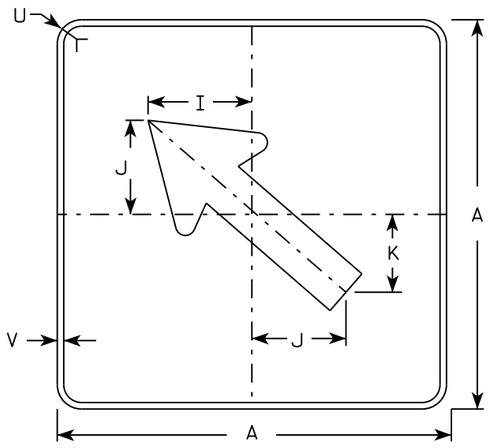
M6-2
MM6-2
MO6-2
MP6-2

NOTES

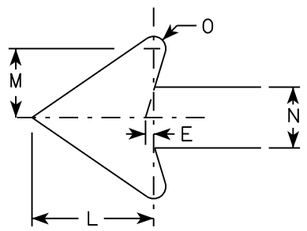
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

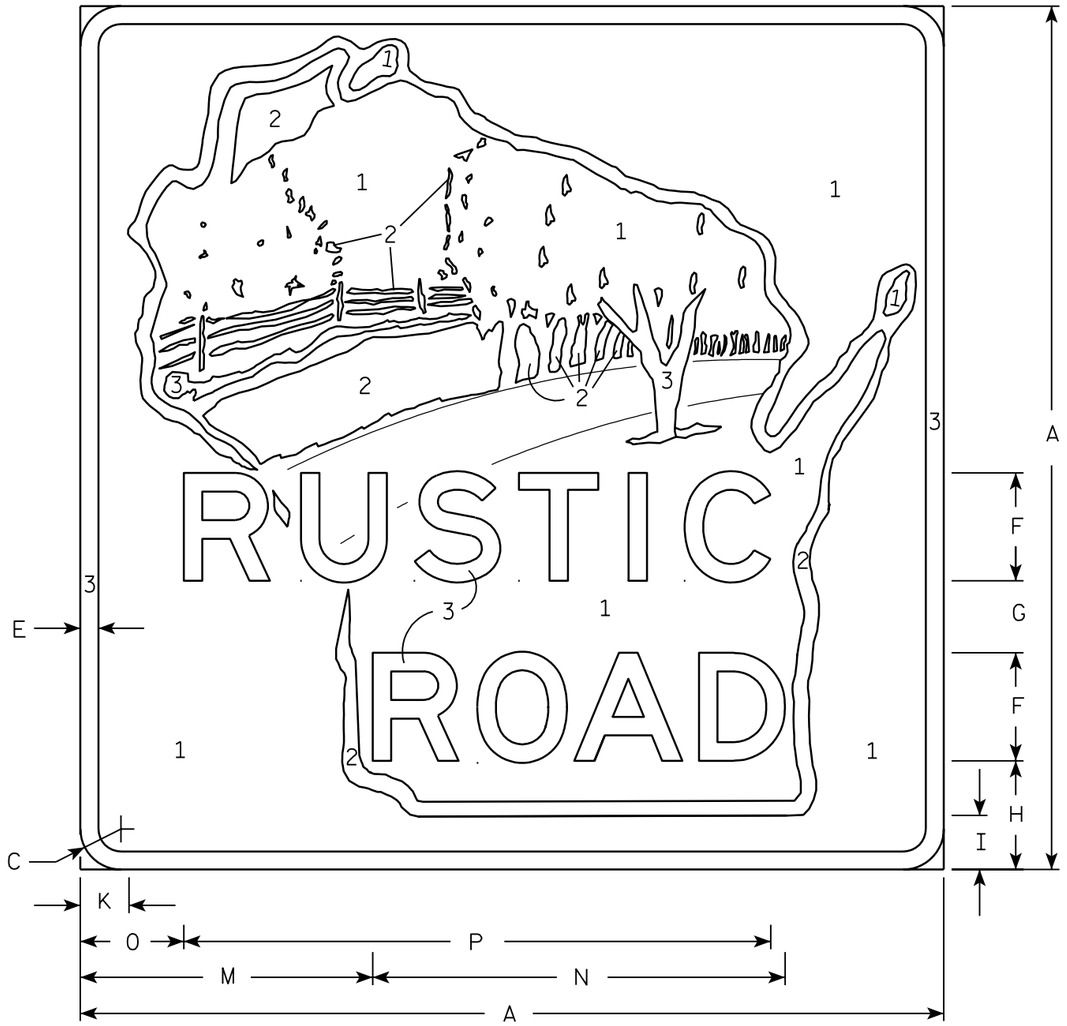
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 212 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5.
3. Message Series - Modified E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The sign will be color coded by numerical designation Numeral *1 Brown
   2 Type H Reflective White
   3 Reflective Yellow

   Exact color descriptions will be furnished upon request.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/8		1/2	3	2	3	1 1/2		1 3/8		8 1/8	11 1/4	2 7/8	16 1/4											4.0	0.36
3																												
4																												
5																												

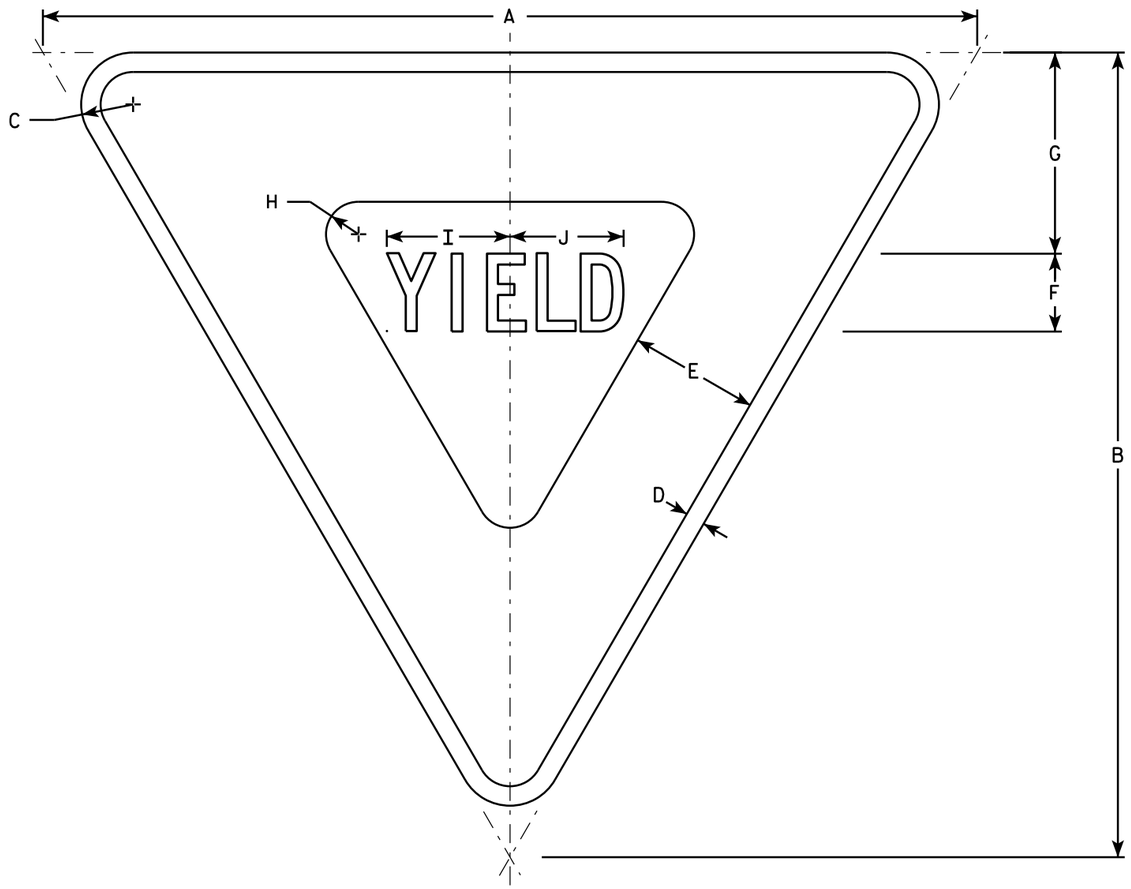
STANDARD SIGN
MR1-99

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/05 PLATE NO. MR1-99.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	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

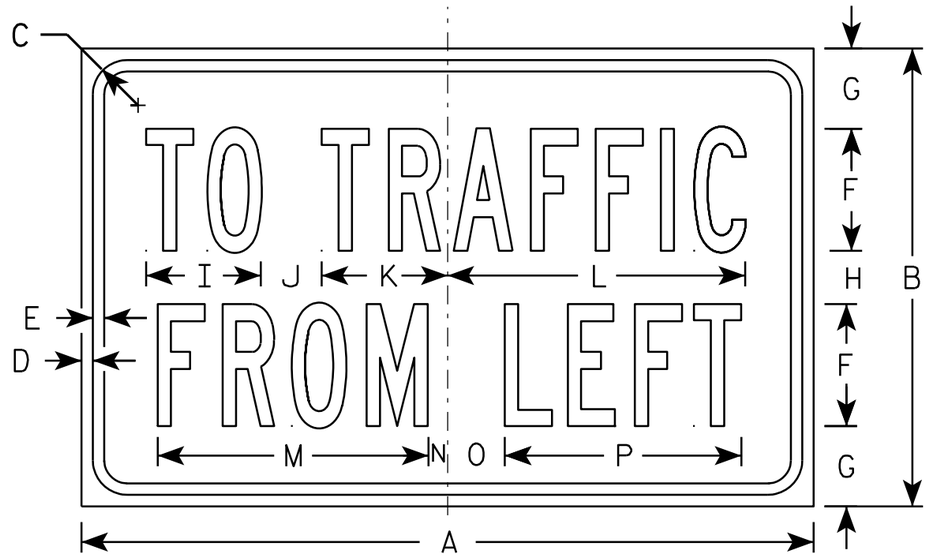
WISCONSIN DEPT OF TRANSPORTATION

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



R1-54

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 - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

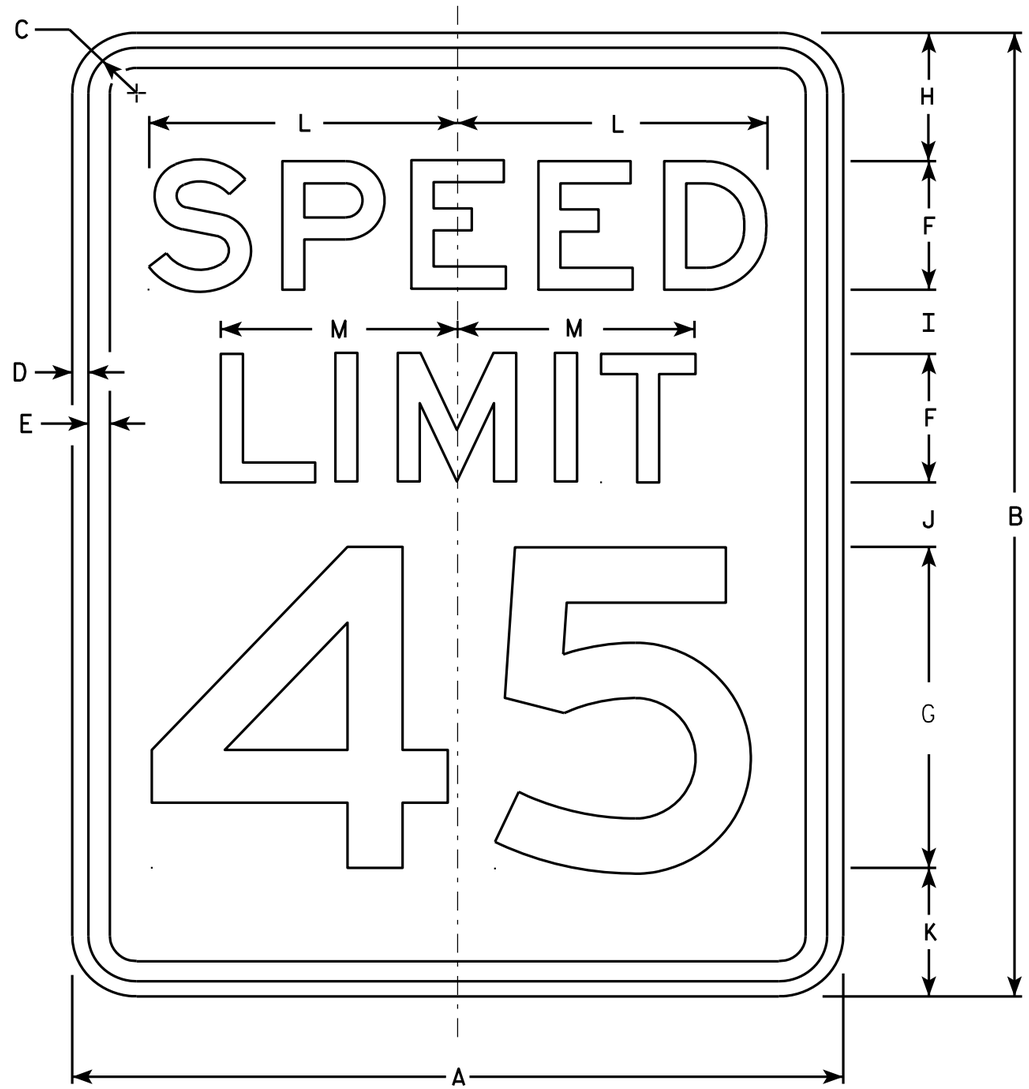
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

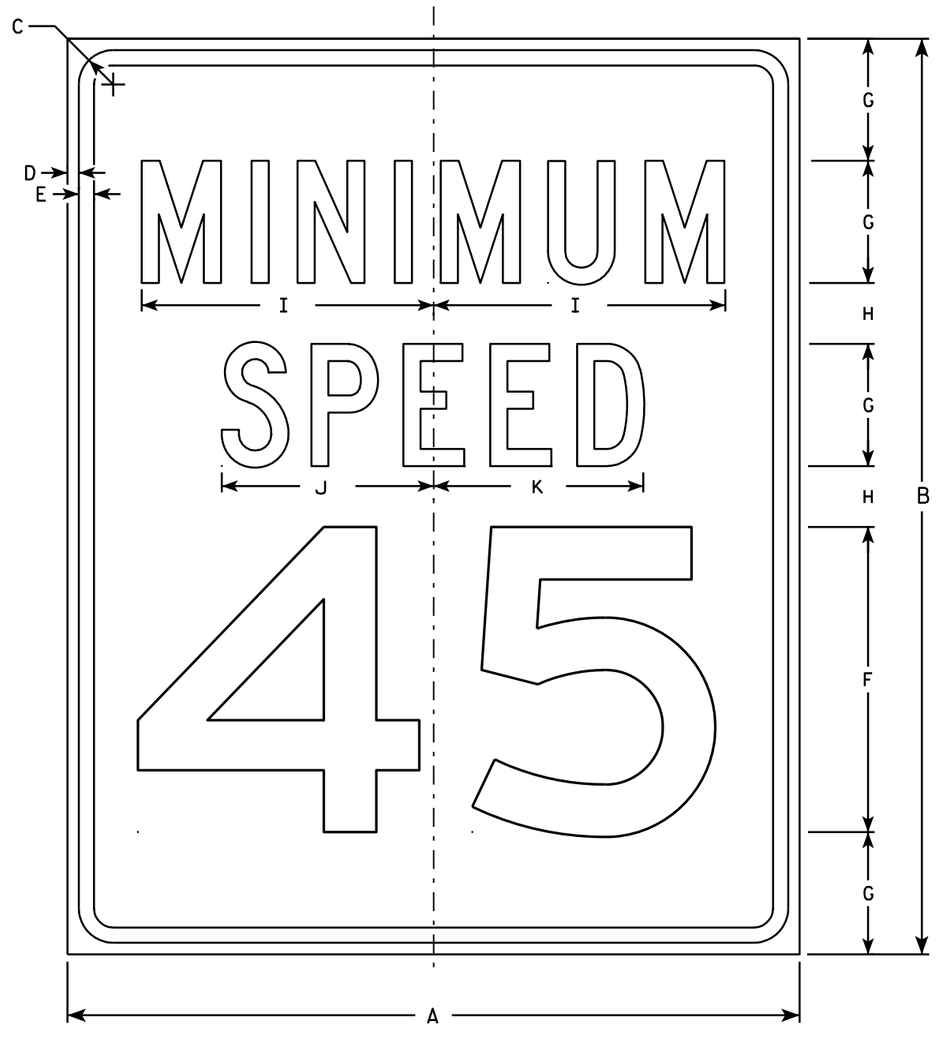
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



R2-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Lines 1 and 2 are series C.
   Line 3 is series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4																											
5	48	60	2 1/4	3/4	1	20	8	4	19 1/8	13 7/8	13 3/4																20

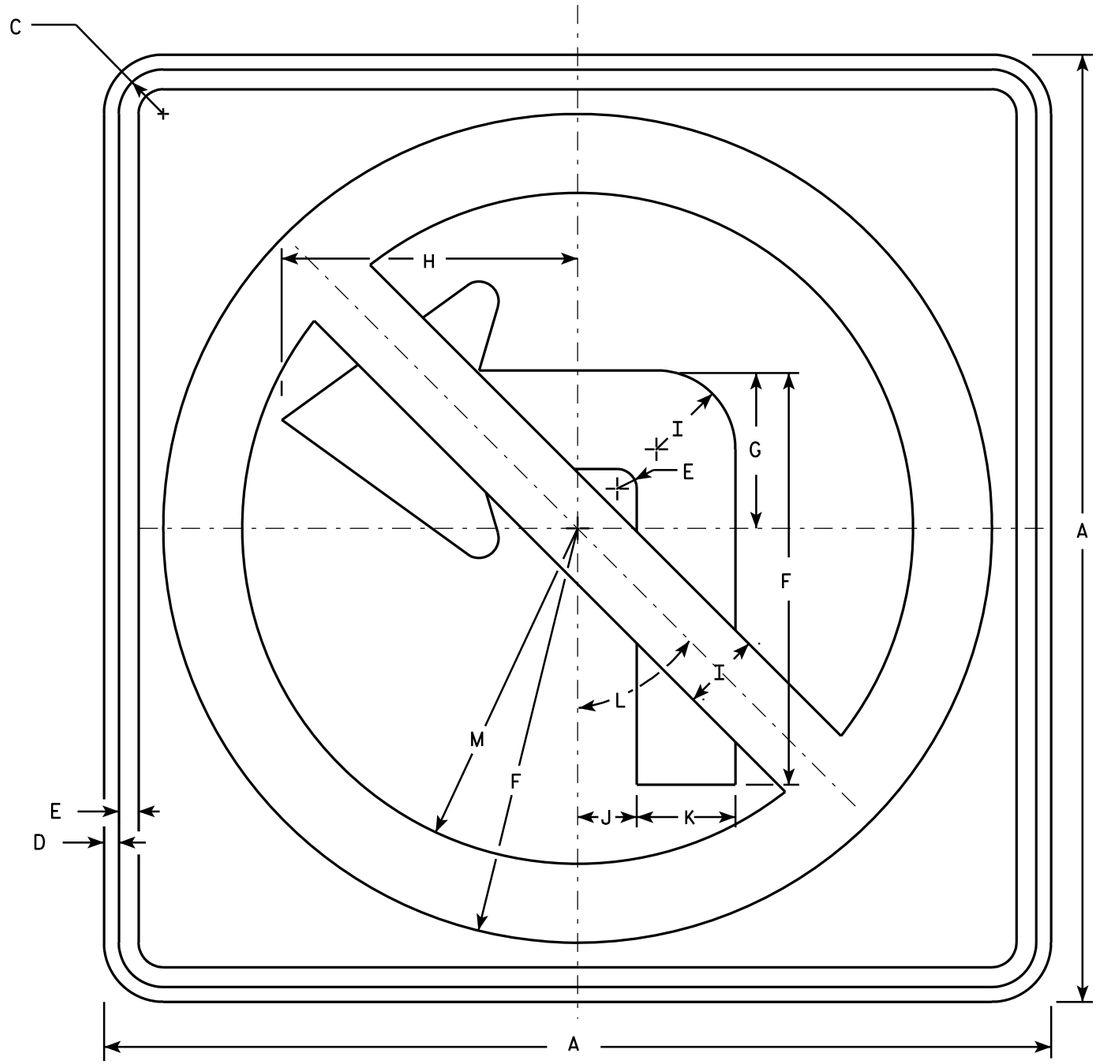
STANDARD SIGN
R2-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R2-4.5

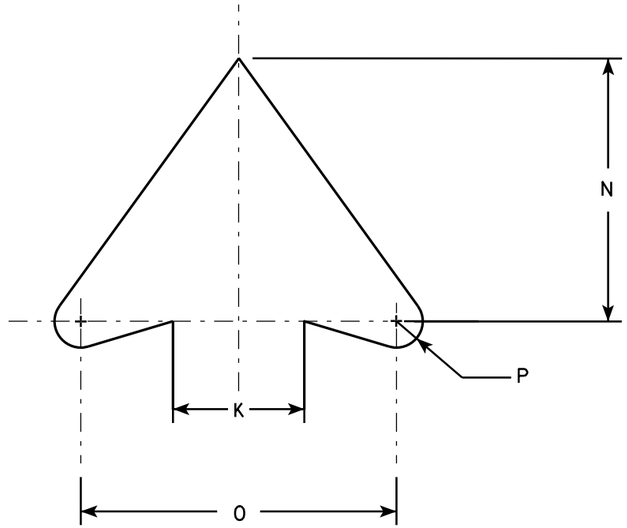
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

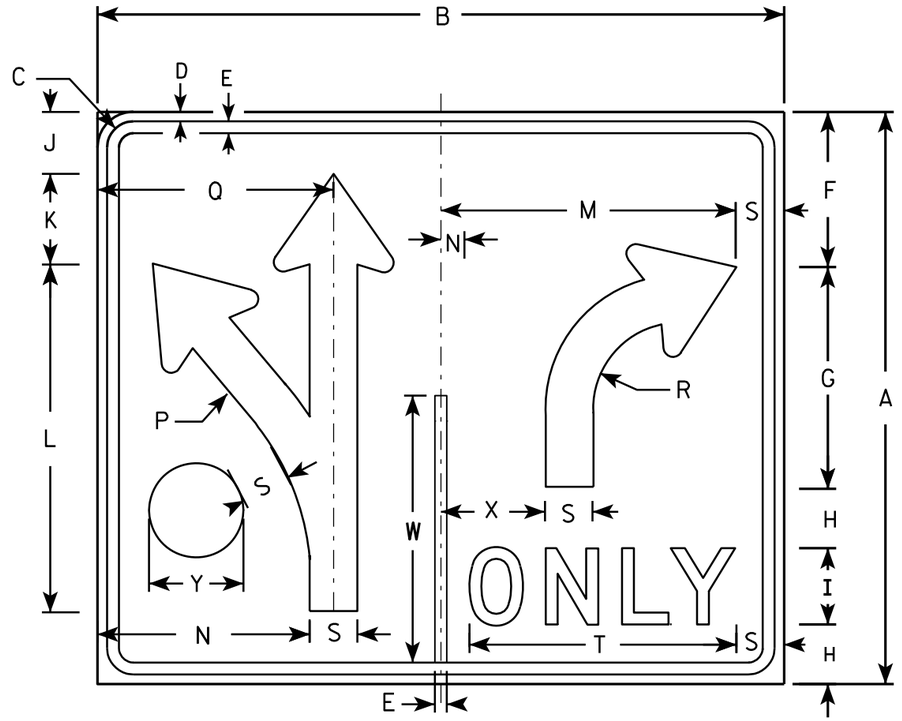
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

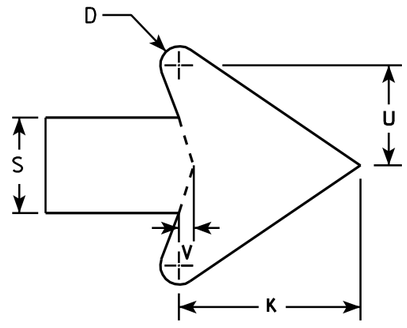
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E



R3-8DD



ARROW DETAIL

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. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

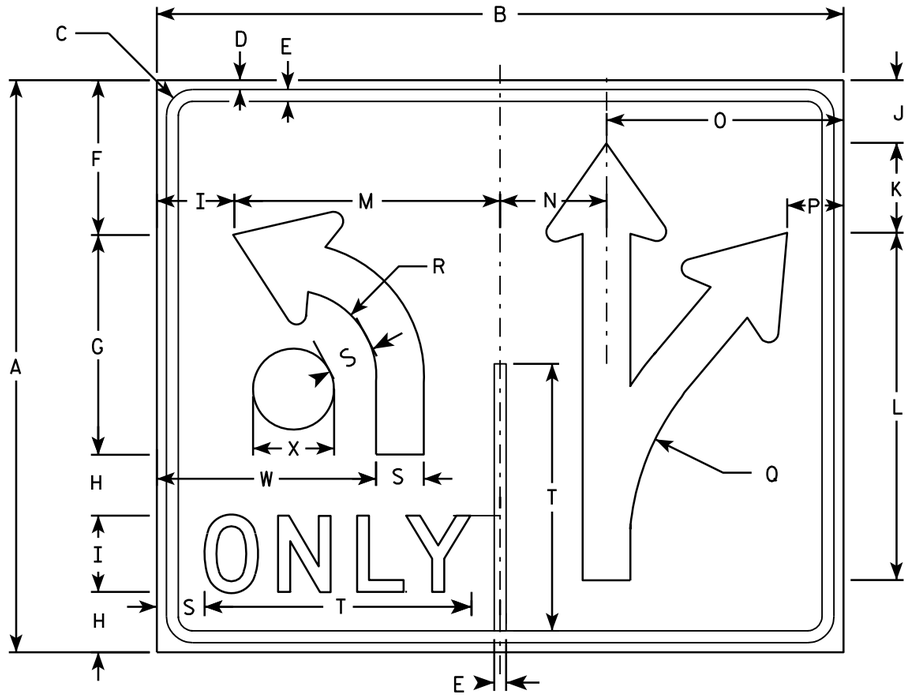
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

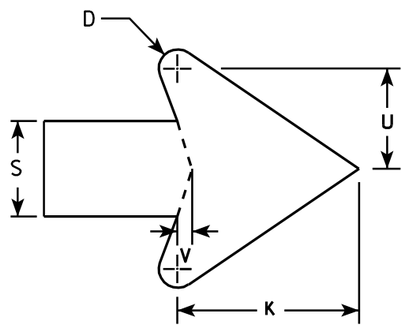
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E



R3-8EE



ARROW DETAIL

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	11 1/2	4 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	11 1/2	4 1/4			7.5
3																											
4																											
5																											

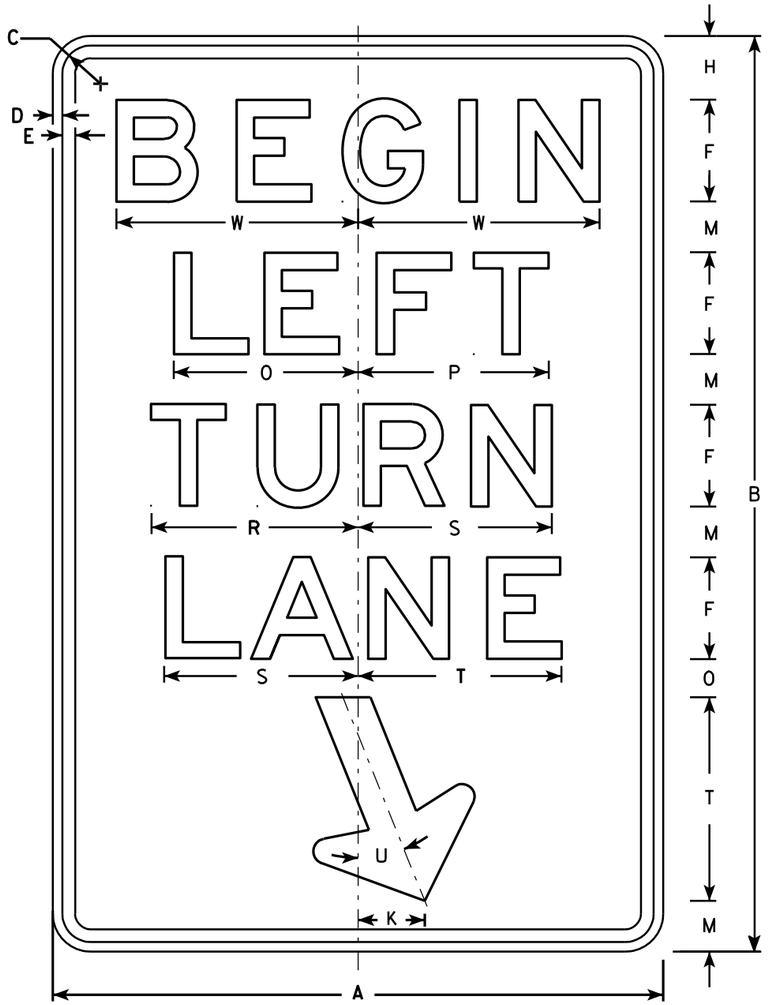
STANDARD SIGN
R3-8EE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8EE.2

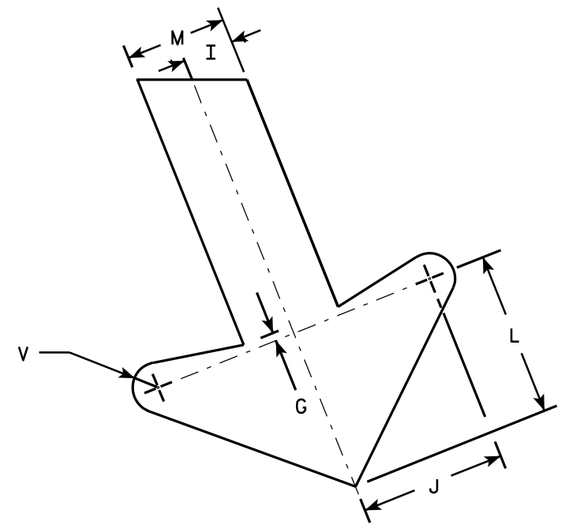
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

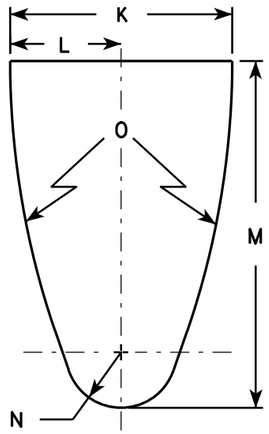
STANDARD SIGN
R3-20L

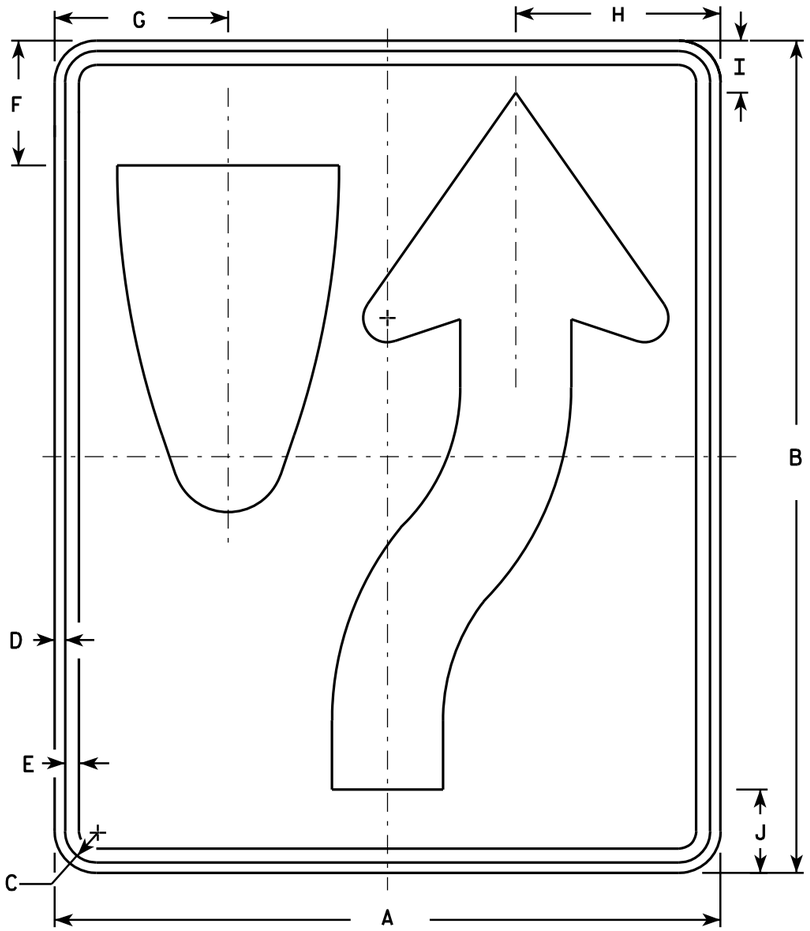
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 221 | E

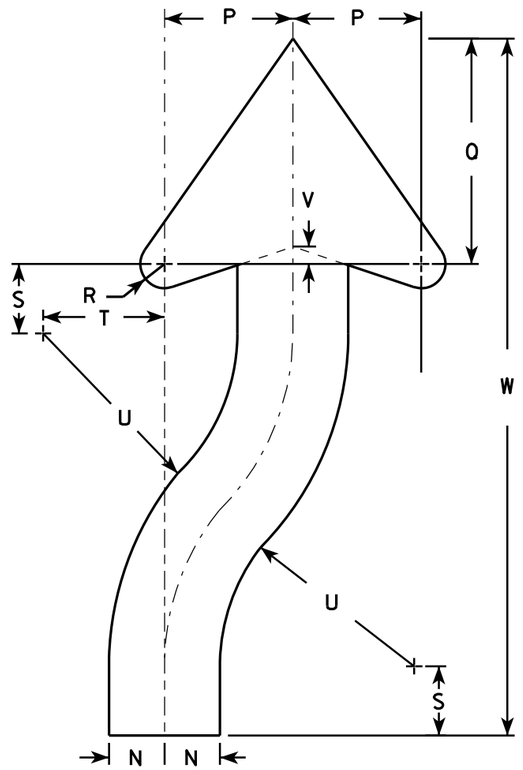




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

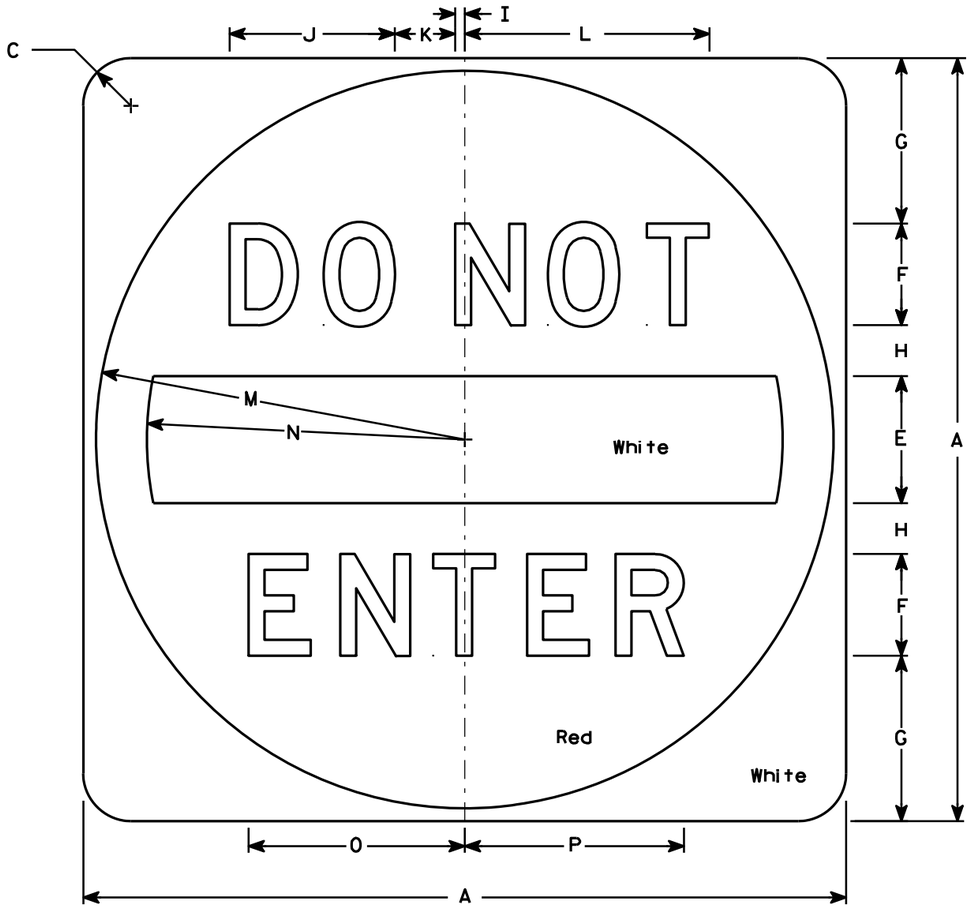
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

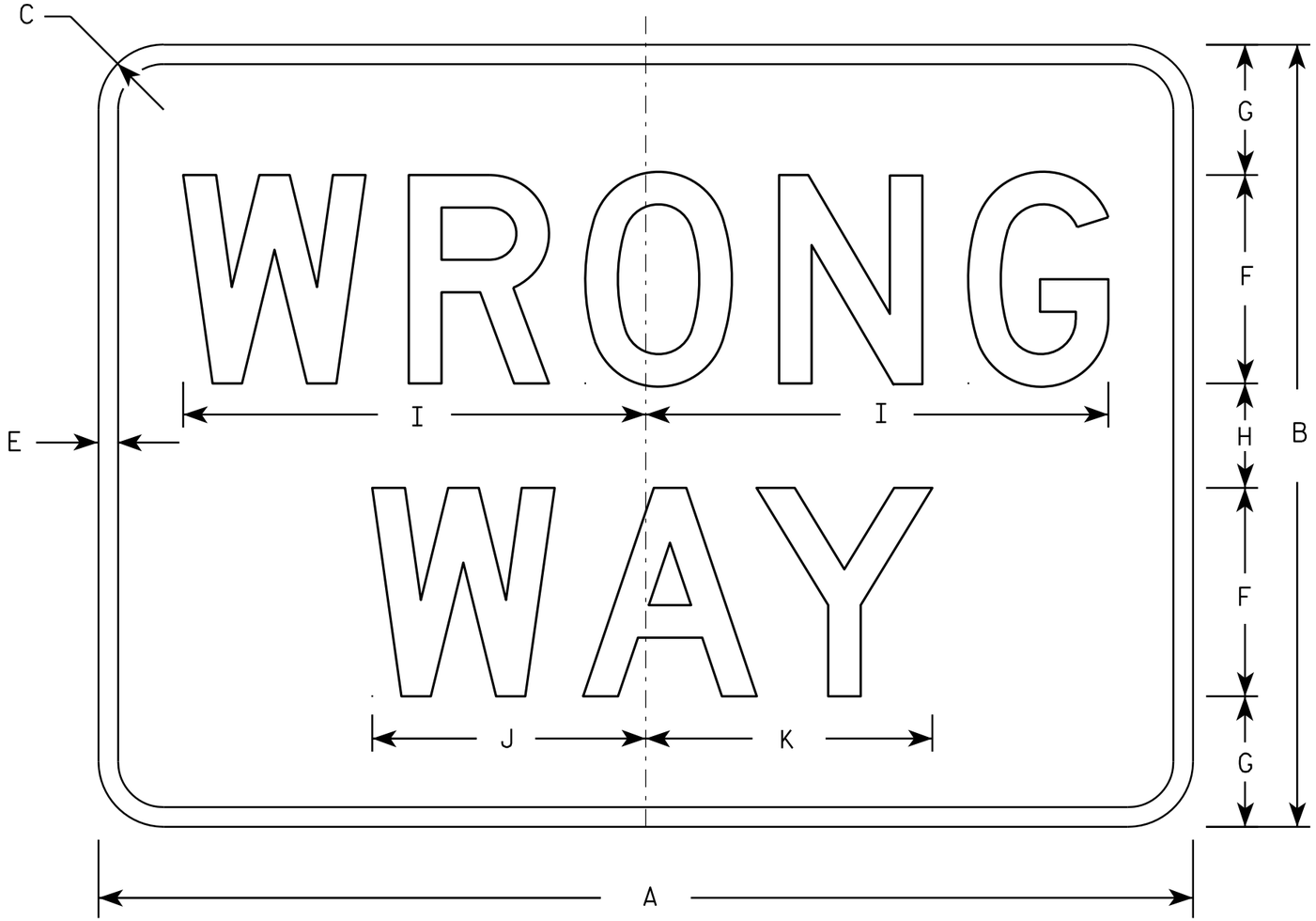
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E



R5-1A

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

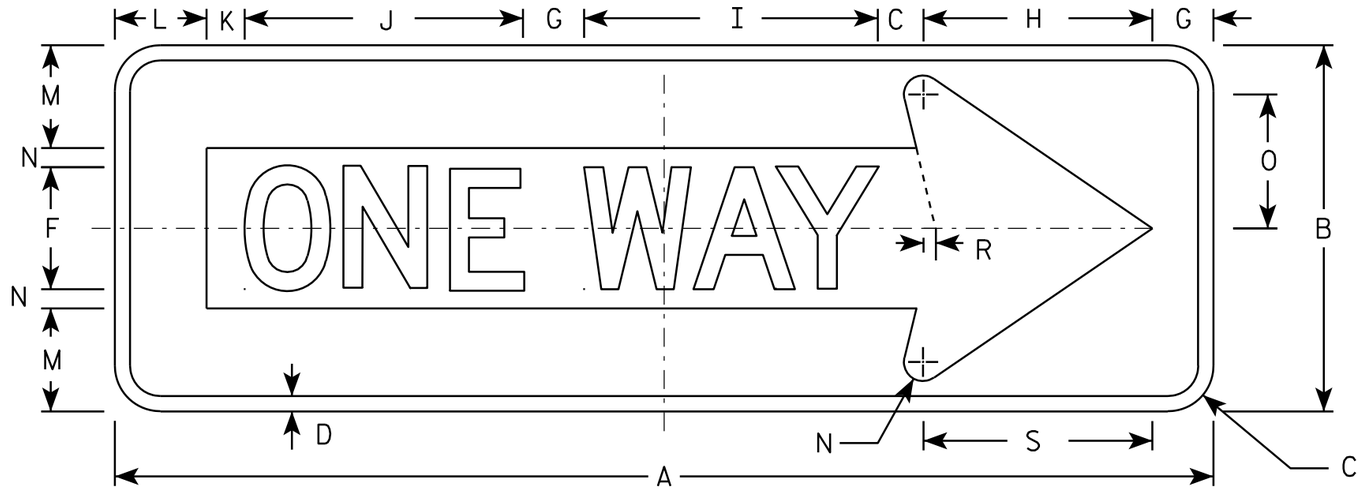
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

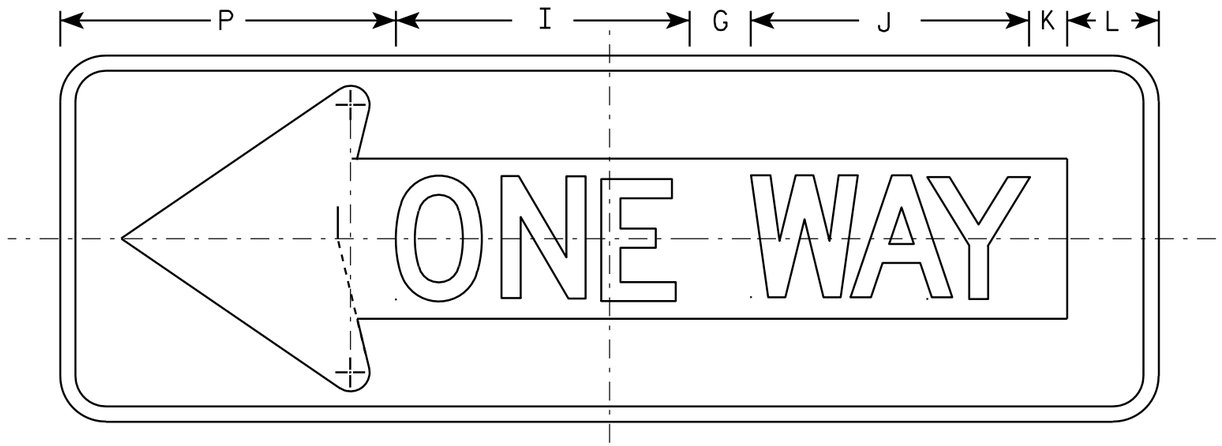
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

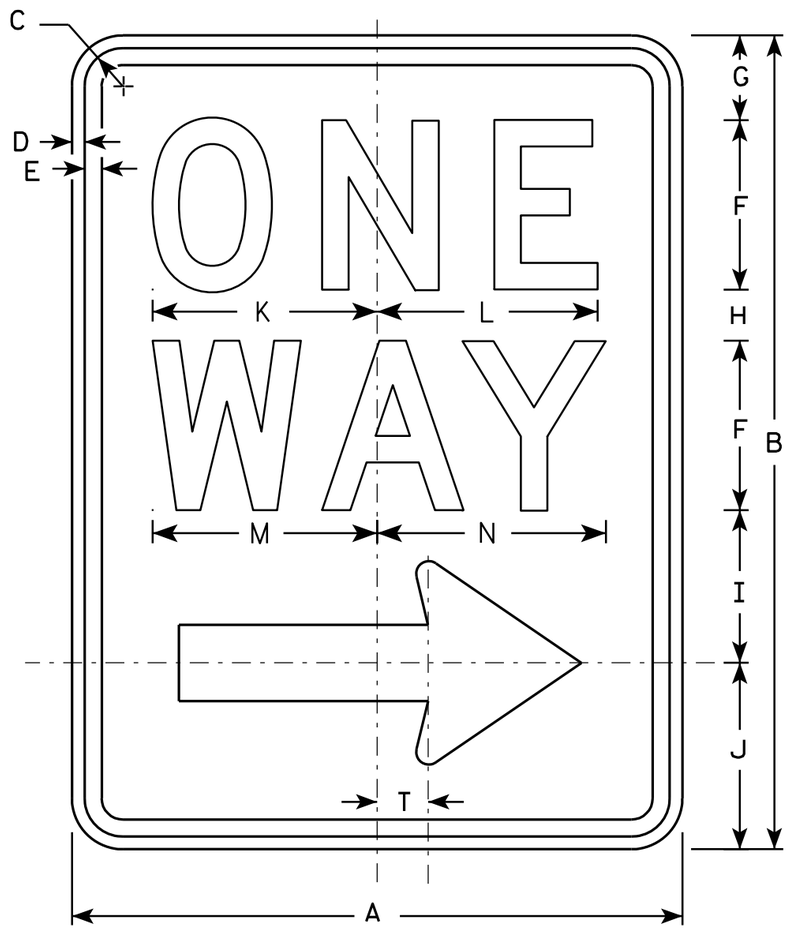
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

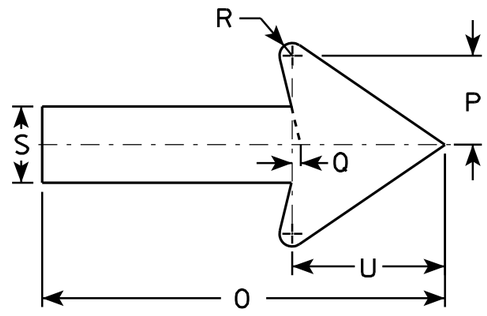
SHEET NO: 225 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

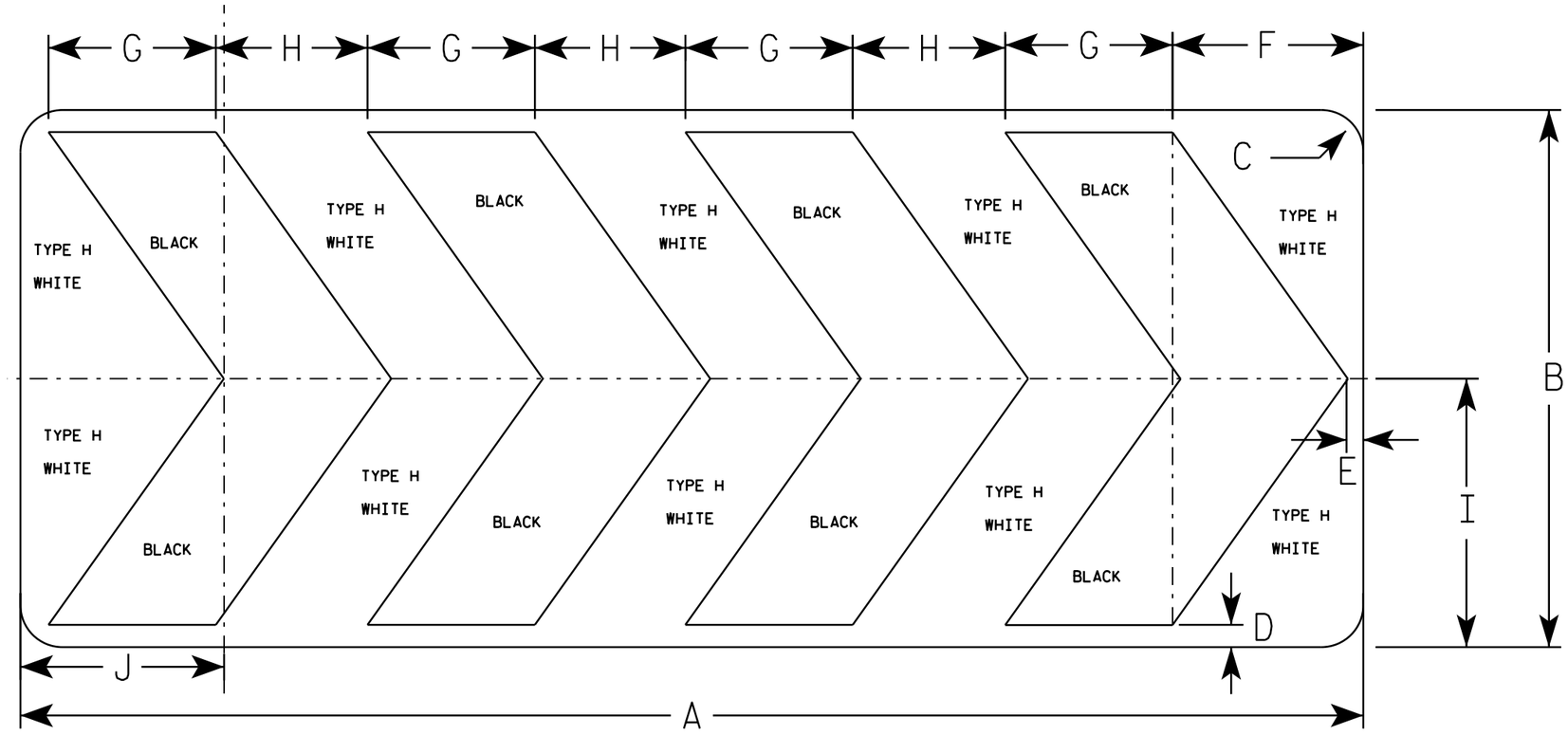
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

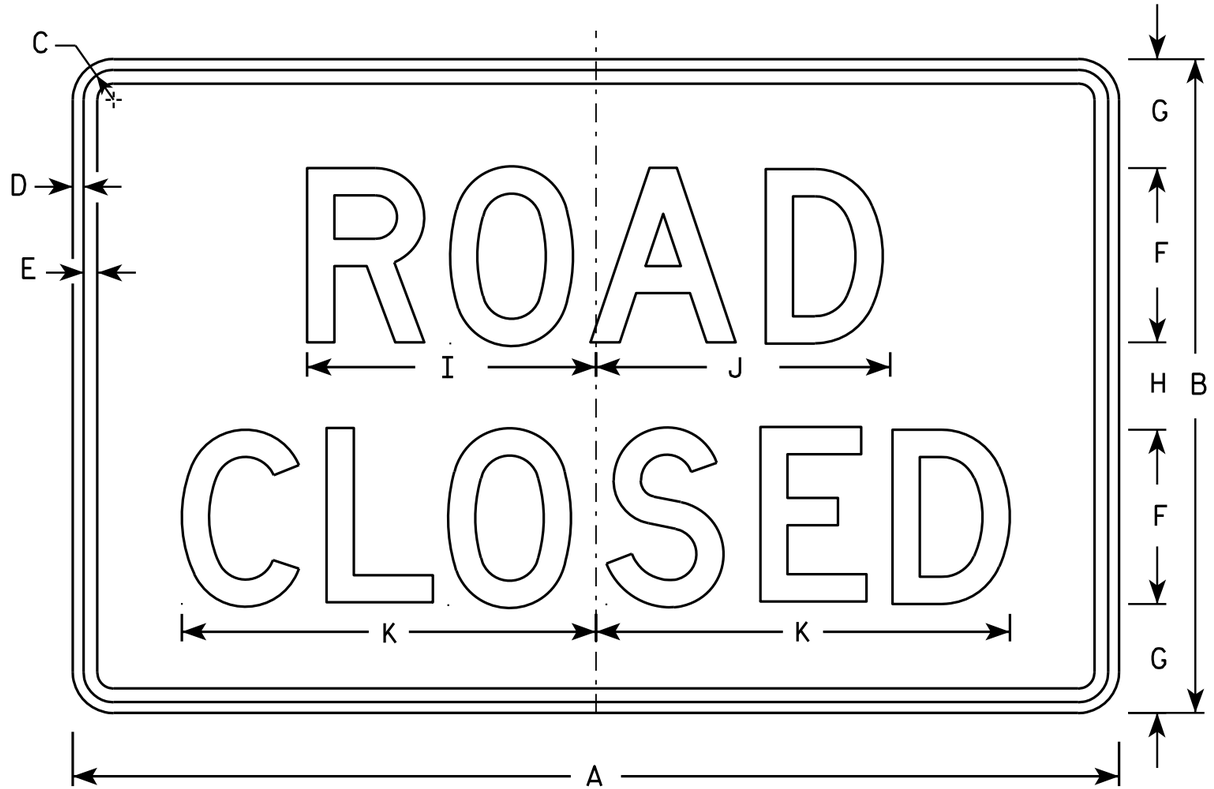
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

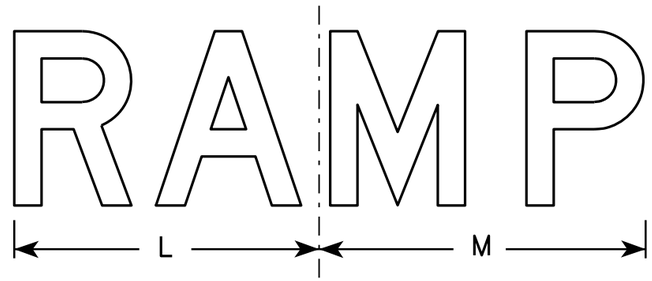
PROJECT NO: SHEET NO: E



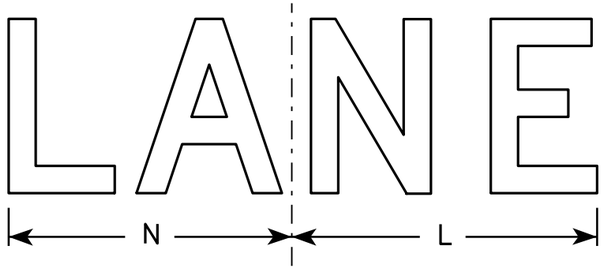
R11-2

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

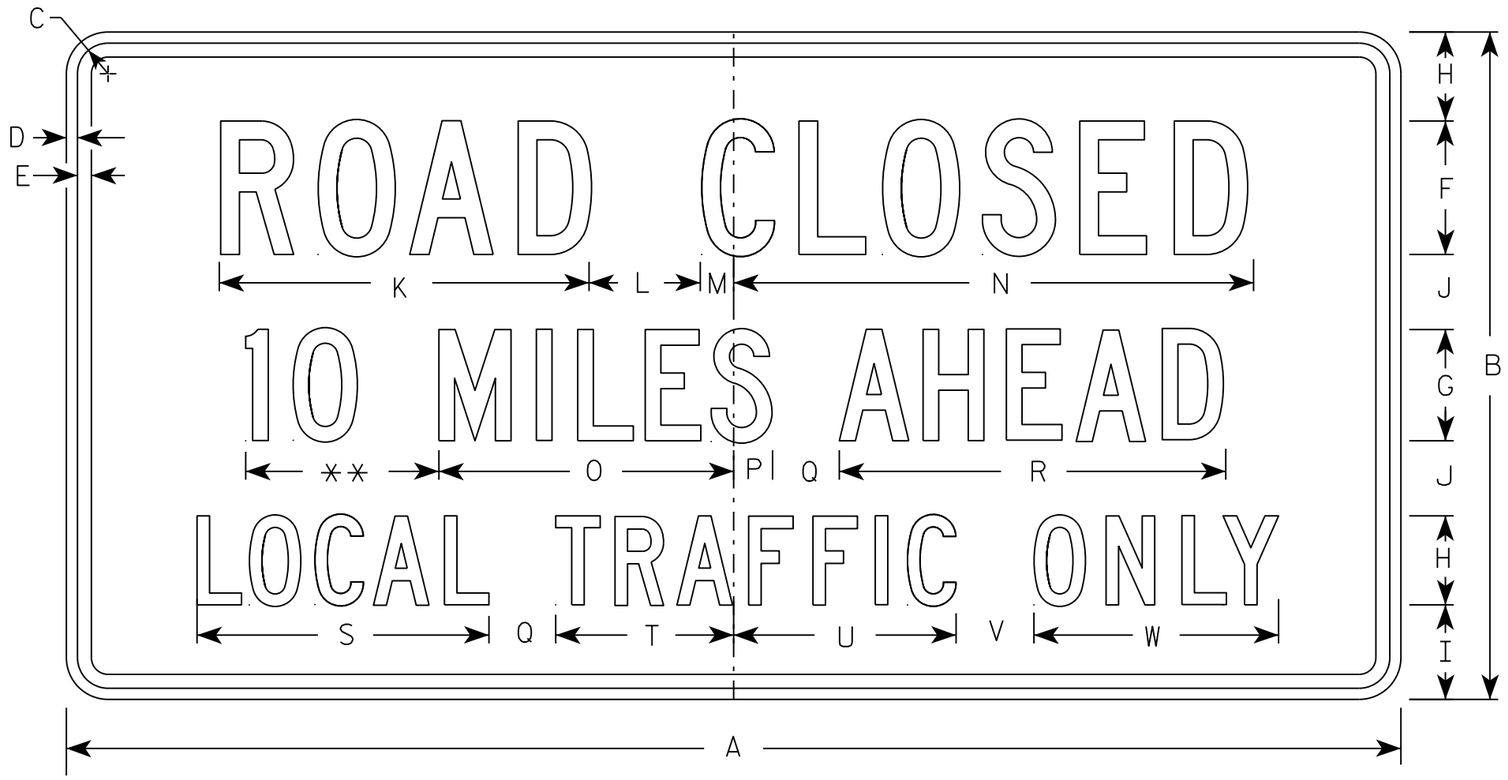
STANDARD SIGN
R11-2

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: 228	E



R11-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

** See Note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

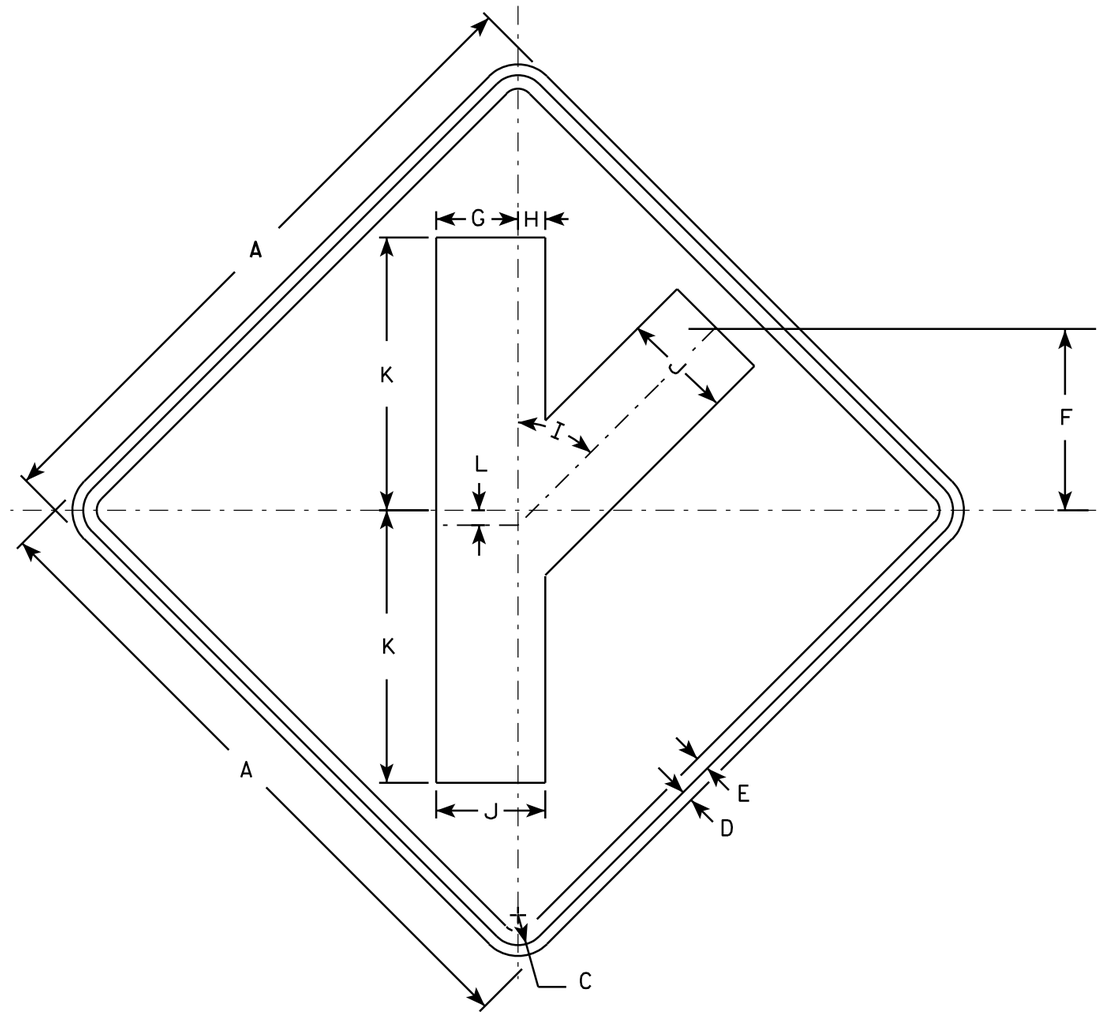
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000



W2-3R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W2-3L is the same as W2-3R except the message reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	6 5/8	3	1	45°	4	10	1/2															4.0
2S	30		1 3/8	1/2	5/8	8 1/4	3 3/4	1 1/4	45°	5	12 1/2	3/4															6.25
2M	30		1 3/8	1/2	5/8	8 1/4	3 3/4	1 1/4	45°	5	12 1/2	3/4															6.25
3	36		1 5/8	5/8	3/4	10	4 1/2	1 1/2	45°	6	15	7/8															9.0
4	48		2 1/4	3/4	1	13 3/8	6	2	45°	8	20	1 1/4															16.0
5																											

STANDARD SIGN
W2-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

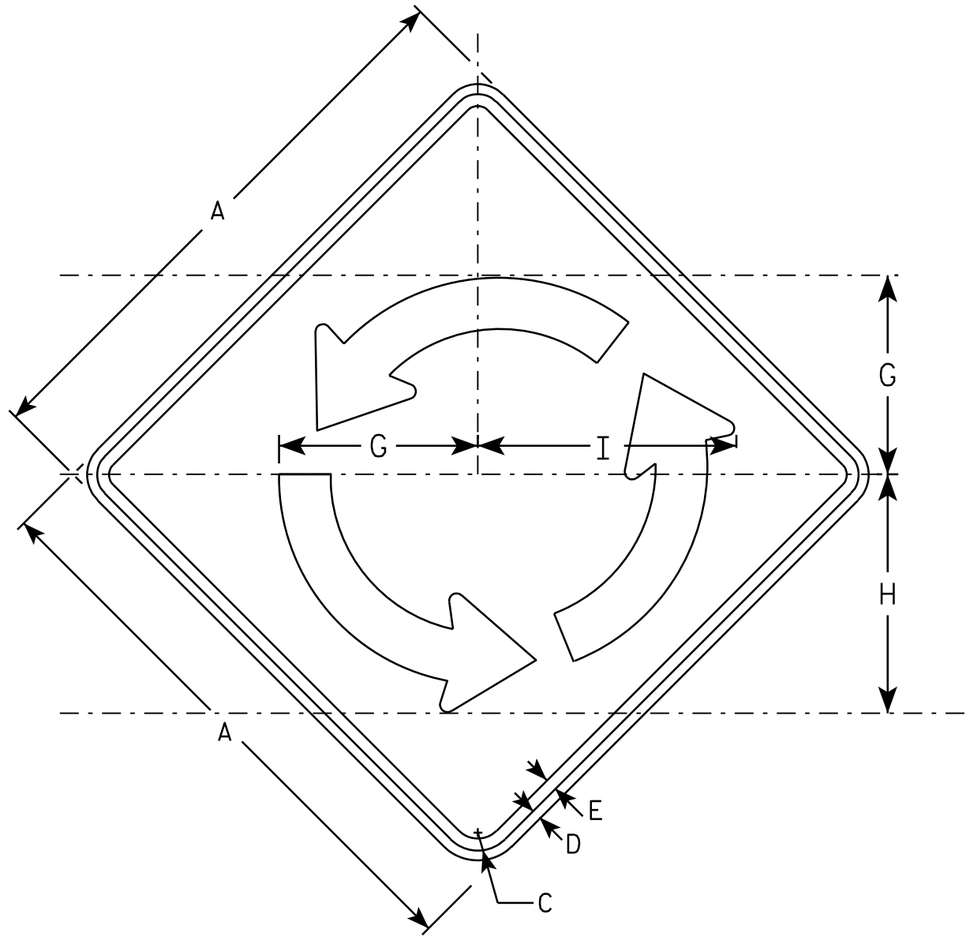
DATE 5/29/12 PLATE NO. W2-3.3

PROJECT NO:

SHEET NO: 230 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W23.DGN PLOT DATE : 29-MAY-2012 10:26 PLOT BY : mscsja

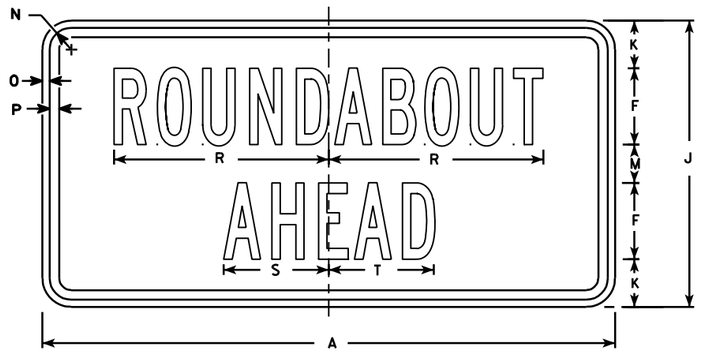
WISDOT/CADDS SHEET 42



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

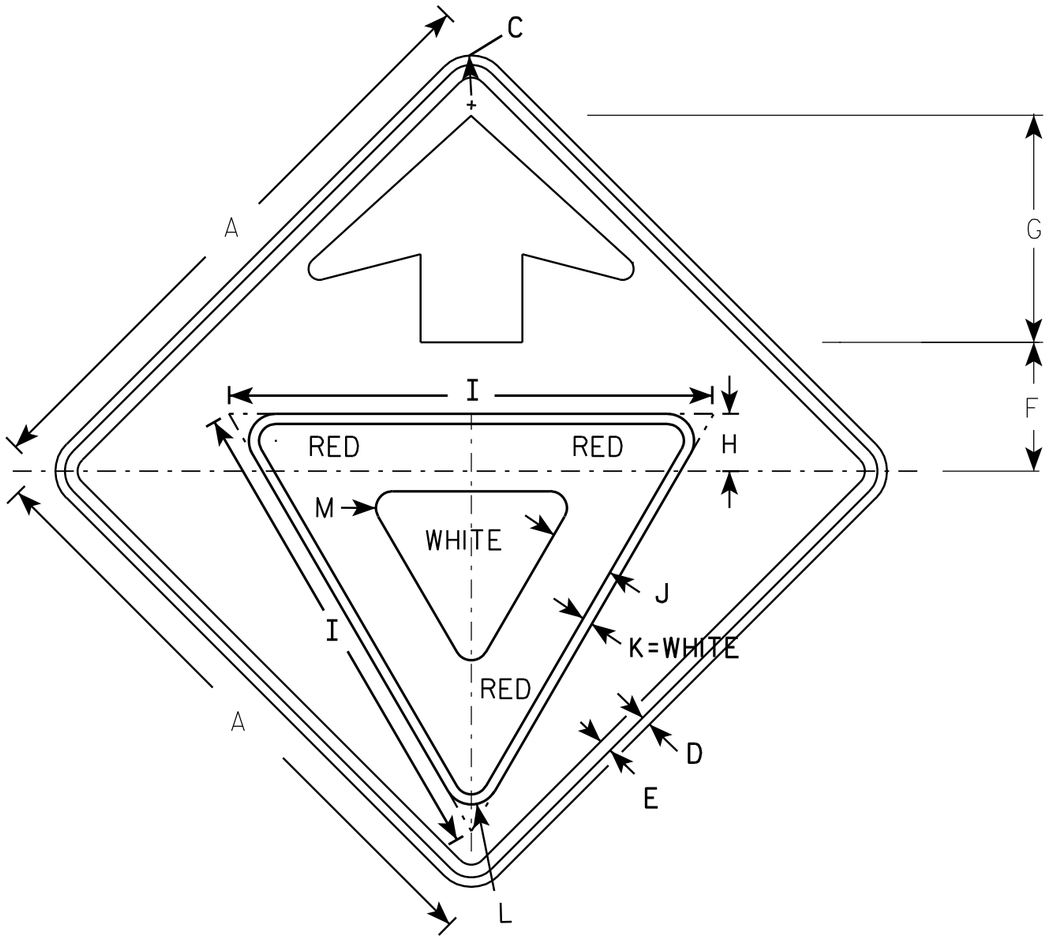
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

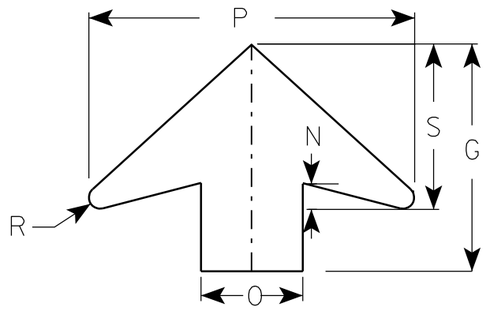
SHEET NO: 231 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

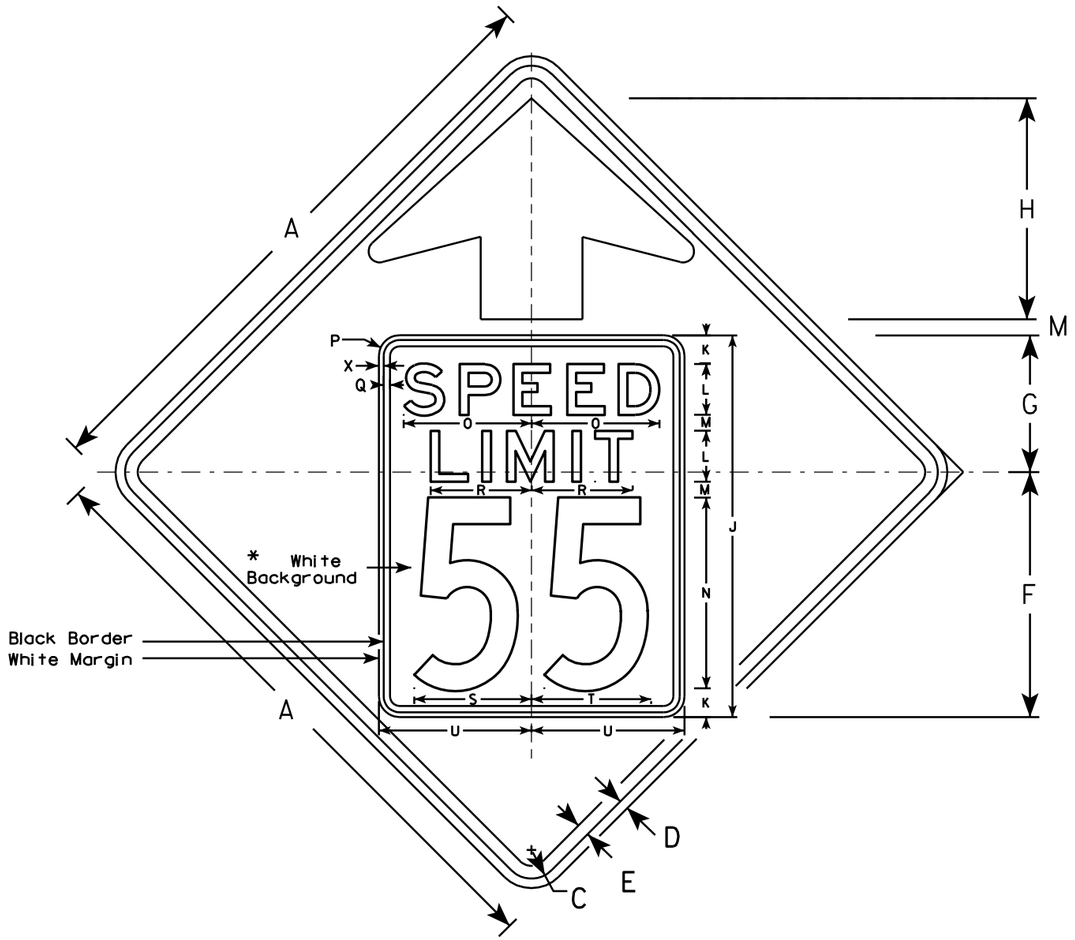
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 232 E

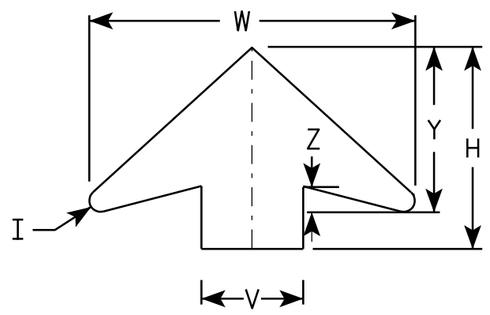


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

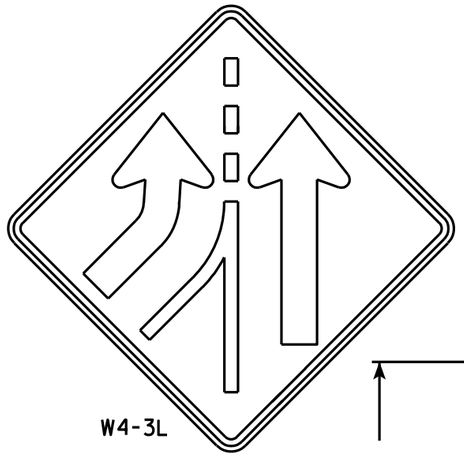
WISCONSIN DEPT OF TRANSPORTATION

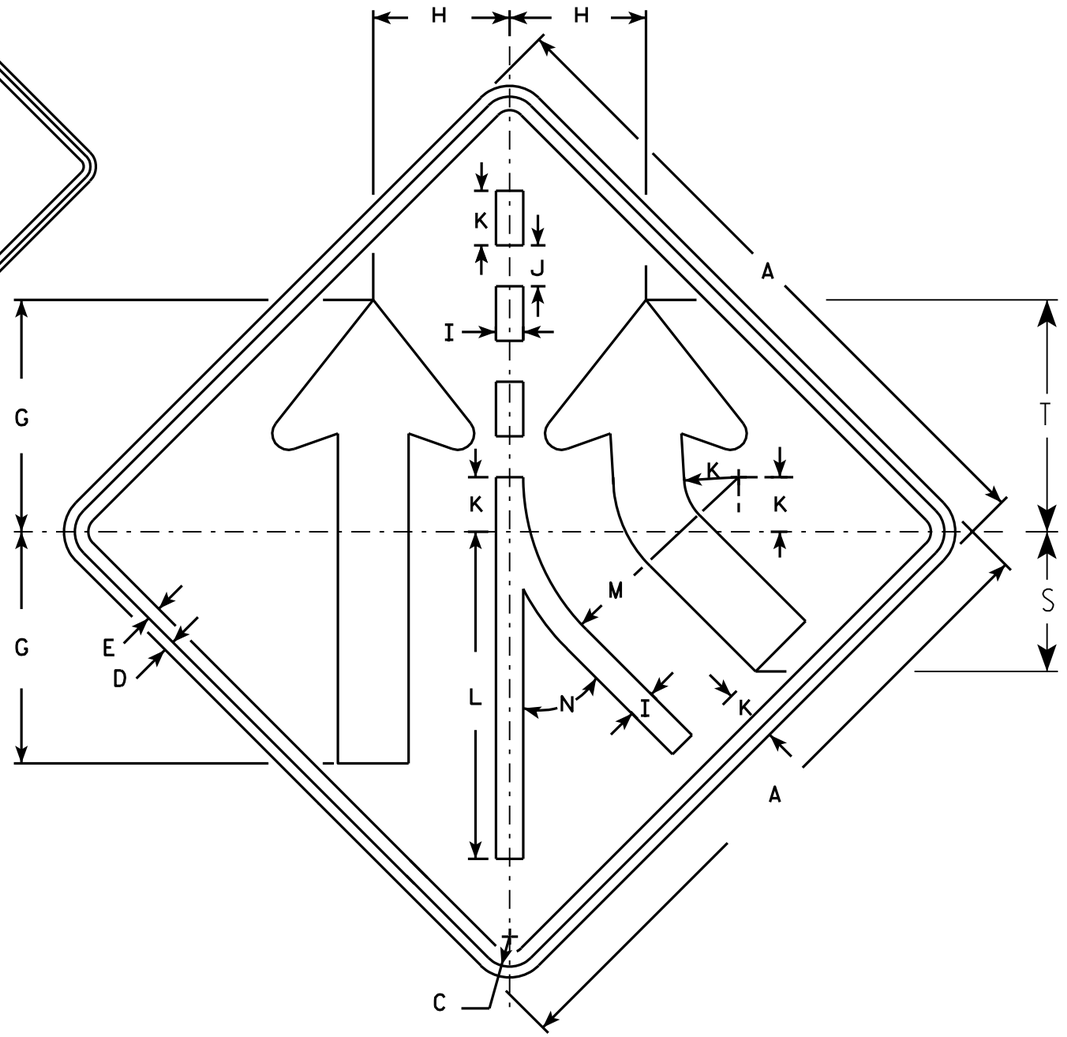
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 233 E

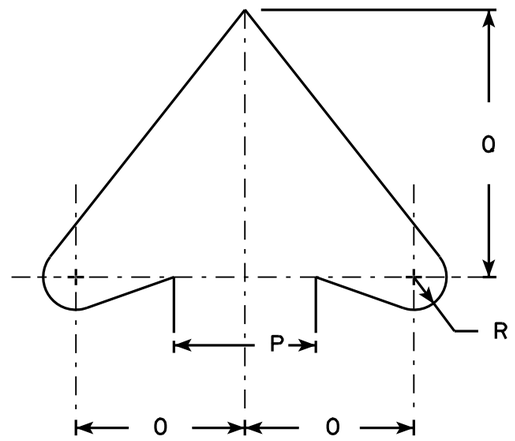




W4-3R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN
W4-3

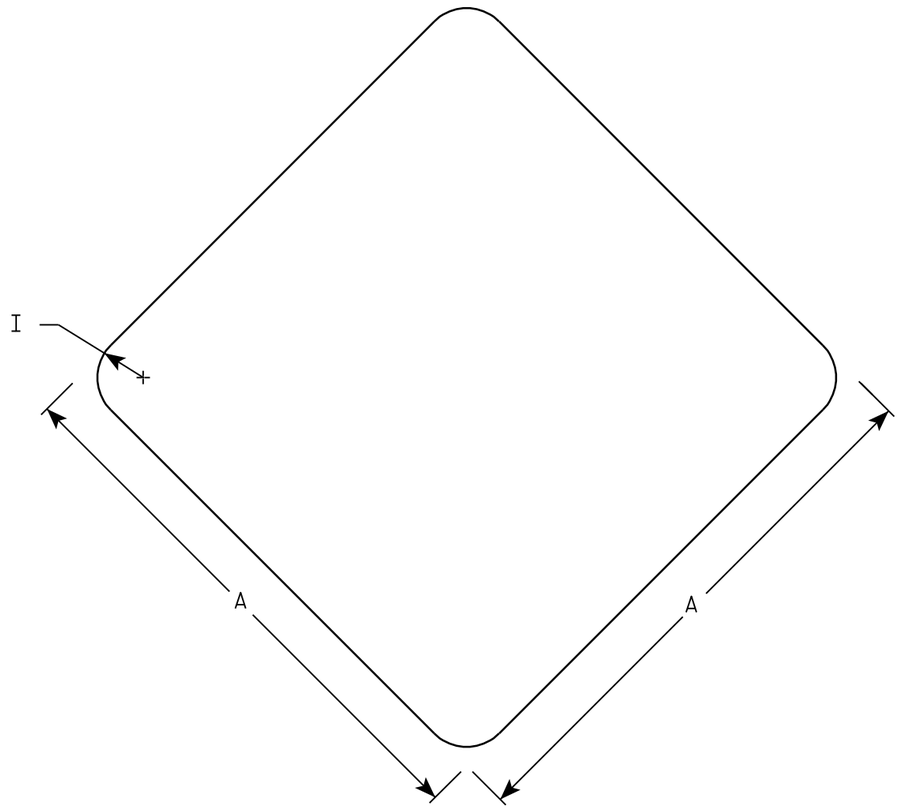
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 234 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

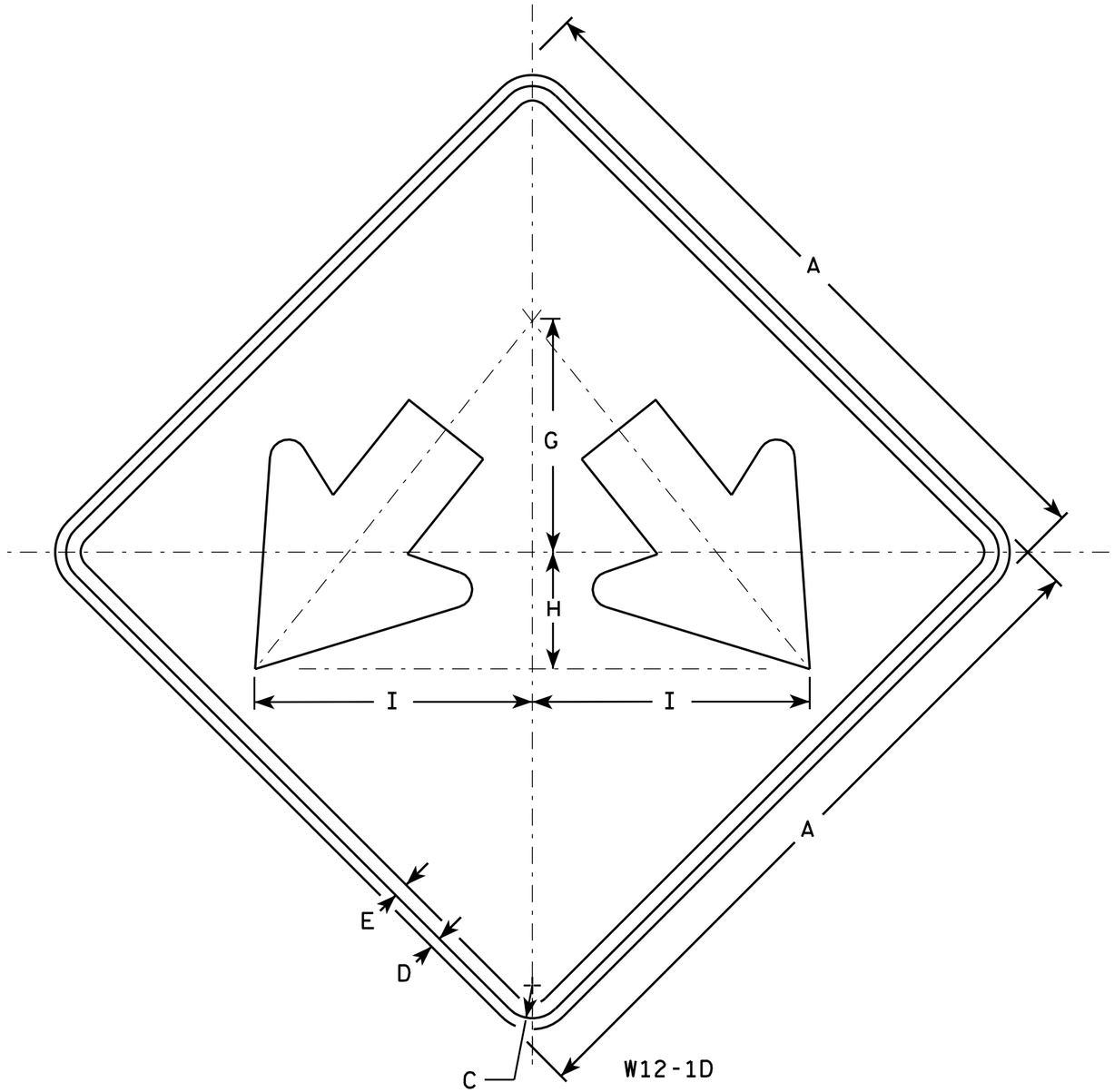
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

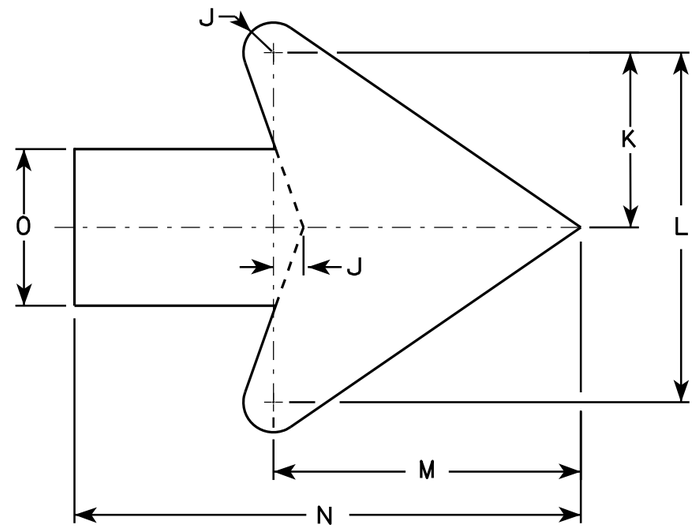
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

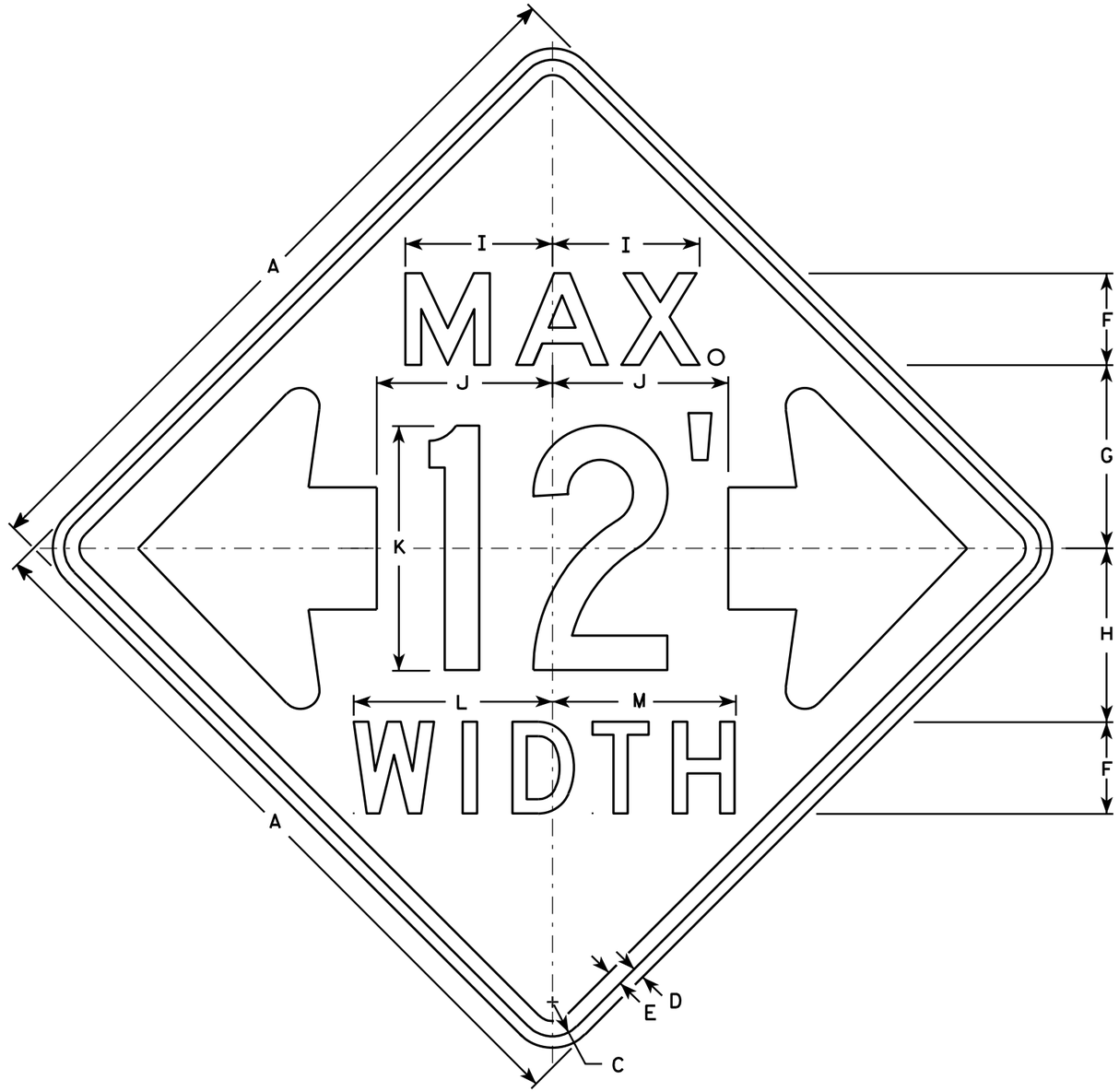
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

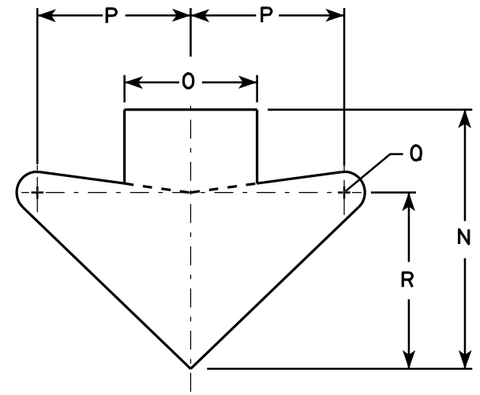
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

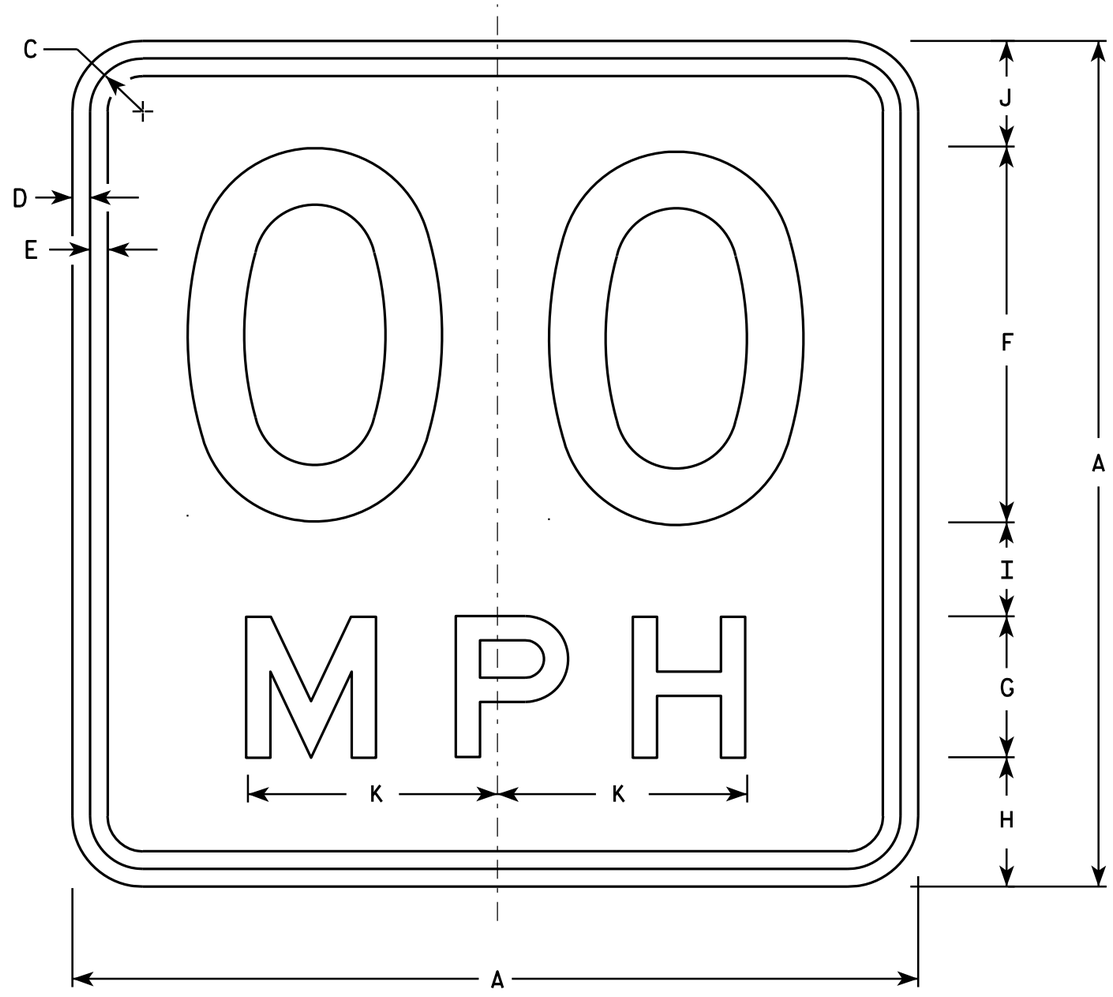
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

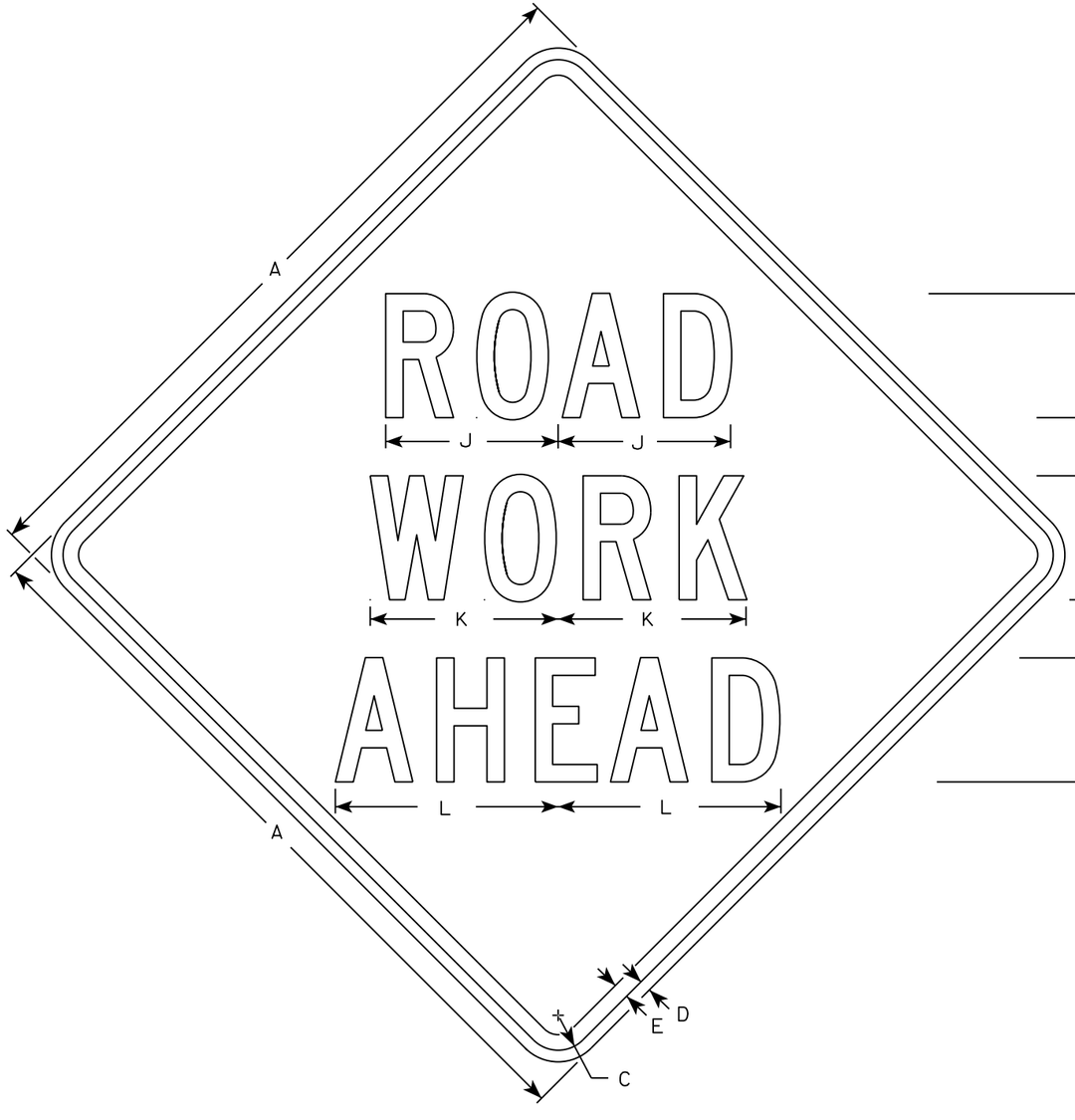
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

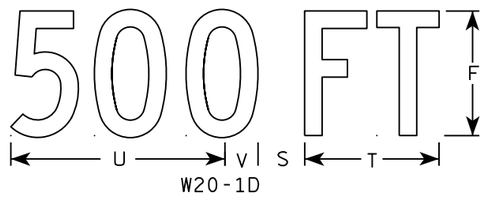
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

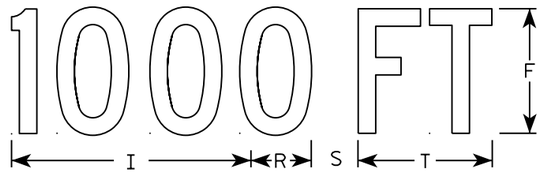
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



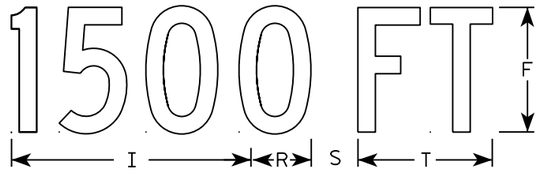
W20-1A



W20-1D

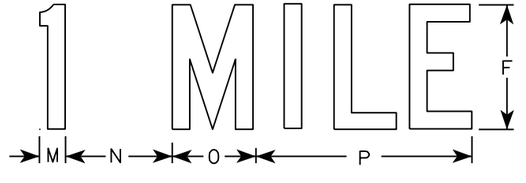


W20-1C

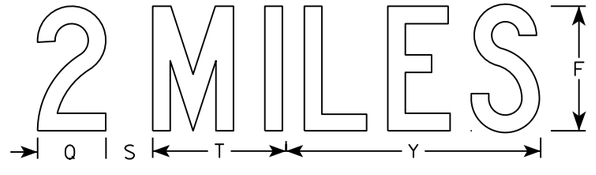


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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	2 1/4	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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		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	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

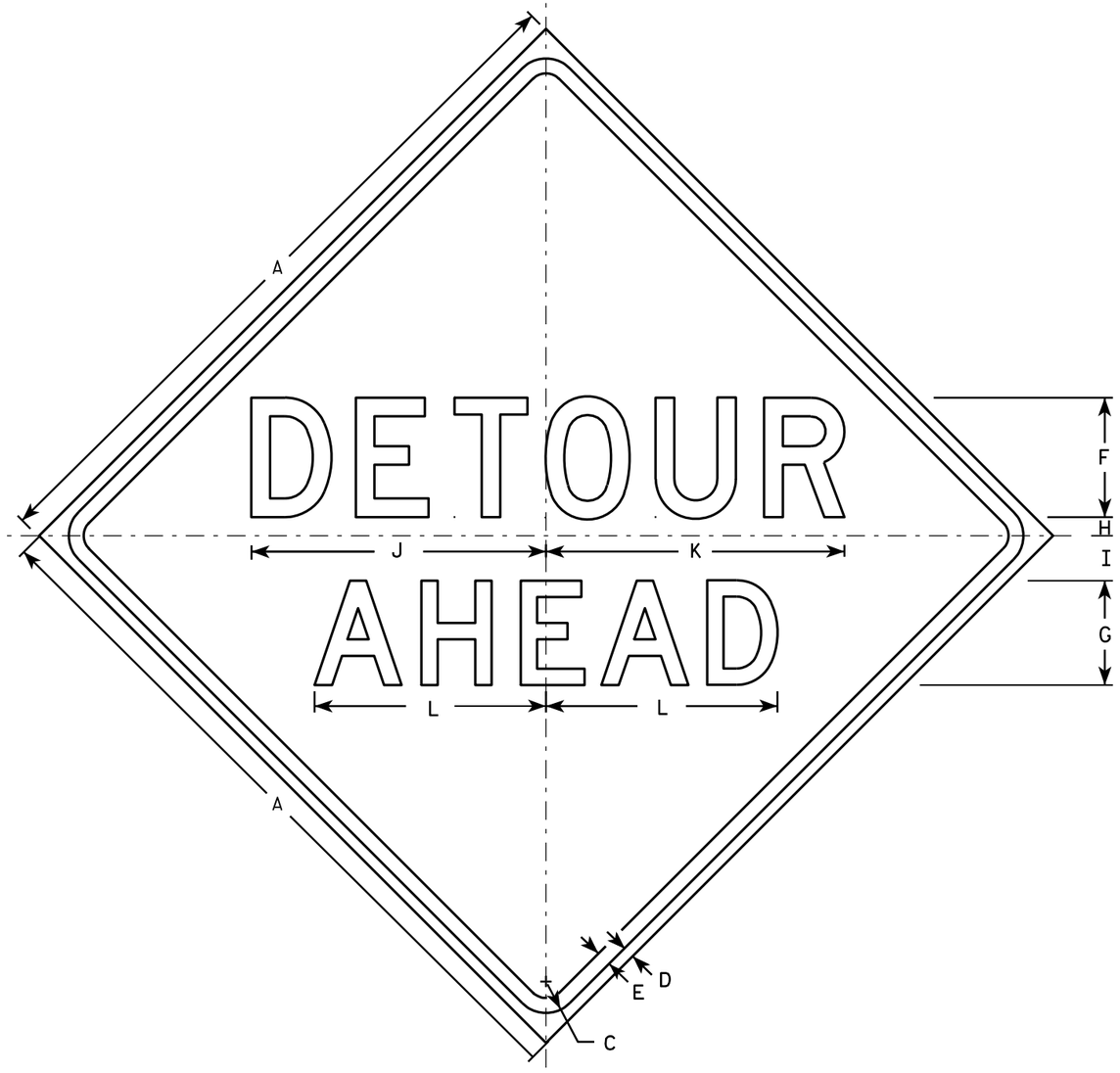
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

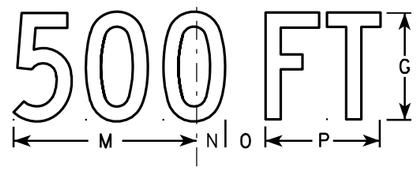
PROJECT NO:

SHEET NO: E

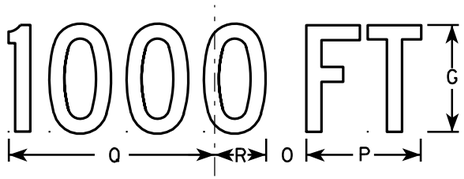
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



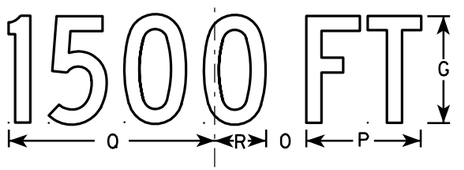
W20-2A



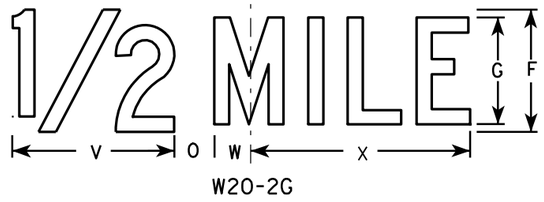
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

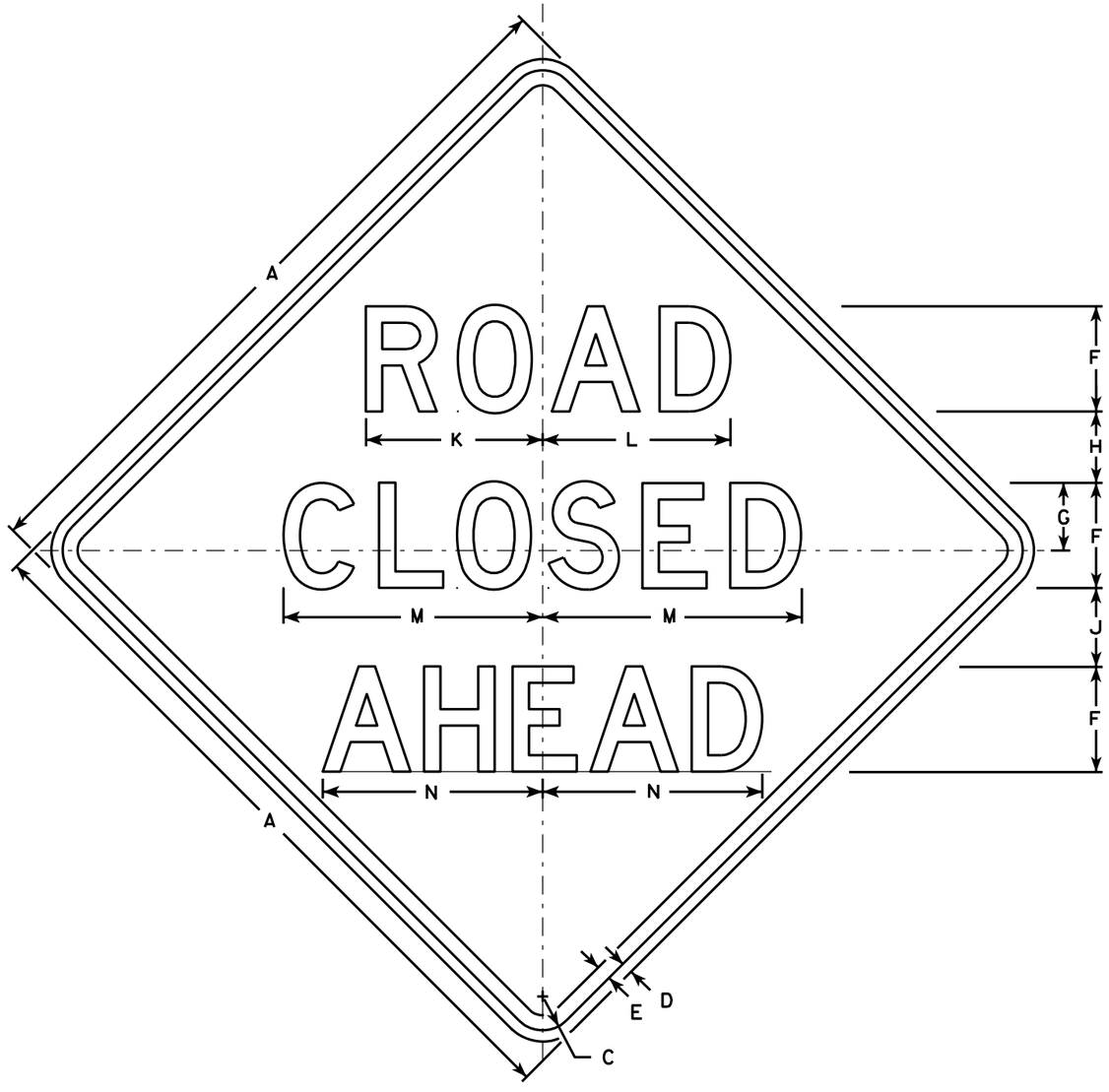
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

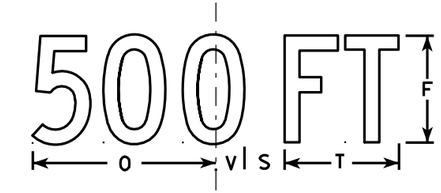
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

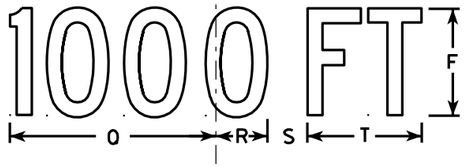
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | E



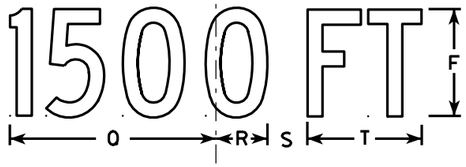
W20-3A



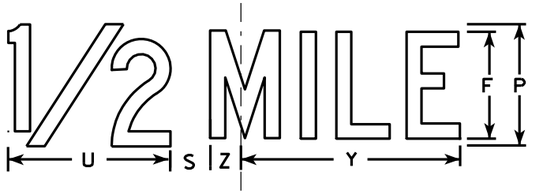
W20-3D



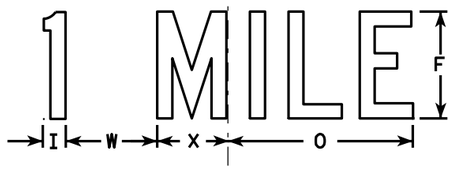
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

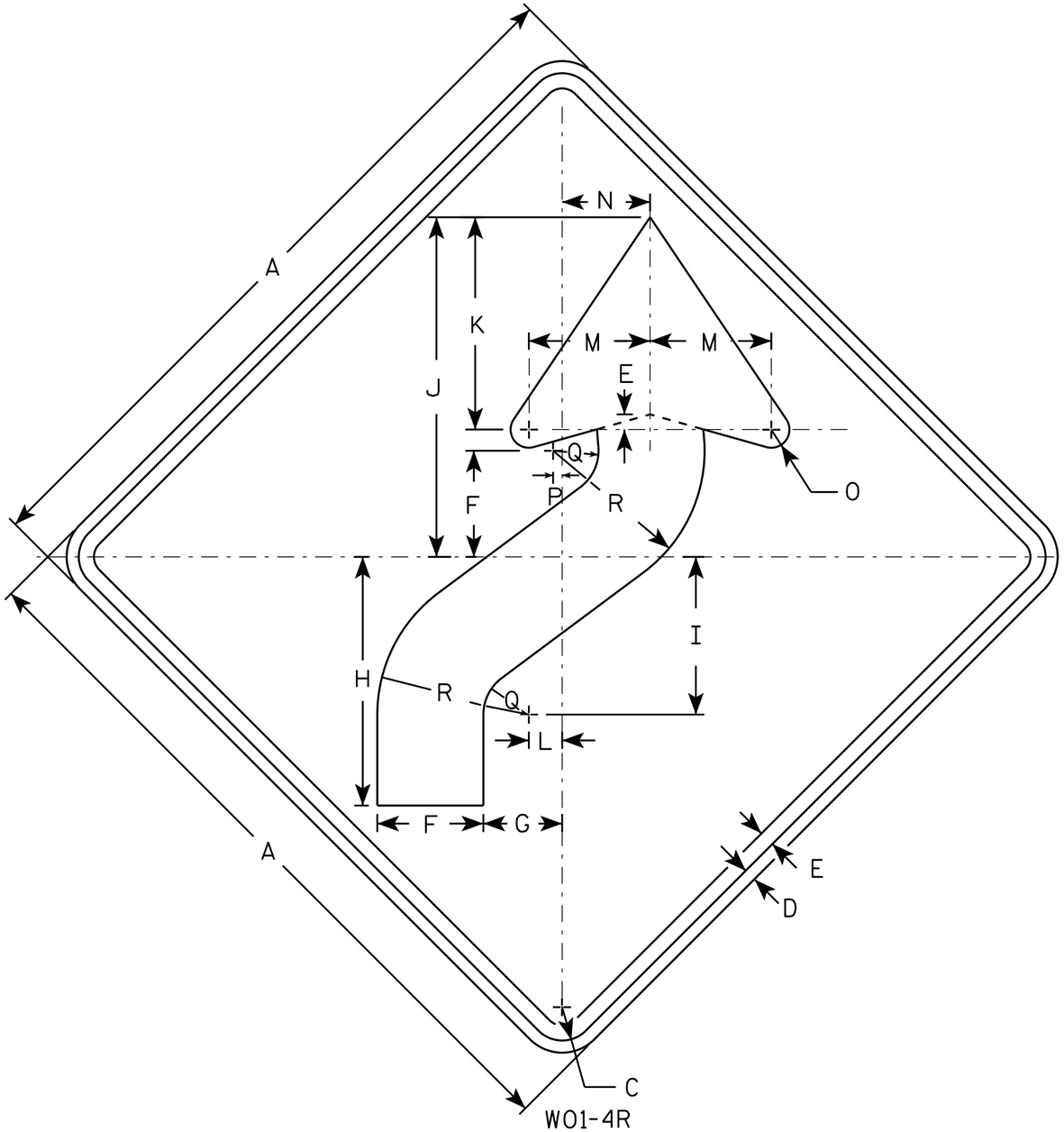
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W01-4

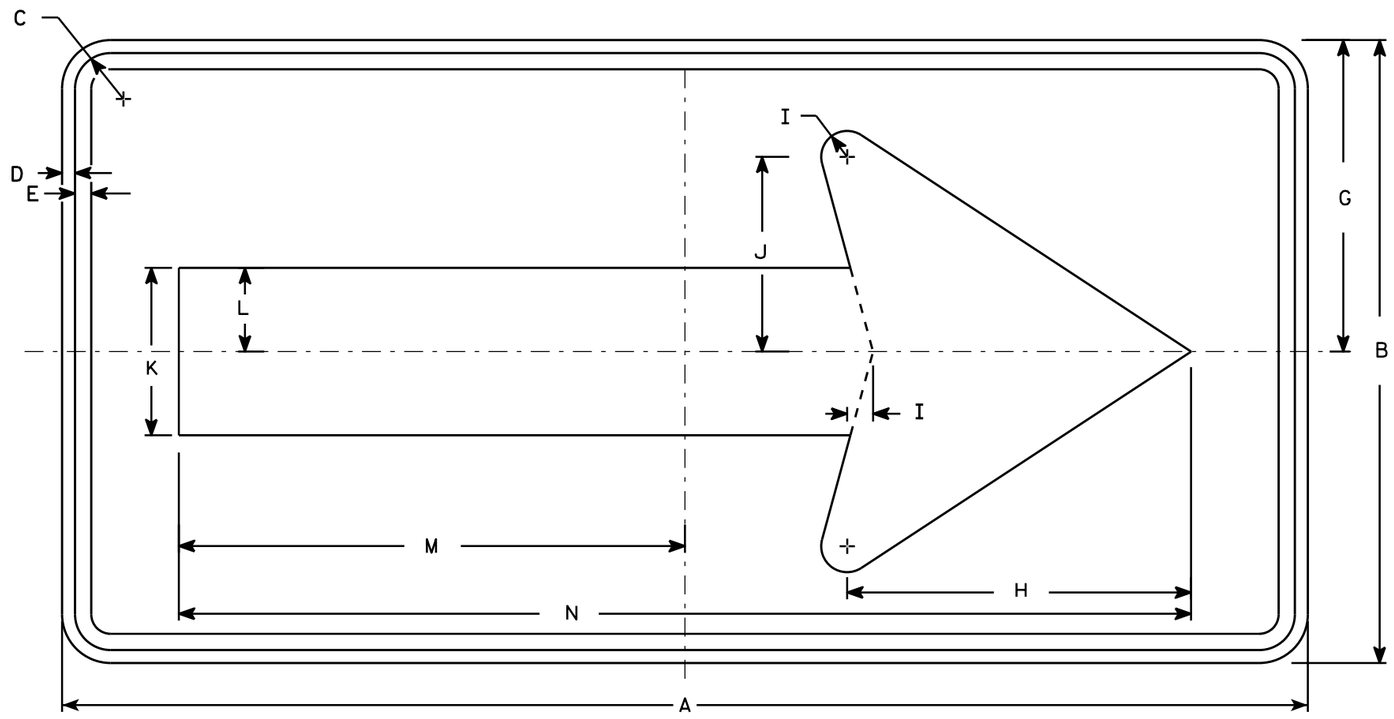
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

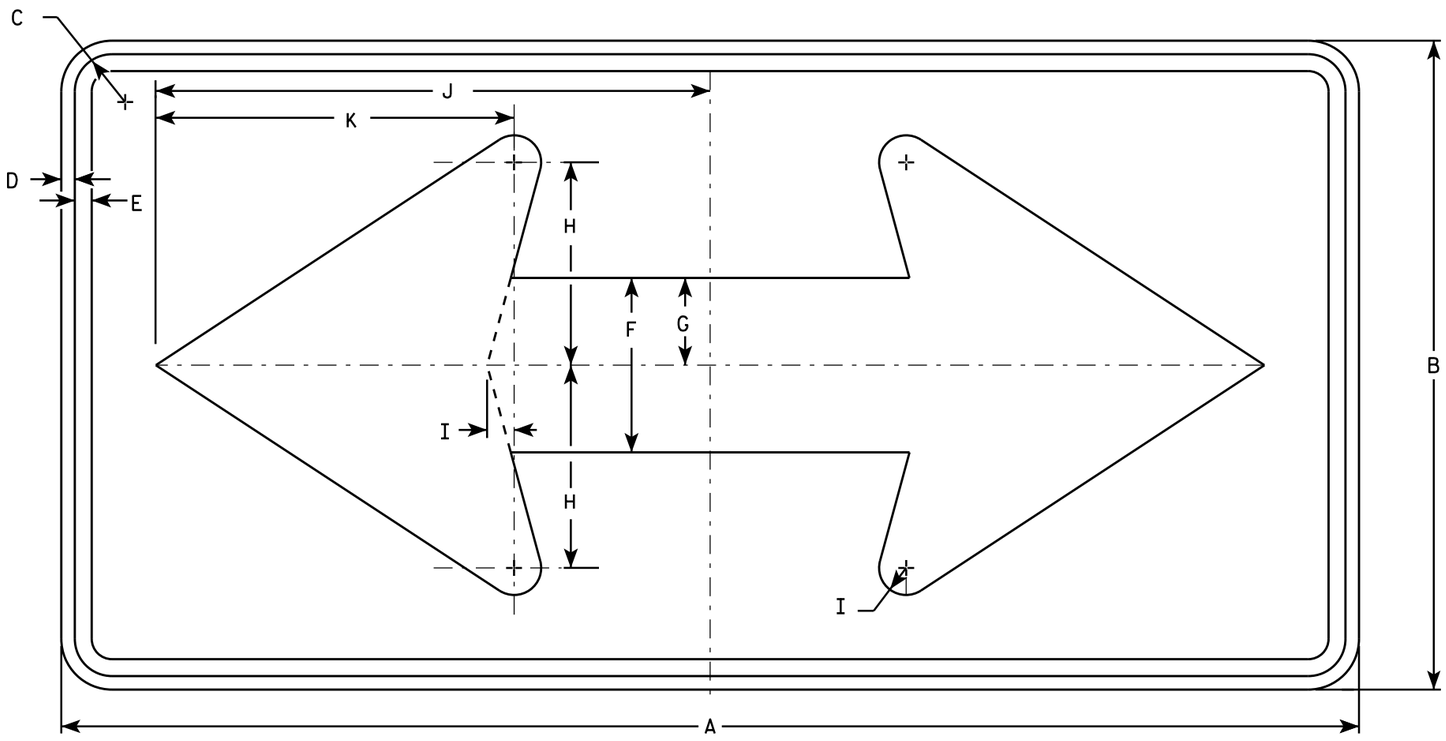
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

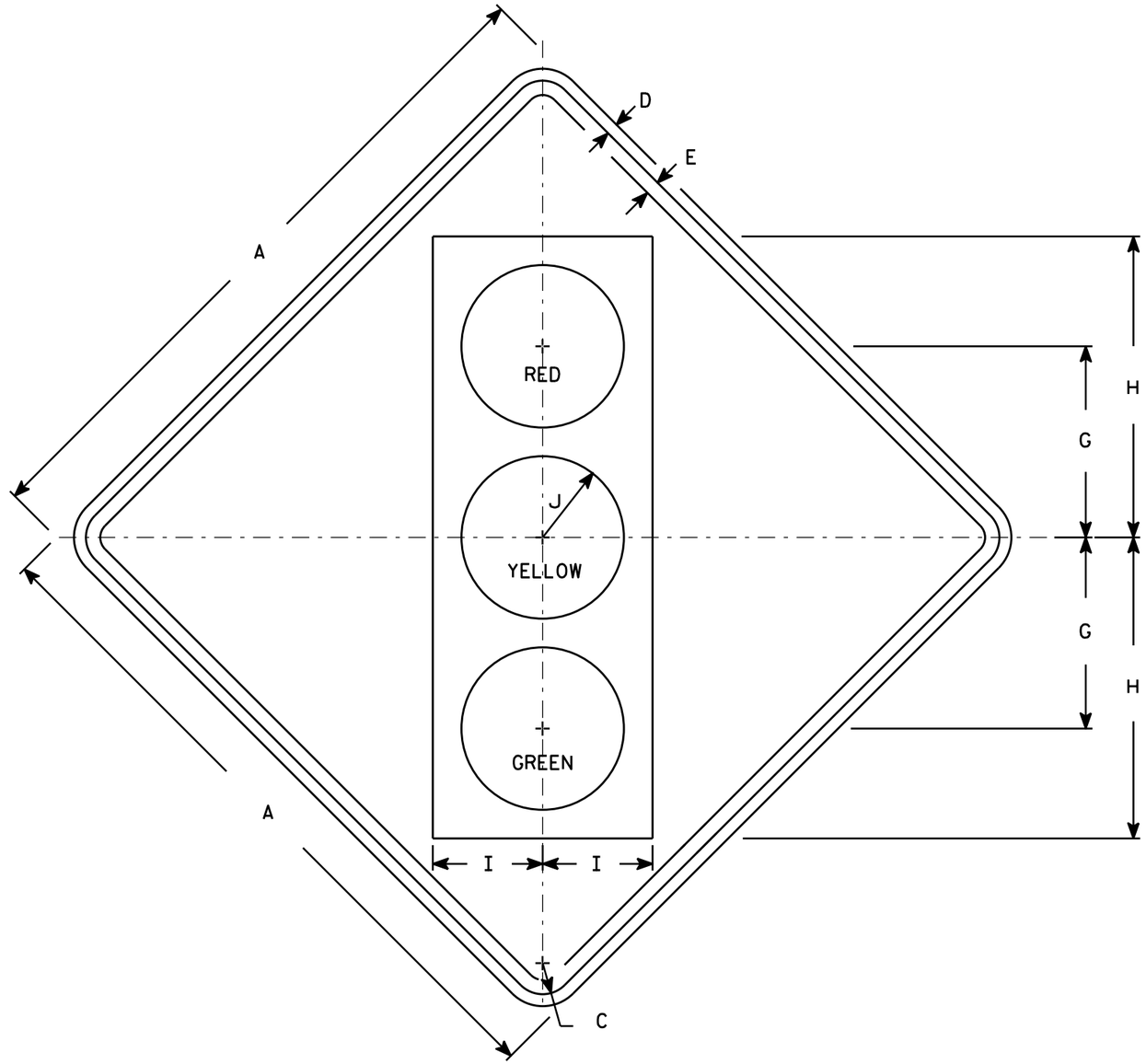
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1244 W01-7.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000
WISDOT/CADDS SHEET 42



W03-3

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 - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

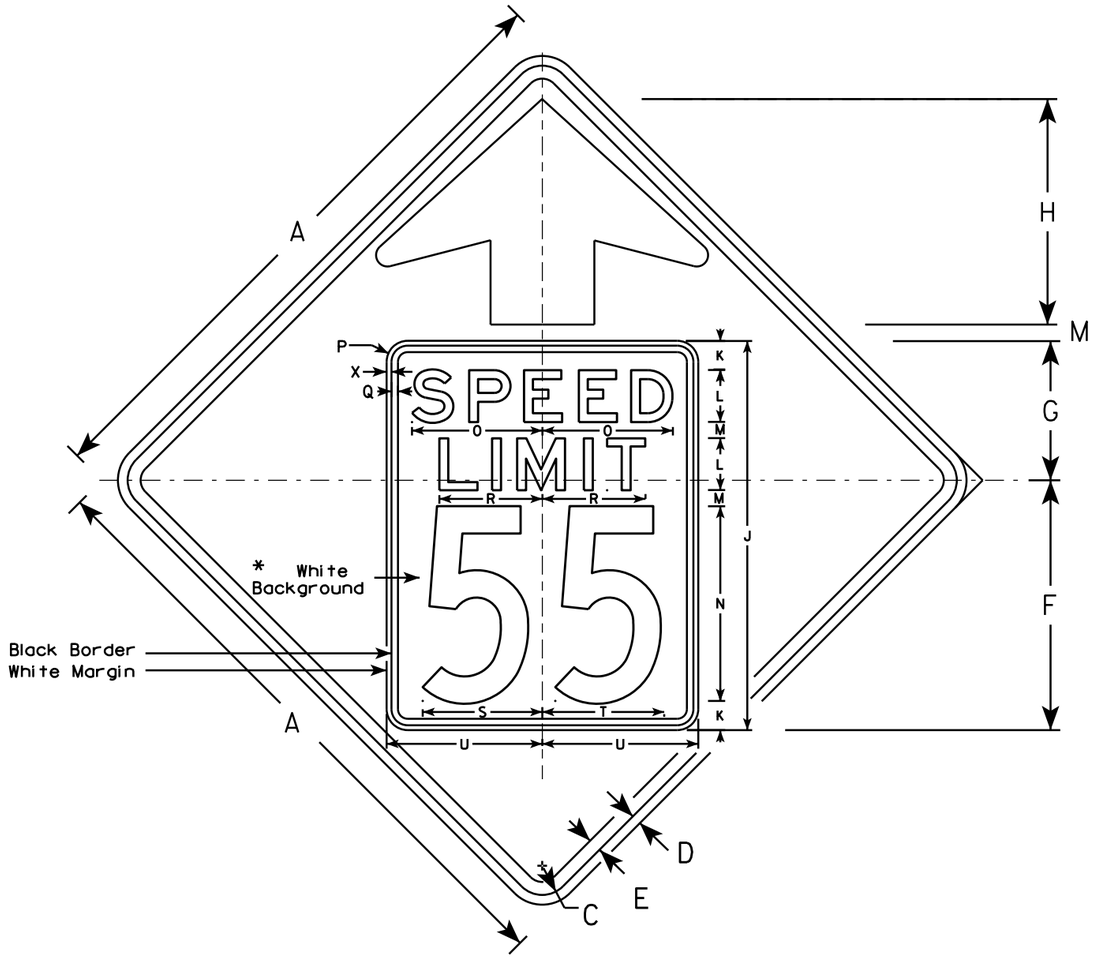
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLAT 245 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

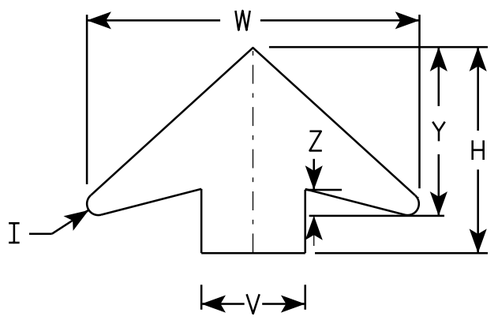


W03-5

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 for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

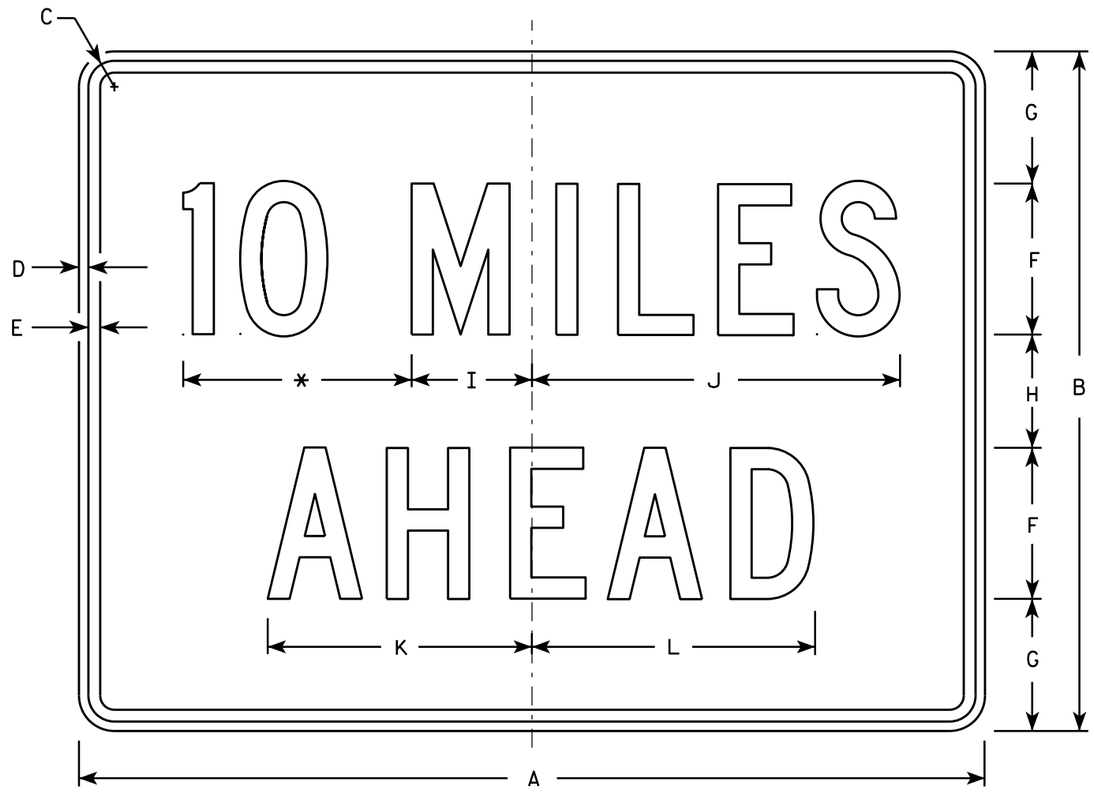
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

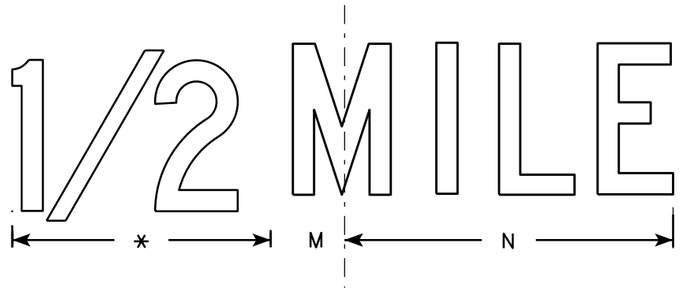
PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W057-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W05752.DGN PLOT DATE : 28-FEB-2014 11:42 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.026599:1.000000 WISDOT/CADDS SHEET 42

EB USH 8

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
1313+10	0	0	0	0	0	0	0	0
1313+50	40	123	3	91	2	91	3	88
1314+00	50	119	6	224	8	315	13	302
1314+50	50	130	10	231	14	546	31	515
1315+00	50	113	19	225	27	771	65	707
1315+50	50	97	32	194	47	966	124	842
1316+00	50	87	38	170	65	1,136	205	930
1316+50	50	81	41	155	73	1,291	297	994
1317+00	50	68	49	138	83	1,429	401	1,028
1317+50	50	68	41	126	83	1,555	505	1,050
1318+00	50	61	25	120	61	1,674	581	1,094
1318+50	50	57	56	110	75	1,784	674	1,110
1318+63.4	13	47	34	26	22	1,810	702	1,108
1320+13.4	150	0	155	132	525	1,942	1,358	584
1320+50	37	1	248	1	273	1,943	1,699	244
1321+00	50	13	203	13	417	1,955	2,220	-265
1321+50	50	7	190	19	364	1,974	2,675	-701
1321+55.31	5	0	173	1	36	1,975	2,719	-745
1322+00	45	164	126	136	247	2,110	3,028	-918
1322+50	50	141	119	282	227	2,393	3,311	-919
1323+00	50	116	93	238	197	2,631	3,557	-927
1323+50	50	105	58	205	140	2,835	3,733	-897
1324+00	50	128	17	216	69	3,051	3,819	-767
1324+50	50	148	0	255	16	3,307	3,838	-532
1325+00	50	139	0	265	0	3,572	3,838	-267
1325+50	50	117	0	236	0	3,808	3,838	-30
1326+00	50	115	0	215	0	4,023	3,838	184
1326+42.67	43	119	0	185	0	4,208	3,838	369
EB USH 8 TOTALS:				**4,208**	**3,071**			

WB USH 8

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
1313+99.09	0	117	0	0	0	0	0	0
1314+00	1	118	0	4	0	4	0	4
1314+50	50	119	0	220	0	223	0	223
1315+00	50	112	0	214	0	437	1	436
1315+50	50	102	1	198	2	636	3	633
1316+00	50	95	0	182	2	818	5	813
1316+50	50	86	7	168	6	986	13	973
1317+00	50	77	16	151	21	1137	39	1097
1317+50	50	71	42	137	54	1273	107	1167
1318+00	50	114	49	171	84	1444	212	1232
1318+29	29	144	63	139	60	1583	287	1296
1318+29.6	1	79	1	2	1	1585	288	1297
1318+50	20	87	1	63	1	1648	289	1359
1318+95.5	45	90	0	150	1	1798	291	1507
1320+49.2	154	75	0	471	0	2268	291	1978
1321+00	51	79	48	145	45	2413	347	2066
1321+50	50	87	40	153	81	2567	449	2117
1321+60.08	10	91	54	33	18	2600	471	2129
WB USH 8 TOTALS:				**2,600**	**377**			

SB USH 63

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
99+95.63	0	73	0	0	0	0	0	0
100+00	4	70	0	12	0	12	0	12
100+50	50	36	0	99	0	110	0	110
100+93.04	43	16	0	41	0	152	0	152
101+00	7	33	0	6	0	158	0	158
101+50	50	17	0	46	0	204	0	204
102+00	50	135	0	141	0	345	0	345
102+50	50	80	0	199	0	544	0	544
102+75	25	57	0	63	0	608	0	608
SB USH 63 TOTALS:				**608**	**0**			

NB USH 63

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
100+00	0	99	0	0	0	0	0	0
100+30	30	59	26	88	14	88	18	70
100+50	20	133	4	71	11	159	32	127
100+75	25	147	3	130	3	289	36	253
101+00	25	140	1	133	2	421	38	383
101+50	50	121	7	242	8	663	48	615
102+00	50	144	8	245	14	908	65	843
102+50	50	11	431	143	406	1052	573	479
102+77.01	27	16	470	14	450	1065	1136	-71
102+84	7	20	339	5	105	1070	1266	-197
103+00	16	74	196	28	159	1097	1465	-367
103+50	50	82	147	144	317	1242	1861	-620
104+00	50	99	141	168	266	1410	2194	-784
104+50	50	119	117	202	239	1612	2493	-881
105+00	50	120	107	221	208	1834	2753	-920
105+50	50	121	111	223	202	2057	3006	-949
106+00	50	123	58	226	157	2283	3202	-919
106+50	50	12	35	126	86	2409	3310	-901
107+00	50	12	24	23	55	2431	3378	-947
107+50	50	11	11	22	32	2453	3419	-966
107+75	25	0	0	5	5	2458	3425	-967
NB USH 63 TOTALS:				**2,458**	**2,740**			

NB MAPLE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
301+00.33	0	140	0	0	0	0	0	0
301+50	50	98	20	219	19	219	23	196
301+75	25	96	39	90	27	309	57	252
301+80	5	96	40	18	7	327	66	261
301+85.66	6	44	22	15	6	342	74	267
302+00	14	34	61	21	22	362	102	261
302+25	25	5	74	18	62	381	180	201
NB MAPLE TOTALS:				**381**	**144**			

SB MAPLE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
301+87.26	0	39	28	0	0	0	0	0
302+00	13	38	55	18	20	18	25	-6
302+25	25	47	80	39	63	57	103	-46
302+36.18	11	31	0	16	17	73	123	-50
SB MAPLE TOTALS:				**73**	**99**			

SB USH 63-Bypass

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
200+00	0	93	0	0	0	0	0	0
200+50	50	88	0	167	0	167	0	167
200+59.21	9	89	1	30	0	198	0	198
200+60	1	106	2	3	0	201	0	200
201+00	40	180	2	212	3	413	4	409
201+50	50	225	0	375	1	788	6	782
202+00	50	118	31	318	28	1105	41	1064
202+50	50	58	60	163	84	1269	147	1122
SB USH 63-Bypass TOTALS:				**1,269**	**117**			

NE CURB

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
61+37.61	0	50	0	0	0	0	0	0
61+92.69	55	50	0	102	0	102	0	102
NE CURB TOTALS:				**102**	**0**			

NB USH 63-Temp

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
01+00	0	197	0	0	0	0	0	0
01+50	50	130	4	303	4	303	4	298
02+00	50	175	9	282	12	585	20	565
02+50	50	249	0	392	8	977	30	947
03+00	50	5	349	235	323	1211	434	778
03+50	50	0	287	5	588	1216	1169	47
04+00	50	12	191	11	442	1227	1722	-495
04+50	50	7	160	18	325	1244	2127	-883
05+00	50	7	136	14	274	1258	2469	-1211
05+50	50	6	126	12	243	1270	2773	-1503
06+00	50	10	85	14	196	1285	3018	-1733
06+50	50	14	39	22	116	1307	3162	-1856
07+00	50	9	21	21	56	1328	3232	-1904
07+19.88	20	8	13	6	13	1334	3248	-1914
NB USH 63-Temp TOTALS:				**1,334**	**2,598**			

SE CURB

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
51+00	0	0	77	0	0	0	0	0
51+25	25	0	97	0	81	0	101	-101
51+68.78	44	0	122	0	178	0	324	-323
SE CURB TOTALS:				**0**	**259**			

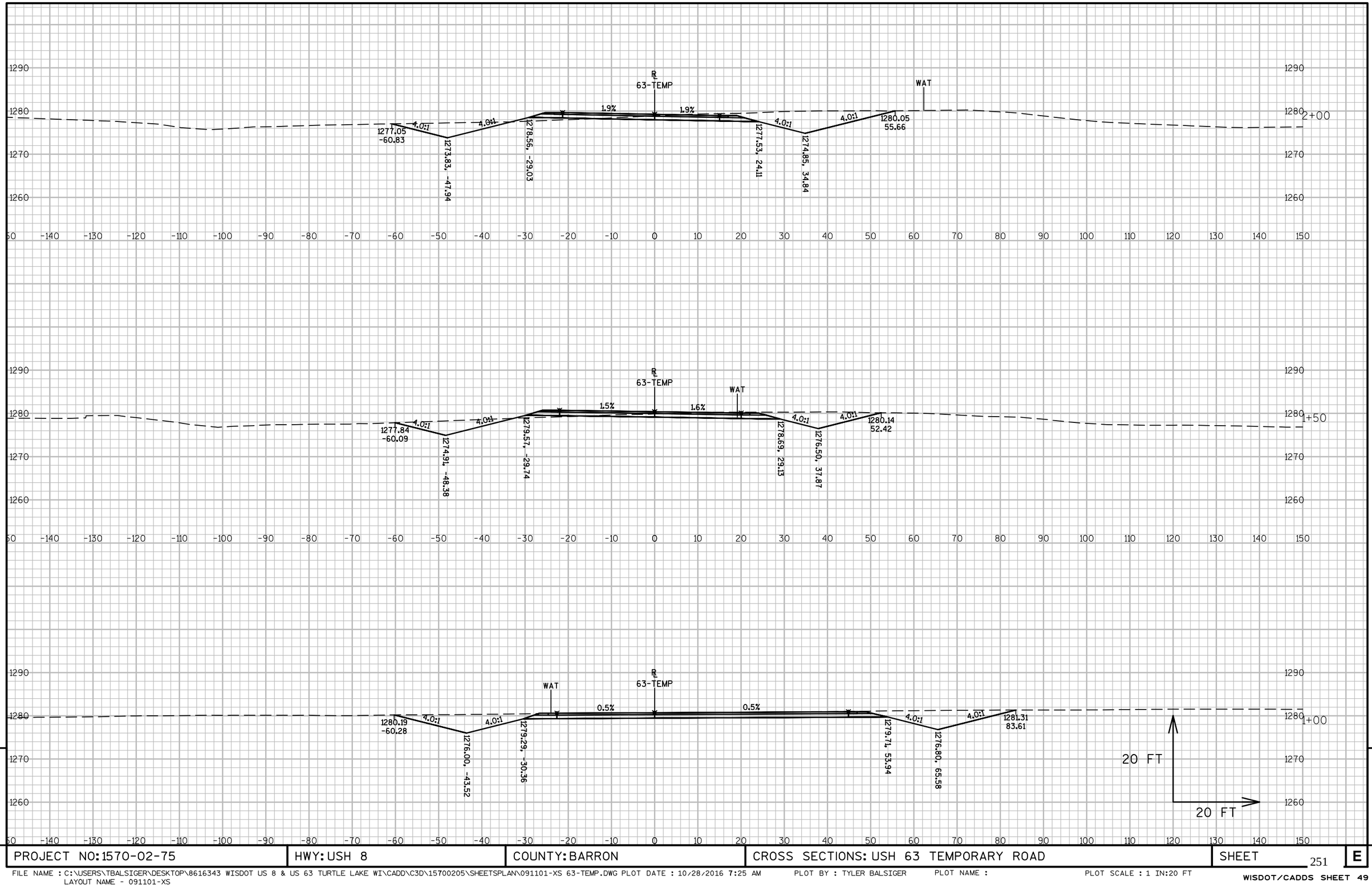
SW CURB

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
41+47.57	0	5	34	0	0	0	0	0
41+70	22	5	55	4	37	4	47	-42
41+96.31	26	8	67	6	60	10	121	-111
SW CURB TOTALS:				**10**	**97**			

CIRCLE

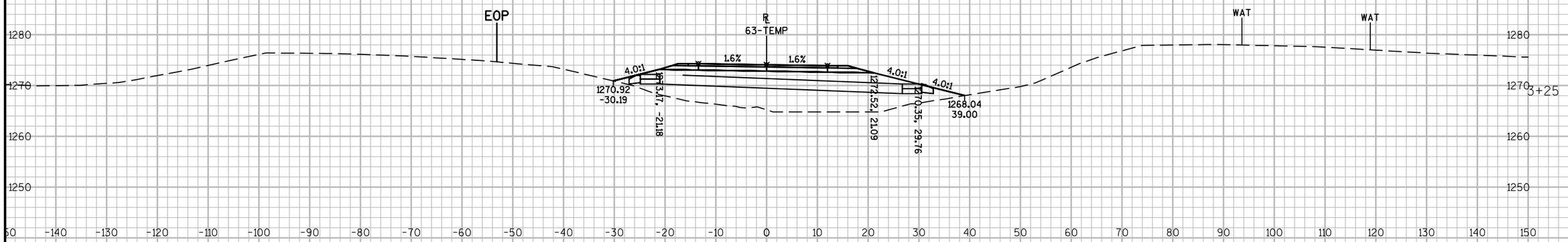
STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
10+00 - 13+87	0	--	--	1573	540	1573	675	0
SW CURB TOTALS:				**1,573**	**540**			

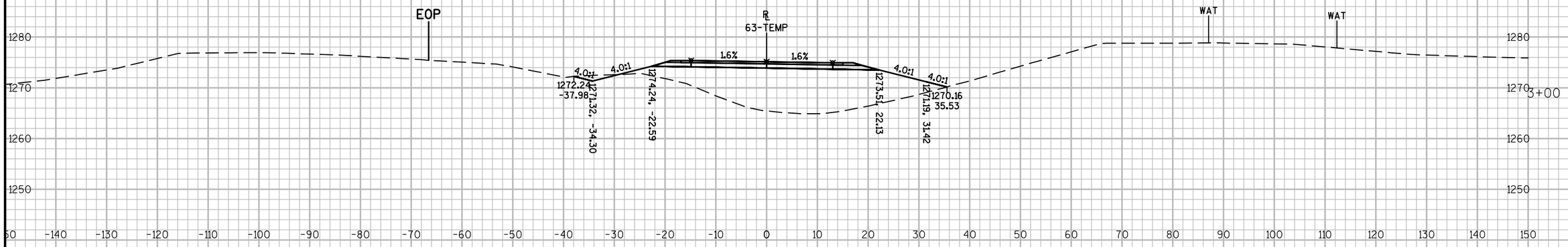
1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Available Material = Cut - Salvaged/Unusuable Pavement Material
5) Expanded Fill. Factor = 1.25
6) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

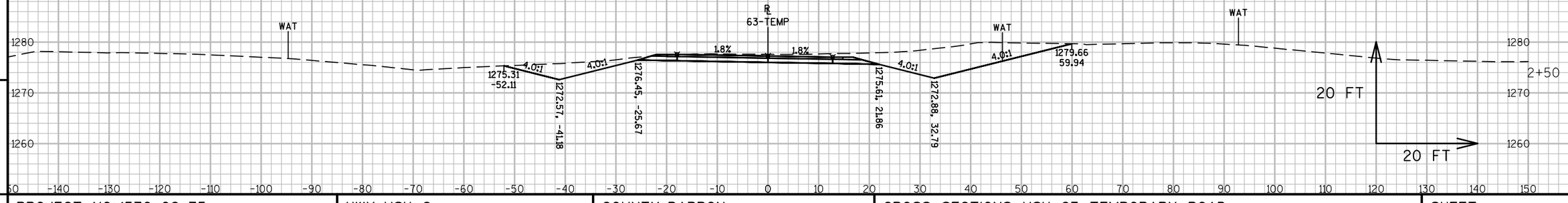


PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 251	E

INSTALL 70 LF OF CULVERT PIPE TEMPORARY 18-INCH.
PIPE INLET: 102+55NB, 1270.52
PIPE OUTLET: 102+70NB, 1268.62







9

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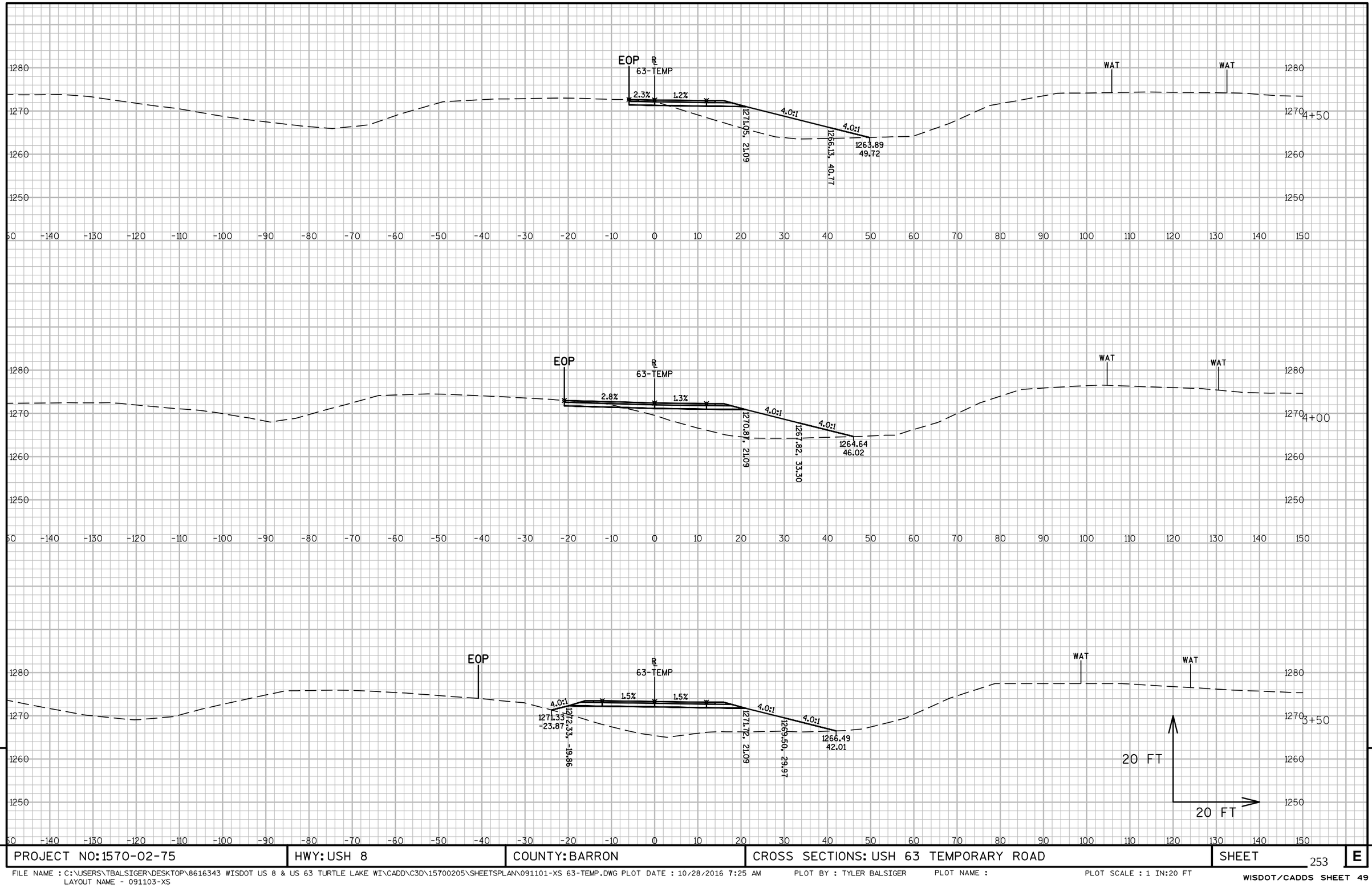
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 252	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\091101-XS 63-TEMP.DWG PLOT DATE : 10/28/2016 7:25 AM
LAYOUT NAME - 091102-XS
PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT



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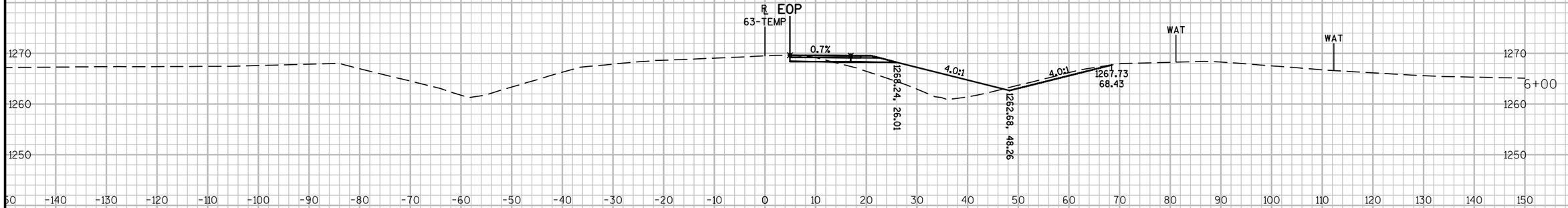
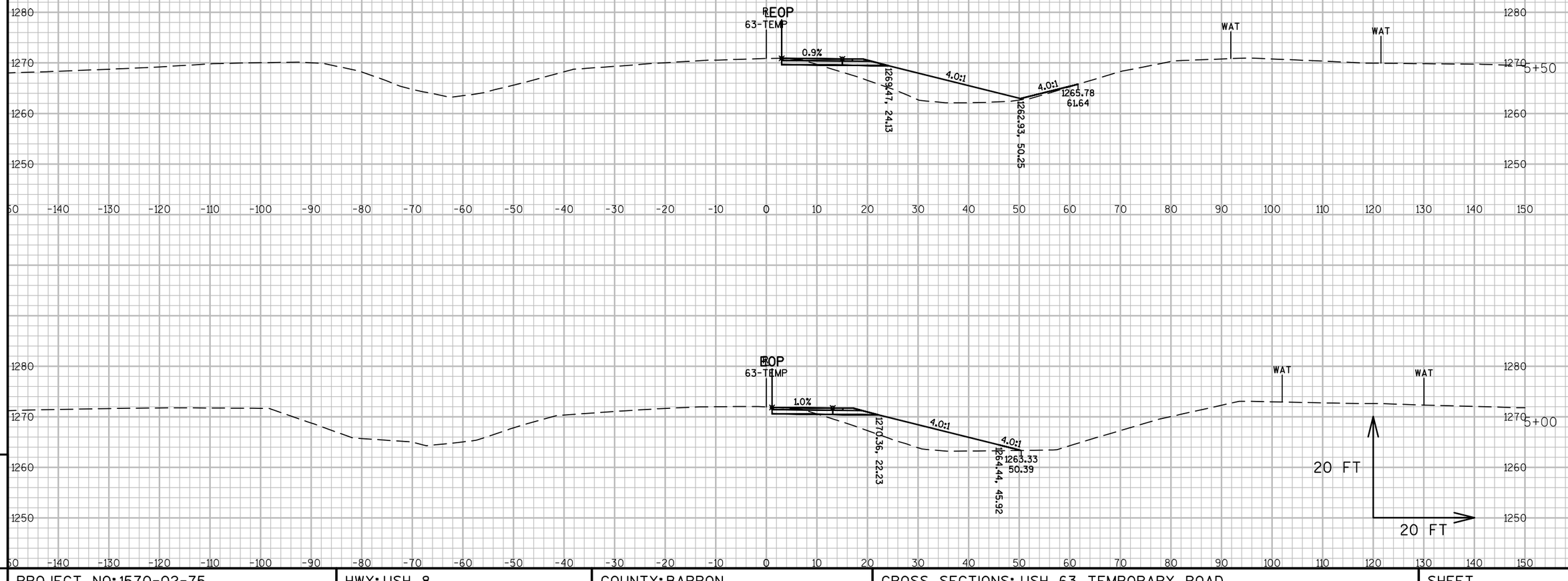
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 253	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\091101-XS 63-TEMP.DWG PLOT DATE : 10/28/2016 7:25 AM
LAYOUT NAME - 091103-XS

PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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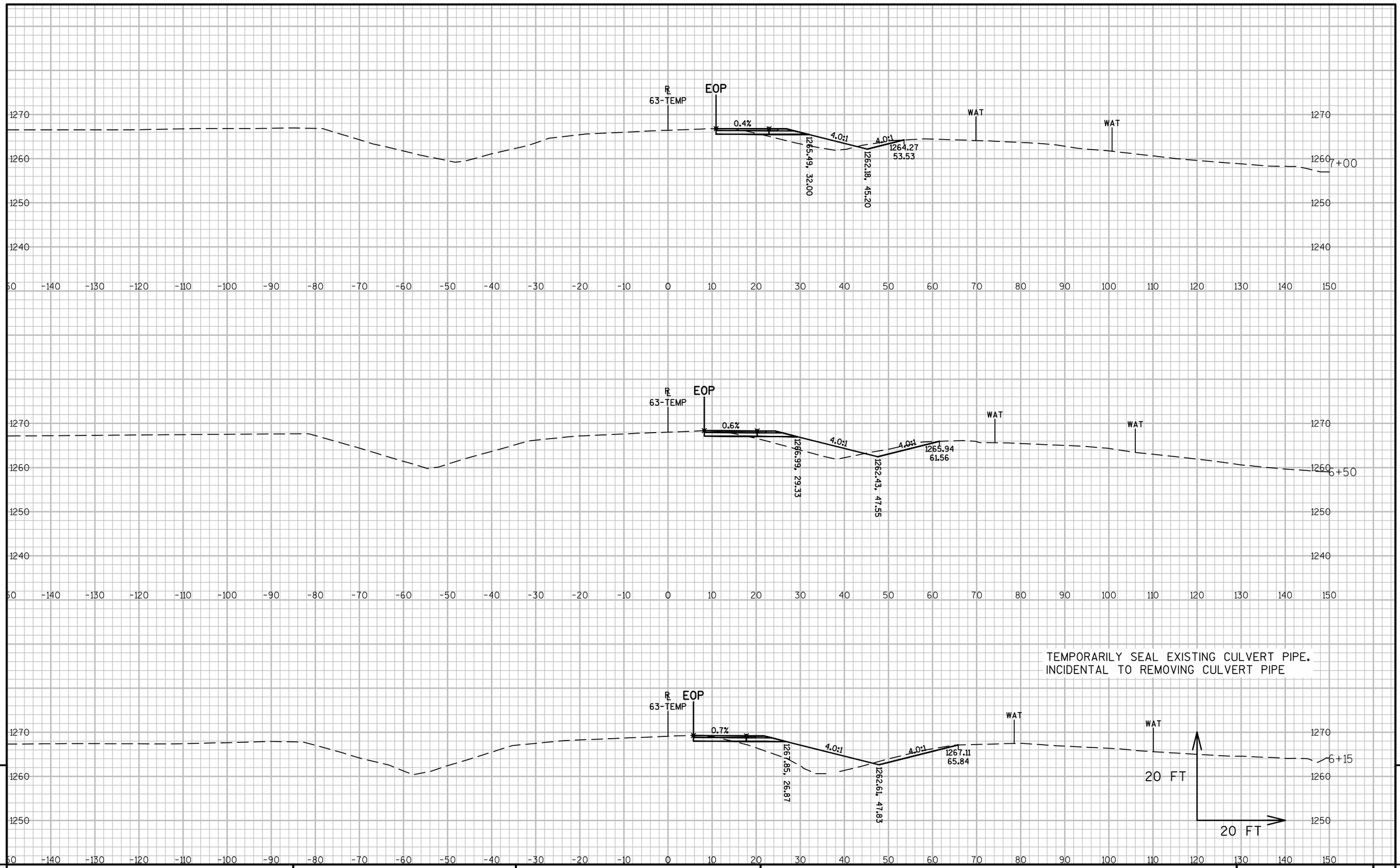
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 254	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\091101-XS 63-TEMP.DWG PLOT DATE : 10/28/2016 7:25 AM
LAYOUT NAME - 091104-XS
PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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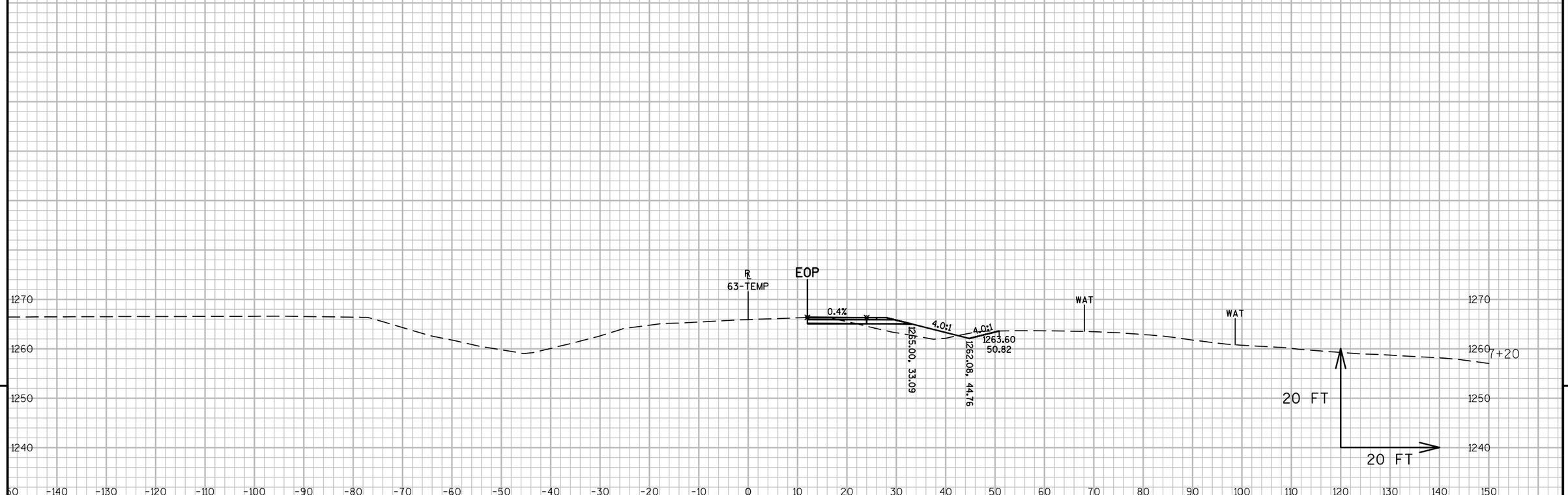
PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 255	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\091101-XS 63-TEMP.DWG PLOT DATE : 10/28/2016 7:25 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT
LAYOUT NAME - 091105-XS



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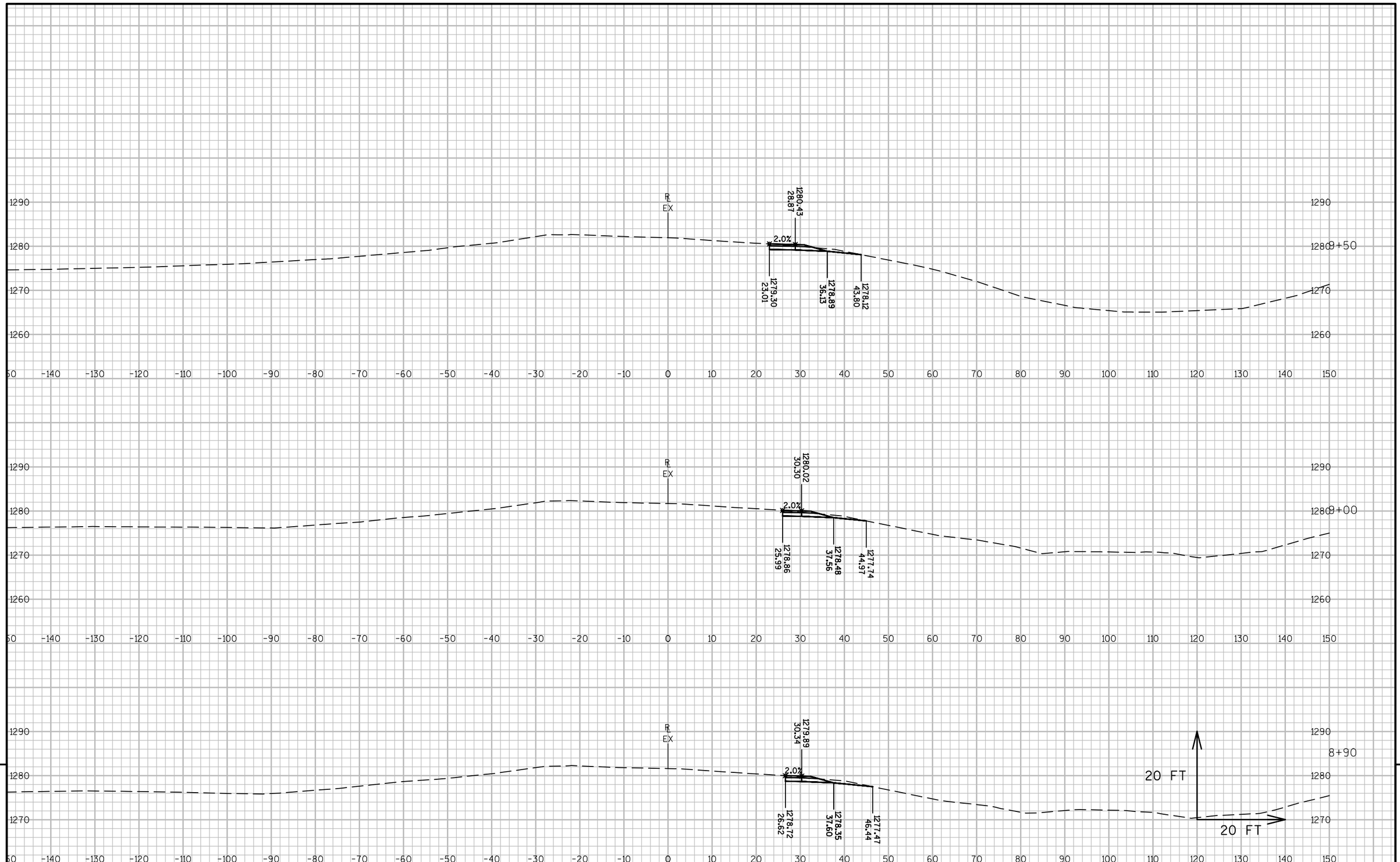
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 63 TEMPORARY ROAD	SHEET 256	E

FILE NAME : C:\USERS\TBALSIGER\DESKTOP\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\091101-XS 63-TEMP.DWG PLOT DATE : 10/28/2016 7:25 AM
LAYOUT NAME - 091106-XS

PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT



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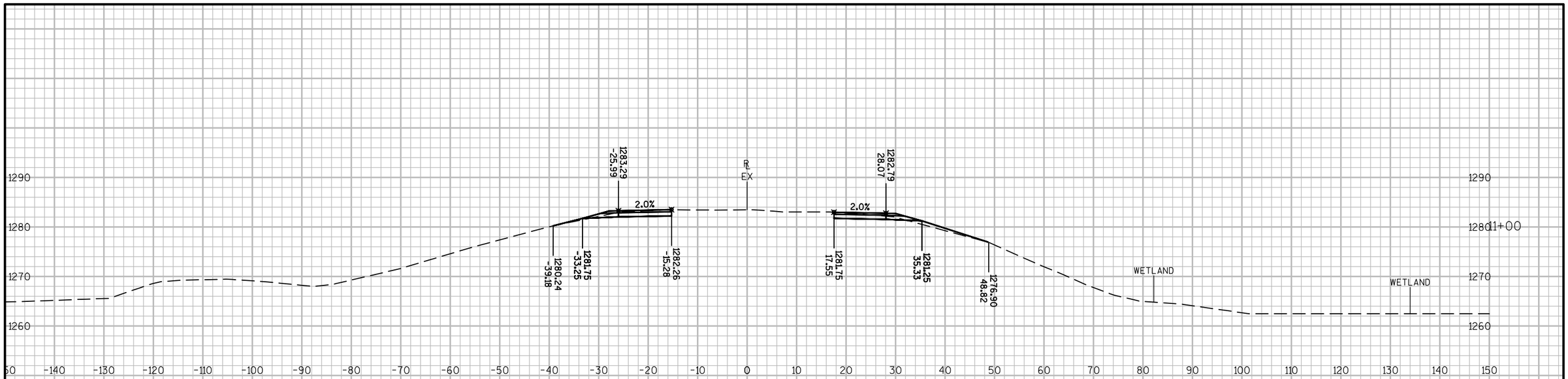
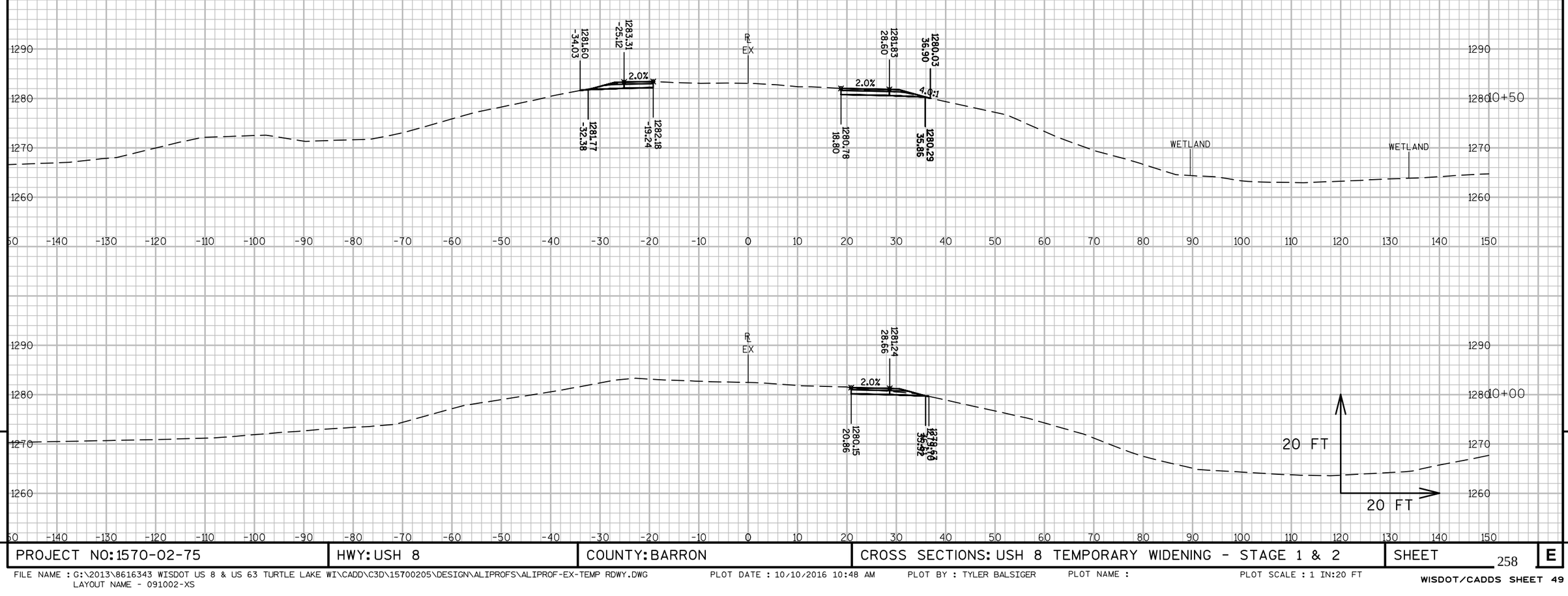
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 TEMPORARY WIDENING - STAGE 1 & 2	SHEET 257	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\DESIGN\ALIPROFS\ALIPROF-EX-TEMP RDWY.DWG
LAYOUT NAME - 091001-XS
PLOT DATE : 10/10/2016 10:48 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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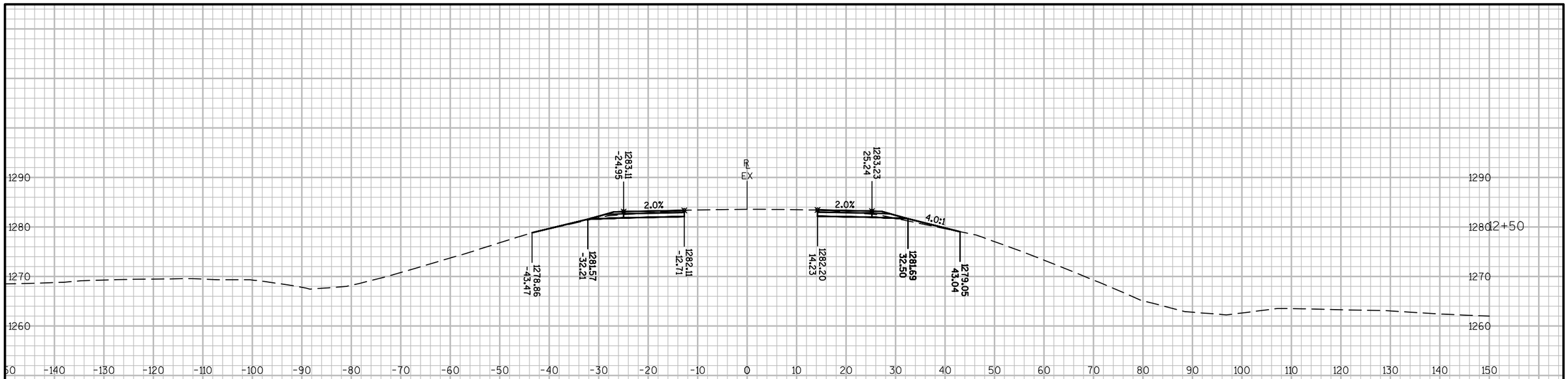
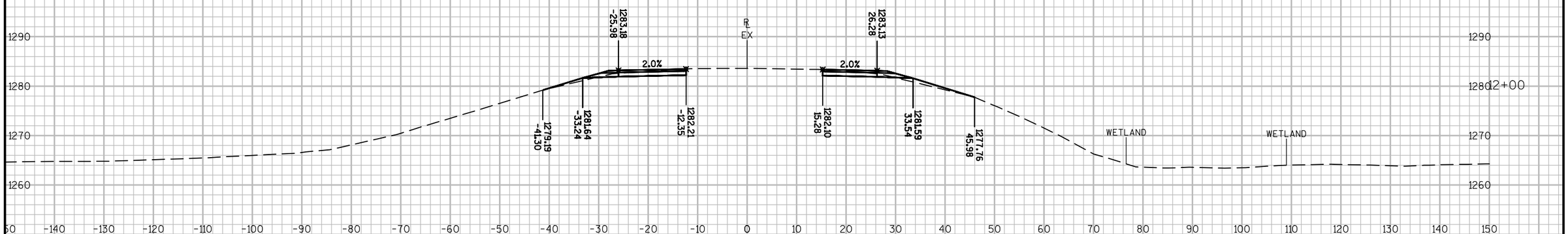
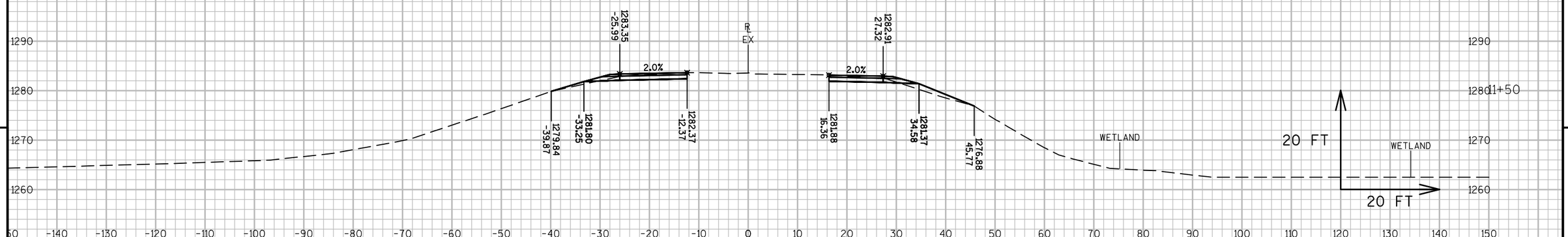
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 TEMPORARY WIDENING - STAGE 1 & 2	SHEET 258	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\DESIGN\ALIPROFS\ALIPROF-EX-TEMP RDWY.DWG
LAYOUT NAME - 091002-XS
PLOT DATE : 10/10/2016 10:48 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT







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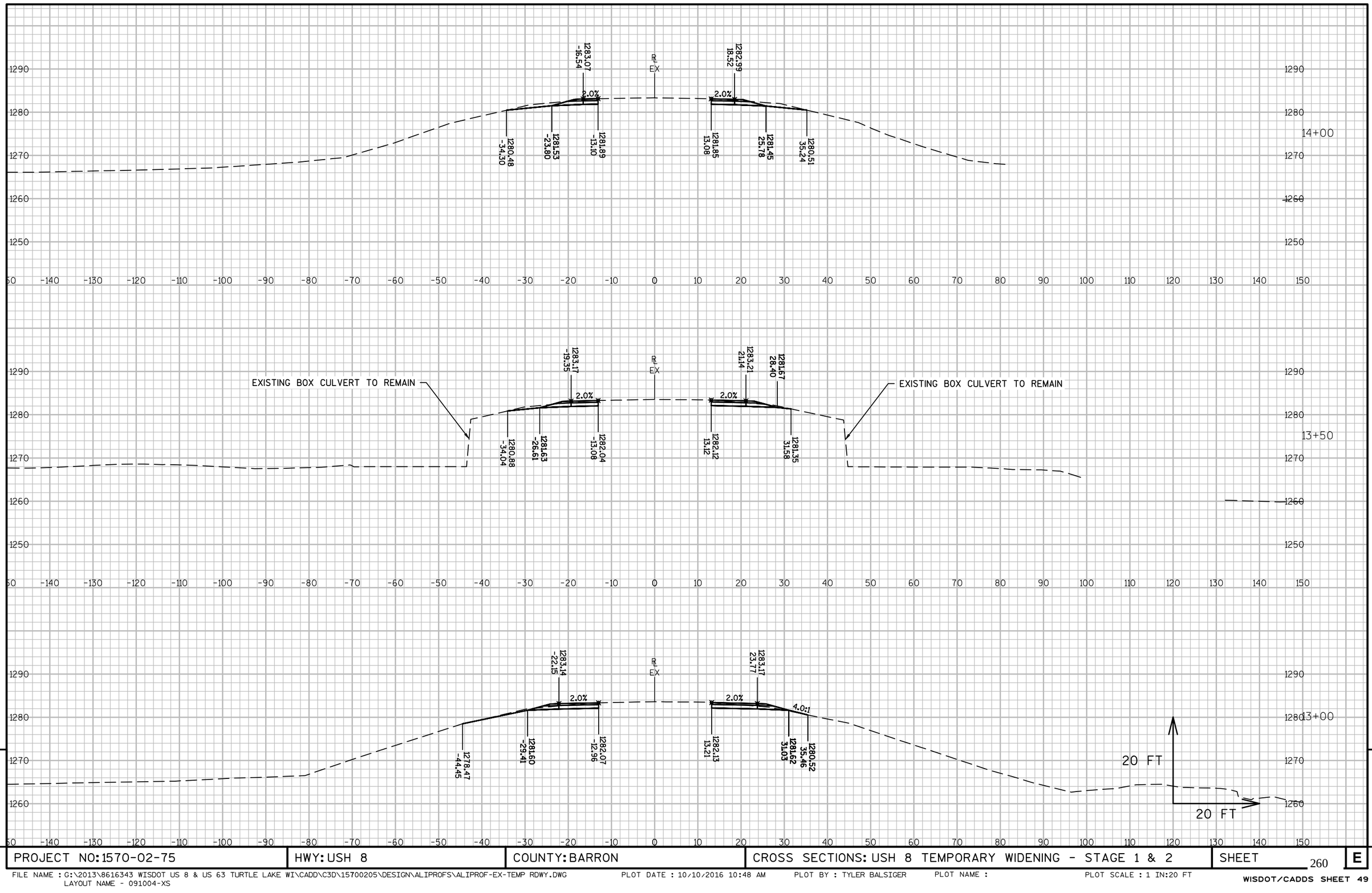
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 TEMPORARY WIDENING - STAGE 1 & 2	SHEET 259	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\DESIGN\ALIPROFS\ALIPROF-EX-TEMP RDWY.DWG
LAYOUT NAME - 091003-XS

PLOT DATE : 10/10/2016 10:48 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 TEMPORARY WIDENING - STAGE 1 & 2	SHEET 260	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\DESIGN\ALIPROFS\ALIPROF-EX-TEMP RDWY.DWG
LAYOUT NAME - 091004-XS
PLOT DATE : 10/10/2016 10:48 AM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

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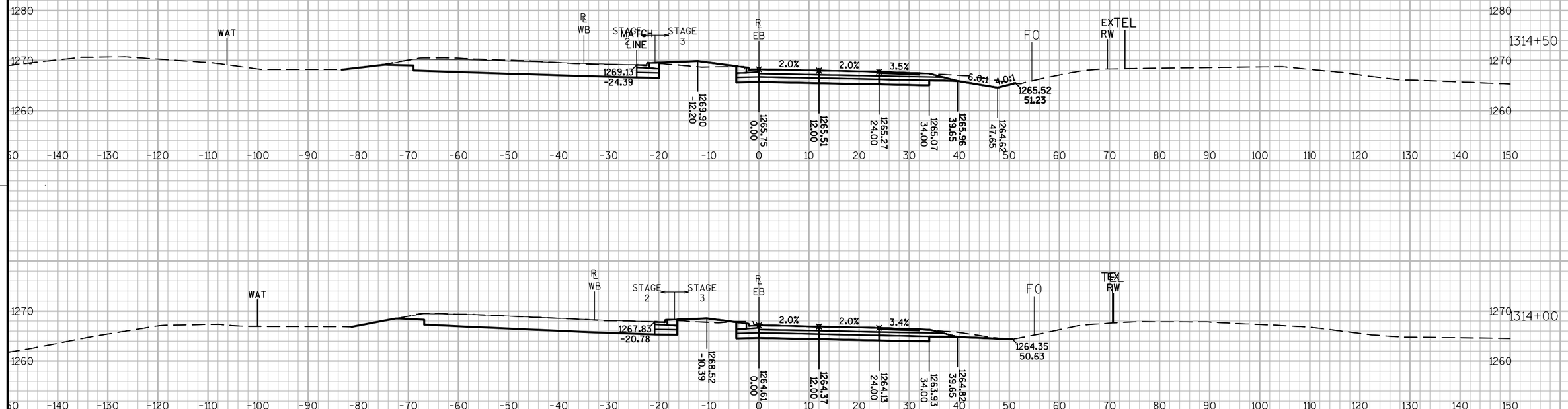
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: USH 8 TEMPORARY WIDENING - STAGE 1 & 2	SHEET 261	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\DESIGN\ALIPROFS\ALIPROF-EX-TEMP RDWY.DWG
LAYOUT NAME - 091005-XS

PLOT DATE : 10/10/2016 10:48 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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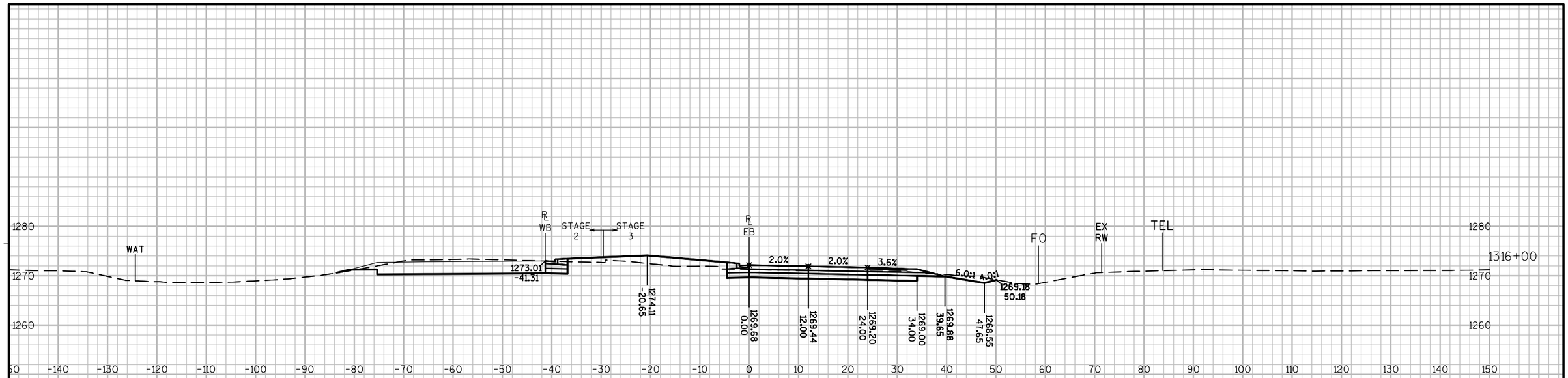
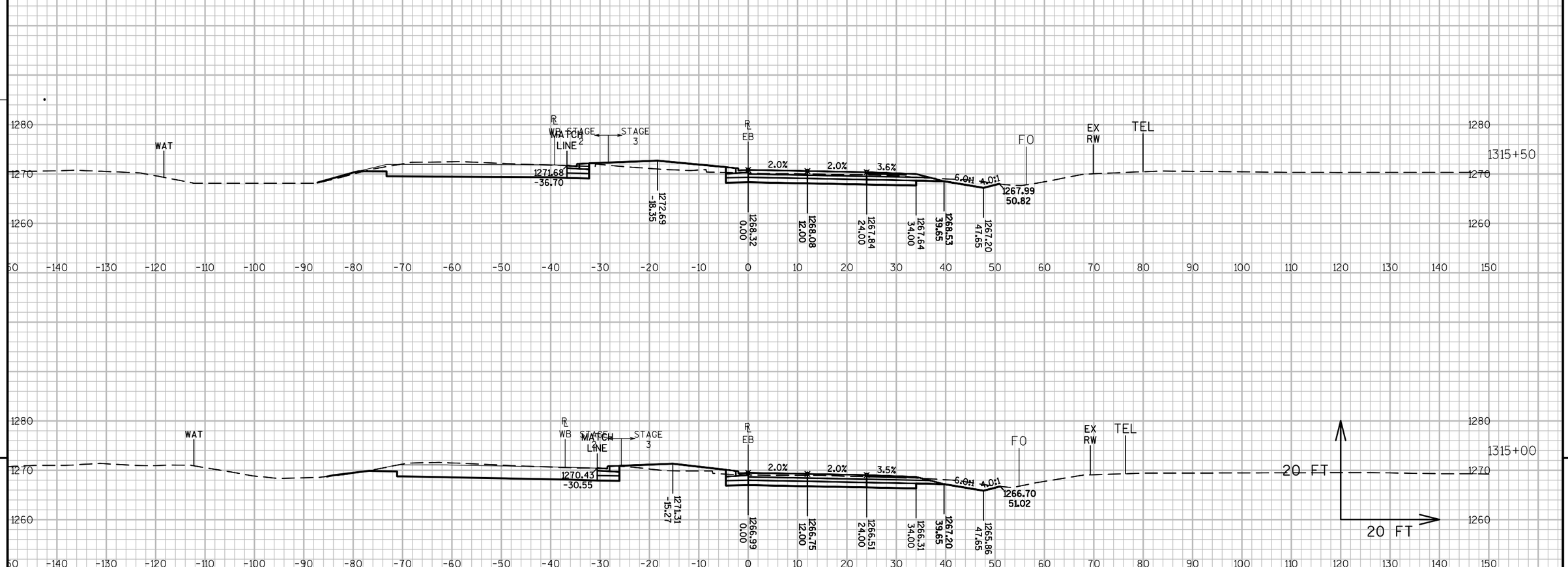
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 262 E





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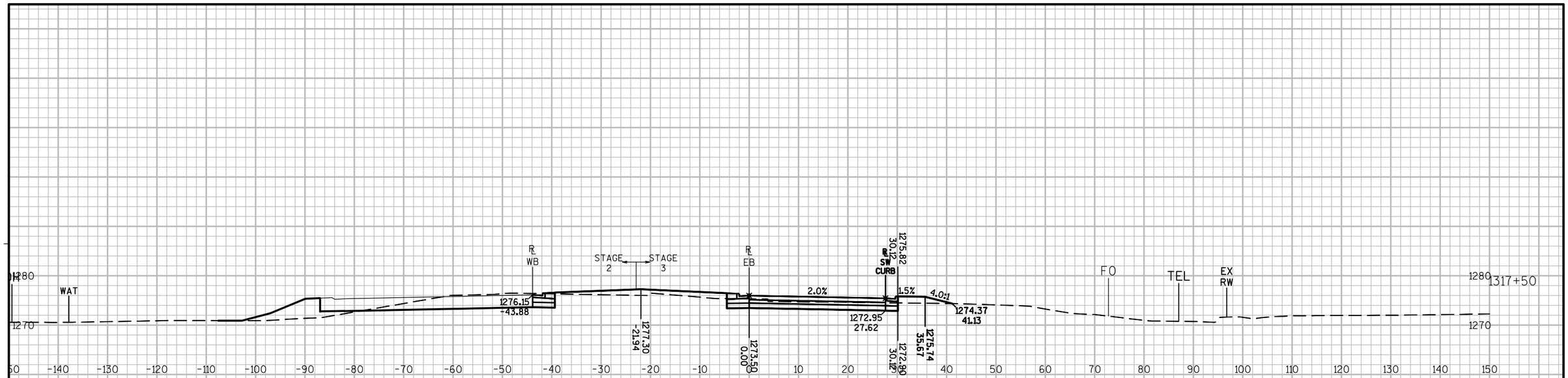
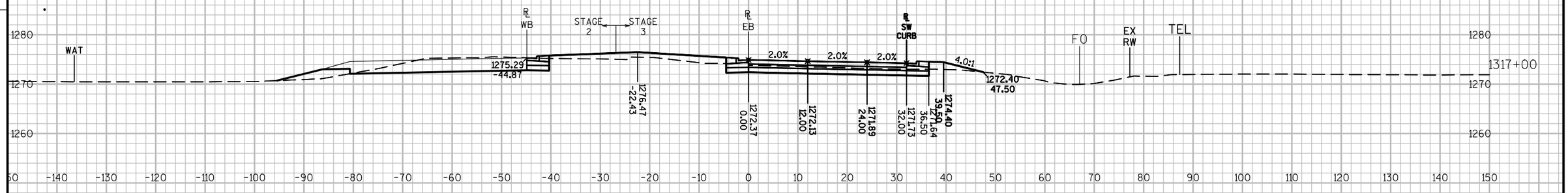
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 263 E

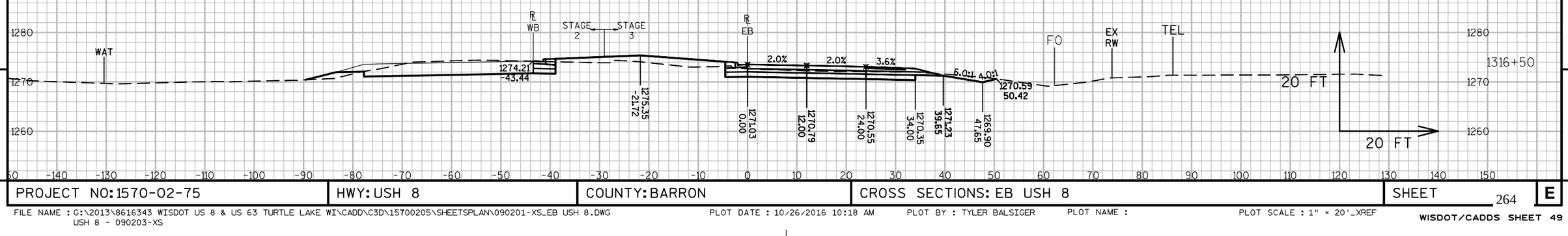
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090202-XS

PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49







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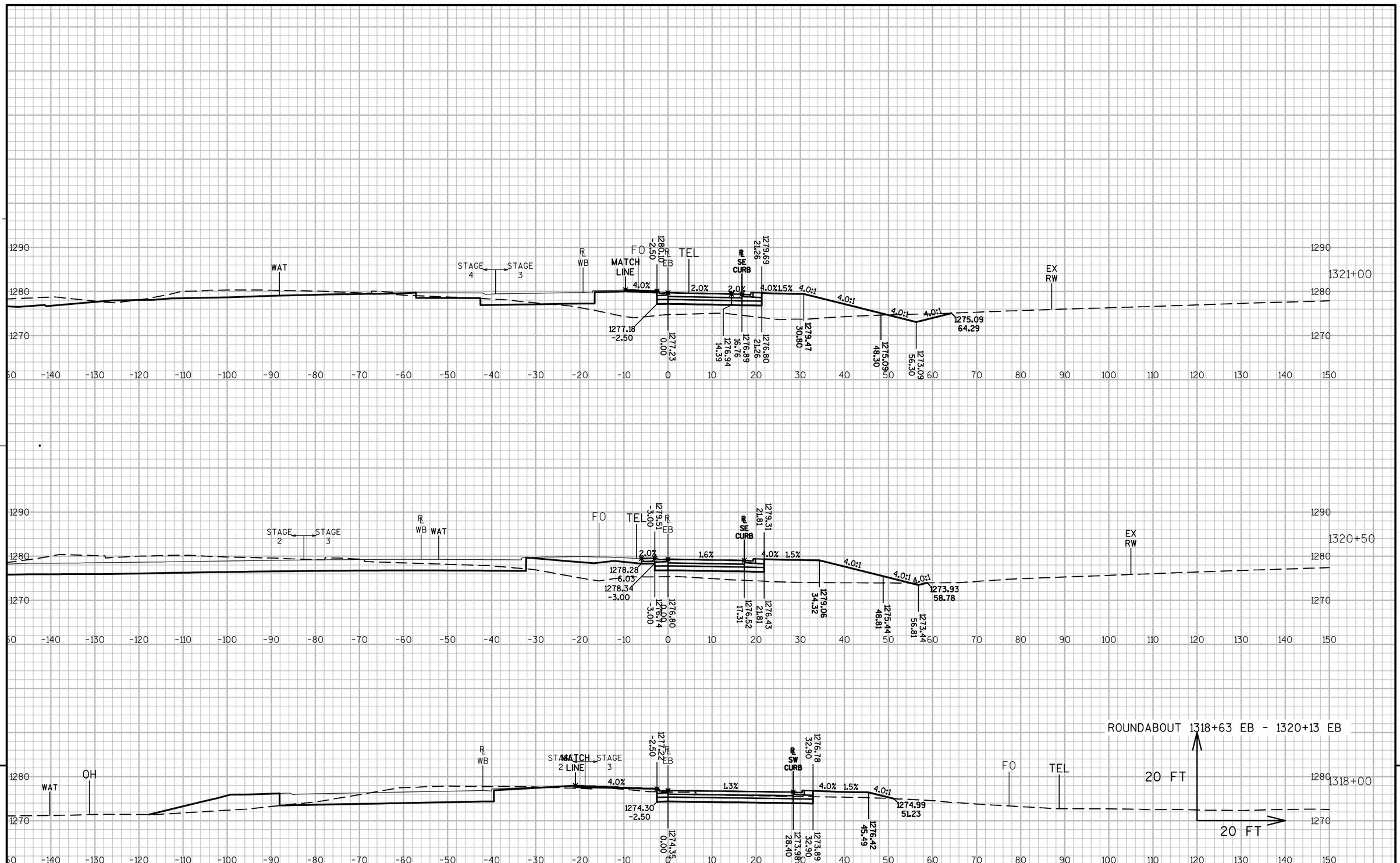
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 264	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090203-XS

PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

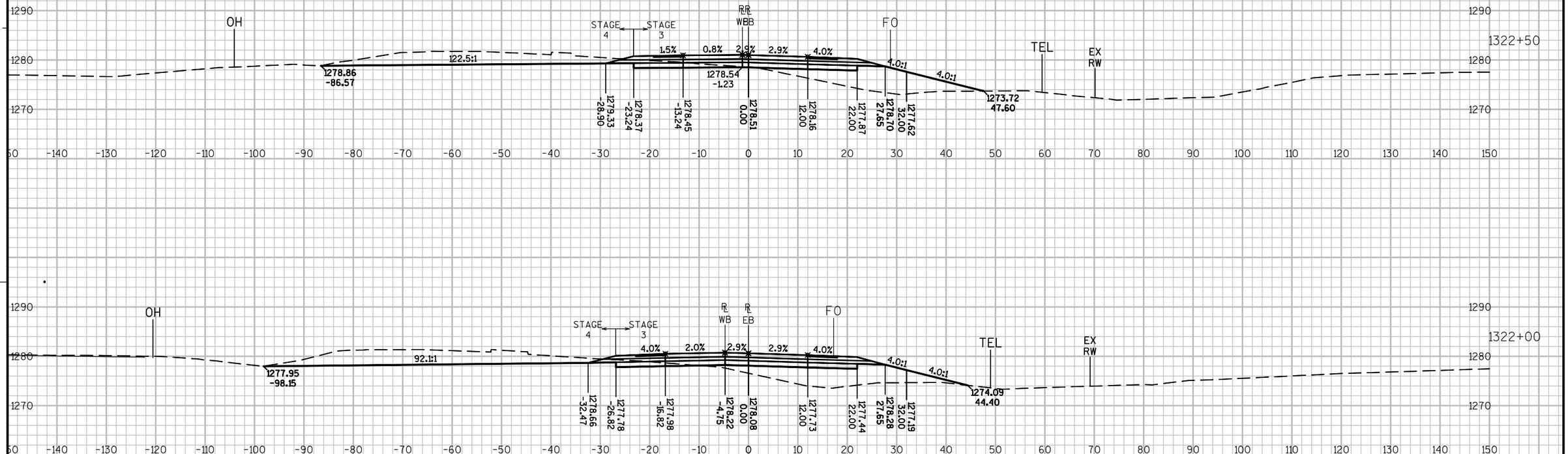


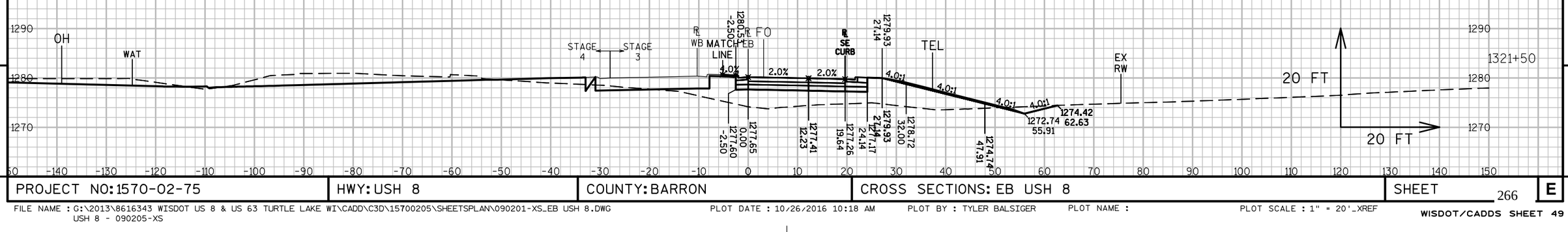
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 265 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090204-XS

PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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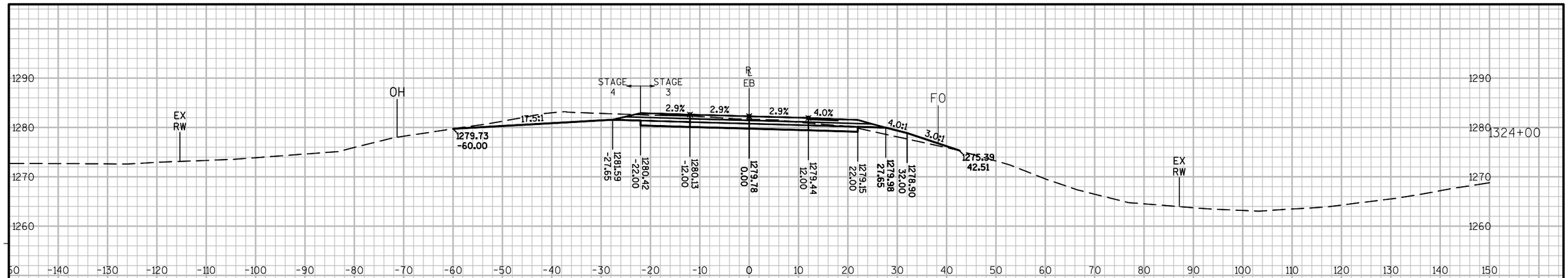
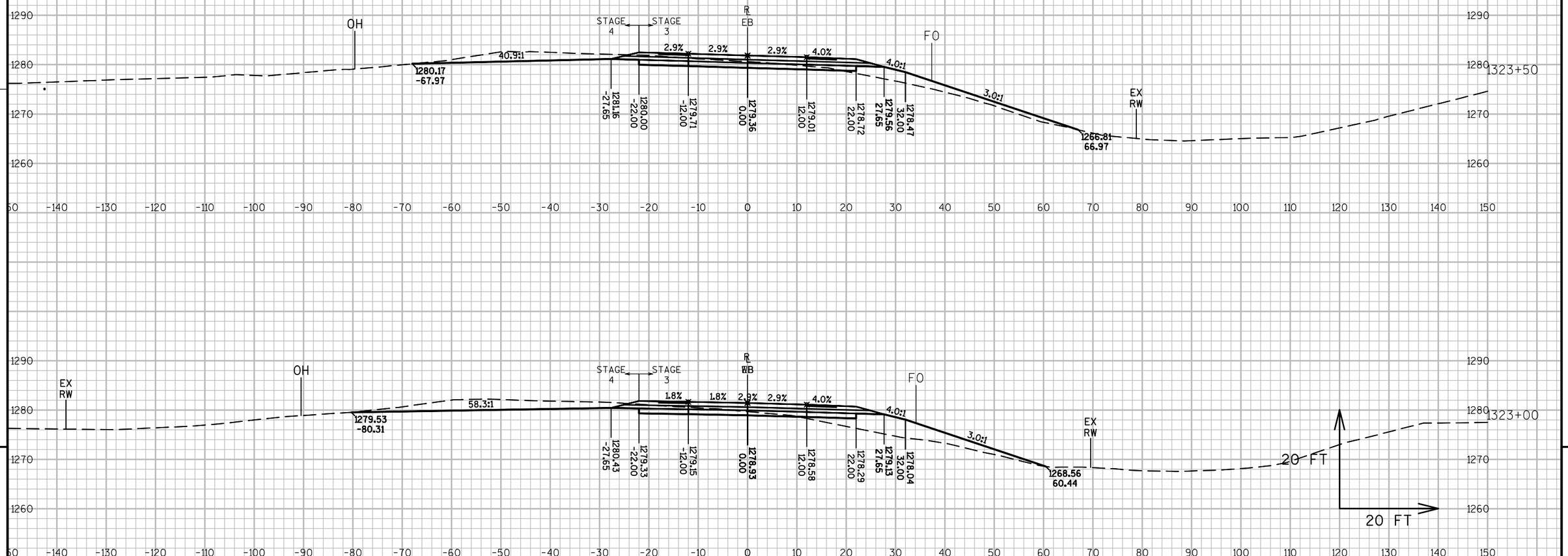
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 266 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090205-XS

PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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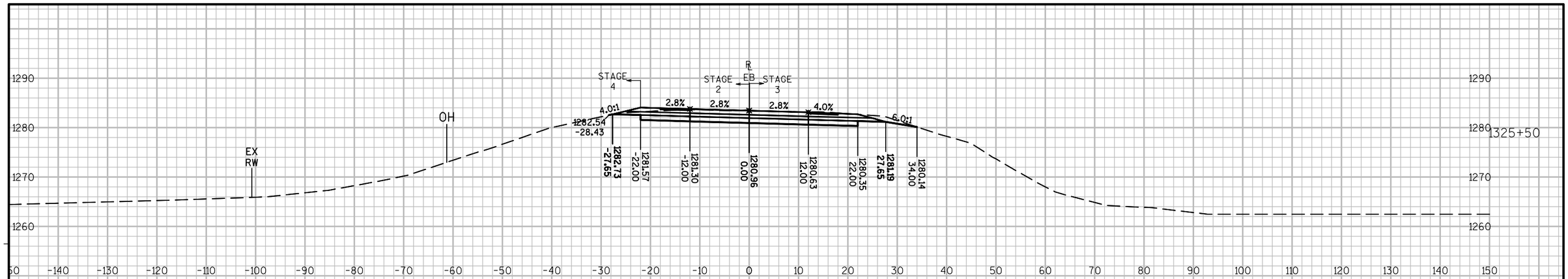
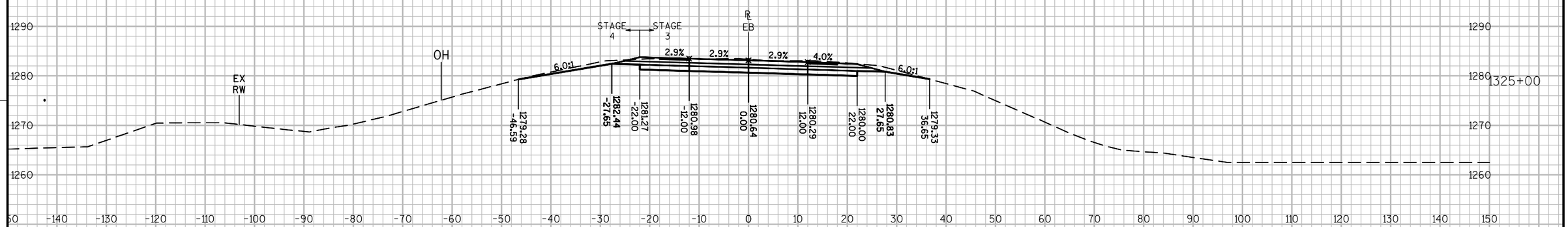
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 267	E

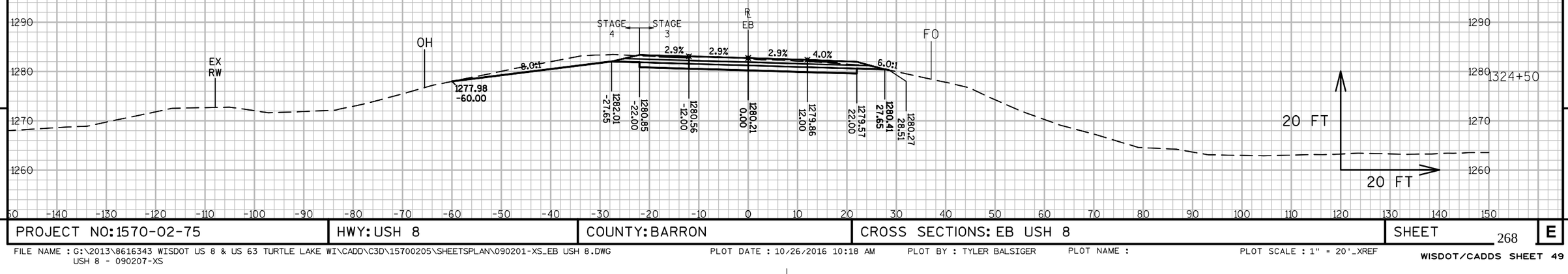
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090206-XS

PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49







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9

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 268	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090207-XS

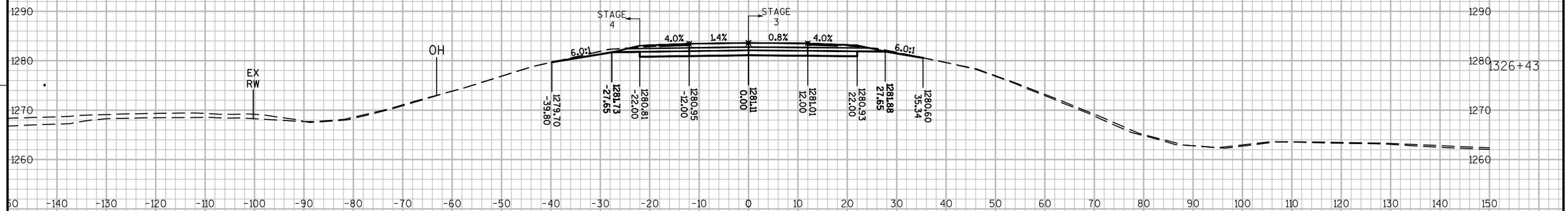
PLOT DATE : 10/26/2016 10:18 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

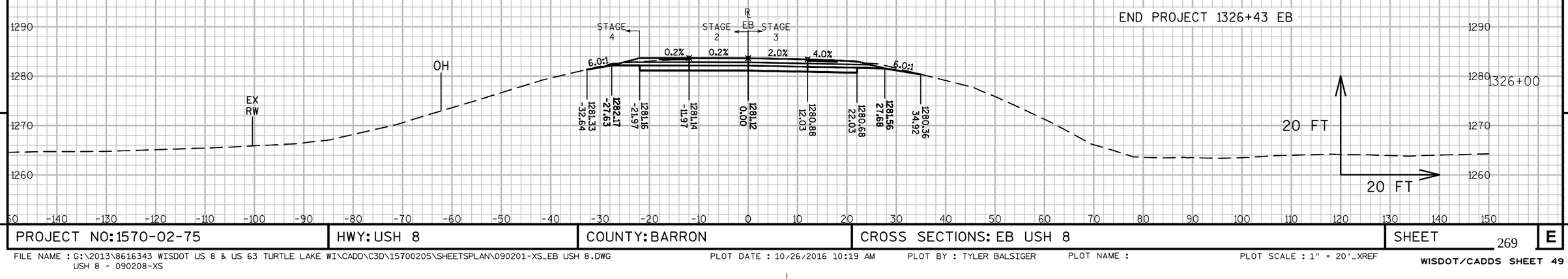
1327+00

1290
1280
1270
1260
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

1326+43



1326+00



END PROJECT 1326+43 EB

20 FT
20 FT

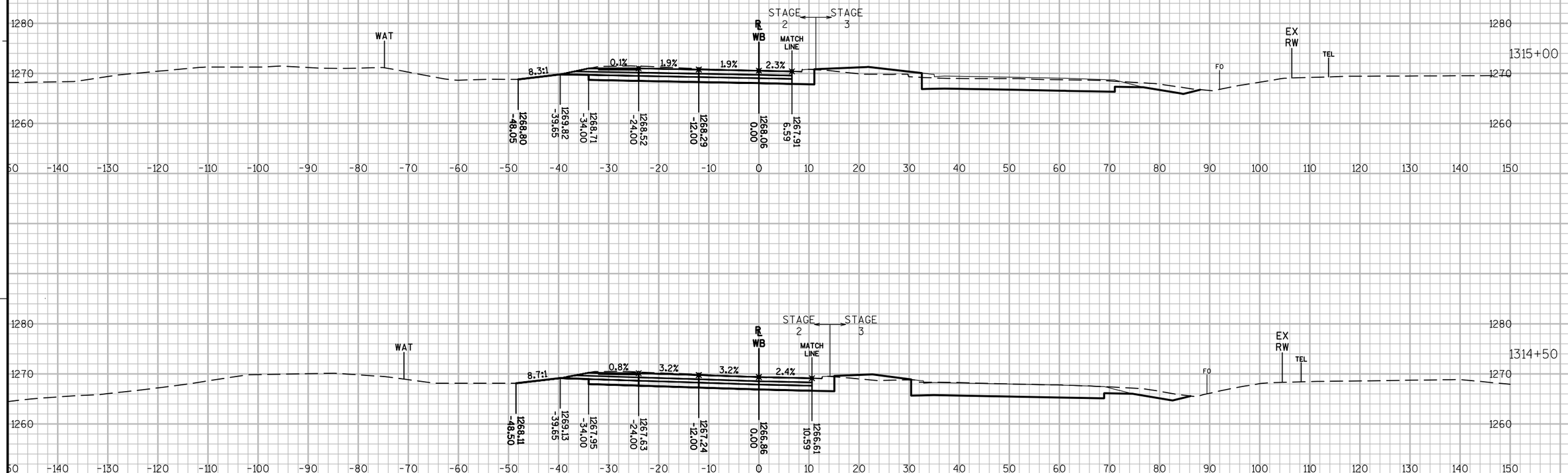
9 9

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: EB USH 8	SHEET 269 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090201-XS_EB USH 8.DWG
USH 8 - 090208-XS

PLOT DATE : 10/26/2016 10:19 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

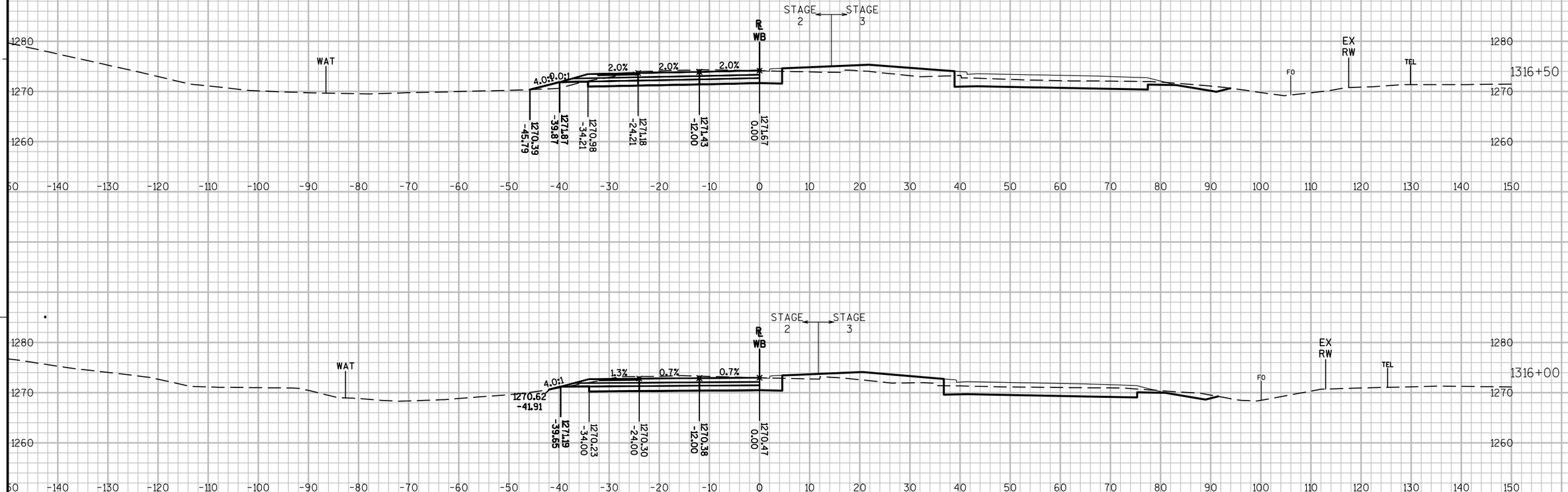


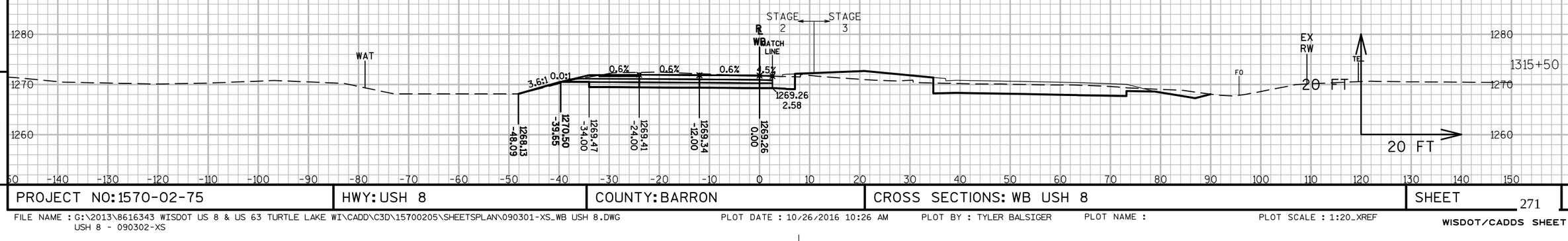
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: WB USH 8	SHEET 270	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090301-XS_WB USH 8.DWG
USH 8 - 090301-XS

PLOT DATE : 10/26/2016 10:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49





9 9

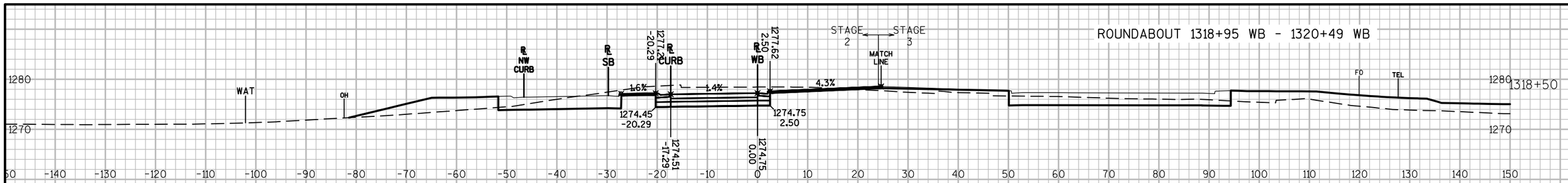
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: WB USH 8	SHEET 271 E

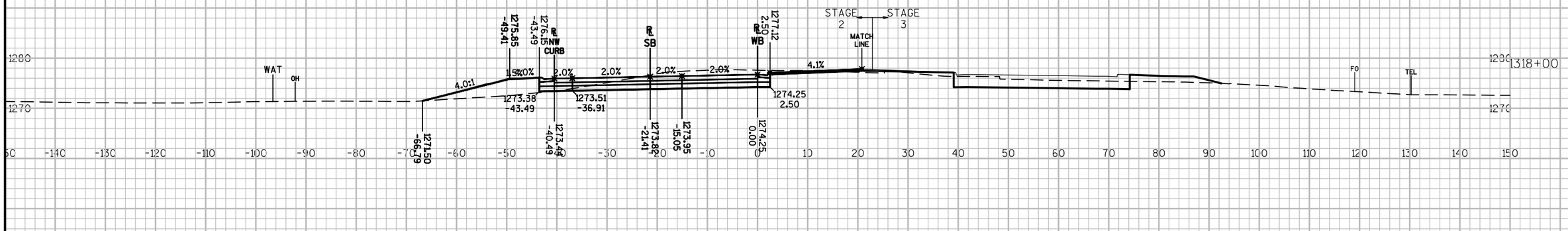
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090301-XS_WB USH 8.DWG
USH 8 - 090302-XS

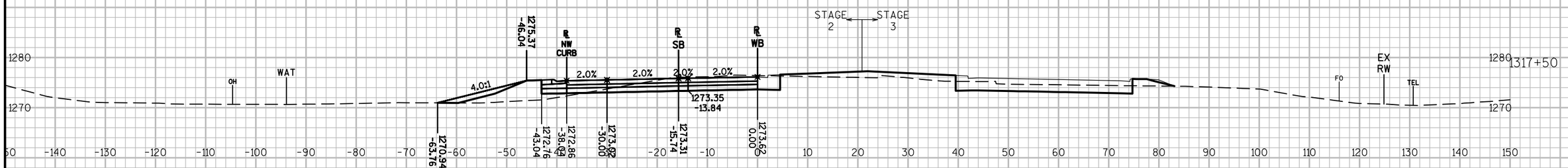
PLOT DATE : 10/26/2016 10:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

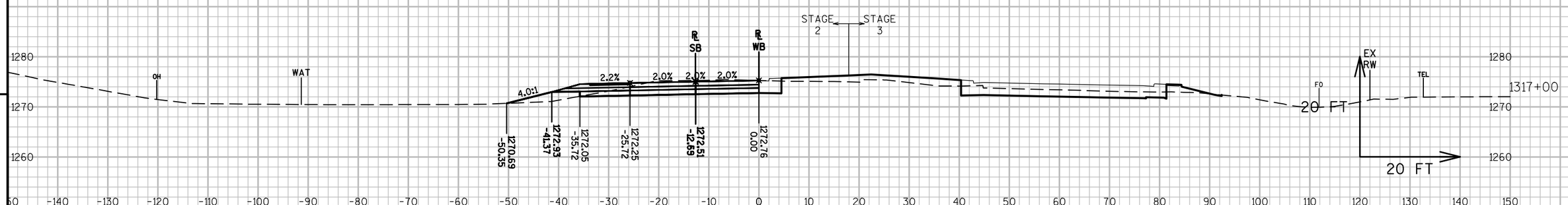
WISDOT/CADDS SHEET 49

ROUNDABOUT 1318+95 WB - 1320+49 WB









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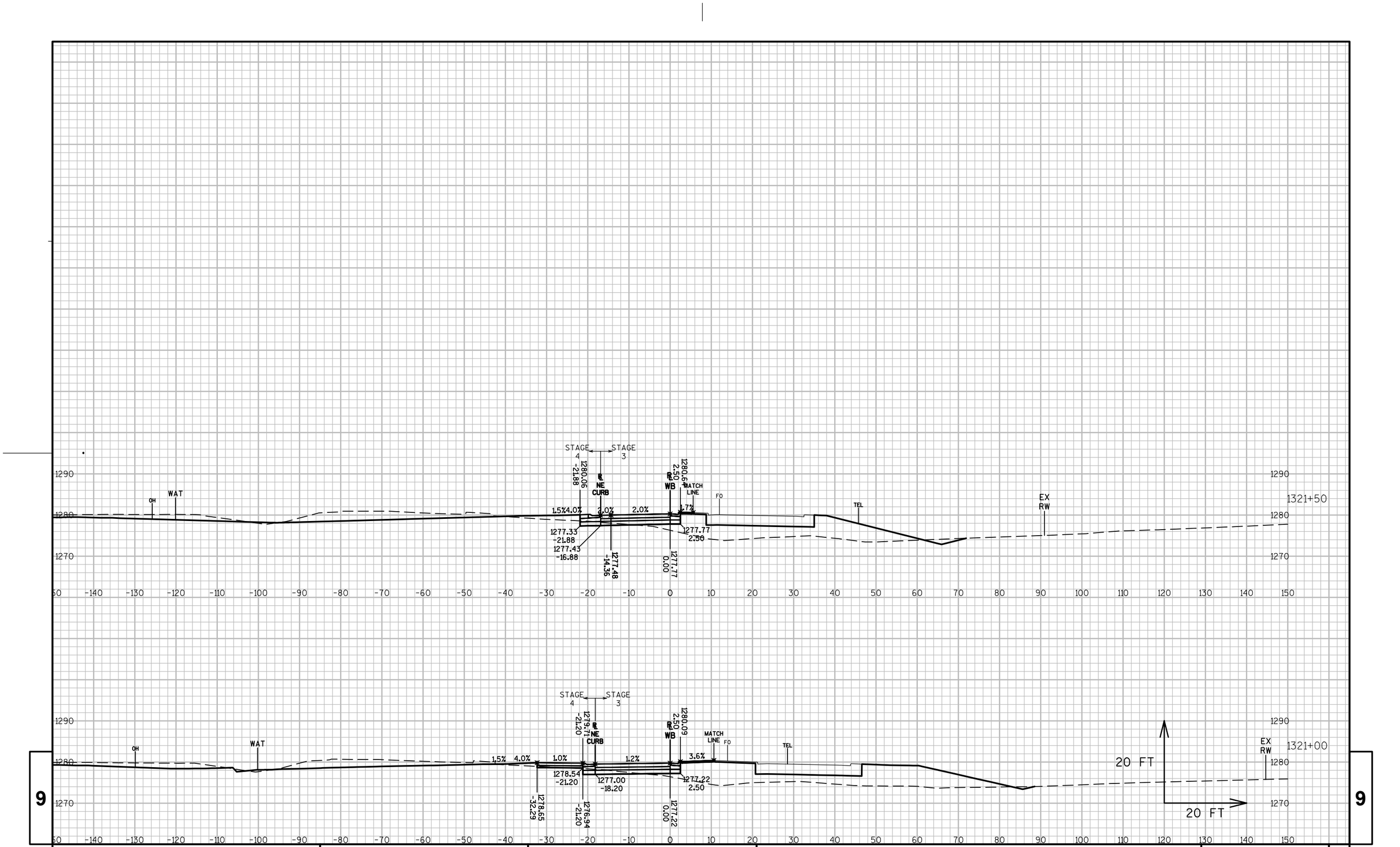
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: WB USH 8	SHEET 272	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090301-XS_WB USH 8.DWG
USH 8 - 090303-XS

PLOT DATE : 10/26/2016 10:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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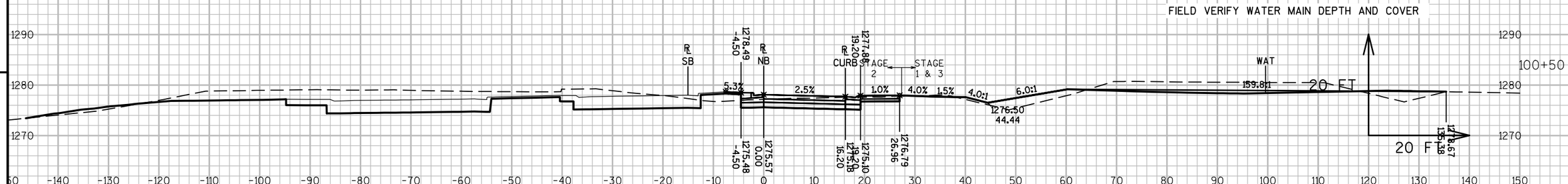
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: WB USH 8	SHEET 273	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090301-XS_WB USH 8.DWG
USH 8 - 090304-XS

PLOT DATE : 10/26/2016 10:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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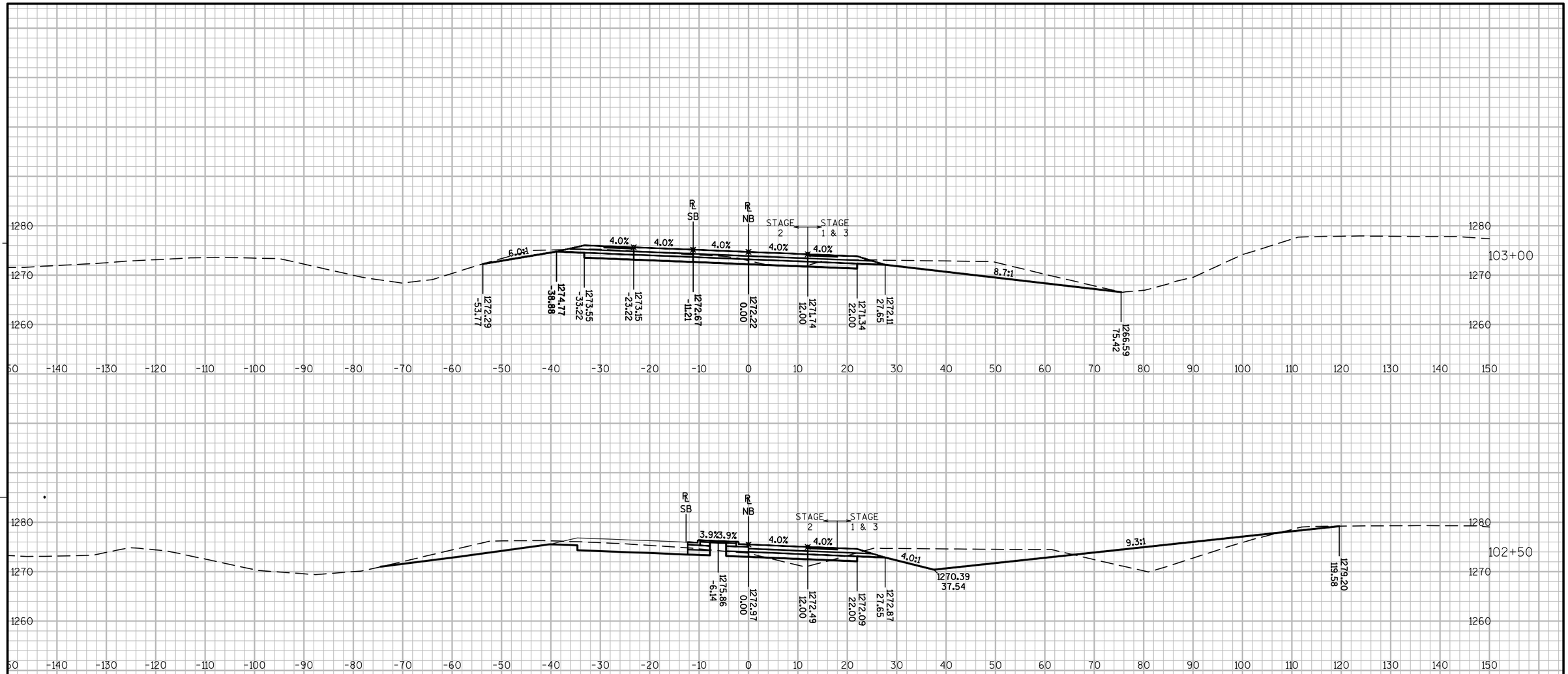
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB USH 63	SHEET 274 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090401-XS_NB USH 63.DWG
USH 8 - 090401-XS

PLOT DATE : 10/26/2016 10:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

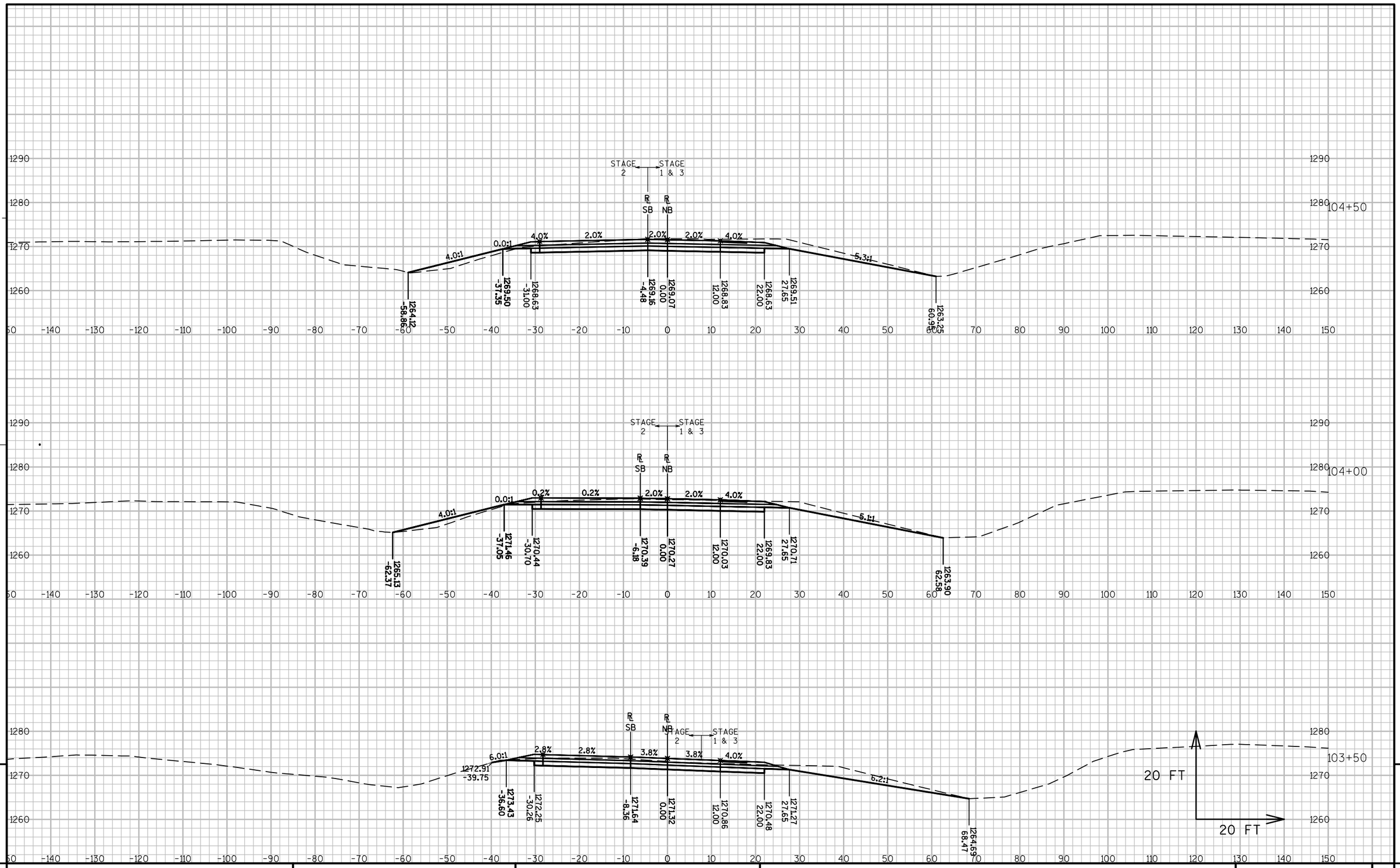


PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB USH 63	SHEET 275	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090401-XS_NB USH 63.DWG
USH 8 - 090402-XS

PLOT DATE : 10/26/2016 10:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO:1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB USH 63	SHEET 276	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090401-XS_NB USH 63.DWG
USH 8 - 090403-XS

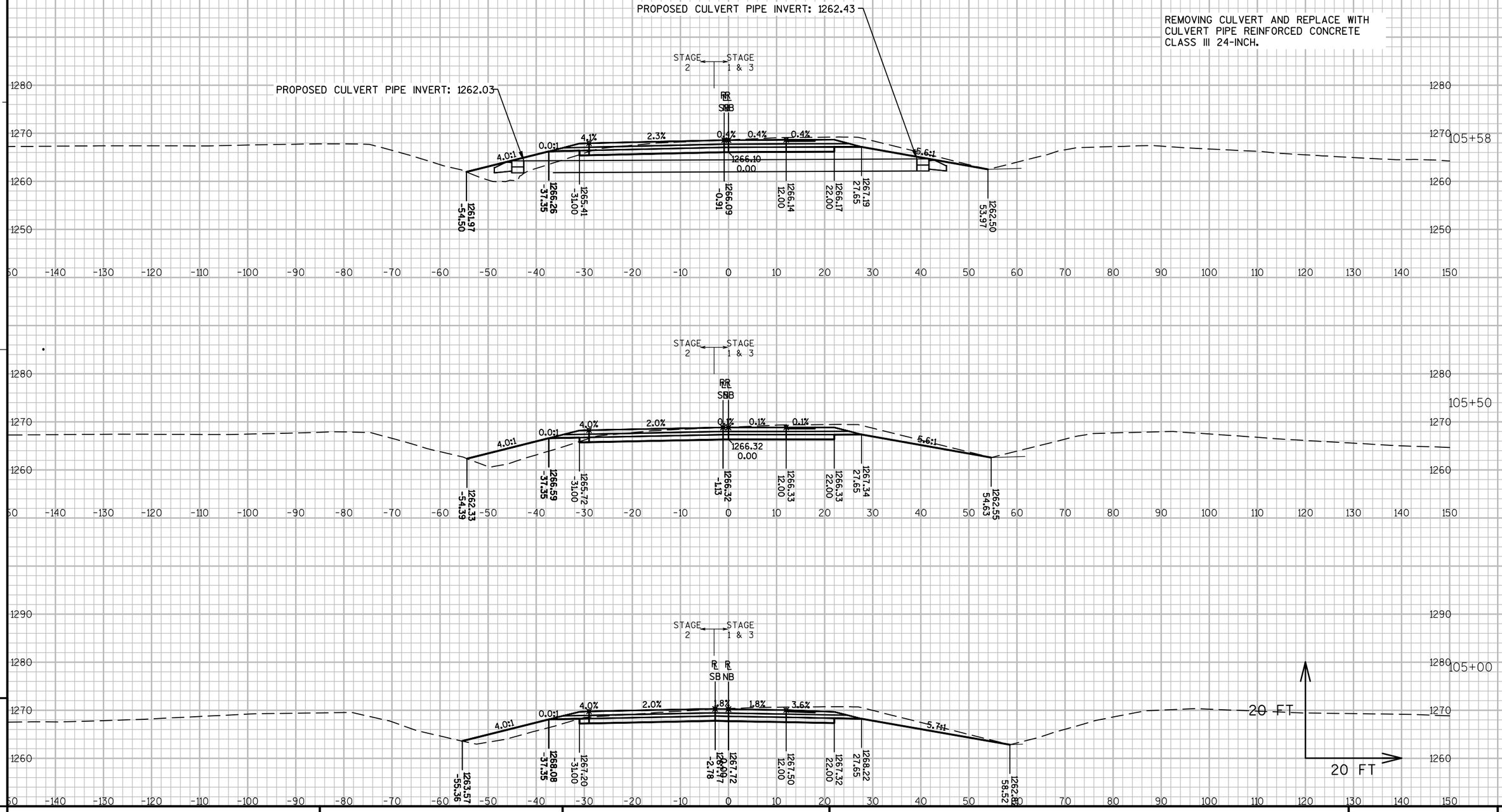
PLOT DATE : 10/26/2016 10:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

PROPOSED CULVERT PIPE INVERT: 1262.43

REMOVING CULVERT AND REPLACE WITH CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH.

PROPOSED CULVERT PIPE INVERT: 1262.03

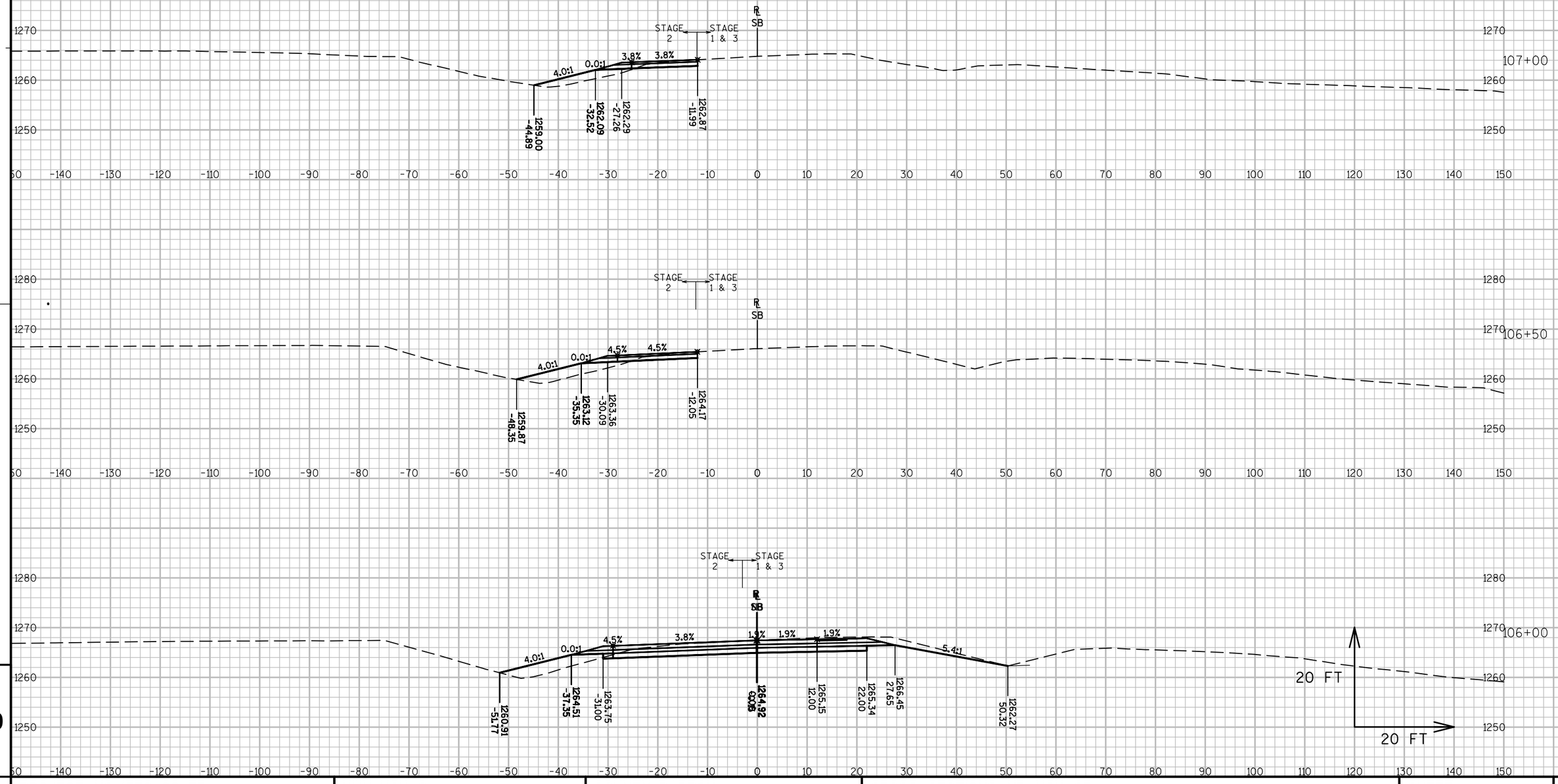


PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB USH 63	SHEET 277	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090401-XS_NB USH 63.DWG
USH 8 - 090404-XS

PLOT DATE : 10/26/2016 10:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

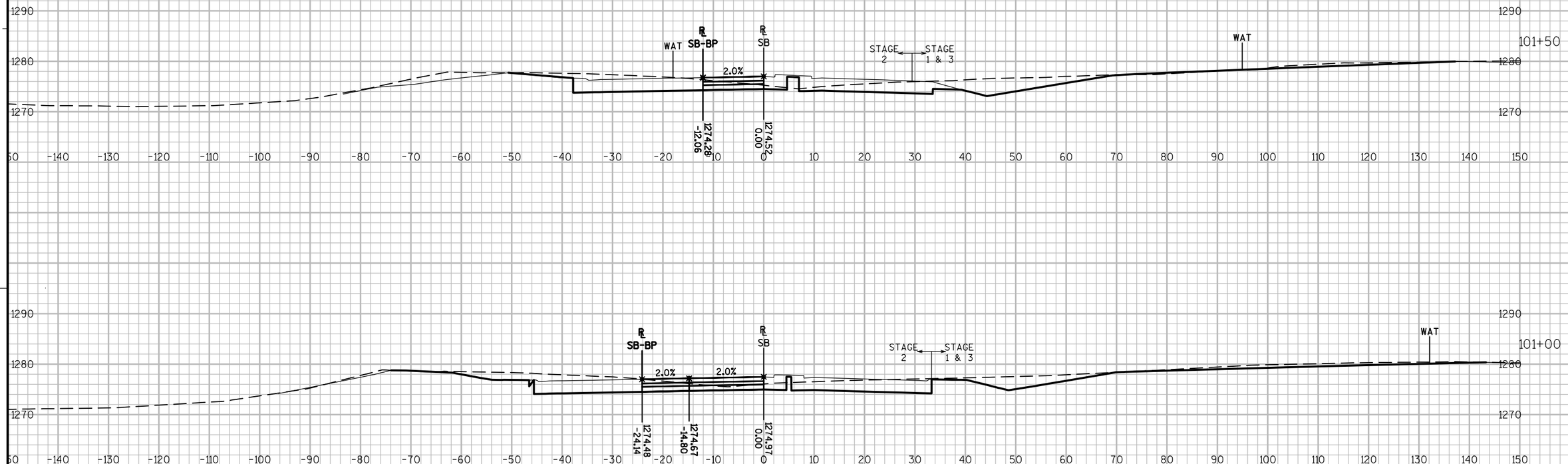


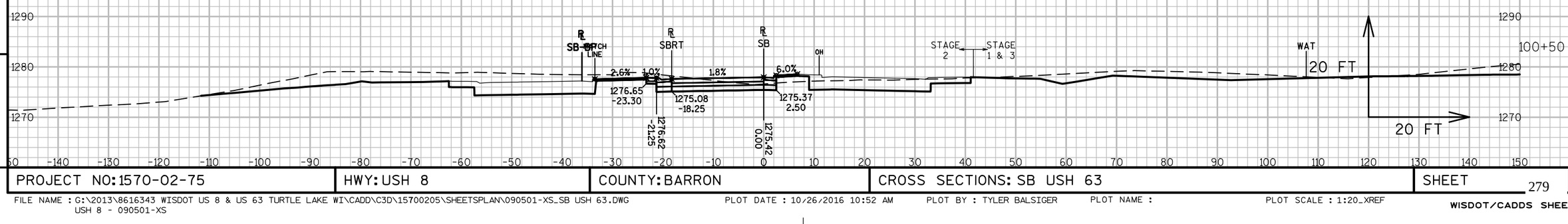
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB USH 63	SHEET 278	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090401-XS_NB USH 63.DWG
USH 8 - 090405-XS

PLOT DATE : 10/26/2016 10:37 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49





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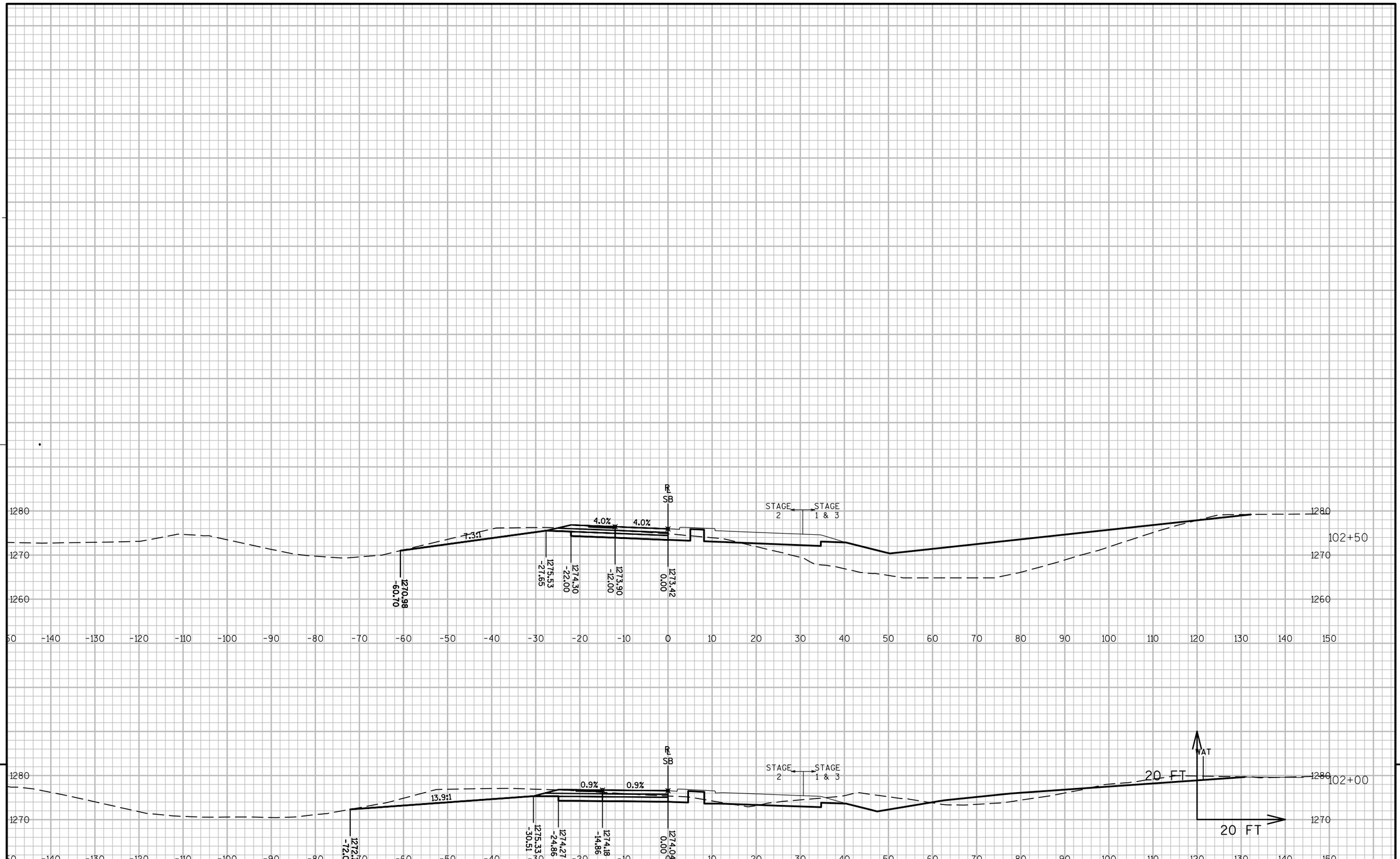
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SB USH 63	SHEET 279	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090501-XS_SB USH 63.DWG
USH 8 - 090501-XS

PLOT DATE : 10/26/2016 10:52 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SB USH 63	SHEET 280 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090501-XS_SB USH 63.DWG
USH 8 - 090502-XS

PLOT DATE : 10/26/2016 10:53 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

9

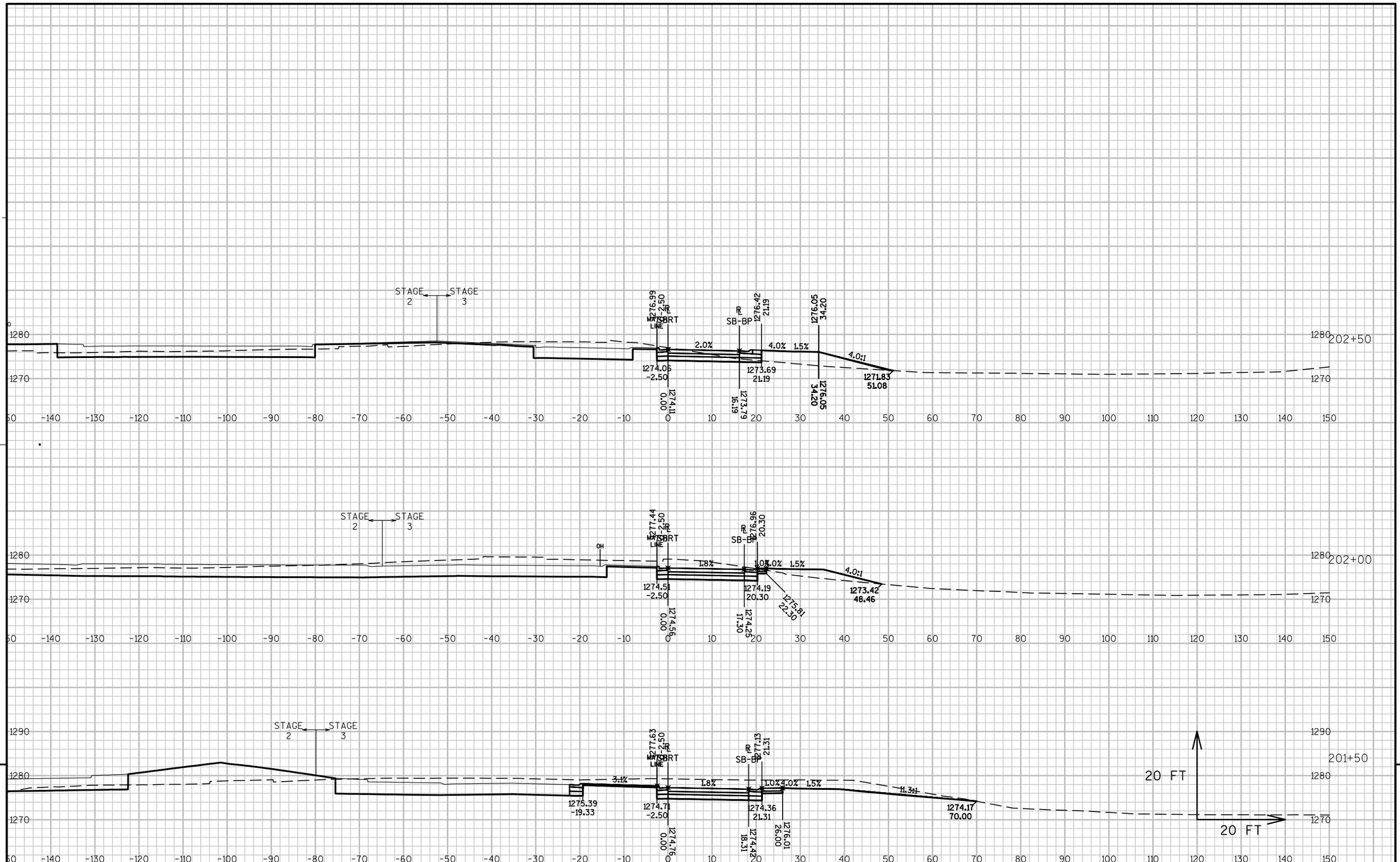
9

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SB USH 63 BYPASS	SHEET 281	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090601-XS SB USH 63 BYPASS.DWG
LAYOUT NAME - 090601-XS

PLOT DATE : 10/26/2016 10:53 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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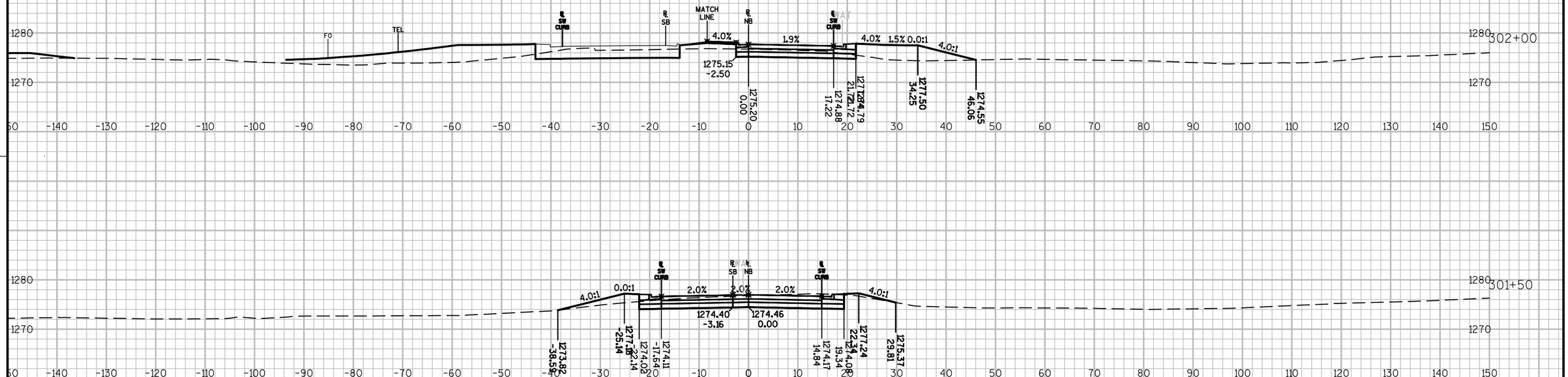
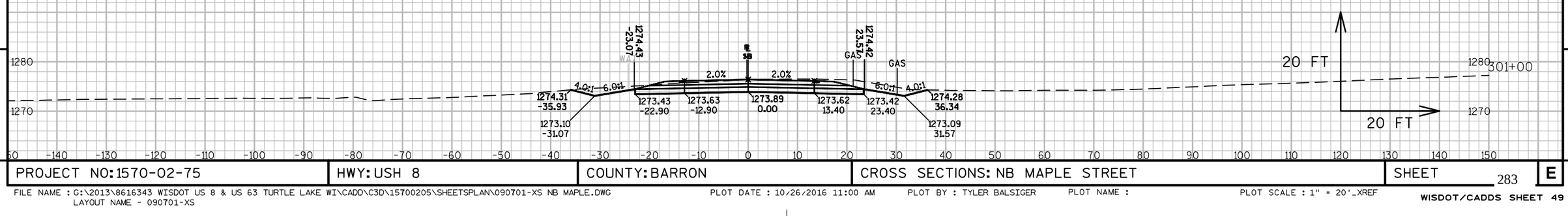
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SB USH 63 BYPASS	SHEET 282 E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090601-XS SB USH 63 BYPASS.DWG
LAYOUT NAME - 090602-XS

PLOT DATE : 10/26/2016 10:53 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49





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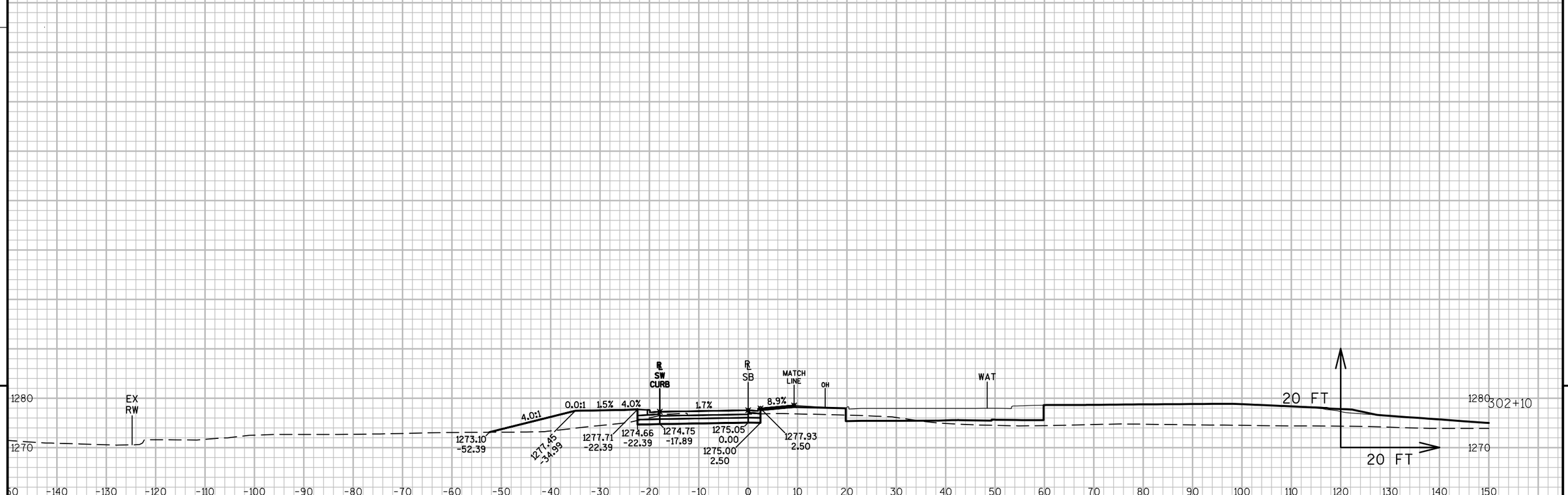
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: NB MAPLE STREET	SHEET 283	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090701-XS NB MAPLE.DWG
LAYOUT NAME - 090701-XS
PLOT DATE : 10/26/2016 11:00 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49

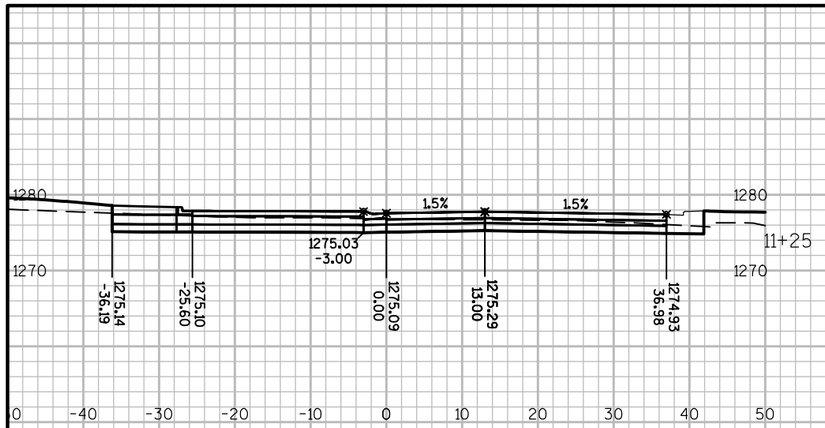


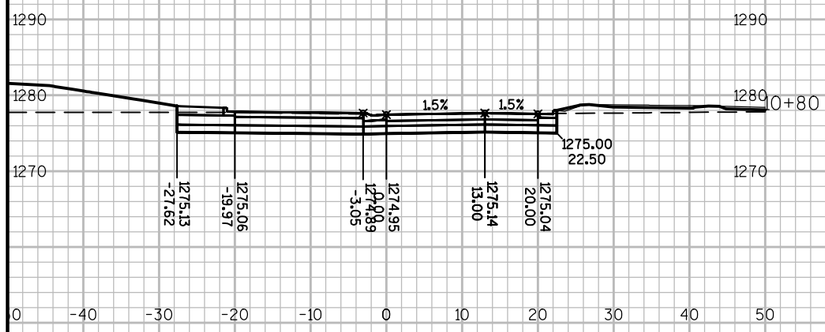
PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: SB MAPLE STREET	SHEET 284	E

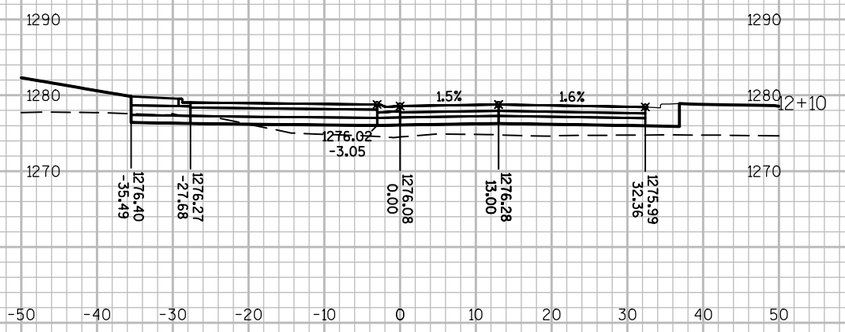
FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090801-XS SB MAPLE.DWG
LAYOUT NAME - 090801-XS

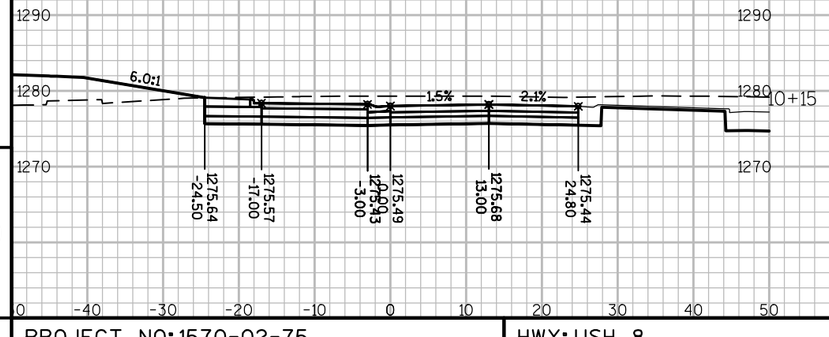
PLOT DATE : 10/26/2016 11:01 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1" = 20'_XREF

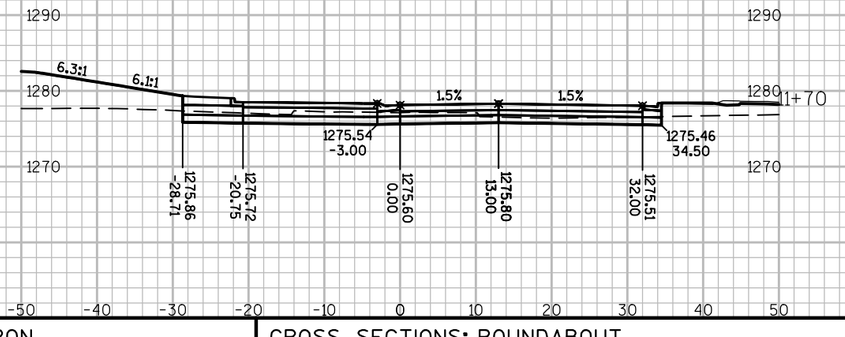
WISDOT/CADDS SHEET 49

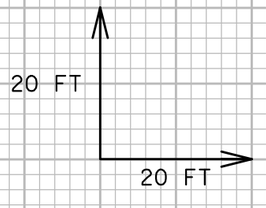












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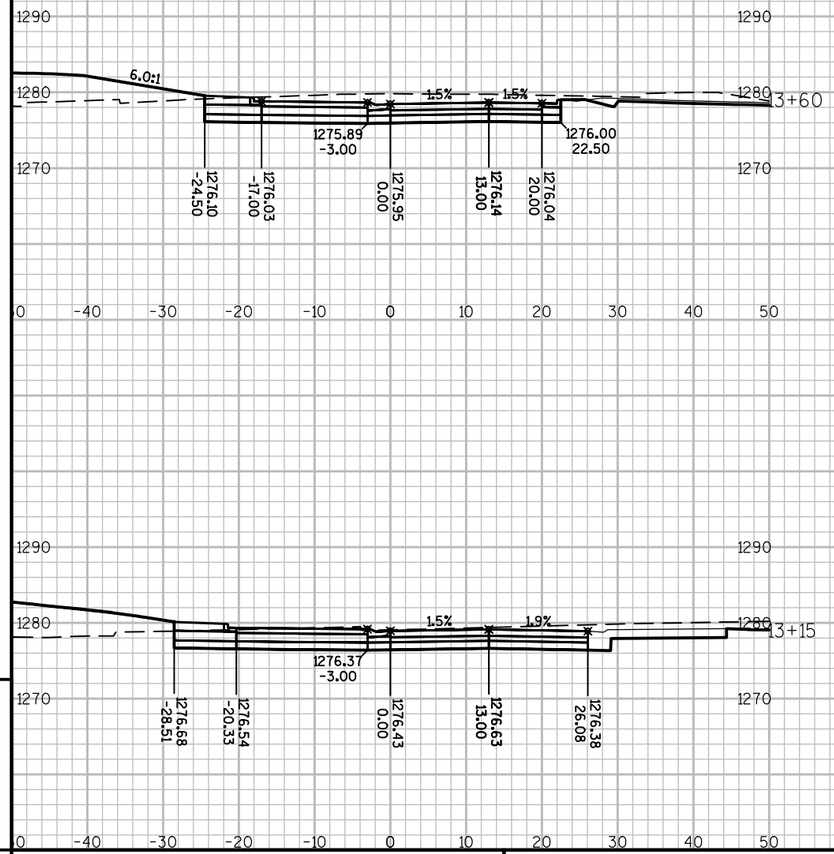
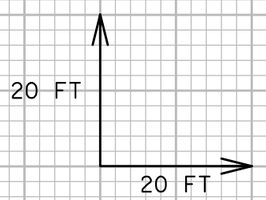
9

PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: ROUNDABOUT	SHEET 285	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090901-XS 07A-CIRCLE.DWG
LAYOUT NAME - 090901-XS
PLOT DATE : 10/26/2016 11:05 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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PROJECT NO: 1570-02-75	HWY: USH 8	COUNTY: BARRON	CROSS SECTIONS: ROUNDABOUT	SHEET 286	E

FILE NAME : G:\2013\8616343 WISDOT US 8 & US 63 TURTLE LAKE WI\CADD\C3D\15700205\SHEETSPLAN\090901-XS 07A-CIRCLE.DWG
LAYOUT NAME - 090902-XS

PLOT DATE : 10/26/2016 11:05 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov