WIS DECEMBER 2018

PROJECT ID: 6380-06-75

WITH:

COUNTY: WOOD

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 - 182



22

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C MARSHFIELD, CENTRAL AVENUE

ARNOLD STREET TO HARRISON STREET

STH 97

WOOD COUNTY

STATE PROJECT NUMBER
6380-06-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6380-06-75	WISC 2018254	1

DESIGN DESIGNATION

A.A.D.T.	2017	=	14,500
A.A.D.T.	2037	=	18,300
D.H.V.		=	1050
D.D.		=	59/41
T.		=	16.5
DESIGN SPEED		-	30 MPH
ESALS		=	3,292,300

BEGIN PROJECT
STA. 99+50.00
Y: 553,187.94
X: 639,148.40



LAYOUT

SCALE 0 2000 FT

TOTAL NET LENGTH OF CENTERLINE = 0.498

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES,WOOD 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. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD 1988 (2012).

ACCEPTED FOR
CITY OF MARSHFIELD
2/6/18 (DATE) Daniel J. Knoebl (SIGNATURE)
Dir. of Public Works

WISCONSIN
BRADLEY R. GROH
E-41411
MADISON
WI
PROFESSIONAL ENGINEER

JT ENGINEERING, INC
Consultant Services
1/22/2018 (DATE) (SIGNATURE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JT ENGINEERING
Designer	BRAD GROH
Project Manager	WENDY ARNESON
Regional Examiner	CHERYL SIMON
Regional Supervisor	MICHAEL KRESTCHMER

APPROVED FOR THE DEPARTMENT
DATE: 2/7/2018 Wendy Arneson (Signature)

E

UTILITIES CONTACTS

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WE ENERGIES – GAS/PETROLEUM
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414–221–4578
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WAUSAU, WI 54401
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JESSE.GRUNY@CHARTER.COM

NICK KUMM
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2000 SOUTH CENTRAL
MARSHFIELD, WI 54449
715–387–1195
KUMM@MARSHFIELDUTILITIES.ORG

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

GENERAL NOTES

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

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

DISTURBED AREAS WITHIN THE RIGHT–OF–WAY AND TEMPORARY LIMITED EASEMENT ARE TO BE TOPSOILED AND TREATED AS SHOWN ON THE EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.

CURB CALLOUTS ARE GIVEN TO FLANGE.

OTHER CONTACTS

DNR AREA LIASON
BOBBI JO FISCHER
473 GRIFFIN AVE
WISCONSIN RAPIDS, WI 54494
(715) 721–7845
BOBBI.FISCHER@WISCONSIN.GOV

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
STORM SEWER/EROSION CONTROL
PERMANENT SIGNING
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
TEMPORARY TRAFFIC SIGNAL PLAN
ALIGNMENT DIAGRAM

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 = 5.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.0 ACRES

2

S OAK AVE
N OAK AVE
S PINE AVE
N PINE AVE
S SPRUCE AVE
N WALNUT AVE
S WALNUT AVE
N FIG AVE
S CHESTNUT AVE
N CHESTNUT AVE
S MAPLE AVE
N MAPLE AVE
S CEDAR AVE
N CEDAR AVE
S CHERRY AVE
N CHERRY AVE
S VINE AVE
N VINE AVE
N ASH AVE
S PEACH AVE
N PEACH AVE

W 7TH ST
W 4TH ST
W 3RD ST
W 2ND ST
W 1ST ST
W DEPOT ST
W ARNOLD ST
W BLODGETT ST
W CLEVELAND ST
W DOEGE ST
W EDISON ST
W GRANT ST
E HARRISON ST
W KALSCHED ST
W UPHAM ST
E DEPOT ST
E ARNOLD ST
E EDISON ST
W FRANKLIN ST
E IVES ST

13
97

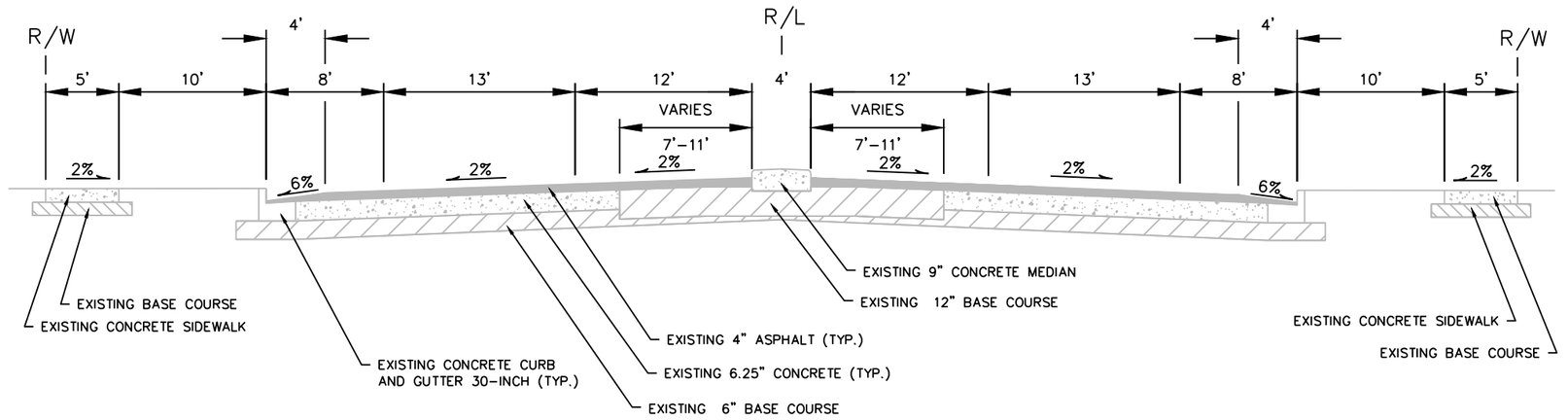
95+00 100+00 105+00 110+00 115+00 120+00 125+00

END PROJECT
STA 125+80.00

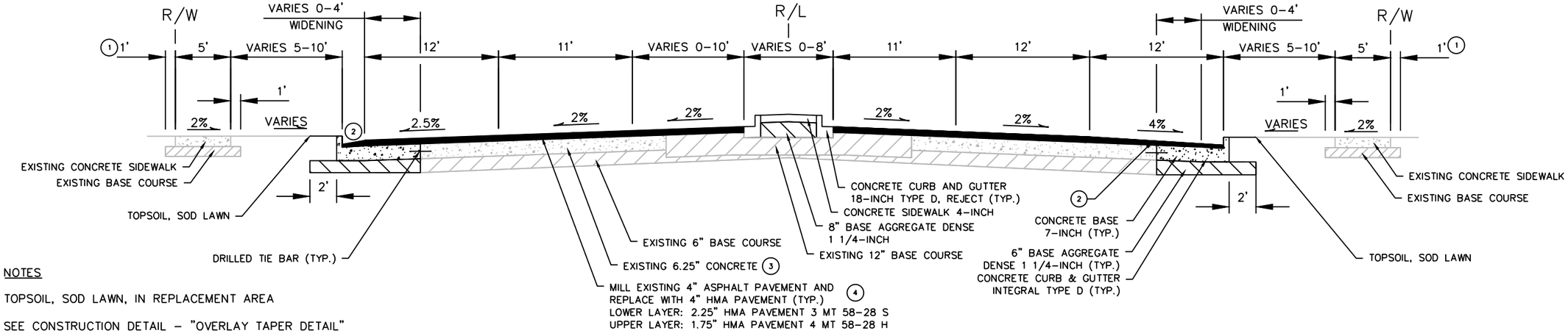
BEGIN PROJECT
STA. 99+50.00
Y: 553,187.94
X: 639,148.40

N

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION – STH 97
STA. 99+50 TO STA. 125+80

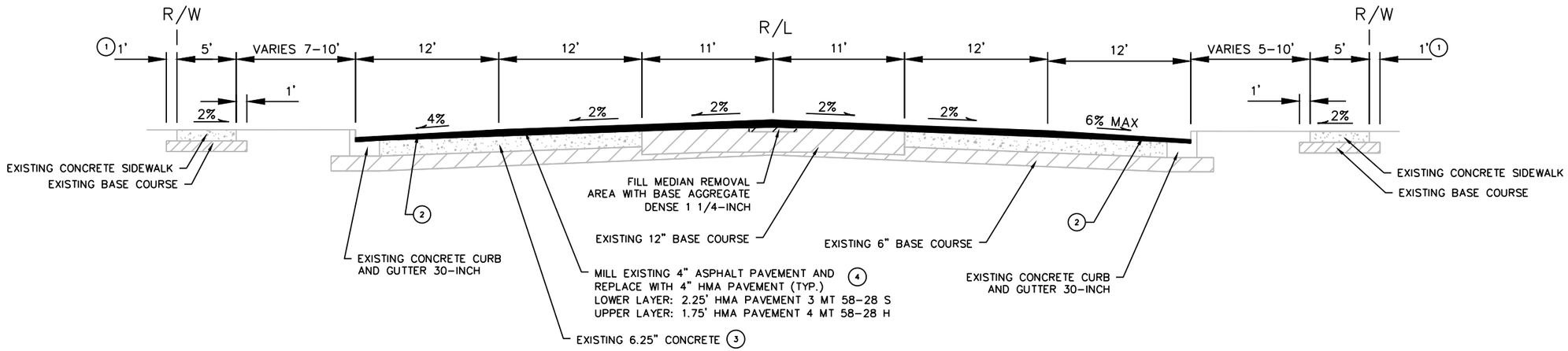


NOTES

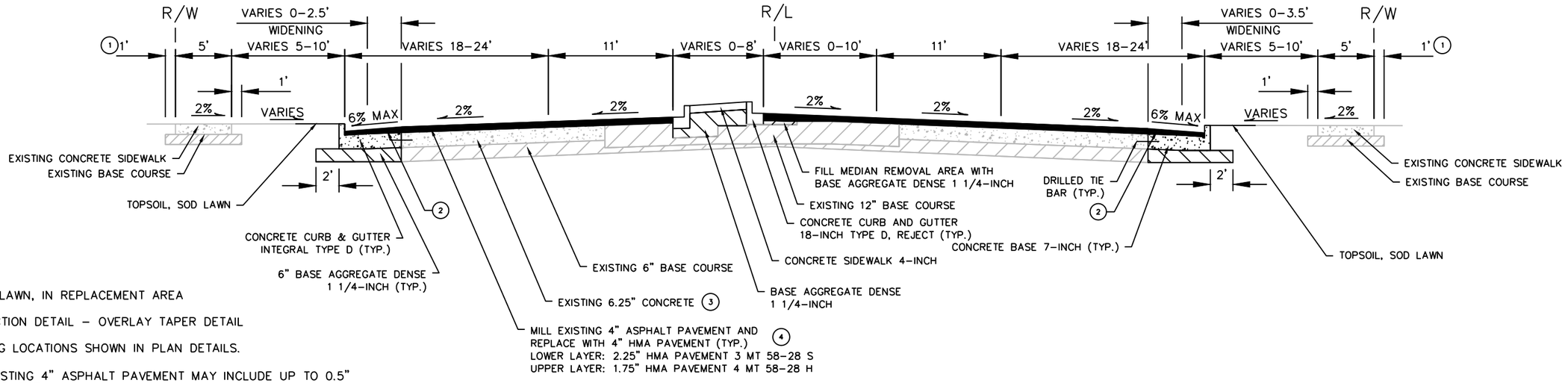
1. TOPSOIL, SOD LAWN, IN REPLACEMENT AREA
2. SEE CONSTRUCTION DETAIL – "OVERLAY TAPER DETAIL"
3. BASE PATCHING LOCATIONS SHOWN IN PLAN DETAILS.
4. MILLING OF EXISTING 4" ASPHALT PAVEMENT MAY INCLUDE UP TO 0.5" CONCRETE PAVEMENT

TYPICAL FINISHED SECTION – STH 97
STA. 99+50 TO STA. 101+52

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 4	E



TYPICAL FINISHED SECTION – STH 97
STA. 101+52 TO STA. 108+46
STA. 112+37 TO STA. 115+41

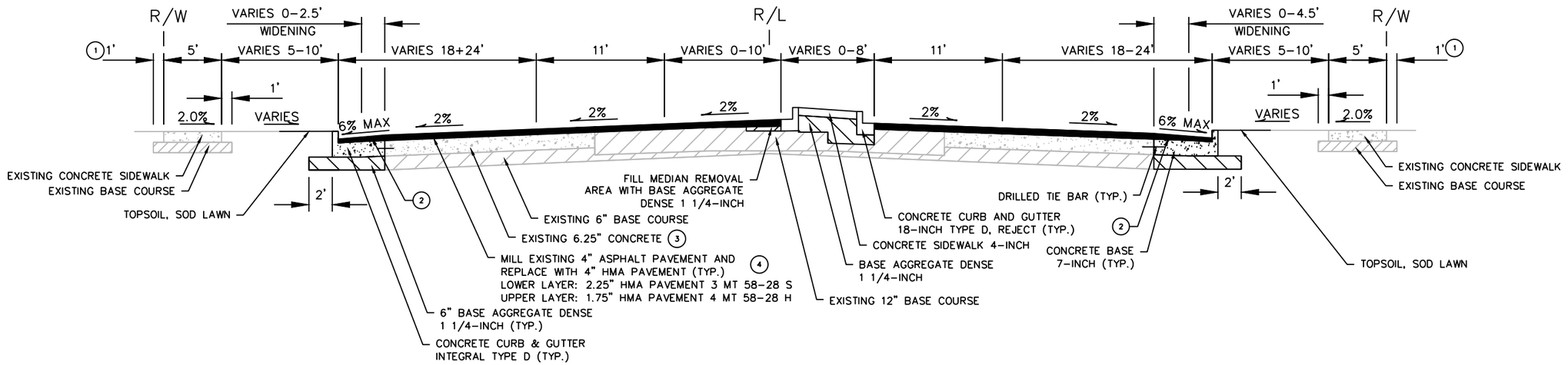


NOTES

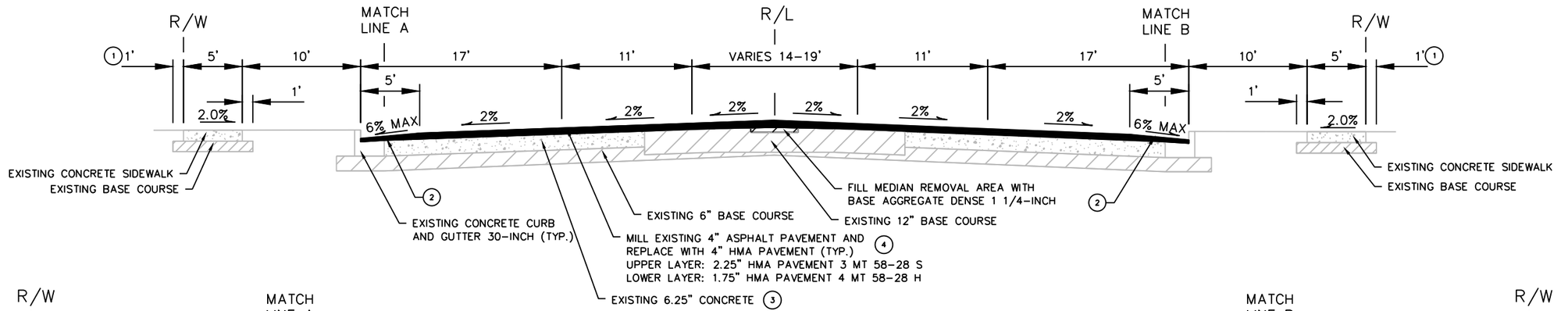
1. TOPSOIL, SOD LAWN, IN REPLACEMENT AREA
2. SEE CONSTRUCTION DETAIL – OVERLAY TAPER DETAIL
3. BASE PATCHING LOCATIONS SHOWN IN PLAN DETAILS.
4. MILLING OF EXISTING 4" ASPHALT PAVEMENT MAY INCLUDE UP TO 0.5" CONCRETE PAVEMENT

TYPICAL FINISHED SECTION – STH 97
STA. 108+46 TO STA. 110+75

PROJECT NO: 6380–06–75	HWY: STH 97	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 5	E



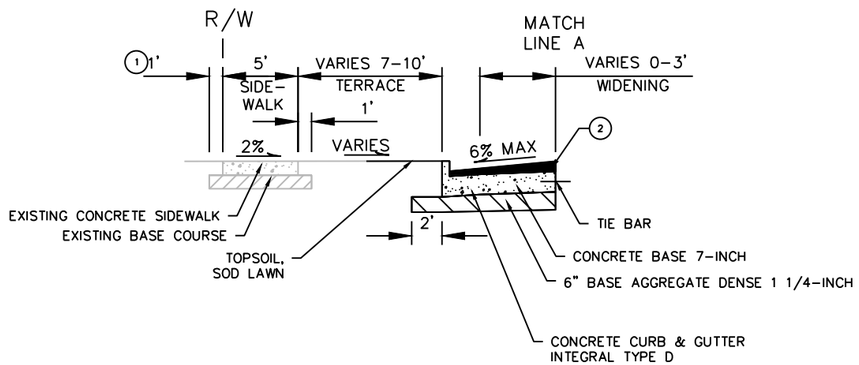
TYPICAL FINISHED SECTION – STH 97
STA. 110+75 TO STA. 112+37



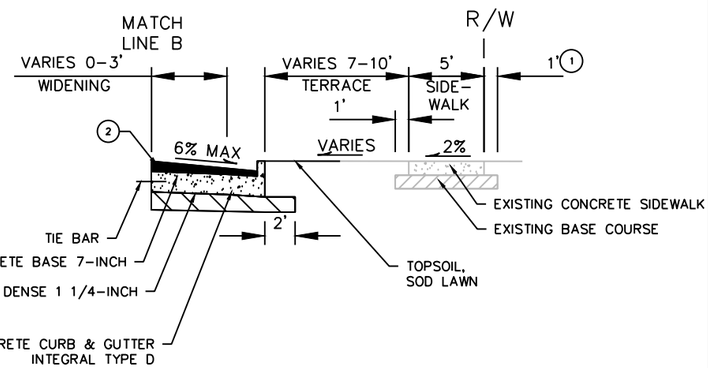
TYPICAL FINISHED SECTION – STH 97
STA. 115+41 TO STA. 125+80

NOTES

1. TOPSOIL, SOD LAWN, IN REPLACEMENT AREA
2. SEE CONSTRUCTION DETAIL – OVERLAY TAPER DETAIL
3. BASE PATCHING LOCATIONS SHOWN IN PLAN DETAILS.
4. MILLING OF EXISTING 4" ASPHALT PAVEMENT MAY INCLUDE UP TO 0.5" CONCRETE PAVEMENT



TYPICAL PARTIAL FINISHED SECTION – STH 97
STA. 123+55 TO STA. 125+32

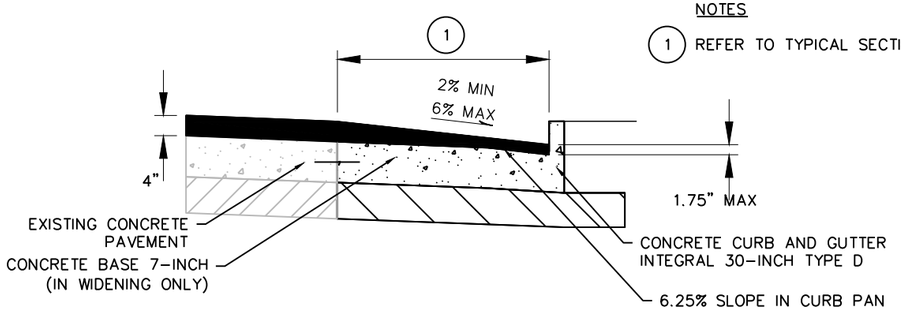


TYPICAL PARTIAL FINISHED SECTION – STH 97
STA. 123+25 TO STA. 125+32

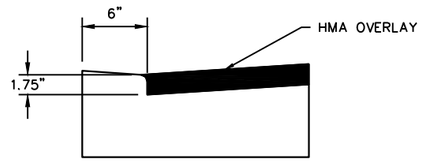
PROJECT NO: 6380–06–75	HWY: STH 97	COUNTY: WOOD	TYPICAL SECTIONS	SHEET 6	E

NOTES

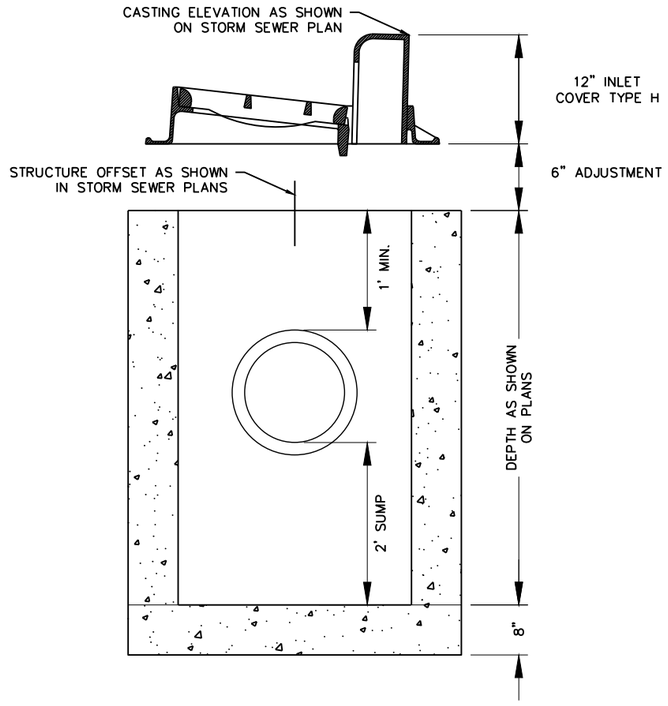
(1) REFER TO TYPICAL SECTIONS FOR DIMENSIONS



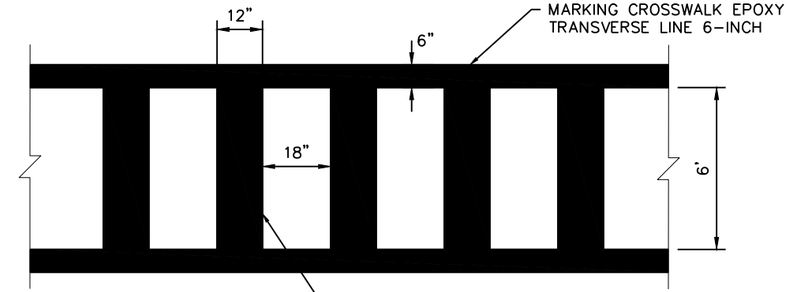
OVERLAY TAPER DETAIL



CURB AND GUTTER THROUGH DRIVEWAYS



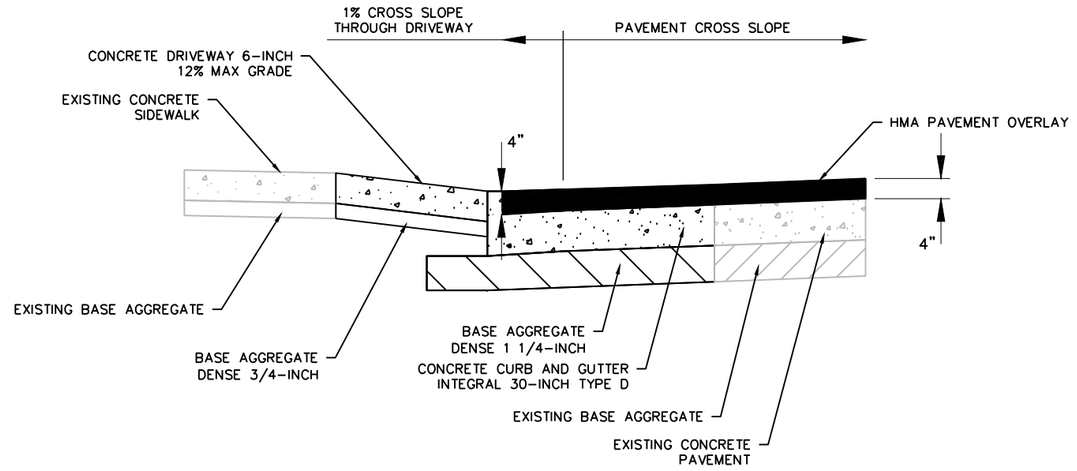
CATCH BASINS 2 x 3 FT DETAIL



NOTE: IN SKEWED CROSSWALKS, PLACE LONGITUDINAL MARKINGS (BLOCKS) IN THE DIRECTION OF VEHICLE MOVEMENT, NOT PERPENDICULAR TO TRANSVERSE LINES (EDGE OF CROSSWALK).

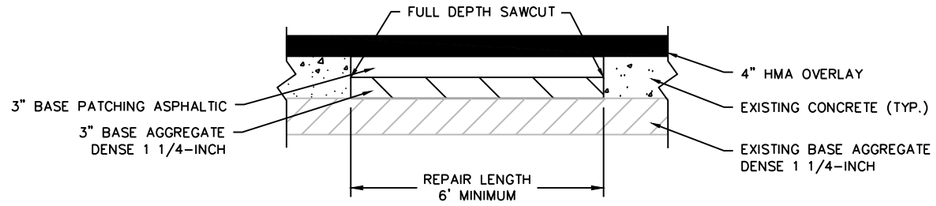
LADDER CROSSWALK DETAIL

SEE PAVEMENT MARKING PLANS FOR LOCATIONS



SPECIAL URBAN DRIVEWAY DETAIL

STA 100+78 TO 101+05

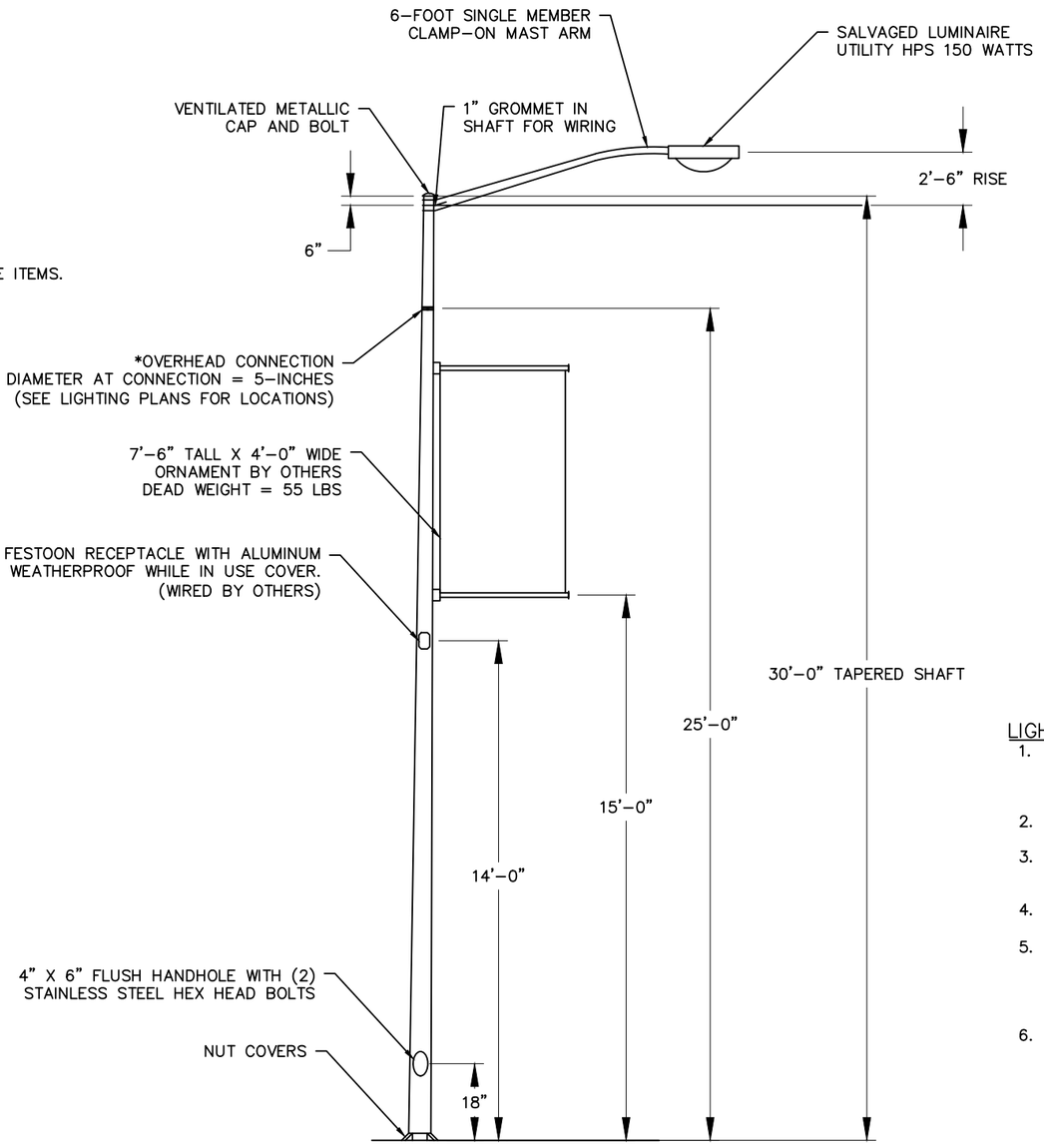


FINISHED SECTION

BASE PATCHING ASPHALTIC DETAIL

SEE PLAN DETAILS FOR LOCATIONS

2



LIGHTING UNIT NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLE SHAFT SHALL BE DESIGNED TO INCLUDE MAST ARM WITH LUMINAIRE AND BANNER AS INDICATED.
3. POLES SHALL BE CONSTRUCTED OF 6063–T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
4. POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".
5. THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH
6. POLE SHALL INCLUDE INTERNAL DUMBBELL STYLE VIBRATION DAMPENER

POLES TYPE 5 ALUMINUM SPECIAL

SEE LIGHTING PLANS FOR LOCATIONS

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
114	12+65.28	'A'	21.2' LT	1291.16'	MATCH EXISTING
115	12+54.02	'A'	18.2' LT	1291.31'	PC
116	99+93.19	STH 97	42.0' RT	1291.27'	MID POINT
117	100+05.23	STH 97	37.0' RT	1291.23'	PC
118	99+95.54	STH 97	45.4' RT	1291.52'	SIDEWALK
119	100+00.54	STH 97	45.3' RT	1291.54'	SIDEWALK
120	99+95.63	STH 97	50.4' RT	1291.58'	SIDEWALK
121	100+00.63	STH 97	50.4' RT	1291.61'	SIDEWALK
122	100+05.22	STH 97	54.0' RT	0.00'	17' RADIUS
123	12+64.65	'A'	30.1' LT	1292.03'	MATCH EXISTING
124	100+17.85	STH 97	50.1' RT	1291.03'	MATCH EXISTING
125	101+01.25	STH 97	37.0' RT	1287.22'	ANGLE POINT
126	101+63.31	STH 97	33.0' RT	1284.98'	ANGLE POINT
127	100+04.80	STH 97	0.0' LT	0.00'	4' RADIUS
128	100+04.65	STH 97	4.0' LT	1292.70'	PC
129	100+04.70	STH 97	4.0' RT	1292.63'	PC
130	101+01.20	STH 97	4.0' RT	1289.27'	ANGLE POINT
131	101+01.25	STH 97	4.0' LT	1289.55'	ANGLE POINT
132	101+49.16	STH 97	0.8' RT	1287.79'	PC
133	101+48.96	STH 97	2.2' LT	0.00'	3' RADIUS
134	101+48.88	STH 97	5.2' LT	1287.79'	PC

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
101	11+39.42	'A'	15.8' LT	1292.99'	MATCH EXISTING
102	11+46.04	'A'	15.8' LT	1292.84'	PC
103	99+90.91	STH 97	42.0' LT	1292.54'	MID POINT
104	100+02.91	STH 97	37.0' LT	1292.17'	PC
105	99+94.59	STH 97	46.6' LT	1292.76'	SIDEWALK
106	99+99.59	STH 97	45.9' LT	1292.81'	SIDEWALK
107	99+99.57	STH 97	50.9' LT	1292.81'	SIDEWALK
108	100+02.91	STH 97	54.0' LT	0.00'	17' RADIUS
109	99+94.57	STH 97	51.6' LT	1293.81'	SIDEWALK
110	11+38.32	'A'	29.4' LT	1293.45'	MATCH EXISTING
111	100+12.70	STH 97	49.1' LT	1293.05'	MATCH EXISTING
112	101+01.25	STH 97	37.0' LT	1288.97'	ANGLE POINT
113	101+38.63	STH 97	33.4' LT	1287.64'	MATCH EXISTING

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
135	12+51.58	'A'	21.9' RT	1292.35'	MATCH EXISTING
136	12+49.90	'A'	21.9' RT	1292.37'	PC
138	99+31.29	STH 97	33.6' RT	1292.54'	PC
139	99+29.62	STH 97	33.6' RT	1292.54'	MATCH EXISTING
140	99+40.71	STH 97	49.2' RT	1292.66'	SIDEWALK
141	99+37.31	STH 97	49.2' RT	1292.69'	SIDEWALK
142	99+37.27	STH 97	44.3' RT	1292.64'	SIDEWALK
143	99+42.41	STH 97	44.2' RT	1292.59'	SIDEWALK
144	99+42.31	STH 97	49.2' RT	1262.64'	SIDEWALK
145	99+26.39	STH 97	49.2' RT	1292.90'	MATCH EXISTING
146	99+31.85	STH 97	49.9' RT	0.00'	16.25' RADIUS
147	12+57.02	'A'	29.3' RT	1292.58'	MATCH EXISTING

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

ARNOLD STREET

11'A'+00

12'A'+00

99+00

100+00

101+00

99+70.04
12'A'+00.00
ANG.=90.0°

TLE

SAW CUT REQUIRED

R/W

26'

ADJUST CURB SLOPE GUTTER SLOPE TO −1.0% THROUGH DRIVEWAY. SEE CONSTRUCTION DETAILS "SPECIAL URBAN DRIVEWAY DETAIL"

STH 97 (CENTRAL AVE.)

CB07 CONCRETE BASE 7-INCH

SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1

CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

PROJECT NO:6380-06-75	HWY: STH 97	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 9	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021101_ID

PLOT DATE : 1/31/2018 8:48 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN: 20 FT

2

CB07 CONCRETE BASE 7-INCH
SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

BLODGETT STREET

R/W

103+37.83
22'B'+00.00
ANG.=90.4°

102+00 103+00 22'B' 104+00

PI: 103+21.33

PI: 103+54.51

STH 97 (CENTRAL AVE.)

SAW CUT REQUIRED

201

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
201	102+44.43	STH 97	32.9' RT	1281.99'	MATCH EXISTING

2

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	INTERSECTION DETAILS	SHEET 10	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021102_ID

PLOT DATE : 1/31/2018 8:48 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

CB07 CONCRETE BASE 7-INCH

SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1

CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
301	106+72.82	STH 97	50.4' LT	0.00'	17' RADIUS
302	106+72.82	STH 97	33.4' LT	1271.47'	PC
303	31+42.23	'C'	16.0' RT	1271.00'	MATCH EXISTING
304	106+84.83	STH 97	38.4' LT	1271.22'	MID POINT
305	31+49.64	'C'	16.0' RT	1270.98'	PC
306	106+66.02	STH 97	48.8' LT	1272.18'	MATCH EXISTING
307	31+41.07	'C'	29.8' RT	1272.08'	MATCH EXISTING
312	106+76.01	STH 97	48.9' LT	1271.85'	SIDEWALK
313	106+80.98	STH 97	49.0' LT	1271.80'	SIDEWALK
314	106+80.94	STH 97	44.0' LT	1271.75'	SIDEWALK
315	106+75.99	STH 97	43.9' LT	1271.80'	SIDEWALK

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

CLEVELAND STREET

TLE

R/W

107+05.86
32'C'+00.00
ANG.=90.0°

107+00

108+00

109+00

STH 97 (CENTRAL AVE.)

MATCH LINE 109+25.00

SAW CUT REQUIRED

SAW CUT REQUIRED

SAW CUT REQUIRED

SAW CUT REQUIRED

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
308	108+50.05	STH 97	0.0'	0.00'	4' RADIUS
309	108+65.10	STH 97	4.8' RT	1268.73'	ANGLE POINT
310	108+95.42	STH 97	33.4' LT	1268.73'	MATCH EXISTING
311	108+88.14	STH 97	33.0' RT	1268.65'	MATCH EXISTING
316	108+49.84	STH 97	4.0' LT	1269.87'	PC
317	108+49.84	STH 97	4.0' RT	1269.89'	PC

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	INTERSECTION DETAILS	SHEET 11	E

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
401	109+43.72	STH 97	36.0' LT	1267.02'	ANGLE POINT
402	110+40.43	STH 97	36.0' LT	1264.30'	PC
403	110+52.44	STH 97	41.0' LT	1264.04'	MID POINT
404	41+47.04	'D'	17.6' RT	1263.75'	PC
405	110+40.43	STH 97	53.0' LT	0.00'	17' RADIUS
406	110+32.81	STH 97	48.4' LT	1265.00'	MATCH EXISTING
407	110+42.80	STH 97	43.6' LT	1264.28'	SIDEWALK
408	110+43.38	STH 97	48.7' LT	1264.28'	SIDEWALK
409	41+45.46	'D'	31.1' RT	1264.58'	MATCH EXISTING
410	110+47.95	STH 97	43.8' LT	1264.23'	SIDEWALK

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
411	110+48.41	STH 97	48.8' LT	1264.23'	SIDEWALK
412	109+43.73	STH 97	9.0' LT	1267.95'	ANGLE POINT
413	109+43.73	STH 97	1.0' LT	1268.11'	ANGLE POINT
414	110+39.19	STH 97	9.0' LT	1265.75'	PC
415	110+39.19	STH 97	5.0' LT	0.00'	4' RADIUS
416	110+39.28	STH 97	1.0' LT	1265.84'	PC

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
446	111+06.52	STH 97	36.0' LT	1263.27'	PC
447	111+06.52	STH 97	53.0' LT	0.00'	17' RADIUS
448	110+98.39	STH 97	44.0' LT	1263.79'	SIDEWALK
449	111+03.52	STH 97	44.0' LT	1263.77'	SIDEWALK
450	110+98.39	STH 97	49.0' LT	1263.82'	SIDEWALK
451	111+03.39	STH 97	49.0' LT	1263.72'	SIDEWALK
452	41+40.49	'D'	28.4' LT	1263.72'	MATCH EXISTING
453	111+13.39	STH 97	49.0' LT	1263.76'	MATCH EXISTING
454	111+54.84	STH 97	36.0' LT	1262.61'	ANGLE POINT
455	112+05.66	STH 97	33.2' LT	1262.10'	MATCH EXISTING
456	41+39.40	'D'	14.6' LT	1263.12'	PC
457	41+42.13	'D'	17.6' RT	1263.60'	PC
458	42+58.38	'D'	14.6' LT	1263.73'	PC
459	42+59.68	'D'	17.6' RT	1264.16'	PC

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
417	109+43.73	STH 97	36.0' RT	1267.08'	ANGLE POINT
418	110+40.44	STH 97	36.0' RT	1264.61'	PC
419	110+52.47	STH 97	41.0' RT	1264.36'	MID POINT
420	42+53.02	'D'	17.6' RT	1264.27'	PC
421	110+40.41	STH 97	53.0' RT	0.00'	17' RADIUS
422	110+49.32	STH 97	44.5' RT	1264.71'	SIDEWALK
423	110+44.38	STH 97	44.6' RT	1264.76'	SIDEWALK
424	110+44.33	STH 97	49.6' RT	1264.77'	SIDEWALK
425	110+29.34	STH 97	50.1' RT	1265.68'	MATCH EXISTING
426	110+49.34	STH 97	49.6' RT	1264.72'	SIDEWALK
427	42+79.67	'D'	30.9' RT	1265.01'	MATCH EXISTING

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
428	42+54.02	'D'	14.6' LT	1263.75'	PC
429	110+94.52	STH 97	42.0' RT	1263.61'	MID POINT
430	111+06.55	STH 97	37.0' RT	1263.48'	PC
431	111+06.55	STH 97	54.0' RT	0.00'	17' RADIUS
432	111+18.42	STH 97	49.9' RT	1264.03'	MATCH EXISTING
433	111+03.37	STH 97	50.0' RT	1263.92'	SIDEWALK
434	42+65.10	'D'	28.4' LT	1264.04'	MATCH EXISTING
435	110+98.37	STH 97	50.0' RT	1263.97'	SIDEWALK
436	111+03.37	STH 97	45.0' RT	1263.86'	SIDEWALK

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
437	110+98.37	STH 97	45.0' RT	1263.91'	SIDEWALK
438	112+07.41	STH 97	37.0' RT	1261.81'	ANGLE POINT
439	111+07.83	STH 97	9.0' RT	1264.44'	PC
440	111+07.88	STH 97	5.0' RT	0.00'	4' RADIUS
441	111+07.88	STH 97	1.0' RT	1264.81'	PC
442	111+54.84	STH 97	9.0' RT	1263.81'	ANGLE POINT
443	111+54.84	STH 97	1.0' RT	1263.98'	ANGLE POINT
444	41+46.88	'D'	14.5' LT	1263.30'	PC
445	110+94.46	STH 97	41.0' LT	1263.36'	MID POINT

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

DOEGE STREET

STH 97 (CENTRAL AVE.)

110+75.00
42'D'+00.00
ANG.=90.0°

MATCH LINE 109+25.00

MATCH LINE 112+25.00

CB07 CONCRETE BASE 7-INCH

SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1

CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

PROJECT NO:6380-06-75	HWY: STH 97	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 12	E

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
501	112+33.89	STH 97	4.6' LT	1262.72'	PC
502	112+33.89	STH 97	1.6' LT	0.00'	3' RADIUS
503	112+34.18	STH 97	1.4' RT	1262.81'	PC
529	114+08.44	STH 97	33.3' LT	1258.81'	PC
530	114+20.09	STH 97	37.8' LT	1258.91'	MID POINT
531	51+50.94	'E'	17.5' RT	1258.81'	PC
532	51+48.74	'E'	17.3' RT	1258.83'	MATCH EXISTING
533	114+12.06	STH 97	44.7' LT	1259.94'	MATCH EXISTING
534	114+17.10	STH 97	44.8' LT	1259.79'	MATCH EXISTING

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
535	114+17.17	STH 97	49.9' LT	1259.78'	MATCH EXISTING
539	114+08.53	STH 97	50.3' LT	0.00'	17' RADIUS
540	51+49.25	'E'	14.4' LT	1258.30'	MATCH EXISTING
541	51+50.92	'E'	14.5' LT	1258.34'	PC
542	114+62.88	STH 97	37.8' LT	1258.32'	MID POINT
543	114+74.55	STH 97	33.2' LT	1258.12'	PC
544	114+66.76	STH 97	44.4' LT	1258.98'	MATCH EXISTING
546	114+71.47	STH 97	44.3' LT	1259.01'	MATCH EXISTING
547	114+66.75	STH 97	49.6' LT	1259.04'	MATCH EXISTING

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
551	114+74.47	STH 97	50.2' LT	0.00'	17' RADIUS

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
504	112+49.84	STH 97	32.9' RT	1261.44'	ANGLE POINT
505	113+18.13	STH 97	32.9' RT	1260.42'	MATCH EXISTING
506	114+08.48	STH 97	33.1' RT	1259.02'	PC
507	114+19.89	STH 97	37.6' RT	1259.05'	MID POINT
508	52+48.59	'E'	17.7' RT	1259.12'	PC
509	52+51.35	'E'	17.5' RT	1259.11'	MATCH EXISTING
510	114+16.09	STH 97	45.1' RT	1260.22'	MATCH EXISTING
511	114+16.07	STH 97	49.9' RT	1260.37'	MATCH EXISTING
512	114+11.16	STH 97	44.8' RT	1260.29'	MATCH EXISTING
516	114+08.36	STH 97	50.1' RT	0.00'	17' RADIUS
518	52+51.65	'E'	14.1' LT	1258.74'	MATCH EXISTING
519	52+48.75	'E'	14.4' LT	1258.72'	PC

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
520	114+62.73	STH 97	37.6' RT	1258.58'	MID POINT
521	114+74.29	STH 97	33.0' RT	1258.44'	PC
522	114+66.20	STH 97	45.4' RT	1259.25'	SIDEWALK
523	114+66.21	STH 97	50.4' RT	1259.30'	SIDEWALK
524	114+71.20	STH 97	45.4' RT	1259.30'	SIDEWALK
525	114+71.21	STH 97	50.4' RT	1259.35'	SIDEWALK
526	52+60.43	'E'	28.2' LT	1259.55'	MATCH EXISTING
527	114+81.20	STH 97	50.4' RT	1259.50'	MATCH EXISTING
528	114+74.30	STH 97	50.0' RT	0.00'	17' RADIUS

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

EDISON STREET

R/W

25'

SAW CUT REQUIRED

114+43.00
52'E'+00.00
ANG.=90.0°

MATCH LINE 112+25.00

113+00

114+00

115+00

52'E'+00

STH 97 (CENTRAL AVE.)

CB07 CONCRETE BASE 7-INCH

SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1

CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 13	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021105_ID

PLOT DATE : 1/31/2018 8:48 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN: 20 FT

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
601	117+76.50	STH 97	33.4' LT	1251.93'	PC
602	117+88.45	STH 97	38.2' LT	1251.70'	MID POINT
603	61+49.80	'F'	16.5' RT	1251.87'	PC
604	61+43.64	'F'	16.4' RT	1251.75'	END
605	117+86.33	STH 97	43.9' LT	1252.17'	SIDEWALK
606	117+86.36	STH 97	48.8' LT	1252.22'	SIDEWALK
607	117+81.37	STH 97	43.9' LT	1252.22'	SIDEWALK
608	117+81.40	STH 97	48.9' LT	1252.27'	SIDEWALK
609	117+76.49	STH 97	50.3' LT	0.00'	17' RADIUS
610	117+61.36	STH 97	49.0' LT	1253.70'	MATCH EXISTING

CB07 CONCRETE BASE 7-INCH
SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

FRANKLIN STREET

TLE
SAW CUT REQUIRED

118+09.97
62'F'+00.00
ANG.=89.7°

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
611	61+42.81	'F'	15.6' LT	1250.97'	END
612	61+49.60	'F'	15.5' LT	1250.92'	PC
613	118+30.44	STH 97	38.4' LT	1250.82'	MID POINT
614	118+42.51	STH 97	33.4' LT	1250.54'	PC
615	118+34.51	STH 97	44.7' LT	1251.54'	MATCH EXISTING
616	118+39.58	STH 97	44.8' LT	1251.47'	MATCH EXISTING
617	118+34.56	STH 97	49.8' LT	1251.46'	MATCH EXISTING
621	118+42.50	STH 97	50.4' LT	0.00'	17' RADIUS

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

SAW CUT REQUIRED

117+00 118+00 119+00

62'F' +00

PI: 117+91.01

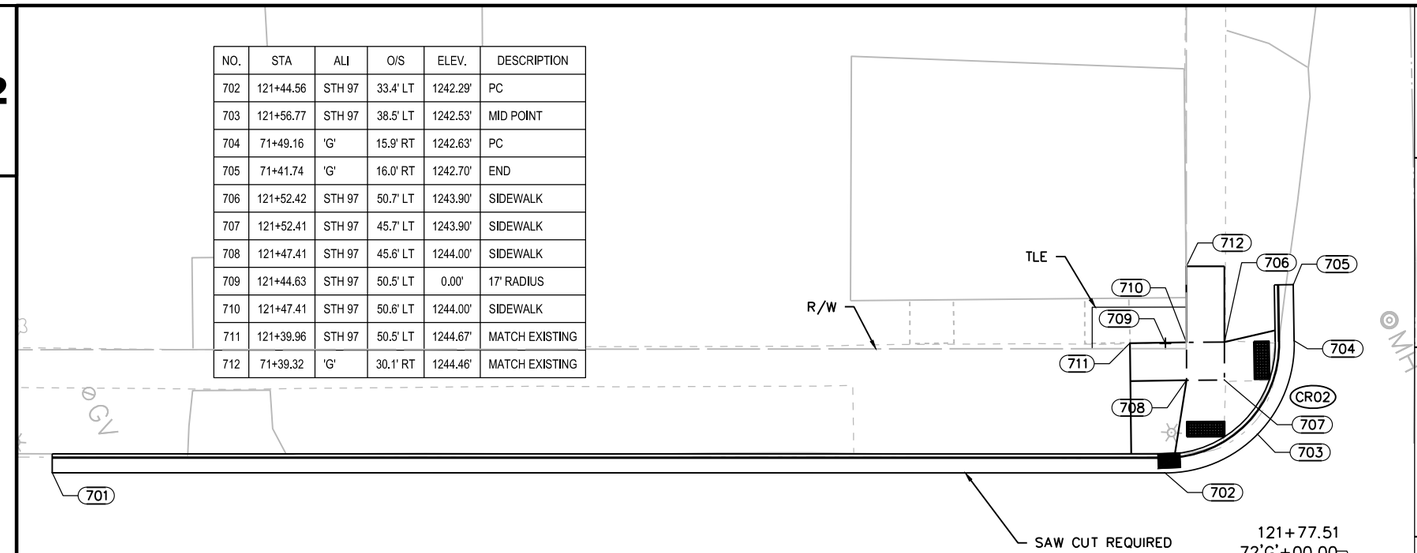
PI: 118+27.54

STH 97 (CENTRAL AVE.)

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
622	116+65.67	STH 97	33.2' RT	1255.20'	MATCH EXISTING
623	117+76.03	STH 97	33.1' RT	1251.89'	PC
624	117+87.92	STH 97	38.0' RT	1251.85'	MID OINT
625	62+49.70	'F'	17.0' RT	1252.02'	PC
626	62+51.61	'F'	16.9' RT	1252.04'	MATCH EXISTING
627	117+86.51	STH 97	45.3' RT	1252.41'	SIDEWALK
628	117+86.52	STH 97	50.2' RT	1252.46'	SIDEWALK
629	117+81.51	STH 97	45.2' RT	1252.46'	SIDEWALK
630	117+81.52	STH 97	50.2' RT	1252.51'	SIDEWALK
631	117+71.52	STH 97	50.2' RT	1253.06'	MATCH EXISTING
632	62+60.08	'F'	28.4' RT	1252.96'	MATCH EXISTING
633	117+75.98	STH 97	50.1' RT	0.00'	17' RADIUS

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
634	62+51.20	'F'	15.6' LT	1251.03'	MATCH EXISTING
635	62+50.07	'F'	15.6' LT	1251.02'	PC
636	118+30.58	STH 97	37.9' RT	1250.93'	MID POINT
638	118+42.60	STH 97	32.9' RT	1250.73'	PC
639	119+19.48	STH 97	32.9' RT	1249.11'	MATCH EXISTING
640	118+34.80	STH 97	44.5' RT	1251.43'	MATCH EXISTING
641	118+40.58	STH 97	44.3' RT	1251.38'	MATCH EXISTING
642	118+34.80	STH 97	49.4' RT	1251.53'	MATCH EXISTING
646	118+42.59	STH 97	49.9' RT	0.00'	17' RADIUS
647	117+73.03	STH 97	33.0' RT	1251.89'	PC
648	117+73.70	STH 97	33.3' LT	1251.93'	PC

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
702	121+44.56	STH 97	33.4' LT	1242.29'	PC
703	121+56.77	STH 97	38.5' LT	1242.53'	MID POINT
704	71+49.16	'G'	15.9' RT	1242.63'	PC
705	71+41.74	'G'	16.0' RT	1242.70'	END
706	121+52.42	STH 97	50.7' LT	1243.90'	SIDEWALK
707	121+52.41	STH 97	45.7' LT	1243.90'	SIDEWALK
708	121+47.41	STH 97	45.6' LT	1244.00'	SIDEWALK
709	121+44.63	STH 97	50.5' LT	0.00'	17' RADIUS
710	121+47.41	STH 97	50.6' LT	1244.00'	SIDEWALK
711	121+39.96	STH 97	50.5' LT	1244.67'	MATCH EXISTING
712	71+39.32	'G'	30.1' RT	1244.46'	MATCH EXISTING

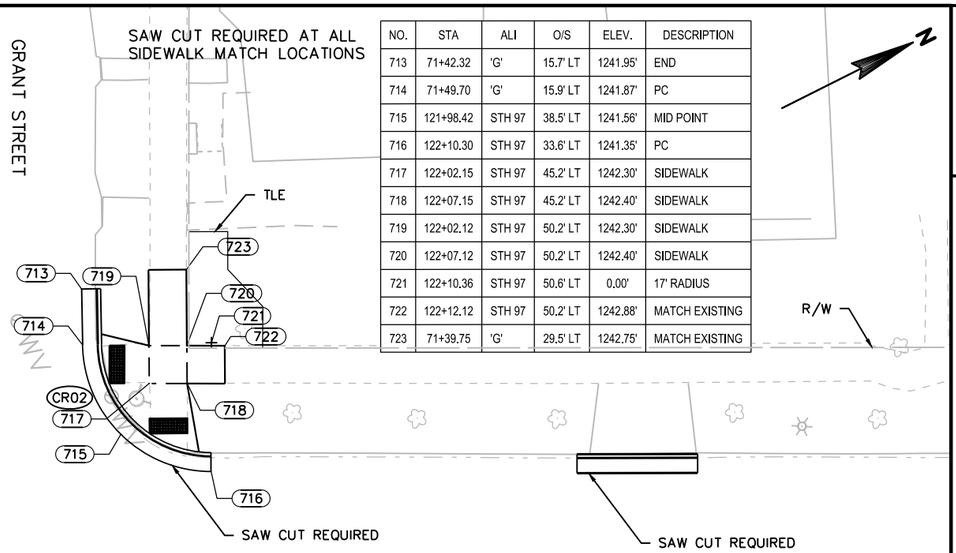


121+77.51
72'G'+00.00
ANG.=90.0°

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

GRANT STREET

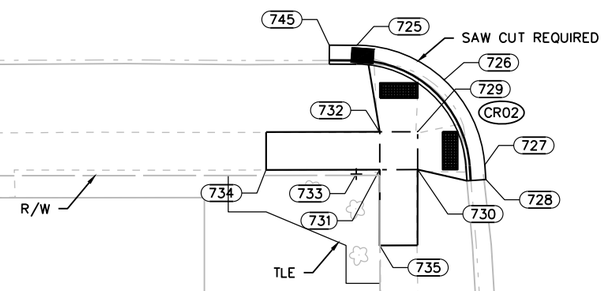
NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
713	71+42.32	'G'	15.7' LT	1241.95'	END
714	71+49.70	'G'	15.9' LT	1241.87'	PC
715	121+98.42	STH 97	38.5' LT	1241.56'	MID POINT
716	122+10.30	STH 97	33.6' LT	1241.35'	PC
717	122+02.15	STH 97	45.2' LT	1242.30'	SIDEWALK
718	122+07.15	STH 97	45.2' LT	1242.40'	SIDEWALK
719	122+02.12	STH 97	50.2' LT	1242.30'	SIDEWALK
720	122+07.12	STH 97	50.2' LT	1242.40'	SIDEWALK
721	122+10.36	STH 97	50.6' LT	0.00'	17' RADIUS
722	122+12.12	STH 97	50.2' LT	1242.88'	MATCH EXISTING
723	71+39.75	'G'	29.5' LT	1242.75'	MATCH EXISTING

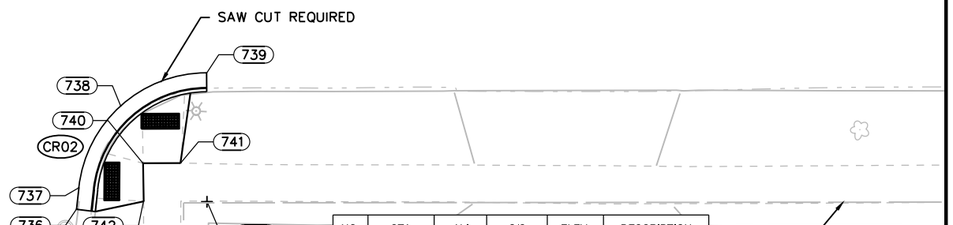


120+00
121+00
122+00
123+00
72'G'+00

STH 97 (CENTRAL AVE.)

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
725	121+44.25	STH 97	33.0' RT	1242.89'	PC
726	121+55.80	STH 97	37.6' RT	1242.51'	MID POINT
727	72+48.78	'G'	16.3' RT	1242.42'	PC
728	72+50.73	'G'	16.2' RT	1242.43'	MATCH EXISTING
729	121+52.31	STH 97	44.4' RT	1242.99'	SIDEWALK
730	121+52.31	STH 97	49.4' RT	1243.04'	SIDEWALK
731	121+47.31	STH 97	49.4' RT	1243.09'	SIDEWALK
732	121+47.31	STH 97	44.4' RT	1243.04'	SIDEWALK
733	121+44.21	STH 97	50.0' RT	0.00'	17' RADIUS
734	121+32.31	STH 97	49.5' RT	1244.00'	MATCH EXISTING
735	72+59.44	'G'	30.2' RT	1243.65'	MATCH EXISTING





NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
736	72+50.97	'G'	15.7' LT	1241.83'	MATCH EXISTING
737	62+48.20	'F'	383.6' LT	1241.79'	PC
738	121+99.06	STH 97	37.3' RT	1241.46'	MID POINT
739	122+10.38	STH 97	33.0' RT	1241.30'	PC
740	122+01.99	STH 97	44.9' RT	1242.30'	MATCH EXISTING
741	122+06.92	STH 97	44.9' RT	1242.18'	MATCH EXISTING
742	122+02.07	STH 97	49.9' RT	1242.32'	MATCH EXISTING
743	122+10.42	STH 97	50.0' RT	0.00'	17' RADIUS

(CB07) CONCRETE BASE 7-INCH
(SN01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
(CR02) CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	INTERSECTION DETAILS	SHEET 15	E

CB07 CONCRETE BASE 7-INCH

SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1

CR02 CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
801	123+42.96	STH 97	33.5' LT	1237.95'	MATCH EXISTING
802	124+45.45	STH 97	35.5' LT	1235.68'	ANGLE POINT
803	125+10.02	STH 97	35.5' LT	1234.30'	PC
804	125+21.60	STH 97	40.1' LT	1234.34'	MID POINT
805	81+48.59	'H'	16.8' RT	1234.23'	PC
806	81+47.82	'H'	16.8' RT	1234.23'	MATCH EXISTING
807	81+49.62	'H'	23.2' RT	1234.50'	SIDEWALK

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
808	125+20.54	STH 97	45.2' LT	1234.45'	MID POINT
809	125+15.54	STH 97	45.2' LT	1234.50'	SIDEWALK
810	125+15.59	STH 97	50.2' LT	1234.55'	SIDEWALK
811	125+15.69	STH 97	60.5' LT	1235.22'	MATCH EXISTING
812	125+10.02	STH 97	52.2' LT	0.00'	17' RADIUS
813	125+00.40	STH 97	50.2' LT	1235.61'	MATCH EXISTING

HARRISON STREET

SAW CUT REQUIRED AT ALL SIDEWALK MATCH LOCATIONS

TLE

R/W

35'

SAW CUT REQUIRED

SAW CUT REQUIRED

125+44.21
82'H'+00.00
ANG.=89.5°

123+00 124+00 125+00 82'H'+00 126+00

STH 97 (CENTRAL AVE.)

SAW CUT REQUIRED

24'

30'

R/W

SAW CUT REQUIRED

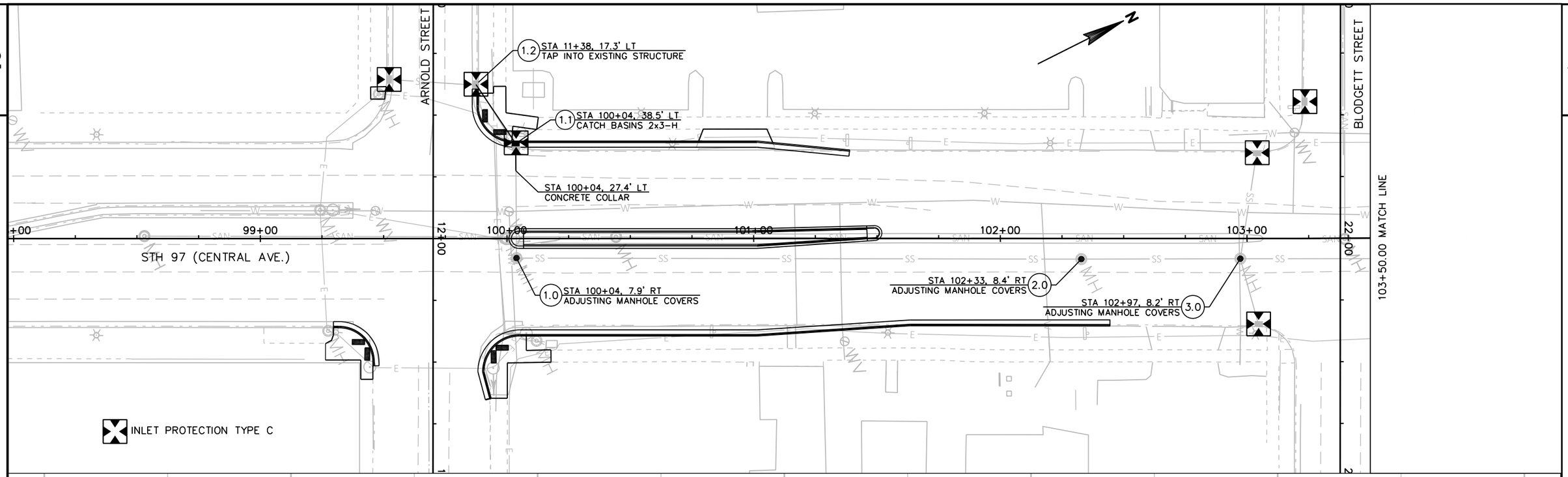
TLE

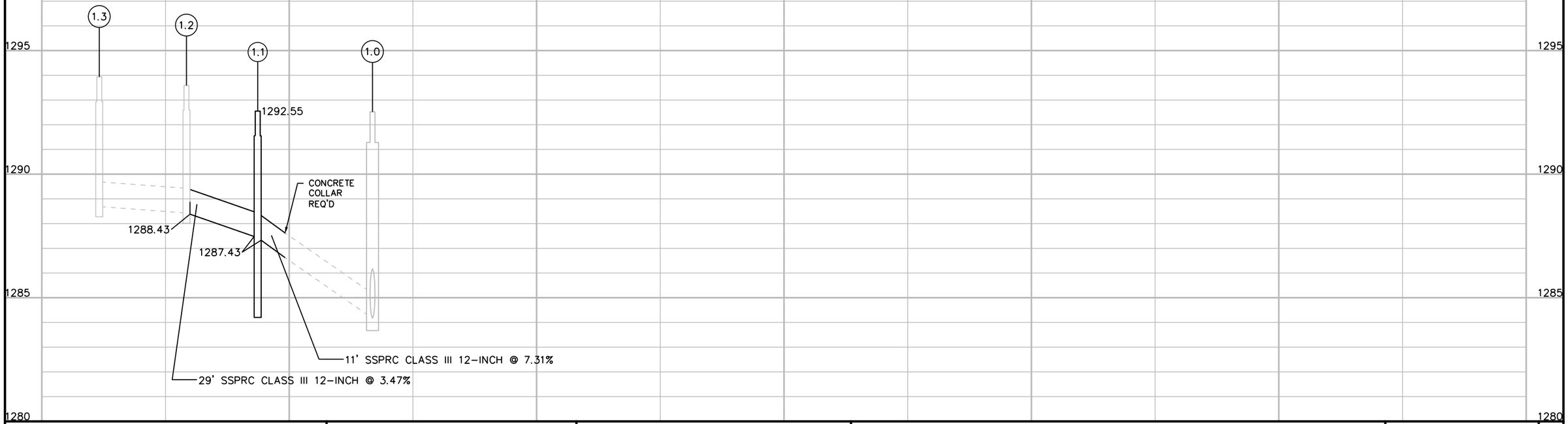
NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
814	123+36.41	STH 97	32.8' RT	1238.15'	MATCH EXISTING
815	124+45.45	STH 97	35.5' RT	1235.95'	ANGLE POINT
816	125+14.87	STH 97	35.5' RT	1234.42'	PC
817	125+26.75	STH 97	40.3' RT	1234.30'	MID POINT
818	82+52.01	'H'	12.8' RT	1234.22'	PC
819	82+54.11	'H'	12.7' RT	1234.20'	MATCH EXISTING
820	125+21.63	STH 97	49.4' RT	1234.76'	SIDEWALK

NO.	STA	ALI	O/S	ELEV.	DESCRIPTION
821	125+21.70	STH 97	44.4' RT	1234.71'	SIDEWALK
822	125+16.77	STH 97	44.8' RT	1234.76'	SIDEWALK
823	125+16.63	STH 97	49.8' RT	1234.81'	SIDEWALK
824	125+14.87	STH 97	52.5' RT	0.00'	17' RADIUS
825	82+59.60	'H'	28.2' RT	1235.17'	MATCH EXISTING
826	125+06.59	STH 97	50.0' RT	1235.31'	MATCH EXISTING

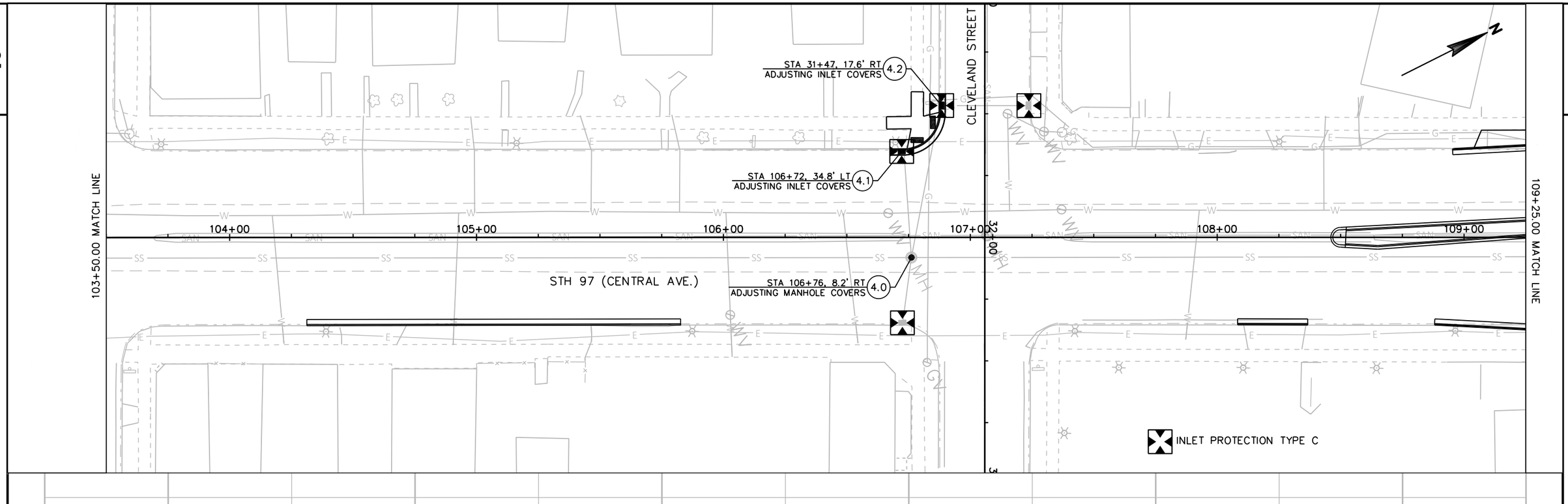
83'H'+00

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	INTERSECTION DETAILS	SHEET 16	E





PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	STORM SEWER/EROSION CONTROL	SHEET 17	E



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	STORM SEWER/EROSION CONTROL	SHEET 18	E

2

109+25.00 MATCH LINE

115+25.00 MATCH LINE

DOEGE STREET

EDISON STREET

STA 110+39, 37.5' LT
CATCH BASINS 2x3-H (5.1)

STA 110+38, 25.8' LT
CONCRETE COLLAR

STA 110+33, 7.7' RT
ADJUSTING MANHOLE COVERS (5.0)

STA 110+36, 25.7' RT
CONCRETE COLLAR

STA 110+39, 37.5' RT
CATCH BASINS 2x3-H (5.2)

STA 114+09, 34.9' LT
ADJUSTING INLET COVERS (6.1)

STA 114+03, 8.2' RT
ADJUSTING MANHOLE COVERS (6.0)

STA 114+10, 34.5' RT
ADJUSTING INLET COVERS (6.2)

STH 97 (CENTRAL AVE.)

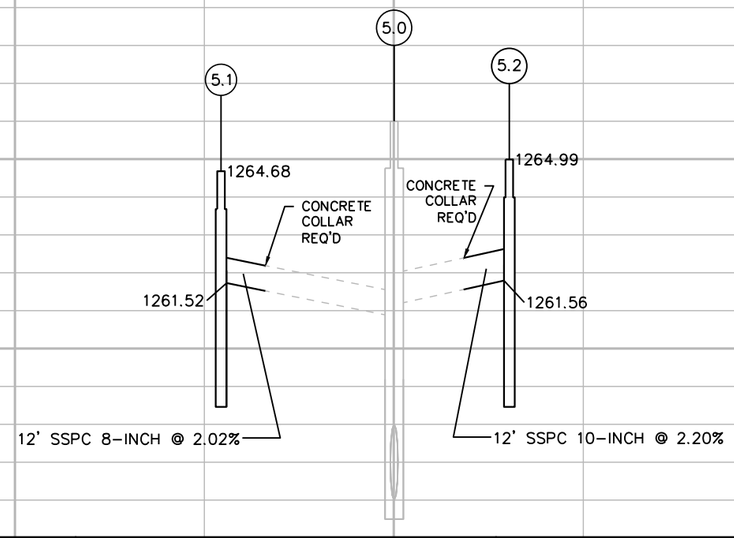
110+00 111+00 112+00 113+00 114+00 115+00

42+00 52+00

INLET PROTECTION TYPE C

N

1270 1265 1260 1255

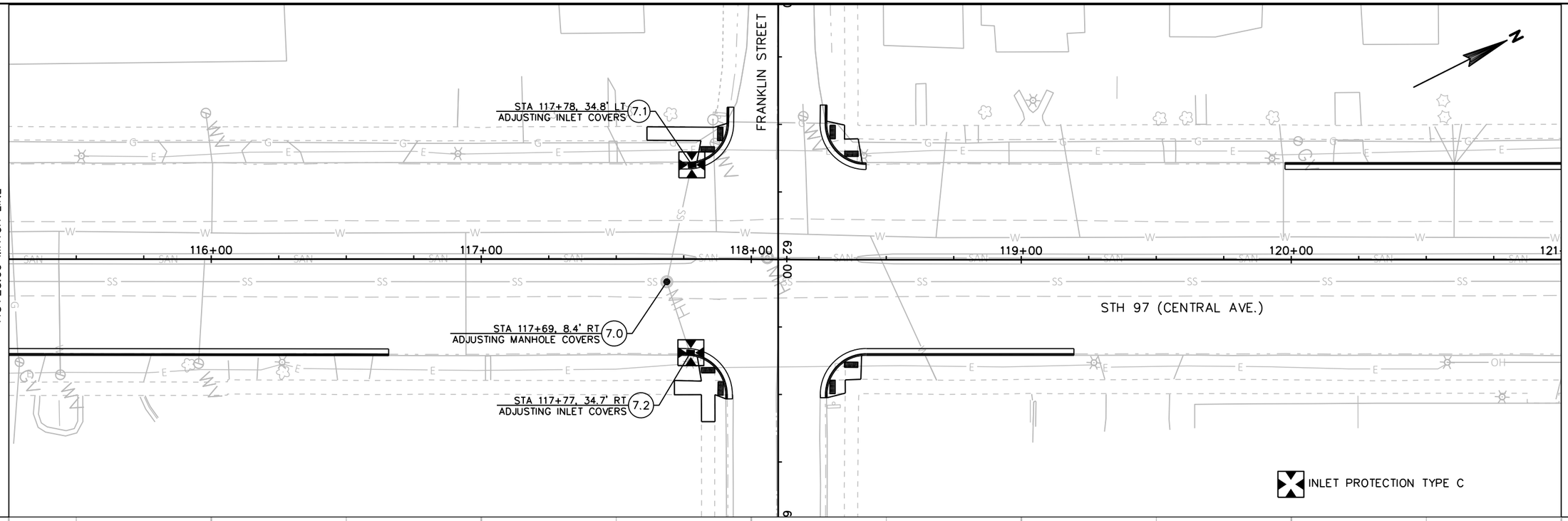


PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	STORM SEWER/EROSION CONTROL	SHEET 19	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\022501_SS_.DWG
LAYOUT NAME - 022501_SS_ - 022503_SS

PLOT DATE : 1/31/2018 8:51 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



2

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	STORM SEWER/EROSION CONTROL	SHEET 20	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\022501_SS_.DWG
LAYOUT NAME - 022501_SS_ - 022504_SS
PLOT DATE : 1/31/2018 8:52 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

STA 121+45, 35.0' LT
ADJUSTING INLET COVERS (8.1)

STA 121+39, 8.0' RT
ADJUSTING MANHOLE COVERS (8.0)

GRANT STREET

121+00.00 MATCH LINE

STH 97 (CENTRAL AVE.)

STA 125+12, 37.2' LT
CATCH BASINS 2x3-H (10.1)

STA 125+12, 26.7' LT
CONCRETE COLLAR

HARRISON STREET

+00 | 122+00 | 123+00 | 124+00 | 125+00 | 126+00

STA 122+51, 6.1' RT
ADJUSTING MANHOLE COVERS (9.0)

STA 125+05, 7.8' RT
ADJUSTING MANHOLE COVERS (10.0)

STA 125+10, 25.9' RT
CONCRETE COLLAR

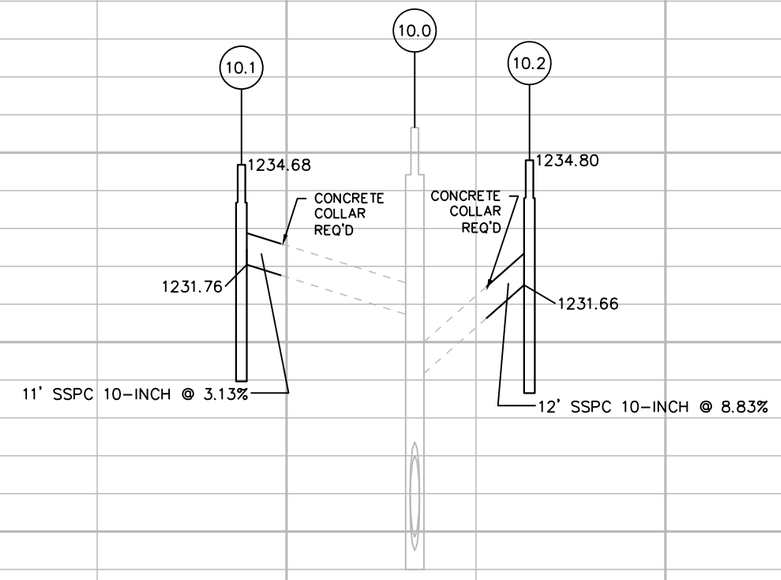
STA 125+13, 37.0' RT
CATCH BASINS 2x3-H (10.2)

STA 125+57, 16.4' RT
ADJUSTING MANHOLE COVERS (11.0)

STA 121+45, 34.4' RT
ADJUSTING INLET COVERS (8.2)

INLET PROTECTION TYPE C

2

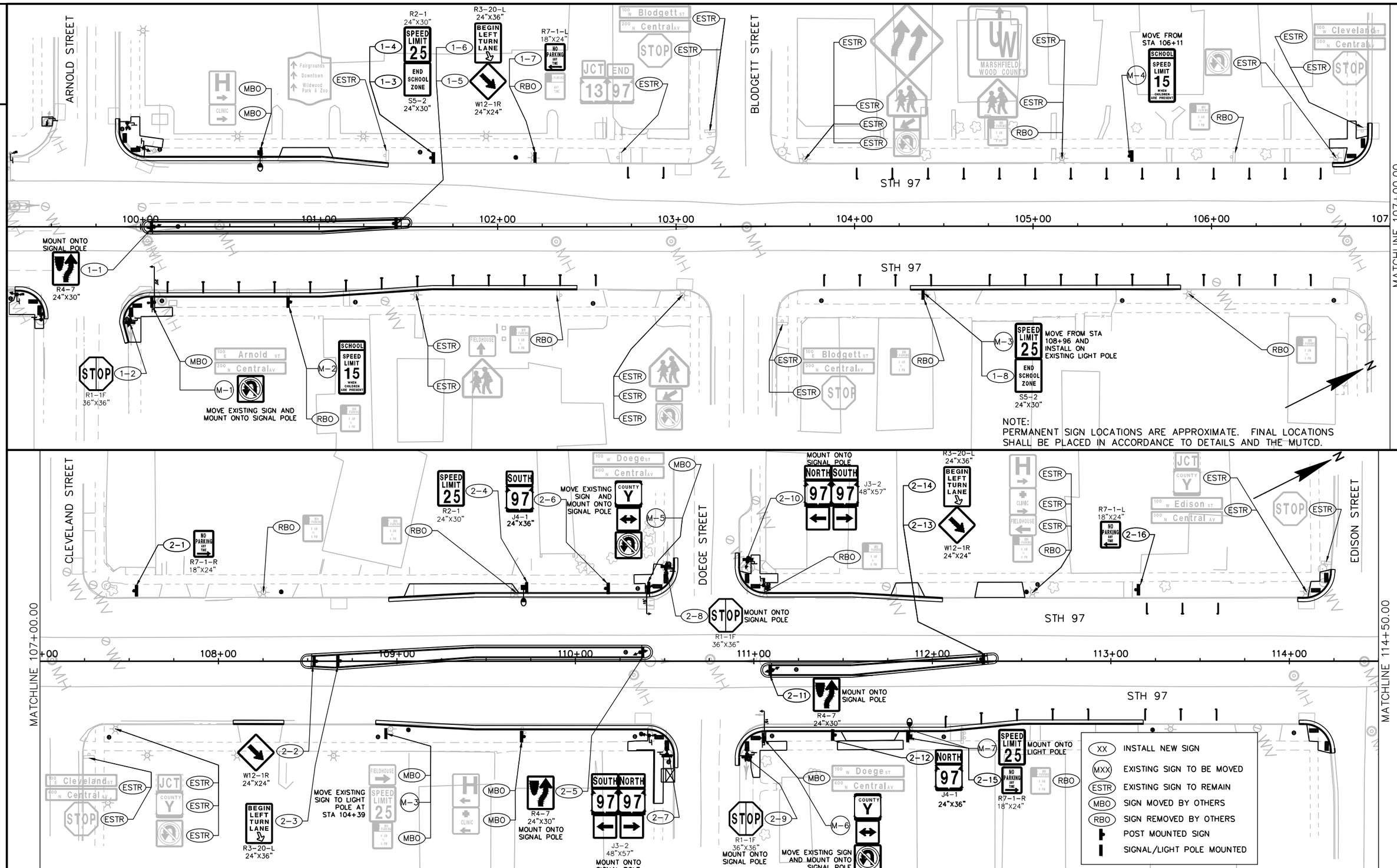


PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	STORM SEWER/EROSION CONTROL	SHEET 21	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\022501_SS_.DWG
LAYOUT NAME - 022501_SS_ - 022505_SS

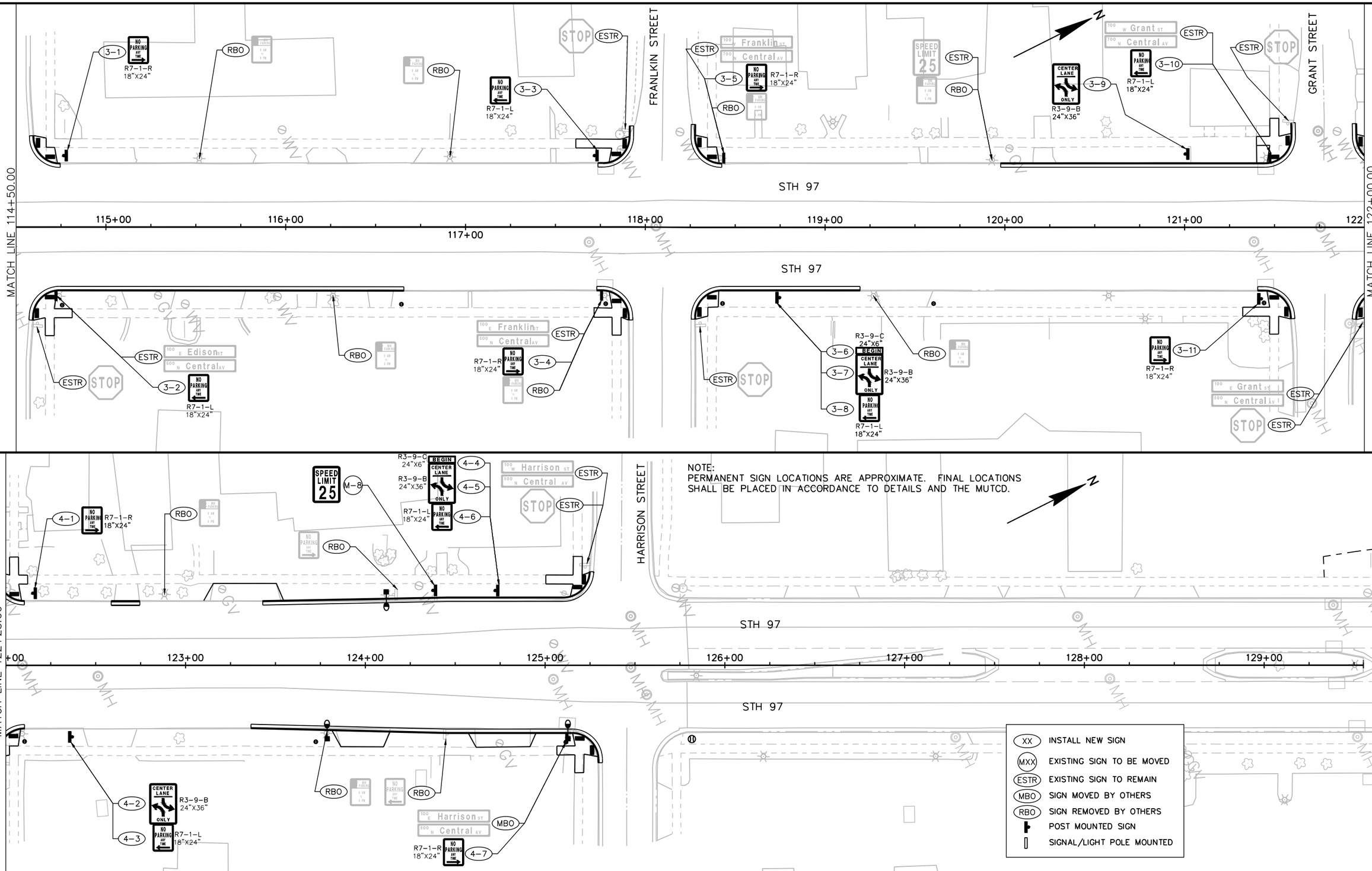
PLOT DATE : 1/31/2018 8:52 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PERMANENT SIGNING	SHEET 22	E

2



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PERMANENT SIGNING	SHEET 23	E

2

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO PB201.

INSTALL PULLBOX PB201, AND CONNECT TO LP1 AND EXISTING LIGHTING WIRE. UNDERGROUND SPLICE REQUIRED.

LP1

PB201

11+00

12+00

13+00

100+00

101+00

102+00

103+00

21+00

22+00

23+00

104+00

105+00

106+00

107

STH 97 (CENTRAL AVE)

ARNOLD ST

BLODGETT ST

CLEVELAND ST

EXISTING LIGHT POLE TO REMAIN

MATCH LINE 107+00.00

LEGEND

NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

PULL BOX, 24" X 42"

LUMINAIRE

2

1+00

33+00

INSTALL PULLBOX PB202, AND CONNECT TO LP2 AND EXISTING LIGHTING WIRE. UNDERGROUND SPLICE REQUIRED.

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO PB202 AND PB205.

PB202

LP2

108+00

109+00

110+00

41+00

42+00

43+00

111+00

112+00

113+00

114+00

DOEGE ST

REMOVE EXISTING LIGHT POLE, INSTALL PULLBOX PB205, AND CONNECT TO LP2 AND PB207. LIGHTING WILL BE ON TRAFFIC SIGNAL POLES.

INSTALL PULLBOX PB207, AND CONNECT TO PB205 AND EXISTING LIGHTING WIRE. UNDERGROUND SPLICE REQUIRED.

PB205

PB207

EDISON STREET

MATCH LINE 107+00.00

MATCH LINE 114+50.00

STH 97 (CENTRAL AVE)

PB203

PB204

PB206

LP3

EXISTING LIGHT POLE TO REMAIN

INSTALL PULLBOX PB204, AND CONNECT TO PB204 AND EXISTING LIGHTING WIRE. UNDERGROUND SPLICE REQUIRED.

REMOVE EXISTING LIGHT POLE, INSTALL PULLBOX PB204, AND CONNECT TO LP3 AND PB203. LIGHTING WILL BE ON TRAFFIC SIGNAL POLES.

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO PB204 AND PB206.

INSTALL PULLBOX PB206, AND CONNECT TO LP3 AND EXISTING LIGHTING WIRE. UNDERGROUND SPLICE REQUIRED.

CLEVELAND ST

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	LIGHTING PLAN	SHEET 24	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023501_LP

PLOT DATE : 1/31/2018 8:55 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

EDISON STREET

FRANKLIN STREET

GRANT STREET

MATCH LINE 114+50.00

MATCH LINE 122+00.00

115+00

116+00

117+00

118+00

119+00

120+00

121+00

122

61+00

62+00

63+00

71+00

72+00

73+00

STH 97 (CENTRAL AVE)

HARRISON STREET

81+00

82+00

83+00

123+00

124+00

125+00

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO EXISTING OVERHEAD LINE.

LP5

LP4

LP6

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO LP6 AND EXISTING OVERHEAD LINE.

INSTALL NEW LIGHTING BASE, POLE, AND SALVAGED LUMINAIRE AND CONNECT TO LP4 AND EXISTING OVERHEAD LINE.

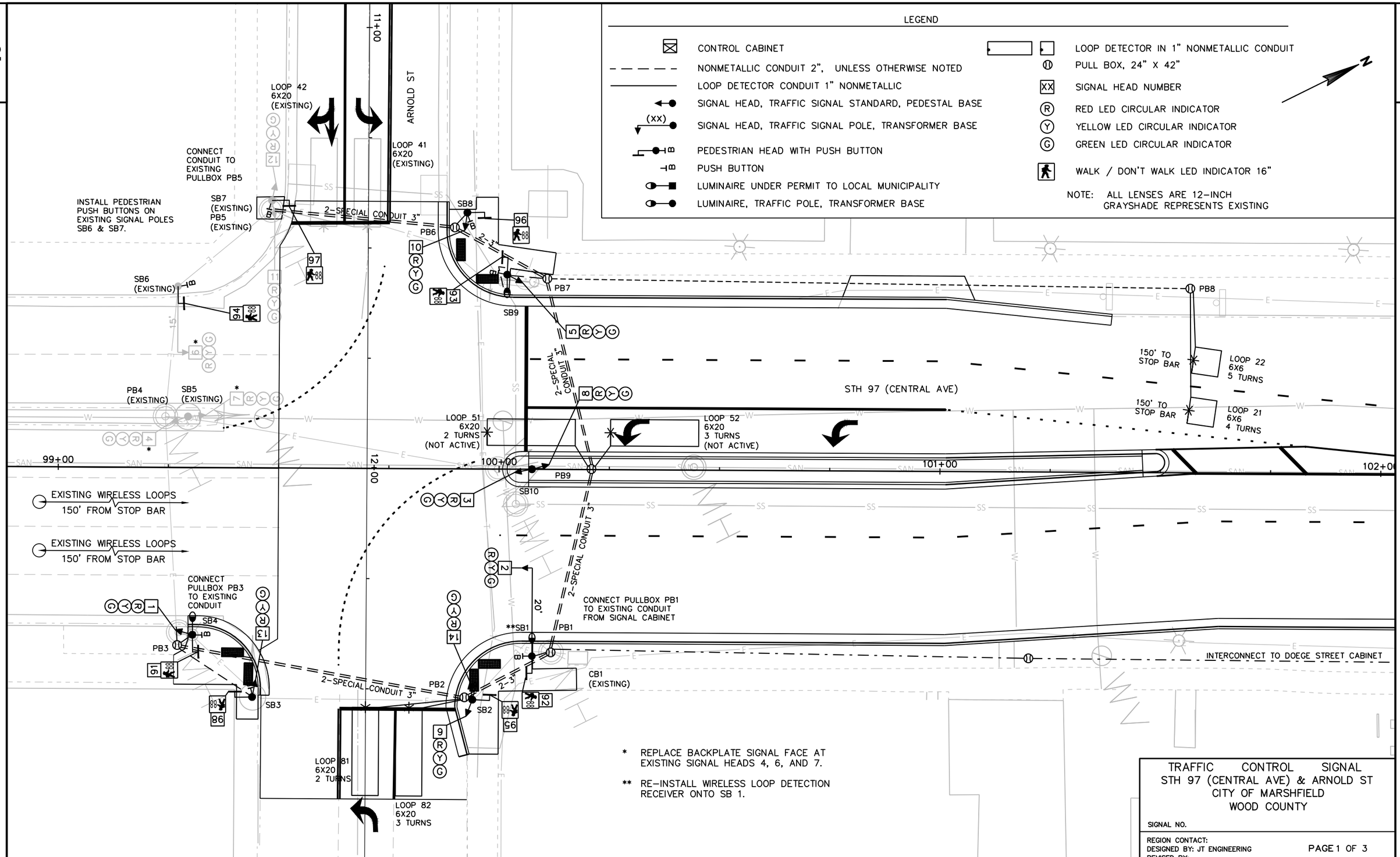
LEGEND

— — — NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

PULL BOX NON-CONDUCTIVE, 24" X 42"

LUMINAIRE

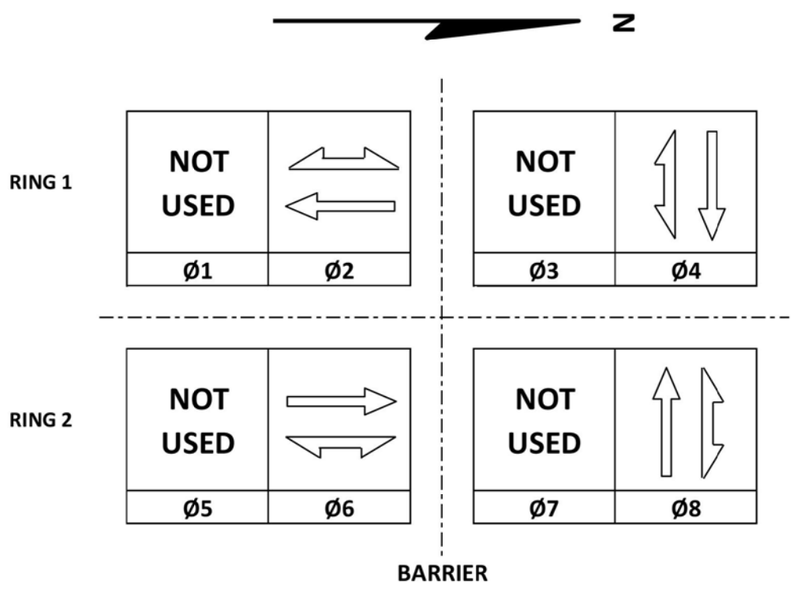
PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	LIGHTING PLAN	SHEET 25	E



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC SIGNAL PLAN – STH 97 & ARNOLD STREET	SHEET 26	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME – 024001_SP – 024001_SP
PLOT DATE : 1/31/2018 8:57 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN: 20 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	5, 6, 7, 8	R
Ø3		
Ø4	12, 13, 14	R
Ø5		
Ø6	1, 2, 3, 4	R
Ø7		
Ø8	9, 10, 11	R
Ø2P	93, 94	
Ø4P	97, 98	
Ø6P	91, 92	
Ø8P	95, 96	
OLA		
OLB		
OLC		
OLD		



FOR INFORMATION ONLY

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
21	1	X			2	2				6 X 6	4
22	2	X			2	2				6 X 6	5
41	3	X			4	4		X		6 X 20	EXIST
42	4	X			4	4				6 X 20	EXIST
51	5	X			FUTURE	FUTURE				6 X 20	2
52	6	X			FUTURE	FUTURE				6 X 20	3
61	WIRELESS	X			6	6				N/A	EXIST
62	WIRELESS	X			6	6				N/A	EXIST
81	7	X			8	8		X		6 X 20	2
82	8	X			8	8				6 X 20	3

CONTROLLER LOGIC

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

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

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

POTENTIAL ACTUALTED TRAFFIC SIGNAL PARAMETERS

PHASE >	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
INTERVAL								
MGR	-	15	-	10	-	15	-	10
PSG	-	5	-	3	-	5	-	3
YEL	-	4	-	4	-	4	-	4
RED	-	2	-	2	-	2	-	2
MAX1	-	45	-	25	-	45	-	25
MAX2	-	50	-	30	-	50	-	30
WLK	-	7	-	7	-	7	-	7
PCL	-	12	-	23	-	12	-	23
PHASE RECALL	-	MIN	-	-	-	MIN	-	-
PHASE LOCKING	-	OFF	-	OFF	-	OFF	-	OFF
DUAL ENTRY	-	-	-	YES	-	-	-	YES

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

STH 97 (CENTRAL AVE.) & ARNOLD ST.
CITY OF MARSHFIELD
WOOD COUNTY
CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
PAGE NO. 2 OF 3

PROJECT NO: 6380-06-75	HWY: 97	COUNTY: WOOD	SEQUENCE OF OPERATIONS – STH 97 (CENTRAL AVE.) & ARNOLD ST.	SHEET NO:	E

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

2

STH 97 (CENTRAL AVE) & ARNOLD ST NO. 14 SIGNAL CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	9/C	2	NB	R	RED
				Y	ORG
				G	GRN
		92	ø6 PED	DW	BLK
				W	BLU
		BUTTON	ø8 PED		WHT/BLK
CABINET TO SB2	12/C	9	WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		14	EB	R	RED
				Y	ORG
				G	GRN
		95	ø8 PED	DW	BLK
				W	BLU
		BUTTON	ø6 PED		WHT/BLK
CABINET TO SB3	9/C	13	EB	R	RED
				Y	ORG
				G	GRN
		98	ø4 PED	DW	BLK
				W	BLU
		BUTTON	ø6 PED		WHT/BLK
CABINET TO SB4	9/C	1	NB	R	RED
				Y	ORG
				G	GRN
		91	ø6 PED	DW	BLK
				W	BLU
		BUTTON	ø4 PED		WHT/BLK
CABINET TO SB5	12/C	4	NB	R	RED
				Y	ORG
				G	GRN
		7	SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK

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

STH 97 (CENTRAL AVE) & ARNOLD ST NO. 14 SIGNAL CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB6	9/C	6	SB	R	RED
				Y	ORG
				G	GRN
		97	ø4 PED	DW	BLK
				W	BLU
		BUTTON	ø4 PED		WHT/BLK
CABINET TO SB7	12/C	11	WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		12	EB	R	RED
				Y	ORG
				G	GRN
		94	ø2 PED	DW	BLK
				W	BLU
		BUTTON	ø2 PED		WHT/BLK
CABINET TO SB8	9/C	10	WB	R	RED
				Y	ORG
				G	GRN
		93	ø2 PED	DW	BLK
				W	BLU
		BUTTON	ø2 PED		WHT/BLK
CABINET TO SB9	9/C	5	SB	R	RED
				Y	ORG
				G	GRN
		96	ø8 PED	DW	BLK
				W	BLU
		BUTTON	ø8 PED		WHT/BLK
CABINET TO SB10	12/C	3	NB	R	RED
				Y	ORG
				G	GRN
		8	SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK

NOTE:
WHITE WIRE IN SIGNAL CABLE SHALL BE USED FOR GROUNDED CONDUCTOR (NEUTRAL)

STH 97 (CENTRAL AVE) & ARNOLD ST LIGHTING CABLE CHART TYPE UV 2–12 AWG GROUNDED	
TO	FROM
CABINET	SB1
SB1	SB2
CABINET	SB4

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & ARNOLD ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO.

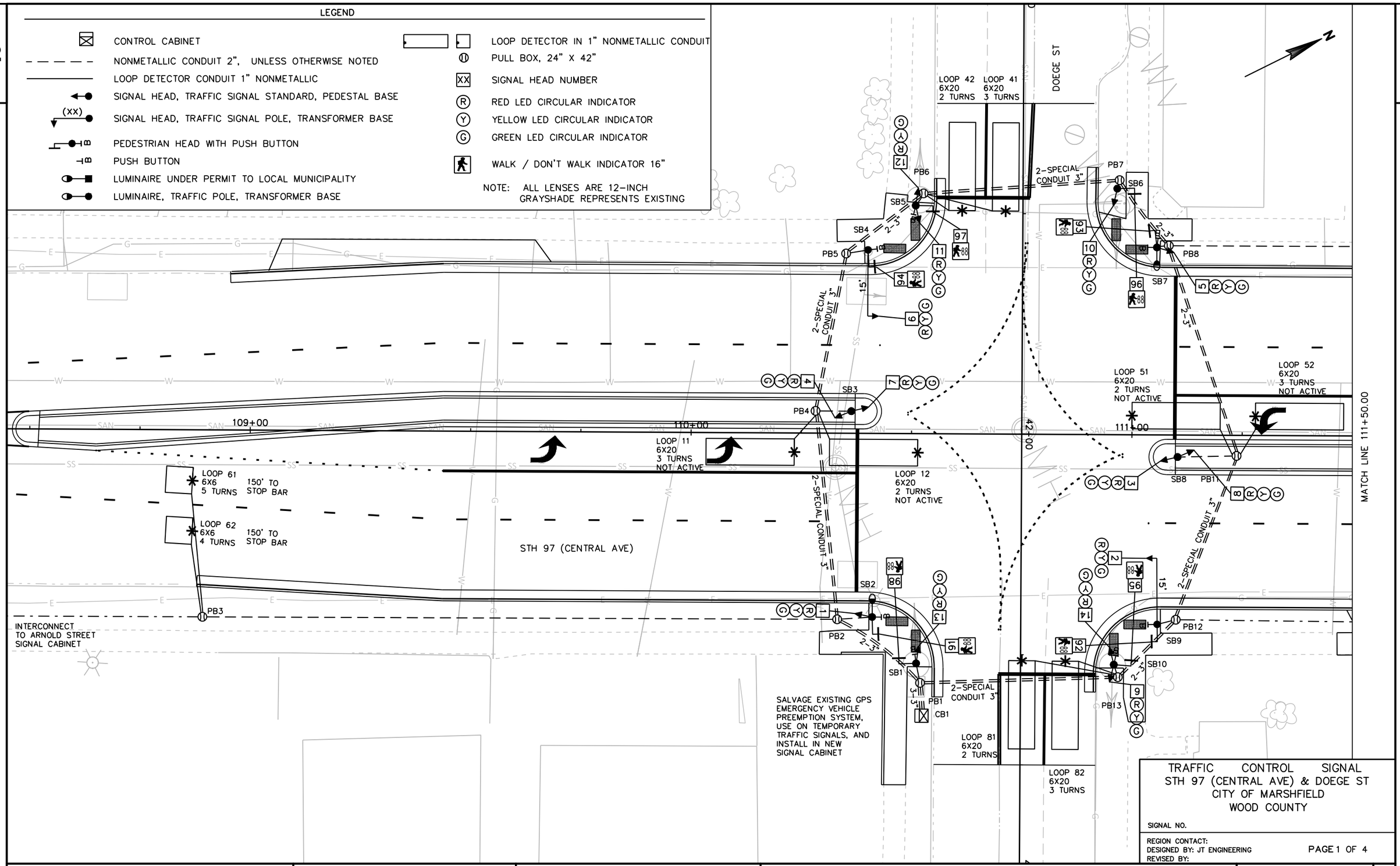
REGION CONTACT:
DESIGNED BY: JT ENGINEERING
REVISED BY:

PAGE 3 OF 3

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED LED CIRCULAR INDICATOR
- (Y) YELLOW LED CIRCULAR INDICATOR
- (G) GREEN LED CIRCULAR INDICATOR
- WALK / DON'T WALK INDICATOR 16"

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: JT ENGINEERING
REVISED BY:

PAGE 1 OF 4

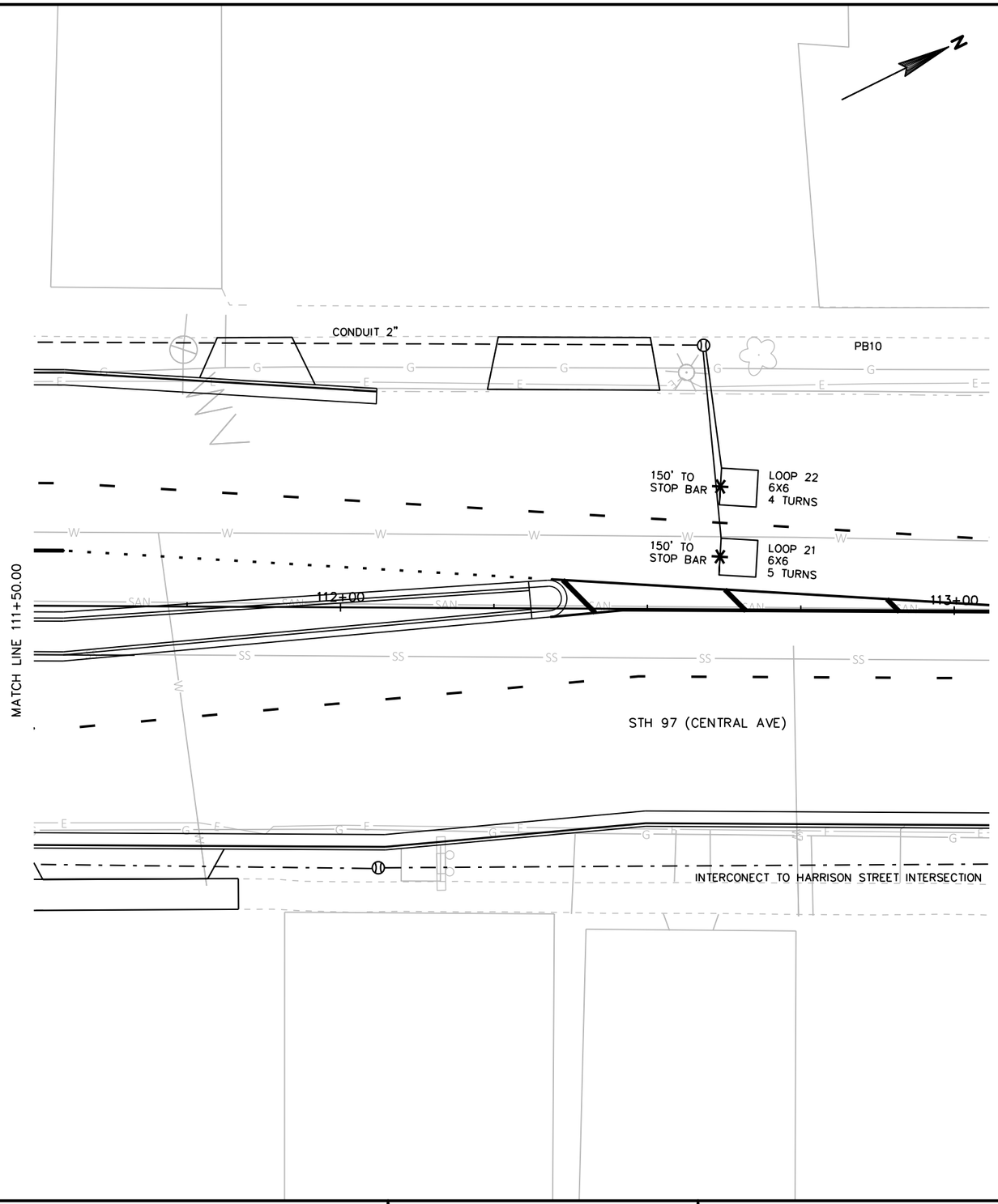
PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC SIGNAL PLAN – STH 97 & DOEGE STREET	SHEET	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME – 024001_SP – 024005_SP

PLOT DATE : 1/31/2018 8:57 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED LED CIRCULAR INDICATOR
- (Y) YELLOW LED CIRCULAR INDICATOR
- (G) GREEN LED CIRCULAR INDICATOR
- WALK / DON'T WALK LED INDICATOR 16"

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: JT ENGINEERING
REVISED BY:

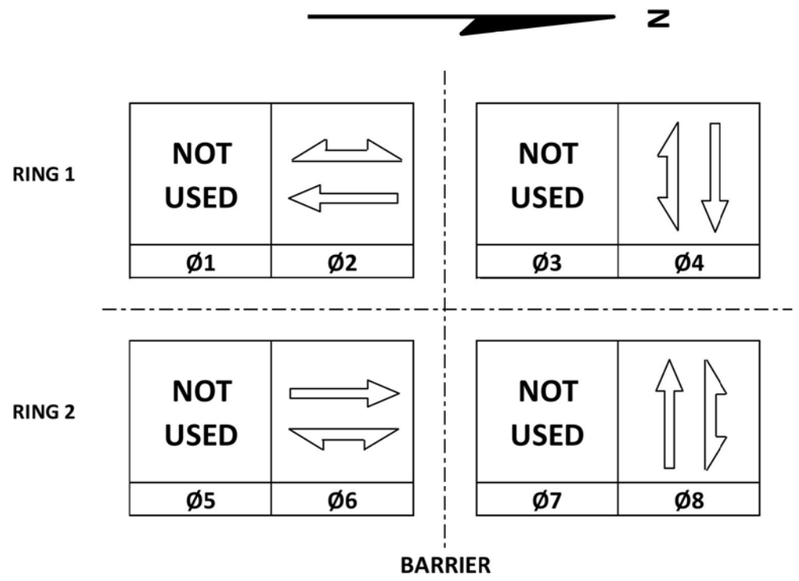
PAGE 2 OF 4

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC SIGNAL PLAN – STH 97 & DOEGE STREET	SHEET 30	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME – 024001_SP – 024006_SP

PLOT DATE : 1/31/2018 8:57 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:20 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	5, 6, 7, 8	R
Ø3		
Ø4	12, 13, 14	R
Ø5		
Ø6	1, 2, 3, 4	R
Ø7		
Ø8	9, 10, 11	R
Ø2P	93, 94	
Ø4P	97, 98	
Ø6P	91, 92	
Ø8P	95, 96	
OLA		
OLB		
OLC		
OLD		



GENERAL NOTES:

1. Provide for Hand Control

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11	1	X			FUTURE	FUTURE				6 X 20	2
12	2	X			FUTURE	FUTURE				6 X 20	3
21	3	X			2	2				6 X 6	5
22	4	X			2	2				6 X 6	4
41	5	X			4	4		X		6 X 20	3
42	6	X			4	4				6 X 20	2
51	7	X			FUTURE	FUTURE				6 X 20	2
52	8	X			FUTURE	FUTURE				6 X 20	3
61	9	X			6	6				6 X 6	5
62	10	X			6	6				6 X 6	4
81	11	X			8	8		X		6 X 20	2
82	12	X			8	8				6 X 20	3

CONTROLLER LOGIC

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

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

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

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

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

POTENTIAL ACTUALTED TRAFFIC SIGNAL PARAMETERS

PHASE >	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
INTERVAL								
MGR	-	15	-	10	-	15	-	10
PSG	-	5	-	3	-	5	-	3
YEL	-	4	-	4	-	4	-	4
RED	-	2	-	2	-	2	-	2
MAX1	-	45	-	25	-	45	-	25
MAX2	-	50	-	30	-	50	-	30
WLK	-	7	-	7	-	7	-	7
PCL	-	12	-	23	-	12	-	23
PHASE RECALL	-	MIN	-	-	-	MIN	-	-
PHASE LOCKING	-	OFF	-	OFF	-	OFF	-	OFF
DUAL ENTRY	-	-	-	YES	-	-	-	YES

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↓ ↑	↓ ↑
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

STH 97 (CENTRAL AVE.) & DOEGE ST.
CITY OF MARSHFIELD
WOOD COUNTY
CABINET TYPE: TS1
CONTROLLER TYPE: EPAC
PAGE NO. 3 OF 4

PROJECT NO: 6380-06-75	HWY: 97	COUNTY: WOOD	SEQUENCE OF OPERATIONS – STH 97 (CENTRAL AVE.) & DOEGE ST.	SHEET NO: E

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

2

STH 97 (CENTRAL AVE) & DOEGE ST NO. 14 SIGNAL CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB1	9/C	13	EB	R	RED
				Y	ORG
				G	GRN
		98	ø4 PED	DW	BLK
				W	BLU
		BUTTON	ø6 PED		WHT/BLK
CABINET TO SB2	9/C	1	NB	R	RED
				Y	ORG
				G	GRN
		91	ø6 PED	DW	BLK
				W	BLU
		BUTTON	ø4 PED		WHT/BLK
CABINET TO SB3	12/C	4	NB	R	RED
				Y	ORG
				G	GRN
		7	SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
CABINET TO SB4	9/C	6	SB	R	RED
				Y	ORG
				G	GRN
		97	ø4 PED	DW	BLK
				W	BLU
		BUTTON	ø4 PED		WHT/BLK
CABINET TO SB5	12/C	11	WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		12	EB	R	RED
				Y	ORG
				G	GRN
		94	ø2 PED	DW	BLK
				W	BLU
		BUTTON	ø2 PED		WHT/BLK

STH 97 (CENTRAL AVE) & DOEGE ST NO. 14 SIGNAL CABLE					
CABLE RUN	CABLE	HEAD NUMBER	MOVEMENT	LENS	CONDUCTOR COLOR
CABINET TO SB6	9/C	10	WB	R	RED
				Y	ORG
				G	GRN
		96	ø8 PED	DW	BLK
				W	BLU
		BUTTON	ø2 PED		WHT/BLK
CABINET TO SB7	9/C	5	SB	R	RED
				Y	ORG
				G	GRN
		93	ø2 PED	DW	BLK
				W	BLU
		BUTTON	ø8 PED		WHT/BLK
CABINET TO SB8	12/C	3	NB	R	RED
				Y	ORG
				G	GRN
		8	SB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
CABINET TO SB9	9/C	2	NB	R	RED
				Y	ORG
				G	GRN
		92	ø6 PED	DW	BLK
				W	BLU
		BUTTON	ø8 PED		WHT/BLK
CABINET TO SB10	9/C	9	WB	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		14	EB	R	RED
				Y	ORG
				G	GRN
		95	ø8 PED	DW	BLK
				W	BLU
		BUTTON	ø6 PED		WHT/BLK

STH 97 (CENTRAL AVE) & DOEGE ST LIGHTING CABLE CHART TYPE UV 2-12 AWG GROUNDED	
TO	FROM
CABINET	SB2
CABINET	SB8

NOTE:
WHITE WIRE IN SIGNAL CABLE SHALL BE USED FOR GROUNDED CONDUCTOR (NEUTRAL)

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

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY: JT ENGINEERING
REVISED BY:

PAGE 4 OF 4

PROJECT NO:6380-06-75	HWY: STH 97	COUNTY: WOOD	CABLE ROUTING PLAN – STH 97 & DOEGE STREET	SHEET 32	E

2

99+00
100+00
101+00
102+00
103+00
104+00
105
11+00
12+00
13+00
21+00
22+00
23+00
ARNOLD ST
BLODGETT ST
STH 97 (CENTRAL AVE)
PB1 (ARNOLD STREET SIGNAL)
PB101
PB102
CONDUIT SPECIAL 2"
PB103
CONDUIT SPECIAL 2"
CONNECT INTERCONNECT CONDUIT TO PROPOSED PULL BOX PB1 OF THE ARNOLD STREET TRAFFIC SIGNAL
MATCH LINE 105+00.00

LEGEND

NONMETALLIC CONDUIT 2", TRAFFIC SIGNAL INTERCONNECTION

PULL BOX, 24" X 42"

MATCH LINE 105+00.00
+00
106+00
107+00
108+00
109+00
110+00
111+00
112+00
MATCH LINE 112+50.00
1+00
33+00
41+00
42+00
43+00
CLEVELAND ST
DOEGE ST
STH 97 (CENTRAL AVE)
CONDUIT SPECIAL 2"
PB104
PB105
PB106
CONDUIT SPECIAL 2"
PB3 (DOEGE STREET SIGNAL)
CONNECT INTERCONNECT CONDUIT TO PROPOSED PULL BOX PB3 OF THE DOEGE STREET TRAFFIC SIGNAL
PB11 (DOEGE STREET SIGNAL)
PB107
CONDUIT SPECIAL 2"
CONNECT INTERCONNECT CONDUIT TO PROPOSED PULL BOX PB11 OF THE DOEGE STREET TRAFFIC SIGNAL

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC SIGNAL INTERCONNECTION	SHEET 33	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME - 024001_SP - 024009_SP
PLOT DATE : 1/31/2018 8:58 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 112+50.00

MATCH LINE 105+00.00

113+00 114+00 115+00 116+00 117+00 118+00

51+00 52+00 53+00 61+00 62+00 63+00

STH 97 (CENTRAL AVE)

EDISON ST

FRANKLIN ST

CONDUIT SPECIAL 2"

PB108 PB109 PB110 PB111 PB112

LEGEND

NONMETALLIC CONDUIT 2", TRAFFIC SIGNAL INTERCONNECTION

PULL BOX, 24" X 42"

MATCH LINE 118+50.00

119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00

71+00 72+00 73+00 81+00 82+00 83+00

STH 97 (CENTRAL AVE)

GRANT ST

HARRISON ST

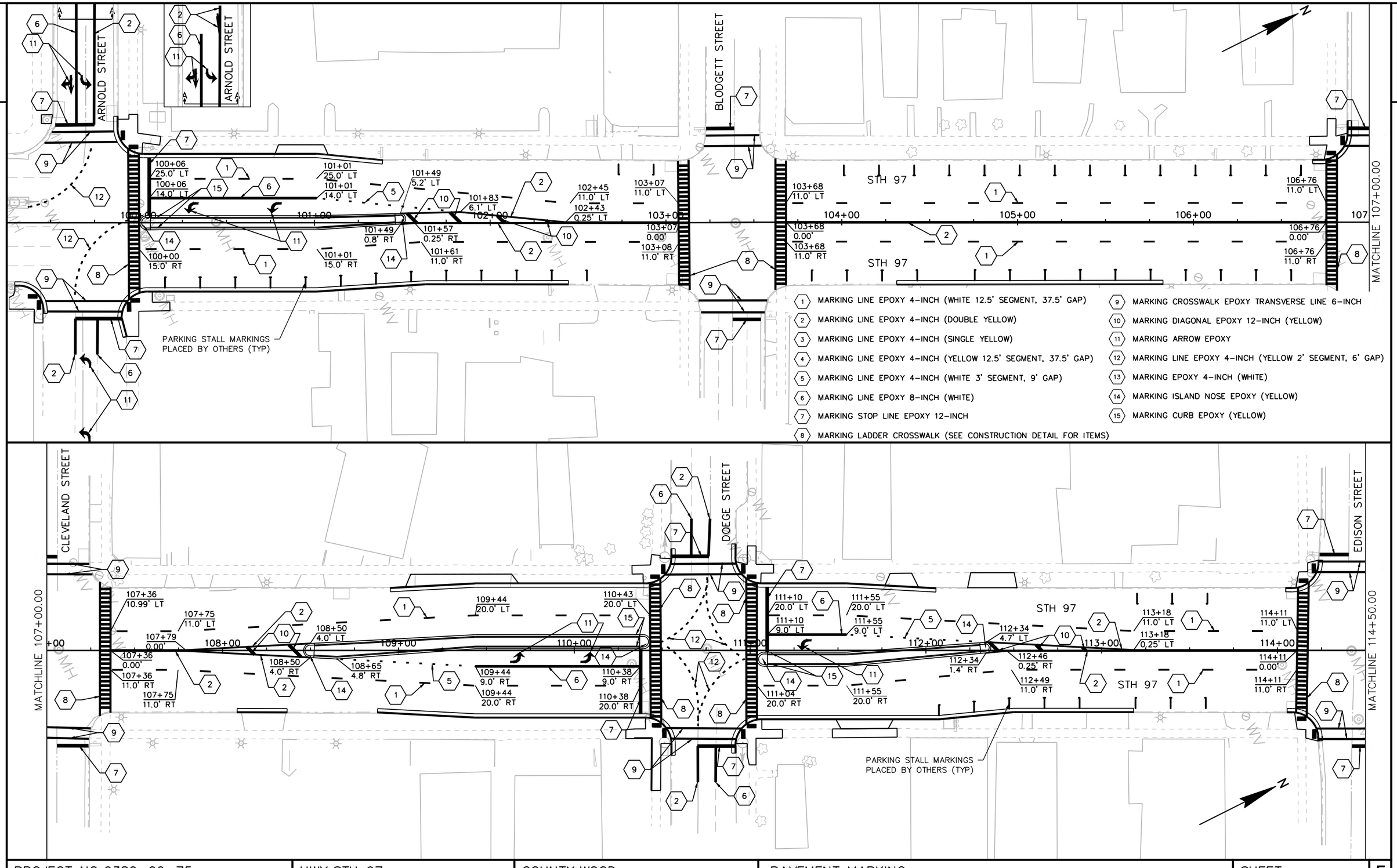
CONDUIT SPECIAL 2"

PB113 PB114 PB115 PB116 PB117 PB118

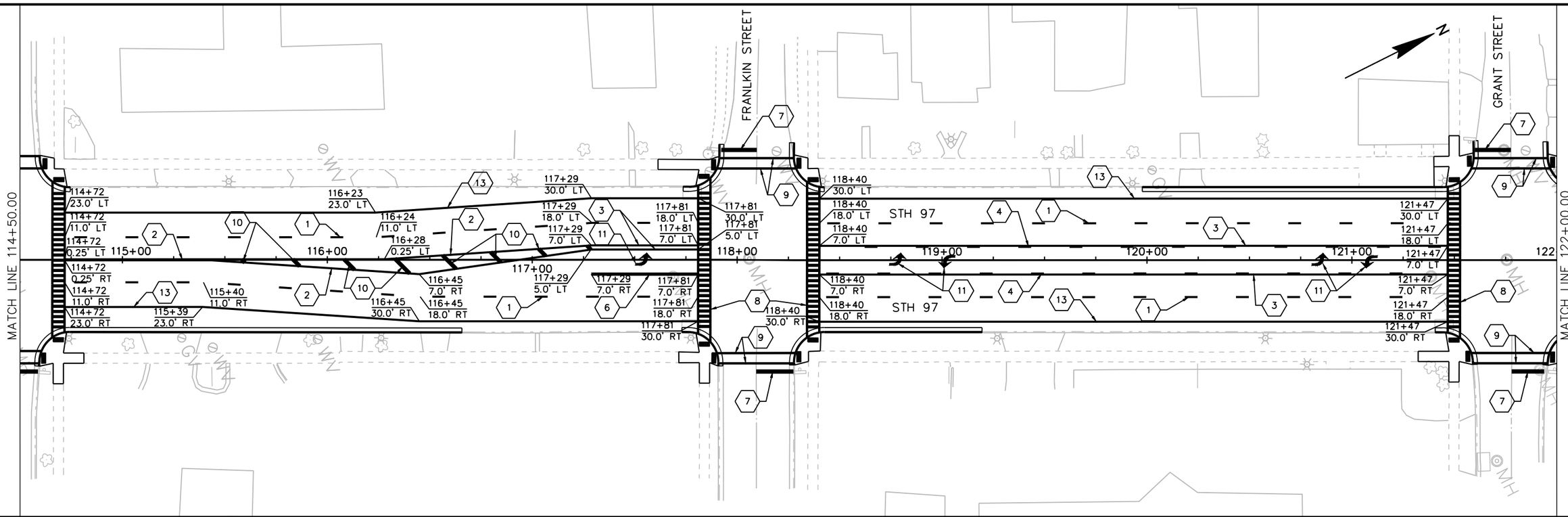
PROJECT NO:6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC SIGNAL INTERCONNECTION	SHEET 34	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024001_SP.DWG
LAYOUT NAME - 024010_SP

PLOT DATE : 1/31/2018 8:58 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PAVEMENT MARKING	SHEET 35	E

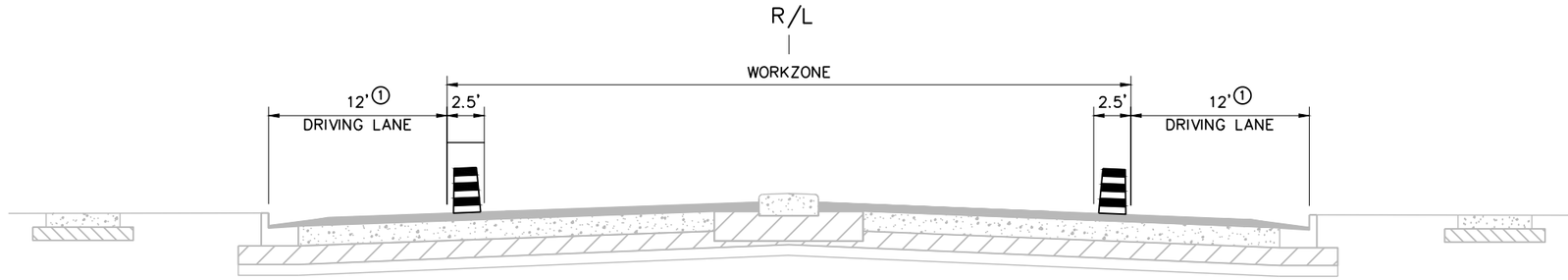


STH 97

1. MARKING LINE EPOXY 4-INCH (WHITE 12.5' SEGMENT, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (SINGLE YELLOW)
4. MARKING LINE EPOXY 4-INCH (YELLOW 12.5' SEGMENT, 37.5' GAP)
5. MARKING LINE EPOXY 4-INCH (WHITE 3' SEGMENT, 9' GAP)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING STOP LINE EPOXY 12-INCH
8. MARKING LADDER CROSSWALK (SEE CONSTRUCTION DETAIL FOR ITEMS)
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
11. MARKING ARROW EPOXY
12. MARKING LINE EPOXY 4-INCH (YELLOW 2' SEGMENT, 6' GAP)
13. MARKING EPOXY 4-INCH (WHITE)
14. MARKING ISLAND NOSE EPOXY (YELLOW)
15. MARKING CURB EPOXY (YELLOW)

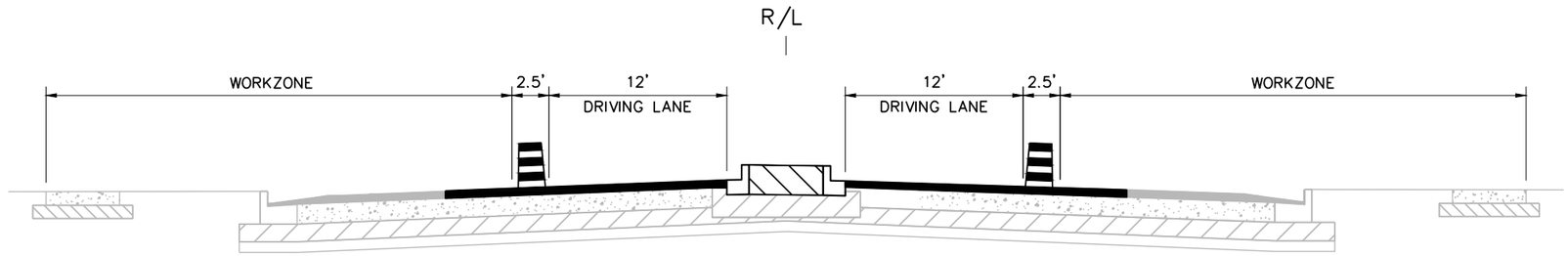
PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PAVEMENT MARKING	SHEET	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024501_PM.DWG PLOT DATE : 1/31/2018 9:00 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:50 FT

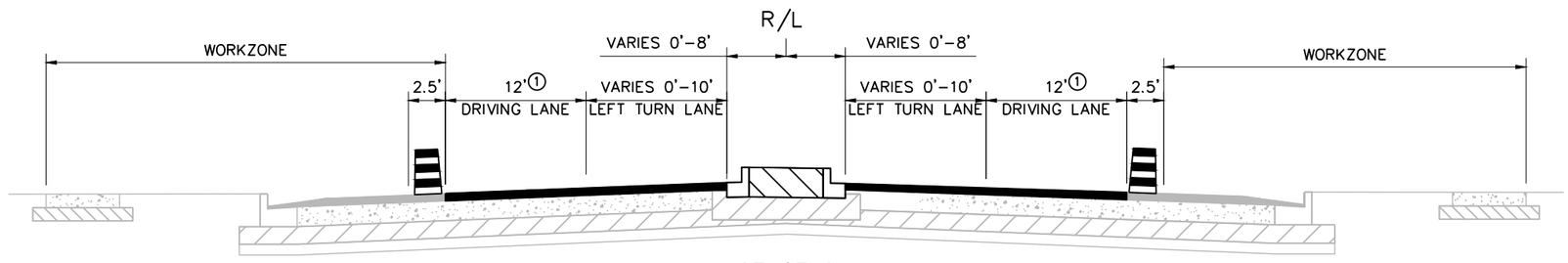


STAGE 1

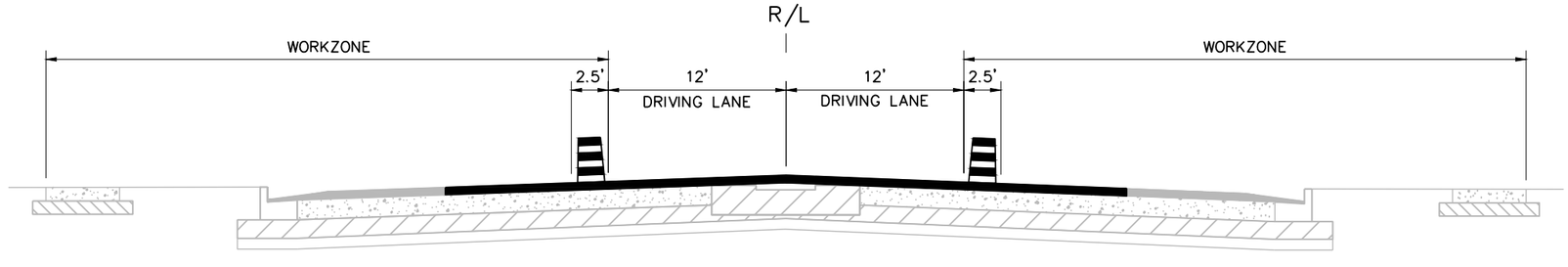
①LANES MAY BE REDUCED TO 10 FT WIDTH DURING MILLING AND PAVING OPERATIONS TO ACHIEVE A CONSTRUCTION JOINT THAT COINCIDES WITH LANE EDGES



STAGE 2
100+00 – 101+52



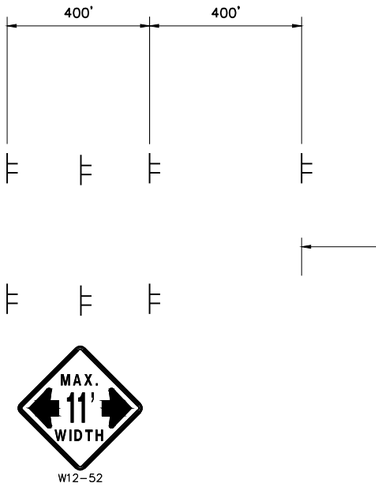
STAGE 2
107+75 – 113+25

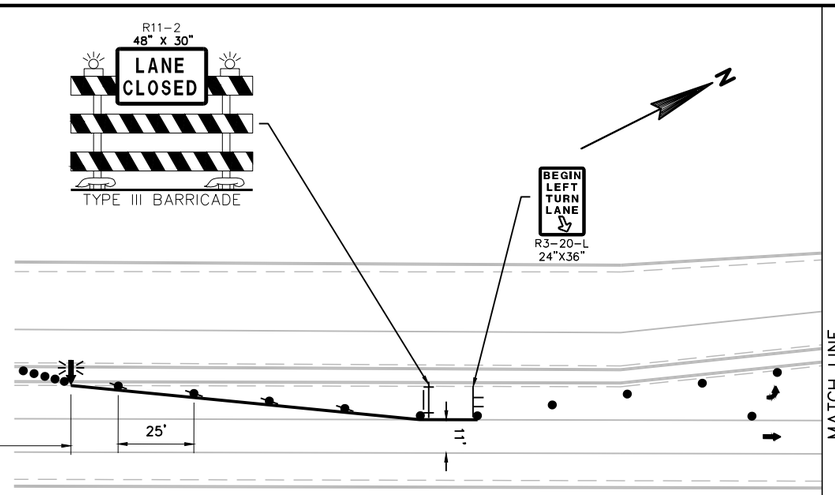


STAGE 2
101+52 – 107+75
113+25 – 125+80

PROJECT NO:6380–06–75	HWY: STH 97	COUNTY: WOOD	STAGING TYPICAL SECTIONS	SHEET 37	E

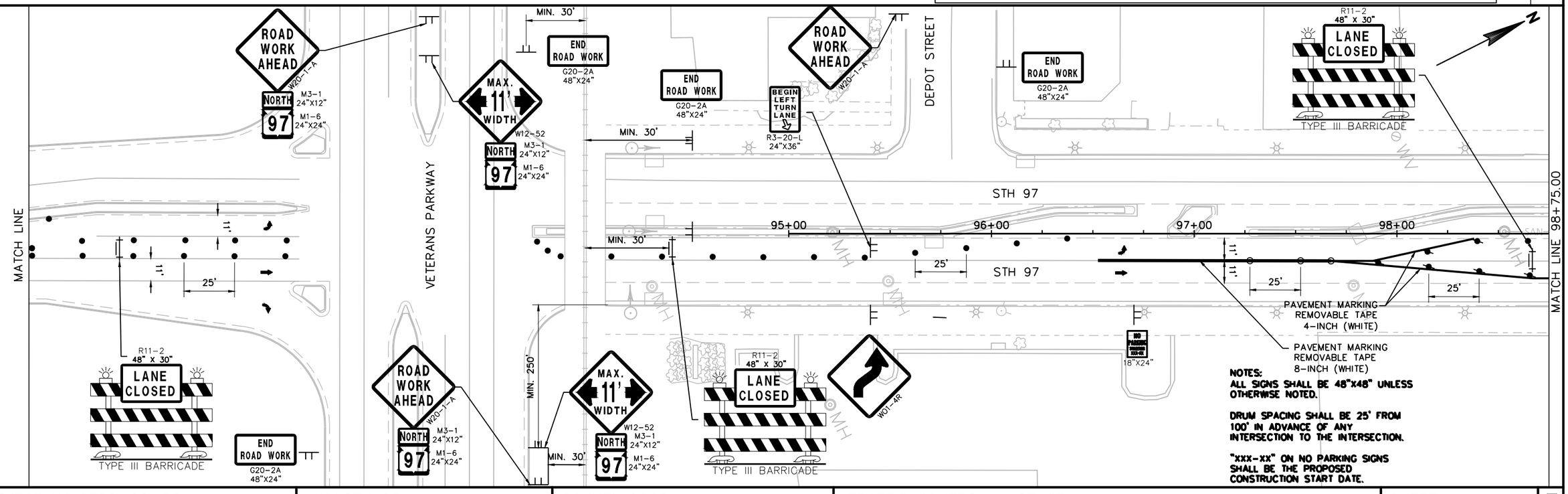






LEGEND

↕	TYPE III BARRICADE	Ⓐ	TYPE A WARNING LIGHT
↕	TYPE III BARRICADE WTH ATTACHED SIGN	Ⓒ	TYPE C WARNING LIGHT
●	TRAFFIC CONTROL DRUM	▨	WORK AREA
●	TRAFFIC CONTROL DRUM WITH TYPE C LIGHT	→	DIRECTION OF TRAFFIC
➡	FLASHING ARROW BOARD		
⊢	SIGN ON TEMPORARY SUPPORT		
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER		



NOTES:
ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

DRUM SPACING SHALL BE 25' FROM 100' IN ADVANCE OF ANY INTERSECTION TO THE INTERSECTION.

"XXX-XX" ON NO PARKING SIGNS SHALL BE THE PROPOSED CONSTRUCTION START DATE.

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – STAGE 1	SHEET 38	E

2

MATCH LINE 98+75.00

MATCH LINE 106+50.00

ARNOLD STREET

BLODGETT STREET

STH 97

ROAD WORK AHEAD W20-1-A

END ROAD WORK G20-2A 48"X24"

STOP R1-1F 30"X30"

BEGIN LEFT TURN LANE R3-20-L 24"X36"

R11-2 48" X 30" LANE CLOSED

TYPE III BARRICADE

NO PARKING XXX-XX 18"X24"

WO1-6 48" X 24"

50'

12'

25'

99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00

PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

INSTALL ON TEMPORARY SIGNAL POLE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER

NOTES:
ALL SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.

DRUM SPACING SHALL BE 25' FROM 100' IN ADVANCE OF ANY INTERSECTION TO THE INTERSECTION.

"XXX-XX" ON NO PARKING SIGNS SHALL BE THE PROPOSED CONSTRUCTION START DATE.

LEGEND

- (A) TYPE A WARNING LIGHT
- (C) TYPE C WARNING LIGHT
- WORK AREA
- DIRECTION OF TRAFFIC

CLEVELAND STREET

DOEGE STREET

MATCH LINE 106+50.00

MATCH LINE 114+25.00

107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00

PROJECT NO:6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – STAGE 1	SHEET 39	E

NOTES:
ALL SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.

DRUM SPACING SHALL BE 25' FROM 100' IN ADVANCE OF ANY INTERSECTION TO THE INTERSECTION.

"XXX-XX" ON NO PARKING SIGNS SHALL BE THE PROPOSED CONSTRUCTION START DATE.

EDISON STREET

FRANKLIN STREET

GRANT STREET

HARRISON STREET

MATCH LINE 114+25.00

MATCH LINE 121+90.00

MATCH LINE 121+90.00

MATCH LINE 129+00.00

STH 97

12'

50'

25'

115+00 116+00 117+00 118+00 119+00 120+00 121+00

122+00 123+00 124+00 125+00 126+00 127+00 128+00 129

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1-A

BEGIN LEFT TURN LANE R3-20-L 24"X36"

WO1-6 48" X 24" TYPE III BARRICADE

R11-2 48" X 30" LANE CLOSED TYPE III BARRICADE

NO PARKING XXX-XX 18"X24"

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT
- Ⓒ TYPE C WARNING LIGHT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – STAGE 1	SHEET 40	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME – 025001_TC – 025004_TC

PLOT DATE : 3/2/2018 6:57 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

MATCH LINE 129+00.00

+00

W04-2L

LEFT LANE CLOSED AHEAD
W20-55-A

STH 97

STH 97

END ROAD WORK
G20-2A
48"X24"

NOTE:
ALL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.

W12-52
MAX. 11' WIDTH
SOUTH 97
M3-3 24"X12"
M1-6 24"X24"

ROAD WORK AHEAD
W20-1-A
SOUTH 97
M3-3 24"X12"
M1-6 24"X24"

W12-52
MAX. 11' WIDTH
SOUTH 97
M3-3 24"X12"
M1-6 24"X24"

W12-52
MAX. 11' WIDTH
SOUTH 97
M3-3 24"X12"
M1-6 24"X24"

ROAD WORK AHEAD
W20-1-A
SOUTH 97
M3-3 24"X12"
M1-6 24"X24"

IVES STREET

2

W12-52
MAX. 11' WIDTH
4.7 MILES AHEAD
W057-52
48"X36"

97

CHERRY AVE

ST

BIRCH ST

T

AVE

RIVER

LEGEND

TYPE III BARRICADE	TYPE A WARNING LIGHT
TYPE III BARRICADE WTH ATTACHED SIGN	TYPE C WARNING LIGHT
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C LIGHT	DIRECTION OF TRAFFIC
FLASHING ARROW BOARD	
SIGN ON TEMPORARY SUPPORT	
DELINEATOR FLEXIBLE/TUBULAR MARKER	

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC CONTROL – STAGE 1	SHEET 41	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME – 025001_TC – 025005_TC

PLOT DATE : 3/2/2018 6:57 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

NOTE:
DRUM SPACING SHALL BE 25' FROM 100' IN ADVANCE OF ANY INTERSECTION TO THE INTERSECTION.

ROAD WORK AHEAD W20-1-A
RIGHT LANE CLOSED AHEAD W20-5-A
400'
ROAD WORK AHEAD W20-1-A
NORTH 97 M3-1 24"X12" M1-6 24"X24"
MAX. 11' WIDTH W12-52
STH 13 (VETERANS PARKWAY)
END ROAD WORK G20-2A 48"X24"
MIN. 30'
DEPOT STREET
STH 97
95+00
96+00
97+00
98+00
MIN. 400'
STH 97
25'
MATCH LINE 98+75.00
MAX. 11' WIDTH W12-52
ROAD WORK AHEAD W20-1-A
NORTH 97 M3-1 24"X12" M1-6 24"X24"
MIN. 250'
MIN. 30'
MAX. 11' WIDTH W12-52
NORTH 97 M3-1 24"X12" M1-6 24"X24"
W04-2R

LEGEND

TYPE III BARRICADE	TYPE A WARNING LIGHT
TYPE III BARRICADE WTH ATTACHED SIGN	TYPE C WARNING LIGHT
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C	DIRECTION OF TRAFFIC
FLASHING ARROW BOARD	
SIGN ON TEMPORARY SUPPORT	
DELINEATOR FLEXIBLE/TUBULAR MARKER	

INSTALL PERMANENT SIGNING IN MEDIAN STA 100+00 TO 101+50 FOR USE DURING STAGE 2.

BEGIN RIGHT TURN LANE R3-20-R 24"X36"
STOP R1-1F 30"X30"
11'
ARNOLD STREET
TEMPORARY PAVEMENT MARKING 4-INCH TAPE (3' SKIP, 9' GAP)
STOP R1-1F 30"X30"
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
R11-2 SIZE ROAD CLOSED
TYPE III BARRICADE
ROAD WORK AHEAD W20-1-A
STOP R1-1 30"X30"
BLODGETT STREET
END ROAD WORK G20-2A 48"X24"
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
99+00
100+00
101+00
102+00
STH 97
103+00
104+00
105+00
106+00
STH 97
12'
12'
50'
MATCH LINE 98+75.00
MATCH LINE 106+50.00
STOP R1-1F 30"X30"
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
TYPE III BARRICADE
STOP R1-1F 30"X30"
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
END ROAD WORK G20-2A 48"X24"
STOP R1-1 30"X30"
ROAD WORK AHEAD W20-1-A
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – STAGE 2	SHEET 42	E

2

ROAD WORK AHEAD W20-1-A
R1-1 30"X30"
STOP
END ROAD WORK G20-2A 48"X24"
CLEVELAND STREET
31+00
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
STOP R1-1F 30"X30"
DOEGE STREET
41+00
INSTALL PERMANENT SIGNING IN MEDIAN STA 108+50 TO 112+35 FOR USE DURING STAGE 2.
STOP R1-1F 30"X30"
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
ROAD WORK AHEAD W20-1-A
R1-1 30"X30"
STOP
MATCH LINE 106+50.00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00
STH 97
STH 97
12'
10'
33+00
42+00
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
STOP R1-1 30"X30"
STOP R1-1F 30"X30"
END ROAD WORK G20-2A 48"X24"
ROAD WORK AHEAD W20-1-A
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
11'
43+00
MATCH LINE 114+25.00
END ROAD WORK G20-2A 48"X24"

LEGEND

‡	TYPE III BARRICADE	Ⓐ	TYPE A WARNING LIGHT
‡	TYPE III BARRICADE WTH ATTACHED SIGN	Ⓒ	TYPE C WARNING LIGHT
●	TRAFFIC CONTROL DRUM	▨	WORK AREA
●	TRAFFIC CONTROL DRUM WITH TYPE C	→	DIRECTION OF TRAFFIC
✳	FLASHING ARROW BOARD		
⊢	SIGN ON TEMPORARY SUPPORT		
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER		

EDISON STREET
51+00
END ROAD WORK G20-2A 48"X24"
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
ROAD WORK AHEAD W20-1-A
STOP R1-1 30"X30"
FRANKLIN STREET
61+00
MATCH LINE 114+25.00
115+00
116+00
117+00
118+00
STH 97
STH 97
12'
52+00
62+00
STOP R1-1 30"X30"
ROAD WORK AHEAD W20-1-A
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
END ROAD WORK G20-2A 48"X24"
53+00
63+00
END ROAD WORK G20-2A 48"X24"
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
NOTE:
DRUM SPACING SHALL BE 25' FROM 100' IN ADVANCE OF ANY INTERSECTION TO THE INTERSECTION.
ROAD WORK AHEAD W20-1-A
R1-1 30"X30"
STOP
GRANT STREET
71+00
MATCH LINE 121+90.00
119+00
120+00
121+00
72+00
STOP R1-1 30"X30"
ROAD WORK AHEAD W20-1-A
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
BEGIN RIGHT TURN LANE R3-20-R 24"X36"
R11-2 48"X30" ROAD CLOSED
TYPE III BARRICADE
END ROAD WORK G20-2A 48"X24"
73+00

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – STAGE 2	SHEET 43	E

2

END ROAD WORK
G20-2A
48"X24"

BEGIN RIGHT TURN LANE
R3-20-R
24"X36"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH
(DOUBLE YELLOW)

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

ROAD WORK AHEAD
W20-1-A

MATCH LINE 121+90.00

122+00 123+00 124+00 125+00

STH 97

STH 97

12'

12'

HARRISON STREET

81+00

82+00

83+00

END ROAD WORK
G20-2A
48"X24"

BEGIN RIGHT TURN LANE
R3-20-R
24"X36"

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

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH
(3' SKIP, 9' GAP)

126+00 127+00 128+00 129

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH
(3' SKIP, 9' GAP)

MATCH LINE 129+00.00

ROAD WORK AHEAD
W20-1-A

NOTE:
DRUM SPACING SHALL BE 25' FROM
100' IN ADVANCE OF ANY
INTERSECTION TO THE INTERSECTION.

W12-52
MAX. 11' WIDTH
M3-3
24"X12"
SOUTH
M1-6
24"X24"
97

RIGHT LANE CLOSED AHEAD
W20-5-A

W04-2R

MATCH LINE 129+00.00

+00

STH 97

STH 97

END ROAD WORK
G20-2A
48"X24"

IVES STREET

W12-52
MAX. 11' WIDTH
4.7 MILES AHEAD
W057-52
48"X36"

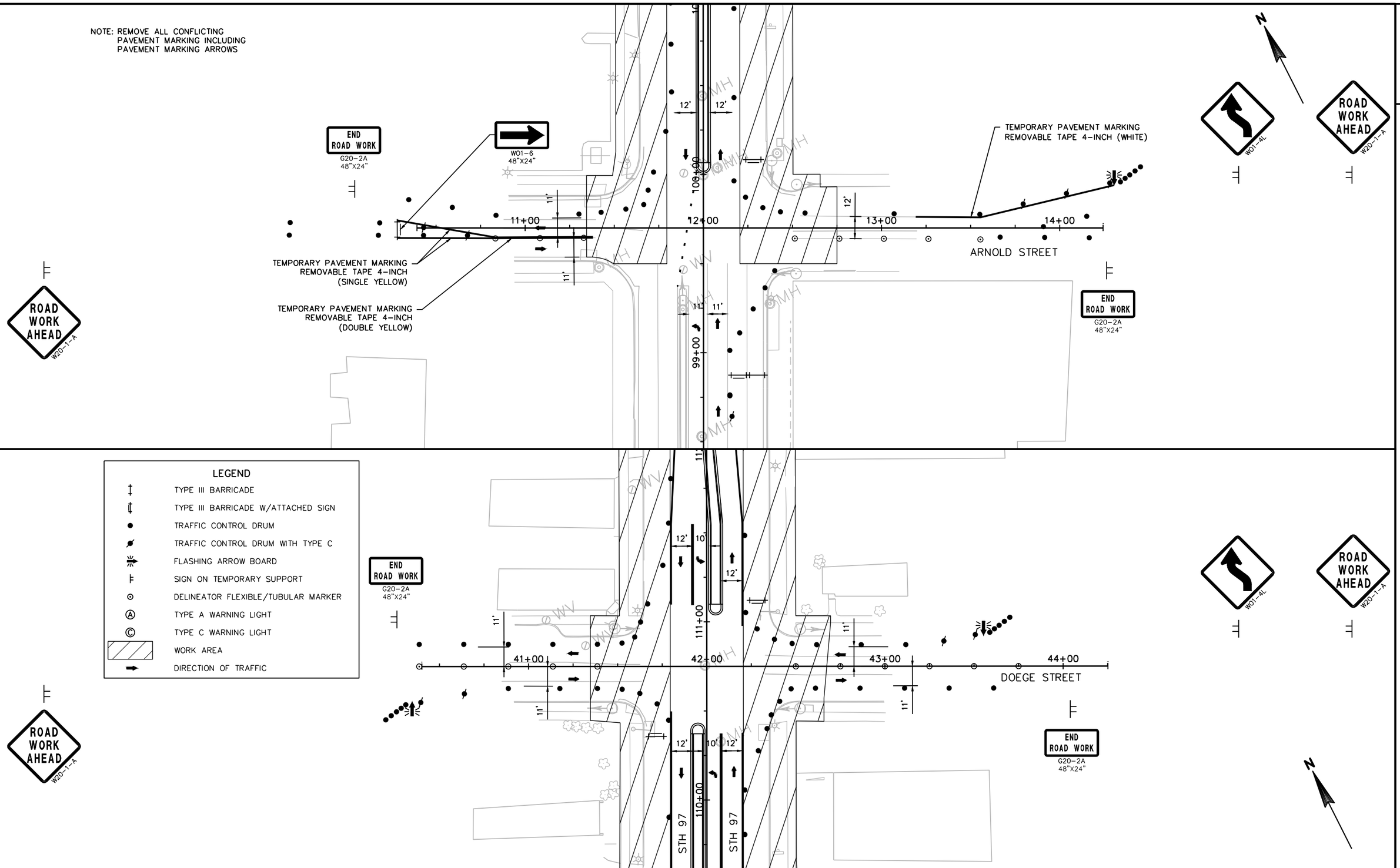
PLACE AT INTERSECTION
OF STH 97 AND CTH T
4.7 MILES NORTHEAST OF
PROJECT LIMITS.

LEGEND

TYPE III BARRICADE	TYPE A WARNING LIGHT
TYPE III BARRICADE WTH ATTACHED SIGN	TYPE C WARNING LIGHT
TRAFFIC CONTROL DRUM	WORK AREA
TRAFFIC CONTROL DRUM WITH TYPE C	DIRECTION OF TRAFFIC
FLASHING ARROW BOARD	
SIGN ON TEMPORARY SUPPORT	
DELINEATOR FLEXIBLE/TUBULAR MARKER	

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC CONTROL – STAGE 2	SHEET 44	E

NOTE: REMOVE ALL CONFLICTING PAVEMENT MARKING INCLUDING PAVEMENT MARKING ARROWS



PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC CONTROL – STAGE 2	SHEET 45	E

NOTES: CONSECUTIVE INTERSECTIONS MAY NOT BE CLOSED CONCURRENTLY

CROSSWALKS SHALL NOT BE CLOSED UNLESS CONSTRUCTION OPERATIONS IMPEDE PEDESTRIAN TRAFFIC

ARNOLD STREET

BLODGETT STREET

CLEVELAND STREET

STH 97

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+

SIDEWALK CLOSED R9-9 24"X12"

LEGEND

- WORKZONE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD

DOEGE STREET

EDISON STREET

STH 97

108+00 109+00 110+00 111+00 112+00 113+00 114+00 115

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 46 E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\025001_TC_PED.DWG
LAYOUT NAME – 025009_TC

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

NOTES: CONSECUTIVE INTERSECTIONS MAY NOT BE CLOSED CONCURRENTLY

CROSSWALKS SHALL NOT BE CLOSED UNLESS CONSTRUCTION OPERATIONS IMPEDE PEDESTRIAN TRAFFIC

FRANKLIN STREET

GRANT STREET

SIDEWALK CLOSED R9-9 24"X12"

115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

STH 97

LEGEND

- WORKZONE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD

HARRISON STREET

123+00 124+00 125+00 126+00 127+00 128+00 129+00

STH 97

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC CONTROL – PEDESTRIAN ACCOMMODATIONS STAGE 1	SHEET 47	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\025001_TC_PED.DWG
LAYOUT NAME – 025010_TC

PLOT DATE : 1/31/2018 9:06 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

ARNOLD STREET

BLODGETT STREET

CLEVELAND STREET

NOTE: CONSECUTIVE INTERSECTIONS MAY NOT BE CLOSED CONCURRENTLY

CROSSWALKS SHALL NOT BE CLOSED UNLESS CONSTRUCTION OPERATIONS IMPEDE PEDESTRIAN TRAFFIC

SIDEWALK CLOSED AHEAD / CROSS HERE
R9-11
48"X24"

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF CLEVELAND STREET AND STH 97

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+

STH 97

SIDEWALK CLOSED
R9-9
24"X12"

PLACE AT THE PREVIOUS INTERSECTION

CURB RAMPS SHALL NOT BE CLOSED CONCURRENTLY

SIDEWALK CLOSED AHEAD / CROSS HERE
R9-11-A
48"X24"

LEGEND

- WORKZONE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- TEMPORARY CURB RAMP

CLEVELAND STREET

UTILIZE DURING CURB RAMP CONSTRUCTION ON THE OPPOSITE SIDE OF CLEVELAND STREET

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 DOEGE STREET

PLACE AT THE PREVIOUS INTERSECTION

DOEGE STREET

PLACE AT THE PREVIOUS INTERSECTION

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 AND FRANKLIN STREET

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 DOEGE STREET

108+00 109+00 110+00 111+00 112+00 113+00 114+00 115

STH 97

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 DOEGE STREET

PLACE AT THE PREVIOUS INTERSECTION

PLACE AT THE PREVIOUS INTERSECTION

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 DOEGE STREET

EDISON STREET

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TRAFFIC CONTROL – PEDESTRIAN ACCOMMODATIONS STAGE 2	SHEET 48	E

NOTE: CONSECUTIVE INTERSECTIONS MAY NOT BE CLOSED CONCURRENTLY

CROSSWALKS SHALL NOT BE CLOSED UNLESS CONSTRUCTION OPERATIONS IMPEDE PEDESTRIAN TRAFFIC

FRANKLIN STREET

GRANT STREET

UTILIZE DURING CURB RAMP CONSTRUCTION AT THE INTERSECTION OF STH 97 AND FRANLKIN STREET

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00

STH 97

LEGEND

- WORKZONE
- CLOSED CROSSWALK
- OPEN CROSSWALK
- CURB RAMP UNDER CONSTRUCTION
- TEMPORARY PEDESTRIAN SURFACE PLYWOOD
- TEMPORARY CURB RAMP

HARRISON STREET

123+00 124+00 125+00 126+00 127+00 128+00 129+00

STH 97

SIDEWALK CLOSED
CROSS HERE
R9-11-A

SIDEWALK CLOSED
CROSS HERE
R9-11-A

SIDEWALK CLOSED

R9-9
24"X12"

PLACE AT THE PREVIOUS INTERSECTION

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

PROJECT NO:6380-06-75	HWY:STH 97	COUNTY:WOOD	TRAFFIC CONTROL – PEDESTRIAN ACCOMMODATIONS STAGE 2	SHEET 49	E

2

LEGEND

- CONTROL CABINET
- SIGNAL HEAD
- LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- WOOD POLE
- OH OVERHEAD TRAFFIC SIGNAL CABLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

N

99+00 100+00 101+00 12+00 1+00

STH 97 (CENTRAL AVE)

ARNOLD ST

WP1 WP2 WP3

TCB1

MOVE GPS EMERGENCY VEHICLE PREEMPTION SYSTEM TO TEMPORARY TRAFFIC CONTROL SIGNAL TO BE USED DURING CONSTRUCTION. REINSTALL IN PERMANENT TRAFFIC CONTROL SIGNAL CABINET.

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & ARNOLD ST
CITY OF MARSHFIELD
WOOD COUNTY

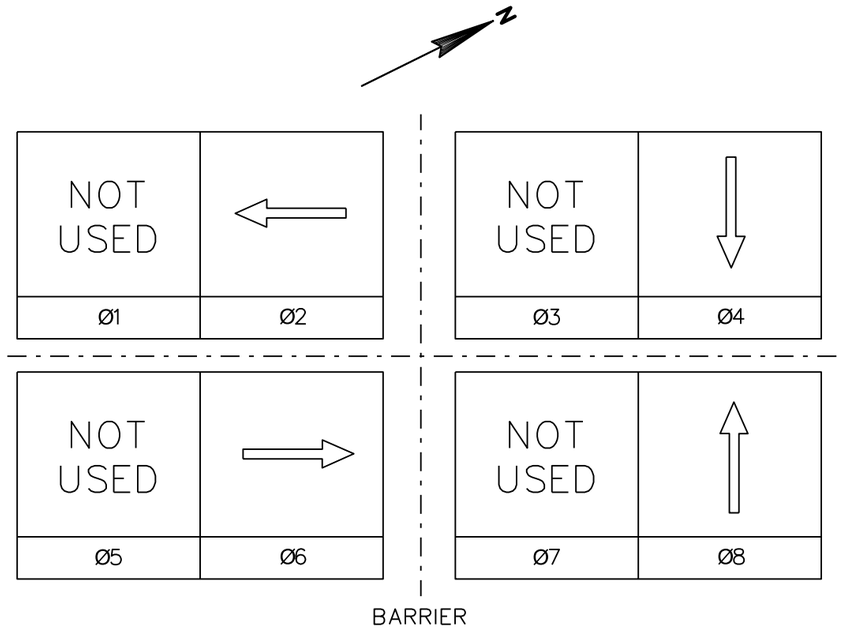
SIGNAL NO. TEMPORARY

REGION CONTACT: LINDSEY HEINECK
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PLAN – STH 97 & ARNOLD ST. STAGE 1	SHEET 50	E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024101_SP
PLOT DATE : 1/31/2018 9:09 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4–5	R
Ø3		
Ø4	9–11	R
Ø5		
Ø6	1–3	R
Ø7		
Ø8	6–8	R



CONTROLLER LOGIC

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

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

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

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

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

SIGNAL TIMING

STAGE 1	AM/PM					
PHASE	GREEN	YELLOW	RED	TOTAL	MODE	OFFSET
2	55/55	4	1	60	COORD	5/48
4	24/24	4	2	30	MAX	
6	55/55	4	1	60	COORD	
8	24/24	4	2	30	MAX	
			CYCLE	90		

AM = DIAL 1–SPLIT 1–OFFSET(1–1–1) 6AM – 11AM
PM = DIAL 1–SPLIT 1–OFFSET(1–1–2) 11AM – 6AM

NOTES
1. WHEN ARNOLD STREET IS CLOSED, INTERSECTION SHALL BE PLACED IN ALL RED FLASH

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)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & ARNOLD ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO. TEMPORARY

REGION CONTACT: LINDSEY HEINECK
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

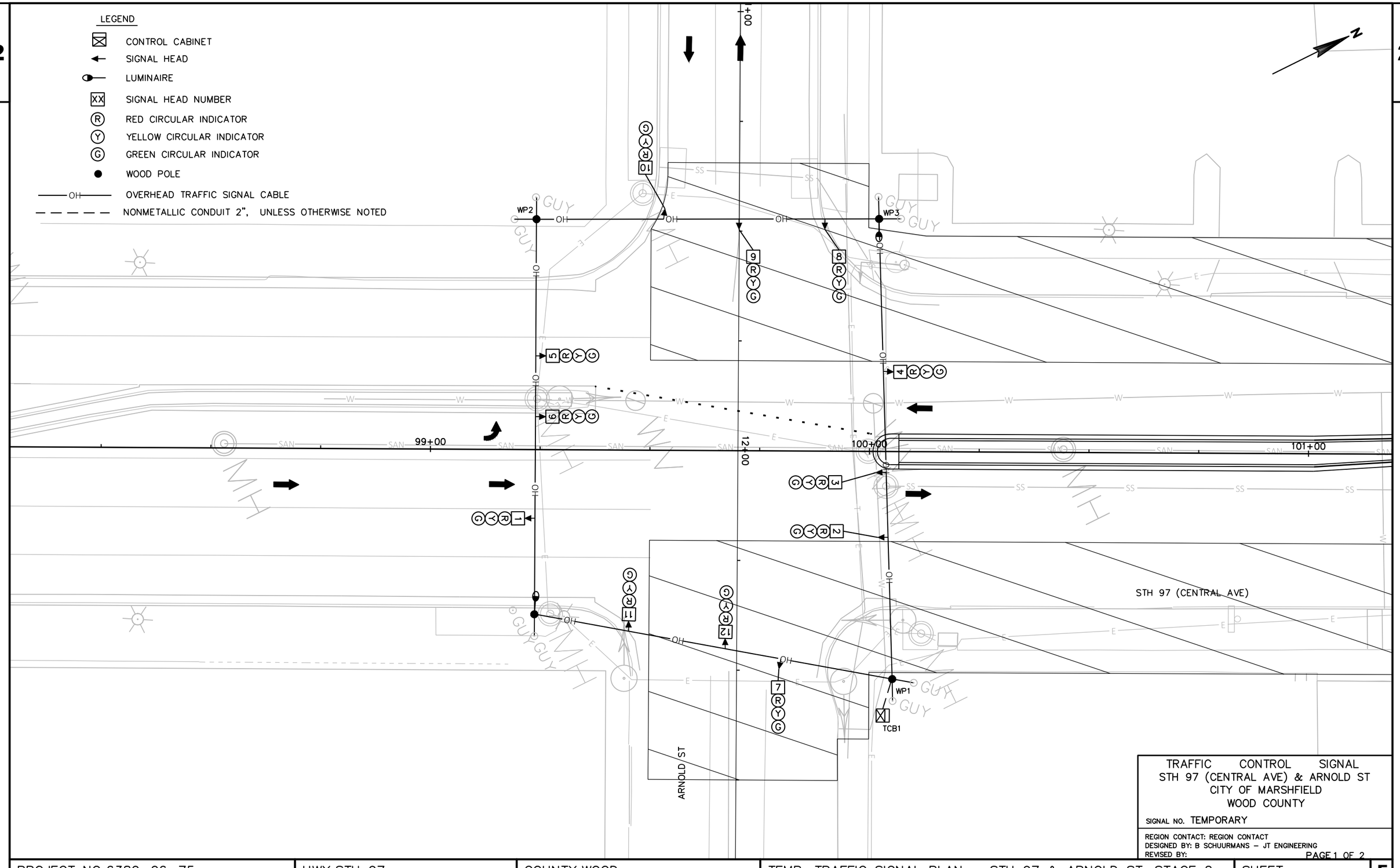
PROJECT NO:6380–06–75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PHASING – STH 97 & ARNOLD ST. STAGE 1	SHEET 51	E

FILE NAME : X:\PROJECTS\WOOD\6380–06–05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024102_SP
PLOT DATE : 1/31/2018 9:09 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- SIGNAL HEAD
- LUMINAIRE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- WOOD POLE
- OH OVERHEAD TRAFFIC SIGNAL CABLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED



TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & ARNOLD ST
CITY OF MARSHFIELD
WOOD COUNTY

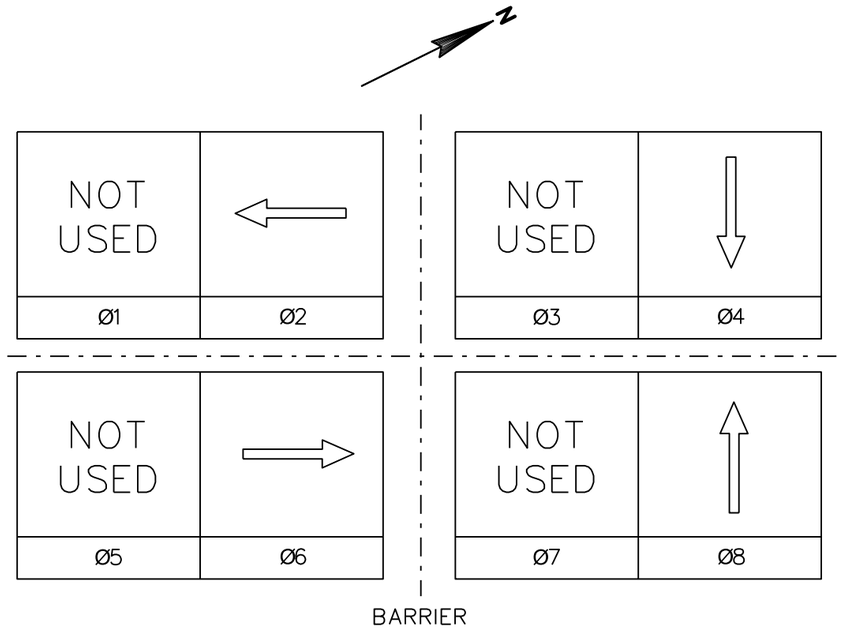
SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PLAN – STH 97 & ARNOLD ST. STAGE 2	SHEET 52	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4–5	R
Ø3		
Ø4	8–9	R
Ø5		
Ø6	1–3	R
Ø7		
Ø8	6–7	R



CONTROLLER LOGIC

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

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

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

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

TYPE OF PRE–EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GPS	X
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	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

SIGNAL TIMING						
STAGE 2	AM/PM					
PHASE	GREEN	YELLOW	RED	TOTAL	MODE	OFFSET
2	55/55	4	1	60	COORD	5/48
4	24/24	4	2	30	MAX	
6	55/55	4	1	60	COORD	
8	24/24	4	2	30	MAX	
			CYCLE	90		

AM = DIAL 1–SPLIT 1–OFFSET(1–1–1) 6AM – 11AM
PM = DIAL 1–SPLIT 1–OFFSET(1–1–2) 11AM – 6AM

NOTES
1. WHEN ARNOLD STREET IS CLOSED, INTERSECTION SHALL BE PLACED IN ALL RED FLASH

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & ARNOLD ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

2

LEGEND

- CONTROL CABINET
- SIGNAL HEAD
- LUMINAIRE
- TEMPORARY BASE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- WOOD POLE
- OH OVERHEAD TRAFFIC SIGNAL CABLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

N

41+00

42+00

110+00

111+00

112+00

WP1

WP2

WP3

WP4

OH

SAN

SS

W

G

E

GUY

STH 97 (CENTRAL AVE)

DOEGE ST

SALVAGE EXISTING GPS EMERGENCY VEHICLE PREEMPTION SYSTEM, USE ON TEMPORARY TRAFFIC SIGNALS, AND INSTALL IN NEW SIGNAL CABINET

TCB1

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

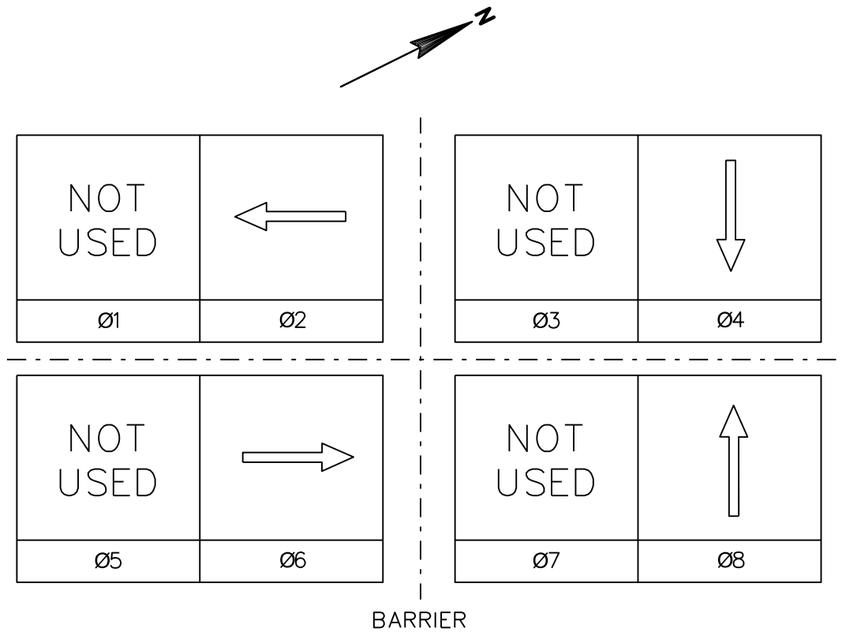
PAGE 1 OF 2

PROJECT NO:6380–06–75	HWY:STH 97	COUNTY:WOOD	TEMP. TRAFFIC SIGNAL PLAN – STH 97 & DOEGE ST. STAGE 1	SHEET 54	E

FILE NAME : X:\PROJECTS\WOOD\6380–06–05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024106_SP

PLOT DATE : 1/31/2018 9:09 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:20 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	3–4	R
Ø3		
Ø4	8–10	R
Ø5		
Ø6	1–2	R
Ø7		
Ø8	5–7	R



CONTROLLER LOGIC

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

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

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

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

TYPE OF PRE–EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GPS	X
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	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

SIGNAL TIMING						
STAGE 1	AM=PM					
PHASE	GREEN	YELLOW	RED	TOTAL	MODE	OFFSET
2	55	4	1	60	COORD	0/0
4	24	4	2	30	MAX	
6	55	4	1	60	COORD	
8	24	4	2	30	MAX	
			CYCLE	90		

DAY = DIAL 1–SPLIT 1–OFFSET(1–1–1) 24 HOURS

NOTES
1. WHEN DOEGE STREET IS CLOSE, INTERSECTION SHALL BE PLACED IN ALL RED FLASH

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

PROJECT NO: 6380–06–75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PHASING – STH 97 & DOEGE ST. STAGE 1	SHEET 55	E

FILE NAME : X:\PROJECTS\WOOD\6380–06–05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024107_SP
PLOT DATE : 1/31/2018 9:09 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- SIGNAL HEAD
- LUMINAIRE
- TEMPORARY BASE
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- WOOD POLE
- OH OVERHEAD TRAFFIC SIGNAL CABLE
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

41+00 42+00 110+00 111+00 112+00

STH 97 (CENTRAL AVE)

WP1 WP2 WP3 WP4

SALVAGE EXISTING GPS EMERGENCY VEHICLE PREEMPTION SYSTEM, USE ON TEMPORARY TRAFFIC SIGNALS, AND INSTALL IN NEW SIGNAL CABINET

TCB1

DOEGE ST

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PLAN – STH 97 & DOEGE ST. STAGE 2	SHEET 56	E

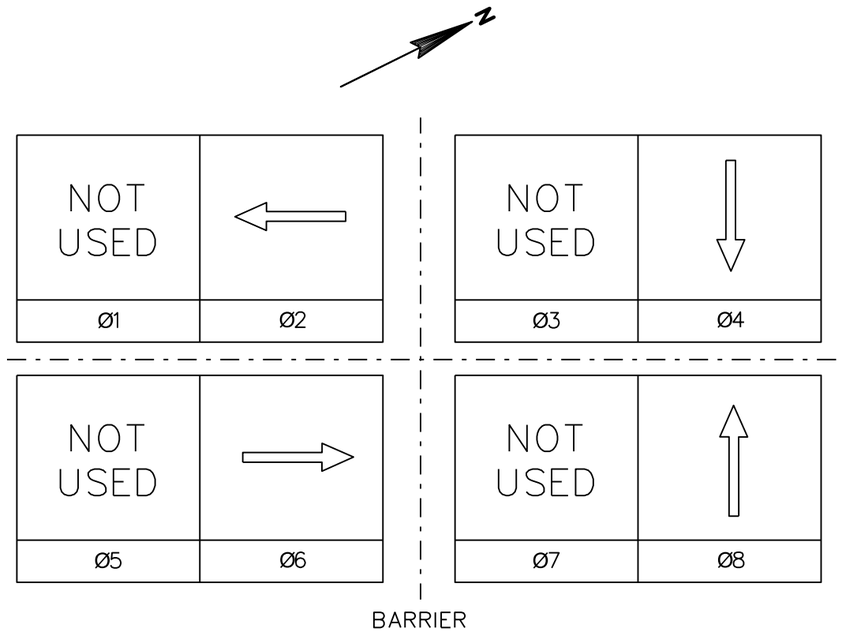
FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024108_SP

PLOT DATE : 1/31/2018 9:10 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN: 20 FT

WISDOT/CADDS SHEET 42

2

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4–6	R
Ø3		
Ø4	9–10	R
Ø5		
Ø6	1–3	R
Ø7		
Ø8	7–8	R



CONTROLLER LOGIC

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

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

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

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

TYPE OF PRE–EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GPS	X
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	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR(S)																	PLAN LOOP DETECTOR(S)
CALLED PHASE																	CALLED PHASE
CALL OPTION																	CALL OPTION
DELAY TIME																	DELAY TIME
EXTENTION OPTION																	EXTENTION OPTION
EXTEND TIME																	EXTEND TIME
USE ADDED INITIAL																	USE ADDED INITIAL
CROSS SWITCH PHASE																	CROSS SWITCH PHASE

SIGNAL TIMING						
STAGE 2	AM=PM					
PHASE	GREEN	YELLOW	RED	TOTAL	MODE	OFFSET
2	55	4	1	60	COORD	0/0
4	24	4	2	30	MAX	
6	55	4	1	60	COORD	
8	24	4	2	30	MAX	
			CYCLE	90		

DAY = DIAL 1–SPLIT 1–OFFSET(1–1–1) 24 HOURS

NOTES
1. WHEN DOEGE STREET IS CLOSE, INTERSECTION SHALL BE PLACED IN ALL RED FLASH

TRAFFIC CONTROL SIGNAL
STH 97 (CENTRAL AVE) & DOEGE ST
CITY OF MARSHFIELD
WOOD COUNTY

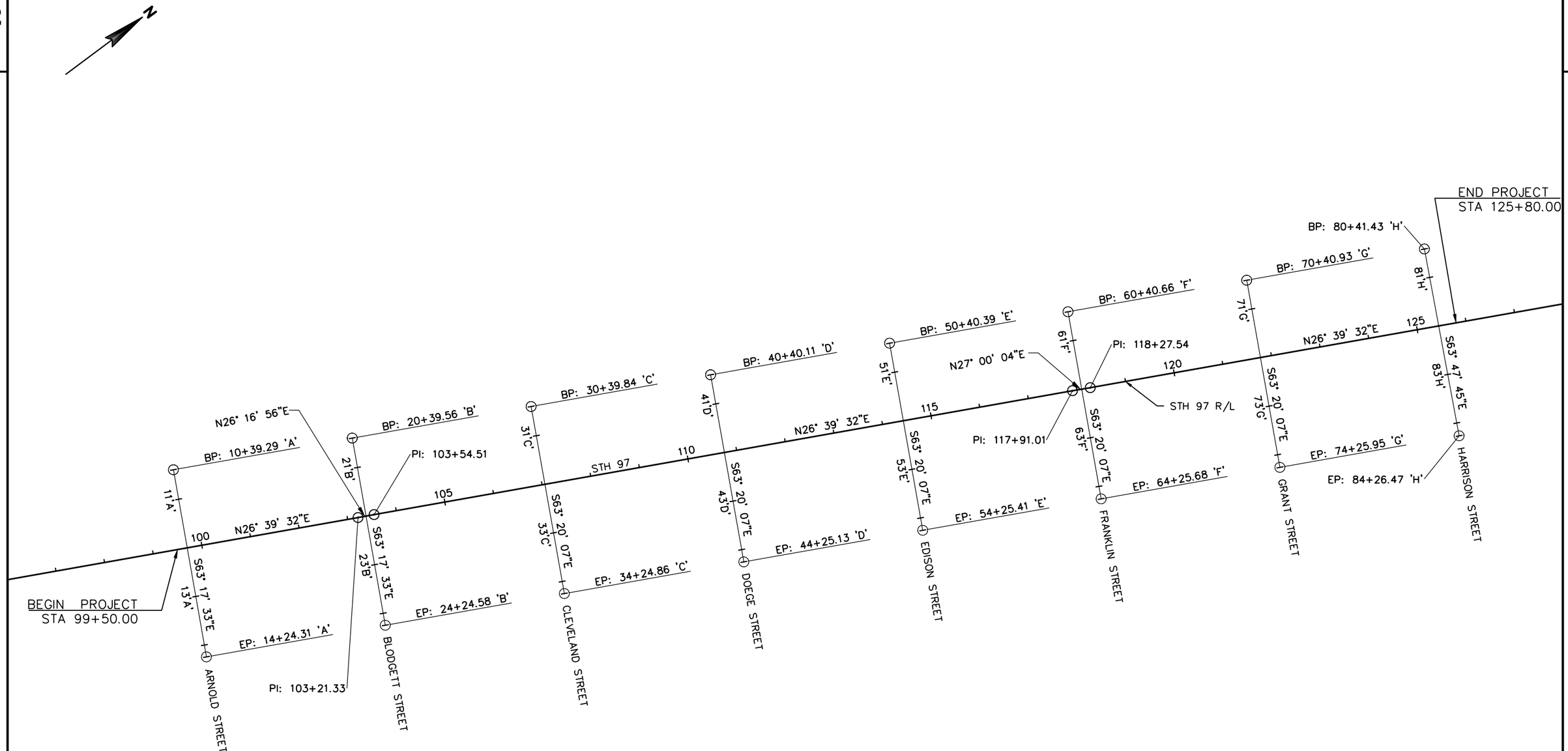
SIGNAL NO. TEMPORARY

REGION CONTACT: REGION CONTACT
DESIGNED BY: B SCHUURMANS – JT ENGINEERING
REVISED BY:

PROJECT NO: 6380–06–75	HWY: STH 97	COUNTY: WOOD	TEMP. TRAFFIC SIGNAL PHASING – STH 97 & DOEGE ST. STAGE 2	SHEET 57	E

FILE NAME : X:\PROJECTS\WOOD\6380–06–05 STH 97\DESIGN\C3D\SHEETSPLAN\024101_SP.DWG
LAYOUT NAME – 024109_SP
PLOT DATE : 1/31/2018 9:10 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	ALIGNMENT DIAGRAM	SHEET 58	E

6380-06-75

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	1,176.000	1,176.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	21,236.000	21,236.000
0006	204.0150	Removing Curb & Gutter	LF	2,632.000	2,632.000
0008	204.0155	Removing Concrete Sidewalk	SY	452.000	452.000
0010	204.0195	Removing Concrete Bases	EACH	17.000	17.000
0012	204.0220	Removing Inlets	EACH	5.000	5.000
0014	205.0100	Excavation Common	CY	614.000	614.000
0016	213.0100	Finishing Roadway (project) 01. 6380-06-75	EACH	1.000	1.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	122.000	122.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,437.000	3,437.000
0022	320.0135	Concrete Base 7-Inch	SY	327.000	327.000
0024	390.0201	Base Patching Asphaltic	TON	789.000	789.000
0026	416.0160	Concrete Driveway 6-Inch	SY	220.000	220.000
0028	416.0610	Drilled Tie Bars	EACH	1,013.000	1,013.000
0030	450.4000	HMA Cold Weather Paving	TON	800.000	800.000
0032	455.0605	Tack Coat	GAL	3,073.000	3,073.000
0034	460.2000	Incentive Density HMA Pavement	DOL	3,030.000	3,030.000
0036	460.6223	HMA Pavement 3 MT 58-28 S	TON	2,662.000	2,662.000
0038	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,070.000	2,070.000
0040	520.8000	Concrete Collars for Pipe	EACH	5.000	5.000
0042	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	896.000	896.000
0044	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,072.000	1,072.000
0046	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	1,560.000	1,560.000
0048	601.0600	Concrete Curb Pedestrian	LF	40.000	40.000
0050	602.0405	Concrete Sidewalk 4-Inch	SF	3,998.000	3,998.000
0052	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	440.000	440.000
0054	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	37.000	37.000
0056	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	12.000	12.000
0058	608.6010	Storm Sewer Pipe Composite 10-Inch	LF	35.000	35.000
0060	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0062	611.1230	Catch Basins 2x3-FT	EACH	5.000	5.000
0064	611.8110	Adjusting Manhole Covers	EACH	22.000	22.000
0066	611.8115	Adjusting Inlet Covers	EACH	9.000	9.000
0068	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6380-06-75	EACH	1.000	1.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	620.0300	Concrete Median Sloped Nose	SF	228.000	228.000
0074	624.0100	Water	MGAL	17.000	17.000
0076	625.0100	Topsoil	SY	986.000	986.000

6380-06-75

Line	Item	Item Description	Unit	Total	Qty
0078	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0082	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0084	628.7504	Temporary Ditch Checks	LF	20.000	20.000
0086	629.0210	Fertilizer Type B	CWT	63.000	63.000
0088	631.0300	Sod Water	MGAL	15.000	15.000
0090	631.1000	Sod Lawn	SY	986.000	986.000
0092	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	15.000	15.000
0094	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0096	637.2210	Signs Type II Reflective H	SF	208.380	208.380
0098	638.2102	Moving Signs Type II	EACH	8.000	8.000
0100	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0102	642.5001	Field Office Type B	EACH	1.000	1.000
0104	643.0300	Traffic Control Drums	DAY	20,444.000	20,444.000
0106	643.0420	Traffic Control Barricades Type III	DAY	1,862.000	1,862.000
0108	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	28.000	28.000
0110	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	28.000	28.000
0112	643.0705	Traffic Control Warning Lights Type A	DAY	3,724.000	3,724.000
0114	643.0715	Traffic Control Warning Lights Type C	DAY	1,178.000	1,178.000
0116	643.0800	Traffic Control Arrow Boards	DAY	266.000	266.000
0118	643.0900	Traffic Control Signs	DAY	7,600.000	7,600.000
0120	643.1000	Traffic Control Signs Fixed Message	SF	90.000	90.000
0122	643.5000	Traffic Control	EACH	1.000	1.000
0124	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	100.000	100.000
0126	644.1420.S	Temporary Pedestrian Surface Plywood	SF	900.000	900.000
0128	644.1430.S	Temporary Pedestrian Surface Plate	SF	100.000	100.000
0130	644.1601.S	Temporary Curb Ramp	EACH	23.000	23.000
0132	646.1020	Marking Line Epoxy 4-Inch	LF	7,990.000	7,990.000
0134	646.3020	Marking Line Epoxy 8-Inch	LF	430.000	430.000
0136	646.5020	Marking Arrow Epoxy	EACH	14.000	14.000
0138	646.6020	Marking Stop Line Epoxy 12-Inch	LF	410.000	410.000
0140	646.7120	Marking Diagonal Epoxy 12-Inch	LF	170.000	170.000
0142	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,450.000	3,450.000
0144	646.8120	Marking Curb Epoxy	LF	60.000	60.000
0146	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000
0148	646.9000	Marking Removal Line 4-Inch	LF	1,990.000	1,990.000
0150	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	3,885.000	3,885.000
0152	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	282.000	282.000
0154	650.4000	Construction Staking Storm Sewer	EACH	5.000	5.000
0156	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,471.000	3,471.000

6380-06-75

Line	Item	Item Description	Unit	Total	Qty
0158	650.8000	Construction Staking Resurfacing Reference	LF	2,638.000	2,638.000
0160	650.8500	Construction Staking Electrical Installations (project) 01. 6380-06-75	LS	1.000	1.000
0162	650.9910	Construction Staking Supplemental Control (project) 01. 6380-06-75	LS	1.000	1.000
0164	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,808.000	3,808.000
0166	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	310.000	310.000
0168	652.0605	Conduit Special 2-Inch	LF	1,435.000	1,435.000
0170	652.0615	Conduit Special 3-Inch	LF	900.000	900.000
0172	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0174	652.0800	Conduit Loop Detector	LF	1,330.000	1,330.000
0176	653.0140	Pull Boxes Steel 24x42-Inch	EACH	18.000	18.000
0178	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	26.000	26.000
0180	653.0905	Removing Pull Boxes	EACH	10.000	10.000
0182	654.0101	Concrete Bases Type 1	EACH	10.000	10.000
0184	654.0102	Concrete Bases Type 2	EACH	7.000	7.000
0186	654.0105	Concrete Bases Type 5	EACH	6.000	6.000
0188	654.0215	Concrete Control Cabinet Bases Type 9	EACH	1.000	1.000
0190	655.0230	Cable Traffic Signal 5-14 AWG	LF	525.000	525.000
0192	655.0250	Cable Traffic Signal 9-14 AWG	LF	1,795.000	1,795.000
0194	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,010.000	1,010.000
0196	655.0305	Cable Type UF 2-12 AWG Grounded	LF	615.000	615.000
0198	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,040.000	3,040.000
0200	655.0610	Electrical Wire Lighting 12 AWG	LF	1,485.000	1,485.000
0202	655.0700	Loop Detector Lead In Cable	LF	3,360.000	3,360.000
0204	655.0800	Loop Detector Wire	LF	4,195.000	4,195.000
0206	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Doege Street	LS	1.000	1.000
0208	657.0100	Pedestal Bases	EACH	10.000	10.000
0210	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0212	657.0305	Poles Type 2	EACH	2.000	2.000
0214	657.0310	Poles Type 3	EACH	1.000	1.000
0216	657.0315	Poles Type 4	EACH	4.000	4.000
0218	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	10.000	10.000
0220	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000
0222	657.0590	Trombone Arms 20-FT	EACH	1.000	1.000
0224	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	6.000	6.000
0226	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	5.000	5.000
0228	658.0173	Traffic Signal Face 3S 12-Inch	EACH	23.000	23.000
0230	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000	16.000

6380-06-75

Line	Item	Item Description	Unit	Total	Qty
0232	658.0500	Pedestrian Push Buttons	EACH	16.000	16.000
0234	658.5069	Signal Mounting Hardware (location) 01. Arnold Street	LS	1.000	1.000
0236	658.5069	Signal Mounting Hardware (location) 02. Doege Street	LS	1.000	1.000
0238	661.0200	Temporary Traffic Signals for Intersections (location) 01. Arnold Street	LS	1.000	1.000
0240	661.0200	Temporary Traffic Signals for Intersections (location) 02. Doege Street	LS	1.000	1.000
0242	690.0250	Sawing Concrete	LF	14,930.000	14,930.000
0244	740.0440	Incentive IRI Ride	DOL	4,000.000	4,000.000
0246	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0248	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0250	SPV.0060	Special 01. Tree Root Cutting and Removal	EACH	3.000	3.000
0252	SPV.0060	Special 02. Salvaged Luminaires Utility HPS 150 Watts	EACH	11.000	11.000
0254	SPV.0060	Special 03. Poles Type 5 Aluminum Special	EACH	6.000	6.000
0256	SPV.0060	Special 04. Remove Traffic Signal	EACH	2.000	2.000
0258	SPV.0060	Special 05. Backplate Signal Face	EACH	3.000	3.000
0260	SPV.0090	Special 01. Marking Crosswalk Epoxy Ladder Pattern 12-Inch	LF	2,540.000	2,540.000
0262	SPV.0090	Special 02. Electrical Wire Lighting Aluminum Triplex URD 4 AWG	LF	3,360.000	3,360.000
0264	SPV.0105	Special 01. Traffic Signal Cabinet With Controller (Doege Street)	LS	1.000	1.000
0266	SPV.0105	Special 02. Salvage and Reinstall Existing Traffic Signal Equipment	LS	1.000	1.000
0268	SPV.0180	Special 01. Preparing Topsoil For Lawn Type Turf	SY	986.000	986.000

CONCRETE PAVEMENT SUMMARY

CATEGORY	STATION		STATION	204.0100 REMOVING PAVEMENT SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS EACH	REMARKS
0010	99+40	-	103+38	152	15	211	
	103+38	-	107+08	136	0	75	
	107+08	-	110+75	176	40	154	
	110+75	-	114+43	206	69	171	
	114+43	-	118+07	137	0	120	
	118+07	-	121+76	136	0	136	
	121+76	-	125+78	233	96	147	
			TOTAL	**1,176**	**220**	**1,013**	

ASPHALT SUMMARY

CATEGORY	STATION		STATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	390.0201 BASE PATCHING ASPHALTIC TON	455.0605 TACK COAT GAL	450.4000 HMA COLD WEATHER PAVING TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	REMARKS
0010	99+40	-	103+38	3088	21	451	--	381	297	MAINLINE
	103+38	-	107+08	2346	23	378	--	334	260	MAINLINE
	107+08	-	110+75	2895	44	410	--	339	264	MAINLINE
	110+75	-	114+43	2791	37	407	--	346	269	MAINLINE
	114+43	-	118+07	3028	21	424	--	375	291	MAINLINE
	118+07	-	121+76	3047	18	427	--	377	293	MAINLINE
	121+76	-	125+78	3423	25	481	--	425	331	MAINLINE
			UNDISTRIBUTED	--	600	--	800	--	--	MAINLINE
			MAINLINE SUBTOTAL	**20,619**	**789**	**2,978**	**800**	**2,578**	**2,005**	
	99+40	-	103+38	123	--	24	--	21	17	ON-STREET PARKING
	103+38	-	107+08	356	--	50	--	44	34	ON-STREET PARKING
	107+08	-	110+75	27	--	4	--	3	3	ON-STREET PARKING
	110+75	-	114+43	112	--	17	--	15	12	ON-STREET PARKING
			ON-STREET PARKING AREA SUBTOTAL	**617**	**0**	**95**	**0**	**84**	**65**	
			TOTAL	**21,236**	**789**	**3,073**	**800**	**2,662**	**2,070**	

CURB & GUTTER SUMMARY

CATEGORY	STATION		STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	601.0407 CONCRETE CURB AND GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF	601.0452 CONCRETE CURB AND GUTTER INTEGRAL TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	REMARKS
0010	99+30	-	103+38	LT	166	--	--	166	--	
	99+30	-	103+38	RT	362	--	88	274	--	
	99+30	-	103+38	MEDIAN	--	281	--	--	--	
	103+38	-	107+06	LT	36	--	36	--	--	
	103+38	-	107+06	RT	151	--	151	--	--	
	107+06	-	110+75	LT	173	--	--	173	--	
	107+06	-	110+75	RT	211	--	28	183	40	
	107+06	-	110+75	MEDIAN	--	371	--	--	--	
	110+75	-	114+43	LT	159	--	29	130	--	
	110+75	-	114+43	RT	268	--	28	240	--	
	110+75	-	114+43	MEDIAN	--	244	--	--	--	
	114+43	-	118+10	LT	56	--	56	--	--	
	114+43	-	118+10	RT	245	--	245	--	--	
	118+10	-	121+77	LT	209	--	209	--	--	
	118+10	-	121+77	RT	130	--	130	--	--	
	121+77	-	125+44	LT	237	--	47	190	--	
	121+77	-	125+44	RT	229	--	25	204	--	
				TOTAL	**2,632**	**896**	**1,072**	**1,560**	**40**	

ANCILLARY CONCRETE SUMMARY

CATEGORY	STATION		STATION	204.0155 REMOVING CONCRETE SIDEWALK SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	99+30	-	103+38	63	556	60	73	
	103+38	-	107+06	26	214	20	--	
	107+06	-	110+75	62	475	40	82	
	110+75	-	114+43	93	643	80	73	
	114+43	-	118+10	73	726	80	--	
	118+10	-	121+77	65	676	80	--	
	121+77	-	125+78	70	708	80	--	
			UNDISTRUBUTED	--	--	--	--	
			TOTAL	**452**	**3,998**	**440**	**228**	

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STORM SEWER SUMMARY

CATEGORY	STATION		204.0220 REMOVING INLETS EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	608.6010 STORM SEWER PIPE COMPOSITE 10-INCH LF	611.0624 INLET COVERS TYPE H EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.8110* ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	REMARKS
0010	100+03	LT	1	1	37			1	1	--	--	
	100+04	RT	--	--	--	--	--	--	--	1	--	
	102+33	RT	--	--	--	--	--	--	--	1	--	
	102+97	RT	--	--	--	--	--	--	--	1	--	
	106+72	LT	--	--	--	--	--	--	--	--	1	
	106+72	RT	--	--	--	--	--	--	--	--	1	
	106+76	RT	--	--	--	--	--	--	--	1	--	
	31+47'C'	RT	--	--	--	--	--	--	--	--	1	
	110+33	RT	--	--	--	--	--	--	--	1	--	
	110+39	RT	1	1	--	12	--	1	1	--	--	
	110+40	LT	1	1	--	--	12	1	1	--	--	
	114+03	RT	--	--	--	--	--	--	--	1	--	
	114+09	LT	--	--	--	--	--	--	--	--	1	
	114+10	RT	--	--	--	--	--	--	--	--	1	
	117+69	RT	--	--	--	--	--	--	--	1	--	
	117+77	RT	--	--	--	--	--	--	--	--	1	
	117+78	LT	--	--	--	--	--	--	--	--	1	
	121+39	RT	--	--	--	--	--	--	--	1	--	
	121+45	LT	--	--	--	--	--	--	--	--	1	
	121+45	RT	--	--	--	--	--	--	--	--	1	
	122+51	RT	--	--	--	--	--	--	--	1	--	
	125+05	RT	--	--	--	--	--	--	--	1	--	
	125+12	LT	1	1	--	--	11	1	1	--	--	
	125+13	RT	1	1	--	--	12	1	1	--	--	
	125+57	RT	--	--	--	--	--	--	--	1	--	
	TOTAL		**5**	**5**	**37**	**12**	**35**	**5**	**5**	**11**	**9**	

*ADDITIONAL QUANTITES LISTED ELSEWHERE

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SANITARY SEWER SUMMARY

CATEGORY	STATION		611.8110* ADJUSTING MANHOLE COVERS EACH	REMARKS
0030	100+00	LT	1	
	103+40	RT	1	
	107+07	LT	1	
	110+76	LT	1	
	114+42	RT	1	
	118+06	LT	1	
	121+74	LT	1	
	121+76	LT	1	
	122+09	LT	1	
	125+48	RT	1	
	125+48	LT	1	
		TOTAL	**11**	

*ADDITIONAL QUANTITES LISTED ELSEWHERE

FINISHING ROADWAY

CATEGORY	LOCATION	231.0100 FINISHING ROADWAY (PROJECT) 01. 638-06-05 EACH	REMARKS
0010	PROJECT	1	
	TOTAL	**1**	

EARTHWORK SUMMARY

CATEGORY	STATION		STATION	LOCATION	205.0100 EXCAVATION COMMON CUT CY	SALVAGED/UNUSABLE PAVEMENT MATERIAL (1) CY	AVAILABLE MATERIAL (2) CY	MASS ORDINATE +/- (3) CY	REMARKS
0010	99+70	-	103+38	LT	127	24	103	103	
	103+38	-	107+06	RT	34	10	23	23	
	107+06	-	110+75	LT	125	20	105	105	
	110+75	-	114+43	RT	120	24	96	96	
	114+43	-	118+10	LT	54	17	38	38	
	118+10	-	121+77	RT	61	19	42	42	
	121+77	-	125+78	LT	93	26	67	67	
				SUBTOTAL	614	140	474	474	
				TOTAL	**614**	**140**	**474**	**474**	

1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. MATERIAL DESIGNATED ELSEWHERE IN PLAN.
2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
3) 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 COURSE SUMMARY

CATEGORY	STATION		STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	320.0135 CONCRETE BASE 7-INCH SY	REMARKS
0010	99+70	-	103+38	12	467	108	
	103+38	-	107+06	3	349	--	
	107+06	-	110+75	17	542	86	
	110+75	-	114+43	25	531	86	
	114+43	-	118+10	10	385	--	
	118+10	-	121+77	10	399	--	
	121+77	-	125+78	35	451	46	
			UNDISTRUBUTED	11	312	--	
			TOTAL	**122**	**3,437**	**327**	

WATER SUMMARY

LOCATION	624.0100 WATER MGAL	631.0300 SOD WATER MGAL	REMARKS
BASE COURSE	1	--	
EARTHWORK	1	--	
UNDISTRIBUTED	15	15	
TOTAL	**17**	**15**	

3

MOBILIZATION

CATEGORY	LOCATION	619.1000 MOBILIZATION EACH	REMARKS
0010	PROJECT	1	
	TOTAL	**1**	

LANDSCAPING SUMMARY

CATEGORY	STATION		STATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	631.1000 SOD LAWN SY	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF SF	REMARKS
0010	99+70	-	103+38	173	11	173	173	
	103+38	-	107+06	41	3	41	41	
	107+06	-	110+75	160	10	160	160	
	110+75	-	114+43	209	13	209	209	
	114+43	-	118+10	64	4	64	64	
	118+10	-	121+78	162	10	162	162	
	121+78	-	125+44	151	10	151	151	
			UNDISTRIBUTED	26	2	26	26	
			TOTAL	**986**	**63**	**986**	**986**	

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EROSION CONTROL SUMMARY

CATEGORY	STATION		STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	REMARKS
0010	99+70	-	103+38	--	--	6	--	
	103+38	-	107+06	--	--	3	--	
	107+06	-	110+75	--	--	3	--	
	110+75	-	114+43	--	--	2	--	
	114+43	-	118+10	--	--	2	10	FRANKLIN STREET RT
	118+10	-	121+78	--	--	2	10	FRANKLIN STREET LT
	121+78	-	125+44	--	--	2	--	
	UNDISTRIBUTED			1	1	--	--	
			TOTAL	**1**	**1**	**20**	**20**	

FIELD OFFICE

CATEGORY	LOCATION	642.5001 FIELD OFFICE TYPE B EACH	REMARKS
0010	PROJECT	1	
	TOTAL	**1**	

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MOVING SIGNS SUMMARY

CATEGORY	SIGN NO.	STATION	OFFSET	SIGN FACES	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	M-1	100+07	RT	NB	NO U-TURN	1	--	MOVE EXISTING SIGN AND MOUNT ONTO SIGNAL POLE
	M-2	100+84	RT	NB	SCHOOL SPEED LIMIT 15 MPH	1	1	
	M-3	104+39	RT	NB	SPEED LIMIT 25 MPH	1	--	MOVE FROM STA 108+96 AND MOUNT ONTO LIGHT POLE
	M-4	105+54	LT	SB	SCHOOL SPEED LIMIT 15 MPH	1	1	MOVE FROM STA 106+11
	M-5	110+41	LT	SB	DIRECTIONAL ASSEMBLY (CTH Y), NO U-TURN	1	--	MOVE EXISTING SIGN AND MOUNT ONTO SIGNAL POLE
	M-6	111+06	RT	NB	DIRECTIONAL ASSEMBLY (CTH Y), NO U-TURN	1	--	MOVE EXISTING SIGN AND MOUNT ONTO SIGNAL POLE
	M-7	111+90	RT	NB	SPEED LIMIT 25 MPH	1	--	MOVE EXISTING SIGN AND MOUNT ONTO SIGNAL POLE
	M-8	124+39	LT	SB	SPEED LIMIT 25 MPH	1	1	
					TOTAL	**8**	**3**	

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PERMANENT SIGNS SUMMARY

CATEGORY SIGN NO.	STATION	OFFSET	SIGN FACES	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	634.0614 POSTS WOOD 4x6-IN x 14-FT EACH	634.0616 POSTS WOOD 4x6-IN x 16-FT EACH	REMARKS
1-1	100+06	RT	NB	KEEP RIGHT	R4-7	24	30	5.00	--	--	MOUNT ONTO SIGNAL POLE
1-2	99+94	RT	WB	STOP (FOLDING)	R1-1F	36	36	7.46	--	--	MOUNT ONTO SIGNAL POLE
1-3	101+64	LT	SB	END SCHOOL ZONE	S5-2	24	30	5.00	--	--	MOUNT BELOW SIGN 1-4
1-4	101+64	LT	SB	SPEED LIMIT 25 MPH	R2-1	24	30	5.00	--	1	
1-5	101+44	LT	SB	DOWN RIGHT	W12-1R	24	24	4.00	--	--	MOUNT BELOW SIGN 1-6
1-6	101+44	LT	SB	BEGIN LEFT TURN LANE	R3-20-L	24	36	6.00	1	--	
1-7	102+21	LT	SB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	1	--	
1-8	104+38	RT	NB	END SCHOOL ZONE	S5-2	24	30	5.00	--	--	MOUNT BELOW SIGN M-3 ON LIGHT POLE
2-1	107+54	LT	SB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	1	--	
2-2	108+54	RT	NB	DOWN RIGHT	W12-1R	24	24	4.00	1	--	
2-3	108+67	RT	NB	BEGIN LEFT TURN LANE	R3-20-L	24	36	6.00	1	--	
2-4	109+73	LT	SB	SPEED LIMIT 25 MPH	R2-1	24	30	5.00	1	--	
2-5	110+40	LT	SB	KEEP RIGHT	R4-7	24	30	5.00	--	--	MOUNT ONTO SIGNAL POLE
2-6	110+30	LT	SB	REASSURANCE ASSEMBLY (STH 97 SOUTH)	J4-1	24	36	6.00	1	--	
2-7	110+51	RT	WB	DIRECTIONAL ASSEMBLY (STH 97 SOUTH LEFT, STH 97 NORTH RIGHT)	J3-2	48	57	19.00	--	--	MOUNT ONTO SIGNAL POLE
2-8	110+51	LT	EB	STOP (FOLDING)	R1-1F	36	36	7.46	--	--	MOUNT ONTO SIGNAL POLE
2-9	110+96	RT	WB	STOP (FOLDING)	R1-1F	36	36	7.46	--	--	MOUNT ONTO SIGNAL POLE
2-10	110+97	LT	EB	DIRECTIONAL ASSEMBLY (STH 97 NORTH LEFT, STH 97 SOUTH RIGHT)	J3-2	48	57	19.00	--	--	MOUNT ONTO SIGNAL POLE
							SUBTOTAL	122.38	7	1	

CONTINUED ON NEXT PAGE

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PERMANENT SIGNS SUMMARY (CONTINUED)

CATEGORY	SIGN NO.	STATION	OFFSET	SIGN FACES	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	634.0614 POSTS WOOD 4x6-IN x 14-FT EACH	634.0616 POSTS WOOD 4x6-IN x 16-FT EACH	REMARKS
0010	2-11	111+06	RT	NB	KEEP RIGHT	R4-7	24	30	5.00	--	--	MOUNT ONTO SIGNAL POLE
	2-12	111+44	RT	NB	REASSURANCE ASSEMBLY (STH 97 NORTH)	J4-1	24	36	6.00	1	--	
	2-13	112+29	LT	SB	DOWN RIGHT	W12-1R	24	24	4.00	--	--	MOUNT BELOW 2-14
	2-14	112+29	LT	SB	BEGIN LEFT TURN LANE	R3-20-L	24	36	6.00	1	--	
	2-15	111+89	RT	NB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	--	--	MOUNT BELOW SIGN M-7 ON LIGHT POLE
	2-16	113+16	LT	SB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	1	--	
	3-1	114+78	LT	SB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	1	--	
	3-2	114+73	RT	NB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	--	--	MOUNT ONTO LIGHT POLE
	3-3	117+73	LT	SB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	1	--	
	3-4	117+76	RT	NB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	--	--	MOUNT ONTO LIGHT POLE
	3-5	118+42	LT	SB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	--	--	MOUNT ONTO LIGHT POLE
	3-6	118+73	RT	NB	BEGIN	R3-9-C	24	6	1.00	--	1	
	3-7	118+73	RT	NB	TWO-WAY LEFT TURN ONLY	R3-9-B	24	36	6.00	--	--	MOUNT BELOW SIGN 3-6
	3-8	11873	RT	NB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	--	--	MOUNT BELOW SIGN 3-7
	3-9	121+00	LT	SB	TWO-WAY LEFT TURN ONLY	R3-9-B	24	36	6.00	1	--	
	3-10	121+45	LT	SB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	--	--	MOUNT ONTO LIGHT POLE
	3-11	121+42	RT	NB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	1	--	
	4-1	122+15	LT	SB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	1	--	
	4-2	122+37	RT	NB	TWO-WAY LEFT TURN ONLY	R3-9-B	24	36	6.00	--	1	
	4-3	122+37	RT	NB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	--	--	MOUNT BELOW SIGN 4-2
	4-4	124+72	LT	SB	BEGIN	R3-9-C	24	6	1.00	--	1	
	4-5	124+72	LT	SB	TWO-WAY LEFT TURN ONLY	R3-9-B	24	36	6.00	--	--	MOUNT BELOW SIGN 4-4
	4-6	124+72	LT	SB	NO PARKING ANY TIME	R7-1-L	18	24	3.00	--	--	MOUNT BELOW SIGN 4-5
	4-7	125+13	RT	NB	NO PARKING ANY TIME	R7-1-R	18	24	3.00	--	--	MOUNT ONTO LIGHT POLE
								SUBTOTAL	86.00	8	3	
								TOTAL	**208.38**	**15**	**4**	

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	APPROXIMATE SERVICE DAYS	643.5000 TRAFFIC CONTROL EACH	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	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	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS NO. IN SERVICE	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE NO. IN SERVICE	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	REMARKS
0010	STAGE 1	38	--	243	9,234	31	1,178	17	17	62	2,356	12	456	2	76	103	3,914	30	90	
	STAGE 2	58	--	295	11,210	18	684	6	6	36	1,368	19	722	5	190	97	3,686	--	--	
	PROJECT		1	--	--	--	--	5	5	--	--	--	--	--	--	--	--	--	--	
	TOTAL		**1**		**20,444**		**1,862**	**28**	**28**		**3,724**		**1,178**		**266**		**7,600**		**90**	

PAVEMENT MARKING SUMMARY

CATEGORY	STATION	STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EA	646.6020 MARKING STOP LINE EXOXY 12-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EA	646.9000 MARKING REMOVAL LINE 4-INCH LF	SPV.0090.01 MARKING CROSSWALK EPOXY LADDER PATTERN 12-INCH LF	REMARKS
0010	BEFORE	99+40	--	100	--	--	--	--	--	--	--	100	--	
	99+40	- 103+38	520	170	95	2	30	25	300	20	2	120	350	
	103+38	- 107+08	620	155	--	--	--	--	300	--	--	325	340	
	107+08	- 110+75	370	170	95	2	40	20	300	20	2	190	350	
	110+75	- 114+43	525	170	45	1	40	15	300	20	2	260	340	
	114+43	- 118+07	1005	770	50	1	--	50	300	--	--	--	330	
	118+07	- 121+76	770	770	--	4	--	--	300	--	--	--	325	
	121+76	- 125+78	775	770	--	4	--	--	435	--	--	--	505	
	ARNOLD ST		245	--	100	--	50	60	170	--	--	120	--	
	BLODGETT ST		--	--	--	--	35	--	140	--	--	110	--	
	CLEVELAND ST		--	--	--	--	35	--	155	--	--	300	--	
	DOEGE ST		85	--	45	--	40	--	160	--	--	210	--	
	EDISON ST		--	--	--	--	35	--	150	--	--	255	--	
	FRANKLIN ST		--	--	--	--	35	--	150	--	--	--	--	
	GRANT ST		--	--	--	--	35	--	150	--	--	--	--	
	HARRISON ST		--	--	--	--	35	--	140	--	--	--	--	
	SUBTOTAL		4915	3075										
	TOTAL		**7990**		**430**	**14**	**410**	**170**	**3,450**	**60**	**6**	**1,990**	**2,540**	

3

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1430.S TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1601.S TEMPORARY CURB RAMP EACH	REMARKS
0010	STAGE 1	--	--	--	--	
	STAGE 2	--	900	--	18	
	UNDISTRIBUTED	100	--	100	5	
	TOTAL	**100**	**900**	**100**	**23**	

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY		649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE LF	REMARKS
0010	STAGE 1	--	545	115	
	STAGE 2	1,926	1,414	167	
	TOTAL	**3,885**		**282**	

3

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION		STATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 6380-06-05 LS	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 6380-06-05 LS	REMARKS
0010	99+40	-	103+38	1	809	398	--	--	
	103+38	-	107+08	--	187	370	--	--	
	107+08	-	110+75	2	755	367	--	--	
	110+75	-	114+43	--	614	368	--	--	
	114+43	-	118+07	--	301	364	--	--	
	118+07	-	121+76	--	339	369	--	--	
	121+76	-	125+78	2	466	402	--	--	
	TOTAL			**5**	**3,471**	**2,638**	**1**	**1**	

CONDUIT SUMMARY

CATEGORY	FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF	REMARKS
0010								
	ARNOLD STREET INTERSECTION							
	PB1	-	SB1	5	--	--	--	
	PB1	-	PB2	--	40	--	--	
	PB1	-	PB9	--	--	--	80	
	PB2	-	SB2	5	--	--	--	
	PB2	-	PB3	--	--	--	130	
	PB3	-	SB3	20	--	--	--	
	PB3	-	SB4	5	--	--	--	
	PB3	-	EXIST	--	10	--	--	
	PB5	-	PB6	--	--	--	80	
	PB6	-	SB8	5	--	--	--	
	PB6	-	PB7	--	50	--	--	
	PB7	-	SB9	10	--	--	--	
	PB7	-	PB8	170	--	--	--	
	PB7	-	PB9	--	--	--	90	
	PB9	-	SB10	15	--	--	--	
	SUBTOTAL			235	100	0	380	

CATEGORY	FROM		TO	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	CONDUIT SPECIAL 2-INCH LF	CONDUIT SPECIAL 3-INCH LF	REMARKS
0010								
	DOEGE STREET INTERSECTION							
	CB1	-	PB1	--	30	--	--	
	PB1	-	SB1	5	--	--	--	
	PB1	-	PB2	--	50	--	--	
	PB2	-	SB2	10	--	--	--	
	PB2	-	PB3	170	--	--	--	
	PB2	-	PB4	--	--	--	100	
	PB4	-	SB3	10	--	--	--	
	PB4	-	PB5	--	--	--	70	
	PB5	-	SB4	5	--	--	--	
	PB5	-	PB6	--	50	--	--	
	PB6	-	SB5	5	--	--	--	
	PB6	-	PB7	--	--	--	90	
	PB7	-	SB6	5	--	--	--	
	PB7	-	PB8	--	40	--	--	
	PB8	-	SB7	5	--	--	--	
	PB8	-	PB10	175	--	--	--	
	PB8	-	PB11	--	--	--	90	
	PB11	-	SB8	10	--	--	--	
	PB11	-	PB12	--	--	--	80	
	PB12	-	SB9	5	--	--	--	
	PB12	-	PB13	--	40	--	--	
	PB13	-	SB10	5	--	--	--	
	PB13	-	PB1	--	--	--	90	
	SUBTOTAL			410	210	0	520	

CONTINUED ON NEXT PAGE

CONDUIT SUMMARY (CONTINUED)

CATEGORY	FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF	REMARKS
0010								
	LIGHTING							
	LP1	-	EXIST	60	--	--	--	
	LP2	-	EXIST	245	--	--	--	
	LP2	-	PB202	135	--	--	--	
	PB201	-	EXIST	140	--	--	--	
	PB202	-	EXIST	150	--	--	--	
	LP3	-	PB201	150	--	--	--	
	LP3	-	EXIST	145	--	--	--	
	LP4	-	EXIST	20	--	--	--	
	LP5	-	LP6	130	--	--	--	
	LP1	-	PB201	152	--	--	--	
	PB202	-	LP2	144	--	--	--	
	LP2	-	PB205	134	--	--	--	
	PB205	-	PB207	148	--	--	--	
	PB203	-	PB204	138	--	--	--	
	PB204	-	LP3	151	--	--	--	
	LB3	-	PB206	144	--	--	--	
	LP4	-	LP6	132	--	--	--	
			SUBTOTAL	2318	0	0	0	
CATEGORY 0010 TOTAL				**2,963**	**310**	**0**	**900**	

			652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0605 CONDUIT SPECIAL 2-INCH	652.0615 CONDUIT SPECIAL 3-INCH
			652.0225	652.0235	652.0605	652.0615

CATEGORY	FROM		TO	NONMETALLIC SCHEDULE 40 2-INCH LF	NONMETALLIC SCHEDULE 40 3-INCH LF	SPECIAL 2-INCH LF	SPECIAL 3-INCH LF	REMARKS
0020								
	ARNOLD STREET TO DOEGE STREET INTERCONNECTION							
	PB1	-	PB101	110	--	--	--	
	PB101	-	PB102	130	--	--	--	
	PB102	-	PB103	--	--	130	--	
	PB103	-	PB104	--	--	170	--	
	PB104	-	PB105	70	--	--	--	
	PB105	-	PB106	--	--	75	--	
	PB106	-	PB3	--	--	125	--	
			SUBTOTAL	310	0	500	0	

			652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	652.0605 CONDUIT SPECIAL 2-INCH	652.0615 CONDUIT SPECIAL 3-INCH
			652.0225	652.0235	652.0605	652.0615

CATEGORY	FROM		TO	LF	LF	LF	LF	REMARKS
0020								
	DOEGE STREET TO HARRISON STREET INTERCONNECTION							
	PB11	-	PB107	95	--	--	--	
	PB107	-	PB108	--	--	195	--	
	PB108	-	PB109	--	--	75	--	
	PB109	-	PB110	--	--	190	--	
	PB110	-	PB111	115	--	--	--	
	PB111	-	PB112	--	--	65	--	
	PB112	-	PB113	--	--	115	--	
	PB113	-	PB114	185	--	--	--	
	PB114	-	PB115	--	--	65	--	
	PB115	-	PB116	--	--	160	--	
	PB116	-	PB117	140	--	--	--	
	PB117	-	PB118	--	--	70	--	
			SUBTOTAL	535	0	935	0	
CATEGORY 0020 TOTAL				**845**	**0**	**1,435**	**0**	
PROJECT TOTAL				**3,808**	**310**	**1,435**	**900**	

PULL BOX SUMMARY

653.0164
PULL BOXES
NON-CONDUCTIVE
24x42-INCH

CATEGORY	NUMBER	STATION	LOCATION	EACH	REMARKS
0010					
	ARNOLD STREET INTERSECTION				
	PB1	100+12	RT	1	
	PB2	99+92	RT	1	
	PB3	99+27	RT	1	
	PB6	99+90	LT	1	
	PB7	100+11	LT	1	
	PB8	101+57	LT	1	
	PB9	100+21	MEDIAN	1	
			SUBTOTAL	7	
	DOEGE STREET INTERSECTION				
	PB1	110+52	RT	1	
	PB2	110+33	RT	1	
	PB3	108+65	RT	1	
	PB4	110+28	MEDIAN	1	
	PB5	110+35	LT	1	
	PB6	110+52	LT	1	
	PB7	110+97	LT	1	
	PB8	111+10	LT	1	
	PB10	112+82	LT	1	
	PB11	111+15	MEDIAN	1	
	PB12	111+10	RT	1	
	PB13	110+96	RT	1	
			SUBTOTAL	12	
	LIGHTING				
	PB201	102+10	LT	1	
	PB202	108+35	LT	1	
	PB203	109+06	RT	1	
	PB204	110+37	RT	1	
	PB205	111+07	LT	1	
	PB206	113+23	RT	1	
	PB207	112+53	LT	1	
			SUBTOTAL	7	
			UNDISTRIBUTED		
			PROJECT TOTAL	**26**	

653.0140
PULL BOXES STEEL
24x42-INCH

CATEGORY	NUMBER	STATION	LOCATION	EACH	REMARKS
0020					
	ARNOLD STREET TO DOEGE STREET INTERCONNECTION				
	PB101	101+20	RT	1	
	PB102	102+54	RT	1	
	PB103	103+81	RT	1	
	PB104	105+50	RT	1	
	PB105	106+69	RT	1	
	PB106	107+39	RT	1	
			SUBTOTAL	6	
	DOEGE STREET TO HARRISON STREET INTERCONNECTION				
	PB107	112+06	RT	1	
	PB108	114+03	RT	1	
	PB109	114+76	RT	1	
	PB110	116+64	RT	1	
	PB111	117+78	RT	1	
	PB112	118+43	RT	1	
	PB113	119+60	RT	1	
	PB114	121+44	RT	1	
	PB115	122+53	RT	1	
	PB116	123+72	RT	1	
	PB117	125+12	RT	1	
	PB118	125+82	RT	1	
			SUBTOTAL	12	
			PROJECT TOTAL	**18**	

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	NUMBER	LOCATION	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	REMARKS
0010				
	ARNOLD STREET INTERSECTION			
	EXISTING PB5	RT	1	
	EXISTING CB1	RT	1	
	PROJECT TOTAL		**2**	

SIGNAL CONTROL CABINET

CATEGORY	STATION	LOCATION	654.0215 CONCRETE CONTROL CABIET BASES TYPE 9 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (DOEGE STREET) LS	SPV.0105.01 TRAFFIC SIGNAL CABINET WITH CONTROLLER (DOEGE STREET) LS	REMARKS
0010						
	110+53	RT	1	1	1	DOEGE ST INTERSECTION
	TOTAL		**1**	**1**	**1**	

SIGNAL REMOVAL SUMMARY

CATEGORY	STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH	SPV.0060.04 REMOVE TRAFFIC SIGNAL EACH	REMARKS
0010						
	ARNOLD STREET INTERSECTION				1	
	99+27	RT	--	1	--	
	99+31	RT	1	--	--	
	99+44	RT	1	--	--	
	99+94	RT	1	--	--	
	100+08	RT	1	--	--	
	100+12	RT	--	1	--	
	100+00	MEDIAN	--	1	--	
	100+03	MEDIAN	1	--	--	
	99+96	LT	--	1	--	
	100+08	LT	1	--	--	
		SUBTOTAL	6	4	1	
	DOEGE STREET INTERSECTION				1	
	110+42	RT	1	--	--	
	110+55	RT	1	--	--	
	110+55	RT	1	--	--	CONTROL CABINET
	110+42	MEDIAN	1	--	--	
	110+44	MEDIAN	--	1	--	
	110+40	LT	1	--	--	
	110+52	LT	1	--	--	
	110+96	RT	1	--	--	
	111+06	RT	1	--	--	
	111+04	MEDIAN	--	1	--	
	111+06	MEDIAN	1	--	--	
	110+96	LT	1	--	--	
	111+07	LT	1	--	--	
	UNDISTRIBUTED		--	4	--	
		SUBTOTAL	11	6	1	
		TOTAL	**17**	**10**	**2**	

TRAFFIC SIGNAL AND LIGHTING BASES, POLES, AND ARMS

CATEGORY	POLE NUMBER	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0305 POLES TYPE 2 EACH	657.0310 POLES TYPE 3 EACH	657.0315 POLES TYPE 4 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 INCH CLAMP 6-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	SPV.0060.02 SALVAGED LUMINAIRE UTILITY HPS 150 WATTS EACH	SPV.0060.03 POLES TYPE 5 ALUMINUM SPECIAL EACH	REMARKS
0010																			
	ARNOLD STREET INTERSECTION																		
	SB1	100+08	RT	--	1	--	--	1	--	1	--	--	--	1	--	1	1	--	
	SB2	99+94	RT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB3	99+44	RT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB4	99+31	RT	--	1	--	--	1	--	--	1	--	--	--	--	1	1	--	
	SB8	99+93	LT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB9	100+02	LT	--	1	--	--	1	--	--	1	--	--	--	--	1	1	--	
	SB10	100+06	MEDIAN	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
			SUBTOTAL	4	3	0	4	3	0	1	2	4	0	1	0	3	3	0	
	DOEGE STREET INTERSECTION																		
	SB1	110+51	RT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB2	110+41	RT	--	1	--	--	1	--	--	1	--	--	--	--	1	1	--	
	SB3	110+36	MEDIAN	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB4	110+40	LT	--	1	--	--	1	1	--	--	--	1	--	--	--	--	--	
	SB5	110+51	LT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB6	110+96	LT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB7	111+05	LT	--	1	--	--	1	--	--	1	--	--	--	--	1	1	--	
	SB8	111+10	MEDIAN	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
	SB9	111+06	RT	--	1	--	--	1	1	--	--	--	1	--	--	--	--	--	
	SB10	110+96	RT	1	--	--	1	--	--	--	--	1	--	--	--	--	--	--	
			SUBTOTAL	6	4	0	6	4	2	0	2	6	2	0	0	2	2	0	
	LIGHTING																		
	LP1	100+67	LT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
	LP2	109+71	LT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
	LP3	111+87	RT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
	LP4	123+79	RT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
	LP5	124+12	LT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
	LP6	125+13	RT	--	--	1	--	--	--	--	--	--	--	--	1	--	1	1	
			SUBTOTAL	0	0	6	0	0	0	0	0	0	0	0	6	0	6	6	
			TOTAL	**10**	**7**	**6**	**10**	**7**	**2**	**1**	**4**	**10**	**2**	**1**	**6**	**5**	**11**	**6**	

3

SIGNAL & LIGHTING CABLE - ABOVE GROUND

CATEGORY	POLE NUMBER	STATION	LOCATION	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	REMARKS
0010						
	ARNOLD STREET INTERSECTION					
	SB1	100+08	RT	45	135	
	SB2	99+94	RT	30	--	
	SB3	99+44	RT	15	--	
	SB4	99+31	RT	15	135	
	SB6		MEDIAN	30	--	
	SB6	99+27	LT	40	--	
	SB7	99+48	LT	30	--	
	SB8	99+93	LT	15	--	
	SB9	100+02	LT	15	135	
	SB10	100+06	MEDIAN	30	--	
			SUBTOTAL	265	405	
	DOEGE STREET INTERSECTION					
	SB1	110+51	RT	15	--	
	SB2	110+41	RT	15	135	
	SB3	110+36	MEDIAN	30	--	
	SB4	110+40	LT	40	--	
	SB5	110+51	LT	30	--	
	SB6	110+96	LT	15	--	
	SB7	111+05	LT	15	135	
	SB8	111+10	MEDIAN	30	--	
	SB9	111+06	RT	40	--	
	SB10	110+96	RT	30	--	
			SUBTOTAL	260	270	
	LIGHTING					
	LP1	100+67	RT	--	135	
	LP2	109+71	LT	--	135	
	LP3	111+87	RT	--	135	
	LP4	123+79	RT	--	135	
	LP5	124+12	LT	--	135	
	LP6	125+13	RT	--	135	
			SUBTOTAL	0	810	
			TOTAL	**525**	**1,485**	

SIGNAL & LIGHTING CABLE - UNDERGROUND

CATEGORY	FROM	TO	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	SPV.0090.02 ELECTRICAL WIRE LIGHTING TRIPLEX URD 4 AWG LF	REMARKS
0010							
	ARNOLD STREET INTERSECTION						
	CB1	SB1	70	--	70	--	
	CB1	SB2	--	65	--	--	
	CB1	SB3	145	--	--	--	
	CB1	SB4	135	--	135	--	
	CB1	SB5	--	190	--	--	
	CB1	SB6	260	--	--	--	
	CB1	SB7	--	200	--	--	
	CB1	SB8	160	--	--	--	
	CB1	SB9	135	--	135	--	
	CB1	SB10	--	80	--	--	
	SUBTOTAL		905	535	340	0	
	DOEGE STREET INTERSECTION						
	CB1	SB1	35	--	--	--	
	CB1	SB2	70	--	70	--	
	CB1	SB3	--	120	--	--	
	CB1	SB4	160	--	--	--	
	CB1	SB5	--	195	--	--	
	CB1	SB6	225	--	--	--	
	CB1	SB7	205	--	205	--	
	CB1	SB8	--	160	--	--	
	CB1	SB9	110	--	--	--	
	CB1	SB10	85	--	--	--	
	SUBTOTAL		890	475	275	0	
	LIGHTING						
	LB1	EXIST	--	--	--	180	
	LB2	EXIST	--	--	--	170	
	LB2	PB202	--	--	--	160	
	PB202	EXIST	--	--	--	170	
	EXIST	PB201	--	--	--	160	
	PB201	LP3	--	--	--	180	
	LB4	LB6	--	--	--	160	
	LB5	EXIST	--	--	--	180	
	UNDISTRIBUTED		--	--	--	2,000	
	SUBTOTAL		0	0	0	3,360	
	TOTAL		**1,795**	**1,010**	**615**	**3,360**	

3

GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	FROM		TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GROUNDED) (WHITE) LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GROUNDING) (GREEN) LF	REMARKS
0010						
	ARNOLD STREET INTERSECTION					
	CB1	-	SB1	35	35	
	SB1	-	SB2	60	60	
	SB2	-	SB3	120	120	
	SB3	-	SB4	50	50	
	SB4	-	SB5	90	90	
	SB5	-	PB4	--	20	
	SB5	-	SB6	50	50	
	SB6	-	SB7	40	40	
	SB7	-	pb5	-	20	
	SB7	-	SB8	80	80	
	SB8	-	SB9	65	65	
	SB9	-	SB10	90	90	
	SB10	-	CB1	85	85	
	SUBTOTAL			765	805	

CATEGORY	FROM		TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GROUNDED) (WHITE) LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GROUNDING) (GREEN) LF	REMARKS
0010						
	DOEGE STREET INTERSECTION					
	CB1	-	SB1	35	35	
	SB1	-	SB2	65	65	
	SB2	-	SB3	95	95	
	SB3	-	SB4	75	75	
	SB4	-	SB5	55	55	
	SB5	-	SB6	75	75	
	SB6	-	SB7	50	50	
	SB7	-	SB8	80	80	
	SB8	-	SB9	70	70	
	SB9	-	SB10	50	50	
	SB10	-	CB1	85	85	
	SUBTOTAL			735	735	
	TOTAL			**3,040**		

3

LOOP DETECTORS

CATEGORY	DETECTOR NUMBER	STATION	LOCATION	LENGTH	WIDTH	TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE EACH	655.0800 LOOP DETECTOR WIRE EACH	REMARKS
0010										
	ARNOLD STREET INTERSECTION									
	21	101+80	LT	6	6	4	80	290	320	
	22	101+80	LT	6	6	5	55	290	275	
	41	99+60	LT	6	20	EXIST	--	190	--	
	42	99+70	LT	6	20	EXIST	--	190	--	
	51	99+44	RT	6	20	2	60	70	120	FUTURE
	52	99+31	RT	6	20	3	75	70	225	FUTURE
	81	99+93	LT	6	20	2	90	50	180	
	82	100+02	LT	6	20	3	75	50	225	
			SUBTOTAL				435	1,200	1,345	
	DOEGE STREET INTERSECTION									
	11	110+25	RT	6	20	3	65	105	195	FUTURE
	12	110+55	RT	6	20	2	75	105	150	FUTURE
	21	112+85	LT	6	6	5	85	370	425	
	22	112+85	LT	6	6	4	65	370	260	
	41	110+70	LT	6	20	2	70	170	140	
	42	110+60	LT	6	20	3	90	170	270	
	51	110+95	LT	6	20	2	65	140	130	FUTURE
	52	111+25	LT	6	20	3	70	140	210	FUTURE
	61	108+35	RT	6	6	5	85	225	425	
	62	108+35	RT	6	6	4	60	225	240	
	81	110+75	RT	6	20	2	90	70	180	
	82	110+85	RT	6	20	3	75	70	225	
			SUBTOTAL				895	2,160	2,850	
			TOTAL				**1,330**	**3,360**	**4,195**	

3

TRAFFIC SIGNAL HEADS

CATEGORY	POLE NUMBER	STATION	LOCATION	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0500 PEDEDSTRIAN PUSH BUTTONS EACH	SPV.0060.05 BACKPLATE SIGNAL FACE EACH	REMARKS
0010								
	ARNOLD STREET INTERSECTION			--	--	--	3	
	SB1	100+08	RT	1	1	1	--	
	SB2	99+94	RT	2	1	1	--	
	SB3	99+44	RT	1	1	1	--	
	SB4	99+31	RT	1	1	1	--	
	SB6	99+27	LT	--	1	1	--	
	SB7	99+48	LT	--	1	1	--	
	SB8	99+93	LT	1	1	1	--	
	SB9	100+02	LT	1	1	1	--	
	SB10	100+06	MEDIAN	2	--	--	--	
			SUBTOTAL	9	8	8	3	
	DOEGE STREET INTERSECTION			--	--	--	--	
	SB1	110+51	RT	1	1	1	--	
	SB2	110+41	RT	1	1	1	--	
	SB3	110+36	MEDIAN	2	--	--	--	
	SB4	110+40	LT	1	1	1	--	
	SB5	110+51	LT	2	1	1	--	
	SB6	110+96	LT	1	1	--	--	
	SB7	111+05	LT	1	1	2	--	
	SB8	111+10	MEDIAN	2	--	--	--	
	SB9	111+06	RT	1	1	1	--	
	SB10	110+96	RT	2	1	1	--	
			SUBTOTAL	14	8	8	0	
			TOTAL	**23**	**16**	**16**	**3**	

SIGNAL MOUNTING HARDWARE

CATEGORY	658.5069.01 LS (ARNOLD STREET)	658.5069.02 LS (DOEGE STREET)	REMARKS
0010			
	1	1	
TOTAL	**1**	**1**	

SAWING SUMMARY

CATEGORY	STATION		STATION		690.0250 SAWING CONCRETE LF	REMARKS
0010	99+25	-	99+75	RT	70	
	99+25	-	99+75	LT	20	
	99+75	-	103+38	RT	310	
	99+75	-	103+38	LT	195	
	99+75	-	103+38	BASE PATCHES	100	
	103+38	-	107+06	RT	155	
	103+38	-	107+06	LT	45	
	103+38	-	107+06	BASE PATCHES	125	
	107+06	-	110+75	RT	235	
	107+06	-	110+75	LT	375	
	107+06	-	110+75	BASE PATCHES	170	
	110+75	-	114+43	RT	400	
	110+75	-	114+43	LT	215	
	110+75	-	114+43	BASE PATCHES	150	
	114+43	-	118+10	RT	280	
	114+43	-	118+10	LT	85	
	114+43	-	118+10	BASE PATCHES	120	
	118+10	-	121+77	RT	230	
	118+10	-	121+77	LT	250	
	118+10	-	121+77	BASE PATCHES	100	
	121+77	-	125+80	RT	275	
	121+77	-	125+80	LT	290	
	121+77	-	125+80	BASE PATCHES	135	
	UNDISTRIBUTED			BASE PATCHES	10,600	
				TOTAL	**14,930**	

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	661.0200.01 LS (ARNOLD STREET)	661.0200.02 LS (DOEGE STREET)	REMARKS
0010			
	1	1	
TOTAL	**1**	**1**	

TREE ROOT CUTTING AND REMOVAL SUMMARY

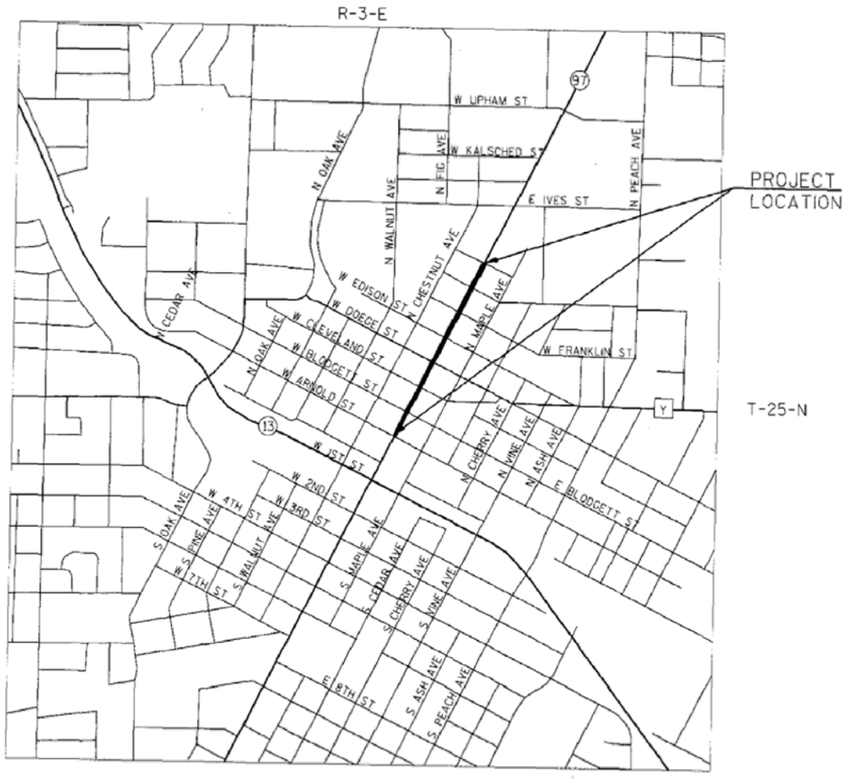
CATEGORY	STATION	LOCATION	SPV.0060.01 ROOT CUTTING AND REMOVAL EACH	REMARKS
0010	111+07	RT	1	
	117+70	LT	1	
	122+15	LT	1	
		TOTAL	**3**	

SALVAGE AND REINSTALL EXISTING TRAFFIC SIGNAL EQUIPMENT

CATEGORY	LOCATION	SPV.0105.02 SALVAGE AND REINSTALL EXISTING TRAFFIC SIGNAL EQUIPMENT LS	REMARKS
0010	ARNOLD STREET	1	
	TOTAL	**1**	



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6380-06-25
C MARSHFIELD, CENTRAL AVENUE
ARNOLD STREET TO HARRISON STREET
STH 97
WOOD COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER	R/W MONUMENT
QUARTER LINE			NON-MONUMENTED R/W POINT
SIXTEENTH LINE		NOTATION FOR COMBUSTABLE FLUIDS	FOUND IRON PIN CHISLED
NEW REFERENCE LINE			VALVE (GAS, WATER, ETC.)
NEW R/W LINE		NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES	SIGN
EXISTING R/W LINE			OFF-PREMISE SIGN
PROPERTY LINE	P.L.		
LOT, TIE & OTHER MINOR LINES			
CORPORATE LIMITS			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)		
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)			
TEMPORARY LIMITED EASEMENT AREA			
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)			
TRANSMISSION STRUCTURES			
BUILDING		BRIDGE	PARCEL NUMBER 25
NATIONAL GEODETIC SURVEY MONUMENT			UTILITY NUMBER 40
SIXTEENTH CORNER MONUMENT			

	COMPENSABLE	NON-COMPENSABLE
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)

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 1000 FT

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6380-06-25

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WOOD 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 1" X 24" IRON PIPE), 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 THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG STH 97 HAS BEEN ESTABLISHED FROM N/A PROJECT

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: FIRST, SECOND, FOURTH ADDTIONS TO THE VILLAGE OF MARSHFIELD PLAT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040101-RP.DWG
APPRAISAL PLAT DATE :
PLOT DATE : 8/9/2016 2:42 PM
PLOT BY : BRAD GROH
PLOT NAME :

LAYOUT NAME - 040101-RP - TPP TITLE 34X22

TRANSPORTATION PROJECT PLAT NO: 6380-06-25 -4.01

THAT PART OF LOT 5 AND LOT 11 OF BLOCK A AND THAT PART OF LOT 1 OF BLOCK 39 OF THE FIRST ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE NE 1/4 OF THE NW 1/4 OF SECTION 8, TOWNSHIP 25 NORTH, RANGE 3 EAST, CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 97 C MARSHFIELD, CENTRAL AVENUE (ARNOLD STREET TO HARRISON STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MARSHFIELD 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 62.22, WISCONSIN STATUTES, THE CITY OF MARSHFIELD 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MARSHFIELD, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 97 ESTABLISHED FROM THE FIRST ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM THE FIRST ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W SQ FT. REQUIRED			T.L.E. SQ FT
			NEW	EXISTING	TOTAL	
1	GS MARSHFIELD, LLC	TLE	---	---	---	144
2	SOCIETY OF ST. VINCENT DE PAUL, MARSHFIELD DISTRICT COUNCIL, INC.	TLE	---	---	---	284

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

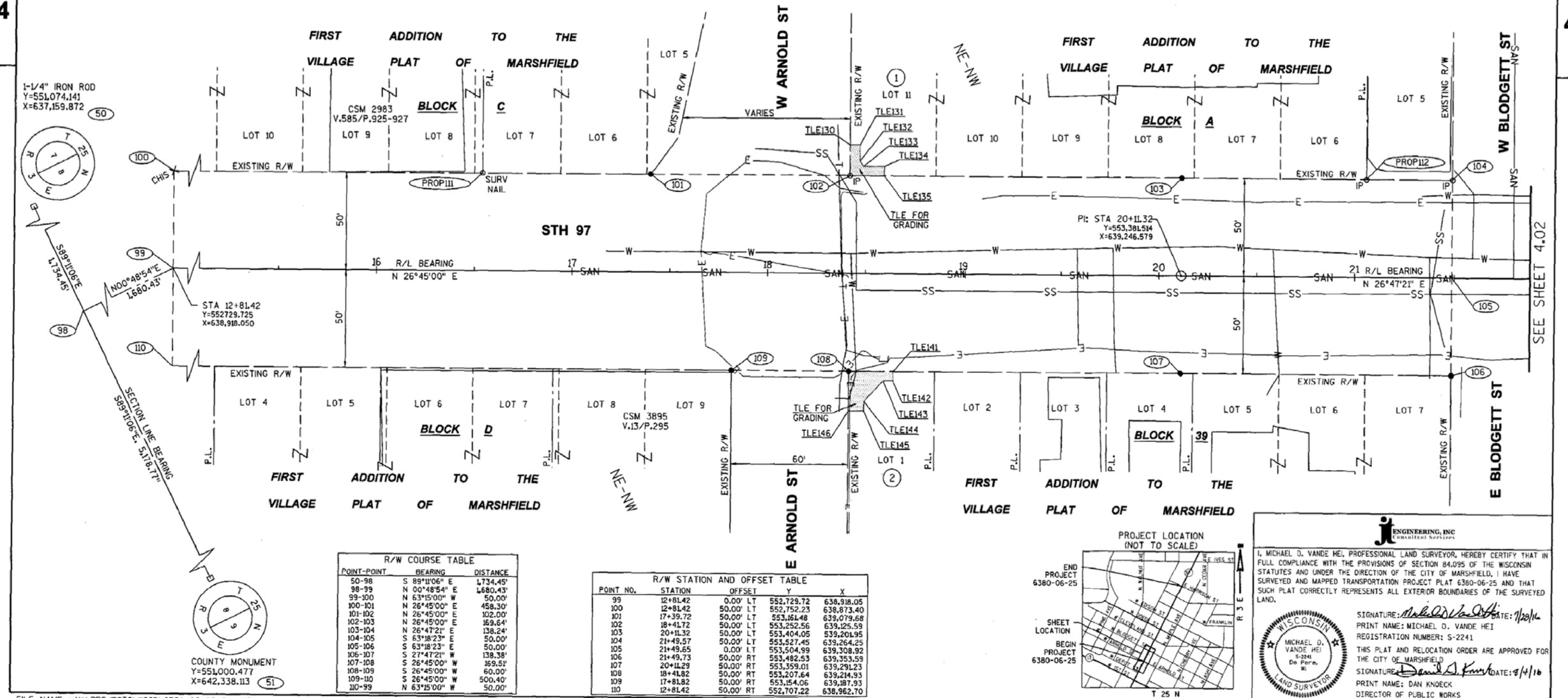
TLE STATION AND OFFSET TABLE		
POINT NO.	STATION	OFFSET
130	18+41.70	65.84' LT
131	18+46.78	65.88' LT
132	18+46.78	57.59' LT
133	18+48.56	54.95' LT
134	18+59.20	54.94' LT
135	18+59.20	50.00' LT
141	18+64.51	50.00' RT
142	18+64.51	54.84' RT
143	18+59.51	54.84' RT
144	18+49.70	65.39' RT
145	18+49.70	70.39' RT
146	18+41.84	70.40' RT

N

0 25 50
SCALE, FEET

2016R06415
SUSAN E. GINTER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
08/08/2016 01:44PM
REC FEE: 50.00
EXEMPT #:
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25-4.01
AMENDMENT NO:...



R/W COURSE TABLE		
POINT-POINT	BEARING	DISTANCE
50-98	S 89°11'06" E	4,734.45'
98-99	N 00°48'54" E	4,680.43'
99-100	N 63°15'00" W	50.00'
100-101	N 26°45'00" E	458.30'
101-102	N 26°45'00" E	102.00'
102-103	N 26°45'00" E	169.64'
103-104	N 26°47'21" E	138.24'
104-105	S 63°18'23" E	50.00'
105-106	S 63°18'23" E	50.00'
106-107	S 27°47'21" W	138.38'
107-108	S 26°45'00" W	169.51'
108-109	S 26°45'00" W	60.00'
109-110	S 26°45'00" W	500.40'
110-99	N 63°15'00" W	50.00'

R/W STATION AND OFFSET TABLE				
POINT NO.	STATION	OFFSET	Y	X
99	12+81.42	0.00' LT	552,729.72	638,918.05
100	12+81.42	50.00' LT	552,752.23	638,873.40
101	17+39.72	50.00' LT	553,161.48	639,079.68
102	18+41.72	50.00' LT	553,252.56	639,125.59
103	20+11.32	50.00' LT	553,404.05	639,201.95
104	21+49.57	50.00' LT	553,527.45	639,264.25
105	21+49.65	0.00' LT	553,504.99	639,308.92
106	21+49.73	50.00' RT	553,482.53	639,353.59
107	20+11.29	50.00' RT	553,359.01	639,291.23
108	18+41.82	50.00' RT	553,207.64	639,214.93
109	17+81.82	50.00' RT	553,154.06	639,187.93
110	12+81.42	50.00' RT	552,707.22	638,962.70

PROJECT LOCATION (NOT TO SCALE)

JE ENGINEERING, INC
Consultant Services

I, MICHAEL D. VANDE HEI, 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 CITY OF MARSHFIELD, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6380-06-25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL D. VANDE HEI S-2241 De Pere, WI LAND SURVEYOR

SIGNATURE: [signature] DATE: 7/20/16
PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MARSHFIELD
SIGNATURE: [signature] DATE: 8/4/16
PRINT NAME: DAN KNOECK
DIRECTOR OF PUBLIC WORKS

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 8/10/2016 12:45 PM
PLOT BY : BRAD GROH
PLOT NAME :
PLOT SCALE : **********

6380-85 4.01

Vol. 13 of Plats, Page 144

TRANSPORTATION PROJECT PLAT NO: 6380-06-25 -4.02

THAT PART OF LOT 11 OF BLOCK 20 OF THE FIRST ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE NE 1/4 OF THE NW 1/4 OF SECTION 8, TOWNSHIP 25 NORTH, RANGE 3 EAST; THAT PART OF LOT 5 OF BLOCK 20 OF THE FIRST ADDITION TO THE VILLAGE PLAT OF MARSHFIELD; THAT PART OF LOT 5 OF BLOCK 9 OF THE FOURTH (AKA SECOND) ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, AND THAT PART OF LOT 7 OF BLOCK 8 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST, CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 97 C MARSHFIELD, CENTRAL AVENUE (ARNOLD STREET TO HARRISON STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MARSHFIELD 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 62.22, WISCONSIN STATUTES, THE CITY OF MARSHFIELD 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MARSHFIELD, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 97 ESTABLISHED FROM THE FIRST ADDITION AND FOURTH (AKA SECOND) ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM THE FIRST ADDITION AND FOURTH (AKA SECOND) ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 2016R06415 FOR ADDITIONAL INFORMATION.

2016R06768

2016R06768

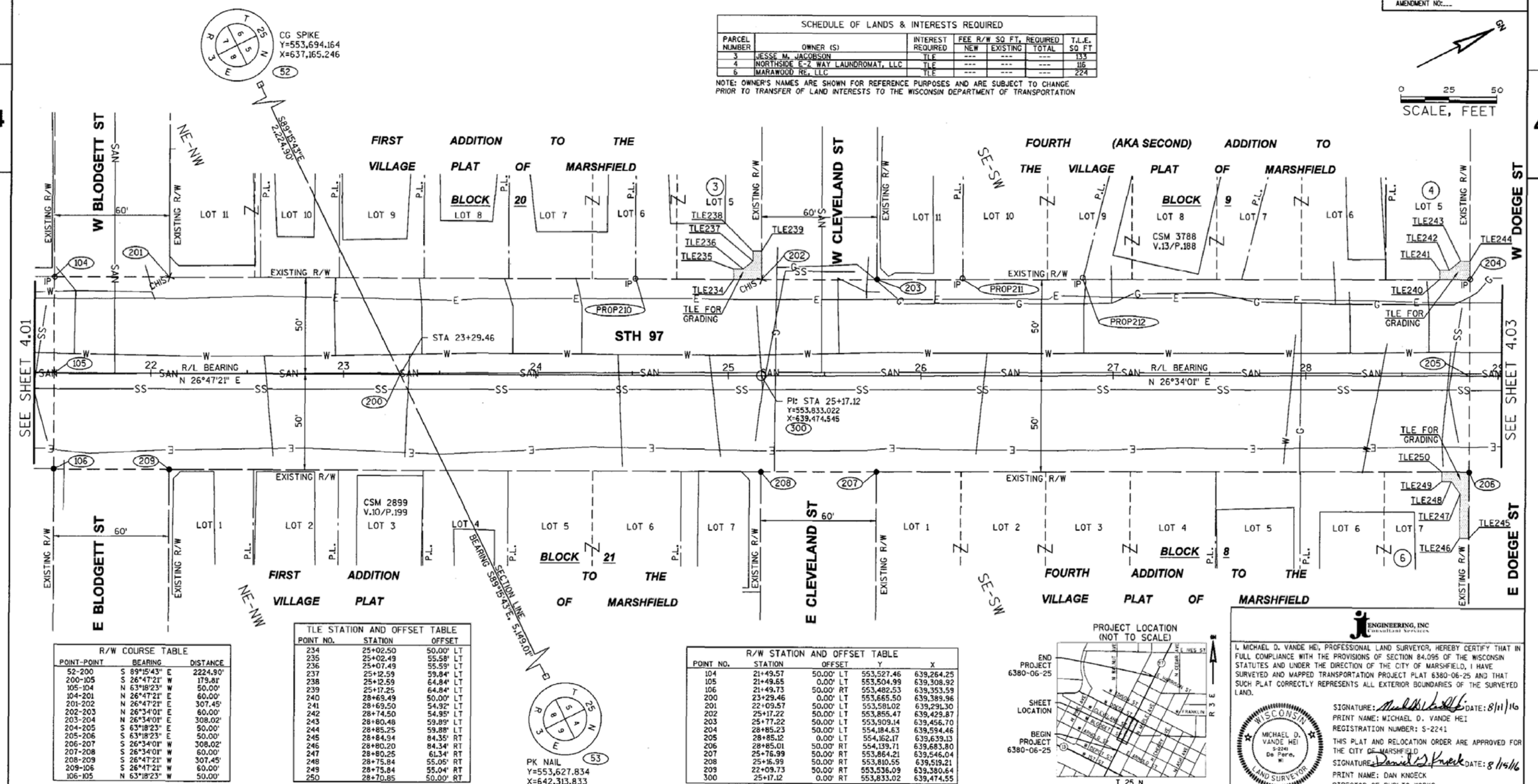
SUSAN E. GINTER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
08/18/2016 08:57AM
REC FEE: 25.00
EXEMPT #:
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25-4.02
AMENDMENT NO:---

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W SQ FT, REQUIRED NEW	EXISTING	TOTAL	T.L.E. SQ FT
3	JESSE M. JACOBSON	TLE	---	---	---	133
4	NORTHSIDE E-Z WAY LAUNDROMAT, LLC	TLE	---	---	---	116
6	MARAWOOD RE, LLC	TLE	---	---	---	224

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION



R/W COURSE TABLE

POINT-POINT	BEARING	DISTANCE
52-200	S 89°15'43" E	2224.90'
200-105	S 26°47'21" W	179.81'
105-104	N 63°18'23" W	50.00'
104-201	N 26°47'21" E	60.00'
201-202	N 26°47'21" E	307.45'
202-203	N 26°34'01" E	60.00'
203-204	N 26°34'01" E	308.02'
204-205	S 63°18'23" E	50.00'
205-206	S 63°18'23" E	50.00'
206-207	S 26°34'01" W	308.02'
207-208	S 26°34'01" W	60.00'
208-209	S 26°47'21" W	307.45'
209-106	S 26°47'21" W	60.00'
106-105	N 63°18'23" W	50.00'

TLE STATION AND OFFSET TABLE

POINT NO.	STATION	OFFSET
234	25+02.50	50.00' LT
235	25+02.49	55.58' LT
236	25+07.49	55.59' LT
237	25+12.59	59.84' LT
238	25+12.59	64.84' LT
239	25+17.25	64.84' LT
240	28+69.49	50.00' LT
241	28+69.50	54.92' LT
242	28+74.50	54.95' LT
243	28+80.48	59.89' LT
244	28+85.25	59.88' LT
245	28+84.94	84.35' RT
246	28+80.20	84.34' RT
247	28+80.25	61.34' RT
248	28+75.84	55.05' RT
249	28+75.84	55.04' RT
250	28+70.85	50.00' RT

R/W STATION AND OFFSET TABLE

POINT NO.	STATION	OFFSET	Y	X
104	21+49.57	50.00' LT	553,527.46	639,264.25
105	21+49.55	0.00' LT	553,504.99	639,308.92
106	21+49.73	50.00' RT	553,482.53	639,353.59
200	23+29.46	0.00' LT	553,665.50	639,389.96
201	22+09.57	50.00' LT	553,581.02	639,291.30
202	25+17.22	50.00' LT	553,855.47	639,429.87
203	25+77.22	50.00' LT	553,909.14	639,456.70
204	28+85.23	50.00' LT	554,184.63	639,594.46
205	28+85.12	0.00' LT	554,162.17	639,639.13
206	28+85.01	50.00' RT	554,139.71	639,683.80
207	25+76.99	50.00' RT	553,864.21	639,546.04
208	25+16.99	50.00' RT	553,810.55	639,519.21
209	22+09.73	50.00' RT	553,536.09	639,380.64
300	25+17.12	0.00' RT	553,833.02	639,474.55

PROJECT LOCATION (NOT TO SCALE)

ENGINEERING, INC
Consultant Services

I, MICHAEL D. VANDE HEI, 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 CITY OF MARSHFIELD, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6380-06-25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL D. VANDE HEI S-2241 De Pere, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 8/11/16
PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MARSHFIELD
SIGNATURE: _____ DATE: 8/16/16
PRINT NAME: DAN KNOECK
DIRECTOR OF PUBLIC WORKS

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 8/10/2016 12:45 PM PLOT BY : BRAD GROH PLOT NAME : PLOT SCALE : ----------

Vol. 13 of Plats, Page 145

TRANSPORTATION PROJECT PLAT NO: 6380-06-25 -4.03

THAT PART OF LOT 11 OF BLOCK 6 AND THAT PART OF LOT 1 OF BLOCK 7 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST; THAT PART OF LOT 5 OF BLOCK 6 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SE 1/4 OF THE SW 1/4 AND THE SW 1/4 OF THE SE 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST; THAT PART OF LOT 11 AND LOT 5 OF BLOCK 207, THAT PART OF LOT 1 AND LOT 7 OF BLOCK 208, AND THAT PART OF LOT 14 (CERTIFIED SURVEY MAP NO. 2625) OF BLOCK 7 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST; AND THAT PART OF LOT 2 OF BLOCK 7 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SW 1/4 OF THE SE 1/4 AND THE SE 1/4 OF THE SW 1/4, ALL LOCATED IN THE CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 97 C MARSHFIELD, CENTRAL AVENUE (ARNOLD STREET TO HARRISON STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MARSHFIELD 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 62.22, WISCONSIN STATUTES, THE CITY OF MARSHFIELD 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MARSHFIELD, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 97 ESTABLISHED FROM THE FOURTH ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM THE FOURTH ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 2016R06415 FOR ADDITIONAL INFORMATION.

2016R06759
2016R06769
SUSAN E. GINTER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
08/18/2016 09:57AM
REC FEE: 25.00
EXEMPT #:
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25-4.03
AMENDMENT NO:...

CG SPIKE
Y=553,694.164
X=637,165.246
52

SECTION LINE BEARING S89°15'43"E, 5,149.01'
2,224.90'
200
N26°47'21"E 187.66'
PI: 25+17.12
300
N26°34'01"E 368.00'
205

PK NAIL
Y=553,627.834
X=642,313.833
53

SCHEDULE OF LANDS & INTERESTS REQUIRED

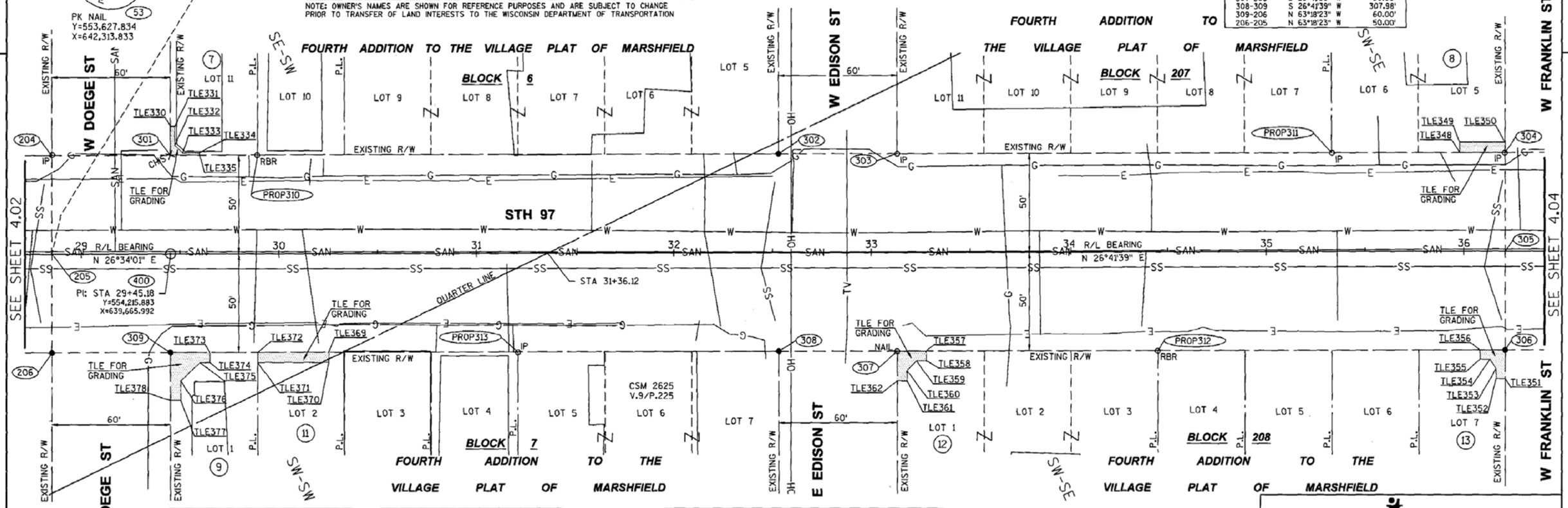
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W SQ FT, REQUIRED NEW	EXISTING	TOTAL	T.L.E. SQ FT
7	3RD AVENUE PROPERTIES, LLC	TLE	---	---	---	57
8	RAY F. ALT, JR. AND DARLENE R. ALT	TLE	---	---	---	124
9	DARLENE A. REGELE	TLE	---	---	---	248
11	DAVID L. AND DEBRA J. NIKOLAI	TLE	---	---	---	186
12	JOHN A. AND LUZVIMINDA B. VERHUNCE	TLE	---	---	---	134
13	DAVID A. ASPLIN	TLE	---	---	---	114

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

R/W COURSE TABLE

POINT-POINT	BEARING	DISTANCE
52-200	S 89°15'43" E	2,224.90'
200-300	N 26°47'21" E	187.66'
300-205	N 26°34'01" E	368.00'
205-204	N 63°18'23" W	50.00'
204-301	N 26°34'01" E	60.00'
301-302	N 26°41'39" E	307.91'
302-303	N 26°41'39" E	60.00'
303-304	N 26°41'39" E	307.90'
304-305	S 63°18'21" E	50.00'
305-306	S 63°18'21" E	50.00'
306-307	S 26°41'39" W	307.83'
307-308	S 26°41'39" W	60.00'
308-309	S 26°41'39" W	307.98'
309-206	N 63°18'23" W	60.00'
206-205	N 63°18'23" W	50.00'

0 25 50
SCALE, FEET



TLE STATION AND OFFSET TABLE

POINT NO.	STATION	OFFSET
330	29+46.12	64.74' LT
331	29+47.35	64.74' LT
332	29+47.35	55.13' LT
333	29+51.31	51.31' LT
334	29+59.95	51.32' LT
335	29+59.95	50.00' LT
348	35+97.92	50.00' LT
349	35+97.92	55.39' LT
350	36+20.94	55.42' LT
351	36+20.94	64.55' RT
352	36+16.27	64.55' RT
353	36+16.27	59.55' RT
354	36+13.15	54.69' RT
355	36+08.15	54.70' RT
356	36+08.15	50.00' RT
357	33+27.83	50.00' RT
358	33+27.83	54.95' RT
359	33+22.83	54.95' RT

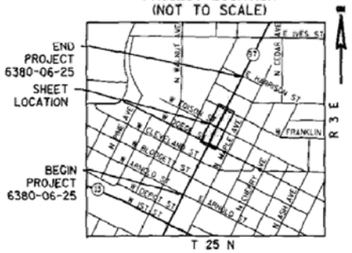
TLE STATION AND OFFSET TABLE

POINT NO.	STATION	OFFSET
360	33+18.05	59.98' RT
361	33+18.05	64.98' RT
362	33+13.12	64.98' RT
369	30+25.27	50.00' RT
370	30+25.27	55.17' RT
371	29+89.30	55.17' RT
372	29+89.30	50.00' RT
373	29+65.05	50.00' RT
374	29+65.05	55.18' RT
375	29+60.05	55.18' RT
376	29+50.38	64.27' RT
377	29+50.39	74.27' RT
378	29+44.96	74.27' RT

R/W STATION AND OFFSET TABLE

POINT NO.	STATION	OFFSET	Y	X
204	28+85.23	50.00' LT	554,184.63	639,594.45
205	28+85.12	0.00' LT	554,162.17	639,639.13
206	28+85.01	50.00' RT	554,139.71	639,683.80
300	25+17.12	0.00' LT	553,833.02	639,474.55
301	29+45.12	50.00' LT	554,238.30	639,621.30
302	32+53.03	50.00' LT	554,513.39	639,759.62
303	33+13.03	50.00' LT	554,566.99	639,786.57
304	26+20.94	50.00' LT	554,842.08	639,924.89
305	36+20.94	0.00' LT	554,819.62	639,969.56
306	36+20.94	50.00' RT	554,797.16	640,014.23
307	33+13.11	50.00' RT	554,522.14	639,875.95
308	32+53.04	50.00' RT	554,468.53	639,848.99
309	29+45.01	50.00' RT	554,193.37	639,710.64
400	29+45.18	0.00' RT	554,215.88	639,665.99

PROJECT LOCATION
(NOT TO SCALE)



JEngineering, Inc
Consultant Services

I, MICHAEL D. VANDE HEI, 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 CITY OF MARSHFIELD, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6380-06-25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL D. VANDE HEI S-2241 De Pere, WI LAND SURVEYOR

SIGNATURE: [signature] DATE: 8/11/16
PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MARSHFIELD
SIGNATURE: [signature] DATE: 8/15/16
PRINT NAME: DAN KNOECK
DIRECTOR OF PUBLIC WORKS

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 8/10/2016 12:45 PM
PLOT BY : BRAD GROH
PLOT NAME :
PLOT SCALE : ----------

6380-06-25 4.03

Vol 13 S Plats Page 44

TRANSPORTATION PROJECT PLAT NO: 6380-06-25 -4.04

THAT PART OF LOT 11 OF BLOCK 278 AND THAT PART OF LOT 1 OF BLOCK 277 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST; THAT PART OF LOT 5 OF BLOCK 278, THAT PART OF LOT 11 AND LOT 5 (LOT 1 OF CERTIFIED SURVEY MAP NO. 6989) OF BLOCK 291, THAT PART OF LOT 1 AND LOT 7 OF BLOCK 290, AND THAT PART OF LOT 7 OF BLOCK 277 OF THE FOURTH ADDITION TO THE VILLAGE PLAT OF MARSHFIELD, LOCATED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 3 EAST, ALL LOCATED IN THE CITY OF MARSHFIELD, WOOD COUNTY, WISCONSIN.

RELOCATION ORDER STH 97 C MARSHFIELD, CENTRAL AVENUE (ARNOLD STREET TO HARRISON STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MARSHFIELD 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 62.22, WISCONSIN STATUTES, THE CITY OF MARSHFIELD 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MARSHFIELD, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 97 ESTABLISHED FROM THE FOURTH ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM THE FOURTH ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 2016R06415 FOR ADDITIONAL INFORMATION.

2016R06770
2016R06770
SUSAN E. GINTER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
08/18/2016 08:57AM
REC FEE: 25.00
EXEMPT #:
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25-4.04
AMENDMENT NO:---

SCALE, FEET 0 25 50

CG SPIKE
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X=637,165.246

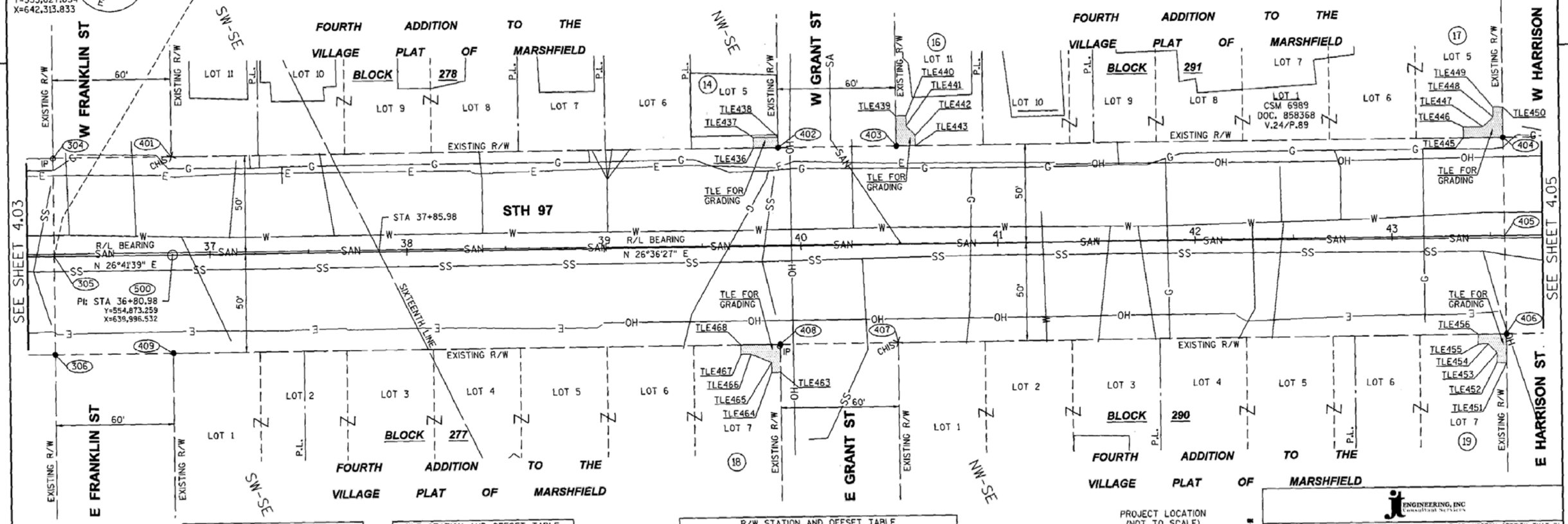
PK NAIL
Y=553,627.834
X=642,313.833

SECTION LINE BEARING S89°15'43"E, 5,149.01', 2,224.90'

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W SQ FT. REQUIRED NEW	EXISTING	TOTAL	T.L.E. SQ FT
14	JOHN R. AND LOIS B. KASTERN REVOCABLE TRUST	TLE	---	---	---	36
16	JANE A. KOENIG	TLE	---	---	---	47
17	TIME FEDERAL SAVINGS BANK	TLE	---	---	---	159
18	FAMILY VIDEO MOVIE CLUB INC. OF ILLINOIS	TLE	---	---	---	162
19	LELAND AND VICKIE ALBRECHT	TLE	---	---	---	129

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

R/W COURSE TABLE		
POINT-POINT	BEARING	DISTANCE
52-200	S 89°15'43" E	2,224.90'
200-300	N 26°47'21" E	187.66'
300-400	N 26°34'01" E	428.06'
400-305	N 26°41'39" E	675.76'
305-304	N 63°18'21" W	50.00'
304-401	N 26°41'39" E	60.00'
401-402	N 26°36'27" E	308.01'
402-403	N 26°36'27" E	60.00'
403-404	N 26°36'27" E	307.97'
404-405	S 63°41'56" E	50.00'
405-406	S 63°41'56" E	50.00'
406-407	S 26°36'27" W	308.63'
407-408	S 26°36'27" W	60.00'
408-409	S 26°36'27" W	308.03'
409-306	S 26°41'39" W	60.00'
306-305	N 63°18'21" W	50.00'

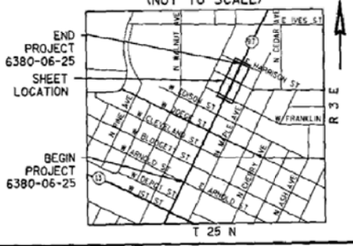


TLE STATION AND OFFSET TABLE		
POINT NO.	STATION	OFFSET
436	39+76.61	50.00' LT
437	39+76.61	55.48' LT
438	39+89.03	55.47' LT
439	40+49.04	65.38' LT
440	40+54.17	65.38' LT
441	40+54.17	60.38' LT
442	40+58.80	55.47' LT
443	40+58.76	50.00' LT
445	43+37.04	50.00' LT
446	43+37.04	55.44' LT
447	43+47.04	55.44' LT
448	43+52.18	60.40' LT
449	43+52.18	65.40' LT
450	43+57.00	65.40' LT
451	43+57.48	64.63' RT
452	43+52.61	64.62' RT
453	43+52.63	59.62' RT

TLE STATION AND OFFSET TABLE		
POINT NO.	STATION	OFFSET
454	43+48.13	55.03' RT
455	43+43.13	55.02' RT
456	43+43.13	50.00' RT
463	39+88.87	64.25' RT
464	39+84.39	64.25' RT
465	39+84.41	59.25' RT
466	39+73.85	54.80' RT
467	39+68.85	54.80' RT
468	39+68.86	50.00' RT

R/W STATION AND OFFSET TABLE				
POINT NO.	STATION	OFFSET	Y	X
304	36+20.94	50.00' LT	554,819.62	639,924.89
305	36+20.94	0.00' LT	554,819.62	639,969.56
306	36+20.94	50.00' RT	554,797.16	640,014.23
400	29+45.18	0.00' LT	554,215.88	639,665.99
401	36+81.01	50.00' LT	554,895.69	639,951.84
402	39+89.02	50.00' LT	555,171.07	640,089.79
403	40+49.02	50.00' LT	555,224.72	640,116.67
404	43+56.99	50.00' LT	555,500.08	640,254.60
405	43+57.26	0.00' LT	555,477.92	640,299.42
406	43+57.53	50.00' RT	555,455.77	640,344.25
407	40+48.89	50.00' RT	555,179.82	640,206.02
408	39+88.89	50.00' RT	555,126.17	640,179.15
409	36+80.94	50.00' RT	554,850.76	640,041.19
500	36+80.98	0.00' RT	554,873.26	639,996.53

PROJECT LOCATION (NOT TO SCALE)



ENGINEERING, INC
Consultant Services

I, MICHAEL D. VANDE HEI, 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 CITY OF MARSHFIELD, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6380-06-25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 8/11/16
PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241

WISCONSIN MICHAEL D. VANDE HEI S-2241 De Pere, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MARSHFIELD
SIGNATURE: _____ DATE: 8/15/16
PRINT NAME: DAN KNOECK
DIRECTOR OF PUBLIC WORKS

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 8/10/2016 12:45 PM PLOT BY : BRAD GROH PLOT NAME : PLOT SCALE : ----------

6380-06-25 4.04

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TRANSPORTATION PROJECT PLAT NO: 6380-06-25 -4.05

RELOCATION ORDER STH 97 C MARSHFIELD, CENTRAL AVENUE (ARNOLD STREET TO HARRISON STREET)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MARSHFIELD 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 62.22, WISCONSIN STATUTES, THE CITY OF MARSHFIELD 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MARSHFIELD, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

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

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

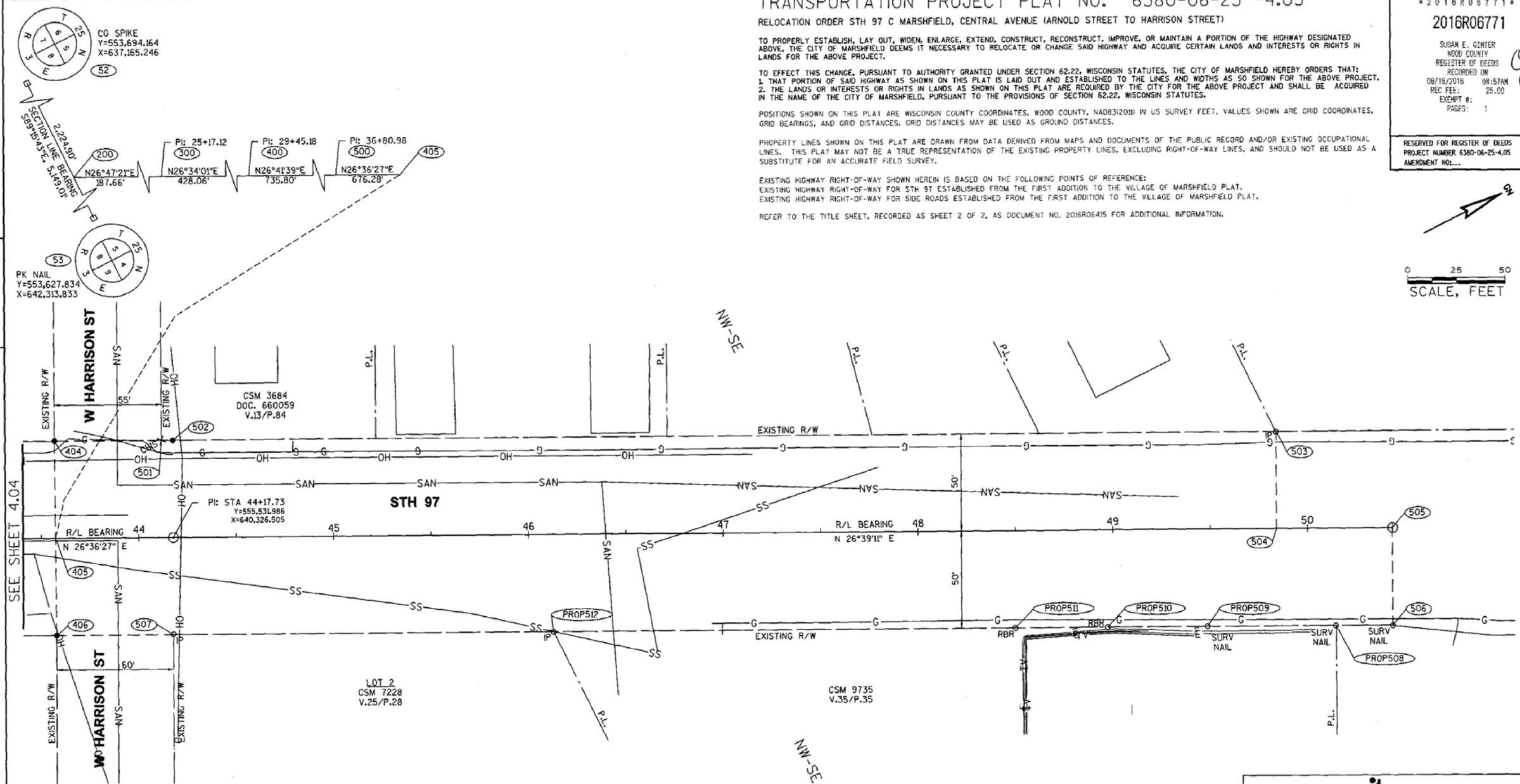
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 97 ESTABLISHED FROM THE FIRST ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.
EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM THE FIRST ADDITION TO THE VILLAGE OF MARSHFIELD PLAT.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO. 2016R06415 FOR ADDITIONAL INFORMATION.

2016R06771

SUSAN E. GINTER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
08/19/2016 08:57AM
REC FEE: 25.00
EXEMPT #:
PAGES: 1

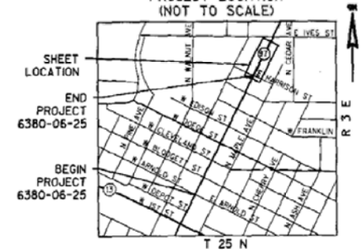
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6380-06-25-4.05
AMENDMENT NO:...



R/W COURSE TABLE		
POINT-POINT	BEARING	DISTANCE
52-200	S 89°15'43" E	2,224.90'
200-300	N 26°47'21" E	187.66'
300-400	N 26°34'01" E	428.06'
400-500	N 26°41'39" E	735.80'
500-405	N 26°36'27" E	676.28'
405-404	N 63°41'56" W	50.00'
404-501	N 26°36'27" E	55.00'
501-502	N 26°36'27" E	5.78'
502-503	N 26°39'11" E	566.41'
503-504	S 63°20'49" E	50.00'
504-505	N 26°39'11" E	59.43'
505-506	S 63°20'49" E	50.00'
506-507	S 26°39'11" W	626.00'
507-406	S 26°36'27" W	60.00'
406-405	N 63°41'56" W	50.00'

R/W STATION AND OFFSET TABLE				
POINT NO.	STATION	OFFSET	Y	X
404	43+56.99	50.00' LT	555,500.08	640,254.60
405	43+57.26	0.00' LT	555,477.92	640,299.42
406	43+57.53	50.00' RT	555,455.77	640,344.25
500	36+80.98	0.00' LT	554,873.26	639,996.53
501	44+11.99	50.00' LT	555,549.25	640,279.23
502	44+17.73	50.00' LT	555,554.42	640,281.82
503	49+84.14	50.00' LT	556,060.64	640,535.90
504	49+84.14	0.00' LT	556,038.21	640,580.59
505	50+43.57	0.00' LT	556,091.32	640,607.25
506	50+43.57	50.00' RT	556,068.89	640,651.93
507	44+17.53	50.00' RT	555,509.41	640,371.12

PROJECT LOCATION
(NOT TO SCALE)



J ENGINEERING, INC
Consultant Services

I, MICHAEL D. VANDE HEI, 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 CITY OF MARSHFIELD, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6380-06-25 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN MICHAEL D. VANDE HEI S-2241 De Pere, WI LAND SURVEYOR

SIGNATURE: [signature] DATE: 8/11/16
PRINT NAME: MICHAEL D. VANDE HEI
REGISTRATION NUMBER: S-2241

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF MARSHFIELD
SIGNATURE: [signature] DATE: 8/15/16
PRINT NAME: DAN KNOECK
DIRECTOR OF PUBLIC WORKS

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 8/10/2016 12:45 PM PLOT BY : BRAD GROH PLOT NAME : PLOT SCALE : **********

6380 89 :5 4.05

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R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

TRANSPORTATION PROJECT PLAT NO: 6380-06-25-4.06

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
99	552,729.72	538,918.05
100	552,752.23	638,873.40
101	553,161.48	639,079.68
102	553,252.56	639,125.59
103	553,404.05	539,201.95
104	553,527.45	639,264.25
105	553,504.99	639,308.92
106	553,482.53	639,353.59
107	553,359.01	639,291.23
108	553,207.64	639,214.93
109	553,154.06	639,187.93
110	552,707.22	638,962.70
PROP111	553,084.81	639,041.04
PROP112	553,488.28	639,244.47

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
200	553,665.50	639,389.96
201	553,581.02	639,291.30
202	553,855.47	639,429.87
203	553,909.14	639,456.70
204	554,184.63	639,594.46
205	554,162.17	639,639.13
206	554,139.71	639,683.80
207	553,864.21	639,546.04
208	553,810.55	639,519.21
209	553,536.09	639,380.64
210	553797.09	639,400.39
PROP211	553,948.97	639,476.62
PROP212	554,004.79	639,504.53

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
300	553,833.02	639,474.55
301	554,238.30	639,621.30
302	554,513.39	639,759.62
303	554,566.99	639,786.57
304	554,842.08	639,924.89
305	554,819.62	639,969.56
306	554,797.16	640,014.23
307	554,522.14	639,875.95
308	554,468.53	639,848.99
309	554,193.37	639,710.64
PROP310	554,277.77	639,641.15
PROP311	554,763.55	639,885.43
PROP312	554,640.10	639,935.26
PROP313	554,350.54	639,789.67

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
400	554,215.88	639,665.99
401	554,895.69	639,951.84
402	555,171.07	640,089.79
403	555,224.72	640,116.67
404	555,500.08	640,254.60
405	555,477.92	640,299.42
406	555,455.77	640,344.25
407	555,179.82	640,206.02
408	555,126.17	640,179.15
409	554,850.76	640,041.19

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
500	554,873.26	639,996.53
501	555,549.25	640,279.23
502	555,554.42	640,281.82
503	556,060.64	640,535.90
504	556,038.21	640,580.59
505	556,091.32	640,607.25
506	556,068.89	640,651.93
507	555,509.41	640,371.12
PROP508	556,042.83	640,638.85
PROP509	555,983.89	640,609.27
PROP510	555,938.01	640,586.24
PROP511	555,895.70	640,565.00
PROP512	555,683.75	640,458.62

4

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

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\TPP\040102-RP.DWG
APPRAISAL PLAT DATE : _____

PLOT DATE : 7/12/2016 9:24 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : ##########

ARNOLD STREET

BLODGETT STREET

CLEVELAND STREET

DOGE STREET

MATCH LINE 106+75.00

MATCH LINE 114+25.00

MATCH EXISTING
99+70, 60.6 LT

CITY OF MARSHFIELD
ELECTRIC

TLE

SW04

DW06

IC30

CG18

URBAN DRIVEWAY SPECIAL

R/W

N26° 39' 32"E

STH 97 (CENTRAL AVE.)

PI: 103+21.33

N26° 16' 56"E
103+00

PI: 103+54.51

MATCH EXISTING
103+38, 54.9 LT

CITY OF MARSHFIELD WATER

CITY OF MARSHFIELD
SANITARY SEWER

104+31.24
33.2 RT

CG30

CITY OF MARSHFIELD
STORM SEWER

105+82.66
33.0 RT

BEGIN CONSTRUCTION
99+50
MATCH EXISTING

MATCH EXISTING
99+70, 75.0 RT

MATCH EXISTING
103+37, 50.5 RT

SW04	CONCRETE SIDEWALK 4-INCH
DW06	CONCRETE DRIVEWAY 6-INCH
CG18	CONCRETE CURB AND GUTTER 18-INCH TYPE D
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE A
IC30	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
PC01	CONCRETE CURB PEDESTRIAN
	BASE PATCHING ASPHALTIC

MATCH EXISTING
107+06, 57.8 LT

MATCH EXISTING
107+06, 50.7 RT

CITY OF MARSHFIELD WATER

CITY OF MARSHFIELD
STORM SEWER

108+08.26
33.0 RT

108+36.64
33.0 RT

CITY OF MARSHFIELD
ELECTRIC

MATCH EXISTING
110+75, 75.0 LT

MATCH EXISTING
110+75, 75.0 RT

WE ENERGIES GAS

CAUTION

CITY OF MARSHFIELD
SANTARY SEWER

111+46.81
49.7 RT

111+83.64
49.3 RT

CHARTER COMMUNICATIONS

NOTE: OFFSETS AND ELEVATIONS AT INTERSECTIONS ARE SHOWN IN THE INTERSECTION DETAILS.

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PLAN	SHEET 91	E

EDISON STREET

FRANKLIN STREET

MATCH LINE 114+25.00

MATCH LINE 121+50.00

51'E+00

52'E+00

53'E+00

61'F+00

62'F+00

63'F+00

MATCH EXISTING
114+43, 51.0 LT

MATCH EXISTING
114+43, 51.5 RT

MATCH EXISTING
118+10, 56.8 LT

MATCH EXISTING
118+10, 51.4 RT

SW04

CG30

TLE

R/W

WE ENERGIES GAS

CITY OF MARSHFIELD
ELECTRIC

CAUTION

FRONTIER
COMMUNICATIONS

STH 97 (CENTRAL AVE.)

115+00

116+00

117+00

118+00

119+00

120+00

121+00

N26° 39' 32"E

N27° 00' 04"E

PI: 117+91.01

PI: 118+27.54

70'

5'

CITY OF MARSHFIELD WATER

CITY OF MARSHFIELD
STORM SEWER

CITY OF MARSHFIELD
SANITARY SEWER

S63° 20' 07"E

SW04	CONCRETE SIDEWALK 4-INCH
DW06	CONCRETE DRIVEWAY 6-INCH
CG18	CONCRETE CURB AND GUTTER 18-INCH TYPE D
CG30	CONCRETE CURB AND GUTTER 30-INCH TYPE A
IC30	CONCRETE CURB AND GUTTER INTEGRAL 30-INCH TYPE D
PC01	CONCRETE CURB PEDESTRIAN
	BASE PATCHING ASPHALTIC

GRANT STREET

HARRISON STREET

MATCH LINE 121+50.00

71'G+00

72'G+00

73'G+00

81'H+00

82'H+00

83'H+00

MATCH EXISTING
121+78, 58.0 LT

MATCH EXISTING
121+78, 50.9 RT

MATCH EXISTING
125+44, 52.2 LT

MATCH EXISTING
125+45, 54.5 RT

122+58.62
33.4 LT

122+74.53
33.3 LT

DW06

IC30

CHARTER
COMMUNICATIONS

CITY OF MARSHFIELD WATER

CITY OF MARSHFIELD
ELECTRIC

CITY OF MARSHFIELD
STORM SEWER

CITY OF MARSHFIELD
SANITARY SEWER

122+00

123+00

124+00

125+00

126+00

127+00

128+00

N26° 39' 32"E

75'

8'

END CONSTRUCTION
125+80
MATCH EXISTING

S63° 20' 07"E

S63° 47' 45"E

NOTE: OFFSETS AND ELEVATIONS AT INTERSECTIONS ARE SHOWN IN THE INTERSECTION DETAILS.

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	PLAN	SHEET 92 E

FILE NAME : X:\PROJECTS\WOOD\6380-06-05 STH 97\DESIGN\C3D\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050202_PN

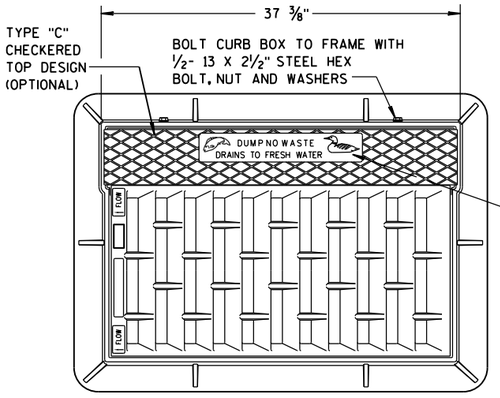
PLOT DATE : 3/2/2018 9:40 AM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

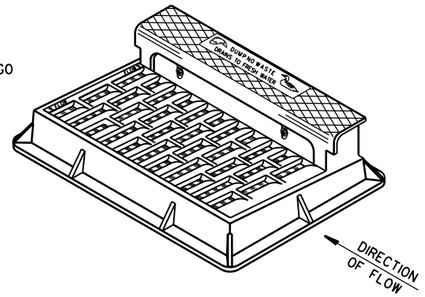
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-14A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	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
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C18-04	MEDIAN ISLAND MARKING
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

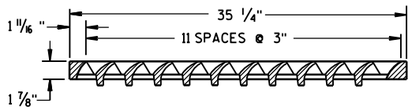
6

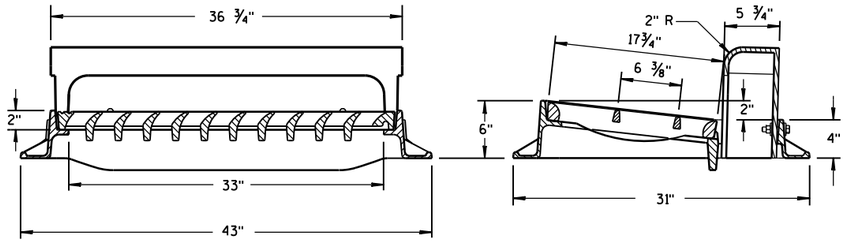


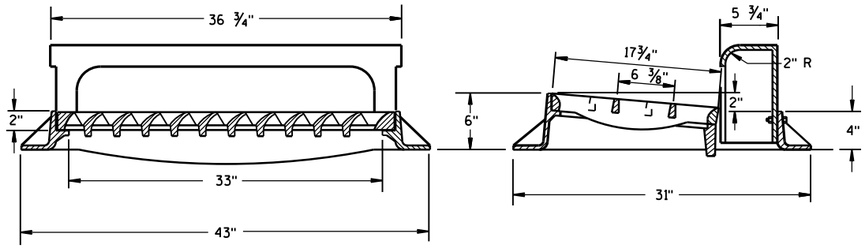
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

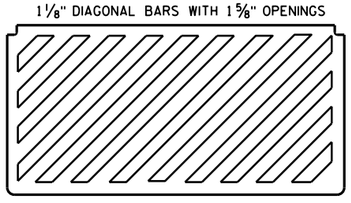






TYPE "H"

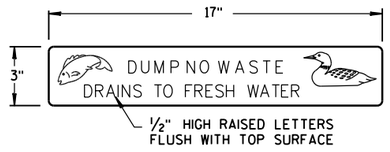
NOTE: EITHER CASTING IS ACCEPTABLE



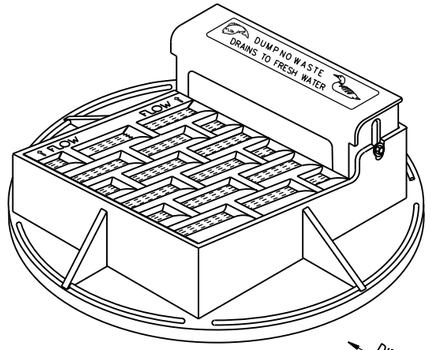
SPECIAL GRATE FOR TYPE "H" COVER

(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"

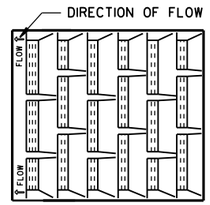
NOTE:
GRATE IS REVERSIBLE.

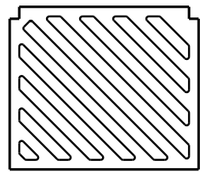
GENERAL NOTES

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.

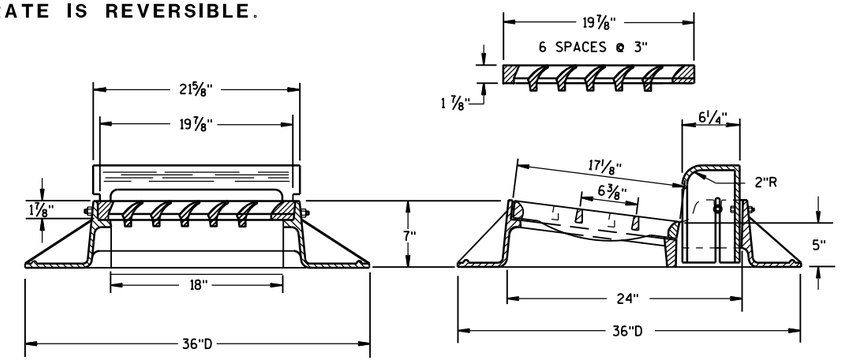




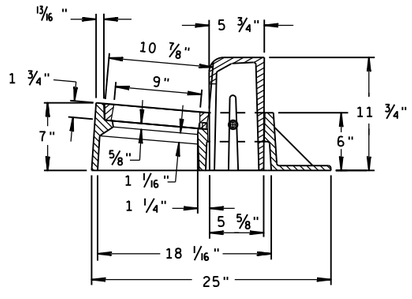
SPECIAL GRATE FOR TYPE "A" COVER

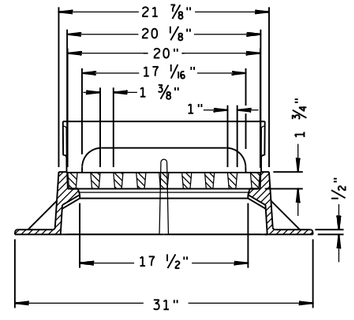
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

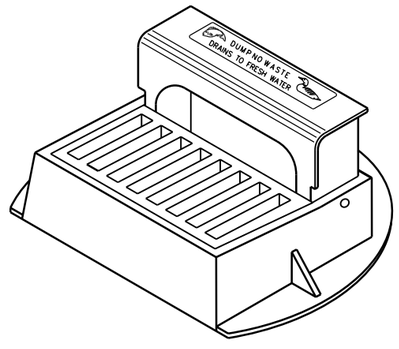


TYPE "A"





TYPE "Z"

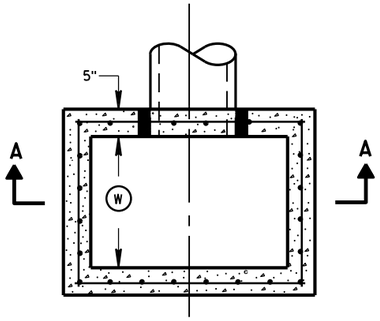


INLET COVERS
TYPE A, H, A-S, H-S & Z

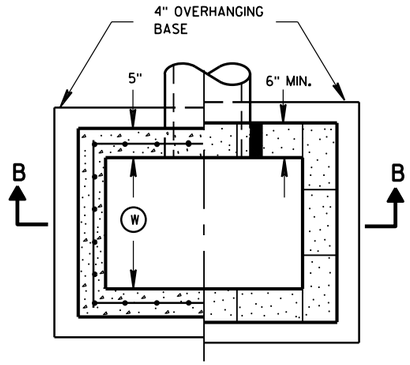
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

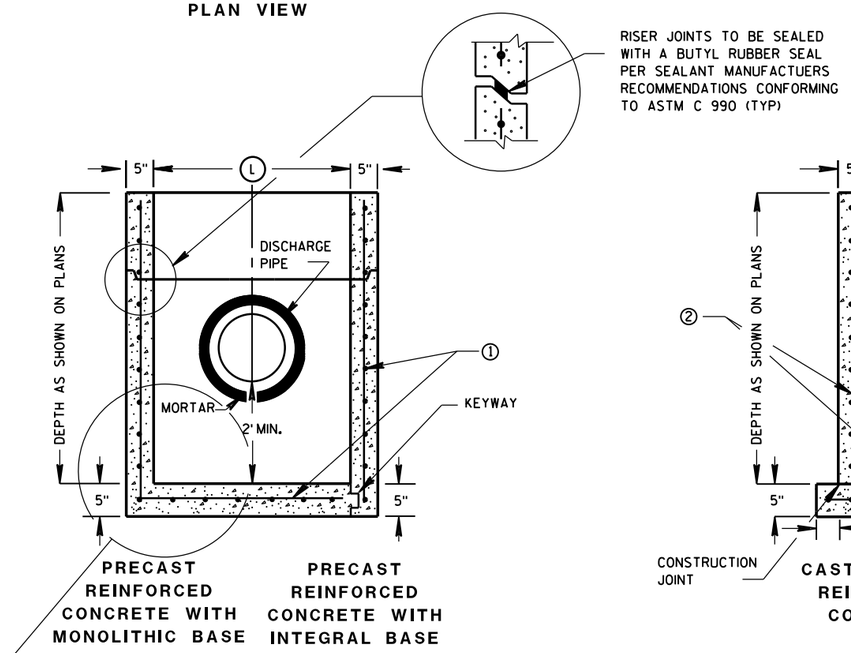
S.D.D. 8 A 5-19a



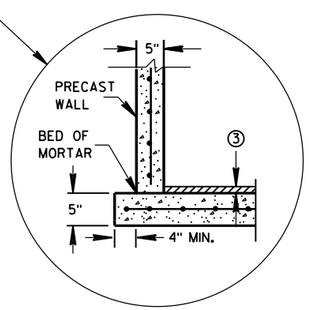
PLAN VIEW



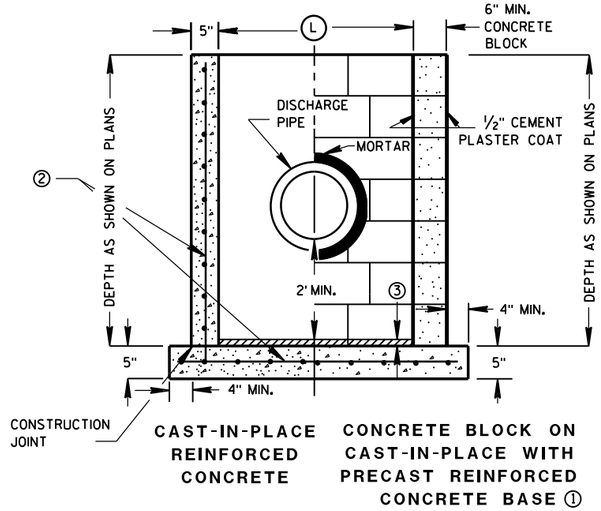
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CATCH BASIN UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

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

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

① FOR PRECAST CATCH BASINS 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.

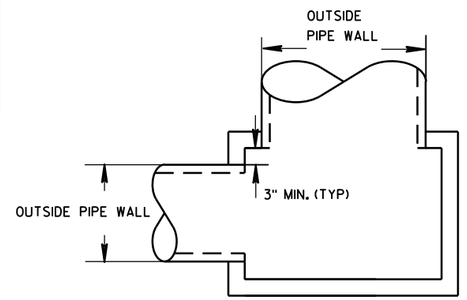
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

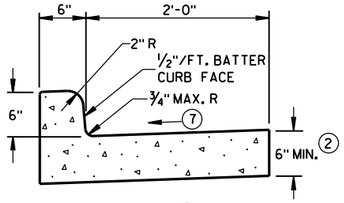
CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

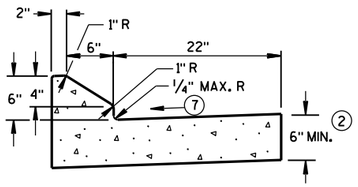
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

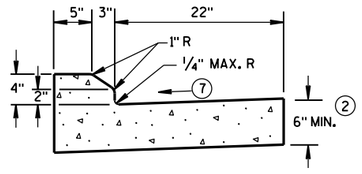
6
S.D.D. 8 A 9-2



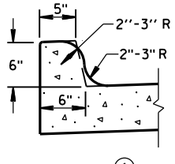
TYPES A (1) & D



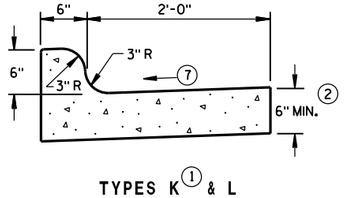
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

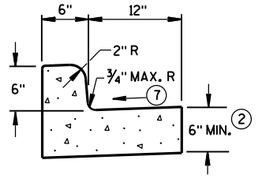


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



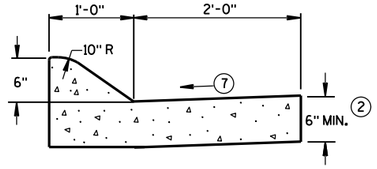
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

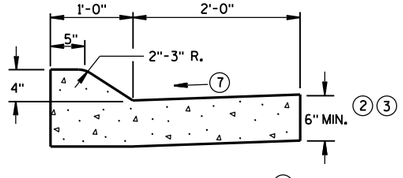


TYPES A (1) & D

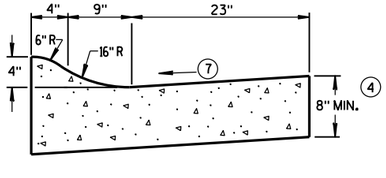
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

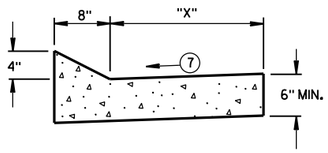


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

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.

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.

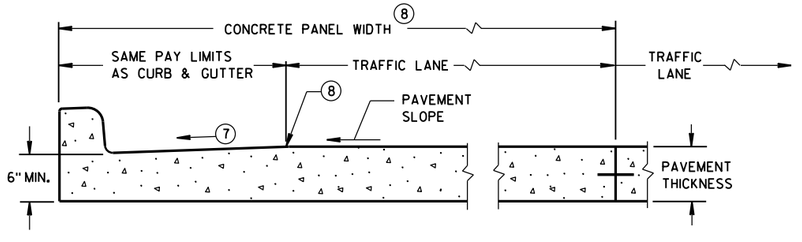
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

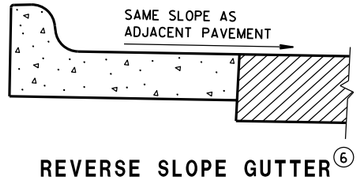
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

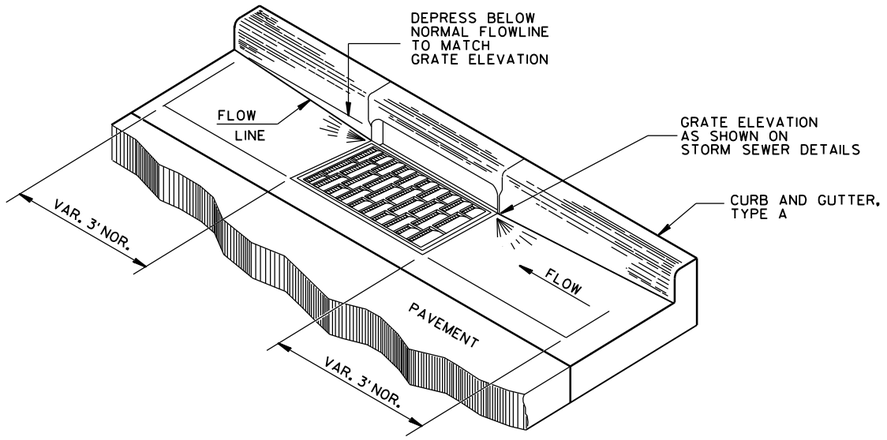
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 1-20a

6

S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

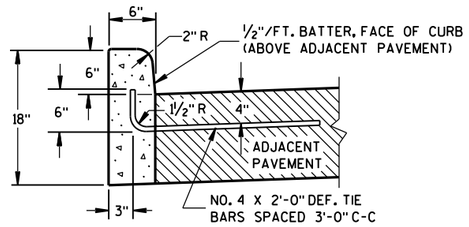
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

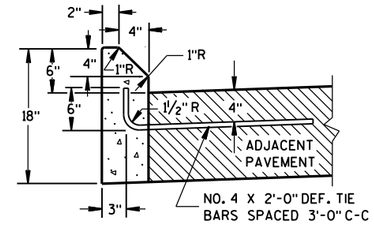
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

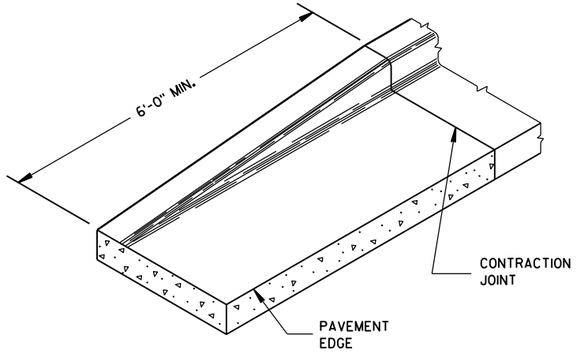


TYPES A(1) & D

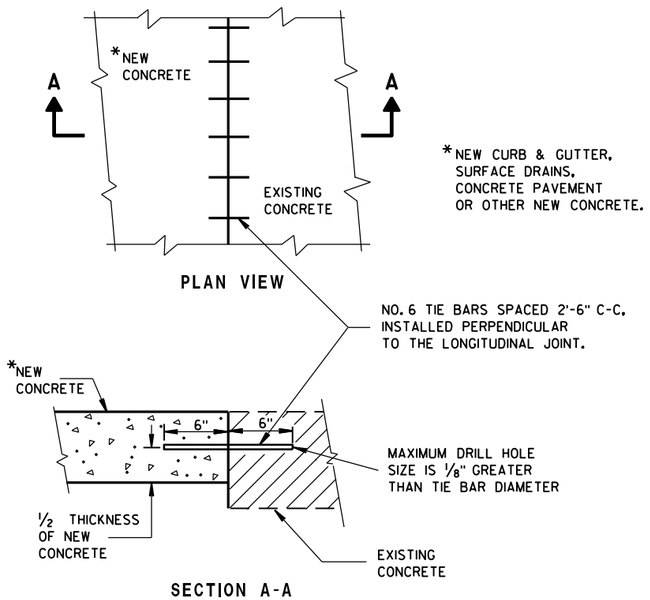


TYPES G(1) & J

CONCRETE CURB



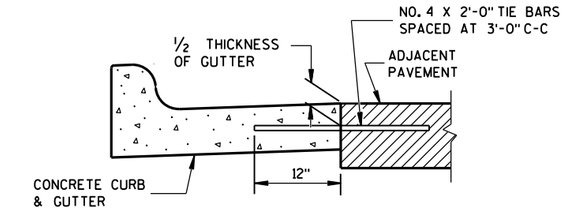
END SECTION CURB & GUTTER



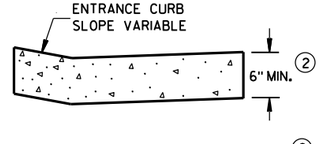
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

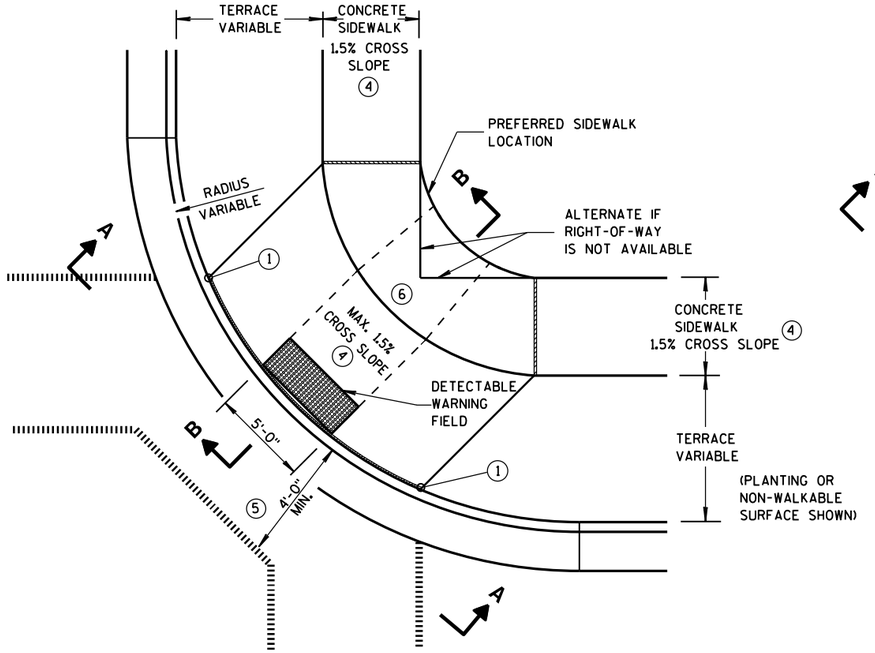
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
97 — ENT
FHWA

6

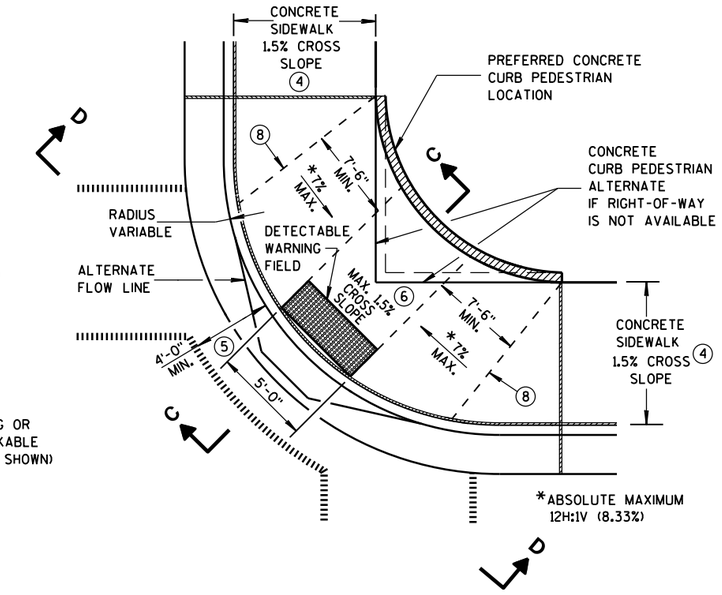
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

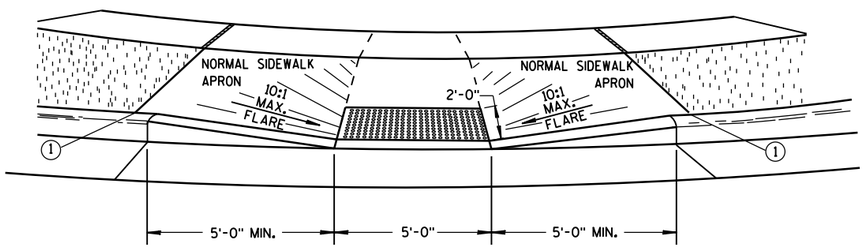
(CENTER OF CORNER RADIUS)



PLAN VIEW

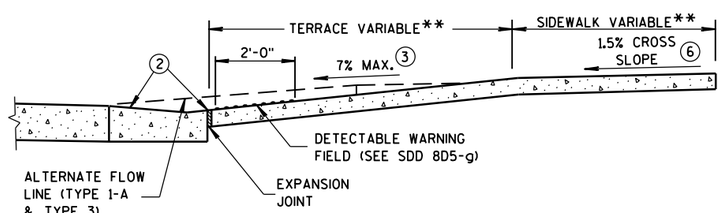
TYPE 1-A RAMP

(NO TERRACE)

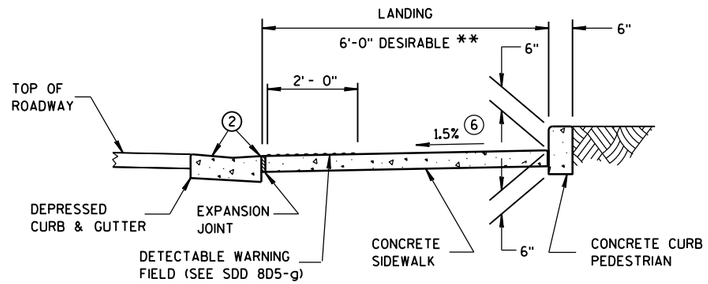


VIEW A-A

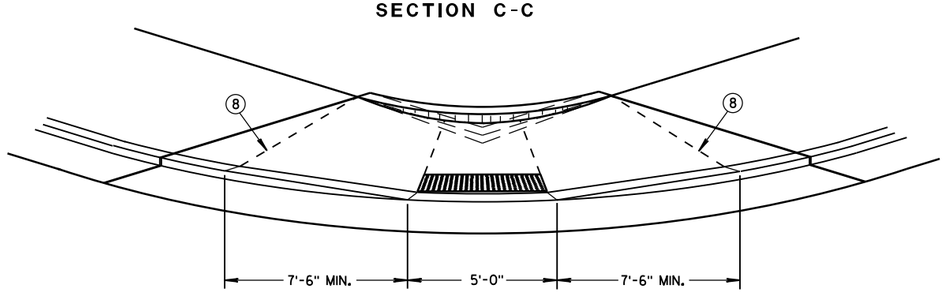
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE 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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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

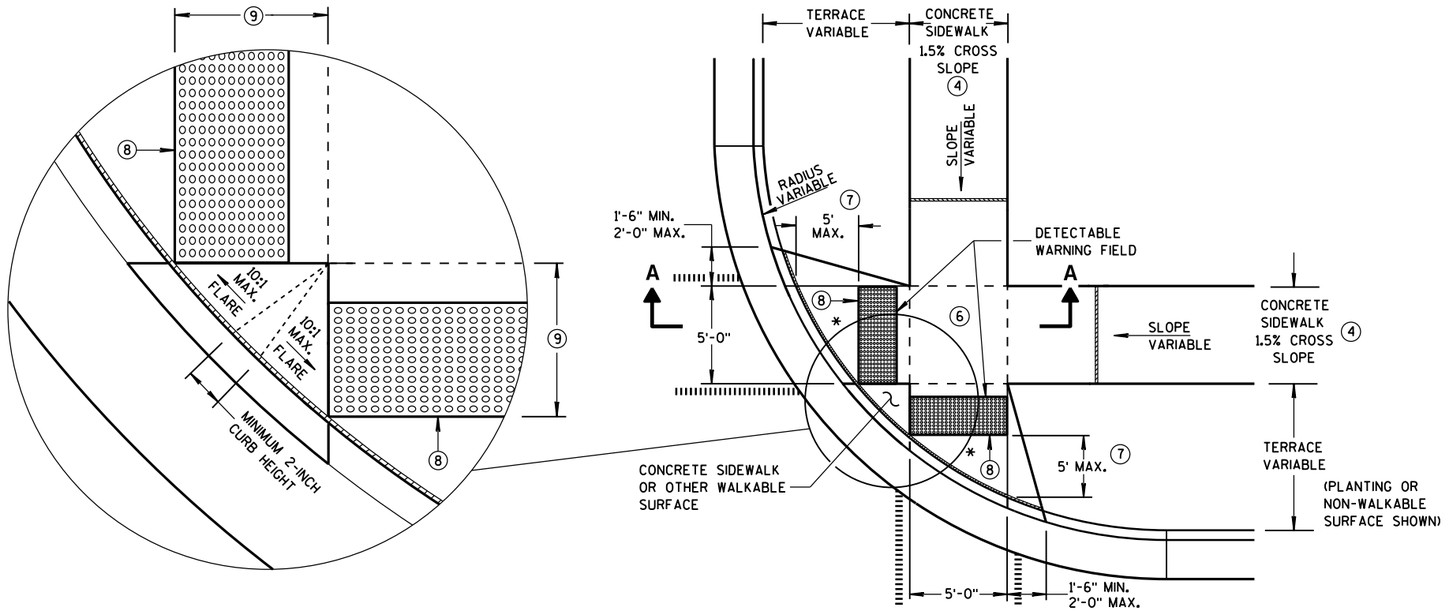
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

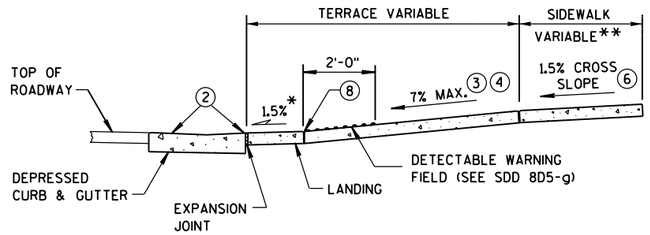
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S.D.D. 8 D 5-19a



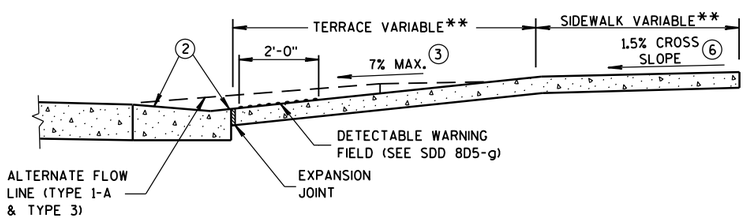
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

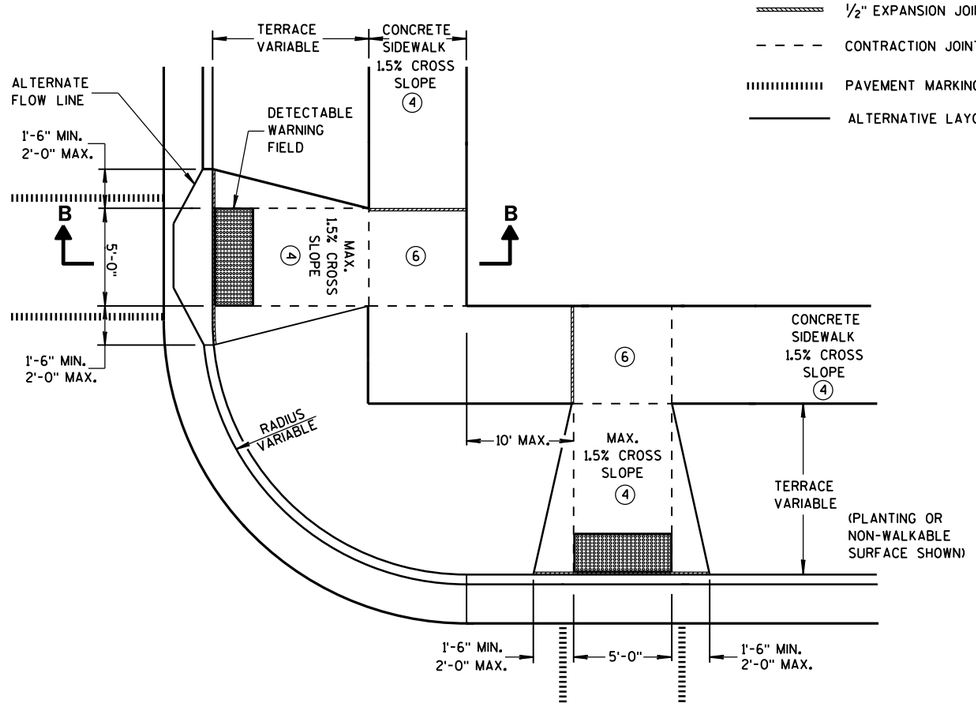


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

(9) WHEN 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

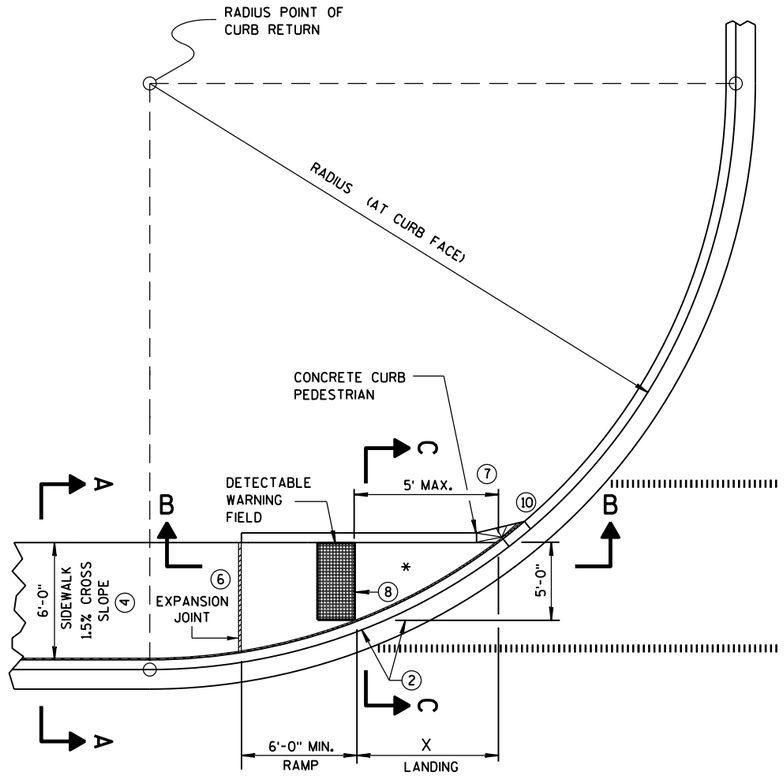
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

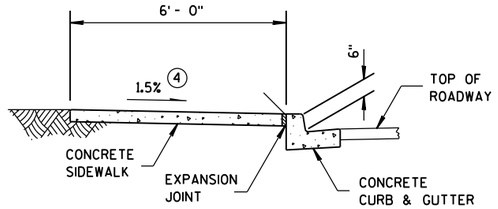
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

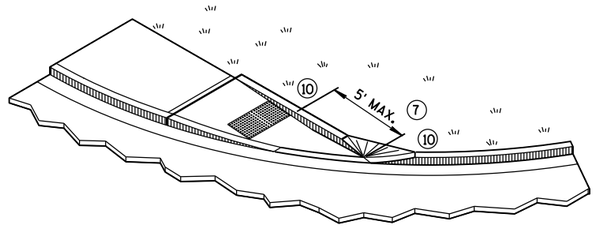
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

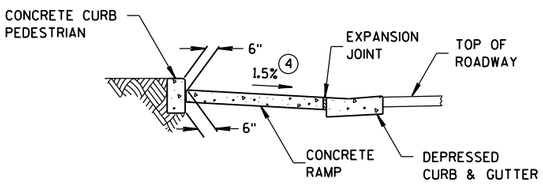
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

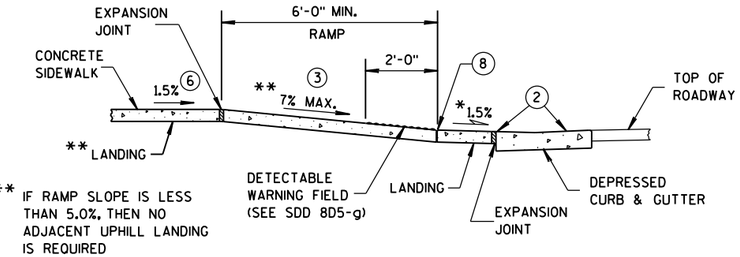


ISOMETRIC VIEW FOR TYPE 4A



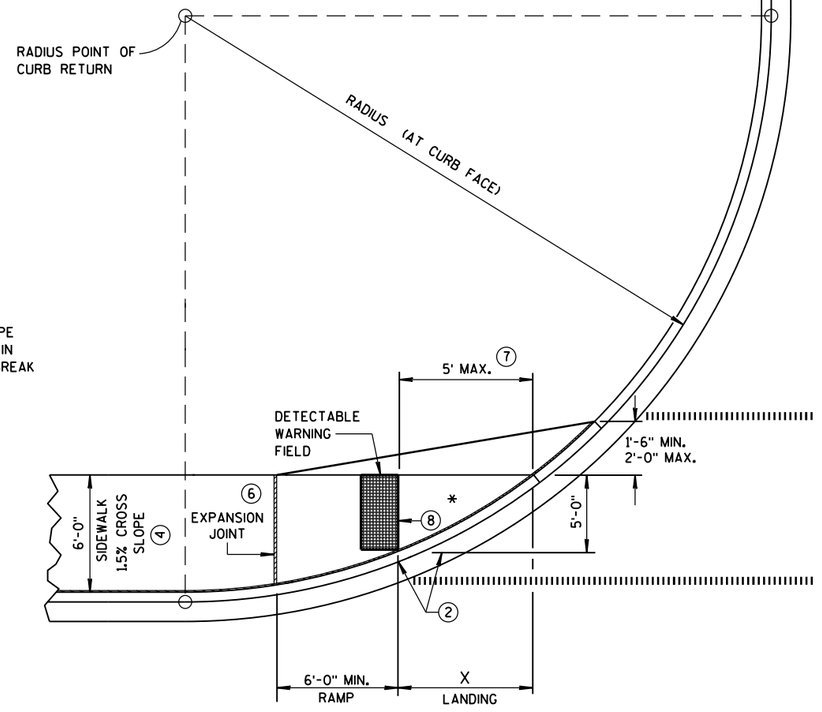
SECTION C-C FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

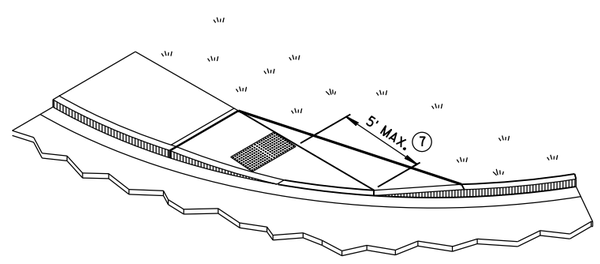


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

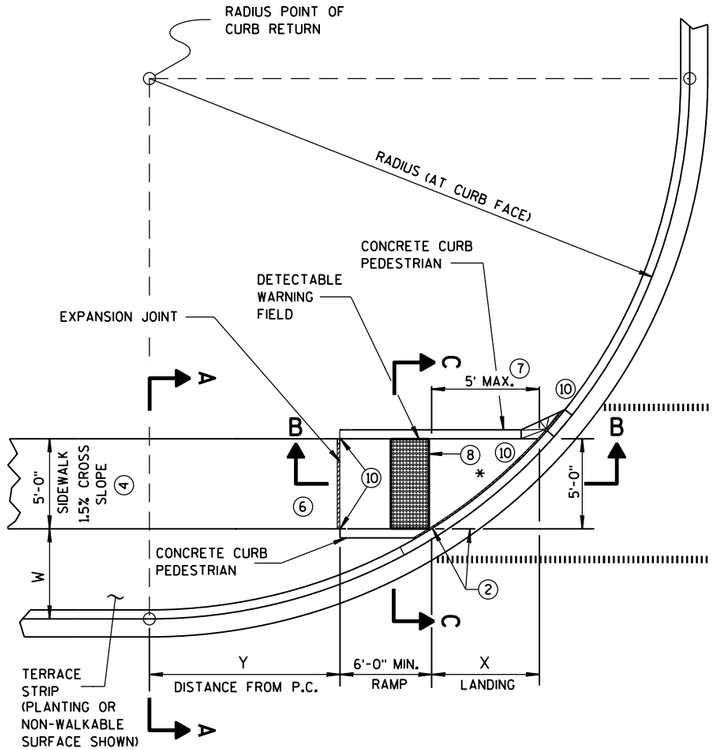
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

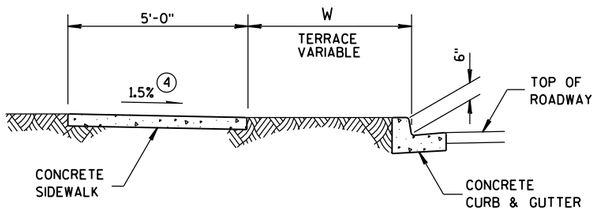
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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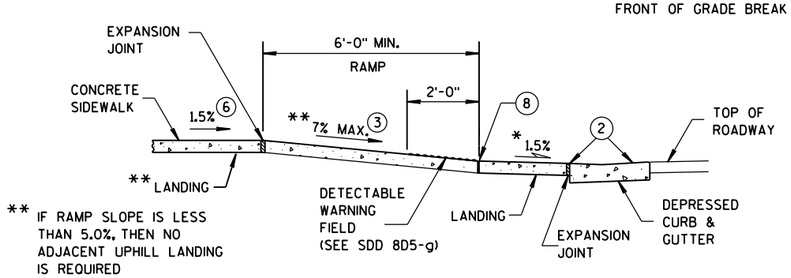
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



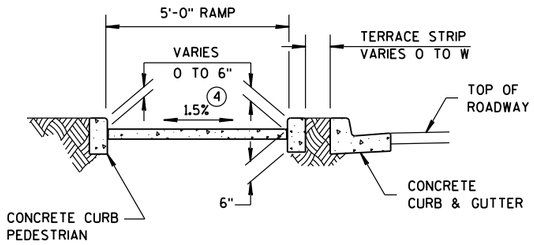
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

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



SECTION C-C FOR TYPE 4B

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

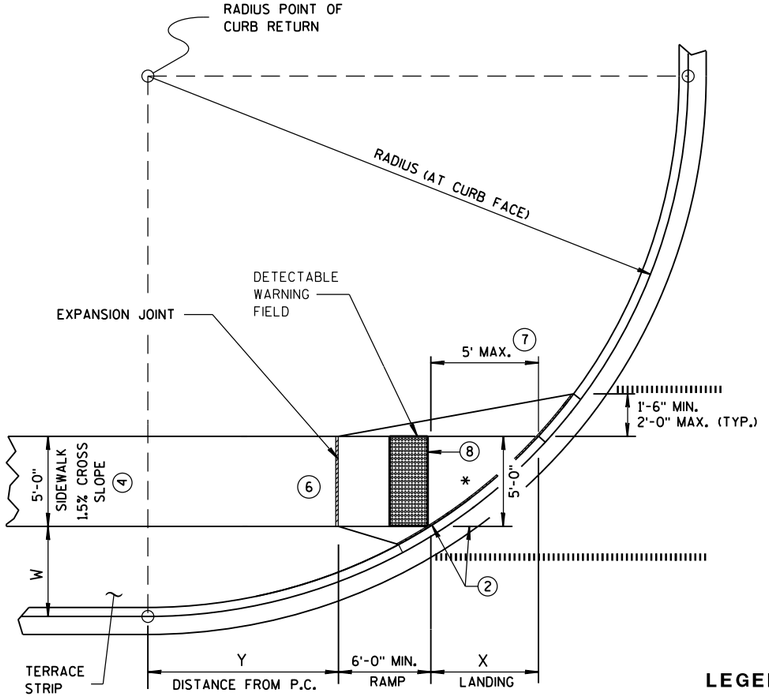
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

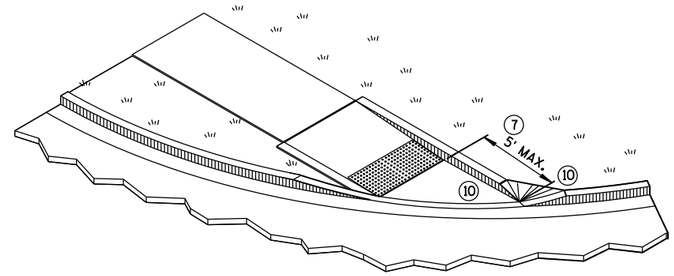
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

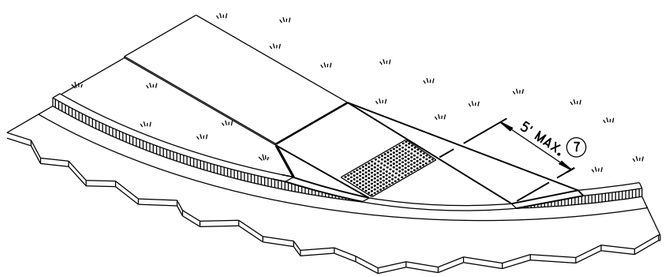
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

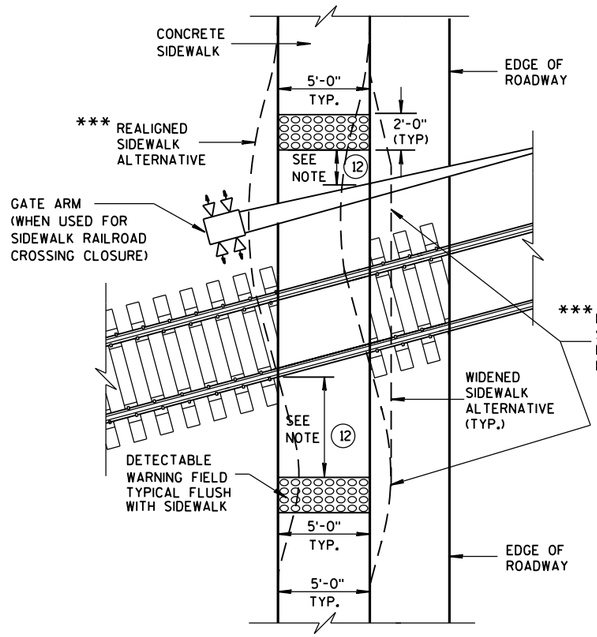
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

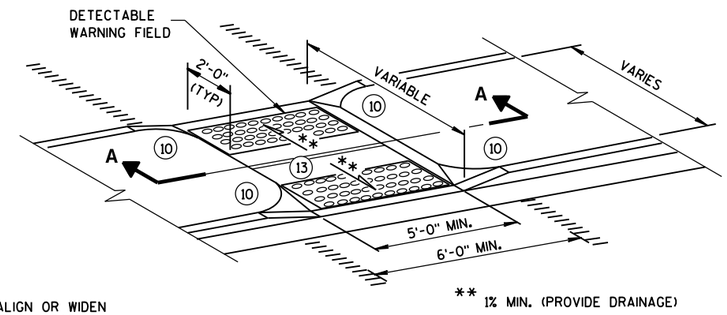
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S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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.

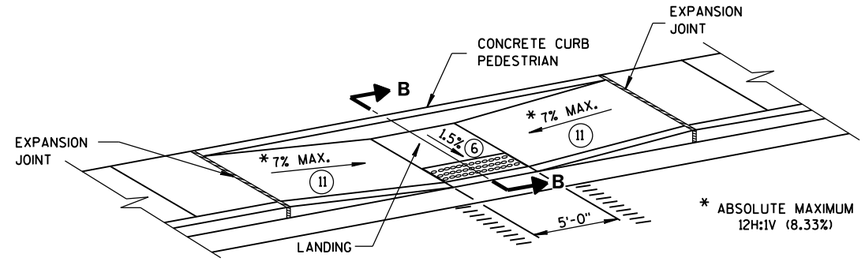
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

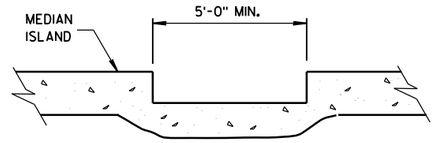
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

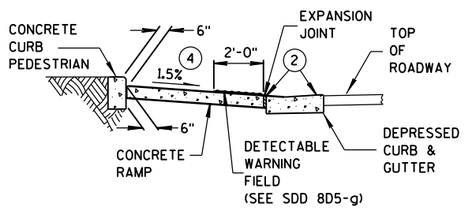
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

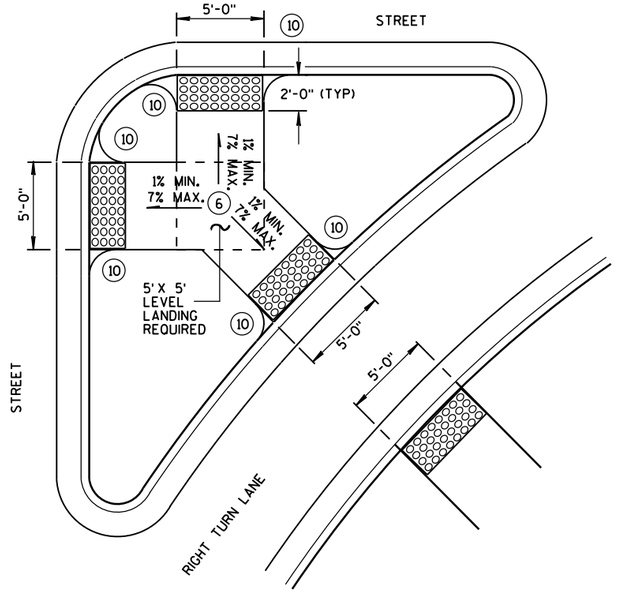


SECTION A-A

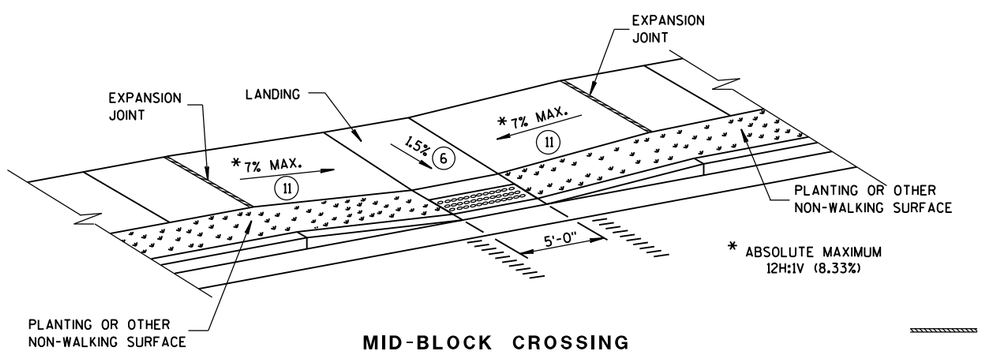


SECTION B-B

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

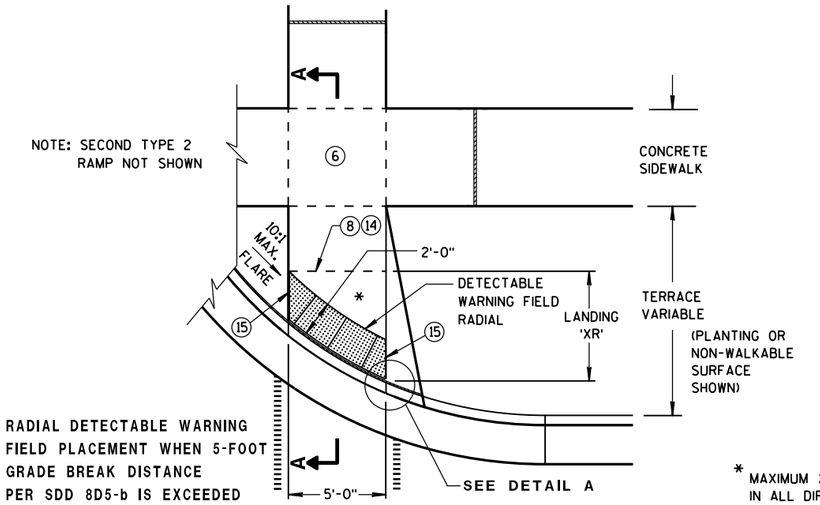
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

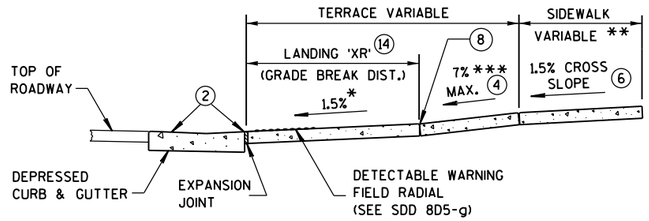
S.D.D. 8 D 5-19e
S.D.D. 8 D 5-19e



TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

LEGEND

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

GENERAL NOTES

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

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(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 MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(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.

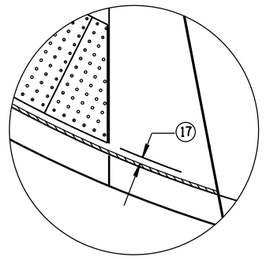
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

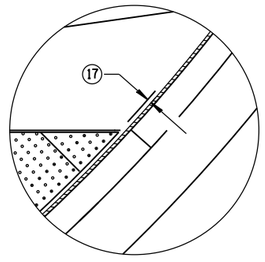
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

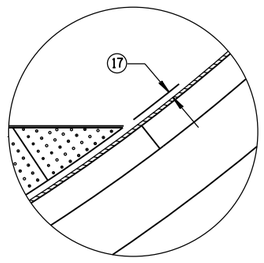
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



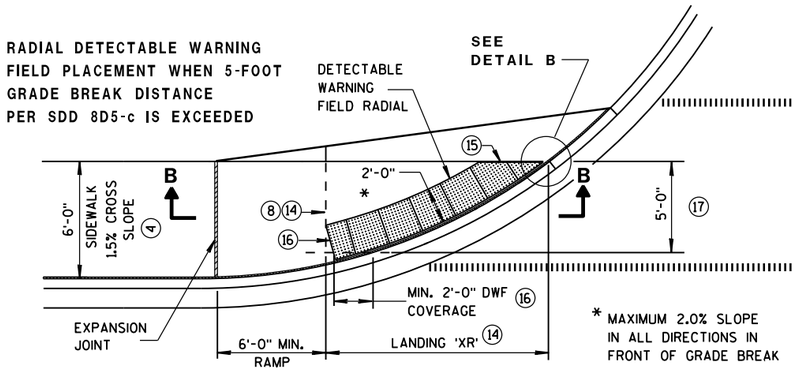
DETAIL A



DETAIL C

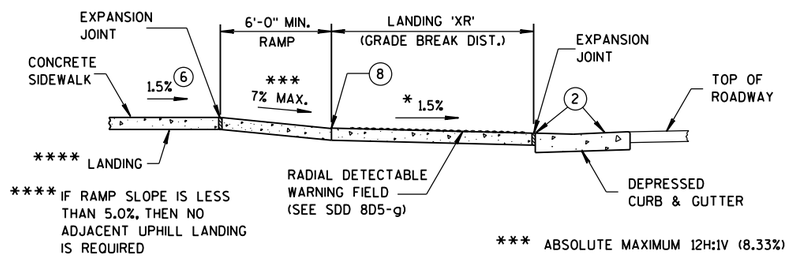


DETAIL B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

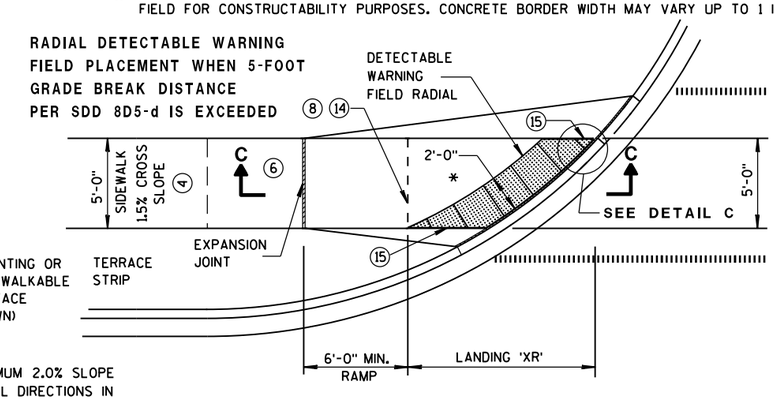
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

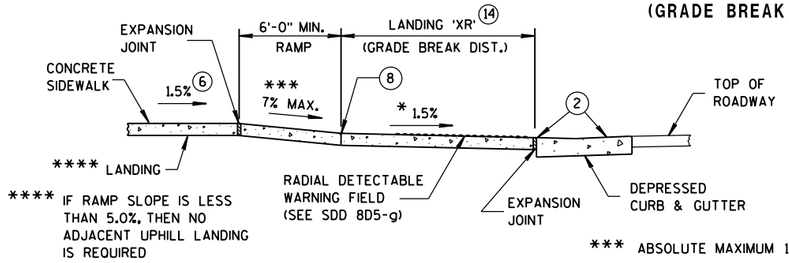
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 103

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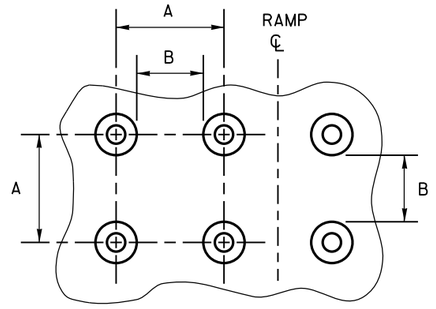
S.D.D. 8 D 5-19f

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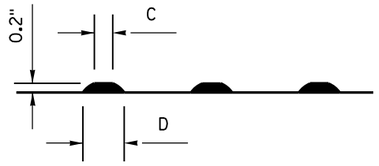
S.D.D. 8 D 5-19f

	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

GENERAL NOTES

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

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

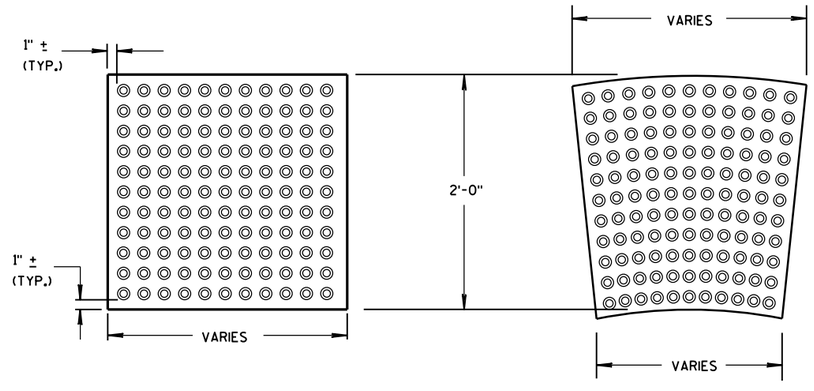
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

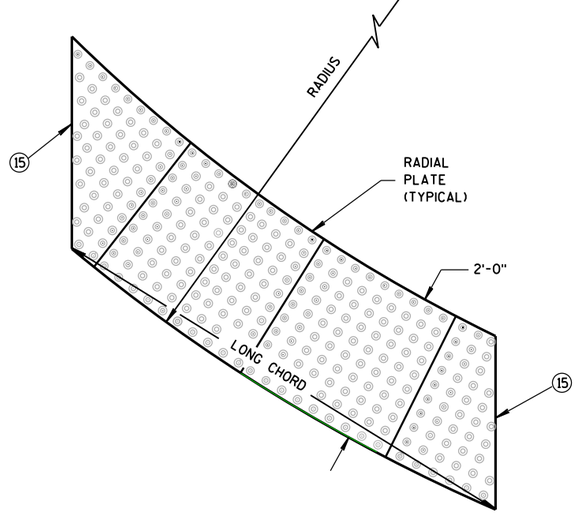


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

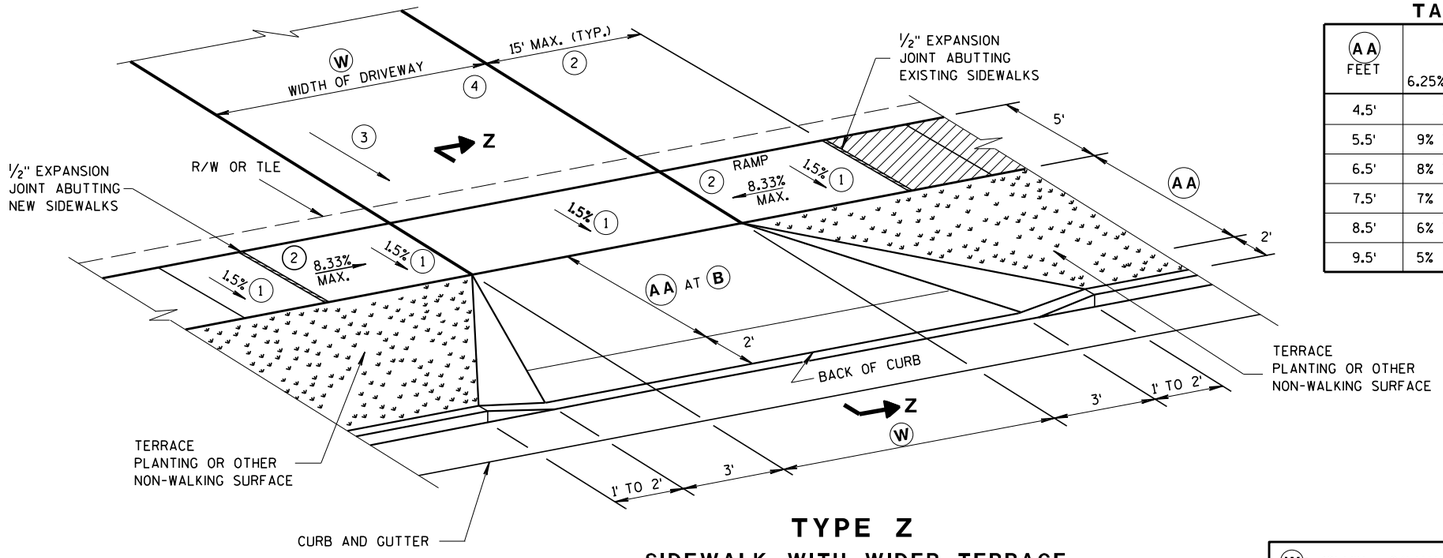
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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S.D.D. 8 D 5-19g

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S.D.D. 8 D 5-19g



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

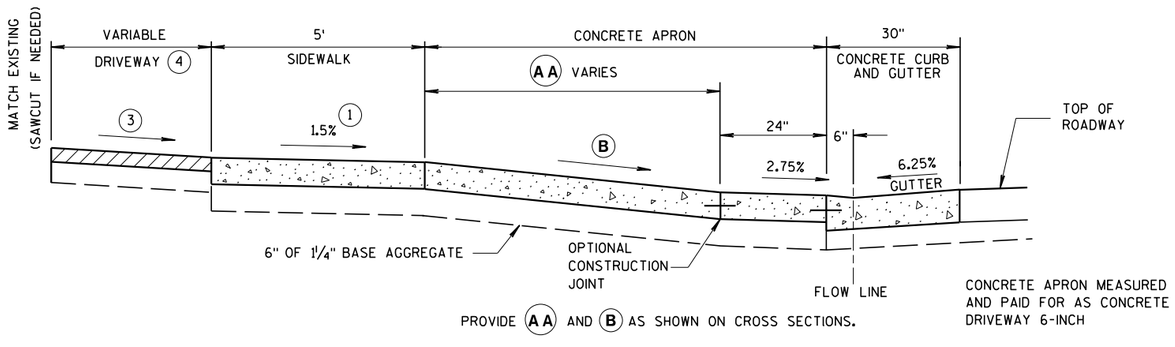
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

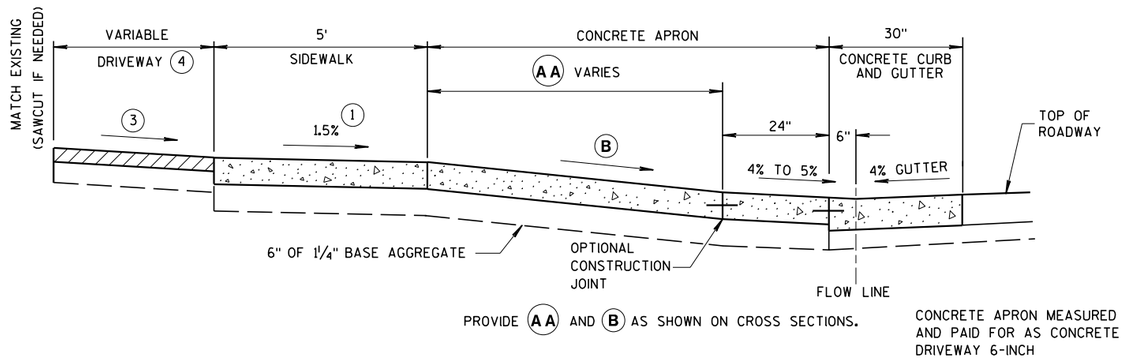
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

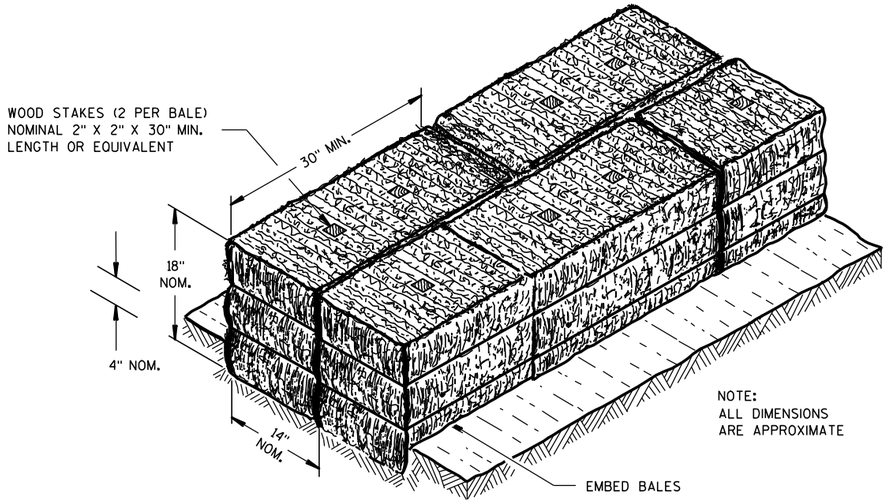
DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

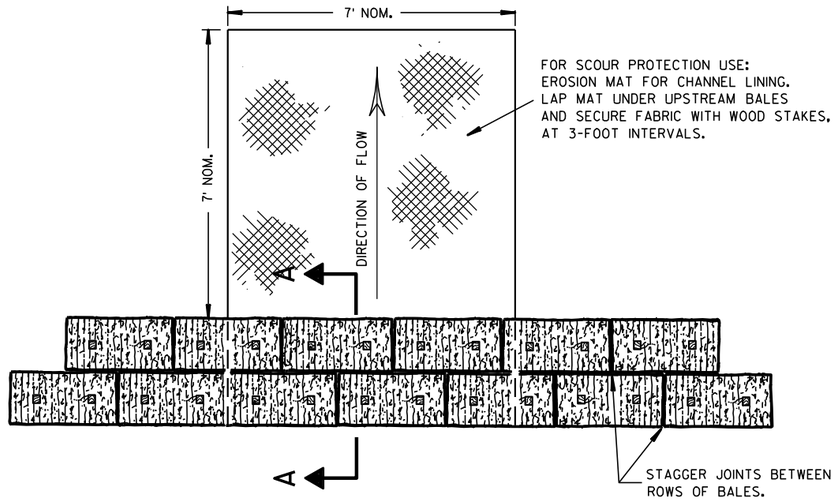
APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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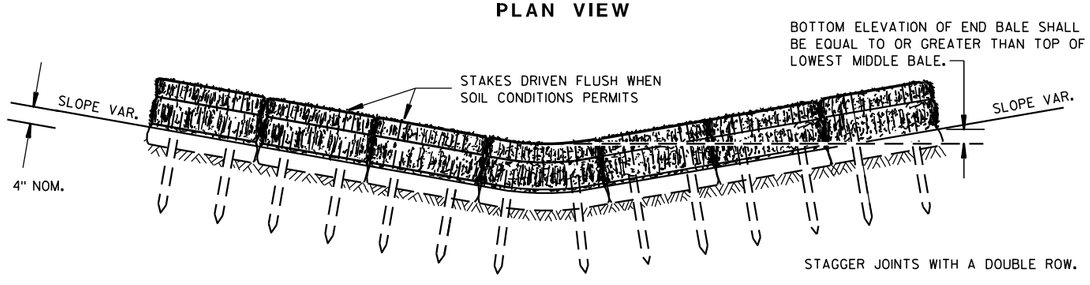
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SECTION A-A



PLAN VIEW



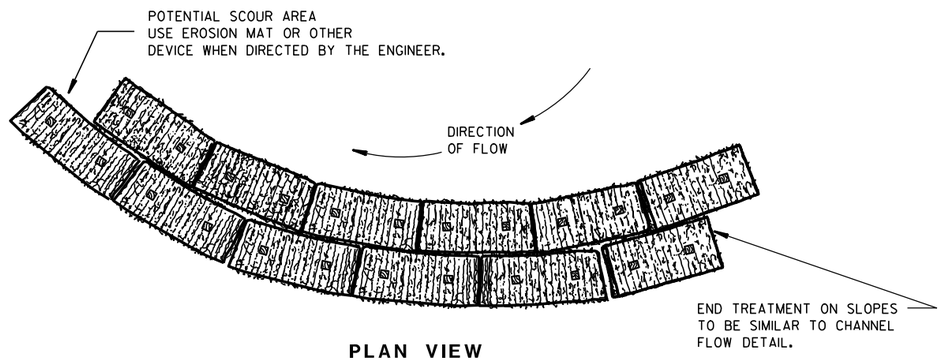
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

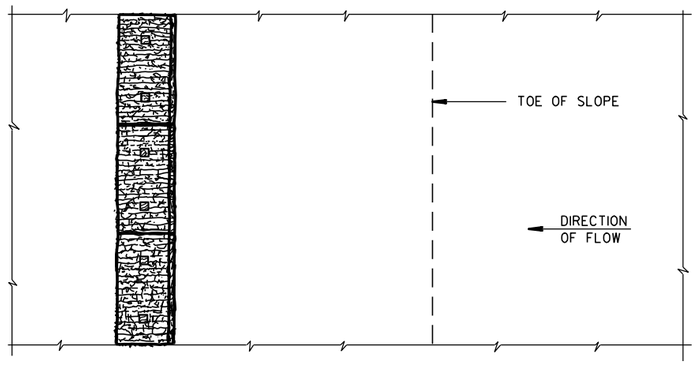
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

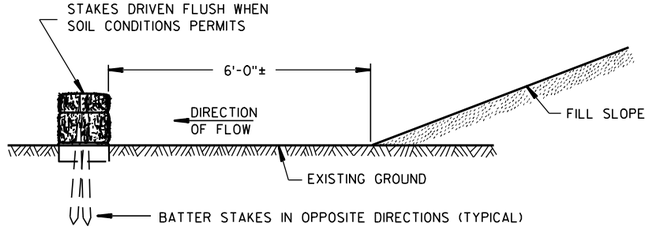


PLAN VIEW

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

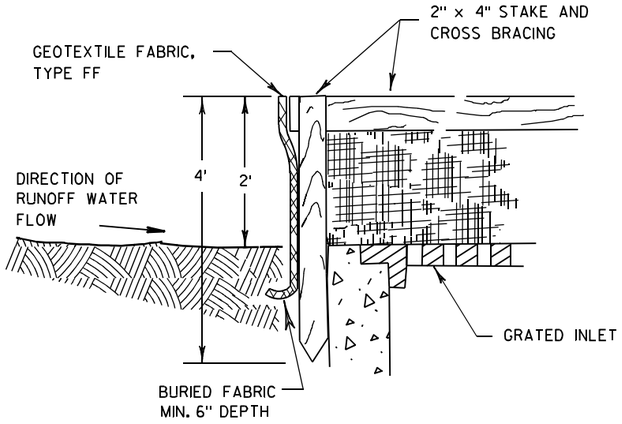
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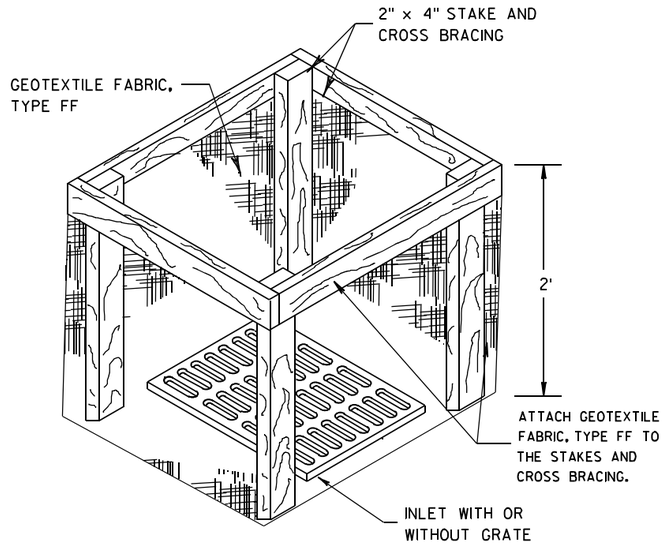
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

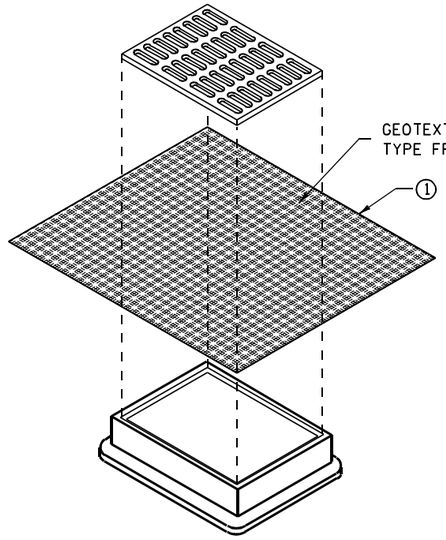
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S.D.D. 8 E 8-3



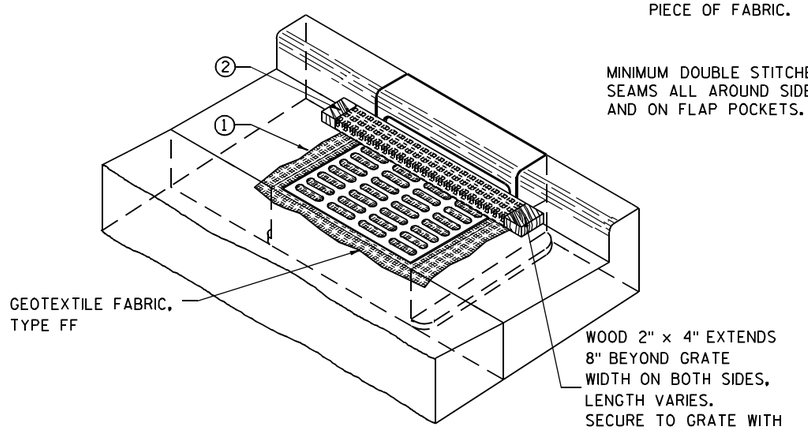


INLET PROTECTION, TYPE A

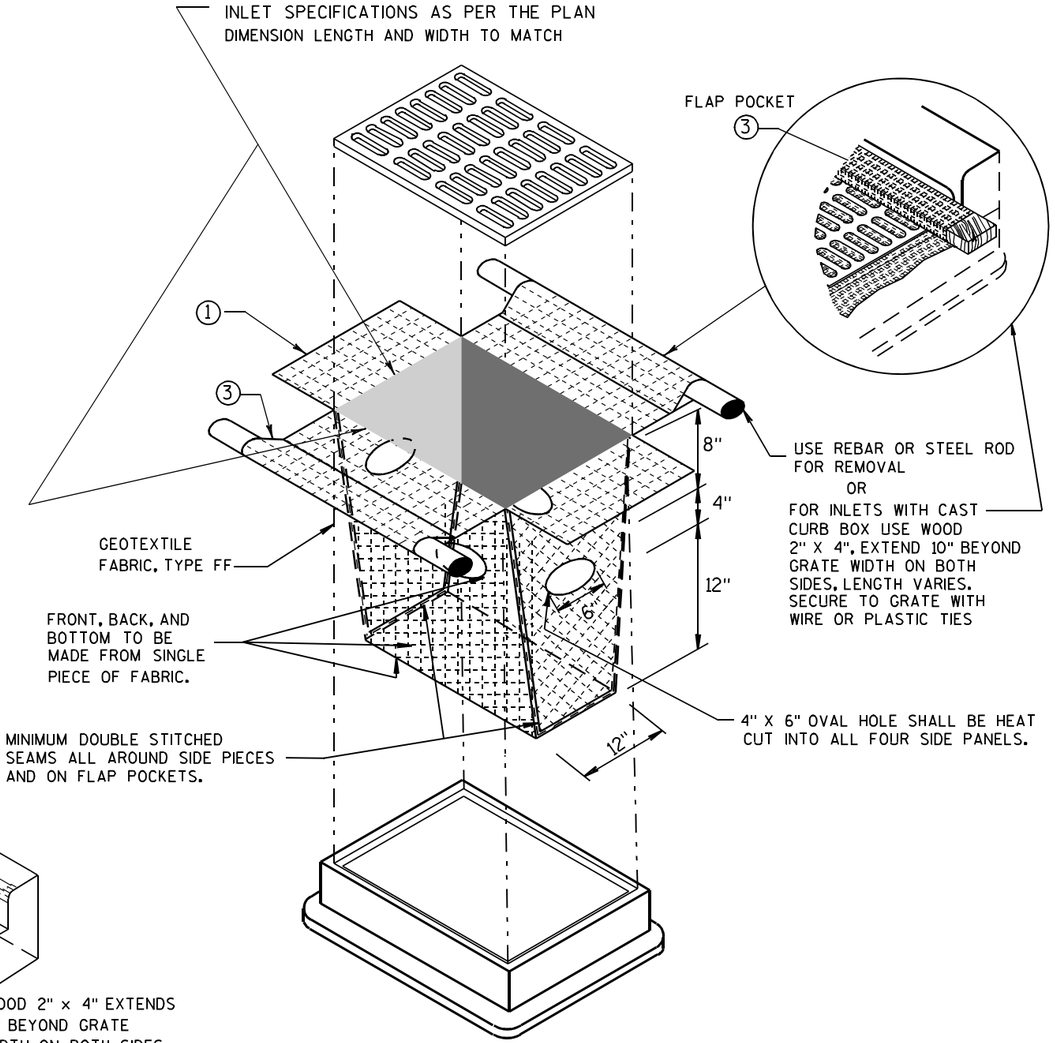


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

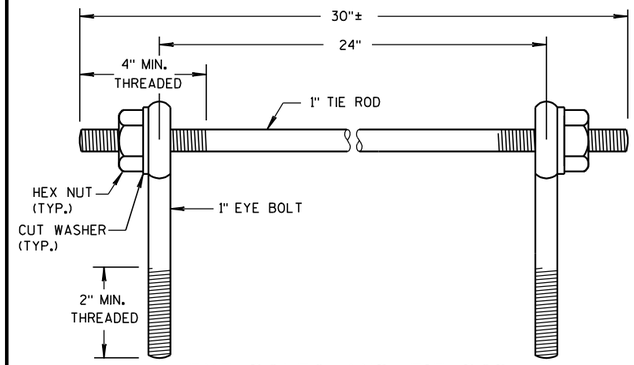
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

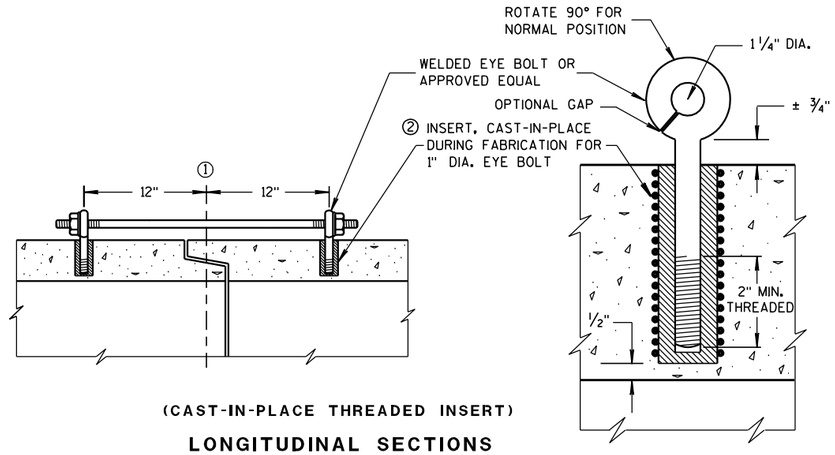
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

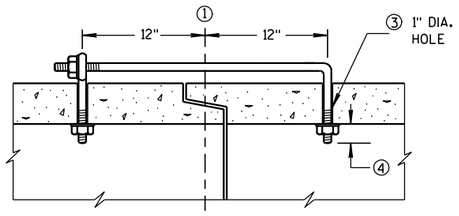
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

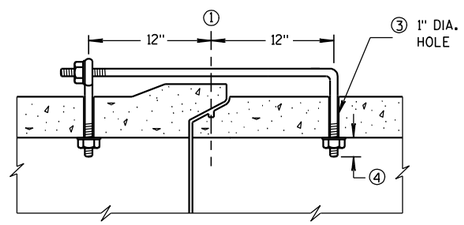
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

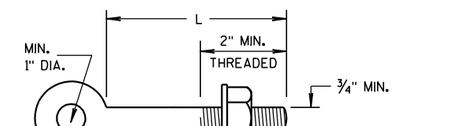


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

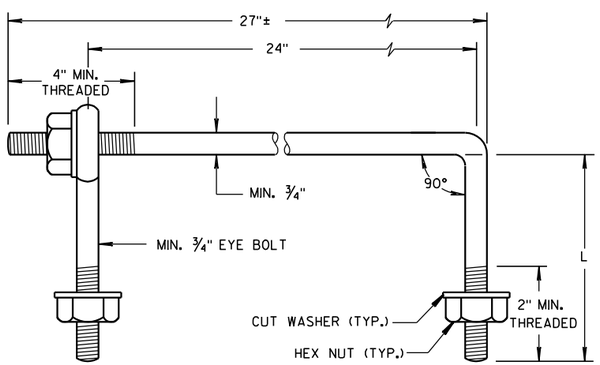
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

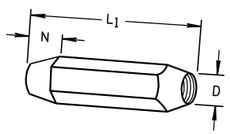
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

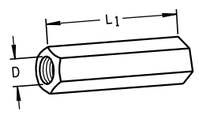
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



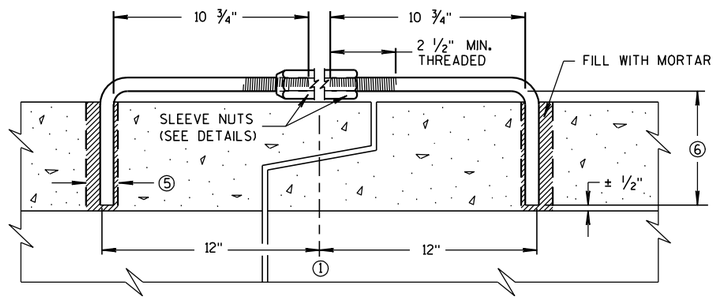
TAPERED



PLAIN

RIGHT AND LEFT THREADS

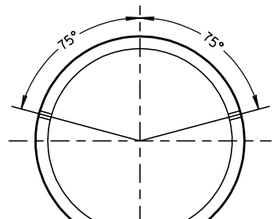
SLEEVE NUTS



LONGITUDINAL SECTION

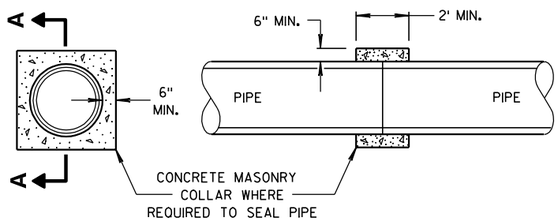
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

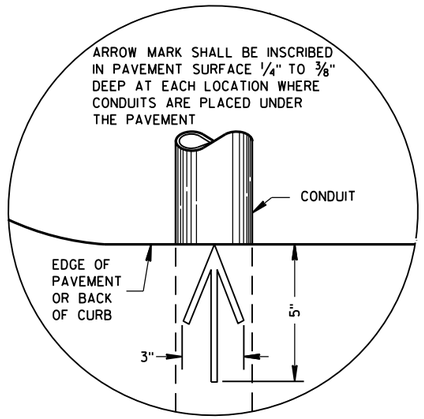
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
108

FHWA

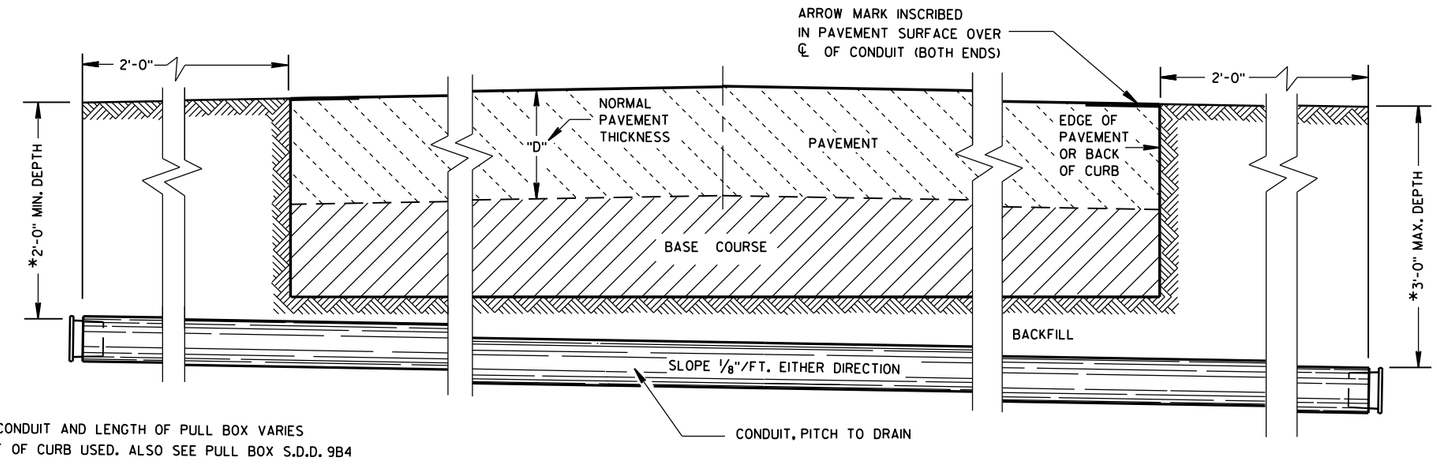
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

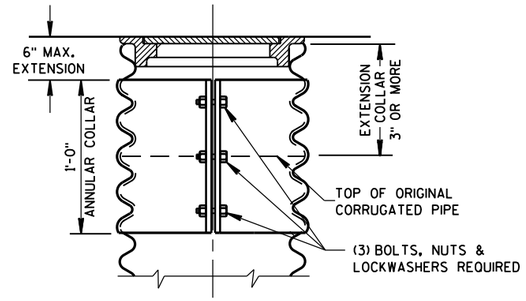
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

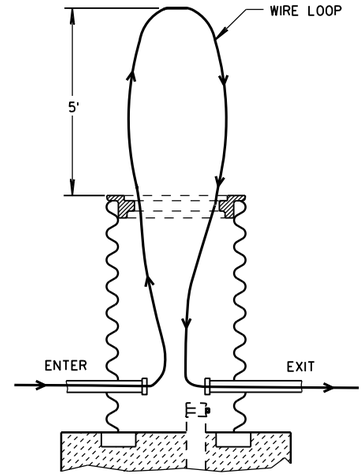
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

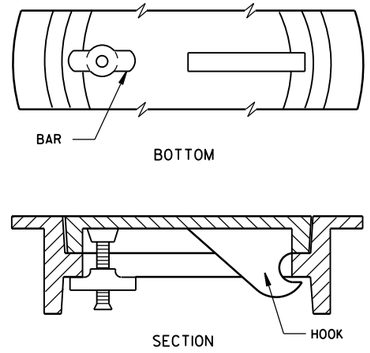
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

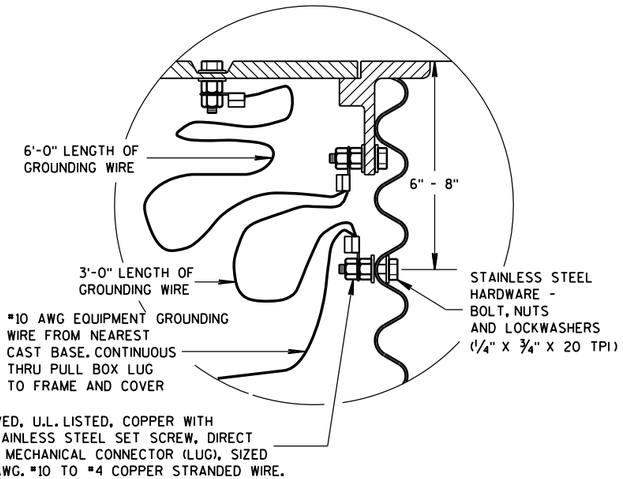


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

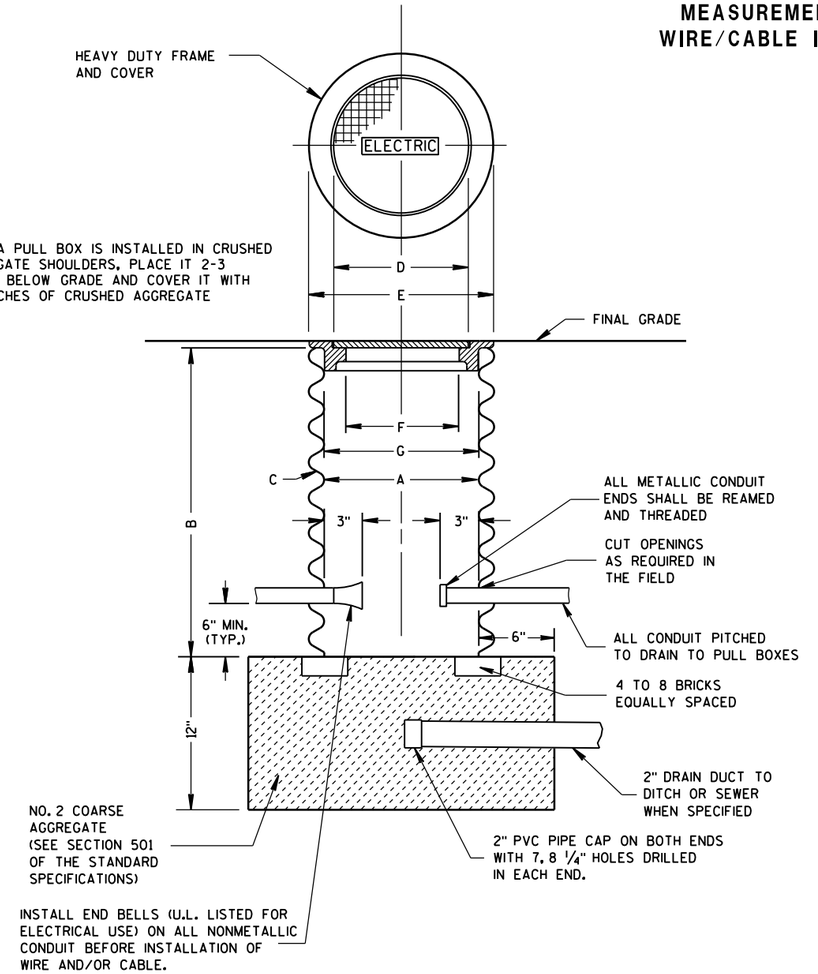
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

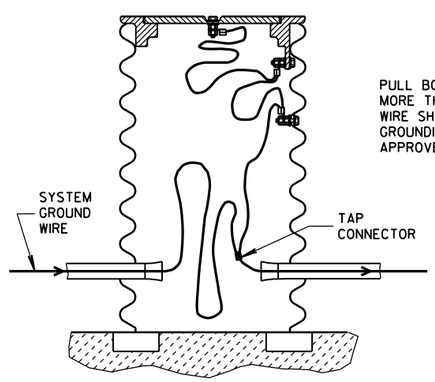
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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



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

6

S.D.D. 9 B 4-11

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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".

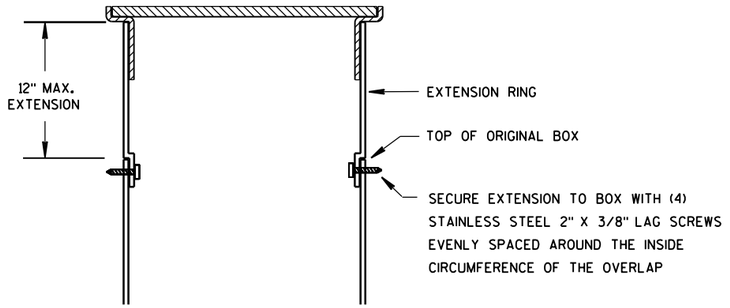
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

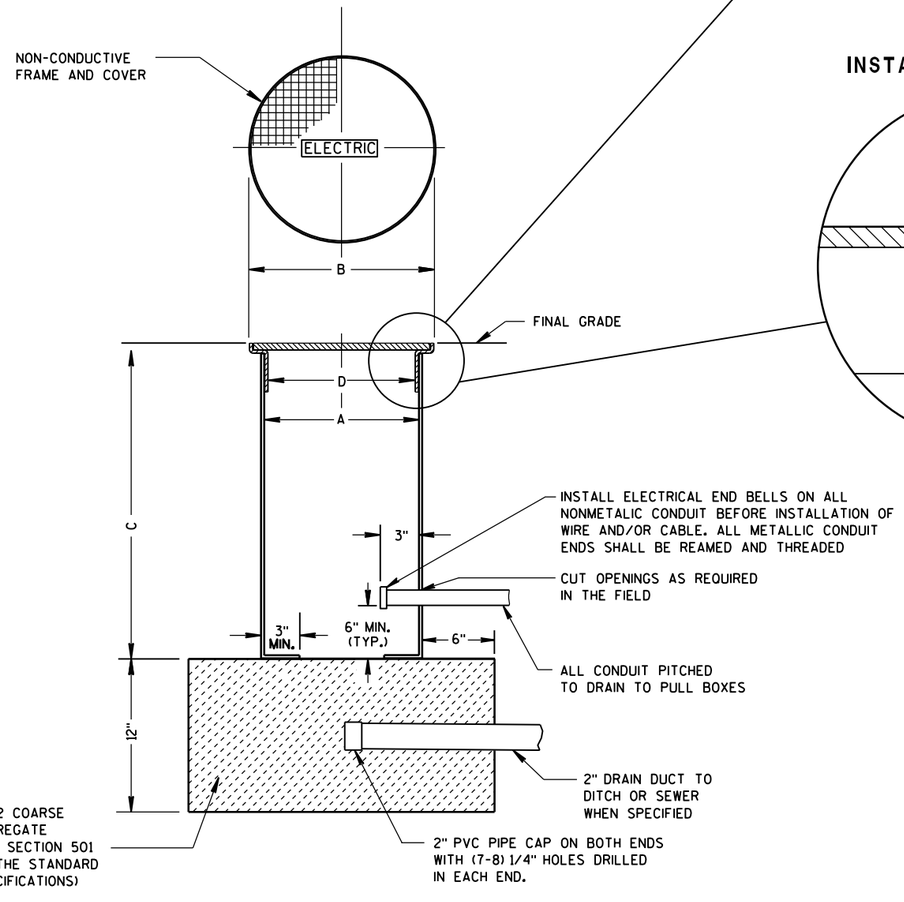
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

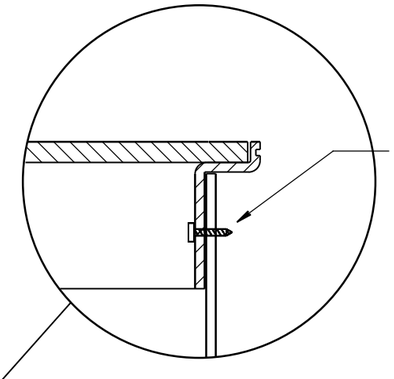


BOX EXTENSION

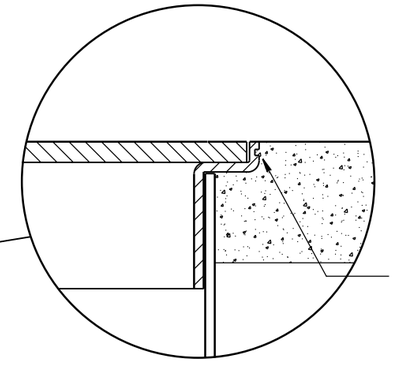


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



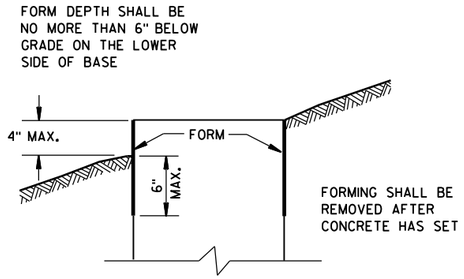
PULL BOX NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1



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.

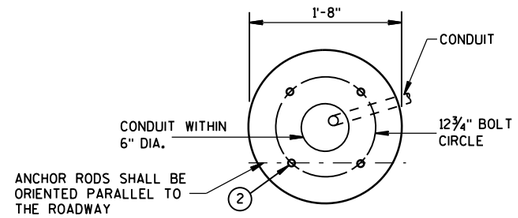
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

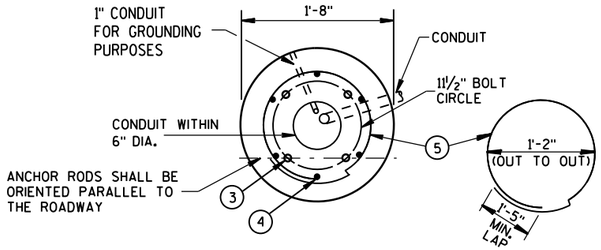
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

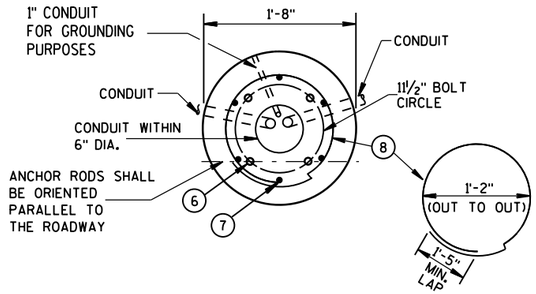
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

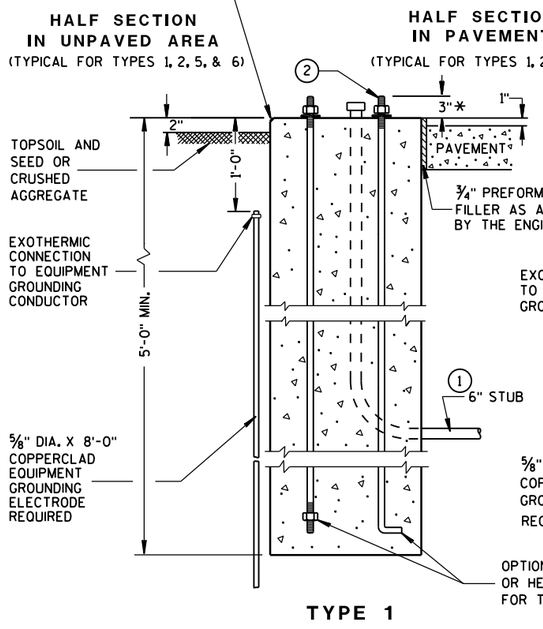
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

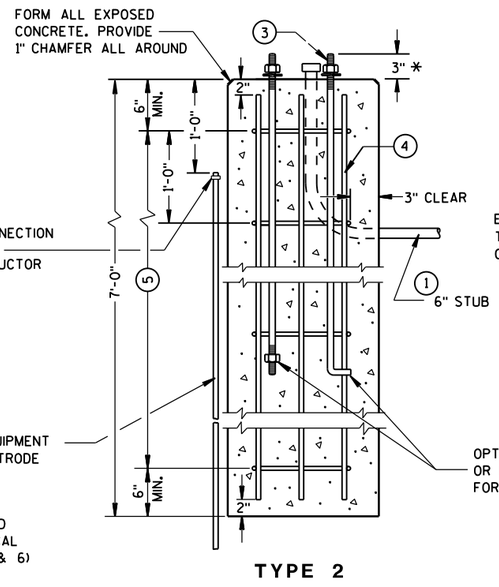
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

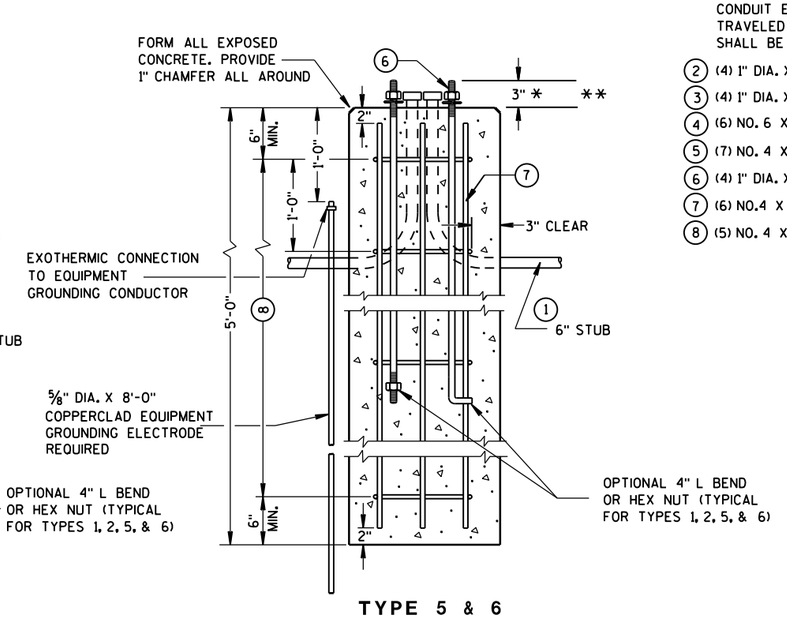












CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

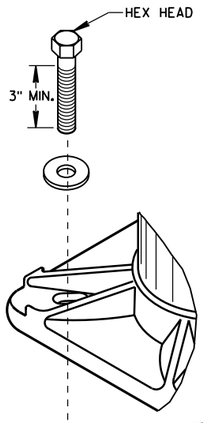
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

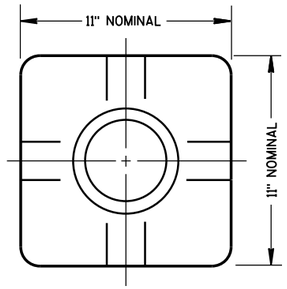
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

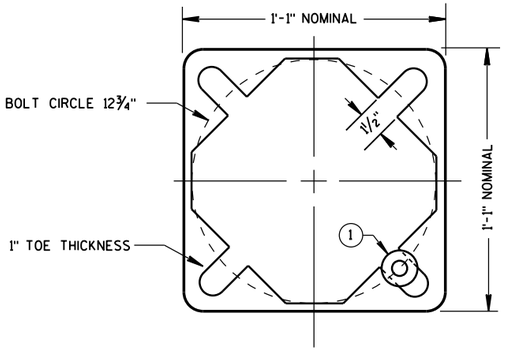
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

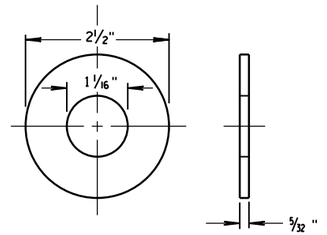




TOP VIEW
(PEDESTAL BASE)

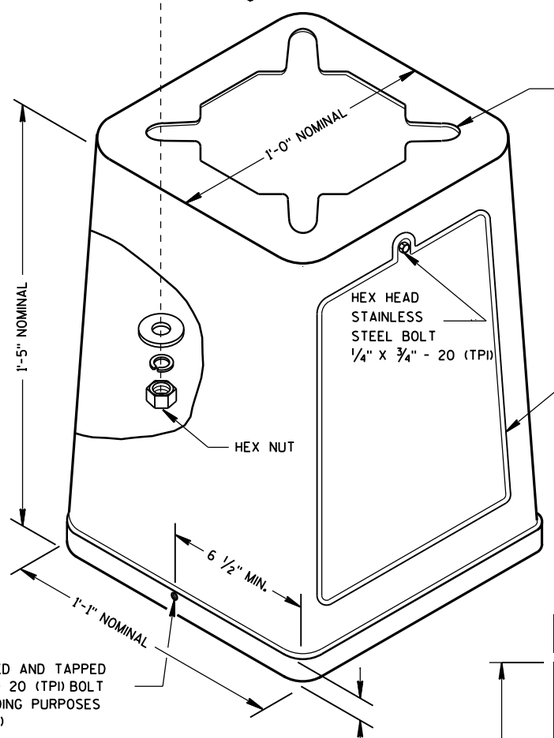


BOTTOM VIEW
(PEDESTAL BASE)

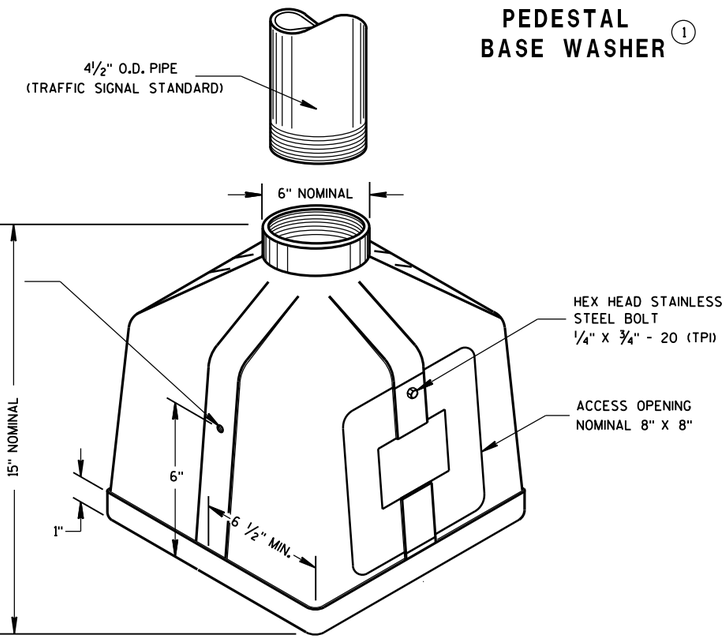


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

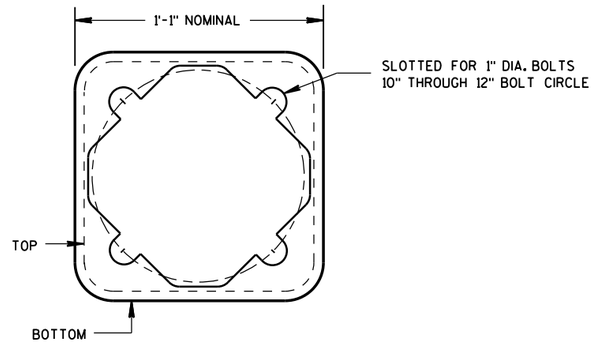


ISOMETRIC VIEW

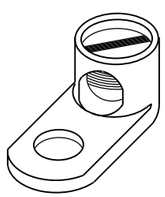


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

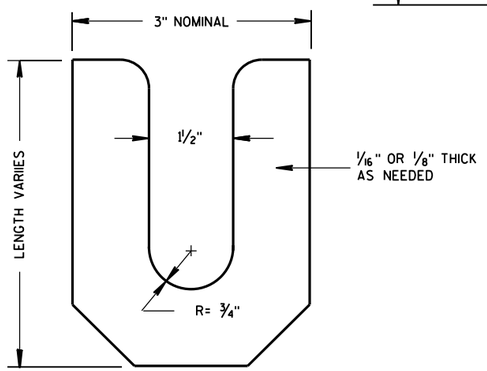


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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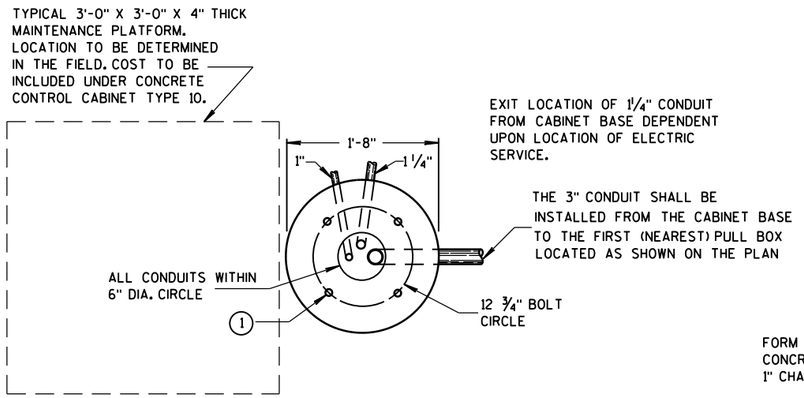
S.D.D. 9 C 3-4

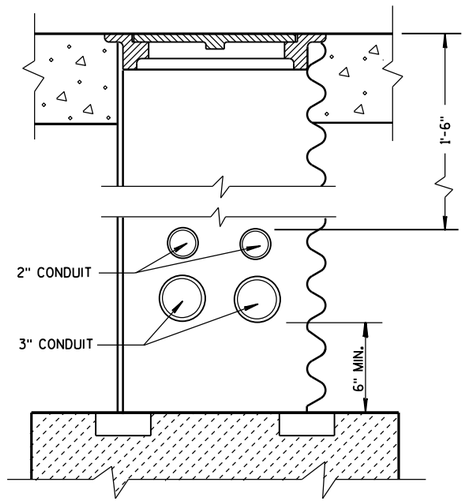
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

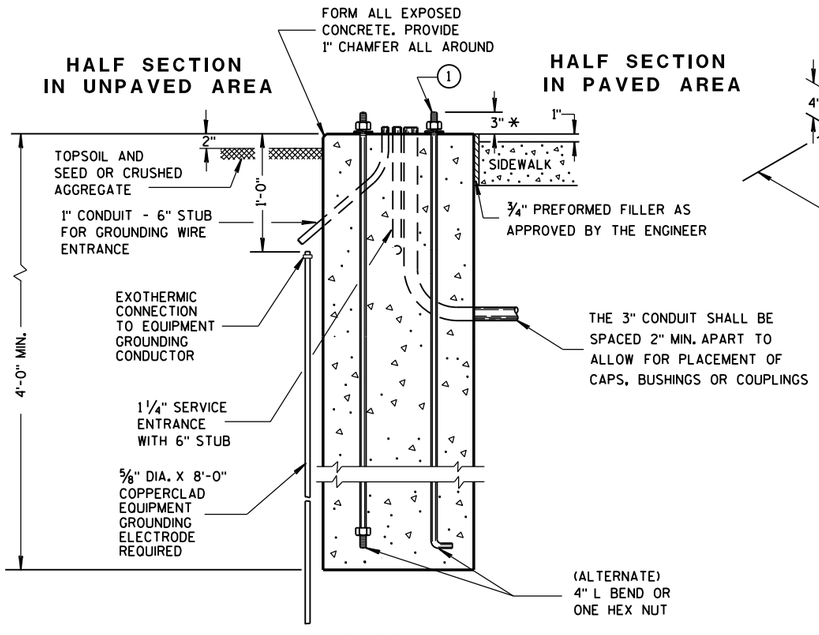
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

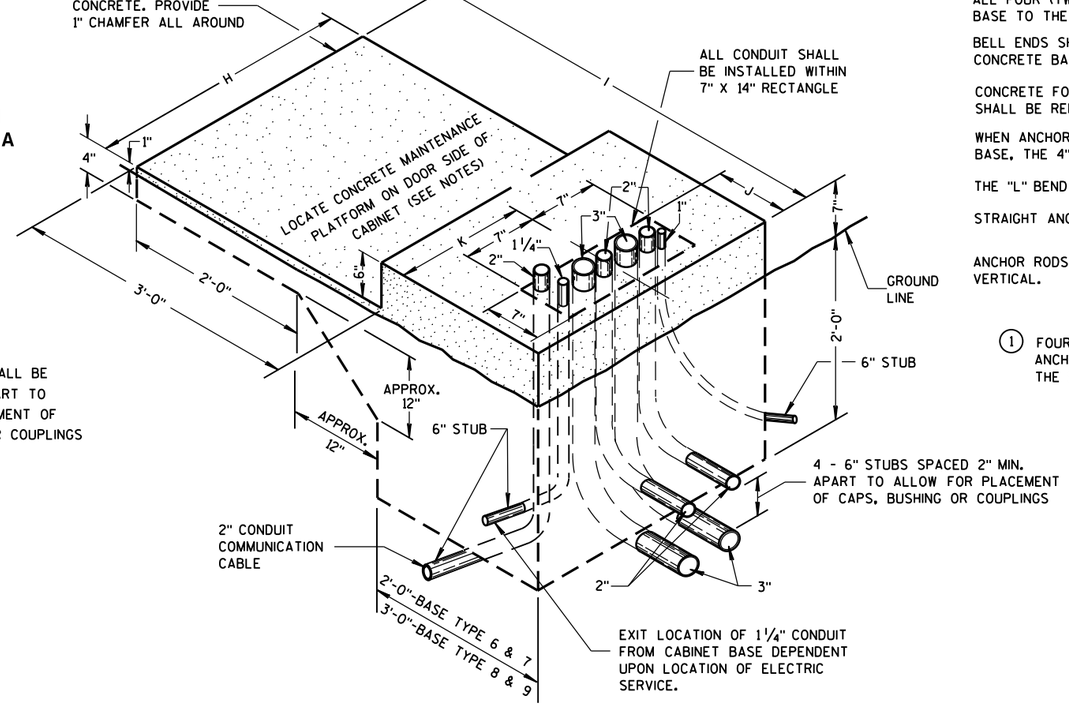
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

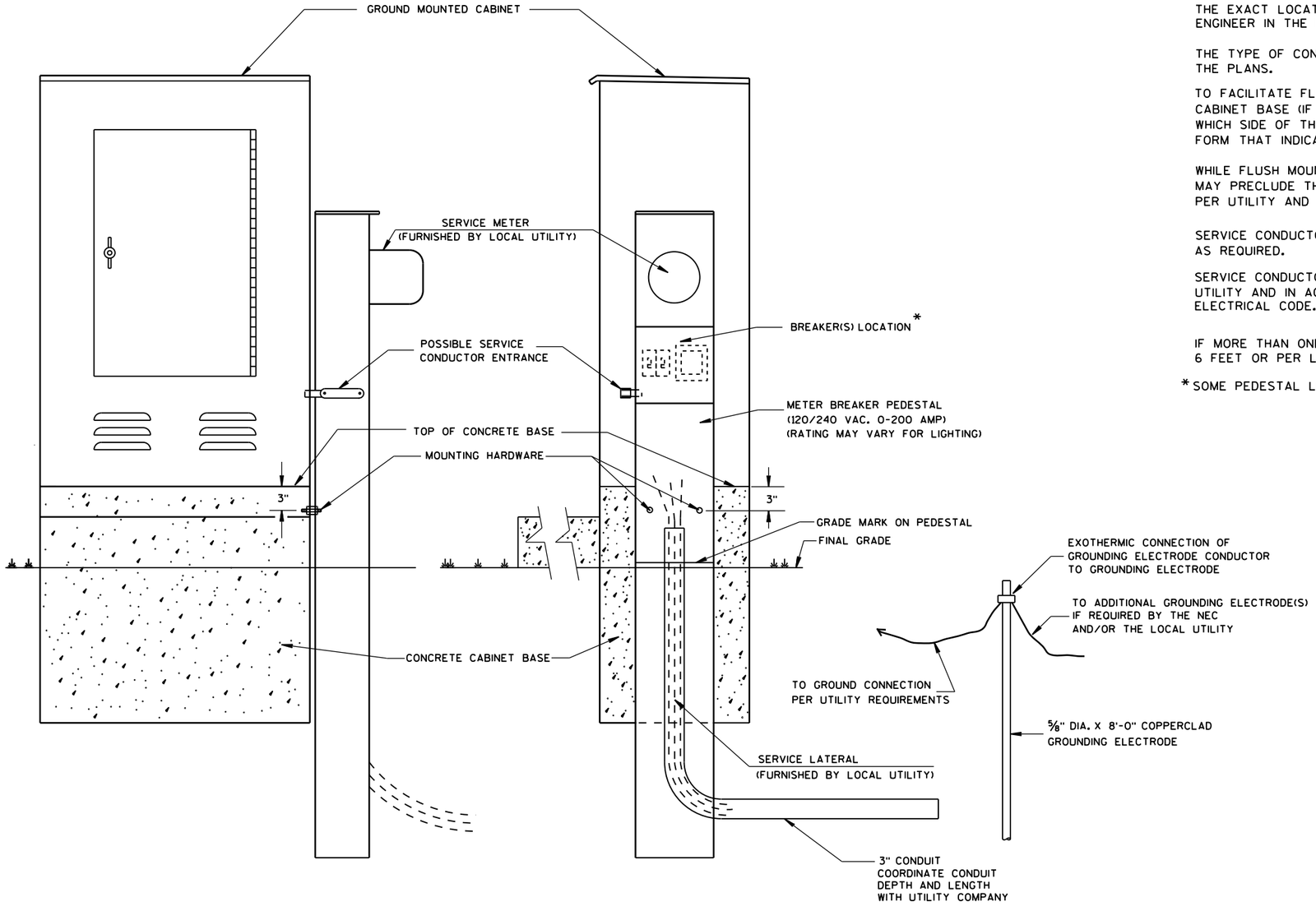
CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 5-10



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.

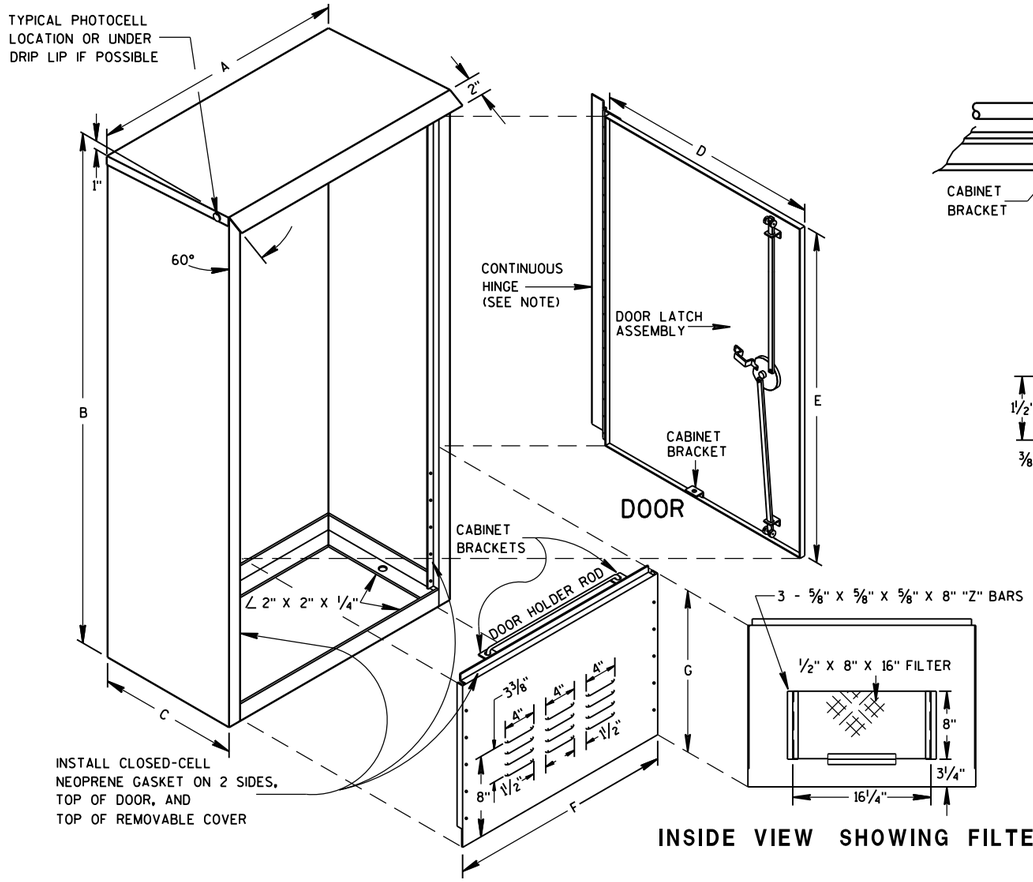
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

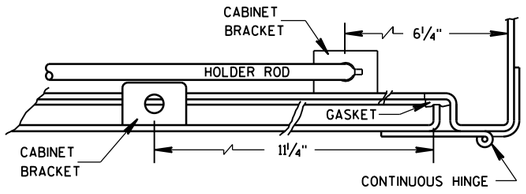
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S.D.D. 9 D 1-5

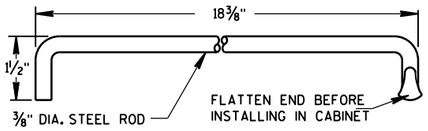


REMOVABLE COVER

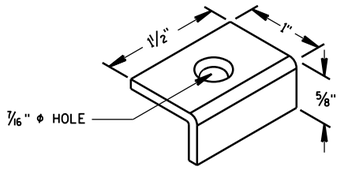
INSIDE VIEW SHOWING FILTER



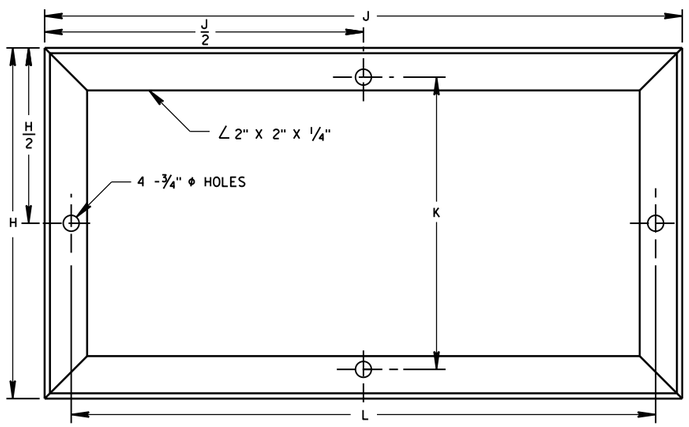
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

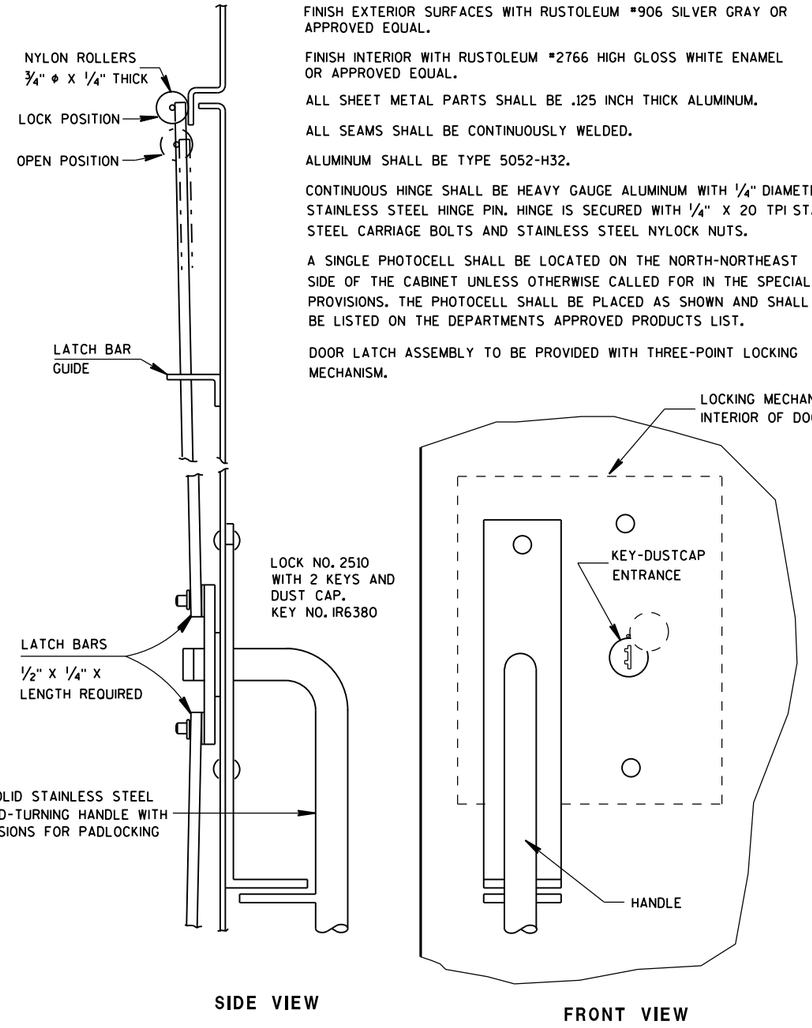
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

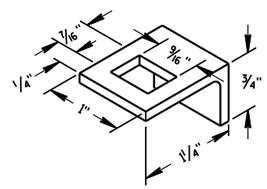
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



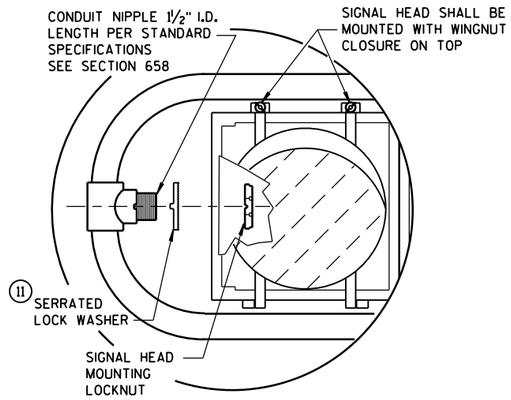
LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

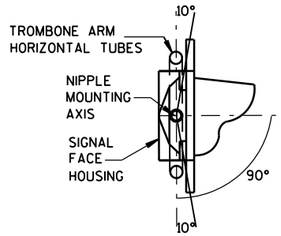
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 D 2-3



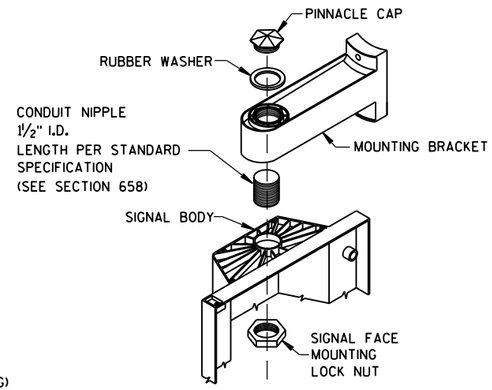
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

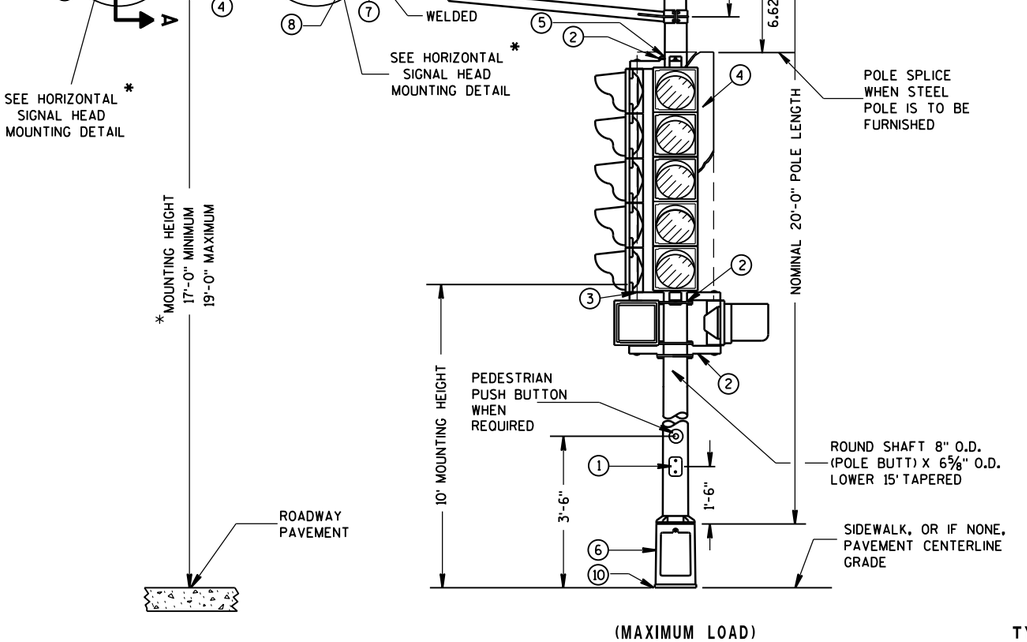
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

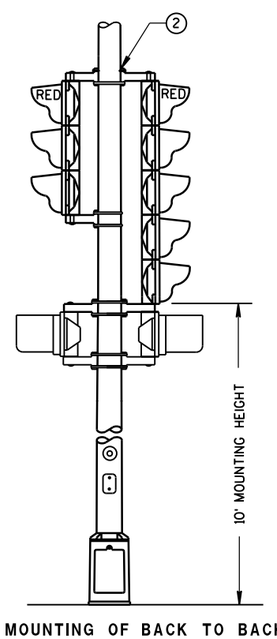
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

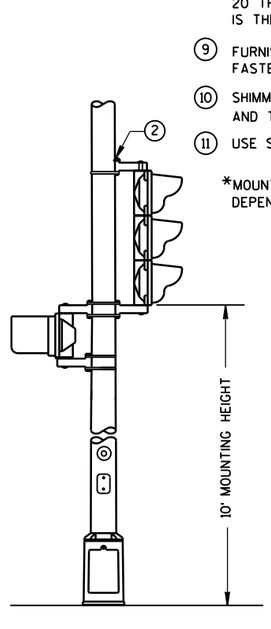
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



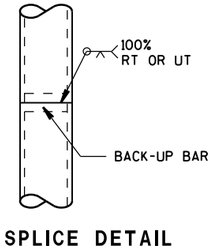
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



POLE SPLICE DETAIL

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

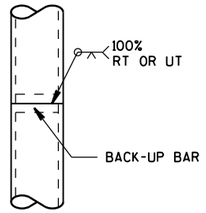
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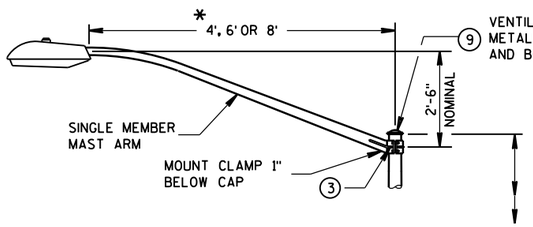
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FOR MANUFACTURERS USE ONLY

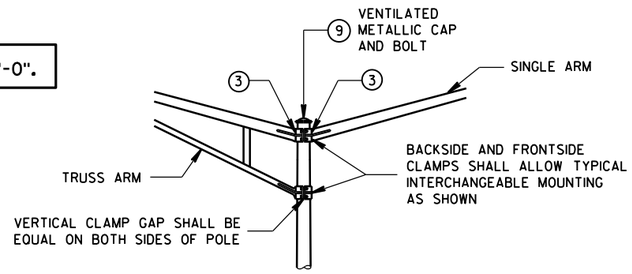
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





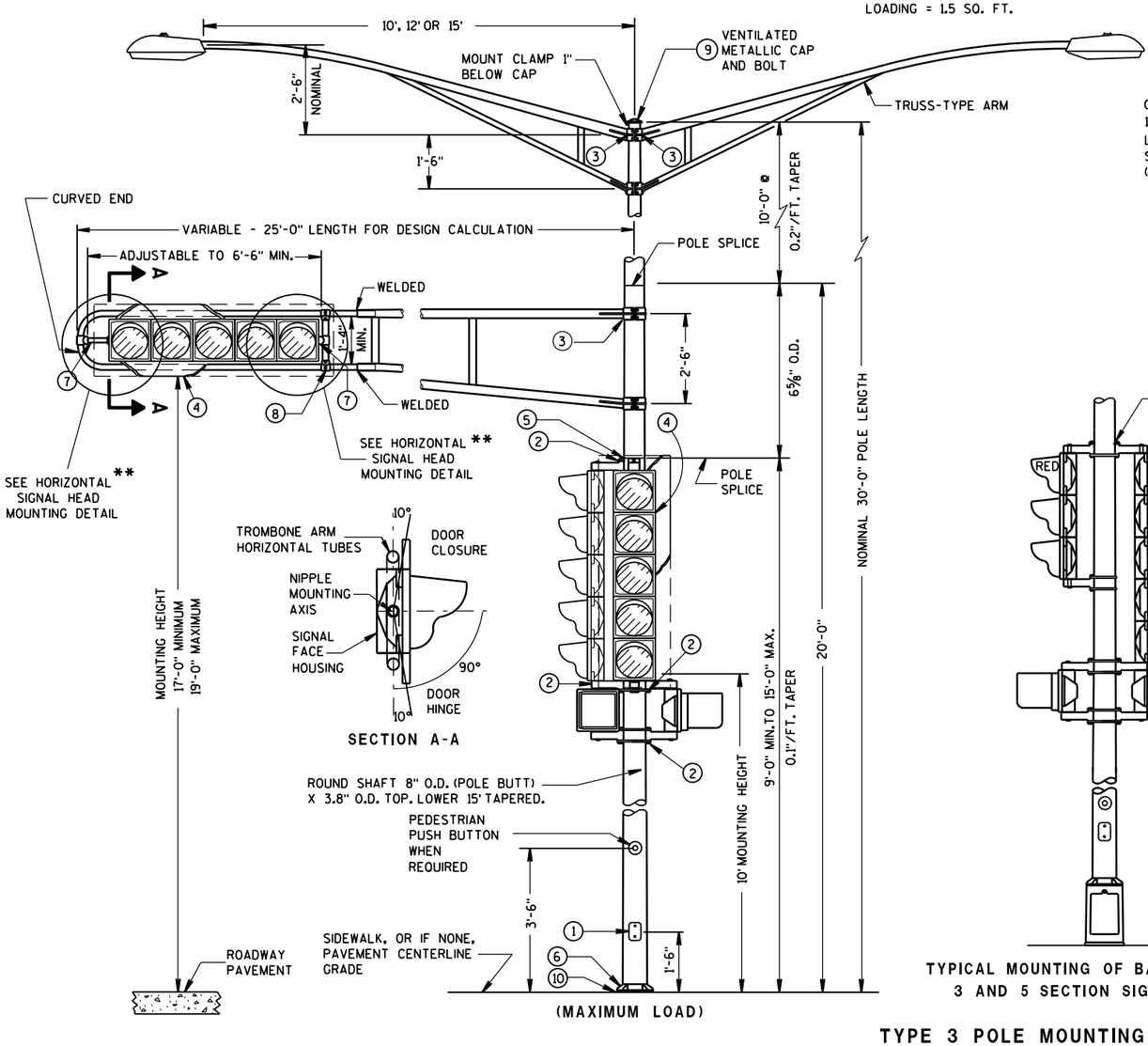
POLE SPLICE DETAIL

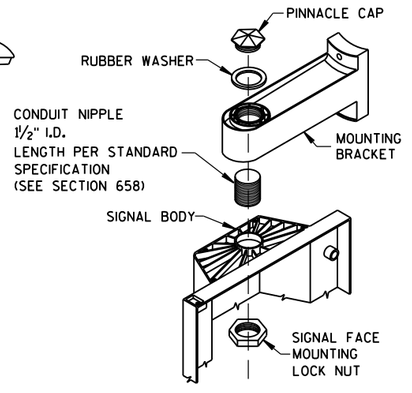


INTERCHANGEABLE MOUNTING DETAIL

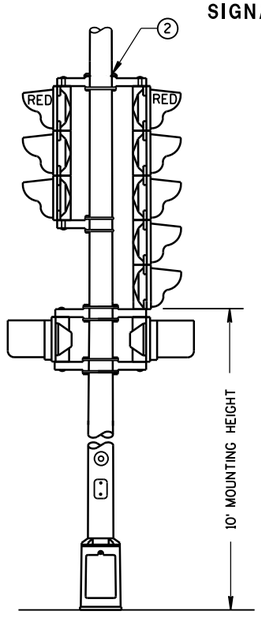
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

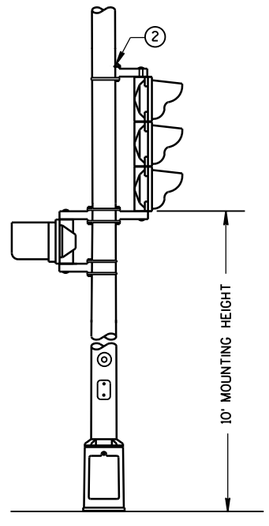




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

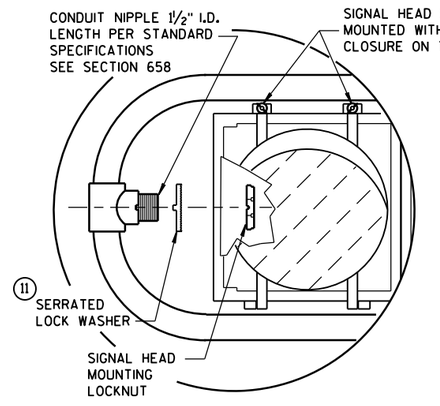
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

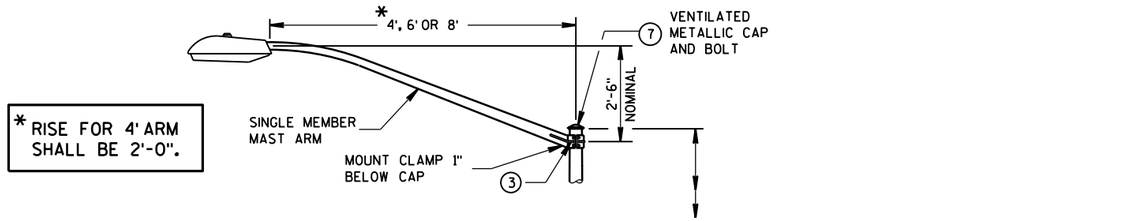
TYPE 3 POLE MOUNTING CONFIGURATION

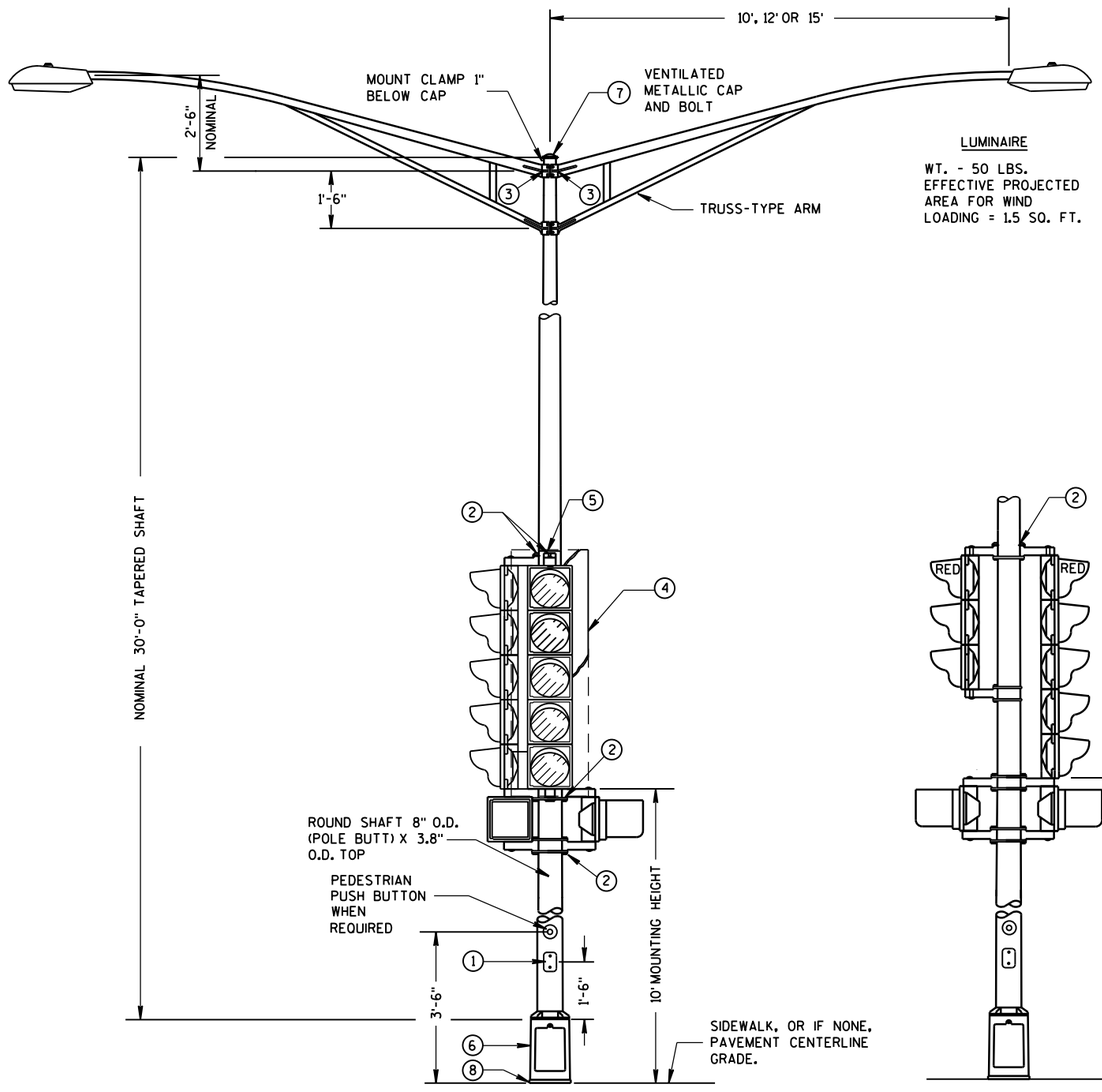
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 9 E 1-14b

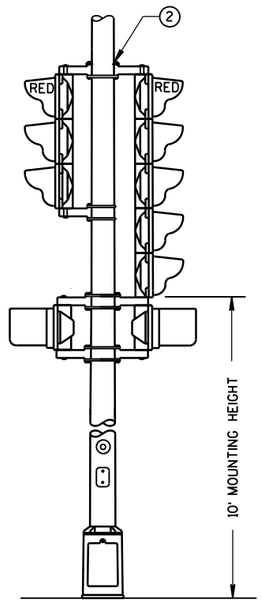




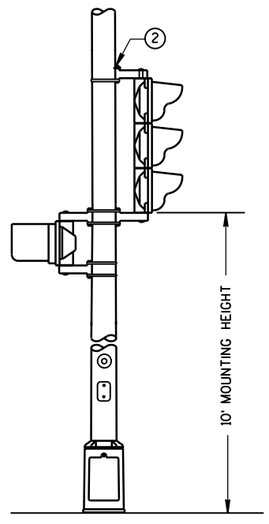
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

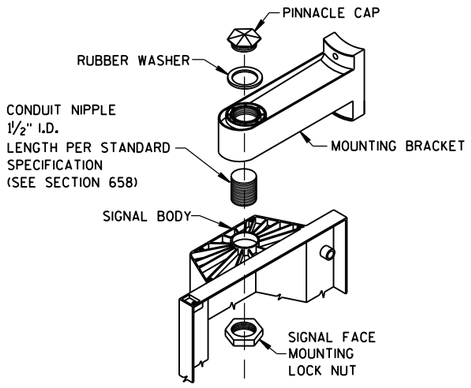


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

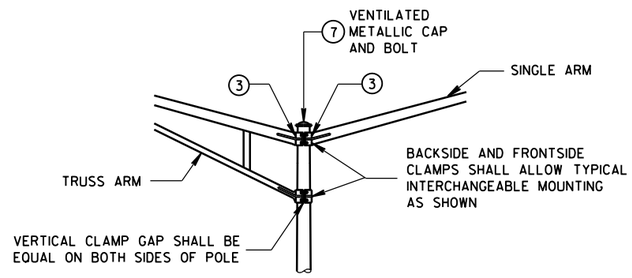
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

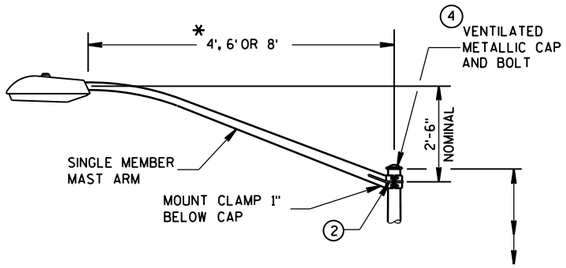
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

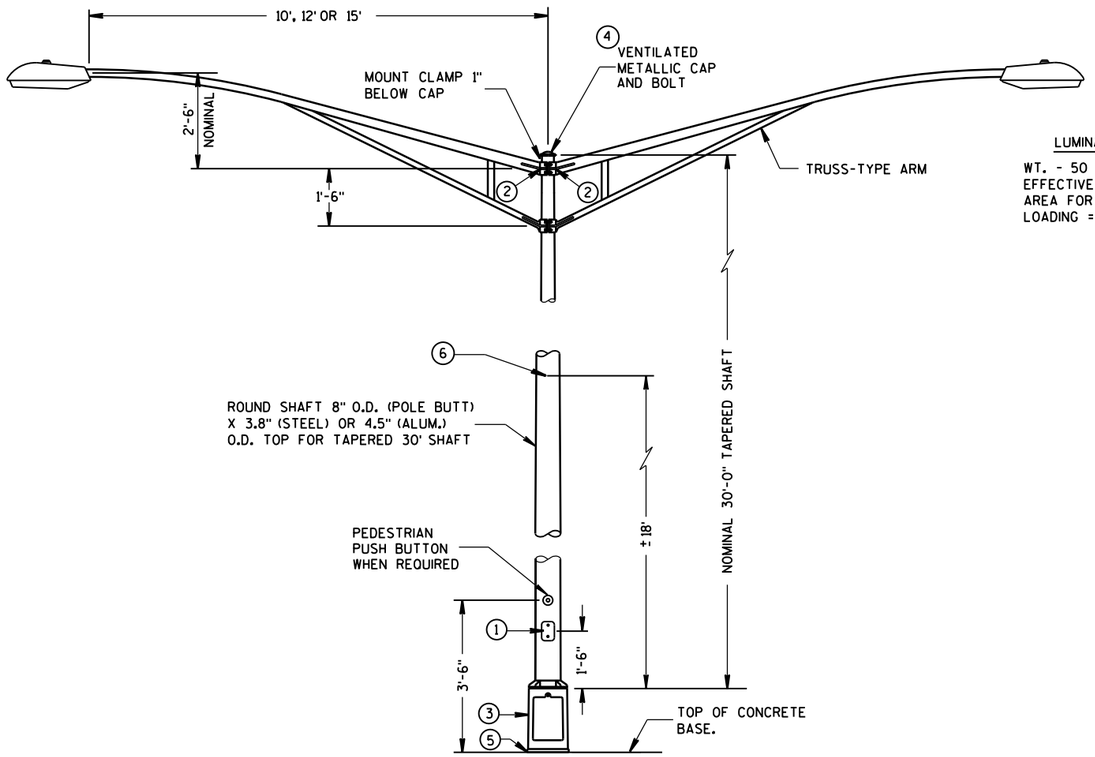
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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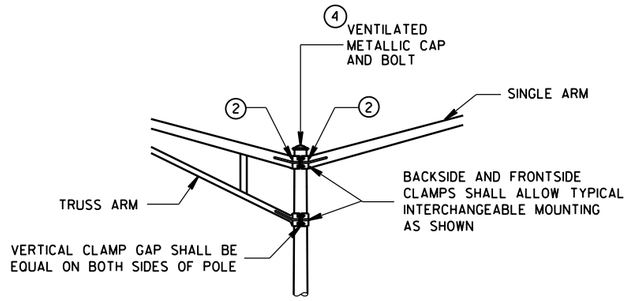
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*RISE FOR 4' ARM SHALL BE 2'-0".





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.

6

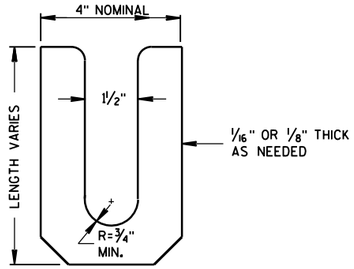
S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

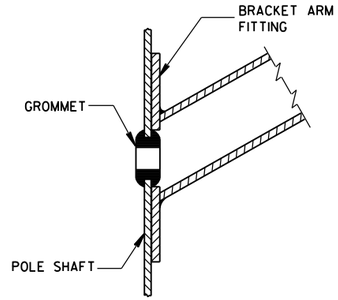
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S.D.D. 9 E 1-14d

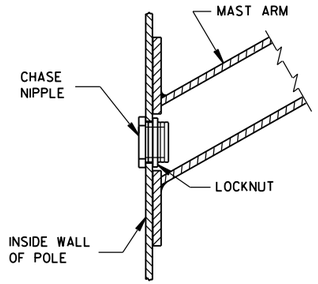


LEVELING SHIM (13)

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.

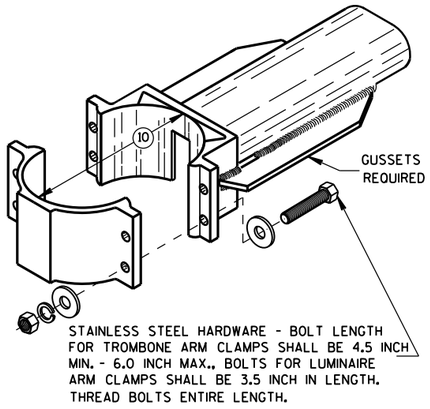
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

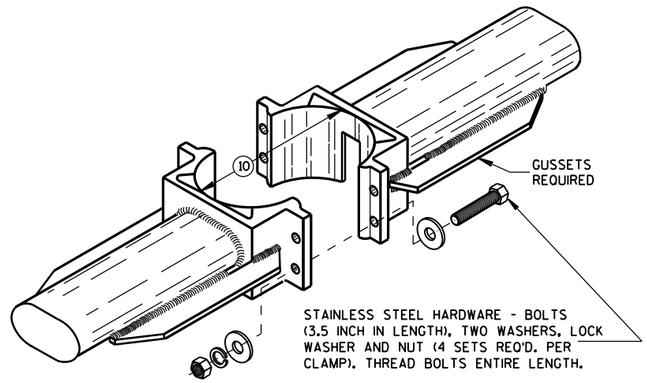
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

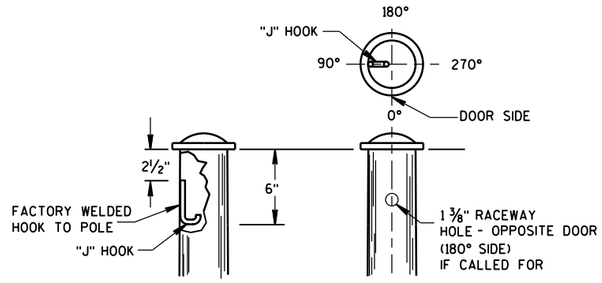
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



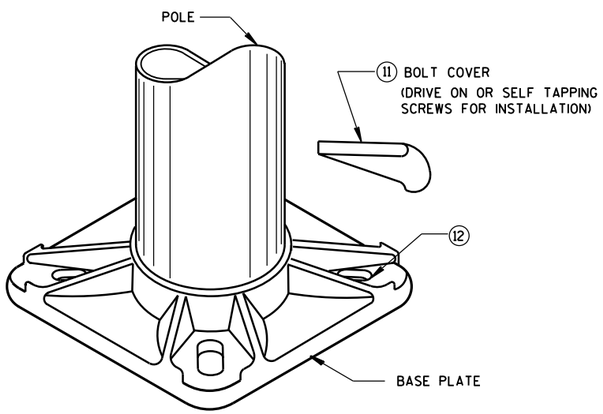
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



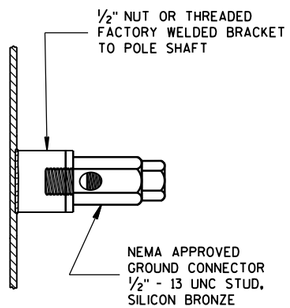
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

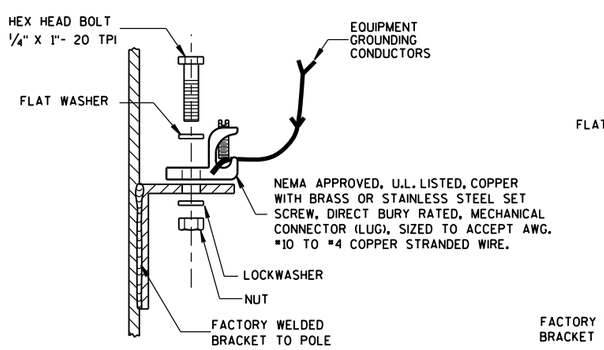


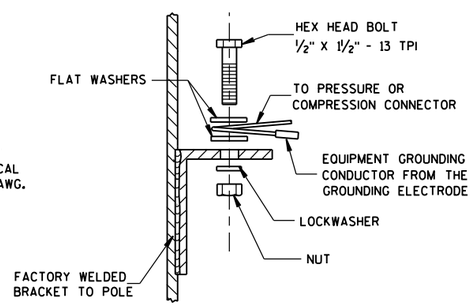
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

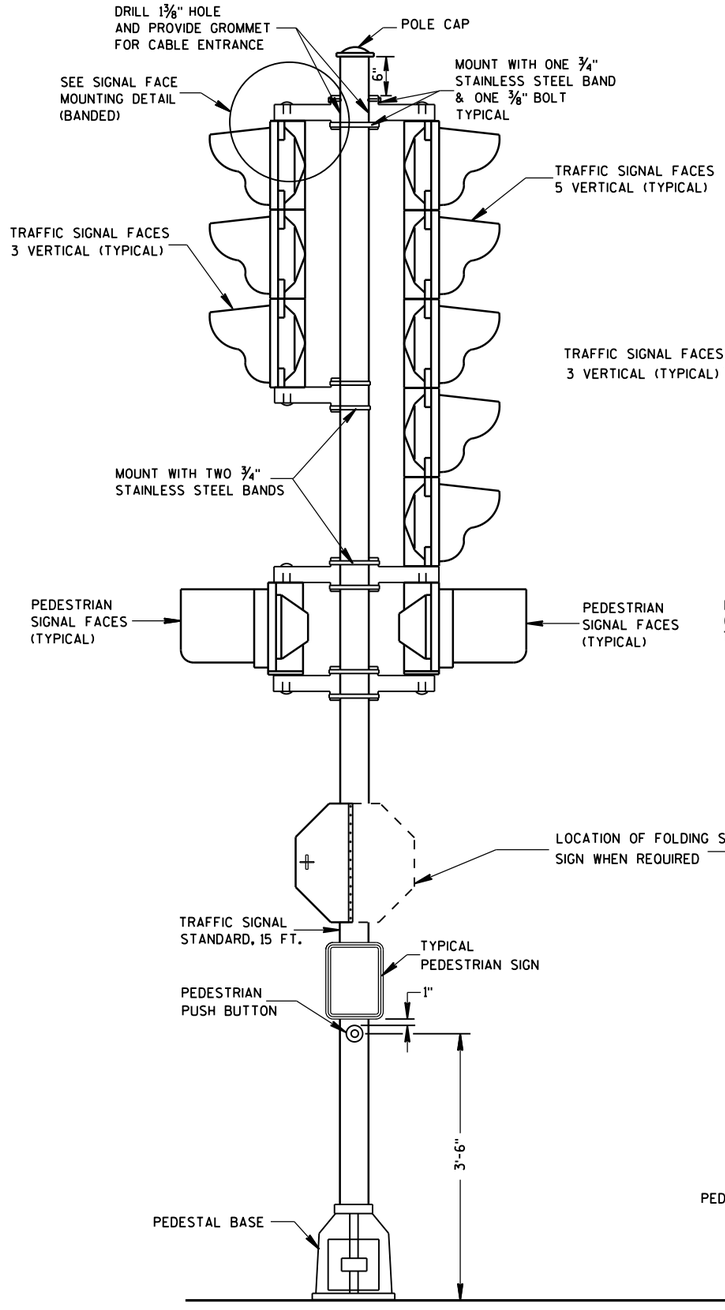
HARDWARE DETAILS FOR POLE MOUNTINGS

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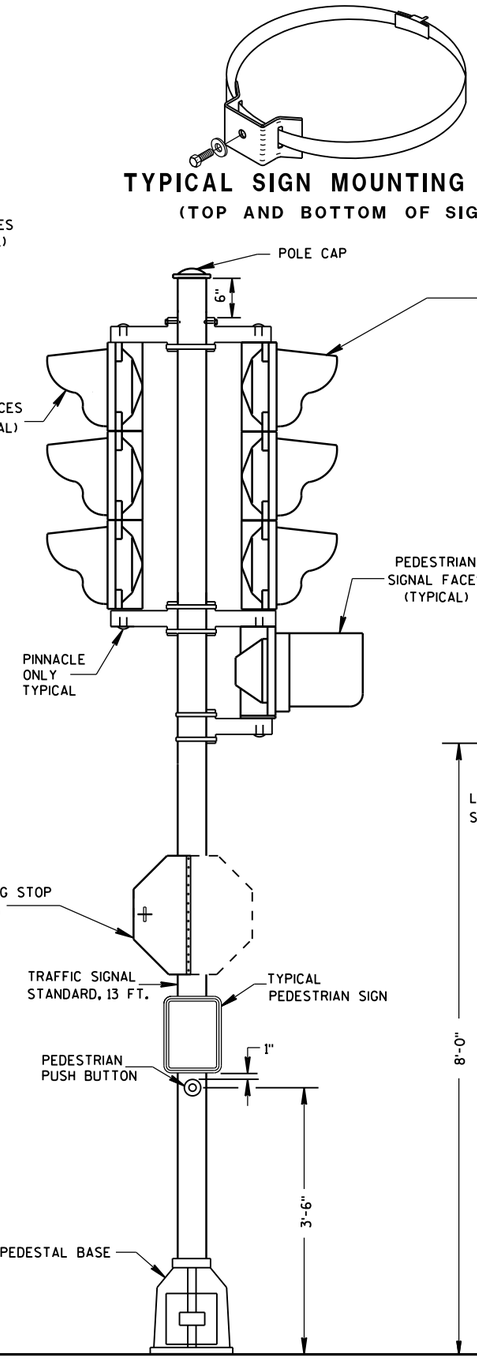
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Feb. 2015 — DATE
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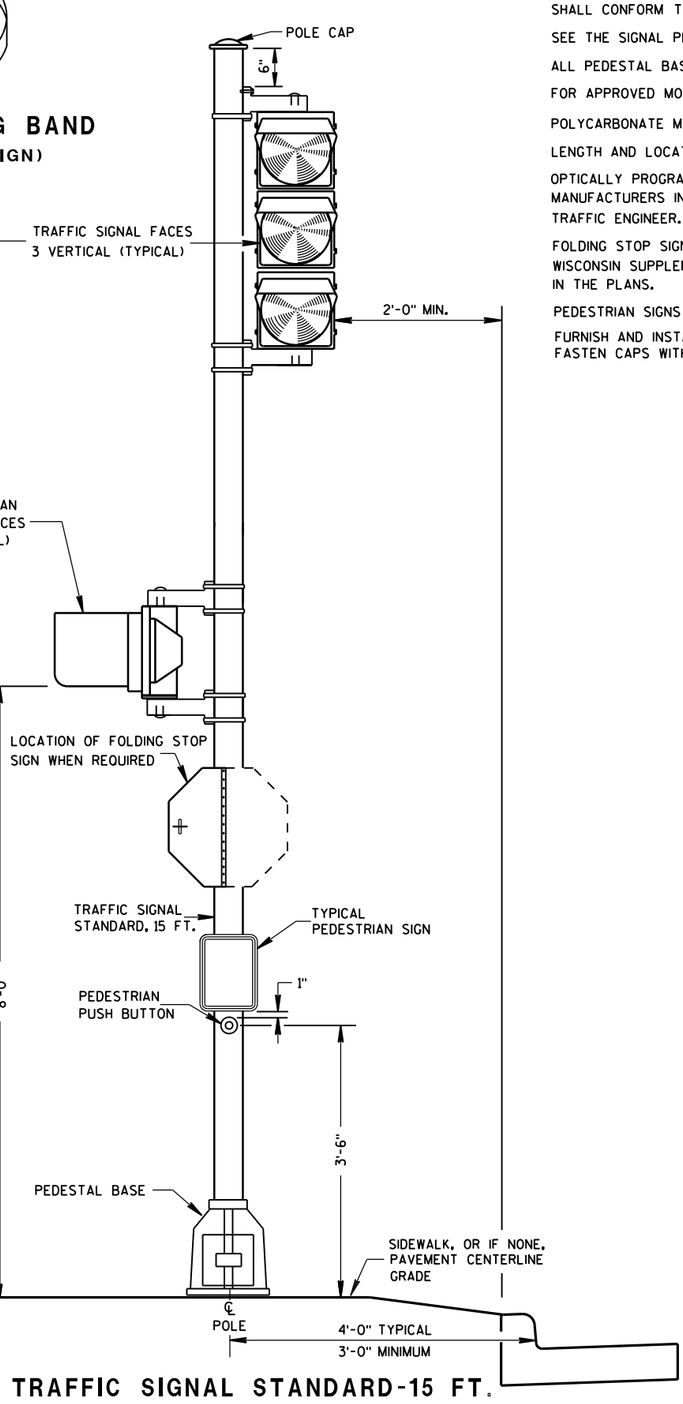


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

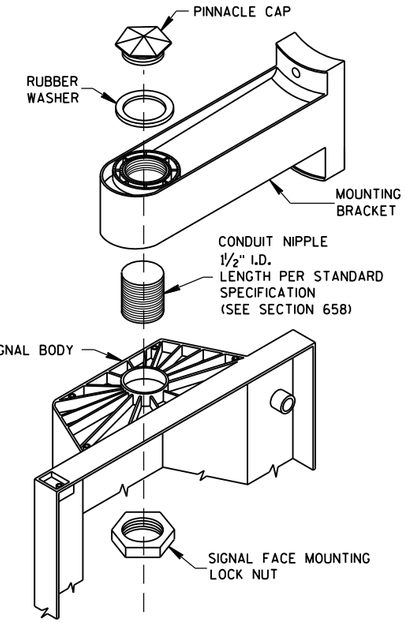
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

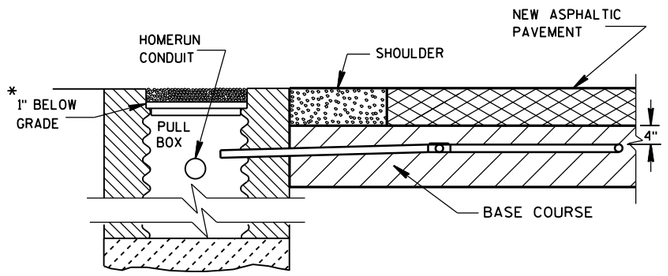
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

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2/28/2013 — DATE
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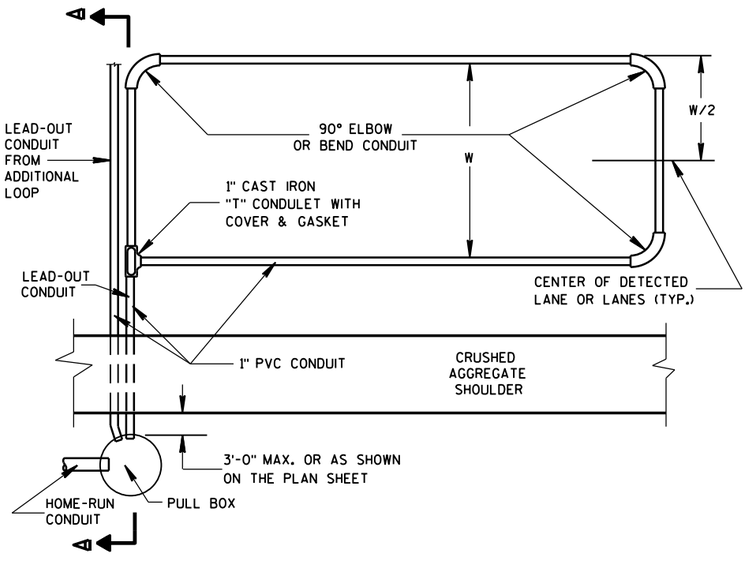
S.D.D. 9 E 6-5



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

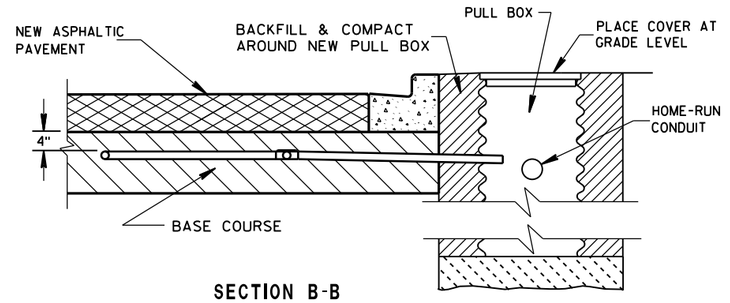
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

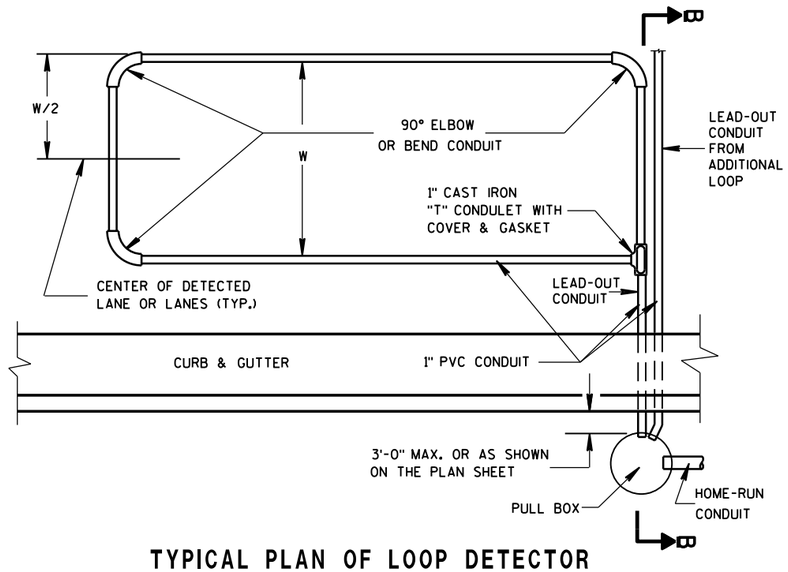
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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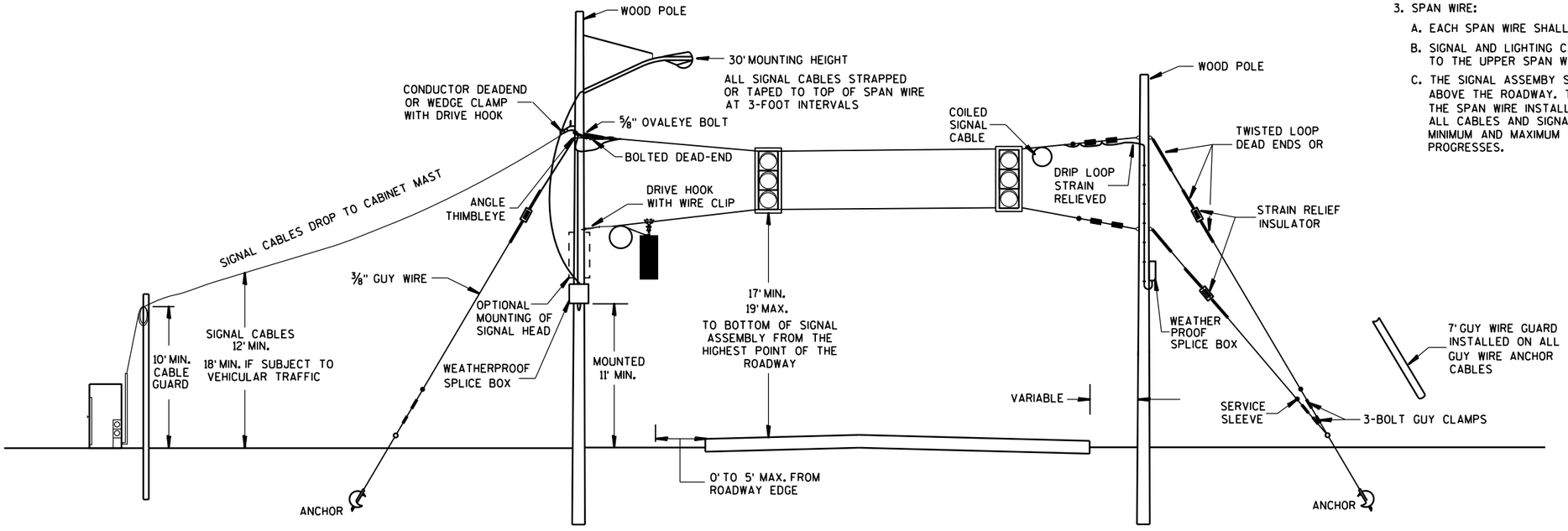
GENERAL NOTES

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'

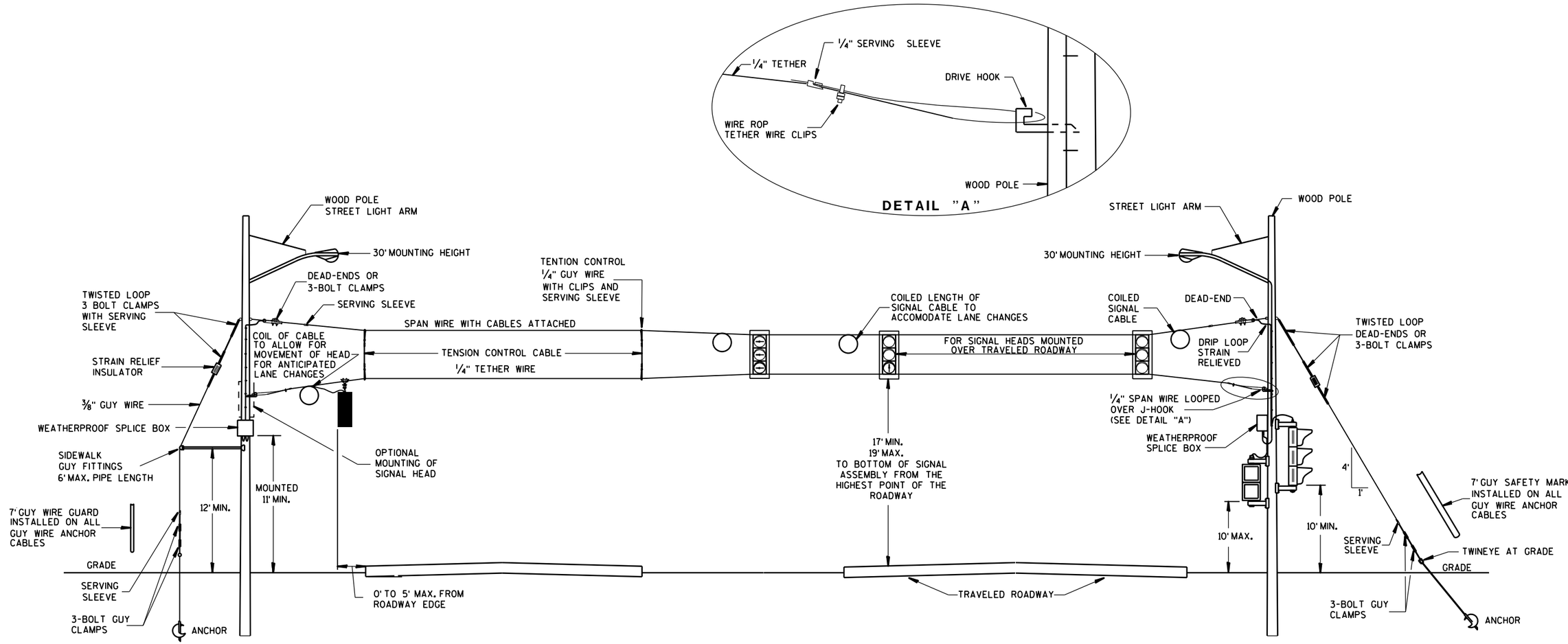
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

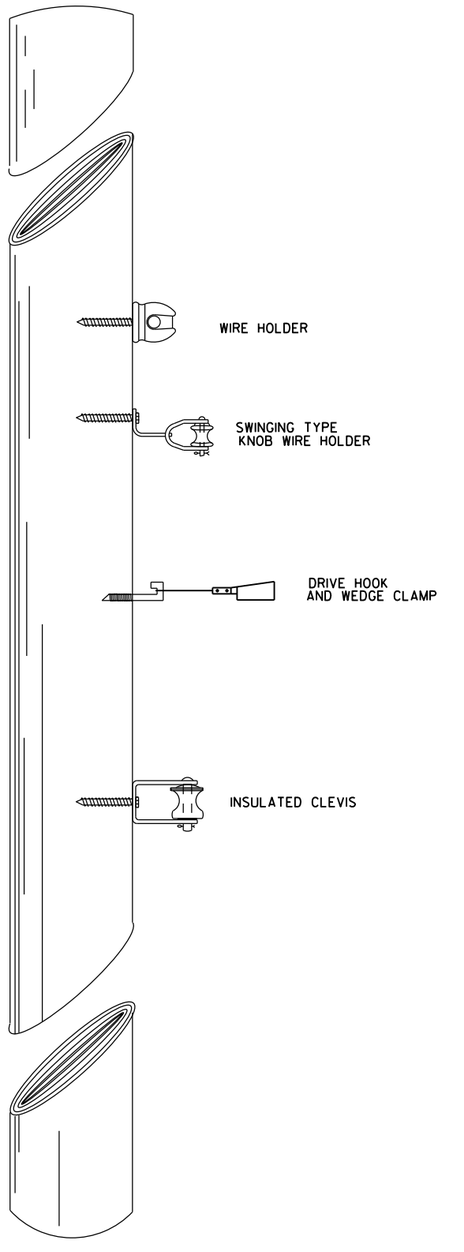
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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DEPARTMENT OF TRANSPORTATION

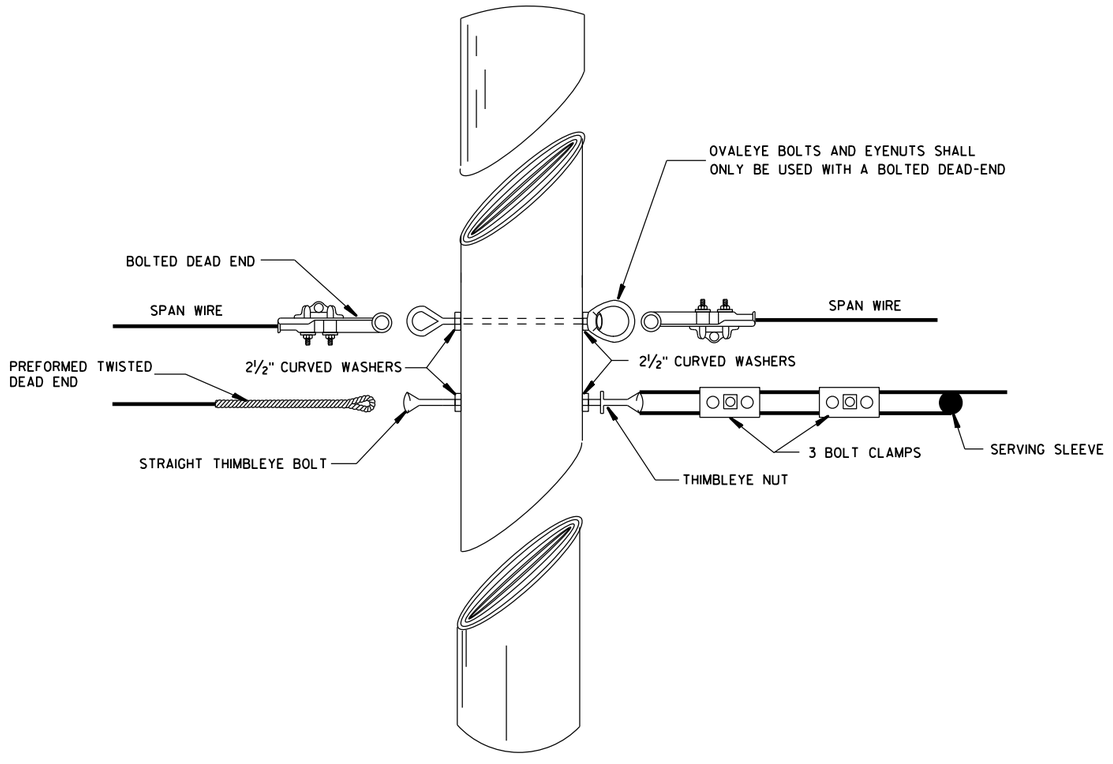
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TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

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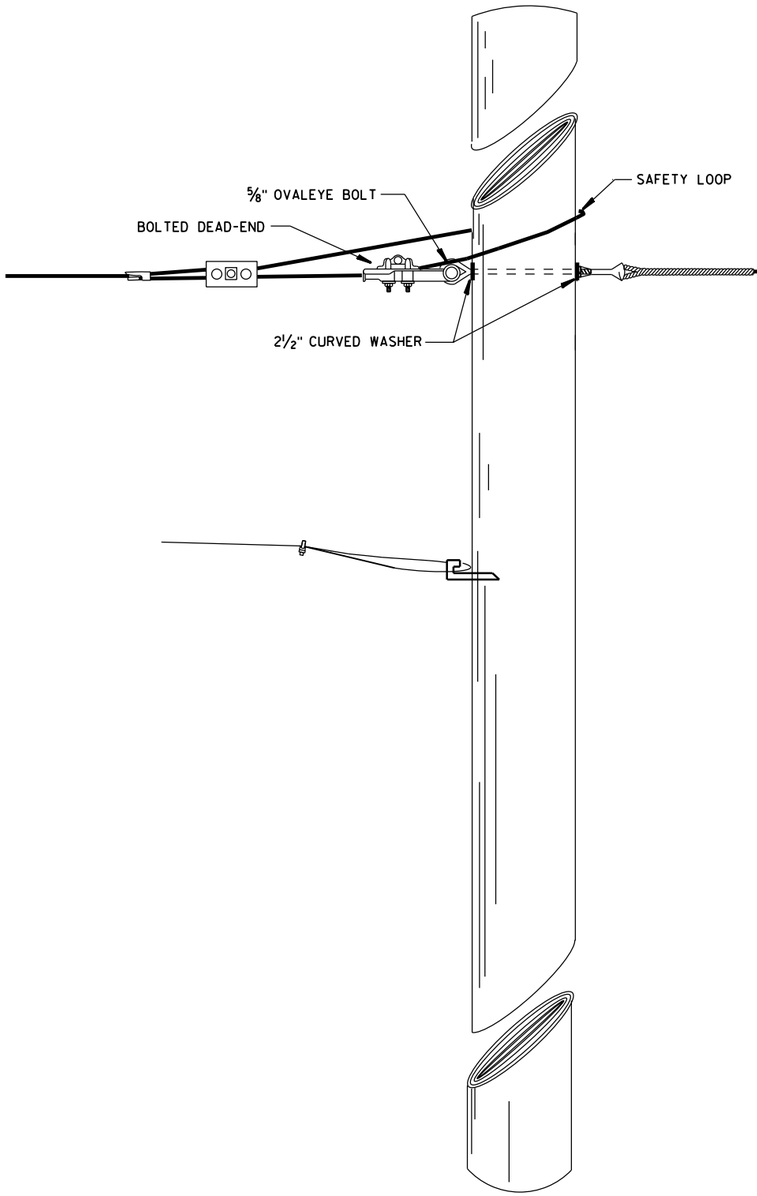
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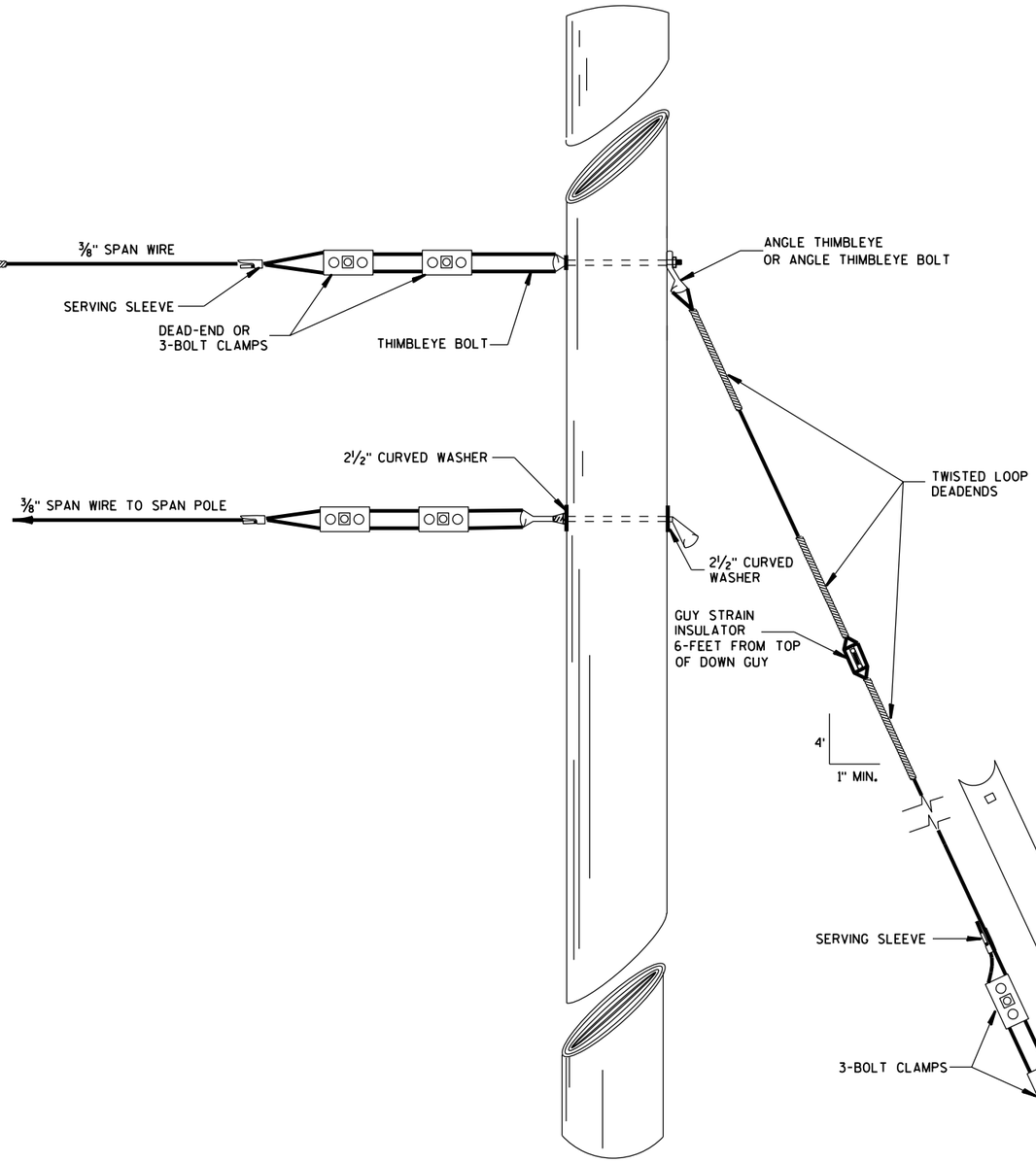
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GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

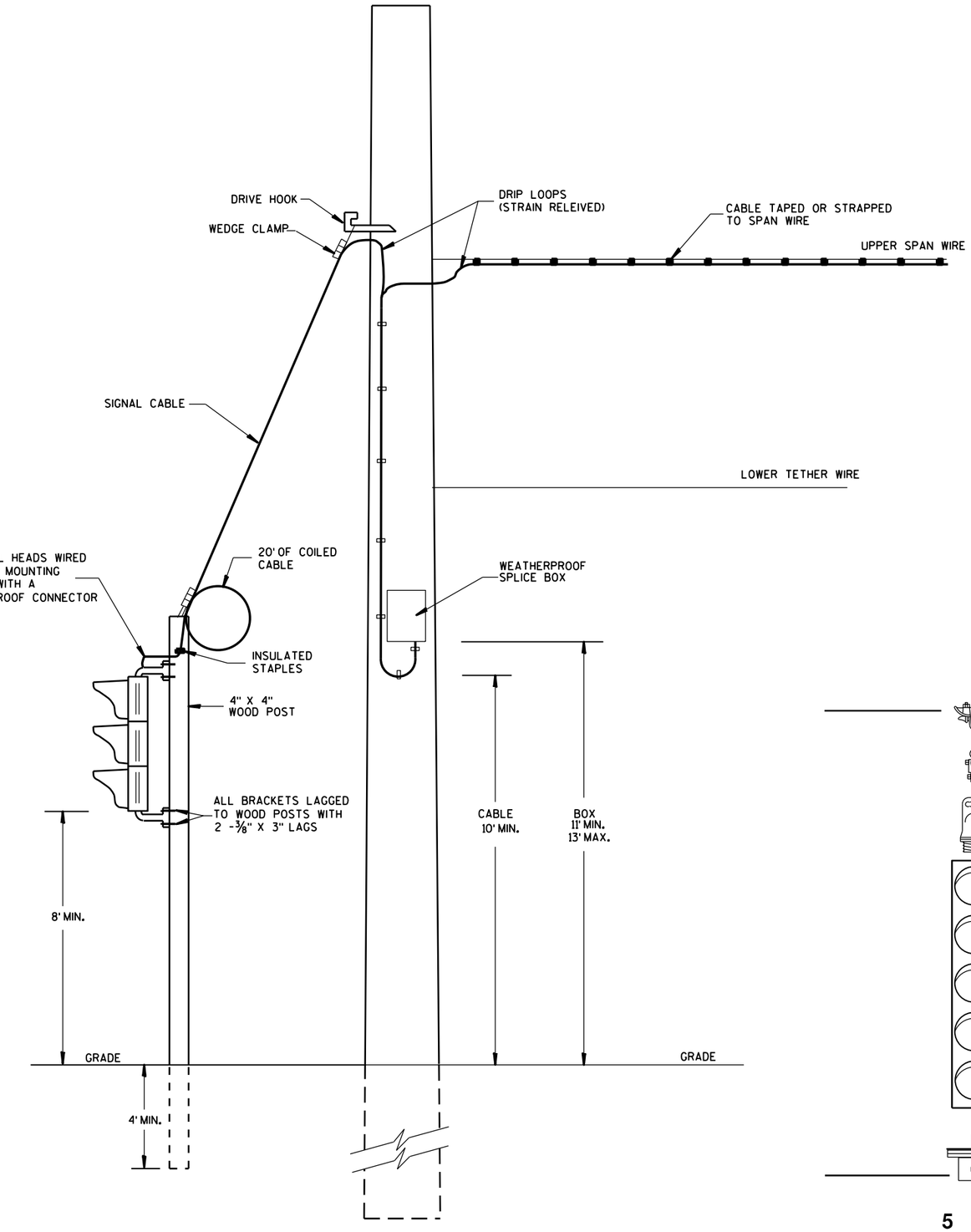
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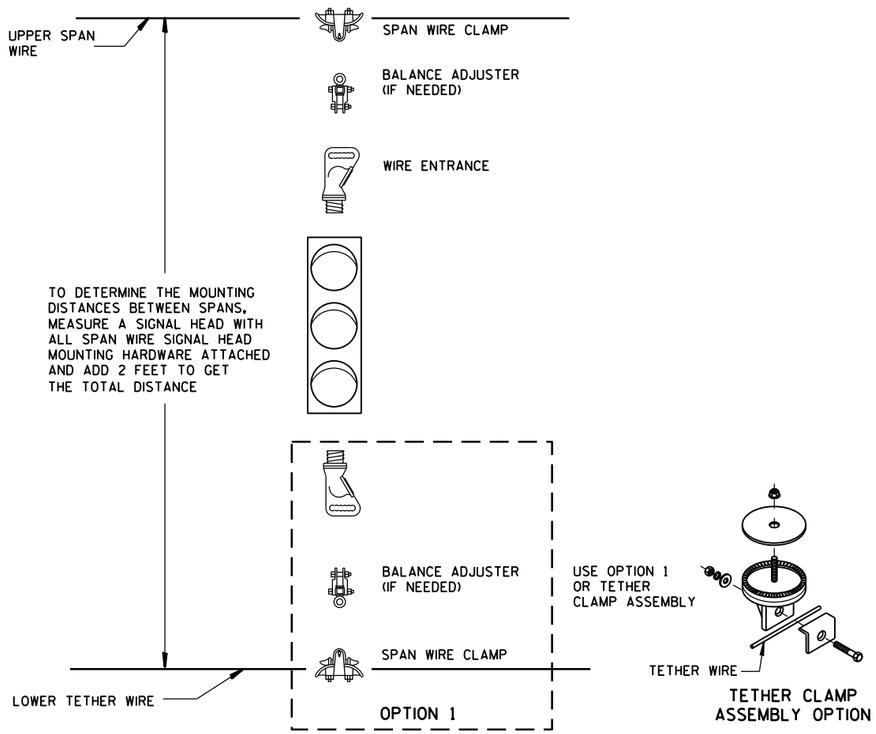
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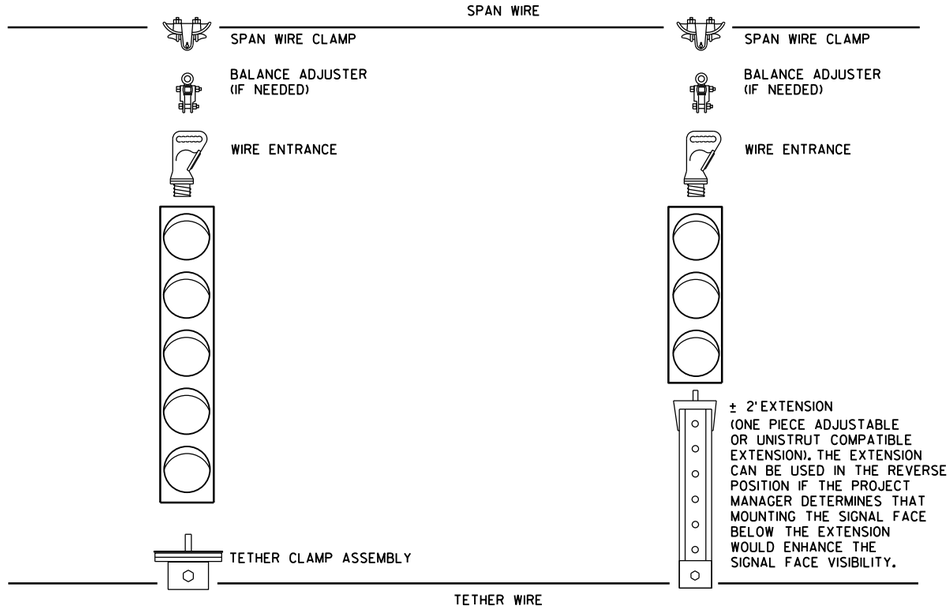


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



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

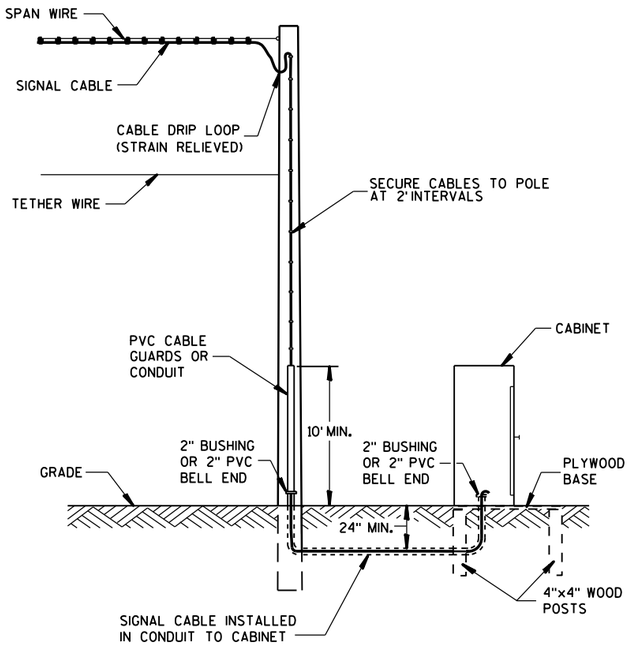
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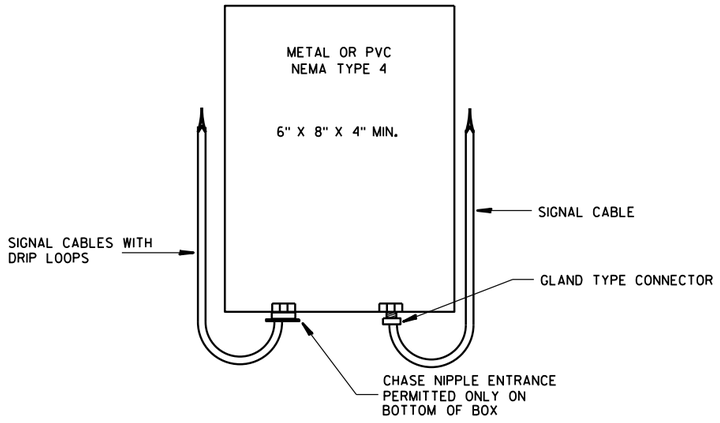
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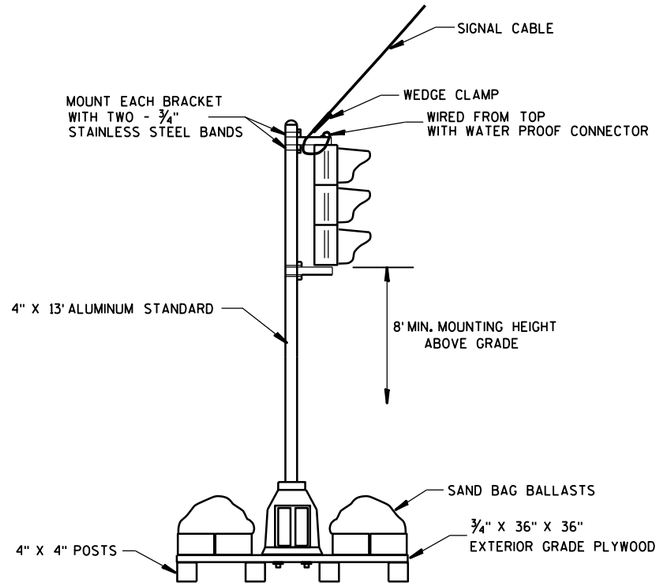
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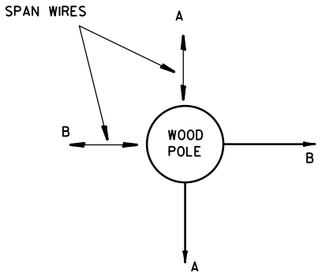




SPLICE BOX

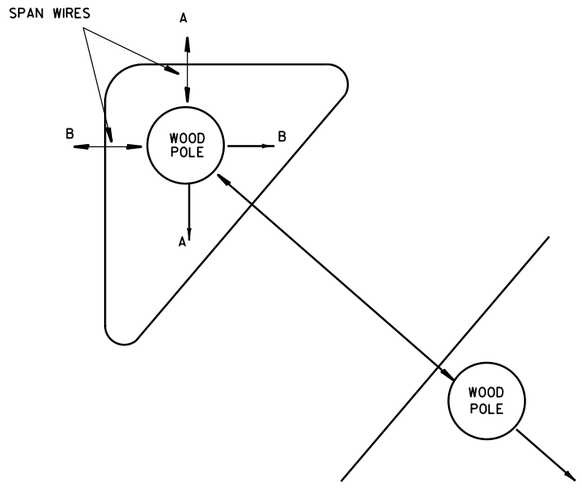


TYPICAL SKID TYPE TEMPORARY

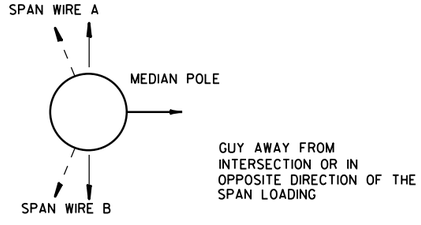


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

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

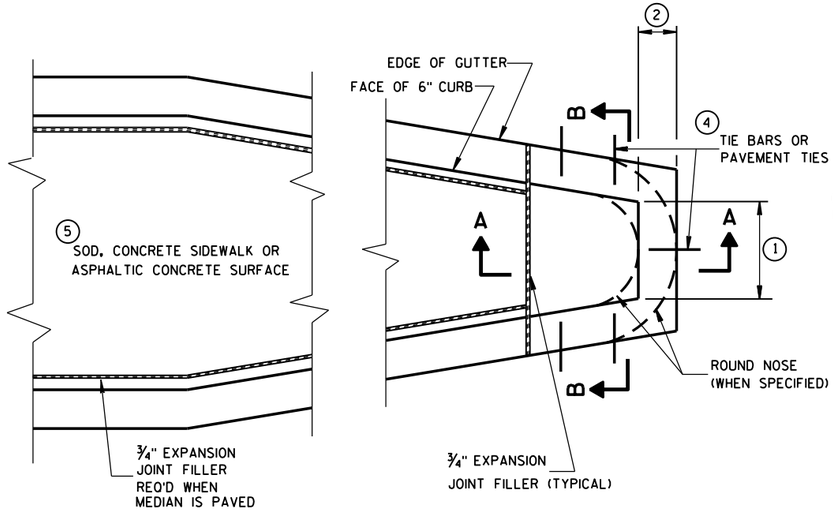
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

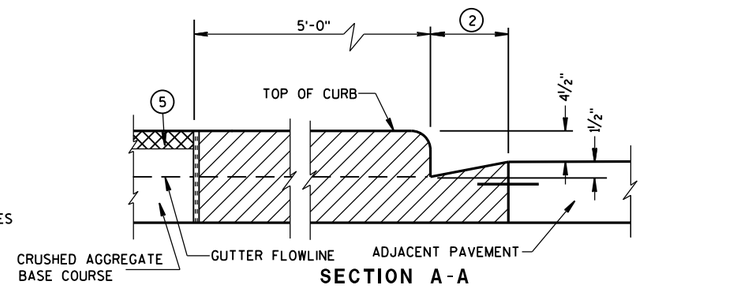
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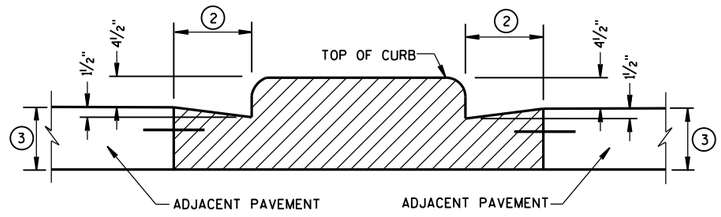
S.D.D. 9 G 1-4g

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S.D.D. 9 G 1-4g







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

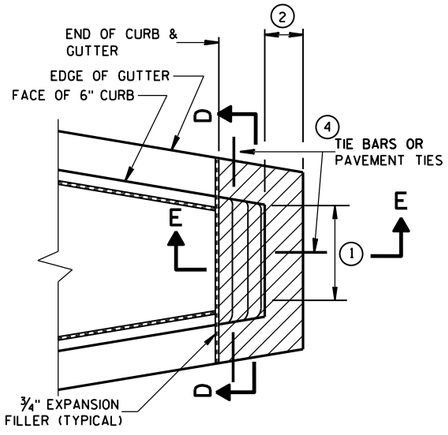
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

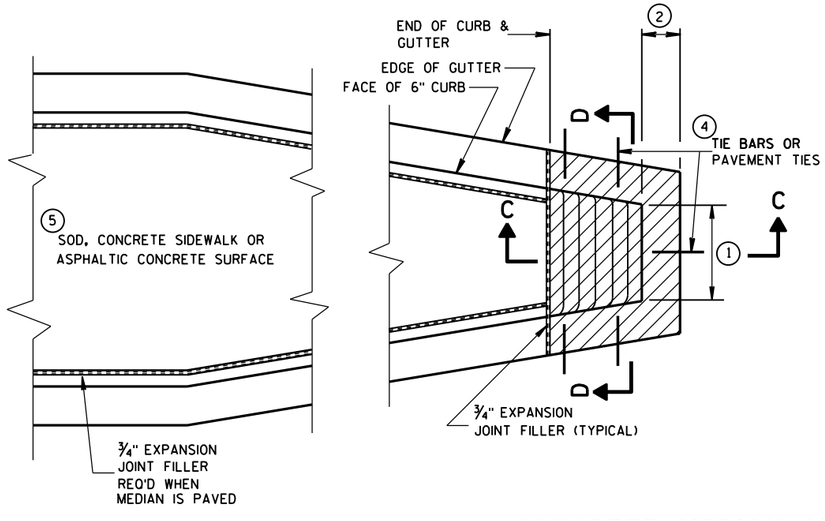
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

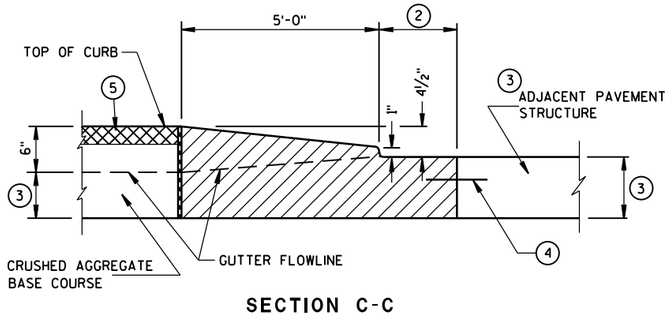
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

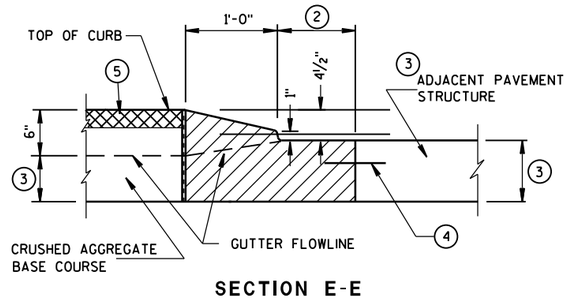
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



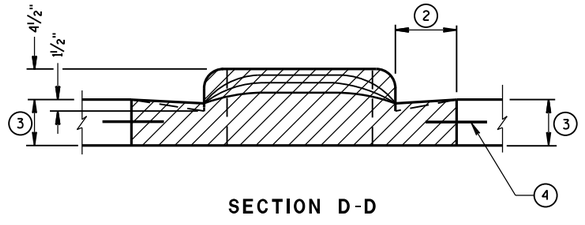






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

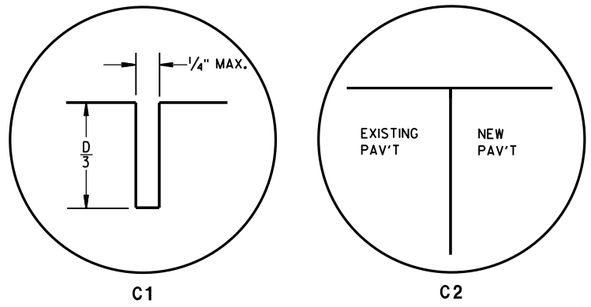
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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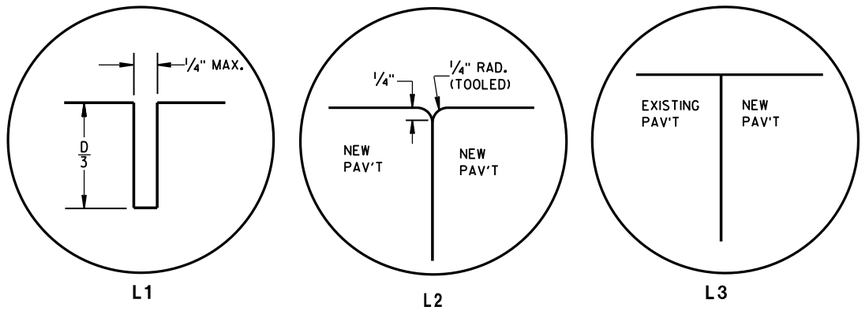
S.D.D. 11 B 2-2

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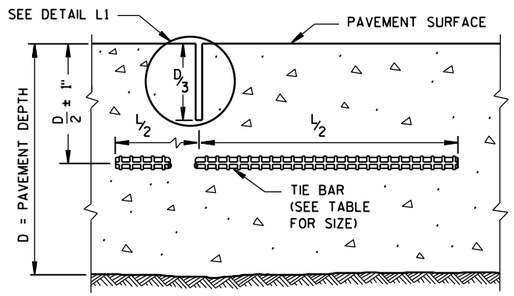
S.D.D. 11 B 2-2



TRANSVERSE JOINTS

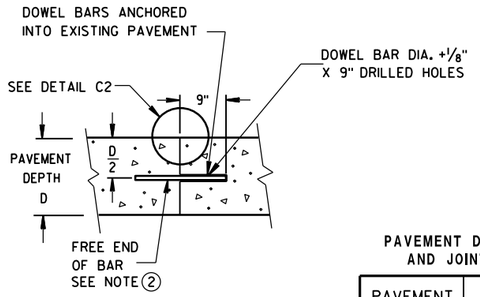


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

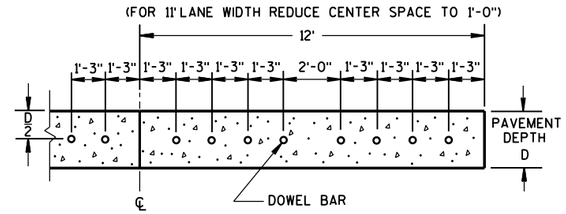
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

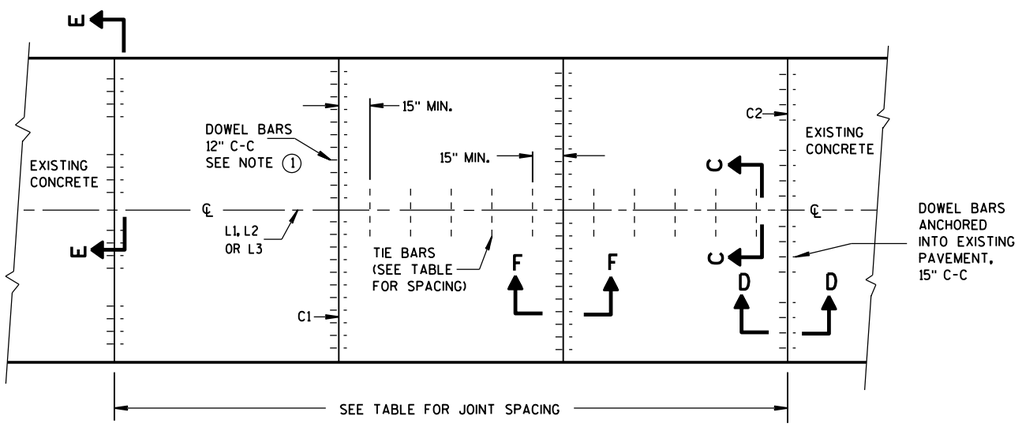
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

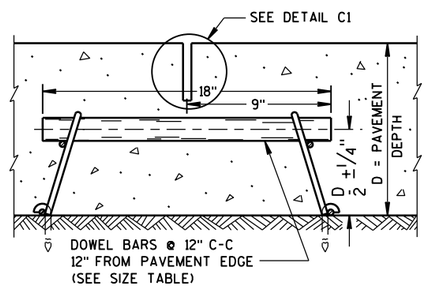
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

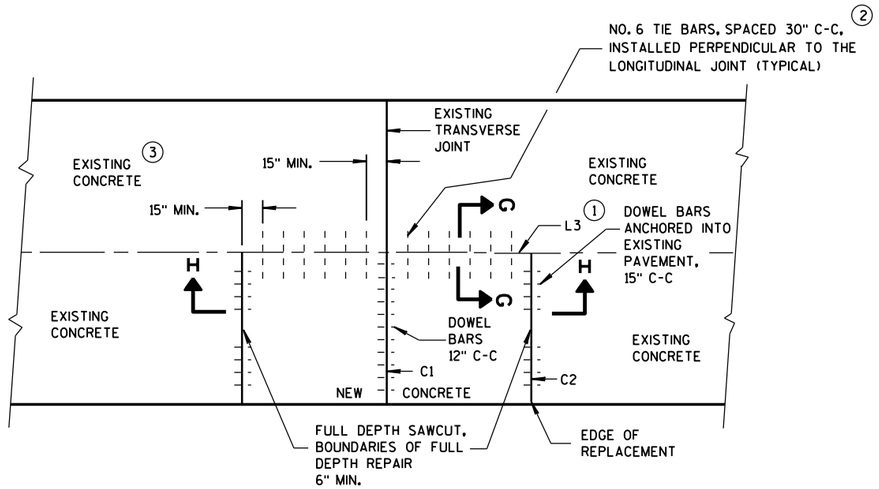
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

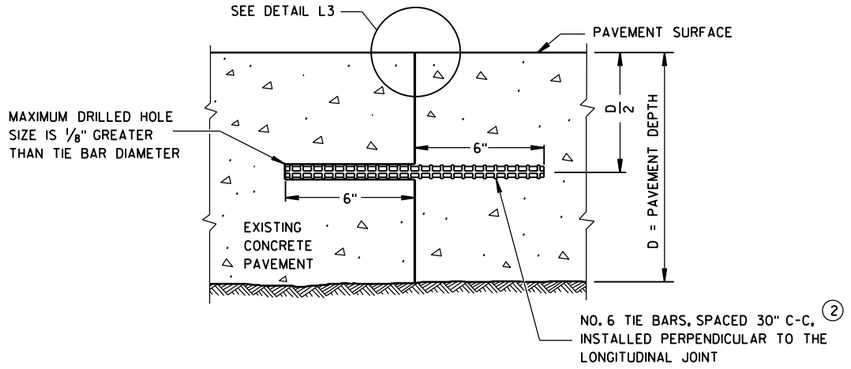
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



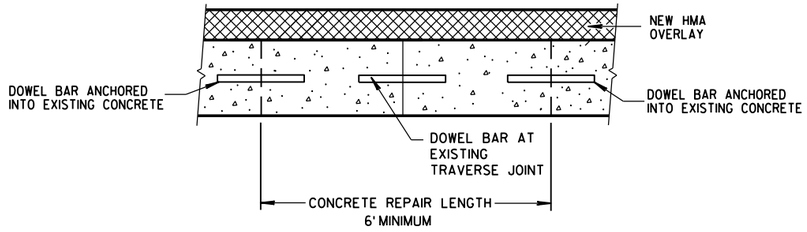
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

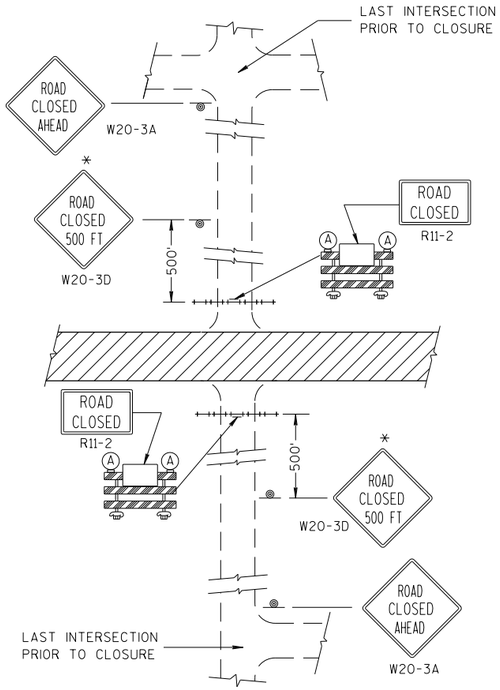
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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S.D.D. 13 C 15-6b

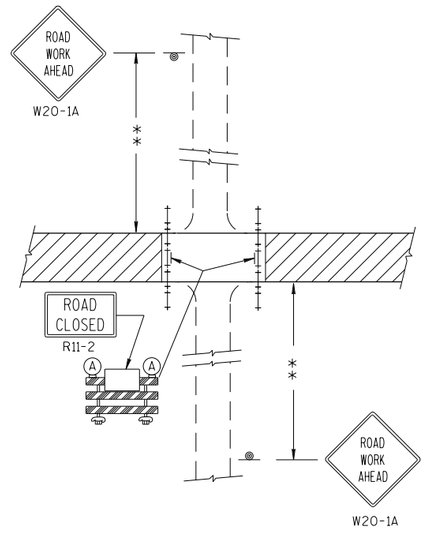
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S.D.D. 13 C 15-6b



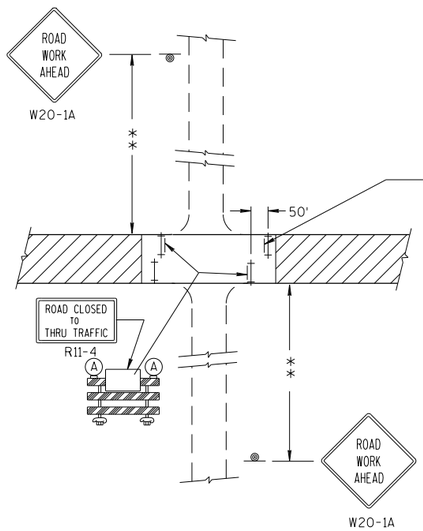
DETAIL 1

(NO ACCESS TO PROJECT)



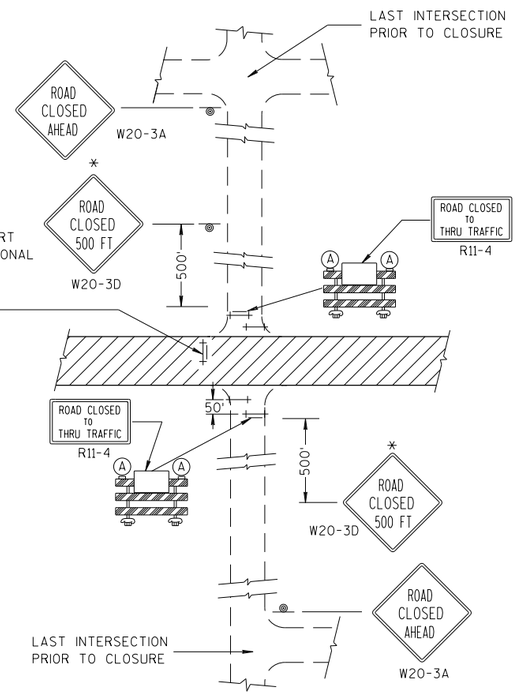
DETAIL 2

(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

7/2018
DATE

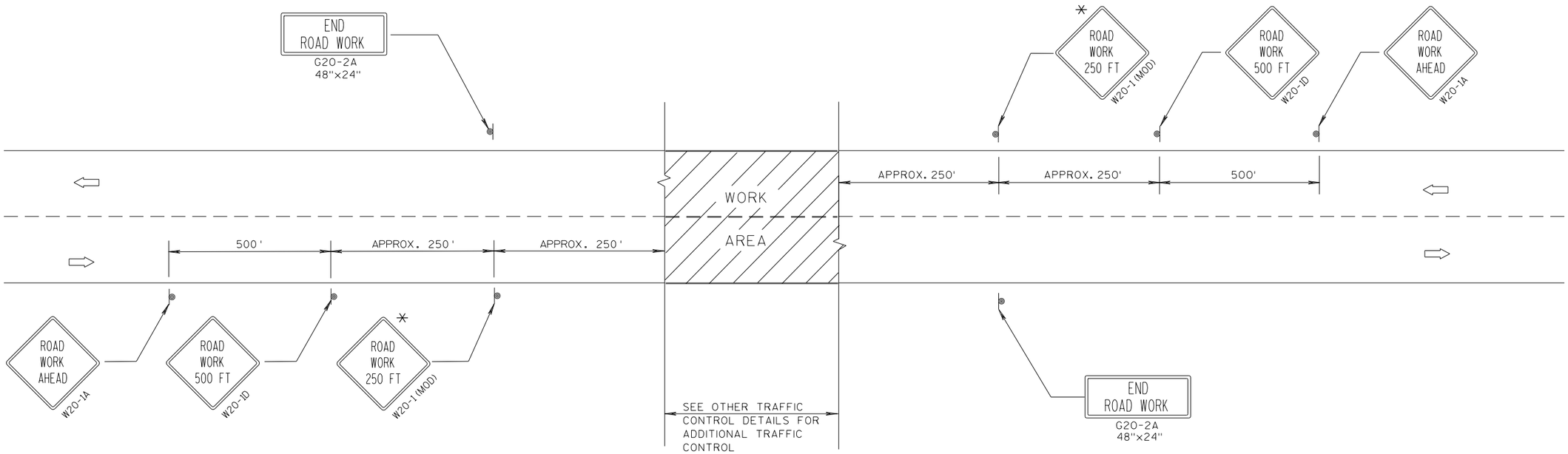
/S/ Andrew Heidtke
WORK ZONE ENGI

FHWA

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S.D.D. 15 C 3-5

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.

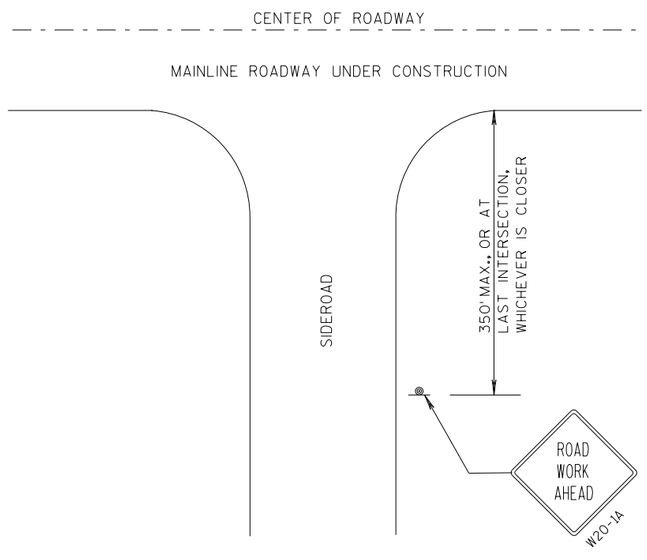
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

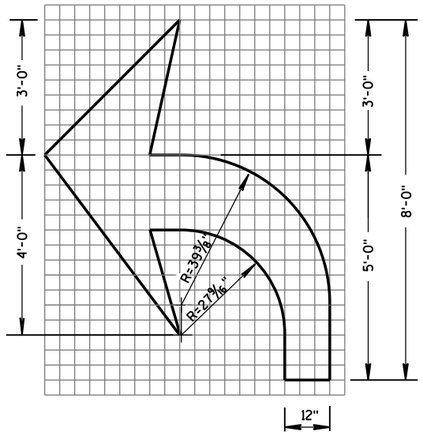
FHWA

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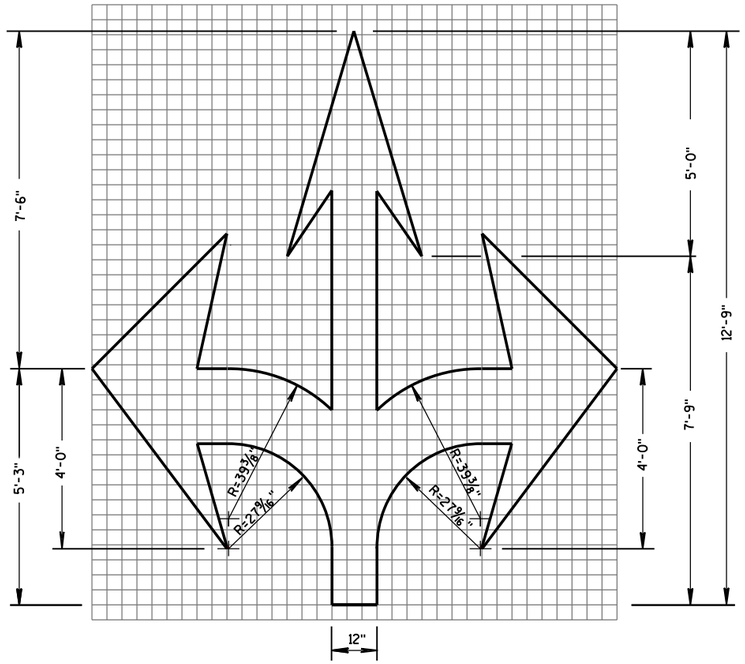
S.D.D. 15 C 5-5

GENERAL NOTES

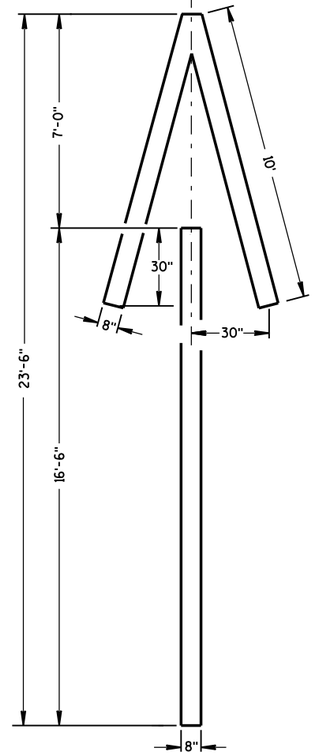
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



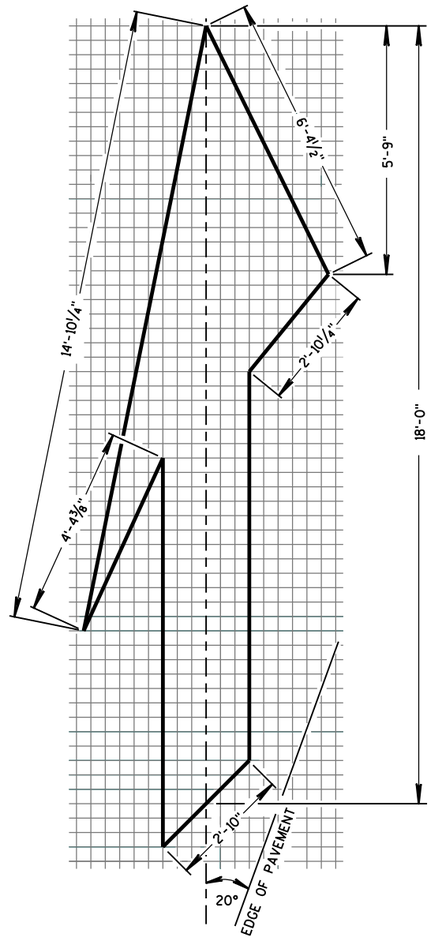
TYPE 2



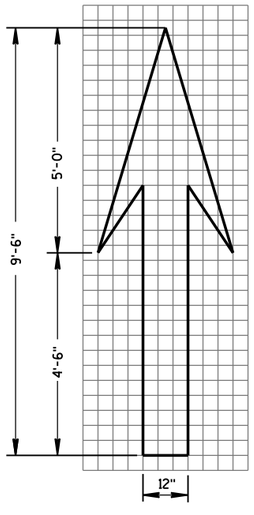
TYPE 6



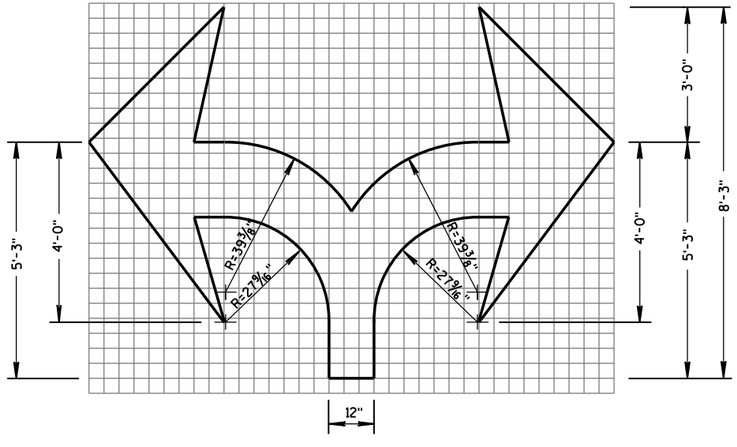
TYPE 4



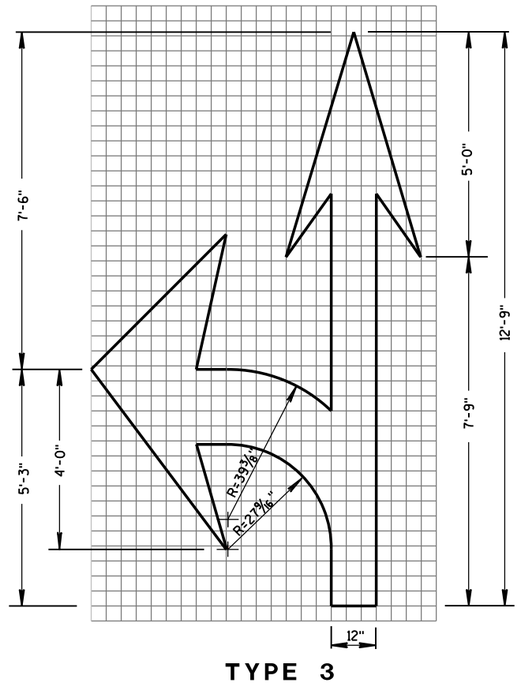
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

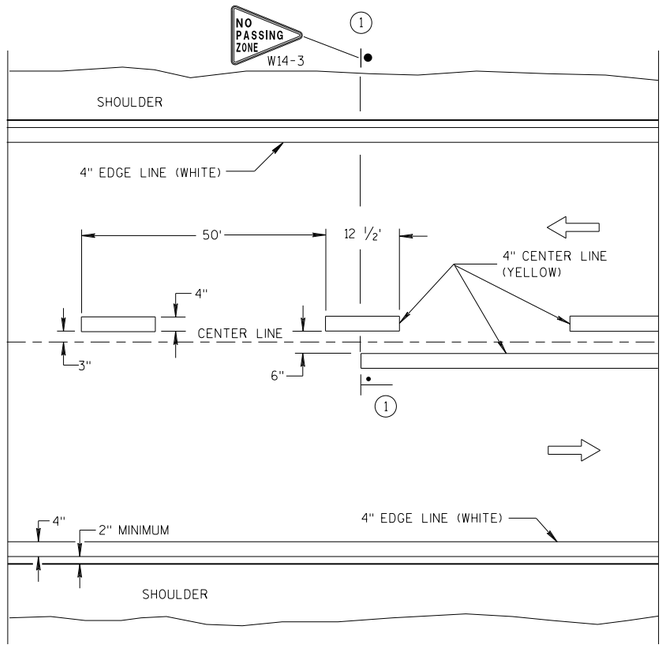
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER
FHWA

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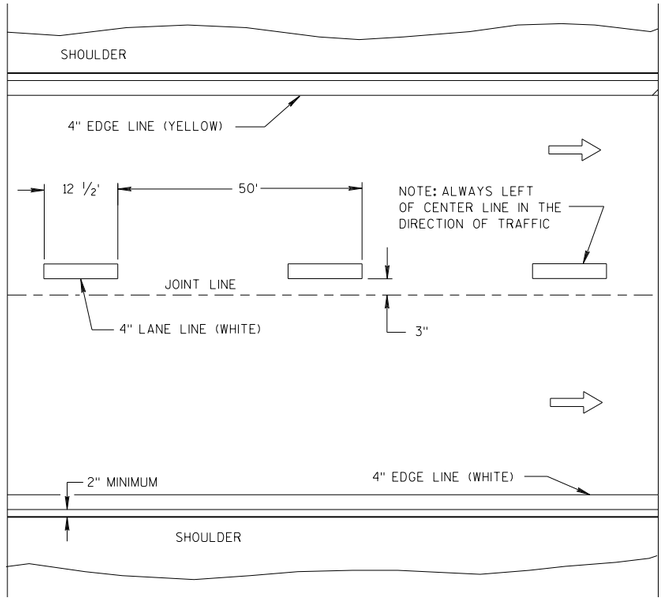
S.D.D. 15 C 7-14c

6

S.D.D. 15 C 7-14c



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) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

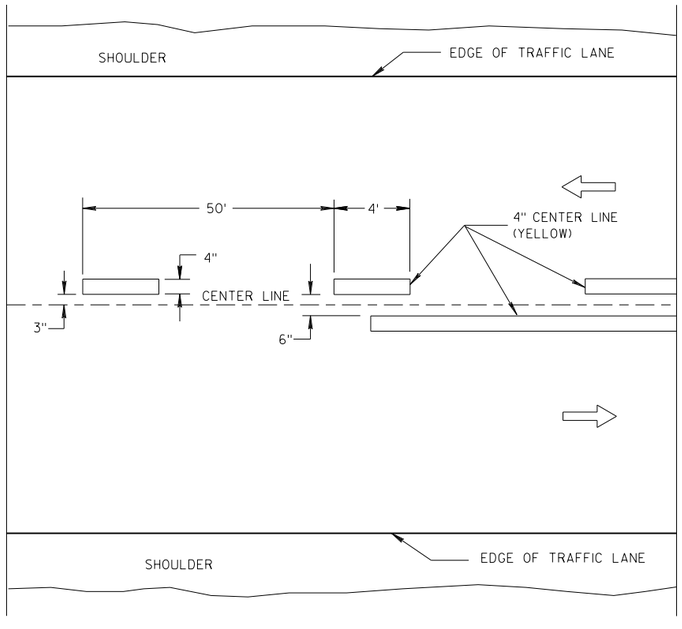
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

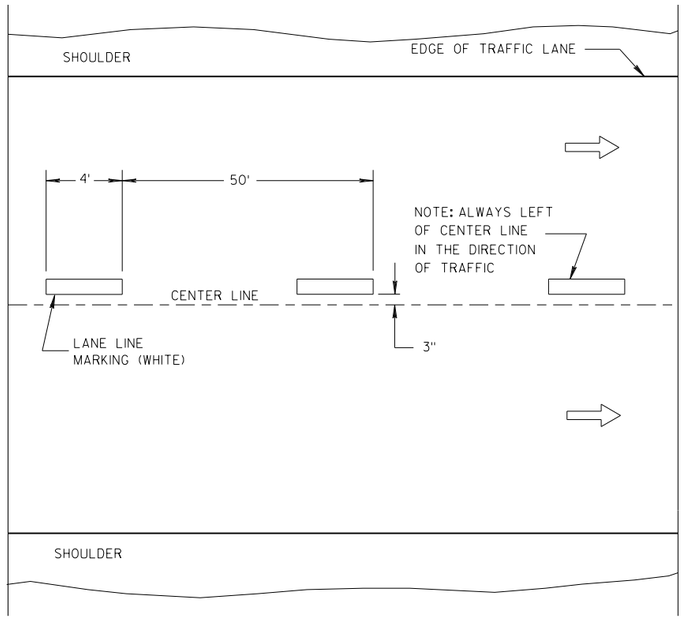
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

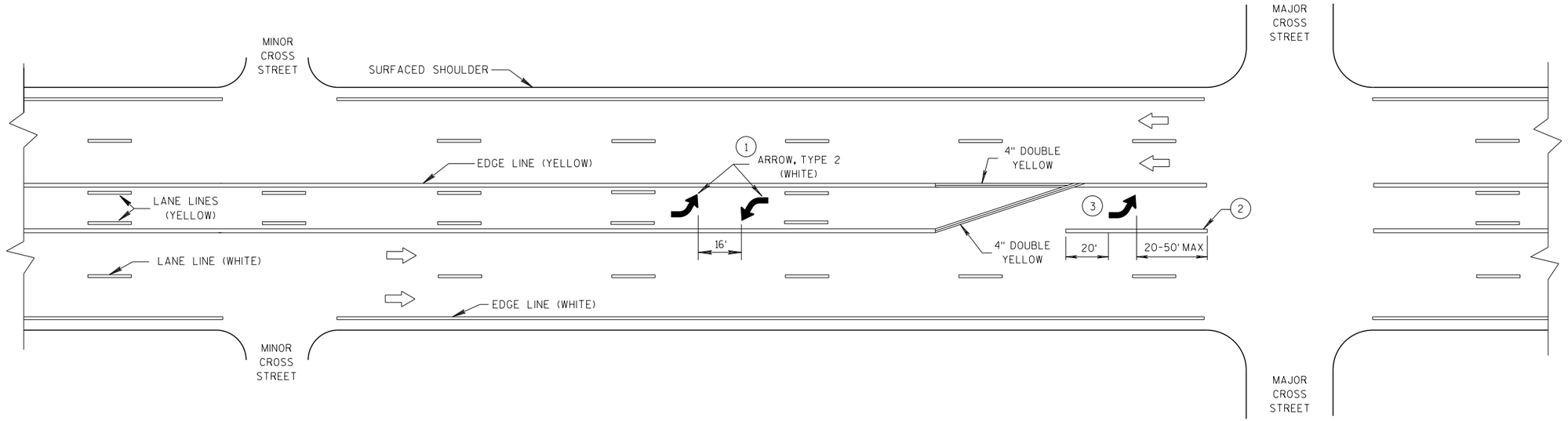
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S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC

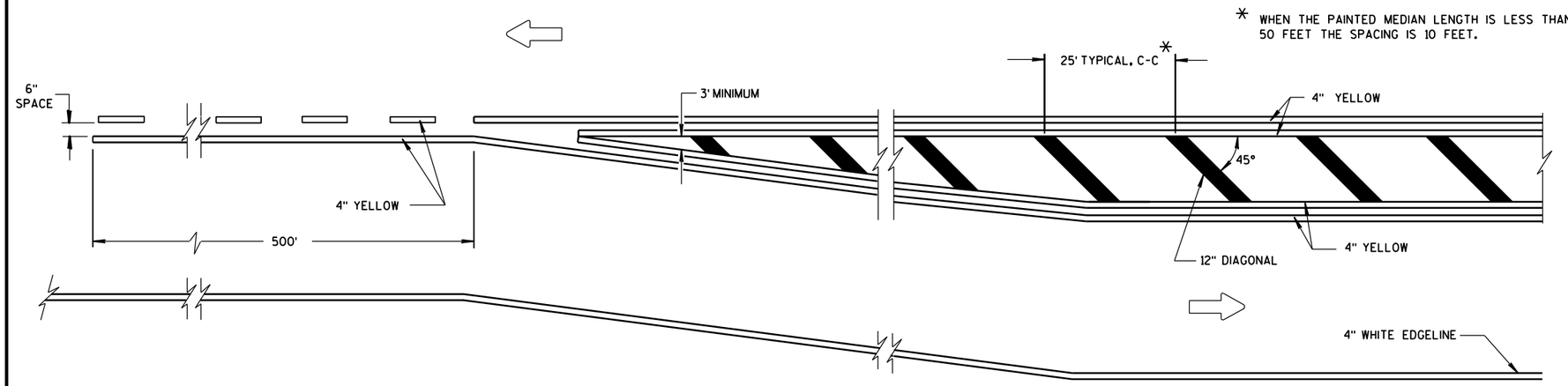


TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 15 C 8-19b

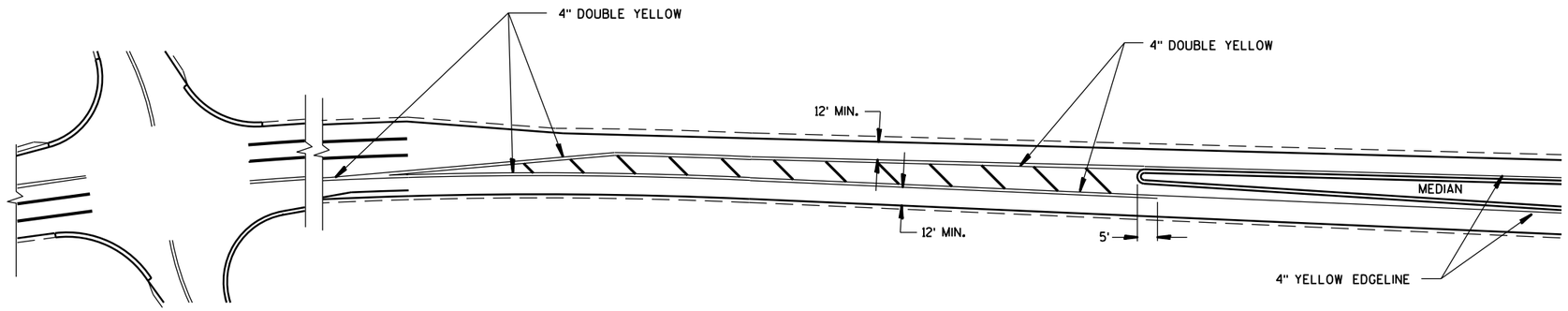


MEDIAN ISLAND DETAIL

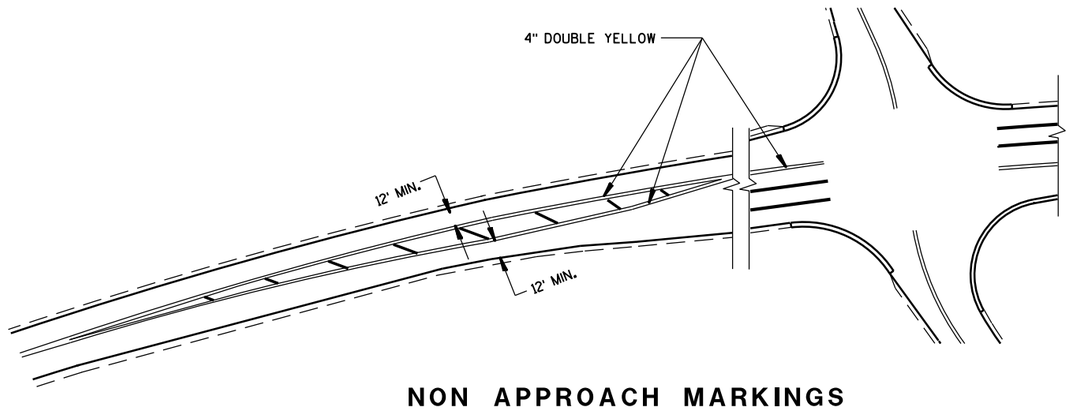
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

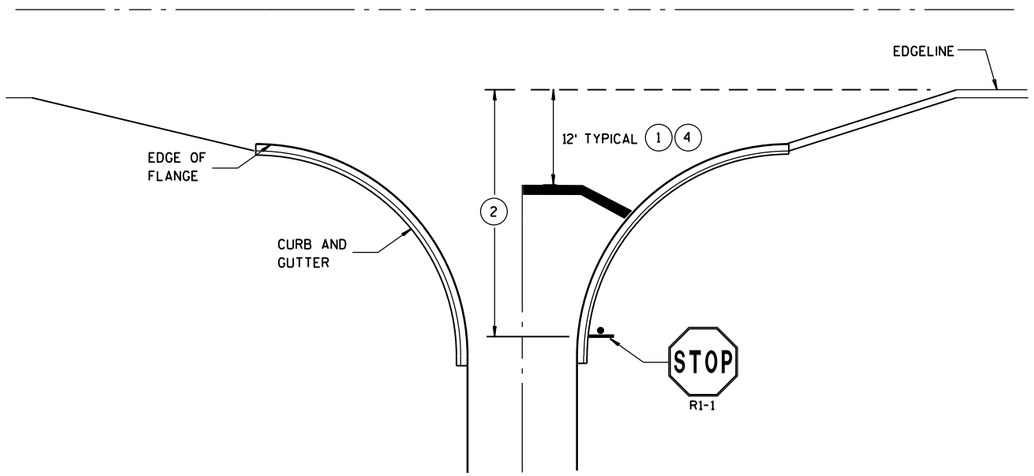
APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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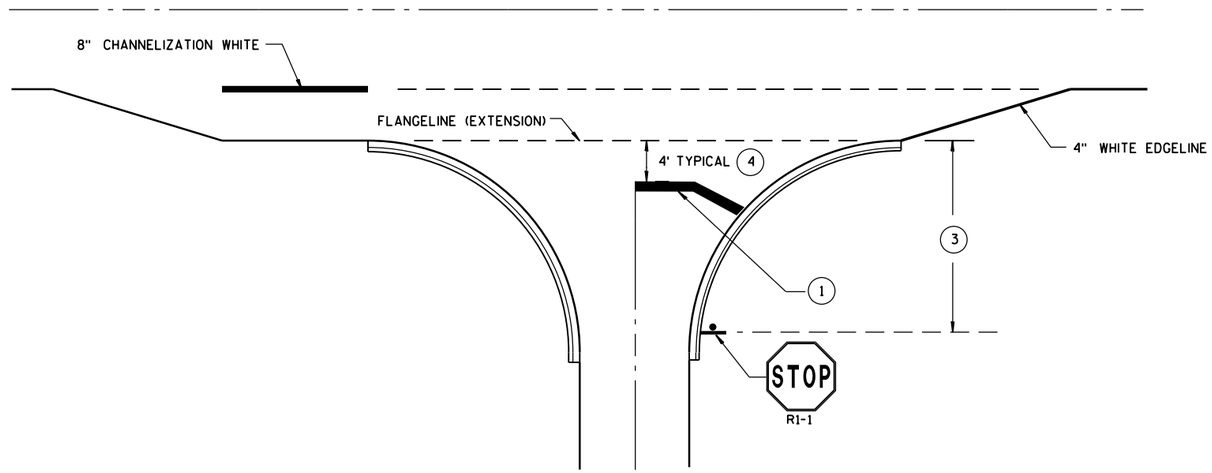
S.D.D. 15 C 18-4

6

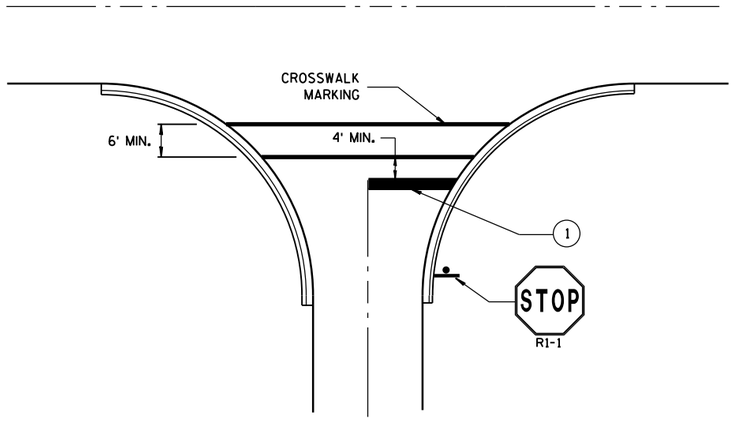
S.D.D. 15 C 18-4



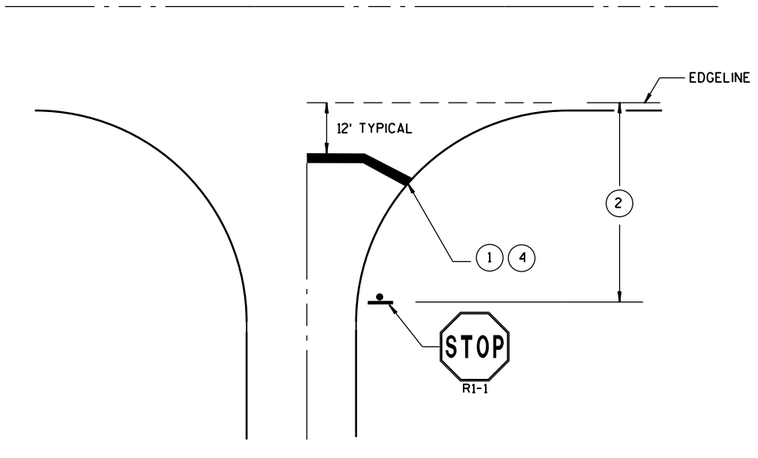
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

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

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE 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

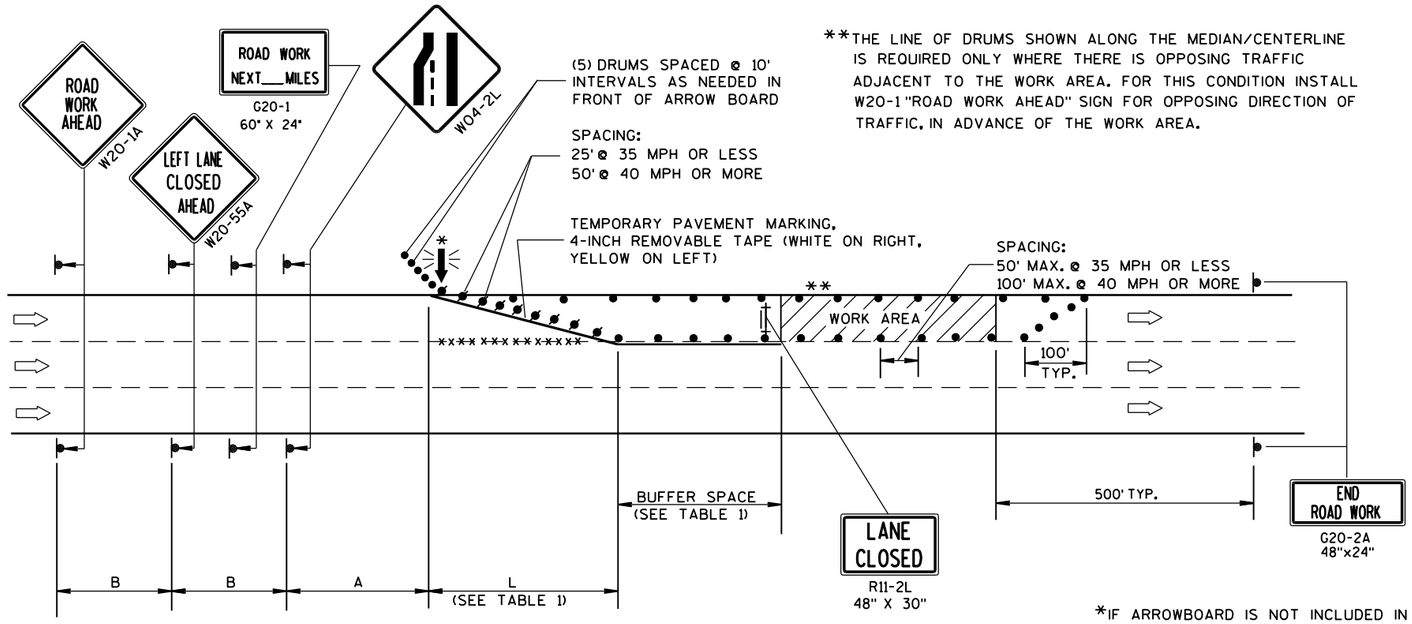
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER

FHWA

6

S.D.D. 15 C 33-3



**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"

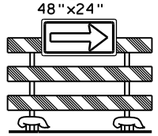


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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

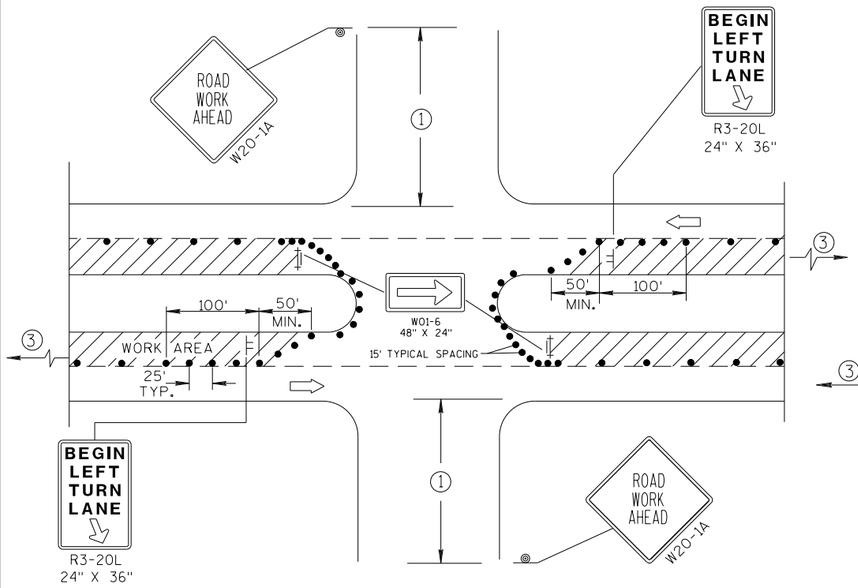
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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S.D.D. 15 D 20-4

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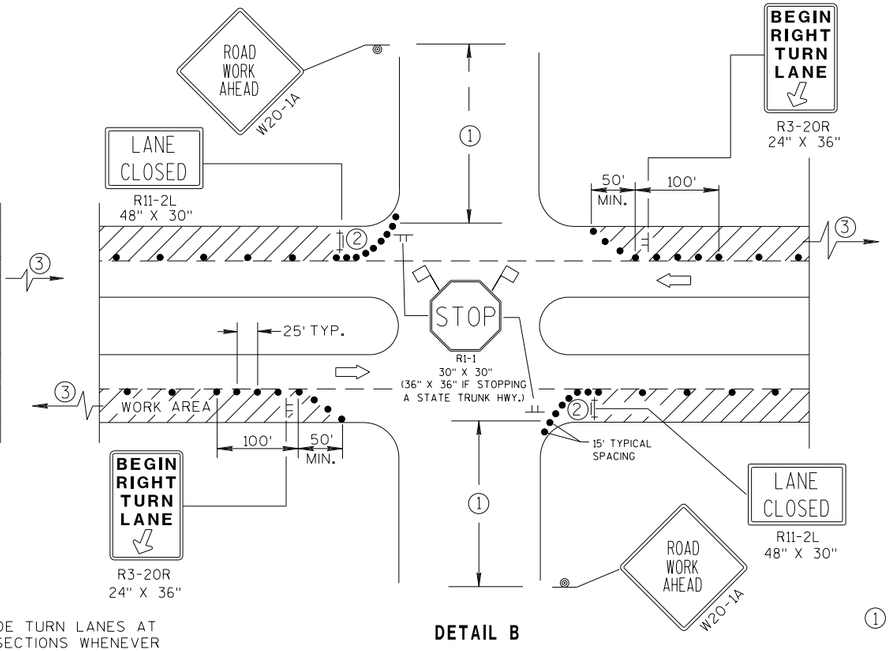
S.D.D. 15 D 20-4



DETAIL A

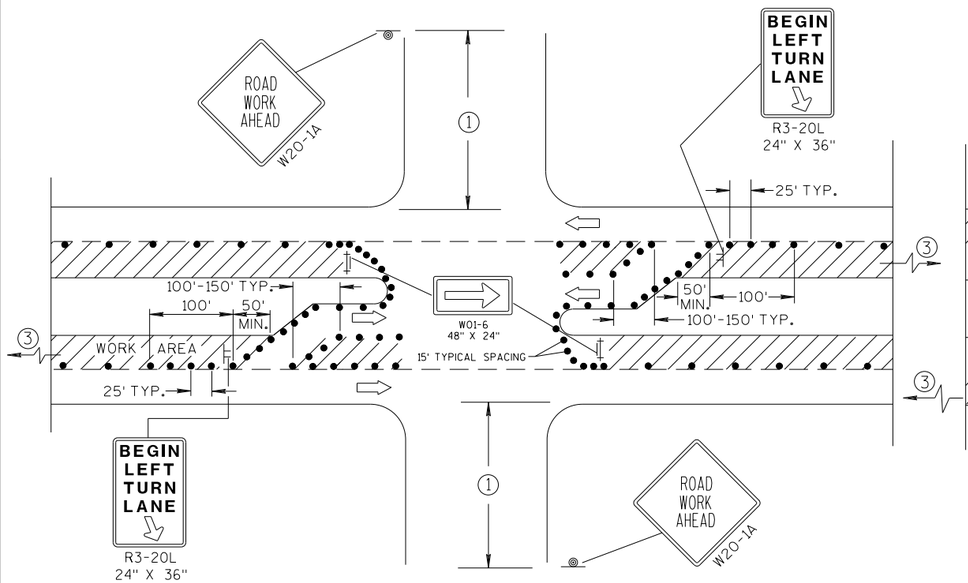
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



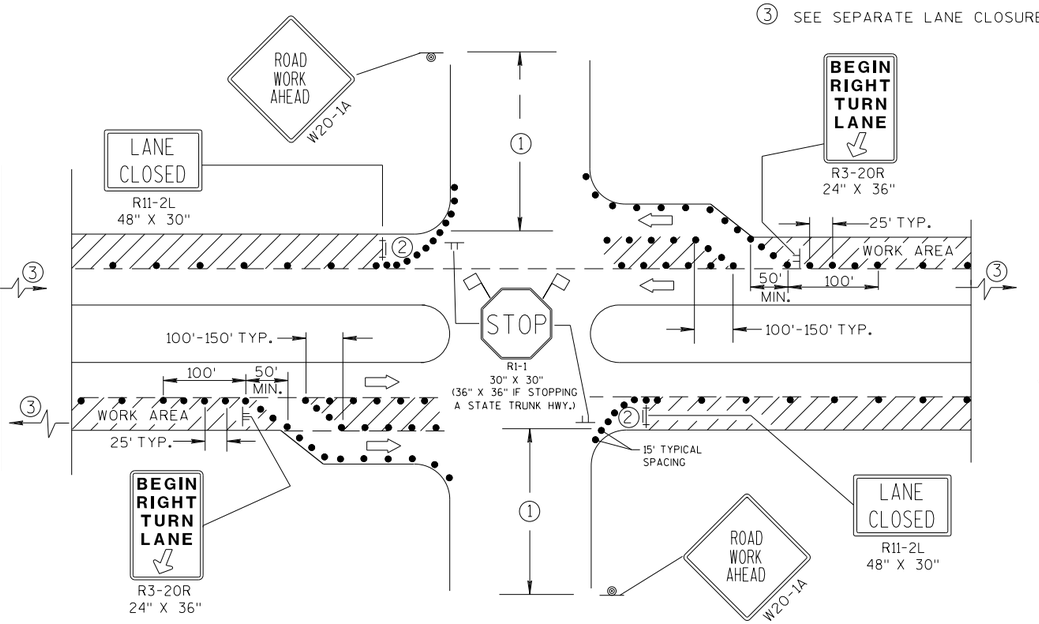
DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

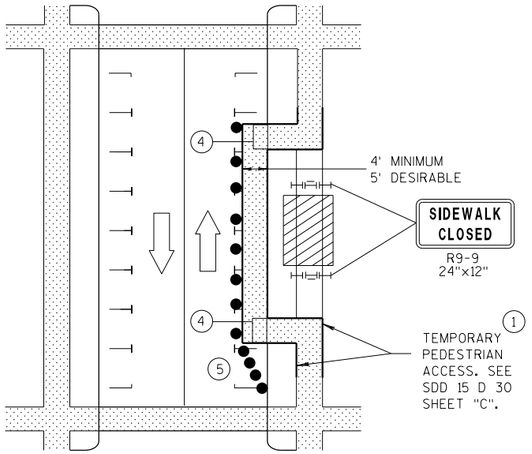
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

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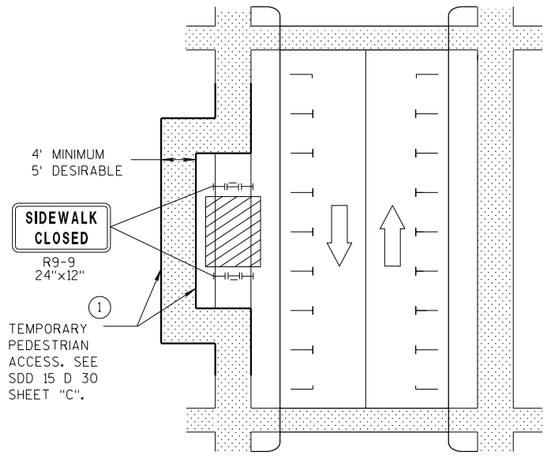
S.D.D. 15 D 21-6

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

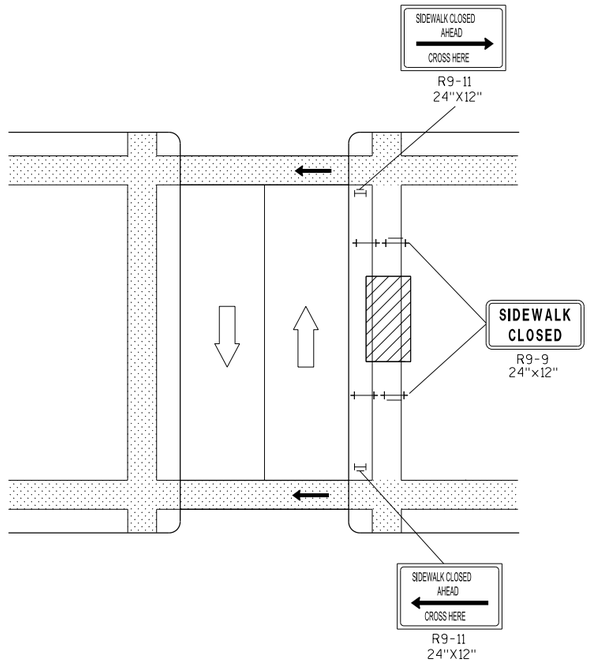


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

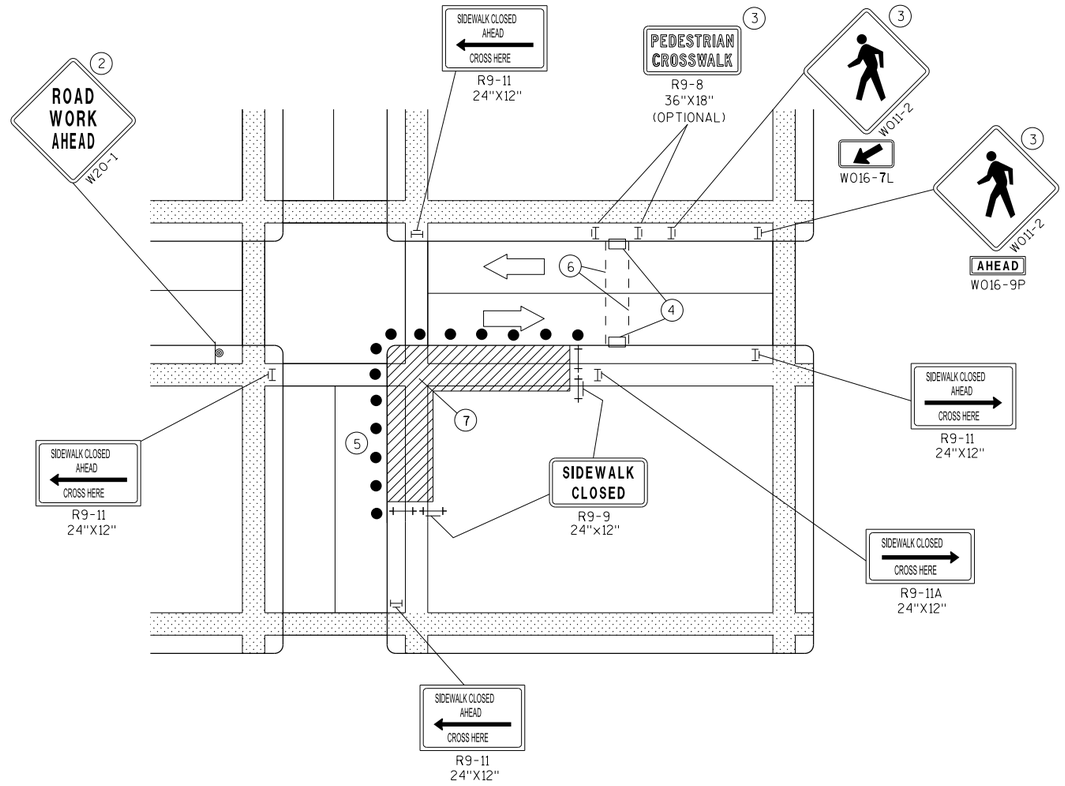
NOTE: LAYOUT SAME AS ABOVE.



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.

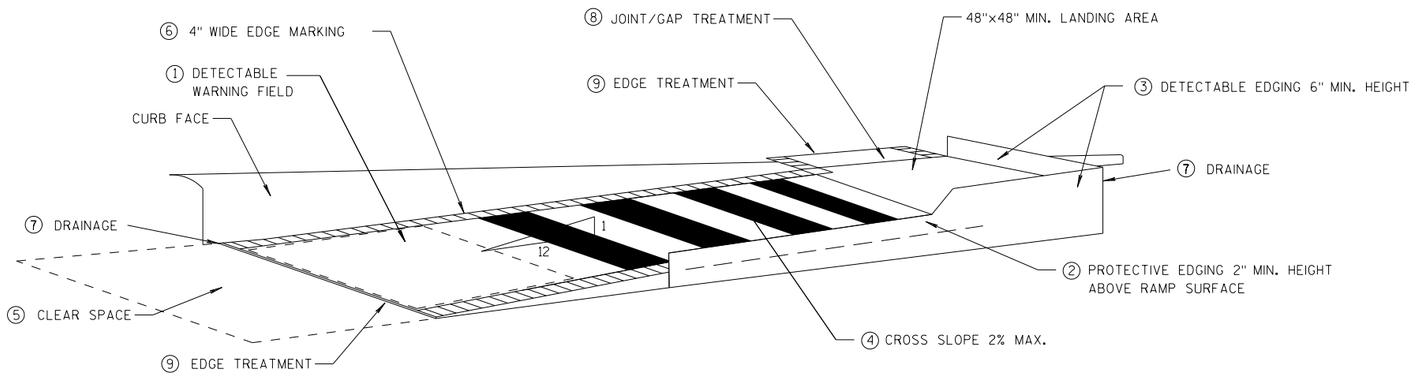
LEGEND

- 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

6

S.D.D. 15 D 30-4a



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.

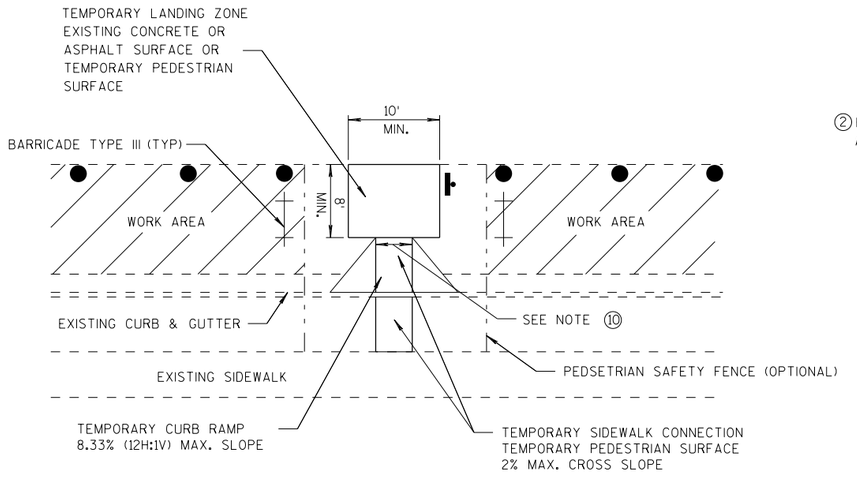
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

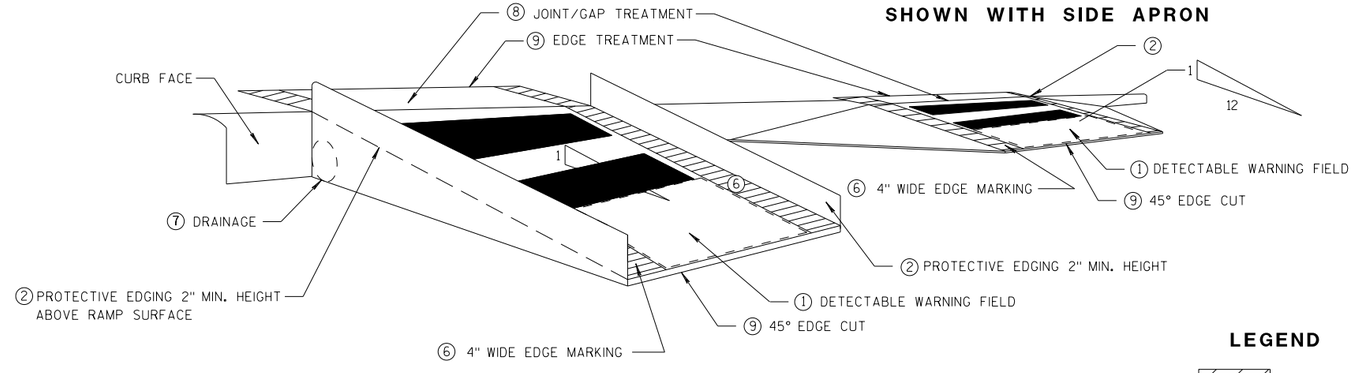
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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 SIDE APRON

SHOWN WITH PROTECTIVE EDGE

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

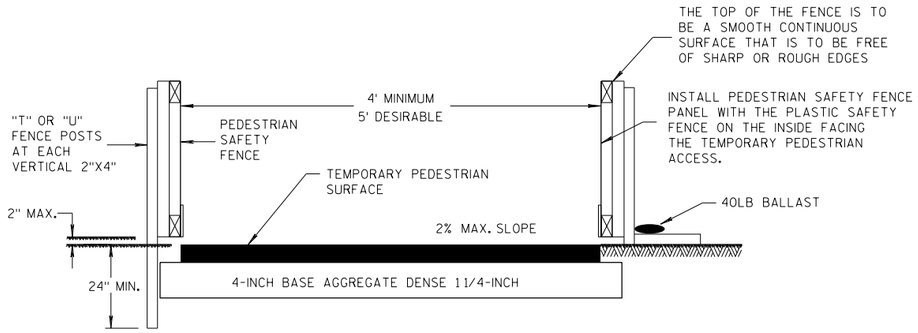
7/2018 DATE

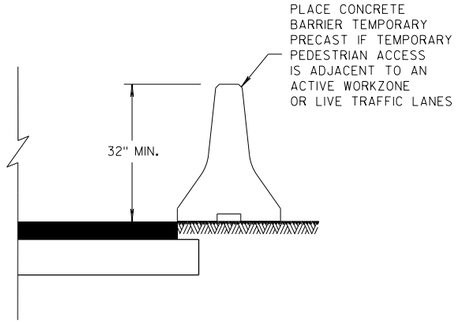
/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

6

S.D.D. 15 D 30-4b

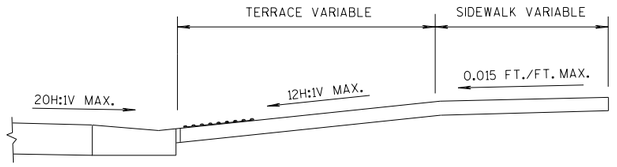




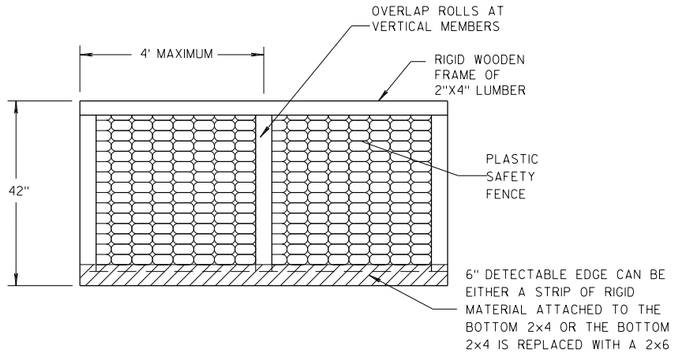
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

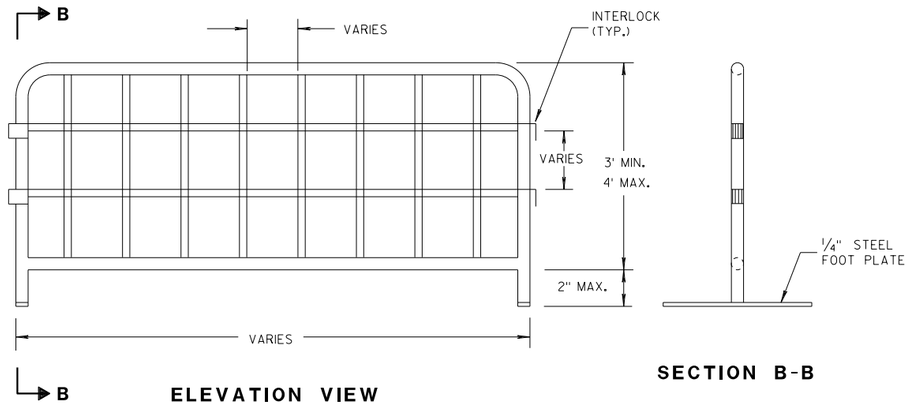
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



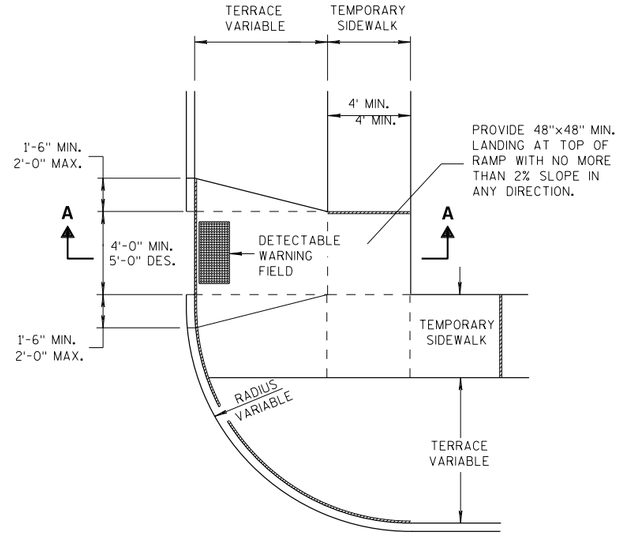
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

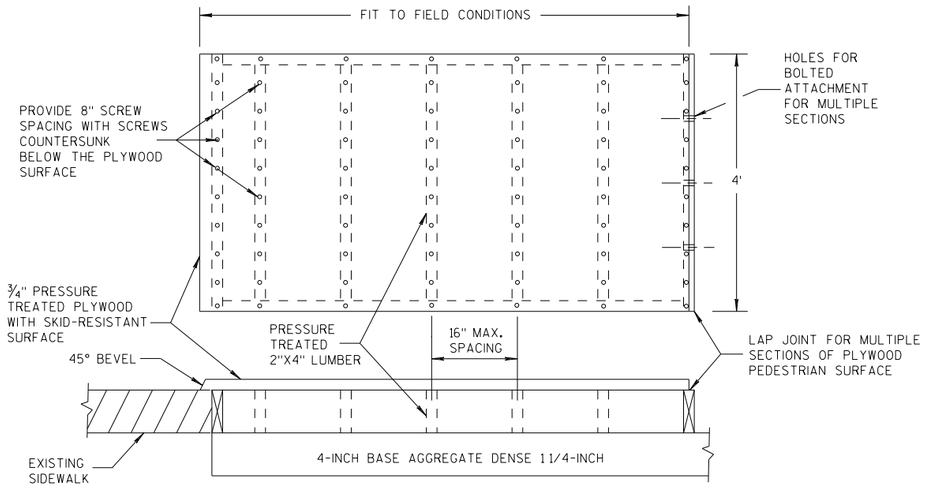
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



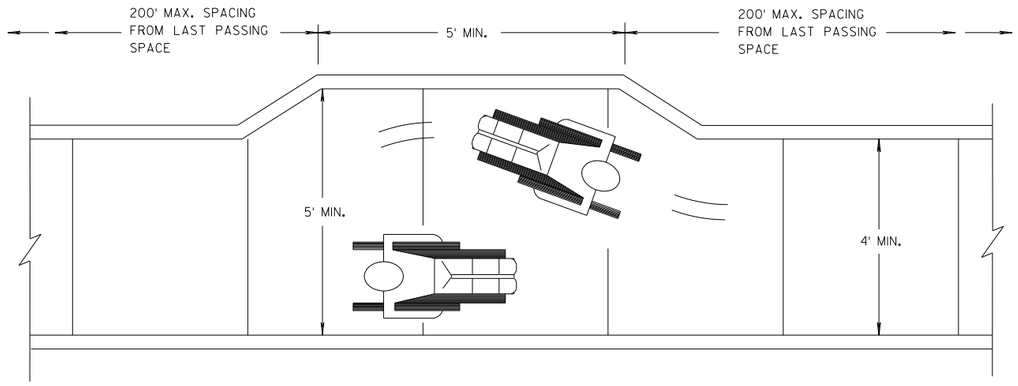
PLAN VIEW

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

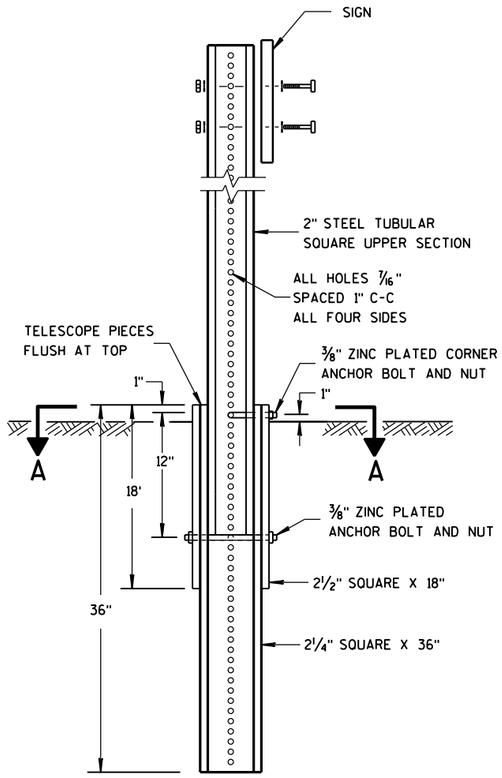
APPROVED

7/2018
DATE

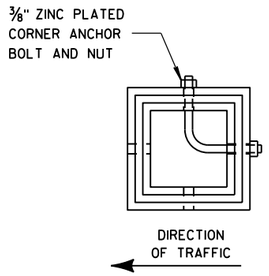
/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

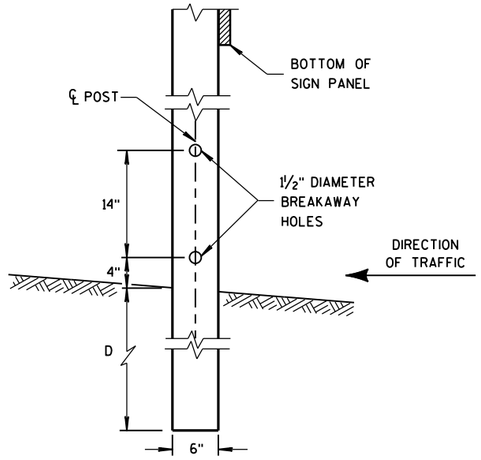
6
S.D.D. 15 D 30-4c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



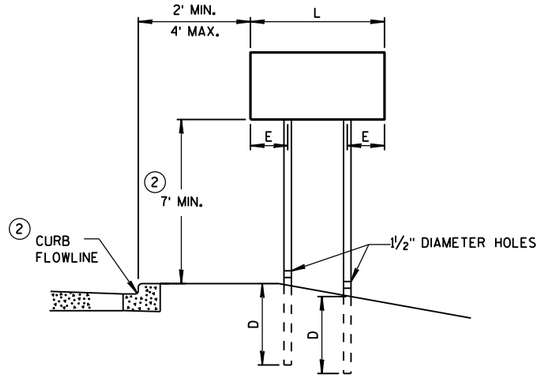
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

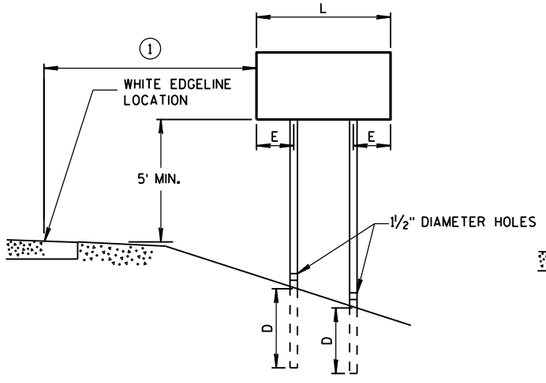
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

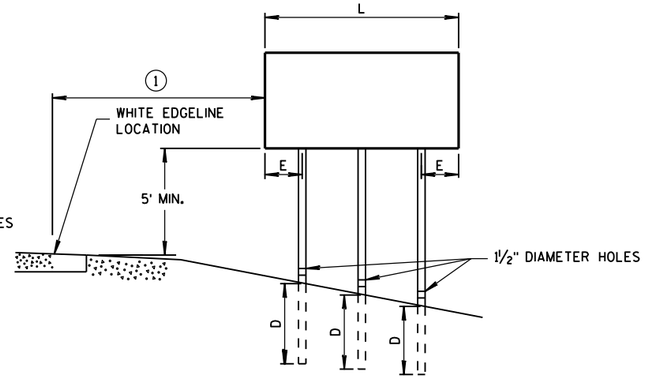
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

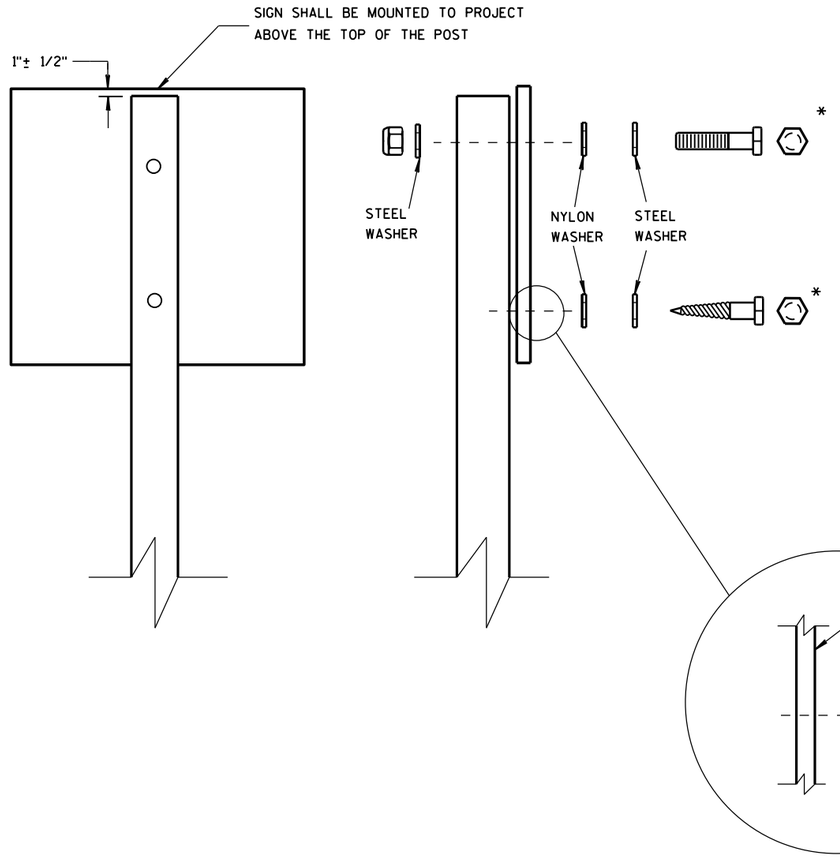
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



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 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

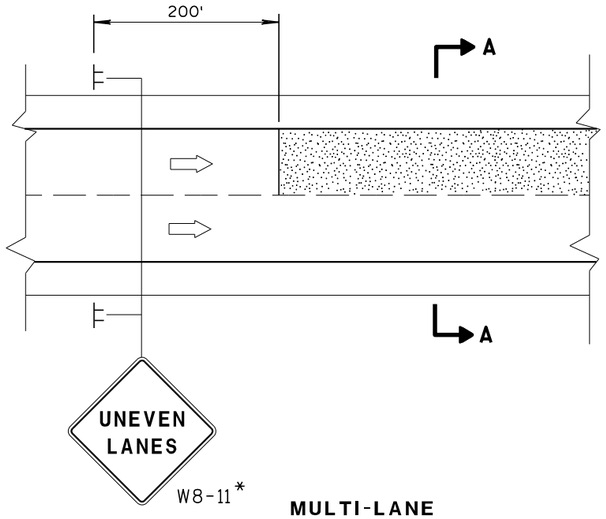
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

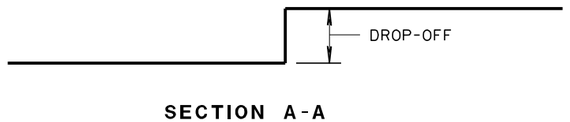
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA



MULTI-LANE

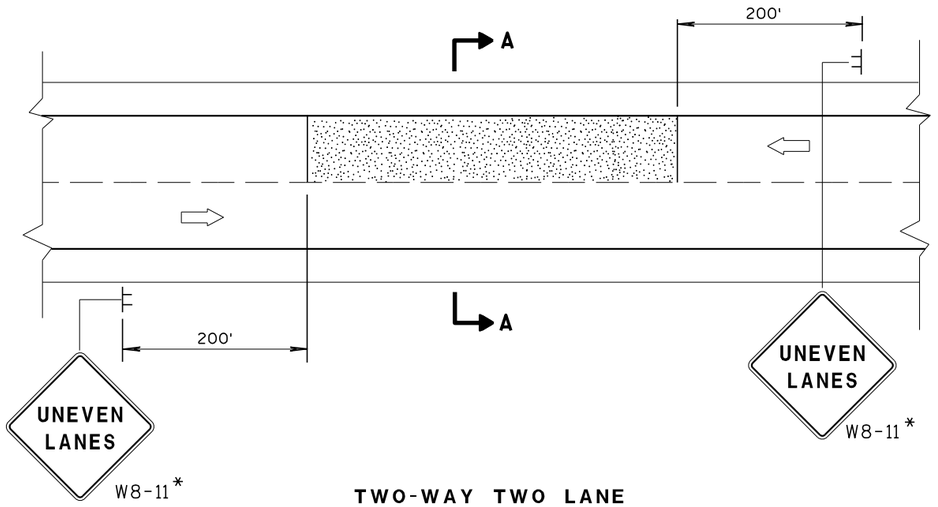


SECTION A-A

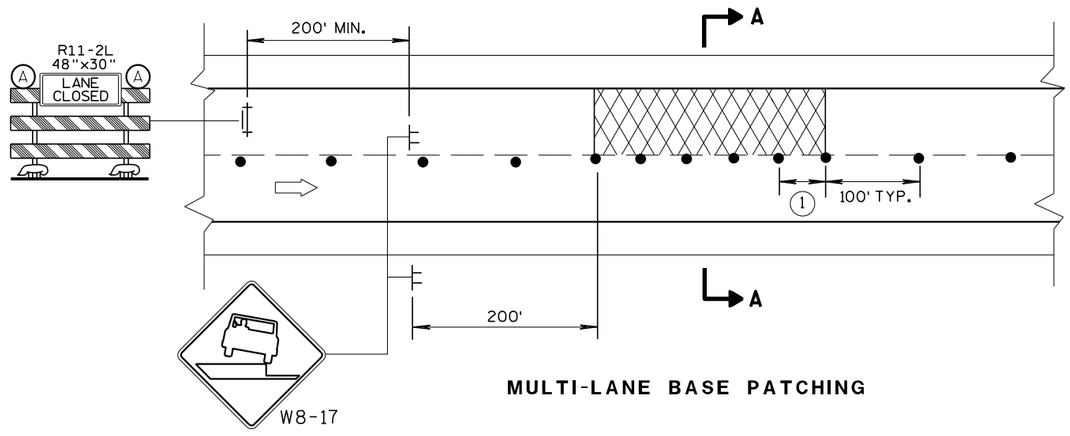
OR



SECTION A-A

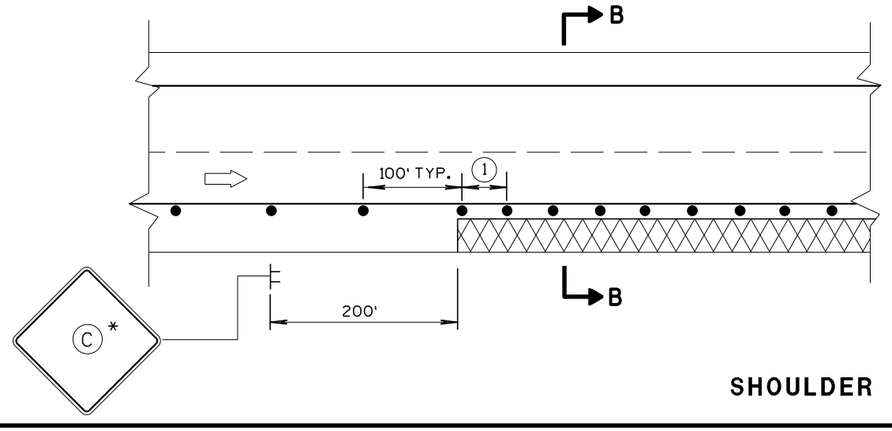


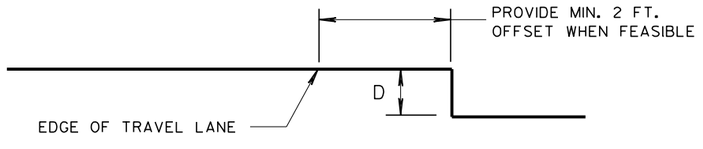
TWO-WAY TWO LANE



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS





SECTION B-B

SHOULDER DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EACH ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew H — WORK ZONE EN
FHWA

6

S.D.D. 15 D 39-2

6

S.D.D. 15 D 39-2

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - As noted



1.500" Radius, 0.375" Border, 0.375" Indent,
"NO" C; "PARKING" B;
"STARTING" C; "XXX-XX" C

7

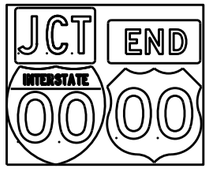
7

PROJECT NO: 6380-06-75	HWY: STH 97	COUNTY: WOOD	TEMPORARY SIGNING	SHEET NO: 148	E

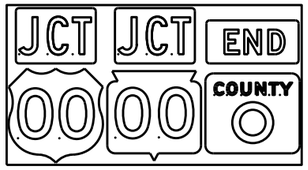
TYPICAL ASSEMBLIES



J1-1



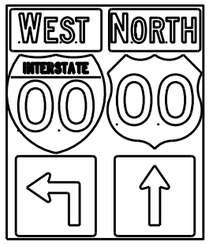
J1-2



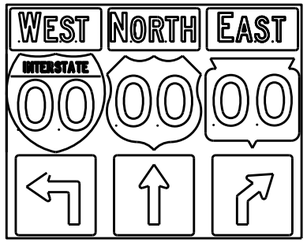
J1-3



J2-1



J2-2

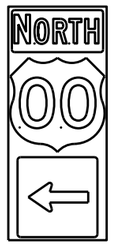


J2-3

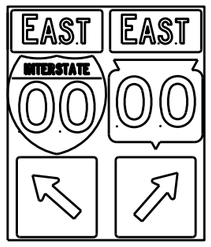


JV

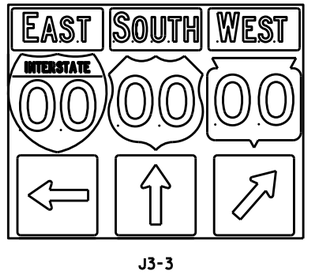
(Typical Vertical J-Assembly
See Note 10 and 11)



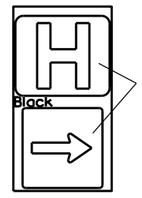
J3-1



J3-2



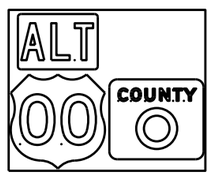
J3-3



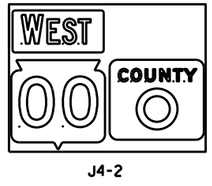
JH-1



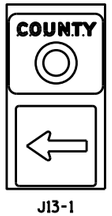
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

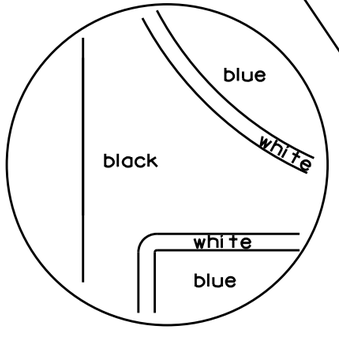


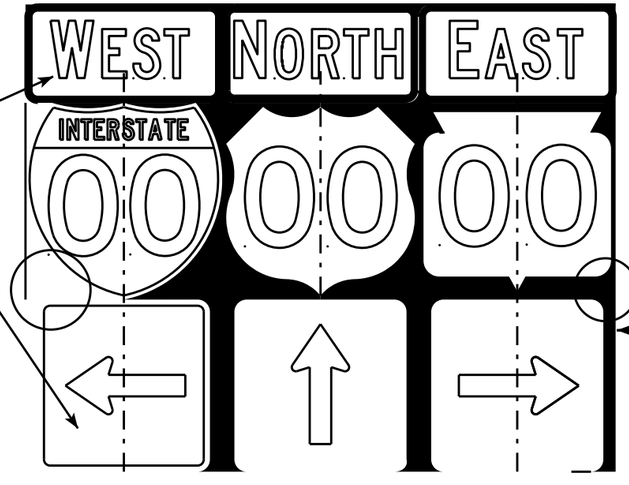
J23-1

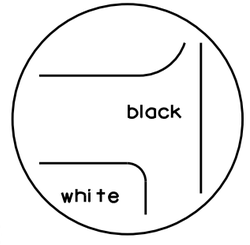


J22-1

[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

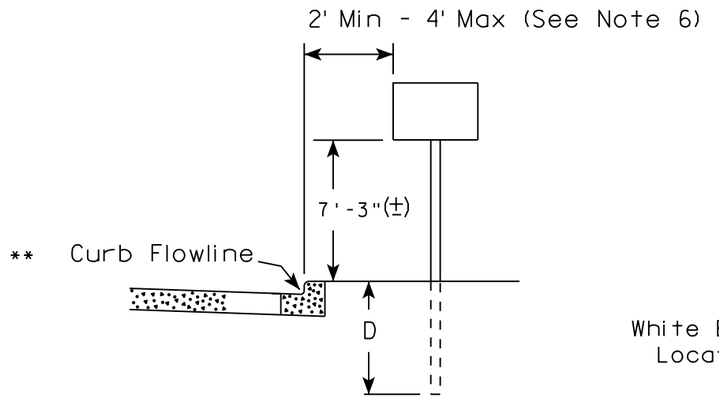
APPROVED Matthew R Rauch
for State Traffic Engineer

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

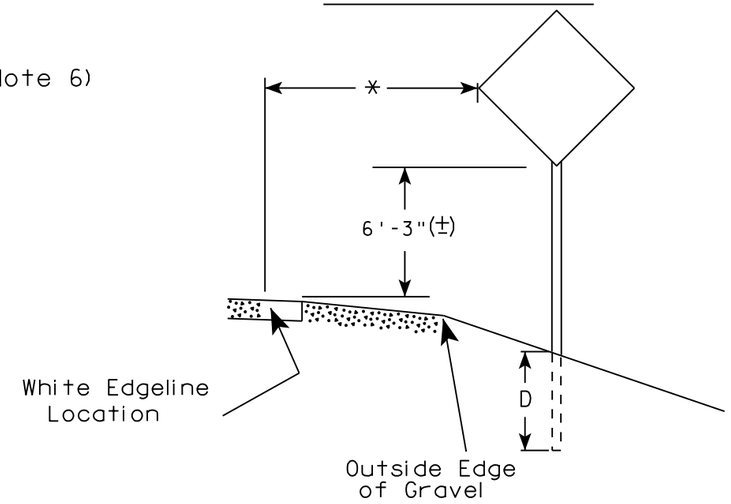
PROJECT NO: SHEET NO: E

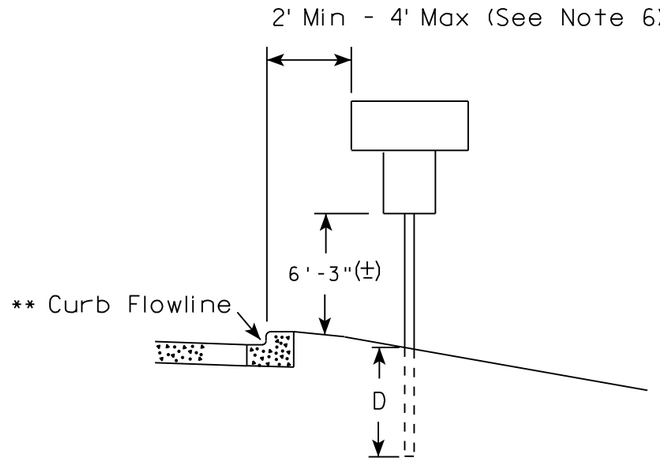
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WISDOT/CADDS SHEET 42

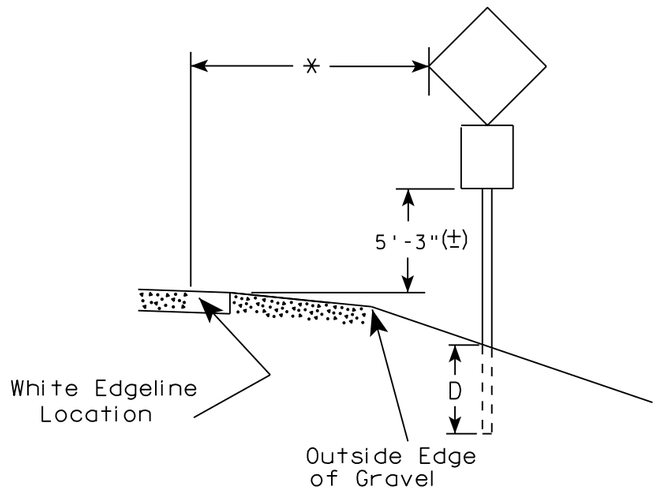
URBAN AREA



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. J-Assemblies are considered to be one sign for mounting height.
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'

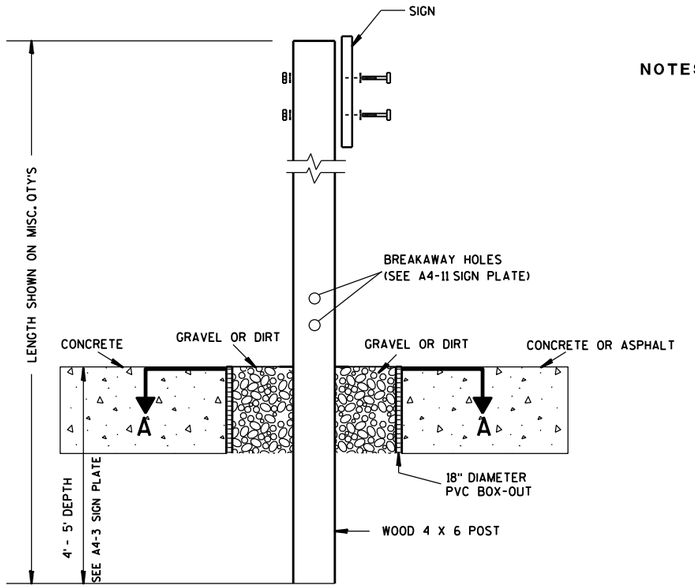
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

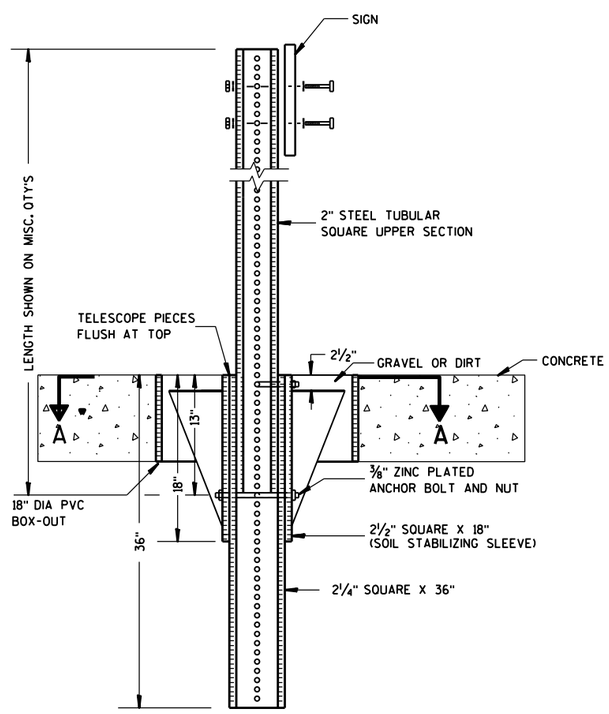
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E



ELEVATION VIEW

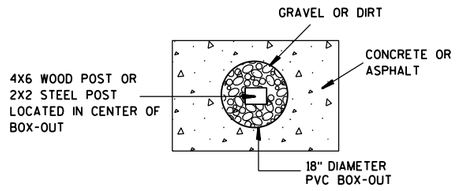
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

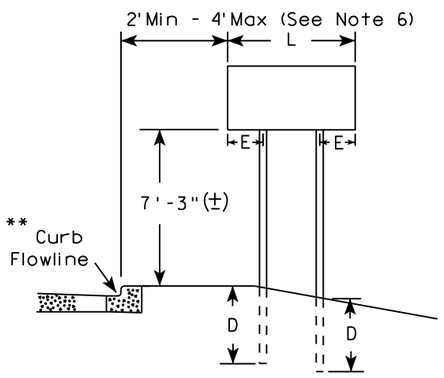
APPROVED Matthew R Rauch
for State Traffic Engineer

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

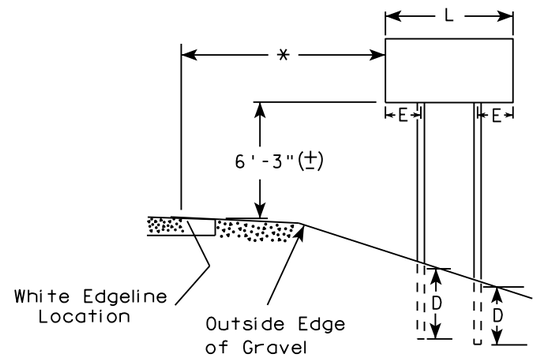
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

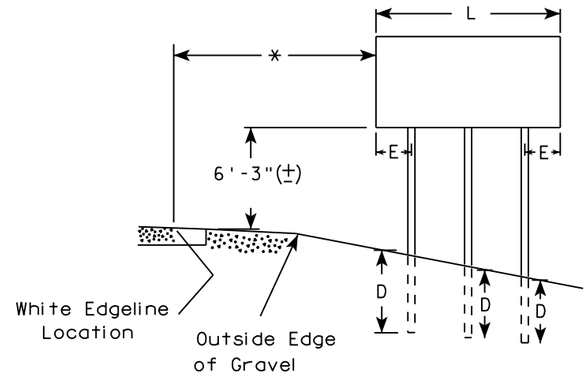
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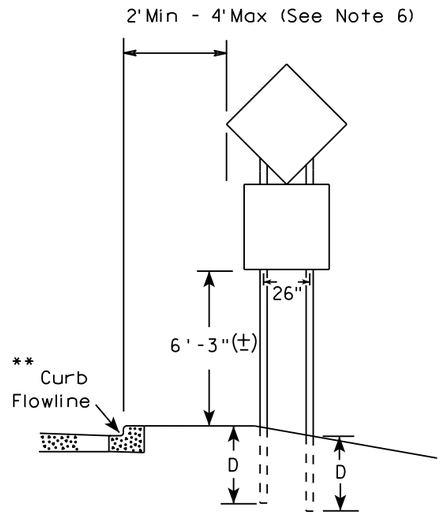
URBAN AREA



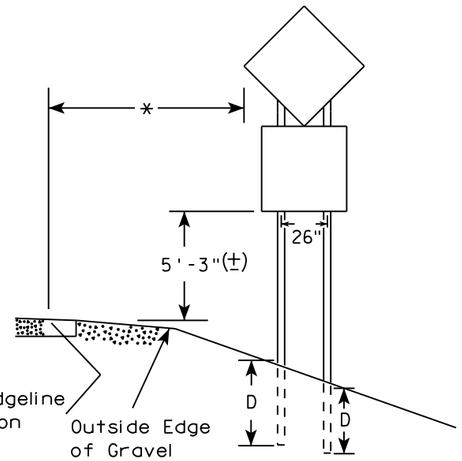
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

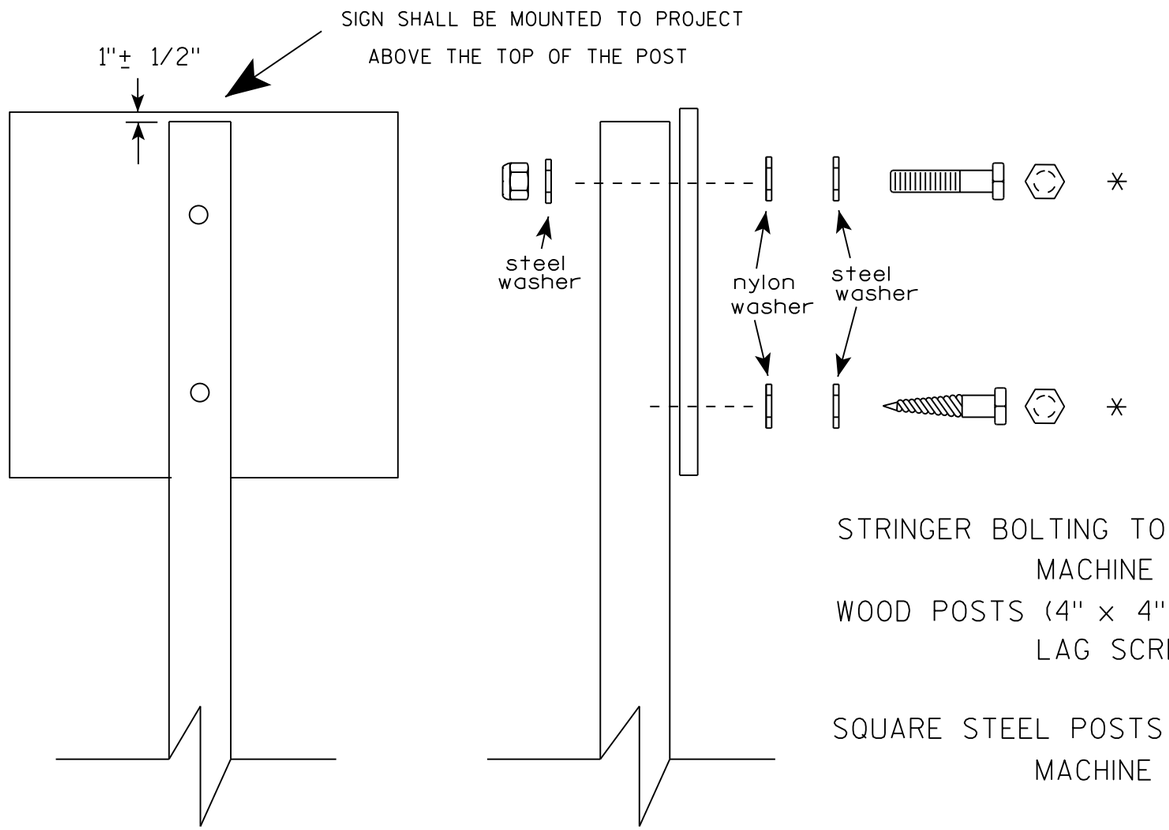
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	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

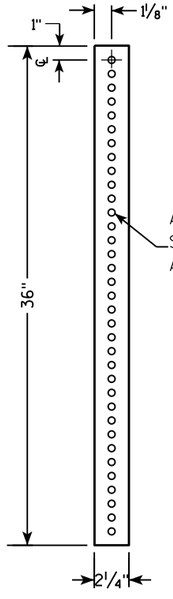
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

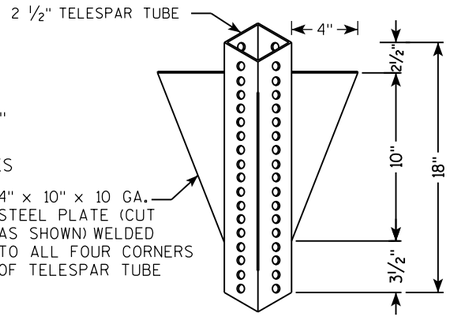
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

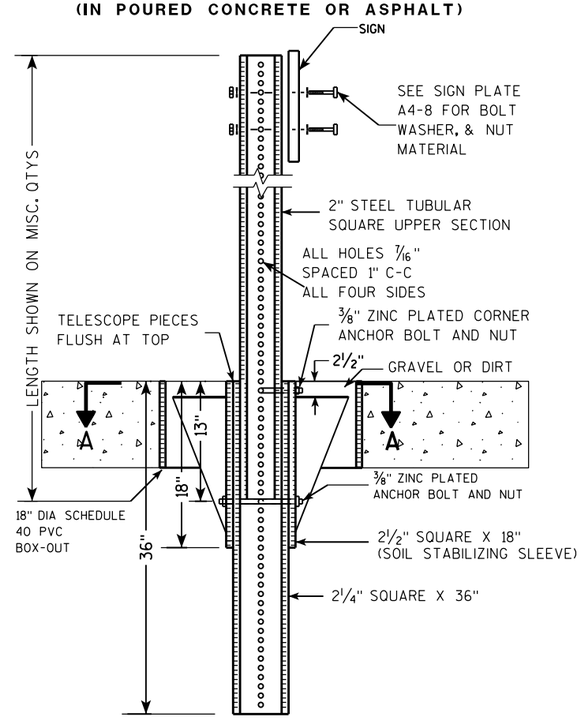
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



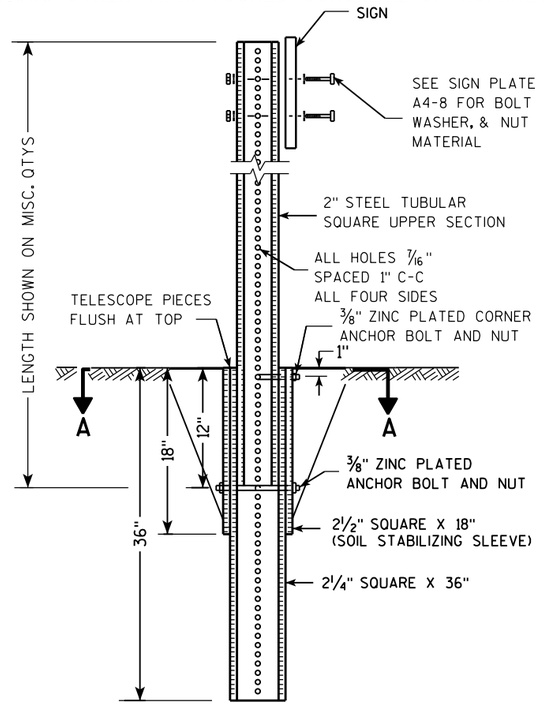
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

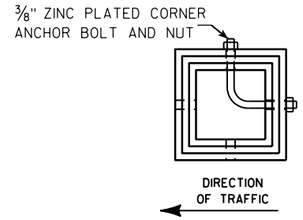


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

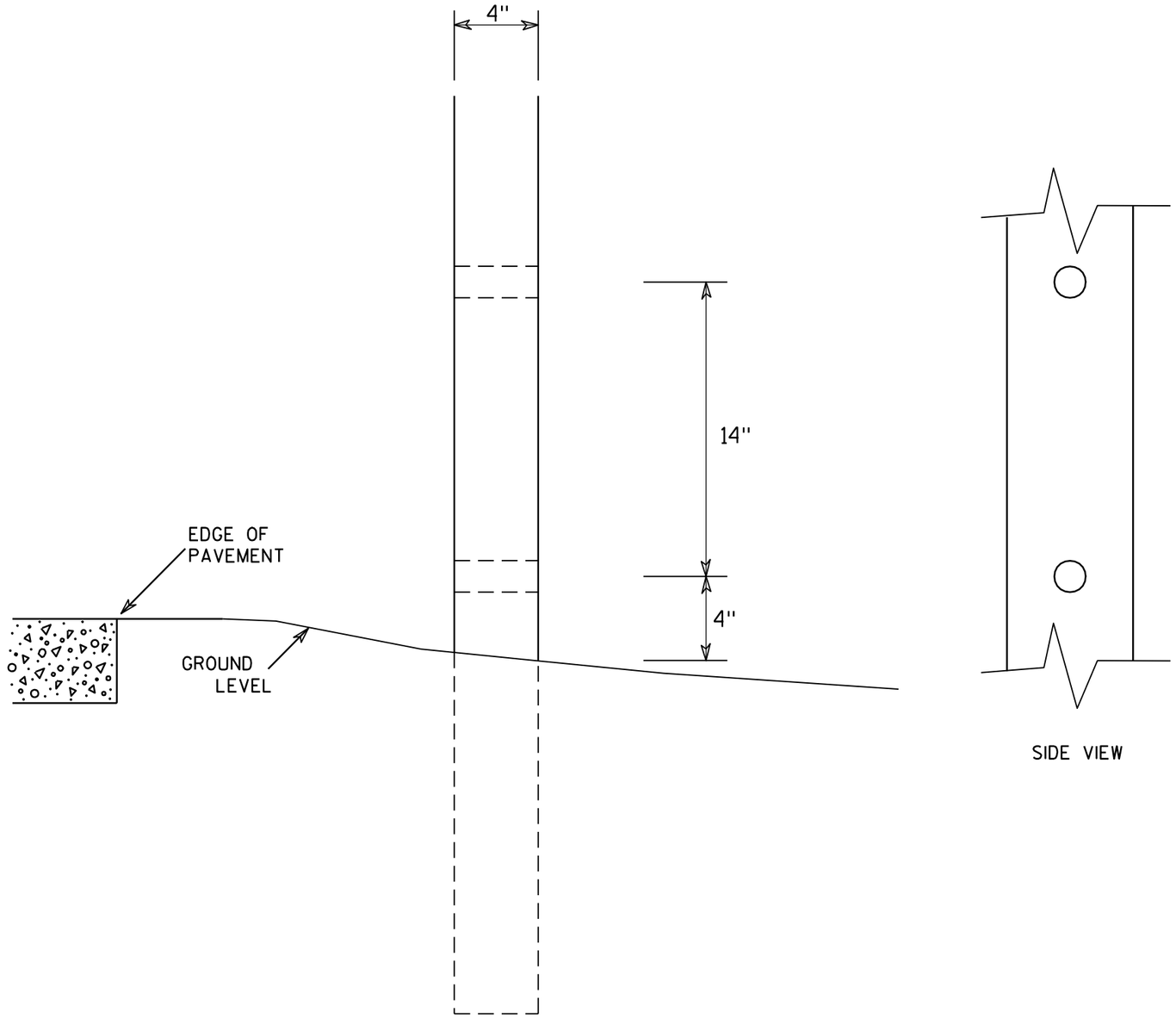
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 154 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

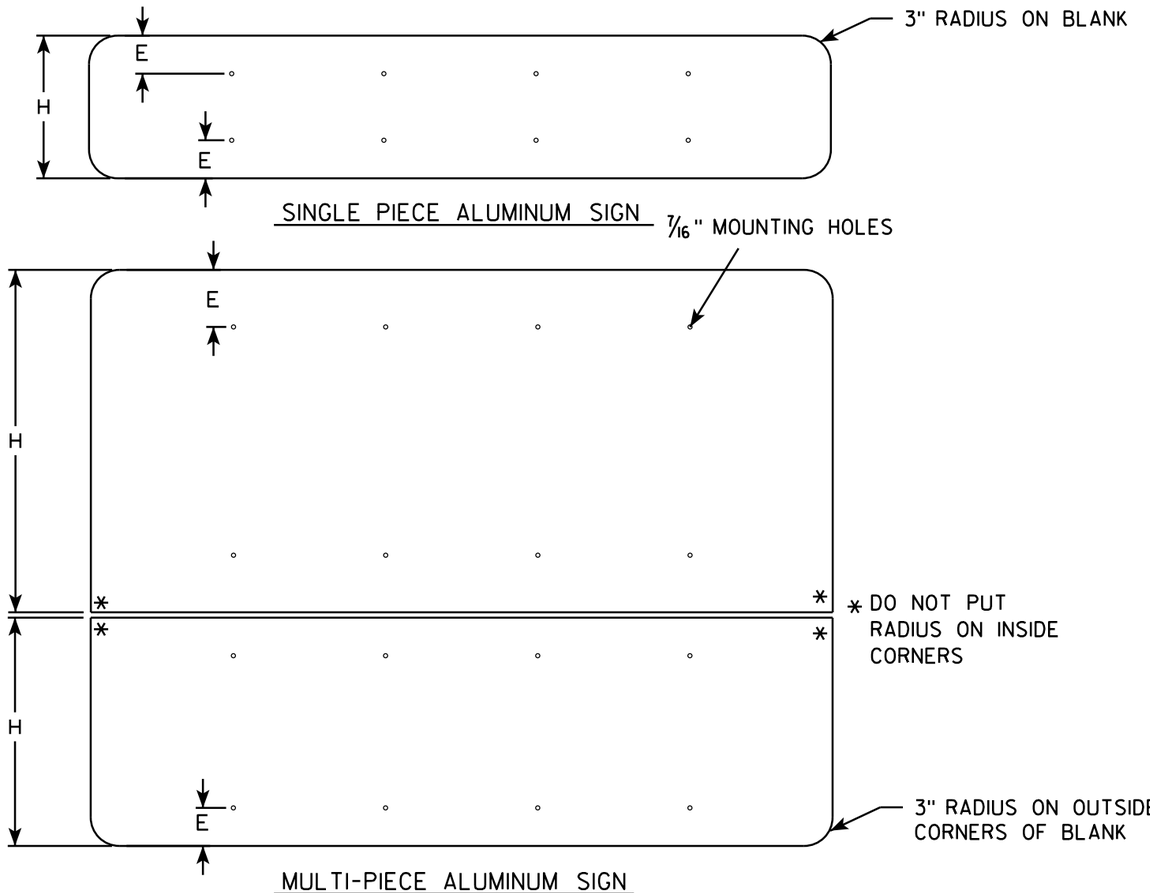
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

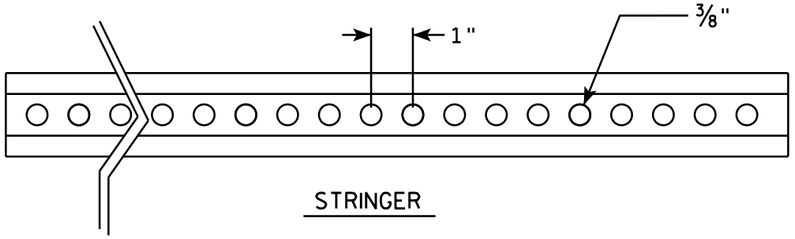
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 155	E



GENERAL NOTES

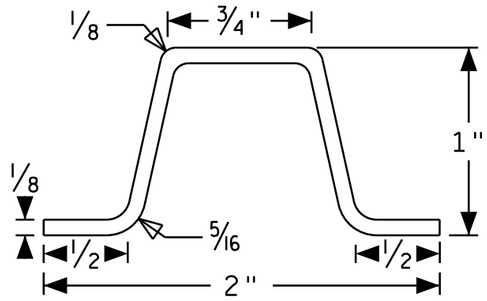
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

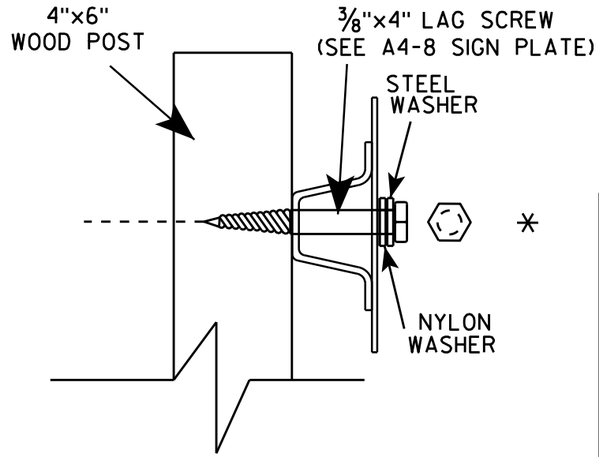


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

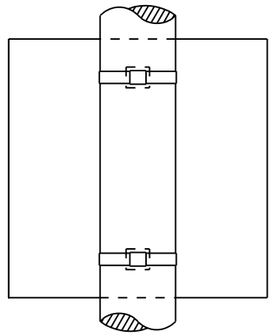
DATE 4/26/16 PLATE NO A4-18.1

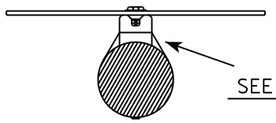
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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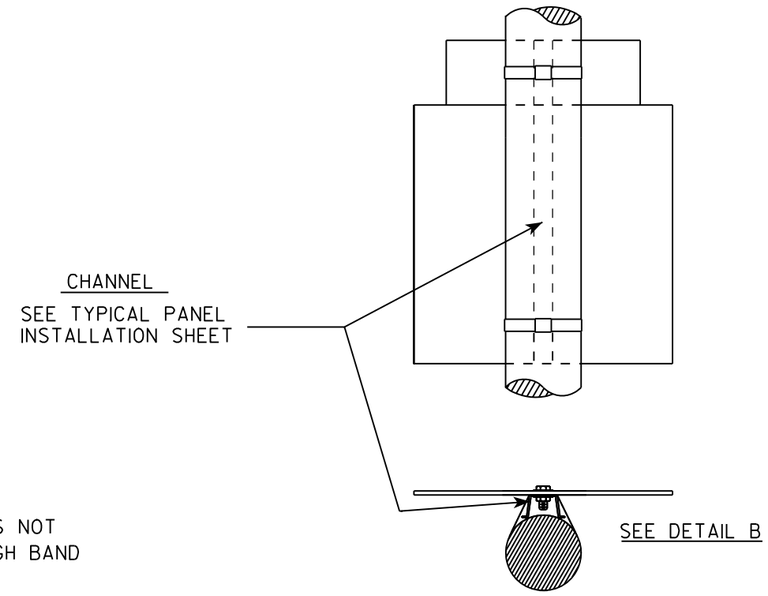
BANDING

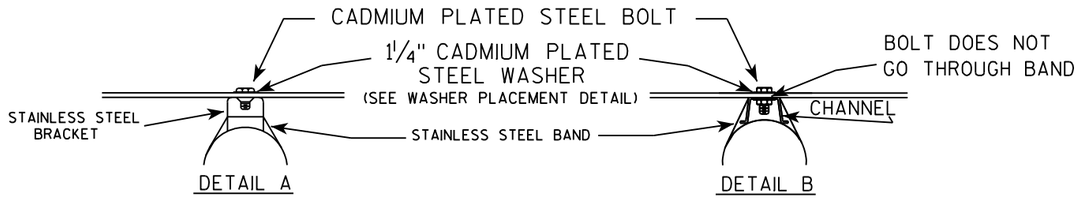
SINGLE SIGN



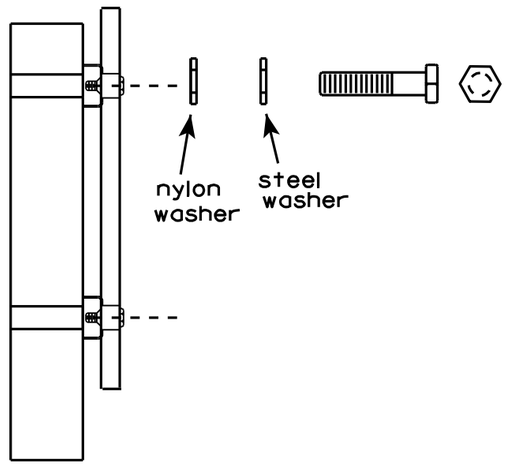


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

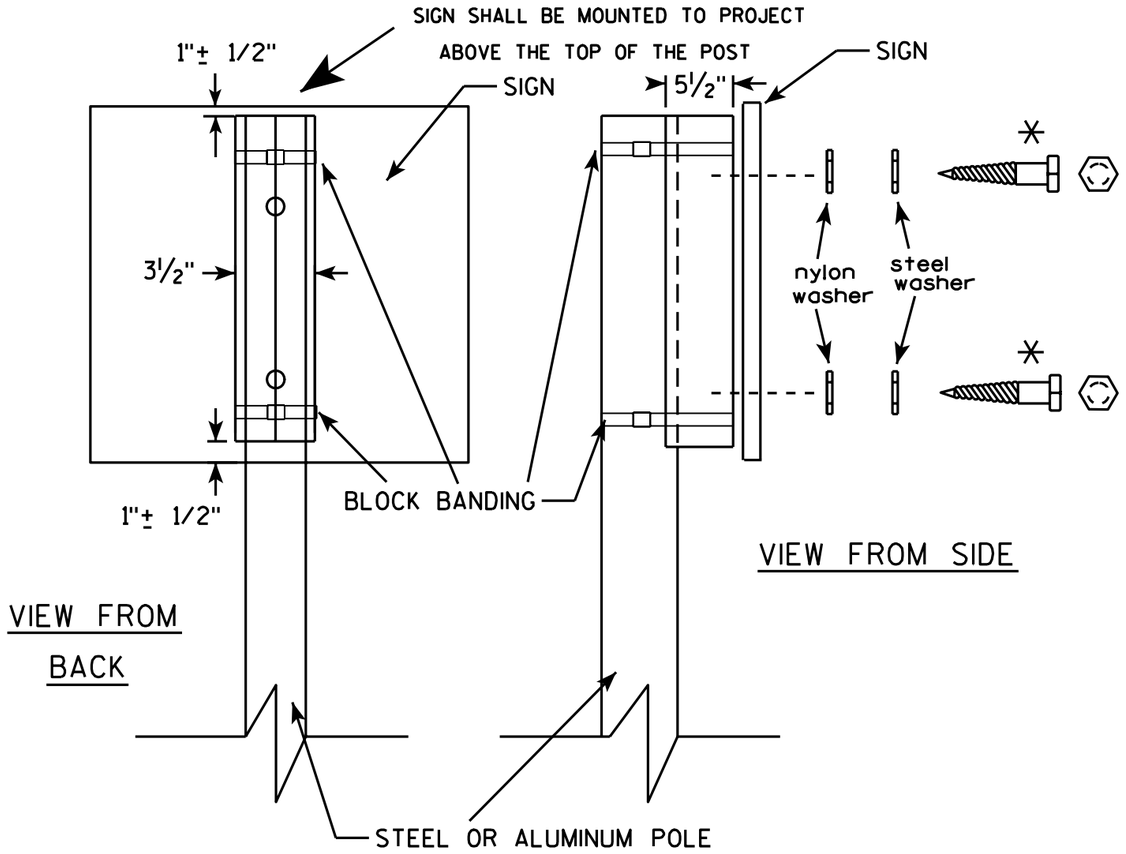
STANDARD SIGN
SIGN BANDING DETAILS

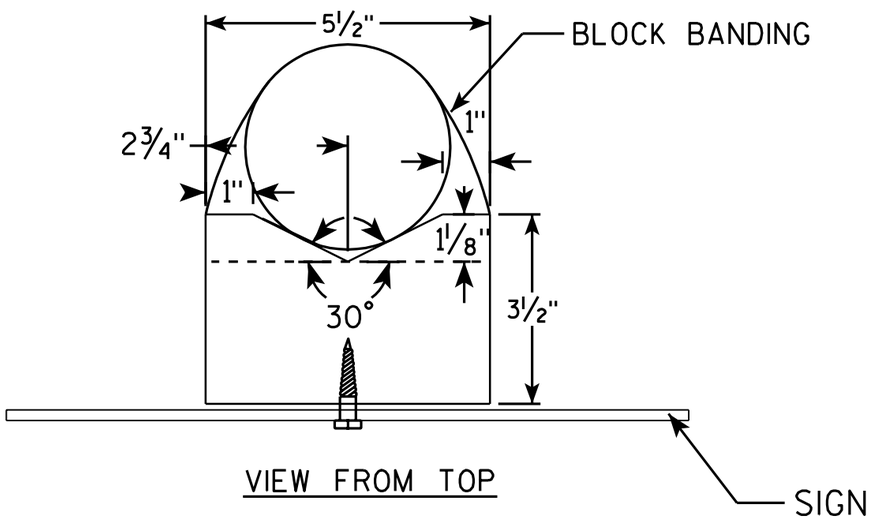
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 157	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

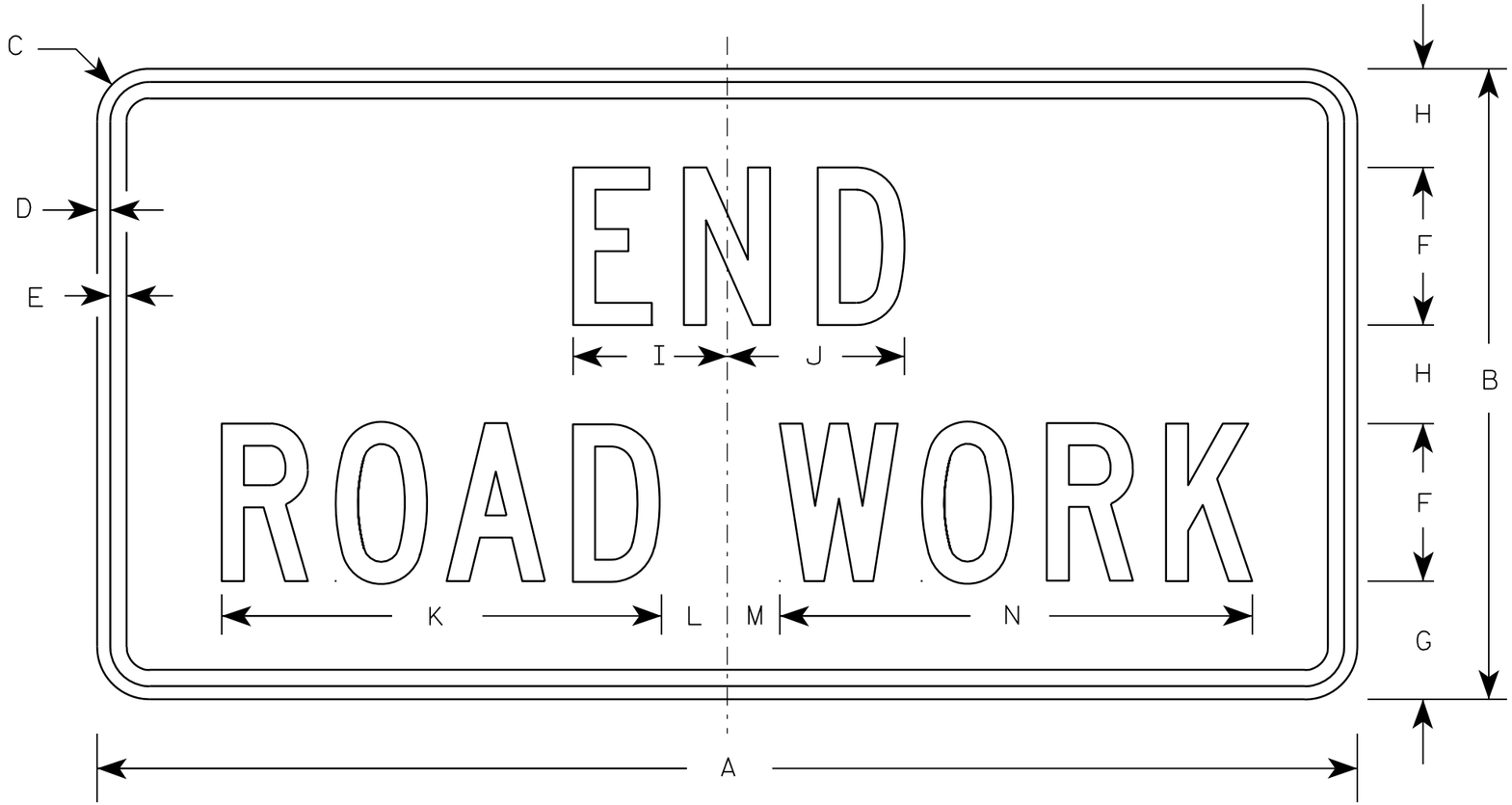
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 158 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



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

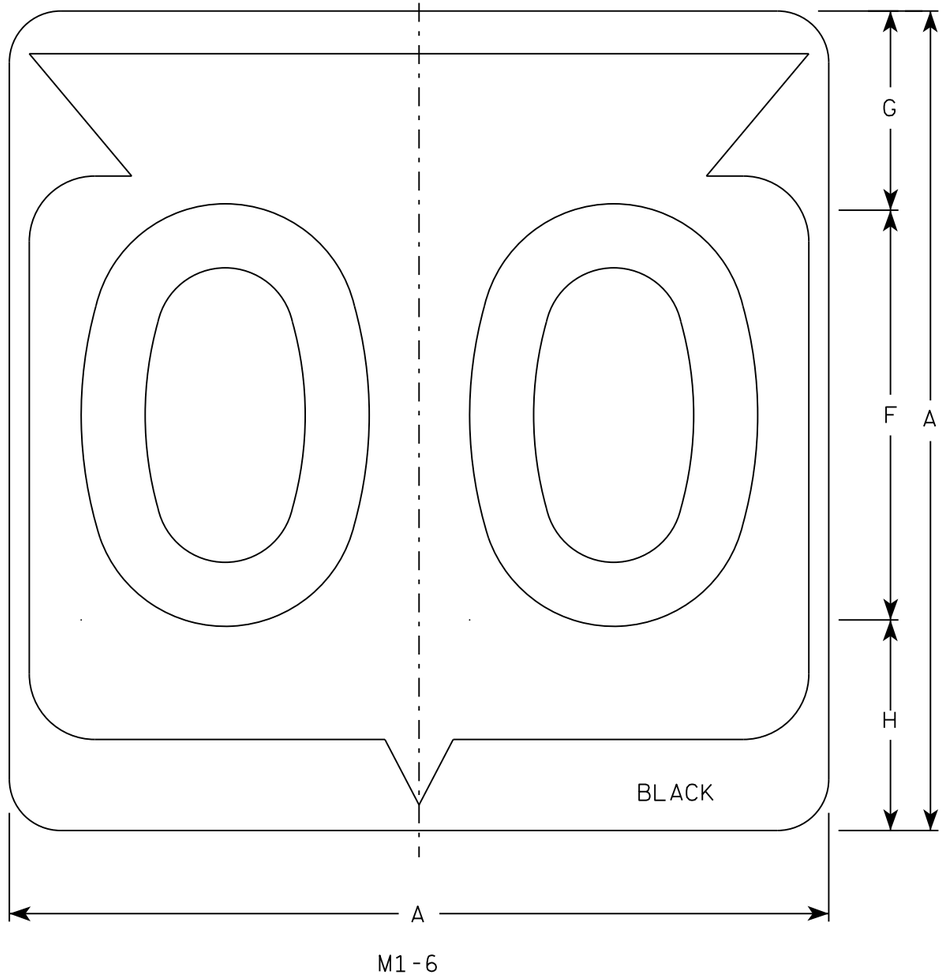
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

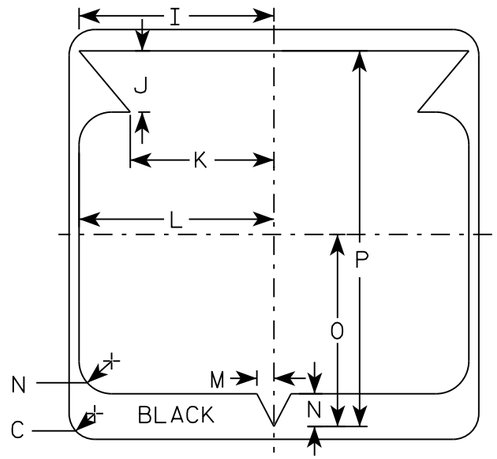
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
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		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

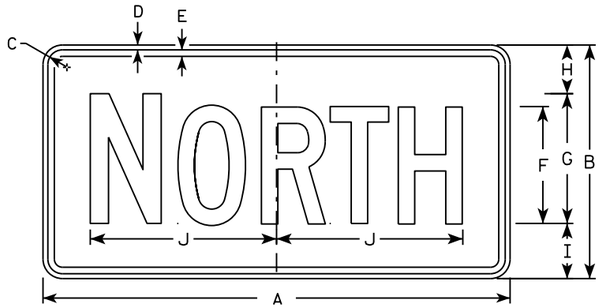
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

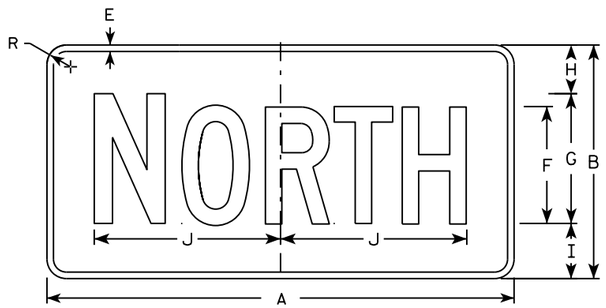
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E



M3-1
MM3-1
MP3-1



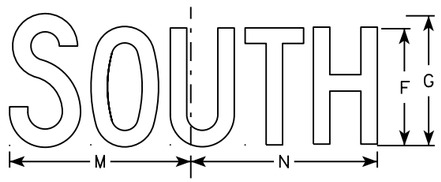
MB3-1
MK3-1
MN3-1



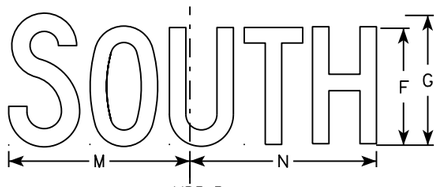
M3-2
MM3-2
MP3-2



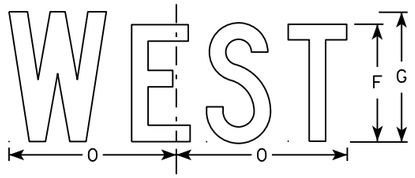
MB3-2
MK3-2
MN3-2



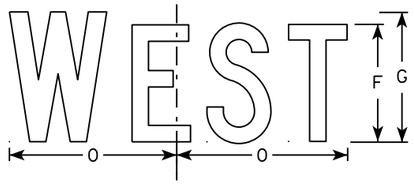
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
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

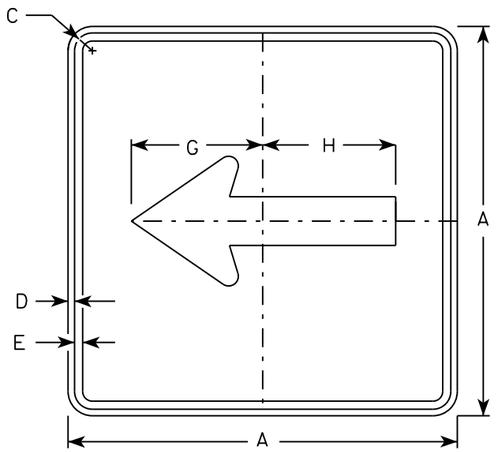
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

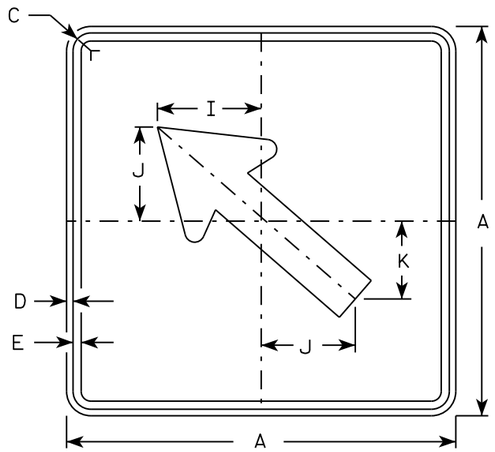
DATE 10/15/15 PLATE NO M3-1.14

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



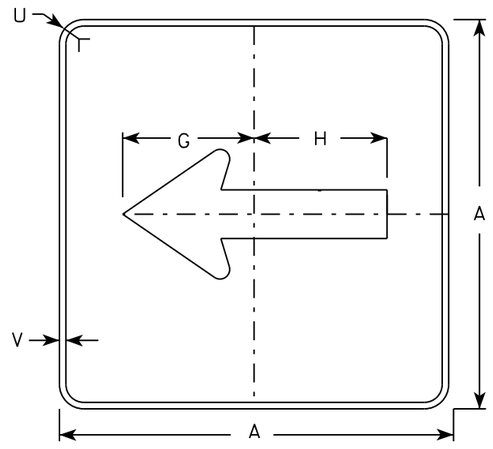
M6-1
MM6-1
MO6-1
MP6-1



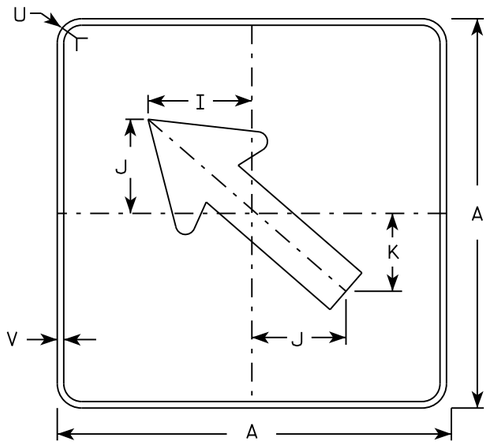
M6-2
MM6-2
MO6-2
MP6-2

NOTES

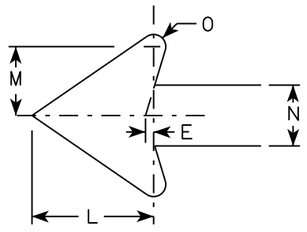
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

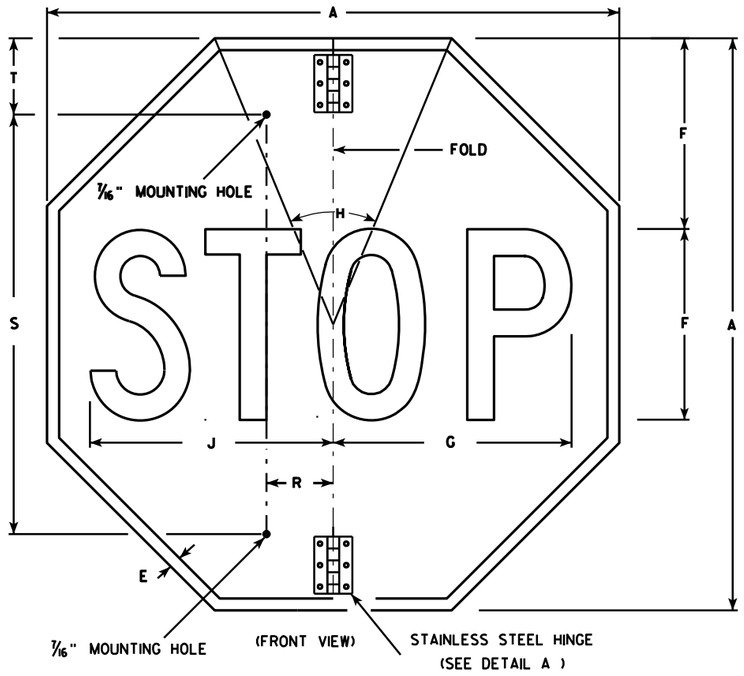
WISCONSIN DEPT OF TRANSPORTATION

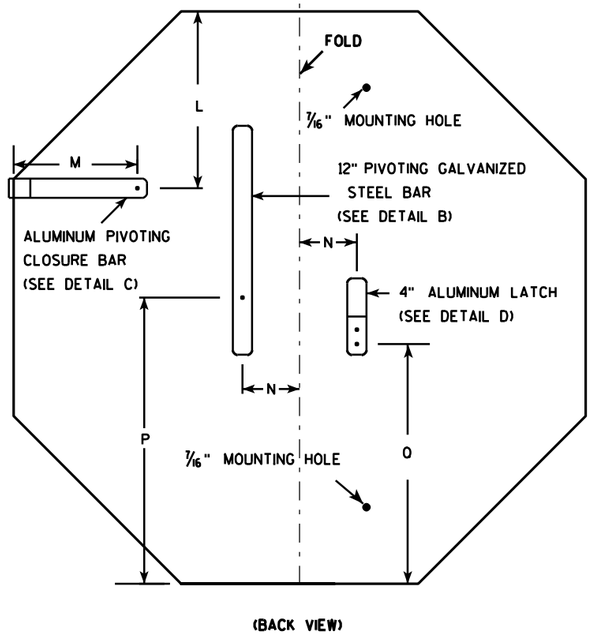
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 162 M6-1.15

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

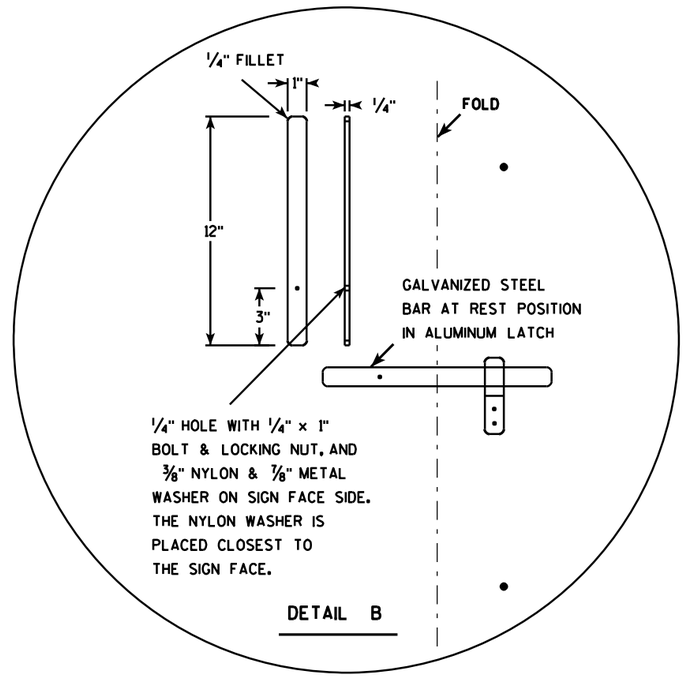
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

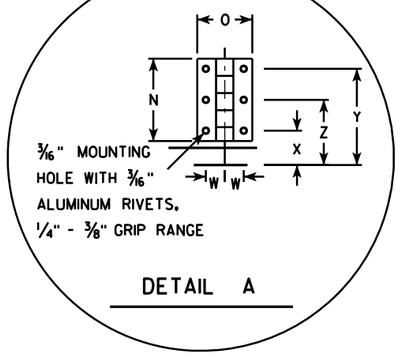


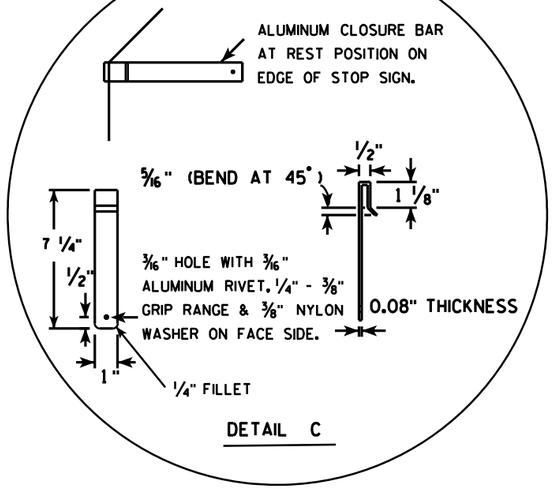


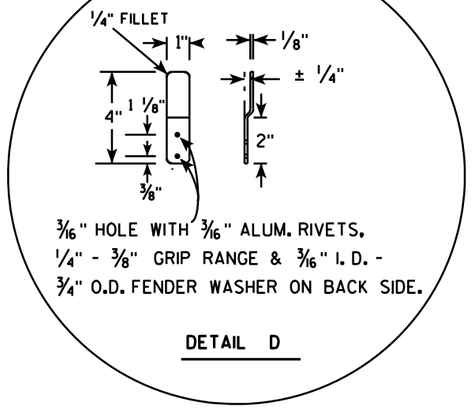
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

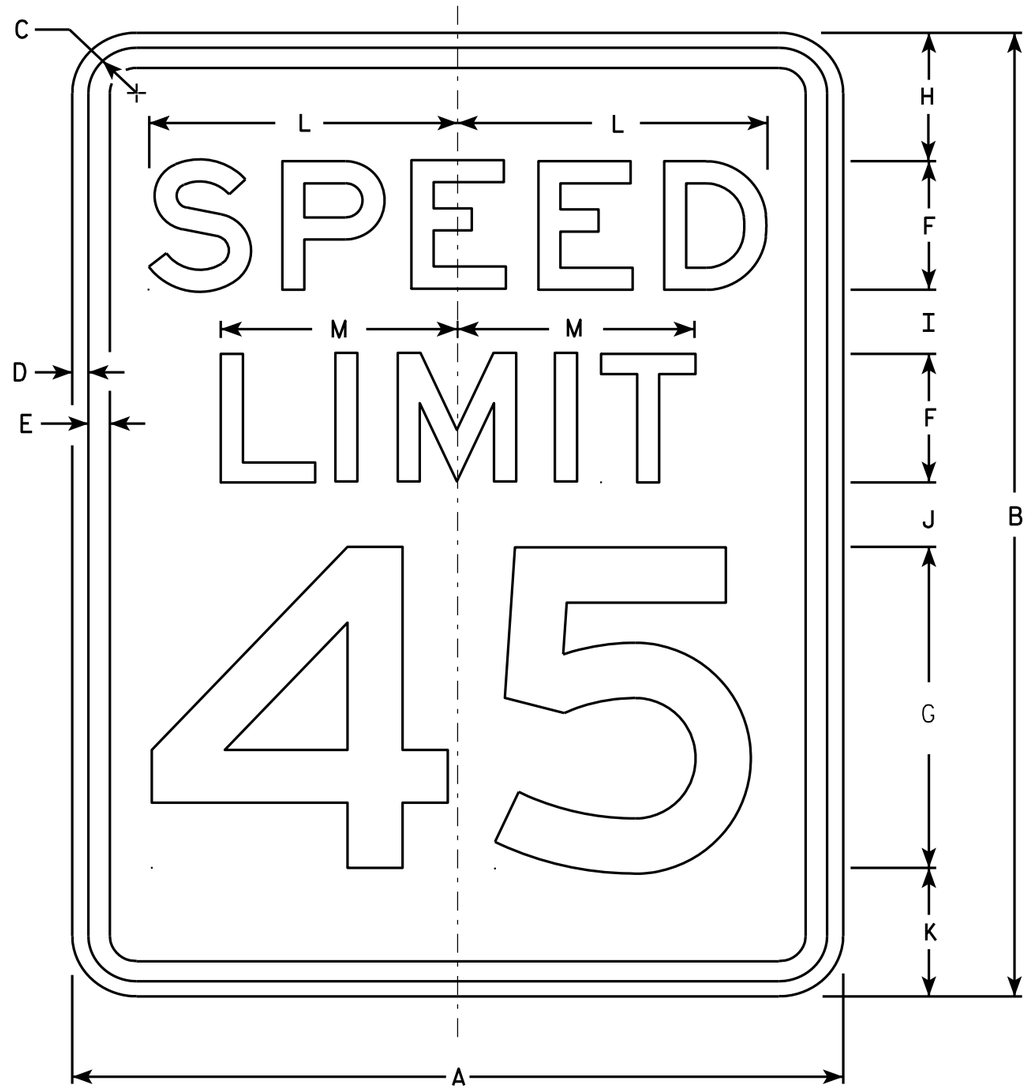
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 163 | 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

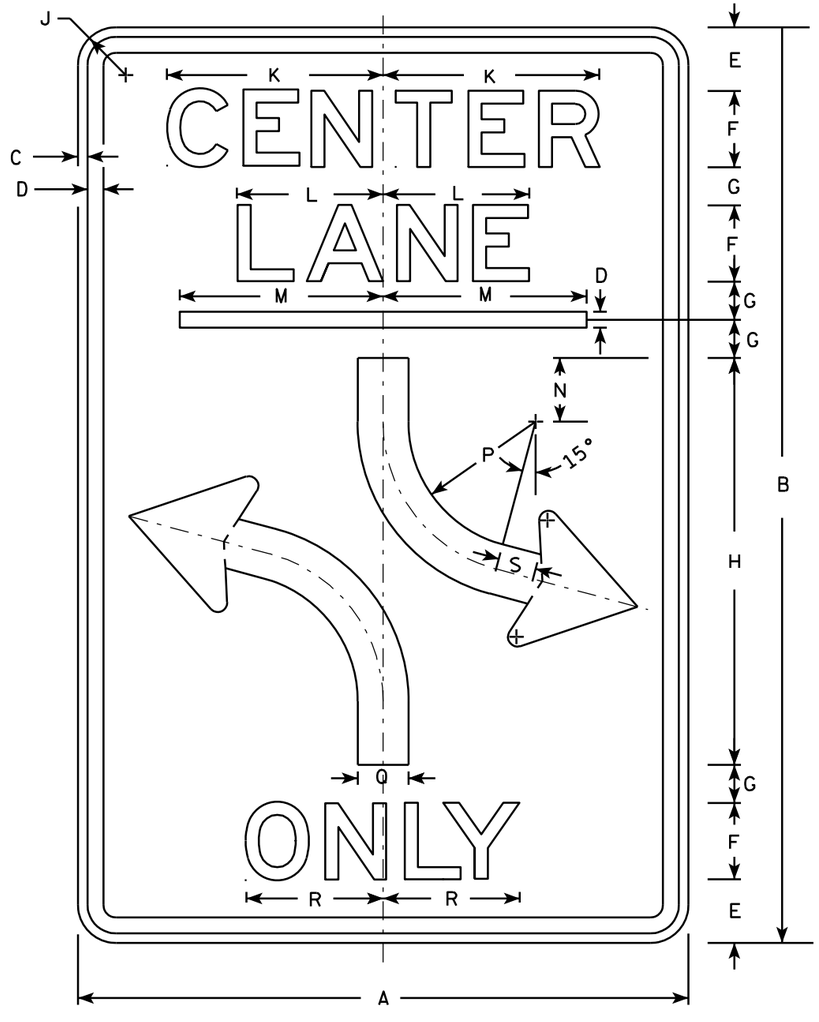
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

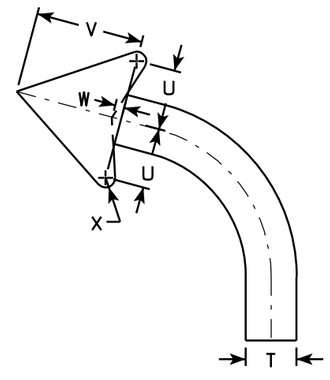
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 164 | E



R3-9B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	3/8	1/2	2 1/2	3	1 1/2	16		1 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	5/8	7/8	3 1/2	5	1 1/2	20		2 1/4	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

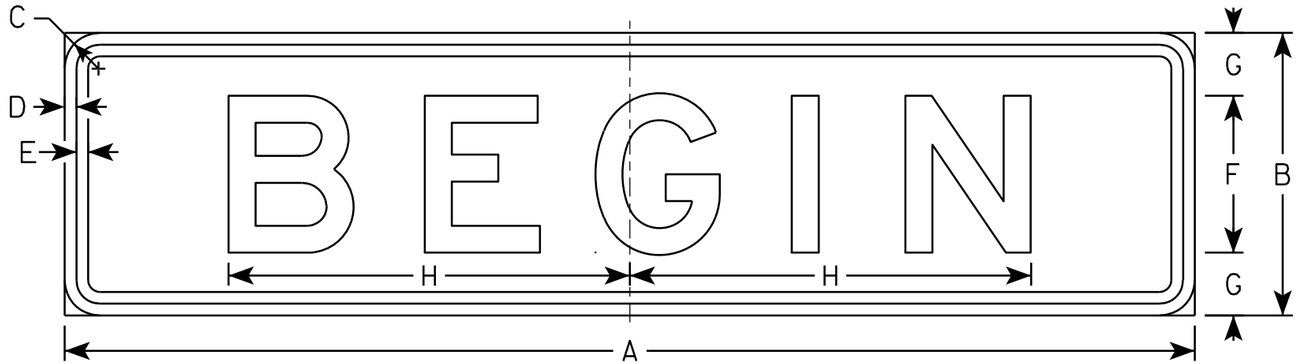
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

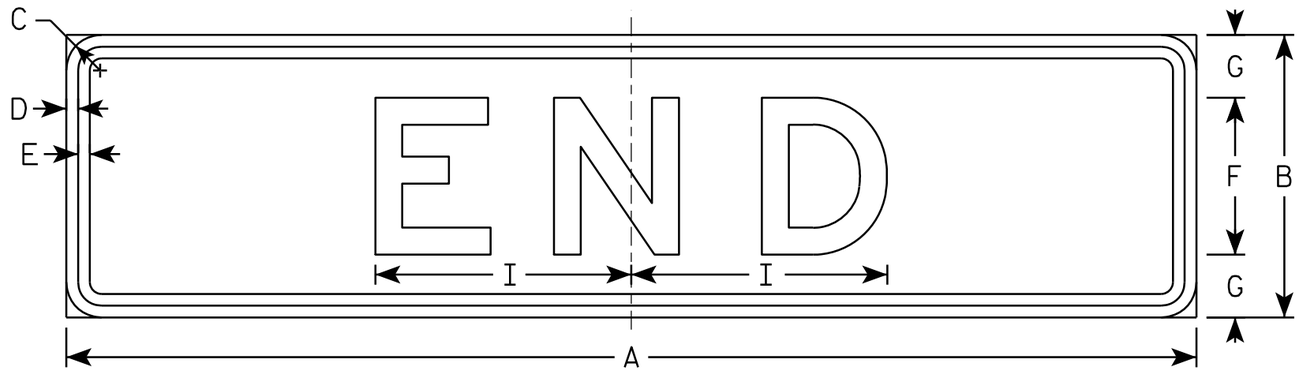
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 165	E



R3-9C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-9D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

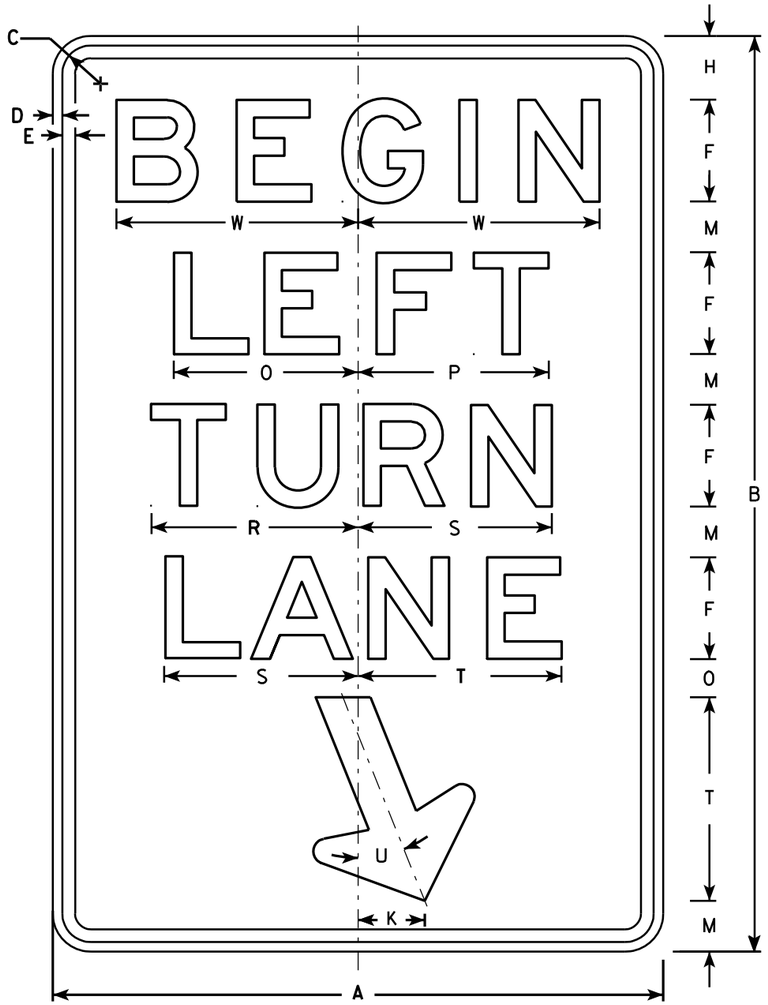
STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

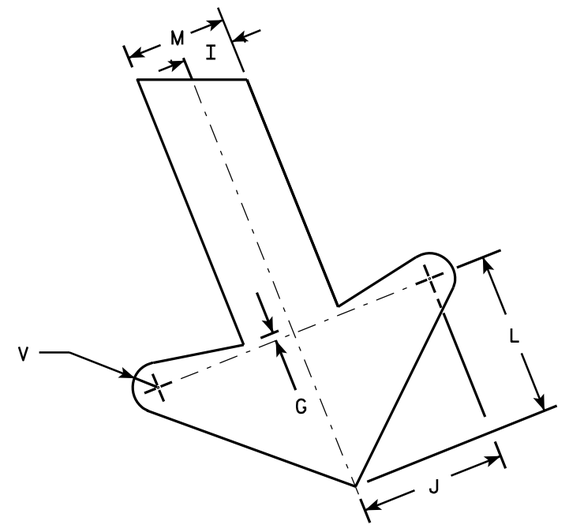
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 166	E



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																											

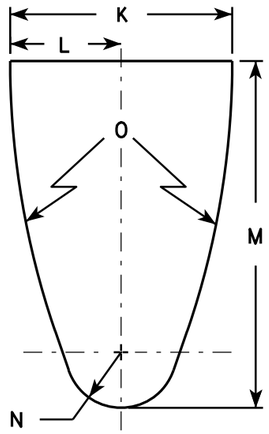
STANDARD SIGN
R3-20L

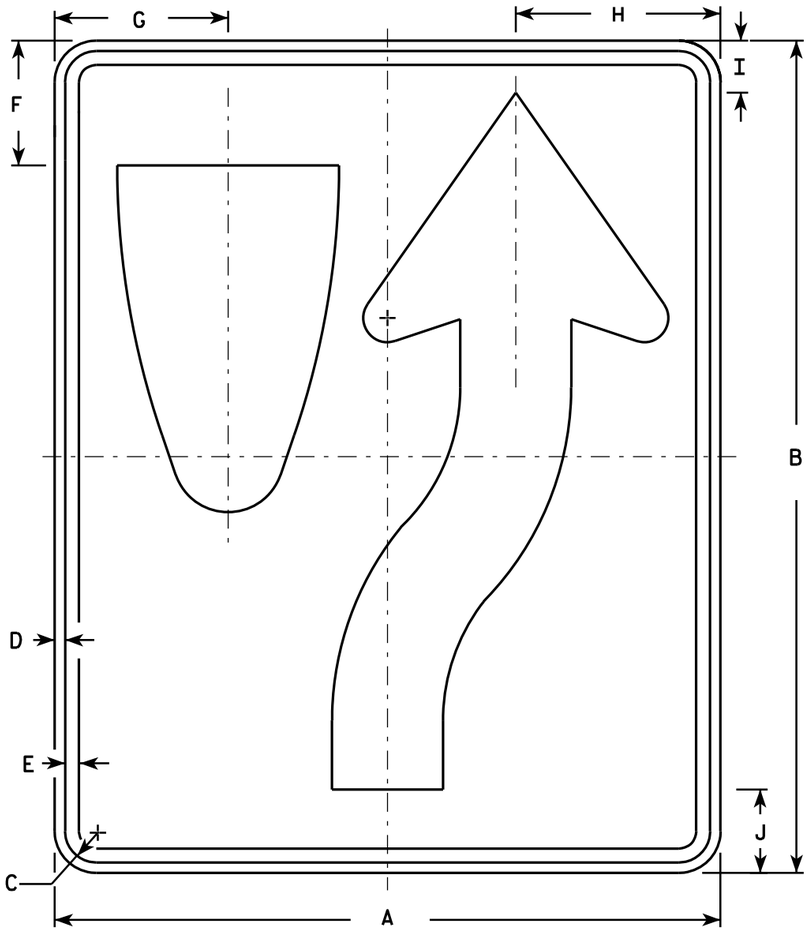
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 167 | E

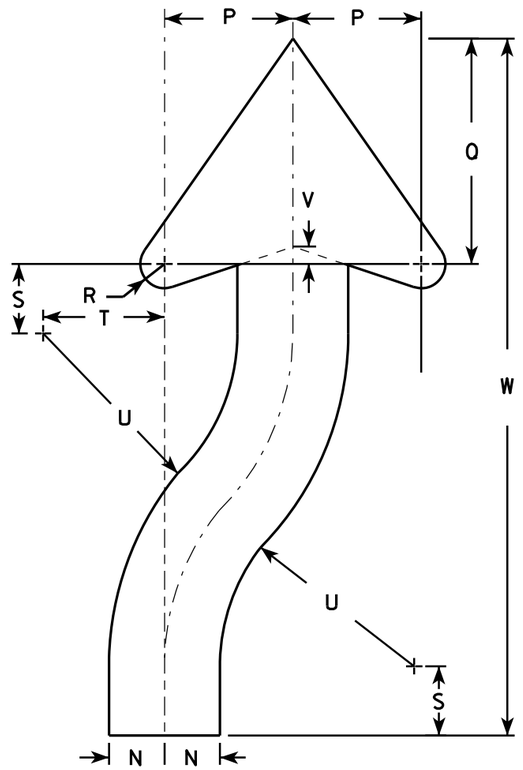




R4-7

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

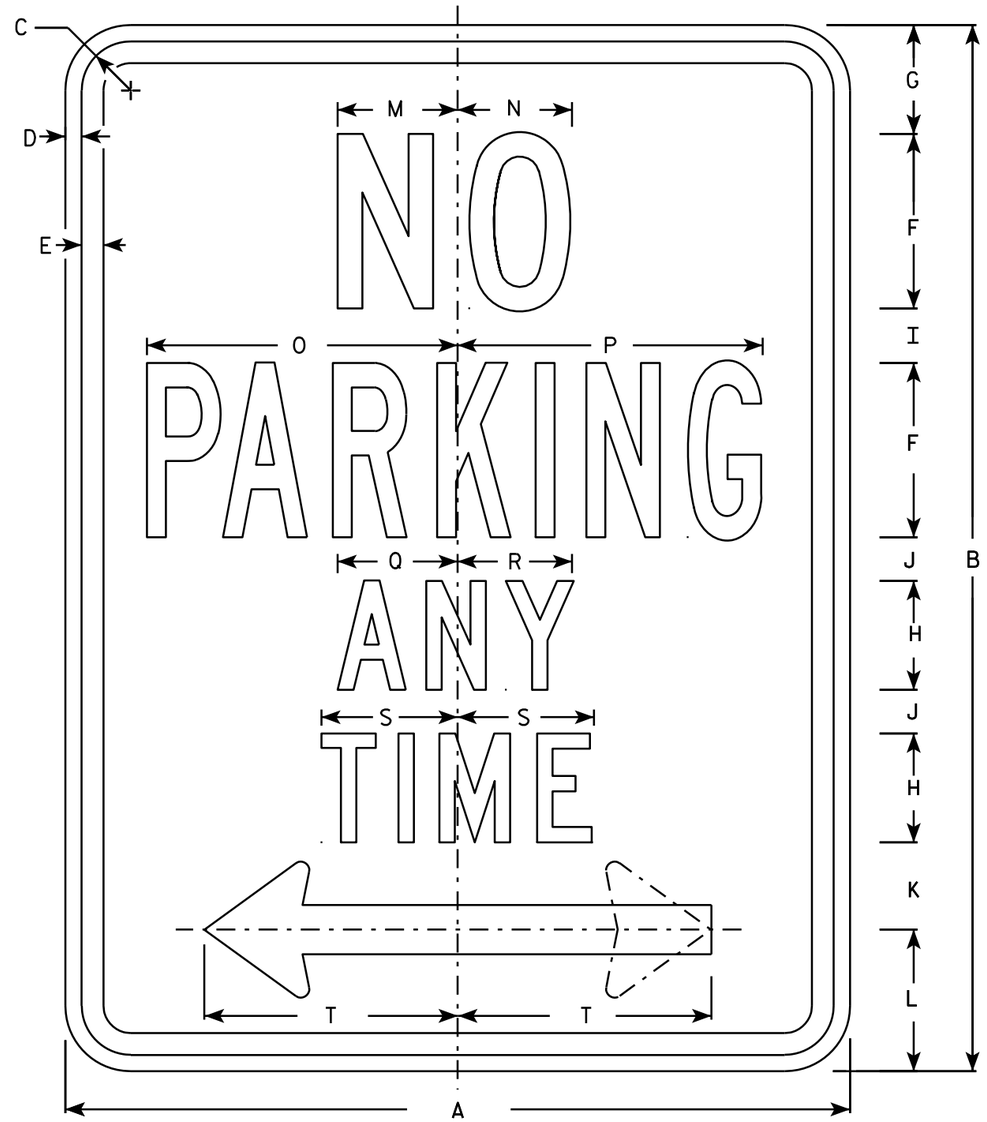
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

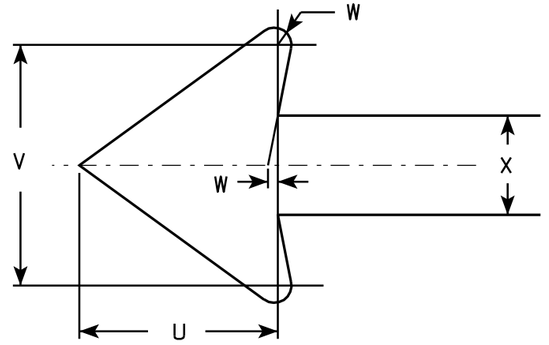
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

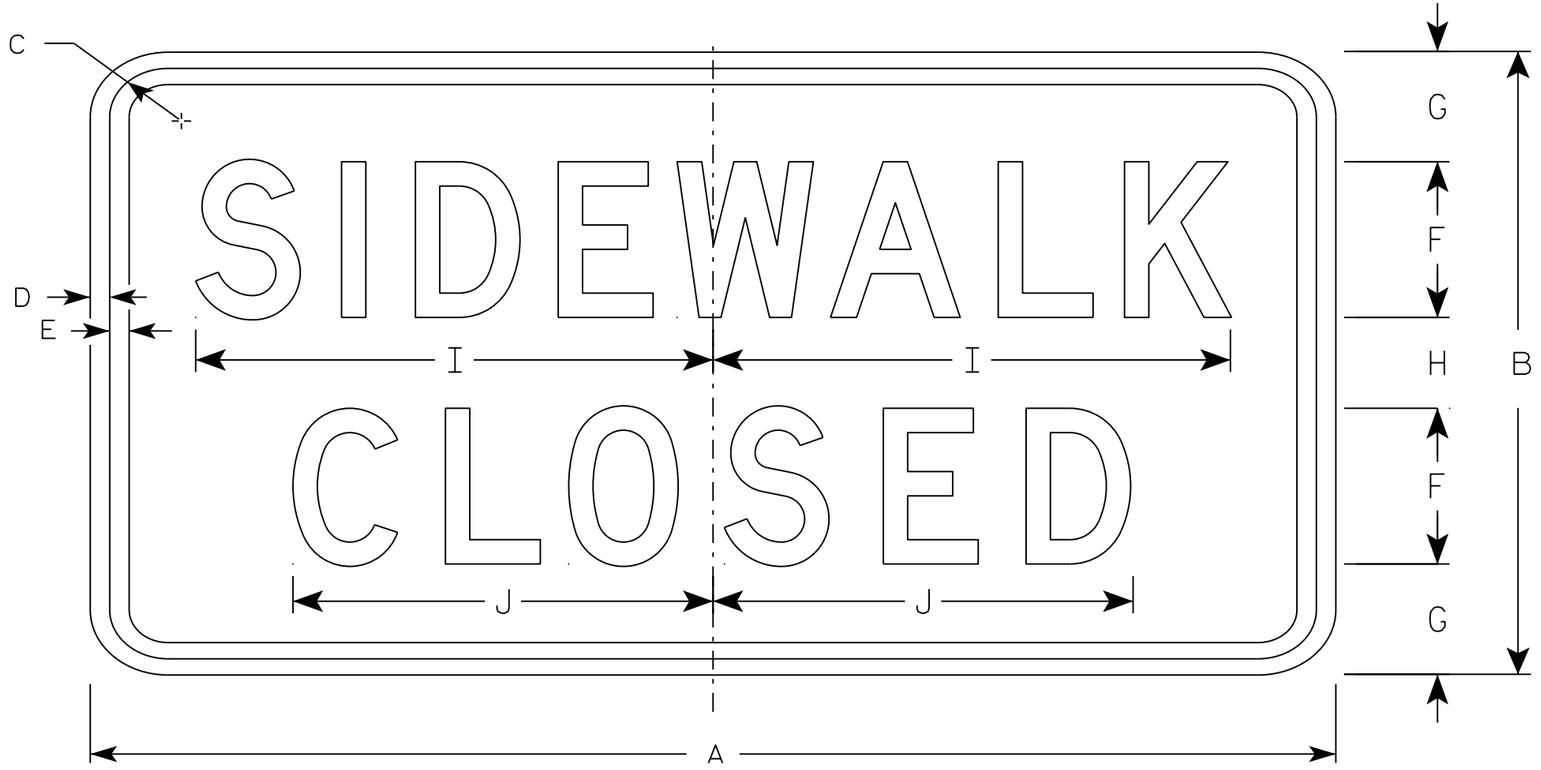
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 169	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
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

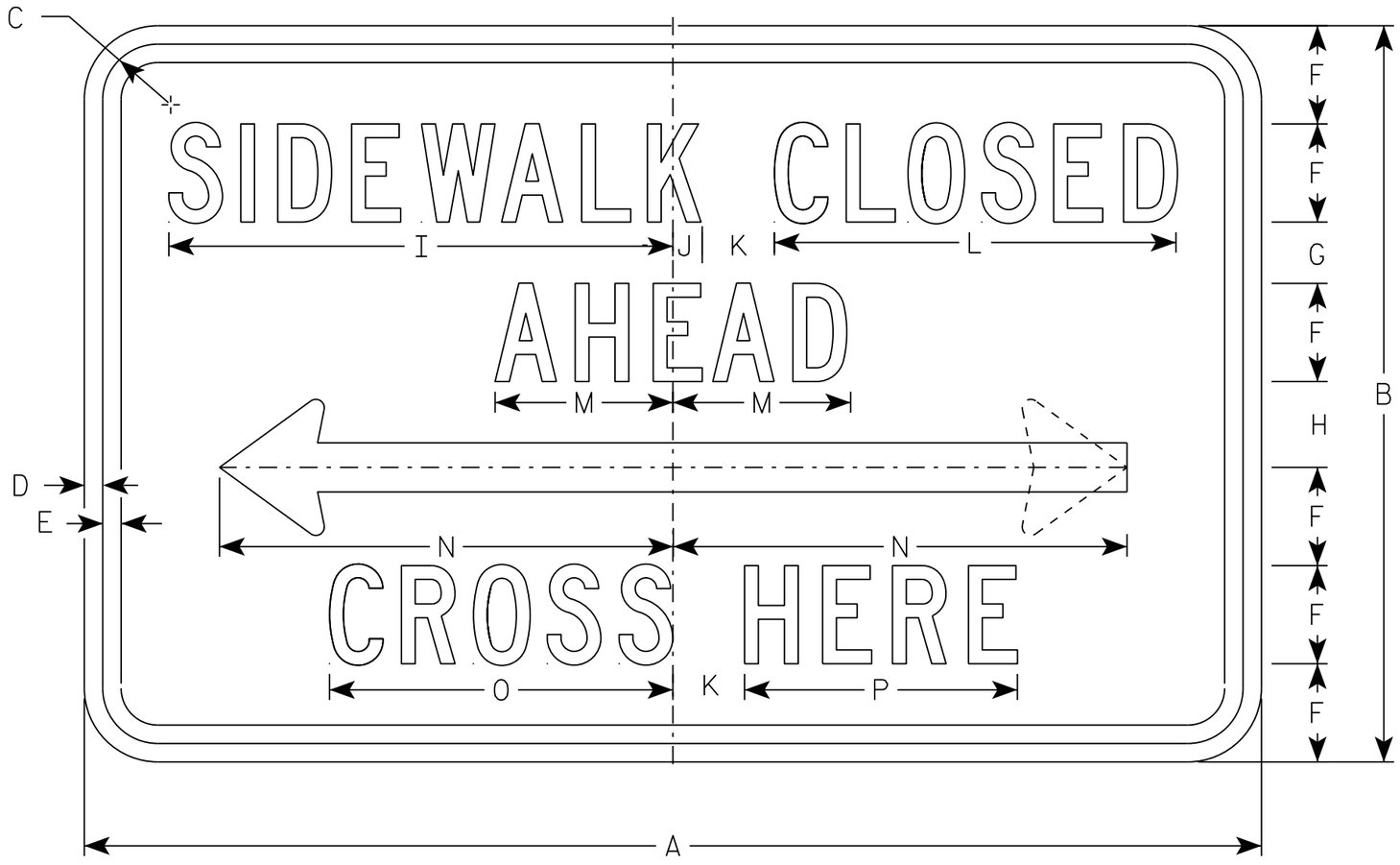
DATE 8/11/16 PLATE 170 R9-9.6

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

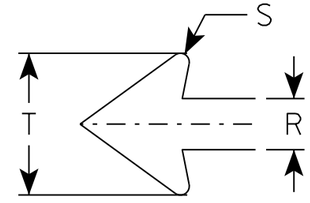
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. 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.



R9-11



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

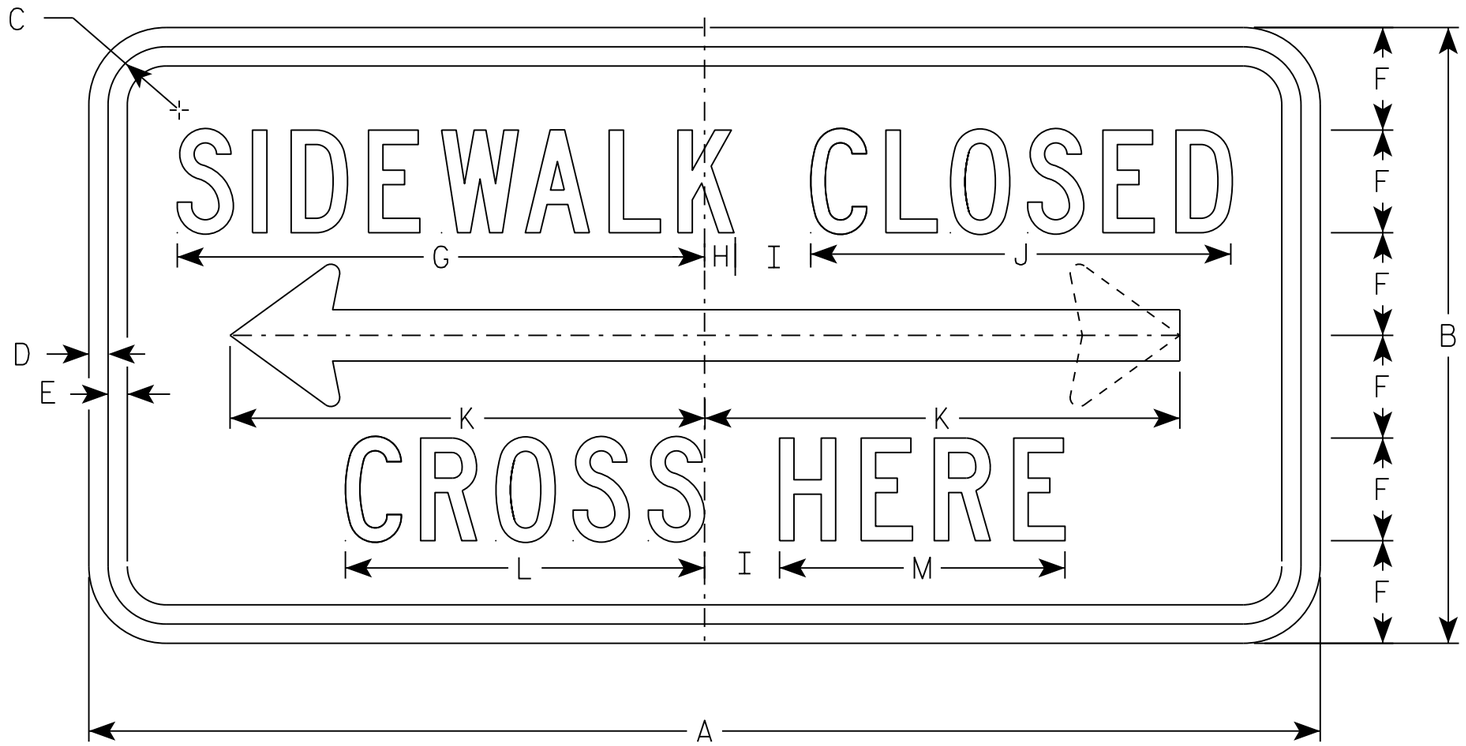
APPROVED Matthew R Rauch
for State Traffic Engineer

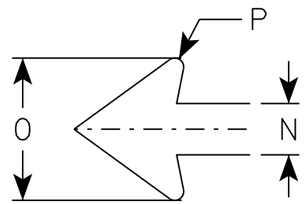
DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 171	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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.





R9-11A

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	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2	13	3/4	2	10 1/4	12 3/8	8 7/8	6 7/8	1 1/4	3 5/8	1/4											3.125
4																											
5																											

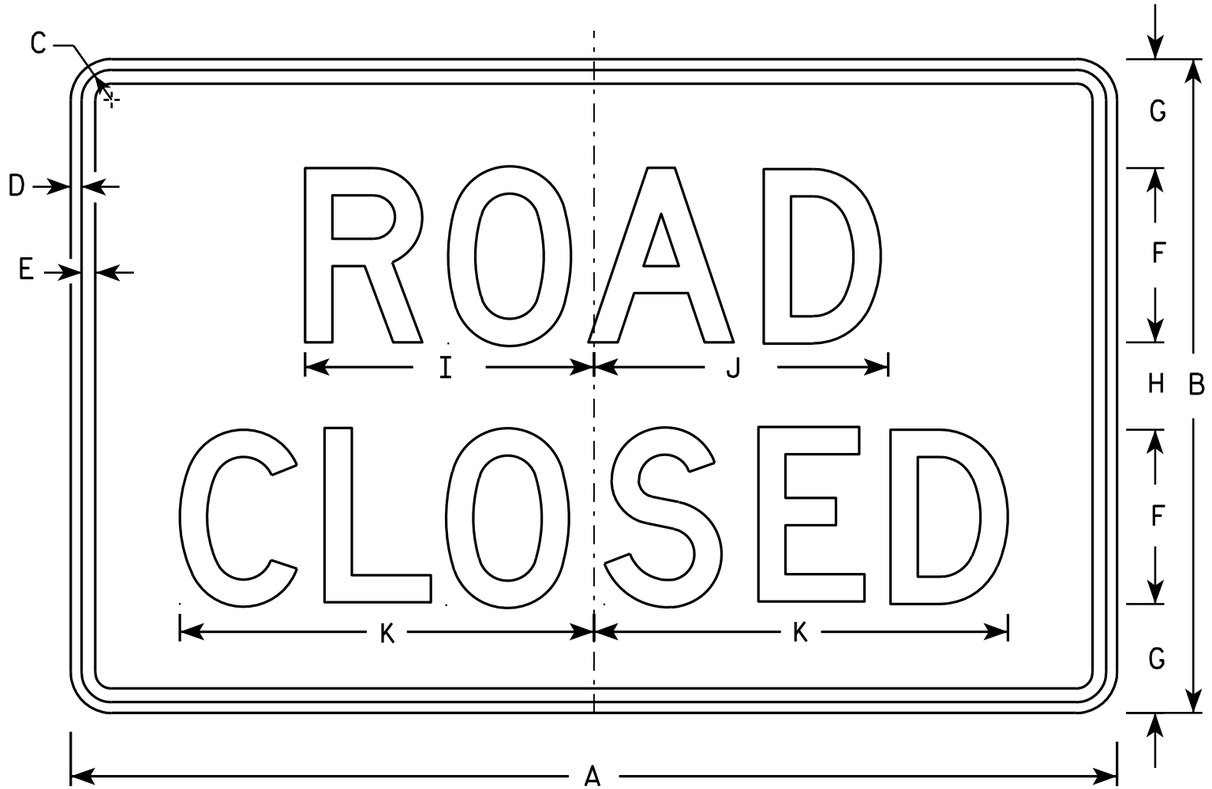
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11A.3

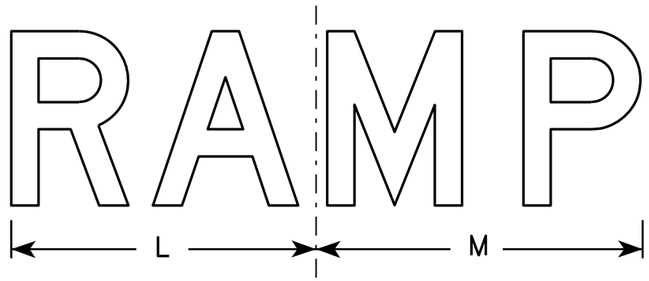
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 172 E



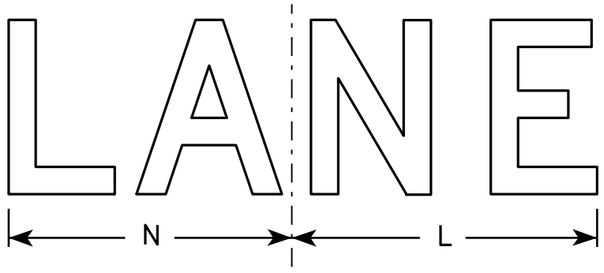
R11-2

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

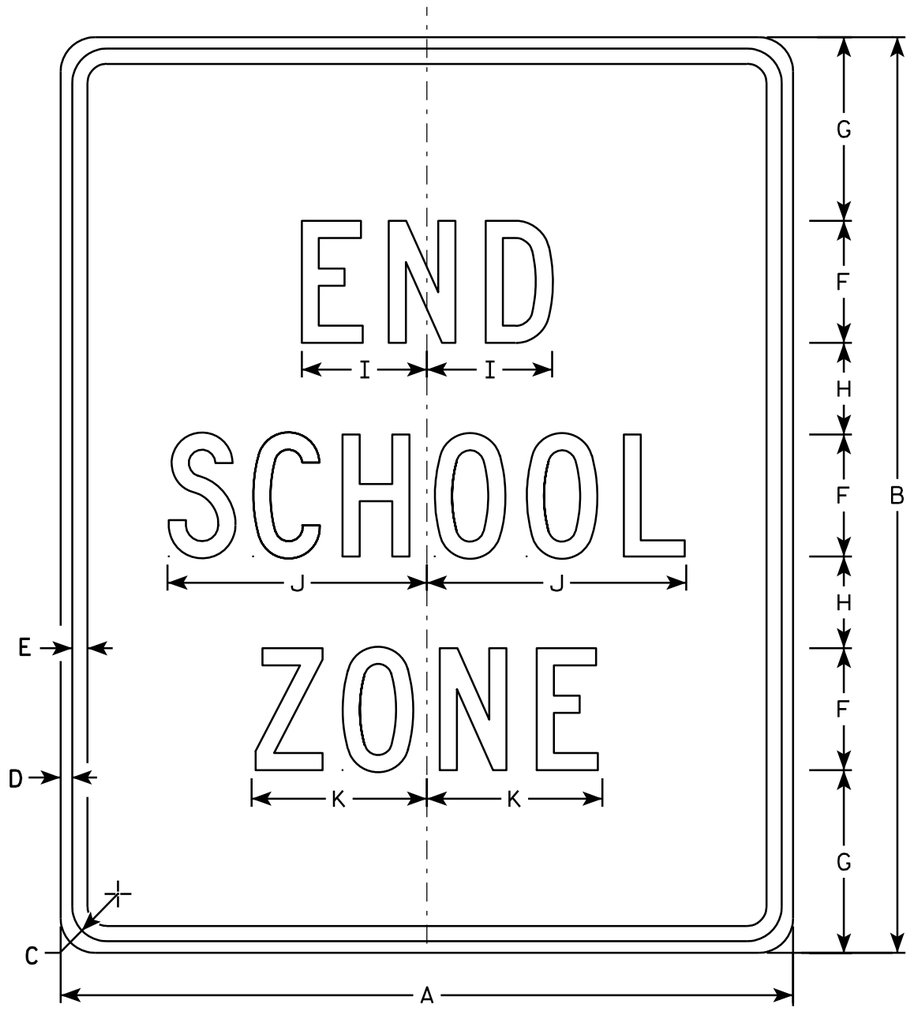
STANDARD SIGN
R11-2

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: 173 | E



S5-2

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 - 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																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

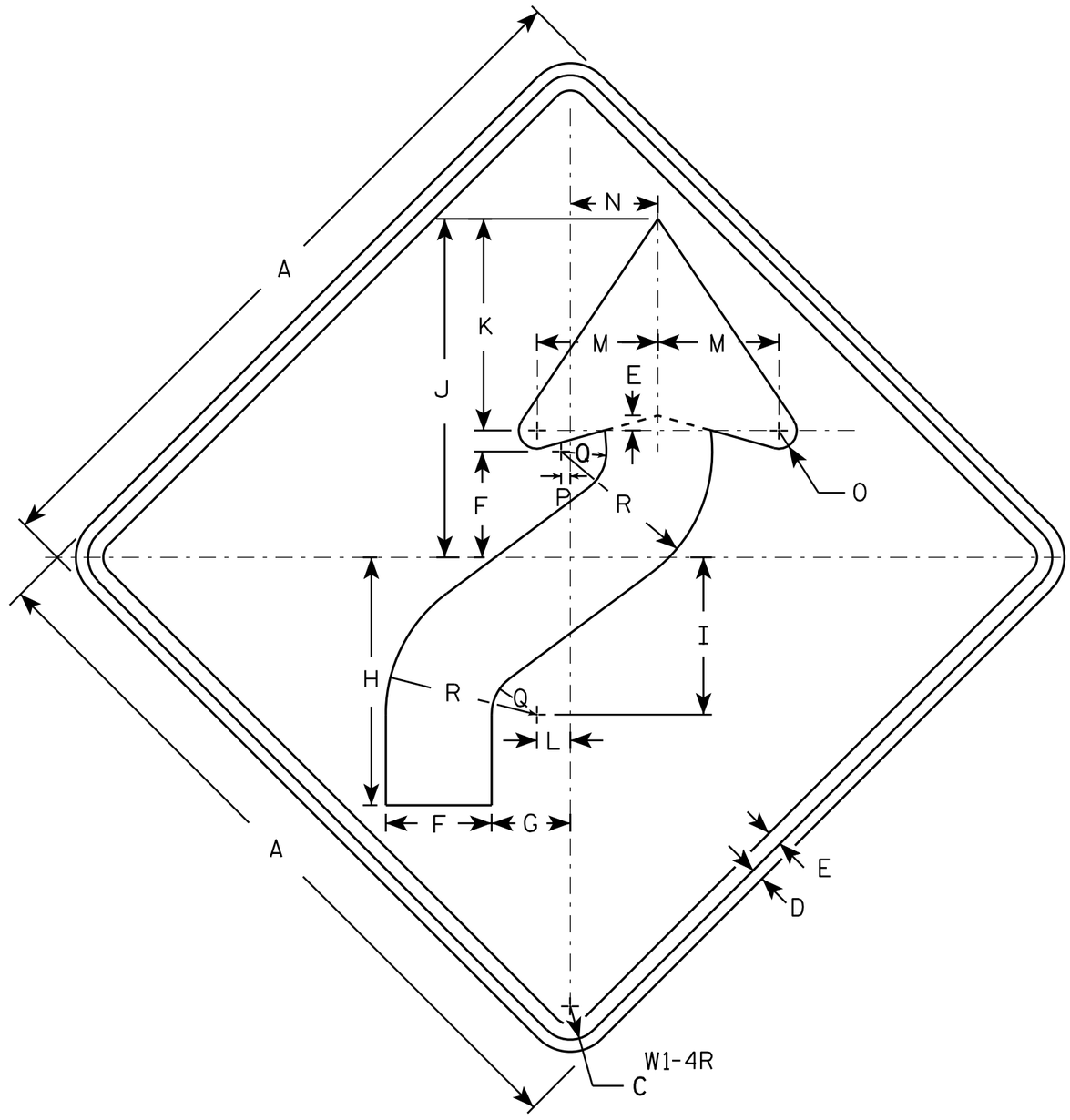
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 174 | E

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 - 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. W1-4L is the same as W1-4R 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	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
3	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
4	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
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

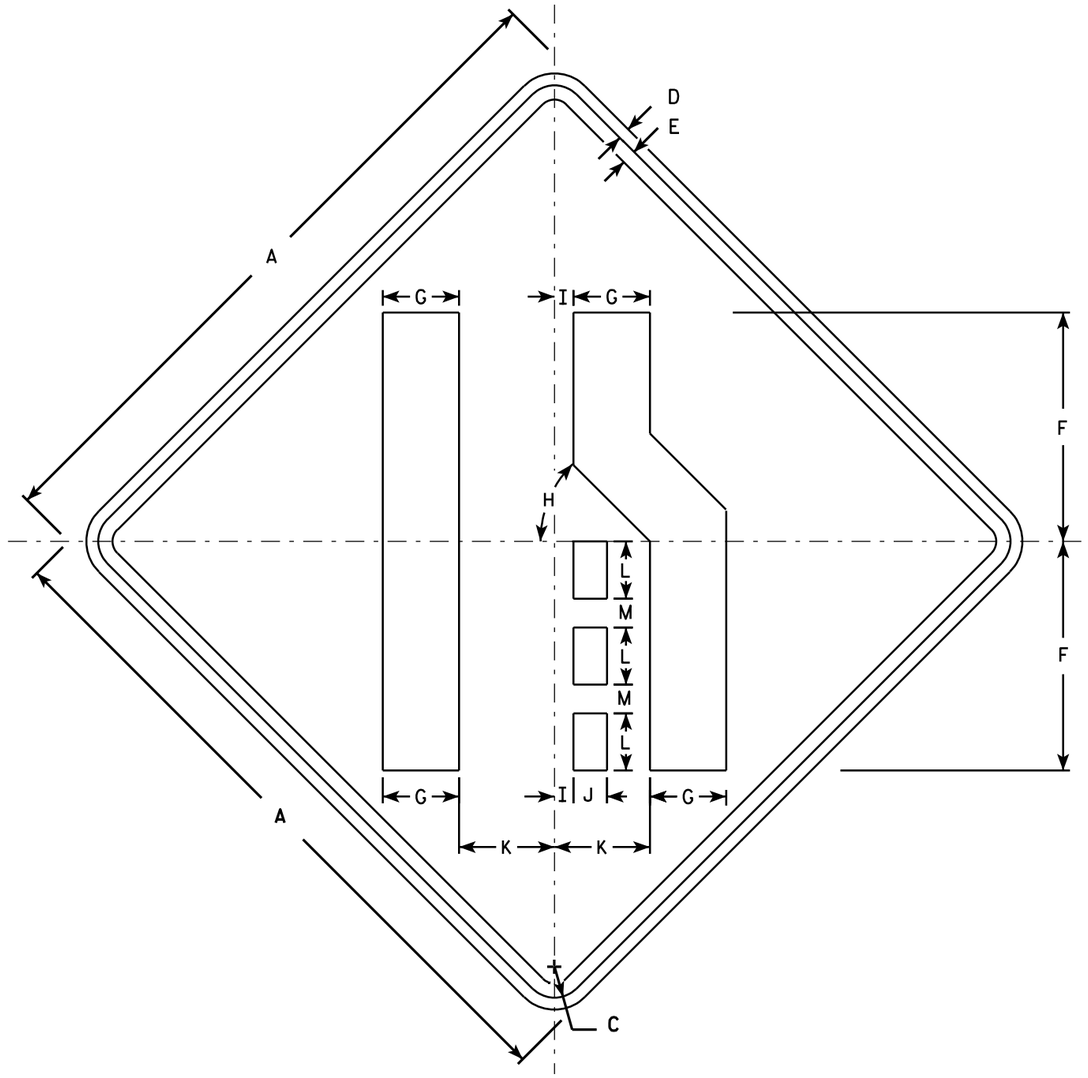
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 175 | E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

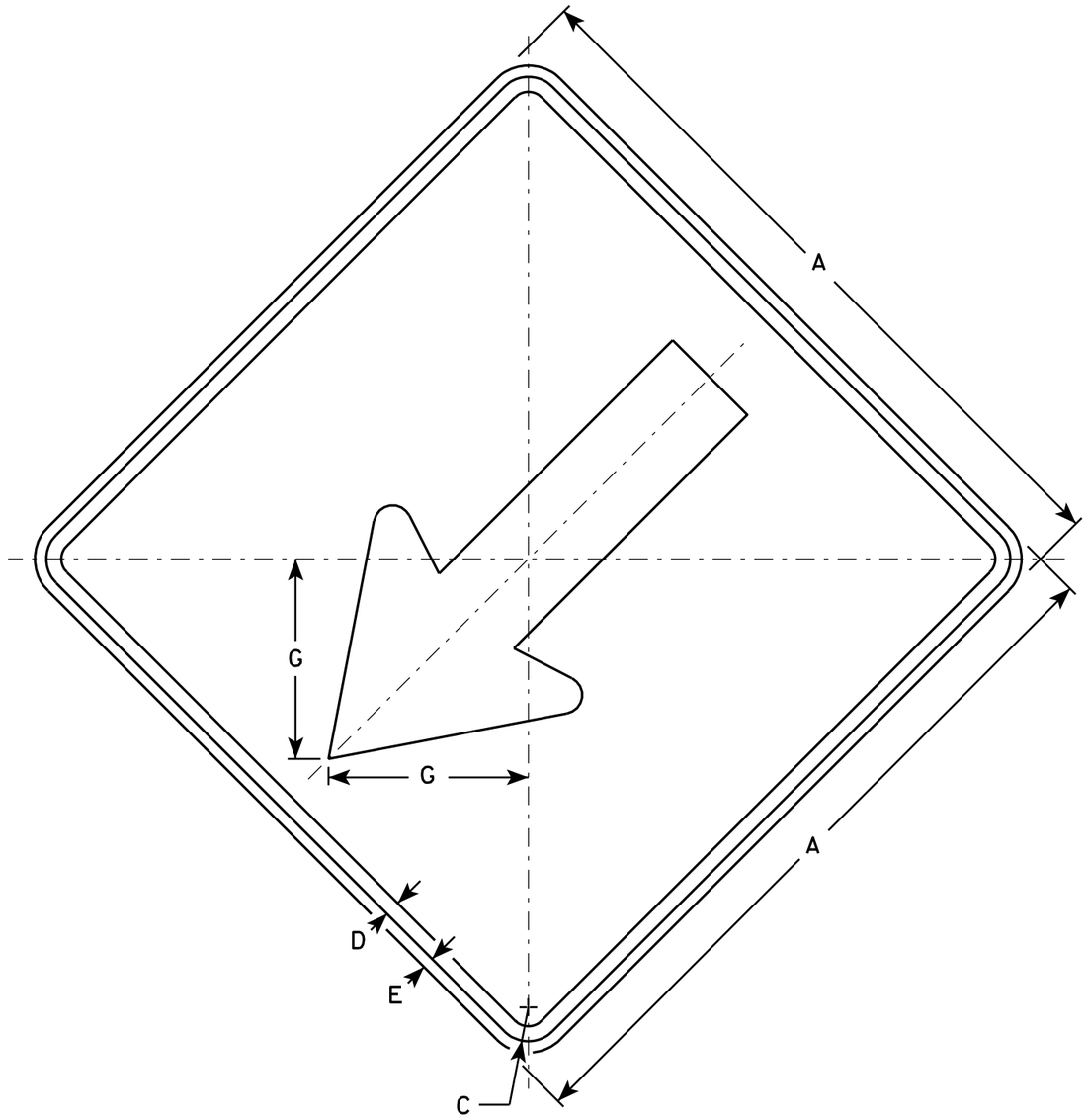
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

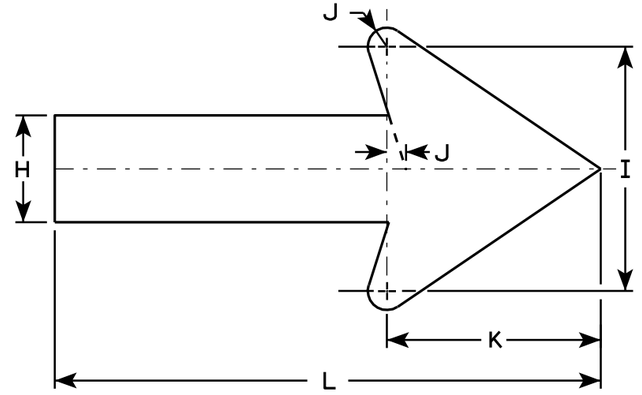
SHEET NO: 176 E



W12-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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		6 5/8	3 1/2	8	5/8	7	18															4
2M	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

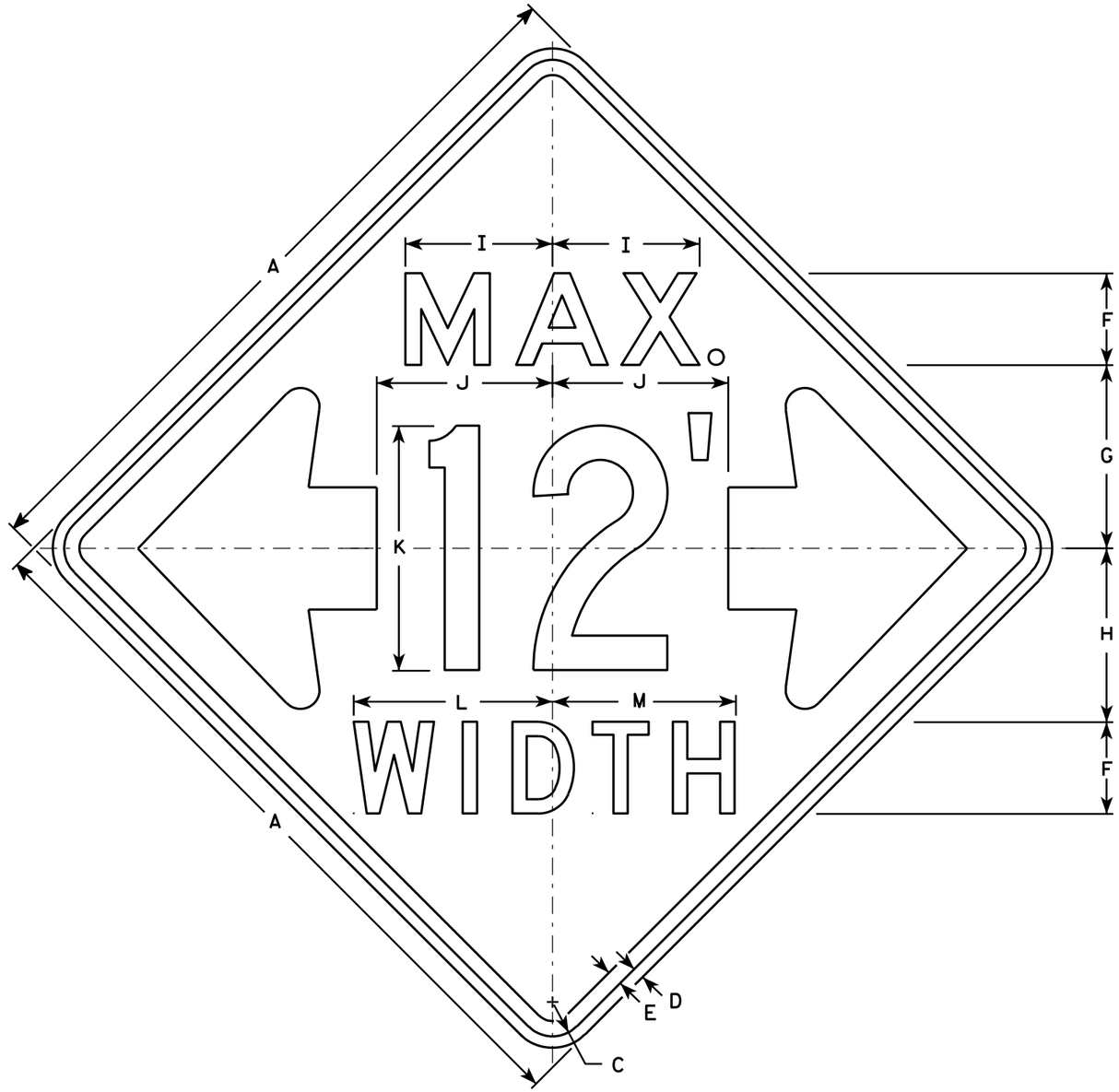
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1.12

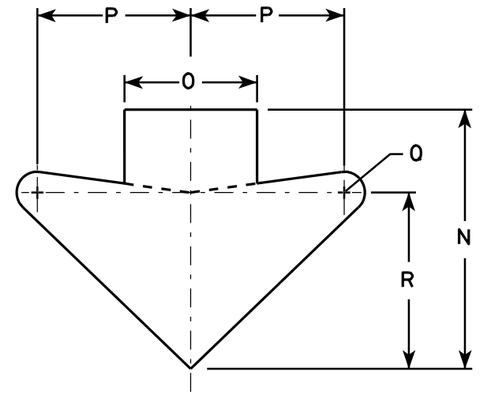
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 177 | E



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

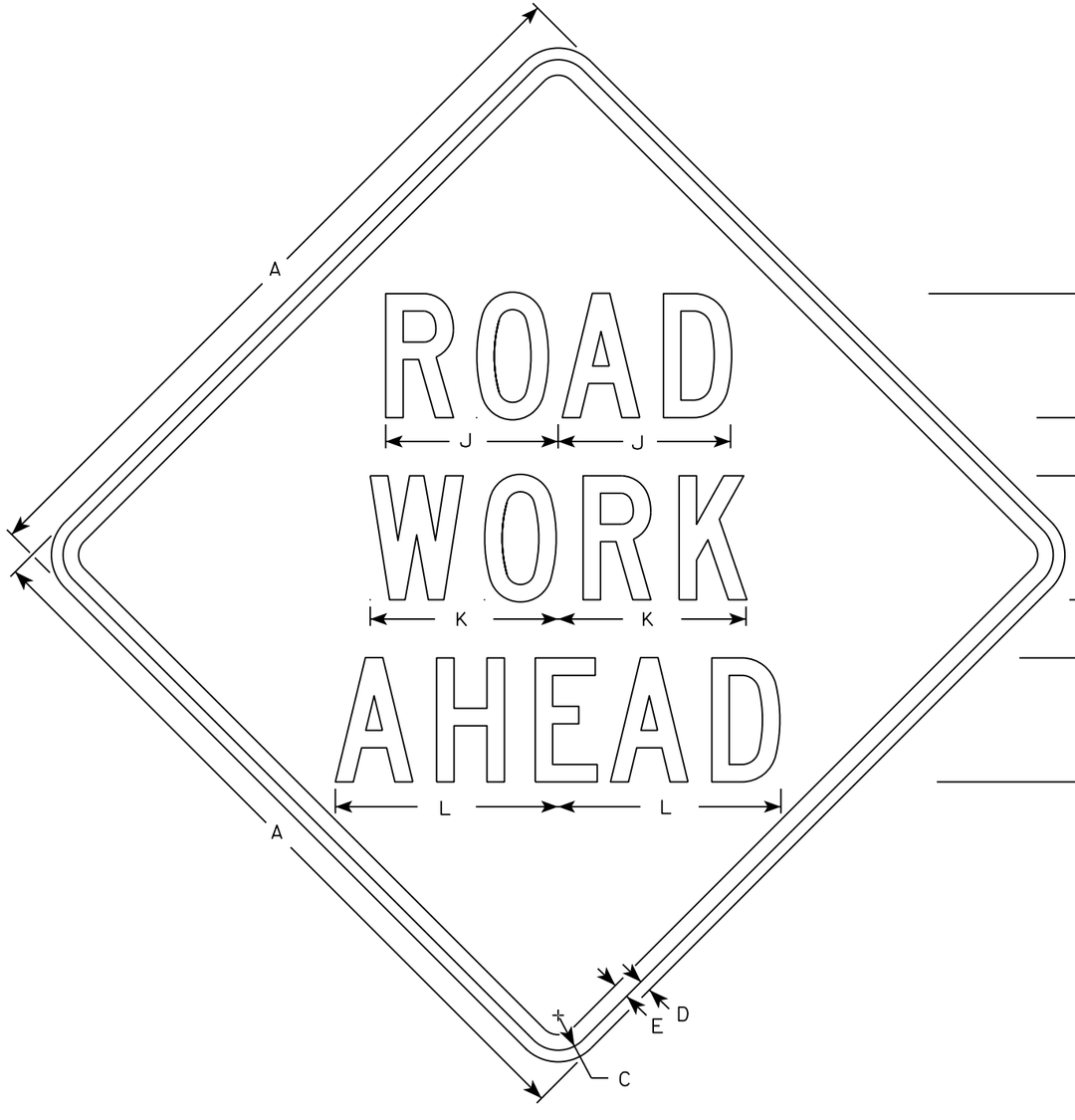
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

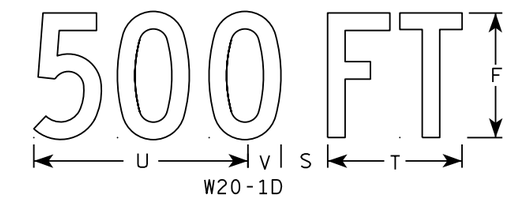
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 178 | E

7

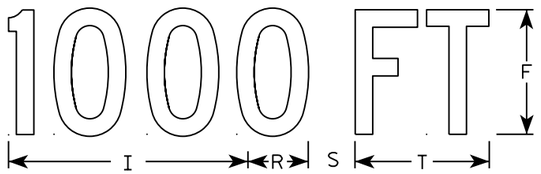
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



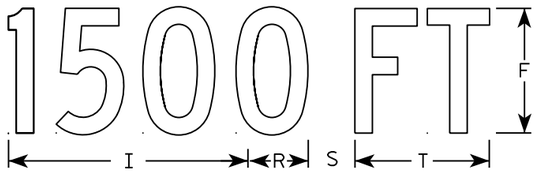
W20-1A



W20-1D



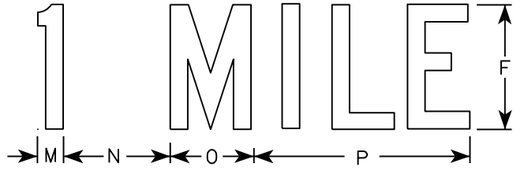
W20-1C



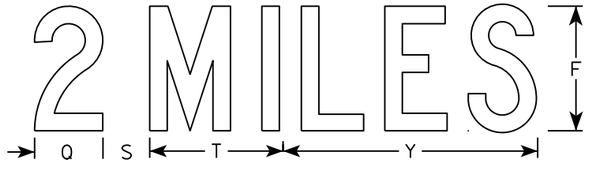
W20-1B



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

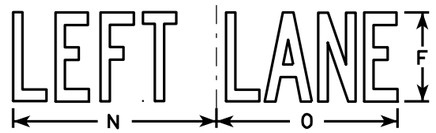
PROJECT NO:

SHEET NO: E

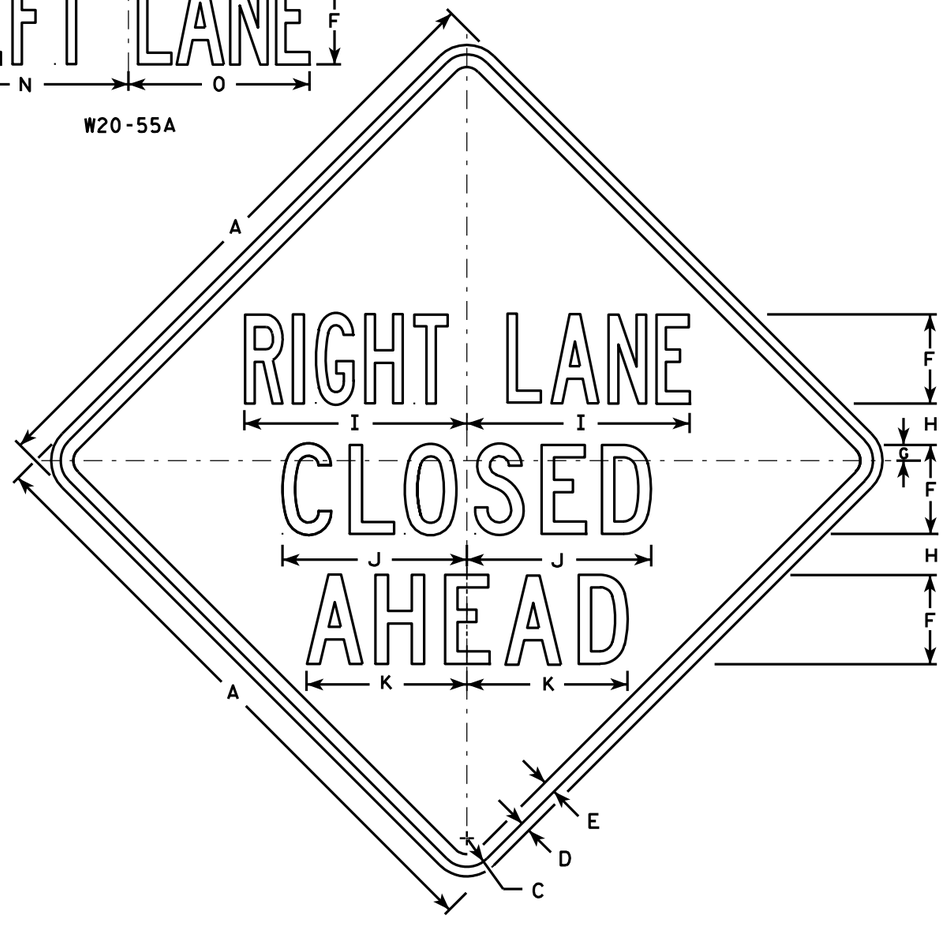
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



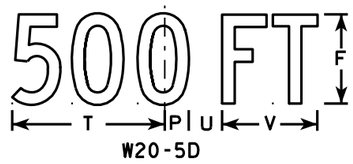
W20-56A



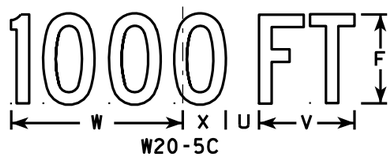
W20-55A



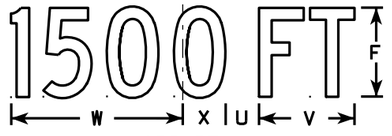
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

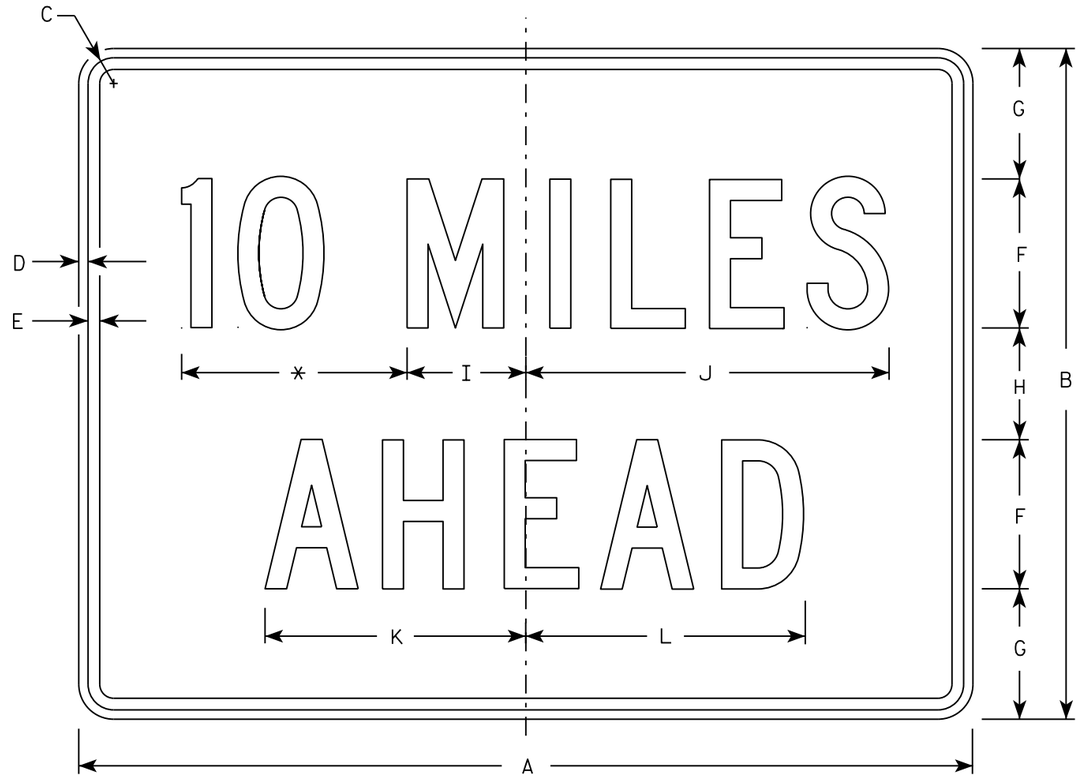
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

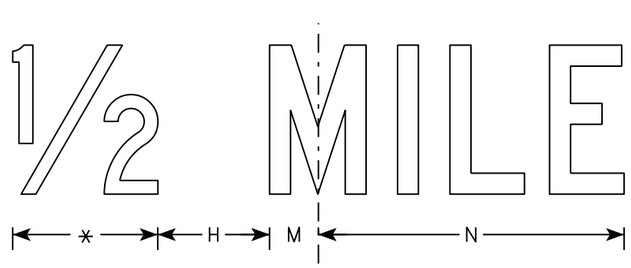
DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 180	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W57-52



* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile 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	24	18	1 1/8	3/8	1/2	4	3 1/2	3	3 1/8	9 3/4	7	7 1/2	1 3/8	8 1/4													3.0
2S	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	12													6.0
2M	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	12													6.0
3	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	12													6.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 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	16 3/8													12.0

STANDARD SIGN
W57-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/17 PLATE NO. W57-52.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W5752.DGN PLOT DATE : 21-MAR-2017 08:50 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 8.131582:1.000000 WISDOT/CADDS SHEET 42

Wisconsin Department of Transportation

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through innovation and exceptional service.

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