MAD

PROJECT ID: 6085-02-74

COUNTY: DANE

FEBRUARY 2019

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 = 292

02

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WAUNAKEE - SUN PRAIRIE

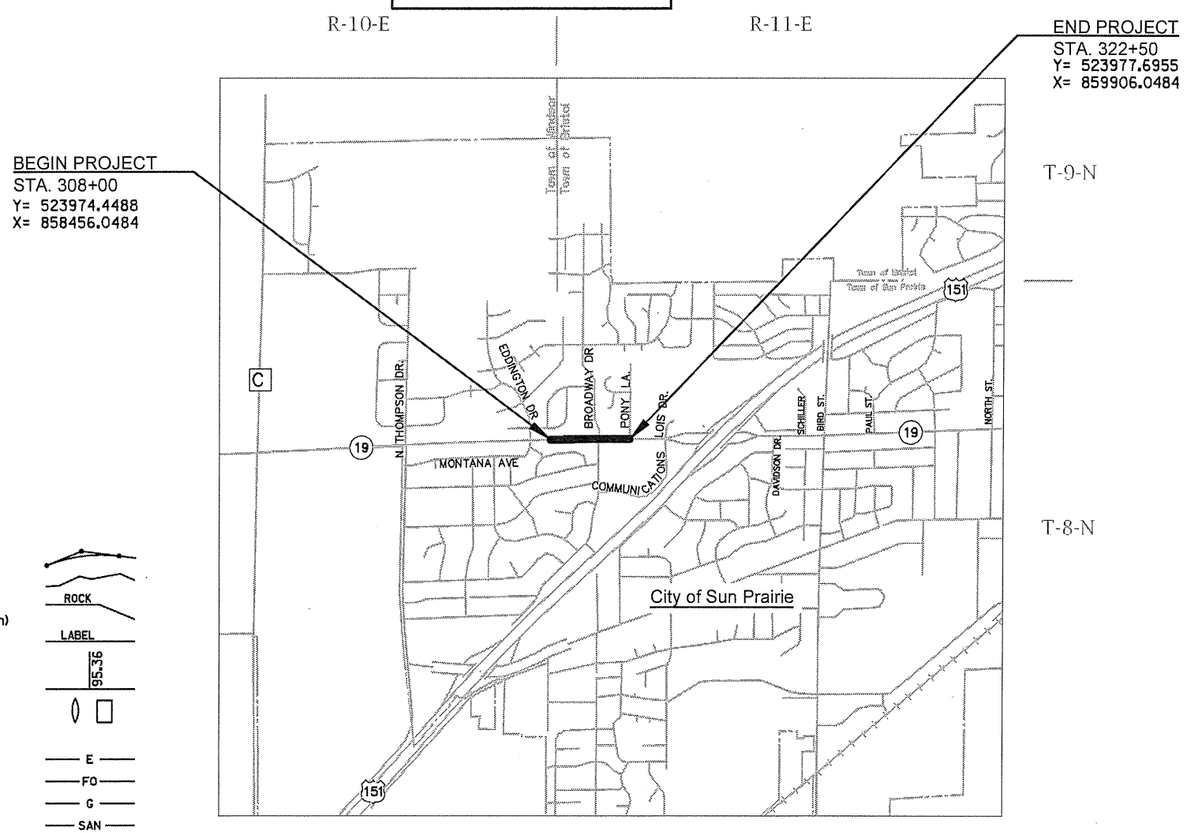
BROADWAY DRIVE INTERSECTION

STH 19

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6085-02-74	WISC 2019117	1

STATE PROJECT NUMBER
6085-02-74



LAYOUT
SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.274 MI.

HORIZONTAL & VERTICAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WCCS DANE COUNTY, NAD83 (2011),AND NAVD 88 (2012), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

DESIGN DESIGNATION (6085-02-03)

A.A.D.T.	(2018)	= 19,900
A.A.D.T.	(2038)	= 24,500
D.H.V.		= 2400
D.D.		= 59/41
T.		= 6.8%
DESIGN SPEED		= 35 MPH
ESALS		= 3,400,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EBF)
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	ROBERT A. TALARCZYK
Designer	EMRAN BHUIYAN
Project Manager	JIM SIMPSON
Regional Examiner	SW REGION
Regional Supervisor	KURT JOHNSON

APPROVED FOR THE DEPARTMENT

DATE: 07-24-18 (Signature)

E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - TITLE SHEET

PLOT DATE : 7/24/2018 3:07 PM

PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

2

GENERAL NOTES

- AN EXPANSION FACTOR OF 1.42 SHOULD BE USED IN EARTHWORK CALCULATIONS.
- ASPHALTIC SURFACE WEIGHT CALCULATION CONVERSION TO 112 LB/SY/IN.
- PLACE THE 4" OF ASPHALTIC SURFACE ON BROADWAY DRIVE IN TWO LAYERS. 1.75" UPPER LAYER AND 2.25" LOWER LAYER.
- PLACE THE 3.5" OF ASPHALTIC SURFACE TEMPORARY ON STH 19 IN ONE LAYER.
- PLACE THE 3" OF ASPHALTIC SURFACE ON THE BIKE PATH IN ONE OR TWO LAYER.
- APPLY TACK COAT TO THE PAVEMENT SURFACE AND BETWEEN ASPHALT LAYERS(0.05 GAL/SY BETWEEN LAYERS OF NEW HMA PAVEMENT & 0.07 GAL/SY PLACED ON EXISTING & MILLED SURFACE).
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT ASPHALTIC SURFACE LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
- THE LOCATIONS OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.
- THE CONTRACTOR IS RESPONSIBLE FOR SEEDING & FERTILIZING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER SHALL CONFIRM THE LOCATION OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. AT THAT TIME, THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION CONTROL ITEM INCIDENTAL TO THE COST OF THE RESPECTIVE BID ITEM.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.
- LOCATIONS SHOWN ON THE STORM SEWER SHEETS FOR THE INLETS, MANHOLES ARE BY STATION & OFFSET TO THE CENTER OF STRUCTURE.
- DURING PAVING OPERATIONS CONSTRUCT ROADWAY CONSISTANT WITH THE PLAN TYPICAL SECTIONS AND PLAN OPERATIONS TO PREVENT ASPHALTIC SURFACE LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.
- SAWCUTS AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.
- FILL QUANTITIES HAVE BEEN EXPANDED BY THE FACTOR OF 1.25 ON YARDAGE SHHETS.
- A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.
- THE ENGINEER WILL REVIEW SIGN LOCATIONS PRIOR TO INSTALLATION.
- CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED.
- CURB AND GUTTER GRADES AND OFFSETS ARE TO THE FLANGE.
- THE ENGINEER WILL ADJUST CURB & GUTTER ELEVATIONS TO FIT FIELD CONDITIONS.
- UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE REFERENCED FROM ℄ STH 19 EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD.
- TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.
- ALL EXCAVATIONS AND OFFSETS SHOWN IN THE PLAN SHALL BE VERIFIED IN THE FIELD.
- EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT INFORMATION WHERE AVAILABLE.

ORDER OF SECTION 2 DETAIL SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTION
CONSTRUCTION DETAILS
ALIGNMENT PLAN
TRAFFIC CONTROL PLAN
TRAFFIC SIGNAL PLAN
PLAN DETAILS
EROSION CONTROL
PERMANENT SIGNING & PAVEMENT MARKING

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

City Of Sun Prairie

Tom Veith
Assistant City Engineer
Department of Engineering
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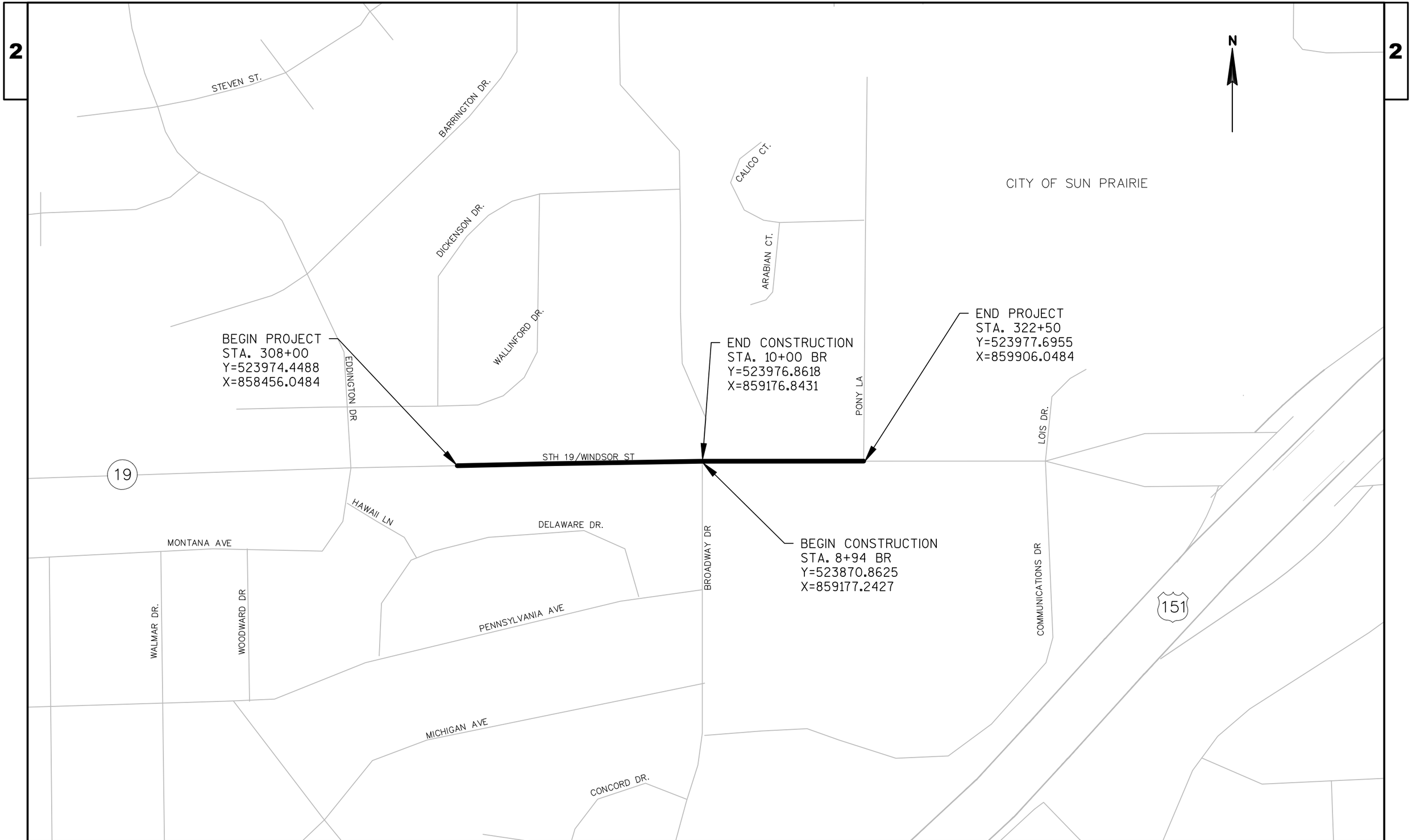
PH:608-825-1170

STANDARD ABBREVIATIONS

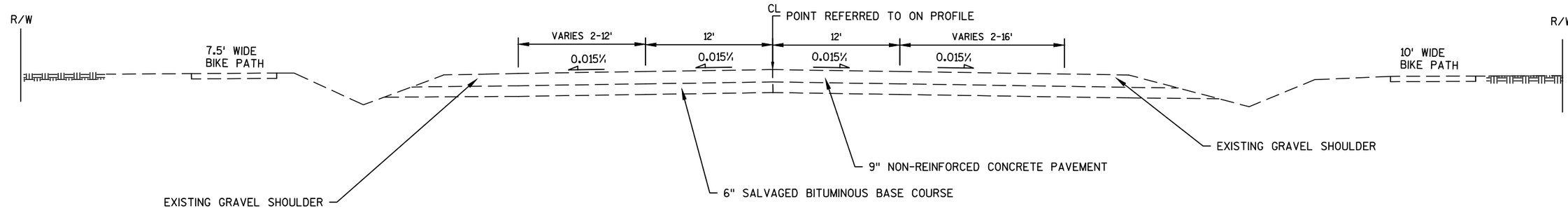
AP	ACCESS POINT
AC	ACRE
ADJ	ADJUST
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
AH	AHEAD
AC	ASPHALT CEMENT
ASPH	ASPHALTIC
ACP	ASPHALTIC CONCRETE PAVEMENT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
AV	AVENUE
APPROX.	APPROXIMATELY
ALUM	ALUMINUM
ABUT	ABUTMENT
AGG	AGGREGATE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
ALI	ALIGNMENT
BF	BACK FACE
BL	BASE LINE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BG	BEAM GUARD/GUARD RAIL
CB	CATCH BASIN
C/L	CENTER LINE
C/L CONST	CENTER LINE CONSTRUCTION
△	CENTRAL ANGLE OR DELTA
CL	CLASS
CMCP	CORRUGATED METAL CULVERT PIPE
CTH	COUNTY TRUNK HIGHWAY
CABC	CRUSHED AGGREGATE BASE COURSE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CT	COURT
CIR	CIRCLE
CS	CONCRETE SIDEWALK
CMSL	CONCRETE MEDIAN SLOPE NOSE
CE	COMMERCIAL ENTRANCE
CSM	CERTIFIED SURVEY MAP
COR	CORNER
CC	CENTER TO CENTER
CONC	CONCRETE
CO	COUNTY
CUL	CULVERT
C&G	CURB & GUTTER
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
DR	DRIVE
DOC	DOCUMENT
DB	DIRECTION BACK
DA	DIRECTION AHEAD
DOT	DEPARTMENT OF TRANSPORTATION
D	DEGREE OF CURVE
X	EAST GRID COORDINATE
EA	EACH
E	ELECTRIC /EAST
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
EBT	EXISTING BIKE TRAIL
EXC	EXCAVATION
FPS	FEET PER SECOND
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FT	FOOT
FO	FIBER OPTICS
FF	FACE TO FACE
FG	FINISHED GRADE
FTMS	FREEWAY TRAFFIC MANAGEMENT SYSTEM
G/GAS	GAS LINE
GN	GRID NORTH
GAL	GALLON
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HW	HIGH WATER
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
HE	HIGHWAY EASEMENT
INL	INLET
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE OR PIN
IN	INCH
INC	INCORPORATED
JT	JOINT
JCT	JUNCTION
K	RATE OF CURVATURE
LT	LEFT
LC	LENGTH OF CURVE
LF	LINEAR FOOT
LP	LOW POINT
LA	LANE
LB	POUND
LLC	LIMITED LIABILITY CORPORATION
L	LENGTH OF CURVE
L	LITTER
LHF	LEFT HAND FORWARD
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
Mgal	MEGAGALLON
MPH	MILES PER HOUR
MON	MONUMENT
MB	MESSAGE BOARD
MLB	MAIL BOX
ML	MATCH LINE
NOM	NOMINAL
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
NE	NORTHEAST
NW	NORTHWEST
NB	NORTHBOUND
OPT	OPTIONAL
OH	OVERHEAD ELECTRIC
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PERM	PERMANENT
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
PE	PROFESSIONAL ENGINEER
PO	POST OFFICE
PBT	PROPOSED BIKE TRAIL
QTY	QUANTITY
Q100	100-YEAR FLOW RATE
R	RADIUS
RR	RAILROAD
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RDWY	ROADWAY
RN	NOSE RADII
RCP	REINFORCED CONCRETE PIPE
RM	RIM
RDE	RESTRICTED DEVELOPMENT EASEMENT
RHF	RIGHT HAND FORWARD
RCCP	REINFORCED CONCRETE CULVERT PIPE
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SE	SOUTH EAST
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SW	SOUTHWEST
SE	SUPERELEVATION
SP	SPECIAL PROVISION
STSP	STANDARD SPACIFICATIONS
SL	SURVEY LINE
STH	STATE TRUNK HIGHWAYS
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
t	TON
T	TOWN
T/L	TRANSIT LINE
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
TEL	TELEPHONE
USH	UNITED STATES HIGHWAY
UG	UNDERGROUND
VAR	VARIABLE
V	VELOCITY OF DESIGN SPEED
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
VPI	VERTICAL POINT OF INTERSECTION
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
W	WATER
WM	WATER MAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
WSOR	WISCONSIN AND SOUTHERN RAILROAD
YD	YARD

UTILITY/COMMUNICATION LINE ABBREVIATIONS

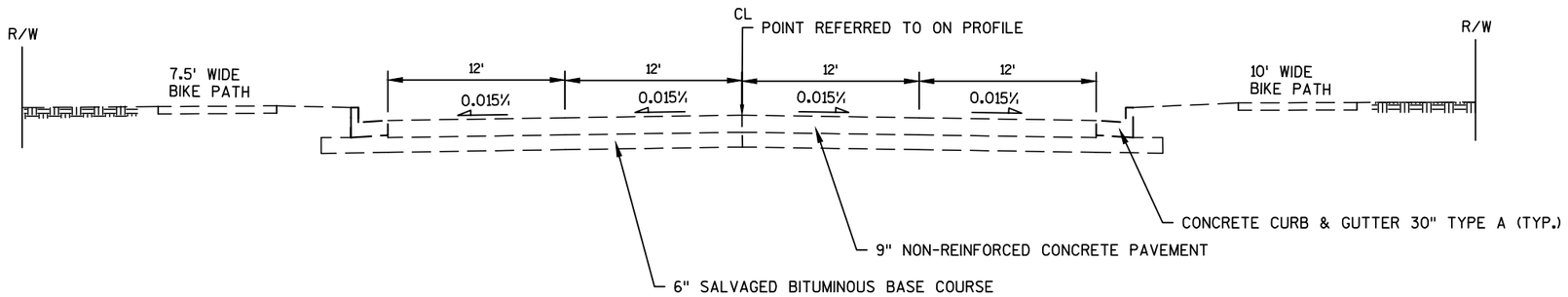
AE	ALLIANT ENERGY - ELECTRIC
ATC	AMERICAN TRANSMISSION COMPANY - ELECTRIC
CC-FO	CHARTER - FIBRE OPTICS
CC-T	CHARTER - TELEPHONE
FC-FO	FRONTIER- FIBRE OPTICS
FC-T	FRONTIER - TELEPHONE
TDS-FO	TDS FIBRE OPTICS
SPE	SUN PRAIRIE - ELECTRIC
SPW	SUN PRAIRIE - WATER
SPSN	SUN PRAIRIE - SANITARY
SPS	SUN PRAIRIE - STORM SEWER
WEG	WE ENERGIES - GAS



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PROJECT OVERVIEW-STH 19/BROADWAY DRIVE INTERSECTION	SHEET 4	E



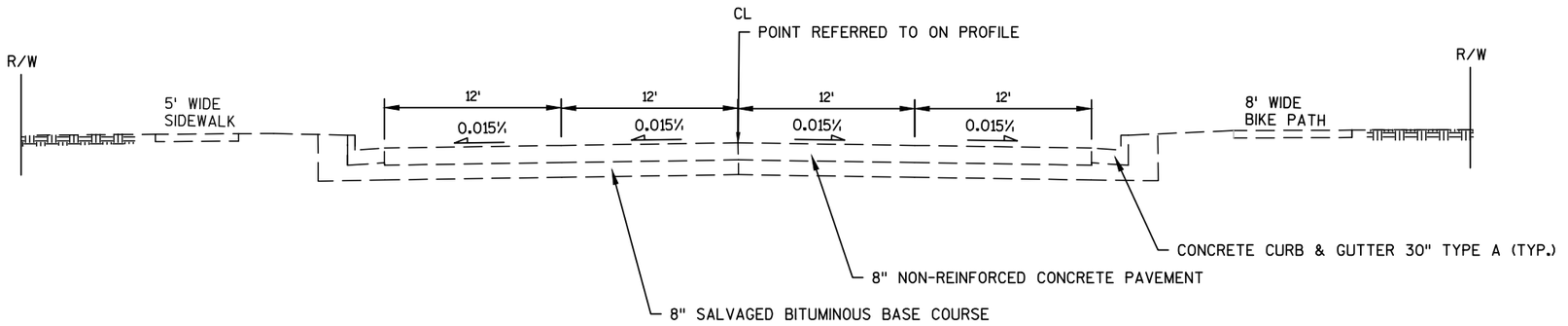
EXISTING TYPICAL SECTION
STH 19
STA 308+00 TO STA 311+00



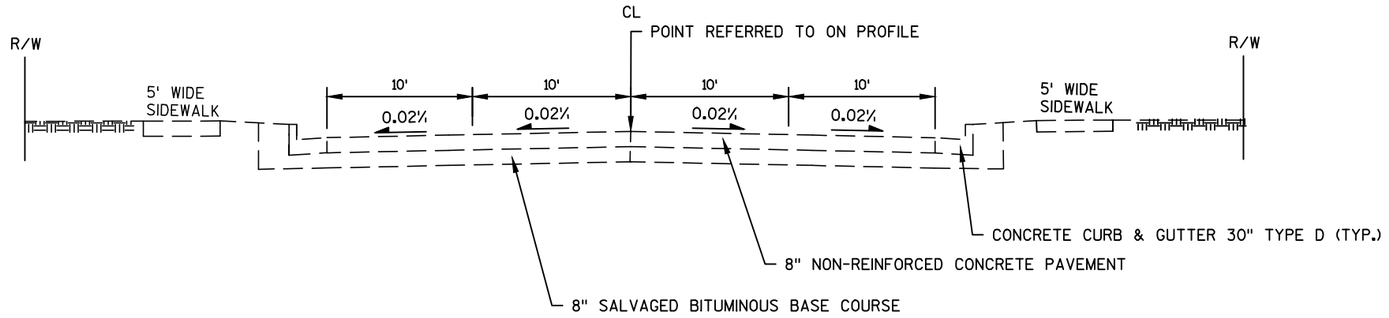
EXISTING TYPICAL SECTION
STH 19
STA 311+00 TO STA 316+00

PROJECT NO:6085-02-74	HWY: STH 19/BROADWAY DRIVE	COUNTY:DANE	EXISTING TYPICAL SECTION	SHEET 5	E

2

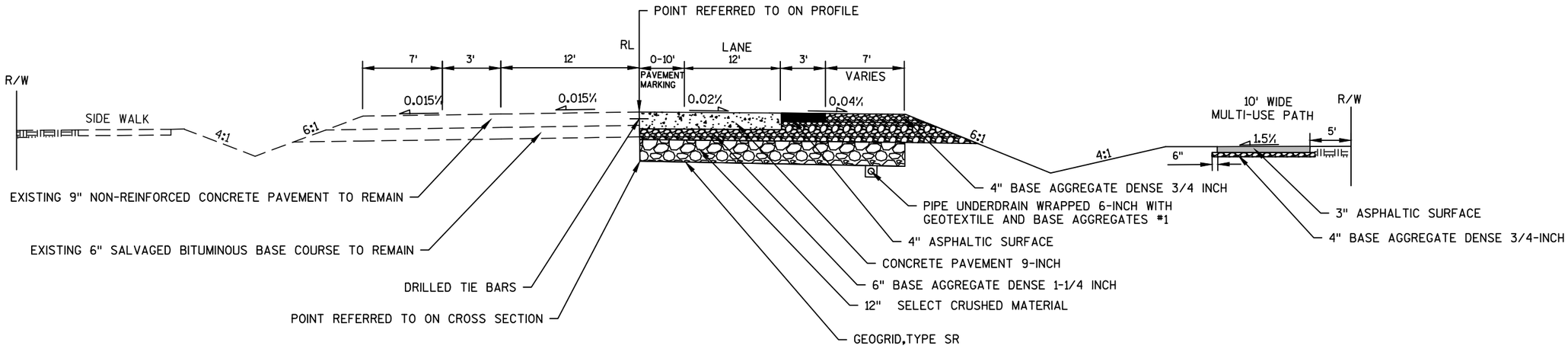


EXISTING TYPICAL SECTION
STH 19
STA 316+00 TO STA 322+50

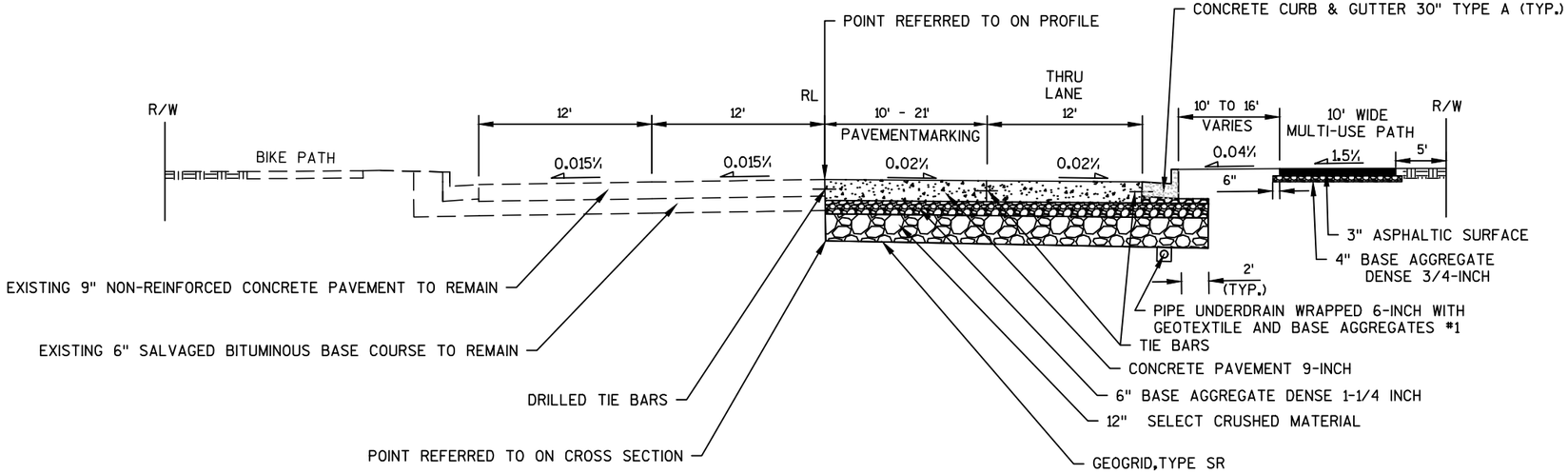


EXISTING TYPICAL SECTION
BROADWAY DRIVE
STA 8+94 TO STA 10+00

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	EXISTING TYPICAL SECTION	SHEET 6	E

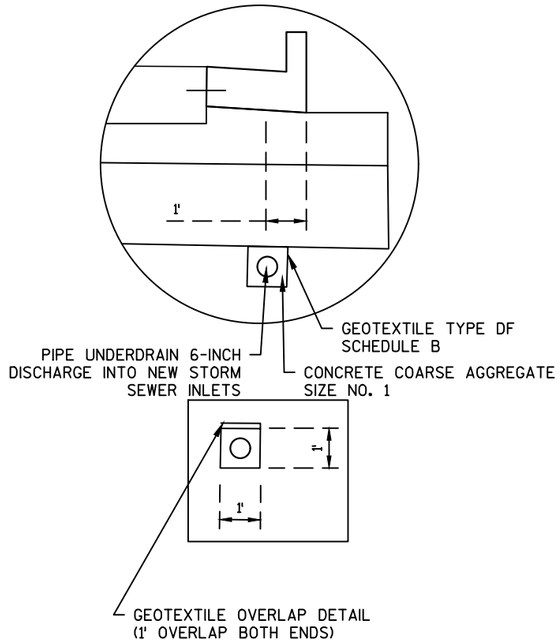


PROPOSED TYPICAL SECTION
STH 19 (WEST OF INTERSECTION)
STA 308+00 TO STA 310+00



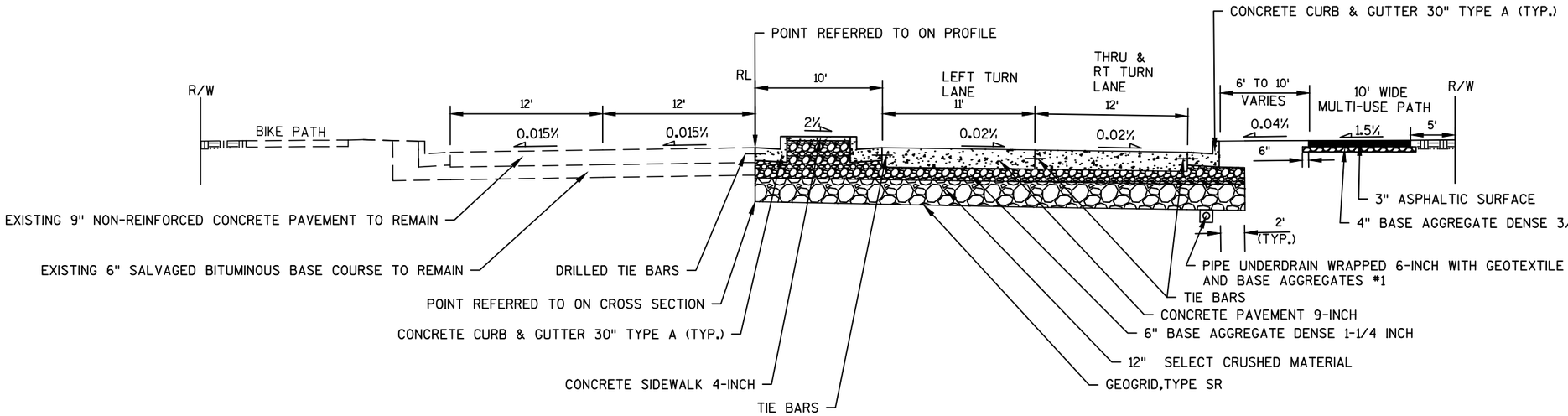
PROPOSED TYPICAL SECTION
STH 19 (WEST OF INTERSECTION)
STA 310+00 TO STA 312+80

PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 (BLOWUP)

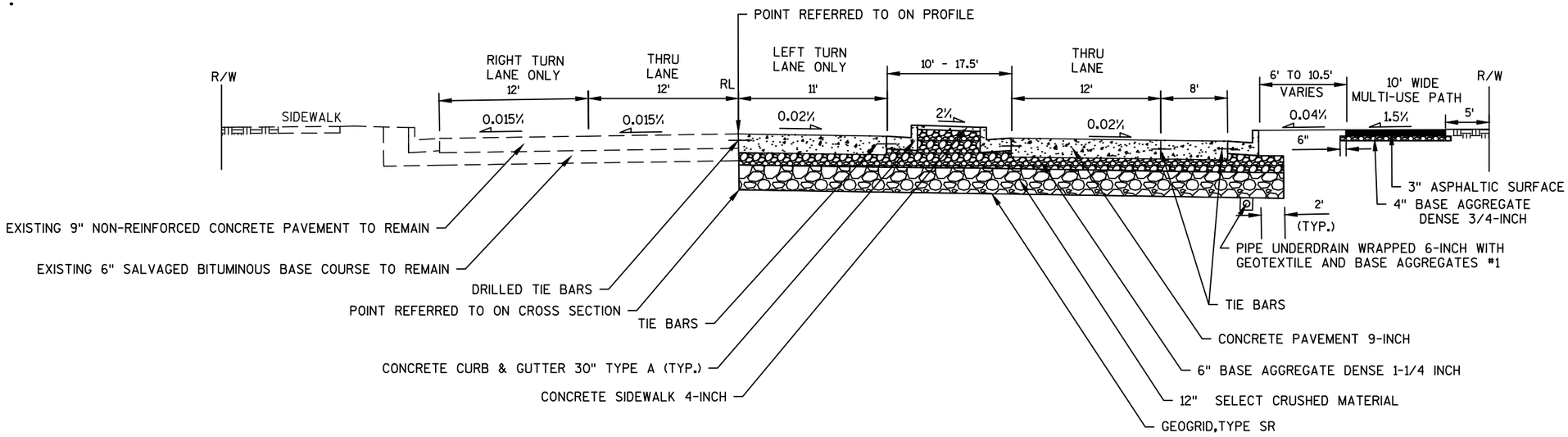


NOTE: GEOTEXTILE AND COARSE AGGREAGTE SIZE NO. 1 AND EACH CONNECTION TO STORM SEWER ARE INCIDENTAL TO PAY ITEM OF "PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 SPECIAL". UNDERDRAIN TO DISCHARGE INTO STORM SEWER CATCH BASINS. CONFIRM STORM SEWER DISCHARGE ELEVATION FOR EACH SECTION OF PIPE UNDERDRAIN PRIOR TO INSTALLATION.

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PROPOSED TYPICAL SECTION	SHEET 7	E

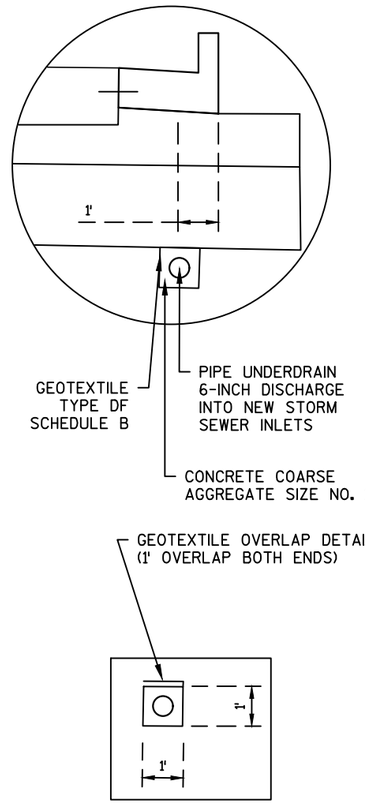


PROPOSED TYPICAL SECTION
STH 19 (WEST OF INTERSECTION)
STA 312+80 TO STA 315+00

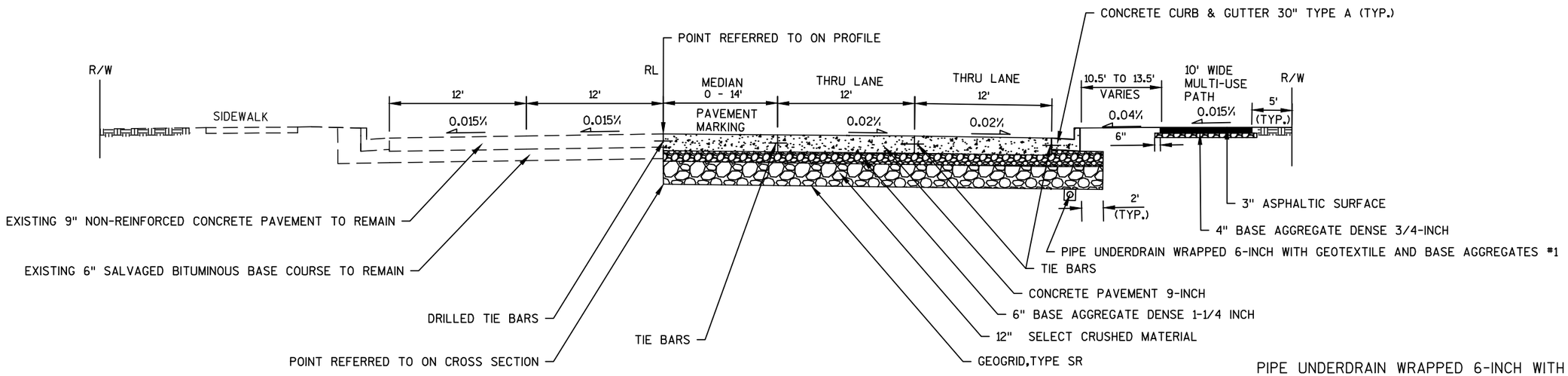


PROPOSED TYPICAL SECTION
STH 19 (EAST OF INTERSECTION)
STA 315+90 TO STA 319+34

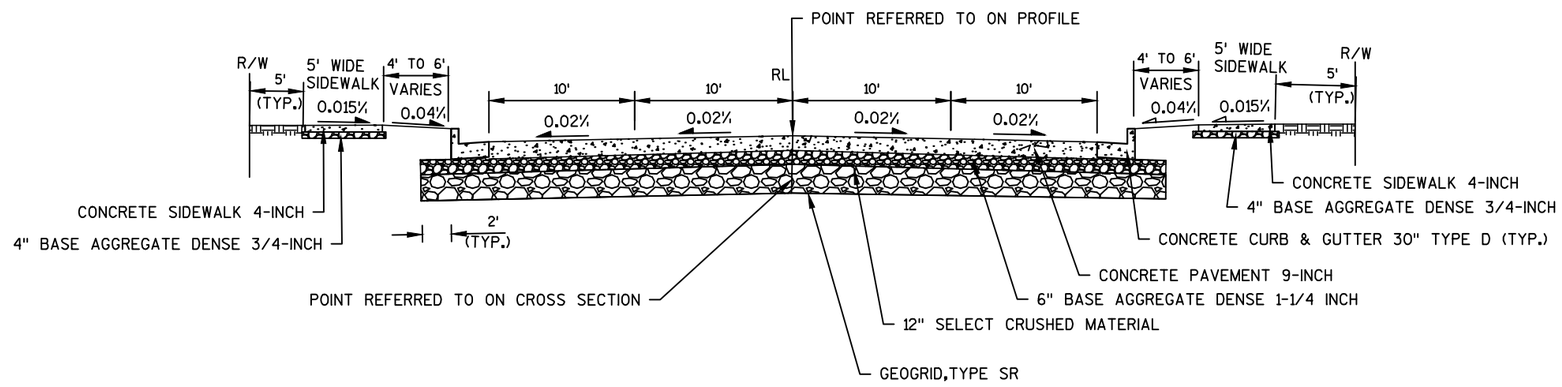
PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 (BLOWUP)



NOTE: GEOTEXTILE AND COARSE AGGREGATE SIZE NO. 1 AND EACH CONNECTION TO STORM SEWER ARE INCIDENTAL TO PAY ITEM OF "PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 SPECIAL". UNDERDRAIN TO DISCHARGE INTO STORM SEWER CATCH BASINS. CONFIRM STORM SEWER DISCHARGE ELEVATION FOR EACH SECTION OF PIPE UNDERDRAIN PRIOR TO INSTALLATION.

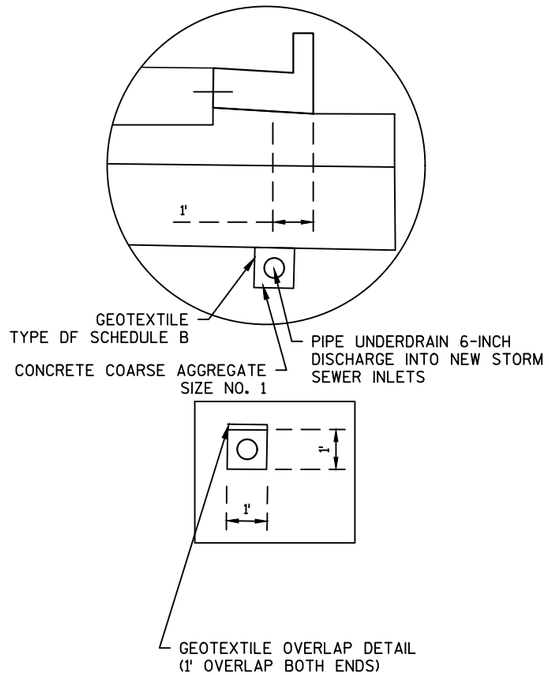


PROPOSED TYPICAL SECTION
STH 19 (EAST OF INTERSECTION)
STA 319+34 TO STA 322+50

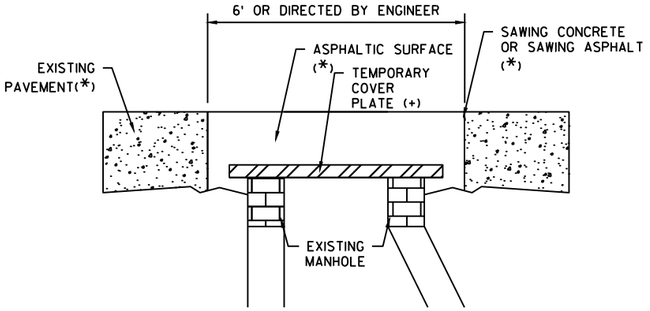


PROPOSED TYPICAL SECTION
BROADWAY DRIVE
STA 8+94 TO STA 10+00

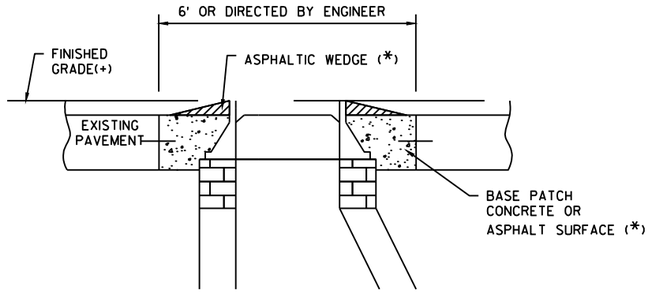
PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 (BLOWUP)



NOTE: GEOTEXTILE AND COARSE AGGREGATE SIZE NO. 1 AND EACH CONNECTION TO STORM SEWER ARE INCIDENTAL TO PAY ITEM OF "PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATE #1 SPECIAL" UNDERDRAIN TO DISCHARGE INTO STORM SEWER CATCH BASINS. CONFIRM STORM SEWER DISCHARGE ELEVATION FOR EACH SECTION OF PIPE UNDERDRAIN PRIOR TO INSTALLATION.



STEP 1



STEP 2

STEP 1

A. REMOVE BY SAWING CONCRETE OR ASPHALT AROUND MANHOLE AND STORE MANHOLE COVER (NO SEPARATE PAYMENT WILL BE MADE FOR REMOVING EXISTING PAVEMENT) (*)

B. FURNISH AND INSTALL TEMPORARY COVER PLATE (+)

C. BACKFILL USING ASPHALTIC SURFACE (*)

STEP 2

A. SAW ASPHALT PLACED IN STEP 1 (*)

B. EXCAVATE AND REMOVE TEMPORARY COVER PLATE (+)

C. ADJUST MANHOLE OR WATER VALVE AND REINSTALL MANHOLE COVER TO FINISHED GRADE (TO BE COMPLETED BY SUN PRAIRIE WATER UTILITY) (+)

D. INSTALL BASE PATCH CONCRETE OR ASPHALTIC SURFACE TO TOP OF EXISTING PAVEMENT (*)

E. IF RIM ARE TO BE EXPOSED TO TRAFFIC PRIOR TO PAVING UPPER LAYER INSTALL ASPHALTIC SURFACE WEDGE AROUND RIM (*)

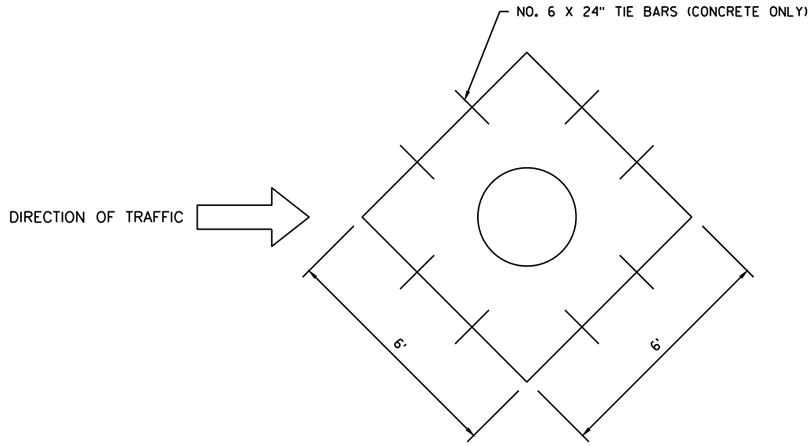
F. MILL ASPHALT WEDGE PRIOR TO PAVING UPPER LAYER (+)

UTILITY CO. MANHOLES

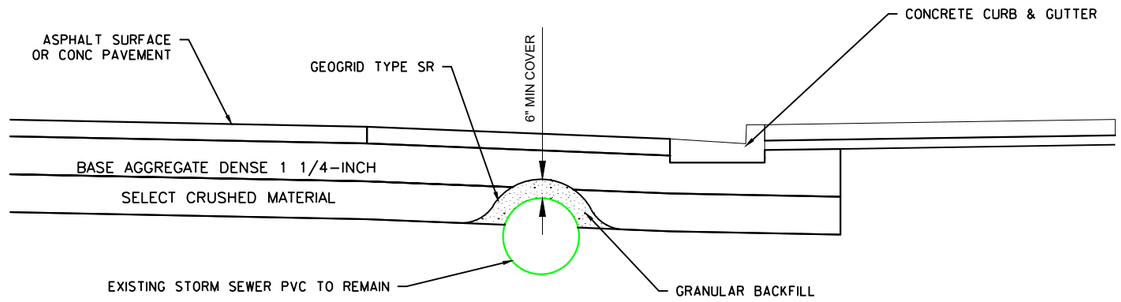
1C AND 2D-F BY CONTRACTOR IN COORDINATION WITH WORK BY UTILITY CO. (TO BE PAID FOR UNDER CONTRACTOR ITEMS)

* TO BE PAID FOR UNDER OTHER CONTRACT ITEMS
\+ PAID UNDER ADJUSTING MANHOLE COVERS

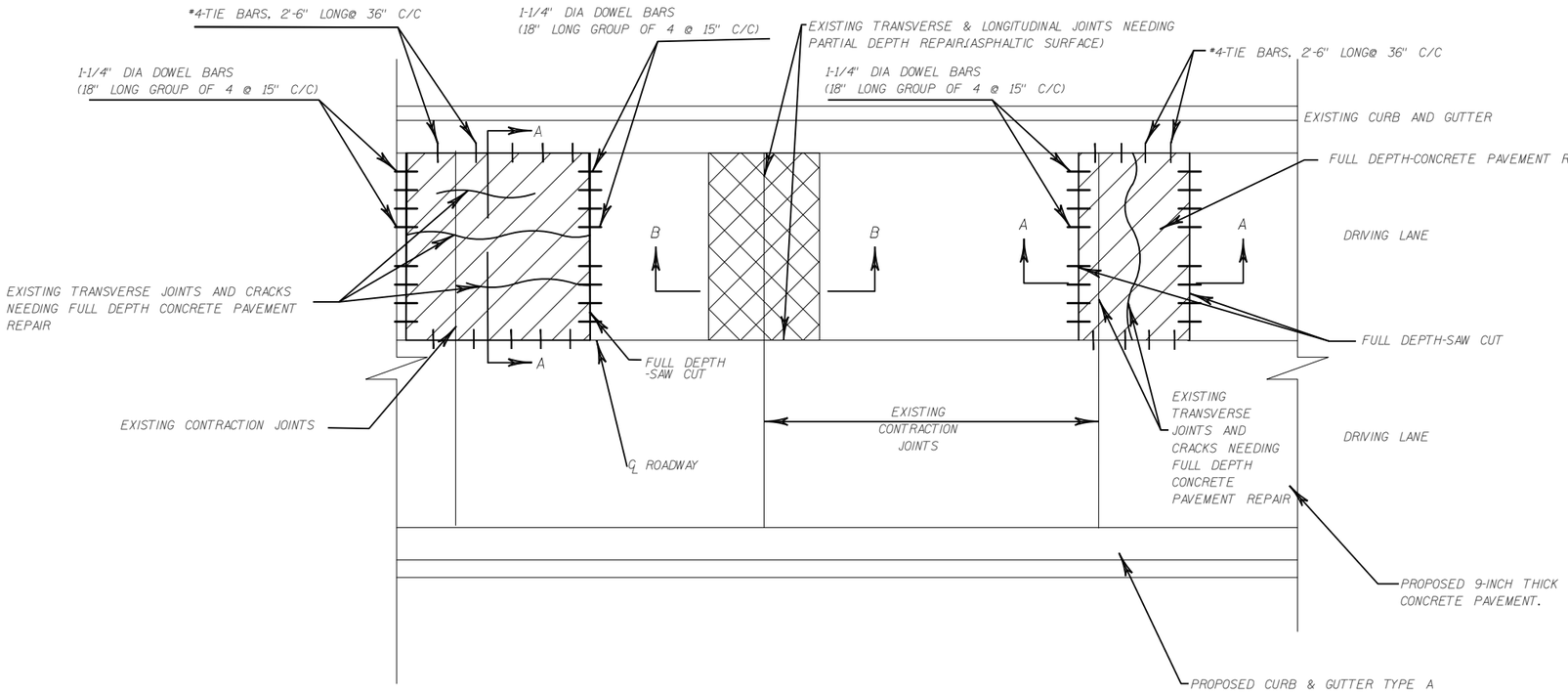
NOTE: SANITARY MANHOLES WILL BE COMPLETED IN ONE DAY. TEMPORARY COVER PLATES TO BE DETERMINED.



ADJUSTING MANHOLE AND WATER VALVE COVERS (+)

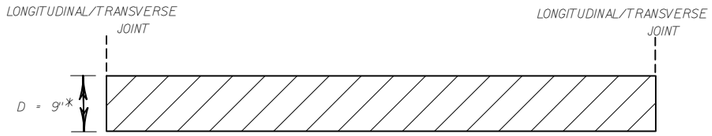


BACKFILL OVER EXISTING PVC STORM SEWER PIPE



PLAN VIEW

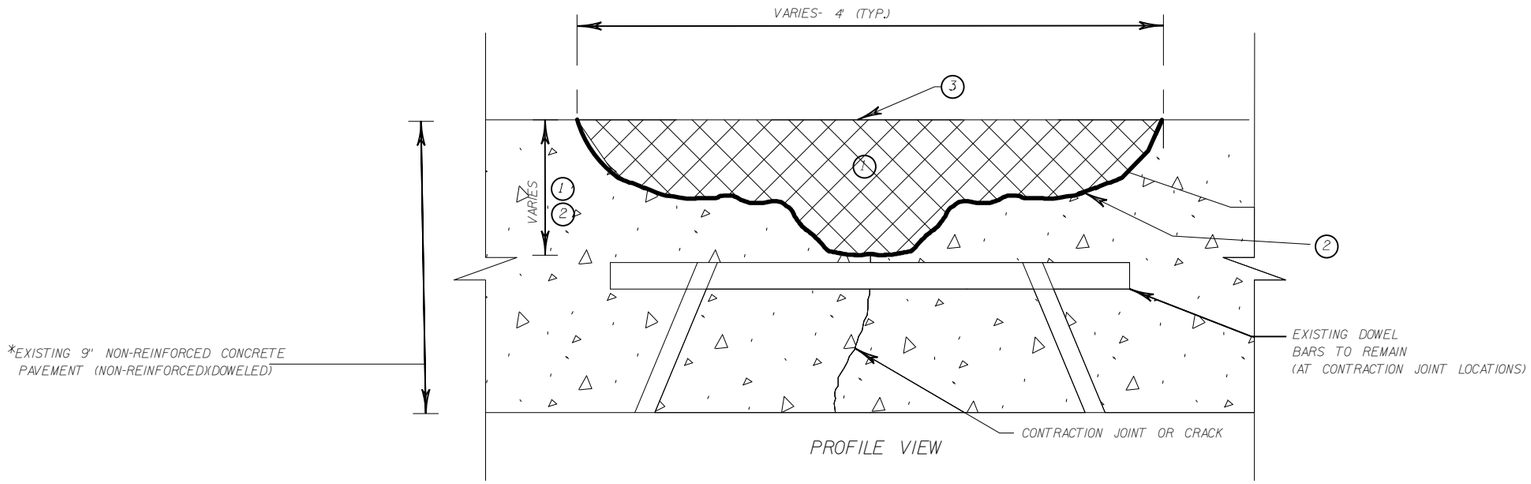
JOINT AND CRACK REPAIR-PARTIAL & FULL DEPTH



SECTION (A-A)

FULL DEPTH-CONCRETE PAVEMENT REPAIR

(ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY)



PROFILE VIEW

JOINT/CRACK

(SECTION B-B)

CONCRETE JOINT AND CRACK CLEANING AND REPAIR (PARTIAL DEPTH-ASPHALTIC SURFACE)

LEGEND

FULL DEPATH-CONCRETE PAVEMENT REPAIR (S.D.D 13C9-15ABC REQUIRED FOR DOWEL & TIE BAR SIZE AND SPACING)

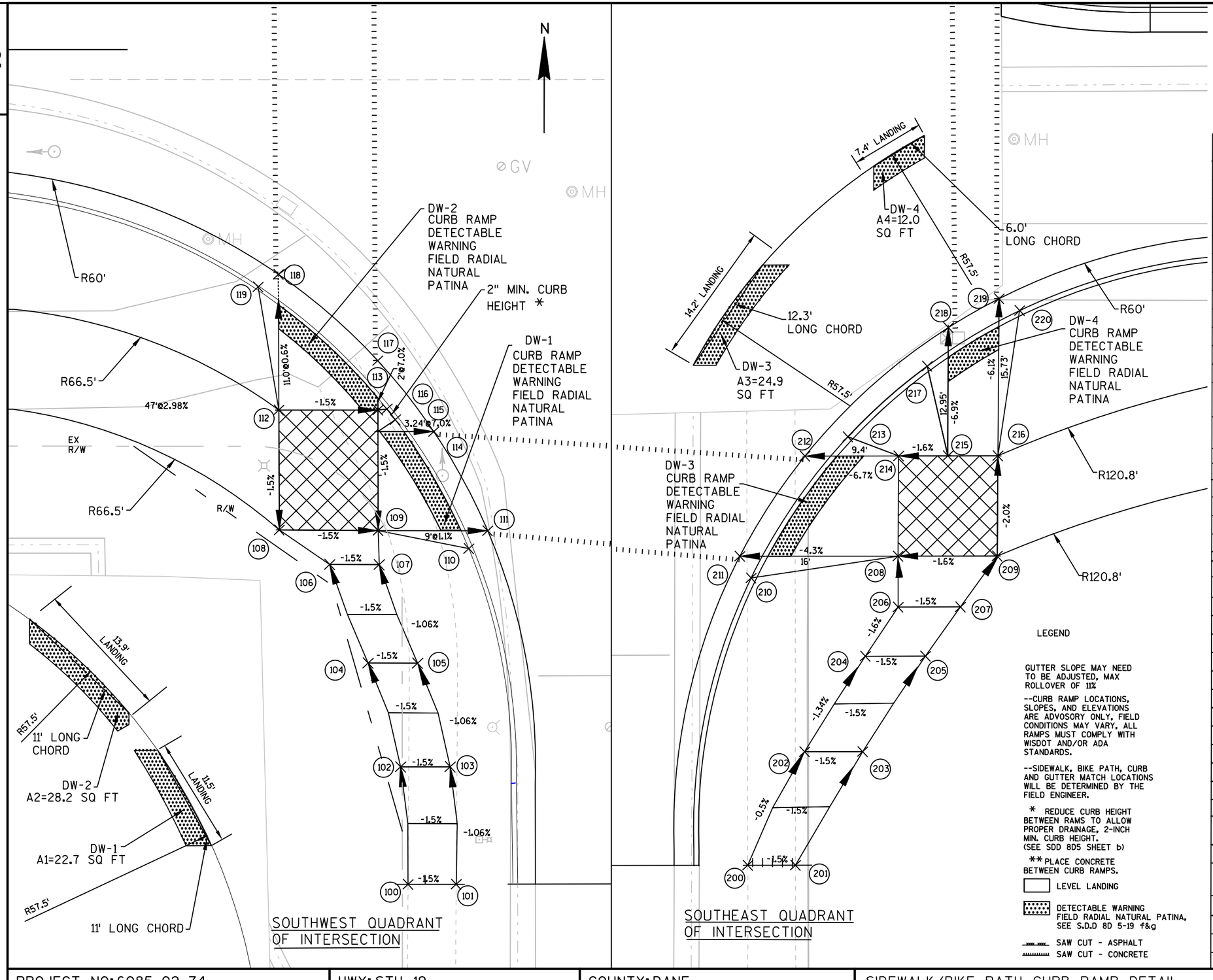
PARTIAL DEPATH REPAIR -ASPHALTIC SURFACE

GENERAL NOTES

1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE MATERIAL, TO A MAXIMUM OF 1/2 THE PAVEMENT DEPTH OR TOP OF DOWEL BARS.
2. BLOW OUT REPAIR AREA WITH 80 PSI MINIMUM COMPRESSED AIR-TACK COAT REQUIRED- PAID FOR UNDER CONCRETE JOINT AND CRACK CLEANING AND REPAIR
3. PARTIAL DEPTH-ASPHALTIC SURFACE

* PAVEMENT DEPTH VARY, FIELD VERIFICATION REQUIRED.

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CONCRETE PAVEMENT REPAIR (PARTIAL & FULL DEPTH)	SHEET 11	E



LEGEND

GUTTER SLOPE MAY NEED TO BE ADJUSTED, MAX ROLLOVER OF 11%

--CURB RAMP LOCATIONS, SLOPES, AND ELEVATIONS ARE ADVOSORY ONLY, FIELD CONDITIONS MAY VARY, ALL RAMPS MUST COMPLY WITH WISDOT AND/OR ADA STANDARDS.

--SIDEWALK, BIKE PATH, CURB AND GUTTER MATCH LOCATIONS WILL BE DETERMINED BY THE FIELD ENGINEER.

* REDUCE CURB HEIGHT BETWEEN RAMS TO ALLOW PROPER DRAINAGE, 2-INCH MIN. CURB HEIGHT. (SEE SDD 8D5 SHEET b)

** PLACE CONCRETE BETWEEN CURB RAMPS.

LEVEL LANDING

DETECTABLE WARNING FIELD RADIAL NATURAL PATINA, SEE S.D.D 8D 5-19 f&g

SAW CUT - ASPHALT

SAW CUT - CONCRETE

POINT TABLE:

PT	TO	PT	LENGTH	STA.	OFFSET	ELEV
100	--	102	12′	8+95	33.10′,LT	990.42
101	--	103	12′	8+95	28.20′,LT	990.34
102	--	104	11′	9+06	33.77′,LT	990.36
103	--	105	11′	9+06	28.77′,LT	990.28
104	--	106	5.6′	9+16	36.71′,LT	990.39
105	--	107	5.5′	9+16	31.72′,LT	990.32
106	--	108	5.5′	9+21	38.67′,LT	990.39
107	--	109	5′	9+21	33.84′,LT	990.31
108	--	106	5′	9+30	46.0′,LT	989.93
109	--	108	10′	9+30	36.0′,LT	989.78
110	--	109	10.8′	9+26	25.38′,LT	989.91
111	--	109	12′	9+26	24.01′,LT	989.76
112	--	108	10′	9+42	46.0′,LT	990.11
				314+97.5	57.4′,RT	
113	--	109	10′	9+30	36.0′,LT	989.96
				315+07.5	574′,RT	
114	--	113	7.5′	9+36	28.43′,LT	989.78
115	--	113	4.4′	9+36	31.68′,LT	989.92
116	--	113	5.2′	315+09.5	57.76′,RT	989.90
117	--	113	10.84′	315+07.5	36.08′,LT	989.92
118	--	112	19.85′	314+97.5	46.08′,LT	990.15
119	--	112	18.4′	314+95.5	44.88′,RT	990.62
200	--	202	11.2′	8+95	27.93′,RT	990.31
201	--	203	11.6′	8+95	32.75′,RT	990.41
202	--	204	11.9′	9+06	33.55′,RT	990.56
203	--	205	11.98′	9+06	39.41′,RT	990.64
204	--	206	7.3′	9+16	39.91′,RT	990.74
205	--	207	7.3′	9+16	45.98′,RT	990.83
206	--	208	5.1′	9+21	43.03′,RT	990.74
207	--	209	6.4′	9+21	49.57′,RT	990.83
208	--	209	10′	9+26	43.04′,RT	990.04
209	--	216	10′	9+26	53.04′,RT	990.19
210	--	208	14.4′	9+26	28.06′,RT	989.81
211	--	208	16′	9+26	27.06′,RT	989.35
212	--	214	9.4′	9+36	33.66,RT	989.19
213	--	214	5.1′	9+36	37.48′,RT	989.46
214	--	215	5′	9+36	43.17′,RT	989.84
				315+87.0	64.09′,RT	
215	--	216	5′	9+36	48.08′,RT	989.97
216	--	215	5′	9+36	53.17′,RT	990.00
				315+97.0	64.06′,RT	
217	--	215	9′	315+87.0	53.13′,RT	989.47
218	--	215	12.95′	315+92.0	51.14′,RT	989.07
219	--	216	13.3′	315+97.0	54.38′,RT	989.03
220	--	216	15,73′	315+99.0	46.89′,RT	989.45

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	SIDEWALK/BIKE PATH CURB RAMP DETAIL	SHEET 12	E

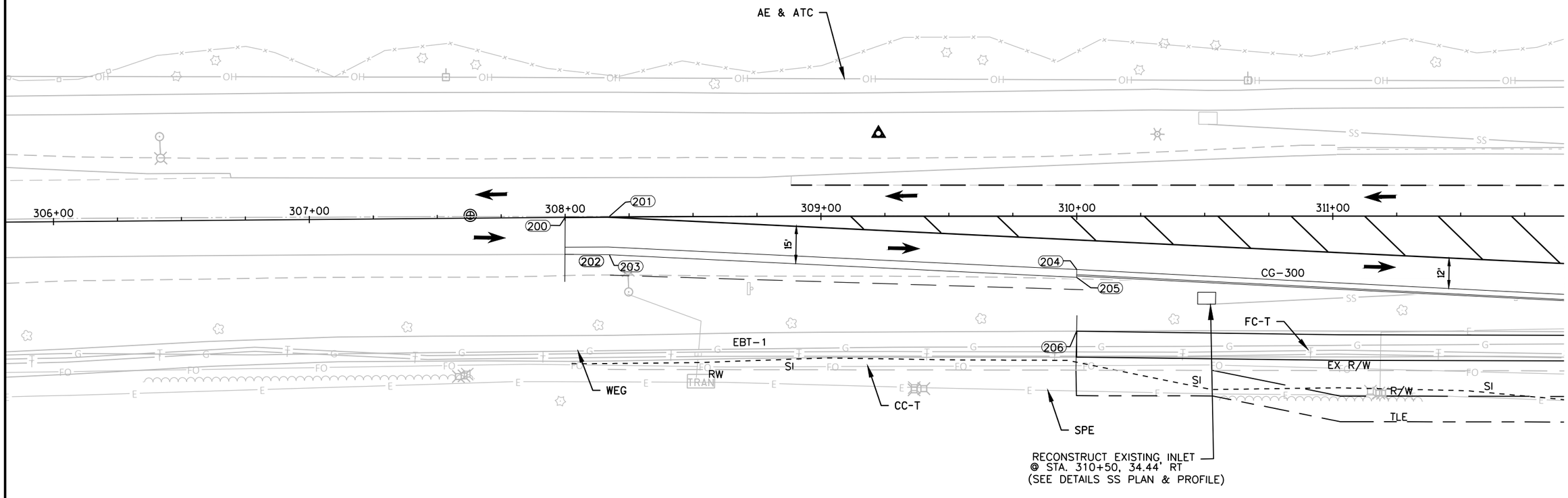
2

LEGEND

AE	ALLIANT ENERGY - ELECTRIC
ATC	ATC - ELECTRIC
CC-FO	CHARTER - FIBRE OPTICS
CC-T	CHARTER - TELEPHONE
FC-FO	FRONTIER - FIBRE OPTICS
FC-T	FRONTIER - TELEPHONE
TDS-FO	TDS - FIBRE OPTICS
SPE	SUN PRAIRIE - ELECTRIC
SPW	SUN PRAIRIE - WATER
SPSN	SUN PRAIRIE - SANITARY
SPS	SUN PRAIRIE - STORM SEWER
WEG	WE ENERGIES - GAS

POINT NO	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
200	308+00	0' RT	---	523974.8787	858456.5631	BEGIN OF CONSTRUCTION
201	308+14.33	0' RT	---	523974.9287	858470.8931	BEGIN OF PAVEMENT MARKING
202	308+00	15' RT	---	523959.6903	858456.4715	BEGIN ASPHALT SHOULDER
203	308+14.33	15' RT	---	523959.7792	858470.8931	BEGIN SHOULDER SHIFTING
204	310+00	21.4' RT	---	523953.9397	858656.0641	BEGIN CURB & GUTTER 30-INCH TYPE D(TYP.
205	310+00	24.41' RT	---	523950.9297	858656.0403	END OF ASPHALT SHOULDER
206	310+00	45.19' RT	---	523930.1532	858656.0641	BEGIN PROPOSED 10' WIDE BIKE PATH

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS	SHEET 13	E

POINT NO	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
325	314+88	68' RT	---	523975.749	859144.7586	BEGIN TAPER CONCRETE MEDIAN SLOPED NOSE
326	314+91	2.97' RT	---	523973.4646	859148.2494	BEGIN CONCRETE MEDIAN NOSE RADIUS
327	314+91.46	6.874' RT	---	523969.5622	859148.2494	BEGIN CONCRETE MEDIAN NOSE RADIUS
328	314+88.18	9.14, RT	---	523967.2855	859144.7569	BEGIN TAPER CONCRETE MEDIAN SLOPED NOSE
329	314+91.46	4.92' RT	---	523971.518	859148.0343	CENTER FOR CONCRETE MEDIAN SLOPED NOSE, RN = 2'
330	315+98.97	11' RT	---	523965.7512	859255.5521	BEGIN TAPER CONCRETE MEDIAN SLOPE
331	315+93.68	11.5' RT	---	523965.1765	859250.2628	BEGIN TAPER CONCRETE MEDIAN SLOPED NOSE
332	315+90.67	13.81' RT	---	523962.8432	859247.2593	BEGIN RADII CONCRETE MEDIAN SLOPED NOSE
333	315+90.67	17.81' RT	---	523958.7963	859246.8941	BEGIN RADII CONCRETE MEDIAN SLOPED NOSE
334	315+90.67	15.81' RT	---	523960.799	859247.3069	CENTER FOR CONCRETE MEDIAN SLOPED NOSE, RN = 2'
335	315+93.68	20.4' RT	---	523956.287	859250.2888	BEGIN TAPER CONCRETE MEDIAN SLOPED NOSE
336	315+99	21' RT	---	523955.7511	859255.5521	BEGIN TAPER CONCRETE MEDIAN SLOPE
337	315+99	45.3' RT	---	523931.3865	859255.6992	NEW INLET
338	315+70.68	58.8' RT	---	523917.8373	859235.306	CENTER OF SE OUTER RADII, 60' R
339	315+61.3	103.01' RT	---	523873.579	859218.0759	END OF SE OUTER RADII, 60' R
340	315+61.2	105.2' RT	---	523871.4141	859217.9671	END OF CONSTRUCTION, BROADWAY DRIVE
---	8+94.5	20.4' RT	---	523871.4141	859217.9671	END OF CONSTRUCTION, BROADWAY DRIVE
341	315+73.4	105.21' RT	---	523871.4141	859230.2115	PROPOSED CONCRETE SIDEWALK
342	315+40.6	0' RT	---	523976.5329	859197.1782	PROPOSED ALI STH 19
342	9+99.9	---	---	523976.5329	859197.1782	PROPOSED ALI BROADWAY DRIVE
400	316+21.3	41' RT	---	523935.7034	859279.2436	BEGIN OF SE OUTER RADII 60'R, BEGIN TAPER 12.5:1
401	316+21.3	101' RT	---	523875.7182	859278.0378	CENTER FOR SE OUTER RADII, 60' R
	8+94.6	80.5' RT	---	523875.7182	859278.0378	DISTANCE FROM BROADWAY DRIVE, 50' R

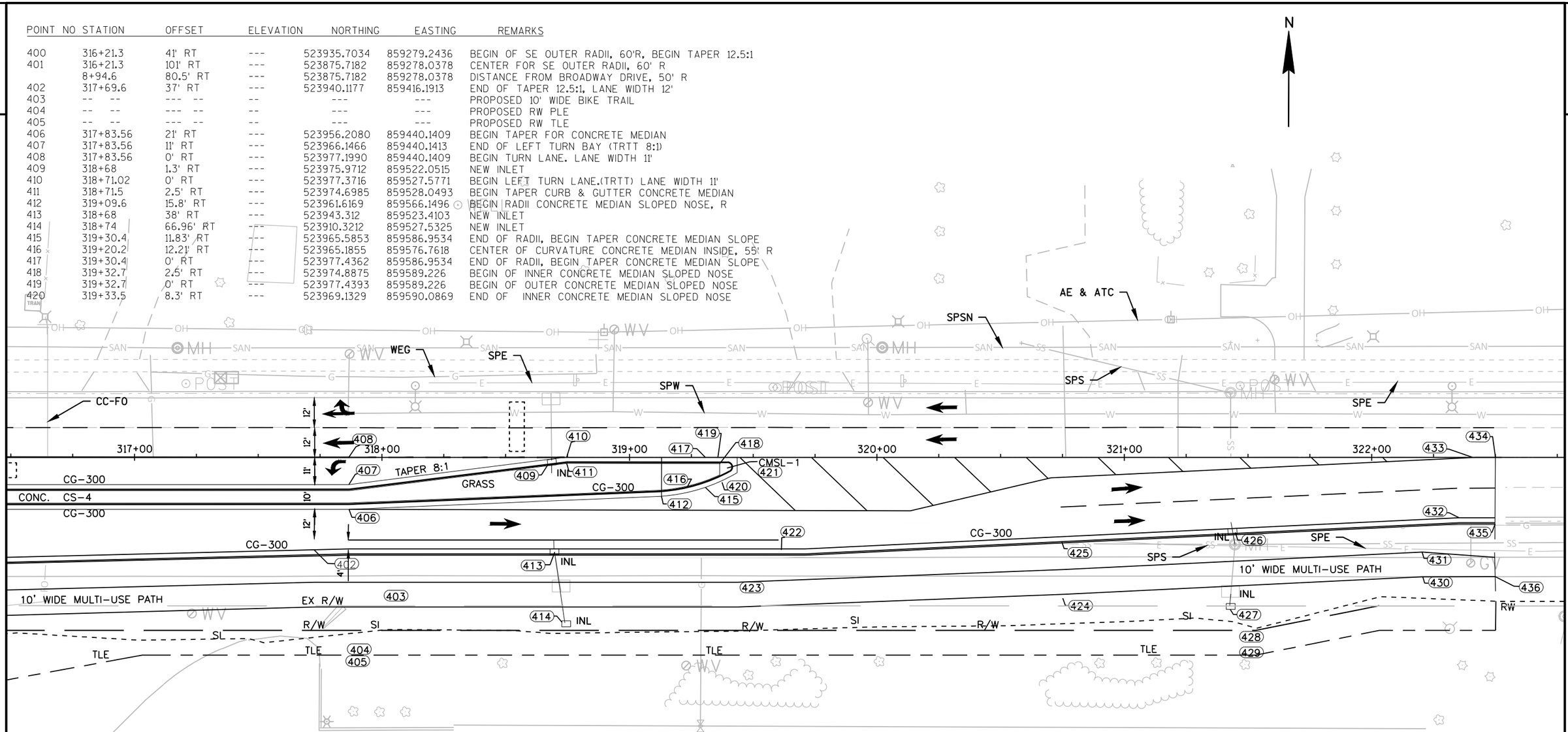
NOTE:
CITY OF SUN PRAIRIE WILL BE CONSTRUCTING STH 19 & BROADWAY DRIVE INTERSECTION NORTH (NW & NE QUADRANT) WITH SEPERATE PROJECT ID. THE CONTRUCTION WILL BE IN YEAR 2019.

POINT NO	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
301	312+27	26.2' RT	---	523949.6855	858880.5938	NEW MANHOLE
302	312+27	32.96' RT	---	523942.8845	858880.5938	NEW INLET
303	312+27	40.74' RT	---	523934.9036	858880.5938	NEW INLET
304	312+27	63.84' RT	---	523911.9059	858880.5603	NEW INLET
305	312+30.77	33' RT	---	523942.9372	858887.2423	END OF SHIFTING TAPER
306	312+30.77	21' RT	---	523954.9018	858887.3785	BEGIN SHIFTING TAPER, LT TURN LANE
307	312+30.77	0' RT	---	523975.6785	858888.8023	SHIFTING 21' RT
308	312+87	0' RT	---	523975.0341	858943.6499	END OF CURB & GUTTER, 3/4" EXPANSION JOINT FILLER
309	312+87	8.634' RT	---	523967.3476	858943.6499	END OF CURB & GUTTER TAPER
310	312+94.57	10' RT	---	523966.0287	858951.1499	BEGIN TAPER CONCRETE MEDIAN SLOPED NOSE
311	312+84.35	0' RT	---	523976.0277	858940.911	END RADIUS: CONCRETE MEDIAN NOSE
312	312+84.35	8' RT	---	523968.0058	858939.9305	END RADIUS: CONCRETE MEDIAN NOSE
313	313+18.49	10' RT	---	523966.0863	858975.0774	END OF TURN BAY TAPER
314	312+84.35	4' RT	---	523971.9414	858940.6455	RN=2' CONCRETE MEDIAN NOSE
317	314+60.56	33' RT	---	523943.4387	859117.19	BEGIN SW RADII (60' RADIUS)
318	314+84	38.3' RT	---	523939.5716	859138.8378	NEW INLET
319	315+03.55	50.703	---	523925.7604	859160.2211	CENTER OF SW OUTER CIRCUMFERENCE
320	315+21	94.427' RT	---	523882.0757	859177.7951	END OF SW OUTER CIRCUMFERENCE
321	315+21	105.09' RT	---	523871.4141	859177.3129	END OF CONSTRUCTION SOUTH OF BROADWAY DRIVE
---	8+94.3	20' LT	---	---	---	BROADWAY DRIVE , SAW CUT REQUIRED
322	314+60.84	93.13' RT	---	523883.2392	859117.6053	CENTER OF SW OUTER RADII
---	9+07	79.92' RT	---	523883.2392	859117.6053	DISTANCE FROM BROADWAY DRIVE
323	314+79	10' RT	---	523966.4731	859135.5602	BEGIN TAPER CONCRETE MEDIAN SLOPE
324	314+79	0' RT	---	523976.4731	859135.5602	BEGIN TAPER CONCRETE MEDIAN SLOPE

LEGEND	
AE	ALLIANT ENERGY - ELECTRIC
ATC	ATC - ELECTRIC
CC-FO	CHARTER - FIBRE OPTICS
CC-T	CHARTER - TELEPHONE
FC-FO	FRONTIER - FIBRE OPTICS
FC-T	FRONTIER - TELEPHONE
TDS-FO	TDS - FIBRE OPTICS
SPE	SUN PRAIRIE - ELECTRIC
SPW	SUN PRAIRIE - WATER
SPSN	SUN PRAIRIE - SANITARY
SPS	SUN PRAIRIE - STORM SEWER
WEG	WE ENERGIES - GAS

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS	SHEET 14	E

POINT NO	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
400	316+21.3	41' RT	---	523935.7034	859279.2436	BEGIN OF SE OUTER RADII, 60'R, BEGIN TAPER 12.5:1
401	316+21.3	101' RT	---	523875.7182	859278.0378	CENTER FOR SE OUTER RADII, 60' R
	8+94.6	80.5' RT	---	523875.7182	859278.0378	DISTANCE FROM BROADWAY DRIVE, 50' R
402	317+69.6	37' RT	---	523940.1177	859416.1913	END OF TAPER 12.5:1, LANE WIDTH 12'
403	-- --	--- --	--	---	---	PROPOSED 10' WIDE BIKE TRAIL
404	-- --	--- --	--	---	---	PROPOSED RW PLE
405	-- --	--- --	--	---	---	PROPOSED RW TLE
406	317+83.56	21' RT	---	523956.2080	859440.1409	BEGIN TAPER FOR CONCRETE MEDIAN
407	317+83.56	11' RT	---	523966.1466	859440.1413	END OF LEFT TURN BAY (TRTT 8:1)
408	317+83.56	0' RT	---	523977.1990	859440.1409	BEGIN TURN LANE. LANE WIDTH 11'
409	318+68	1.3' RT	---	523975.9712	859522.0515	NEW INLET
410	318+71.02	0' RT	---	523977.3716	859527.5771	BEGIN LEFT TURN LANE.(TRTT) LANE WIDTH 11'
411	318+71.5	2.5' RT	---	523974.6985	859528.0493	BEGIN TAPER CURB & GUTTER CONCRETE MEDIAN
412	319+09.6	15.8' RT	---	523961.6169	859566.1496	BEGIN RADII CONCRETE MEDIAN SLOPED NOSE, R
413	318+68	38' RT	---	523943.312	859523.4103	NEW INLET
414	318+74	66.96' RT	---	523910.3212	859527.5325	NEW INLET
415	319+30.4	11.83' RT	---	523965.5853	859586.9534	END OF RADII, BEGIN TAPER CONCRETE MEDIAN SLOPE
416	319+20.2	12.21' RT	---	523965.1855	859576.7618	CENTER OF CURVATURE CONCRETE MEDIAN INSIDE, 55' R
417	319+30.4	0' RT	---	523977.4362	859586.9534	END OF RADII, BEGIN TAPER CONCRETE MEDIAN SLOPE
418	319+32.7	2.5' RT	---	523974.8875	859589.226	BEGIN OF INNER CONCRETE MEDIAN SLOPED NOSE
419	319+32.7	0' RT	---	523977.4393	859589.226	BEGIN OF OUTER CONCRETE MEDIAN SLOPED NOSE
420	319+33.5	8.3' RT	---	523969.1329	859590.0869	END OF INNER CONCRETE MEDIAN SLOPED NOSE



POINT NO	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
421	319+32.06	4.93' RT	---	523972.4852	859588.6274	CENTER OF CONCRETE MEDIAN SLOPED NOSE, RN = 2'
422	319+40.3	37' RT	---	523940.4846	859596.9611	BEGIN TAPER TO MATH EXISTING LANE
423	-- --	-- --	---	---	---	PROPOSED 10' WIDE BIKE TRAIL
424	320+71.9	56.92' RT	---	523920.8127	859728.5181	BEGIN TAPER PROPOSED BIKE TRAIL TO MATCH EXISTING
425	320+71.9	34.4' RT	---	523943.3704	859728.5181	BEGIN TWO LANE AND MATCH WITH EXISTING LANE
426	321+42	30.11' RT	---	523947.3914	859797.4616	NEW INLET
427	321+42	60.3' RT	---	523918.142	859795.327	NEW INLET
428	--- ---	--- ---	---	---	---	PROPOSED RW PLE
429	--- ---	--- ---	---	---	---	PROPOSED RW TLE
430	322+11.2	50.5' RT	---	523927.5696	859867.8728	END OF 10' WIDE BIKE TRAIL
431	322+11.2	40.5' RT	---	523937.5696	859867.8728	END OF 10' WIDE BIKE TRAIL
432	322+30.3	24' RT	---	523953.9595	859886.8748	EDGE OF CONCRETE PAVEMENT
433	322+30.11	0' RT	---	523978.0978	859886.6708	END OF TAPER PAVEMENT MARKING
434	322+50	0' RT	---	523978.1488	859906.0514	END OF CONSTRUCTION
435	322+50	24' RT	---	523953.9508	859906.1175	EDGE OF CONCRETE PAVEMENT
436	322+50	45' RT	---	523932.9926	859906.1175	END OF PROPOSED BIKE TRAIL

LEGEND	
AE	ALLIANT ENERGY - ELECTRIC
ATC	AMERICAN TRANSMISSION COMPANY-ELECTRIC
CC-FO	CHARTER - FIBRE OPTICS
CC-T	CHARTER - TELEPHONE
FC-FO	FRONTIER - FIBRE OPTICS
FC-T	FRONTIER - TELEPHONE
TDS-FO	TDS - FIBRE OPTICS
SPE	SUN PRAIRIE - ELECTRIC
SPW	SUN PRAIRIE - WATER
SPSN	SUN PRAIRIE - SANITARY
SPS	SUN PRAIRIE - STORM SEWER
WEG	WE ENERGIES - GAS

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS	SHEET 15	E

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - STAGING 1A
1B - STAGING 1B

N

88'X12'

1B

307+00

308+00

20'X16'

1A

1B

12'

309+00

6'

6'

9'

1A

6'X6'

5'

8'

15'

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS: CONCRETE PAVEMENT & JOINT REPAIR	SHEET 16	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_REAPIR.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 1:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - STAGING 1A
1B - STAGING 1B

N

8' 6'X8' 1A 6'X9'

9' 13' 6'X10' 1A 9' 16' 6'X12' 1A 13'

20'

12' 20'X12' 1A

310+00 311+00 312+00

12'

INL

TLE

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS: CONCRETE PAVEMENT & JOINT REPAIR	SHEET 17	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_REAPIR.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 1:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - STAGING 1A
1B - STAGING 1B

16'-30 INCH CURB & GUTTER TYPE A

1A

16'

1A

12'

12'

12'

1A

12'

1A

5'

5'

1A

1B

313+00

314+00

315+00

10'

TAPER 8:1

10' WIDE MULTI-USE PATH

RESIDENTIAL
NEIGHBORHOOD

BANK OF SUN PRAIRIE

N

10'

8'

12'

10'

5'

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS: CONCRETE PAVEMENT & JOINT REPAIR	SHEET 18	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_REAPIR.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 1:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - STAGING 1A
1B - STAGING 1B

N

60'X24'
6'X24'
20'X24'
10'X12'
1A
1B
12'
8'
5'
10'
6'
9'
316+00
317+00
318+00
TAPER 8:1
CONC
10'
12'
20'
4'
10' WIDE MULTI-USE PATH
SL

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY:DANE	PLAN DETAILS: CONCRETE PAVEMENT AND JOINT REPAIR	SHEET 19	E

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - SATGING 1A
1B - STAGING 1B

N

10'X12' 6'X12' 6'X12' 14'X12' 60' 6'X12' 6'X12'

1A 1B 12' 10'

319+00 320+00 321+00

10' WIDE M

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS: CONCRETE PAVEMENT AND JOINT REPAIR	SHEET 20	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_REAPIR.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 1:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

LEGEND

FULL DEPTH - CONCRETE PAVEMENT REPAIR

PARTIAL DEPTH - CONCRETE JOINT AND CRACK CLEANING AND REPAIR

1A - STAGING 1A
1B - STAGING 1B

N

PONY LANE

6'X12'
12'X12'
6'X24'
1A
1B
12'
5'
6'
24'
322+00
323+00
324+00

WIDE MULTI-USE PATH

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS: CONCRETE PAVEMENT & JOINT REPAIR	SHEET 21	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_REAPIR.DWG
LAYOUT NAME - 22

PLOT DATE : 11/19/2018 1:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

307+00.00 307+50.00 308+00.00 308+50.00 309+00.00 309+50.00 310+00.00 310+50.00 311+00.00 311+50.00 312+00.00 312+50.00

994.60 994.37 994.09 993.82 993.71 993.63 993.45 993.32 993.23 993.05 993.01 992.81 992.79 992.73 992.58 992.47 992.36 992.20 992.24 992.14 992.05 991.94 991.83 991.71 991.60 991.49 992.78 992.54 992.51 992.28 992.25 992.01 991.98 991.74 993.39 993.08

12' 15' 16' 2.0% 0.54% 0.52% 0.54% 0.41% 30' NL

OH SS SAN MH IG E P

MATCHLINE STA. 312+50

PROJECT NO:6085-02-74	HWY:STH 19	COUNTY:DANE	PLAN DETAILS - GRADES AND JOINTS	SHEET 22 E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\PAVEMENT GRADE AND JOINTS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/19/2018 2:30 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCHLINE STA.312+50

MATCHLINE STA.318+25

N

REJECT CURB

10' WIDE MULTI-USE PATH

10' WIDE MULTI-USE PATH

RESIDENTIAL
NEIGHBORHOOD

BANK OF SUN PRAIRIE

BROADWAY DRIVE

LOCAL BUSINESSES:
EQUITY RESOURCES AND
INVESTMENT LLC

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN DETAILS - GRADES AND JOINTS	SHEET 23	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\PAVEMENT GRADE AND JOINTS.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 2:30 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

N

WELL

GUY POLE

PONY LANE

985.20

MATCHLINE STA.318+25

319+50.00 319+00.00 319+50.00 320+00.00 320+50.00 321+00.00 321+50.00 322+00.00 322+50.00 323+00.00 323+50.00 324+00.00

INL

INL

2

2

LEGEND

EROSION MAT URBAN CLASS I TYPE A

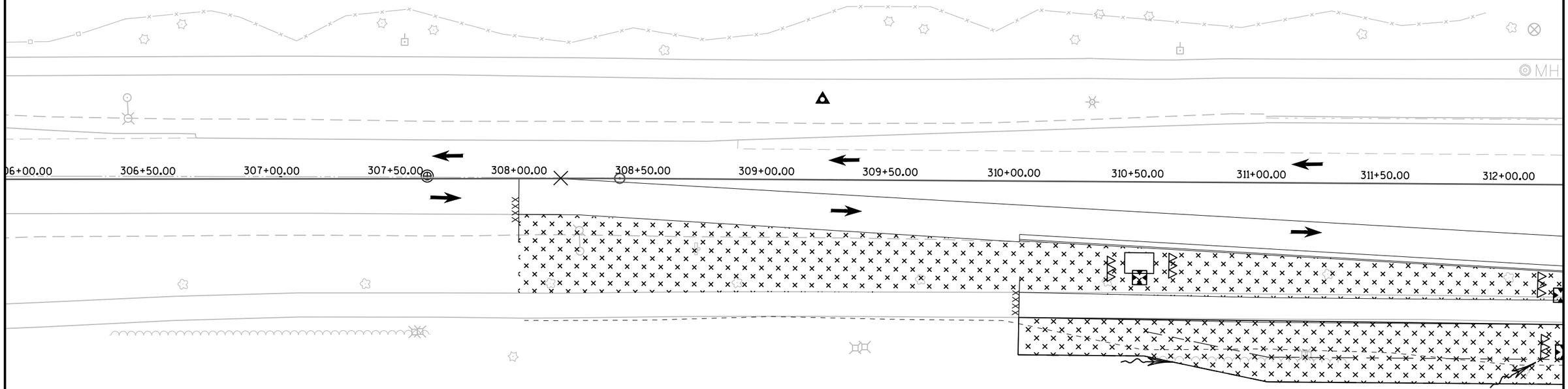
SLOPE INTERCEPT

DITCH CHECK (EROSION BALES)

INLET PROTECTION TYPE A

SURFACE WATER FLOW

N



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	EROSION CONTROL PLAN	SHEET 25	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\FINAL PLAN_EROSION CONTROL.DWG
LAYOUT NAME - 20

PLOT DATE : 11/19/2018 2:40 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- DITCH CHECK (EROSION BALES)
- INLET PROTECTION TYPE A
- SURFACE WATER FLOW

N

311+00.00 311+50.00 312+00.00 312+50.00 313+00.00 313+50.00 314+00.00 314+50.00 315+00.00 315+50.00 316+00.00 316+50.00 317+00.00

CONC

TRTT=8:1

MH

INL

SI

R3=60'

R3=60'

R3=60'

R3=60'

8' 12' 12' 8'

12' 12' 10' 11' 12'

10'

9'

8'

POST

POST

SIGN

SIGN

MH

MH

MH

MH

GV

WV

TRAN

RESIDENTIAL NEIGHBORHOOD

BANK OF SUN PRAIRIE

BROADWAY DRIVE

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\FINAL PLAN_EROSION CONTROL.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 2:40 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

WELL

MH

WV

POST

316+50.00 317+00.00 317+50.00 318+00.00 318+50.00 319+00.00 319+50.00 320+00.00 320+50.00 321+00.00 321+50.00 322+00.00 322+50.00

12' 12' 11' 10' 12' 4%

TRTT=8:1

INL

CONC.

CONC

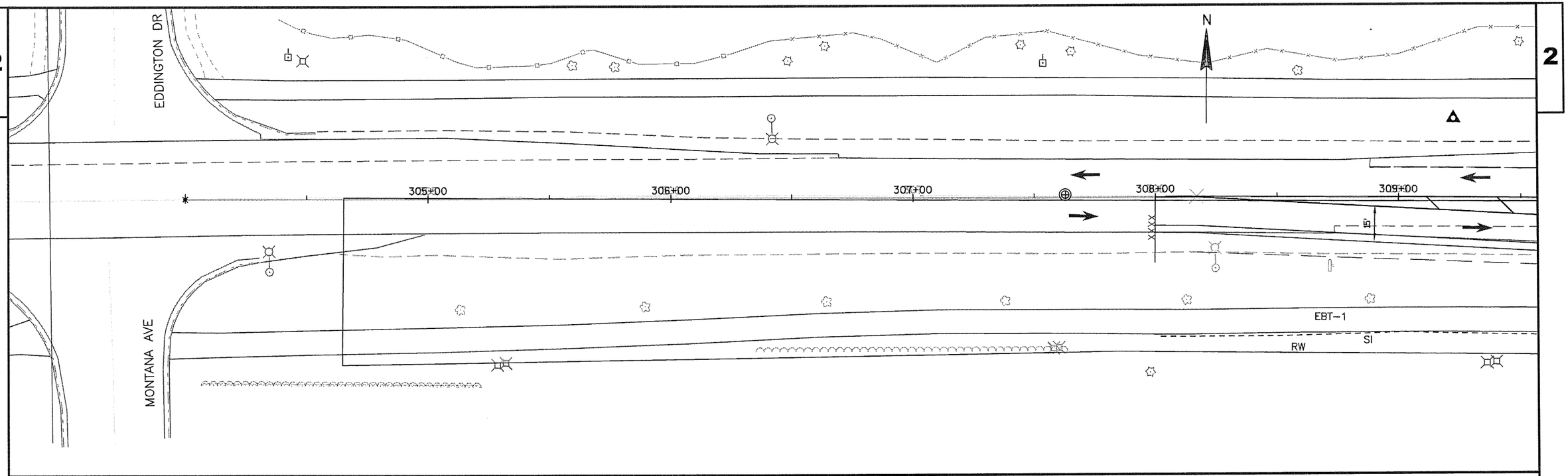
SIX

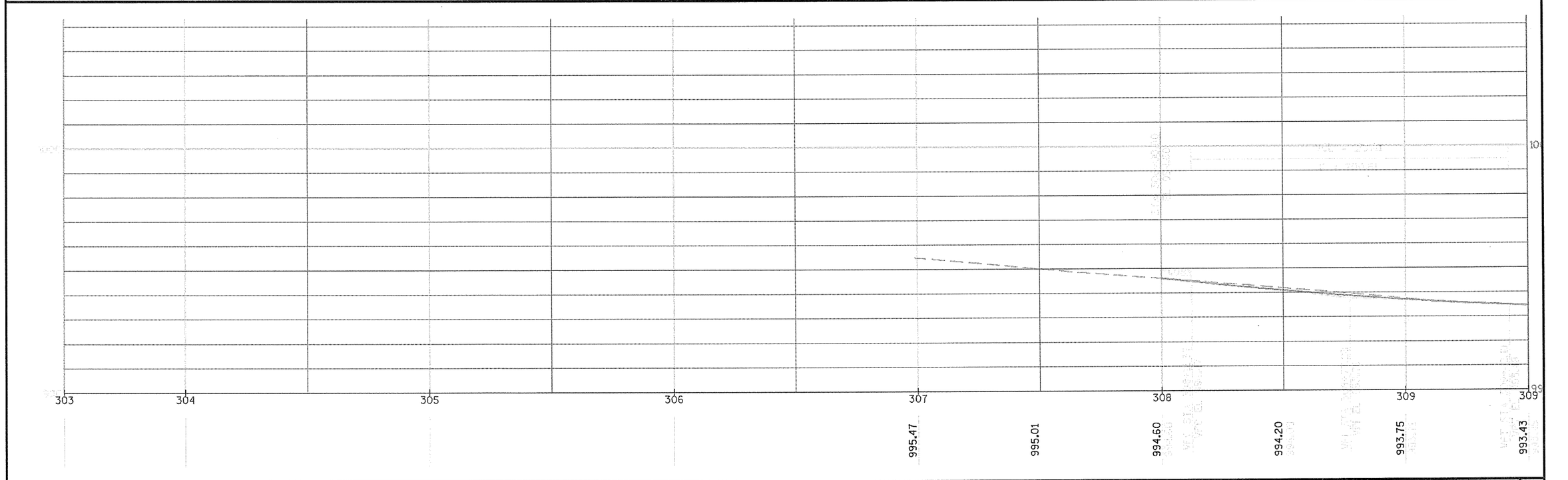
R/W

LEGEND

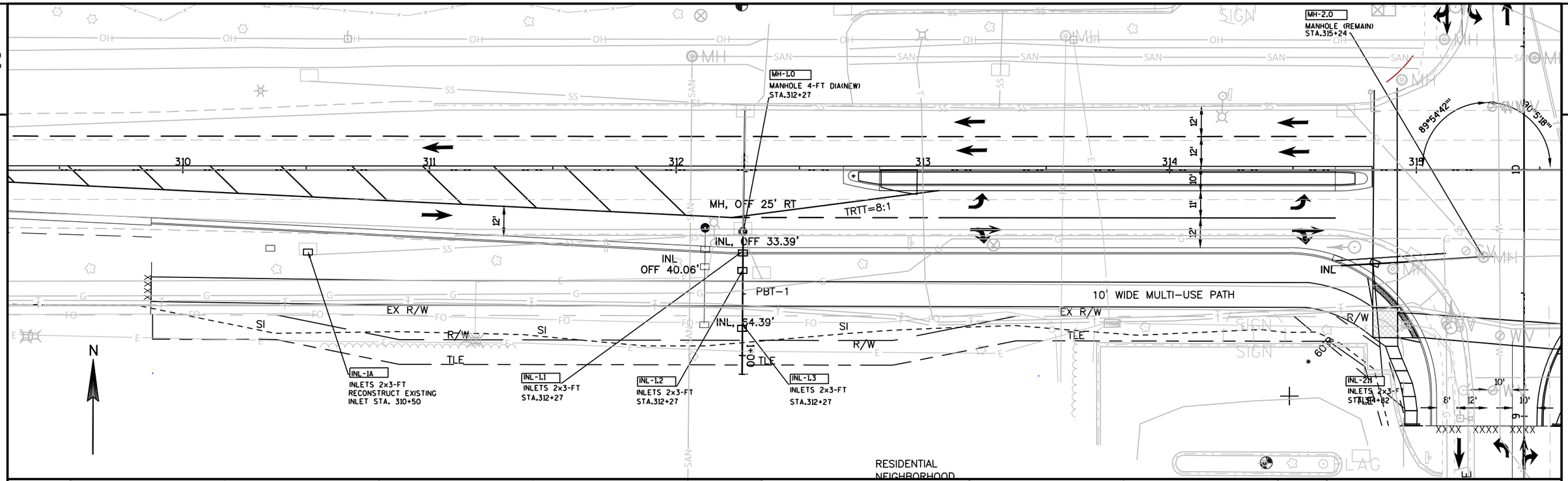
- EROSION MAT URBAN CLASS I TYPE A
- SLOPE INTERCEPT
- DITCH CHECK (EROSION BALES)
- INLET PROTECTION TYPE A
- SURFACE WATER FLOW

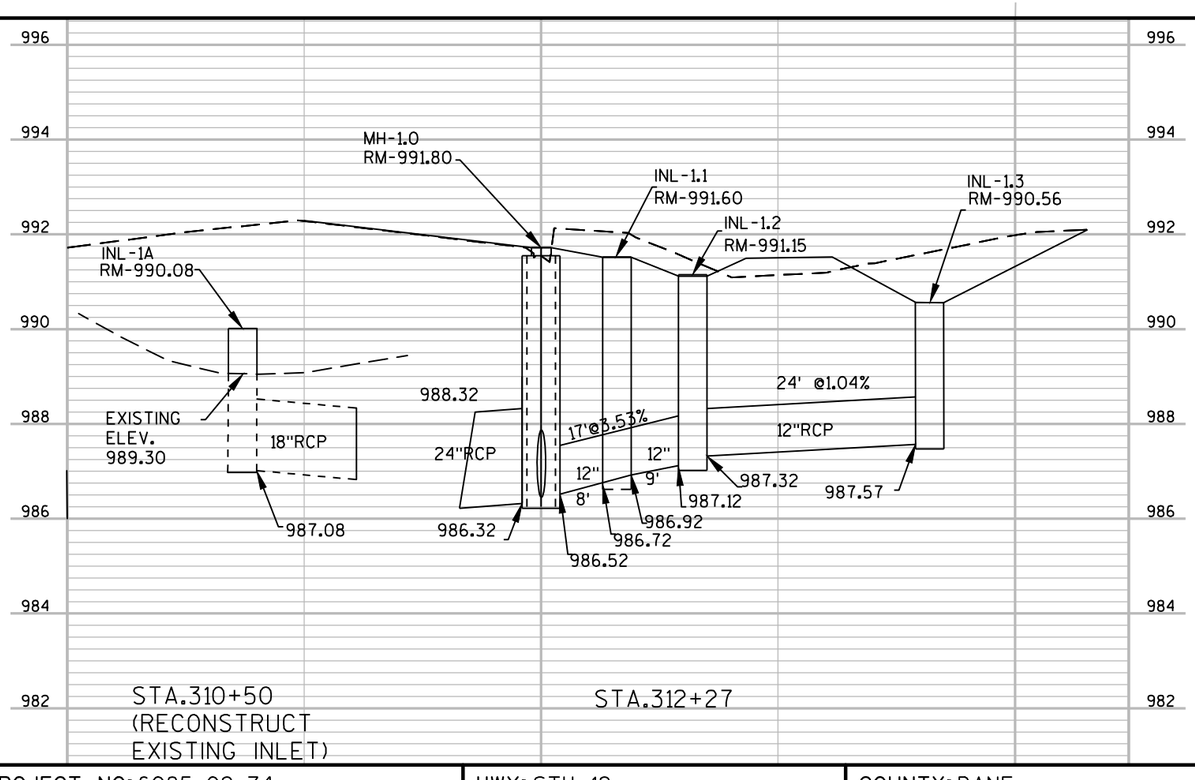
PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	EROSION CONTROL	SHEET 27	E

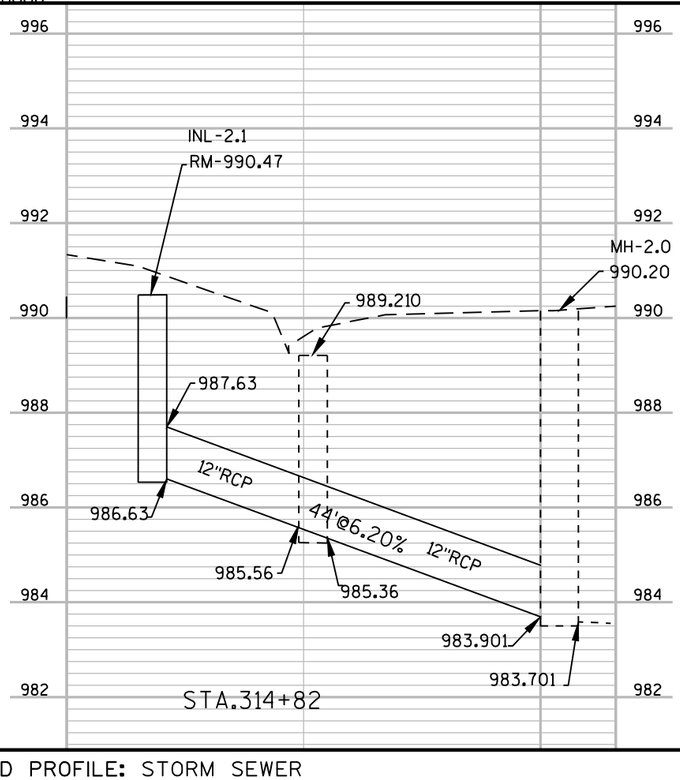




PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STORM SEWER	SHEET 28 F

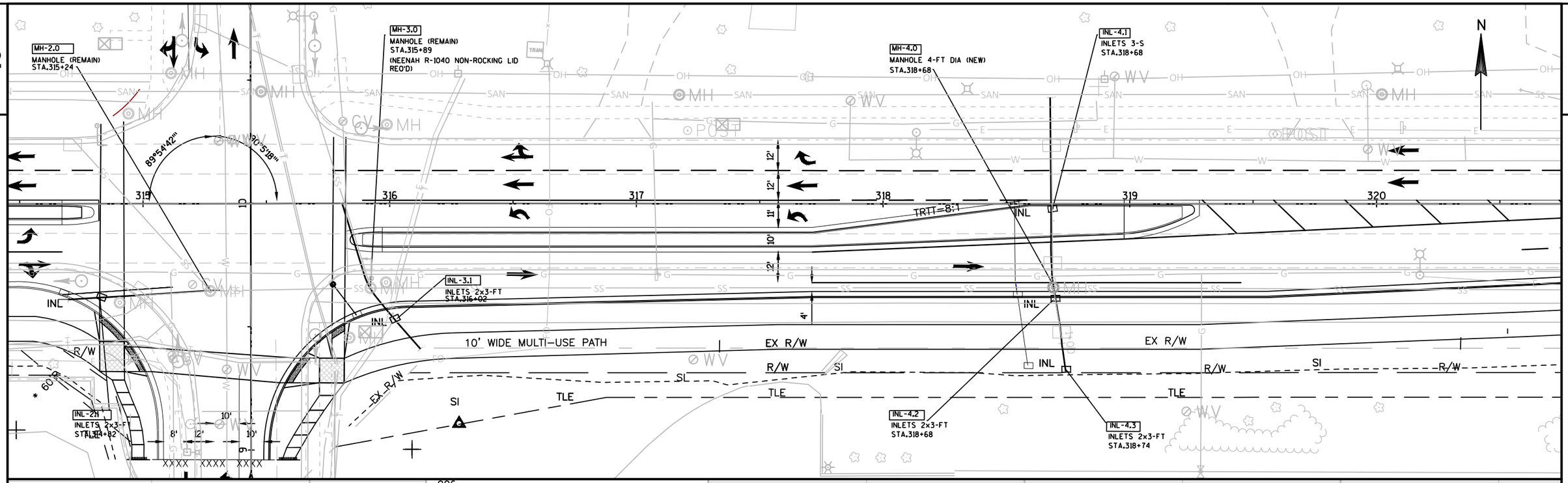


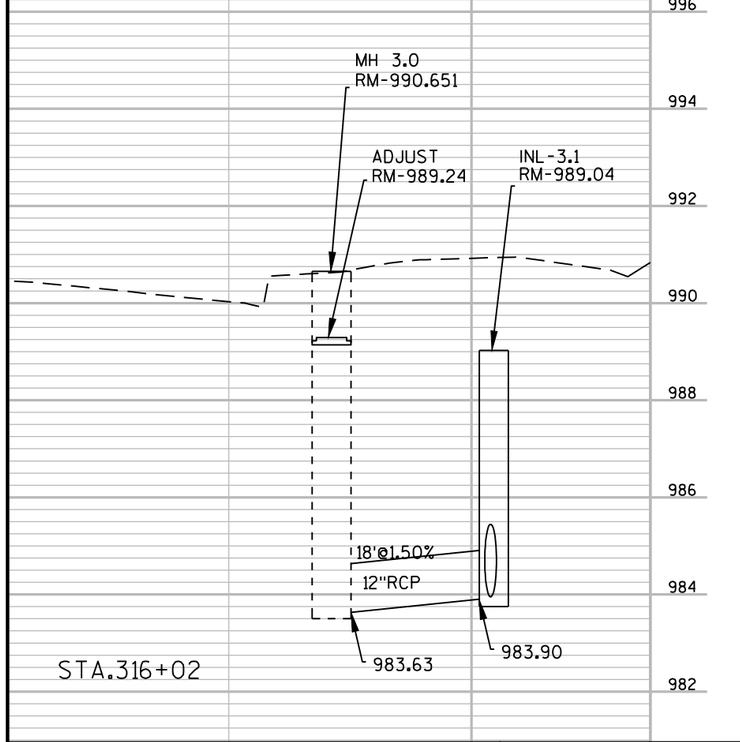


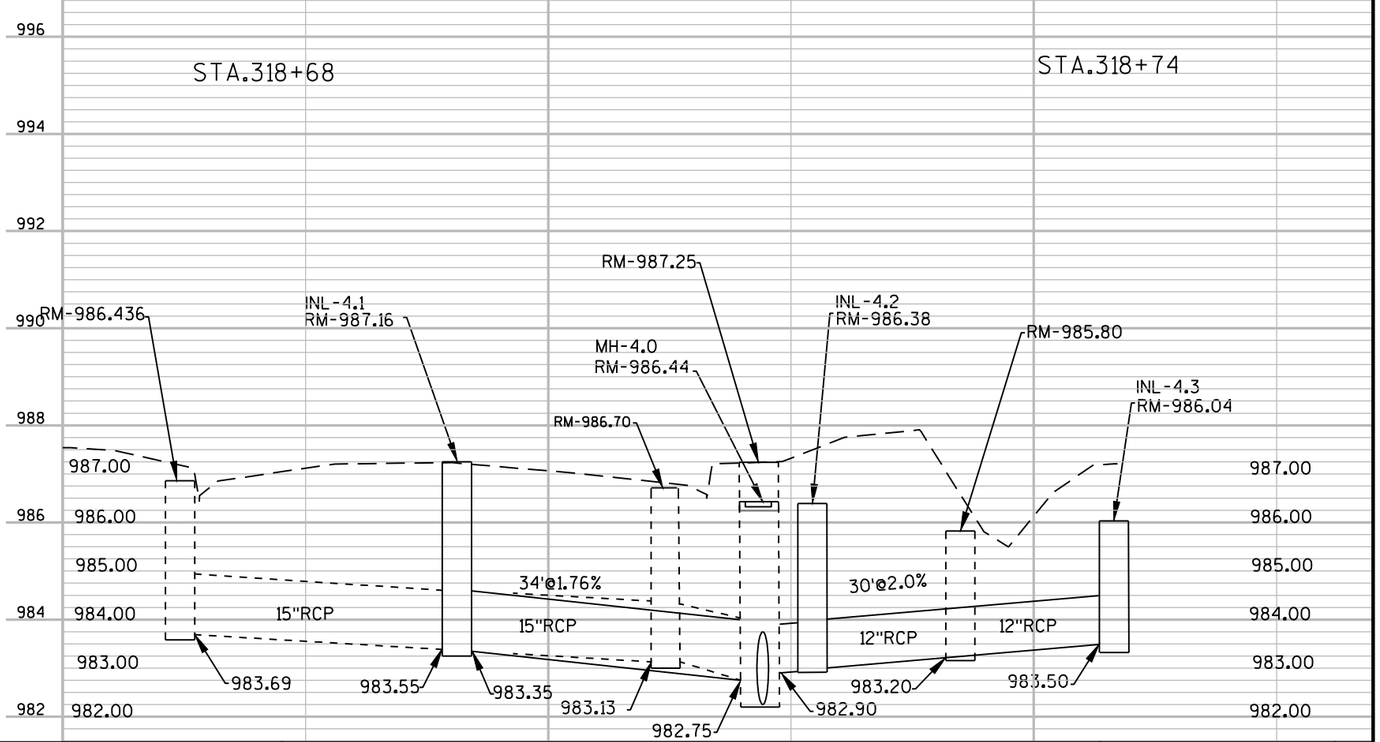


PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STORM SEWER	SHEET 29	E

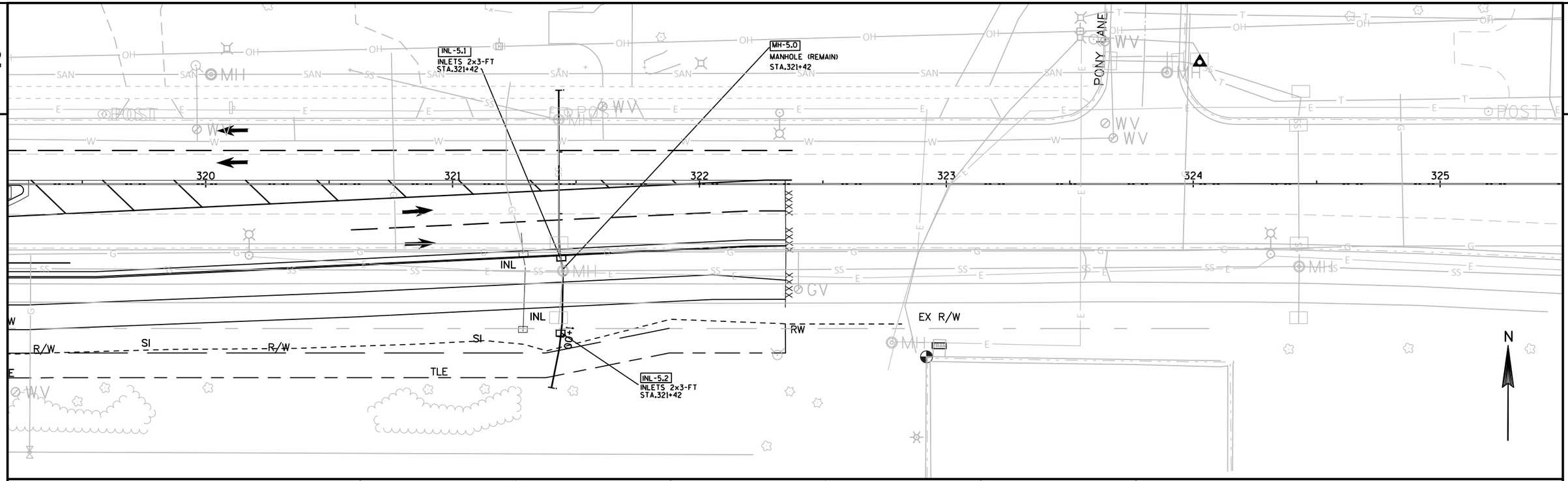
2

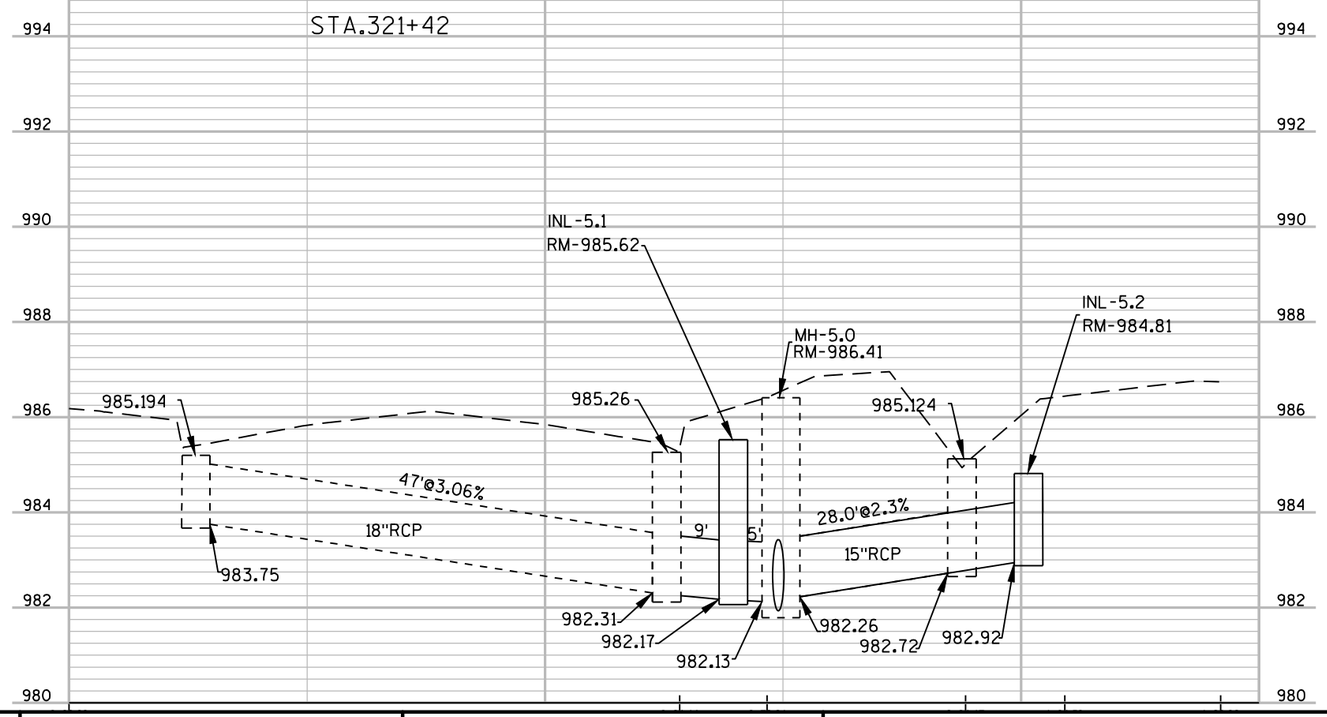






PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STORM SEWER	SHEET 30	E





PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STORM SEWER	SHEET 31	E

2

N

MARKING LINE EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

EDDINGTON DR

304+00.00 304+50.00 305+00.00 305+50.00 306+00.00 306+50.00 307+00.00 307+50.00

MARKING LINE EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (WHITE)

MONTANA AVE

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 32	E

2

N

MARKING LINE EPOXY 4-INCH (WHITE)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

STA.311+09
MARKING LINE EPOXY 4-INCH
(WHITE, 12.5' LINE, 37.5' GAP)

STA.308+17

306+00.00 306+50.00 307+00.00 307+50.00 308+00.00 308+50.00 309+00.00 309+50.00 310+00.00 310+50.00 311+00.00 311+50.00

12'

MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' (C-C)

MARKING LINE EPOXY 4-INCH (WHITE)

M-1

1-1
1-2

AHEAD
FINES HIGHER

S16-9P
30"X18"

R2-6P
24"X18"

SCHOOL
SPEED LIMIT
15

S4-5
36"X36"

1-3

M-1

MOVE TO
NEW LOCATION

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 33	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_SIGNING & MARKING.DWG
LAYOUT NAME - 20

PLOT DATE : 11/19/2018 3:26 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

N

COVER SIGNS DURING CONSTRUCTION
NO PARKING STOPPING OR STANDING ANYTIME
ESTR

2-6
DO NOT ENTER
R5-1
30"X30"

2-7
SPEED LIMIT 35
END SCHOOL ZONE
2-8
R2-1
24"X30"
S5-2
24"X30"

COVER SIGNS DURING CONSTRUCTION
NO PARKING STOPPING OR STANDING ANYTIME
ESTR

2-9
ONE WAY
R6-2L
24"X30"

R6-3
30"X24"
DIVIDED HIGHWAY
2-11
STOP
2-10
R1-1F
36"X36"
BAND TO POLE

2-12
DO NOT ENTER
R5-1
30"X30"

S-2
2-13
S16-7L
30"X18"

MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE, 37.5' GAP

MARKING LINE EPOXY 4-INCH, WHITE

MARKING ISLAND NOSE EPOXY (YELLOW)

MARKING CURB EPOXY, YELLOW

MARKING STOP LINE EPOXY 18-INCH STA.316+13

MARKING STOP LINE EPOXY 4-INCH, WHITE

MARKING LINE EPOXY 4-INCH (WHITE, 12.5' LINE, 37.5' GAP)

TEMPORARY CURB RAMP

MARKING LINE EPOXY 8-INCH (WHITE)

311+00.00 311+50.00 312+00.00 312+50.00 313+00.00 313+50.00 314+00.00 314+50.00 315+00.00 315+50.00 316+00.00 316+50.00 317+00.00

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

MARKING CURB EPOXY (YELLOW)

MARKING ARROW EPOXY, TYPE 2

MARKING ISLAND NOSE EPOXY, YELLOW

MARKING STOP LINE EPOXY 18-INCH STA.314+82

MARKING ARROW EPOXY, TYPE 2

CONC

MARKING LINE EPOXY 8-INCH (WHITE)

MARKING ARROW EPOXY, TYPE 2

STA.313+22, 10' RT

STA.313+22, 21' RT

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

MARKING CURB EPOXY, YELLOW

MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' (C-C)

STA.312+38, 21' RT

STA.312+38, 33' RT

STA.316+26', 41' RT

MARKING ARROW EPOXY, TYPE 2

EX R/W

R/W

MARKING LINE EPOXY 4-INCH, WHITE

R4-7
24"X30"
2-3

DO NOT ENTER
R5-1
30"X30"
2-5

R4-7
24"X30"
2-2

MOVE BY OTHERS

S-1

MOVE TO NEW LOCATION

S16-7L
30"X18"
2-4

MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)

STA.8+82', 10' RT

MARKING LINE EPOXY 8-INCH (WHITE)

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
MOVE TO NEW LOCATION
2-1

ONE WAY
R6-2L
24"X30"
2-16

R4-7
24"X30"
2-17

R6-3
30"X24"
DIVIDED HIGHWAY
2-15
STOP
2-14
R1-1F
36"X36"
BAND TO POLE

BROADWAY DRIVE

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 34	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\60850203_FINAL PLAN_SIGNING & MARKING.DWG
LAYOUT NAME - 21

PLOT DATE : 11/19/2018 3:26 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

3-5 ONE WAY R6-2R 24"X30"

3-6 WRONG WAY R5-1A 36"X24"

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT — ESTR

3-7 REMOVE

3-8 MOVE TO NEW LOCATION

3-9 SCHOOL SPEED LIMIT 15 S4-5 36"X36"

3-10 REMOVE ROAD NARROWS NO PARKING ANY TIME — ESTR

MARKING LINE EPOXY 4-INCH, WHITE

MARKING LINE EPOXY 4-INCH, WHITE

MARKING LINE EPOXY 4-INCH WHITE 12.5' LINE, 37.5' GAP

MARKING LINE EPOXY 8-INCH, WHITE

MARKING ARROW EPOXY,TYPE 2

MARKING ISLAND NOSE EPOXY, YELLOW

MARKING CURB EPOXY, YELLOW

MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

316+50.00 317+00.00 317+50.00 318+00.00 318+50.00 319+00.00 319+50.00 320+00.00 320+50.00 321+00.00 321+50.00 322+00.00 322+50.00

12' 12' 11' 10' 12'

STA.317+87

CONC

CONC

STA.322+44

STA.320+69, 9' RT

STA.321+26, 30' RT

STA.320+69, 21' RT

STA.320+13, 21.6' RT

STA.317+87, 33.5' RT

MARKING LINE EPOXY 4-INCH, WHITE

MARKING DIAGONAL EPOXY 12-INCH, YELLOW 25' (C-C)

MARKING LINE EPOXY 4-INCH, WHITE 12.5' LINE, 37.5' GAP

MOVE TO NEW LOCATION

SPEED LIMIT 35 END SCHOOL ZONE S5-2 24"X30" — SL-1 — 3-1

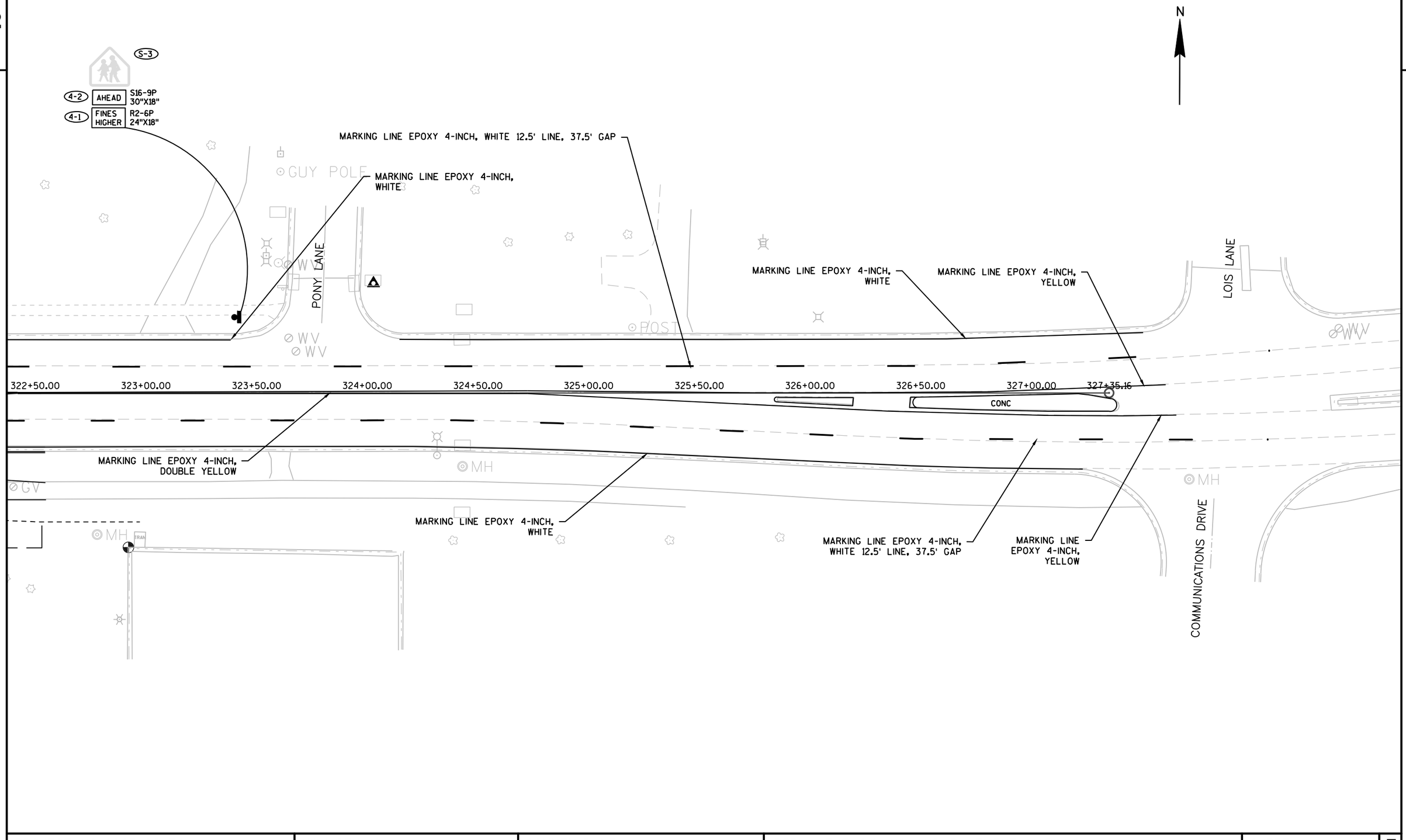
WRONG WAY R5-1A 36"X24" — 3-2

DO NOT ENTER R5-1 30"X30" — 3-3

R4-7 24"X30" — 3-4

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 35	E

2



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 36	E

EXCB - # = EXISTING CABINET BASE TO BE REMOVED
(PAID FOR AS REMOVING CONCRETE BASES)
EXPB - # = EXISTING PULL BOX TO BE REMOVED
(PAID FOR AS REMOVING PULL BOXES)
EXSB - # = EXISTING SIGNAL BASE TO BE REMOVED
(PAID FOR AS REMOVING CONCRETE BASES)

POINT NO.	STATION	OFFSET
EXCB-1	314+87	64.9' LT
EXSB-1	315+16	66.1' LT
EXSB-2	315+70	63.9' LT
EXSB-3	315+88	30.6' LT
EXSB-4	315+93	30.3' RT
EXSB-5	315+70	53.3' RT
EXSB-6	315+14	64.0' RT
EXSB-7	314+75	31.3' RT
EXSB-8	314+81	31.6' LT

POINT NO.	STATION	OFFSET
EXPB-1	315+11	52.9' LT
EXPB-2	315+99	32.0' LT
EXPB-3	315+99	31.9' RT
EXPB-4	315+84	54.4' RT
EXPB-5	314+91	40.1' RT
EXPB-6	314+94	36.6' LT
EXPB-7	315+16	159.1' LT
EXPB-8	317+37	32.4' LT
EXPB-9	315+69	144.8' RT
EXPB-10	313+29	30.4' RT

STH 19/WINDSOR STREET

BROADWAY DRIVE

313+00 314+00 315+00 316+00 317+00 318+00

PROJECT NO:6085-02-03	HWY:STH 19	COUNTY:DANE	CONSTRUCTION DETAILS – TRAFFIC SIGNAL REMOVAL ITEMS	SHEET 37	E

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, 8-FT
- DETECTION ZONE
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- VX MICROWAVE DETECTOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. GRAYSCALE REPRESENTS EXISTING CONDITIONS.
5. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.

N

SPEED LIMIT 25

SPEED LIMIT 35

NORTH INTERSECTION LEG PAVEMENTS, CURB AND GUTTER, AND SIDEWALK TO BE COMPLETED BY OTHERS

(2) CONDUIT SPECIAL 3-INCH

LOOP 41, 42, 71 6' X 20'

LOOP 81, 82 6' X 20'

LOOP 62 6' X 20'

LOOP 22 6' X 20'

LOOP 21 6' X 20'

61 250' TO STOP BAR LOOP 61 6' X 6'

250' TO STOP BAR

CB-1, SB-1, SB-2, SB-3, SB-4, SB-5, SB-6, SB-7, SB-8, SB-9, SB-10, SB-11, SB-12, SB-13, SB-14

PB-1, PB-2, PB-3, PB-4, PB-5, PB-6, PB-7, PB-8, PB-9, PB-10

STH 19/WINDSOR STREET

BROADWAY DRIVE

313+00 314+00 315+00 316+00 317+00 318+00

LEGEND (CONT'D)

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R R RED ARROW
- Y Y YELLOW ARROW
- AG G G GREEN ARROW
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. LOCAL

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 38	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024101_SP.DWG
LAYOUT NAME - SA_024001_SP

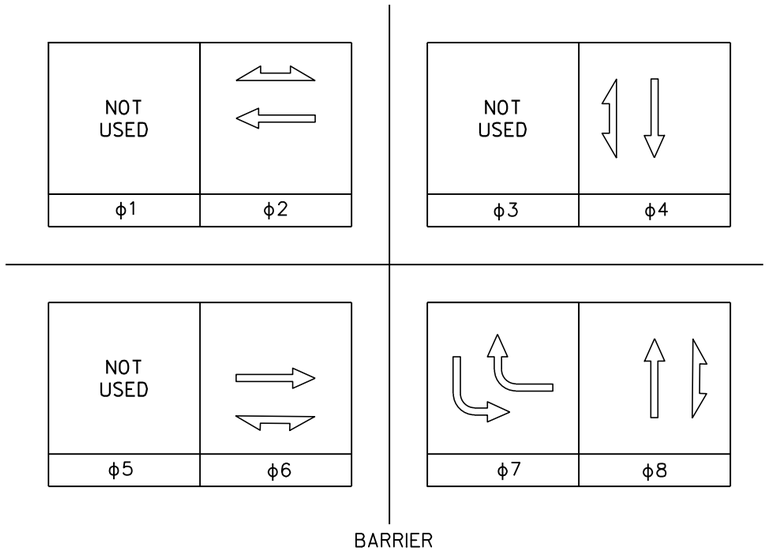
PLOT DATE : 11/13/2018 5:58 PM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH	O.L. ASSIGNMENTS
ϕ1			
ϕ2	4-6	R	
ϕ3			
ϕ4	7-9	R	
ϕ5			
ϕ6	1-3	R	
ϕ7	8-9, 4RT, 6RT		
ϕ8	10-12	R	
ϕ2 PED	80-81		
ϕ4 PED	82-83		
ϕ6 PED	84-85		
ϕ8 PED	86-87		
OLA			
OLB			
OLC			
OLD			
OLE			
OLF			
OLG			
OLH			

N

SEQUENCE OF OPERATION



CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER (OPTICOM)	X
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	-	-	61	-	-	-	-
PHASE CALLED	-			-				
PHASE EXTENDED	2			6				
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	22	41	42	62	71	81	82	-
PHASE CALLED	-	4	4	-	7	8	8	
PHASE EXTENDED	2	4	4	6	7	8	8	
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY DRIVE
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. LOCAL

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 3

2

STH 19 & BROADWAY DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	12/C	7	SBT	R	R	Φ 4
				Y	O	
				G	G	
		11	NBT	R	R/BLK	Φ 8
				Y	O/BLK	
				G	G/BLK	
		81	Φ2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	5/C	12	NBT	R	R	Φ 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-3	7/C	80	Φ2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-4	12/C	4	WBT	R	R	Φ 2/7
				Y	O	
				G	G	
				Y→	O/BLK	
				G→	G/BLK	
		87	Φ8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-5	5/C	2	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-6	5/C	3	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-7	7/C	86	Φ8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	15/C	8	SBT/L	R	R	Φ 7/4
				Y	O	
				G	G	
				←Y	B/W	
				←G	G/W	
		10	NBT	R	R/BLK	Φ 8
				Y	O/BLK	
				G	G/BLK	
		85	Φ6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-9	12/C	9	SBT/L	R	R	Φ 7/4
				Y	O	
				G	G	
				←Y	O/BLK	
				←G	G/BLK	
		84	Φ6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

STH 19 & BROADWAY DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-10	7/C	83	Φ4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-11	5/C	1	EBT	R	R	Φ 6
				Y	O	
				G	G	
CONTROL CABINET TO SB-12	5/C	5	WBT	R	R	Φ 2
				Y	O	
				G	G	
CONTROL CABINET TO SB-13	9/C	6	WBT	R	R	Φ 2/7
				Y	O	
				G	G	
				Y→	R/BLK	
				G→	G/BLK	
CONTROL CABINET TO SB-14	7/C	82	Φ4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-1	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	SB-9
SB-9	SB-10
SB-10	SB-11
SB-11	SB-12
SB-12	SB-13
SB-13	SB-14
SB-14	CB-1

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-1	PB-1
SB-2	PB-2
SB-4	PB-3
SB-5	PB-4
SB-6	PB-5
SB-8	PB-6
SB-9	PB-7
SB-11	PB-8
SB-12	PB-9
SB-13	PB-10

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-1	SB-13
CB-1	SB-6

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

BLK = BLACK
W = WHITE
R = RED
O = ORANGE
G = GREEN
BLU = BLUE

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY DRIVE
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. LOCAL

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 3 OF 3

LEGEND

CABLE OVERHEAD	LUMINAIRE
TYPE 4 WOOD POLE	PEDESTRIAN HEAD WITH PUSH BUTTON
TEMPORARY BASE	DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
SIGNAL OVERHEAD MOUNT	DETECTION ZONE
XX SIGNAL HEAD NUMBER	WORK ZONE
(R) RED CIRCULAR INDICATOR	TRAFFIC FLOW ARROW
(Y) YELLOW CIRCULAR INDICATOR	TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
(G) GREEN CIRCULAR INDICATOR	
(R) RED ARROW	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING
(Y) YELLOW ARROW	
(G) GREEN ARROW	

STH 19/WINDSOR STREET

BROADWAY DRIVE

61 250' TO STOP BAR LOOP 61 6' X 6'

LOOP 41, 42 6' X 20'

LOOP 81, 82 6' X 20'

250' TO STOP BAR LOOP 21 6' X 6'

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 1A TEMPORARY SIGNAL PLAN	SHEET 41	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024001_TSP.DWG
LAYOUT NAME - Stage 1A_024001_tsp

PLOT DATE : 11/13/2018 5:32 PM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

CABLE OVERHEAD	LUMINAIRE
TYPE 4 WOOD POLE	PEDESTRIAN HEAD WITH PUSH BUTTON
TEMPORARY BASE	DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
SIGNAL OVERHEAD MOUNT	DETECTION ZONE
SIGNAL HEAD NUMBER (XX)	WORK ZONE
RED CIRCULAR INDICATOR (R)	TRAFFIC FLOW ARROW
YELLOW CIRCULAR INDICATOR (Y)	TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
GREEN CIRCULAR INDICATOR (G)	
RED ARROW (R)	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING
YELLOW ARROW (Y)	
GREEN ARROW (G)	

STH 19/WINDSOR STREET

BROADWAY DRIVE

313+00 314+00 315+00 316+00 317+00 318+00

61 250' TO STOP BAR LOOP 61 6' X 6'

21 250' TO STOP BAR LOOP 21 6' X 6'

LOOP 41, 42 6' X 20'

LOOP 81, 82 6' X 20'

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 1B TEMPORARY SIGNAL PLAN	SHEET 42	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024002_TSP.DWG
LAYOUT NAME - Stage 1B_024002_tsp

PLOT DATE : 11/13/2018 5:33 PM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

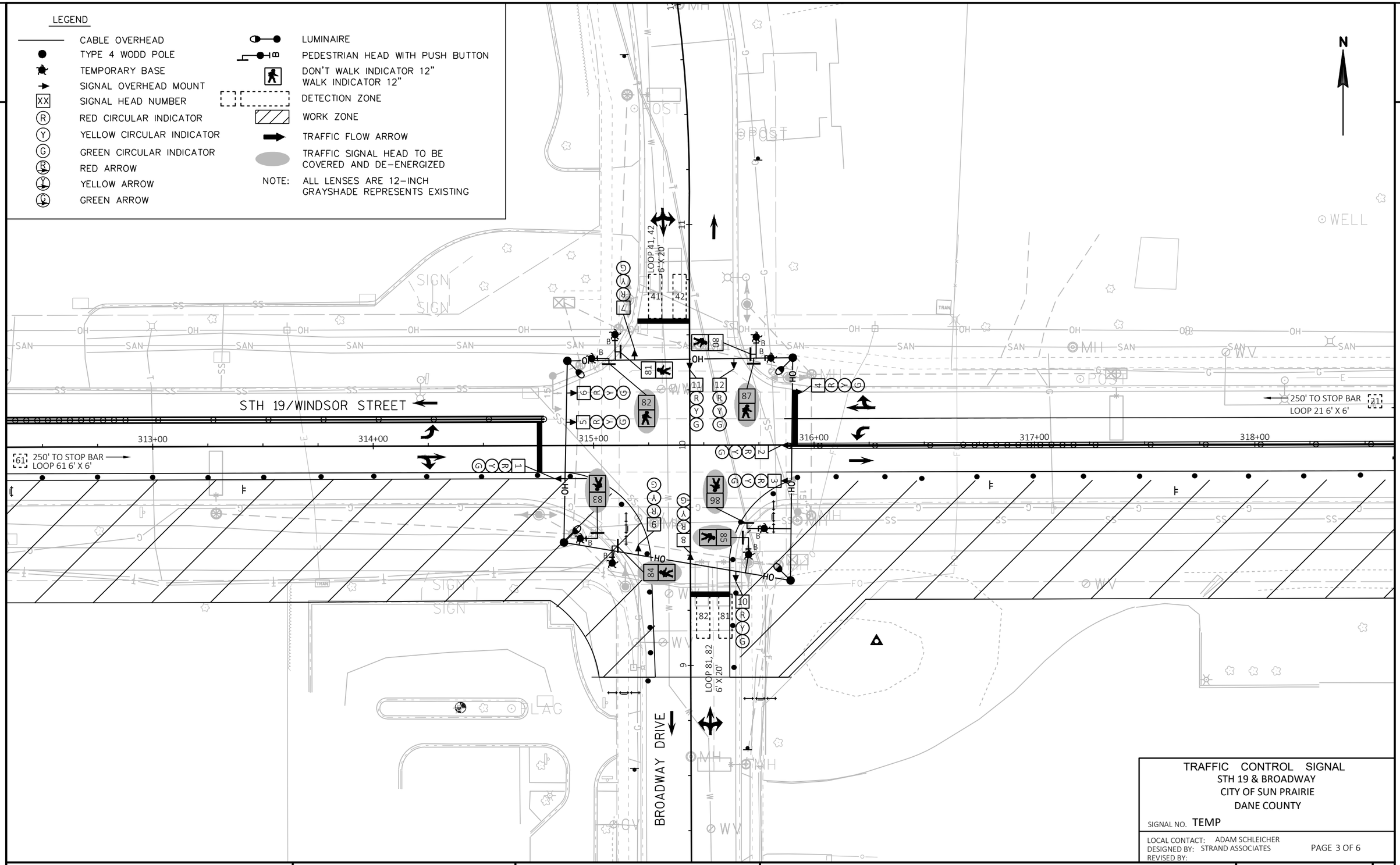
WISDOT/CADDS SHEET 42

2

LEGEND

- CABLE OVERHEAD
- TYPE 4 WOOD POLE
- TEMPORARY BASE
- SIGNAL OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- LUMINAIRE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- DON'T WALK INDICATOR 12"
  WALK INDICATOR 12"
- DETECTION ZONE
- WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 2A TEMPORARY SIGNAL PLAN	SHEET 43	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024003_TSP.DWG
LAYOUT NAME - Stage 2A_024003_tsp
PLOT DATE : 11/13/2018 5:33 PM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

CABLE OVERHEAD	LUMINAIRE
TYPE 4 WOOD POLE	PEDESTRIAN HEAD WITH PUSH BUTTON
TEMPORARY BASE	DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
SIGNAL OVERHEAD MOUNT	DETECTION ZONE
SIGNAL HEAD NUMBER	WORK ZONE
RED CIRCULAR INDICATOR	TRAFFIC FLOW ARROW
YELLOW CIRCULAR INDICATOR	TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
GREEN CIRCULAR INDICATOR	
RED ARROW	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING
YELLOW ARROW	
GREEN ARROW	

STH 19/WINDSOR STREET

PROPOSED MULTI-USE PATH

PROPOSED MULTI-USE PATH

BROADWAY DRIVE

313+00 314+00 315+00 316+00 317+00 318+00

61 250' TO STOP BAR LOOP 61 6' X 6'

21 250' TO STOP BAR LOOP 21 6' X 6'

LOOP 41, 42 6' X 20'

LOOP 81, 82 6' X 20'

N

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 2B TEMPORARY SIGNAL PLAN	SHEET 44	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024004_TSP.DWG
LAYOUT NAME - Stage 2B_024004_tsp

PLOT DATE : 11/15/2018 10:44 AM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

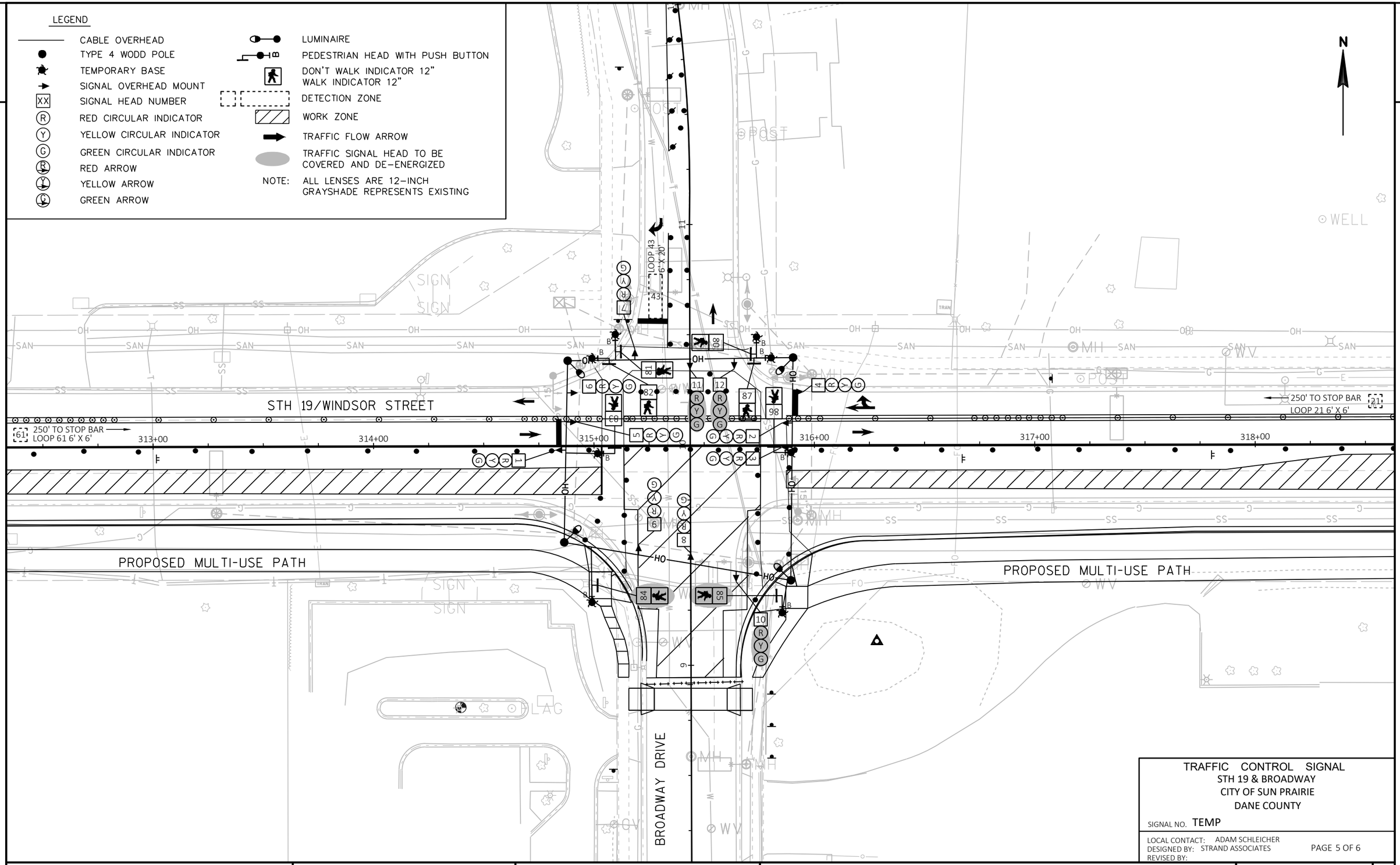
WISDOT/CADDS SHEET 42

2

LEGEND

- CABLE OVERHEAD
- TYPE 4 WOOD POLE
- TEMPORARY BASE
- SIGNAL OVERHEAD MOUNT
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LUMINAIRE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
- DETECTION ZONE
- WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 5 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 3 TEMPORARY SIGNAL PLAN	SHEET 45	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024005_TSP.DWG
LAYOUT NAME - Stage 3_024005_tsp
PLOT DATE : 11/15/2018 10:45 AM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

CABLE OVERHEAD	LUMINAIRE
TYPE 4 WOOD POLE	PEDESTRIAN HEAD WITH PUSH BUTTON
TEMPORARY BASE	DON'T WALK INDICATOR 12" / WALK INDICATOR 12"
SIGNAL OVERHEAD MOUNT	DETECTION ZONE
SIGNAL HEAD NUMBER (XX)	WORK ZONE
RED CIRCULAR INDICATOR (R)	TRAFFIC FLOW ARROW
YELLOW CIRCULAR INDICATOR (Y)	TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
GREEN CIRCULAR INDICATOR (G)	
RED ARROW (R)	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING
YELLOW ARROW (Y)	
GREEN ARROW (G)	

CONSTRUCTION NOTES:

1. PEDESTRIAN HEADS 82 AND 83 TO BE BAGGED WHEN ACTIVE CONSTRUCTION WORK IS OCCURRING ON THE WEST LEG OF THE INTERSECTION WITHIN THE CROSSWALK AREA.
2. PEDESTRIAN HEADS 86 AND 87 TO BE BAGGED WHEN ACTIVE CONSTRUCTION WORK IS OCCURRING ON THE EAST LEG OF THE INTERSECTION WITHIN THE CROSSWALK AREA.
3. RIGHT TURN ONLY SIGN (S1, S2, S3, S4).

ONLY
R3-50R
30"X36"

N

STH 19/WINDSOR STREET

PROPOSED MULTI-USE PATH

BROADWAY DRIVE

313+00 314+00 315+00 316+00 317+00 318+00

LOOP 43 6' X 20'

250' TO STOP BAR
LOOP 21 6' X 6'

250' TO STOP BAR
LOOP 61 6' X 6'

LOOP 83 12' X 20'

TRAFFIC CONTROL SIGNAL
STH 19 & BROADWAY
CITY OF SUN PRAIRIE
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: ADAM SCHLEICHER
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 6 OF 6

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGE 4 TEMPORARY SIGNAL PLAN	SHEET 46	E

FILE NAME : S:\MAD\1000--1099\1089\859\ACAD\CIVIL 3D\SHEETSPLAN\SA_024006_TSP.DWG
LAYOUT NAME - Stage 4_024006_tsp

PLOT DATE : 11/15/2018 11:01 AM PLOT BY : JOHNSON, BRENDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 NOT USED R/W	01 CLEAR TO **	02 ⇄ R/W	02 CLEAR TO **	03 NOT USED R/W	03 CLEAR TO **	04 ⇅ R/W	04 CLEAR TO **	FLASH
01	----------									
02	4-6			G	Y R			R	R R	Y
03	----------									
04	7-9			R	R R			G	Y R	R
05	----------									
06	1-3			R	R R			R	R R	Y
07	----------									
08	10-12			R	R R			R	R R	R
02P	80-81			*	DW DW			DW	DW DW	
04P	82-83			DW	DW DW			*	DW DW	
06P	84-85			DW	DW DW			DW	DW DW	
08P	86-87			DW	DW DW			DW	DW DW	

RING 2

	HEAD NUMBERS	05 NOT USED R/W	05 CLEAR TO **	06 ⇄ R/W	06 CLEAR TO **	07 NOT USED R/W	07 CLEAR TO **	08 ⇅ R/W	08 CLEAR TO **
01	----------								
02	4-6			R	R R			R	R R
03	----------								
04	7-9			R	R R			R	R R
05	----------								
06	1-3			G	Y R			R	R R
07	----------								
08	10-12			R	R R			G	Y R
02P	80-81			DW	DW DW			DW	DW DW
04P	82-83			DW	DW DW			DW	DW DW
06P	84-85			*	DW DW			DW	DW DW
08P	86-87			DW	DW DW			*	DW DW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

N

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21		-		X		2				6X6	VIDEO
41		X			4	4				6X20	VIDEO
42		X			4	4				6X20	VIDEO
61		-		X		6				6X6	VIDEO
81		X			8	8				6X20	VIDEO
82		X			8	8				6X20	VIDEO
43		X			4	4		30		6X20	VIDEO
83		X			8	8		30		12X20	VIDEO

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

NONE

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	6	4,8
3		
4	8	2,6
5		
6	2	4,8
7		
8	4	2,6

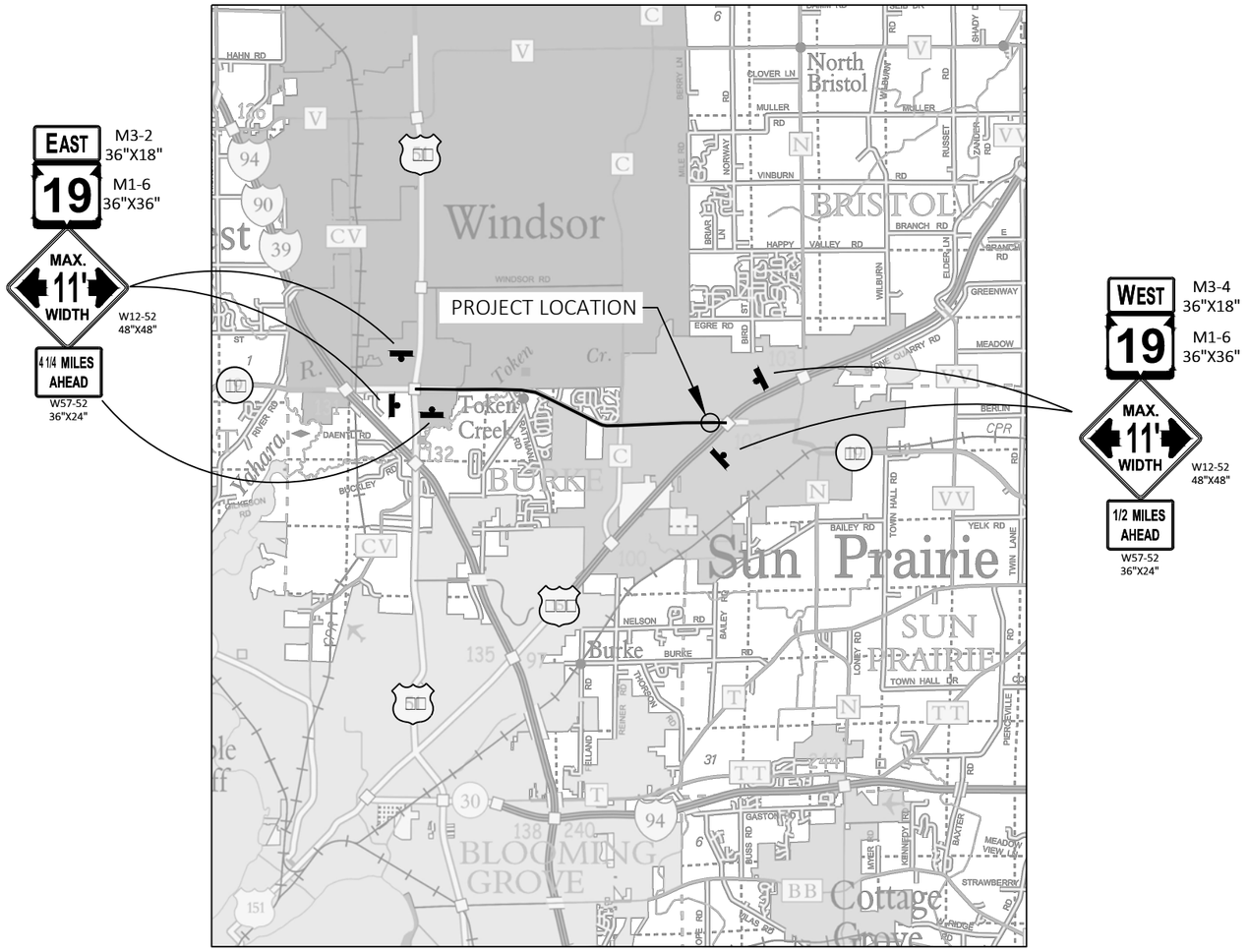
TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	-
CLOSED LOOP TWISTED PAIR*	-
CLOSED LOOP FIBER OPTIC*	-
RADIO	-
*LOCATION OF MASTER CONTROLLER NO:	S- ____
SIGNAL SYSTEM #:	SS- __ - __

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	-
EMERGENCY VEHICLE	-
3M	-
TOMAR	-
HARDWIRE	-
OTHER	-
LIFT BRIDGE	-
QUEUE DETECTOR	-

GENERAL NOTES:

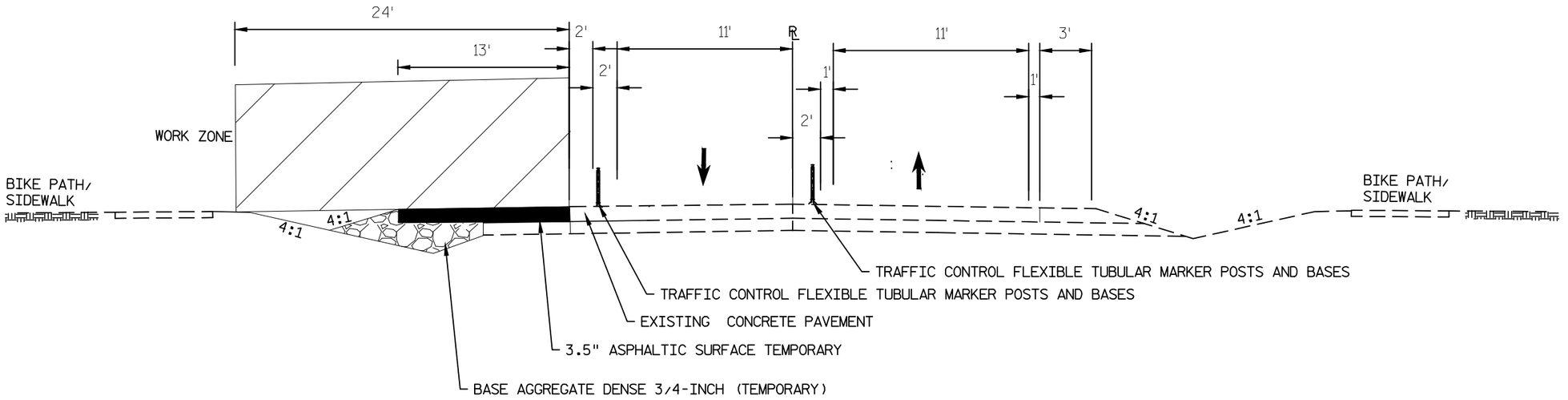
1. DURING STAGE 2A, BAG HEADS 82-87.
2. DURING STAGE 3, BAG HEADS 10-12 AND 84-85. DEACTIVATE DETECTORS 41, 42, 81, 82.
3. DURING STAGE 4, DEACTIVATE DETECTORS 41, 42, 81, 82.
4. DETECTOR 43 ACTIVE ONLY DURING STAGE 3 AND 4.
5. DETECTOR 83 ACTIVE ONLY DURING STAGE 4.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	MAXIMUM WIDTH SIGNING PLAN	SHEET 48 E

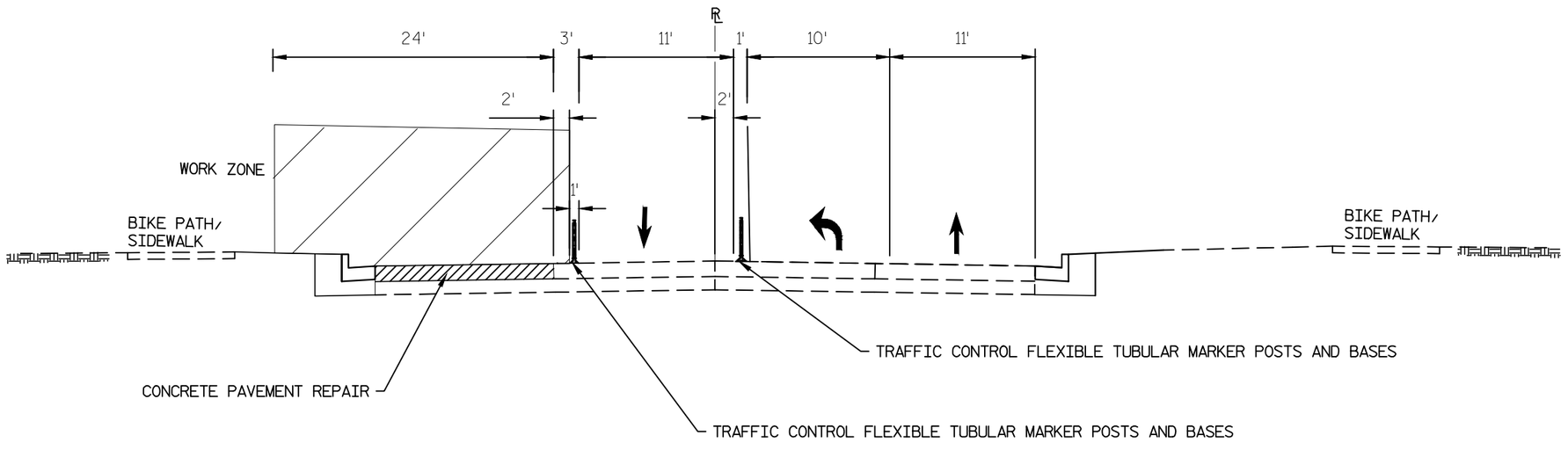
FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\025001_TC_MAXWIDTH.DWG
LAYOUT NAME - max width signing

PLOT DATE : 7/19/2018 2:32 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : ##########



TYPICAL SECTION - STAGE 1A

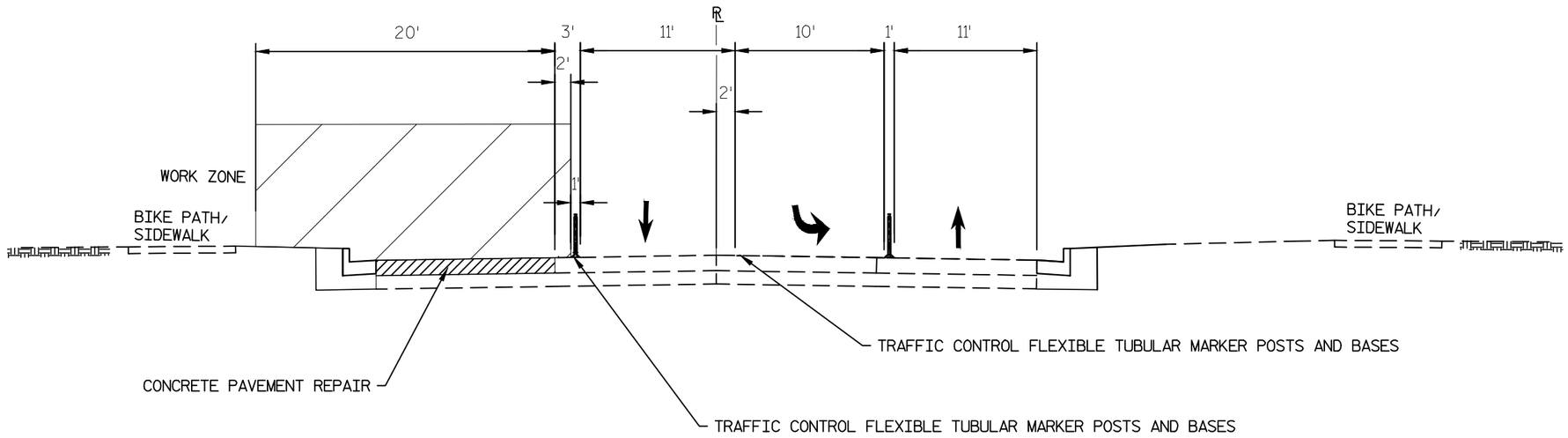
(TEMPORARY WIDENING - STH 19 WB
(FACING EAST, WEST OF INTERSECTION)
STA. 305+85 TO STA. 311+00



TYPICAL SECTION - STAGE 1A

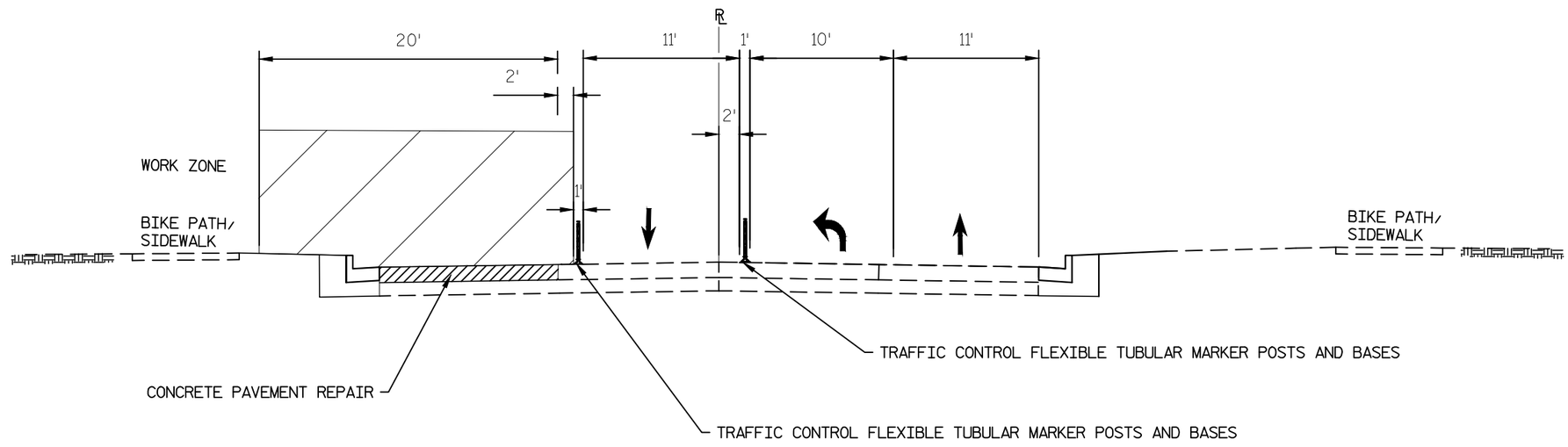
(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING EAST, WEST OF INTERSECTION)
STA. 311+00 TO STA. 315+00

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	TYPICAL SECTION-STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 49	E



TYPICAL SECTION - STAGE 1A

(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING WEST, EAST OF INTERSECTION)
STA. 315+90 TO STA. 320+00



TYPICAL SECTION - STAGE 1A

(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING EAST, WEST OF STH 19 & PONY LN)
STA. 320+00 TO STA. 322+500

2

LEGEND

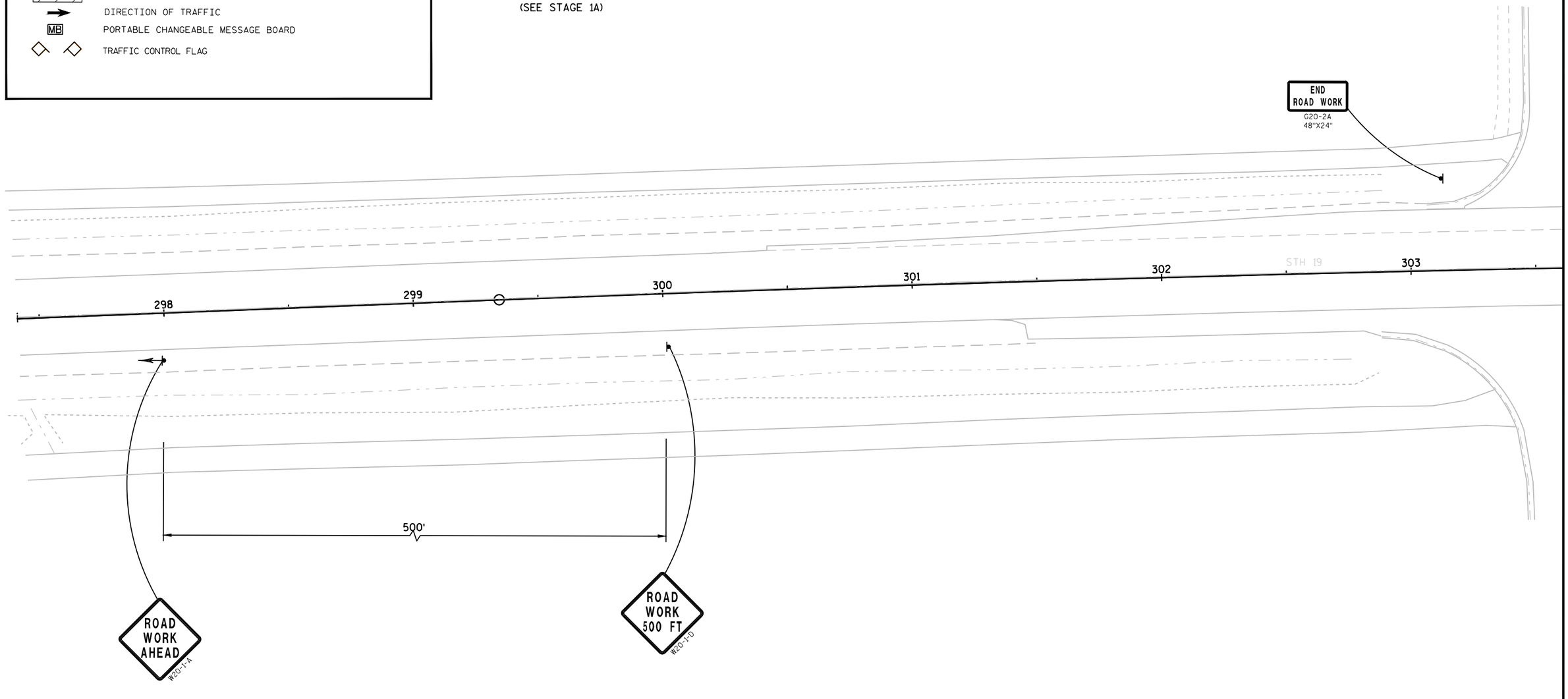
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

N

NOTE:
PCMS LOCATION AND MESSAGE (ROAD WORK BEGIN AND INTERSECTION CLOSE)
(SEE STAGE 1A)



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 51	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
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- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

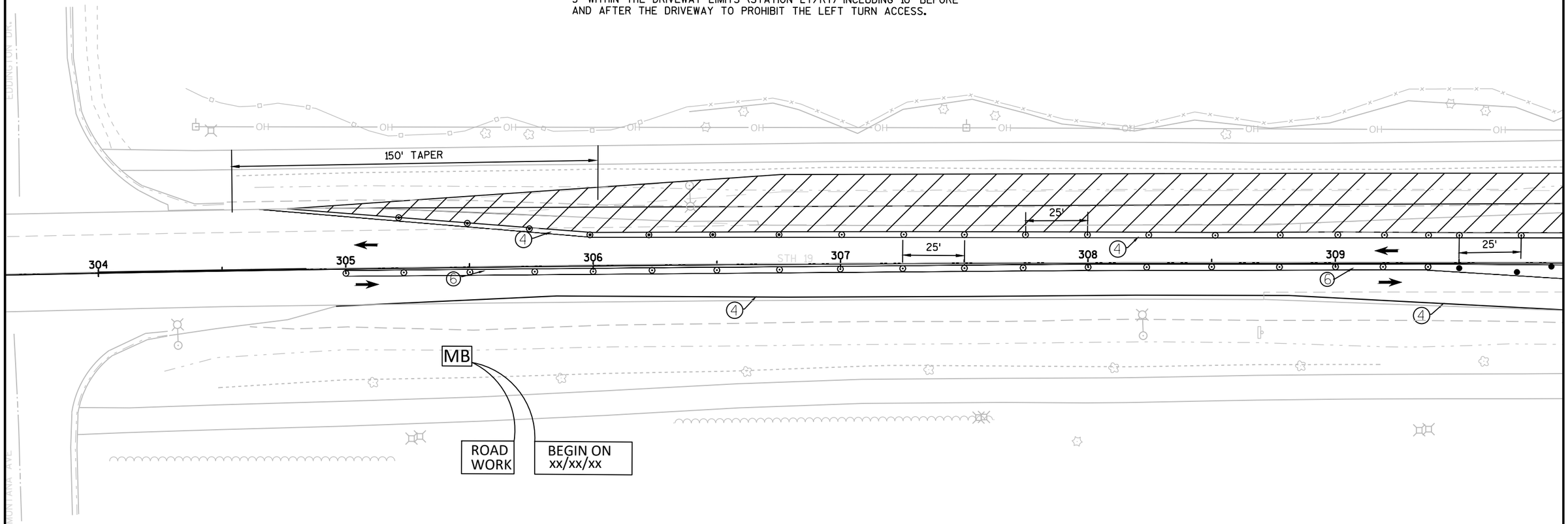
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

NOTE:
PCMS LOCATION & MESSAGE(ROAD WORK BEGIN AND INTERSECTION CLOSE)
(SEE STAGE 1A)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 52	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1A.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1A
PLOT DATE : 11/12/2018 12:00 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
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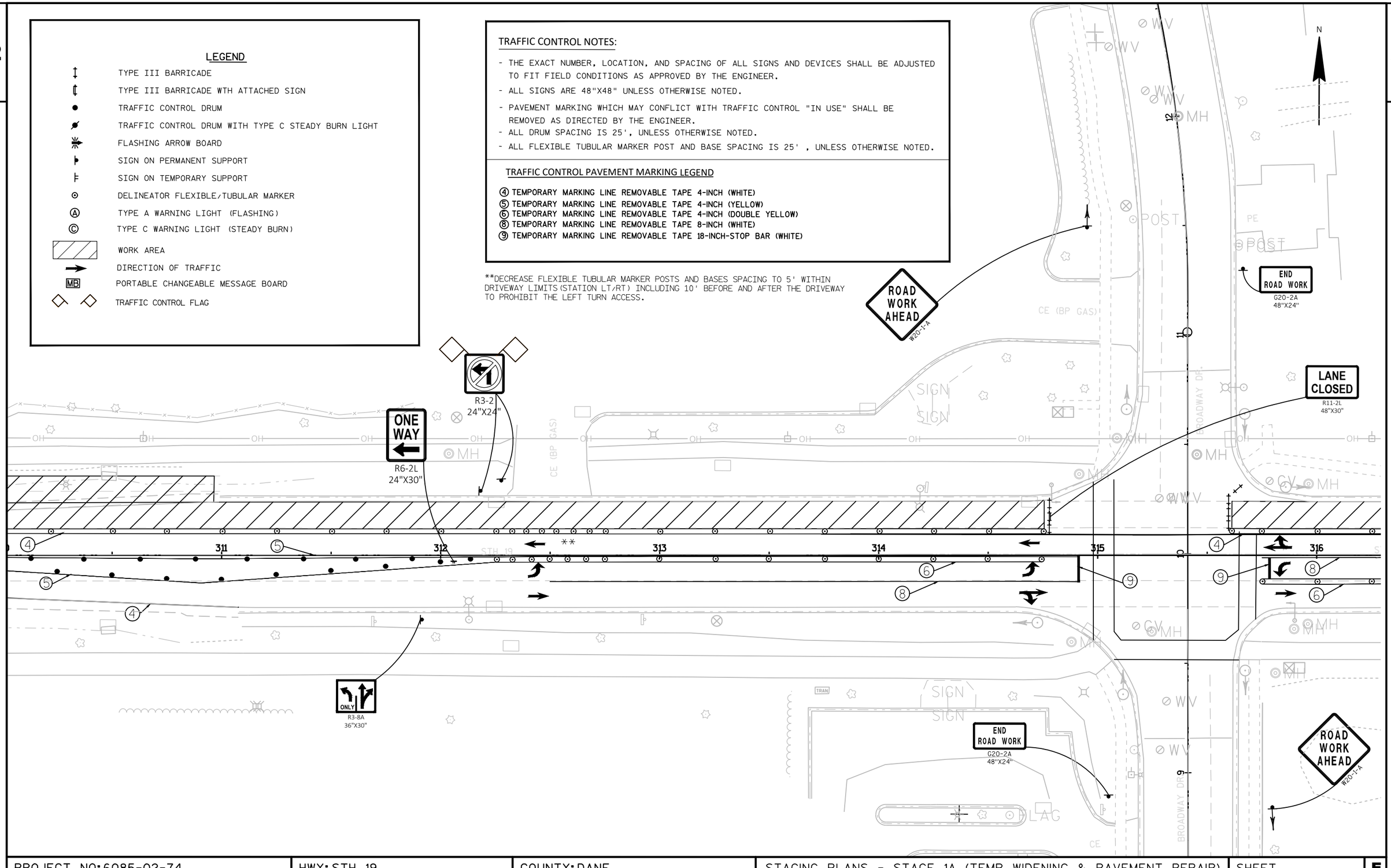
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH-STOP BAR (WHITE)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN DRIVEWAY LIMITS(STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 53	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
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- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

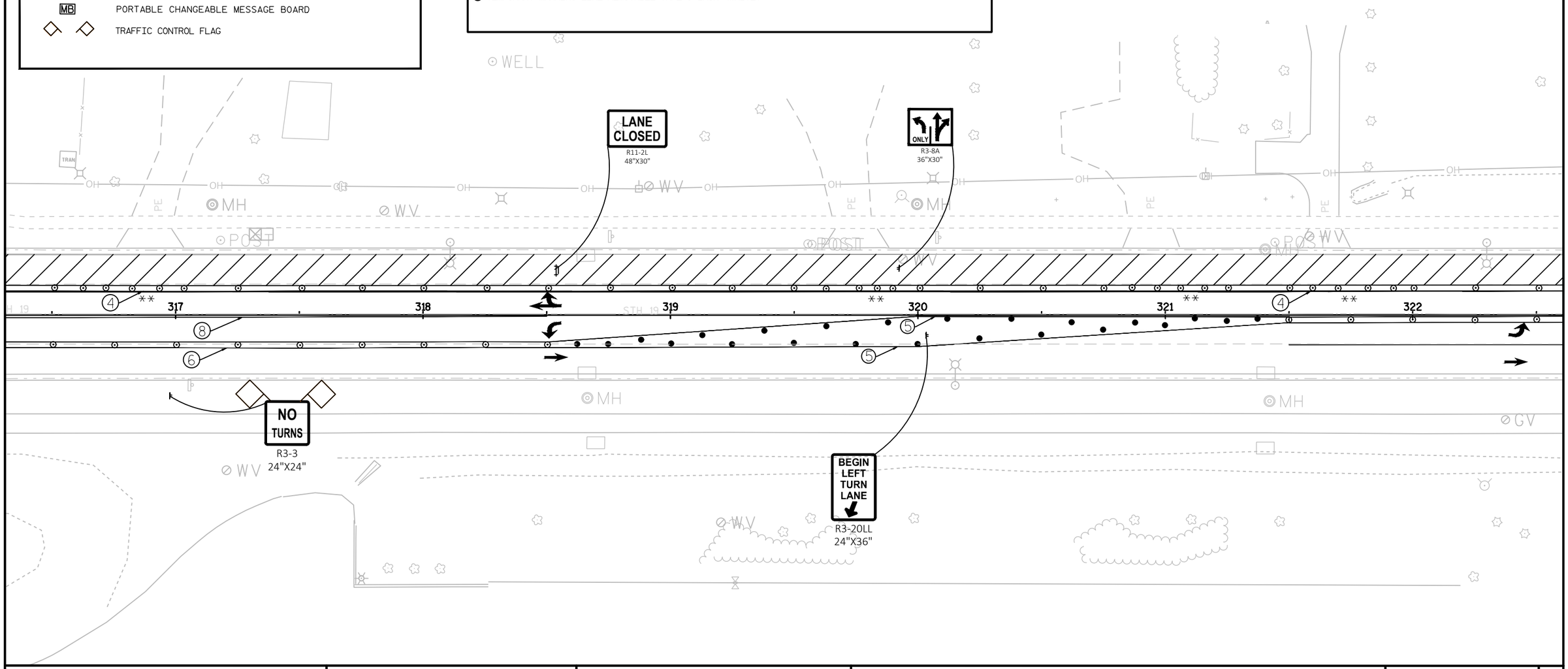
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

**DECREASE FLEXIBLE TUBULAR MARKER POTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.

N

2



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 54	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1A.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1C
PLOT DATE : 11/12/2018 12:00 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
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- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

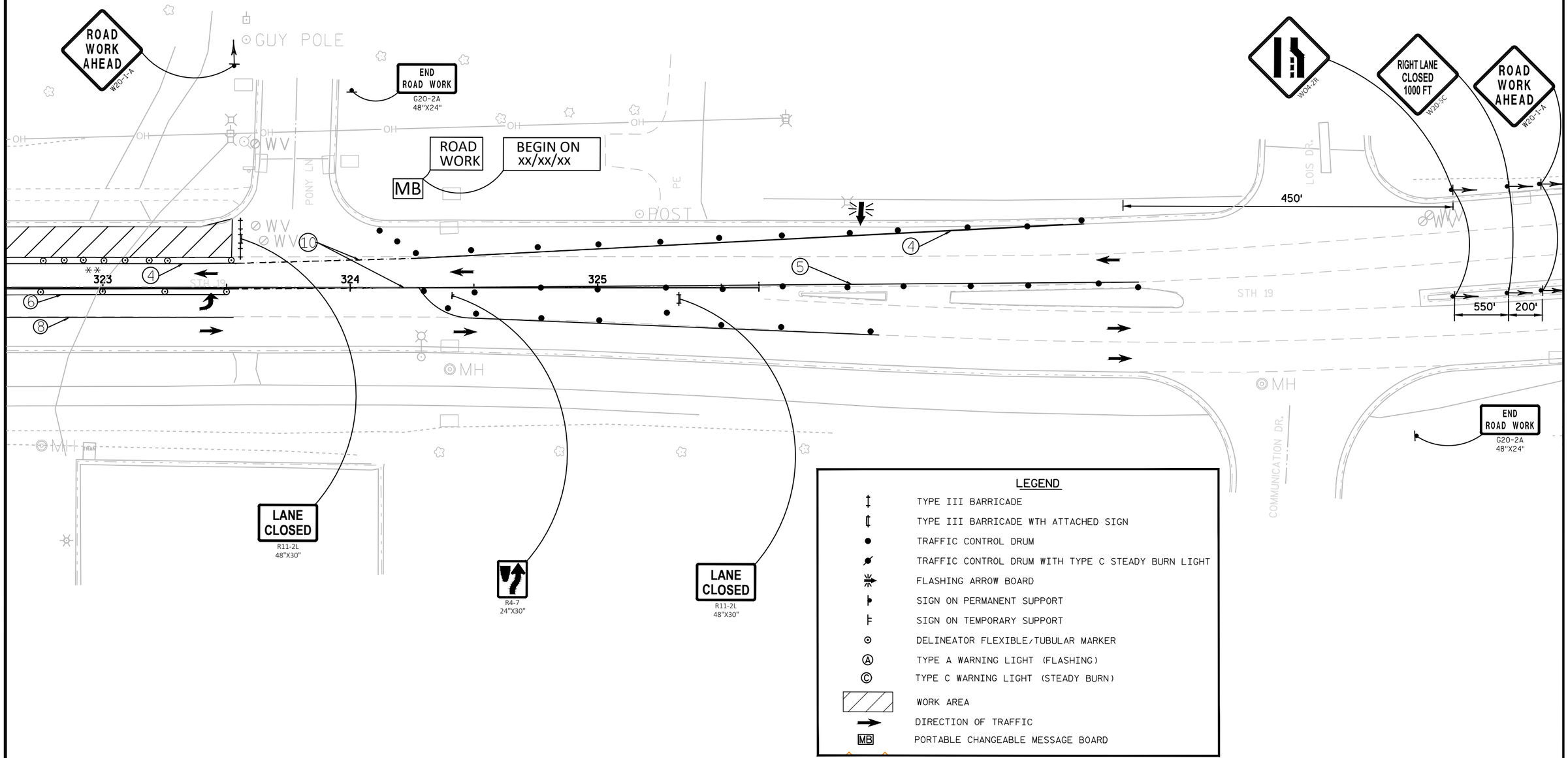
④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
⑩ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(3' LINE, 9' GAP (WHITE)

NOTE:
PCMS LOCATION & MESSAGE(ROAD WORK BEGIN AND INTERSECTION CLOSE)
(SEE STAGE 1A)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS(STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.

N

2

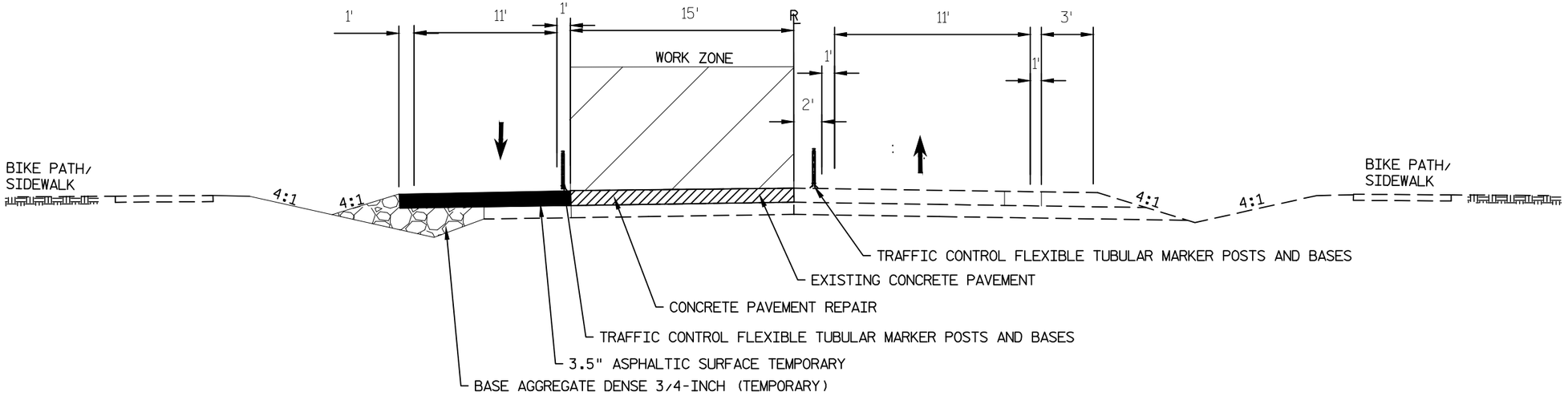


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

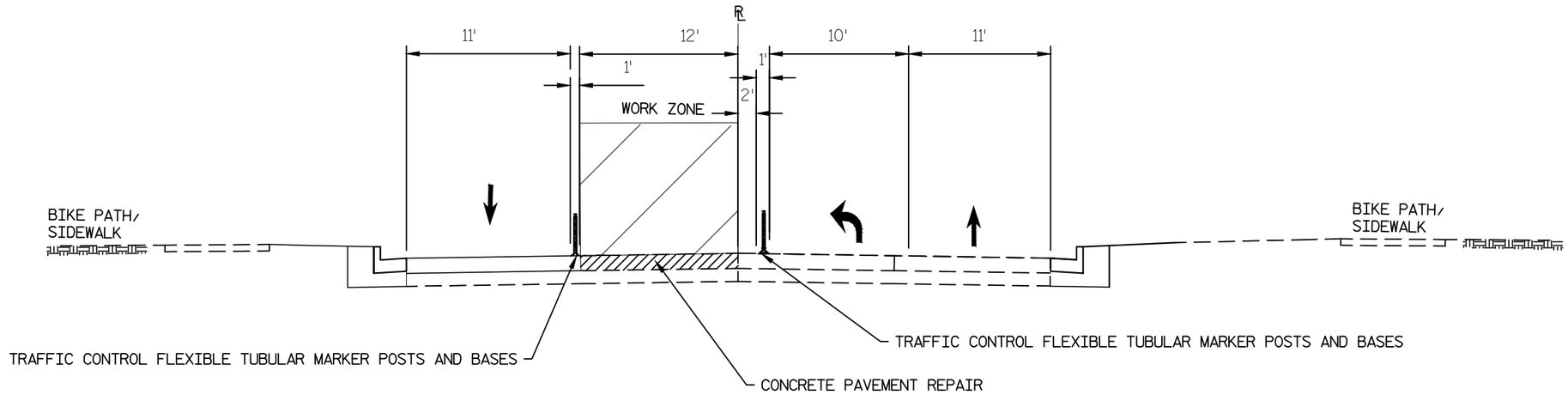
PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1A (TEMP WIDENING & PAVEMENT REPAIR)	SHEET 55	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1A.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1C
PLOT DATE : 11/12/2018 12:01 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



TYPICAL SECTION - STAGE 1B

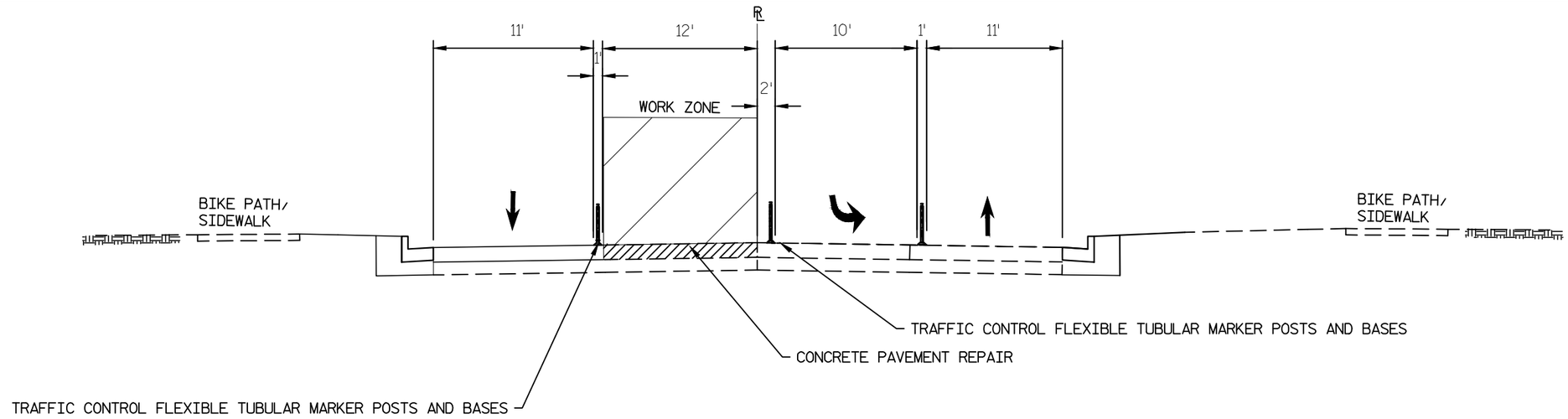
(TEMPORARY WIDENING - STH 19 WB
(FACING EAST, WEST OF INTERSECTION)
STA. 305+85 TO STA. 311+00



TYPICAL SECTION - STAGE 1B

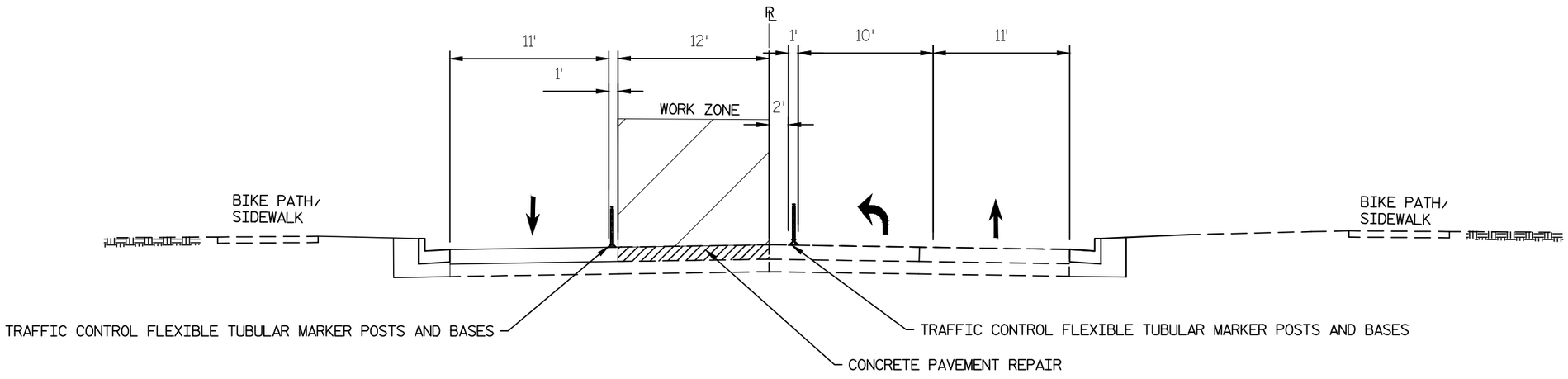
(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING EAST, WEST OF INTERSECTION)
STA. 311+00 TO STA. 315+00

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	TYPICAL SECTION-STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 56	E



TYPICAL SECTION - STAGE 1B

(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING WEST, EAST OF INTERSECTION)
STA. 315+90 TO STA. 320+00



TYPICAL SECTION - STAGE 1B

(CONCRETE PAVEMENT REPAIR - STH 19 WB)
(FACING EAST, WEST OF STH 19 & PONY LN)
STA. 320+00 TO STA. 323+50

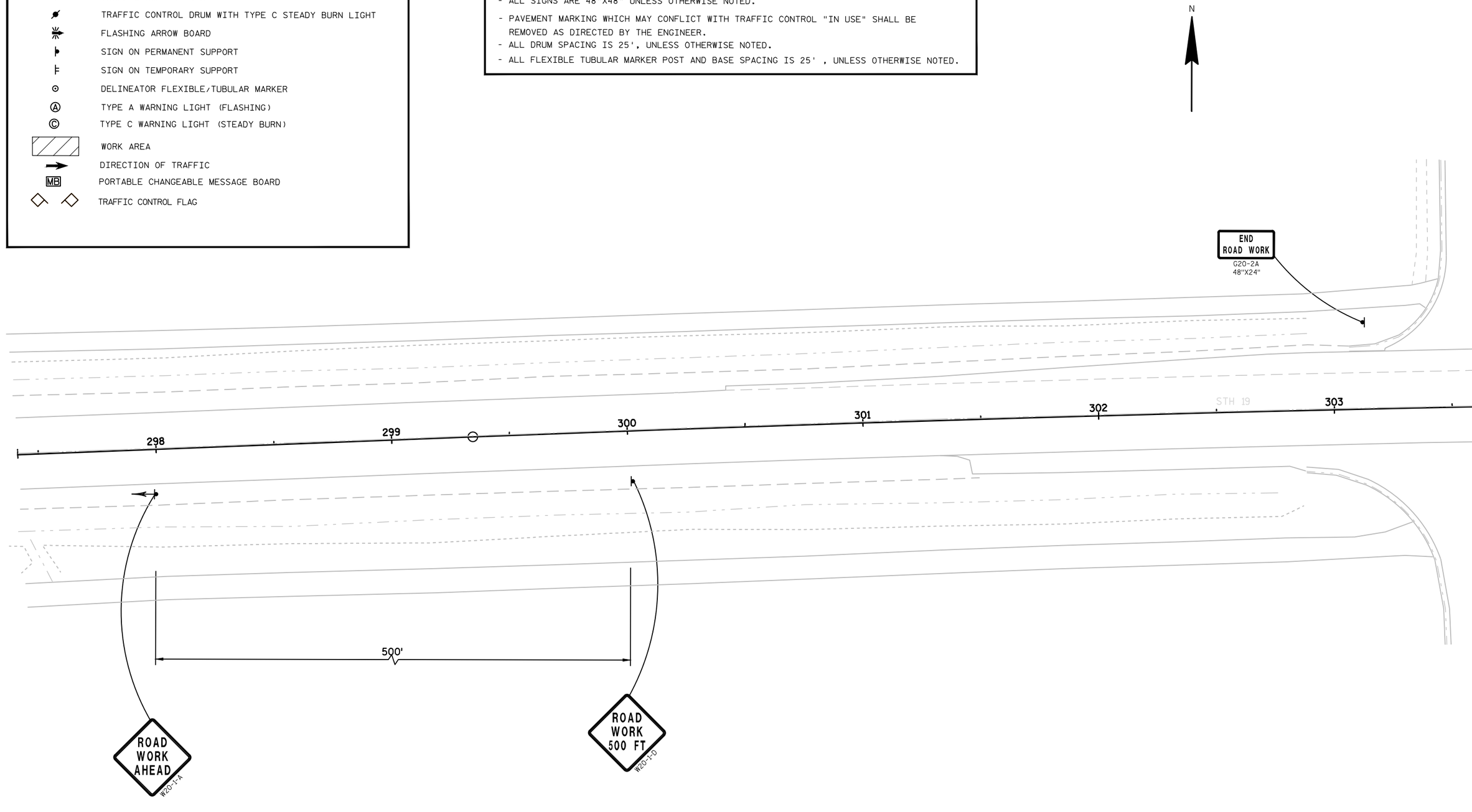
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 58	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

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- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

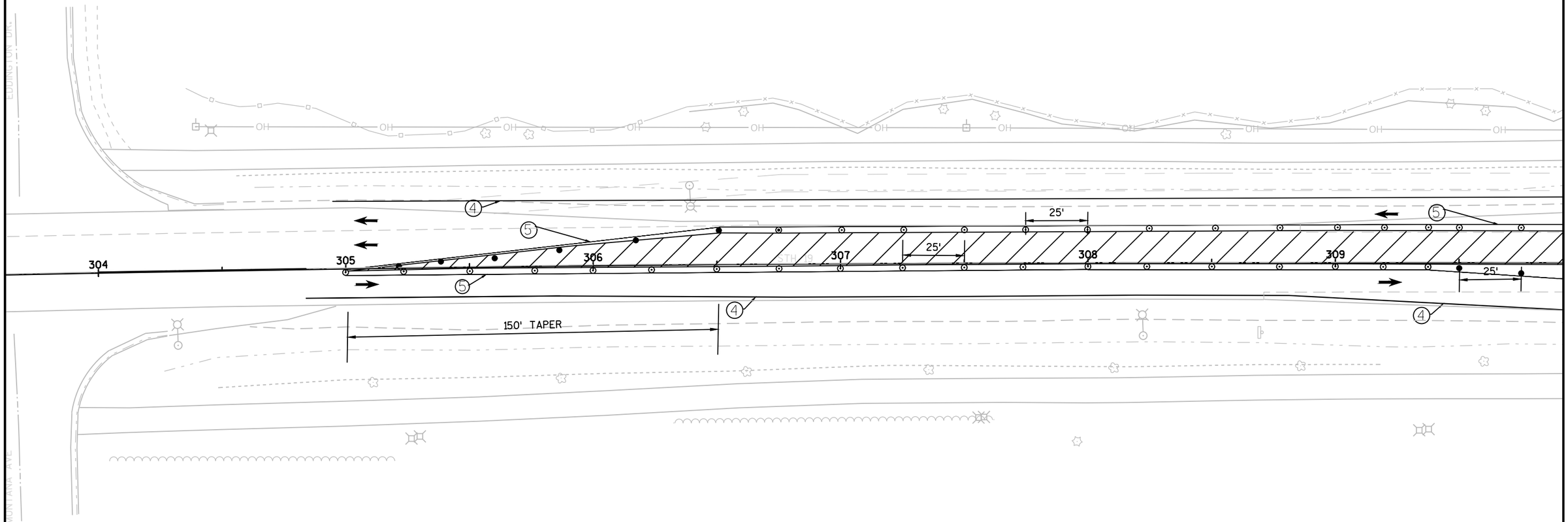
N

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS 9STATION LT/RT) INCLUDING 10' BEFORE AND AFTER DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.



PROJECT NO:6085-02-74	HWY:STH 19	COUNTY:DANE	STAGING PLANS - STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 59	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1B.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1A

PLOT DATE : 11/19/2018 3:31 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

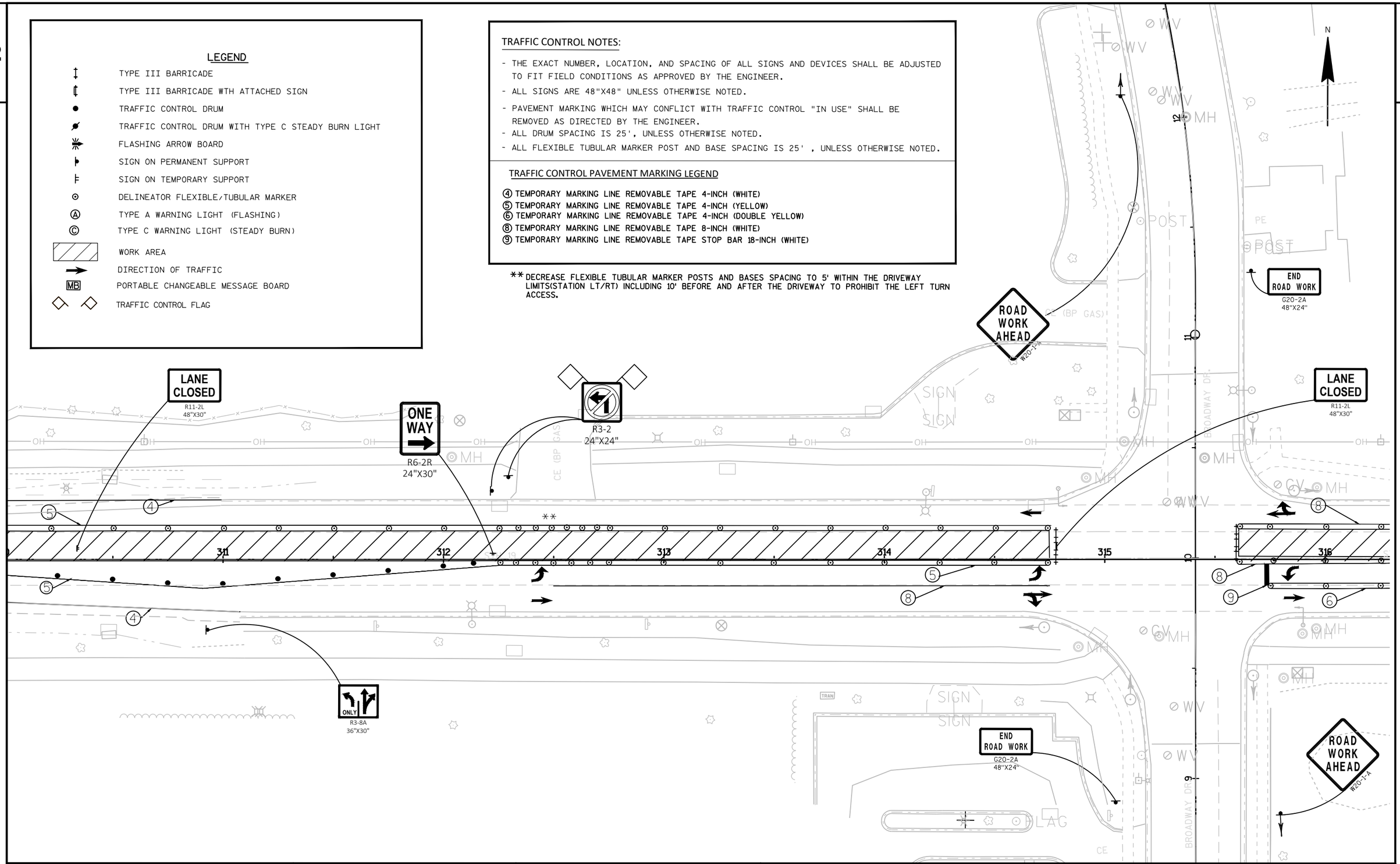
TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING LINE REMOVABLE TAPE STOP BAR 18-INCH (WHITE)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS(STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 60	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1B.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1B

PLOT DATE : 11/19/2018 3:31 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

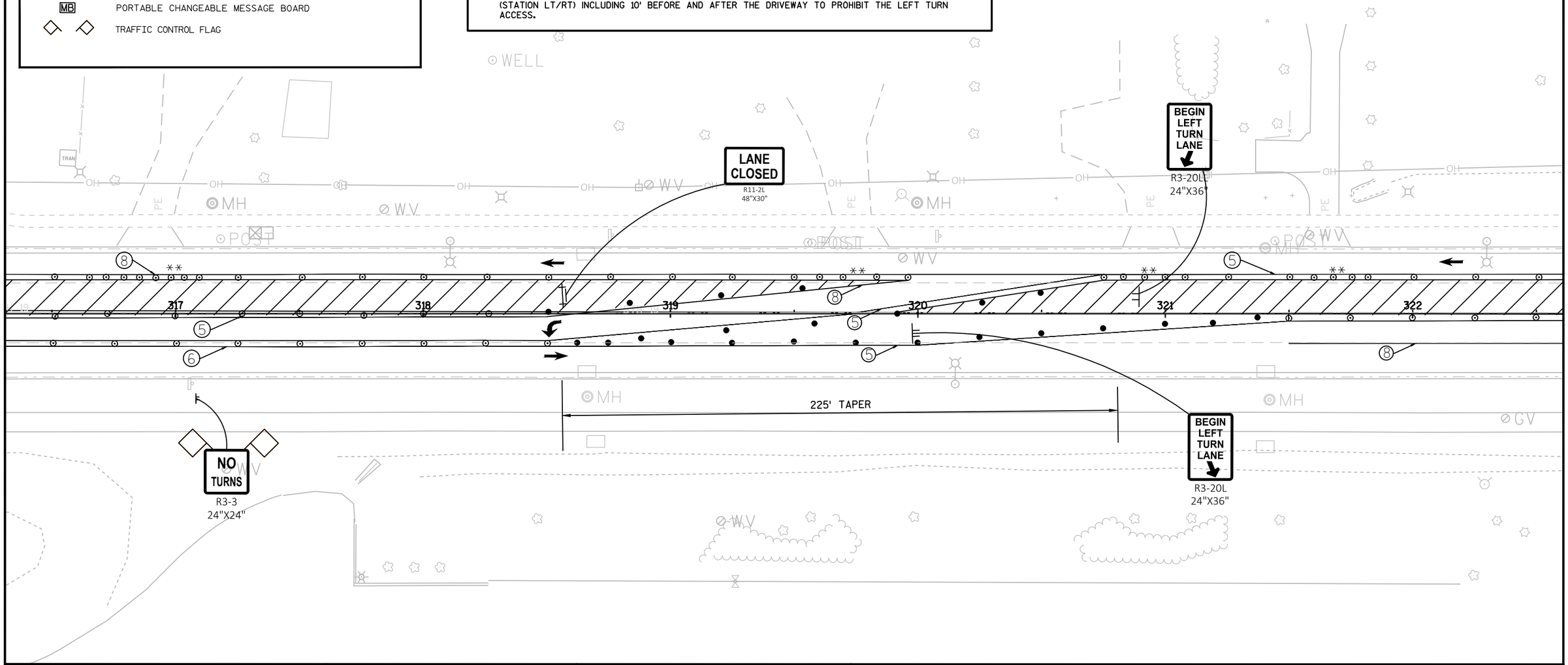
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

(5) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
(6) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
(8) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT THE LEFT TURN ACCESS.

N

2



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS-STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 61	E

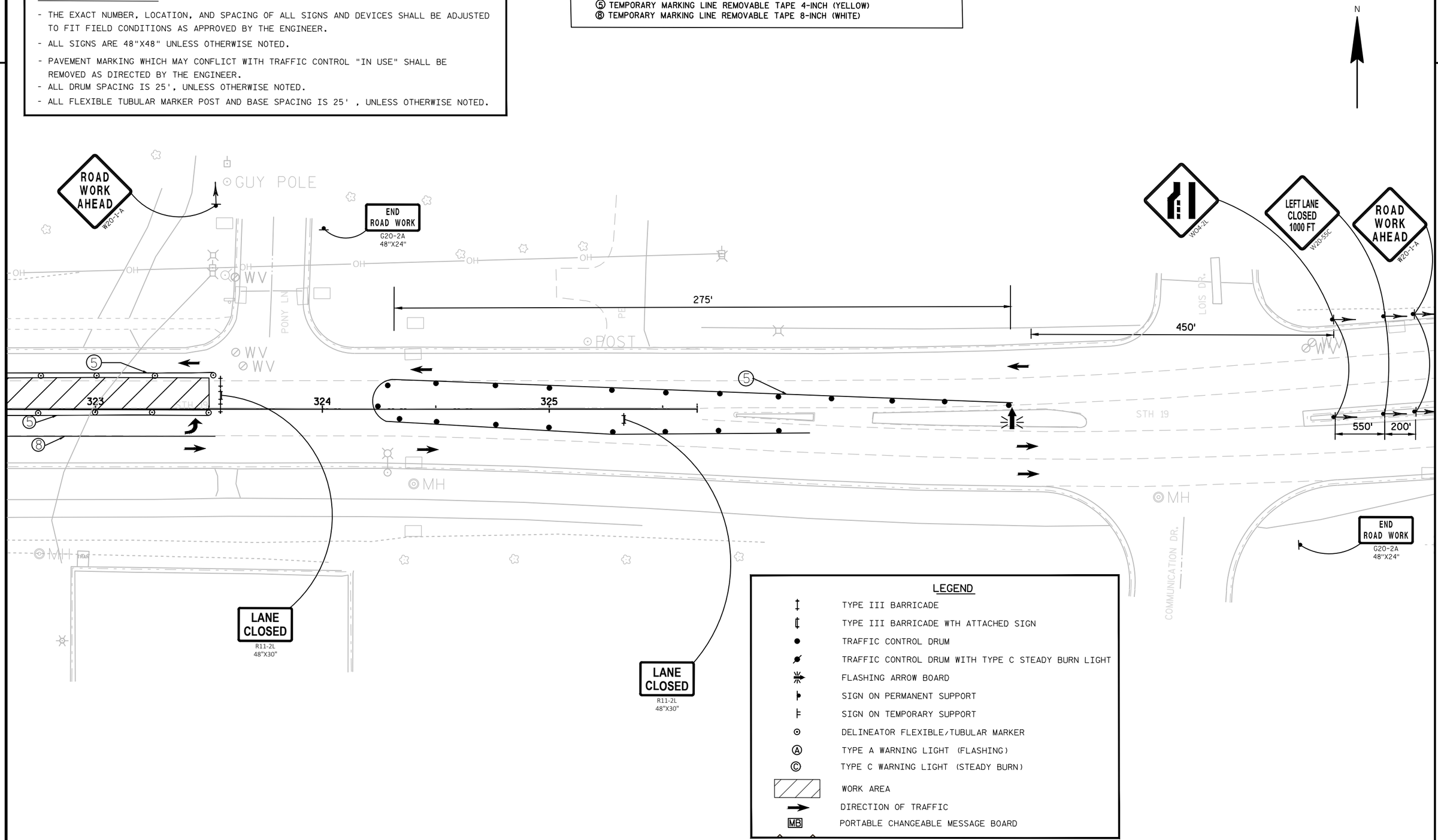
2

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

Ⓢ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
Ⓡ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)



LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
	WORK AREA
	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO:6085-02-74	HWY:STH 19	COUNTY:DANE	STAGING PLANS - STAGE 1B (CONCRETE PAVEMENT REPAIR)	SHEET 62	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC _CONTROL_TYPICAL_STAGING 1B.DWG
LAYOUT NAME - TRAFFIC _CONTROL_TYPICAL_STAGING 1 - STH19_STAGE_1C
PLOT DATE : 11/19/2018 3:32 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

WALLINFORD DR.

EDDINGTON DR.

STH 19

306 308 310 312 314 316 318 320 322 324 326

STH 19

BROADWAY DRIVE

BROADWAY DRIVE

PONY LN.

COMMUNICATION DR.

WORK ZONE

WORK ZONE

DELAWARE DR.

MONTANA AVE

APOLLO AVE

PENNSYLVANIA AVE

MICHIGAN AVE

COMMUNICATION DR.

PATH CLOSED AHEAD
R9-11A
48"X24"

DETOUR
M4-9CR
30"X24"

PATH CLOSED
R9-9
24"x12"

DETOUR
M4-9CL
30"X24"

PATH CLOSED AHEAD
R9-11A
48"X24"

STH 19 BIKE PATH
DETOUR ROUTE

PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	BIKE PATH DETOUR PLAN - STH 19 (STAGE 2A)	SHEET	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\DISPLAY\OVERVIEW_DISPLAY_BIKE TRAIL DETOUR.DWG
LAYOUT NAME - BIKE PATH DETOUR

PLOT DATE : 7/25/2018 10:04 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

WALLINFORD DR.

EDDINGTON DR.

BROADWAY DRIVE

PONY LN.

STH 19

STH 19

DELAWARE DR.

MONTANA AVE

PENNSYLVANIA AVE

MICHIGAN AVE

APOLLO AVE

COMMUNICATION DR.

SIDEWALK DETOUR CROSS HERE
R9-11A (24" X 12")

SIDEWALK DETOUR
R9-11A (24" X 12")

SIDEWALK DETOUR
R9-11A (24" X 12")

SIDEWALK DETOUR
R9-11A (24" X 12")

SIDEWALK DETOUR
R9-11A (24" X 12")

SIDEWALK DETOUR CROSS HERE
R9-11A (24" X 12")

SIDEWALK CLOSED AHEAD DETOUR
R9-11A (24" X 12")

SIDEWALK DETOUR CROSS HERE
R9-11A (24" X 12")

SIDEWALK DETOUR CROSS HERE
R9-11A (24" X 12")

SIDEWALK CLOSED AHEAD DETOUR
R9-11A (24" X 12")

PATH CLOSED
R9-9
24"X12"

PATH CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

STH 19 PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN SAFETY FENCE (STAGE 2B & STAGE 3)

TEMPORARY PEDESTRIAN SAFETY FENCE (STAGE 2B & STAGE 3)

TEMPORARY PEDESTRIAN SAFETY FENCE (STAGE 2B & STAGE 3)

TEMPORARY CURB RAMP & CROSSWALK, STA. 323+44

WORK ZONE

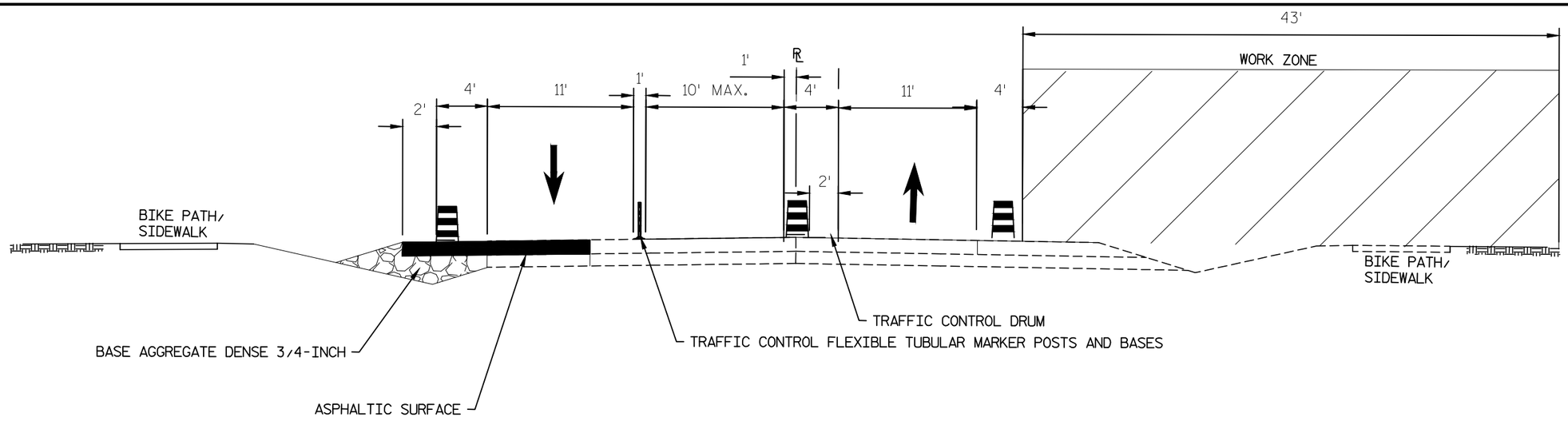
WORK ZONE

305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327

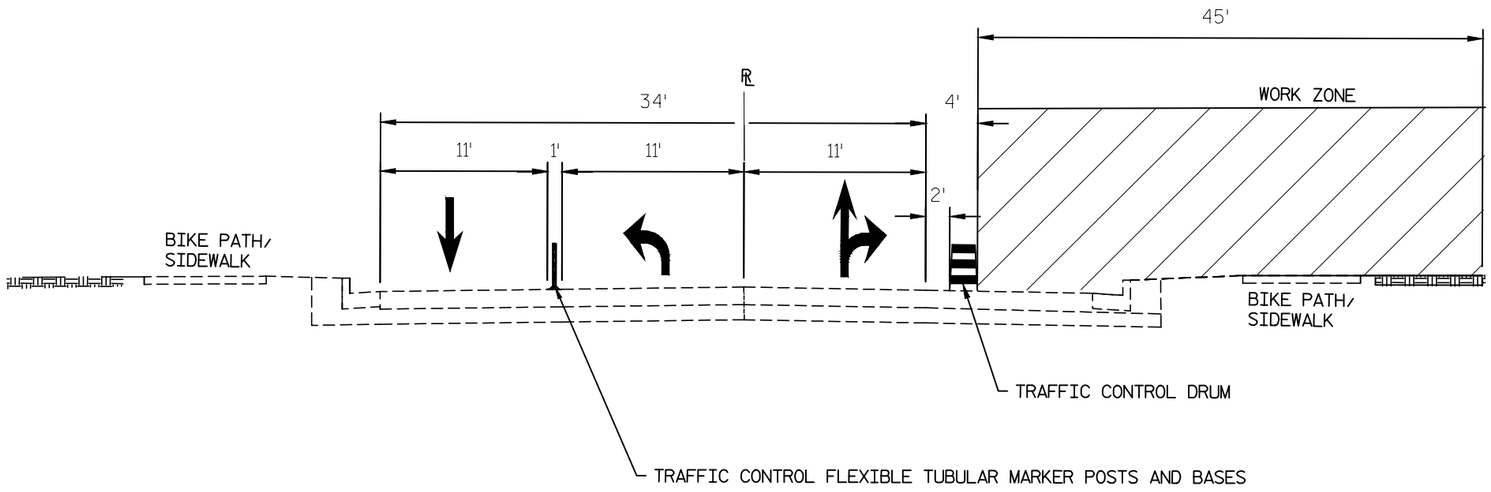
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	SIDEWALK DETOUR PLAN - STH 19 (STAGE 2A)	SHEET	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\DISPLAY\OVERVIEW_DISPLAY_SIDEWALK DETOUR.DWG
LAYOUT NAME - SIDEWAL DETOUR

PLOT DATE : 7/25/2018 10:49 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:200 FT

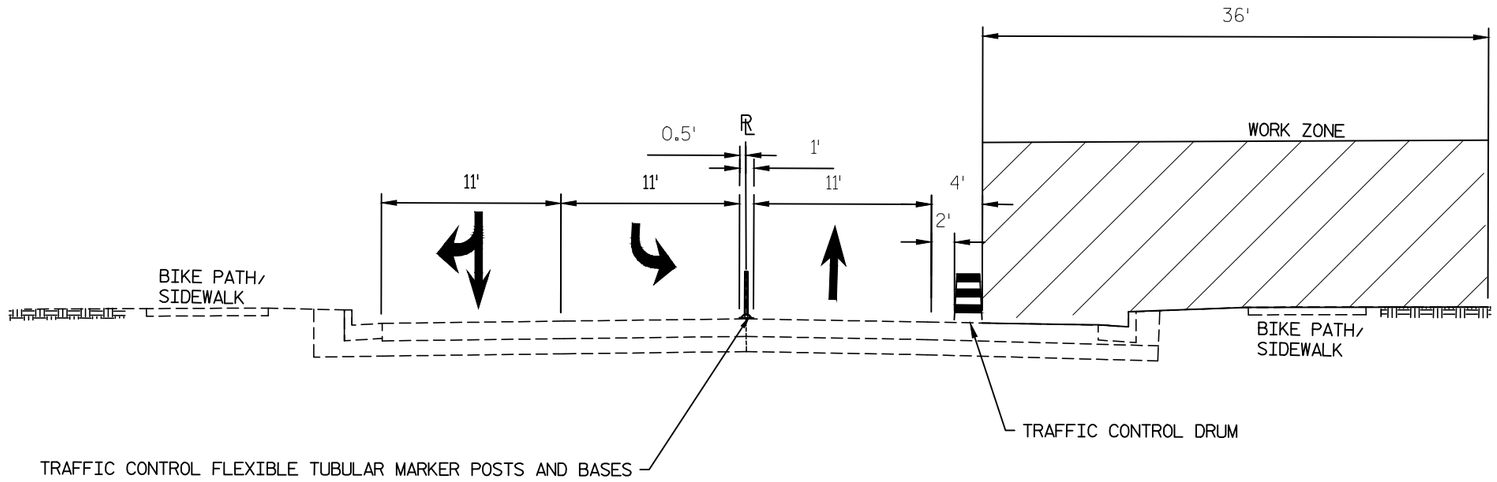


TYPICAL SECTION - STAGE 2A
STH 19 EB & WB
STA.305+00 TO STA.311+00



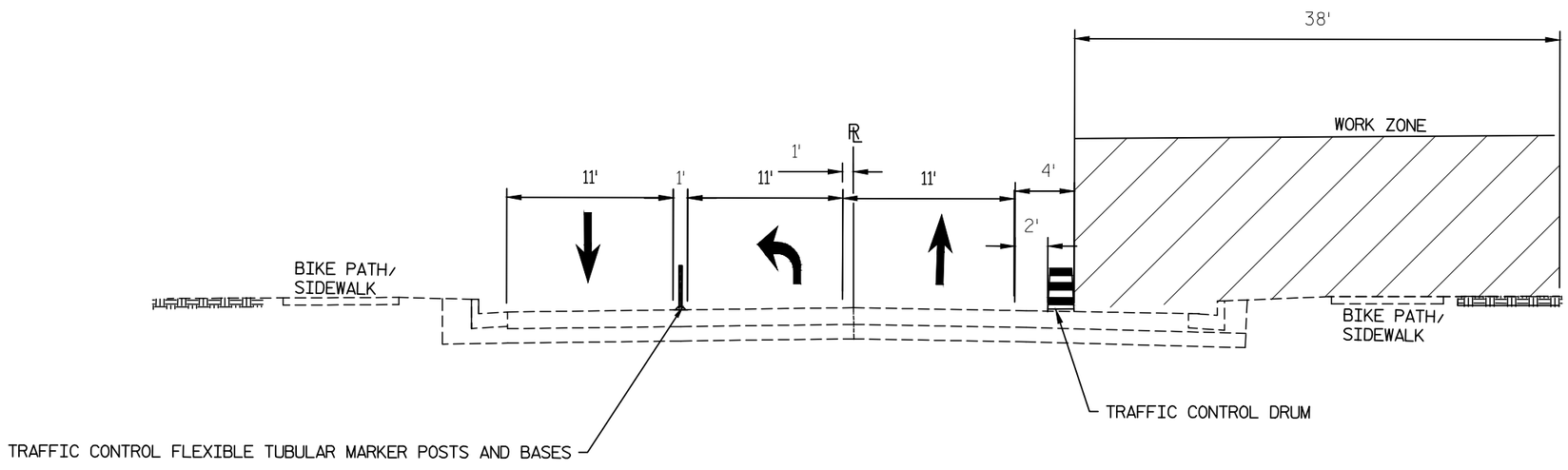
TYPICAL SECTION STAGE 2A
STH 19 EB & WB
STA.311+00 TO STA.315+25

2



TYPICAL SECTION STAGE 2A
STH 19 EB & WB

STA.315+75 TO STA.319+50



TYPICAL SECTION STAGE 2A
STH 19 EB & WB

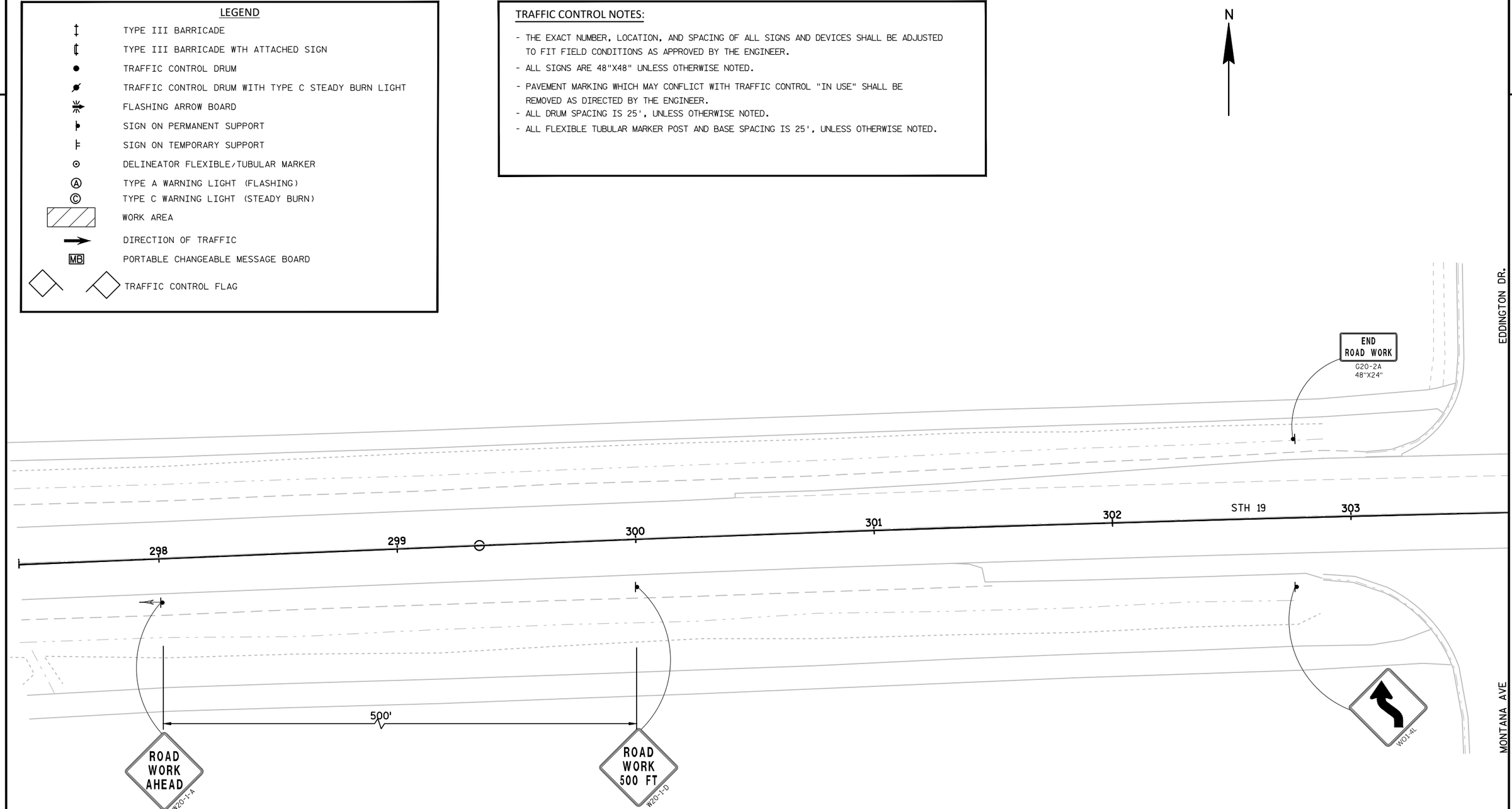
STA.319+50 TO STA.322+50

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2A	SHEET 67	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

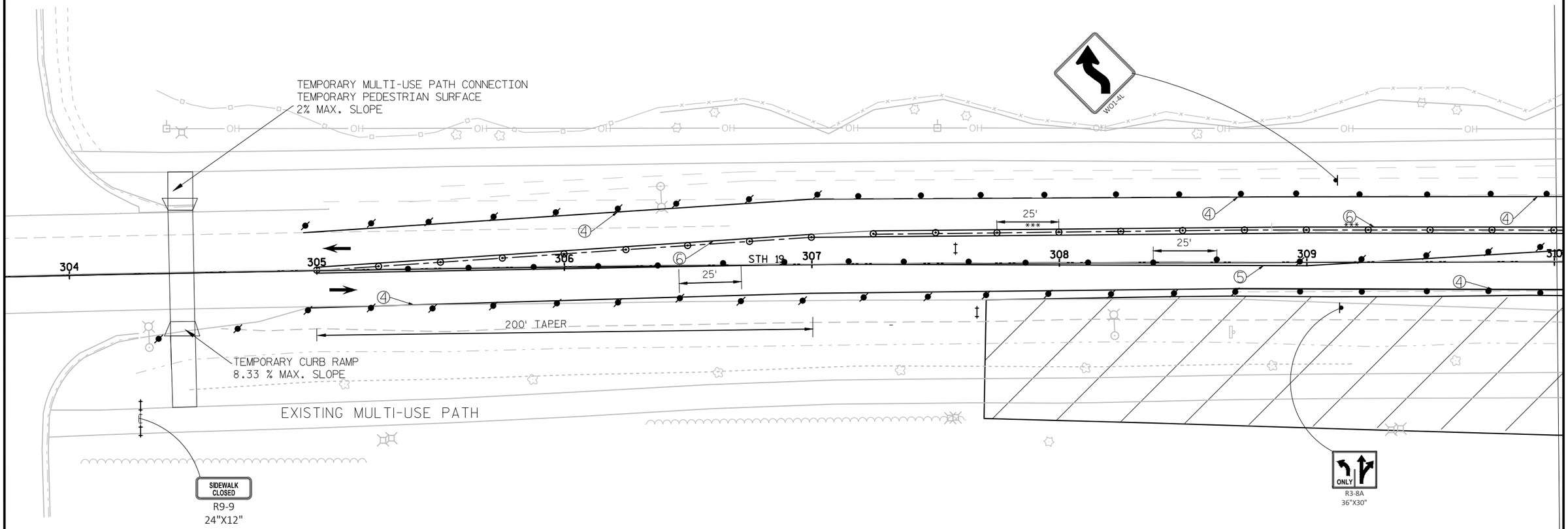
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

N

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR STAGE 2B & STAGE 3.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2A	SHEET 68	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

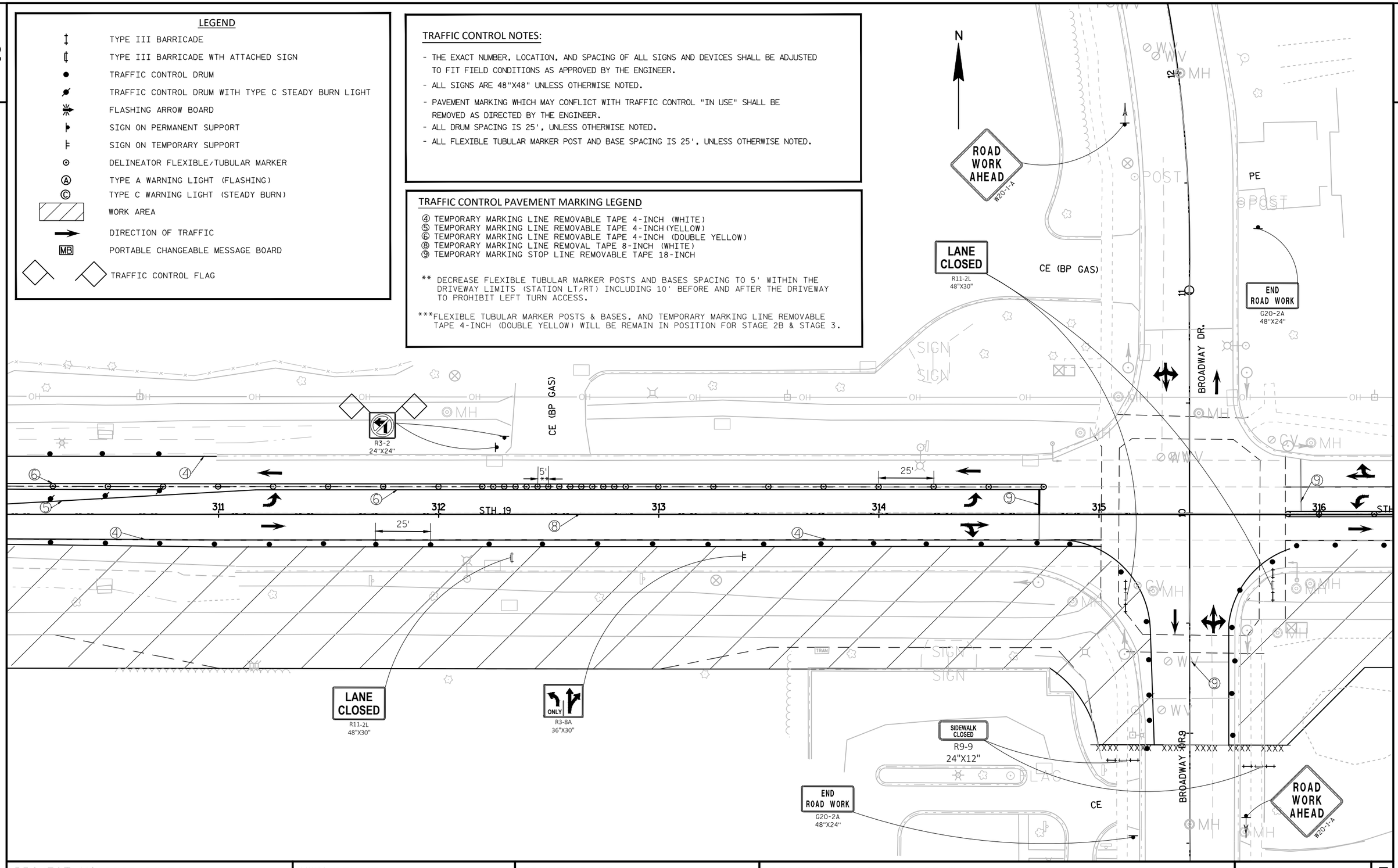
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVAL TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR STAGE 2B & STAGE 3.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2A	SHEET 69	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT)INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

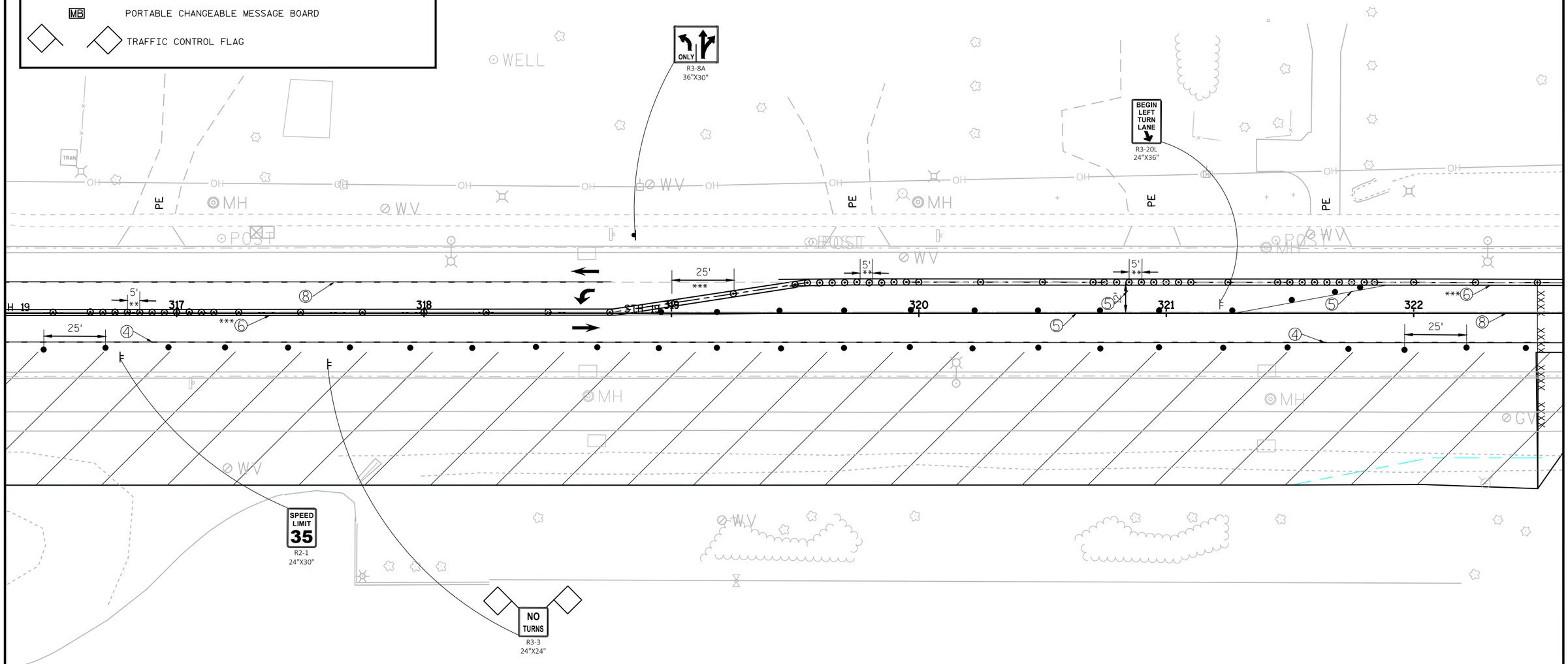
***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR STAGE 2B & STAGE 3.

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

N

2



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS-STAGE 2A	SHEET 70	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

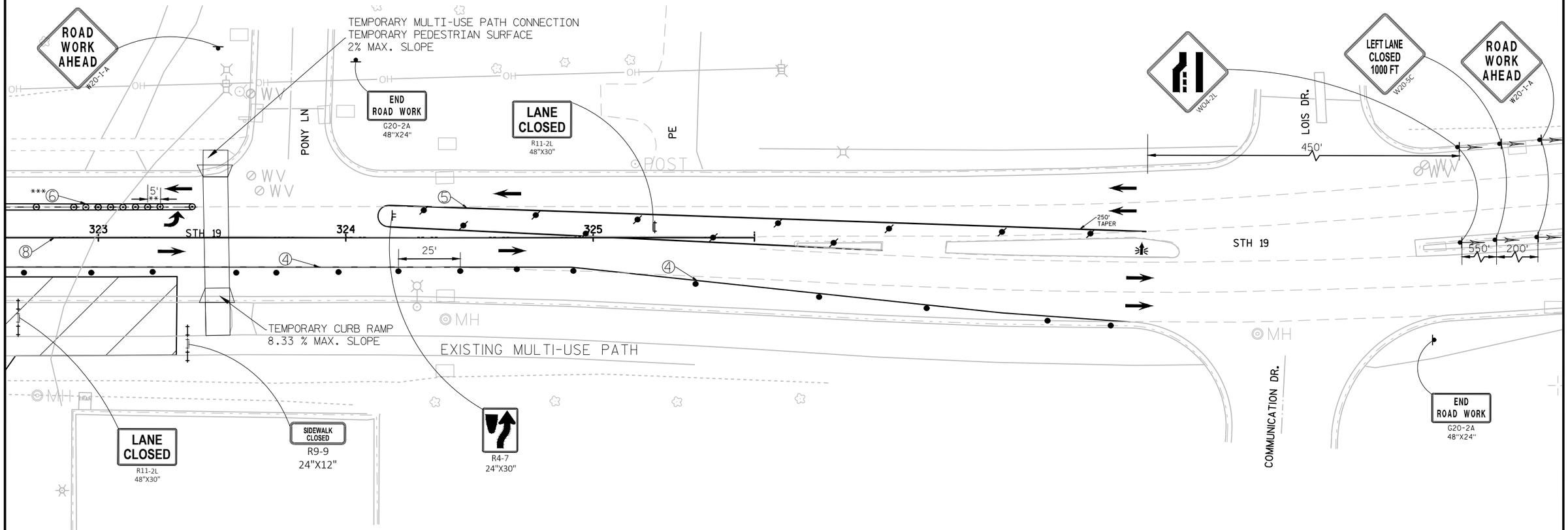
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

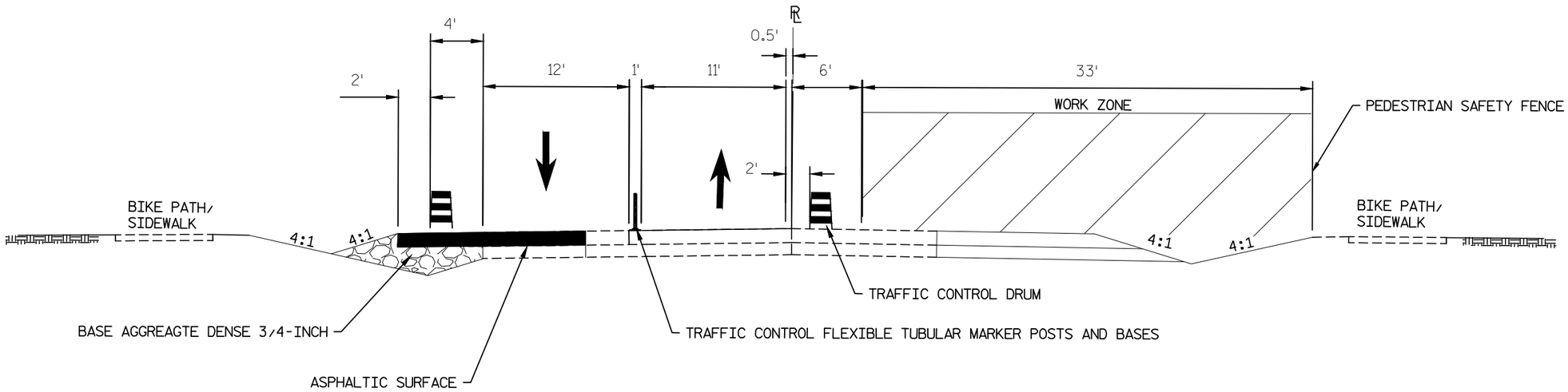
***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR STAGE 2B & STAGE 3.

N



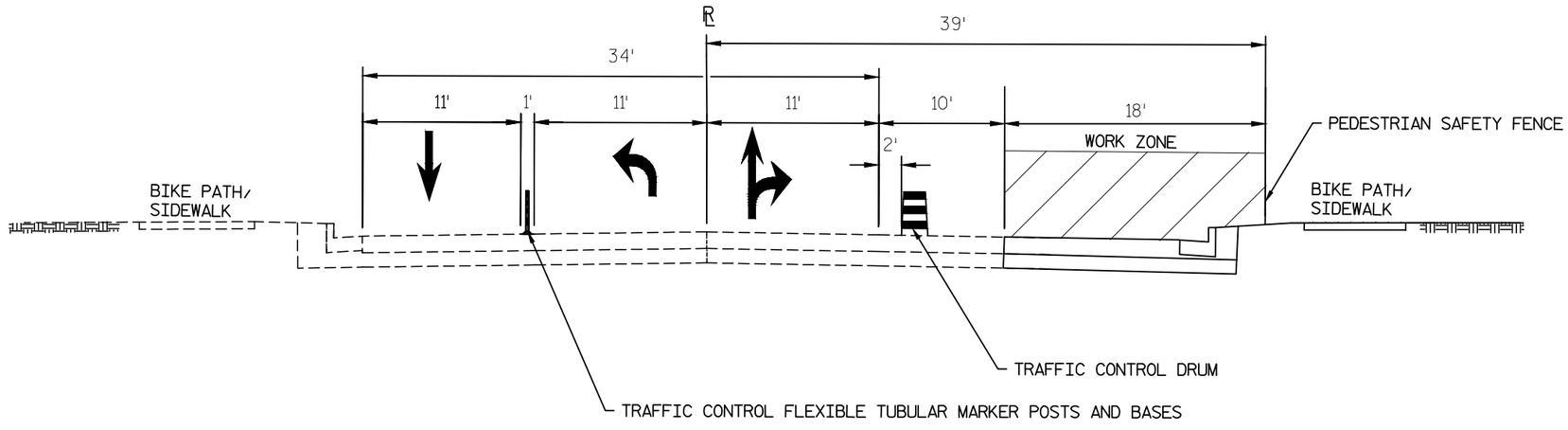
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2A	SHEET 71	E

2



TYPICAL SECTION - STAGE 2B
STH 19 EB & WB

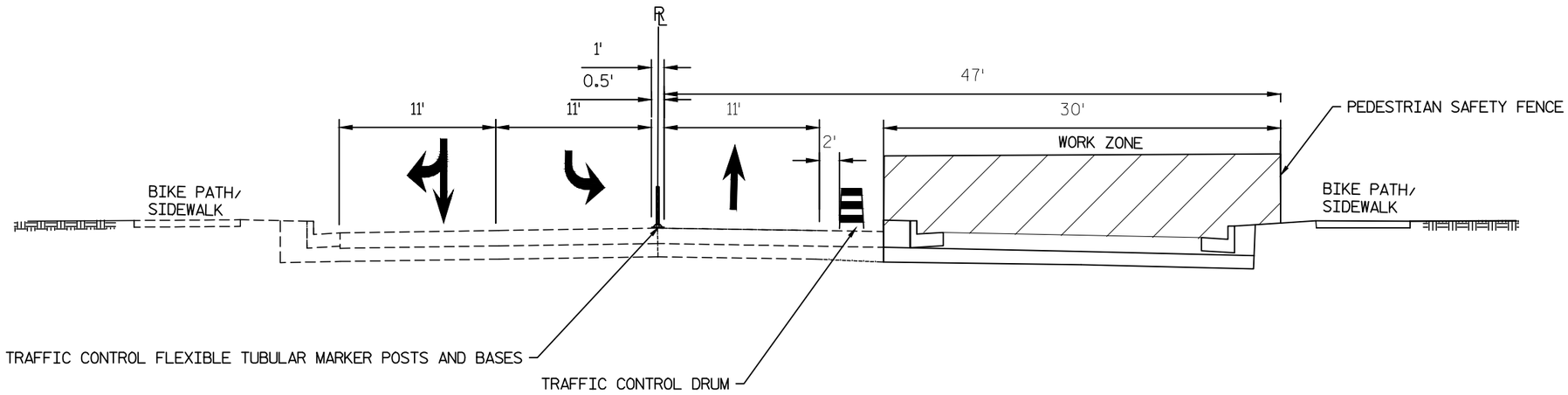
STA.305+00 TO STA.309+00



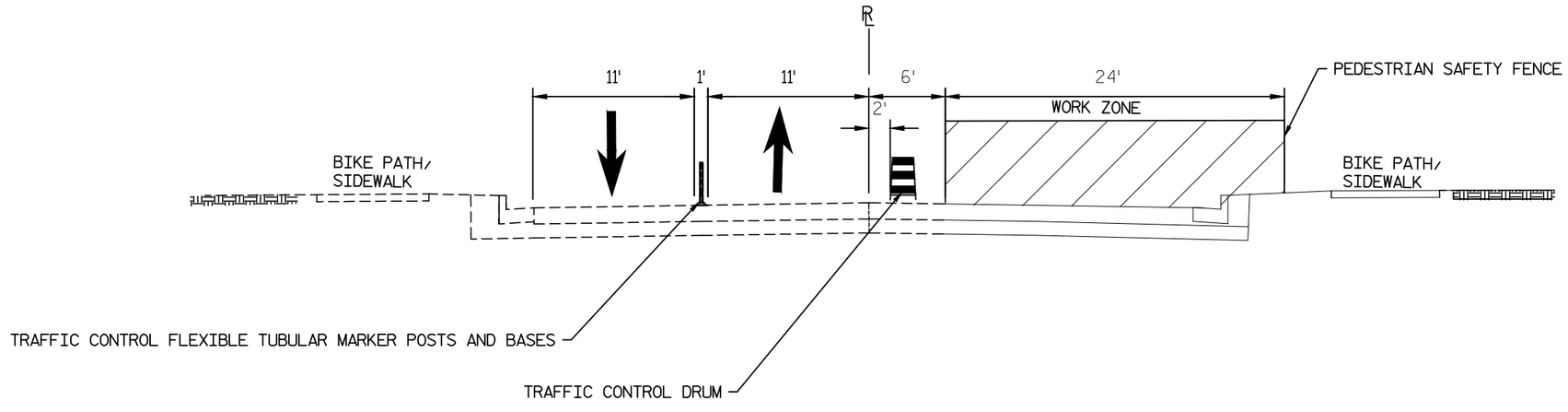
TYPICAL SECTION - STAGE 2B
STH 19 EB & WB

STA.309+00 TO STA.315+25

2



TYPICAL SECTION - STAGE 2B
STH 19 EB & WB
STA.315+75 TO STA.318+50



TYPICAL SECTION - STAGE 2B
STH 19 EB & WB
STA.318+50 TO STA.322+50

2

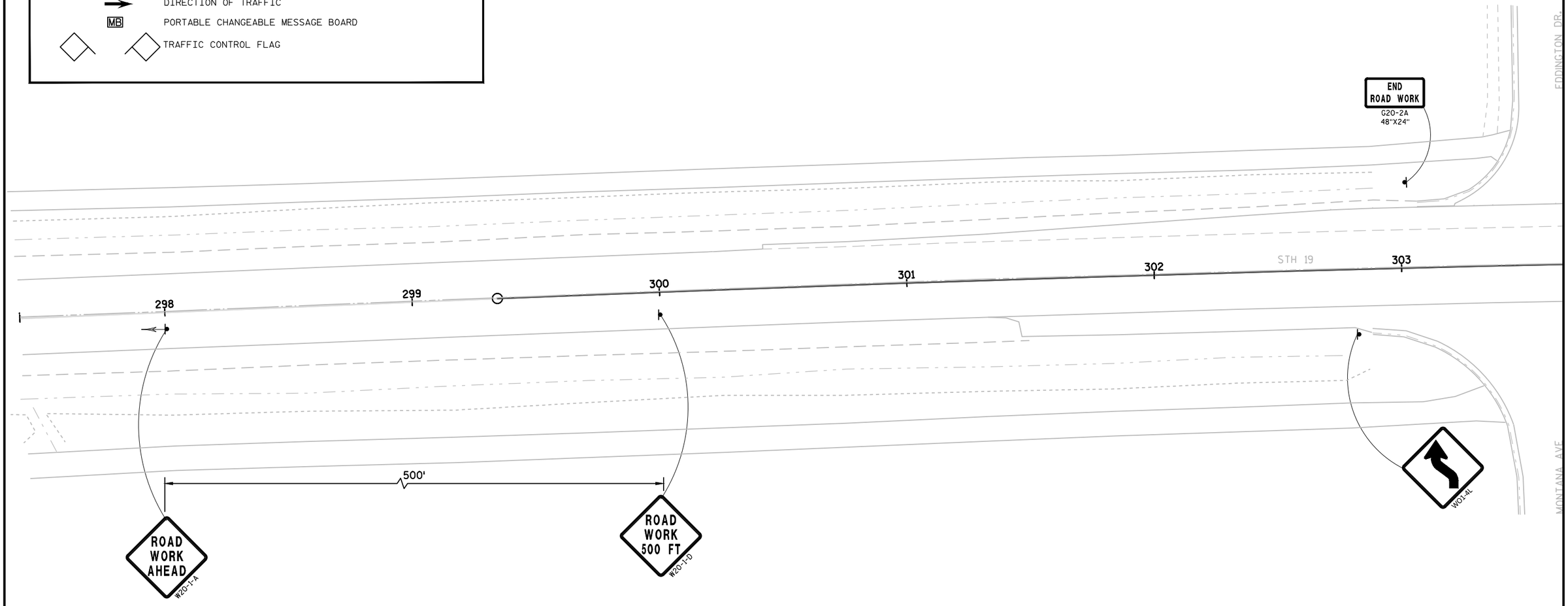
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY:DANE	STAGING PLANS - STAGE 2B	SHEET 74	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

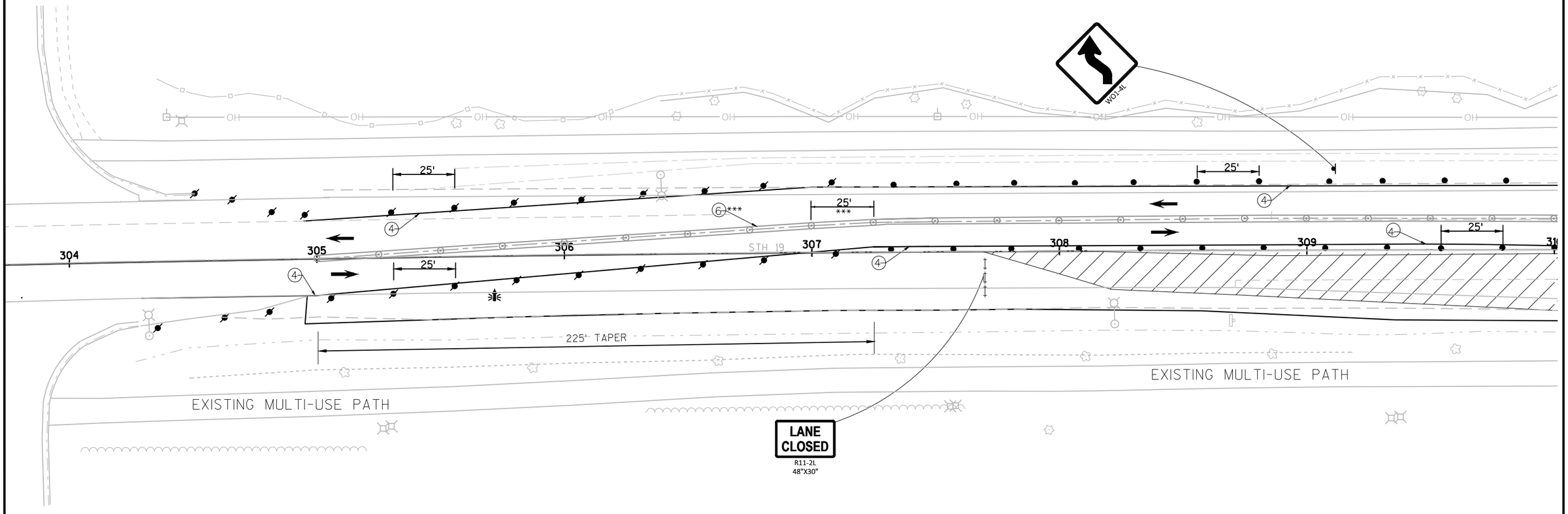
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(DOUBLE YELLOW)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT)INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR TRAFFIC CONTROL STAGE 3.

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY:DANE	STAGING PLANS - STAGE 2B	SHEET 75	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

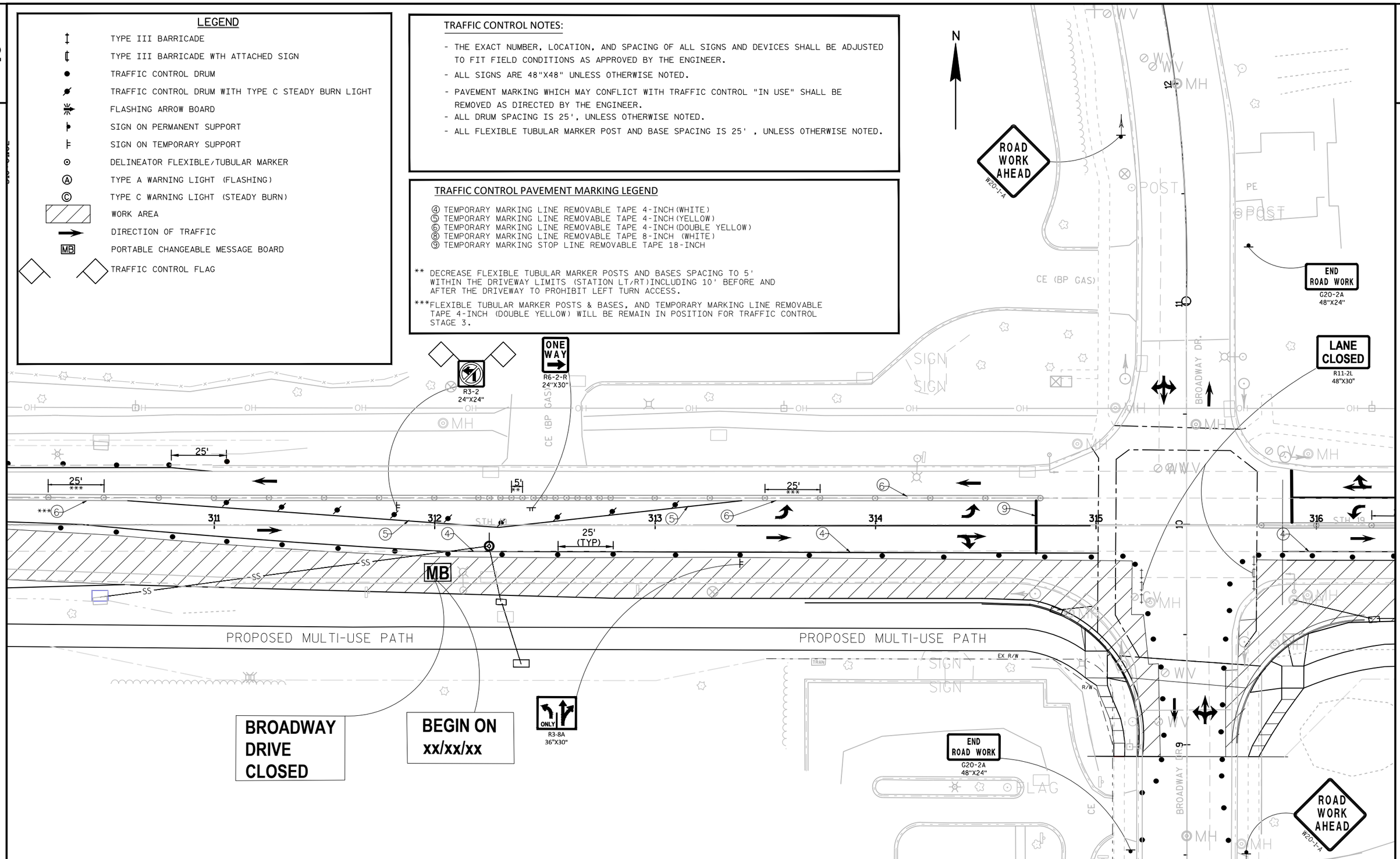
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT)INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR TRAFFIC CONTROL STAGE 3.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2B	SHEET 76	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

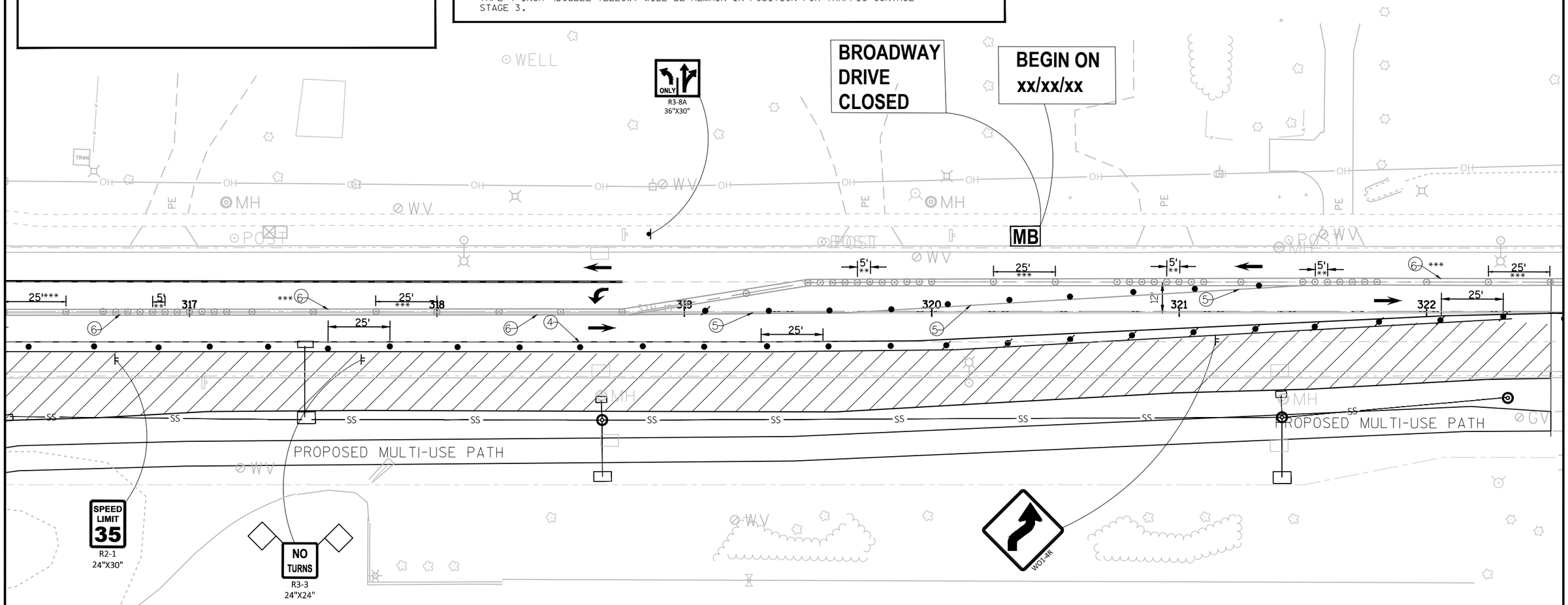
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(DOUBLE YELLOW)
⑧ TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR TRAFFIC CONTROL STAGE 3.

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY:DANE	STAGING PLANS - STAGE 2B	SHEET 77	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC CONTROL_STAGING 2B_DISPLAY.DWG
LAYOUT NAME - STH19_STAGE_2B-4
PLOT DATE : 11/19/2018 2:46 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

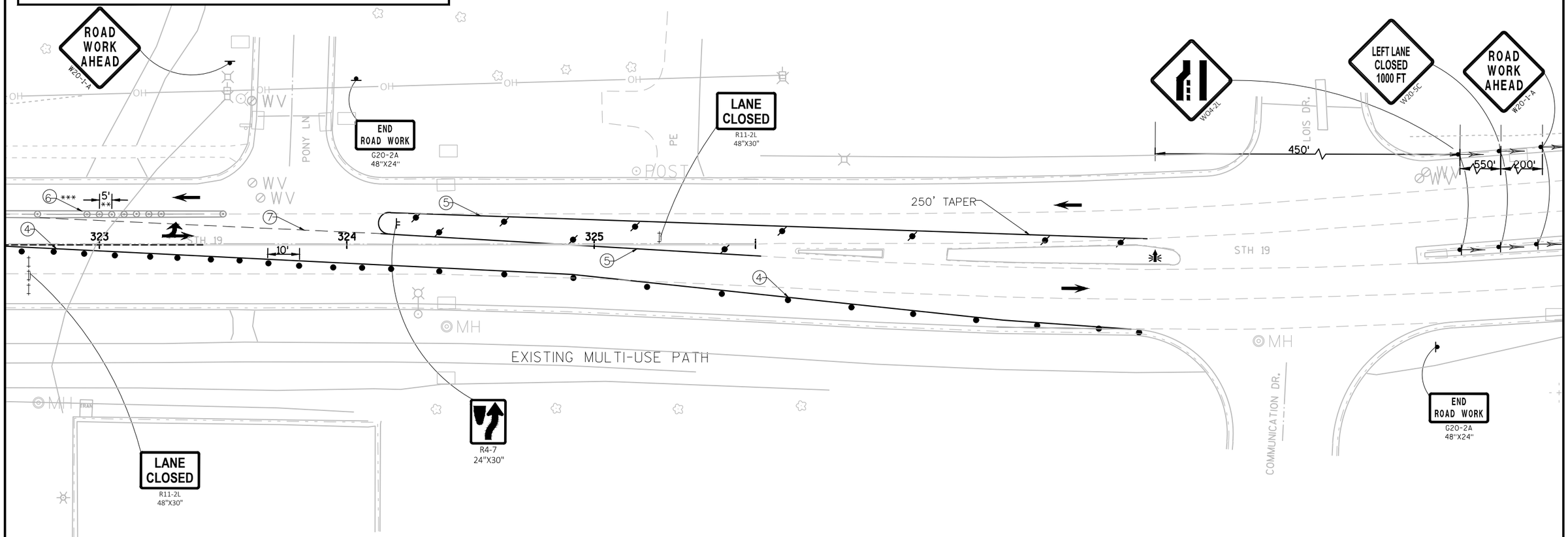
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH(DOUBLE YELLOW)
⑦ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH(YELLOW, DASHED 3' LINE, 9'GAP)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT)INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

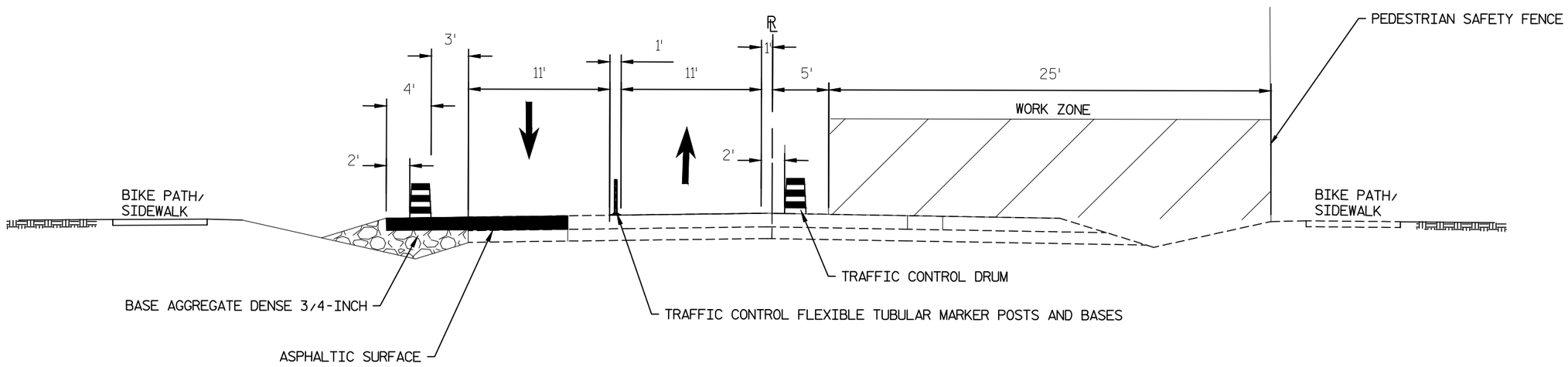
***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL BE REMAIN IN POSITION FOR TRAFFIC CONTROL STAGE 3.

N



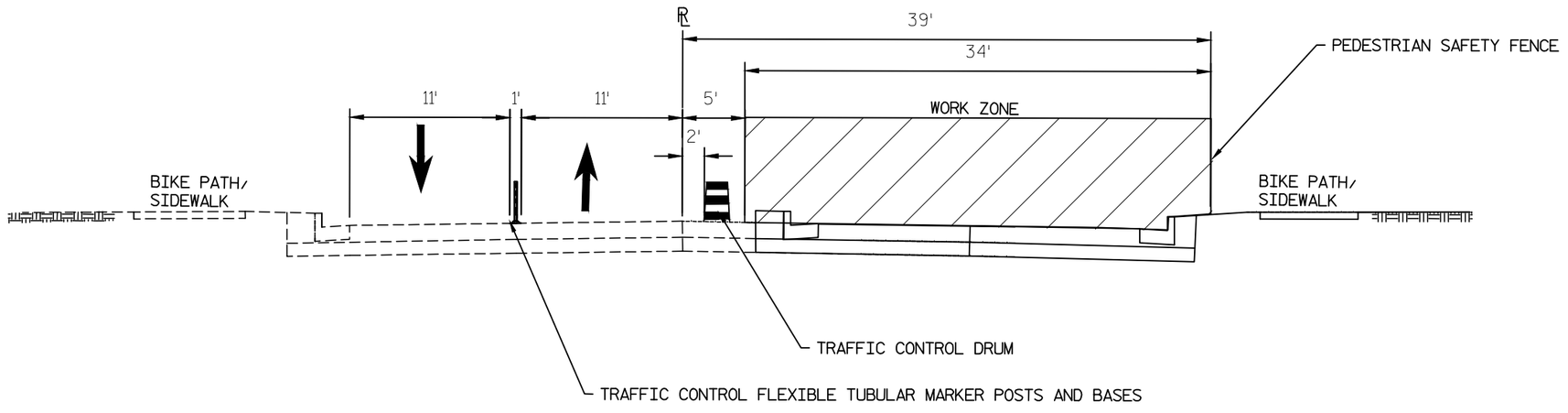
PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 2B	SHEET 78	E

2



TYPICAL SECTION - STAGE 3
STH 19 EB & WB

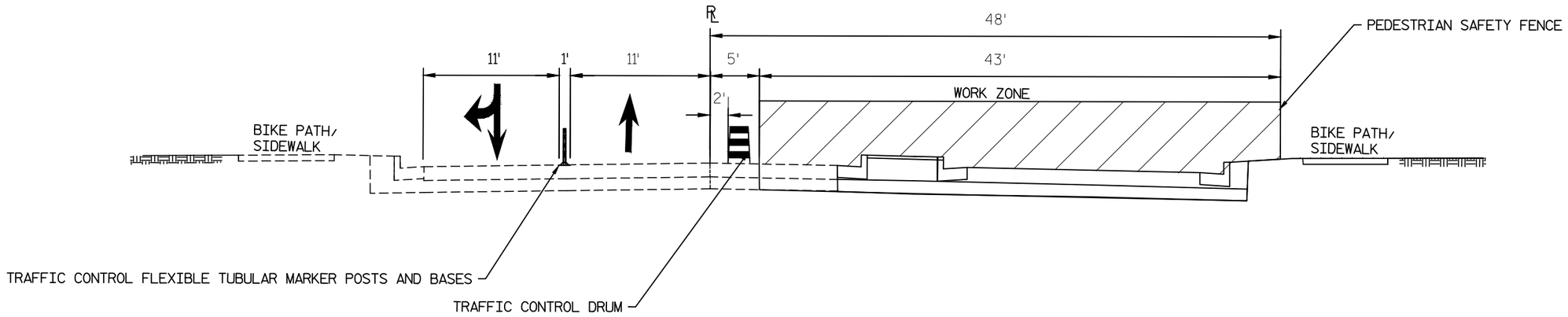
STA.305+00 TO STA.309+00



TYPICAL SECTION STAGE 3
STH 19 EB & WB

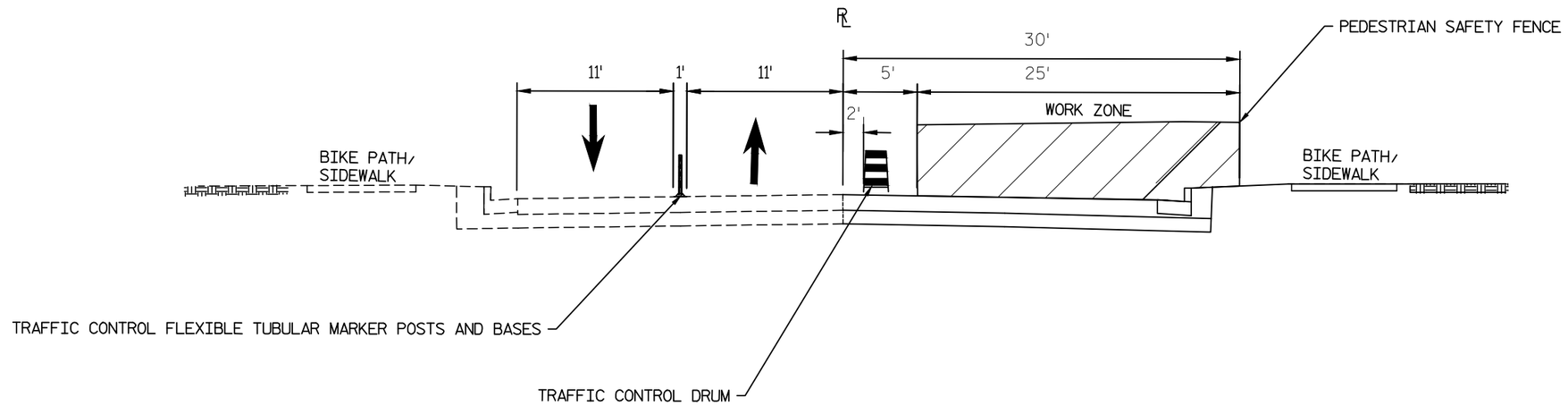
STA.309+00 TO STA.315+25

2



TYPICAL SECTION STAGE 3
STH 19 EB & WB

STA.315+75 TO STA.318+50



TYPICAL SECTION STAGE 3
STH 19 EB & WB

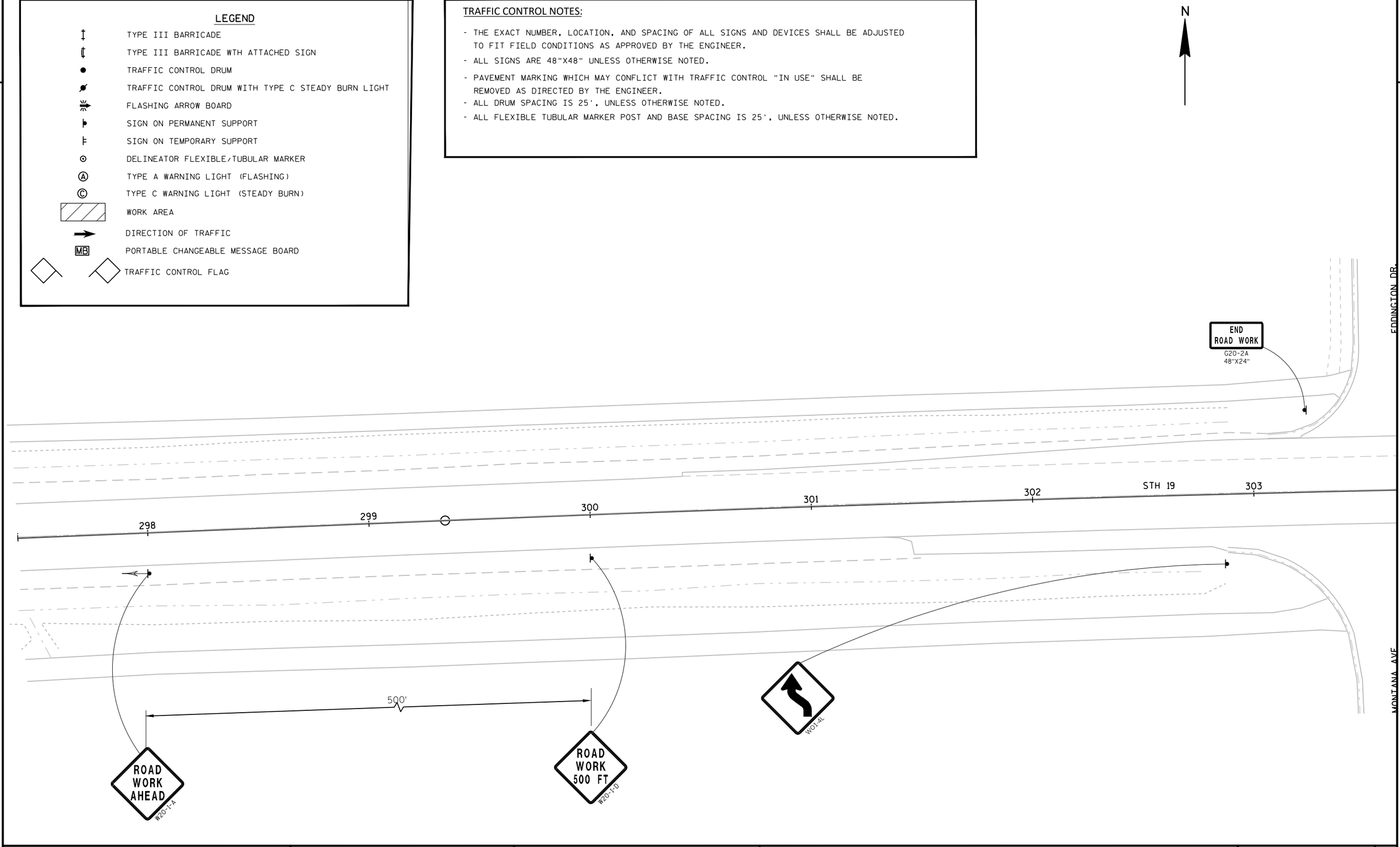
STA.318+50 TO STA.322+50

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 81	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

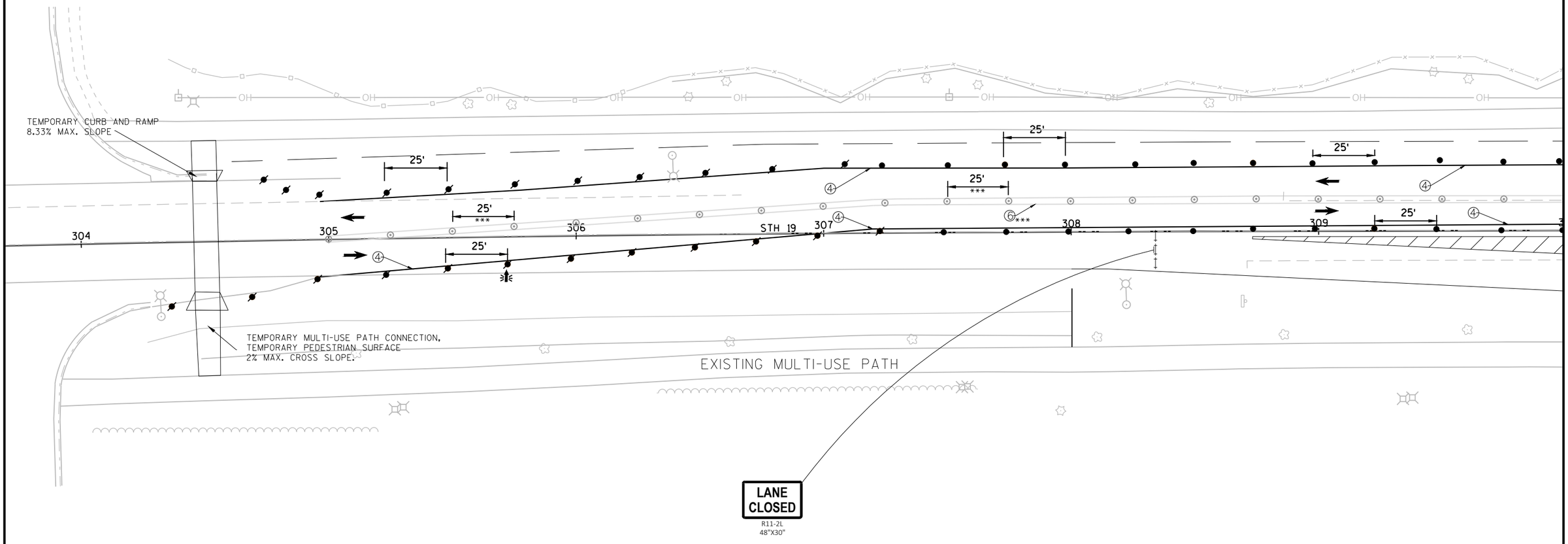
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FOR TRAFFIC CONTROL STAGE 4.

N

2



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY:DANE	STAGING PLANS - STAGE 3	SHEET 82	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

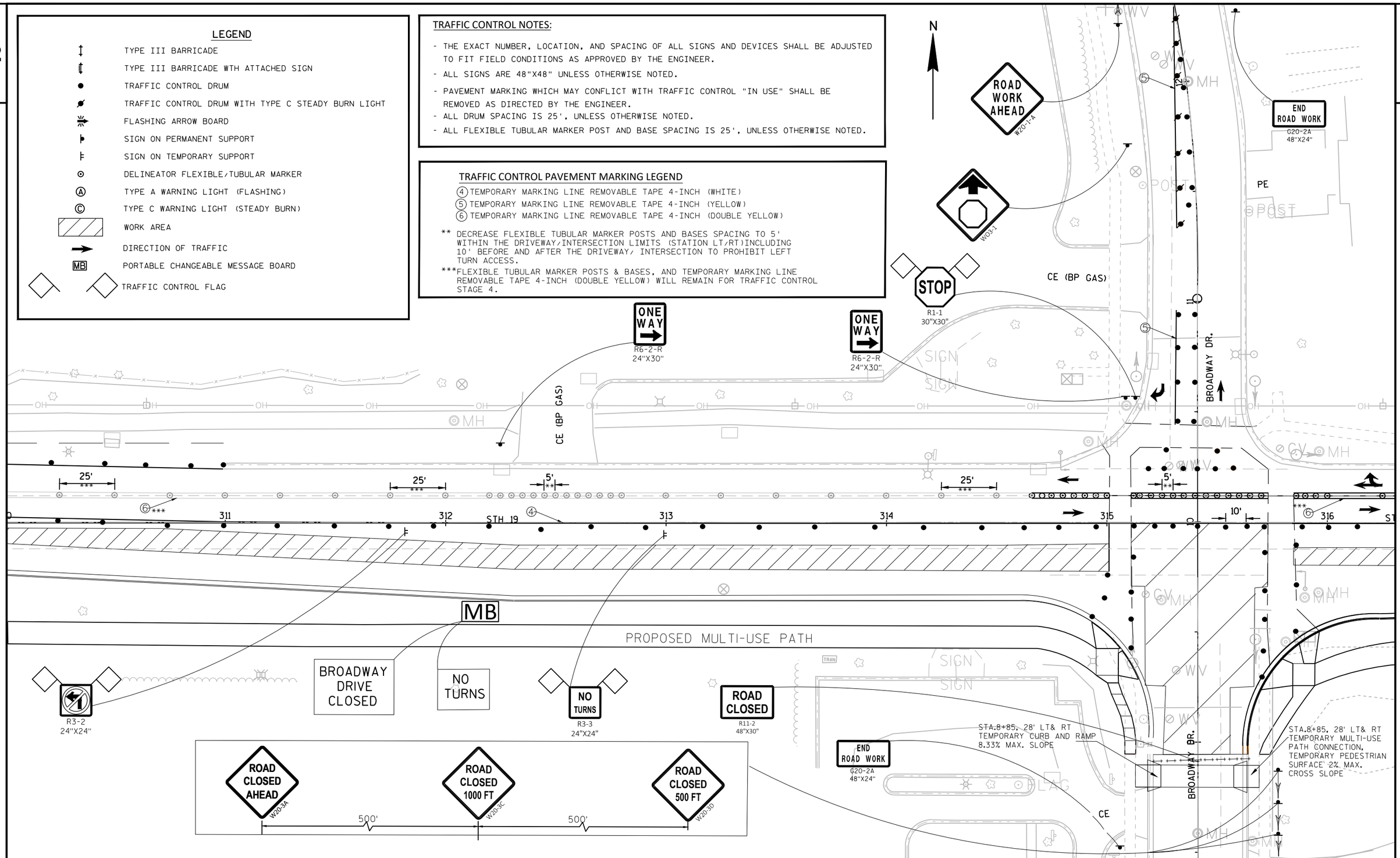
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

(4) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
(5) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
(6) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY/INTERSECTION LIMITS (STATION LT/RT)INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY/ INTERSECTION TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FOR TRAFFIC CONTROL STAGE 4.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 83	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

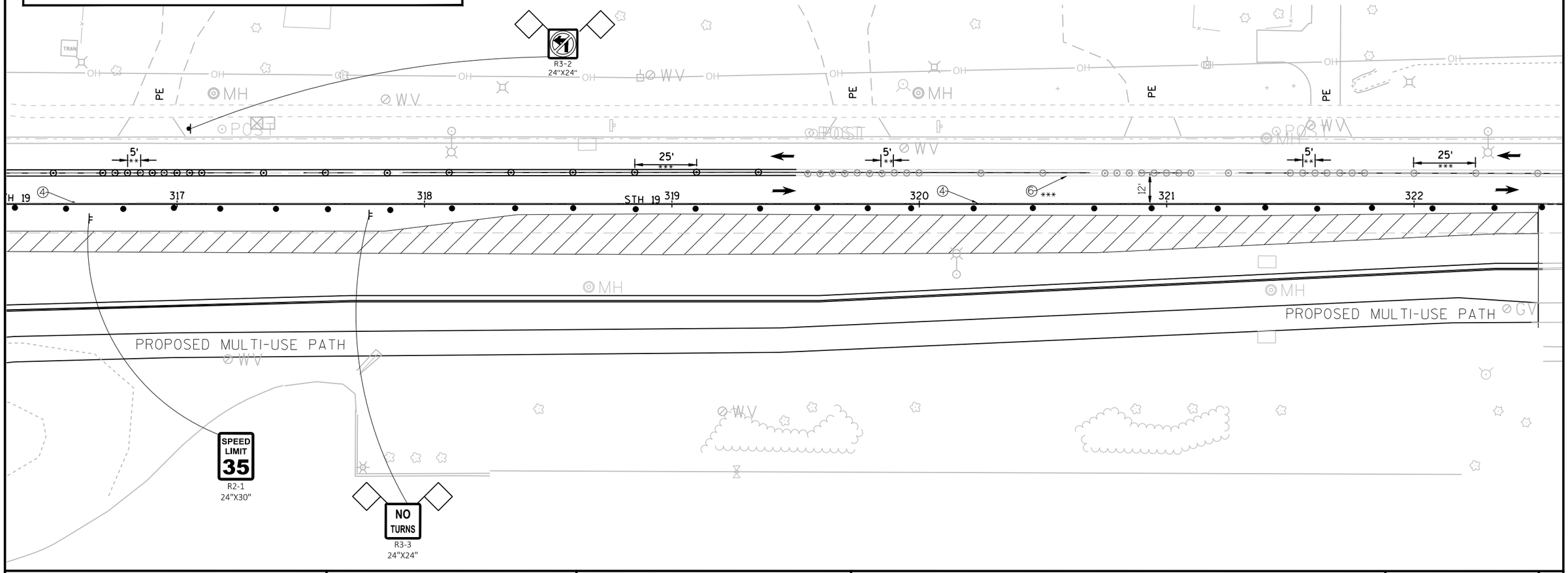
N

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT) INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FOR TRAFFIC CONTROL STAGE 4.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 84	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

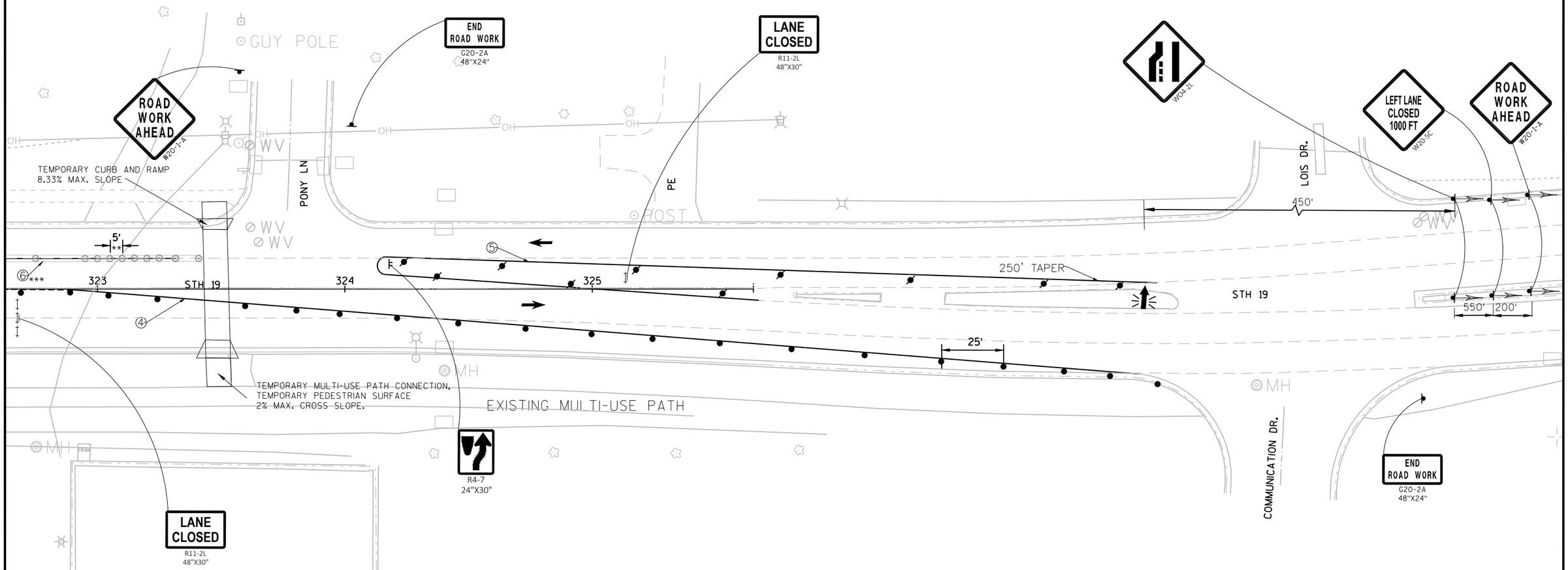
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.

N

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

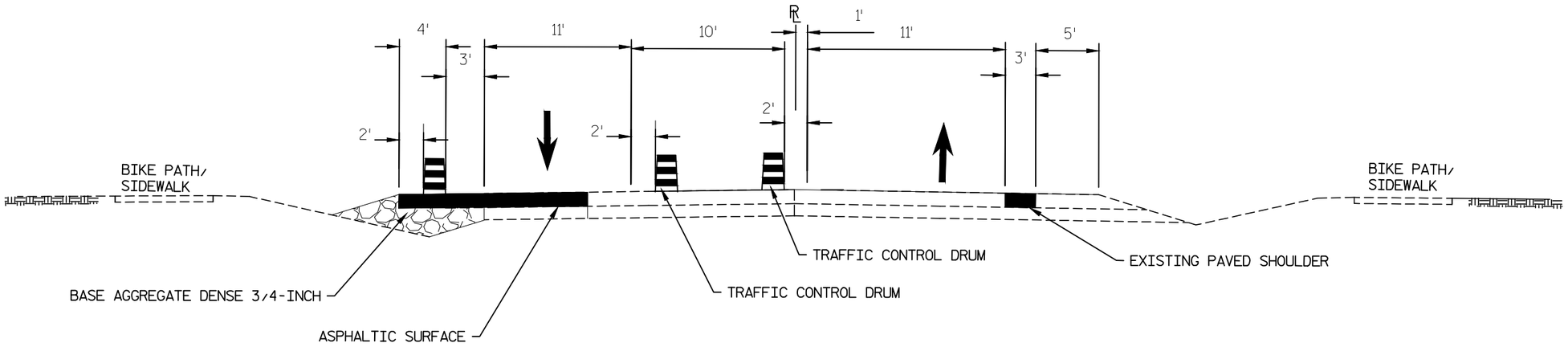
④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

***FLEXIBLE TUBULAR MARKER POSTS & BASES, AND TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FOR TRAFFIC CONTROL STAGE 4.



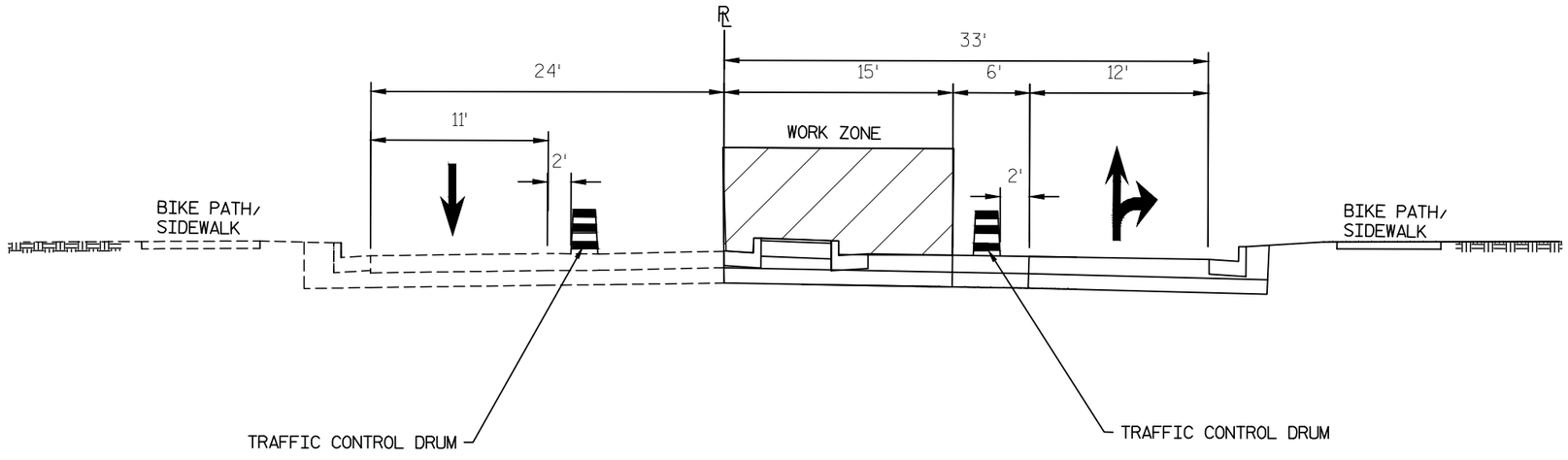
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 85	E

2



TYPICAL SECTION - STAGE 4
STH 19 EB & WB

STA.305+00 TO STA.309+00

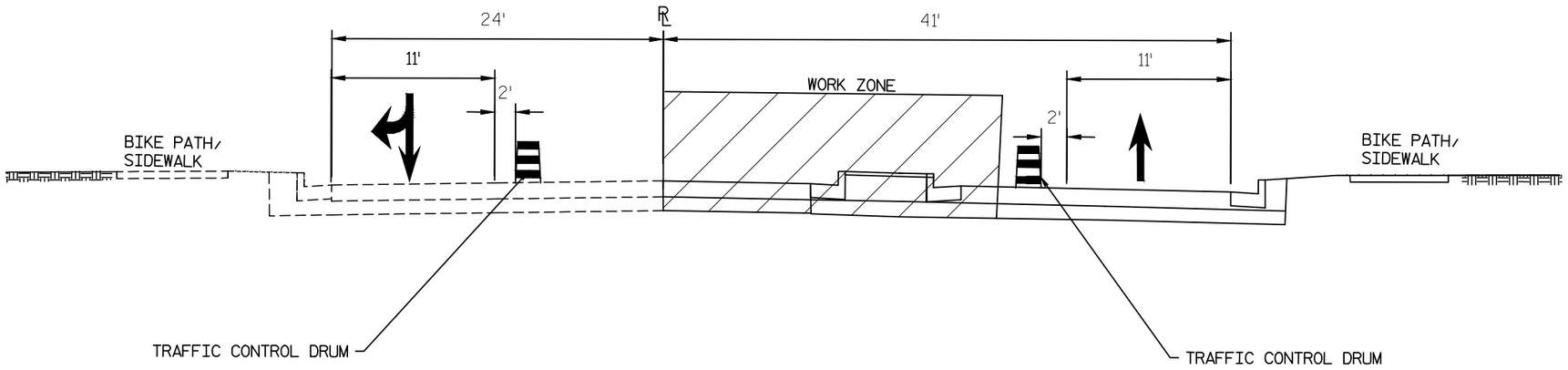


TYPICAL SECTION STAGE 4
STH 19 EB & WB

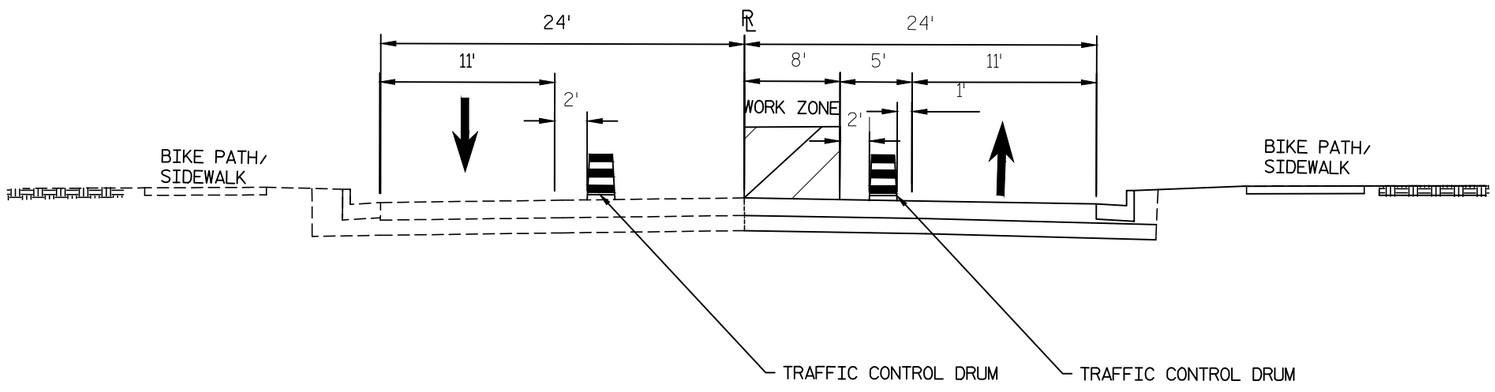
STA.309+00 TO STA.315+25

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	TYPICAL SECTION - STAGE 4	SHEET 86	E

2



TYPICAL SECTION STAGE 4
STH 19 EB & WB
STA.315+75 TO STA.318+50



TYPICAL SECTION STAGE 4
STH 19 EB & WB
STA.318+50 TO STA.322+50

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	TYPICAL SECTION - STAGE 4	SHEET 87	E

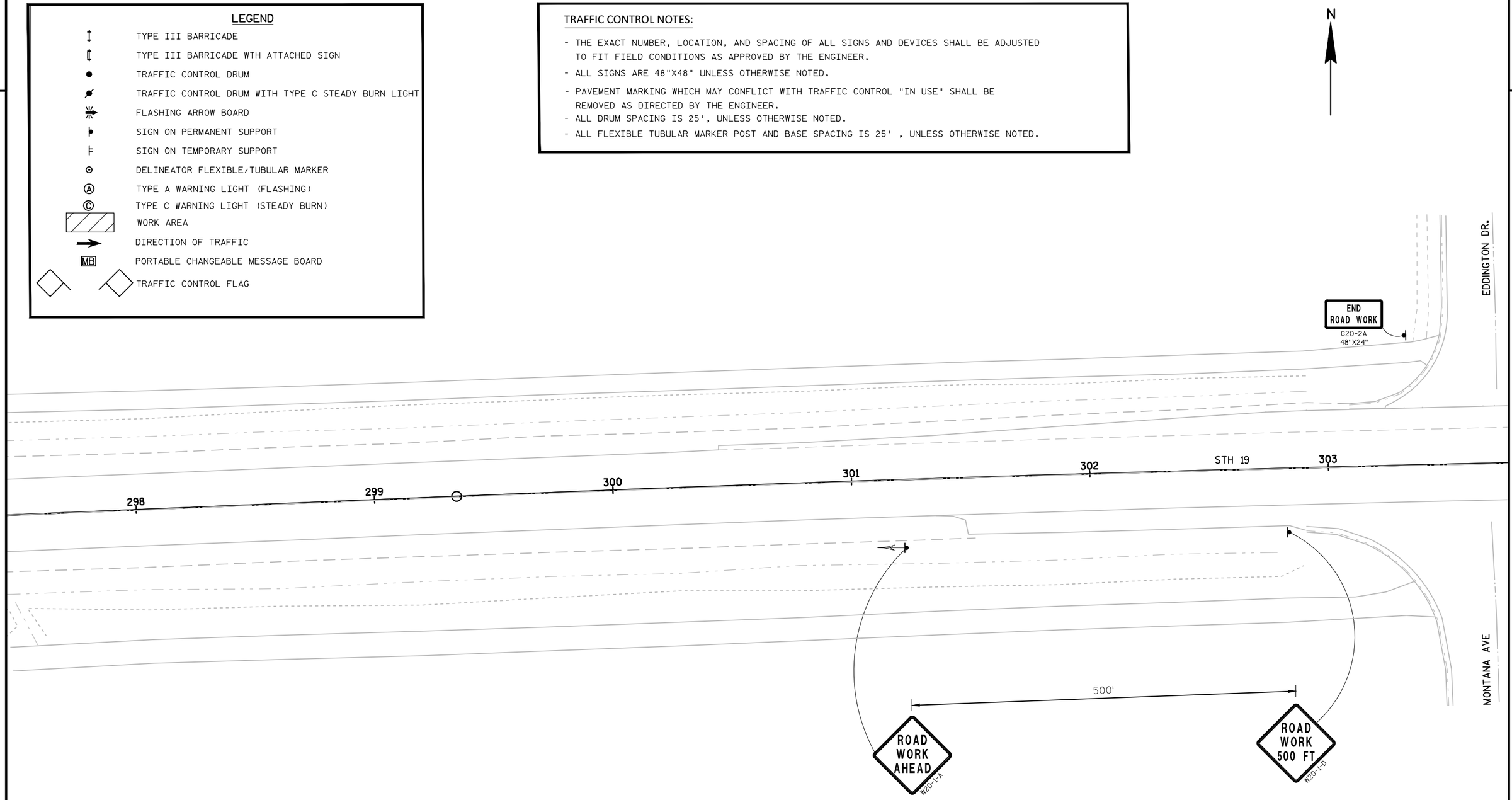
2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.



2

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 88	E

FILE NAME : N:\PDS\C3D\60850203\SHEETSPLAN\STAGING _FINAL\TRAFFIC CONTROL_STAGING 4 _DISPLAY.DWG
LAYOUT NAME - STH19_STAGE_4-1

PLOT DATE : 11/12/2018 3:09 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

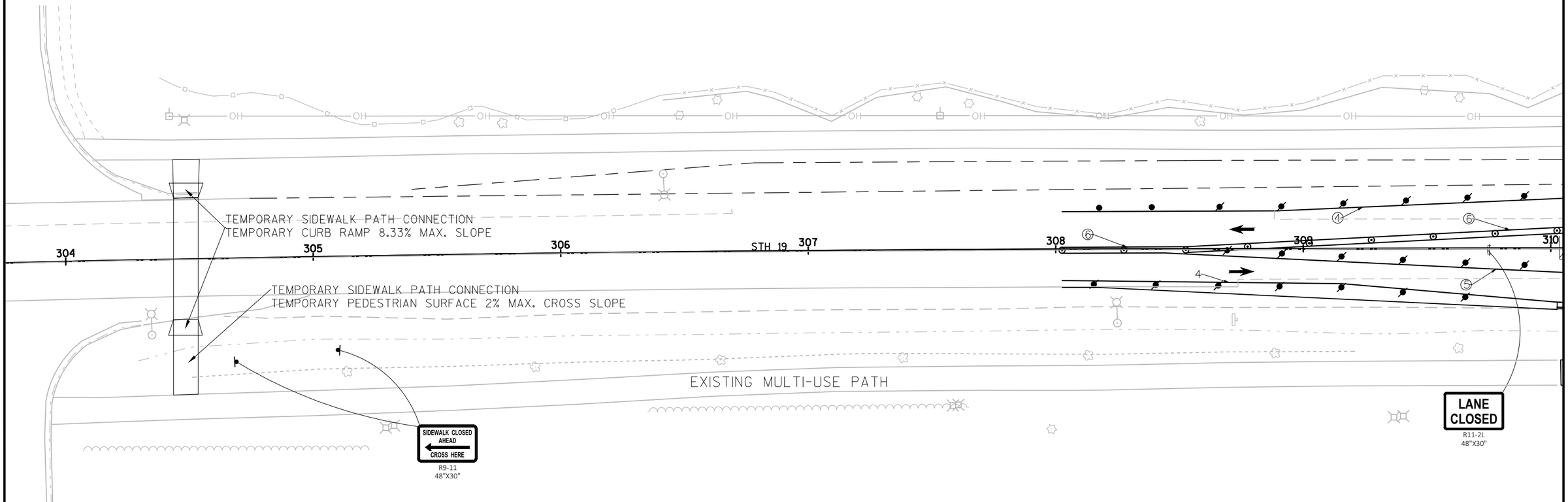
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

N

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

④ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

***FLEXIBLE TUBULAR MARKER POSTS & BASES, TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FROM STAGE 3 BETWEEN STA.311+00 TO STA.323+00. ADDITIONAL FLEXIBLE TUBULAR MARKER POSTS & BASES, MARKER LINE TAPE WILL BE PLACED WITHIN STA.308+00 TO STA.311+00.



2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

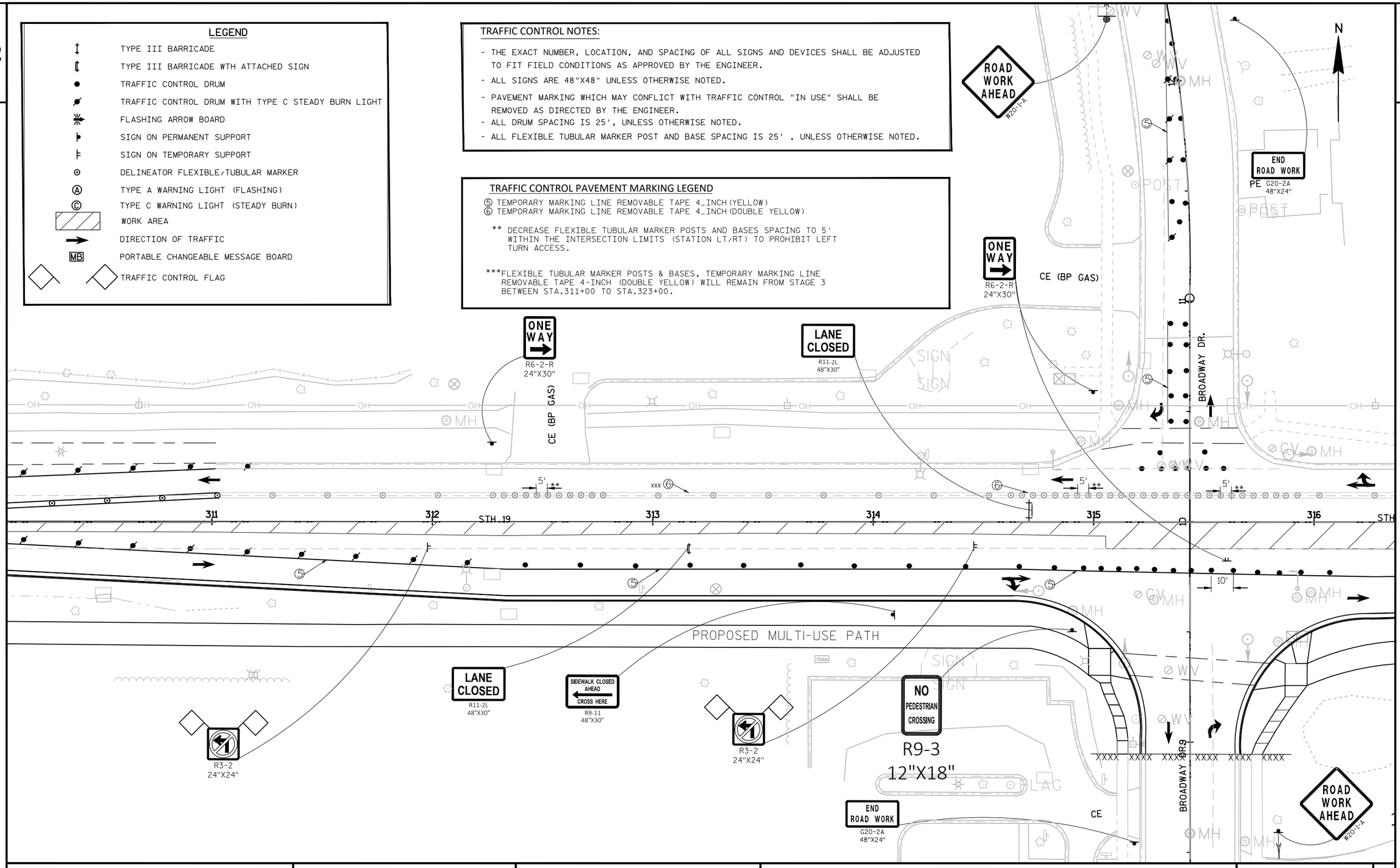
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4_INCH (DOUBLE YELLOW)

** DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE INTERSECTION LIMITS (STATION LT/RT) TO PROHIBIT LEFT TURN ACCESS.

***FLEXIBLE TUBULAR MARKER POSTS & BASES, TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FROM STAGE 3 BETWEEN STA.311+00 TO STA.323+00.



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 90	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL NOTES:

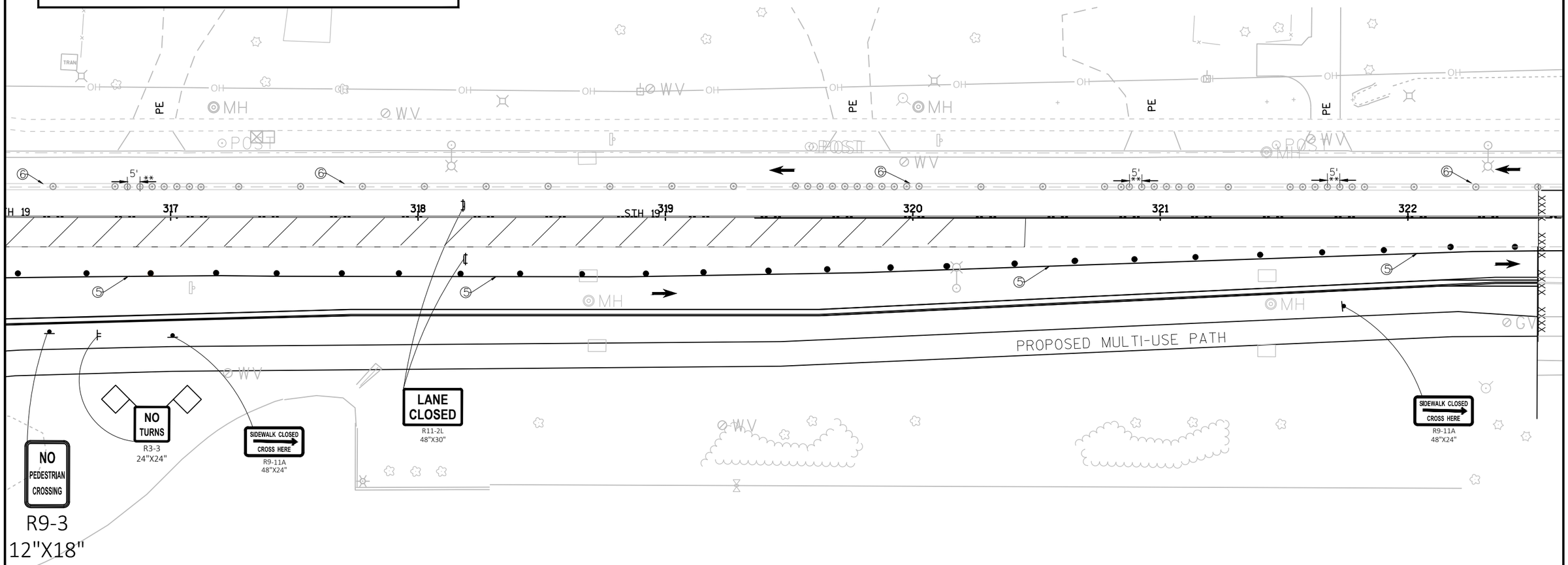
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

⑤ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)

***FLEXIBLE TUBULAR MARKER POSTS & BASES, TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) WILL REMAIN FROM STAGE 3 BETWEEN STA.311+00 TO STA.323+00.

N



PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 91	E

2

LEGEND

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

- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL FLAG

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

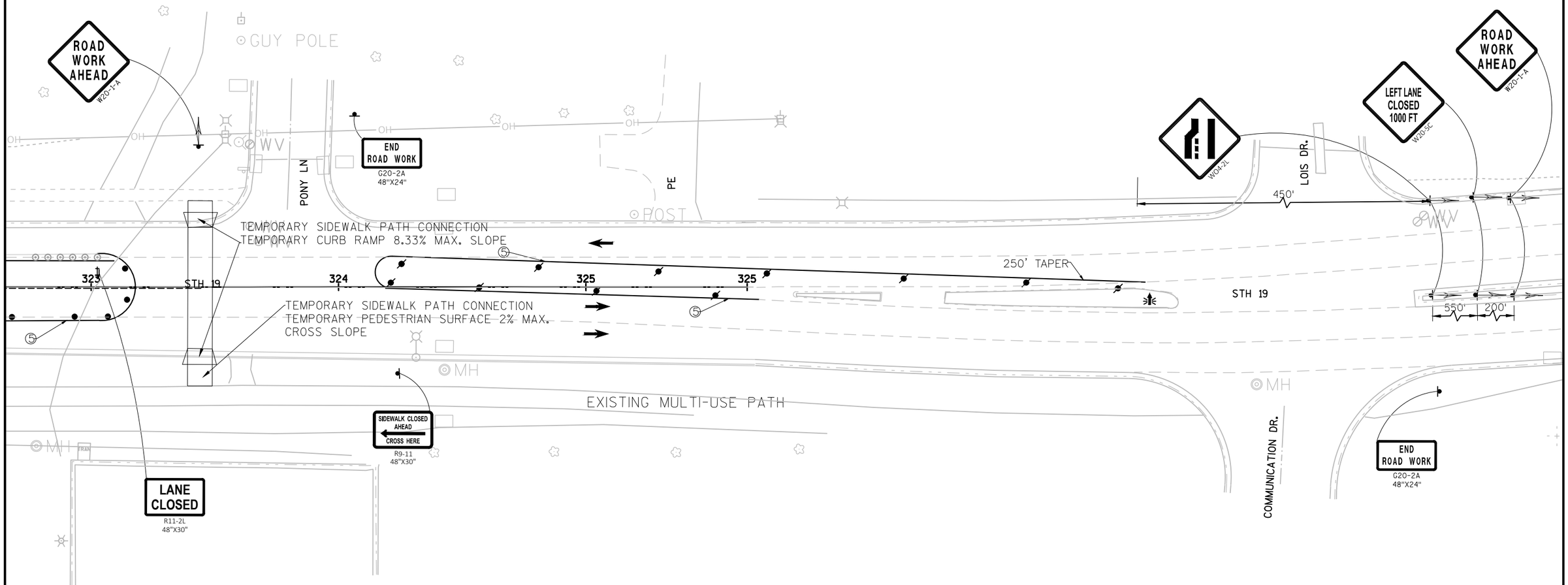
(5) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25' , UNLESS OTHERWISE NOTED.

N

2



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 92	E

2

SEC-2238
STA. 307+62.909, 1.05' LT
X =858416.4230
Y =523974.7890
ELV =994.923

CP-903
STA. 309+22.351, 32.45' LT
X =858575.8880
Y =524007.2880
ELV =992.685

N

CP-903

PI: 308+40.77

305+00 306+00 307+00 N89° 22' 12"E 308+00 309+00 310+00 311+00 N89° 49' 44"E

SEC-2238

R/L WIS 19

440.77'

410.99'

PI STA = 11+84.34
Y = 524161.103
X = 859198.488
DELTA = 14°08'35"
D = 8°33'03"
T = 83.12'
L = 165.40'
R = 670.06'
PC STA = 11+01.21
PT STA = 12+66.61

PC: 11+01.21

BM-1001
STA. 312+26.266, 66.85' LT
X = 858879.8580
Y = 524042.5950
ELV = 992.886

BM-1001

SIGN

MH

R/L BROADWAY

N

WEL

MH

WV

MH

PED

PI: 312+51.75

311+00 N89° 49' 44"E 312+00 313+00 N89° 50' 12"E 314+00 315+00 316+00 317+00 N89° 55' 04"E 318+00

410.99' R/L WIS 19 348.93' PI: 316+00.69 194.04' R/L WIS 19 PI: 31

R/L BROADWAY

CP-900
STA.316+28.359, 89.03' RT
STA. 9+10.549, 84.29' RT
X = 859281.8050
Y = 523887.6910
ELV = 994.880

CP-900

N 09° 12' 58" W 438.90'

SIGN

BM-1000
STA. 314+39.537, 118.69' RT
STA. 8+78.162, 104.06' LT
X = 859093.0850
Y = 523857.6480
ELV = 991.351

BM-1000

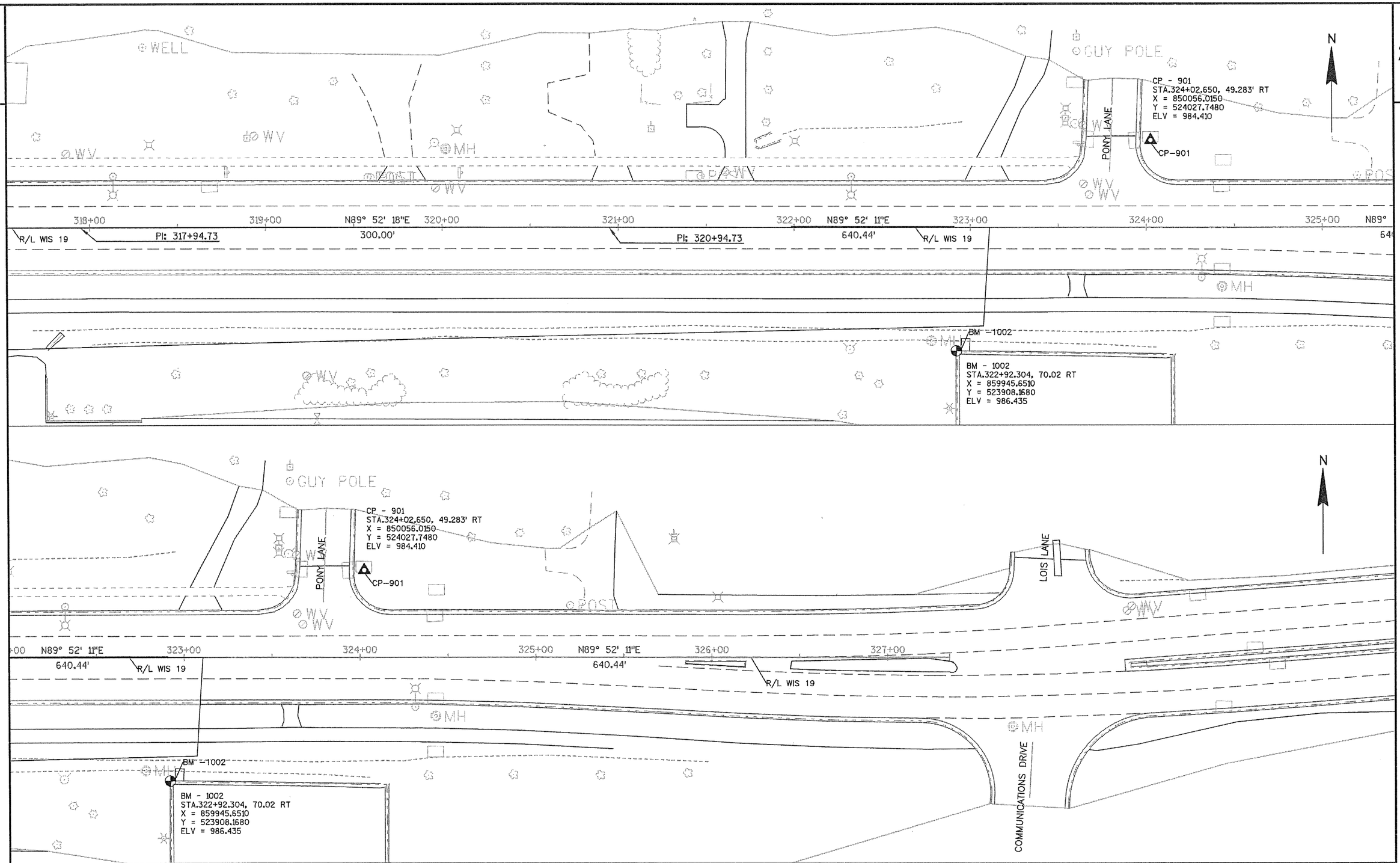
RESIDENTIAL

PROJECT NO:6085-02-74	HWY: STH 19	COUNTY: DANE	ALIGNMENT PLAN	SHEET E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\ALIGNMENT PLAN.DWG
LAYOUT NAME - 21

PLOT DATE : 7/25/2018 1:23 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SH



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	ALIGNMENT PLAN	SHEET E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\ALIGNMENT PLAN.DWG
LAYOUT NAME - 21

PLOT DATE : 7/25/2018 1:23 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SI...

6085-02-74

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	96.000	96.000
0004	201.0220	Grubbing	ID	96.000	96.000
0006	204.0100	Removing Pavement	SY	4,347.000	4,347.000
0008	204.0110	Removing Asphaltic Surface	SY	1,282.000	1,282.000
0010	204.0150	Removing Curb & Gutter	LF	1,230.000	1,230.000
0012	204.0155	Removing Concrete Sidewalk	SY	145.000	145.000
0014	204.0195	Removing Concrete Bases	EACH	9.000	9.000
0016	204.0210	Removing Manholes	EACH	1.000	1.000
0018	204.0220	Removing Inlets	EACH	9.000	9.000
0020	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	41.000	41.000
0022	204.0245	Removing Storm Sewer (size) 002. 15-Inch	LF	51.000	51.000
0024	204.0245	Removing Storm Sewer (size) 003. 18-Inch	LF	12.000	12.000
0026	205.0100	Excavation Common	CY	5,431.000	5,431.000
0028	213.0100	Finishing Roadway (project) 01. 6085-02-74	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	860.000	860.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,790.000	2,790.000
0034	312.0110	Select Crushed Material	TON	4,854.000	4,854.000
0036	415.0090	Concrete Pavement 9-Inch	SY	4,387.000	4,387.000
0038	415.1090	Concrete Pavement HES 9-Inch	SY	573.000	573.000
0040	415.5110.S	Concrete Pavement Joint Layout	LS	1.000	1.000
0042	416.0610	Drilled Tie Bars	EACH	750.000	750.000
0044	416.0620	Drilled Dowel Bars	EACH	405.000	405.000
0046	416.1710	Concrete Pavement Repair	SY	598.000	598.000
0048	455.0605	Tack Coat	GAL	199.000	199.000
0050	465.0105	Asphaltic Surface	TON	322.000	322.000
0052	465.0125	Asphaltic Surface Temporary	TON	175.000	175.000
0054	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,410.000	2,410.000
0056	602.0405	Concrete Sidewalk 4-Inch	SF	4,792.000	4,792.000
0058	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	87.000	87.000
0060	608.0212	Storm Sewer Pipe Reinforced Concrete Class II 12-Inch	LF	141.000	141.000
0062	608.0215	Storm Sewer Pipe Reinforced Concrete Class II 15-Inch	LF	58.000	58.000
0064	608.0218	Storm Sewer Pipe Reinforced Concrete Class II 18-Inch	LF	14.000	14.000
0066	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0068	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0070	611.0606	Inlet Covers Type B	EACH	4.000	4.000
0072	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0074	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0076	611.3230	Inlets 2x3-FT	EACH	10.000	10.000
0078	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0080	618.0100	Maintenance And Repair of Haul Roads (project) 02.	EACH	1.000	1.000

6085-02-74

Line	Item	Item Description	Unit	Total	Qty
		6085-02-74			
0082	619.1000	Mobilization	EACH	1.000	1.000
0084	620.0300	Concrete Median Sloped Nose	SF	228.000	228.000
0086	624.0100	Water	MGAL	85.000	85.000
0088	625.0100	Topsoil	SY	8,027.000	8,027.000
0090	628.1104	Erosion Bales	EACH	10.000	10.000
0092	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0094	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0096	628.2006	Erosion Mat Urban Class I Type A	SY	5,105.000	5,105.000
0098	628.7005	Inlet Protection Type A	EACH	12.000	12.000
0100	629.0210	Fertilizer Type B	CWT	5.000	5.000
0102	630.0130	Seeding Mixture No. 30	LB	96.000	96.000
0104	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	10.000	10.000
0106	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	7.000	7.000
0108	637.2210	Signs Type II Reflective H	SF	93.000	93.000
0110	637.2215	Signs Type II Reflective H Folding	SF	14.920	14.920
0112	637.2230	Signs Type II Reflective F	SF	43.000	43.000
0114	638.2102	Moving Signs Type II	EACH	3.000	3.000
0116	638.2602	Removing Signs Type II	EACH	4.000	4.000
0118	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0120	642.5201	Field Office Type C	EACH	1.000	1.000
0122	643.0300	Traffic Control Drums	DAY	11,818.000	11,818.000
0124	643.0420	Traffic Control Barricades Type III	DAY	918.000	918.000
0126	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	569.000	569.000
0128	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	569.000	569.000
0130	643.0705	Traffic Control Warning Lights Type A	DAY	1,775.000	1,775.000
0132	643.0715	Traffic Control Warning Lights Type C	DAY	4,464.000	4,464.000
0134	643.0800	Traffic Control Arrow Boards	DAY	124.000	124.000
0136	643.0900	Traffic Control Signs	DAY	4,889.000	4,889.000
0138	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0140	643.1050	Traffic Control Signs PCMS	DAY	30.000	30.000
0142	643.5000	Traffic Control	EACH	1.000	1.000
0144	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	520.000	520.000
0146	644.1420.S	Temporary Pedestrian Surface Plywood	SF	290.000	290.000
0148	644.1430.S	Temporary Pedestrian Surface Plate	SF	240.000	240.000
0150	644.1601.S	Temporary Curb Ramp	EACH	22.000	22.000
0152	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,450.000	1,450.000
0154	645.0220	Geogrid Type SR	SY	6,405.000	6,405.000
0156	646.1020	Marking Line Epoxy 4-Inch	LF	8,433.000	8,433.000
0158	646.3020	Marking Line Epoxy 8-Inch	LF	374.000	374.000

6085-02-74

Line	Item	Item Description	Unit	Total	Qty
0160	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0162	646.6120	Marking Stop Line Epoxy 18-Inch	LF	86.000	86.000
0164	646.7120	Marking Diagonal Epoxy 12-Inch	LF	410.000	410.000
0166	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	435.000	435.000
0168	646.8120	Marking Curb Epoxy	LF	187.000	187.000
0170	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0172	646.9000	Marking Removal Line 4-Inch	LF	2,630.000	2,630.000
0174	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	25,746.000	25,746.000
0176	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	2,640.000	2,640.000
0178	649.0550	Temporary Marking Arrow Removable Tape	EACH	48.000	48.000
0180	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	86.000	86.000
0182	650.4000	Construction Staking Storm Sewer	EACH	12.000	12.000
0184	650.4500	Construction Staking Subgrade	LF	1,525.000	1,525.000
0186	650.5000	Construction Staking Base	LF	1,525.000	1,525.000
0188	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,510.000	1,510.000
0190	650.7000	Construction Staking Concrete Pavement	LF	1,525.000	1,525.000
0192	650.8500	Construction Staking Electrical Installations (project) 05. 6085-02-74	LS	1.000	1.000
0194	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0196	650.9910	Construction Staking Supplemental Control (project) 06. 6085-02-74	LS	1.000	1.000
0198	650.9920	Construction Staking Slope Stakes	LF	1,440.000	1,440.000
0200	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	168.000	168.000
0202	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	710.000	710.000
0204	652.0615	Conduit Special 3-Inch	LF	316.000	316.000
0206	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000
0208	653.0905	Removing Pull Boxes	EACH	10.000	10.000
0210	654.0101	Concrete Bases Type 1	EACH	10.000	10.000
0212	654.0102	Concrete Bases Type 2	EACH	4.000	4.000
0214	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0216	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,390.000	1,390.000
0218	655.0240	Cable Traffic Signal 7-14 AWG	LF	885.000	885.000
0220	655.0250	Cable Traffic Signal 9-14 AWG	LF	68.000	68.000
0222	655.0260	Cable Traffic Signal 12-14 AWG	LF	528.000	528.000
0224	655.0270	Cable Traffic Signal 15-14 AWG	LF	335.000	335.000
0226	655.0305	Cable Type UF 2-12 AWG Grounded	LF	406.000	406.000
0228	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,933.000	2,933.000
0230	655.0610	Electrical Wire Lighting 12 AWG	LF	250.000	250.000
0232	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 19 & Broadway Drive	LS	1.000	1.000

6085-02-74

Line	Item	Item Description	Unit	Total	Qty
0234	657.0100	Pedestal Bases	EACH	10.000	10.000
0236	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000
0238	657.0305	Poles Type 2	EACH	2.000	2.000
0240	657.0310	Poles Type 3	EACH	2.000	2.000
0242	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	4.000	4.000
0244	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000
0246	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0248	657.0585	Trombone Arms 15-FT	EACH	3.000	3.000
0250	657.0590	Trombone Arms 20-FT	EACH	1.000	1.000
0252	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	2.000	2.000
0254	658.0173	Traffic Signal Face 3S 12-Inch	EACH	8.000	8.000
0256	658.0175	Traffic Signal Face 5S 12-Inch	EACH	4.000	4.000
0258	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0260	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0262	658.5069	Signal Mounting Hardware (location) 002. STH 19 & Broadway Drive	LS	1.000	1.000
0264	659.1125	Luminaires Utility LED C	EACH	2.000	2.000
0266	661.0200	Temporary Traffic Signals for Intersections (location) 003. STH 19 & Broadway Drive	LS	1.000	1.000
0268	690.0150	Sawing Asphalt	LF	82.000	82.000
0270	690.0250	Sawing Concrete	LF	5,511.000	5,511.000
0272	715.0415	Incentive Strength Concrete Pavement	DOL	1.000	1.000
0274	715.0710	Optimized Aggregate Gradation Incentive	DOL	1,450.000	1,450.000
0276	740.0440	Incentive IRI Ride	DOL	1.000	1.000
0278	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
0280	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	250.000	250.000
0282	SPV.0060	Special 001. Connect Storm Sewer to Existing Manhole	EACH	4.000	4.000
0284	SPV.0060	Special 002. Neenah R-1040 Non-Rocking Lid for Storm Sewer Manhole	EACH	1.000	1.000
0286	SPV.0060	Special 003. Traffic Signal Controller and Cabinet	EACH	1.000	1.000
0288	SPV.0060	Special 004. Special Adjusting Valve Boxes	EACH	3.000	3.000
0290	SPV.0090	Special 001. Pipe Under Drain 6-inch with Geotextile & Base Aggregates #1	LF	1,450.000	1,450.000
0292	SPV.0090	Special 002. Concrete Joint and Crack Cleaning and Repair	LF	873.000	873.000
0294	SPV.0105	Special 001. Remove and Transport Traffic Signal STH 19 & Broadway Drive	LS	1.000	1.000
0296	SPV.0105	Special 002. Microwave Vehicle Detection	LS	1.000	1.000
0298	SPV.0105	Special 003. Emergency Vehicle Preemption And Confirmation Light Unit	LS	1.000	1.000

3

EARTHWORK SUMMARY

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Reduced EBS in Fill (9)	Expanded EBS Backfill (11)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Comment:
			Cut (2)	EBS Excavation (3)			Factor	Factor		Factor			
Division 1							1.00	1.00		1.00			
Quantity Report	308+00 TO 322+50	STH 19	4,937	494	0	4,937	494	494	342	342	4,595	4,595	
Division 1 Subtotal			4,937	494	0	4,937	494	494	342	342	4,595	4,595	
Grand Total			4,937	494	0	4,937	494	494	342	342	4,595	4,595	
Total Common Exc (CY)			5,431										
PROJECT TOTAL:			**5,431**										

Notes:

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

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

(3) 10% EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.

(4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

(9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 1

(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1. Item number 208.1100

(13) Expanded Fill Factor = 1

Depending on selections: Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor) * Fill Factor

(14) 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.

(15) Use 4595 CY of material from Division 1. Borrow Excavation item number 208.0100

3

CLEARING & GRUBBING

CATEGORY	STATION	LOCATION	(201.0120) CLEARING (ID)	(201.0220) GRUBBING (ID)	REMARKS
0010		STH 19			
	310+39	40' RT	24	24	6" TO 9" Dia Tree
	311+26	37' RT	24	24	6" TO 9" Dia Tree
	312+01	38' RT	24	24	6" TO 9" Dia Tree
	312+76	38' RT	24	24	6" TO 9" Dia Tree
	PROJECT TOTAL:		**96**	**96**	

REMOVING PAVEMENT

CATEGORY	STAGES	STATION	TO	STATION	LOCATION	(204.0100) REMOVING PAVEMENT (SY)	REMARKS
0010	STAGE 2B	308+75	-	315+20	EB	810	WEST OF INTERSECTION
	STAGE 2B	315+56	-	322+50	EB	1085	EAST OF INTERSECTION
	STAGE 3	308+00	-	315+20	EB	950	WEST OF INTERSECTION
	STAGE 3	315+20	-	315+56	INTERSECTION	582	BROADWAY SOUTH
	STAGE 3	315+56	-	322+50	EB	695	EAST OF INTERSECTION
	STAGE 4	315+56	-	317+50	EB	225	EAST OF INTERSECTION
				PROJECT TOTAL:		**4347**	

3

REMOVING ASPHALTIC SURFACE

CATEGORY	SATGES	STATION	TO	STATION	LOCATION	(204.0110) REMOVING ASPHALTIC SURFACE (SY)
0010	STAGE 2A	310+00	-	315+00	MULTI-USE PATH RT	570
	STAGE 2A	315+74	-	322+50	MULTI-USE PATH RT	580
	STAGE 3	8+90	-	8+94	BROADWAY DRIVE	100
	BROADWAY DRIVE NORTH				NW & NE QUADRANT	32
				PROJECT TOTAL:		**1282**

REMOVING STORM SEWER STRUCTURE

CATEGORY	STATION	LOCATION	(204.0210) REMOVING MANHOLES (EACH)	(204.0245) REMOVING STORM SEWER 12-INCH (LF)	(204.0245) REMOVING STORM SEWER 15-INCH (LF)	(204.0245) REMOVING STORM SEWER 18-INCH (LF)	REMARKS
0010	314+88	40' RT	1	---	---	---	
	318+66	34' RT	---	---	---	---	
	312+30	44' RT	---	20	---	---	
	315+00	37' RT	---	---	29	---	
	318+68	53' RT	---	21	---	---	
	321+46	56' RT	---	---	22	12	
	PROJECT TOTAL:		**1**	**41**	**51**	**12**	

REMOVING INLETS

CATEGORY	STATION	LOCATION	(204.0220) REMOVING INLETS (EACH)	REMARKS
0010	310+48	32.5' RT	1	
	312+24	21' RT	1	
	312+32	39' RT	1	
	314+98	33' RT	1	
	10+53	17' RT BROADWAY DRIVE	1	
	318+66	21.5' RT	1	
	318+70	49.5' RT	1	
	321+41	21.5' RT	1	
	321+41	51.5' RT	1	
		PROJECT TOTAL:	**9**	

BASE COURSE ITEMS

CATEGORY	STAGES	STATION	TO	STATION	LOCATION	(305.0110) BASE AGGREGATE DENSE 3/4-INCH (TON)	(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH (TON)	(312.0110) SELECT CRUSHED MATERIAL (TON)	REMARKS
					STH 19	---	---	---	
0010	STAGE 1	304+50	-	311+00	NORTH SIDE	163	200	---	TEMPORARY ASPHALTIC PAVEMENT
	STAGE 2A	310+00	-	314+92	SOUTH SIDE	142	---	---	MULTI-USE PATH
	STAGE 2A	315+94	-	322+50	SOUTH SIDE	185	---	---	MULTI-USE PATH
	STAGE 2A	315+00	-	---	SOUTH SIDE	16	---	---	SW QUADRANT ADA RAMP & SIDEWALK
	STAGE 2A	315+90	-	---	SOUTH SIDE	16	---	---	SW QUADRANT ADA RAMP & SIDEWALK
	STAGE 2A	308+00	-	310+00	SOUTH SIDE	45	---	---	SHOULDER-STH 19 SOUTH
	STAGE 2B	308+00	-	315+20	SOUTH EDGE	---	590	935	12' THRU LN
	STAGE 2B	315+56	-	322+50	SOUTH EDGE	---	555	825	12' THRU LN
	STAGE 3	308+72	-	315+20	LT TURN LN	---	260	424	11' TURN LN
	STAGE 3	315+20	-	315+56	SOUTH BROADWAY	---	235	325	AT INTERSECTION
	STAGE 3	315+56	-	322+50	LEFT TURN TO PONY	---	275	425	EAST OF INTERSECTION
	STAGE 4	310+94	-	314+94	WEST OF INTERSECTION	130	180	230	RAISED MEDIAN
	STAGE 4	315+56	-	321+78	EAST OF INTERSECTION	118	365	570	RAISED MEDIAN
	---	308+00	-	322+50	SOUTH SIDE	---	---	890	EBS
					UNDISTRIBUTED	45	130	230	
					PROJECT TOTAL:	**860**	**2790**	**4854**	

3

CONCRETE PAVEMENT

CATEGORY	STAGES	STATION	TO	STATION	LOCATION	(204.0155) REMOVING CONCRETE SIDEWALK (SY)	(415.0090) CONCRETE PAVEMENT 9-INCH (SY)	(415.1090) CONCRETE PAVEMENT HES 9-INCH (SY)	(602.0405) CONCRETE SIDEWALK 4-INCH (SF)	(415.5110.S) CONCRETE PAVEMENT JOINT LAYOUT (LS)	(715.0415) INCENTIVE STRENGTH CONCRETE PAVEMENT (DOL)	(715.0710) OPTIMIZED AGGREGATE GRADATION INCENTIVE (DOL)	REMARKS
0010					STH 19	---	---	---	---	1	1	1	
	STAGE 2A	315+10	-	315+15	SW QUADRANT	60	---	---	550	---	---	---	SIDEWALK & ADA RAMP
	STAGE 2A	315+75	-	315+80	SE QUADRANT	50	---	---	555	---	---	---	SIDEWALK & ADA RAMP
	STAGE 2B	308+00	-	315+20	SOUTH EDGE	---	1085	---	---	---	---	---	12' WIDE LANE
	STAGE 2B	315+56	-	322+50	SOUTH EDGE	---	1055	---	---	---	---	---	12' WIDE LANE
	STAGE 3	308+72	-	315+20	LEFT TURN LN	---	735	---	---	---	---	---	11' LT TURN LN ON STH 19
	STAGE 3	315+56	-	321+78	LEFT TURN LN	---	730	---	---	---	---	---	LT TURN LN TO PONY LN
	STAGE 3	315+20	-	315+56	BROADWAY SOUTH	---	---	563	---	---	---	---	HIGH EARLY STRENGTH CONCRETE
	STAGE 4	310+93	-	312+78	SOUTH SIDE	---	165	---	997	---	---	---	SIDEWALK AT MEDIAN
	STAGE 4	315+92	-	318+70	LT TURN LN TO BROADWAY SOUTH	---	295	---	910	---	---	---	RAISED MEDIAN 4' WIDE
	STAGE 4	319+40	-	321+78	AFTER RAISED MEDIAN	---	242	---	1780	---	---	---	SOUTH SIDE
					UNDISTRIBUTED	35	80	10	100	---	---	---	
					PROJECT TOTAL:	**145**	**4387**	**573**	**4792**	**1**	**1**	**1**	

CONCRETE PAVEMENT REPAIR

CATEGORY	STATION	TO	STATION	SIZE	WIDTH	OFFSET	LOCATION	(416.0610) DRILLED TIE BARS (EACH)	(416.0620) DRILLED DOWEL BARS (EACH)	(416.1710) CONCRETE PAVEMENT REPAIR (SY)	(SPV.0090.02) CONCRETE JOINT AND CRACK CLEANING AND REPAIR (LF)	REMARKS
0010							STH 19					WB STH 19
	307+16	-	308+04	88' X 12'	88	12	LT	30	16	117	---	
	308+80	-	309+00	20' X 16'	20	16	LT	8	19	36	---	
	309+09	-	309+42	---	6	---	LT	---	---	---	21	
	309+50	-	309+56	6' X 6'	6	6	LT	3	8	4	---	
	309+56	-	309+90	---	5	---	LT	---	---	---	21	
	309+94	-	310+00	6' X 8'	6	8	LT	3	8	5	---	
	310+12	-	310+18	6'X9'	6	9	LT	3	12	6	---	
	310+30	-	310+57	---	9	---	LT	---	---	---	22	
	310+57	-	310+63	6'X10'	6	10	LT	3	14	7	---	
	310+68	-	310+84	---	16	---	LT	---	---	---	25	
	310+86	-	310+92	6'X12'	6	12	LT	3	16	8	---	
	311+01	-	311+51	---	---	13	LT	---	---	---	33	
	312+02	-	312+22	20'X12'	20	12	LT	15	16	27	---	
	313+23	-	314+79	---	5	---	LT	---	---	---	46	
	315+64	-	316+24	60'X24'	60	24	LT	42	32	160	---	
	316+50	-	316+56	6' X 24'	6	24	LT	6	32	16	---	
	316+69	-	317+16	---	8	---	LT	---	---	---	49	
	317+23	-	317+43	20'X24'	20	24	LT	15	32	53	---	
	317+50	-	318+63	---	10	---	LT	---	---	---	137	
	318+63	-	318+73	10'X12'	10	12	LT	9	16	13	---	
	318+84	-	---	---	---	24	LT	---		---	24	
	318+92	-	318+98	6'X12'	6	12	LT	6	16	8	---	
	319+09	-	319+15	6'X12'	6	12	LT	6	16	8	---	
	319+24	-	319+62	---	---	24	LT	---	---	---	60	
	319+90	-	320+04	14'X12'	14	12	LT	11	16	19	---	
	320+12	-	321+03	---	60	---	LT	---	---	---	140	
	321+11	-	321+17	6'X12'	6	12	LT	6	16	8	---	
	321+25	-	---	---	---	12	LT	---		---	12	
	321+41	-	321+47	6'X12'	6	12	LT	6	16	8	---	
	321+65	-	321+85	---	---	12	LT	---	---	---	36	
	321+93	-	321+99	6'X12'	6	12	LT	6	16	8	---	
	322+03	-	322+45	---	---	5	LT	---	---	---	29	
	322+54	-	322+66	12'X12'	12	12	LT	10	16	16	---	
	322+66	-	322+85	---	---	12	LT	---	---	---	36	
	322+96	-	323+02	6'X24	6	24	LT	6	32	16	---	
	323+05	-	323+64	---	---	24	LT	---	---	---	78	
	323+44	-	323+64	---	---	12	RT	---	---	---	24	
	308+00	-	322+50	---	---	---	CENTER LINE	484	---	---	---	TIE WITH EXISTING
	UNDISTRIBUTED							68	40	55	80	WB PAVEMENT
							PROJECT TOTAL:	**750**	**405**	**598**	**873**	

3

ASPHALTIC PAVEMENT

CATEGORY	STAGES	STATION	TO	STATION	LOCATION	(455.0605) TACK COAT (GAL)	(465.0105) ASPHALTIC SURFACE (TON)	(465.0125) ASPHALTIC SURFACE TEMPORARY (TON)	REMARKS
0010	STAGE 1	304+50	-	311+00	NORTH SIDE-STH 19	55	---	110	TEMPORARY ASPHALT
	STAGE 2A	308+00	-	310+00	STH 19 -EB	4	12	---	SHOULDER
	STAGE 2A	310+00	-	314+92	STH 19-RT	30	95	---	MULTI-USE PATH
	STAGE 2A	315+94	-	322+50	STH 19-RT	40	125	---	MULTI-USE PATH
	STAGE 3	8+50	-	8+94	BROADWAY DRIVE	20	45	---	MATCH WITH EXISTING
					NW & NE QUADRANT	10	---	15	SIGNAL INSTALLATION
					UNDISTRIBUTED	40	45	50	
					PROJECT TOTAL:	**199**	**322**	**175**	

CONCRETE CURB & GUTTER

CATEGORY	STAGES	STATION	TO	STATION	LOCATION	(204.0150) REMOVING CURB & GUTTER (LF)	(601.0409) CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	(620.0300) CONCRETE MEDIAN SLOPED NOSE (SF)	REMARKS
0010					STH 19				
	STAGE 2B	310+00	-	315+21	RT EDGE OF PAVEMENT	470	565	---	WEST OF INTERSECTION
	STAGE 2B	315+61	-	322+50	RT EDGE OF PAVEMENT	760	730	---	EAST OF INTERSECTION
	STAGE 3	316+00	-	319+40	SOUTH EDGE OF MEDIAN	---	350	---	RAISED MEDIAN
	STAGE 4	312+78	-	314+93	RAISED MEDIAN	---	420	112	WEST OF INTERSECTION
	STAGE 4	316+00	-	319+50	RAISED MEDIAN	---	345	116	EAST OF INTERSECTION
					PROJECT TOTAL:	**1230**	**2410**	**228**	

CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA

CATEGORY	STATION	LOCATION	(602.0615) CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA (SF)	REMARKS
0010	315+00	51.7' RT	28.2	SW CURB RAMP
	9+30	27.7' LT	22.7	SW CURB RAMP
	9+30	32' RT	24.9	SE CURB RAMP
	315+90	52.2' RT	12.0	SE CURB RAMP
	PROJECT TOTAL:		**87**	

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	STRUCTURE NUMBER	STATION	LOCATION	TO STRUCTURE	(608.0212) STORM SEWER PIPE REINFORCED CONCRETE CLASS II 12-INCH (LF)	(608.0215) STORM SEWER PIPE REINFORCED CONCRETE CLASS II 15-INCH (LF)	(608.0218) STORM SEWER PIPE REINFORCED CONCRETE CLASS II 18-INCH (LF)	(SPV.0060.001) CONNECT STORM SEWER TO EXISTING MANHOLE (EACH)	(SPV.0090.001) PIPE UNDERDRAIN WRAPPED 6-INCH WITH GEOTEXTILE AND BASE AGGREGATES #1 (LF)	REMARKS
0010			STH 19							
	MH-1.0	312+25	34.3' RT	INL-1.1	**8**	---	---	---	---	STAGE 2B
	INL-1.1	312+25	41.8' RT	INL-1.2	**9**	---	---	---	---	STAGE 2A
	INL-1.2	312+31	63.8' RT	INL-1.3	**24**	---	---	---	---	STAGE 2A
	MH-2.0	314+82	38.5' RT	INL-2.1	**44**	---	---	1	---	STAGE 2B
	MH-3.0	315+92	34' RT	INL-3.1	**18**	---	---	1	---	NEENAH R-1040 NON-ROCKING LID REQ'D
	INL-4.1	318+66	34' RT	MH-4.0	**34**	---	---	---	---	STAGE 2B
	MH-4.0	318+66	38.5' RT	INL-4.2	**4**	---	---	1	---	STAGE 4
	MH-4.0	318+66	67.5' RT	INL-4.3	---	**30**	---	---	---	STAGE 2A
	---	318+67	30.5' RT	INL-5.1	---	---	9	---	---	CONNECT WITH EXISTING
	INL-5.1	318+67	34.6' RT	MH-5.0	---	---	**5**	---	---	STAGE 2B
	MH-5.0	321+40	60.3' RT	INL-5.2	**---**	28	---	1	---	STAGE 2A
	308+00	315+00	RT	---	---		---	---	700	STAGE 2B
	316+00	322+50	RT	---	---	---	---	---	650	STAGE 2B
	315+00	316+00	RT	---	---	---	---	---	100	STAGE 3
			PROJECT TOTAL:		**141**	**58**	**14**	**4**	**1450**	

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STORM SEWER STRUCTURE ITEMS

CATEGORY	STRUCTURE NUMBER	STATION	LOCATION	STRUCTURE	(611.0430) RECONSTRUCTING INLETS (EACH)	(611.0530) MAHOLE COVERS TYPE J (EACH)	(611.0606) INLET COVERS TYPE B (EACH)	(611.0624) INLET COVERS TYPE H (EACH)	(611.2004) MANHOLES 4-FT DIAMETER (EACH)	(611.3230) INLET 2 X 3 FT (EACH)	(611.8110) ADJUSTING MANHOLE COVERS (EACH)	(SPV.0060.002) NEENAH R-1040 NON-ROCKING LID FOR STORM SEWER MANHOLE (EACH)	(SPV.0060.004) ADJUSTING VALVE BOXES (EACH)	REMARKS
0010			STH 19											
	INL-1A	310+50	34.4' RT	INLET	1	---	---	---	---	---	---	---	---	RECONSTRUCTING EXISTING INLET
	MH-1.0	312+25	26.2' RT	MANHOLE 4-FT DIA	---	1	---	---	1	---	---	---	---	NEW MANHOLE
	INL-1.1	312+25	34.3' RT	INLETS 2X3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	INL-1.2	312+25	41.8' RT	INLETS 2x3-FT	---	---	1	---	---	1	---	---	---	BEHIND THE CURB & GUTTER
	INL-1.3	312+25	63.8' RT	INLETS 2x3-FT	---	---	1	---	---	1	---	---	---	SOUTH OF MULTIUSE PATH
	INL-2.1	314+82	38.7' RT	INLETS 2x3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	MH-2.0	315+24	35' RT	MANHOLE (REMAIN)	---	1	---	---	---	---	1	---	---	REPLACE & ADJUST MANHOLE COVER
	INL-3.1	316+03	46.4' RT	INLETS 2x3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	MH-3.0	315+92	34' RT	MANHOLE (REMAIN)	---	---	---	---	---	---	1	1	---	REPLACE & ADJUST MANHOLE COVER
	MH-4.0	318+66	34' RT	MANHOLE 4-FT DIA	---	1	---	---	---	---	1	---	---	ADJUST THE MANHOLE
	INL-4.1	318+66	2.7' RT	INLETS 2x3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	INL-4.2	318+66	38.5' RT	INLETS 2x3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	INL-4.3	318+70	66' RT	INLETS 2x3-FT	---	---	1	---	---	1	---	---	---	SOUTH OF MULTI-USE PATH
	INL-5,1	321+40	30.5' RT	INLETS 2x3-FT	---	---	---	1	---	1	---	---	---	WITH NEW CURB & GUTTER
	INL-5.2	321+40	63' RT	INLETS 2x3-FT	---	---	1	---	---	1	---	---	---	SOUTH OF MULTI-USE PATH
	MH-5.0	321+40	36' RT	MANHOLE (REMAIN)	---	1	---	---	---	---	1	---	---	REPLACE & ADJUST MANHOLE COVER
	---	315+28	89' RT	WATER VALVE	---	---	---	---	---	---	---	---	1	WATER VALVE ADJUSTMENT
	---	315+34	66.7' RT	WATER VALVE	---	---	---	---	---	---	---	---	1	WATER VALVE ADJUSTMENT
	---	317+23	63' RT	WATER VALVE	---	---	---	---	---	---	---	---	1	WATER VALVE ADJUSTMENT
			PROJECT TOTAL:		**1**	**4**	**4**	**6**	**1**	**10**	**4**	**1**	**3**	

3

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	(624.0100) WATER (MGAL)	(625.0100) TOPSOIL (SY)	(628.1104) EROSION BALES (EACH)	(628.1905) MOBILIZATION EROSION CONTROL (EACH)	(628.1910) MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
0010	308+00	-	315+00	STH 19	14	3518	4	1	1
	315+90	-	322+50		15	4259	4	---	---
	308+00	-	322+50		22	---	---	---	---
	308+00	-	322+50		29	---	---	---	---
				UNDISTRIBUTED	5	250	2	---	---
			PROJECT TOTAL:		**85**	**8027**	**10**	**1**	**1**

CATEGORY	STATION	TO	STATION	LOCATION	(628.2006) EROSION MAT URBAN CLASS I TYPE A (SY)	(628.7005) INLET PROTECTION TYPE A (EACH)	(629.0210) FERTILIZER TYPE B (CWT)	(630.0130) SEEDING MIXTURE NO. 30 (LB)	(645.0220) GEOGRID TYPE SR (SY)	REMARKS
0010	308+00	-	315+00	STH 19	2390	4	1.6	44	2850	
	315+90	-	322+50		2565	6	1.7	47	2800	
	308+00	-	322+50		---	---	---	---	450	EARTHWORK
	308+00	-	322+50		---	---	---	---	---	BASE AGGREGATES
				UNDISTRIBUTED	150	2	1.7	5	305	
			PROJECT TOTAL:		**5105**	**12**	**5**	**96**	**6405**	

PERMANENT SIGNING

LOCATION (RT/LT)	SIGN MESSAGE	SIZE (IN X IN)	(634.0614) POSTS WOOD 4X6-INCH X 14 -FT (EACH)	(634.0616) POSTS WOOD 4X6-INCH X 16 -FT (EACH)	(637.2210) SIGNS TYPE II REFLECTIVE H (SF)	(637.2215) SIGNS TYPE II REFLECTIVE H FOLDING (SF)	(637.2230) SIGNS TYPE II REFLECTIVE F (SF)	(638.2102) MOVING SIGNS TYPE II (EACH)	(638.2602) REMOVING SIGNS TYPE II (EACH)	(638.3000) REMOVING SMALL SIGN SUPPORTS (EACH)	(643.0920) TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	COMMENTS
STH 19												
RT	AHEAD	30"X18"	---	---	---	---	3.75	---	---	1	---	NEW SIGN
RT	FINES HIGHER	24"X18"	---	---	3	---	---	---	---	---	---	NEW SIGN
RT	SCHOOL SPEED LIMIT 15	36" X 36"	---	1	---	---	9	---	---	---	---	NEW SIGN
RT	SCHOOL CROSSING	---	---	---	---	---	---	1	---	1	---	MOVE SIGN FROM STA.308+71 TO STA. 307+54
RT	SCHOOL SPEED LIMIT 15	---	---	1	---	---	---	1	---	---	---	MOVE SIGN TO NEW LOCATION
RT	RAISED MEDIAN	24"X30"	1	---	5	---	---	---	---	---	---	RAISED MEDIAN
	RAISED MEDIAN	24"X30"	1	---	5	---	---	---	---	---	---	RAISED MEDIAN
RT	TURN ARROW	30" X 18"	---	1	---	---	3.75	---	---	---	---	NEW SIGN
RT	DO NOT ENTER	30" X 30"	---	---	6.25	---	---	---	---	---	---	NEW SIGN
LT	DO NOT ENTER	30" X 30"	---	1	6.25	---	---	---	---	---	---	FACING EAST
LT	SPEED LIMIT 35	24"X30"	---	---	5	---	---	---	---	---	---	NEW SIGN
LT	END SCHOOL ZONE	24" X 30"	---	---	---	---	5	---	---	---	---	FACING WEST
LT	LANE MERGE SUGN		---	---	---	---	---	---	---	---	1	COVER SIGNS(ONE CYCLE) DURING CONSTRUCTION
LT	ONE WAY	24" X 30"	1	---	5	---	---	---	---	---	---	ONE WAY SIGN WITH ARROW
LT	STOP	36" X 36"	---	---	---	7.46	---	---	1	---	---	BAND TO POLE
LT	DIVIDED HIGHWAY	30" X 24"	---	---	5	---	---	---	---	---	---	DIVIDED HWY 19, NW CORNER
LT	DO NOT ENTER	30" X 30"	---	---	6.25	---	---	---	---	---	---	SIGNAL POST
LT	TURN ARROW	30" X 18"	---	1	---	---	3.75	---	---	---	---	TOWARDS BROADWAY
RT	STOP	36" X 36"	---	---	---	7.46	---	---	1	---	---	BROADWAY RT/SE CORNER
RT	DIVIDED HIGHWAY	30" X 24"	---	---	5	---	---	---	---	---	---	SIGNAL POST/SE CORNER
RT	ONE WAY ARROW	30" X 24"	1	---	5	---	---	---	---	---	---	NEW SIGN
RT	RAISED MEDIAN	24" X 30"	1	---	5	---	---	---	---	---	---	AFTER INTERSECTION
RT	END SCHOOL ZONE	24" X 30"	---	1	---	---	5	---	---	---	---	NEW SIGN
RT	WRONG WAY	36" X 24"	---	---	6	---	---	---	---	---	---	NEW SIGN
RT	DO NOT ENTER	30" X 30"	1	---	6.25	---	---	---	---	---	---	NEW SIGN
RT	RAISED MEDIAN	24" X 30"	1	---	5	---	---	---	---	---	---	NEW SIGN
RT	ONE WAY ARROW	24" X 30"	1	---	5	---	---	---	---	---	---	NEW SIGN/ON RAISED MEDIAN
LT	WRONG WAY	36" X 24"	1	---	6	---	---	---	---	---	---	NEW SIGN
LT	MERGE LANE	---	---	---	---	---	---	---	1	1	---	REMOVE AT START OF PROJECT
LT	SCHOOL CROSSING/STA. 323+25	---	1	---	---	---	---	1	---	1	---	MOVE SIGN TO NEW LOCATON
LT	SCHOOL SPPED LIMIT 15	36" x 36"	---	---	---	---	9	---	---	---	---	ATTACH TO POLE
LT	ROAD NARROWS	---	---	---	---	---	---	---	1	---	---	REMOVE AT START OF PROJECT
LT	FINES HIGHER	24" X 18"	---	---	3	---	---	---	---	---	---	NEW SIGN
LT	AHEAD	30" x 18"	---	1	---	---	3.75	---	---	---	---	NEW SIGN

	PROJECT TOTAL:		**10**	**7**	**93**	**14.92**	43	**3**	**4**	**4**	**1**	
						15.00						

TRAFFIC CONTROL

CATEGORY	STAGING	STATION	TO	STATION	LOCATION	DAYS	(643.0300) TRAFFIC CONTROL DRUMS (DAY)	(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 (DAY)	(643.0715) TRAFFIC CONTROL WARNING LIGHTS TYPE C (DAY)	(643.0800) TRAFFIC CONTROL ARROW BOARDS (DAY)	(643.0900) TRAFFIC CONTROL SIGNS (DAY)	(643.1050) TRAFFIC CONTROL SIGNS PCMS (DAY)	COMMENTS
0010					STH 19		---	---	---	---	---	---	---	1620	---	MAX WIDTH SIGN
	STAGE 1A	304+08	-	327+50	STH 19	5	390	50	148	148	100	125	5	140	10	MB-ROAD WORK BEGIN
	STAGE 1B	304+08	-	327+50	STH 19	5	305	45	150	150	90	150	5	140	--	BIKE PATH & SIDEWALK
	STAGE 2A	304+50	-	327+50	STH 19	11	1815	231	121	121	462	682	11	396	---	DETOUR
		MULTI-USE PATH			STH 19	---	---	---	---	---	---	---	---	231	---	MULTI-USE PATH DETOUR
		SIDEWALK DETOUR			STH 19	---	---	---	---	---	---	---	---	154	---	SIDEWALK DETOUR
	STAGE 2B	304+50	-	327+50	STH 19	25	4300	250	---	---	500	1850	50	775	10	MB-BROADWAY DRIVE CLOSE
	STAGE 3	304+50	-	327+50	STH 19	19	3154	190	48	48	380	608	38	627	10	MB-BROADWAY DRIVE CLOSED
	STAGE 4	308+00	-	327+50	STH 19	10	1504	64	28	28	128	864	10	576	---	
	STAGE 5	304+50	-	316+00	STH 19	6	150	8	24	24	15	85	---	30	---	REMOVE TEMP ASPHALT
		UNDISTRIBUTED					200	80	50	50	100	100	5	200	---	AND RESHAPE SHOULDER
		PROJECT TOTAL:				**81**	**11818**	**918**	**569**	**569**	**1775**	**4464**	**124**	**4889**	**30**	

TEMPORARY PEDESTRIAN CROSSING

CATEGORY	STATION	TO	STATION	STAGES	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)	(644.1616.S) TEMPORARY PEDESTRIAN SAFETY FENCE (LF)	COMMENTS
					STH 19						
0010	308+00	--	---	STAGE 2A	SOUTH SIDE	120	80	75	4	---	STH 19 & EDDINGTON DR AND PONY LN
	305+00	--	323+50	STAGE 2B	SOUTH SIDE	150	70	65	8	1350	STH 19 & EDDINGTON DR AND PONY LN
	305+00	--	323+50	STAGE 3	BROADWAY SOUTH	150	85	55	6	100	STH 19 & EDDINGTON DR AND PONY LN
	308+00	--	322+50	STAGE 4	SOUTH SIDE	100	55	45	4	---	STH 19 & EDDINGTON DR AND PONY LN
					PROJECT TOTAL:	**520**	**290**	**240**	**22**	**1450**	

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PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	(646.1020) MARKING LINE EPOXY 4-INCH (WHITE) (LF)	(646.1020) MARKING LINE EPOXY 4-INCH (YELLOW) (LF)	(646.1020) MARKING LINE DOUBLE YELLOW (LF)	(646.3020) MARKING LINE EPOXY 8-INCH (WHITE) (LF)	(646.5020) MARKING ARROW EPOXY (EACH)	(646.6120) MARKING STOP LINE EPOXY 18-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 YELLOW (LF)	(646.8220) MARKING ISLAND NOSE EPOXY (EACH)	COMMENTS
0010				STH 19											
	304+30	-	314+75	LT/RT	2079	---	1374	160	---	---	---	---	---	---	WEST OF INTERSECTION
	--		---	LT	113	---	--	---	---	---	---	---	---	---	12.5' LINE & 37.5' GAP
	316+15	-	327+50	LT/RT	2491	---	997	174	---	---	---	---	---	---	EAST OF INTERSECTION
	--	-	---	LT/RT	484	855	---	---	---	---	15	---	---	---	12.5' LINE & 37.5' GAP
	312+83	-	313+05	RT	---	---	---	---	---	---	---	---	38	1	RAISED MEDIAN CURB NOSE
	313+40		---	RT	---	---	---	---	2	---	---	---	--	---	ARROW TYPE 2
	314+60	-	315+00	RT	---	---	---	---	2	26	---	167	39	1	RAISED MEDIAN CURB NOSE
	315+90	-	316+36	RT/LT	---	---	---	---	3	35	---	154	39	1	RAISED MEDIAN CURB NOSE
	8+94 BR	-	9+36 BR	RT	---	---	40	40	2	25	---	114	---	---	BROADWAY SOUTH
	308+00	-	313+00	RT	---	---	---	---	---	---	240	---	---	---	WEST OF INTERSECTION
	318+50	-	322+50	RT	---	---	---	---	---	---	155	---	---	---	EAST OF INTERSECTION
	319+00	-	319+50	RT	---	---	---	---	---	---	---	---	71	1	RAISED MEDIAN CURB NOSE
	317+87	-	---	LT	---	---	---	---	3	---	---	---	---	---	ARROW TYPE 2
				TOTAL:	5167	855	2411	**374**	**12**	**86**	**410**	**435**	**187**	**4**	

PROJECT TOTAL: **8433**

REMOVAL PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	(646.9000) MARKING REMOVAL LINE 4-INCH WHITE (LF)	(646.9000) MARKING REMOVAL LINE 4-INCH YELLOW (LF)	COMMENTS
0010	305+00	--	315+00	STH 19	140	1050	37.5' GAP, 12.5 SOLID
	316+00	--	327+50		290	1150	
				PROJECT TOTAL:	430	2200	
					2630		

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGING	STATION	TO	STATION	LOCATION	(649.0150) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (LF)	(649.0150) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) (LF)	(649.0150) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) (LF)	(649.0250) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (LF)	(649.0550) TEMPORARY MARKING ARROW REMOVABLE TAPE (EACH)	(649.0850) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (LF)	COMMENTS
					STH 19							
0010	STAGE 1A	304+08	-	327+50		2970	2520	1440	490	7	24	
	STAGE 1B	304+08	-	327+50		1200	3600	550	1300	7	12	
	STAGE 2A	304+50	-	327+50		3646	725	3450	650	20	40	
	STAGE 2B	304+50	-	327+50		---	525	---	150	---	---	
	STAGE 3	304+50	-	327+50		810	---	950	---	6	---	
	STAGE 4	308+00	-	327+50		400	1710	800	---	8	---	
				UNDISTRIBUTED		100	200	150	50	---	10	
				TOTAL:		**9126**	**9280**	**7340**	**2640**	**48**	**86**	
							25746					

CONSTRUCTION STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	(650.4000) CONSTRUCTION STAKING STORM SEWER (EACH)	(650.4500) CONSTRUCTION STAKING SUBGRADE (LF)	(650.5000) CONSTRUCTION STAKING BASE (LF)	(650.5500) CONSTRUCTION STAKING CURB GUTTER AND C&G (LF)	(650.7000) CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	(650.8500) CONSTRUCTION STAKING ELECTRICAL INSTALLATION (LS)	(650.9000) CONSTRUCTION STAKING CURB RAMPS (EACH)	(650.9910) CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (LS)	(650.9920) CONSTRUCTION STAKING SLOPE STAKES (LF)	COMMENTS
0010				STH 19	---	---	---	---	---	1	---	---	---	
	308+00	-	315+50	RT	4	750	750	780	750	---	2	1	750	
	315+50	-	322+50	RT	8	700	700	730	700	---	2	---	690	
	8+94		9+67	LT/RT	---	75	75	---	75	---	---	---		
				PROJECT TOTAL:	12	1525	1525	1510	1525	1	4	1	1440	

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REMOVING CONCRETE BASES SUMMARY

INTERSECTION	PULL BOX NO.	STATION	LOCATION	(204.0195) REMOVING CONCRETE BASES (EACH)
STH 19 &	EXCB-1	314+84	64.9' LT	1
BROADWAY DRIVE	EXSB-1	315+16	66.1' LT	1
	EXSB-2	315+70	64.0' LT	1
	EXSB-3	315+88	30.6' LT	1
	EXSB-4	315+93	30.3' RT	1
	EXSB-5	315+70	53.2' RT	1
	EXSB-6	315+14	64.0' RT	1
	EXSB-7	314+75	31.3' RT	1
	EXSB-8	314+81	31.6' LT	1
			TOTAL	9

REMOVING PULL BOXES SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	(653.0905) REMOVING PULL BOXES (EACH)
0010					
	STH 19 &	EXPB-1	315+11	53.0' LT	1
	BROADWAY DRIVE	EXPB-2	315+99	32.1' LT	1
		EXPB-3	315+99	31.9' RT	1
		EXPB-4	315+84	54.3' RT	1
		EXPB-5	314+91	40.1' RT	1
		EXPB-6	314+94	36.6' LT	1
		EXPB-7	315+16	159.1' LT	1
		EXPB-8	317+37	32.2' LT	1
		EXPB-9	315+69	144.8' RT	1
		EXPB-10	313+29	30.5' RT	1
			TOTAL		**10**

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	(652.0225) CONDUIT RIGID NON METALLIC SCHEDULE 40 2-INCH (LF)	(652.0235) CONDUIT RIGID NON METALLIC SCHEDULE 40 3-INCH (LF)	(652.0615) CONDUIT SPECIAL 3-INCH (LF)
0010	STH 19 & BROADWAY DRIVE	CB-1	PB-1	---	70	---
		PB-1	SB-1	8	---	---
		PB-1	PB-2	---	---	125
		PB-2	SB-2	7	---	---
		PB-2	SB-3	13	---	---
		PB-2	PB-3	---	88	---
		PB-3	SB-4	13	---	---
		PB-3	PB-4	---	---	105
		PB-4	SB-5	6	---	---
		PB-4	PB-5	---	74	---
		PB-5	SB-6	17	---	---
		PB-5	SB-7	10	---	---
		PB-5	PB-6	---	82	---
		PB-6	SB-8	12	---	---
		PB-6	PB-7	---	120	---
		PB-7	SB-9	14	---	---
		PB-7	PB-8	---	110	---
		PB-8	SB-10	24	---	---
		PB-8	SB-11	9	---	---
		PB-8	PB-9	---	82	---
		PB-9	SB-12	6	---	---
		PB-9	PB-10	---	---	86
		PB-10	SB-13	8	---	---
		PB-10	SB-14	22	---	---
		PB-10	CB-1	---	84	---
	TOTAL			**169**	**710**	**316**

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION		(653.0140) PULL BOXES STEEL 24X42-INCH (EACH)
0010	STH 19 & BROADWAY DRIVE	PB-1	315+13	66.6'	LT	1
		PB-2	315+75	60.5'	LT	1
		PB-3	316+12	35.8'	LT	1
		PB-4	316+12	16.0'	RT	1
		PB-5	316+04	52.2'	RT	1
		PB-6	315+75	81.3'	RT	1
		PB-7	315+15	83.3'	RT	1
		PB-8	314+74	45.2'	RT	1
		PB-9	314+82	5.0'	RT	1
		PB-10	314+76	37.7'	LT	1
				TOTAL		**10**

3

TRAFFIC SIGNAL EQUIPMENT SUMMARY

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	(654.0101) CONCRETE BASES TYPE 1 (EACH)	(654.0102) CONCRETE BASES TYPE 2 (EACH)	(654.0217) CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL (EACH)	(657.0100) PEDESTAL BASES (EACH)	(657.0255) TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (EACH)	(657.0410) TRAFFIC SIGNAL STANDARDS ALUMINUM 9-FT (EACH)	(657.0420) TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT (EACH)	(657.0425) TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT (EACH)	(657.0305) POLES TYPE 2 (EACH)	(657.0310) POLES TYPE 3 (EACH)	(657.0585) TROMBONE ARM 15-FT (EACH)	(657.0590) TROMBONE ARM 20-FT (EACH)	(657.0614) LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT (EACH)	(658.0500) PEDESTRIAN PUSH BUTTONS (EACH)	(659.1125) LUMINAIRES UTILITY LED C (EACH)
0010	STH 19 &	CB-1	314+90	62.3' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	BROADWAY DRIVE	SB-1	315+10	59.1' LT	1	---	---	1	---	---	1	---	---	---	---	---	---	1	---
		SB-2	315+74	67.0' LT	---	1	---	---	1	---	---	---	1	---	1	---	---	---	---
		SB-3	315+83	50.4' LT	1	---	---	1	---	1	---	---	---	---	---	---	---	1	---
		SB-4	315+99	39.8' LT	1	---	---	1	---	---	---	1	---	---	---	---	---	1	---
		SB-5	316+18	16.0' RT	1	---	---	1	---	---	1	---	---	---	---	---	---	---	---
		SB-6	316+20	47.8' RT	---	1	---	---	1	---	---	---	---	1	1	---	1	---	1
		SB-7	315+99	61.3' RT	1	---	---	1	---	1	---	---	---	---	---	---	---	1	---
		SB-8	315+85	76.1' RT	1	---	---	1	---	---	---	1	---	---	---	---	---	1	---
		SB-9	315+09	70.7' RT	---	1	---	---	1	---	---	---	1	---	---	1	---	1	---
		SB-10	314+96	54.3' RT	1	---	---	1	---	1	---	---	---	---	---	---	---	1	---
		SB-11	314+68	39.4' RT	1	---	---	1	---	---	1	---	---	---	---	---	---	---	---
		SB-12	314+76	5.0' RT	1	---	---	1	---	---	1	---	---	---	---	---	---	---	---
		SB-13	314+81	31.6' LT	---	1	---	---	1	---	---	---	---	---	1	1	---	1	---	1
		SB-14	314+97	45.6' LT	1	---	---	1	---	1	---	---	---	---	---	---	---	1	---
				TOTAL	**10**	**4**	**1**	**10**	**4**	**4**	**4**	**2**	**2**	**2**	**3**	**1**	**2**	**8**	**2**

3

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	(655.0230) CABLE TRAFFIC SIGNAL 5-14 AWG (LF)	(655.0240) CABLE TRAFFIC SIGNAL 7-14 AWG (LF)	(655.0250) CABLE TRAFFIC SIGNAL 9-14 AWG (LF)	(655.0260) CABLE TRAFFIC SIGNAL 12-14 AWG (LF)	(655.0270) CABLE TRAFFIC SIGNAL 15-14 AWG (LF)
0010	STH 19 & BROADWAY DRIVE	CB-1	SB-1	---	---	---	63	---
		SB-1	HEAD 7	19	---	---	---	---
		SB-1	HEAD 11	19	---	---	---	---
		SB-1	81	12	---	---	---	---
		SB-1	BUTTON	6	---	---	---	---
		CB-1	SB-2	140	---	---	---	---
		SB-2	HEAD 12	40	---	---	---	---
		CB-1	SB-3	---	145	---	---	---
		SB-3	80	12	---	---	---	---
		SB-3	BUTTON	6	---	---	---	---
		CB-1	SB-4	---	---	---	205	---
		SB-4	HEAD 4	---	23	---	---	---
		SB-4	87	12	---	---	---	---
		SB-4	BUTTON	6	---	---	---	---
		CB-1	SB-5	270	---	---	---	---
		SB-5	HEAD 2	19	---	---	---	---
		CB-1	SB-6	330	---	---	---	---
		SB-6	HEAD 3	40	---	---	---	---
		CB-1	SB-7	---	325	---	---	---
		SB-7	86	12	---	---	---	---
		SB-7	BUTTON	6	---	---	---	---
		SB-7	86	12	---	---	---	---
		SB-7	BUTTON	6	---	---	---	---
		CB-1	SB-8	---	---	---	---	335
		SB-8	HEAD 8	---	23	---	---	---
		SB-8	HEAD 10	21	---	---	---	---
		SB-8	85	12	---	---	---	---
		SB-8	BUTTON	6	---	---	---	---
		CB-1	SB-9	---	---	---	260	---
		SB-9	HEAD 9	---	47	---	---	---
		SB-9	84	12	---	---	---	---
		SB-9	BUTTON	6	---	---	---	---
		CB-1	SB-10	---	200	---	---	---
		SB-9	83	12	---	---	---	---
		SB-9	BUTTON	6	---	---	---	---
		CB-1	SB-11	185	---	---	---	---
		SB-11	HEAD 1	19	---	---	---	---
		CB-1	SB-12	125	---	---	---	---
		SB-12	HEAD 5	19	---	---	---	---
		CB-1	SB-13	---	---	68	---	---
		SB-13	HEAD 6	---	40	---	---	---
		CB-1	SB-14	---	82	---	---	---
		SB-14	82	12	---	---	---	---
		SB-14	BUTTON	6	---	---	---	---
		TOTAL		**1,390**	**885**	**68**	**528**	**335**

ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	(655.0305) CABLE TYPE UF 2-12 AWG GROUNDED (LF)	(655.0610) ELECTRICAL WIRE LIGHTING 12 AWG (LF)
0010	STH 19 & BROADWAY DRIVE	CB-1	SB-11	71	---
			POLE	---	125
		CB-1	SB-6	335	---
			POLE	---	125
		PROJECT TOTAL:		**406**	**250**

3

TRAFFIC SIGNAL EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	(655.0515) ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) (LF)	(655.0515) ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (WHITE) (LF)
0010	STH 19 & BROADWAY DRIVE	CB-1	SB-1	66	66
		SB-1	SB-2	115	115
		SB-2	SB-3	41	41
		SB-3	SB-4	110	110
		SB-4	SB-5	110	110
		SB-5	SB-6	98	98
		SB-6	SB-7	49	49
		SB-7	SB-8	100	100
		SB-8	SB-9	125	125
		SB-9	SB-10	130	130
		SB-10	SB-11	55	55
		SB-11	SB-12	94	94
		SB-12	SB-13	95	95
		SB-13	SB-14	52	52
		SB-14	CB-1	85	85
		SB-1	PB-1	27	---
		SB-2	PB-2	26	---
		SB-4	PB-3	32	---
		SB-5	PB-4	25	---
		SB-7	PB-5	29	---
		SB-8	PB-6	31	---
		SB-9	PB-7	33	---
		SB-11	PB-8	28	---
		SB-12	PB-9	25	---
		SB-13	PB-10	27	---
		TOTAL		**1,608**	**1,325**
		PROJECT TOTAL		**2,933**	

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	BASE NO.	HEAD NO.	(658.0173) TRAFFIC SIGNAL FACE 3S 12 INCH (EACH)	(658.0175) TRAFFIC SIGNAL FACE 5S 12 INCH (EACH)	(658.0416) PEDESTRIAN SIGNAL FACE 16-INCH (EACH)
0010	STH 19 & BROADWAY DRIVE	SB-1	7	1	---	---
			11	1	---	---
			81	---	---	1
		SB-2	12	1	---	---
		SB-3	80	---	---	1
		SB-4	4	---	1	---
			87	---	---	1
		SB-5	2	1	---	---
		SB-6	3	1	---	---
		SB-7	86	---	---	1
		SB-8	8	---	1	---
			10	1	---	---
			85	---	---	1
		SB-9	9	---	1	---
			84	---	---	1
		SB-10	83	---	---	1
		SB-11	1	1	---	---
		SB-12	5	1	---	---
		SB-13	6	---	1	---
		SB-14	82	---	---	1
	PROJECT TOTAL:			**8**	**4**	**8**

3

3

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	(656.0200) ELECTRICAL SERVICE METER BREAKER PEDESTAL (LS)
0010	STH 19 & BROADWAY DRIVE	1
	PROJECT TOTAL:	**1**

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	(658.5069) SIGNAL MOUNTING HARDWARE (LS)	COMMENTS
0010	STH 19 & BROADWAY DRIVE	1	
	PROJECT TOTAL:	**1**	

3

TRAFFIC SIGNAL ITEMS

CATEGORY	INTERSECTION	(SPV.0105.001) REMOVE AND TRANSPORT TRAFFIC SIGNAL (LS)	(SPV.0105.002) MICROWAVE VEHICLE DETECTION (LS)	(SPV.0105.003) EMERGENCY VEHICLE PREEMPTION & COMFIRMATION LIGHT UNIT (LS)	(SPV.0060.003) TRAFFIC SIGNAL CONTROLLER AND CABINET (EACH)
0010	STH 19 & BROADWAY DRIVE	1	1	1	1
	PROJECT TOTAL:	**1**	**1**	**1**	**1**

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	(661.0200) TEMPORARY TRAFFIC SIGNALS FOR INTERSECTION (LS)
0010	STH 19 & BROADWAY DRIVE	1
	PROJECT TOTAL:	**1**

3

3

SAW CUT

CATEGORY	STATION	TO	STATION	LOCATION	(690.0150) SAWING ASHPALT (LF)	(690.0250) SAWING CONCRETE (LF)	REMARKS
0010	-	-	310+07	45' RT - 55' RT	---	10	
	-	-	314+85	42' RT - 50' RT	---	8	
	-	-	8+50	BROADWAY DRIVE	41	---	BROADWAY SOUTH
	-	-	10+00	BROADWAY DRIVE	41	---	BROADWAY NORTH
	-	-	322+50	40' RT - 48' RT	---	8	
	315+00	-	315+50	SW QUADRANT	---	34	SW QUADRANT FRON CENTER
	315+50	-	316+00	SE QUADRANT	--	34	SE QUADRANT FRON CENTER
	308+00	-	322+50	STH 19/CENTER	---	1450	CENTER OF THE ROADWAY
	308+00	-	322+50	EB	---	1464	EXISTING EB LANE EDGE
	311+00	-	322+50	EB	---	1150	EB CURB & GUTTER EDGE
	307+00	-	323+50	WB/STH 19	---	1153	CONCRETE PAVEMENT REPAIR
				UNDISTRIBUTED	---	200	
				PROJECT TOTAL:	**82**	**5511**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

6085-02-23

WAUNAKEE - SUN PRAIRIE

BROADWAY DRIVE INTERSECTION

STH 19

DANE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RAILROAD SPIKE	RRS
ALUMINUM	ALUM	REBAR	RB
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	REMAINING	REM
CERTIFIED SURVEY MAP	CSM	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED EASEMENT	TLE
GRID NORTH	GN	TRANSPORTATION PROJECT PLAT	TPP
HIGHWAY EASEMENT	HE	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID	VOLUME	V
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		
POINT OF COMPOUND CURVE	PCC		

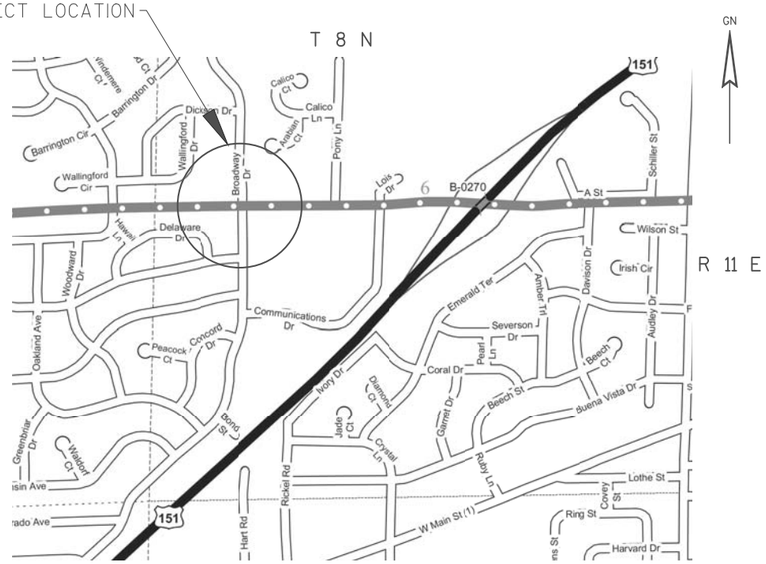
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
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

PROJECT LOCATION



LAYOUT
SCALE 0 .25 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6085-02-23.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE 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.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

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

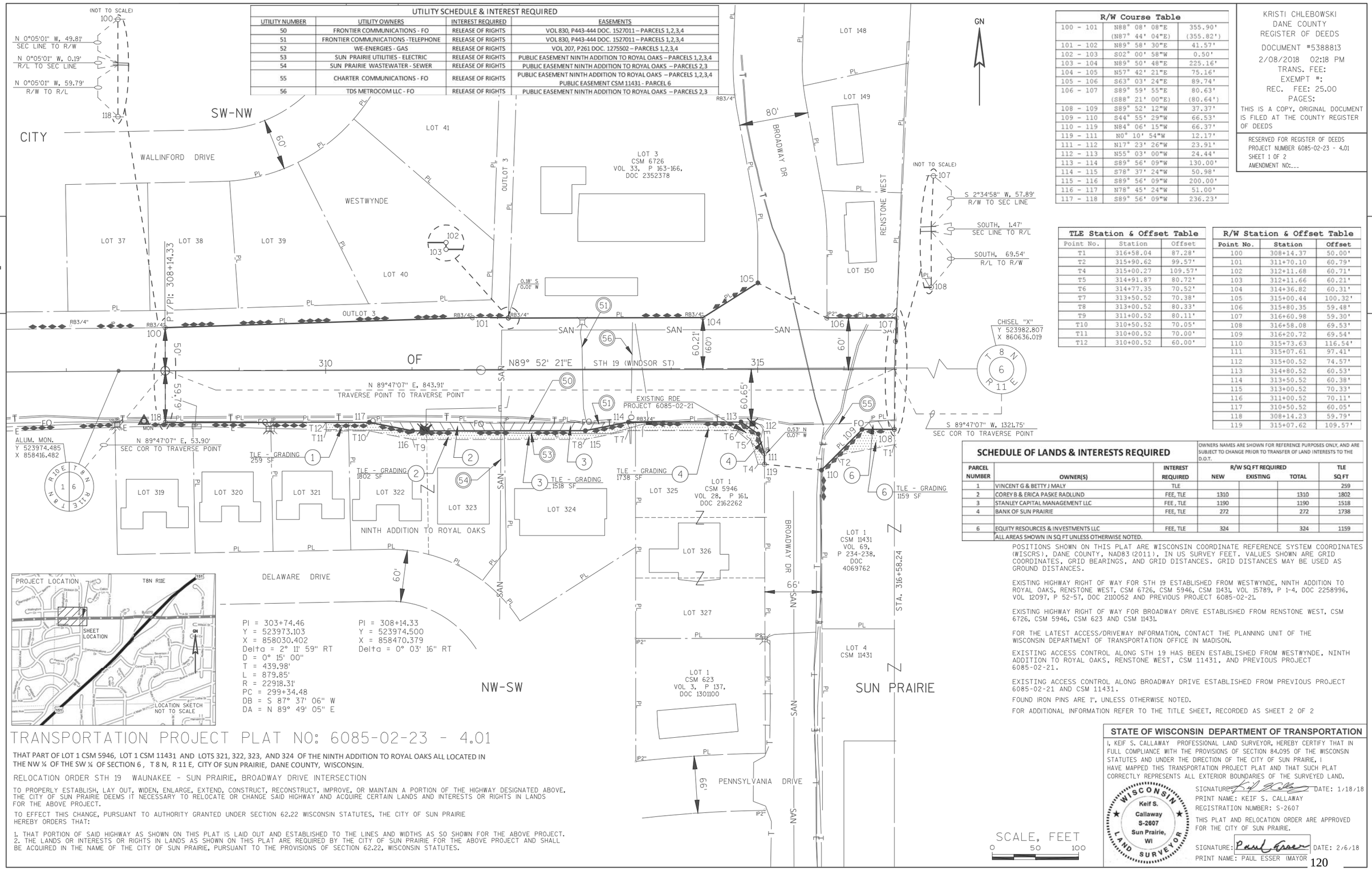
EXISTING ACCESS CONTROL ALONG STH 19 HAS BEEN ESTABLISHED FROM WESTWYNDE, NINTH ADDITION TO ROYAL OAKS, RENSTONE WEST, CSM 11431, CSM 8345, CSM 8657 AND PREVIOUS PROJECT 6085-02-21.

EXISTING ACCESS CONTROL ALONG BROADWAY DRIVE ESTABLISHED FROM PREVIOUS PROJECT 6085-02-21 AND CSM 11431.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR PONY LANE ESTABLISHED FROM CSM 8657.
EXISTING HIGHWAY RIGHT OF WAY FOR BROADWAY DRIVE ESTABLISHED FROM RENSTONE WEST, CSM 6726, CSM 5946, CSM 623 AND CSM 11431.
EXISTING HIGHWAY RIGHT OF WAY FOR STH 19 ESTABLISHED FROM WESTWYNDE, NINTH ADDITION TO ROYAL OAKS, RENSTONE WEST, CSM 6726, CSM 5946, CSM 11431, CSM 3708, CSM 5525, VOL 15789, P 1-4, DOC 2258996, VOL 12097, P 52-57, DOC 2110052 AND PREVIOUS PROJECT 6085-02-21.

PROJECT NUMBER 6085-02-23 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : N:\PDS\RW-PLAT\60850203\DWG\040400.DWG
APPRAISAL PLAT DATE :
PLOT DATE :
PLOT BY : CLARK, CLYDE J
PLOT NAME : ----------



UTILITY SCHEDULE & INTEREST REQUIRED			
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	EASEMENTS
50	FRONTIER COMMUNICATIONS - FO	RELEASE OF RIGHTS	VOL 830, P443-444 DOC. 1527011 – PARCELS 1,2,3,4
51	FRONTIER COMMUNICATIONS -TELEPHONE	RELEASE OF RIGHTS	VOL 830, P443-444 DOC. 1527011 – PARCELS 1,2,3,4
52	WE-ENERGIES - GAS	RELEASE OF RIGHTS	VOL 207, P261 DOC. 1275502 – PARCELS 1,2,3,4
53	SUN PRAIRIE UTILITIES - ELECTRIC	RELEASE OF RIGHTS	PUBLIC EASEMENT NINTH ADDITION TO ROYAL OAKS – PARCELS 1,2,3,4
54	SUN PRAIRIE WASTEWATER - SEWER	RELEASE OF RIGHTS	PUBLIC EASEMENT NINTH ADDITION TO ROYAL OAKS – PARCELS 2,3
55	CHARTER COMMUNICATIONS - FO	RELEASE OF RIGHTS	PUBLIC EASEMENT NINTH ADDITION TO ROYAL OAKS – PARCELS 1,2,3,4 PUBLIC EASEMENT CSM 11431 - PARCEL 6
56	TDS METROCOM LLC - FO	RELEASE OF RIGHTS	PUBLIC EASEMENT NINTH ADDITION TO ROYAL OAKS – PARCELS 2,3

R/W Course Table		
100 - 101	N88° 08' 08"E (N87° 44' 04"E)	355.90' (355.82')
101 - 102	N89° 58' 30"E	41.57'
102 - 103	S02° 00' 58"W	0.50'
103 - 104	N89° 50' 48"E	225.16'
104 - 105	N57° 42' 21"E	75.16'
105 - 106	S63° 03' 24"E	89.74'
106 - 107	S89° 59' 55"E (S88° 21' 00"E)	80.63' (80.64')
108 - 109	S89° 52' 12"W	37.37'
109 - 110	S44° 55' 29"W	66.53'
110 - 119	N84° 06' 15"W	66.37'
119 - 111	N0° 10' 54"W	12.17'
111 - 112	N17° 23' 26"W	23.91'
112 - 113	N55° 03' 00"W	24.44'
113 - 114	S89° 56' 09"W	130.00'
114 - 115	S78° 37' 24"W	50.98'
115 - 116	S89° 56' 09"W	200.00'
116 - 117	N78° 45' 24"W	51.00'
117 - 118	S89° 56' 09"W	236.23'

TLE Station & Offset Table		
Point No.	Station	Offset
T1	316+58.04	87.28'
T2	315+90.62	99.57'
T4	315+00.27	109.57'
T5	314+91.87	80.72'
T6	314+77.35	70.52'
T7	313+50.52	70.38'
T8	313+00.52	80.33'
T9	311+00.52	80.11'
T10	310+50.52	70.05'
T11	310+00.52	70.00'
T12	310+00.52	60.00'

R/W Station & Offset Table		
Point No.	Station	Offset
100	308+14.37	50.00'
101	311+70.10	60.79'
102	312+11.68	60.71'
103	312+11.66	60.21'
104	314+36.82	60.31'
105	315+00.44	100.32'
106	315+80.35	59.48'
107	316+60.98	59.30'
108	316+58.08	69.53'
109	316+20.72	69.54'
110	315+73.63	116.54'
111	315+07.61	97.41'
112	315+00.52	74.57'
113	314+80.52	60.53'
114	313+50.52	60.38'
115	313+00.52	70.33'
116	311+00.52	70.11'
117	310+50.52	60.05'
118	308+14.23	59.79'
119	315+07.62	109.57'

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #5388813
2/08/2018 02:18 PM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES:
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6085-02-23 - 4.01
SHEET 1 OF 2
AMENDMENT NO:___

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQ FT REQUIRED NEW	EXISTING	TOTAL	TLE SQ FT
1	VINCENT G & BETTY J MALY	TLE				259
2	COREY B & ERICA PASKE RADLUND	FEE, TLE	1310		1310	1802
3	STANLEY CAPITAL MANAGEMENT LLC	FEE , TLE	1190		1190	1518
4	BANK OF SUN PRAIRIE	FEE, TLE	272		272	1738
6	EQUITY RESOURCES & INVESTMENTS LLC	FEE, TLE	324		324	1159
	ALL AREAS SHOWN IN SQ FT UNLESS OTHERWISE NOTED.					

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE 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.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 19 ESTABLISHED FROM WESTWYNDE, NINTH ADDITION TO ROYAL OAKS, RENSTONE WEST, CSM 6726, CSM 5946, CSM 11431, VOL 15789, P 1-4, DOC 2258996, VOL 12097, P 52-57, DOC 2110052 AND PREVIOUS PROJECT 6085-02-21.

EXISTING HIGHWAY RIGHT OF WAY FOR BROADWAY DRIVE ESTABLISHED FROM RENSTONE WEST, CSM 6726, CSM 5946, CSM 623 AND CSM 11431.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG STH 19 HAS BEEN ESTABLISHED FROM WESTWYNDE, NINTH ADDITION TO ROYAL OAKS, RENSTONE WEST, CSM 11431, AND PREVIOUS PROJECT 6085-02-21.

EXISTING ACCESS CONTROL ALONG BROADWAY DRIVE ESTABLISHED FROM PREVIOUS PROJECT 6085-02-21 AND CSM 11431.

FOUND IRON PINS ARE 1", UNLESS OTHERWISE NOTED.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 6085-02-23 - 4.01

THAT PART OF LOT 1 CSM 5946, LOT 1 CSM 11431 AND LOTS 321, 322, 323, AND 324 OF THE NINTH ADDITION TO ROYAL OAKS ALL LOCATED IN THE NW ¼ OF THE SW ¼ OF SECTION 6, T 8 N, R 11 E, CITY OF SUN PRAIRIE, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 19 WAUNAKEE - SUN PRAIRIE, BROADWAY DRIVE INTERSECTION

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, KEIF S. CALLAWAY 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 SUN PRAIRIE, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN Keif S. Callaway S-2607 Sun Prairie, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 1/18/18
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF SUN PRAIRIE.

SIGNATURE: _____ DATE: 2/6/18
PRINT NAME: PAUL ESSER (MAYOR

FILE NAME : N:\PDS\RW-PLAT\60850203\DWG\040401.DWG
APPRAISAL PLAT DATES: 11/13/17 & 11/28/17
PLOT DATE : 2/12/2018 9:59 AM PLOT BY : CLARK, CLYDE J PLOT NAME : PLOT SCALE : **********

TRANSPORTATION PROJECT PLAT NO: 6085-02-23 - 4.02

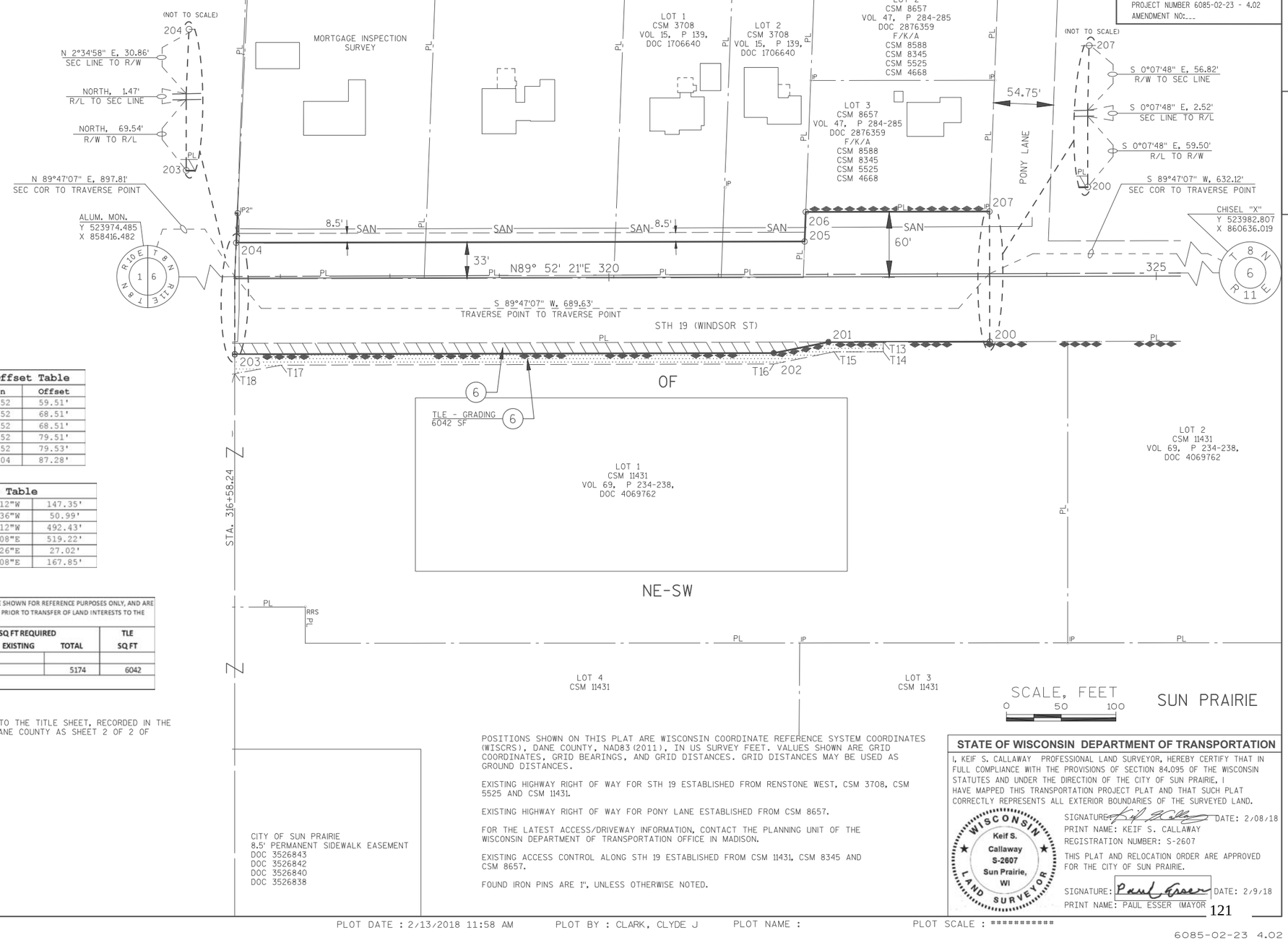
THAT PART OF LOT 1 CSM 11431 LOCATED IN THE NE ¼ OF THE SW ¼ OF SECTION 6, T 8 N, R 11 E, CITY OF SUN PRAIRIE, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 19 WAUNAKEE - SUN PRAIRIE, BROADWAY DRIVE INTERSECTION

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



R/W Station & Offset Table		
Point No.	Station	Offset
200	323+47.87	59.50'
201	322+00.52	59.51'
202	321+50.52	69.51'
203	316+58.08	69.53'
204	316+59.70	32.30'
205	321+78.92	32.33'
206	321+80.01	59.33'
207	323+47.86	59.34'

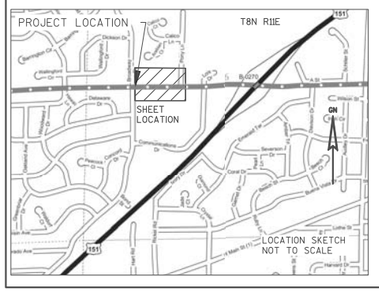
TLE Station & Offset Table		
Point No.	Station	Offset
T13	322+50.52	59.51'
T14	322+50.52	68.51'
T15	322+05.52	68.51'
T16	321+50.52	79.51'
T17	317+00.52	79.53'
T18	316+58.04	87.28'

R/W Course Table		
200 - 201	S89° 52' 12"W	147.35'
201 - 202	S78° 33' 36"W	50.99'
202 - 203	S89° 52' 12"W	492.43'
204 - 205	N89° 52' 08"E	519.22'
205 - 206	N02° 11' 26"E	27.02'
206 - 207	N89° 52' 08"E	167.85'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQ FT REQUIRED NEW	EXISTING	TOTAL	TLE SQ FT
6	EQUITY RESOURCES & INVESTMENTS LLC	FEE, TLE	5174		5174	6042
	ALL AREAS SHOWN IN UNLESS OTHERWISE NOTED.					



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #5388813.

CITY OF SUN PRAIRIE
8.5' PERMANENT SIDEWALK EASEMENT
DOC 3526843
DOC 3526842
DOC 3526840
DOC 3526838

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE 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.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 19 ESTABLISHED FROM RENSTONE WEST, CSM 3708, CSM 5525 AND CSM 11431.

EXISTING HIGHWAY RIGHT OF WAY FOR PONY LANE ESTABLISHED FROM CSM 8657.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG STH 19 ESTABLISHED FROM CSM 11431, CSM 8345 AND CSM 8657.

FOUND IRON PINS ARE 1", UNLESS OTHERWISE NOTED.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT #5389433
2/13/2018 10:45 AM
TRANS. FEE:
EXEMPT #:
REC. FEE: 25.00
PAGES:
THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6085-02-23 - 4.02
AMENDMENT NO:___

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, KEIF S. CALLAWAY 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 SUN PRAIRIE, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN Keif S. Callaway S-2607 Sun Prairie, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 2/08/18
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF SUN PRAIRIE.

SIGNATURE: _____ DATE: 2/9/18
PRINT NAME: PAUL ESSER (MAYOR

FILE NAME : N:\PDS\RW-PLAT\60850203\DWG\040402.DWG
APPRAISAL PLAT DATES: 11/13/17 & 11/28/17

PLOT DATE : 2/13/2018 11:58 AM PLOT BY : CLARK, CLYDE J PLOT NAME : PLOT SCALE : **********

6085-02-23 4.02

DATE: Jan. 18, 2018	REVISION DATE

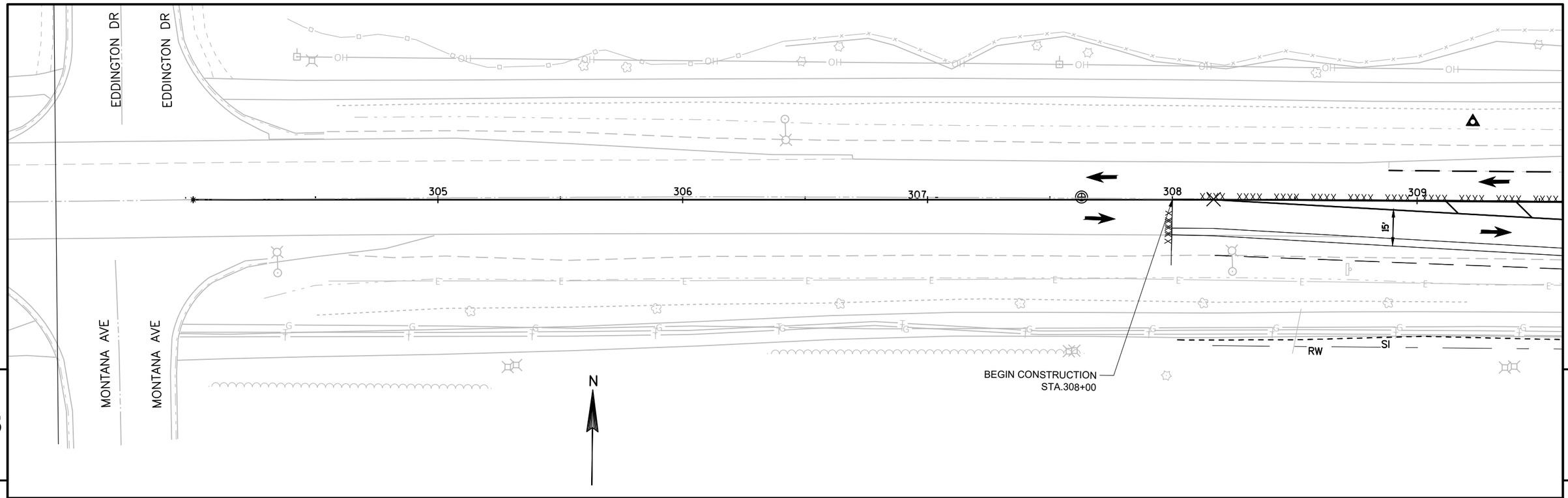
4

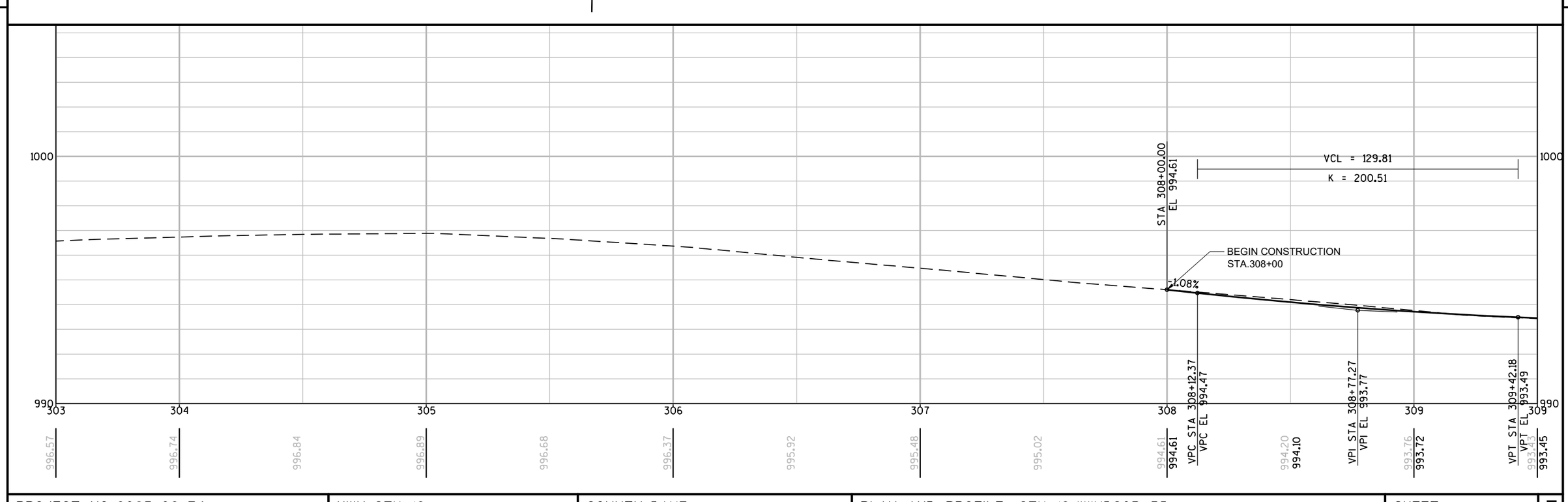
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

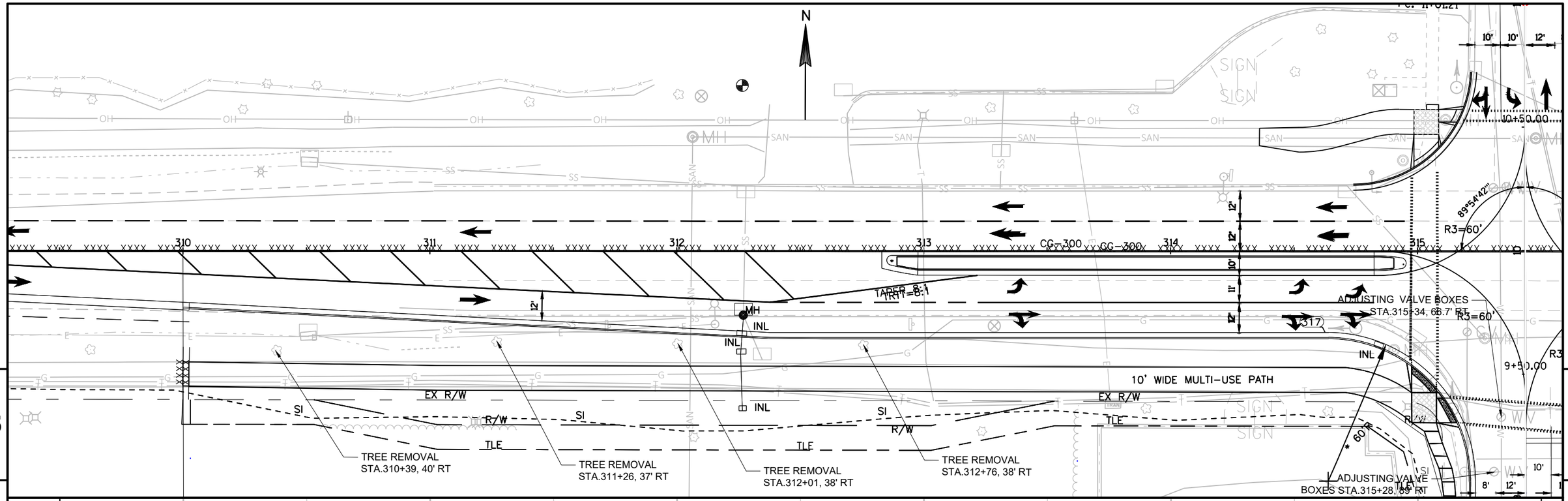
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	524024.500'	858470.306'
101	524036.079'	858826.015'
102	524036.097'	858867.589'
103	524035.593'	858867.572'
104	524036.196'	859092.733'
105	524076.349'	859156.263'
106	524035.687'	859236.262'
107	524035.685'	859316.894'
108	523906.844'	859314.285'
109	523906.759'	859276.918'
110	523859.654'	859229.935'
111	523878.638'	859163.875'
112	523901.456'	859156.728'
113	523915.456'	859136.697'
114	523915.310'	859006.697'
115	523905.254'	858956.719'
116	523905.030'	858756.719'
117	523914.974'	858706.697'
118	523914.710'	858470.466'
119	523866.471'	859163.913'

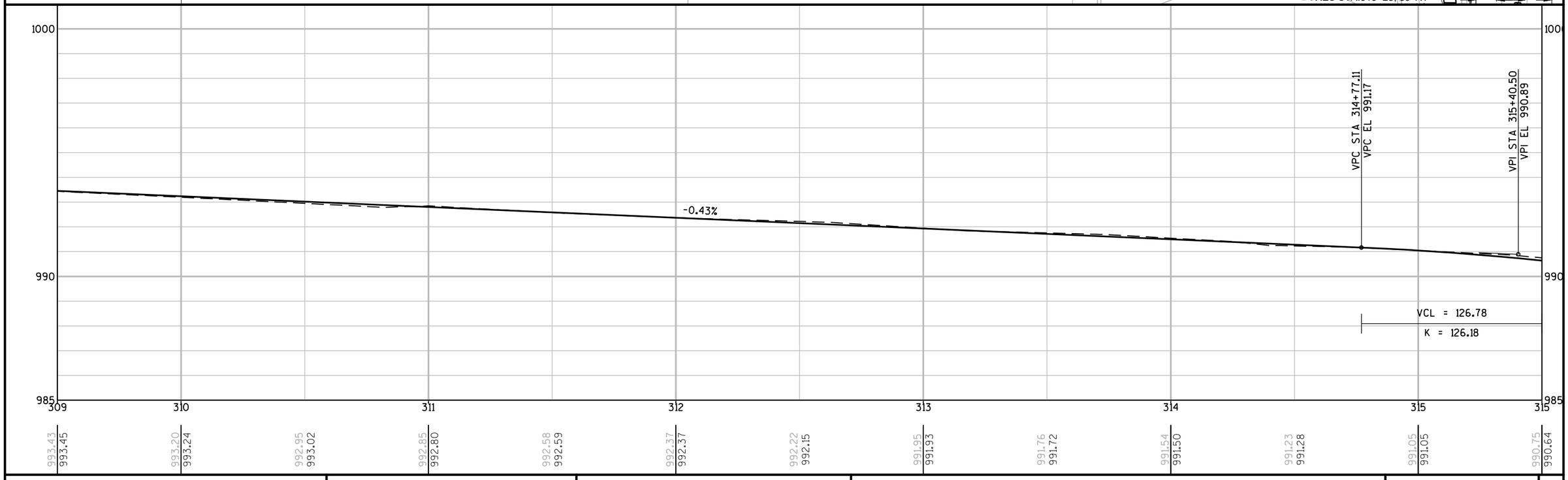
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
200	523918.410'	860004.047'
201	523918.076'	859856.696'
202	523907.962'	859806.719'
203	523906.844'	859314.285'
204	524008.682'	859315.676'
205	524009.870'	859834.892'
206	524036.873'	859835.925'
207	524037.257'	860003.777'



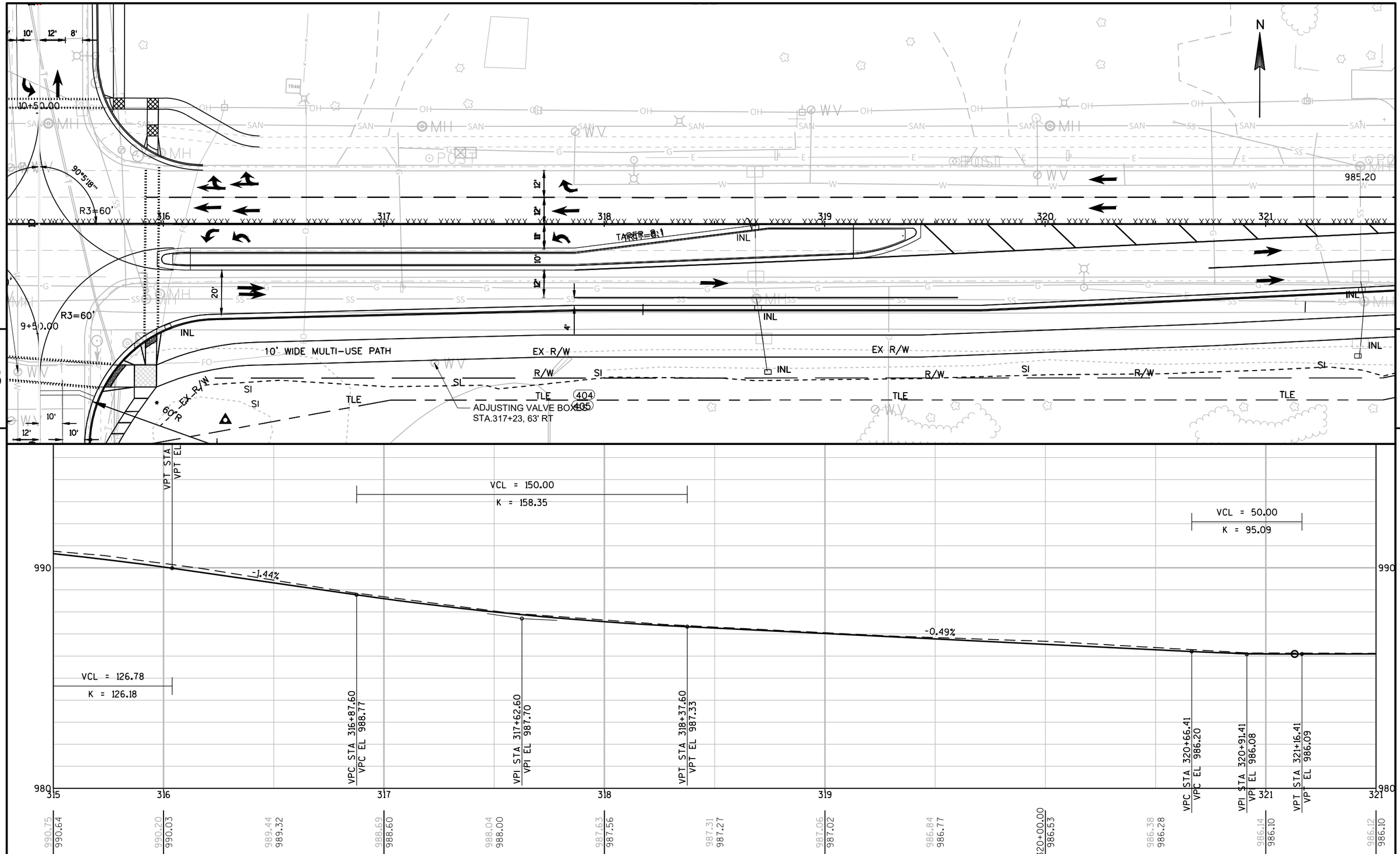


PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19/WINDSOR RD	SHEET 123	E

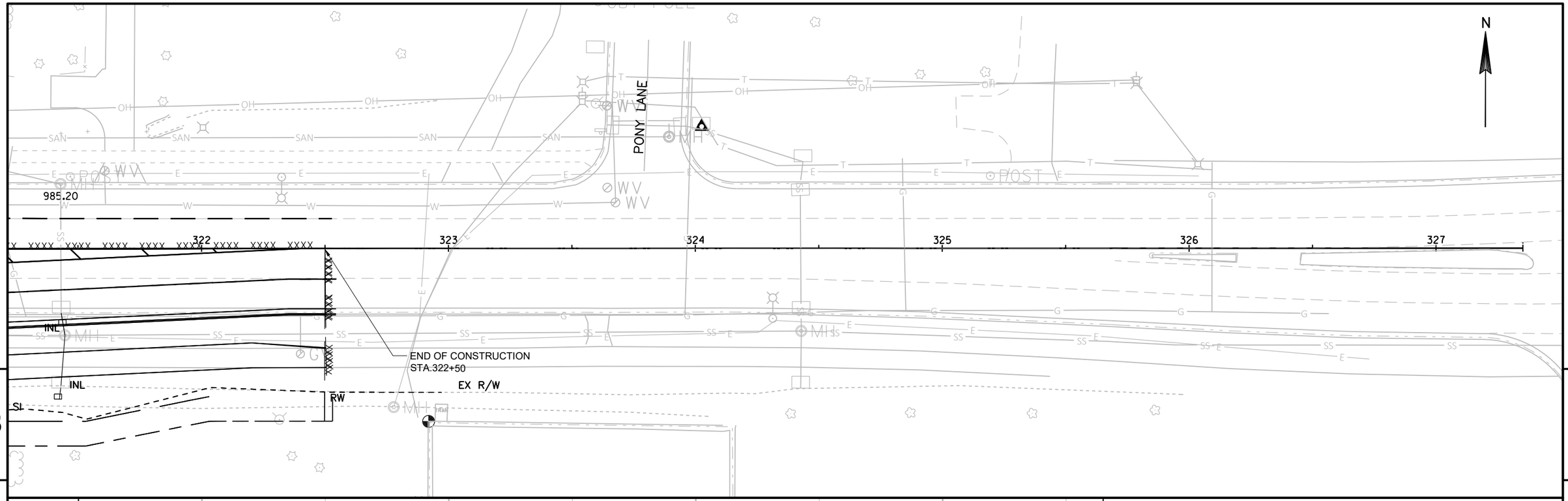


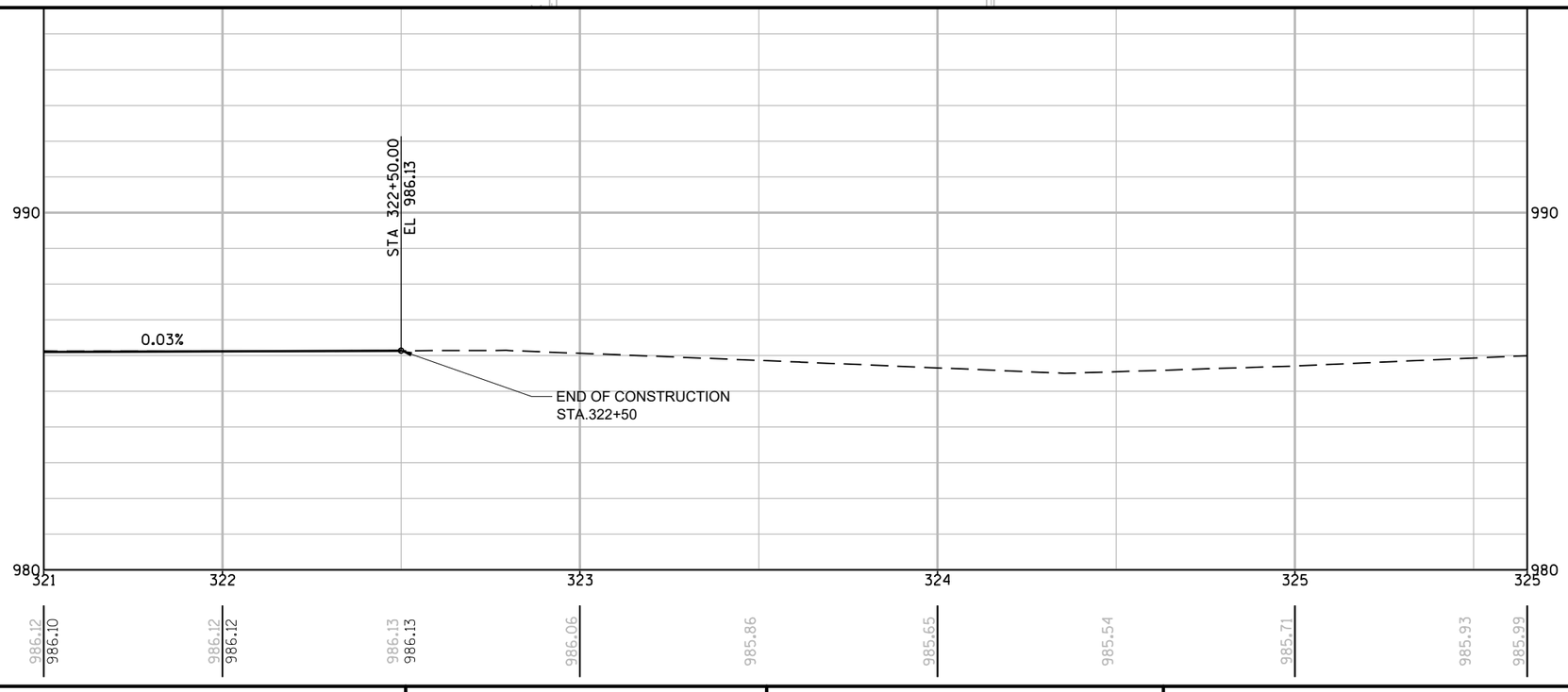


PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19/WINDSOR RD	SHEET 124	E

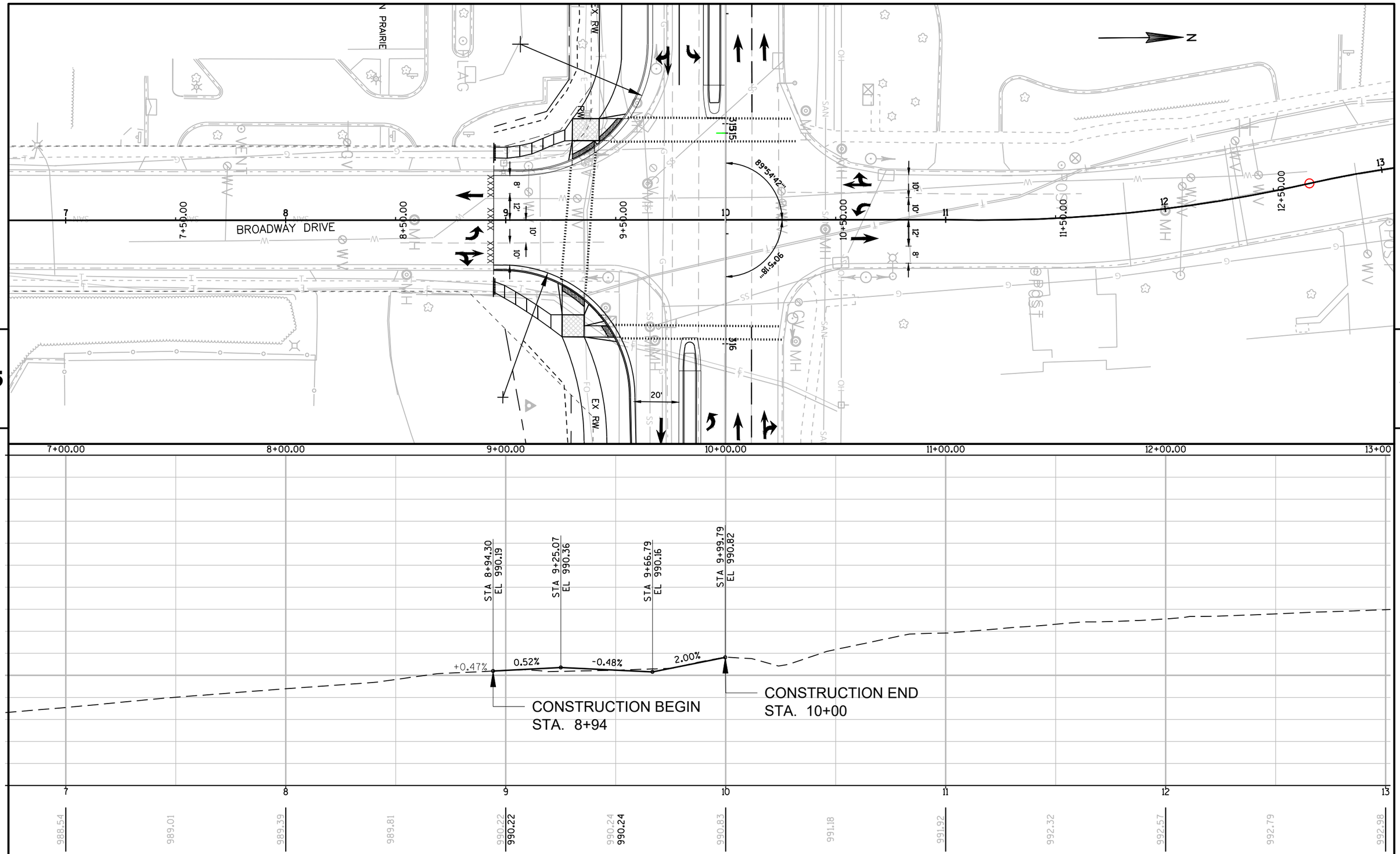


PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19/WINDSOR RD	SHEET 125	E





PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19/WINDSOR RD	SHEET 126	E



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: BROADWAY DRIVE	SHEET 127 E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\EDGELINES\PLAN&PROFILE_BROADWAY.DWG
LAYOUT NAME - PLANPROF

PLOT DATE : 11/10/2018 12:22 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

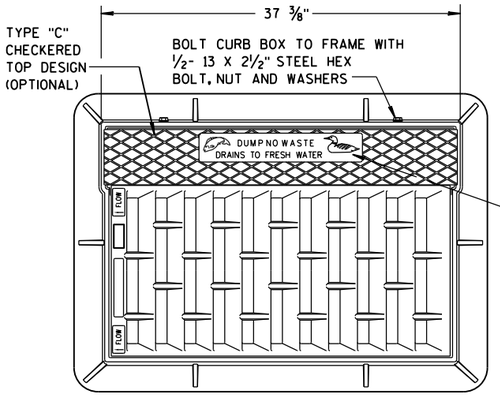
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08B11-02	MANHOLES VARIABLE TEE AND SPECIAL 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
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
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
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)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E12-01E	GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F01-04	DETAILS FOR THE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL LOOP DETECTOR WIRES IN ANY EXISTING PAVEMENT
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13A07-02	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C08-02	CONCRETE PAVEMENT PARTIAL DEPTH REPAIR
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C10-02	RETROFIT DOWEL BARS
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-06A	CONCRETE BASE
13C15-06B	CONCRETE BASE
13C18-06A	CONCRETE PAVEMENT JOINTING
13C18-06B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-06C	CONCRETE PAVEMENT JOINT TYPES
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS

6

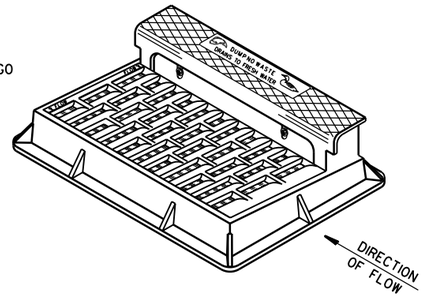
Standard Detail Drawing List

15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-06	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D32-04	TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

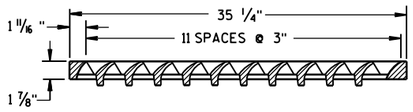
6

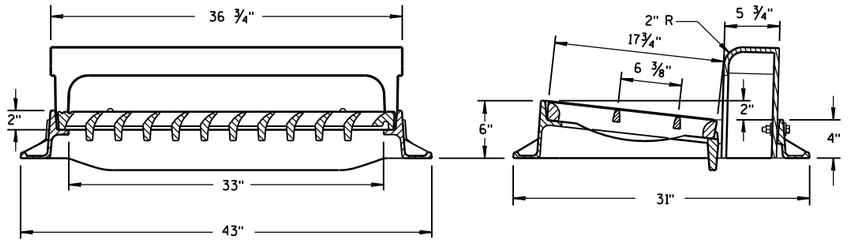


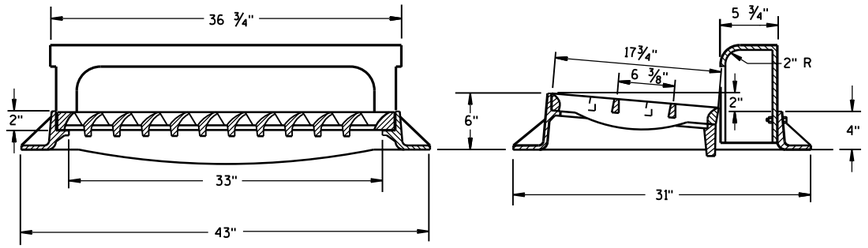
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

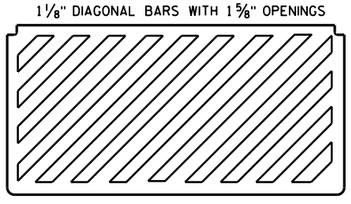






TYPE "H"

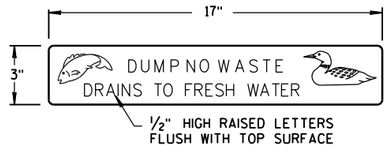
NOTE: EITHER CASTING IS ACCEPTABLE



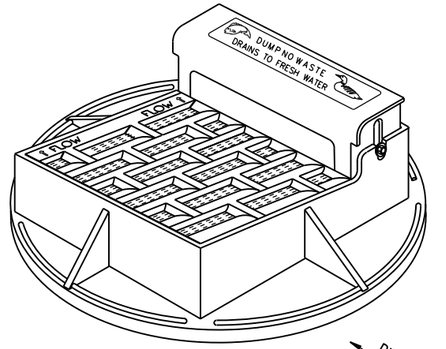
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

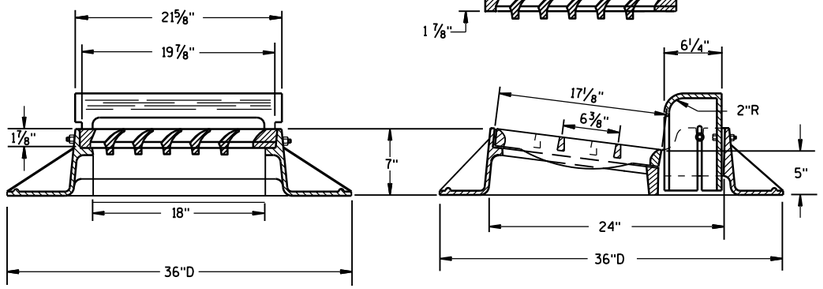


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



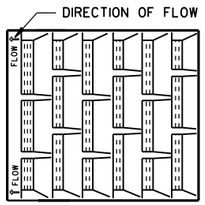
TYPE "A"

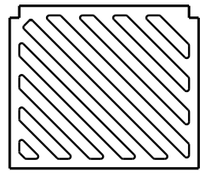
GENERAL NOTES

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

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

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

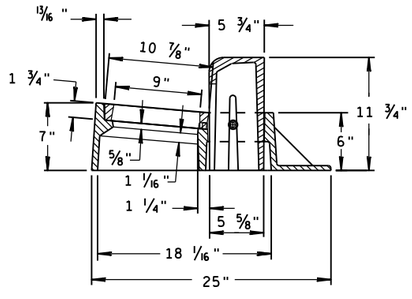


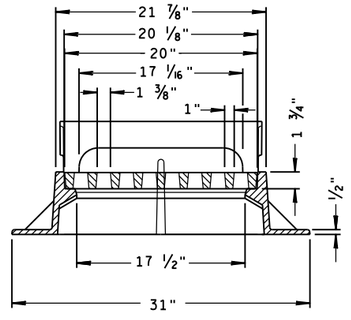


SPECIAL GRATE FOR TYPE "A" COVER

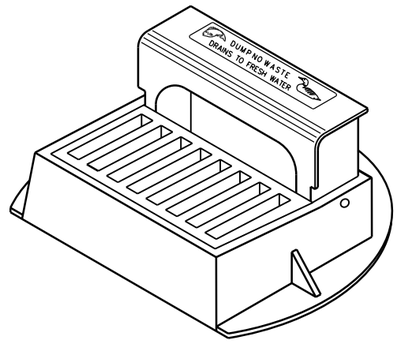
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



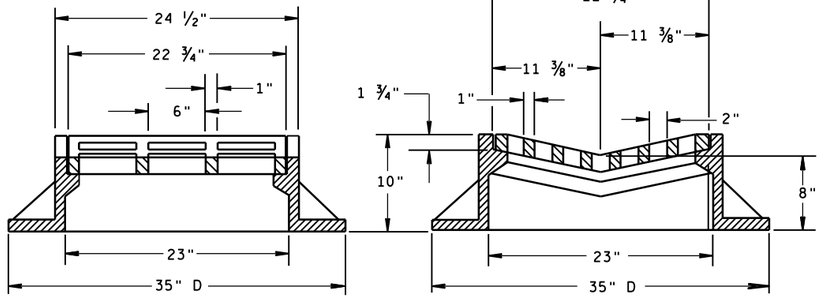
INLET COVERS TYPE A, H, A-S, H-S & Z

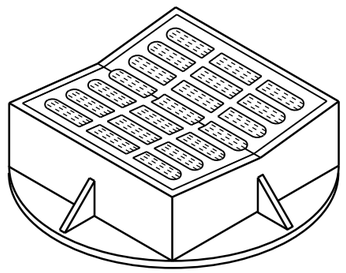
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

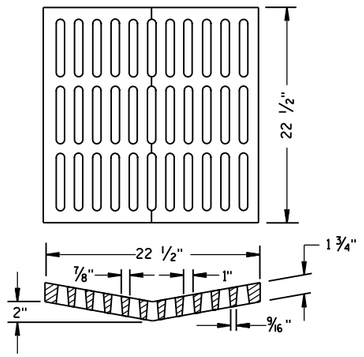
6

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



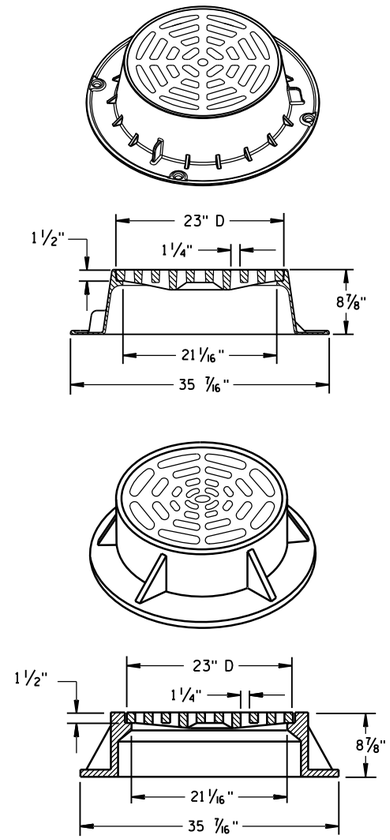


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

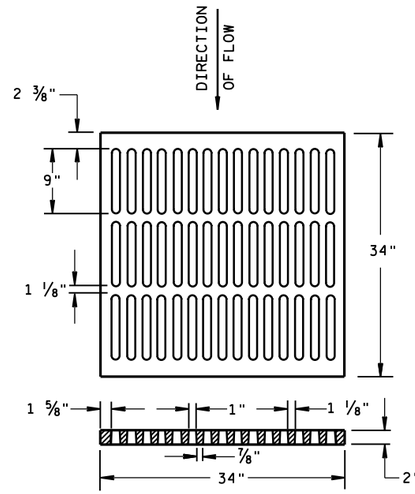
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

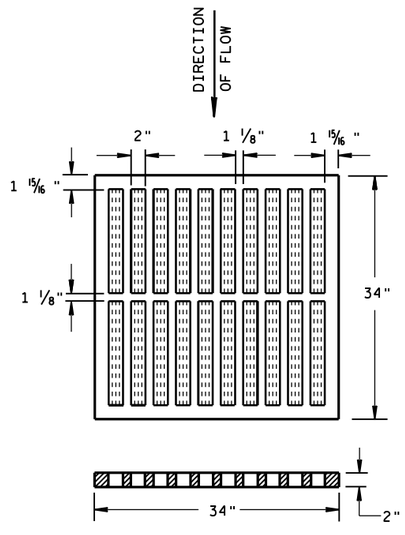
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



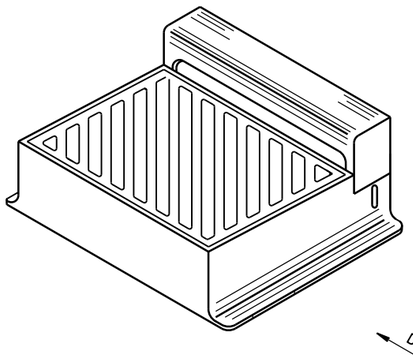
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

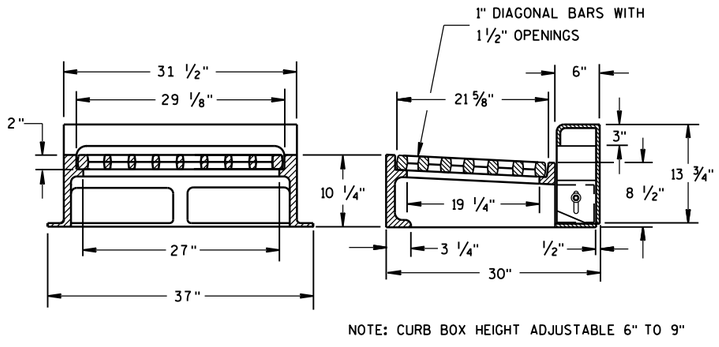


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

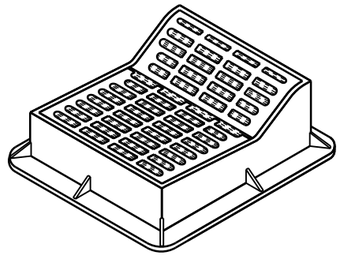
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

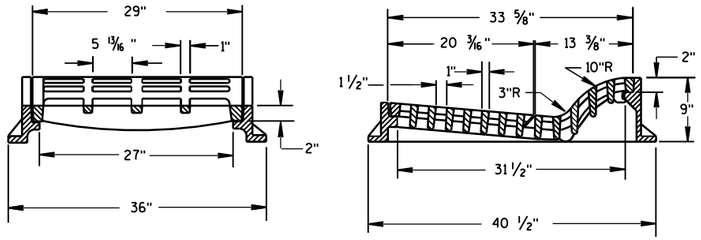
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

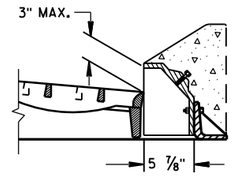
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

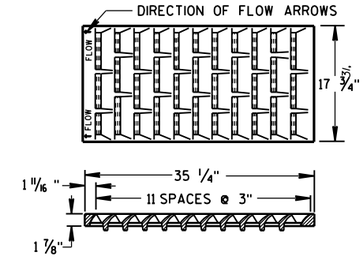
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

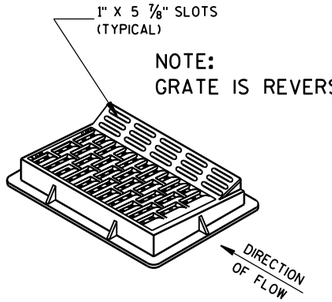
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

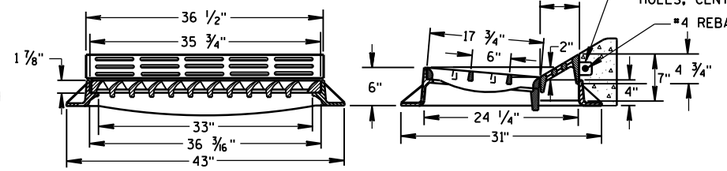
GENERAL NOTES

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

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



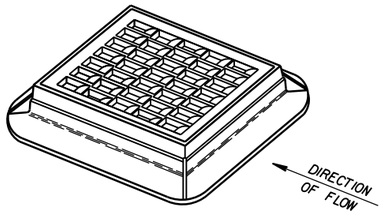


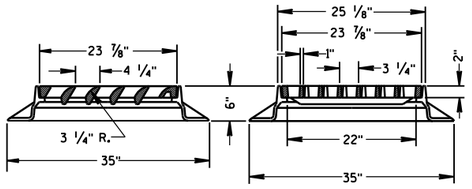


TYPE "HM"

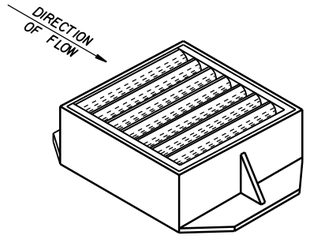
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

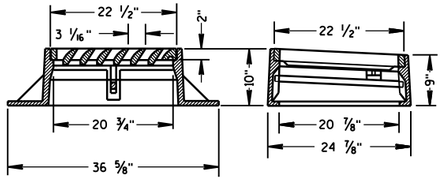
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



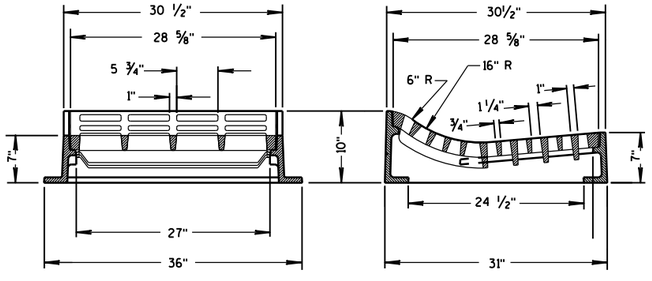


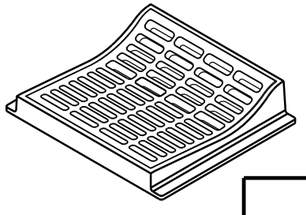
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

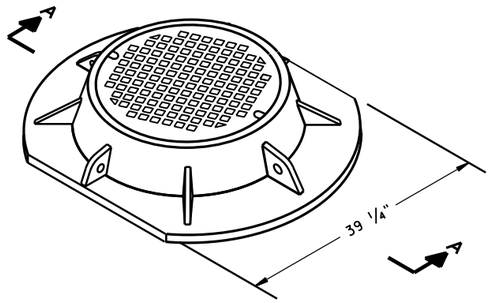
APPROVED
11/27/2013
DATE

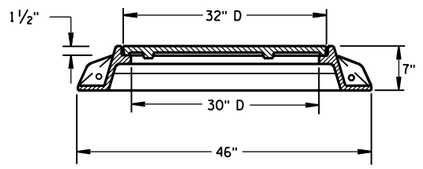
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

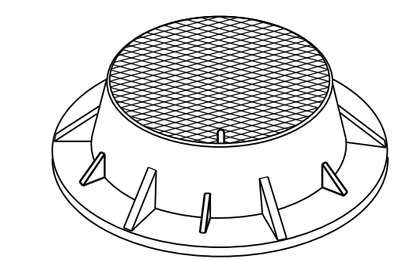
6

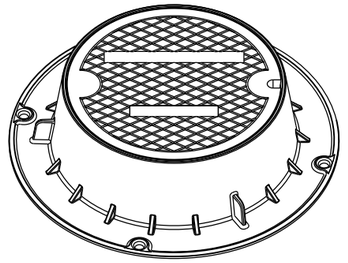
S.D.D. 8 A 5-19c

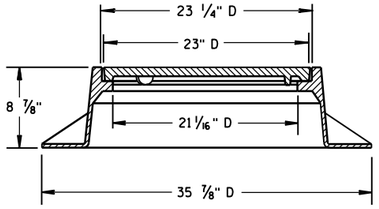


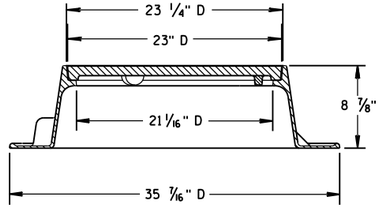


SECTION A-A
TYPE "K"









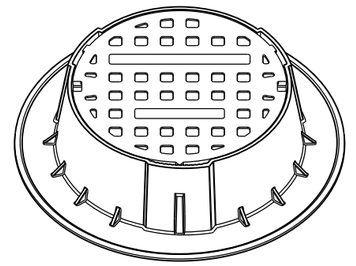
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

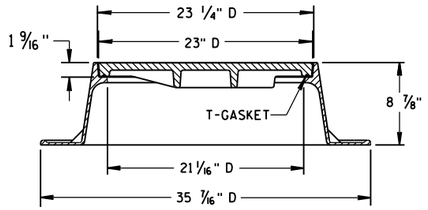
GENERAL NOTES

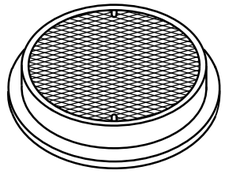
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

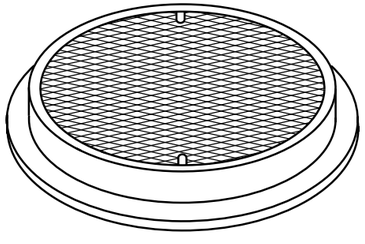
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

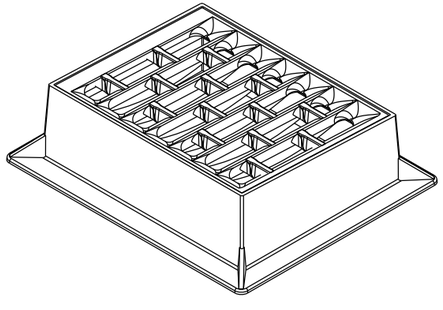
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

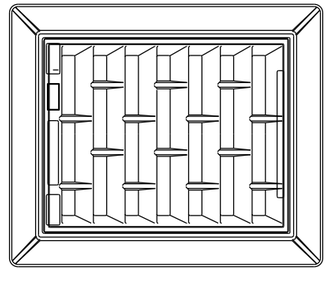


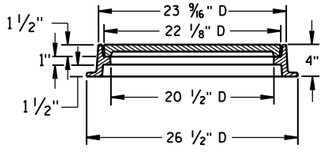




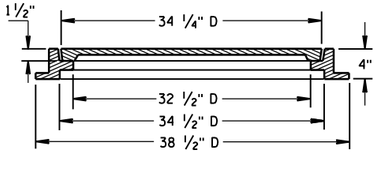








TYPE "L"



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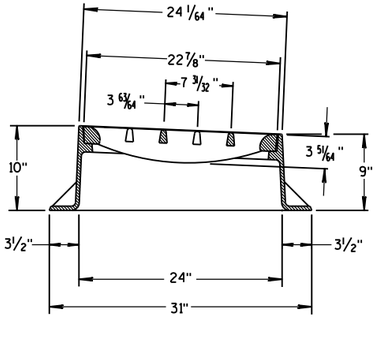
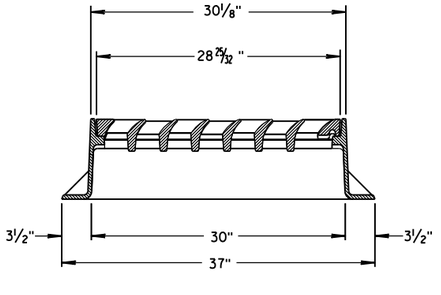
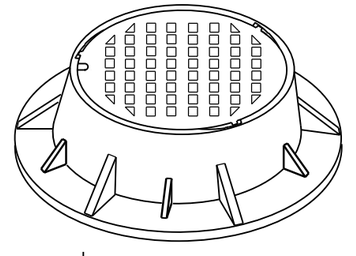
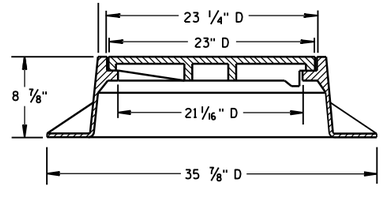




INLET COVER TYPE "BW"





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

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

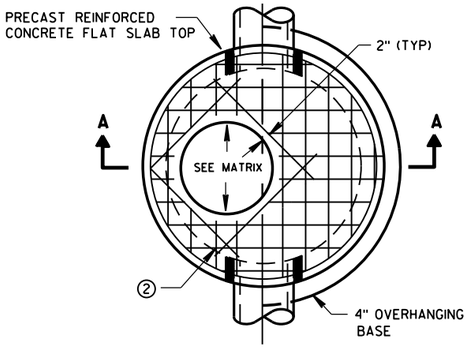
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

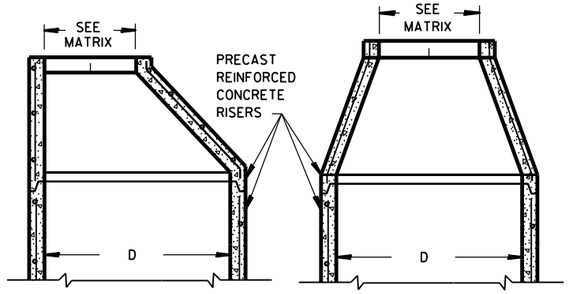
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

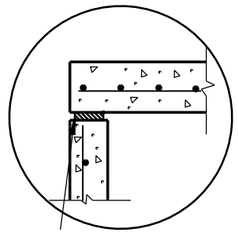


PLAN VIEW CIRCULAR OPENING

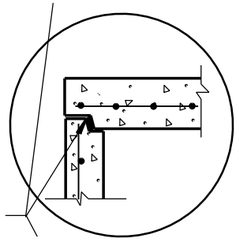


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

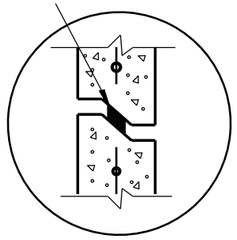


TOP WITH PLAIN END JOINT



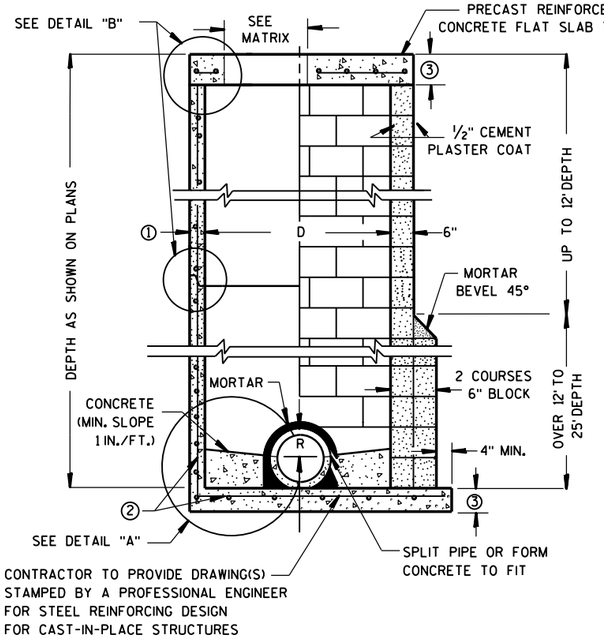
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



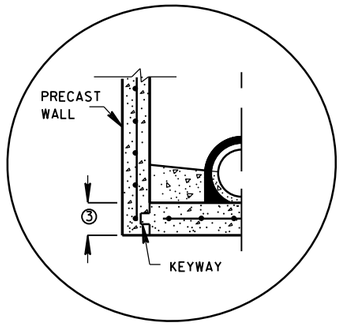
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

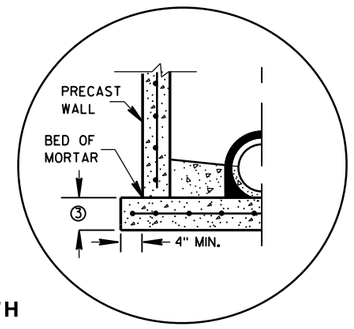


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

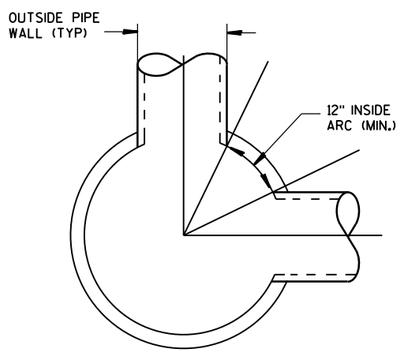


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

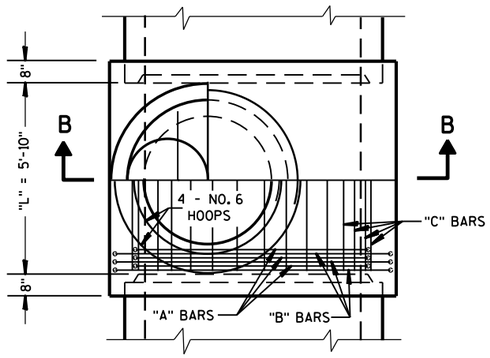
APPROVED

Sept., 2016
DATE

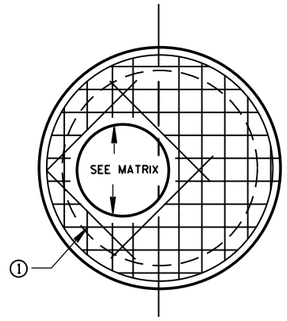
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

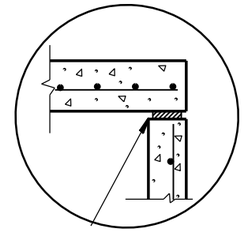
6
S.D.D. 8 B 9-2



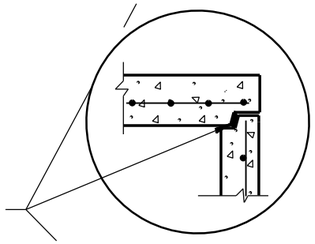
HALF SECTION A-A



PLAN VIEW PRECAST REINFORCED CONCRETE FLAT SLAB TOP WITH ECCENTRIC OPENING

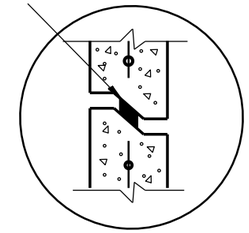


TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "A"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 4T-L", "MANHOLES 4S-M", ETC. THE VARIABLE TEE IS DENOTED BY 4T AND THE VARIABLE SPECIAL IS DENOTED BY 4S. THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF $\frac{1}{2}$ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE OR CONCRETE BLOCK STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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

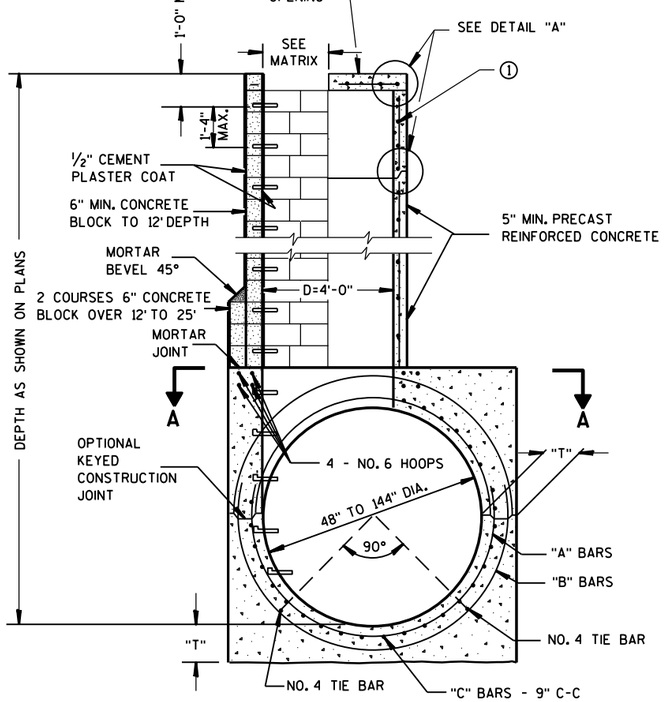
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE WITH AASHTO M 199.

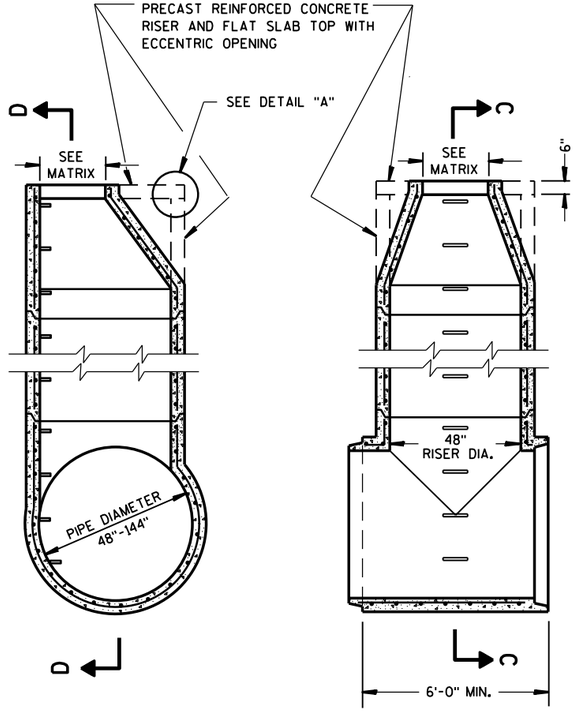
MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X



SECTION B-B

MANHOLE VARIABLE SPECIAL 4-FT DIAMETER



SECTION C-C

SECTION D-D

MANHOLE VARIABLE TEE 4-FT DIAMETER

NOTES FOR MANHOLE VARIABLE SPECIAL 4-FT DIAMETER

NOTE: ALL "A", "B", AND "C" BAR STEEL REINFORCING IS THE SAME DIAMETER WHICH VARIES WITH DEPTH.
NO. 5 BARS TO 20' DEPTH
NO. 6 BARS OVER 20' TO 30' DEPTH
NO. 7 BARS OVER 30' TO 40' DEPTH

THE "A" AND "B" BARS MAY BE PLACED IN ONE OR TWO SEGMENTS, AND SHALL LAP 24 BAR DIAMETERS.

"C" BARS SHALL HAVE STANDARD HOOKED ENDS.

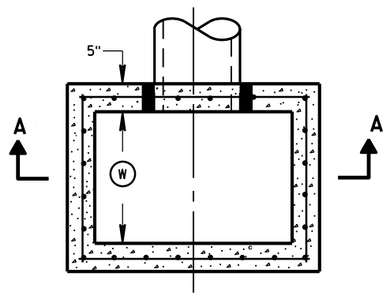
NOTE: "T" THROUGHOUT LENGTH "L" SHALL BE 13" FOR PIPE DIAMETER 48" TO 84" AND 15" FOR PIPE DIAMETER GREATER THAN 84".

MANHOLE VARIABLE TEE AND SPECIAL 4-FT DIAMETER

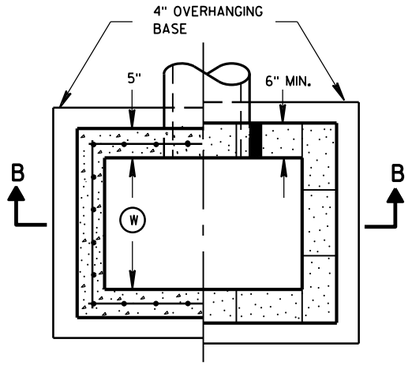
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

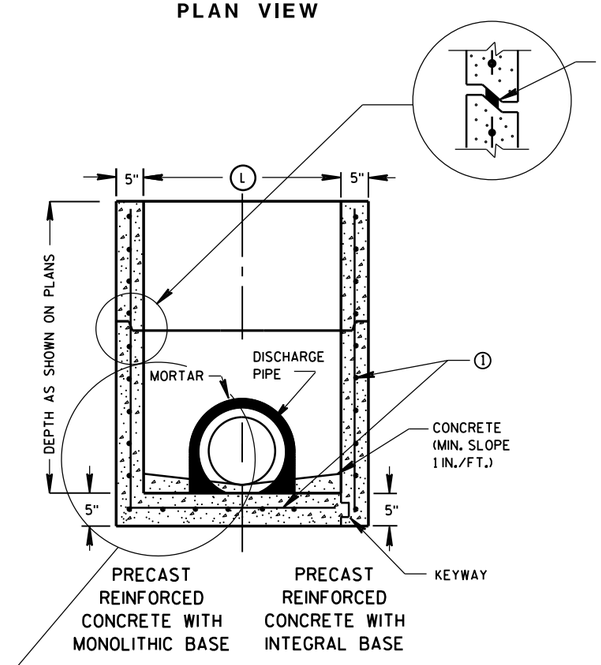
6
S.D.D. 8 B 11-2



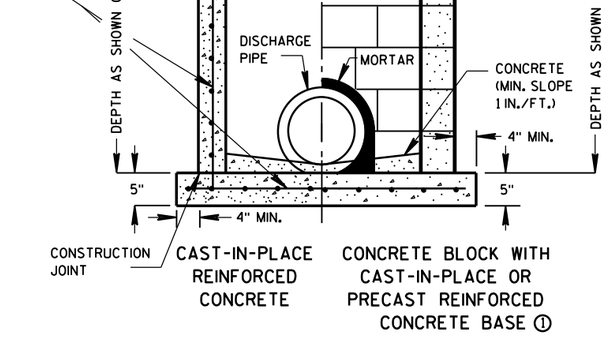
PLAN VIEW



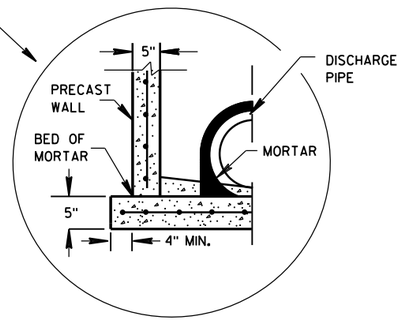
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

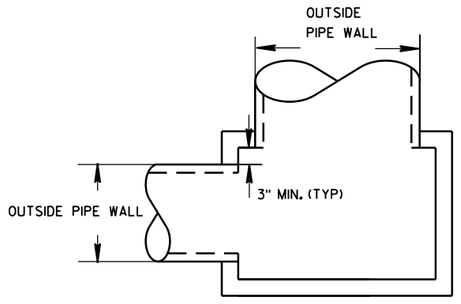
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



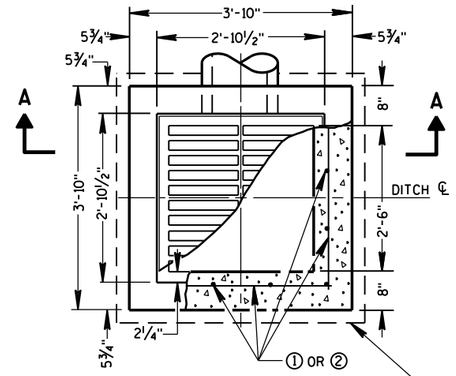
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

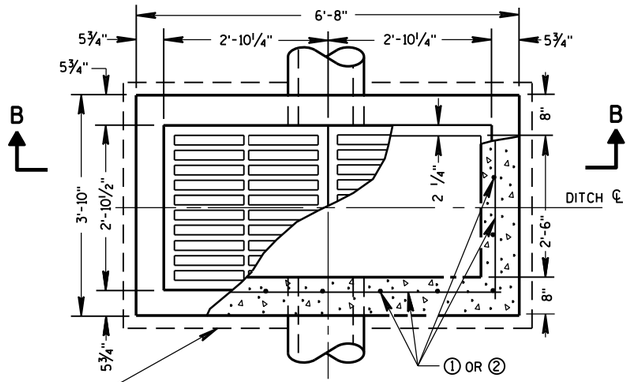
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

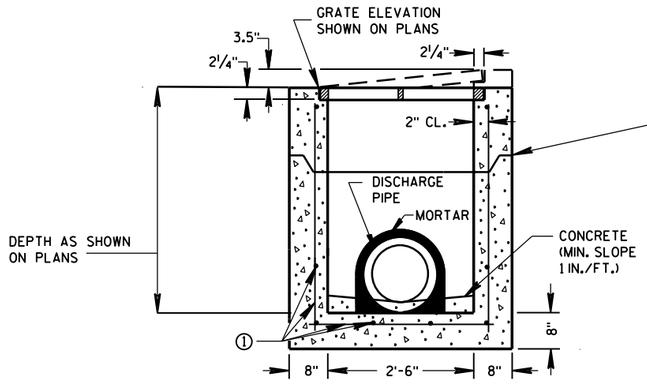


PLAN VIEW

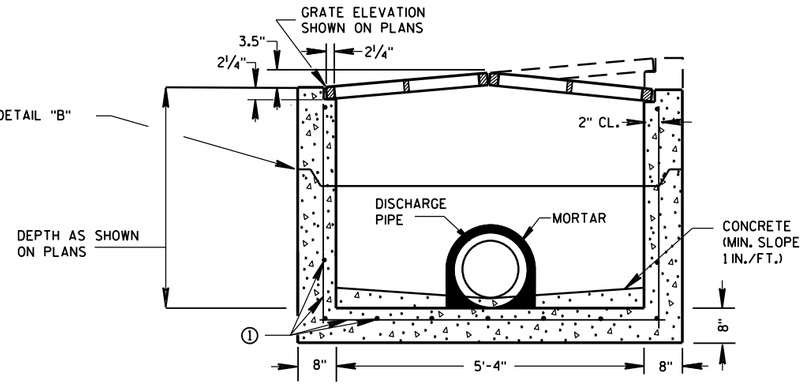


PLAN VIEW

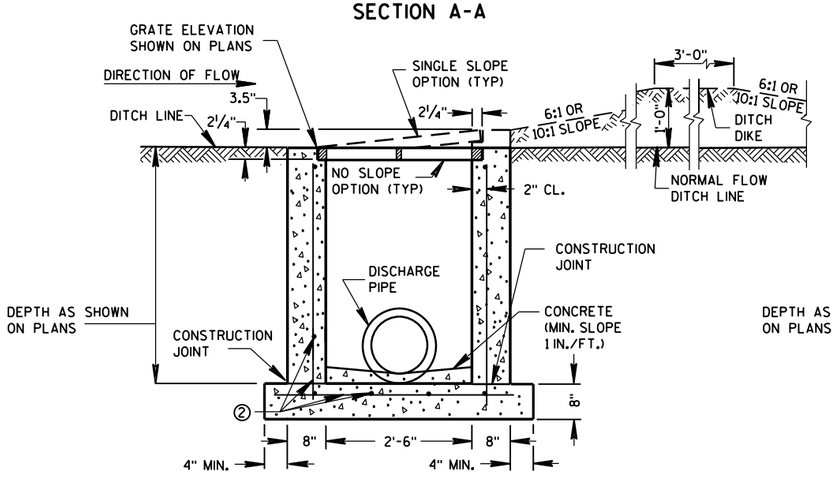
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



PRECAST REINFORCED CONCRETE SECTION A-A

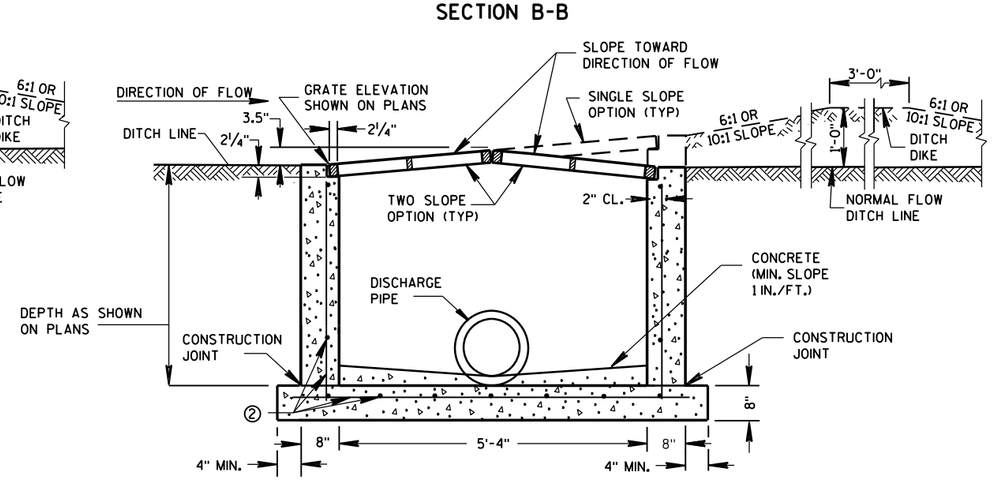


PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A

INLETS MEDIAN 1 GRATE



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE 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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

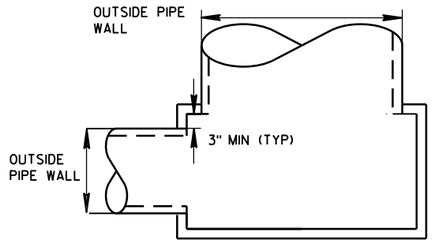
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

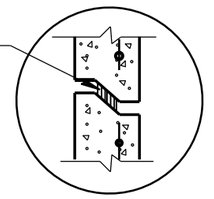
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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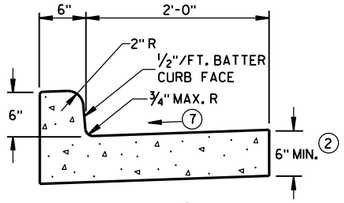
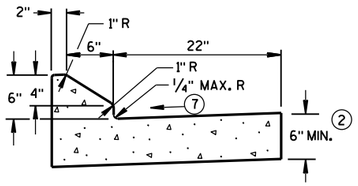
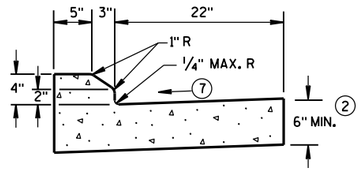


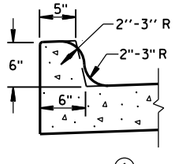
TYPES A (1) & D



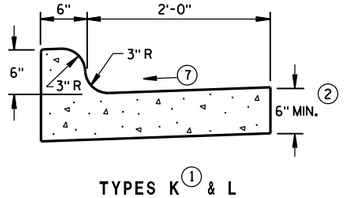
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

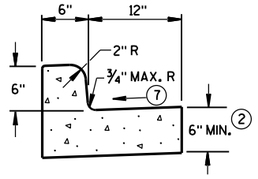


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



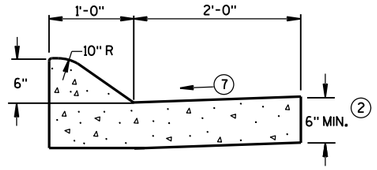
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

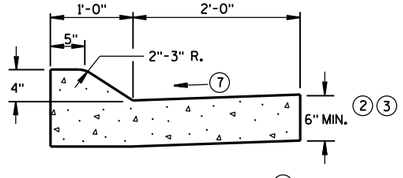


TYPES A (1) & D

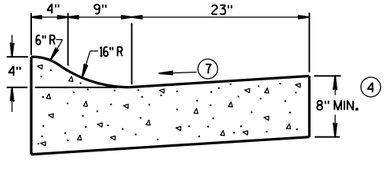
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

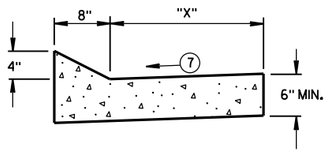


4" SLOPED CURB TYPES A (1) & D



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

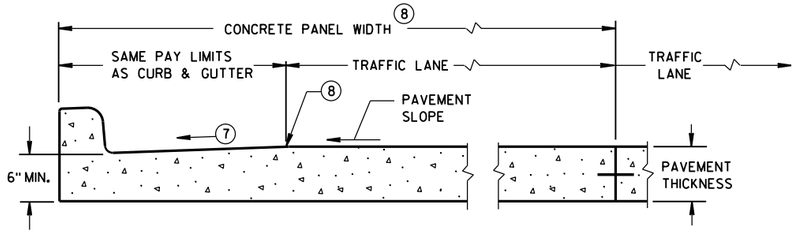
CONCRETE CURB & GUTTER 36"



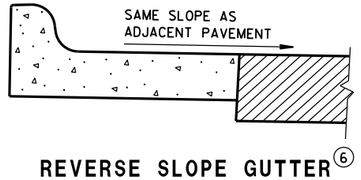
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



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

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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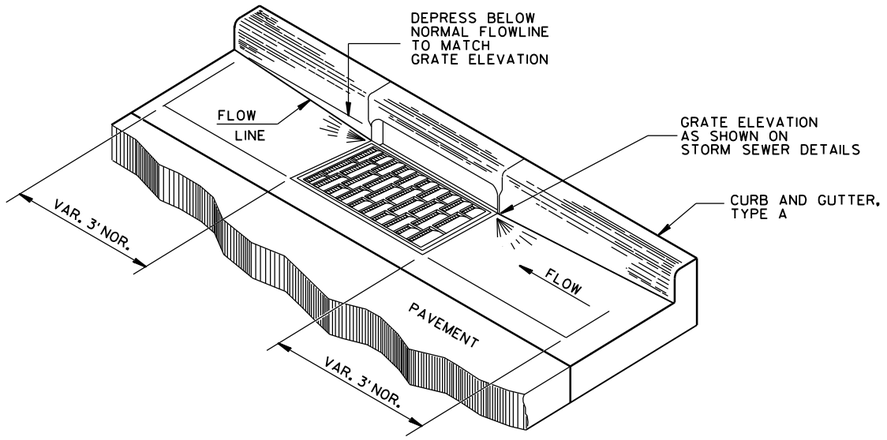


DETAIL OF CURB AND GUTTER AT INLETS

(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.

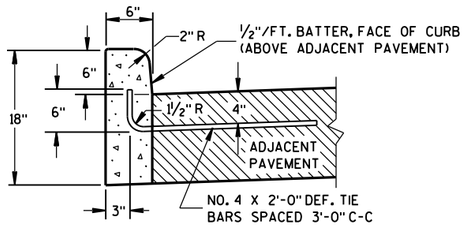
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

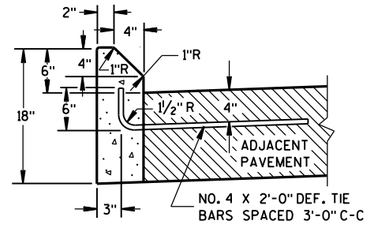
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

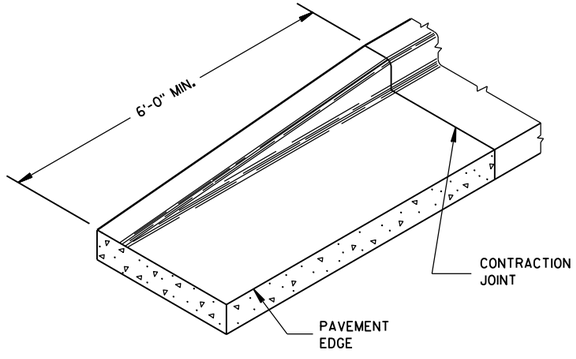


TYPES A(1) & D

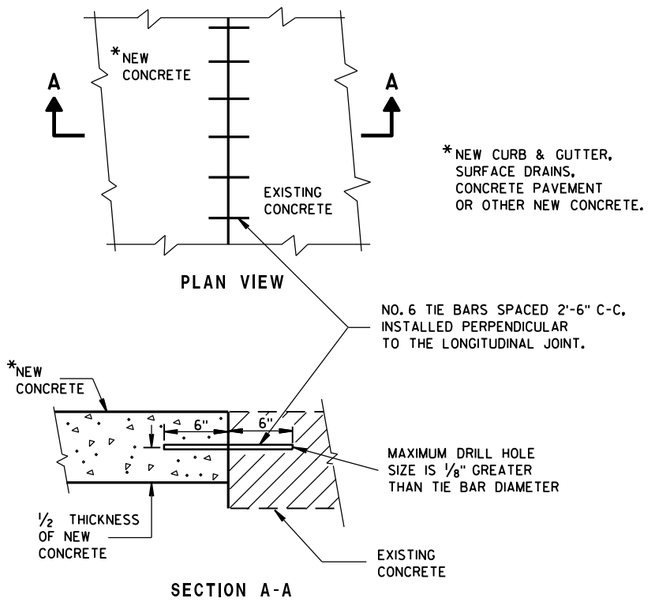


TYPES G(1) & J

CONCRETE CURB



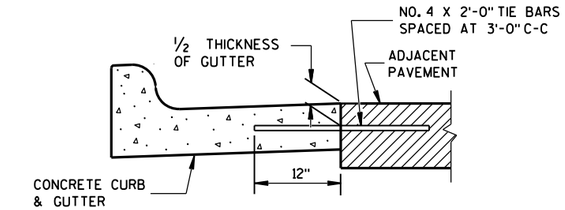
END SECTION CURB & GUTTER



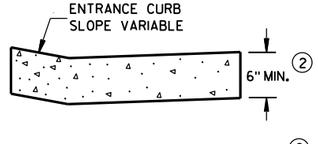
PLAN VIEW

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
FHWA
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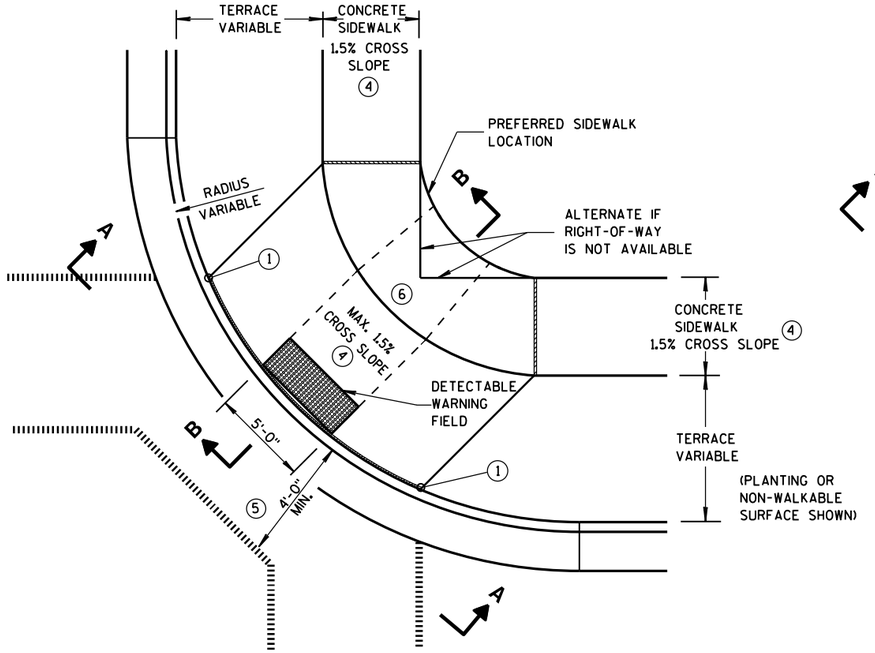
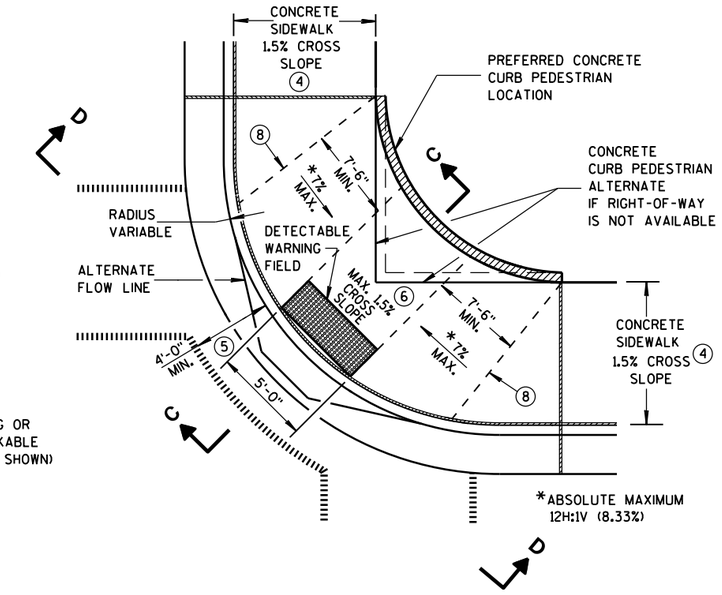


PLAN VIEW

TYPE 1 RAMP

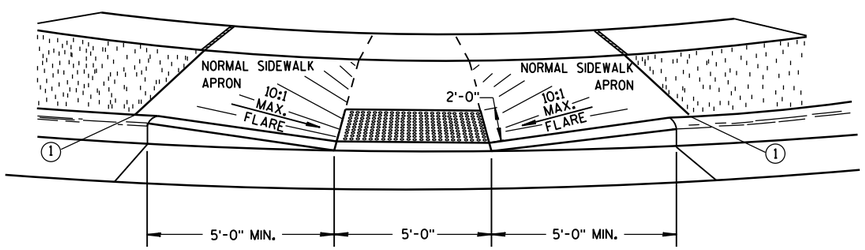
(CENTER OF CORNER RADIUS)



PLAN VIEW

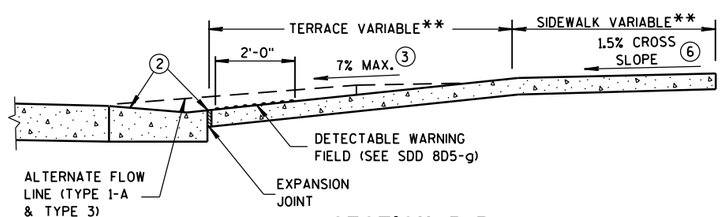
TYPE 1-A RAMP

(NO TERRACE)

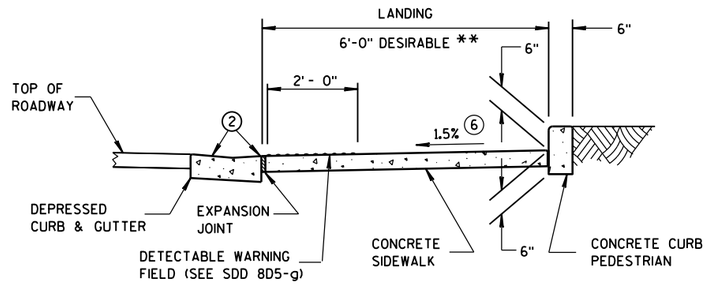


VIEW A-A

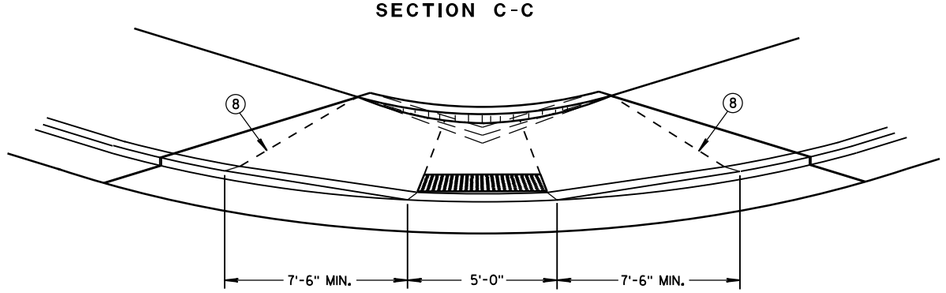
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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

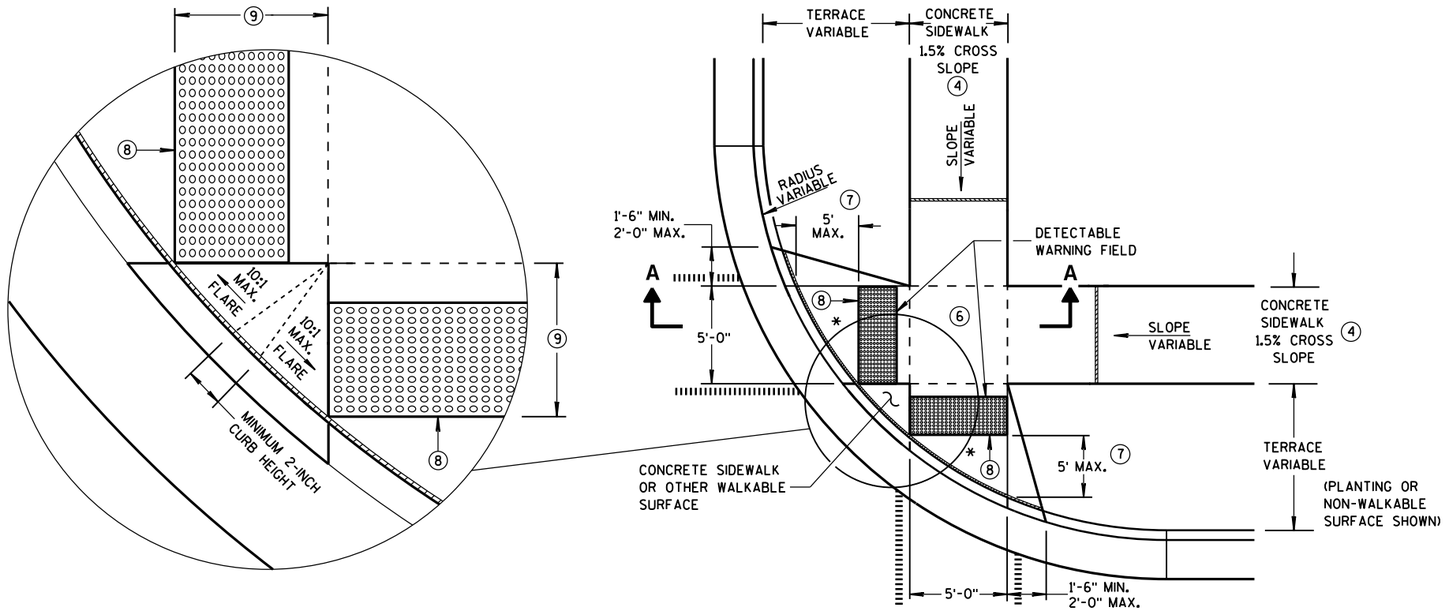
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

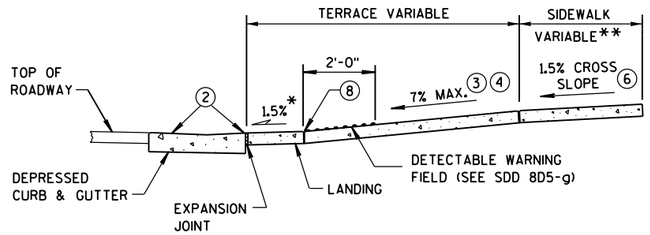
6

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



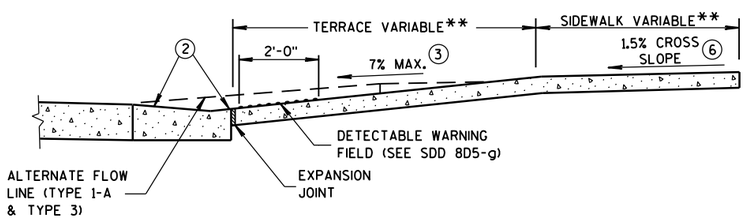
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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

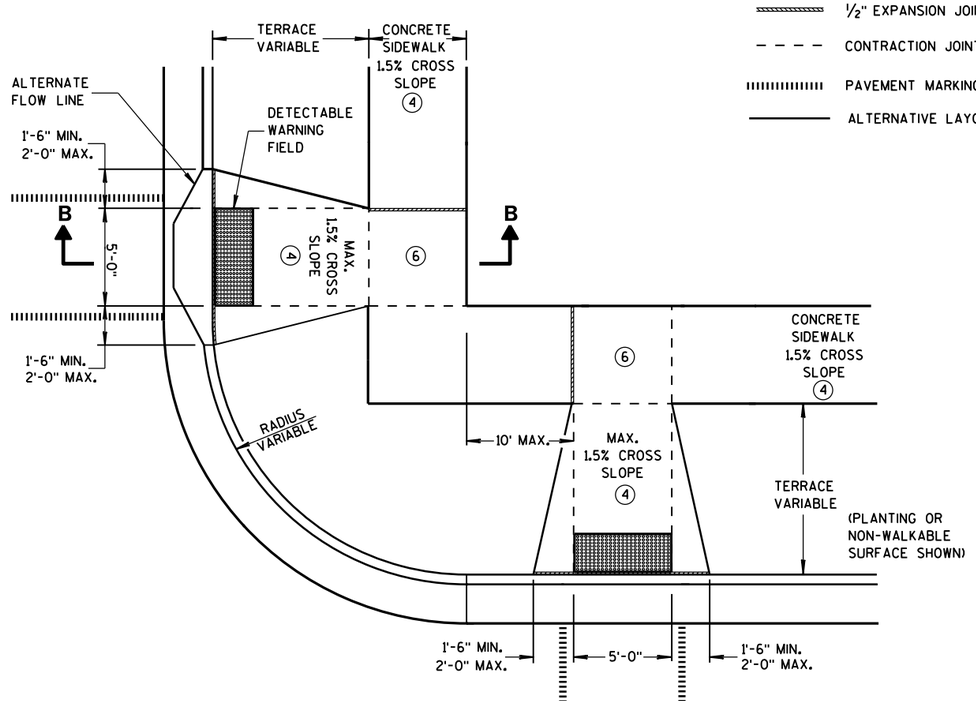


SECTION A-A

** 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

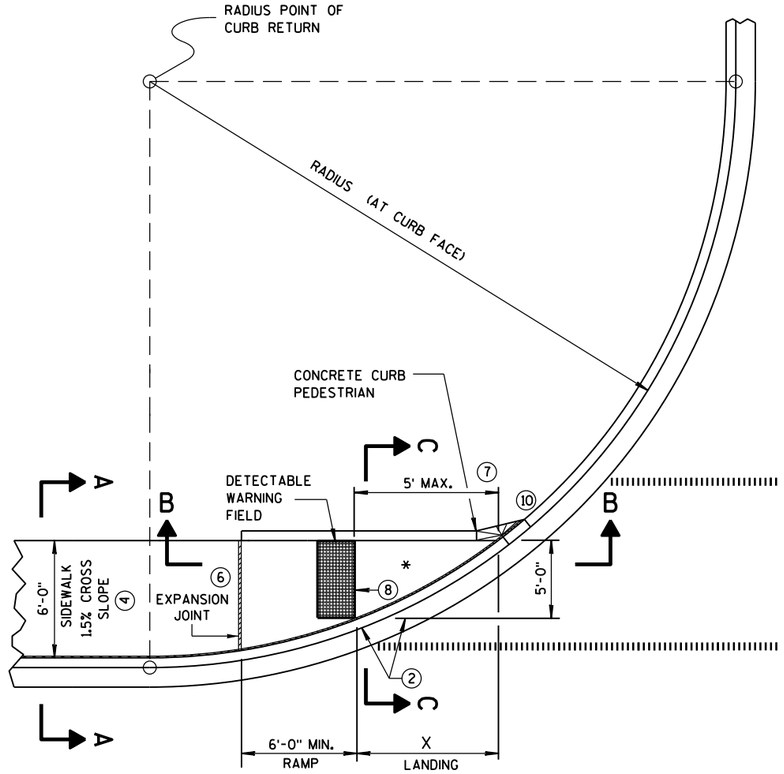
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

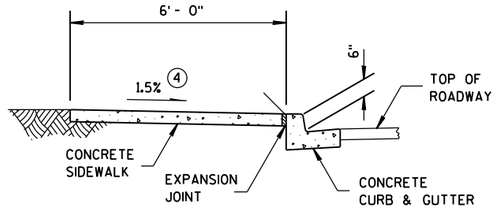
S.D.D. 8 D 5-19b



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.

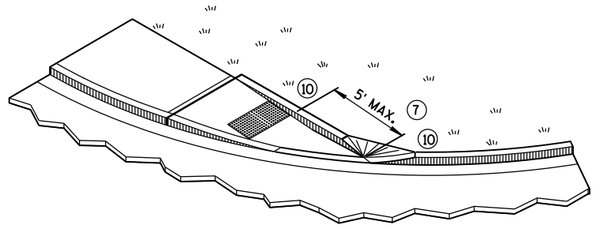
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

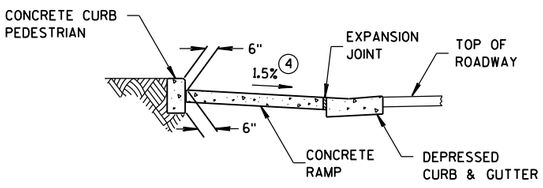
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

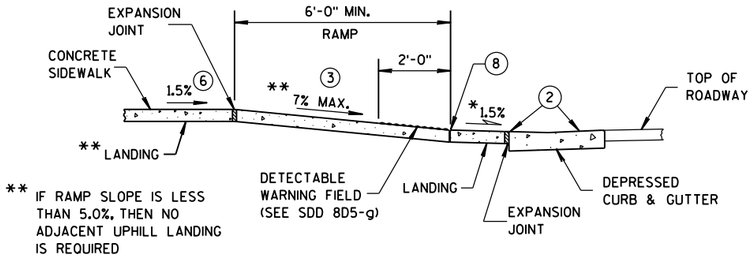
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



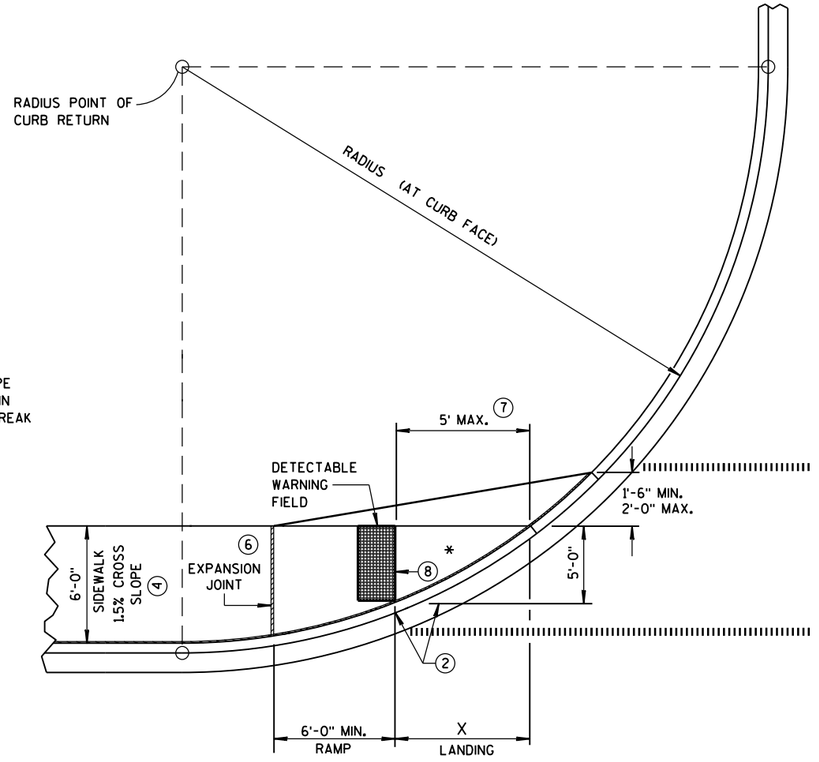
SECTION C-C FOR TYPE 4A



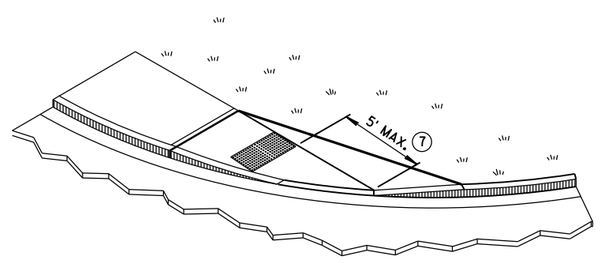
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

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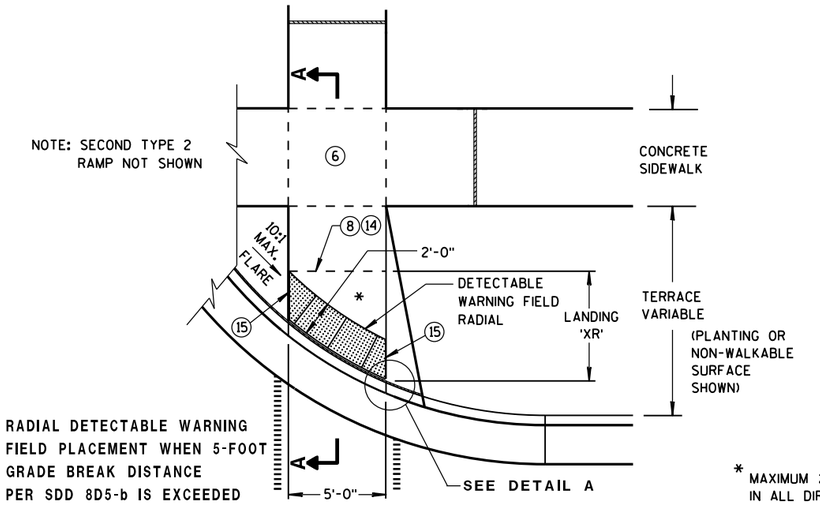
S.D.D. 8 D 5-19c

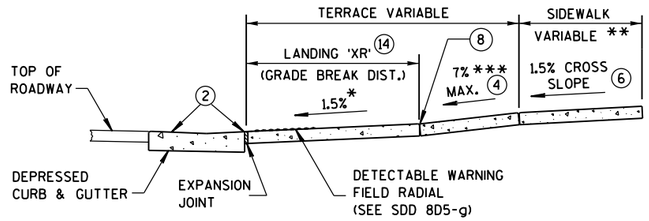


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

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

LEGEND

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



** WIDTH SHOWN ELSEWHERE IN THE PLANS

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

SECTION A-A

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.

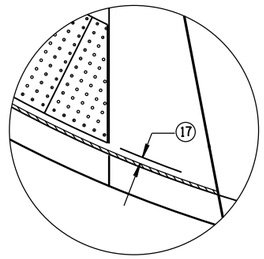
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

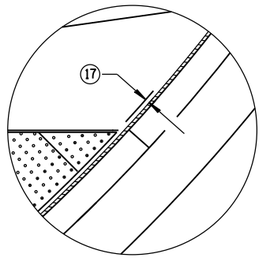
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(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.

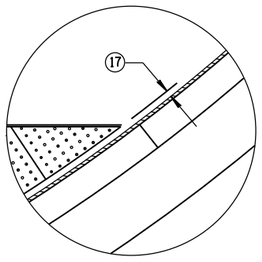
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



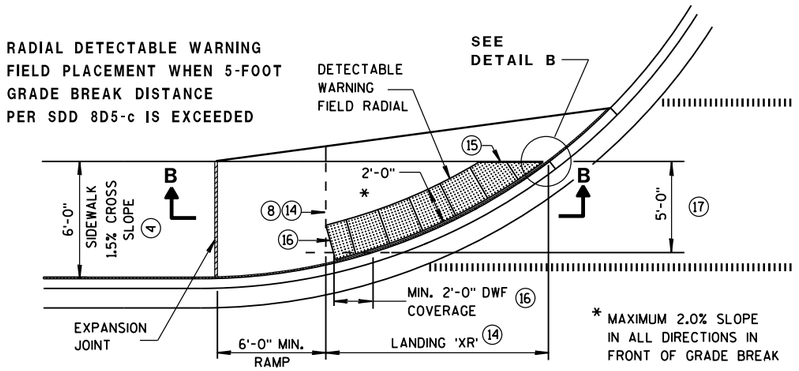
DETAIL A



DETAIL C

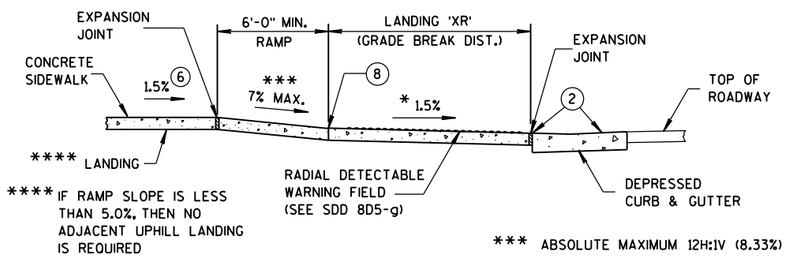


DETAIL B



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

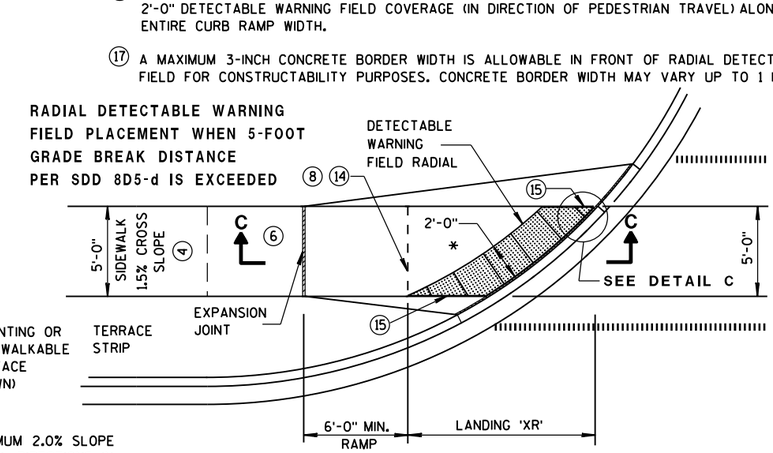
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

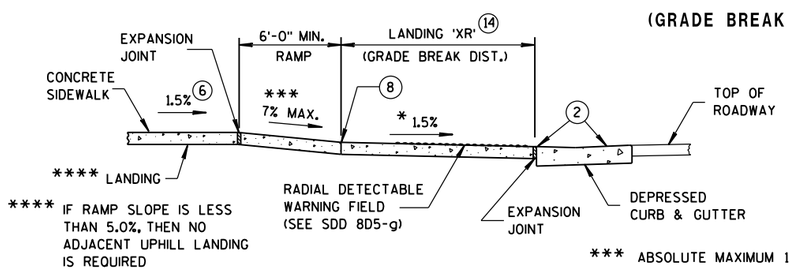
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

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

6

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

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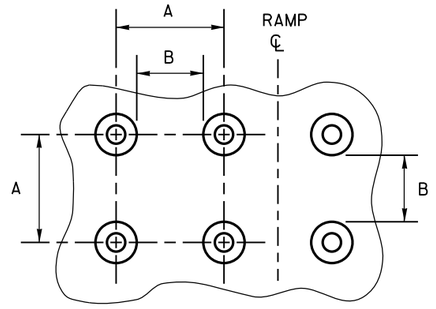
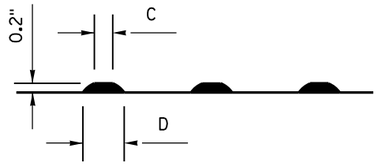
S.D.D. 8 D 5-19f

	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.

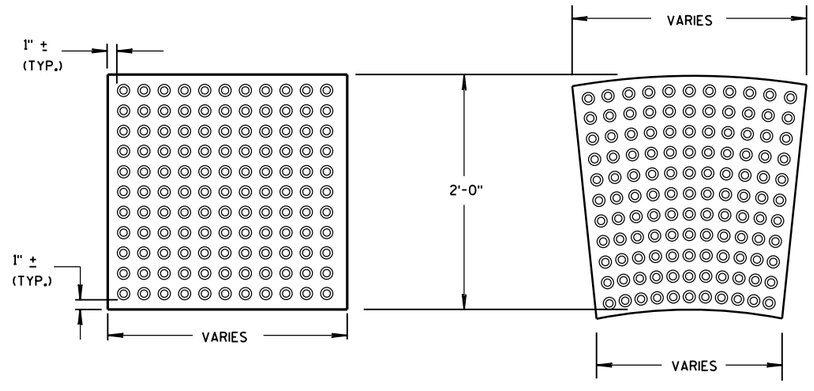
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

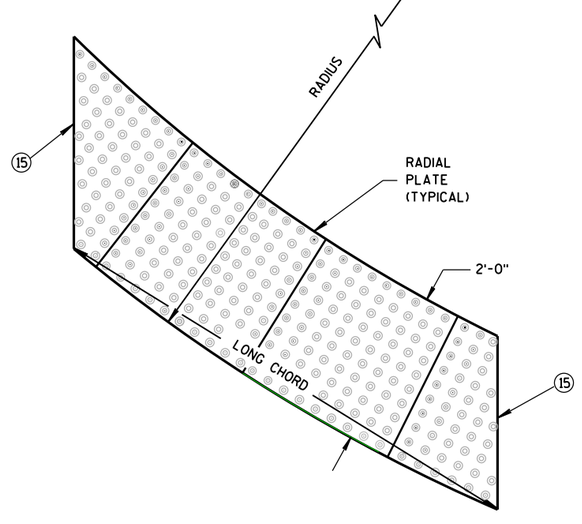


RECTANGULAR PLATES

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
ENT
FHWA

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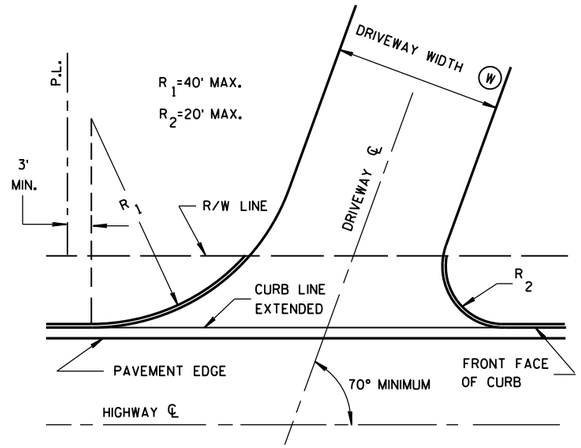
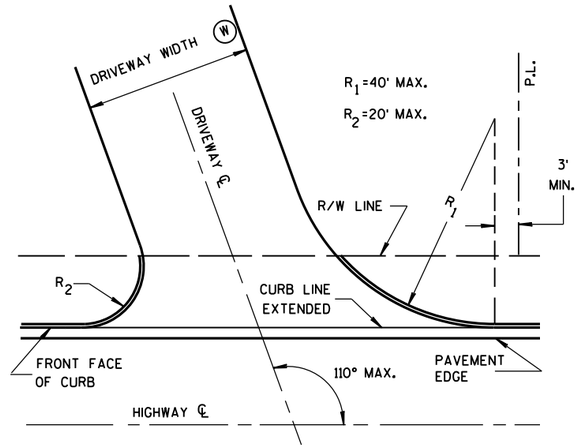
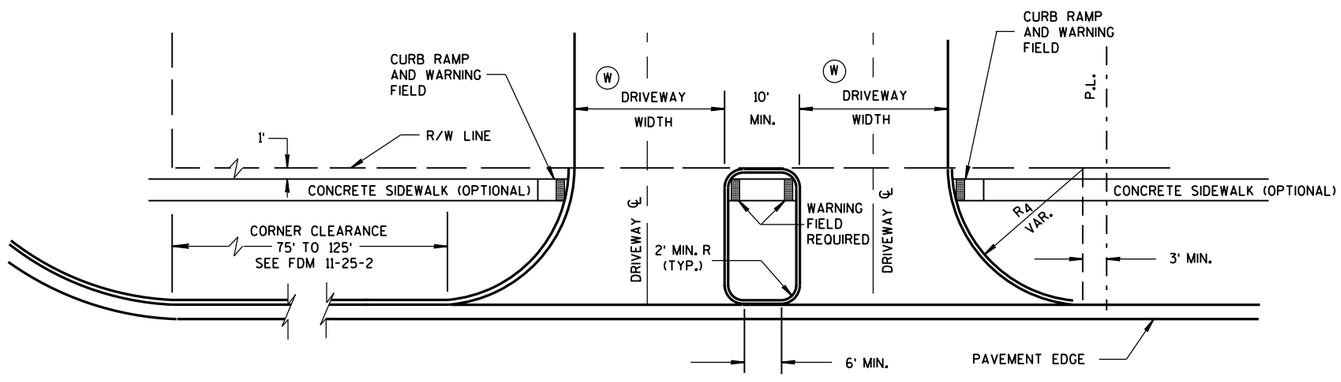




SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
FHWA

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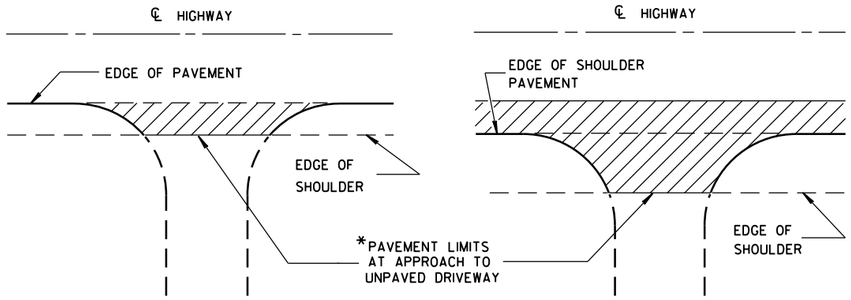
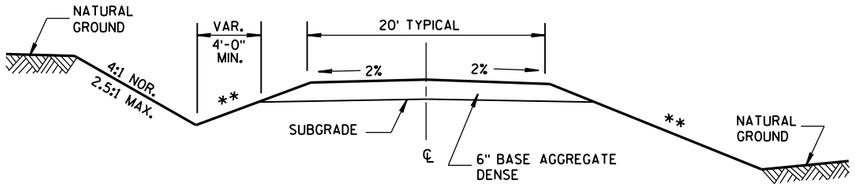


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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

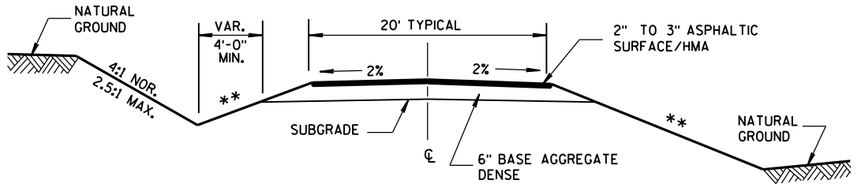


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

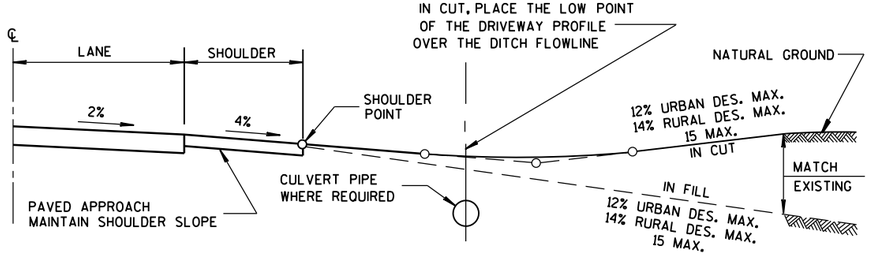
** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE



TYPICAL DRIVEWAY PROFILES

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV
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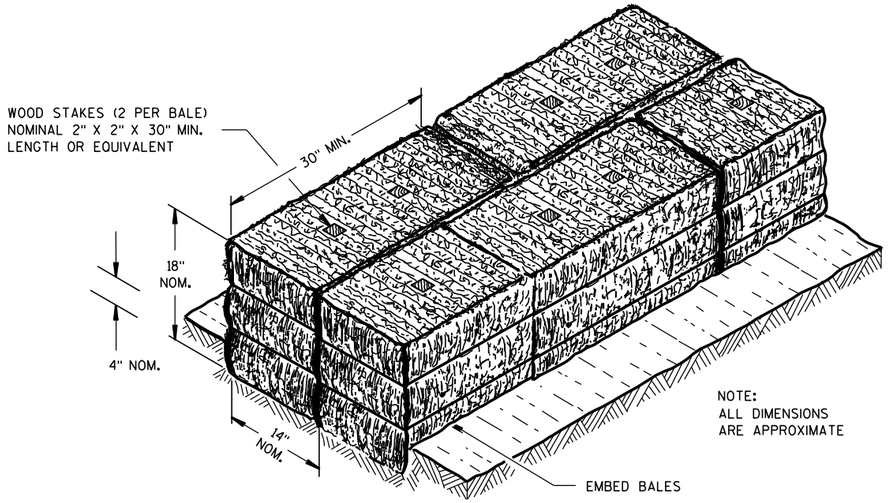
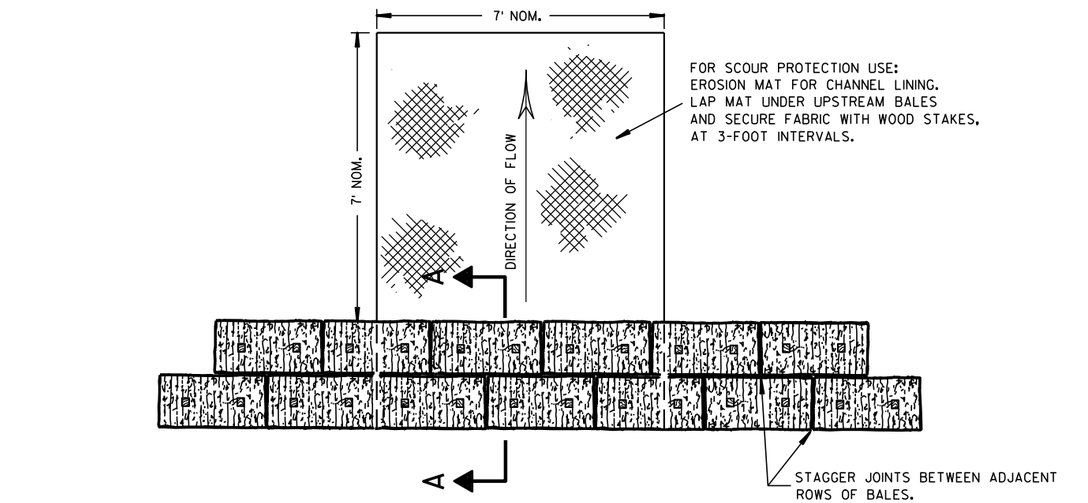
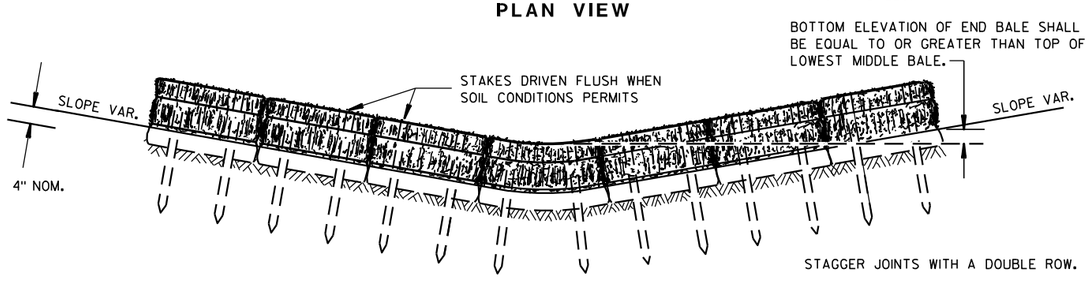


SECTION A-A



PLAN VIEW



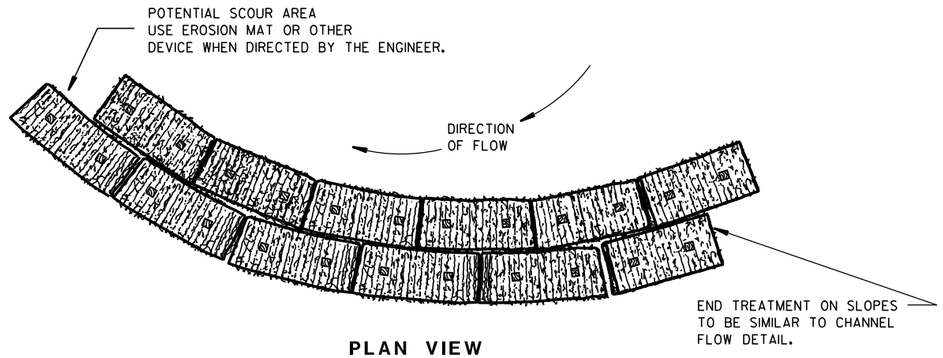
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

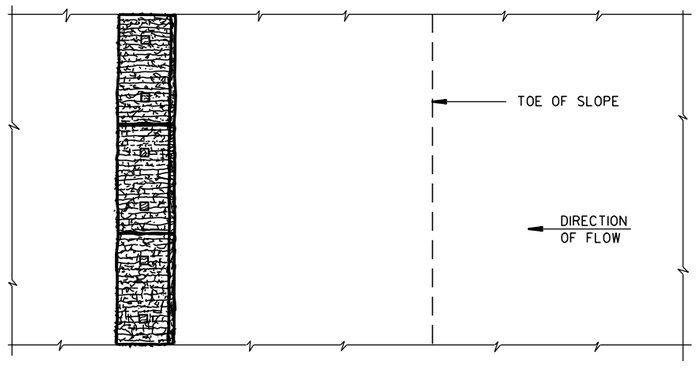
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

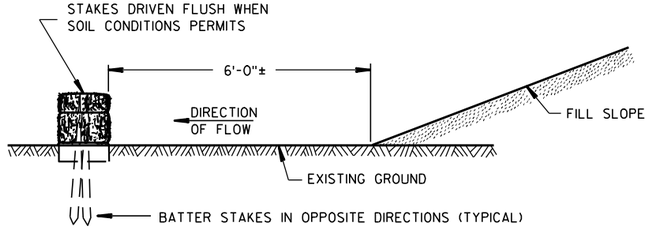


PLAN VIEW

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

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

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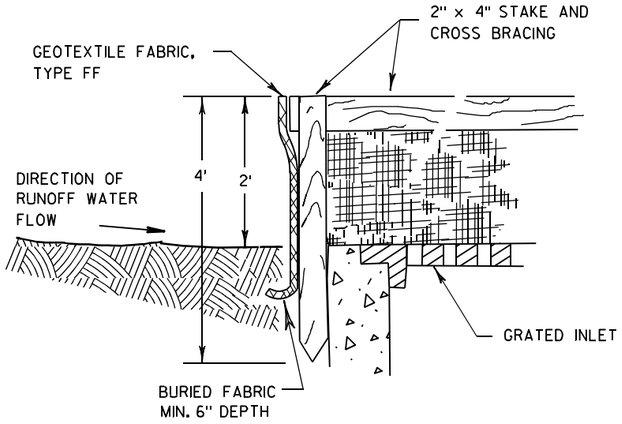
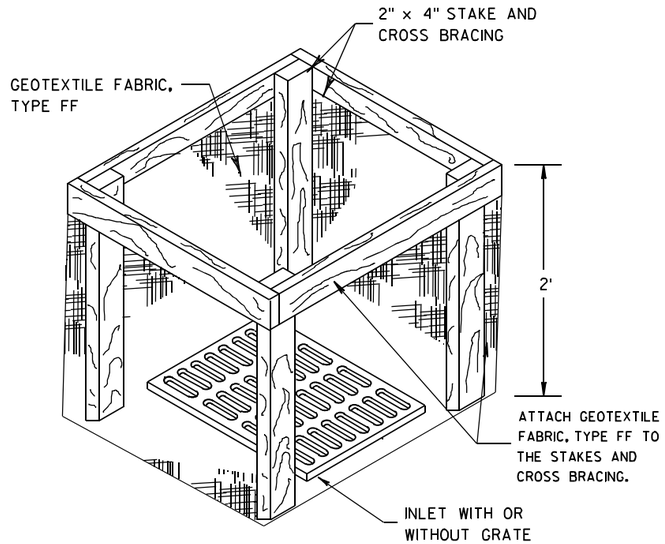
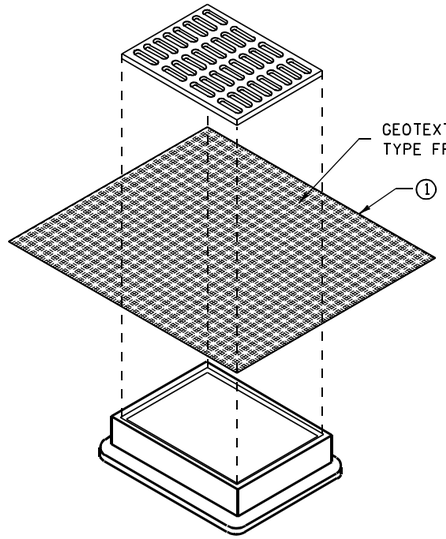
S.D.D. 8 E 8-3



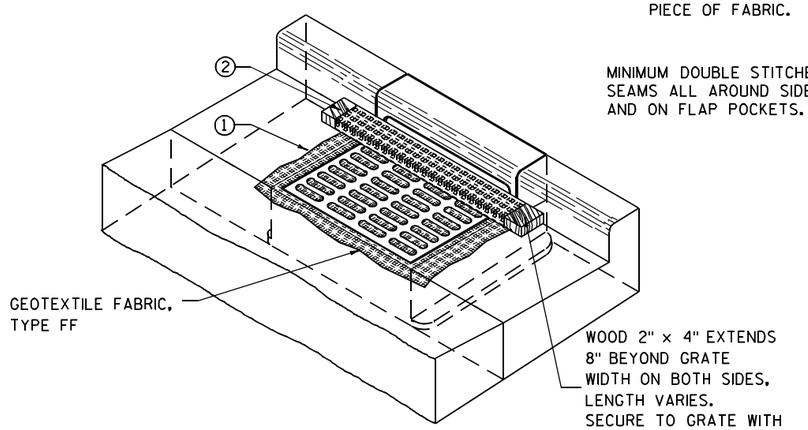


INLET PROTECTION, TYPE A

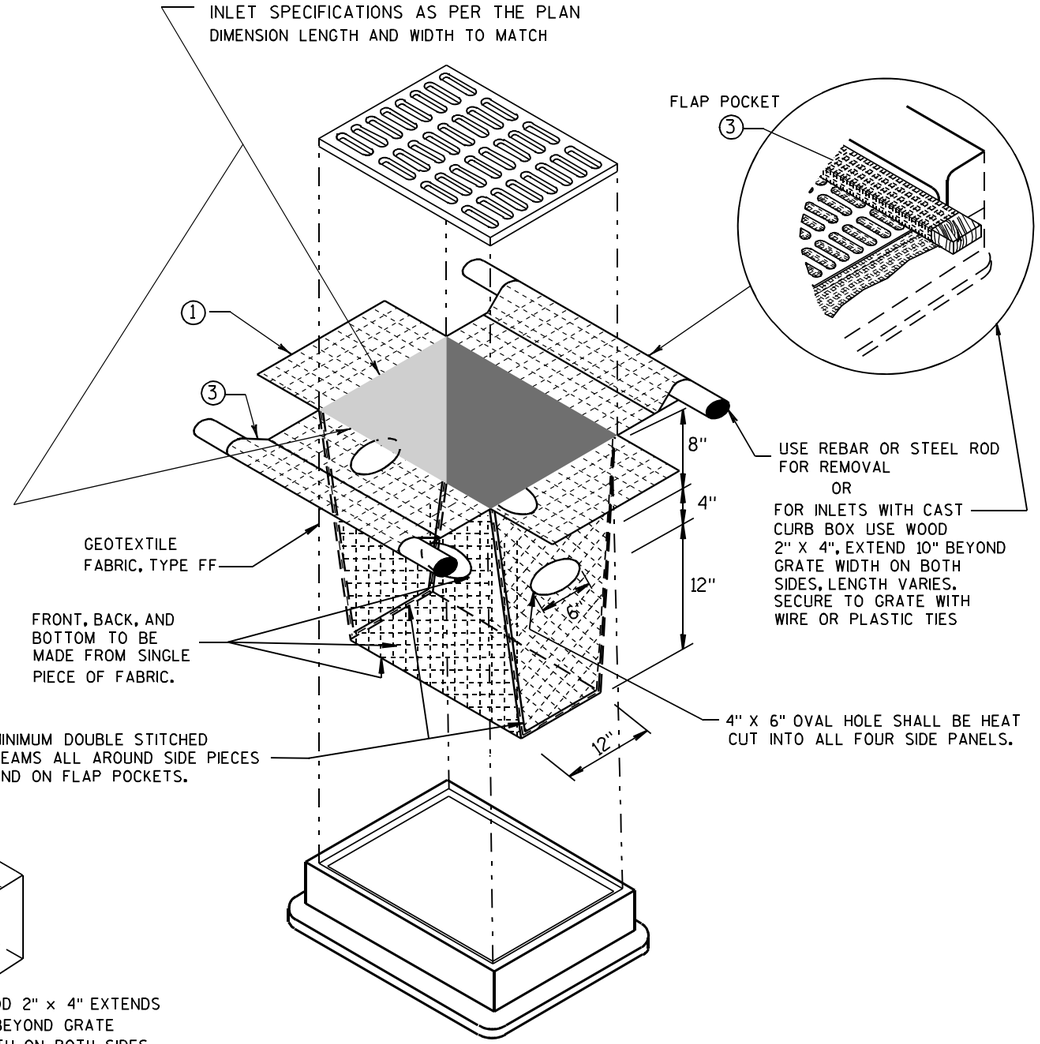


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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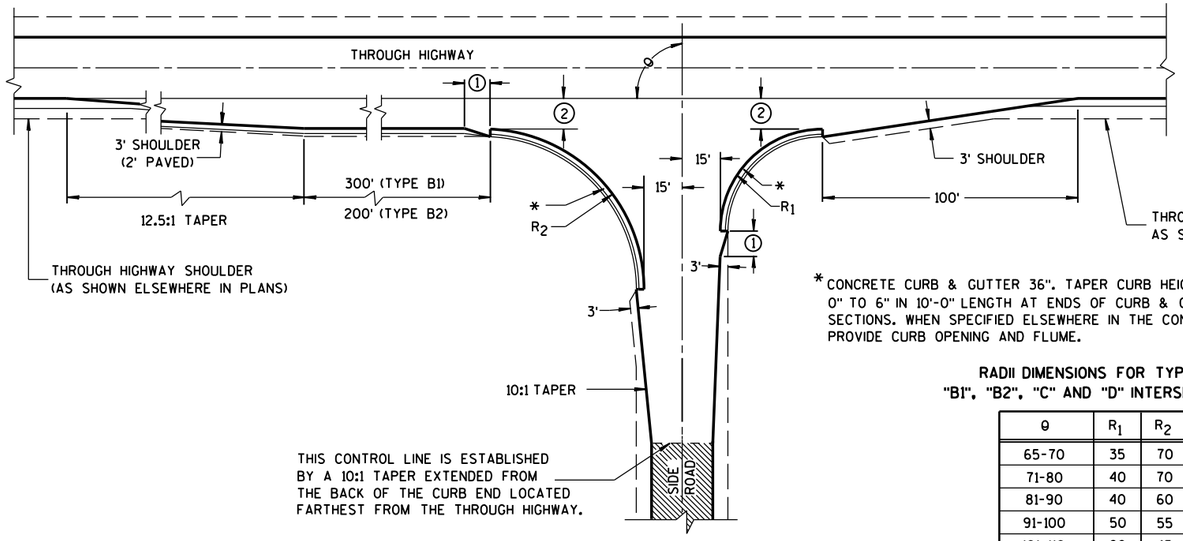
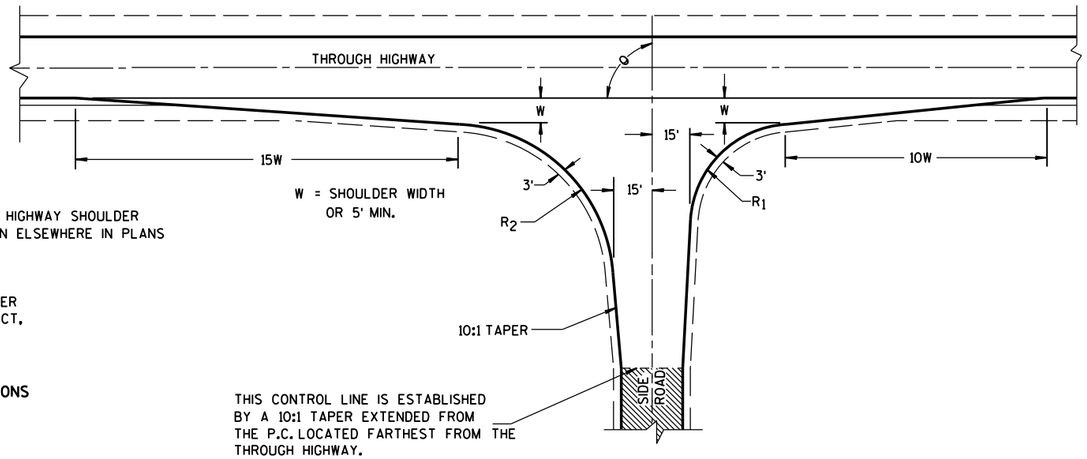


TYPE "B1" AND "B2"

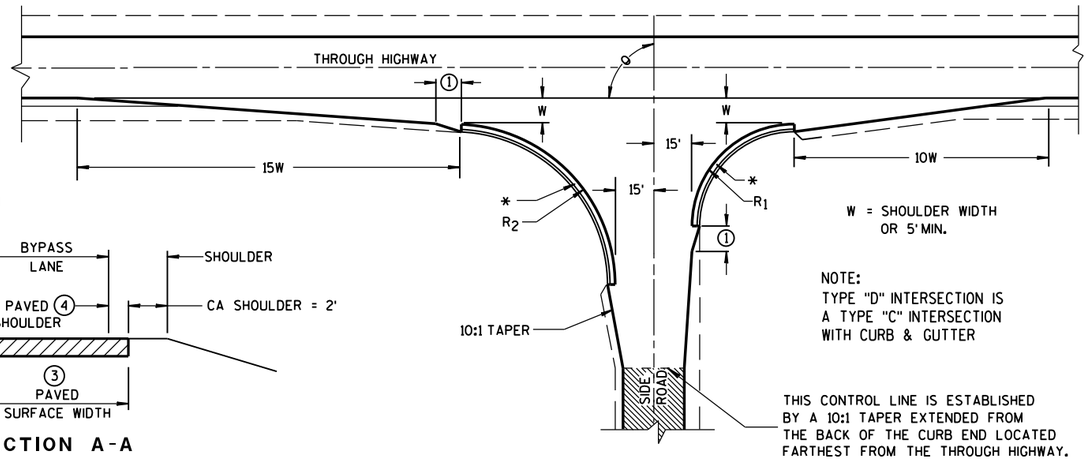
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

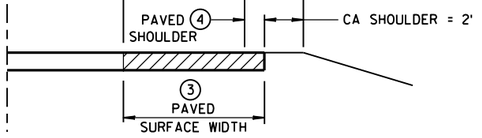
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

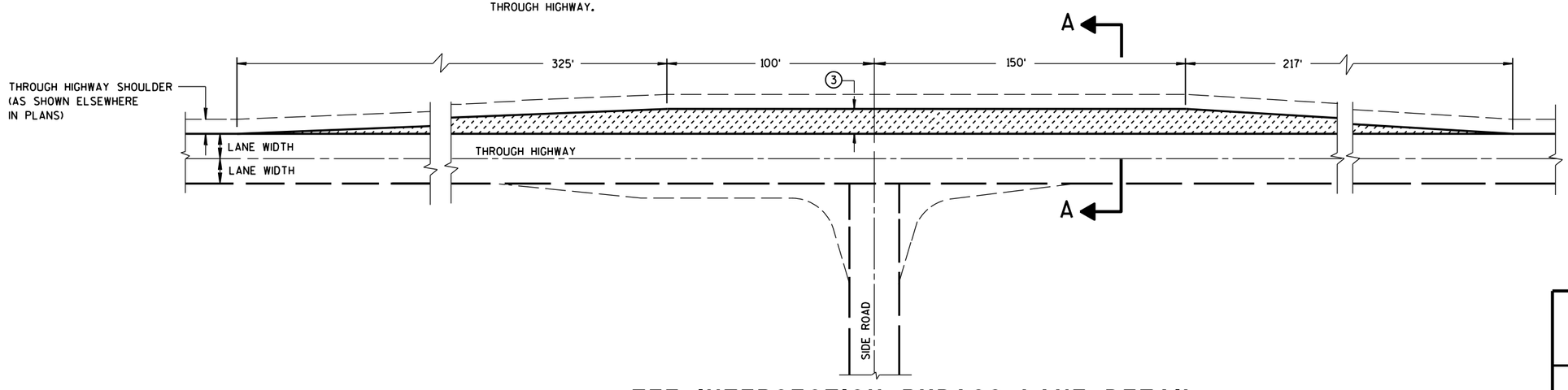
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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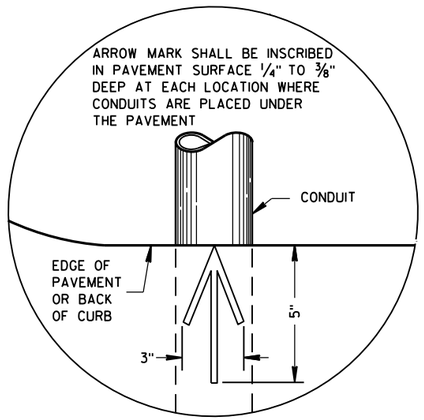
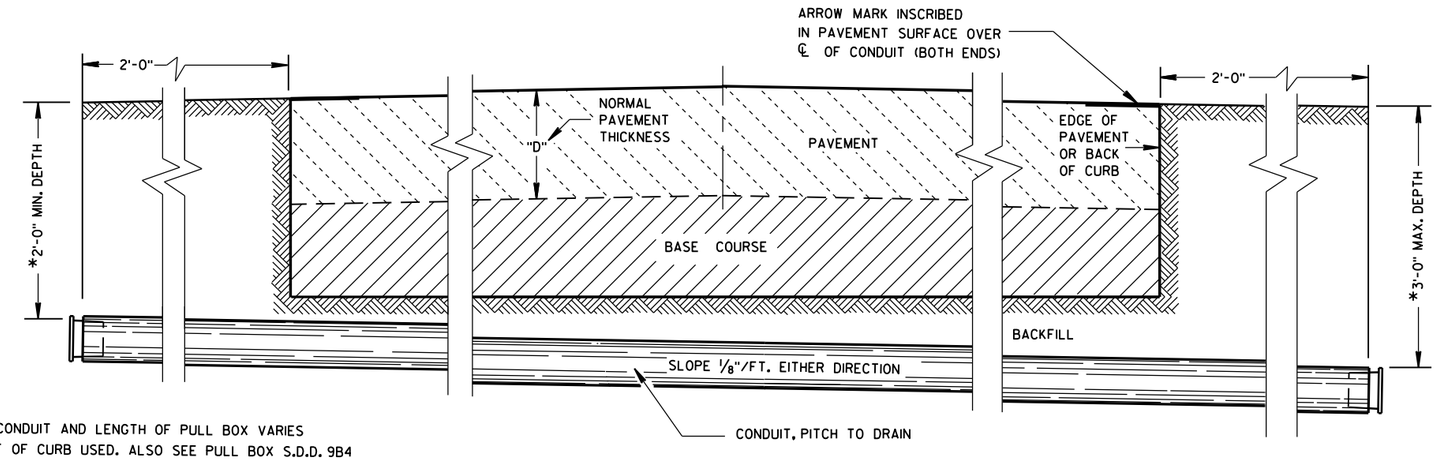
S.D.D. 9 A 1-13a



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

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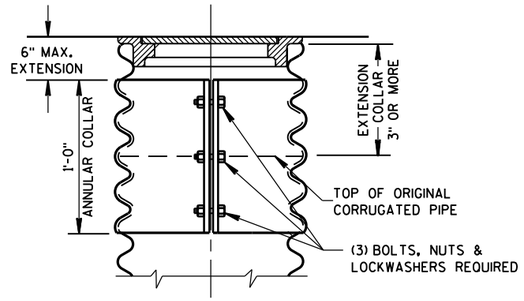
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

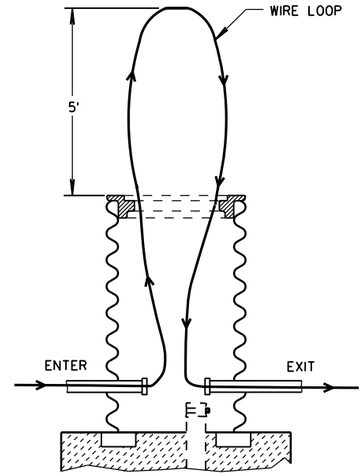
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

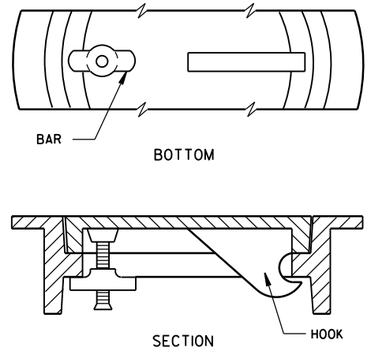
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

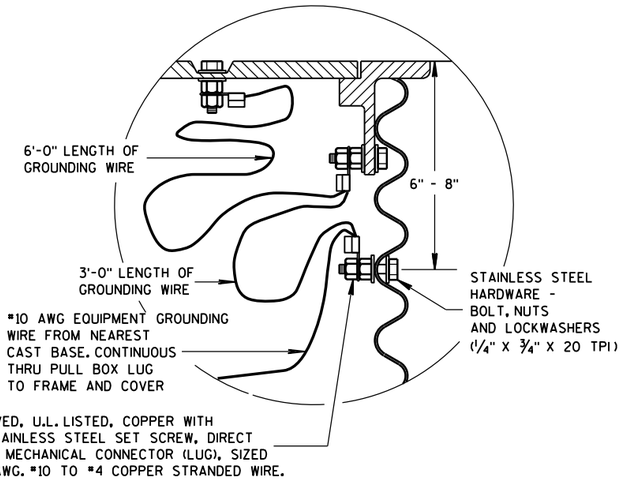


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

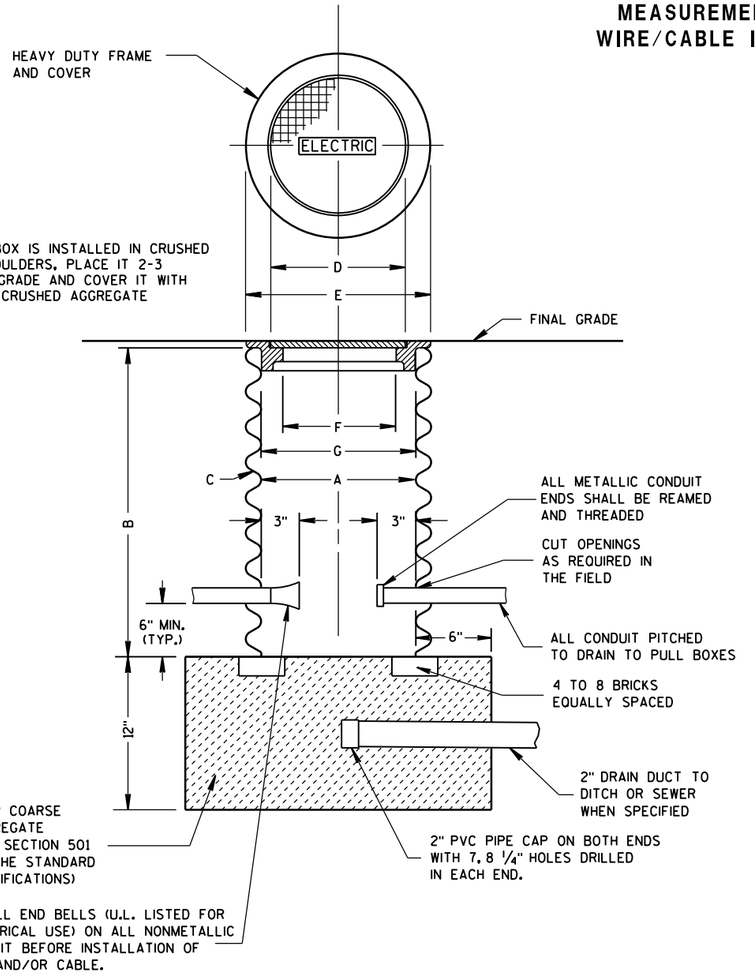


ALTERNATE COVER (LOCKING)

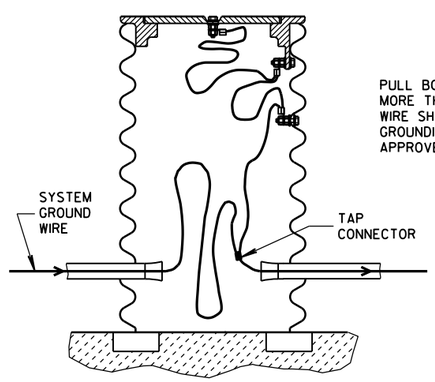
TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

STATE OF WISCONSIN
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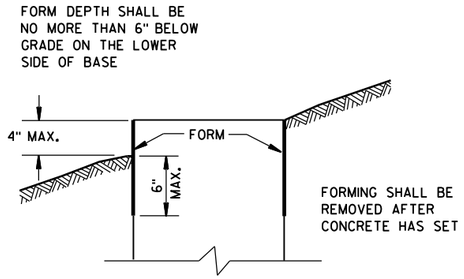


FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

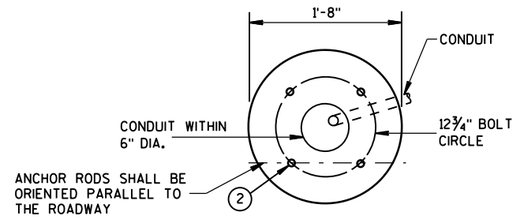
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

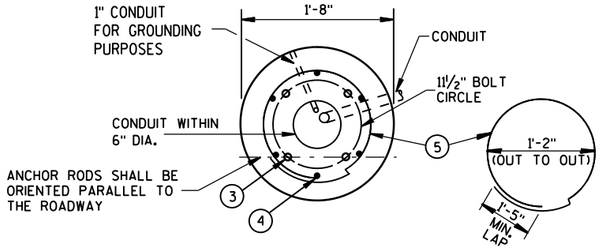
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

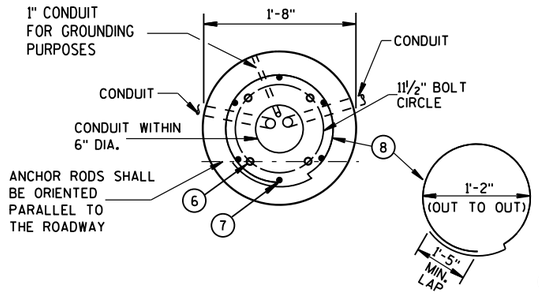
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

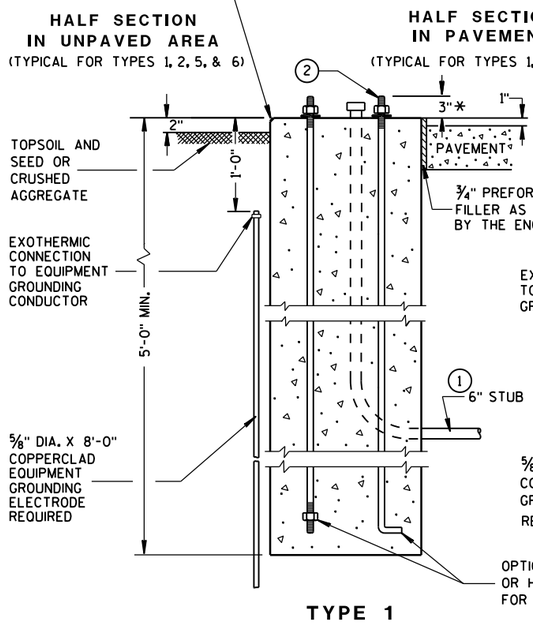
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

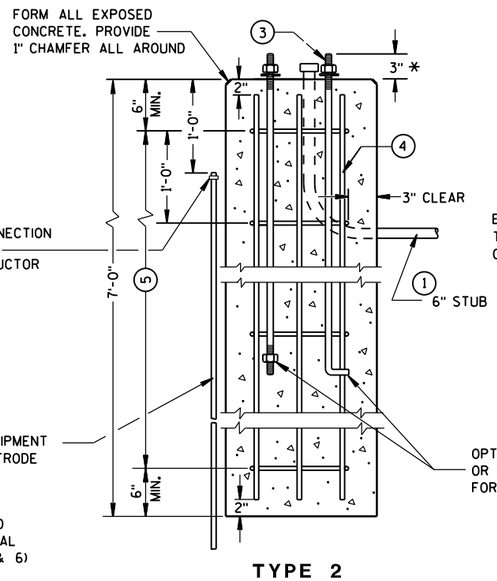
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

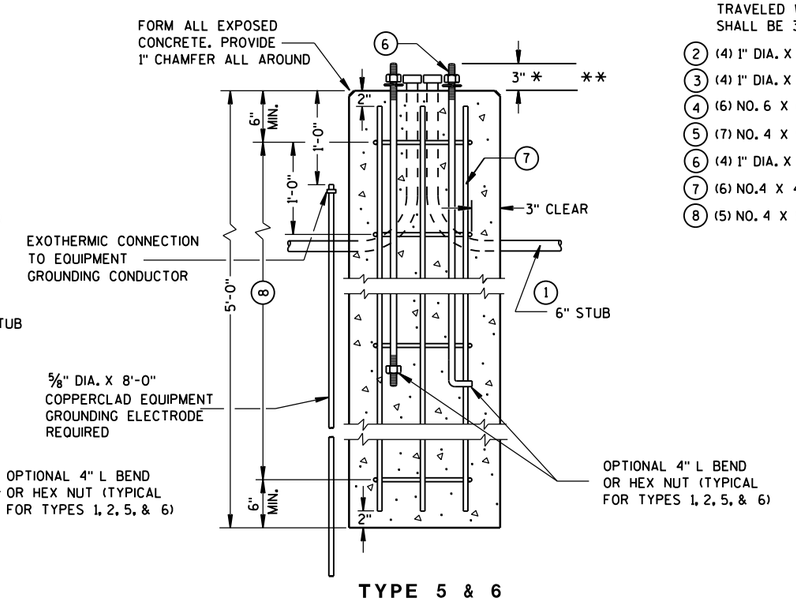












CONCRETE BASES

* 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
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APPROVED
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GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

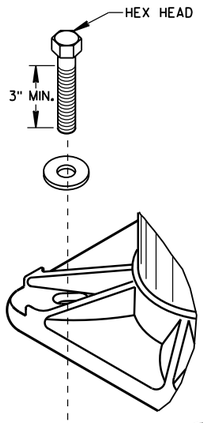
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

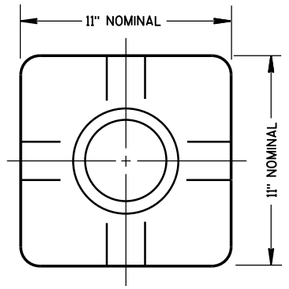
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

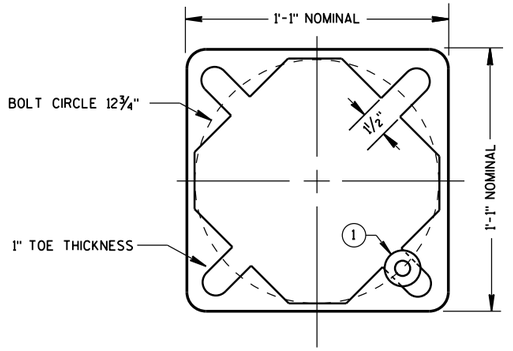
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

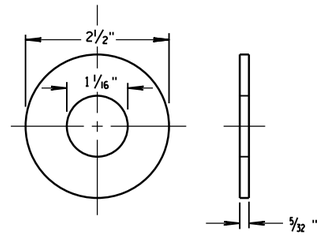




TOP VIEW
(PEDESTAL BASE)

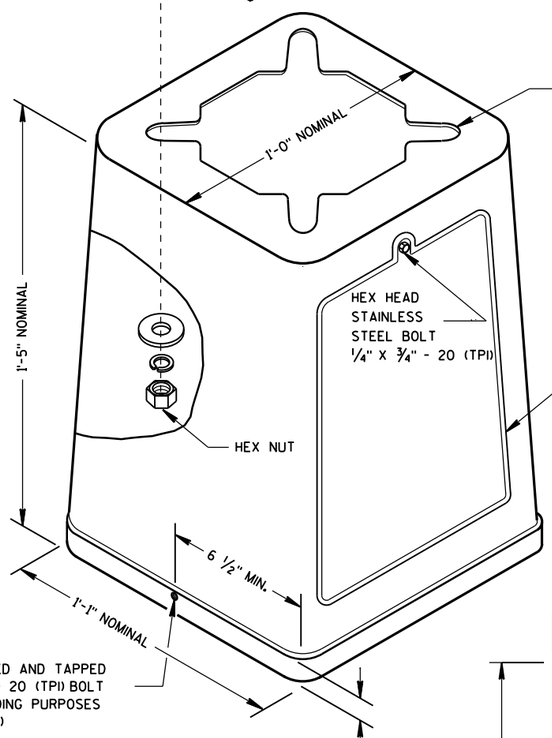


BOTTOM VIEW
(PEDESTAL BASE)

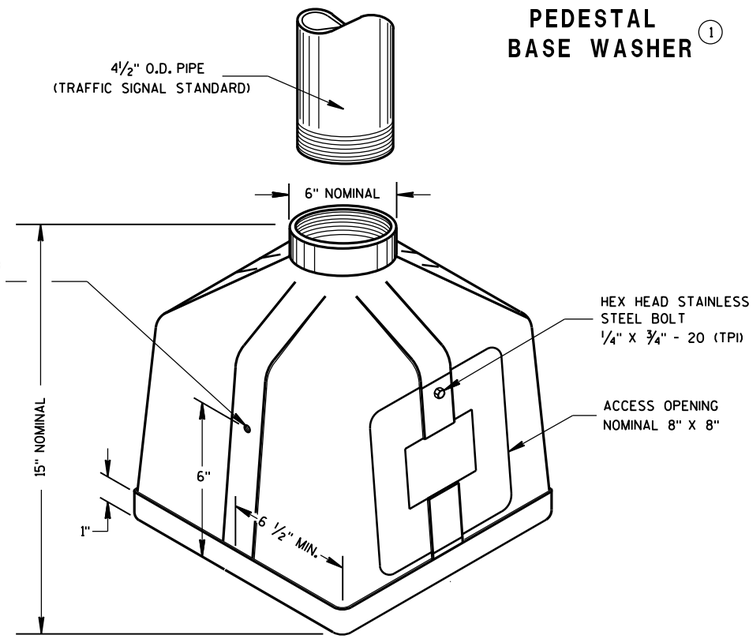


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

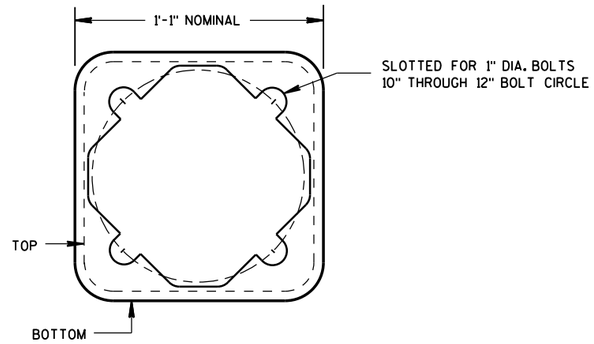


ISOMETRIC VIEW

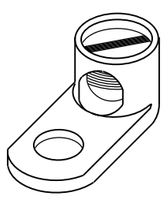


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

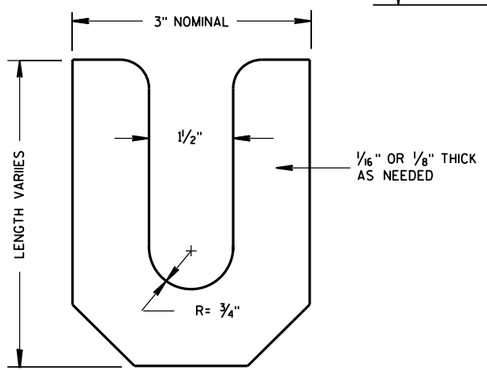


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

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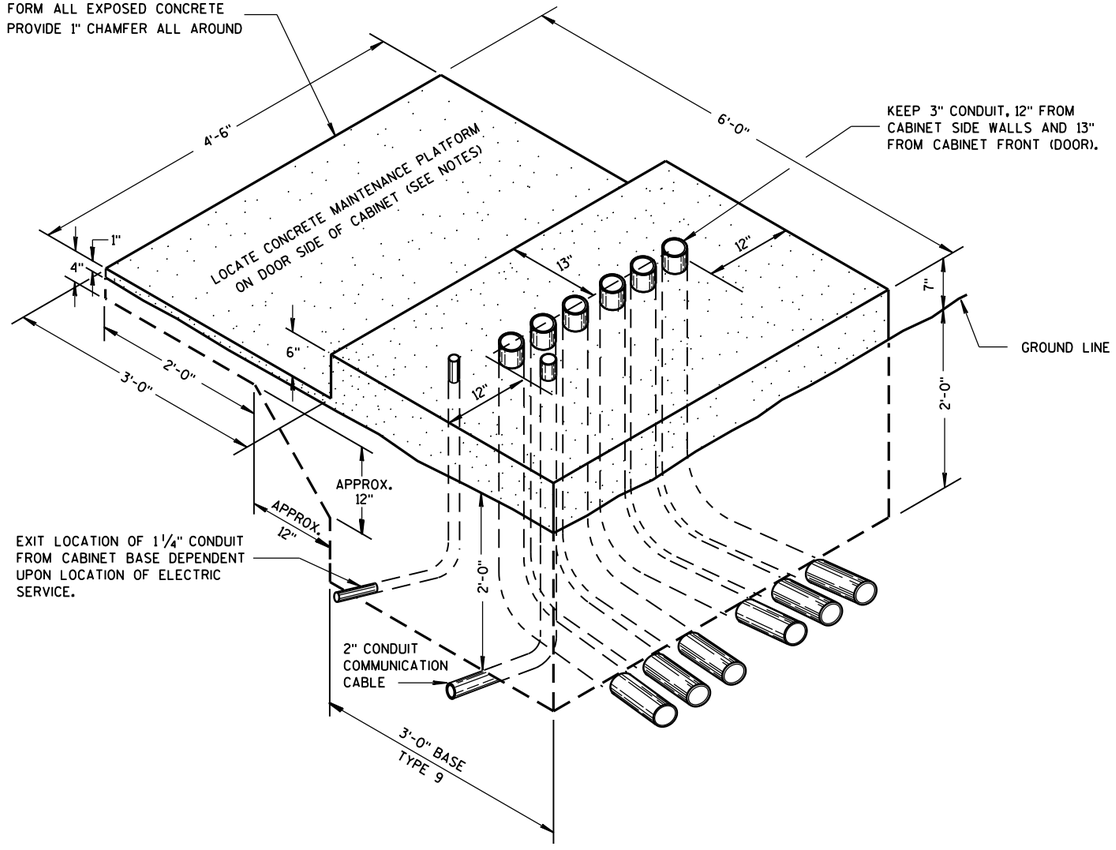
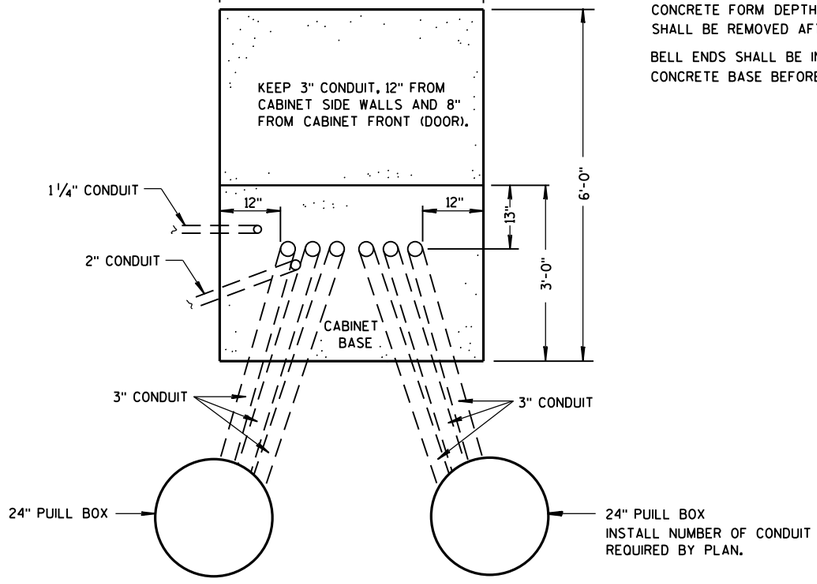


ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

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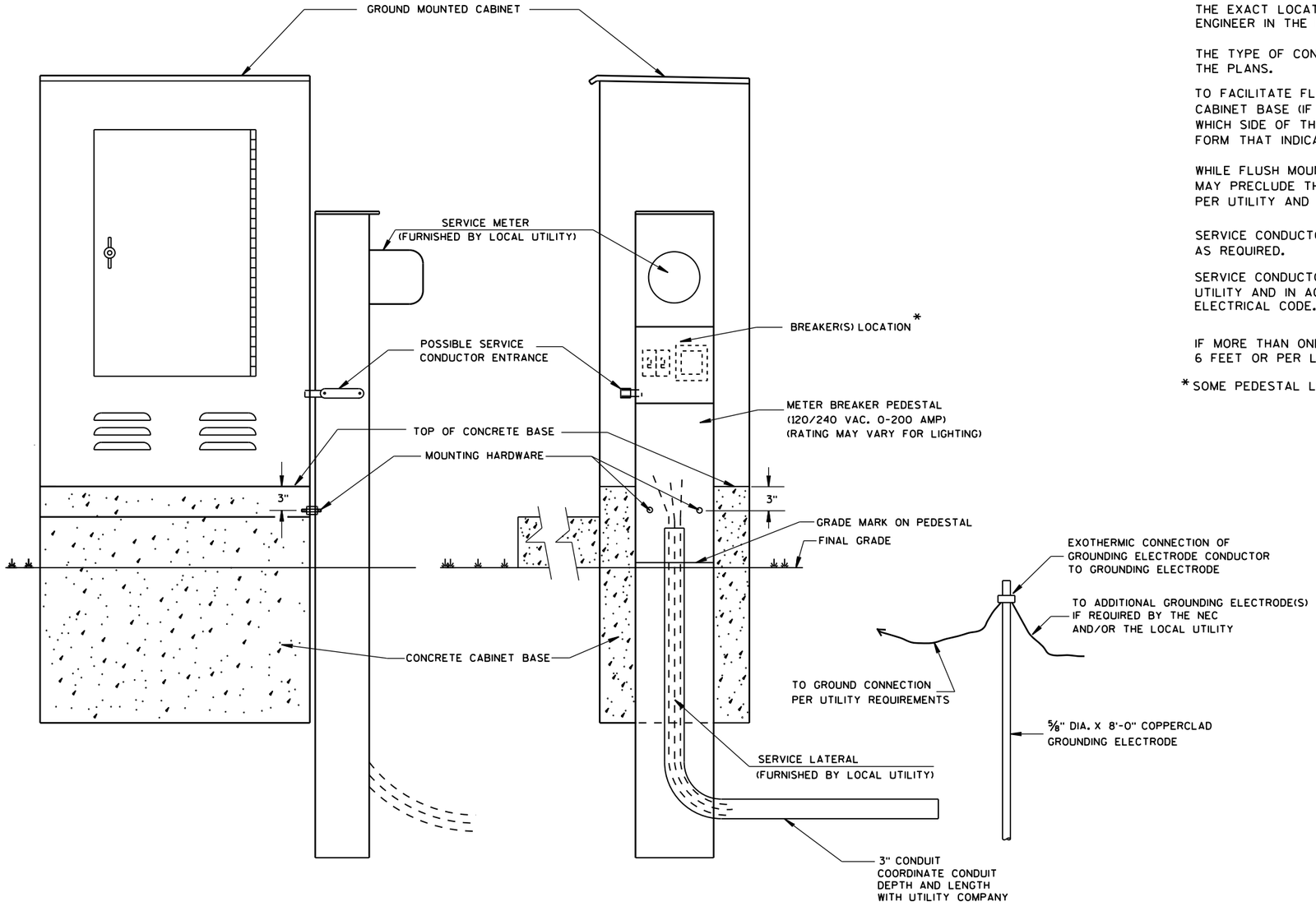

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

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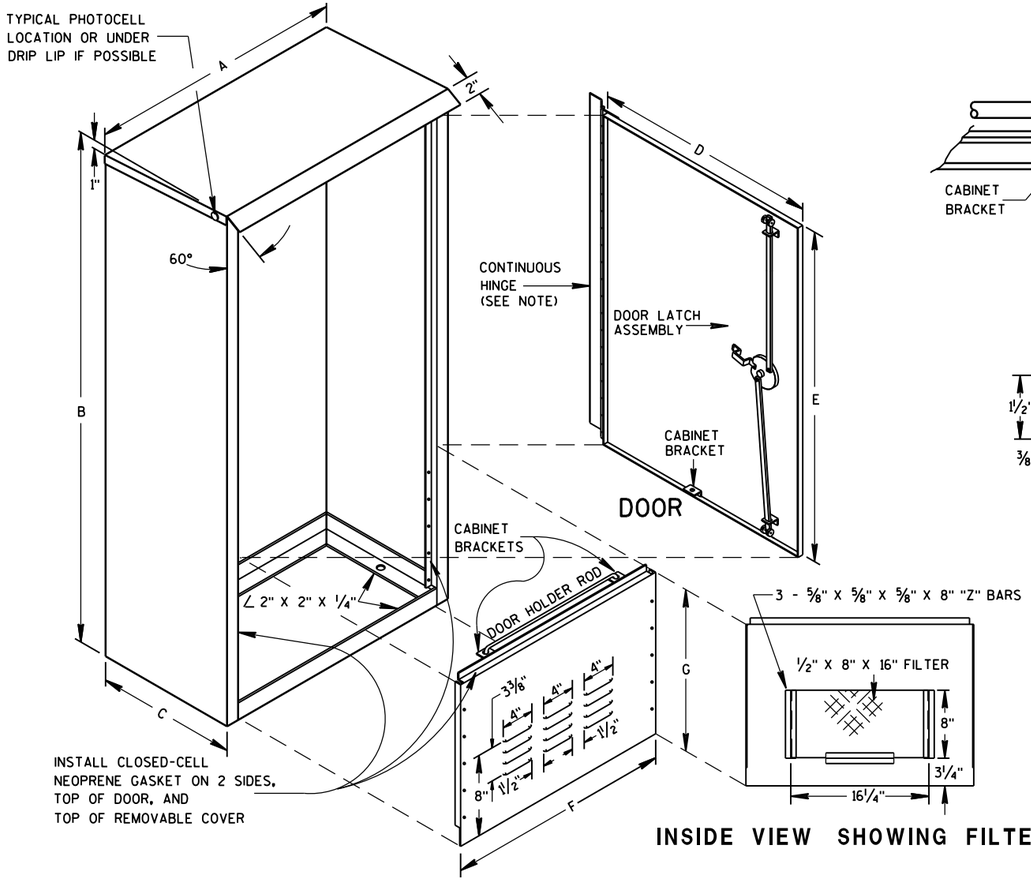
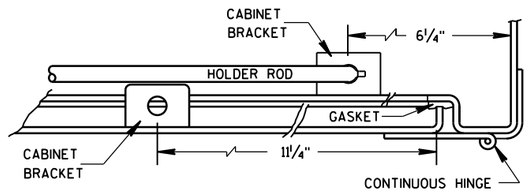
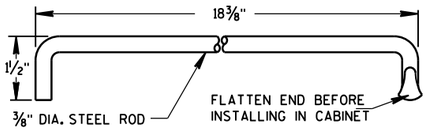


REMOVABLE COVER

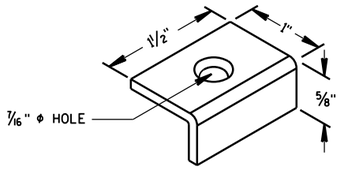
INSIDE VIEW SHOWING FILTER



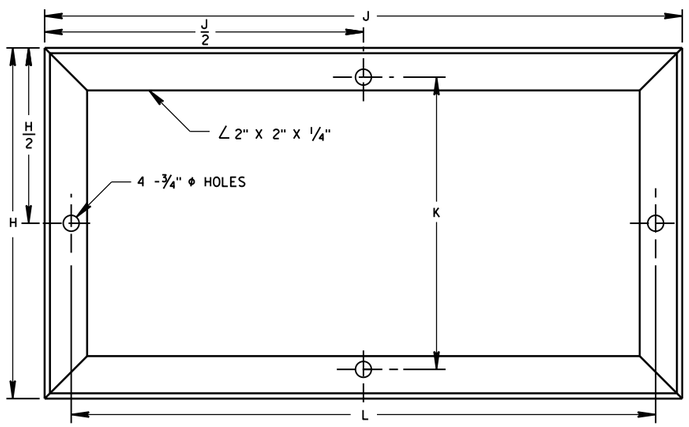
HINGE & DOOR HOLDER



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.

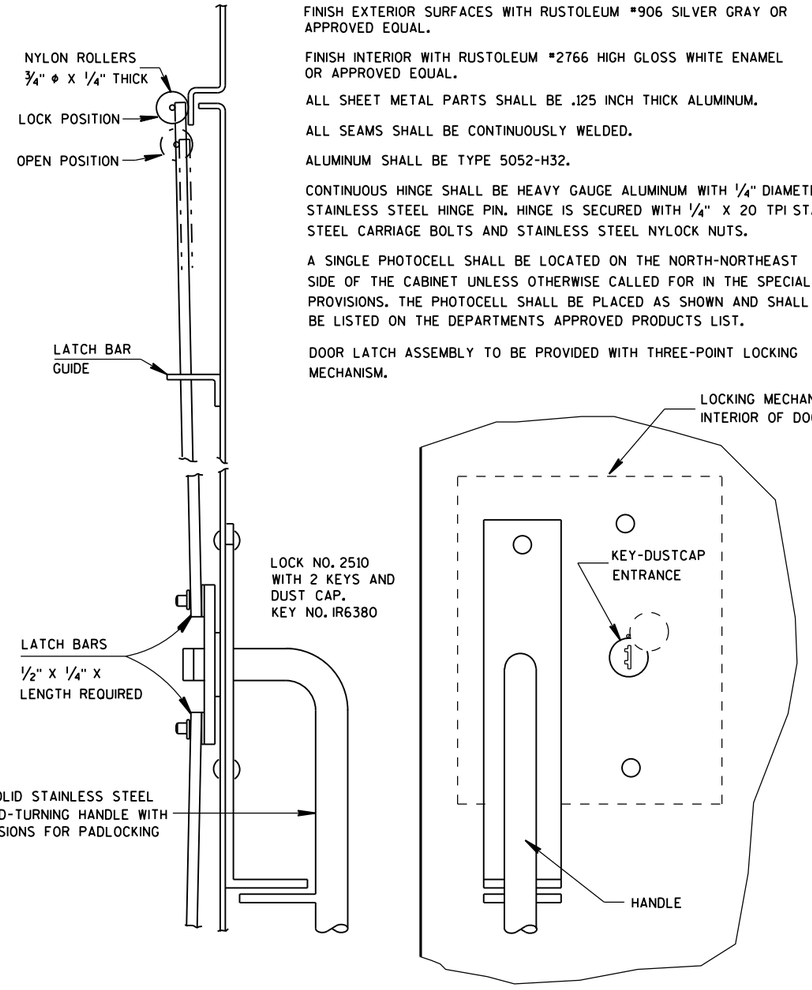
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

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.

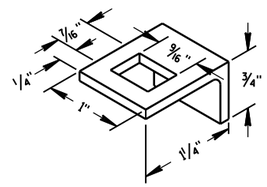
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



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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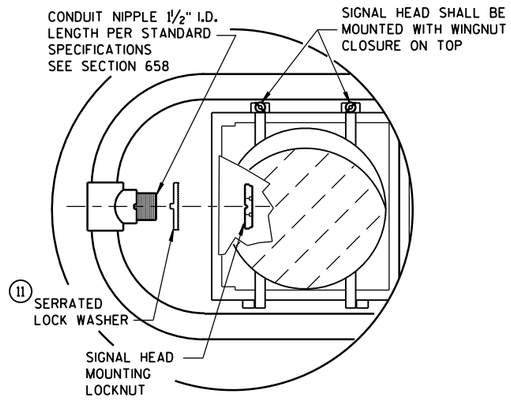
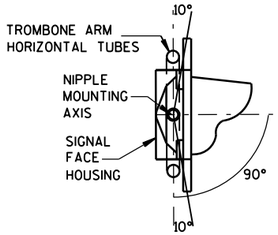
S.D.D. 9 D 2-3



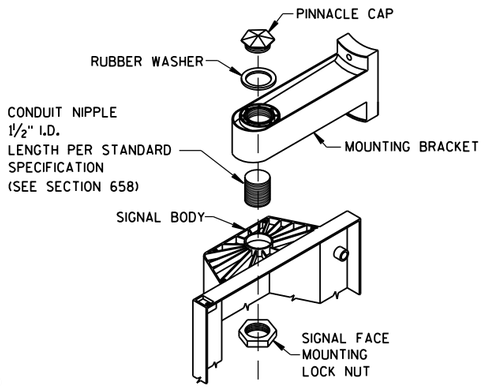
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* 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.

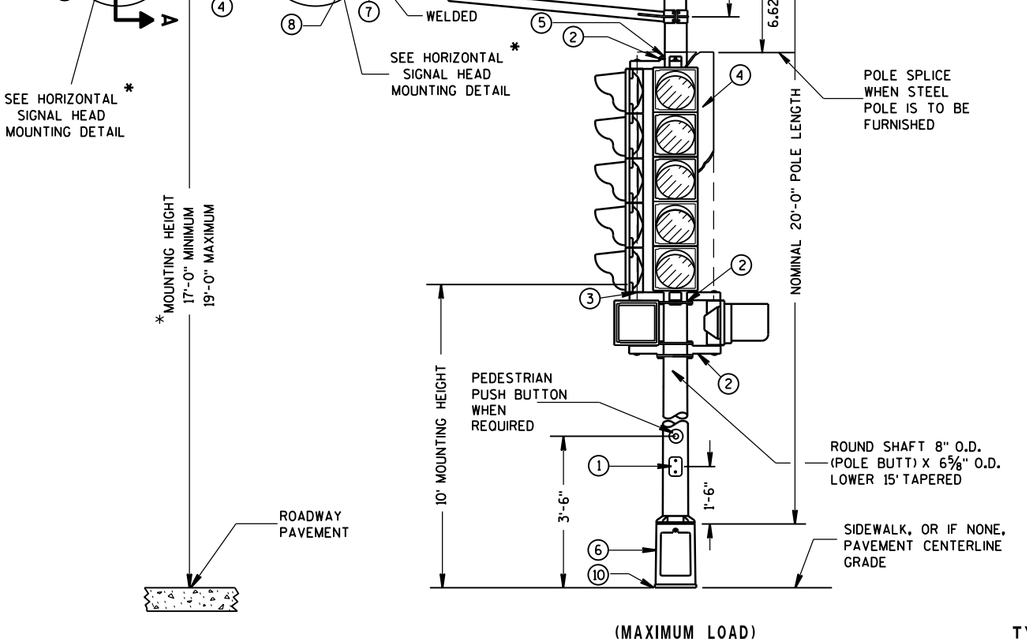
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

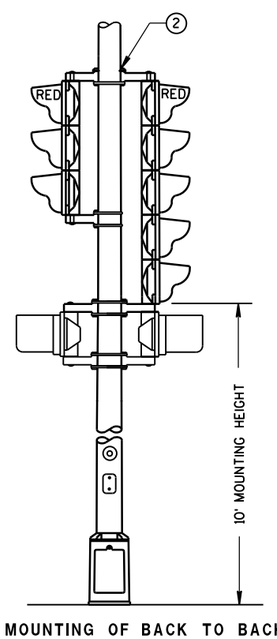
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

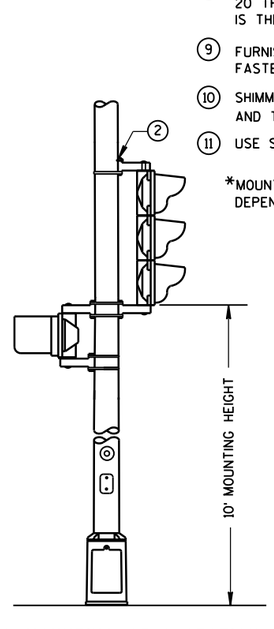
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



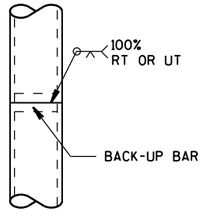
(MAXIMUM LOAD)



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 TRANSPOI

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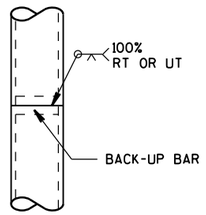
S.D.D. 9 E 1-14a

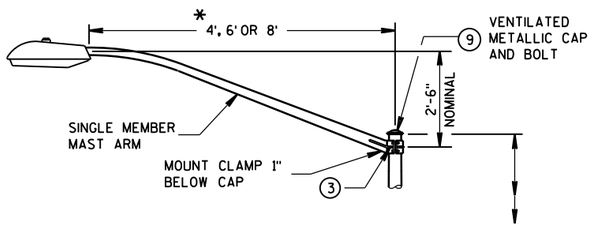
FOR MANUFACTURERS USE ONLY

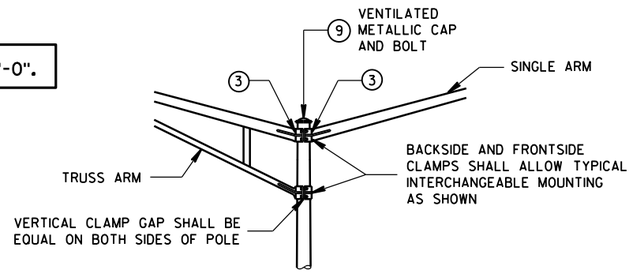
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL

* RISE FOR 4' ARM SHALL BE 2'-0".

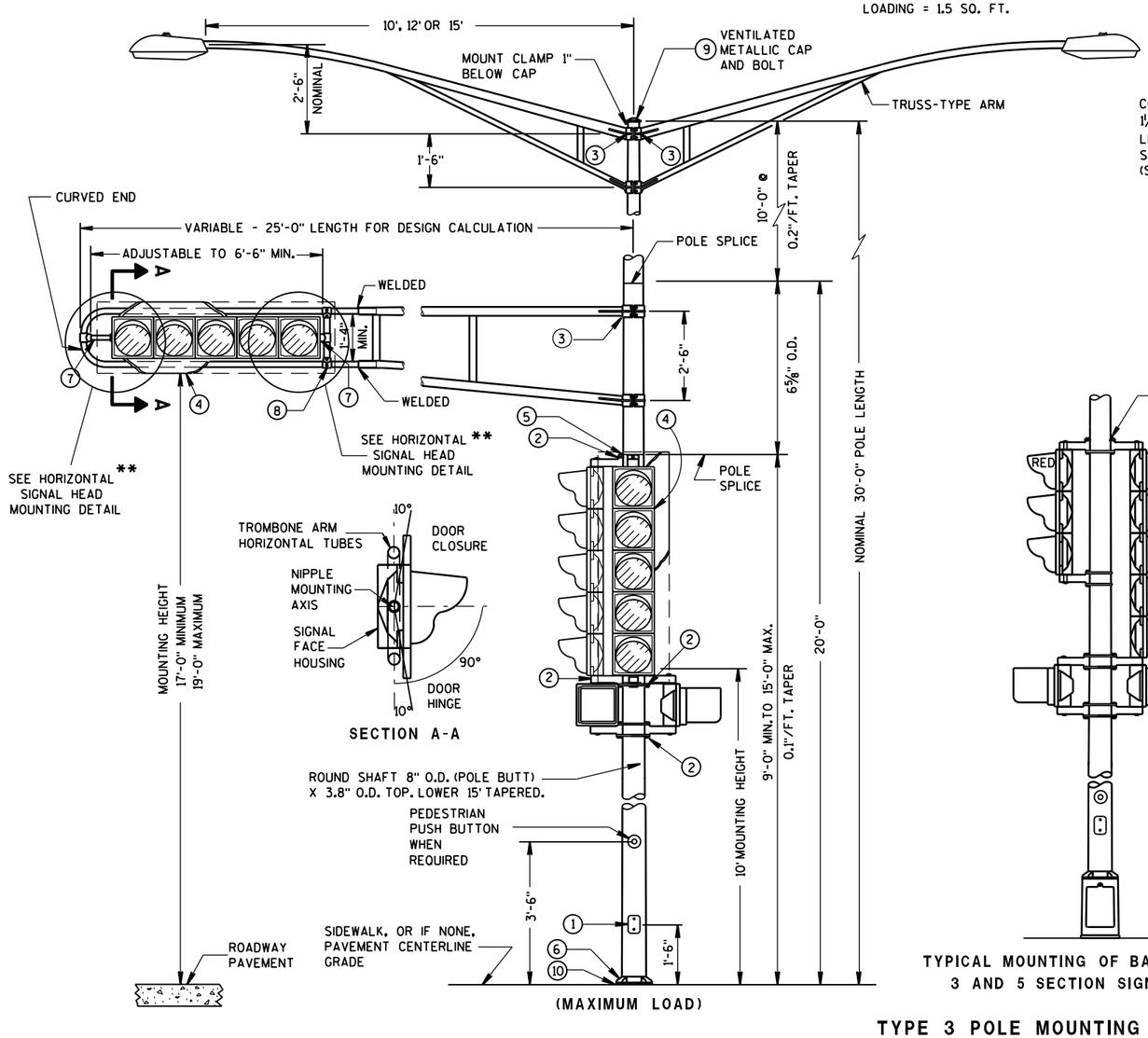


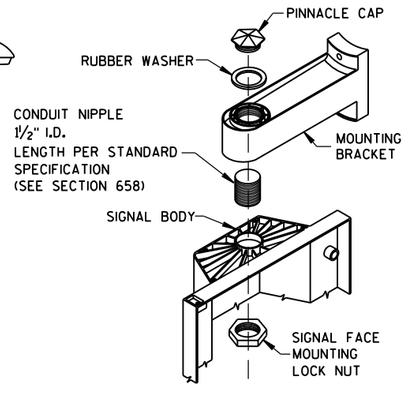


INTERCHANGEABLE MOUNTING DETAIL

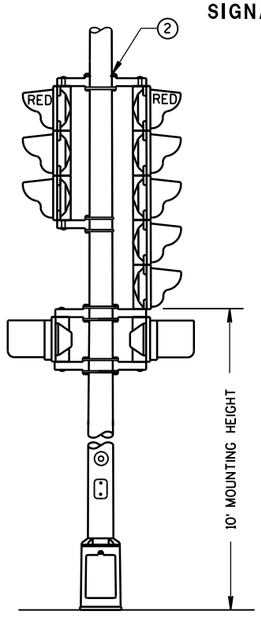
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

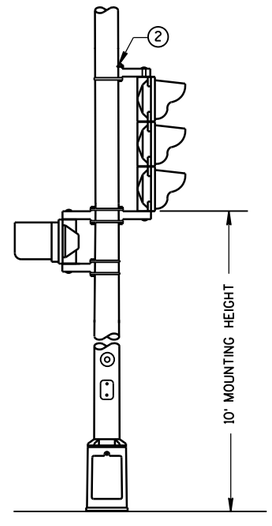




SIGNAL FACE MOUNTING DETAIL
(BANDED)



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.

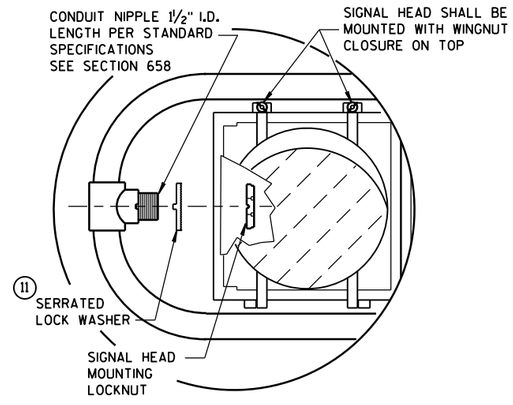
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(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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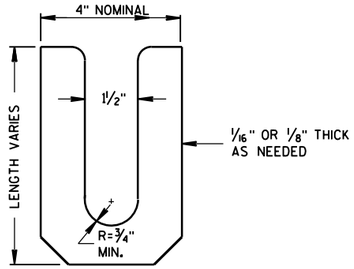
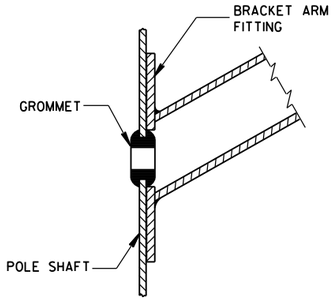
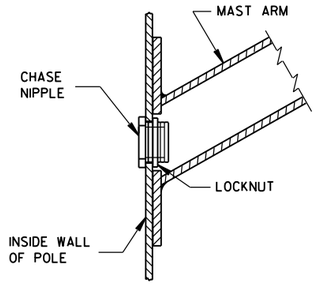


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

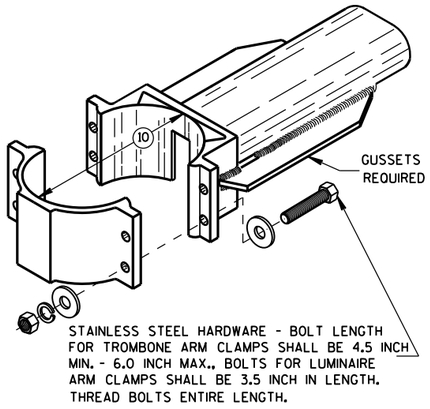
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

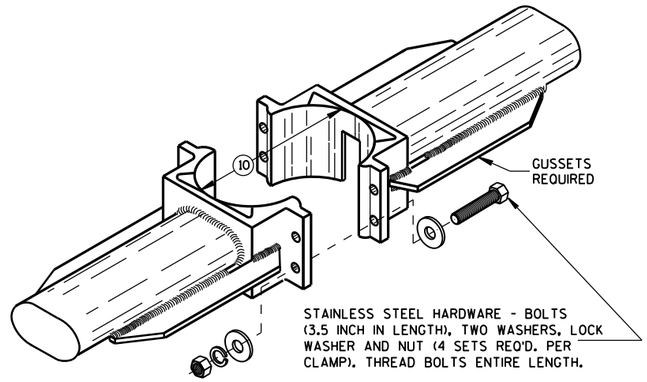
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

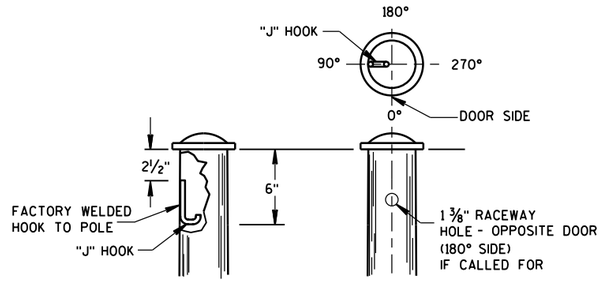
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



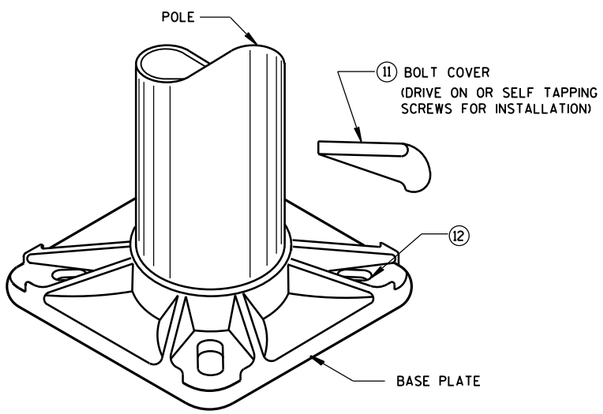
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



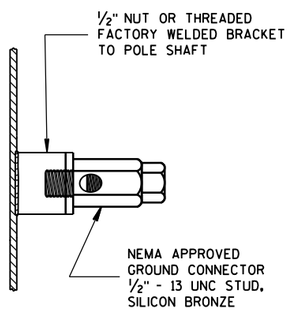
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

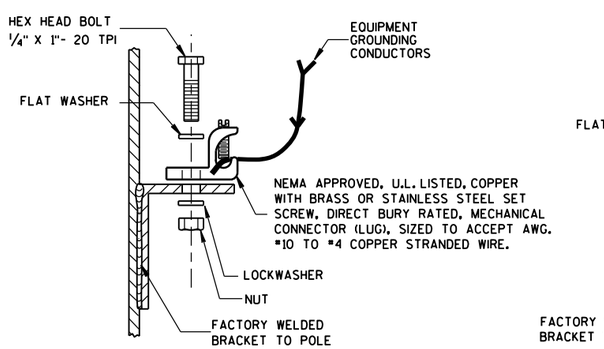


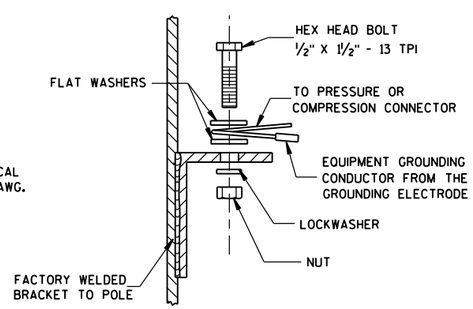
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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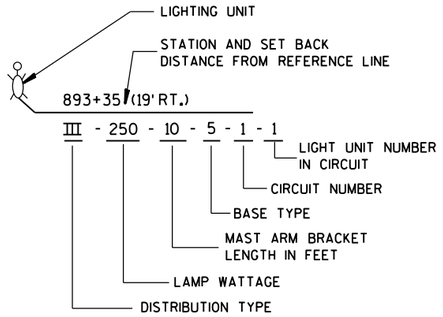
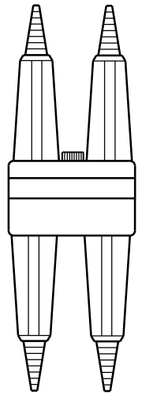
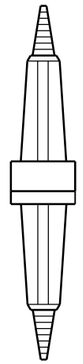


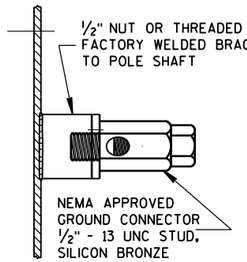
LIGHTING UNIT CODE
(TYPICAL)

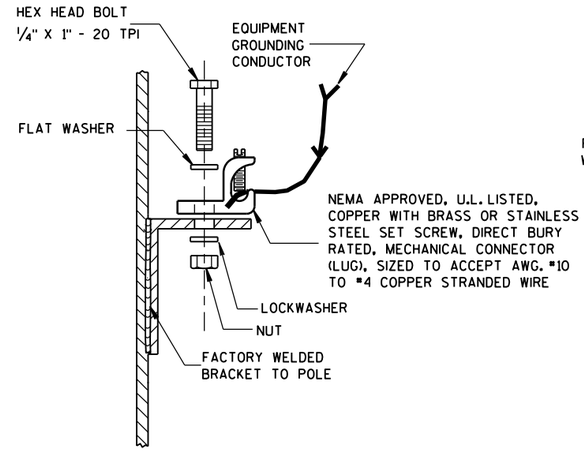


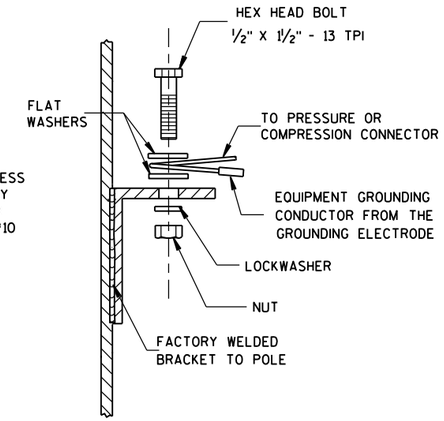
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



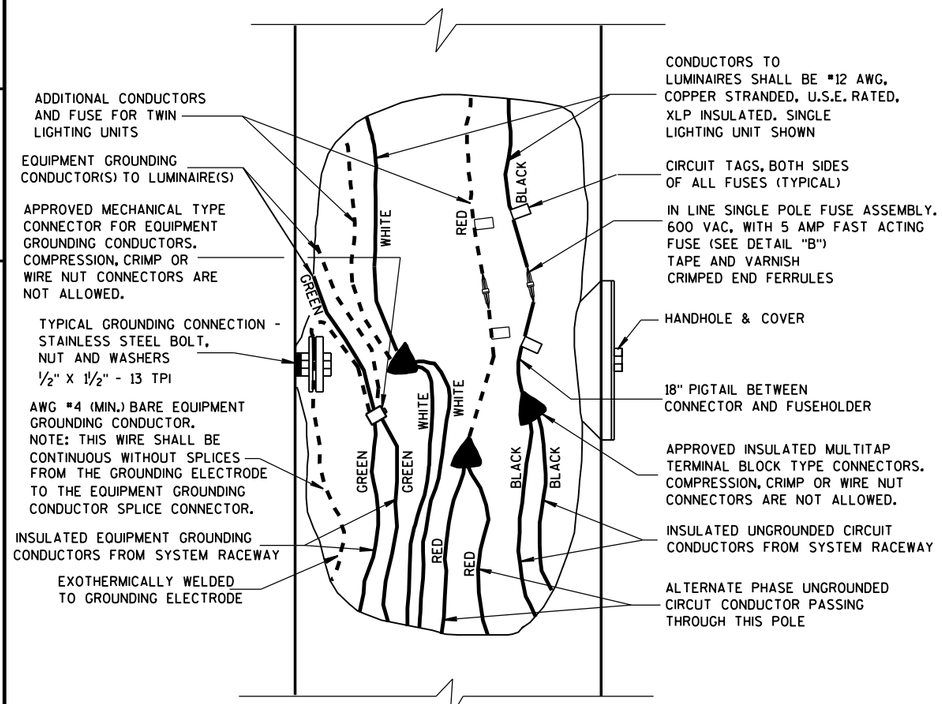
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



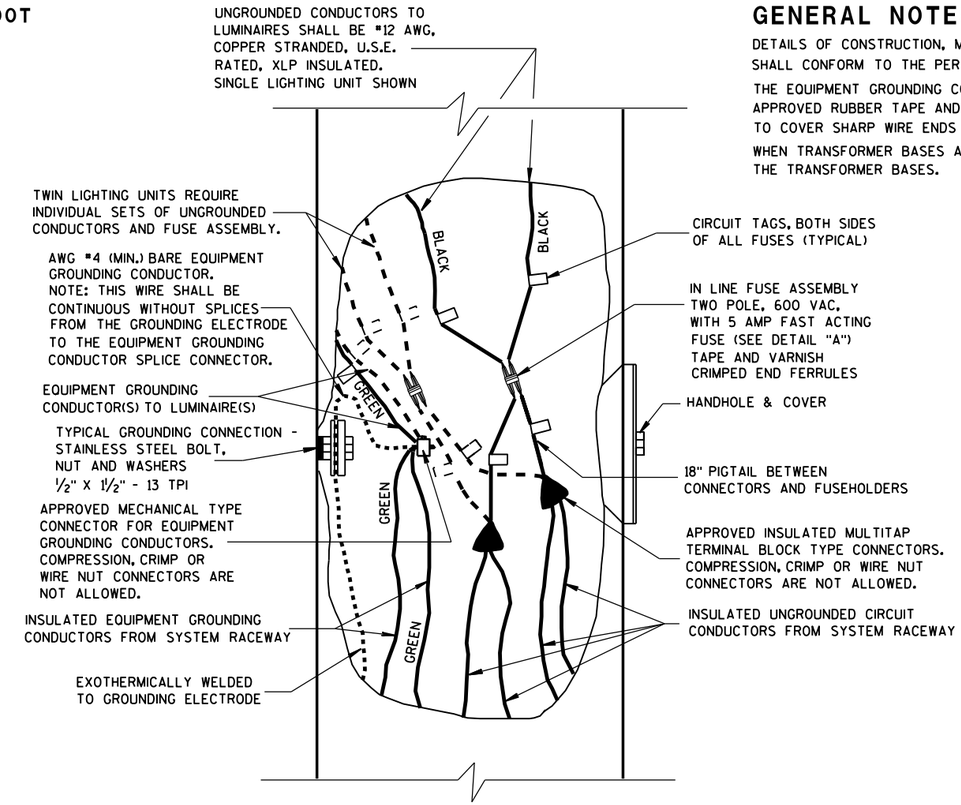




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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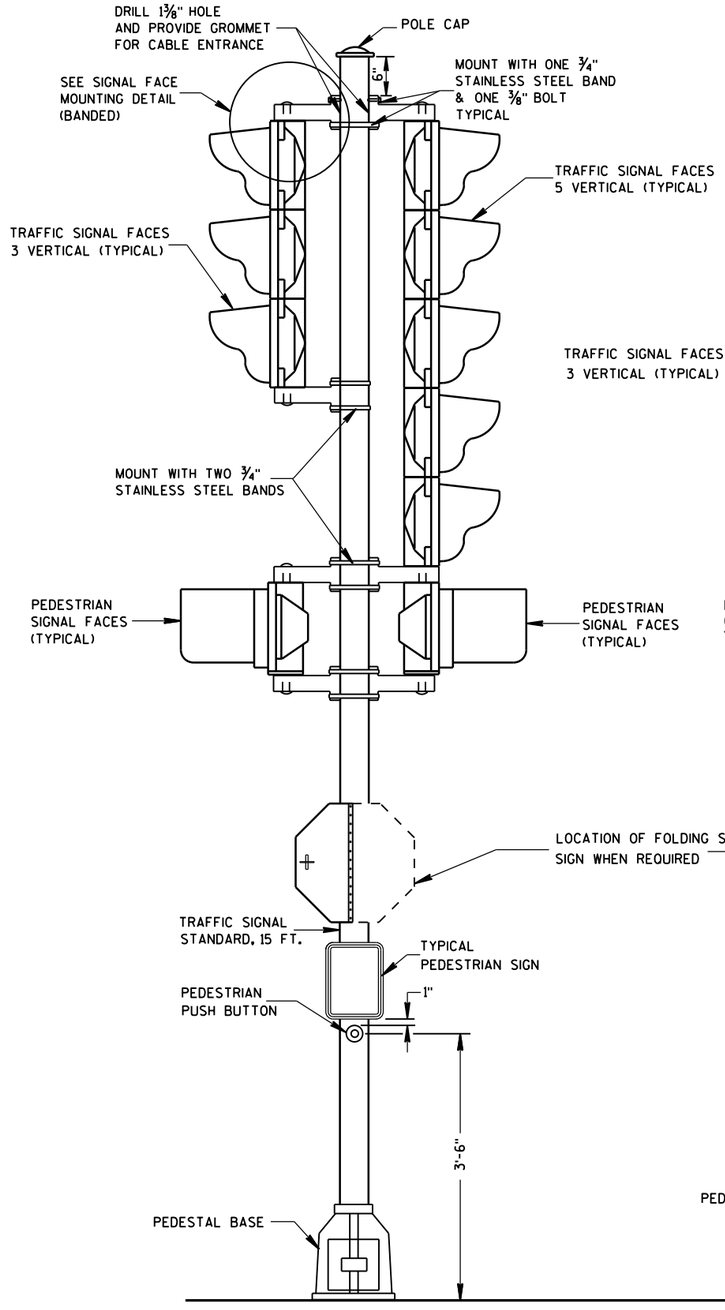
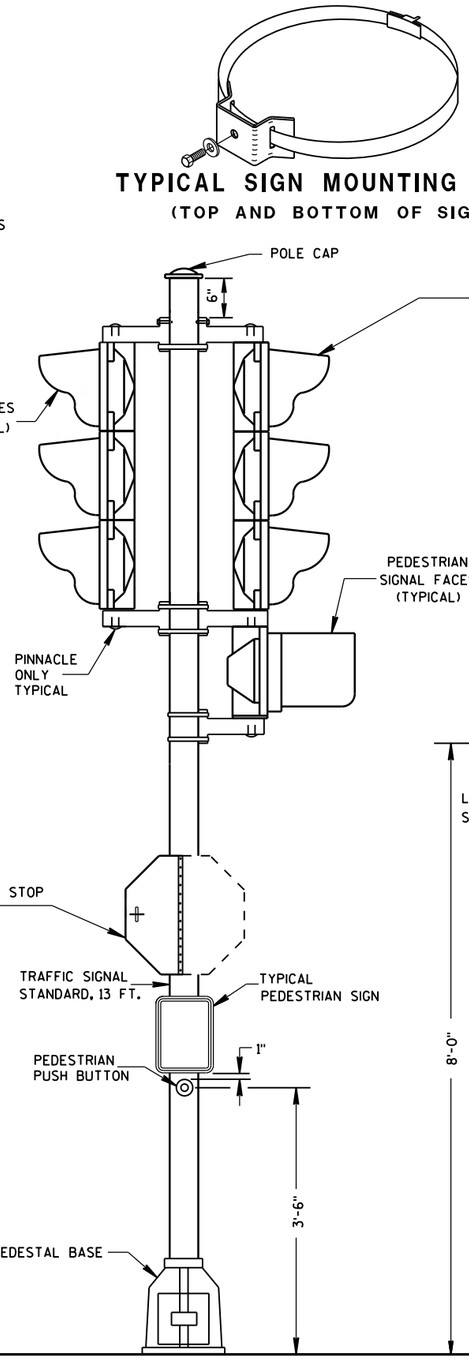
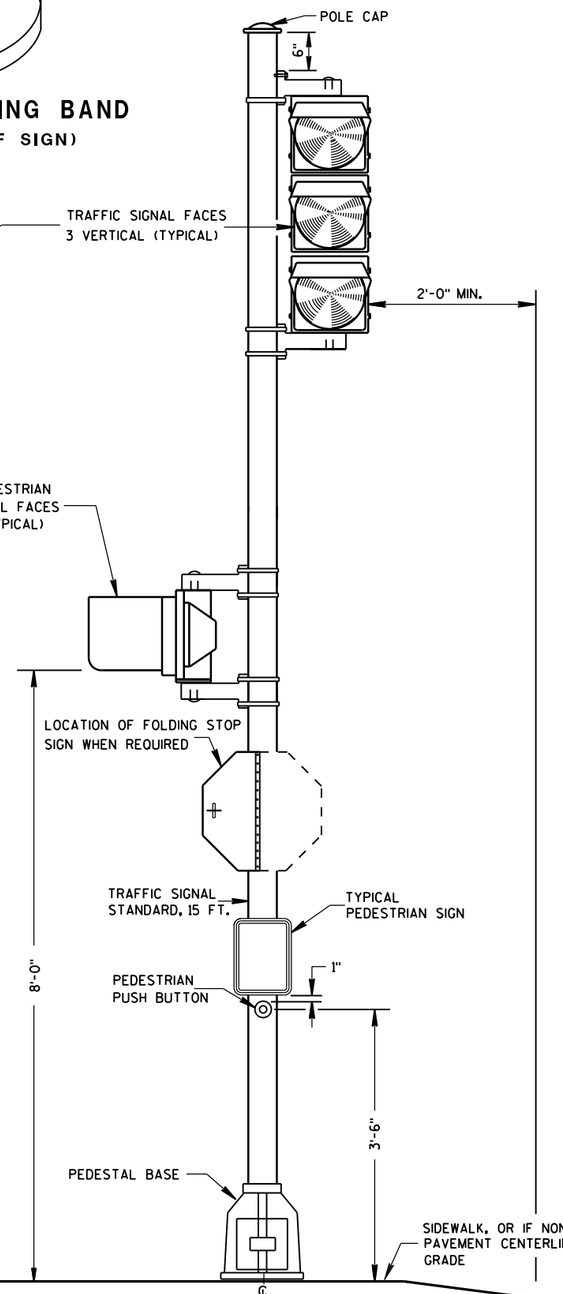


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

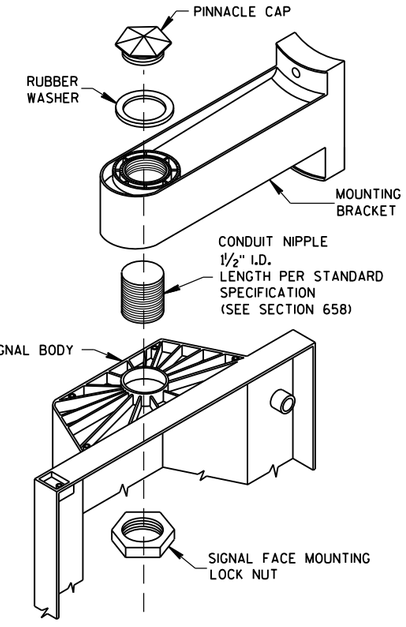
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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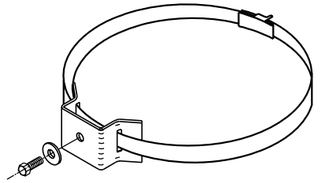
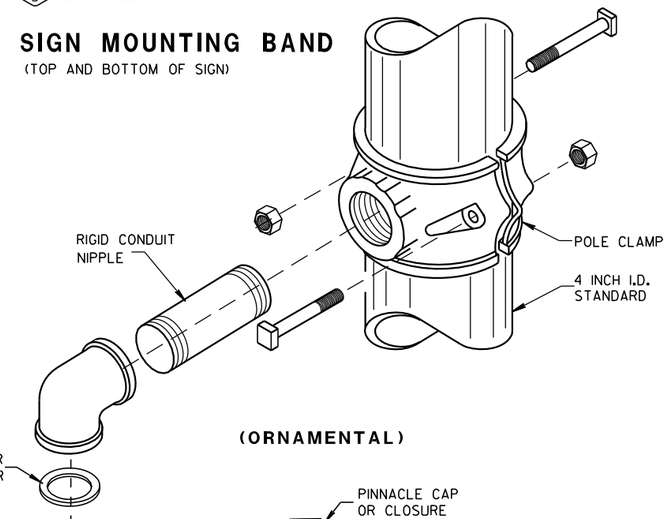


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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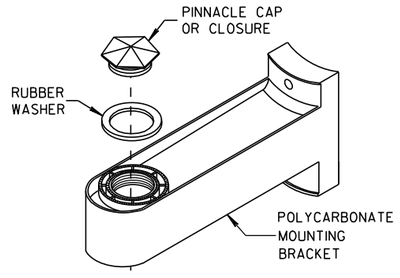
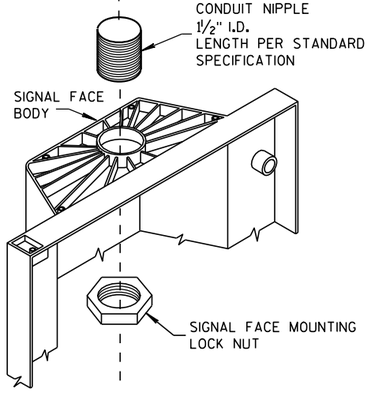
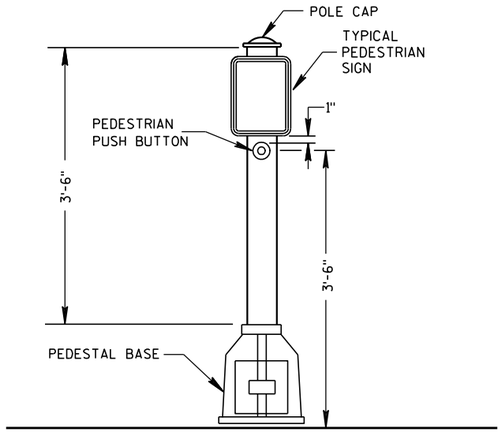


(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

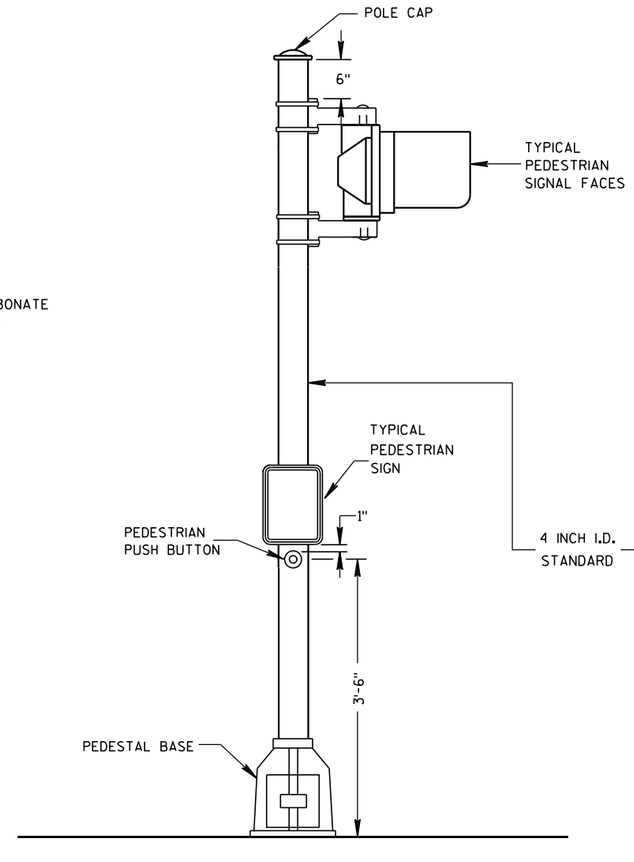
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

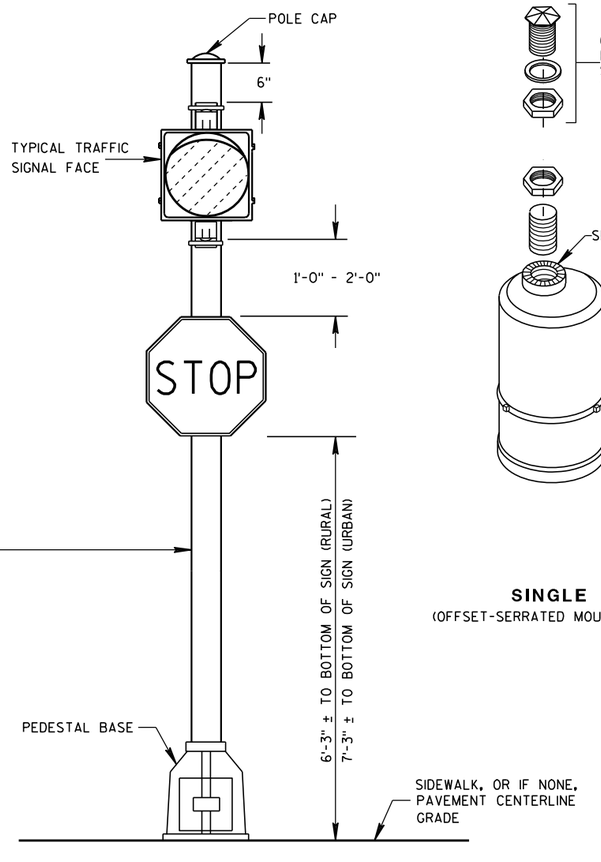
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

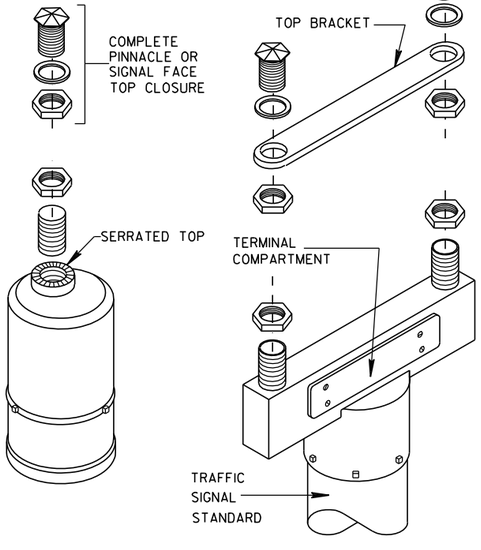
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

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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.

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

OVER HEIGHT POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING 2017 INTERIM REVISIONS) AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

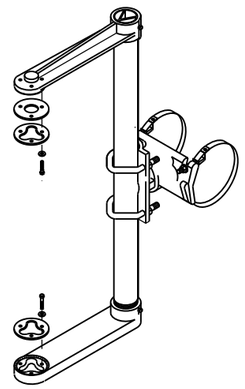
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

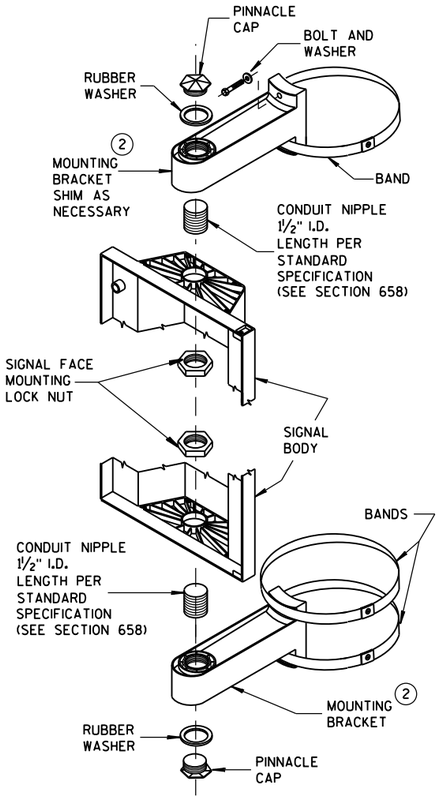
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

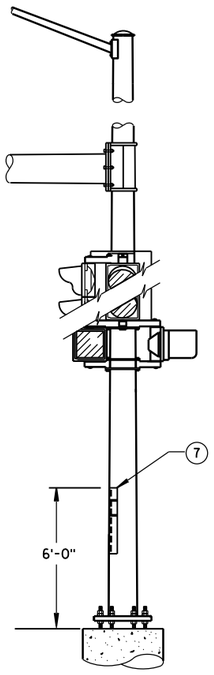


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

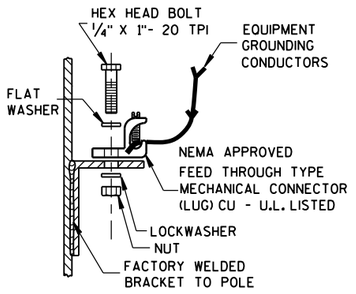
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

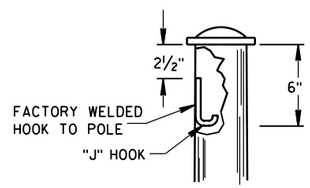


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 E 12-1e

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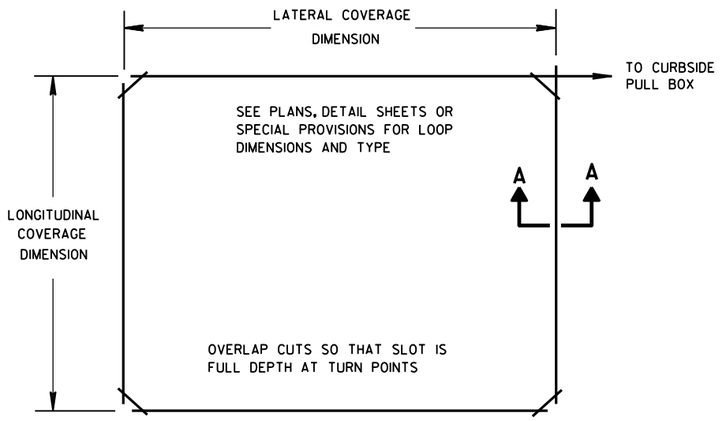
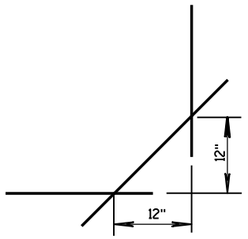
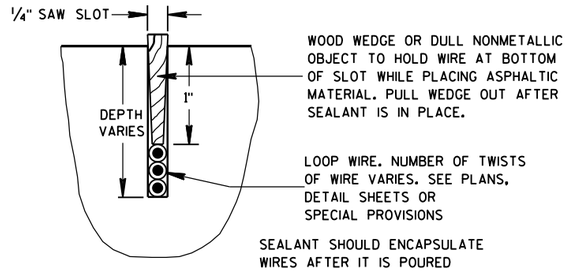
S.D.D. 9 E 12-1e



LOOP WIRE SLOT CONSTRUCTION

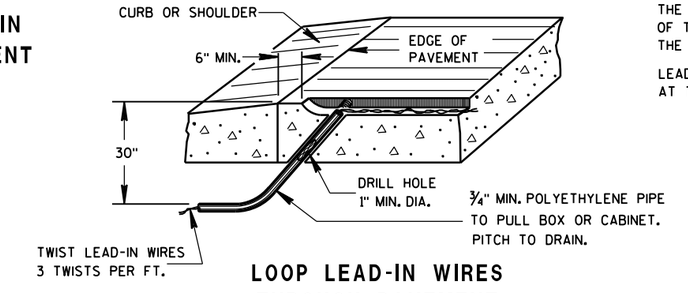


EXPANDED VIEW
SAW CUT CORNERS



SECTION A-A

LOOP AND LEAD-IN
WIRES IN PAVEMENT



LOOP LEAD-IN WIRES
THROUGH PAVEMENT

GENERAL NOTES

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

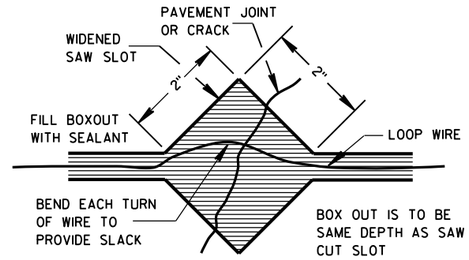
THE SLOTS IN THE PAVEMENT SHALL BE CUT TO DIMENSION WITH A SAW. THE SLOTS SHALL BE CLEANED FREE OF DIRT, DUST, MOISTURE AND DEBRIS PRIOR TO INSTALLATION OF THE WIRE.

AFTER PLACING THE WIRE IN THE SLOT, FILL THE SLOT WITH AN ASPHALTIC MATERIAL IN ACCORDANCE WITH THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D6690".

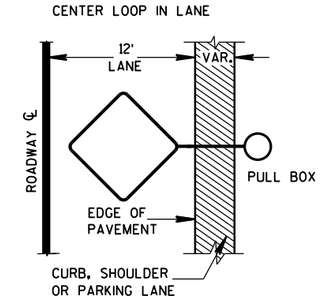
IN THE EVENT ASPHALTIC MATERIAL IS UNAVAILABLE, A FLEXIBLE TYPE EPOXY MAY BE USED AS A LOOP SLOT FILLER. THE LOOP SLOT SHALL BE CLEAN AND DRY BEFORE EPOXY IS INSTALLED. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED ONLY AFTER WRITTEN APPROVAL BY THE BY THE PROJECT ENGINEER.

THE TWO SINGLE CONDUCTOR LOOP WIRES SHALL BE TWISTED TOGETHER AT A RATE OF THREE TWISTS PER FOOT FROM THE PAVEMENT EDGE TO THE SPLICE CONNECTION WITH THE LOOP LEAD-IN CABLE.

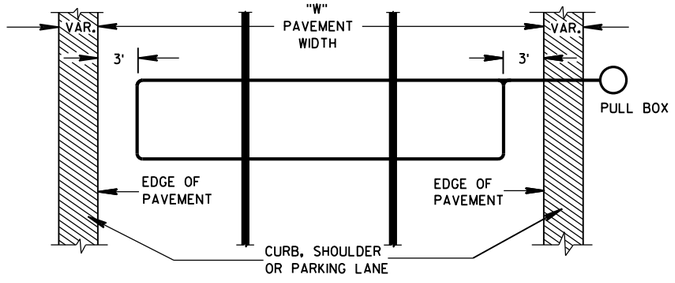
LEAD-IN CABLES AND LOOP LEAD-IN WIRES SHALL BOTH BE CUT TO 6 FEET IN LENGTH AT THE SPLICING PULL BOX.



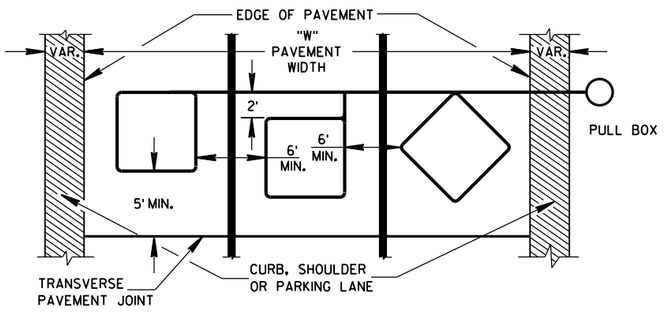
PLAN VIEW



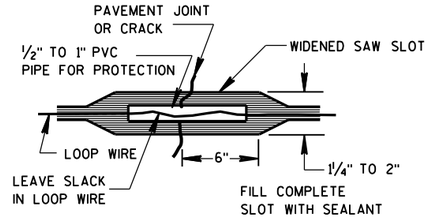
LOOP WIRE SLOT PLAN



LOOP WIRE SLOT PLAN

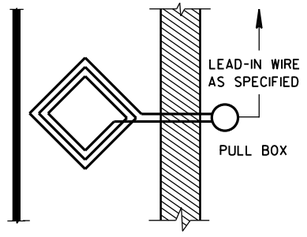


LOOP WIRE SLOT PLAN



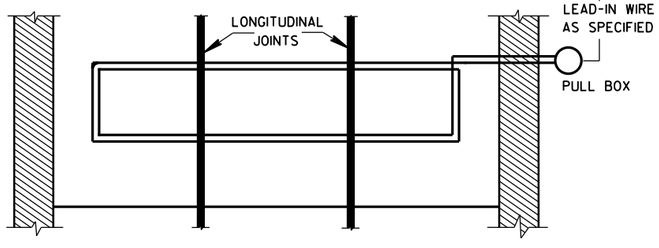
FRONT VIEW

LOOP WIRE INSTALLATION ACROSS
PAVEMENT JOINT OR CRACK



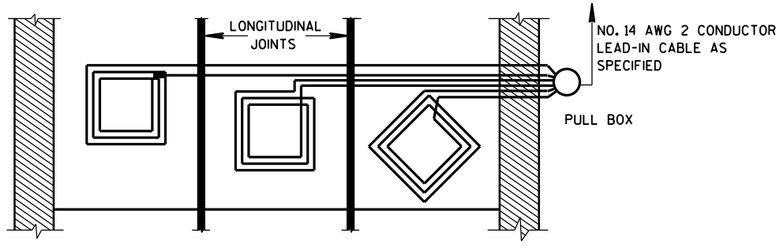
LOOP WIRE LAY
CONSTRUCTION DETAILS

SINGLE LANE LOOP DETECTION



LOOP WIRE LAY
CONSTRUCTION DETAILS

MULTIPLE LANE MASS LOOP DETECTION



LOOP WIRE LAY
CONSTRUCTION DETAILS

MULTIPLE LANE DETECTION BY
INDIVIDUAL LANES, TYPICAL TYPE LOOPS

DETAILS FOR THE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL LOOP DETECTOR WIRES IN ANY EXISTING PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 F 1-4

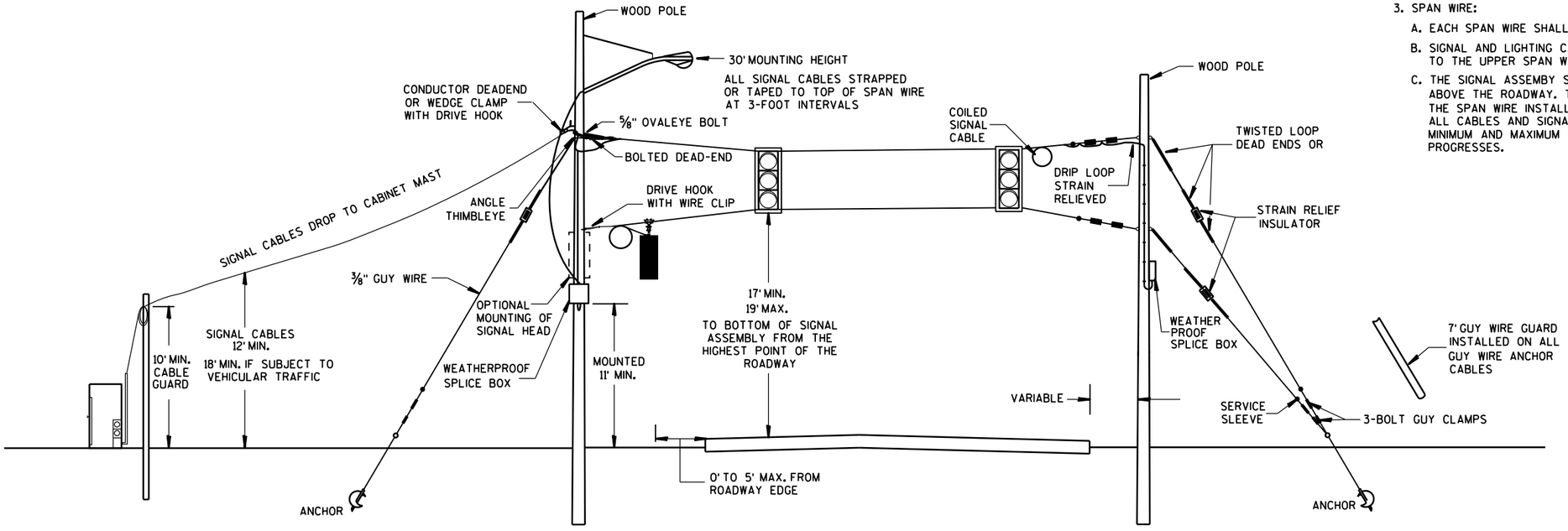
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

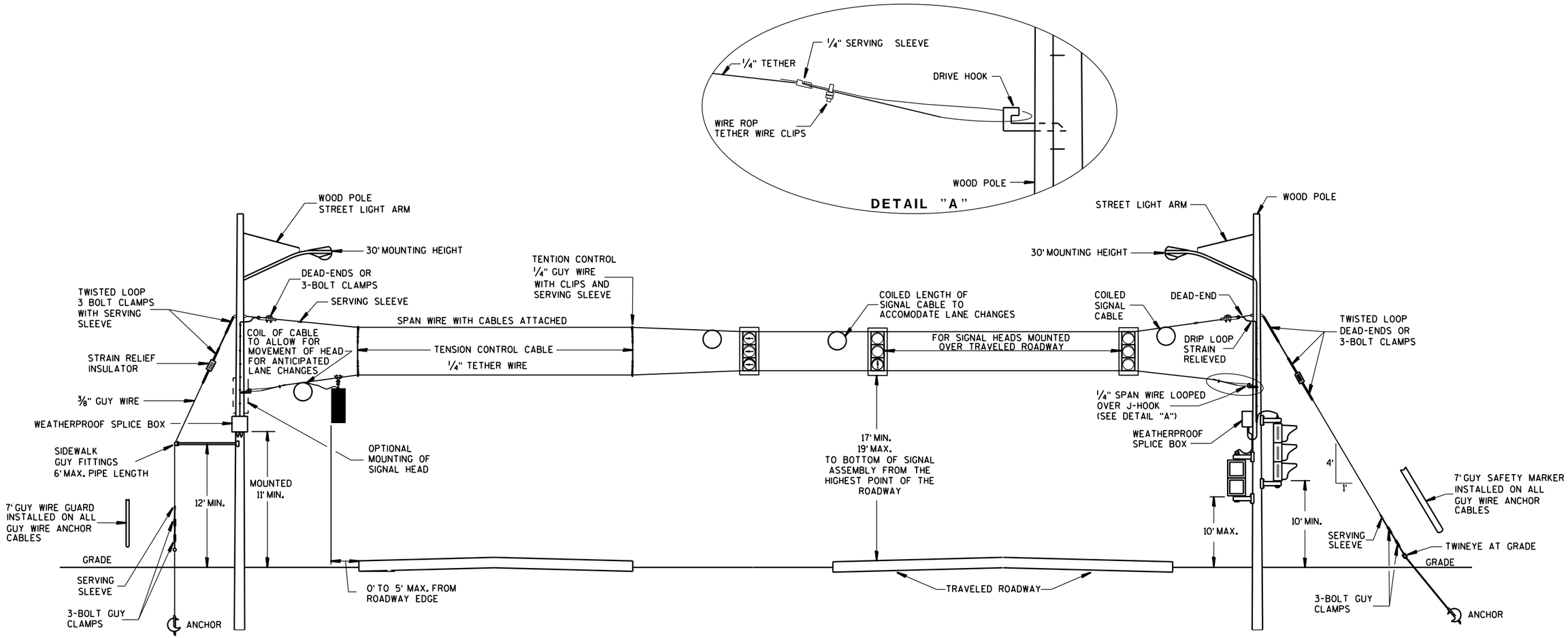
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4a



GENERAL NOTES

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

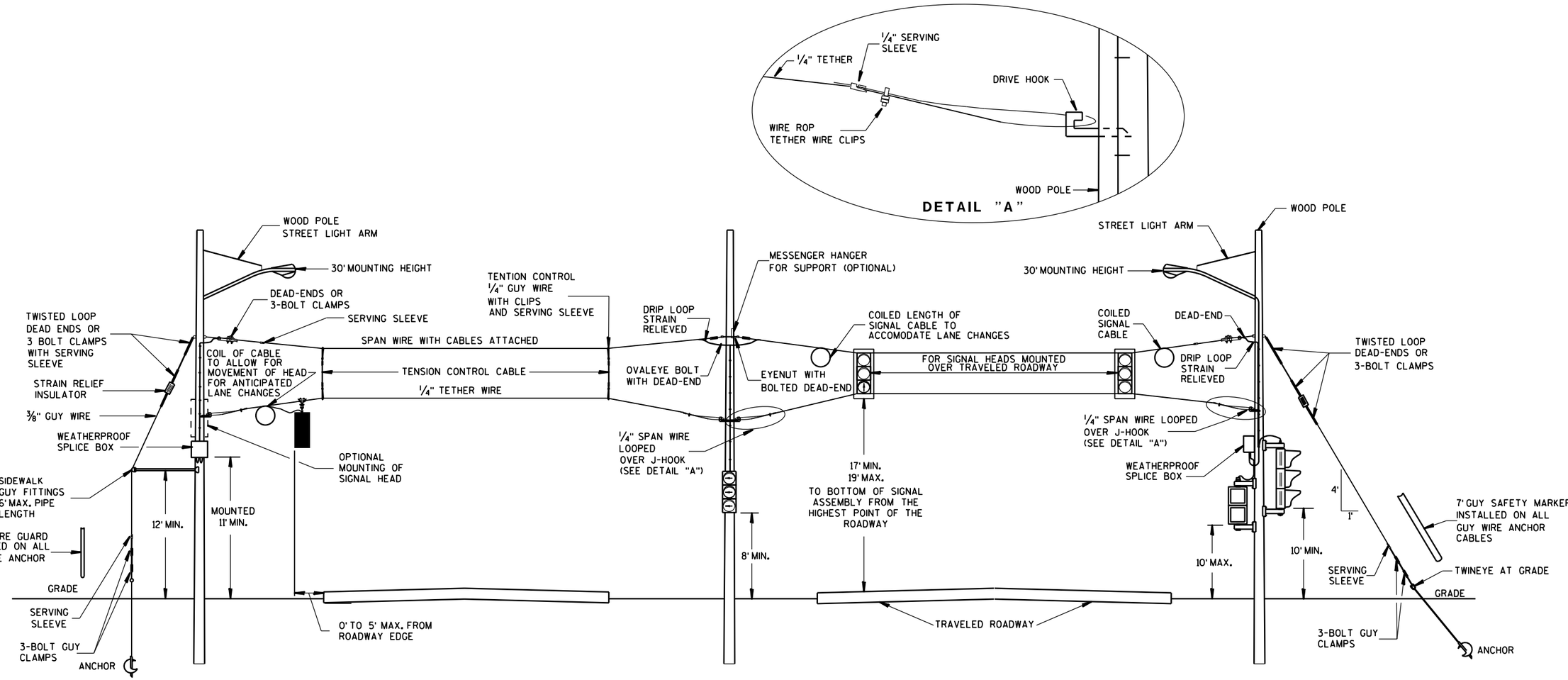
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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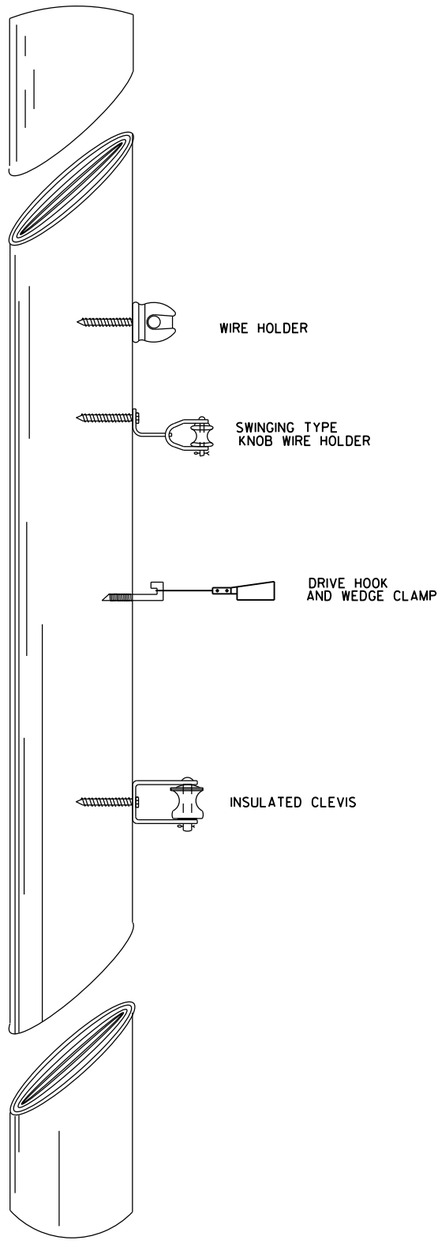
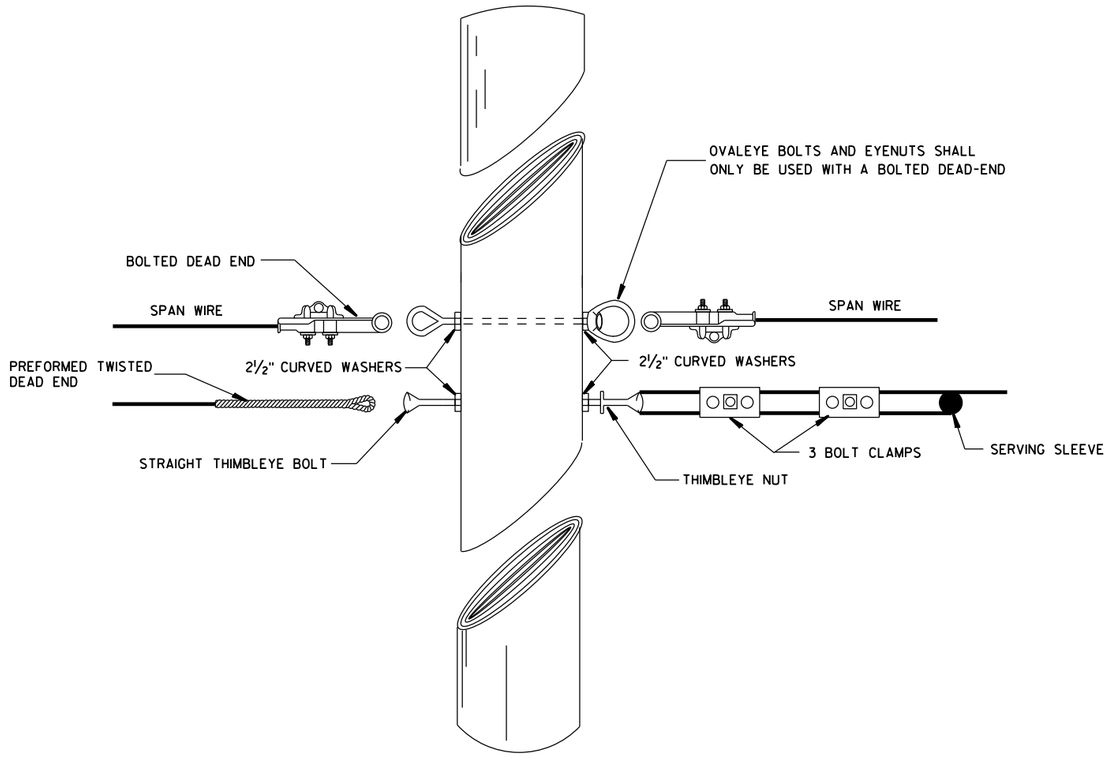
S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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S.D.D. 9 G 1-4d

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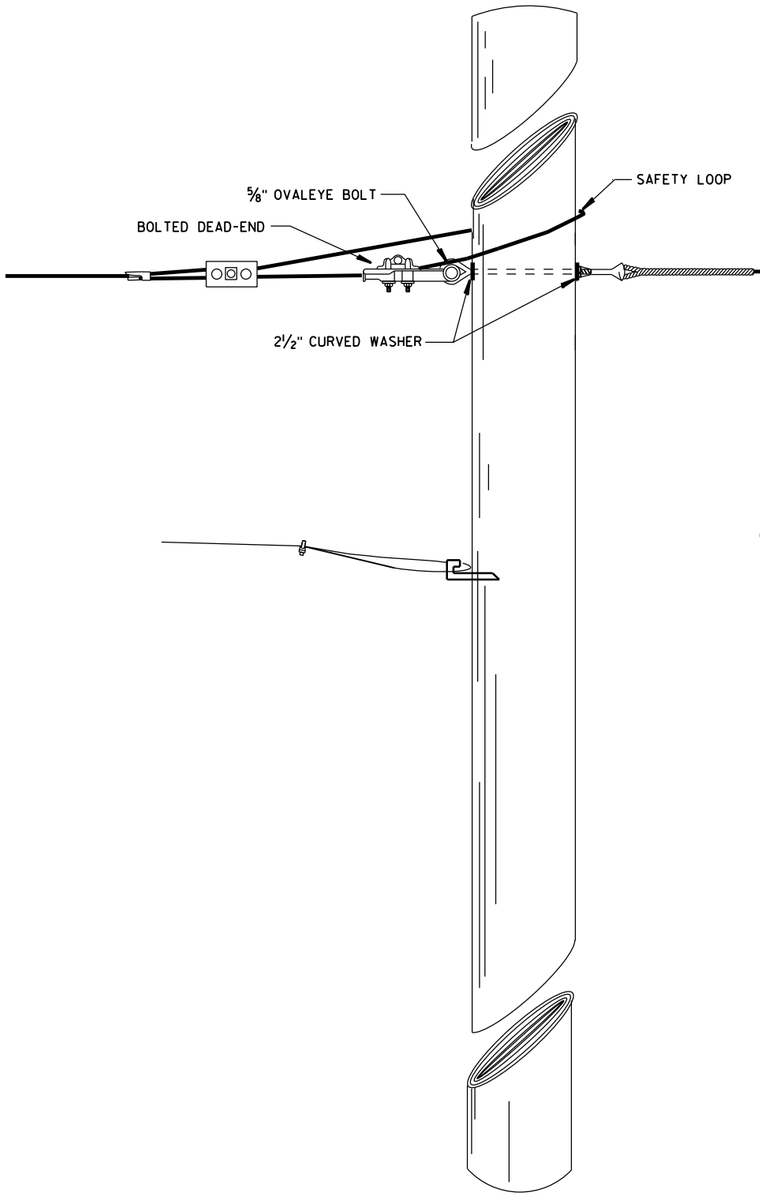
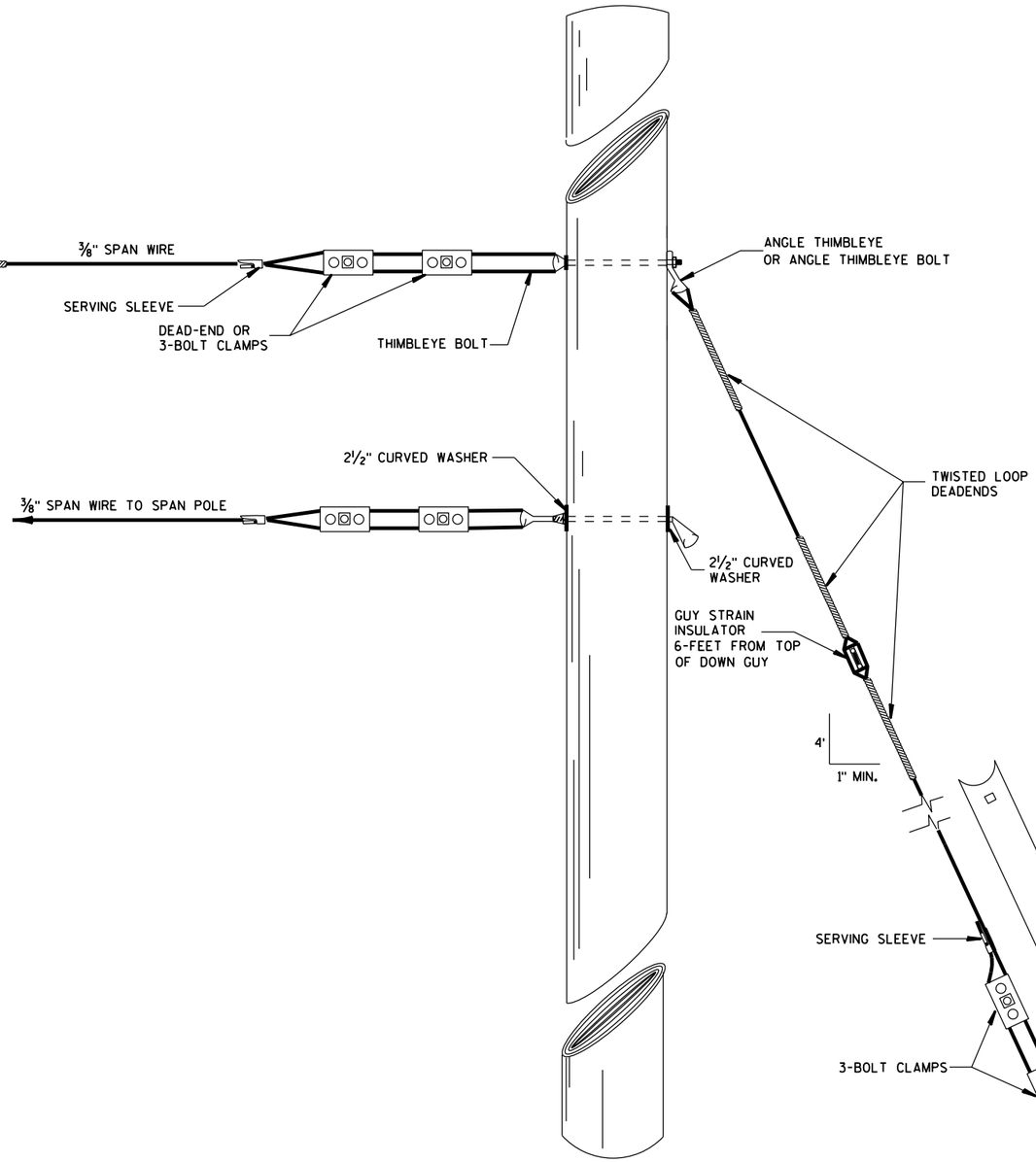
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



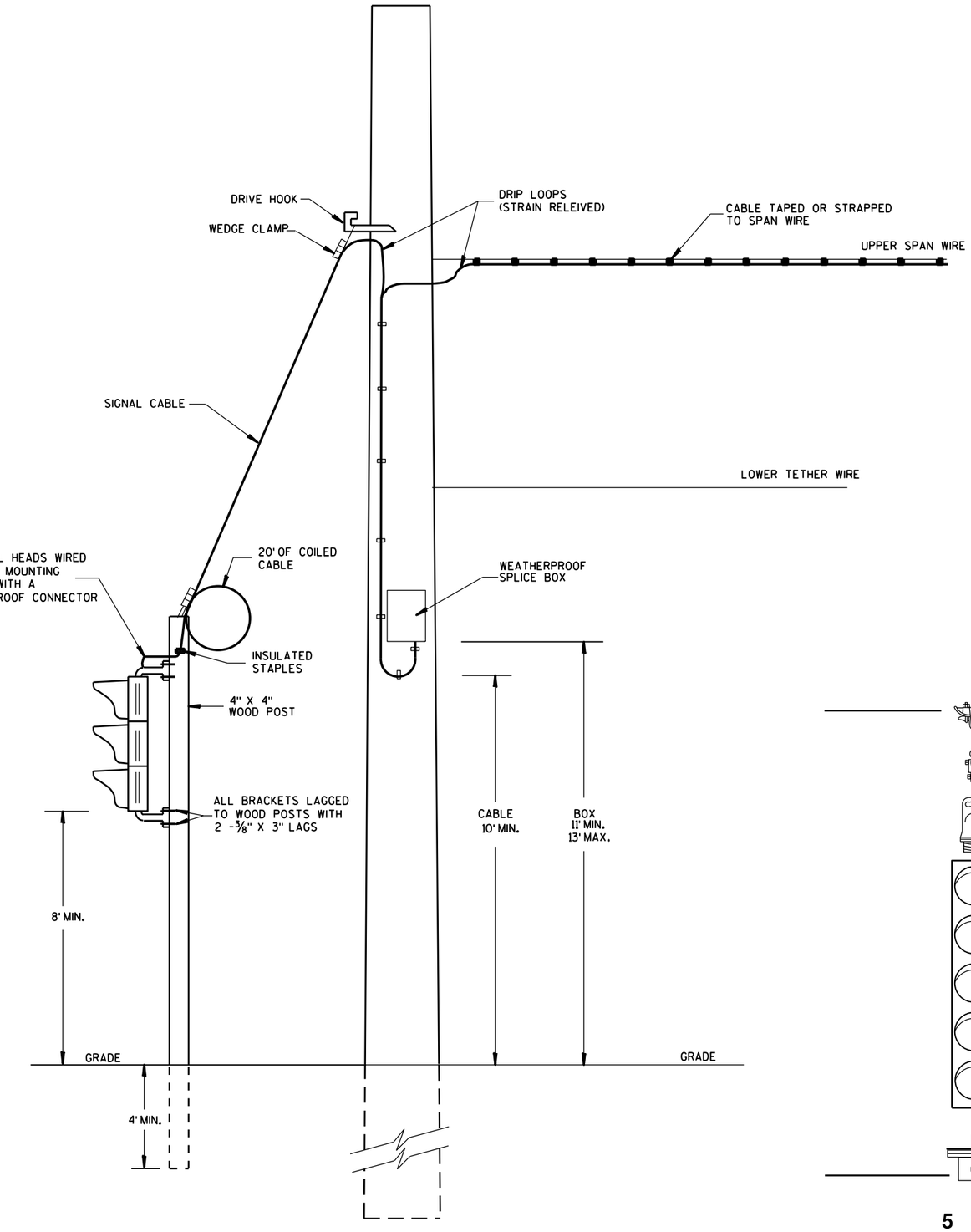
SPAN WIRE POLE



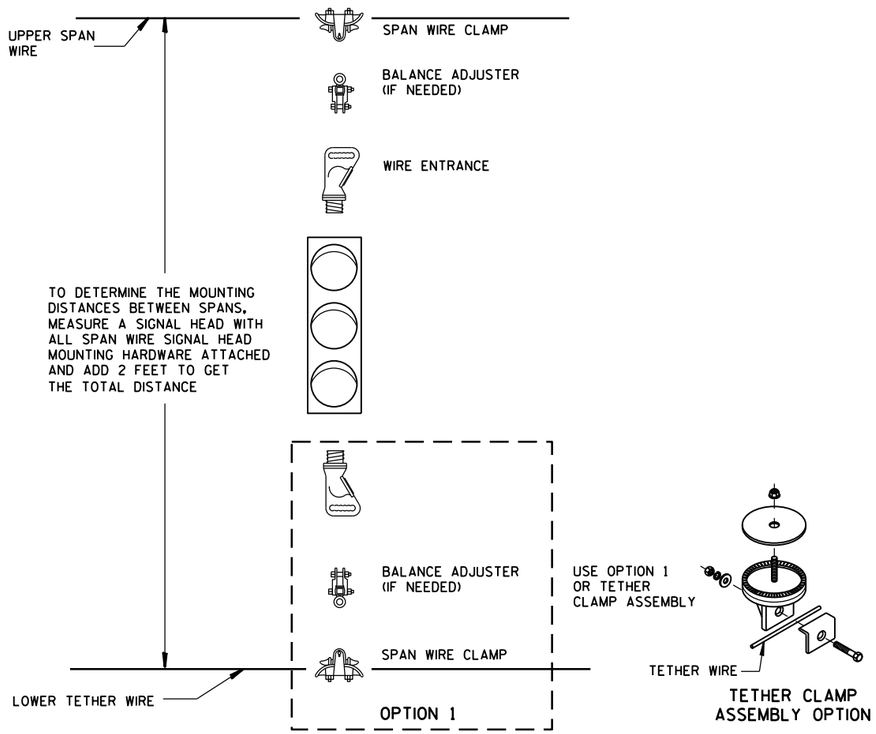
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL FHWA

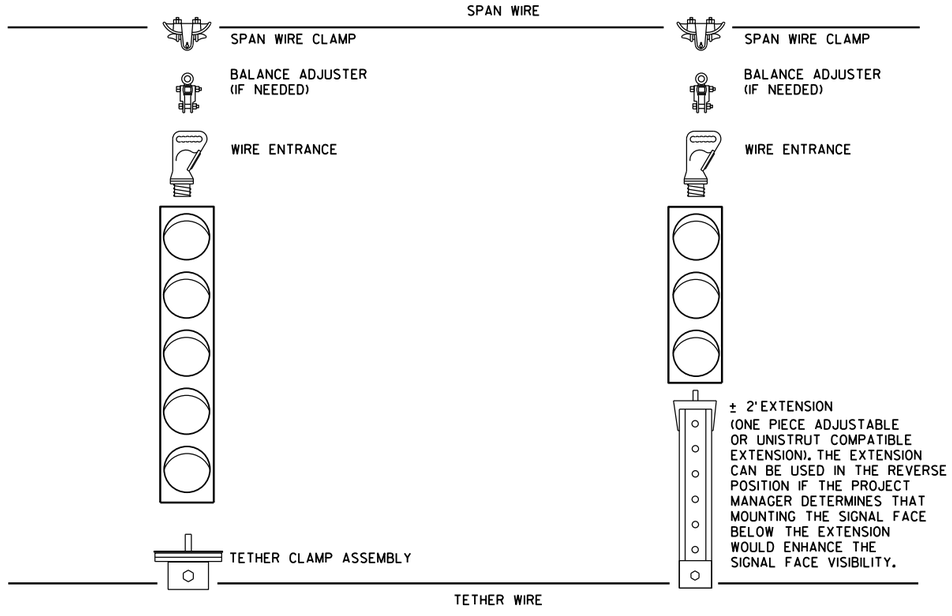


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 G 1-4f

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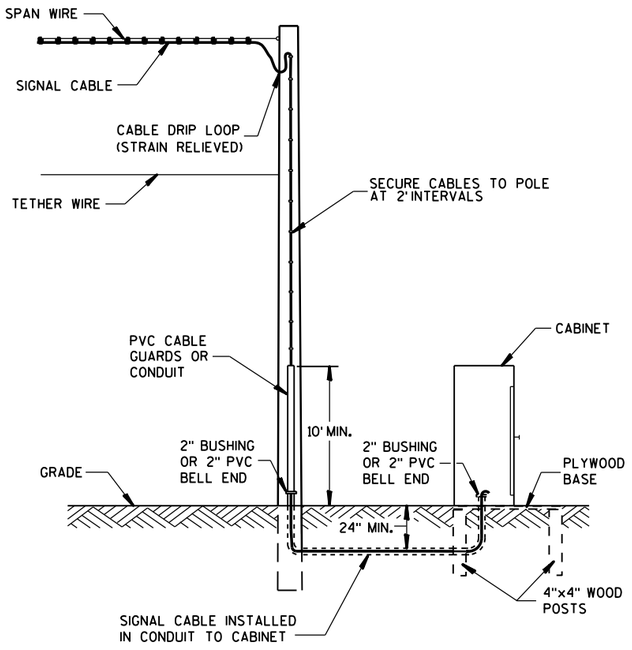
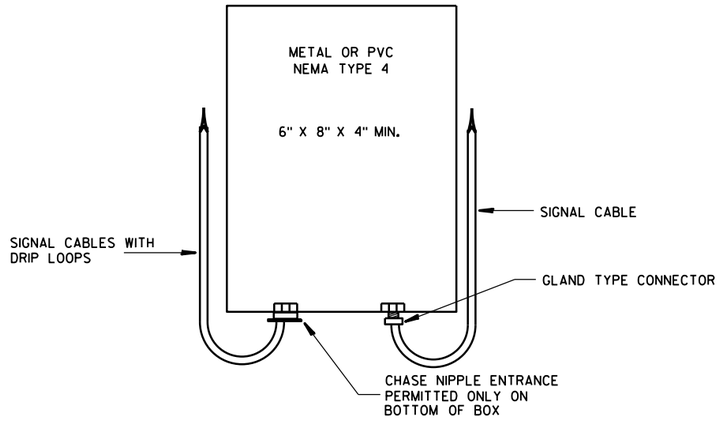
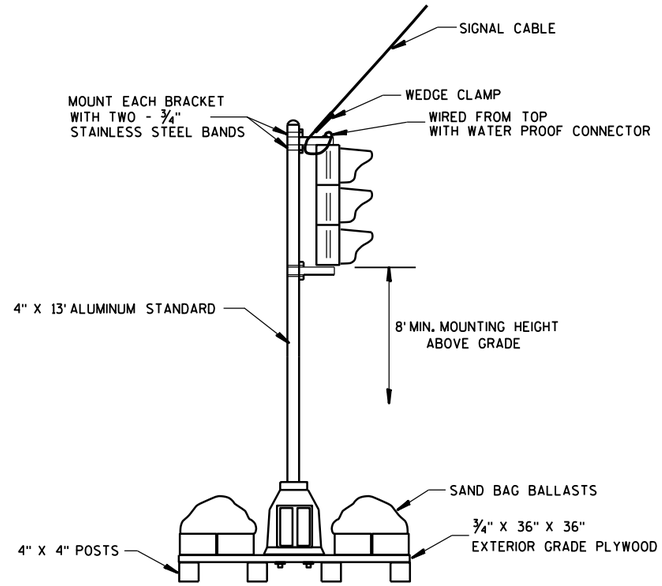
S.D.D. 9 G 1-4f

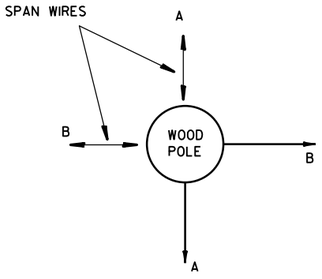




SPLICE BOX

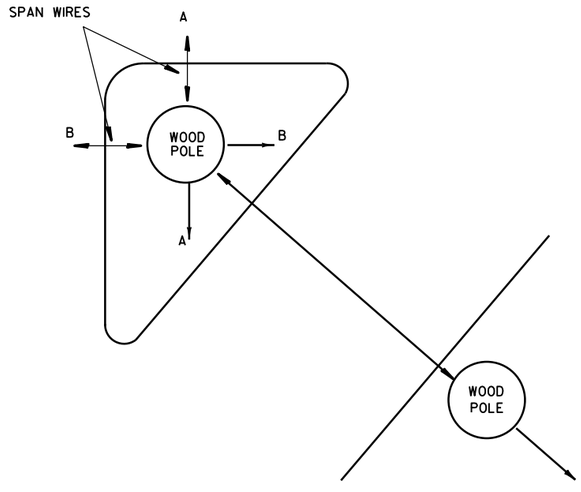


TYPICAL SKID TYPE TEMPORARY

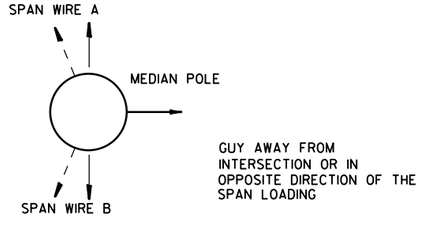


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



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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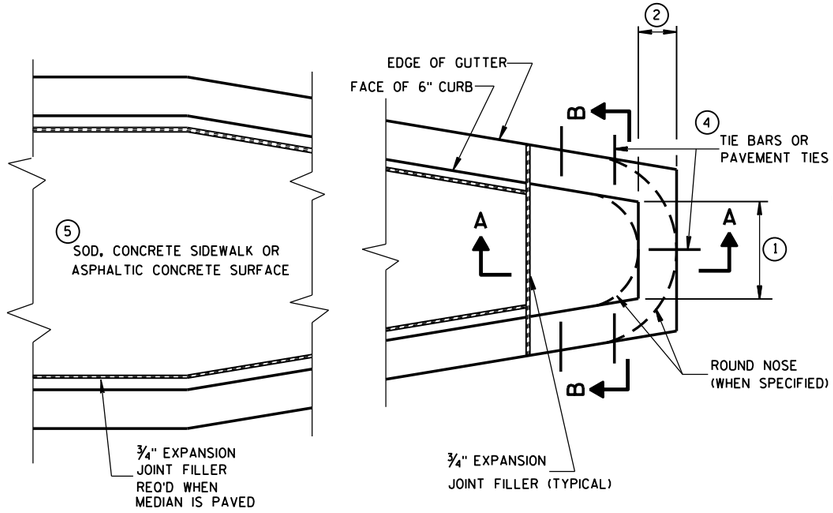
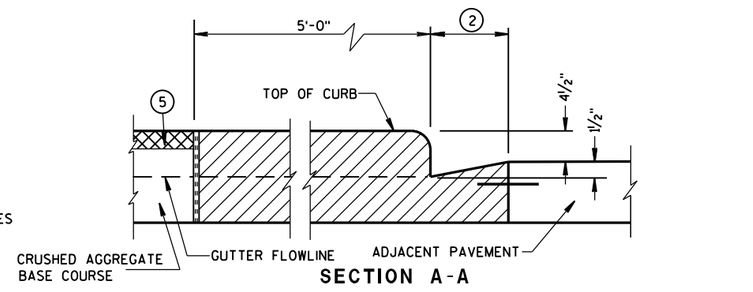
S.D.D. 9 G 1-4g





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.

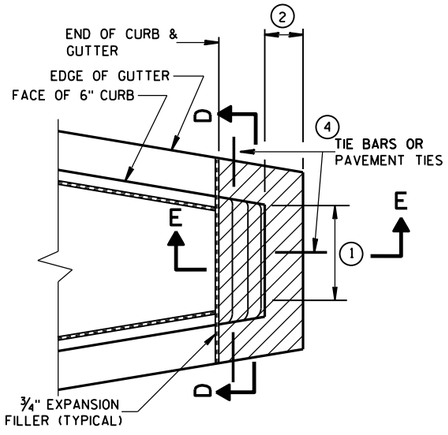
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

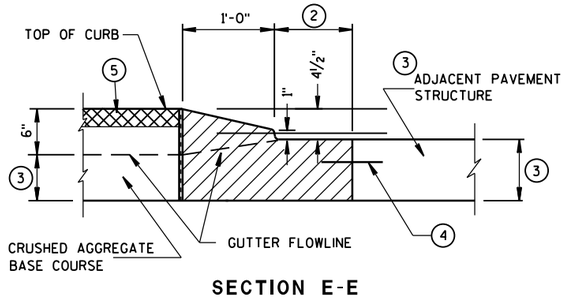
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

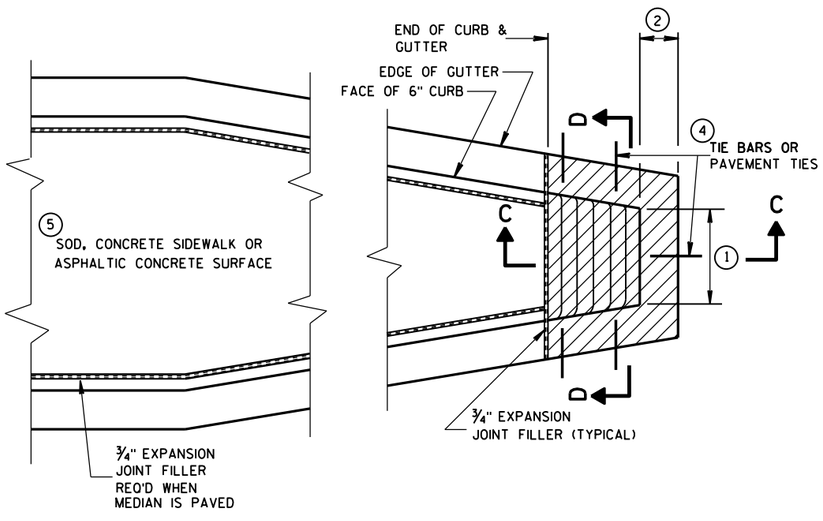
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

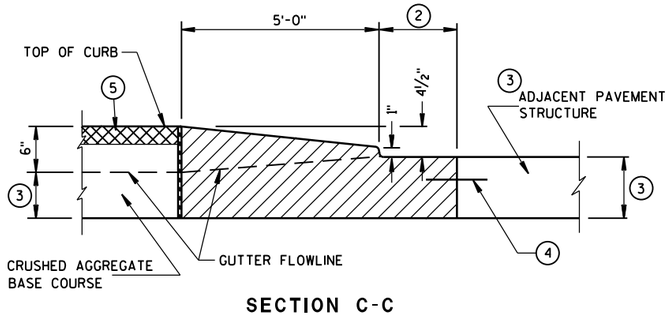
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



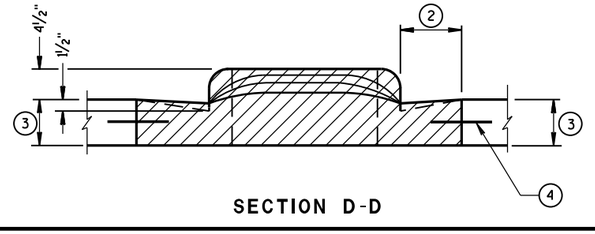


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

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S.D.D. 11 B 2-2

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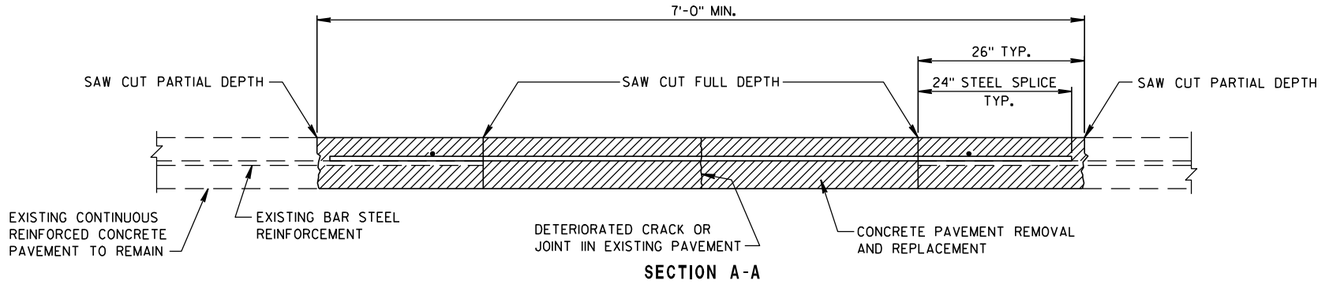
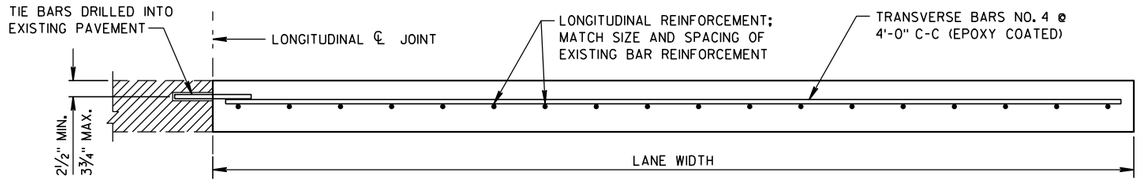
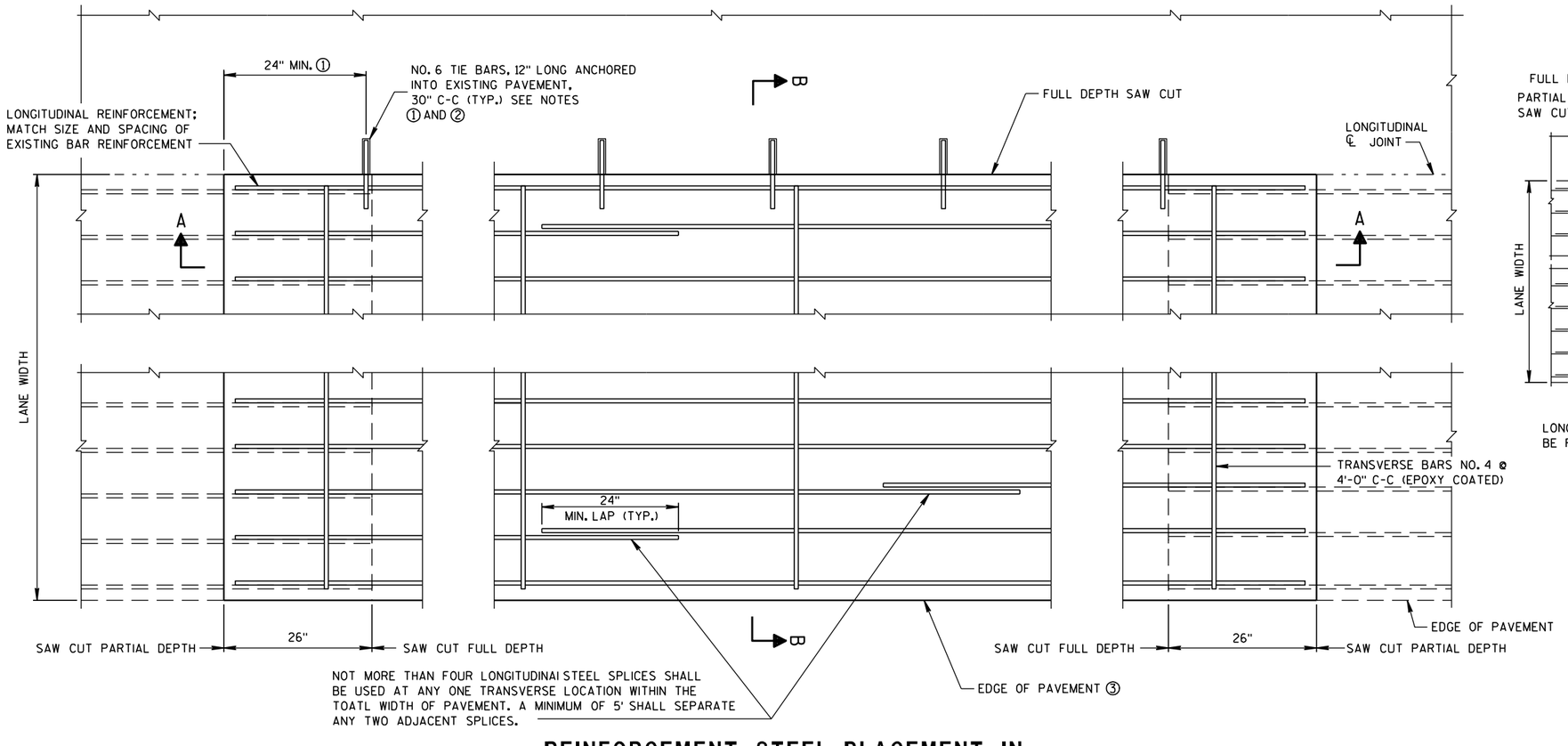
S.D.D. 11 B 2-2



SECTION A-A



SECTION B-B



NOT MORE THAN FOUR LONGITUDINAI STEEL SPLICES SHALL BE USED AT ANY ONE TRANSVERSE LOCATION WITHIN THE TOATL WIDTH OF PAVEMENT. A MINIMUM OF 5' SHALL SEPARATE ANY TWO ADJACENT SPLICES.

REINFORCEMENT STEEL PLACEMENT IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

PLACE ALL BAR STEEL REINFORCEMENT AT MID PAVEMENT DEPTH UNLESS OTHERWISE NOTED.

PAY FOR THE TRANSVERSE AND LONGITUDINAL JOINT SAW CUT AS LINEAR FEET OF "SAWING CONCRETE".

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, REPLACE THE PASSING LANE FIRST.

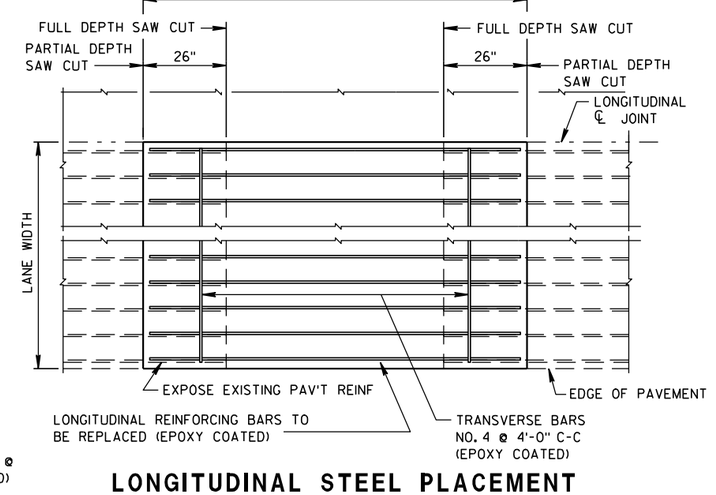
ADD TRANSVERSE STEEL BARS TO REPAIRS GREATER THAN 6'IN LENGTH, USE NO. 4 BARS PLACED TRANSVERSELY AND SPACED 4'C-C. PAYMENT SHALL BE INCIDENTAL TO "CONCRETE PAVEMENT CONTINUOUS REINFORCEMENT".

TIE ALL CONCRETE PAVEMENT REPAIRS WHICH ARE GREATER THAN 15'IN LENGTH, AND ARE ADJACENT TO EXISING CONCRETE PAVEMENT, TO THE EXISTING PAVEMENT USING TIE BARS. DETAILS FOR TIE BAR CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD DETAIL DRAWINGS.

① PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

② ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

③ SAW CUT THE LONGITUDINAL EDGE JOINT IF THE ADJACENT SHOULDER IS CONCRETE.



LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

PLAN VIEW

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT

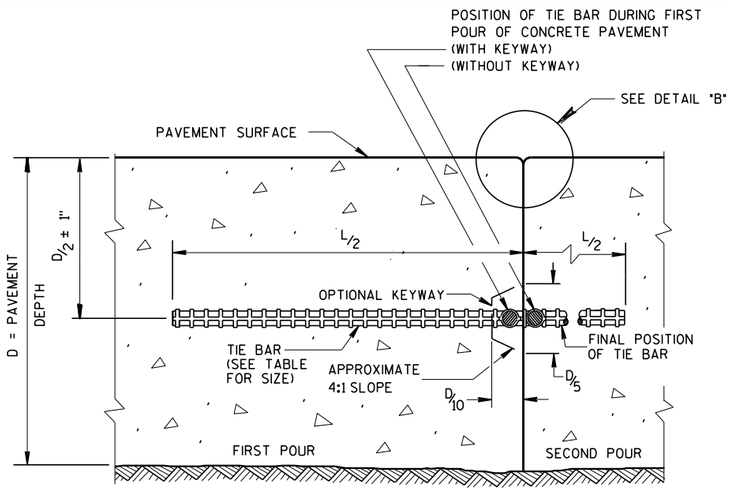
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

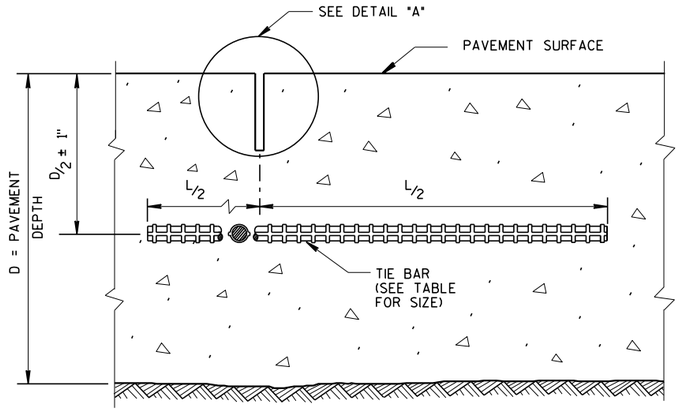
11/1/2011 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE NEER

FHWA



CONSTRUCTION JOINT



SAWED JOINT

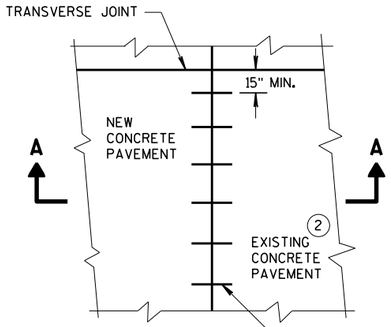
GENERAL NOTES

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

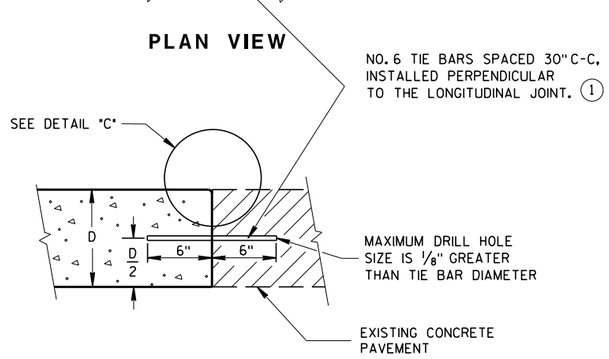
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

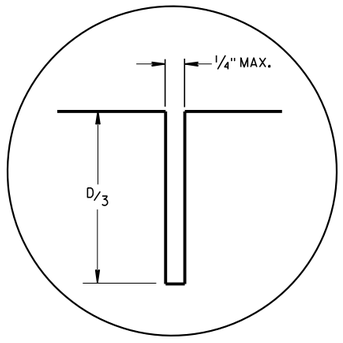


PLAN VIEW

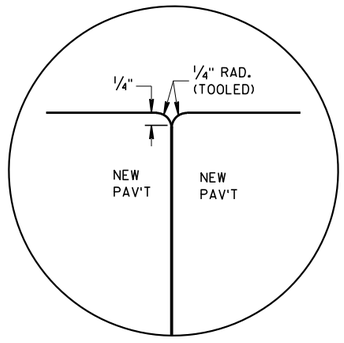


SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



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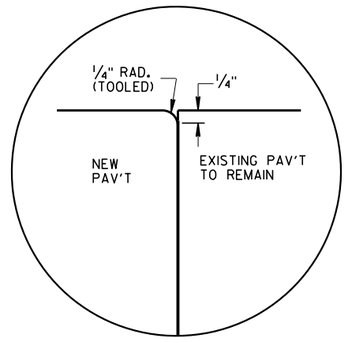


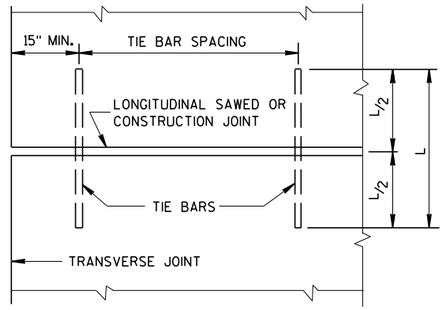
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	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
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

6

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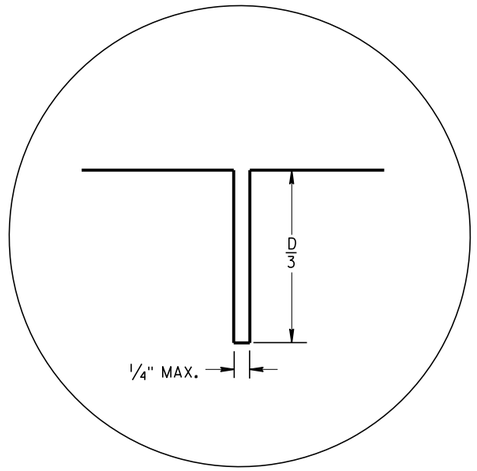
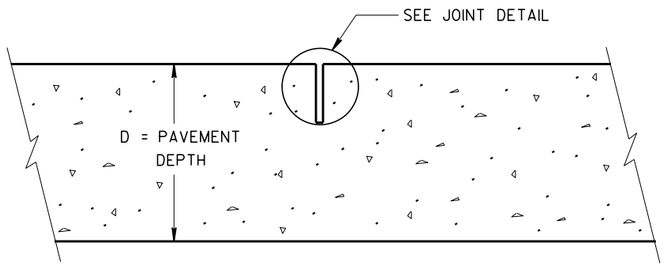
S.D.D. 13 C 1-19



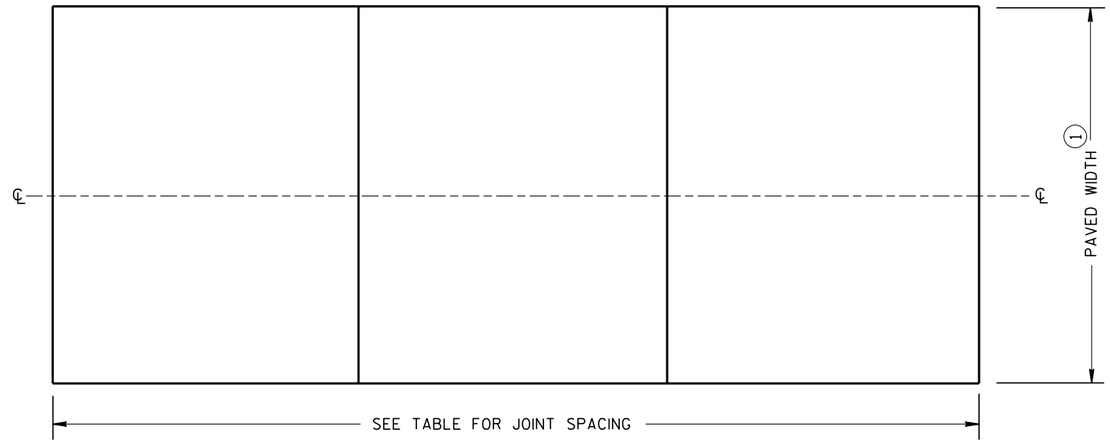
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

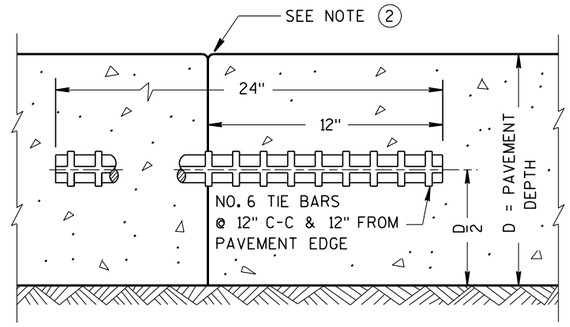
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPI

FHWA

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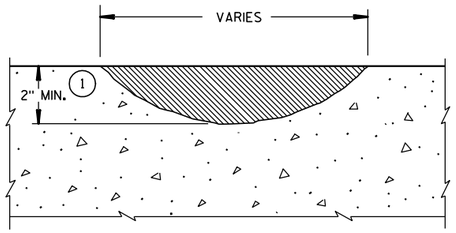
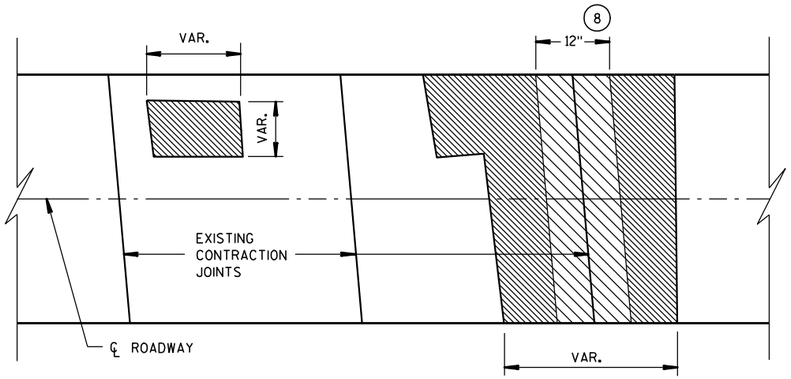
S.D.D. 13 C 4-17

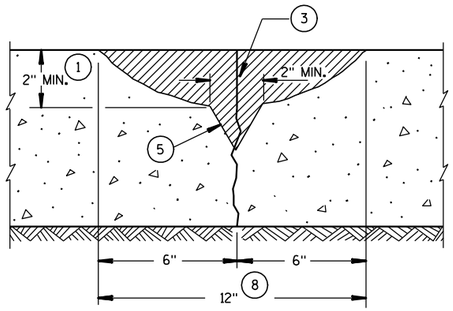


PROFILE VIEW

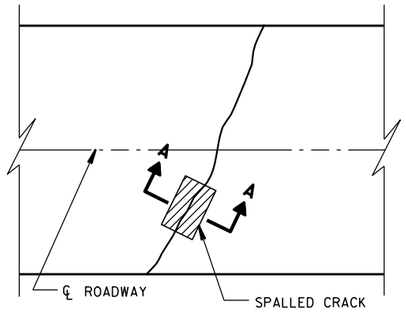


PLAN VIEW

SURFACE REPAIR



SECTION A-A

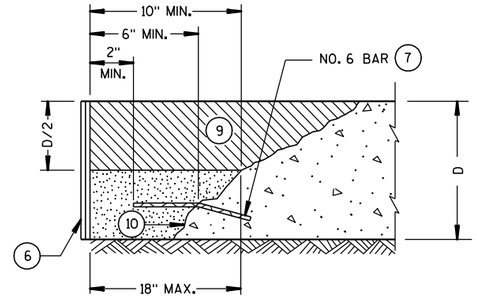


PLAN VIEW

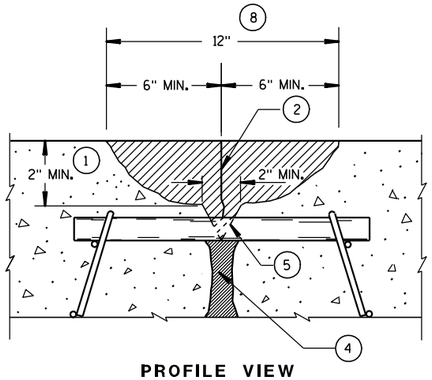
CRACK REPAIR

GENERAL NOTES

1. REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF DOWELS.
2. IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
3. COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR.
4. CLEAN, DRY SAND WHEN NECESSARY.
5. REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE.
6. ¼" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER.
7. PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT.
8. OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR.
9. PAID AS JOINT OR CRACK REPAIR.
10. FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE.
11. BEYOND 18" WILL BE PAID AS SURFACE REPAIR.

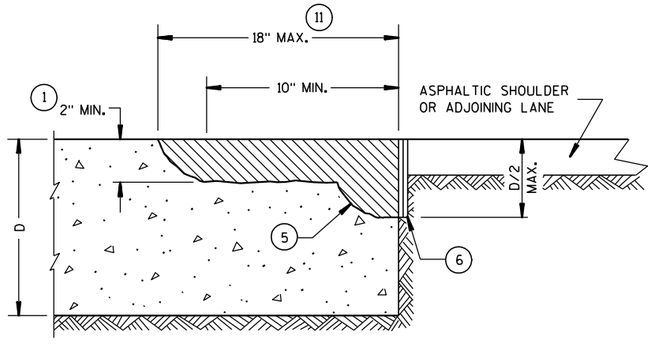


PROFILE VIEW

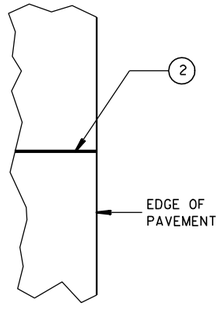


PROFILE VIEW

JOINT REPAIR

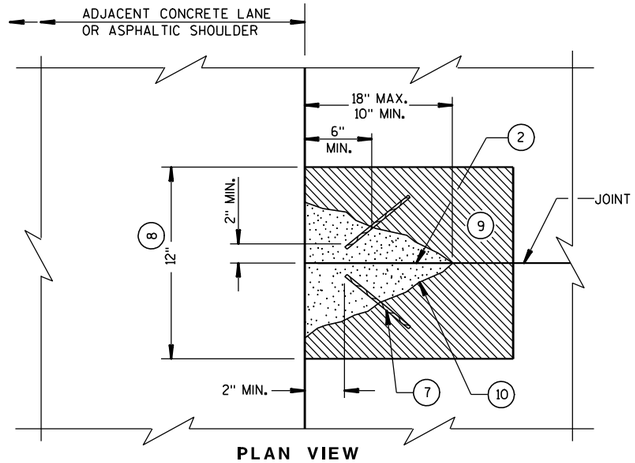


PROFILE VIEW



PLAN VIEW

EDGE REPAIR



PLAN VIEW

FULL DEPTH REPAIR ADJUSTMENT

CONCRETE PAVEMENT PARTIAL DEPTH REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/03 DATE
/S/ Bill Ducke PAVEMENT ENGR
FHWA

6

S.D.D. 13 C 8-2

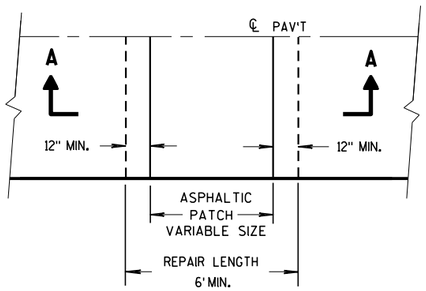
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

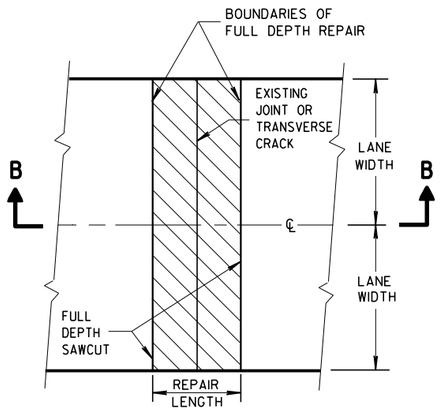
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

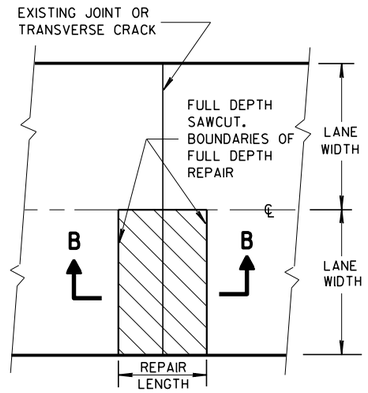
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

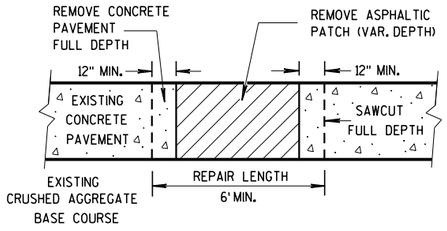


PLAN VIEW
(DOUBLE LANE REPAIR)



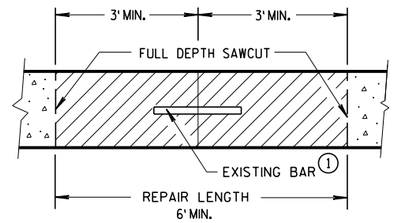
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

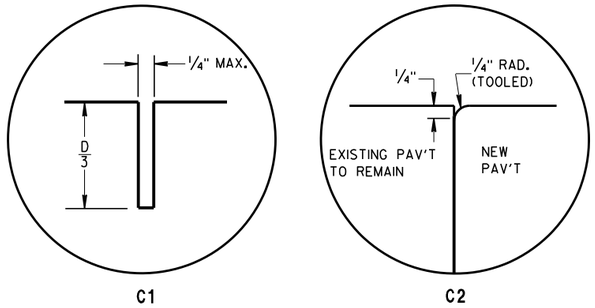
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 9-15a



C1 C2

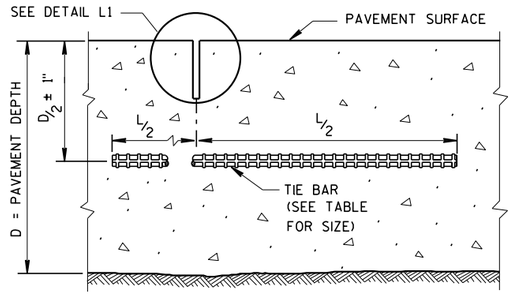
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	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.



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

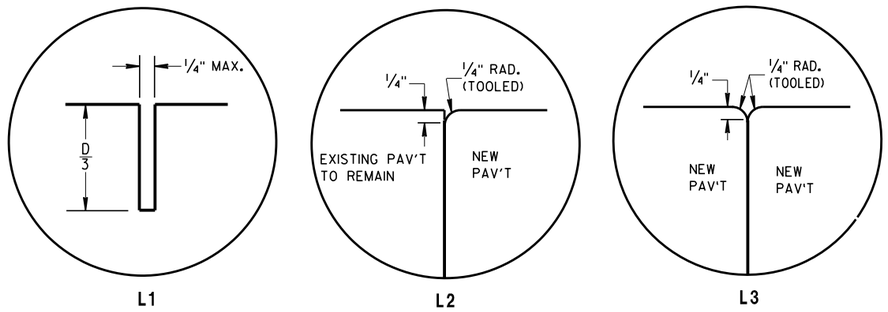
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

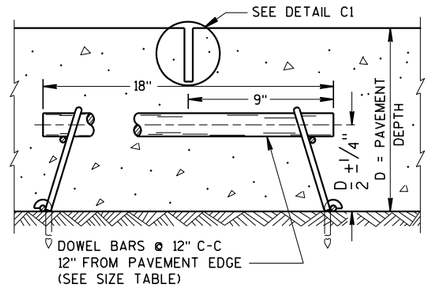
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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



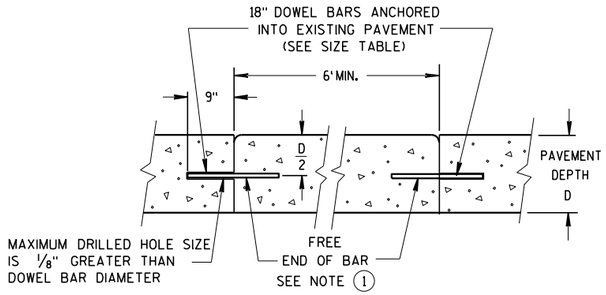
L1 L2 L3

LONGITUDINAL JOINTS

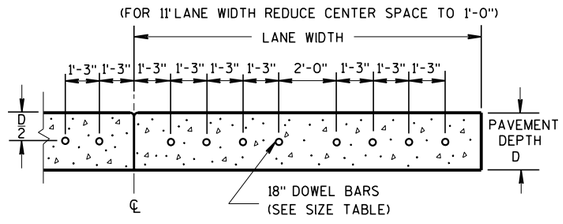


SECTION F-F

CONTRACTION JOINT



SECTION D-D

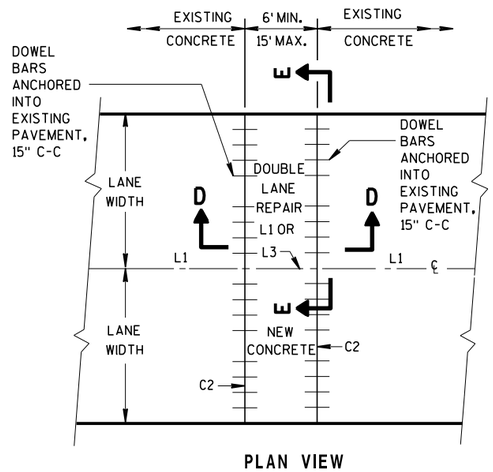


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

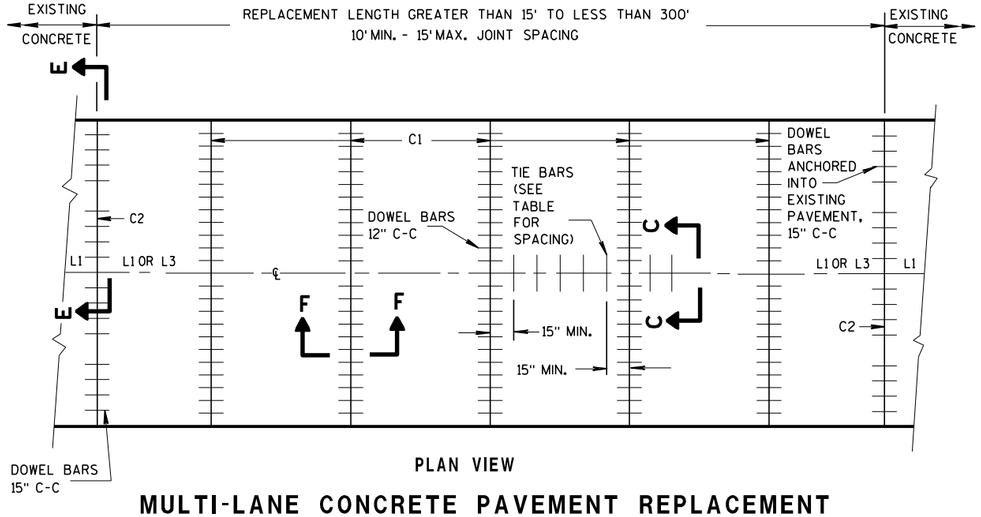
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

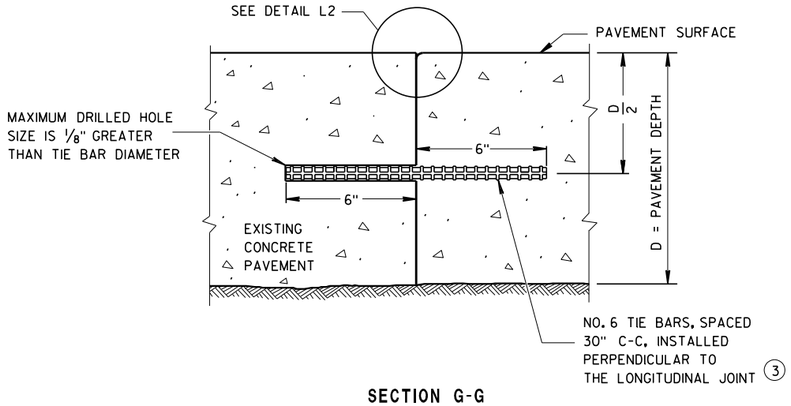
MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT



SECTION G-G

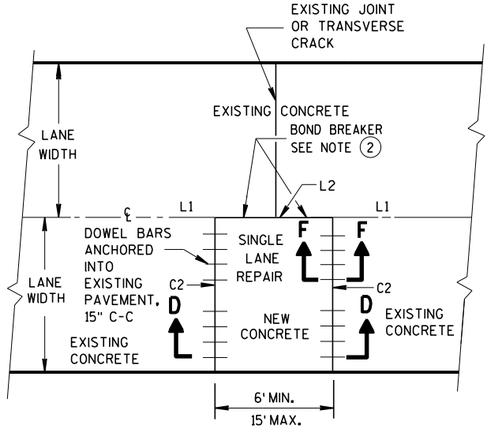
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

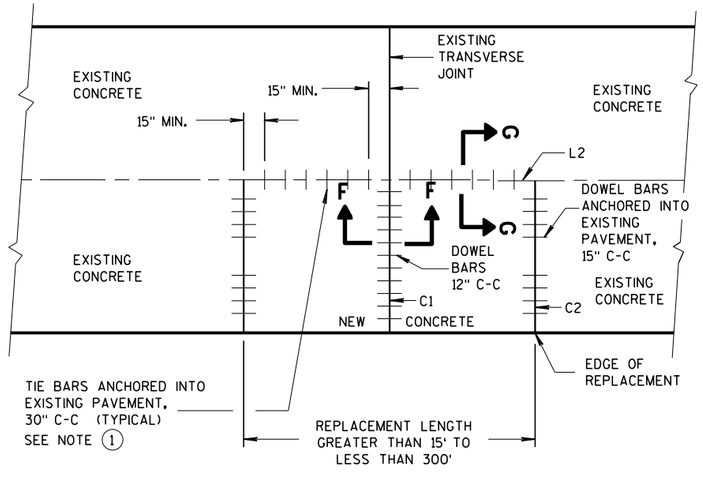
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

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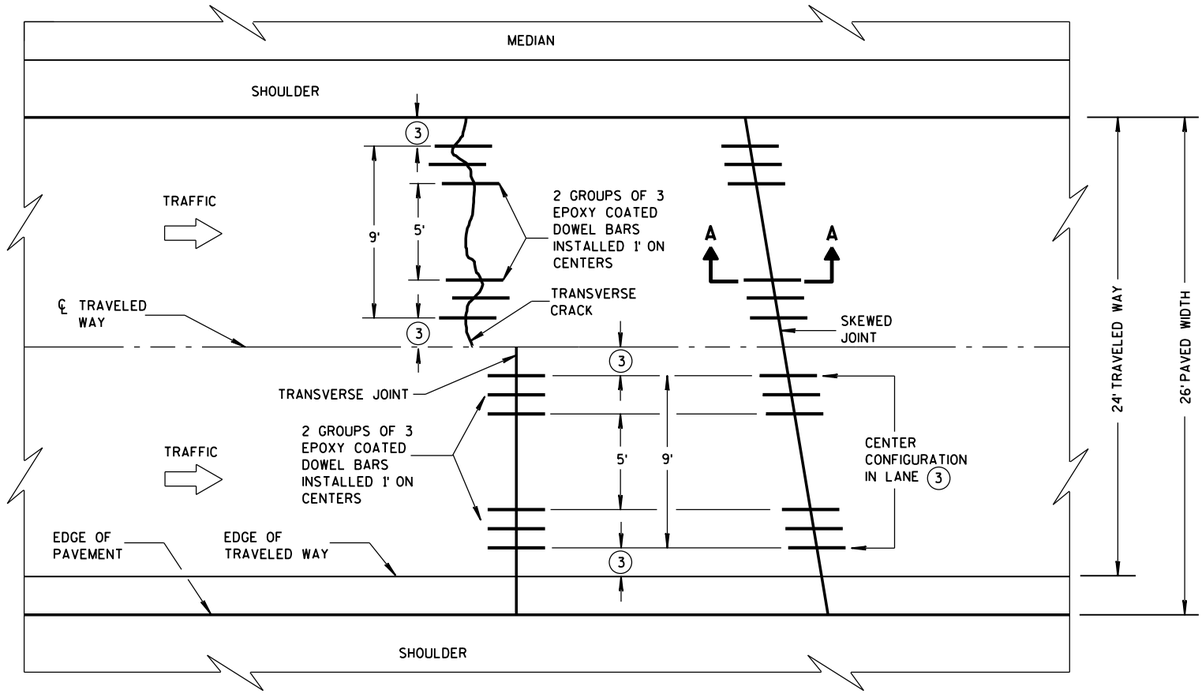
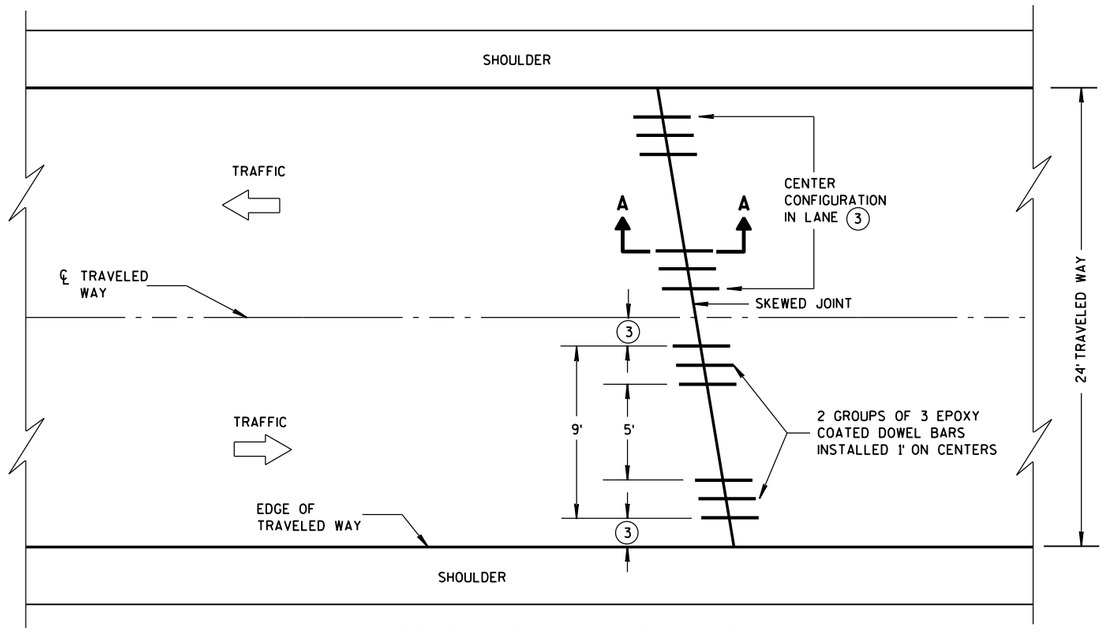
S.D.D. 13 C 9-15c



RETROFIT DOWEL BAR SPACING
DIVIDED HIGHWAY



RETROFIT DOWEL BAR SPACING
TWO-LANE TWO-WAY HIGHWAY

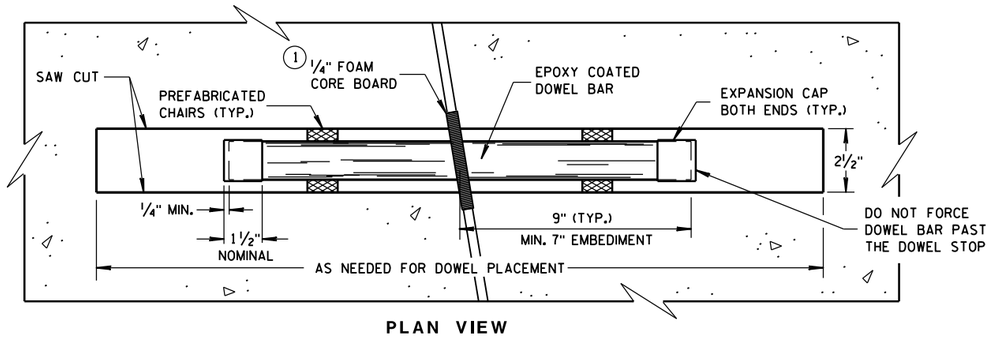
GENERAL NOTES

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

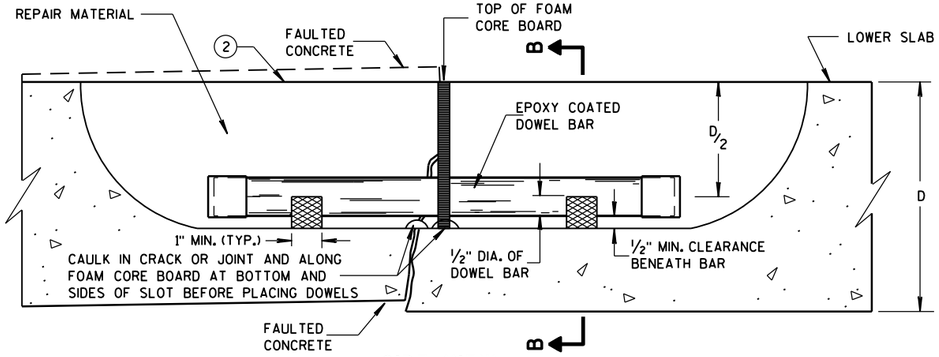
(1) FOAM CORE BOARD IS TO BE SIZED AND SHAPED TO FIT INTO THE JOINT OR CRACK, EXTEND TO OR BEYOND THE TOP SURFACE OF THE LOWER SLAB, AND FIT TIGHTLY AROUND THE DOWEL.

(2) FINISHED ELEVATION AFTER CONTINUOUS DIAMOND GRINDING, WHEN REQUIRED.

(3) SAW THE SLOTS SO THAT THE OUTERMOST AND INNERMOST SLOTS ARE EQUALLY SPACED FROM THE EDGE OF PAVEMENT AND THE LONGITUDINAL JOINT, RESPECTIVELY.



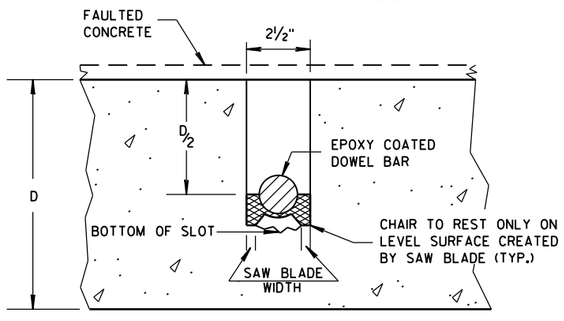
PLAN VIEW



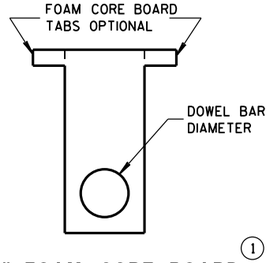
SIDE VIEW

SECTION A-A

DOWEL BAR INSTALLATION DETAIL



SECTION B-B



1/4" FOAM CORE BOARD (1)

PAVEMENT DEPTH	DOWEL BAR SIZE
9" OR LESS	1 1/4" X 18"
MORE THAN 9"	1 1/2" X 18"

DOWEL BAR SIZE TABLE

RETROFIT DOWEL BAR INSTALLATION

RETROFIT DOWEL BARS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2014 — DATE
/S/ Laura Fenley — PAVEMENT POLICY & DE ... NEER
FHWA

6

S.D.D. 13 C 10-2

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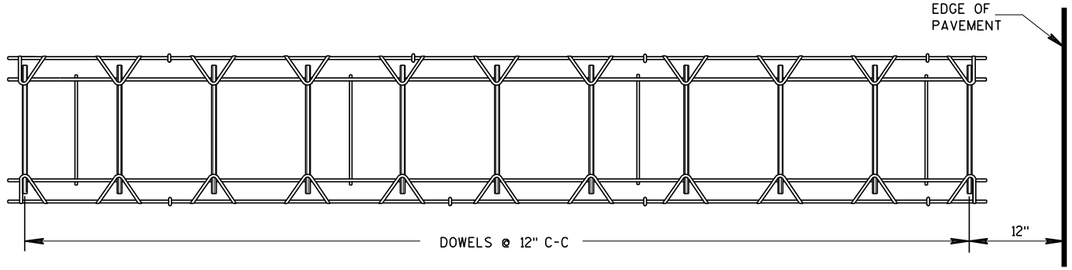
S.D.D. 13 C 10-2



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

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

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

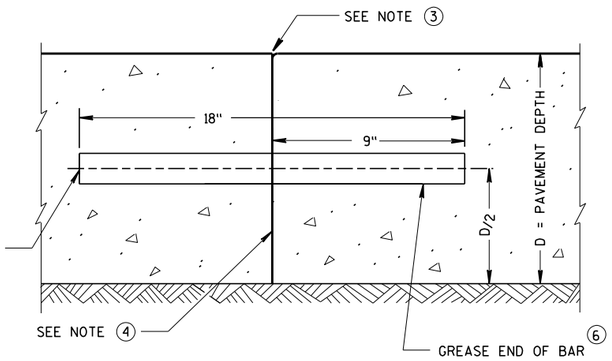
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

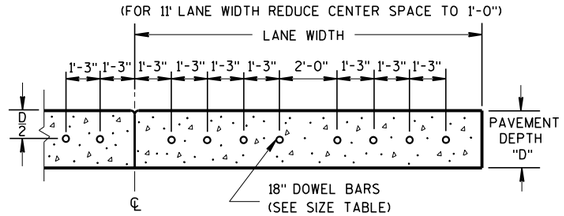
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL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

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

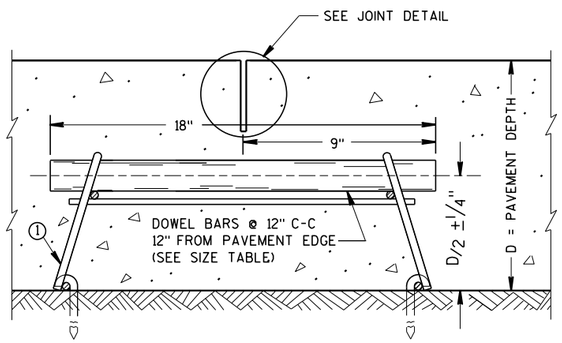
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



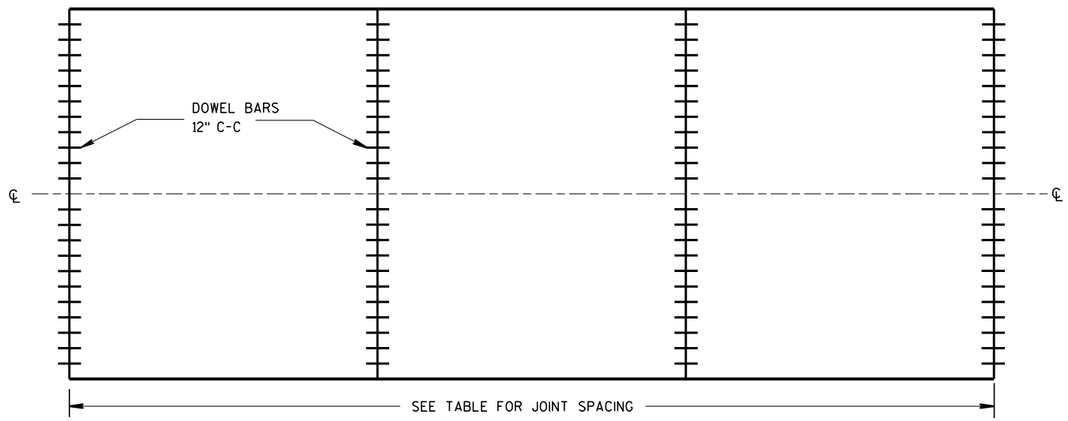
TRANSVERSE CONSTRUCTION JOINT



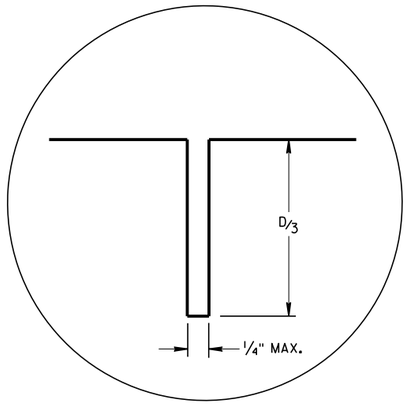
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

6

S.D.D. 13 C 13-9

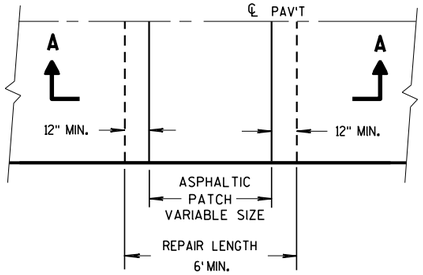
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

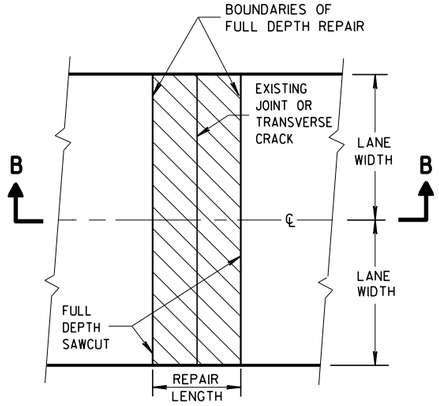
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

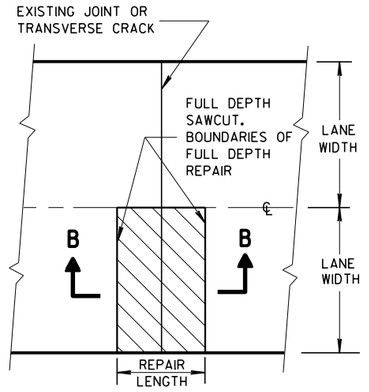
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

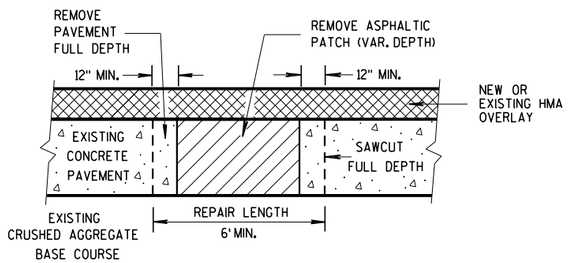


PLAN VIEW
(DOUBLE LANE REPAIR)



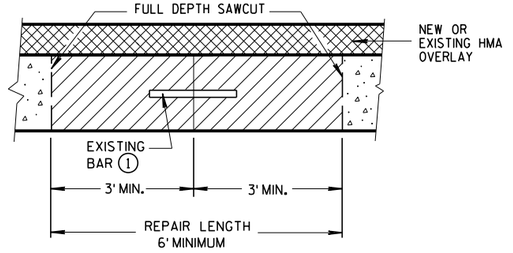
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

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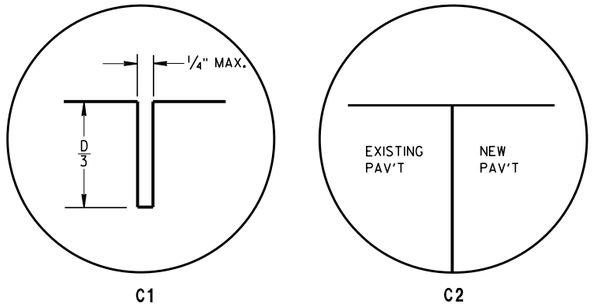
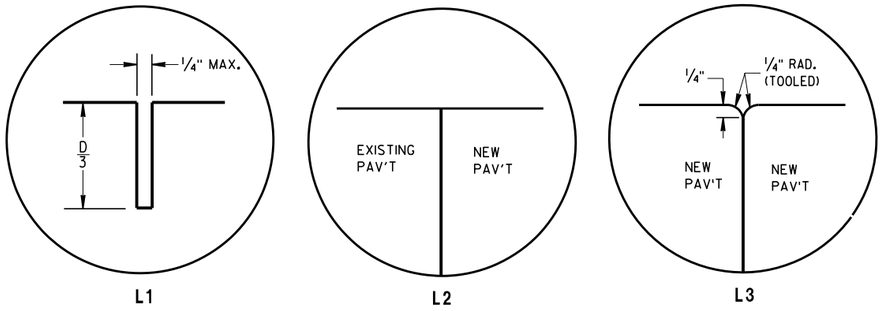
S.D.D. 13 C 14-7a

S.D.D. 13 C 14-7a

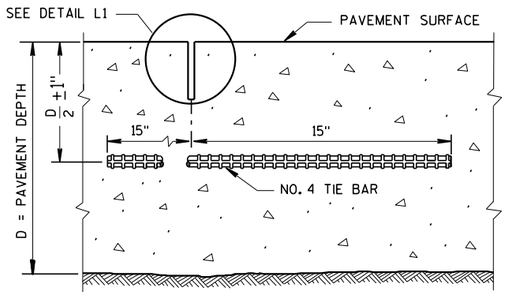
BASE PATCHING CONCRETE



TRANSVERSE JOINTS

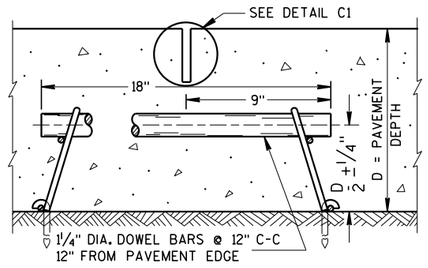


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

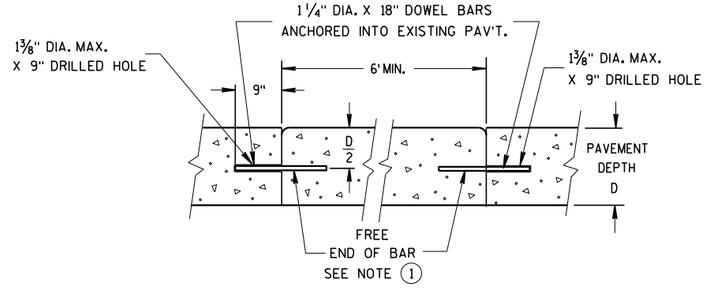
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

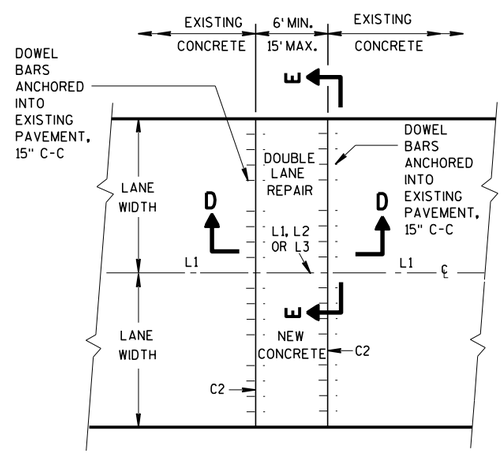
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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

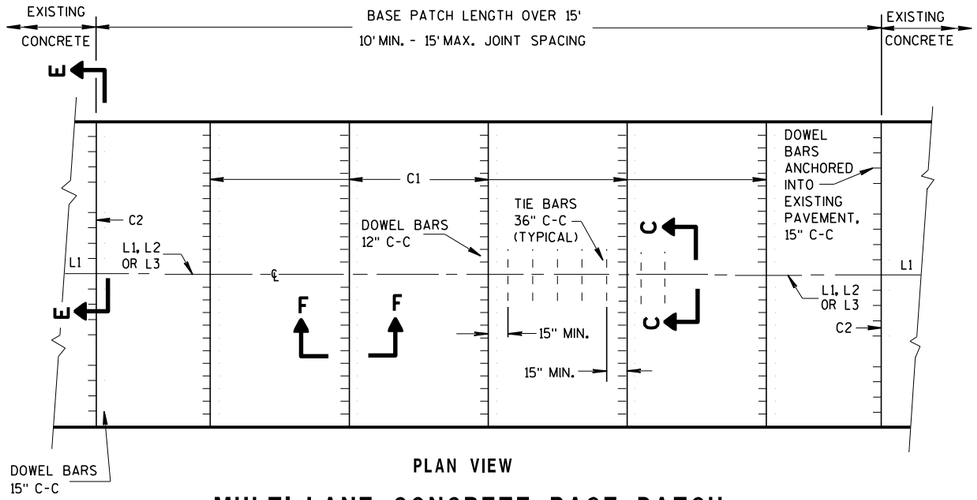


SECTION D-D



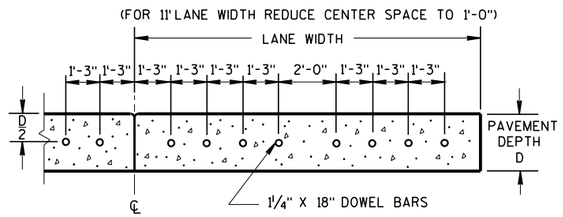
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

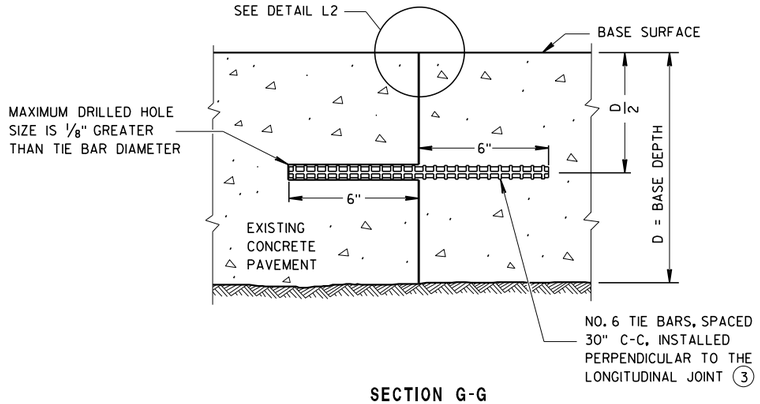


SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

6
S.D.D. 13 C 14-7b



SECTION G-G

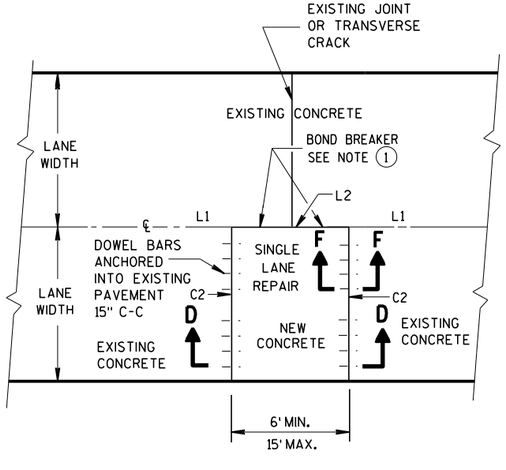
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

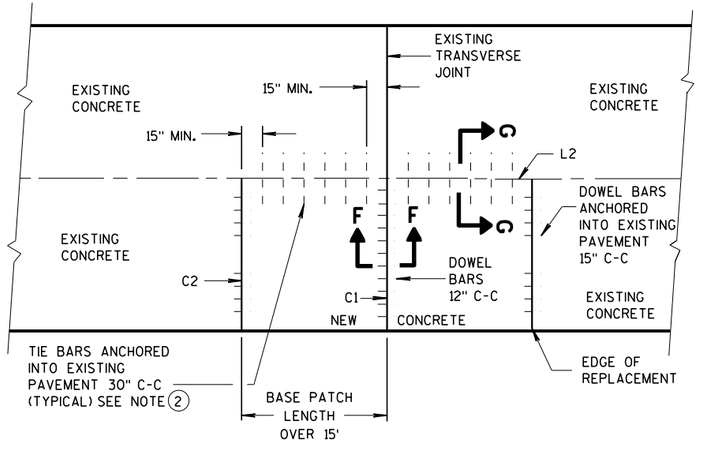
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

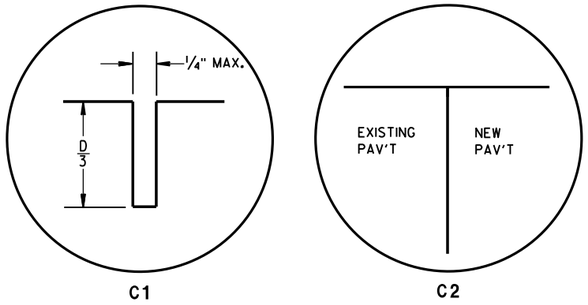
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

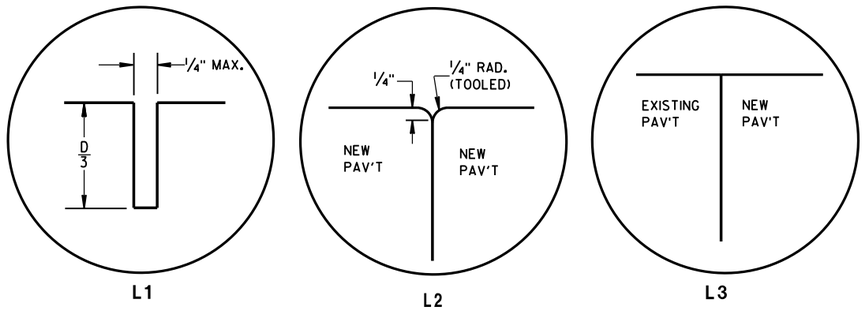
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

6

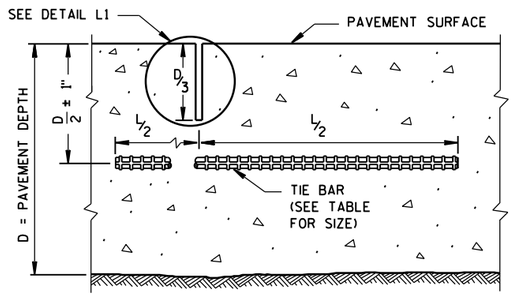
S.D.D. 13 C 14-7c



TRANSVERSE JOINTS

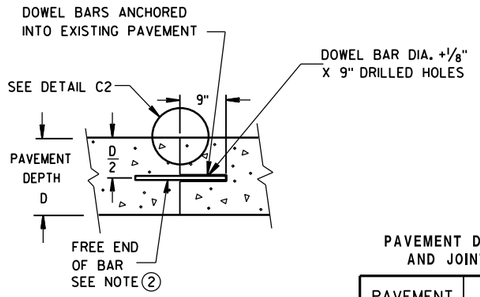


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

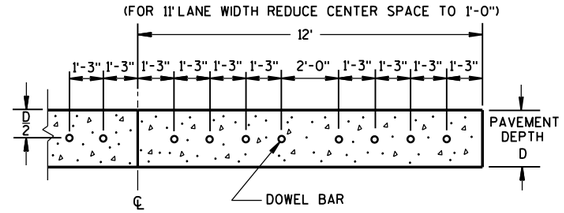
GENERAL NOTES

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

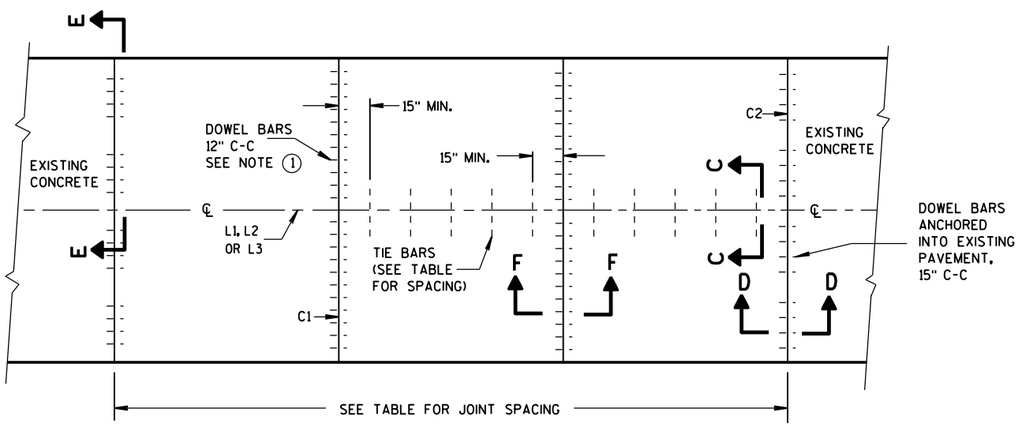
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

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" **

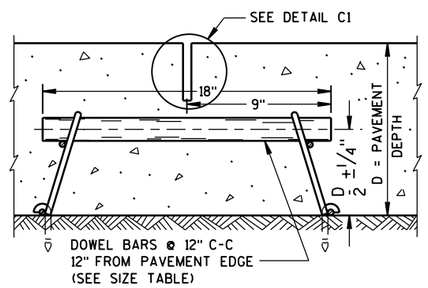
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** 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

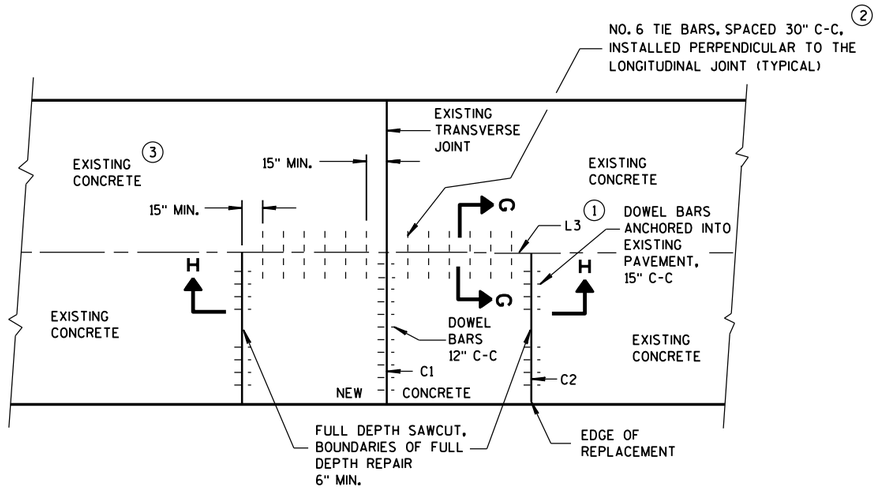
CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 15-6a



PLAN VIEW

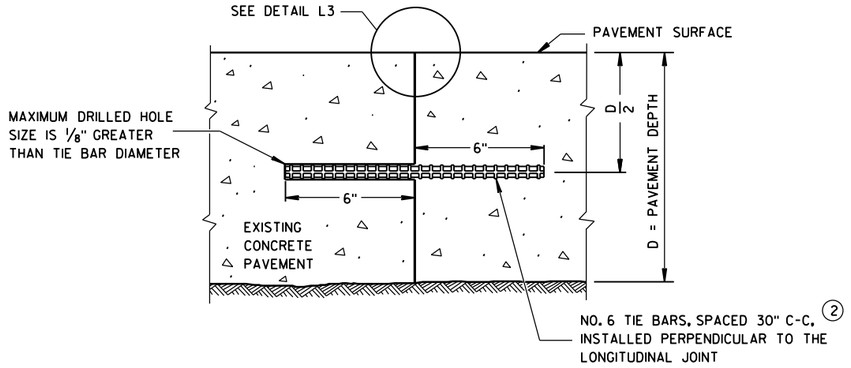
SINGLE LANE CONCRETE BASE REPAIR

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.

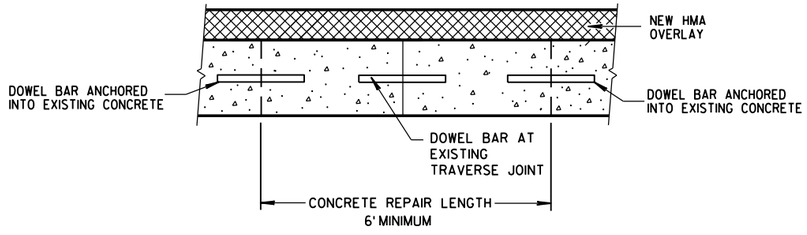
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



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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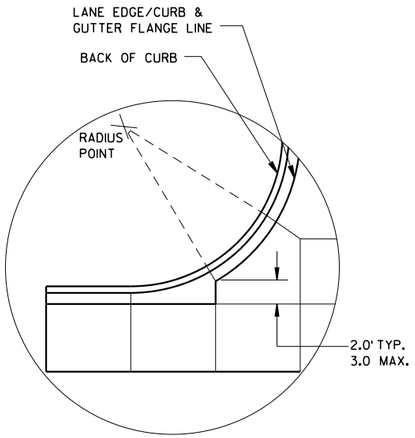
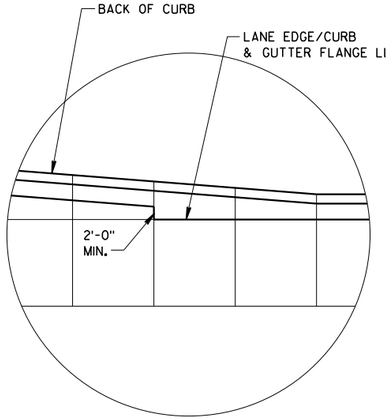
S.D.D. 13 C 15-6b



DETAIL "A"



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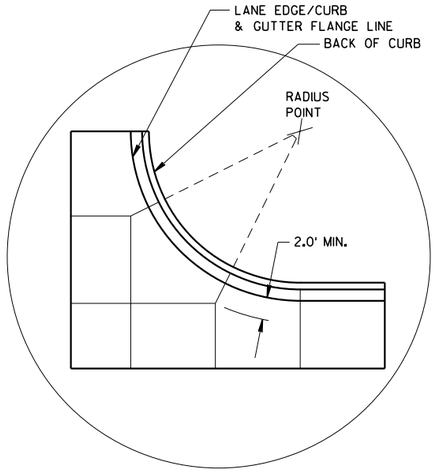
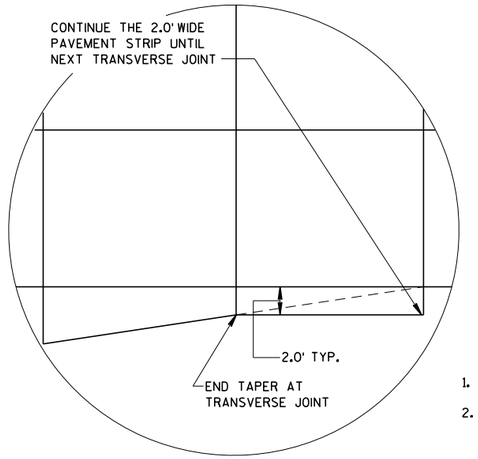


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

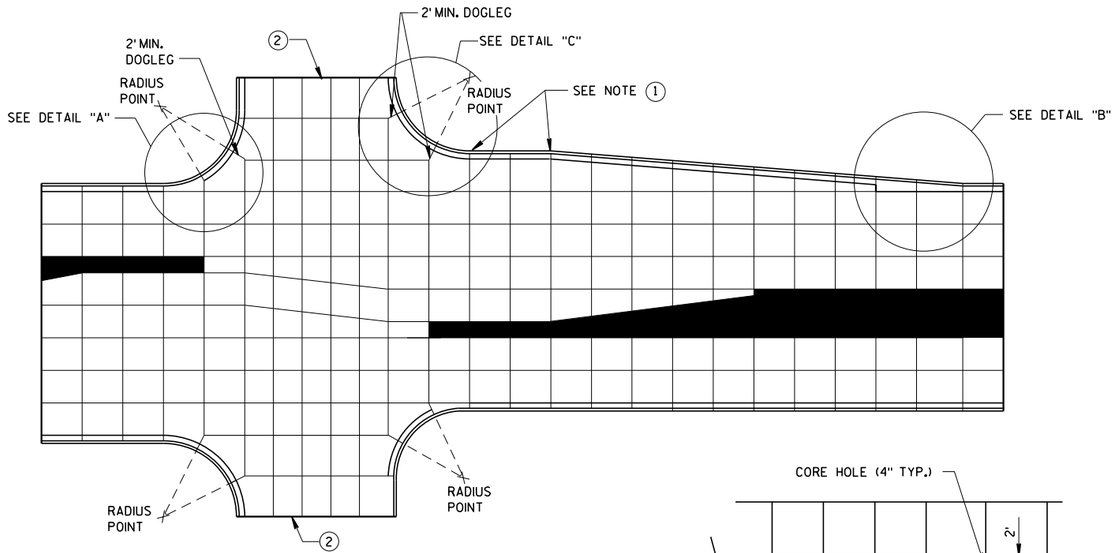
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

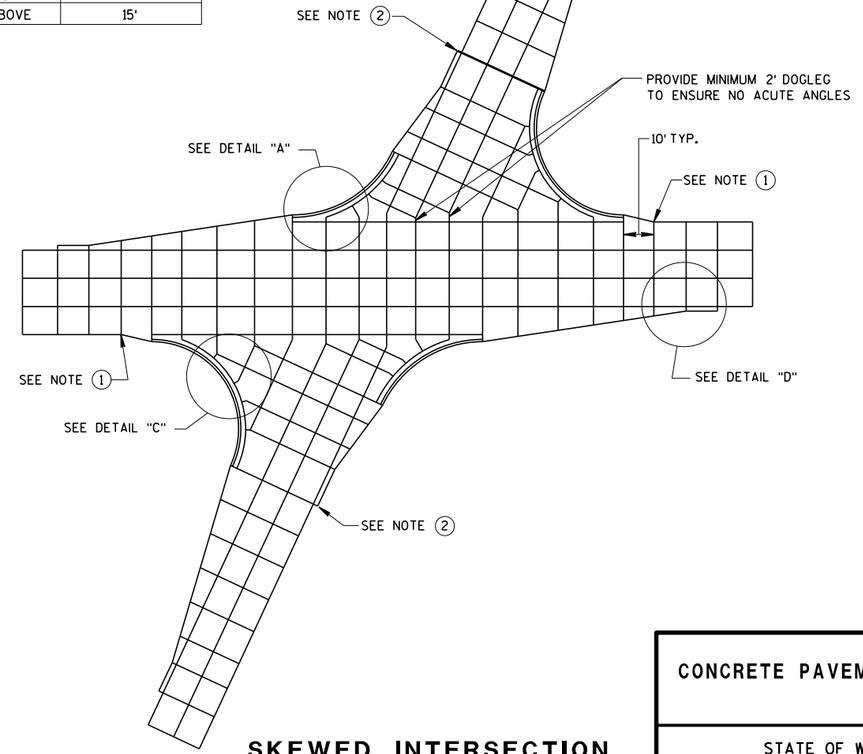
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



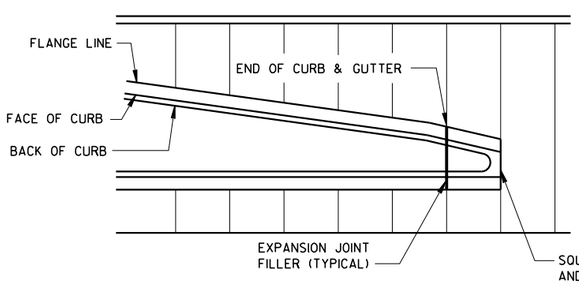
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

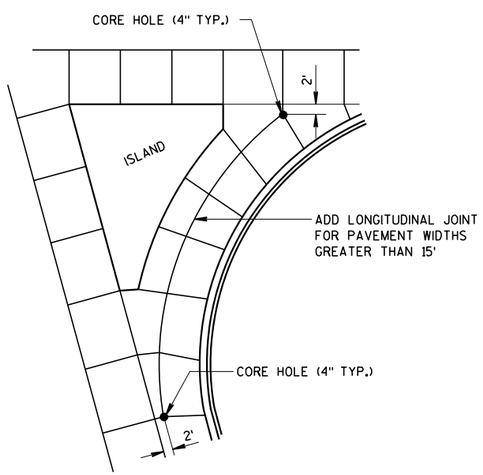
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

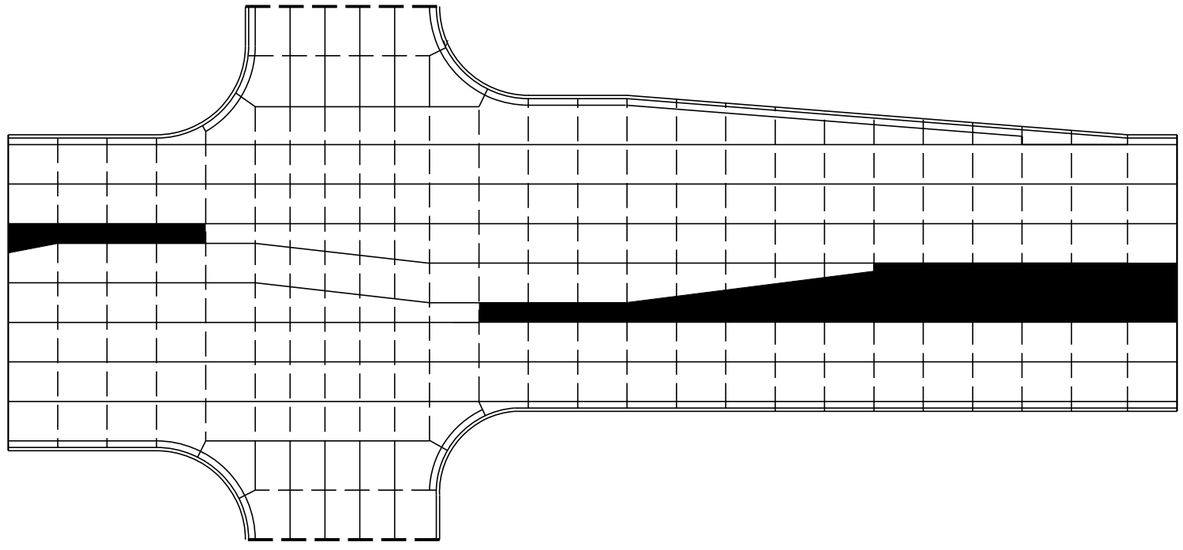
CONCRETE PAVEMENT JOINTING

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

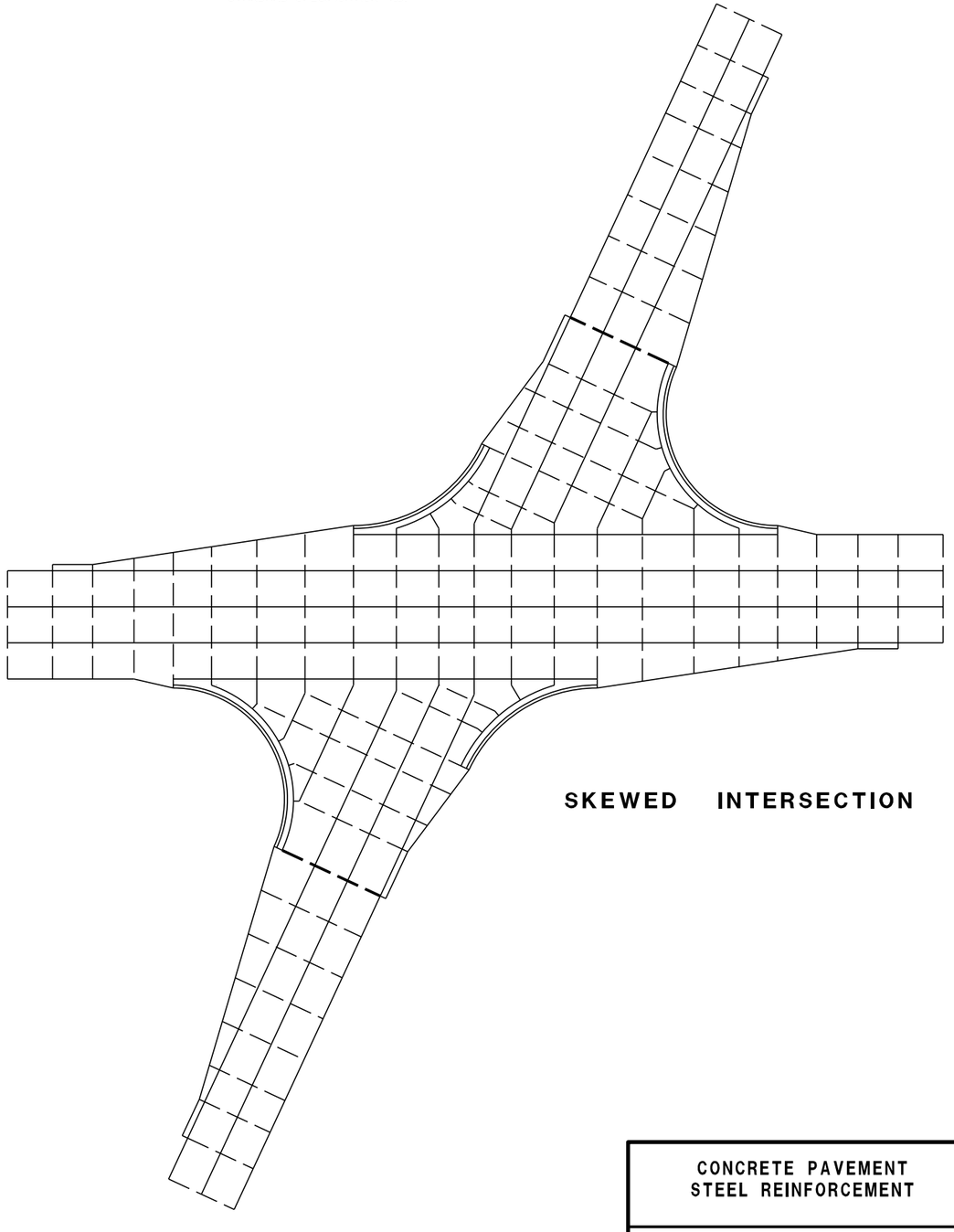
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

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S.D.D. 13 C 18-6b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

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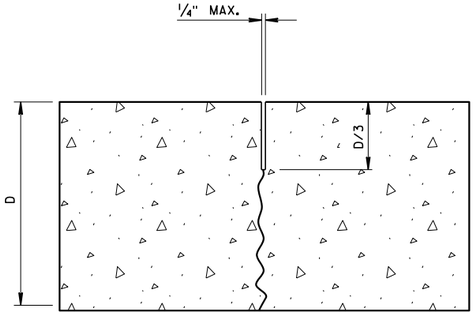
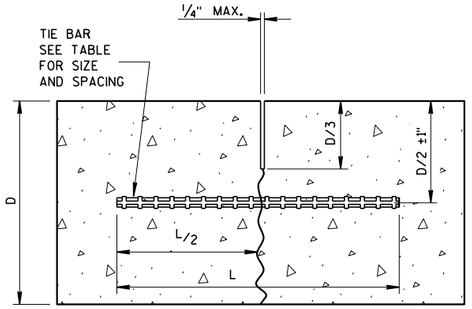
S.D.D. 13 C 18-6b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

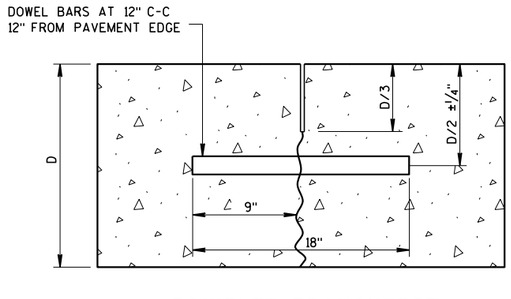
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* 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.

GENERAL NOTES

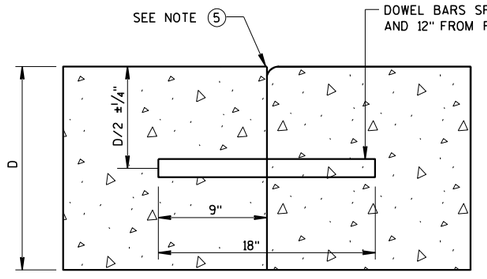
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



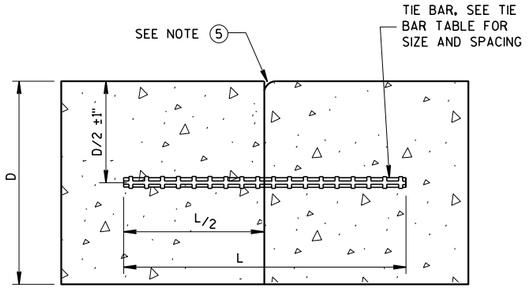
DOWELED-TRANSVERSE

CONTRACTION JOINTS

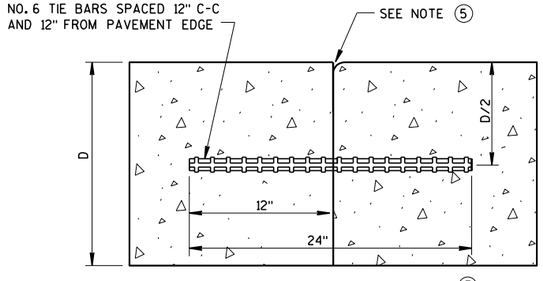
SEE NOTE (2)



DOWELED TRANSVERSE (3)

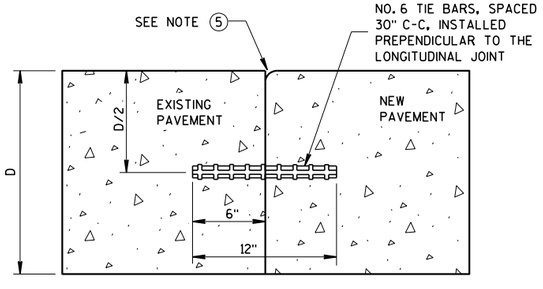


TIED LONGITUDINAL



TIED TRANSVERSE (3)

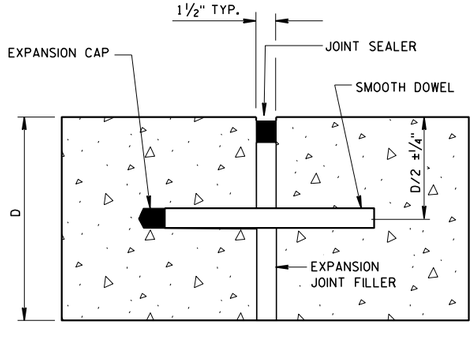
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

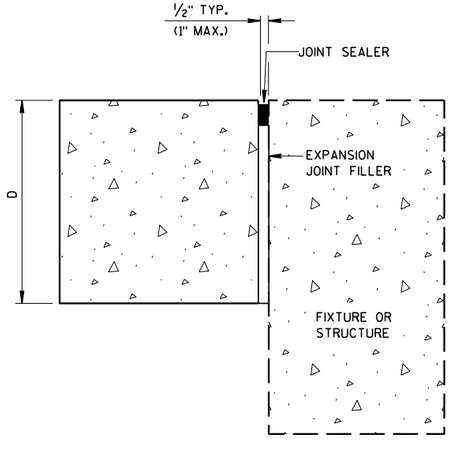
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

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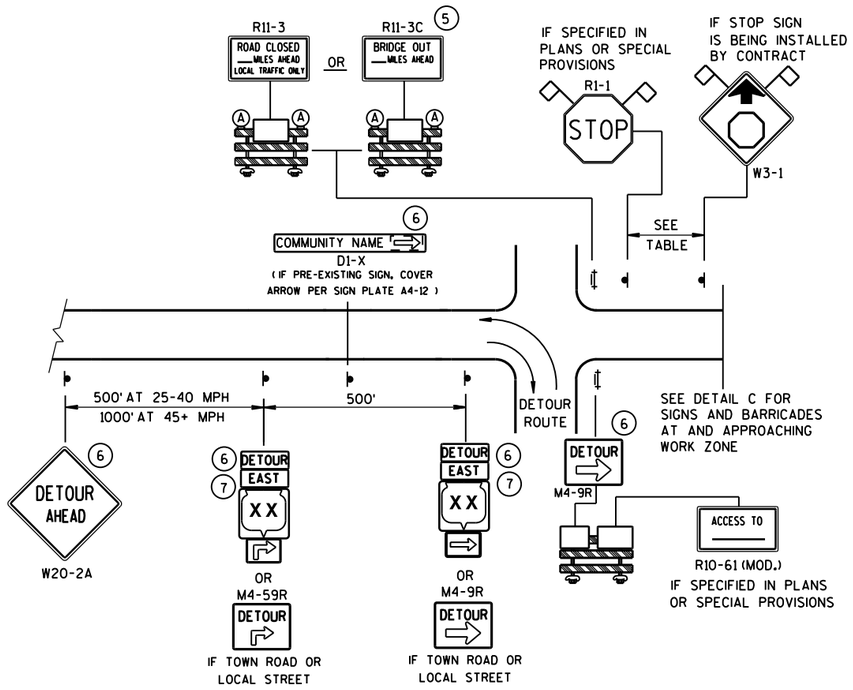
S.D.D. 13 C 18-6c

S.D.D. 13 C 18-6c

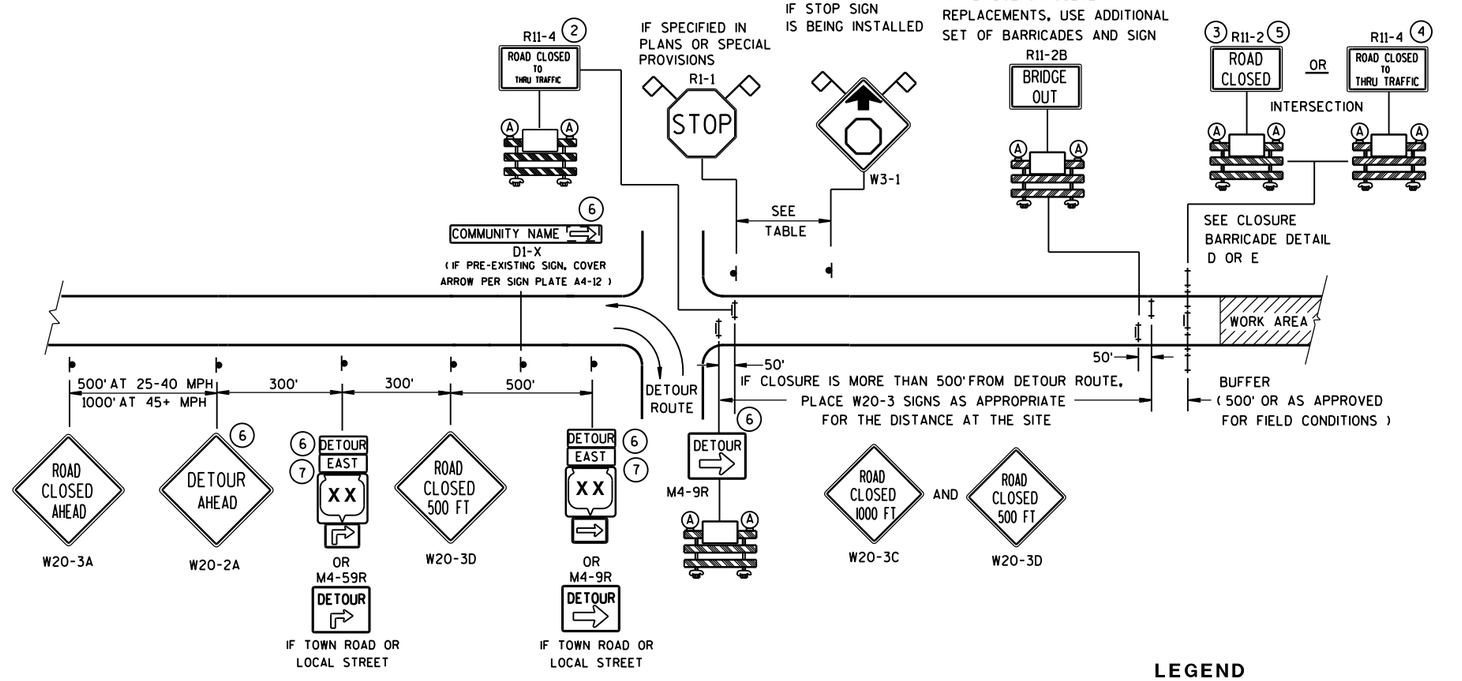
CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



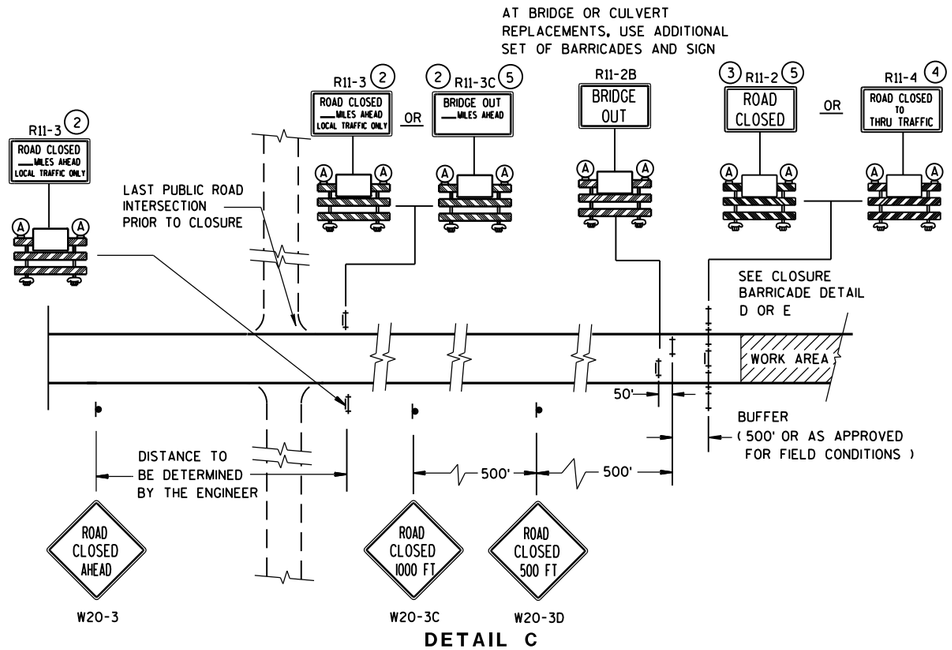
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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S.D.D. 15 C 2-6a

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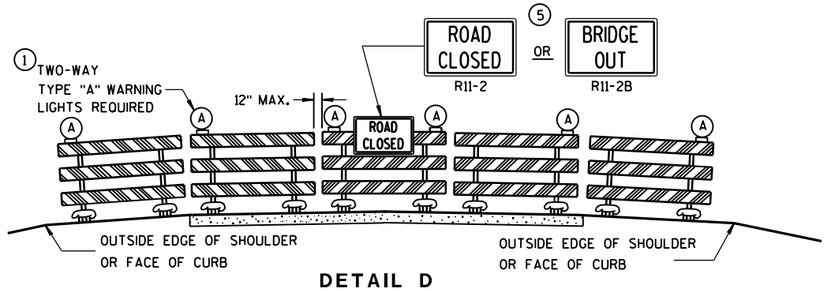
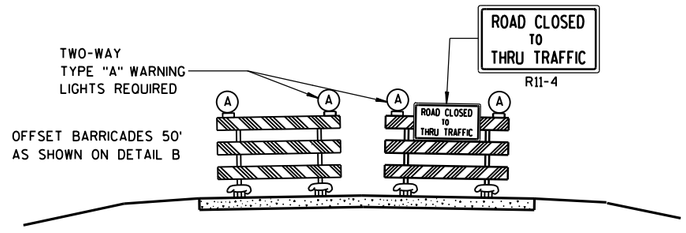
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI
FHWA

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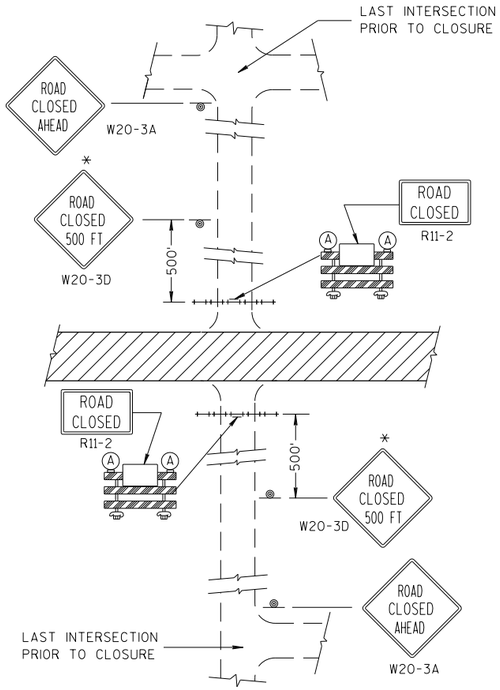
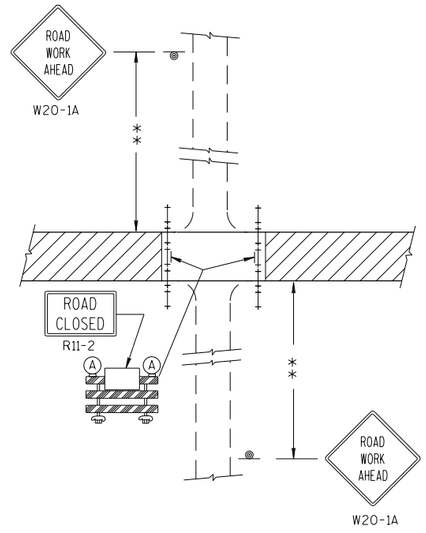
S.D.D. 15 C 2-6b



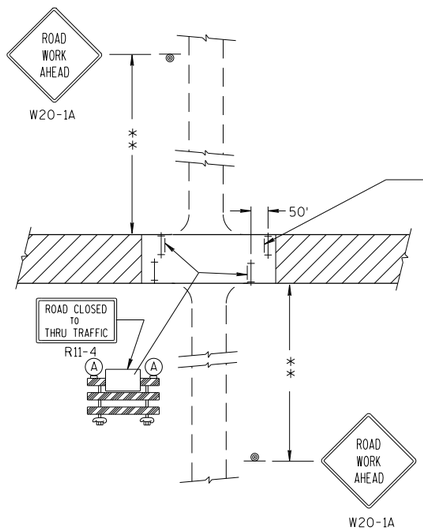
DETAIL 1

(NO ACCESS TO PROJECT)



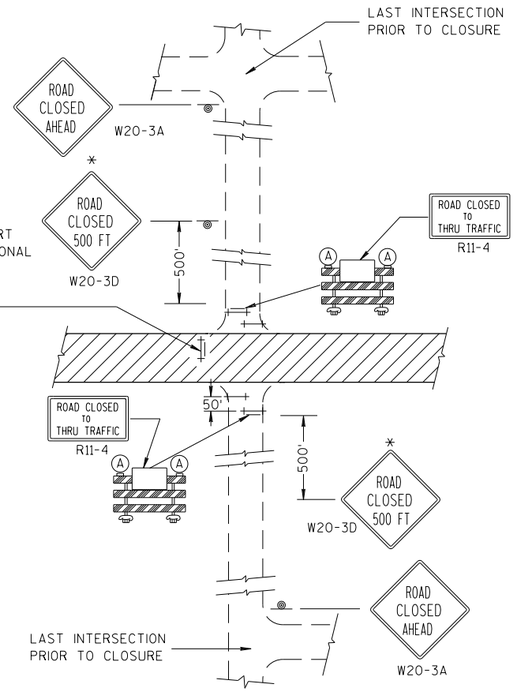
DETAIL 2

(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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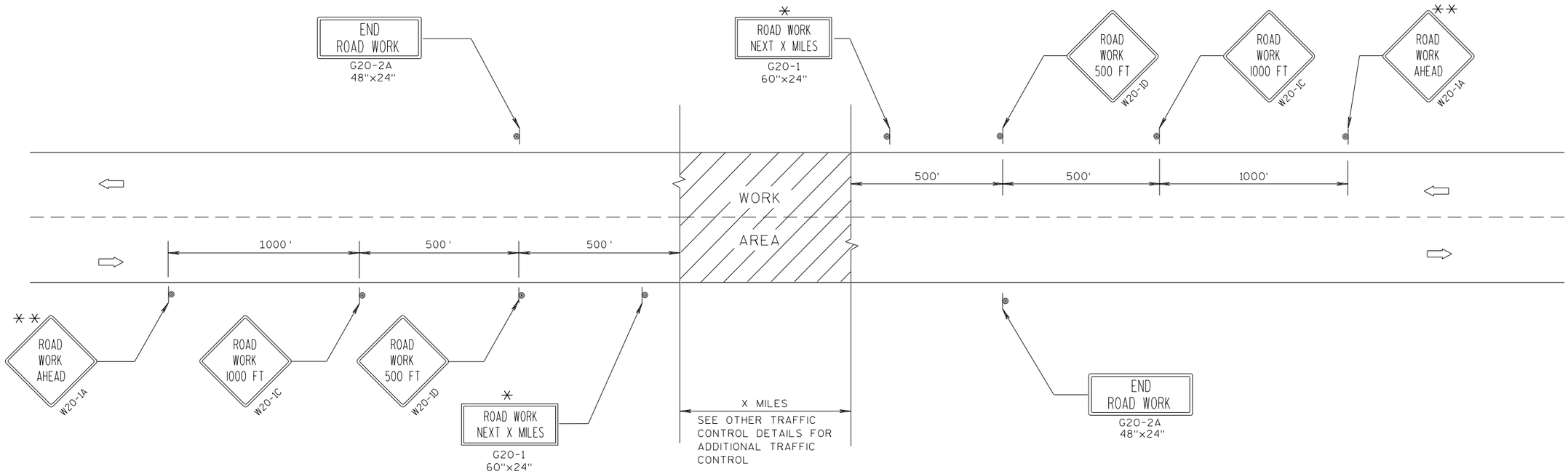
S.D.D. 15 C 3-5

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 MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

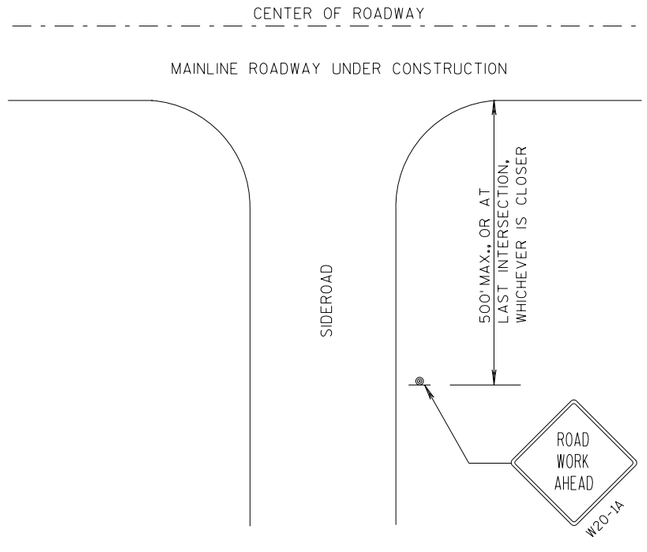
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

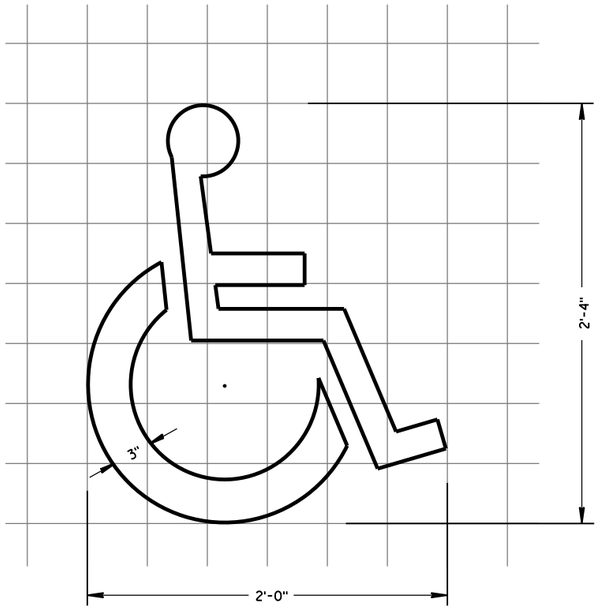
APPROVED
7/2018 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

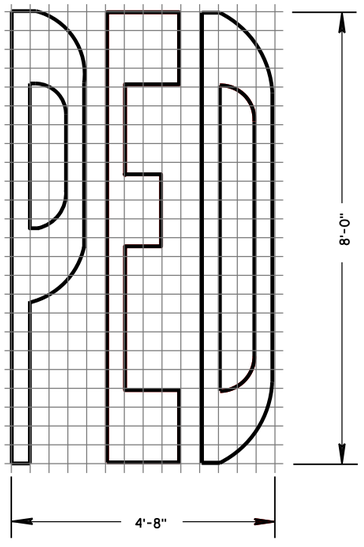
S.D.D. 15 C 4-5

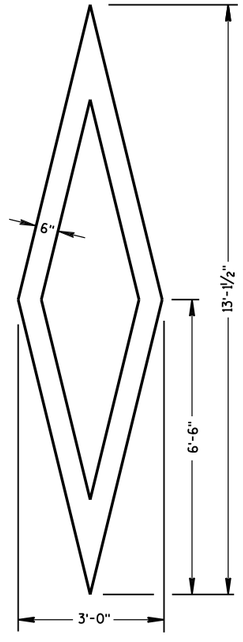
GENERAL NOTES

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.



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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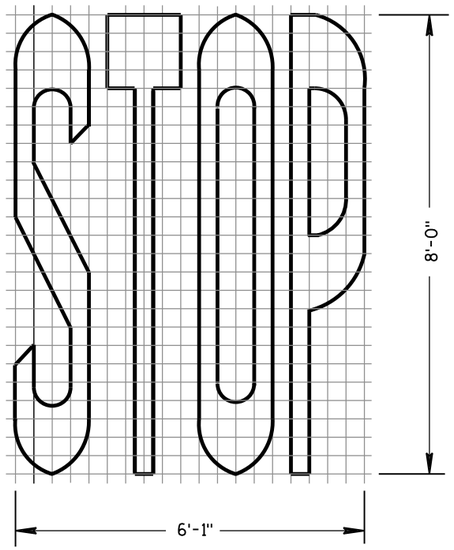
June 2017 — DATE

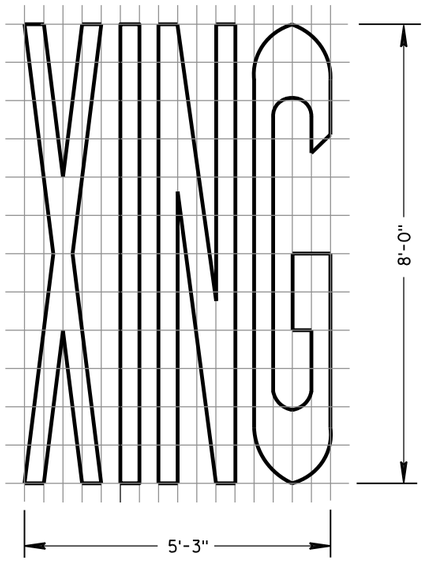
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

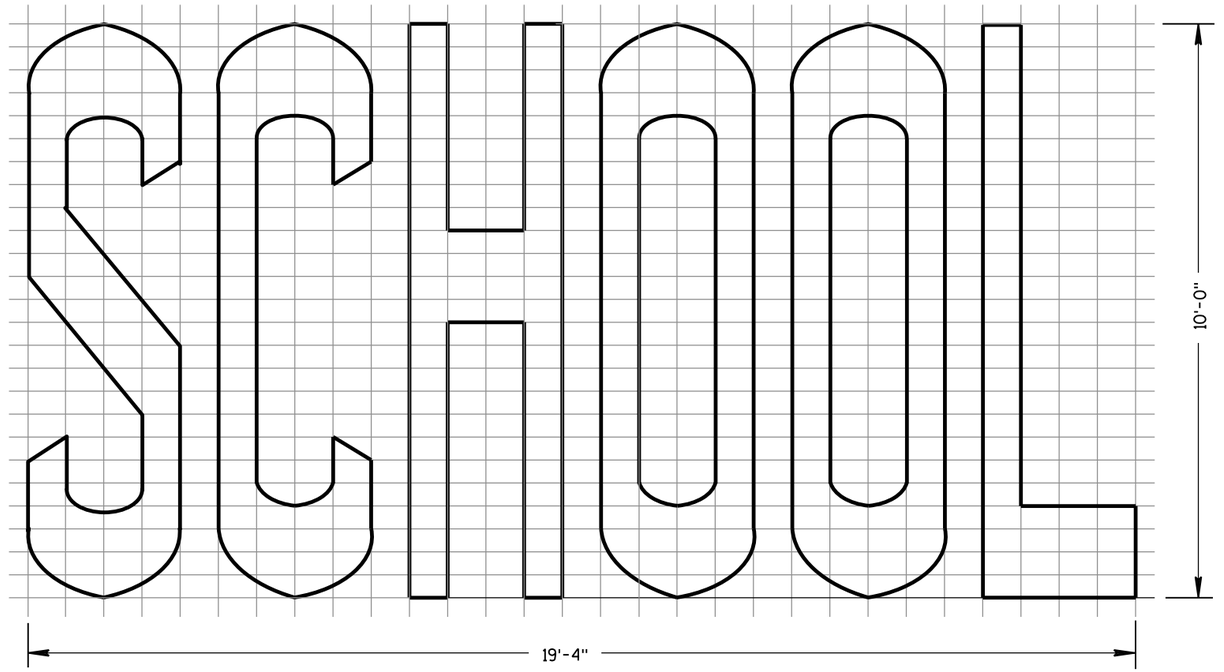
FHWA

GENERAL NOTES

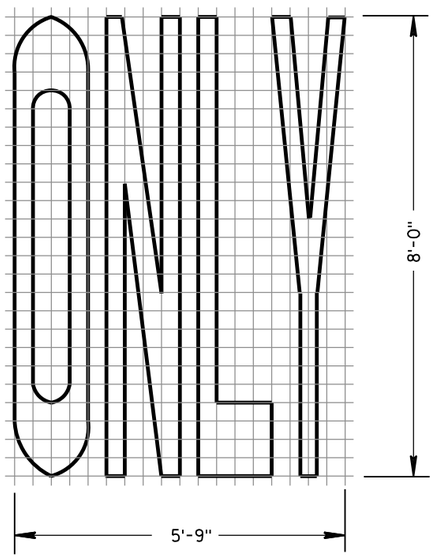
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

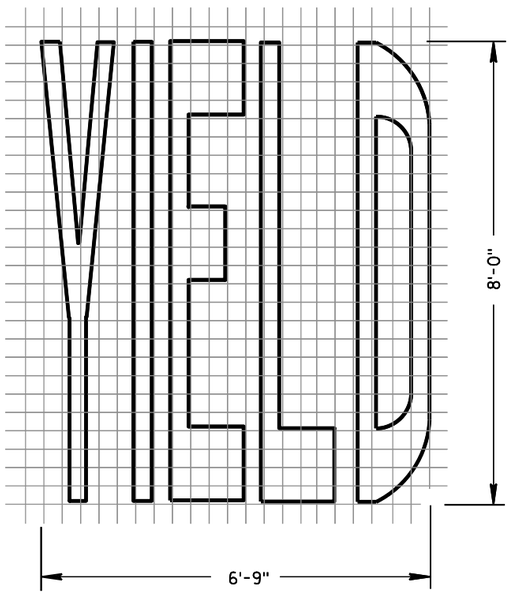


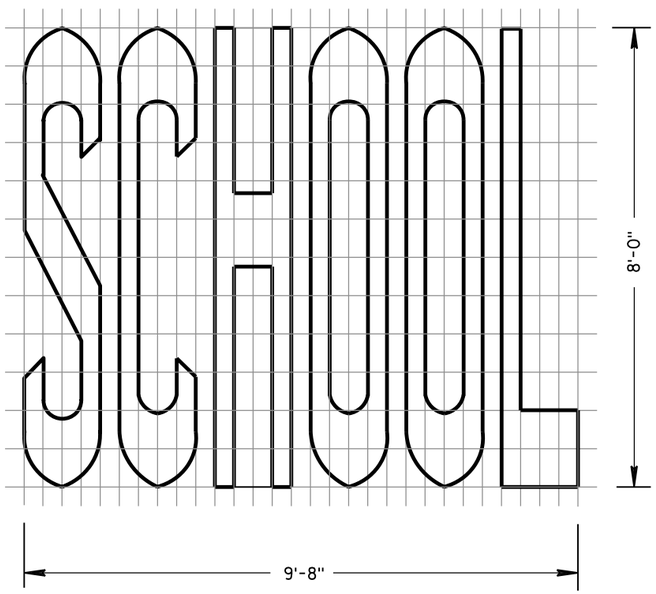




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

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6

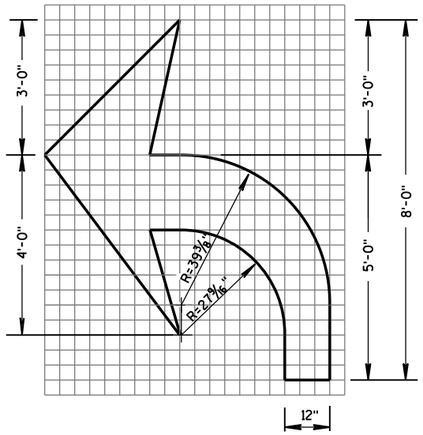
S.D.D. 15 C 7-14b

6

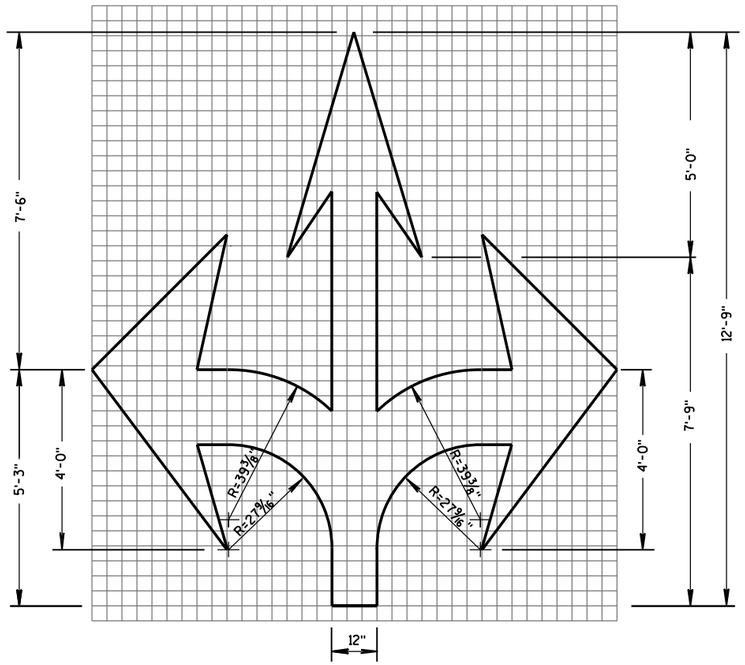
S.D.D. 15 C 7-14b

GENERAL NOTES

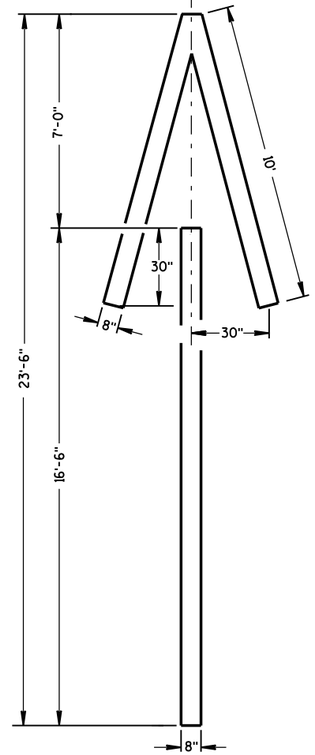
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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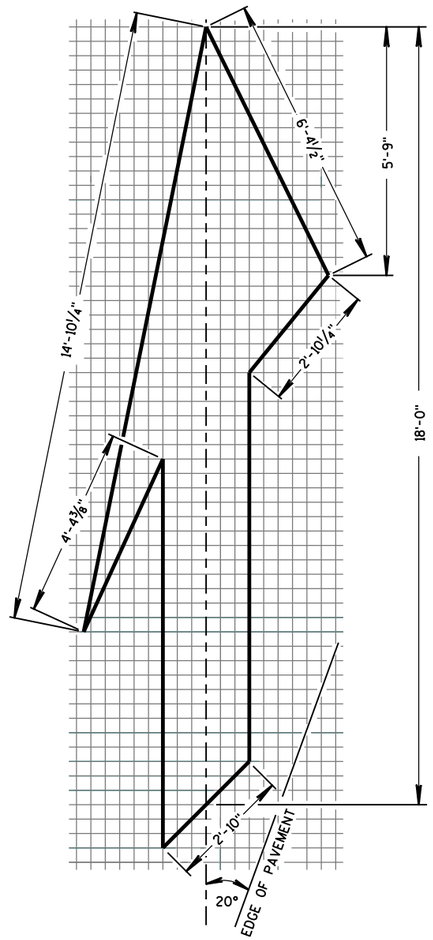
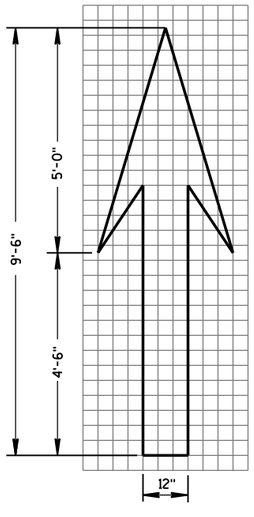
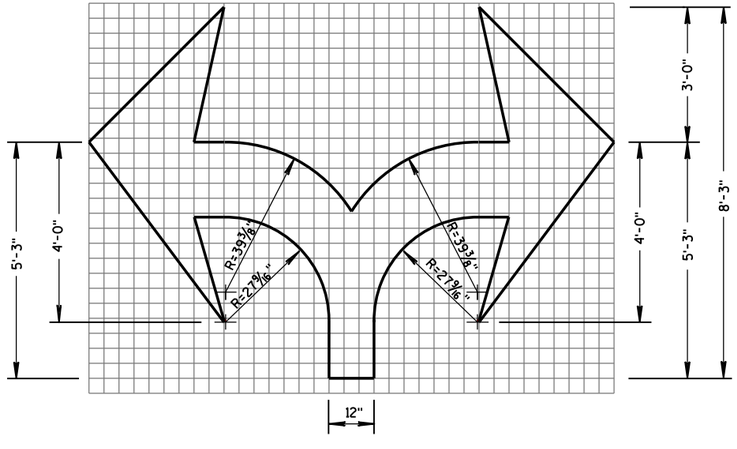


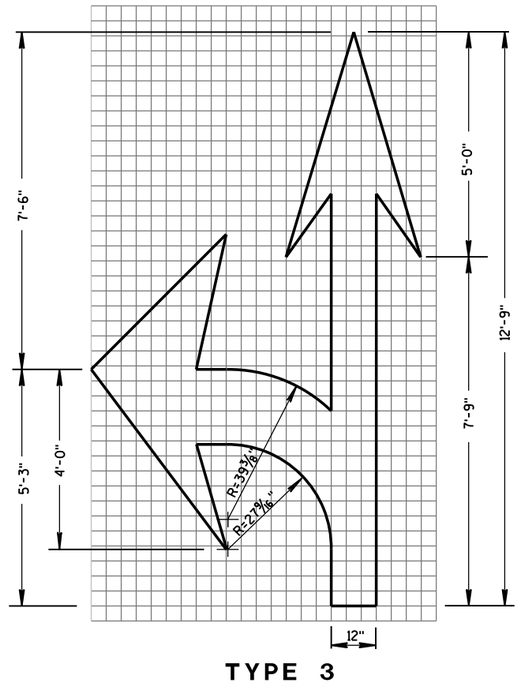
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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S.D.D. 15 C 7-14c

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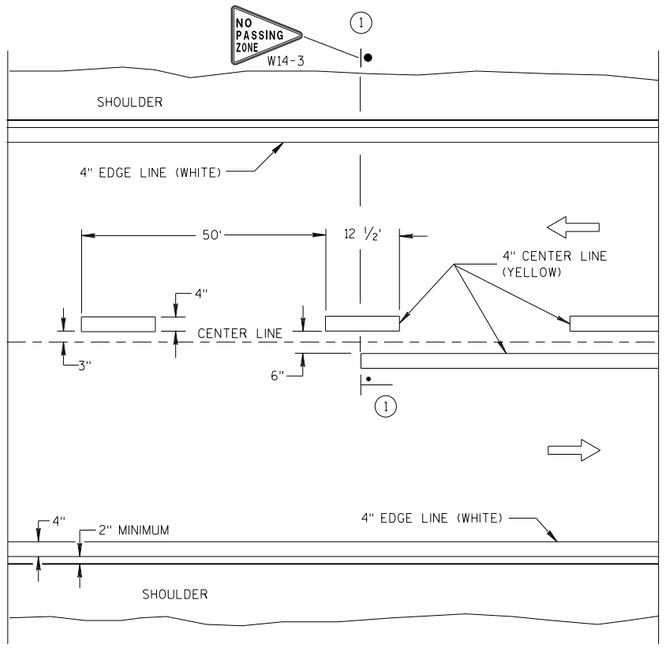
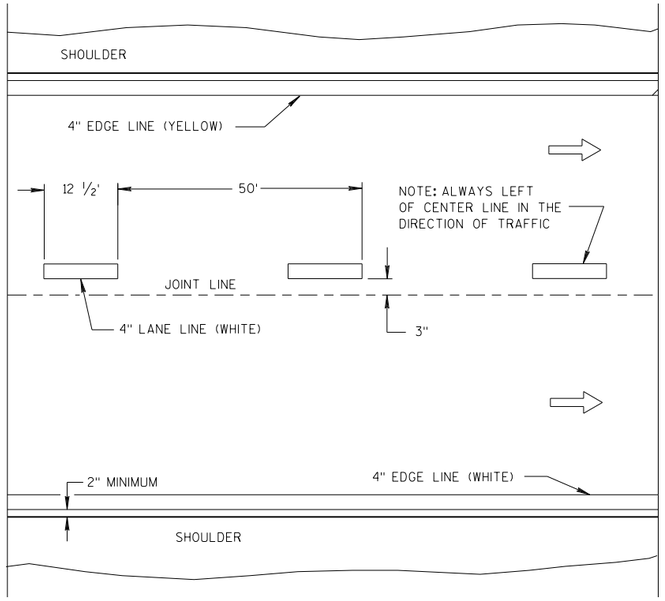
S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

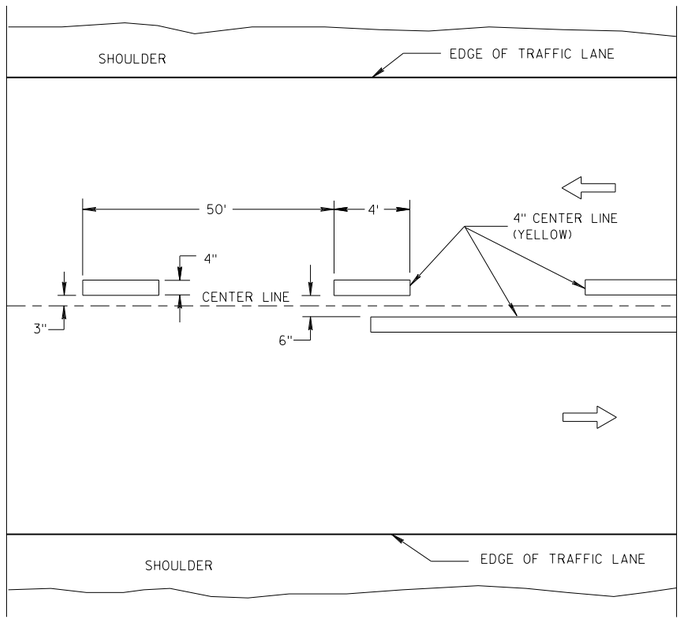
GENERAL NOTES

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

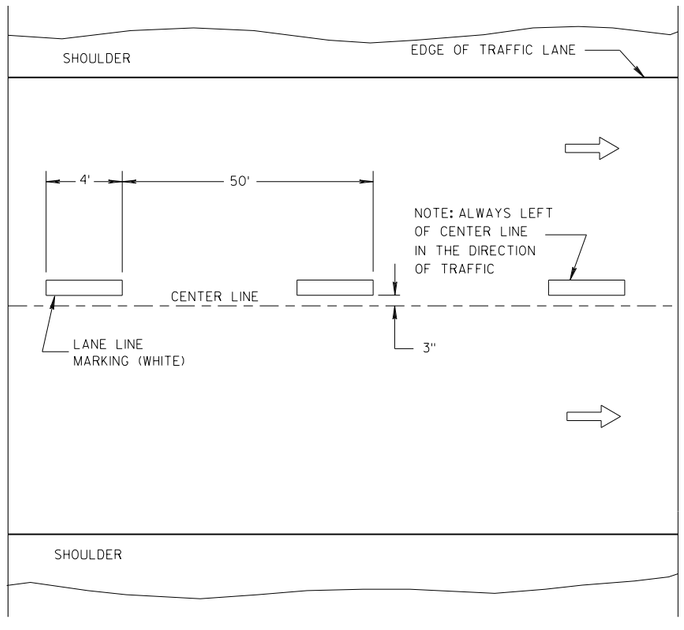
(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LEGEND

"T" MARKING

POST MOUNTED SIGN

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

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S.D.D. 15 C 8-19a

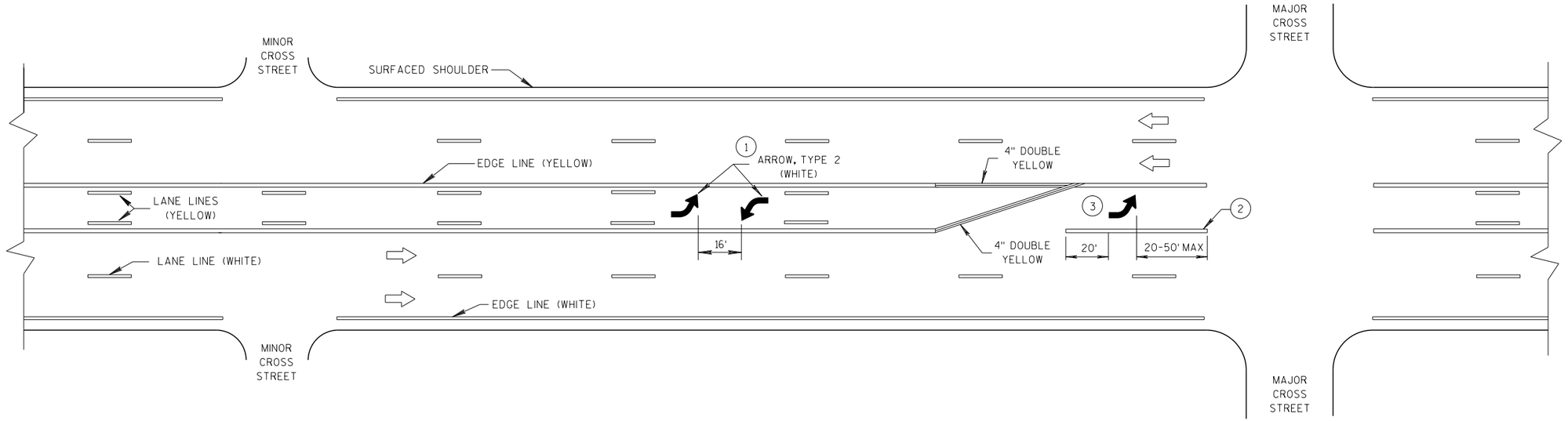
6

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

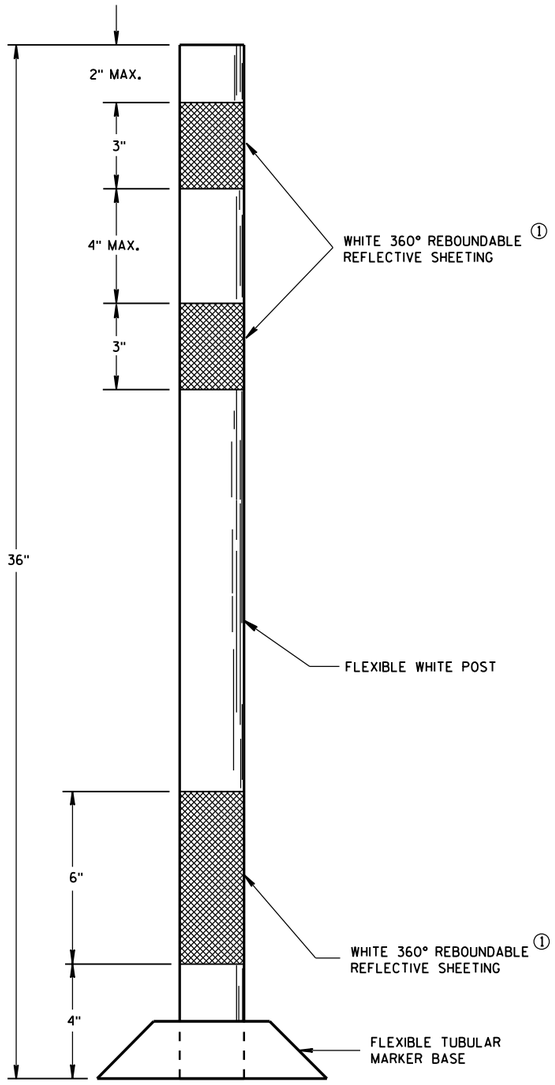


TWO WAY LEFT TURN LANE

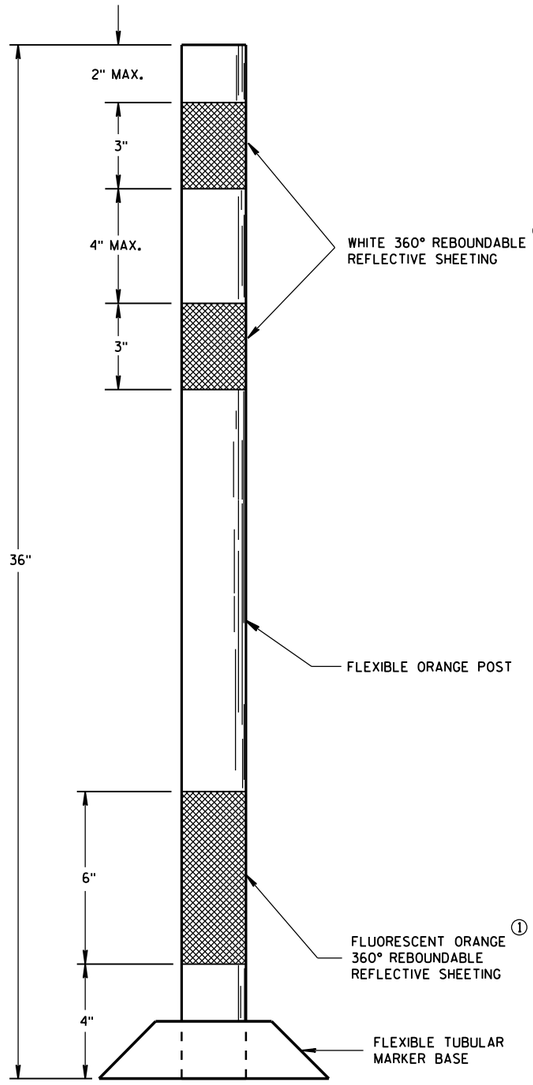
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 15 C 8-19b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

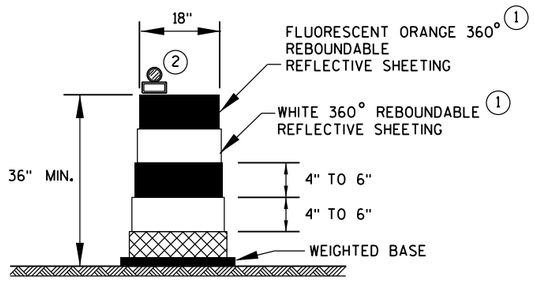
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

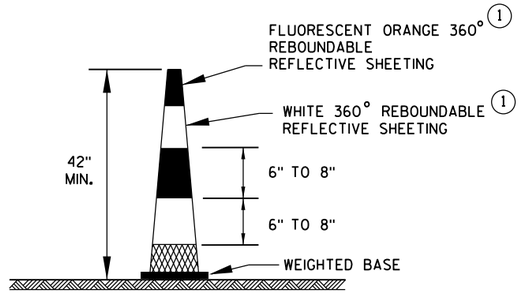
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
FHWA

6

S.D.D. 15 C 11-7a



DRUM

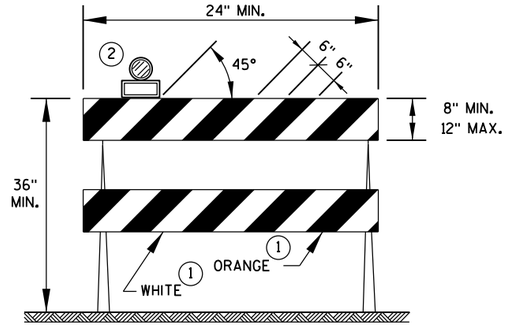


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

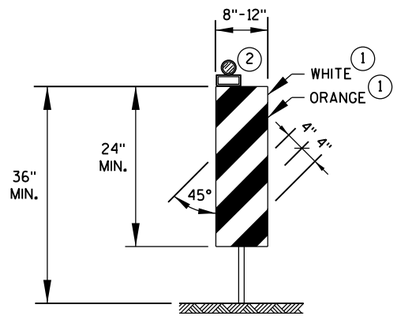
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



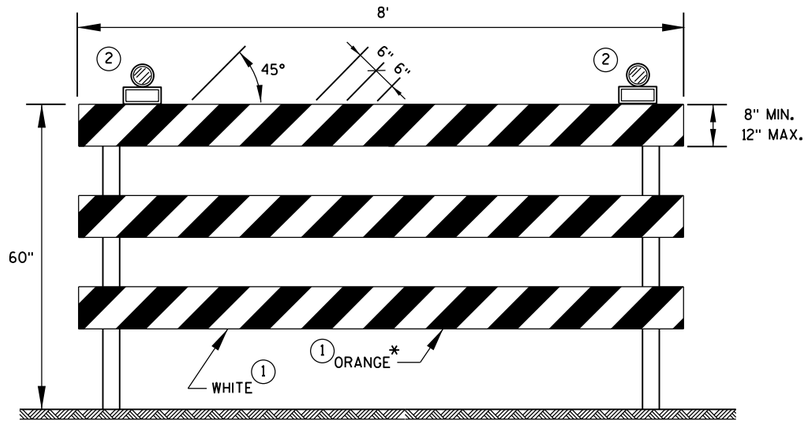
TYPE 2 BARRICADE

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



VERTICAL PANEL

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



TYPE 3 BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENG
FHWA	

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S.D.D. 15 C 11-7b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

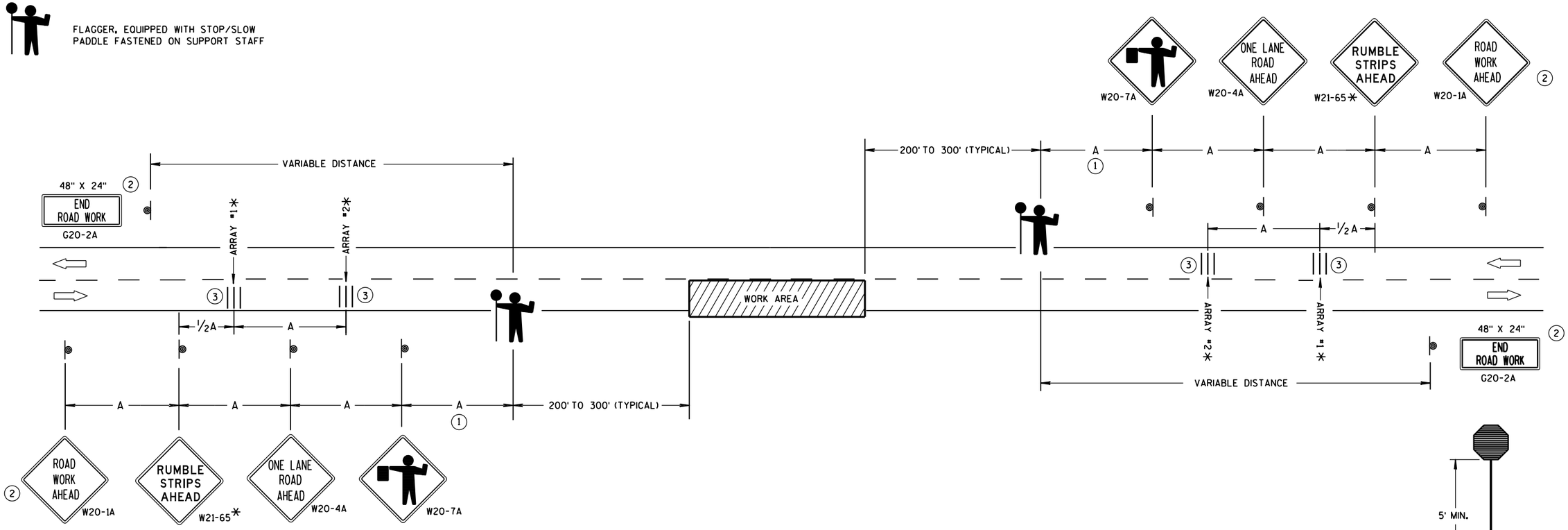
WORK AREA

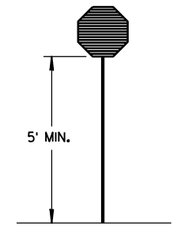
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

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

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

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

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

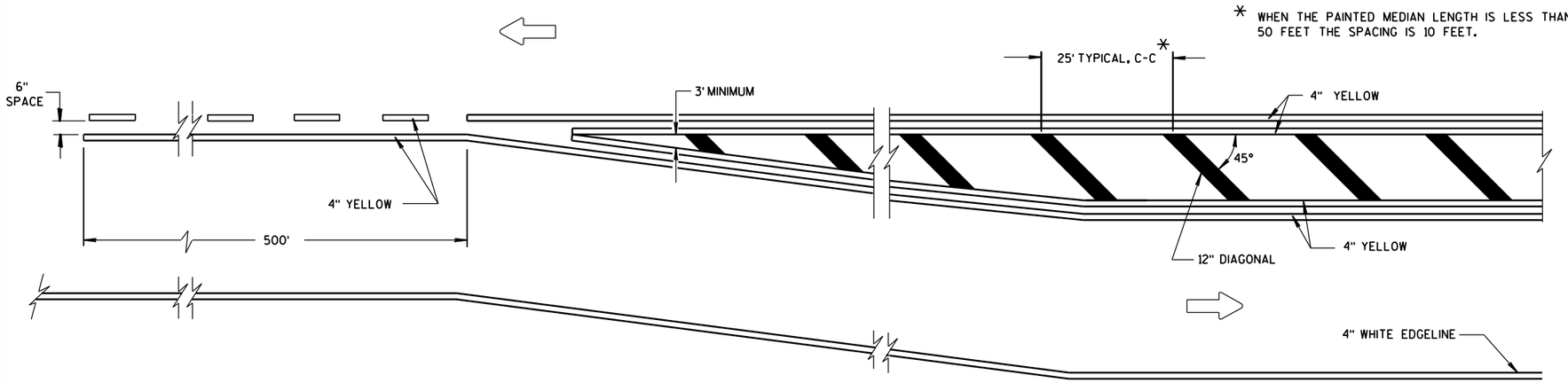
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 C 12-6

6

S.D.D. 15 C 12-6

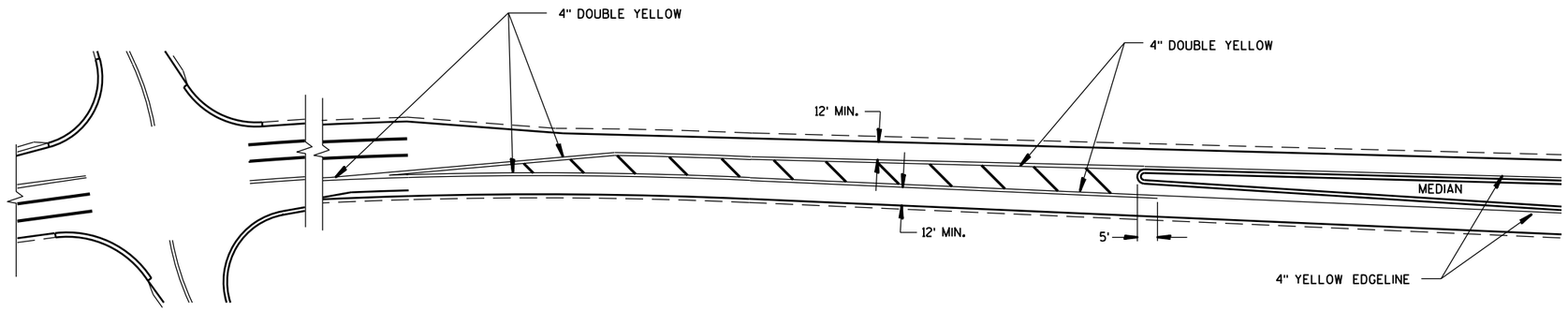


MEDIAN ISLAND DETAIL

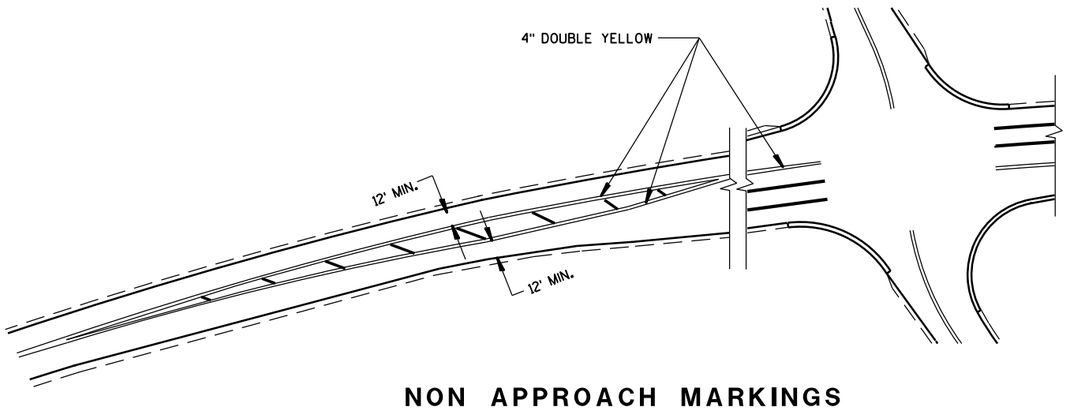
GENERAL NOTE

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 FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK 202 EER

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S.D.D. 15 C 18-4

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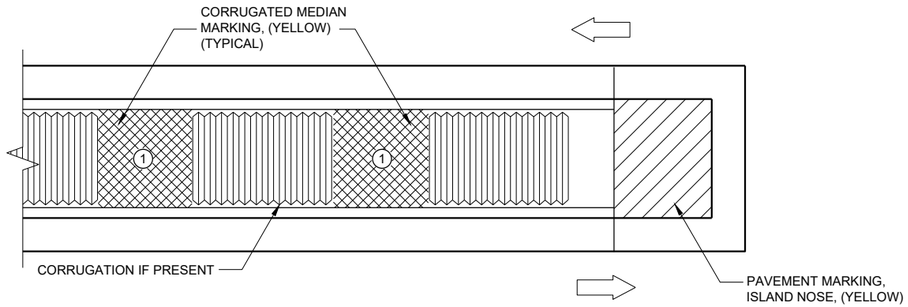
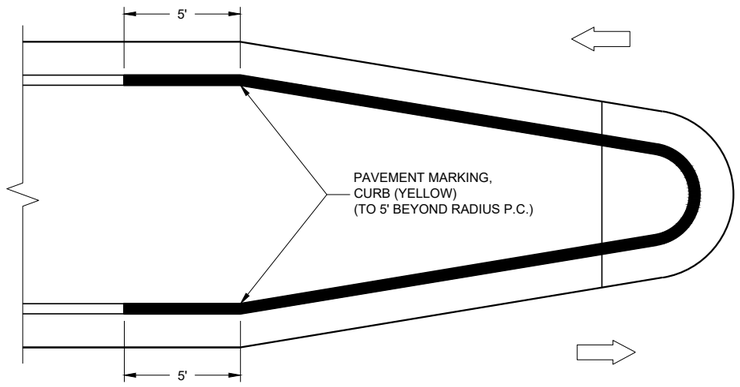
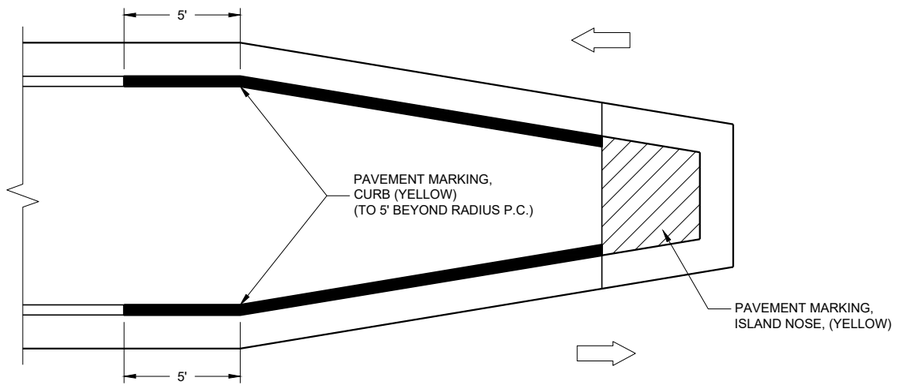
S.D.D. 15 C 18-4



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS
(ISLANDS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

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

FHWA

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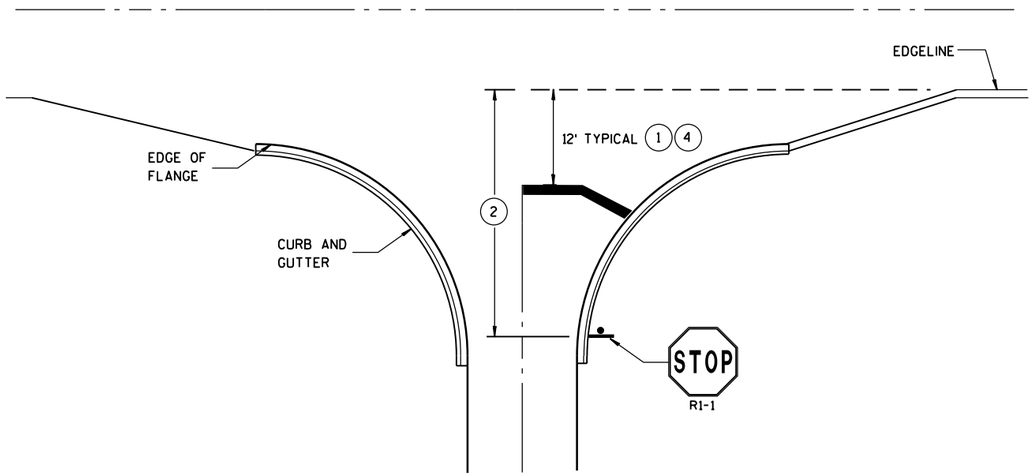
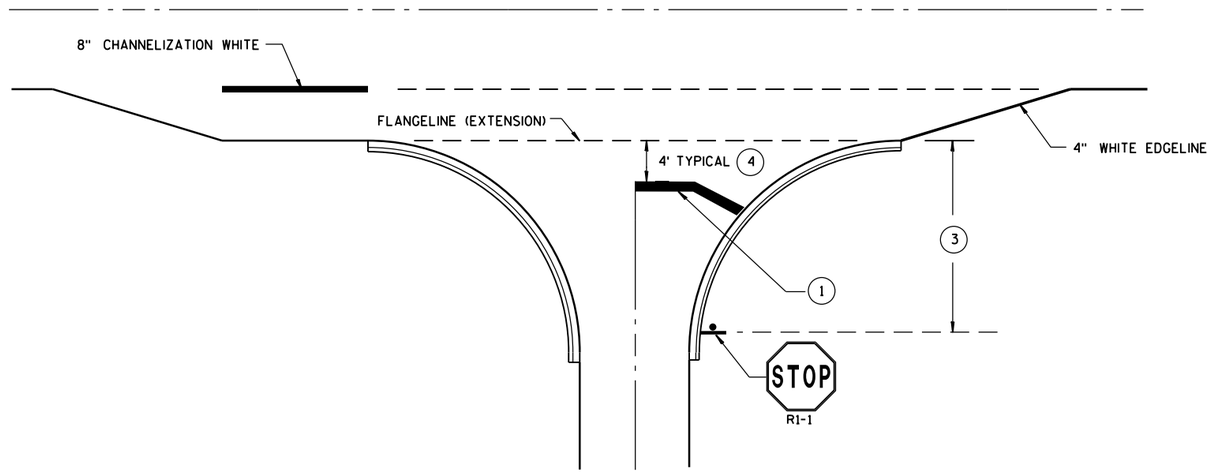
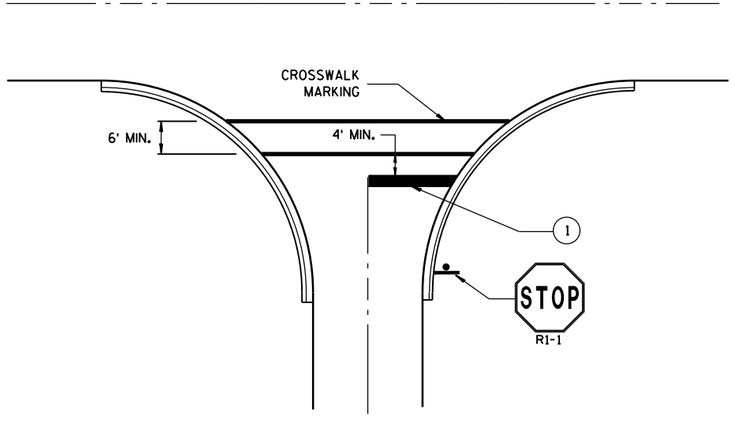
SDD15C27 - 03b



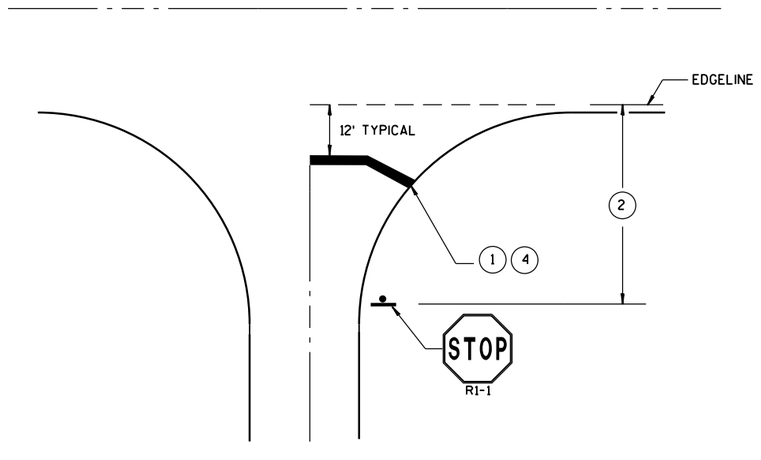
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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]

FHWA

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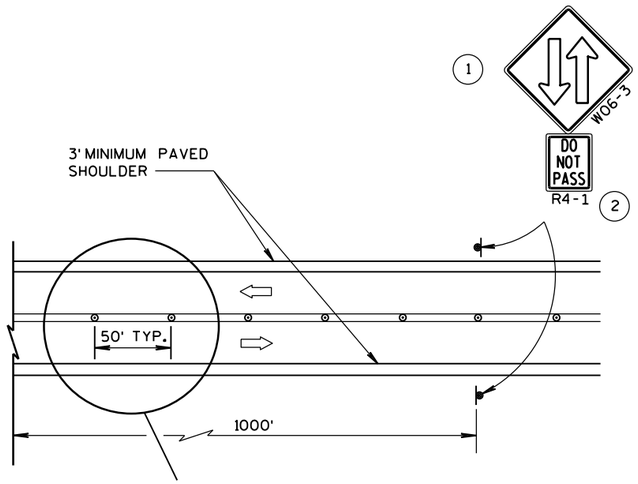
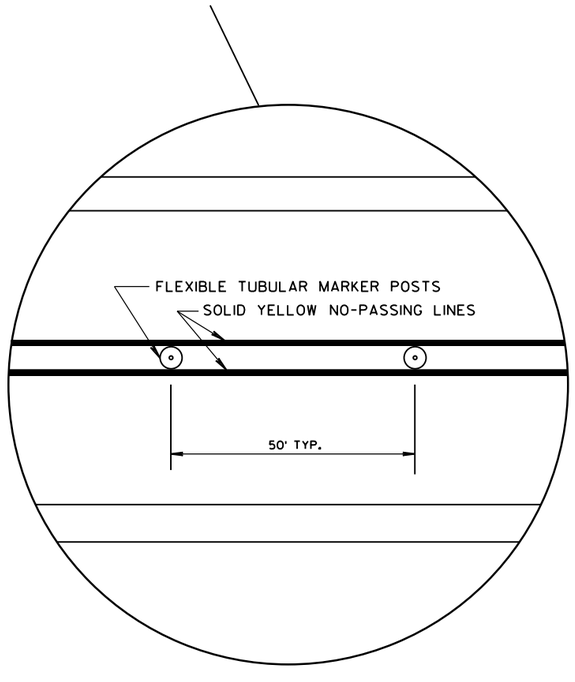


TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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 TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1)

W057-51
48"x24"

R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 D 6-3

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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 TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

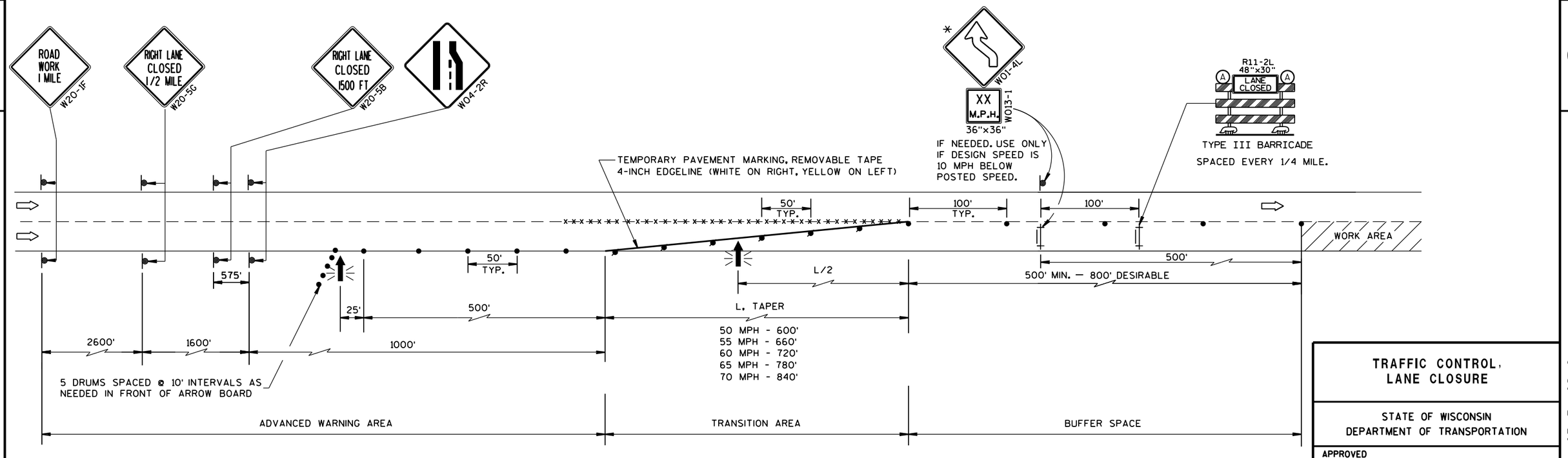
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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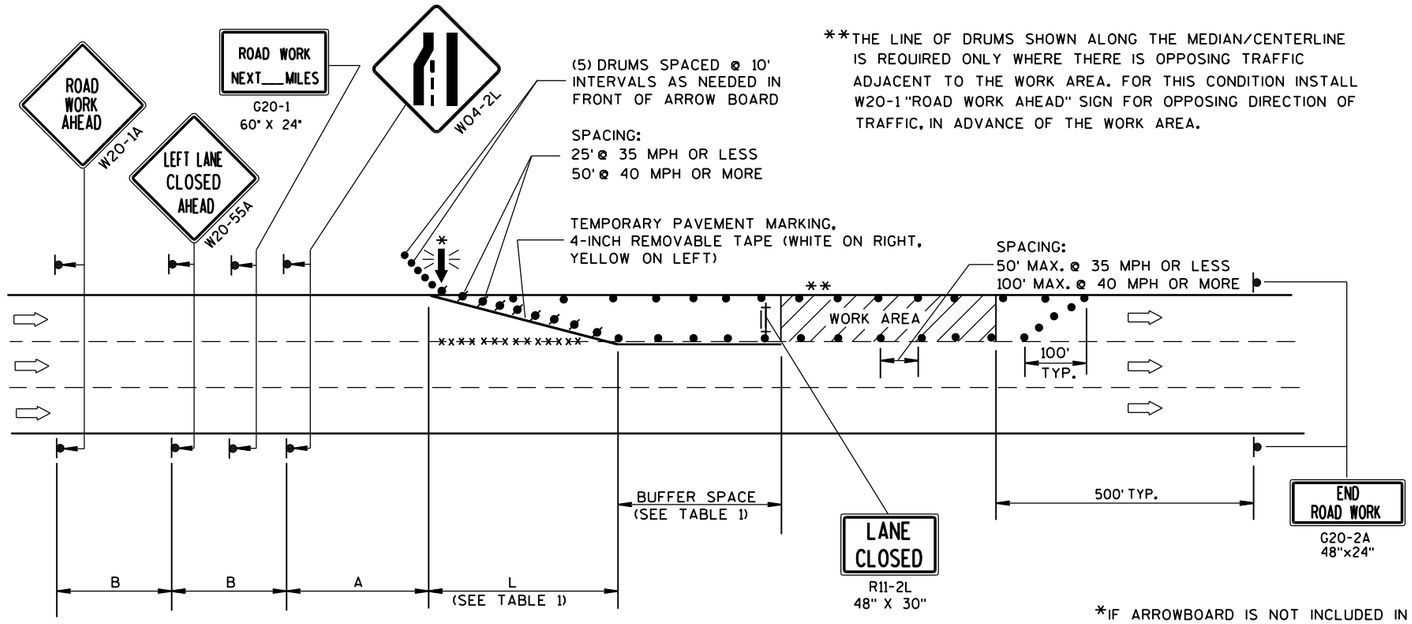

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

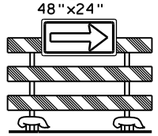

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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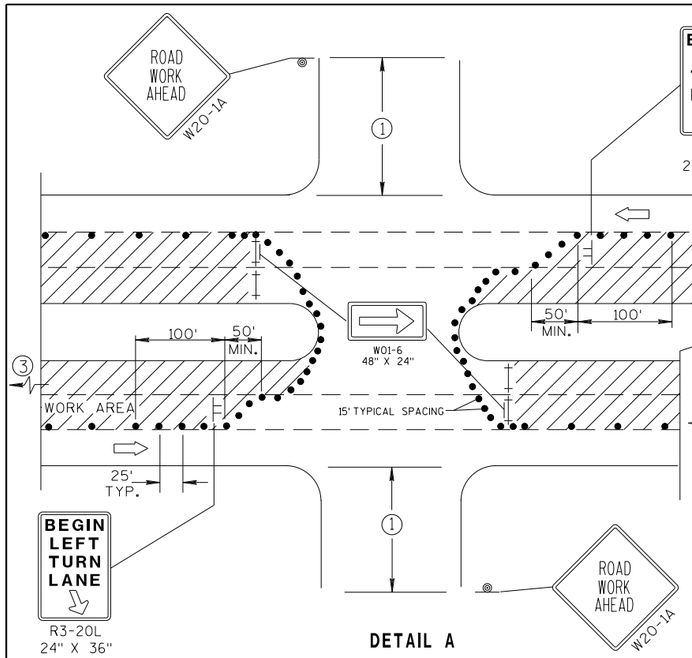
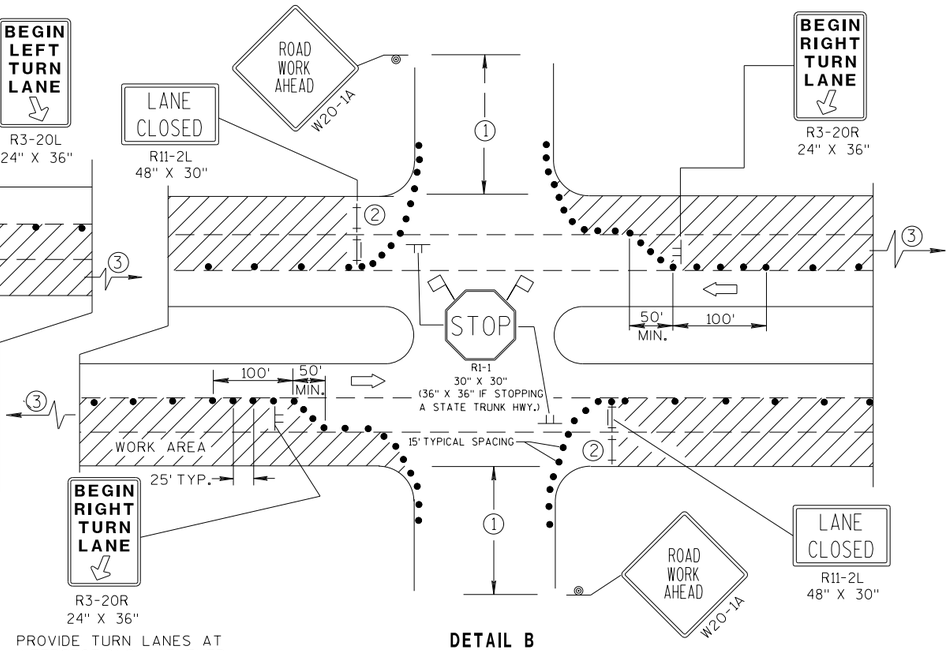


DETAIL A

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK



DETAIL B

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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"×48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD 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.

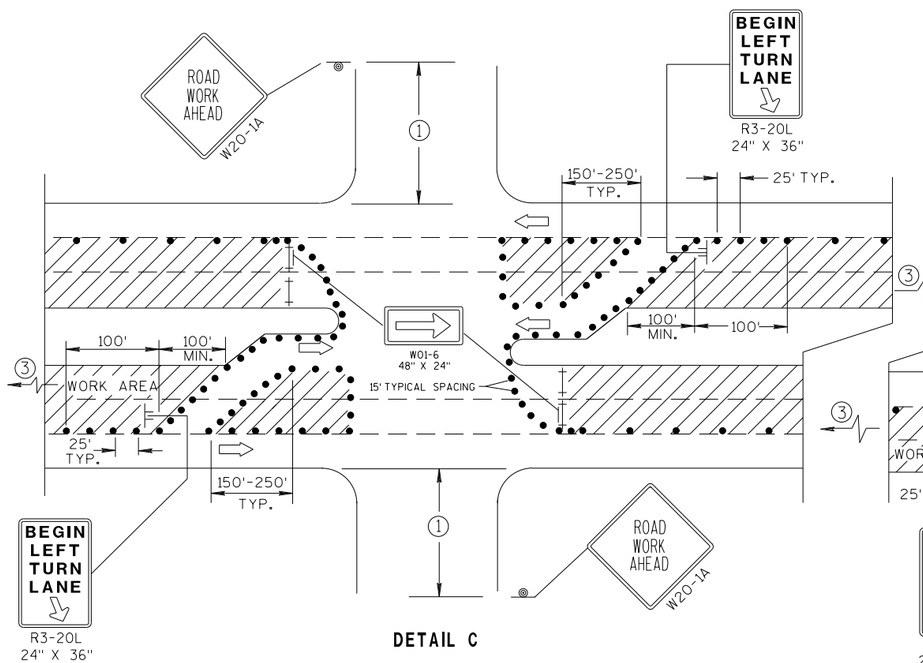
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

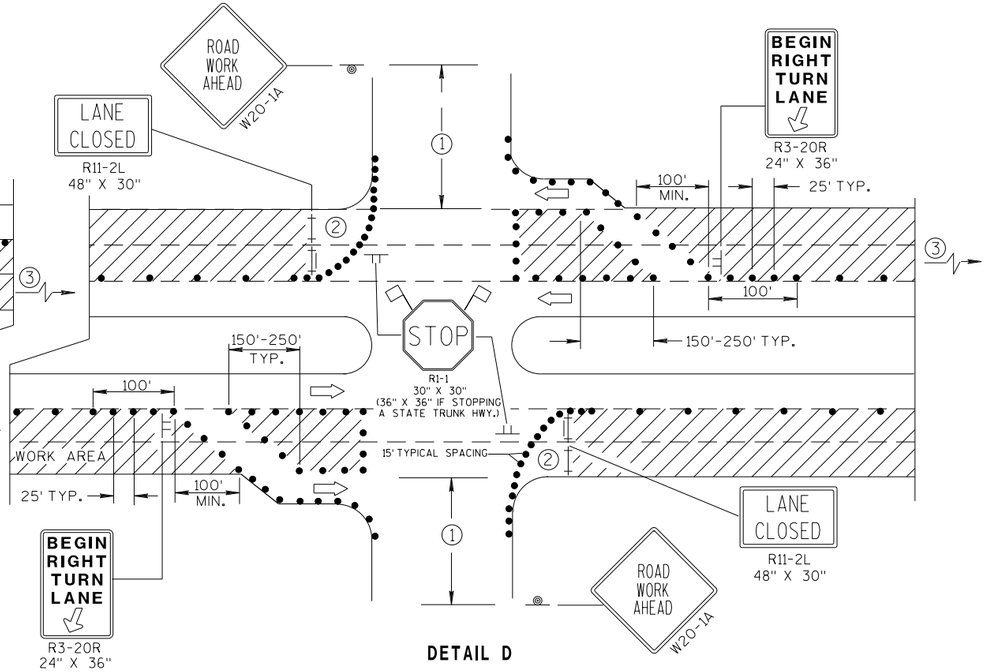
② ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE
- 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 TWO LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

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GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

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

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

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

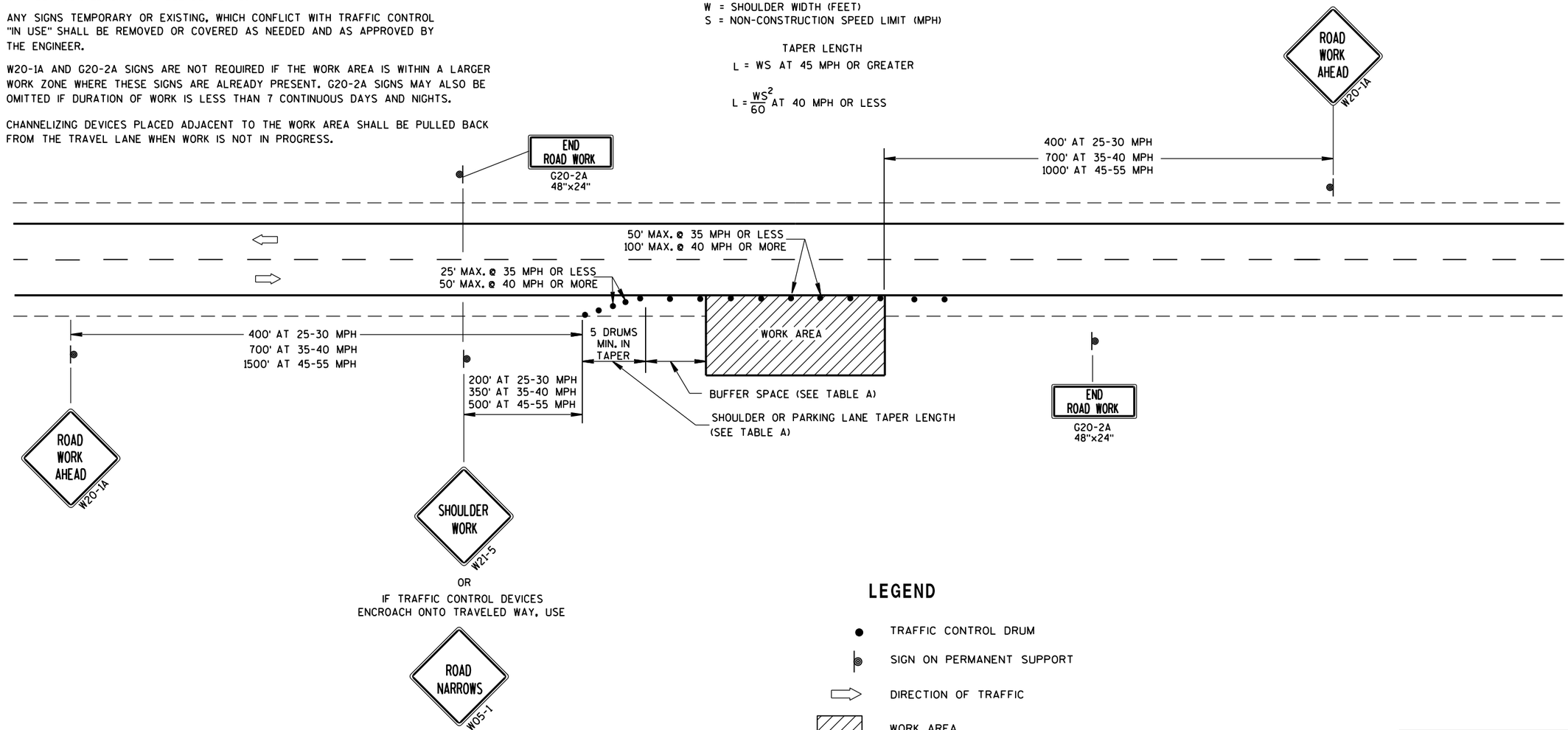
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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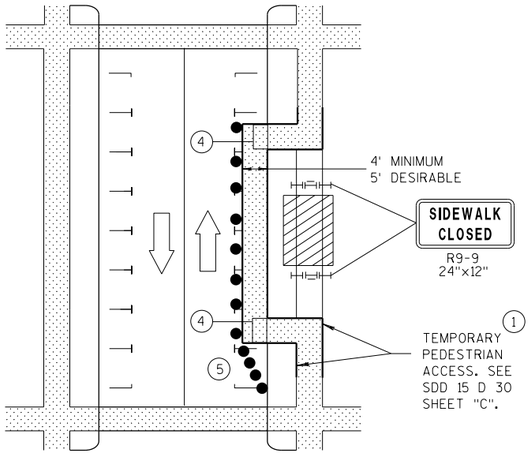
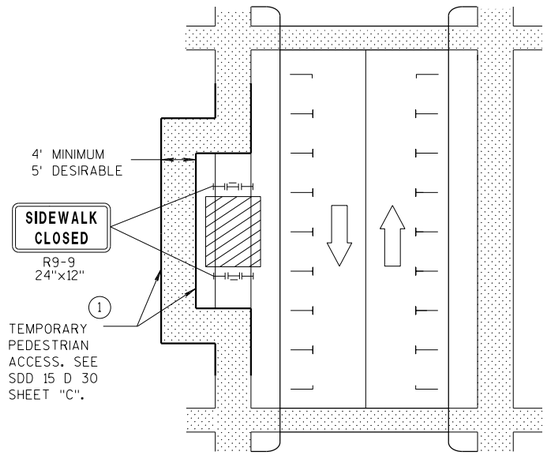
S.D.D. 15 D 28-3

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

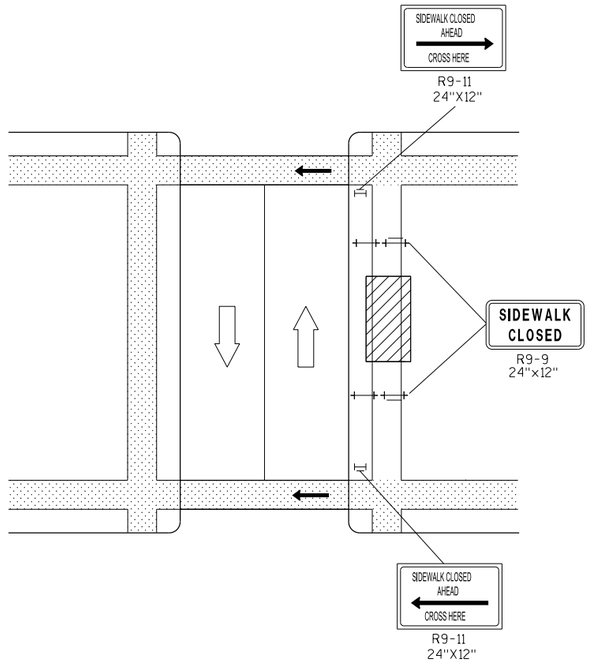


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

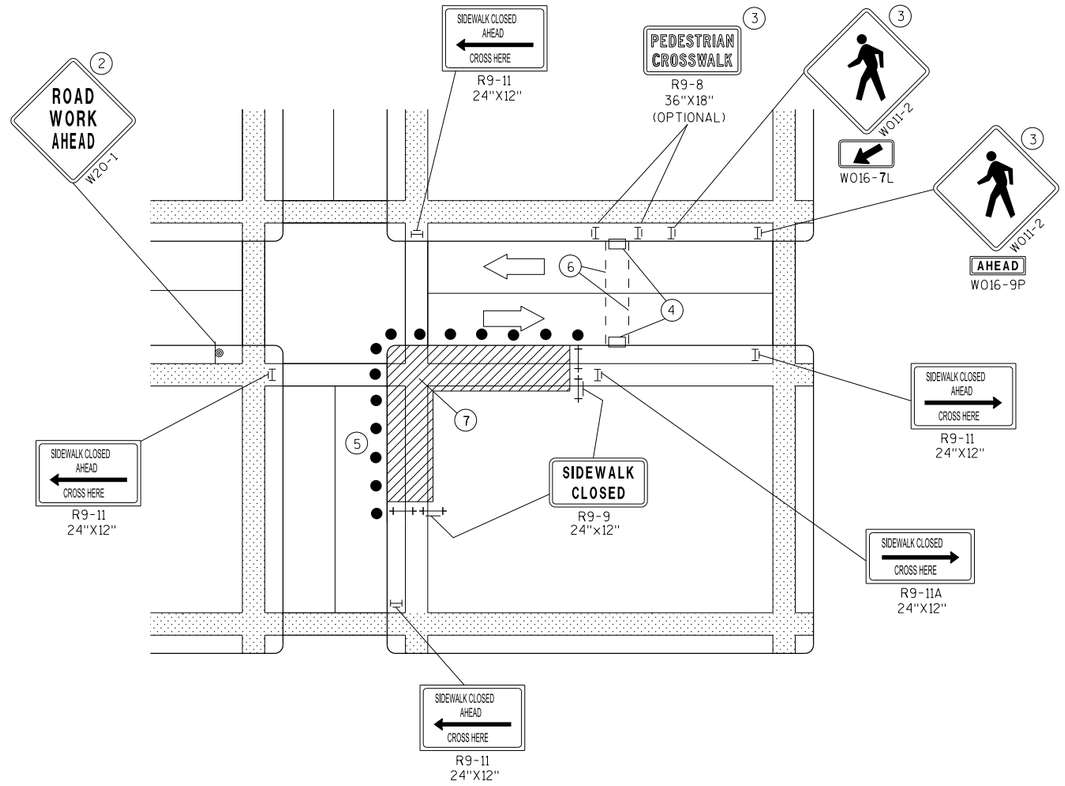
NOTE: LAYOUT SAME AS ABOVE.



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.

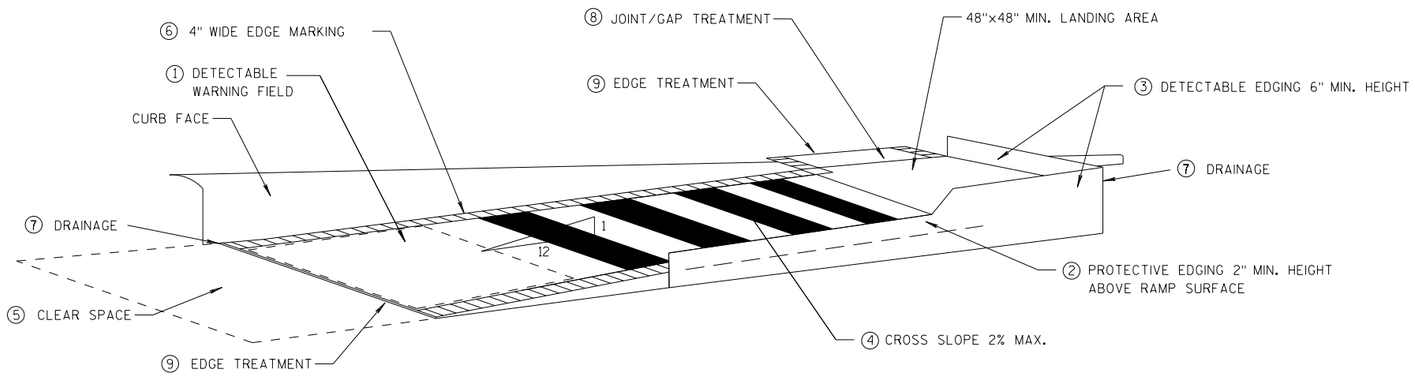
LEGEND

- 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.

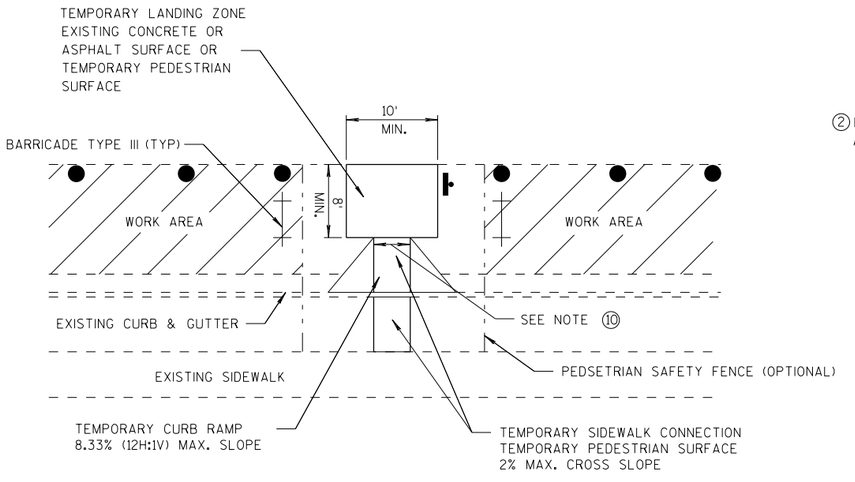
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

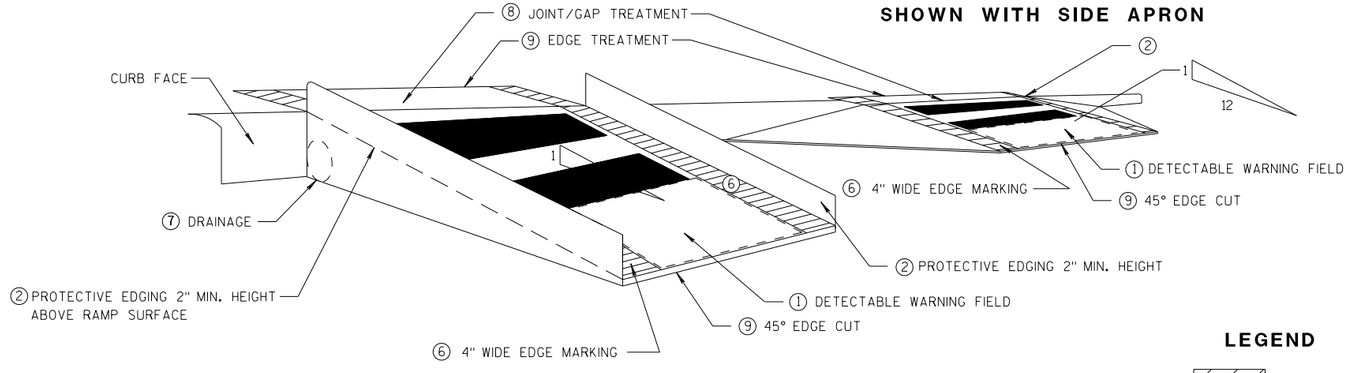
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

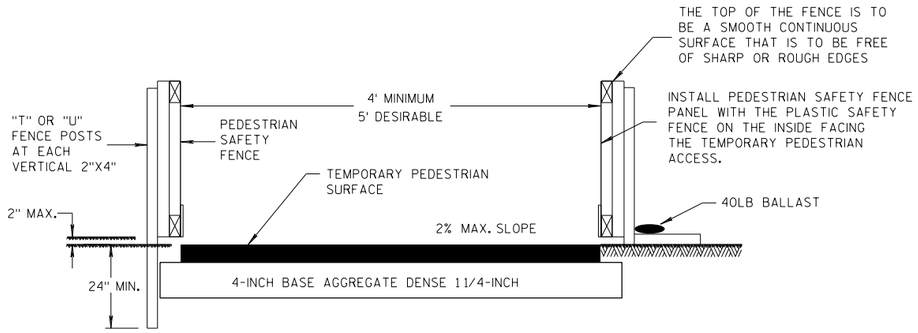
APPROVED

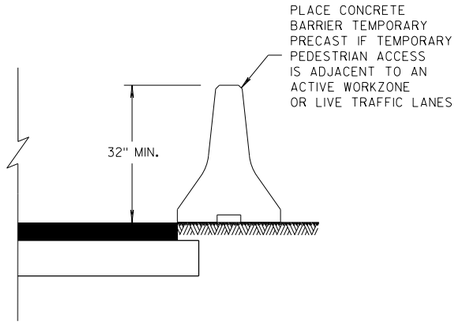
7/2018 DATE

/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

6
S.D.D. 15 D 30-4b

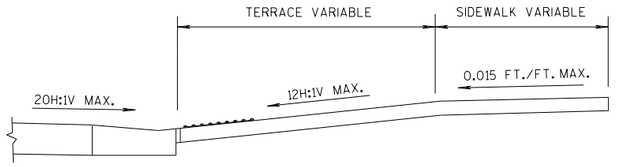




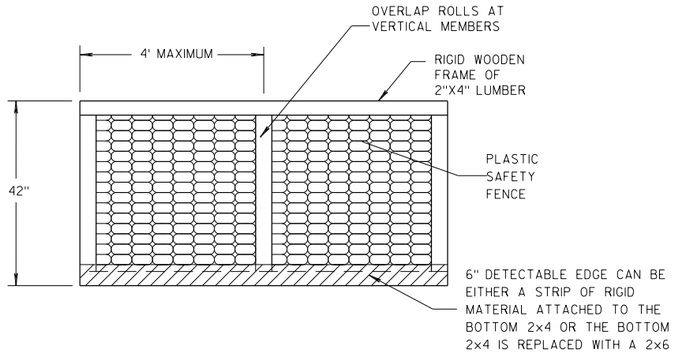
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

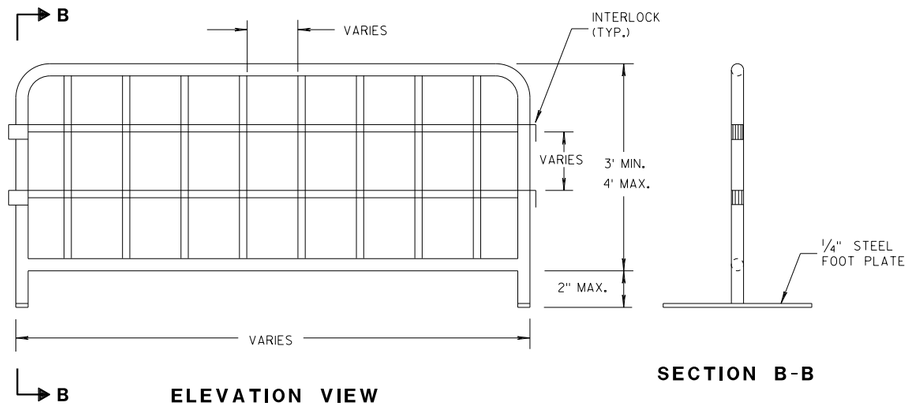
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



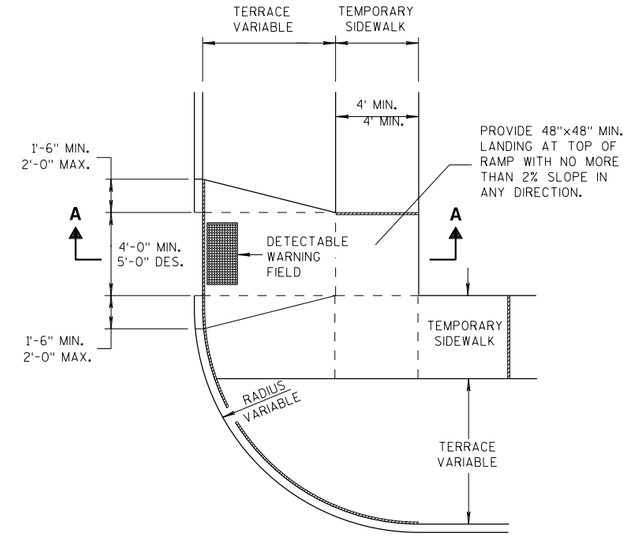
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

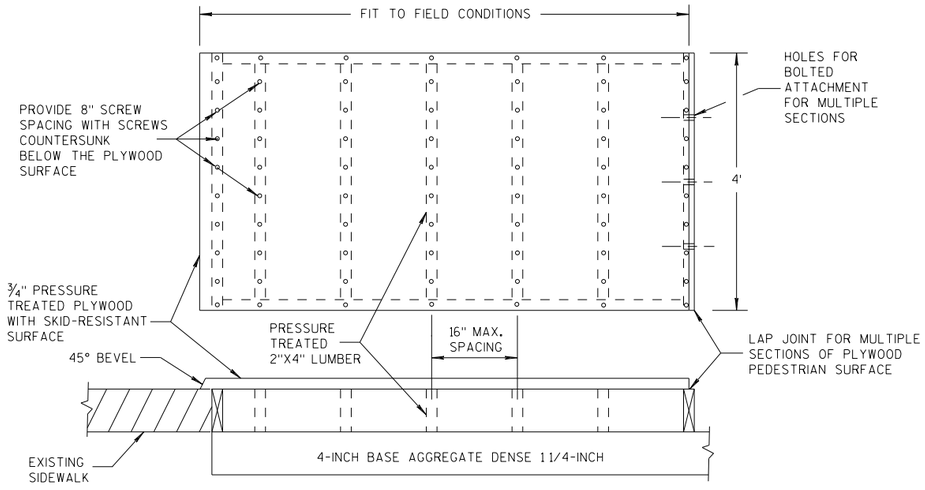
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



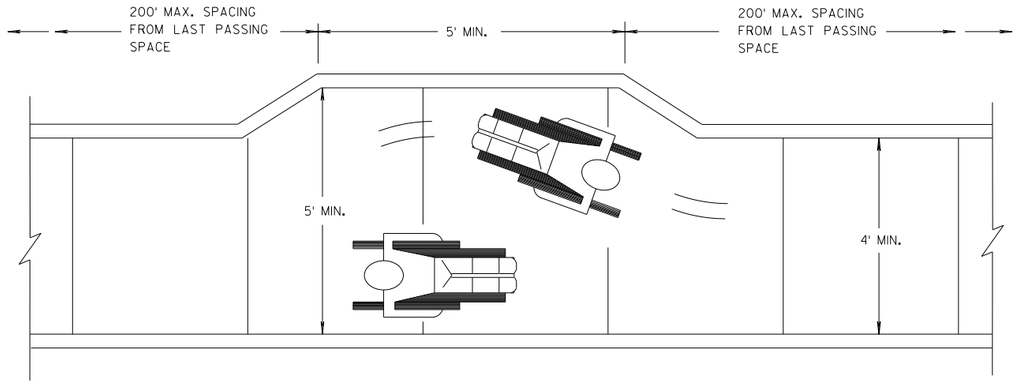
PLAN VIEW

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

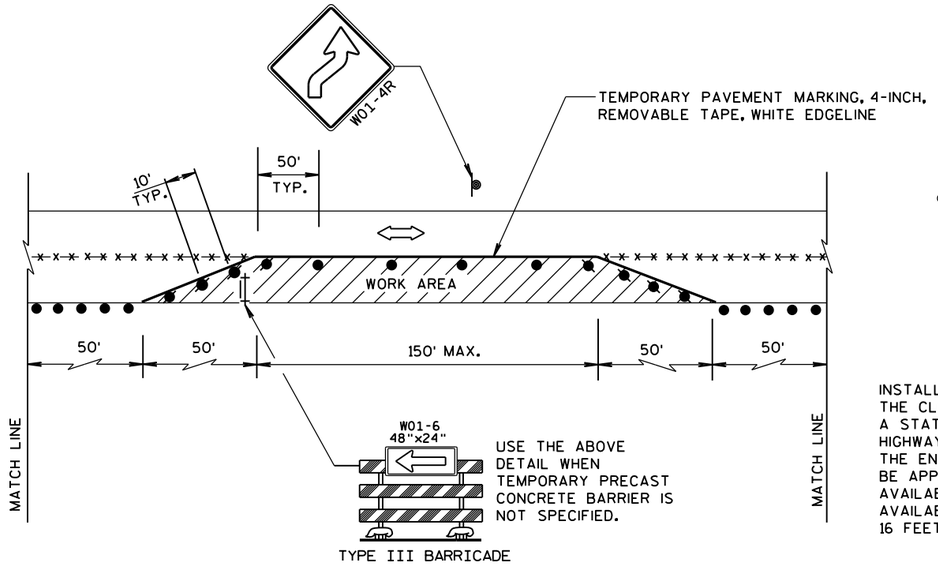
/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

6
S.D.D. 15 D 30-4c

LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" x 16" MIN., (ORANGE)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ASPHALTIC PAVEMENT WIDENING
- DIRECTION OF TRAFFIC



TYPE III BARRICADE

W057-52
36"x24"

INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET.)

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

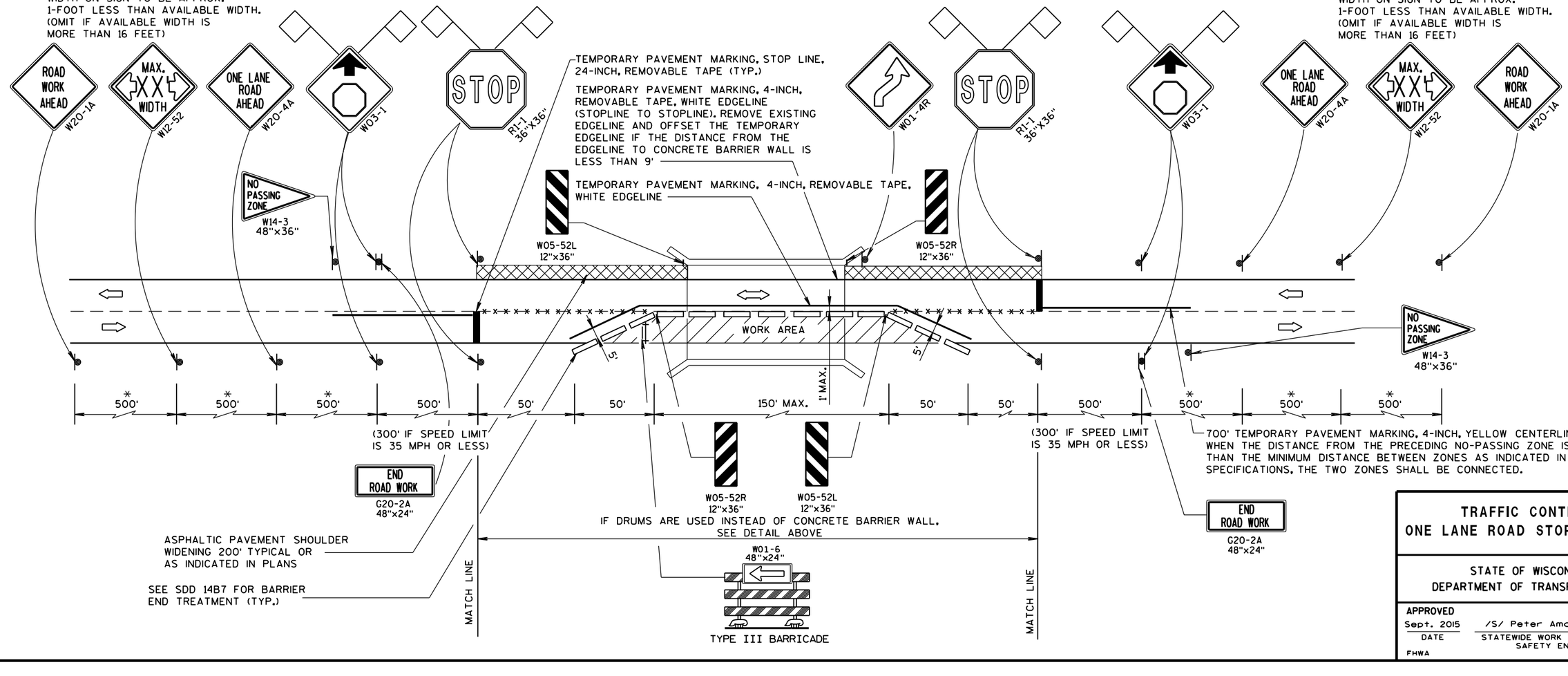
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

* 500-FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350-FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200-FOOT TYPICAL SPACING.

WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)



TYPE III BARRICADE

TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 32-4

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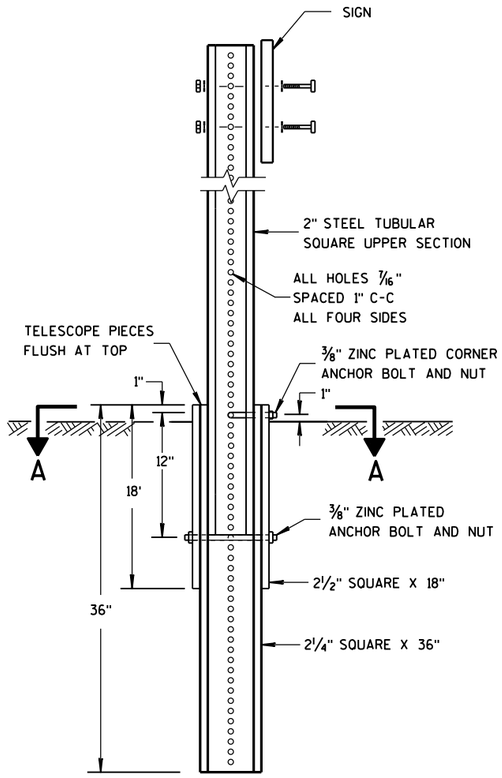
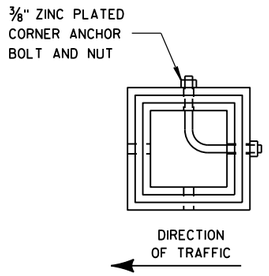
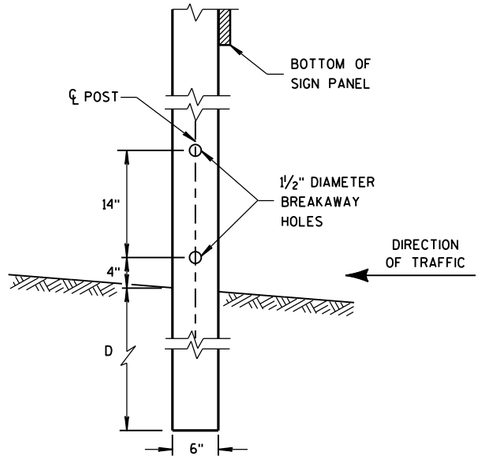
S.D.D. 15 D 32-4



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



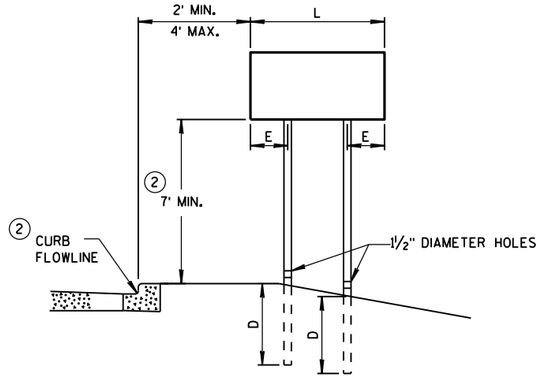
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

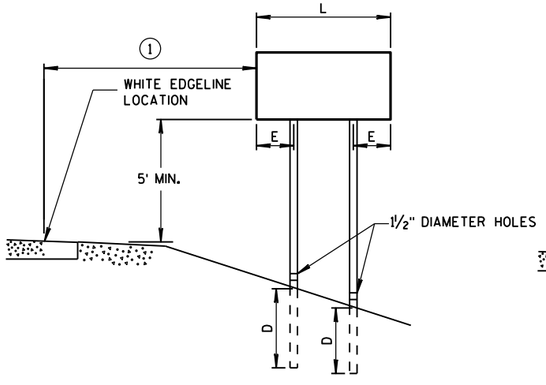
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

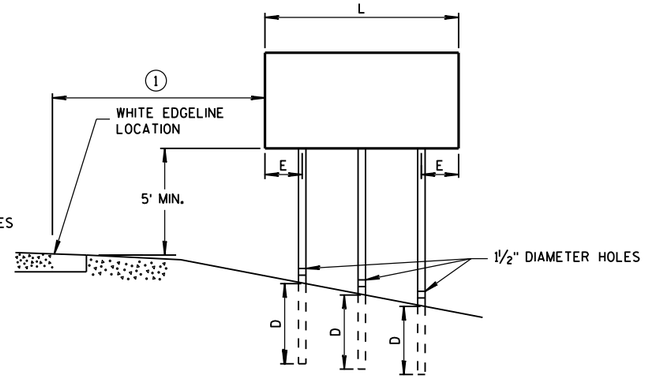
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

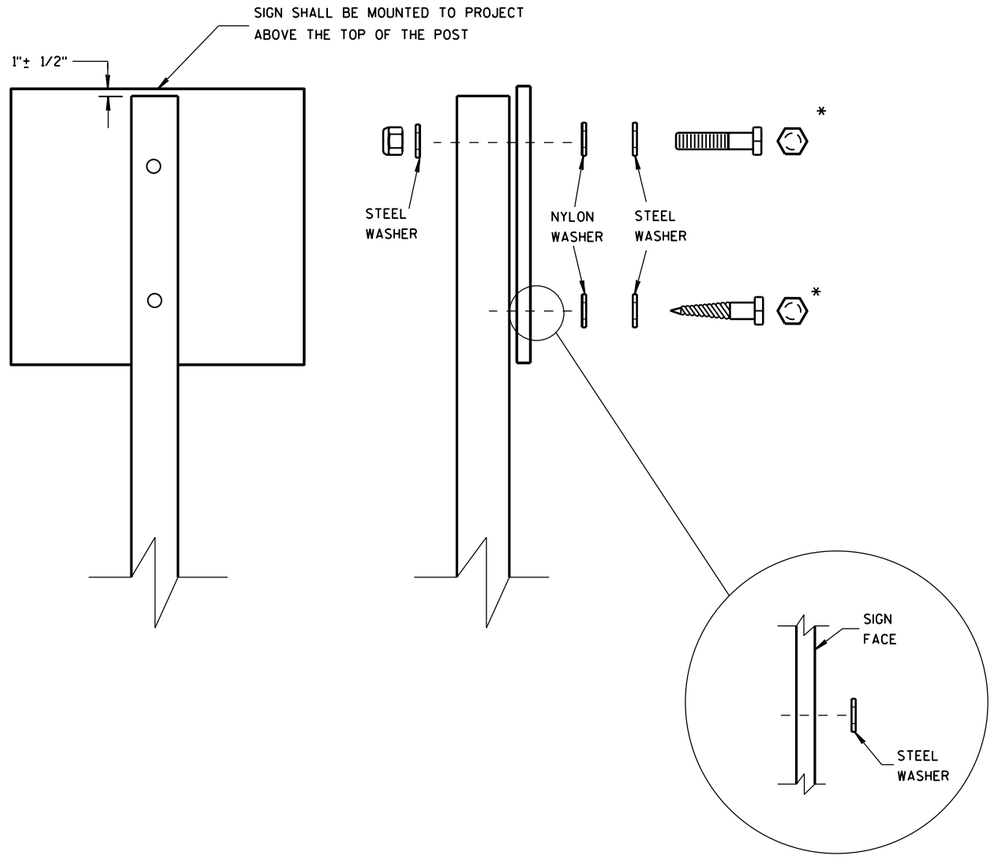
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

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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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

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 TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR SHIFTING RIGHT LANE - REVERSE FOR SHIFTING LEFT LANE.

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

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

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

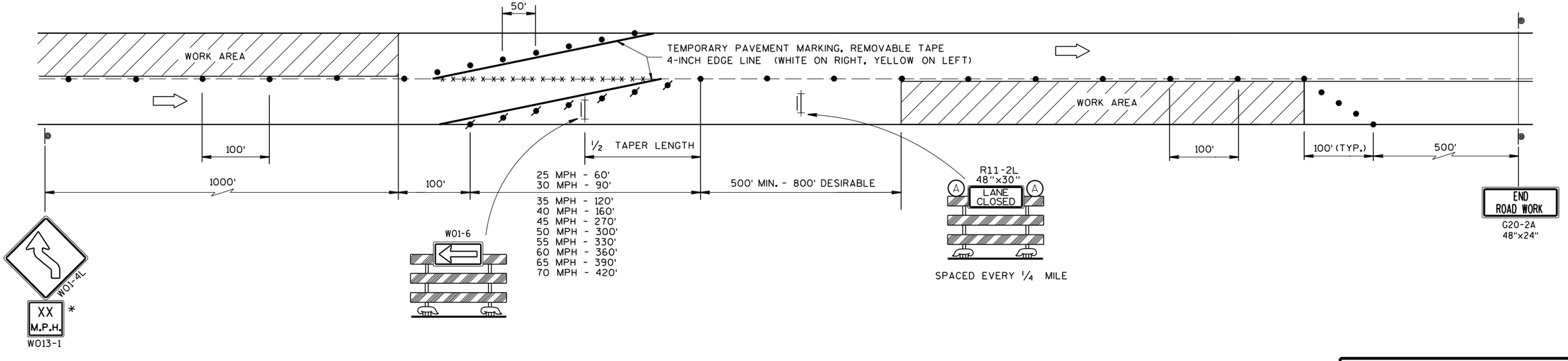
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

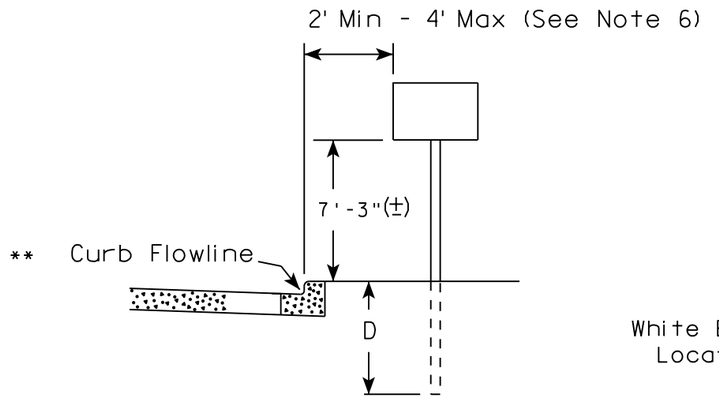
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

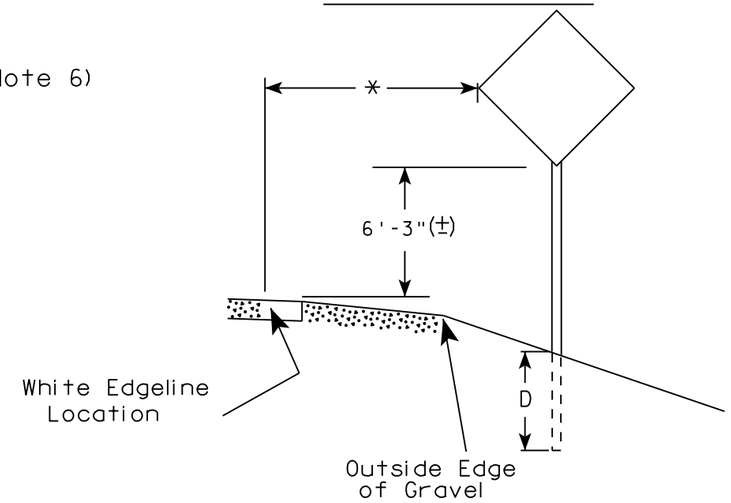
6

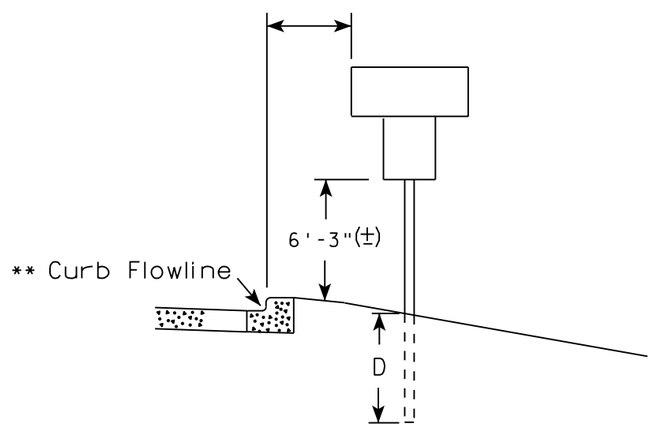
S.D.D. 15 D 40-1

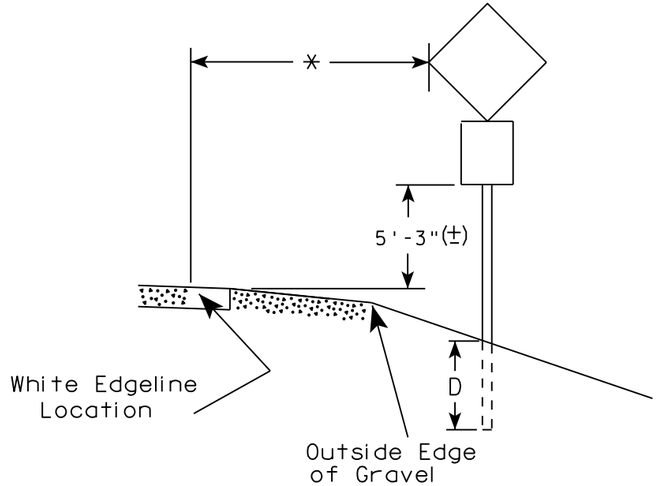
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on 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" (±).

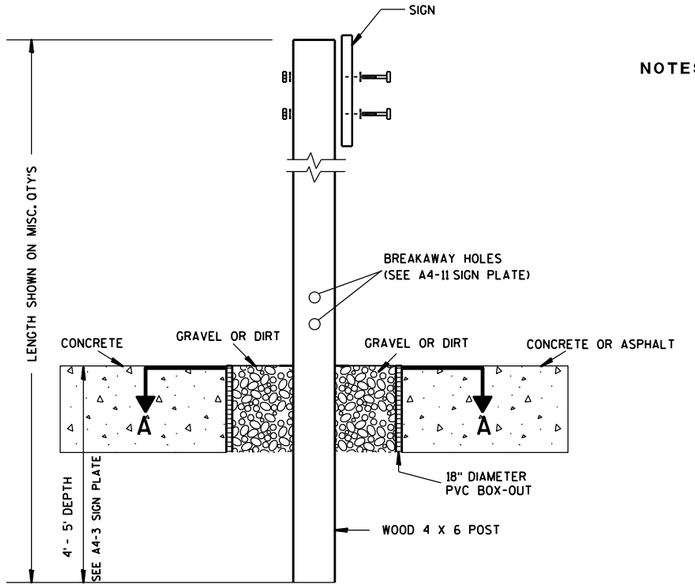
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

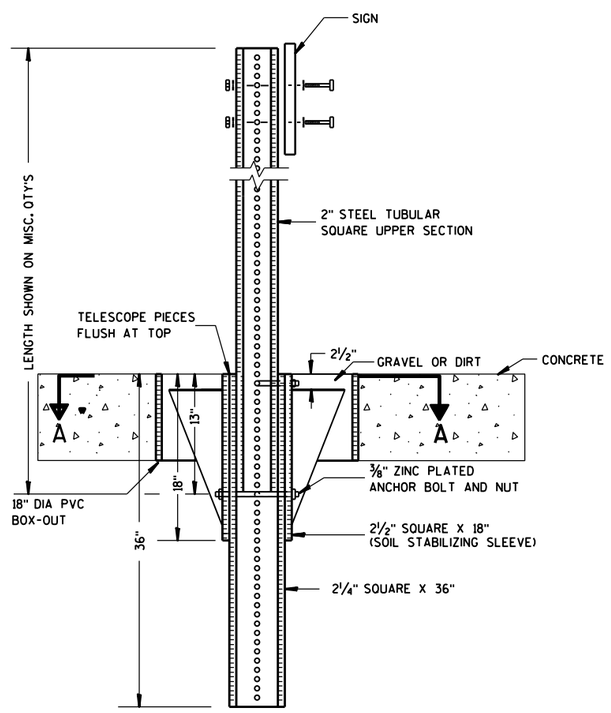
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	E



ELEVATION VIEW

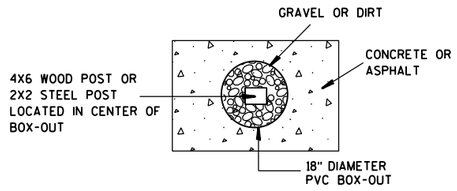
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

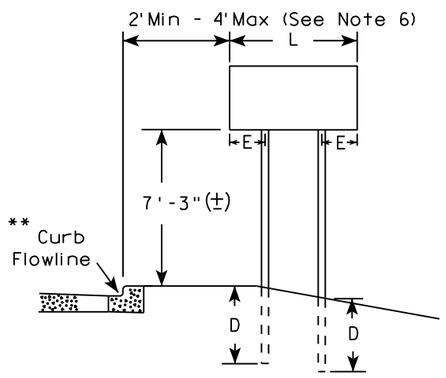
APPROVED Matthew R Rauch
for State Traffic Engineer

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

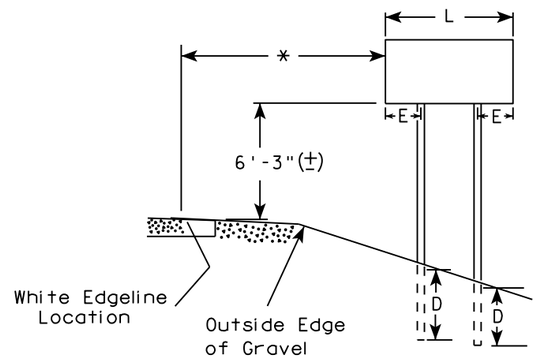
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

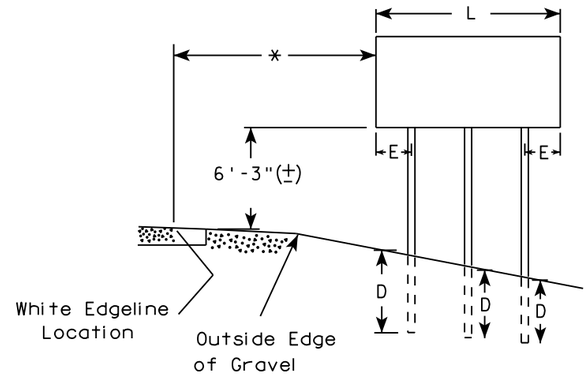
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

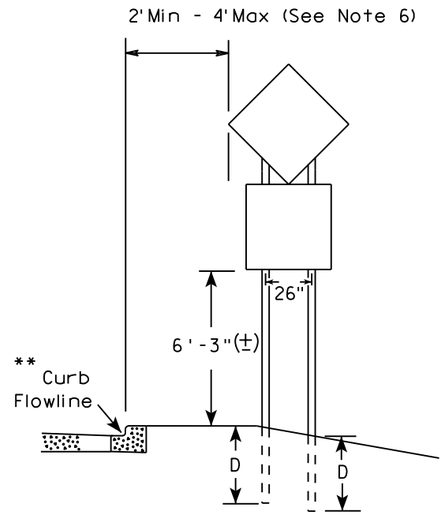
URBAN AREA



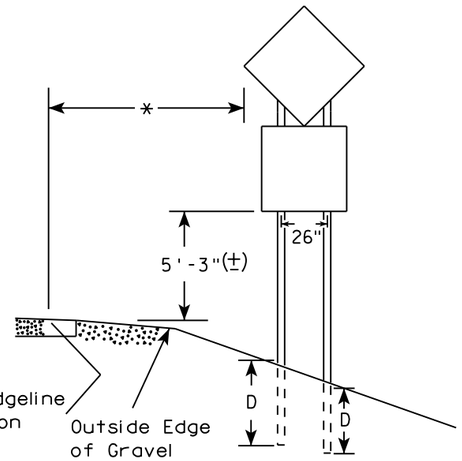
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

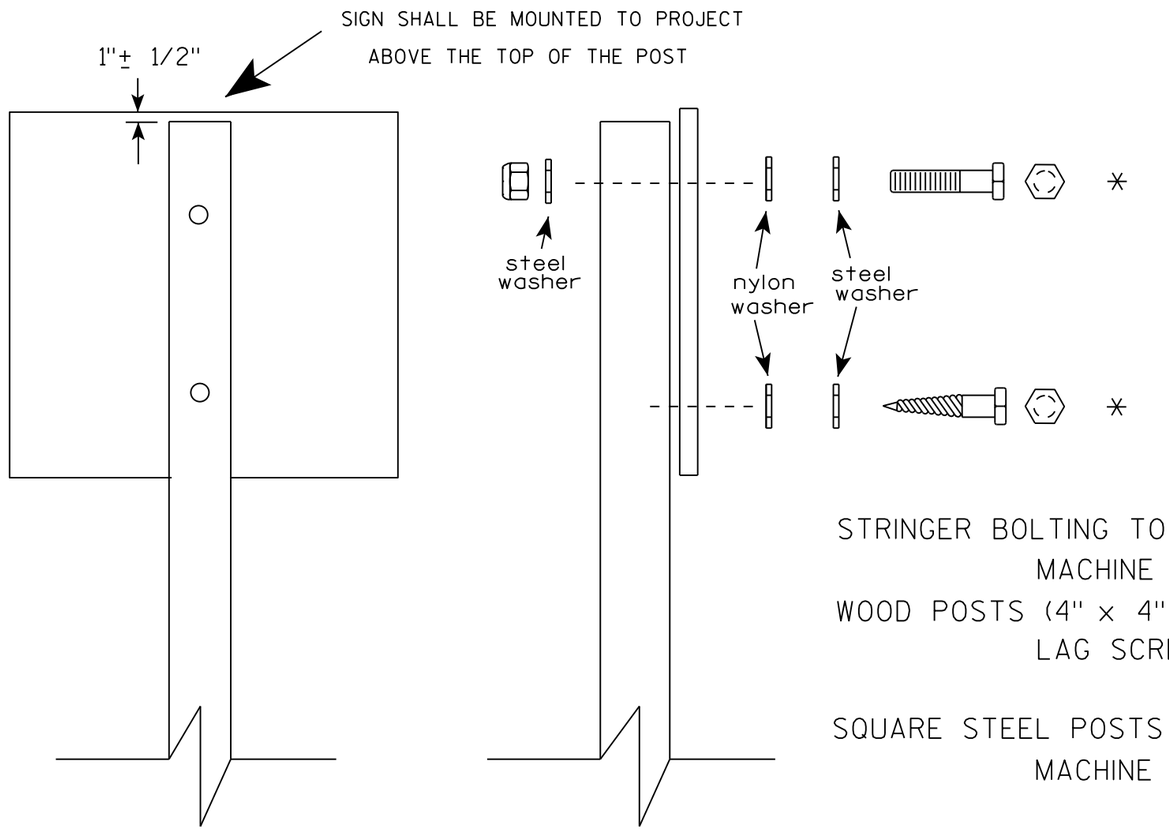
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 219	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

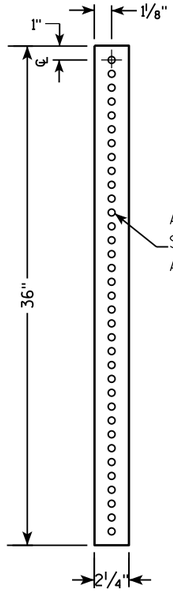
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

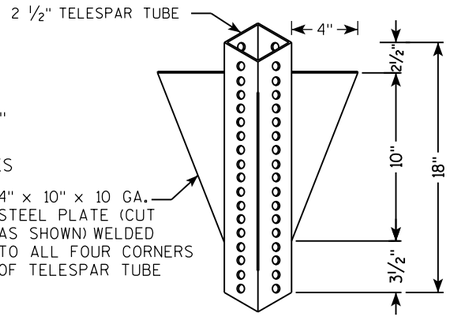
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

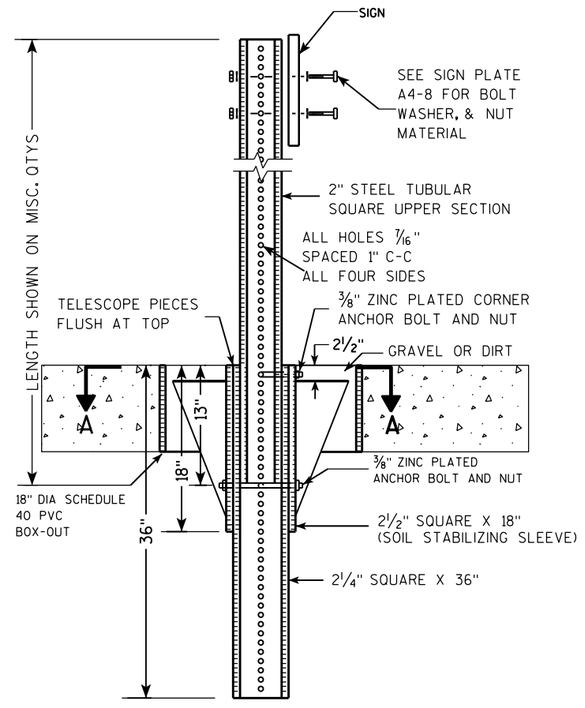
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



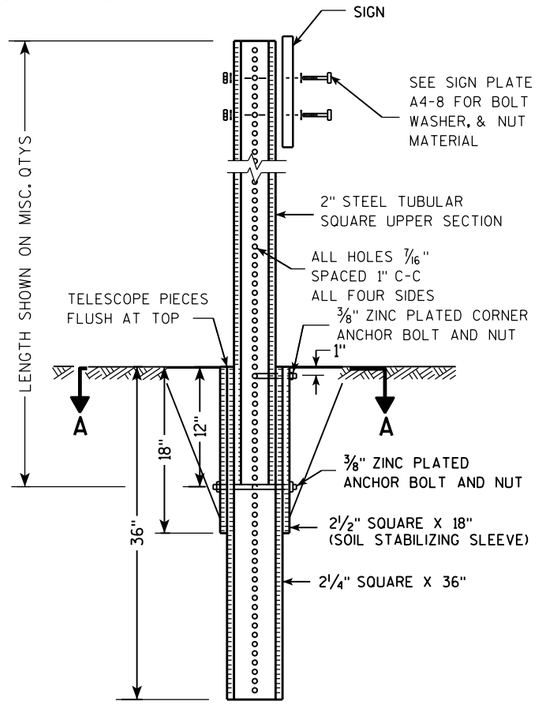
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

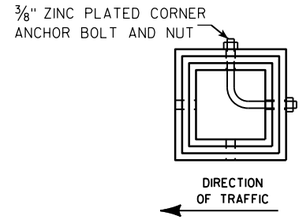


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

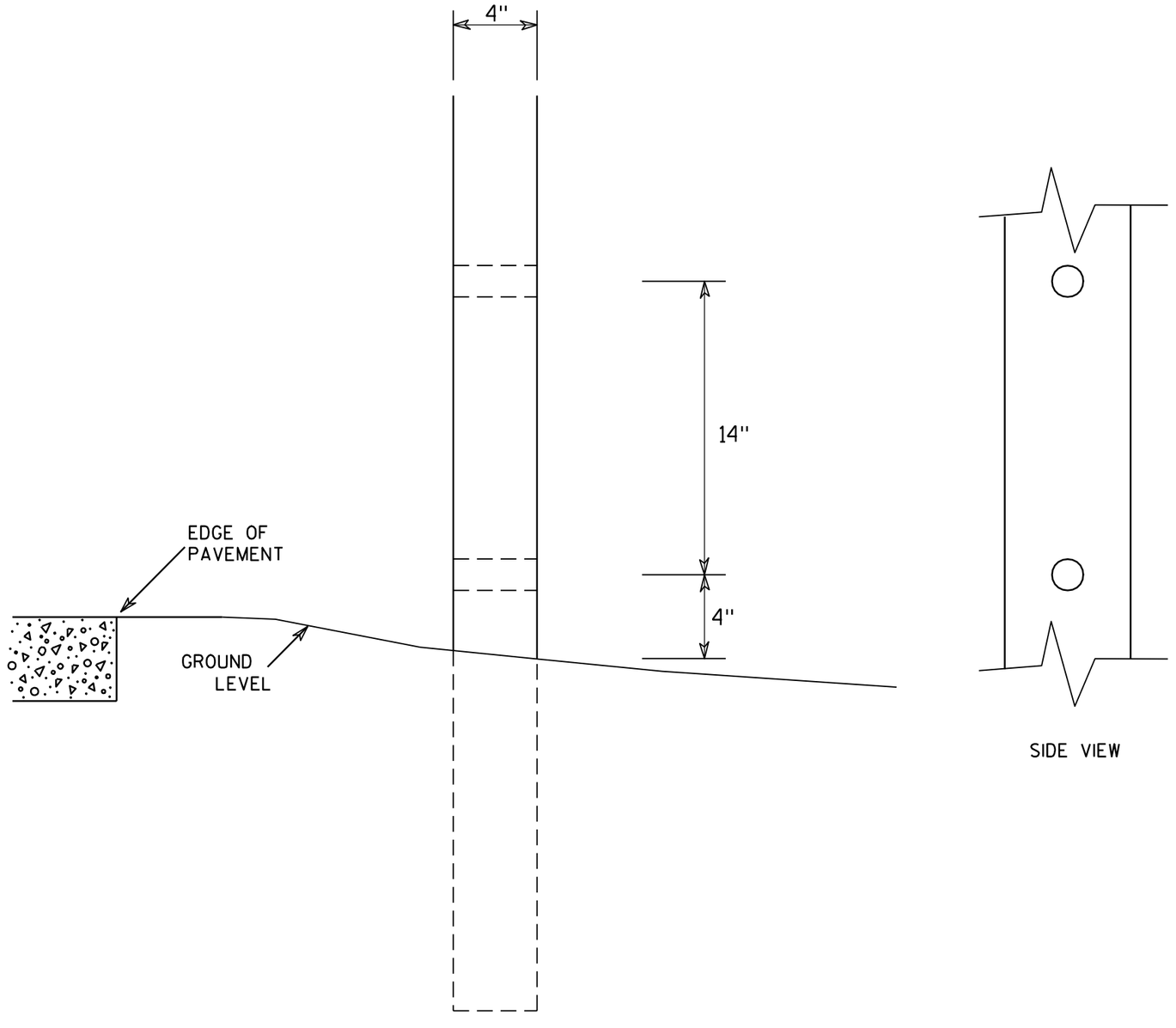
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 221 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.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

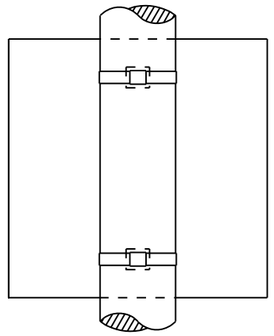
APPROVED Chester J Spang for State Traffic Engineer

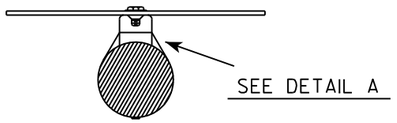
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E

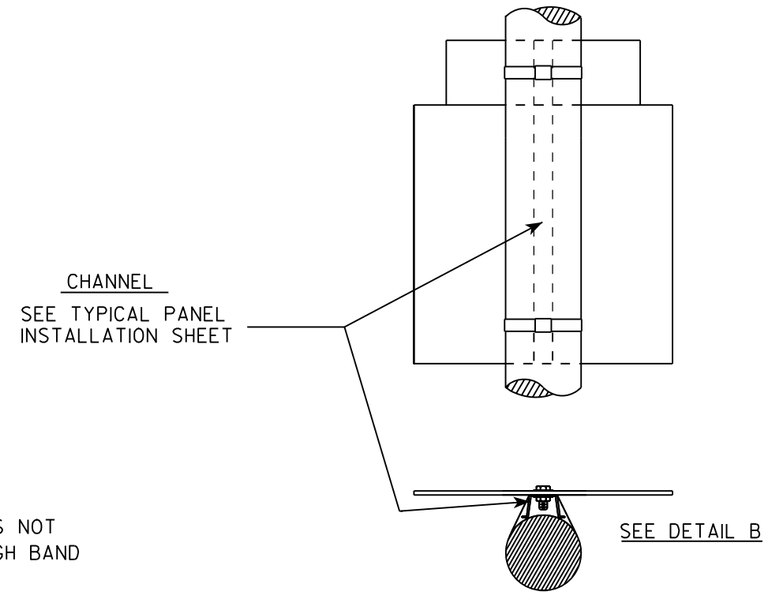
BANDING

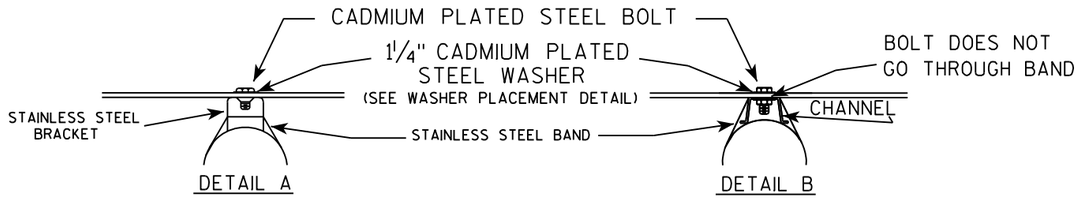
SINGLE SIGN



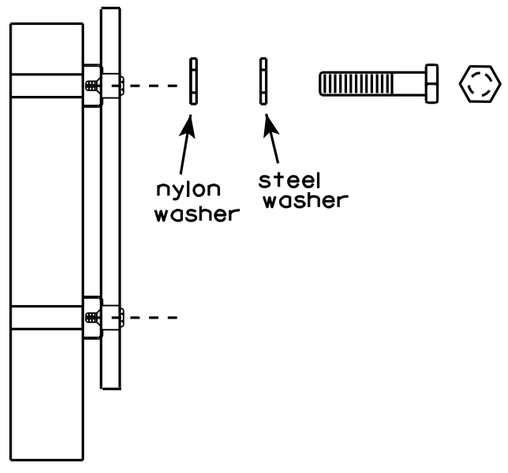


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

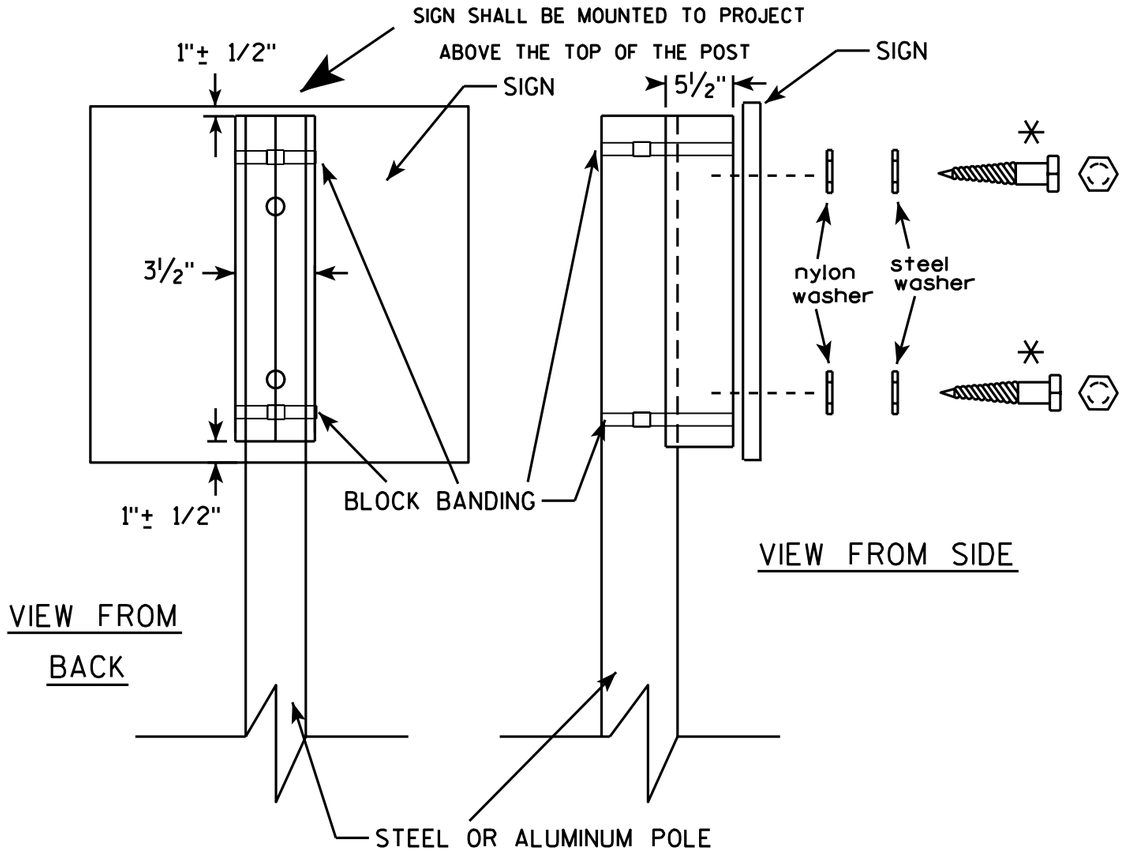
STANDARD SIGN
SIGN BANDING DETAILS

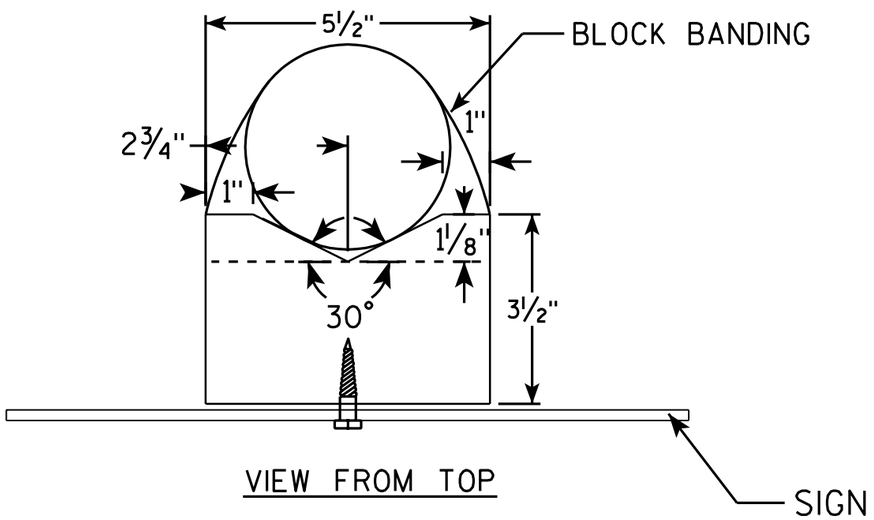
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	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

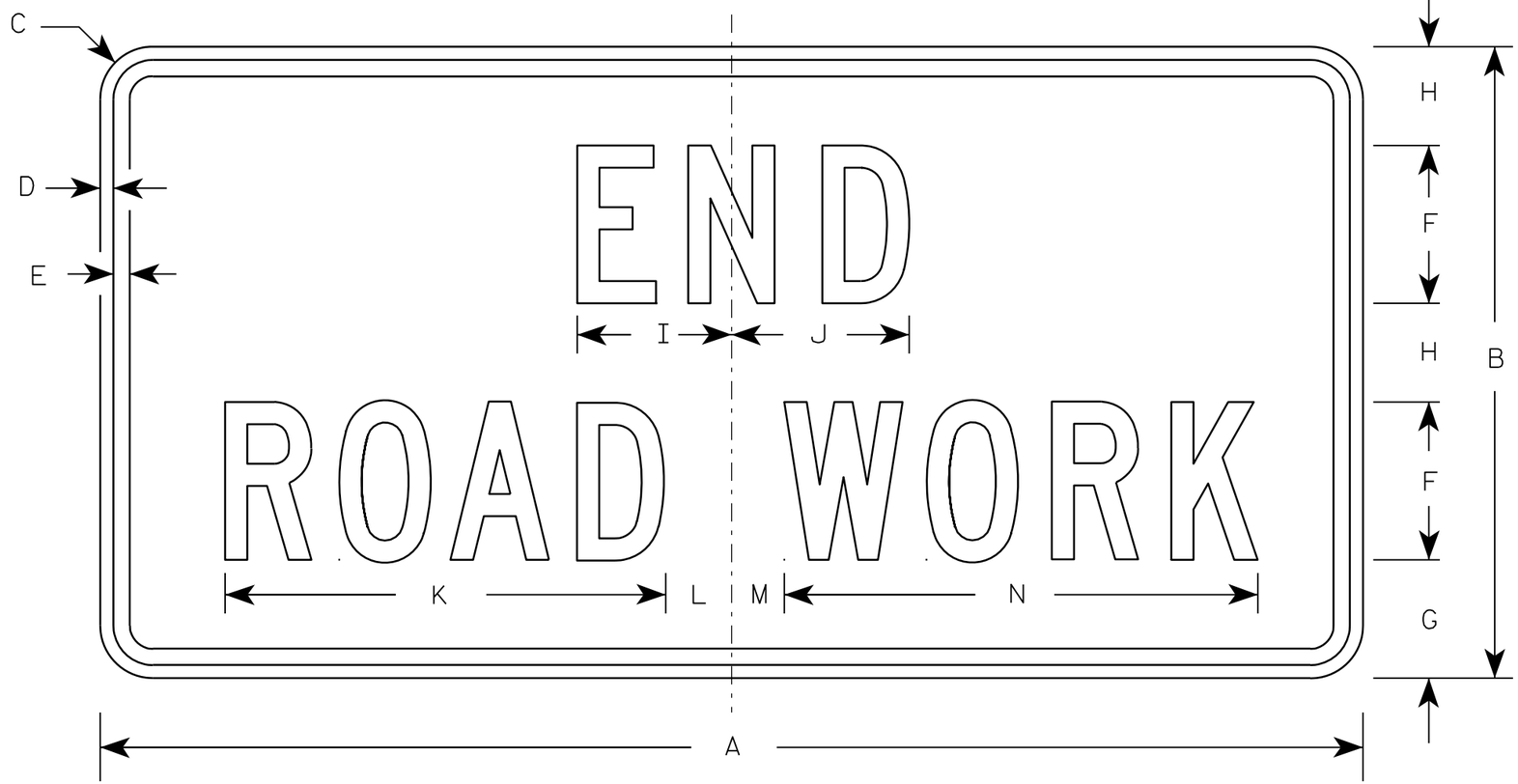
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 224 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

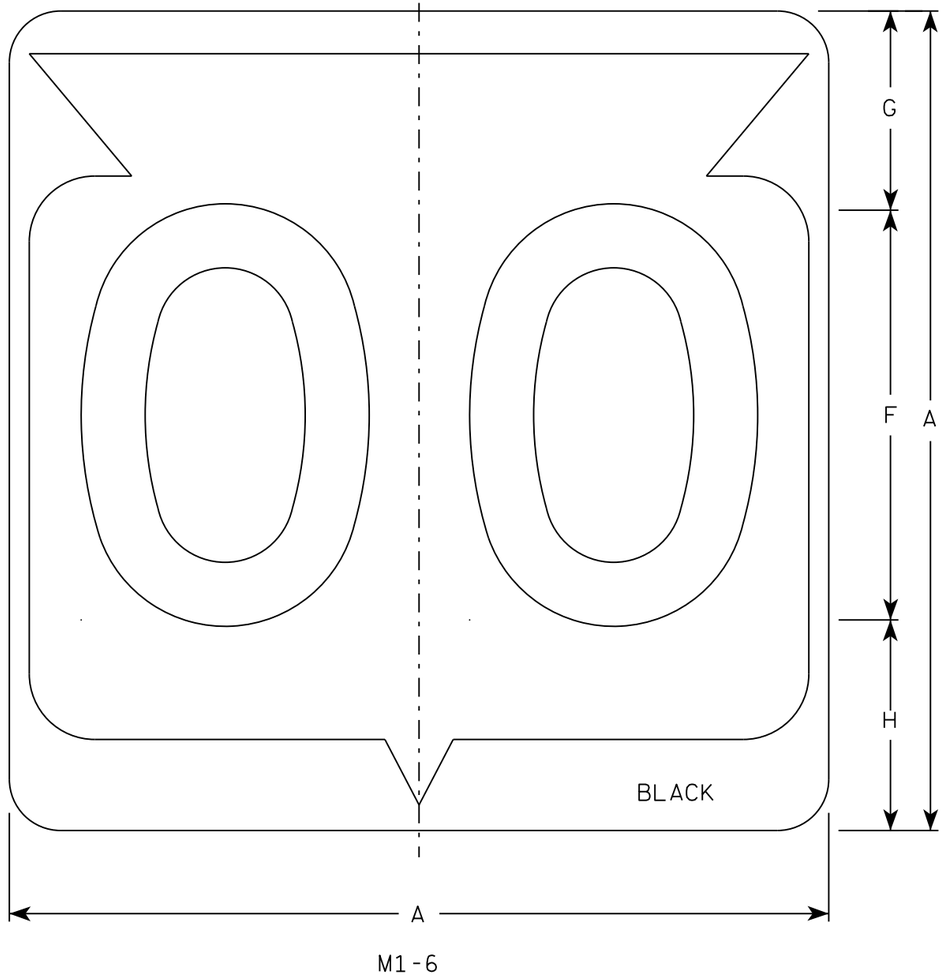
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

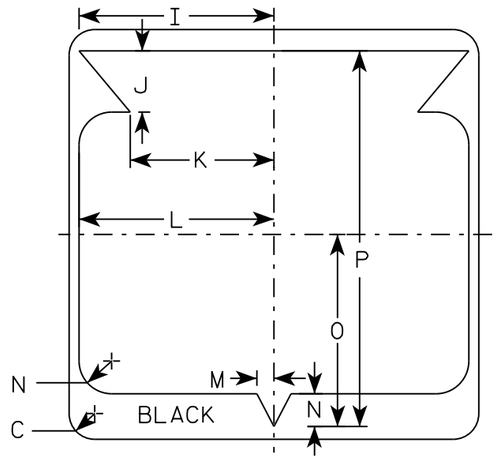
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 225	E



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

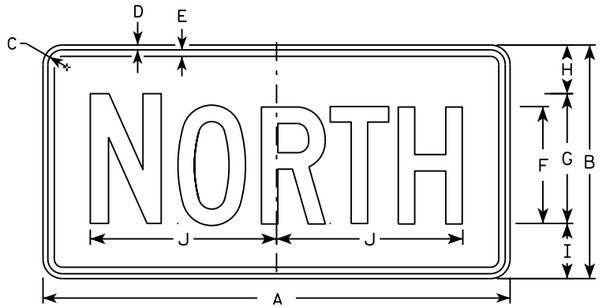
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

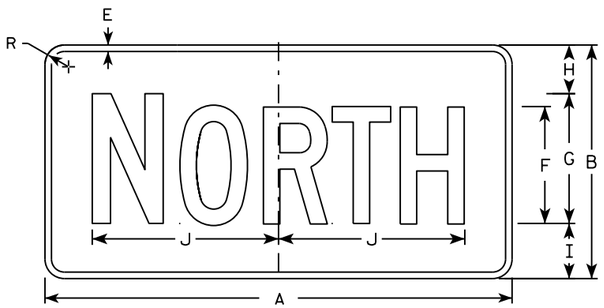
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E



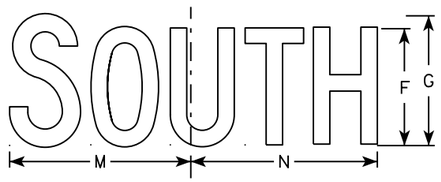
M3-1
MM3-1
MP3-1



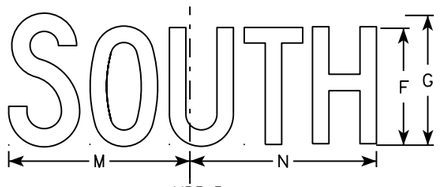
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

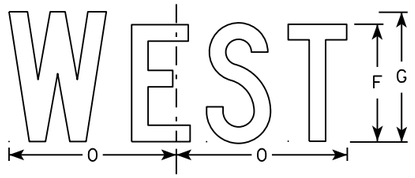
MB3-2
MK3-2
MN3-2



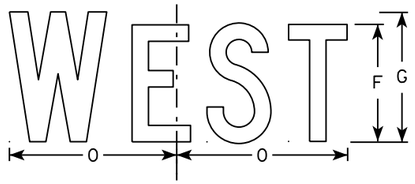
M3-3
MM3-3
MP3-3



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

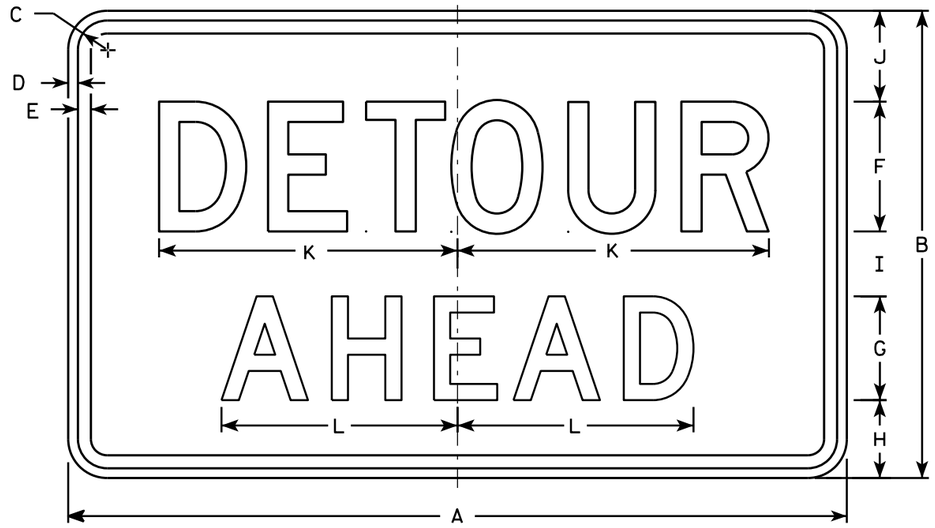
WISCONSIN DEPT OF TRANSPORTATION

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



M4-9A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/8	3/8	1/2	5	4	3	2 1/2	3 1/2	11 3/4	9 1/8															5.0
3																											
4																											
5																											

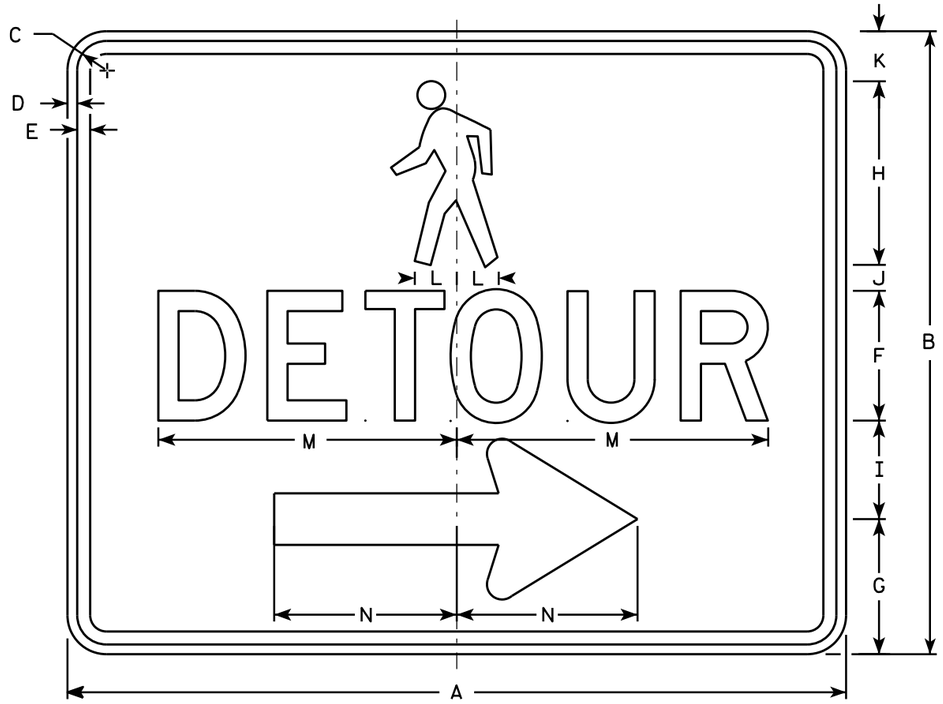
STANDARD SIGN
M4-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/16 PLATE 228 ``4-9A.1

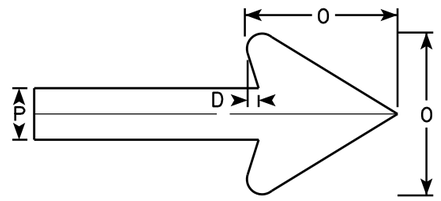
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



M4-9BR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

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

STANDARD SIGN
M4-9B L&R

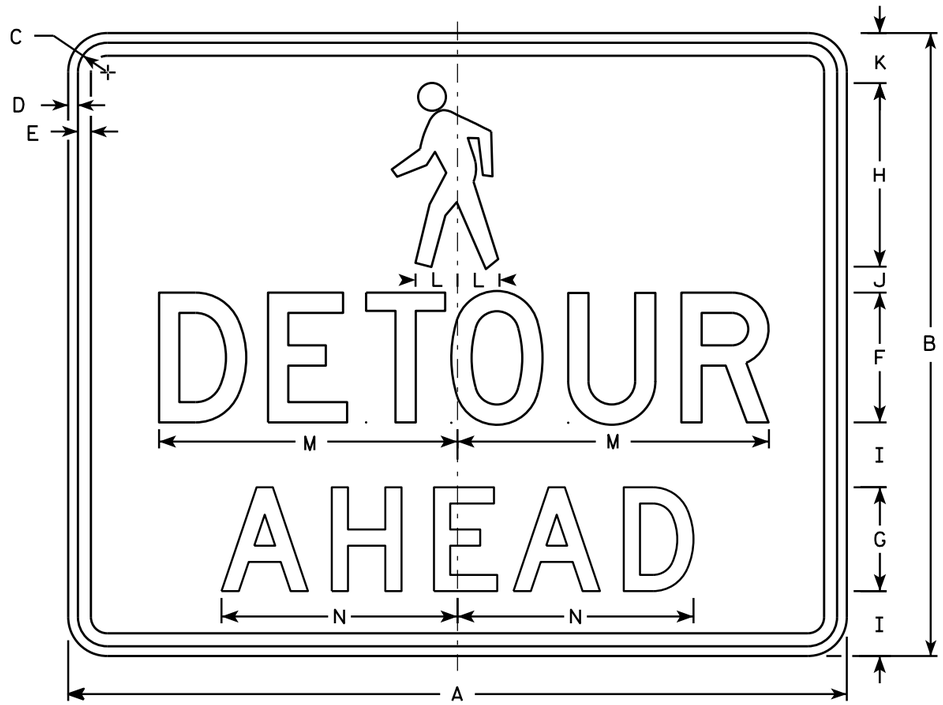
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. M4-9B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



M4-9BA

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7 1/8	2 1/2	1	1 7/8	1 5/8	11 3/4	9 1/8													5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9BA

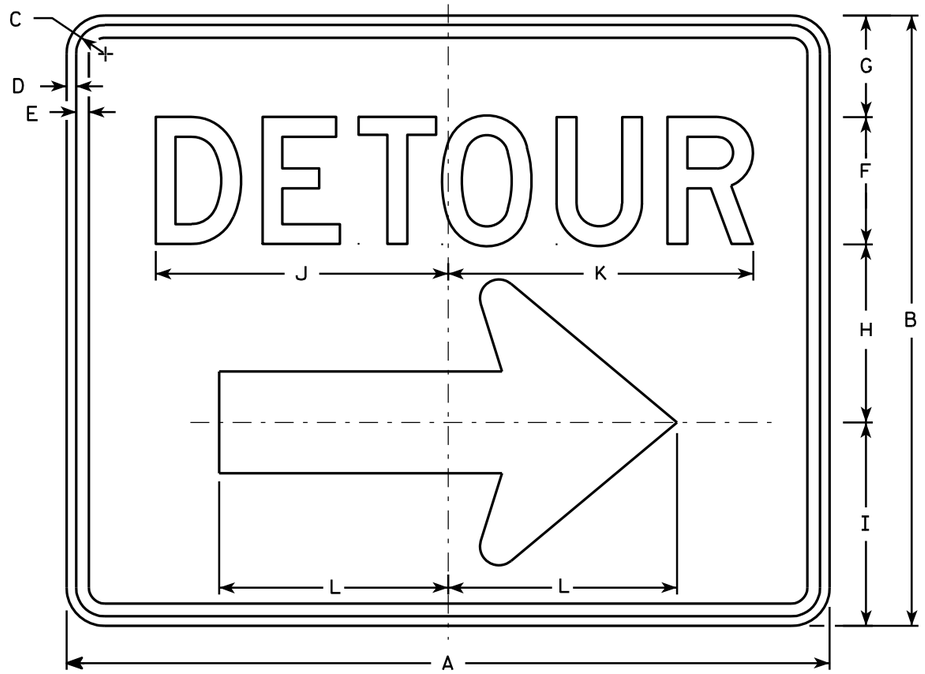
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/16 PLATE NO. M4-9BA.1

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

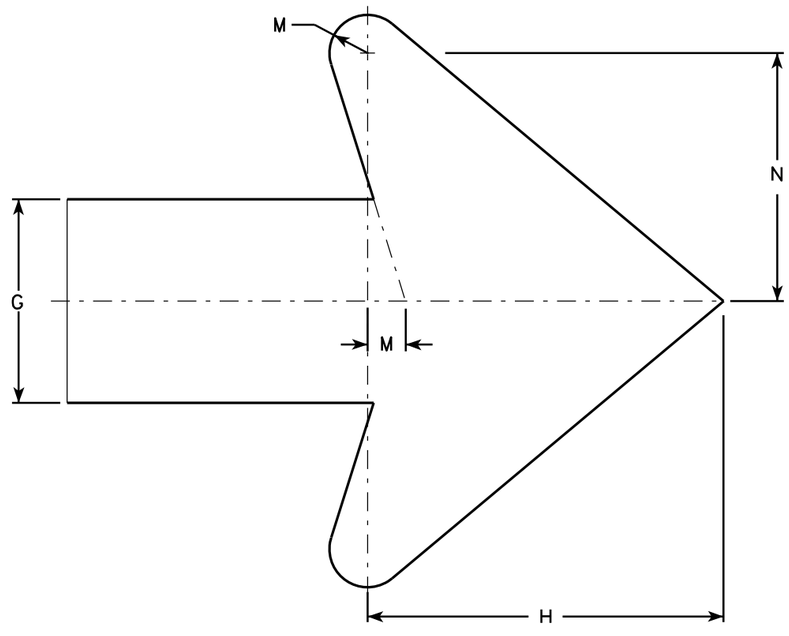
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M49BA.dgn PLOT DATE : 24-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

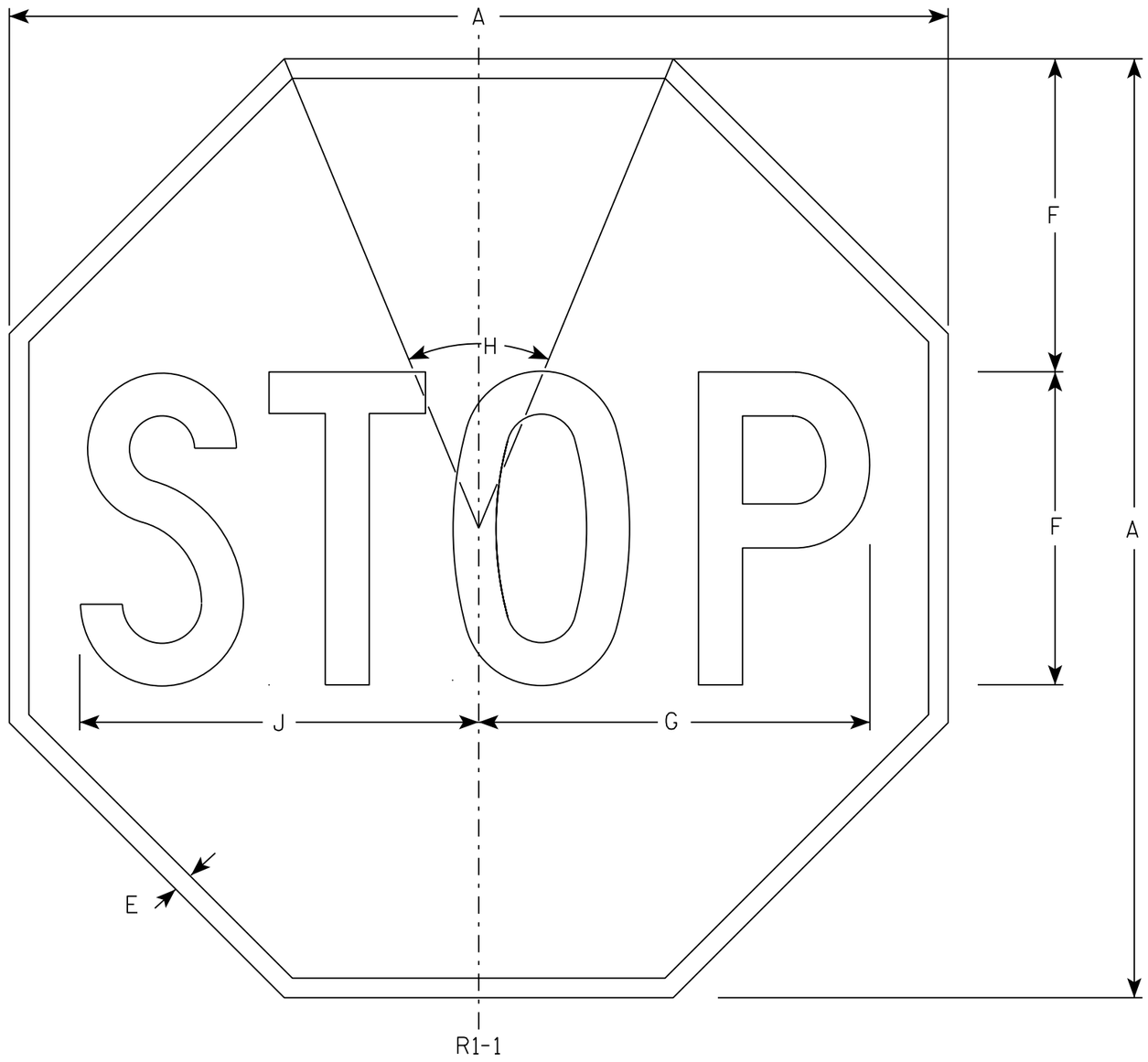
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

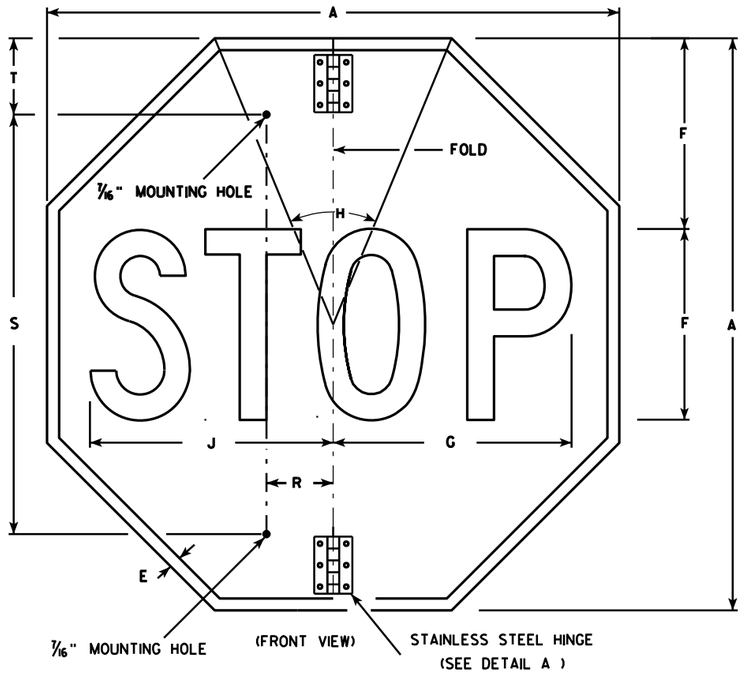
STANDARD SIGN
R1-1

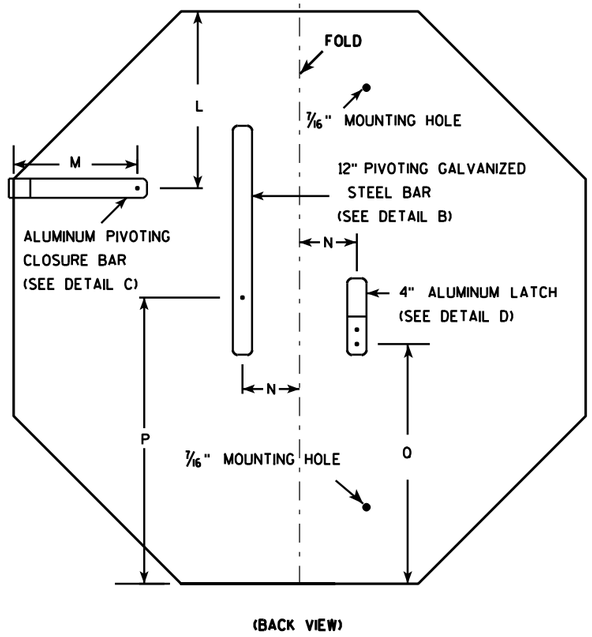
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

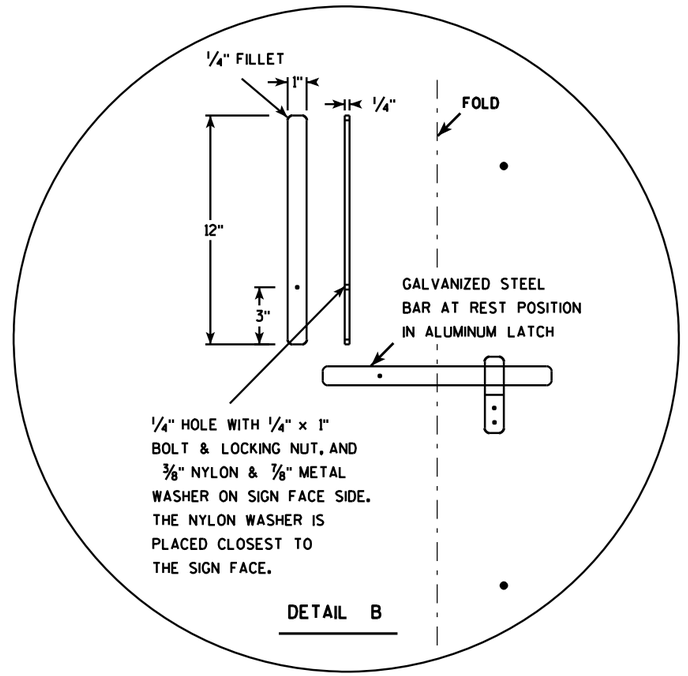
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E

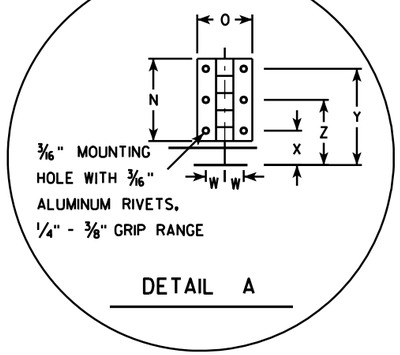


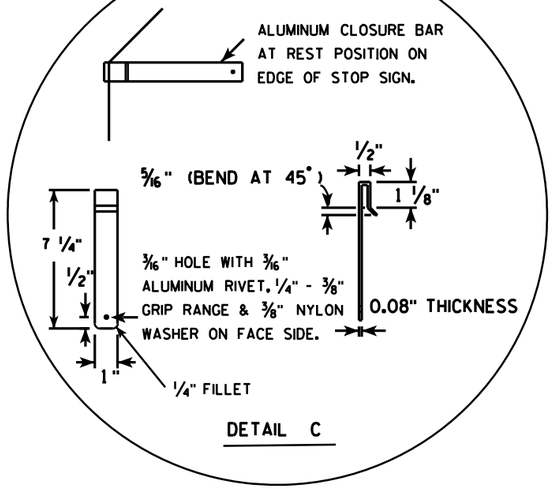


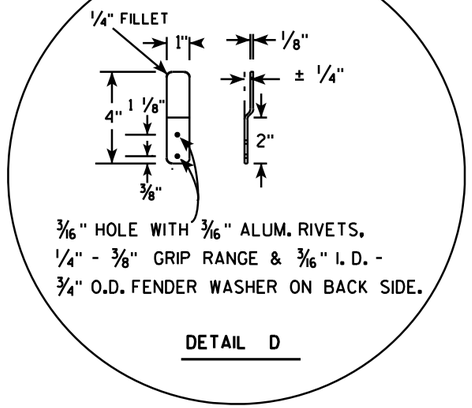
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









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																											

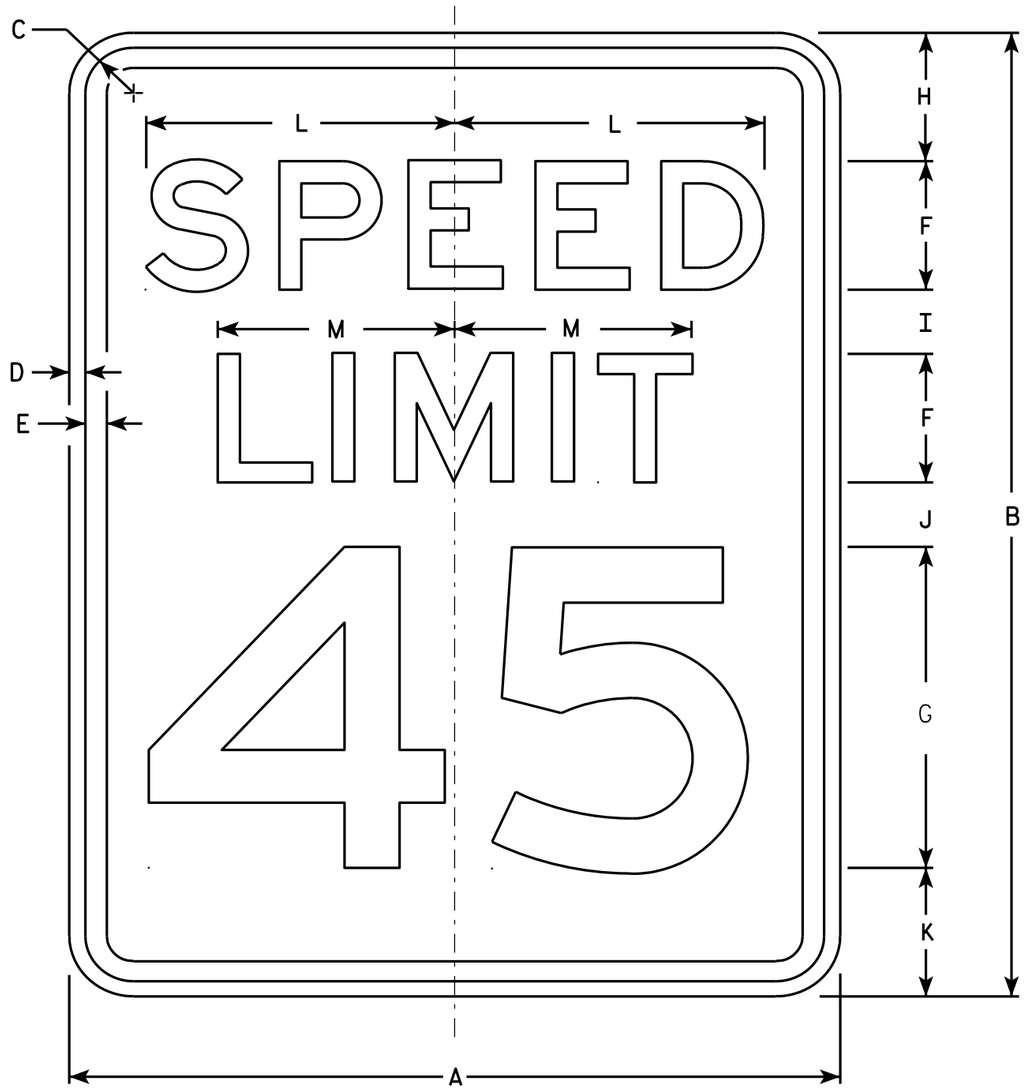
STANDARD SIGN
R1-1F

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: 233	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

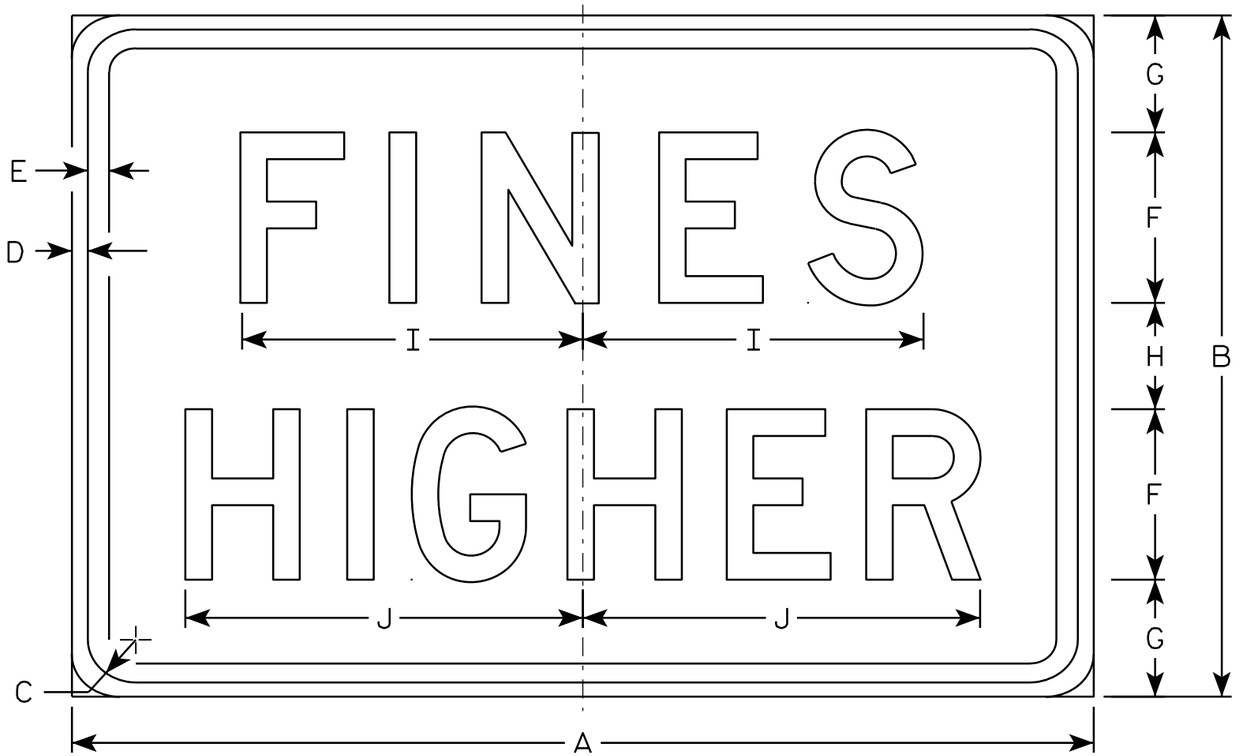
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

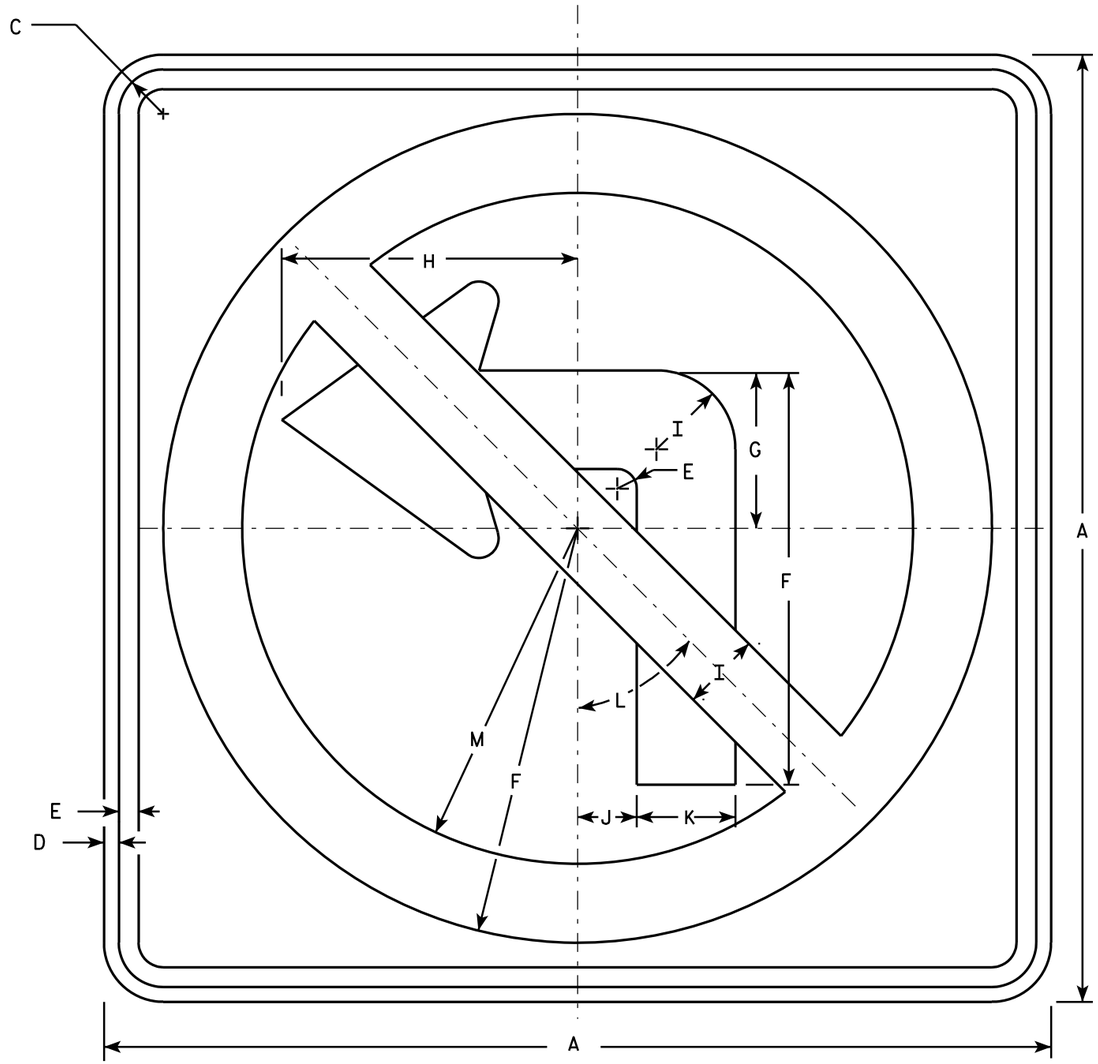
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

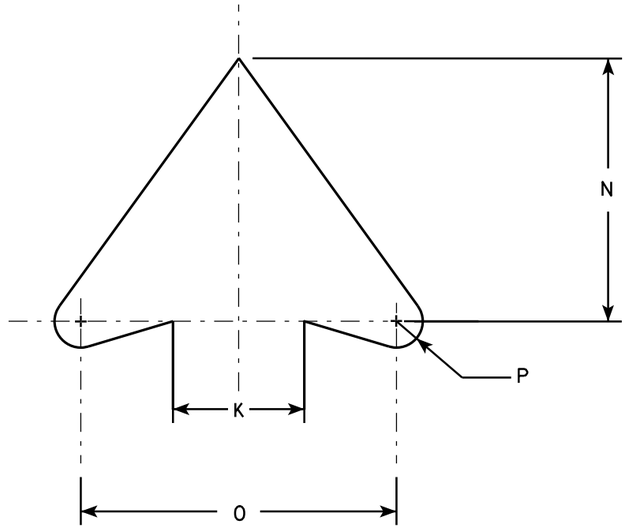
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

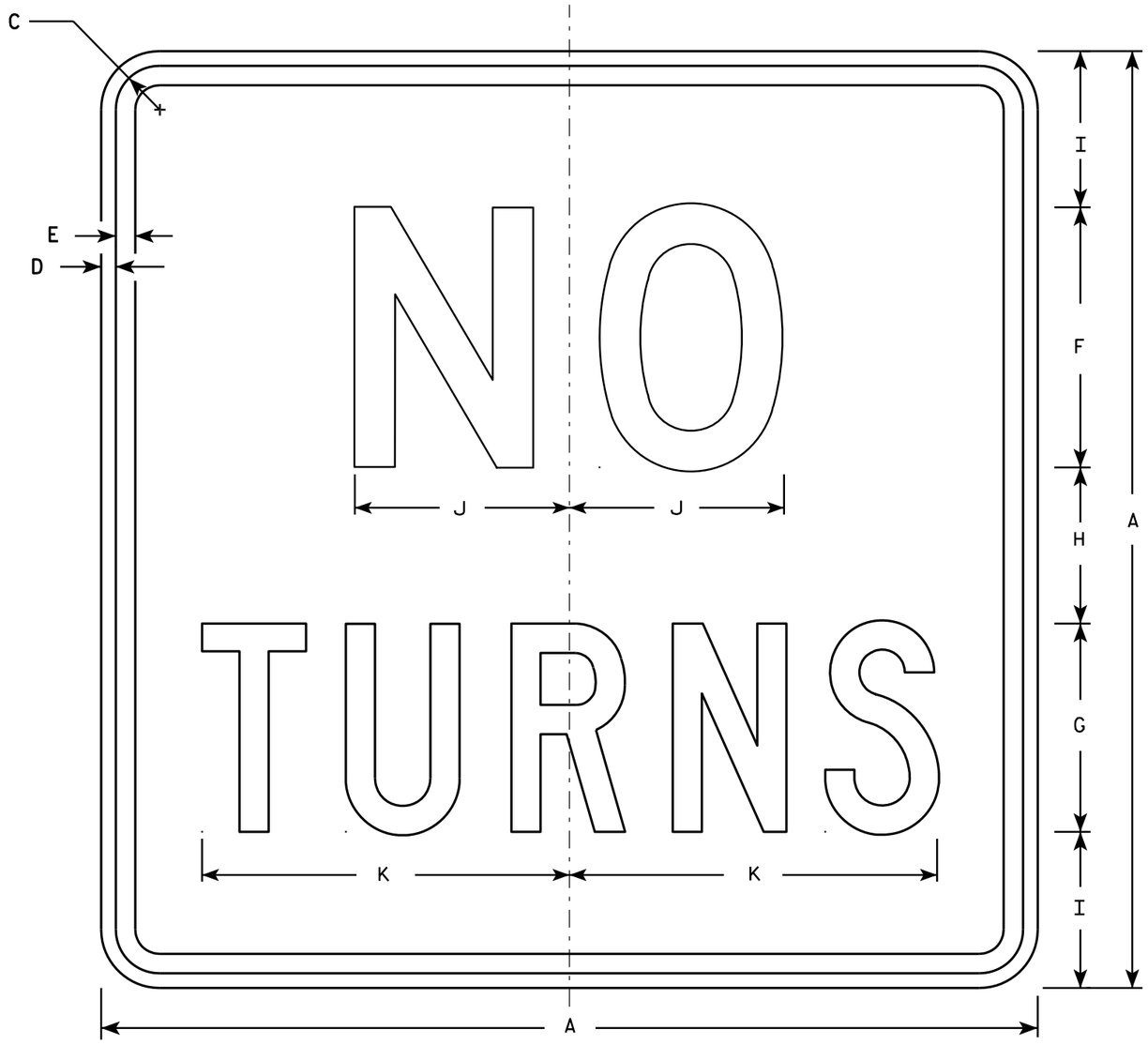
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E



R3-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D and Line 2 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																											
2S	24		1 1/8	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

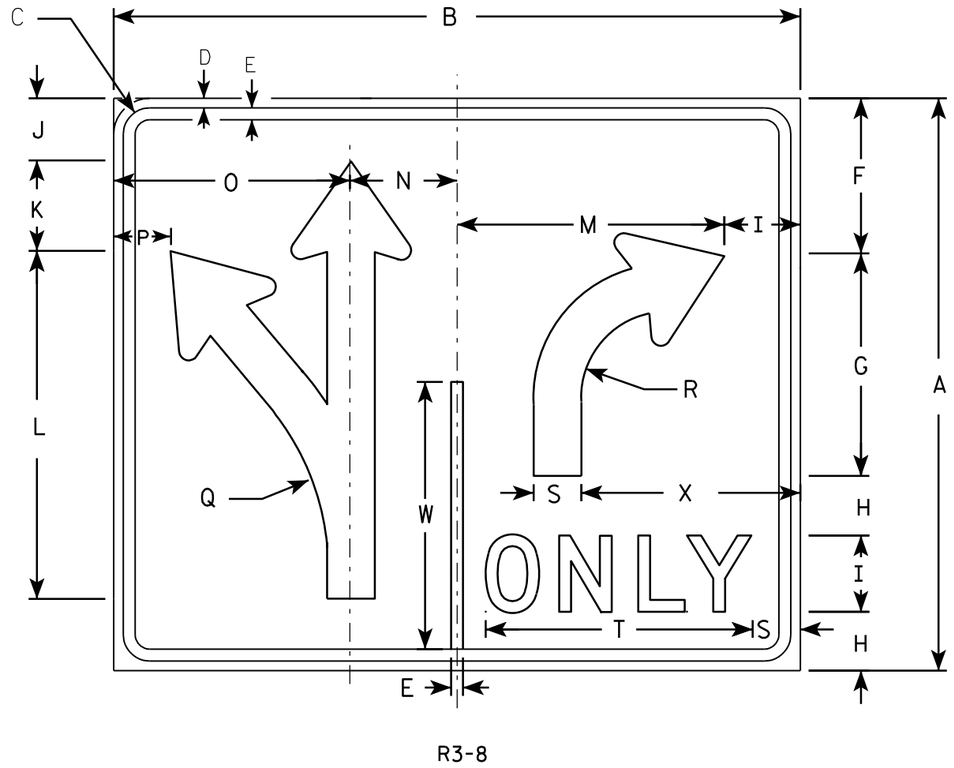
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

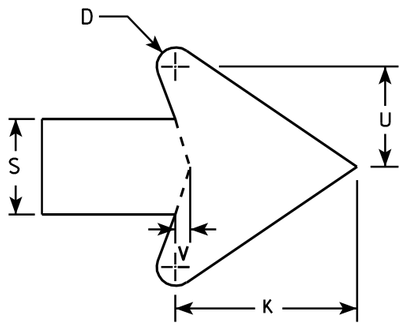
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E



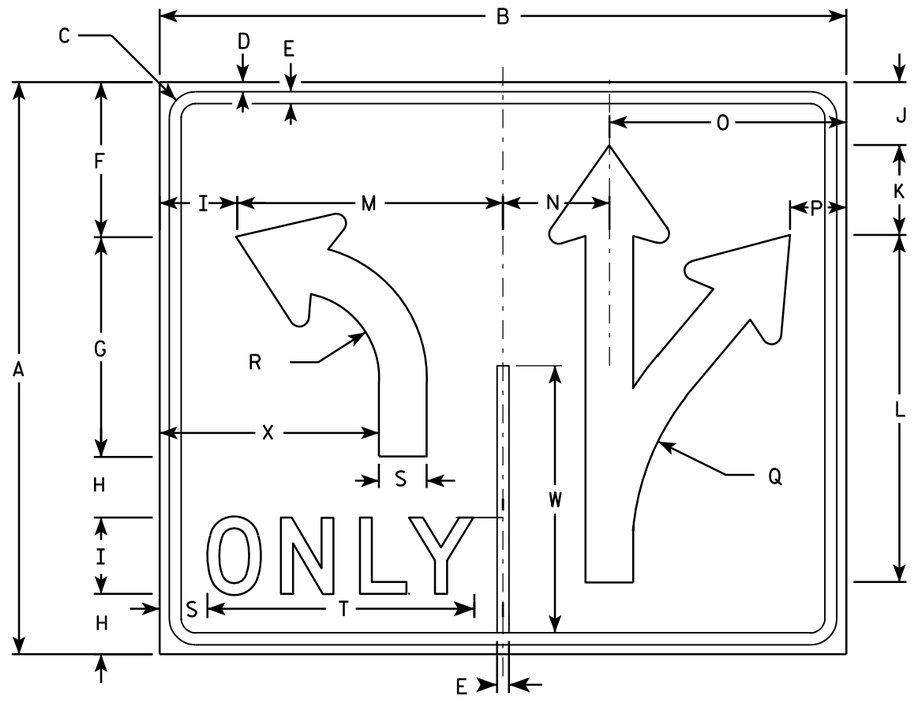
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

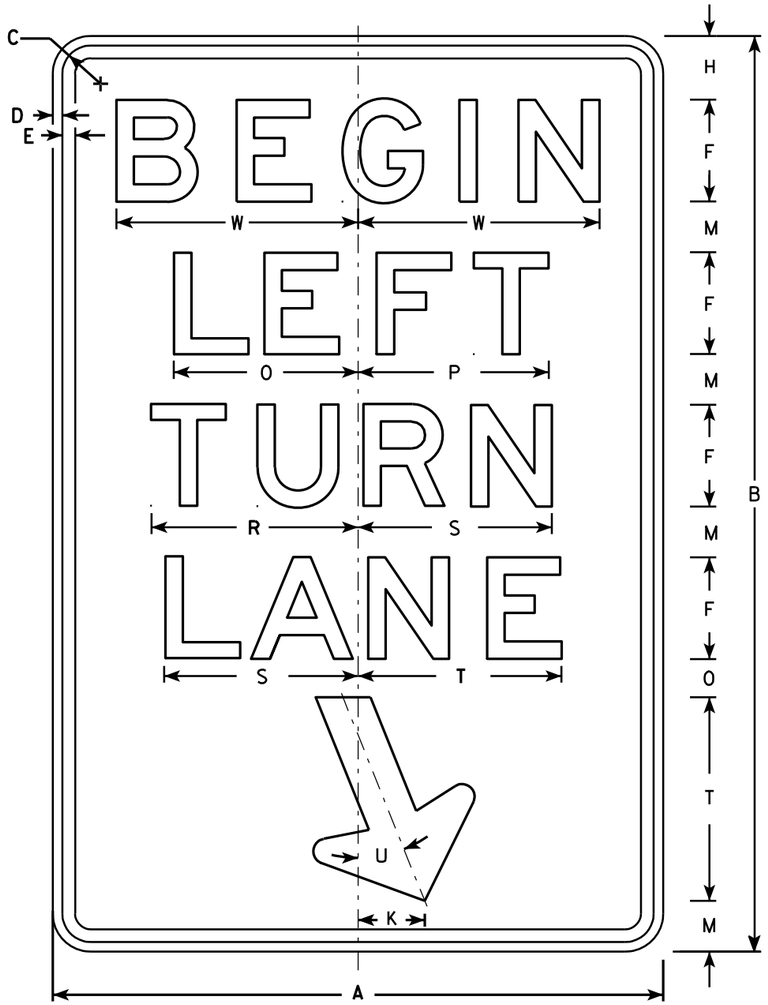
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

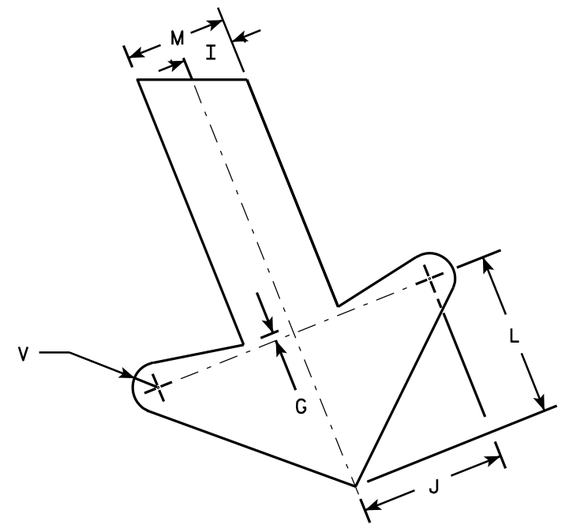
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



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																											

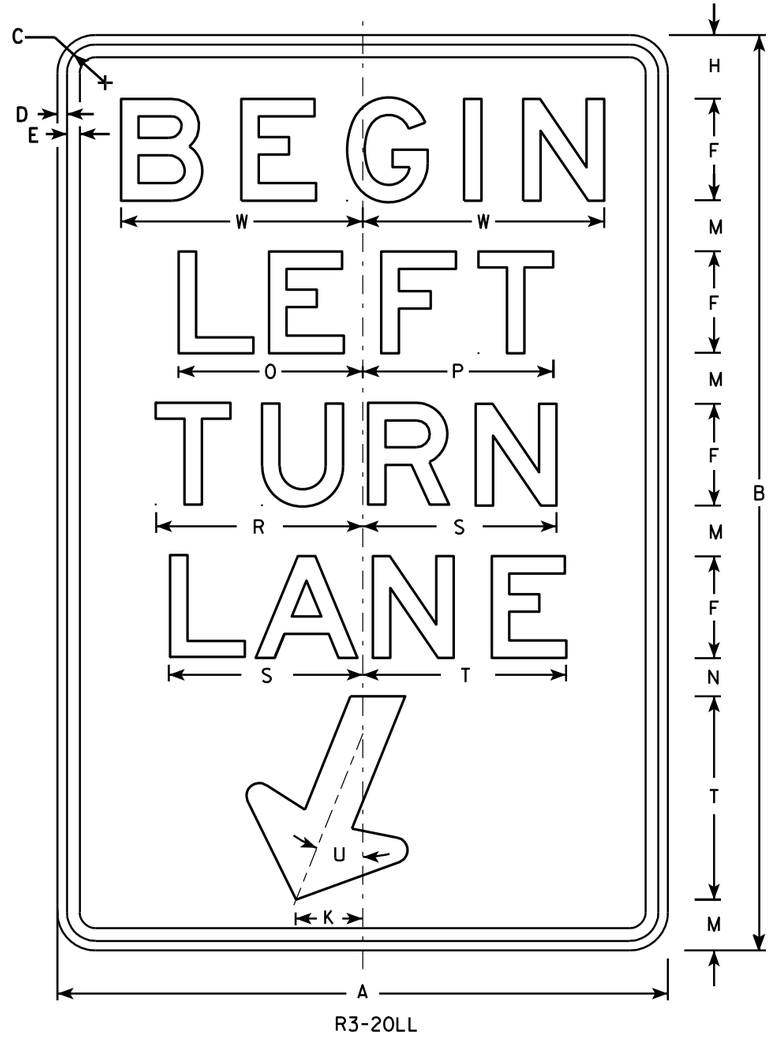
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

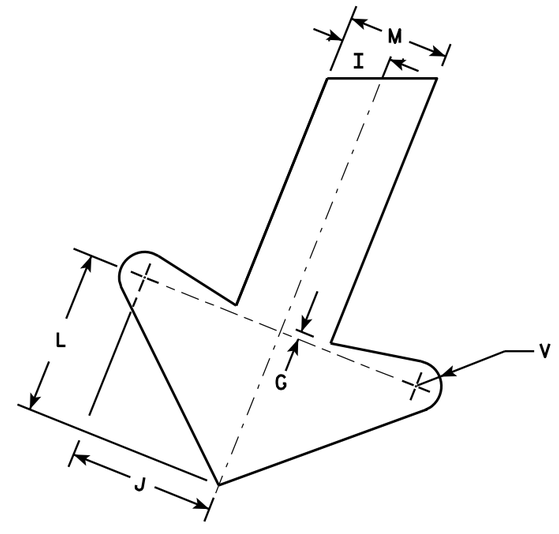
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

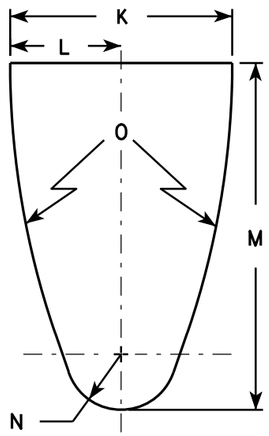
APPROVED Matthew R Rauch
for State Traffic Engineer

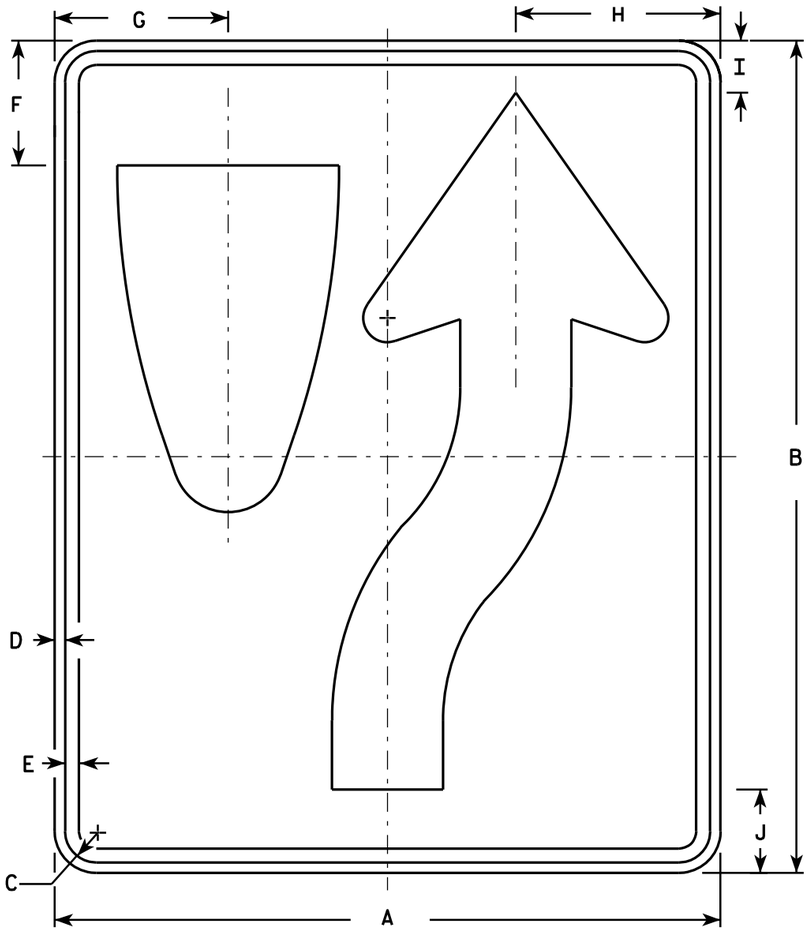
DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 240	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

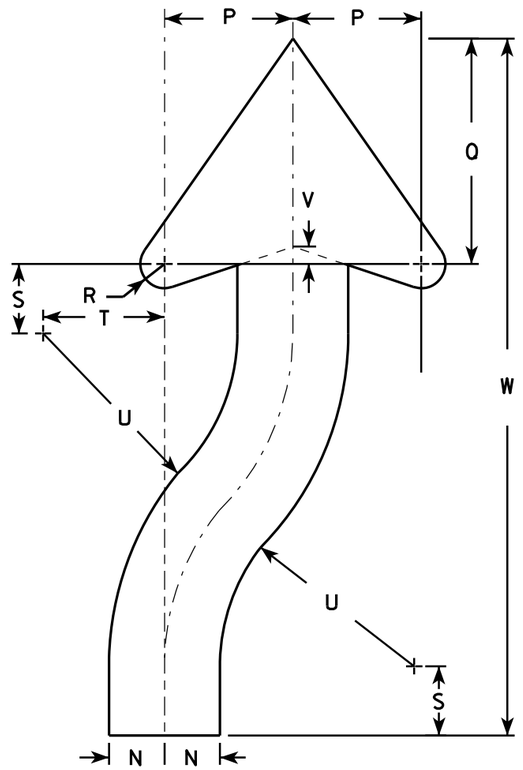




R4-7

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

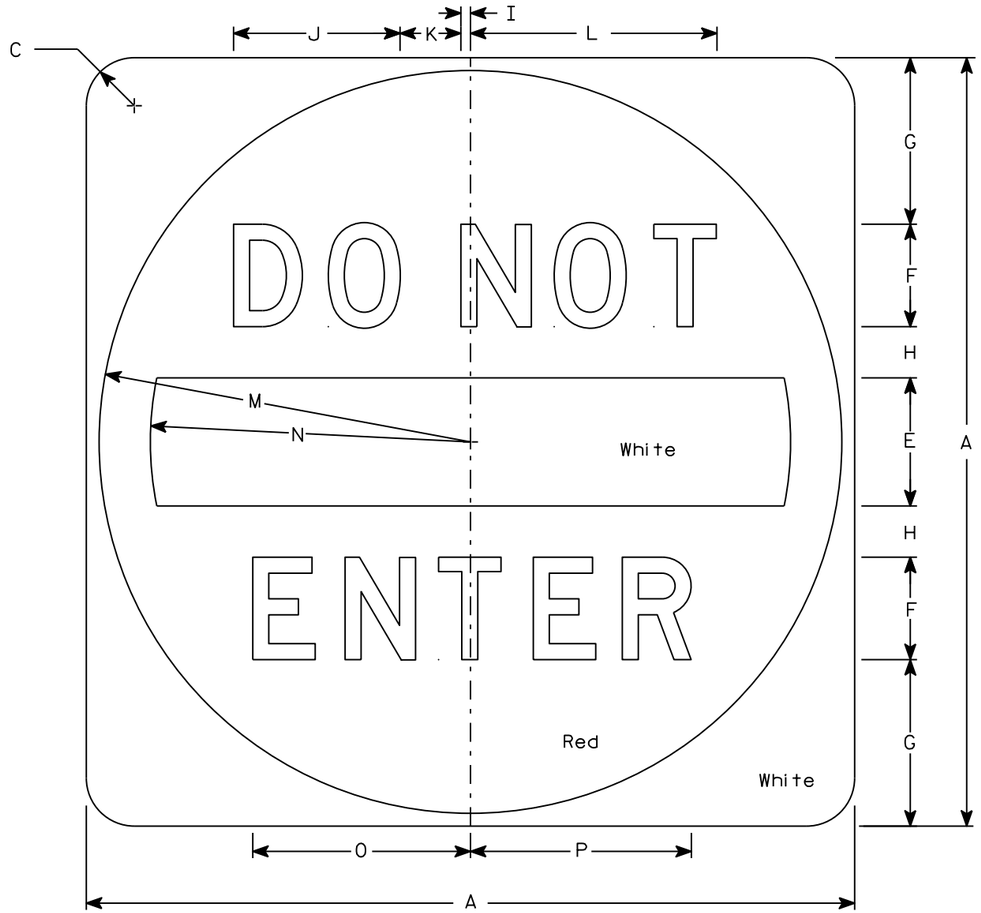
STANDARD SIGN
R4-7 & R4-8

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: 241	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

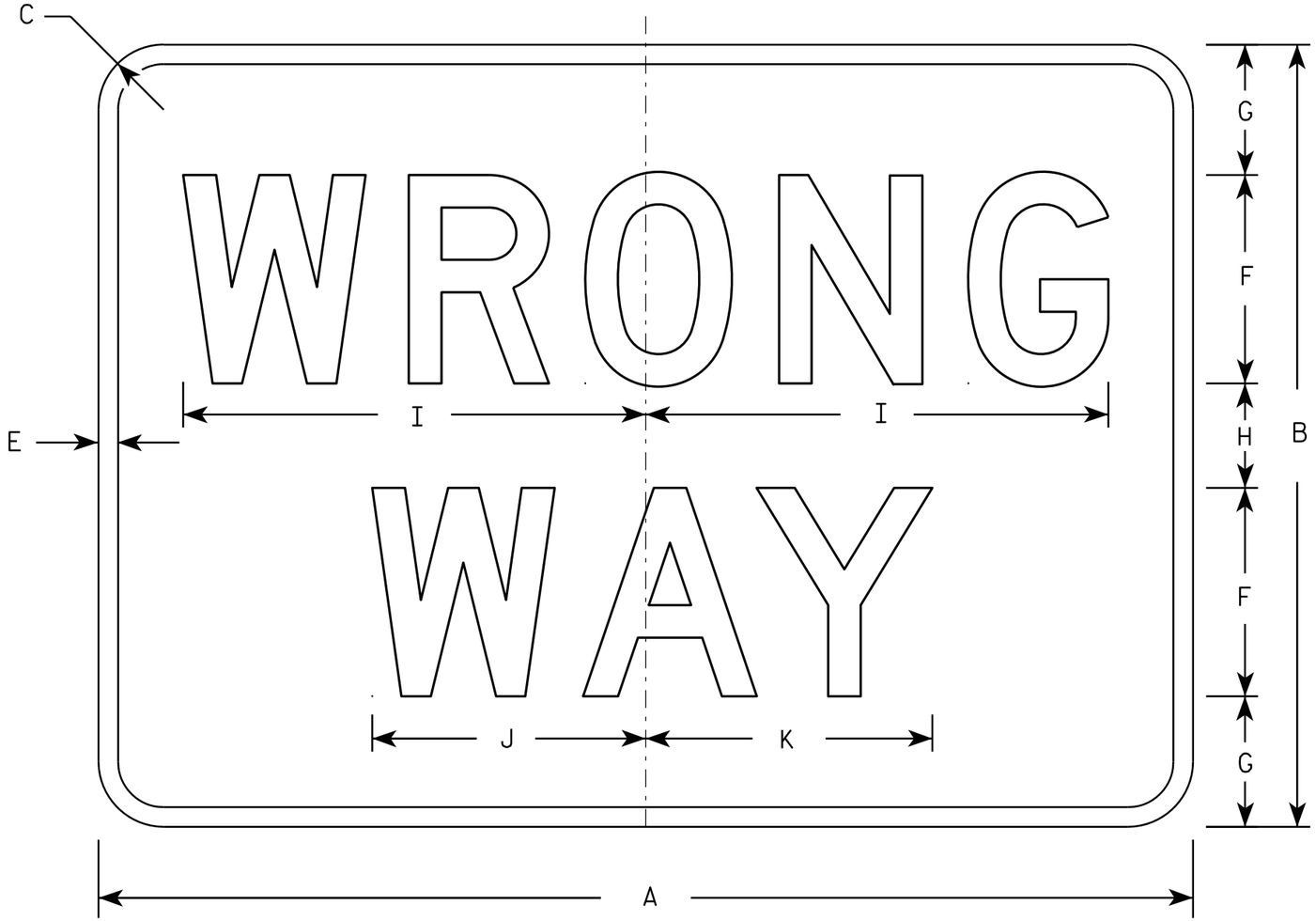
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

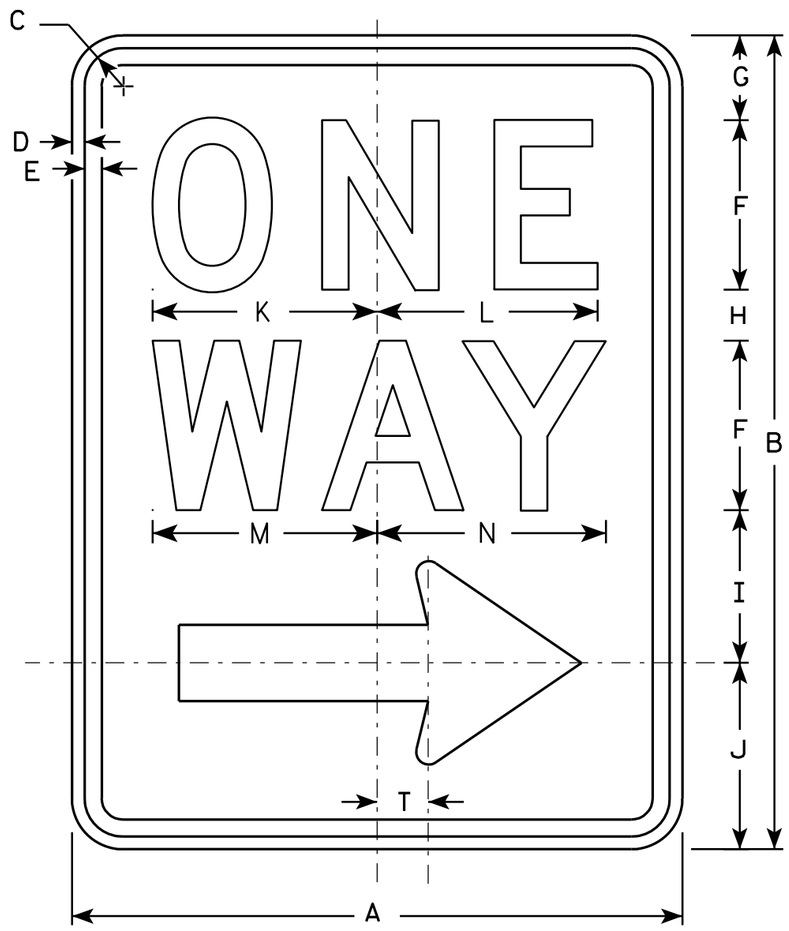
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

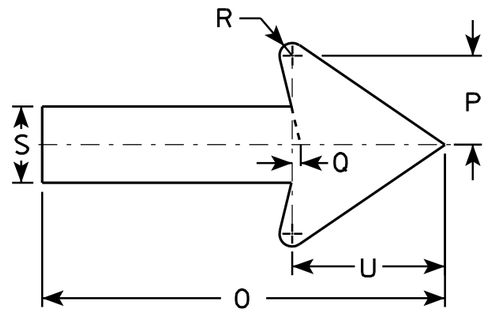
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 243 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

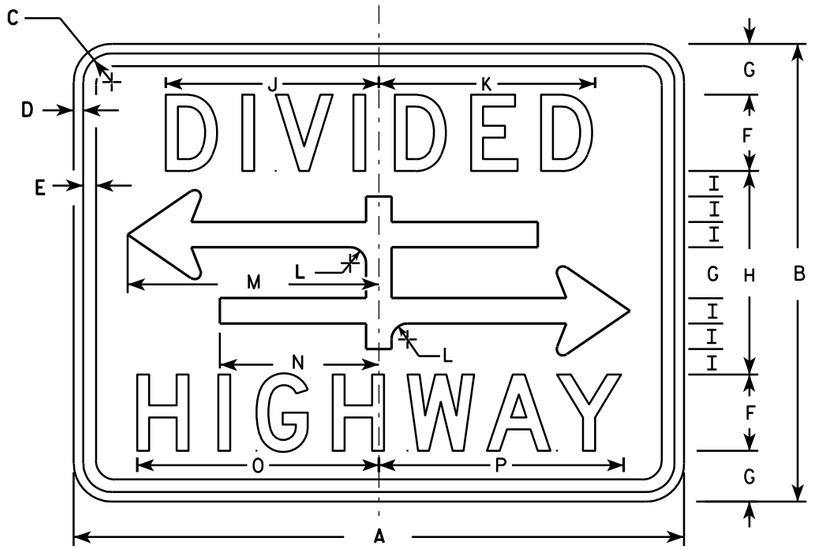
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

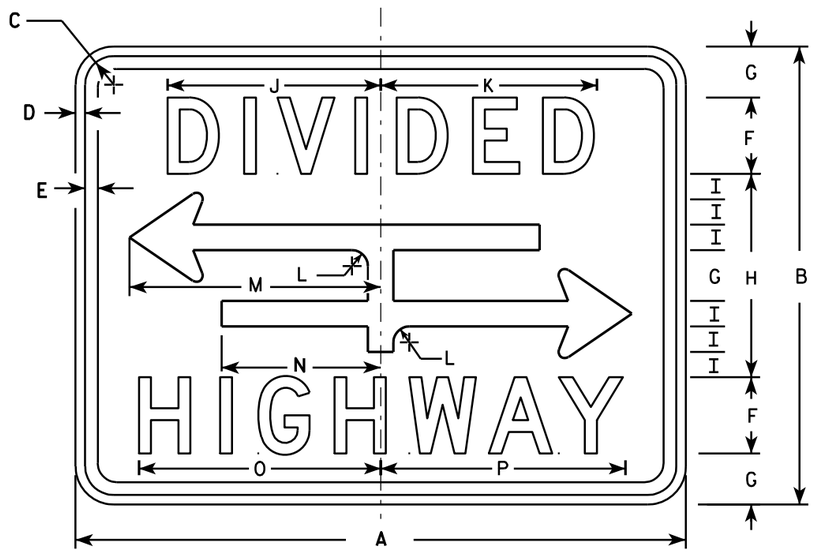
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E



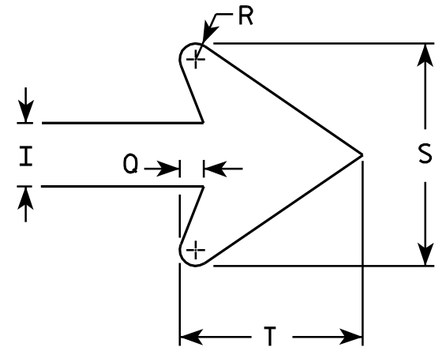
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 245 E

R9-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 3 are Series C
   Line 2 is Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-3.6

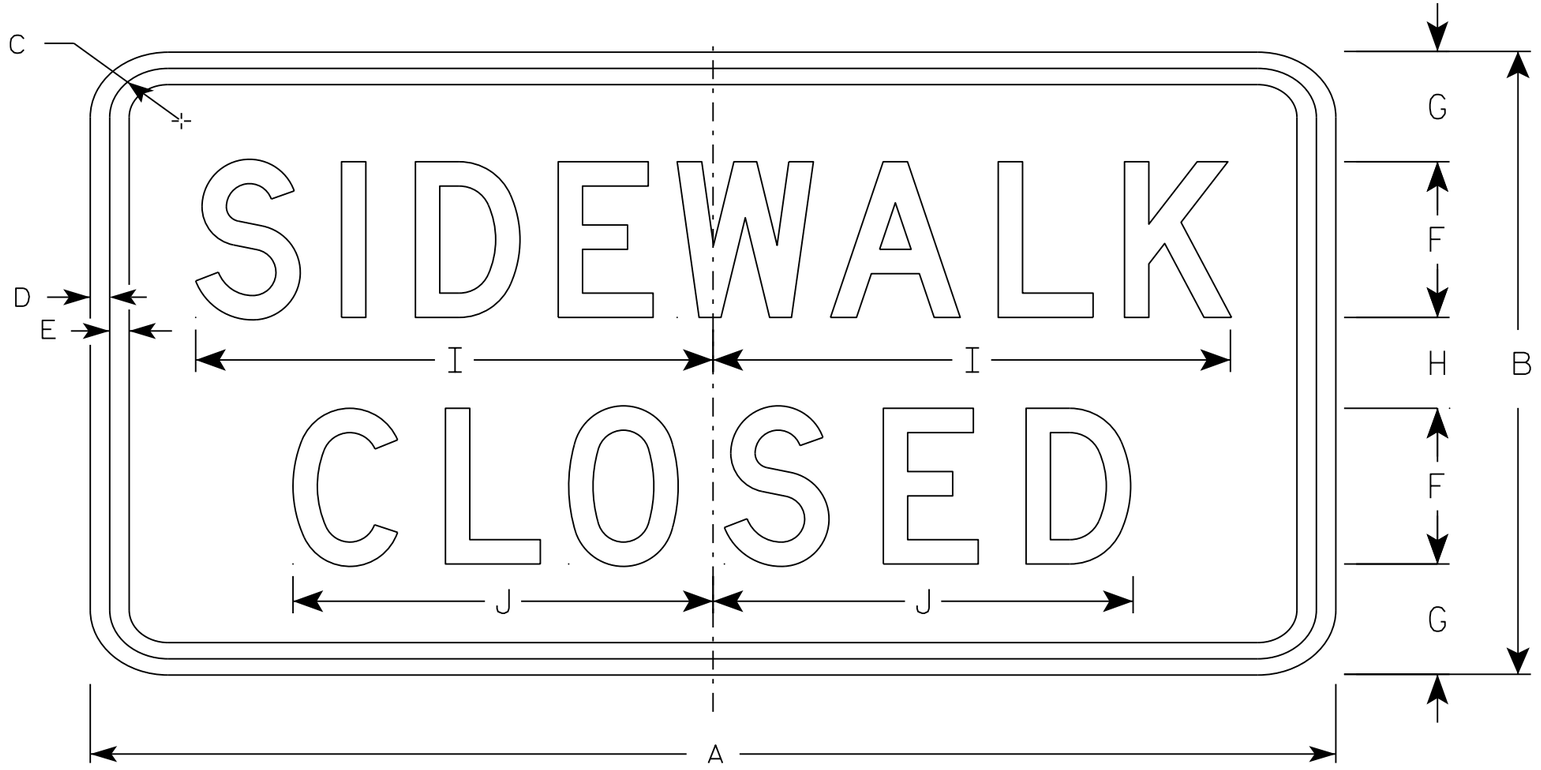
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R93.DGN PLOT DATE : 01-APR-2011 10:44 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.731229:1.000000

WISDOT/CADDS SHEET 42

7

7



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

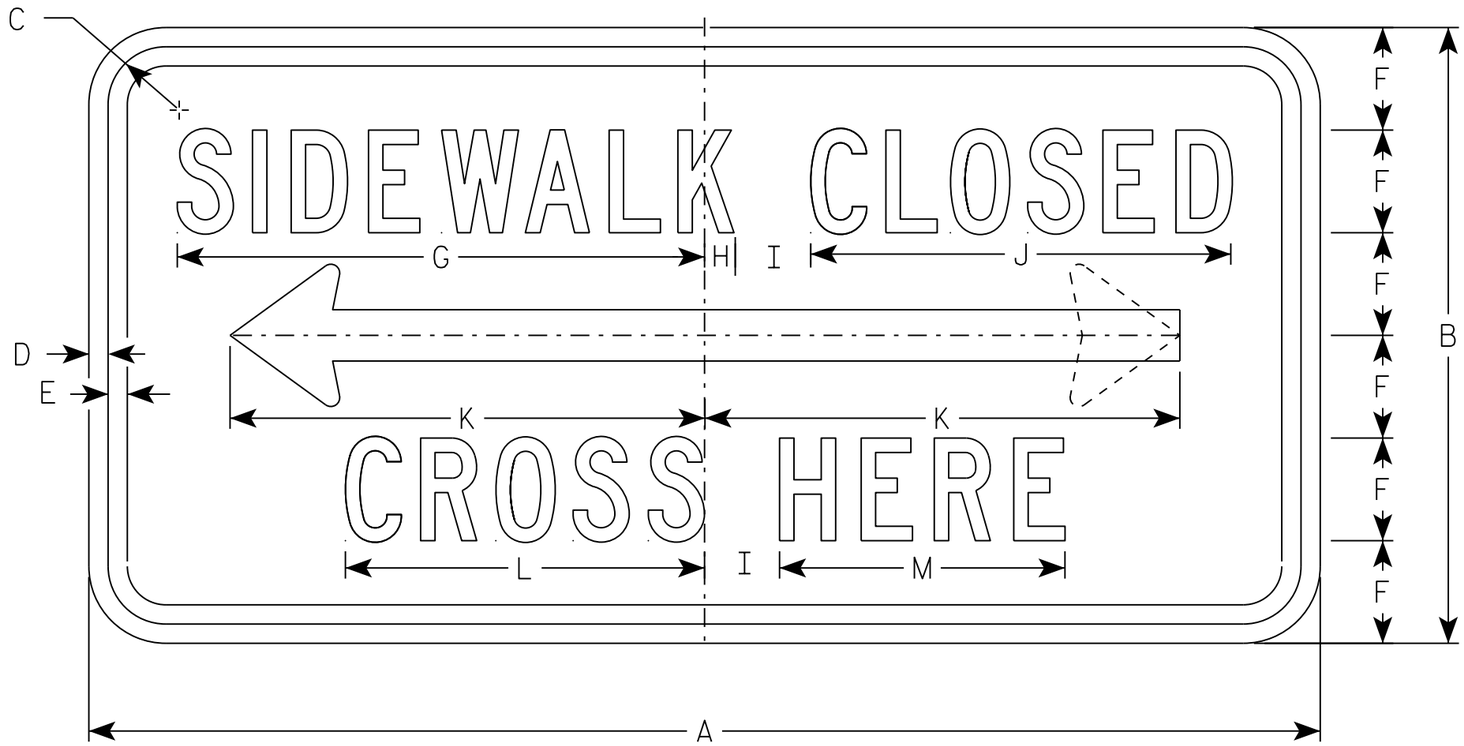
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

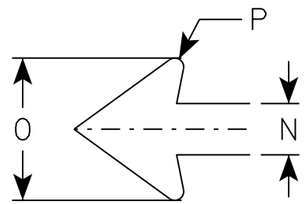
DATE 8/11/16 PLATE 247 R9-9.6

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



R9-11A



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.

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																											

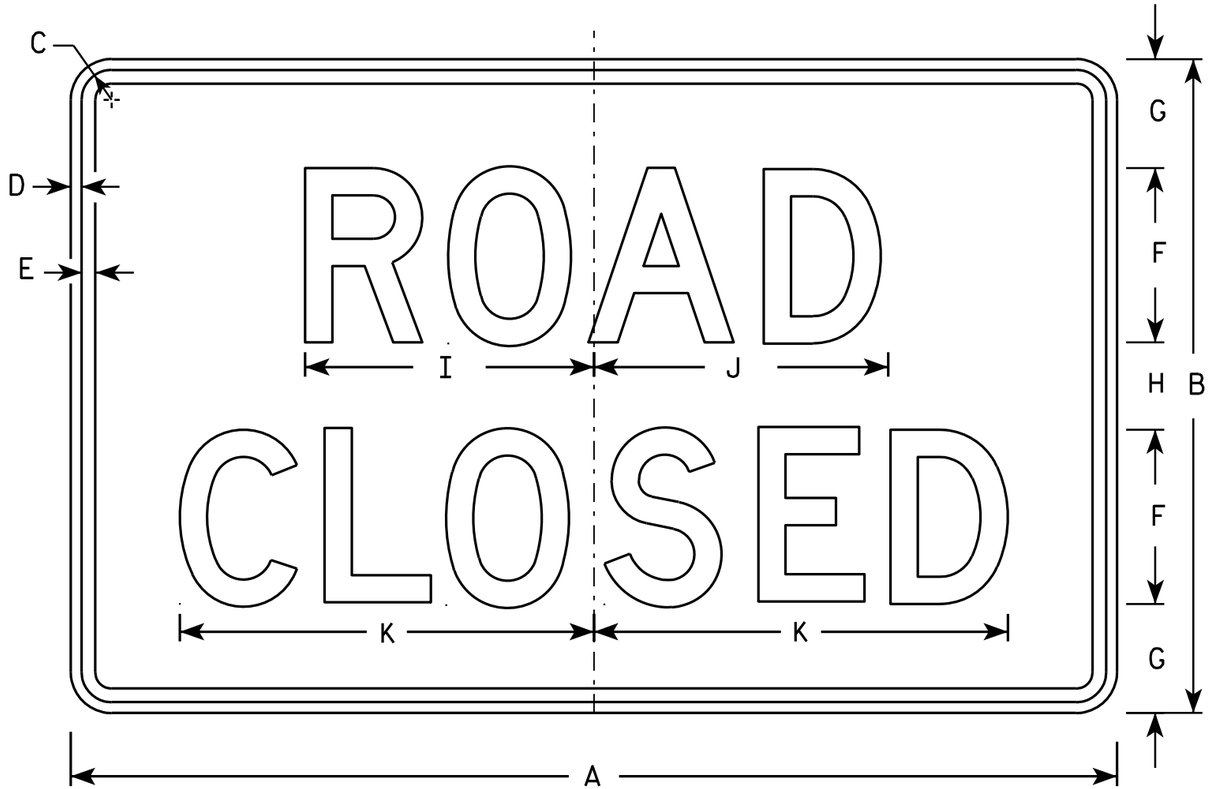
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11A.3

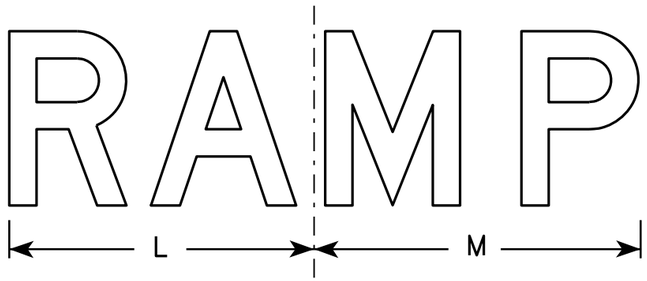
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 E



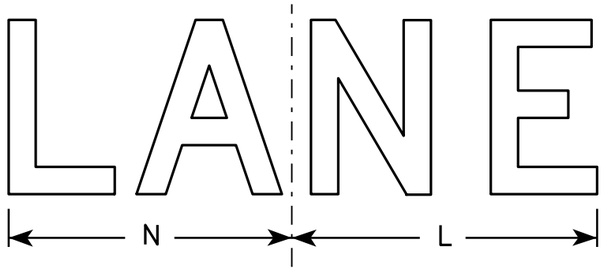
R11-2

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

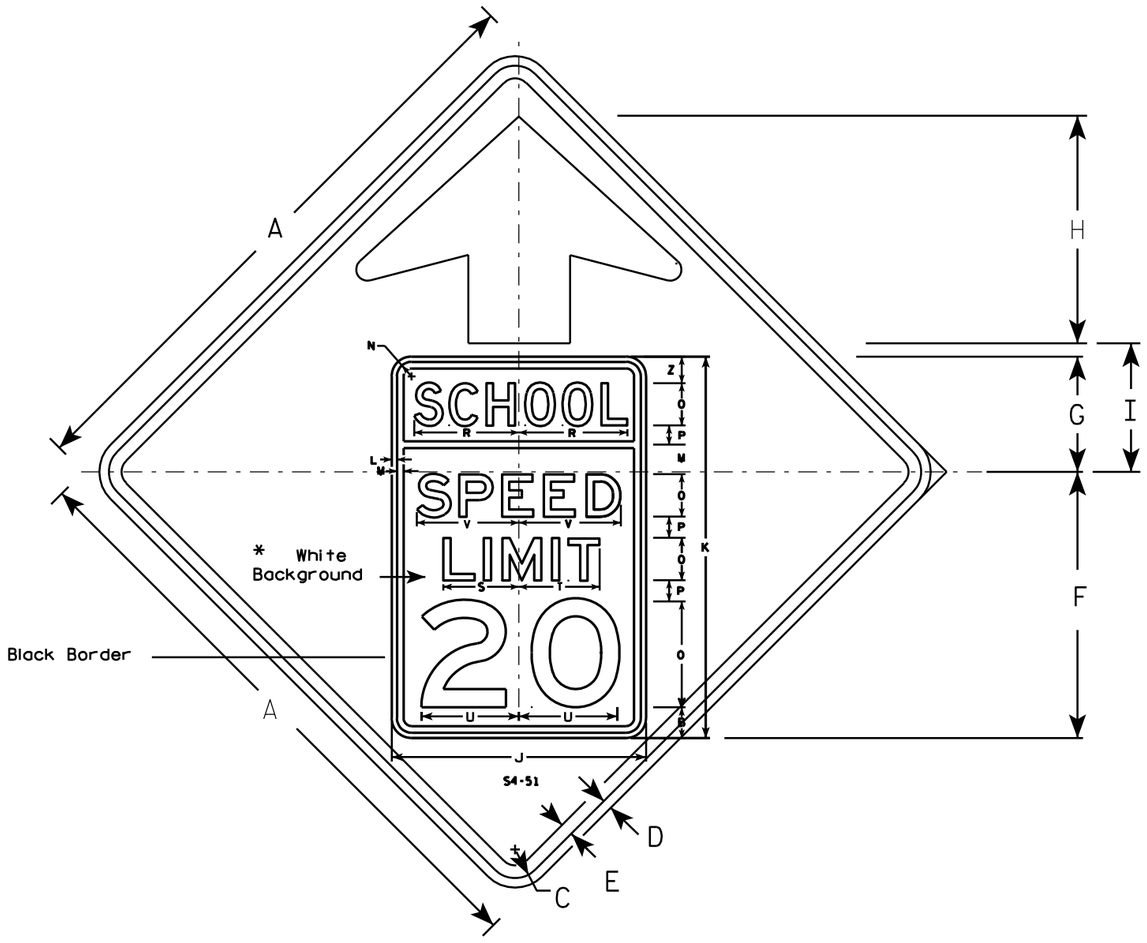
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

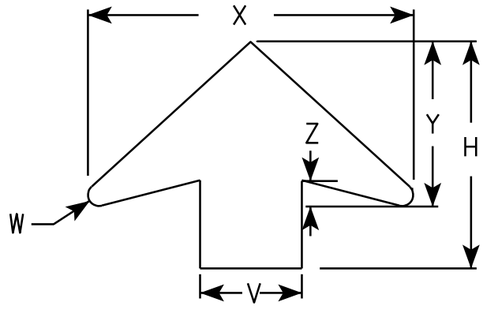
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 249	E



S4-5

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: See Note 5
   Background - Flourescent Yellow Green
   Message - BLACK
3. Message Series - See note 6
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance
5. SCHOOL background - Yellow Green -Type F Reflective.
   Speed Limit panel background - White -Type H Reflective.
6. From top to bottom:
   School is series D
   All other lines are series E
7. 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	36	1 7/8	1 5/8	5/8	3/4	15 3/4	6 3/4	13 3/8	7 5/8	15	22 1/2	1/4	3/8	7/8	6 1/4	1 1/4	2 1/2	6 3/8	4 1/2	4 3/4	5 3/4	6	5/8	19 1/4	9 3/4	1 5/8	9.0
3	48	2 3/8	2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	10 1/8	20	30	3/8	1/2	1 1/8	8 3/8	1 5/8	3 3/8	8 1/2	5 7/8	6 3/8	7 3/4	8	7/8	25 5/8	13	2	16.0
4	48	2 3/8	2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	10 1/8	20	30	3/8	1/2	1 1/8	8 3/8	1 5/8	3 3/8	8 1/2	5 7/8	6 3/8	7 3/4	8	7/8	25 5/8	13	2	16.0
5																											

STANDARD SIGN
S4-5

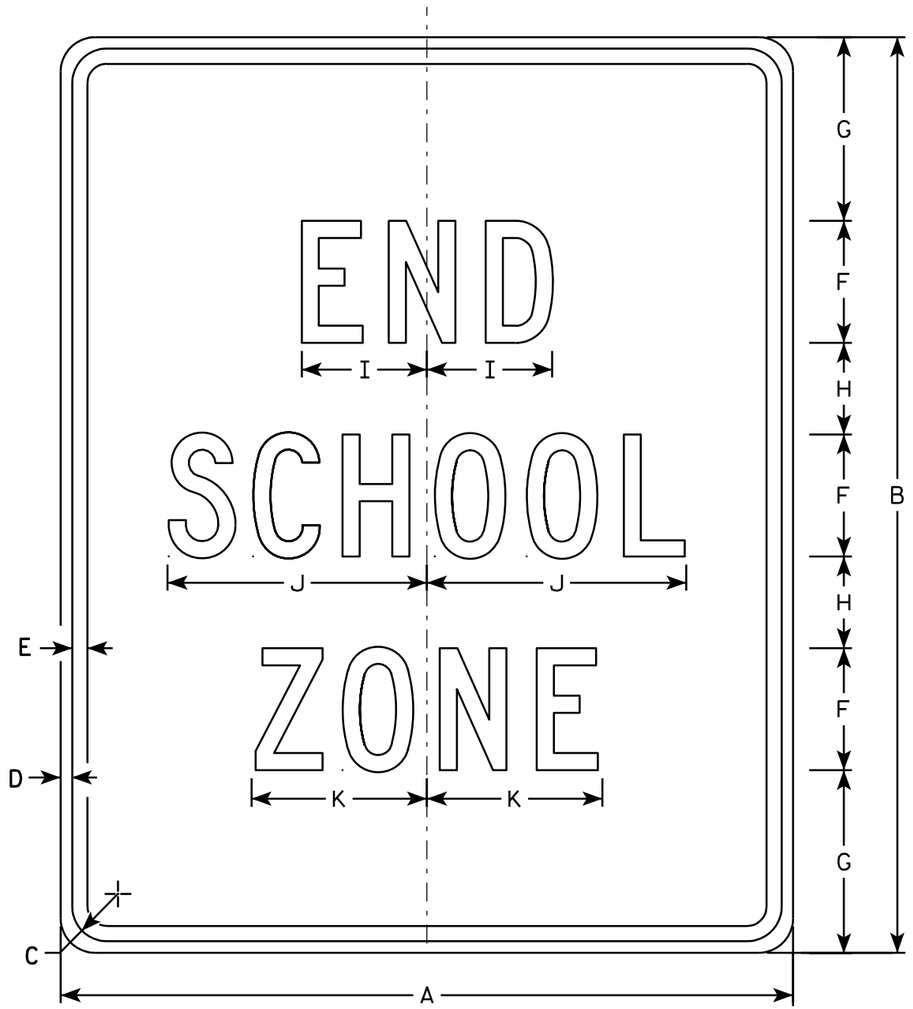
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. S4-5.3

PROJECT NO:

SHEET NO: 250 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																											

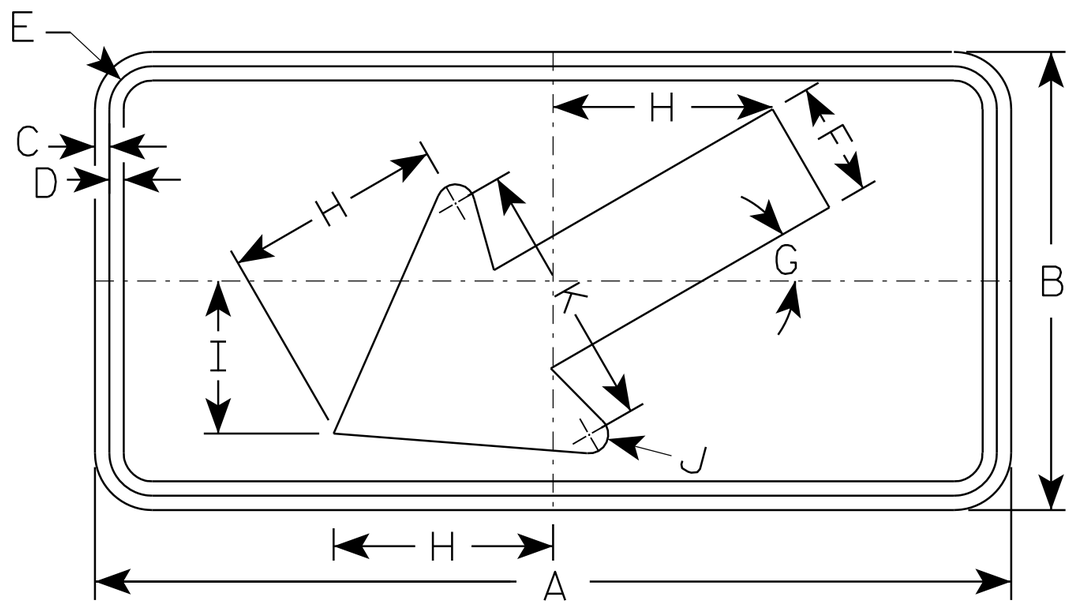
STANDARD SIGN
S5-2

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: 251 | E



S16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   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. S16-7R are the same as S16-7L 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	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

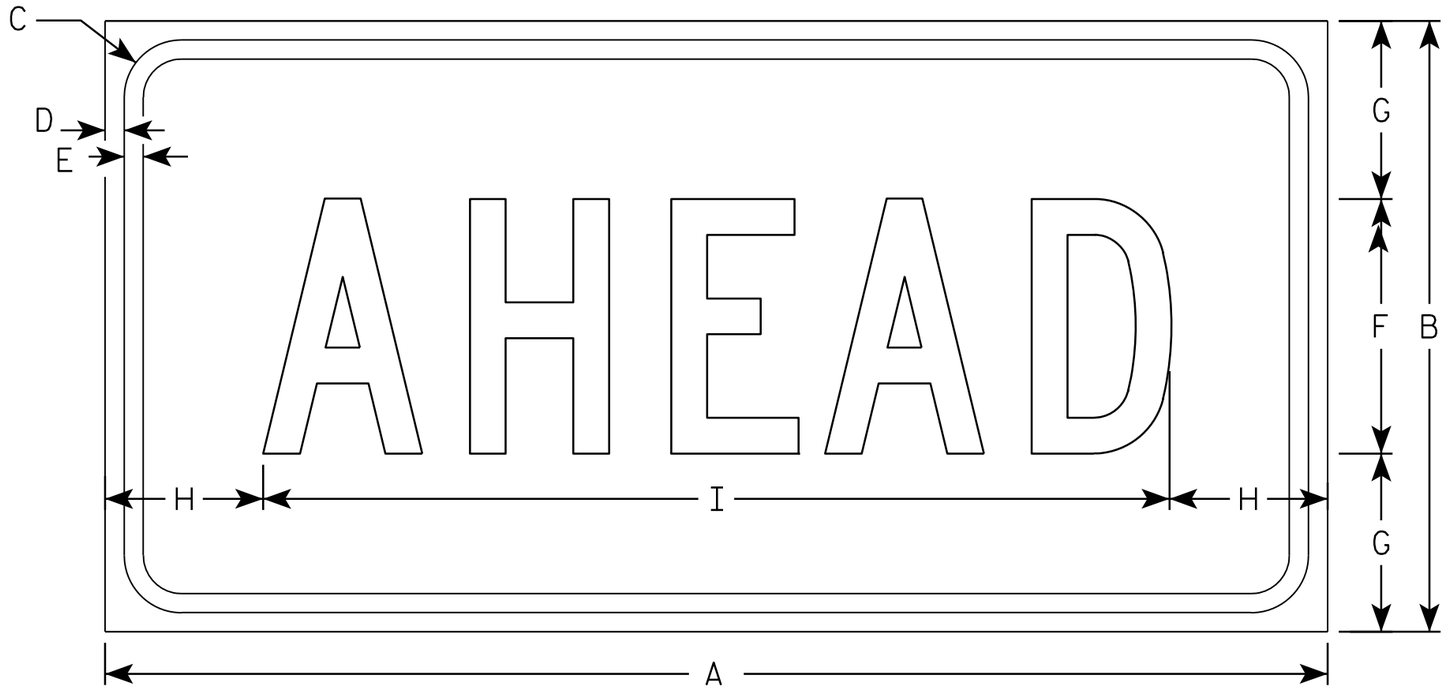
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

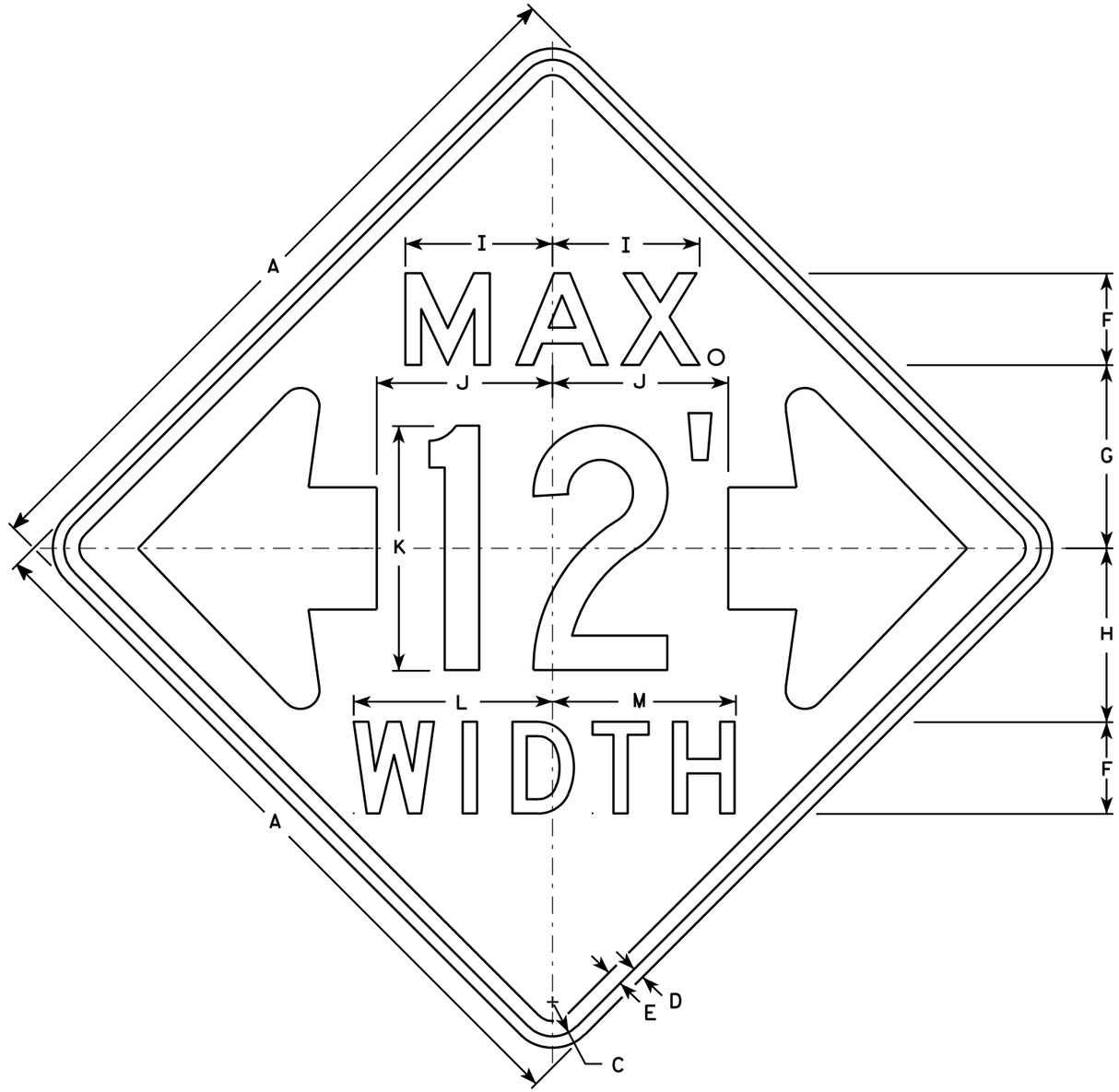
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

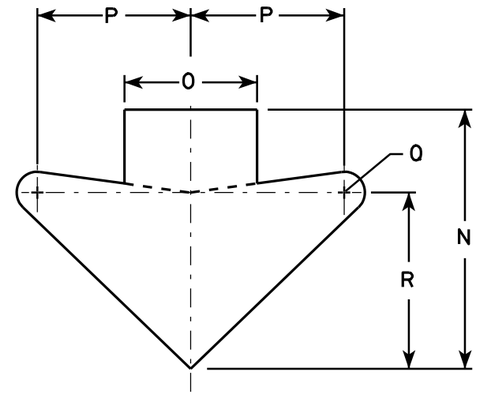
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 253 | E



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																											

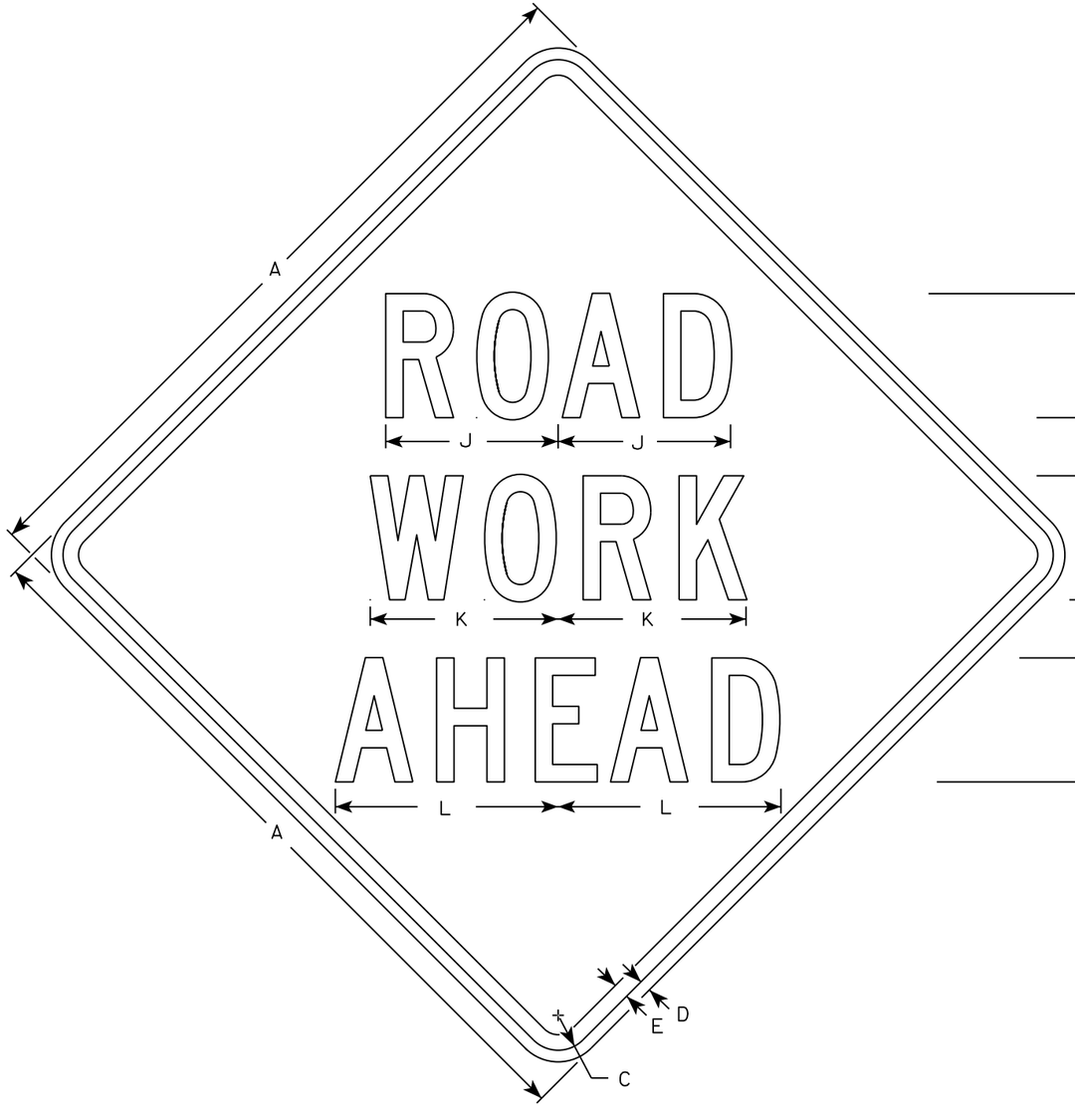
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

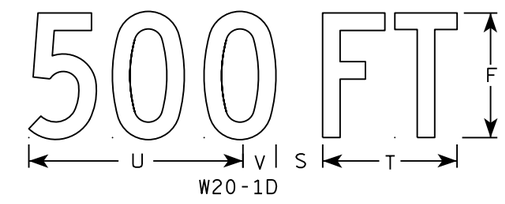
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

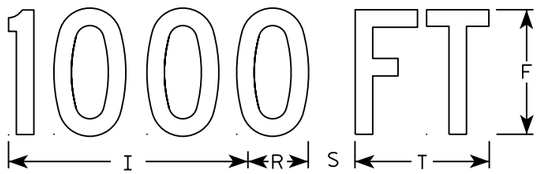
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 254	E



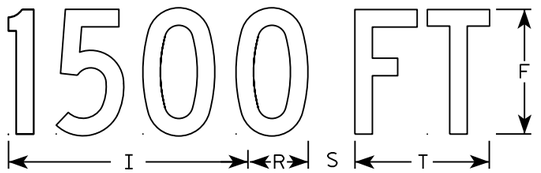
W20-1A



W20-1D

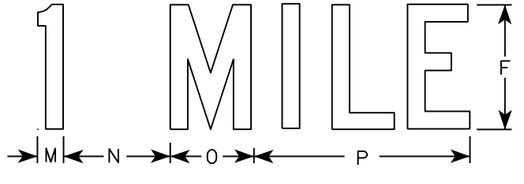


W20-1C

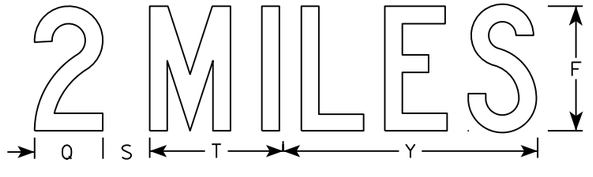


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

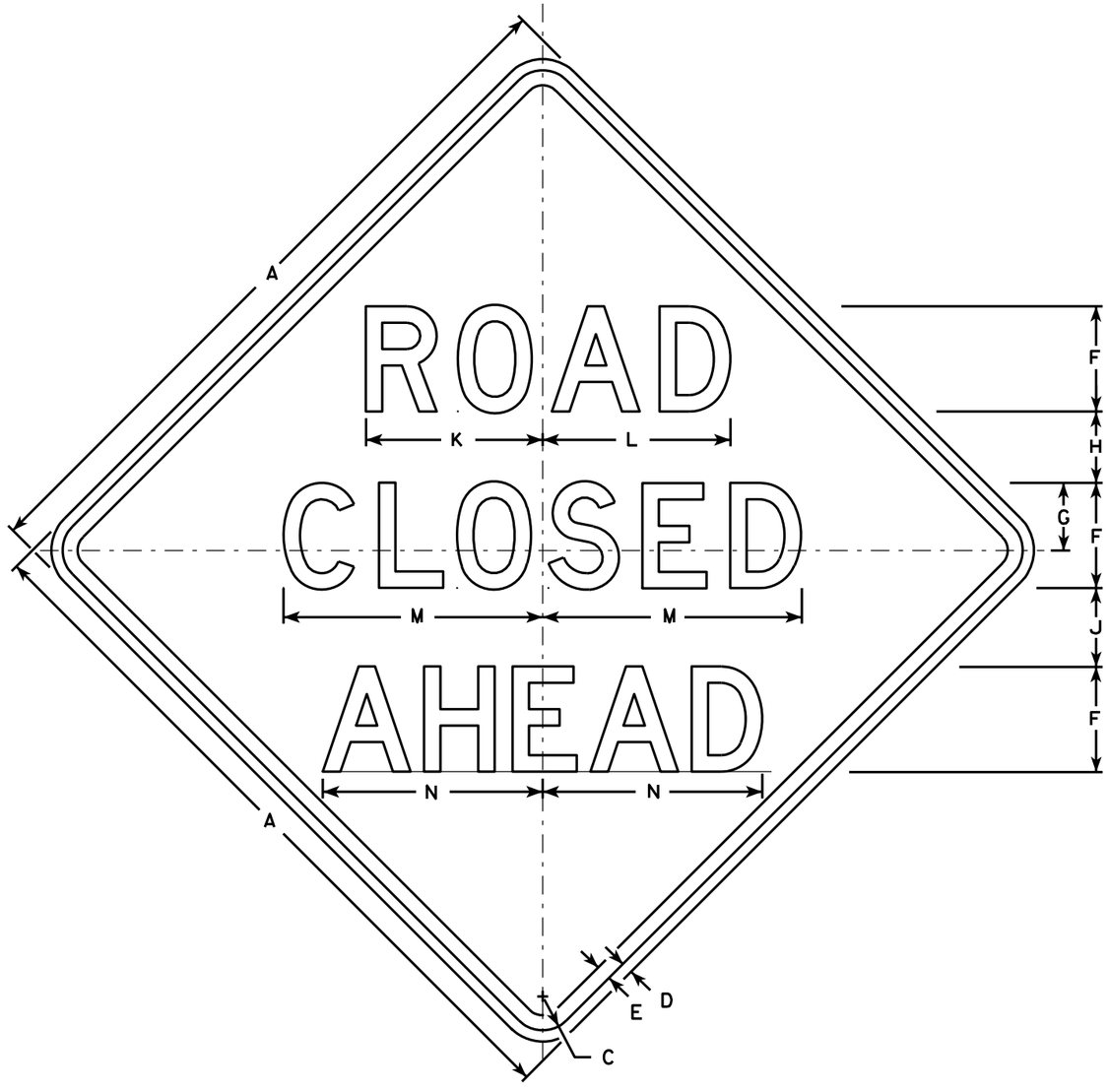
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

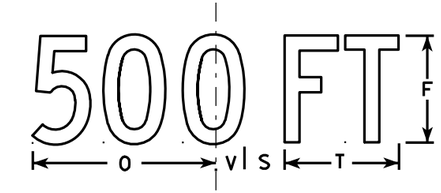
PROJECT NO:

SHEET NO: E

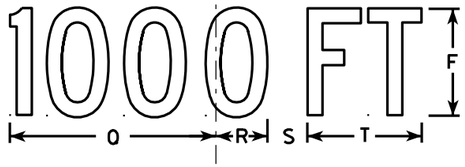
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



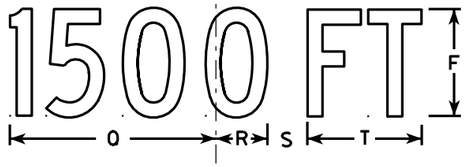
W20-3A



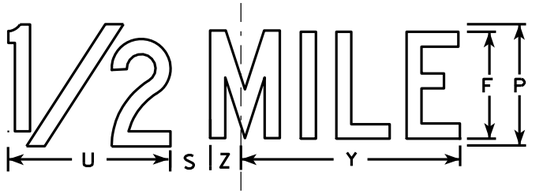
W20-3D



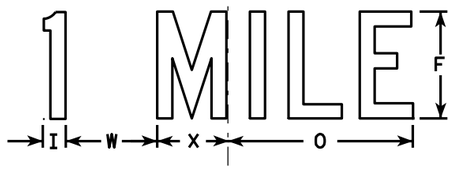
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

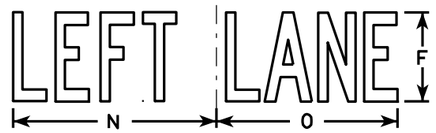
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

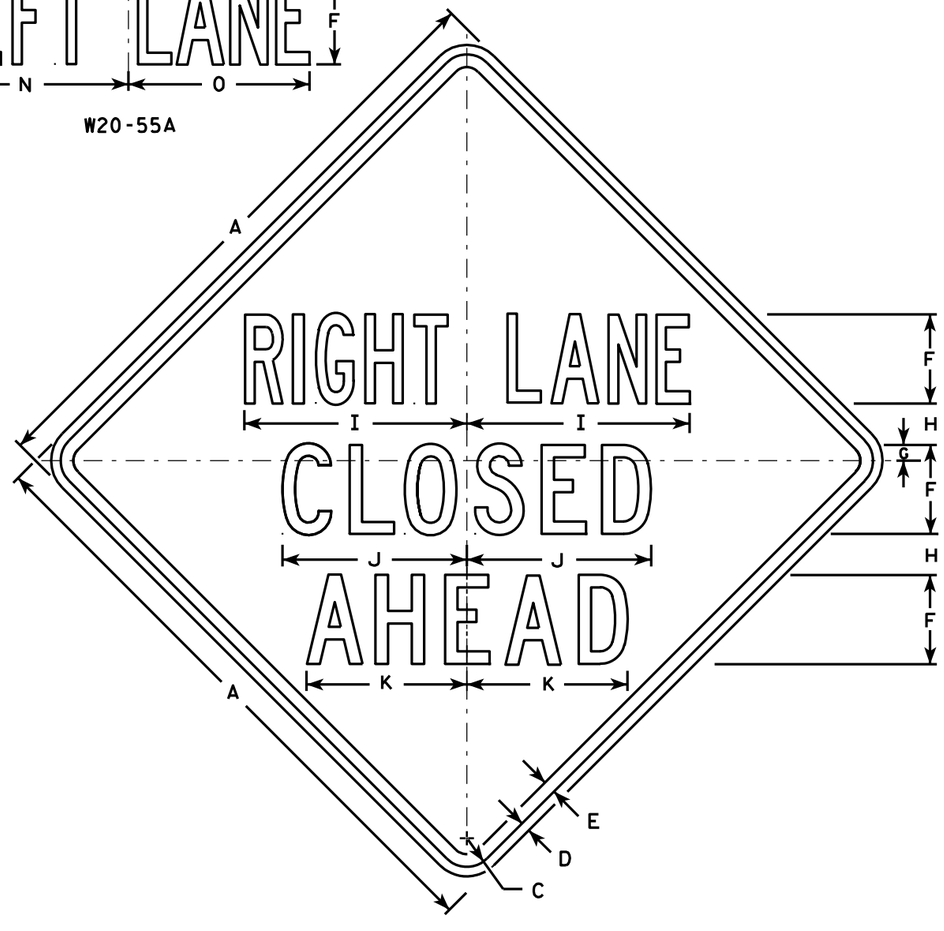
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E

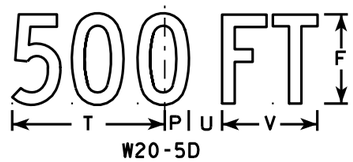
W20-56A



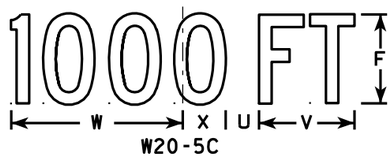
W20-55A



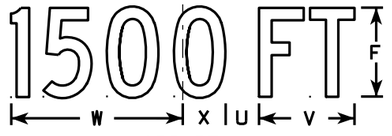
W20-5A



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

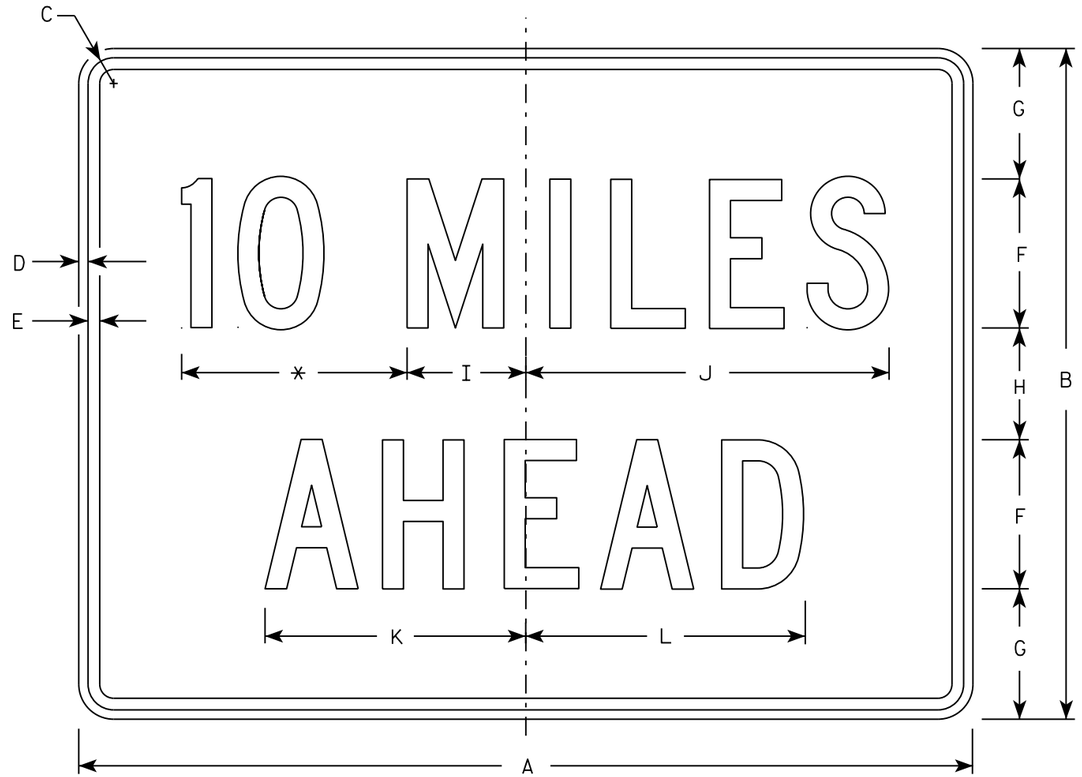
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

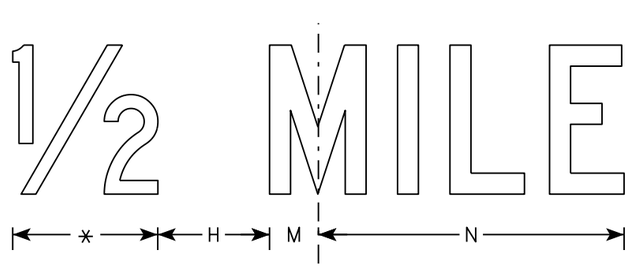
DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 257	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

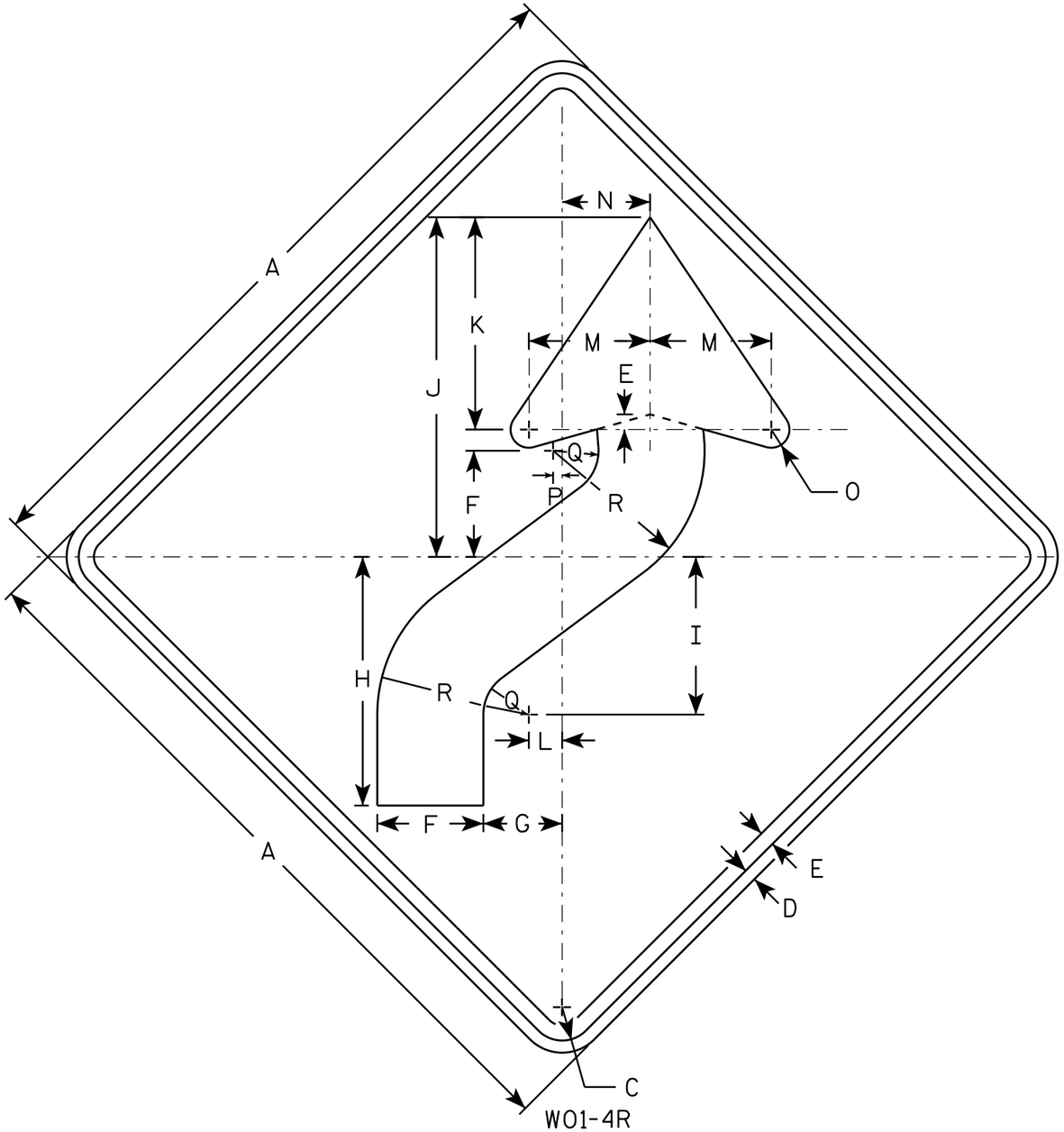
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/17 PLATE NO. W57-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | 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



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W01-4

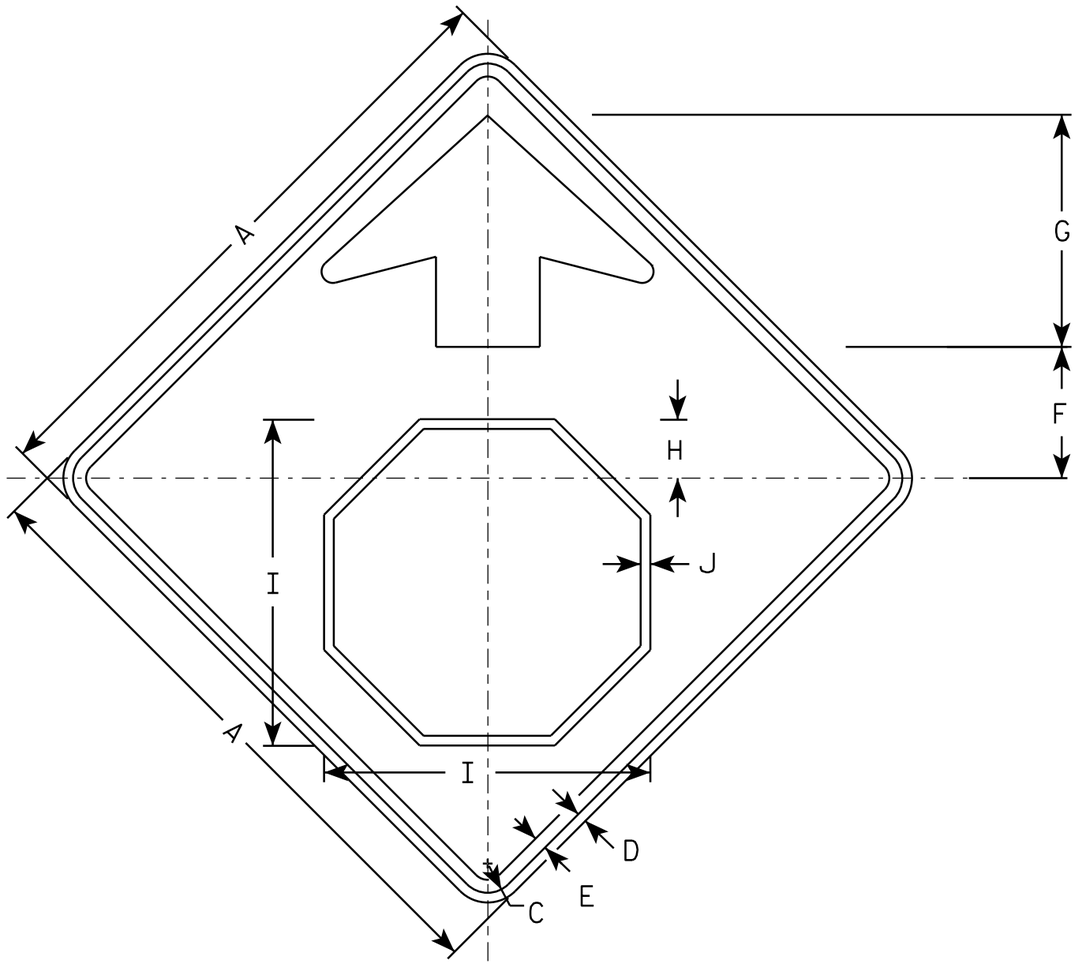
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

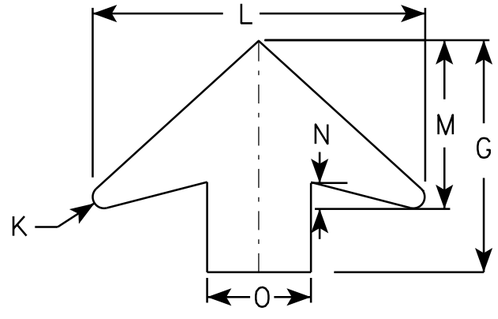
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

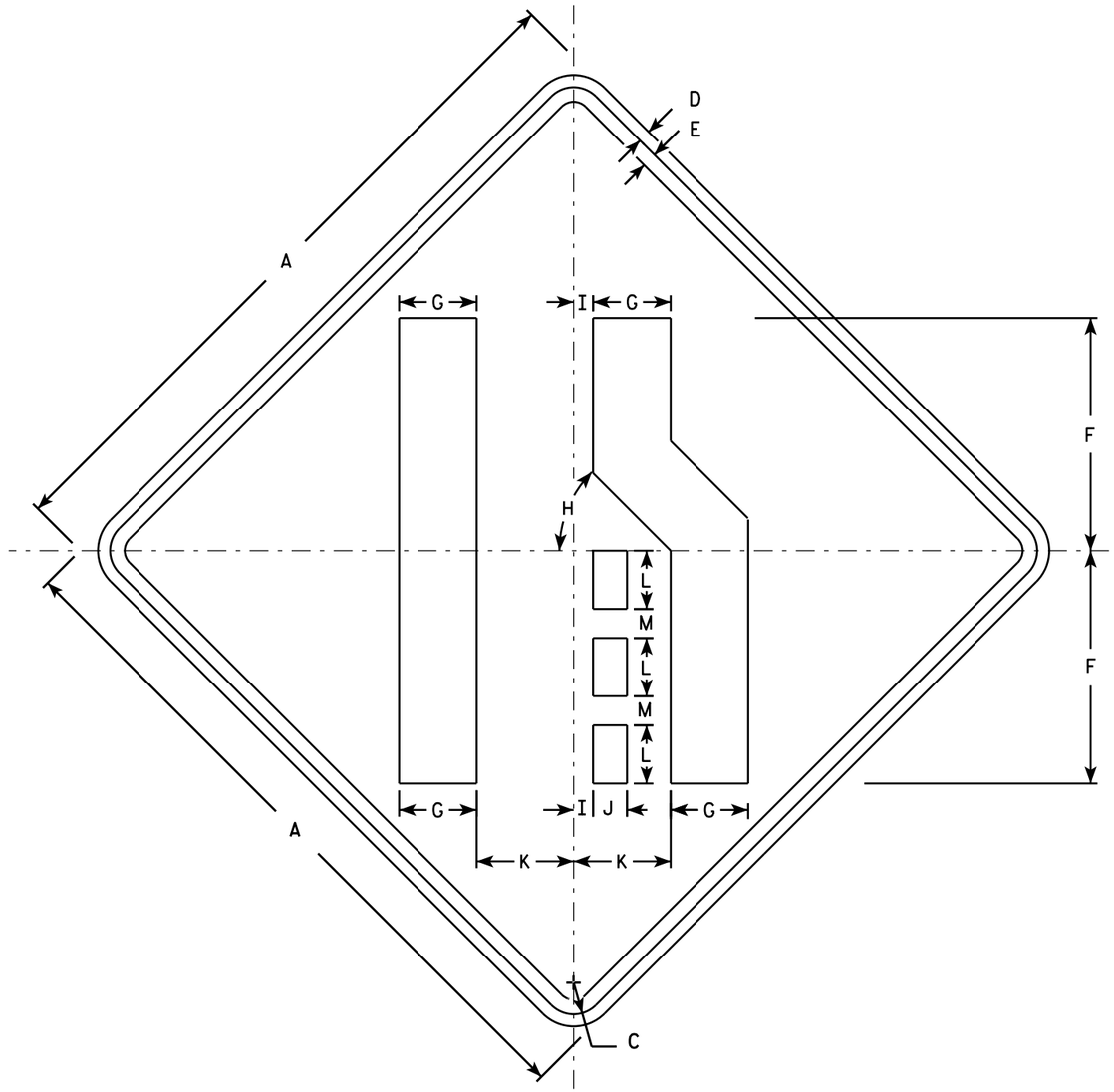
DATE 11/20/13 PLATE 260 03-1.1

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 261 W04-2.1

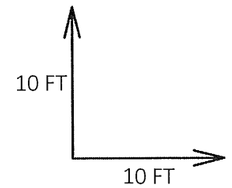
PROJECT NO:

SHEET NO: E

EARTHWORK TABLE

Division 1 - Proposed_Ali_STH19

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Fill	Cut	Expanded Fill	Mass Ordinate
								1.00	1.00	
						Note 1	Note 3	Note 1		Note 8
308+00	30800.00	0.00	76.86	0.00	0.23	0	0	0	0	0
308+50	30850.00	50.00	68.56	0.00	0.13	135	0	135	0	134
309+00	30900.00	50.00	67.11	0.00	0.00	126	0	260	0	260
309+50	30950.00	50.00	64.88	0.00	0.39	122	0	382	1	382
310+00	31000.00	50.00	56.51	0.00	13.13	112	13	495	13	482
310+50	31050.00	50.00	60.45	0.00	42.77	108	52	603	65	538
311+00	31100.00	50.00	70.35	0.00	23.58	121	61	724	126	598
311+50	31150.00	50.00	82.48	0.00	5.13	142	27	866	153	713
312+00	31200.00	50.00	93.85	0.00	3.58	163	8	1,029	161	868
312+50	31250.00	50.00	94.11	0.00	3.54	174	7	1,203	167	1,035
313+00	31300.00	50.00	76.91	0.00	6.46	158	9	1,361	177	1,184
313+50	31350.00	50.00	82.51	0.00	2.28	148	8	1,509	185	1,324
314+00	31400.00	50.00	84.49	0.00	3.19	155	5	1,664	190	1,473
314+50	31450.00	50.00	95.39	0.00	1.56	167	4	1,830	194	1,636
315+00	31500.00	50.00	99.47	0.00	4.34	180	5	2,011	200	1,811
315+50	31550.00	50.00	117.32	0.00	25.41	201	28	2,211	227	1,984
316+00	31600.00	50.00	150.86	0.00	1.57	248	25	2,460	252	2,207
316+50	31650.00	50.00	122.30	0.00	1.04	253	2	2,713	255	2,458
317+00	31700.00	50.00	115.79	0.00	1.18	220	2	2,933	257	2,676
317+50	31750.00	50.00	109.84	0.00	5.61	209	6	3,142	263	2,879
318+00	31800.00	50.00	99.68	0.00	10.29	194	15	3,336	278	3,058
318+50	31850.00	50.00	86.33	0.00	10.12	172	19	3,508	297	3,211
319+00	31900.00	50.00	83.32	0.00	7.29	157	16	3,665	313	3,352
319+50	31950.00	50.00	116.26	0.00	1.10	185	8	3,850	320	3,529
320+00	32000.00	50.00	110.92	0.00	1.41	210	2	4,060	323	3,737
320+50	32050.00	50.00	106.51	0.00	1.72	201	3	4,262	326	3,936
321+00	32100.00	50.00	101.38	0.00	1.45	192	3	4,454	329	4,125
321+50	32150.00	50.00	94.14	0.00	4.43	181	5	4,635	334	4,301
322+00	32200.00	50.00	80.35	0.00	0.32	162	4	4,797	338	4,458
322+50	32250.00	50.00	70.97	0.00	2.70	140	3	4,937	341	4,595
						4,937	342			



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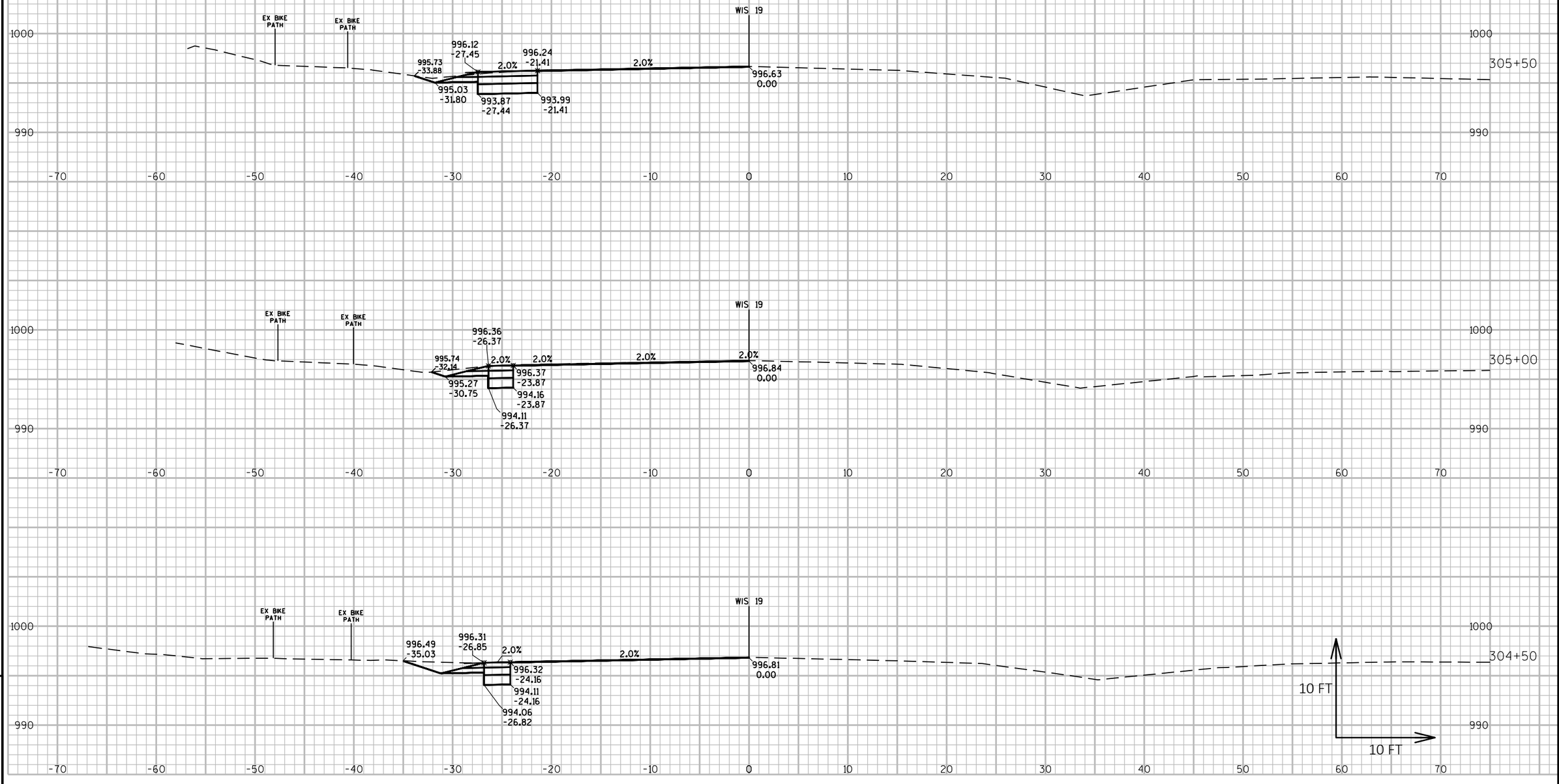
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19.DWG
LAYOUT NAME - Earthwork

PLOT DATE : 6/4/2018 11:07 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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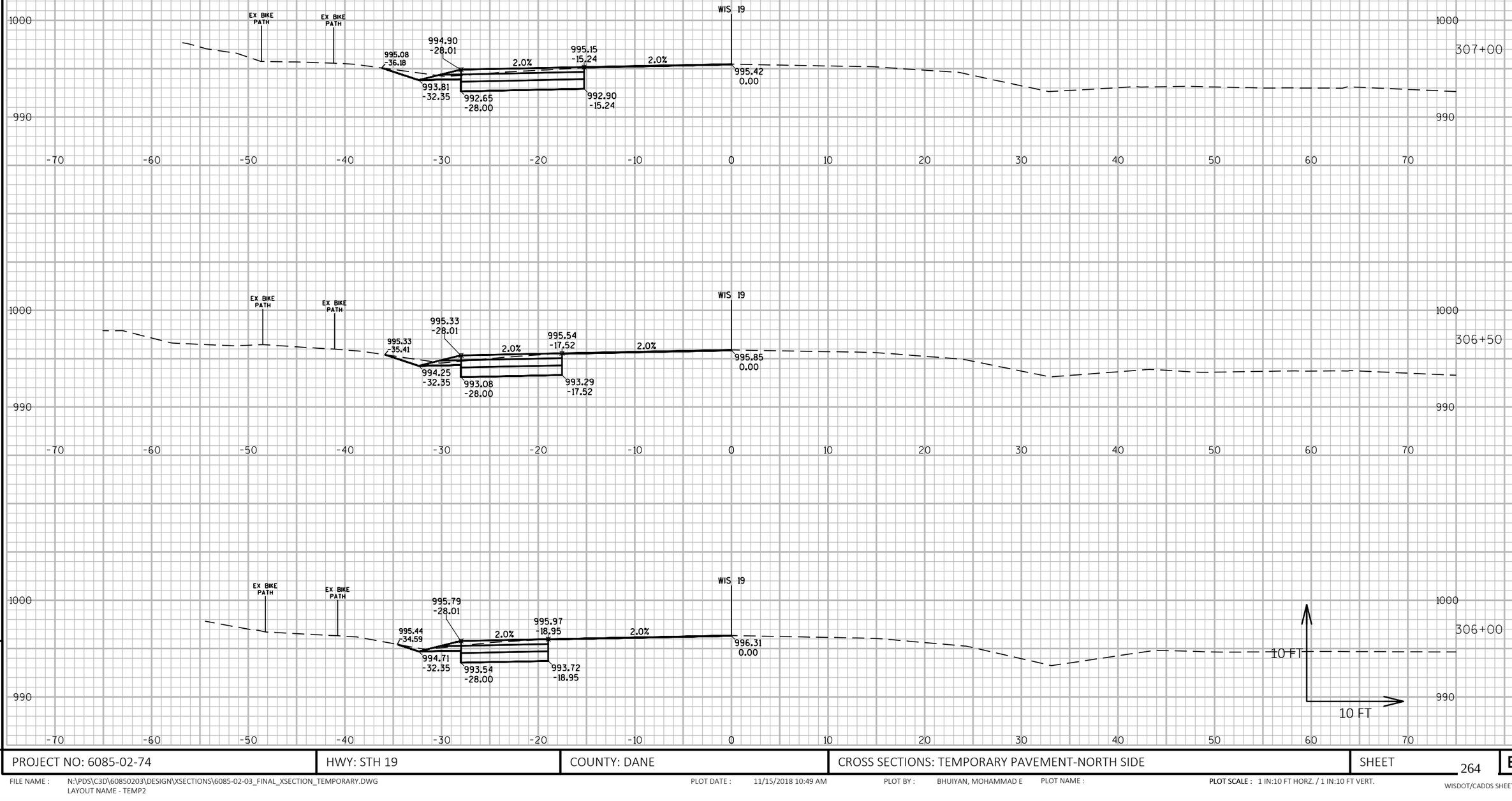
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: TEMPORARY PAVEMENT-NORTH SIDE	SHEET 263	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\6085-02-03_FINAL_XSECTION_TEMPORARY.DWG
LAYOUT NAME - TEMP1

PLOT DATE : 11/15/2018 10:48 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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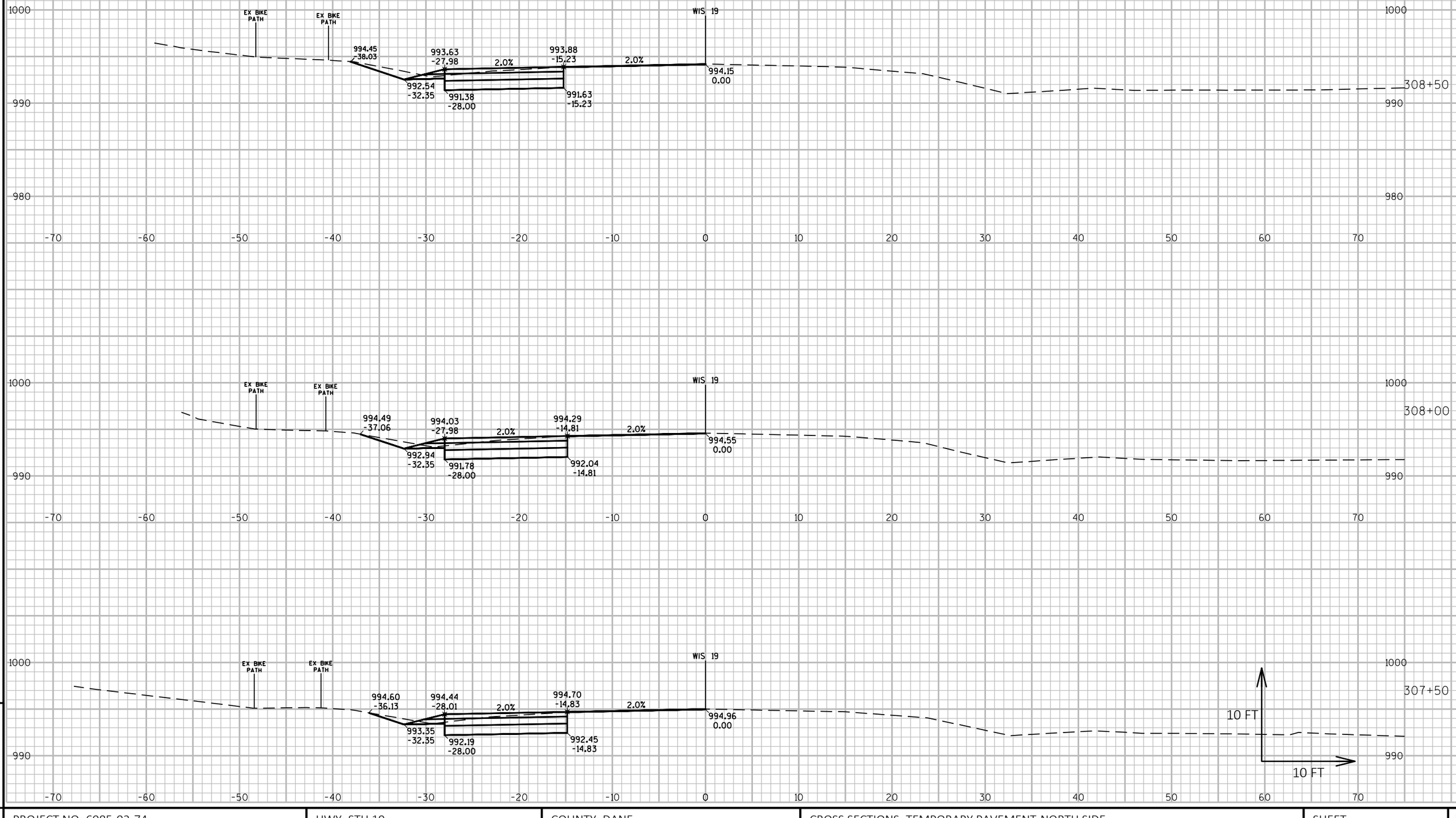
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: TEMPORARY PAVEMENT-NORTH SIDE	SHEET 264	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\6085-02-03_FINAL_XSECTION_TEMPORARY.DWG
LAYOUT NAME - TEMP2

PLOT DATE : 11/15/2018 10:49 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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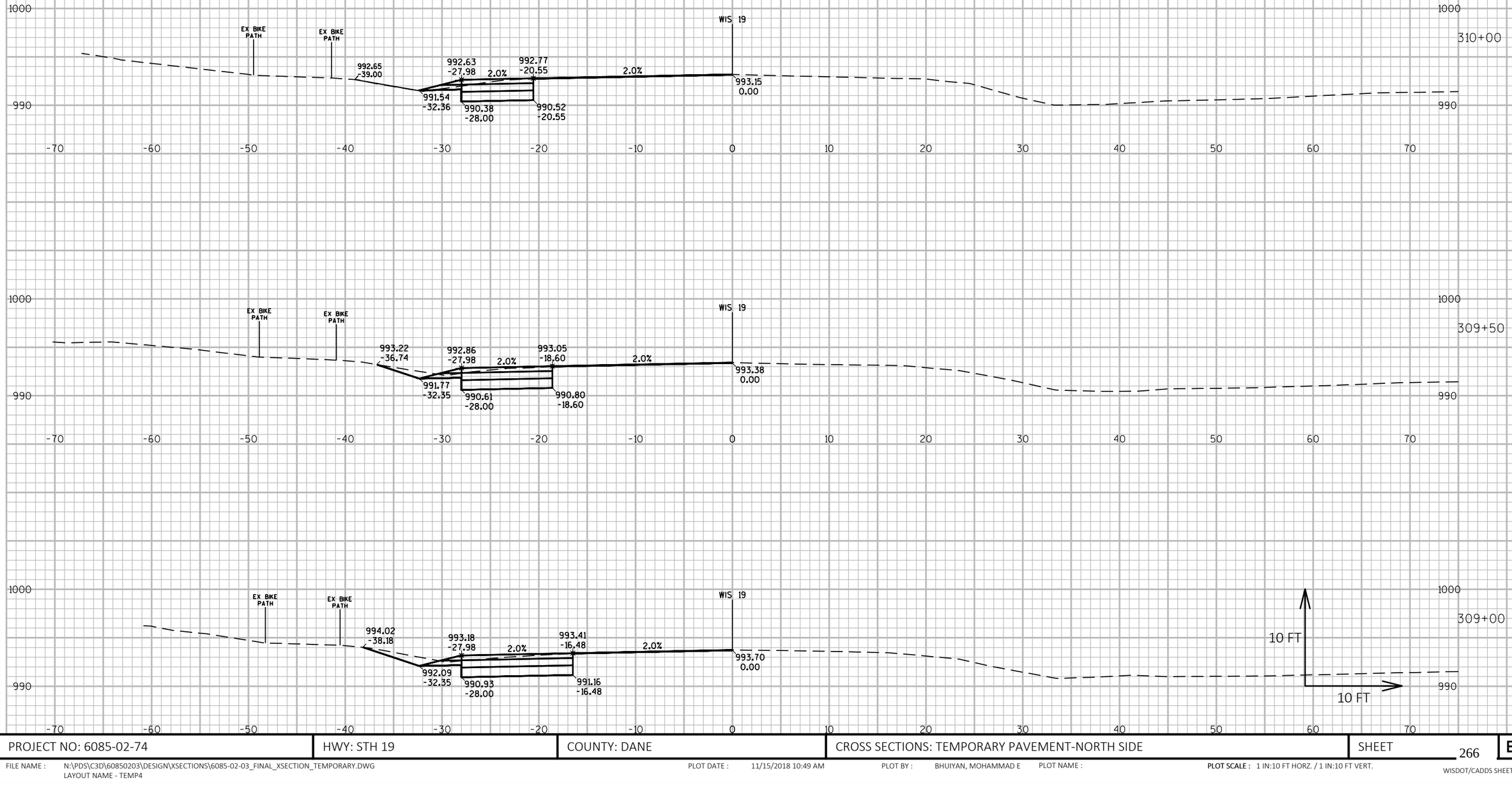
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: TEMPORARY PAVEMENT-NORTH SIDE	SHEET 265	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\6085-02-03_FINAL_XSECTION_TEMPORARY.DWG
LAYOUT NAME - TEMP3

PLOT DATE : 11/15/2018 10:49 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



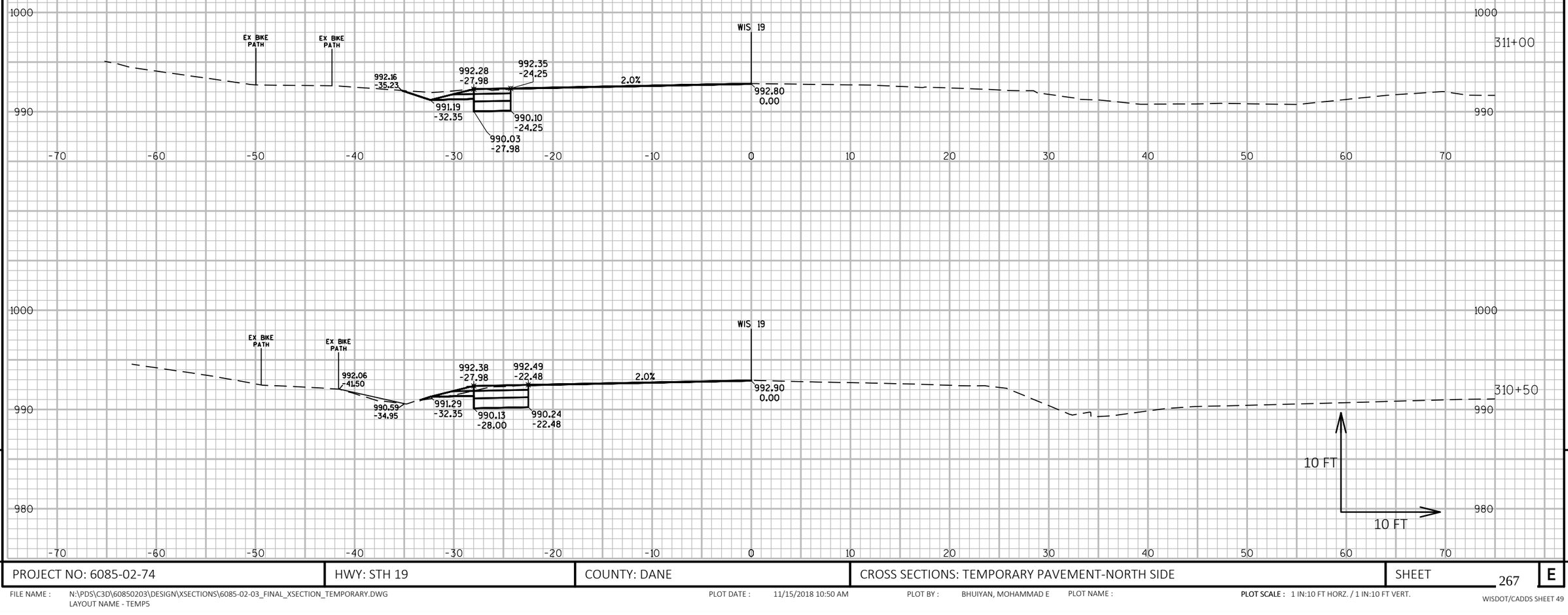
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: TEMPORARY PAVEMENT-NORTH SIDE	SHEET 266	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\6085-02-03_FINAL_XSECTION_TEMPORARY.DWG
LAYOUT NAME - TEMP4

PLOT DATE : 11/15/2018 10:49 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



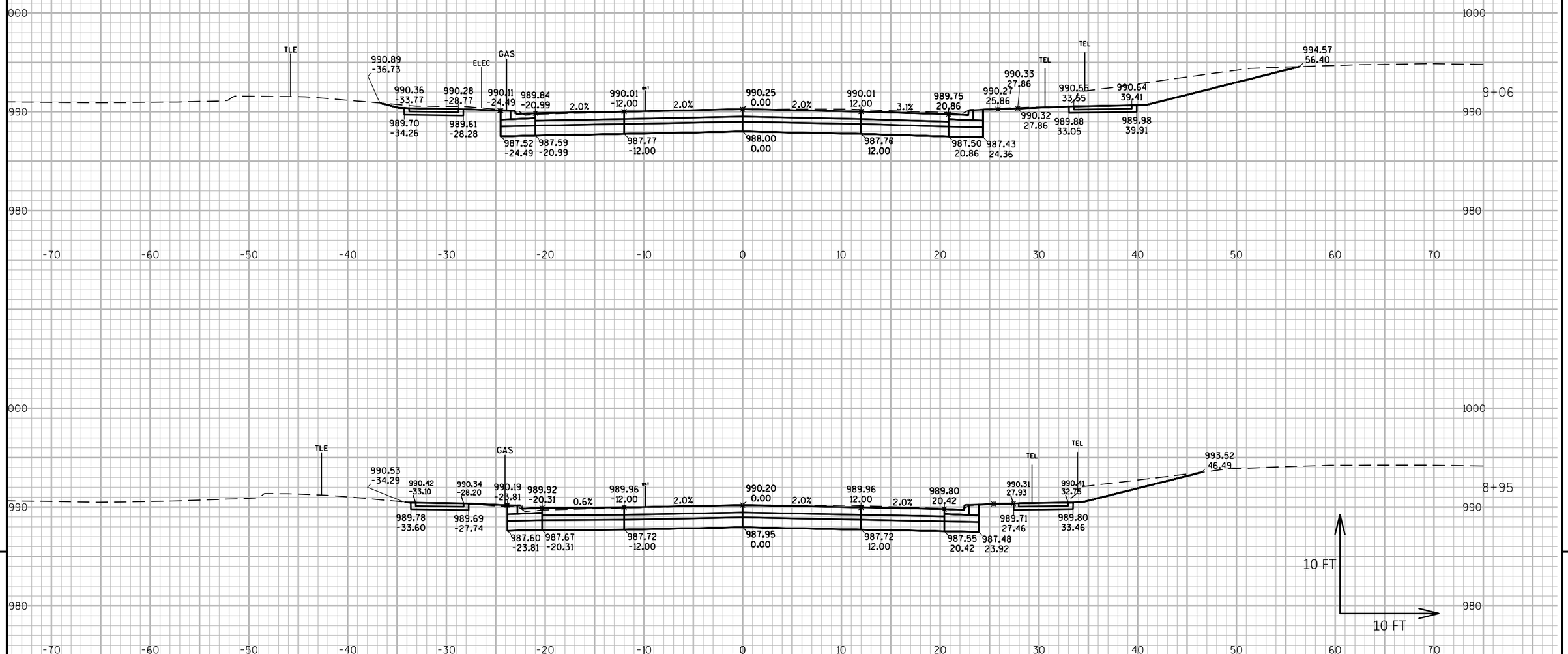
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: TEMPORARY PAVEMENT-NORTH SIDE	SHEET 267	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\6085-02-03_FINAL_XSECTION_TEMPORARY.DWG
LAYOUT NAME - TEMP5

PLOT DATE : 11/15/2018 10:50 AM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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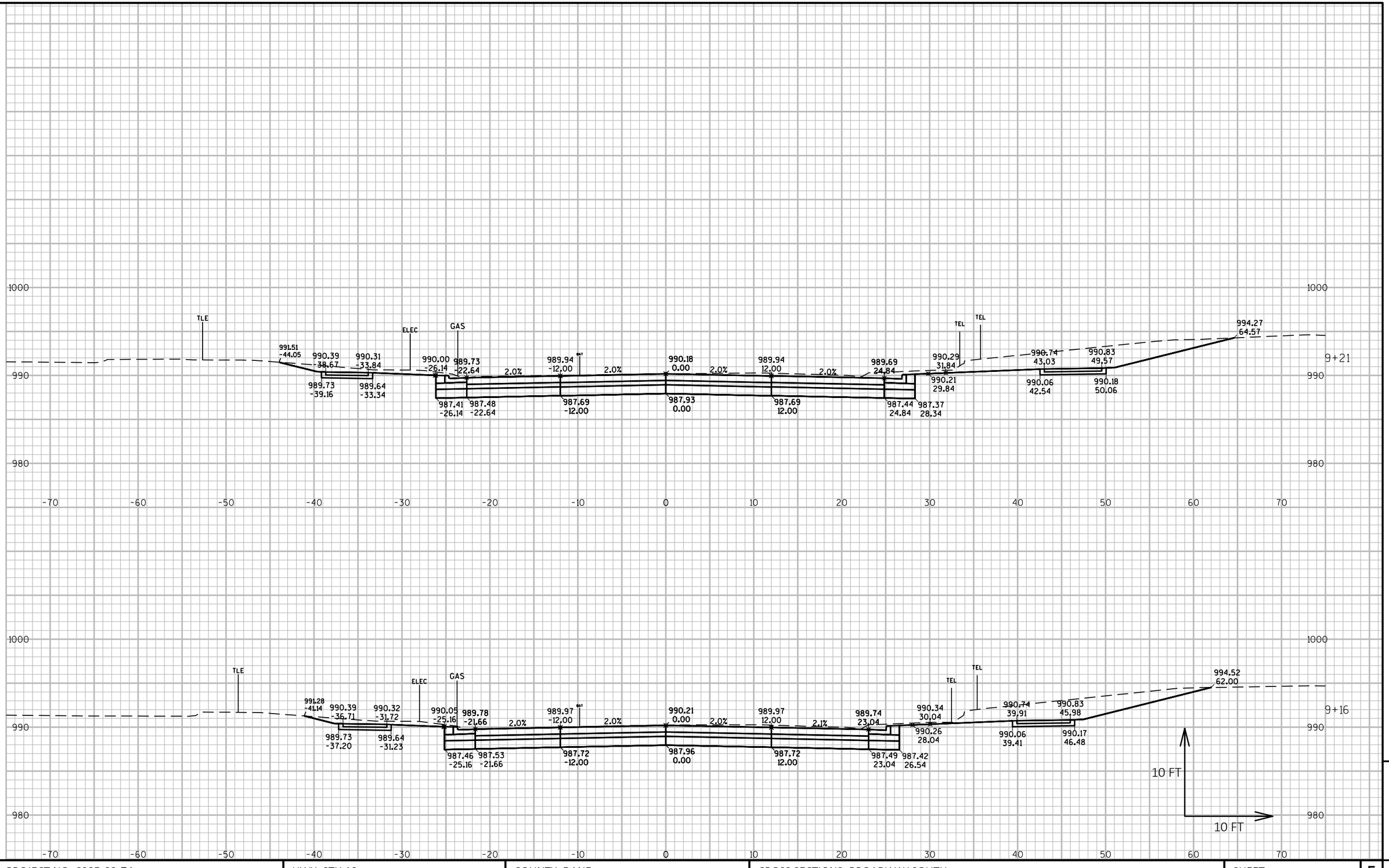
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: BROADWAY SOUTH	SHEET 268	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION_INTERSECTION_BROADWAY.DWG
LAYOUT NAME - BROADWAY SOUTH 1

PLOT DATE : 11/19/2018 12:18 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: BROADWAY SOUTH	SHEET 269 E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION_INTERSECTION_BROADWAY.DWG
LAYOUT NAME - BROADWAY SOUTH 2

PLOT DATE : 11/19/2018 12:18 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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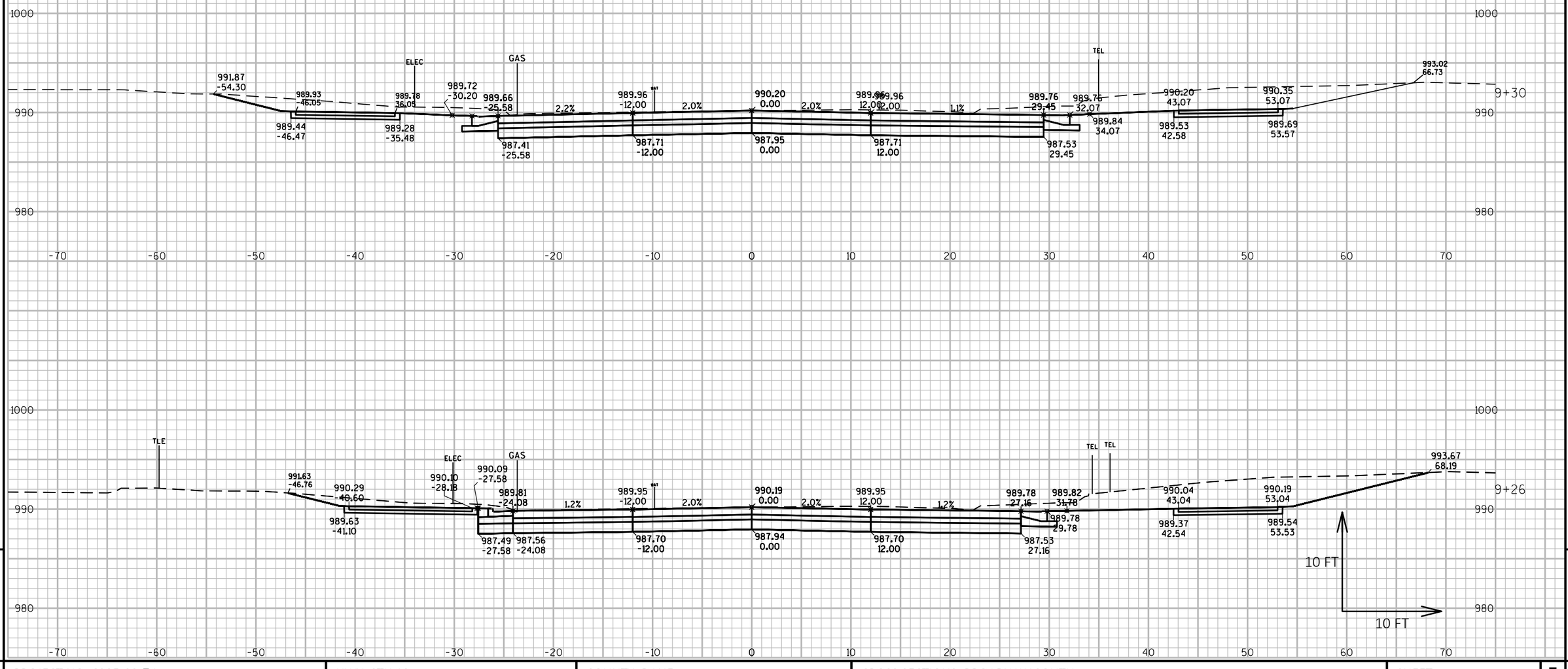

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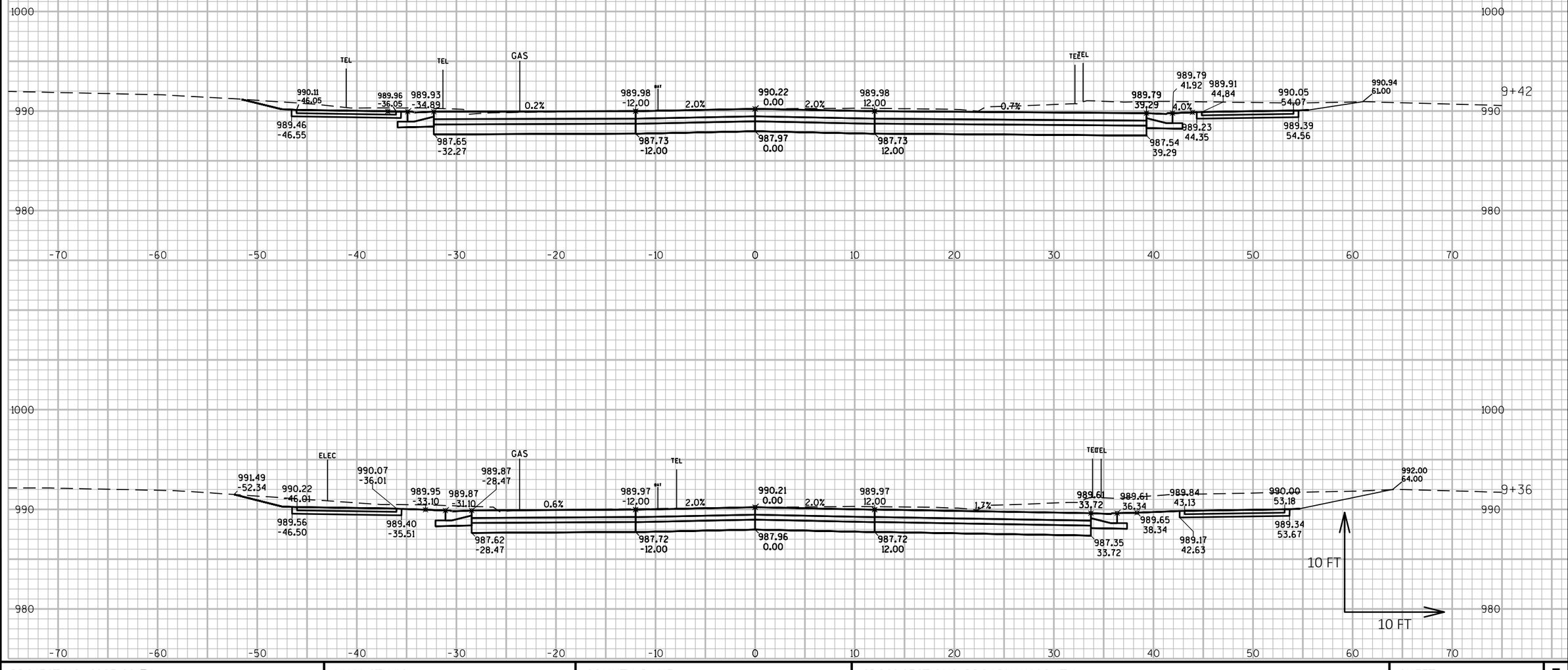
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: BROADWAY SOUTH	SHEET 270	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION_INTERSECTION_BROADWAY.DWG
LAYOUT NAME - BROADWAY SOUTH 3

PLOT DATE : 11/19/2018 12:18 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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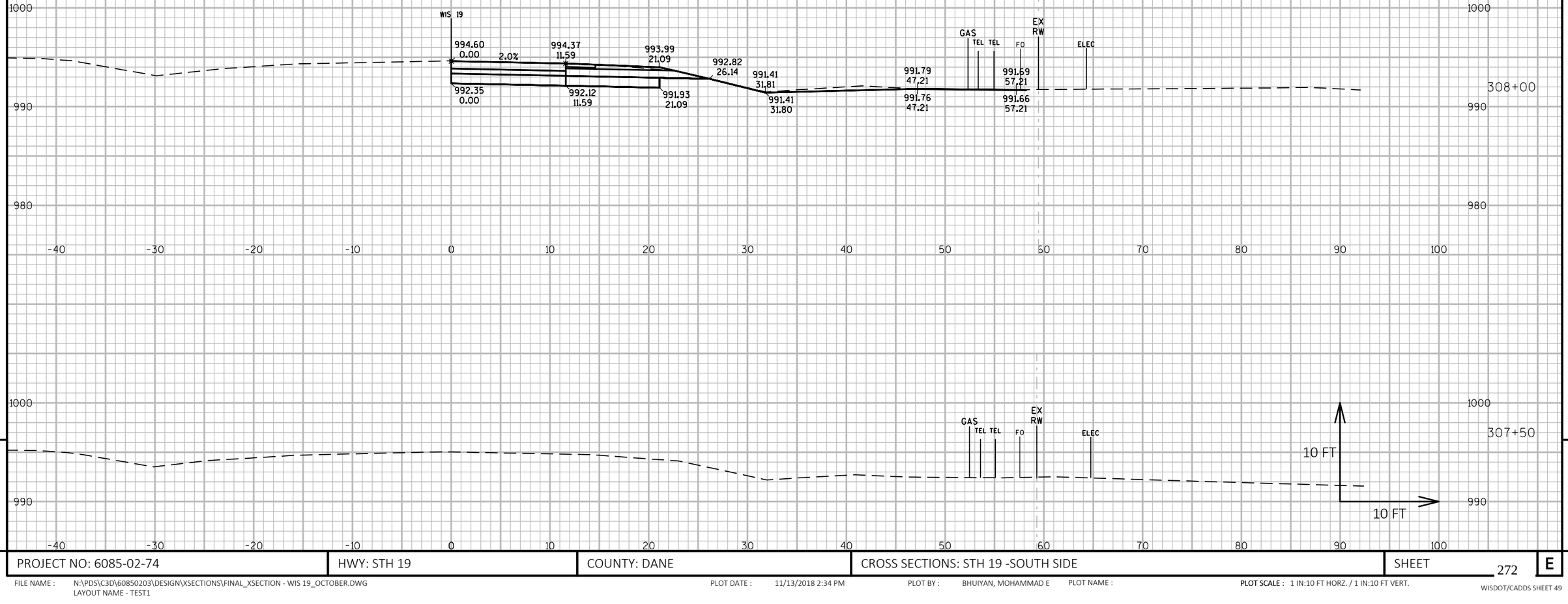
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: BROADWAY SOUTH	SHEET 271	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION_INTERSECTION_BROADWAY.DWG
LAYOUT NAME - BROADWAY SOUTH 4

PLOT DATE : 11/19/2018 12:19 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



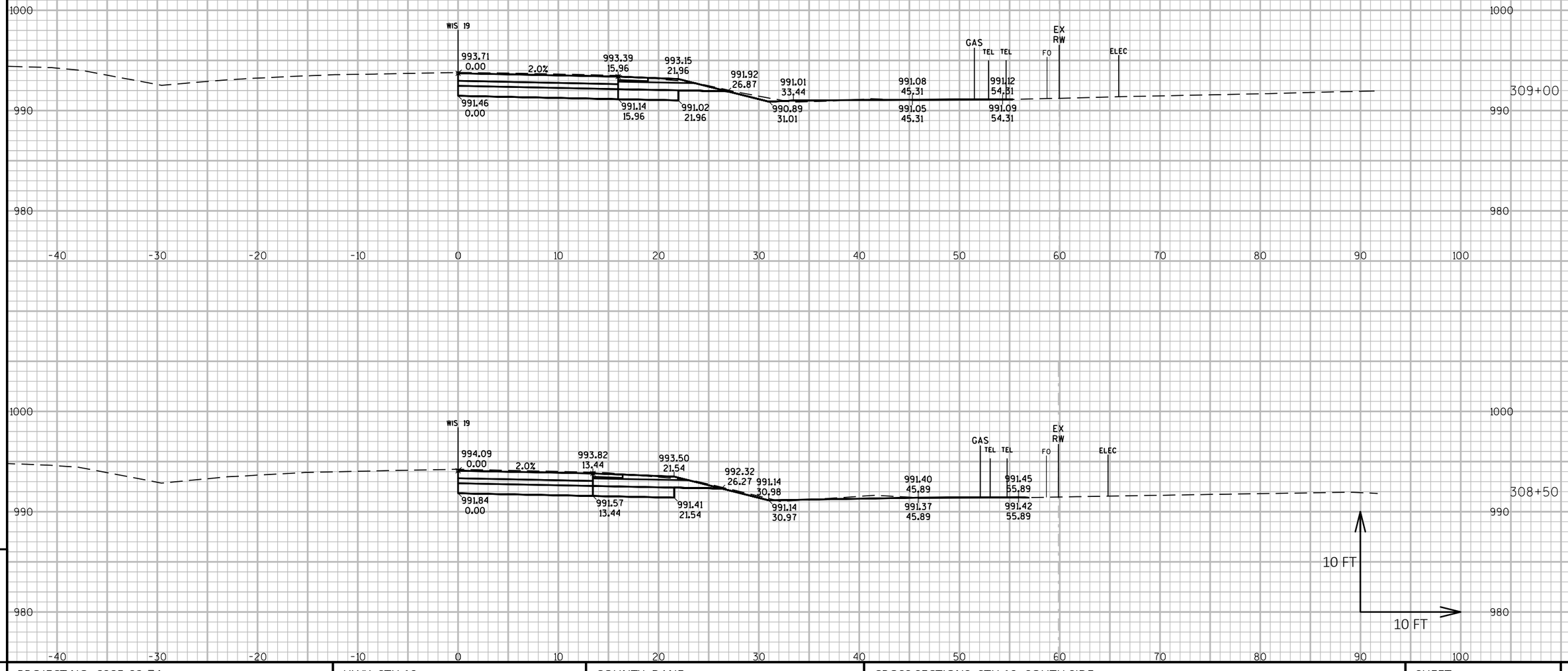
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 272	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST1

PLOT DATE : 11/13/2018 2:34 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



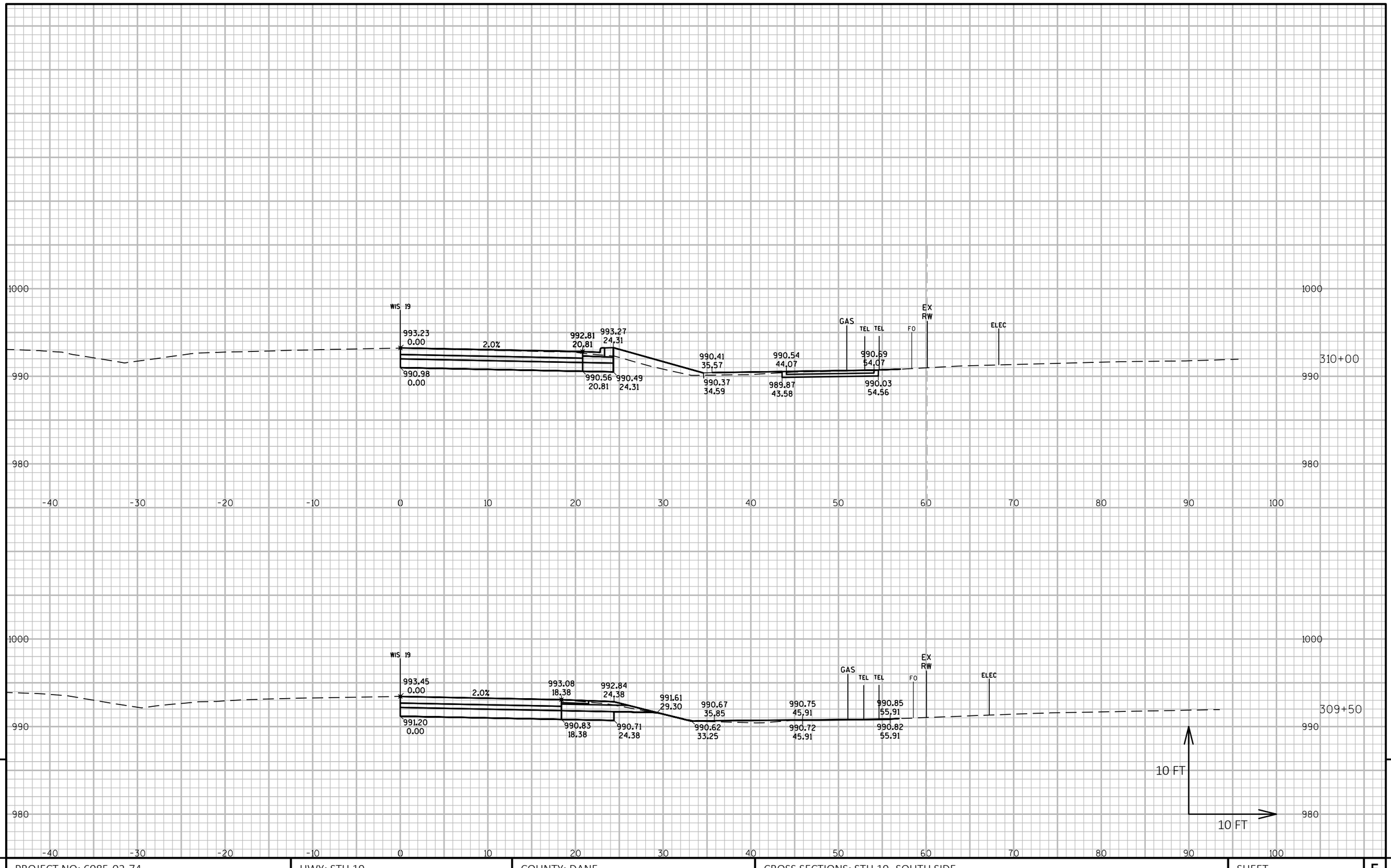
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 273	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST2

PLOT DATE : 11/13/2018 2:35 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



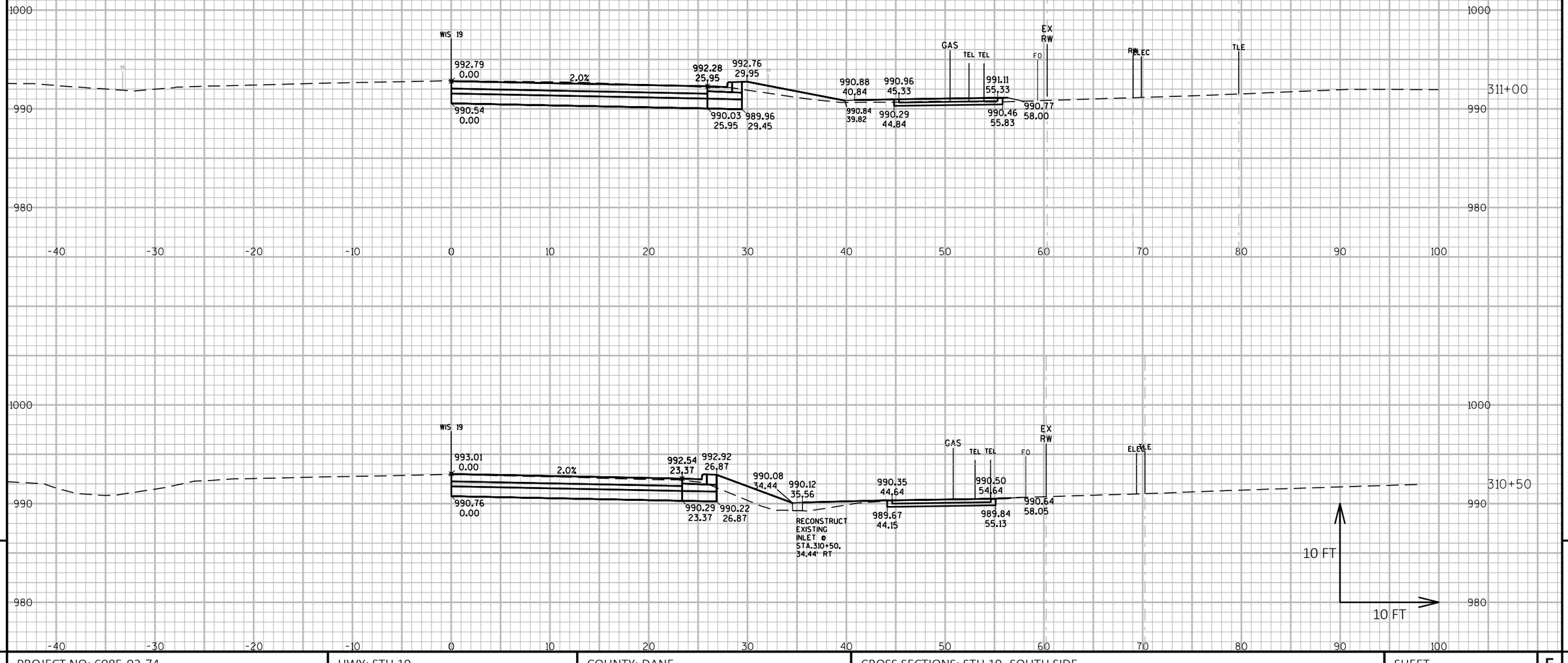
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 274	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST3

PLOT DATE : 11/13/2018 2:36 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



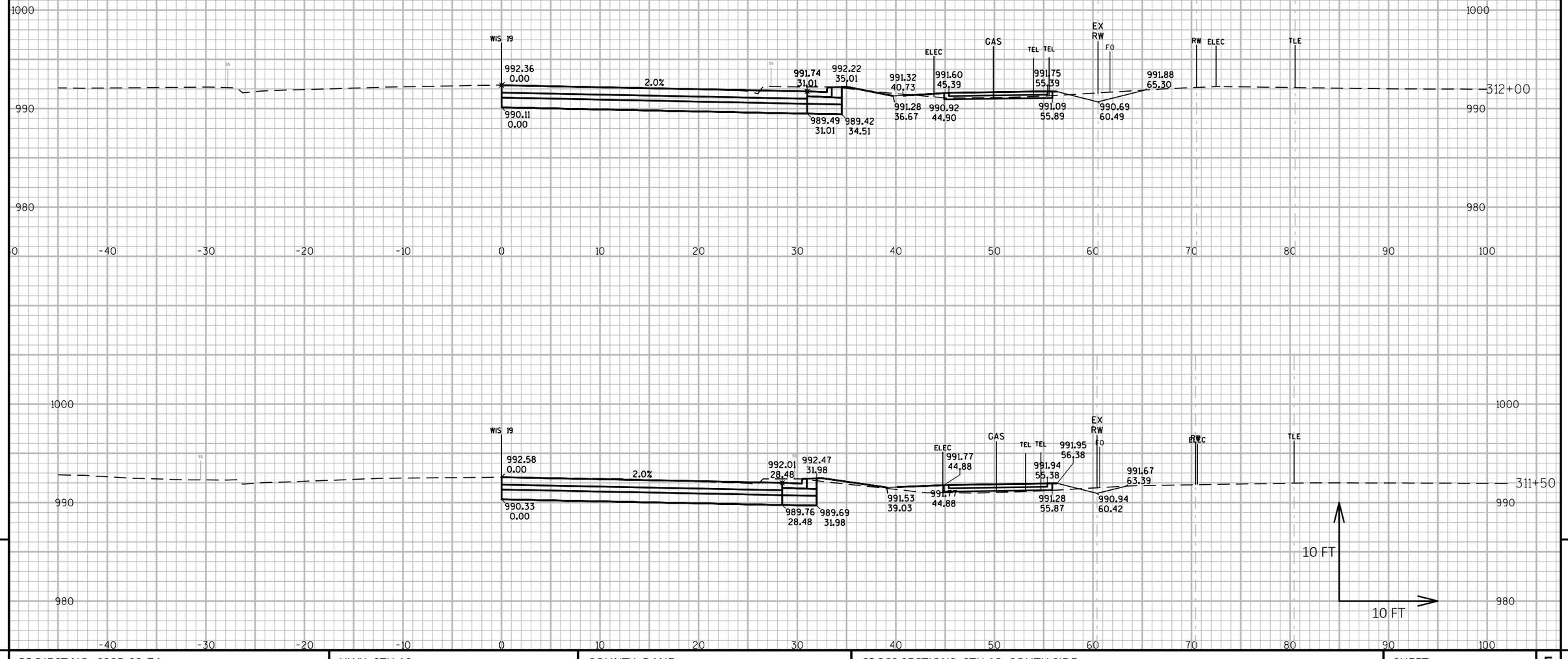
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 275	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST4

PLOT DATE : 11/13/2018 2:37 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



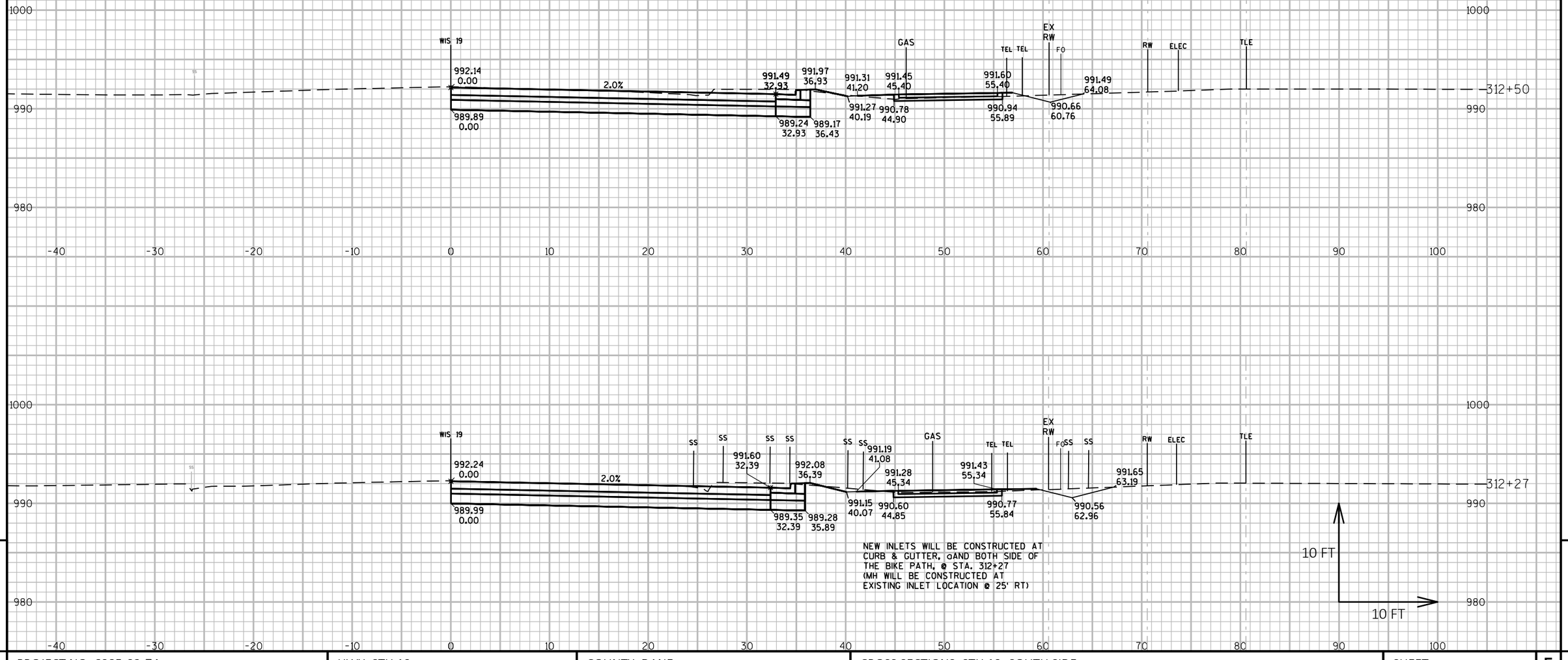
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 276	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST5

PLOT DATE : 11/13/2018 2:38 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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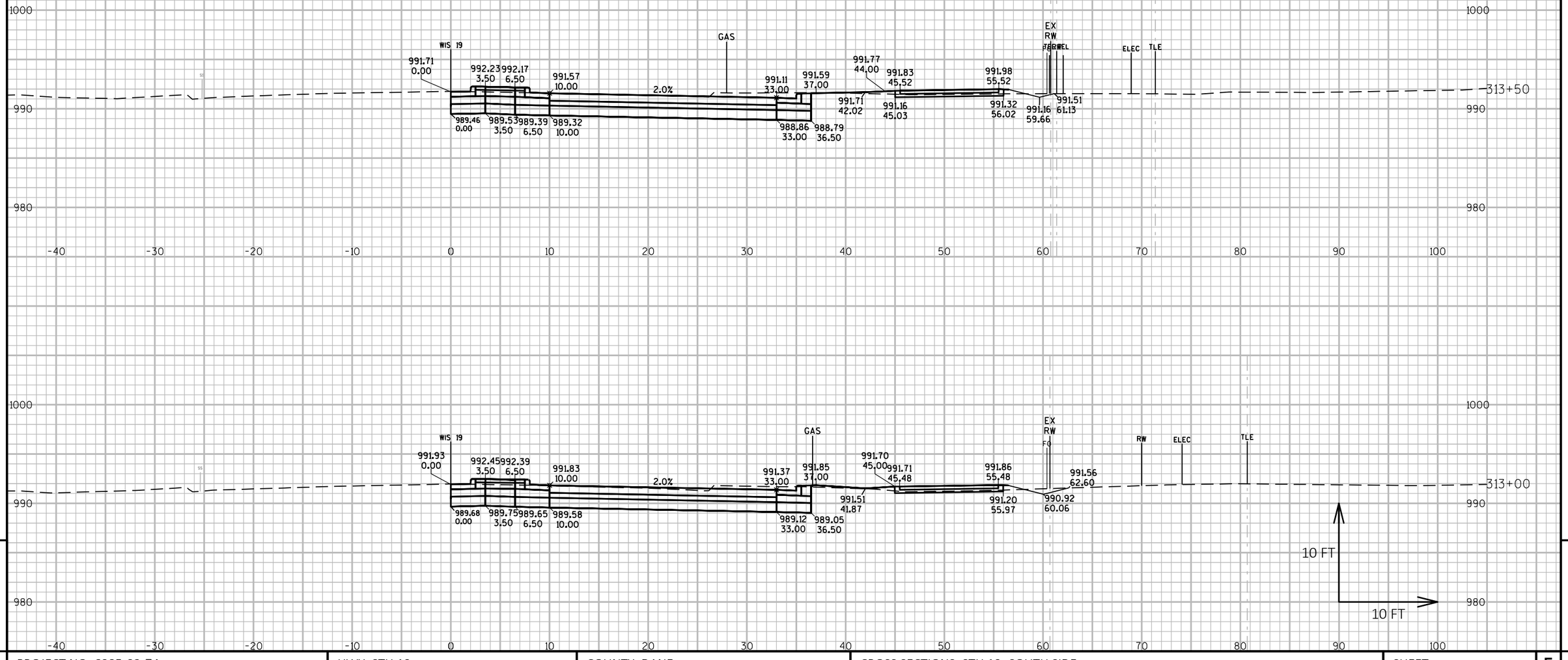
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 277	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST6

PLOT DATE : 11/13/2018 2:39 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



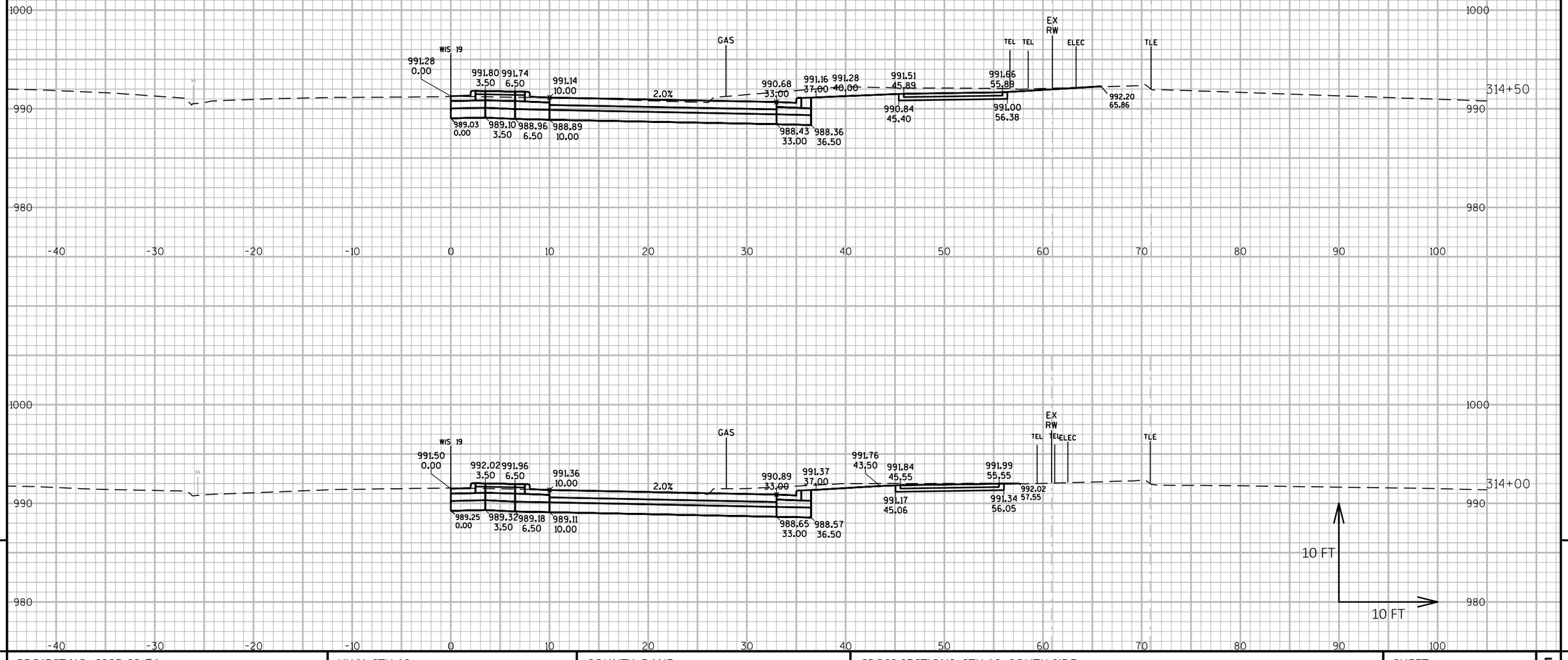
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 278	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST7

PLOT DATE : 11/13/2018 2:40 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



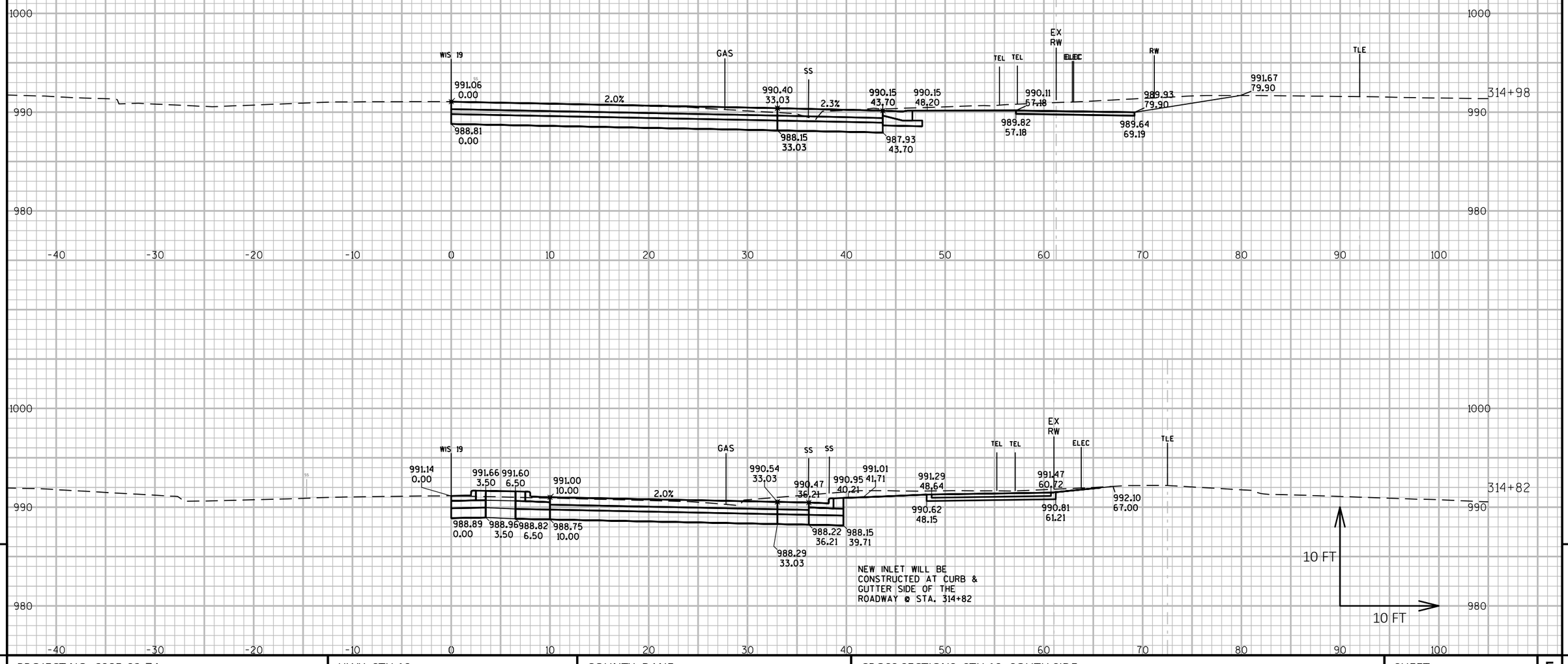
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 279	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST8

PLOT DATE : 11/13/2018 2:41 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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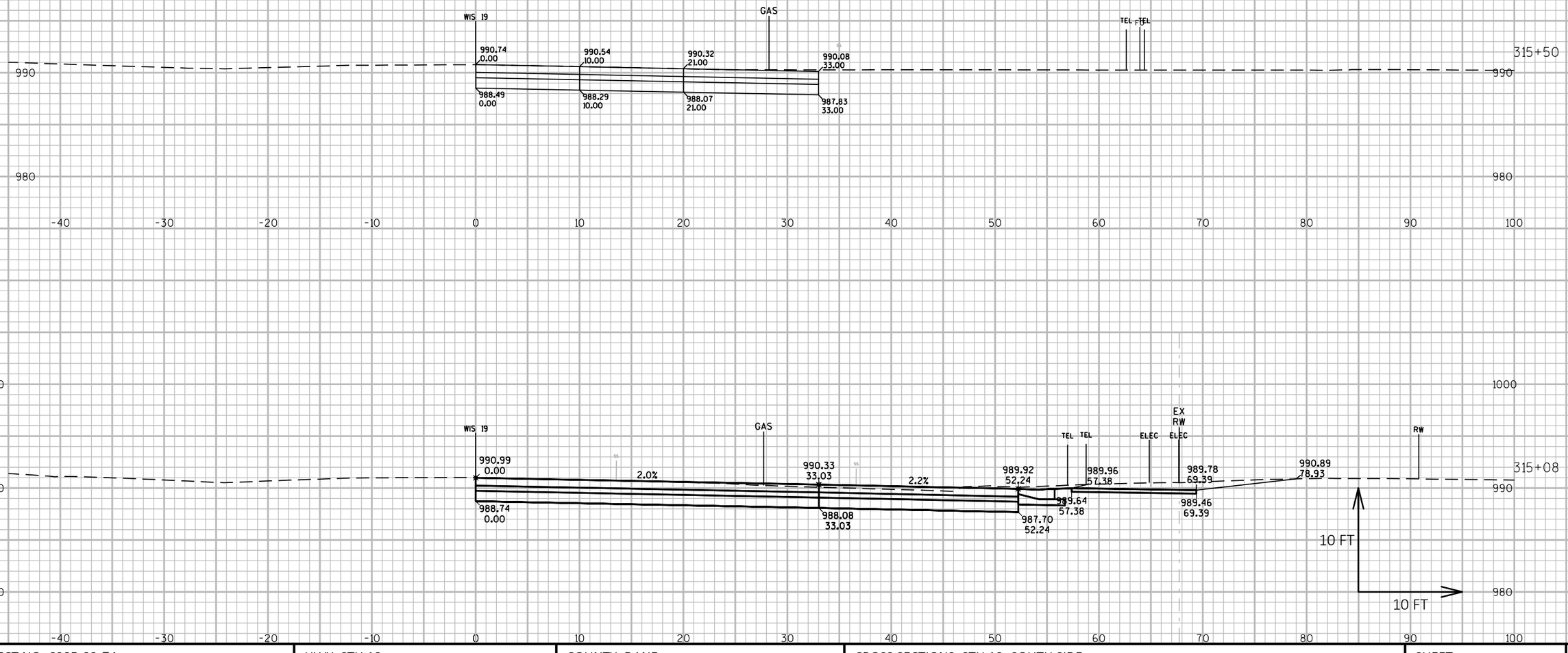
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 280	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST9

PLOT DATE : 11/13/2018 2:42 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



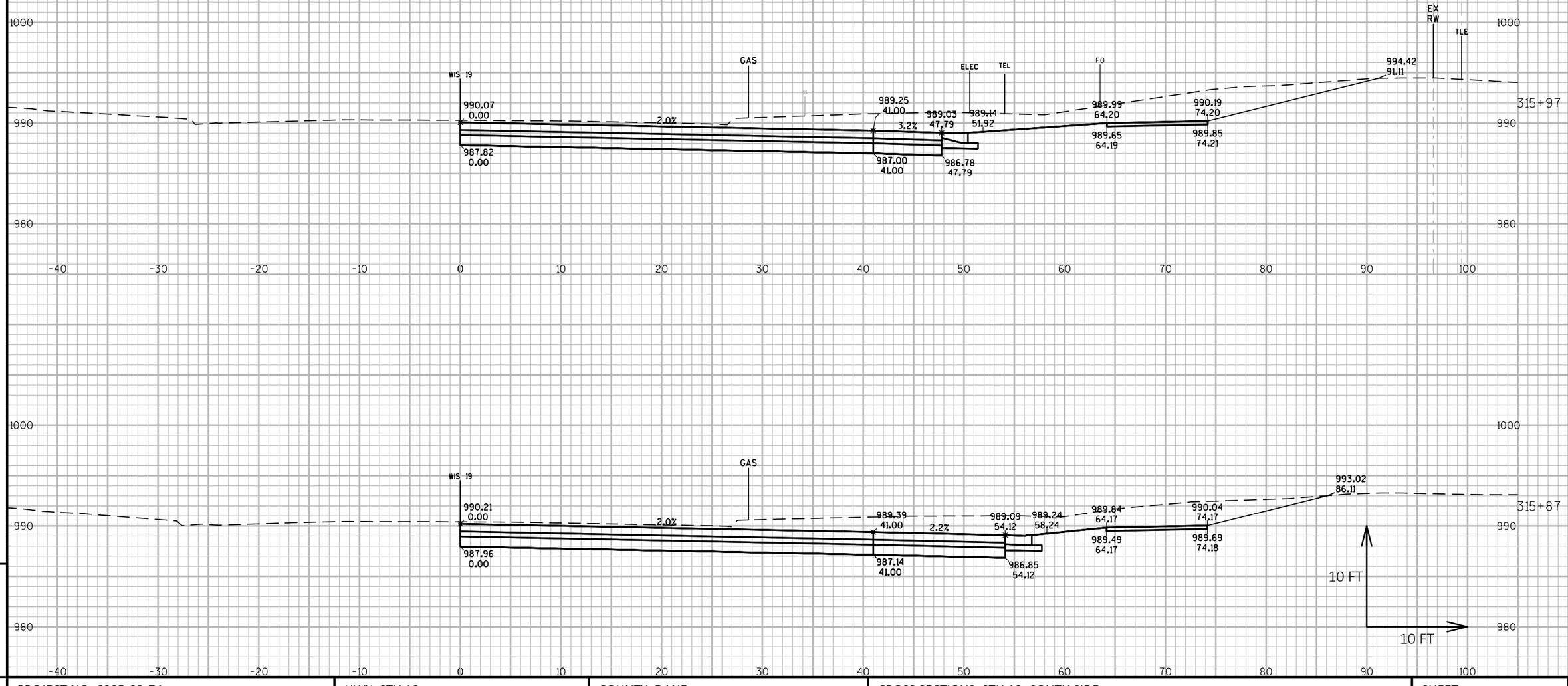
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 281	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST10

PLOT DATE : 11/13/2018 2:43 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



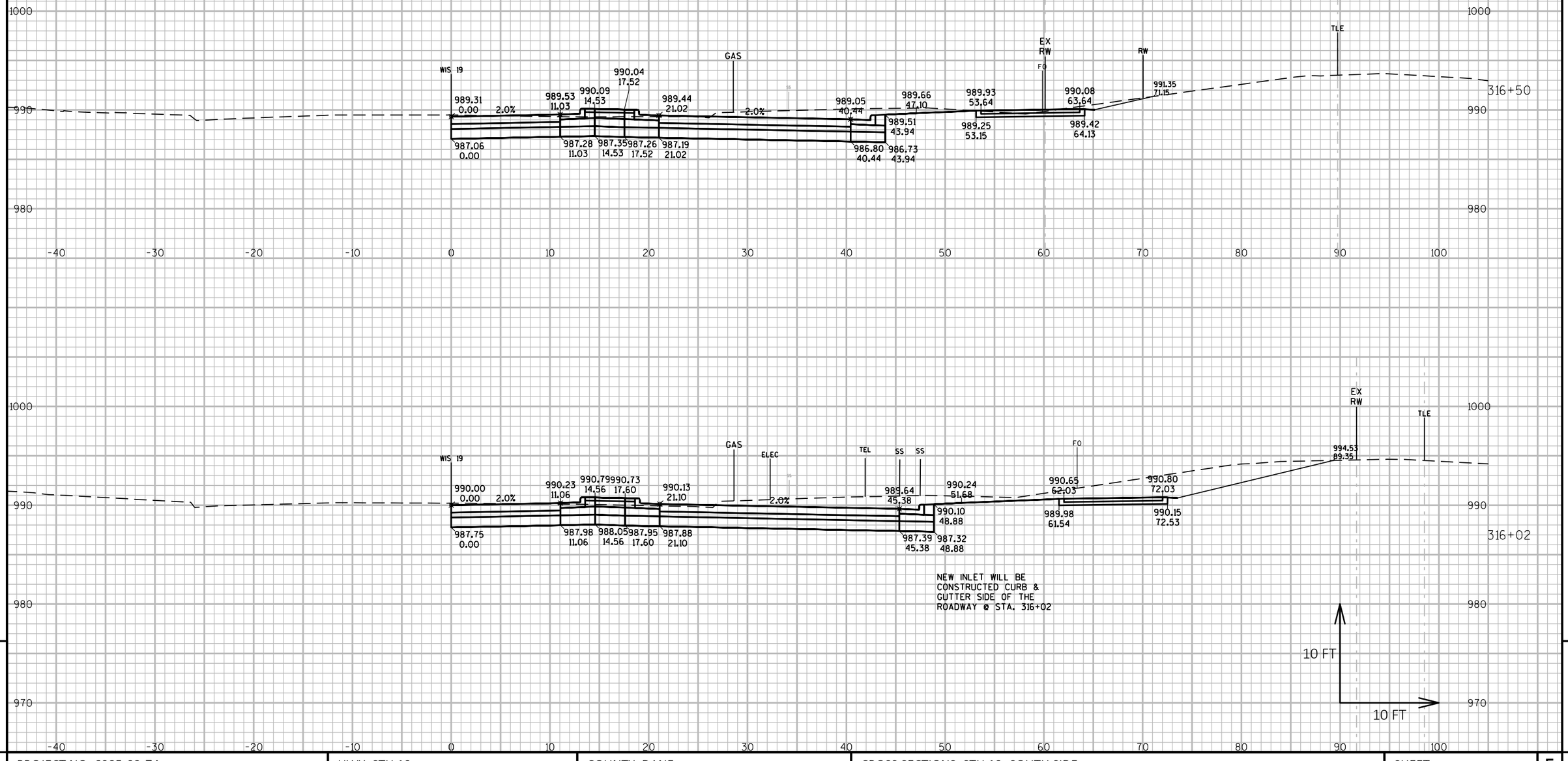
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 282	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST11

PLOT DATE : 11/13/2018 2:44 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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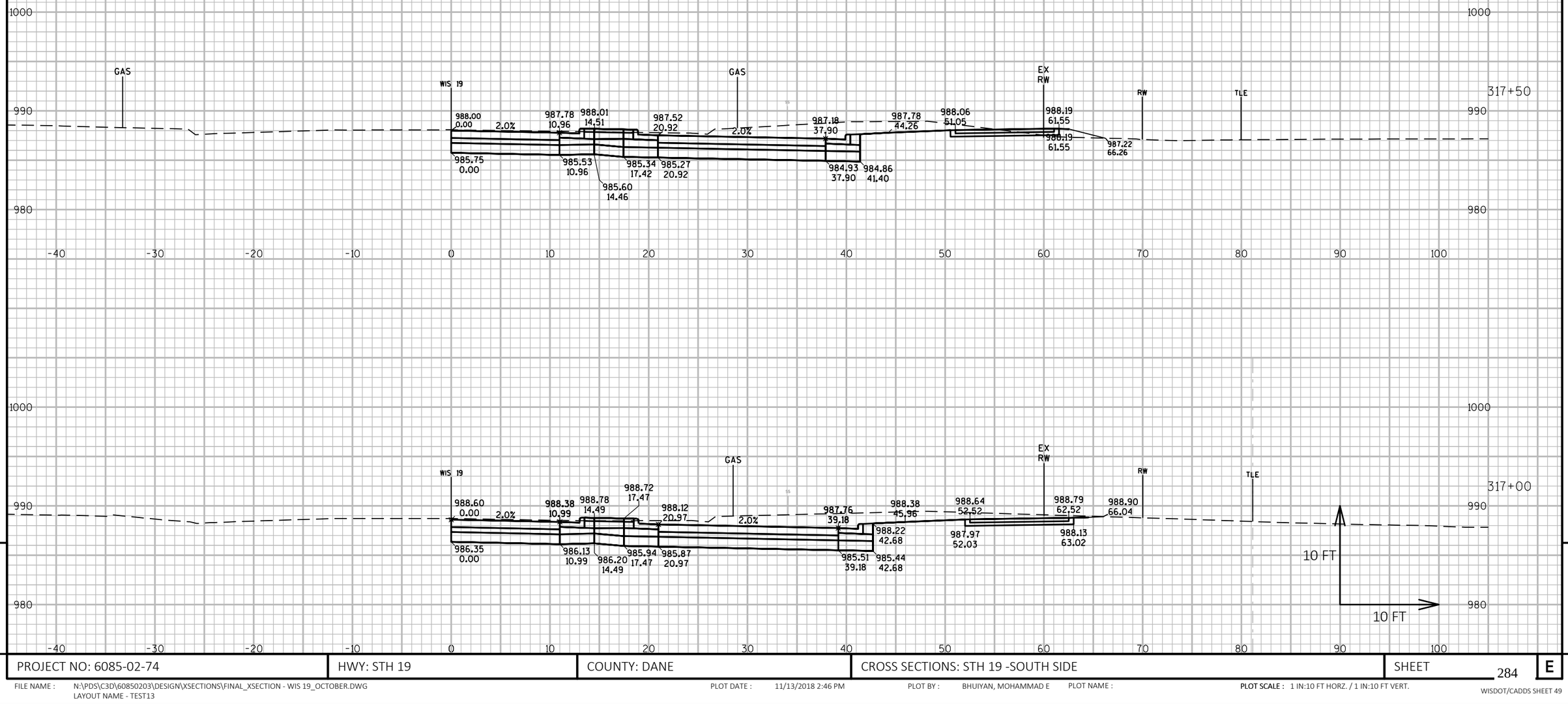
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 283	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST12

PLOT DATE : 11/13/2018 2:45 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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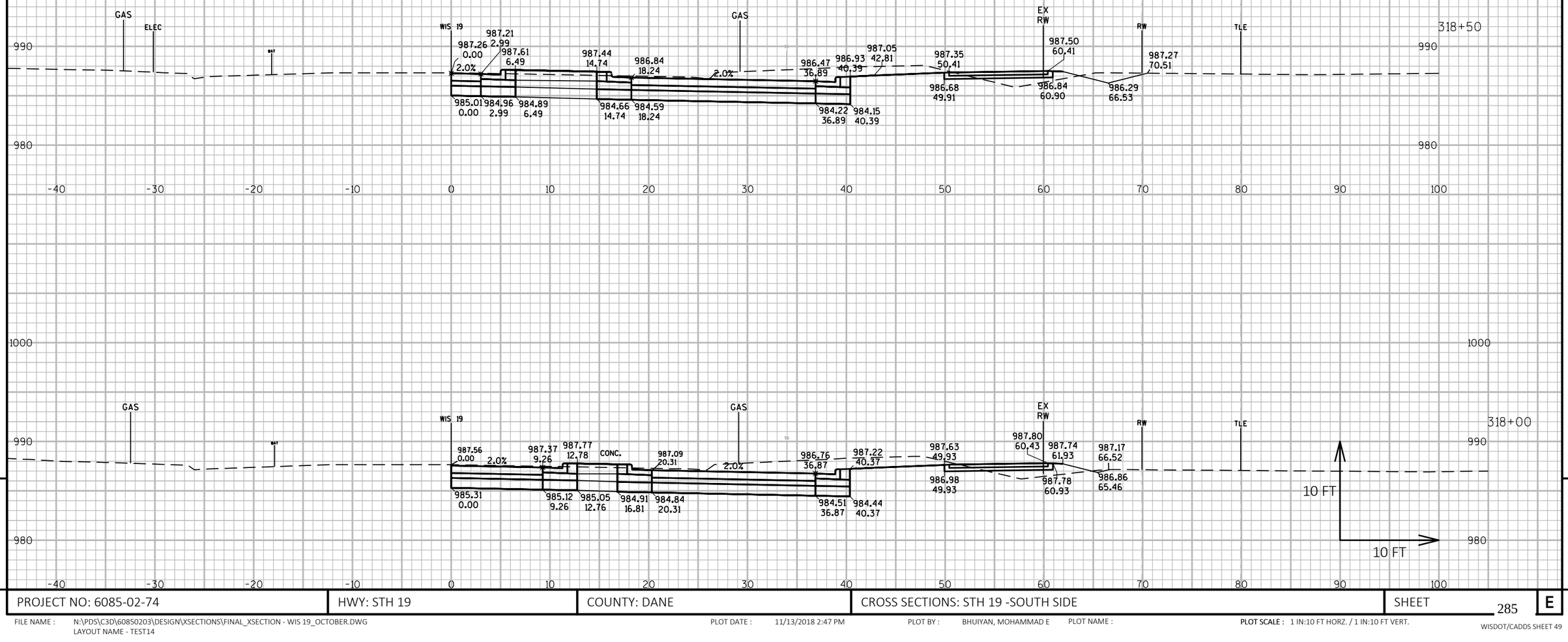
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 284	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST13

PLOT DATE : 11/13/2018 2:46 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 285	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST14

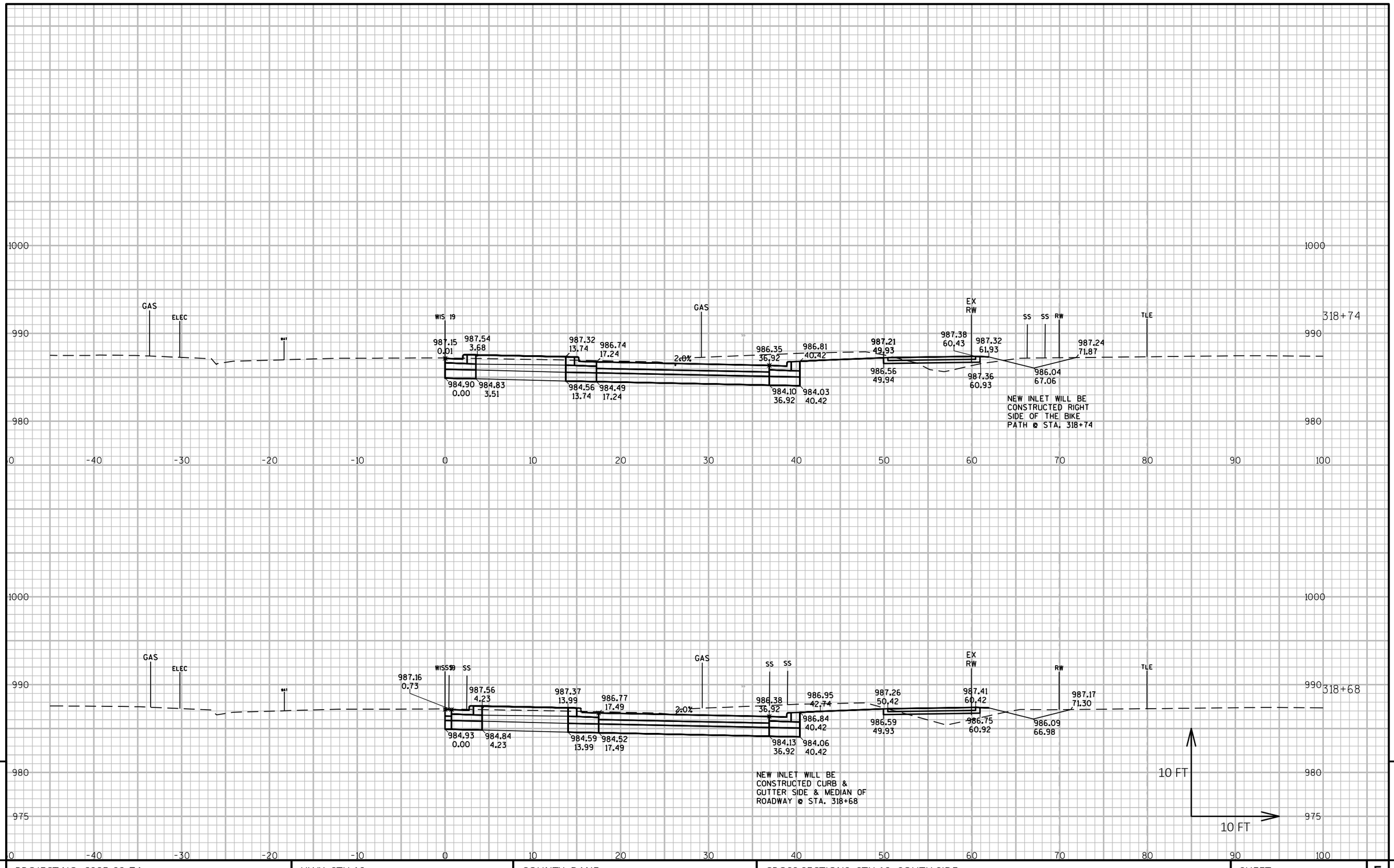
PLOT DATE : 11/13/2018 2:47 PM

PLOT BY : BHUIYAN, MOHAMMAD E

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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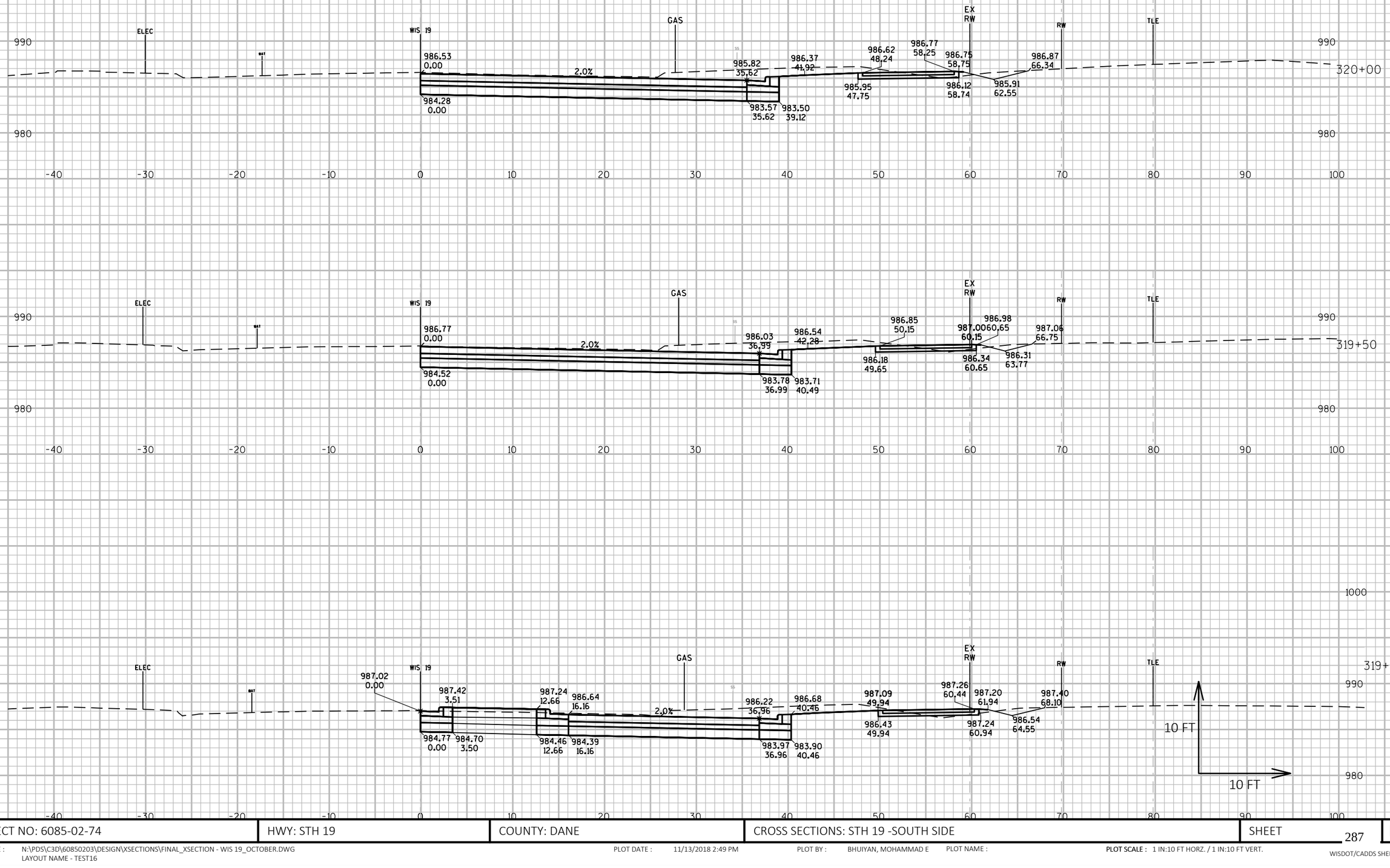
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 286	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST15

PLOT DATE : 11/13/2018 2:48 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 287 E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST16

PLOT DATE : 11/13/2018 2:49 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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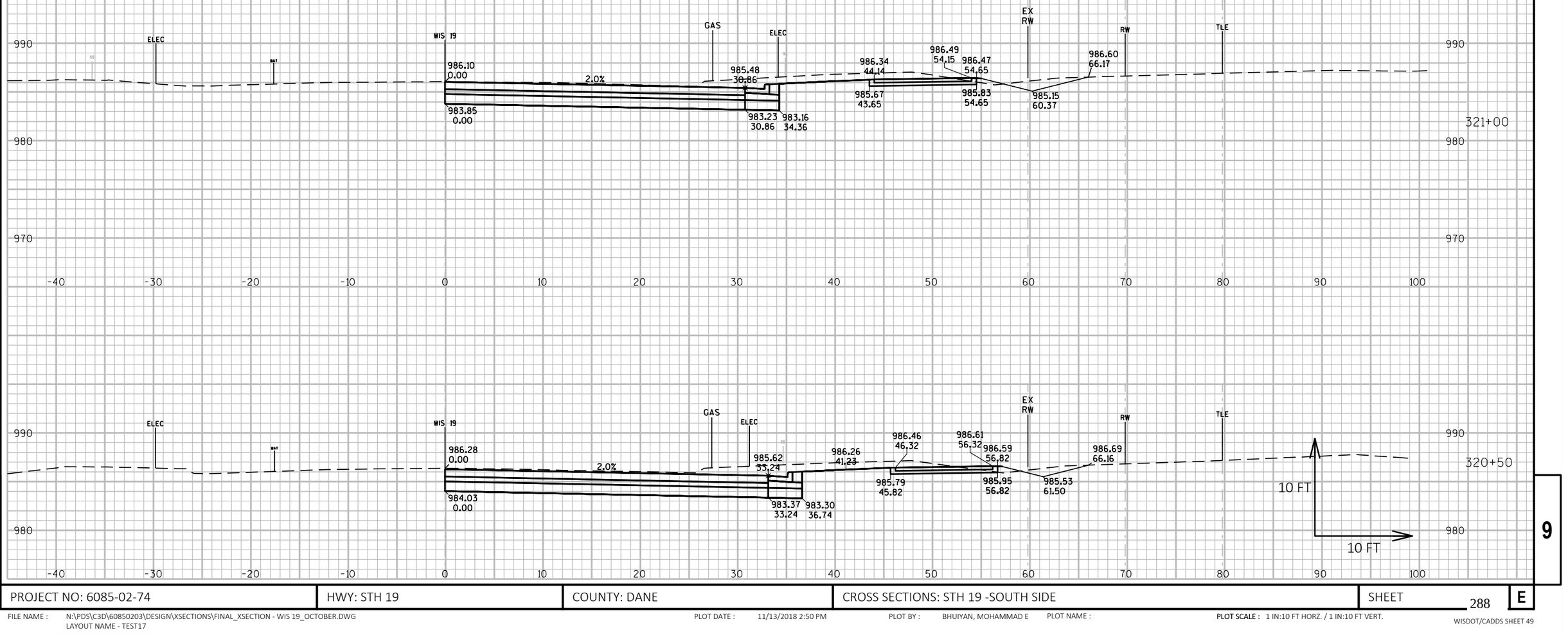


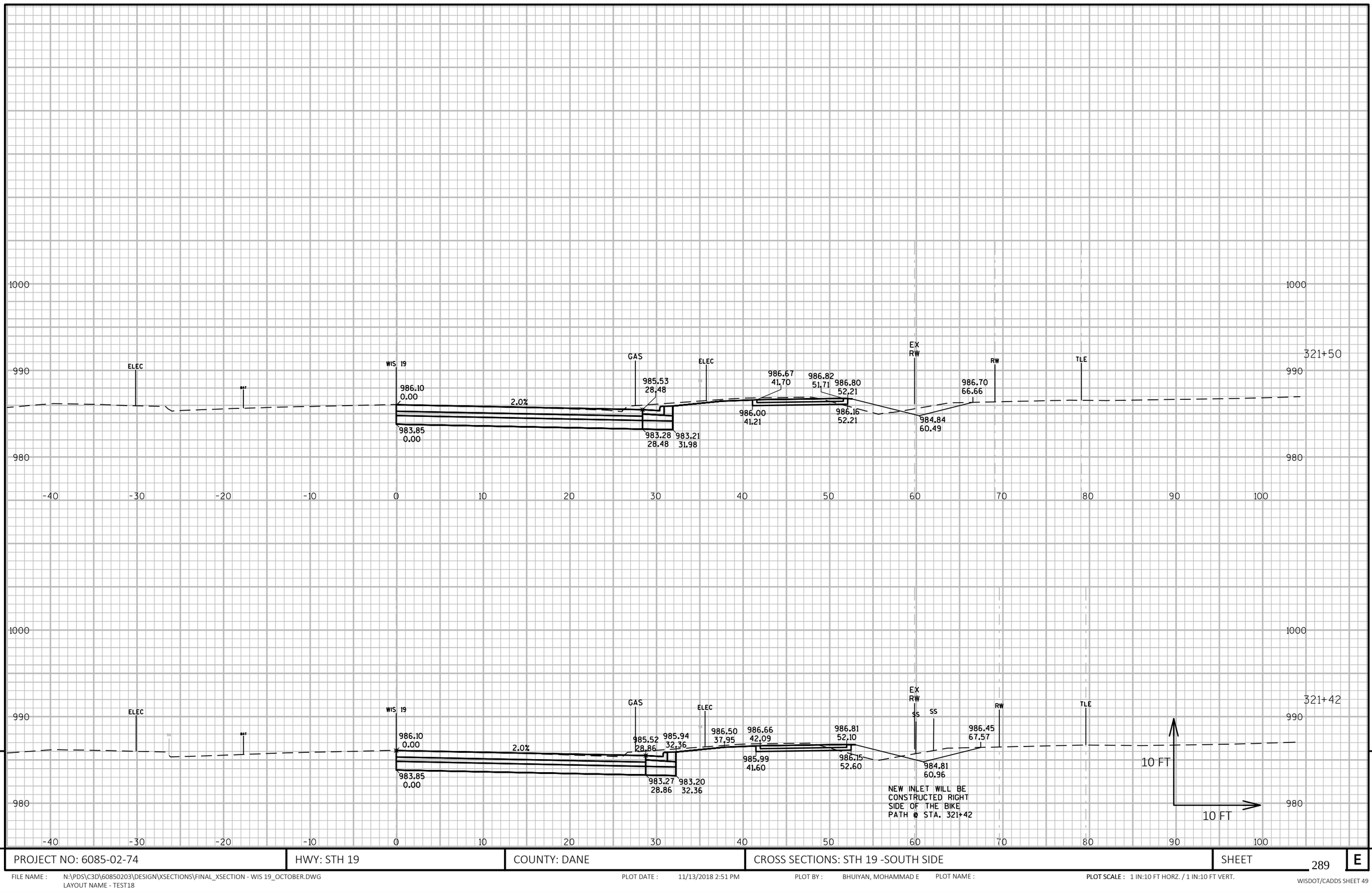
PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 288	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST17

PLOT DATE : 11/13/2018 2:50 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 289	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST18

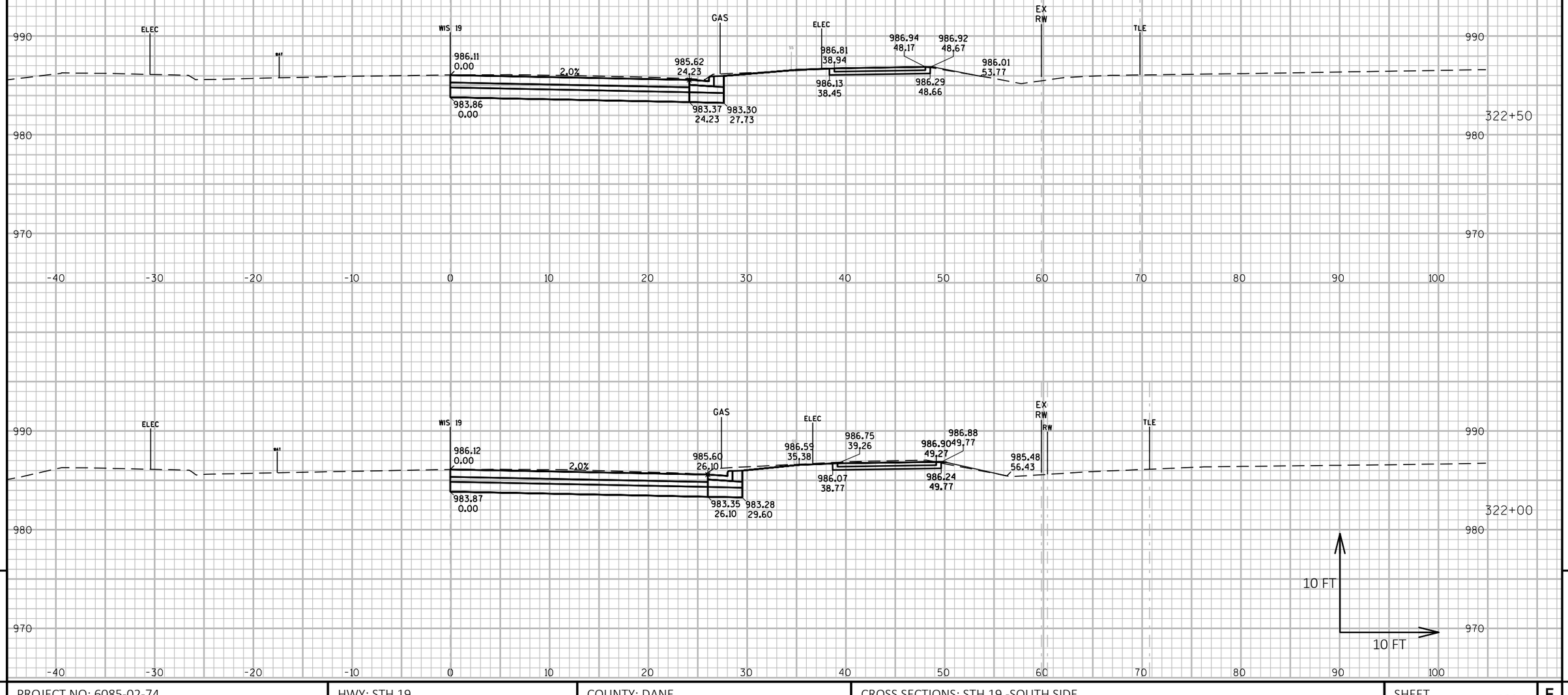
PLOT DATE : 11/13/2018 2:51 PM

PLOT BY : BHUIYAN, MOHAMMAD E

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 6085-02-74	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STH 19 -SOUTH SIDE	SHEET 290	E

FILE NAME : N:\PDS\C3D\60850203\DESIGN\XSECTIONS\FINAL_XSECTION - WIS 19_OCTOBER.DWG
LAYOUT NAME - TEST19

PLOT DATE : 11/13/2018 2:52 PM PLOT BY : BHUIYAN, MOHAMMAD E PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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