MAD

MARCH 2019

PROJECT ID: 5989-00-14

WITH: N/A

COUNTY: ROCK

ORDER OF SHEETS

Section No. 1	Title	
Section No. 2	Typical Sections and Details	(INCLUDES EROSION CONTROL PLANS)
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 = 266

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5989-00-14	WISC 2019155	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF BELOIT, PRAIRIE AVENUE

(CRANSTON ROAD TO HUEBBE PARKWAY)

CTH G

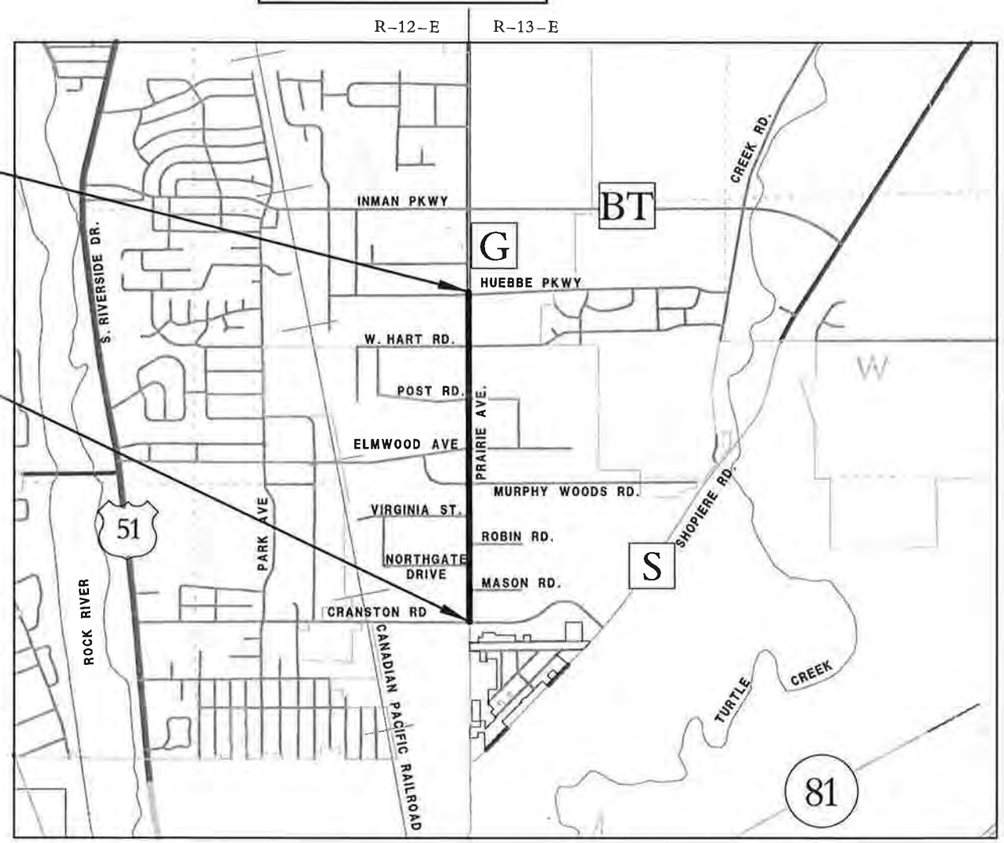
ROCK COUNTY



10

N

STATE PROJECT NUMBER
5989-00-14



LAYOUT
SCALE 0 0.25 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.184 MI.

DESIGN DESIGNATION

A.A.D.T. (2019)	=	13,800
A.A.D.T. (2039)	=	15,200
D.H.V.	=	1,870
D.D.	=	59/41
T.	=	6.3
DESIGN SPEED	=	40 MPH
ESALS	=	2,200,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE (PL + 58.1)
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, NAD 83 (2011) ADJUSTMENT. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 2012 (NAVD88).

ACCEPTED FOR
CITY OF BELOIT

10/18/18 (Date)

Interim City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

WISCONSIN
KENNETH M. SWANSON
E-40476
MADISON
WI
PROFESSIONAL ENGINEER
10-17-2018

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Management Consultant	KL ENGINEERING, INC.
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 10/30/18 (Management Consultant Signature)

E

2

GENERAL NOTES

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

REMOVAL ITEMS SHALL BE REMOVED TO AN EXISTING JOINT, SAWCUT WHERE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION AND WIDTH OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR BIKE LANE.

UTILITIES

*ALLIANT ENERGY (ELECTRIC / GAS)
ATTENTION: DEAN COPP
935 WBR TOWNLINE ROAD
BELOIT, WI 53511
(608) 364-6431
E-MAIL: deancopp@alliantenergy.com

*AT&T WISCONSIN (COMMUNICATIONS)
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVENUE
MADISON, WI 53703
(608) 888-5557
E-MAIL: ca2624@att.com

*CHARTER COMMUNICATIONS (COMMUNICATIONS)
ATTENTION: TOM PHILLIPS
1348 PLAINFIELD AVENUE
JANESVILLE, WI 53547
(608) 209-4821
E-MAIL: Thomas.phillips@charter.com

*CITY OF BELOIT - WATER
ATTENTION: MIKE TINDER
2400 SPRINGBROOK COURT
BELOIT, WI 53511
(608) 364-2888
E-MAIL: tinderm@beloitwi.gov

*CITY OF BELOIT - SANITARY SEWER
ATTENTION: BILL FRISBEE
2400 SPRINGBROOK COURT
BELOIT, WI 53511
(608) 364-5721
E-MAIL: Frisbeeb@beloitwi.gov

*CITY OF BELOIT - ELECTRICAL
ATTENTION: JASON DUPUIS
2400 SPRINGBROOK COURT
BELOIT, WI 53511
(608) 364-6735
E-MAIL: DupuisJ@beloitwi.gov

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW (INCLUDING ALIGNMENT DATA AND CONTROL POINT DATA)
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVEMENT REHABILITATION PLAN
PLAN DETAILS (INCLUDING EROSION CONTROL)
STORM SEWER
PERMANENT SIGNING AND PAVEMENT MARKING
TRAFFIC SIGNALS
CONSTRUCTION STAGING TYPICALS
CONSTRUCTION STAGING DETAILS
STAGING PLAN

CITY OF BELOIT CONTACT

JASON DUPUIS, P.E.
CITY OF BELOIT
2400 SPRINGBROOK COURT
BELOIT, WI, 53511
(608) 364-6735
E-MAIL: DupuisJ@beloit.wi.gov

DESIGN CONTACT

KEN SWANSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: ken.swanson@strand.com

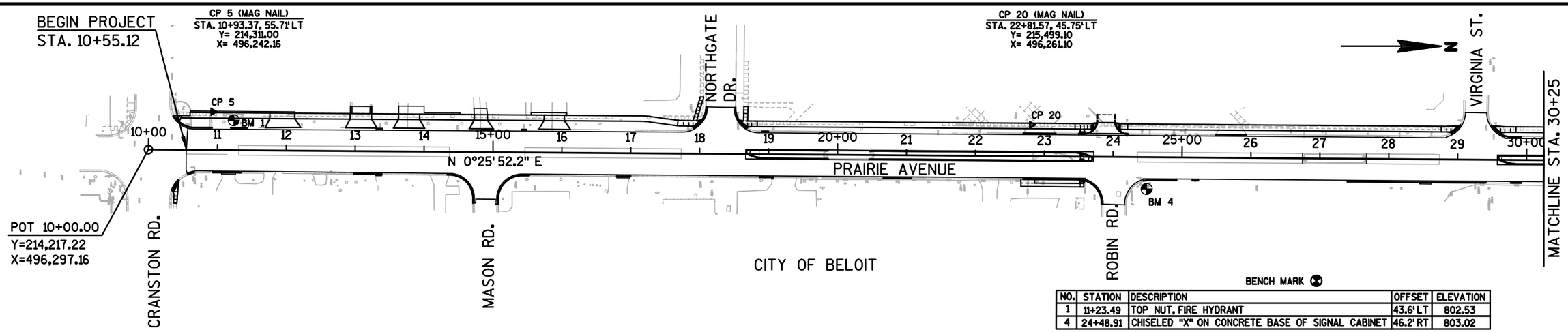
DNR LIAISON

ANDY BARTA
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5397
(608) 235-2955
E-MAIL: andrew.barta@wisconsin.gov

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

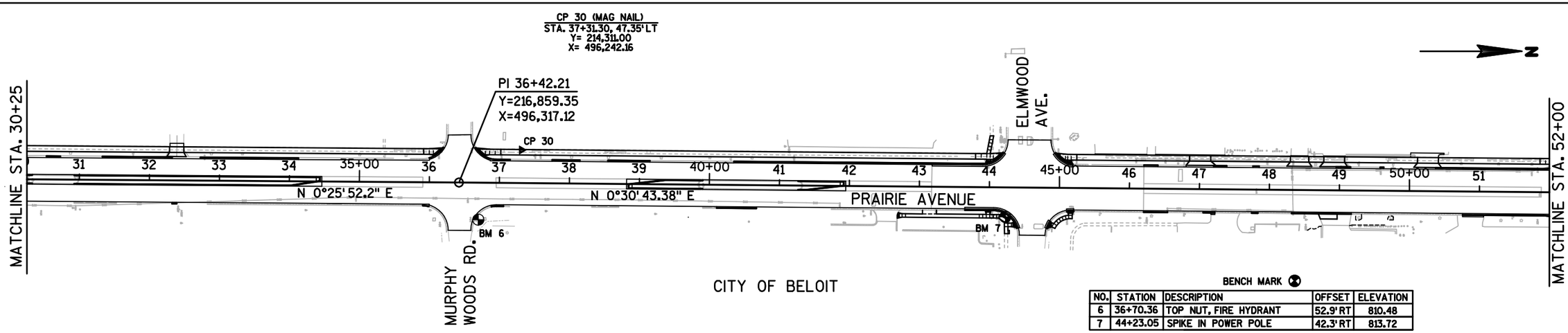
*DENOTES DIGGERS HOTLINE MEMBERS

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\020101_gn.dgn PLOT DATE : 10/31/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



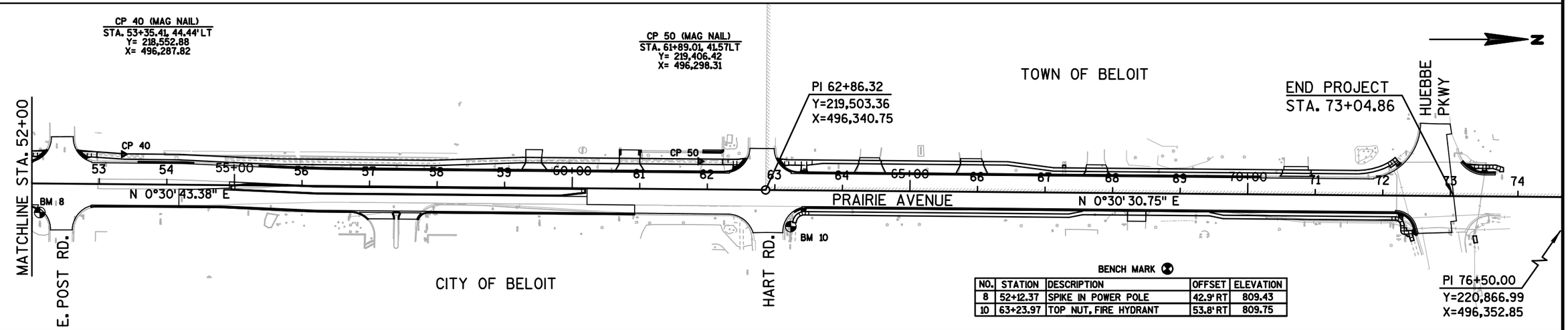
BENCH MARK

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION
1	11+23.49	TOP NUT, FIRE HYDRANT	43.6' LT	802.53
4	24+48.91	CHISELED "X" ON CONCRETE BASE OF SIGNAL CABINET	46.2' RT	803.02



BENCH MARK

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION
6	36+70.36	TOP NUT, FIRE HYDRANT	52.9' RT	810.48
7	44+23.05	SPIKE IN POWER POLE	42.3' RT	813.72

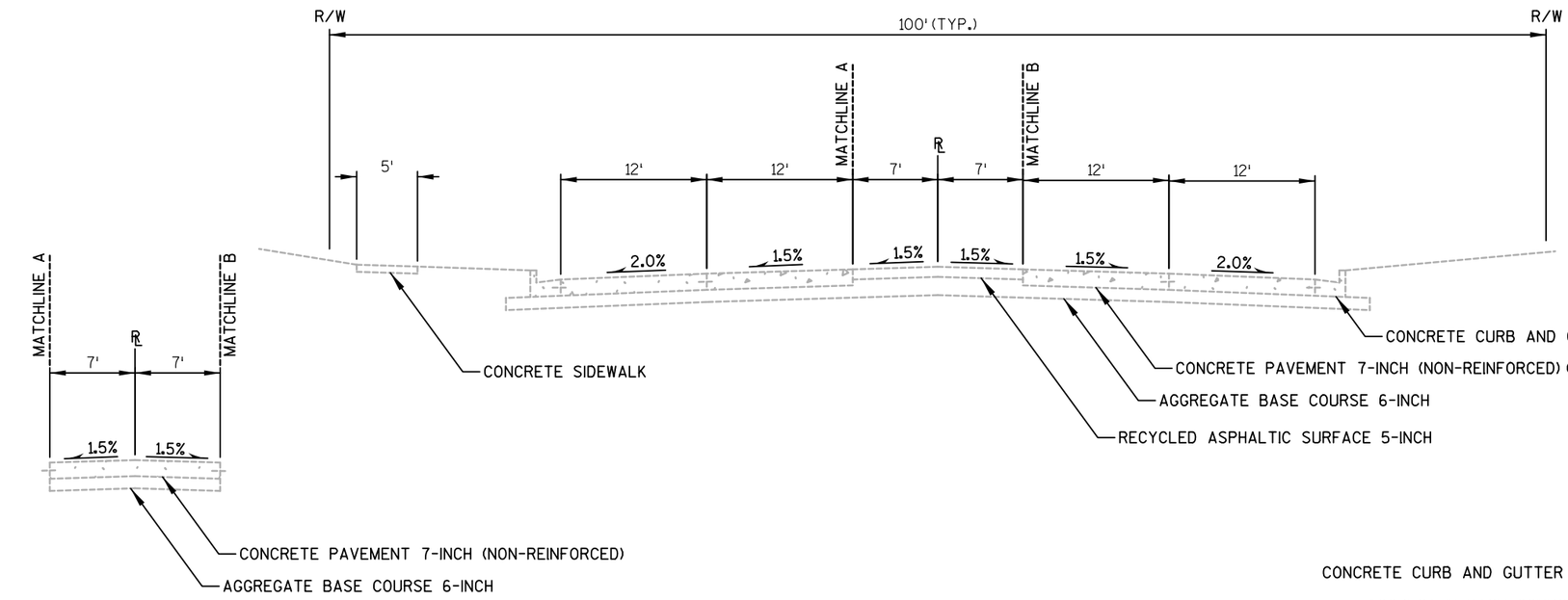


BENCH MARK

NO.	STATION	DESCRIPTION	OFFSET	ELEVATION
8	52+12.37	SPIKE IN POWER POLE	42.9' RT	809.43
10	63+23.97	TOP NUT, FIRE HYDRANT	53.8' RT	809.75

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PROJECT OVERVIEW / ALIGNMENT DATA / CONTROL POINT DATA	SHEET	E

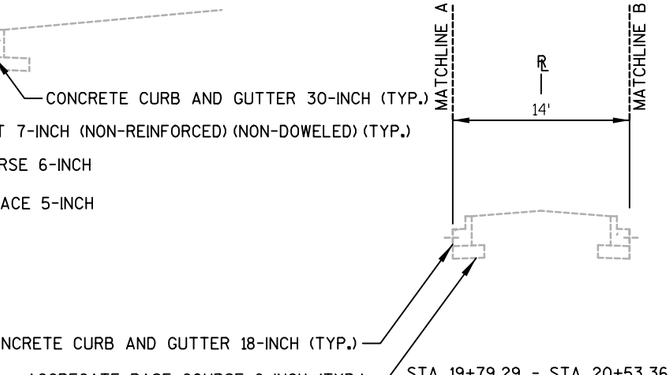
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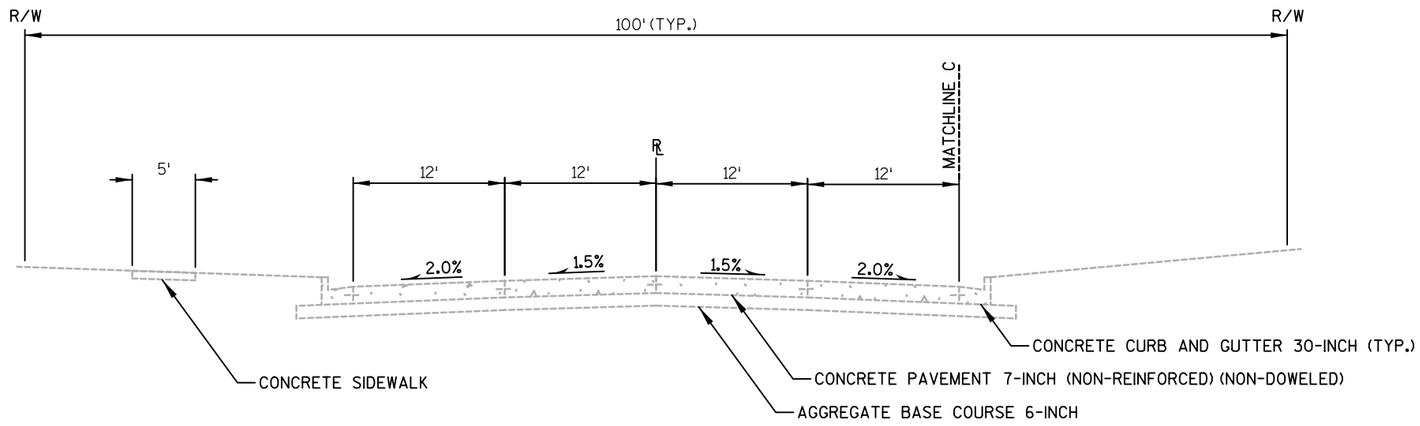
STA. 10+55.12 - STA. 11+31.00
STA. 14+36.74 - STA. 15+46.38
STA. 17+73.28 - STA. 18+86.75
STA. 23+42.50 - STA. 24+35.23
STA. 28+73.56 - STA. 29+77.35
STA. 35+90.56 - STA. 36+95.38
STA. 51+88.33 - STA. 52+97.65

TYPICAL EXISTING SECTION

STA. 10+55.12 - STA. 55+98.19

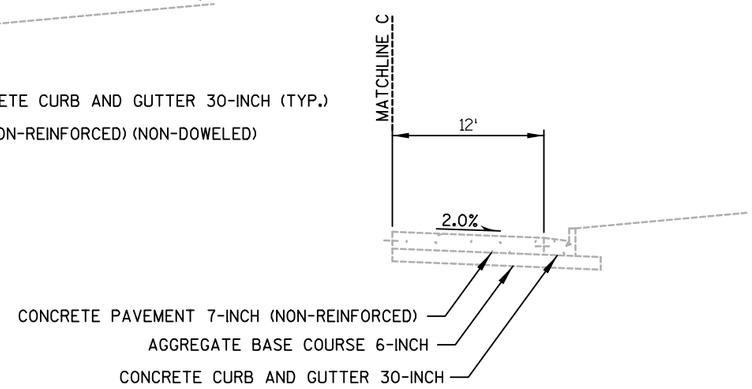


STA. 19+79.29 - STA. 20+53.36
STA. 22+82.22 - STA. 23+42.50
STA. 26+74.57 - STA. 27+67.33
STA. 30+25.52 - STA. 30+99.74
STA. 39+83.53 - STA. 41+33.60



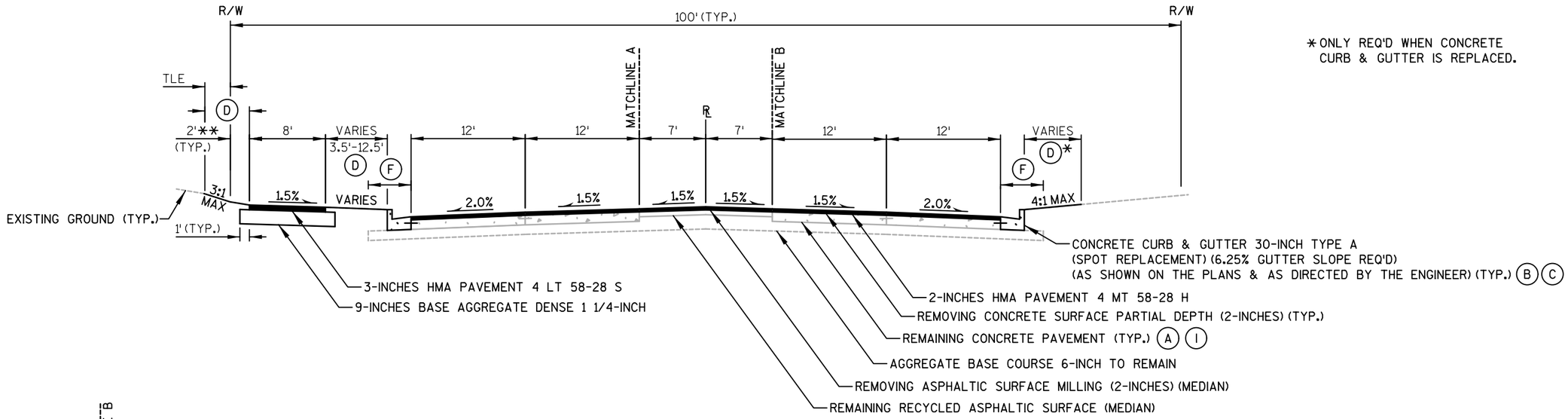
TYPICAL EXISTING SECTION

STA. 55+98.19 - STA. 73+04.86



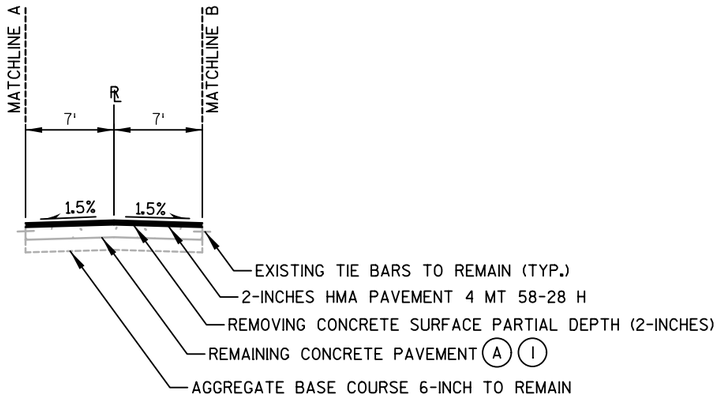
STA. 55+98.19 - STA. 57+96.00
STA. 58+82.80 - STA. 63+22.04
STA. 69+77.78 - STA. 73+04.86

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 4	E

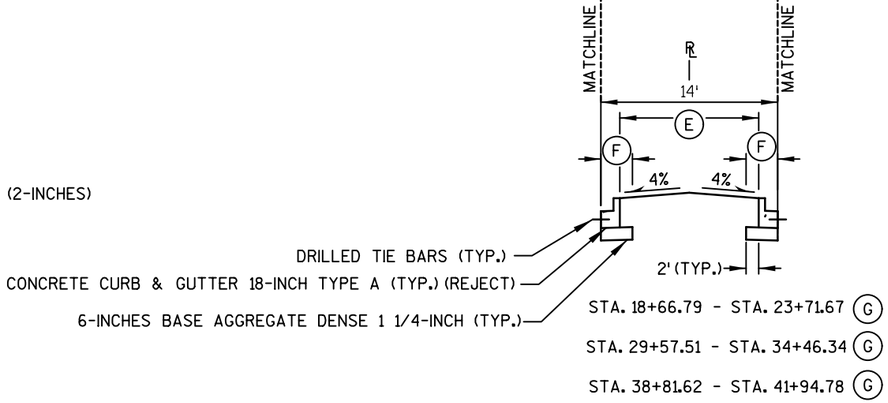


** 6:1 MAX.

* ONLY REQ'D WHEN CONCRETE CURB & GUTTER IS REPLACED.



STA. 10+55.12 - STA. 11+31.00
STA. 14+36.74 - STA. 15+46.38
STA. 17+73.28 - STA. 18+66.75
STA. 23+71.67 - STA. 24+35.23
STA. 28+73.56 - STA. 29+57.51
STA. 35+90.56 - STA. 36+95.38
STA. 51+88.33 - STA. 52+97.65



STA. 18+66.79 - STA. 23+71.67 G
STA. 29+57.51 - STA. 34+46.34 G
STA. 38+81.62 - STA. 41+94.78 G

TYPICAL FINISHED SECTION

STA. 10+55.12 - STA. 54+92.71 H

(A) REMOVING PAVEMENT REQUIRED FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR (AS DIRECTED BY THE ENGINEER). REPLACE WITH CONCRETE BASE 5-INCH UNLESS OTHERWISE NOTED.

(B) PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH UNDER CONCRETE CURB & GUTTER 30-INCH TYPE A IN SPOT REPLACEMENT AREAS. EXTEND BASE AGGREGATE DENSE 2 FEET BEHIND PROPOSED CURB AND GUTTER.

(C) DRILLED TIE BARS REQ'D AT CONCRETE CURB & GUTTER 30-INCH TYPE A SPOT REPLACEMENT LOCATIONS.

(D) TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO.40; AND MULCHING.

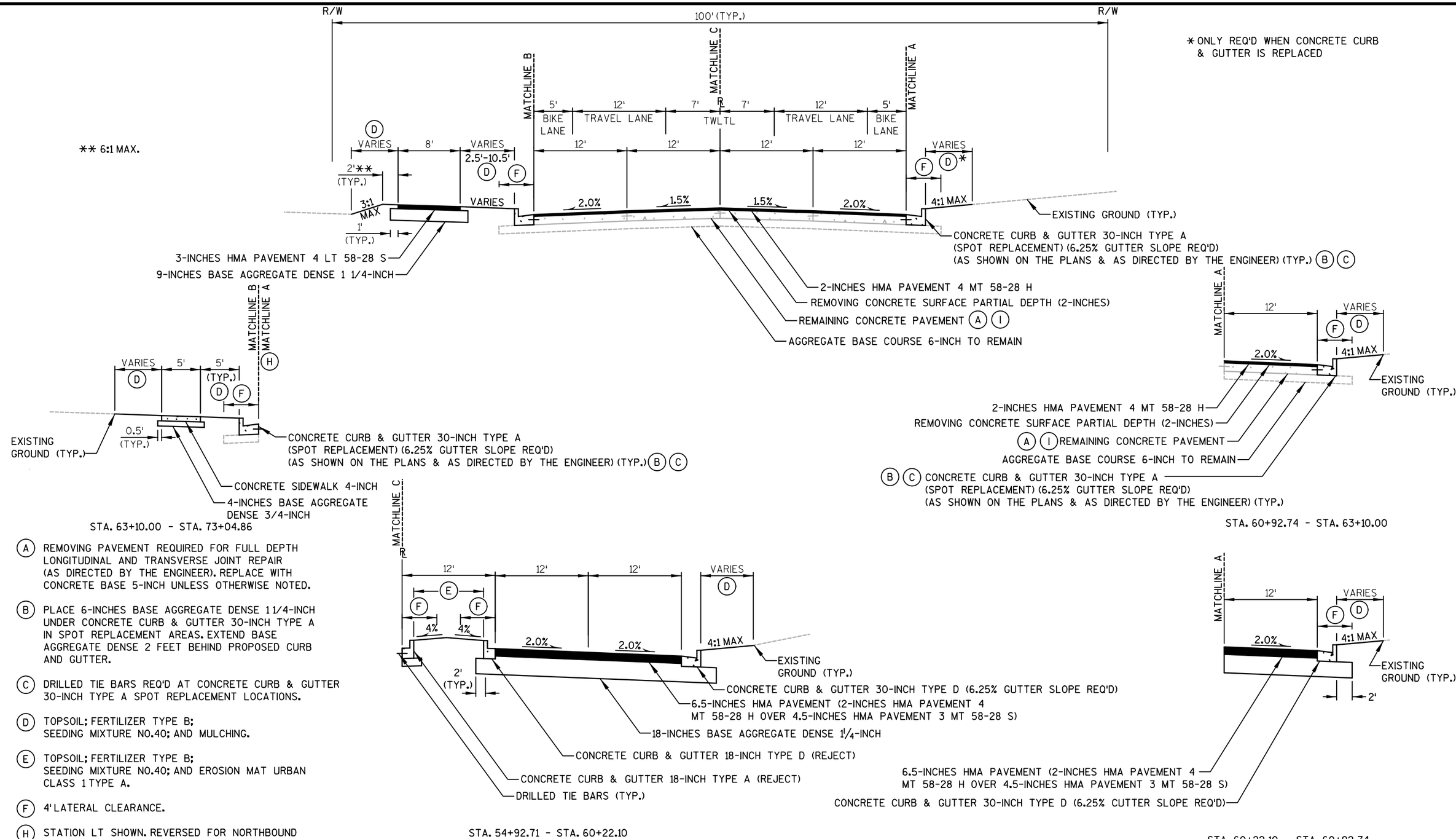
(E) TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO.40; AND EROSION MAT URBAN CLASS 1 TYPE A.

(F) 4' LATERAL CLEARANCE.

(G) REFER TO PLAN DETAILS FOR GAPPED AREAS WHERE EXISTING RAISED MEDIAN IS TO REMAIN.

(H) STA. 43+17 TO 46+17 REMOVING ASPHALTIC SURFACE MILLING (2-INCHES) AND 2-INCHES HMA PAVEMENT 4 MT 58-28 H REQ'D WITHIN LIMIT OF THE ELMWOOD AVENUE INTERSECTION. SEE PAVEMENT REHABILITATION PLANS FOR ADDITIONAL INFORMATION.

(I) CONCRETE JOINT AND CRACK CLEANING AND REPAIR REQ'D AS DIRECTED BY THE ENGINEER. SEE PAVEMENT REHABILITATION PLANS FOR ADDITIONAL INFORMATION.



(A) REMOVING PAVEMENT REQUIRED FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR (AS DIRECTED BY THE ENGINEER). REPLACE WITH CONCRETE BASE 5-INCH UNLESS OTHERWISE NOTED.

(B) PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH UNDER CONCRETE CURB & GUTTER 30-INCH TYPE A IN SPOT REPLACEMENT AREAS. EXTEND BASE AGGREGATE DENSE 2 FEET BEHIND PROPOSED CURB AND GUTTER.

(C) DRILLED TIE BARS REQ'D AT CONCRETE CURB & GUTTER 30-INCH TYPE A SPOT REPLACEMENT LOCATIONS.

(D) TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO.40; AND MULCHING.

(E) TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO.40; AND EROSION MAT URBAN CLASS 1 TYPE A.

(F) 4' LATERAL CLEARANCE.

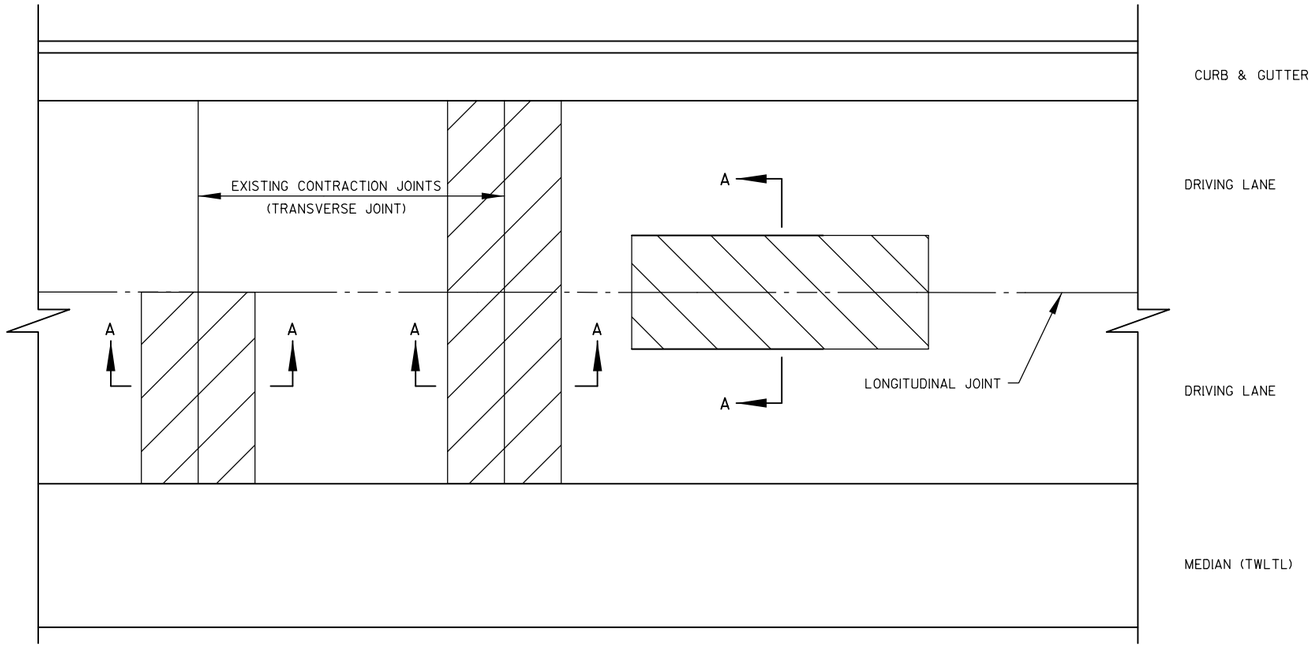
(H) STATION LT SHOWN. REVERSED FOR NORTHBOUND DIRECTION (STATION RT).

(I) CONCRETE JOINT AND CRACK CLEANING AND REPAIR REQ'D AS DIRECTED BY THE ENGINEER. SEE PAVEMENT REHABILITATION PLANS FOR ADDITIONAL INFORMATION.

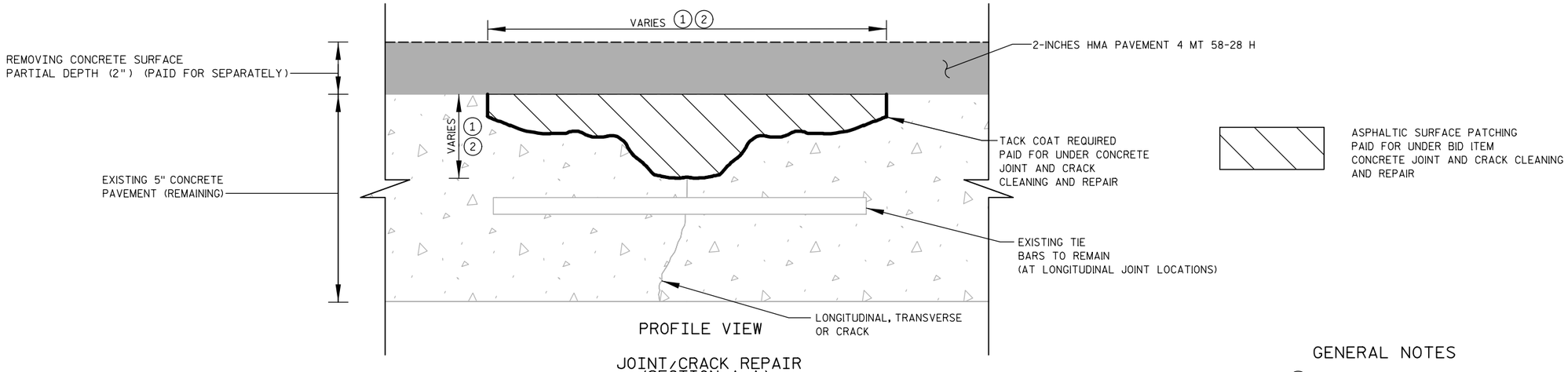
TYPICAL FINISHED SECTION

STA. 54+92.71 - STA. 73+04.86

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 6	E



PLAN VIEW
JOINT REPAIR



PROFILE VIEW

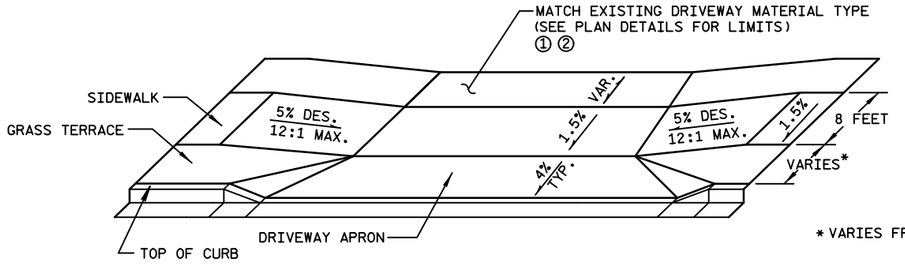
JOINT/CRACK REPAIR
(SECTION A-A)

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

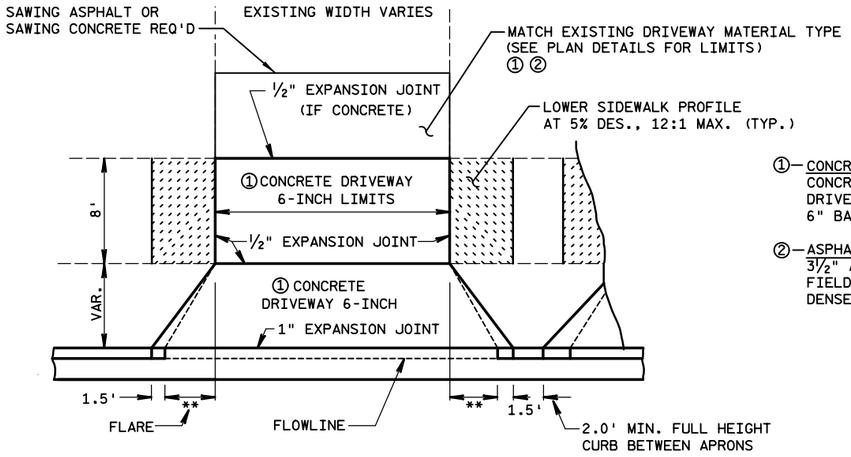
GENERAL NOTES

1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE MATERIAL, TO A MAXIMUM OF ½ THE PAVEMENT DEPTH OR TOP OF TIE BARS.
2. BLOW OUT REPAIR AREA WITH 80 PSI MINIMUM COMPRESSED AIR.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 7	E



LOWERING SIDEWALK AT DRIVEWAY APRONS



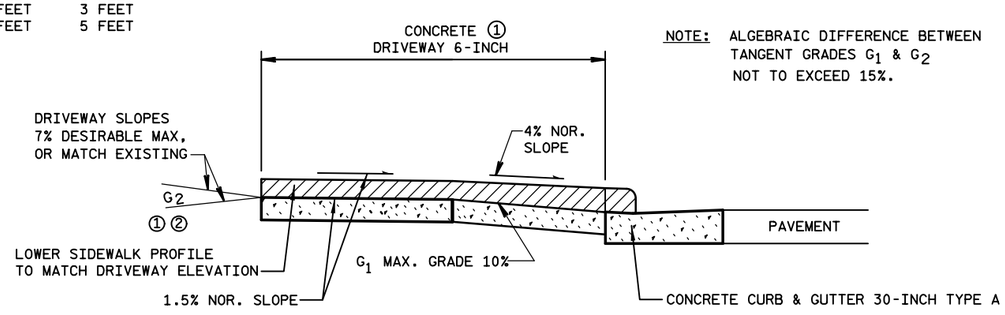
① — CONCRETE DRIVEWAY
CONCRETE DRIVEWAY 6-INCH OR CONCRETE DRIVEWAY HES 6-INCH OVER 6" BASE AGGREGATE DENSE 1¼-INCH

② — ASPHALT DRIVEWAY
3½" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 8½" BASE AGGREGATE DENSE 1¼-INCH

**DRIVEWAY FLARE VARIES BASED ON TERRACE WIDTH

TERRACE WIDTH	FLARE
3 TO 6 FEET	2 FEET
6 TO 9 FEET	3 FEET
OVER 9 FEET	5 FEET

PLAN VIEW

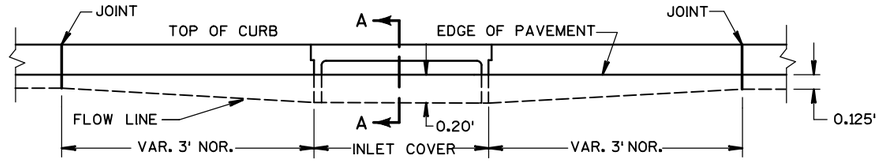


NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G_1 & G_2 NOT TO EXCEED 15%.

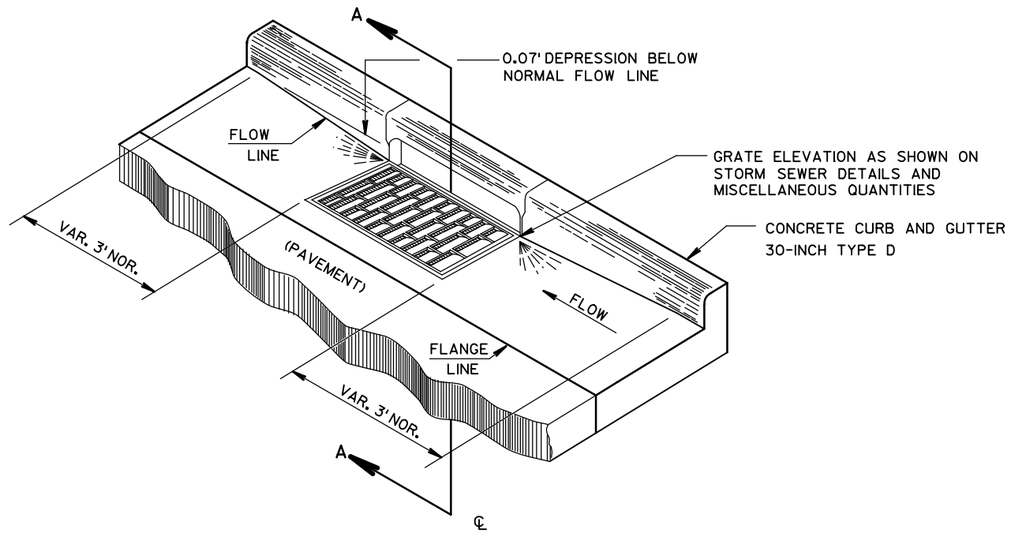
PROFILE VIEW

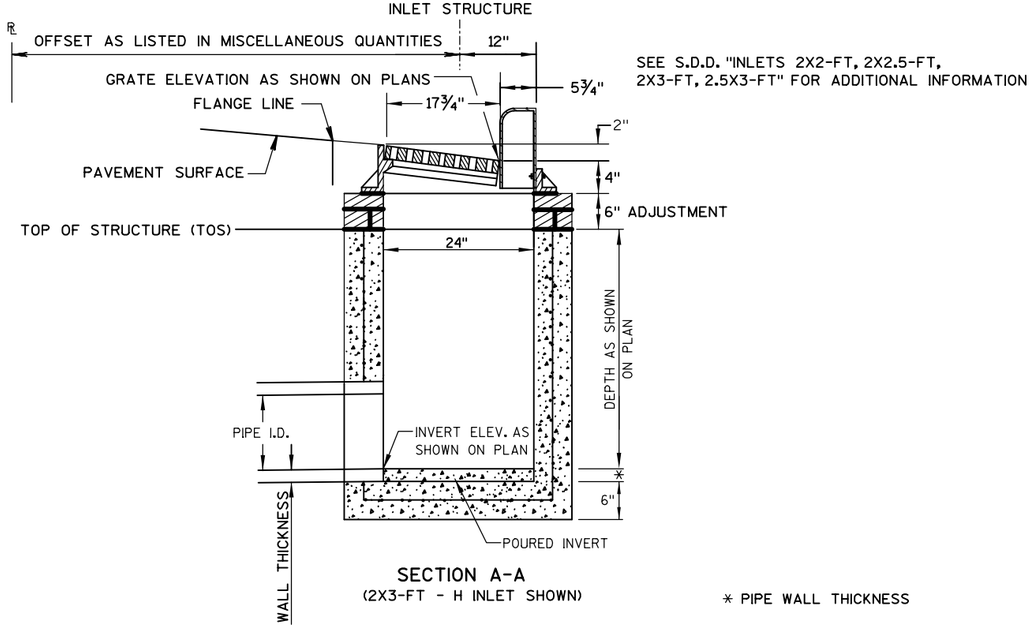
URBAN DRIVEWAY ENTRANCE DETAIL WITH TERRACE/SIDEWALK

STA. 11+95 LT	STA. 48+93 LT
STA. 13+08 LT	STA. 50+26 LT
STA. 13+78 LT	STA. 59+50 LT
STA. 14+81 LT	STA. 60+84 LT
STA. 15+88 LT	STA. 64+50 LT
STA. 32+39 LT	STA. 66+00 LT
STA. 47+00 LT	STA. 67+75 LT
STA. 48+43 LT	STA. 68+35 RT
	STA. 70+70 LT



ELEVATION





SECTION A-A
(2X3-FT - H INLET SHOWN)

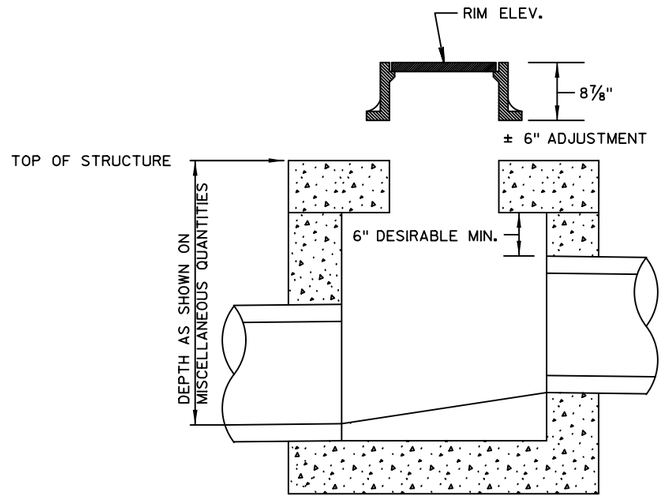
* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS

RUNOFF COEFFICIENT TABLE

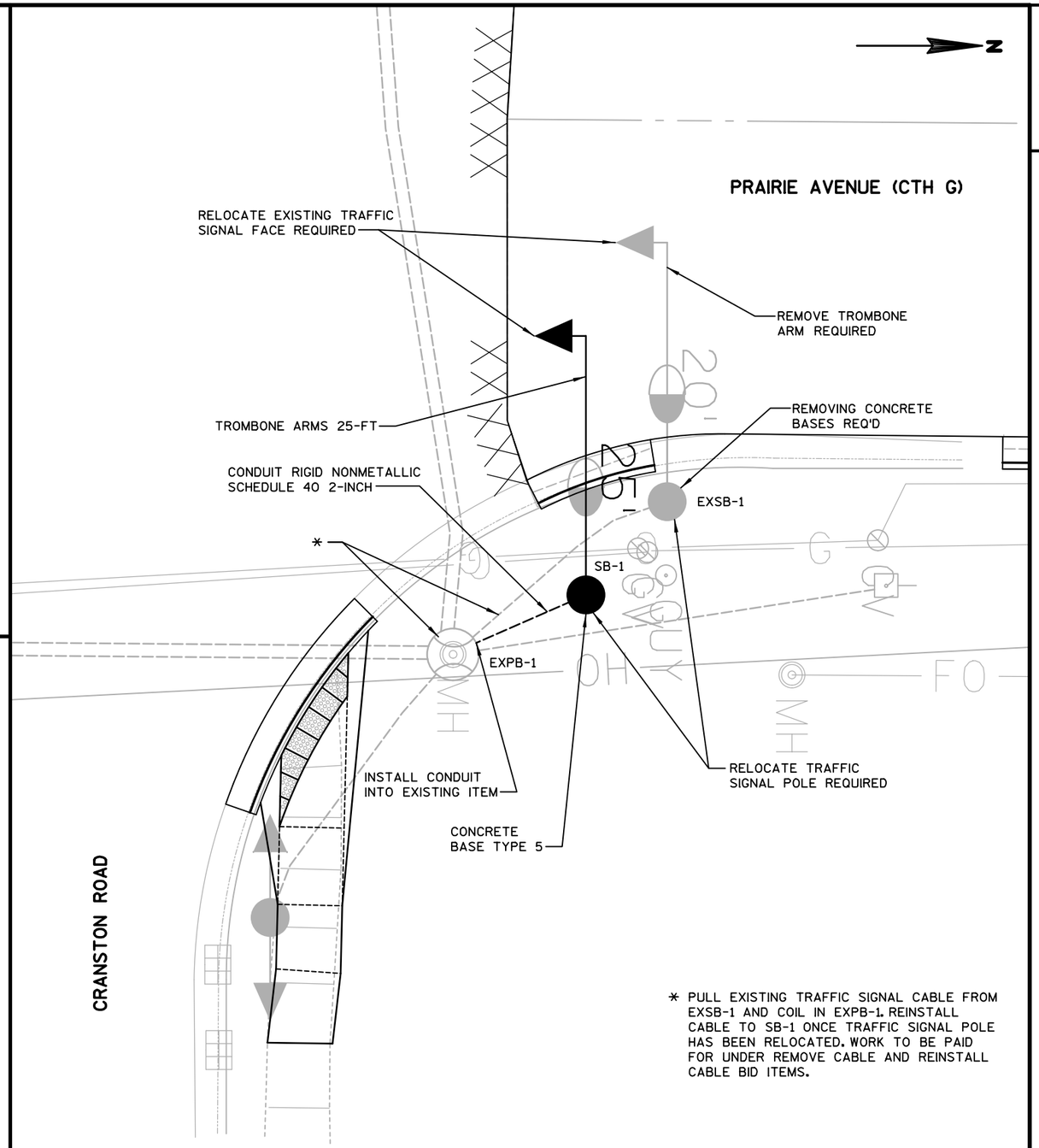
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 15.49 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.02 ACRES

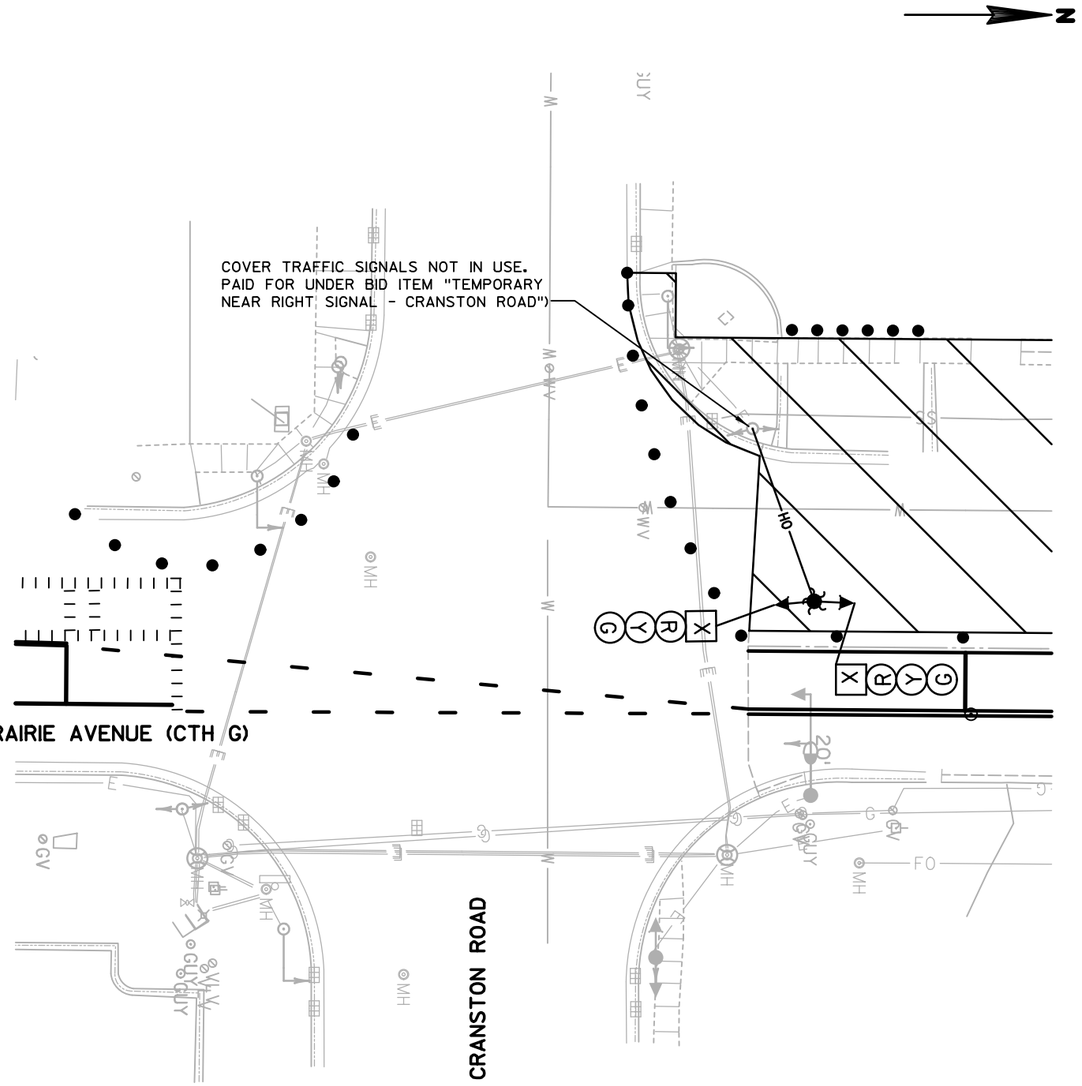


DETAIL FOR COMPUTING MANHOLE ELEVATIONS

(MANHOLES 5-FT WITH MANHOLE COVERS TYPE J SHOWN)

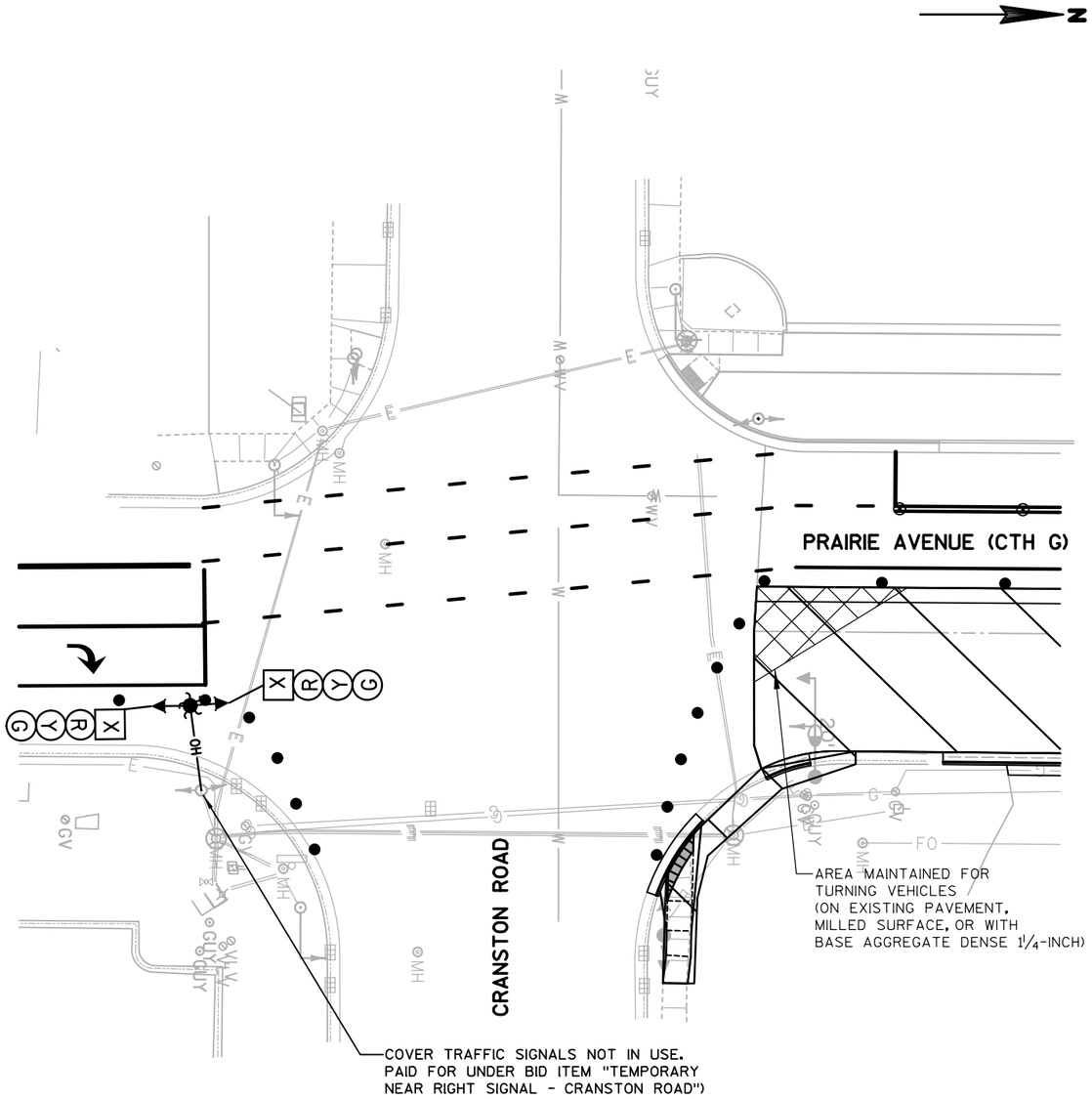


CRANSTON ROAD AND PRAIRIE AVENUE - SIGNAL REPLACEMENT



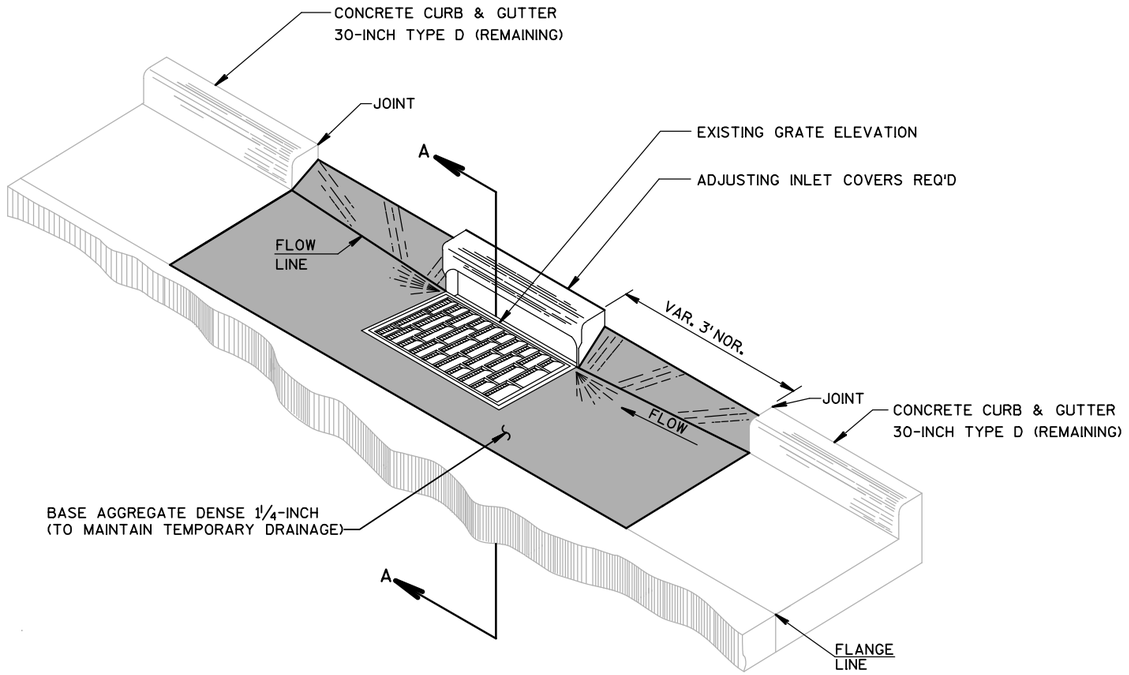
CRANSTON ROAD AND PRAIRIE AVENUE - TEMPORARY NEAR RIGHT SIGNAL (STAGE 2)

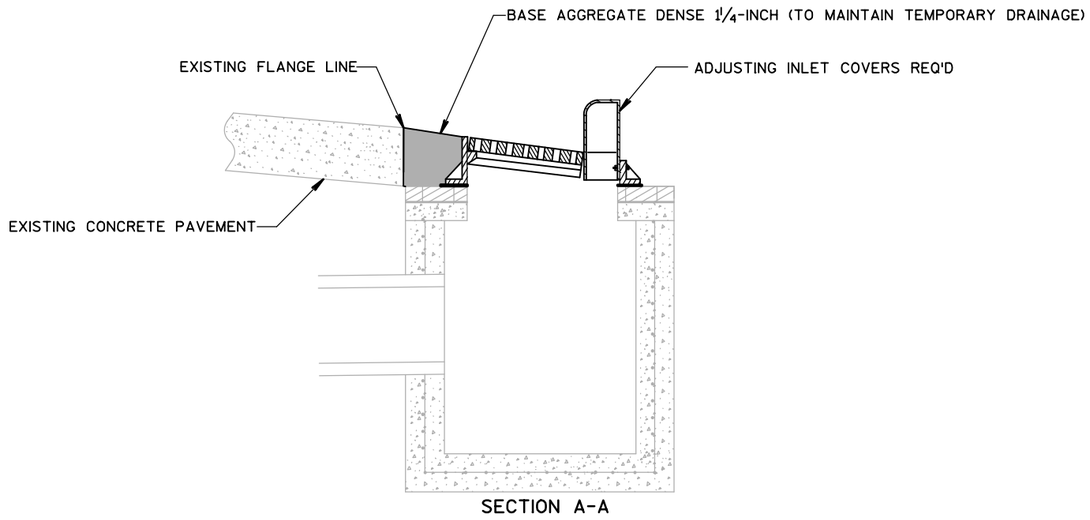
(PAID FOR AS "TEMPORARY NEAR RIGHT SIGNAL - CRANSTON ROAD")



CRANSTON ROAD AND PRAIRIE AVENUE - TEMPORARY NEAR RIGHT SIGNAL (STAGE 3)

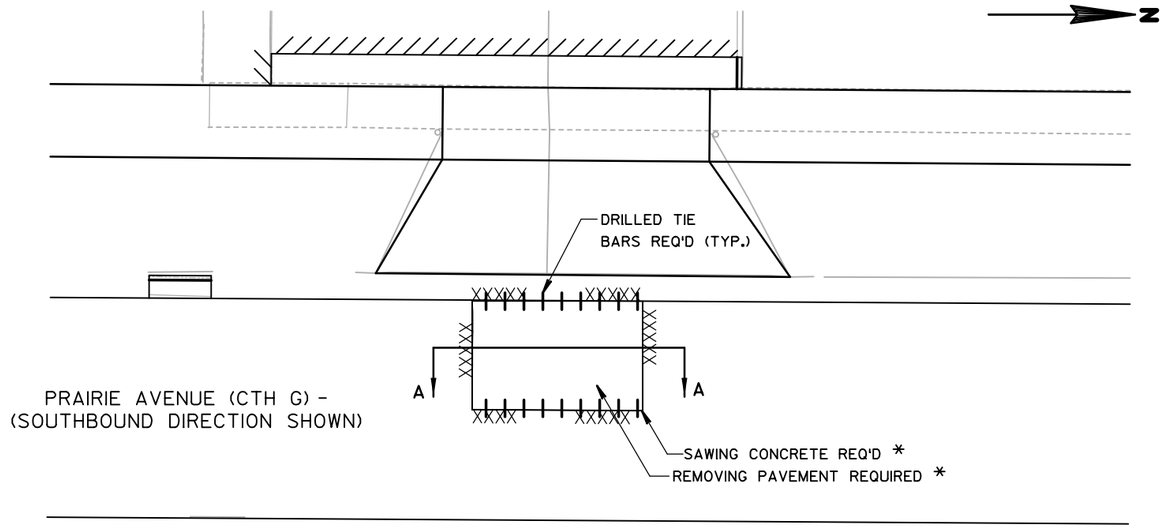
(PAID FOR AS "TEMPORARY NEAR RIGHT SIGNAL - CRANSTON ROAD")



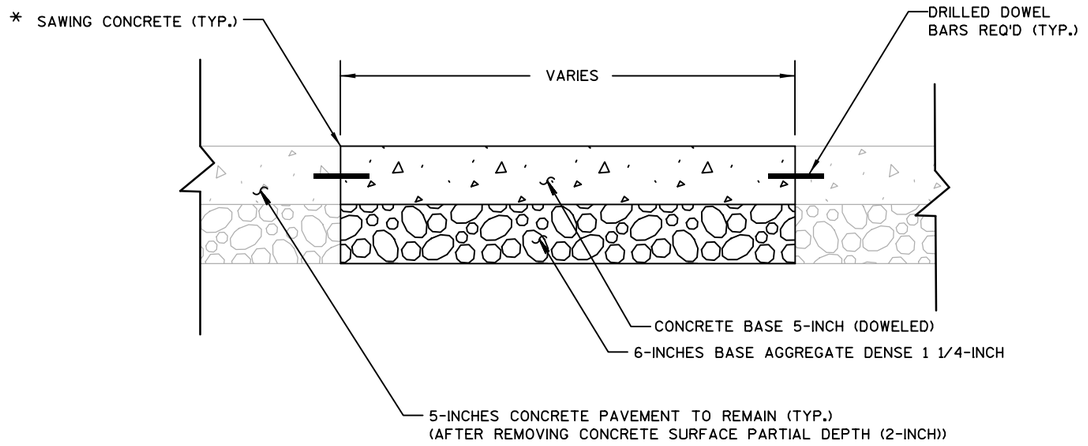


ADJUSTING INLET LOCATIONS (AT SPOT CURB AND GUTTER REPLACEMENT LOCATIONS)
PRIOR TO PLACEMENT OF NEW CURB AND GUTTER

(LOCATIONS AS IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER)



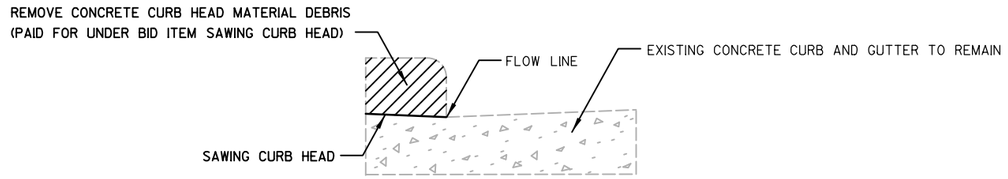
* SAWING CONCRETE AND REMOVING PAVEMENT REQUIRED AFTER 2-INCH REMOVING CONCRETE SURFACE PARTIAL DEPTH IS COMPLETE.



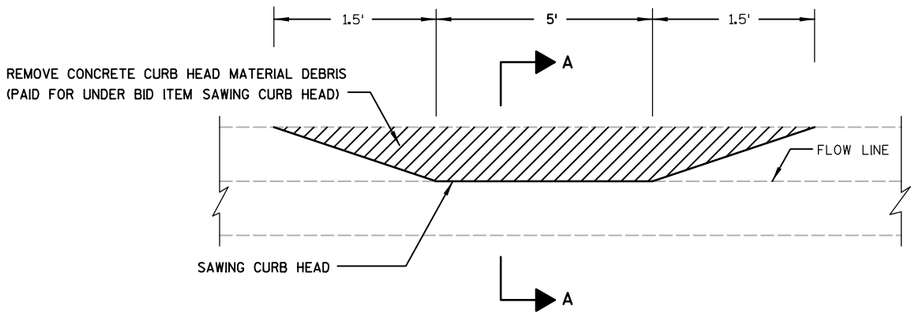
SECTION A-A

CONCRETE PAVEMENT REHABILITATION LOCATIONS (PRIOR TO HMA PAVEMENT OVERLAY)

(LOCATIONS AS IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER)



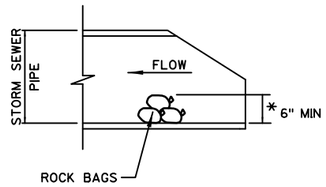
SECTION A-A



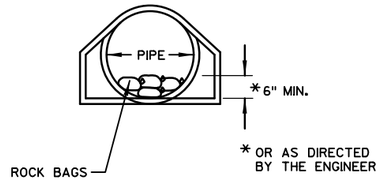
DETAIL FOR SAWING CURB HEAD

STA. 42+69, 42' RT

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1

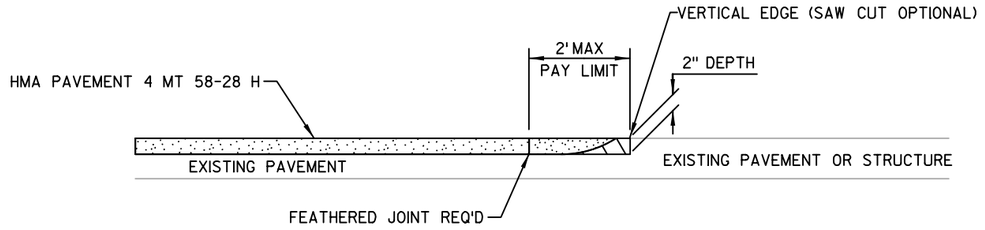


SIDE VIEW
INSTALL ON INLET END



END VIEW

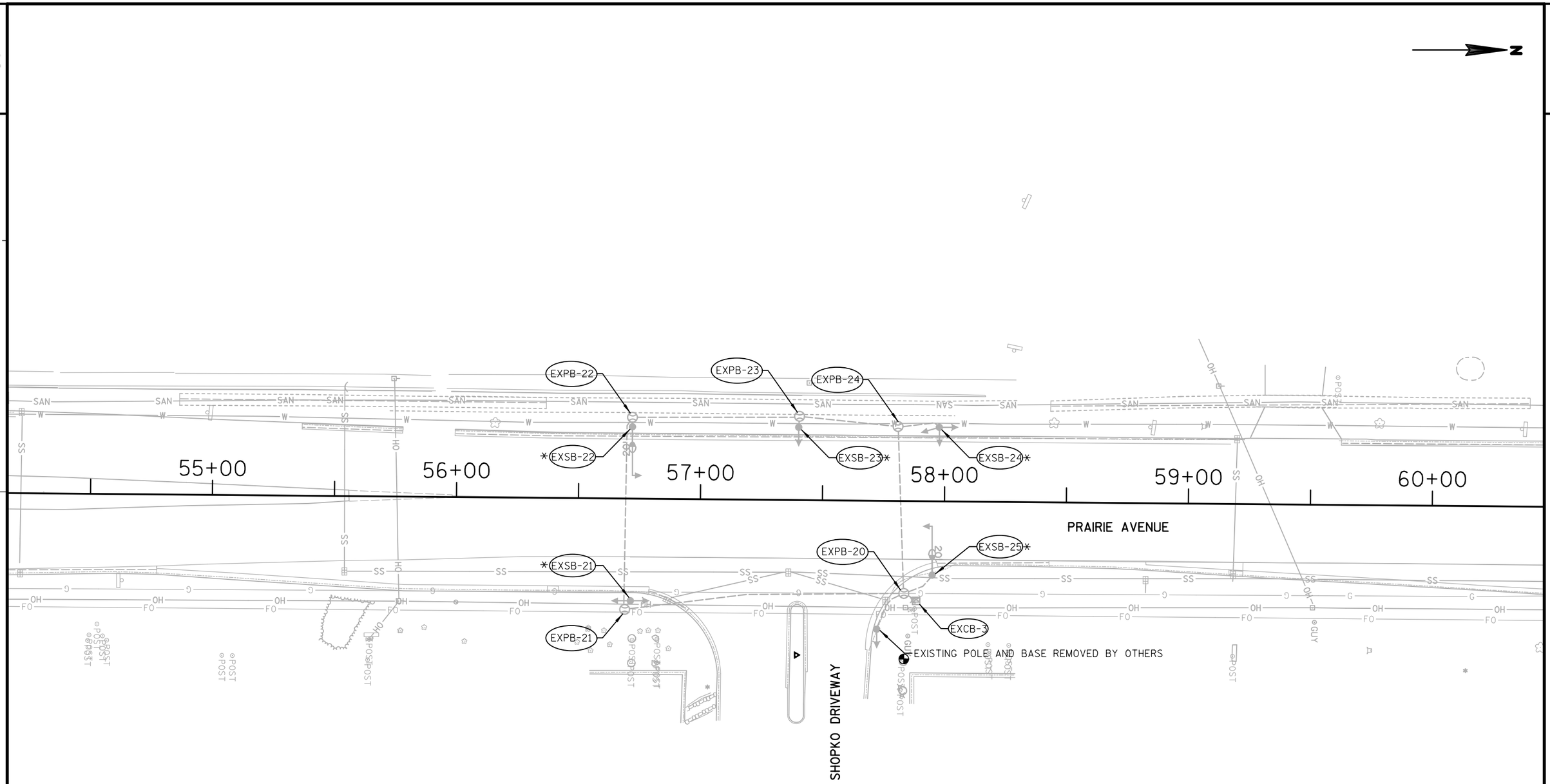
CULVERT PIPE CHECKS DETAIL



REMOVING ASPHALTIC SURFACE MILLING OR REMOVING CONCRETE SURFACE PARTIAL DEPTH

REMOVE ASPHALTIC SURFACE BUTT JOINTS OR REMOVING PAVEMENT BUTT JOINTS TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL

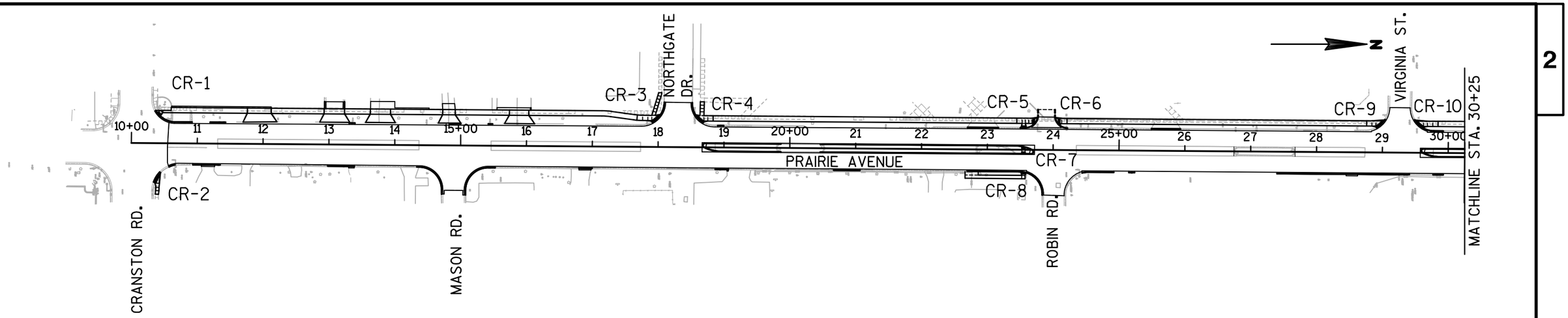


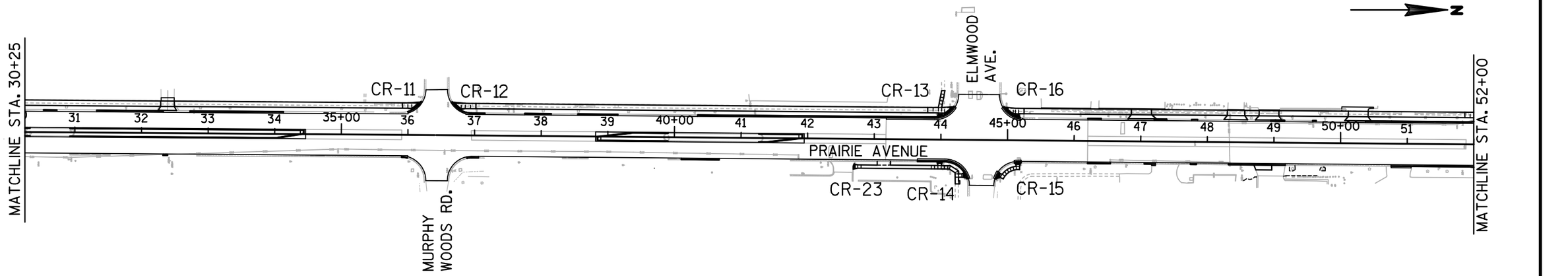
EXCB-3	57+89	40' RT
EXPB-20	57+84	38' RT
EXPB-21	56+69	45' RT
EXPB-22	56+72	33' LT
EXPB-23	57+40	34' LT
EXPB-24	57+81	31' LT
*EXSB-21	56+72	42' RT
*EXSB-22	56+72	29' LT
*EXSB-23	57+40	30' LT
*EXSB-24	57+98	30' LT
*EXSB-25	57+95	30' RT

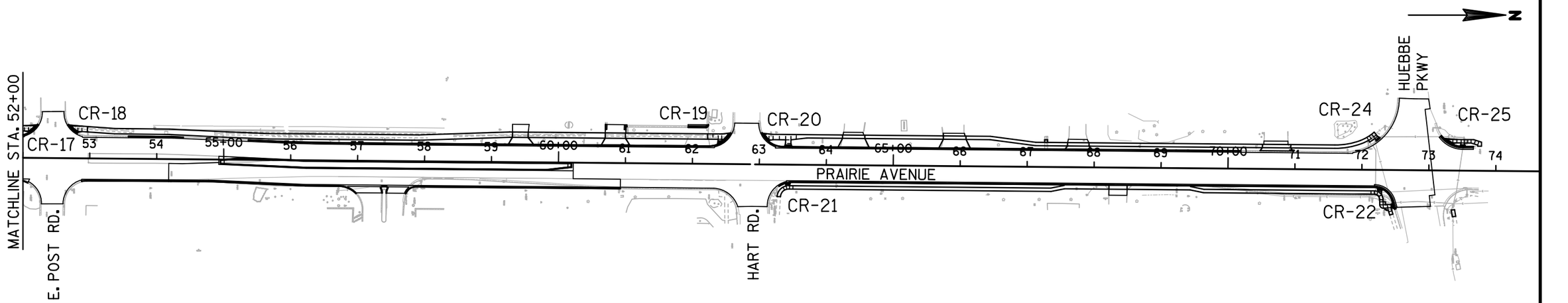
* BASE REMOVAL PAID AS "REMOVING CONCRETE BASES";
SIGNAL POLE REMOVALS PAID AS "REMOVE TRAFFIC SIGNALS, PRAIRIE AVENUE & SHOPKO PLAZA"

SHOPKO PLAZA - SIGNAL, BASE AND PULL BOX REMOVAL

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAIL - SHOPKO PLAZA SIGNAL REMOVAL PLAN	SHEET 13 E



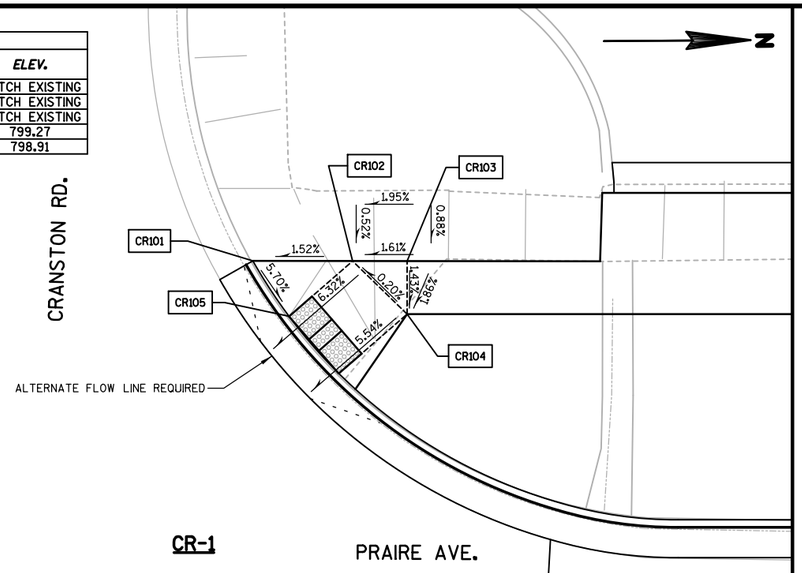




PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS OVERVIEW	SHEET 14	E

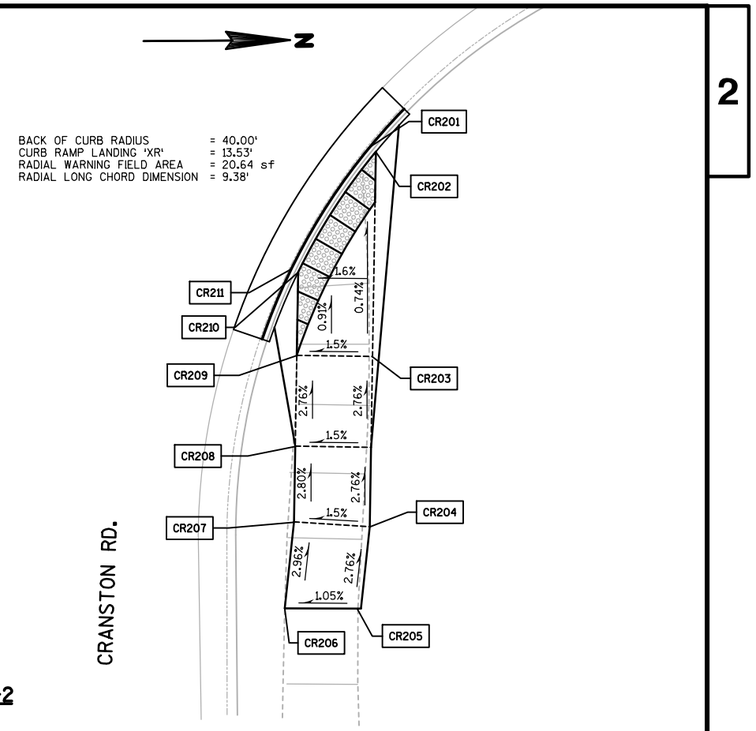
2

CR-1 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR101	10+37.13	50.01'LT	MATCH EXISTING
CR102	10+43.72	50.00'LT	MATCH EXISTING
CR103	10+47.32	49.99'LT	MATCH EXISTING
CR104	10+47.32	46.50'LT	799.27
CR105	10+39.52	46.35'LT	798.91



CR-1

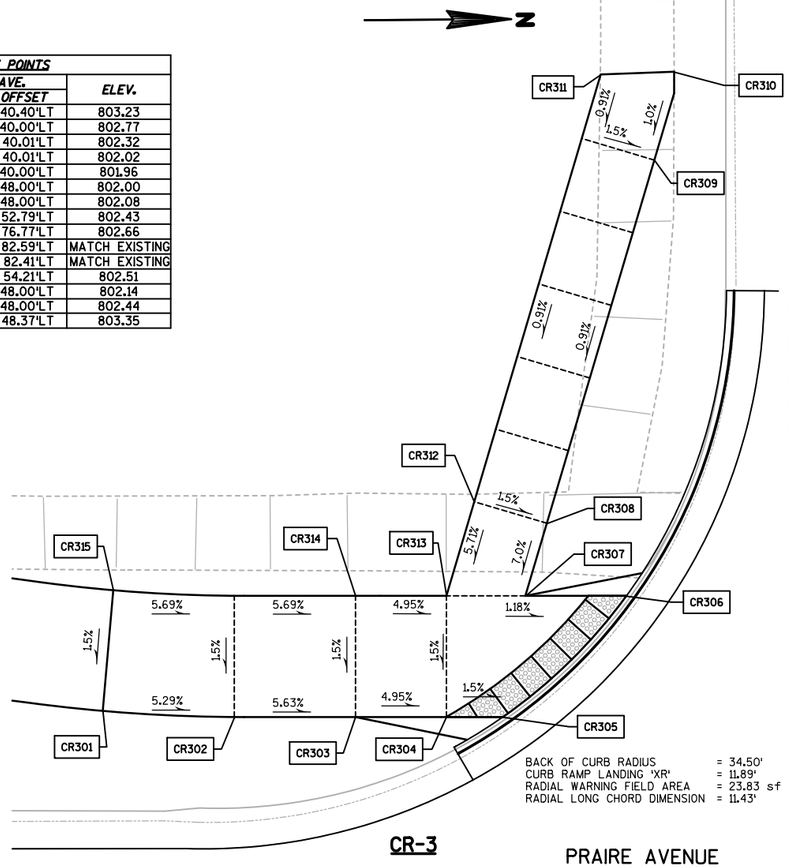
CR-2 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR201	10+42.45	47.04'RT	798.82
CR202	10+42.84	47.36'RT	798.83
CR203	10+42.62	60.89'RT	798.93
CR204	10+42.43	72.12'RT	799.24
CR205	10+41.62	77.53'RT	MATCH EXISTING
CR206	10+36.82	77.51'RT	MATCH EXISTING
CR207	10+37.44	71.80'RT	799.17
CR208	10+37.52	66.81'RT	799.03
CR209	10+37.62	60.81'RT	798.86
CR210	10+37.71	55.32'RT	798.81
CR211	10+37.26	55.10'RT	798.80



CR-2

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-3 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR301	17+67.34	40.40'LT	803.23
CR302	17+76.03	40.00'LT	802.77
CR303	17+84.02	40.01'LT	802.32
CR304	17+90.01	40.01'LT	802.02
CR305	17+93.75	40.00'LT	801.96
CR306	18+01.92	48.00'LT	802.00
CR307	17+95.24	48.00'LT	802.08
CR308	17+96.66	52.79'LT	802.43
CR309	18+03.75	76.77'LT	802.66
CR310	18+05.06	82.59'LT	MATCH EXISTING
CR311	18+00.19	82.41'LT	MATCH EXISTING
CR312	17+91.87	54.21'LT	802.51
CR313	17+90.03	48.00'LT	802.14
CR314	17+84.02	48.00'LT	802.44
CR315	17+68.04	48.37'LT	803.35

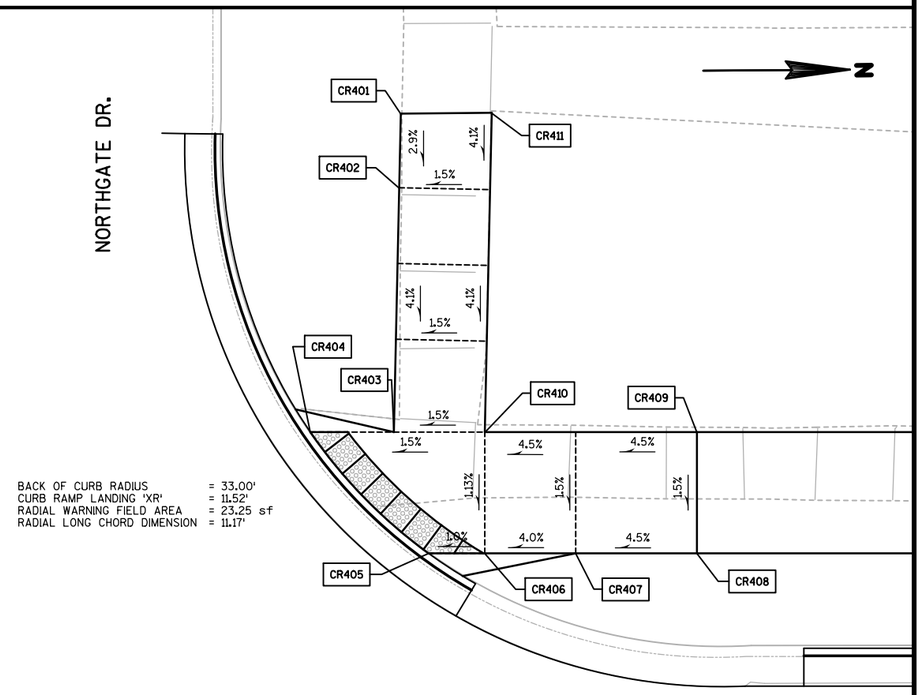


CR-3

NOTE: 6.25% GUTTER SLOPE REQ'D

PRAIRE AVENUE

CR-4 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR401	18+63.63	69.02'LT	MATCH EXISTING
CR402	18+63.53	64.13'LT	802.77
CR403	18+63.18	48.00'LT	802.12
CR404	18+57.66	48.00'LT	802.04
CR405	18+65.45	40.00'LT	802.08
CR406	18+69.18	40.00'LT	802.12
CR407	18+75.18	40.00'LT	802.36
CR408	18+83.18	40.00'LT	802.72
CR409	18+83.18	48.00'LT	802.84
CR410	18+69.18	48.00'LT	802.21
CR411	18+69.63	69.07'LT	MATCH EXISTING



CR-4

NOTE: 6.25% GUTTER SLOPE REQ'D

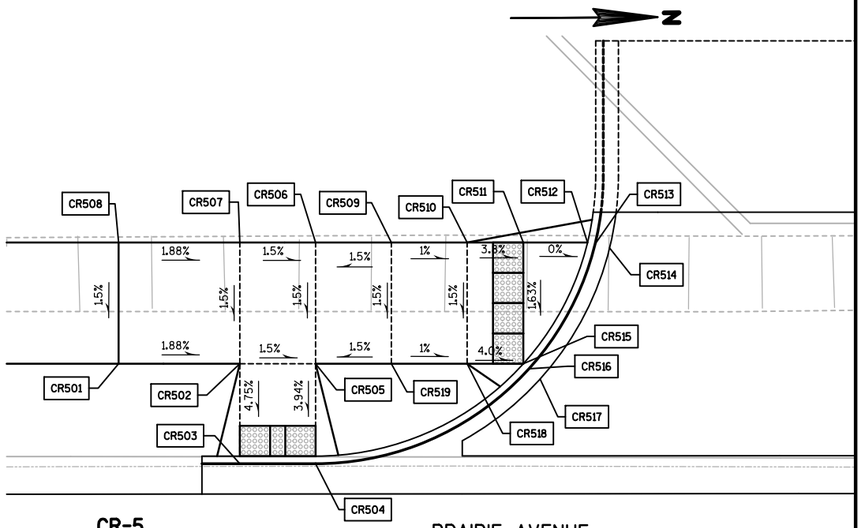
PRAIRE AVENUE

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\021021_cd.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CR-5 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR501	23+44.47	40.00'LT	802.68
CR502	23+52.47	40.00'LT	802.53
CR503	23+52.47	33.40'LT	802.22
CR504	23+57.47	33.40'LT	802.20
CR505	23+57.46	40.00'LT	802.46
CR506	23+57.47	48.00'LT	802.58
CR507	23+52.47	48.00'LT	802.65
CR508	23+44.47	48.01'LT	802.80
CR509	23+62.47	48.00'LT	802.66
CR510	23+67.47	48.00'LT	802.61
CR511	23+71.18	48.00'LT	802.47
CR512	23+75.42	48.00'LT	802.47
CR513	23+75.91	47.88'LT	802.46
CR514	23+76.88	47.64'LT	802.52
CR515	23+71.18	40.00'LT	802.34
CR516	23+71.55	39.66'LT	802.33
CR517	23+72.29	39.00'LT	802.39
CR518	23+67.47	40.00'LT	802.49
CR519	23+62.47	40.00'LT	802.54

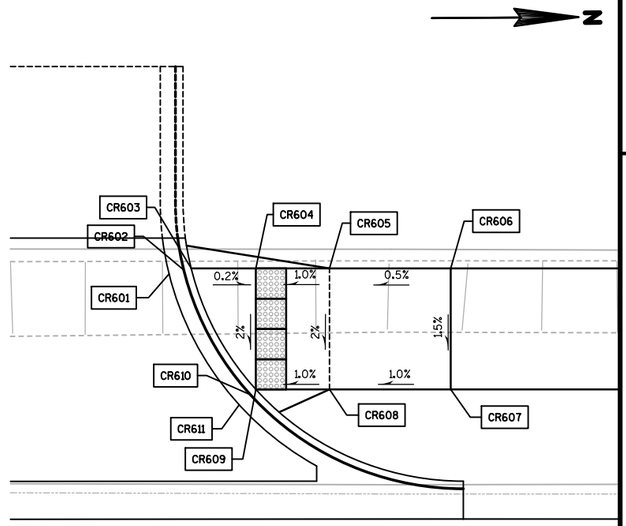


CR-5

PRAIRIE AVENUE

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-6 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR601	24+02.04	47.64'LT	802.41
CR602	24+03.02	47.64'LT	802.35
CR603	24+03.50	48.00'LT	802.36
CR604	24+07.78	48.00'LT	802.35
CR605	24+12.63	48.00'LT	802.40
CR606	24+20.63	48.00'LT	802.44
CR607	24+20.63	40.00'LT	802.32
CR608	24+12.63	40.00'LT	802.24
CR609	24+07.78	40.00'LT	802.19
CR610	24+07.41	39.66'LT	802.18
CR611	24+06.67	39.00'LT	802.24

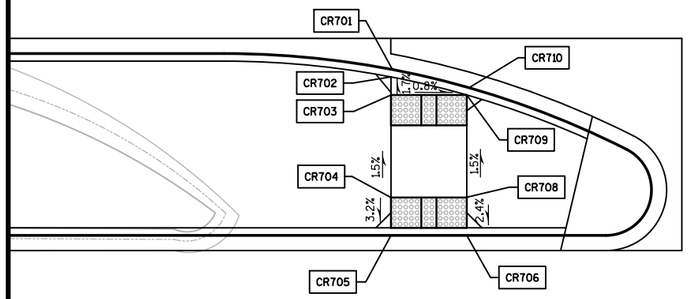


PRAIRIE AVENUE

CR-6

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-7 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR701	23+52.56	4.94'LT	802.27
CR702	23+52.46	4.46'LT	802.73
CR703	23+52.47	3.26'LT	802.75
CR704	23+52.47	3.50'RT	802.85
CR705	23+52.47	6.00'RT	802.77
CR706	23+57.47	6.00'RT	802.75
CR708	23+57.46	3.49'RT	802.81
CR709	23+57.47	3.26'LT	802.71
CR710	23+57.61	3.74'LT	802.70

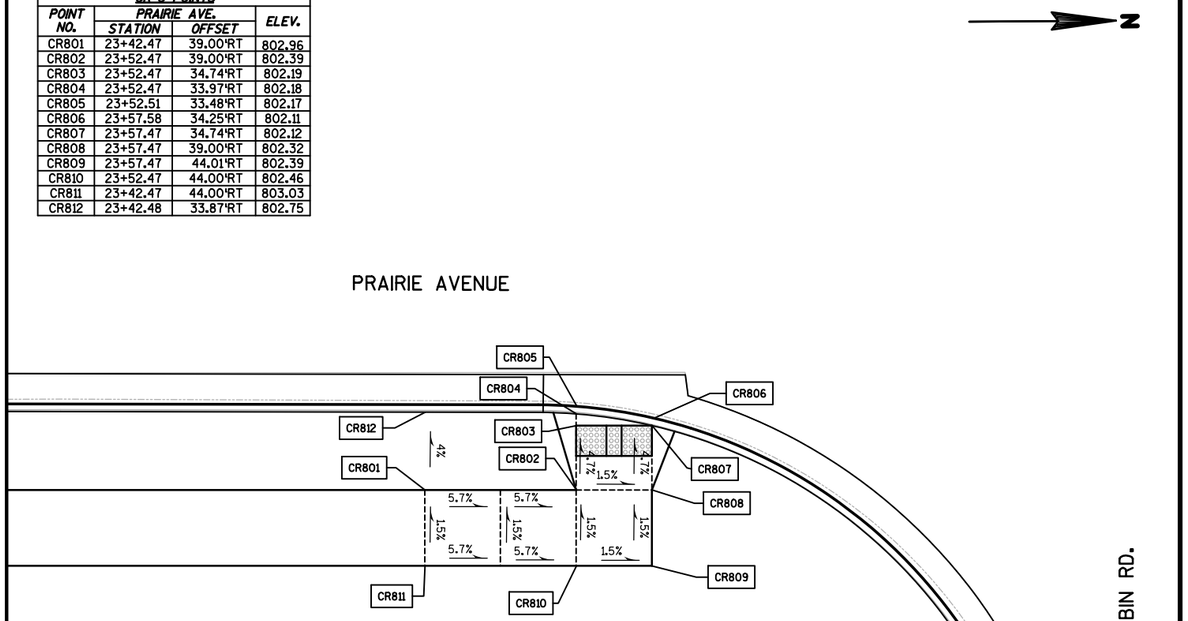


PRAIRIE AVENUE

CR-7

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-8 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR801	23+42.47	39.00'RT	802.96
CR802	23+52.47	39.00'RT	802.39
CR803	23+52.47	34.74'RT	802.19
CR804	23+52.47	33.97'RT	802.18
CR805	23+52.51	33.48'RT	802.17
CR806	23+57.58	34.25'RT	802.11
CR807	23+57.47	34.74'RT	802.12
CR808	23+57.47	39.00'RT	802.32
CR809	23+57.47	44.01'RT	802.39
CR810	23+52.47	44.00'RT	802.46
CR811	23+42.47	44.00'RT	803.03
CR812	23+42.48	33.87'RT	802.75



CR-8

ROBIN RD.

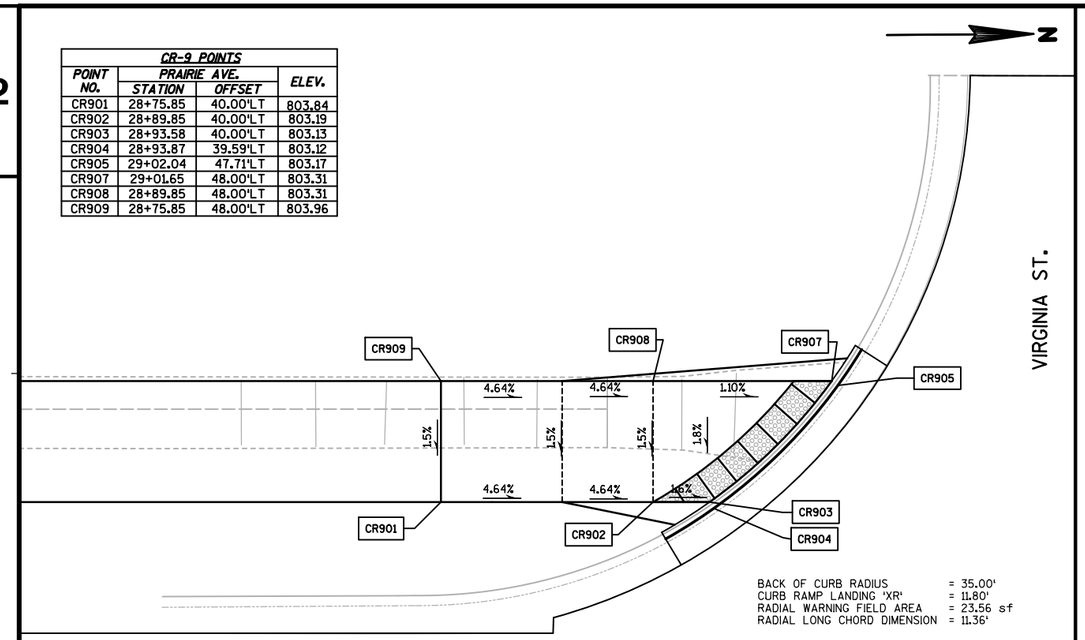
NOTE: 6.25% GUTTER SLOPE REQ'D

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 16	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\021022_cd.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

CR-9 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR901	28+75.85	40.00'LT	803.84
CR902	28+89.85	40.00'LT	803.19
CR903	28+93.58	40.00'LT	803.13
CR904	28+93.87	39.59'LT	803.12
CR905	29+02.04	47.71'LT	803.17
CR907	29+01.65	48.00'LT	803.31
CR908	28+89.85	48.00'LT	803.31
CR909	28+75.85	48.00'LT	803.96

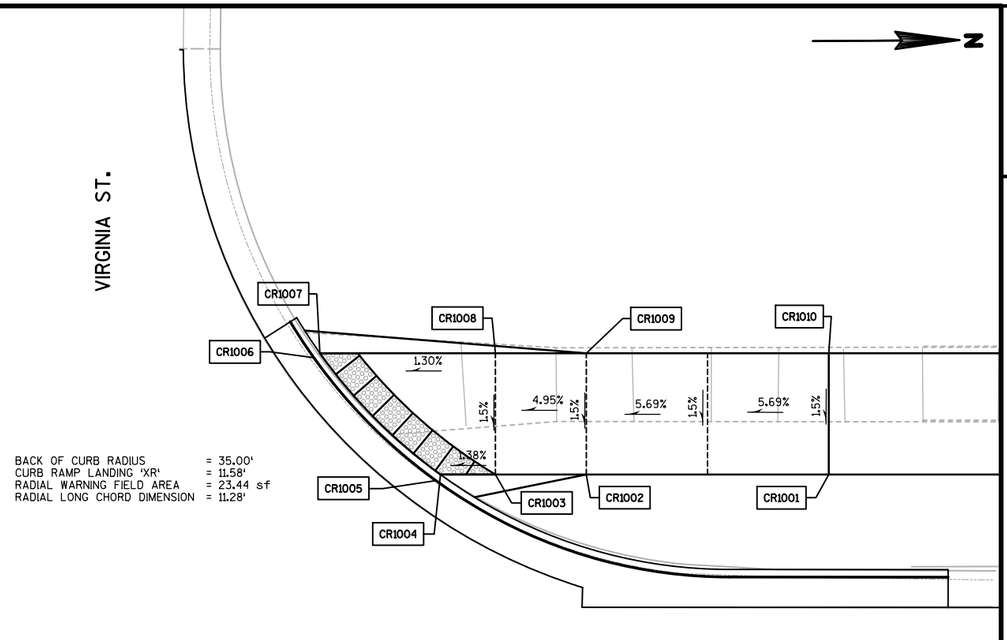


PRAIRIE AVENUE

CR-9

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-10 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1001	29+84.22	40.00'LT	804.61
CR1002	29+68.22	39.98'LT	803.70
CR1003	29+62.22	40.00'LT	803.40
CR1004	29+58.58	40.00'LT	803.35
CR1005	29+58.29	39.60'LT	803.34
CR1006	29+50.23	47.71'LT	803.36
CR1007	29+50.64	48.00'LT	803.37
CR1008	29+62.22	48.00'LT	803.52
CR1009	29+68.22	48.00'LT	803.82
CR1010	29+84.22	48.00'LT	804.73

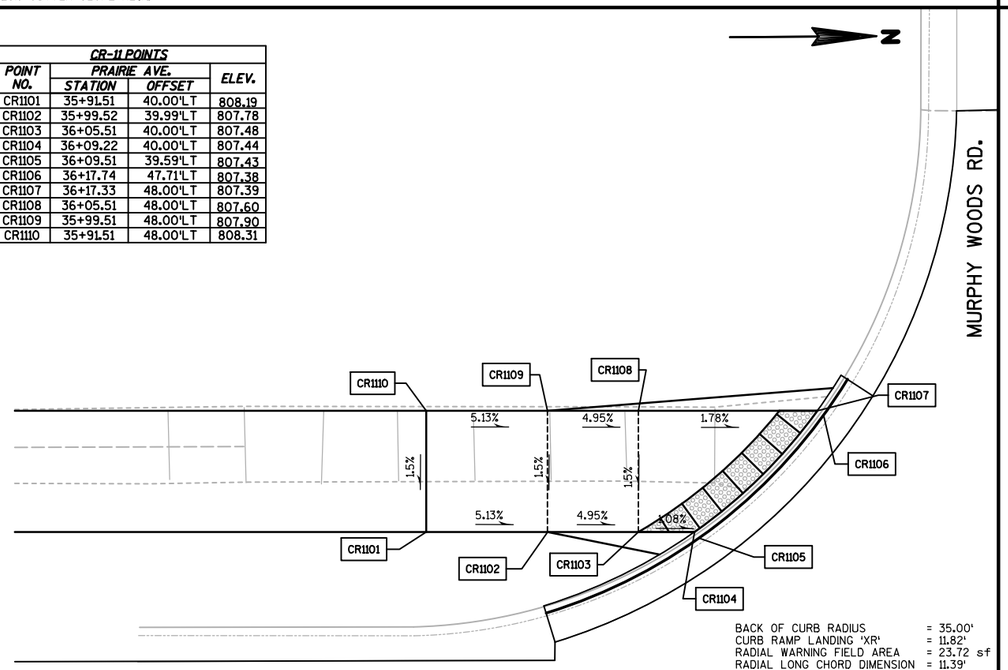


PRAIRIE AVENUE

CR-10

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-11 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1101	35+91.51	40.00'LT	808.19
CR1102	35+99.52	39.99'LT	807.78
CR1103	36+05.51	40.00'LT	807.48
CR1104	36+09.22	40.00'LT	807.44
CR1105	36+09.51	39.59'LT	807.43
CR1106	36+17.74	47.71'LT	807.38
CR1107	36+17.33	48.00'LT	807.39
CR1108	36+05.51	48.00'LT	807.60
CR1109	35+99.51	48.00'LT	807.90
CR1110	35+91.51	48.00'LT	808.31

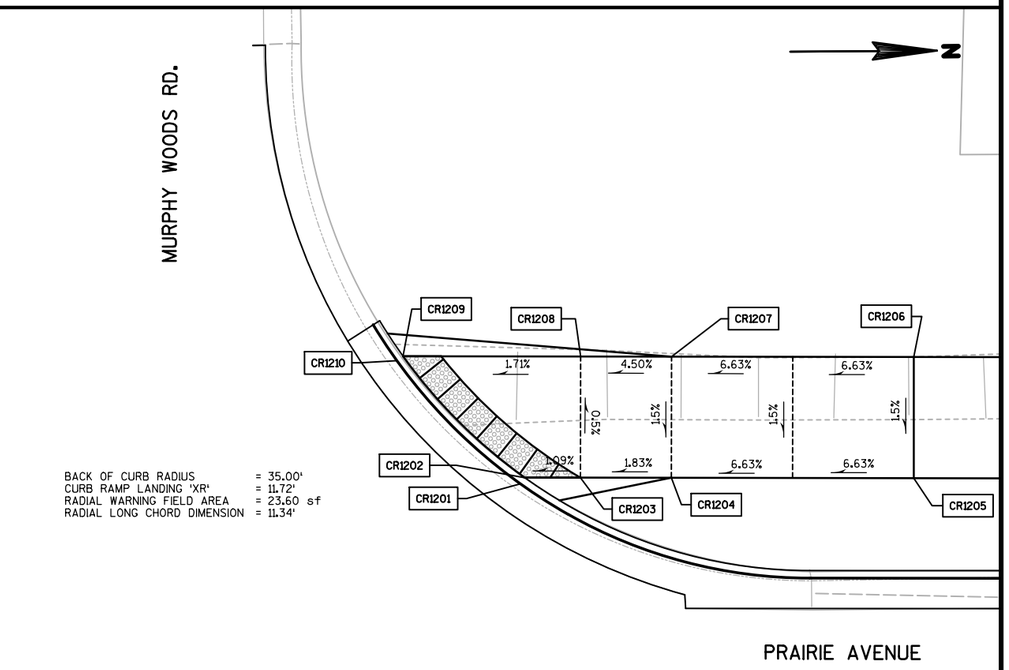


CR-11

PRAIRIE AVENUE

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-12 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1201	36+75.61	39.59'LT	807.79
CR1202	36+75.89	40.00'LT	807.80
CR1203	36+79.57	40.00'LT	807.84
CR1204	36+85.57	40.00'LT	807.95
CR1205	37+01.57	40.02'LT	809.01
CR1206	37+01.57	48.00'LT	809.13
CR1207	36+85.57	48.00'LT	808.07
CR1208	36+79.57	48.00'LT	807.80
CR1209	36+67.85	48.00'LT	807.60
CR1210	36+67.43	47.71'LT	807.59



PRAIRIE AVENUE

CR-12

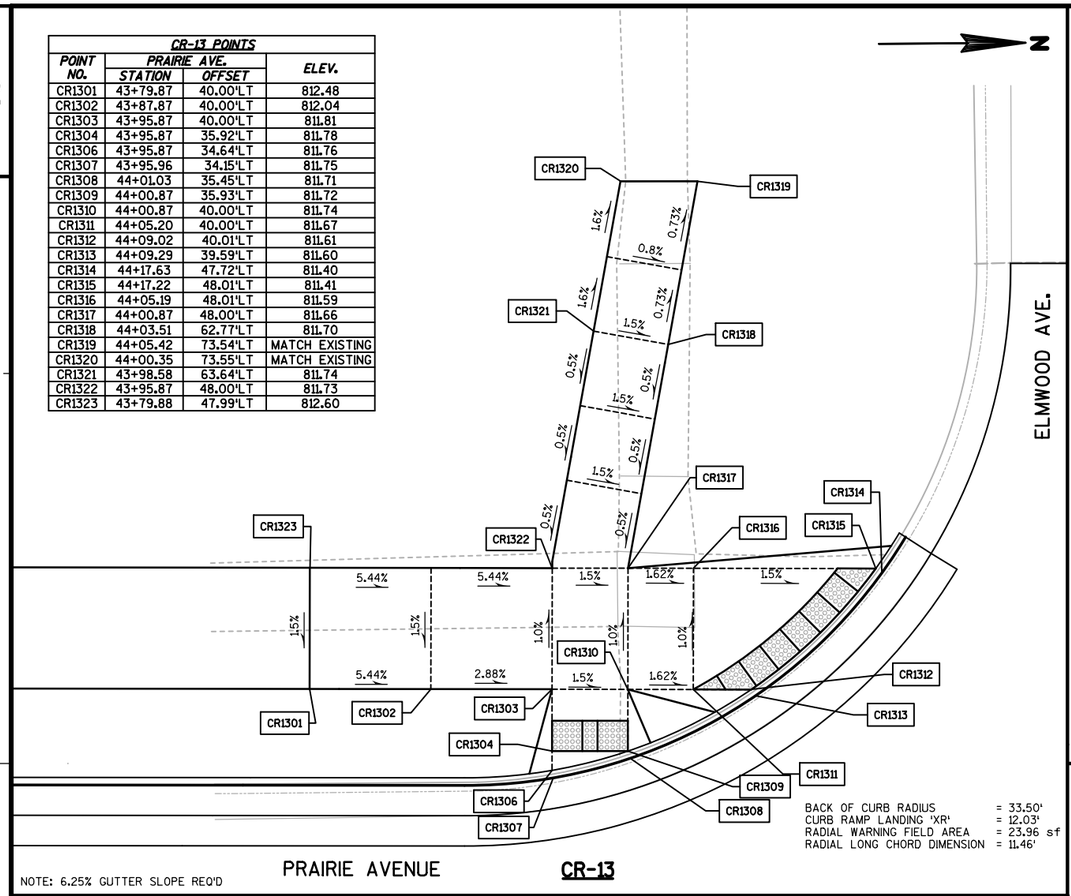
NOTE: 6.25% GUTTER SLOPE REQ'D

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\021023_cd.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CR-13 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1301	43+79.87	40.00'LT	812.48
CR1302	43+87.87	40.00'LT	812.04
CR1303	43+95.87	40.00'LT	811.81
CR1304	43+95.87	35.92'LT	811.78
CR1306	43+95.87	34.64'LT	811.76
CR1307	43+95.96	34.15'LT	811.75
CR1308	44+01.03	35.45'LT	811.71
CR1309	44+00.87	35.93'LT	811.72
CR1310	44+00.87	40.00'LT	811.74
CR1311	44+05.20	40.00'LT	811.67
CR1312	44+09.02	40.01'LT	811.61
CR1313	44+09.29	39.59'LT	811.60
CR1314	44+17.63	47.72'LT	811.40
CR1315	44+17.22	48.01'LT	811.41
CR1316	44+05.19	48.01'LT	811.59
CR1317	44+00.87	48.00'LT	811.66
CR1318	44+03.51	62.77'LT	811.70
CR1319	44+05.42	73.54'LT	MATCH EXISTING
CR1320	44+00.35	73.55'LT	MATCH EXISTING
CR1321	43+98.58	63.64'LT	811.74
CR1322	43+95.87	48.00'LT	811.73
CR1323	43+79.88	47.99'LT	812.60

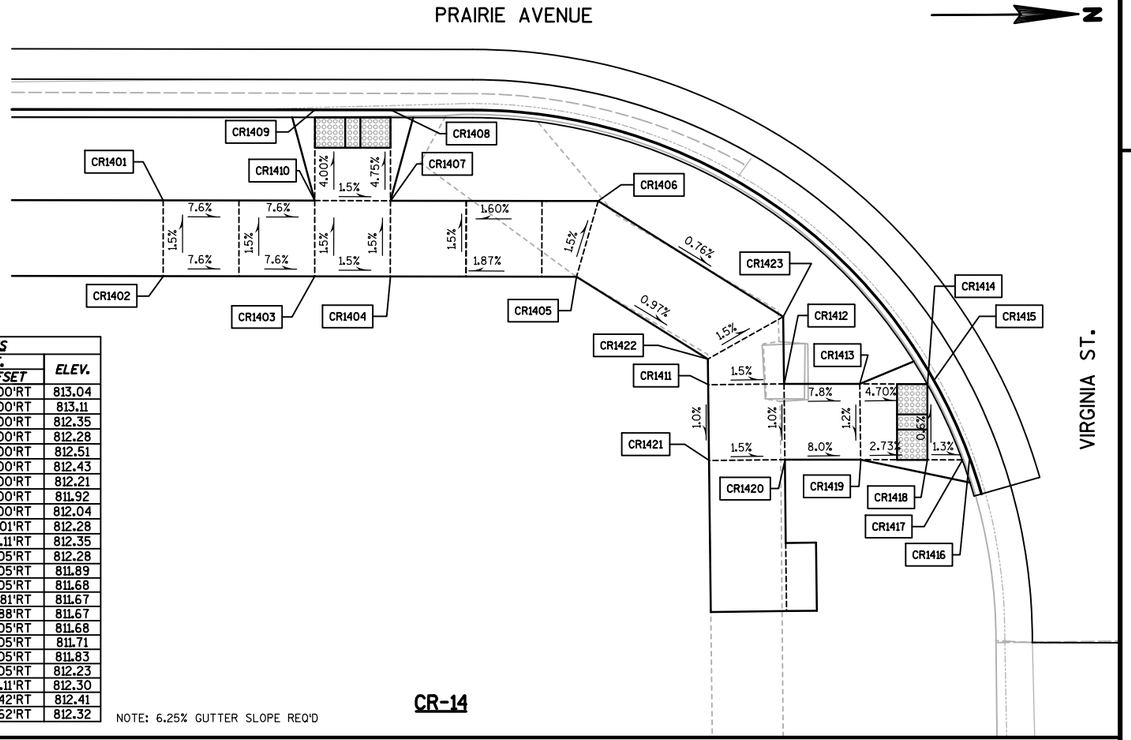


PRAIRIE AVENUE

CR-13

NOTE: 6.25% GUTTER SLOPE REQ'D

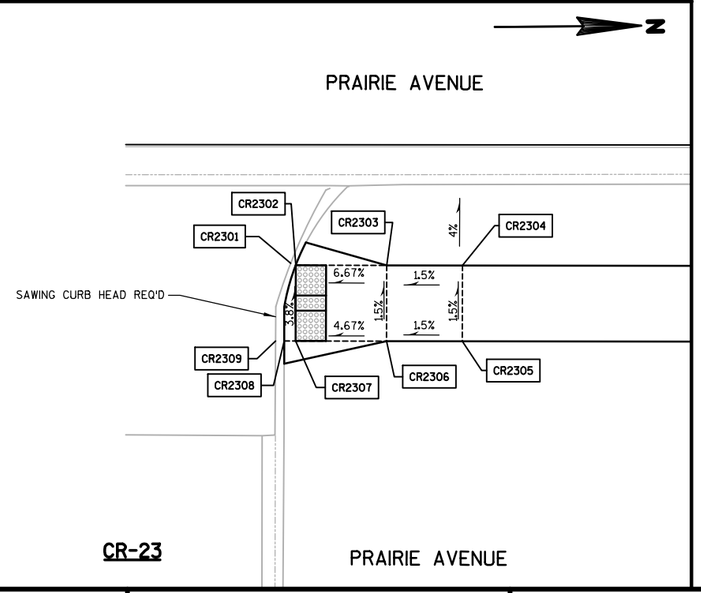
CR-14 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1401	43+85.86	39.00'RT	813.04
CR1402	43+85.87	44.00'RT	813.11
CR1403	43+95.87	44.00'RT	812.35
CR1404	44+00.87	44.00'RT	812.28
CR1405	44+05.87	44.00'RT	812.51
CR1406	44+05.87	39.00'RT	812.43
CR1407	44+00.87	39.00'RT	812.21
CR1408	44+00.87	33.00'RT	811.92
CR1409	43+95.87	33.00'RT	812.04
CR1410	43+95.87	39.01'RT	812.28
CR1411	44+21.87	51.11'RT	812.35
CR1412	44+26.87	51.05'RT	812.28
CR1413	44+31.87	51.05'RT	811.89
CR1414	44+36.34	51.05'RT	811.68
CR1415	44+36.77	50.81'RT	811.67
CR1416	44+39.11	55.88'RT	811.67
CR1417	44+38.64	56.05'RT	811.68
CR1418	44+36.33	56.05'RT	811.71
CR1419	44+31.93	56.05'RT	811.83
CR1420	44+26.94	56.05'RT	812.23
CR1421	44+21.93	56.11'RT	812.30
CR1422	44+21.85	49.42'RT	812.41
CR1423	44+26.81	46.62'RT	812.32



CR-14

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-23 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2301	42+69.17	38.87'RT	812.33
CR2302	42+69.51	39.00'RT	812.34
CR2303	42+75.51	39.00'RT	812.74
CR2304	42+80.51	39.00'RT	812.81
CR2305	42+80.51	44.00'RT	812.88
CR2306	42+75.50	43.99'RT	812.81
CR2307	42+69.51	44.00'RT	812.53
CR2308	42+68.75	44.00'RT	812.52
CR2309	42+68.18	44.00'RT	812.51

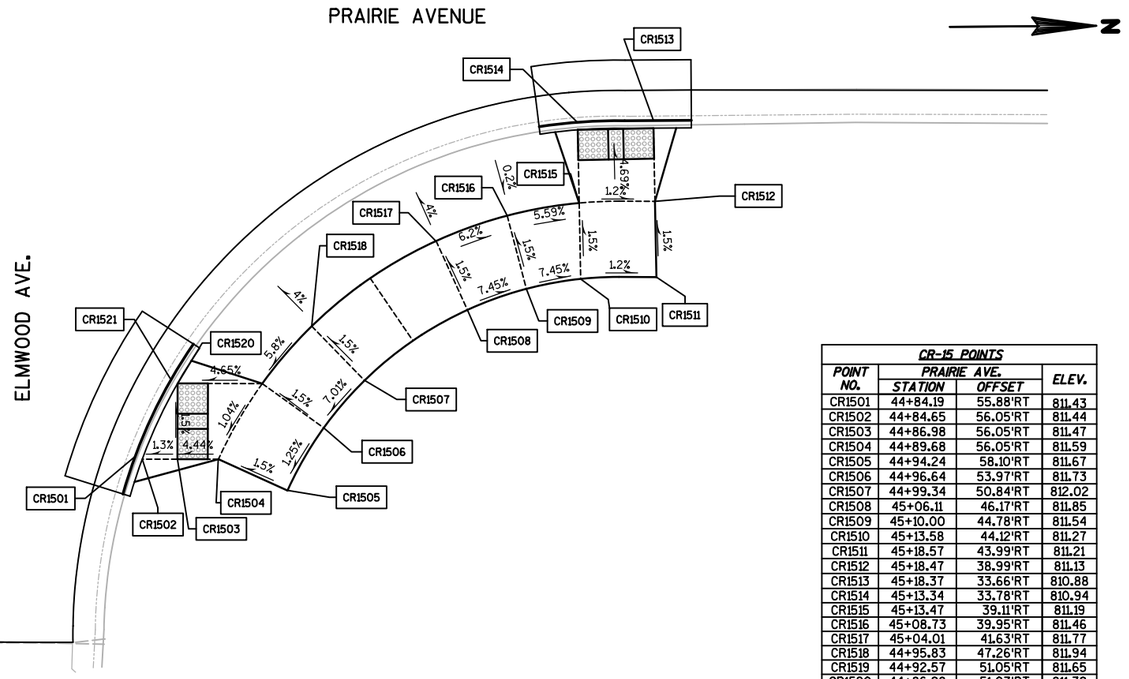


CR-23

NOTE: 6.25% GUTTER SLOPE REQ'D

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 18	E

2



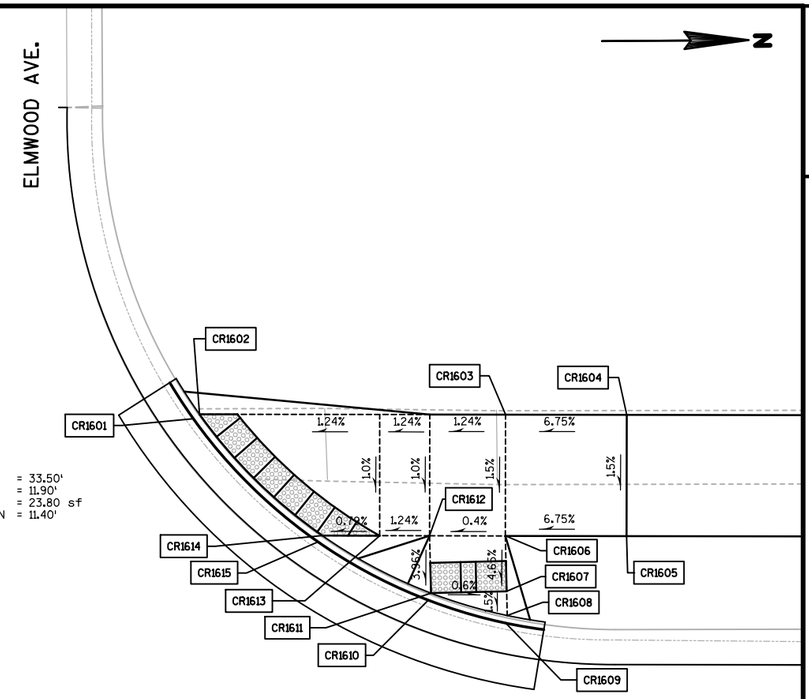
CR-15

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-15 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1501	44+84.19	55.88'RT	811.43
CR1502	44+84.65	56.05'RT	811.44
CR1503	44+86.98	56.05'RT	811.47
CR1504	44+89.68	56.05'RT	811.59
CR1505	44+94.24	58.10'RT	811.67
CR1506	44+96.64	53.97'RT	811.73
CR1507	44+99.34	50.84'RT	812.02
CR1508	45+06.11	46.17'RT	811.85
CR1509	45+10.00	44.78'RT	811.54
CR1510	45+13.58	44.12'RT	811.27
CR1511	45+18.57	43.99'RT	811.21
CR1512	45+18.47	38.99'RT	811.13
CR1513	45+18.37	33.66'RT	810.88
CR1514	45+13.34	33.78'RT	810.94
CR1515	45+13.47	39.11'RT	811.19
CR1516	45+08.73	39.95'RT	811.46
CR1517	45+04.01	41.63'RT	811.77
CR1518	44+95.83	47.26'RT	811.94
CR1519	44+92.57	51.05'RT	811.65
CR1520	44+86.98	51.07'RT	811.39
CR1521	44+86.54	50.80'RT	811.38

CR-16 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1601	44+95.88	47.71'LT	811.10
CR1602	44+96.28	48.00'LT	811.11
CR1603	45+16.48	48.01'LT	811.36
CR1604	45+24.48	48.00'LT	811.90
CR1605	45+24.49	40.00'LT	811.78
CR1606	45+16.48	40.00'LT	811.24
CR1607	45+16.58	36.34'LT	811.07
CR1608	45+16.62	34.75'LT	811.05
CR1609	45+16.51	34.25'LT	811.04
CR1610	45+11.40	35.75'LT	811.09
CR1611	45+11.57	36.22'LT	811.10
CR1612	45+11.48	40.01'LT	811.22
CR1613	45+08.18	40.00'LT	811.24
CR1614	45+04.41	40.00'LT	811.15
CR1615	45+04.12	39.59'LT	811.14

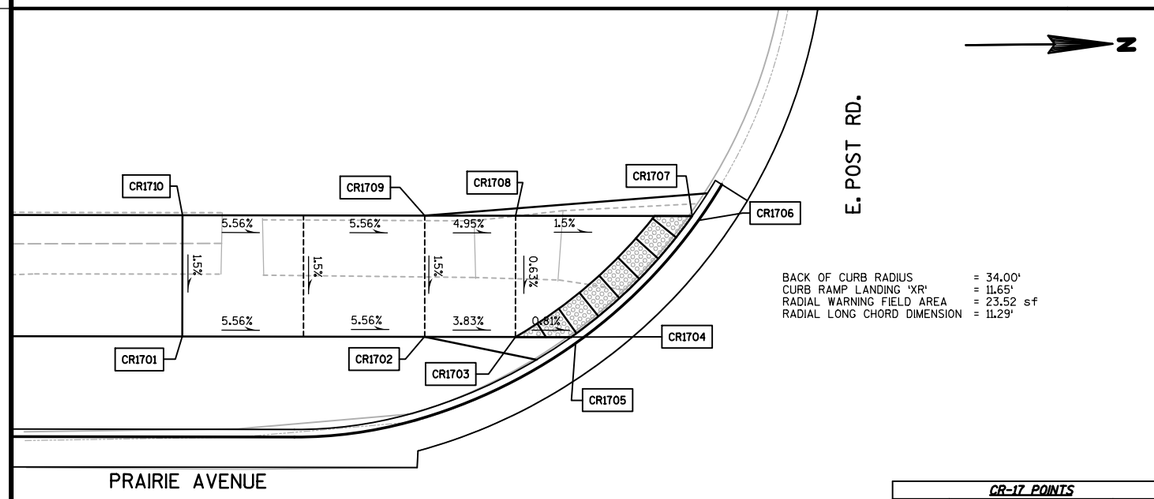
BACK OF CURB RADIUS = 33.50'
CURB RAMP LANDING 'XR' = 11.90'
RADIAL WARNING FIELD AREA = 23.80 sf
RADIAL LONG CHORD DIMENSION = 11.40'



CR-16

PRAIRIE AVENUE

NOTE: 6.25% GUTTER SLOPE REQ'D



PRAIRIE AVENUE

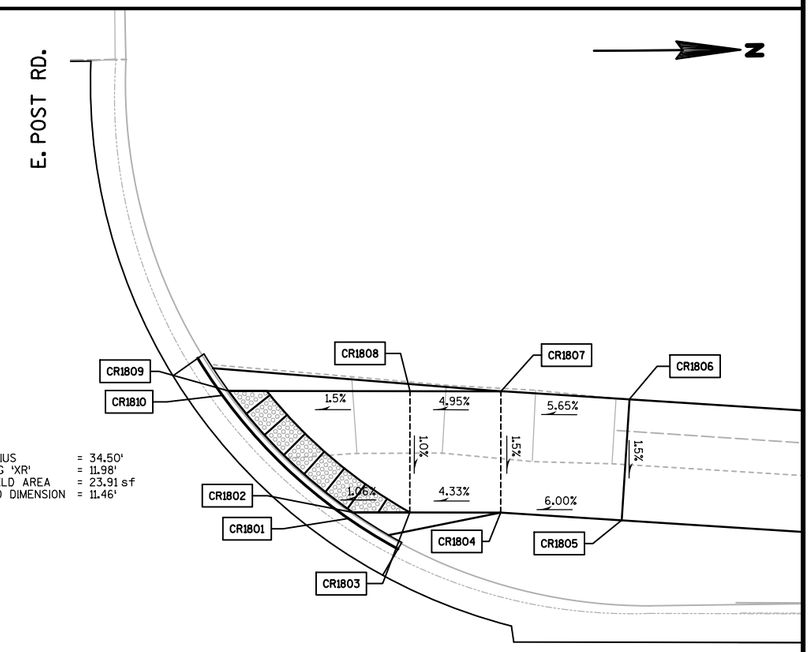
BACK OF CURB RADIUS = 34.00'
CURB RAMP LANDING 'XR' = 11.65'
RADIAL WARNING FIELD AREA = 23.52 sf
RADIAL LONG CHORD DIMENSION = 11.29'

CR-17 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1701	51+86.14	40.00'LT	808.43
CR1702	52+02.13	40.02'LT	807.54
CR1703	52+08.13	40.00'LT	807.31
CR1704	52+11.82	40.01'LT	807.28
CR1705	52+12.11	39.59'LT	807.27
CR1706	52+20.20	47.71'LT	807.18
CR1707	52+19.80	48.00'LT	807.19
CR1708	52+08.14	48.01'LT	807.36
CR1709	52+02.14	48.00'LT	807.66
CR1710	51+86.14	48.00'LT	808.55

CR-17

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-18 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1801	52+77.84	39.59'LT	806.98
CR1802	52+78.13	40.00'LT	806.99
CR1803	52+81.90	40.00'LT	807.03
CR1804	52+87.90	40.00'LT	807.29
CR1805	52+95.89	39.50'LT	807.77
CR1806	52+96.38	47.49'LT	807.89
CR1807	52+87.90	48.00'LT	807.41
CR1808	52+81.90	48.00'LT	807.11
CR1809	52+69.92	48.00'LT	806.93
CR1810	52+69.52	47.70'LT	806.92



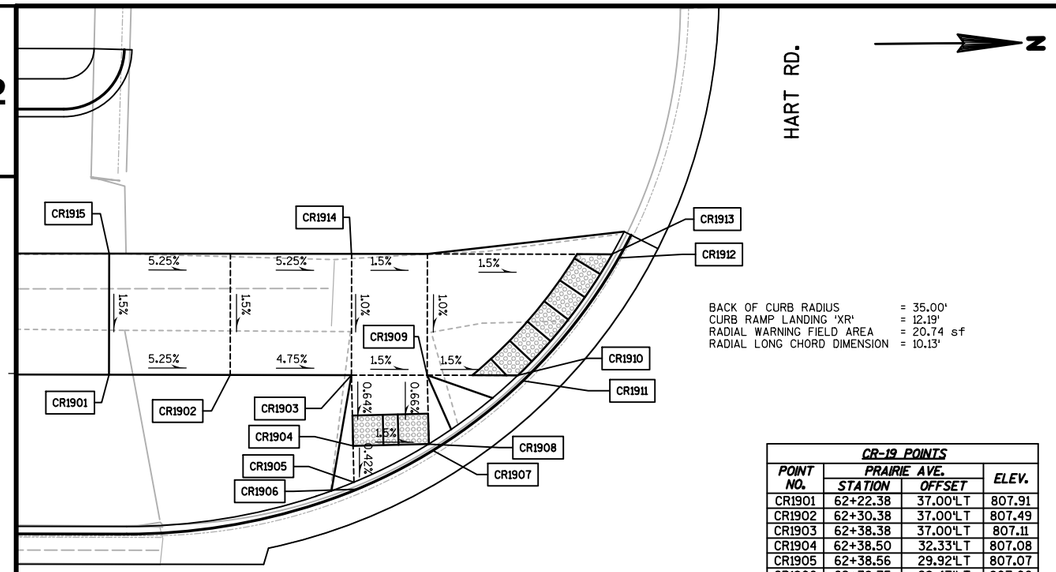
BACK OF CURB RADIUS = 34.50'
CURB RAMP LANDING 'XR' = 11.98'
RADIAL WARNING FIELD AREA = 23.91 sf
RADIAL LONG CHORD DIMENSION = 11.46'

CR-18

PRAIRIE AVENUE

NOTE: 6.25% GUTTER SLOPE REQ'D

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 19	E

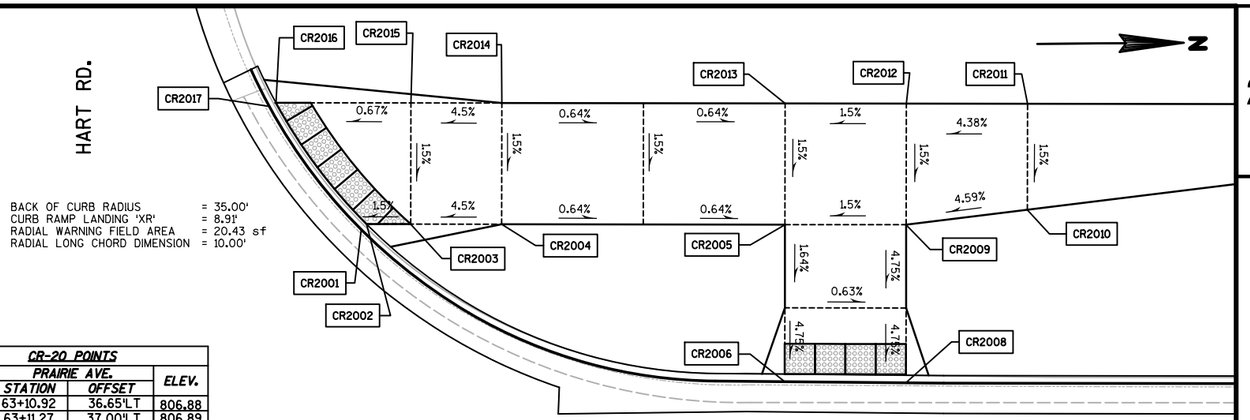


BACK OF CURB RADIUS = 35.00'
CURB RAMP LANDING 'XR' = 12.19'
RADIAL WARNING FIELD AREA = 20.74 sf
RADIAL LONG CHORD DIMENSION = 10.13'

CR-19 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR1901	62+22.38	37.00'LT	807.91
CR1902	62+30.38	37.00'LT	807.49
CR1903	62+38.38	37.00'LT	807.11
CR1904	62+38.50	32.33'LT	807.08
CR1905	62+38.56	29.92'LT	807.07
CR1906	62+38.75	29.47'LT	807.06
CR1907	62+43.76	32.03'LT	806.99
CR1908	62+43.50	32.45'LT	807.00
CR1909	62+43.39	37.00'LT	807.03
CR1910	62+49.37	37.00'LT	806.94
CR1911	62+49.71	36.64'LT	806.93
CR1912	62+56.02	44.76'LT	806.92
CR1913	62+55.57	45.01'LT	806.93
CR1914	62+38.38	45.01'LT	807.19
CR1915	62+22.38	45.00'LT	808.03

CR-19

NOTE: 6.25% GUTTER SLOPE REQ'D



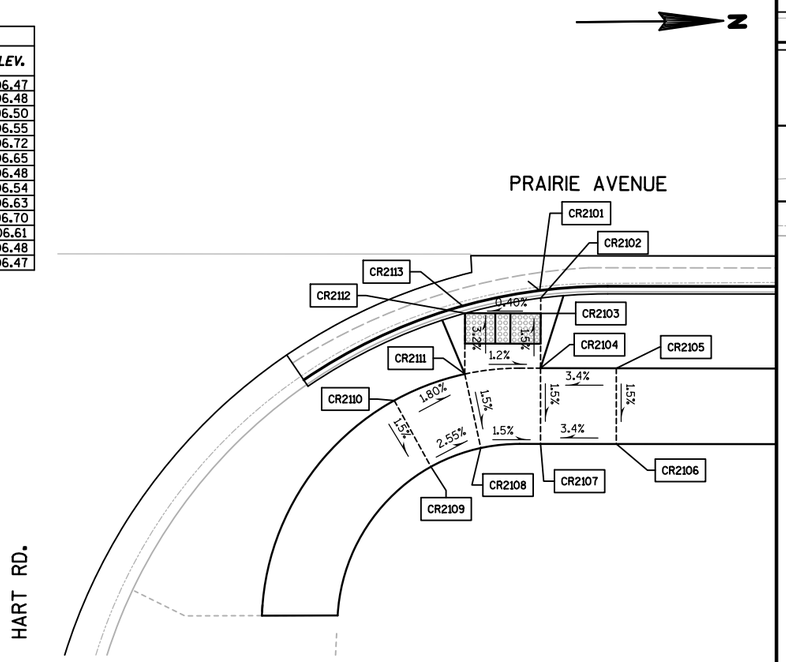
BACK OF CURB RADIUS = 35.00'
CURB RAMP LANDING 'XR' = 8.91'
RADIAL WARNING FIELD AREA = 20.43 sf
RADIAL LONG CHORD DIMENSION = 10.00'

CR-20 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2001	63+10.92	36.65'LT	806.88
CR2002	63+11.27	37.00'LT	806.89
CR2003	63+14.19	37.00'LT	806.93
CR2004	63+20.19	37.00'LT	807.20
CR2005	63+38.90	37.00'LT	807.08
CR2006	63+38.89	26.63'LT	806.76
CR2008	63+46.89	26.57'LT	806.70
CR2009	63+46.89	37.00'LT	807.20
CR2010	63+54.90	38.00'LT	807.57
CR2011	63+54.90	45.00'LT	807.67
CR2012	63+46.90	45.00'LT	807.32
CR2013	63+38.89	45.00'LT	807.20
CR2014	63+20.20	45.01'LT	807.32
CR2015	63+14.19	45.00'LT	807.05
CR2016	63+05.28	45.01'LT	806.99
CR2017	63+04.83	44.77'LT	806.98

NOTE: 6.25% GUTTER SLOPE REQ'D

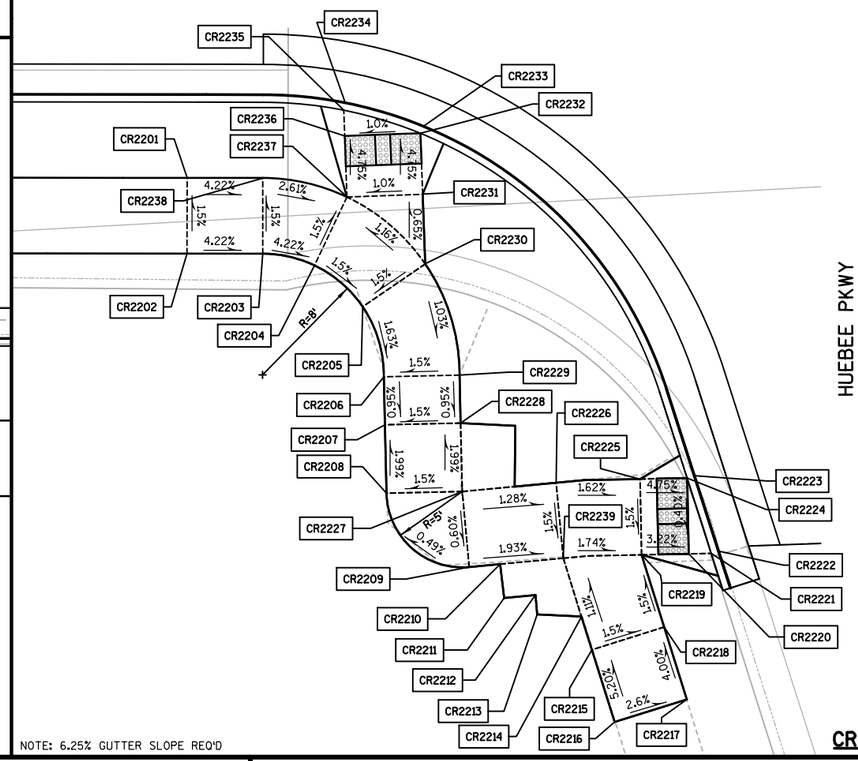
CR-20

CR-21 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2101	63+45.33	26.38'RT	806.47
CR2102	63+45.40	26.87'RT	806.48
CR2103	63+45.40	27.88'RT	806.50
CR2104	63+45.40	31.50'RT	806.55
CR2105	63+50.40	31.50'RT	806.72
CR2106	63+50.40	36.50'RT	806.65
CR2107	63+45.40	36.50'RT	806.48
CR2108	63+41.46	36.77'RT	806.54
CR2109	63+38.17	38.02'RT	806.63
CR2110	63+35.74	33.65'RT	806.70
CR2111	63+40.40	31.89'RT	806.61
CR2112	63+40.40	27.88'RT	806.48
CR2113	63+40.26	27.40'RT	806.47



CR-21

NOTE: 6.25% GUTTER SLOPE REQ'D

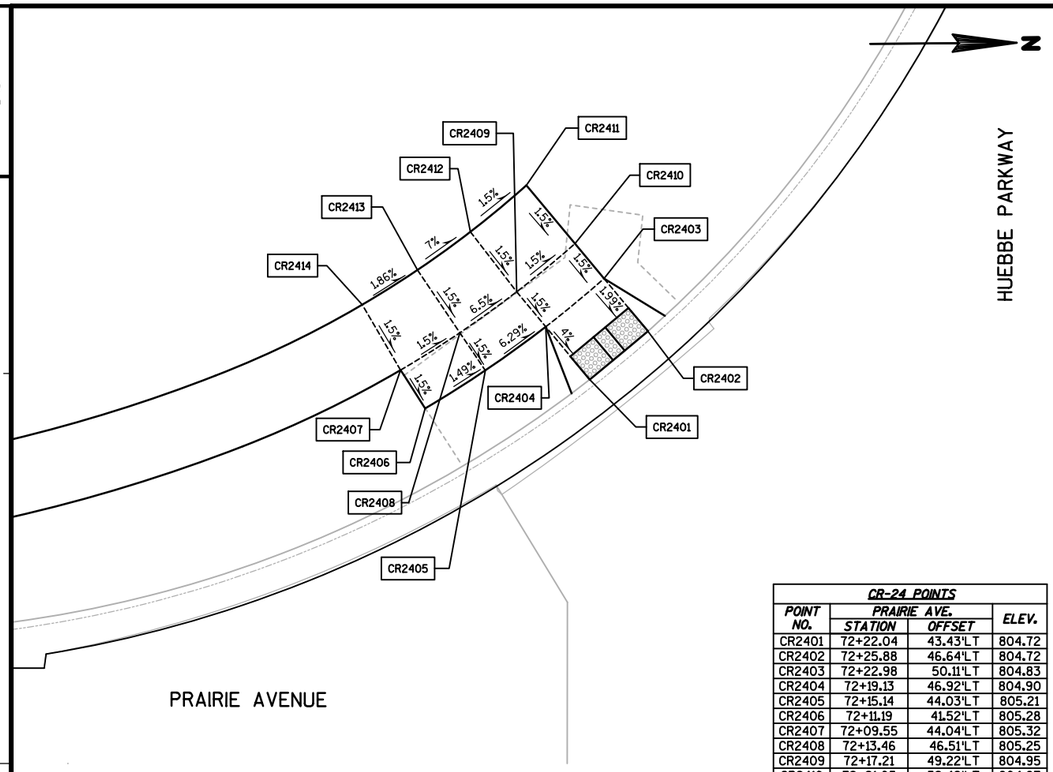


CR-22 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2201	72+13.91	31.50'RT	805.64
CR2202	72+13.92	36.51'RT	805.71
CR2203	72+18.91	36.50'RT	805.50
CR2204	72+22.33	37.27'RT	805.35
CR2205	72+25.52	39.98'RT	805.29
CR2206	72+26.92	44.63'RT	805.21
CR2207	72+26.99	47.79'RT	805.18
CR2208	72+27.10	52.30'RT	805.27
CR2209	72+32.57	57.16'RT	805.31
CR2210	72+34.61	56.97'RT	805.27
CR2211	72+34.87	59.20'RT	805.29
CR2212	72+36.95	58.99'RT	805.25
CR2213	72+37.06	60.28'RT	805.27
CR2214	72+39.99	60.42'RT	805.22
CR2215	72+40.68	62.61'RT	805.25
CR2216	72+42.18	67.38'RT	MATCH EXISTING
CR2217	72+46.95	65.88'RT	MATCH EXISTING
CR2218	72+45.45	61.11'RT	805.18
CR2219	72+43.94	56.34'RT	805.10
CR2220	72+47.05	56.27'RT	805.00
CR2221	72+48.55	56.24'RT	804.98
CR2222	72+49.02	56.09'RT	804.97
CR2223	72+47.42	51.12'RT	805.01
CR2224	72+46.95	51.27'RT	805.02
CR2225	72+43.83	51.34'RT	805.17
CR2226	72+38.30	51.59'RT	805.26
CR2227	72+32.10	52.18'RT	805.34
CR2228	72+31.99	47.66'RT	805.25
CR2229	72+31.92	44.49'RT	805.28
CR2230	72+29.64	37.15'RT	805.36
CR2231	72+29.47	32.55'RT	805.33
CR2232	72+29.31	28.53'RT	805.14
CR2233	72+29.50	28.07'RT	805.13
CR2234	72+24.35	26.53'RT	805.05
CR2235	72+24.25	27.02'RT	805.06
CR2236	72+24.32	28.72'RT	805.09
CR2237	72+24.48	32.75'RT	805.28
CR2238	72+18.92	31.50'RT	805.43
CR2239	72+38.77	56.57'RT	805.19

CR-22

NOTE: 6.25% GUTTER SLOPE REQ'D

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 20	E



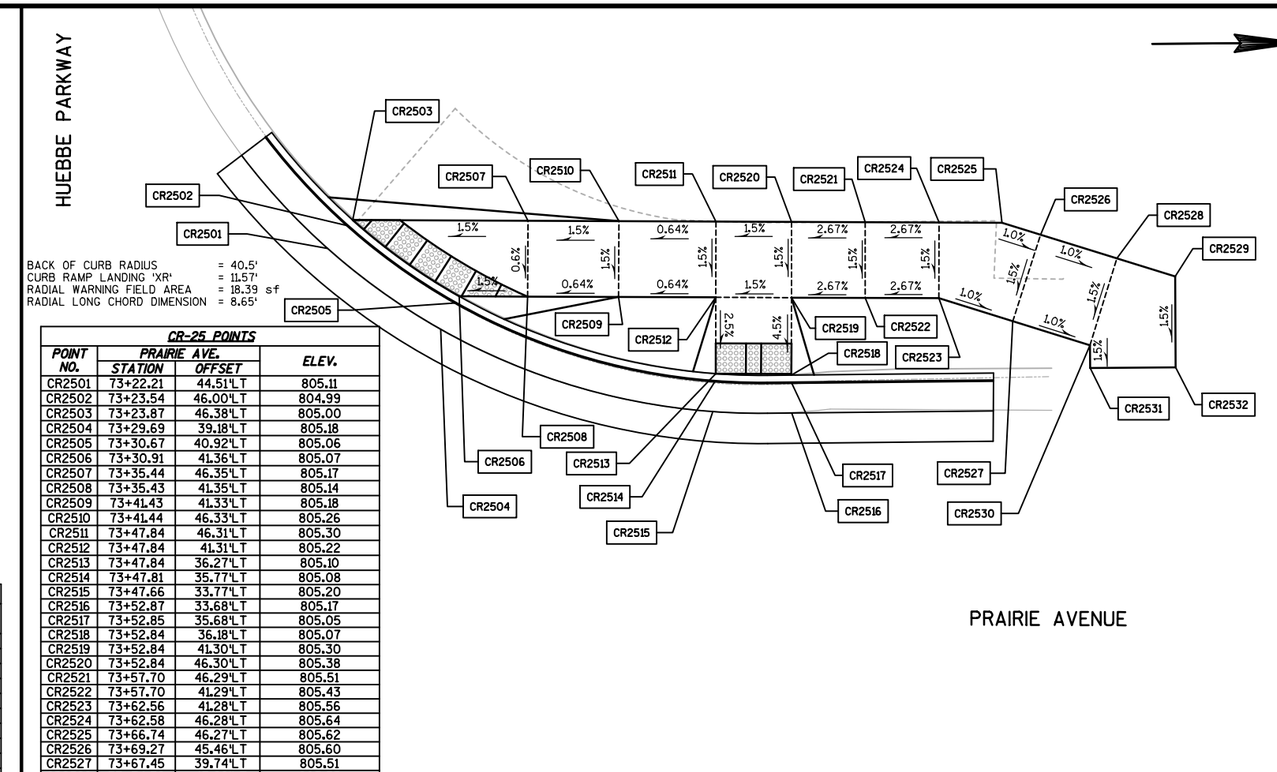
PRAIRIE AVENUE

CR-24

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-24 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2401	72+22.04	43.43'LT	804.72
CR2402	72+25.88	46.64'LT	804.72
CR2403	72+22.98	50.11'LT	804.83
CR2404	72+19.13	46.32'LT	804.90
CR2405	72+15.14	44.03'LT	805.21
CR2406	72+11.19	41.52'LT	805.28
CR2407	72+09.55	44.04'LT	805.32
CR2408	72+13.46	46.51'LT	805.25
CR2409	72+17.21	49.22'LT	804.95
CR2410	72+21.05	52.42'LT	804.87
CR2411	72+17.85	56.26'LT	804.95
CR2412	72+14.15	53.18'LT	805.02
CR2413	72+10.66	50.65'LT	805.32
CR2414	72+07.02	48.36'LT	805.40

HUEBBE PARKWAY



BACK OF CURB RADIUS = 40.5'
CURB RAMP LANDING 'XR' = 11.57'
RADIAL WARNING FIELD AREA = 18.39 s·f
RADIAL LONG CHORD DIMENSION = 8.65'

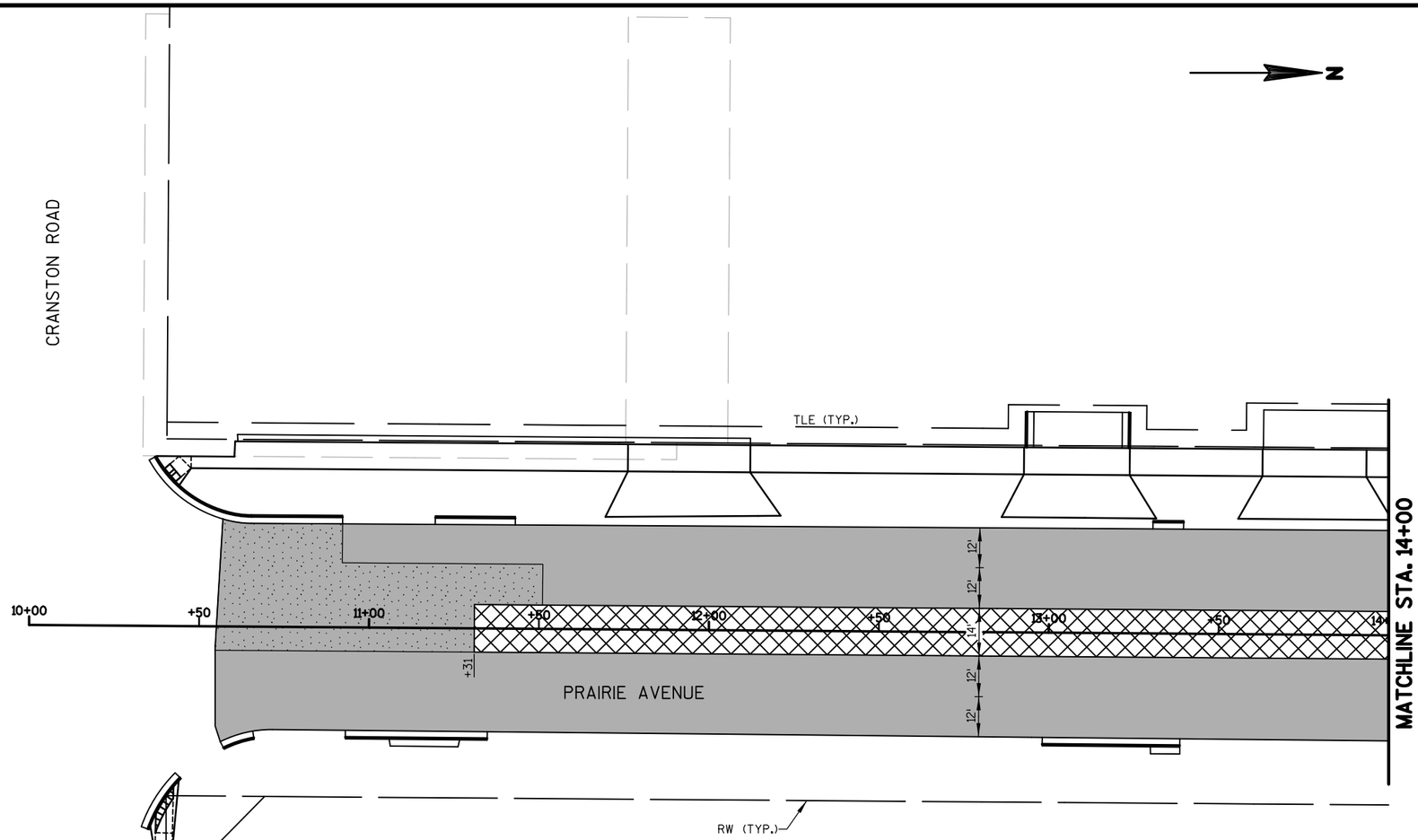
PRAIRIE AVENUE

CR-25

NOTE: 6.25% GUTTER SLOPE REQ'D

CR-25 POINTS			
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET	ELEV.
CR2501	73+22.21	44.51'LT	805.11
CR2502	73+23.54	46.00'LT	804.99
CR2503	73+23.87	46.38'LT	805.00
CR2504	73+29.69	39.18'LT	805.18
CR2505	73+30.67	40.92'LT	805.06
CR2506	73+30.91	41.36'LT	805.07
CR2507	73+35.44	46.35'LT	805.17
CR2508	73+35.43	41.35'LT	805.14
CR2509	73+41.43	41.33'LT	805.18
CR2510	73+41.44	46.33'LT	805.26
CR2511	73+47.84	46.31'LT	805.30
CR2512	73+47.84	41.31'LT	805.22
CR2513	73+47.84	36.27'LT	805.10
CR2514	73+47.81	35.77'LT	805.08
CR2515	73+47.66	33.77'LT	805.20
CR2516	73+52.87	33.68'LT	805.17
CR2517	73+52.85	35.68'LT	805.05
CR2518	73+52.84	36.18'LT	805.07
CR2519	73+52.84	41.30'LT	805.30
CR2520	73+52.84	46.30'LT	805.38
CR2521	73+57.70	46.29'LT	805.51
CR2522	73+57.70	41.29'LT	805.43
CR2523	73+62.56	41.28'LT	805.56
CR2524	73+62.58	46.28'LT	805.64
CR2525	73+66.74	46.27'LT	805.62
CR2526	73+69.27	45.46'LT	805.60
CR2527	73+67.45	39.74'LT	805.51
CR2528	73+74.32	43.92'LT	805.55
CR2529	73+78.16	42.73'LT	MATCH EXISTING
CR2530	73+72.55	38.19'LT	805.46
CR2531	73+72.56	36.69'LT	MATCH EXISTING
CR2532	73+78.21	36.73'LT	MATCH EXISTING

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

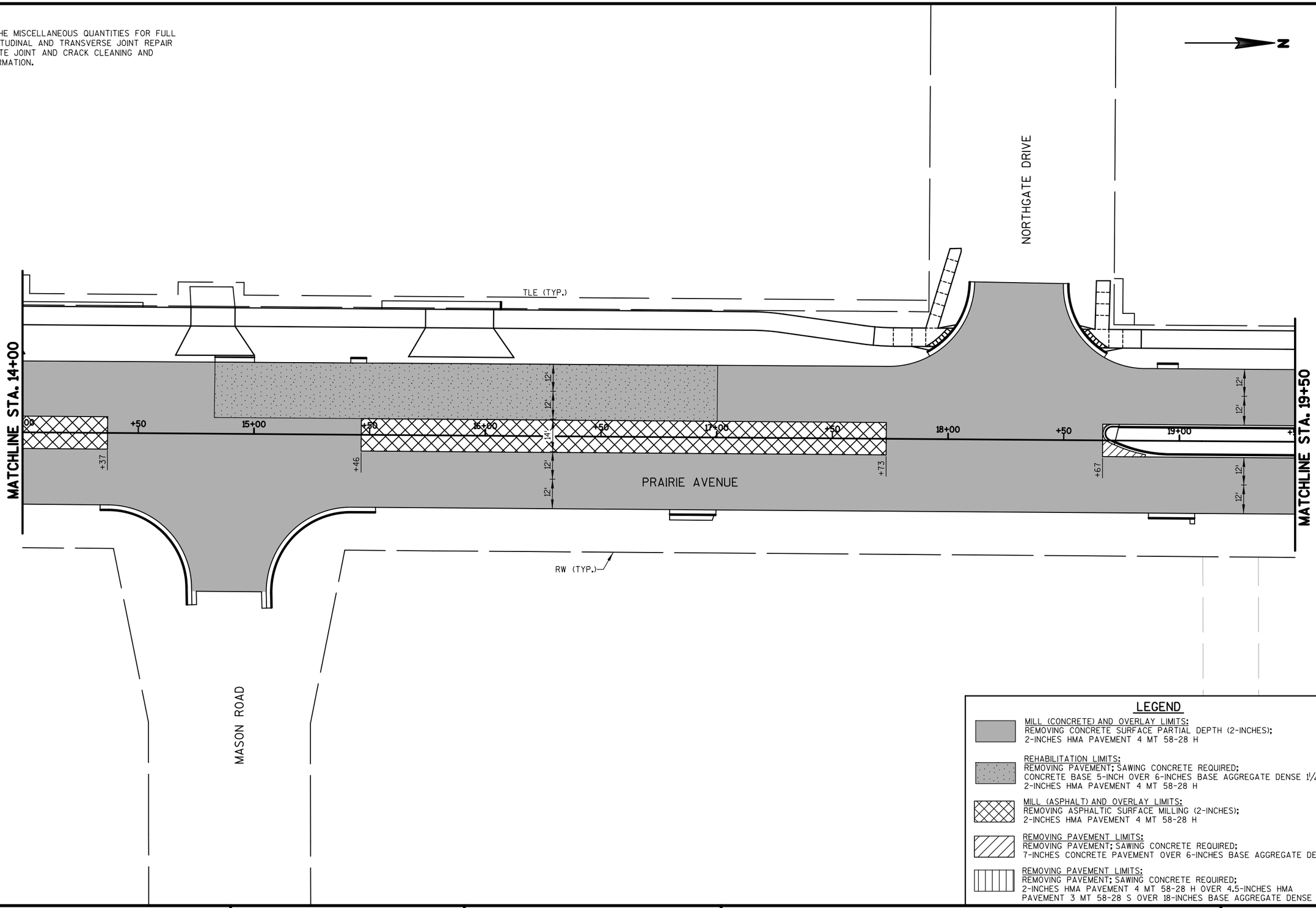
MILL (ASPHALT) AND OVERLAY LIMITS:
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 22	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

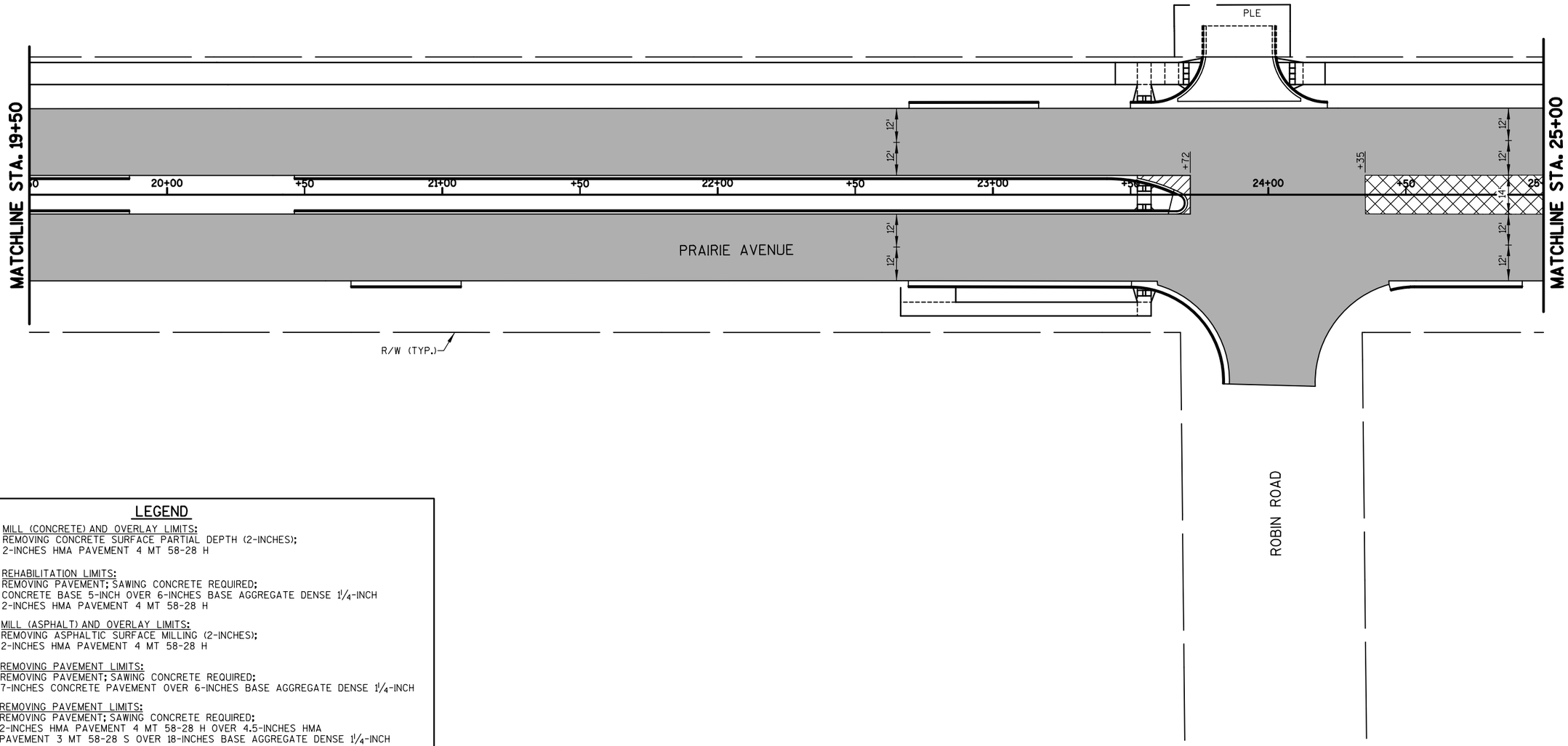
MILL (ASPHALT) AND OVERLAY LIMITS:
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 23	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

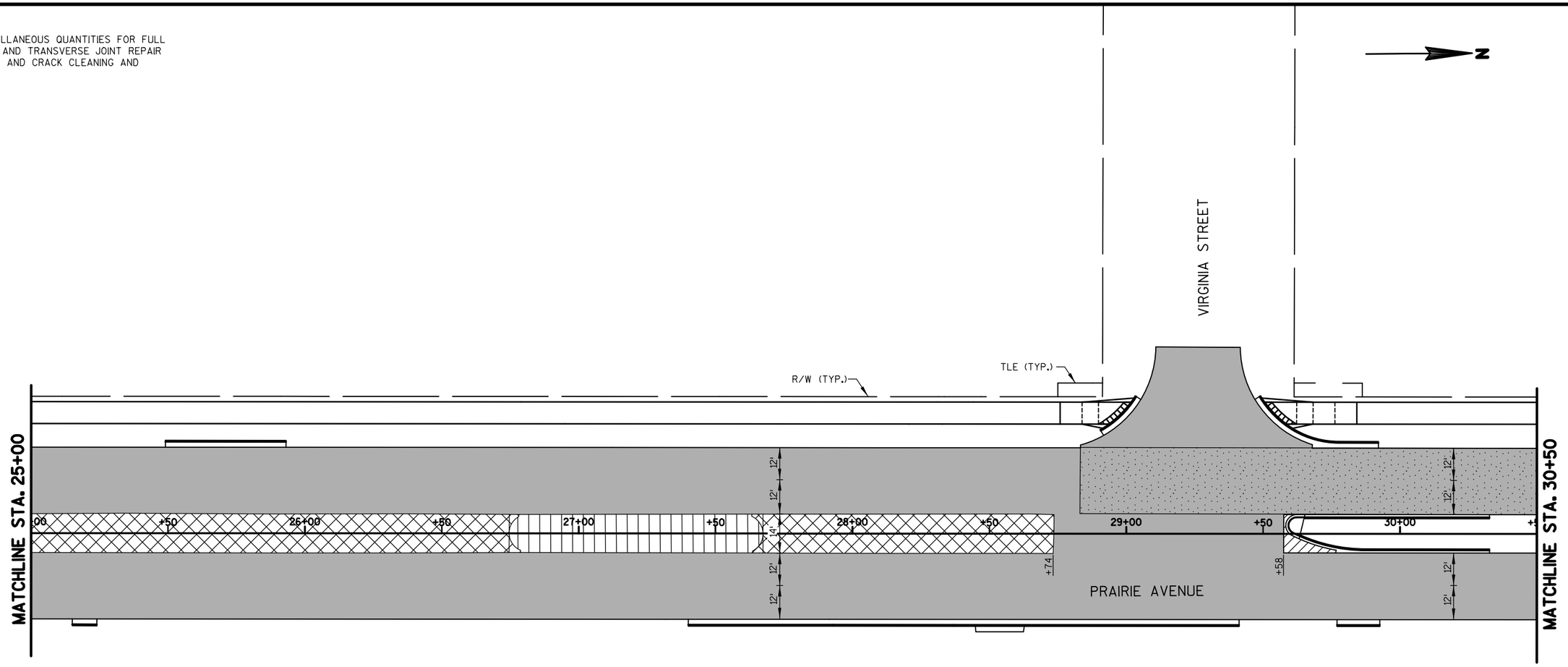
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REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 24	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

MILL (ASPHALT) AND OVERLAY LIMITS:
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

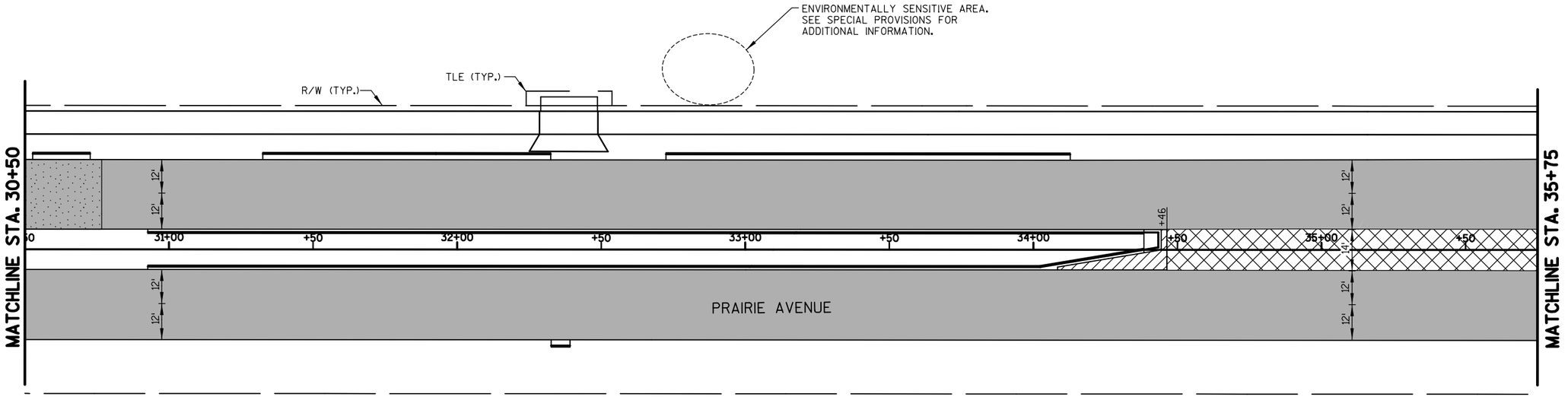
REMOVING PAVEMENT LIMITS:
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7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 25	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.

N



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

MILL (ASPHALT) AND OVERLAY LIMITS:
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

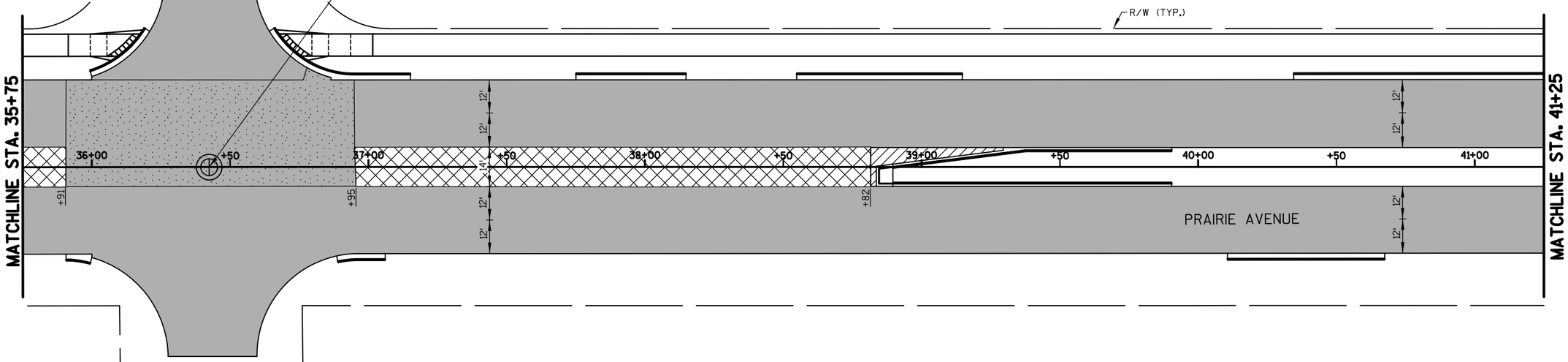
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 26	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.

N

MURPHY WOODS ROAD

EXISTING SECTION CORNER (DRILLED HOLE)
(TIED OUT AND RESET BY OTHERS)
Y = 216,859.57
X = 496,317.20



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
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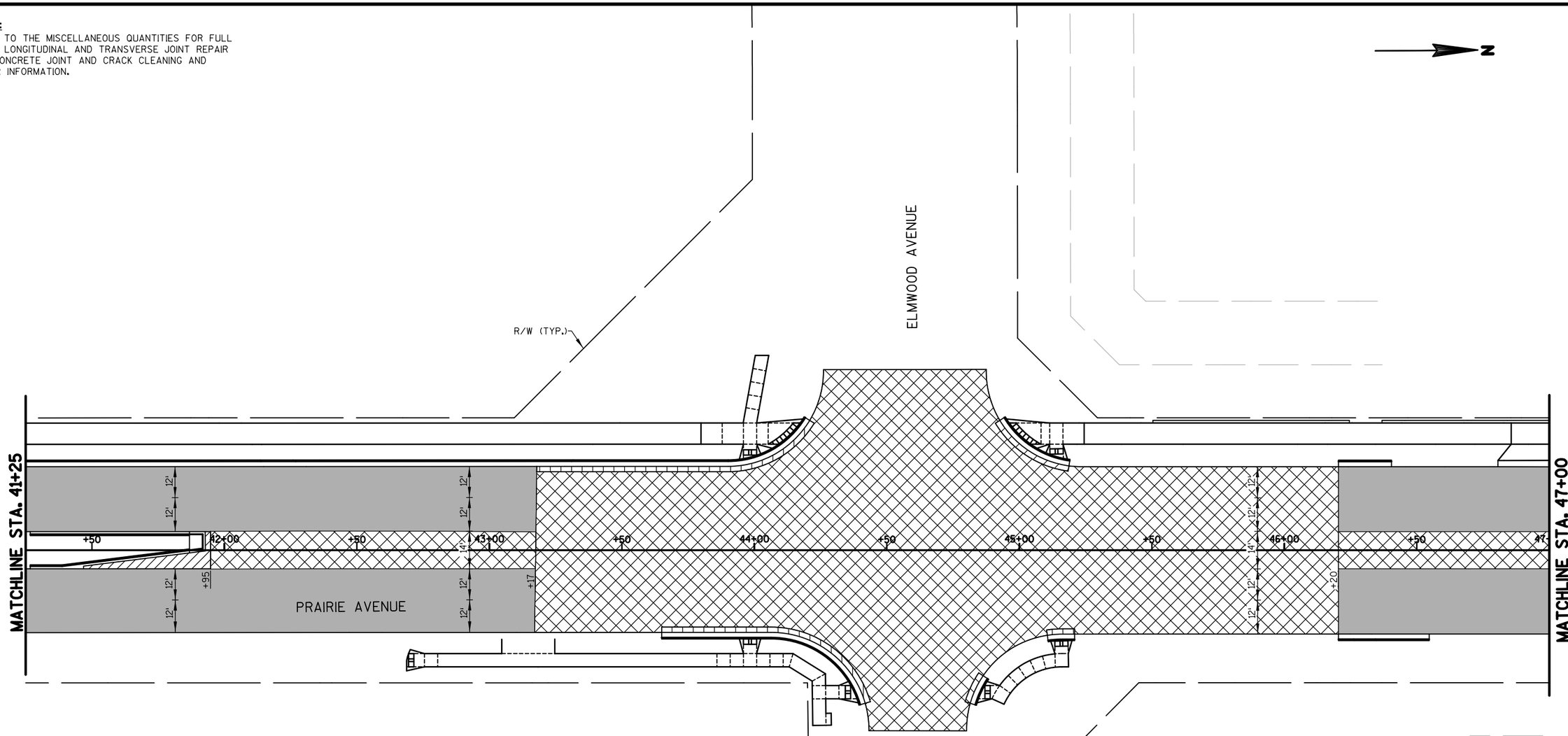
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2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 27	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

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2-INCHES HMA PAVEMENT 4 MT 58-28 H

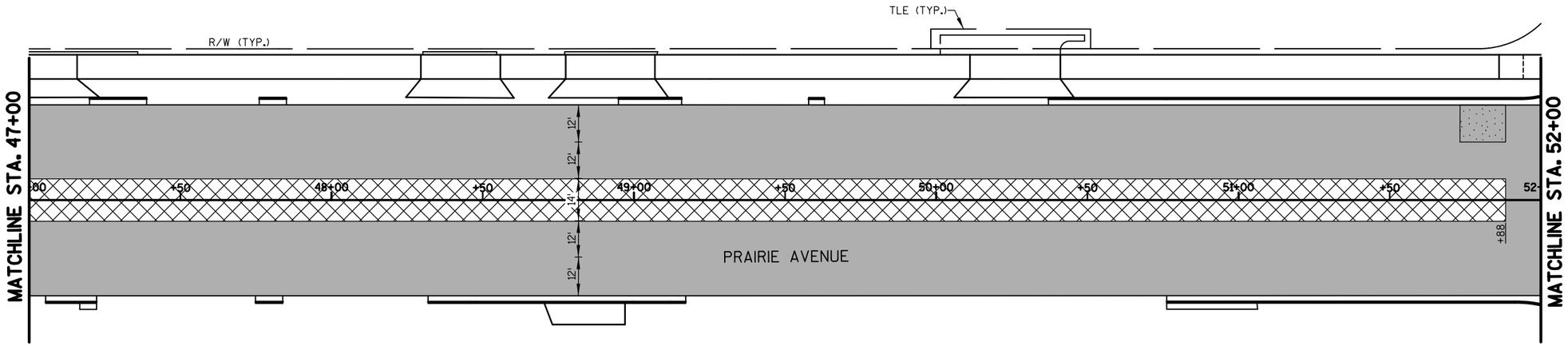
REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 28	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.

N



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

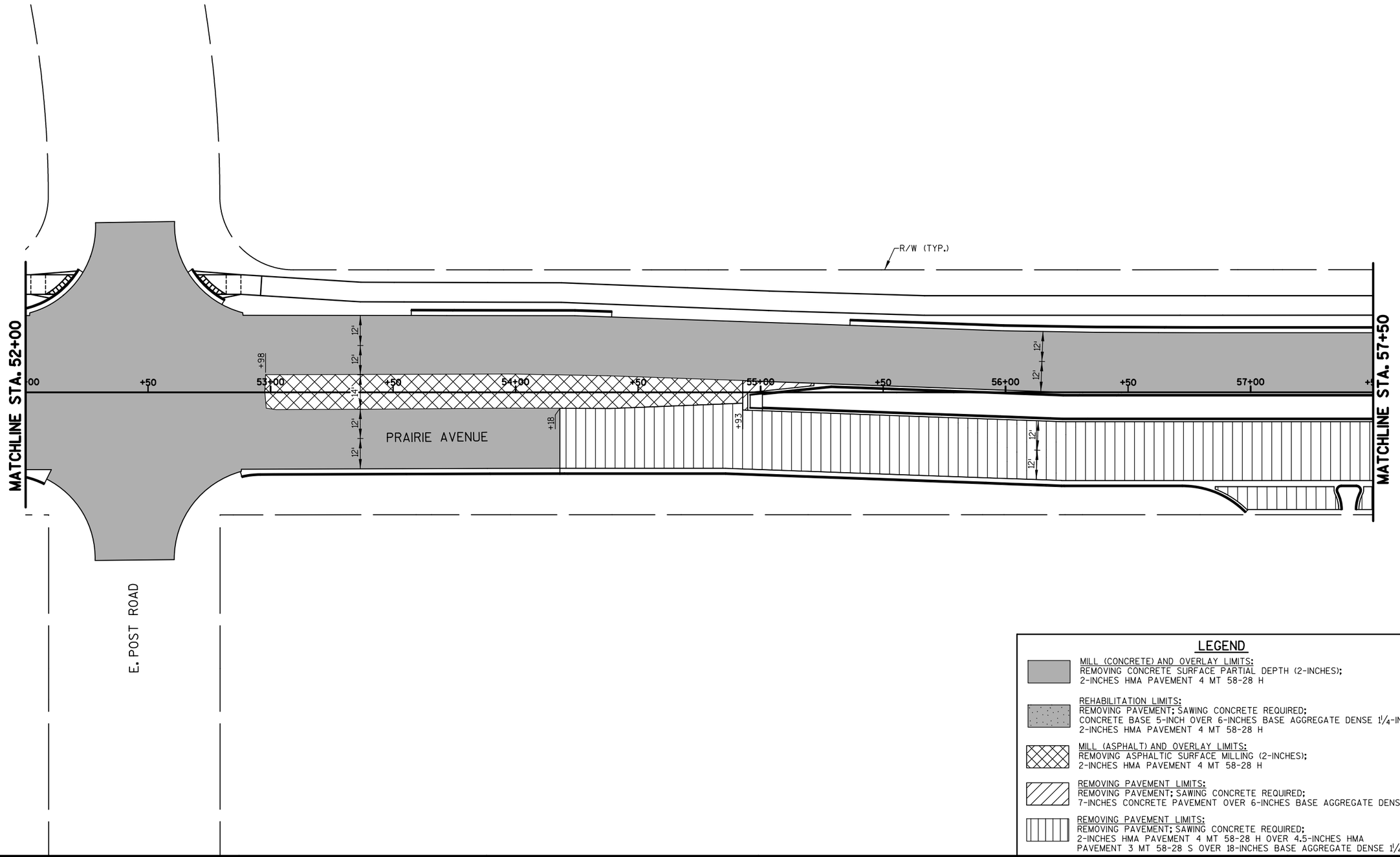
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REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 29	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
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REHABILITATION LIMITS:
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CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

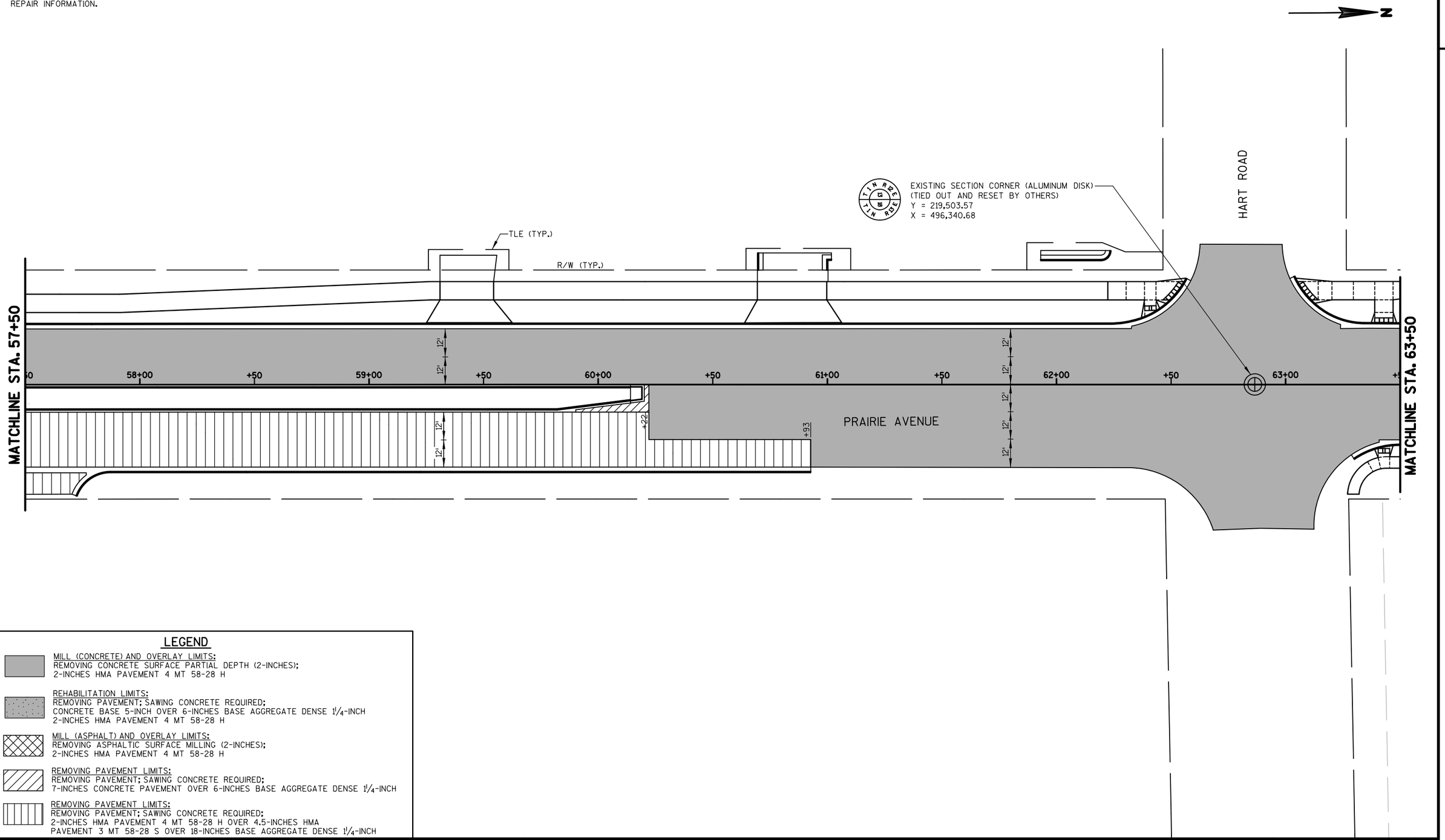
MILL (ASPHALT) AND OVERLAY LIMITS:
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 30	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
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REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

MILL (ASPHALT) AND OVERLAY LIMITS:
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2-INCHES HMA PAVEMENT 4 MT 58-28 H

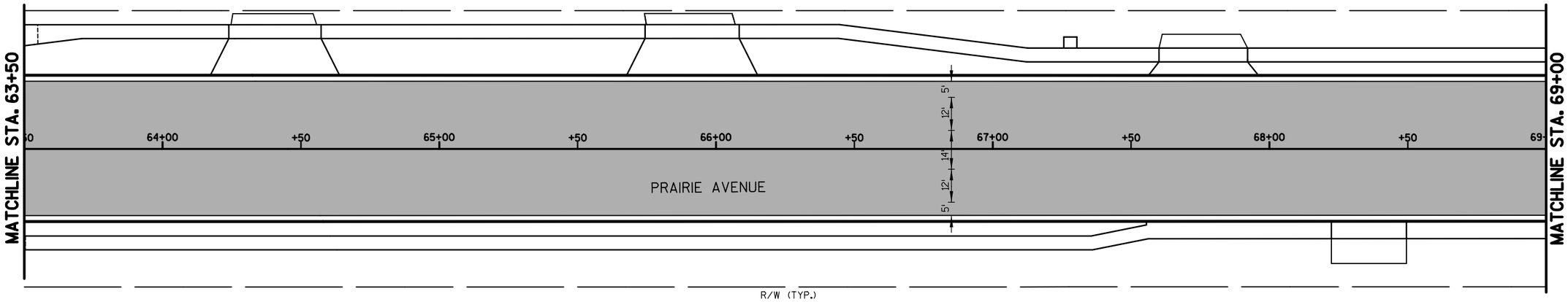
REMOVING PAVEMENT LIMITS:
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7-INCHES CONCRETE PAVEMENT OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA
PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 31 E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.

N



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

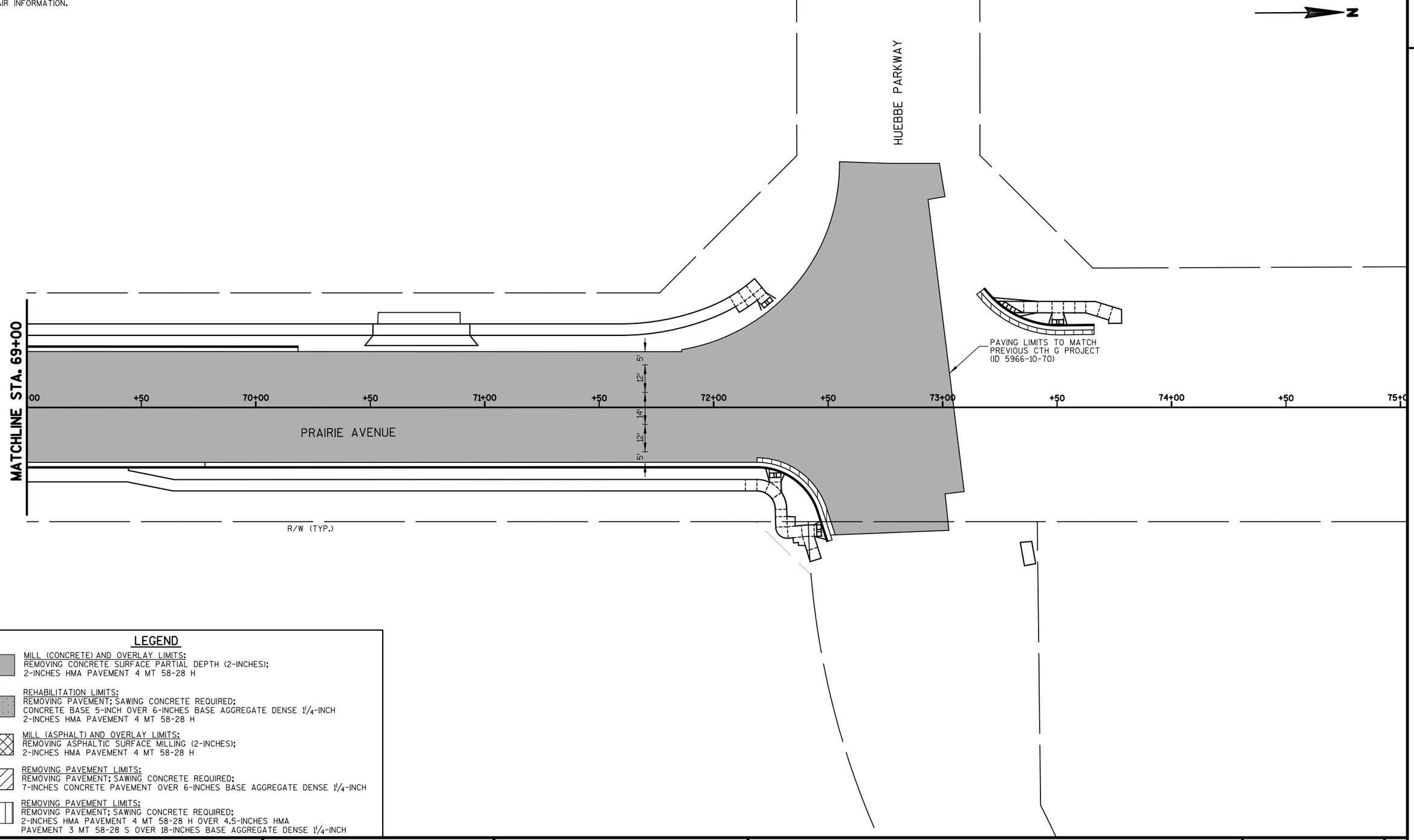
MILL (ASPHALT) AND OVERLAY LIMITS:
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REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
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REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 32	E

NOTES:
REFER TO THE MISCELLANEOUS QUANTITIES FOR FULL DEPTH LONGITUDINAL AND TRANSVERSE JOINT REPAIR AND CONCRETE JOINT AND CRACK CLEANING AND REPAIR INFORMATION.



LEGEND

MILL (CONCRETE) AND OVERLAY LIMITS:
REMOVING CONCRETE SURFACE PARTIAL DEPTH (2-INCHES);
2-INCHES HMA PAVEMENT 4 MT 58-28 H

REHABILITATION LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
CONCRETE BASE 5-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1¼-INCH
2-INCHES HMA PAVEMENT 4 MT 58-28 H

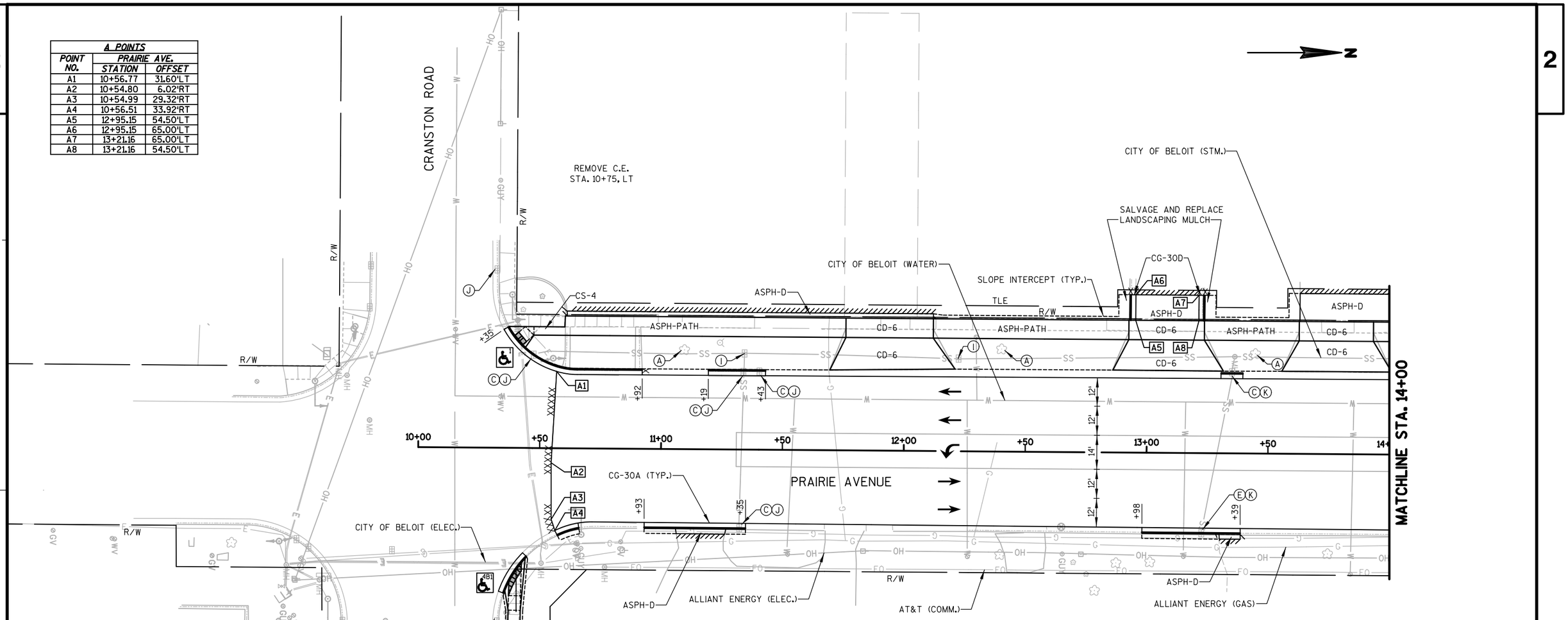
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REMOVING PAVEMENT LIMITS:
REMOVING PAVEMENT; SAWING CONCRETE REQUIRED;
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER 4.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER 18-INCHES BASE AGGREGATE DENSE 1¼-INCH

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PAVEMENT REHABILITATION PLAN	SHEET 33	E

A POINTS		
POINT NO.	PRAIRIE AVE.	
	STATION	OFFSET
A1	10+56.77	31.60'LT
A2	10+54.80	6.02'RT
A3	10+54.99	29.32'RT
A4	10+56.51	33.92'RT
A5	12+95.15	54.50'LT
A6	12+95.15	65.00'LT
A7	13+21.16	65.00'LT
A8	13+21.16	54.50'LT



LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

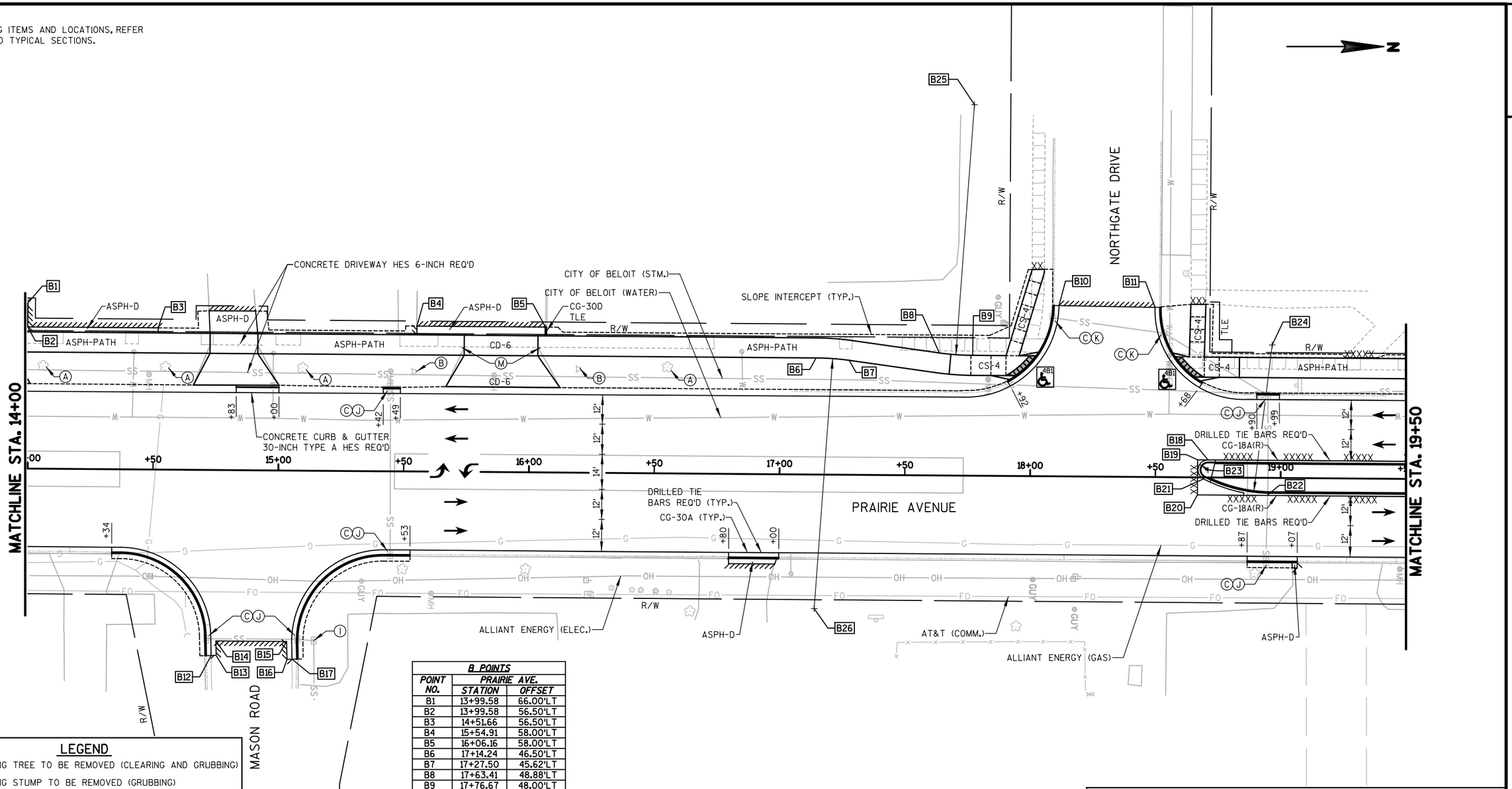
NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 34	E

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.



B POINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
B1	13+99.58	66.00'LT
B2	13+99.58	56.50'LT
B3	14+51.66	56.50'LT
B4	15+54.91	58.00'LT
B5	16+06.16	58.00'LT
B6	17+14.24	46.50'LT
B7	17+27.50	45.62'LT
B8	17+63.41	48.88'LT
B9	17+76.67	48.00'LT
B10	18+11.00	68.13'LT
B11	18+49.37	67.70'LT
B12	14+73.73	74.03'RT
B13	14+75.73	73.98'RT
B14	14+75.58	68.17'RT
B15	15+03.84	68.21'RT
B16	15+04.02	75.29'RT
B17	15+06.01	75.24'RT
B18	18+70.99	7.00'LT
B19	18+66.79	7.00'LT
B20	18+66.79	7.00'RT
B21	18+69.18	0.57'RT
B22	18+94.68	6.98'RT
B23	18+70.99	3.00'LT
B24	18+96.20	53.00'LT
B25	17+76.67	148.00'LT
B26	17+14.24	53.50'RT

LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

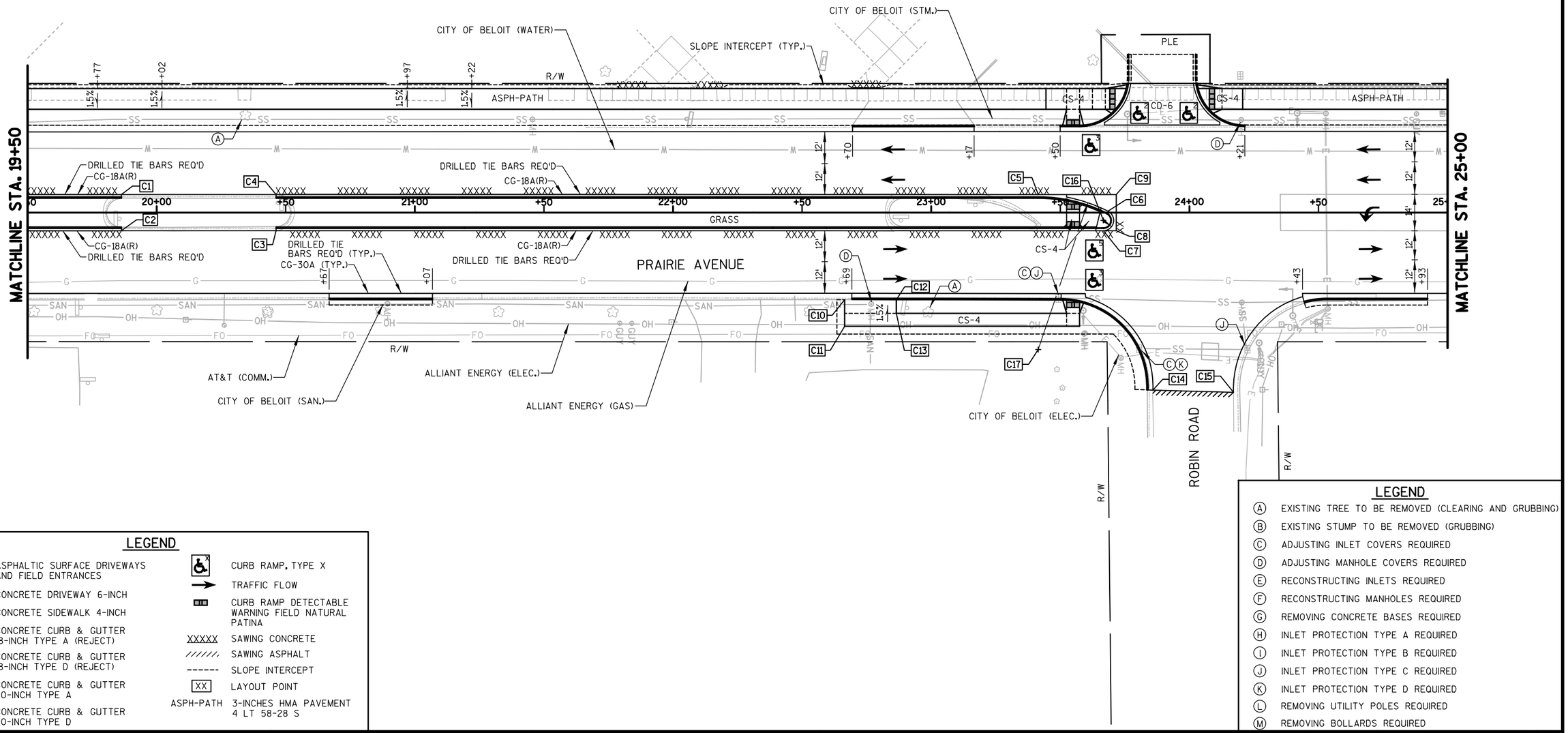
LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
→	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

C POINTS		
POINT NO.	PRAIRIE AVE.	
	STATION	OFFSET
C1	19+86.35	7.00'LT
C2	19+86.35	7.00'RT
C3	20+46.23	7.00'RT
C4	20+46.23	7.00'LT
C5	23+41.45	7.00'LT
C6	23+68.47	0.57'LT
C7	23+66.67	7.00'RT
C8	23+71.67	7.00'RT
C9	23+71.67	7.00'LT
C10	22+66.47	33.74'RT
C11	22+66.47	44.00'RT
C12	22+86.47	33.73'RT
C13	22+86.47	39.00'RT
C14	23+85.88	68.73'RT
C15	24+17.09	69.57'RT
C16	23+66.67	3.00'RT
C17	23+41.45	53.00'RT

REMOVE C.E.
STA. 22+95, LT



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		CURB RAMP, TYPE X
CD-6	CONCRETE DRIVEWAY 6-INCH		TRAFFIC FLOW
CS-4	CONCRETE SIDEWALK 4-INCH		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)	XXXXX	SAWING CONCRETE
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)	//////	SAWING ASPHALT
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	------	SLOPE INTERCEPT
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	XX	LAYOUT POINT
		ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

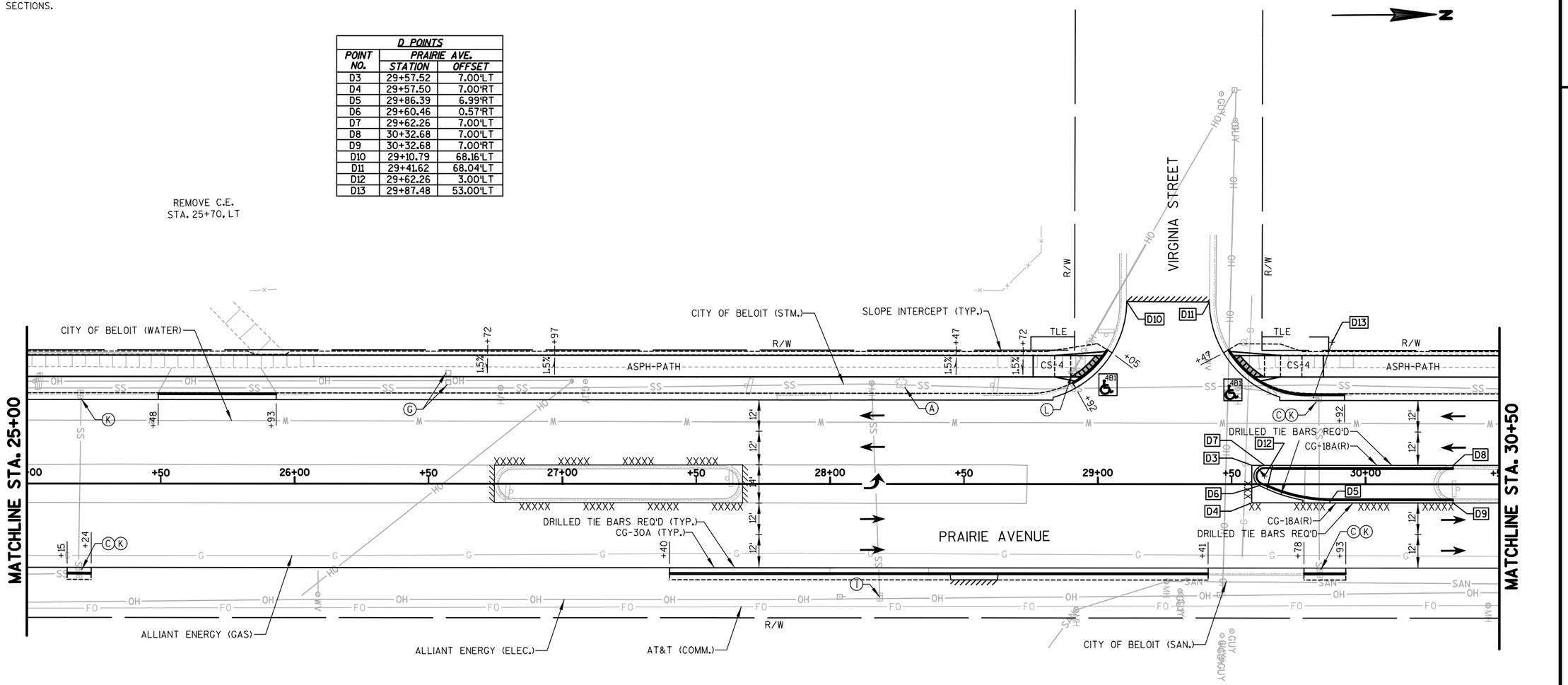
LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
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- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

D POINTS		
POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET
D3	29+57.52	7.00'LT
D4	29+57.50	7.00'RT
D5	29+86.39	6.99'RT
D6	29+60.46	0.57'RT
D7	29+62.26	7.00'LT
D8	30+32.68	7.00'LT
D9	30+32.68	7.00'RT
D10	29+10.79	68.16'LT
D11	29+41.62	68.04'LT
D12	29+62.26	3.00'LT
D13	29+87.48	53.00'LT

REMOVE C.E.
STA. 25+70, LT



LEGEND

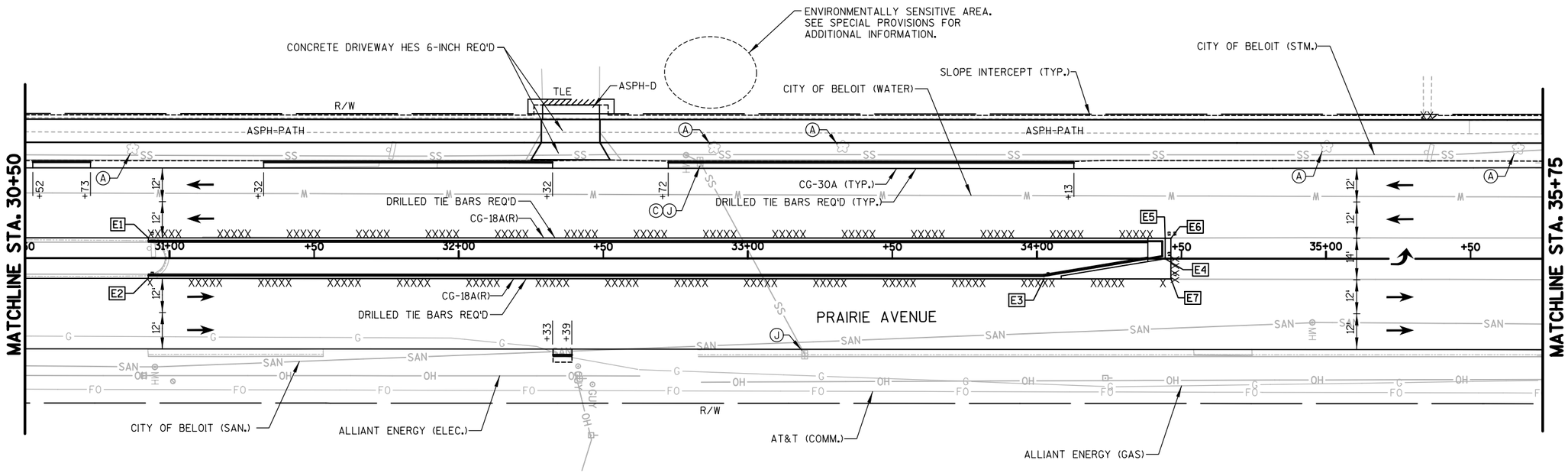
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		CURB RAMP, TYPE X
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CS-4	CONCRETE SIDEWALK 4-INCH		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)	XXXXX	SAWING CONCRETE
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)	//////	SAWING ASPHALT
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	------	SLOPE INTERCEPT
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	XX	LAYOUT POINT
		ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

E POINTS		
POINT NO.	PRAIRIE AVE.	
	STATION	OFFSET
E1	30+92.62	7.00'LT
E2	30+92.62	7.00'RT
E3	34+02.47	7.00'RT
E4	34+44.34	0.02'RT
E5	34+44.34	7.00'LT
E6	34+46.34	7.00'LT
E7	34+46.34	7.00'RT



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

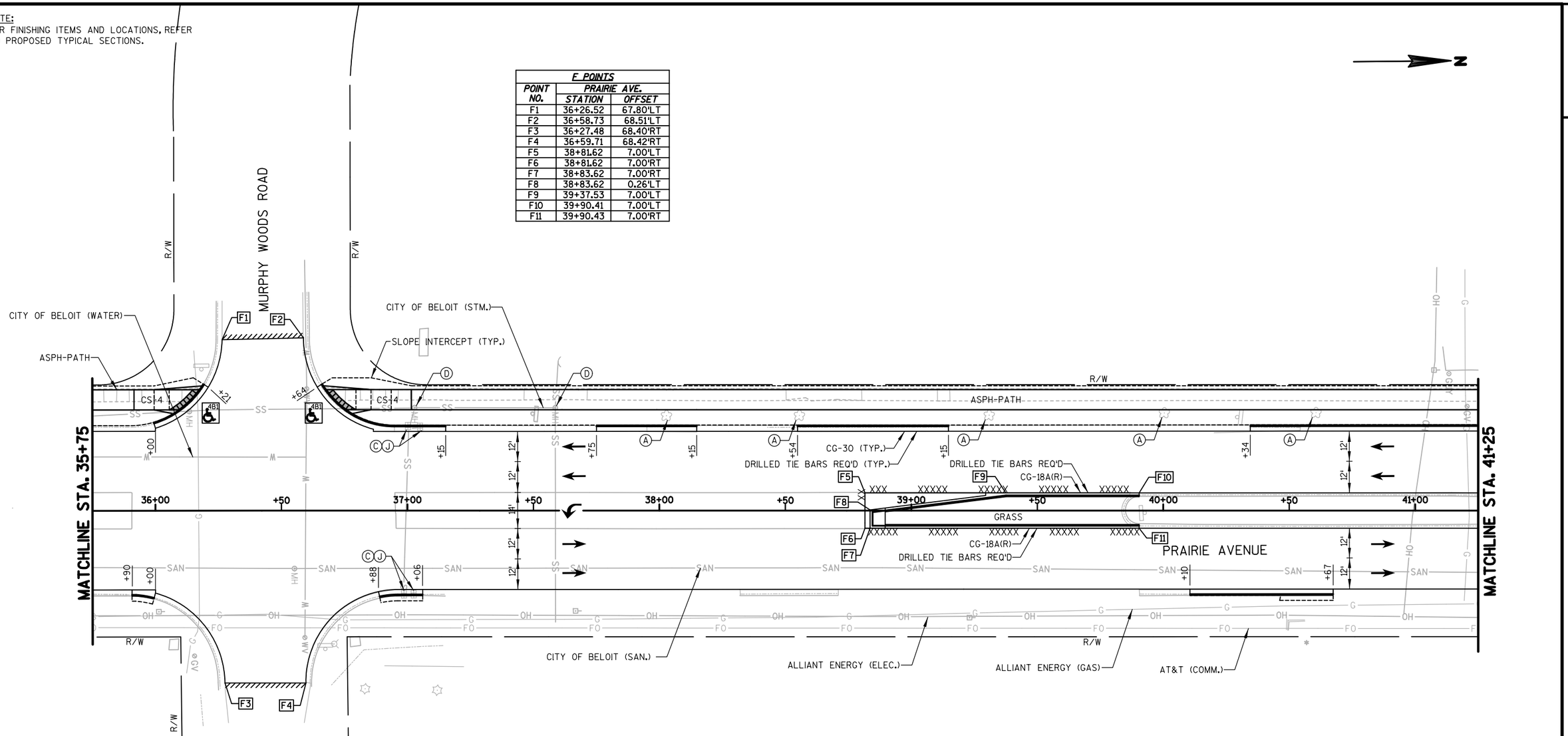
LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
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- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 38	E

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

E POINTS		
POINT NO.	PRAIRIE AVE.	
	STATION	OFFSET
F1	36+26.52	67.80'LT
F2	36+58.73	68.51'LT
F3	36+27.48	68.40'RT
F4	36+59.71	68.42'RT
F5	38+81.62	7.00'LT
F6	38+81.62	7.00'RT
F7	38+83.62	7.00'RT
F8	38+83.62	0.26'LT
F9	39+37.53	7.00'LT
F10	39+90.41	7.00'LT
F11	39+90.43	7.00'RT



LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
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- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
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- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
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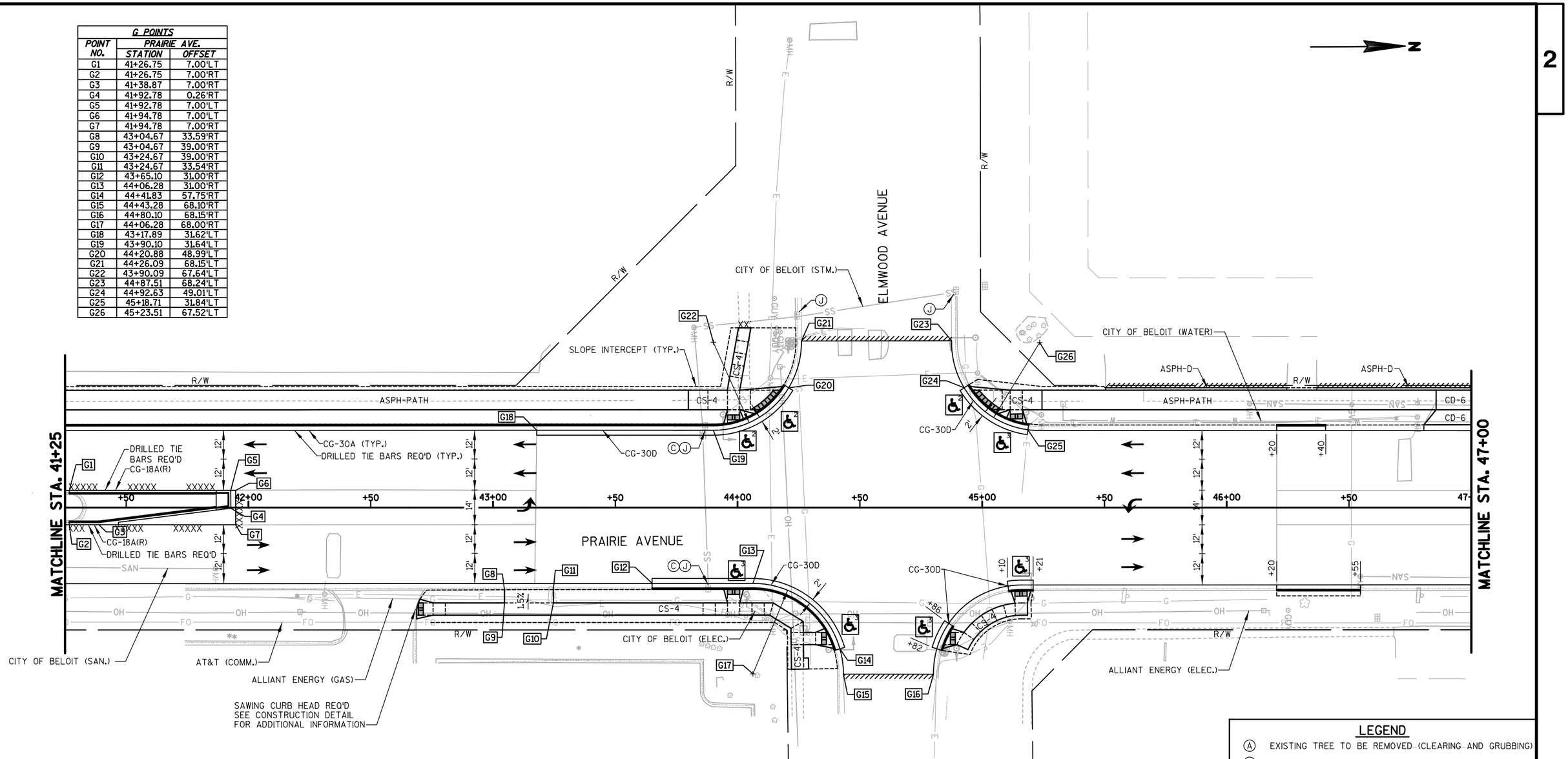
LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D

	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 39	E

G POINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
G1	41+26.75	7.00'LT
G2	41+26.75	7.00'RT
G3	41+38.87	7.00'RT
G4	41+92.78	0.26'RT
G5	41+92.78	7.00'LT
G6	41+94.78	7.00'LT
G7	41+94.78	7.00'RT
G8	43+04.67	33.59'RT
G9	43+04.67	39.00'RT
G10	43+24.67	39.00'RT
G11	43+24.67	33.54'RT
G12	43+65.10	31.00'RT
G13	44+06.28	31.00'RT
G14	44+41.83	57.75'RT
G15	44+43.28	68.10'RT
G16	44+80.10	68.15'RT
G17	44+06.28	68.00'RT
G18	43+17.89	31.62'LT
G19	43+90.10	31.64'LT
G20	44+20.88	48.99'LT
G21	44+26.09	68.15'LT
G22	43+90.09	67.64'LT
G23	44+87.51	68.24'LT
G24	44+92.63	49.01'LT
G25	45+18.71	31.84'LT
G26	45+23.51	67.52'LT



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

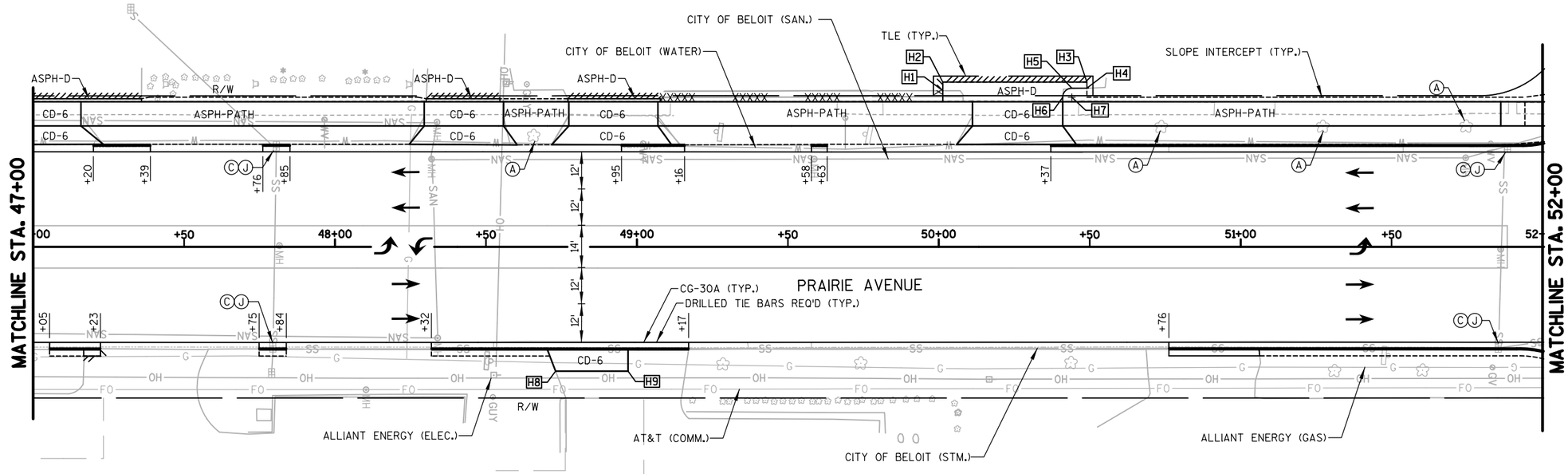
LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
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- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 40	E

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

H POINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
H1	50+01.34	51.69'LT
H2	50+01.34	54.50'LT
H3	50+49.04	54.50'LT
H4	50+49.04	52.50'LT
H5	50+44.04	52.50'LT
H6	50+41.04	49.50'LT
H7	50+44.04	49.50'LT
H8	48+73.06	41.10'RT
H9	48+97.06	41.10'RT



LEGEND

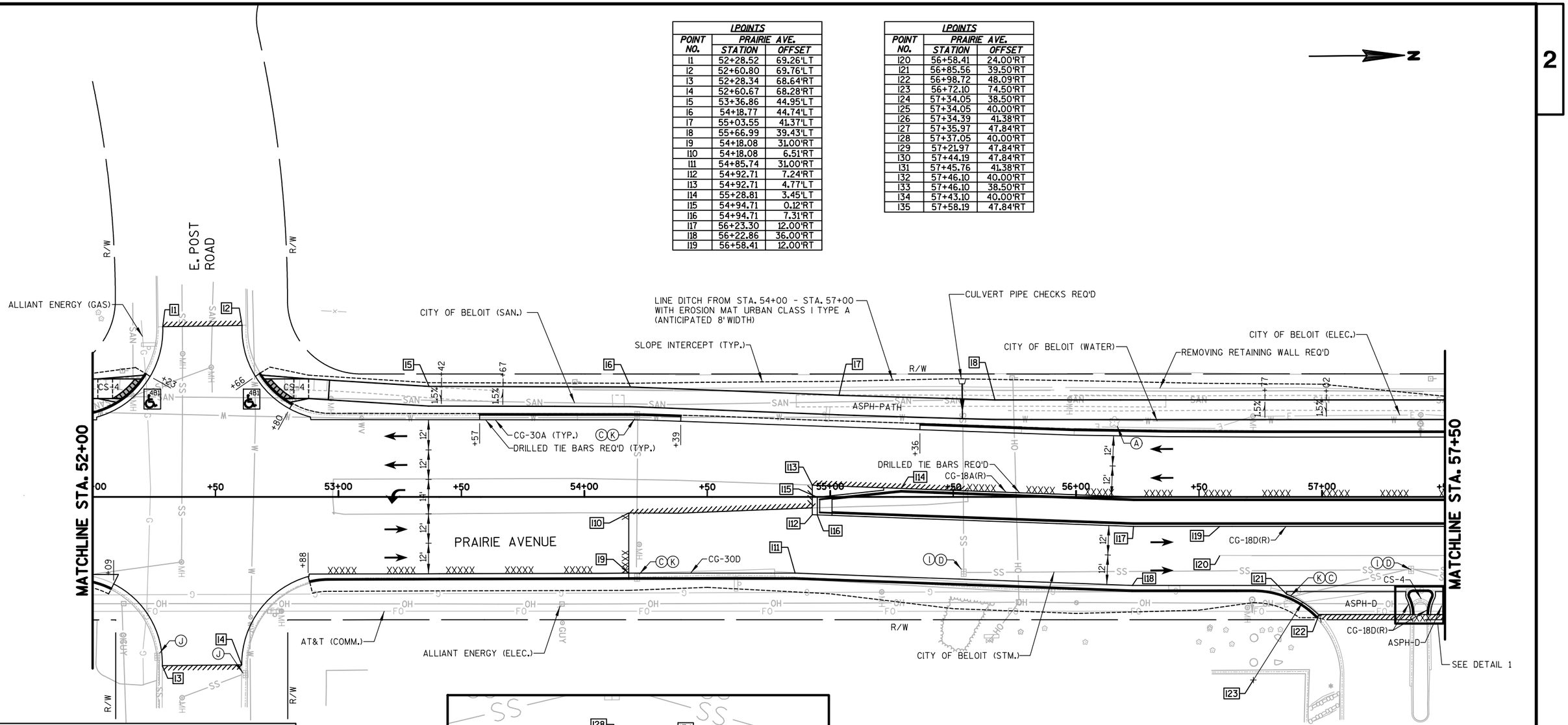
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		CURB RAMP, TYPE X
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CS-4	CONCRETE SIDEWALK 4-INCH		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)	XXXXX	SAWING CONCRETE
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)	//////	SAWING ASPHALT
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	------	SLOPE INTERCEPT
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	XX	LAYOUT POINT
		ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

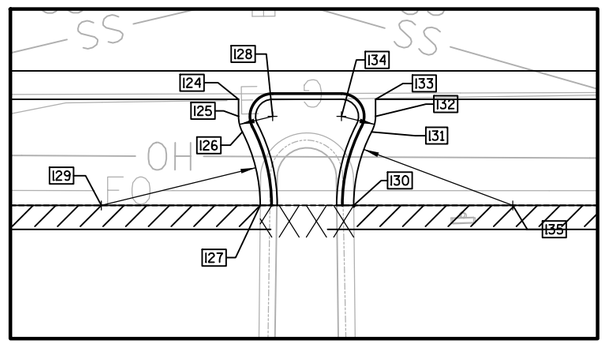
LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
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- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

LPOINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
I1	52+28.52	69.26'LT
I2	52+60.80	69.76'LT
I3	52+28.34	68.64'RT
I4	52+60.67	68.28'RT
I5	53+36.86	44.95'LT
I6	54+18.77	44.74'LT
I7	55+03.55	41.37'LT
I8	55+66.99	39.43'LT
I9	54+18.08	31.00'RT
I10	54+18.08	6.51'RT
I11	54+85.74	31.00'RT
I12	54+92.71	7.24'RT
I13	54+92.71	4.77'LT
I14	55+28.81	3.45'LT
I15	54+94.71	0.12'RT
I16	54+94.71	7.31'RT
I17	56+23.30	12.00'RT
I18	56+22.86	36.00'RT
I19	56+58.41	12.00'RT

LPOINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
I20	56+58.41	24.00'RT
I21	56+85.56	39.50'RT
I22	56+98.72	48.09'RT
I23	56+72.10	74.50'RT
I24	57+34.05	38.50'RT
I25	57+34.05	40.00'RT
I26	57+34.39	41.38'RT
I27	57+35.97	47.84'RT
I28	57+37.05	40.00'RT
I29	57+21.97	47.84'RT
I30	57+44.19	47.84'RT
I31	57+45.76	41.38'RT
I32	57+46.10	40.00'RT
I33	57+46.10	38.50'RT
I34	57+43.10	40.00'RT
I35	57+58.19	47.84'RT





DETAIL 1

LEGEND

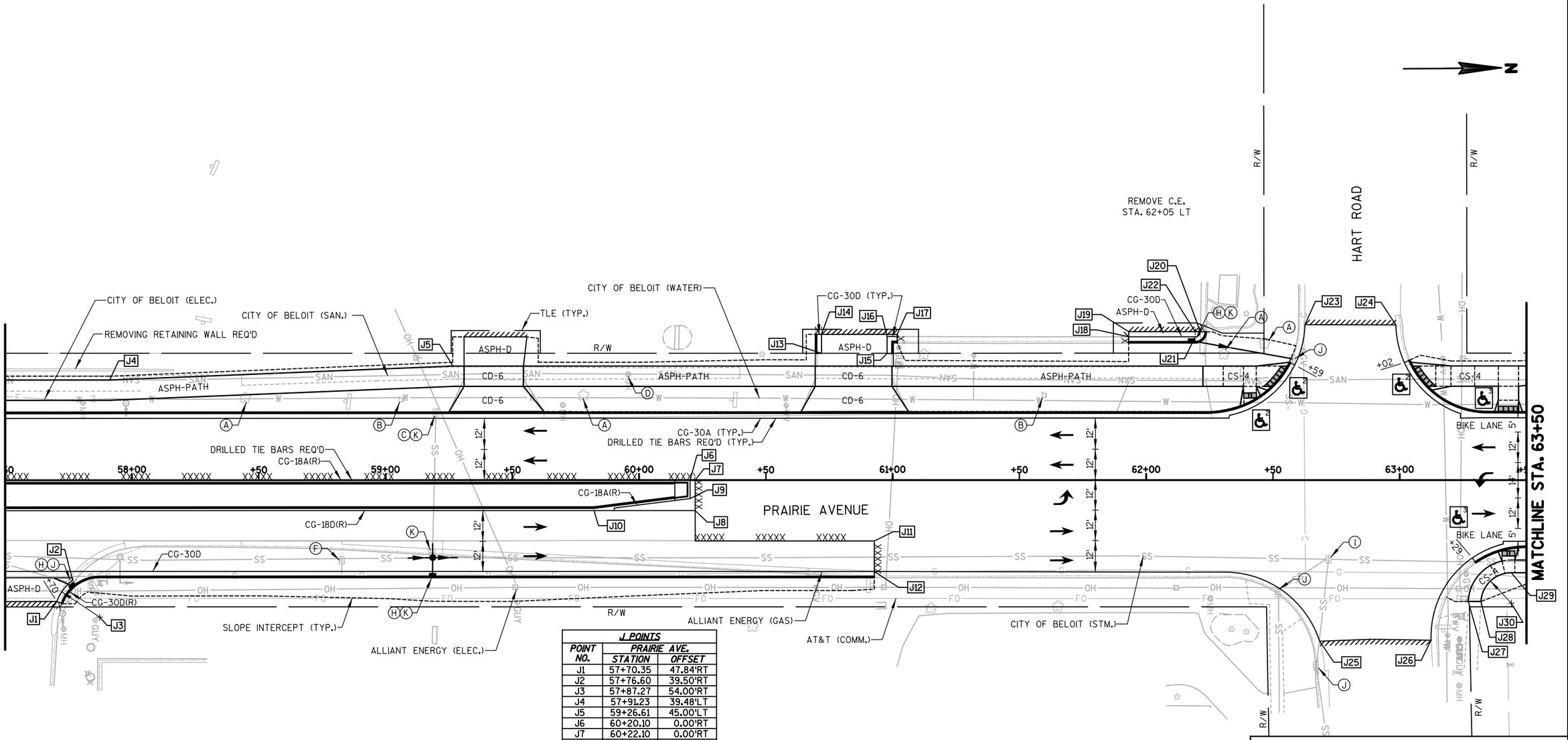
Ⓐ	EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
Ⓑ	EXISTING STUMP TO BE REMOVED (GRUBBING)
Ⓒ	ADJUSTING INLET COVERS REQUIRED
Ⓓ	ADJUSTING MANHOLE COVERS REQUIRED
Ⓔ	RECONSTRUCTING INLETS REQUIRED
Ⓕ	RECONSTRUCTING MANHOLES REQUIRED
Ⓖ	REMOVING CONCRETE BASES REQUIRED
Ⓗ	INLET PROTECTION TYPE A REQUIRED
Ⓘ	INLET PROTECTION TYPE B REQUIRED
Ⓙ	INLET PROTECTION TYPE C REQUIRED
Ⓚ	INLET PROTECTION TYPE D REQUIRED
Ⓛ	REMOVING UTILITY POLES REQUIRED
Ⓜ	REMOVING BOLLARDS REQUIRED

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 42	E



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		CURB RAMP, TYPE X
CD-6	CONCRETE DRIVEWAY 6-INCH	→	TRAFFIC FLOW
CS-4	CONCRETE SIDEWALK 4-INCH		CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)	XXXXX	SAWING CONCRETE
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)	//////	SAWING ASPHALT
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	------	SLOPE INTERCEPT
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	XX	LAYOUT POINT
		ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

J POINTS

POINT NO.	PRAIRIE AVE. STATION	PRAIRIE AVE. OFFSET
J1	57+70.35	47.84'RT
J2	57+76.60	39.50'RT
J3	57+87.27	54.00'RT
J4	57+91.23	39.48'LT
J5	59+26.61	45.00'LT
J6	60+20.10	0.00'RT
J7	60+22.10	0.00'RT
J8	60+22.10	12.00'RT
J9	60+20.10	7.26'RT
J10	59+82.19	12.00'RT
J11	60+92.74	24.00'RT
J12	60+92.74	36.00'RT
J13	60+71.96	50.00'LT
J14	60+71.96	57.50'LT
J15	60+97.79	50.00'LT
J16	60+97.79	56.63'LT
J17	61+01.79	57.50'LT
J18	61+93.10	56.52'LT
J19	61+93.10	58.52'LT
J20	62+21.37	58.52'LT
J21	62+19.37	56.52'LT
J22	62+19.37	58.52'LT
J23	62+62.61	61.33'LT
J24	62+98.50	61.20'LT
J25	62+68.40	63.48'RT
J26	63+12.37	63.13'RT
J27	63+27.02	47.86'RT
J28	63+32.02	47.84'RT
J29	63+44.01	36.50'RT
J30	63+44.01	48.50'RT

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

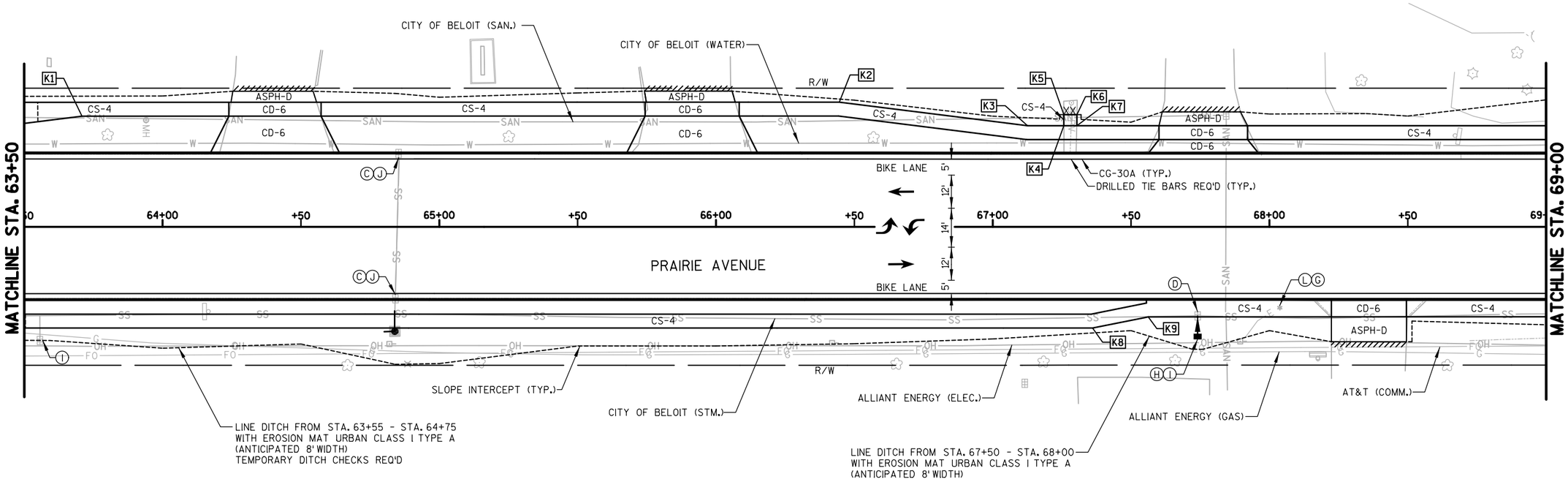
LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET 43	E

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

K POINTS		
POINT NO.	PRAIRIE AVE.	
	STATION	OFFSET
K1	63+70.90	40.00'LT
K2	66+44.58	45.00'LT
K3	67+12.58	36.50'LT
K4	67+25.71	36.50'LT
K5	67+25.71	40.50'LT
K6	67+30.43	40.50'LT
K7	67+30.43	36.50'LT
K8	67+36.10	36.50'RT
K9	67+56.21	32.50'RT



LEGEND

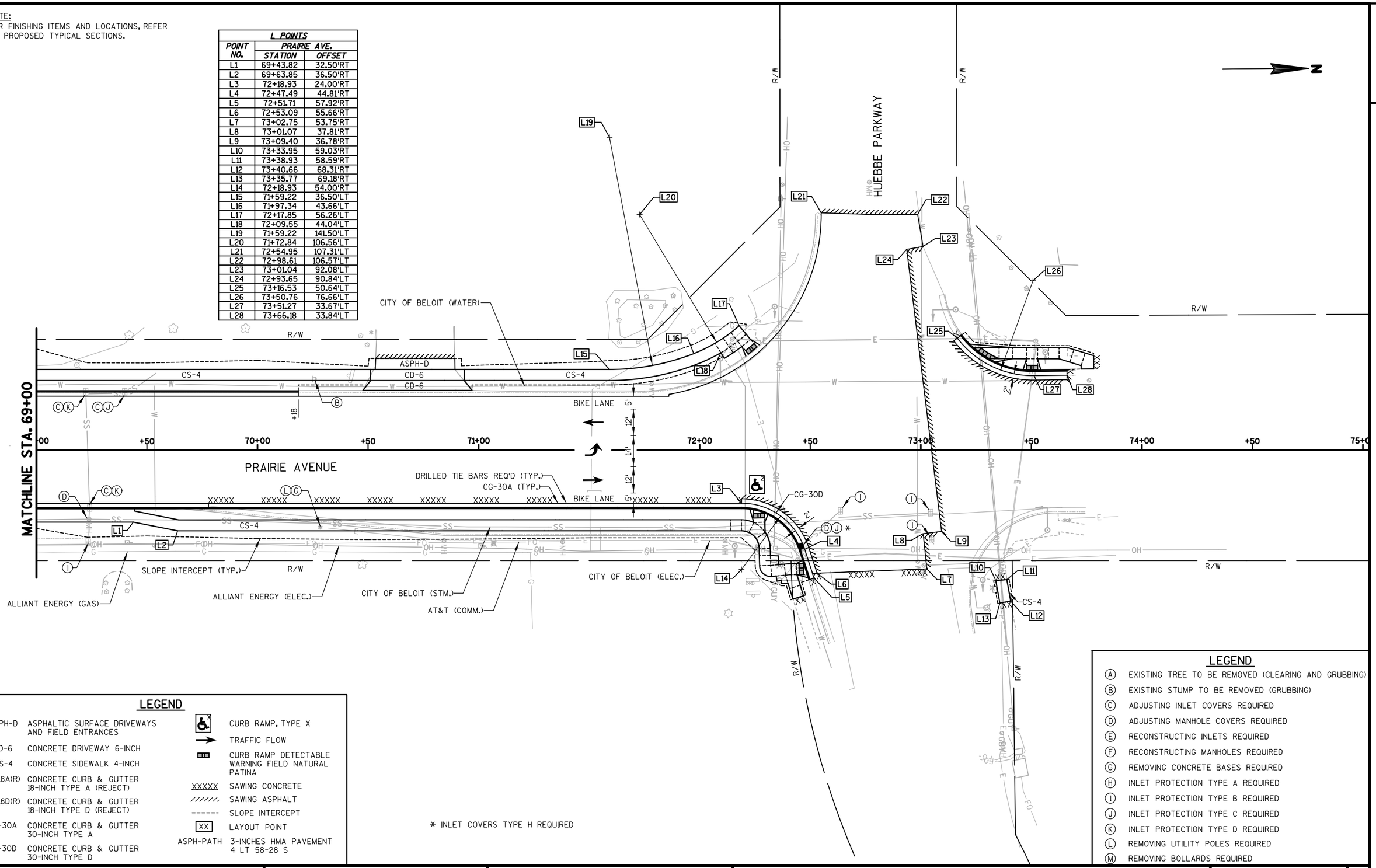
ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CG-18D(R)	CONCRETE CURB & GUTTER 18-INCH TYPE D (REJECT)
CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

LEGEND

- (A) EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
- (B) EXISTING STUMP TO BE REMOVED (GRUBBING)
- (C) ADJUSTING INLET COVERS REQUIRED
- (D) ADJUSTING MANHOLE COVERS REQUIRED
- (E) RECONSTRUCTING INLETS REQUIRED
- (F) RECONSTRUCTING MANHOLES REQUIRED
- (G) REMOVING CONCRETE BASES REQUIRED
- (H) INLET PROTECTION TYPE A REQUIRED
- (I) INLET PROTECTION TYPE B REQUIRED
- (J) INLET PROTECTION TYPE C REQUIRED
- (K) INLET PROTECTION TYPE D REQUIRED
- (L) REMOVING UTILITY POLES REQUIRED
- (M) REMOVING BOLLARDS REQUIRED

NOTE:
FOR FINISHING ITEMS AND LOCATIONS, REFER TO PROPOSED TYPICAL SECTIONS.

L POINTS		
POINT NO.	PRAIRIE AVE. STATION	OFFSET
L1	69+43.82	32.50'RT
L2	69+63.85	36.50'RT
L3	72+18.93	24.00'RT
L4	72+47.49	44.81'RT
L5	72+51.71	57.92'RT
L6	72+53.09	55.66'RT
L7	73+02.75	53.75'RT
L8	73+01.07	37.81'RT
L9	73+09.40	36.78'RT
L10	73+33.95	59.03'RT
L11	73+38.93	58.59'RT
L12	73+40.66	68.31'RT
L13	73+35.77	69.18'RT
L14	72+18.93	54.00'RT
L15	71+59.22	36.50'LT
L16	71+97.34	43.66'LT
L17	72+17.85	56.26'LT
L18	72+09.55	44.04'LT
L19	71+59.22	141.50'LT
L20	71+72.84	106.56'LT
L21	72+54.95	107.31'LT
L22	72+98.61	106.57'LT
L23	73+01.04	92.08'LT
L24	72+93.65	90.84'LT
L25	73+16.53	50.64'LT
L26	73+50.76	76.66'LT
L27	73+51.27	33.67'LT
L28	73+66.18	33.84'LT



LEGEND

ASPH-D	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CD-6	CONCRETE DRIVEWAY 6-INCH
CS-4	CONCRETE SIDEWALK 4-INCH
CG-18A(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
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CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
XXXXX	SAWING CONCRETE
//////	SAWING ASPHALT
------	SLOPE INTERCEPT
XX	LAYOUT POINT
ASPH-PATH	3-INCHES HMA PAVEMENT 4 LT 58-28 S

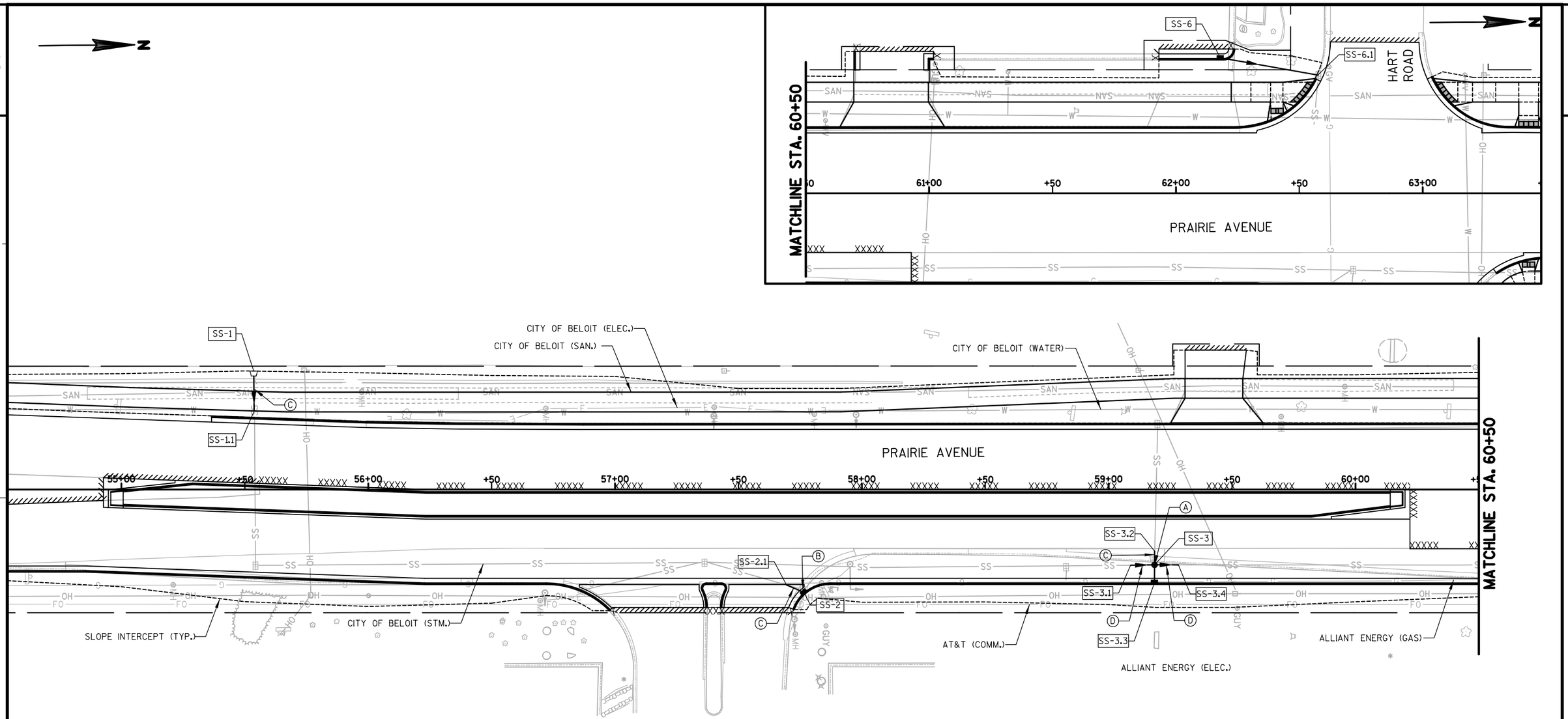
* INLET COVERS TYPE H REQUIRED

LEGEND

(A)	EXISTING TREE TO BE REMOVED (CLEARING AND GRUBBING)
(B)	EXISTING STUMP TO BE REMOVED (GRUBBING)
(C)	ADJUSTING INLET COVERS REQUIRED
(D)	ADJUSTING MANHOLE COVERS REQUIRED
(E)	RECONSTRUCTING INLETS REQUIRED
(F)	RECONSTRUCTING MANHOLES REQUIRED
(G)	REMOVING CONCRETE BASES REQUIRED
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(J)	INLET PROTECTION TYPE C REQUIRED
(K)	INLET PROTECTION TYPE D REQUIRED
(L)	REMOVING UTILITY POLES REQUIRED
(M)	REMOVING BOLLARDS REQUIRED

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\021224_pd.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



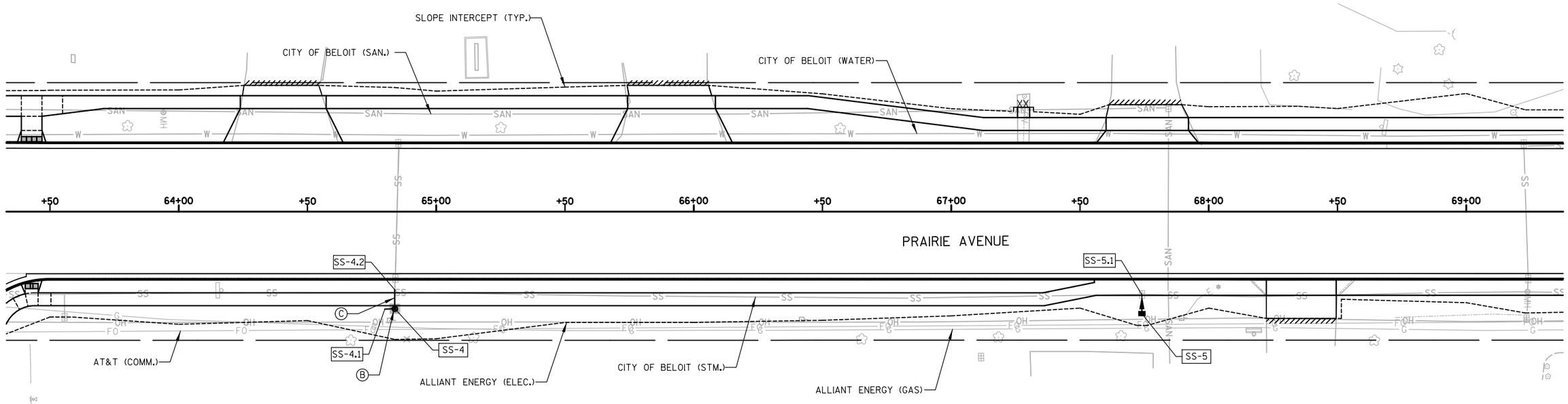
STORM SEWER REMOVAL DESCRIPTIONS

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) REMOVING STORM SEWER 12-INCH REQ'D
- (D) REMOVING STORM SEWER 36-INCH REQ'D

NOTE: SEE PLAN DETAIL SHEETS FOR ADDITIONAL STORM SEWER STRUCTURE ADJUSTMENTS.

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
SS-1	55+53.63	48.0'LT	16.2	SS-1.1		---	-	-	---	---	---	12	804.23	*	16	*	APRON ENDWALLS FOR CULVERT PIPE 12-INCH REQ'D
SS-1.1	55+53.77	31.8'LT	---	---	---	---	-	-	---	---	---	---	---	---	---	---	CONCRETE COLLAR FOR PIPE REQ'D
SS-2	57+76.48	41.6'RT	7.6	SS-2.1	2X3-FT	H	-	-	806.42	805.59	*	12	*	*	8	*	
SS-2.1	57+69.48	38.7'RT	---	---	---	---	-	-	---	---	---	---	---	---	---	---	CONCRETE COLLAR FOR PIPE REQ'D
SS-3	59+18.60	30.5'RT	9.7	SS-3.4	---	---	5-FT	J	806.02	804.77	6.03	36	798.74	*	10	*	
SS-3.1	59+08.89	30.7'RT	9.7	SS-3	---	---	-	-	---	---	---	36	---	798.74	10	*	CONCRETE COLLAR FOR PIPE REQ'D
SS-3.2	59+18.60	25.0'RT	5.5	SS-3	---	---	-	-	---	---	---	12	*	800.39	6	*	CONCRETE COLLAR FOR PIPE REQ'D
SS-3.3	59+18.55	37.6'RT	7.1	SS-3	2X3-FT	H-S	-	-	805.71	804.88	3.38	12	801.50	801.46	7	0.50%	
SS-3.4	59+28.30	30.5'RT	---	-	-	---	---	---	---	---	---	---	---	---	---	---	CONCRETE COLLAR FOR PIPE REQ'D
SS-6	62+17.95	54.9'LT	40.2	SS-6.1	2X3-FT	H-S	---	---	808.04	807.38	*	12	*	*	40	*	
SS-6.1	62+57.58	47.9'LT	---	---	-	-	---	---	---	---	---	---	---	---	---	---	STORM SEWER TAP REQ'D, CONCRETE COLLAR FOR PIPE REQ'D

* INFORMATION UNAVAILABLE. FIELD VERIFY



STORM SEWER REMOVAL DESCRIPTIONS

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) REMOVING STORM SEWER 12-INCH REQ'D
- (D) REMOVING STORM SEWER 36-INCH REQ'D

NOTE: SEE PLAN DETAIL SHEETS FOR ADDITIONAL STORM SEWER STRUCTURE ADJUSTMENTS.

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
SS-4	64+83.86	37.6'RT	7.3	SS-4.2	---	---	3-FT	J	806.57	805.32	4.22	12	801.10	*	7	*	
SS-4.1	64+80.06	37.9'RT	3.8	SS-4	---	---	-	-	---	---	---	6	*	801.85	4	*	PIPE UNDERDRAIN UNPERFORATED 6-INCH REQ'D
SS-4.2	64+83.87	30.3'RT	---	---	---	---	-	-	---	----	---	---	---	---	---	---	CONCRETE COLLAR FOR PIPE REQ'D
SS-5	67+74.04	39.6'RT	7.3	SS-5.1	MEDIAN 1 GRATE	MS	-	-	803.80	803.80	2.83	12	800.97	800.93	7	0.50%	
SS-5.1	67+74.04	32.3'RT	---	---	---	---	---	J		---	---	---	---	---	---	---	STORM SEWER TAP REQ'D, CONCRETE COLLAR FOR PIPE REQ'D

* INFORMATION UNAVAILABLE. FIELD VERIFY

SIGNING FOR INFORMATION ONLY (BY OTHERS)

N

MATCHLINE STA. 14+00

REMOVE — NO PARKING ANY TIME

REMOVE — RIGHT LANE MUST TURN RIGHT

MARKING LINE EPOXY 8-INCH (YELLOW)

R7-1D 18" X 24" — NO PARKING ANY TIME

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

MOVE — City Center, Downtown, Beloit College, Riverfront, Snappers/Ice Area

MOVE — POHLMAN FIELD

0.5' FROM R/W

+76

CRANSTON ROAD

+05 5'LT

6' (TYP.)

REPLACE DOUBLE YELLOW TO END OF TAPER

MATCH EXISTING LOCATION

MATCH EXISTING LOCATION

10+00 +50 11+00 +50 12+00 +50 13+00 +50 14+

+55 +04 +44

+61 +81 +69

PRAIRIE AVENUE

(TYP.)

69' RT

R7-1D 18" X 24" — NO PARKING ANY TIME

REMOVE — CENTER LANE ONLY

REMOVE — NO PARKING ANY TIME

SIGNING LEGEND

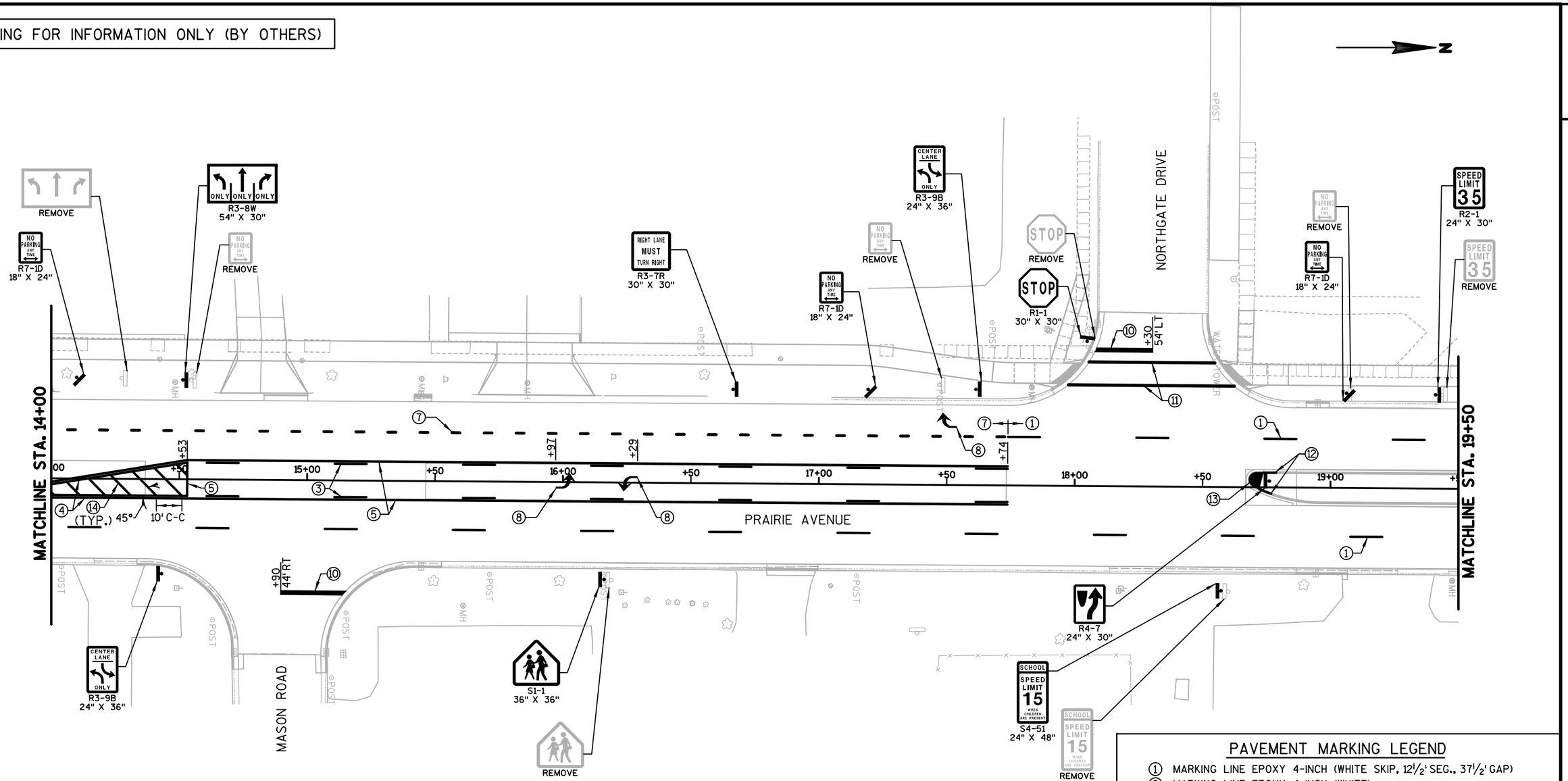
- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
- PROPOSED SIGN MOUNTED ON POLE (MOUNTED BY OTHERS)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- (EX-XX) DENOTES EXISTING SIGN NUMBER

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 12½' SEG., 37½' GAP)
4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 4-INCH (YELLOW)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
12. MARKING CURB EPOXY
13. MARKING ISLAND NOSE EPOXY
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 48	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

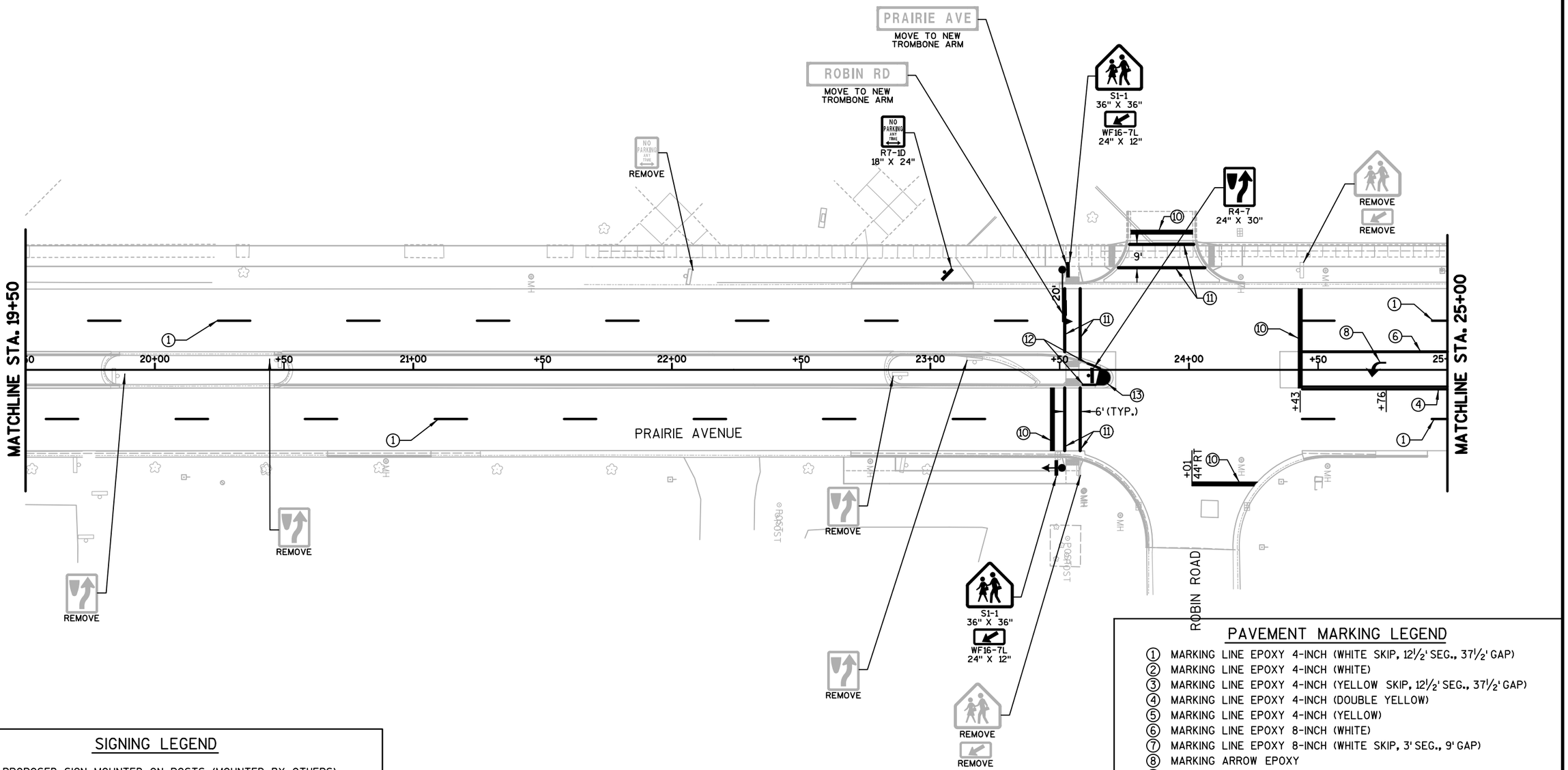
- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
- PROPOSED SIGN MOUNTED ON POLE (MOUNTED BY OTHERS)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- (EX-XX) DENOTES EXISTING SIGN NUMBER

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 12½' SEG., 37½' GAP)
4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 4-INCH (YELLOW)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
12. MARKING CURB EPOXY
13. MARKING ISLAND NOSE EPOXY
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 49	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

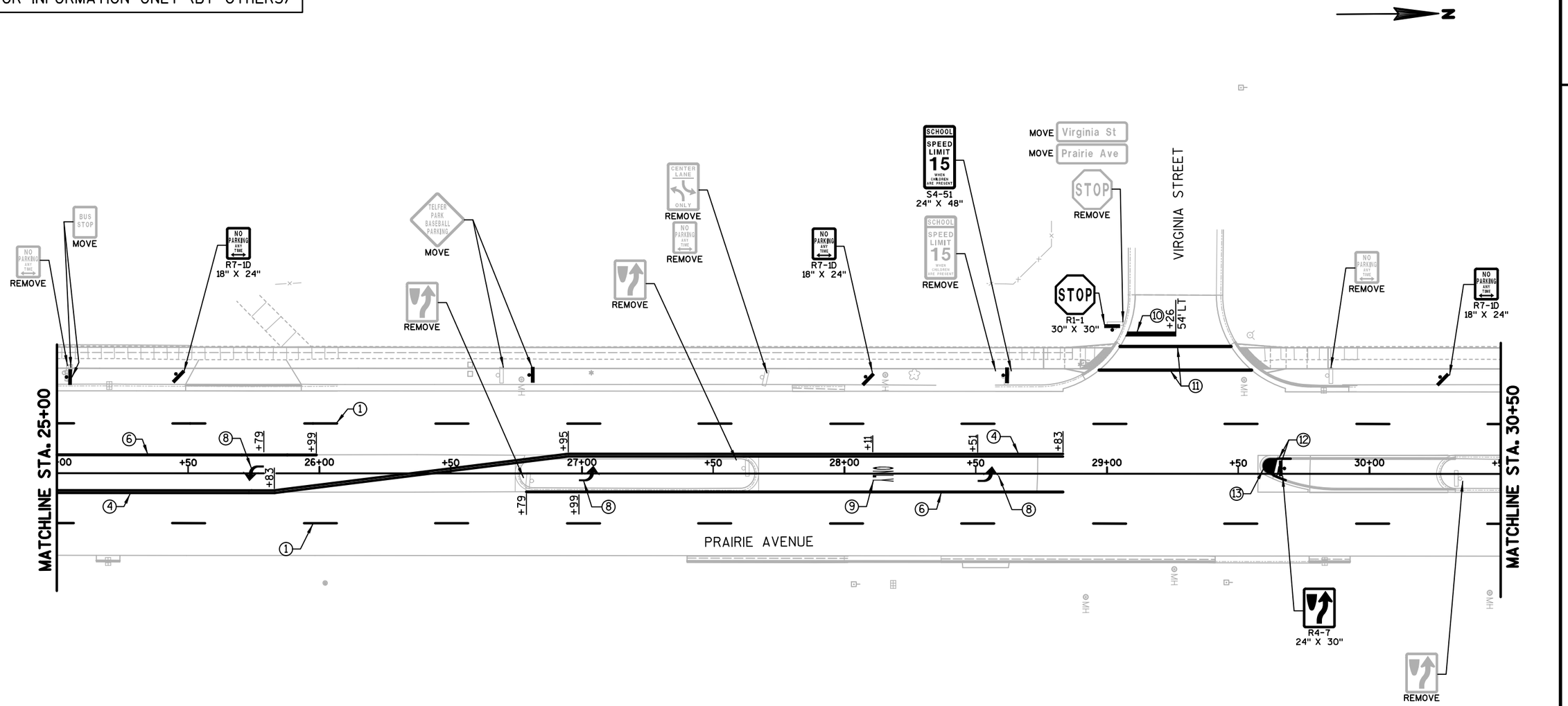
- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
- PROPOSED SIGN MOUNTED ON POLE (MOUNTED BY OTHERS)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- (EX-XX) DENOTES EXISTING SIGN NUMBER

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 12½' SEG., 37½' GAP)
4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 4-INCH (YELLOW)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
12. MARKING CURB EPOXY
13. MARKING ISLAND NOSE EPOXY
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 50	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

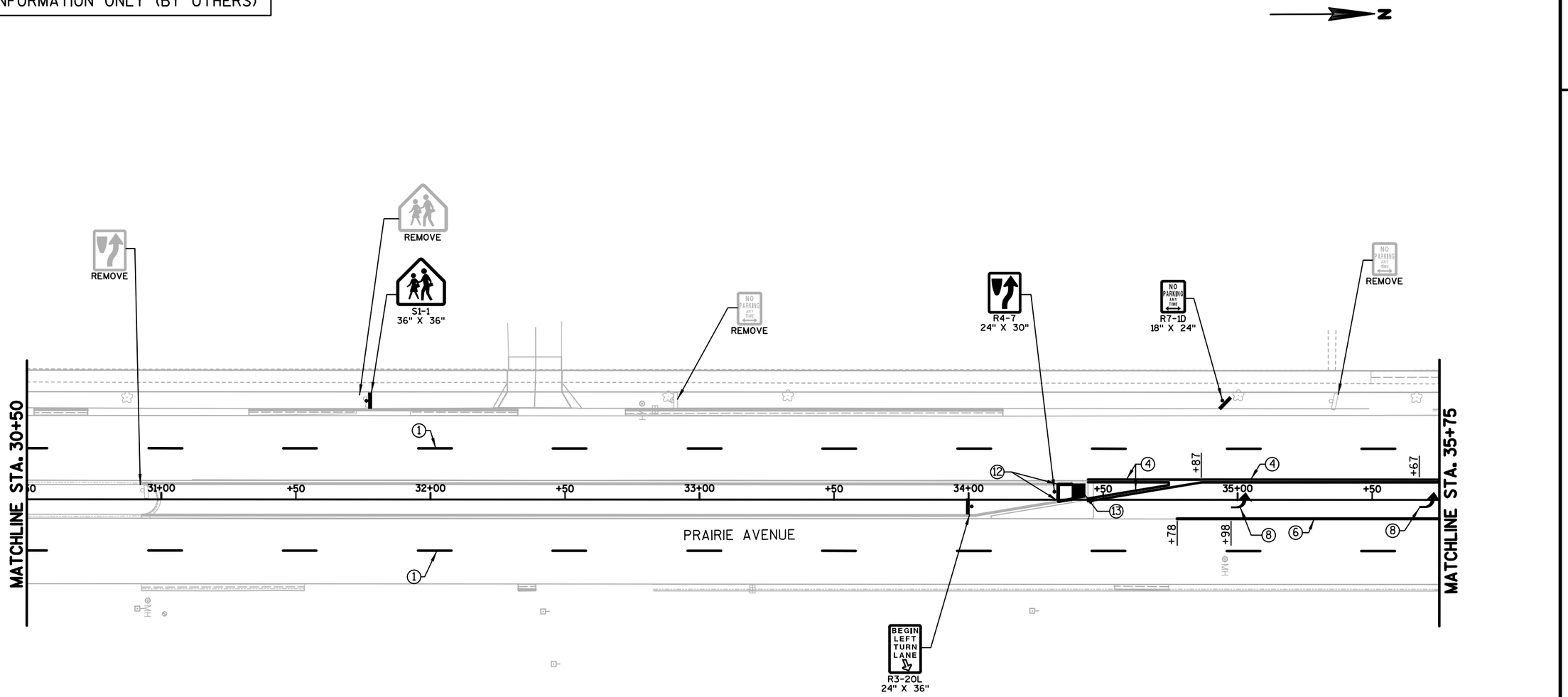
- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
- PROPOSED SIGN MOUNTED ON POLE (MOUNTED BY OTHERS)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- (EX-XX) DENOTES EXISTING SIGN NUMBER

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
2. MARKING LINE EPOXY 4-INCH (WHITE)
3. MARKING LINE EPOXY 4-INCH (YELLOW SKIP, 12½' SEG., 37½' GAP)
4. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
5. MARKING LINE EPOXY 4-INCH (YELLOW)
6. MARKING LINE EPOXY 8-INCH (WHITE)
7. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
8. MARKING ARROW EPOXY
9. MARKING WORD EPOXY
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
12. MARKING CURB EPOXY
13. MARKING ISLAND NOSE EPOXY
14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 51	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

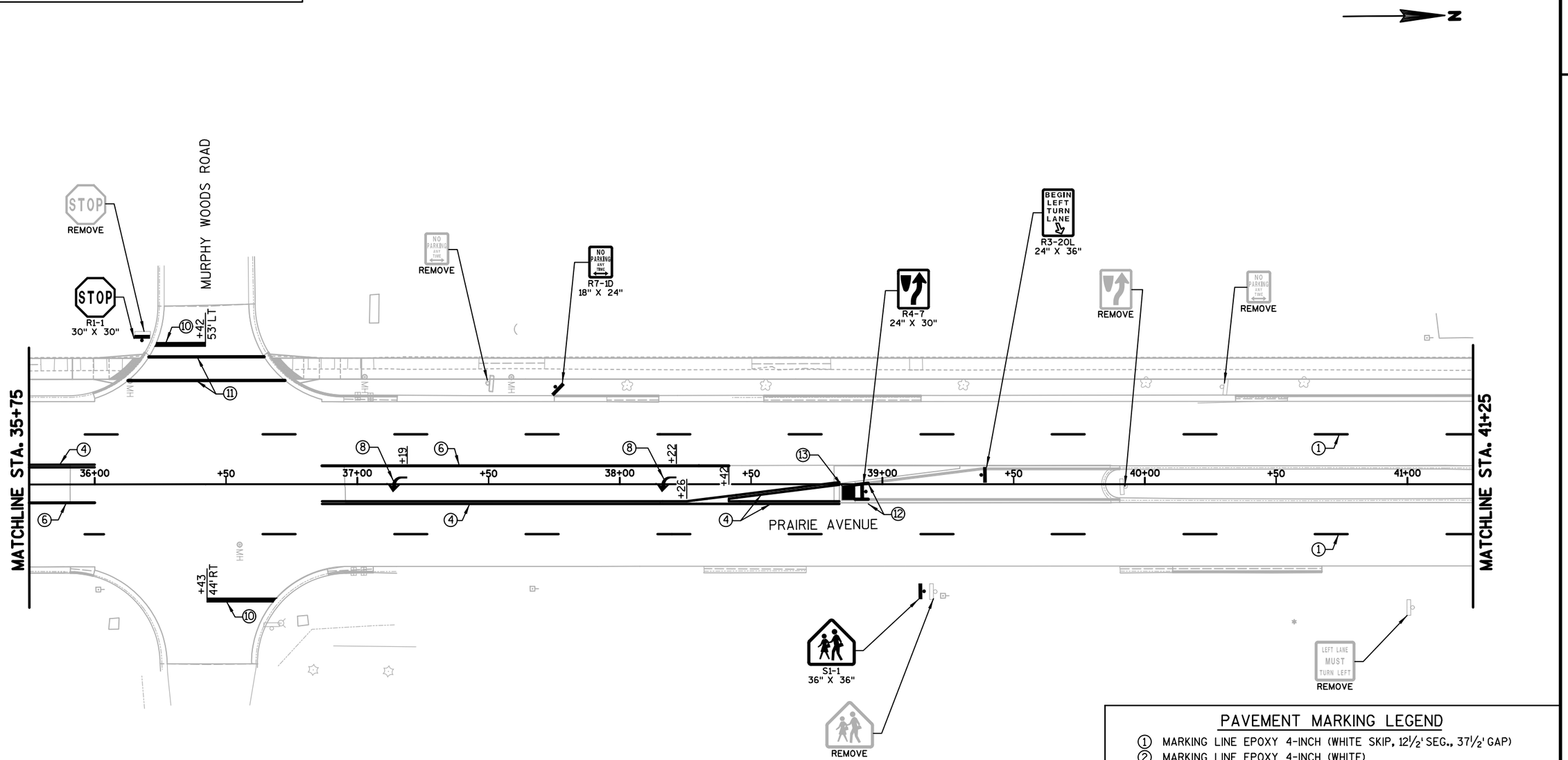
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PAVEMENT MARKING LEGEND

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14. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 52	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

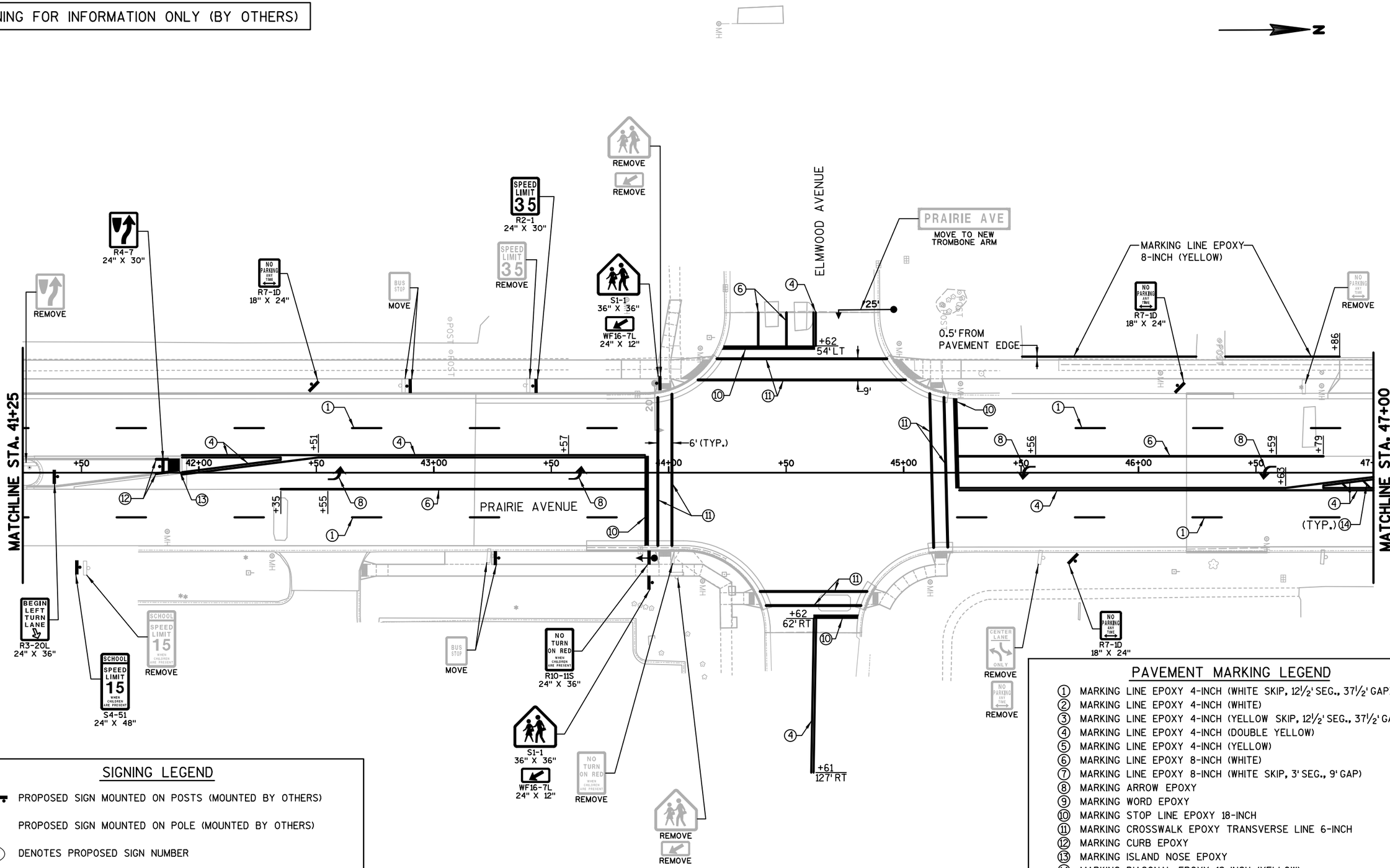
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15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 53	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
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PAVEMENT MARKING LEGEND

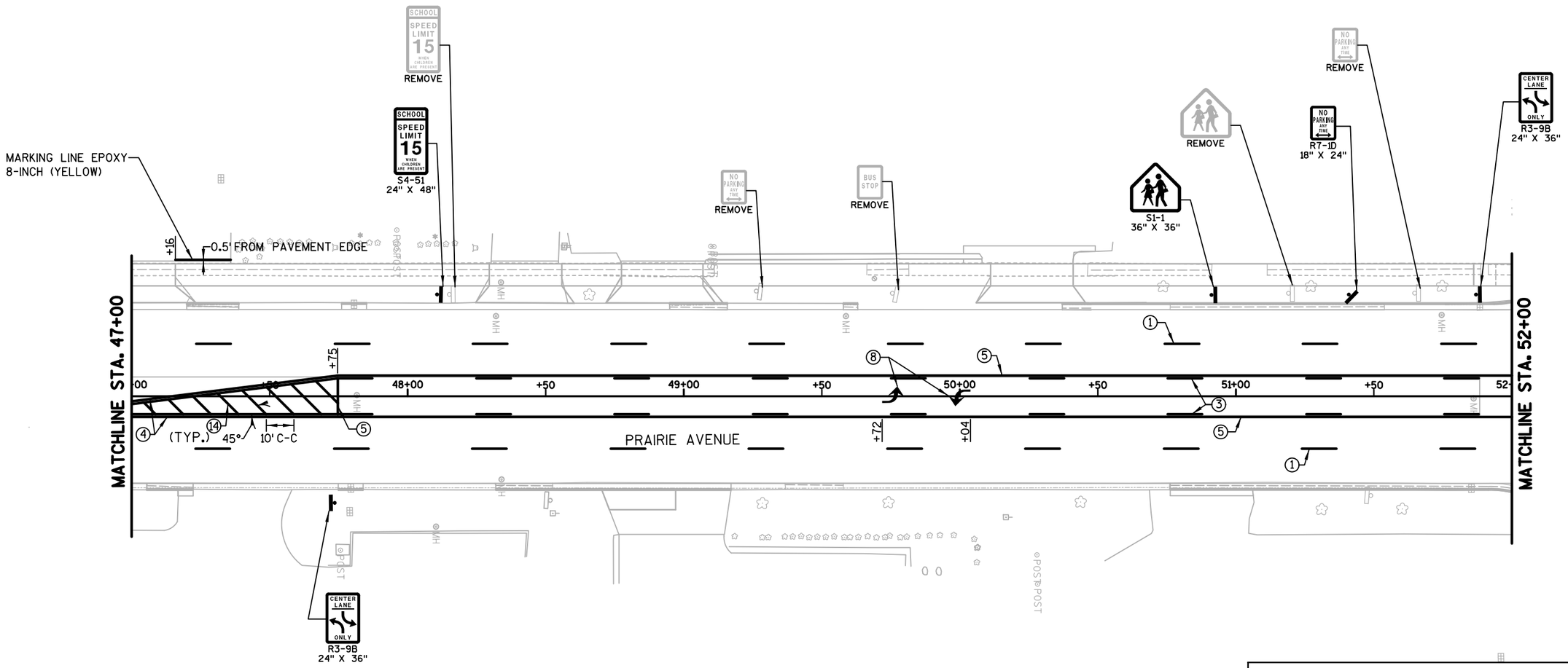
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16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\023207_ps.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SIGNING FOR INFORMATION ONLY (BY OTHERS)

N



SIGNING LEGEND

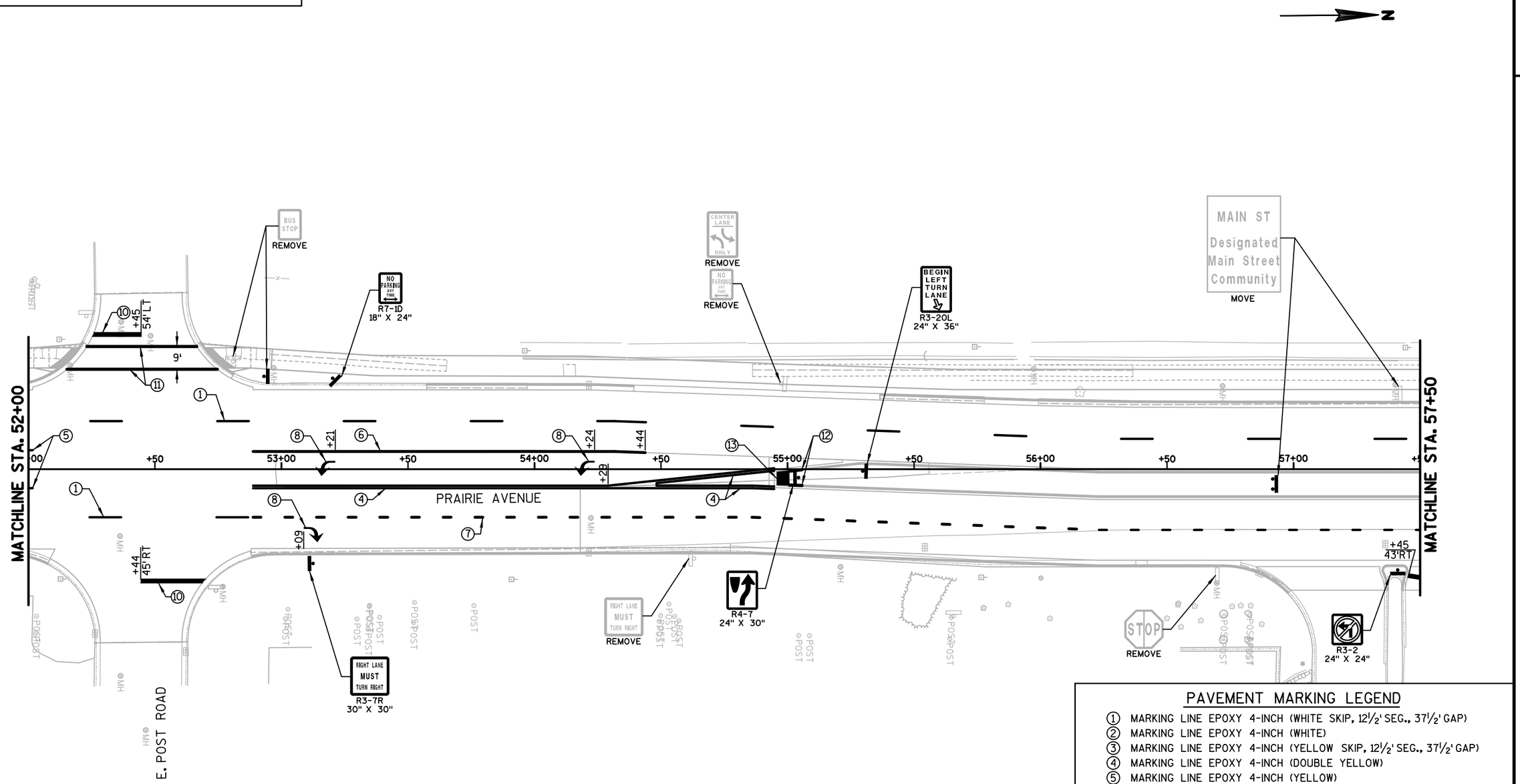
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15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 55	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



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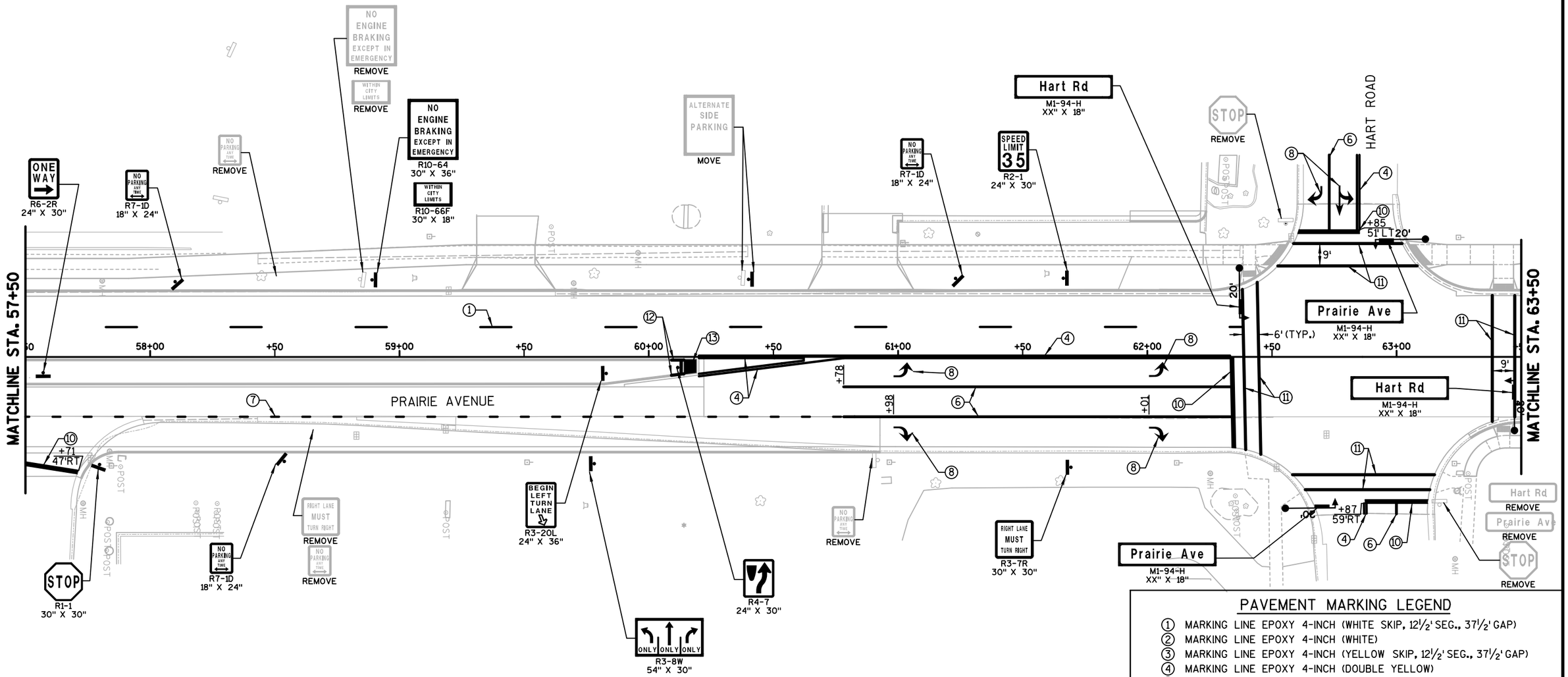
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PAVEMENT MARKING LEGEND

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15. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 56	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

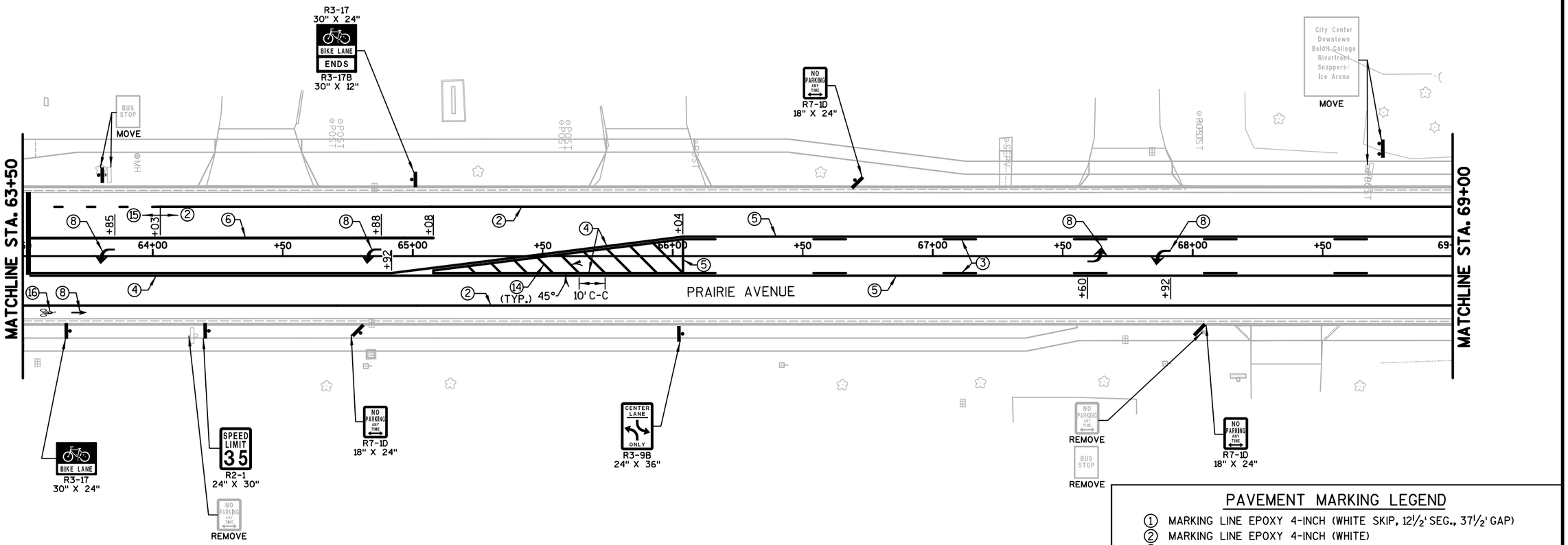
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16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 57	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

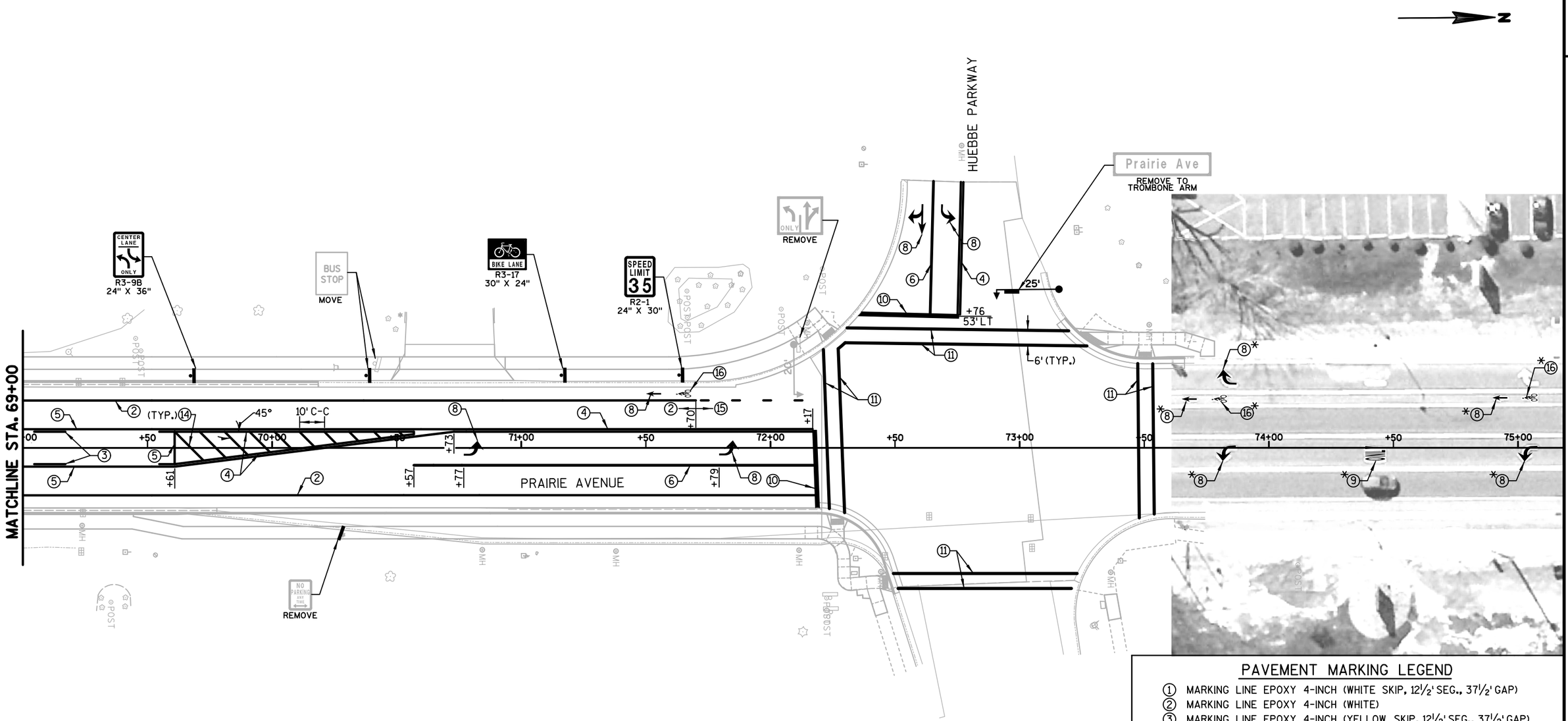
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16. MARKING SYMBOL EPOXY

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 58	E

SIGNING FOR INFORMATION ONLY (BY OTHERS)



SIGNING LEGEND

- PROPOSED SIGN MOUNTED ON POSTS (MOUNTED BY OTHERS)
- PROPOSED SIGN MOUNTED ON POLE (MOUNTED BY OTHERS)
- (X-XX) DENOTES PROPOSED SIGN NUMBER
- (EX-XX) DENOTES EXISTING SIGN NUMBER

* MATCH EXISTING PAVEMENT MARKING LOCATION

PAVEMENT MARKING LEGEND

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2. MARKING LINE EPOXY 4-INCH (WHITE)
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\023212_ps.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

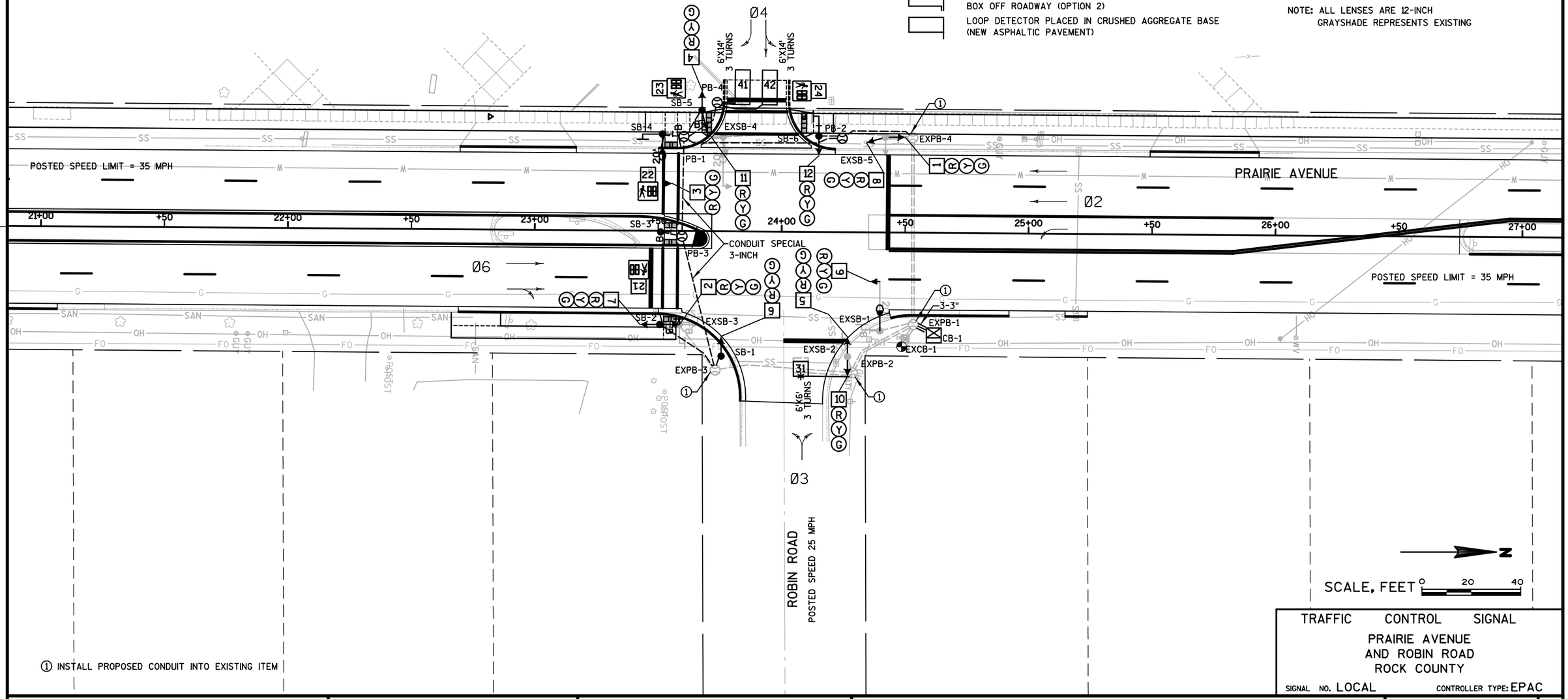
CONSTRUCTION NOTES:

1. VIDEO DETECTION ZONE SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICAITONS.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITES.
5. SEE MISCELLANEOUS QUANTITIES FOR EQUIPMENT REMOVAL AND EQUIPMENT RELOCATION INFORMATION.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- VIDEO DETECTION ZONE
- LOOP DETECTOR INSTALLED IN ASPHALTIC PAVEMENT
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



① INSTALL PROPOSED CONDUIT INTO EXISTING ITEM

TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND ROBIN ROAD
ROCK COUNTY
SIGNAL NO. LOCAL CONTROLLER TYPE: EPAC

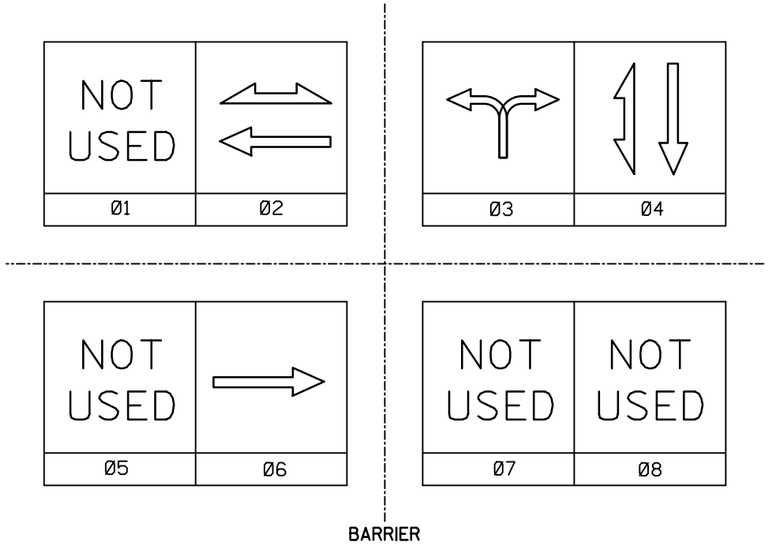
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	ROBIN ROAD SIGNAL PLAN	SHEET 60	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024001_sp.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1-3	R
Ø3		
Ø4	4-6	R
Ø5		
Ø6	7-9	R
Ø7		
Ø8	10-12	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	23,24	
Ø4P	21,22	
Ø6P		
Ø8P		

RING 1



N

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =	NONE
O.L. "B" =	
O.L. "C" =	
O.L. "D" =	

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- -

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)	41	42	31														DETECTOR *(S)
PHASE CALLED	4	4	8														PHASE CALLED
PHASE EXTENDED	4	4	8														PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY	10		10														CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)																	DETECTOR *(S)
PHASE CALLED																	PHASE CALLED
PHASE EXTENDED																	PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

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

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

GENERAL NOTES:

1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

PRAIRIE AVENUE &
ROBIN ROAD
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE ----

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024002_ph.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PRAIRIE AVENUE AND ROBIN ROAD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO EXSB-1	5/C	9	NB	R	R	Ø 6
				Y	O	
				G	G	
CONTROL CABINET TO EXSB-2	7/C	5	EB	R	R	Ø 4
				Y	O	
				G	G	
		10	WB	R	BLK	Ø 3
				Y	BLU	
				G	W/BLK	
CONTROL CABINET TO SB-1	5/C	6	EB	R	R	Ø 4
				Y	O	
				G	G	
CONTROL CABINET TO SB-2	12/C	2	SB	R	R	Ø 2
				Y	O	
				G	G	
		7	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
		21	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-3	5/C	21/22	Ø 4 PED	PED BUTTON	BLK	BUTTON
CONTROL CABINET TO SB-4	7/C	3	SB	R	R	Ø 2
				Y	O	
				G	G	
		22	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-5	12/C	4	EB	R	R	Ø 4
				Y	O	
				G	G	
		11	WB	R	R/BLK	Ø 3
				Y	O/BLK	
				G	G/BLK	
		23	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-6	7/C	12	WB	R	R	Ø 3
				Y	O	
				G	G	
		24	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-5	7/C	1	SB	R	R	Ø 2
				Y	O	
				G	G	
		8	NB	R	BLK	Ø 6
				Y	BLU	
				G	W/BLK	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-1	EXSB-1
EXSB-1	EXSB-2
EXSB-2	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	EXSB-5
EXSB-5	CB-1

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-1	EXSB-1
EXSB-1	SB-4

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
EXSB-1	EXPB-1
EXSB-2	EXPB-2
SB-1	EXPB-3
EXSB-5	EXPB-4
SB-4	PB-1
SB-6	PB-2
SB-3	PB-3

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

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE 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.

TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND ROBIN ROAD
ROCK COUNTY
SIGNAL NO. LOCAL
DESIGNED BY: STRAND
REVISED BY:
PAGE 3 OF 3

PROJECT NO: 5989-00-14 | HWY: CTH G | COUNTY: ROCK | CABLE ROUTING | SHEET | E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024003_cr.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. VIDEO DETECTION ZONE SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICAITONS.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITES.
5. SEE MISCELLANEOUS QUANTITIES FOR EQUIPMENT REMOVAL AND EQUIPMENT RELOCATION INFORMATION.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- VIDEO DETECTION ZONE
- LOOP DETECTOR INSTALLED IN ASPHALTIC PAVEMENT
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y1 Y1 YELLOW ARROW
- G1 G1 GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

EXPB-16 41 180' TO NEAR RIGHT POSTED SPEED 25 MPH

Ø4 Ø7 71 EXSB-12 EXPB-11 SB-10 EXSB-11 42 43 44 12 25' EXSB-13 EXPB-12 SB-11 EXSB-14 EXPB-13 EXPB-17

PRAIRIE AVENUE 21 260' TO NEAR RIGHT

POSTED SPEED LIMIT = 35 MPH

Ø2

+50 42+00 +50 43+00 +50 44+00 +50 45+00 +50 46+00 +50 47+00

Ø1 11 Ø6 61 260' TO NEAR RIGHT EXPB-15 EXSB-10 SB-12 PB-10 EXCB-2 EXSB-17 EXPB-10 3-3" CB-2 EXSB-15 EXPB-14 EXSB-16 81 Ø8

ELMWOOD AVENUE POSTED SPEED 25 MPH

N

SCALE, FEET 0 20 40

① INSTALL PROPOSED CONDUIT INTO EXISTING ITEM

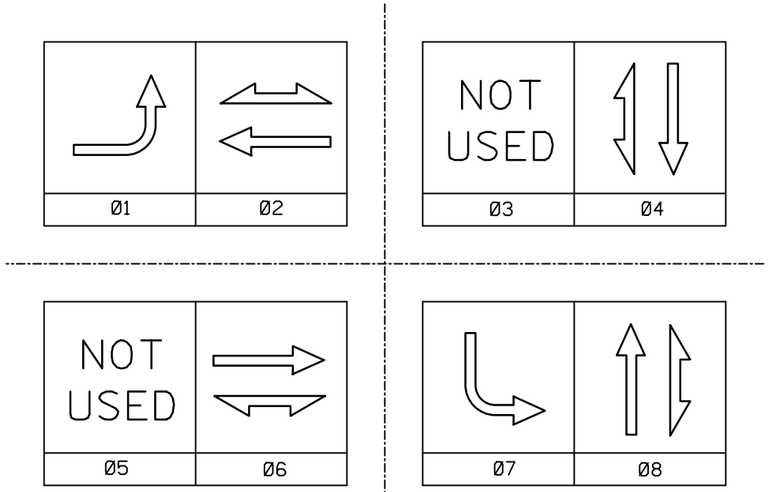
TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND ELMWOOD AVENUE
ROCK COUNTY
SIGNAL NO. LOCAL CONTROLLER TYPE: EPAC

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	ELMWOOD AVENUE SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024010_sp.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	8,9	
Ø2	1-3	R
Ø3		
Ø4	4-6	R
Ø5		
Ø6	7-9	R
Ø7	5,6	
Ø8	10-12	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	21,22	
Ø4P	23,24	
Ø6P	25,26	
Ø8P	27,28	

RING 1



N

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =
NONE

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- -

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)	---	21	41	---	---	61											DETECTOR *(S)
PHASE CALLED		2	4			6											PHASE CALLED
PHASE EXTENDED		2	4			6											PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)	11	---	42	43	44	---	71	81									DETECTOR *(S)
PHASE CALLED	1		4	4	4		7	8									PHASE CALLED
PHASE EXTENDED	1		4	4	4		7	8									PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY			10					10									CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

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

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

PRAIRIE AVENUE &
ELMWOOD AVENUE
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. LOCAL
CONTROLLER TYPE: EPAC
DATE ----
PAGE NO. 3 OF 4

PROJECT NO: 5989-00-14 | HWY: CTH G | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 64 | E

PRAIRIE AVENUE AND ELMWOOD AVENUE
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-12	12/C	2	SB	R	R	Ø 2
				Y	O	
				G	G	
		7	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
		24	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-11	7/C	3	SB	R	R	Ø 2
				Y	O	
				G	G	
		23	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-10	5/C	22	Ø 2 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	BLK	BUTTON
CONTROL CABINET TO EXSB-12	7/C	4	EB	R	R	Ø 4
				Y	O	
				G	G	
		11	WB	R	BLK	Ø 8
				Y	BLU	
				G	W/BLK	
CONTROL CABINET TO EXSB-13	5/C	12	WB	R	R	Ø 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-11	5/C	21	Ø 2 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	BLK	BUTTON
CONTROL CABINET TO EXSB-14	12/C	1	SB	R	R	Ø 2
				Y	O	
				G	G	
		8	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
		28	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-15	9/C	9	NB	R	R	Ø 6
				Y	O	
				G	G	
				←Y	R/BLK	
				←G	G/BLK	
		27	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-16	12/C	10	WB	R	R	Ø 8
				Y	O	
				G	G	
		5	EB	R	R/BLK	Ø 4
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
		26	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-17	9/C	6	EB	R	R	Ø 4
				Y	O	
				G	G	
				←Y	R/BLK	
				←G	G/BLK	
		25	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-2	SB-12
SB-12	EXSB-11
EXSB-11	SB-10
SB-10	EXSB-12
EXSB-12	EXSB-13
EXSB-13	SB-11
SB-11	EXSB-14
EXSB-14	EXSB-15
EXSB-15	EXSB-16
EXSB-16	EXSB-17
EXSB-17	CB-2

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-2	EXSB-11
EXSB-11	EXSB-15
CB-2	EXSB-17
EXSB-17	EXSB-13

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-12	EXPB-10
SB-10	EXPB-11
EXSB-13	EXPB-12
SB-11	EXPB-13
EXSB-15	EXPB-14
EXSB-17	PB-10

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

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE 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.

TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND ELMWOOD AVENUE
ROCK COUNTY
SIGNAL NO. LOCAL
DESIGNED BY: STRAND
REVISED BY:
PAGE 3 OF 3

PROJECT NO: 5989-00-14 | HWY: CTH G | COUNTY: ROCK | CABLE ROUTING | SHEET E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024012_cr.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. VIDEO DETECTION ZONE SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICAITONS.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITES.
5. SEE MISCELLANEOUS QUANTITIES FOR EQUIPMENT REMOVAL AND EQUIPMENT RELOCATION INFORMATION.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- VIDEO DETECTION ZONE
- LOOP DETECTOR INSTALLED IN ASPHALTIC PAVEMENT
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y Y YELLOW ARROW
- G G GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

POSTED SPEED 25 MPH

Ø4

PB-36 SB-36 PB-35 SB-35 PB-32 SB-37 CB-3 3-3" PB-30 SB-30 PB-34 SB-34 PB-33 SB-33 PB-31 SB-31 SB-32 2-3"

PRAIRIE AVENUE

260' TO NEAR RIGHT 21

260' TO NEAR RIGHT 61

POSTED SPEED LIMIT = 35 MPH

60+00 +50 61+00 +50 62+00 63+00 64+00 +50 65+00 +50

Ø2 Ø6 Ø8

HART ROAD

POSTED SPEED 25 MPH

① 2 - CONDUIT SPECIAL 3-INCH
② CONDUIT SPECIAL 3-INCH

SCALE, FEET 0 20 40

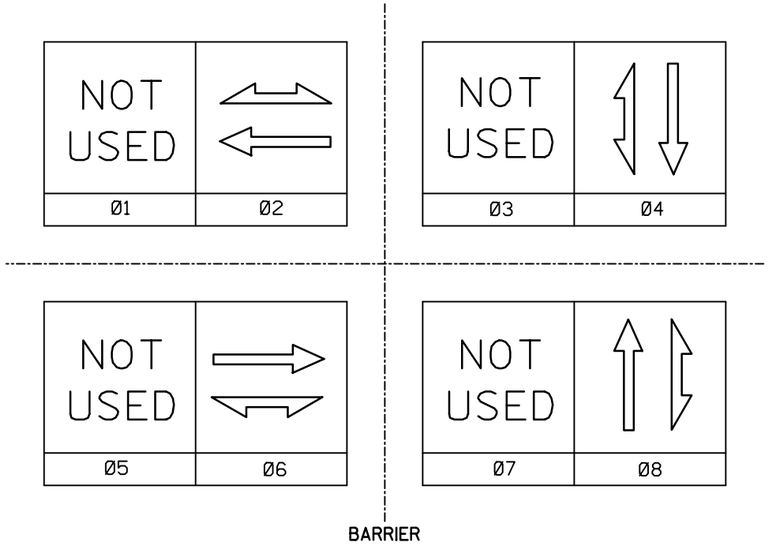
TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND HART ROAD
ROCK COUNTY
SIGNAL NO. LOCAL CONTROLLER TYPE: EPAC

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	HART ROAD SIGNAL PLAN	SHEET E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024030_sp.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1-3	R
Ø3		
Ø4	4-6	R
Ø5		
Ø6	7-9	R
Ø7		
Ø8	10-12	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	21,22	
Ø4P	23,24	
Ø6P	25,26	
Ø8P	27,28	

RING 1



N

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =	NONE
O.L. "B" =	
O.L. "C" =	
O.L. "D" =	

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- -

DETECTOR LOGIC

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

DETECTOR INPUT	19	17	23	21	27	25	31	29
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)	---	41	42	81	82	---		
PHASE CALLED		4	4	8	8			
PHASE EXTENDED		4	4	8	8			
DISCONNECT TIME								
CALLING DELAY		10		10				
EXTENSION STRETCH								
LOOP FUNCTION								

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

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

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

GENERAL NOTES:

1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

PRAIRIE AVENUE &
HART ROAD
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE ----

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024031_ph.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PRAIRIE AVENUE AND ELMWOOD AVENUE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-30	12/C	1	SB	R	R	Ø 2
				Y	O	
				G	G	
		8	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
		28	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-31	7/C	9	NB	R	R	Ø 6
				Y	O	
				G	G	
		27	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-32	12/C	5	EB	R	R	Ø 4
				Y	O	
				G	G	
		10	WB	R	R/BLK	Ø 8
				Y	O/BLK	
				G	G/BLK	
		26	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-33	7/C	6	EB	R	R	Ø 4
				Y	O	
				G	G	
		25	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-34	12/C	2	SB	R	R	Ø 2
				Y	O	
				G	G	
		7	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
		24	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-35	7/C	3	SB	R	R	Ø 2
				Y	O	
				G	G	
		23	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-36	12/C	4	EB	R	R	Ø 4
				Y	O	
				G	G	
		11	WB	R	R/BLK	Ø 8
				Y	O/BLK	
				G	G/BLK	
		22	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-37	7/C	12	WB	R	R	Ø 8
				Y	O	
				G	G	
		21	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-3	SB-30
SB-30	SB-31
SB-31	SB-32
SB-32	SB-33
SB-33	SB-34
SB-34	SB-35
SB-35	SB-36
SB-36	SB-37
SB-37	CB-3

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-3	SB-37
SB-37	SB-33
CB-3	SB-31
SB-31	SB-35

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
SB-30	PB-30
SB-31	PB-31
CB-3	PB-32
SB-33	PB-33
SB-34	PB-34
SB-35	PB-35
SB-36	PB-36

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE 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
G = GREEN
O = ORANGE
BLU = BLUE

TRAFFIC CONTROL SIGNAL

PRAIRIE AVENUE
AND HART ROAD
ROCK COUNTY

SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 3 OF 3

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CABLE ROUTING	SHEET 68	E

CONSTRUCTION NOTES:

1. VIDEO DETECTION ZONE SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICAITONS.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITES.
5. SEE MISCELLANEOUS QUANTITIES FOR EQUIPMENT REMOVAL AND EQUIPMENT RELOCATION INFORMATION.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PULL BOX, 24" X 42"
- VIDEO DETECTION ZONE
- LOOP DETECTOR INSTALLED IN ASPHALTIC PAVEMENT
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LANE DESIGNATION FOR INFO ONLY
- VIDEO DETECTION CAMERA

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

POSTED SPEED 25 MPH
Ø4 Ø7
POSTED SPEED LIMIT = 35 MPH
ADJUSTING PULL BOXES REQ'D
EXSB-44
EXPB-43
SB-41
EXSB-43
EXSB-45
SB-42
EXPB-44
PRAIRIE AVENUE
180' TO NEAR RIGHT
Ø2
Ø5
70+00
71+00
72+00
73+00
74+00
75+00
76+00
+50
Ø1
Ø6
180' TO NEAR RIGHT
POSTED SPEED LIMIT = 35 MPH
SB-40
PB-40
EXPB-42
EXSB-42
EXPB-41
EXSB-46
EXPB-40
EXCB-4
EXSB-40
2-3"
CB-4
REMOVING PULL BOXES REQ'D
EXSB-41
Ø3 Ø8
POSTED SPEED 25 MPH
HUEBBE PARKWAY

① INSTALL PROPOSED CONDUIT INTO EXISTING ITEM.

SCALE, FEET 0 20 40

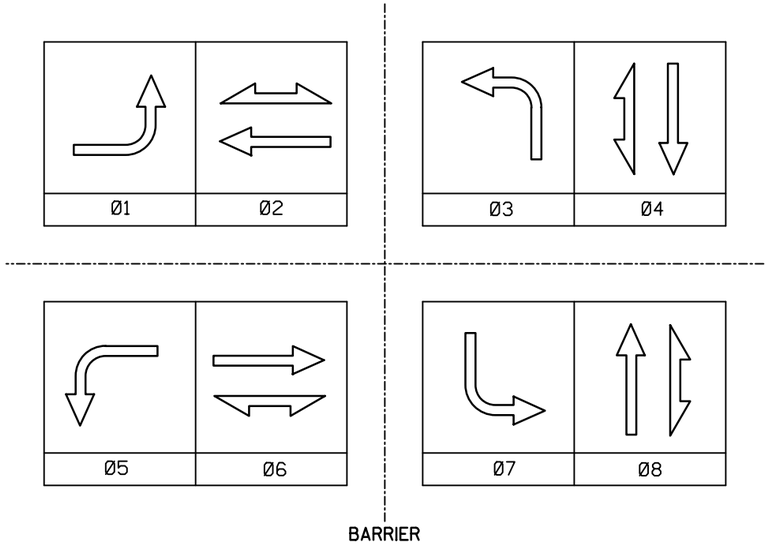
TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND HUEBBE PARKWAY
ROCK COUNTY
SIGNAL NO. LOCAL CONTROLLER TYPE: EPAC

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	HUEBBE PARKWAY SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024040_sp.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	8,9	
Ø2	1-3	R
Ø3	11,12	
Ø4	4-6	R
Ø5	2,3	
Ø6	7-9	R
Ø7	5,6	
Ø8	10-12	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	21,22	
Ø4P	23,24	
Ø6P	25,26	
Ø8P	27,28	

RING 1



N

CONTROLLER LOGIC

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

OVERLAPS

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

NONE

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- -

DETECTOR LOGIC

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

DETECTOR INPUT	19	17	23	21	27	25	31	29
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)	11	---	31	41	42	51	---	71
PHASE CALLED	1		3	4	4	5		7
PHASE EXTENDED	1		3	4	4	5		7
DISCONNECT TIME								
CALLING DELAY				10				
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR *(S)	81	82	83					
PHASE CALLED	8	8	8					
PHASE EXTENDED	8	8	8					
DISCONNECT TIME								
CALLING DELAY	10							
EXTENSION STRETCH								
LOOP FUNCTION								

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

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

PRAIRIE AVENUE &
HUEBBE PARKWAY
CITY OF BELOIT
ROCK COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE ---- PAGE NO. 2 OF 3

PROJECT NO: 5989-00-14 | HWY: CTH G | COUNTY: ROCK | SEQUENCE OF OPERATIONS | SHEET 70 | E

PRAIRIE AVENUE AND ELMWOOD AVENUE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO EXSB-40	12/C	10	WB	R	R	Ø 8
				Y	O	
				G	G	
		5	EB	R	R/BLK	Ø 4
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
		26	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-41	9/C	6	EB	R	R	Ø 4
				Y	O	
				G	G	
				←Y	R/BLK	
				←G	G/BLK	
		25	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-40	12/C	7	NB	R	R	Ø 6
				Y	O	
				G	G	
		2	SB	R	R/BLK	Ø 2
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
		24	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-43	9/C	3	SB	R	R	Ø 2
				Y	O	
				G	G	
				←Y	R/BLK	
				←G	G/BLK	
		23	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-41	5/C	22	Ø 2 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	BLK	BUTTON
CONTROL CABINET TO EXSB-44	9/C	4	EB	R	R	Ø 4
				Y	O	
				G	G	
		11	WB	R	R/BLK	Ø 8
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
CONTROL CABINET TO EXSB-45	7/C	12	WB	R	R	Ø 8
				Y	O	
				G	G	
				←Y	BLU	
				←G	BLK	
CONTROL CABINET TO SB-42	5/C	21	Ø 2 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	BLK	BUTTON
CONTROL CABINET TO SB-43	12/C	1	SB	R	R	Ø 2
				Y	O	
				G	G	
		8	NB	R	R/BLK	Ø 6
				Y	O/BLK	
				G	G/BLK	
				←Y	BLU/BLK	
				←G	BLK/W	
		28	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-46	9/C	9	NB	R	R	Ø 6
				Y	O	
				G	G	
				←Y	R/BLK	
				←G	G/BLK	
		27	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-4	EXSB-40
EXSB-40	EXSB-41
EXSB-41	SB-40
SB-40	EXSB-43
EXSB-43	SB-41
SB-41	EXSB-44
EXSB-44	EXSB-45
EXSB-45	SB-42
SB-42	SB-43
SB-43	EXSB-46
EXSB-46	CB-4

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-4	EXSB-47
EXSB-46	EXSB-43
CB-4	EXSB-41
EXSB-41	EXSB-45

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
EXSB-40	EXPB-40
EXSB-43	EXPB-43
SB-43	EXPB-44
SB-40	PB-40

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE 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
G = GREEN
O = ORANGE
BLU = BLUE

TRAFFIC CONTROL SIGNAL
PRAIRIE AVENUE
AND HUEBBE PARKWAY
ROCK COUNTY

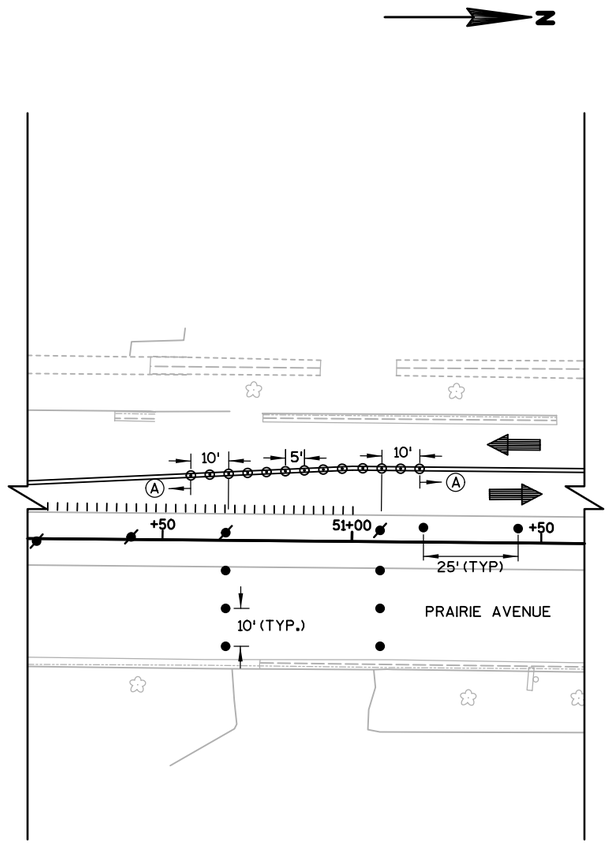
SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 3 OF 3

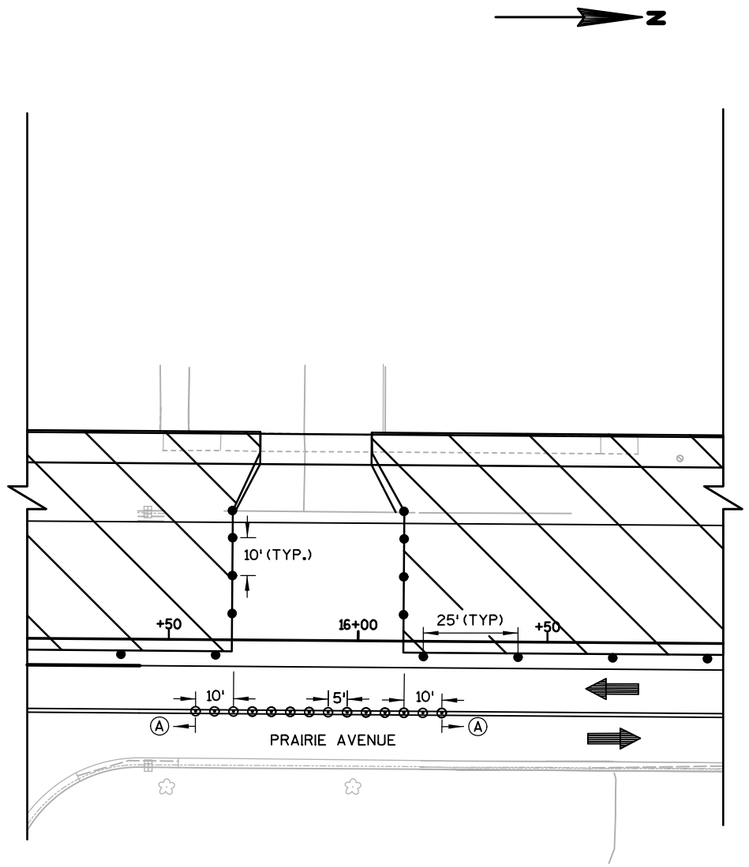
PROJECT NO: 5989-00-14 | HWY: CTH G | COUNTY: ROCK | CABLE ROUTING | SHEET | E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\024042_cr.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



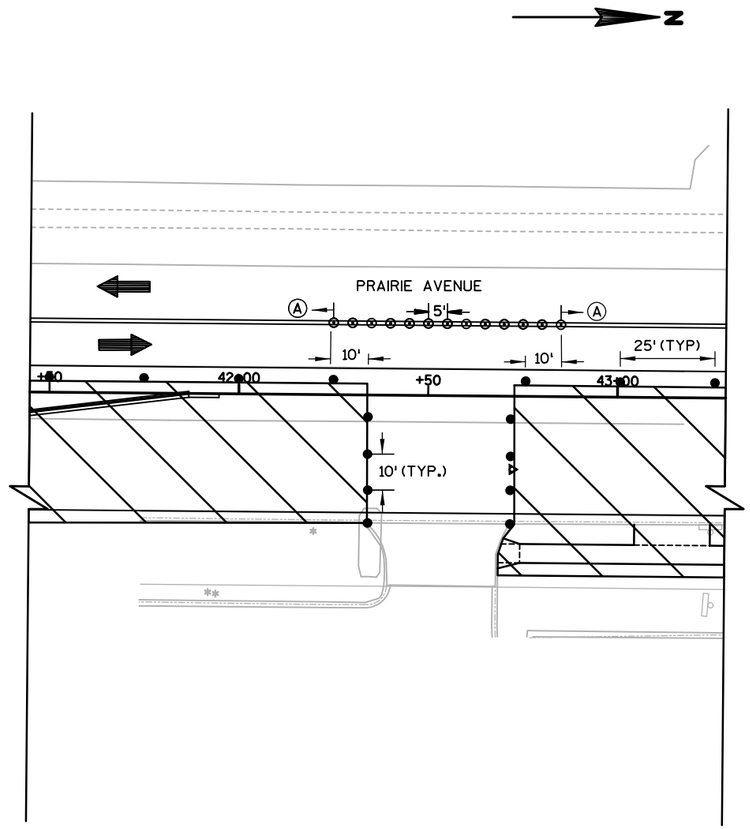
TEMPORARY ACCESS TO DRIVEWAYS - STAGE 1

DRIVEWAY WITH ACCESS THROUGH THE WORK ZONE SHOWN. PROVIDE DECREASED FLEXIBLE TUBULAR POSTS AND BASES SPACING FOR DRIVEWAYS ALONG THE WEST SIDE OF PRAIRIE AVENUE.



TEMPORARY ACCESS TO DRIVEWAYS - STAGE 2

DRIVEWAY WITH ACCESS THROUGH THE WORK ZONE SHOWN. PROVIDE DECREASED FLEXIBLE TUBULAR POSTS AND BASES SPACING FOR DRIVEWAYS ALONG THE EAST SIDE OF PRAIRIE AVENUE.



TEMPORARY ACCESS TO DRIVEWAYS - STAGE 3

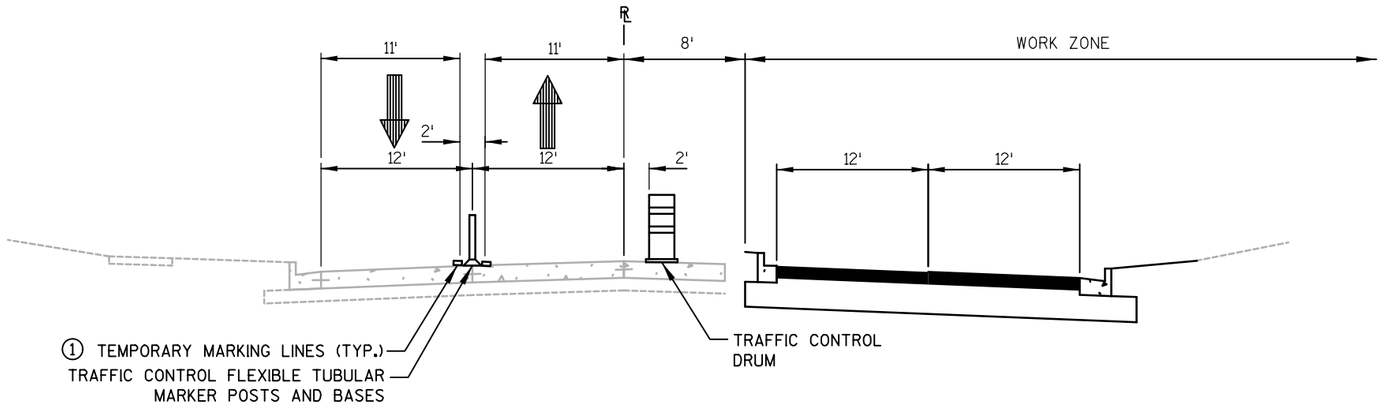
DRIVEWAY WITH ACCESS THROUGH THE WORK ZONE SHOWN. PROVIDE DECREASED FLEXIBLE TUBULAR POSTS AND BASES SPACING FOR DRIVEWAYS ALONG THE WEST SIDE OF PRAIRIE AVENUE.

LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- DRUM WITHOUT LIGHT
- FLEXIBLE TUBULAR MARKER POSTS BASES

Ⓐ INCREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 25' BETWEEN DRIVEWAY LOCATIONS

2

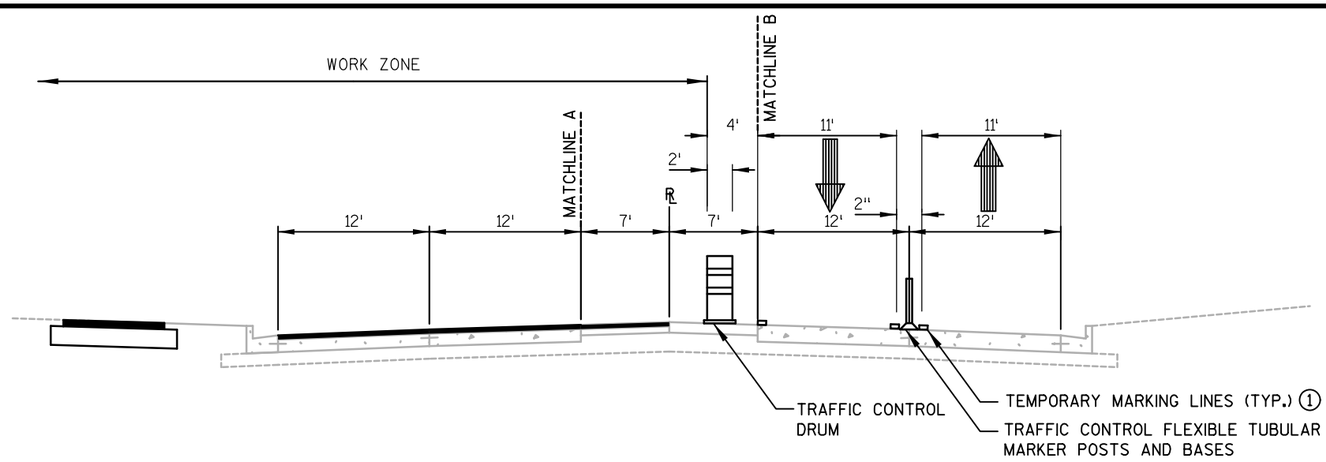


CONSTRUCTION STAGE 1 TYPICAL SECTION - PRAIRIE AVENEUE

STA. 54+18.08 - STA. 60+92.74

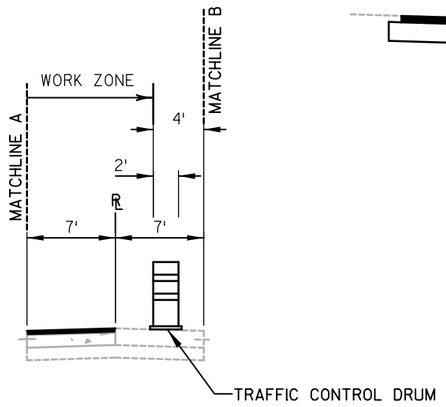
① REFER TO CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION STAGING TYPICALS - STAGE 1	SHEET 73	E

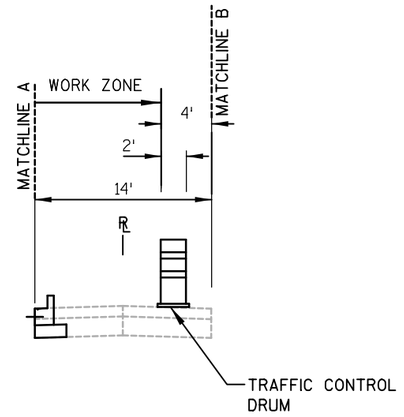


CONSTRUCTION STAGE 2 TYPICAL SECTION - PRAIRIE AVENEUE

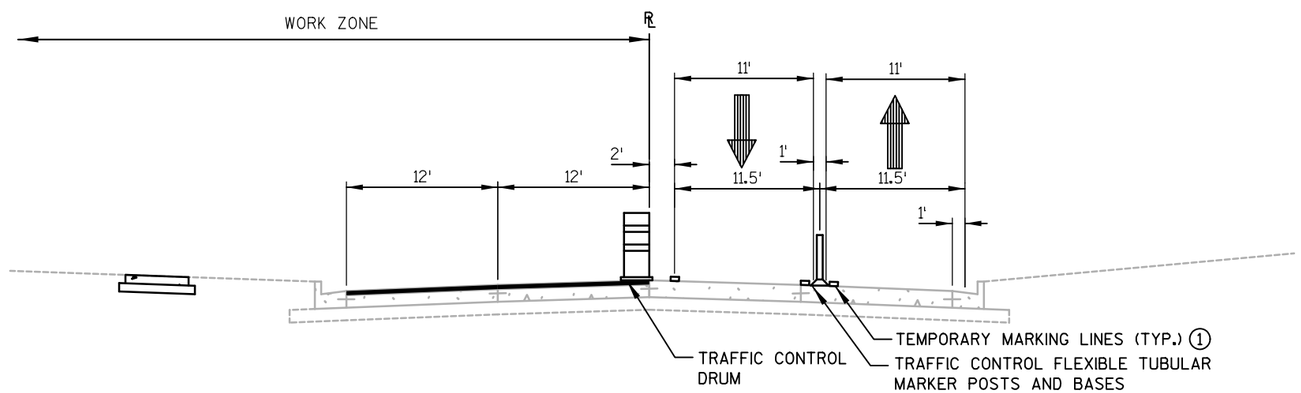
STA. 10+55.12 - STA. 54+92.71



STA. 10+55.12 - STA. 11+31.00
STA. 14+36.74 - STA. 15+46.38
STA. 17+73.28 - STA. 18+66.75
STA. 23+71.67 - STA. 24+35.23
STA. 28+73.56 - STA. 29+57.51
STA. 35+90.56 - STA. 36+95.38
STA. 51+88.33 - STA. 52+97.65



STA. 18+66.79 - STA. 23+71.67
STA. 29+57.51 - STA. 34+46.34
STA. 38+81.62 - STA. 41+94.78

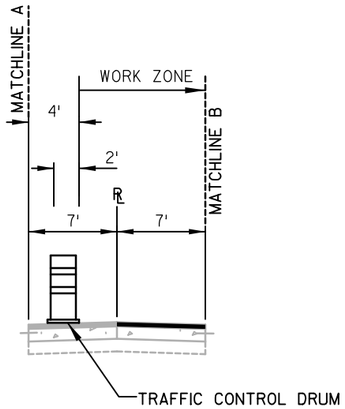


CONSTRUCTION STAGE 2 TYPICAL SECTION - PRAIRIE AVENEUE

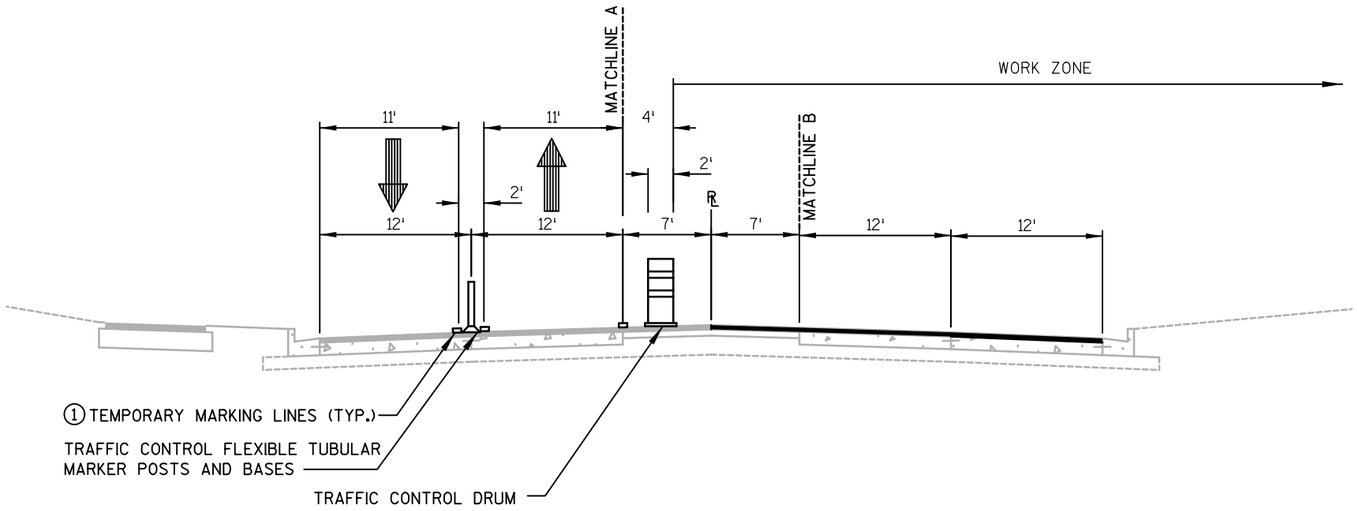
STA. 54+92.71 - STA. 73+04.86

1 REFER TO CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CONSTRUCTION STAGING TYPICALS - STAGE 2	SHEET 74	E

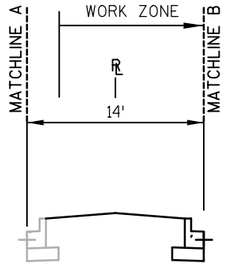


STA. 10+55.12 - STA. 11+31.00
STA. 14+36.74 - STA. 15+46.38
STA. 17+73.28 - STA. 18+66.75
STA. 23+71.67 - STA. 24+35.23
STA. 28+73.56 - STA. 29+57.51
STA. 35+90.56 - STA. 36+95.38
STA. 51+88.33 - STA. 52+97.65

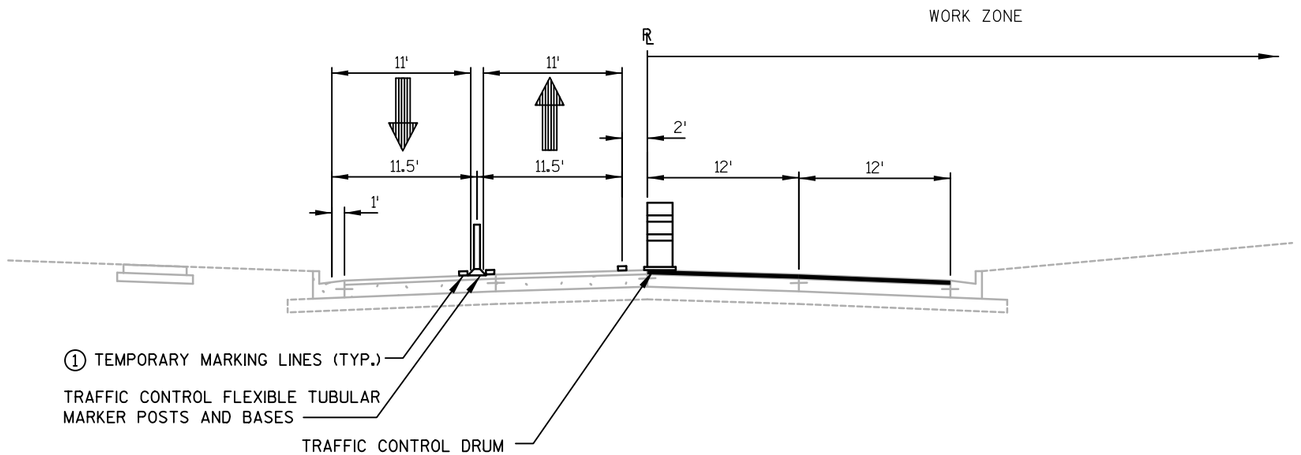


CONSTRUCTION STAGE 3 TYPICAL SECTION - PRAIRIE AVENEUE

STA. 10+55.12 - STA. 54+92.71



STA. 18+66.79 - STA. 23+71.67
STA. 29+57.51 - STA. 34+46.34
STA. 38+81.62 - STA. 41+94.78



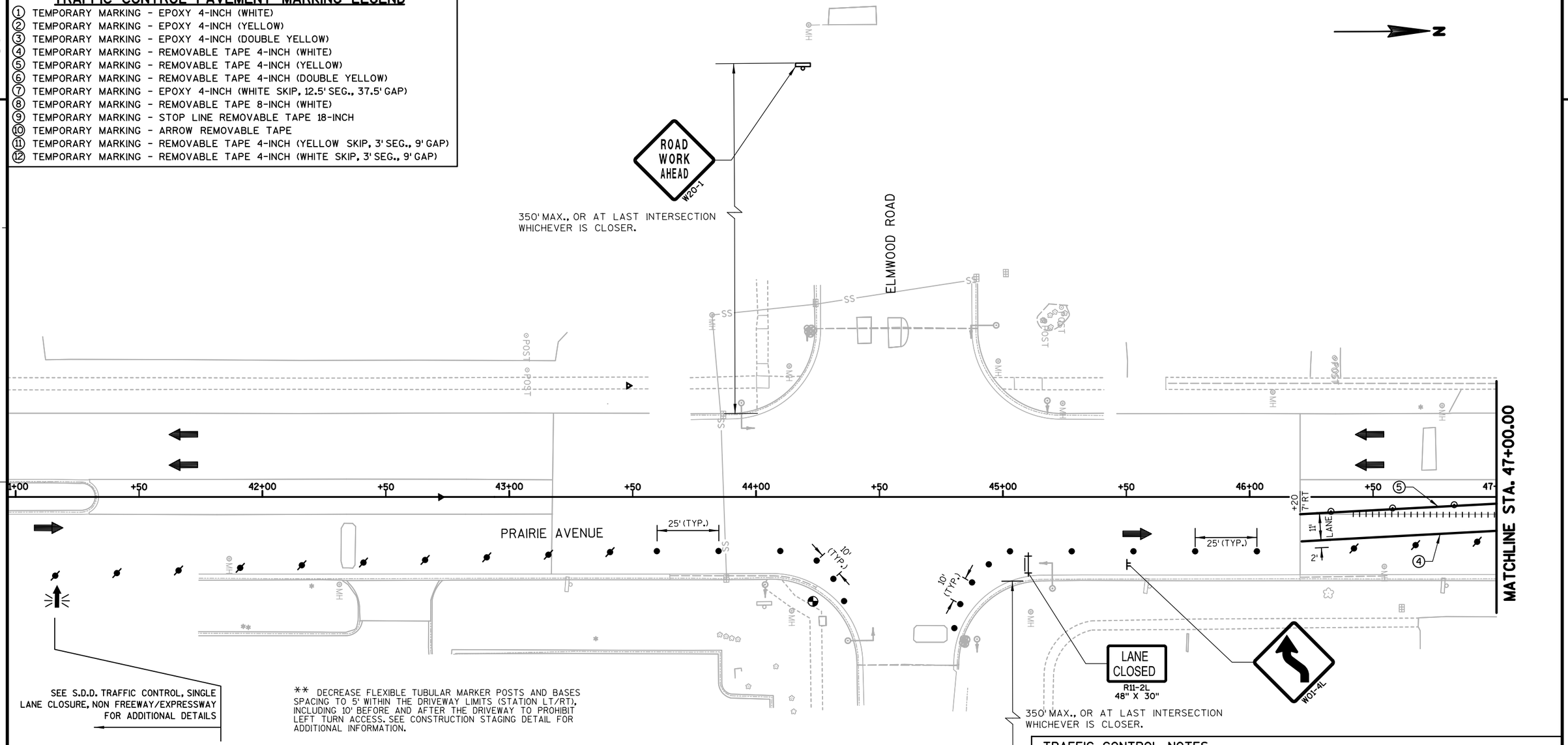
CONSTRUCTION STAGE 3 TYPICAL SECTION - PRAIRIE AVENEUE

STA. 54+92.71 - STA. 73+04.86

① REFER TO CONSTRUCTION STAGING PLANS FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
⑧ TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL NOTES

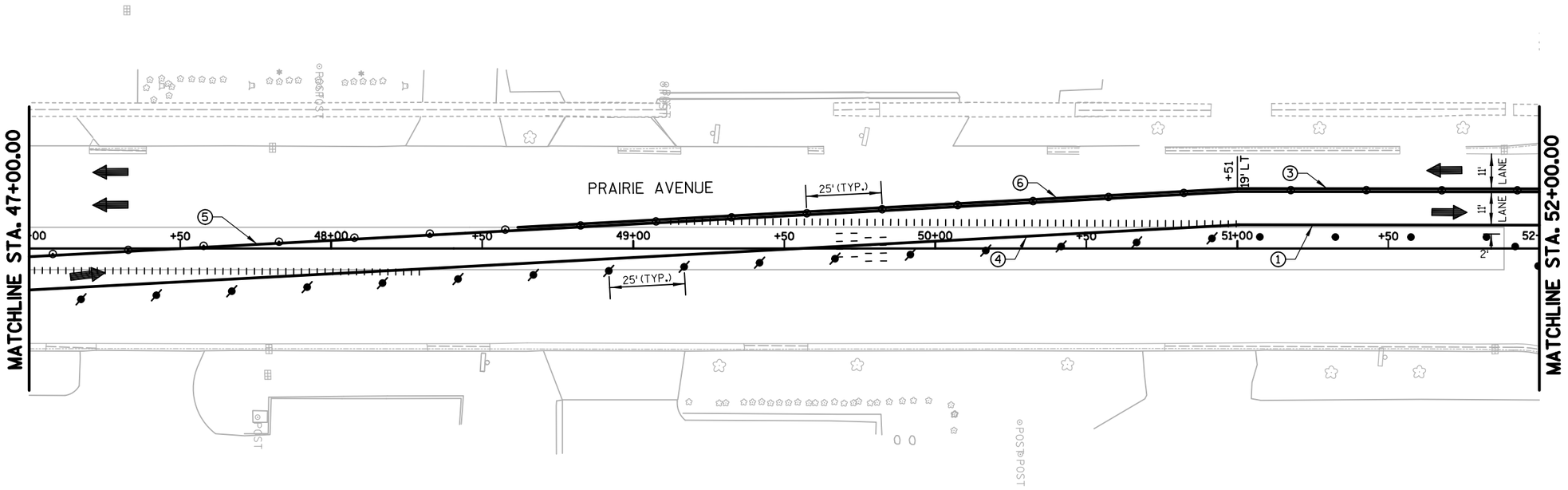
-THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
-ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 76	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
⑧ TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

N



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

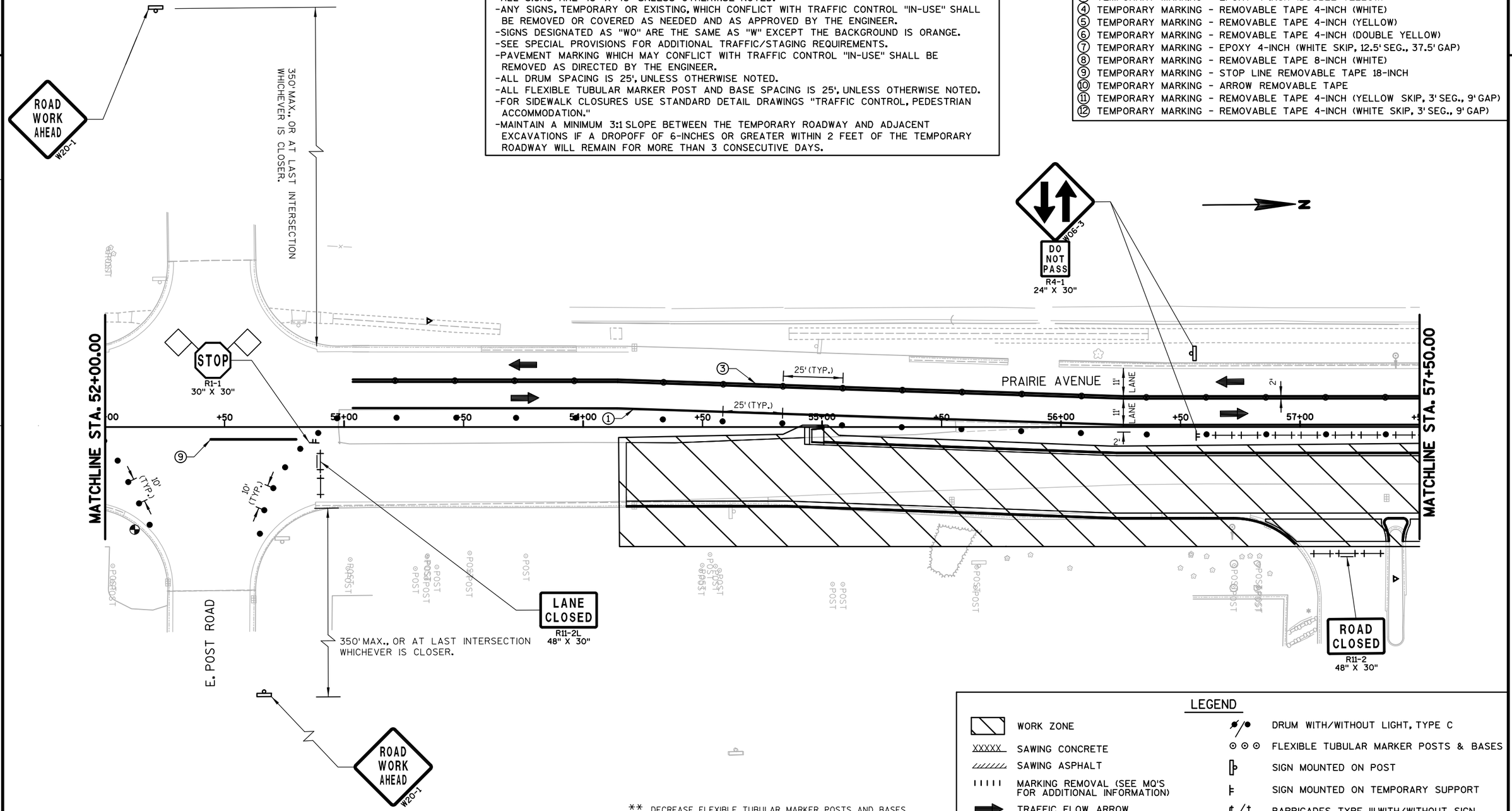
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 77	E

TRAFFIC CONTROL NOTES

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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 78	E

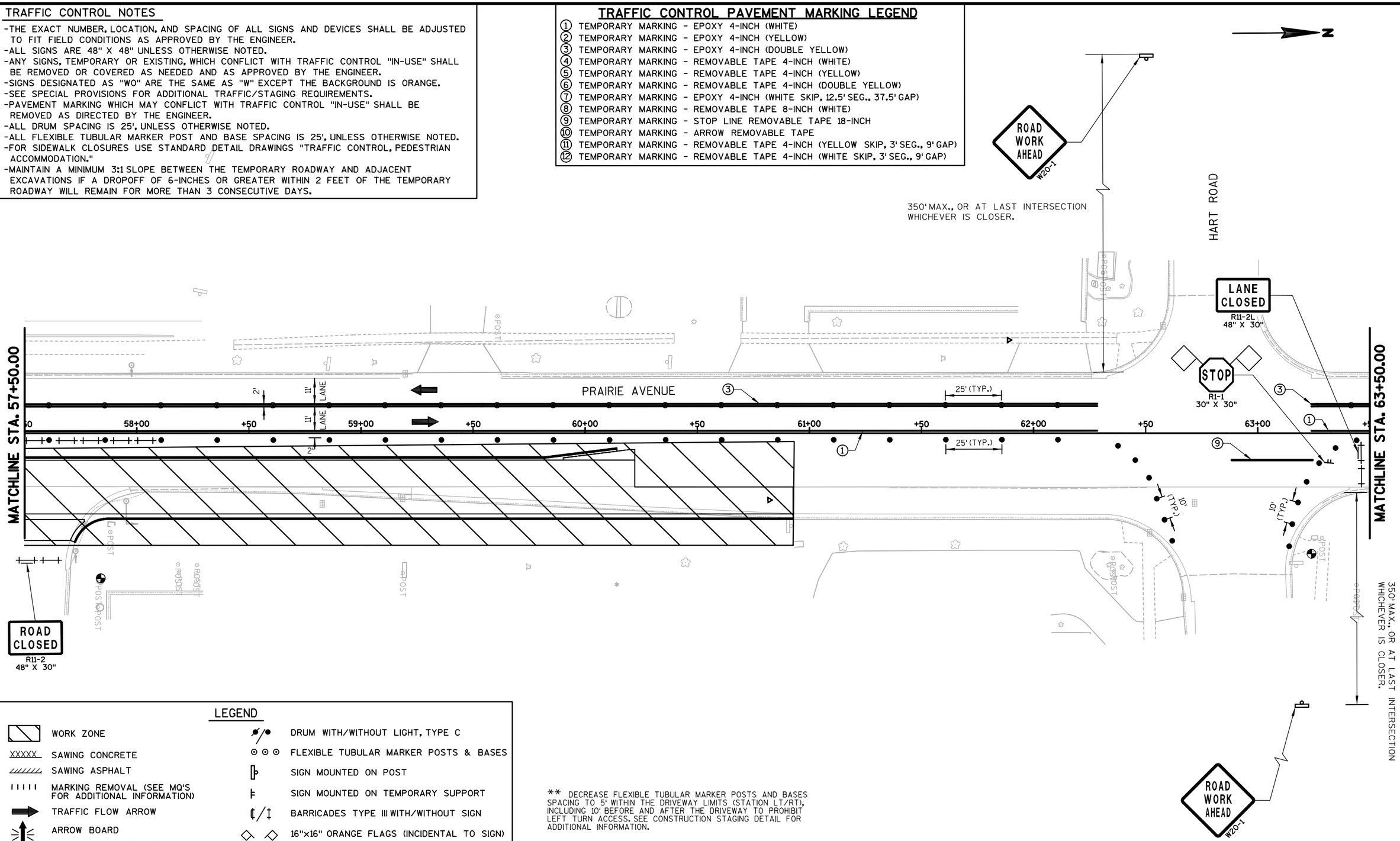
2

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.
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-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
⑧ TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

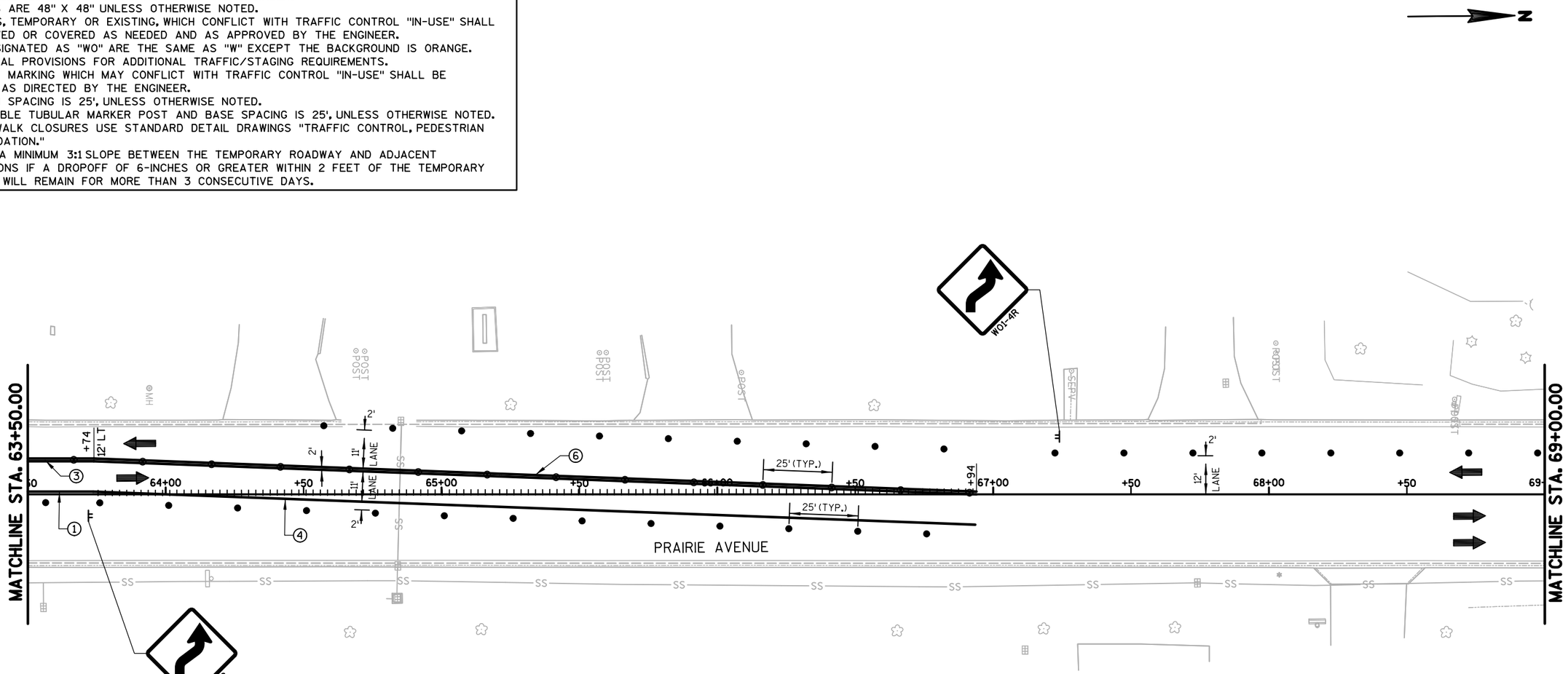
- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
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** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 79	E

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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LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
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- DRUM WITH/WITHOUT LIGHT, TYPE C
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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

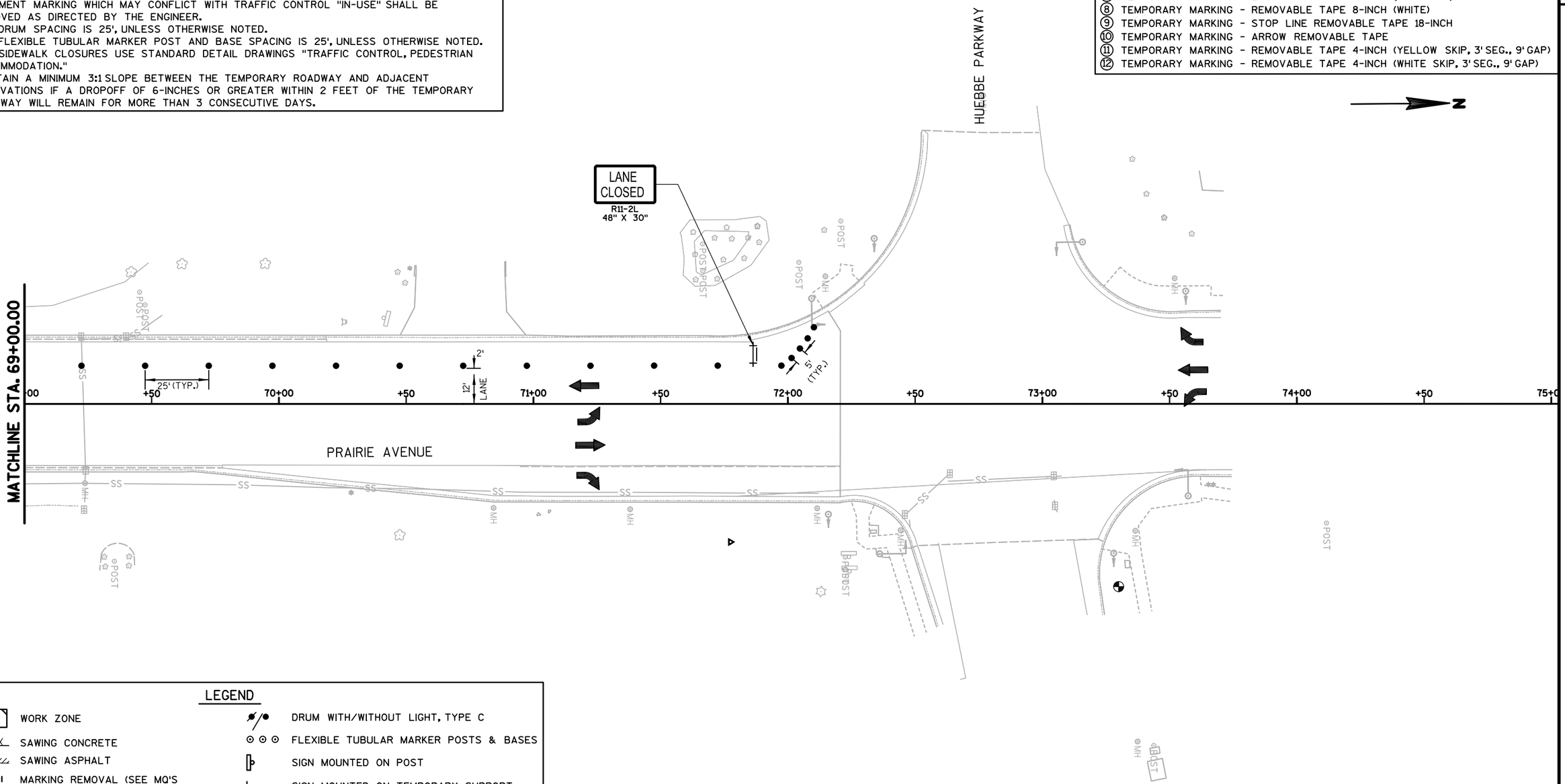
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 80	E

TRAFFIC CONTROL NOTES

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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
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4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
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LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

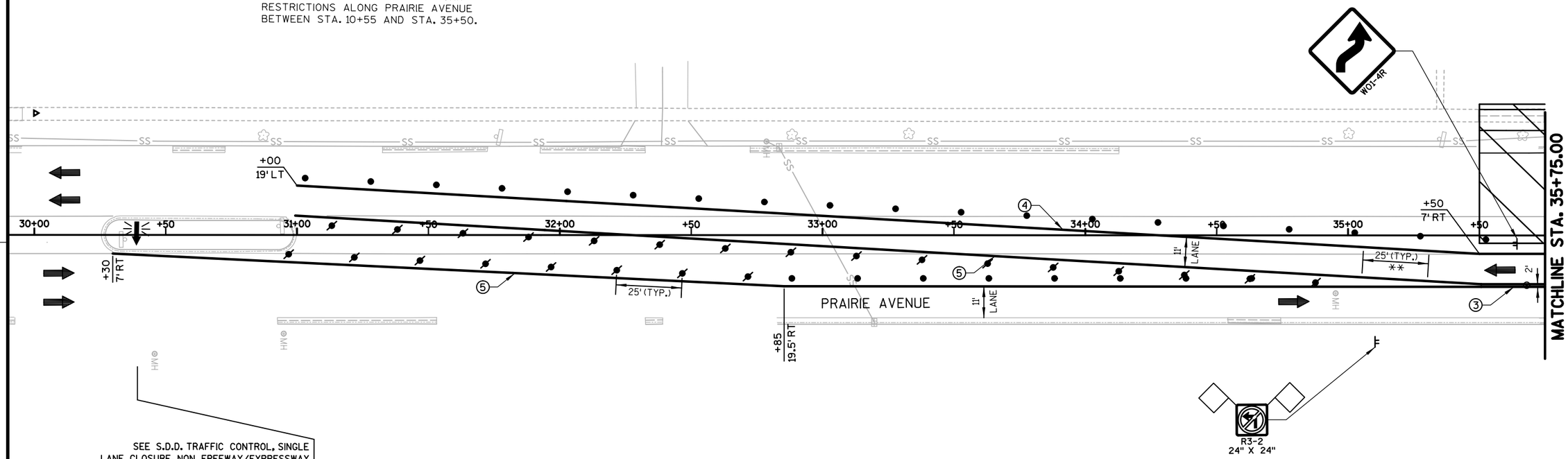
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 1	SHEET 81	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
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SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 35+50.



SEE S.D.D. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY FOR ADDITIONAL DETAILS

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
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TRAFFIC CONTROL NOTES

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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2 TEMPORARY CROSSOVER	SHEET 82	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
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10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
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12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

N

SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 35+50.

PRAIRIE AVENUE

MATCHLINE A

ONLY
R3-8A
36" X 30"

TRAFFIC CONTROL NOTES

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LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 83	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
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⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
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N

CRANSTON ROAD

ROAD CLOSED
R11-2
48" X 30"

SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 35+50.

MATCHLINE A

10' (TYP.)

5' (TYP.)

10+00 50 11+00 +50 12+00 +50 13+00 +50 14+

+98

20' 21'

25' (TYP.)

25' (TYP.) **

4' 2' 11' LANE 11' LANE

PRAIRIE AVENUE

MATCHLINE STA. 14+00.00

W06-3

DO NOT PASS
R4-1
24" X 30"

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-ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

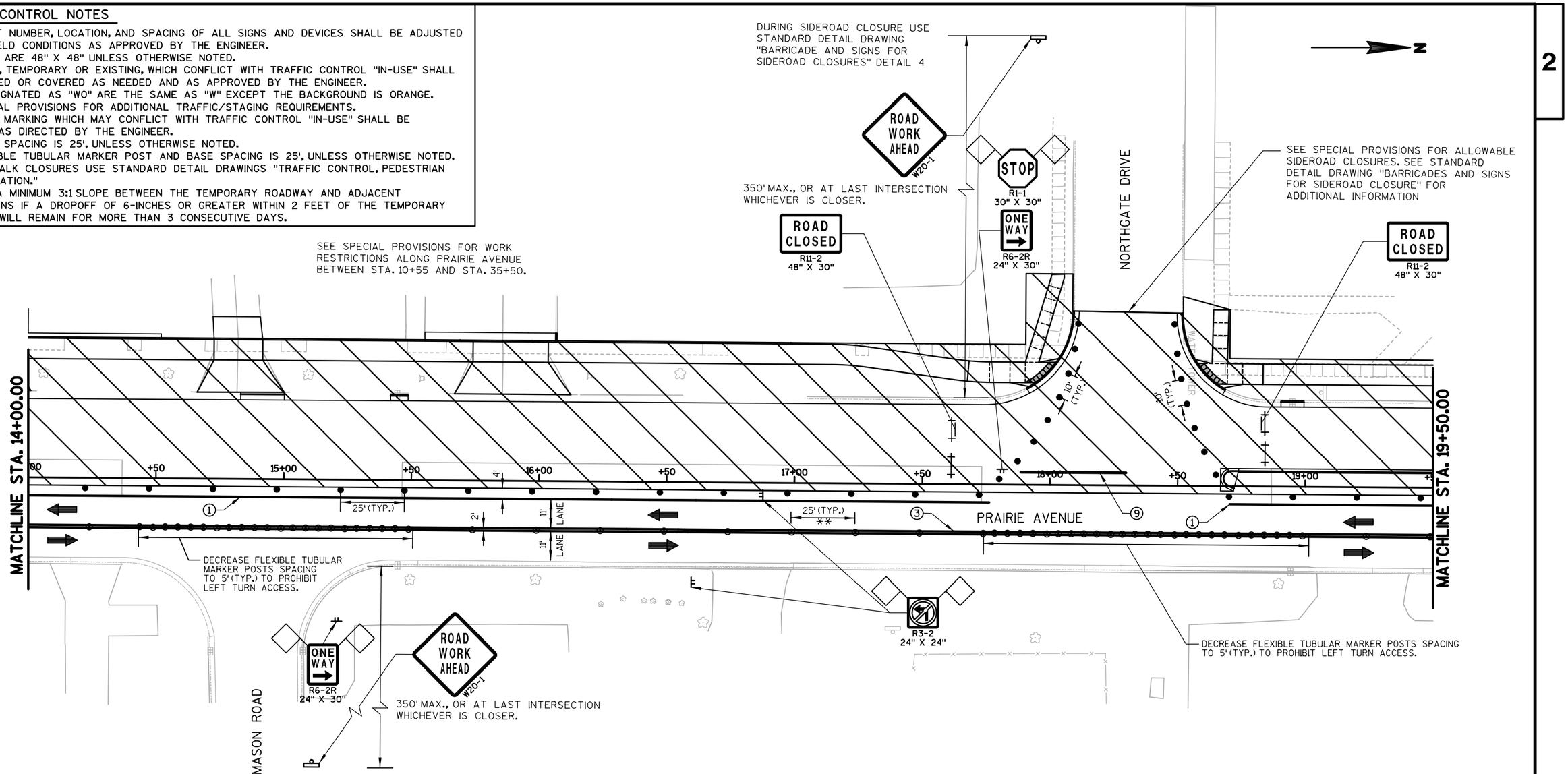
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\026201_s2.dgn PLOT DATE : 1/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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" X 48" UNLESS OTHERWISE NOTED.
- -ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- -SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- -SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- -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.
- -FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\026202_s2.dgn PLOT DATE : 1/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

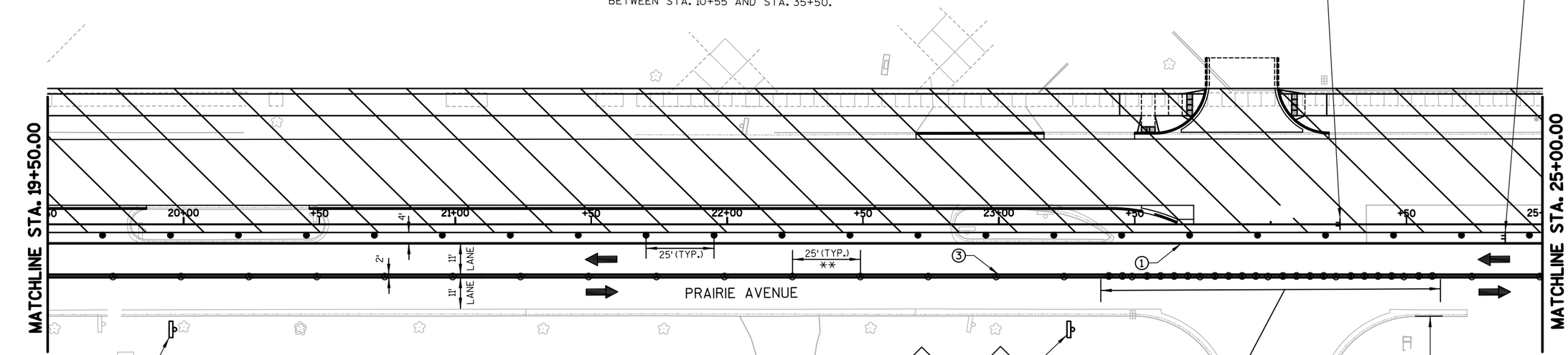
① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
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⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5'SEG., 37.5'GAP)
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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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

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SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 35+50.



W06-3
DO NOT PASS
R4-1
24" X 30"

R3-2
24" X 24"

R3-2
24" X 24"

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5'(TYP.) TO PROHIBIT LEFT TURN ACCESS.

ROBIN ROAD

ROAD WORK AHEAD
W20-1

350' MAX., OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

STOP
R1-1
30" X 30"

ONE WAY
R6-2R
24" X 30"

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

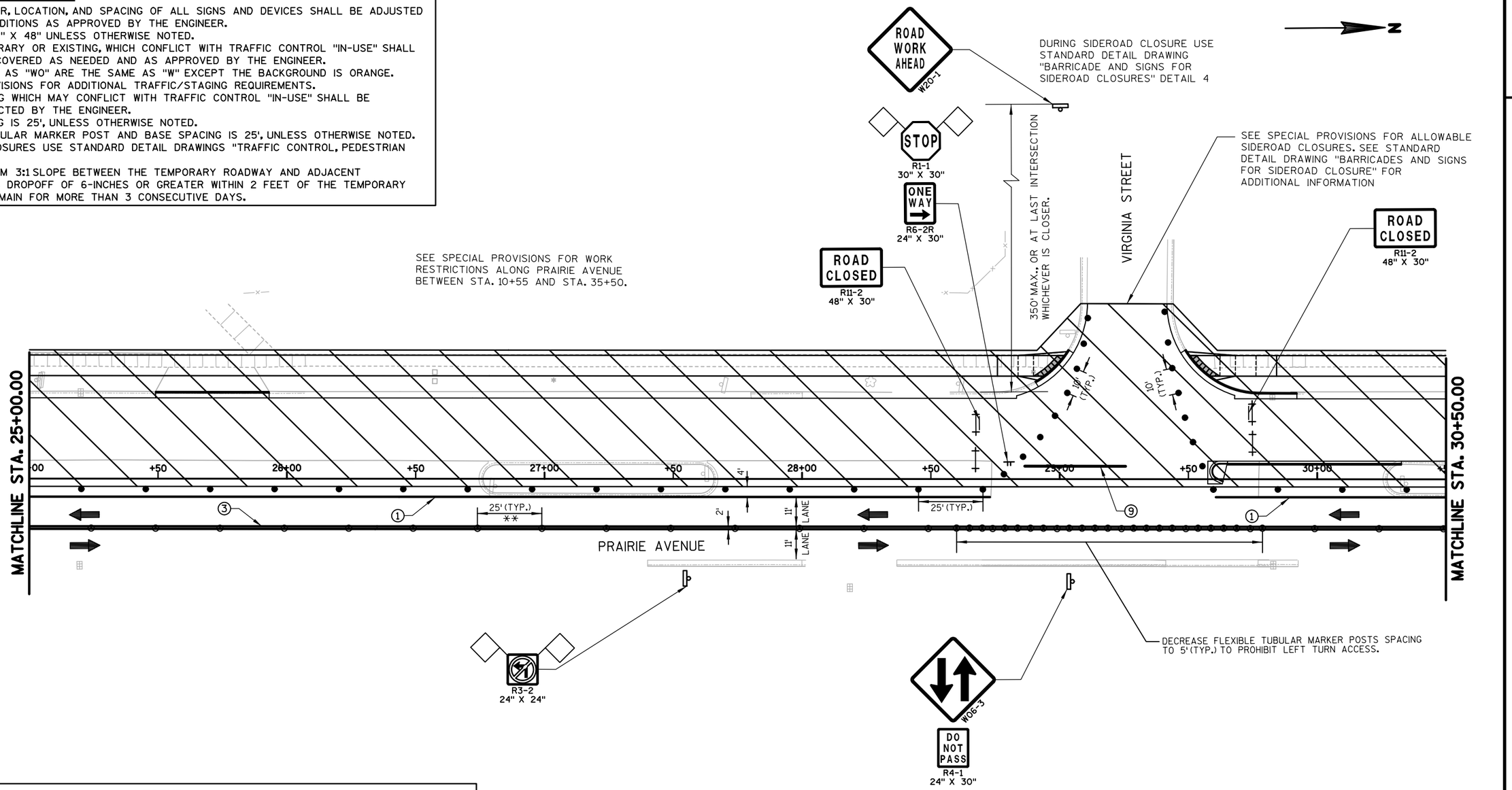
LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MO'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MO'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 86	E

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" X 48" UNLESS OTHERWISE NOTED.
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- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
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- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

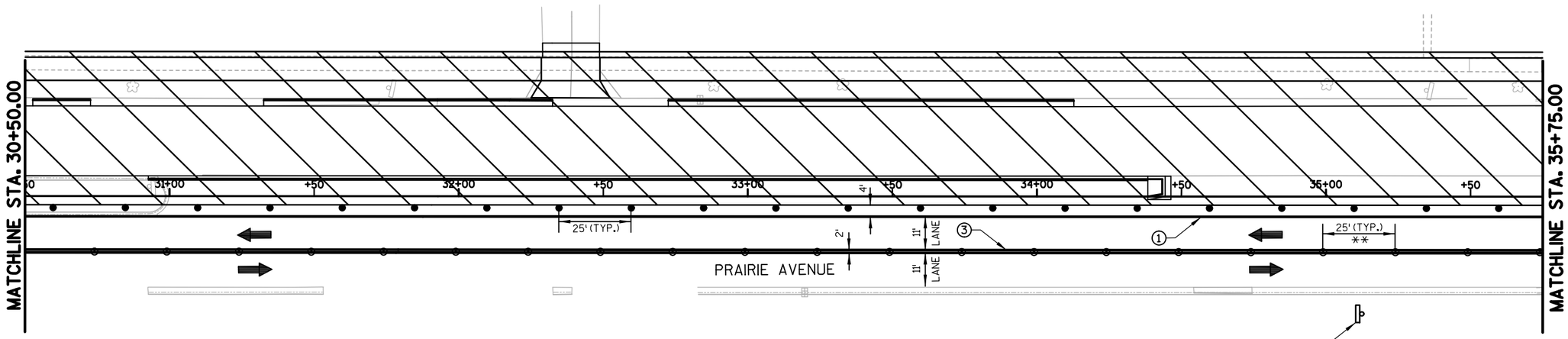
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 87 E

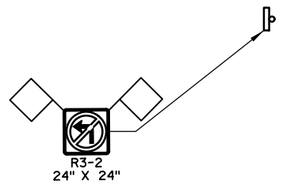
TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
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⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

N

SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 35+50.





LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 88	E

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" X 48" UNLESS OTHERWISE NOTED.
- -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.
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MURPHY WOODS ROAD

ROAD CLOSED
R11-2
48" X 30"

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION

R3-1
24" X 24"

W06-3

DO NOT PASS
R4-1
24" X 30"

MATCHLINE STA. 35+75.00

36+00 +50 37+00 +50 38+00 +50 39+00 +50 40+00 +50 41+00

MATCHLINE STA. 41+25.00

25' (TYP.)

2'

11' LANE

11' LANE

4'

25' (TYP.) **

PRAIRIE AVENUE

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5' (TYP.) TO PROHIBIT LEFT TURN ACCESS.

ONE WAY
R6-2R
24" X 30"

350' MAX., OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

W06-3

DO NOT PASS
R4-1
24" X 30"

ROAD WORK AHEAD
W20-1

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 89	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
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⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
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⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

DURING SIDEROAD CLOSURE USE STANDARD DETAIL DRAWING "BARRICADE AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

ROAD WORK AHEAD W20-1

W3-1 36" X 36"

250'

350' MAX., OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

ROAD CLOSED R11-2 48" X 30"

ELMWOOD ROAD

ROAD CLOSED R11-2 48" X 30"

MATCHLINE STA. 41+25.00

MATCHLINE STA. 47+00.00

42+00 +50 43+00 +50 44+00 +50 45+00 +50 46+00 +50

10' (TYP.)

25' (TYP.) **

2' 11' LANE 11' LANE

PRAIRIE AVENUE

STOP R1-1 30" X 30" ALL WAY R1-3P 18" X 6"

W3-1 36" X 36"

250'

350' MAX., OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

ROAD WORK AHEAD W20-1

LEGEND

- WORK ZONE
- SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
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- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL NOTES

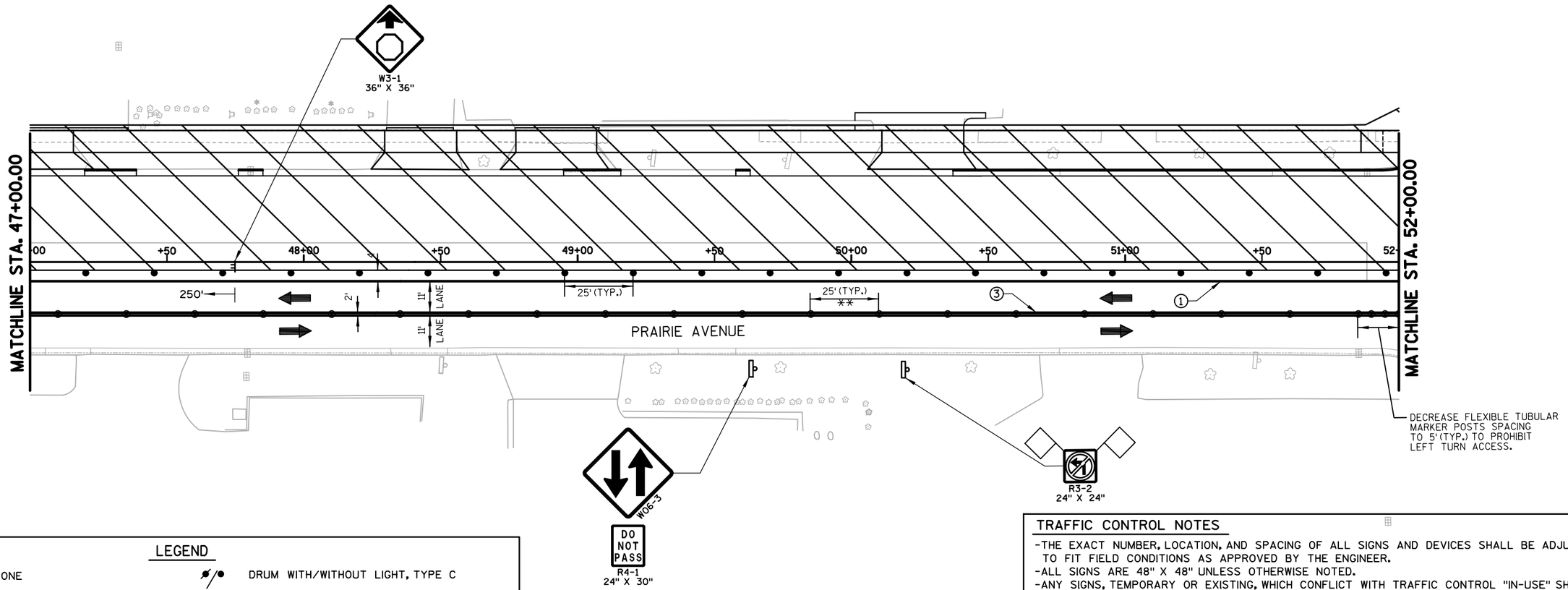
-THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
-ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 90	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
⑧ TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

N



** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET	E

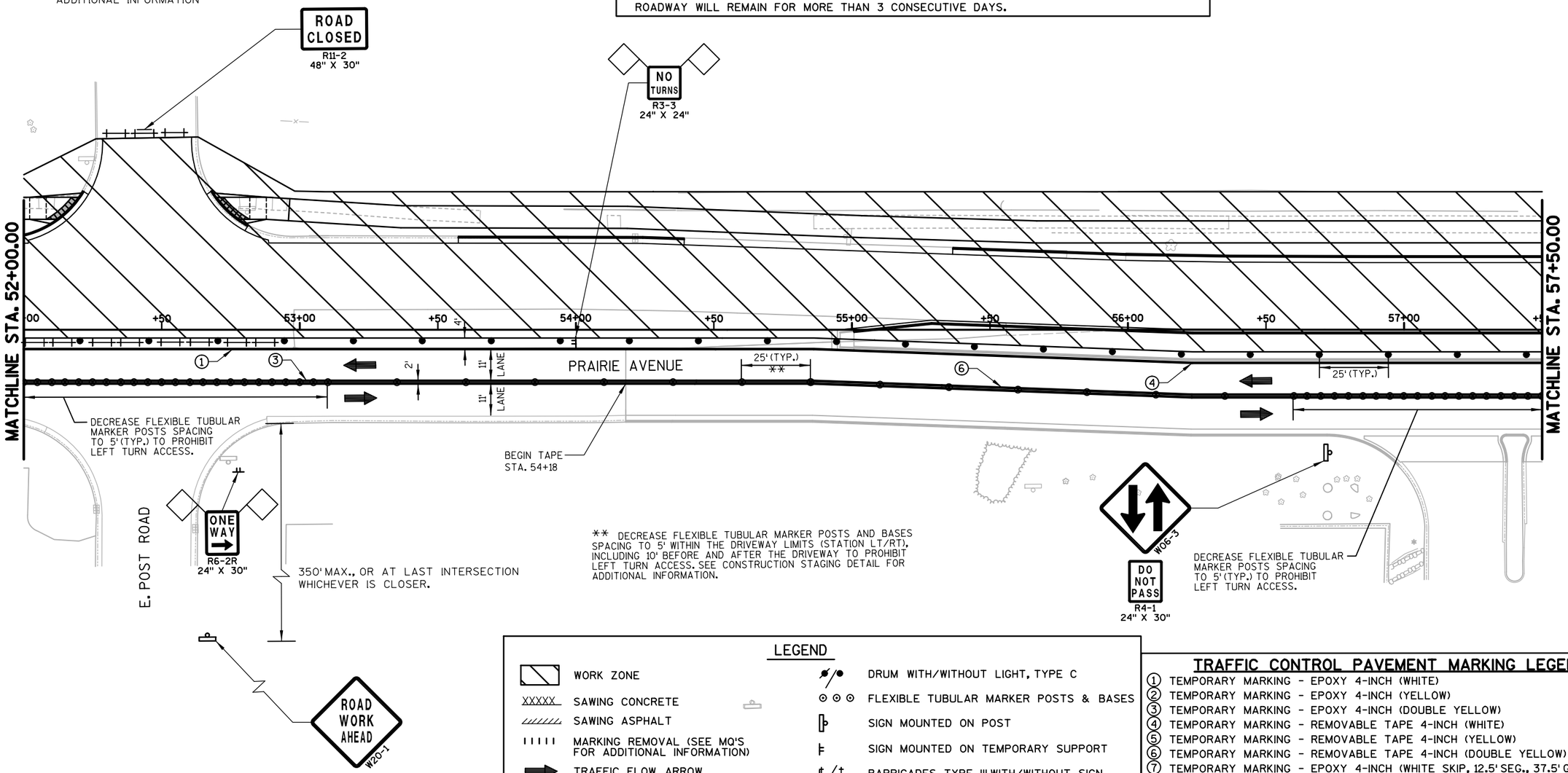
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\026208_s2.dgn PLOT DATE : 1/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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" X 48" UNLESS OTHERWISE NOTED.
- -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.
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- -FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

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SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION



** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

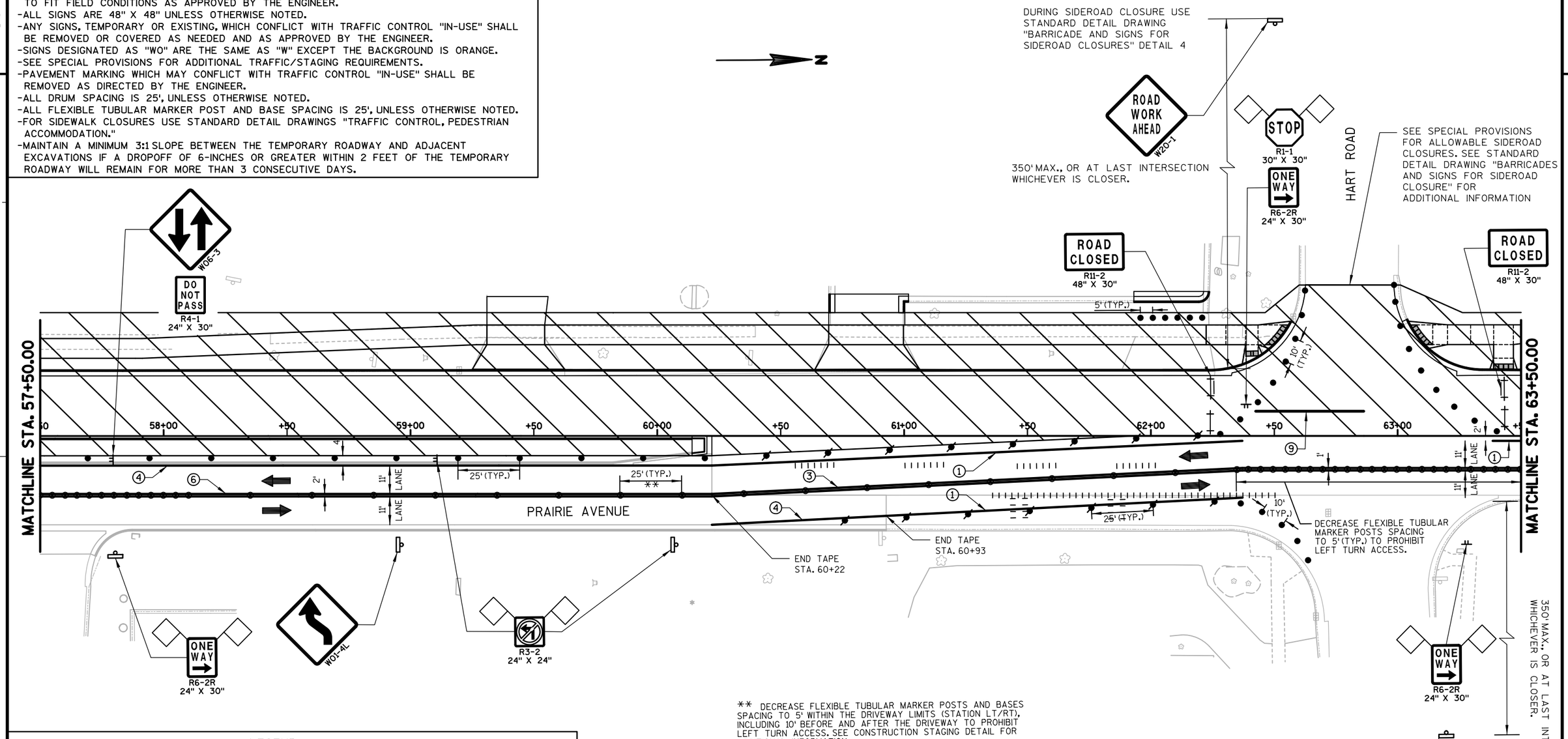
1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 92	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" X 48" UNLESS OTHERWISE NOTED.
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- -SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- -PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
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- -ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- -FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.



** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

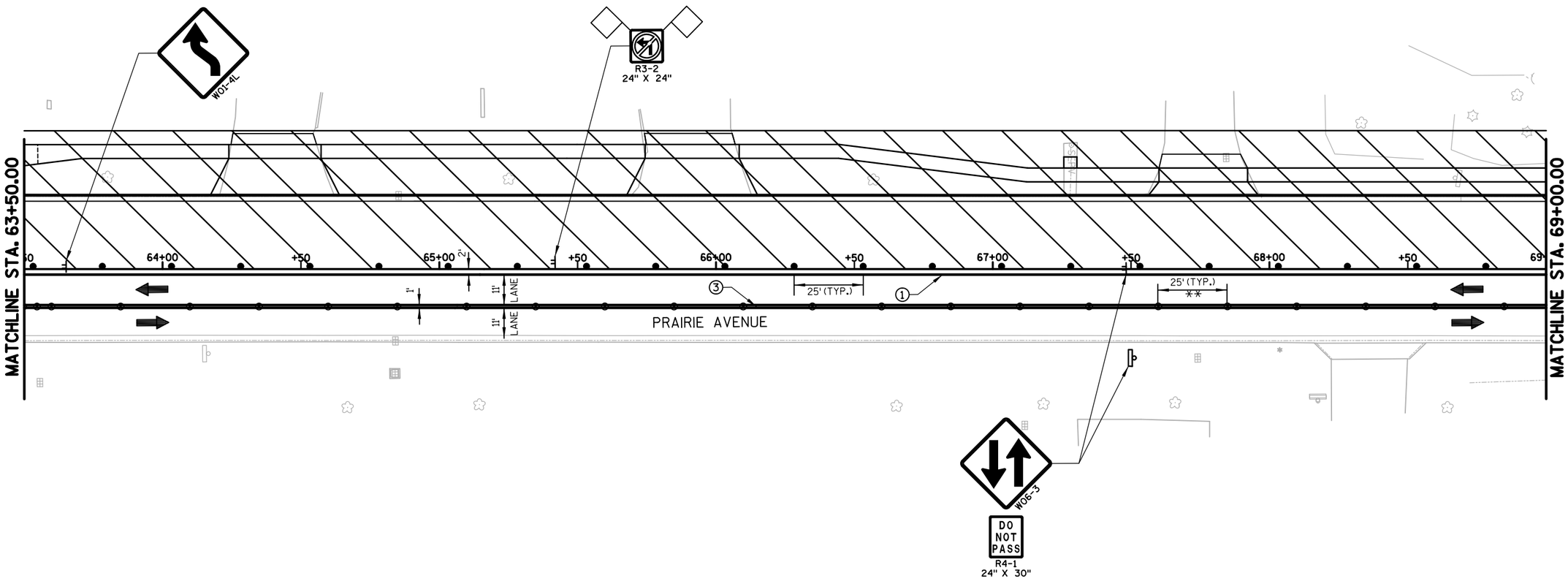
1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\026210_s2.dgn PLOT DATE : 1/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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" X 48" UNLESS OTHERWISE NOTED.
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- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
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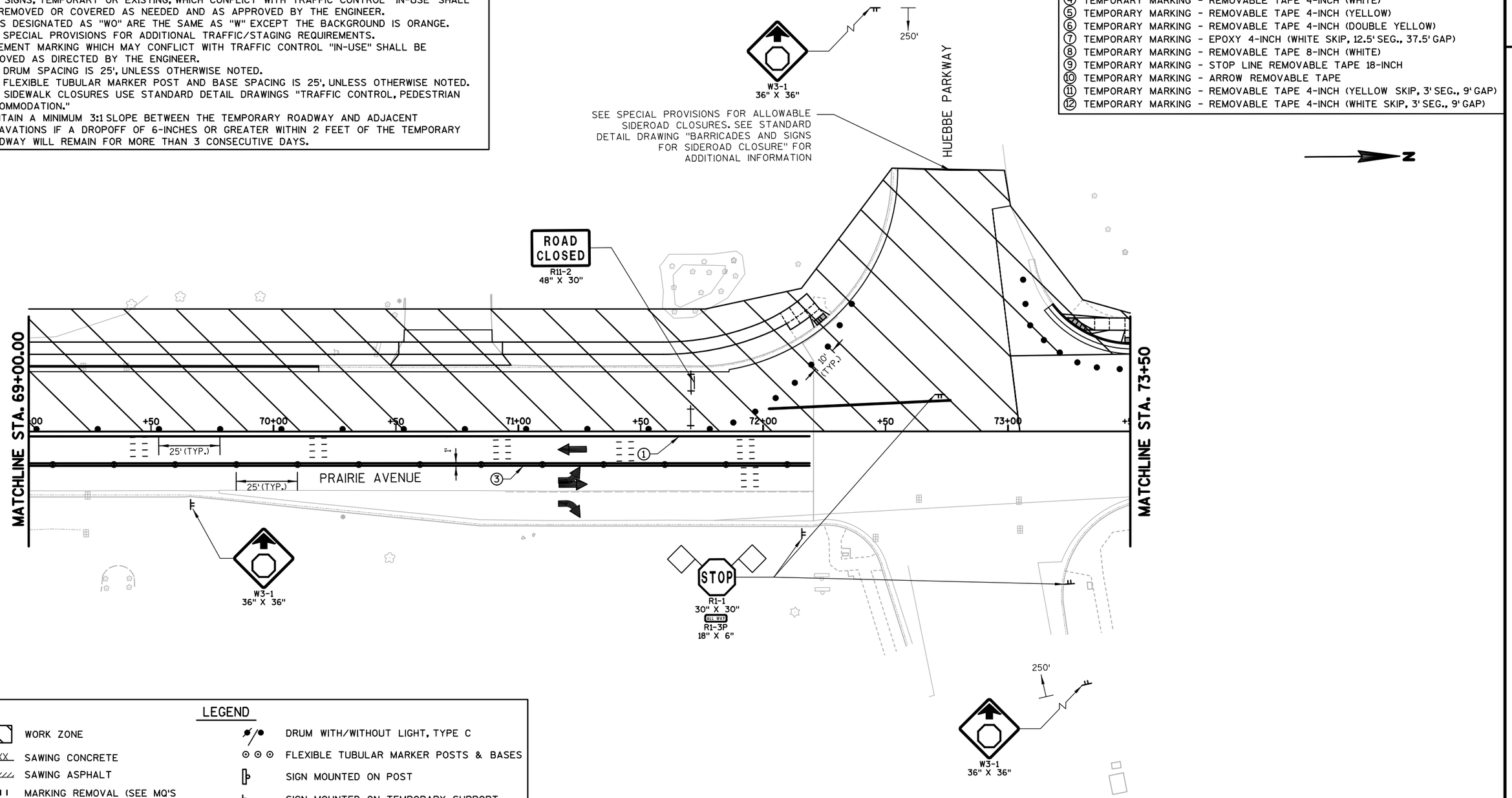
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 94	E

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" X 48" UNLESS OTHERWISE NOTED.
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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
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12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 95 E

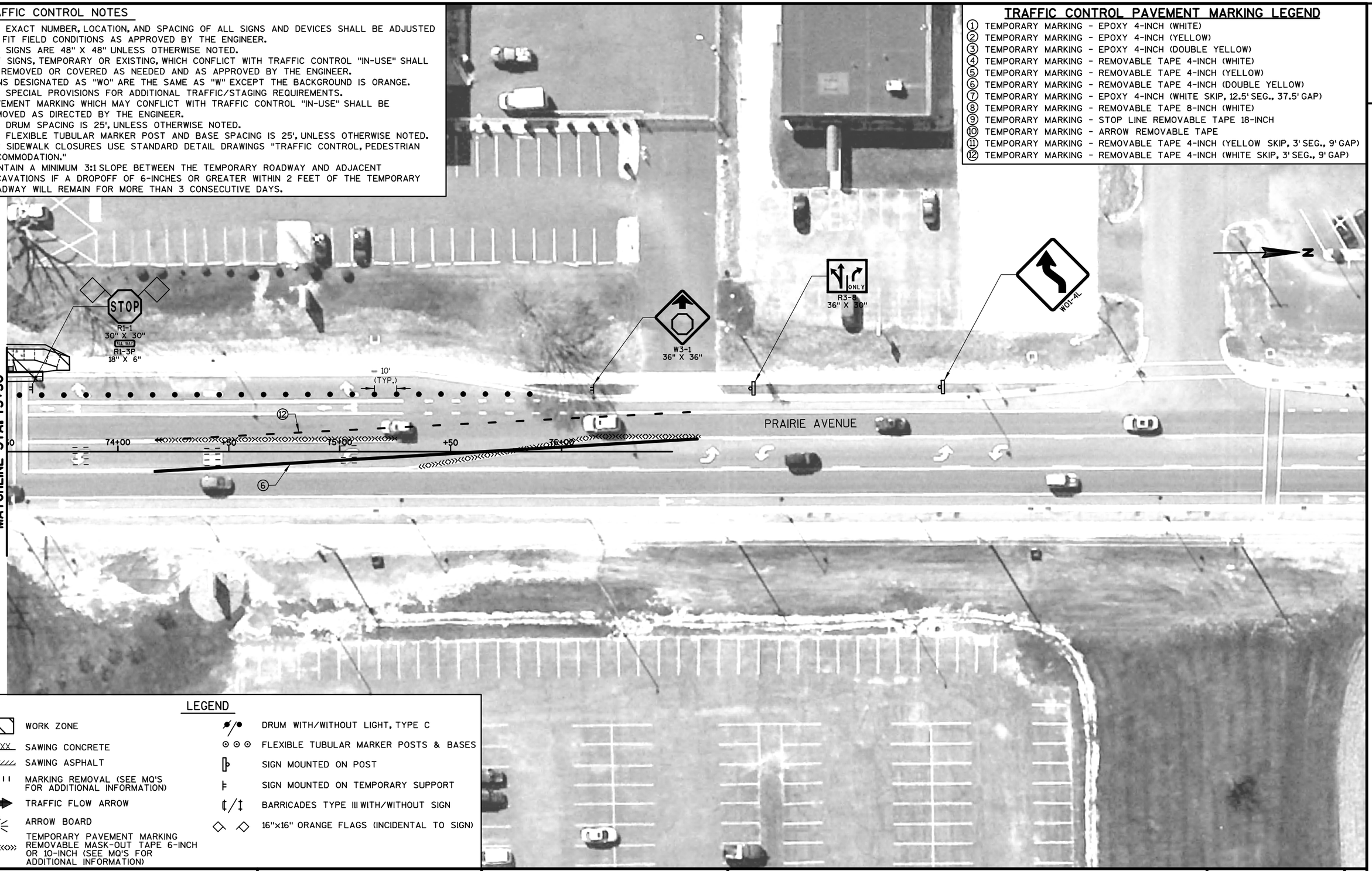
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TRAFFIC CONTROL NOTES

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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
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10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

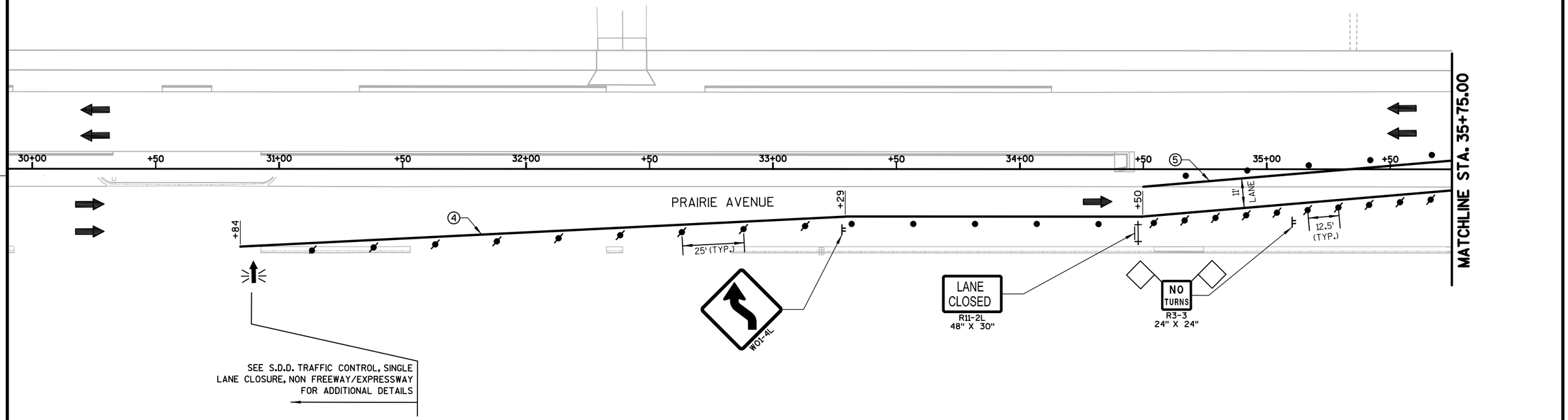
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 2	SHEET 96	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
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⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
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⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

N

SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 37+50.



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

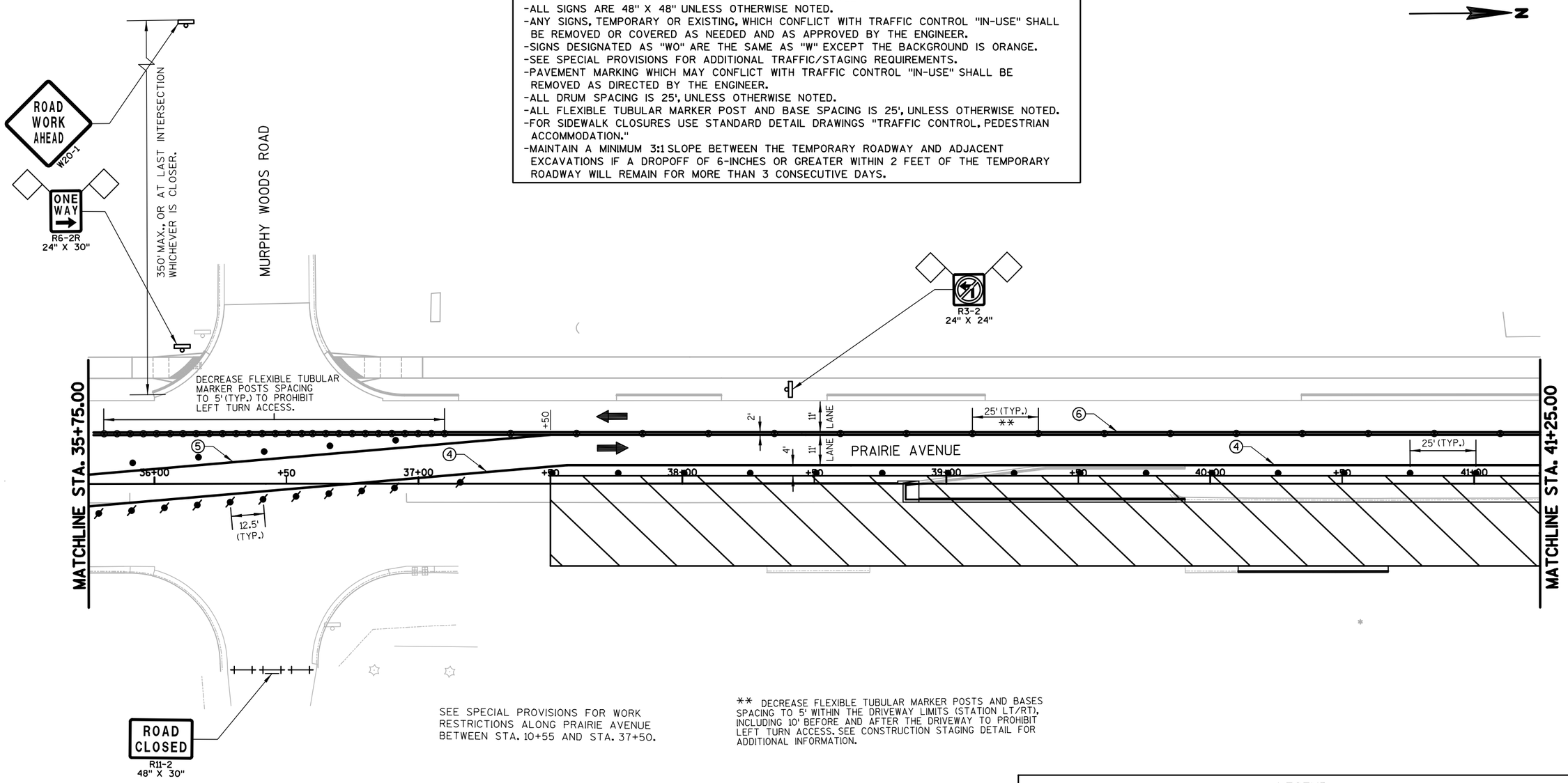
TRAFFIC CONTROL NOTES

-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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3 TEMPORARY CROSSOVER	SHEET 97	E

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" X 48" UNLESS OTHERWISE NOTED.
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- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.



SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 37+50.

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)

LEGEND

- WORK ZONE
- SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3 TEMPORARY CROSSOVER	SHEET 98	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
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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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "W0" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

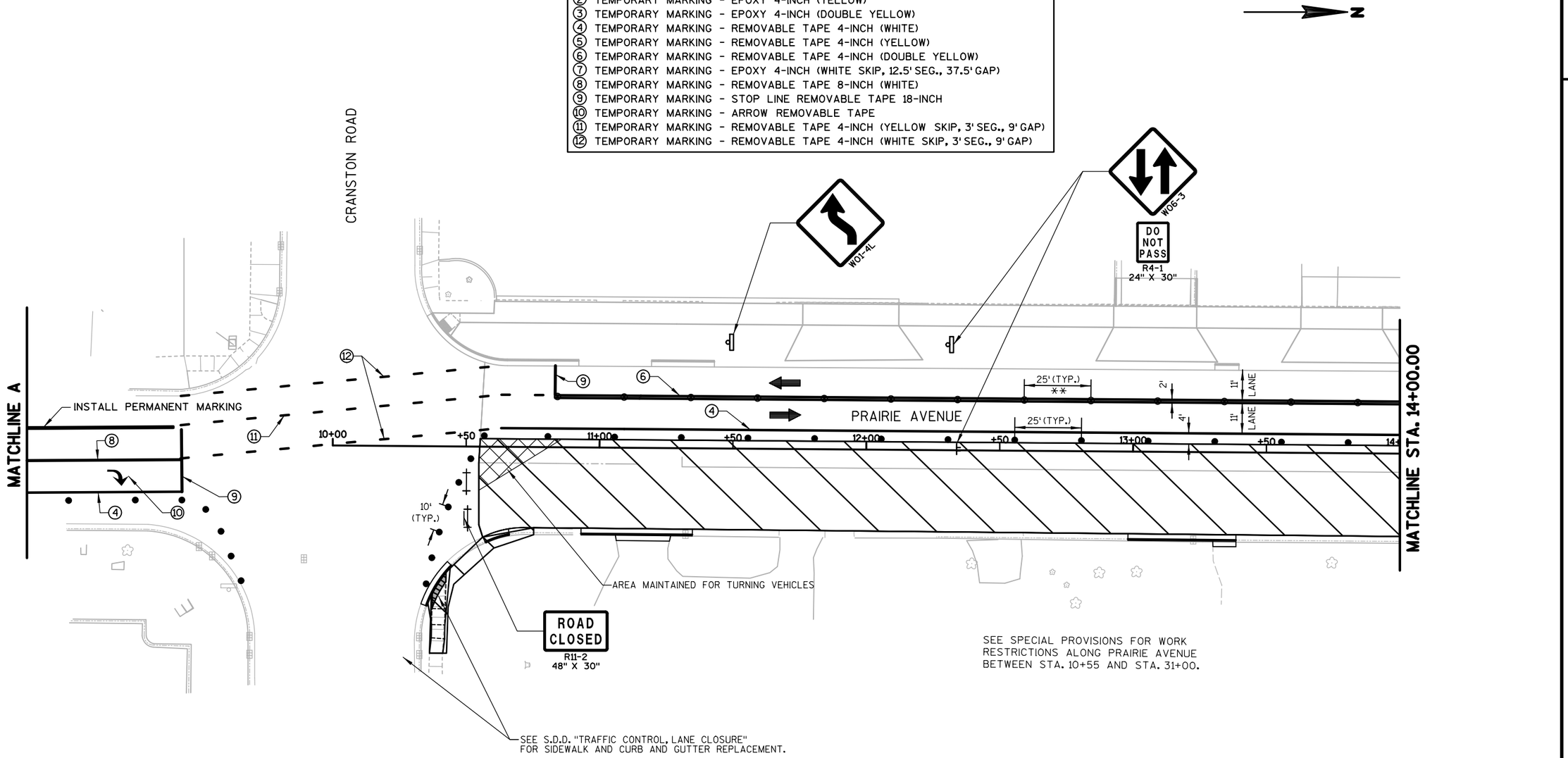
LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MO'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MO'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 99	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
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- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

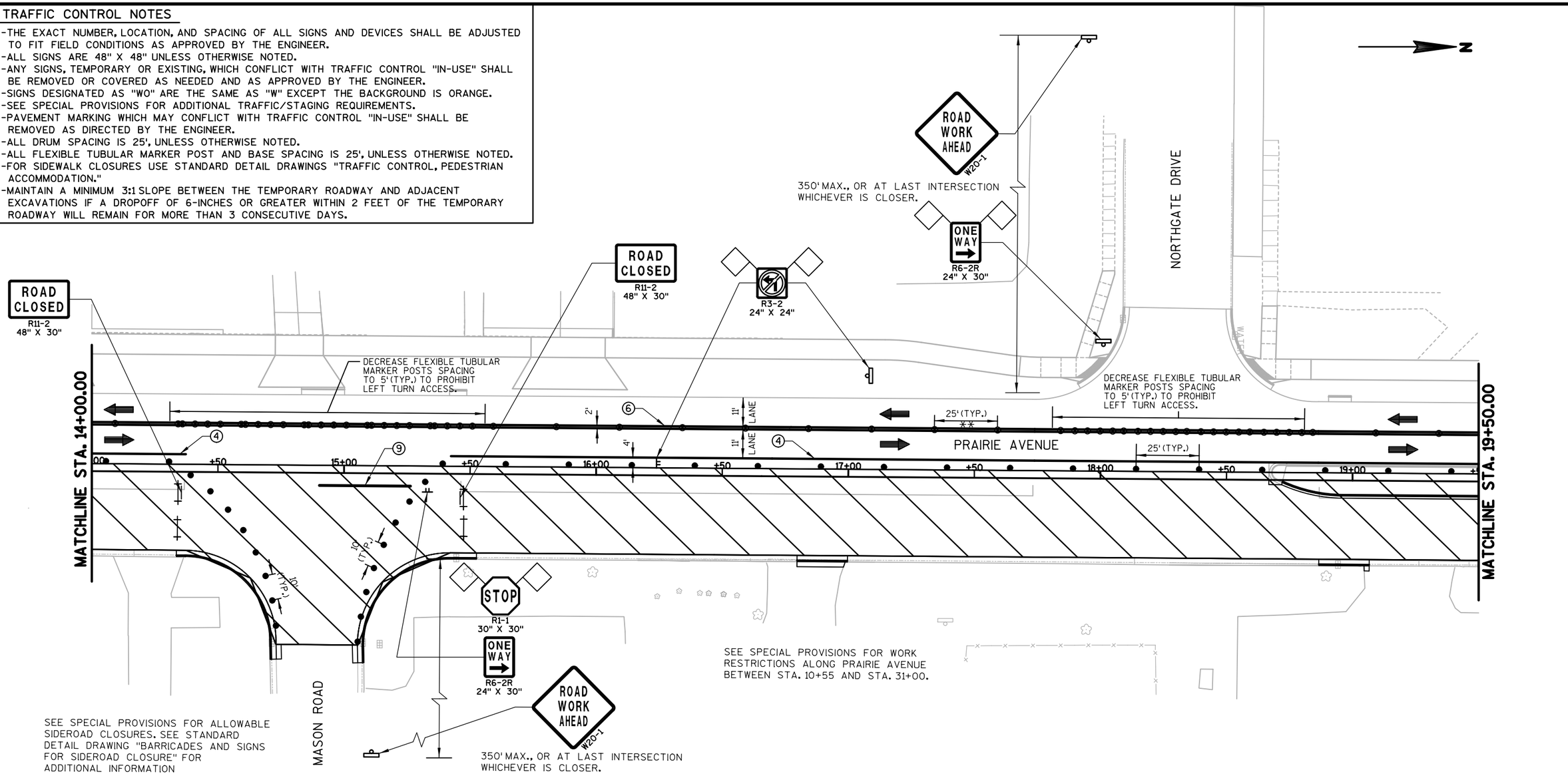
LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MO'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MO'S FOR ADDITIONAL INFORMATION)
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- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 100	E

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LEGEND

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- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
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- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
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- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
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** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
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7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
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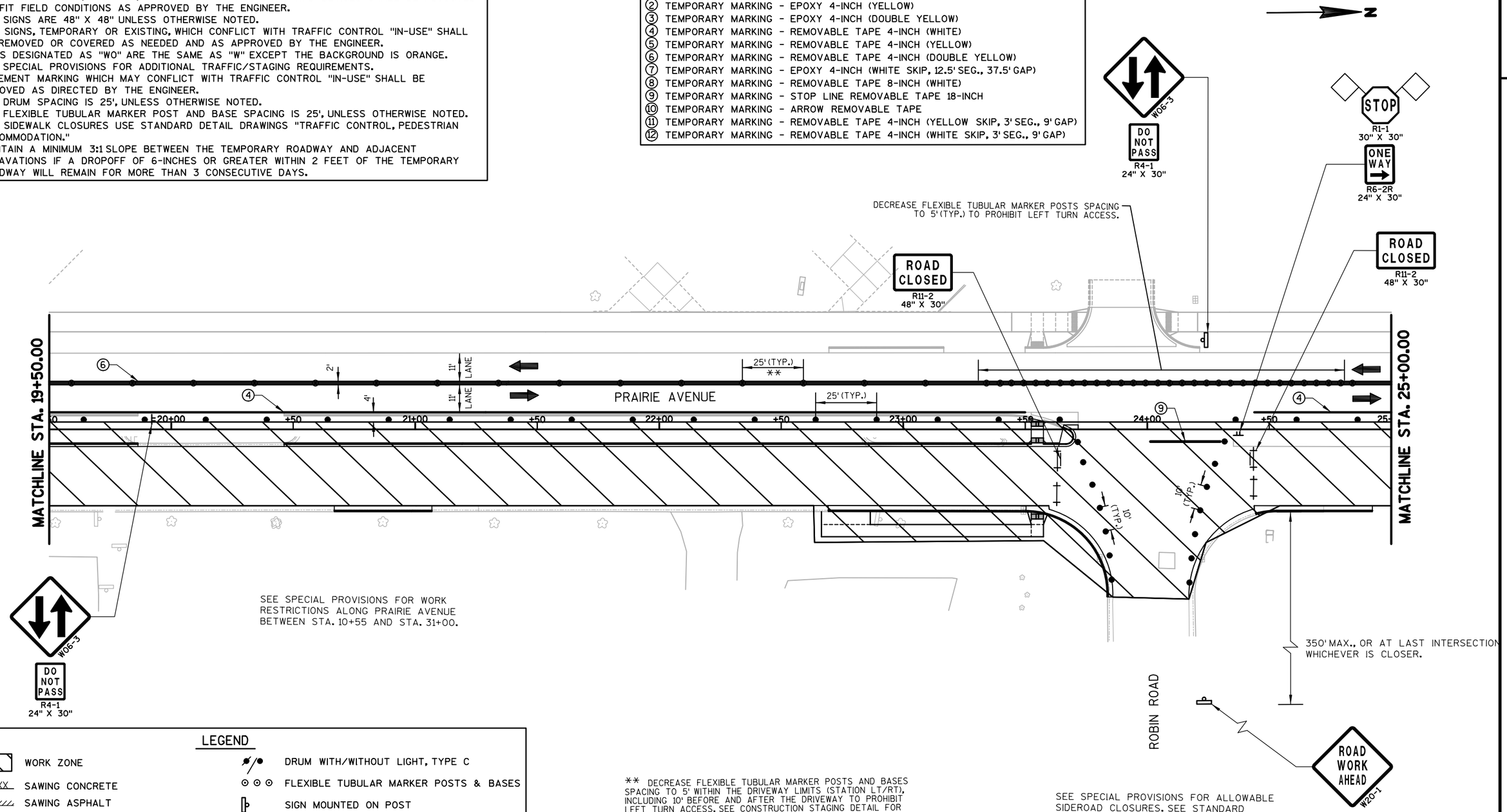
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 101	E

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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
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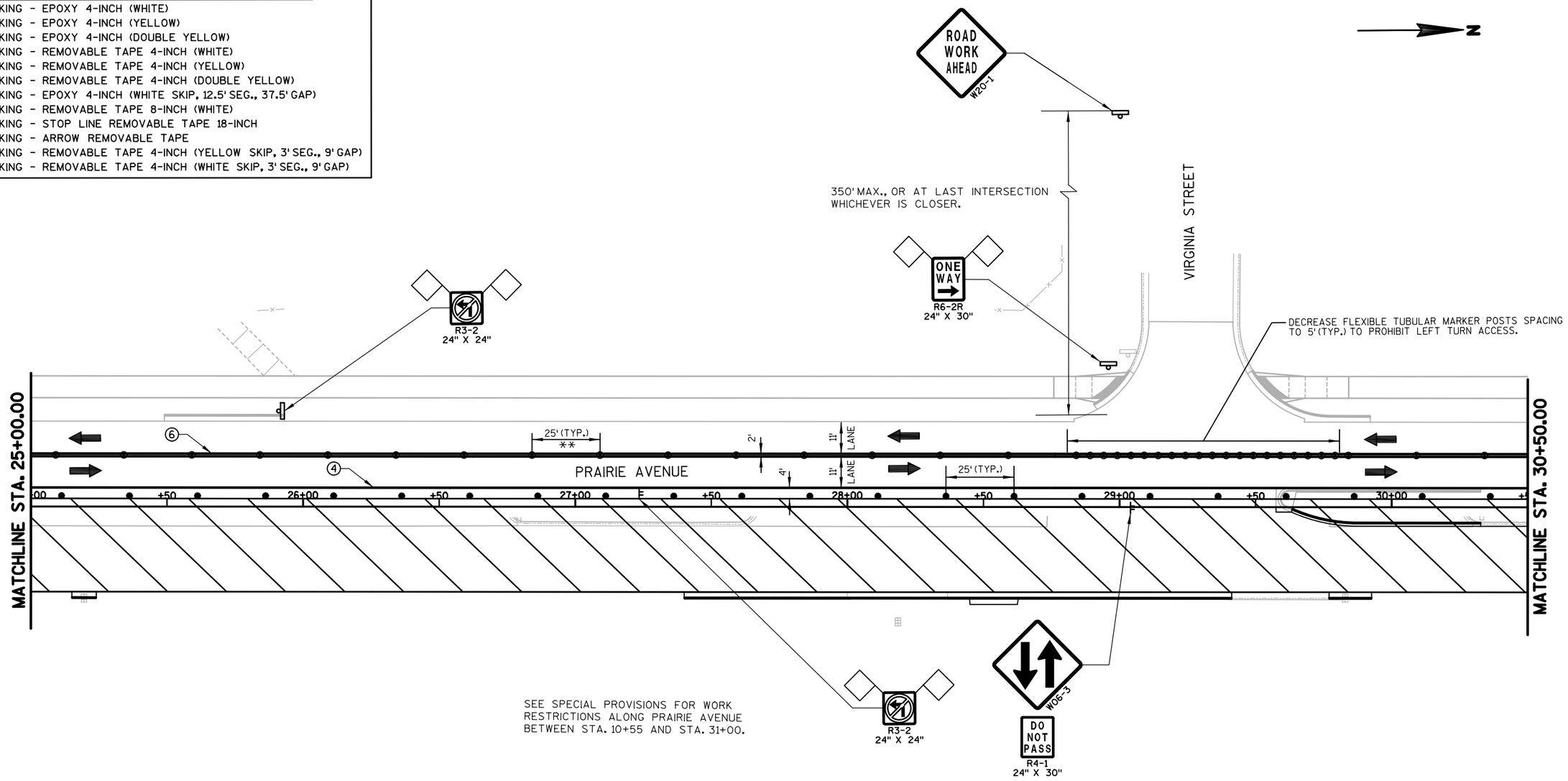
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 102	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
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LEGEND

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- XXXXX SAWING CONCRETE
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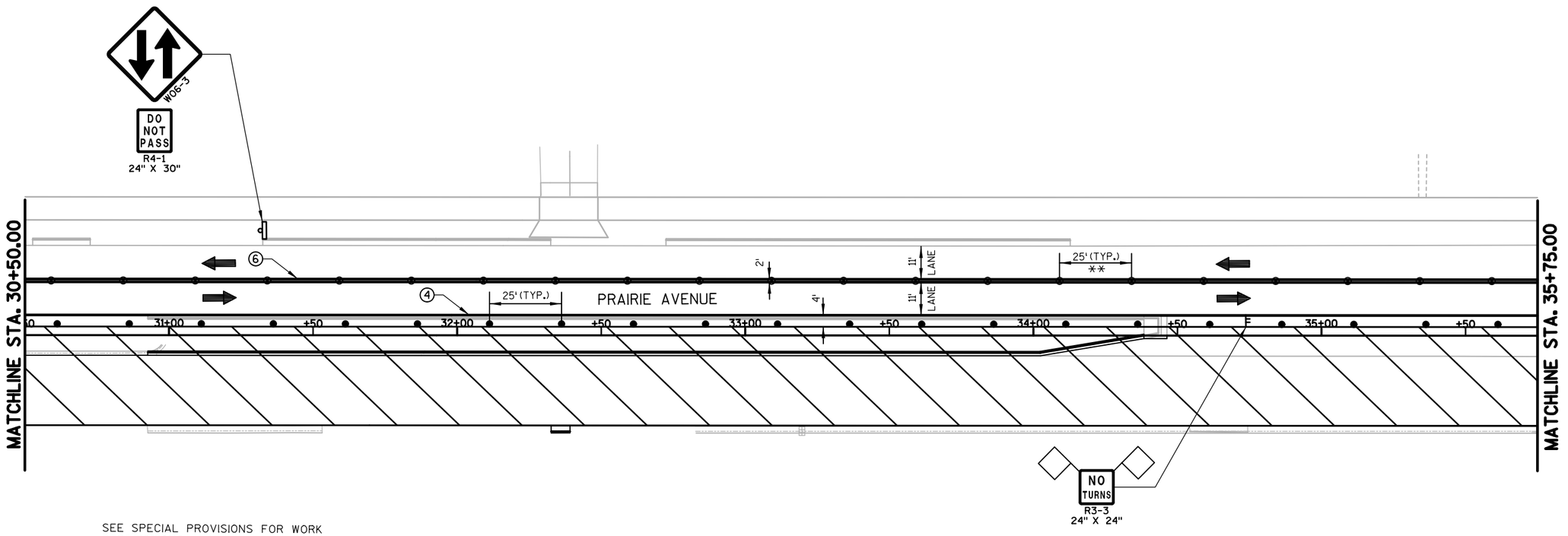
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 103	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
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SEE SPECIAL PROVISIONS FOR WORK RESTRICTIONS ALONG PRAIRIE AVENUE BETWEEN STA. 10+55 AND STA. 31+00.

LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

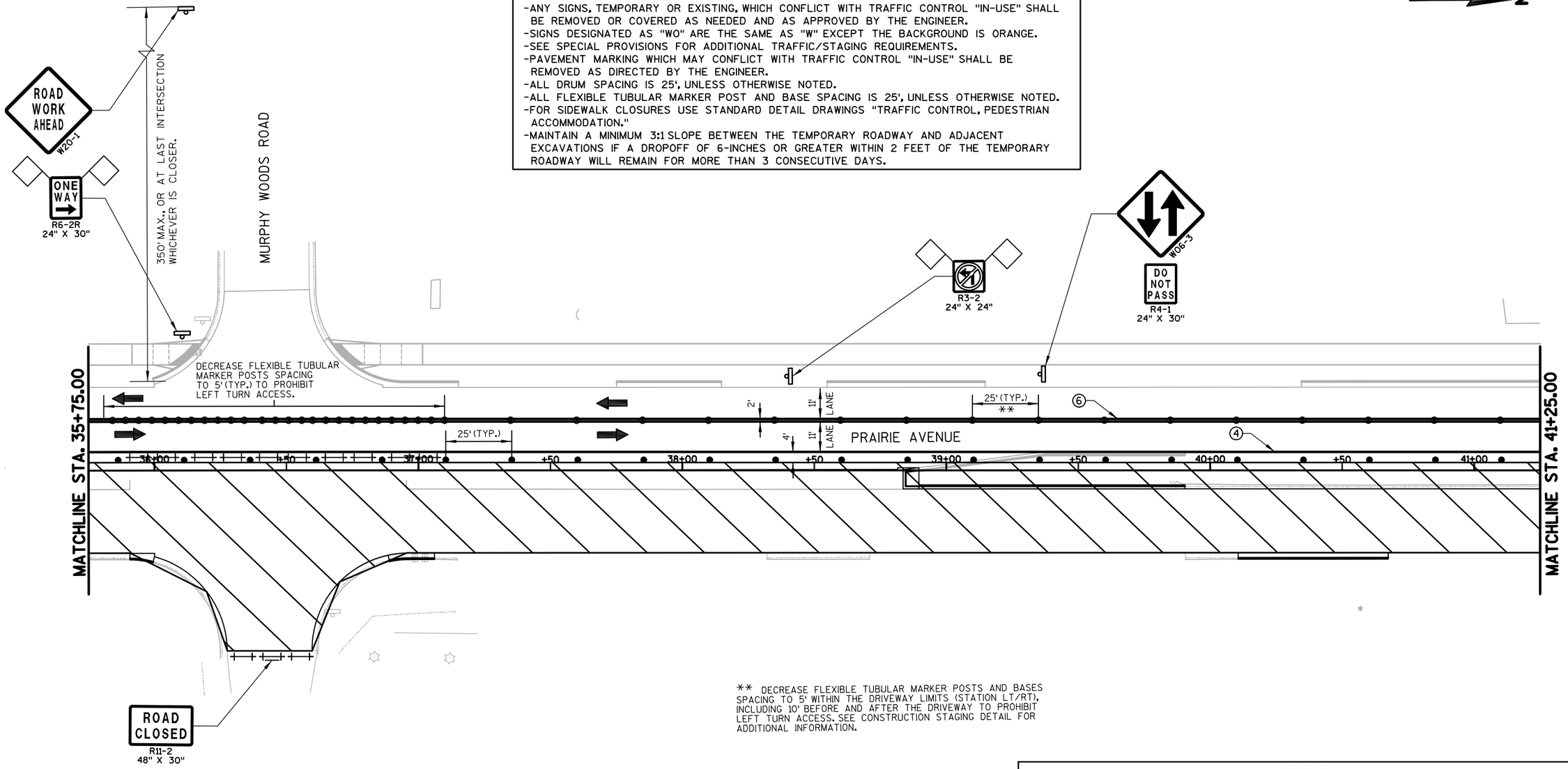
TRAFFIC CONTROL NOTES

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-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
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-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 104	E

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** 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. SEE CONSTRUCTION STAGING DETAIL FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
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LEGEND

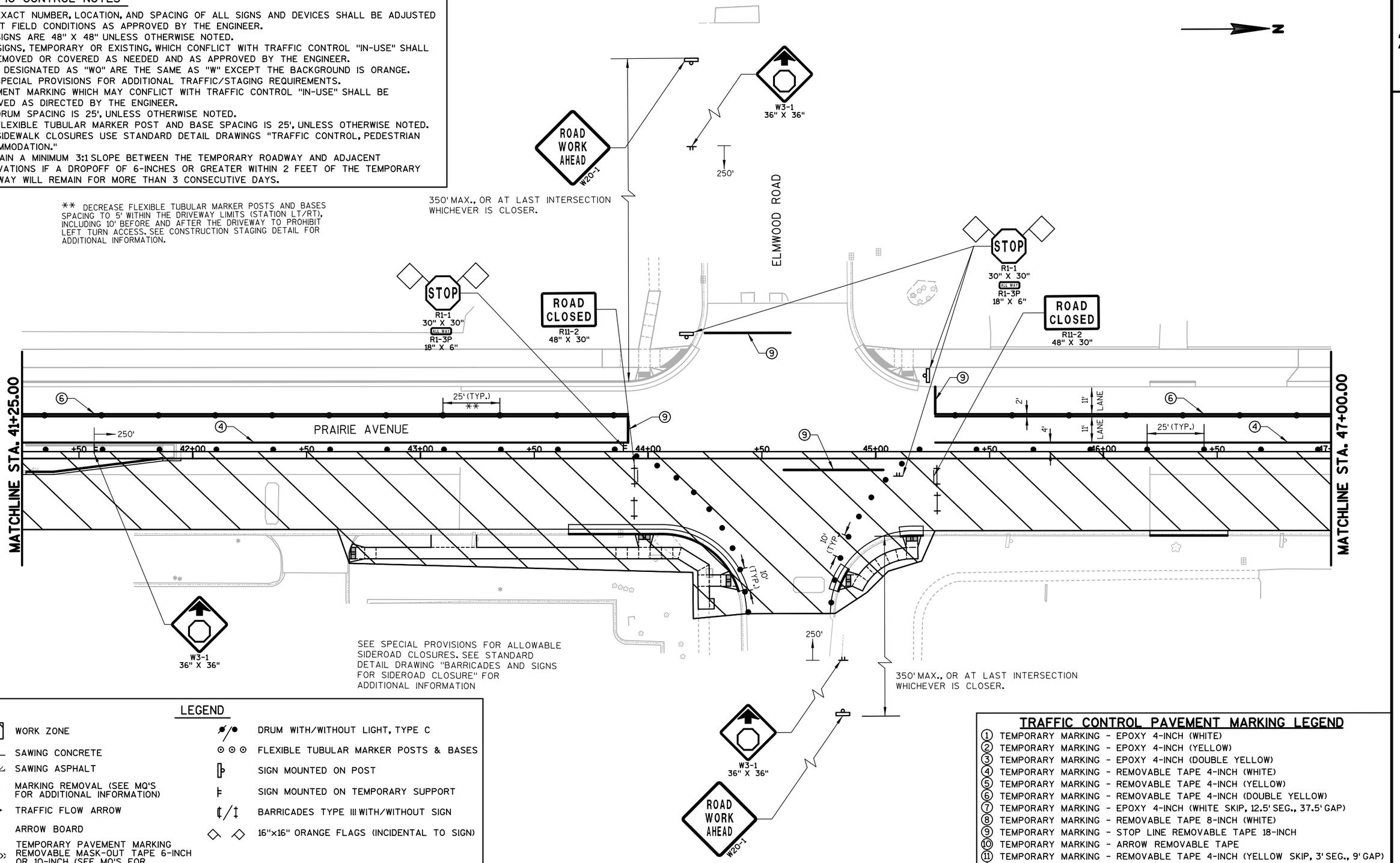
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- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 105 E

TRAFFIC CONTROL NOTES

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LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
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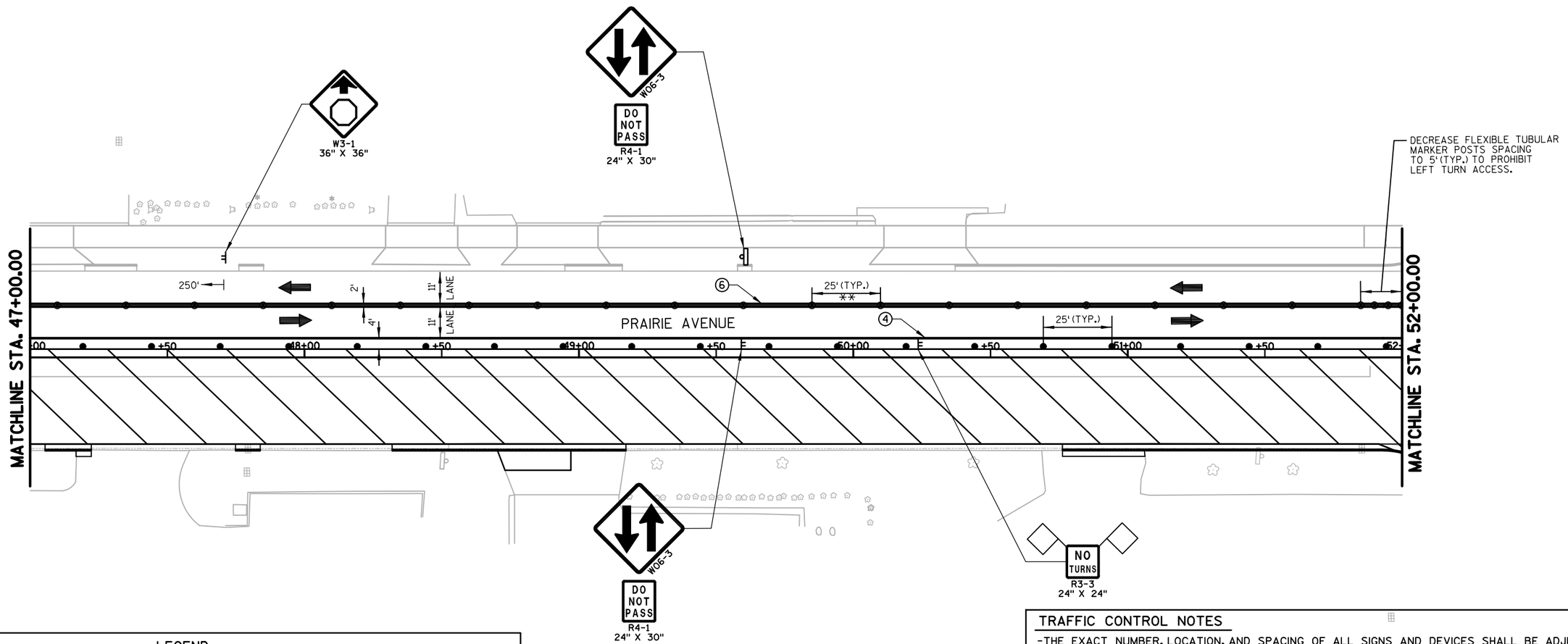
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 106 E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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N



LEGEND

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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 107	E

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N

ROAD WORK AHEAD
W20-1

350' MAX., OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

ONE WAY
R6-2R
24" X 30"

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5' (TYP.) TO PROHIBIT LEFT TURN ACCESS.

R3-2
24" X 24"

W06-3
DO NOT PASS
R4-1
24" X 30"

MATCHLINE STA. 52+00.00

2' 11' LANE 4' 11' LANE

PRAIRIE AVENUE

25' (TYP.) **

53+00 +50 54+00 +50 55+00 +50 56+00 +50 57+00 +50

1' 2' 11' LANE 11' LANE

25' (TYP.)

MATCHLINE STA. 57+50.00

E. POST ROAD

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

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LEGEND

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- SAWING ASPHALT
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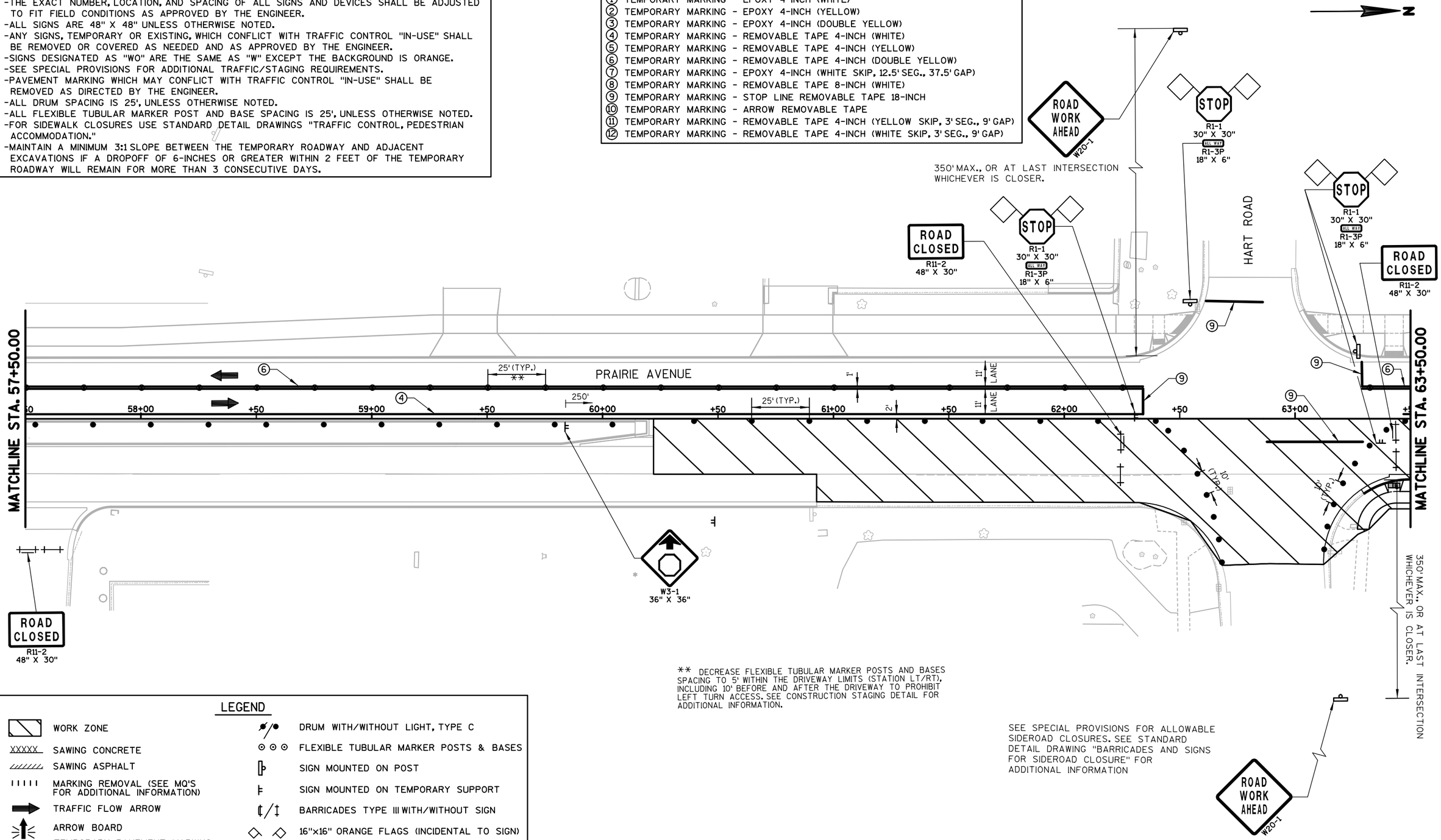
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 108	E

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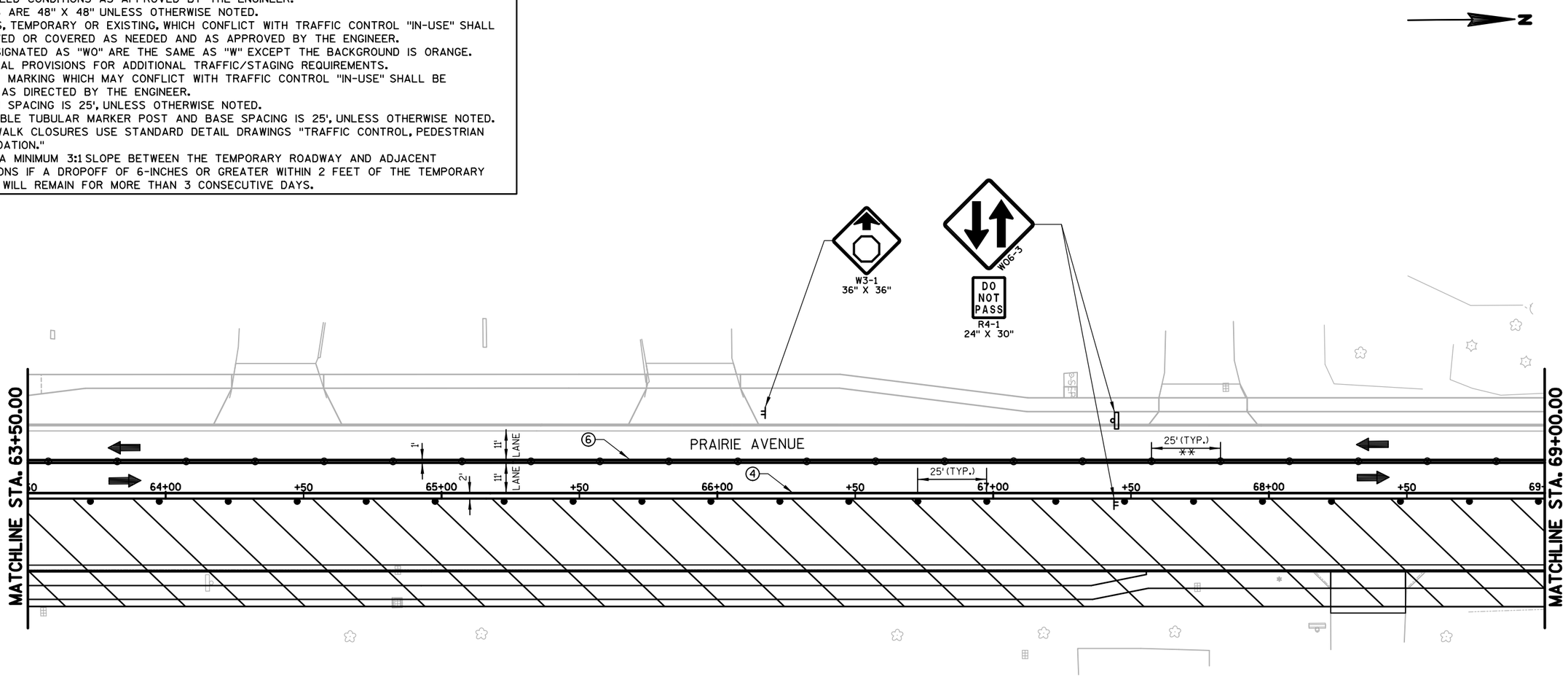
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\026310_s3.dgn PLOT DATE : 1/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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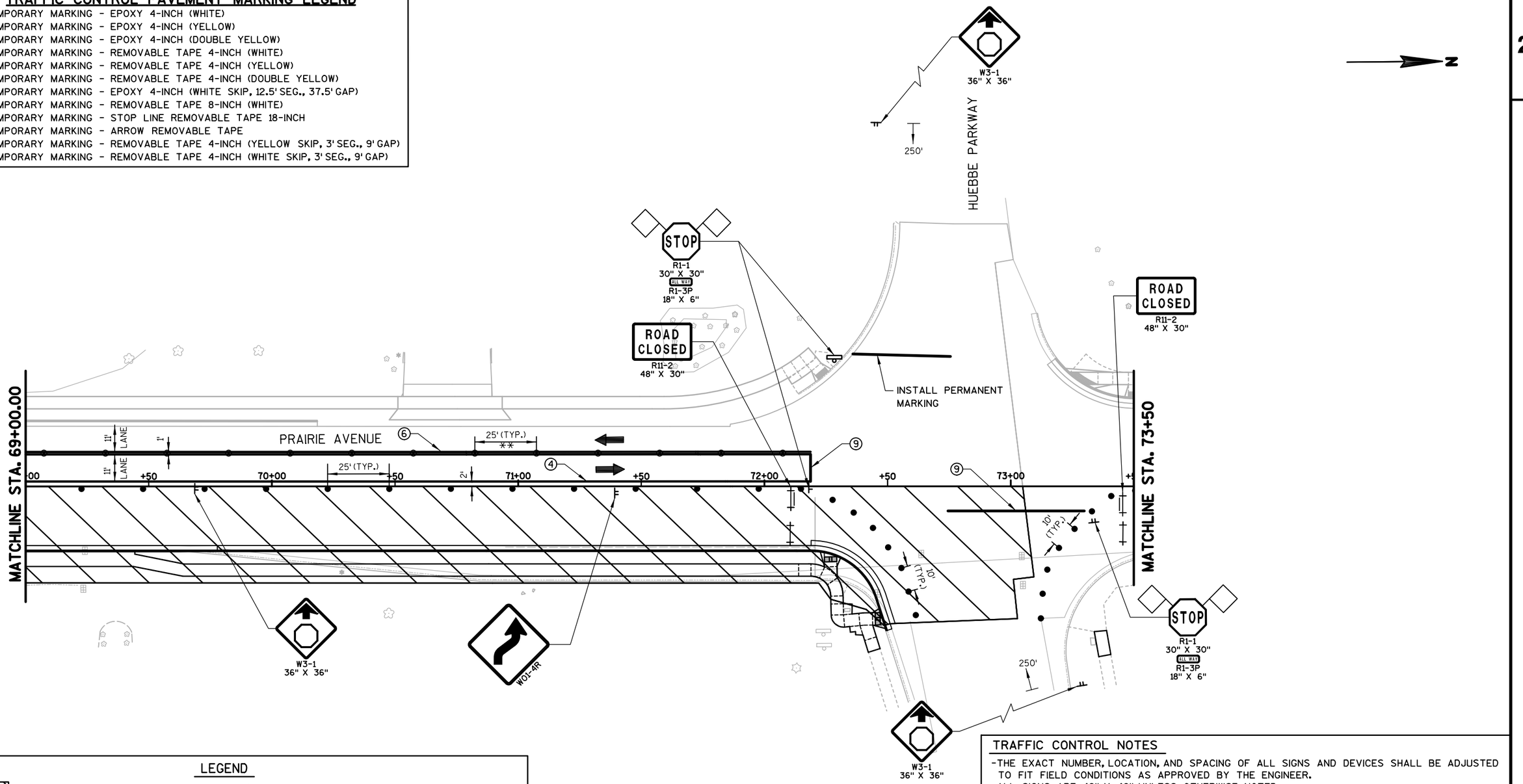
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 110	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

① TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
② TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
③ TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
④ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
⑤ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
⑥ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
⑦ TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
⑧ TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
⑨ TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
⑩ TEMPORARY MARKING - ARROW REMOVABLE TAPE
⑪ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑫ TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDEROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURE" FOR ADDITIONAL INFORMATION

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" X 48" UNLESS OTHERWISE NOTED.
-ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
-SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
-SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
-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.
-FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
-MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

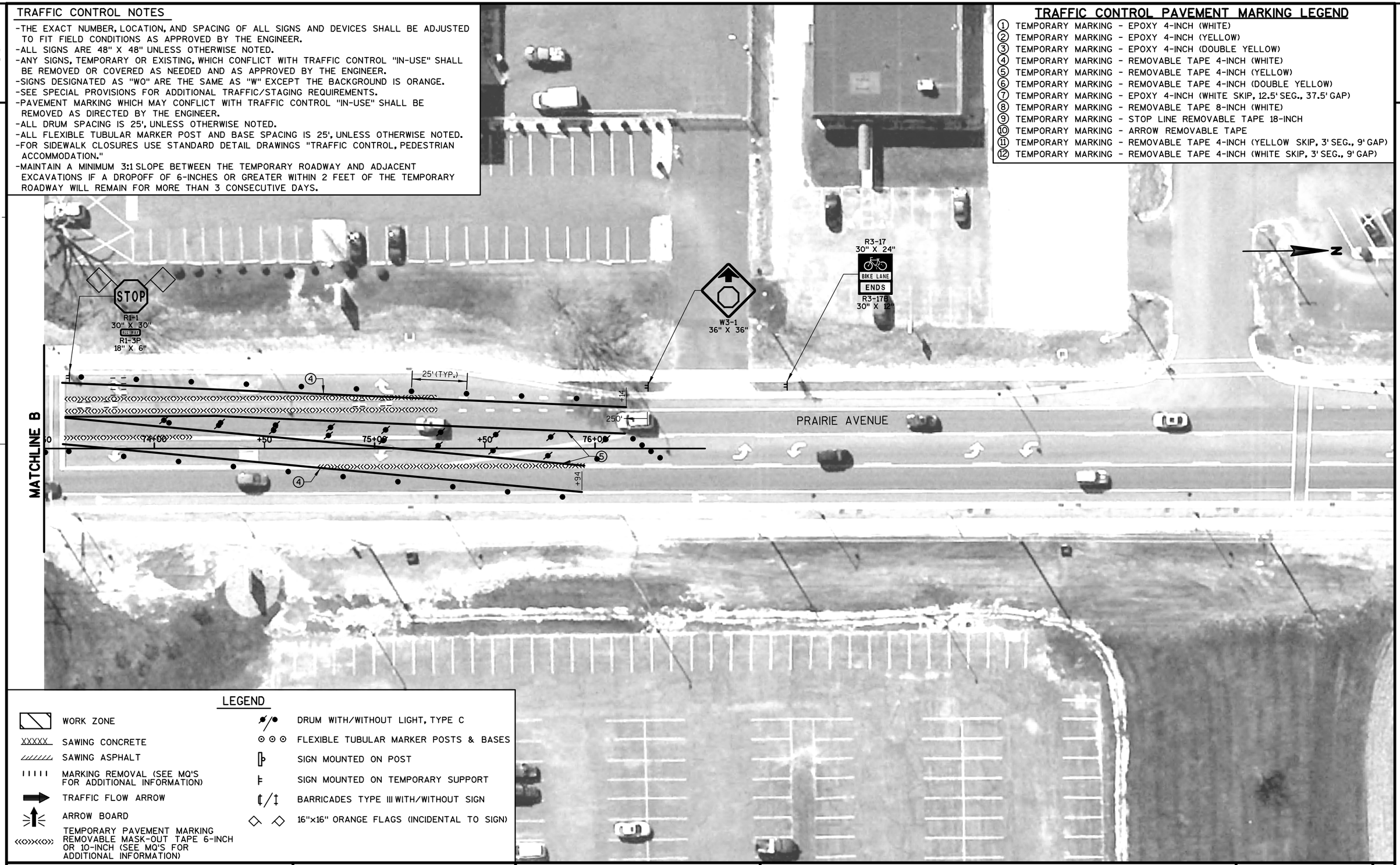
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 111	E

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" X 48" UNLESS OTHERWISE NOTED.
- -ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- -SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- -SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- -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.
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- -FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION."
- -MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING - EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
8. TEMPORARY MARKING - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING - STOP LINE REMOVABLE TAPE 18-INCH
10. TEMPORARY MARKING - ARROW REMOVABLE TAPE
11. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
12. TEMPORARY MARKING - REMOVABLE TAPE 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)



LEGEND

- WORK ZONE
- XXXXX SAWING CONCRETE
- SAWING ASPHALT
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TRAFFIC FLOW ARROW
- ARROW BOARD
- TEMPORARY PAVEMENT MARKING REMOVABLE MASK-OUT TAPE 6-INCH OR 10-INCH (SEE MQ'S FOR ADDITIONAL INFORMATION)
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	STAGING PLANS - STAGE 3	SHEET 112 E

5989-00-14

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	566.000	566.000
0004	201.0220	Grubbing	ID	666.000	666.000
0006	204.0100	Removing Pavement	SY	5,385.000	5,385.000
0008	204.0105	Removing Pavement Butt Joints	SY	77.000	77.000
0010	204.0109.S	Removing Concrete Surface Partial Depth	SF	281,900.000	281,900.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	80.000	80.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	6,970.000	6,970.000
0016	204.0150	Removing Curb & Gutter	LF	6,210.000	6,210.000
0018	204.0155	Removing Concrete Sidewalk	SY	2,785.000	2,785.000
0020	204.0195	Removing Concrete Bases	EACH	16.000	16.000
0022	204.0205	Removing Utility Poles	EACH	3.000	3.000
0024	204.0210	Removing Manholes	EACH	1.000	1.000
0026	204.0220	Removing Inlets	EACH	2.000	2.000
0028	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	35.000	35.000
0030	204.0245	Removing Storm Sewer (size) 02. 36-Inch	LF	20.000	20.000
0032	204.9060.S	Removing (item description) 01. Bollards	EACH	2.000	2.000
0034	204.9165.S	Removing (item description) 01. Block Retaining Wall	SF	750.000	750.000
0036	205.0100	Excavation Common	CY	6,487.000	6,487.000
0038	213.0100	Finishing Roadway (project) 01. 5989-00-14	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	440.000	440.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,520.000	7,520.000
0044	312.0110	Select Crushed Material	TON	265.000	265.000
0046	320.0115	Concrete Base 5-Inch	SY	1,856.000	1,856.000
0048	415.0070	Concrete Pavement 7-Inch	SY	115.000	115.000
0050	415.5110.S	Concrete Pavement Joint Layout	LS	1.000	1.000
0052	416.0160	Concrete Driveway 6-Inch	SY	980.000	980.000
0054	416.0260	Concrete Driveway HES 6-Inch	SY	90.000	90.000
0056	416.0610	Drilled Tie Bars	EACH	3,030.000	3,030.000
0058	416.0620	Drilled Dowel Bars	EACH	176.000	176.000
0060	455.0605	Tack Coat	GAL	3,095.000	3,095.000
0062	460.2000	Incentive Density HMA Pavement	DOL	3,680.000	3,680.000
0064	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	4,415.000	4,415.000
0066	460.5224	HMA Pavement 4 LT 58-28 S	TON	610.000	610.000
0068	460.6223	HMA Pavement 3 MT 58-28 S	TON	483.000	483.000
0070	460.6424	HMA Pavement 4 MT 58-28 H	TON	4,645.000	4,645.000
0072	465.0110	Asphaltic Surface Patching	TON	10.000	10.000
0074	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	95.000	95.000
0076	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	1.000	1.000
0078	520.8000	Concrete Collars for Pipe	EACH	8.000	8.000
0080	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	2,575.000	2,575.000

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Line	Item	Item Description	Unit	Total	Qty
0082	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	560.000	560.000
0084	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	5,570.000	5,570.000
0086	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,099.000	1,099.000
0088	602.0405	Concrete Sidewalk 4-Inch	SF	15,150.000	15,150.000
0090	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	228.000	228.000
0092	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	318.000	318.000
0094	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	91.000	91.000
0096	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	20.000	20.000
0098	611.0420	Reconstructing Manholes	EACH	1.000	1.000
0100	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0102	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0104	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0106	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0108	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0110	611.1230	Catch Basins 2x3-FT	EACH	3.000	3.000
0112	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0114	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0116	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0118	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0120	611.8115	Adjusting Inlet Covers	EACH	38.000	38.000
0122	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	4.000	4.000
0124	616.0700.S	Fence Safety	LF	100.000	100.000
0126	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5989-00-14	EACH	1.000	1.000
0128	619.1000	Mobilization	EACH	1.000	1.000
0130	620.0300	Concrete Median Sloped Nose	SF	360.000	360.000
0132	624.0100	Water	MGAL	150.000	150.000
0134	625.0100	Topsoil	SY	9,790.000	9,790.000
0136	627.0200	Mulching	SY	12,720.000	12,720.000
0138	628.1504	Silt Fence	LF	250.000	250.000
0140	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0142	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0144	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0146	628.2006	Erosion Mat Urban Class I Type A	SY	1,826.000	1,826.000
0148	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0150	628.7010	Inlet Protection Type B	EACH	12.000	12.000
0152	628.7015	Inlet Protection Type C	EACH	38.000	38.000
0154	628.7020	Inlet Protection Type D	EACH	19.000	19.000

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Line	Item	Item Description	Unit	Total	Qty
0156	628.7504	Temporary Ditch Checks	LF	30.000	30.000
0158	628.7555	Culvert Pipe Checks	EACH	1.000	1.000
0160	628.7560	Tracking Pads	EACH	7.000	7.000
0162	629.0210	Fertilizer Type B	CWT	8.600	8.600
0164	630.0140	Seeding Mixture No. 40	LB	159.400	159.400
0166	630.0300	Seeding Borrow Pit	LB	64.800	64.800
0168	642.5201	Field Office Type C	EACH	1.000	1.000
0170	643.0300	Traffic Control Drums	DAY	64,181.000	64,181.000
0172	643.0420	Traffic Control Barricades Type III	DAY	6,723.000	6,723.000
0174	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,779.000	1,779.000
0176	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,779.000	1,779.000
0178	643.0705	Traffic Control Warning Lights Type A	DAY	8,359.000	8,359.000
0180	643.0715	Traffic Control Warning Lights Type C	DAY	2,457.000	2,457.000
0182	643.0800	Traffic Control Arrow Boards	DAY	95.000	95.000
0184	643.0900	Traffic Control Signs	DAY	14,306.000	14,306.000
0186	643.1050	Traffic Control Signs PCMS	DAY	61.000	61.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	644.1430.S	Temporary Pedestrian Surface Plate	SF	125.000	125.000
0192	646.1020	Marking Line Epoxy 4-Inch	LF	13,635.000	13,635.000
0194	646.3020	Marking Line Epoxy 8-Inch	LF	3,143.000	3,143.000
0196	646.5020	Marking Arrow Epoxy	EACH	47.000	47.000
0198	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0200	646.5220	Marking Symbol Epoxy	EACH	4.000	4.000
0202	646.6120	Marking Stop Line Epoxy 18-Inch	LF	765.000	765.000
0204	646.7120	Marking Diagonal Epoxy 12-Inch	LF	346.000	346.000
0206	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,400.000	2,400.000
0208	646.8120	Marking Curb Epoxy	LF	80.000	80.000
0210	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000
0212	646.9000	Marking Removal Line 4-Inch	LF	1,453.000	1,453.000
0214	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	495.000	495.000
0216	646.9100	Marking Removal Line 8-Inch	LF	115.000	115.000
0218	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	98.000	98.000
0220	646.9210	Marking Removal Line Water Blasting Wide	LF	26.000	26.000
0222	646.9300	Marking Removal Special Marking	EACH	10.000	10.000
0224	646.9310	Marking Removal Special Marking Water Blasting	EACH	11.000	11.000
0226	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	19,370.000	19,370.000
0228	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	25,362.000	25,362.000
0230	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	260.000	260.000
0232	649.0550	Temporary Marking Arrow Removable Tape	EACH	4.000	4.000
0234	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	1,139.000	1,139.000

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Line	Item	Item Description	Unit	Total	Qty
0236	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	710.000	710.000
0238	649.0970	Temporary Marking Removable Mask Out Tape 10-Inch	LF	335.000	335.000
0240	650.4000	Construction Staking Storm Sewer	EACH	7.000	7.000
0242	650.5000	Construction Staking Base	LF	675.000	675.000
0244	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,659.000	1,659.000
0246	650.7000	Construction Staking Concrete Pavement	LF	625.000	625.000
0248	650.8000	Construction Staking Resurfacing Reference	LF	6,320.000	6,320.000
0250	650.8500	Construction Staking Electrical Installations (project) 01. 5989-00-14	LS	1.000	1.000
0252	650.9000	Construction Staking Curb Ramps	EACH	35.000	35.000
0254	650.9910	Construction Staking Supplemental Control (project) 01. 5989-00-14	LS	1.000	1.000
0256	650.9920	Construction Staking Slope Stakes	LF	6,320.000	6,320.000
0258	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	392.000	392.000
0260	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	338.000	338.000
0262	652.0615	Conduit Special 3-Inch	LF	853.000	853.000
0264	652.0700.S	Install Conduit into Existing Item	EACH	13.000	13.000
0266	652.0800	Conduit Loop Detector	LF	158.000	158.000
0268	652.0900	Loop Detector Slots	LF	34.000	34.000
0270	653.0140	Pull Boxes Steel 24x42-Inch	EACH	13.000	13.000
0272	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0274	653.0905	Removing Pull Boxes	EACH	6.000	6.000
0276	654.0101	Concrete Bases Type 1	EACH	16.000	16.000
0278	654.0102	Concrete Bases Type 2	EACH	6.000	6.000
0280	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	4.000	4.000
0282	655.0230	Cable Traffic Signal 5-14 AWG	LF	3,175.000	3,175.000
0284	655.0240	Cable Traffic Signal 7-14 AWG	LF	2,386.000	2,386.000
0286	655.0250	Cable Traffic Signal 9-14 AWG	LF	1,136.000	1,136.000
0288	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,130.000	2,130.000
0290	655.0305	Cable Type UF 2-12 AWG Grounded	LF	2,911.000	2,911.000
0292	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	9,247.000	9,247.000
0294	655.0610	Electrical Wire Lighting 12 AWG	LF	1,750.000	1,750.000
0296	655.0700	Loop Detector Lead In Cable	LF	669.000	669.000
0298	655.0800	Loop Detector Wire	LF	448.000	448.000
0300	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Prairie Avenue & Robin Road	LS	1.000	1.000
0302	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. Prairie Avenue & Elmwood Avenue	LS	1.000	1.000
0304	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. Prairie Avenue & Hart Road	LS	1.000	1.000
0306	656.0200	Electrical Service Meter Breaker Pedestal (location) 04.	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
		Prairie Avenue & Huebbe Parkway			
0308	657.0100	Pedestal Bases	EACH	21.000	21.000
0310	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	5.000	5.000
0312	657.0310	Poles Type 3	EACH	5.000	5.000
0314	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000
0316	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	4.000	4.000
0318	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	10.000	10.000
0320	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	6.000	6.000
0322	657.0590	Trombone Arms 20-FT	EACH	5.000	5.000
0324	657.0595	Trombone Arms 25-FT	EACH	3.000	3.000
0326	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	5.000	5.000
0328	658.0173	Traffic Signal Face 3S 12-Inch	EACH	34.000	34.000
0330	658.0175	Traffic Signal Face 5S 12-Inch	EACH	11.000	11.000
0332	658.0416	Pedestrian Signal Face 16-Inch	EACH	14.000	14.000
0334	658.0500	Pedestrian Push Buttons	EACH	27.000	27.000
0336	658.5069	Signal Mounting Hardware (location) 01. Prairie Avenue & Robin Road	LS	1.000	1.000
0338	658.5069	Signal Mounting Hardware (location) 02. Prairie Avenue & Elmwood Avenue	LS	1.000	1.000
0340	658.5069	Signal Mounting Hardware (location) 03. Prairie Avenue & Hart Road	LS	1.000	1.000
0342	658.5069	Signal Mounting Hardware (location) 04. Prairie Avenue & Huebbe Parkway	LS	1.000	1.000
0344	659.1125	Luminaires Utility LED C	EACH	14.000	14.000
0346	674.0300	Remove Cable	LF	1,506.000	1,506.000
0348	674.0400	Reinstall Cable	LF	12.000	12.000
0350	690.0150	Sawing Asphalt	LF	2,295.000	2,295.000
0352	690.0250	Sawing Concrete	LF	11,280.000	11,280.000
0354	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0356	740.0440	Incentive IRI Ride	DOL	8,802.000	8,802.000
0358	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	850.000	850.000
0360	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,300.000	1,300.000
0362	SPV.0060	Special 01. Storm Sewer Tap	EACH	2.000	2.000
0364	SPV.0060	Special 02. Traffic Signal Controller, Fully Actuated, 8 Phase	EACH	4.000	4.000
0366	SPV.0060	Special 03. Relocate Traffic Signal Pole	EACH	2.000	2.000
0368	SPV.0060	Special 04. Remove Luminaire	EACH	9.000	9.000
0370	SPV.0060	Special 05. Remove Trombone Arm	EACH	3.000	3.000
0372	SPV.0060	Special 06. Remove Traffic Signal Pole	EACH	9.000	9.000
0374	SPV.0060	Special 07. Remove Pedestrian Push Button	EACH	8.000	8.000
0376	SPV.0060	Special 08. Remove Traffic Signal Face	EACH	10.000	10.000

5989-00-14

Line	Item	Item Description	Unit	Total	Qty
0378	SPV.0060	Special 09. Remove Pedestrian Signal Face	EACH	1.000	1.000
0380	SPV.0060	Special 10. Relocate Pedestrian Signal Face	EACH	9.000	9.000
0382	SPV.0060	Special 11. Utility Line Opening (ULO)	EACH	1.000	1.000
0384	SPV.0090	Special 01. Sawing Curb Head	LF	8.000	8.000
0386	SPV.0090	Special 02. Concrete Joint and Crack Cleaning and Repair	LF	14,700.000	14,700.000
0388	SPV.0090	Special 03. Concrete Curb & Gutter 30-Inch Type A HES	LF	17.000	17.000
0390	SPV.0105	Special 01. Remove Traffic Signals, Prairie Avenue and Shopko Plaza Int.	LS	1.000	1.000
0392	SPV.0105	Special 02. Video Detection, Prairie Avenue and Elmwood Avenue Intersection	LS	1.000	1.000
0394	SPV.0105	Special 03. Video Detection, Prairie Avenue and Hart Road Intersection	LS	1.000	1.000
0396	SPV.0105	Special 04. Modify Video Detection System, Prairie Avenue and Huebbe Prkwy Int.	LS	1.000	1.000
0398	SPV.0105	Special 05. Reestablish Manhole Invert, Structure SS-3	LS	1.000	1.000
0400	SPV.0105	Special 06. Research and Locate Existing Property Monuments	LS	1.000	1.000
0402	SPV.0105	Special 07. Verify and Replace Existing Property Monuments	LS	1.000	1.000
0404	SPV.0105	Special 08. Temporary Near Right Signal - Cranston Road	LS	1.000	1.000
0406	SPV.0120	Special 01. Water for Seeded Areas	MGAL	200.000	200.000
0408	SPV.0180	Special 01. Salvage and Replace Landscaping Mulch	SY	10.000	10.000

CLEARING AND GRUBBING

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	11+09	LT	24	24
	12+40	LT	21	21
	13+45	LT	32	32
	14+06	LT	18	18
	14+55	LT	32	32
	15+09	LT	18	18
	15+55	LT	---	19
	16+20	LT	---	13
	16+55	LT	21	21
	20+34	LT	16	16
	22+99	RT	16	16
	28+27	LT	27	27
	30+87	LT	14	14
	32+88	LT	16	16
	33+33	LT	14	14
	35+00	LT	21	21
	35+66	LT	21	21
	38+03	LT	14	14
	38+56	LT	20	20
	39+31	LT	18	18
	40+00	LT	18	18
	40+61	LT	18	18
	48+66	LT	20	20
	50+74	LT	21	21
	51+27	LT	24	24
	51+75	LT	21	21
	56+16	LT	16	16
	58+45	LT	36	36
	59+07	LT	---	19
	59+78	LT	29	29
	61+61	LT	---	27
	70+27	LT	---	22
		TOTALS	566	666

REMOVING PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	10+55 - 11+51	LT	230
	10+55 - 11+31	RT	60
	11+94	LT	80
	13+08	LT	70
	13+78	LT	70
	14+82	LT	45
	14+83 - 17+00	LT	580
	15+89	LT	65
	18+67 - 18+87	LT	15
	18+67 - 18+87	RT	15
	22+93	LT	45
	23+19 - 23+72	LT	35
	23+34 - 23+72	RT	25
	25+71	LT	40
	28+83 - 30+77	LT	530
	29+58 - 29+77	RT	15
	32+39	LT	30
	35+91 - 36+96	LT	370
	35+91 - 36+96	RT	80
	47+01	LT	40
	48+42	LT	30
	48+84	RT	20
	48+93	LT	40
	50+27	LT	40
	51+73 - 51+88	LT	20
	54+18 - 60+93	RT	2,300
	59+43	LT	45
	60+85	LT	50
	62+08	LT	50
	68+36	RT	20
	69+78 - 72+21	RT	330
		TOTAL	5,385

REMOVING PAVEMENT PARTIAL DEPTH SUMMARY

CATEGORY	STATION - STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	10+55 - 29+26	LT	10	42,300	---	690
	10+55 - 29+26	RT	20	50,800	---	690
	29+26 - 44+57	LT	10	30,300	7	980
	29+26 - 44+57	RT	7	35,600	3	910
	44+57 - 73+78	LT	15	67,800	40	2,050
	44+57 - 73+78	RT	15	55,100	30	1,650
		TOTALS	77	281,900	80	6,970

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 LF
0010	10+55 - 29+26	LT	560
	10+55 - 29+26	RT	890
	29+26 - 44+57	LT	920
	29+26 - 44+57	RT	240
	44+57 - 73+78	LT	1,950
	44+57 - 73+78	RT	1,150
	UNDISTRIBUTED	---	500
		TOTAL	6,210

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	10+55 - 29+26	LT	990
	10+55 - 29+26	RT	15
	29+26 - 44+57	LT	770
	29+26 - 44+57	RT	25
	44+57 - 73+78	LT	950
	44+57 - 73+78	RT	35
		TOTAL	2,785

REMOVING CONCRETE BASES

CATEGORY	LOCATION	NO.	STATION	LOCATION	204.0195 EACH
0010	CRANSTON ROAD	EXSB-1	10+67	35'RT	1
	ROBIN ROAD	EXCB-1	24+50	43'RT	1
		EXSB-3	23+59	38'RT	1
		EXSB-4	23+76	38'LT	1
	ELMWOOD AVENUE	EXCB-2	44+28	50'RT	1
		EXSB-10	44+04	35'RT	1
	SHOPKO PLAZA	EXCB-3	57+89	40'RT	1
		EXSB-21	56+72	42'RT	1
		EXSB-22	56+72	29'LT	1
		EXSB-23	57+40	30'LT	1
		EXSB-24	57+98	30'LT	1
		EXSB-25	57+95	30'RT	1
	HUEBBE PARKWAY	EXCB-4	73+33	63'RT	1
		EXSB-42	72+16	43'RT	1
	MAINLINE	---	26+57	38'LT	1
		---	26+57	41'LT	1
				TOTAL	16

REMOVING UTILITY POLES

CATEGORY	STATION	LOCATION	204.0205 EACH
0010	28+90	LT	1
	68+04	RT	1
	70+28	RT	1
		TOTAL	3

REMOVING STORM SEWER

CATEGORY	STATION - STATION	LOCATION	204.0245 .01 12-INCH LF	204.0245 .02 36-INCH LF
0010	55+54	LT	15	---
	57+69 - 57+76	RT	7	---
	59+09 - 59+28	RT	6	20
	64+84	RT	7	---
		TOTALS	35	20

REMOVING STRUCTURES

CATEGORY	STATION	OFFSET	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
0010	57+76	40.9 RT	---	1
	59+19	30.6 RT	1	---
	64+84	37.7 RT	---	1
		TOTALS	1	2

REMOVING BOLLARDS

CATEGORY	STATION	LOCATION	204.9060.S.01 EACH
0020	15+73	49'LT	1
	16+04	49'LT	1
		TOTAL	2

REMOVING BLOCK RETAINING WALL

CATEGORY	STATION - STATION	LOCATION	204.9165.S.01 SF
0010	53+95 - 58+16	LT	750

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 EACH
0010	5989-00-14	1

ASPHALTIC SURFACE PATCHING

CATEGORY	LOCATION	465.0110 TON	REMARK
0010	UNDISTRIBUTED	10	FOR RAMPING BETWEEN SURFACES AND PATCHING POT HOLES

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	10+55 - 29+26	LT	40	1,550
	10+55 - 29+26	RT	20	270
	29+26 - 44+57	LT	30	1,250
	29+26 - 44+57	RT	30	200
	44+57 - 73+78	LT	160	1,600
	44+57 - 73+78	RT	160	2,650
		TOTALS	440	7,520

CONCRETE PAVEMENT SUMMARY

CATEGORY	STATION - STATION	LOCATION	320.0115 CONCRETE BASE 5-INCH SY	415.0070 CONCRETE PAVEMENT 7-INCH SY
0010	10+55 - 11+51	LT	230	---
	10+55 - 11+31	RT	59	---
	14+83 - 17+00	LT	580	---
	18+67 - 18+85	LT/RT	---	8
	23+52 - 23+72	LT/RT	---	10
	28+83 - 30+77	LT	520	---
	29+58 - 29+76	LT/RT	---	9
	34+08 - 34+46	LT/RT	---	19
	35+91 - 36+96	LT	365	---
	35+91 - 36+96	RT	81	---
	38+82 - 39+30	LT/RT	---	23
	41+47 - 41+95	LT/RT	---	23
	51+73 - 51+88	LT	21	---
	54+93 - 55+22	LT/RT	---	11
	59+90 - 60+22	LT/RT	---	12
		TOTALS	1,856	115

CONCRETE DRIVEWAY

CATEGORY	STATION	LOCATION	416.0160 6-INCH SY	416.0260 HES 6-INCH SY
0010	11+94	LT	95	---
	13+08	LT	80	---
	13+78	LT	80	---
	14+82	LT	---	55
	15+89	LT	80	---
	23+89	LT	55	---
	32+39	LT	---	35
	47+01	LT	50	---
	48+43	LT	45	---
	48+84	RT	20	---
	48+92	LT	50	---
	50+26	LT	50	---
	59+43	LT	55	---
	60+85	LT	65	---
	64+41	LT	75	---
	65+91	LT	80	---
	67+77	LT	35	---
	68+36	RT	20	---
	70+72	LT	45	---
		TOTALS	980	90

DRILLED BARS SUMMARY

CATEGORY	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	10+55 - 29+26	LT	435	88
	10+55 - 29+26	RT	435	8
	29+26 - 44+57	LT	483	56
	29+26 - 44+57	RT	281	8
	44+57 - 73+78	LT	772	16
	44+57 - 73+78	RT	454	---
	UNDISTRIBUTED	---	170	---
		TOTALS	3,030	176

ASPHALTIC ITEMS SUMMARY

CATEGORY	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	10+55 - 29+26	LT	455	215	18	705	31
	10+55 - 29+26	RT	460	---	19	715	3
	29+26 - 44+57	LT	365	185	6	565	2
	29+26 - 44+57	RT	350	---	5	550	---
	44+57 - 73+78	LT	675	210	5	1,060	38
	44+57 - 73+78	RT	790	---	430	1,050	21
		TOTALS	3,095	610	483	4,645	95

NOTES: A UNIT WEIGHT OF 110 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES.
A TACK COAT APPLICATION RATE OF 0.07 GALLONS PER SQUARE YARD OF PAVEMENT AREA WAS USED TO ESTIMATE TACK COAT QUANTITIES.

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

CATEGORY	STATION - STATION	LOCATION	460.4110.S LF
0010	10+55 - 29+26	CENTERLINE	1,365
	29+26 - 44+57	CENTERLINE	730
	44+57 - 73+78	CENTERLINE	2,320
		TOTAL	4,415

EARTHWORK SUMMARY

CATEGORY	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) 5% OF CUT CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	REDUCED EBS IN FILL (5) FACTOR 0.82 CY	EXPANDED EBS BACKFILL (6) FACTOR 1.30 CY	UNEXPANDED FILL CY	EXPANDED FILL (7) FACTOR 1.22 CY	MASS ORDINATE +/- (8)	WASTE CY	312.0110 SELECT CRUSHED MATERIAL (3) TON
0010	MAINLINE	4,580	107	905	3,675	88	139	340	415	3,260	3,260	265
	PARKING LOTS	153	0	0	153	0	0	0	0	153	153	0
	MEDIAN CONVERSION	625	0	0	625	0	0	209	255	369	369	0
	BUS STOP SIDEWALK LOCATIONS	53	0	0	53	0	0	0	0	53	53	0
	CURB AND GUTTER REPLACEMENT	970	0	0	970	0	0	0	0	970	970	0
	SUBTOTALS	6,380	107	905	5,475	88	139	549	670	4,804	4,804	265
	TOTALS		6,487									265

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) REDUCED EBS IN FILL: EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.82.
6) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30.
7) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.22.
8) MASS ORDINATE: MASS ORDINATE = (AVAILABLE MATERIAL - EXPANDED FILL)
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORAGE OF MATERIAL WITHIN THE DIVISION.

CONCRETE CURB AND GUTTER

CATEGORY	STATION - STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	SPV.0090.03 CONCRETE CURB & GUTTER 30-INCH TYPE A HES LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	10+55 - 29+26	LT	470	---	365	25	17	25
	10+55 - 29+26	RT	435	---	690	13	---	13
	29+26 - 44+57	LT	575	---	775	105	---	105
	29+26 - 44+57	RT	580	---	120	86	---	86
	44+57 - 73+78	LT	515	---	1,820	130	---	130
	44+57 - 73+78	RT	---	560	1,300	740	---	1,300
	UNDISTRIBUTED	---	---	---	500	---	---	---
		TOTALS	2,575	560	5,570	1,099	17	1,659

CONCRETE SIDEWALK SUMMARY

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	10+55 - 29+26	LT	1,450	62	71	8
	10+55 - 29+26	RT	750	20	21	3
	29+26 - 44+57	LT	1,150	10	95	5
	29+26 - 44+57	RT	1,100	30	---	3
	44+57 - 73+78	LT	5,550	56	131	11
	44+57 - 73+78	RT	5,150	50	---	5
		TOTALS	15,150	228	318	35

STORM SEWER

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF
0010	SS-1	SS-1.1	16	---	---
	SS-2	SS-2.1	8	---	---
	SS-3	SS-3.1	---	10	---
	SS-3	SS-3.2	6	---	---
	SS-3	SS-3.3	7	---	---
	SS-3	SS-3-4	---	10	---
	SS-4	SS-4.1	---	---	4
	SS-4	SS-4.2	7	---	---
	SS-5	SS-5.1	7	---	---
	SS-6	SS-6.1	40	---	---
		TOTALS	91	20	4

STORM SEWER STRUCTURE ADJUSTMENTS SUMMARY

CATEGORY	STATION - STATION	LOCATION	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	10+55 - 29+26	LT	---	---	1	8
	10+55 - 29+26	RT	---	1	1	8
	29+26 - 44+57	LT	---	---	2	5
	29+26 - 44+57	RT	---	---	---	4
	44+57 - 73+78	LT	---	---	1	7
	44+57 - 73+78	RT	1	---	3	6
		TOTALS	1	1	8	38

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT ID	618.0100 EACH
0030	5989-00-14	1

SILT FENCE SUMMARY

CATEGORY	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	UNDISTRIBUTED	50	100
	WASTE SITE	200	400
	TOTALS	250	500

MOBILIZATION

CATEGORY	PROJECT ID	619.1000 EACH
0010	5989-00-14	1

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	620.0300 SF	REMARKS
0010	18+70	45	TYPE 1
	23+66	45	TYPE 1
	29+62	45	TYPE 1
	34+41	45	TYPE 1
	38+87	45	TYPE 1
	41+90	45	TYPE 1
	54+98	45	TYPE 1
	60+17	45	TYPE 1
	TOTAL	360	

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S LF
0010	UNDISTRIBUTED	100

WATER

CATEGORY	STATION - STATION	LOCATION	624.0100 (BASE COMPACTION) MGAL	624.0100 (DUST CONTROL) MGAL
0010	10+55 - 29+26	LT	24	3
	10+55 - 29+26	RT	4	1
	29+26 - 44+57	LT	19	3
	29+26 - 44+57	RT	4	0
	44+57 - 73+78	LT	26	4
	44+57 - 73+78	RT	42	6
	EXCAVATION COMMON	LT/RT	---	13
		TOTALS	120	30
		ITEM TOTAL	150	

STORM SEWER STRUCTURE SUMMARY

CATEGORY	STRUCT. ID#	STATION	LOCATION	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.01 STORM SEWER TAP EACH
0010	SS-1	55+53.6	48.0' LT	1	---	---	---	---	---	---	---	---	---	1	---
	SS-1.1	55+53.8	31.8' LT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-2	57+76.5	41.6' RT	---	---	---	1	---	1	---	---	---	---	1	---
	SS-2.1	57+69.5	38.7' RT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-3	59+18.6	30.5' RT	---	---	1	---	1	---	---	---	---	---	1	---
	SS-3.1	59+08.9	30.7' RT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-3.2	59+18.6	25.0' RT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-3.3	59+18.6	37.6' RT	---	---	---	1	---	---	1	---	---	---	1	---
	SS-3.4	59+28.3	30.5' RT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-4	64+83.9	37.6' RT	---	1	---	---	1	---	---	---	---	---	1	---
	SS-4.2	64+83.9	30.3' RT	---	---	---	---	---	---	---	---	---	1	---	---
	SS-5	67+74.0	39.6' RT	---	---	---	---	---	---	---	1	1	---	1	---
	SS-5.1	67+74.0	32.3' RT	---	---	---	---	1	---	---	---	---	1	---	1
	SS-6	62+17.9	54.9' LT	---	---	---	1	---	---	1	---	---	---	1	---
	SS-6.1	62+57.6	47.9' LT	---	---	---	---	---	---	---	---	---	1	---	1
	---	72+46.0	43.4' RT	---	---	---	---	---	1	---	---	---	---	---	---
			TOTALS	1	1	1	3	3	2	2	1	1	8	7	2

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0300 SEEDING BORROW PIT LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
0010	10+55 - 29+26	LT/RT	2,500	1,950	510	1.6	44.6	---	55
	29+26 - 44+57	LT/RT	2,050	1,400	650	1.3	36.6	---	45
	44+57 - 73+78	LT/RT	4,350	3,850	500	2.7	78.2	---	100
	UNDISTRIBUTED	---	890	720	166	---	---	---	---
	WASTE SITE	---	---	4,800	---	3.0	---	64.8	---
		TOTALS	9,790	12,720	1,826	8.6	159.4	64.8	200

TRACKING PADS

CATEGORY	STAGE/LOCATION	628.7560 EACH
0010	STAGE 1	2
	STAGE 2	2
	STAGE 3	2
	WASTE SITE	1
	TOTAL	7

TEMPORARY DITCH CHECKS

CATEGORY	LOCATION	628.7504 LF
0010	STA. 64+00, RT	10
	UNDISTRIBUTED	20
	TOTAL	30

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	12	3

INLET PROTECTION

CATEGORY	STATION - STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
0010	10+55 - 29+26	LT/RT	---	4	14	8
	29+26 - 44+57	LT/RT	---	---	9	2
	44+57 - 73+78	LT/RT	4	8	15	9
		TOTALS	4	12	38	19

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH	REMARK
0010	55+54	48' LT	1	12" PIPE

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5989-00-14	1

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS QTY	643.0300 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III QTY	643.0420 DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A QTY	643.0705 DAY	643.0715 TYPE C QTY	643.0715 DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS QTY	643.0800 DAY	643.0900 TRAFFIC CONTROL SIGNS QTY	643.0900 DAY	643.1050 SIGNS PCMS QTY	643.1050 DAY
0010	ADVANCED WARNING	150	---	---	---	---	---	---	---	---	---	---	---	---	8	1,200	2	14
	STAGE 1	30	180	5,400	23	690	184	184	20	600	29	870	1	30	24	720	---	---
	STAGE 2	65	474	30,810	42	2,730	776	776	54	3,510	15	975	1	30	98	6,370	2	32
	STAGE 3	55	453	24,915	51	2,805	587	587	66	3,630	9	495	1	30	97	5,335	2	15
	SUBTOTALS			61,125		6,225	1,547	1,547		7,740		2,340		90		13,625		61
	UNDISTRIBUTED			3,056		498	232	232		619		117		5		681		---
	TOTALS			64,181		6,723	1,779	1,779		8,359		2,457		95		14,306		61

NOTE: SIDEROAD CLOSURE ITEMS INCLUDED IN UNDISTRIBUTED QUANTITIES

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5989-00-14	1

MARKING REMOVAL SPECIAL MARKING

CATEGORY	STAGE	646.9300 ARROWS EACH	646.9300 WORDS EACH	646.9310 WATER BLASTING ARROWS EACH	646.9310 WATER BLASTING SYMBOLS EACH	646.9310 WATER BLASTING WORDS EACH
0010	STAGE 1	2	---	---	---	---
	STAGE 2	5	3	4	---	2
	STAGE 3	---	---	3	2	---
	SUBTOTALS	7	3	7	2	2
	TOTALS	10		11		

MARKING REMOVAL LINE

CATEGORY	STAGE	646.9000 4-INCH (SOLID) LF	646.9000 4-INCH (SKIPS) LF	646.9010 WATER BLASTING 4-INCH (SOLID) LF	646.9100 8-INCH (SOLID) LF	646.9110 WATER BLASTING 8-INCH (SOLID) LF	646.9210 WATER BLASTING WIDE LF
0010	STAGE 1	1,390	---	---	---	---	---
	STAGE 2	---	63	495	115	98	26
	TOTALS	1,453		495	115	98	26

TEMPORARY MARKING LINE SUMMARY

CATEGORY	STAGE	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) LF	649.0120 4-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 4-INCH (YELLOW) (3' SEG. 9' GAP)	649.0150 4-INCH (WHITE) LF	649.0150 4-INCH (WHITE) (3' SEG. 9' GAP)	649.0250 8-INCH (WHITE) LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	STAGE 1	2,150	1,070	1,360	---	800	---	---	72
	STAGE 2	10,850	5,300	2,870	62	1,130	61	135	527
	STAGE 3	---	---	12,350	30	6,620	79	125	540
	SUBTOTALS	13,000	6,370	16,580	92	8,550	140	260	1,139
	ITEM TOTALS	19,370		25,362				260	1,139

TEMPORARY MARKING ARROW REMOVABLE TAPE

CATEGORY	STAGE	649.0550 EACH
0010	STAGE 2	2
	STAGE 3	2
	TOTAL	4

TEMPORARY MARKING REMOVABLE MASK OUT TAPE

CATEGORY	STAGE	649.0960 6-INCH LF	649.0970 10-INCH LF
0010	STAGE 2	255	110
	STAGE 3	455	225
	TOTALS	710	335

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH DOUBLE YELLOW LF	YELLOW LF	WHITE LF	3' SEG. 9' GAP (WHITE) LF	12.5' SEG. 37.5' GAP (WHITE) LF	(YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	YELLOW LF	3' SEG. 9' GAP (WHITE) LF	646.5020 MARKING ARROW EPOXY TYPE 2 EACH	TYPE 3 EACH	BIKE LANE EACH	646.5120 MARKING WORD EPOXY EACH	646.5220 MARKING SYMBOL 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 LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010	10+55 - 29+26	LT/RT	2,310	655	---	---	710	160	1,110	115	98	13	---	---	4	---	320	71	615	20	2
	29+26 - 44+57	LT/RT	1,330	---	---	---	735	---	460	---	---	6	---	---	---	---	120	---	395	40	4
	44+57 - 73+78	LT/RT	3,450	1,610	1,640	25	620	390	1,020	145	195	22	2	4	1	4	325	275	1,390	20	2
		TOTALS	7,090	2,265	1,640	25	2,065	550	2,590	260	293	41	2	4	5	4	765	346	2,400	80	8
		ITEM TOTALS				13,635				3,143			47								

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
0010	10+55 - 29+26	---	355	1,870	1,870
	29+26 - 44+57	---	255	1,530	1,530
	44+57 - 73+78	675	15	2,920	2,920
	TOTALS	675	625	6,320	6,320

CONSTRUCTION STAKING

CATEGORY	PROJECT	650.9910.01 SUPPLEMENTAL CONTROL LS
0010	5989-00-14	1

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	650.8500.01 LS
0010	5989-00-14	1

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	INTERSECTION	LOCATION	STATION	OFFSET	652.0700.S EACH
0010	CRANSTON ROAD	EXPB-1	10+50	47' RT	1
	ROBIN ROAD	EXPB-1	24+54	37' RT	1
		EXPB-2	24+29	57' RT	1
		EXPB-3	23+73	56' RT	1
		EXPB-4	24+53	38' LT	1
	ELMWOOD AVENUE	EXPB-10	44+14	46' RT	1
		EXPB-11	44+13	53' LT	1
		EXPB-12	44+98	55' LT	1
		STUB	44+34	57' RT	1
	HUEBBE PARKWAY	EXPB-43	72+15	50' LT	1
		EXPB-44	73+52	49' LT	1
		STUB	73+34	60' RT	1
		STUB	72+49	49' RT	1
				TOTAL	13

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0140 PULL BOXES STEEL 24X42-INCH EACH
0010	ROBIN ROAD	PB-1	23+60.2	38.3' LT	1
		PB-2	24+24.3	38.0' LT	1
		PB-3	23+59.7	2.2' RT	1
		PB-4	23+73.5	52.1' LT	1
		SUBTOTAL (ROBIN ROAD)			4
	ELMWOOD AVENUE	PB-10	44+27.3	45.3' RT	1
		SUBTOTAL (ELMWOOD AVENUE)			1
	HART ROAD	PB-30	63+22.5	33.3' LT	1
		PB-31	63+40.0	40.7' RT	1
		PB-32	63+20.1	52.1' LT	1
		PB-33	62+60.9	59.8' RT	1
		PB-34	62+37.4	41.3' RT	1
		PB-35	62+30.4	35.4' LT	1
		PB-36	62+52.1	51.6' LT	1
		SUBTOTAL (ROBIN ROAD)			7
	HUEBBE PARKWAY	PB-40	72+37.8	40.7' RT	1
		SUBTOTAL (HUEBBE PARKWAY)			1
				TOTAL	13

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CRANSTON ROAD	EXPB-1	SB-1	12	---	---
		SUBTOTALS (CRANSTON ROAD)		12	0	0
	ROBIN ROAD	CB-1	EXPB-1	---	27	---
		EXPB-3	SB-1	7	---	---
		EXPB-3	SB-2	30	---	---
		EXPB-3	PB-3	---	---	56
		PB-3	SB-3	9	---	---
		PB-3	PB-1	---	---	41
		PB-1	SB-4	9	---	---
		PB-1	SB-5	13	---	---
		PB-1	PB-4	21	---	---
		PB-1	PB-2	66	---	---
		PB-2	SB-6	10	---	---
		PB-2	EXPB-4	31	---	---
		SUBTOTALS (ROBIN ROAD)		196	27	97
	ELMWOOD AVENUE	CB-2	PB-10	---	60	---
		CB-2	EXPB-10	---	81	---
		EXPB-10	SB-12	23	---	---
		EXPB-11	SB-10	11	---	---
		EXPB-12	SB-11	15	---	---
		SUBTOTALS (ELMWOOD AVENUE)		49	141	0
	HART ROAD	CB-3	PB-30	---	81	---
		PB-30	SB-30	26	---	---
		PB-30	PB-31	---	---	155
		PB-31	SB-31	14	---	---
		PB-31	SB-32	---	---	23
		PB-31	PB-33	---	---	165
		PB-33	SB-33	6	---	---
		PB-33	PB-34	---	---	62
		PB-34	SB-34	4	---	---
		PB-34	PB-35	---	---	155
		PB-35	SB-35	7	---	---
		PB-35	PB-36	---	---	56
		PB-36	SB-36	7	---	---
		PB-36	PB-32	---	---	140
		PB-32	SB-37	10	---	---
		PB-32	CB-3	---	21	---
		SUBTOTALS (HART ROAD)		74	102	756
	HUEBBE PARKWAY	CB-4	STUB	---	38	---
		PB-40	STUB	---	30	---
		PB-40	SB-40	19	---	---
		EXPB-43	SB-41	16	---	---
		EXPB-44	SB-42	26	---	---
		EXPB-44	SB-43			
		SUBTOTALS (HUEBBE PARKWAY)		61	68	0
			TOTALS	392	338	853

ADJUSTING PULL BOXES

CATEGORY	LOCATION	NO.	STATION	LOCATION	653.0900 EACH
0010	HUEBBE PARKWAY	EXPB-43	72+15	50'LT	1

REMOVING PULL BOXES

CATEGORY	LOCATION	NO.	STATION	LOCATION	653.0905 EACH
0010	SHOPKO PLAZA	EXPB-20	57+84	40'RT	1
		EXPB-21	56+69	45'RT	1
		EXPB-22	56+72	33'LT	1
		EXPB-23	57+40	34'LT	1
		EXPB-24	57+81	31'LT	1
		SUBTOTAL (SHOPKO PLAZA)			5
	HUEBBE PARKWAY	EXPB-42	72+44	50'RT	1
		SUBTOTAL (HUEBBE PARKWAY)			1
				TOTAL	6

CONCRETE BASE 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
0010	CRANSTON ROAD	SB-1	10+61.2	42.7'RT	---	1	---
		SUBTOTALS (CRANSTON ROAD)			0	1	0
	ROBIN ROAD	CB-1	24+61.9	40.5'RT	---	---	1
		SB-1	23+75.8	50.5'RT	1	---	---
		SB-2	23+50.9	37.9'RT	1	---	---
		SB-3	23+51.0	0.4'RT	1	---	---
		SB-4	23+51.4	39.2'LT	---	1	---
		SB-5	23+67.4	49.0'LT	1	---	---
		SB-6	24+14.8	38.9'LT	1	---	---
		SUBTOTALS (ROBIN ROAD)			5	1	1
	ELMWOOD AVENUE	CB-2	44+33.0	63.7'RT	---	---	1
		SB-10	44+03.5	49.5'LT	1	---	---
		SB-11	45+11.3	49.6'LT	1	---	---
		SB-12	43+93.9	36.4'RT	1	---	---
		SUBTOTALS (ELMWOOD AVENUE)			3	0	1
	HART ROAD	CB-3	63+20.8	58.9'LT	---	---	1
		SB-30	63+48.4	35.7'LT	1	---	---
		SB-31	63+47.1	29.0'RT	---	1	---
		SB-32	63+25.0	58.0'RT	1	---	---
		SB-33	62+55.4	60.7'RT	---	1	---
		SB-34	62+38.5	44.7'RT	1	---	---
		SB-35	62+36.9	35.7'LT	---	1	---
		SB-36	62+48.4	46.5'LT	1	---	---
		SB-37	63+11.5	47.2'LT	---	1	---
		SUBTOTALS (HART ROAD)			4	4	1
	HUEBBE PARKWAY	CB-4	73+33.4	78.4'RT	---	---	1
		SB-40	72+22.9	29.7'RT	1	---	---
		SB-41	72+22.4	53.1'LT	1	---	---
		SB-42	73+38.1	47.9'LT	1	---	---
		SB-43	73+54.1	40.4'LT	1	---	---
		SUBTOTALS (HUEBBE PARKWAY)			4	0	1
				TOTALS	16	6	4

LOOP DETECTOR INSTALLATION

CATEGORY	INTERSECTION	LOOP NO.	STATION	LOCATION	SIZE FT x FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	652.0900 LOOP DETECTOR SLOTS LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0010	ROBIN ROAD	31	24+08.1	52.4' RT	6'X6'	3	42	34	87	114	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		41	23+83.8	51.4' LT	6'X14'	3	56	---	291	168	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	23+94.7	51.3' LT	6'X14'	3	60	---	291	166	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
						TOTALS	158	34	669	448	

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTION	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
0010	ROBIN ROAD	CB-1	EXSB-1	55	---	---	---
		EXSB-1	HEAD 9	45	---	---	---
		CB-1	EXSB-2	---	97	---	---
		EXSB-2	HEAD 5	19	---	---	---
		EXSB-2	HEAD 10	19	---	---	---
		CB-1	SB-1	170	---	---	---
		SB-1	HEAD 6	19	---	---	---
		CB-1	SB-2	---	---	---	190
		SB-2	HEAD 2	19	---	---	---
		SB-2	HEAD 7	19	---	---	---
		SB-2	21	12	---	---	---
		SB-2	BUTTON	6	---	---	---
		CB-1	SB-3	240	---	---	---
		SB-3	BUTTON	6	---	---	---
		CB-1	SB-4	---	270	---	---
		SB-4	HEAD 3	45	---	---	---
		SB-4	22	12	---	---	---
		SB-4	BUTTON	6	---	---	---
		CB-1	SB-5	---	---	---	275
		SB-5	HEAD 4	19	---	---	---
		SB-5	HEAD 11	19	---	---	---
		SB-5	23	12	---	---	---
		SB-5	BUTTON	6	---	---	---
		CB-1	SB-6	---	190	---	---
		SB-6	HEAD 12	19	---	---	---
		SB-6	24	12	---	---	---
		SB-6	BUTTON	6	---	---	---
		CB-1	EXSB-5	---	145	---	---
		EXSB-5	HEAD 1	19	---	---	---
		EXSB-5	HEAD 8	19	---	---	---
		SUBTOTALS (ROBIN ROAD)		823	702	0	465

CON'T ON RT

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTION	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
0010	ELMWOOD AVENUE	CB-2	SB-12	---	---	---	82
		SB-12	HEAD 2	21	---	---	---
		SB-12	HEAD 7	21	---	---	---
		SB-12	24	12	---	---	---
		SB-12	BUTTON	6	---	---	---
		CB-2	EXSB-11	---	200	---	---
		EXSB-11	HEAD 3	45	---	---	---
		EXSB-11	23	12	---	---	---
		EXSB-11	BUTTON	6	---	---	---
		CB-2	SB-10	185	---	---	---
		SB-10	22	12	---	---	---
		SB-10	BUTTON	6	---	---	---
		CB-2	EXSB-12	---	190	---	---
		EXSB-12	HEAD 4	21	---	---	---
		EXSB-12	HEAD 11	21	---	---	---
		CB-2	EXSB-13	290	---	---	---
		EXSB-13	HEAD 12	50	---	---	---
		CB-2	SB-11	290	---	---	---
		SB-11	21	12	---	---	---
		SB-11	BUTTON	6	---	---	---
		CB-2	EXSB-14	---	---	---	300
		EXSB-14	HEAD 1	21	---	---	---
		EXSB-14	HEAD 8	---	23	---	---
		EXSB-14	28	12	---	---	---
		EXSB-14	BUTTON	6	---	---	---
		CB-2	EXSB-15	---	---	165	---
		EXSB-15	HEAD 9	---	47	---	---
		EXSB-15	27	12	---	---	---
		EXSB-15	BUTTON	6	---	---	---
		CB-2	EXSB-16	---	---	---	175
		EXSB-16	HEAD 10	21	---	---	---
		EXSB-16	HEAD 5	---	23	---	---
		EXSB-16	26	12	---	---	---
		EXSB-16	BUTTON	6	---	---	---
		CB-2	EXSB-17	---	---	70	---
		EXSB-17	HEAD 6	---	47	---	---
		EXSB-17	25	12	---	---	---
		EXSB-17	BUTTON	6	---	---	---
		SUBTOTALS (ELMWOOD AVENUE)		1,130	530	235	557

CON'T NEXT SHEET

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTION	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
0010	HART ROAD	CB-3	SB-30	---	---	---	84
		SB-30	HEAD 1	19	---	---	---
		SB-30	HEAD 8	19	---	---	---
		SB-30	28	12	---	---	---
		SB-30	BUTTON	6	---	---	---
		CB-3	SB-31	---	165	---	---
		SB-31	HEAD 9	45	---	---	---
		SB-31	27	12	---	---	---
		SB-31	BUTTON	6	---	---	---
		CB-3	SB-32	---	---	---	175
		SB-32	HEAD 5	19	---	---	---
		SB-32	HEAD 10	19	---	---	---
		SB-32	26	12	---	---	---
		SB-32	BUTTON	6	---	---	---
		CB-3	SB-33	---	255	---	---
		SB-33	HEAD 6	45	---	---	---
		SB-33	25	12	---	---	---
		SB-33	BUTTON	6	---	---	---
		CB-3	SB-34	---	---	---	265
		SB-34	HEAD 2	19	---	---	---
		SB-34	HEAD 7	19	---	---	---
		SB-34	24	12	---	---	---
		SB-34	BUTTON	6	---	---	---
		CB-3	SB-35	---	175	---	---
		SB-35	HEAD 3	45	---	---	---
		SB-35	23	12	---	---	---
		SB-35	BUTTON	6	---	---	---
		CB-3	SB-36	---	---	---	130
		SB-36	HEAD 4	19	---	---	---
		SB-36	HEAD 11	19	---	---	---
		SB-36	22	12	---	---	---
		SB-36	BUTTON	6	---	---	---
		CB-3	SB-37	---	49	---	---
		SB-37	HEAD 12	45	---	---	---
		SB-37	21	12	---	---	---
		SB-37	BUTTON	6	---	---	---
		SUBTOTALS (HART ROAD)		476	644	0	654

CON'T ON RT

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTION	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
0010	HUEBBE PARKWAY	CB-4	EXSB-40	---	---	---	74
		EXSB-40	HEAD 5	---	23	---	---
		EXSB-40	HEAD 10	23	---	---	---
		EXSB-40	26	12	---	---	---
		EXSB-40	BUTTON	6	---	---	---
		CB-4	EXSB-41	---	---	200	---
		EXSB-41	HEAD 6	---	52	---	---
		EXSB-41	25	12	---	---	---
		EXSB-41	BUTTON	6	---	---	---
		CB-4	SB-40	---	---	---	195
		SB-40	HEAD 2	---	23	---	---
		SB-40	HEAD 7	23	---	---	---
		SB-40	24	12	---	---	---
		SB-40	BUTTON	6	---	---	---
		CB-4	EXSB-43	---	---	300	---
		EXSB-43	HEAD 3	---	47	---	---
		EXSB-43	23	12	---	---	---
		EXSB-43	BUTTON	6	---	---	---
		CB-4	SB-41	305	---	---	---
		SB-41	22	12	---	---	---
		SB-41	BUTTON	6	---	---	---
		CB-4	EXSB-44	---	---	315	---
		EXSB-44	HEAD 4	23	---	---	---
		EXSB-44	HEAD 11	---	23	---	---
		CB-4	EXSB-45	---	220	---	---
		EXSB-45	HEAD 12	---	52	---	---
		CB-4	SB-42	205	---	---	---
		SB-42	21	12	---	---	---
		SB-42	BUTTON	6	---	---	---
		CB-4	SB-43	---	---	---	185
		SB-43	HEAD 1	23	---	---	---
		SB-43	HEAD 8	---	23	---	---
		SB-43	28	12	---	---	---
		SB-43	BUTTON	6	---	---	---
		CB-4	EXSB-46	---	---	86	---
		EXSB-46	HEAD 9	---	47	---	---
		EXSB-46	27	12	---	---	---
		EXSB-46	BUTTON	6	---	---	---
		SUBTOTALS (HUEBBE PARKWAY)		746	510	901	454
		TOTALS		3,175	2,386	1,136	2,130

3

CABLE TRAFFIC UF 2-12 AWG GROUNDED

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	ROBIN ROAD	CB-1	EXSB-1	58	---
			POLE	---	125
		EXSB-1	SB-4	265	---
			POLE	---	125
		SUBTOTALS (ROBIN ROAD)		323	250
	ELMWOOD AVENUE	CB-2	EXSB-11	200	---
			POLE	---	125
		EXSB-11	EXSB-15	310	---
			POLE	---	125
		CB-2	EXSB-17	72	---
			POLE	---	125
		EXSB-17	EXSB-13	305	---
			POLE	---	125
		SUBTOTALS (ELMWOOD AVENUE)		887	500
	HART ROAD	CB-3	SB-37	52	---
			POLE	---	125
		SB-37	SB-33	305	---
			POLE	---	125
		CB-3	SB-31	165	---
			POLE	---	125
		SB-31	SB-35	280	---
			POLE	---	125
		SUBTOTALS (ELMWOOD AVENUE)		802	500
	HUEBBE PARKWAY	CB-4	EXSB-46	89	---
			POLE	---	125
		EXSB-46	EXSB-43	285	---
			POLE	---	125
		CB-4	EXSB-41	205	---
			POLE	---	125
		EXSB-41	EXSB-45	320	---
			POLE	---	125
		SUBTOTALS (HUEBBE PARKWAY)		899	500
			TOTALS	2,911	1,750

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	ROBIN ROAD	CB-1	EXSB-1	58	58
		EXSB-1	EXSB-2	92	92
		EXSB-2	SB-1	105	105
		SB-1	SB-2	57	57
		SB-2	SB-3	135	135
		SB-3	SB-4	96	96
		SB-4	SB-5	44	44
		SB-5	SB-6	125	125
		SB-6	EXSB-5	90	90
		EXSB-5	CB-1	145	145
		EXSB-1	EXPB-1	33	---
		EXSB-2	EXPB-2	26	---
		SB-1	EXPB-3	26	---
		EXSB-5	EXPB-4	31	---
		SB-4	PB-1	28	---
		SB-6	PB-2	29	---
		SB-3	PB-3	28	---
		SUBTOTALS (ROBIN ROAD)		1,148	947
	ELMWOOD AVENUE	CB-2	SB-12	84	84
		SB-12	EXSB-11	185	185
		EXSB-11	SB-10	58	58
		SB-10	EXSB-12	49	49
		EXSB-12	EXSB-13	155	155
		EXSB-13	SB-11	52	52
		SB-11	EXSB-14	63	63
		EXSB-14	EXSB-15	210	210
		EXSB-15	EXSB-16	60	60
		EXSB-16	EXSB-17	165	165
		EXSB-17	CB-2	72	72
		SB-12	EXPB-10	42	---
		SB-10	EXPB-11	30	---
		EXSB-13	EXPB-12	34	---
		SB-11	EXPB-13	69	---
		EXSB-15	EXPB-14	32	---
		EXSB-17	PB-10	37	---
		SUBTOTALS (ELMWOOD AVENUE)		1,397	1,153
	HART ROAD	CB-3	SB-30	88	88
		SB-30	SB-31	155	155
		SB-31	SB-32	59	59
		SB-32	SB-33	150	150
		SB-33	SB-34	78	78
		SB-34	SB-35	125	125
		SB-35	SB-36	78	78
		SB-36	SB-37	125	125
		SB-37	CB-3	52	52
		SB-30	PB-30	45	---
		SB-31	PB-31	33	---
		CB-3	PB-32	26	---
		SB-33	PB-33	25	---
		SB-34	PB-34	23	---
		SB-35	PB-35	26	---
		SB-36	PB-36	26	---
		SUBTOTALS (HART ROAD)		1,114	910

CON'T NEXT SHEET

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	HUEBBE PARKWAY	CB-4	EXSB-40	77	77
		EXSB-40	EXSB-41	175	175
		EXSB-41	SB-40	63	63
		SB-40	EXSB-43	160	160
		EXSB-43	SB-41	48	48
		SB-41	EXSB-44	61	61
		EXSB-44	EXSB-45	240	240
		EXSB-45	SB-42	88	88
		SB-42	SB-43	55	55
		SB-43	EXSB-46	170	170
		EXSB-46	CB-4	89	89
		EXSB-40	EXPB-40	32	---
		EXSB-43	EXPB-43	30	---
		SB-43	EXPB-44	26	---
		SB-40	PB-40	38	---
		SUBTOTALS (HUEBBE PARKWAY)		1,352	1,226
		ITEM TOTAL		9,247	

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	BID ITEM NUMBER	LS
0010	PRAIRIE AVENUE & ROBIN ROAD	656.0200.01	1
	PRAIRIE AVENUE & ELMWOOD AVENUE	656.0200.02	1
	PRAIRIE AVENUE & HART ROAD	656.0200.03	1
	PRAIRIE AVENUE & HUEBBE PARKWAY	656.0200.04	1

REMOVE CABLE SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	674.0300 REMOVE CABLE LF	674.0400 REINSTALL CABLE LF
0010	CRANSTON ROAD	EXSB-1	EXPB-1	21	---
		EXPB-1	SB-1	---	12
	ROBIN ROAD	EXISTING SIGNAL CONDUIT		305	---
	ELMWOOD AVENUE	EXISTING SIGNAL CONDUIT		555	---
	HUEBBE PARKWAY	EXISTING SIGNAL CONDUIT		625	---
		TOTALS		1,506	12

TRAFFIC SIGNAL CONTROLLER, SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE LS	658.5069.02 SIGNAL MOUNTING HARDWARE LS	658.5069.03 SIGNAL MOUNTING HARDWARE LS	658.5069.04 SIGNAL MOUNTING HARDWARE LS	SPV.0060.02 TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE EACH
0010	PRAIRIE AVENUE & ROBIN ROAD	1	---	---	---	1
	PRAIRIE AVENUE & ELMWOOD AVENUE	---	1	---	---	1
	PRAIRIE AVENUE & HART ROAD	---	---	1	---	1
	PRAIRIE AVENUE & HUEBBE PARKWAY	---	---	---	1	1
	TOTALS	1	1	1	1	4

REMOVE TRAFFIC SIGNALS, PRAIRIE AVENUE AND SHOPKO PLAZA INTERSECTION

CATEGORY	LOCATION	SPV.0105.01 LS
0010	PRAIRIE AVENUE & SHOPKO PLAZA	1

TEMPORARY PEDESTRIAN SURFACE PLATE

CATEGORY	LOCATION	644.1430.S SF
0010	UNDISTRIBUTED	125

TRAFFIC SIGNAL POLES SUMMARY

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT 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	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-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	SPV.0060.03 RELOCATE TRAFFIC SIGNAL POLE EACH	SPV.0060.04 REMOVE LUMINAIRE EACH	SPV.0060.05 REMOVE TROMBONE ARM EACH	SPV.0060.06 REMOVE TRAFFIC SIGNAL POLE EACH	SPV.0060.07 REMOVE PEDESTRIAN PUSH BUTTONS EACH	REMARKS
0010	CRANSTON ROAD	SB-1	10+61.1	42.7'RT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	1	---	---	RELOCATE POLE FROM EXSB-1
		SUBTOTALS (CRANSTON ROAD)			0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	
	ROBIN ROAD	EXSB-1	24+40.1	39.9'RT	---	---	---	---	---	---	---	---	---	---	---	1	---	1	---	---	1	
		EXSB-2	24+27.0	50.4'RT	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	
		EXSB-3	23+58.9	37.8'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
		EXSB-4	23+76.0	38.2'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
		EXSB-5	24+41.8	38.6'LT	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	
		SB-1	23+75.8	50.5'RT	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	
		SB-2	23+50.9	37.9'RT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-3	23+51.0	0.4'RT	1	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	
		SB-4	23+51.4	39.2'LT	---	1	1	---	---	---	---	1	---	1	1	1	---	---	---	---	---	
		SB-5	23+67.4	48.9'LT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-6	24+14.8	38.9'LT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SUBTOTALS (ROBIN ROAD)			7	1	1	1	0	6	0	1	0	1	5	2	0	1	0	4	1	
	ELMWOOD AVENUE	EXSB-10	44+03.6	35.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
		EXSB-11	43+94.0	38.1'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	1	---	---	1	
		EXSB-12	44+21.9	67.2'LT	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	
		EXSB-13	44+97.3	69.5'LT	---	---	---	---	---	---	---	---	1	---	---	1	---	1	1	---	1	
		EXSB-14	45+18.0	39.0'LT	1	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1	---	
		EXSB-15	45+20.1	37.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	1	---	---	1	
		EXSB-16	44+89.5	57.6'RT	1	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1	---	
		EXSB-17	44+37.2	58.2'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	1	---	---	1	
		SB-10	44+03.5	49.5'LT	1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	
		SB-11	45+11.3	49.6'LT	1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	
		SB-12	43+93.9	36.3'RT	1	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	
		SUBTOTALS (ELMWOOD AVENUE)			6	0	0	0	2	0	4	0	1	0	8	4	0	4	1	4	4	
	HART ROAD	SB-30	63+48.4	35.7'LT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-31	63+47.1	29.0'RT	---	1	1	---	---	---	---	1	---	1	1	1	---	---	---	---	---	
		SB-32	63+25.0	58.0'RT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-33	62+55.4	60.7'RT	---	1	1	---	---	---	---	1	---	1	1	1	---	---	---	---	---	
		SB-34	62+38.5	44.7'RT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-35	62+36.9	35.7'LT	---	1	1	---	---	---	---	1	---	1	1	1	---	---	---	---	---	
		SB-36	62+48.4	46.5'LT	1	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	
		SB-37	63+11.5	47.2'LT	---	1	1	---	---	---	---	1	---	1	1	1	---	---	---	---	---	
		SUBTOTALS (HART ROAD)			4	4	4	0	0	4	0	4	0	4	8	4	0	0	0	0	0	
	HUEBBE PARKWAY	EXSB-40	73+28.0	58.7'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
		EXSB-41	72+36.1	58.9'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	1	---	---	1	
		EXSB-42	72+15.9	43.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
		EXSB-43	72+09.3	41.4'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	1	---	---	1	
		EXSB-44	72+33.9	65.0'LT	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	
		EXSB-45	73+15.8	63.3'LT	---	---	---	---	---	---	---	---	1	---	---	1	---	1	1	---	---	
		EXSB-46	73+57.3	36.2'RT	---	---	---	---	---	---	---	---	---	---	---	1	---	1	---	---	---	
		SB-40	72+22.9	29.7'RT	1	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	
		SB-41	72+22.4	53.1'LT	1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	
		SB-42	73+38.1	47.9'LT	1	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	
		SB-43	73+54.1	40.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	
		SUBTOTALS (HUEBBE PARKWAY)			4	0	0	0	2	0	2	0	1	0	6	4	1	4	1	1	3	
		TOTALS			21	5	5	1	4	10	6	5	3	5	27	14	2	9	3	9	8	

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	SPV.0060.08 REMOVE TRAFFIC SIGNAL FACE EACH	SPV.0060.09 REMOVE PEDESTRIAN SIGNAL FACE EACH	SPV.0060.10 RELOCATE PEDESTRIAN SIGNAL FACE EACH	REMARK
0010	CRANSTON ROAD	SB-1	EXIST.	---	1	---	1	---	---	
		SUBTOTALS (CRANSTON ROAD)		0	1	0	1	0	0	
	ROBIN ROAD	EXSB-1	9	1	---	---	1	---	---	
			PED	---	---	---	---	1	---	
		EXSB-2	5	1	---	---	---	---	---	
			10	1	---	---	---	---	---	
		EXSB-5	1	1	---	---	---	---	---	
			8	1	---	---	---	---	---	
		SB-1	6	1	---	---	---	---	---	
		SB-2	2	1	---	---	---	---	---	
			7	1	---	---	---	---	---	
			21	---	---	1	---	---	---	
		SB-4	3	1	---	---	---	---	---	
			22	---	---	1	---	---	---	
		SB-5	4	1	---	---	---	---	---	
			11	1	---	---	---	---	---	
			23	---	---	1	---	---	---	
		SB-6	12	1	---	---	---	---	---	
			24	---	---	1	---	---	---	
		SUBTOTALS (ROBIN ROAD)		12	0	4	1	1	0	
	ELMWOOD AVENUE	EXSB-10	PED	---	---	---	---	---	2	RELOCATE ONE PEDESTRIAN SIGNAL FACE TO SB-12 AND ONE TO EXSB-17
		EXSB-11	3	1	---	---	1	---	---	
			23	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-12
		EXSB-12	4	1	---	---	---	---	2	RELOCATE ONE PEDESTRIAN SIGNAL FACE TO SB-10 AND ONE TO EXSB-11
			11	1	---	---	---	---	---	
		EXSB-13	12	1	---	---	1	---	---	
		EXSB-14	1	1	---	---	---	---	2	RELOCATE ONE PEDESTRIAN SIGNAL FACE TO NEW TRAFFIC SIGNAL STANDARD AND ONE TO SB-11
			8	---	1	---	---	---	---	
			28	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXISTING POLE
		EXSB-15	9	---	1	---	1	---	---	
			27	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-16
		EXSB-16	5	---	1	---	---	---	2	RELOCATE ONE PEDESTRIAN SIGNAL FACE TO NEW TRAFFIC SIGNAL STANDARD AND ONE TO EXSB-15
			10	1	---	---	---	---	---	
			26	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXISTING POLE
		EXSB-17	6	---	1	---	1	---	---	
			25	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-10
		SB-10	22	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-12
		SB-11	21	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-14
		SB-12	2	1	---	---	---	---	---	
			7	1	---	---	---	---	---	
			24	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-10
		SUBTOTALS (ELMWOOD AVENUE)		8	4	0	4	0	8	
	HART ROAD	SB-30	1	1	---	---	---	---	---	
			8	1	---	---	---	---	---	
			28	---	---	1	---	---	---	
		SB-31	9	1	---	---	---	---	---	
			27	---	---	1	---	---	---	
		SB-32	5	1	---	---	---	---	---	
			10	1	---	---	---	---	---	
			26	---	---	1	---	---	---	
		SB-33	6	1	---	---	---	---	---	
			25	---	---	1	---	---	---	
		SB-34	2	1	---	---	---	---	---	
			7	1	---	---	---	---	---	
			24	---	---	1	---	---	---	
		SB-35	3	1	---	---	---	---	---	
			23	---	---	1	---	---	---	
		SB-36	4	1	---	---	---	---	---	
			11	1	---	---	---	---	---	
			22	---	---	1	---	---	---	
		SB-37	12	1	---	---	---	---	---	
			21	---	---	1	---	---	---	
		SUBTOTALS (HART ROAD)		12	0	8	0	0	0	

CON'T NEXT SHEET

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	SPV.0060.08 REMOVE TRAFFIC SIGNAL FACE EACH	SPV.0060.09 REMOVE PEDESTRIAN SIGNAL FACE EACH	SPV.0060.10 RELOCATE PEDESTRIAN SIGNAL FACE EACH	REMARK
0010	HUEBBE PARKWAY	EXSB-41	6	---	1	---	1	---	1	RELOCATE ONE PEDESTRIAN SIGNAL FACE TO SB-40
		EXSB-43	3	---	1	---	1	---	---	
		EXSB-44	4	1	---	---	---	---	---	
			11	---	1	---	---	---	---	
		EXSB-45	12	---	1	---	1	---	---	
		EXSB-46	9	---	1	---	1	---	---	
		SB-40	2	---	1	---	---	---	---	
			7	1	---	---	---	---	---	
			24	---	---	---	---	---	---	PEDESTRIAN SIGNAL FACE FROM EXSB-41
		SB-41	22	---	---	1	---	---	---	
		SB-42	21	---	---	1	---	---	---	
		SUBTOTALS (HUEBBE PARKWAY)		2	6	2	4	0	1	
			TOTALS	34	11	14	10	1	9	

SAWING

CATEGORY	STATION - STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	SPV.0090.01 CURB HEAD LF
0010	10+55 - 29+26	LT	420	1,870	---
	10+55 - 29+26	RT	165	1,450	---
	29+26 - 44+57	LT	215	1,820	---
	29+26 - 44+57	RT	140	920	8
	44+57 - 73+78	LT	900	2,490	---
	44+57 - 73+78	RT	455	2,230	---
	UNDISTRIBUTED	---	---	500	---
		TOTALS	2,295	11,280	8

UTILITY LINE OPENING (ULO)

CATEGORY	STATION	LOCATION	SPV.0060.11 EA	REMARKS
0010	57+50	46'RT	1	AT&T FIBER LINE

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

CATEGORY	PROJECT ID	SPV.0090.002 LF
0010	5989-00-14	14,700

PROPERTY MONUMENT SUMMARY

CATEGORY	PROJECT ID	SPV.0105.06 RESEARCH AND LOCATE EXISTING PROPERTY MONUMENTS LS	SPV.0105.07 VERIFY AND REPLACE EXISTING PROPERTY MONUMENTS LS
0010	5989-00-14	1	1

SALVAGE AND REPLACE LANDSCAPING MULCH

CATEGORY	STATION	LOCATION	SPV.0180.01 SY
0010	12+90.00	60'LT	5
	13+25.00	60'LT	5
		TOTAL	10

TEMPORARY NEAR RIGHT SIGNAL - CRANSTON ROAD

CATEGORY	LOCATION	SPV.0105.08 LS
0010	PRAIRIE AVENUE & CRANSTON ROAD	1



TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 5989-00-13
CITY OF BELOIT, PRAIRIE AVENUE
(CRANSTON ROAD TO HUEBBE PARKWAY)
CTH G
ROCK COUNTY

NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5989-00-13.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK 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 RIGHT-OF-WAY LINES DEPICTED IN 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.

EXISTING R/W ON PRAIRIE AVENUE BASED ON: GREENFIELD SUBDIVISION, BELOIT TOWNSHIP ASSESSOR'S PLAT, BERRY HILL SUBDIVISION, EVERGREEN PARK SUBDIVISION, NORTH GATE FIRST ADDITION, NORTH GATE MIDDLE ADDITION, BELOIT TOWNSHIP INDUSTRIAL PARK, NORTH GATE THIRD ADDITION CSM 735963, CSM 749924, CSM 815267, CSM 837028, CSM 843618, CSM 855907, CSM 858496, CSM 904883, CSM 933188, CSM 948514, CSM 953938, CSM 966422, CSM 1017704, CSM 1033958, CSM 1170895, CSM 1172657, CSM 1718381.

EXISTING R/W ON CRANSTON ROAD BASED ON: CSM 847459

EXISTING R/W ON MASON ROAD BASED ON: GREENFIELD SUBDIVISION

EXISTING R/W ON NORTH GATE DRIVE BASED ON: CSM 933188

EXISTING R/W ON ROBIN ROAD BASED ON: GREENFIELD SUBDIVISION

EXISTING R/W ON VIRGINIA STREET BASED ON: PLAT OF NORTH GATE

EXISTING R/W ON MURPHY WOODS ROAD BASED ON: NORTH GATE FIRST ADDITION, BERRY HILL SUBDIVISION, EVERGREEN PARK SUBDIVISION

EXISTING R/W ON EAST POST ROAD BASED ON: NORTH GATE THIRD ADDITION, CSM 843618, CSM 904883, CSM 1170895

EXISTING R/W ON WEST HART ROAD BASED ON: BELOIT TOWNSHIP INDUSTRIAL PARK, SUNSHINE VILLAGE, CSM 735963, CSM 749924, CSM 855907, CSM 858496,

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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".

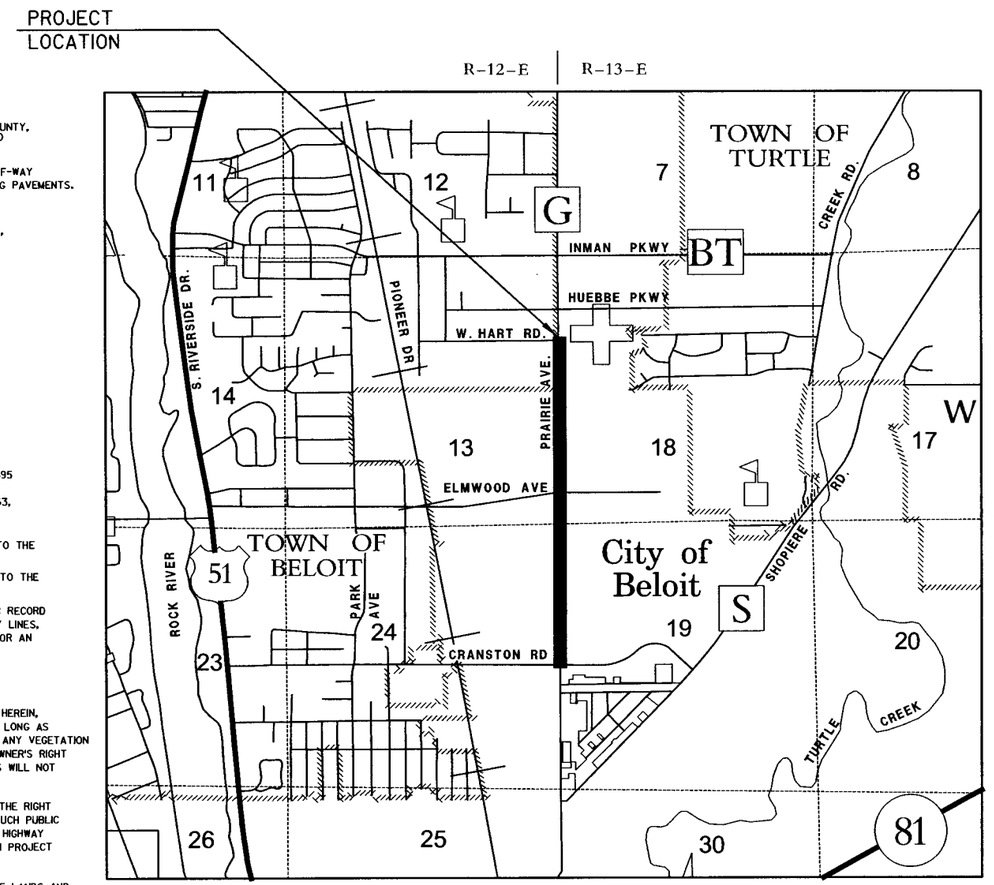
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES AND AREAS OF FEE ACQUISITION, AND SHOULD NOT BE USED AS A SUBSTITUTE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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT

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 AND PUBLIC UTILITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT 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.

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 (TLE'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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



N

LAYOUT
SCALE 0 1/4 MI.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF REVERSE CURVE	PRC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	REBAR	RBR
BACK	BK	RECORDED AS	(100')
BLOCK	BLK	REFERENCE LINE	R/L
BUILDING	BLDG	REMAINING	REM
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	SUBDIVISION	SUBD
EASEMENT	EASE	TANGENT	TAN
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
HOUSE	H	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE (P.L.)
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (W (TYPE))
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN (SIZE AS NOTED) IP
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN
R/W BOUNDARY POINT 200
TLE POINT TLE205

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

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

BRIDGE
PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL UTILITY SYMBOLS

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

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		

TPP NUMBER 5989-00-13 - 4.01
SHEET 2 OF 2

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\040101_rt.dgn
PLOT DATE : 9/7/18
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

5989-00-13-4.01

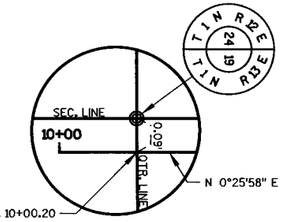
TRANSPORTATION PROJECT PLAT NO: 5989-00-13 - 4.01

THAT PART OF LOT 1 OF CSM 815267, AND PART OF LOT 2 OF CSM 837028, AND PART OF LOTS 1 AND 2 OF CSM 933188, AND PART OF OUTLOT 24-1 OF BELOIT TOWNSHIP ASSESSOR'S PLAT LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, ALL IN SECTION 24, T1N, R12E, CITY OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G ROCK COUNTY CITY OF BELOIT, PRAIRIE AVENUE, (CRANSTON ROAD TO HUEBBE PARKWAY)

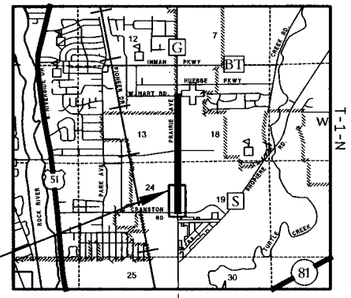
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF BELOIT DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF BELOIT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF BELOIT, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



DETAIL 1

SHEET LOCATION



LOCATION SKETCH
NOT TO SCALE

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, 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, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5989-00-13-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 9/7/18
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

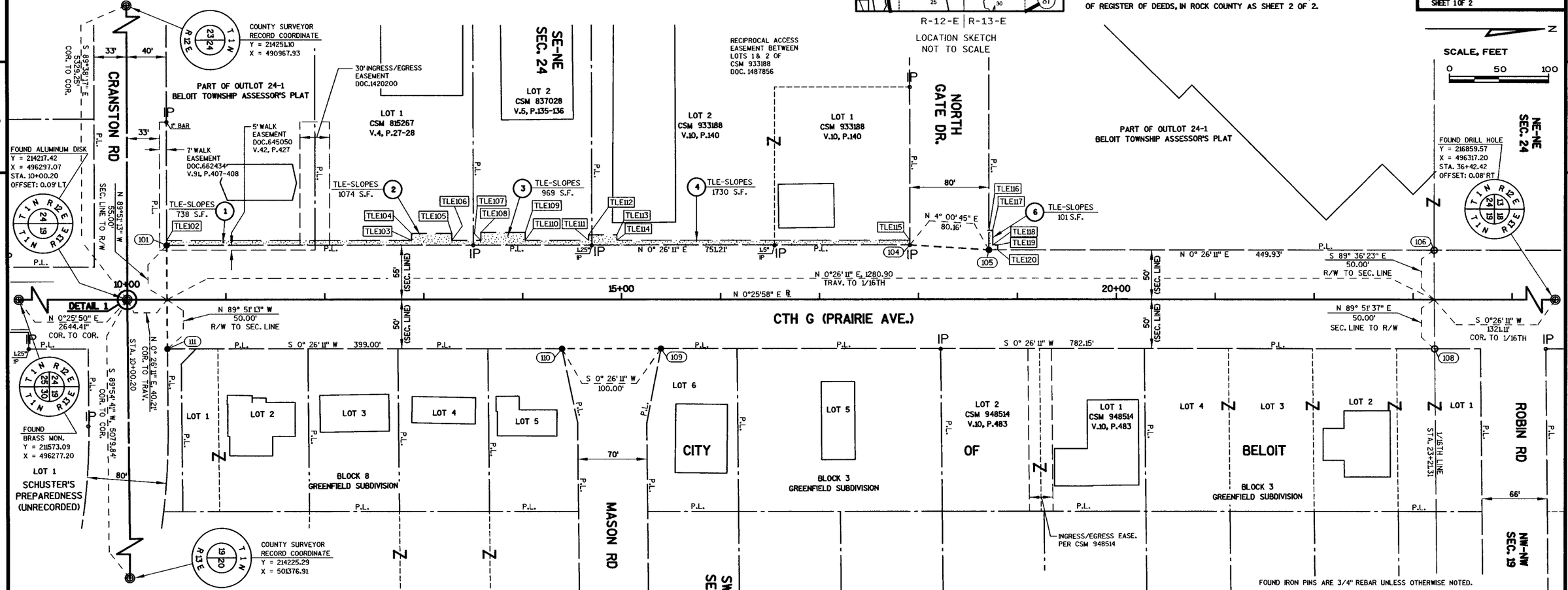
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF BELOIT.

(SIGNATURE) _____ DATE 9/19/2018
(PRINTED NAME) MICHAEL F FLEEN

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2.

2112543
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
09/21/2018 09:28:19AM
REC FEE: 25.00
FILED: 1PP-177
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5989-00-13-4.01
AMENDMENT NO:
SHEET 1 OF 2



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
1	ROGERS PROPERTIES LLC.	TLE	---	---	---	738
2	MIKKELL PROPERTIES WISCONSIN LLC.	TLE	---	---	---	1074
3	CAP BELOIT PARTNERS LLC.	TLE	---	---	---	969
4	HERITAGE COMMONS LLP	TLE	---	---	---	1730
6	SCHOOL DISTRICT OF BELOIT	TLE	---	---	---	101

POINT #	STATION	OFFSET	Y	X
101	10+40.14	-55.09'	214257.77	496242.38
104	17+91.34	-55.04'	215008.96	496248.10
105	18+71.35	-50.03'	215088.92	496253.71
106	23+21.28	-50.00'	215538.84	496257.14
108	23+21.81	50.00'	215538.62	496357.14
109	15+39.66	49.95'	214756.49	496351.18
110	14+39.66	49.94'	214656.49	496350.42
111	10+40.66	49.91'	214257.50	496347.38

POINT #	STATION	OFFSET
TLE102	10+40.13	-60.00'
TLE103	12+87.63	-60.00'
TLE104	12+87.63	-67.00'
TLE105	13+28.39	-67.00'
TLE106	13+28.39	-60.00'
TLE107	13+57.72	-60.00'
TLE108	13+57.72	-68.00'
TLE109	14+02.58	-68.00'
TLE110	14+02.58	-60.00'
TLE111	14+66.75	-60.00'
TLE112	14+66.75	-65.50'
TLE113	14+95.26	-65.50'
TLE114	14+95.26	-60.00'
TLE115	17+91.34	-60.00'
TLE116	18+71.32	-70.00'
TLE117	18+75.12	-70.00'
TLE118	18+75.13	-55.00'
TLE119	18+80.13	-55.00'
TLE120	18+80.13	-50.03'

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT AND THE CITY OF BELOIT.

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

HWY	BASIS OF EXIST. R/W
PRAIRIE AVE.	GREENFIELD SUBDIVISION, BELOIT TOWNSHIP ASSESSOR'S PLAT, CSM 815267, CSM 837028, CSM 933188, CSM 948514
CRANSTON RD.	CSM 847459
MASON RD.	GREENFIELD SUBDIVISION
NORTH GATE DR.	CSM 933188
ROBIN RD.	GREENFIELD SUBDIVISION

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\040101_rp.dgn
APPRAISAL PLAT DATE: 9/7/18
PLOT DATE :
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

5989-00-13-4.01

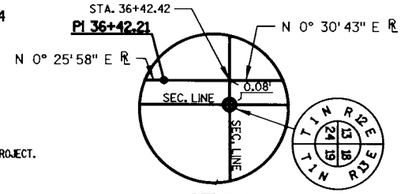
TRANSPORTATION PROJECT PLAT NO: 5989-00-13 - 4.02

THAT PART OF OUTLOT 24-1 OF BELOIT TOWNSHIP ASSESSOR'S PLAT LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, IN SECTION 24, T1N, R12E, CITY OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G ROCK COUNTY CITY OF BELOIT, PRAIRIE AVENUE, (CRANSTON ROAD TO HUEBBE PARKWAY)

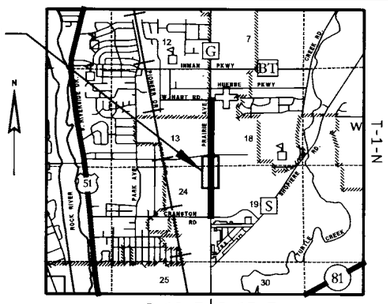
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF BELOIT DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF BELOIT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF BELOIT, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



DETAIL 1

SHEET LOCATION



LOCATION SKETCH
NOT TO SCALE

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, 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, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5989-00-13-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 9/21/18
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

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

(SIGNATURE) _____ DATE 10/01/2018
(PRINTED NAME) MICHAEL F. FLESCH

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2112543.

Filed TPP-179
$ 25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5989-00-13-4.02
AMENDMENT NO:

COURSE	BEARING	DIST.
106-PLE200	N 0° 26' 11" E	44.68'
PLE200-PLE201	N 90° 00' 00" W	18.85'
PLE201-PLE202	N 0° 13' 36" E	42.17'
PLE202-PLE203	S 89° 29' 29" E	19.00'
PLE203-PLE200	S 0° 26' 11" W	42.00'
PLE203-204	N 0° 26' 11" E	483.34'

FOUND ALUMINUM DISK
Y = 214217.42
X = 496297.07

PISTA. 36+42.21
Y = 216859.35
X = 496317.12
DELTA = 0° 04' 45" RT

COUNTY SURVEYOR RECORD COORDINATE
Y = 216879.32
X = 493671.20

SCALE, FEET
0 50 100

NE-NE SEC. 24

PART OF OUTLOT 24-1
BELOIT TOWNSHIP ASSESSOR'S PLAT

VIRGINIA ST
70'

PART OF OUTLOT 24-1
BELOIT TOWNSHIP ASSESSOR'S PLAT

LOT 12

OUTLOT B
NORTH GATE
FIRST ADDITION

SE-SE SEC. 13

BLOCK 8
NORTH GATE
FIRST ADDITION

LOT 13

FOUND DRILL HOLE
Y = 216859.57
X = 496317.20
STA. 36+42.42
OFFSET: 0.08' RT

6 PLE-SIGNALS 796 S.F.
PLE201 PLE202 PLE200 PLE203 106

6 TLE-SLOPES 82 S.F.
TLE202 TLE201 TLE200 204

7 TLE-SLOPES 125 S.F.
TLE203 TLE204 TLE205 205

7 TLE-SLOPES 150 S.F.
TLE207 TLE206 TLE208 TLE209

N 89° 36' 23" W 50.00' SEC. LINE TO R/W
℞ = SEC. LINE STA. 23+93.45
N 0° 26' 11" E 570.02'
N 0° 26' 11" E 70.00'
N 0° 26' 11" E 616.12'
S 89° 34' 21" E 2596.12' STA. 36+42.42
1.25" IP
2" IP
35' 35'
N 0° 28' 21" E 65.00'
206
DETAIL 1 PI 36+42.21
S 89° 34' 21" E 49.96' TRAV. TO SEC. LINE
50' (SEC. LINE)

25+00 30+00 35+00

N 0° 25' 58" E ℞
N 0° 30' 43" E ℞

N 0°26' 11" E 1321.11' COR. TO 1/16TH
S 89° 51' 37" W 50.00' R/W TO SEC. LINE
S 0° 26' 11" W 1321.11' COR. TO 1/16TH LINE
N 89° 48' 25" E 50.02' SEC. LINE TO TRAV.
S 0° 30' 32" W 2644.10' COR. TO COR.
S 0° 28' 24" W 33.00'
S 89° 48' 25" W 2389.34'

108 203 202 201

S 0° 26' 11" W 46.34'
S 0° 26' 11" W 66.00'
1/16TH LINE STA. 23+21.31

CTH G (PRAIRIE AVE.)
S 0° 26' 11" W 1175.81'

LOT 1 LOT 8 LOT 7 LOT 6 LOT 5 LOT 4 LOT 3 LOT 2 LOT 1 LOT 5 LOT 4 LOT 3 LOT 2 LOT 1

BLOCK 3 GREENFIELD SUBDIVISION
ROBIN RD
66'
CITY OF BELOIT
BLOCK 1 GREENFIELD SUBDIVISION
NW-NW SEC. 19
BERRY HILL SUBDIVISION
MURPHY WOODS RD
33' 33'
EVERGREEN PARK SUBDIVISION
SW-SW SEC. 18
LOT 8 LOT 7
FOUND ALUMINUM DISK
Y = 219503.57
X = 496340.68

COUNTY SURVEYOR RECORD COORDINATE
Y = 216867.79
X = 498756.55

POINT #	STATION	OFFSET	Y	X
106	23+21.28	-50.00'	215538.84	496257.14
108	23+21.81	50.00'	215538.62	496357.14
201	36+09.97	50.08'	216826.73	496366.95
202	24+34.16	50.00'	215650.96	496358.00
203	23+68.15	50.00'	215584.96	496357.49
204	28+91.30	-49.97'	216108.84	496261.48
205	29+61.30	-49.96'	216178.84	496262.01
206	35+77.41	-49.92'	216794.94	496266.71

POINT #	STATION	OFFSET	Y	X
PLE200	23+65.96	-50.00'	215583.52	496257.48
PLE201	23+65.81	-68.85'	215583.52	496238.63
PLE202	24+07.98	-69.00'	215625.68	496238.80
PLE203	24+07.96	-50.00'	215625.51	496257.80

POINT #	STATION	OFFSET
TLE200	28+75.00	-49.97'
TLE201	28+75.00	-55.00'
TLE202	28+91.30	-55.00'
TLE203	29+61.30	-55.00'
TLE204	29+86.18	-55.00'
TLE205	29+86.18	-49.96'
TLE206	32+23.95	-49.95'
TLE207	32+23.95	-55.00'
TLE208	32+53.70	-55.00'
TLE209	32+53.70	-49.94'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	PLE S.F.	TLE S.F.
6	SCHOOL DISTRICT OF BELOIT	PLE, TLE	---	---	---	796	82
7	UNITED STATES OF AMERICA & ANDREW SARRIS	TLE	---	---	---	---	275

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT AND THE CITY OF BELOIT.

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

HWY	BASIS OF EXIST. R/W
PRAIRIE AVENUE	GREENFIELD SUBDIVISION, BERRY HILL SUBDIVISION, EVERGREEN PARK SUBDIVISION, NORTH GATE FIRST ADDITION, BELOIT TOWNSHIP ASSESSOR'S PLAT
ROBIN RD.	GREENFIELD SUBDIVISION
VIRGINIA ST.	PLAT OF NORTH GATE
MURPHY WOODS RD.	NORTH GATE FIRST ADDITION, BERRY HILL SUBDIVISION EVERGREEN PARK SUBDIVISION

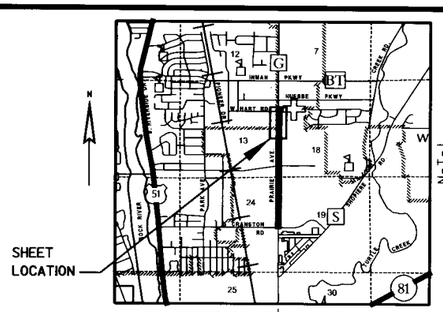
TRANSPORTATION PROJECT PLAT NO: 5989-00-13 - 4.03

THAT PART OF LOT 2 OF CSM 1033958, AND PART OF LOT 1 OF CSM 855907 AND PART OF LOT 2 OF CSM 858496 ALL IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, IN SECTION 13, T1N, R12E, CITY OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER CTH G ROCK COUNTY CITY OF BELOIT, PRAIRIE AVENUE, (CRANSTON ROAD TO HUEBBE PARKWAY)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF BELOIT 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 BELOIT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF BELOIT, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, 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, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5989-00-13-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

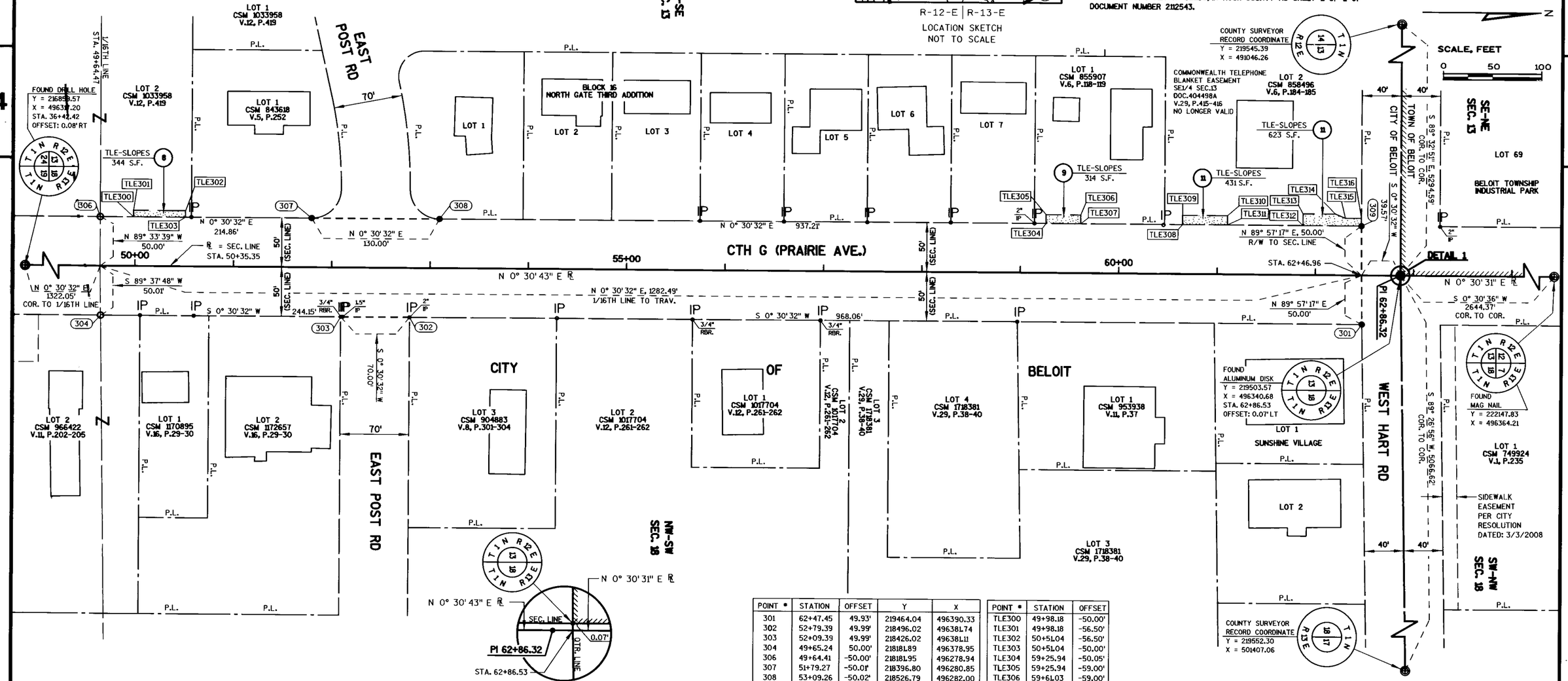
(SIGNATURE) _____ DATE 9/21/18
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

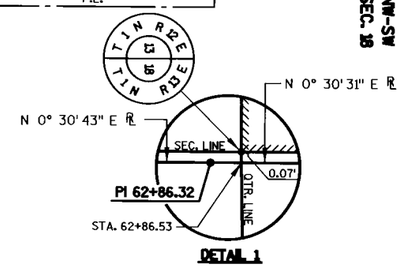
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF BELOIT.
(SIGNATURE) _____ DATE 10/01/2018
(PRINTED NAME) MICHAEL F FLESCH

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN ROCK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2112543.

2113575
Filed
TPP-180
$25.00

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5989-00-13-4.03
AMENDMENT NO:





SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
8	2121 MILTON AVENUE PROPERTY LLC	TLE	---	---	---	344
9	SOKHEY LLC	TLE	---	---	---	314
11	SHAZIMAN & SHEMKA ALIMI REVOCABLE TRUST	TLE	---	---	---	1054

FOUND IRON PINS ARE 1.25" IRON PIPES UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE ROCK COUNTY HIGHWAY DEPARTMENT AND THE CITY OF BELOIT.

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

POINT #	STATION	OFFSET	Y	X
301	62+47.45	49.93'	219464.04	496390.33
302	52+79.39	49.99'	218496.02	496381.74
303	52+09.39	49.99'	218426.02	496381.11
304	49+65.24	50.00'	218181.89	496378.95
306	49+64.41	-50.00'	218181.95	496278.94
307	51+79.27	-50.01'	218396.80	496280.85
308	53+09.26	-50.02'	218526.79	496282.00
309	62+46.47	-50.07'	219463.96	496290.33

POINT #	STATION	OFFSET
TLE300	49+98.18	-50.00'
TLE301	49+98.18	-56.50'
TLE302	50+51.04	-56.50'
TLE303	50+51.04	-50.00'
TLE304	59+25.94	-50.05'
TLE305	59+25.94	-59.00'
TLE306	59+61.03	-59.00'
TLE307	59+61.03	-50.05'
TLE308	60+64.53	-50.06'
TLE309	60+64.53	-59.50'
TLE310	61+10.19	-59.50'
TLE311	61+10.19	-50.06'
TLE312	61+87.04	-50.07'
TLE313	61+87.04	-62.00'
TLE314	62+20.00	-62.00'
TLE315	62+30.00	-58.00'
TLE316	62+46.47	-58.00'

PISTA. 62+86.32
Y = 219503.36
X = 496340.75
DELTA = 0° 00' 12" LT

HWY	BASIS OF EXIST. R/W
PRAIRIE AVE.	CSM 735963, CSM 749924, CSM 843618, CSM 855907, CSM 858496, CSM 904883, CSM 953938, CSM 966422, CSM 1017704, CSM 1033958, CSM 1170895, CSM 1172657, CSM 1718381, NORTH GATE MIDDLE ADDITION, BELOIT TOWNSHIP INDUSTRIAL PARK, NORTH GATE THIRD ADDITION
EAST POST RD.	CSM 843618, CSM 904883, NORTH GATE THIRD ADDITION
WEST HART RD.	CSM 735963, CSM 749924, CSM 855907, CSM 858496, BELOIT TOWNSHIP INDUSTRIAL PARK, SUNSHINE VILLAGE

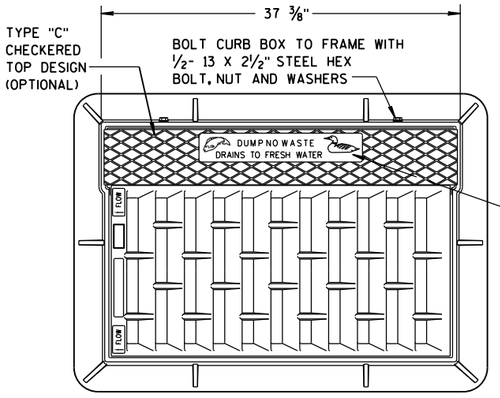
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\040103_rp.dgn
APPRAISAL PLAT DATE: 9/21/18
PLOT DATE : PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

5989-00-13-4.03

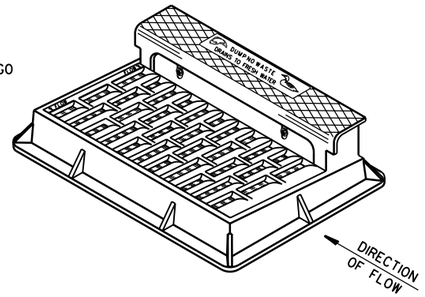
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
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
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	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)
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
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F13-04	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
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
13C18-06D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C29-06A	BICYCLE LANE MARKING
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

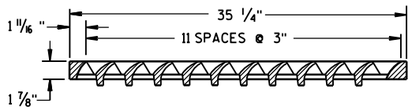
6

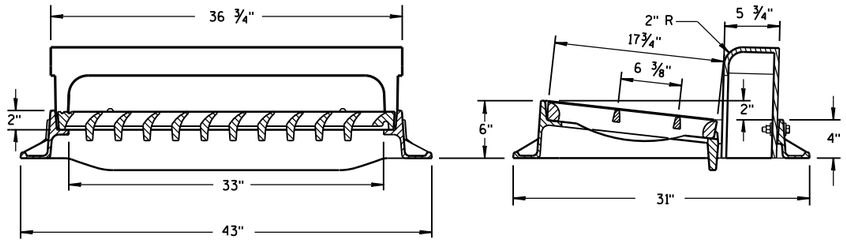


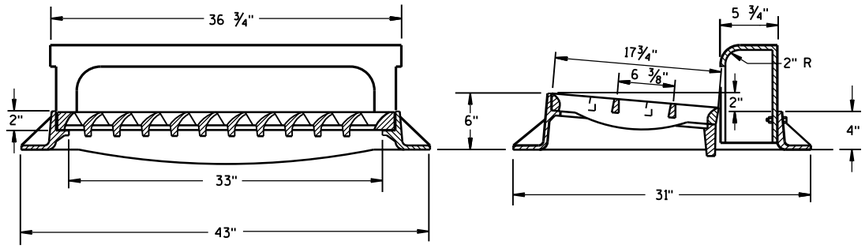
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

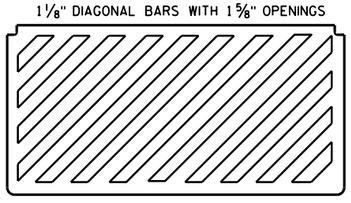






TYPE "H"

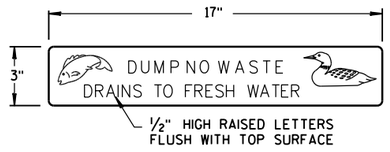
NOTE: EITHER CASTING IS ACCEPTABLE



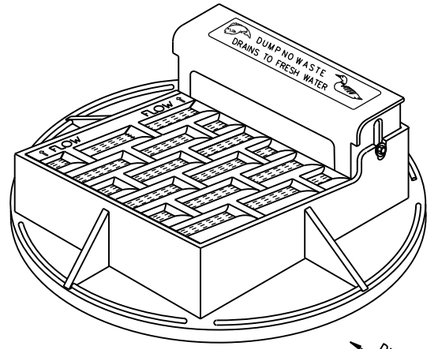
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

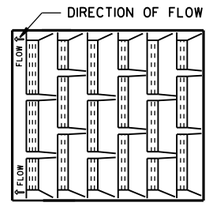
NOTE:
GRATE IS REVERSIBLE.

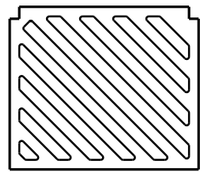
GENERAL NOTES

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

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

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

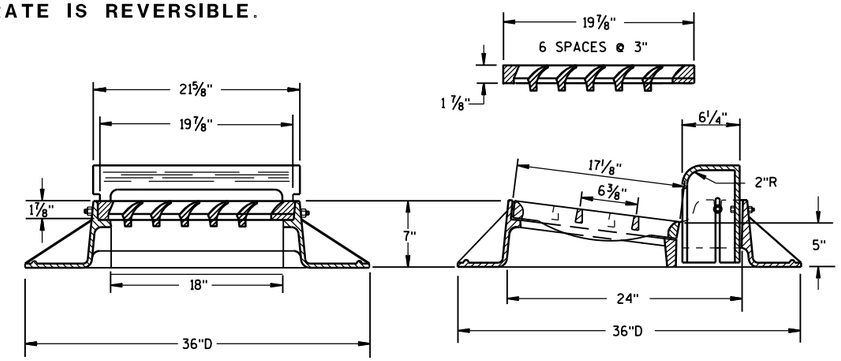




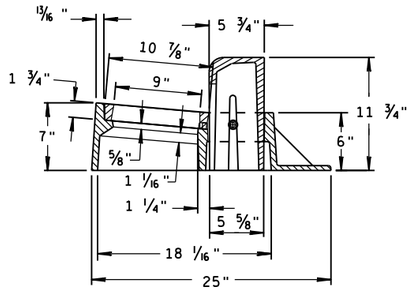
SPECIAL GRATE FOR TYPE "A" COVER

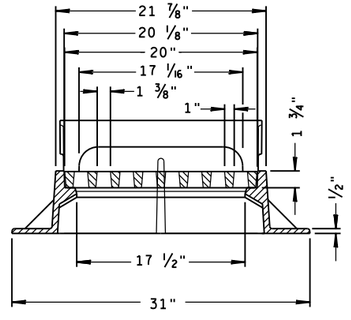
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

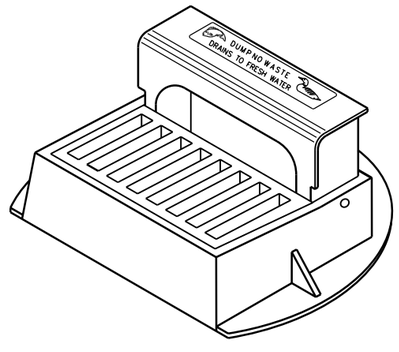


TYPE "A"





TYPE "Z"

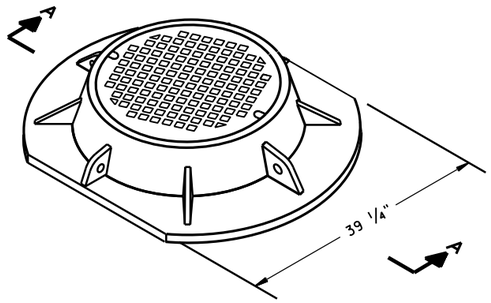


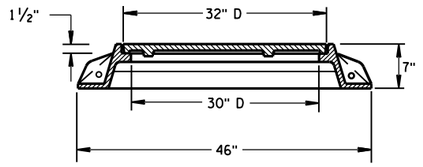
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

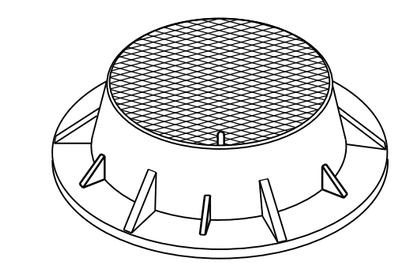
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

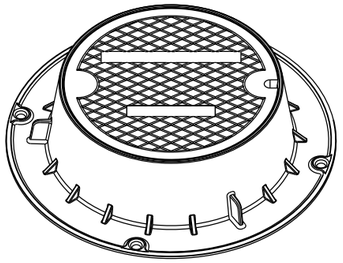
S.D.D. 8 A 5-19a

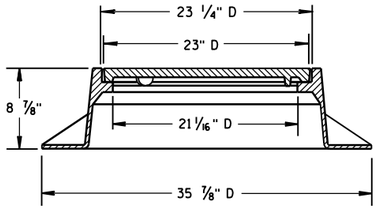


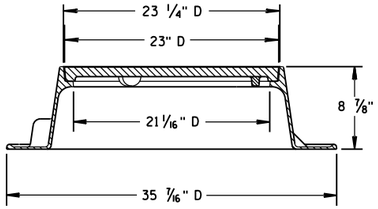


SECTION A-A
TYPE "K"









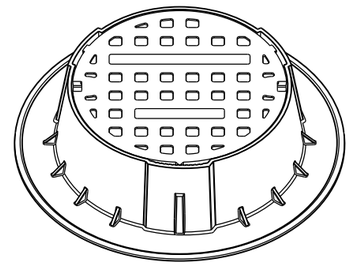
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

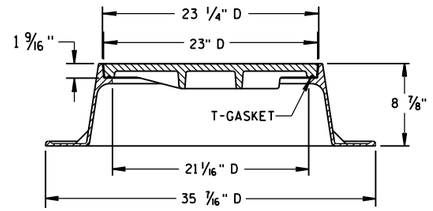
GENERAL NOTES

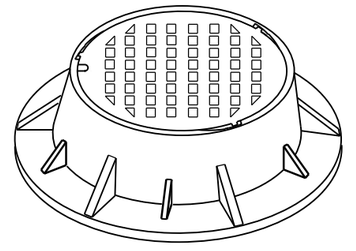
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

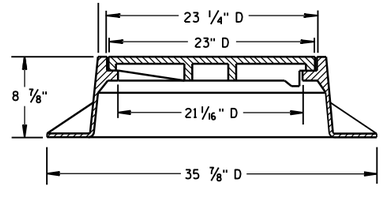
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

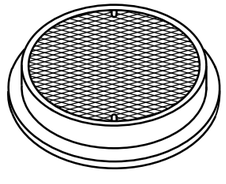


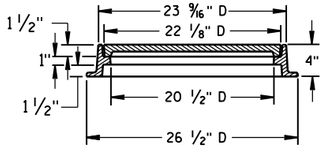




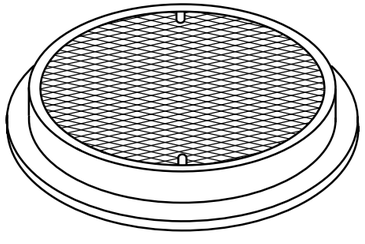


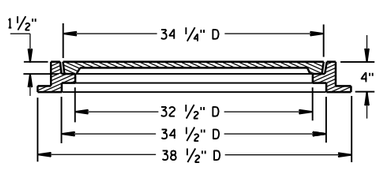
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



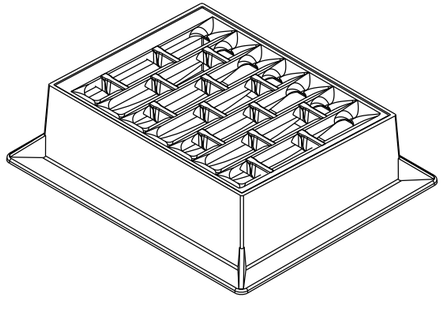


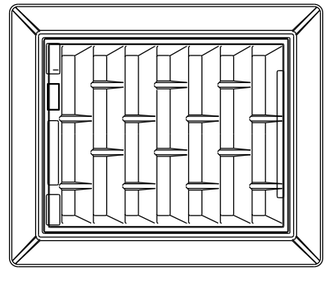
TYPE "L"

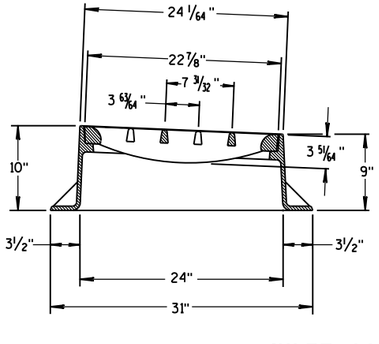


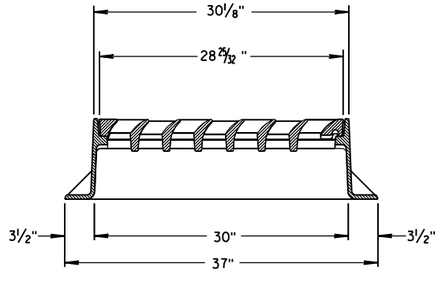


TYPE "M"









INLET COVER TYPE "BW"

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

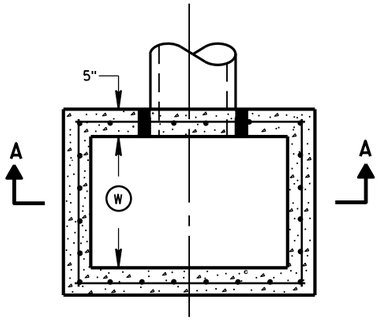
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

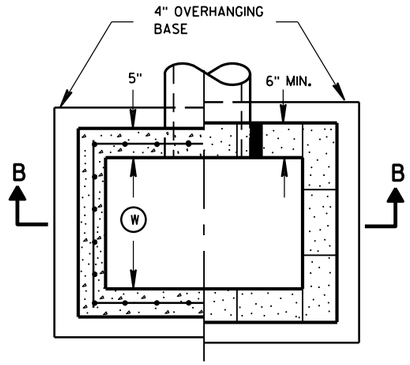
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

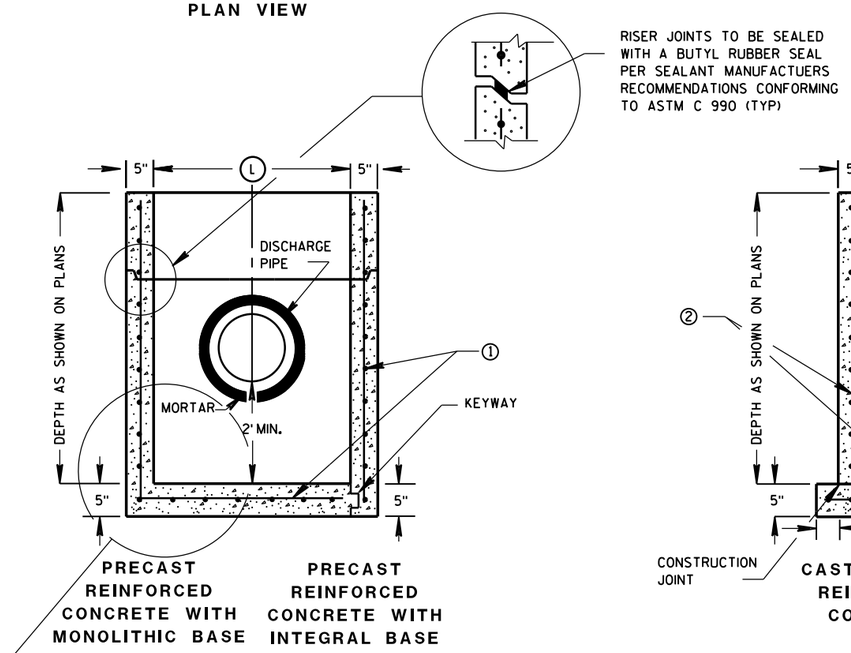
S.D.D. 8 A 5-19d



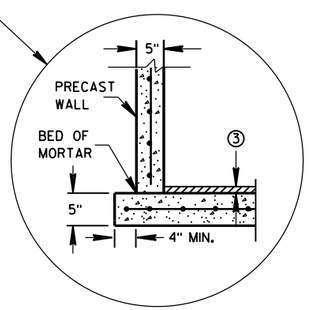
PLAN VIEW



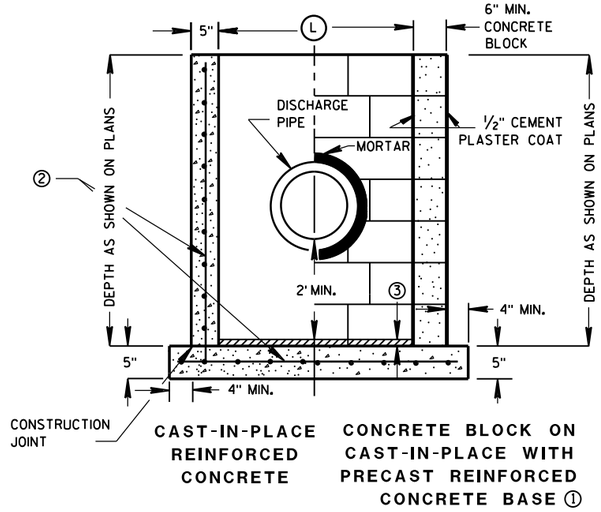
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

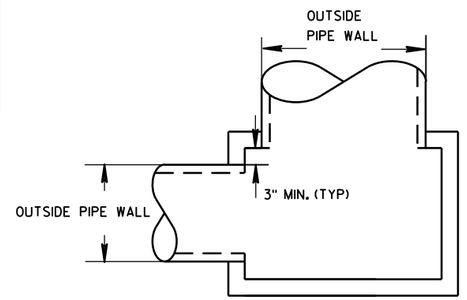
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
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APPROVED
Sept., 2016
DATE
FHWA

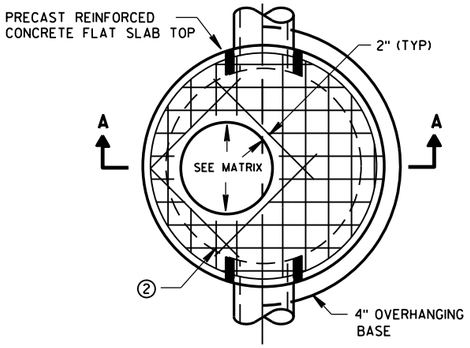
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

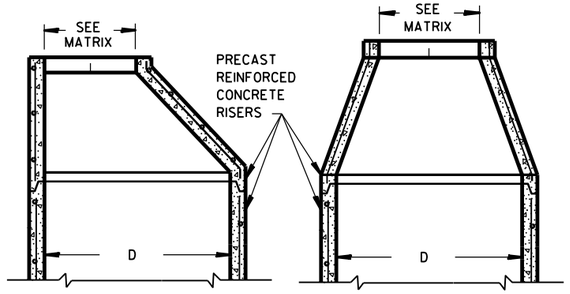
S.D.D. 8 A 9-2

6

S.D.D. 8 A 9-2

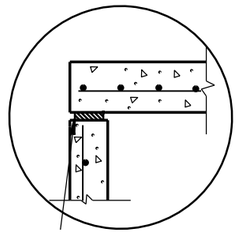


PLAN VIEW CIRCULAR OPENING

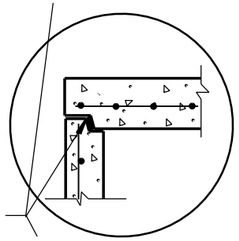


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

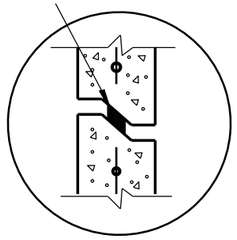


TOP WITH PLAIN END JOINT



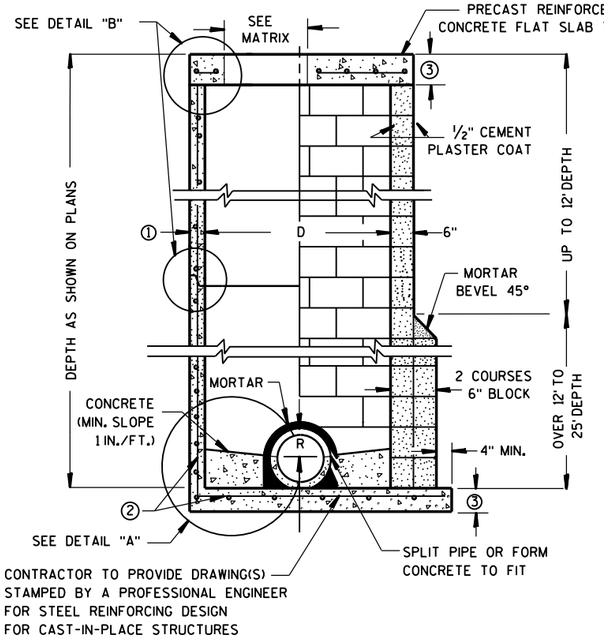
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



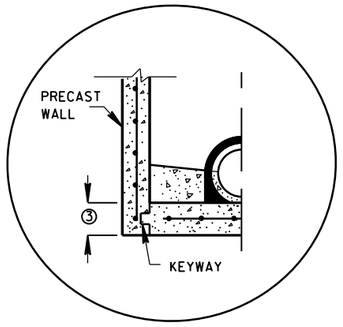
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

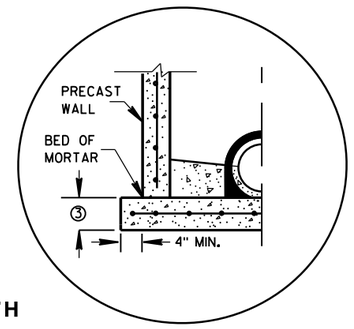


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

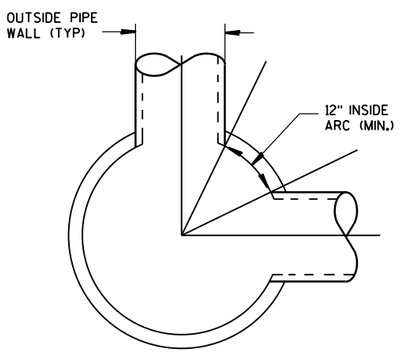


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

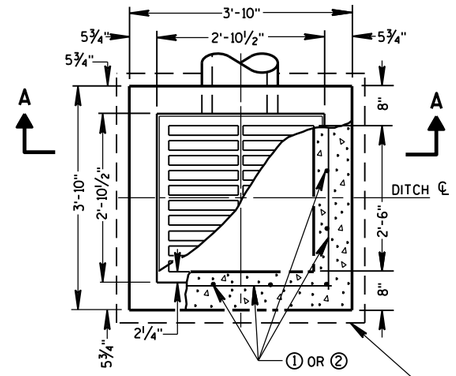
APPROVED

Sept., 2016
DATE

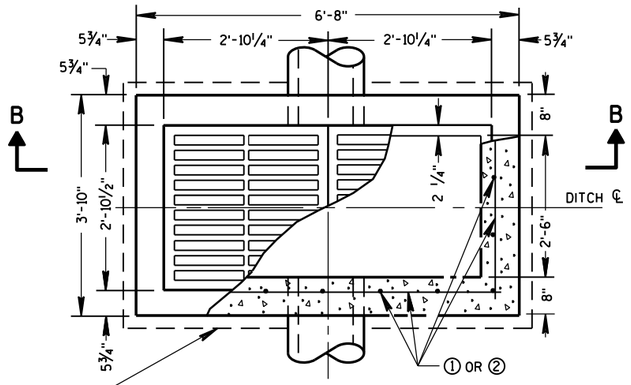
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

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S.D.D. 8 B 9-2

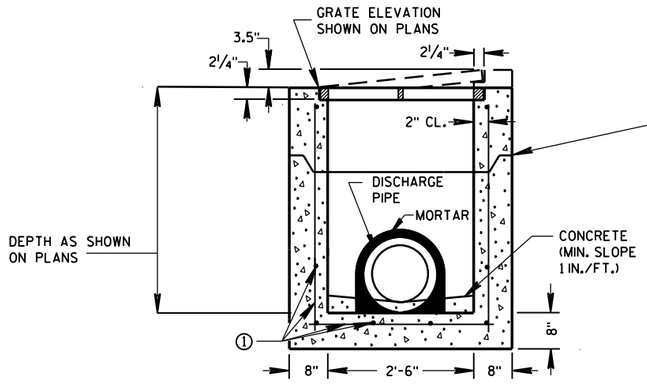


PLAN VIEW

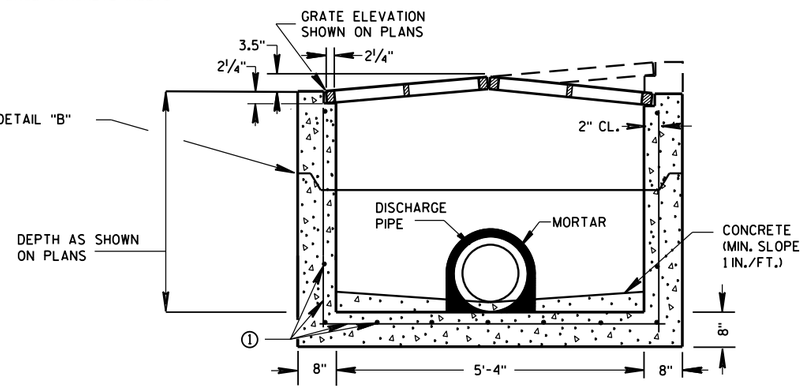


PLAN VIEW

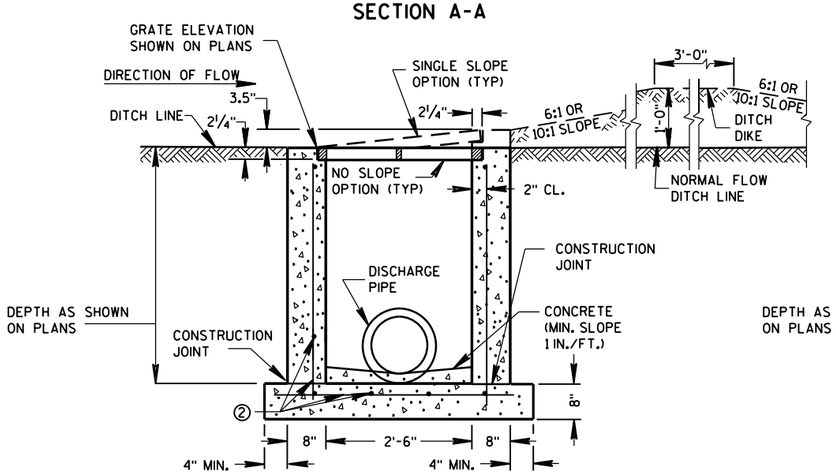
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



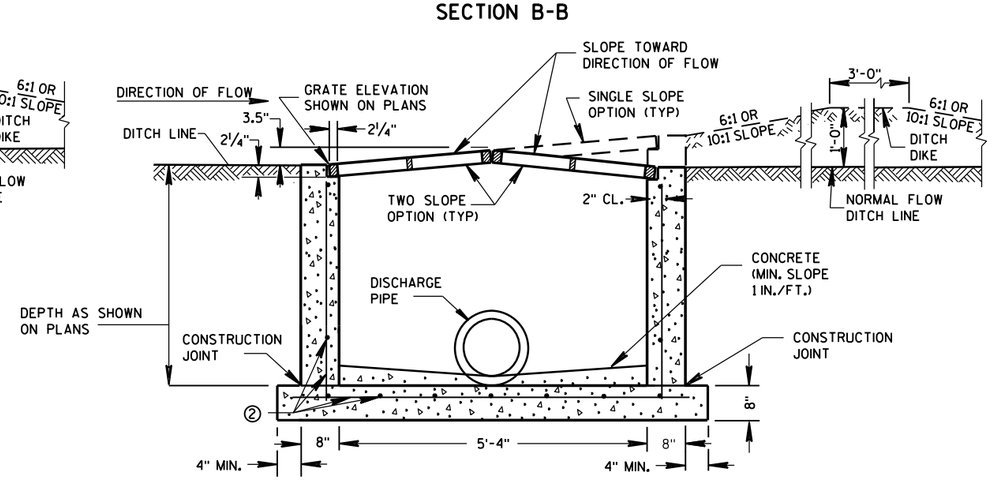
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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, IG-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.

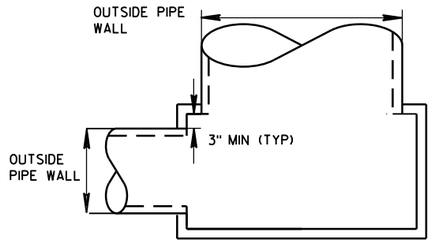
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

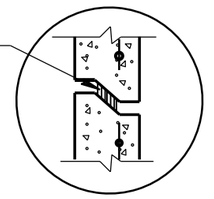
PIPE MATRIX

	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 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

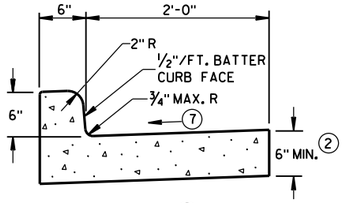
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

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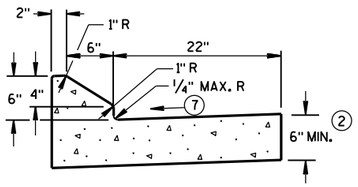
S.D.D. 8 C 8-2

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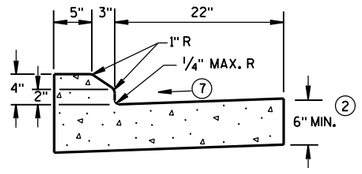
S.D.D. 8 C 8-2



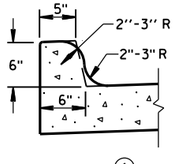
TYPES A (1) & D



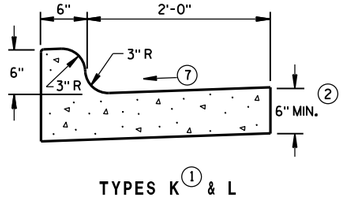
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

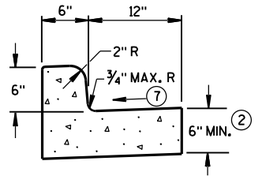


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



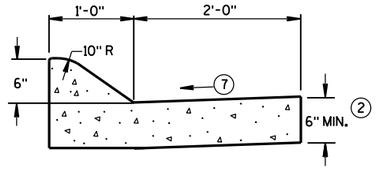
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

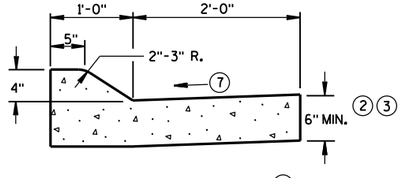


TYPES A (1) & D

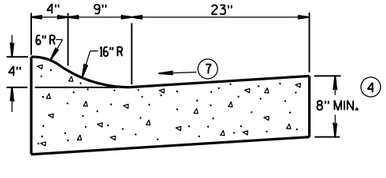
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

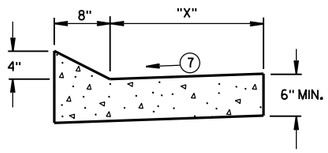


4" SLOPED CURB TYPES A (1) & D



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

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

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

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

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

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

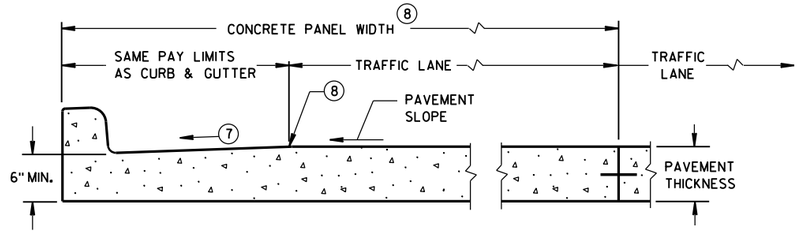
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

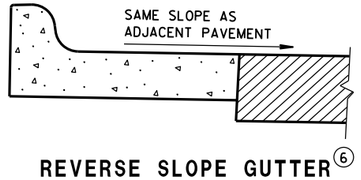
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

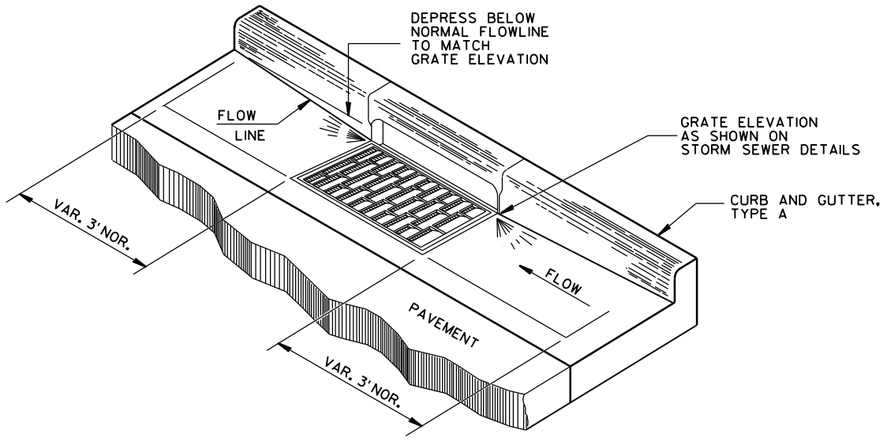
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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

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



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

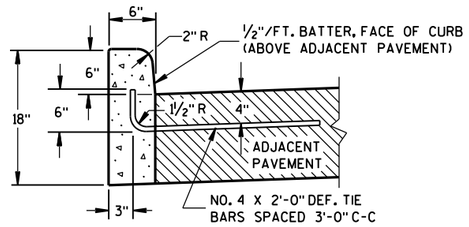
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

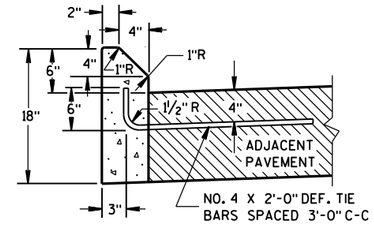
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

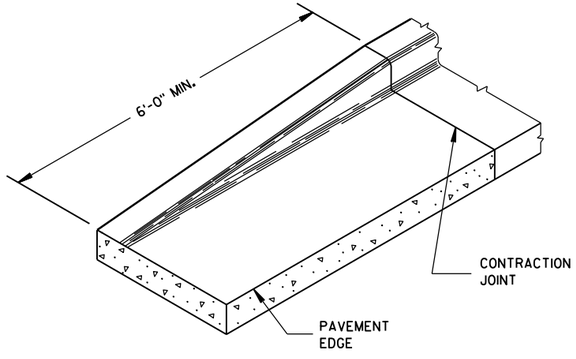


TYPES A(1) & D

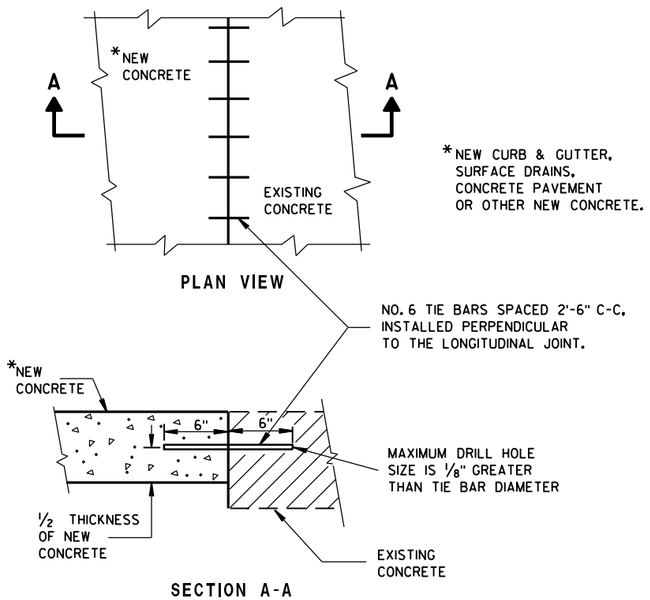


TYPES G(1) & J

CONCRETE CURB



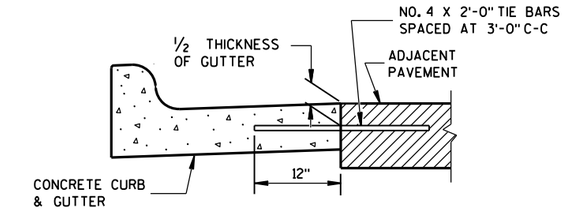
END SECTION CURB & GUTTER



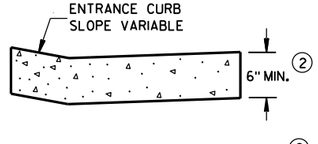
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

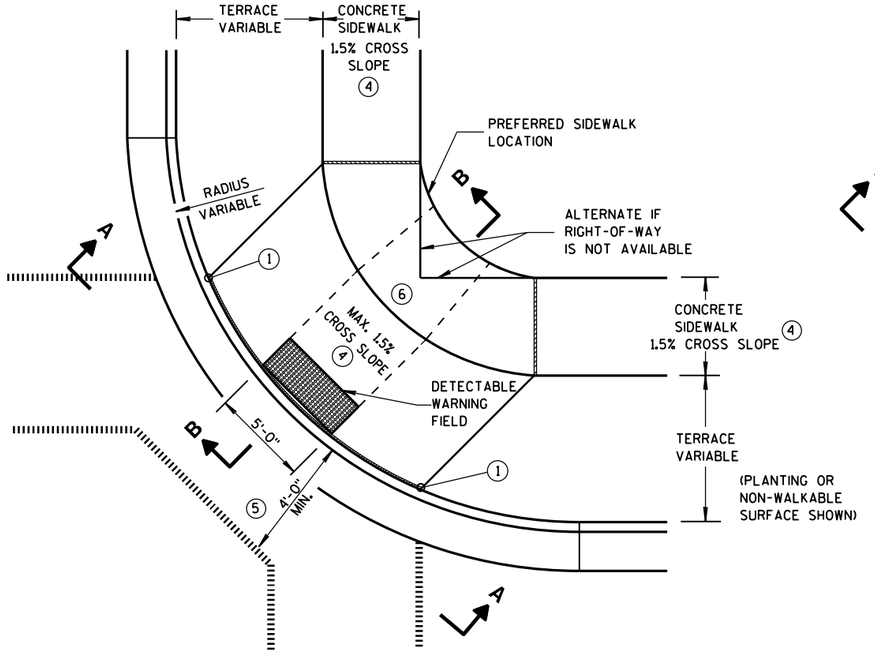
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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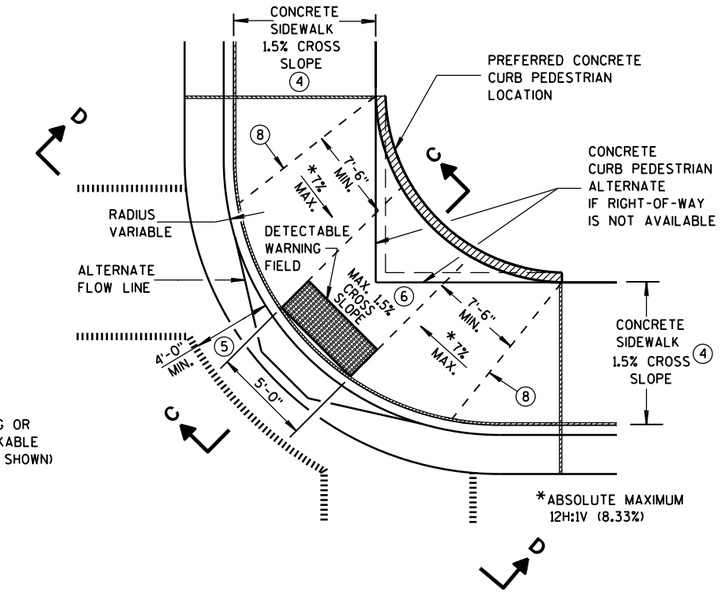
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

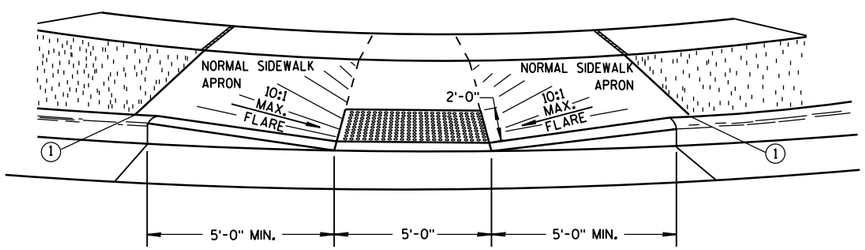
(CENTER OF CORNER RADIUS)



PLAN VIEW

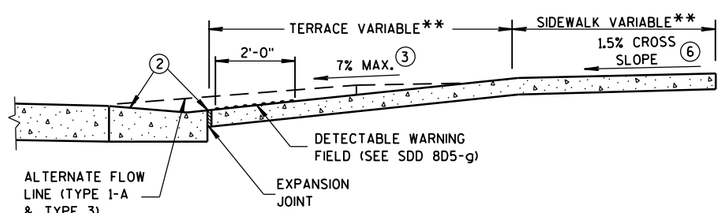
TYPE 1-A RAMP

(NO TERRACE)

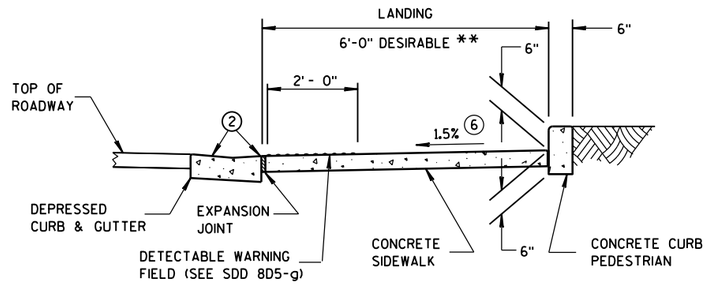


VIEW A-A

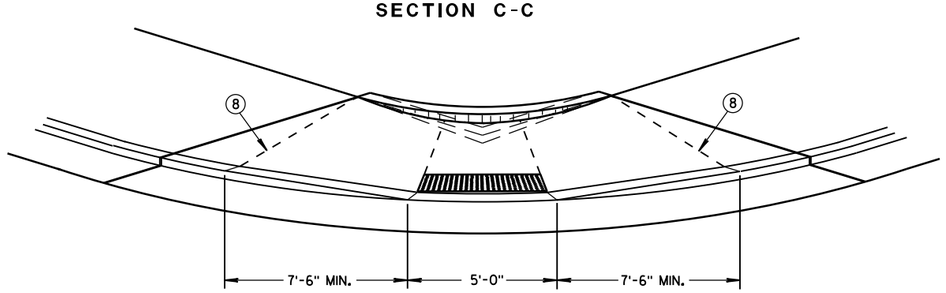
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

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

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

LEGEND

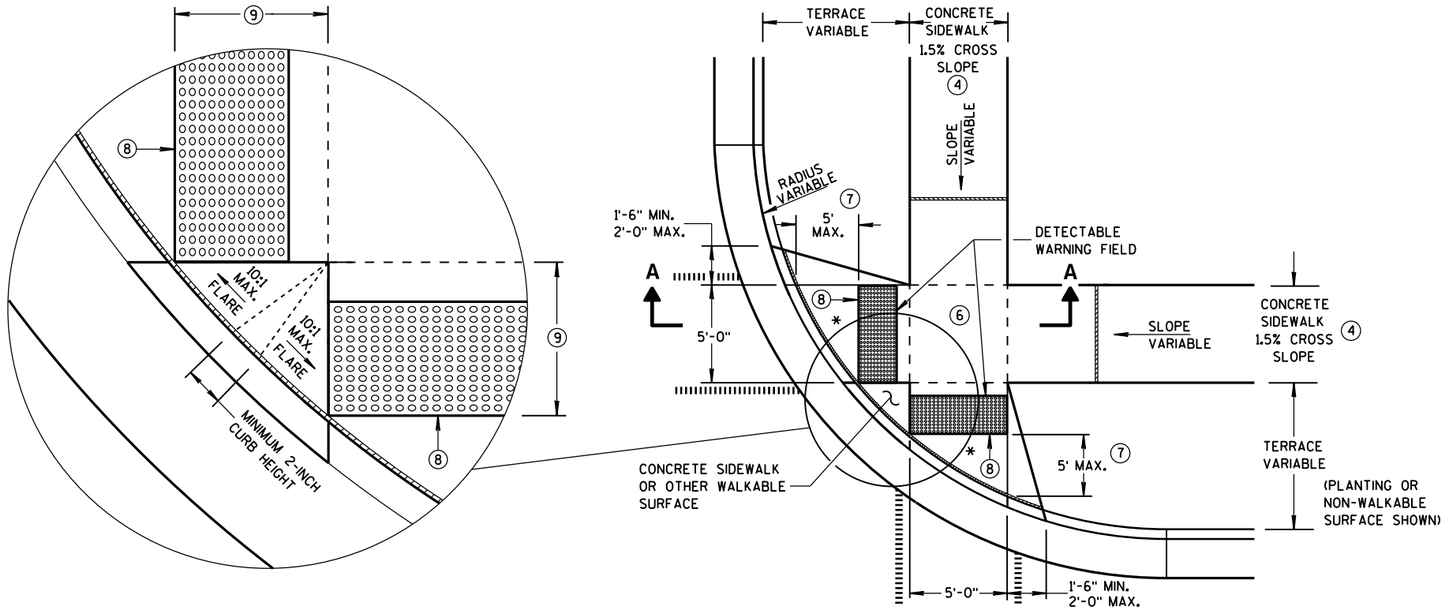
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

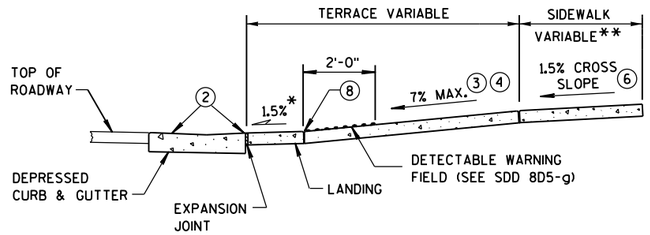


PLAN VIEW

TYPE 2 RAMP

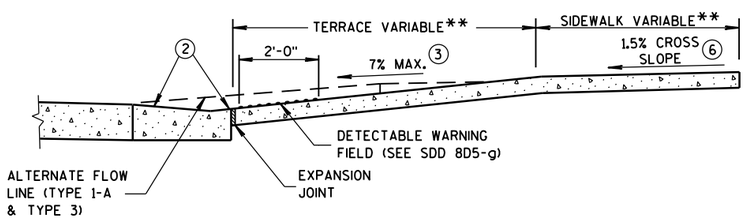
(ON LINE WITH SIDEWALK)

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

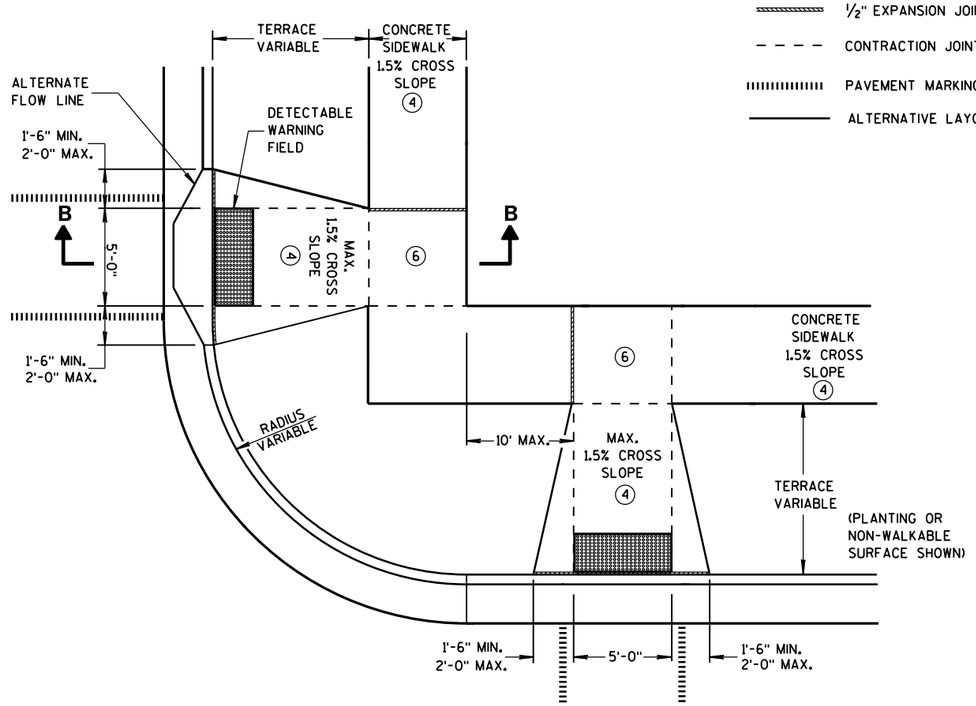


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

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

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

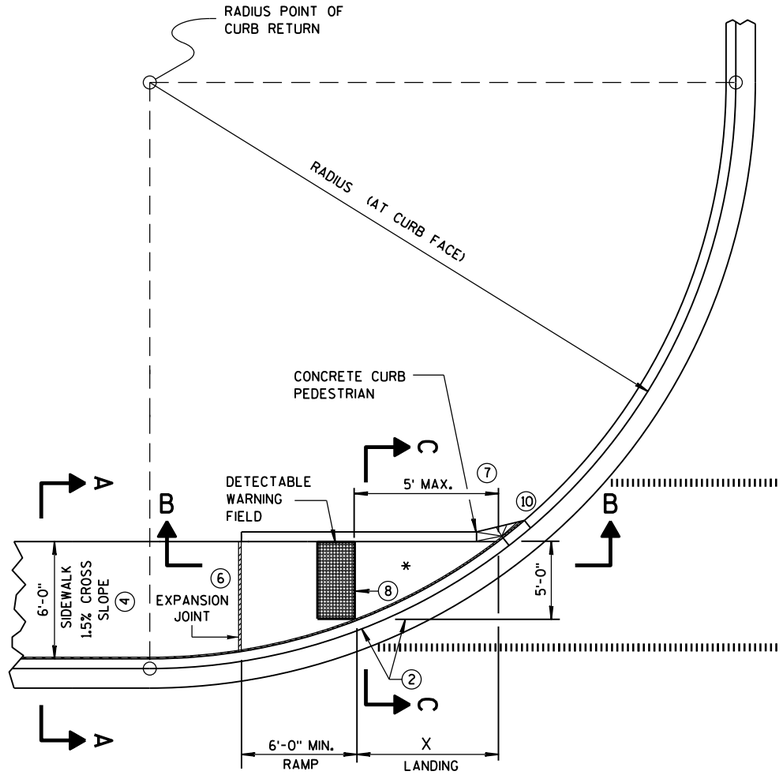
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

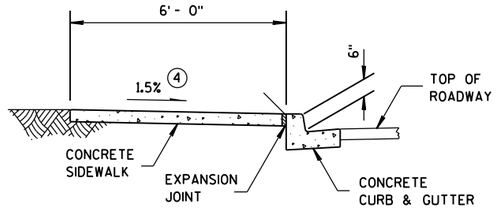
S.D.D. 8 D 5-19b



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.

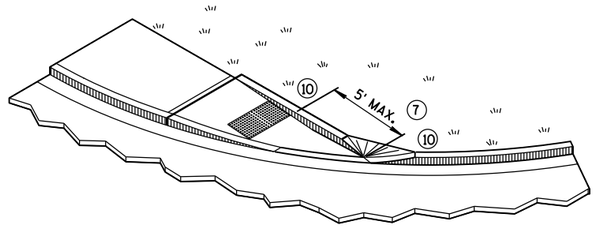
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

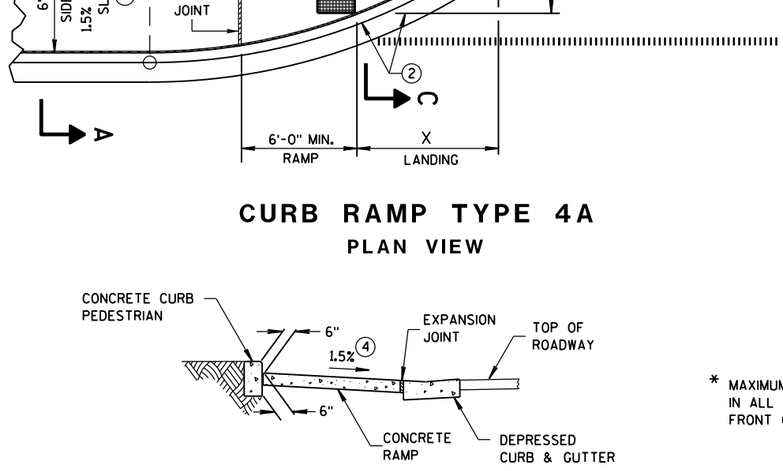
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

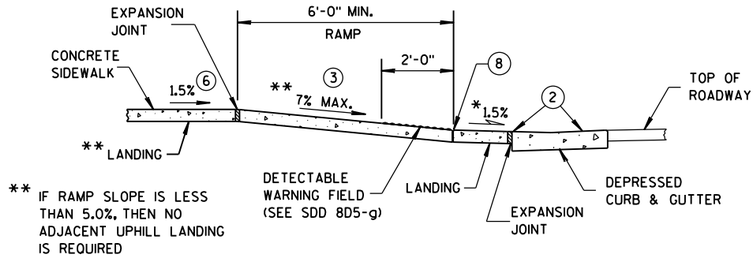
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



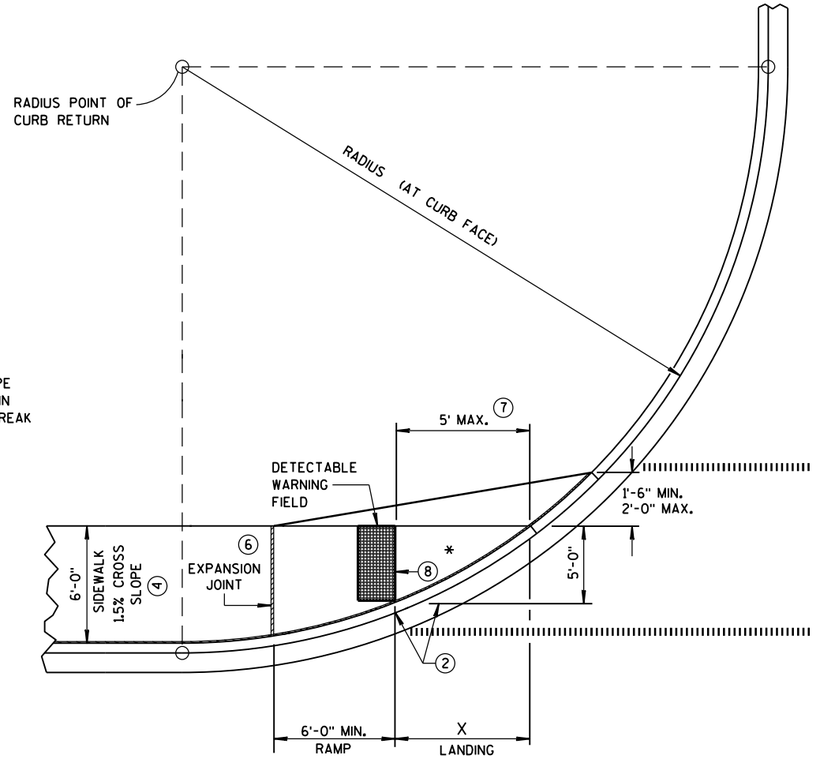
SECTION C-C FOR TYPE 4A



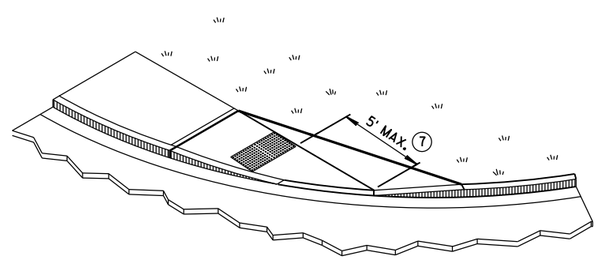
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

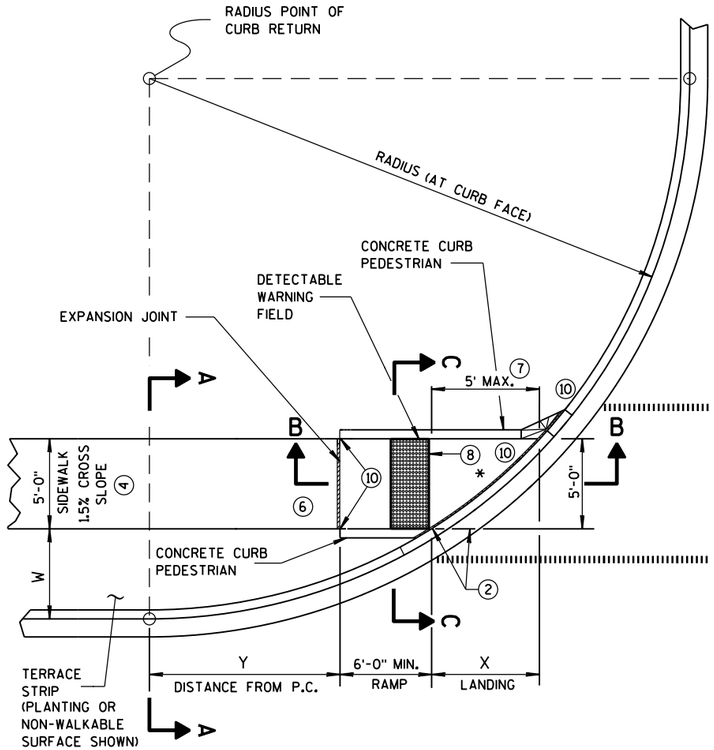
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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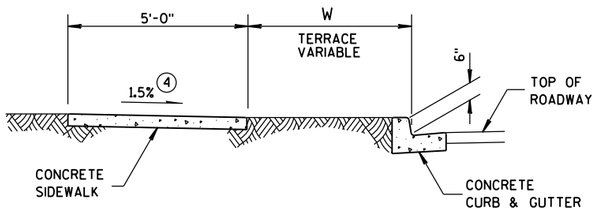
S.D.D. 8 D 5-19c

6

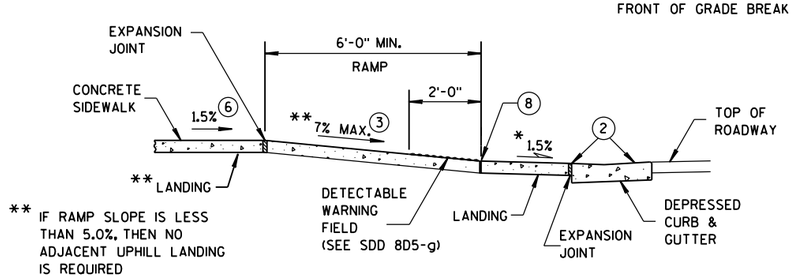
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CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



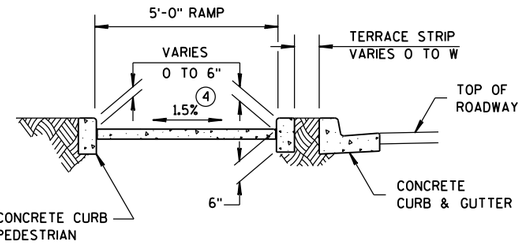
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

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

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



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

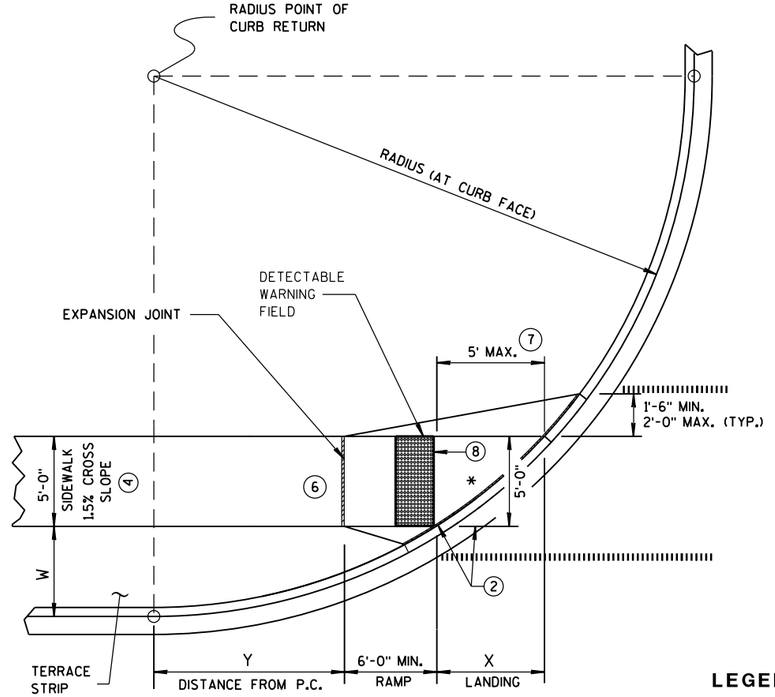
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

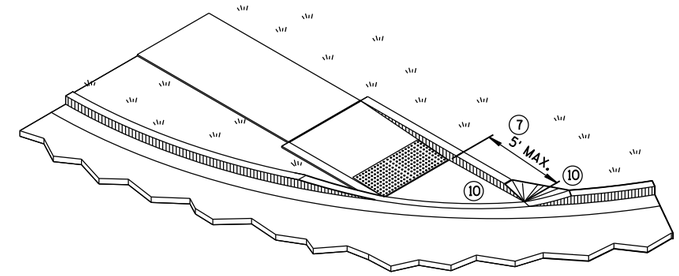
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

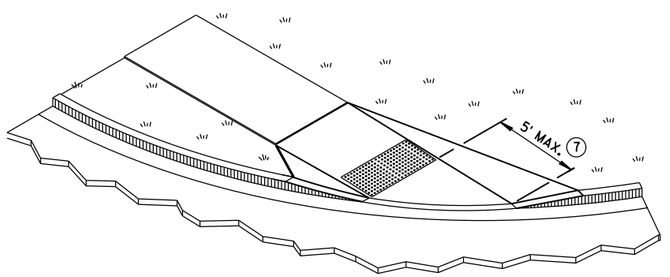
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

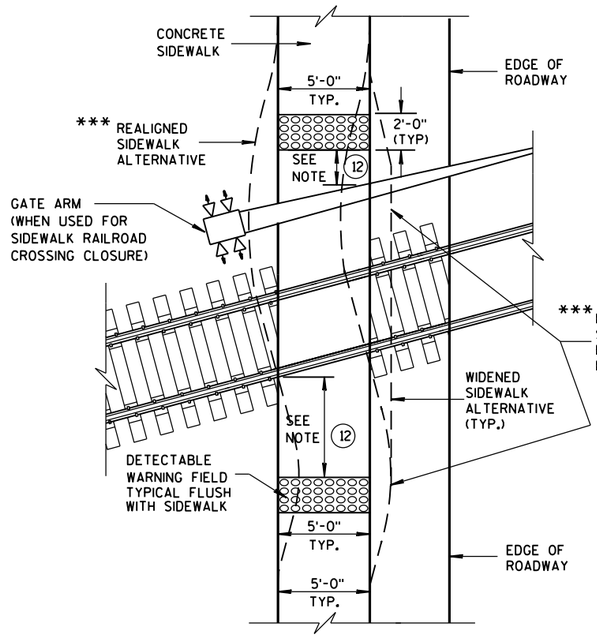
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

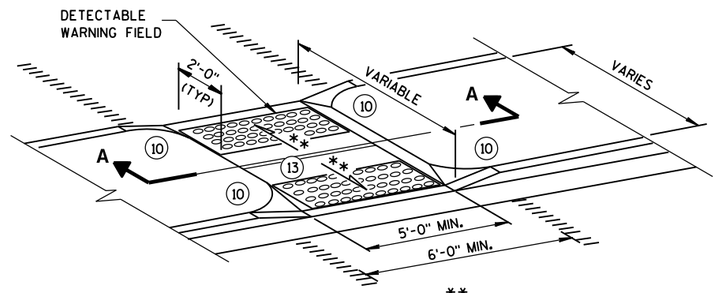
6

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



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

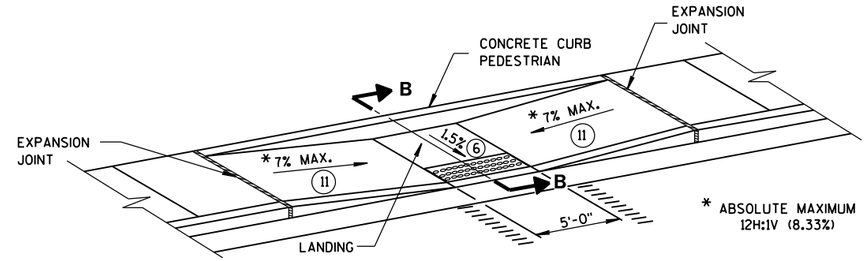
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

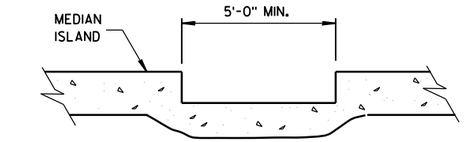
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

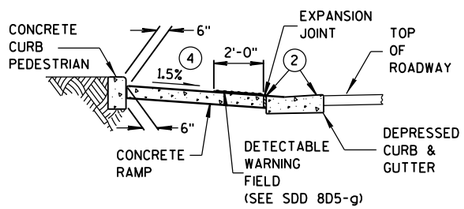
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

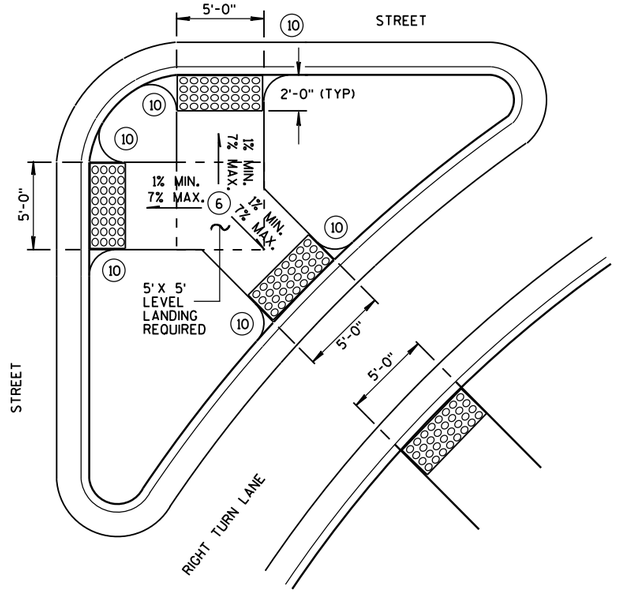


SECTION A-A

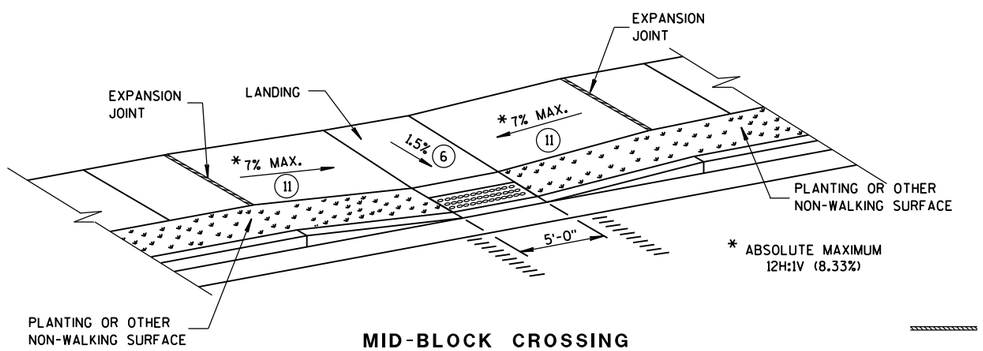


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

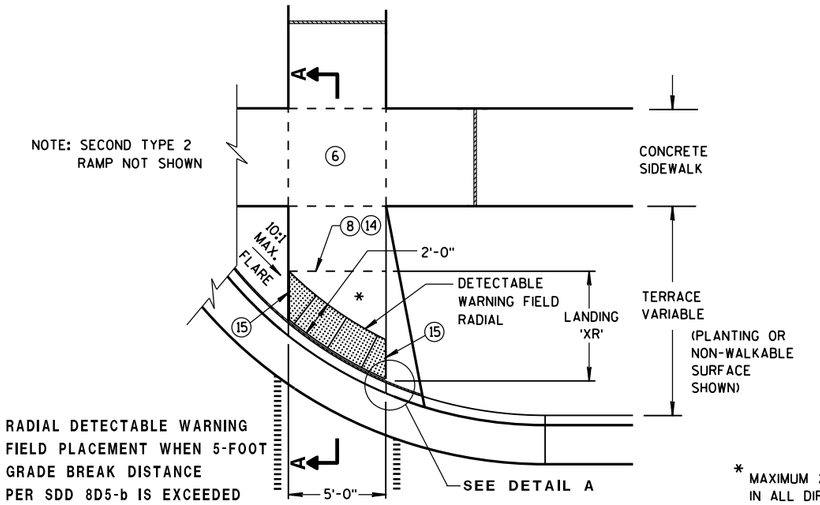
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

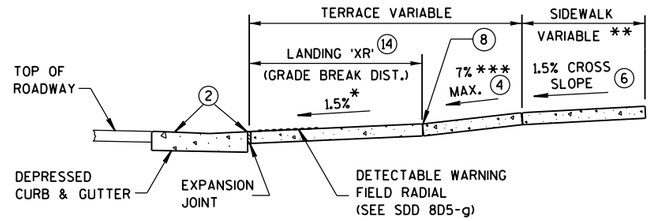


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

* 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.

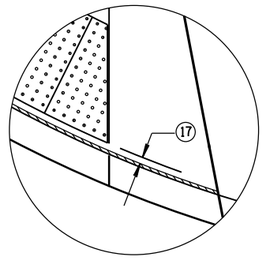
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

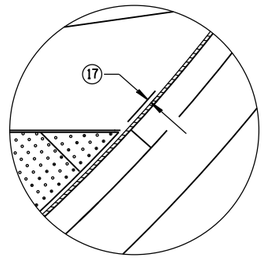
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(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.

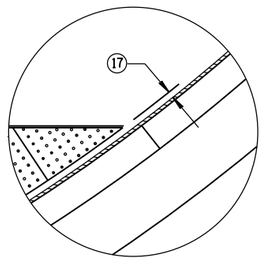
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



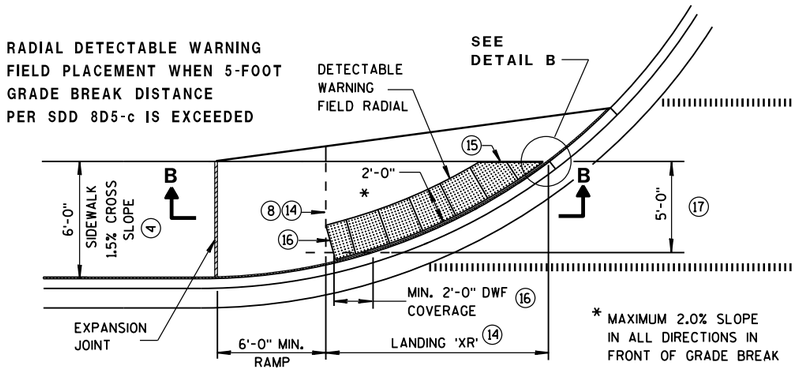
DETAIL A



DETAIL C

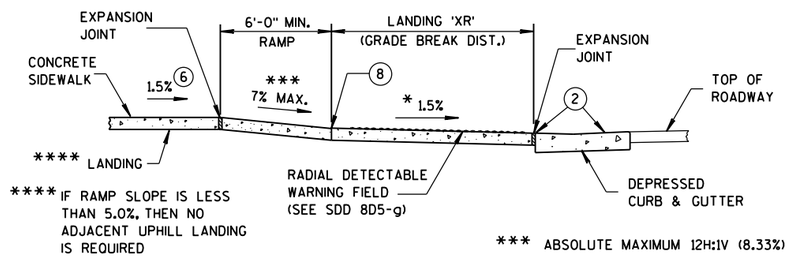


DETAIL B



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

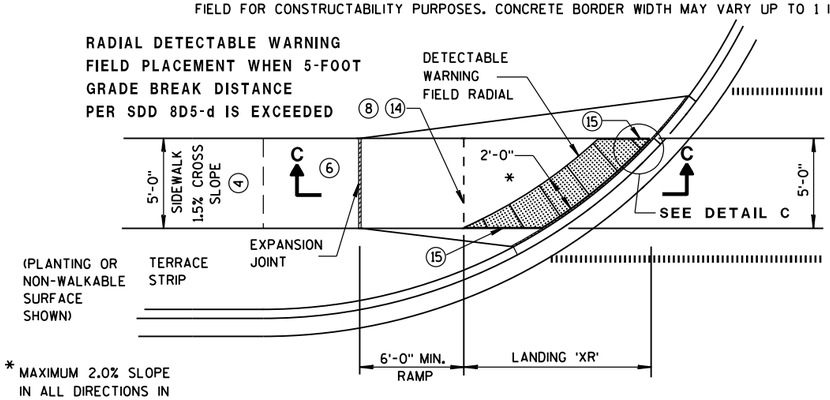
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

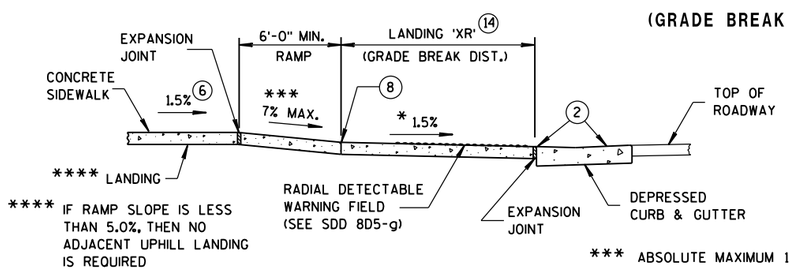
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

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

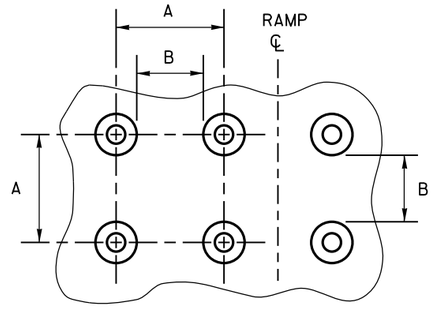
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

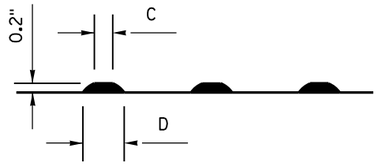
S.D.D. 8 D 5-19f

	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.

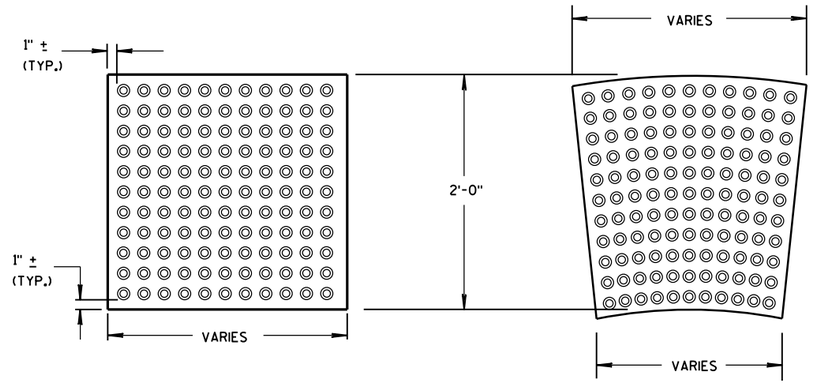
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

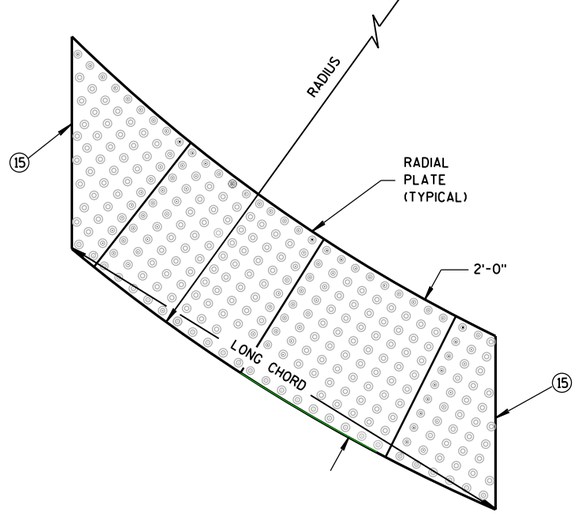


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

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DEPARTMENT OF TRANSPORTATION

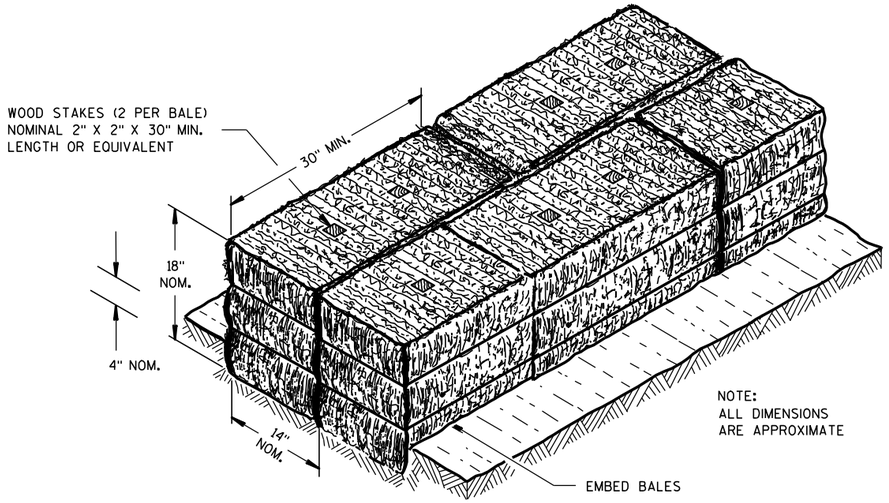
APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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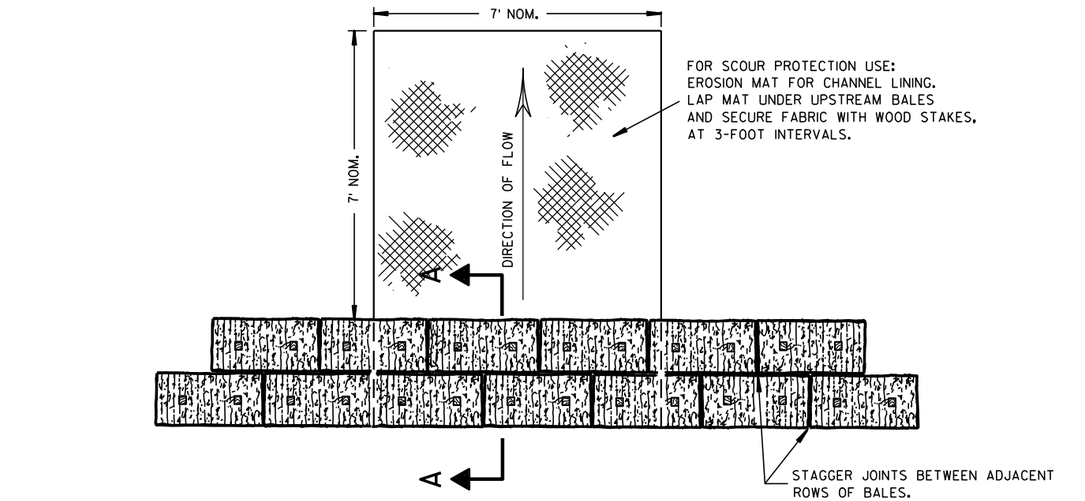
S.D.D. 8 D 5-19g

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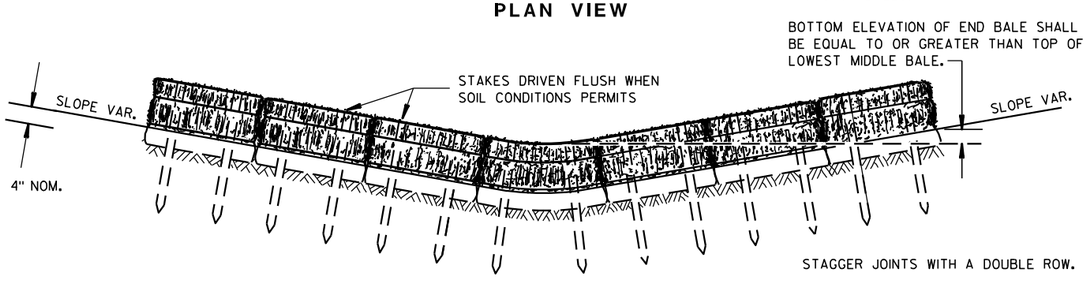
S.D.D. 8 D 5-19g



SECTION A-A



PLAN VIEW



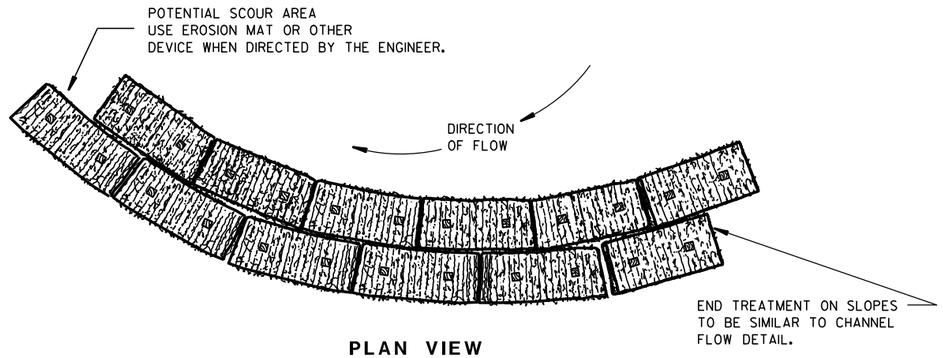
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

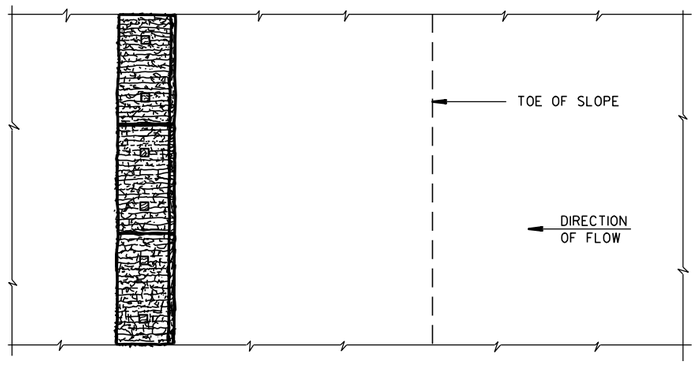
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

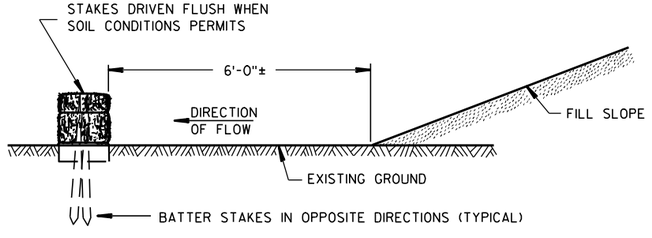


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

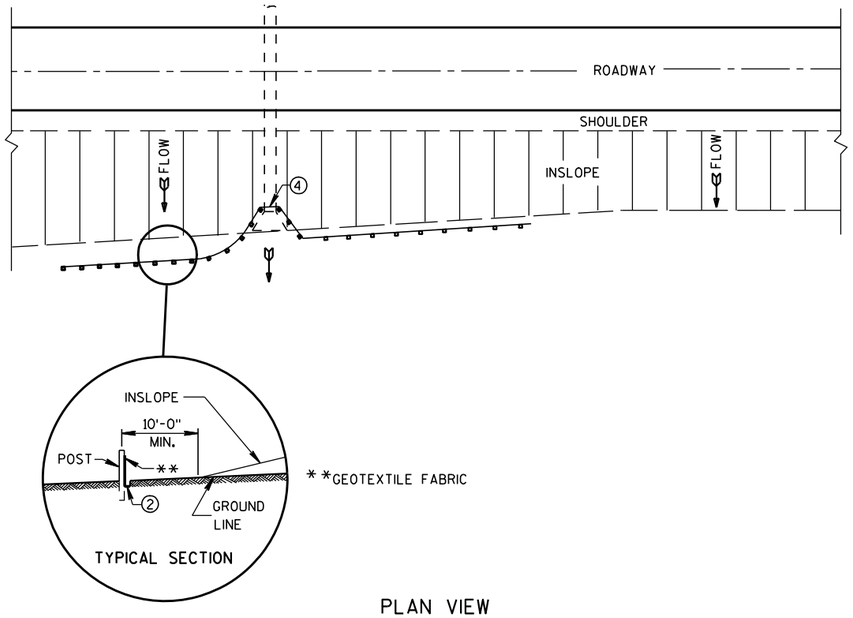
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6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

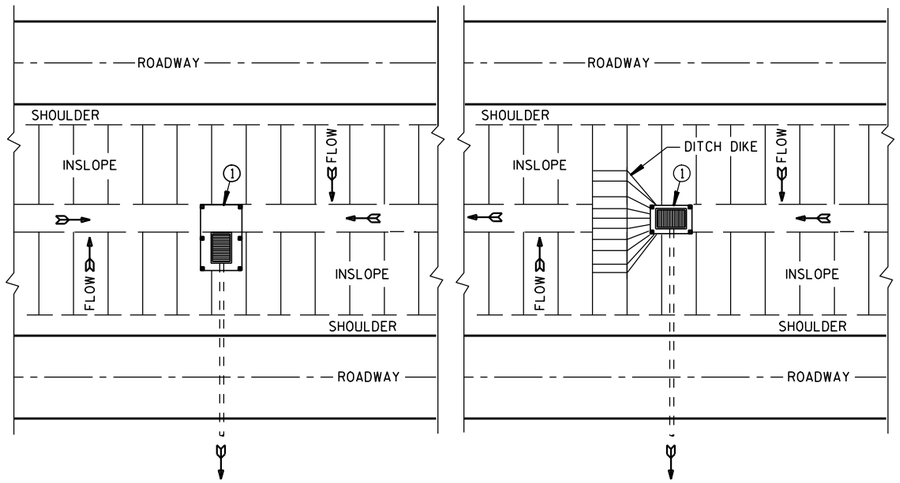
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



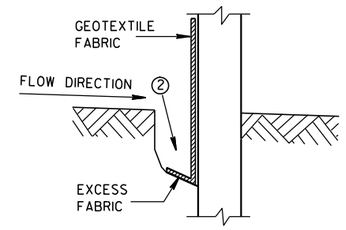
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

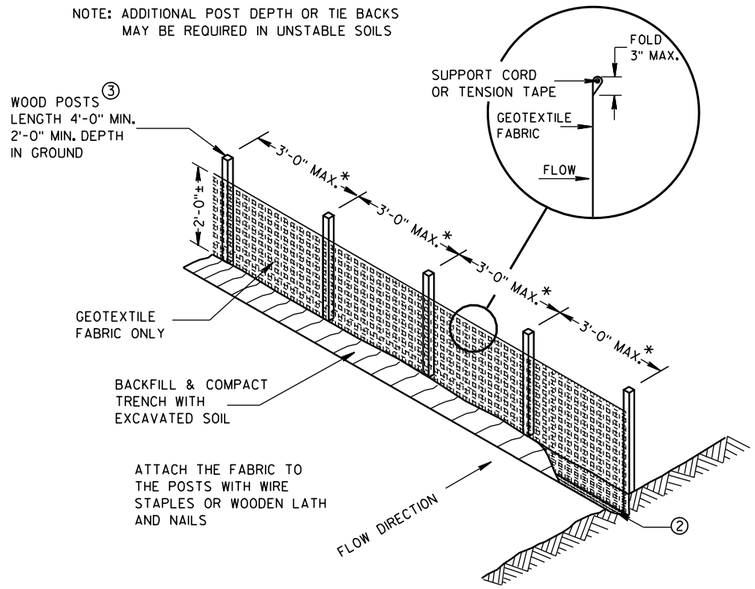
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

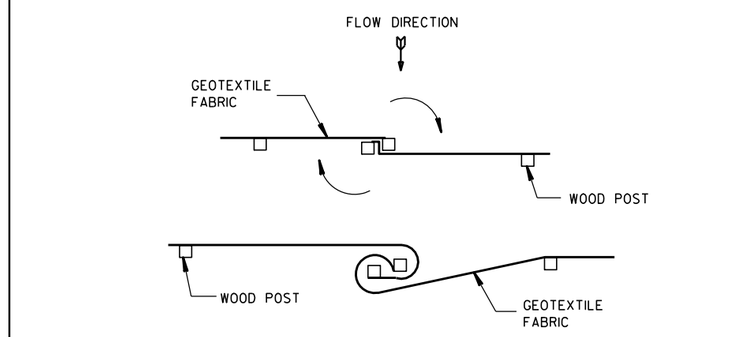


TRENCH DETAIL

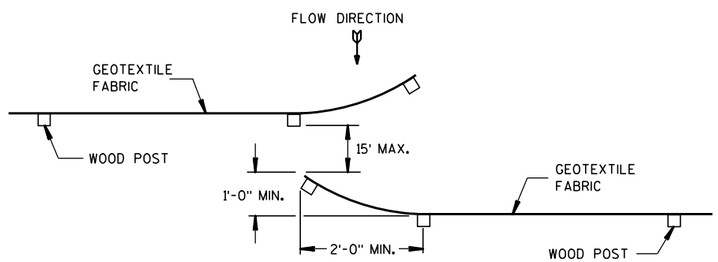


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

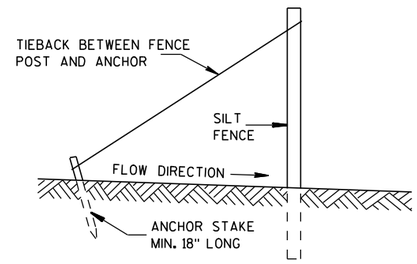


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

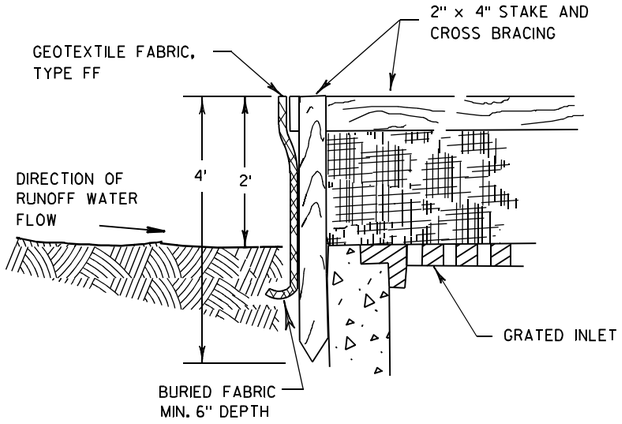
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

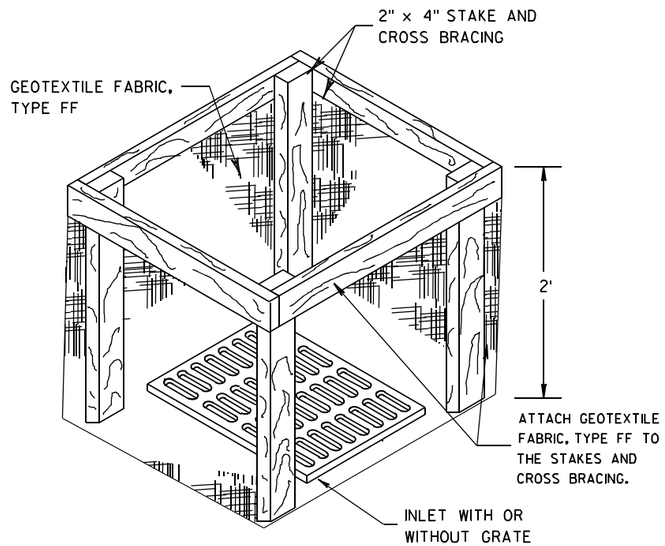
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S.D.D. 8 E 9-6

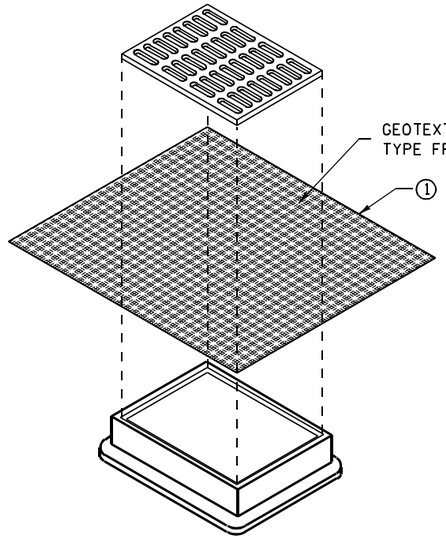
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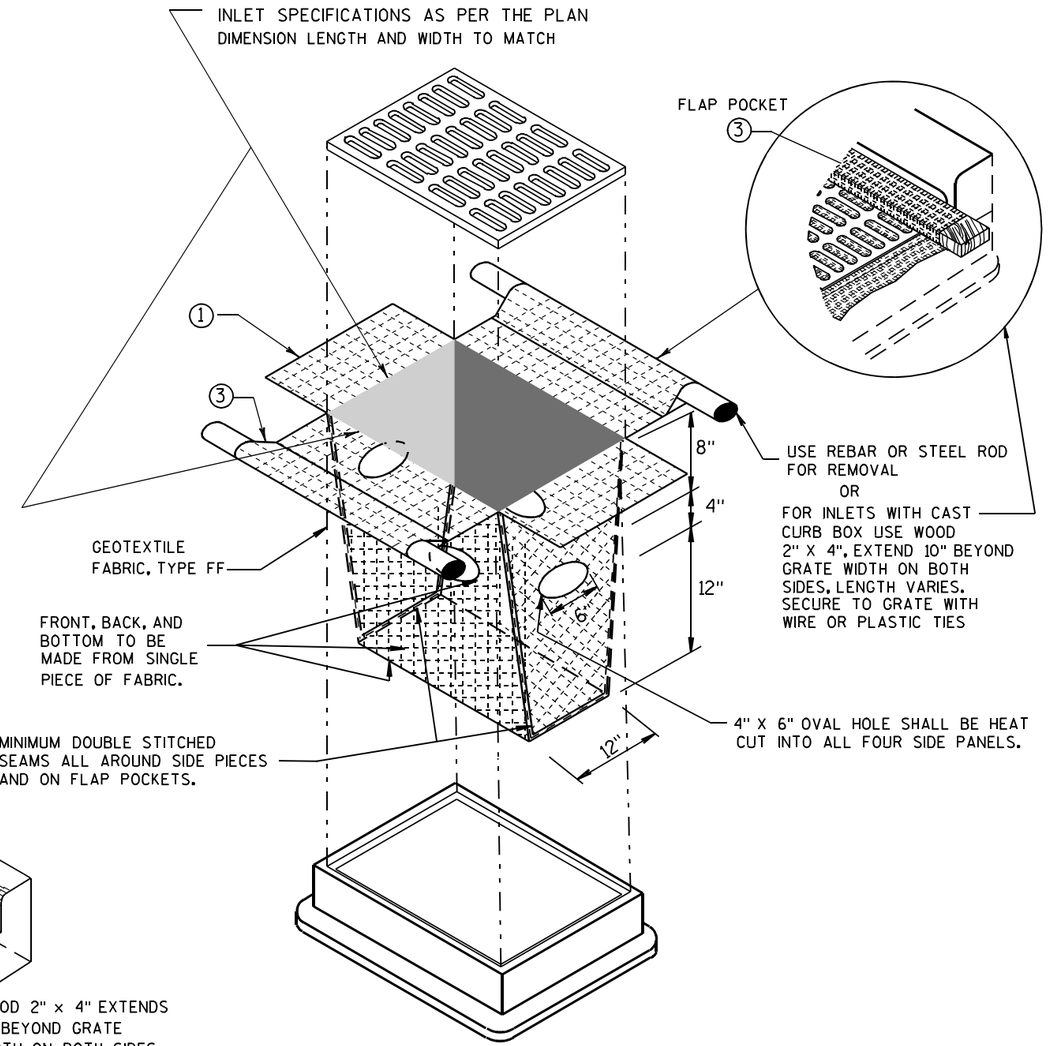


INLET PROTECTION, TYPE A



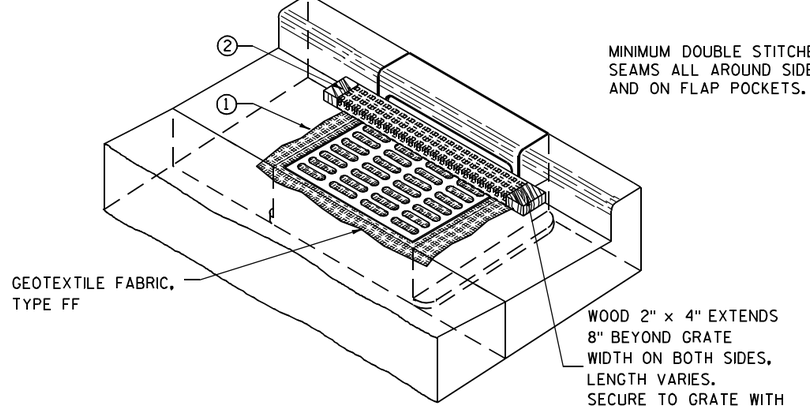
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

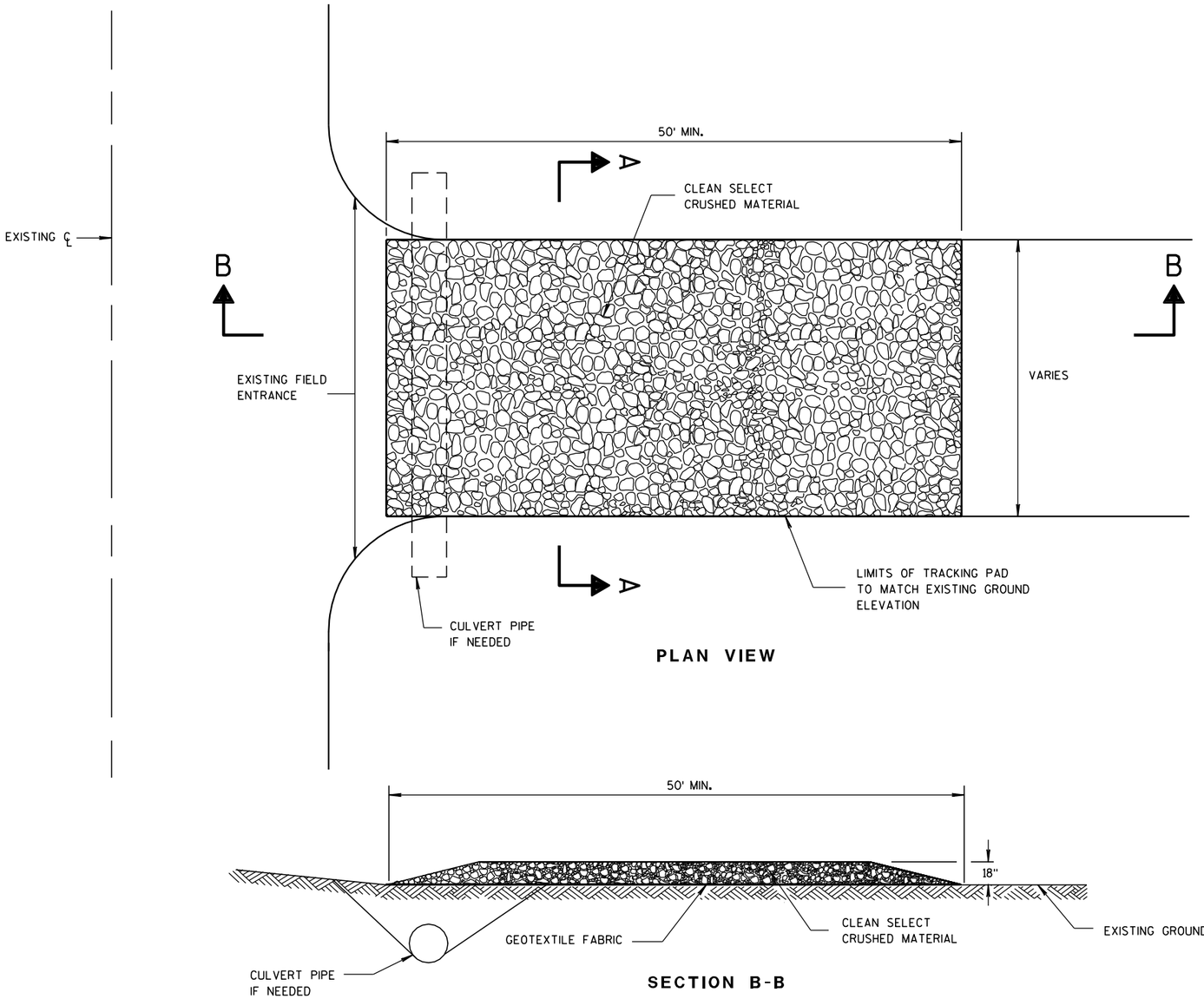
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

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

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S.D.D. 8 E 10-2



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

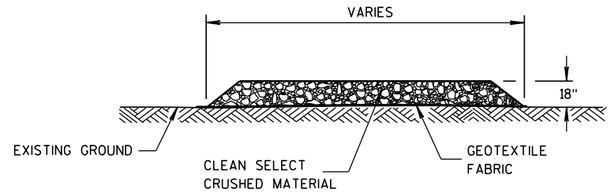
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

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S.D.D. 8 E 14-1

METAL APRON ENDWALLS

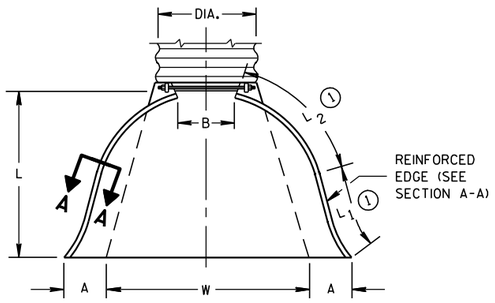
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

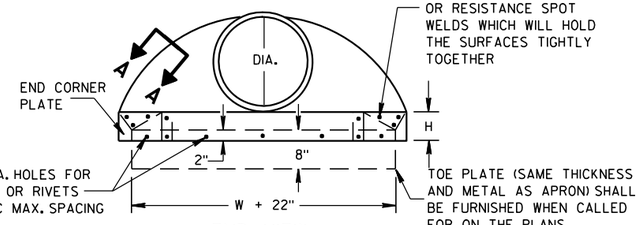
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

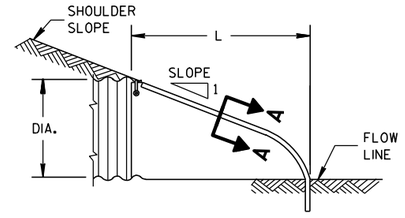
*MINIMUM
**MAXIMUM



PLAN VIEW

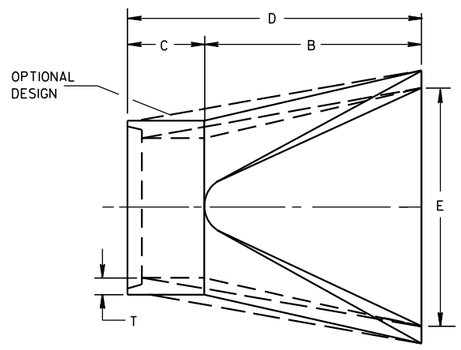


END VIEW

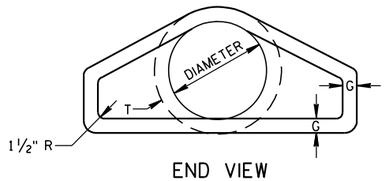


SIDE ELEVATION

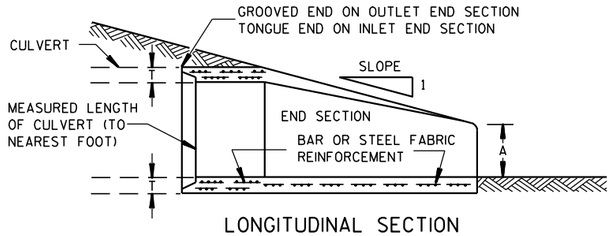
METAL ENDWALLS



PLAN

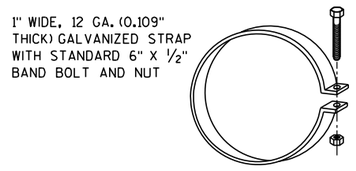


END VIEW



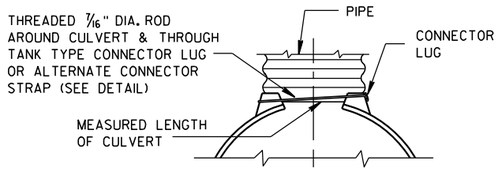
LONGITUDINAL SECTION

CONCRETE ENDWALLS

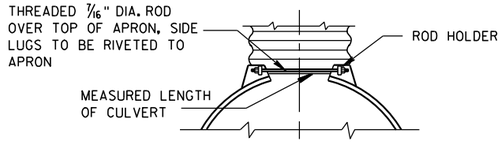


ALTERNATE FOR TYPE 1 CONNECTION

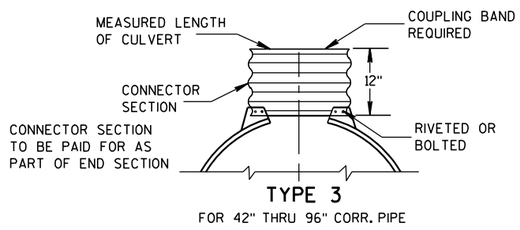
END SECTION CONNECTOR STRAP



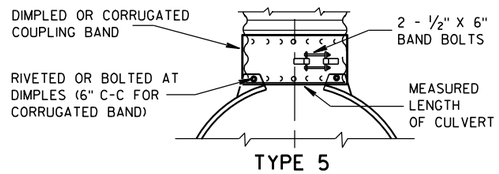
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

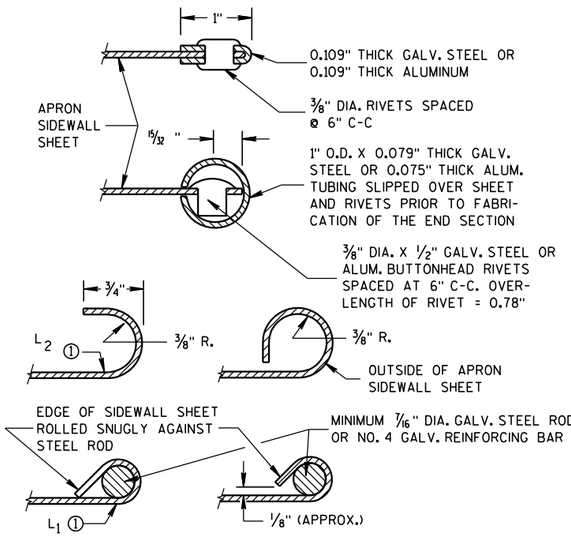
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

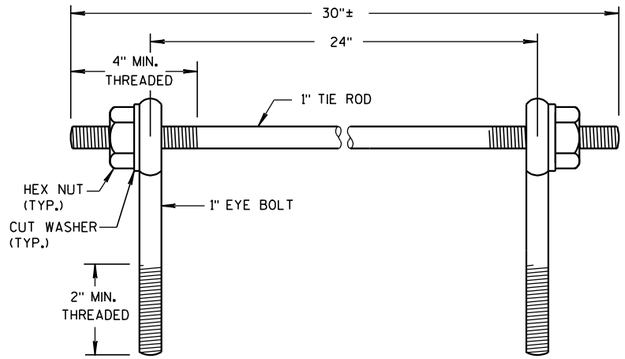
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

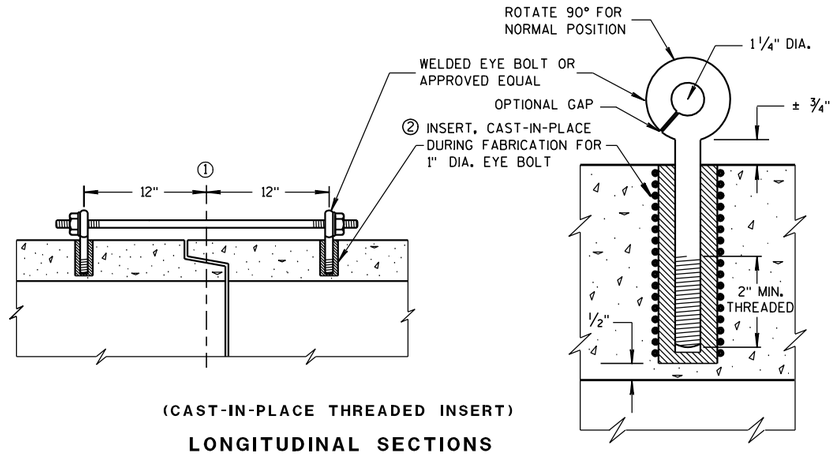
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

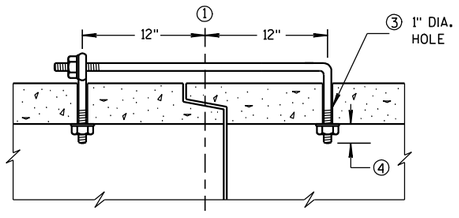
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

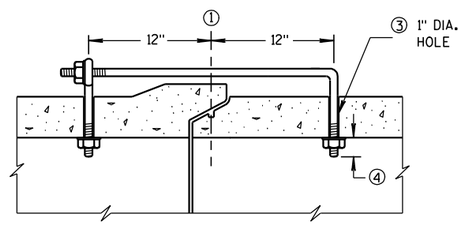
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

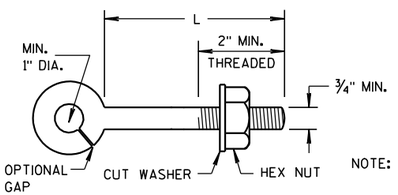


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

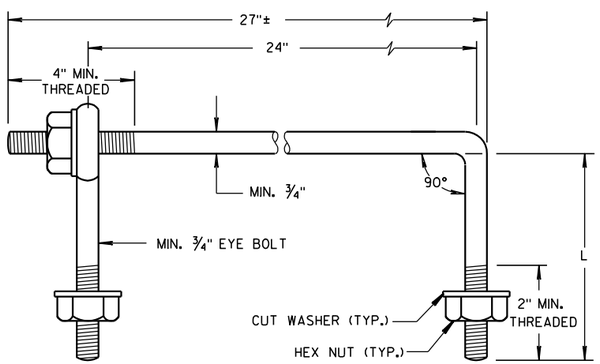
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

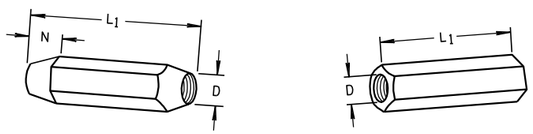
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

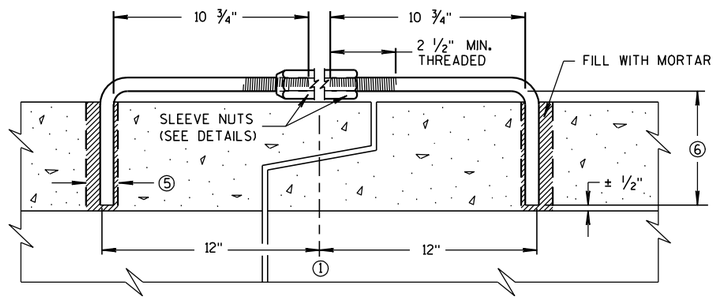
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

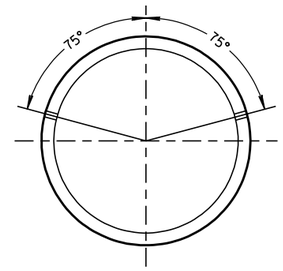
SLEEVE NUTS



LONGITUDINAL SECTION

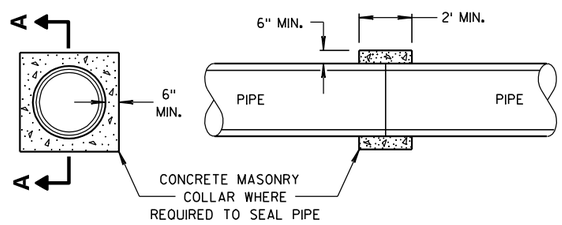
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

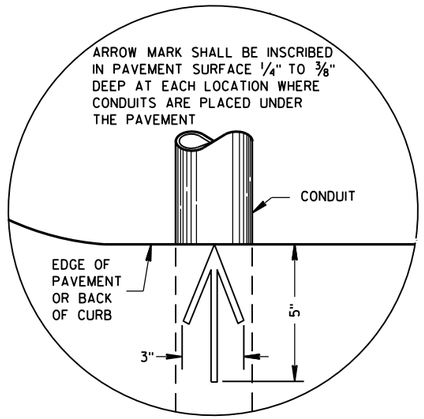
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
158
FHWA

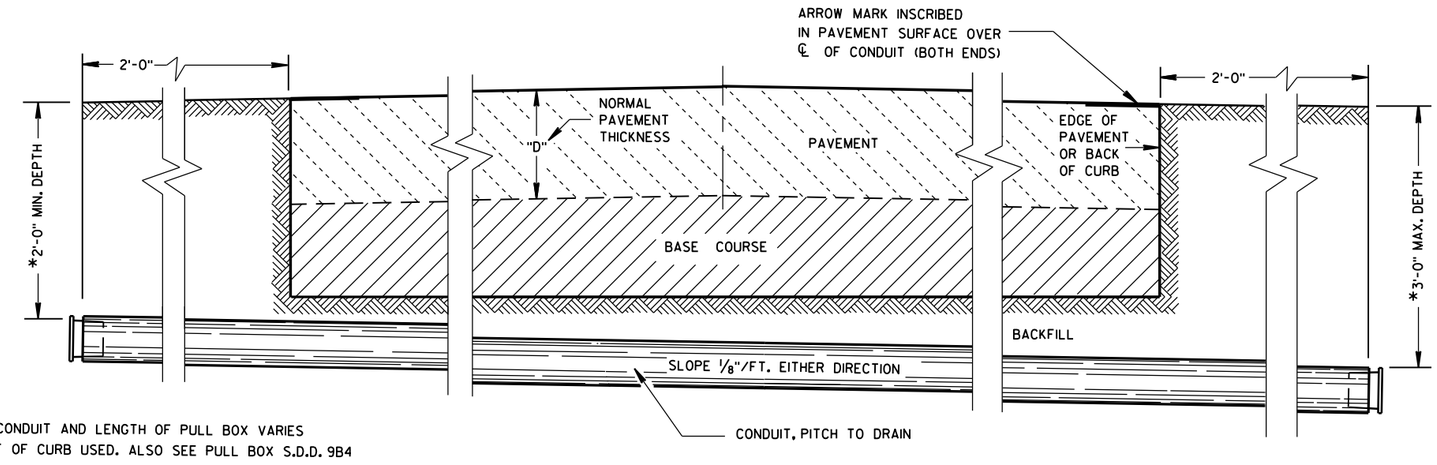
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

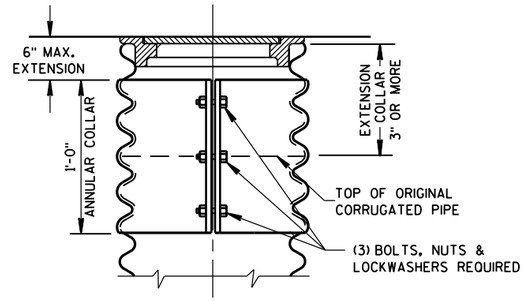
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

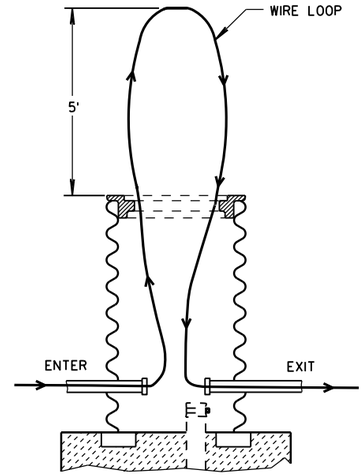
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

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

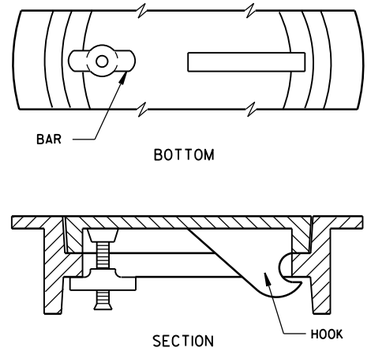
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

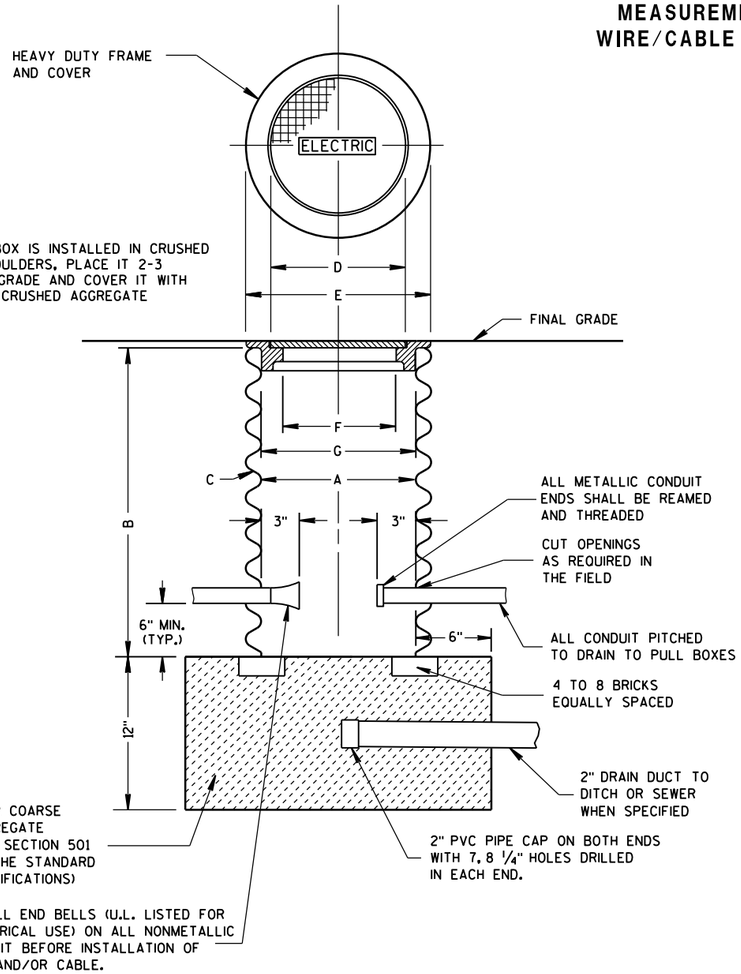


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



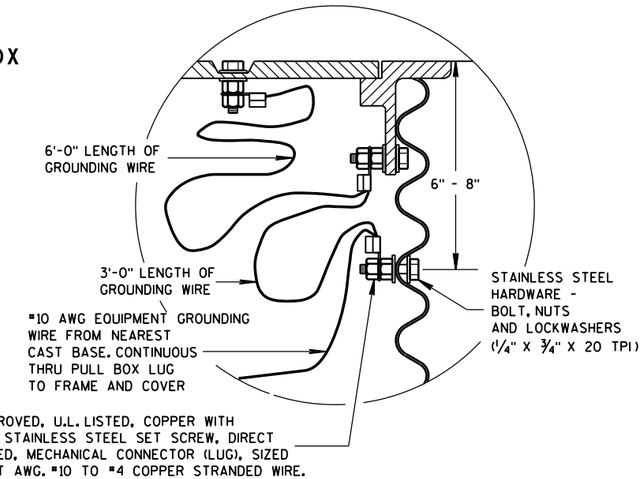
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

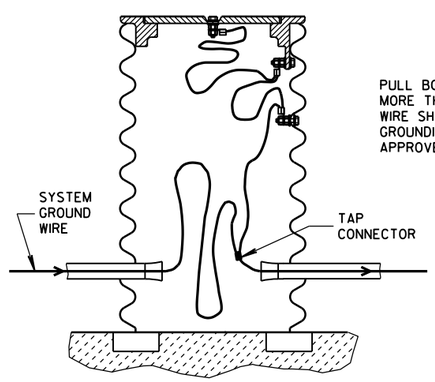
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

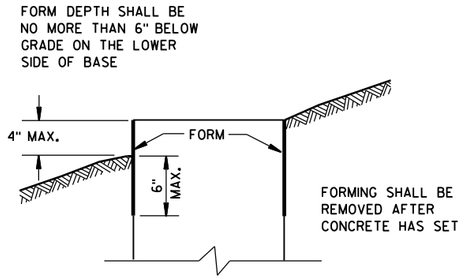
PULL BOX

STATE OF WISCONSIN
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FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

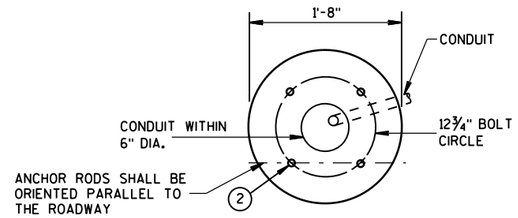
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

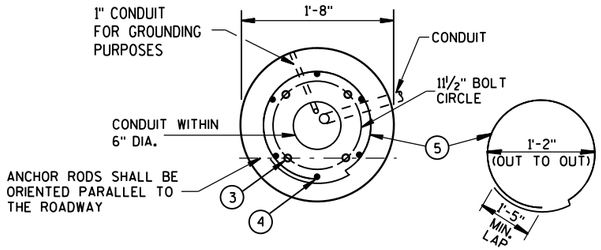
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

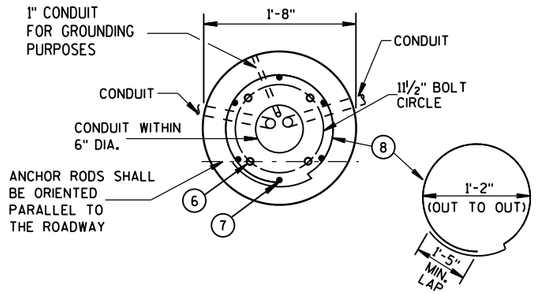
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

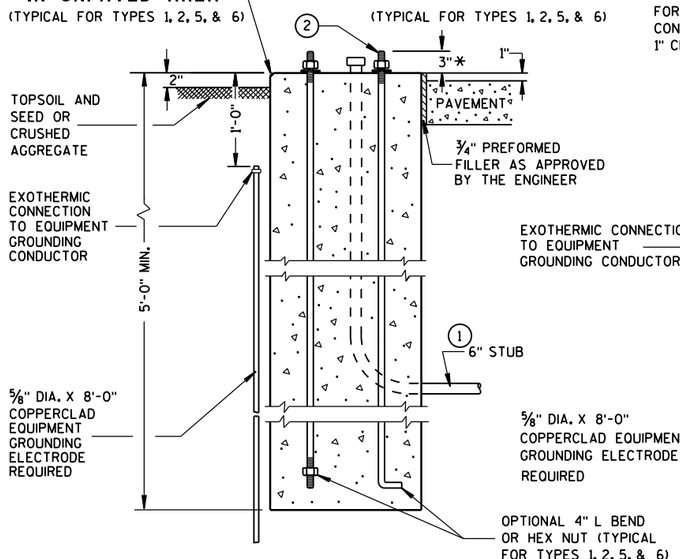




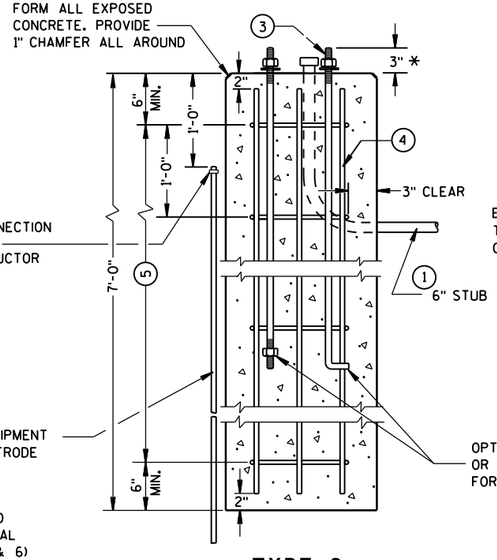


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

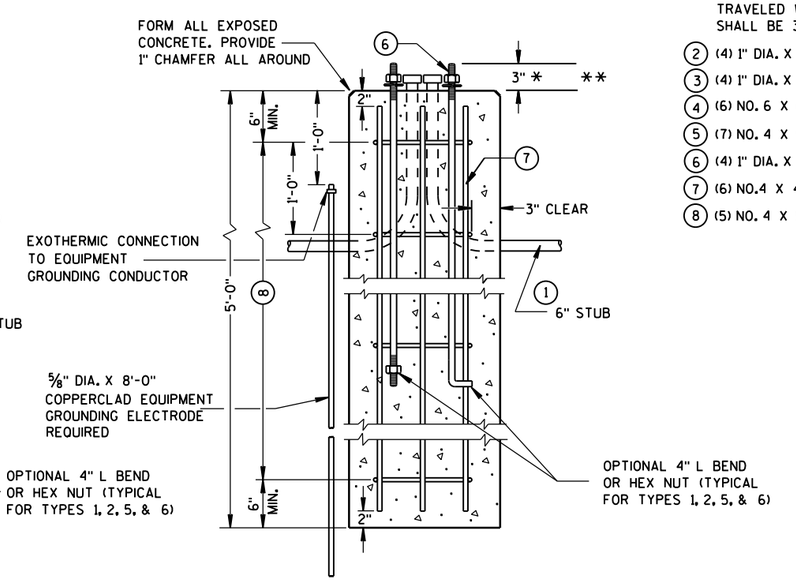
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

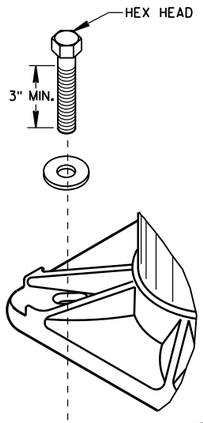
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

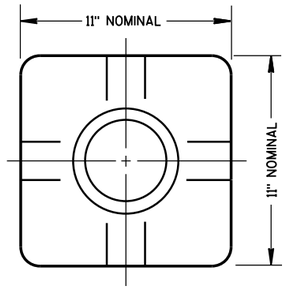
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

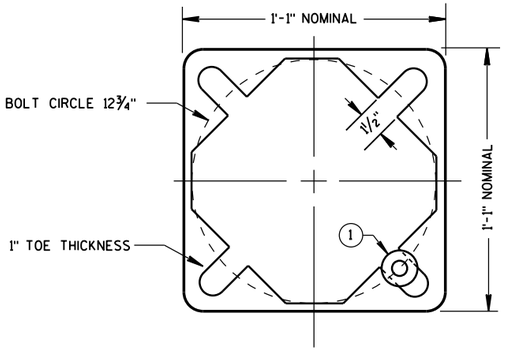
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

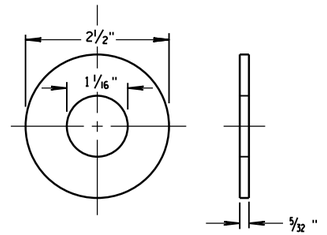




TOP VIEW
(PEDESTAL BASE)

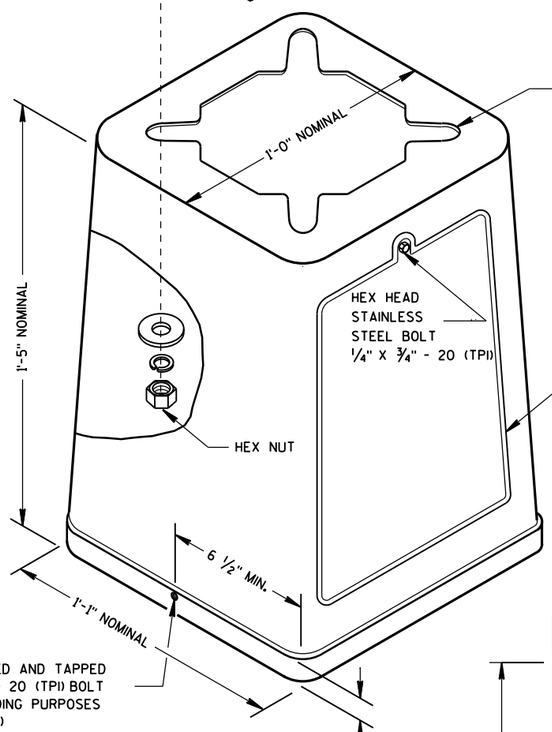


BOTTOM VIEW
(PEDESTAL BASE)

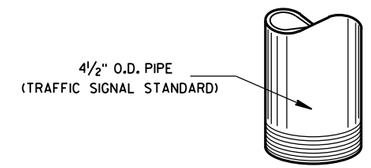


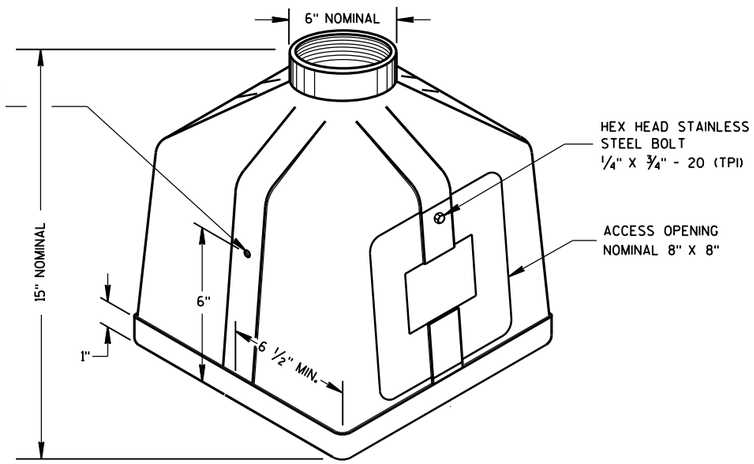
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



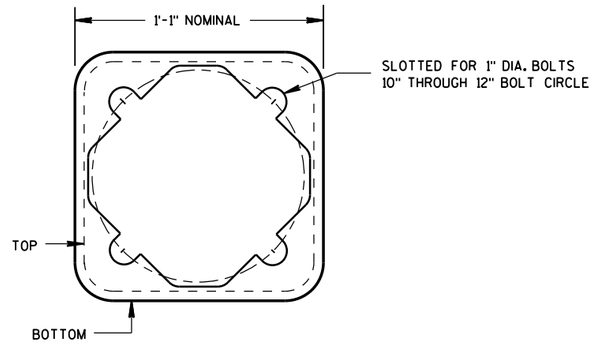
ISOMETRIC VIEW



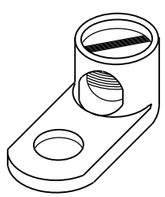


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

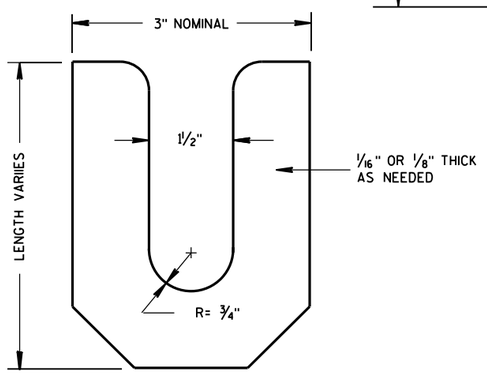


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
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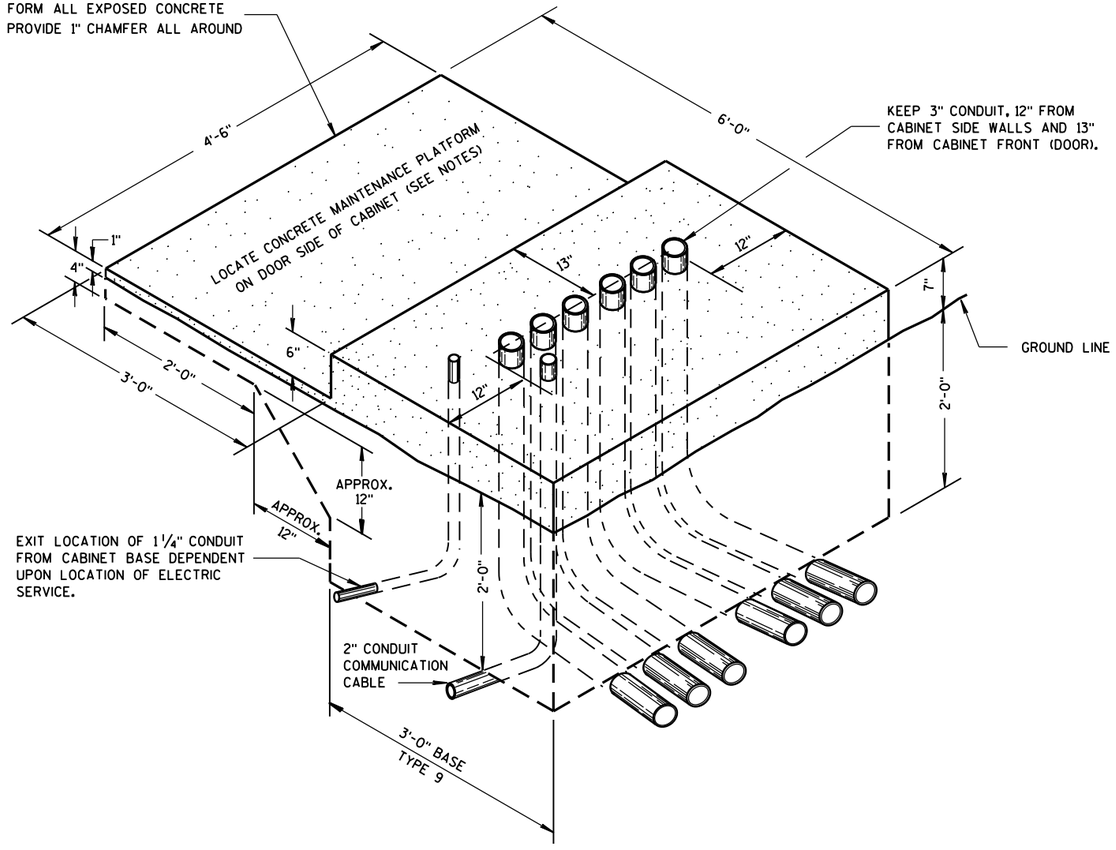
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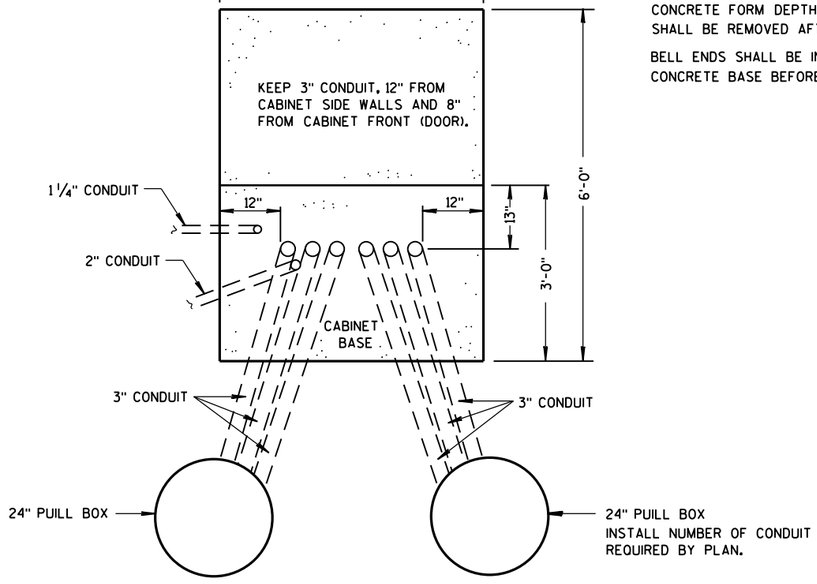
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ISOMETRIC VIEW

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.

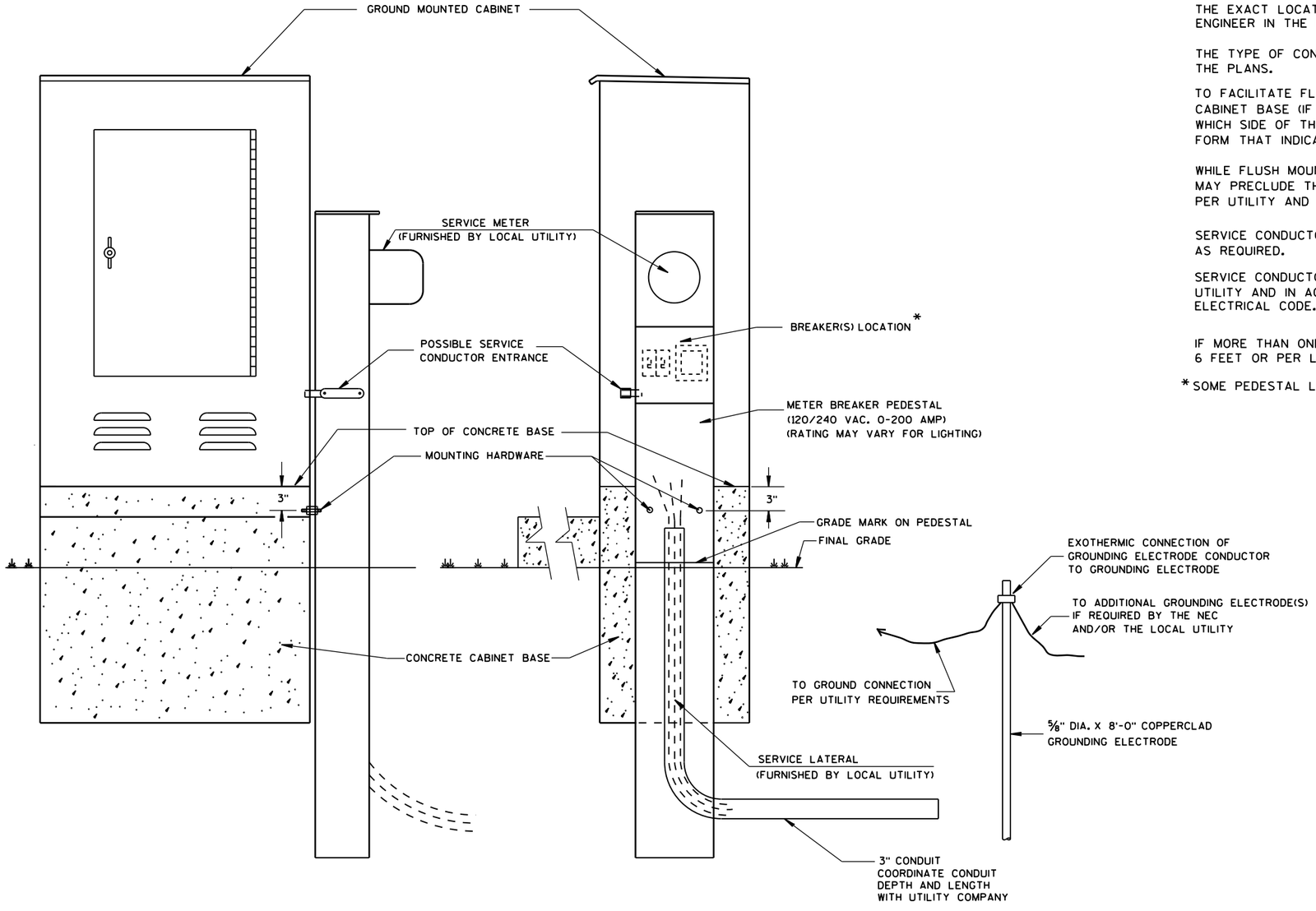
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

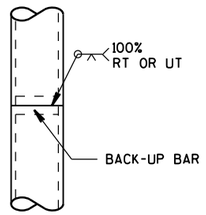
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

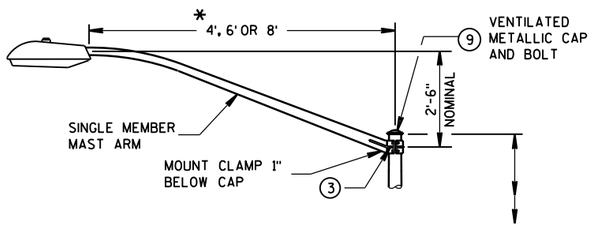
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FOR MANUFACTURERS USE ONLY

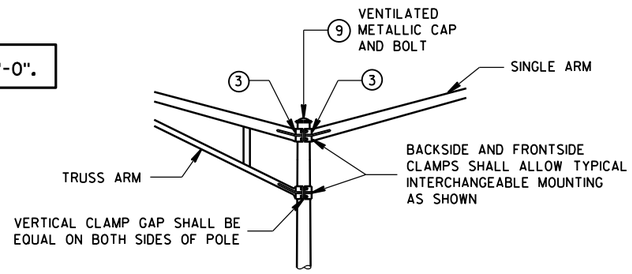
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.





POLE SPLICE DETAIL

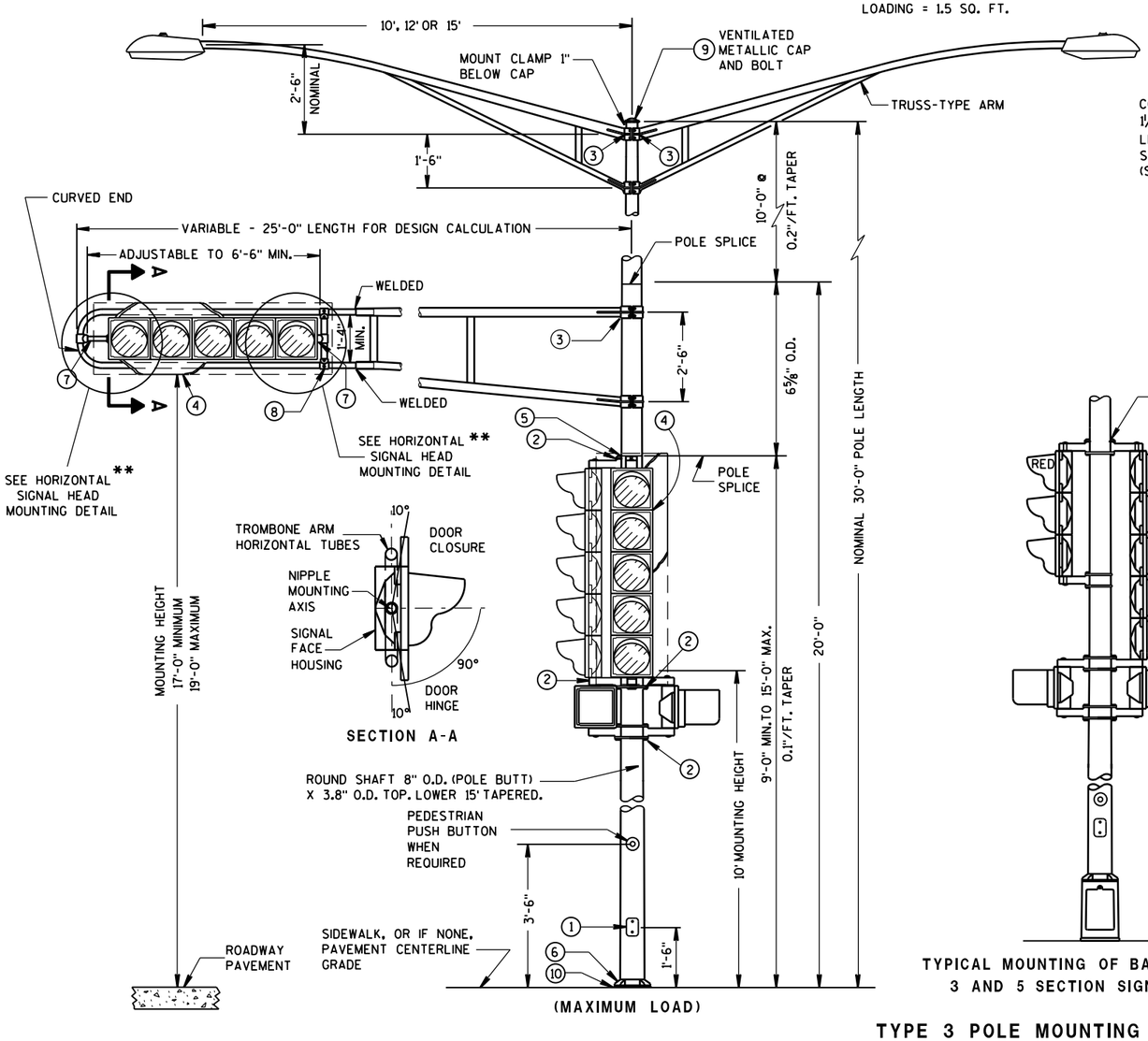
***RISE FOR 4' ARM SHALL BE 2'-0".**

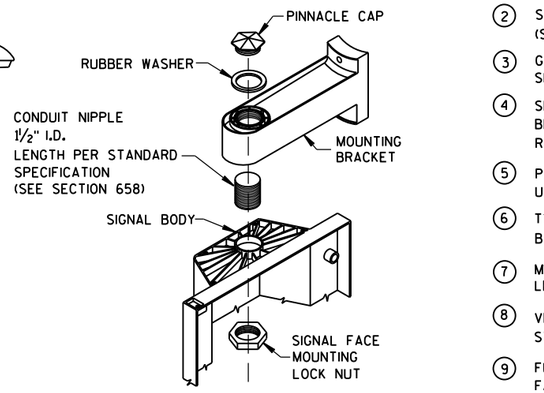


INTERCHANGEABLE MOUNTING DETAIL

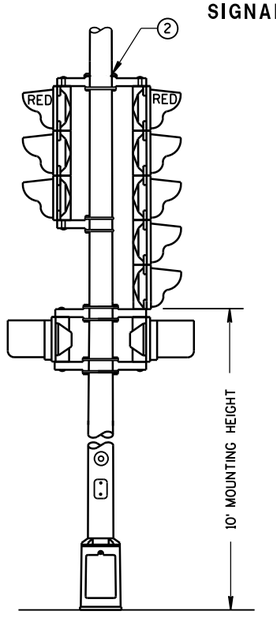
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

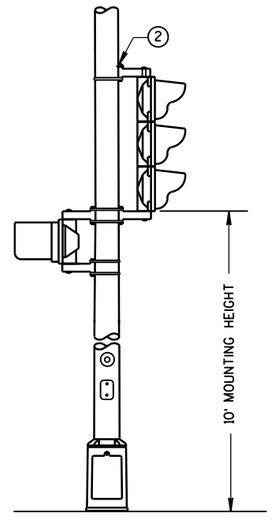




SIGNAL FACE MOUNTING DETAIL
(BANDED)



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.

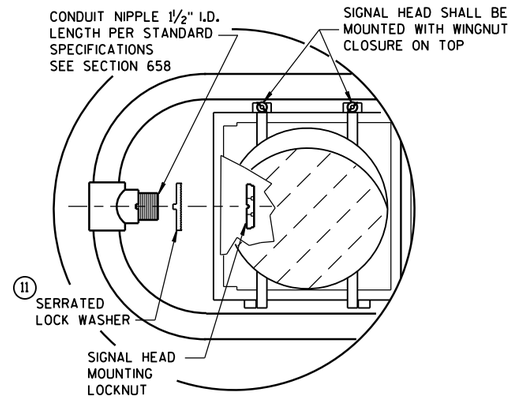
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(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

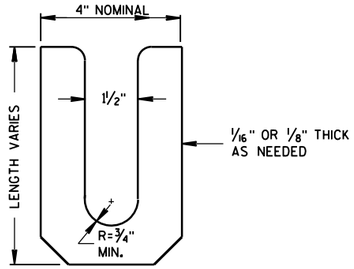
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

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DEPARTMENT OF TRANSPOI

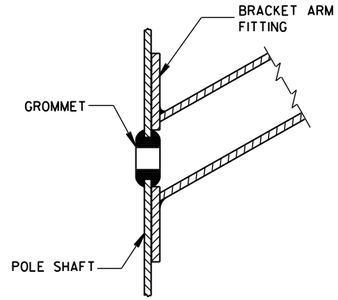
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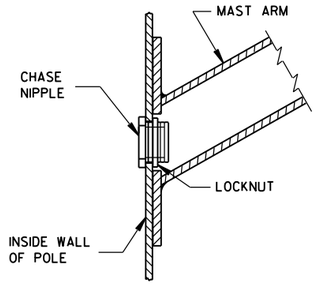


LEVELING SHIM (13)

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.

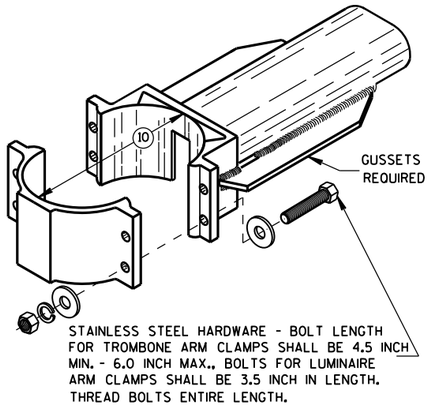
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

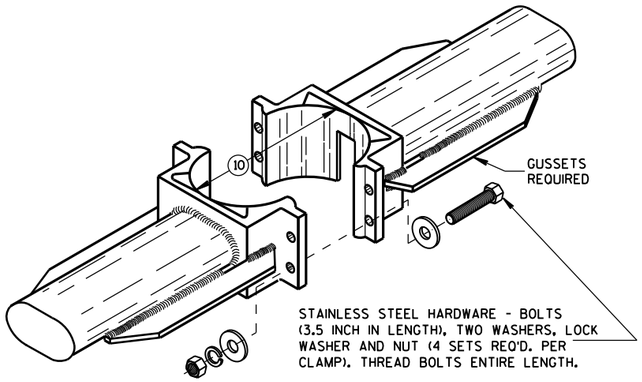
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

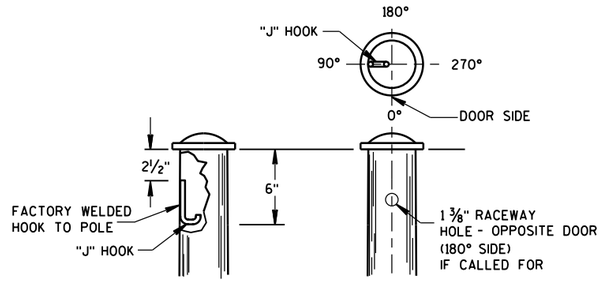
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



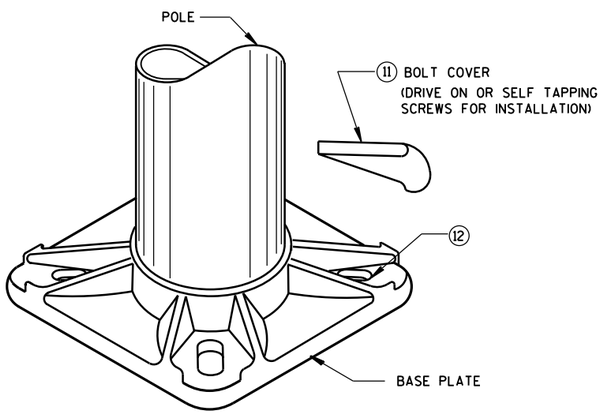
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



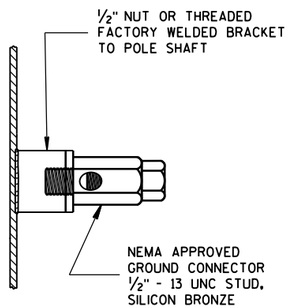
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

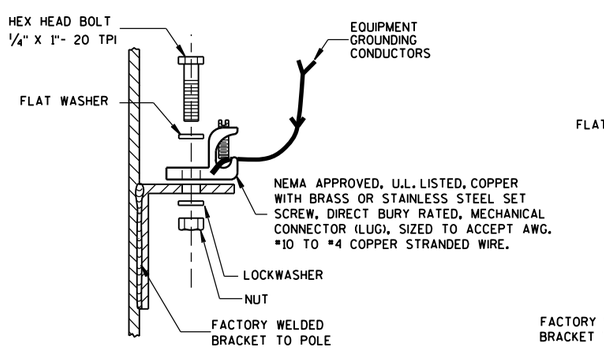


TYPICAL "J" HOOK LOCATION



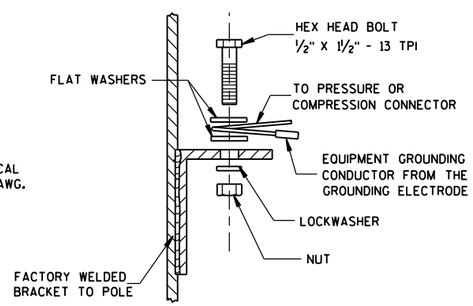
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



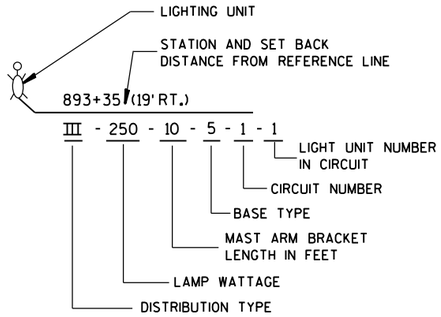
HARDWARE DETAILS FOR POLE MOUNTINGS

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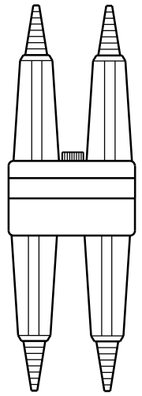
APPROVED
Feb. 2015 — DATE
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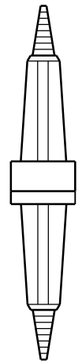
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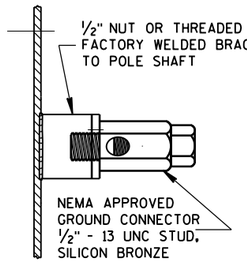
LIGHTING UNIT CODE
(TYPICAL)

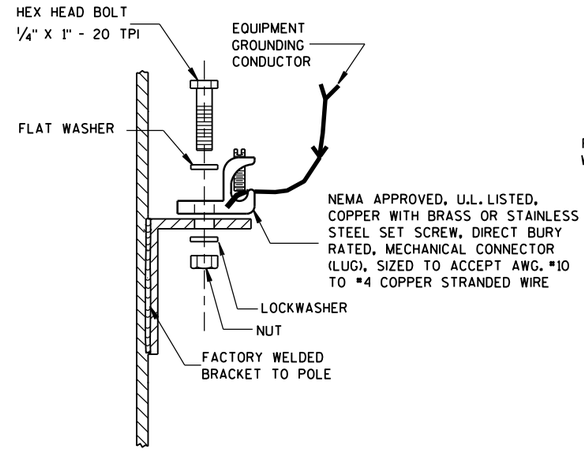


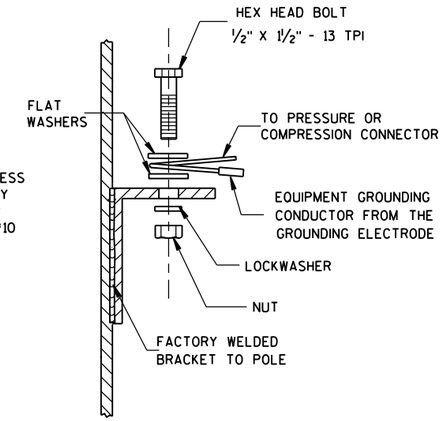
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



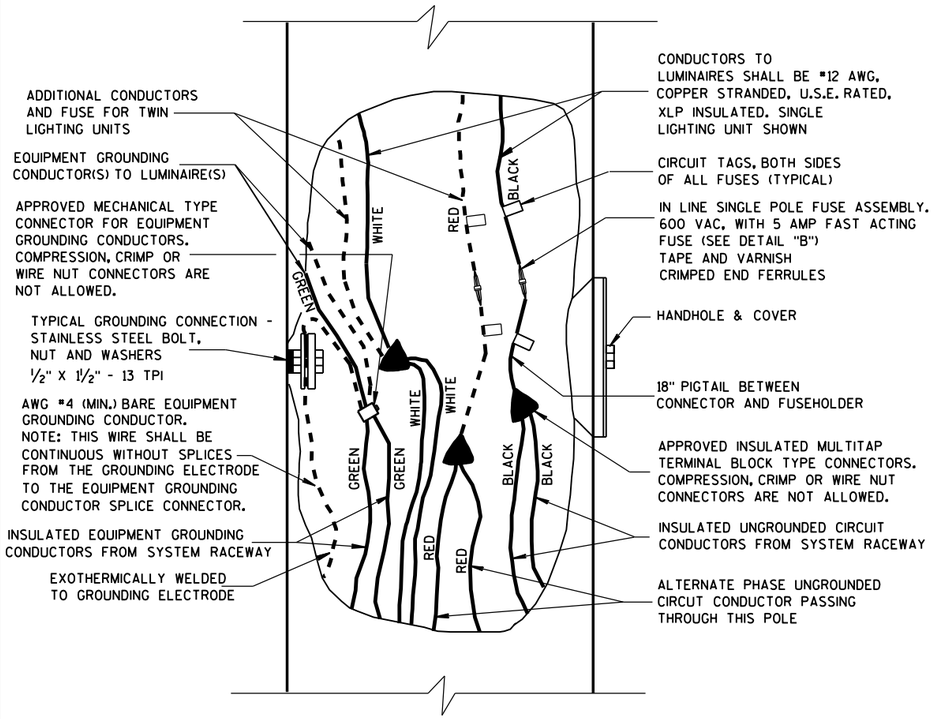
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



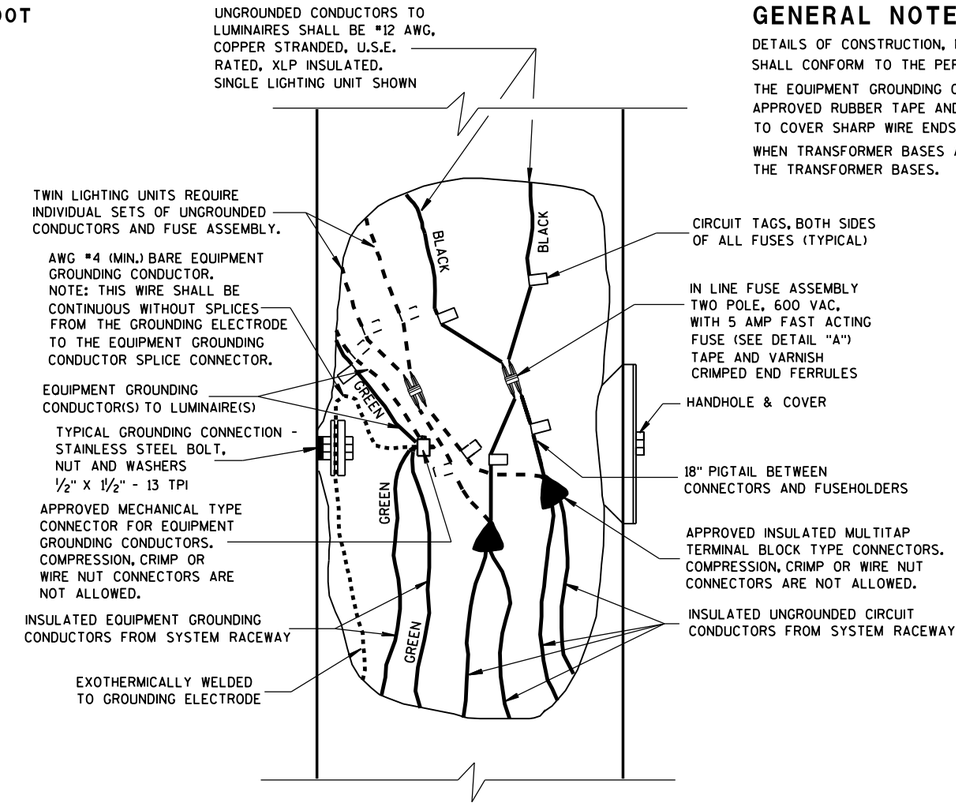




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

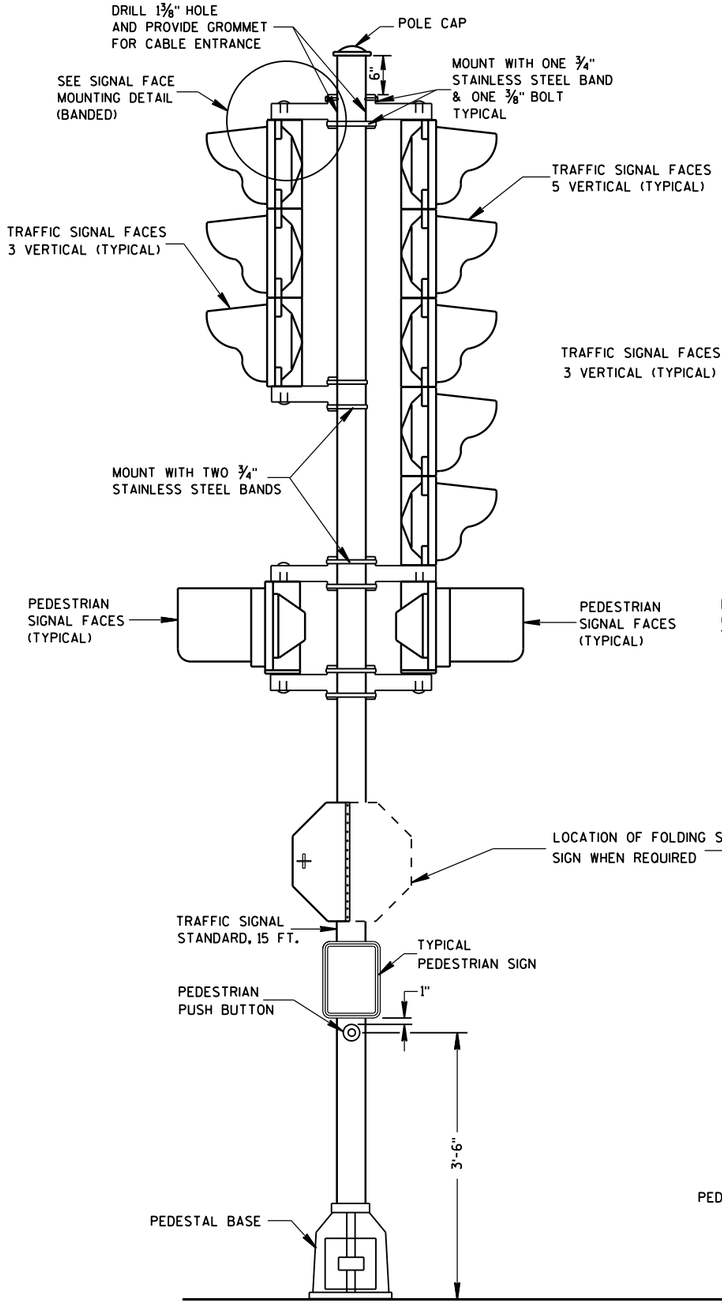
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

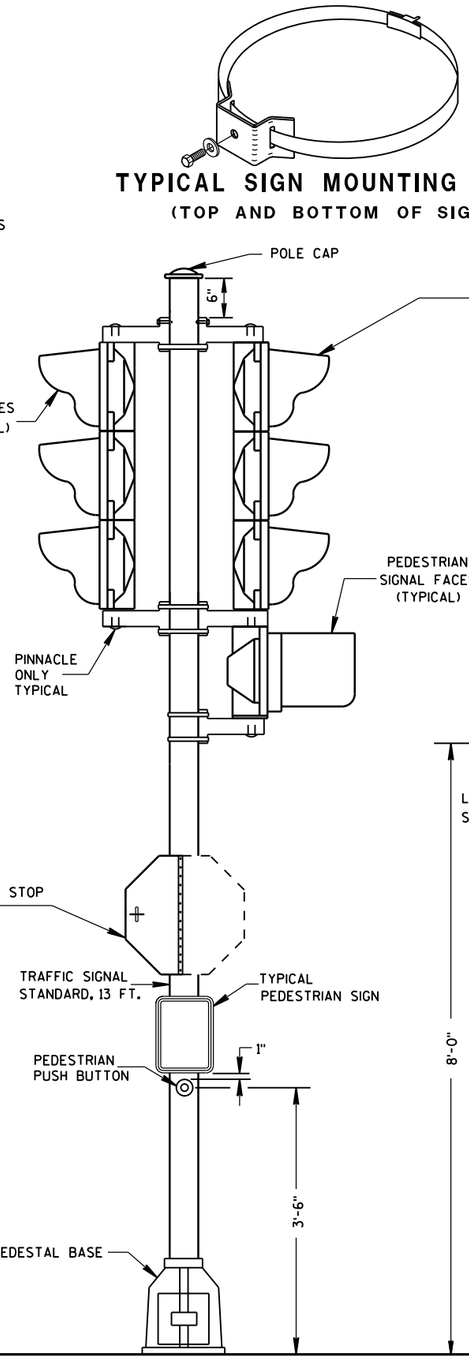
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DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
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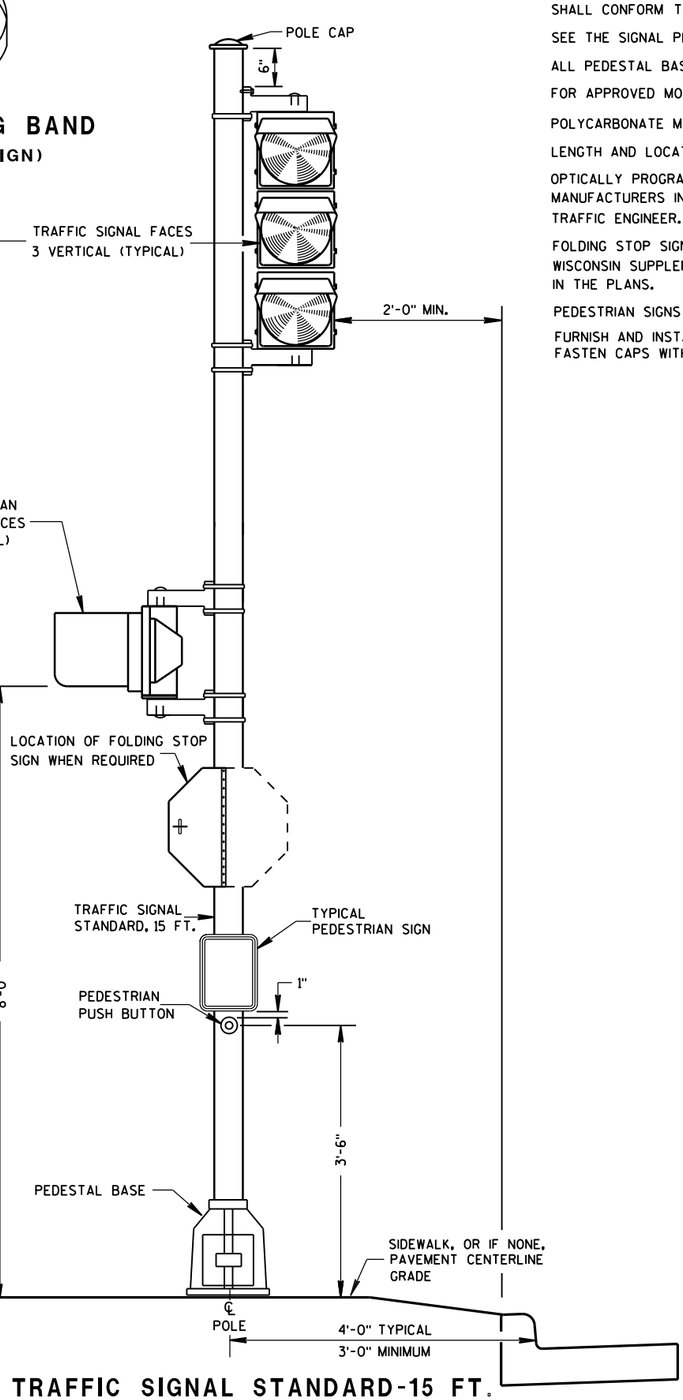


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

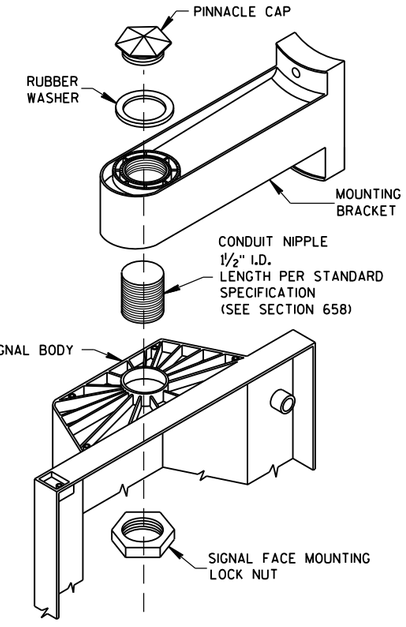
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

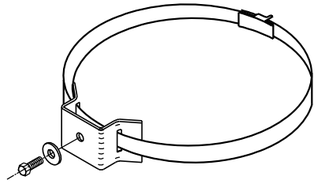
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

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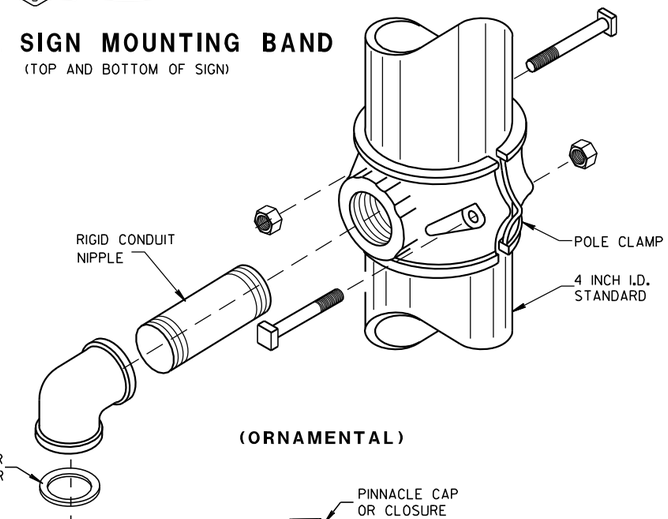
APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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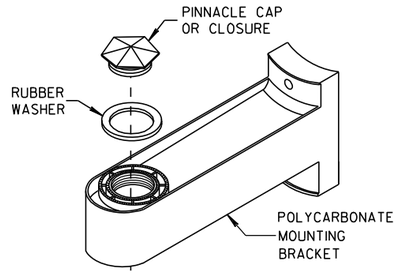
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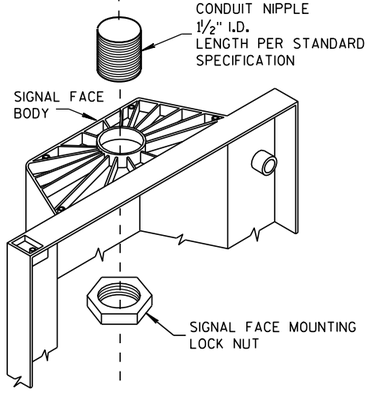
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



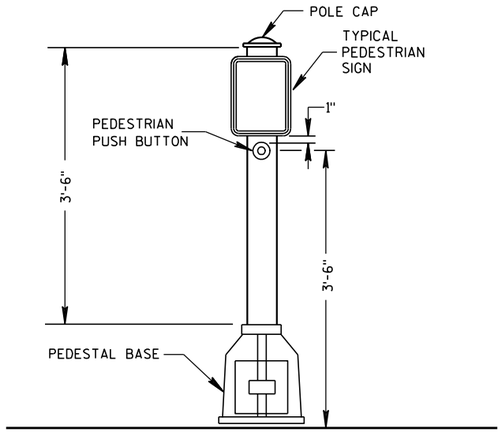
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

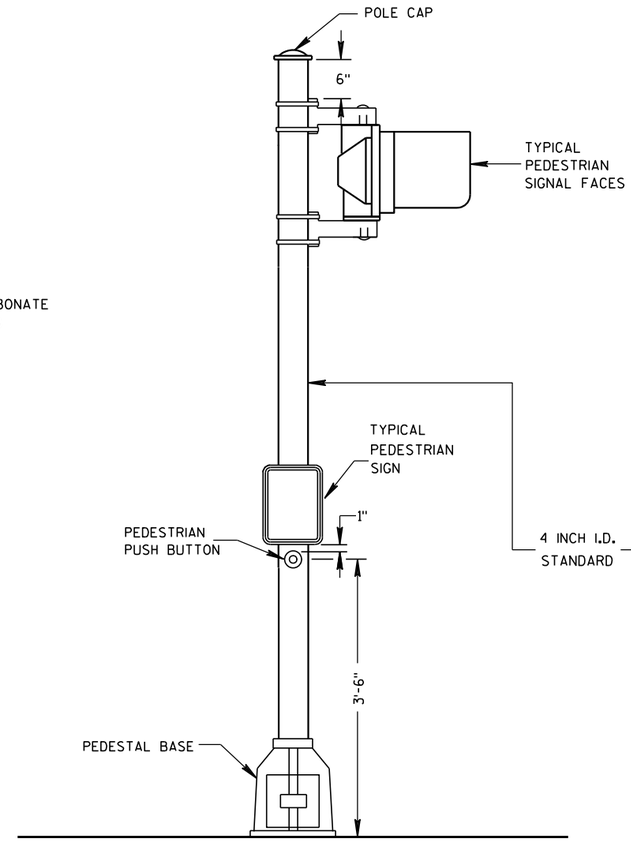
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

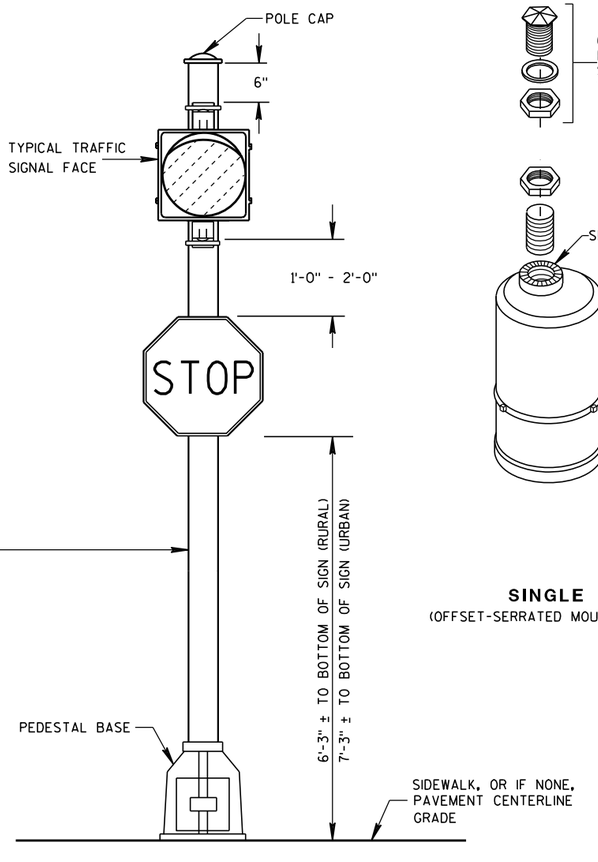
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

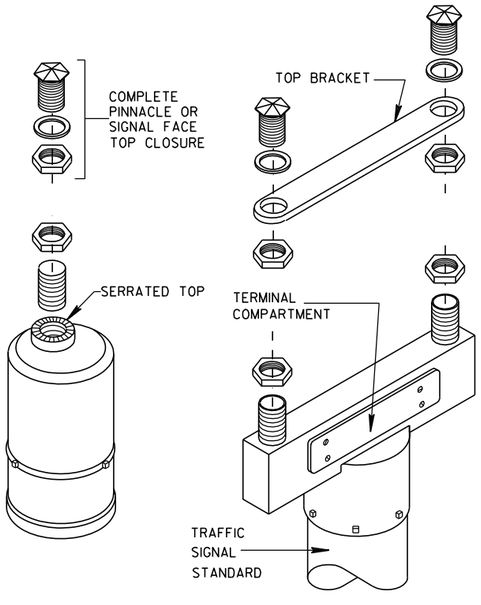
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI

HWYS

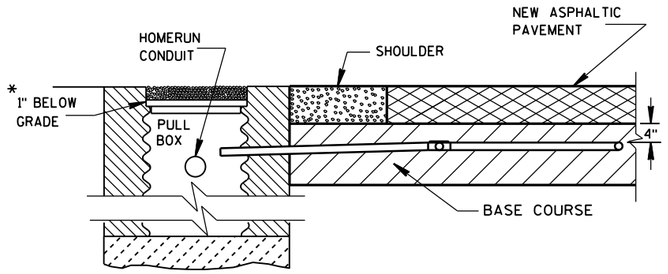
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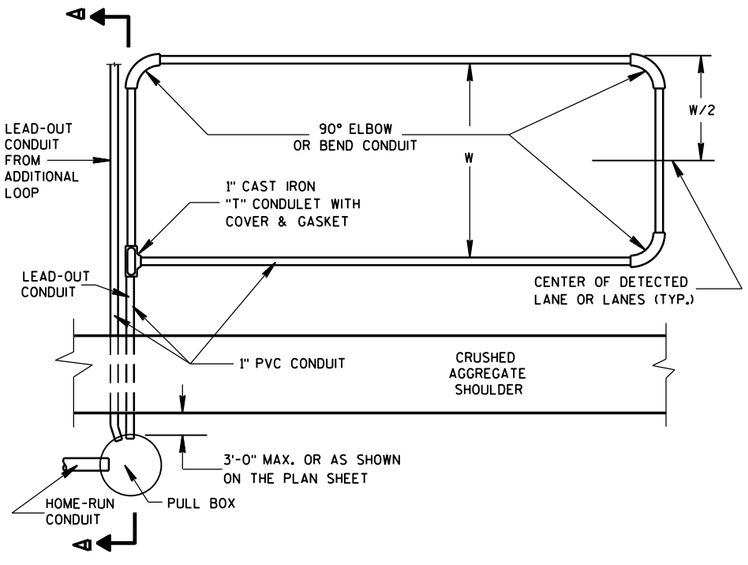
S.D.D. 9 E 7-5



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

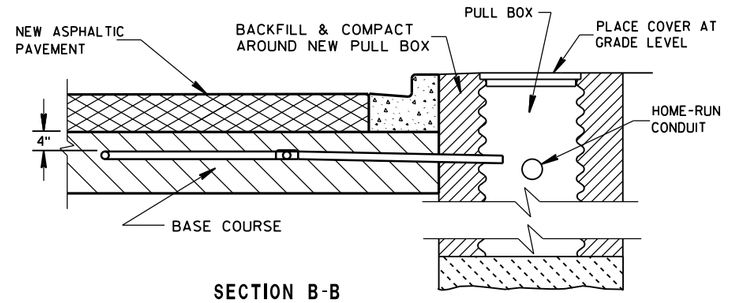
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

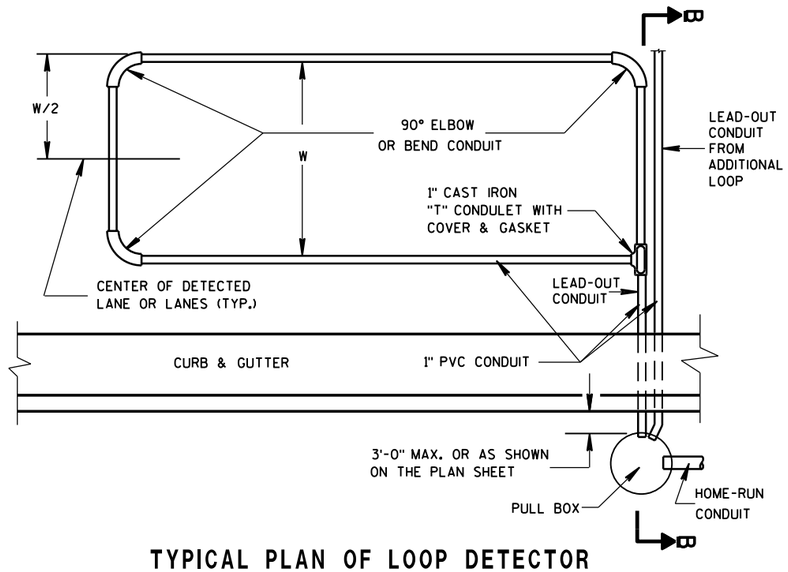
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

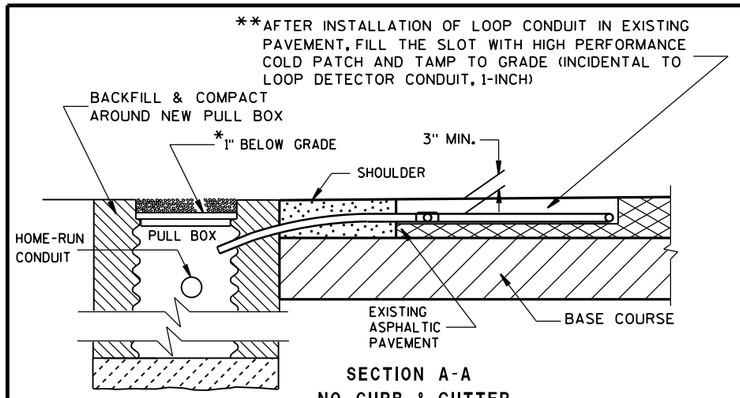
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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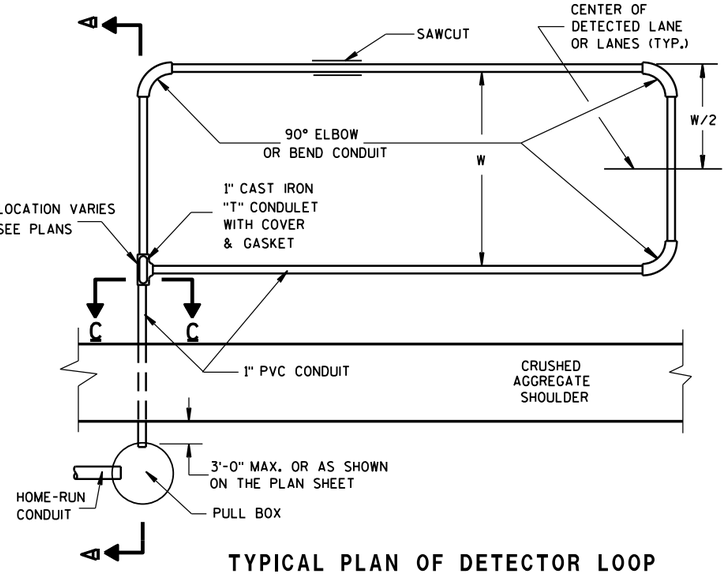
S.D.D. 9 F 8-4



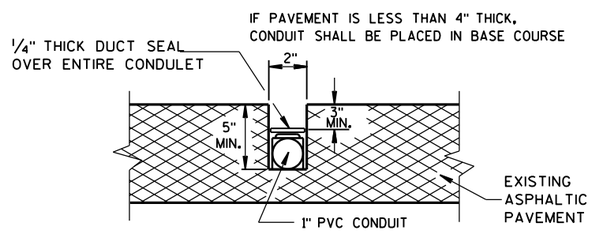
SECTION A-A
NO CURB & GUTTER

TYPICAL PLAN OF LOOP DETECTOR

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF DETECTOR LOOP



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISITANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

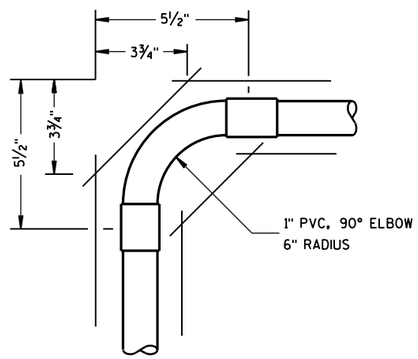
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAN 5 INCHES THICK, AND THEREFORE , THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

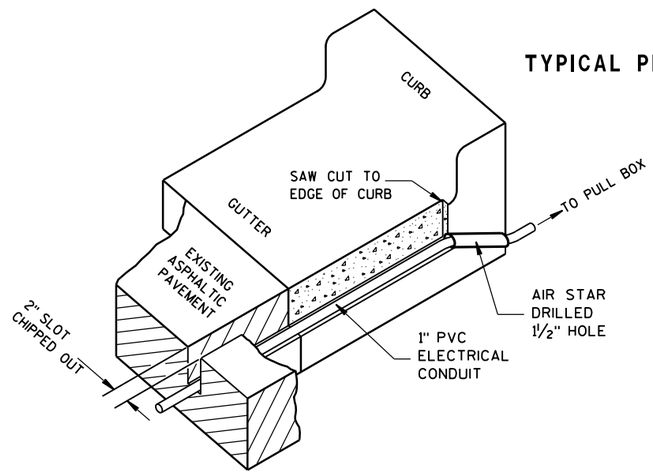
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



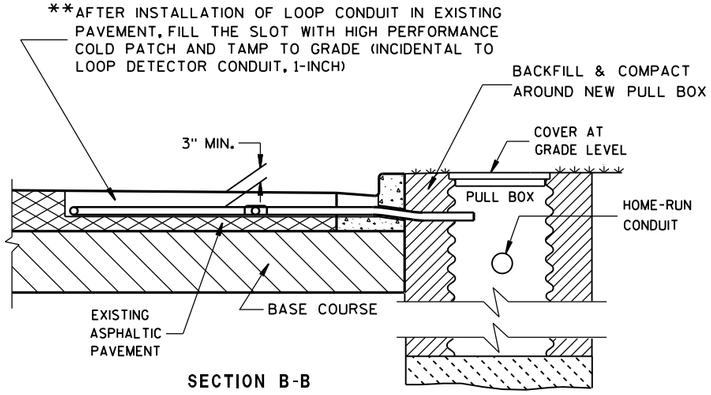
TOP VIEW

CORNER SAW SLOT DETAIL



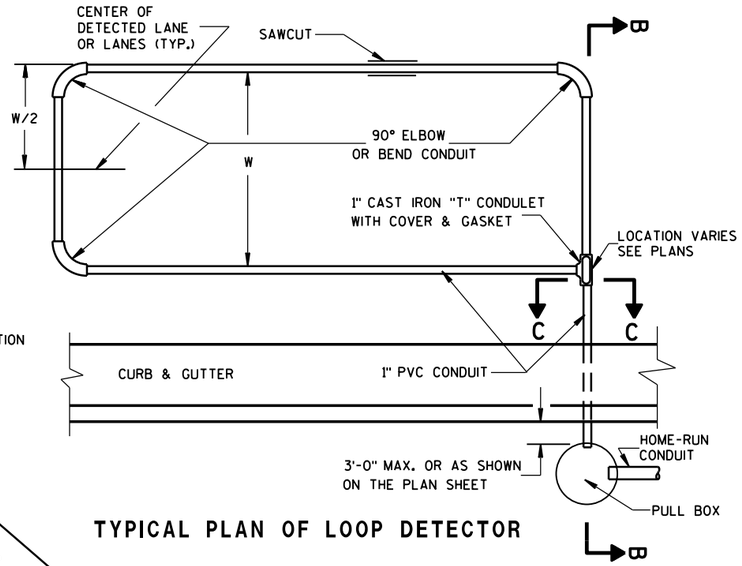
ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

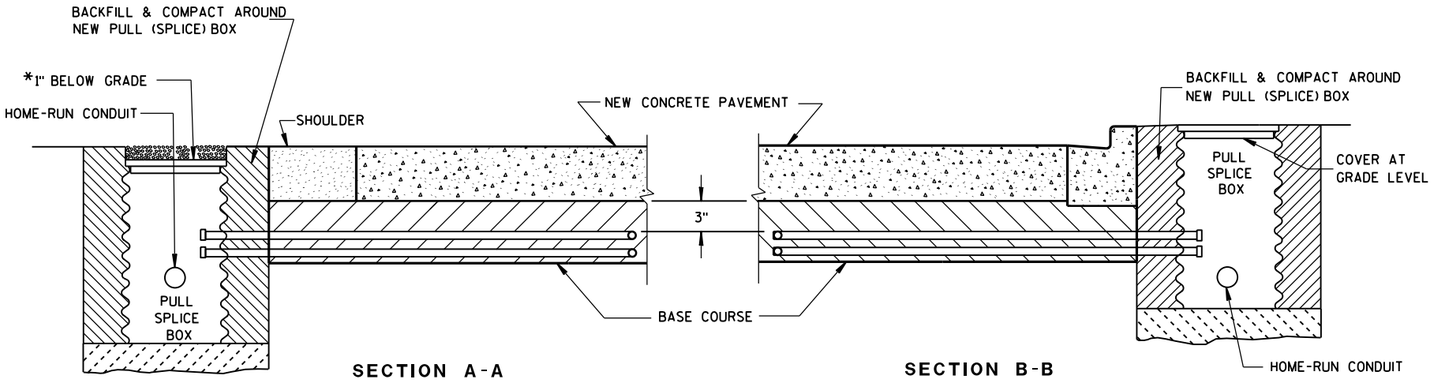
LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

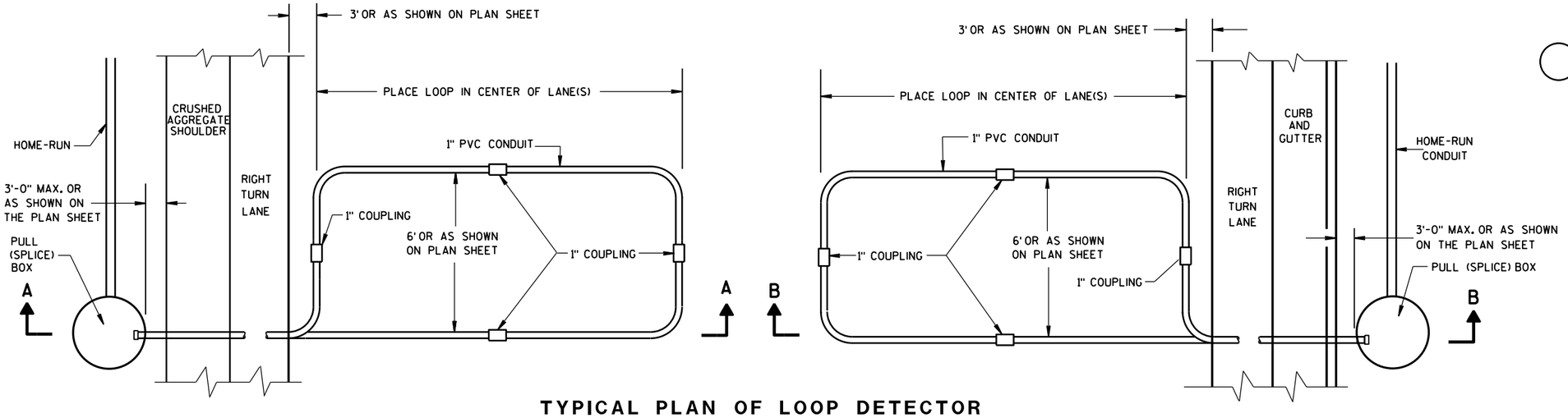
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

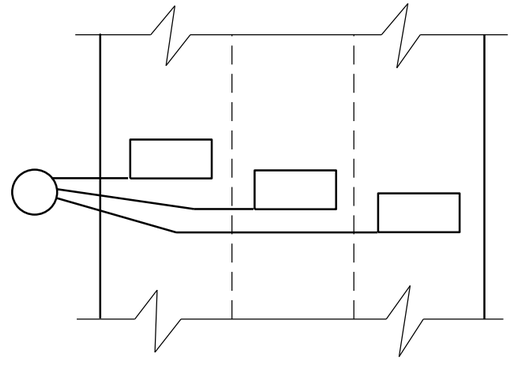
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.

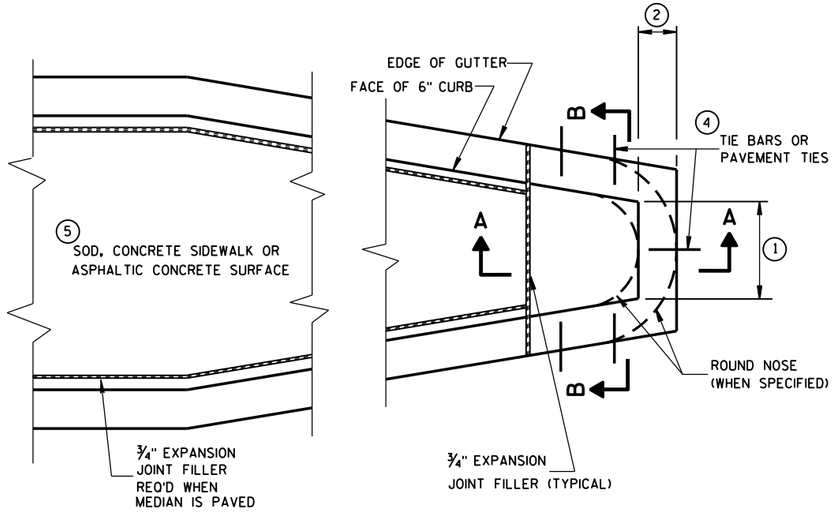


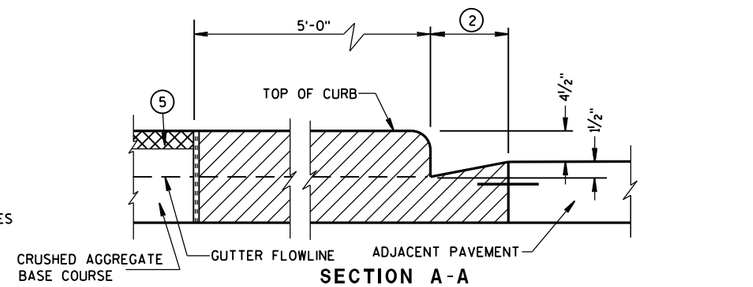
TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX

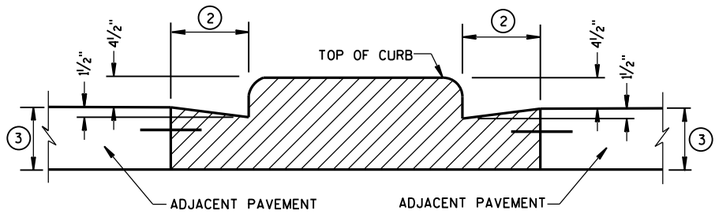


MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

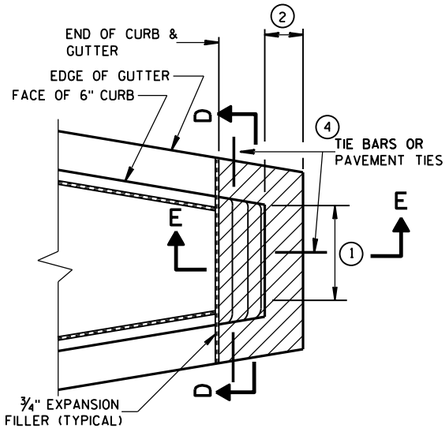
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

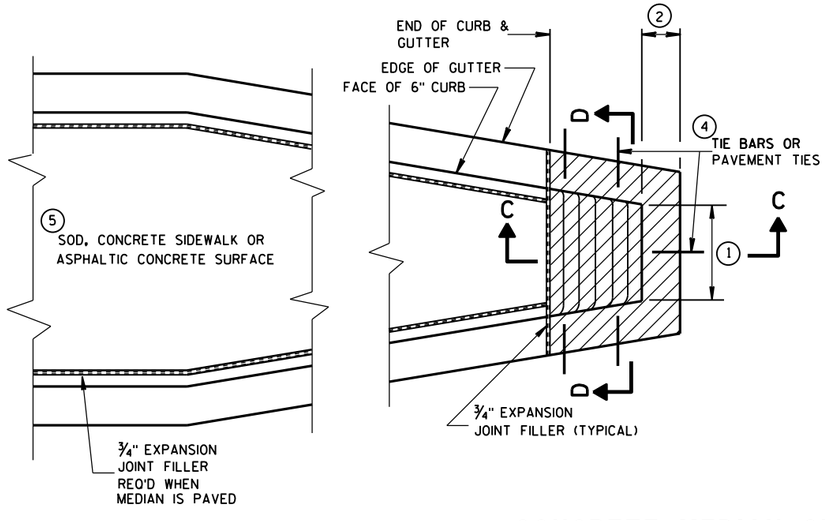
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

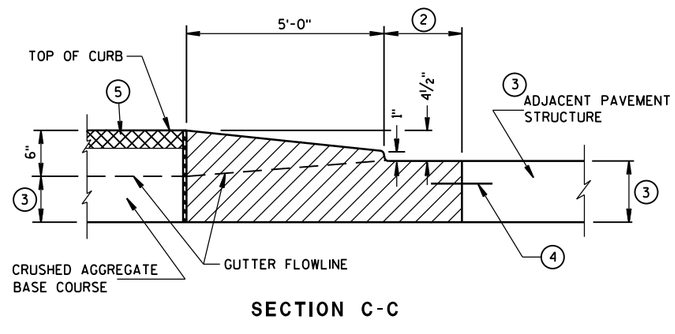
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

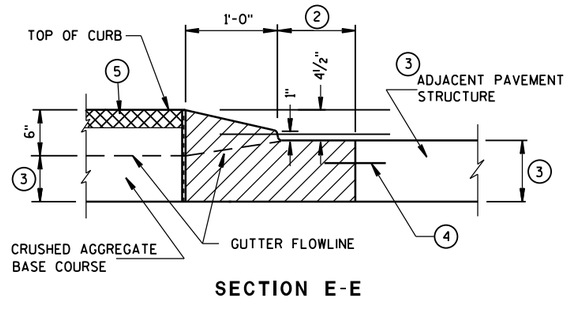
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



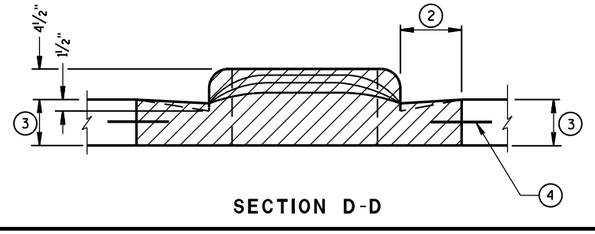






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

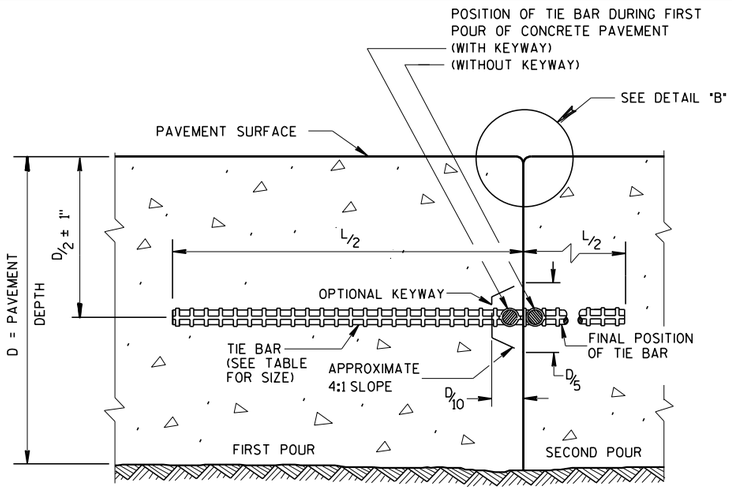
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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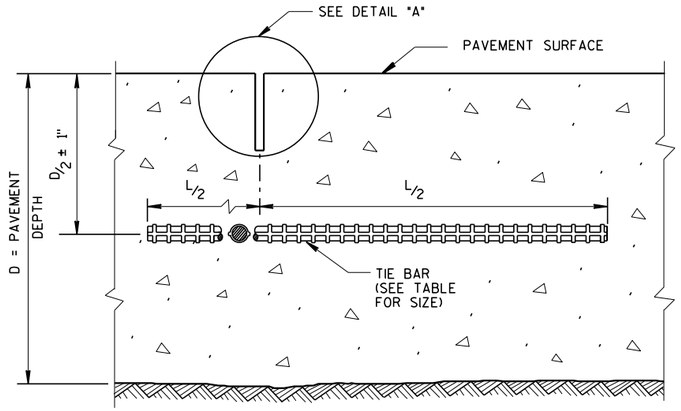
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S.D.D. 11 B 2-2



CONSTRUCTION JOINT



SAWED JOINT

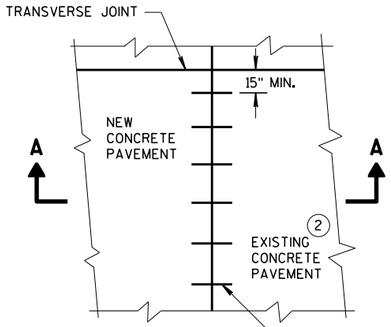
GENERAL NOTES

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

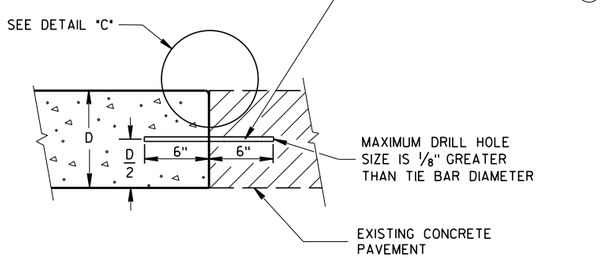
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

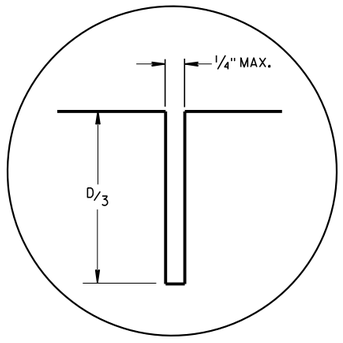


PLAN VIEW

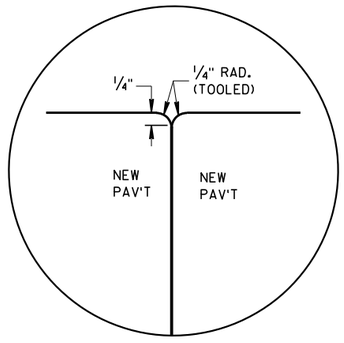


SECTION A-A

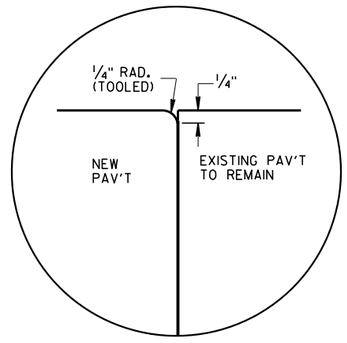
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



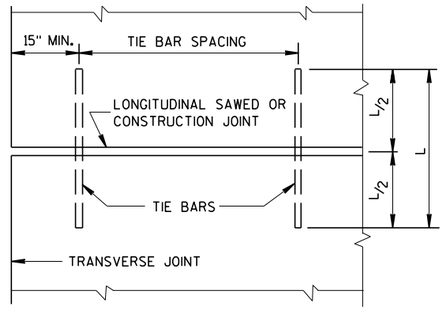
DETAIL "C"

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.



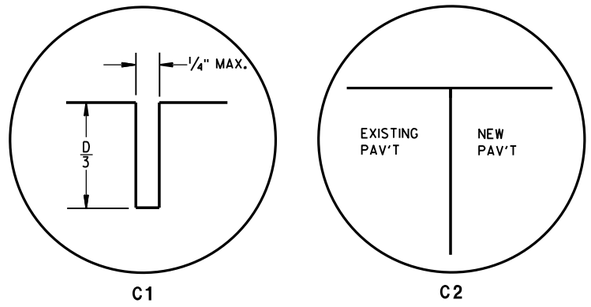
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

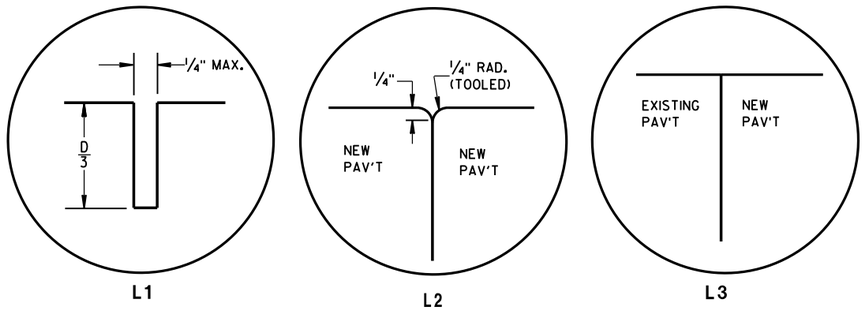
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

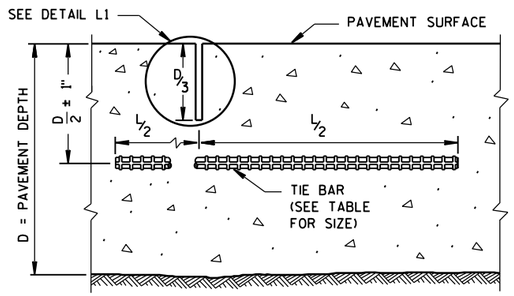
6
S.D.D. 13 C 1-19



TRANSVERSE JOINTS

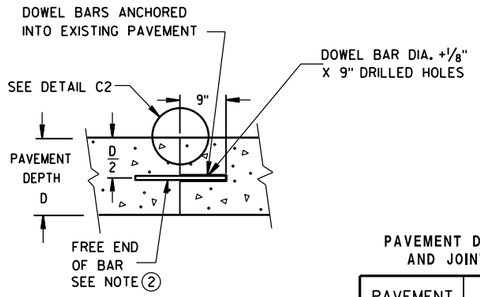


LONGITUDINAL JOINTS



SECTION C-C

SAWED JOINT



SECTION D-D

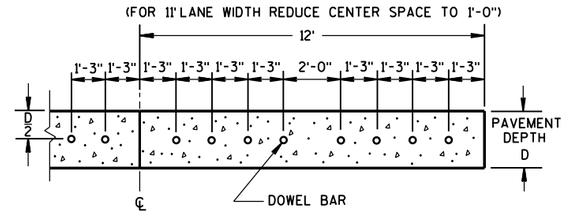
GENERAL NOTES

ANCHOR TIE BARS AND DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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



SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

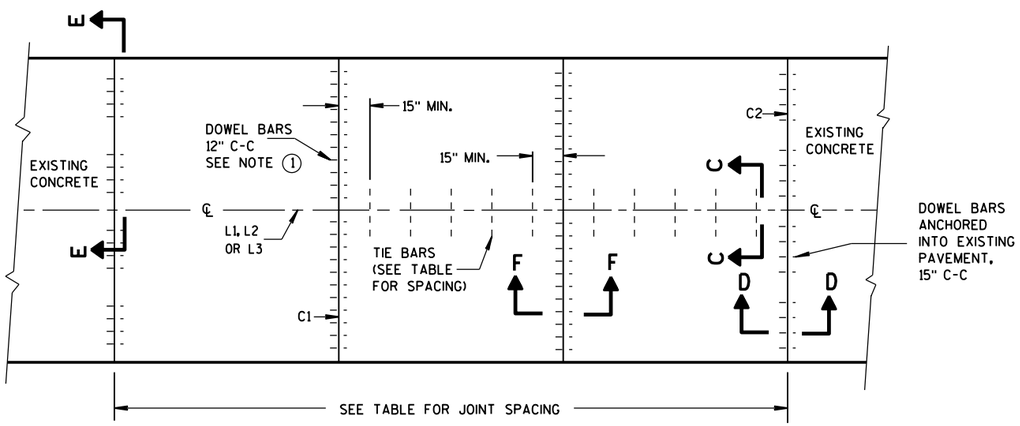
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5½", 6, 6 ½"	NONE	12'
7, 7 ½"	1"	14'
8, 8 ½"	1 ¼"	15'
9, 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

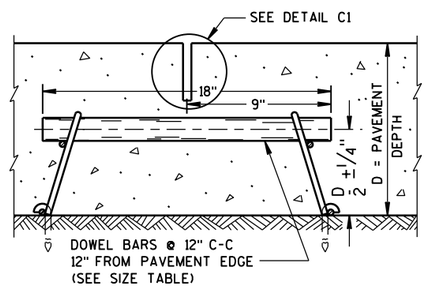
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW

CONCRETE BASE CONTRACTION JOINT LOCATIONS



SECTION F-F

CONTRACTION JOINT

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 15-6a

6

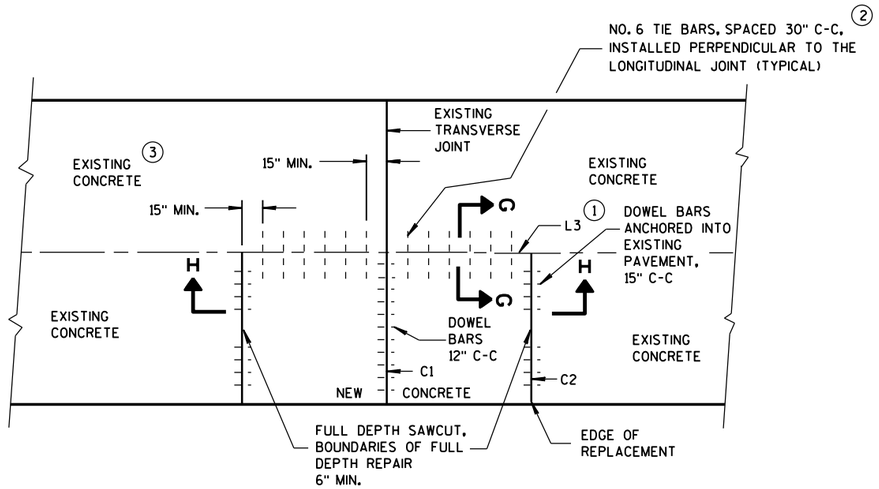
S.D.D. 13 C 15-6a

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.

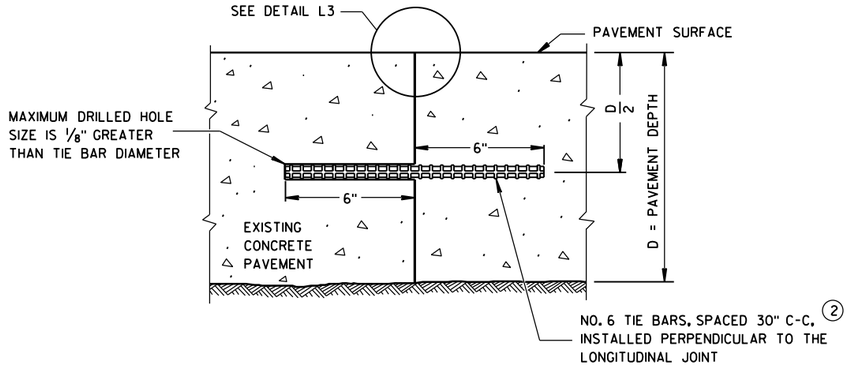
(2) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(3) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



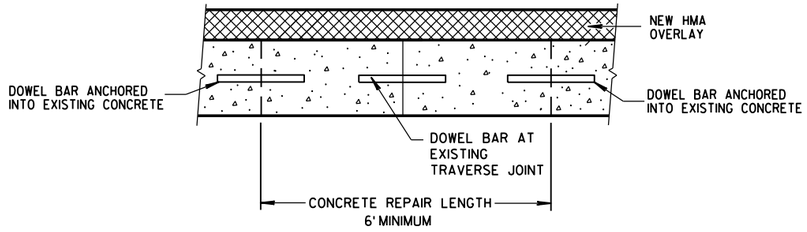
PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR



SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H-H

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

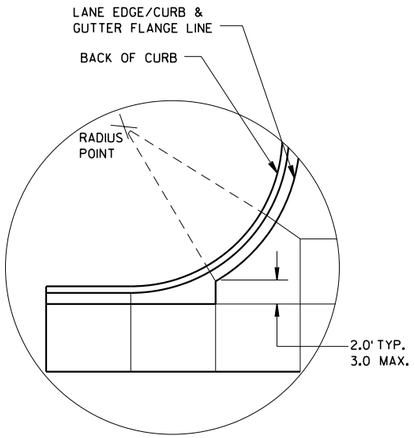
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEI
FHWA

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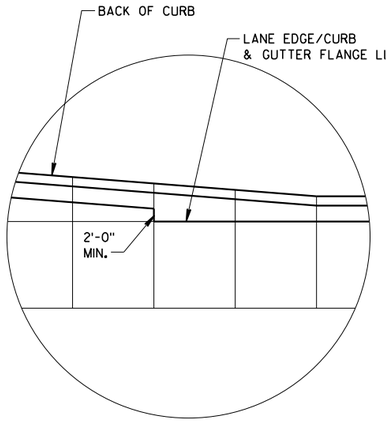
S.D.D. 13 C 15-6b

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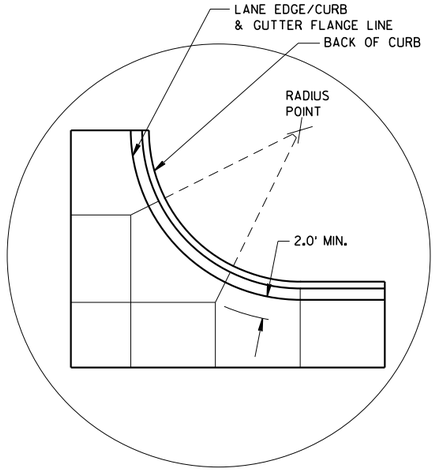
S.D.D. 13 C 15-6b



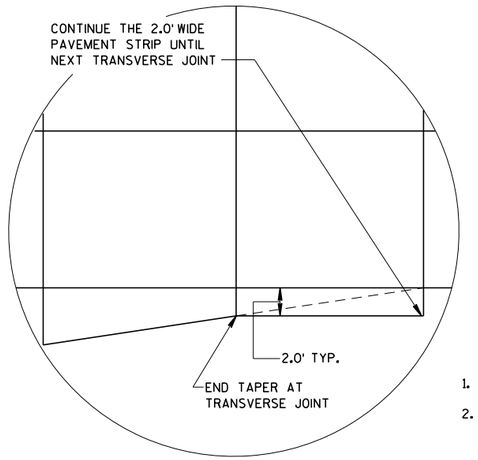
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

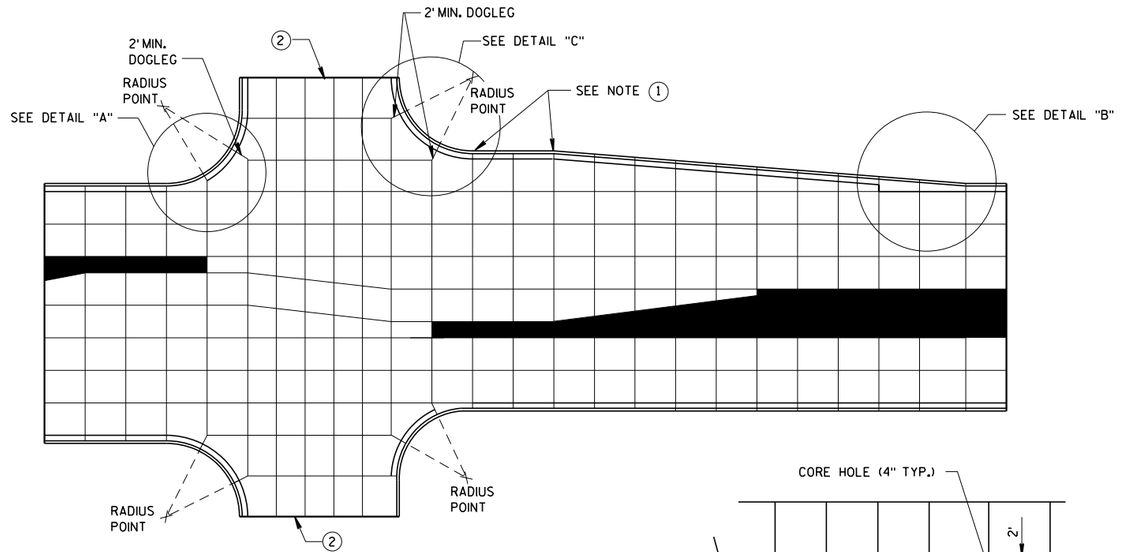
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

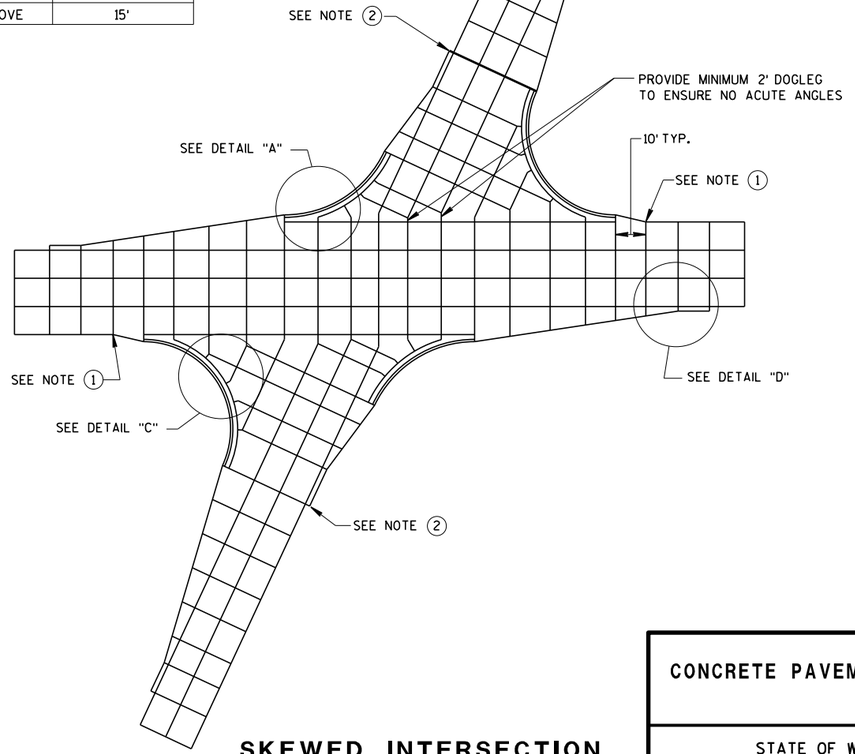
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



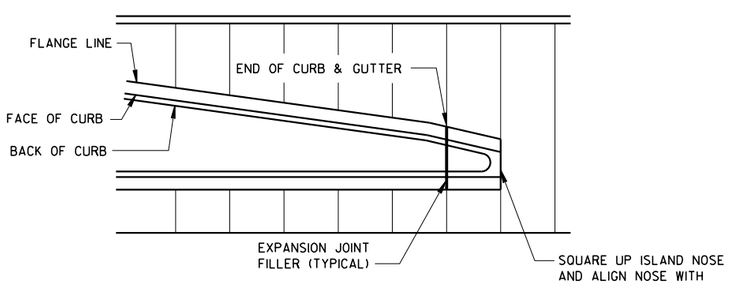
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

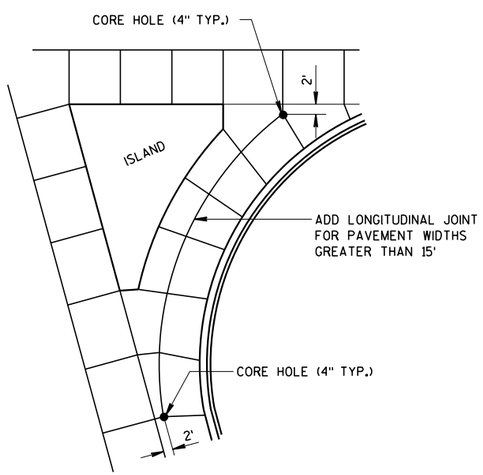
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

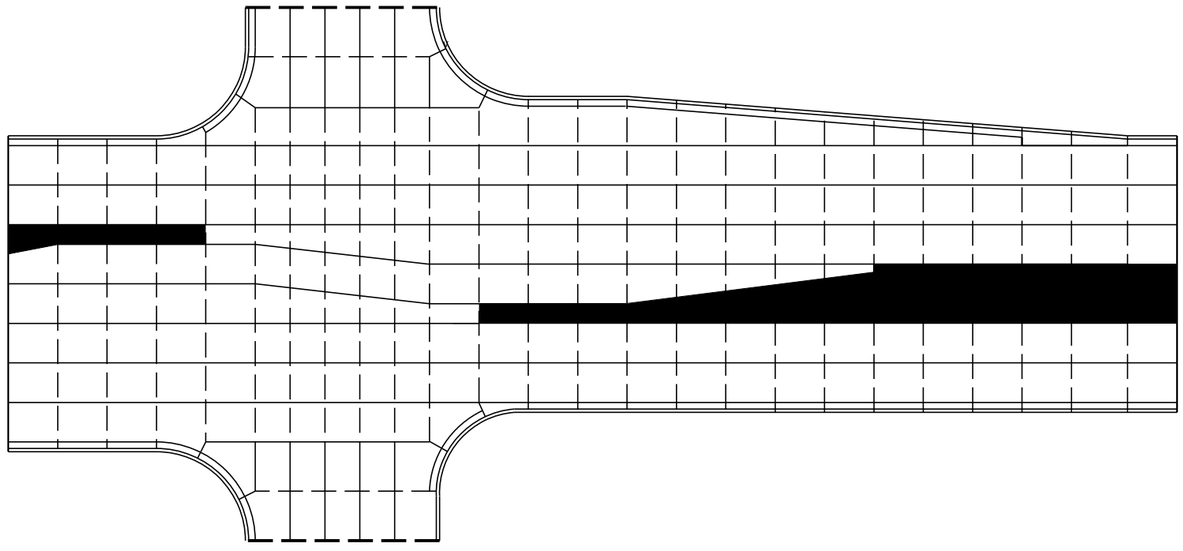
6
S.D.D. 13 C 18-6a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

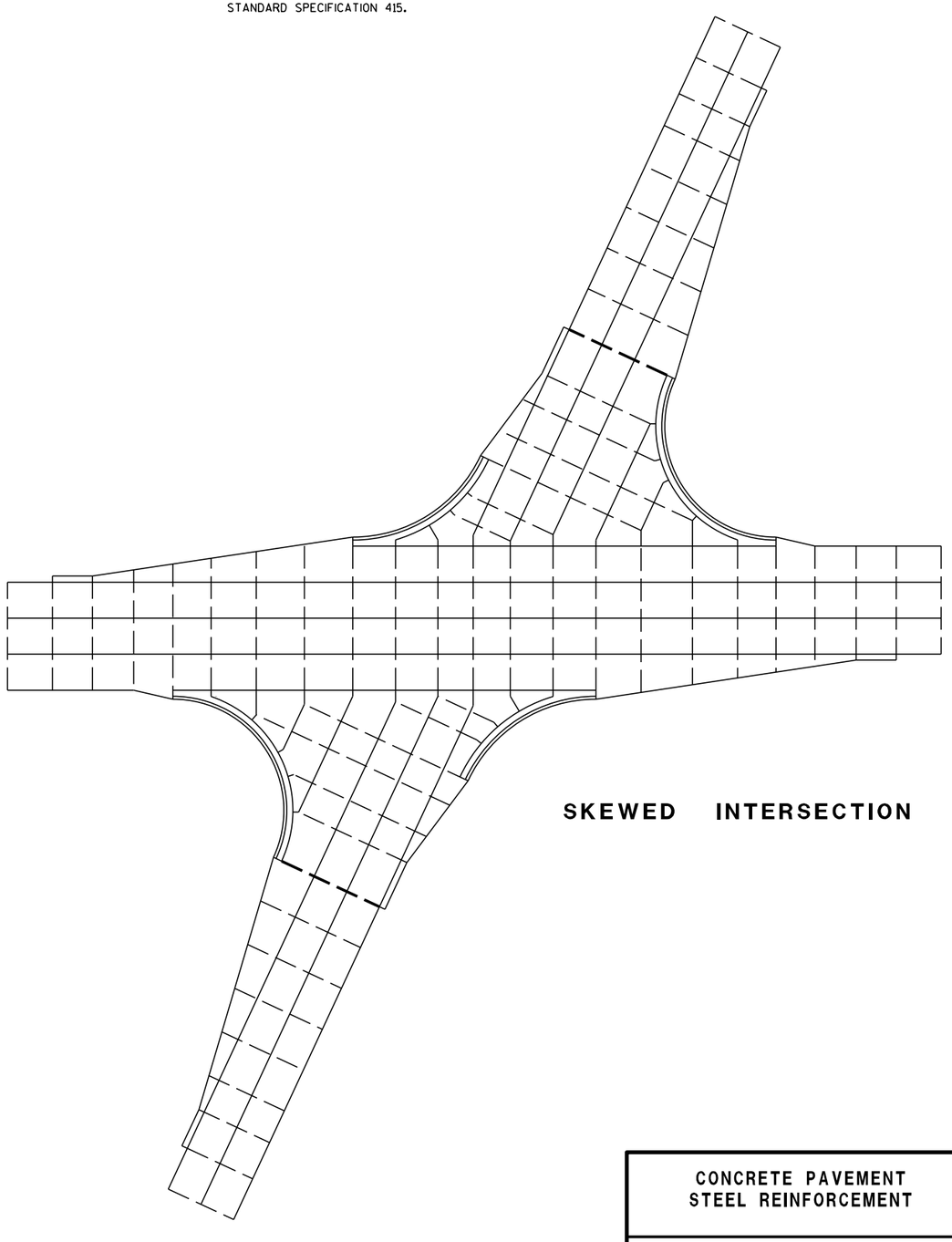
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

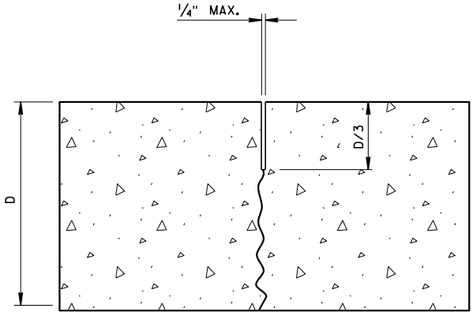
S.D.D. 13 C 18-6b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

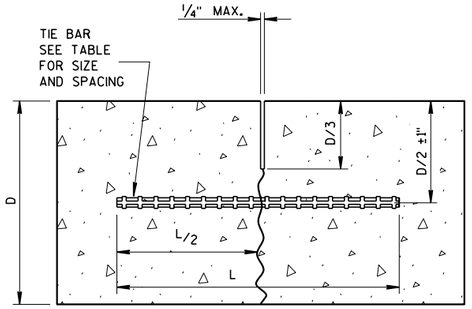
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 13 C 18-6b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

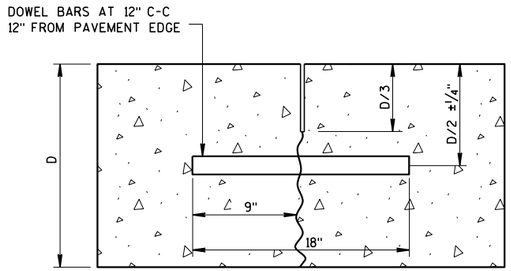
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* 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

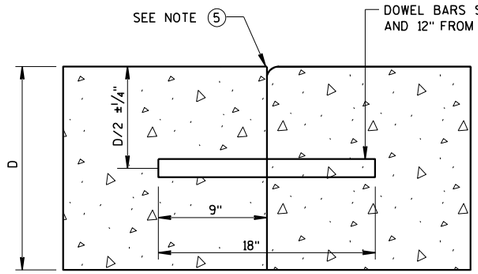
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF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



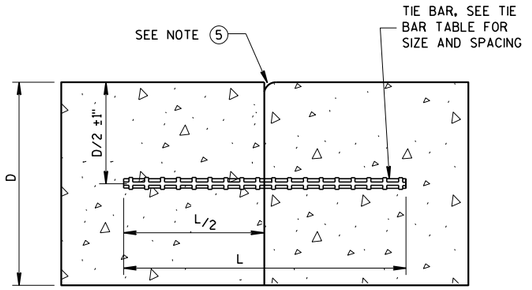
DOWELED-TRANSVERSE

CONTRACTION JOINTS

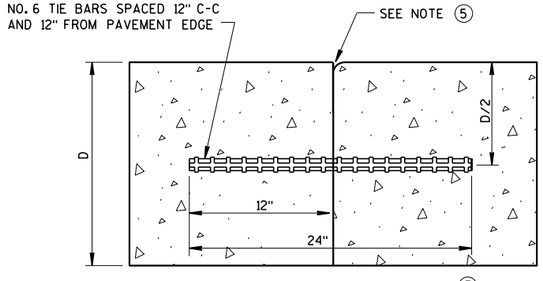
SEE NOTE (2)



DOWELED TRANSVERSE (3)

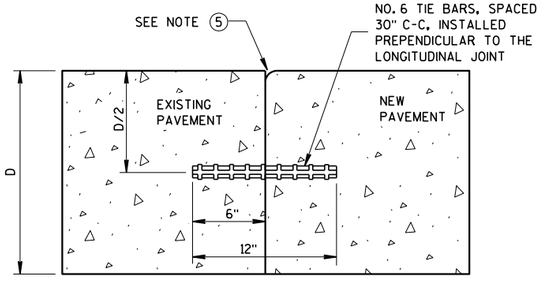


TIED LONGITUDINAL



TIED TRANSVERSE (3)

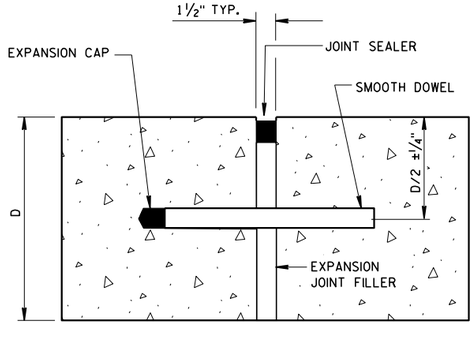
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

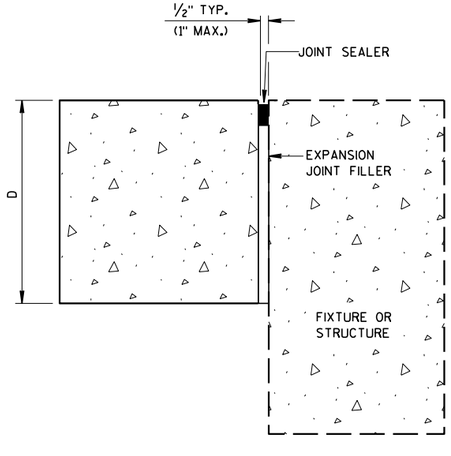
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

6

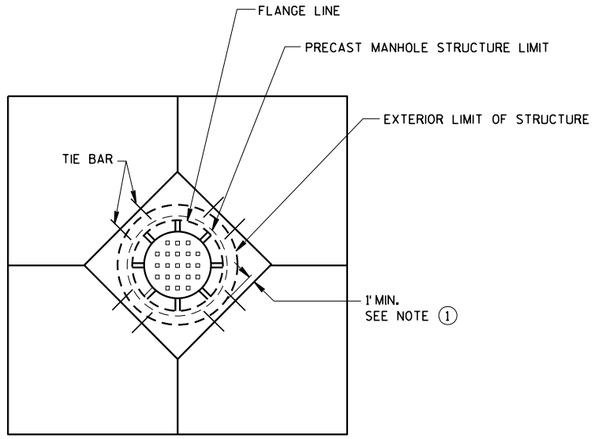
S.D.D. 13 C 18-6c

CONCRETE PAVEMENT
JOINT TYPES

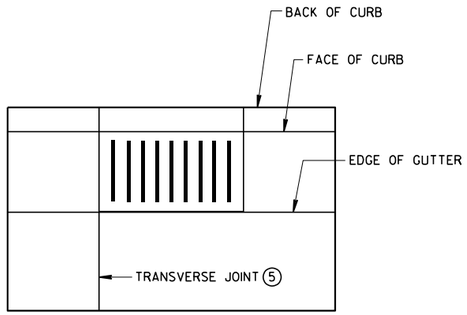
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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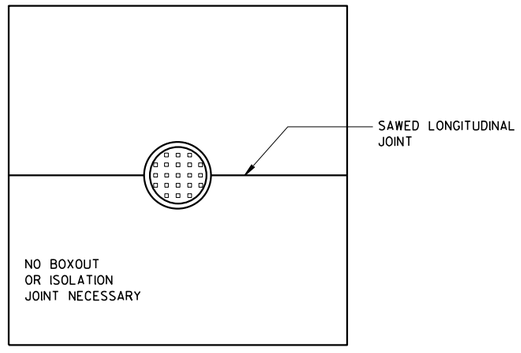
S.D.D. 13 C 18-6c



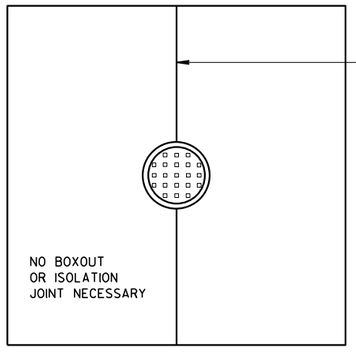
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



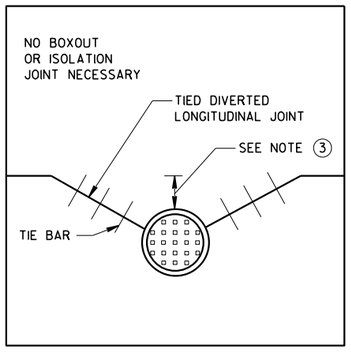
INLET WITH TRANSVERSE JOINT



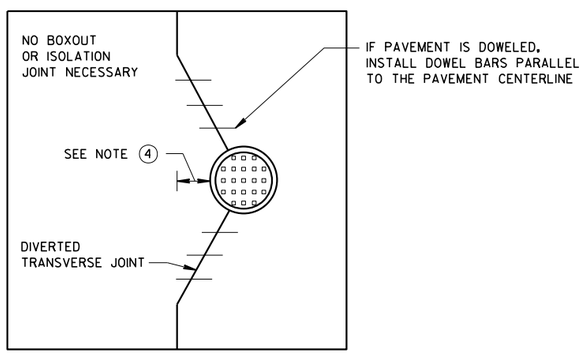
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

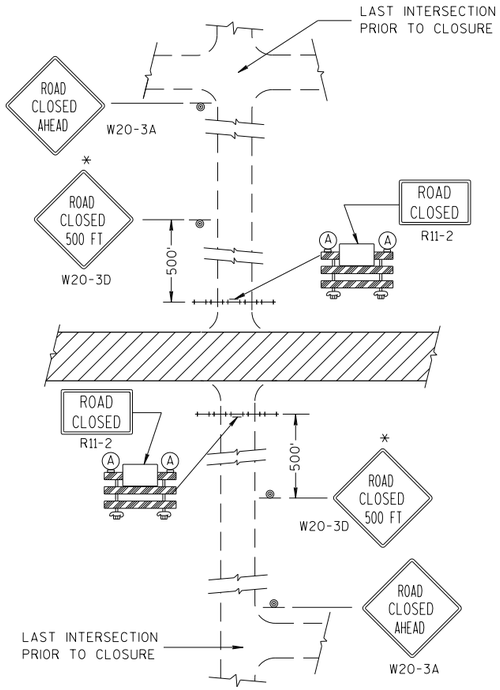
APPROVED
March 2018
DATE

/S/ Peter K[illegible] P.E.
PAVEMENT SUPT

FHWA

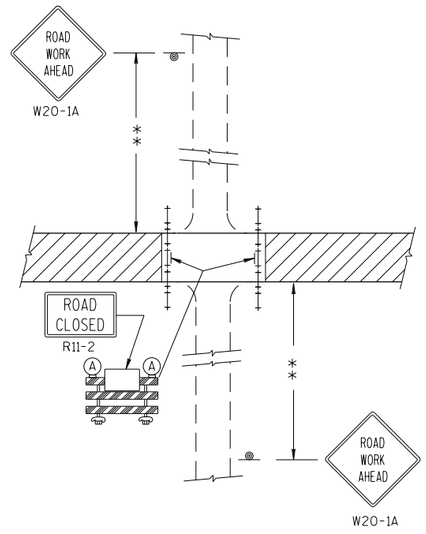
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S.D.D. 13 C 18-6d



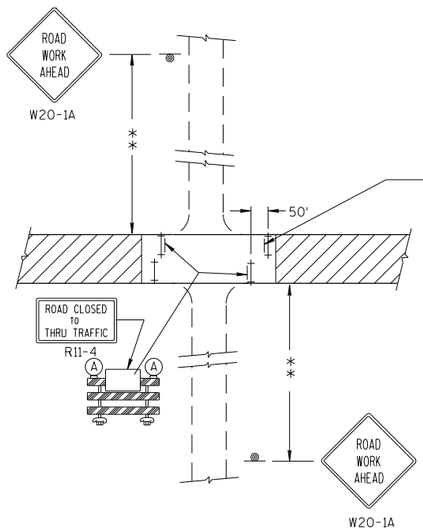
DETAIL 1

(NO ACCESS TO PROJECT)



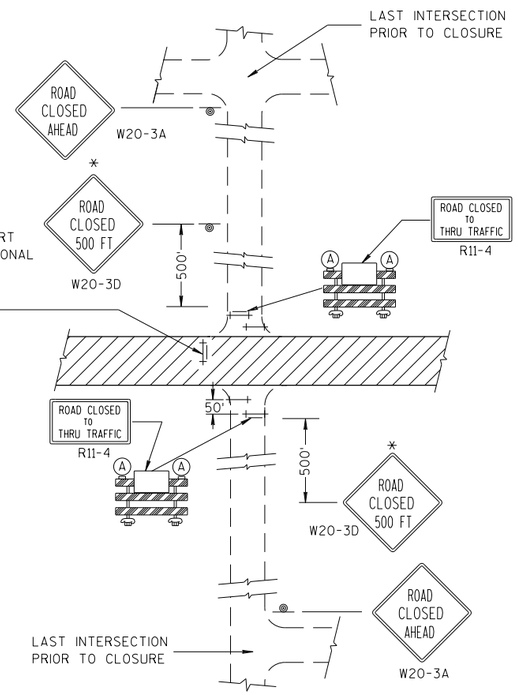
DETAIL 2

(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

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7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGI

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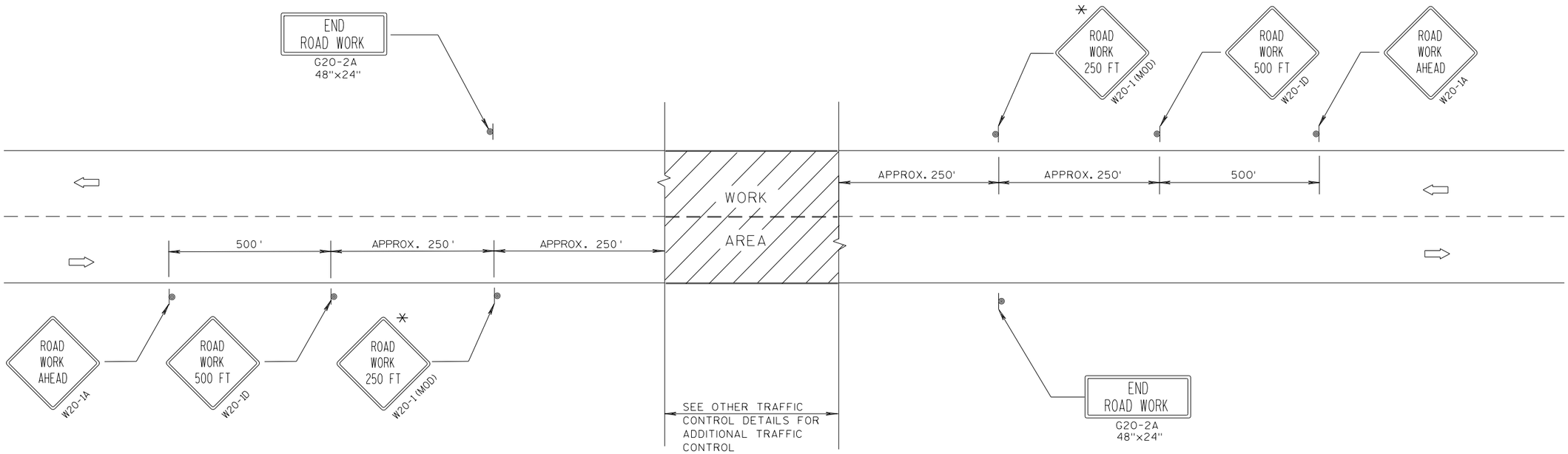
6

S.D.D. 15 C 3-5

6

S.D.D. 15 C 3-5

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

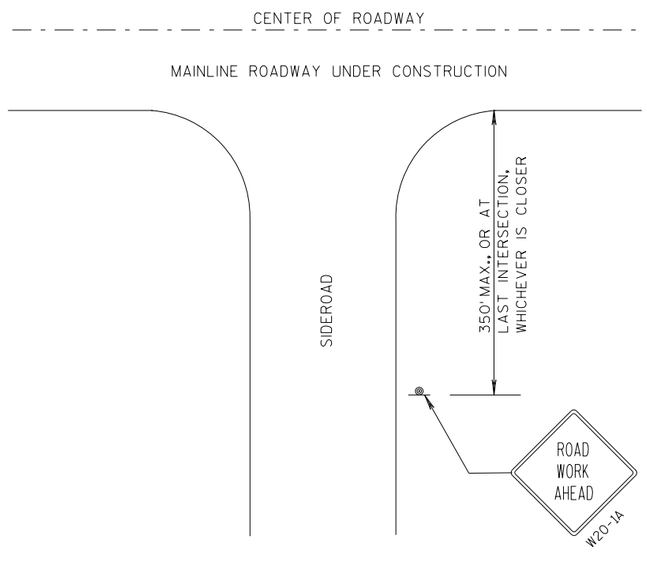
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
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7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

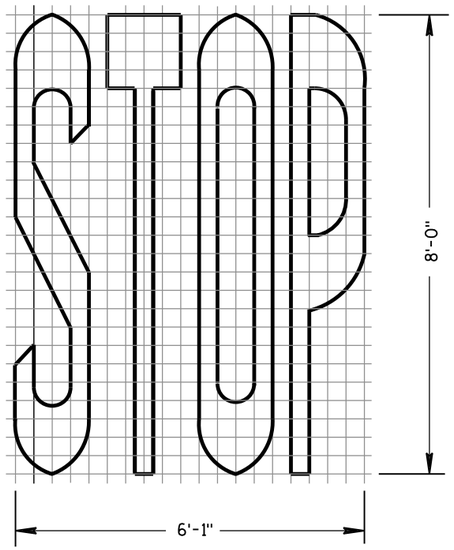
FHWA

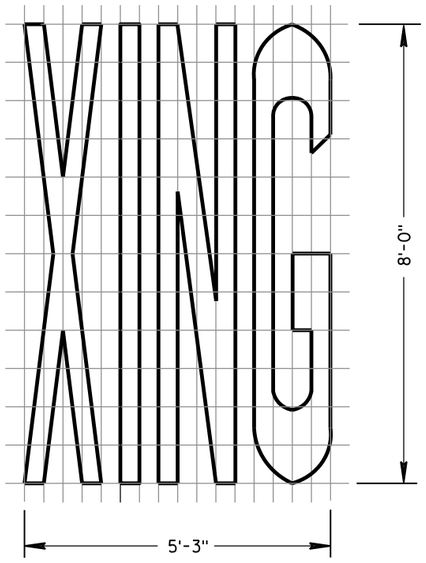
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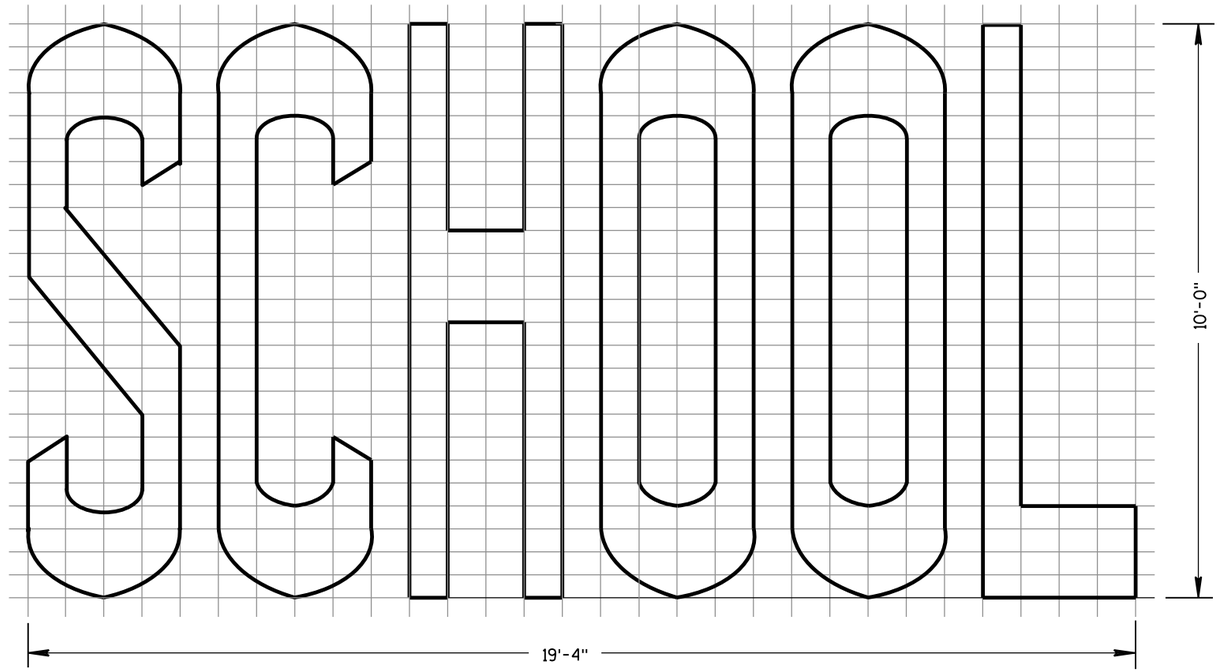
S.D.D. 15 C 5-5

GENERAL NOTES

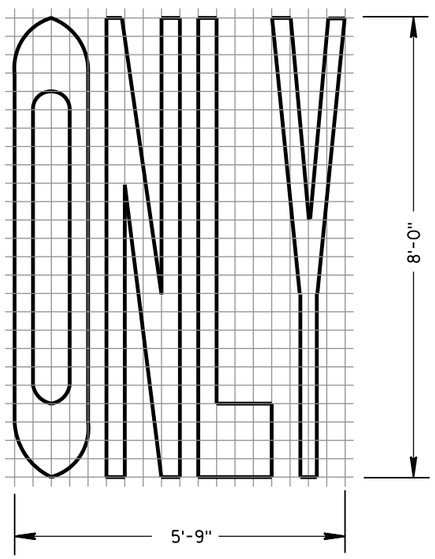
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

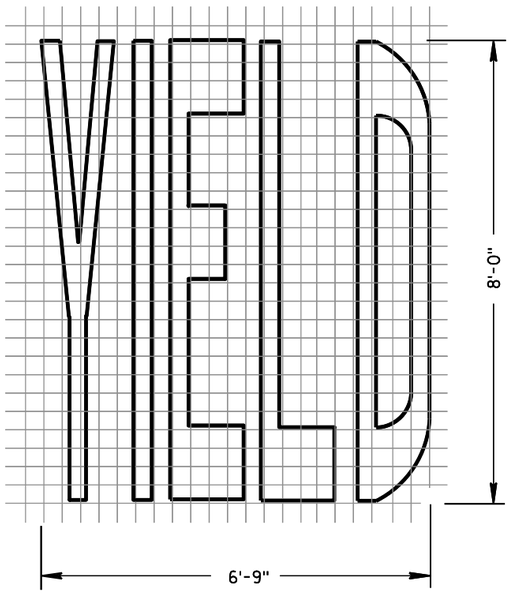


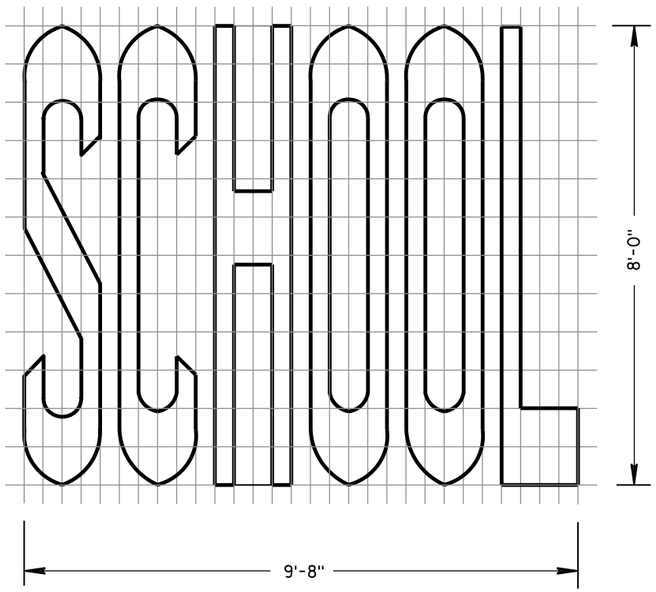




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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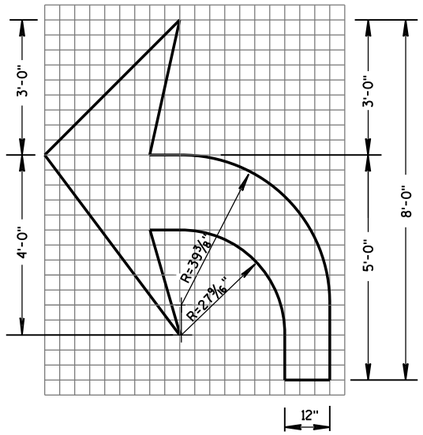
S.D.D. 15 C 7-14b

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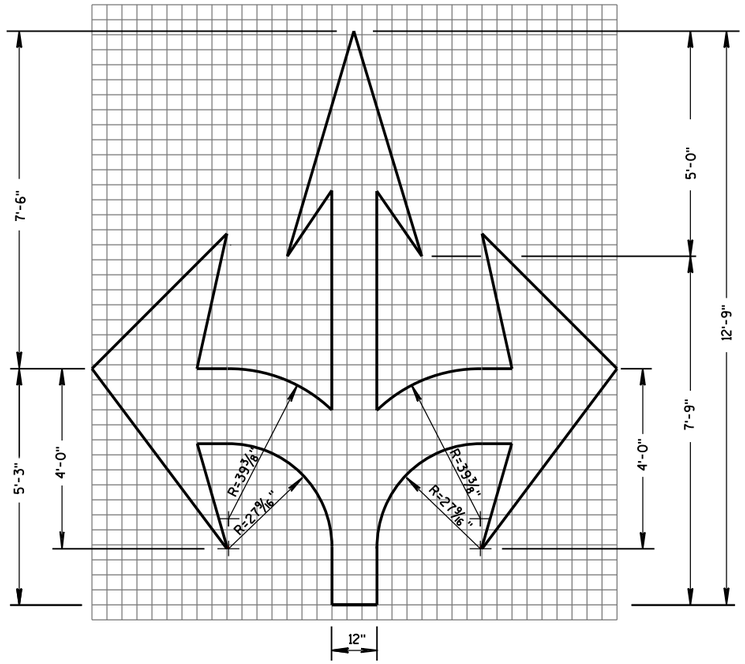
S.D.D. 15 C 7-14b

GENERAL NOTES

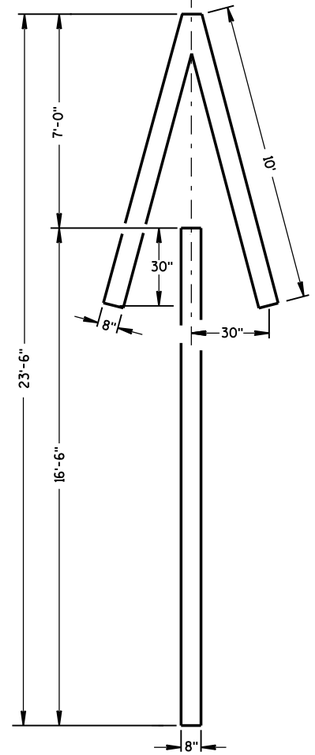
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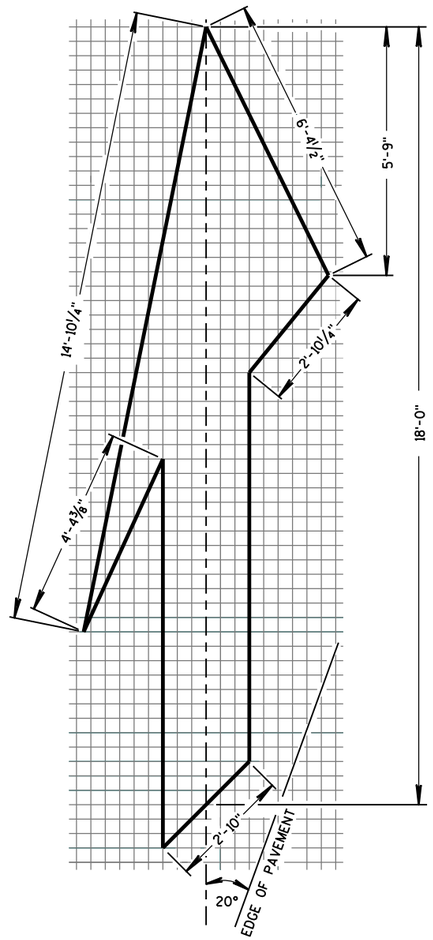
TYPE 2



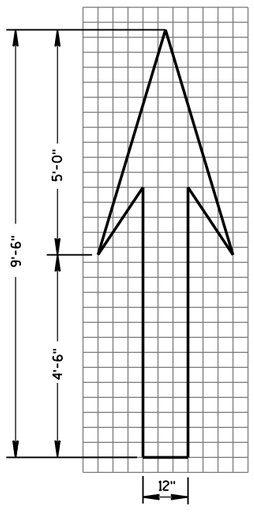
TYPE 6



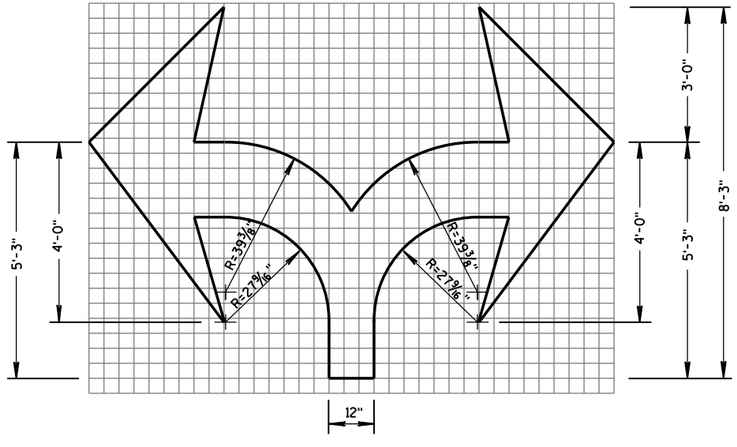
TYPE 4



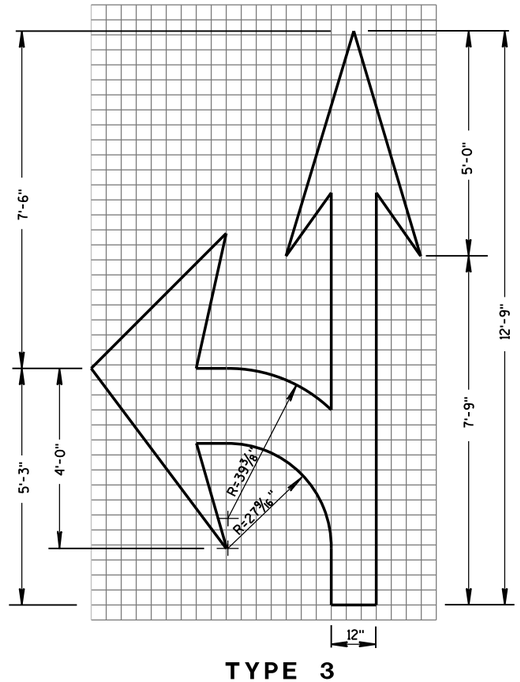
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

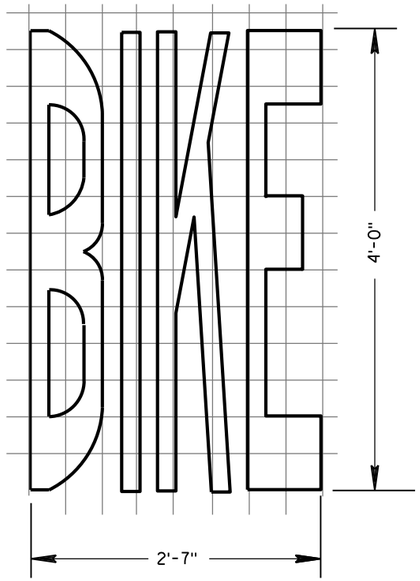
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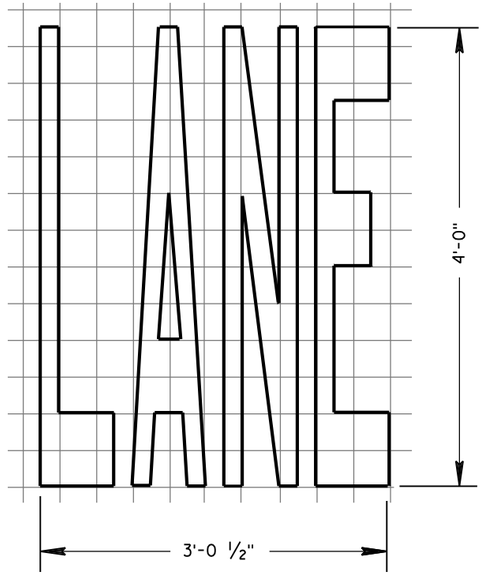
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S.D.D. 15 C 7-14c

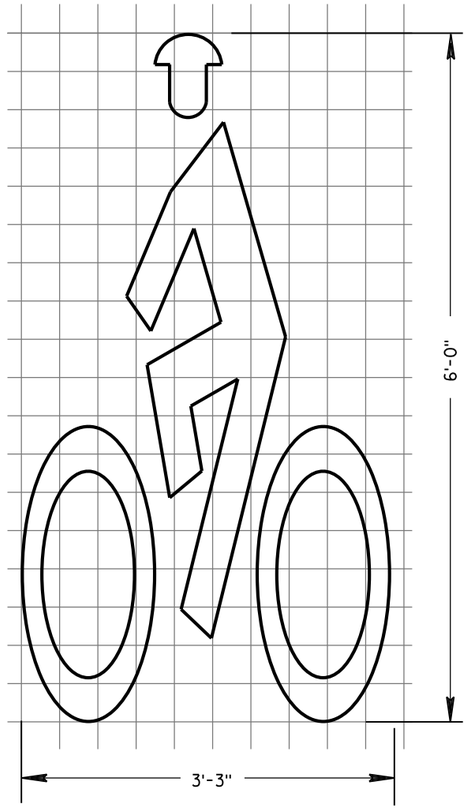
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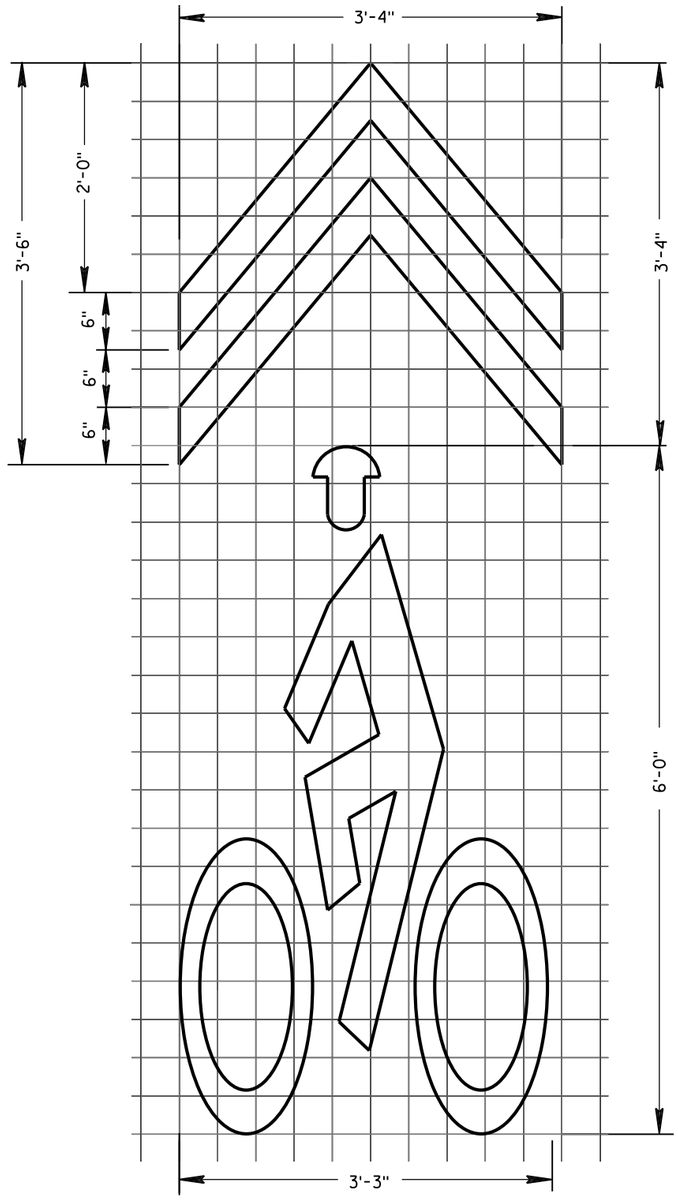




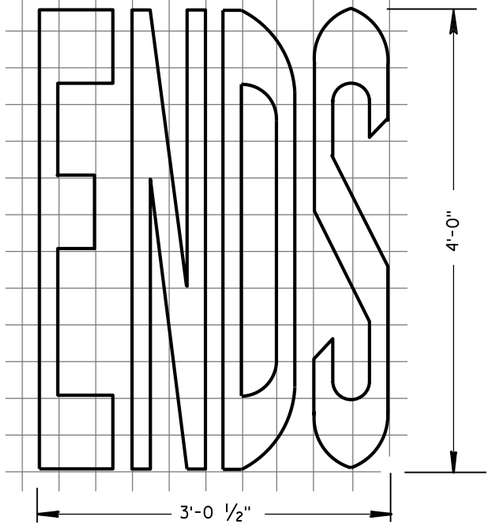
BIKE LANE WORDS



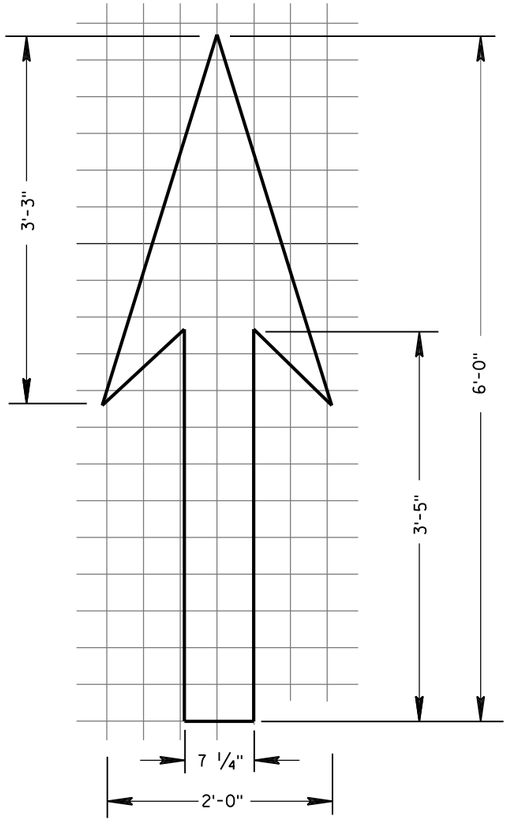
BIKE LANE SYMBOL



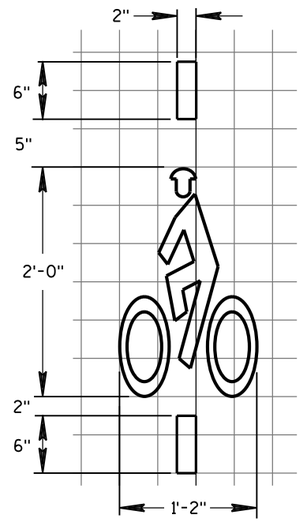
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

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.

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

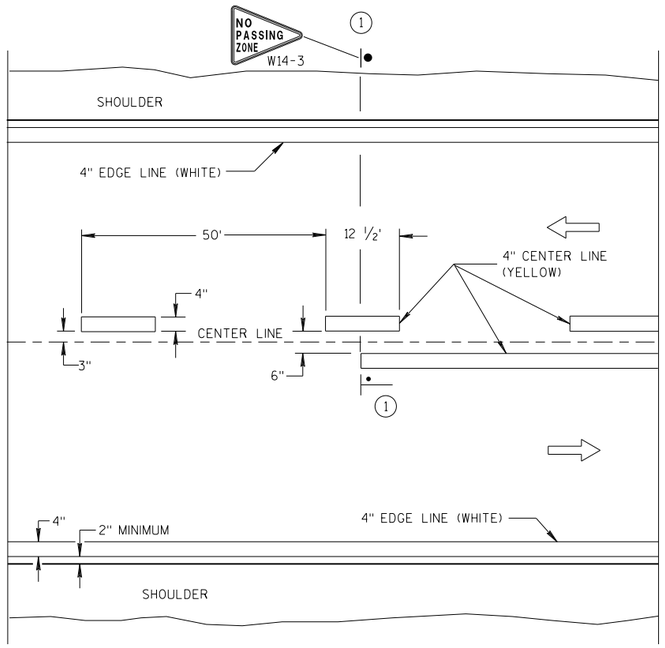
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FHWA

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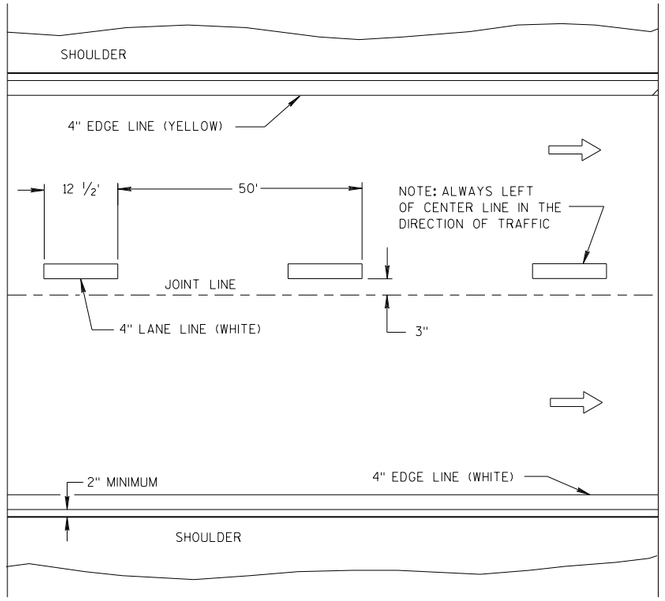
S.D.D. 15 C 7-14e

6

S.D.D. 15 C 7-14e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

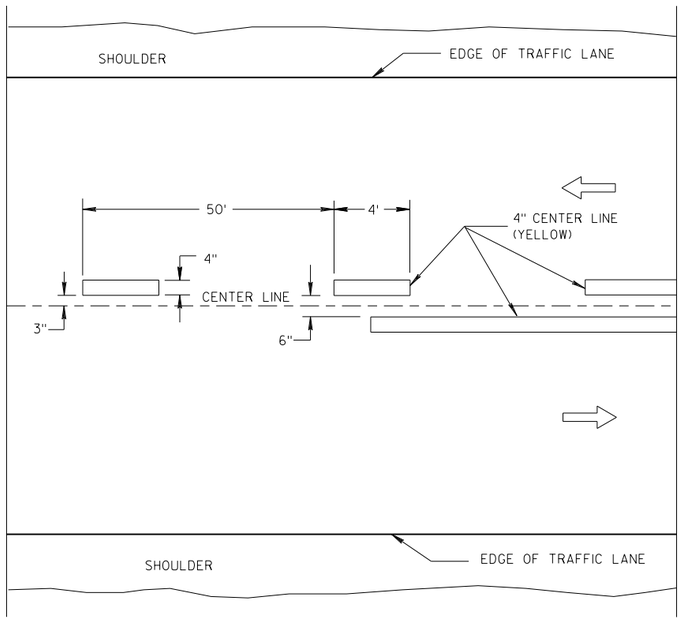
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

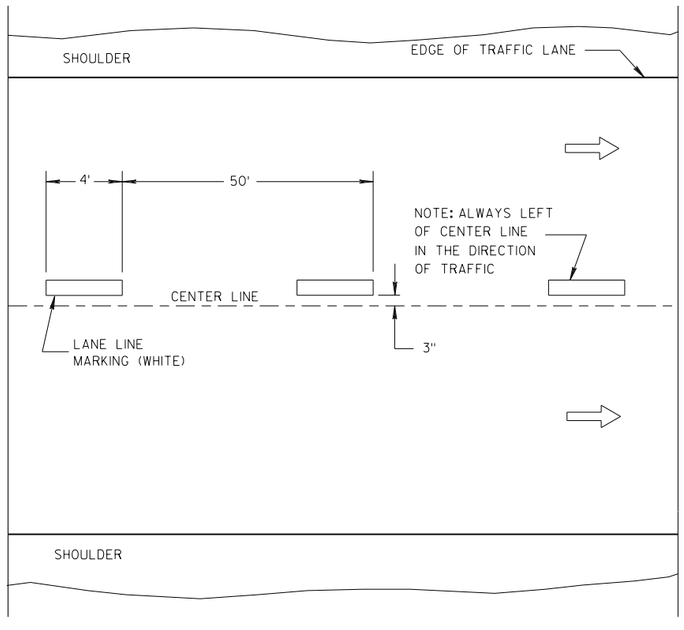
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

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S.D.D. 15 C 8-19a

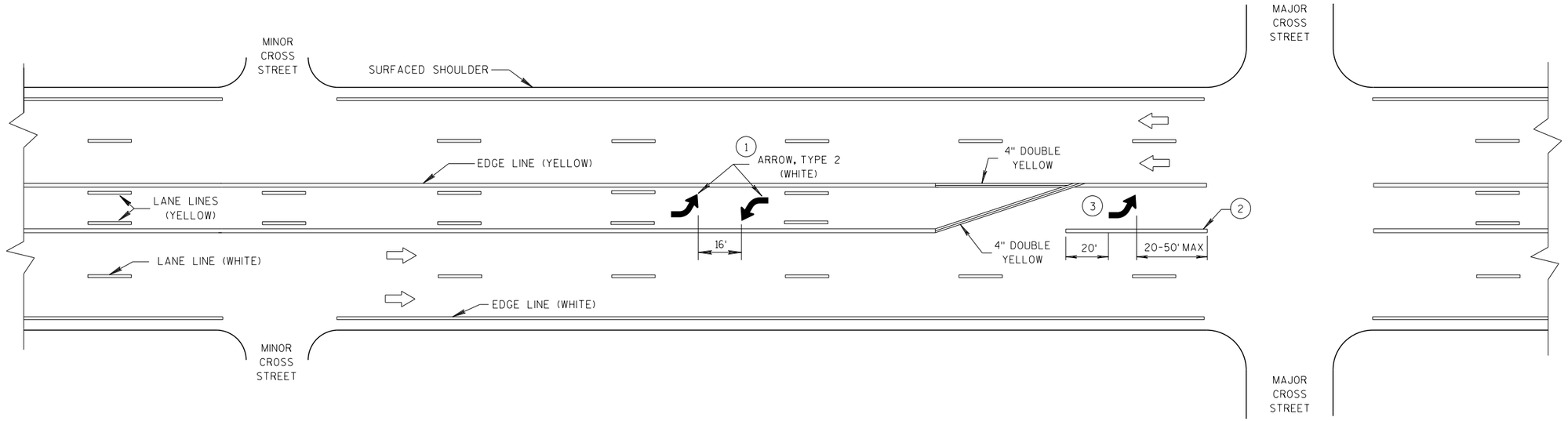
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S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



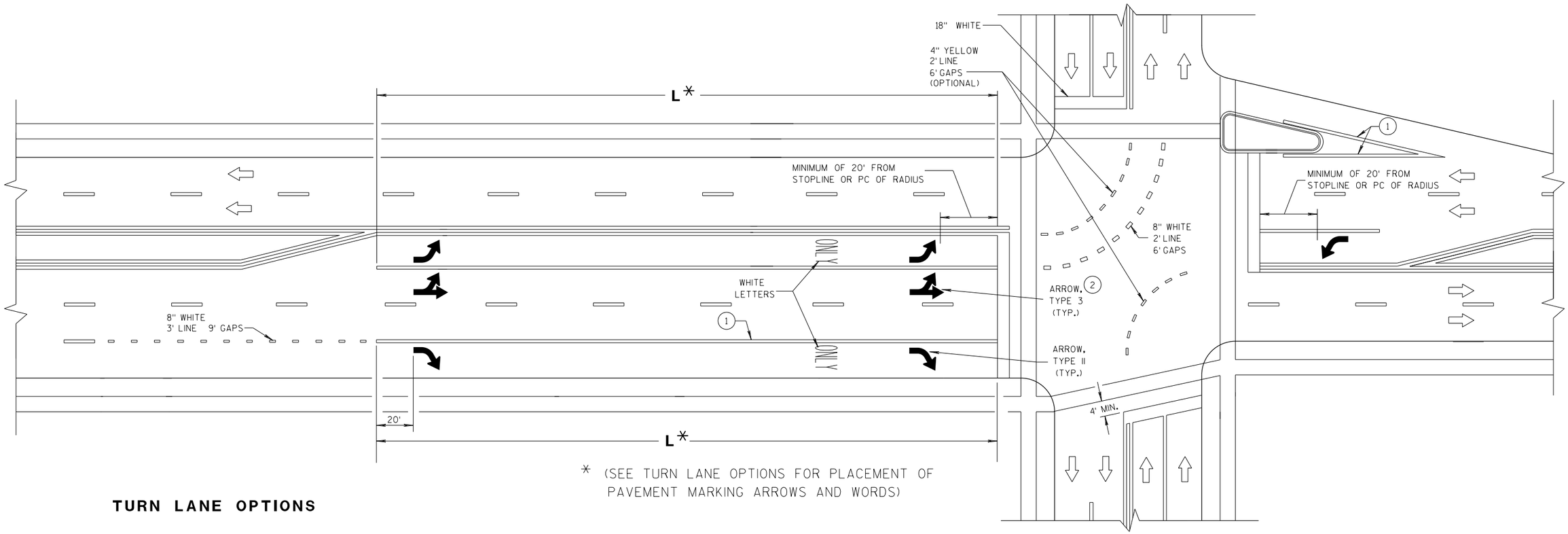
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

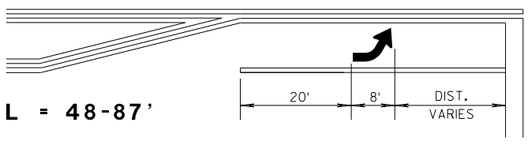
S.D.D. 15 C 8-19b



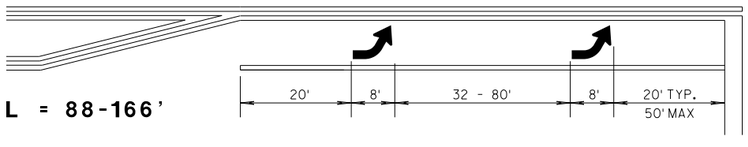
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

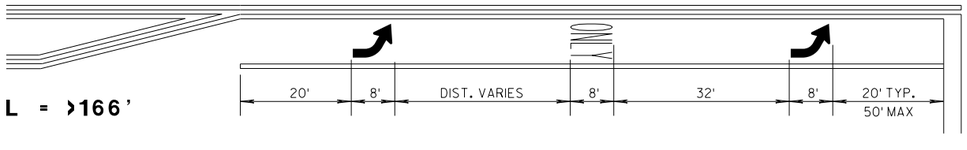
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

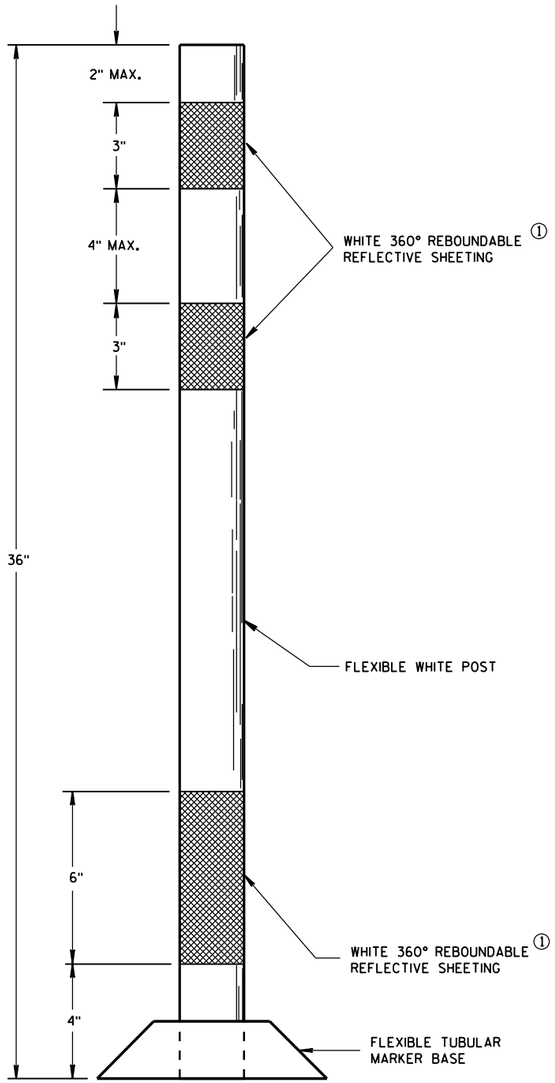
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

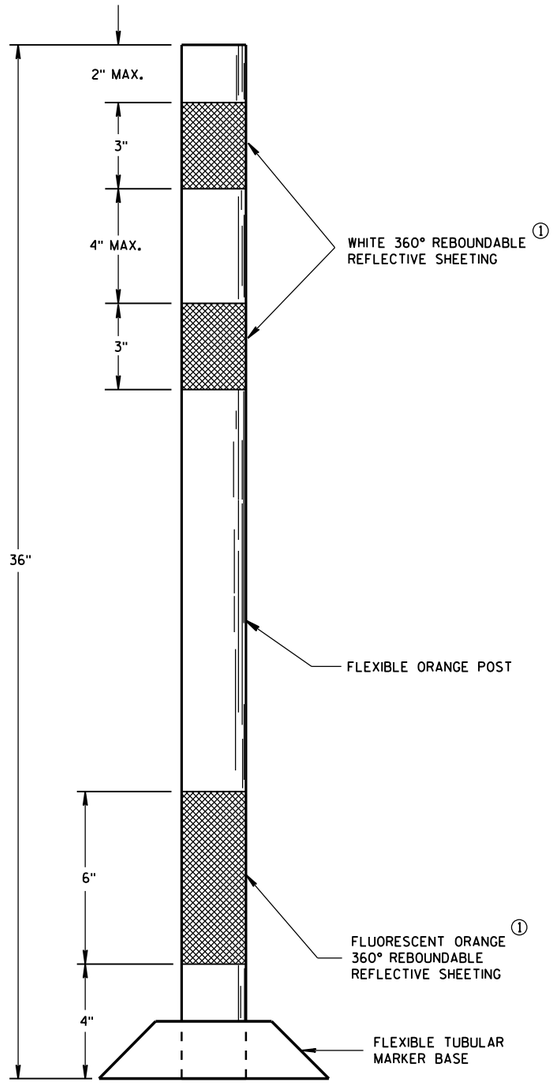
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

6

S.D.D. 15 C 8-19c



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.

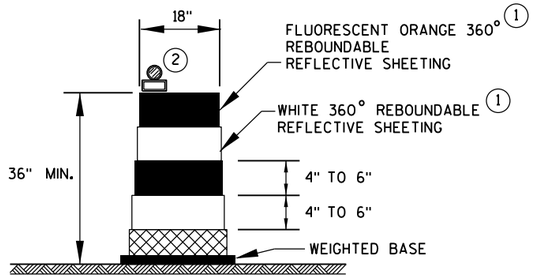
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

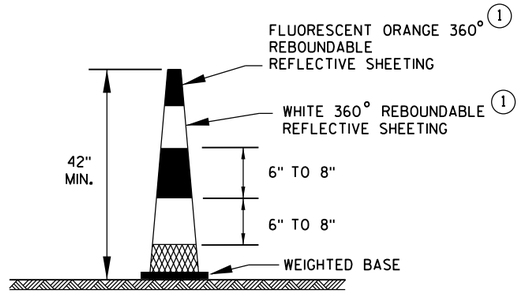
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

S.D.D. 15 C 11-7a



DRUM

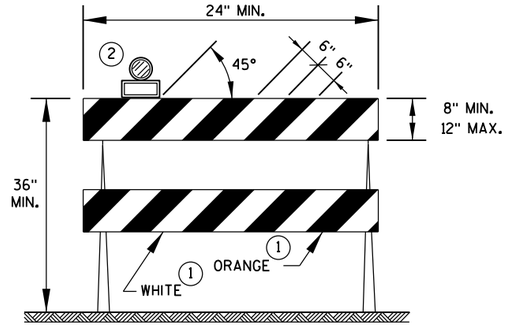


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

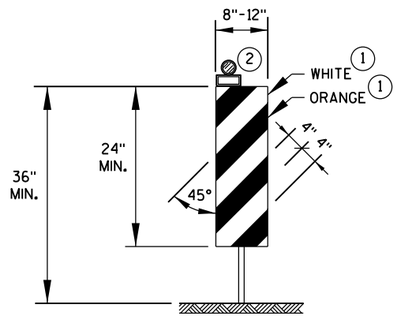
GENERAL NOTES

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.



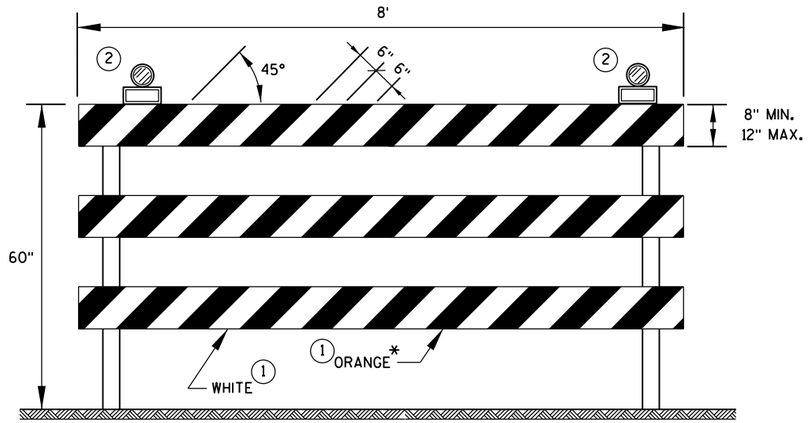
TYPE 2 BARRICADE

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

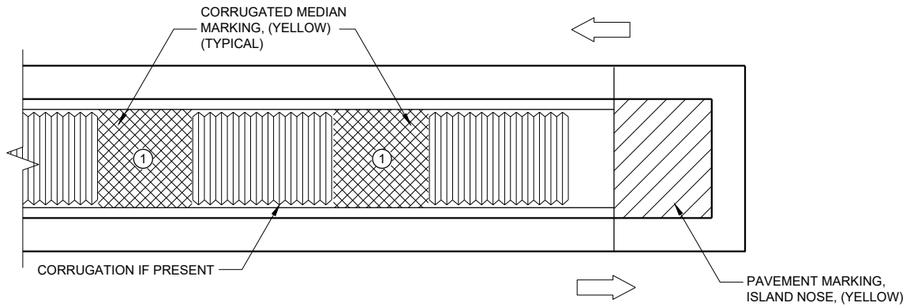
June 2017 — DATE

/S/ Andrew Heidtke — WORK ZONE ENG

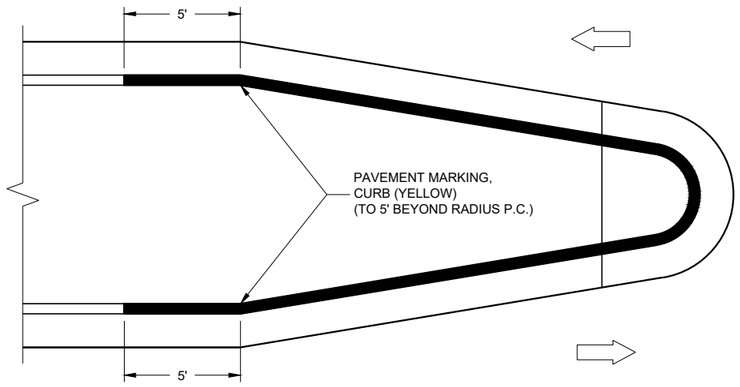
FHWA

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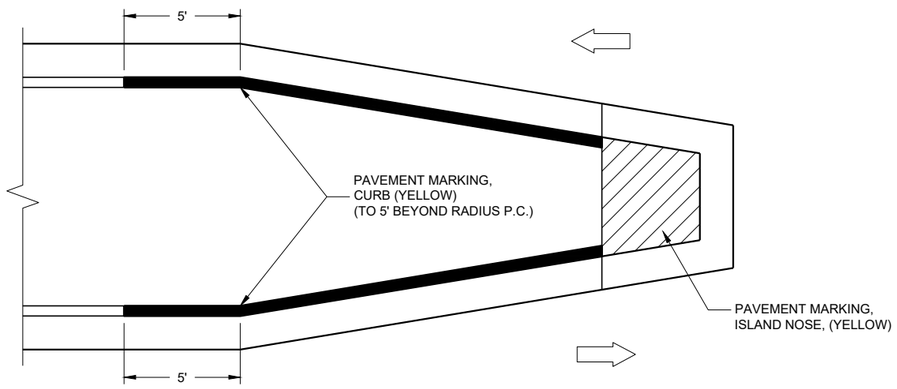
S.D.D. 15 C 11-7b



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 MAF
ENGINEER

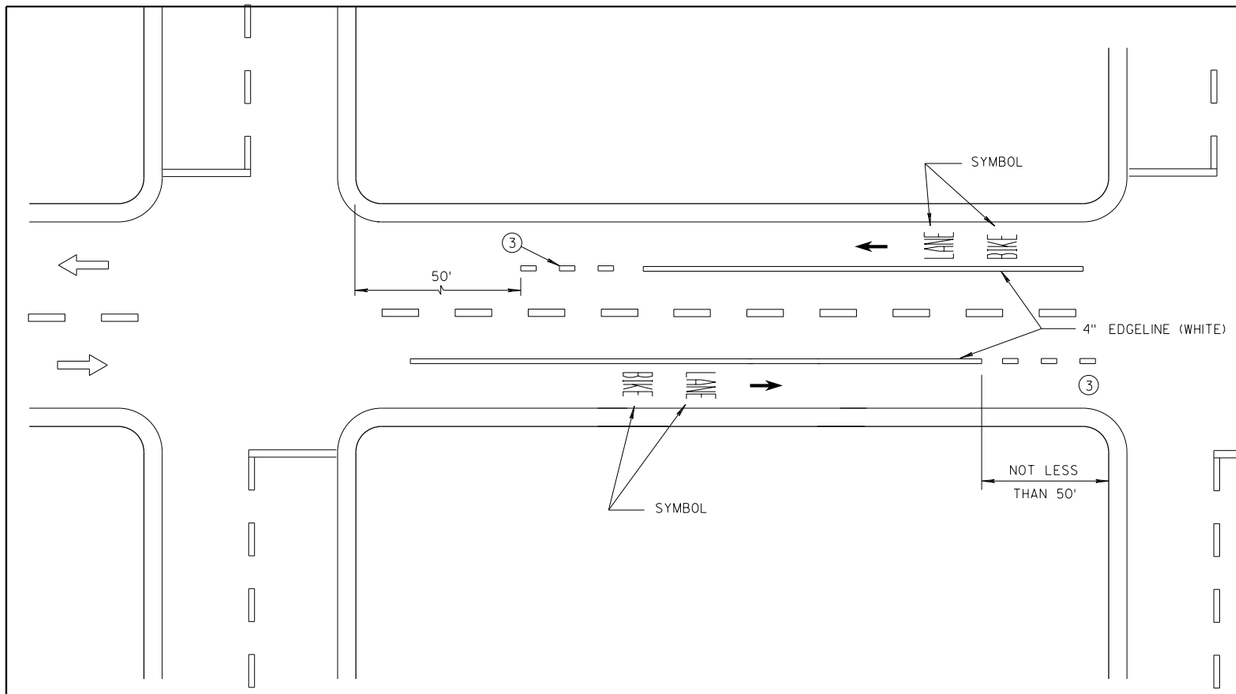
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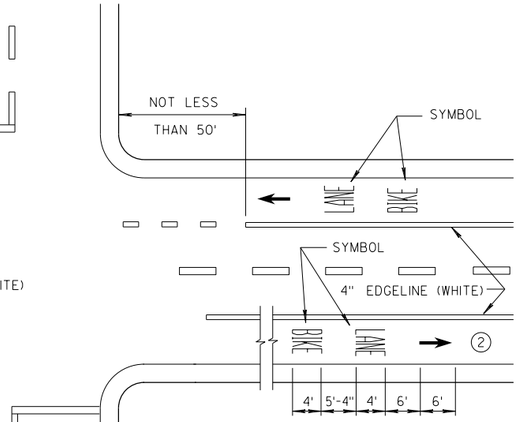
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SDD 15C27 - 03b

SDD15C27 - 03b



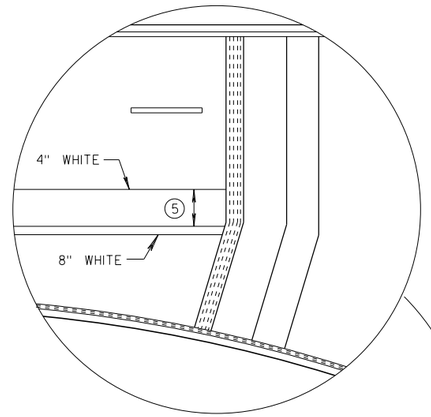


DESIGNATED BICYCLE LANE
NO PARKING

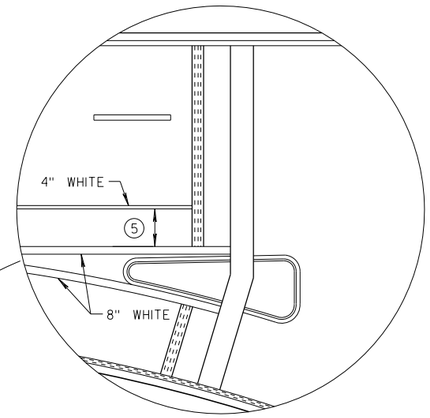
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMODATION IS TYPICALLY 5 FEET WIDE AND A MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

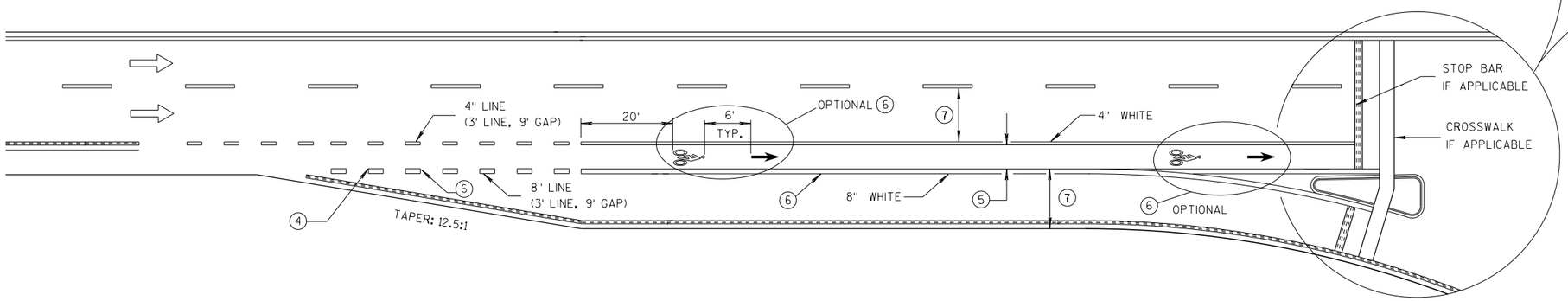
DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] ...EER

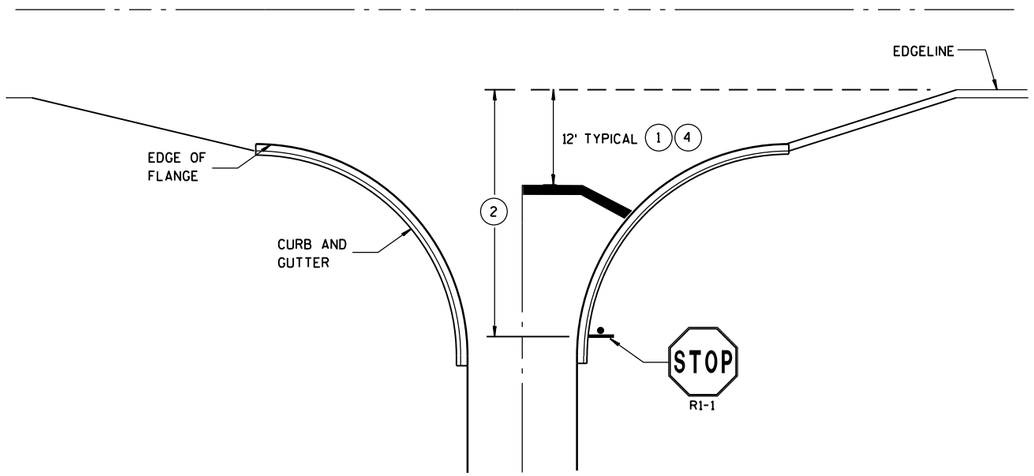
FHWA

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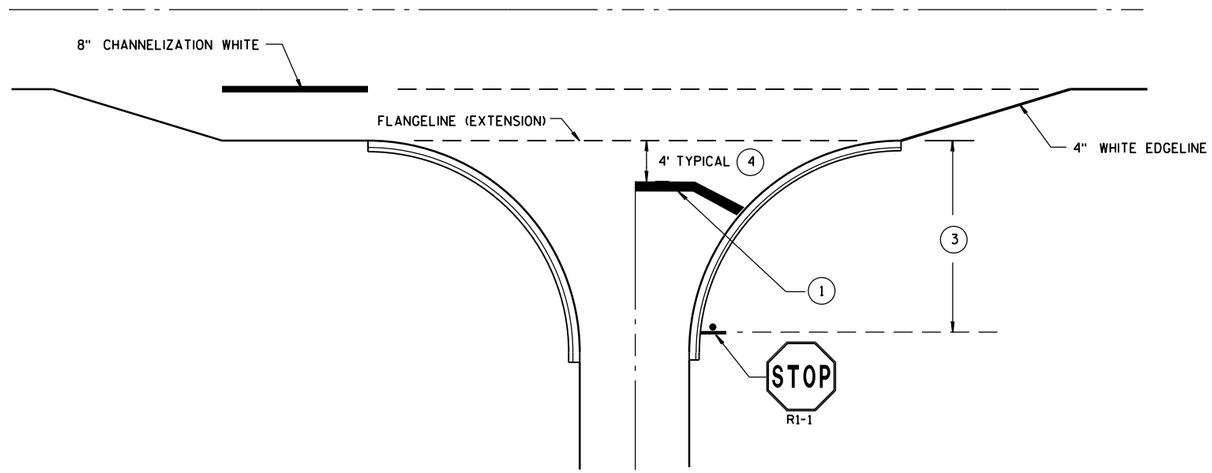
S.D.D. 15 C 29-6a

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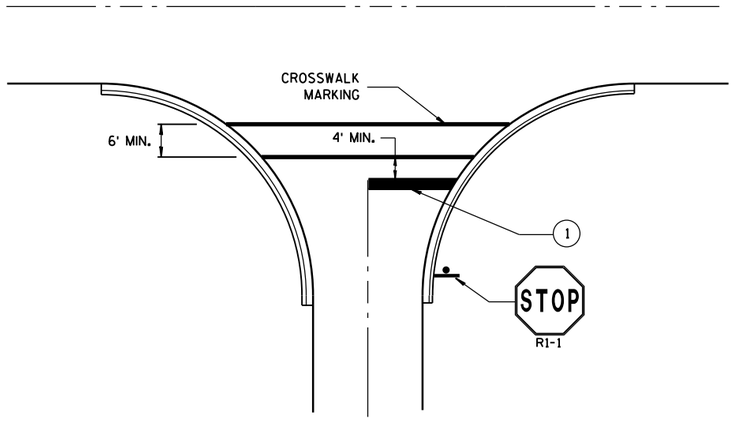
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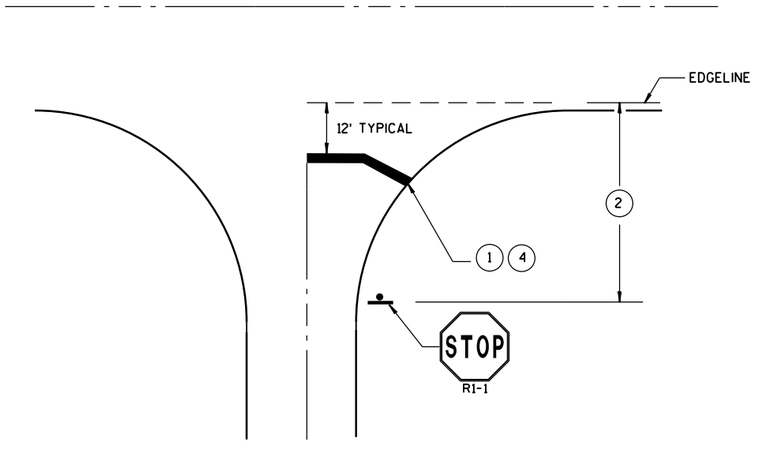
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

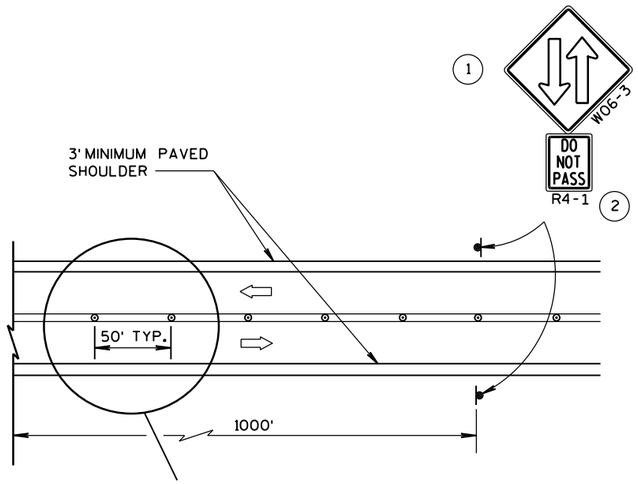
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER

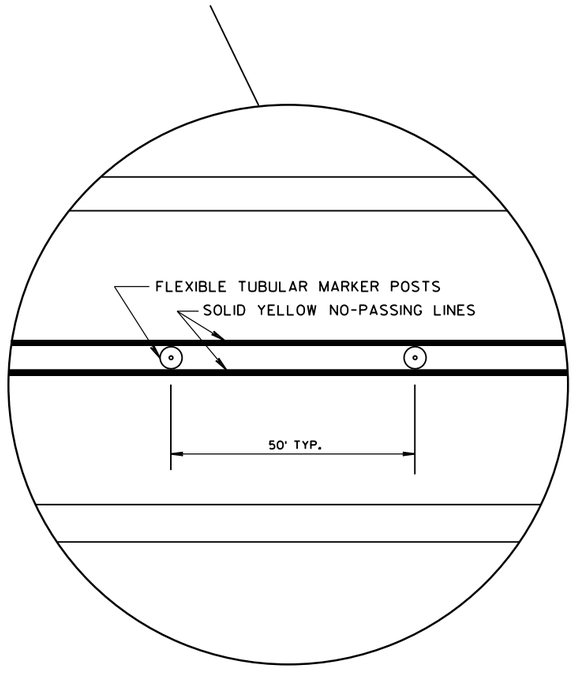
FHWA

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S.D.D. 15 C 33-3



TWO LANE, TWO WAY OPERATION



GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

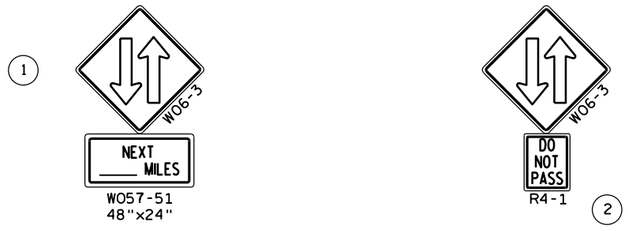
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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.



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"

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

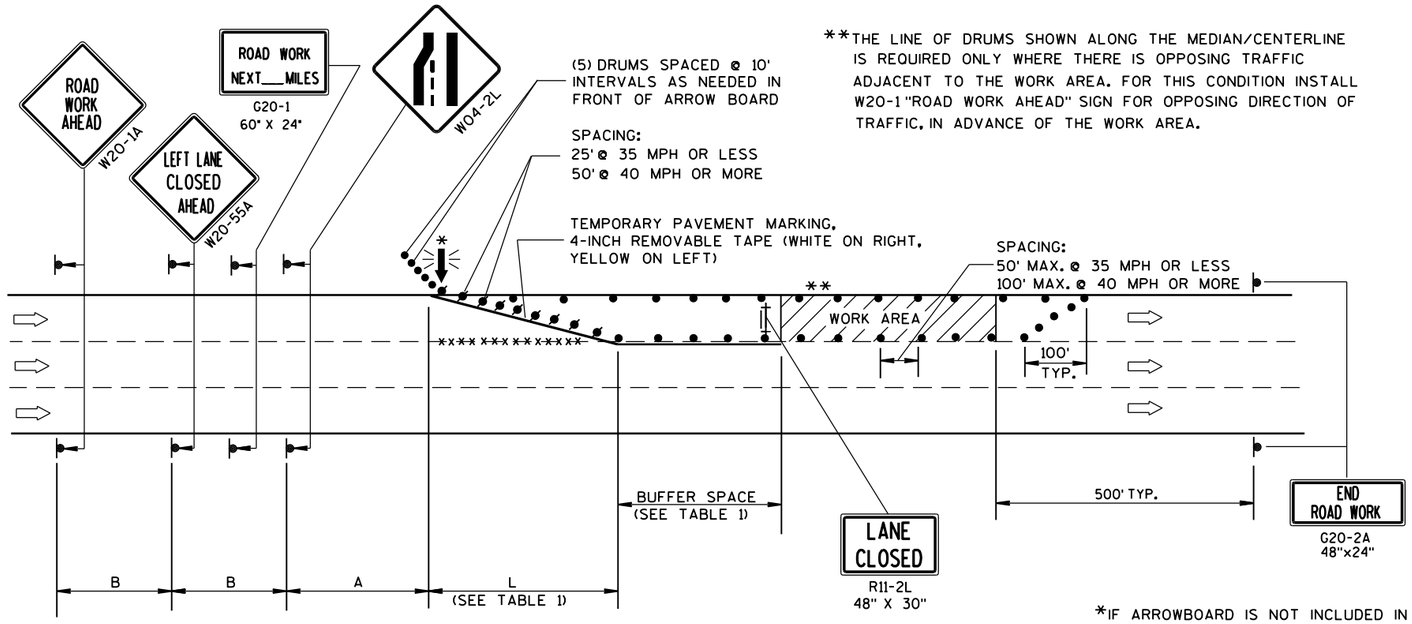
APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEE	SIGN

FHWA

6

S.D.D. 15 D 6-3



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

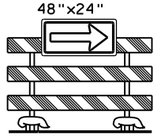


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

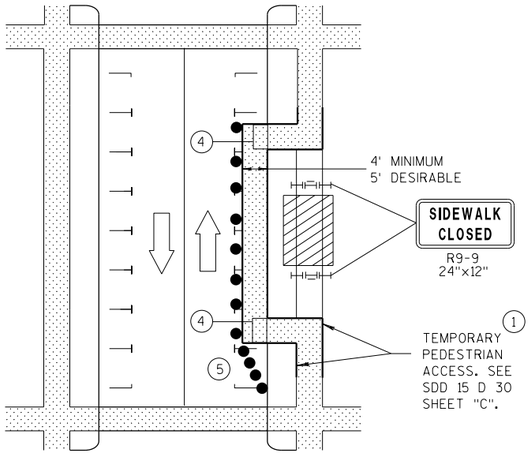
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S.D.D. 15 D 20-4

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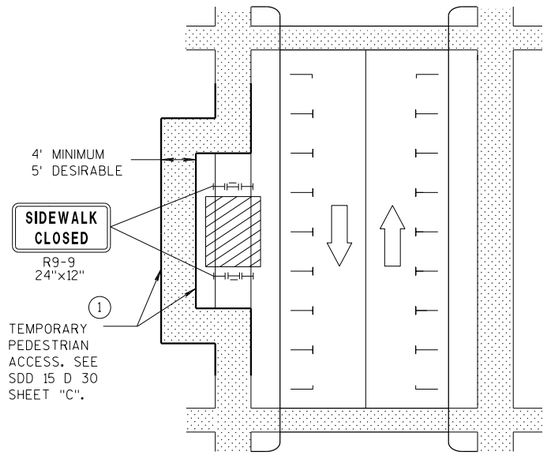
S.D.D. 15 D 20-4

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

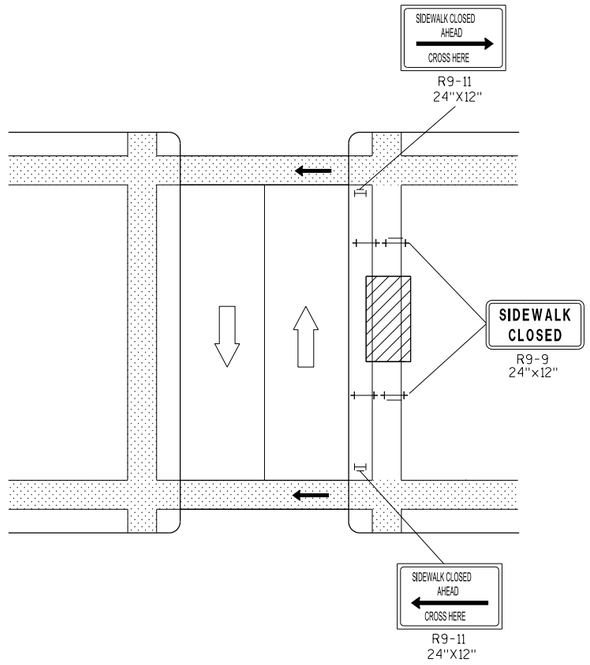


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

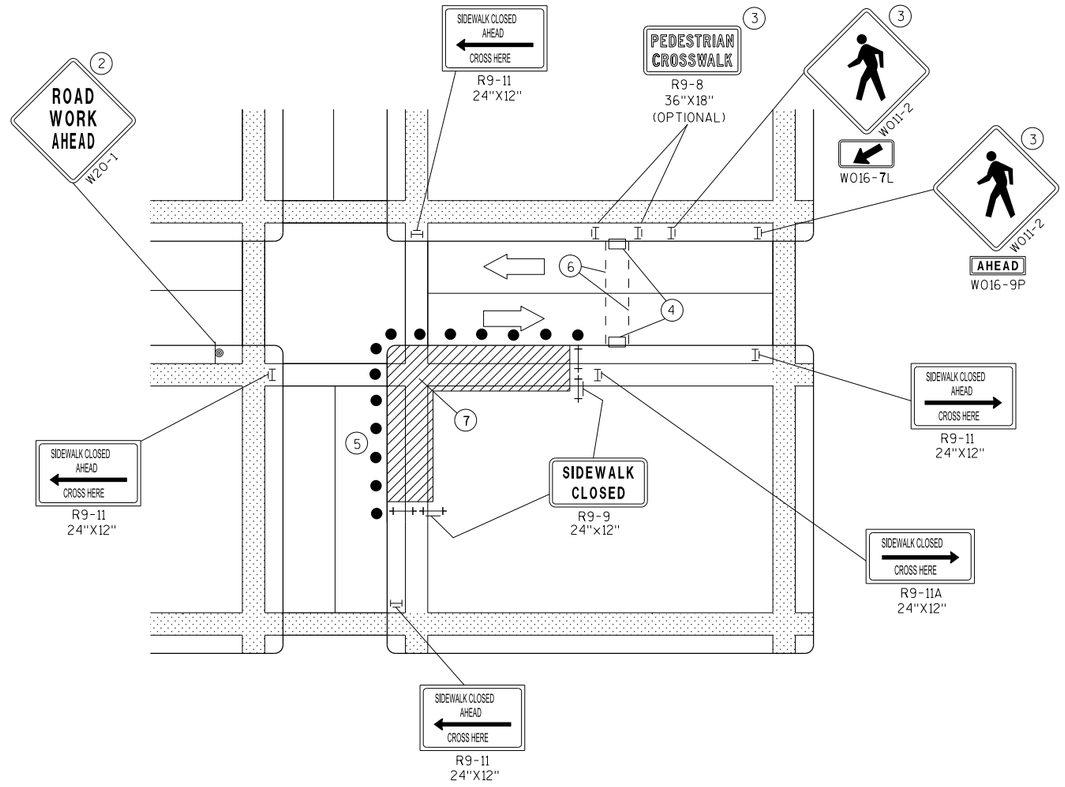
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

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

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

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

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

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

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

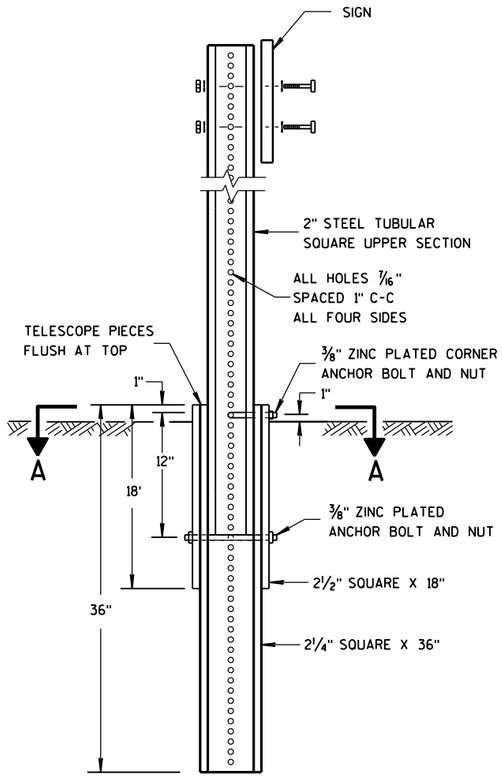
LEGEND

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

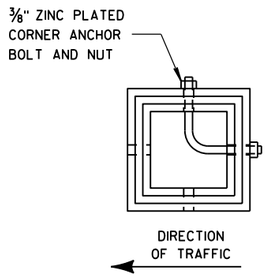
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

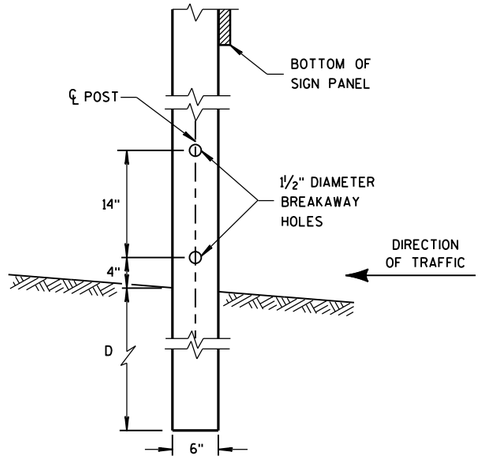
S.D.D. 15 D 30-4a



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



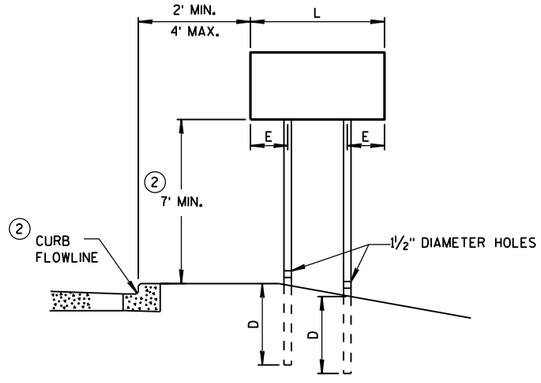
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

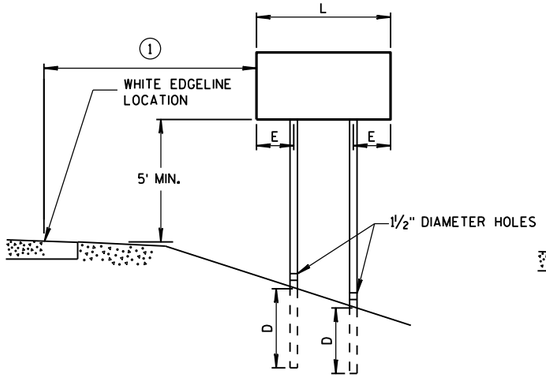
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

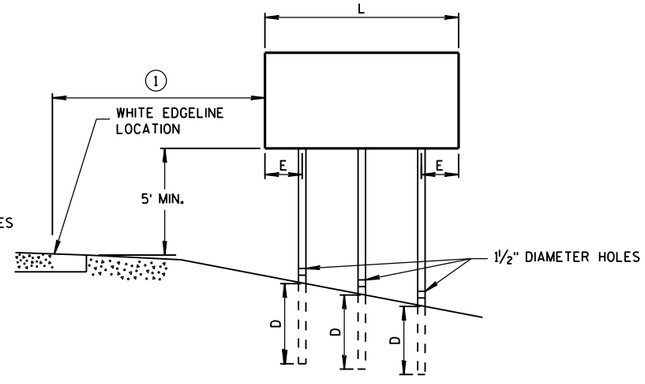
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

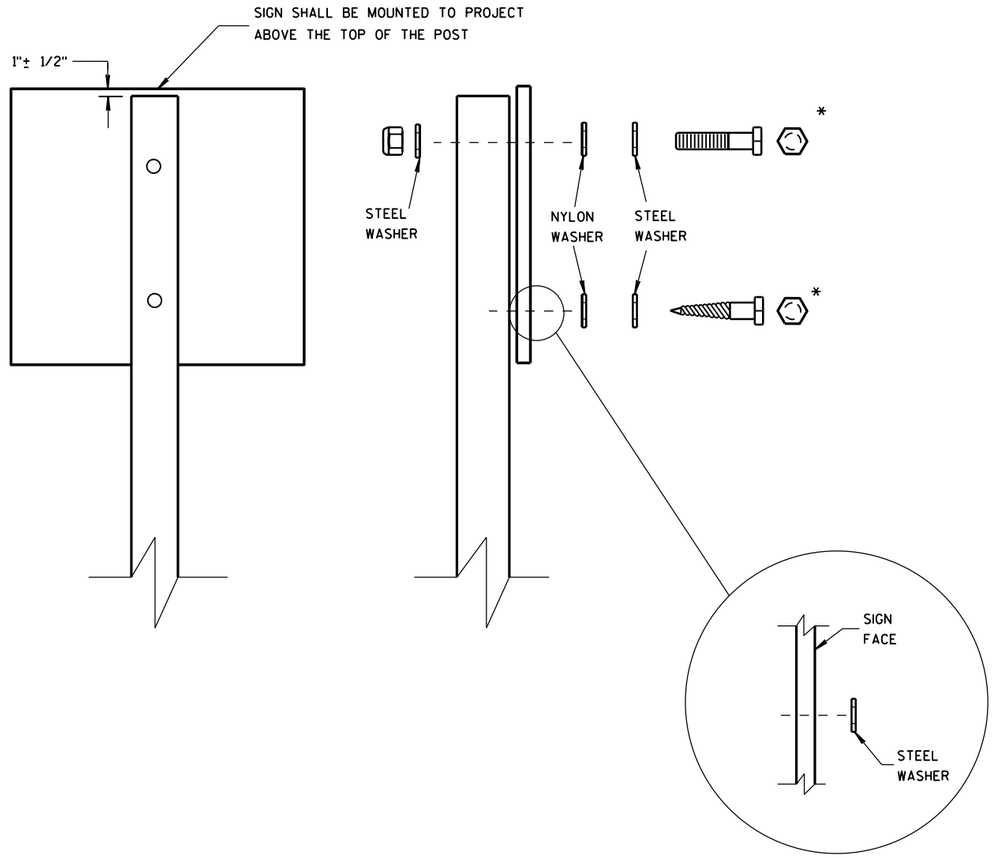
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

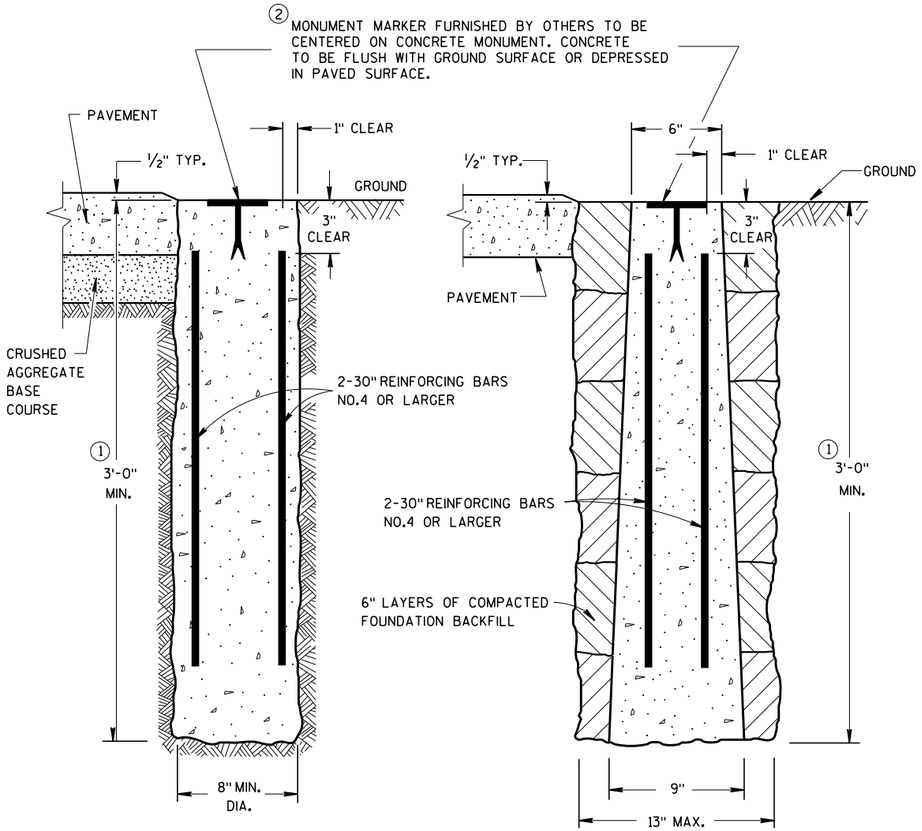
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

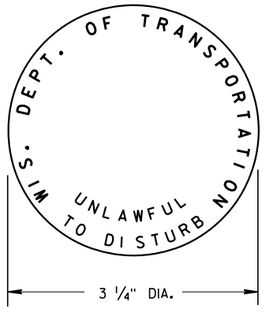


CAST-IN-PLACE

PRECAST

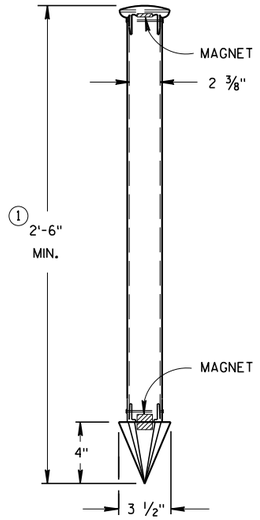
CONCRETE MONUMENTS

TYPE A



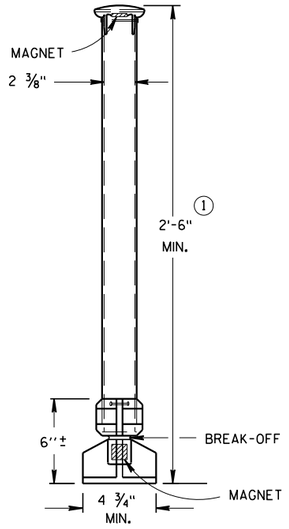
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

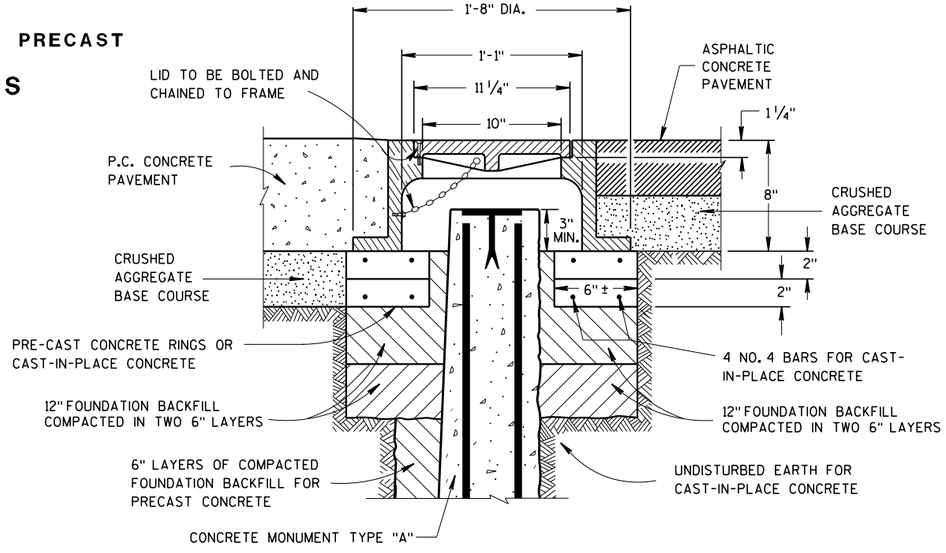
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

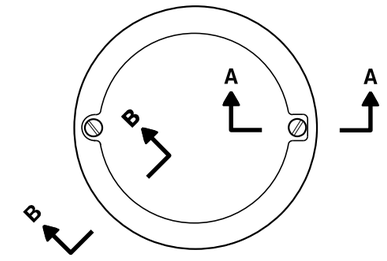
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

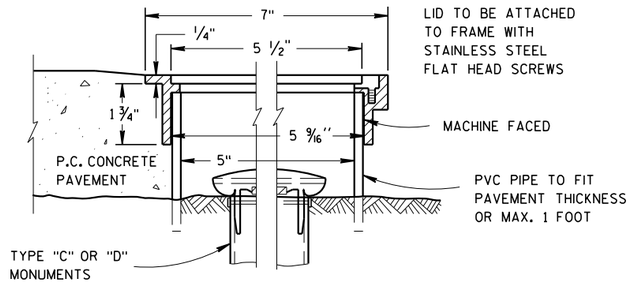
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

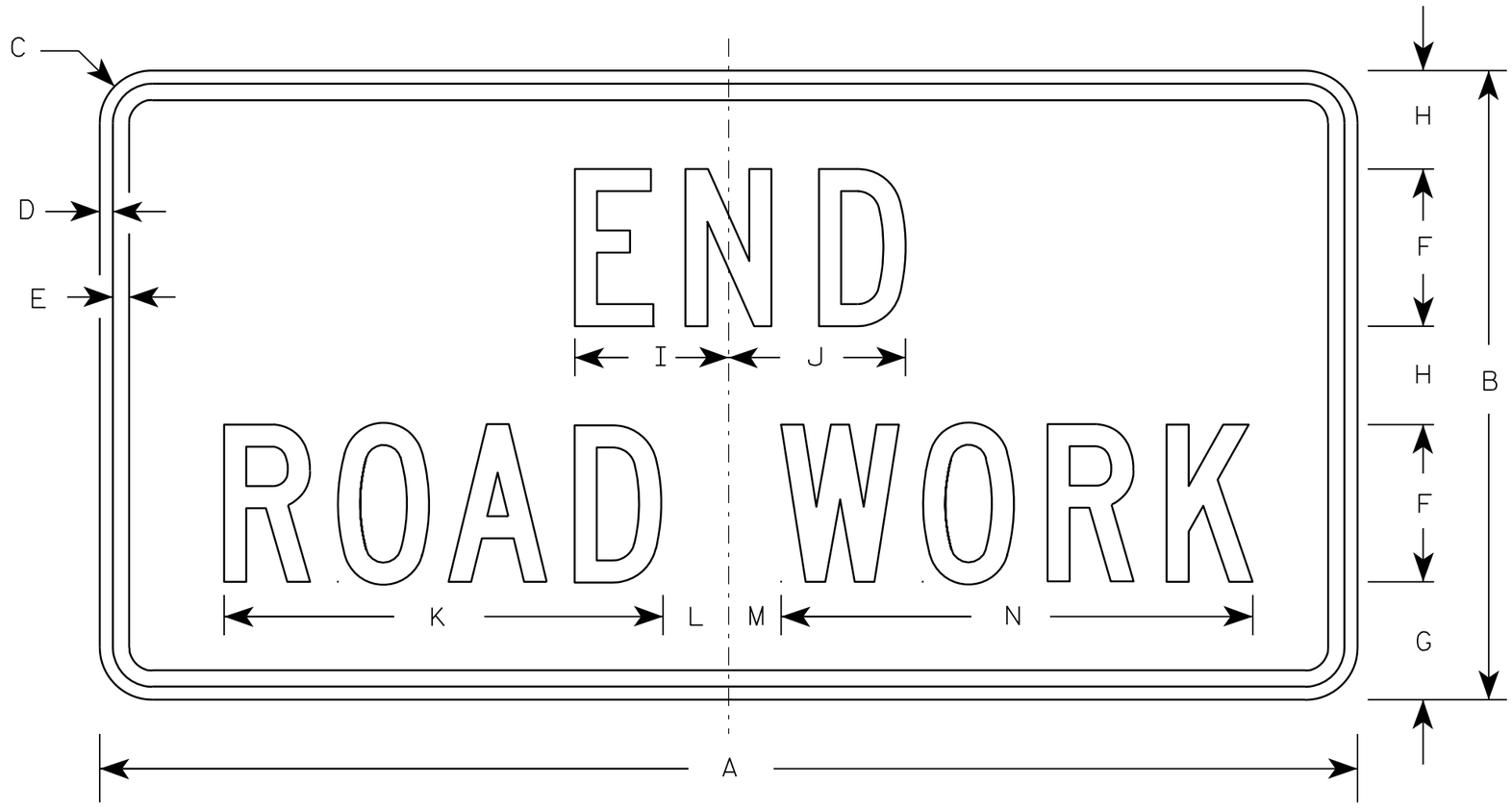
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 16 A 1-7



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

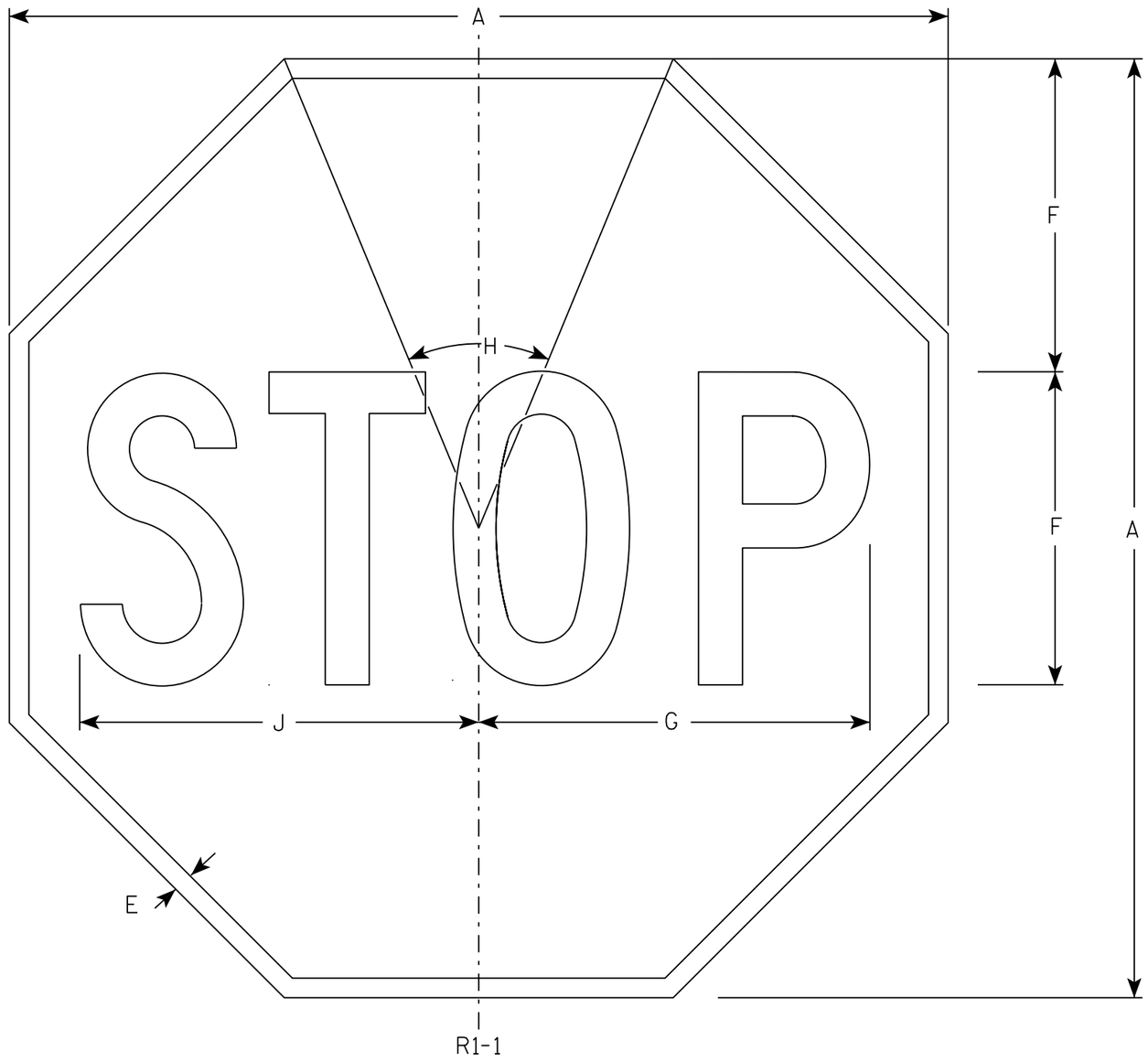
STANDARD SIGN
G20-2A

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: 200	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

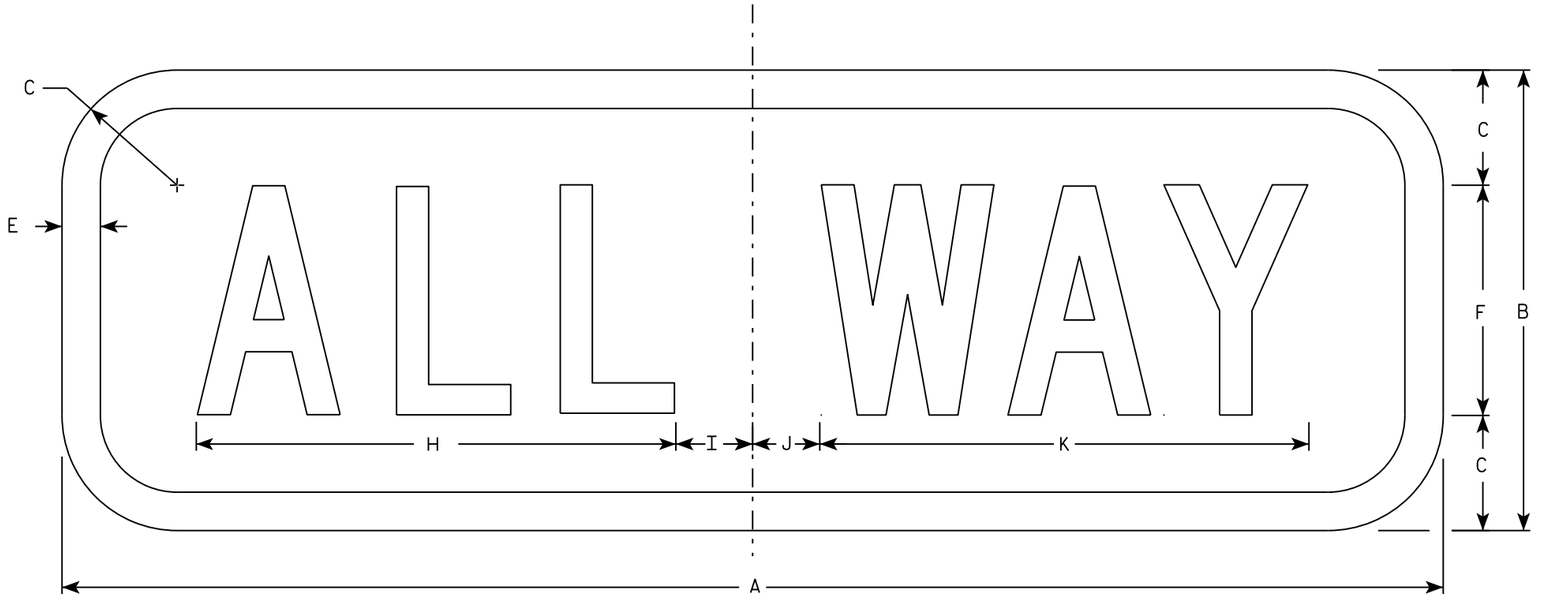
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign



R1-3P

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	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75
2S	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																1.5
2M	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
3	24	9	1 ½		½	5		9 ¼	1 ¼	¾	9 ¾																1.5
4	30	12	2 ¼		⅝	6		11	2 ¼	1 ½	11 ¾																2.5
5	30	12	2 ¼		⅝	6		11	2 ¼	1 ½	11 ¾																2.5

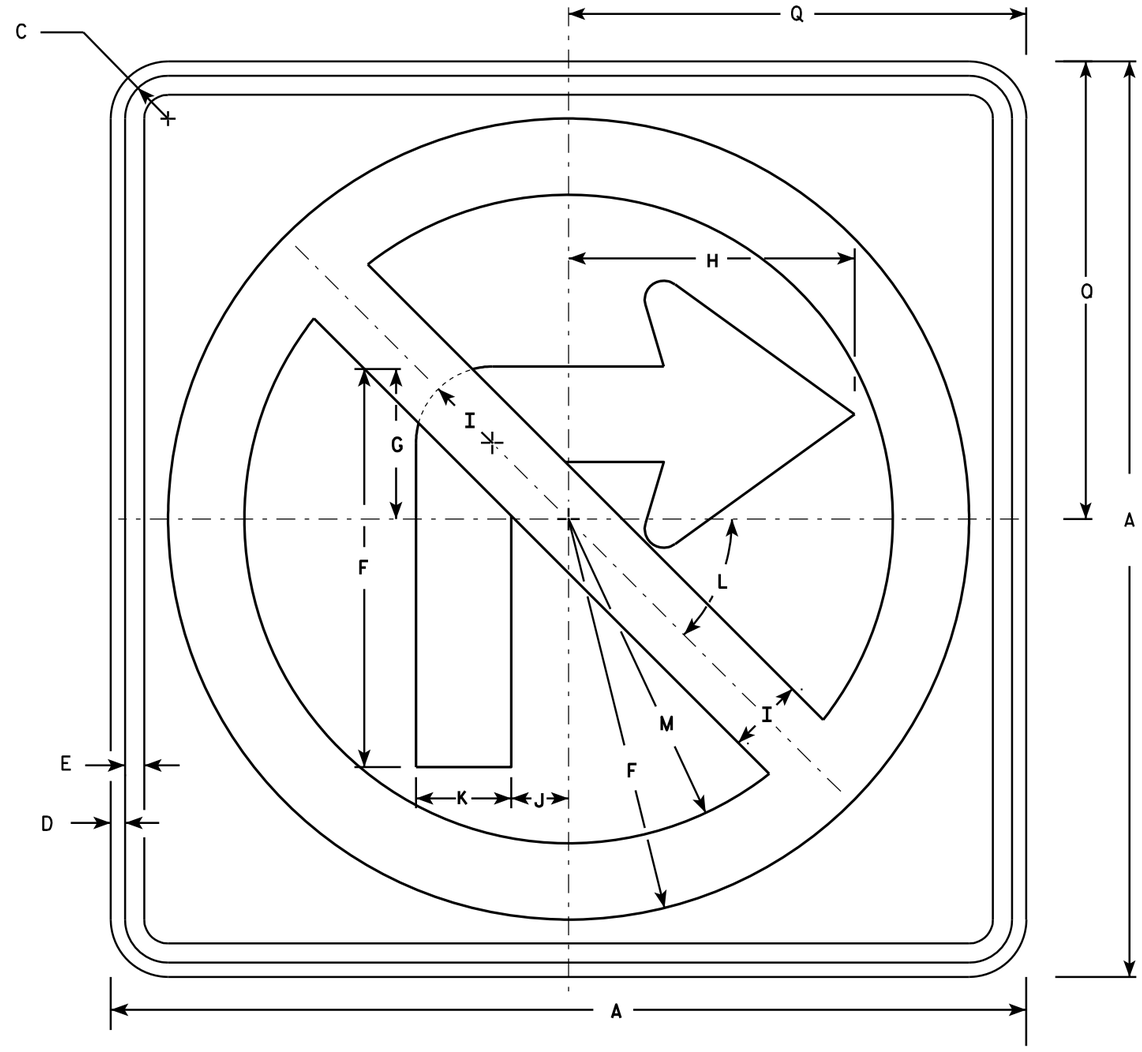
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R1-3P.3

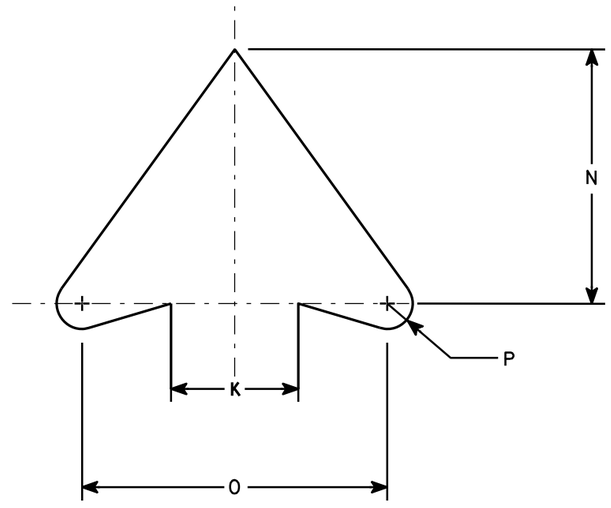
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

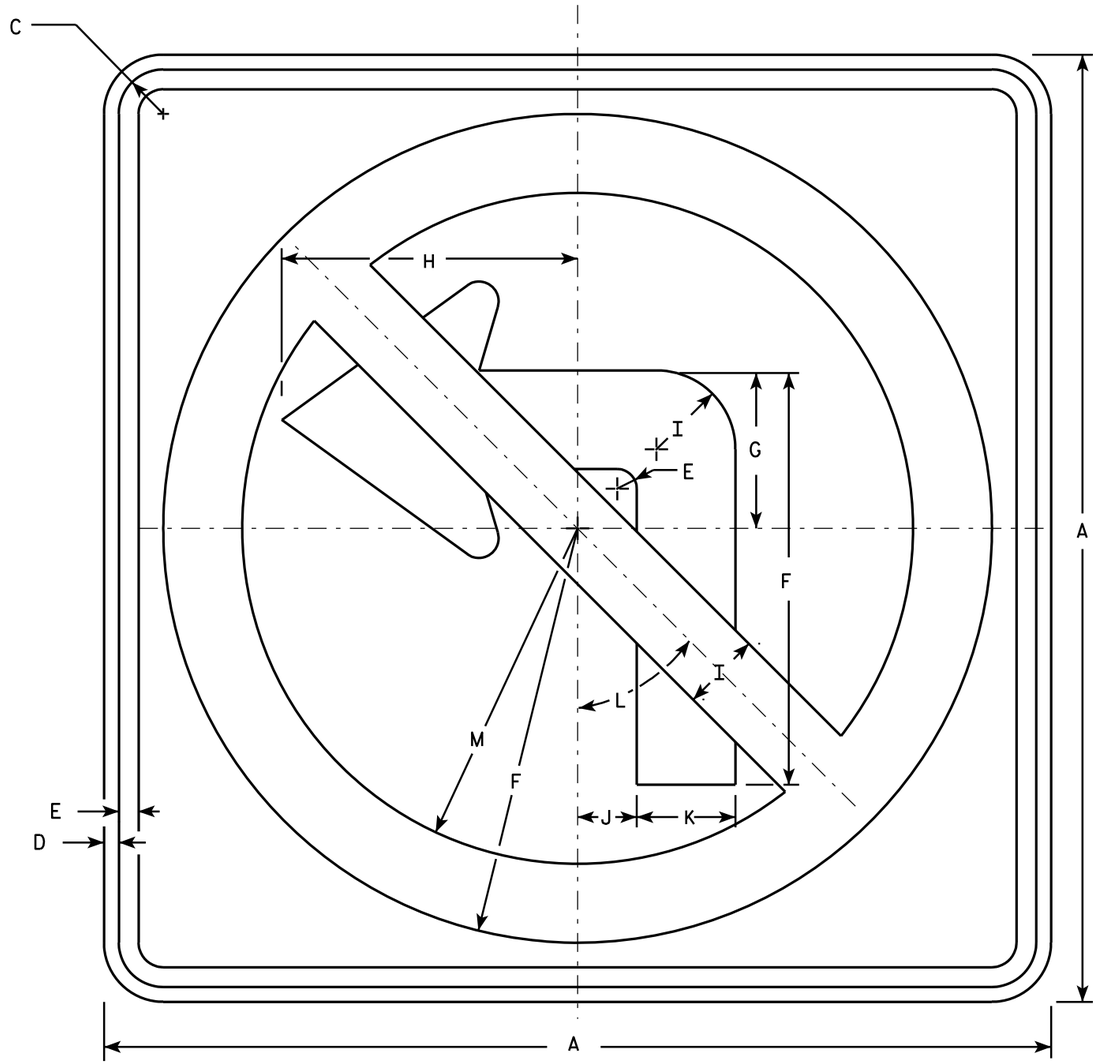
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

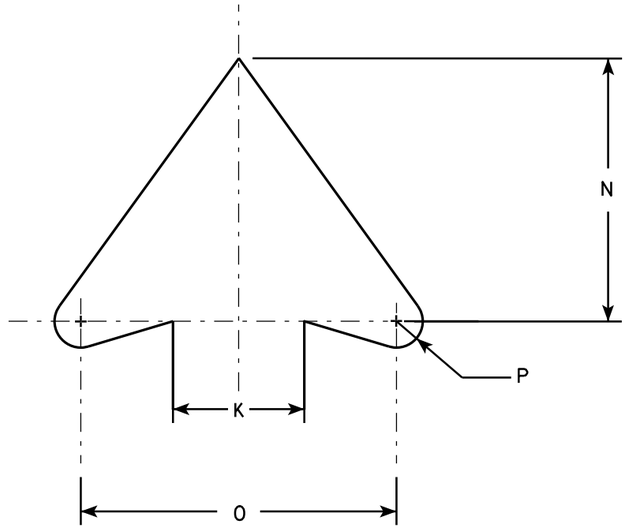
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 203	E



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

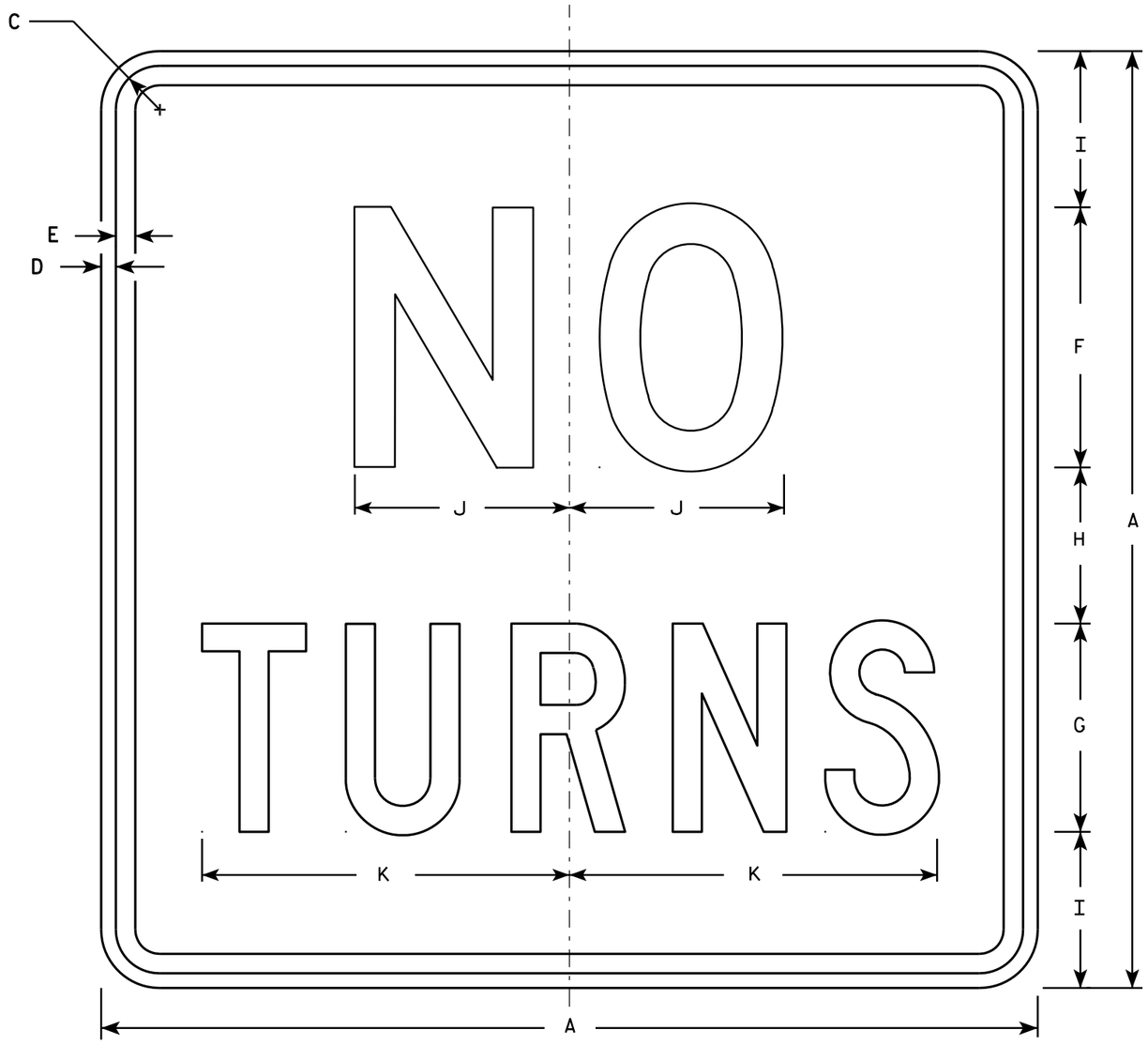
STANDARD SIGN
R3-2

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: 204	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

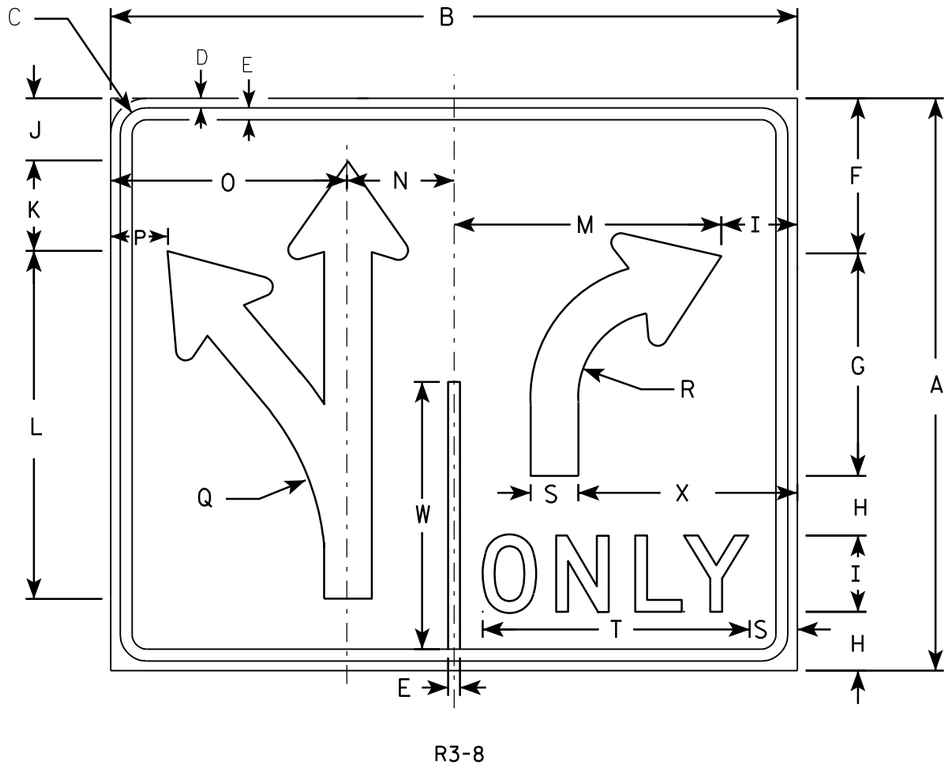
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

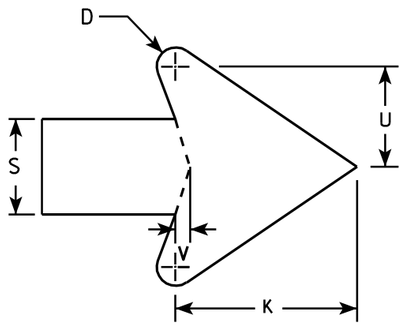
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



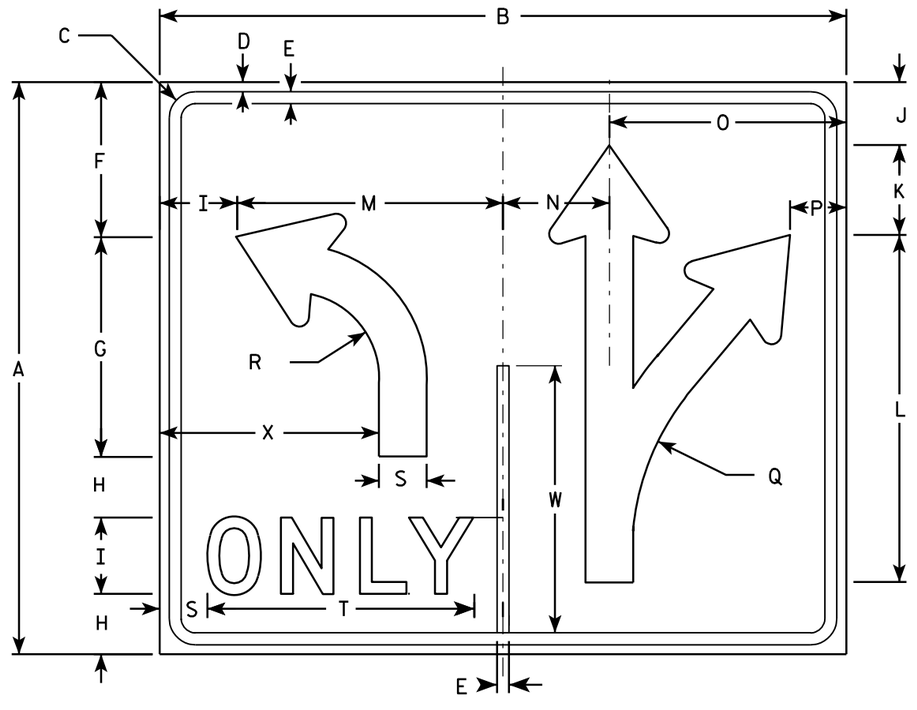
R3-8



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

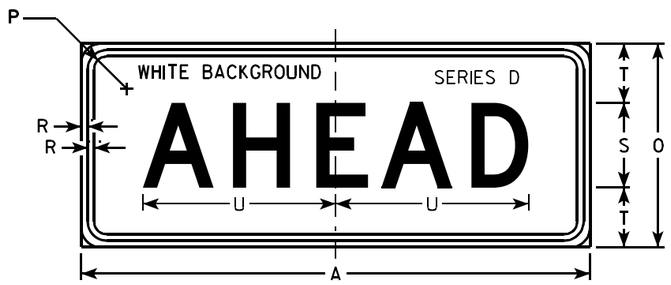
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



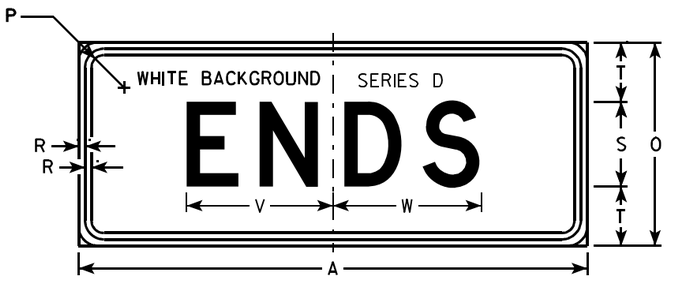
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
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.



R3-17ap



R3-17bp

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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

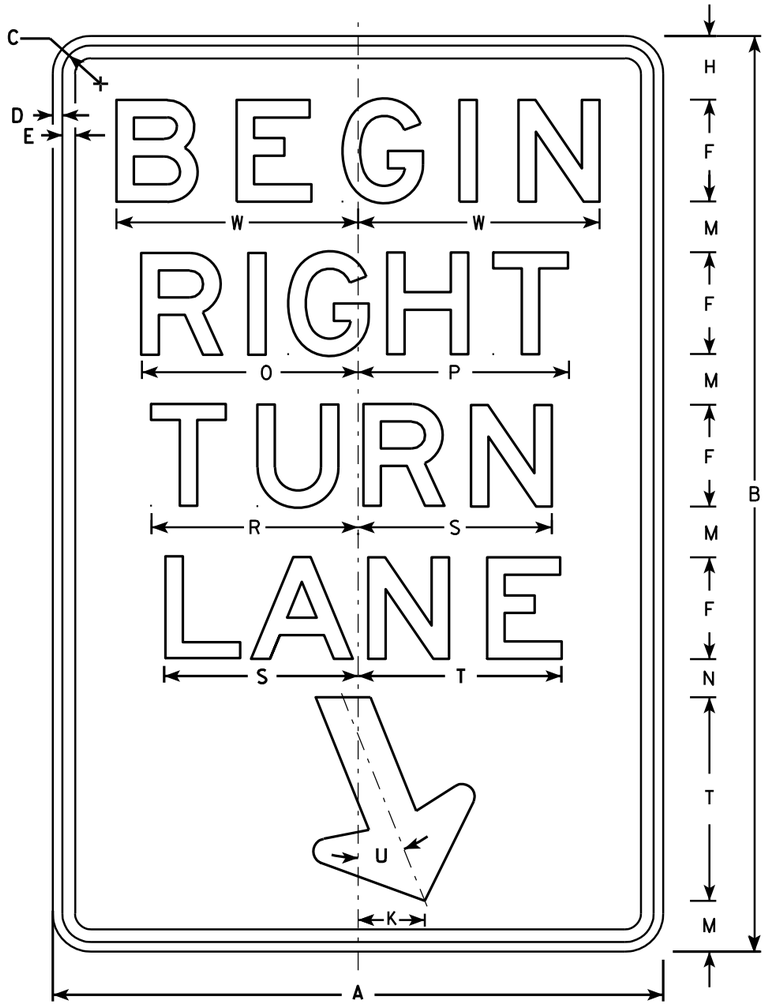
DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

SHEET NO: 207 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

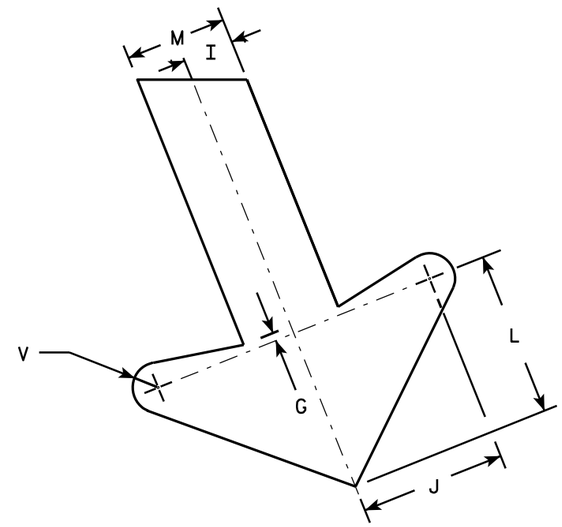
WISDOT/CADDS SHEET 42



R3-20RR

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

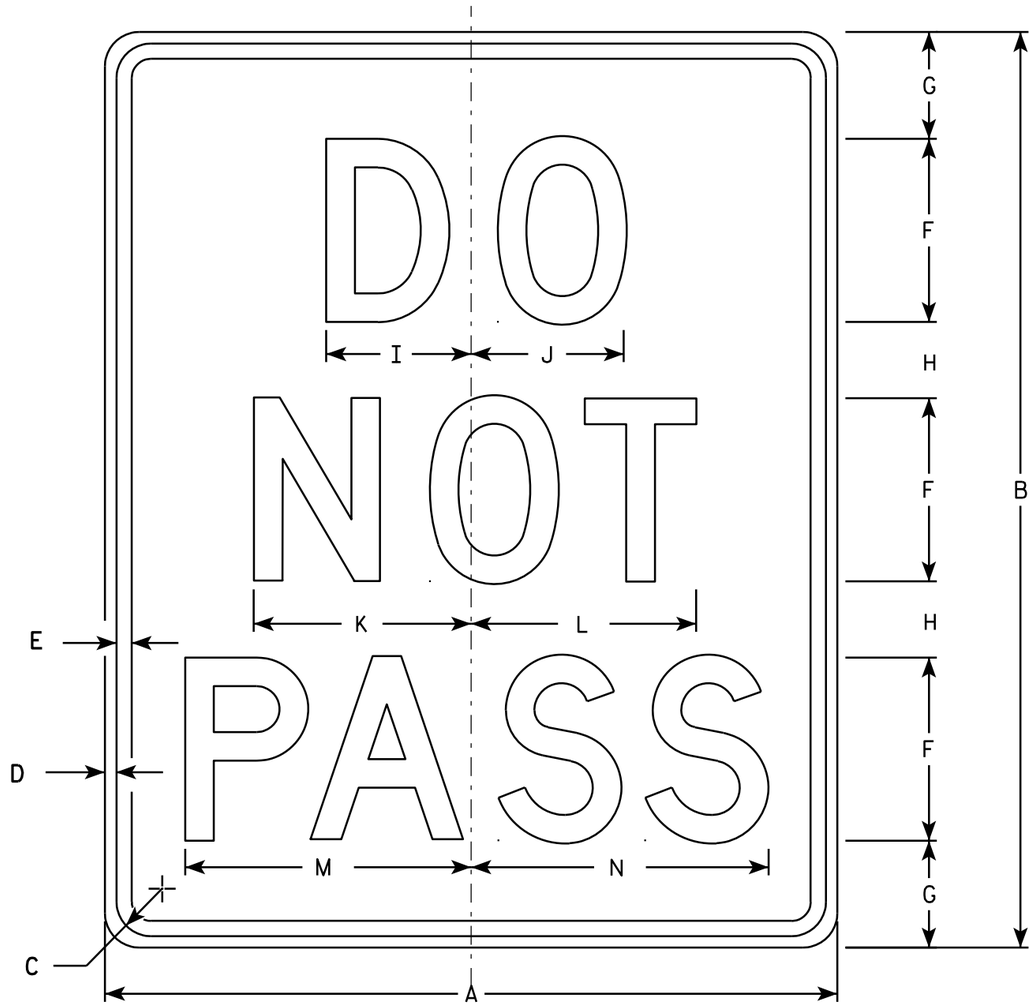
STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E



R4-1

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 - 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	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

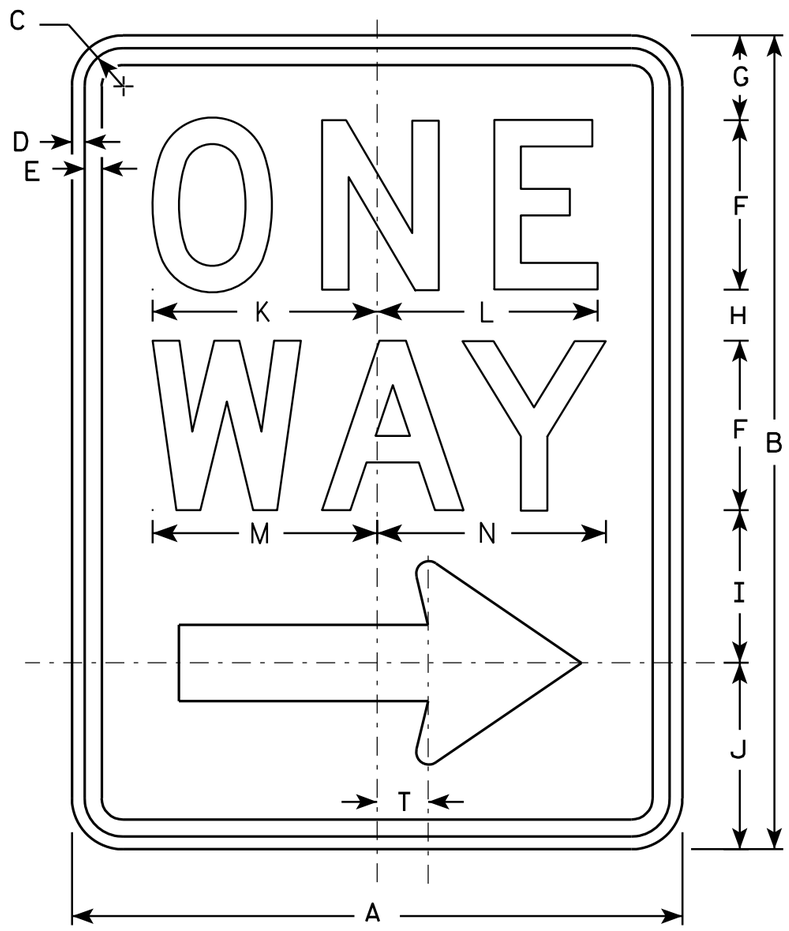
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

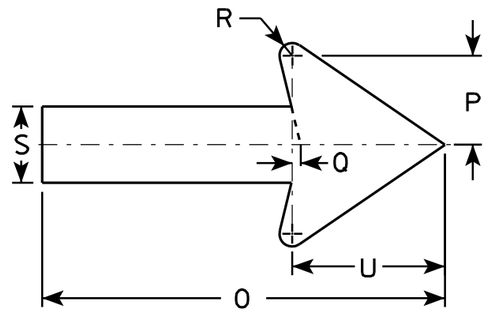
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E



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	Q	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: 210	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
2M	30	18	1 3/4	1/2	1/2	4	3 1/2	3	10 3/4	8 1/8																	3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

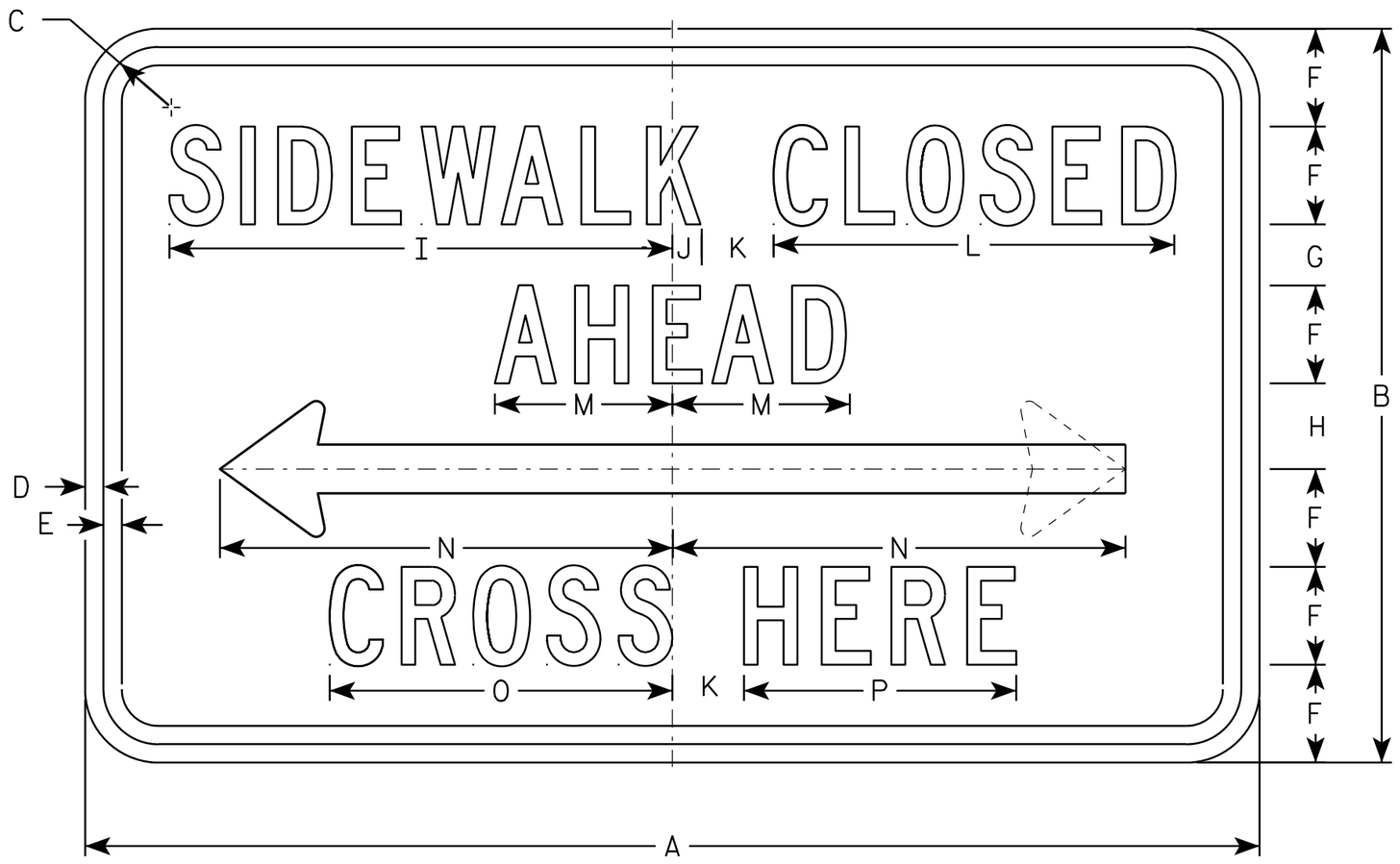
APPROVED Matthew R Rauch
for State Traffic Engineer

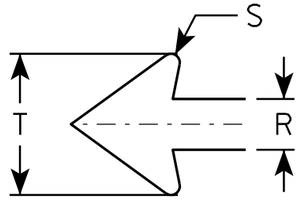
DATE 4/1/2011 PLATE NO. R9-9.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.





R9-11

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2S	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
2M	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
3																											
4																											
5																											

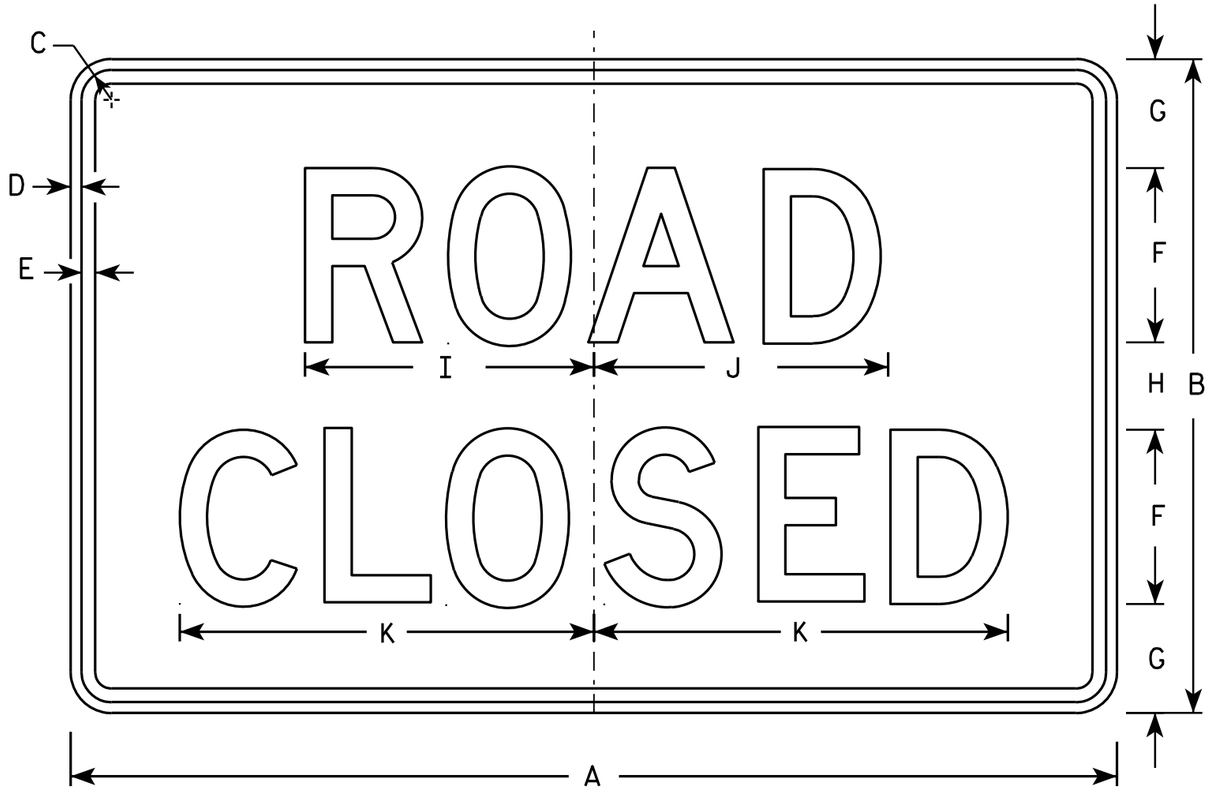
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

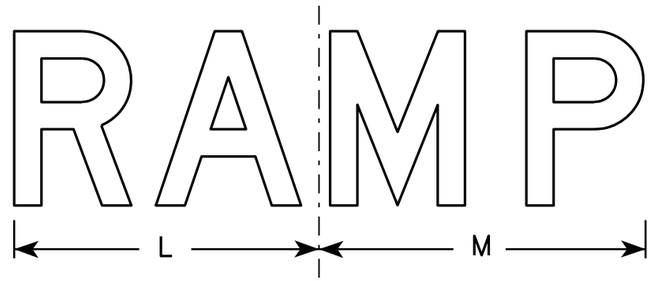
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 212	E



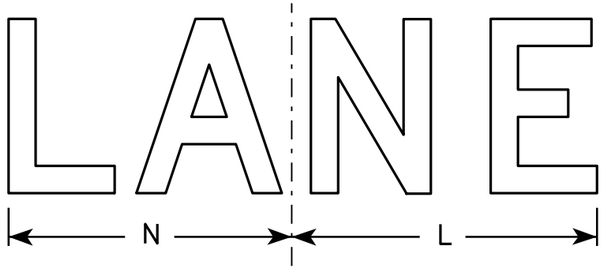
R11-2

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

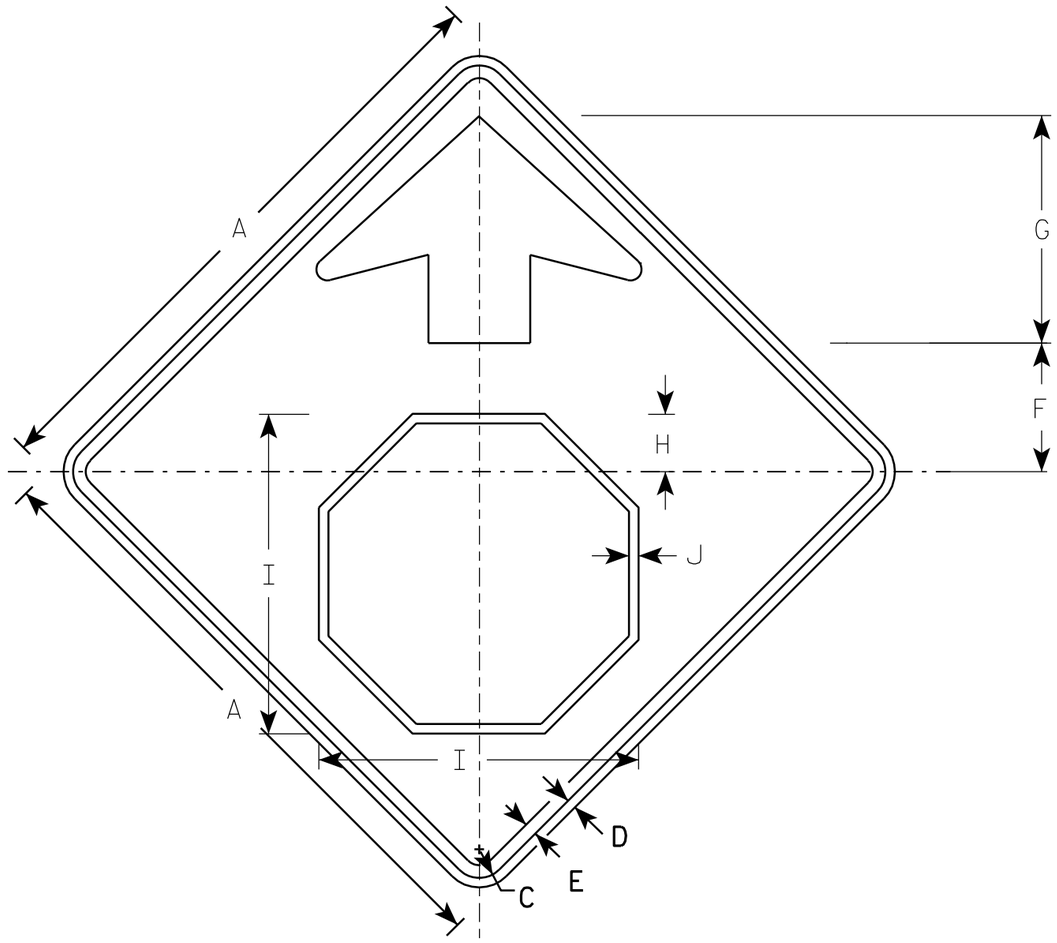
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

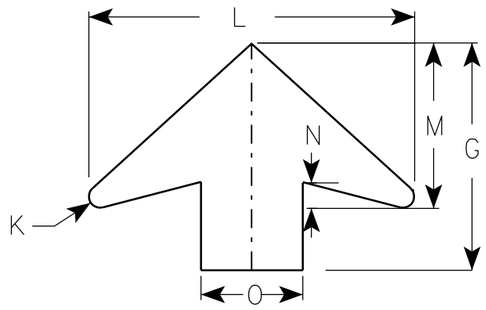
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	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
2M	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
3	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
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
W3-1

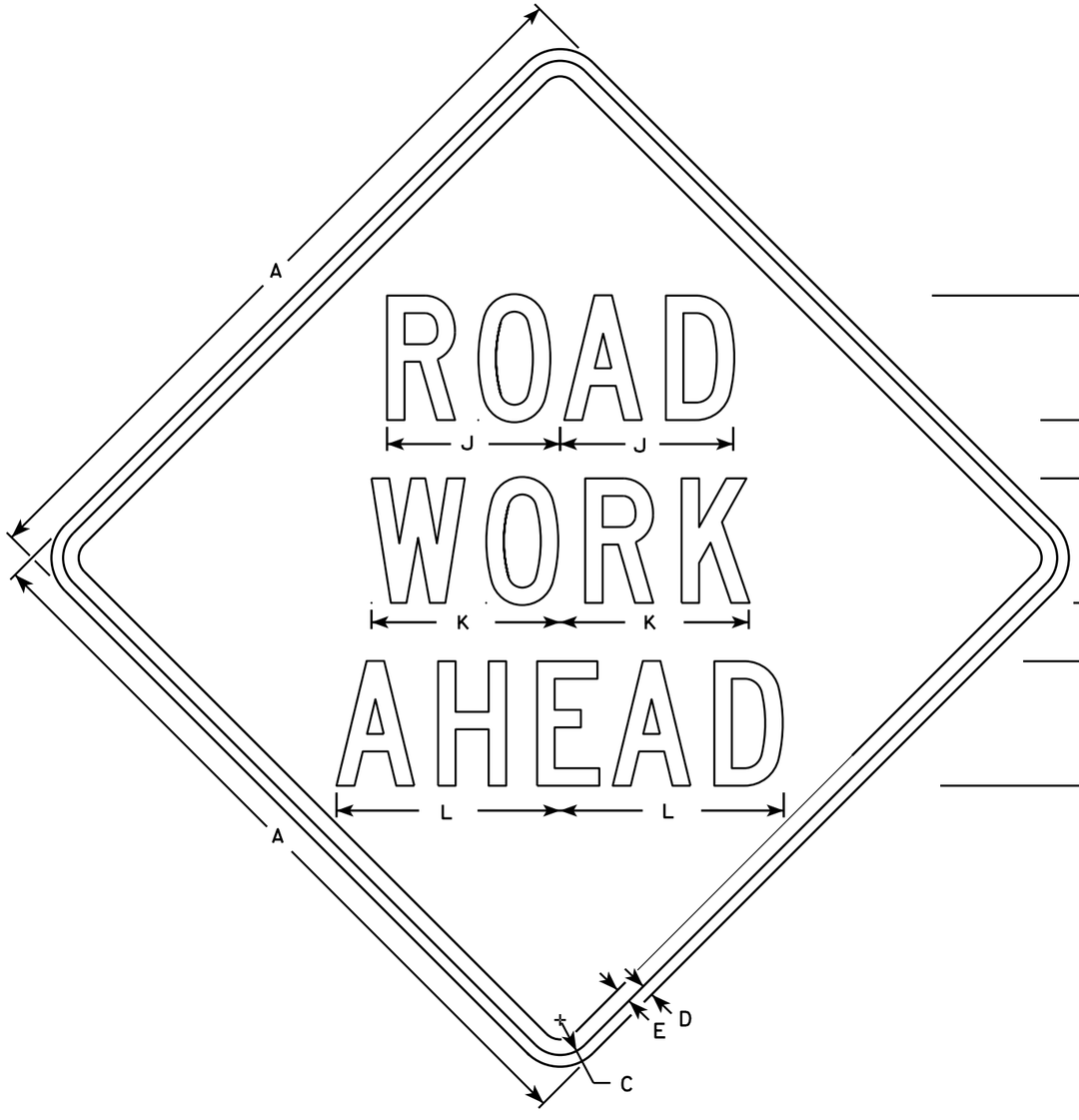
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

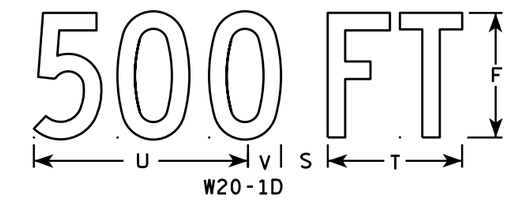
DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

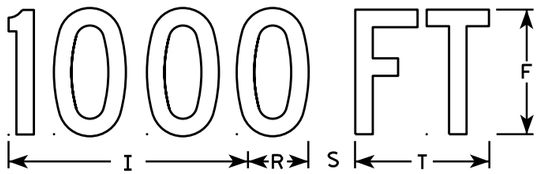
SHEET NO: 214 E



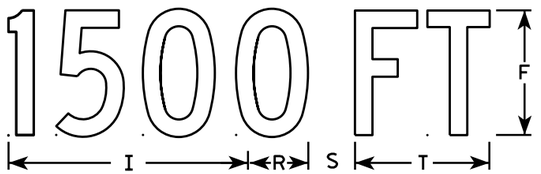
W20-1A



W20-1D



W20-1C



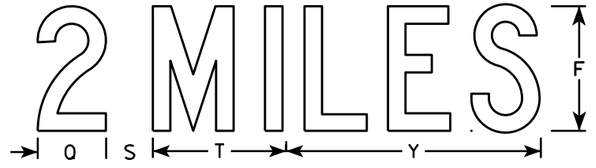
W20-1B



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	O	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

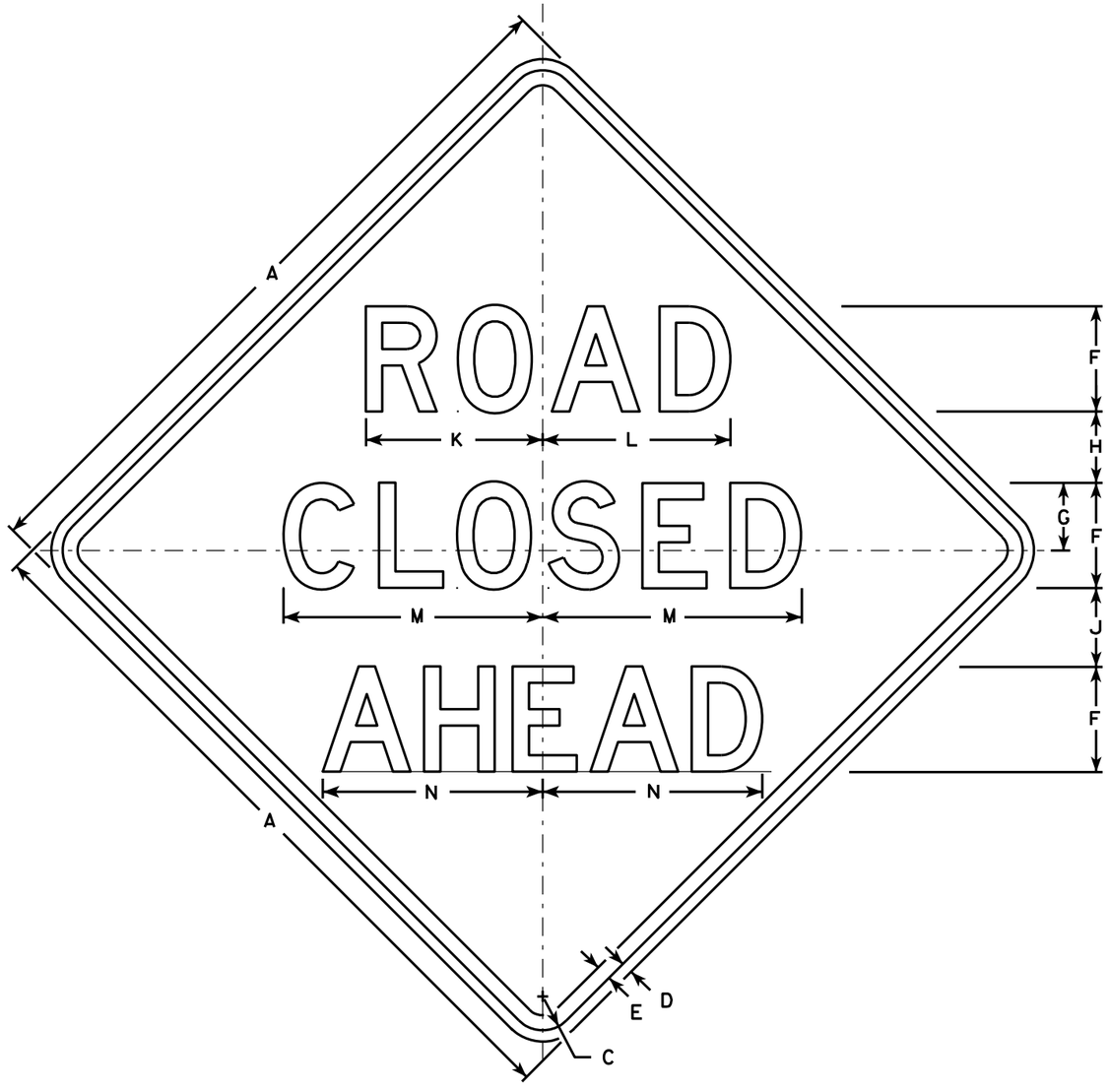
APPROVED

State Traffic Engineer

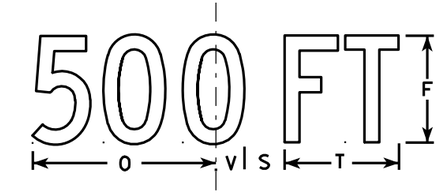
DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

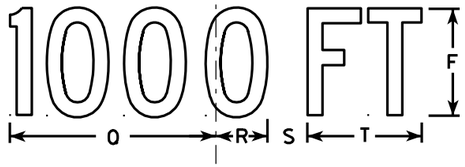
SHEET NO: E



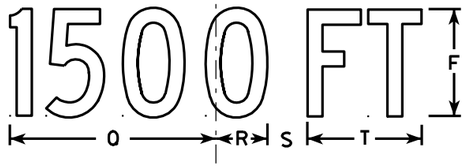
W20-3A



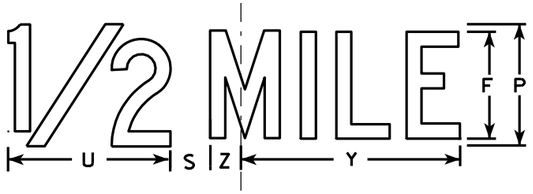
W20-3D



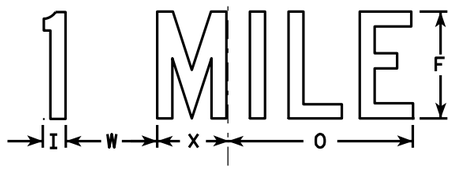
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

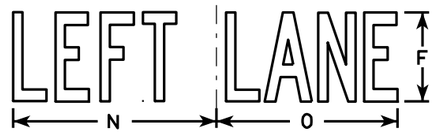
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

7

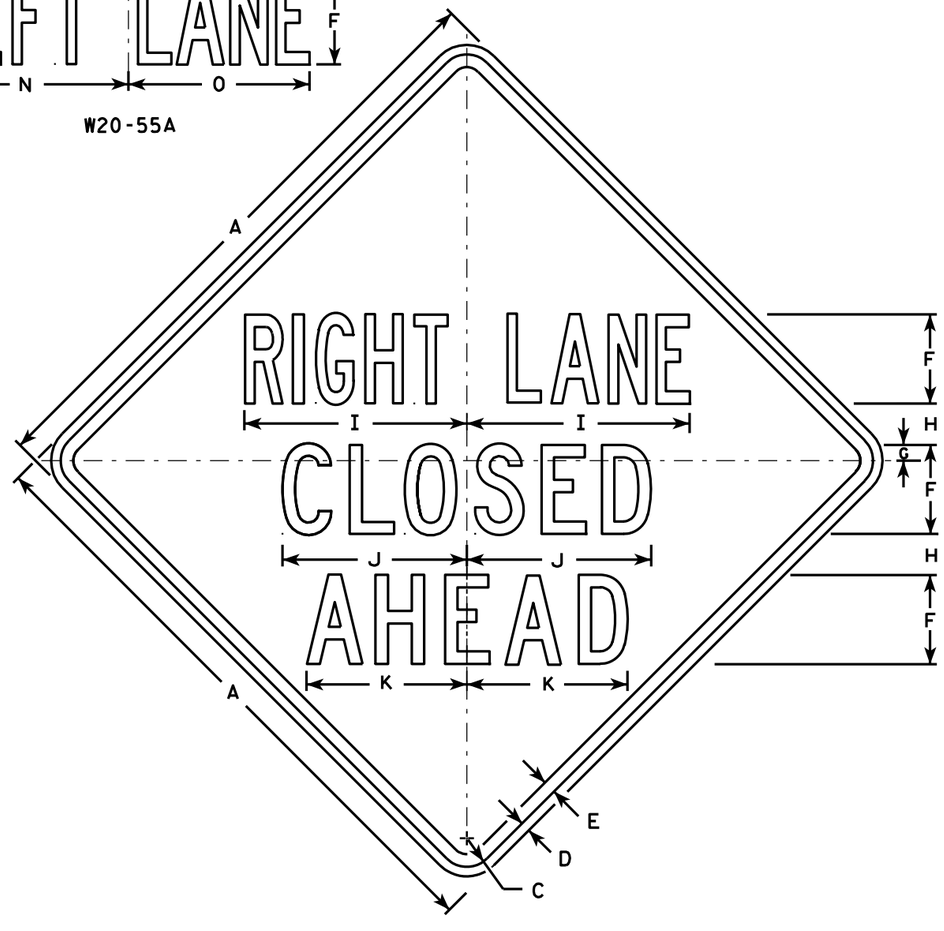
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



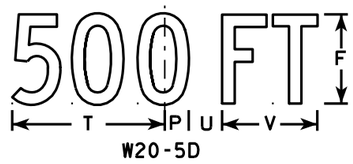
W20-56A



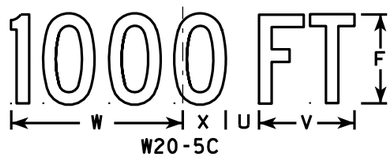
W20-55A



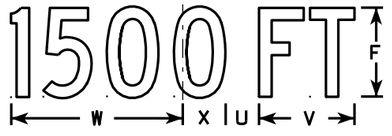
W20-5A



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

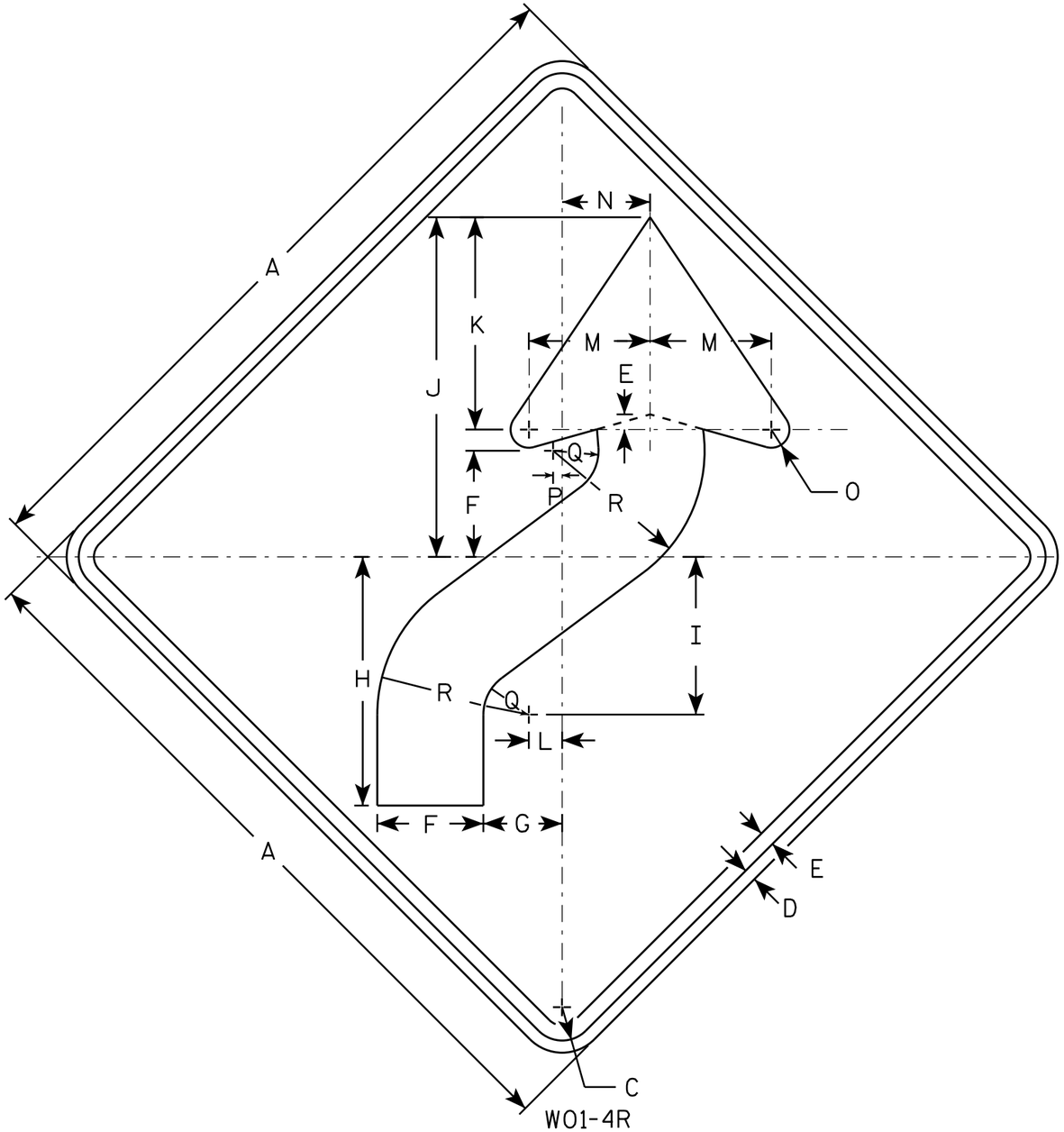
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 217	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



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

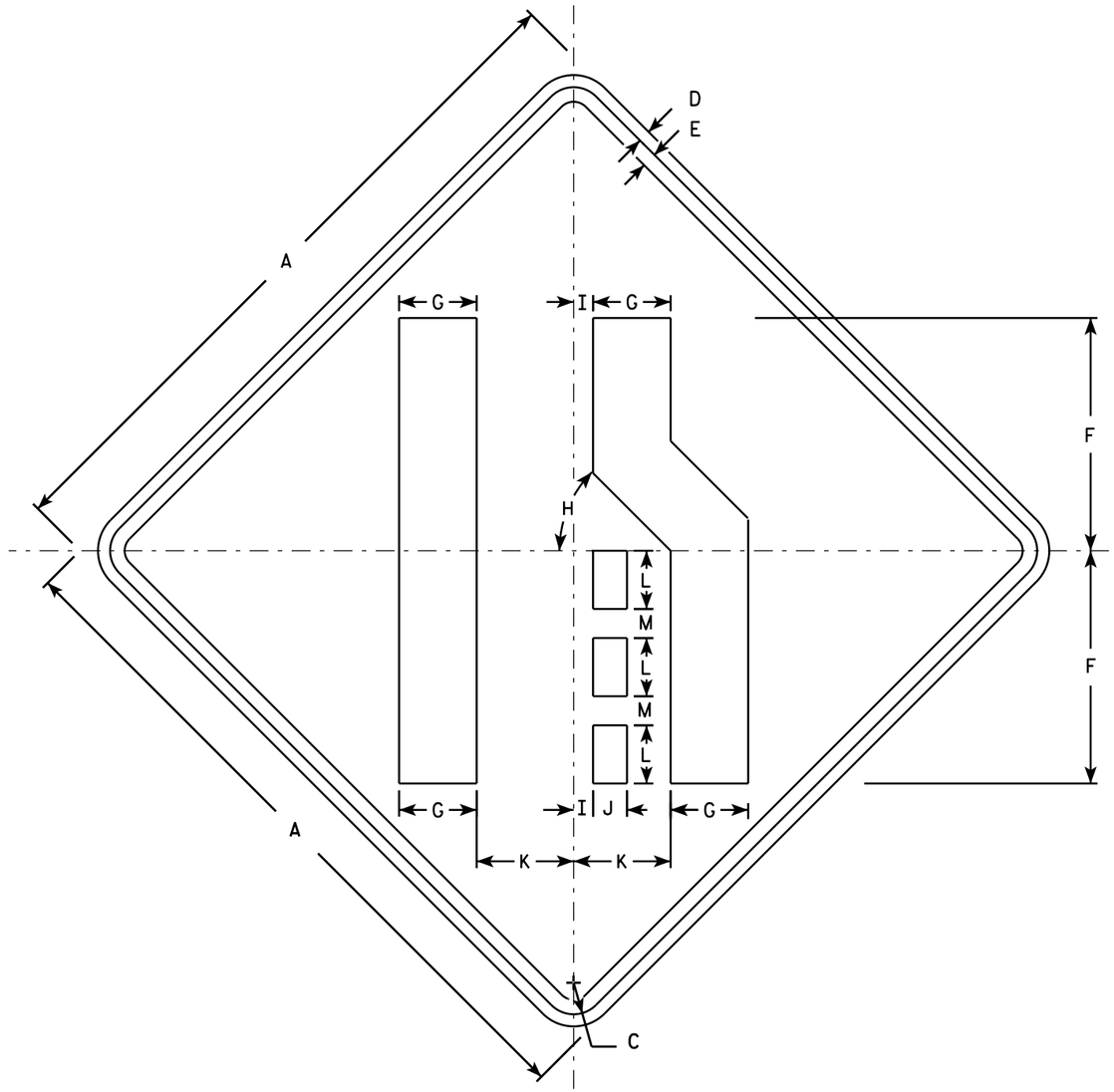
WISCONSIN DEPT OF TRANSPORTATION

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



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

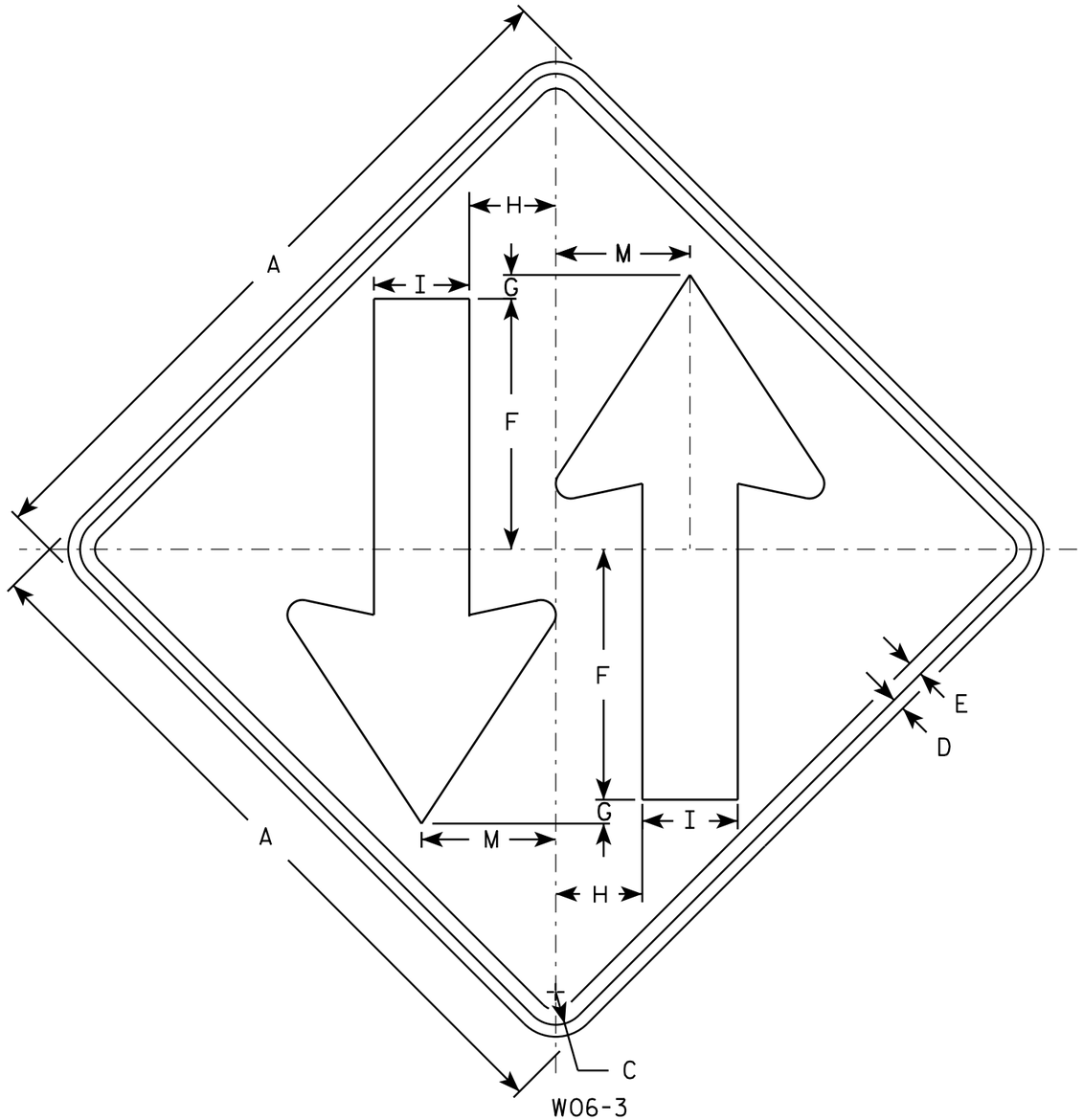
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 219 W04-2.1

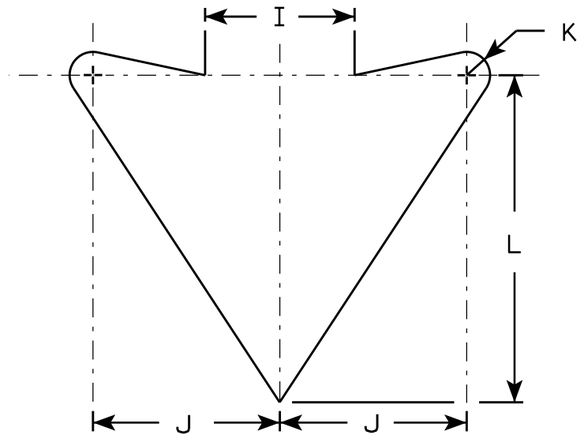
PROJECT NO: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 220 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

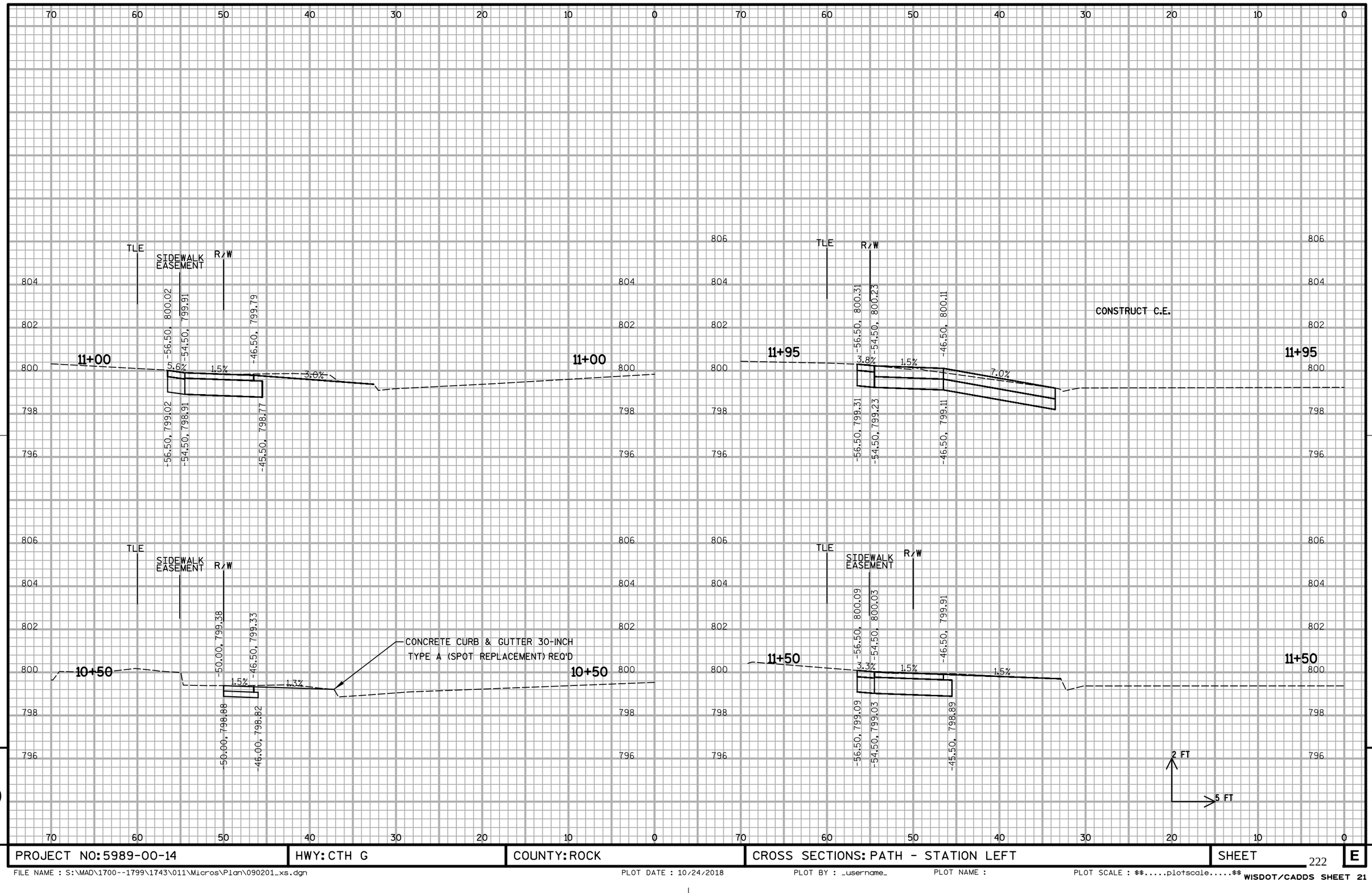
PRAIRIE AVE.									
		AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)	
STATION	DISTANCE	CUT	FILL	EBS	CUT NOTE 1	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.22
10+50.00		12	0	0	0	0	0	0	0
11+00.00	50	11	0	0	21	0	0	21	0
11+50.00	50	9	0	0	19	0	0	40	0
11+95.00	45	19	0	0	24	0	0	63	0
12+00.00	5	18	0	0	3	0	0	67	0
12+50.00	50	10	0	0	27	0	0	93	0
13+00.00	50	25	0	0	33	0	0	126	1
13+08.00	8	24	0	0	7	0	0	133	1
13+50.00	42	10	0	0	27	0	0	160	1
13+78.00	28	24	0	0	18	0	0	178	1
14+00.00	22	9	2	0	13	1	0	191	2
14+50.00	50	8	2	0	15	4	0	206	6
14+81.00	31	23	0	0	17	1	0	224	7
15+00.00	19	12	0	0	12	0	0	236	7
15+50.00	50	9	1	0	19	1	0	255	8
15+88.00	38	20	0	0	21	1	0	275	9
16+00.00	12	20	0	0	9	0	0	284	9
16+50.00	50	9	3	0	26	3	0	310	13
17+00.00	50	10	0	0	17	3	0	328	17
17+50.00	50	8	2	0	16	2	0	344	19
18+00.00	50	8	2	0	14	4	0	358	24
18+01.00	1	0	0	0	0	0	0	358	25
18+58.00	57	0	0	0	0	0	0	358	25
18+59.00	1	11	0	0	0	0	0	358	25
19+00.00	41	11	0	0	17	0	0	375	25
19+50.00	50	11	0	0	21	0	0	396	25
20+00.00	50	11	0	0	21	0	0	416	25
20+50.00	50	12	0	0	21	0	0	438	25
21+00.00	50	10	0	0	20	0	0	457	25
21+50.00	50	11	0	0	19	0	0	477	26
22+00.00	50	10	0	0	19	0	0	496	26
22+50.00	50	11	0	0	19	0	0	515	27
23+00.00	50	12	2	0	22	2	0	537	29
23+50.00	50	11	0	0	22	2	0	559	31
24+00.00	50	24	0	0	33	0	0	591	31
24+50.00	50	13	0	0	34	0	0	625	31
25+00.00	50	11	0	0	22	0	0	647	31
25+50.00	50	16	1	0	25	1	0	672	32
26+00.00	50	12	0	0	25	1	0	697	32
26+50.00	50	11	0	0	21	0	0	718	32
27+00.00	50	10	0	0	19	0	0	738	33
27+50.00	50	11	0	0	20	0	0	758	33
28+00.00	50	11	0	0	20	0	0	778	33
28+50.00	50	11	0	0	20	0	0	798	33
29+00.00	50	11	0	0	20	0	0	818	33
29+01.00	1	0	0	0	0	0	0	818	33
29+50.00	49	0	0	0	0	0	0	818	33
29+51.00	1	9	1	0	0	0	0	818	33
30+00.00	49	9	1	0	17	1	0	835	35
30+50.00	50	10	0	0	17	1	0	852	36
31+00.00	50	9	0	0	17	1	0	870	37
31+50.00	50	9	1	0	17	1	0	887	38
32+00.00	50	9	1	0	17	1	0	904	39
32+39.00	39	13	0	0	16	1	0	920	40
32+50.00	11	9	1	0	5	0	0	924	40
33+00.00	50	10	0	0	17	1	0	942	41
33+50.00	50	9	1	0	18	1	0	959	42
34+00.00	50	10	0	0	17	1	0	977	43
34+50.00	50	11	0	0	19	0	0	995	43
35+00.00	25	10	0	0	9	0	0	1,005	44
35+50.00	150	9	0	0	53	1	0	1,058	44
36+17.00	67	9	0	0	23	0	0	1,081	45
36+18.00	1	0	0	0	0	0	0	1,081	45
36+67.00	49	0	0	0	0	0	0	1,081	45
36+68.00	1	9	0	0	0	0	0	1,081	45
37+50.00	82	9	0	0	28	1	0	1,109	46
38+00.00	50	9	0	0	17	0	0	1,126	46
38+50.00	50	10	0	0	18	0	0	1,144	47
39+00.00	50	9	1	0	18	1	0	1,162	48
39+50.00	50	9	1	0	17	1	0	1,179	50
40+00.00	50	8	1	0	15	2	0	1,194	52
40+50.00	50	9	1	0	16	2	0	1,211	54
41+00.00	50	9	1	0	17	1	0	1,228	55
41+50.00	50	9	1	0	17	1	0	1,245	57
42+00.00	50	9	1	0	17	1	0	1,262	58

CON'T ABOVE

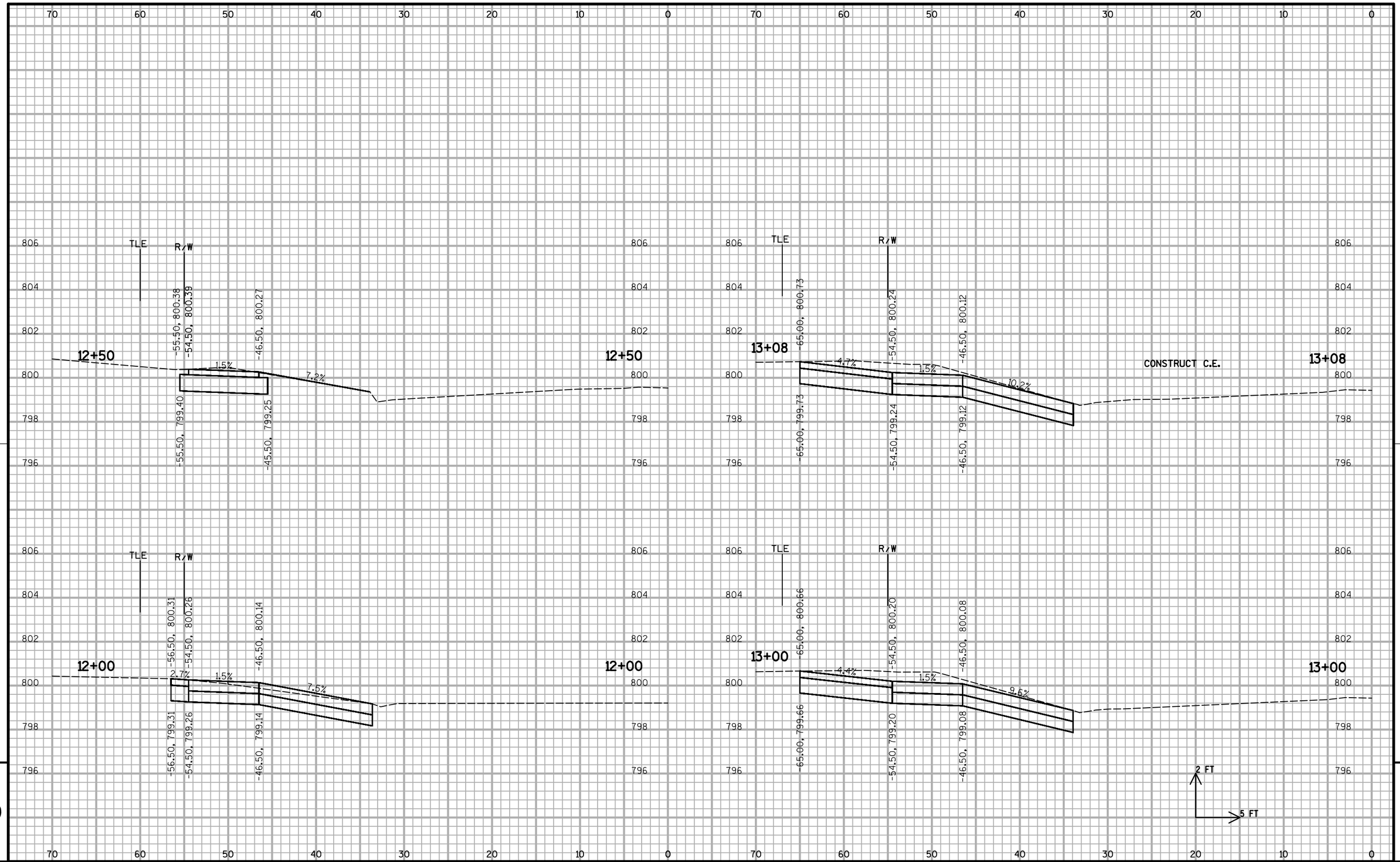
42+50.00	100	9	0	0	35	2	0	1,297	61
43+00.00	50	9	0	0	17	1	0	1,314	62
43+50.00	50	24	0	0	31	1	0	1,345	62
44+17.00	67	24	0	0	60	0	0	1,405	63
44+18.00	1	0	0	0	0	0	0	1,405	63
44+96.00	78	0	0	0	0	0	0	1,405	63
44+97.00	1	9	0	0	0	0	0	1,406	63
45+50.00	53	9	0	0	18	1	0	1,424	64
46+00.00	50	10	0	0	18	0	0	1,442	64
46+50.00	50	8	0	0	17	0	0	1,459	64
47+00.00	50	11	0	0	18	0	0	1,477	64
47+50.00	50	9	0	0	19	0	0	1,496	64
48+00.00	50	10	0	0	17	0	0	1,513	65
48+43.00	43	14	0	0	19	0	0	1,532	65
48+50.00	7	14	0	0	4	0	0	1,536	65
48+93.00	43	13	0	0	21	0	0	1,557	65
49+00.00	7	14	0	0	3	0	0	1,561	65
49+50.00	50	9	0	0	21	0	0	1,582	65
50+00.00	50	9	0	0	17	1	0	1,599	66
50+26.00	26	16	0	0	12	0	0	1,611	66
50+50.00	24	10	0	0	11	0	0	1,622	66
51+00.00	50	9	1	0	17	1	0	1,640	67
51+50.00	50	10	0	0	18	1	0	1,658	68
52+00.00	50	10	0	0	18	0	0	1,676	69
52+19.00	19	10	0	0	7	0	0	1,683	69
52+20.00	1	0	0	0	0	0	0	1,683	69
52+69.00	49	0	0	0	0	0	0	1,683	69
52+70.00	1	11	0	0	0	0	0	1,683	69
53+00.00	30	11	0	0	12	0	0	1,695	69
53+50.00	50	9	0	0	18	0	0	1,713	69
54+00.00	50	13	0	0	21	0	0	1,734	69
54+50.00	50	76	1	4	83	1	4	1,817	70
55+00.00	50	90	2	5	154	3	8	1,971	73
55+50.00	50	85	11	4	162	13	8	2,133	89
56+00.00	50	83	8	4	155	18	8	2,288	111
56+50.00	50	76	9	4	147	16	7	2,435	130
57+00.00	50	94	5	5	157	13	8	2,593	146
57+50.00	50	97	4	5	176	9	9	2,769	157
58+00.00	50	95	4	5	177	8	9	2,946	166
58+50.00	50	97	4	5	178	7	9	3,124	175
59+00.00	50	101	4	5	183	7	9	3,307	183
59+19.00	19	102	4	5	71	3	4	3,378	187
59+50.00	31	109	3	5	121	4	6	3,500	192
60+00.00	50	93	4	5	188	7	9	3,687	200
60+50.00	50	46	1	2	129	5	6	3,816	206
60+84.00	34	51	0	3	61	1	3	3,877	207
61+00.00	16	16	0	0	20	0	1	3,896	207
61+50.00	50	8	1	0	22	1	0	3,918	209
62+00.00	50	19	5	0	25	6	0	3,943	216
62+55.00	55	19	5	0	39	11	0	3,982	230
62+56.00	1	0	0	0	0	0	0	3,982	230
63+05.00	49	0	0	0	0	0	0	3,982	230
63+06.00	1	19	3	0	0	0	0	3,983	230
63+50.00	44	19	3	0	31	5	0	4,014	236
64+00.00	50	17	9	0	34	12	0	4,048	250
64+50.00	50	25	8	0	39	16	0	4,088	270
64+84.00	34	17	20	0	26	18	0	4,114	291
65+00.00	16	16	12	0	10	9	0	4,124	303
65+50.00	50	23	2	0	37	12	0	4,160	318
66+00.00	50	27	2	0	46	3	0	4,206	322
66+50.00	50	20	1	0	43	3	0	4,250	325
67+00.00	50	18	3	0	35	4	0	4,285	330
67+50.00	50	18	2	0	34	5	0	4,318	336
67+75.00	25	21	2	0	18	2	0	4,336	338
68+00.00	25	15	4	0	17	3	0	4,353	342
68+35.00	35	26	1	0	27	4	0	4,380	346
68+50.00	15	18	1	0	12	1	0	4,392	347
69+00.00	50	20	1	0	35	2	0	4,427	349
69+23.00	23	20	2	0	17	1	0	4,444	351
69+50.00	27	19	3	0	19	2	0	4,464	354
70+00.00	50	20	3	0	36	6	0	4,500	361
70+50.00	50	9	4	0	27	7	0	4,527	369
70+70.00	20	15	4	0	9	3	0	4,536	373
71+00.00	30	8	5	0	13	5	0	4,549	380
71+50.00	50	8	5	0	15	10	0	4,564	392
72+00.00	50	5	8	0	12	13	0	4,576	407
72+21.00	21	5	8	0	4	6	0	4,580	415
			COLUMN TOTALS		4,580	340	107		

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 222	E



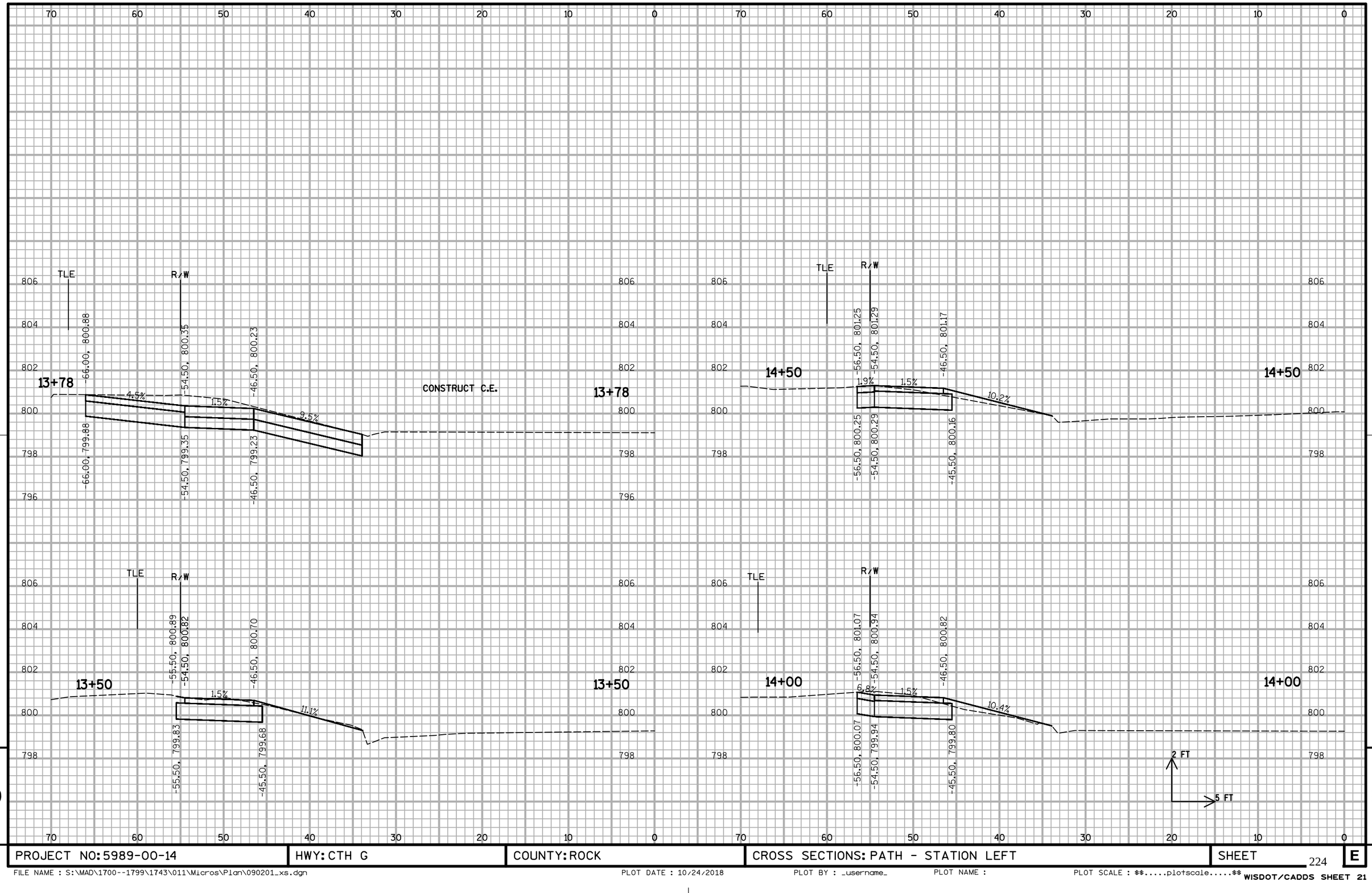
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

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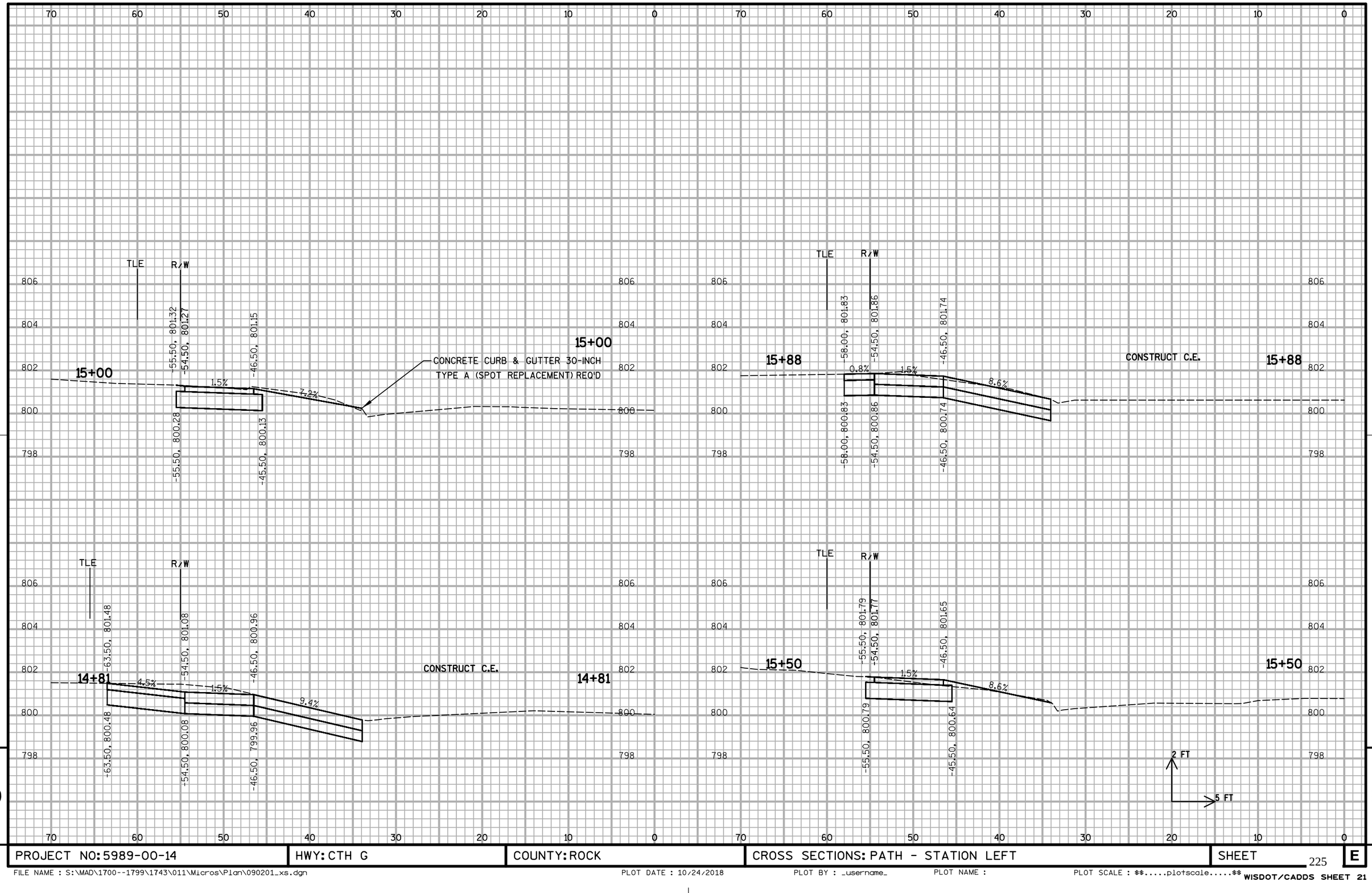
WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 224	E

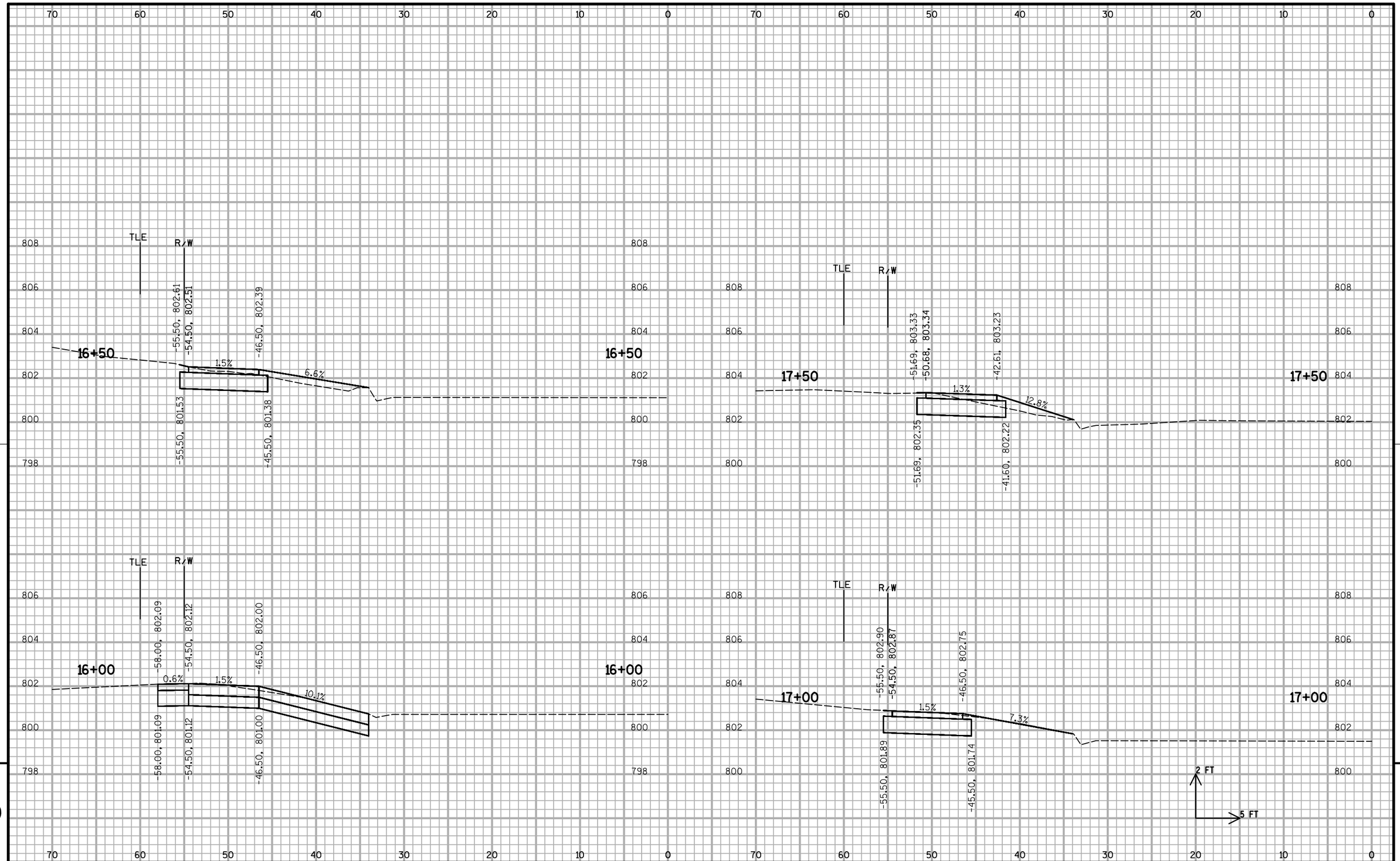


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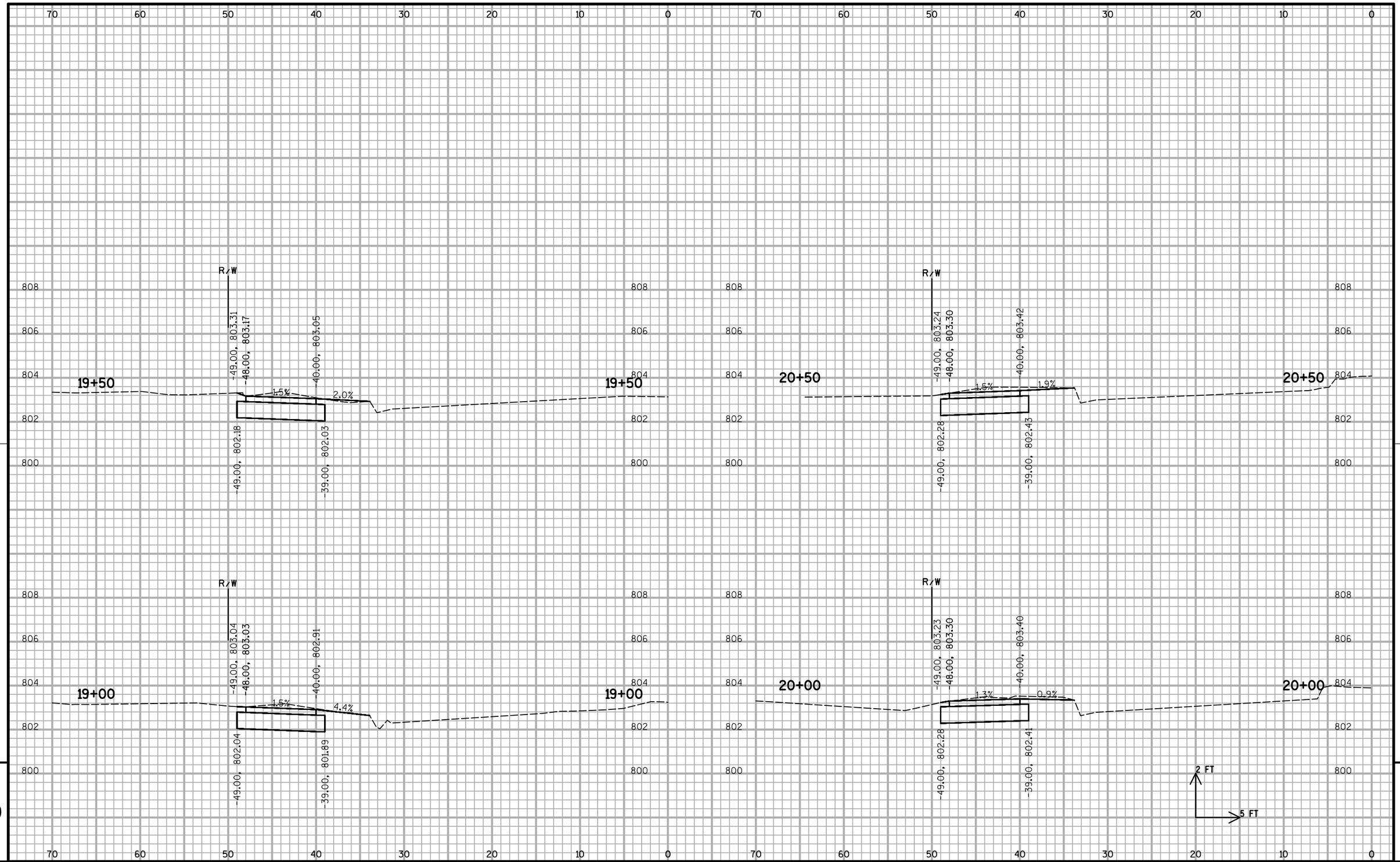
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

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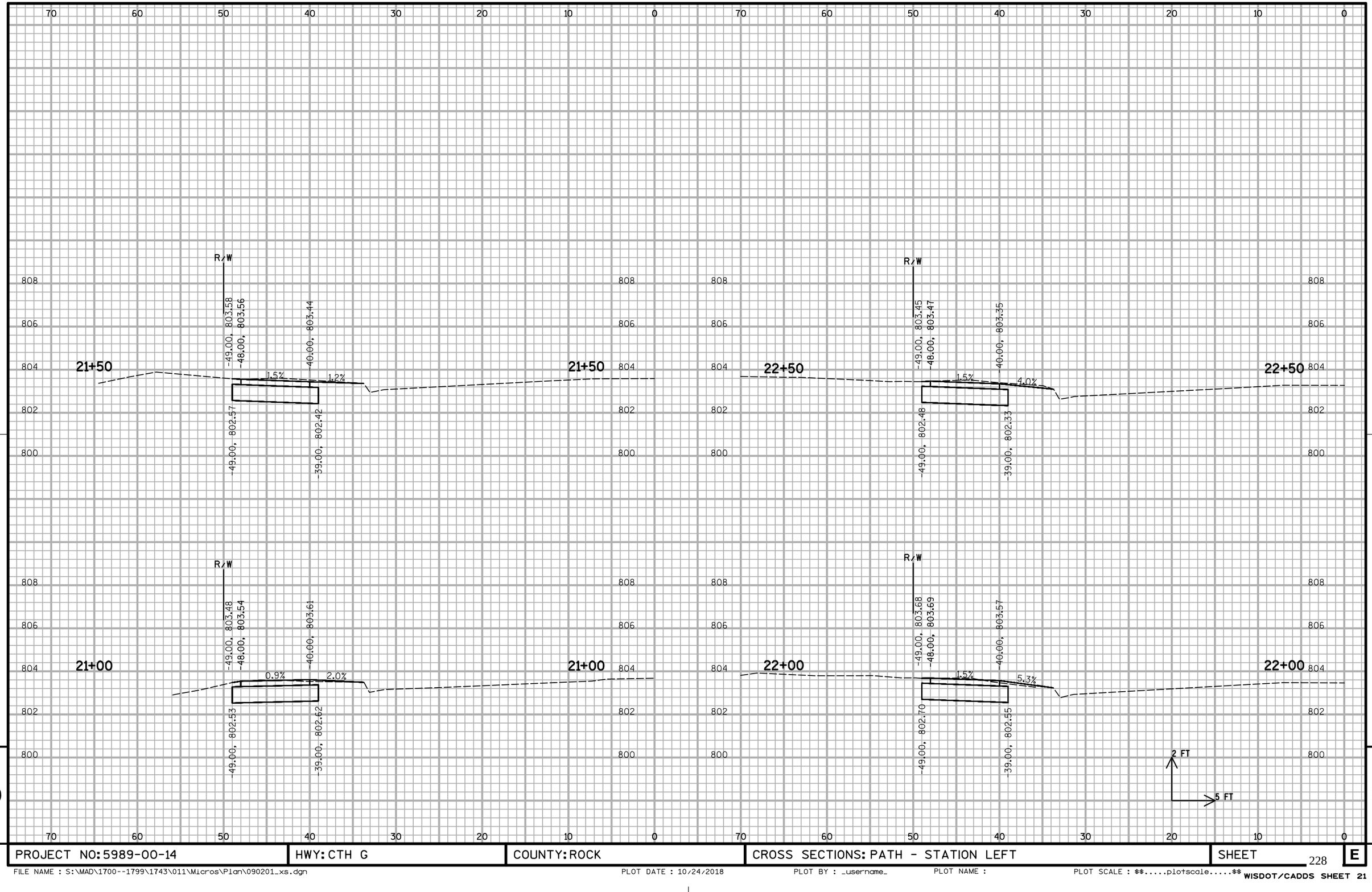
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

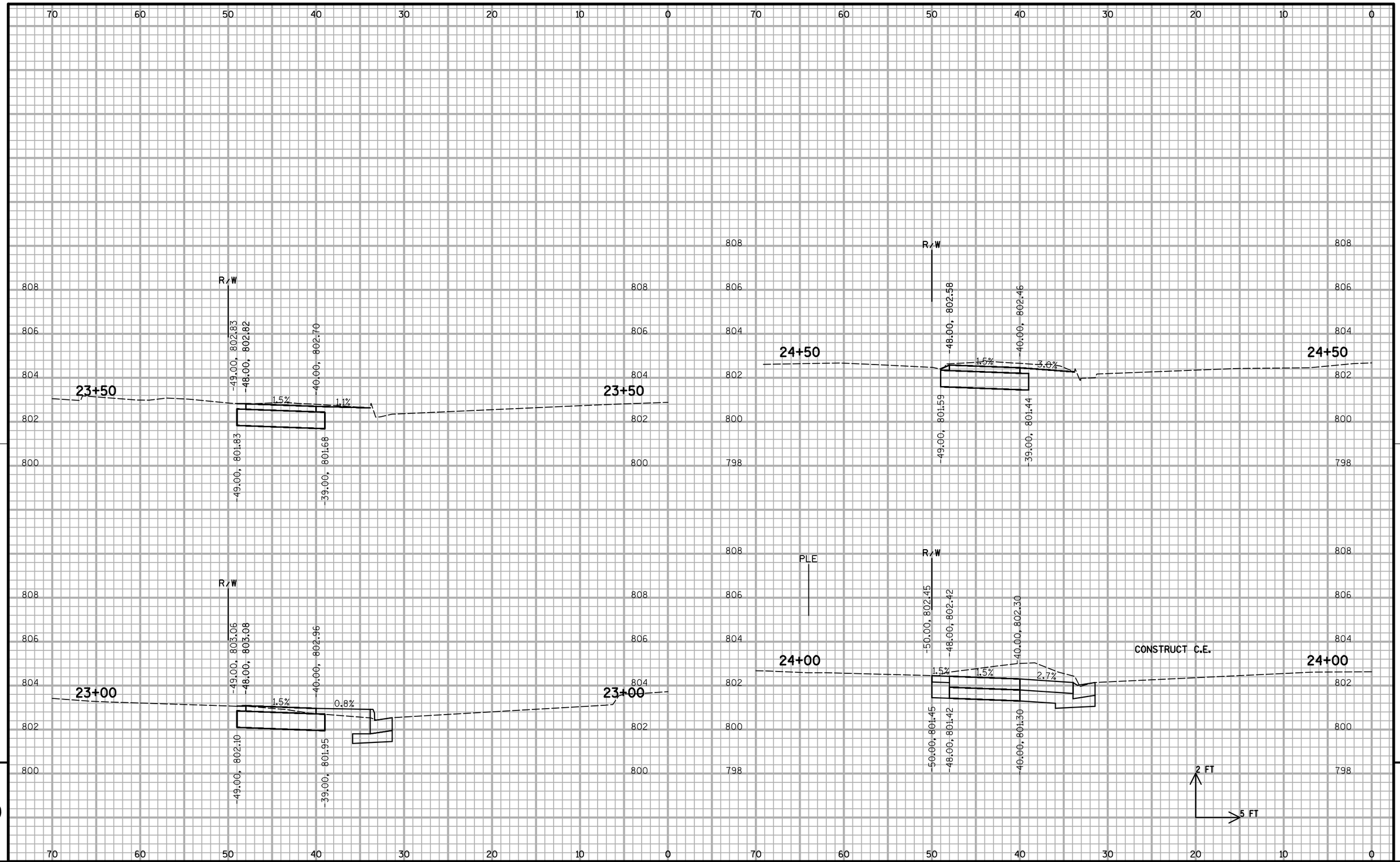


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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



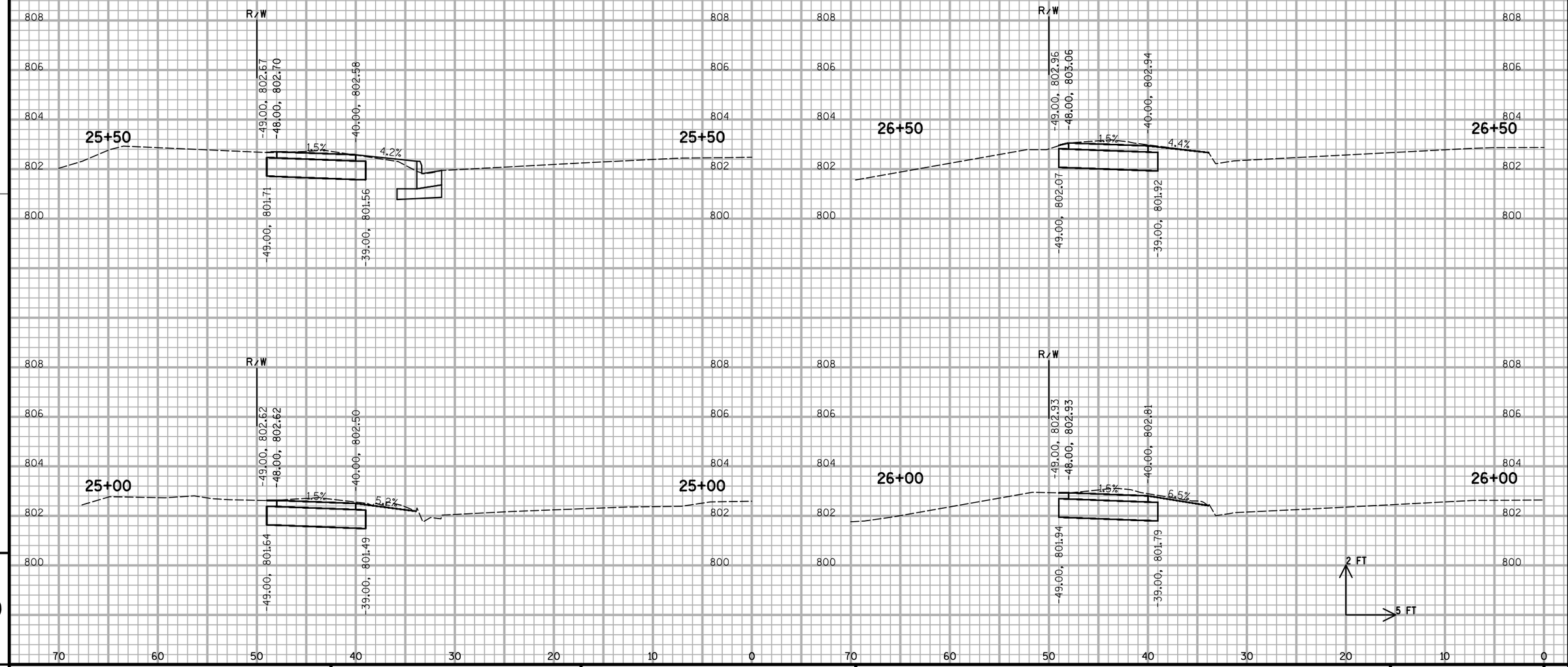
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

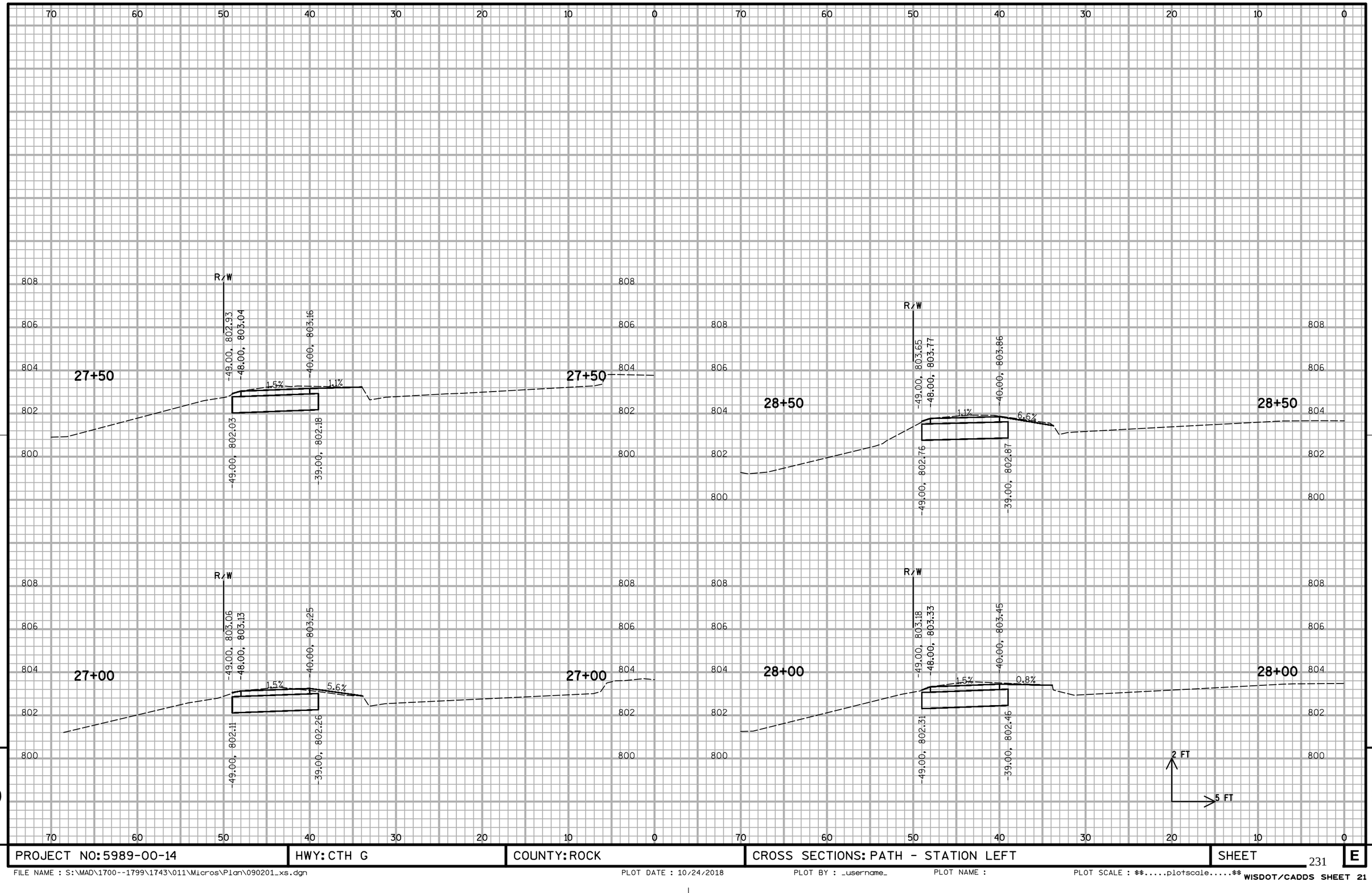
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WISDOT/CADDS SHEET 21



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

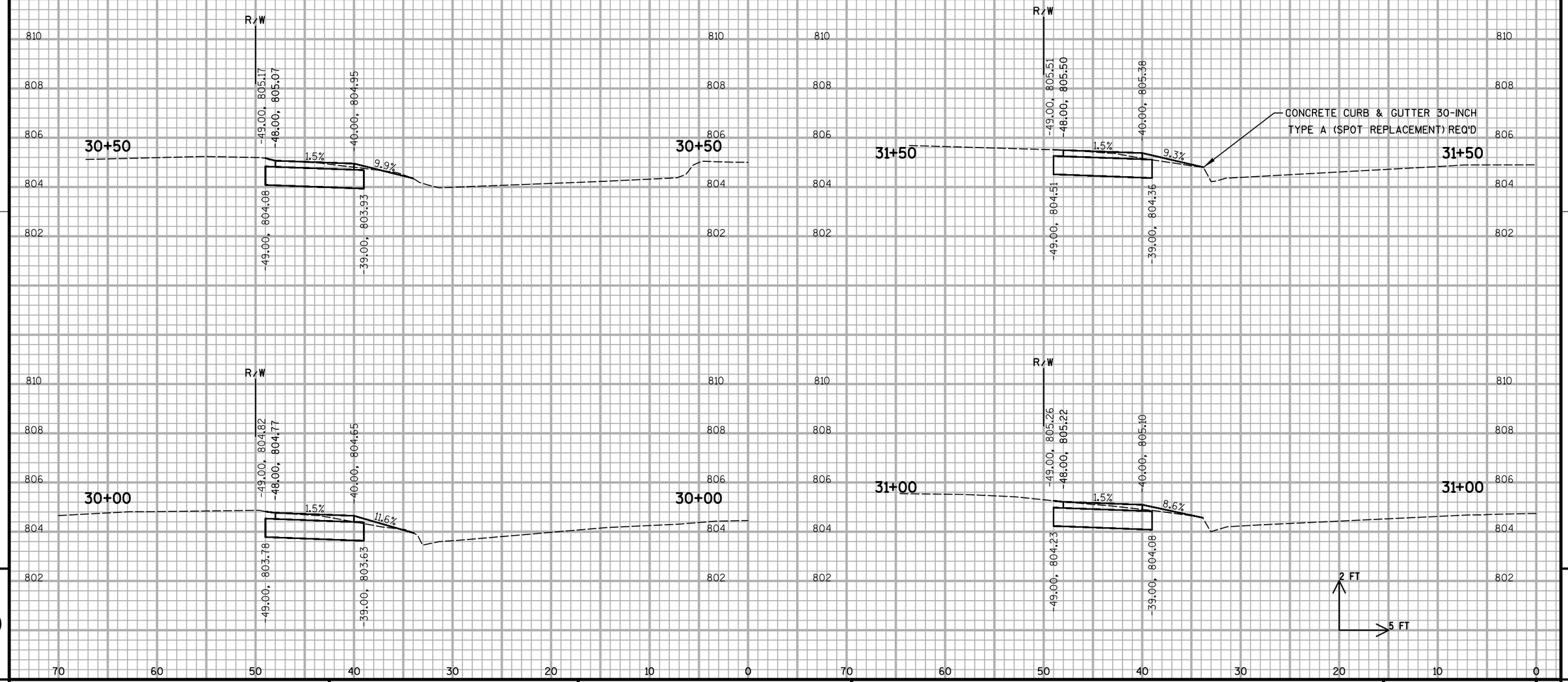


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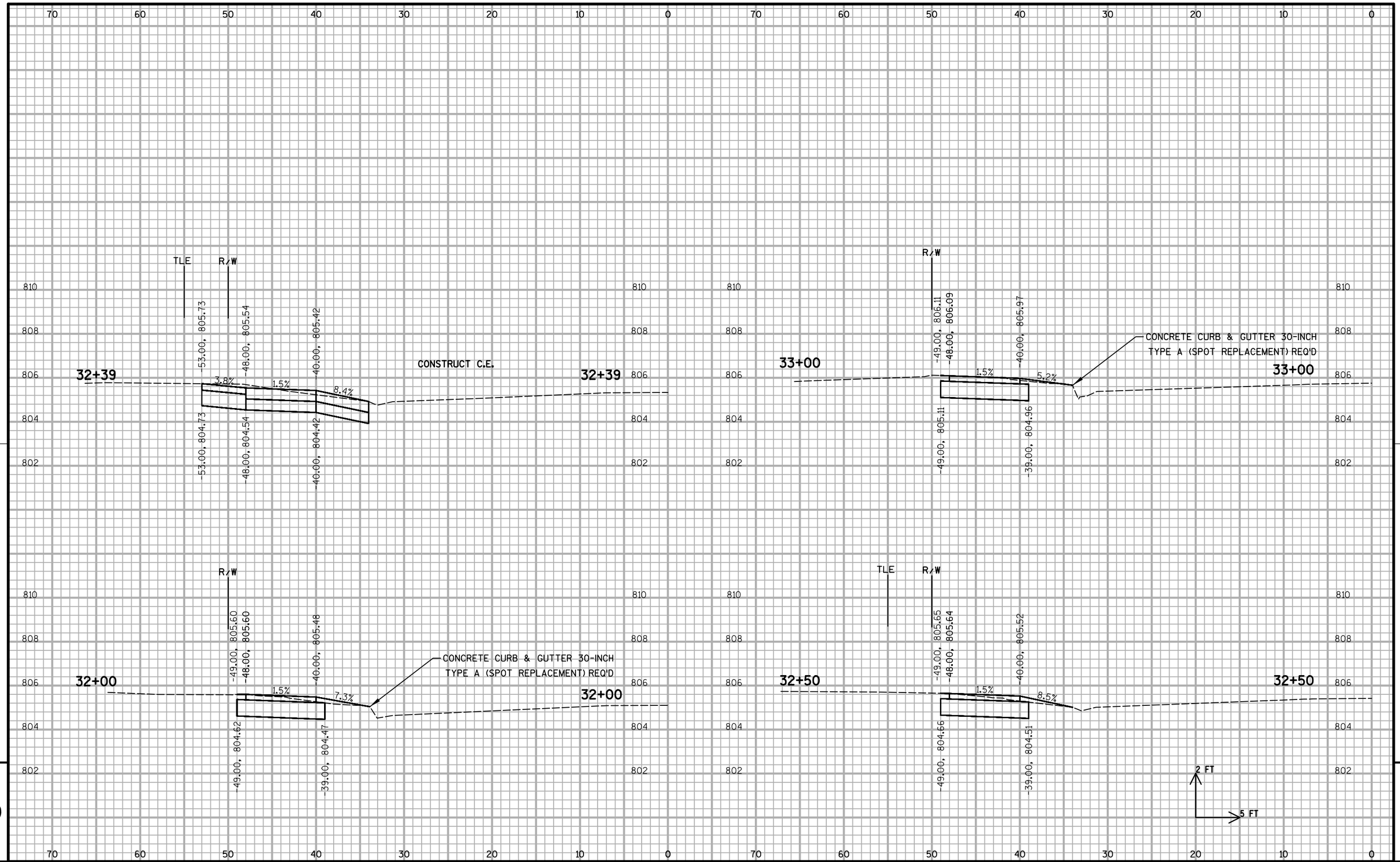
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



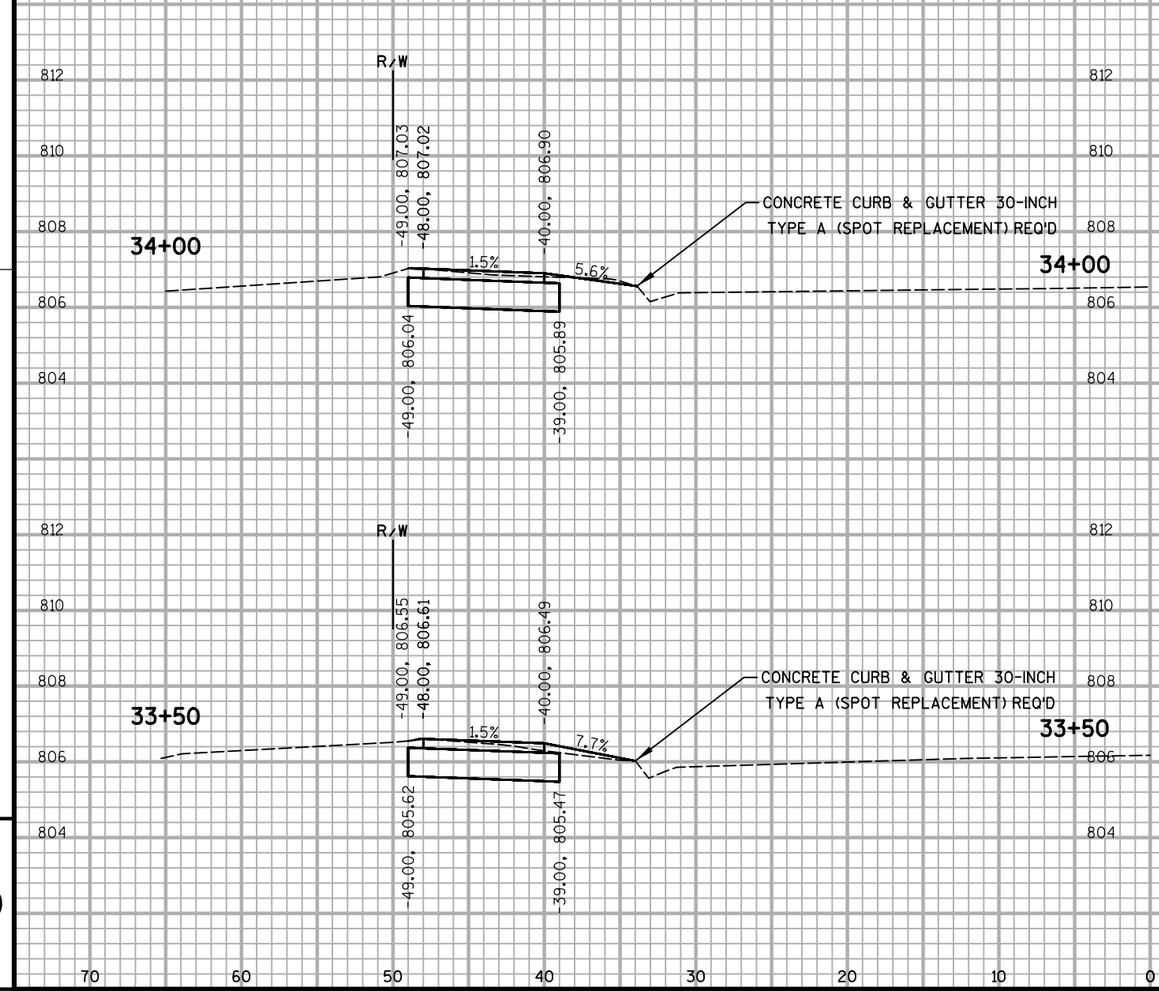
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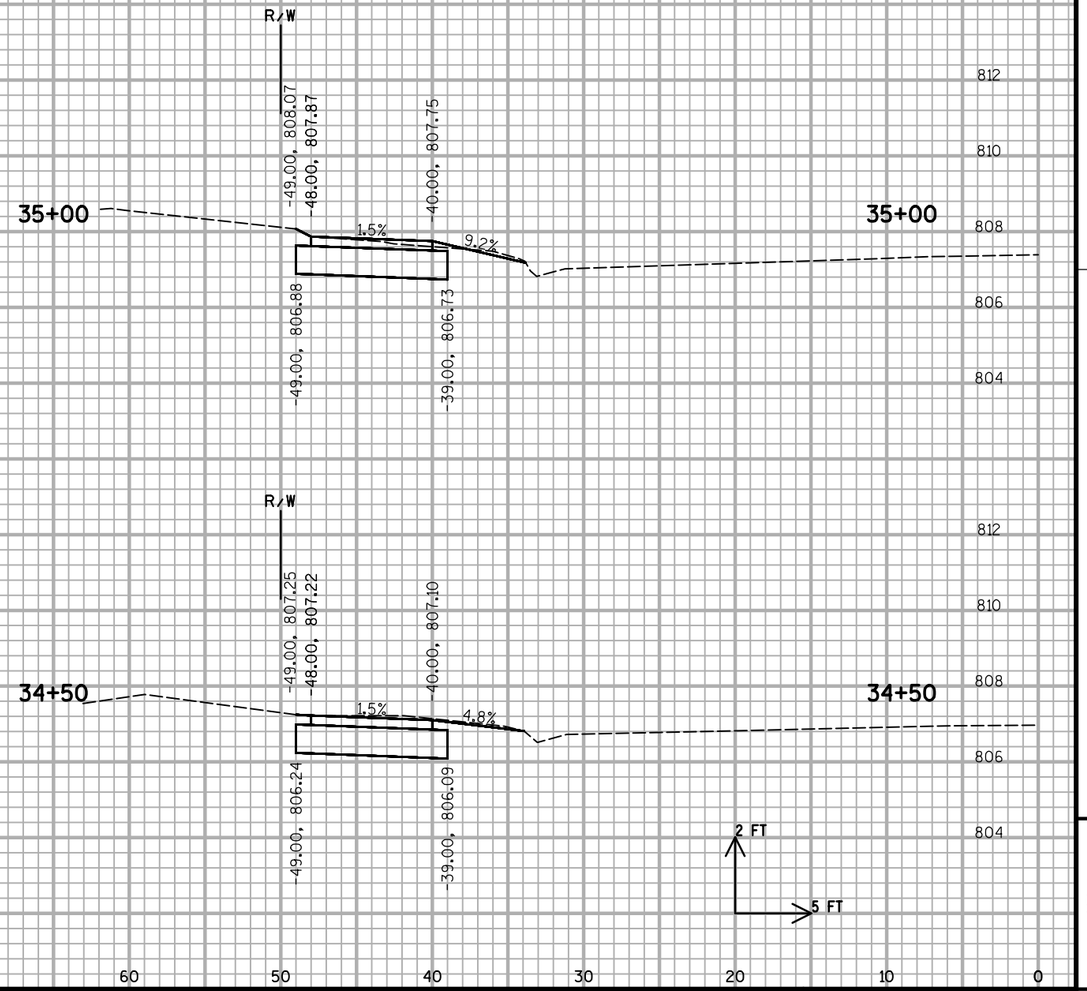
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 233	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

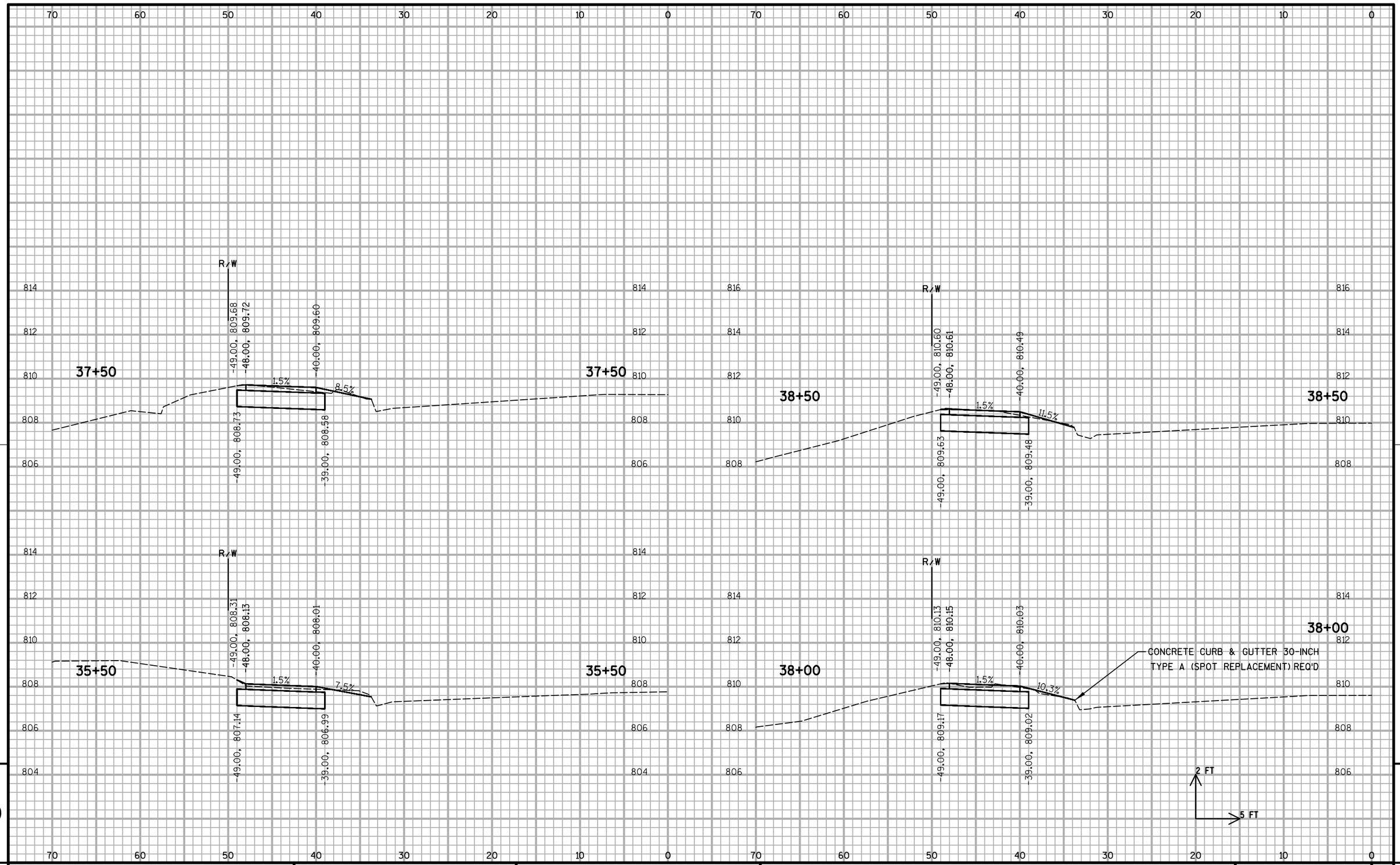
WISDOT/CADDS SHEET 21



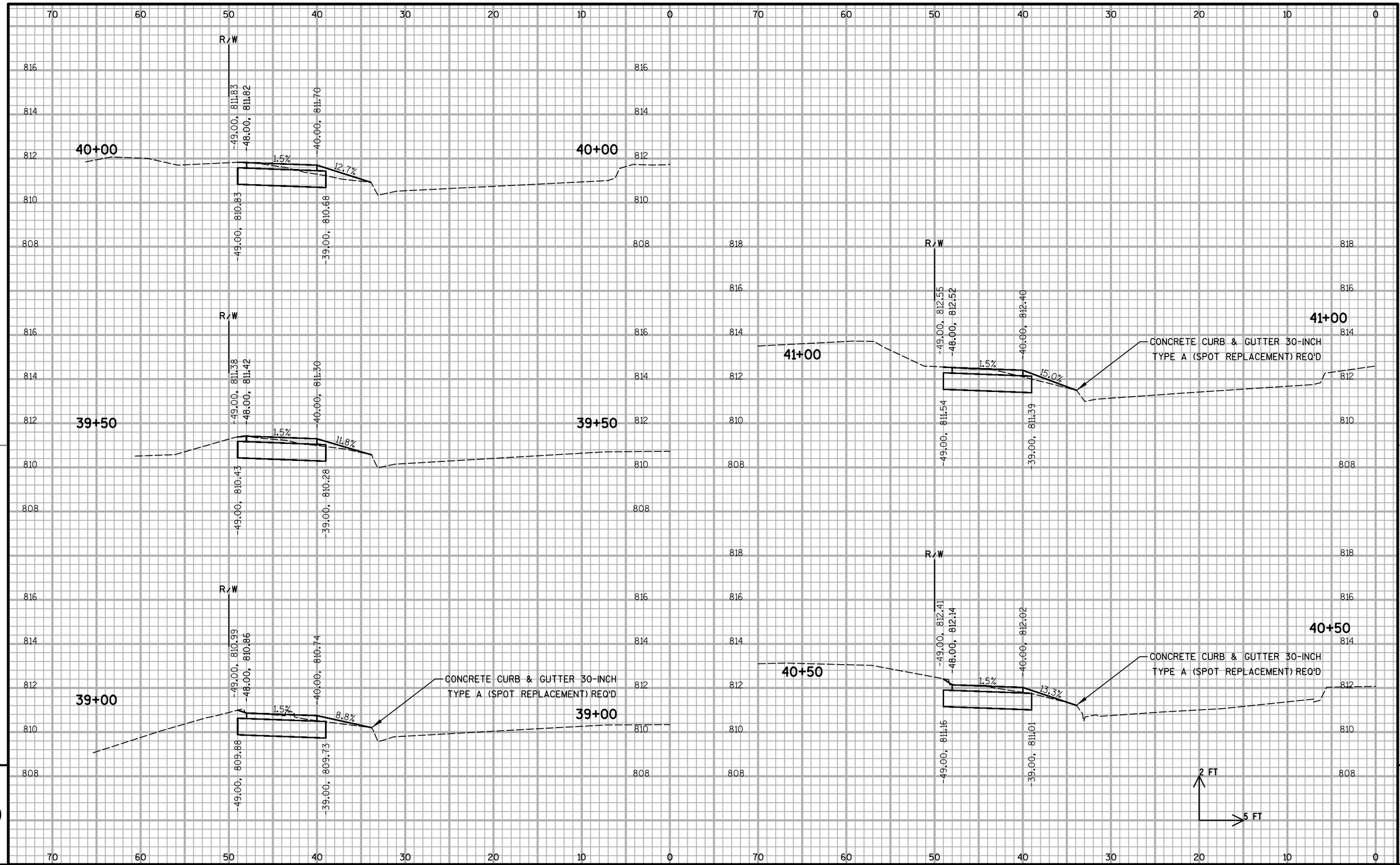


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 234	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 235 E

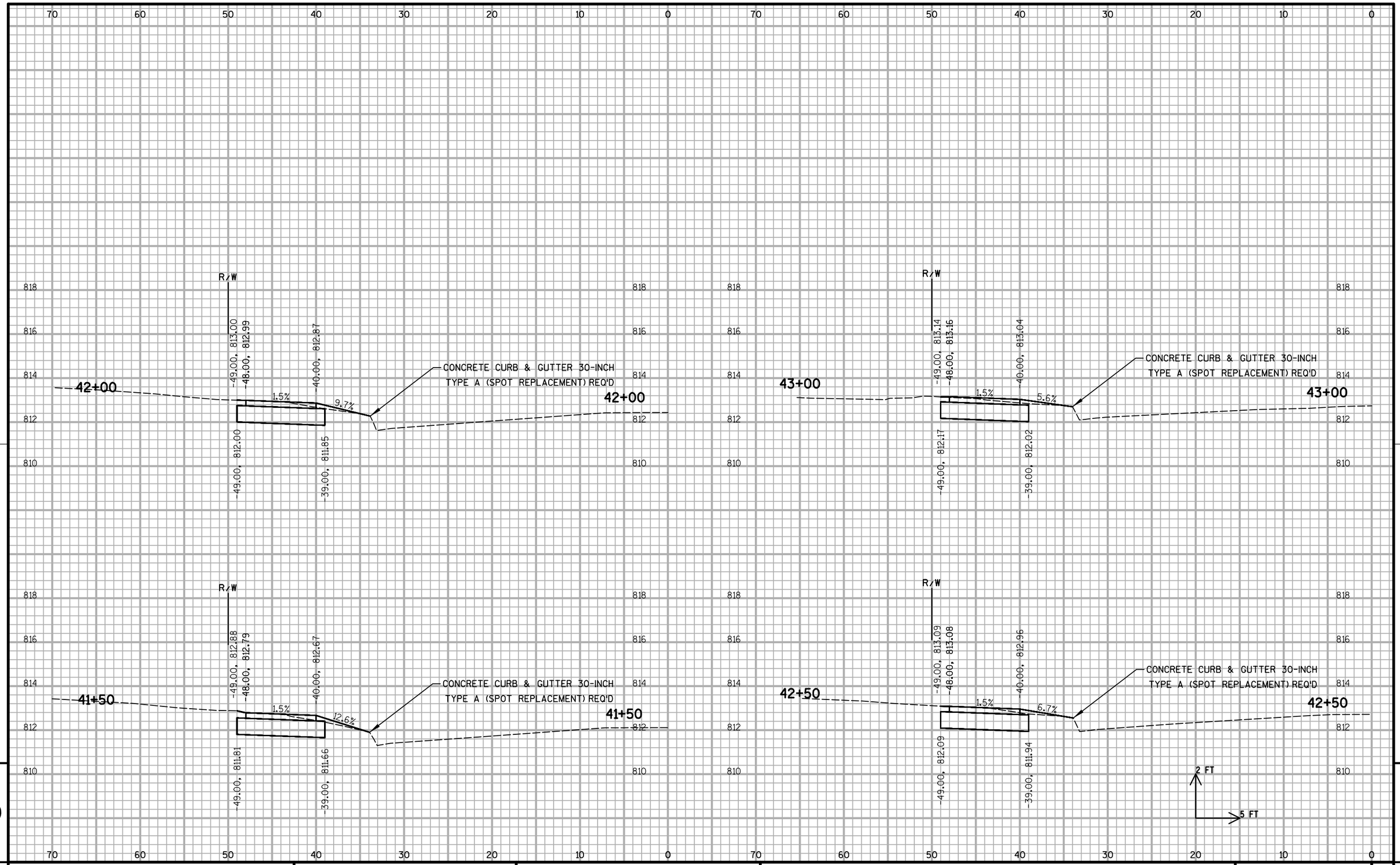


9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

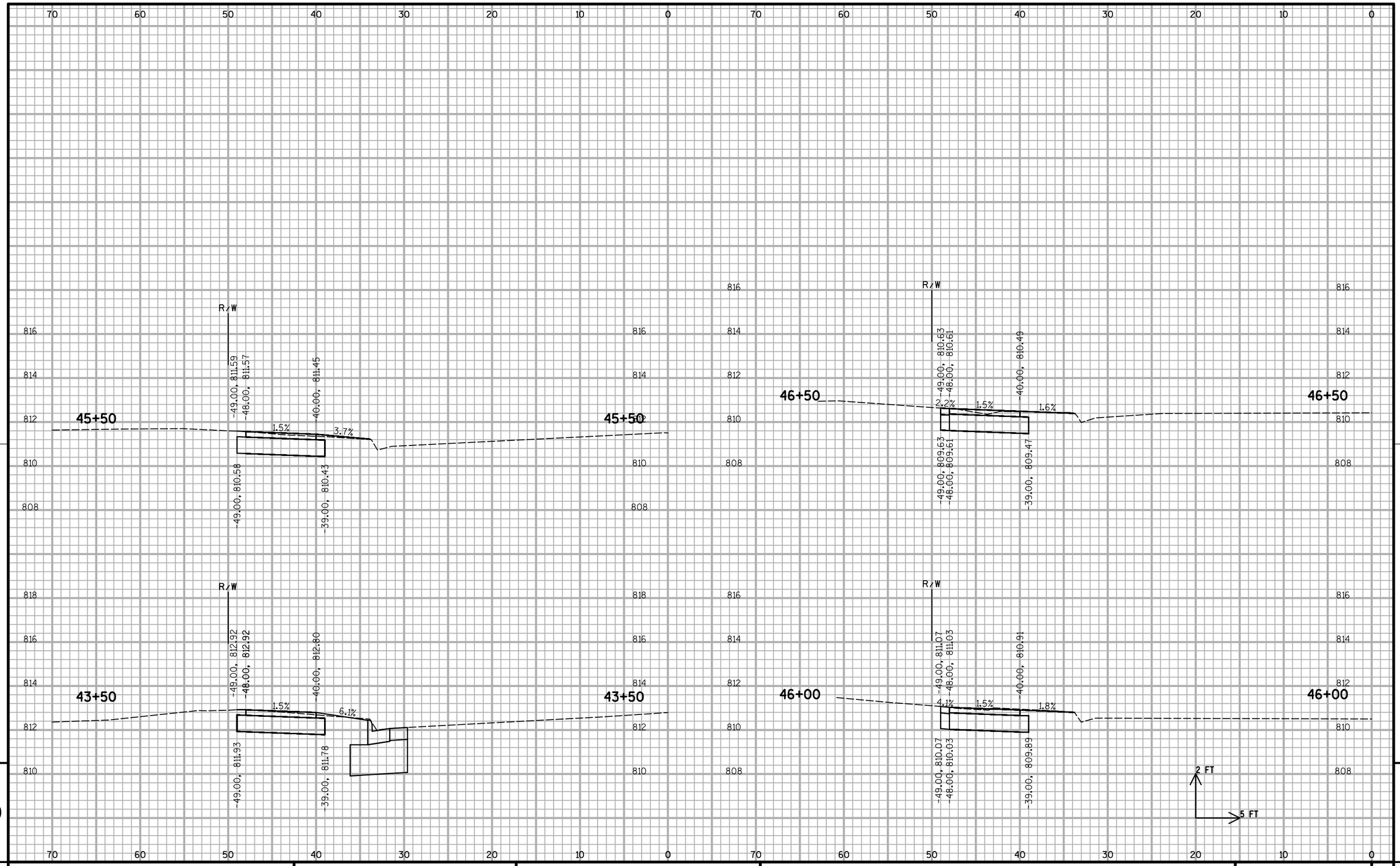
WISDOT/CADDS SHEET 21



9

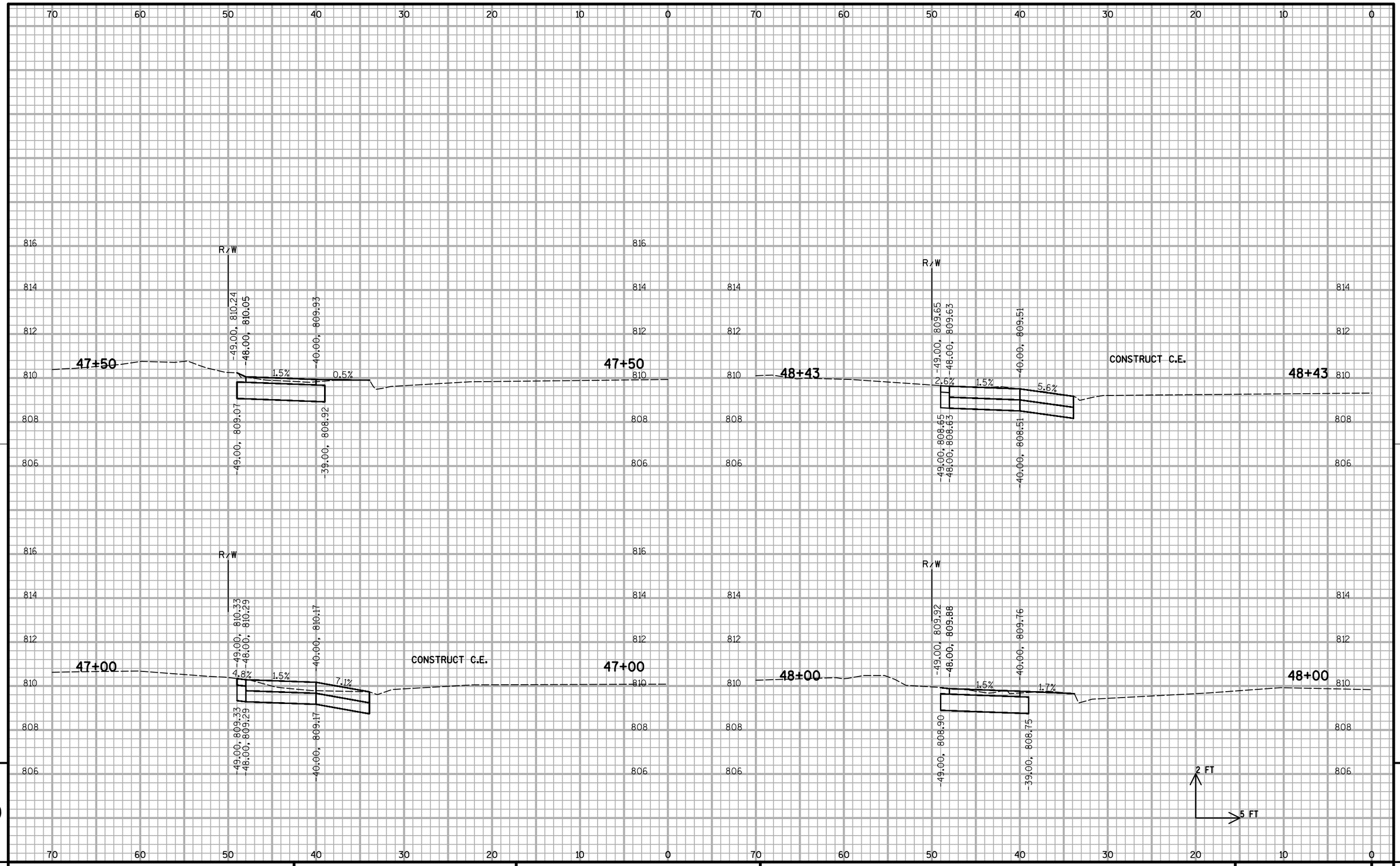
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 237	E



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 238	E

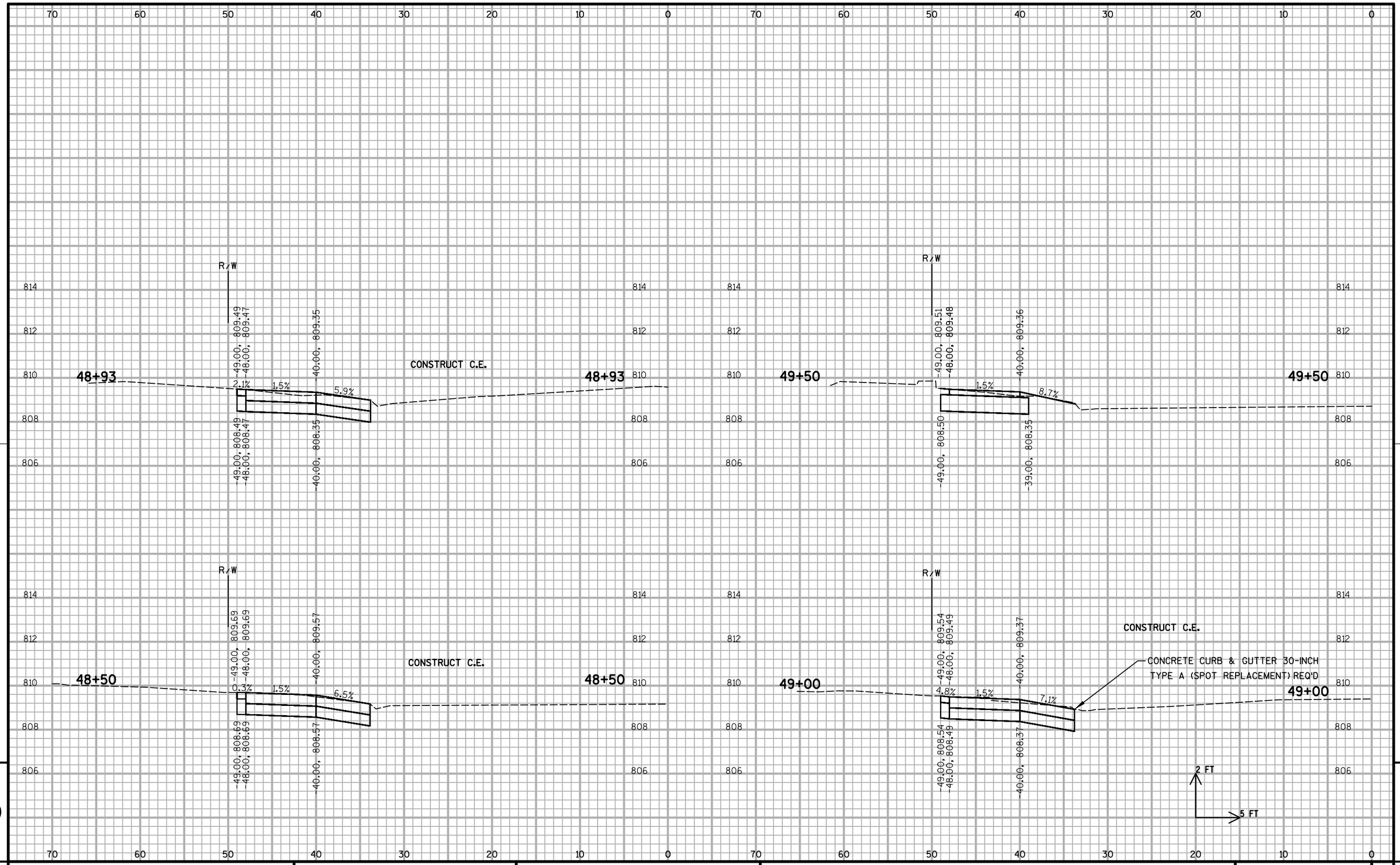
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

9

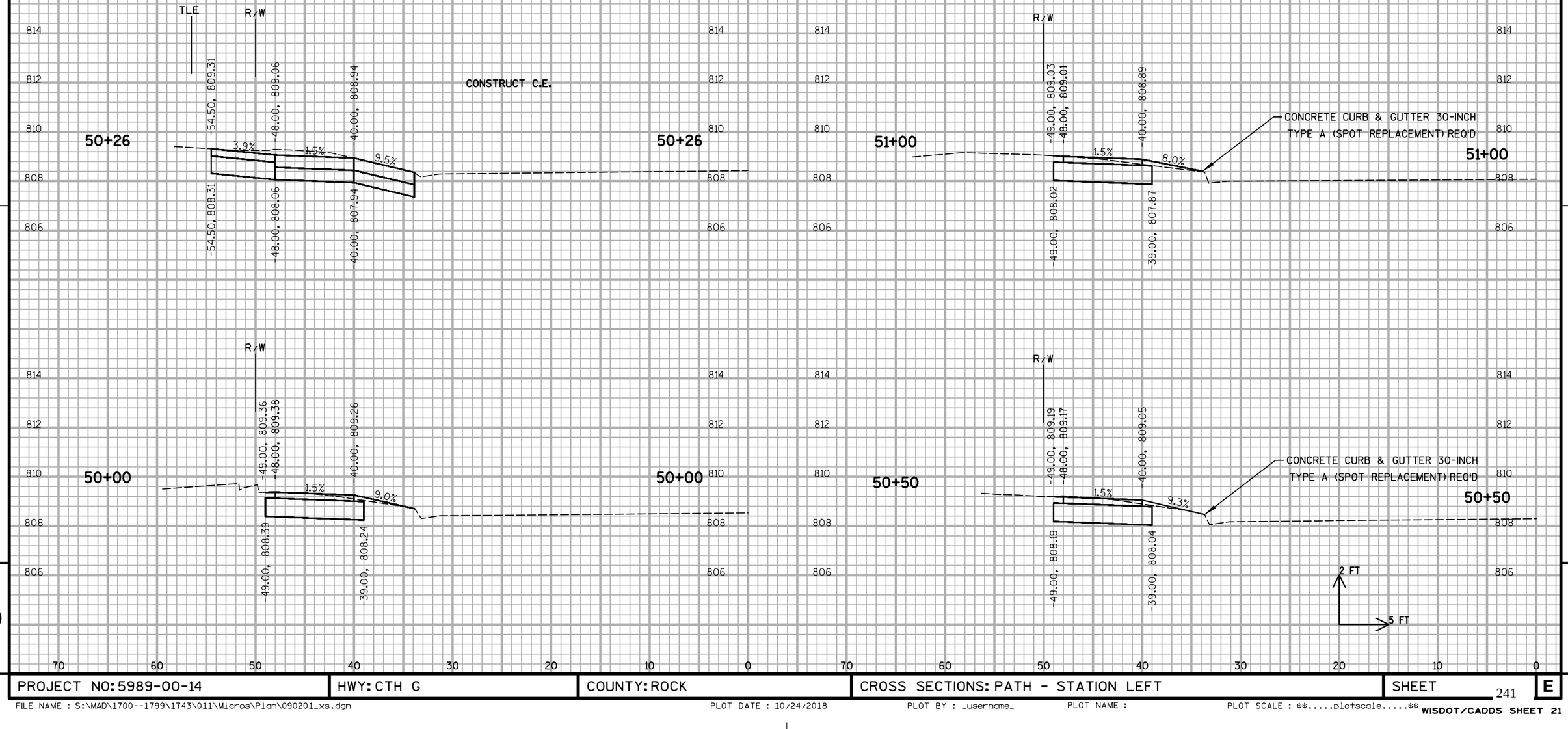
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 239	E



9

9

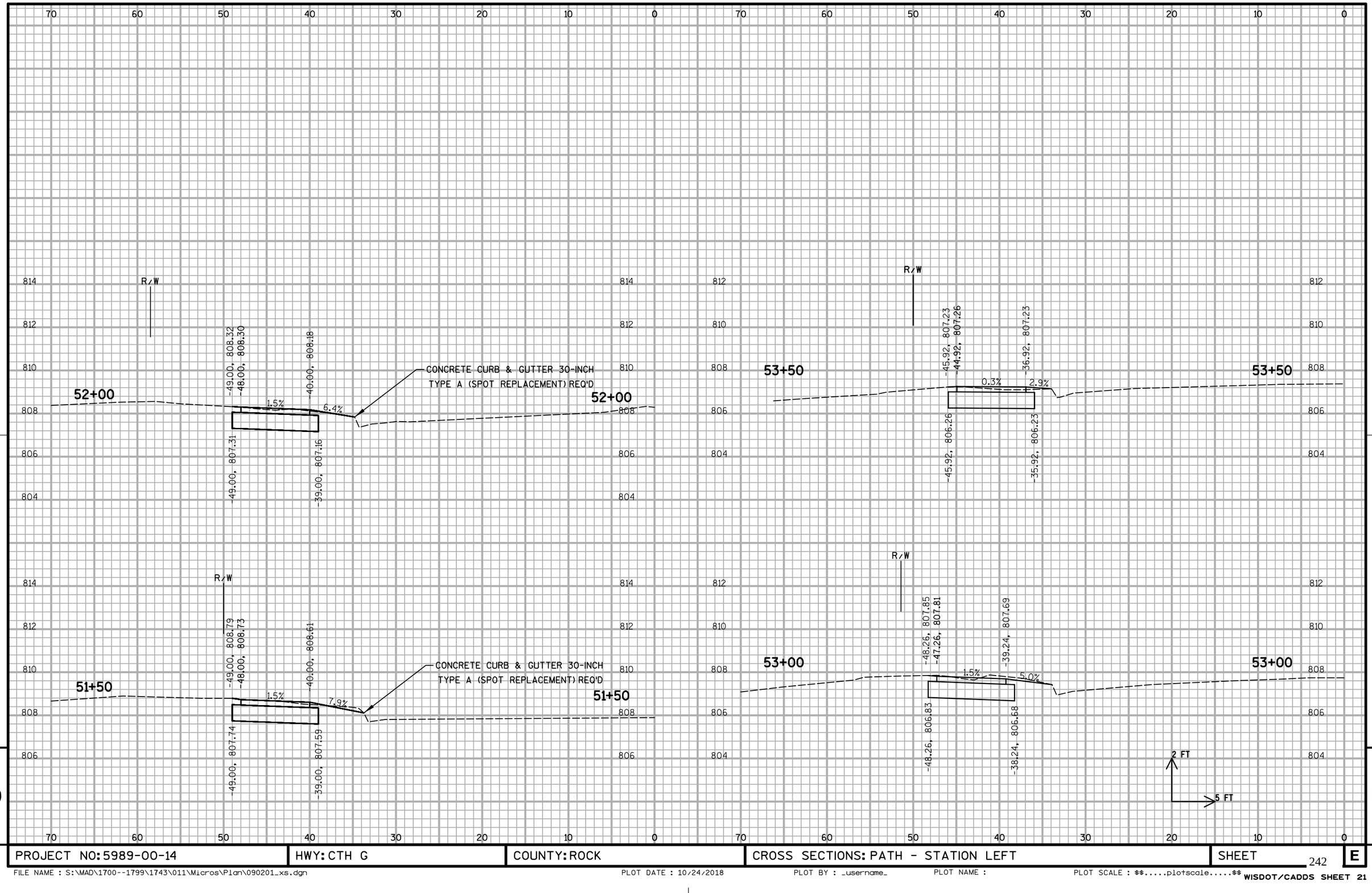
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 240	E



9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET 241	E



9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

70 60 50 40 30 20 10 0

812 810 808 806 804

R/W

-45.79, 806.59
-44.79, 806.57
-36.79, 806.69
-45.79, 805.56
-35.79, 805.71

CONCRETE CURB & GUTTER 30-INCH
TYPE A (SPOT REPLACEMENT) REQ'D

54+00

54+00

1.5%

-4.7%

2 FT

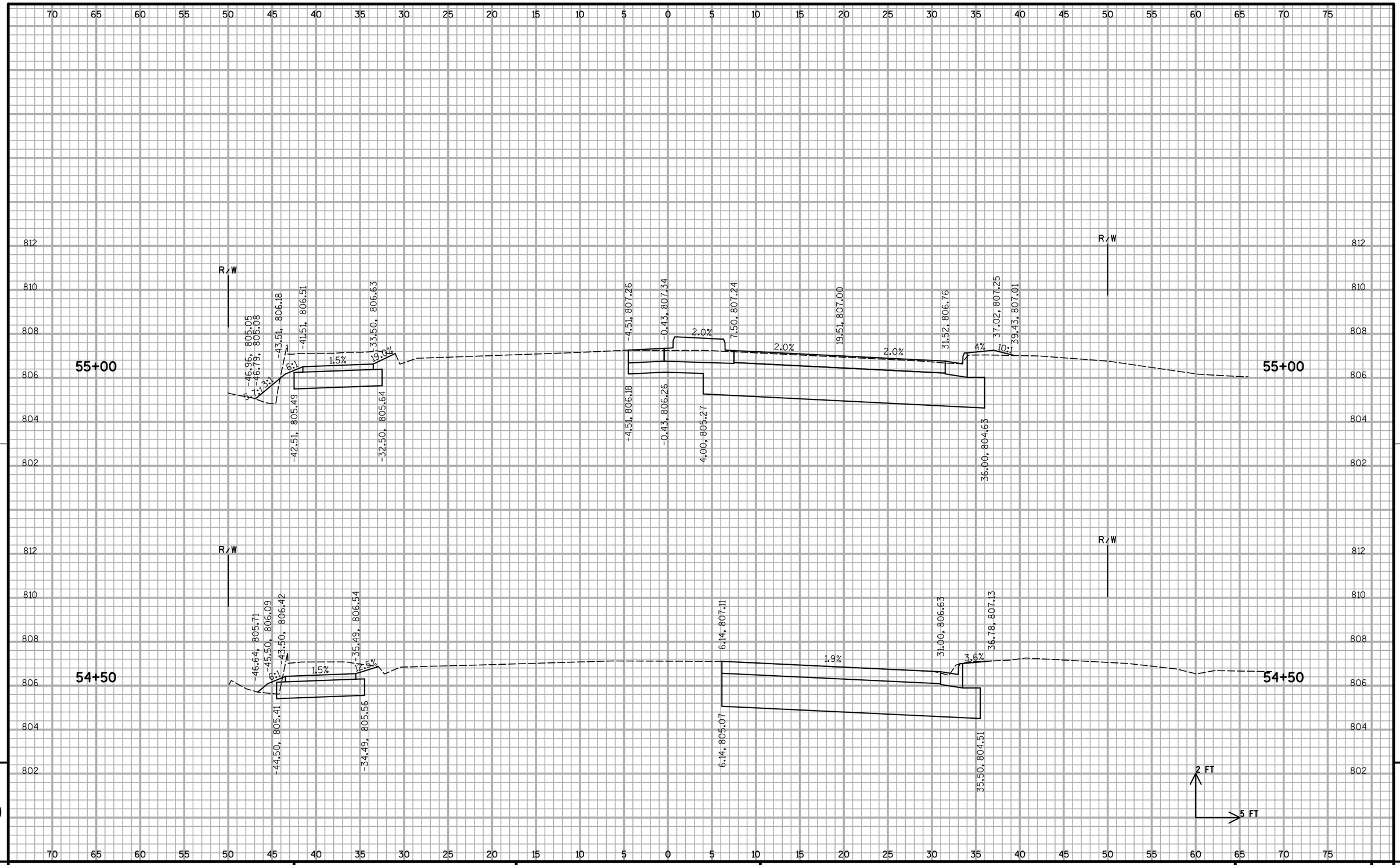
5 FT

9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT	SHEET	E

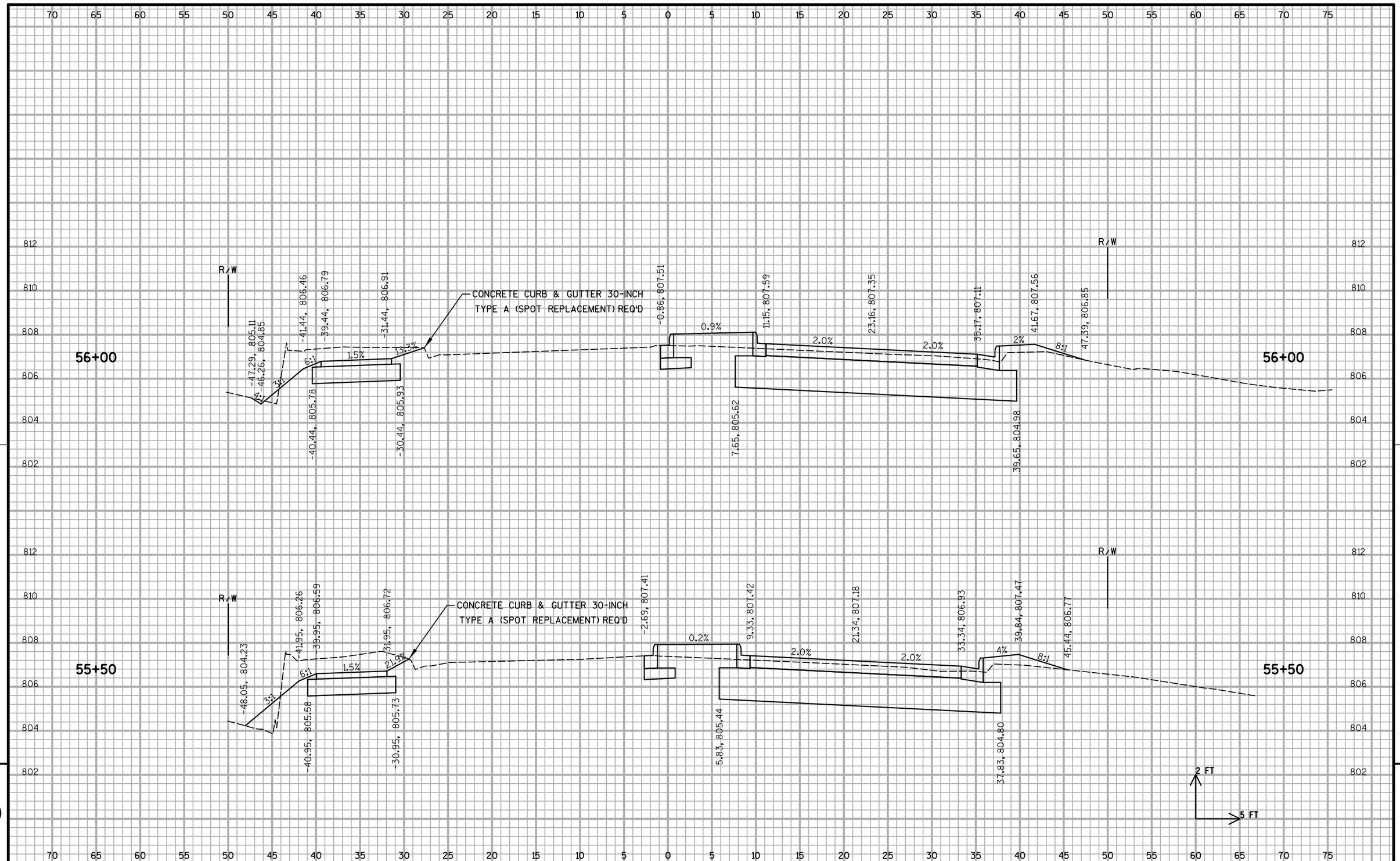
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

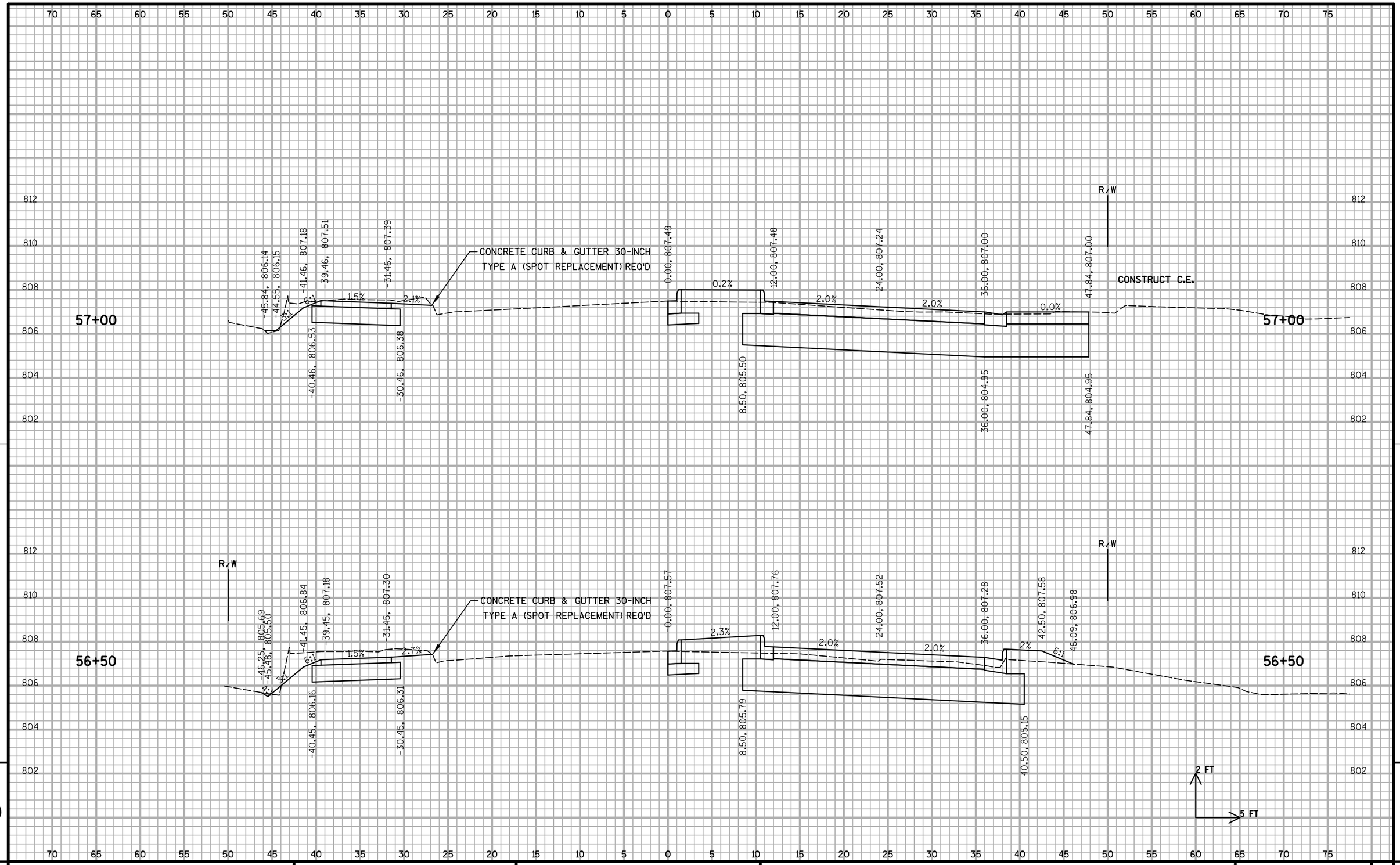
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET 244	E

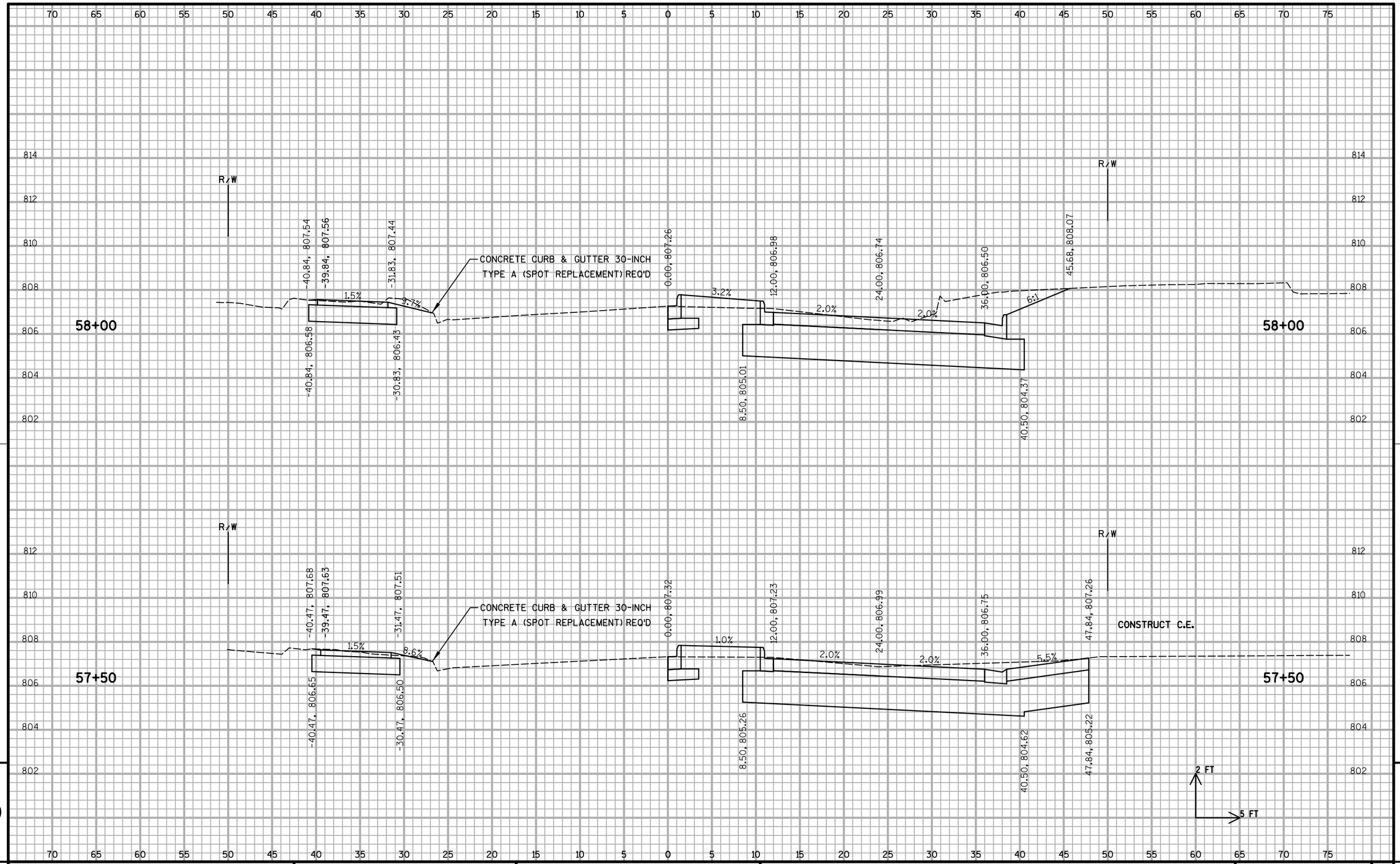


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET	E

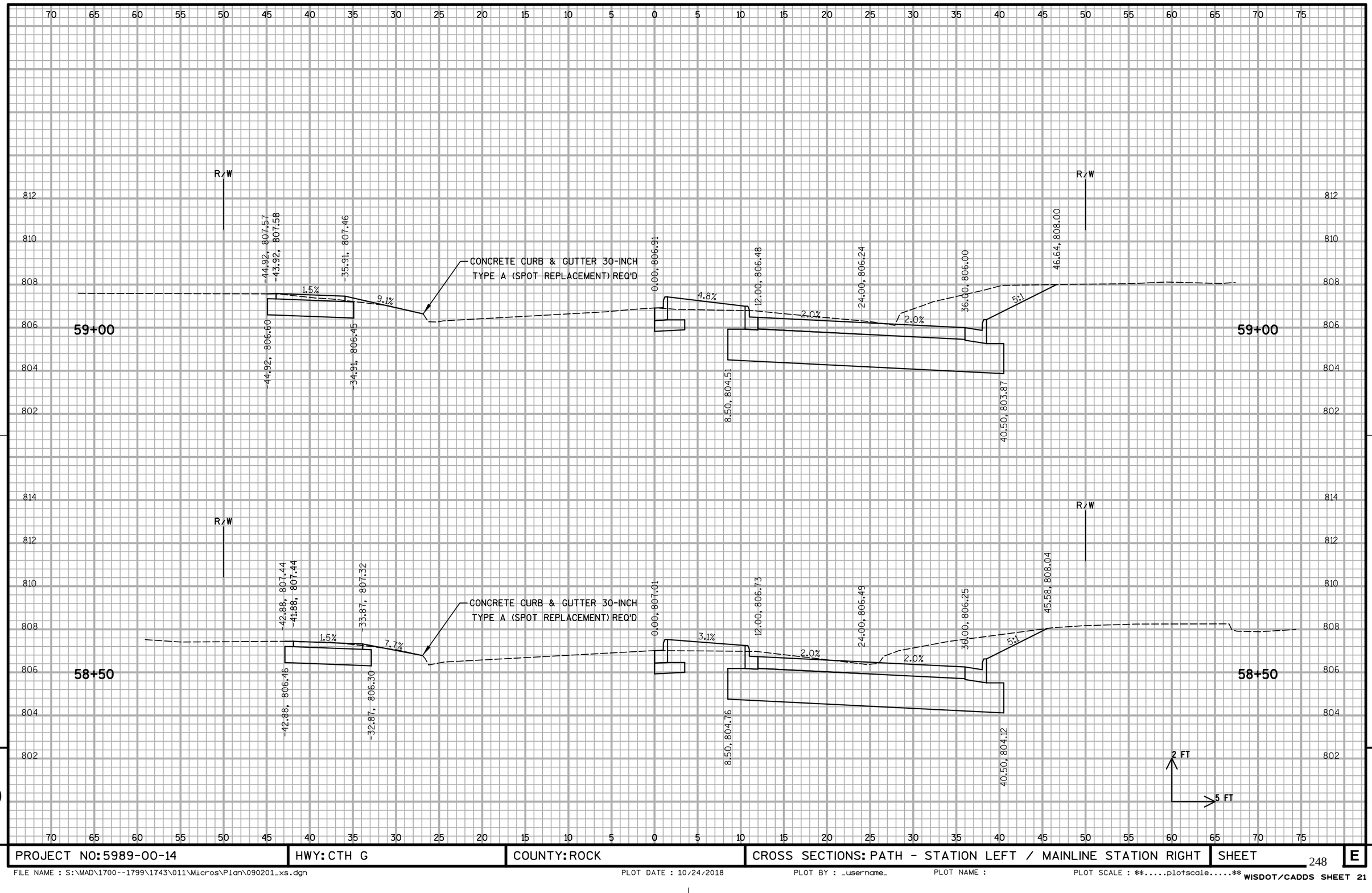
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET 246	E



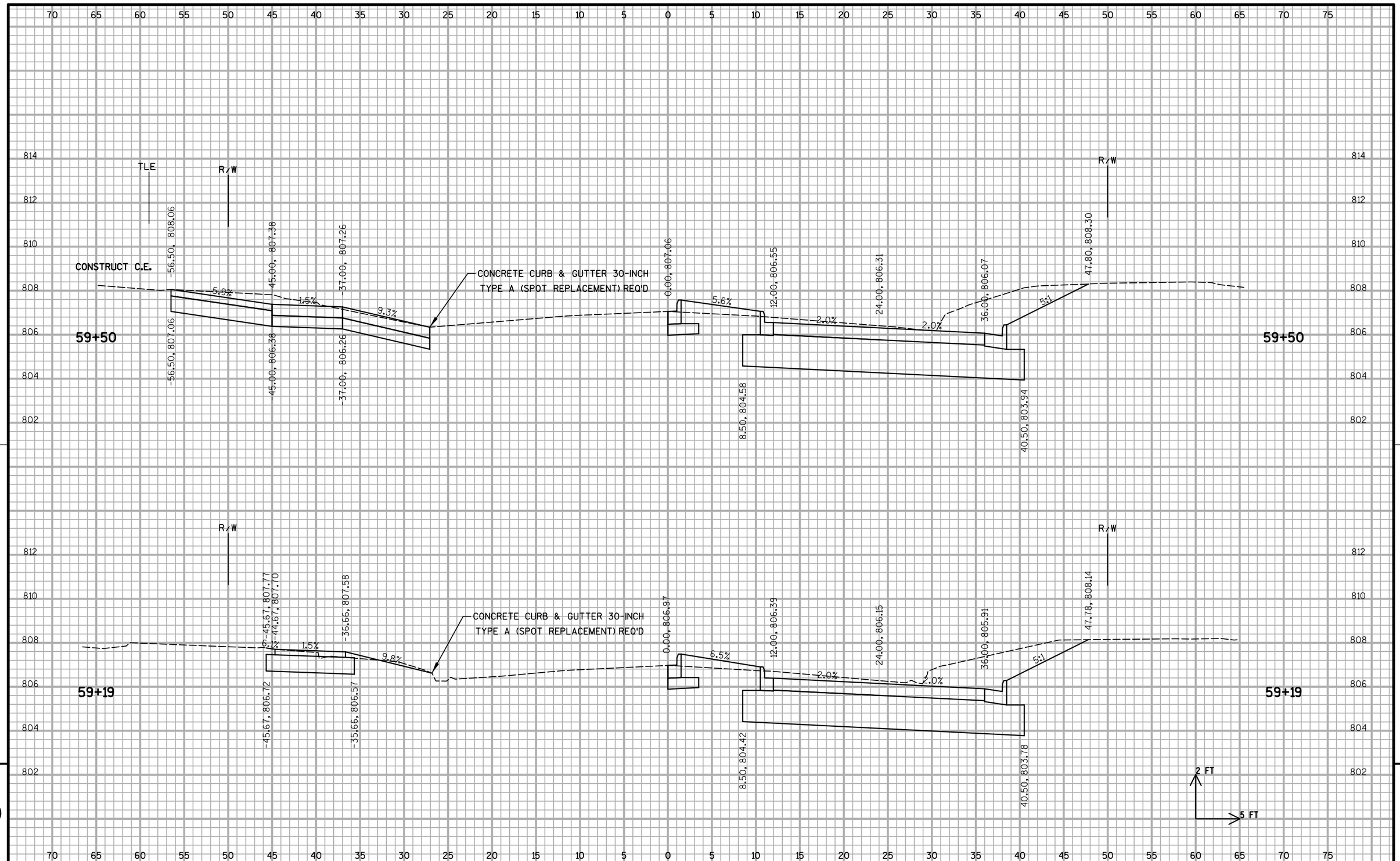
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET 247	E



9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET 248	E

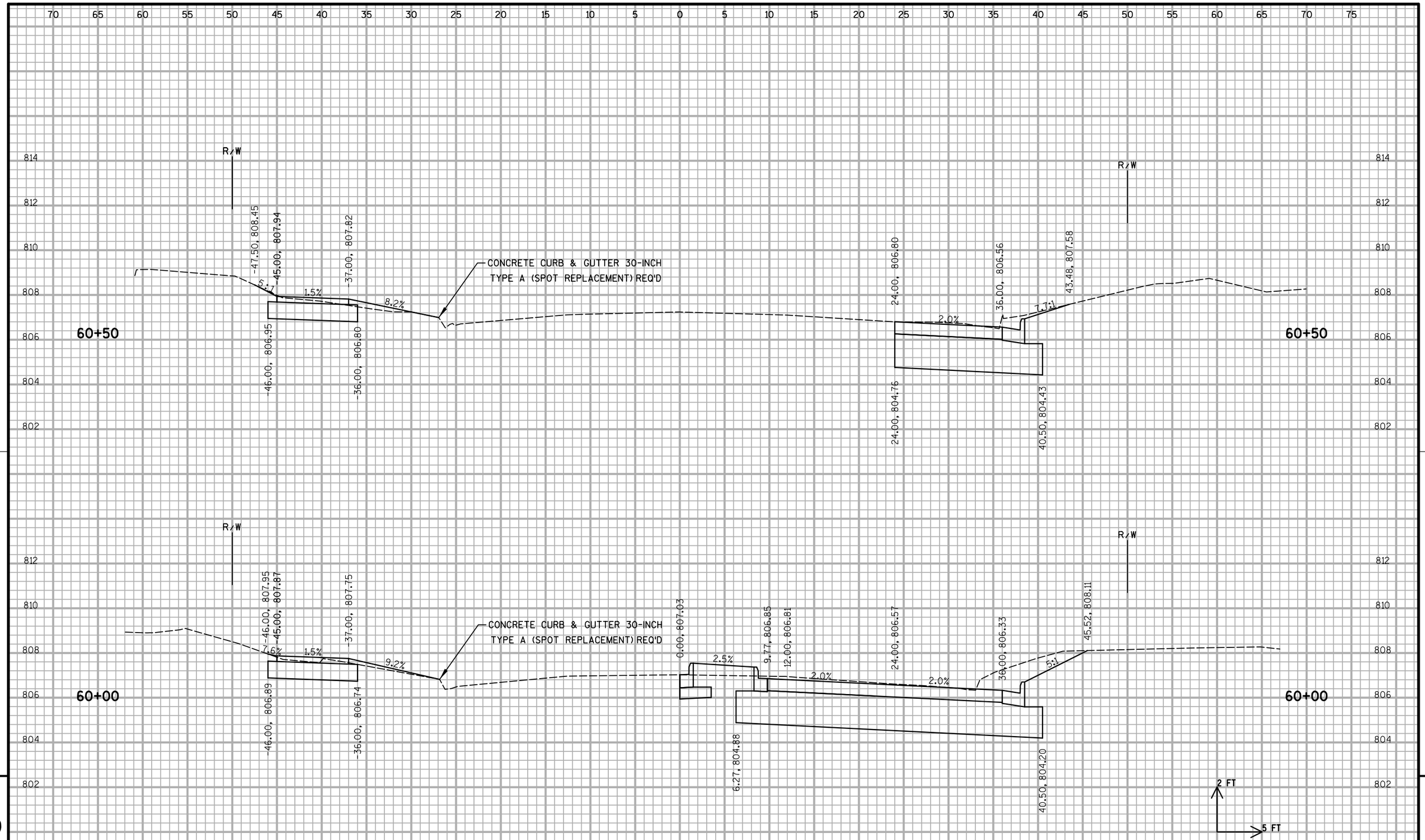


9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET	E

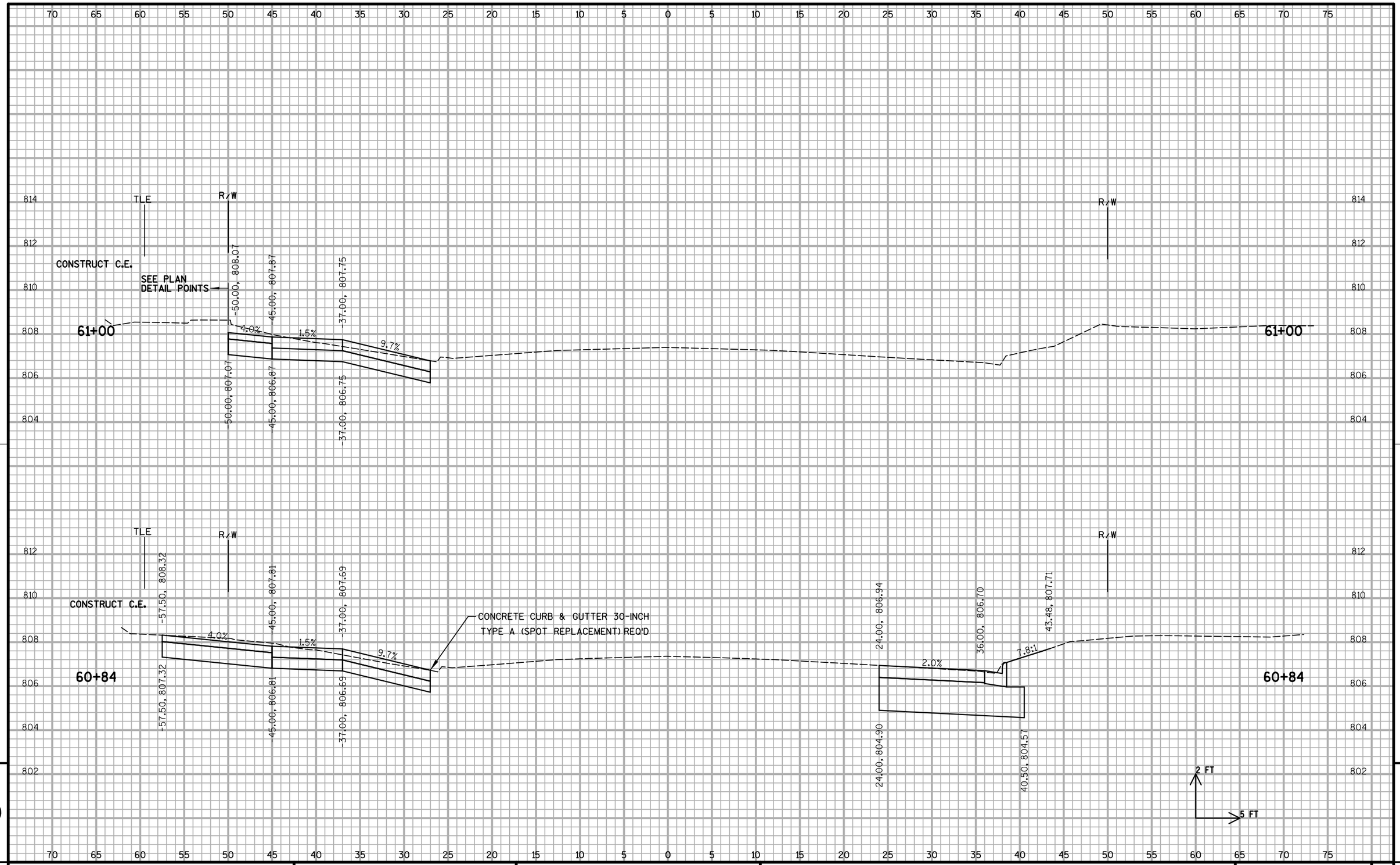
FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

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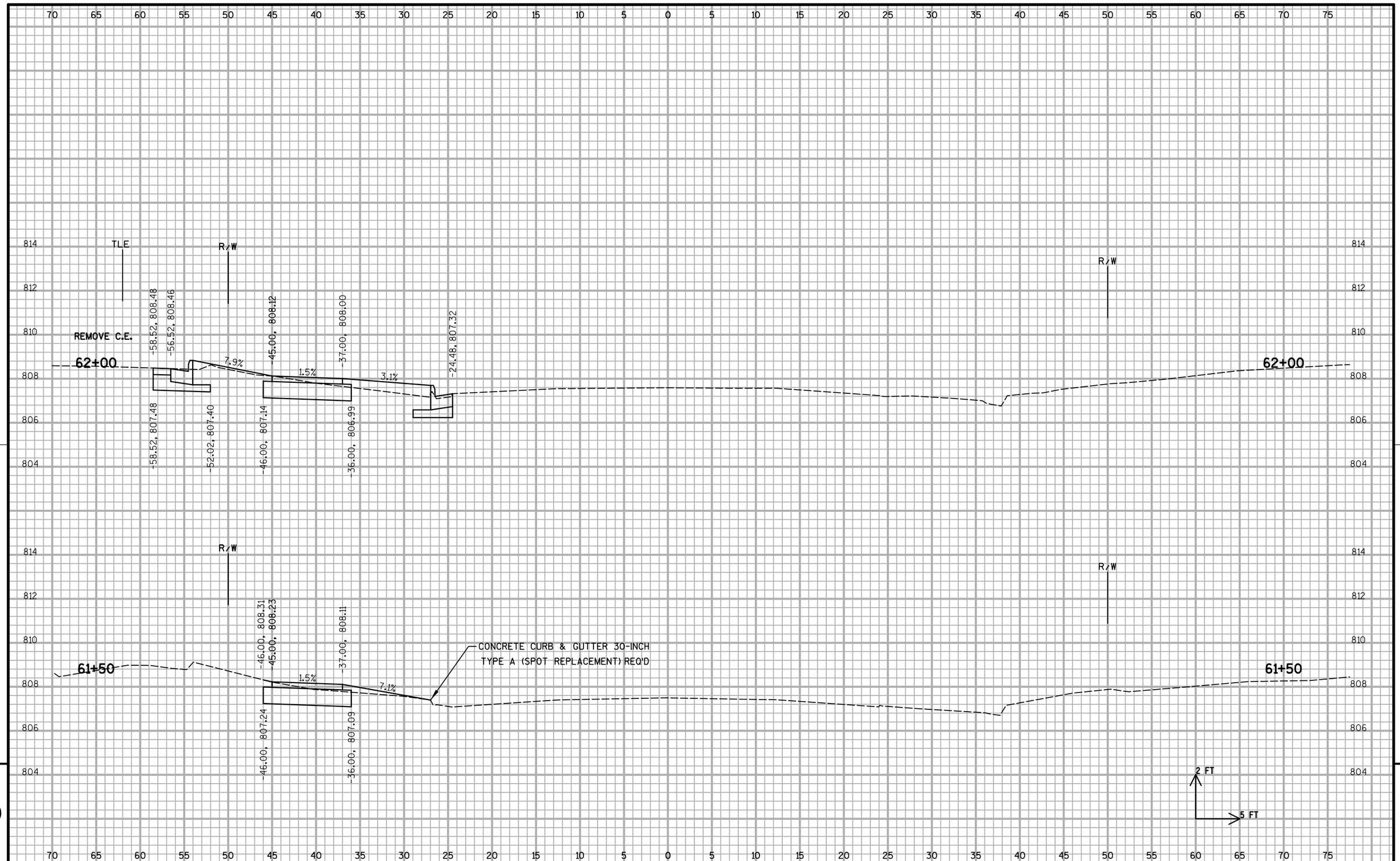
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: PATH - STATION LEFT / MAINLINE STATION RIGHT	SHEET 250	E



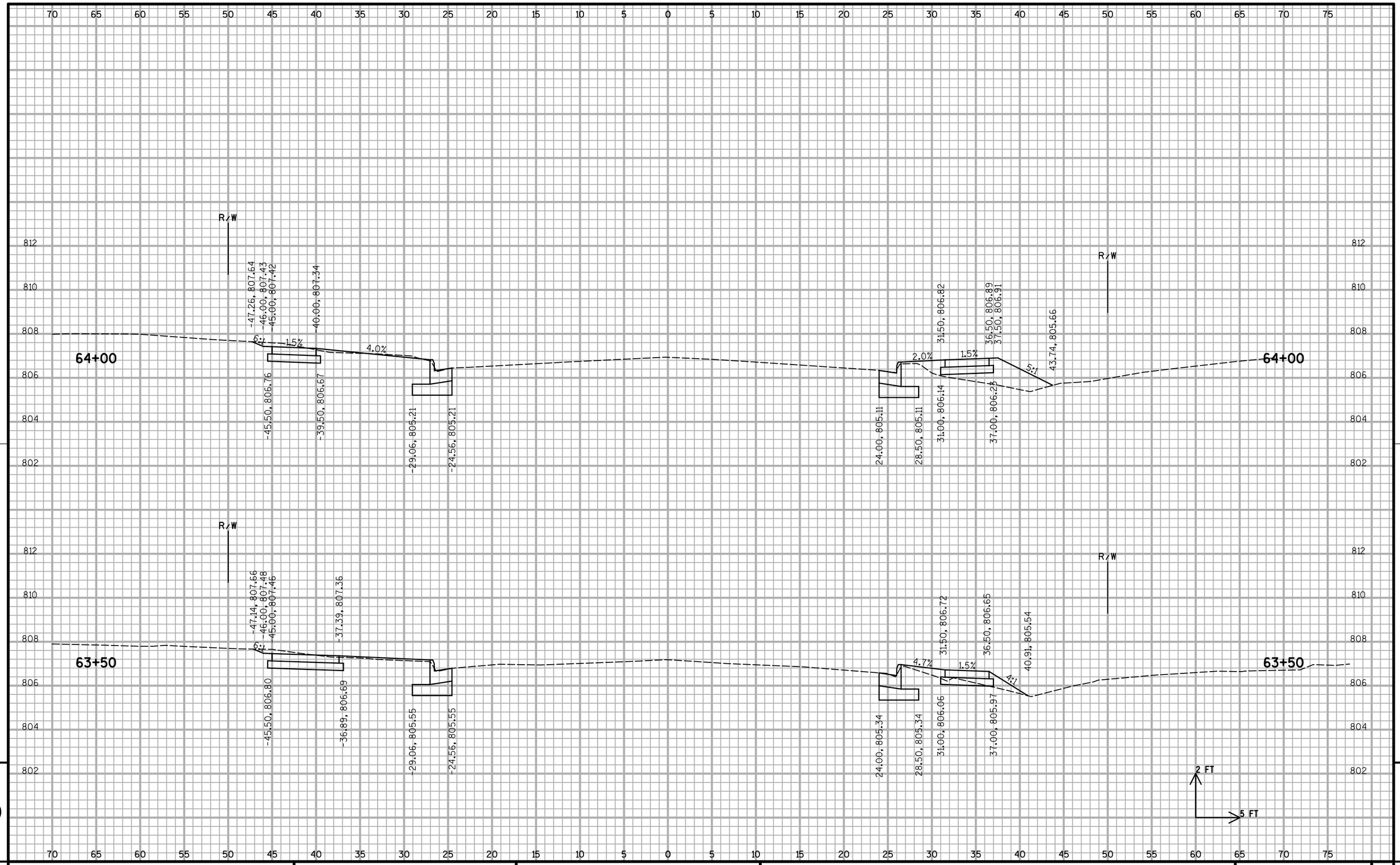
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9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 251	E



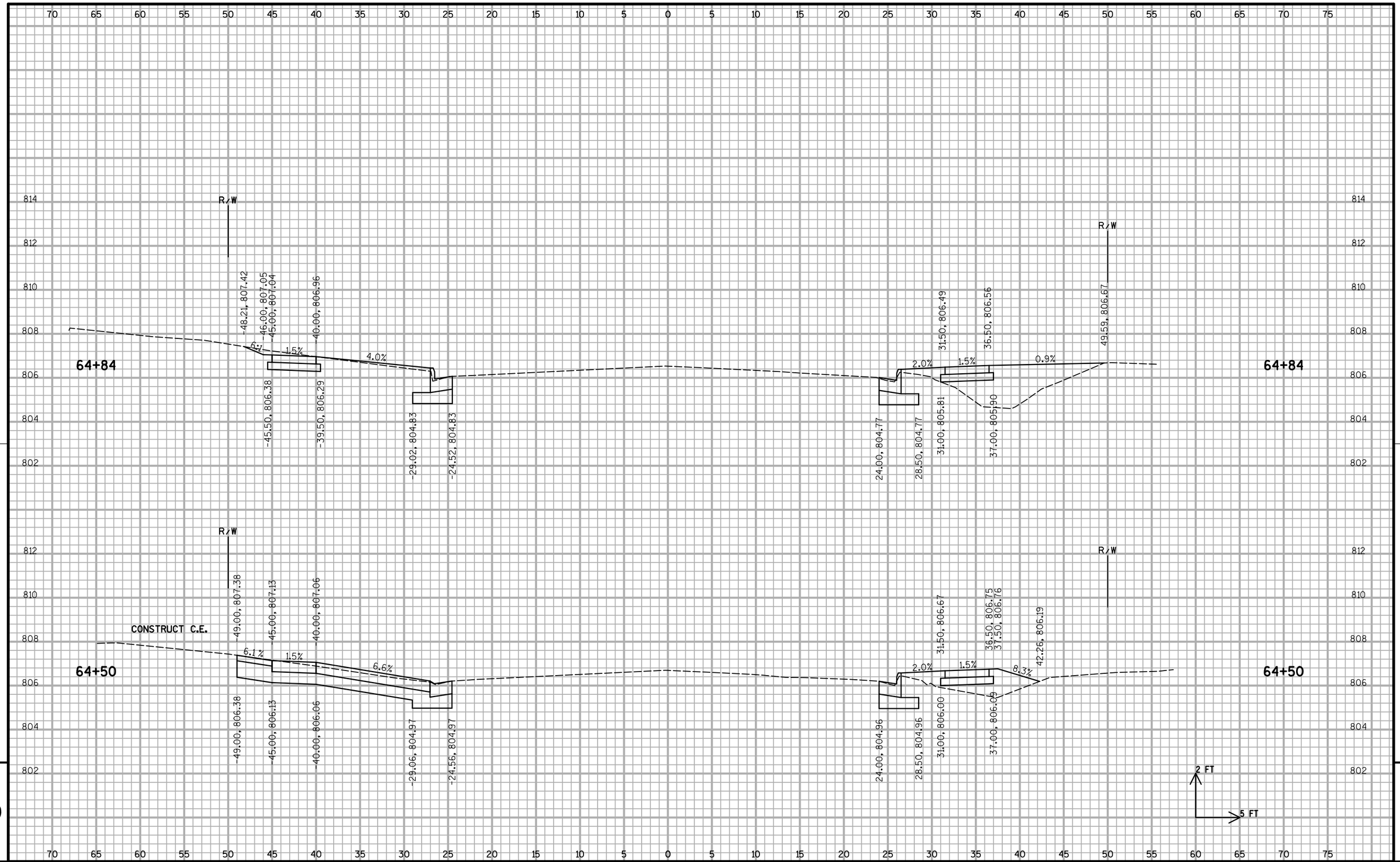
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 252	E



9

9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 253	E

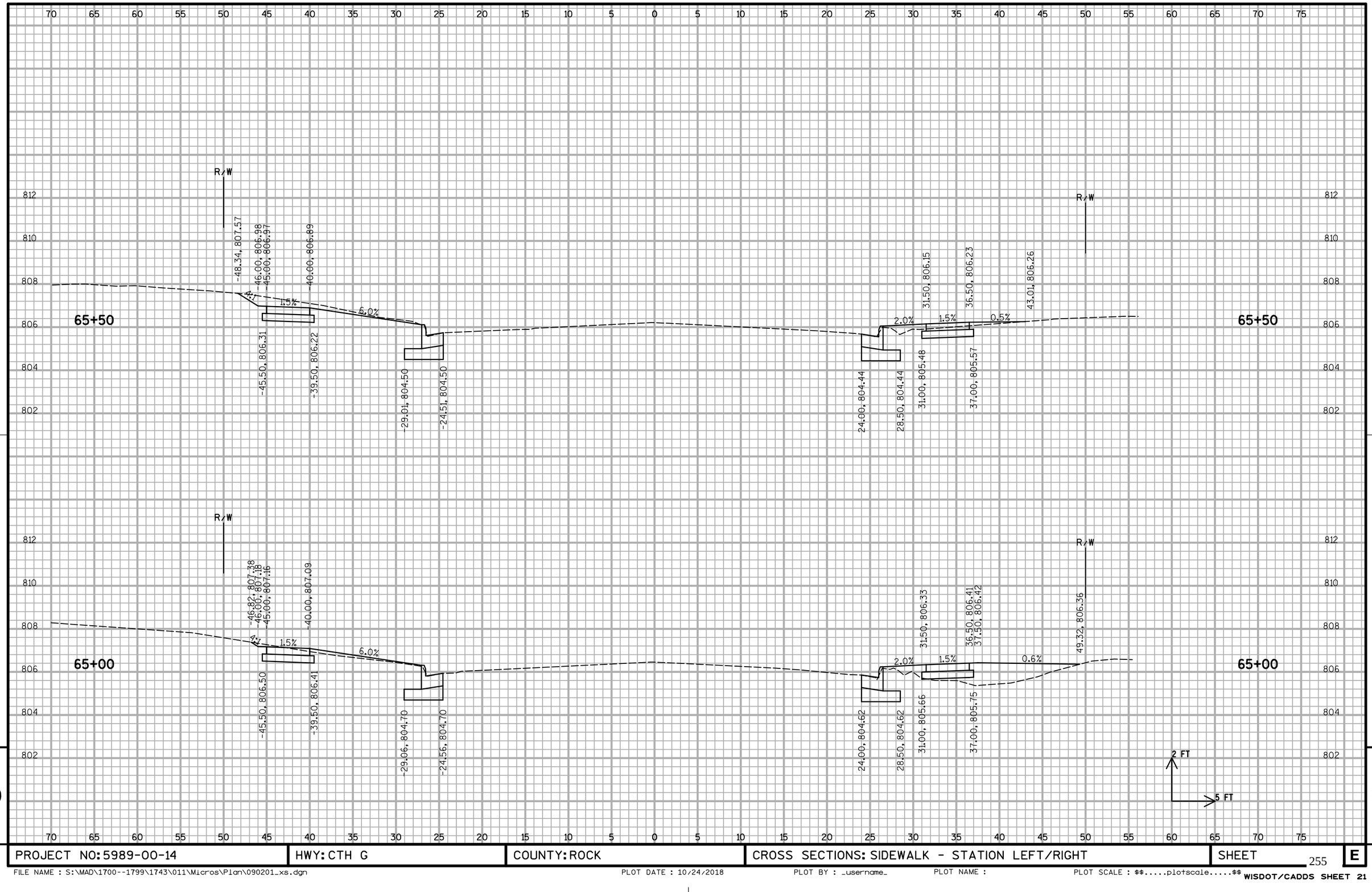


9 9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 254	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

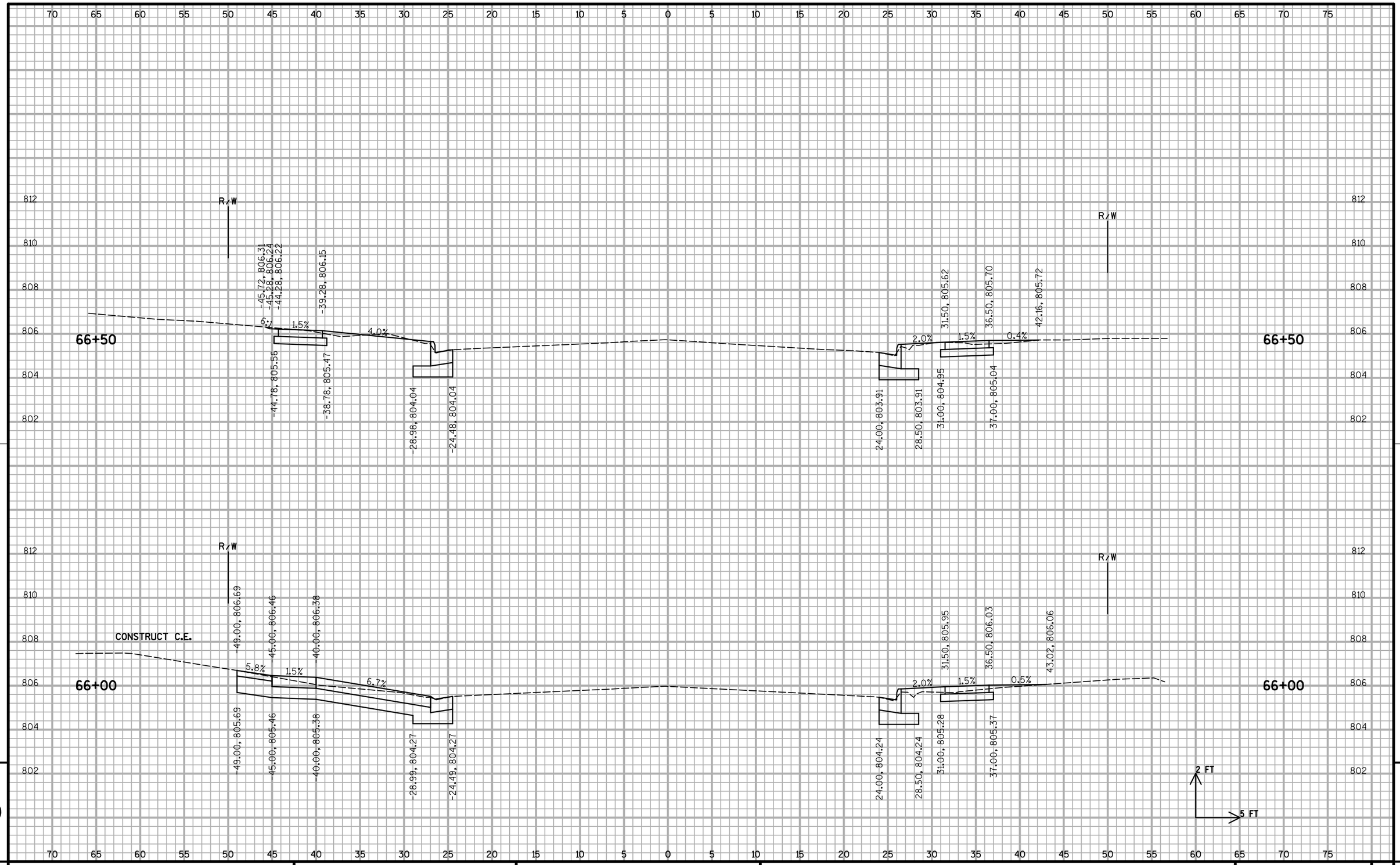
WISDOT/CADDS SHEET 21



9

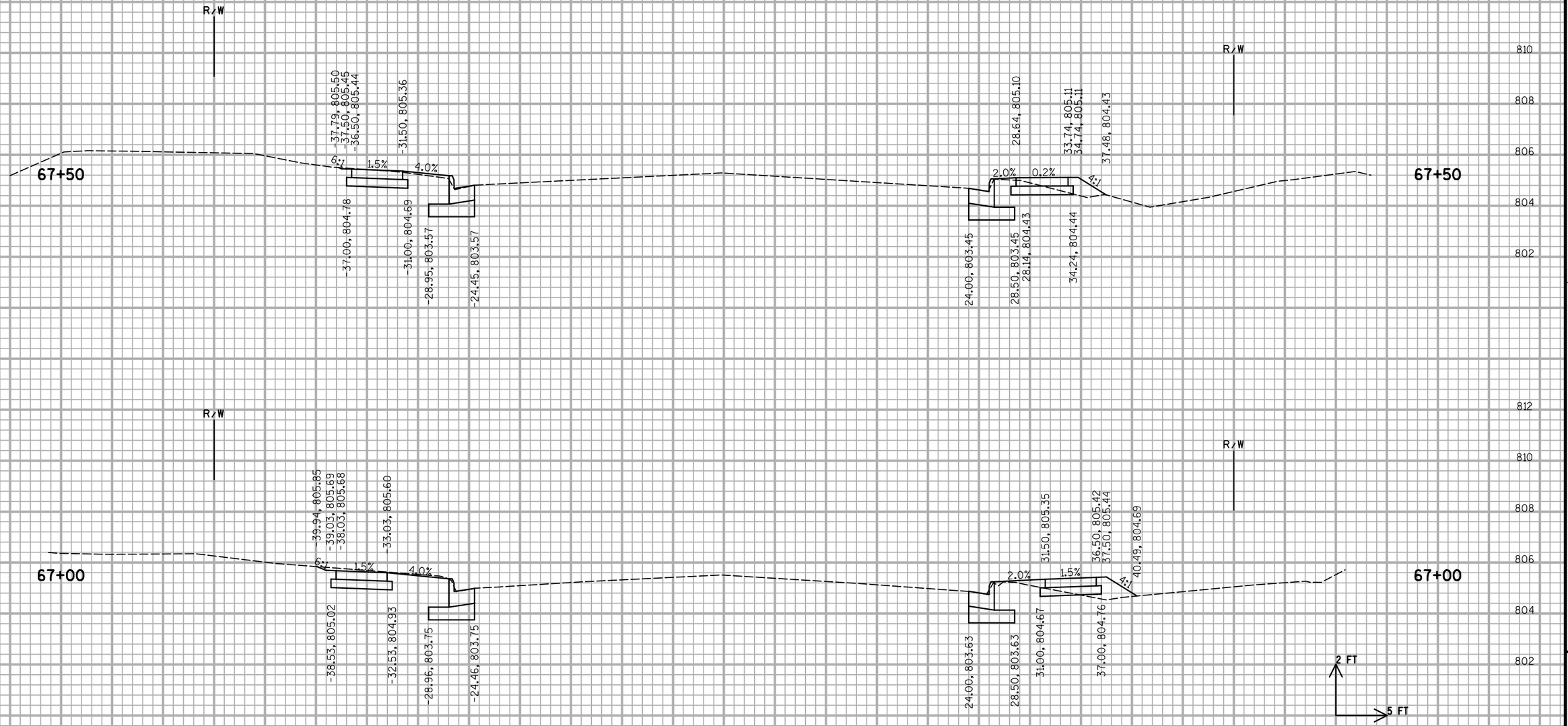
9

PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 255	E



9

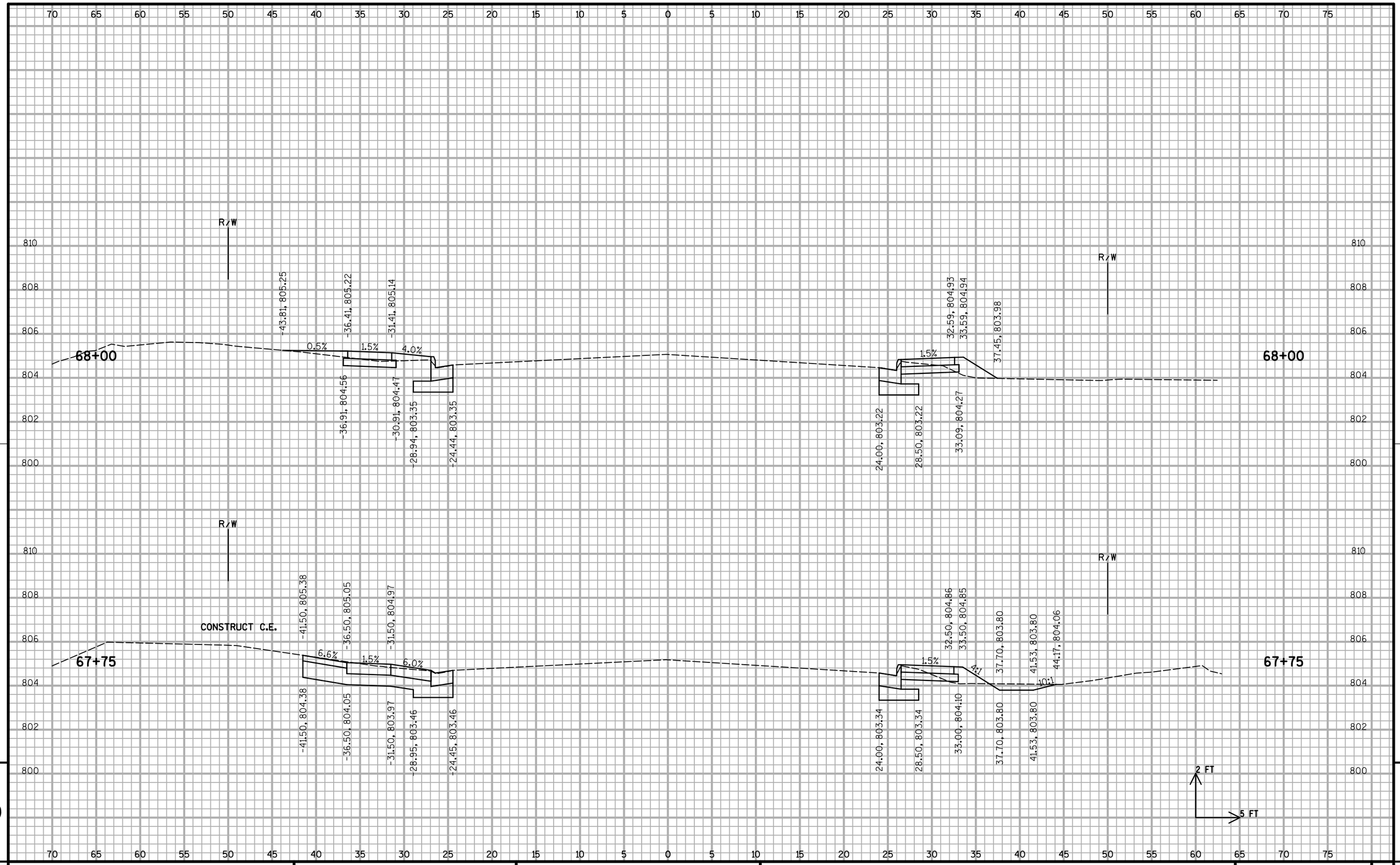
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 256	E



9

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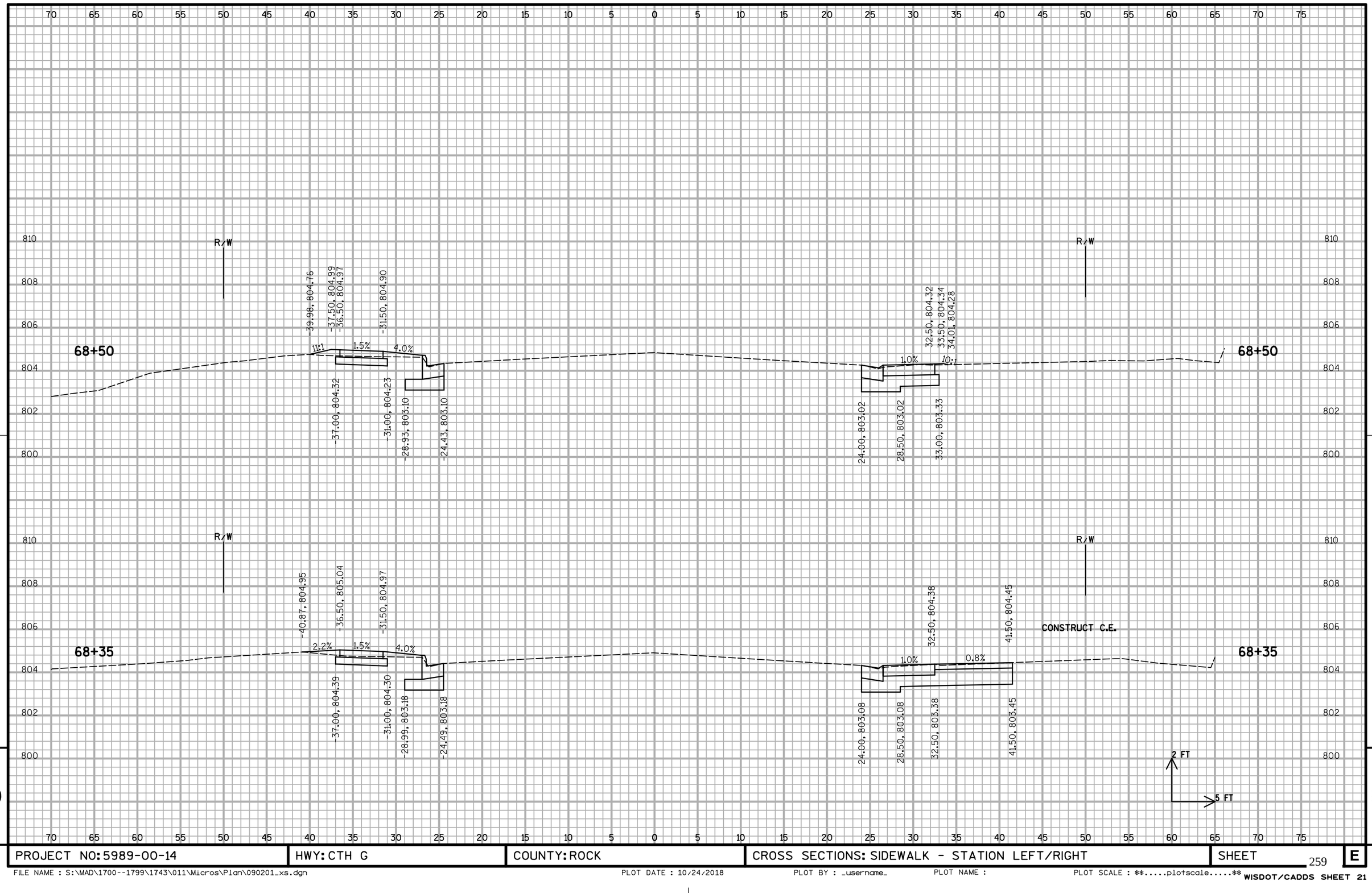
PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 257	E



9

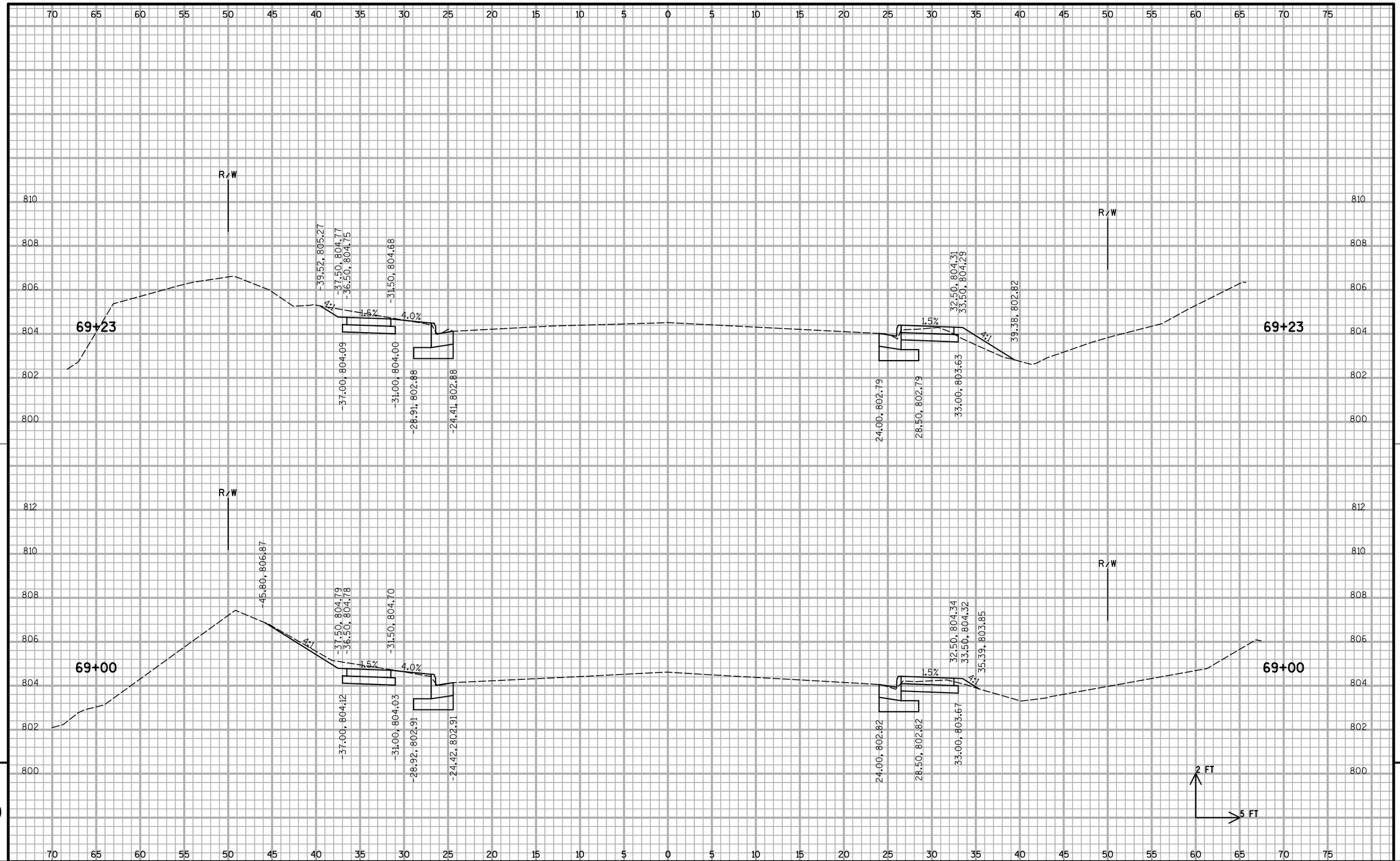
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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 258	E

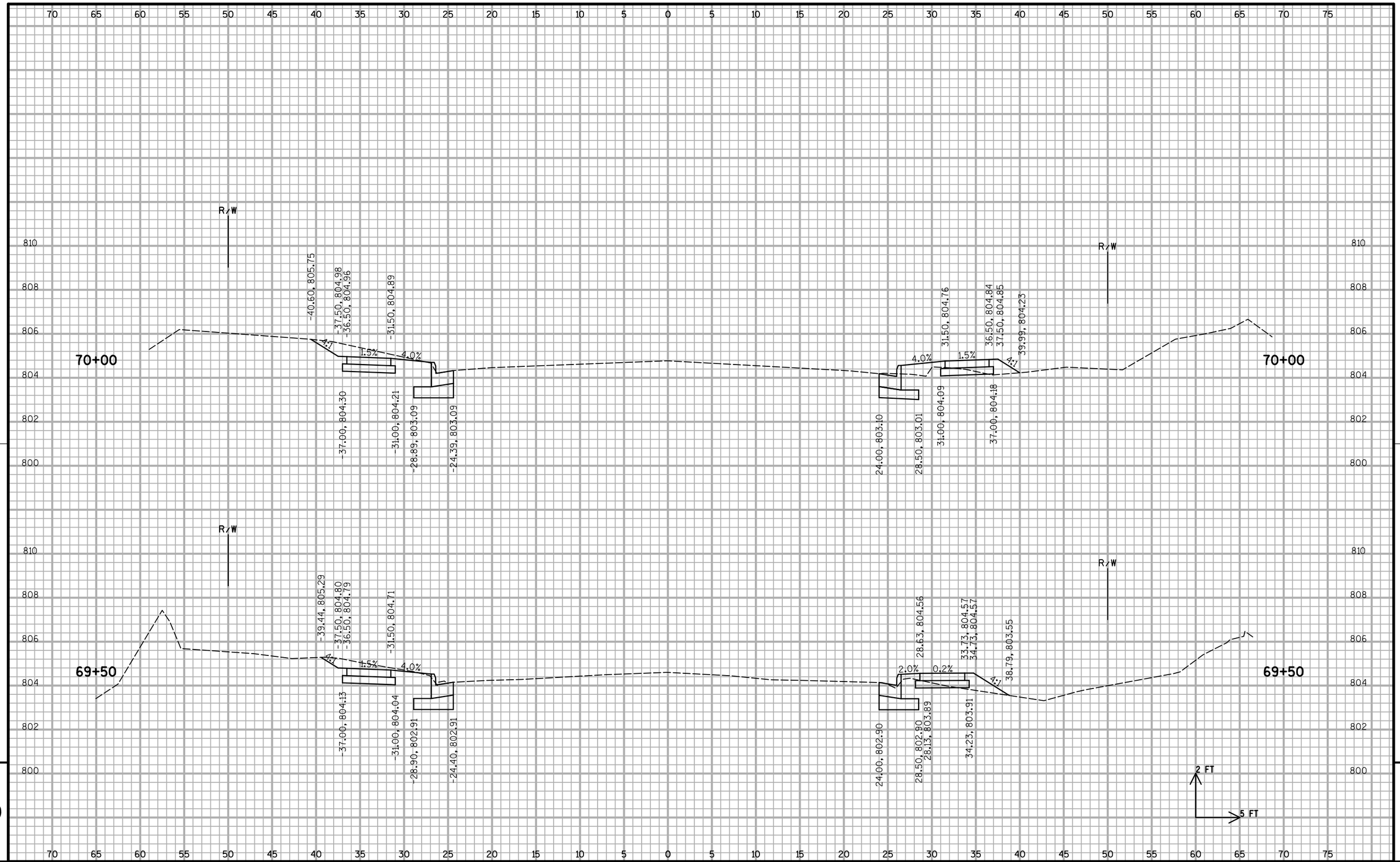


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

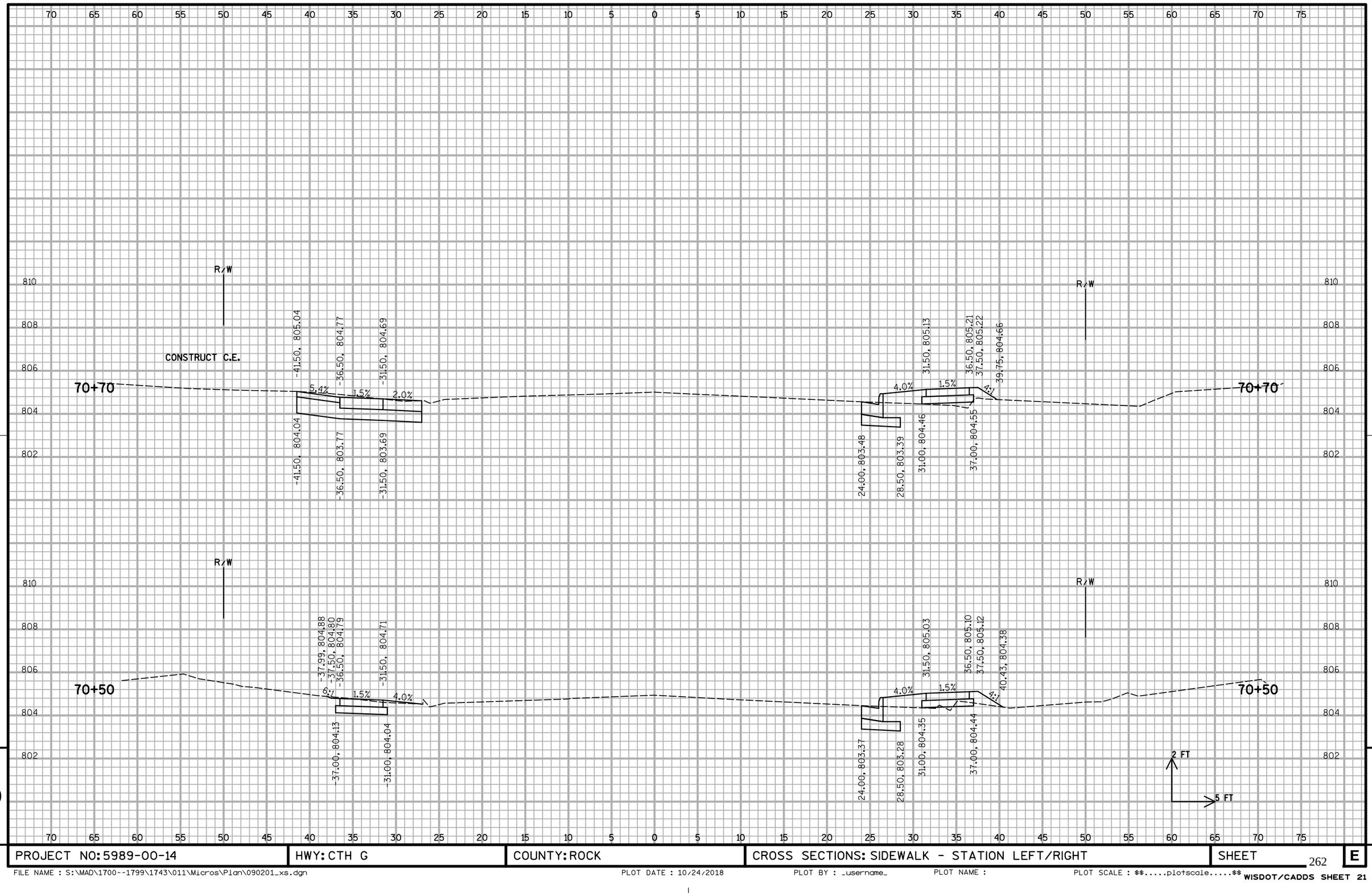


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 260	E

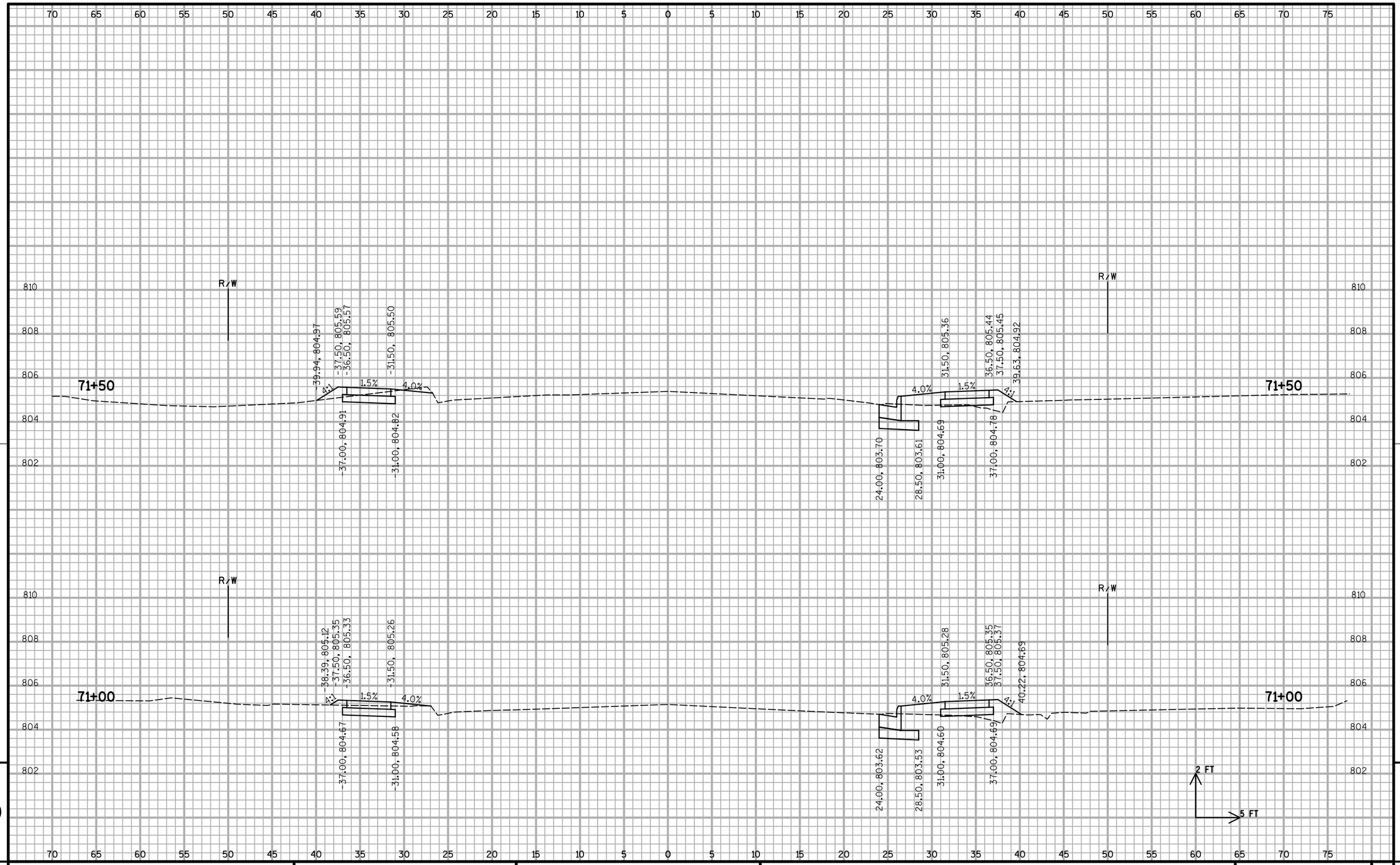


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

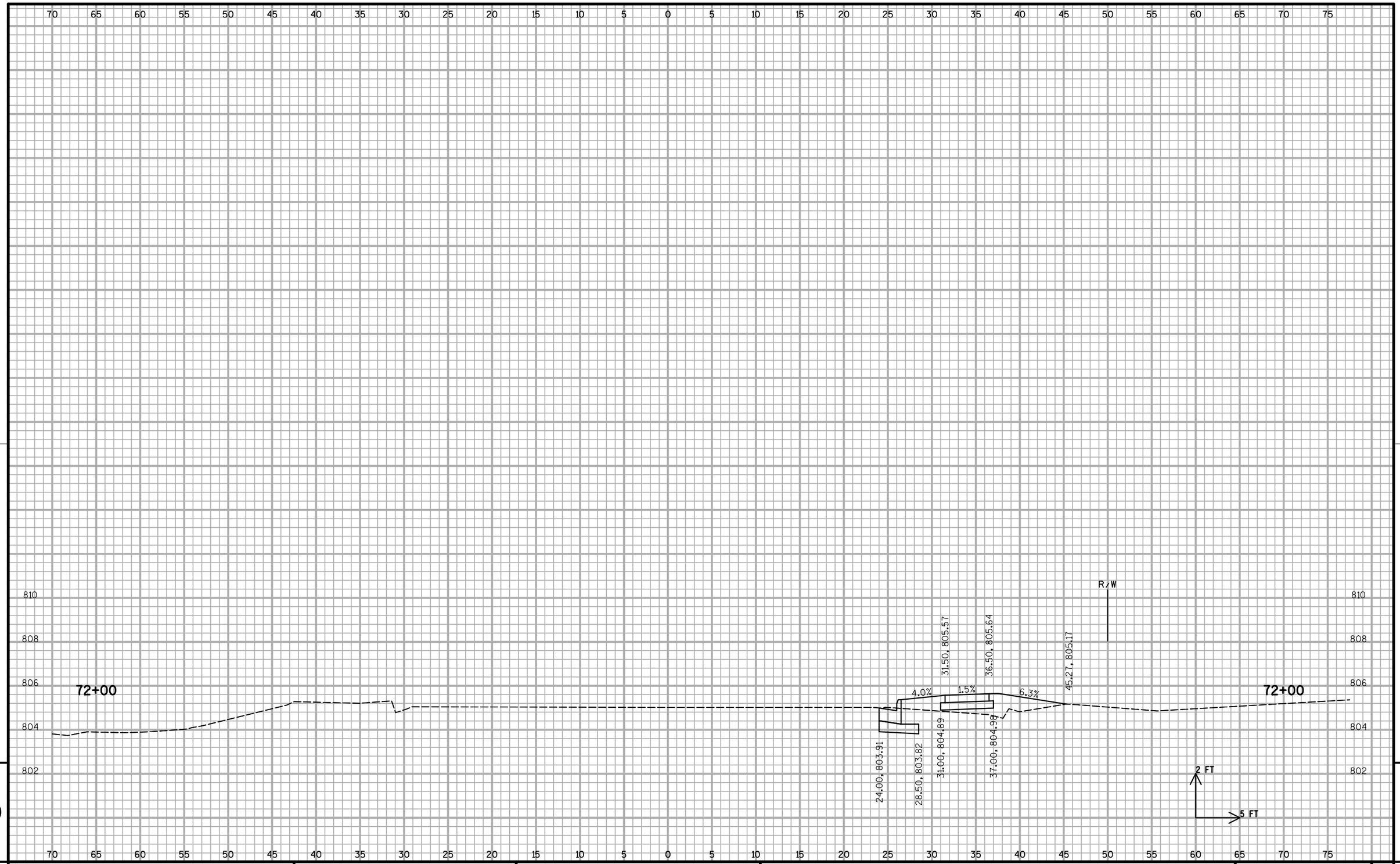


PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 262	E



PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET	E

FILE NAME : S:\MAD\1700--1799\1743\011\Micros\Plan\090201_xs.dgn PLOT DATE : 10/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 5989-00-14	HWY: CTH G	COUNTY: ROCK	CROSS SECTIONS: SIDEWALK - STATION LEFT/RIGHT	SHEET 264	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov