RHI

MARCH 2019

PROJECT ID: 1590-14-71

WITH:

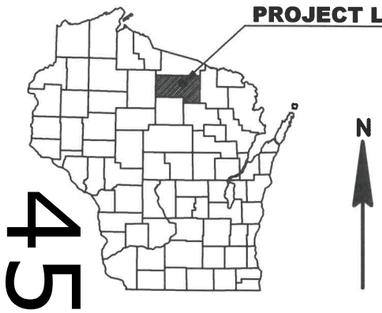
COUNTY: ONEIDA

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 408

PROJECT LOCATION



45

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BRADLEY - RHINELANDER

USH 8 & STH 47 INTERSECTION

USH 8

ONEIDA COUNTY

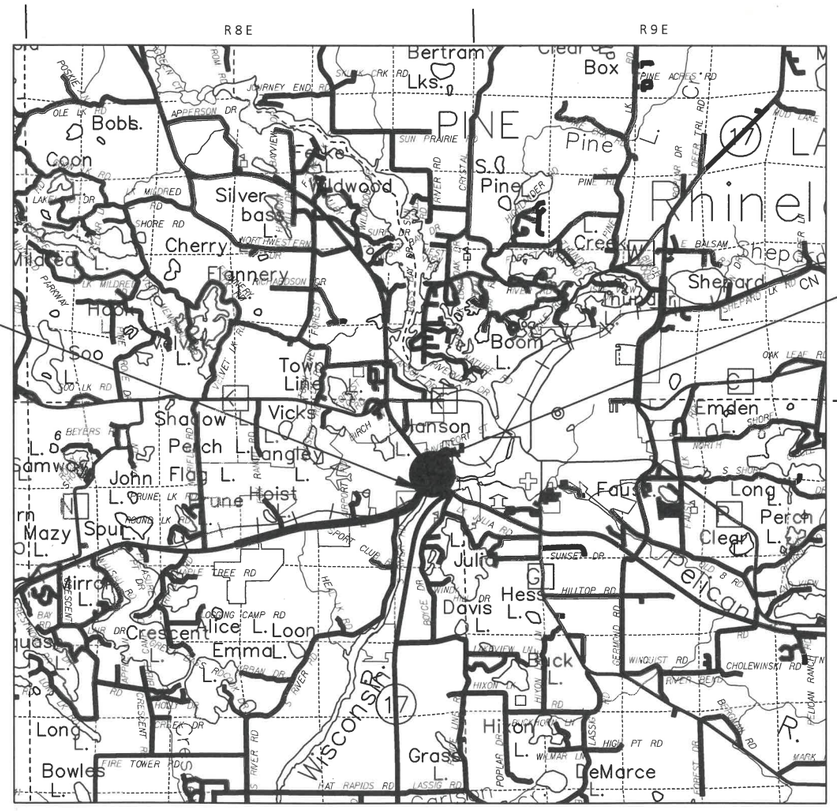
STATE PROJECT NUMBER
1590-14-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1590-14-71	WISC 2019177	1

DESIGN DESIGNATION

			USH 8	USH 8/STH 47	STH 47
A.A.D.T.	2019	=	11,600	8,300	7,800
A.A.D.T.	2039	=	13,600	10,050	9,300
D.H.V.	2039	=	1,714	1,638	1,311
D.D.		=	50/50	51/49	50/50
T.		=	12%	15.3%	10.4%
DESIGN SPEED		=	50 MPH	50 MPH	50 MPH
ESALS		=	4,100,000		

BEGIN PROJECT
STA. 883+36.92EB
Y=161875.043
X=256868.894



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.195 Mi. (URBAN)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES ONEIDA COUNTY, NAD83 (2012), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
		TELEPHONE	T
WOODED OR SHRUB AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

ORIGINAL PLANS PREPARED BY

WISCONSIN
ANDREW C. DANA
34172
OCONTO, WI
PROFESSIONAL ENGINEER

11-1-2018
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	AYRES ASSOCIATES
Project Manager	DAN ERVA
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	REGIONAL SUPERVISOR

APPROVED FOR THE DEPARTMENT

DATE: 11/1/18

(Signature)

E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\010101 TI.DWG

PLOT DATE : 10/31/2018 7:01 PM

PLOT BY : SOUFAL, KEVIN

PLOT NAME :

GENERAL NOTES

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

RESHAPE AND SEEDING OF ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS OUTSIDE OF THE ENGINEER DETERMINED CONSTRUCTION LIMITS ARE INCIDENTAL TO THE CONTRACT.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED. RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FACE OF CURB.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

PROPERTY LINES SHOWN ARE APPROXIMATE.

ANY DOWEL BARS, TIE BARS, REINFORCEMENT, OR TERMINAL ANCHORS, FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE ITEM "REMOVING PAVEMENT".

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 AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 8.26 ACRES
SOIL GROUP B & D

PROJECT AND UTILITY CONTACTS

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
NORTH REGION HEADQUARTERS
ATTN: WENDY HENNIGES
107 SUTLIFF
RHINELANDER, WI 54501
PHONE: 715-365-8916
EMAIL: wendy.henniges@wisconsin.gov

WIS. DEPT OF TRANSPORTATION
NORTH CENTRAL REGION - PRIMARY CONTACT
ATTN: DAN ERVA-PROJECT MANAGER
510 NORTH HANSON LAKE ROAD
RHINELANDER, WI 54501
PHONE:715-365-5776
EMAIL: Daniel.Erva@dot.wi.gov

AYRES ASSOCIATES
ATTN: ANDREW DANA
3376 PACKERLAND DRIVE
ASHWAUBENON, WI 54115
PHONE: 920-498-1200
EMAIL: danaa@ayresassociates.com

ATC TRANSMISSION COMPANY
* ATTN: ANTHONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY COURT
PO BOX 47
WAUKESHA, WI. 53187-0047
PHONE: 262-506-6814
EMAIL: tmarciniak@atcllc.com

FRONTIER COMMUNICATIONS OF WI LLC
* COMMUNICATION LINE
ATTN: GLENN LEFEBVRE
609 RAILROAD AVENUE
VIROQUA, WI 54665
PHONE: 608-637-0373 EXT. 125
EMAIL: Glen.Lefebvre@FTR.com

CHARTER COMMUNICATIONS-COMMUNICATION LINE
* ATTN: STEVE BROWN
821 LINCOLN STREET
RHINELANDER, WI 54501
PHONE: 715-519-0042
EMAIL: steve.brown@charter.com

NET LEC LLC-COMMUNICATIONS LINE
ATTN: DENNIS LAFAVE
1700 INDUSTRIAL DRIVE
GREEN BAY, WI 54302
PHONE: 920-619-9774
EMAIL: dlafave@mi-tech.us

RHINELANDER WATER DEPT.-WATER
ROAD FACILTY, SEWER, WATER
ATTN: TIM KINGMAN
135 SOUTH STEVENS STREET
RHINELANDER, WI 54501
PHONE: 715-362-4731
E-MAIL: tkingman@rhinelanderutilities.org

RHINELANDER-ONEIDA COUNTY AIRPORT-AIRPORT FACILITY
ATTN: JOE BRAUER
3375 AIRPORT ROAD
RHINELANDER, WI 54501
PHONE: 715-365-3416
EMAIL: jbrauer@fly-rhi.org

* WISCONSIN PUBLIC SERVICE CORPORATION-ELECTRICITY
ATTN: JESSE PATTEN
PO BOX 1166
WAUSAU, WI 54402
PHONE: 715-573-0349
EMAIL: Jesse.Patten@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
* CHRIS GILMAN
2027 NAVAJO STREET
PO BOX 160
RHINELANDER, WI 54501
PHONE: 715-490-4153
EMAIL: chris.gilman@wisconsinpublicservice.com

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

*-MEMBER OF DIGGERS HOTLIE

ORDER OF SECTION 2 SHEETS

GENERAL NOTES & CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PLAN OFFSETS
PAVING GRADES
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
LIGHTING
PAVEMENT MARKING
DETOURS
ALIGNMENT DIAGRAMS

2

2

47

N

W. DAVENPORT ST.

WESTHILL DR.

CRESCENT ST.

HEMLOCK ST.

SANNS ST.

HIGHVIEW PARKWAY

HILLSIDE ROAD

LYNETTE TERRACE

WISCONSIN CENTRAL LIMITED

HANSON LAKE RD.

N. RIVER RD.

AIR PARK RD.

70NB

65NB

60NB

55NB

50NB

CONSTRUCTION LIMITS
STA. 54+07.21NB

45SB

890WB

890EB

895WB

895EB

900WB

900EB

905WB

905EB

910WB

915WB

920WB

925WB

930WB

END PROJECT
STA. 893+64.77EB

885WB

885EB

880WB

880EB

875WB

40SB

40NB

35NB

30NB

25NB

20NB

15NB

10NB

5NB

CONSTRUCTION LIMITS
STA. 37+91.05NB

BEGIN PROJECT
STA. 883+36.92EB

WISCONSIN RIVER

BOYCE DRIVE

STH 17

8

17

17 47 8

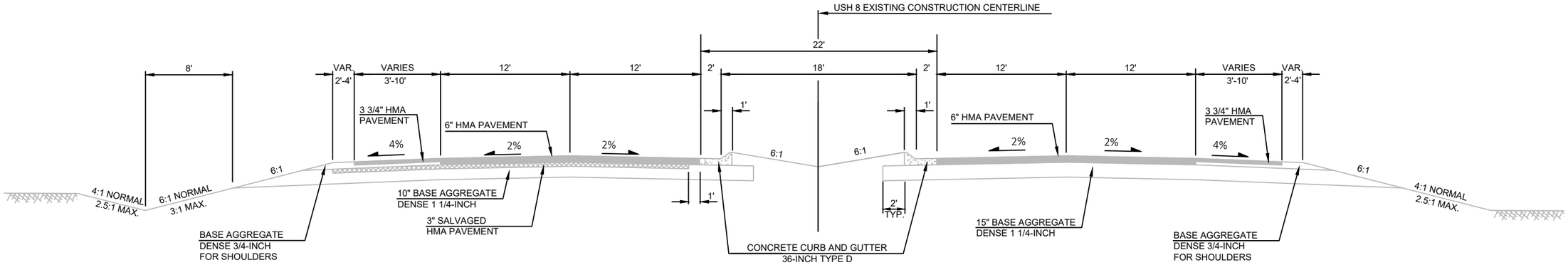
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\020201 PO.DWG
LAYOUT NAME - 020201 po

PLOT DATE : 10/31/2018 7:01 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:500 FT

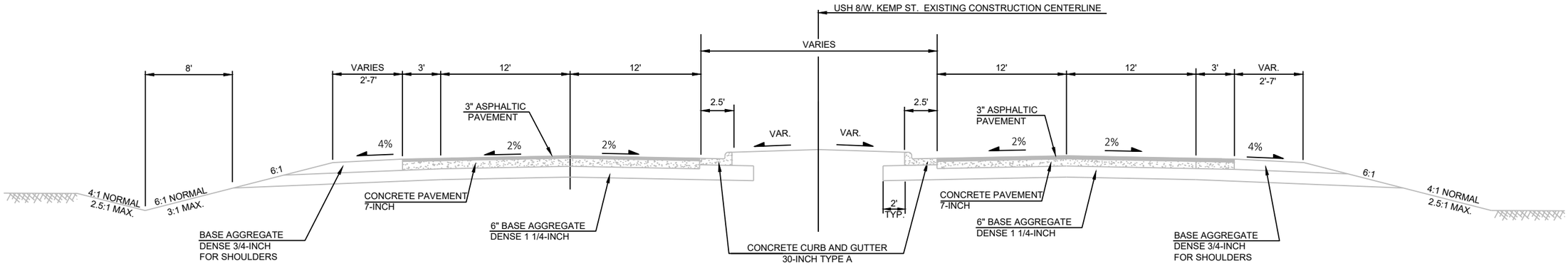
WISDOT/CADDS SHEET 42

2



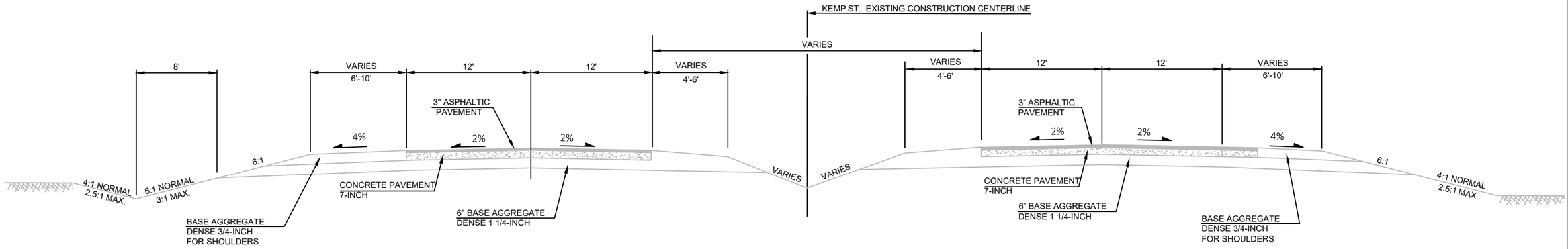
EXISTING TYPICAL SECTION FOR USH 8

STA. 878+51.2 - STA. 883+13



EXISTING TYPICAL SECTION FOR USH 8/W. KEMP ST.

STA. 883+13 - STA. 893+64.77

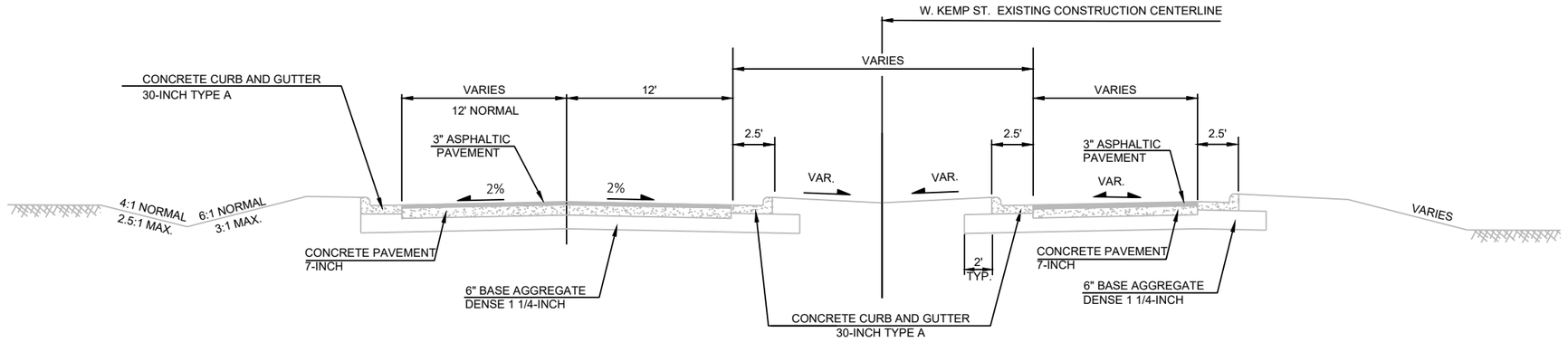


EXISTING TYPICAL SECTION FOR W. KEMP ST.

STA. 909+75WB-STA. 928+70WB

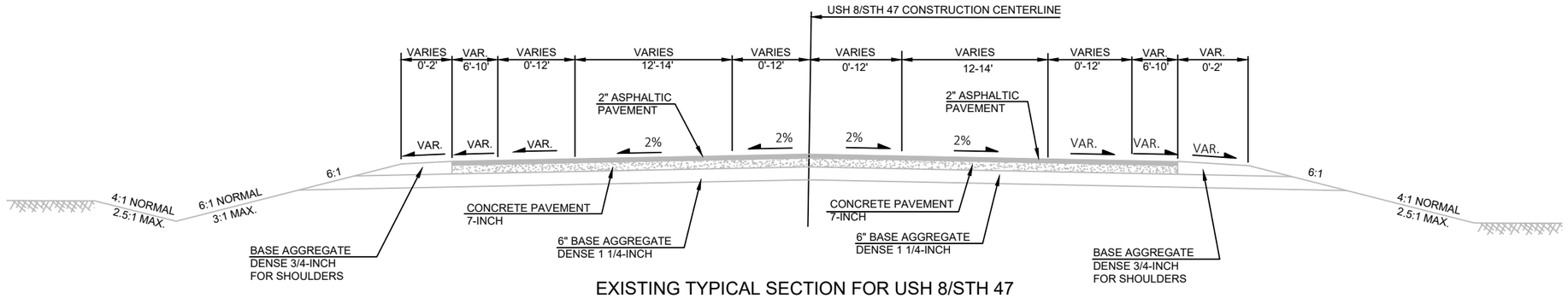
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS-USH 8	SHEET 4	E

2



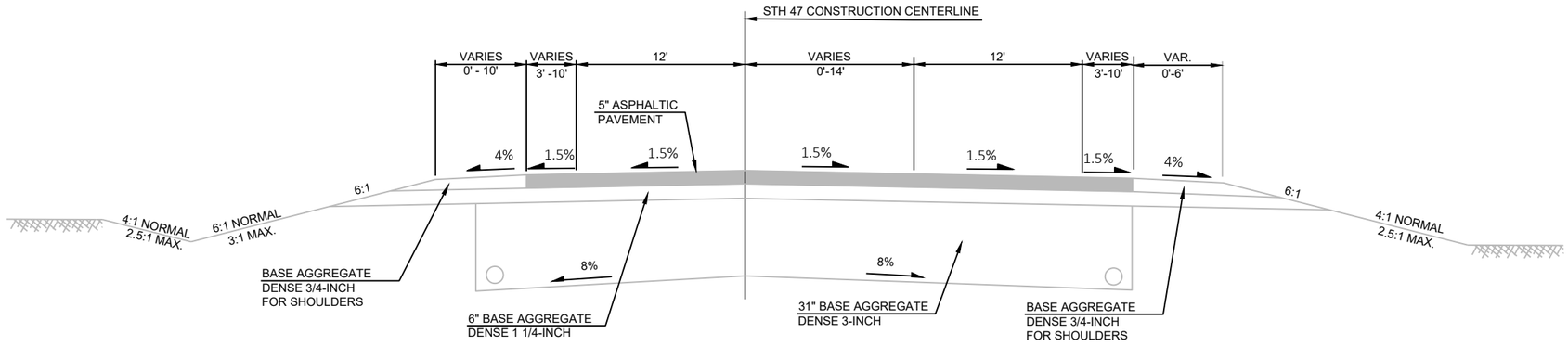
EXISTING TYPICAL SECTION FOR W. KEMP ST.

STA. 928+75WB - STA. 932+41WB



EXISTING TYPICAL SECTION FOR USH 8/STH 47

STA. 37+93.37 - STA. 48+25



EXISTING TYPICAL SECTION FOR STH 47

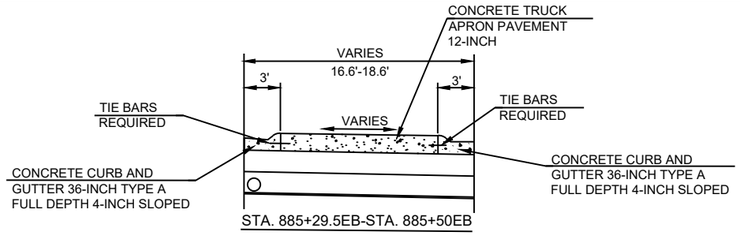
STA. 48+25 - STA. 54+02.80

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTION-USH 8/STH 47	SHEET 5	E

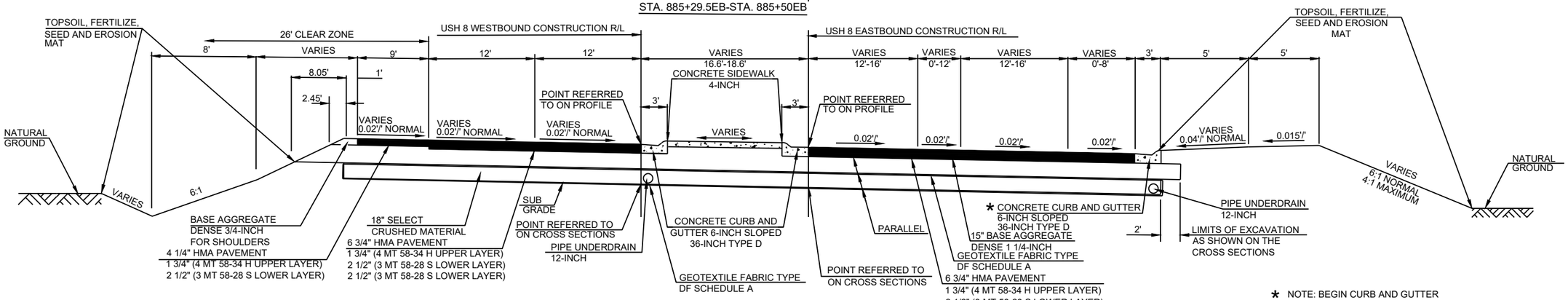
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\020301 TS.DWG
LAYOUT NAME - 020302 ts

PLOT DATE : 10/31/2018 7:02 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



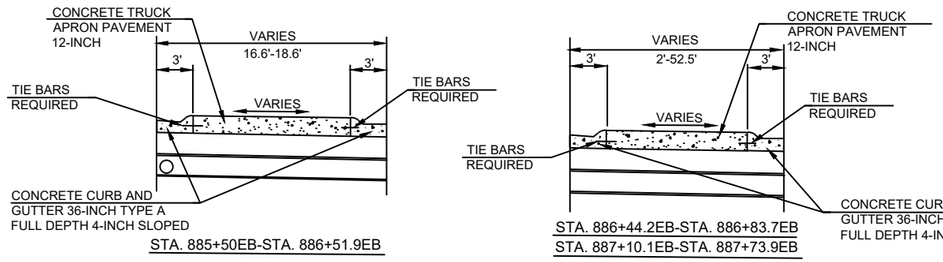
STA. 885+29.5EB-STA. 885+50EB



TYPICAL FINISHED SECTION FOR USH 8

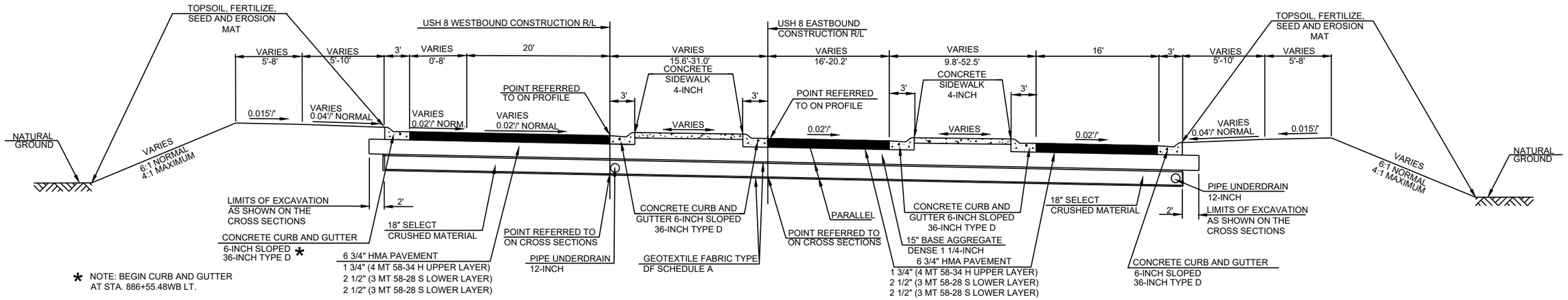
STA. 883+36.92EB-STA. 885+50EB

* NOTE: BEGIN CURB AND GUTTER
AT STA. 883+57.0EB RT.



STA. 885+50EB-STA. 886+51.9EB

STA. 886+44.2EB-STA. 886+83.7EB
STA. 887+10.1EB-STA. 887+73.9EB



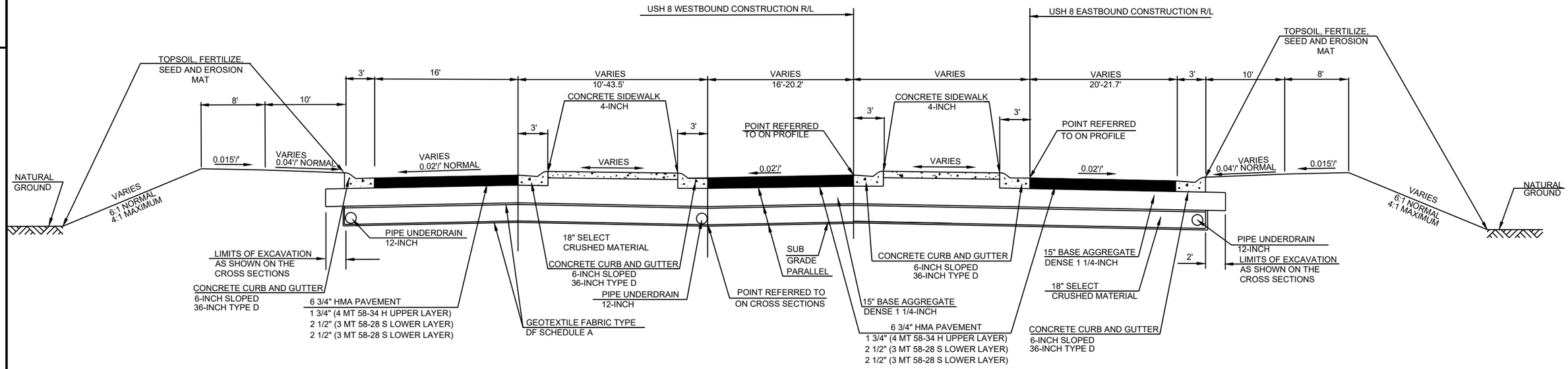
* NOTE: BEGIN CURB AND GUTTER
AT STA. 886+55.48WB LT.

TYPICAL FINISHED SECTION FOR USH 8

STA. 885+50EB-STA. 887+73.91EB

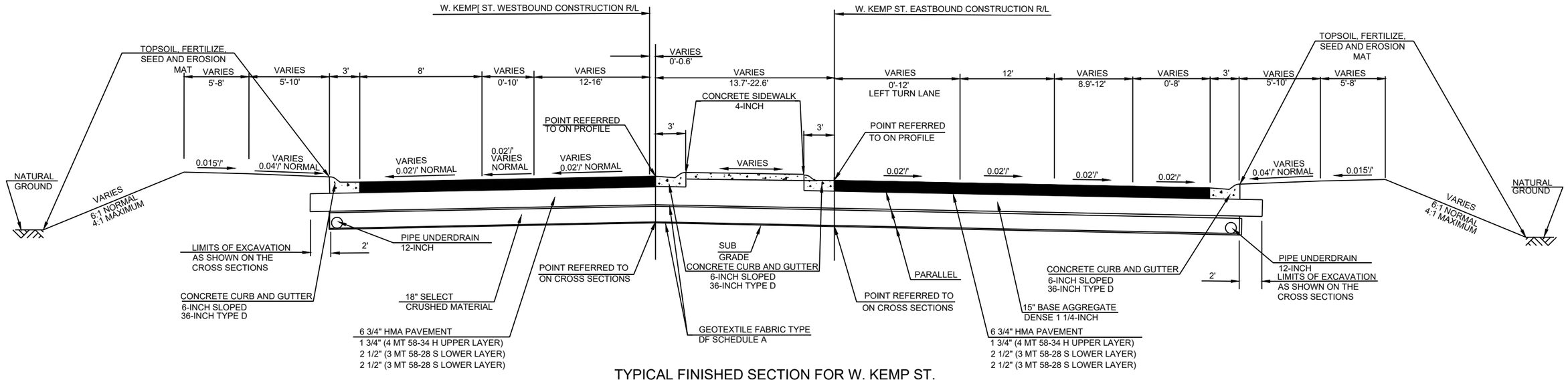
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 6	E

2



TYPICAL FINISHED SECTION FOR USH 8

STA. 889+26.43EB-STA. 890+92.72EB

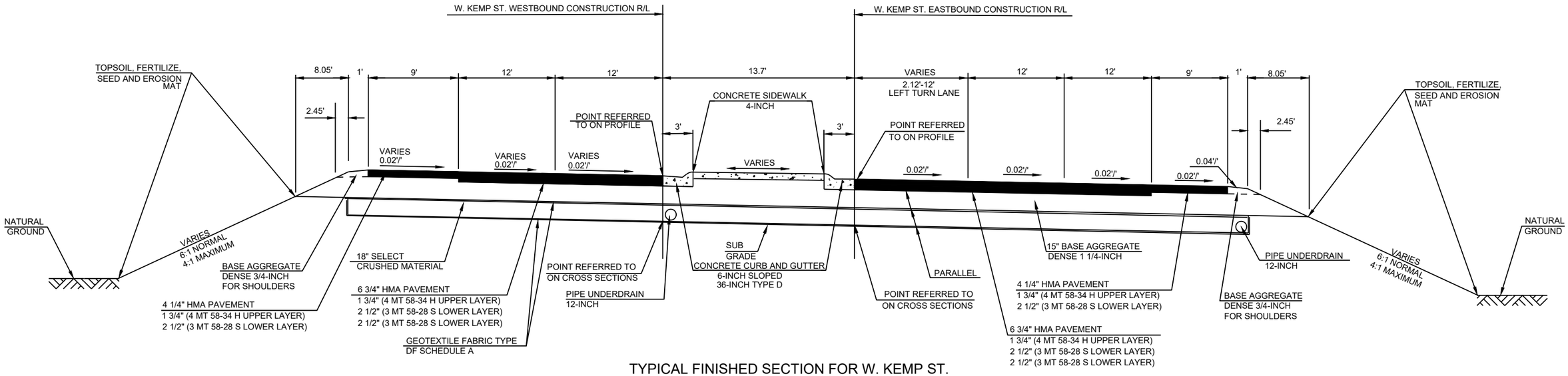


TYPICAL FINISHED SECTION FOR W. KEMP ST.

STA. 890+92.72EB-STA. 891+77EB RT.
STA. 890+92.72EB-STA. 892+75EB LT.

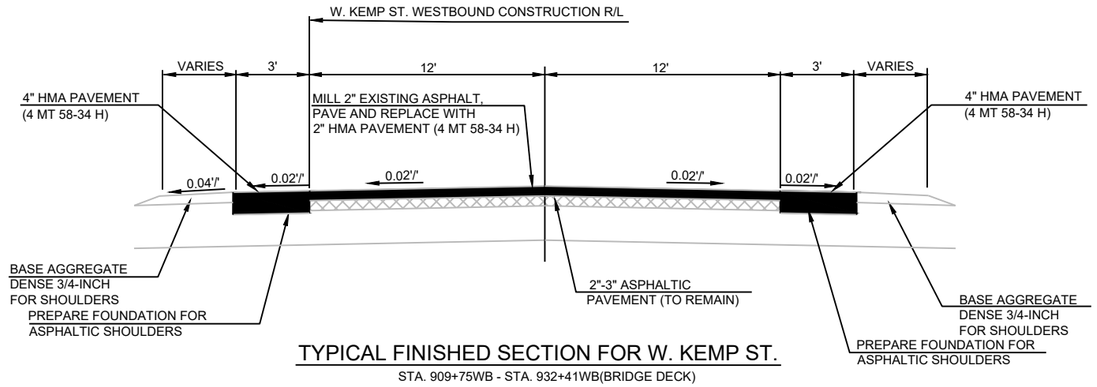
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 7	E

2



TYPICAL FINISHED SECTION FOR W. KEMP ST.

STA. 891+77EB-STA. 893+64.77EB RT.
STA. 892+75EB-STA. 893+64.77EB LT.

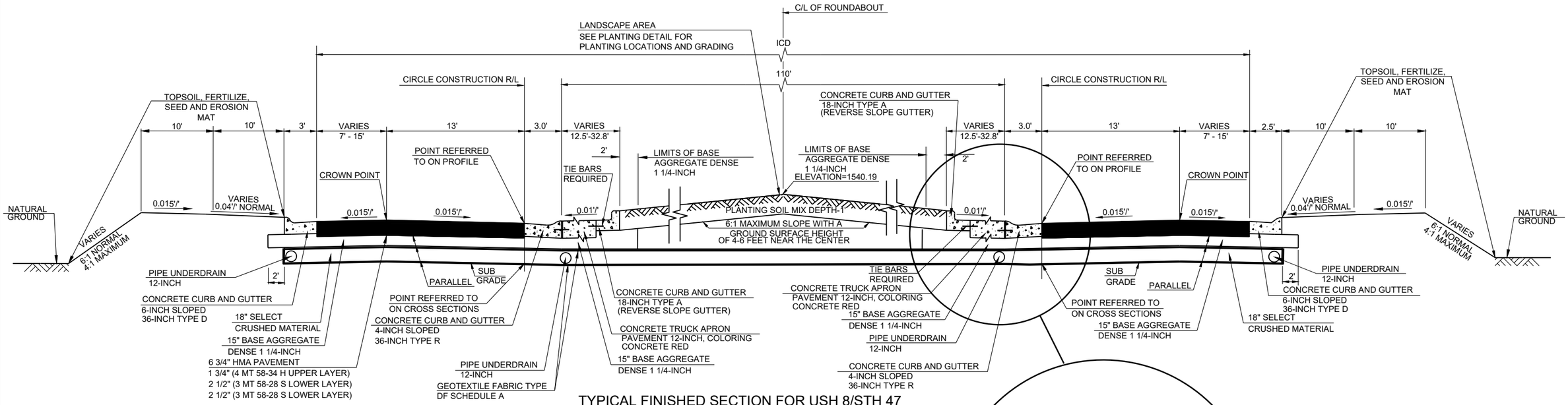


TYPICAL FINISHED SECTION FOR W. KEMP ST.

STA. 909+75WB - STA. 932+41WB(BRIDGE DECK)

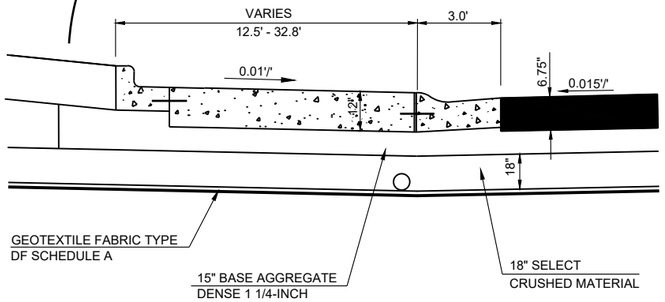
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 8	E

2



TYPICAL FINISHED SECTION FOR USH 8/STH 47

ROUNDABOUT DETAIL

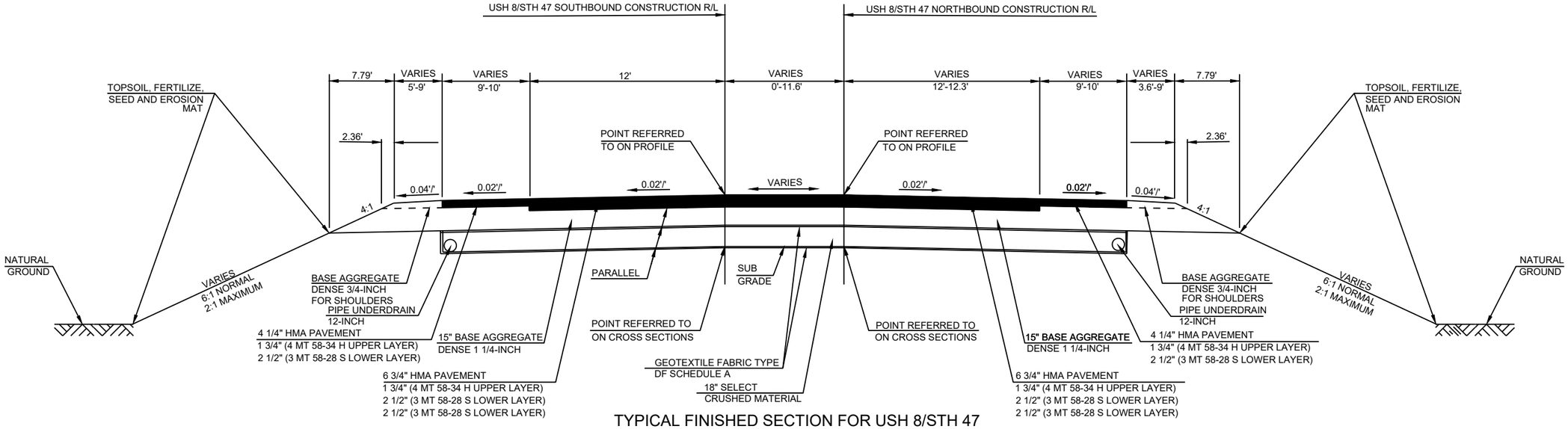


TRUCK APRON (TYPICAL)

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 9	E

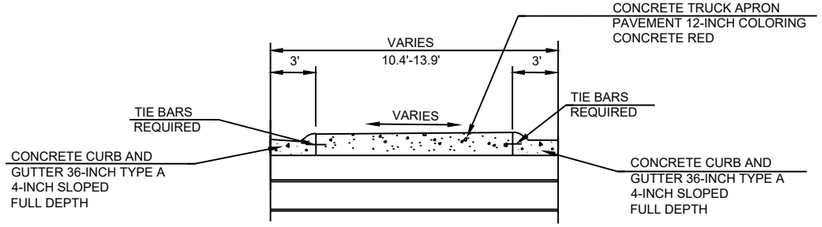
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\020301 TS.DWG
LAYOUT NAME - 020306 ts

PLOT DATE : 10/31/2018 7:02 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:200 FT

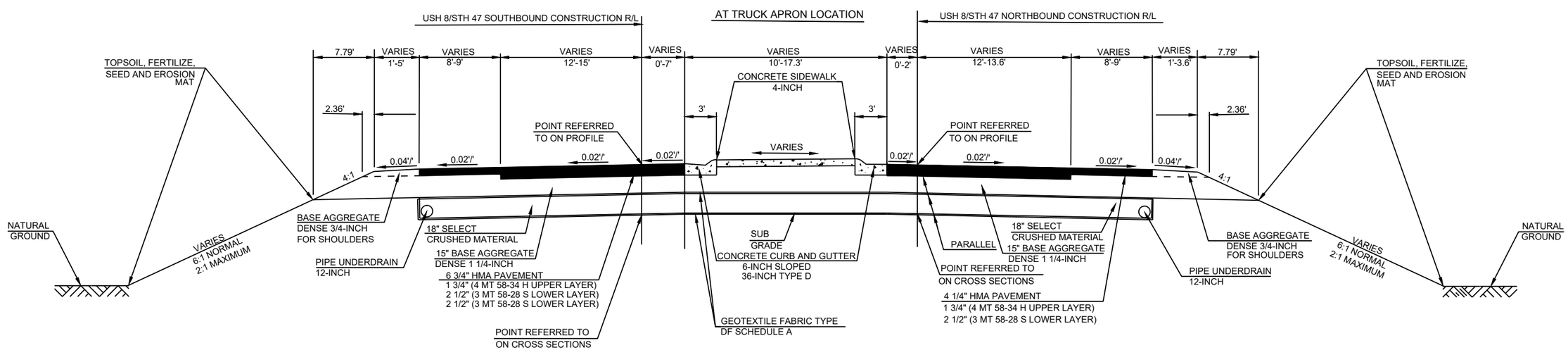


TYPICAL FINISHED SECTION FOR USH 8/STH 47

STA. 37+91.05NB-STA. 40+82.6NB



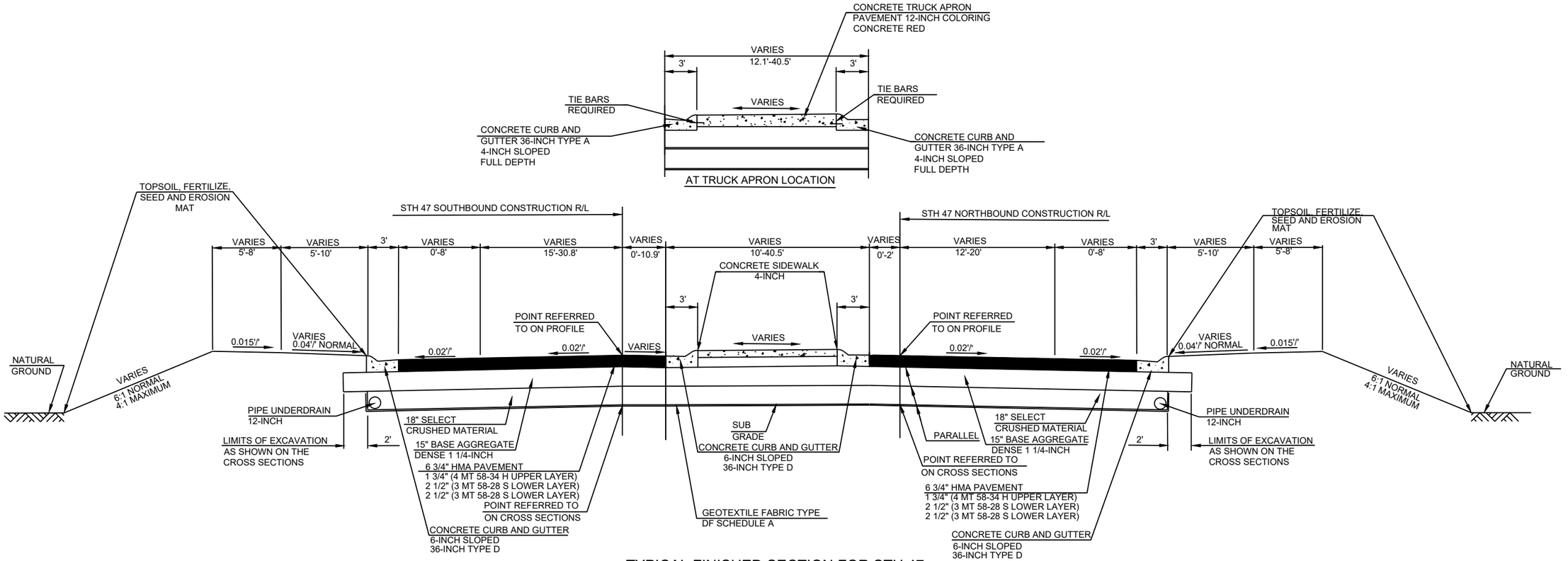
AT TRUCK APRON LOCATION



TYPICAL FINISHED SECTION FOR USH 8/STH 47

STA. 40+82.6NB-STA. 41+85.4NB LT. USH 8/STH 47
STA. 40+82.6NB-STA. 42+09.7NB RT. USH 8/STH 47
STA. 46+17.76NB-STA. 47+43.75NB LT. STH 47
STA. 46+46.74NB-STA. 47+43.75NB RT. STH 47

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 10	E

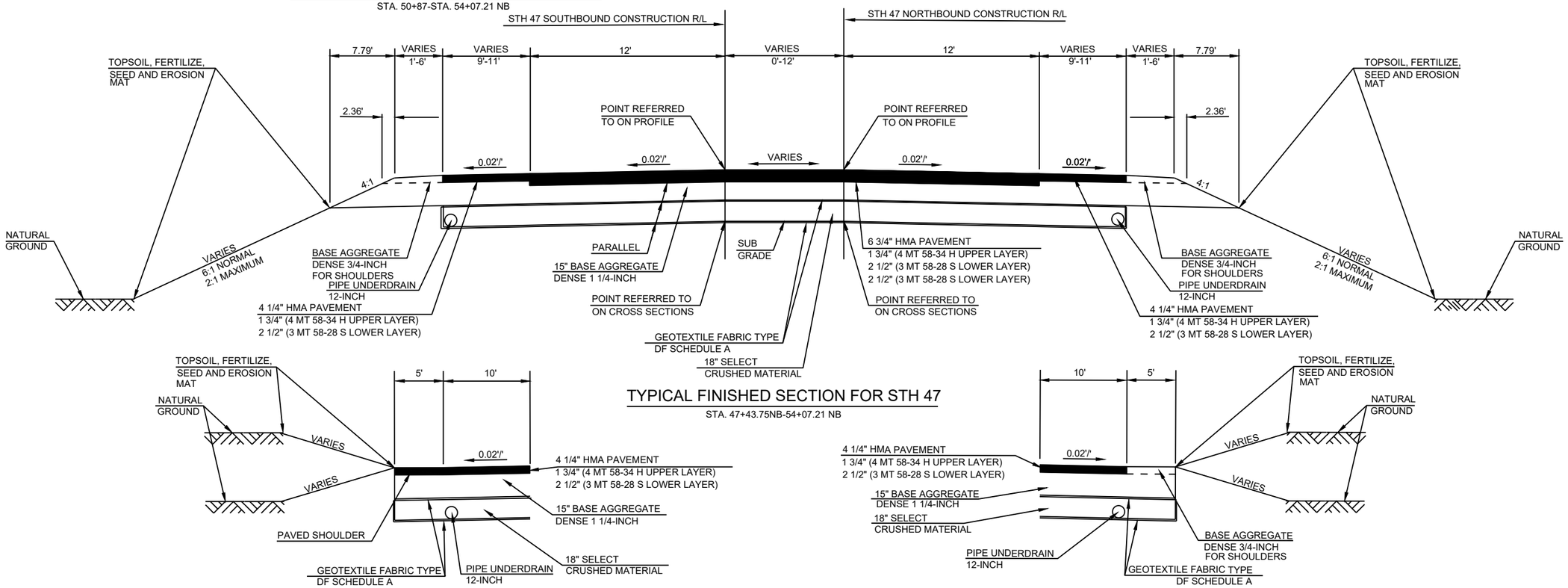


TYPICAL FINISHED SECTION FOR STH 47

STA. 41+85.4NB-STA. 43+35.95NB LT.
STA. 42+09.7NB-STA. 43+35.95NB RT.
STA. 44+85.75NB-STA. 46+18.2NB LT.
STA. 44+85.75NB-STA. 46+46.7NB RT.

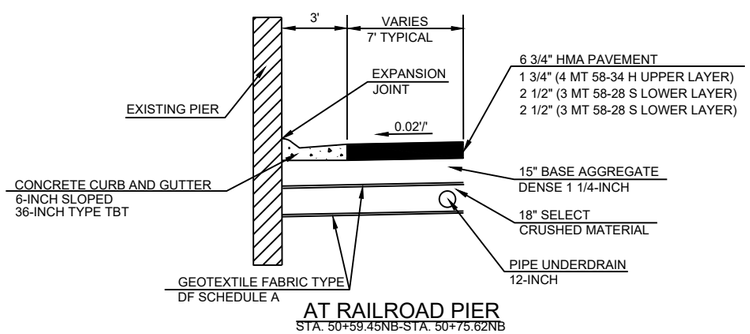
TYPICAL FINISHED SECTION FOR STH 47

STA. 50+87-STA. 54+07.21 NB



GRAVEL SHOULDER

STA. 50+75.62NB-STA. 50+87.5NB



AT RAILROAD PIER

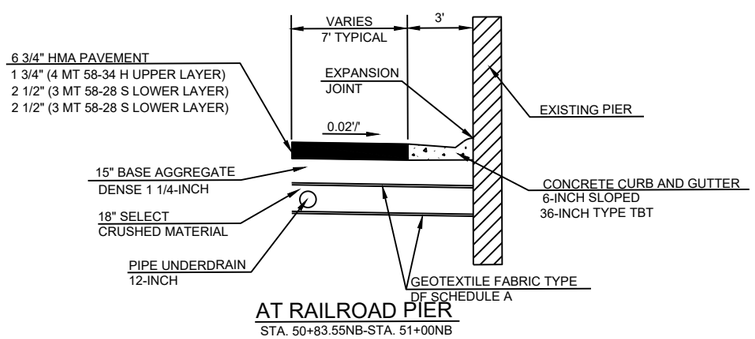
STA. 50+59.45NB-STA. 50+75.62NB

TYPICAL FINISHED SECTION FOR STH 47

STA. 47+43.75NB-54+07.21 NB

GRAVEL SHOULDER

STA. 50+50NB-STA. 50+83.55NB
STA. 51+00NB-STA. 51+57NB

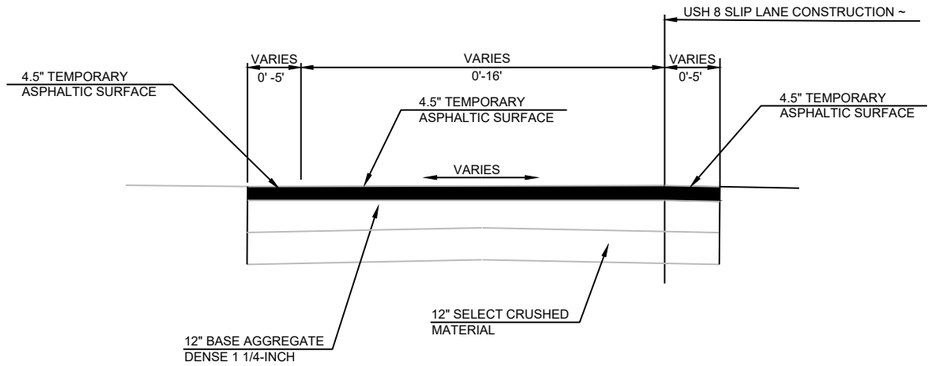


AT RAILROAD PIER

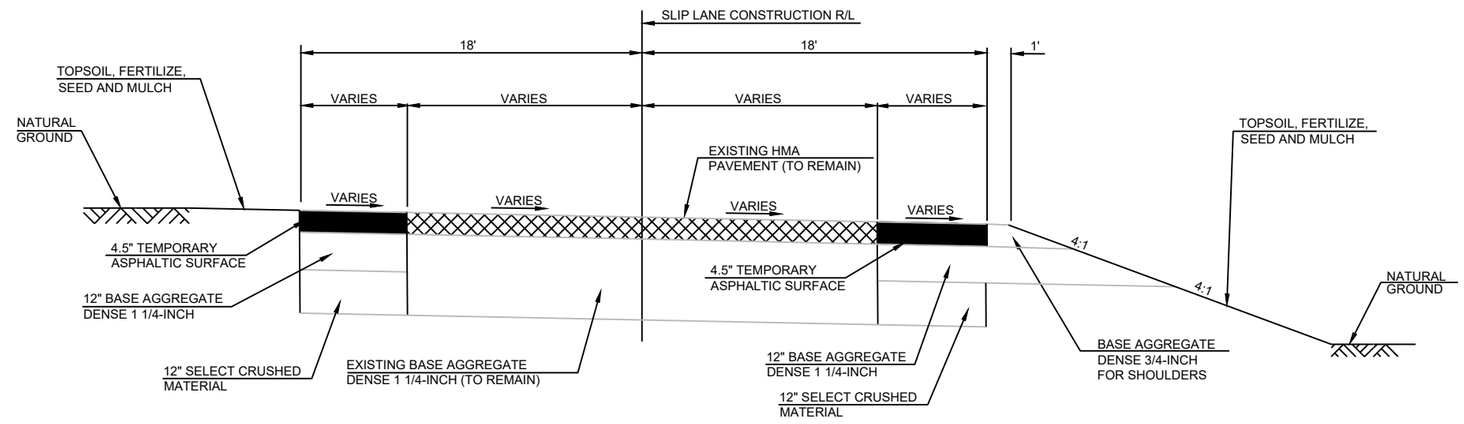
STA. 50+83.55NB-STA. 51+00NB

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN: TYPICAL SECTIONS	SHEET 12	E

2

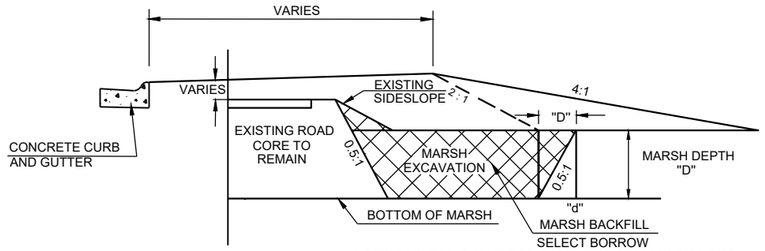


TYPICAL SECTION FOR TEMPORARY CROSSOVER



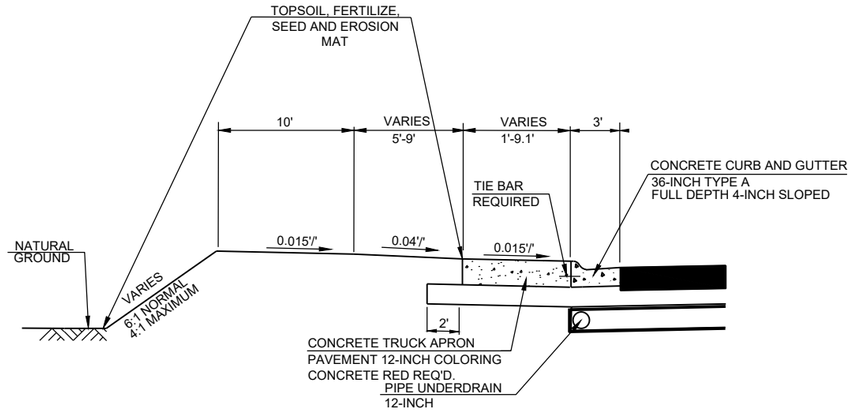
TYPICAL SECTION FOR TEMPORARY SLIP LANE WIDENING

STA. 5+69DSW - STA. 11+67DSW
STA. 1+88DNE - STA. 8+53DNE

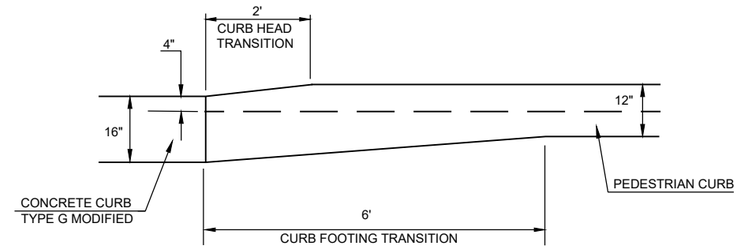


NOTE: BACKFILL QUANTITIES COMPUTED FROM POINT "d" TO COMPENSATE FOR PROBABLE DISPLACED MARSH AREA. EXCAVATED MARSH TO BE WASTED AND NOT USED ON THE PROJECT.

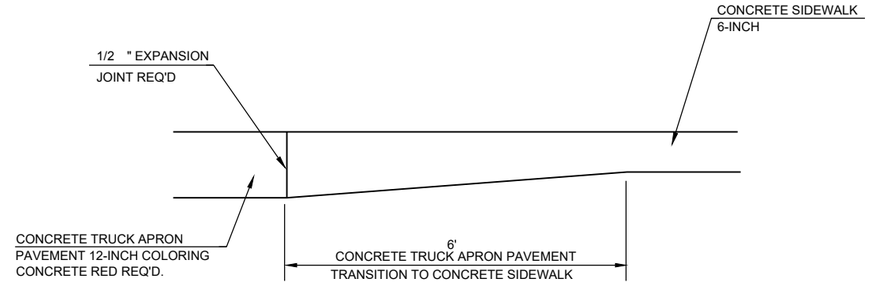
TYPICAL SECTION-MARSH EXCAVATION



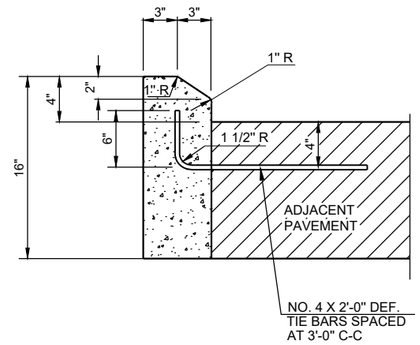
TYPICAL SECTION AT OUTSIDE TRUCK APRON



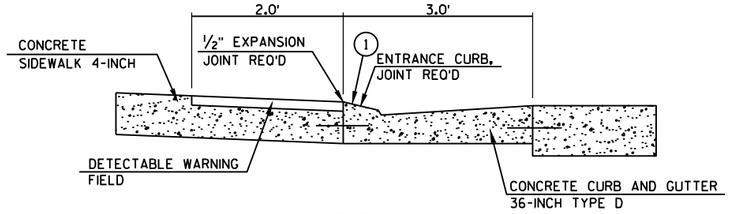
DETAIL FOR PEDESTRIAN CURB TRANSITION



DETAIL FOR CONCRETE TRUCK APRON PAVEMENT TRANSITION TO CONCRETE SIDEWALK

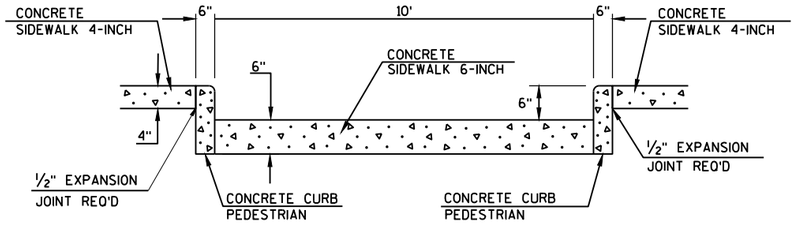


CONCRETE CURB, TYPE G MODIFIED

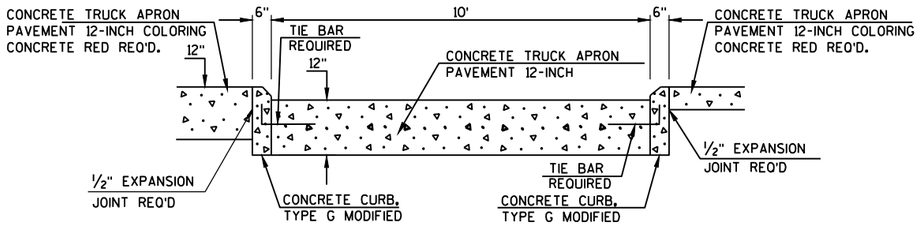


SECTION A-A

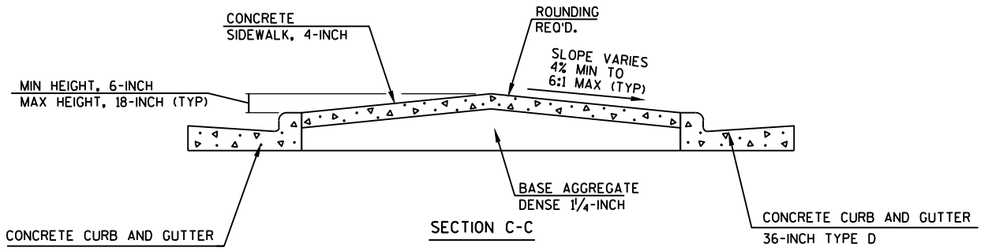
1 NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%.



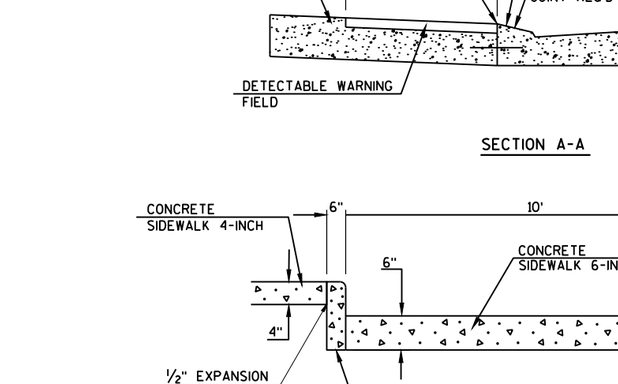
SECTION B-B



SECTION B-B
AT TRUCK APRON LOCATIONS



SECTION C-C

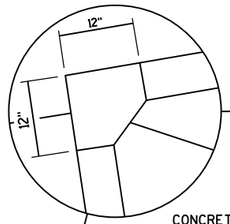


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

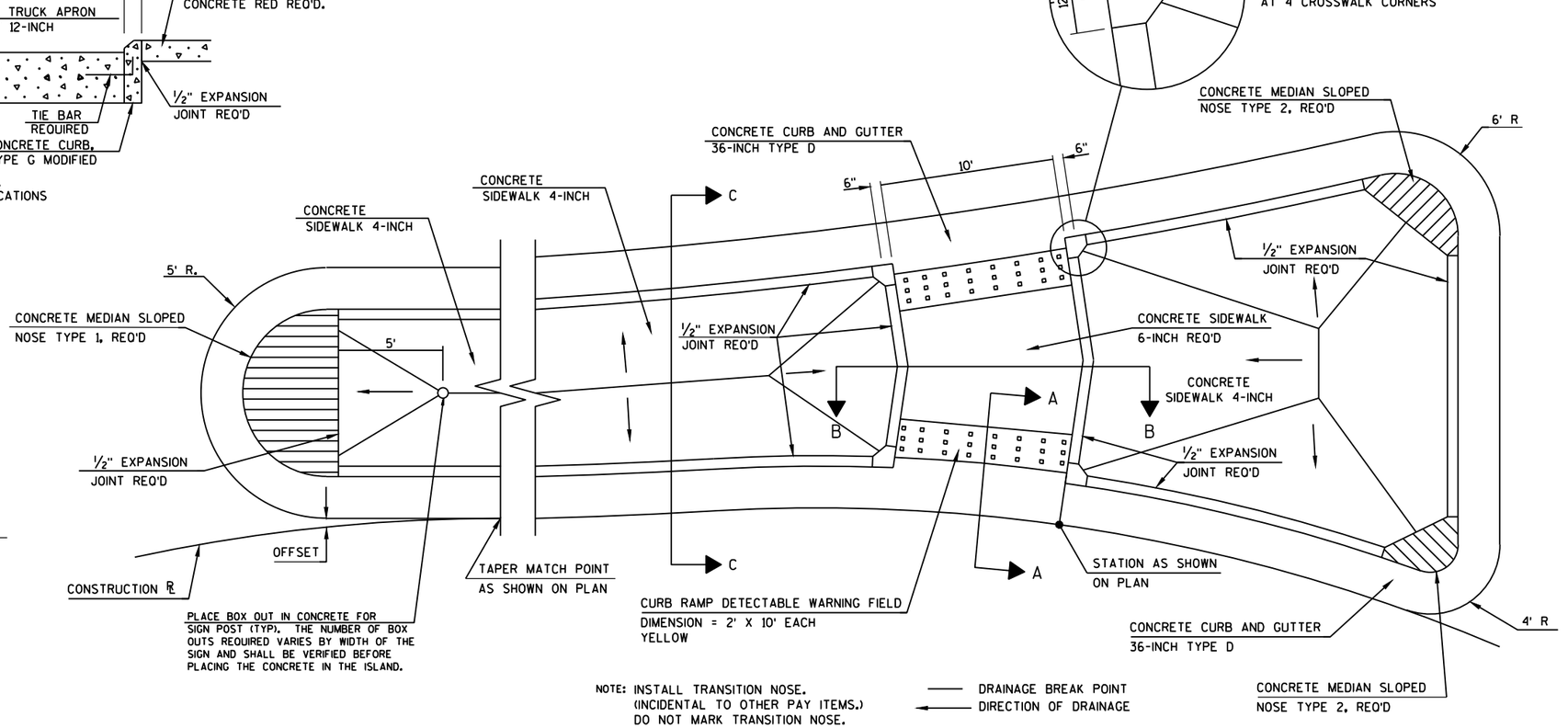
** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

PLACE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)



TRANSITION NOSE TYPICAL
AT 4 CROSSWALK CORNERS

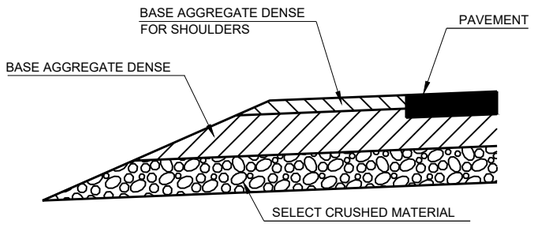


PLACE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

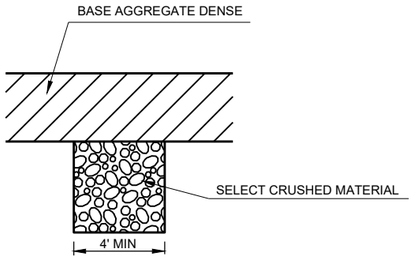
NOTE: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

—— DRAINAGE BREAK POINT
←—— DIRECTION OF DRAINAGE

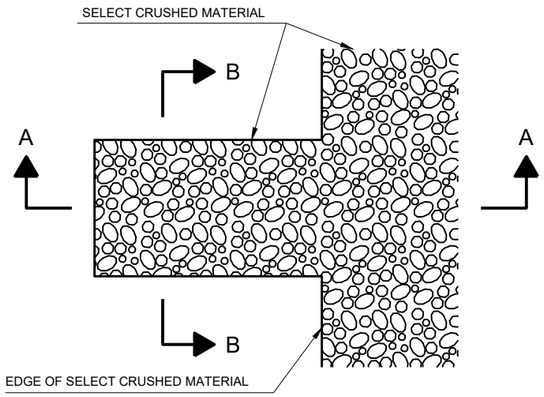
SPLITTER ISLAND DETAIL



SECTION A-A

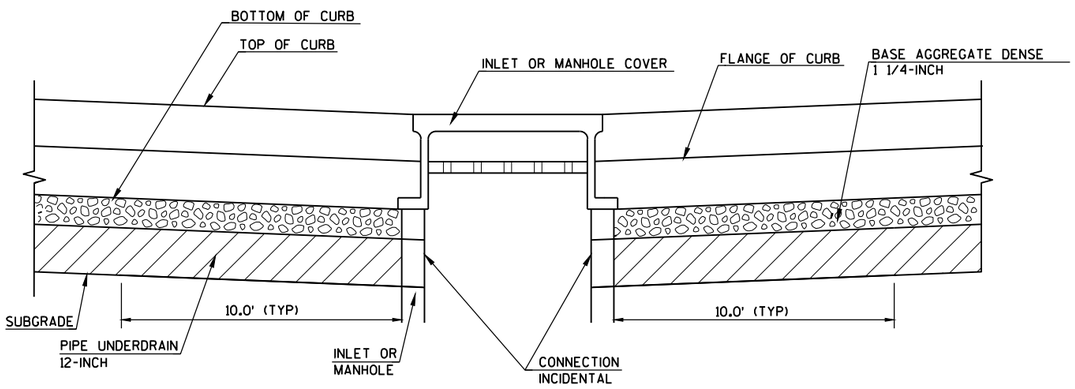


SECTION B-B



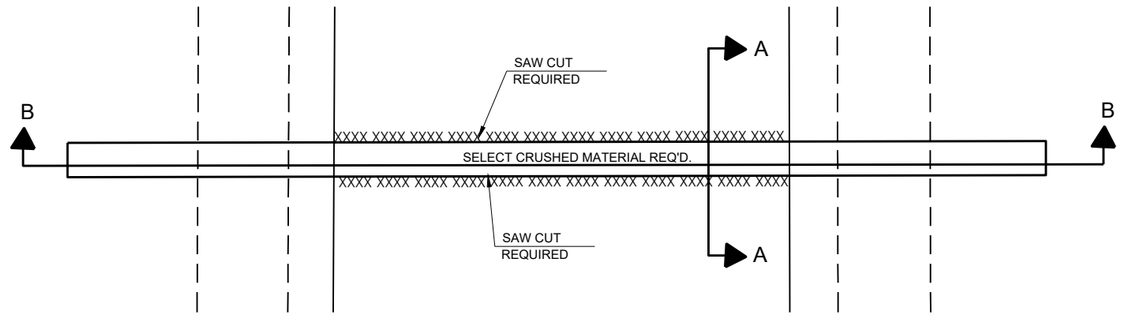
DETAIL FOR FRENCH DRAINS

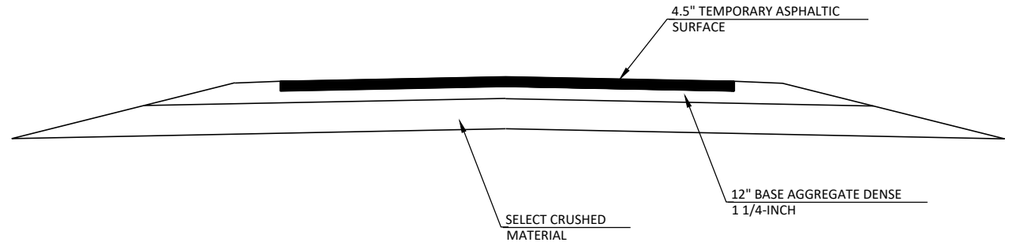
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.
LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM "SELECT CRUSHED MATERIAL".



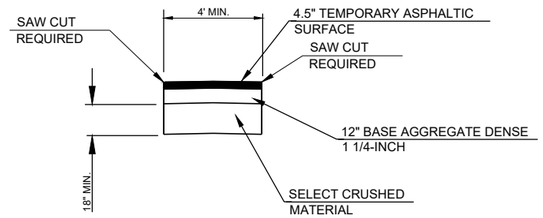
PIPE UNDERDRAIN DETAIL

(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)





SECTION B-B



SECTION A-A

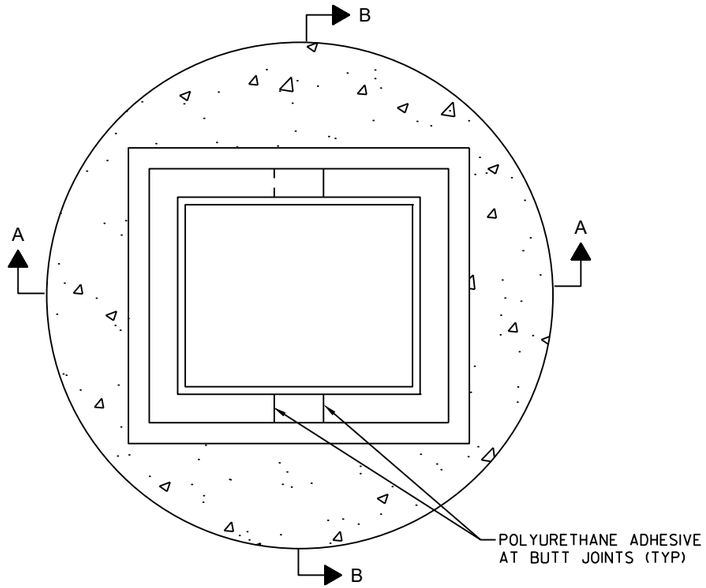
DETAIL FOR SELECT CRUSHED WEEPS

WEEPS ARE TO BE CONSTRUCTED IN STAGE 1.
EXCAVATION REQUIRED TO CONSTRUCT SELECT CRUSHED
WEEPS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM
"SELECT CRUSHED MATERIAL".

CONSTRUCT TEMPORARY ASPHALT CURB AT CUTS THROUGH
CURB AND GUTTER TO MAINTAIN DRAINAGE.

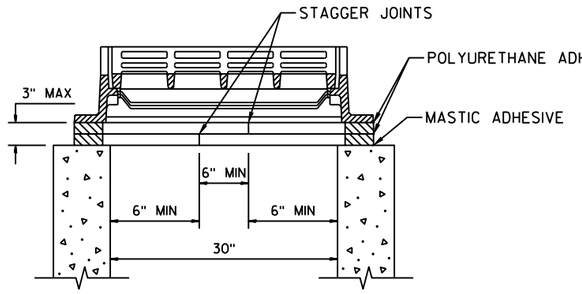
TEMPORARY ASPHALTIC CURB REQUIRED TO MAINTAIN
DRAINAGE AT SELECT CRUSHED DRAINAGE WEEPS SHALL BE
CONSIDERED INCIDENTAL TO THE ITEM" ASPHALTIC SURFACE
TEMPORARY".

2

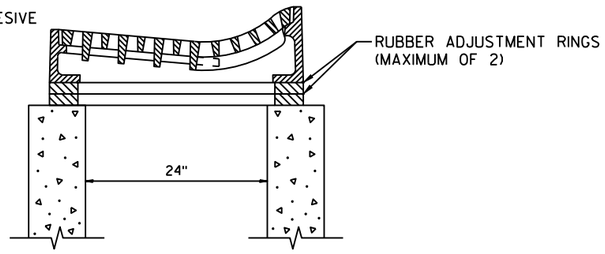


PLAN VIEW

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

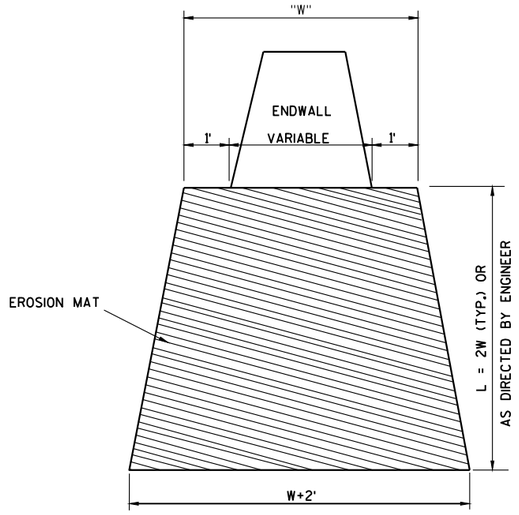


SECTION A-A

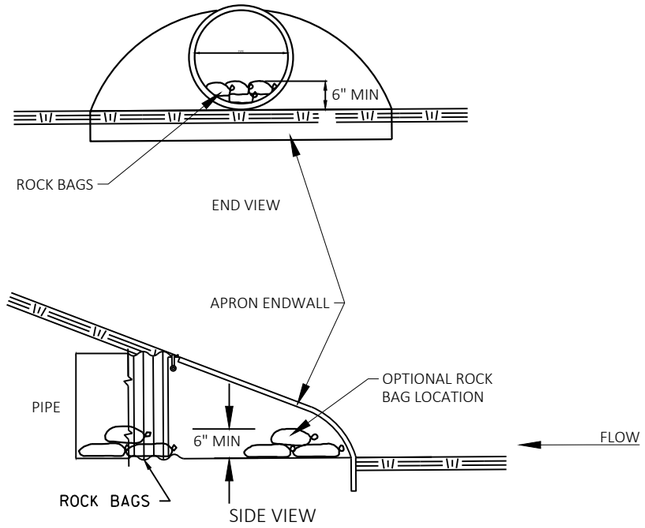


SECTION B-B

RUBBER RING CUTTING DETAIL FOR CATCH BASINS WITH TYPE "T" CASTINGS

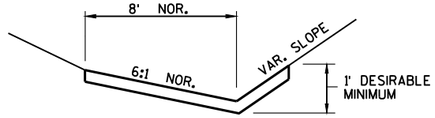


EROSION MAT TREATMENT AT CULVERTS

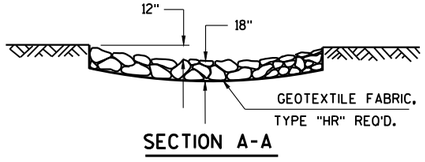


CULVERT PIPE CHECK

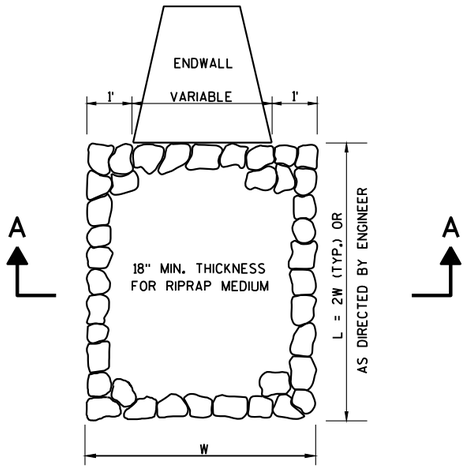
(INSTALL ON INLET END ONLY)



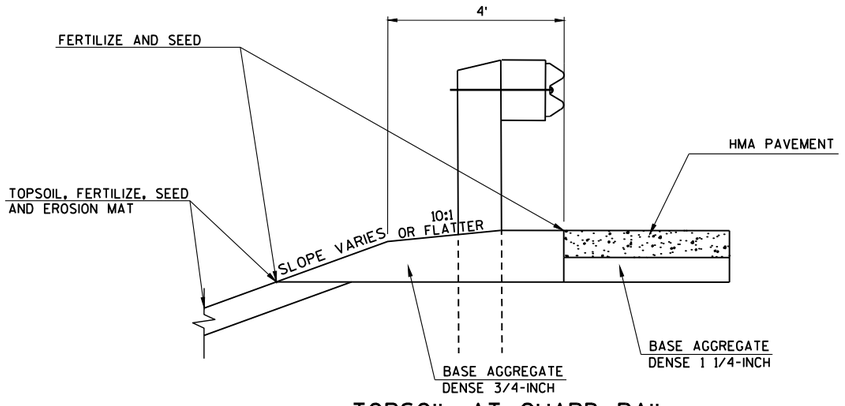
EROSION MAT TYPE II CLASS C DETAIL FOR DITCHES



SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS

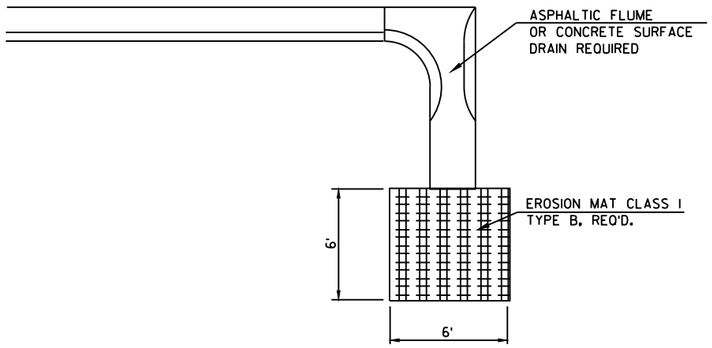


TOPSOIL AT GUARD RAIL

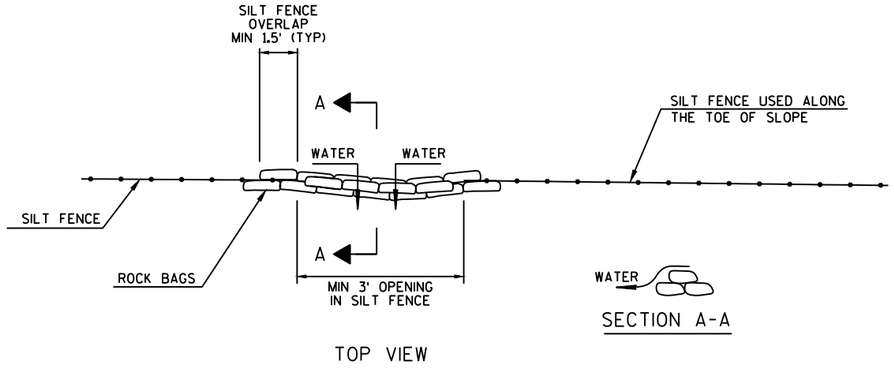
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 18	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021005 CD.DWG
LAYOUT NAME - 021005 cd
PLOT DATE : 10/31/2018 7:02 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

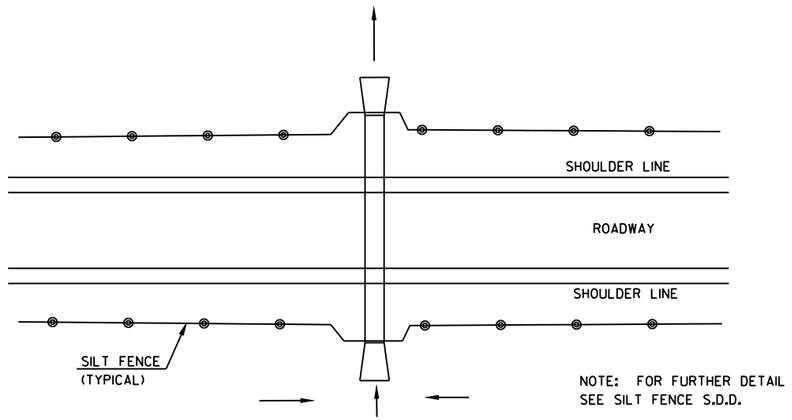


EROSION MAT AT ASPHALT FLUME AND
CONCRETE SURFACE DRAIN

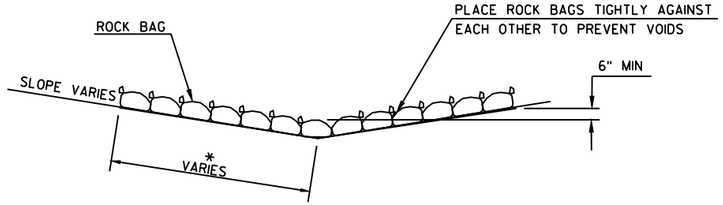


ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

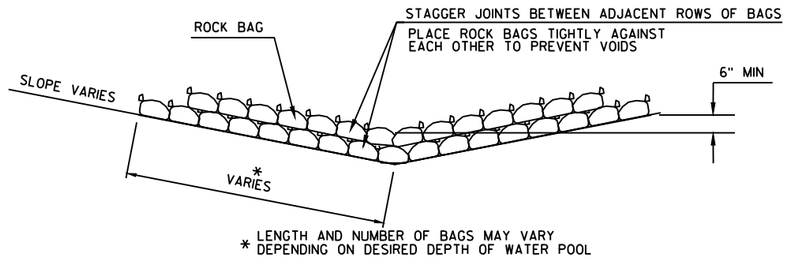
PAID AS ROCK BAGS



TYPICAL SILT FENCE DETAIL AT CROSS DRAIN PIPES



SIDE VIEW (SINGLE LAYER)

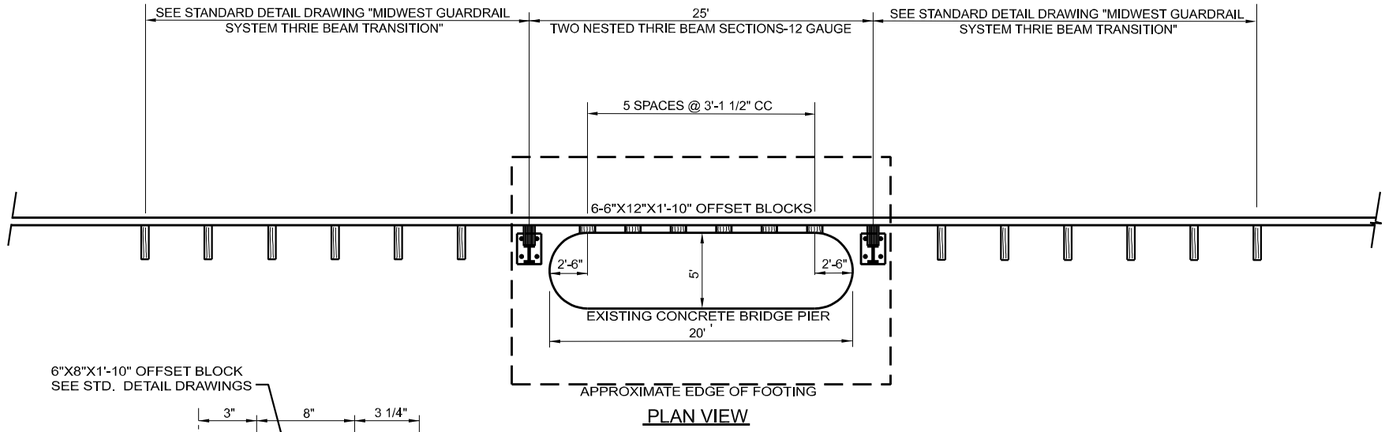


SIDE VIEW (MULTIPLE LAYER)

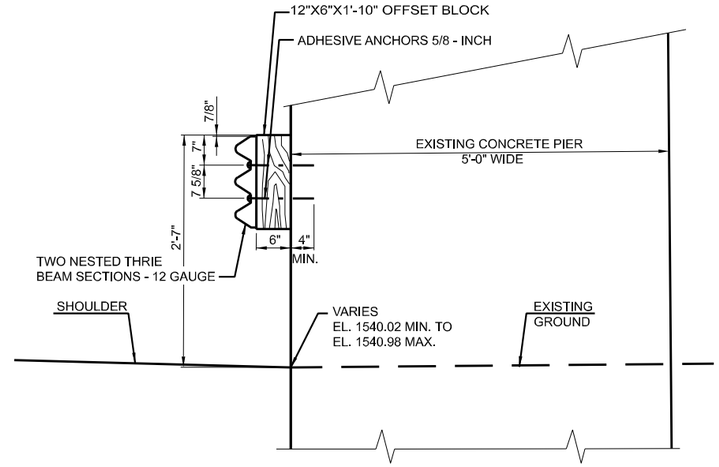
ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS

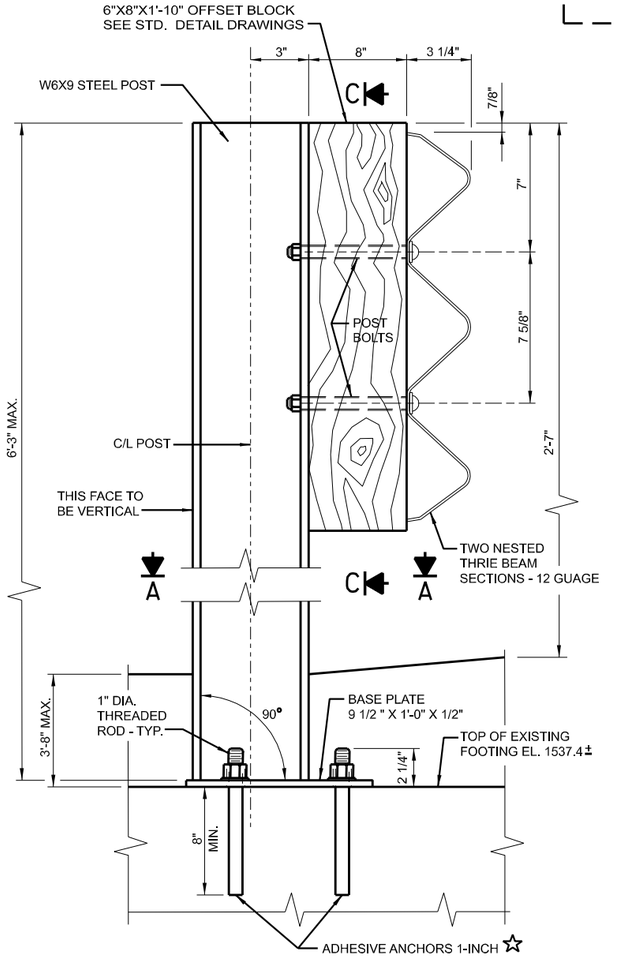
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



PLAN VIEW



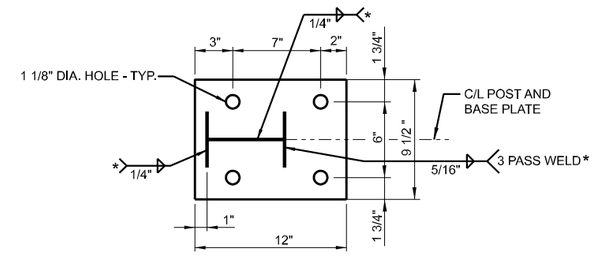
END ELEVATION



ELEVATION

GUARD RAIL POST ANCHORS ON TOP OF PIER FOOTING

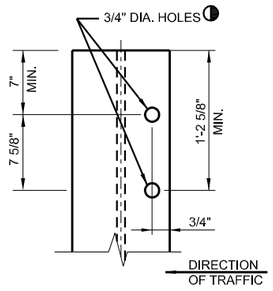
(4 REQUIRED)



SECTION A-A

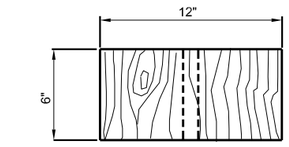
POST AND BASE PLATE

* WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER705-3 WELDING WIRE AND ARGON-OXYGEN OR CO_2 COVER GAS.

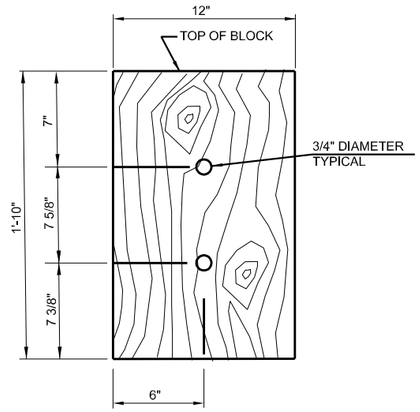


SECTION C-C

HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE

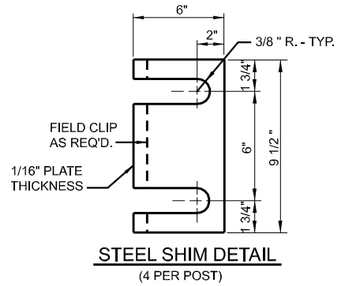


TOP VIEW



FRONT VIEW

OFFSET BLOCK



STEEL SHIM DETAIL

(4 PER POST)

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE FOOTING. ALONG THE ROADWAY THE POST WILL BE NORMAL TO GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

POST, BASE PLATE (AND BOTTOM PLATE IF USED), AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 505.

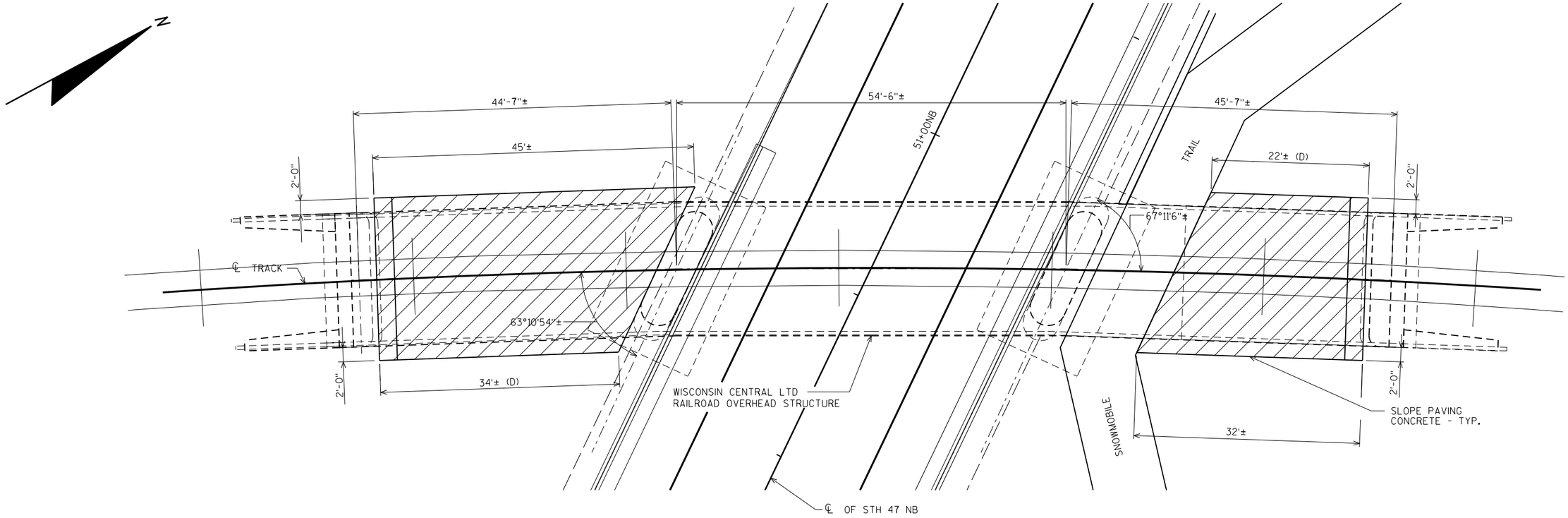
HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER TOP OF BOLTS AND RODS BEFORE THREADING.

☆ ADHESIVE ANCHORS 1-INCH. EMBED IN CONCRETE AS DETAILED. CHARACTERISTIC BOND STRENGTH SHALL MEET OR EXCEED 1305 PSI FOR UNCRACKED CONCRETE.

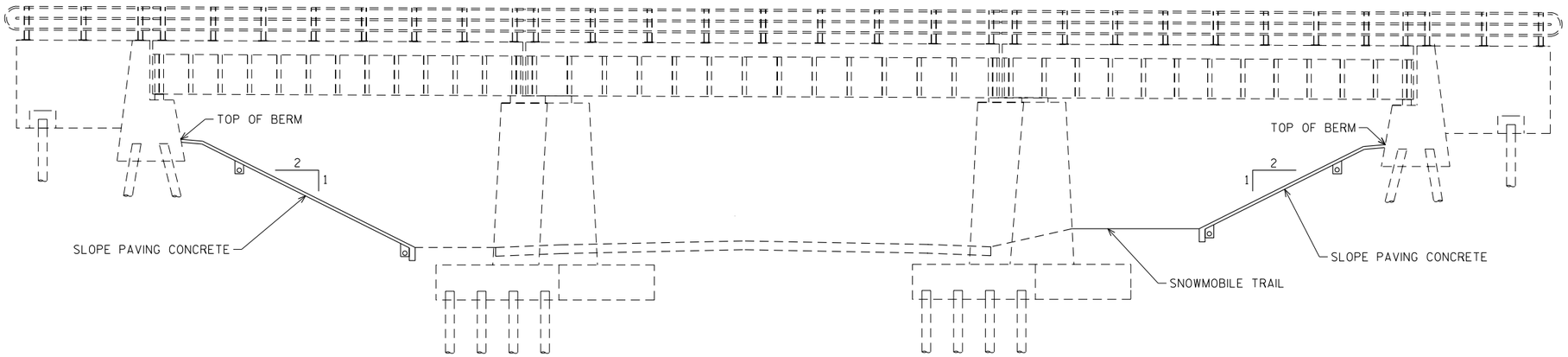
STEEL SHIMS MAY BE USED BETWEEN PLATES AND FOOTING WHERE REQUIRED FOR ALIGNMENT.

◑ FIELD DRILL HOLES SO THAT TOP OF THRIE BEAM IS 2'-7" ABOVE EXISTING GROUND.

2



PLAN

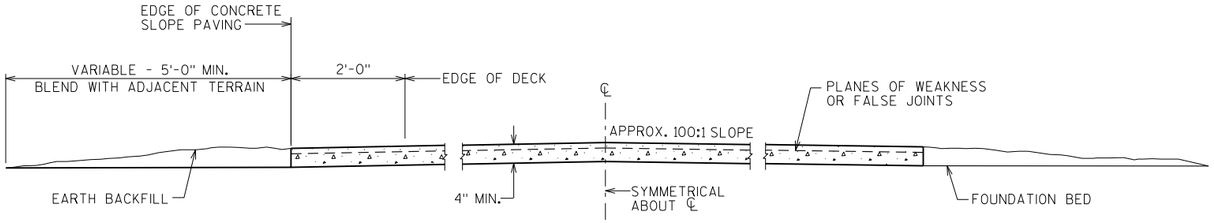


ELEVATION

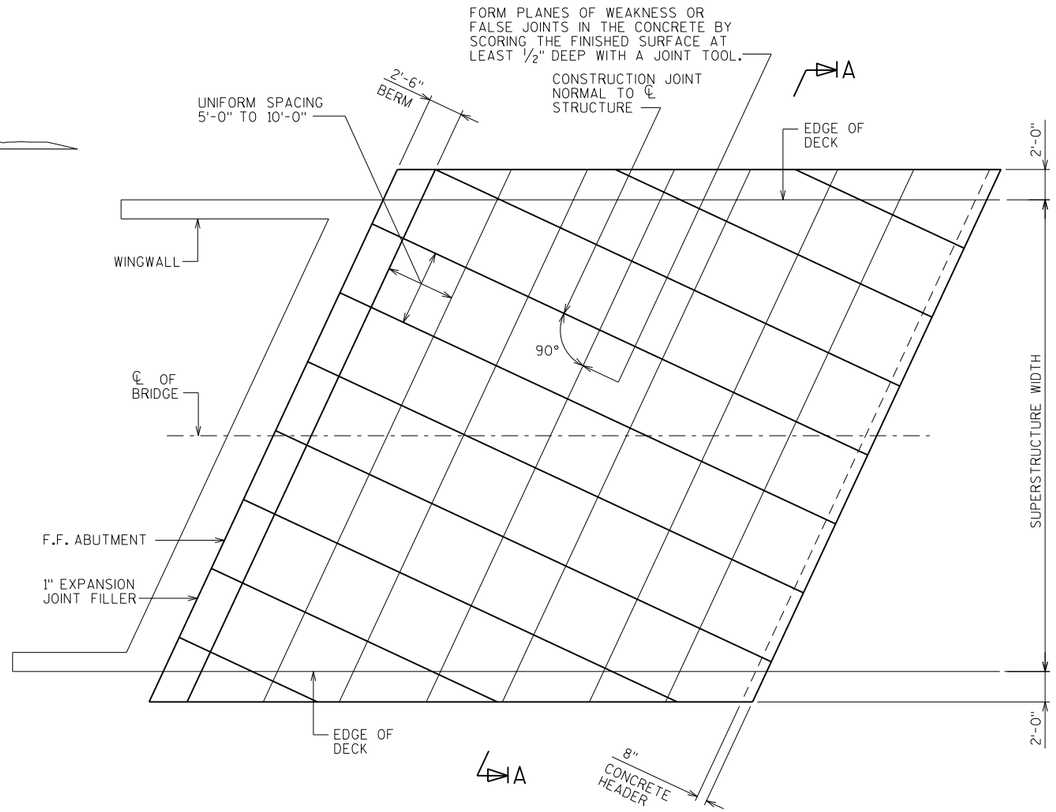
(LOOKING WEST)

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SLOPE PAVING CONCRETE LAYOUT	SHEET 21	E

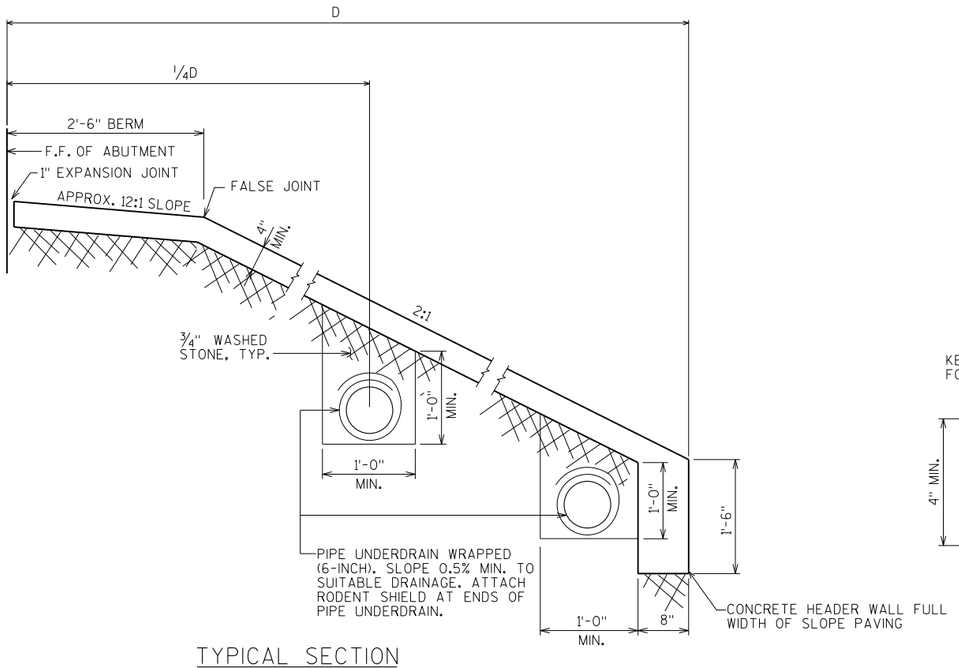
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021101 CD.DWG PLOT DATE : 6/18/2018 11:28 AM PLOT BY : SOUFAL, KEVIN PLOT NAME :



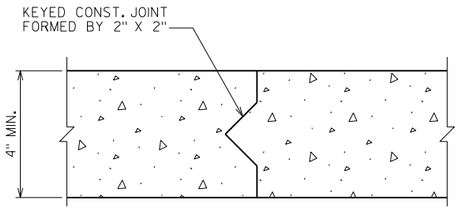
SECTION A-A



PLAN OF CONSTRUCTION JOINT DESIGN DETAILS
(TYPICAL SECTION SHOWN)



TYPICAL SECTION



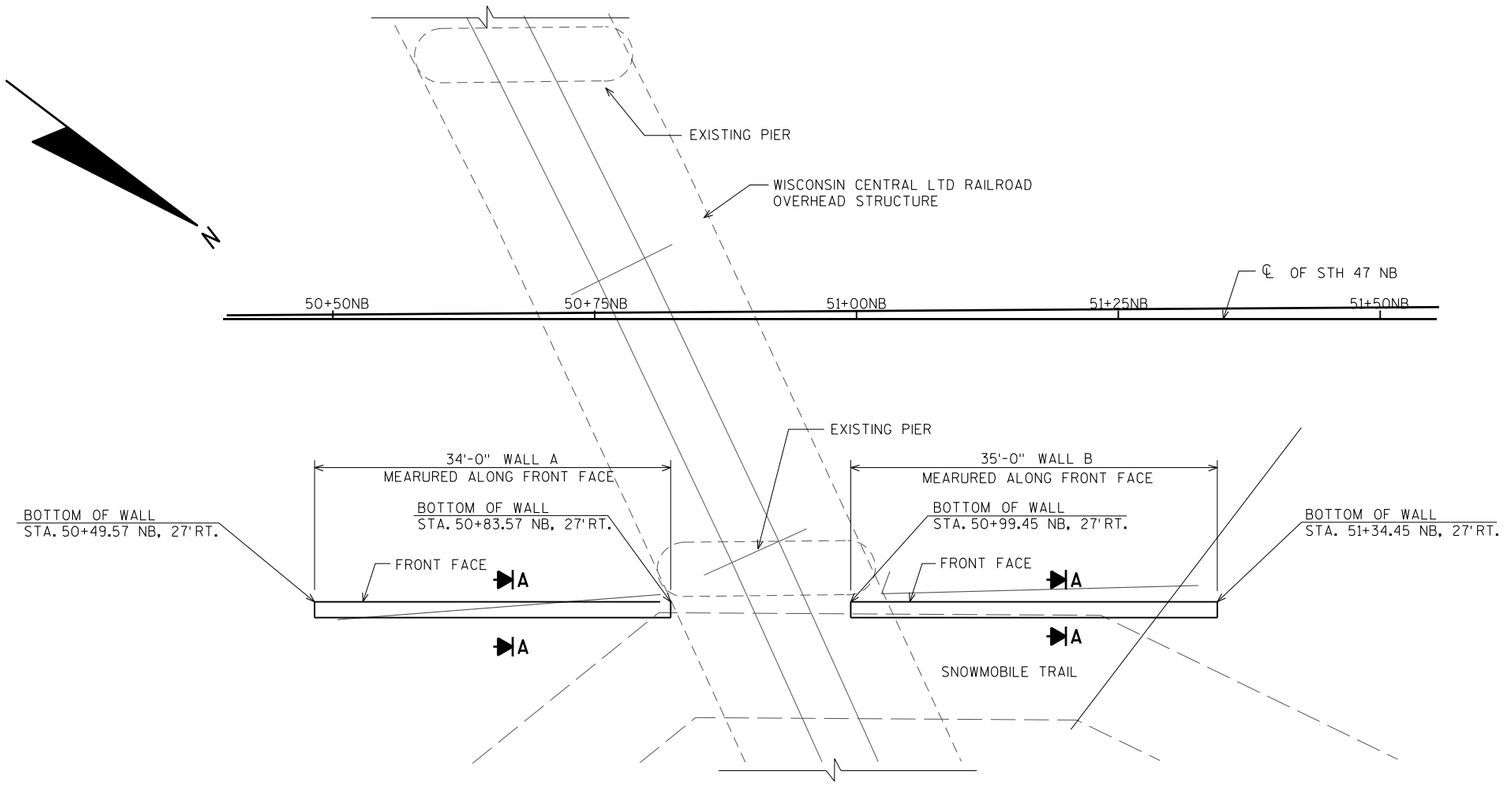
CONSTRUCTION JOINT DETAIL

GENERAL NOTES

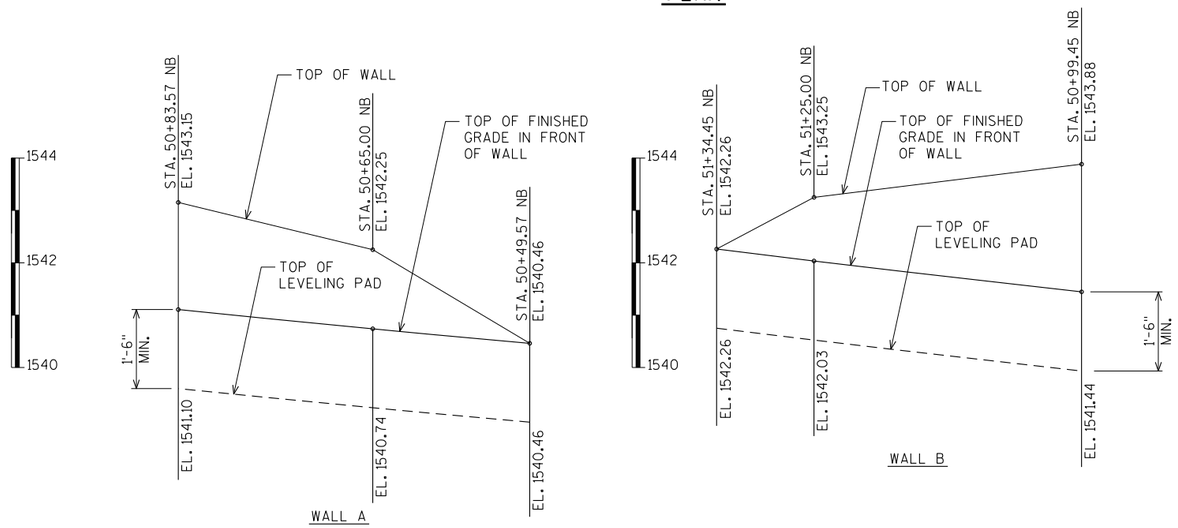
DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

F.F. DENOTES FRONT FACE

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SLOPE PAVING CONCRETE DETAILS	SHEET 22 E

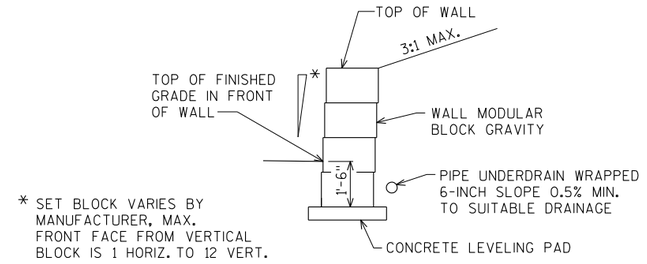


PLAN



ELEVATION

(LOOKING AT FRONT FACE OF WALL)



* SET BLOCK VARIES BY MANUFACTURER, MAX. FRONT FACE FROM VERTICAL BLOCK IS 1 HORIZ. TO 12 VERT.

SECTION A-A

GENERAL NOTES

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

DRAWINGS SHALL NOT BE SCALED.

DESIGN DATA

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

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

MODULAR BLOCKS SHALL HAVE A "CUTSTONE" APPEARANCE WITH SANDSTONE COLORATION.

FILL SPACE BETWEEN BLOCK UNITS AND PIER WITH FELT JOINT FILLER AND SEAL EXPOSED FACE OF JOINT WITH NON-BITUMINOUS JOINT SEALER.

THE RETAINIING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

ASSUMED SOIL PARAMETERS

ALLOWABLE BEARING CAPACITY = 0.75 TONS/SF
ANGLE OF INTERNAL FRICTION = 28 DEGREES
COHESION = 0.0 TONS/SF
COEFFICIENT OF SLIDING FRICTION = 0.47

SAFETY FACTORS

SLIDING (FS $\geq$ 1.5)
OVERTURNING (FS $\geq$ 2.0)
GLOBAL STABILITY (FS $\geq$ 1.3)
MINIMUM WALL EMBEDMENT 1'-6"

TOTAL ESTIMATED QUANTITIES

WALL MODULAR BLOCK GRAVITY LANDSCAPE STATION 50+50 — 202 SF
PIPE UNDERDRAIN WRAPPED 6-INCH — 100 LF

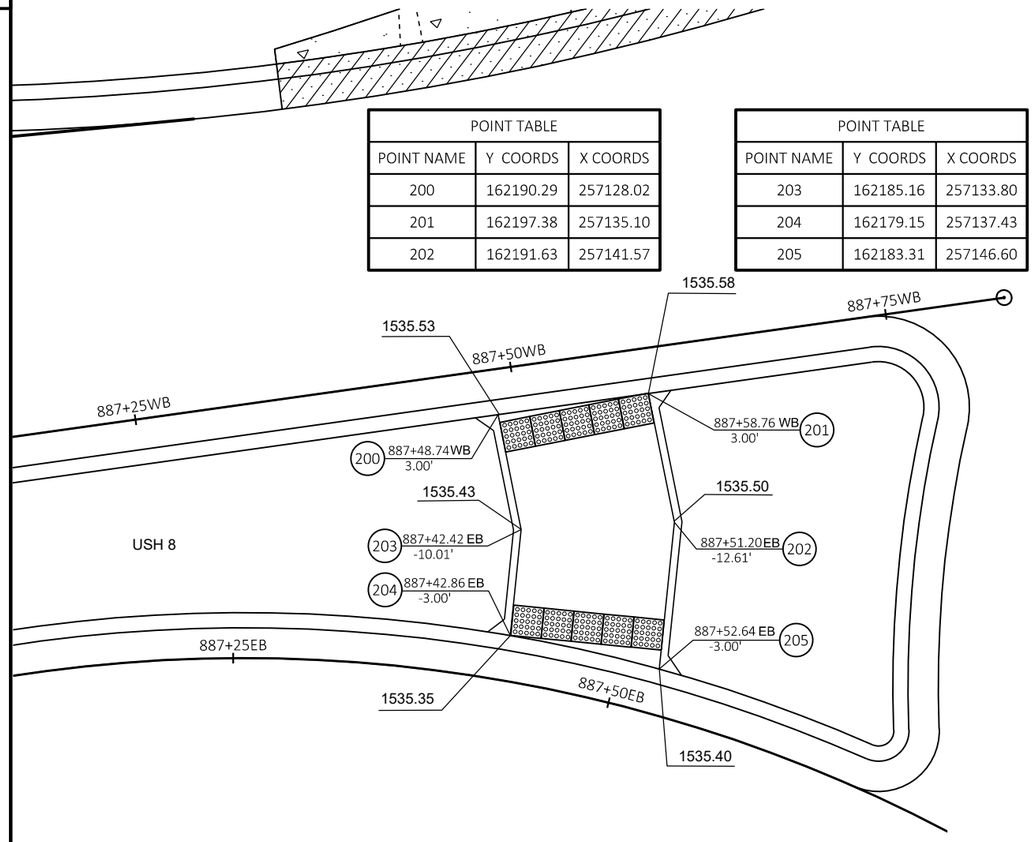
CONCRETE TRUCK APRON PAVEMENT

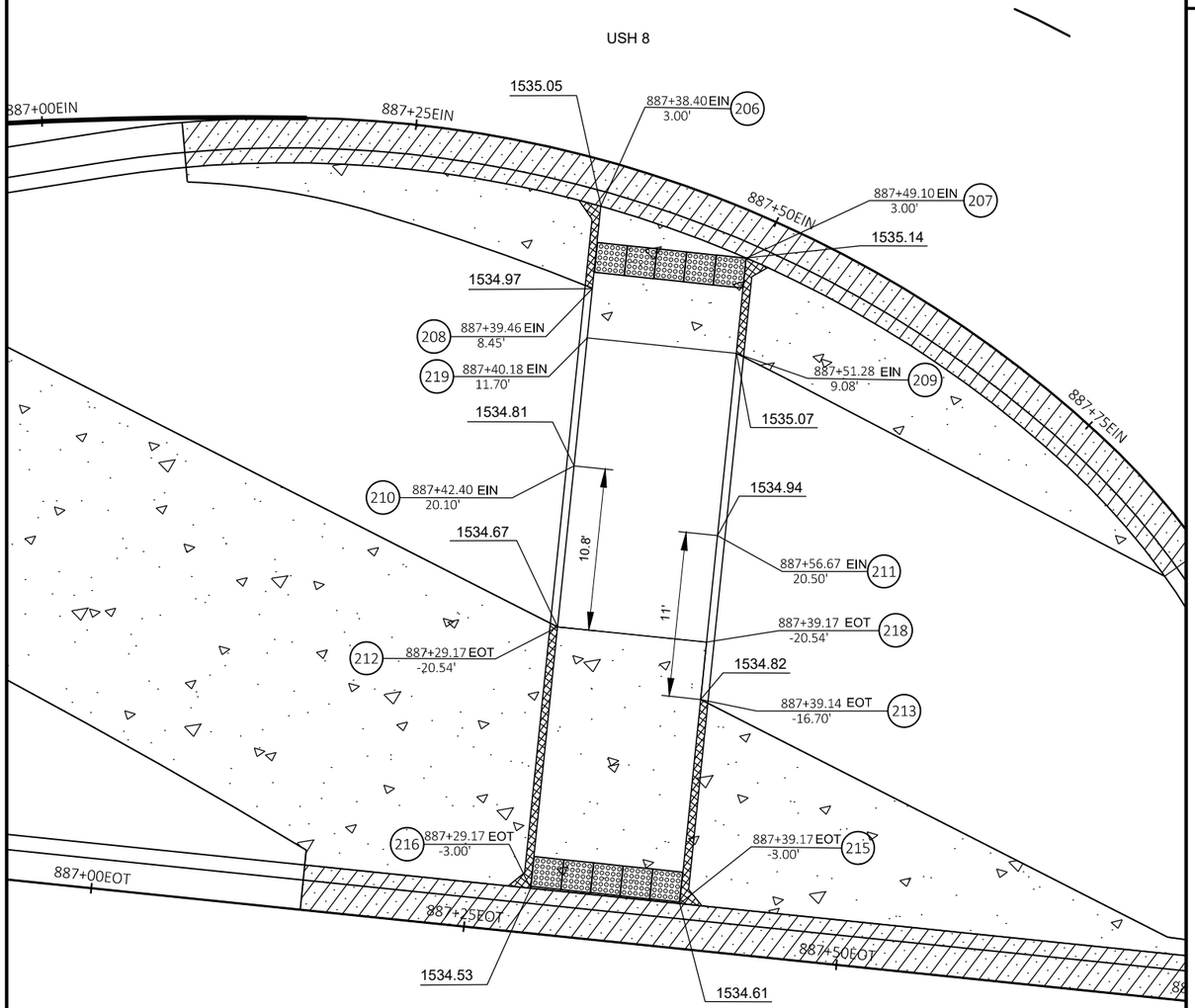
CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

CONCRETE CURB TYPE G MODIFIED

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
200	162190.29	257128.02
201	162197.38	257135.10
202	162191.63	257141.57

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
203	162185.16	257133.80
204	162179.15	257137.43
205	162183.31	257146.60





POINT TABLE		
POINT NAME	Y COORDS	X COORDS
206	162158.28	257150.03
207	162161.36	257159.85
208	162153.54	257152.89
209	162155.88	257163.16

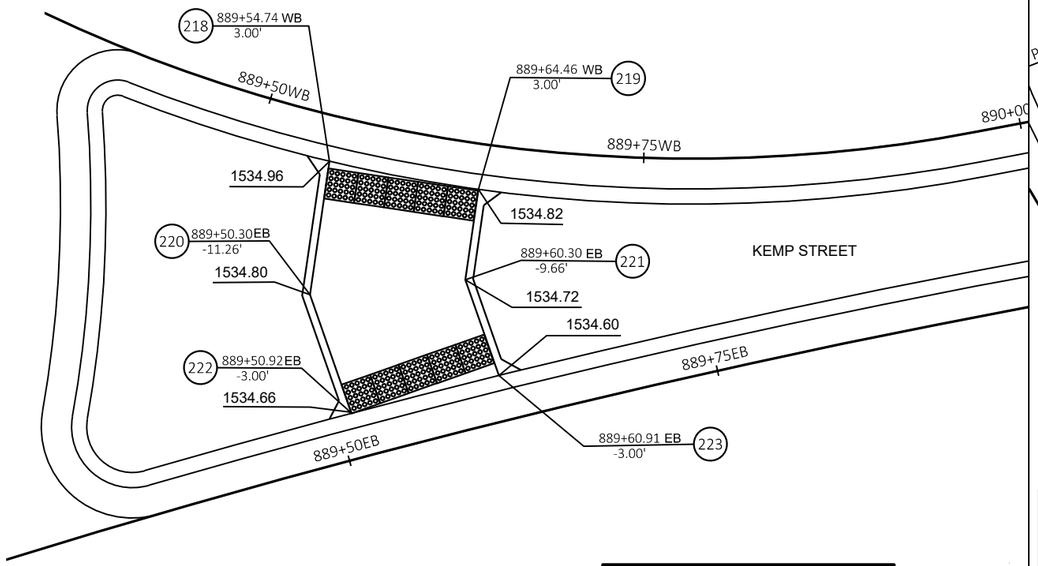
POINT TABLE		
POINT NAME	Y COORDS	X COORDS
210	162143.35	257159.04
211	162145.40	257169.48
212	162134.11	257164.63
213	162135.97	257175.14

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
215	162124.26	257182.26
216	162119.09	257173.69
218	162139.28	257173.19
219	162150.71	257154.60

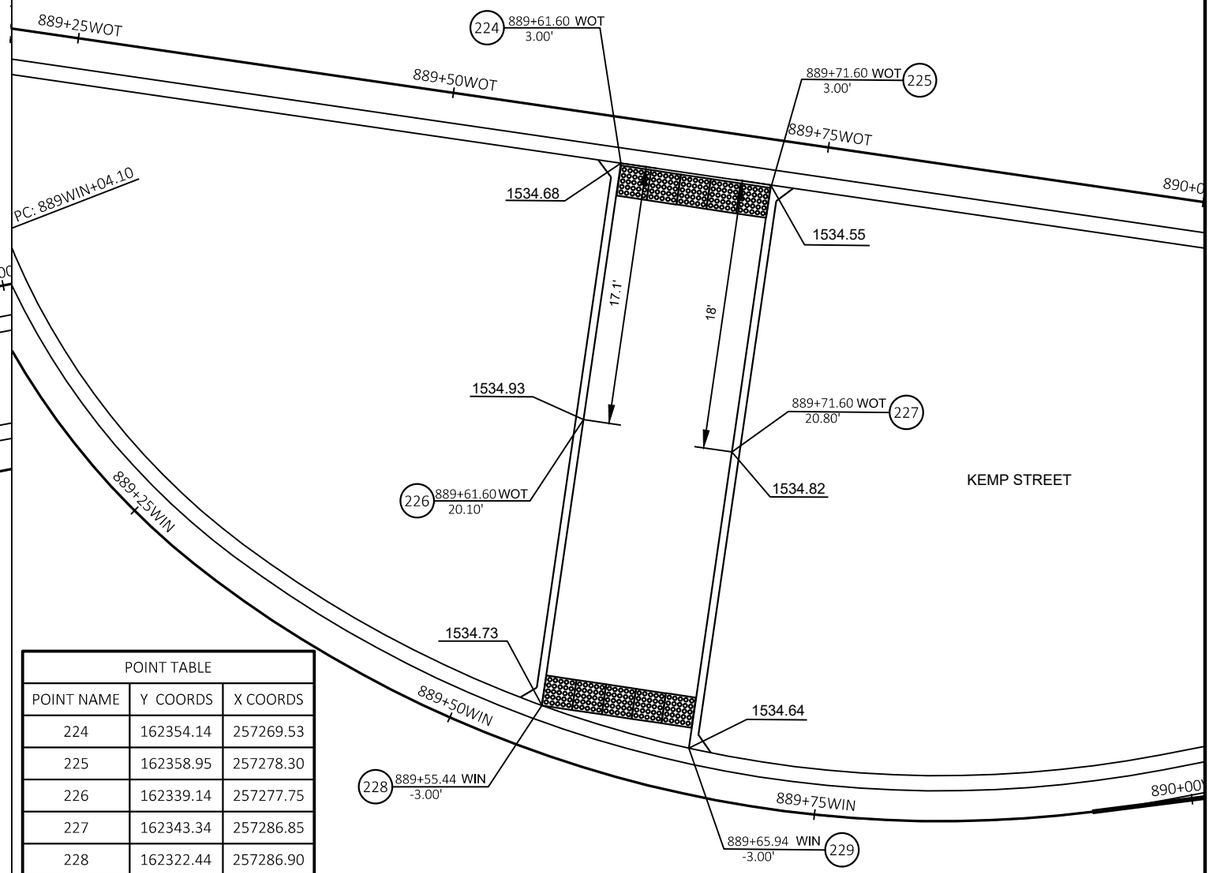
CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

CONCRETE CURB TYPE G MODIFIED



POINT TABLE		
POINT NAME	Y COORDS	X COORDS
218	162300.38	257298.99
219	162304.82	257307.96
220	162292.59	257303.26
221	162299.54	257310.85
222	162287.98	257310.15
223	162295.83	257316.41



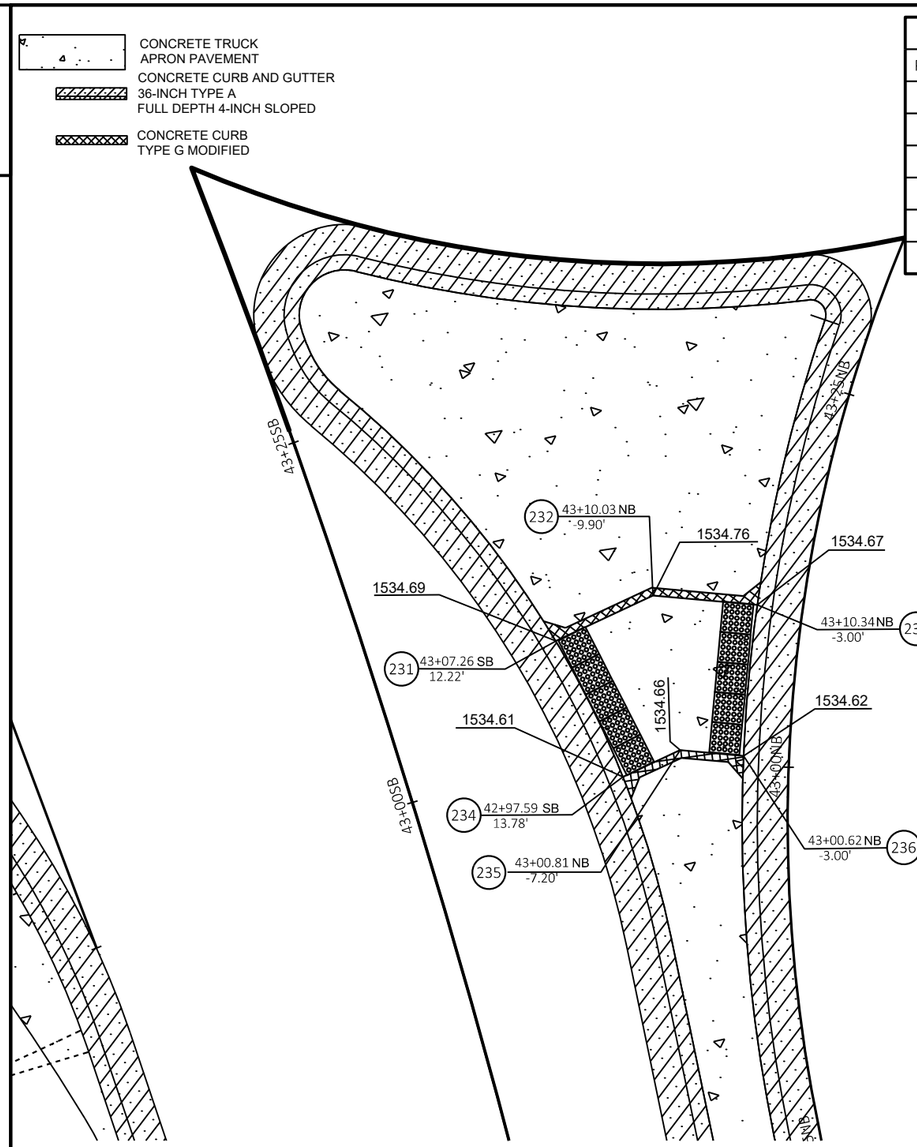
POINT TABLE		
POINT NAME	Y COORDS	X COORDS
224	162354.14	257269.53
225	162358.95	257278.30
226	162339.14	257277.75
227	162343.34	257286.85
228	162322.44	257286.90
229	162326.02	257296.34

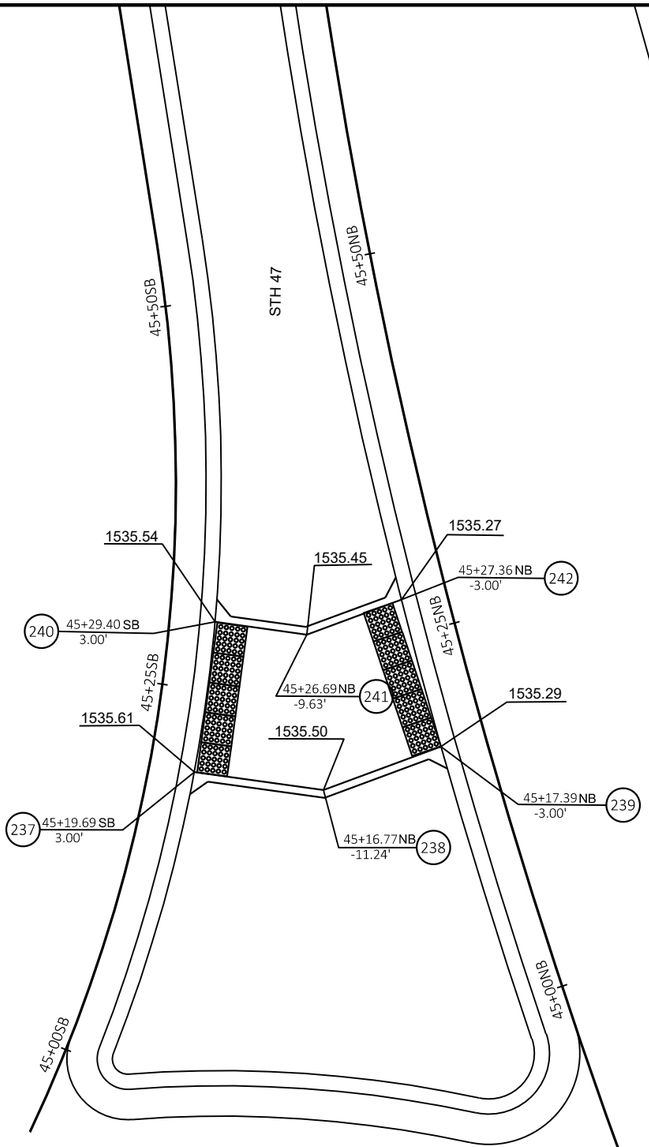
CONCRETE TRUCK APRON PAVEMENT

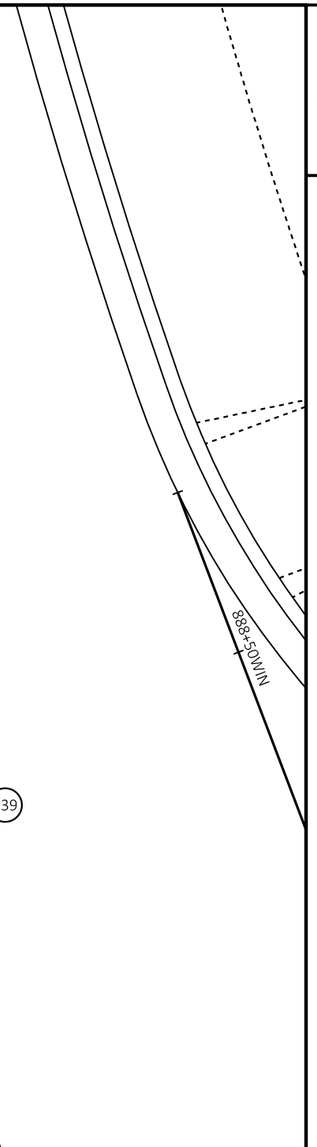
CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

CONCRETE CURB TYPE G MODIFIED

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
231	162154.19	257280.82
232	162160.44	257284.14
233	162164.08	257290.01
234	162149.69	257289.76
235	162153.37	257291.71
236	162155.59	257295.28

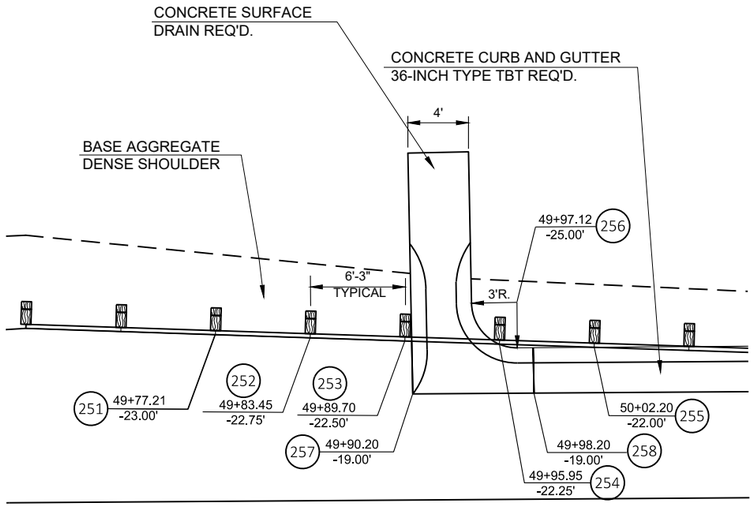


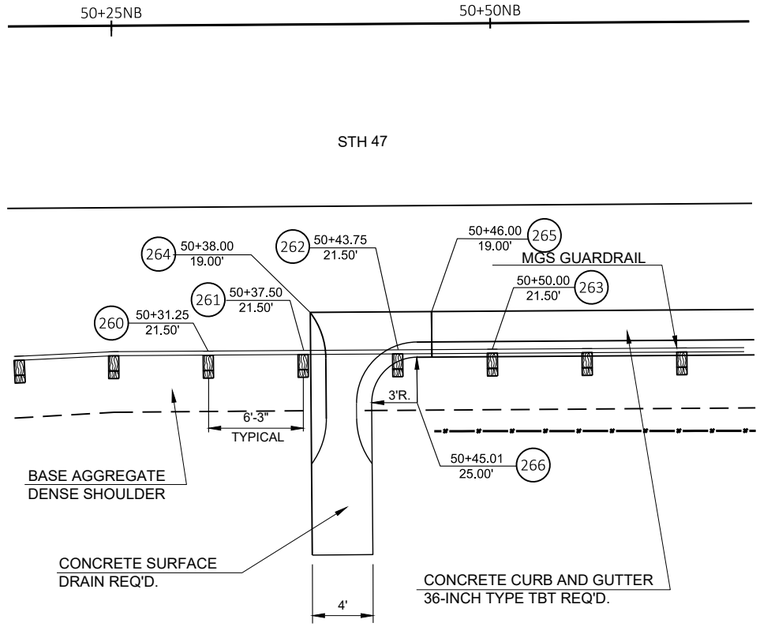




POINT TABLE		
POINT NAME	Y COORDS	X COORDS
237	162319.74	257162.24
238	162323.93	257169.77
239	162330.88	257174.23
240	162328.48	257157.38
241	162331.44	257162.71
242	162337.05	257166.31

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
251	162670.61	256862.51
252	162675.72	256858.92
253	162680.84	256855.32
254	162685.95	256851.73
255	162691.06	256848.14
256	162685.21	256848.83
257	162683.36	256857.80
258	162689.71	256852.94





POINT TABLE		
POINT NAME	Y COORDS	X COORDS
260	162740.58	256865.07
261	162745.57	256861.23
262	162750.52	256857.44
263	162755.47	256853.67
264	162744.41	256858.97
265	162750.77	256854.11
266	162753.62	256859.48

2

LEGEND

CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

X TREE TO BE REMOVED

N

EXISTING R/W

LIMIT OF WETLANDS

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION) WISCONSIN PUBLIC SERVICE CORPORATION

CAUTION

CONCRETE CURB AND GUTTER 36-INCH TYPE A 4-INCH SLOPED REQ'D.

LIMIT OF WETLANDS

CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED

EDGE OF PAVED SHOULDER

SLOPE INTERCEPTS

EDGE OF GRAVEL SHOULDER

LIMIT OF WETLANDS

(TO REMAIN) 18" CMCP

LINE

1'

9'

12'

LANE LINE

CONCRETE SIDEWALK 4-INCH REQ'D.

LANE LINE

PIPE UNDERDRAIN

884WB

885WB

886WB

11'

884EB

885EB

12'

19'

LANE LINE

12'

LANE LINE

SIGN BRIDGE REQUIRED

PIPE UNDERDRAIN

8'

LANE LINE

LIMIT OF WETLANDS

FUTURE CONCRETE SIDEWALK LOCATION

SLOPE INTERCEPTS

18" CMCP (TO REMAIN)

CONSTRUCTION LIMITS STA. 882+30

BEGIN PROJECT STA. 883+36.92EB

Y = 161875.043

X = 256868.894

CAUTION

BURIED GAS LINE (APPROXIMATE LOCATION)

24" CMCP (TO REMAIN)

LIMIT OF WETLANDS

CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.

FRENCH DRAIN REQUIRED

MATCH LINE

EXISTING R/W

EXISTING R/W

P.L.

P.L.

883WB

882WB

883EB

882EB

881WB

881EB

880WB

880EB

USH 8

FRONTIER

WPSC

CABC

INL

SIGN

MH

GUY

GV

OH

HO

AG

2

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 28	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021201 PD.DWG
LAYOUT NAME - 021201 pd

PLOT DATE : 12/6/2018 7:38 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND
CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED
CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED
XXXX XXXX SAW CUT
TREE TO BE REMOVED

LIMIT OF WETLANDS
FRENCH DRAIN REQUIRED
MATCH LINE
CONCRETE SIDEWALK 4-INCH REQ'D.
CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.
CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED
CONCRETE CURB AND GUTTER 36-INCH TYPED 6-INCH SLOPED REQ'D.
LIMIT OF WETLANDS
SLOPE INTERCEPTS
FUTURE CONCRETE SIDEWALK LOCATION
CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED
MATCH LINE
SIGN
USH 8
887WB
887EB
FRENCH DRAIN REQUIRED
CONCRETE SIDEWALK 4-INCH REQ'D.
(REM.) INL
(REM.) INL
CONCRETE TRUCK APRON PAVEMENT 42-INCH COLORING CONCRETE RED
CONCRETE CURB AND GUTTER REVERSE SLOPE 18-INCH TYPE A REQ'D.
CONCRETE SIDEWALK 4-INCH REQ'D.
CONCRETE SIDEWALK 6-INCH REQ'D.
CONCRETE SIDEWALK 4-INCH REQ'D.
CONCRETE SIDEWALK 6-INCH REQ'D.
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R REQ'D.
CONCRETE CURB AND GUTTER 36-INCH TYPE D 4-INCH SLOPED REQ'D.
CONCRETE SIDEWALK 6-INCH REQ'D.
STH 47
46S
45SB
43
16'
8'
SLOPE INTERCEPTS
LIMIT OF WETLANDS
FUTURE CONCRETE SIDEWALK LOCATION
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
36" RCCP (REMOVE)
(REMOVE) INL
INL (REMOVE)
891WB
892WB
890WB
890EB
891EB
BUS. 8/W. KEMP ST.
CONCRETE SIDEWALK 4-INCH REQ'D.
CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.
CONCRETE SIDEWALK 6-INCH REQ'D.
11'
12'
8'
LIMIT OF WETLANDS
FUTURE CONCRETE SIDEWALK LOCATION
SLOPE INTERCEPTS
FUTURE CONCRETE SIDEWALK LOCATION
CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED
LINE
SLOPE INTERCEPTS
CONCRETE CURB AND GUTTER 36-INCH TYPE D 4-INCH SLOPED REQ'D.
LIMIT OF WETLANDS
MATCH CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.
USH 8/STH 47
FUTURE CONCRETE SIDEWALK LOCATION
CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.
LIMIT OF WETLANDS
CAUTION BURIED GAS LINE (APPROXIMATE LOCATION)
MATCH LINE

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 29	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021202 PD.DWG
LAYOUT NAME - 021202 pd
PLOT DATE : 12/6/2018 7:51 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LINE

MATCH

LEGEND

CONCRETE TRUCK APRON
PAVEMENT 12-INCH COLORING
CONCRETE RED

CONCRETE CURB AND GUTTER
36-INCH TYPE A
FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

X TREE TO BE REMOVED

CONCRETE CURB AND GUTTER
36-INCH TYPE D
6-INCH SLOPED REQ'D.

LIMIT OF
WETLANDS

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

FRENCH DRAIN
REQUIRED

FUTURE CONCRETE
SIDEWALK LOCATION

SLOPE
INTERCEPTS

LANE
LINE

PIPE
UNDERDRAIN

CONCRETE SIDEWALK
4-INCH REQ'D.

8'
12'
12'

893WB
894WB
895WB
896WB
897WB
898WB
893EB
894EB
895EB
896EB
897EB
898EB

8'
12'
12'
9'
1'

ASPHALT OVERLAY
CONCRETE

END PROJECT
STA. 893+64.77EB

FRENCH DRAIN
REQUIRED

SLOPE
INTERCEPTS

CONSTRUCTION LIMITS
STA. 894+72

BURIED FIBER OPTIC
(APPROXIMATE LOCATION)

EXISTING R/W

BUSINESS 8/KEMP ST.

36" RCCP
(TO REMAIN)

24" CMCP
(TO REMAIN)

CONCRETE CURB AND GUTTER
36-INCH TYPE D
6-INCH SLOPED REQ'D.

LIMIT OF
WETLANDS

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

P.L.

FRONTIER
WPSC
HO
OH
SAN
GUY
SIGN
POST
ASPHALT
INL
MH

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 30	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021203 PD.DWG
LAYOUT NAME - 021203 pd

PLOT DATE : 12/6/2018 7:58 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

LEGEND

CONCRETE TRUCK APRON
PAVEMENT 12-INCH COLORING
CONCRETE RED

CONCRETE CURB AND GUTTER
36-INCH TYPE A
FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

X TREE TO BE REMOVED

WISCONSIN RIVER

LIMIT OF WETLANDS

FUTURE CONCRETE SIDEWALK LOCATION

CONCRETE CURB AND GUTTER
36-INCH TYPE A
4-INCH SLOPED REQ'D.

FRENCH DRAIN REQUIRED

CONCRETE CURB AND GUTTER
36-INCH TYPE D
6-INCH SLOPED REQ'D.

SLOPE INTERCEPTS

LIMIT OF WETLANDS

CONCRETE SURFACE DRAIN REQ'D.

FRENCH DRAIN REQUIRED

MATCH LINE

INL

37NB

38NB

39SB

39NB

40SB

40NB

41SB

41NB

42SB

42NB

USH 8/STH 47

LANE LINE

PIPE UNDERDRAIN

10'

12'

9'

CONSTRUCTION LIMITS
STA. 37+78.7NB

FRENCH DRAIN REQUIRED

SLOPE INTERCEPTS

LIMIT OF WETLANDS

CONCRETE TRUCK APRON
PAVEMENT 12-INCH COLORING
CONCRETE RED

CONCRETE CURB AND GUTTER
36-INCH TYPE A
4-INCH SLOPED REQ'D.

CONCRETE SURFACE DRAIN REQ'D.

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

CONCRETE CURB AND GUTTER
36-INCH TYPE D
6-INCH SLOPED REQ'D.

FUTURE CONCRETE SIDEWALK LOCATION

EXISTING R/W

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 31	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021204 PD.DWG
LAYOUT NAME - 021204 pd

PLOT DATE : 12/6/2018 8:03 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE

EXISTING R/W

LIMIT OF WETLANDS

CAUTION — BURIED GAS LINE (APPROXIMATE LOCATION)

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.

FRENCH DRAIN REQUIRED

CONCRETE SIDEWALK 4-INCH REQ'D.

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

SLOPE INTERCEPTS

FRENCH DRAIN REQUIRED

PAVEMENT WIDENING

LANE LINE

47SB

48SB

48NB

47NB

49SB

49NB

PIPE UNDERDRAIN

STH 47

50NB

CONCRETE SURFACE DRAIN REQ'D.

REMOVE FENCE

51NB

52

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

SLOPE PAVING REQUIRED

REMOVE 1-43"X27" CMPA

STEEL CASING PIPE 36-INCH, REQ'D.

WISCONSIN CENTRAL LTD.

CONCRETE CURB AND GUTTER 36-INCH TYPE TBT REQ'D.

REPLACE EXISTING GUARDRAIL WITH MGS GUARDRAIL

FRENCH DRAIN REQUIRED

PIPE UNDERDRAIN

REMOVE FENCE

RESTORE SNOWMOBILE TRAIL

FENCE REQUIRED

RETAINING WALL REQUIRED

STEEL CASING PIPE 36-INCH, REQ'D.

FRENCH DRAIN REQUIRED

REMOVE 1-24" CMPA

CONCRETE CURB AND GUTTER 36-INCH TYPE TBT REQ'D.

SLOPE PAVING REQUIRED

RESTORE SNOWMOBILE TRAIL

REPLACE EXISTING GUARDRAIL WITH MGS GUARDRAIL

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

SLOPE INTERCEPTS

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER 36-INCH TYPE D 6-INCH SLOPED REQ'D.

LEGEND

- CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED
- CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED
- XXXX XXXX — SAW CUT
- X — TREE TO BE REMOVED

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 32	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021205 PD.DWG
LAYOUT NAME - 021205 pd

PLOT DATE : 12/6/2018 8:05 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

CONCRETE TRUCK APRON PAVEMENT 12-INCH COLORING CONCRETE RED

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

X TREE TO BE REMOVED

LINE

MATCH

EXISTING R/W

WPSC

HO

HO

HO

EDGE OF PAVED SHOULDER

SLOPE INTERCEPTS

CONSTRUCTION LIMITS
STA. 54+07.21NB

MH

PIPE UNDERDRAIN

NB

53NB

54NB

STH 47

55NB

56NB

57NB

58NB

PIPE UNDERDRAIN

SLOPE INTERCEPTS

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

RECONSTRUCT SNOWMOBILE TRAIL

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

POST

FRONTIER

T

T

EXISTING R/W

EXISTING R/W

N. RIVER RD.

INL

INL

INL

SIGN

POST

POST

INL

W. DAVENPORT ST.

SIGN

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 33	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021206 PD.DWG
LAYOUT NAME - 021206 pd

PLOT DATE : 12/6/2018 8:19 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

4.5" ASPHALTIC SURFACE

REMOVE CONCRETE CURB AND GUTTER

XXXX XXXX SAW CUT

TEMPORARY TRAVEL WAY

BEGIN CURB AND GUTTER REMOVAL STA. 1+25DNE

PT: 1+83.02

PC: 1+18.96

END CURB AND GUTTER REMOVAL STA. 3+00DNE

END CURB AND GUTTER REMOVAL STA. 4+25DNE

BEGIN TEMPORARY WIDENING STA. 6+75DNE

USH 8 WESTBOUND

USH 8 EASTBOUND

1DNE 2DNE 3DNE 4DNE 5DNE 6DNE 7DNE

880WB 880EB 881WB 881EB 882WB 882EB 883WB 883EB 884WB 884EB 885WB 885EB

16' 7' 5' 12' 12' 16' 5' 16' 16' 16' 18'

PC: 4+34.28

PT: 5+80.81

PC: 6+59.06

BEGIN CURB AND GUTTER REMOVAL STA. 2+00DNE

BEGIN TEMPORARY WIDENING STA. 5+70DNE

18" CMCP (TO REMAIN)

30" RCCP (TO REMAIN)

24" CMCP (TO REMAIN)

(TO REMAIN) 18" CMCP

EXISTING R/W

EXISTING R/W

LINE

MATCH

FRONTIER

CABC

SIGN

INL

GUY

GV

AG

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL FOR TEMPORARY CROSSOVER AND SLIP LANE WIDENING	SHEET 34	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021207 PD.DWG
LAYOUT NAME - 021207 pd

PLOT DATE : 12/6/2018 8:26 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

USH 8 WESTBOUND

USH 8 EASTBOUND

887WB

887EB

886WB

886EB

MATCH LINE

BEGIN CURB AND GUTTER REMOVAL
STA. 7+00DNE

4.5" ASPHALTIC SURFACE FOR TEMPORARY WIDENING

4.5" ASPHALTIC SURFACE FOR TEMPORARY WIDENING

8DNE

9DNE

10DNE

18'

18'

USH 8/STH 17/STH 47

42+00

END CURB AND GUTTER REMOVAL
STA. 10+65DNE

END TEMPORARY WIDENING
STA. 10+70DNE

41+00

11DNE

18'

18'

PT: 10+95.01

END TEMPORARY WIDENING
STA. 11+70DNE

INSTALL STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL TEMPORARY

12DNE

00+00

2'

12'

13DNE

00+39

PT: 12+88.09

EXISTING R/W

LEGEND

- 4.5" ASPHALTIC SURFACE
- REMOVE CONCRETE CURB AND GUTTER
- XXXX XXXX SAW CUT
- TEMPORARY TRAVEL WAY

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL FOR TEMPORARY CROSSOVER AND SLIP LANE WIDENING	SHEET 35	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021208 PD.DWG
LAYOUT NAME - 021208 pd

PLOT DATE : 12/6/2018 8:32 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

4.5" ASPHALTIC SURFACE

REMOVE CONCRETE CURB AND GUTTER

XXXX XXXX SAW CUT

TEMPORARY TRAVEL WAY

N

END TEMPORARY
WIDENING
STA. 8+50DSW

9DSW

8DSW

7DSW

6DSW

5DSW

4DSW

3DSW

2DSW

1DSW

15'

18'

11'

STH 47

FRONTIER

WPSC

GUY

HO

OH

SS

36" RCCP

PT: 7+23.43

PC: 3+45.70

4.5" ASPHALTIC SURFACE FOR
TEMPORARY WIDENING

BEGIN TEMPORARY
WIDENING
STA. 2+00 DSW

BEGIN CURB AND GUTTER
REMOVAL
STA. 3+72DSW

BEGIN TEMPORARY
WIDENING
STA. 10+65DSW

END TEMPORARY
WIDENING
STA. 6+75DSW

END CURB AND
GUTTER REMOVAL
STA. 6+68DSW

4.5" ASPHALTIC SURFACE FOR
TEMPORARY WIDENING

892WB

892EB

KEMP ST./BUSINESS 8

PRC: 892+34.42

891WB

891EB

PRC: 891+54.47

PC: 890+42.85

PT: 889+97.14

890WB

890EB

SIGN

MH

INL

M

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAIL FOR TEMPORARY CROSSOVER AND SLIP LANE WIDENING	SHEET 36	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021209 PD.DWG
LAYOUT NAME - 021209 pd

PLOT DATE : 12/6/2018 8:35 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SAW CUT
FULL DEPTH REQ'D.
ALL 4 SIDES
3'X3'

SAW CUT
FULL DEPTH REQ'D.
ALL 4 SIDES
3'X3'

RIEK ST

W. KEMP ST.

SAW CUT
REQUIRED

REMOVE EXISTING ASPHALT.
PAVE AND REPLACE WITH THE
SAME DEPTH OF HMA PAVEMENT (4MT 58-34S)

EXISTING BASE AGGREGATE DENSE

MILL 2" EXISTING ASPHALT.
PAVE AND REPLACE WITH 2" HMA
PAVEMENT (4MT 58-34S).

EXISTING BASE AGGREGATE DENSE

EXISTING HMA PAVEMENT
(TO REMAIN)

BACKFILL SIGNAL POLE SHAFT
WITH BASE AGGREGATE DENSE
1 1/4-INCH COMPACTED IN 12" LIFTS.

SAW CUT
REQUIRED

BOYCE DRIVE

PROJECT NO:1590-14-71	HWY: US 8	COUNTY: ONEIDA	PLAN DETAIL	SHEET 37	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021210 PD.DWG
LAYOUT NAME - 021210 PD

PLOT DATE : 12/6/2018 8:43 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

LEGEND

CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

N

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

LINE

1'

9'

12'

12'

11'

12'

12'

8'

16'

880WB

880EB

881WB

881EB

882WB

882EB

883WB

883EB

884WB

884EB

885WB

885EB

886W

USH 8

③ +32.6 2.0' WB

④ +29.5 -2.0' EB

① +45.2 EB -8.3'

② +57.0 EB 34.0'

⑤ +50.6 21.0' EB

⑥ +30.5 50.9' EB

⑦ +96.3 57.9' EB

CONSTRUCTION LIMITS
STA. 882+30

EDGE OF PAVED SHOULDER

EDGE OF GRAVEL SHOULDER

BEGIN PROJECT
STA. 883+36.92EB
Y = 161875.043
X = 256868.894

MATCH

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
1	161886.62	256866.97
2	161871.26	256908.10
3	162036.82	256976.12
4	162027.17	256987.09
5	162027.55	257018.22
6	161992.94	257027.40
7	162035.37	257075.67

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STATION AND OFFSETS	SHEET 38	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021801 SO.DWG
LAYOUT NAME - 021801 so

PLOT DATE : 12/8/2018 3:19 PM PLOT BY : DANA, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
8	162097.18	257079.72
9	162095.79	257081.16
10	162097.05	257082.37
11	162116.63	257070.71
12	162125.53	257061.81
13	162149.69	257037.22
14	162179.86	257079.78
15	162199.25	257103.12
16	162200.68	257101.73
17	162125.58	257107.19

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
18	162124.19	257108.63
19	162144.44	257125.69
20	162142.95	257127.03
21	162148.82	257138.13
22	162112.11	257160.20
23	162110.40	257161.23
24	162261.72	257134.39
25	162205.79	257147.76
26	162188.74	257160.62
27	162156.54	257166.85

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
28	162162.16	257195.25
29	162161.22	257194.96
30	162156.88	257206.60
31	162142.08	257209.61
32	162143.50	257212.19
33	162141.74	257213.15
34	162114.96	257207.48
35	162113.24	257208.51
36	162116.75	257219.29
37	162331.16	257128.29

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
38	162329.87	257126.77
39	162322.77	257130.99
40	162292.71	257139.24
41	162287.63	257139.55
42	162301.96	257170.11
43	162316.60	257188.92
44	162147.14	257218.22
45	162118.27	257244.13
46	162117.76	257250.09
47	162110.33	257274.93

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
48	162107.60	257280.03
49	162109.24	257281.17
50	162160.42	257255.14
51	162157.79	257259.43
52	162162.94	257256.77
53	162165.79	257259.73
54	162142.40	257298.00
55	162182.10	257283.21
56	162181.48	257281.31
57	162182.91	257279.92

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
58	162149.55	257329.26
59	162151.03	257330.60
60	162222.18	257306.95
61	162222.57	257304.98
62	162332.28	257231.72
63	162294.64	257285.80
65	162325.26	257239.24
66	162318.06	257264.77
67	162343.71	257322.19
68	162416.73	257387.90

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
69	162436.84	257376.74
70	162474.61	257429.02
71	162423.68	257461.58
72	162404.36	257498.95
73	162230.77	257182.39
74	162244.60	257187.00
75	162233.91	257196.04
76	162168.96	257250.87
77	162264.26	257224.05
78	162227.75	257201.30

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
79	162232.52	257207.76
80	162240.41	257224.30
81	162197.42	257225.33
82	162221.41	257224.75
83	162208.09	257244.72
84	162245.97	257229.19
85	162256.19	257245.21
86	162166.63	257255.22

2

LINE

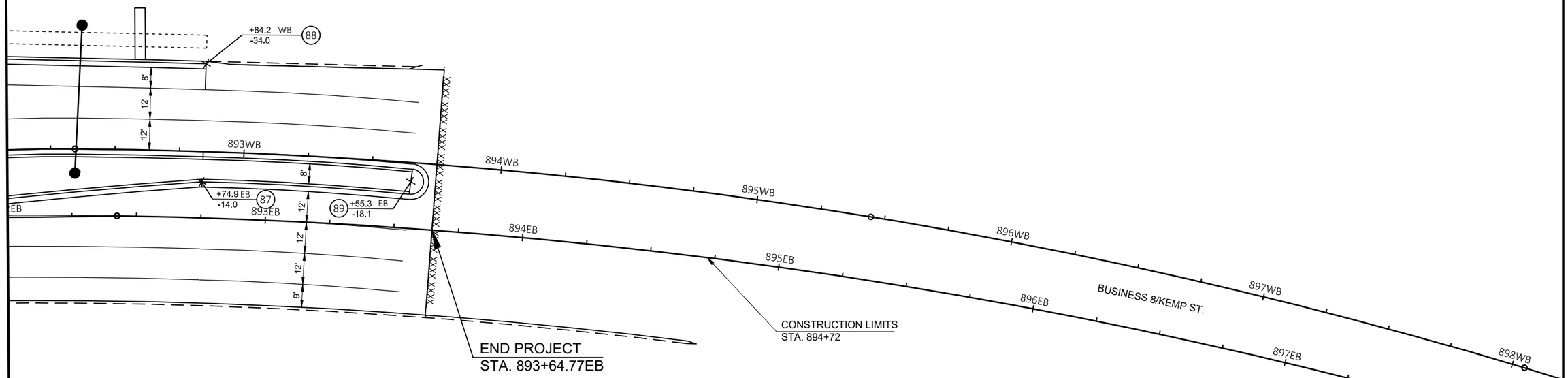
LEGEND

CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

N



MATCH

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
87	162494.38	257560.46
88	162534.82	257539.12
89	162534.96	257630.72

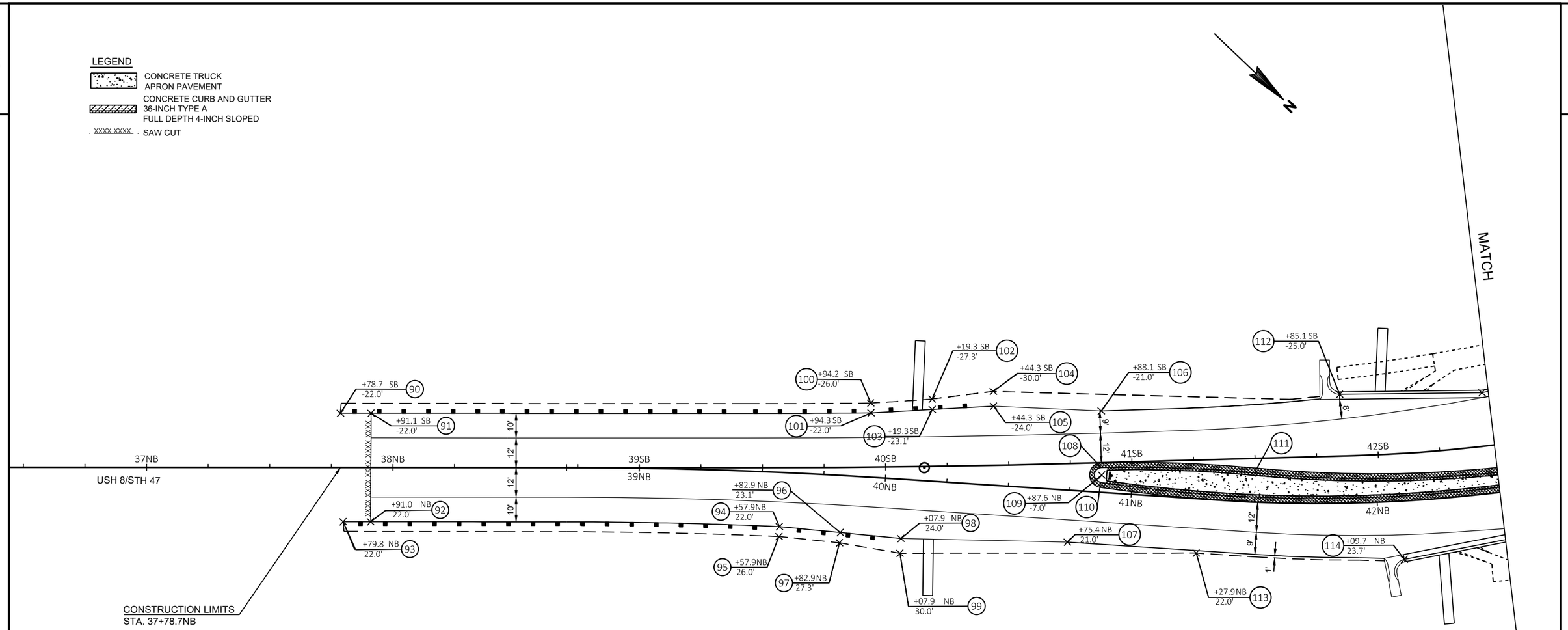
2

LEGEND

CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT



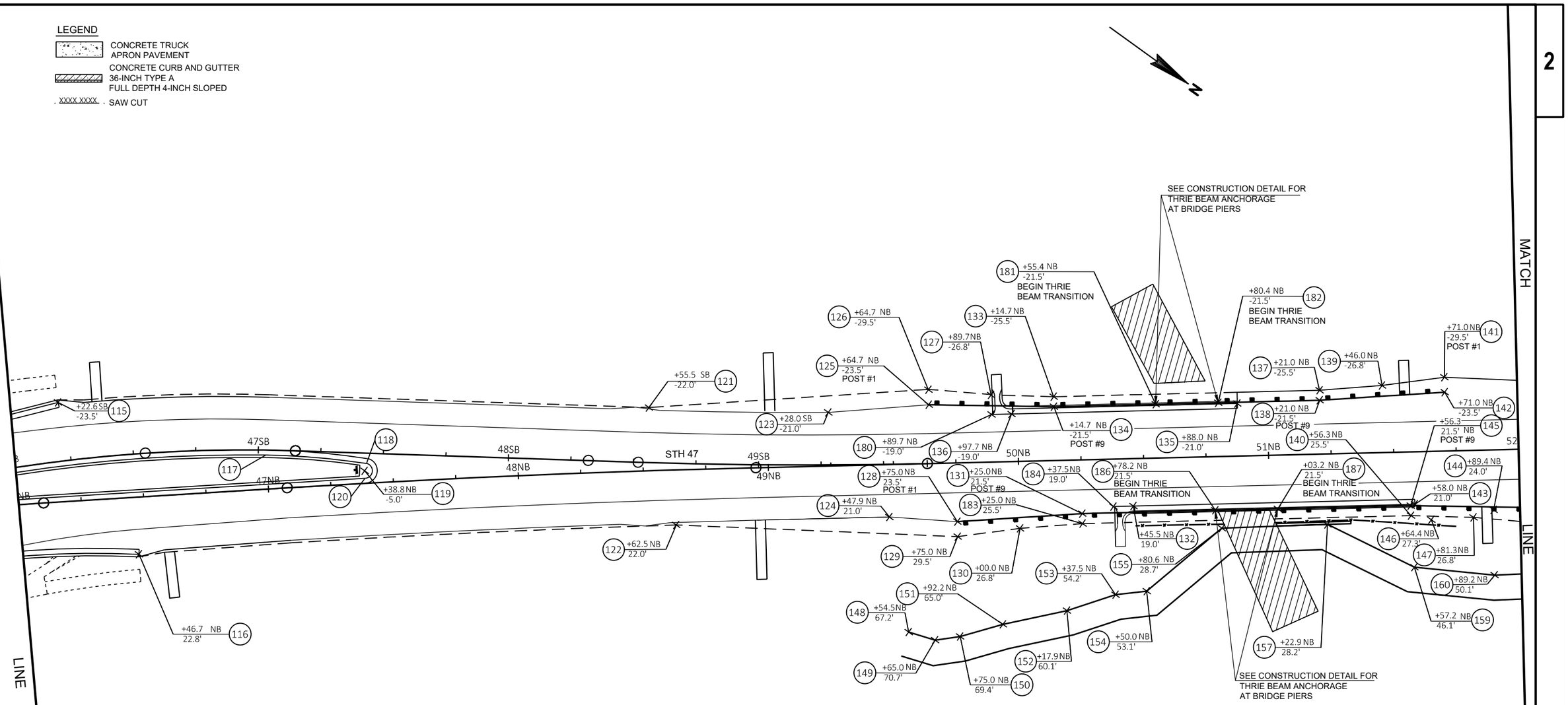
POINT TABLE		
POINT NAME	Y COORDS	X COORDS
90	161750.55	257624.74
91	161759.80	257616.42
92	161789.08	257649.26
93	161780.79	257656.72
94	161913.73	257539.69
95	161916.28	257542.77
96	161933.66	257524.97
97	161936.26	257528.25
98	161953.59	257510.25
99	161957.30	257514.97

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
100	161907.74	257477.64
101	161910.51	257480.52
102	161925.18	257459.74
103	161928.08	257462.87
104	161941.55	257440.84
105	161945.65	257445.22
106	161979.43	257417.43
107	162004.76	257466.13
108	161994.92	257434.44
109	161996.99	257436.61

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
110	161998.61	257439.13
111	162042.46	257394.49
112	162046.82	257347.65
113	162046.62	257434.43
114	162111.13	257379.83

LEGEND

- CONCRETE TRUCK APRON PAVEMENT
- CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED
- XXXX XXXX SAW CUT



POINT TABLE		
POINT NAME	Y COORDS	X COORDS
115	162378.28	257073.52
116	162440.12	257103.63
117	162457.88	257041.68
118	162492.42	257020.80
119	162493.49	257023.60
120	162495.39	257025.93
121	162570.55	256936.35
122	162606.97	256967.92
123	162629.71	256895.80
124	162674.04	256915.27

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
125	162660.37	256869.71
126	162656.72	256864.94
127	162678.23	256851.91
128	162697.09	256900.80
129	162700.73	256905.57
130	162718.96	256888.24
131	162735.61	256868.86
132	162750.37	256854.41
133	162698.88	256837.76
134	162701.31	256840.94

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
135	162759.85	256796.83
136	162689.32	256853.25
137	162783.34	256773.21
138	162785.75	256776.35
139	162802.41	256757.00
140	162842.35	256792.30
141	162820.63	256739.67
142	162824.28	256744.44
143	162840.95	256787.70
144	162867.74	256771.01

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
145	162839.92	256789.12
146	162849.90	256788.83
147	162863.00	256778.15
148	162707.32	256947.95
149	162717.75	256944.37
150	162724.99	256937.30
151	162735.95	256923.33
152	162753.46	256903.84
153	162765.42	256887.27
154	162774.67	256878.79

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
155	162784.17	256840.75
157	162817.41	256814.74
159	162855.61	256808.18
160	162883.40	256791.89
180	162682.96	256858.11
181	162733.64	256816.22
182	162753.51	256801.04
183	162738.03	256872.03
184	162744.02	256859.28
186	162777.87	256836.54

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STATION AND OFFSETS	SHEET 42	E

2

2

LEGEND

CONCRETE TRUCK APRON PAVEMENT

CONCRETE CURB AND GUTTER 36-INCH TYPE A FULL DEPTH 4-INCH SLOPED

XXXX XXXX SAW CUT

TREE TO BE REMOVED

LINE

MATCH

+83.6NB -22.0' 163

+20.0 NB -22.1' 164

+06.4 NB -26.5' 170

CONSTRUCTION LIMITS
STA. 54+07.21NB

+06.3 NB 23.5' POST #1 172

+34.7 21.0' 165

+18.6 NB 21.0' 167

+18.5 NB 22.0' 166

+06.7 NB 29.6' 173

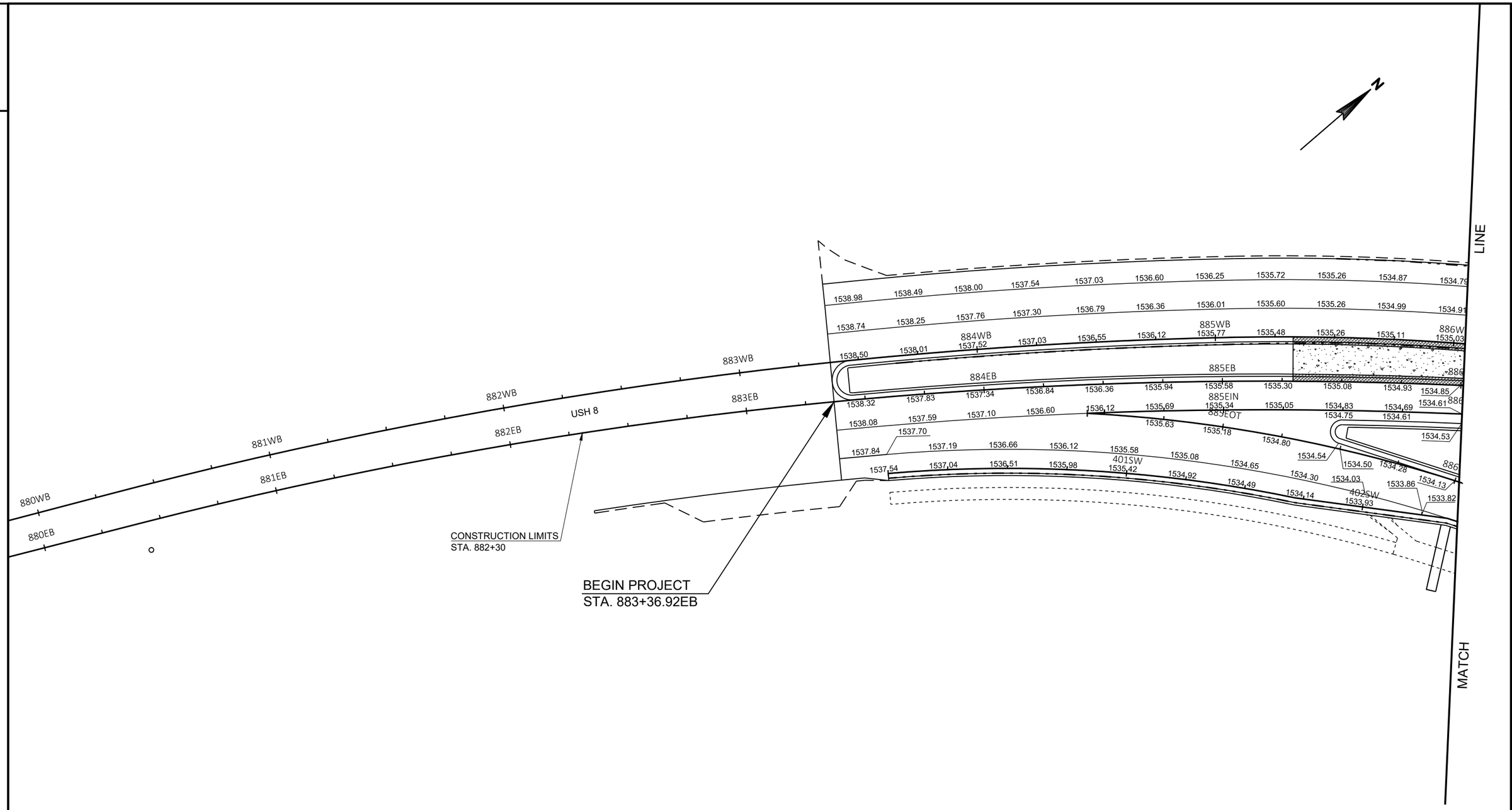
+07.2 NB 24.0' 171

NB 53NB 54NB STH 47 55NB 56NB 57NB 58NB

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
163	162914.65	256677.26
164	162943.53	256655.06
165	162901.90	256741.11
166	162969.10	256691.02
167	162968.59	256690.11

POINT TABLE		
POINT NAME	Y COORDS	X COORDS
170	163009.46	256599.08
171	163040.72	256638.74
172	162880.86	256760.35
173	162884.87	256764.91

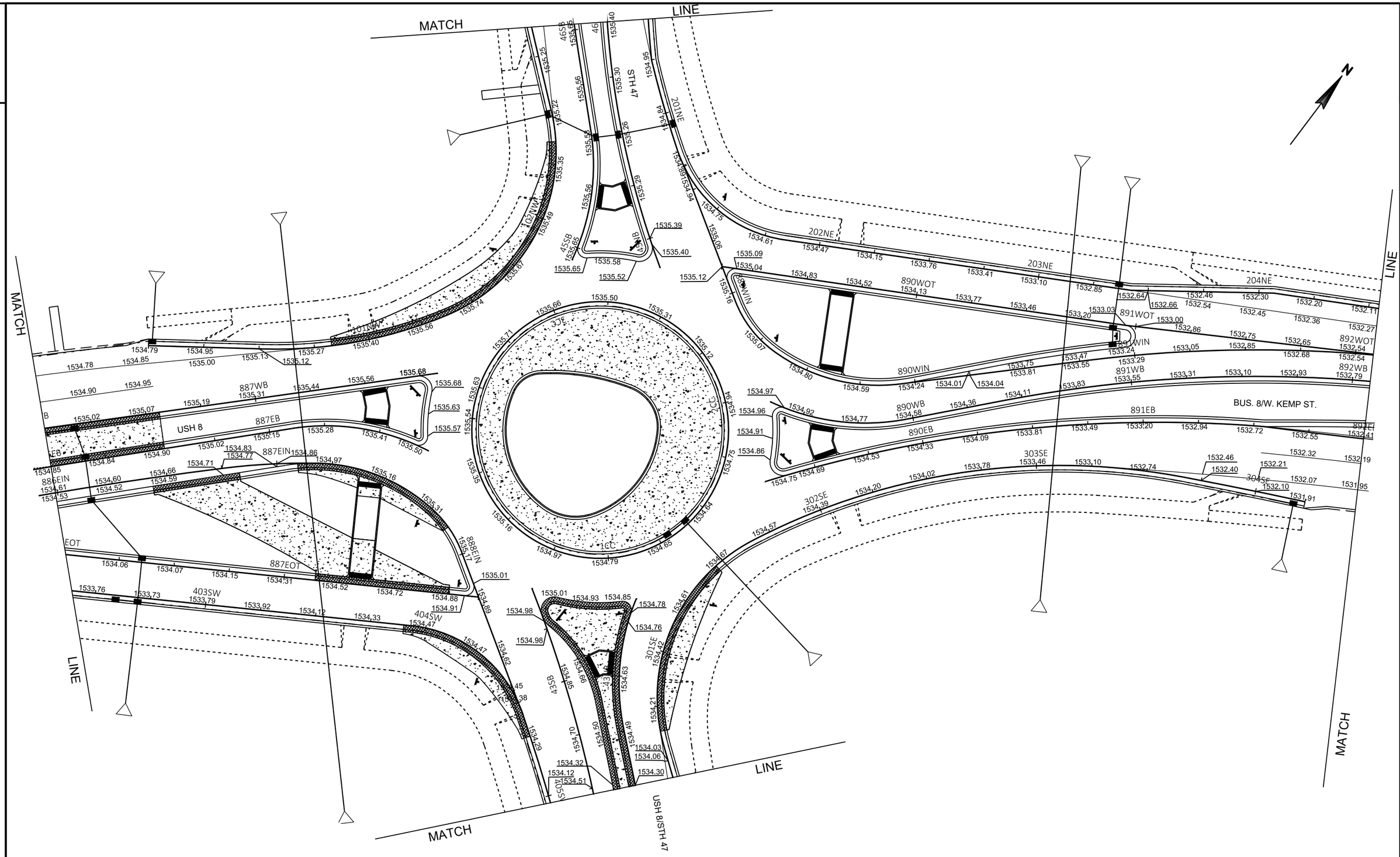
2



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 44	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021301 GR.DWG
LAYOUT NAME - 021301 gr

PLOT DATE : 10/31/2018 7:07 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 45	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021302 GR.DWG
LAYOUT NAME - 021302 gr

PLOT DATE : 10/31/2018 7:07 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LINE

205NE

1532.30

1532.02 1531.99 1532.26 1532.45 1532.72 1533.01

1532.18 1532.15 1532.30 1532.45 1532.62 1532.78

1532.35

1532.44 1532.36 1532.41 1532.45 1532.50 1532.54

893WB

1532.68 1532.60 1532.53 1532.45 1532.38 1532.30 1532.23

BUS. 8/W. KEMP ST.

894WB

895WB

896WB

897WB

898WB

893EB

1532.41 1532.52 1532.47 1532.43 1532.41 1532.33 1532.25 1532.17

1532.41 1532.32 1532.24 1532.17 1532.09 1532.02 1531.94

1532.15

894EB

895EB

896EB

897EB

898EB

1532.19 1532.10 1532.01 1531.93 1531.85 1531.77 1531.69

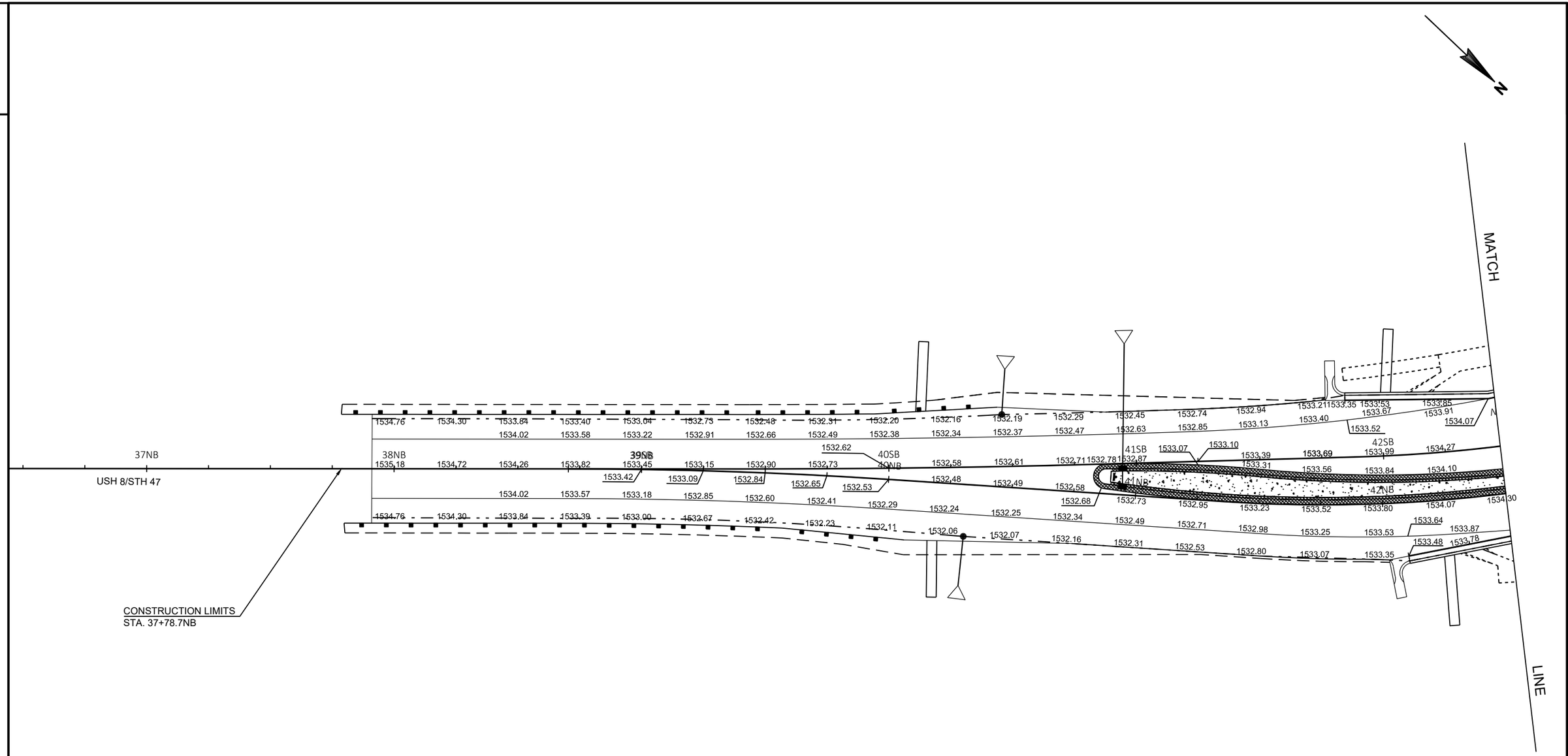
1531.95 1531.86 1531.76 1531.69 1531.61 1531.54 1531.45

END PROJECT
STA. 893+64.77EB

MATCH

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 46	E

2

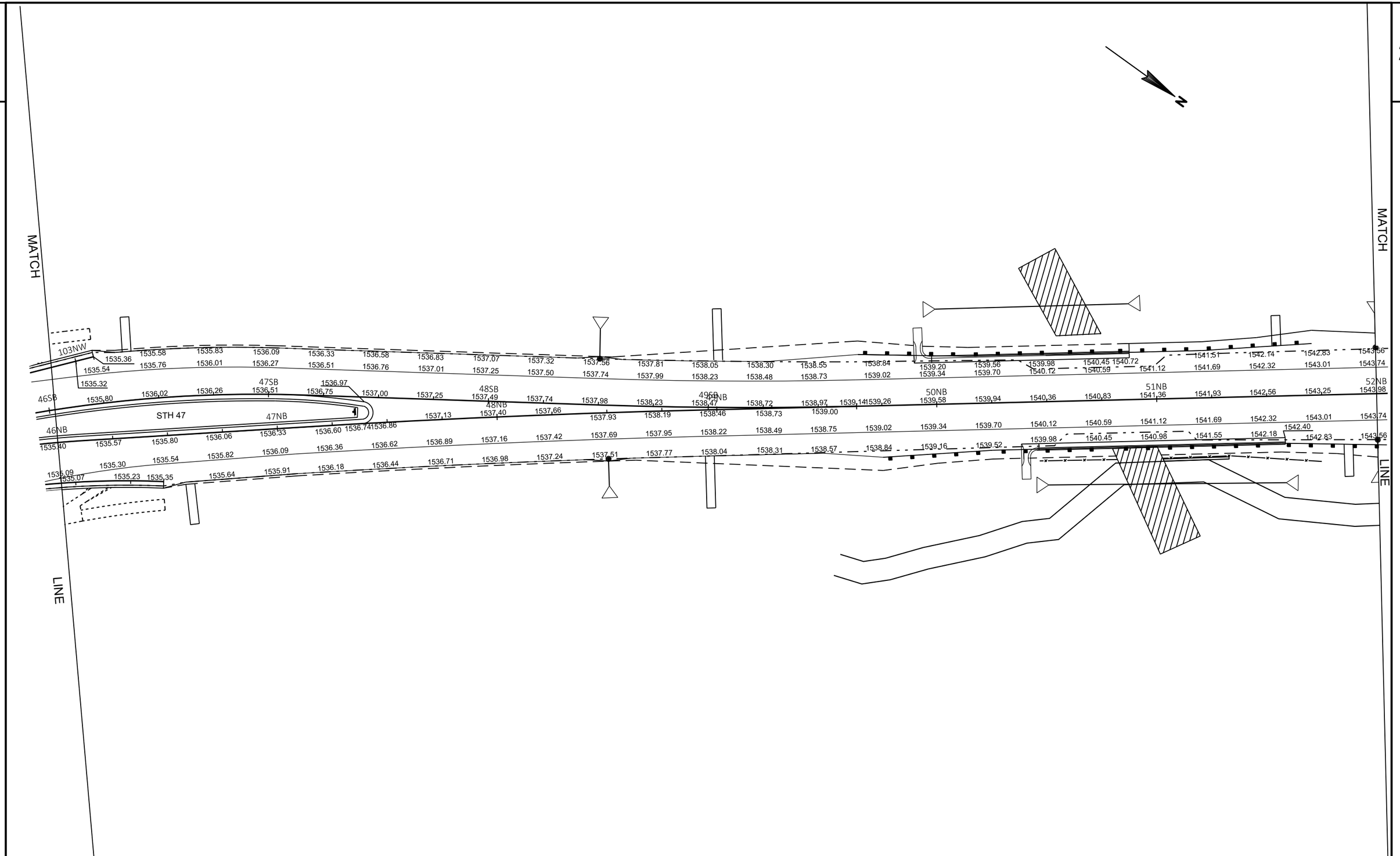


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 47	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021304 GR.DWG
LAYOUT NAME - 021304 gr

PLOT DATE : 10/31/2018 7:07 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 48	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021305 GR.DWG
LAYOUT NAME - 021305 gr

PLOT DATE : 10/31/2018 7:07 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LINE

MATCH

CONSTRUCTION LIMITS
STA. 54+07.21NB

STH 47

W. DAVENPORT ST.

52NB	53NB	54NB	55NB
1543.98	1547.40	1550.99	
1544.77	1545.61	1546.50	1548.29	1549.19	1550.09	
1543.74	1544.53	1545.37	1546.26	1547.16	1548.04	1548.93	1549.83	1550.72
1543.56	1544.35	1545.19	1546.08	1546.98	1547.86	1548.74	1549.62	1550.50
1543.56	1544.35	1545.19	1546.08	1546.98	1547.85	1548.72	1549.59	1550.46
1543.74	1544.53	1545.37	1546.26	1547.16	1548.05	1548.95	1549.85	1550.75

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT GRADES	SHEET 49	E

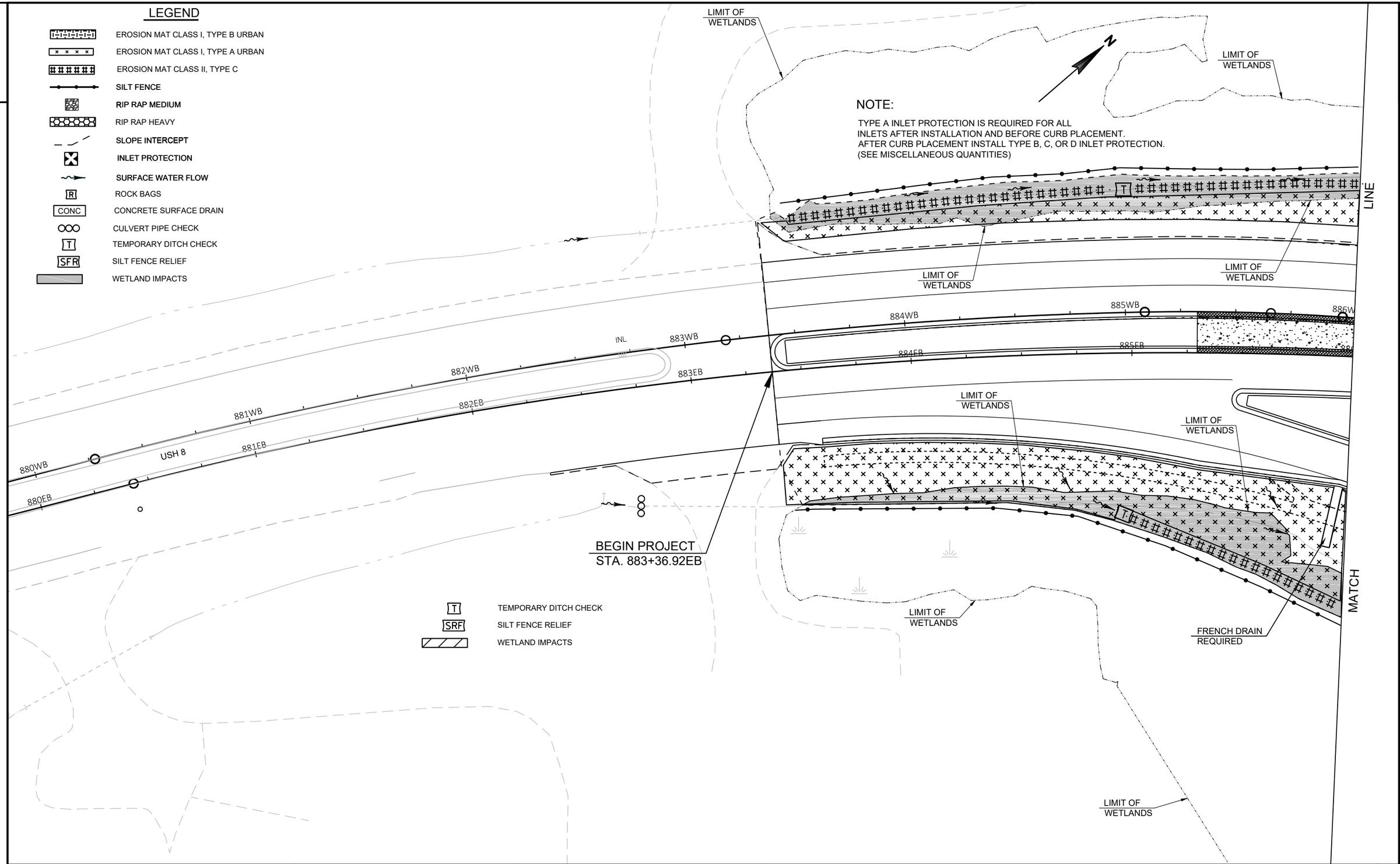
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\021306 GR.DWG
LAYOUT NAME - 021306 gr

PLOT DATE : 12/6/2018 11:48 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : Custom

2

LEGEND

- EROSION MAT CLASS I, TYPE B URBAN
- EROSION MAT CLASS I, TYPE A URBAN
- EROSION MAT CLASS II, TYPE C
- **SILT FENCE**
- **RIP RAP MEDIUM**
- RIP RAP HEAVY
- **SLOPE INTERCEPT**
- **INLET PROTECTION**
- **SURFACE WATER FLOW**
- R — ROCK BAGS
- CONC — CONCRETE SURFACE DRAIN
- CULVERT PIPE CHECK
- T — TEMPORARY DITCH CHECK
- SFR — SILT FENCE RELIEF
- WETLAND IMPACTS



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 50	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022001 EC.DWG
LAYOUT NAME - 022001 ec
PLOT DATE : 10/31/2018 7:08 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

NOTE:

TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

MATCH LINE

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

STH 47

46S

45SB

BNSA

SFR

887WB

887EB

USH 8

891WB

892WB

890WB

890EB

891EB

W. KEMP ST.

43SB

SRF

MATCH LINE

USH 8/STH 47

LEGEND

EROSION MAT CLASS I, TYPE B URBAN	SURFACE WATER FLOW
EROSION MAT CLASS I, TYPE A URBAN	R — ROCK BAGS
EROSION MAT CLASS II, TYPE C	CONC — CONCRETE SURFACE DRAIN
SILT FENCE	CULVERT PIPE CHECK
RIP RAP MEDIUM	T — TEMPORARY DITCH CHECK
RIP RAP HEAVY	SFR — SILT FENCE RELIEF
SLOPE INTERCEPT	WETLAND IMPACTS
INLET PROTECTION	

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 51	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022002 EC.DWG
LAYOUT NAME - 022002 ec
PLOT DATE : 10/31/2018 7:08 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTE:

TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

LINE

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

893WB

894WB

895WB

896WB

897WB

898WB

893EB

894EB

895EB

896EB

897EB

898EB

W. KEMP ST.

FRENCH DRAIN REQUIRED

END PROJECT
STA. 893+64.77EB

LIMIT OF WETLANDS

MATCH

LEGEND

- EROSION MAT CLASS I, TYPE B URBAN
- EROSION MAT CLASS I, TYPE A URBAN
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- RIP RAP MEDIUM
- RIP RAP HEAVY
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW
- R — ROCK BAGS
- CONC — CONCRETE SURFACE DRAIN
- CULVERT PIPE CHECK
- T — TEMPORARY DITCH CHECK
- SFR — SILT FENCE RELIEF
- WETLAND IMPACTS

N

2

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 52	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022003 EC.DWG
LAYOUT NAME - 022003 ec
PLOT DATE : 10/31/2018 7:08 PM
PLOT BY : SOUFAL, KEVIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I, TYPE B URBAN
- EROSION MAT CLASS I, TYPE A URBAN
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- RIP RAP MEDIUM
- RIP RAP HEAVY
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW
- R — ROCK BAGS
- CONC — CONCRETE SURFACE DRAIN
- CULVERT PIPE CHECK
- T — TEMPORARY DITCH CHECK
- SFR — SILT FENCE RELIEF
- WETLAND IMPACTS

NOTE:

TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

N

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

SFR

CONC

MATCH LINE

37NB

38NB

39NB

40SB

40NB

41SB

41NB

42SB

42NB

USH 8/STH 47

SFR

R

CONC

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 53	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022004 EC.DWG
LAYOUT NAME - 022004 ec

PLOT DATE : 10/31/2018 7:09 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

NOTE:

TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

MATCH LINE

MATCH LINE

LIMIT OF WETLANDS

LIMIT OF WETLANDS

FRENCH DRAIN REQUIRED

FRENCH DRAIN REQUIRED

FRENCH DRAIN REQUIRED

FRENCH DRAIN REQUIRED

FRENCH DRAIN REQUIRED

LIMIT OF WETLANDS

LIMIT OF WETLANDS

47SB

47NB

48SB

48NB

49SB

49NB

50NB

STH 47

51NB

52

R

CONC

LEGEND

- EROSION MAT CLASS I, TYPE B URBAN
- EROSION MAT CLASS I, TYPE A URBAN
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- RIP RAP MEDIUM
- RIP RAP HEAVY
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW
- R — ROCK BAGS
- CONC — CONCRETE SURFACE DRAIN
- CULVERT PIPE CHECK
- T — TEMPORARY DITCH CHECK
- SFR — SILT FENCE RELIEF
- WETLAND IMPACTS

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 54	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022005 EC.DWG
LAYOUT NAME - 022005 ec

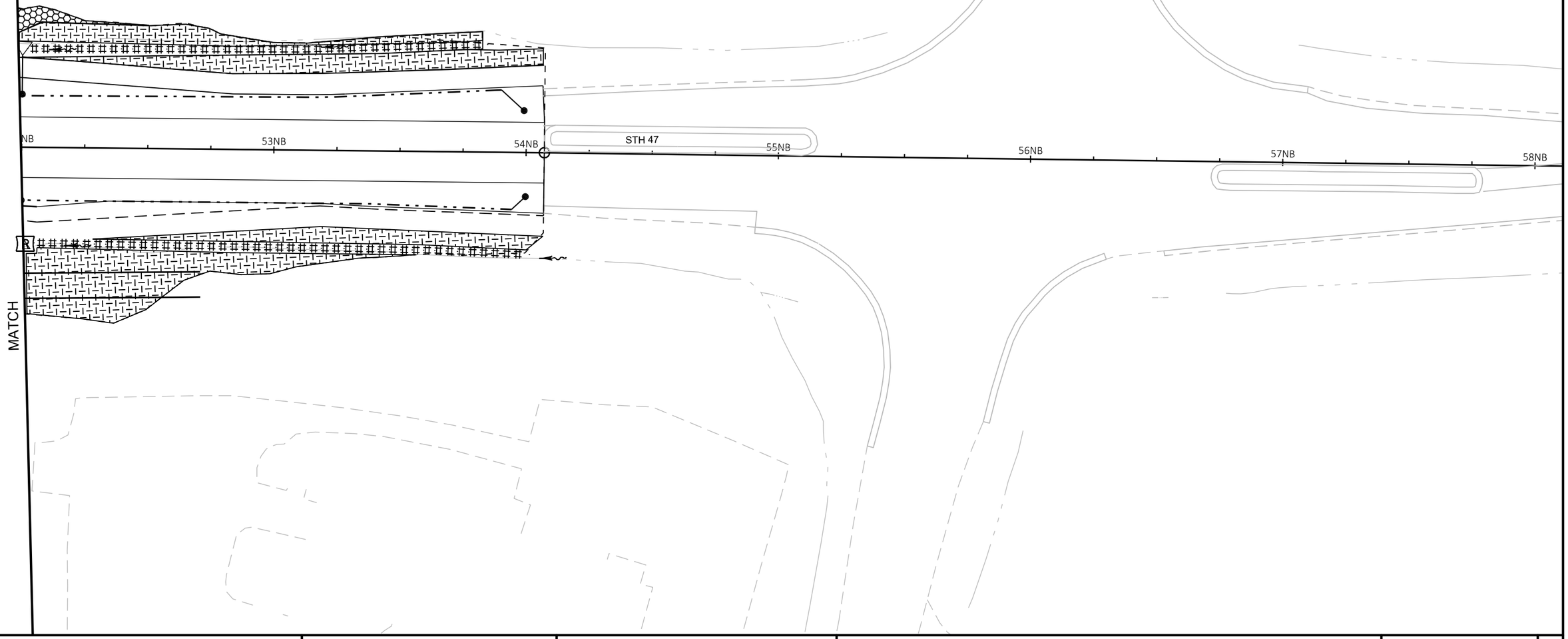
PLOT DATE : 10/31/2018 7:09 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EROSION MAT CLASS I, TYPE B URBAN
- EROSION MAT CLASS I, TYPE A URBAN
- EROSION MAT CLASS II, TYPE C
- SILT FENCE
- RIP RAP MEDIUM
- RIP RAP HEAVY
- SLOPE INTERCEPT
- INLET PROTECTION
- SURFACE WATER FLOW
- R — ROCK BAGS
- CONC — CONCRETE SURFACE DRAIN
- CULVERT PIPE CHECK
- T — TEMPORARY DITCH CHECK
- SFR — SILT FENCE RELIEF
- WETLAND IMPACTS

NOTE:

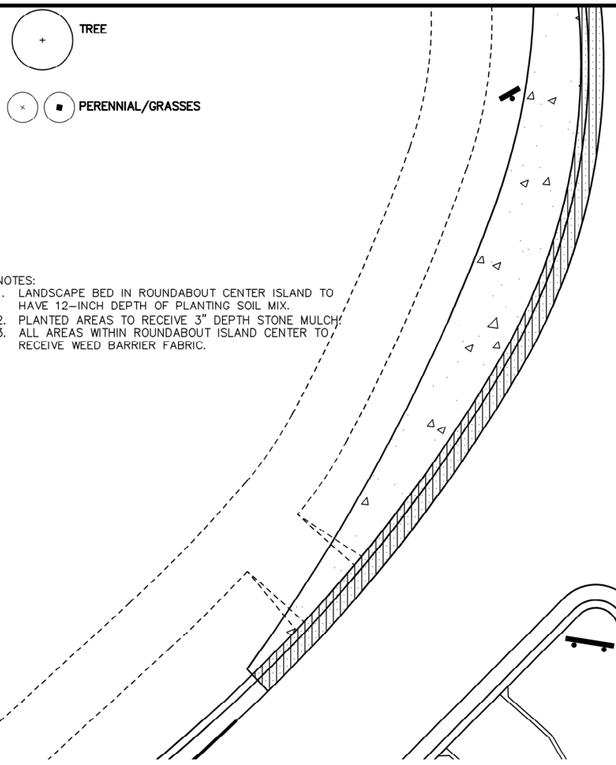
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

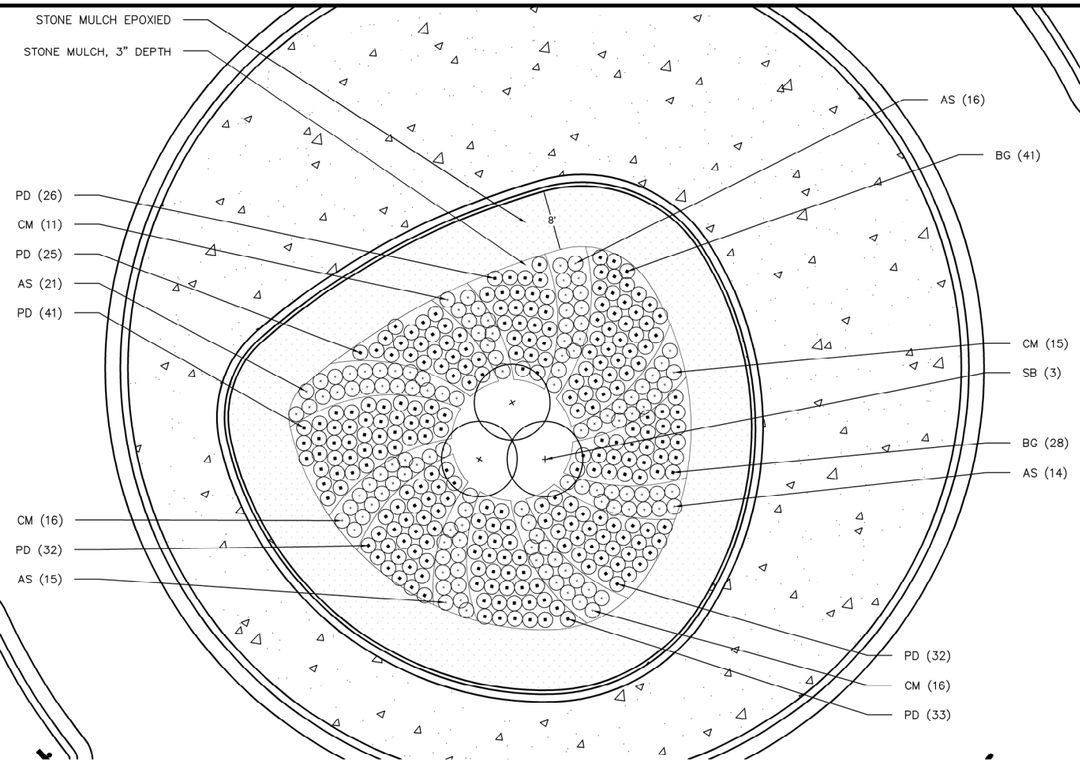


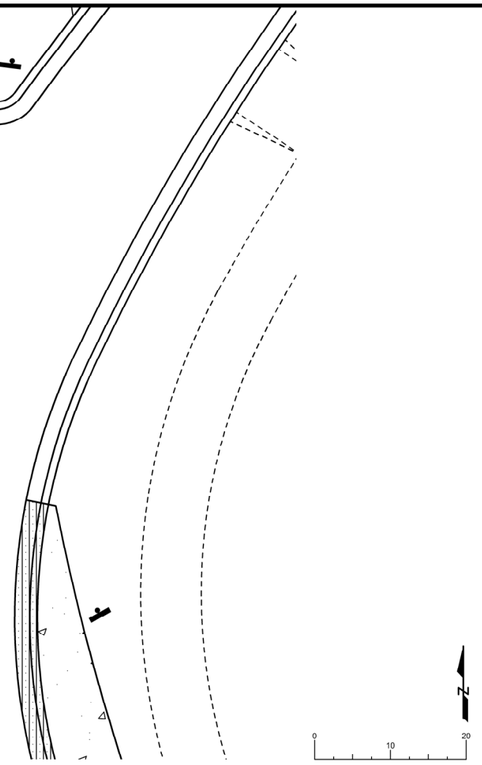
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 55	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022006 EC.DWG
LAYOUT NAME - 022005 ec

PLOT DATE : 10/31/2018 7:09 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

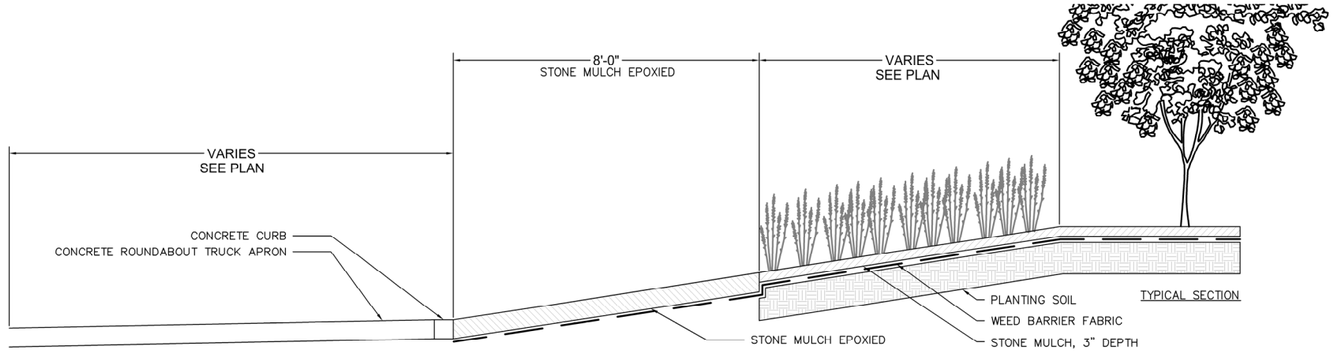


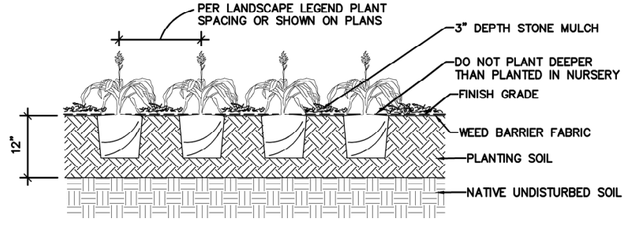




TREES, SHRUBS AND PERENNIALS

SYM	COMMON NAME	SIZE WHEN PLANTED	ROOT ZONE MODE	SPACING	0+00.00CC TO 3+64.42CC EACH	TOTALS EACH	BID ITEM
	DECIDUOUS TREES						
SB	COLE'S SELECT SERVICEBERRY	5'	B&B	-	3	3	SPV.632.0101
	PERENNIALS						
AS	AUTUMN JOY SEDUM	SP4	CG	24" O.C.	66	66	SPV.0060.01
BG	BLUE OAT GRASS	SP4	CG	24" O.C.	58	58	SPV.0060.02
CM	CATMINT 'WALKERS LOW'	SP4	CG	24" O.C.	258	258	SPV.0060.03



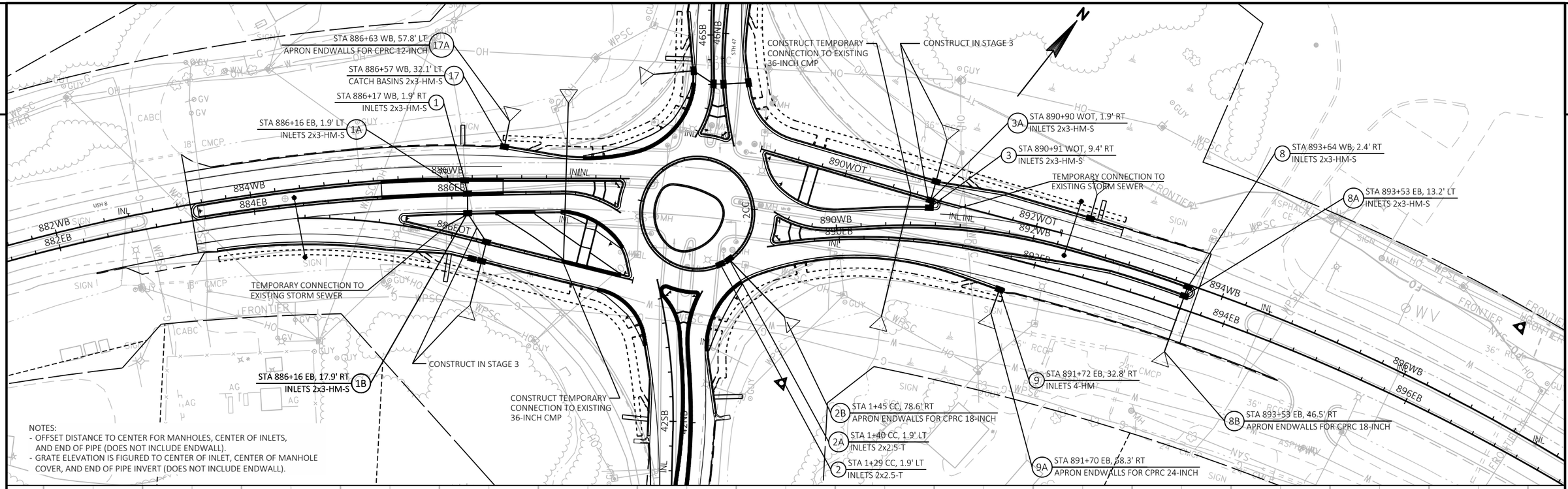


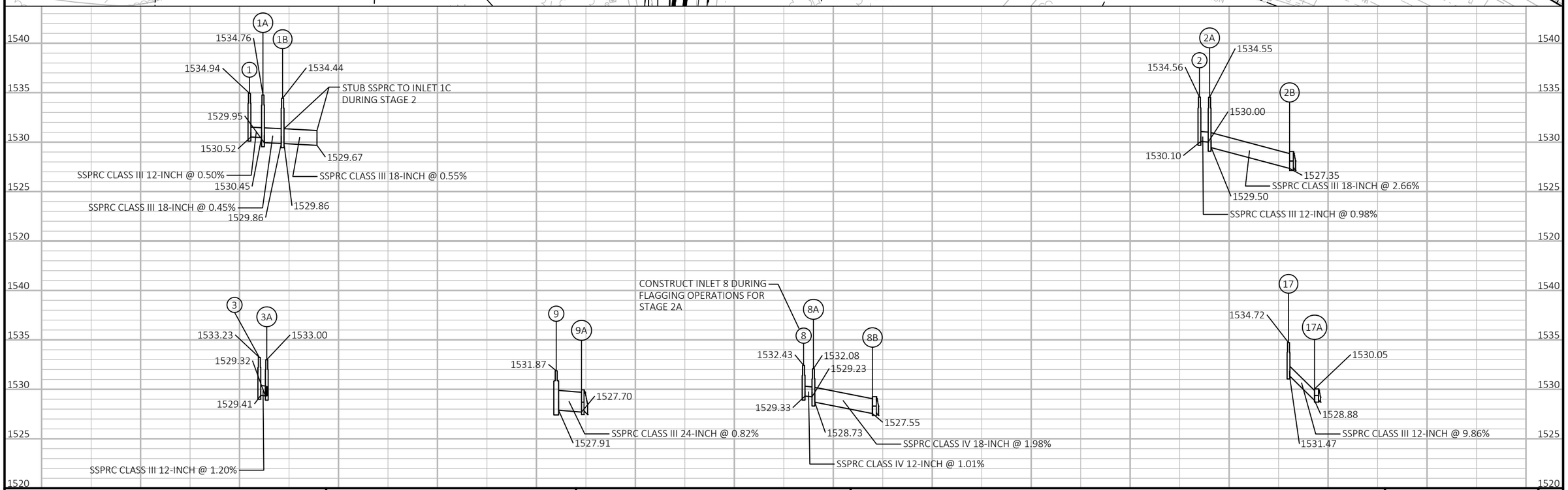
NOTE: PLANT WITH TRIANGULAR SPACING WHEREVER POSSIBLE.

1 PERENNIAL PLANTING

SCALE: NTS

PROJECT NO: 1590–14–71	HWY: USH8	COUNTY: ONEIDA	ROUNDABOUT PLANTING PLAN	SHEET 56	E

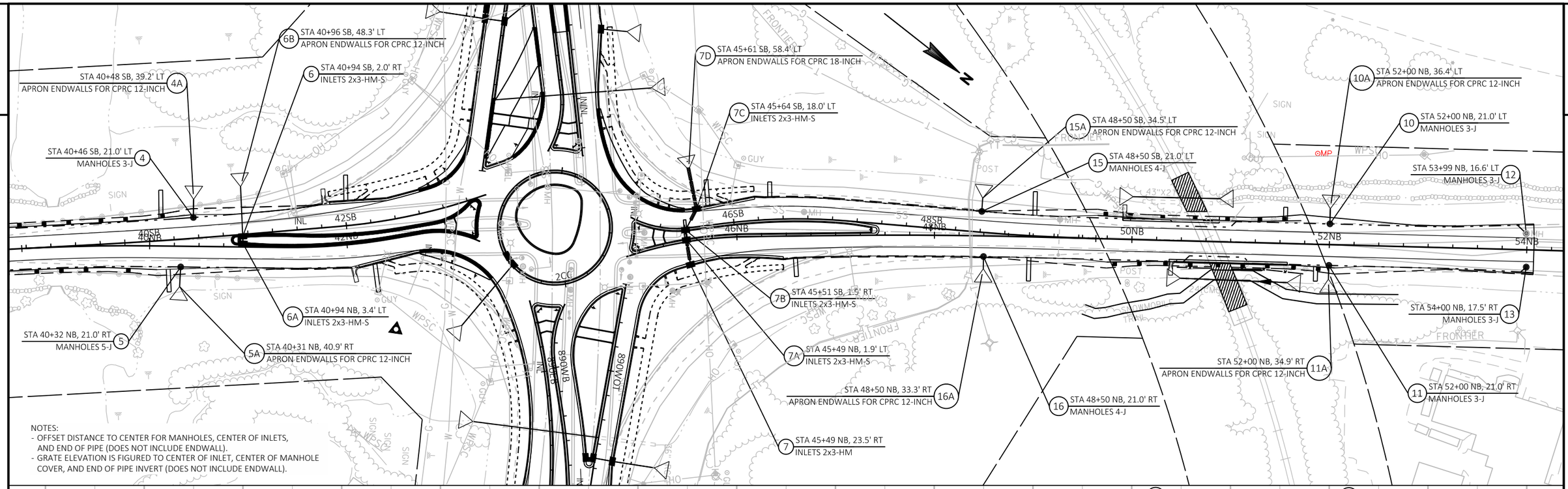


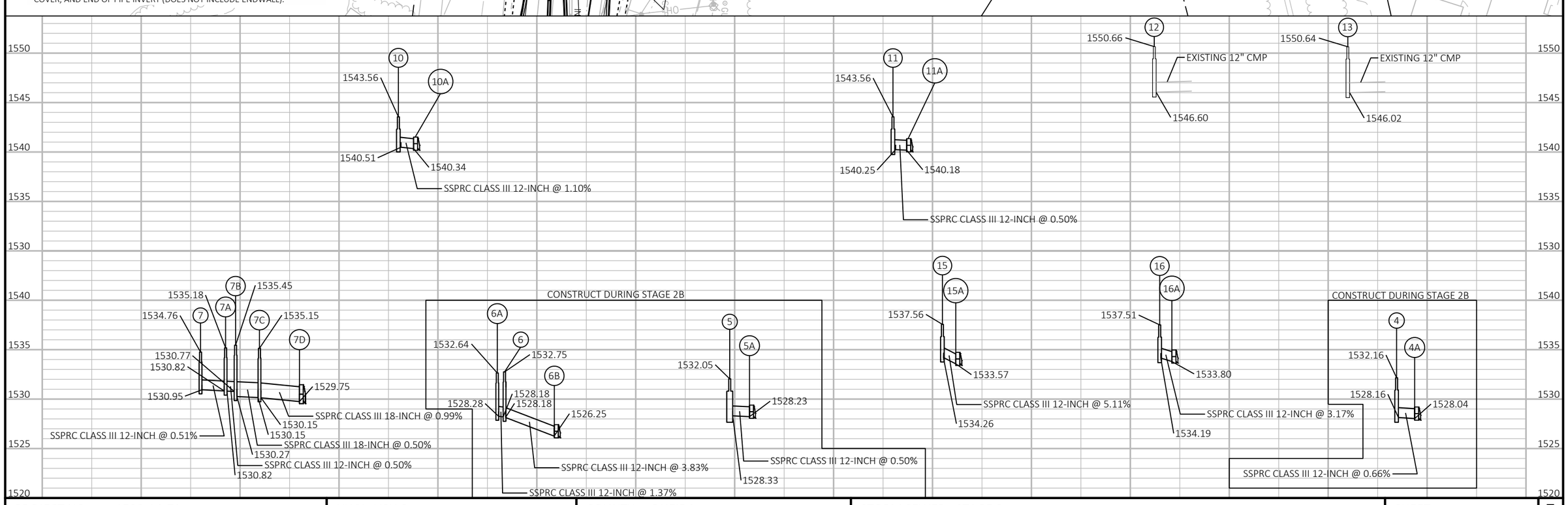


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER - STAGE 2	SHEET 57	E

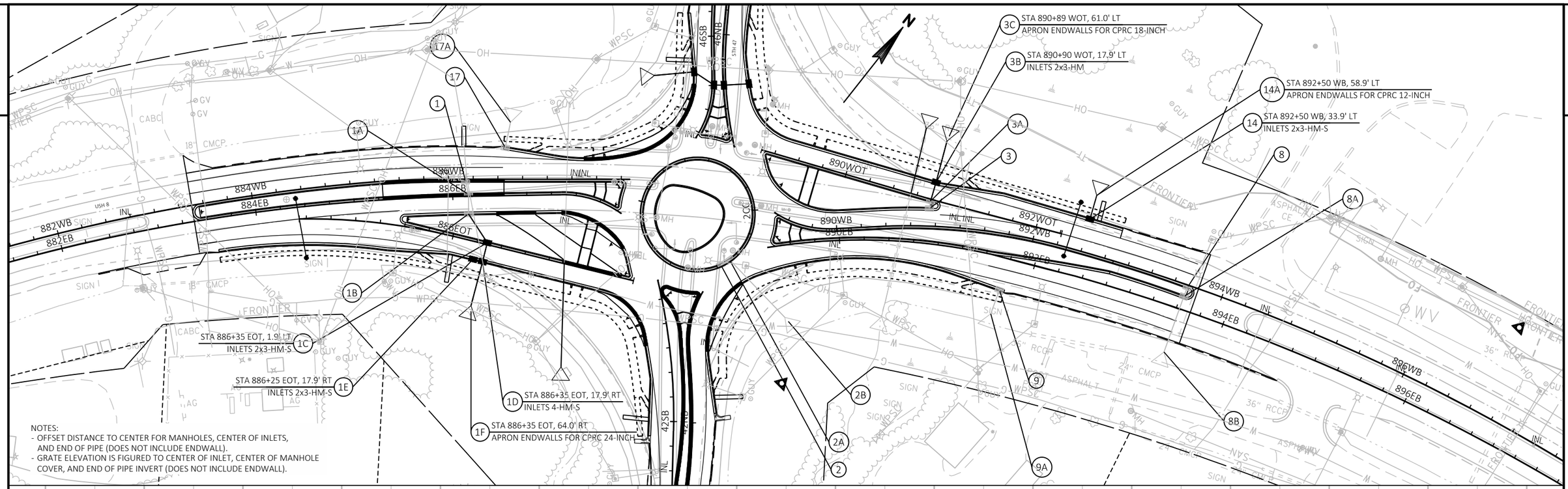
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501
PLOT DATE : 12/5/2018 12:33 PM
PLOT BY : SHALLOW, JON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

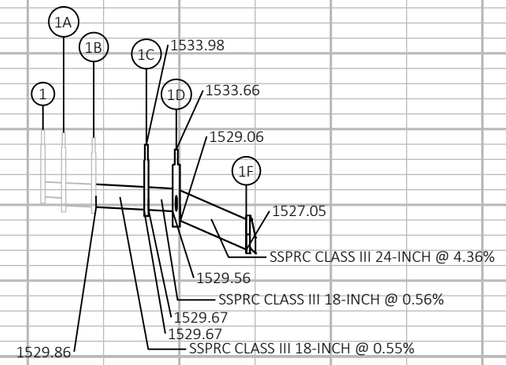
2

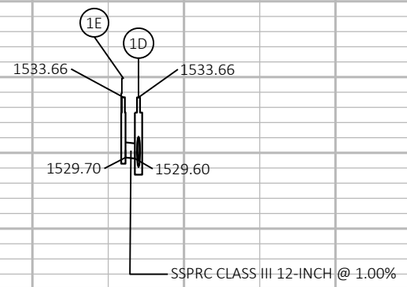


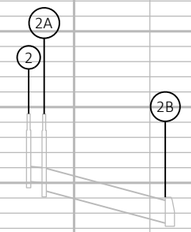


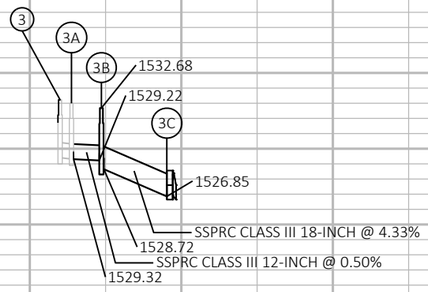
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER - STAGE 2	SHEET 58	E

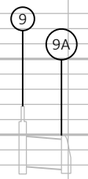


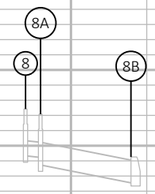


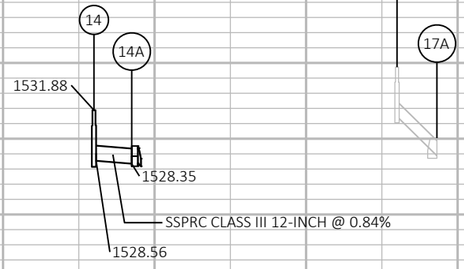






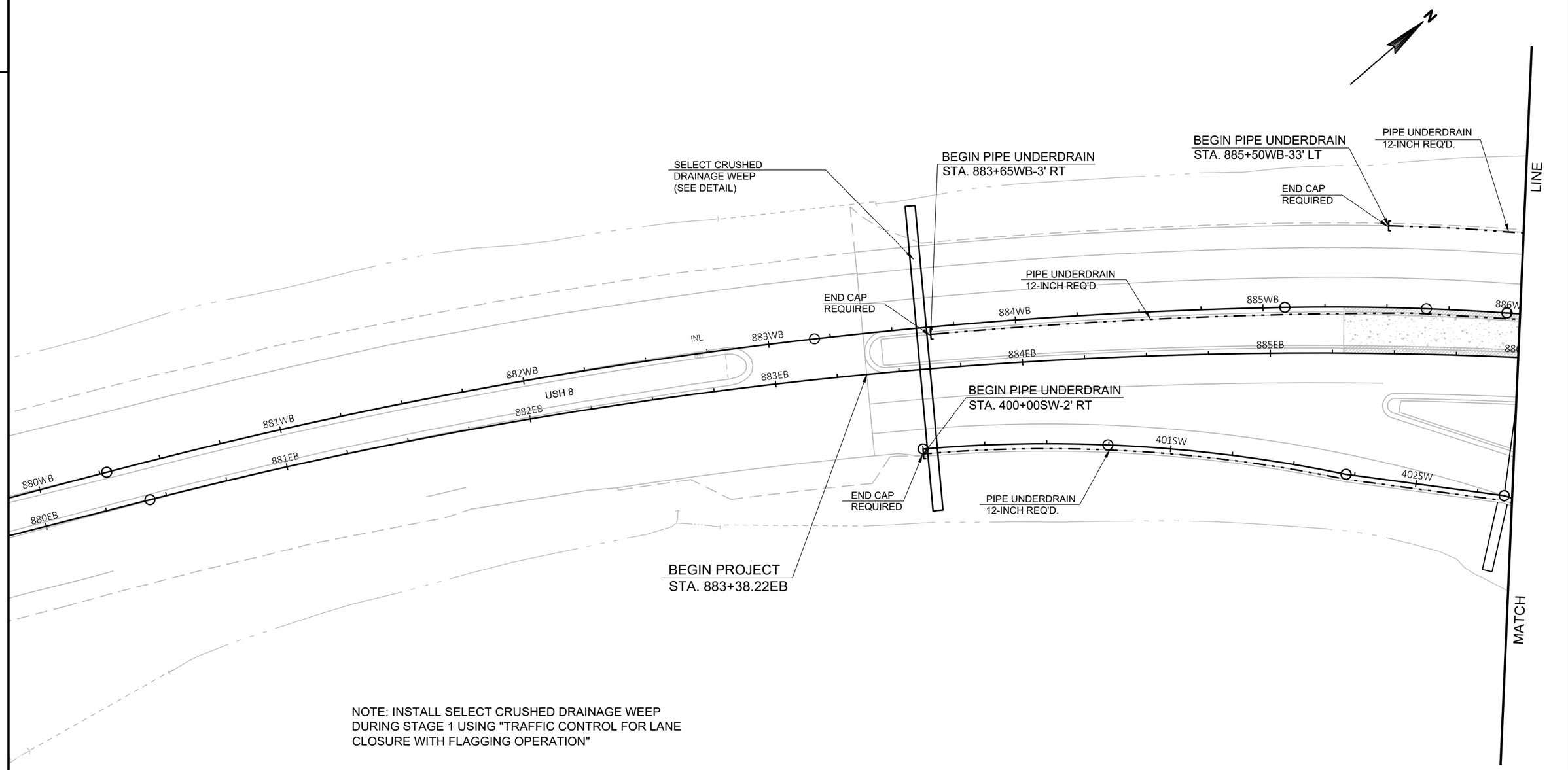






PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER - STAGE 3	SHEET 59 E

2



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 60	E

2

MATCH LINE

PIPE UNDERDRAIN
12-INCH REQ'D.

END CAP
REQUIRED

BEGIN PIPE UNDERDRAIN
STA. 102+37NW-2' LT

END PIPE UNDERDRAIN
STA. 101+40.5NW-2' LT

PIPE UNDERDRAIN
12-INCH REQ'D.

END CAP
REQUIRED

MATCH

101NW

102NW

45SB

45NB

STH 47

46SB

PIPE UNDERDRAIN
12-INCH REQ'D.

END PIPE UNDERDRAIN
STA. 201+05.5NE-2' LT

BEGIN PIPE UNDERDRAIN
STA. 201+84NE-2' LT

PIPE UNDERDRAIN
12-INCH REQ'D.

END CAP
REQUIRED

201NE

202NE

203NE

204NE

LINE

887WB

USH 8

887EB

PIPE UNDERDRAIN
6-INCH REQ'D.

PI: 402+35.88

3CC

2CC

1CC

END PIPE UNDERDRAIN
STA. 1+40CC-2' LT

BEGIN PIPE UNDERDRAIN
STA. 1+29CC-2' LT

891WB

892WB

890WB

W. KEMP ST.

890EB

891EB

303SE

304SE

END CAP
REQUIRED

302SE

PIPE UNDERDRAIN
12-INCH REQ'D.

END PIPE UNDERDRAIN
STA. 304+17SE-2' RT

BEGIN PIPE UNDERDRAIN
STA. 301+60SE-2' RT

END CAP
REQUIRED

END PIPE UNDERDRAIN
STA. 301+11SE-2' RT

301SE

43SB

43NB

PIPE UNDERDRAIN
12-INCH REQ'D.

403SW

404SW

END CAP
REQUIRED

PIPE UNDERDRAIN
12-INCH REQ'D.

END PIPE UNDERDRAIN
STA. 404+00SW-2' RT

END CAP
REQUIRED

BEGIN PIPE UNDERDRAIN
STA. 404+62SW-2' RT

405SB

PIPE UNDERDRAIN
12-INCH REQ'D.

LINE

MATCH

USH 8/STH 47

MATCH

LINE

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 61	E

2

2

LINE

PIPE UNDERDRAIN
12-INCH REQ'D.

END PIPE UNDERDRAIN
STA. 893+00WB-33.8' LT

END CAP
REQUIRED

205NE

893WB

894WB

895WB

896WB

897WB

898WB

EB

893EB

894EB

895EB

896EB

897EB

898EB

W. KEMP ST.

SELECT CRUSHED
DRAINAGE WEEP
(SEE DETAIL)

END PROJECT
STA. 893+64.77EB

MATCH

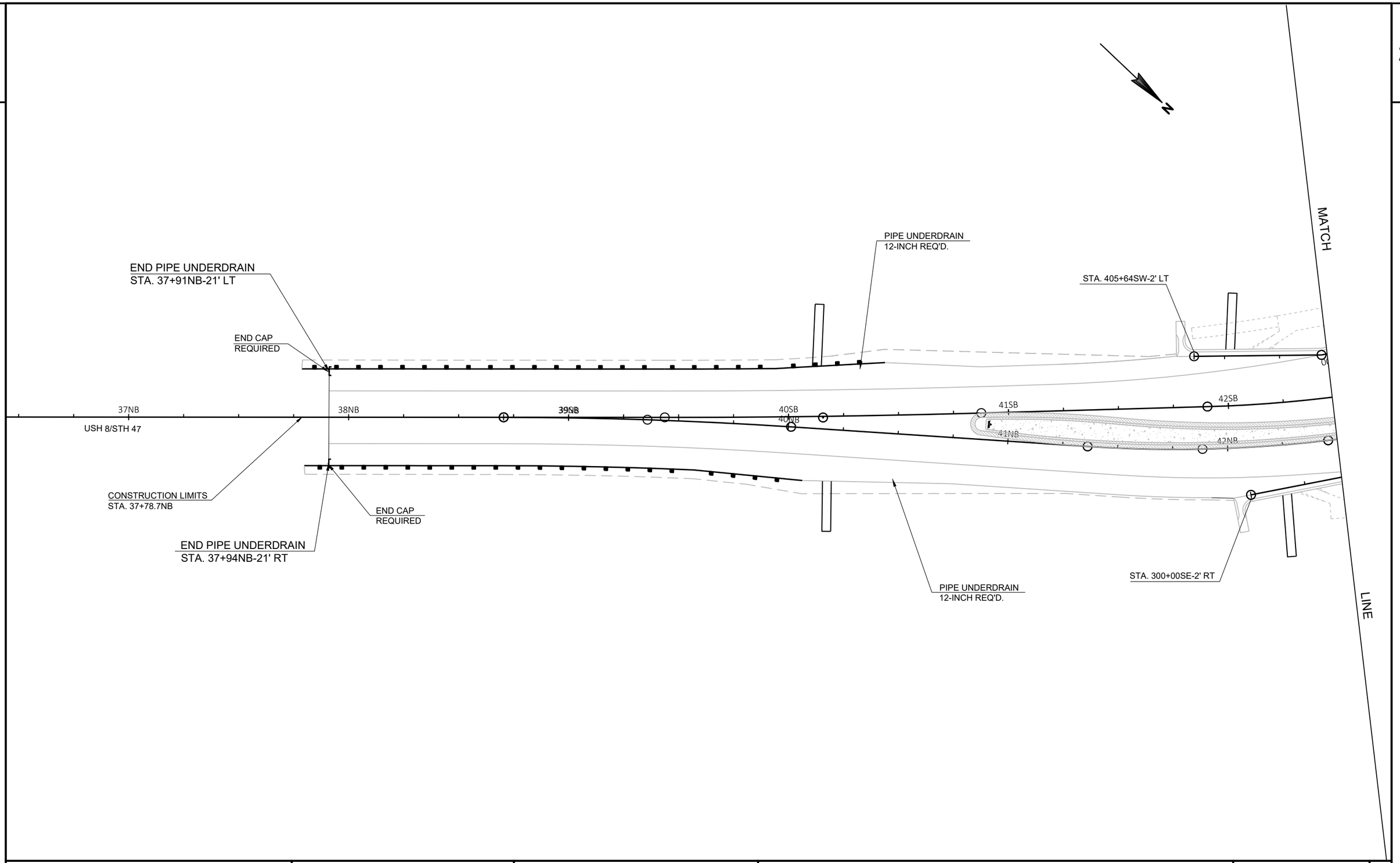
NOTE: INSTALL SELECT CRUSHED DRAINAGE WEEP
DURING STAGE 1 USING "TRAFFIC CONTROL FOR LANE
CLOSURE WITH FLAGGING OPERATION"

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 62	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022603 PU.DWG
LAYOUT NAME - 022603 pu

PLOT DATE : 10/31/2018 7:11 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 63	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022604 PU.DWG
LAYOUT NAME - 022604 pu

PLOT DATE : 10/31/2018 7:11 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MATCH LINE

MATCH LINE

PIPE UNDERDRAIN
12-INCH REQ'D.

STA. 103+08.3NW-2' LT

103NW

47SB

47NB

48SB

48NB

49SB

49NB

STA. 50+38.3NB-21' LT
45° ELBOW REQ'D.

STA. 51+05NB-21' LT
45° ELBOW REQ'D.

STA. 50+44.3NB-15' LT
45° ELBOW REQ'D.

STA. 50+99NB-15' LT
45° ELBOW REQ'D.

STH 47

50NB

51NB

STA. 50+58.7NB-15' RT
45° ELBOW REQ'D.

STA. 51+14NB-15' RT
45° ELBOW REQ'D.

STA. 50+52.7NB-21' RT
45° ELBOW REQ'D.

STA. 51+20NB-21' RT
45° ELBOW REQ'D.

STA. 200+10NE-2' RT

PIPE UNDERDRAIN
12-INCH REQ'D.

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 64	E

2

2

LINE

MATCH

N. RIVER RD.

W. DAVENPORT ST.

SELECT CRUSHED
DRAINAGE WEEP
(SEE DETAIL)

PIPE UNDERDRAIN
12-INCH REQ'D.

STA. 53+90NB-24.7' LT

CONSTRUCTION LIMITS
STA. 54+07.21NB

END PIPE UNDERDRAIN
STA. 53+99NB-16.6' LT

END PIPE UNDERDRAIN
STA. 53+99.6NB-17.5' RT

STA. 53+94.5NB-22.6' RT

PIPE UNDERDRAIN
12-INCH REQ'D.

NB 53NB 54NB 55NB 56NB 57NB 58NB

STH 47

NOTE: INSTALL SELECT CRUSHED DRAINAGE WEEP DURING STAGE 1 USING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

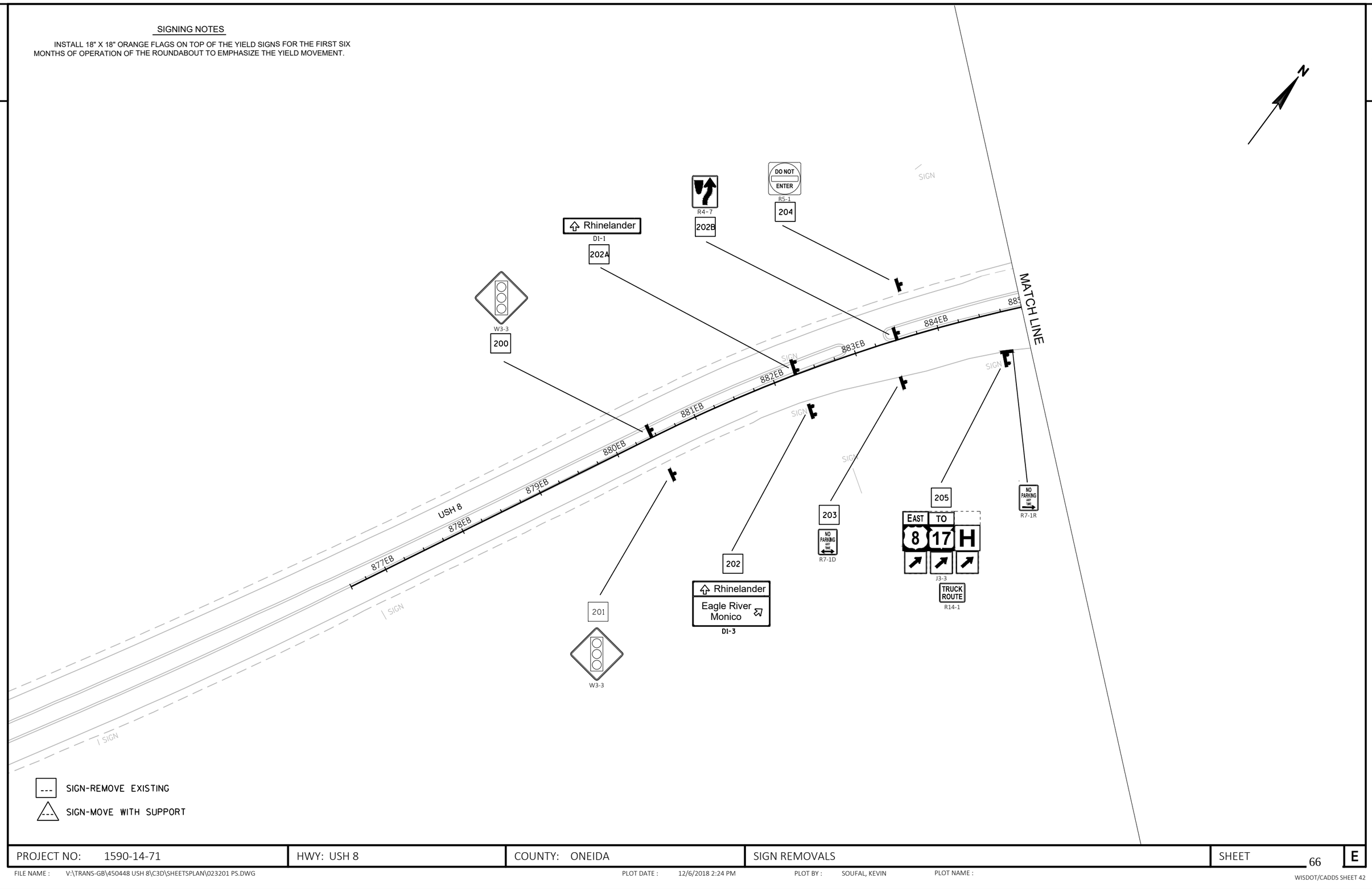
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PIPE UNDERDRAIN	SHEET 65	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\022606 PU.DWG
LAYOUT NAME - 022606 pu

PLOT DATE : 10/31/2018 7:11 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

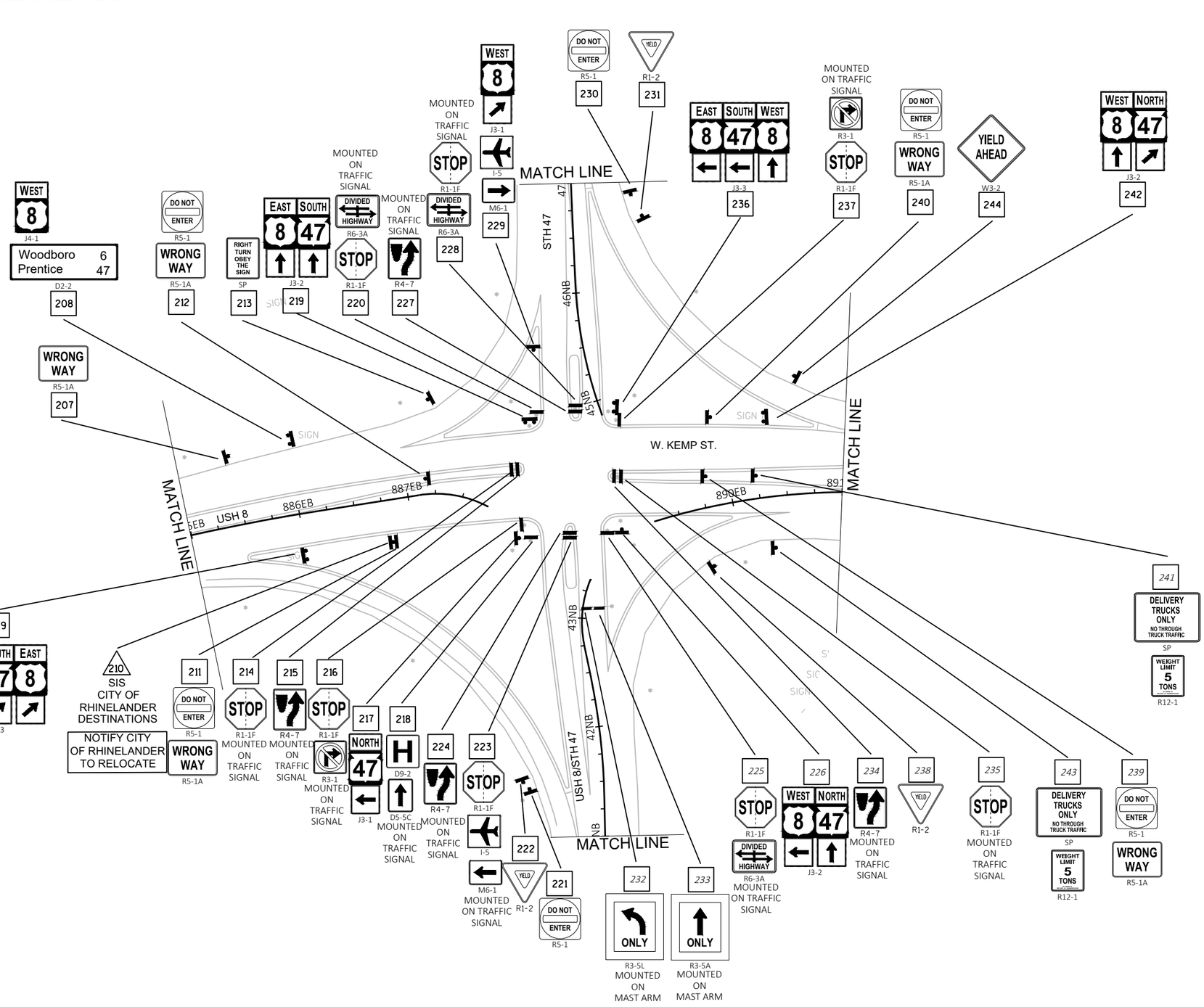
SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



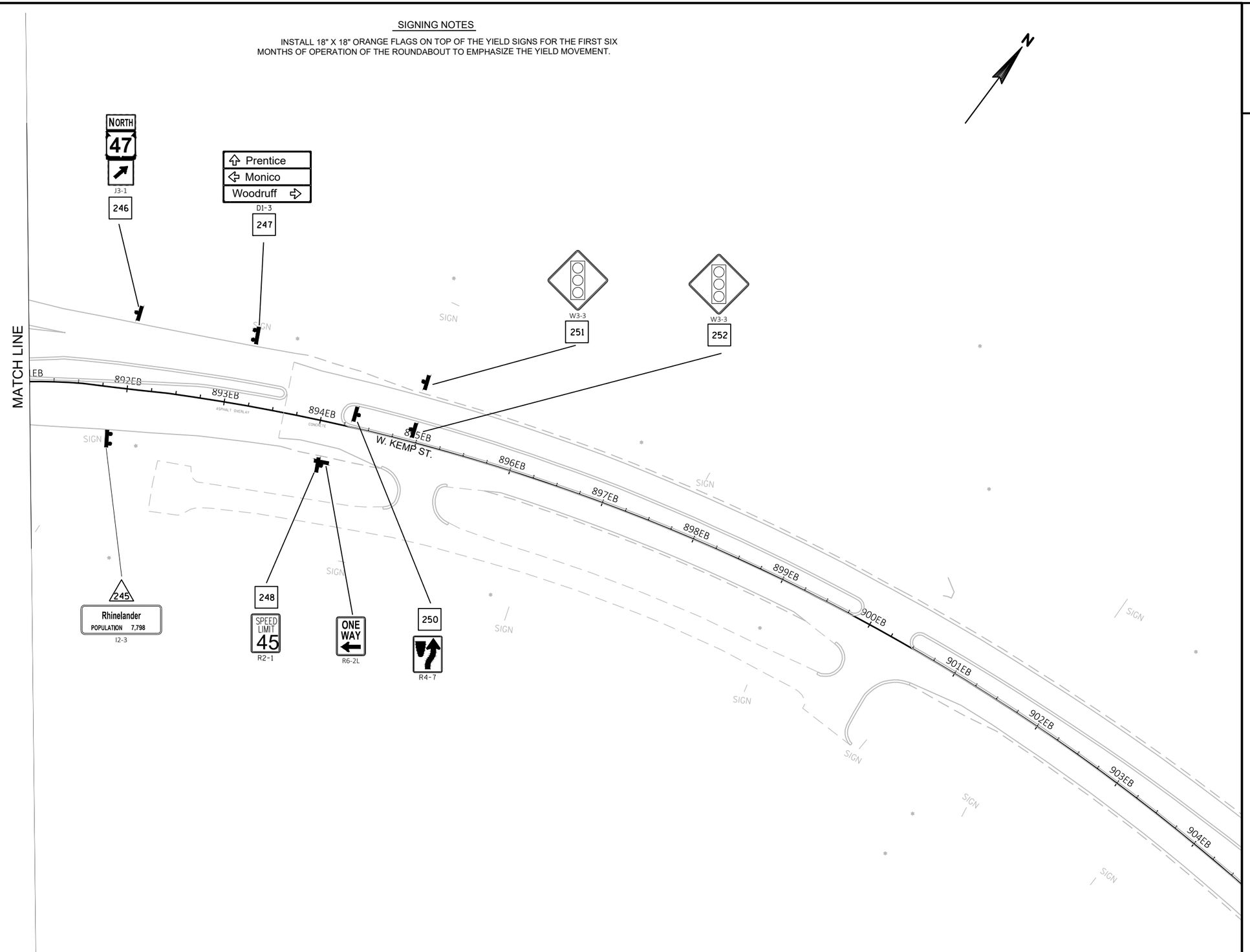
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023202 PS.DWG
LAYOUT NAME - 023202 ps

PLOT DATE : 10/31/2018 7:12 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



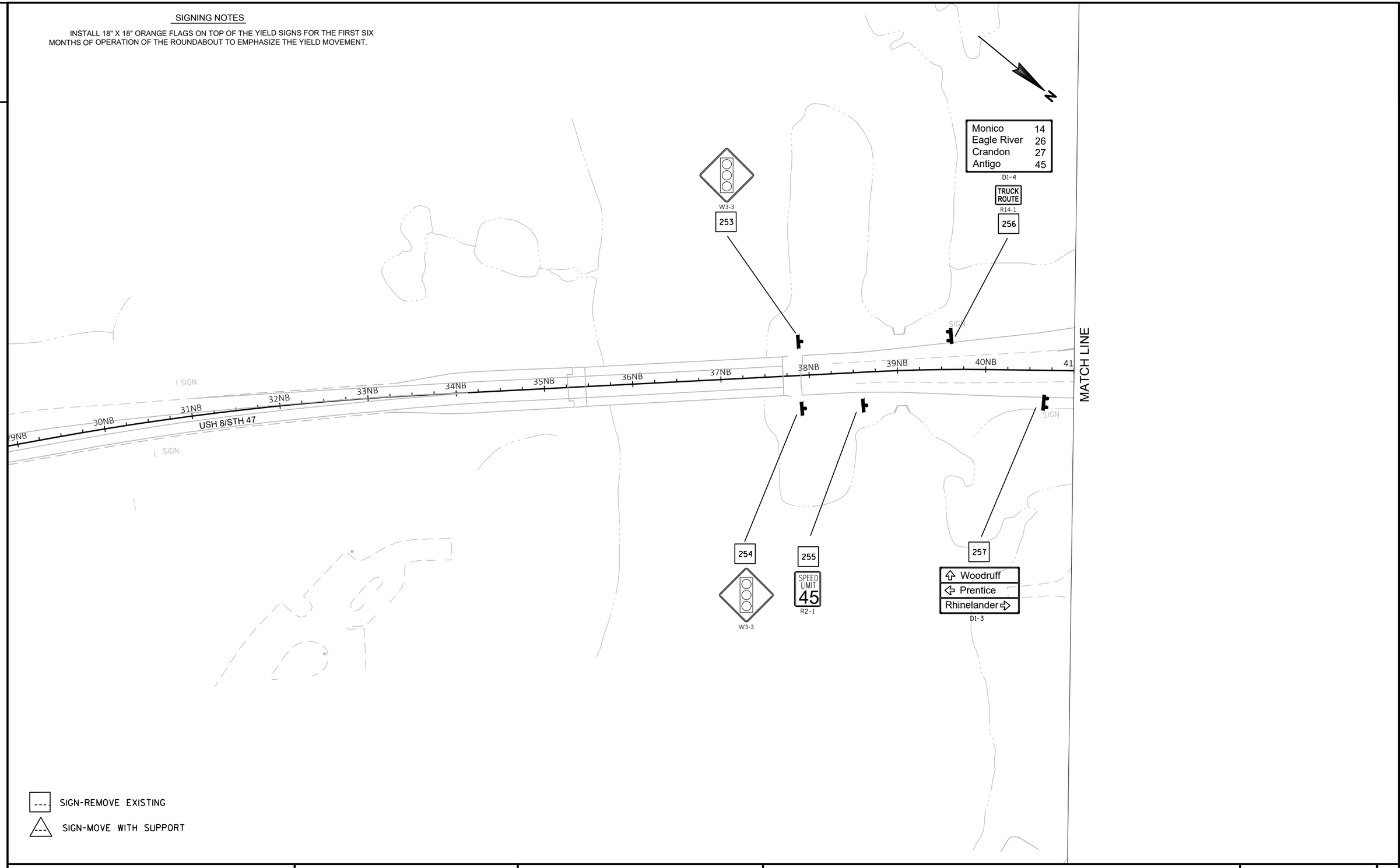
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 68	E

2

2

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



SIGN-REMOVE EXISTING

SIGN-MOVE WITH SUPPORT

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023204 PS.DWG
LAYOUT NAME - 023204 ps

PLOT DATE : 10/31/2018 7:12 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

N

MATCH LINE

STH 47

48NB 49NB 50NB 51NB 52NB 53NB 54NB 55NB 56NB 57NB 58NB 59NB

N. RIVER ROAD

W. DAVENPORT STREET

259 — ONLY / ONLY / ONLY — R3-5L / R3-5A / R3-5R

260 — EAST 8 | SOUTH 47 | WEST 8 — J3-3

264 — W5-52L

267 — W5-52R

271 — Monico / Eagle River / Prentice — D1-3

273 — REMOVE BEACON ALSO — W3-3

261 — SPEED LIMIT 45 — R2-1

263 — CHECK TURN SIGNAL — SP

262 — CAUTION AHEAD — SP

265 — W1-8

266 — W5-52R

268 — W5-52L

269 — W1-8

270 — CAUTION AHEAD — SP

272 — ADOPT A HIGHWAY SPONSOR SPONSOR1 SPONSOR2 SPONSOR3 — I55-56

--- SIGN-REMOVE EXISTING

SIGN-MOVE WITH SUPPORT

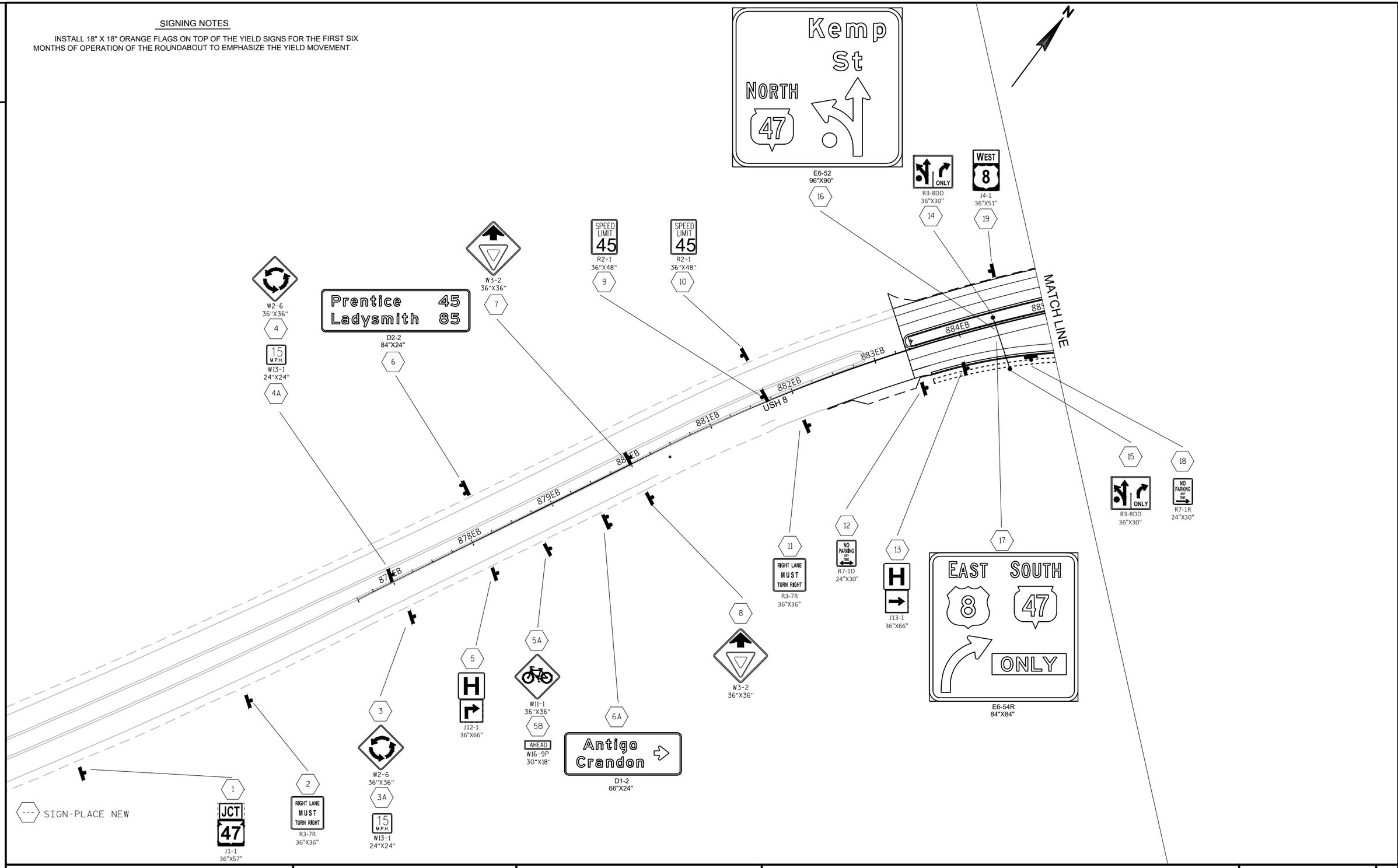
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 70	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023205 PS.DWG
LAYOUT NAME - 023205 ps

PLOT DATE : 12/6/2018 2:36 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

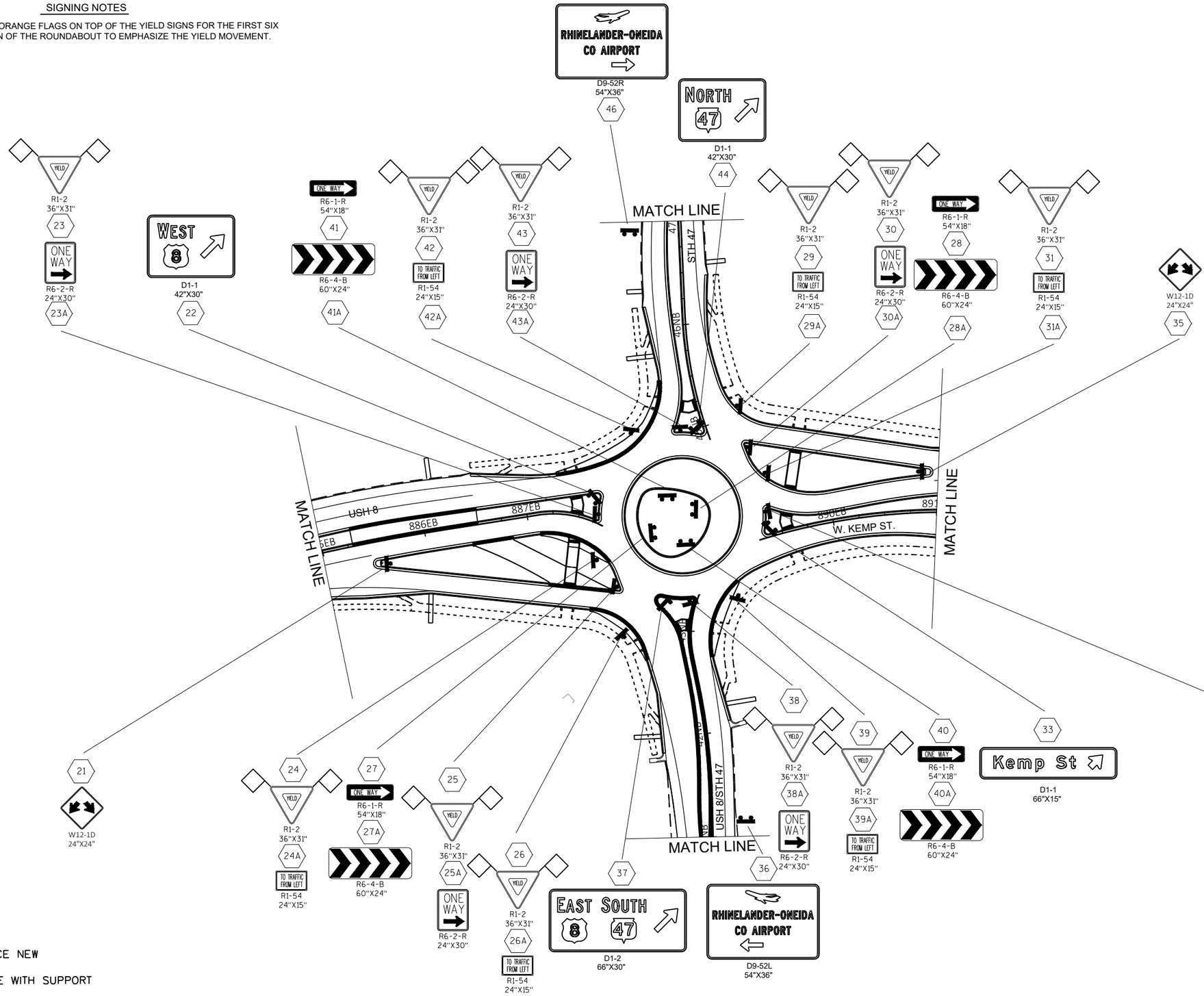


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING-TYPE I AND II	SHEET 71	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023206 PS.DWG PLOT DATE : 10/31/2018 7:12 PM PLOT BY : SOUFAL, KEVIN PLOT NAME :

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

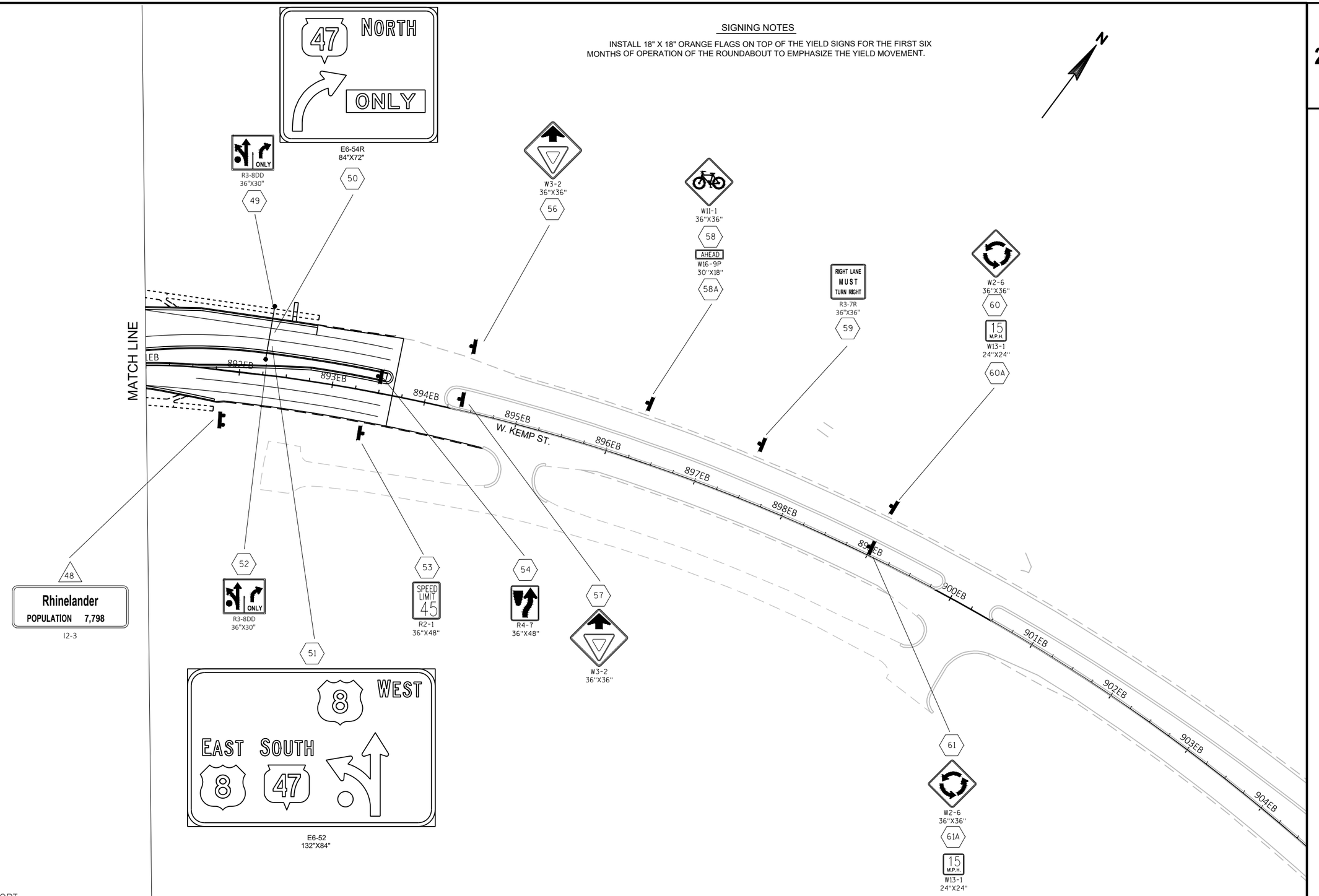


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING-TYPE I AND II	SHEET 72	E

2

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



SIGN-PLACE NEW

SIGN–MOVE WITH SUPPORT

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING-TYPE I AND II	SHEET 73	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023208 PS.DWG
LAYOUT NAME - 023208 ps

PLOT DATE : 10/31/2018 7:13 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

N

SPEED LIMIT 45
R2-1
24"X30"
64

EAST SOUTH 8 47
J4-2
48"X36"
70

W12-1D
24"X24"
69

MATCH LINE

USH 8/STH 47

29NB 30NB 31NB 32NB 33NB 34NB 35NB 36NB 37NB 38NB 39NB 40NB

63
W2-6
30"X30"
63A
15 M.P.H.
W13-1
18"X18"

65
47 NORTH
WEST 8
Kemp St
D1-62
108"X72"

66
W11-1
36"X36"
66A
AHEAD
W16-9P
30"X18"

67
W3-2
36"X36"

68
Woodruff
Prentice
D1-2
66"X30"

SIGN-PLACE NEW

SIGN-MOVE WITH SUPPORT

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING-TYPE I AND II	SHEET 74	E

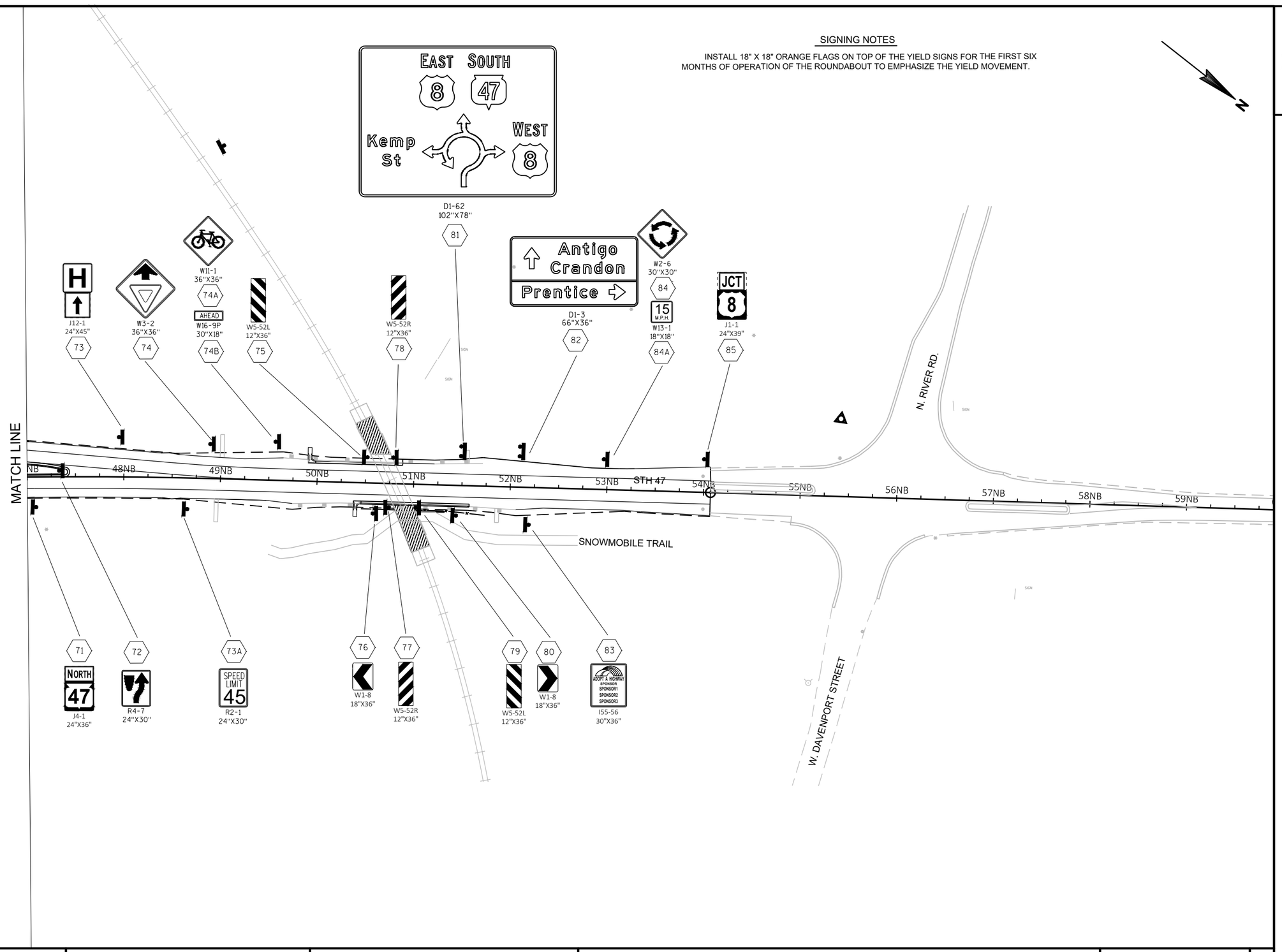
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023209 PS.DWG
LAYOUT NAME - 023209 ps

PLOT DATE : 10/31/2018 7:13 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

SIGNING NOTES

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.



SIGN-PLACE NEW

SIGN–MOVE WITH SUPPORT

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING-TYPE I AND II	SHEET 75	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023210 PS.DWG
LAYOUT NAME - 023210 ps

PLOT DATE : 10/31/2018 7:13 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

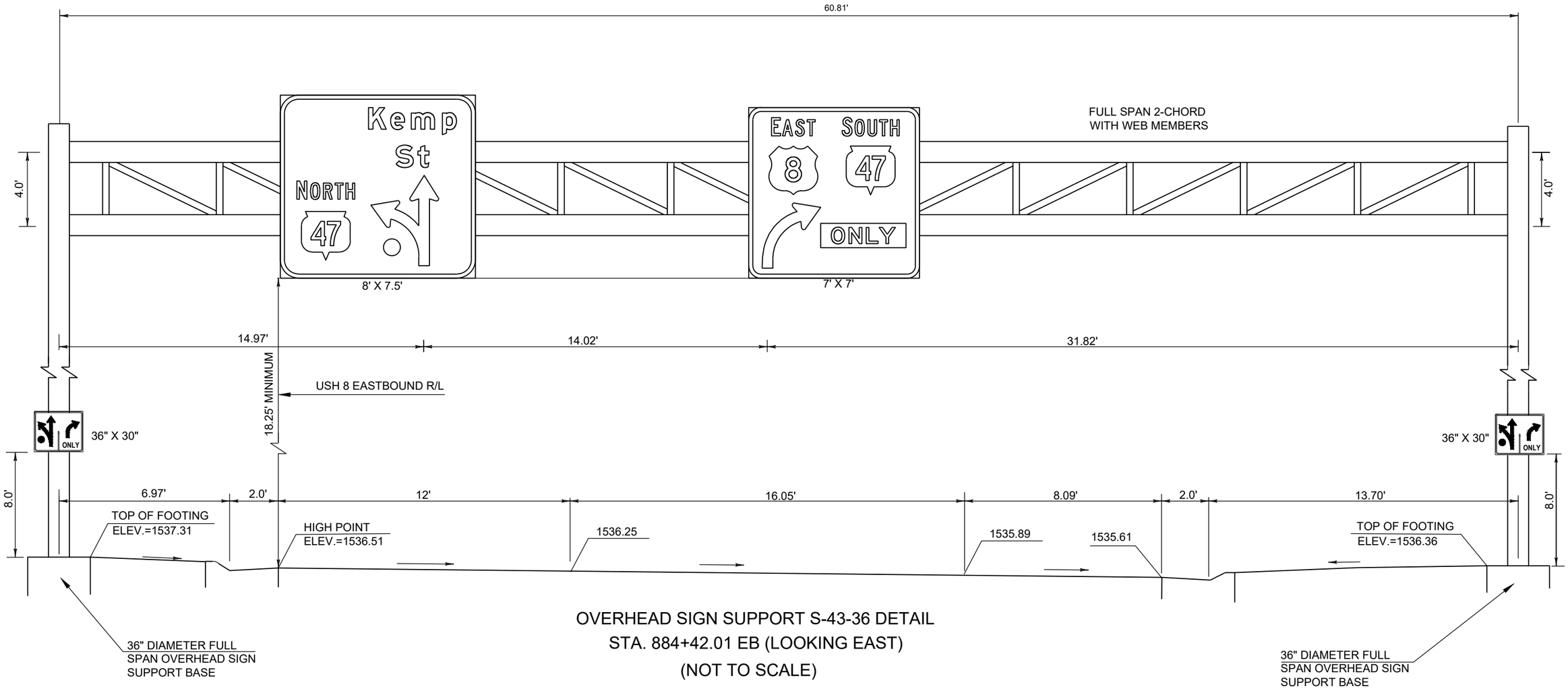
NOTE:

1. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS AS SPECIFIED IN STANDARD SPEC. 641.3.1.4 AND SHOWN IN STANDARD DETAIL DRAWING 12A4.

2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", 6TH EDITION AND INTERIM REVISIONS.
   -FATIGUE LOADS ARE NOT APPLIED

3. SIZE THE ANCHOR ROD/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

4. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX(6) ANCHOR RODS.



OVERHEAD SIGN SUPPORT S-43-36 DETAIL
STA. 884+42.01 EB (LOOKING EAST)
(NOT TO SCALE)

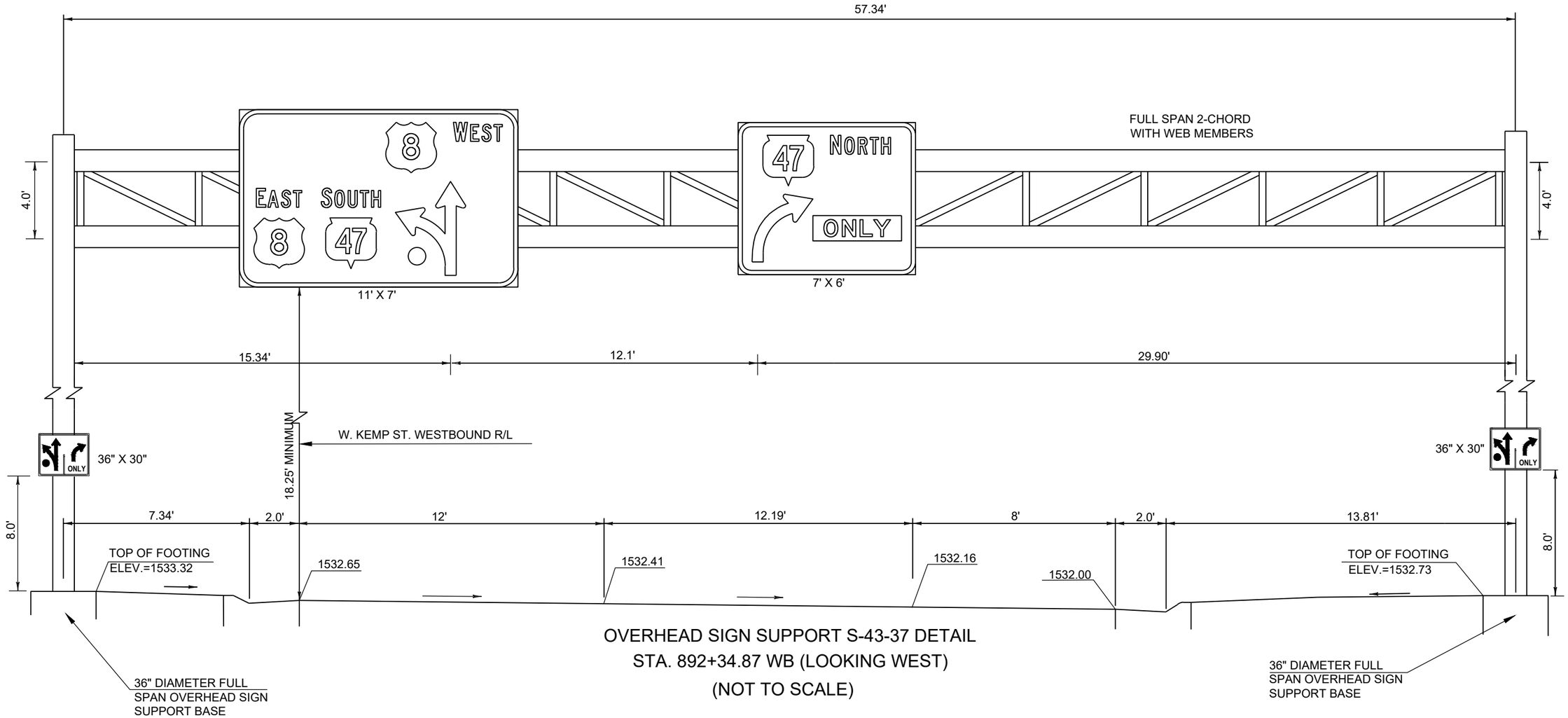
NOTE:

1. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS AS SPECIFIED IN STANDARD SPEC. 641.3.1.4 AND SHOWN IN STANDARD DETAIL DRAWING 12A4.

2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", 6TH EDITION AND INTERIM REVISIONS.
   -FATIGUE LOADS ARE NOT APPLIED

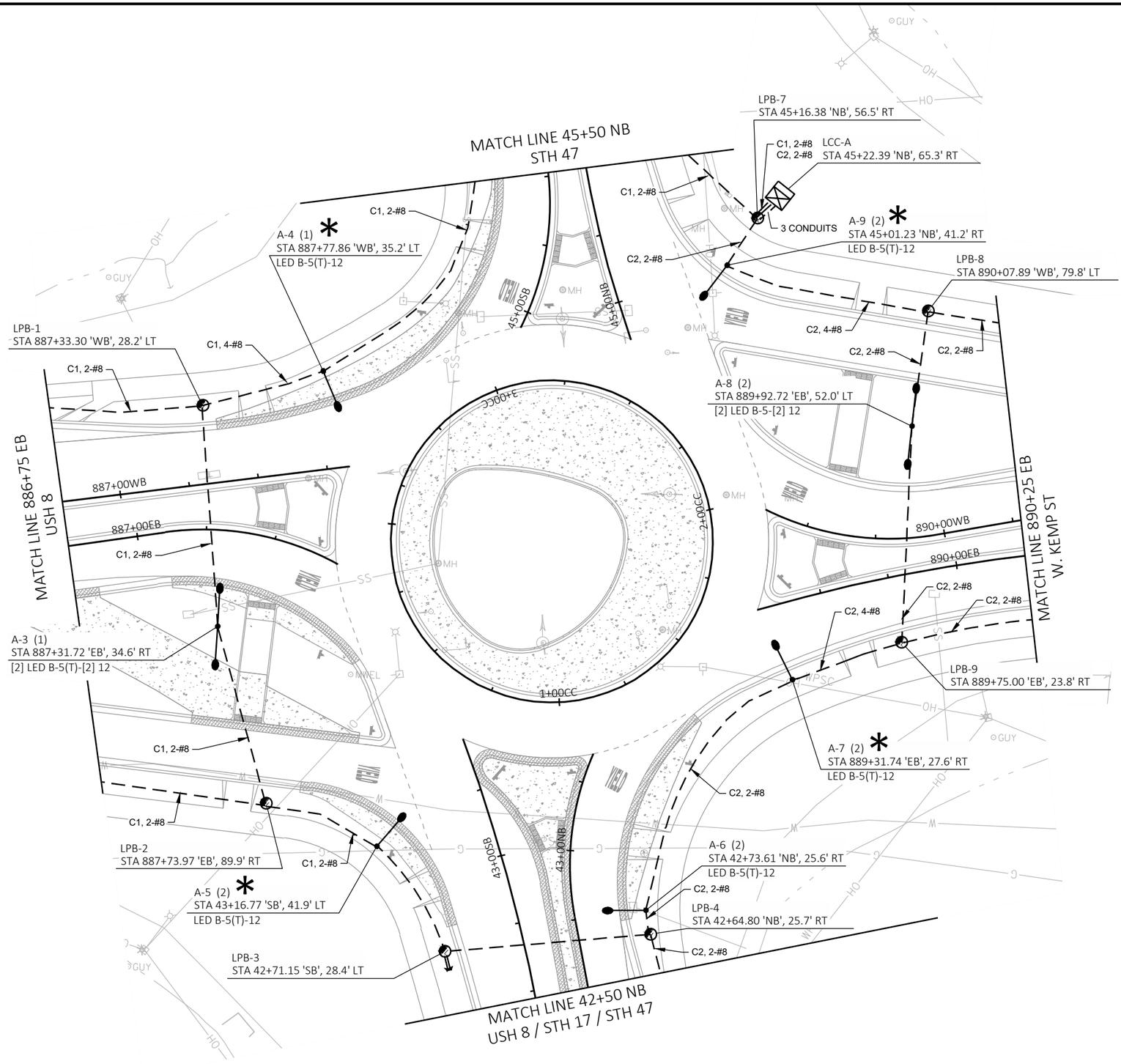
3. SIZE THE ANCHOR ROD/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

4. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX(6) ANCHOR RODS.



OVERHEAD SIGN SUPPORT S-43-37 DETAIL
STA. 892+34.87 WB (LOOKING WEST)
(NOT TO SCALE)

2



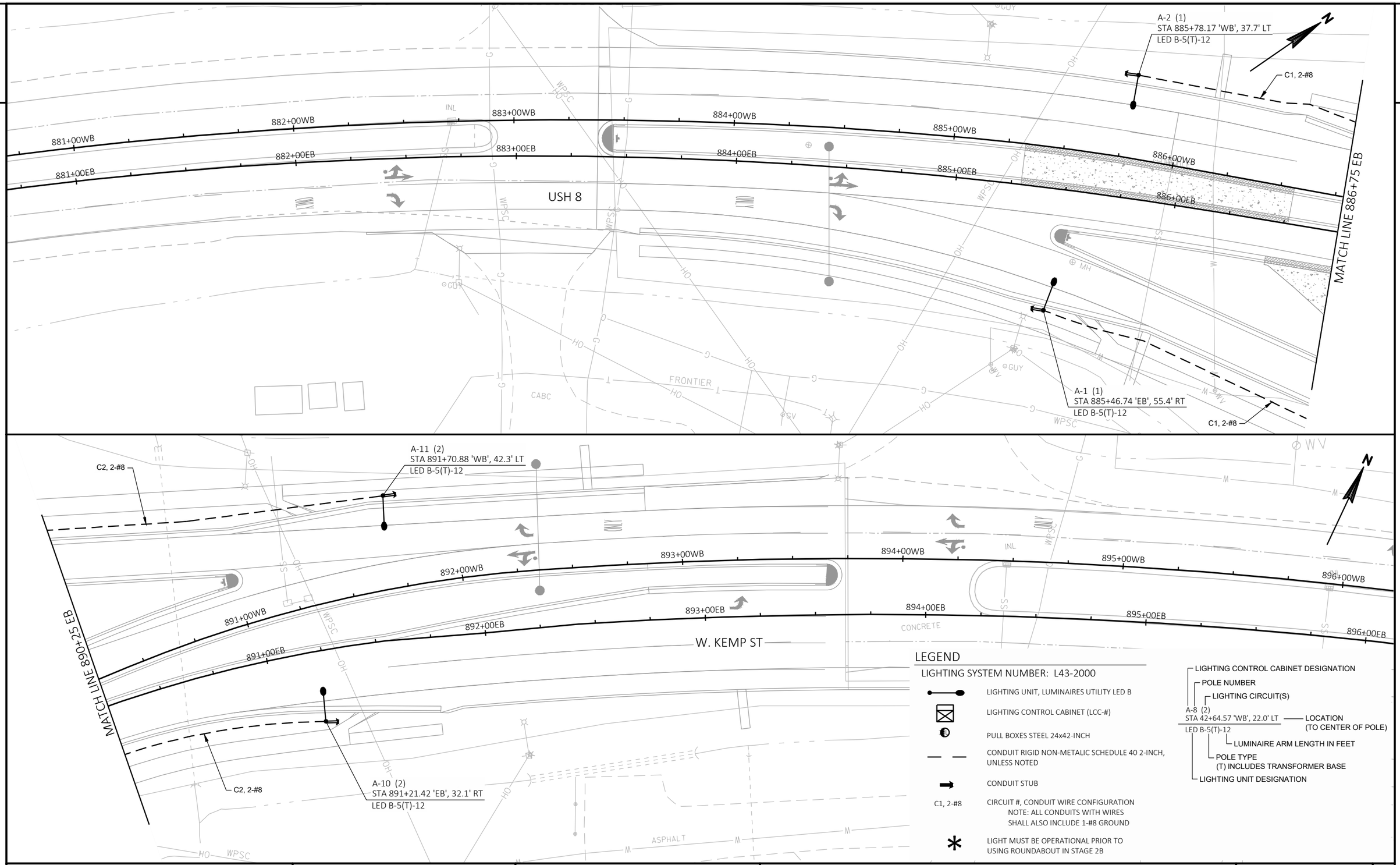
LEGEND

LIGHTING SYSTEM NUMBER: L43-2000

- LIGHTING UNIT, LUMINAIRES UTILITY LED B
- LIGHTING CONTROL CABINET (LCC-#)
- PULL BOXES STEEL 24x42-INCH
- CONDUIT RIGID NON-METALIC SCHEDULE 40 2-INCH, UNLESS NOTED
- CONDUIT STUB
- C1, 2-#8 — CIRCUIT #, CONDUIT WIRE CONFIGURATION
  NOTE: ALL CONDUITS WITH WIRES SHALL ALSO INCLUDE 1-#8 GROUND
- * — LIGHT MUST BE OPERATIONAL PRIOR TO USING ROUNDABOUT IN STAGE 2B

A-8 (2)
STA 42+64.57 'WB', 22.0' LT — LOCATION (TO CENTER OF POLE)
LED B-5-12
- LIGHTING CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT(S)
- LUMINAIRE ARM LENGTH IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LIGHTING UNIT DESIGNATION

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN	SHEET 78	E



LEGEND

LIGHTING SYSTEM NUMBER: L43-2000

- LIGHTING UNIT, LUMINAIRES UTILITY LED B
- LIGHTING CONTROL CABINET (LCC-#)
- PULL BOXES STEEL 24x42-INCH
- CONDUIT RIGID NON-METALIC SCHEDULE 40 2-INCH, UNLESS NOTED
- CONDUIT STUB
- C1, 2-#8 — CIRCUIT #, CONDUIT WIRE CONFIGURATION
  NOTE: ALL CONDUITS WITH WIRES SHALL ALSO INCLUDE 1-#8 GROUND
- * — LIGHT MUST BE OPERATIONAL PRIOR TO USING ROUNDABOUT IN STAGE 2B

A-8 (2)
STA 42+64.57 'WB', 22.0' LT
LED B-5(T)-12

- A-8: LIGHTING CONTROL CABINET DESIGNATION
- (2): POLE NUMBER
- C1: LIGHTING CIRCUIT(S)
- STA 42+64.57 'WB', 22.0' LT: LOCATION (TO CENTER OF POLE)
- 12: LUMINAIRE ARM LENGTH IN FEET
- T: POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LED B-5(T)-12: LIGHTING UNIT DESIGNATION

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN	SHEET 79	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023601 LP.DWG
02 023501 lp

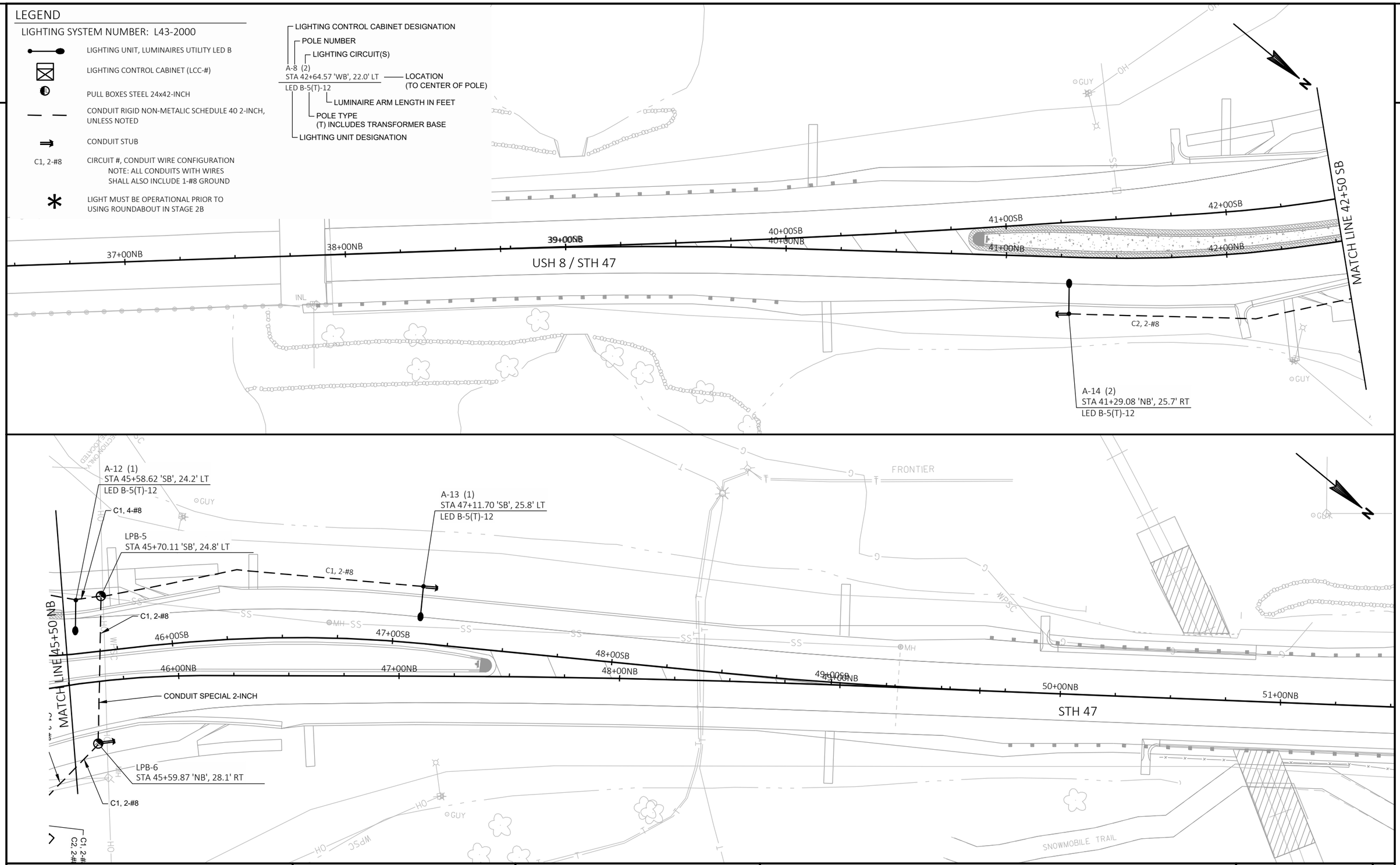
PLOT DATE : 10/30/2018 3:23 PM PLOT BY : AYRES ASSOCIATES PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

LIGHTING SYSTEM NUMBER: L43-2000

- LIGHTING UNIT, LUMINAIRES UTILITY LED B
- LIGHTING CONTROL CABINET (LCC-#)
- PULL BOXES STEEL 24x42-INCH
- CONDUIT RIGID NON-METALIC SCHEDULE 40 2-INCH, UNLESS NOTED
- CONDUIT STUB
- C1, 2-#8 — CIRCUIT #, CONDUIT WIRE CONFIGURATION NOTE: ALL CONDUITS WITH WIRES SHALL ALSO INCLUDE 1-#8 GROUND
- * — LIGHT MUST BE OPERATIONAL PRIOR TO USING ROUNDABOUT IN STAGE 2B

A-8 (2) — LIGHTING CONTROL CABINET DESIGNATION
STA 42+64.57 'WB', 22.0' LT — POLE NUMBER; LOCATION (TO CENTER OF POLE)
LED B-5(T)-12 — LIGHTING CIRCUIT(S); LUMINAIRE ARM LENGTH IN FEET; POLE TYPE (T) INCLUDES TRANSFORMER BASE; LIGHTING UNIT DESIGNATION



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN	SHEET 80	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\023601 LP.DWG
03 023501 lp

PLOT DATE : 10/30/2018 3:23 PM PLOT BY : AYRES ASSOCIATES PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW

LANE DESIGNATION FOR INFO ONLY

NOTE: GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS REMOVAL

REMOVE EXISTING W3-3 SIGN, FLASHING BEACON AND ELECTRICAL SERVICE METER BREAKER PEDESTAL APPROX. 465-FT NORTH OF N RIVER RD.

REMOVE ADDITIONAL PULL BOX AND LOOP DETECTOR AT STA. 46+63

REMOVE ADDITIONAL PULL BOX AND LOOP DETECTOR AT STA. 41+40

STH 47

USH 8

USH 8/STH 47

W KEMP ST

MATCH A-A

MATCH B-B

46+00 45+00 44+00 43+00

886+00 887+00 888+00 889+00 890+00 891+00

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB9 PB10 PB11 PB13 PB15

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB9 SB10 SB11 SB12

CB1

ABANDON

CONSTRUCTION NOTES

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN CONDUIT.
2. ABANDONED LOOP DETECTOR TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CABINET AND CONTROLLER SHALL BE REMOVED BY WISDOT ELECTRICAL PERSONNEL.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEM TO BE REMOVED.
6. THE CONTRACTOR SHALL COORDINATE WITH DOUG PILGRIM (715-459-4264) FIVE WORKING DAYS PRIOR TO BEGINNING ANY WORK AT THE INTERSECTION.

TRAFFIC CONTROL SIGNAL
USH 8 & STH 47
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. S-449

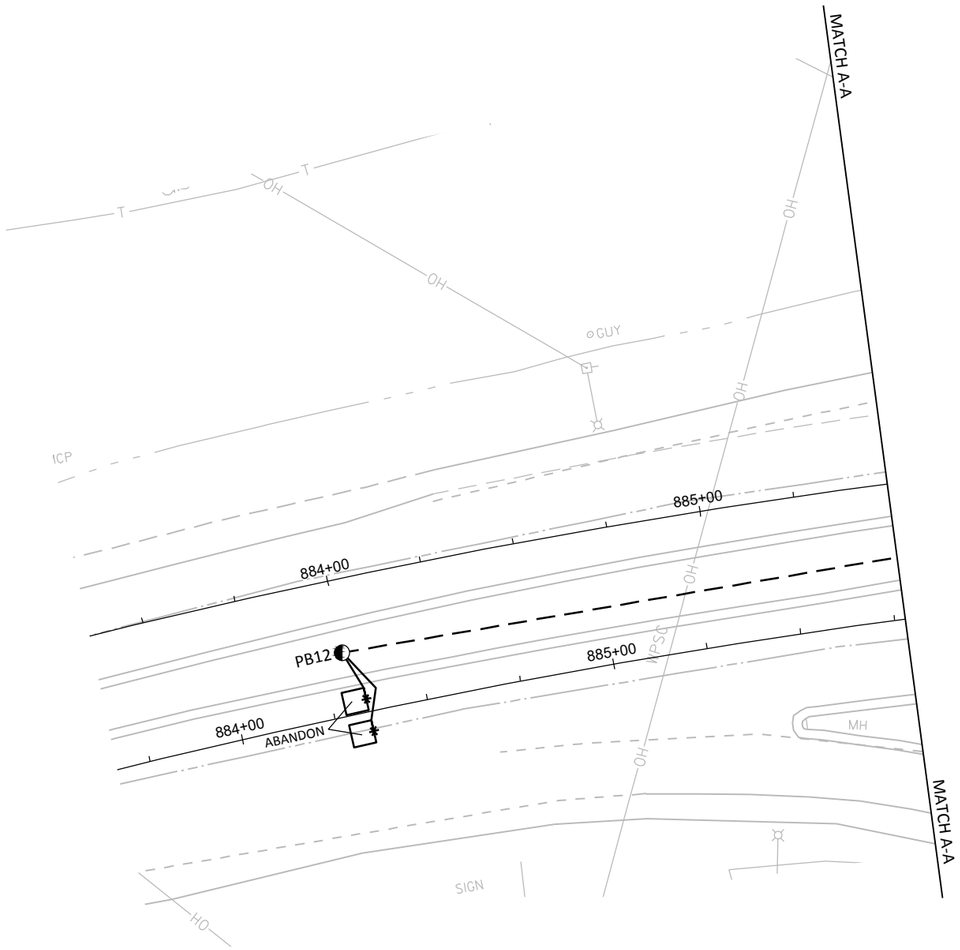
REGION CONTACT: ----
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY: ----

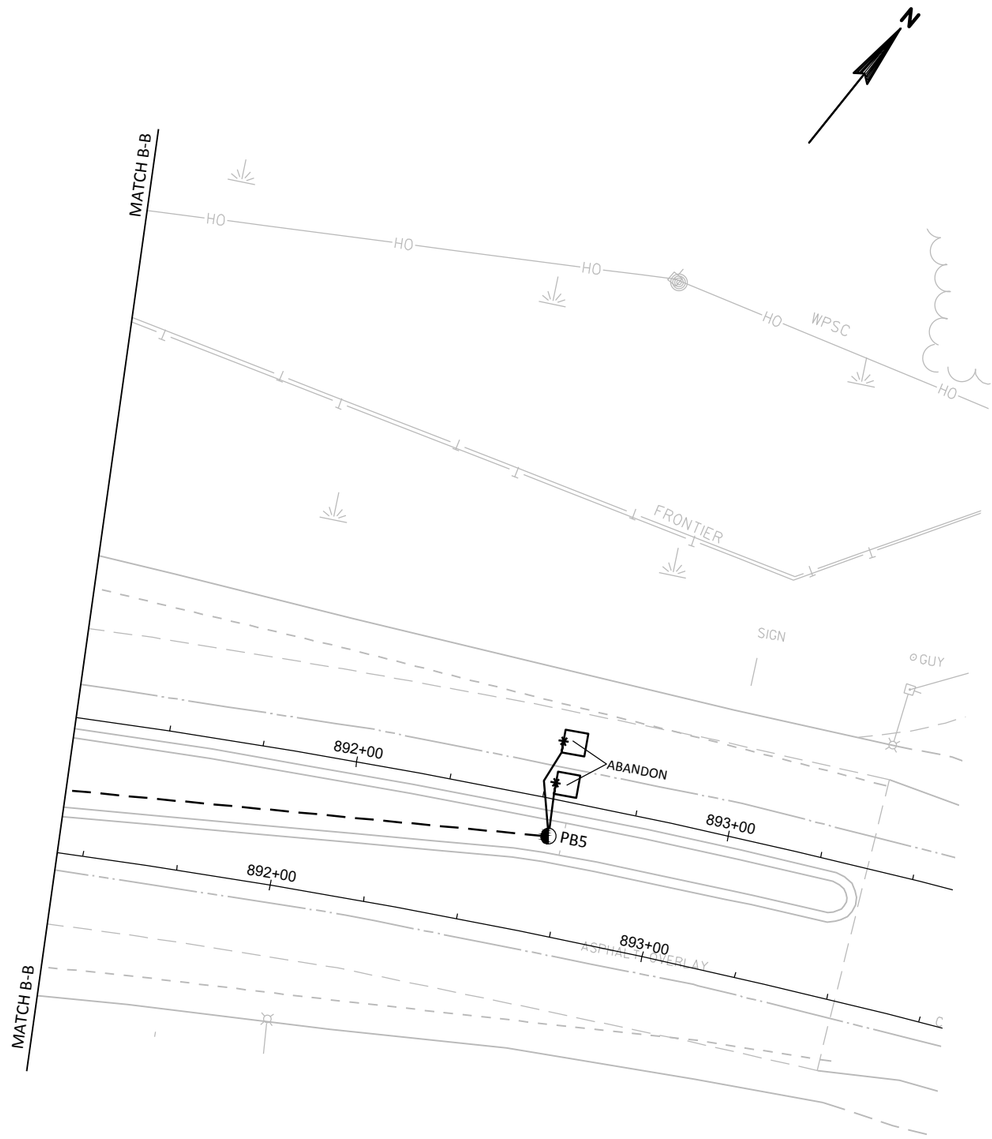
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 81	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024001 SR.DWG
LAYOUT NAME - 024001 sr 01

PLOT DATE : 10/26/2018 9:52 AM PLOT BY : HICKMAN, TRISTAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





TRAFFIC CONTROL SIGNAL
USH 8 & STH 47
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. S-449

REGION CONTACT: ----
DESIGNED BY: AYRES ASSOCIATES INC
REVISED BY: ----

PAGE 2 OF 2

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 82	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024001 SR.DWG
LAYOUT NAME - 024001 sr 02

PLOT DATE : 10/26/2018 9:58 AM PLOT BY : HICKMAN, TRISTAN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SPAN WIRE
- SIGNAL HEAD MOUNT
- TYPE 4 WOOD POLE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y RIGHT TURN INDICATOR
- G RIGHT TURN INDICATOR
- Y LEFT TURN INDICATOR
- FY FLASHING YELLOW LEFT TURN INDICATOR
- LUMINAIRE 250W, LED C
- LANE DESIGNATION FOR INFO ONLY

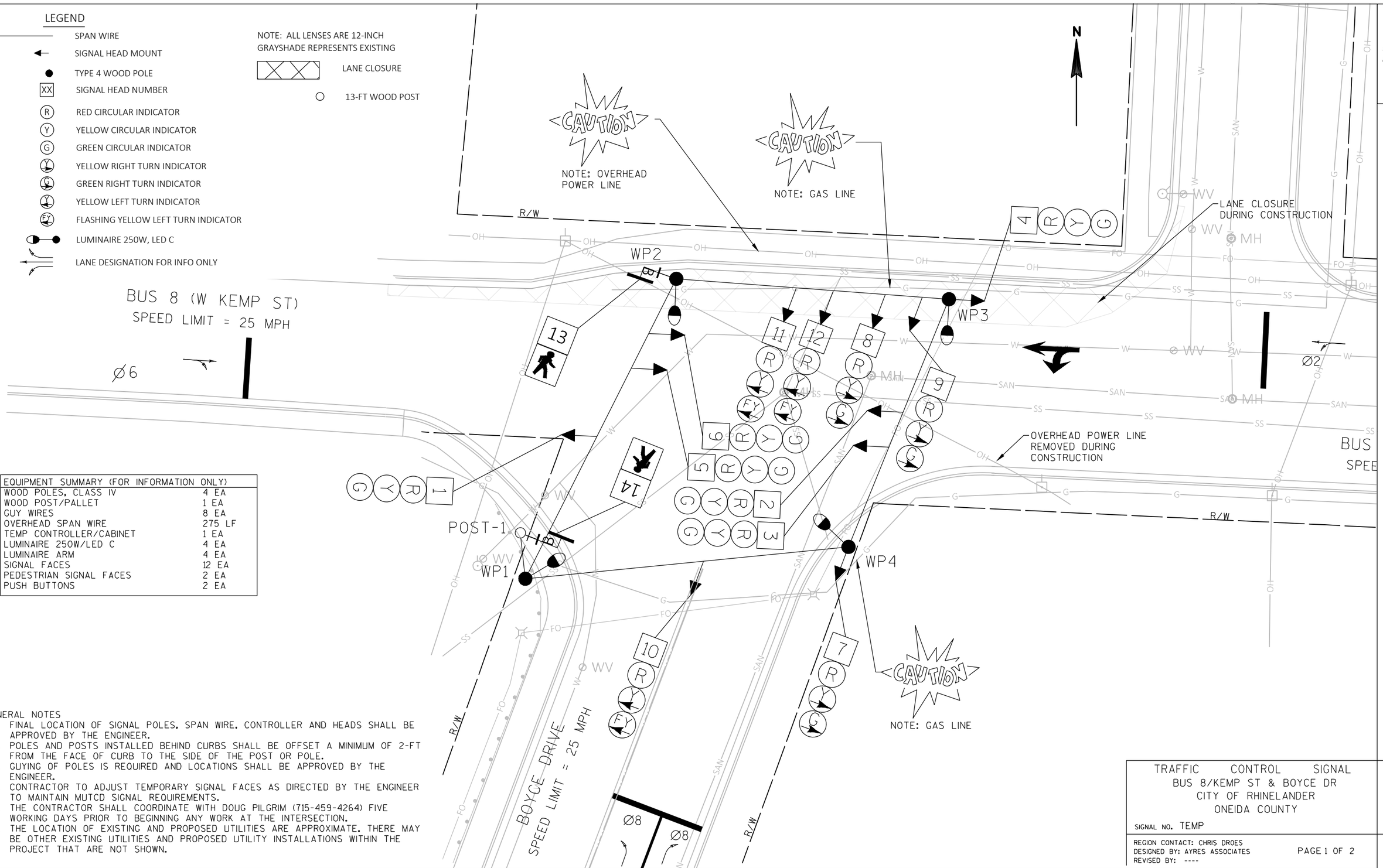
NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

- LANE CLOSURE
- 13-FT WOOD POST

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	4 EA
WOOD POST/PALLET	1 EA
GUY WIRES	8 EA
OVERHEAD SPAN WIRE	275 LF
TEMP CONTROLLER/CABINET	1 EA
LUMINAIRE 250W/LED C	4 EA
LUMINAIRE ARM	4 EA
SIGNAL FACES	12 EA
PEDESTRIAN SIGNAL FACES	2 EA
PUSH BUTTONS	2 EA

GENERAL NOTES

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER AND HEADS SHALL BE APPROVED BY THE ENGINEER.
2. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2-FT FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
4. CONTRACTOR TO ADJUST TEMPORARY SIGNAL FACES AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
5. THE CONTRACTOR SHALL COORDINATE WITH DOUG PILGRIM (715-459-4264) FIVE WORKING DAYS PRIOR TO BEGINNING ANY WORK AT THE INTERSECTION.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER EXISTING UTILITIES AND PROPOSED UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.



TRAFFIC CONTROL SIGNAL
BUS 8/KEMP ST & BOYCE DR
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. TEMP

REGION CONTACT: CHRIS DROES
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: ----

PAGE 1 OF 2

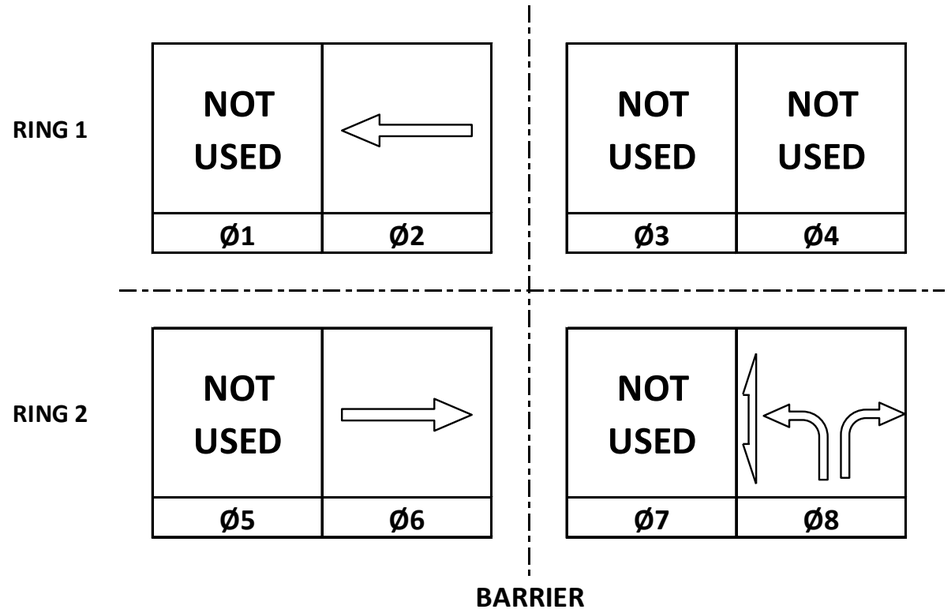
PROJECT NO: 1590-14-71	HWY: US 8 & STH 47	COUNTY: ONEIDA	TEMPORARY TRAFFIC SIGNAL PLAN - KEMP ST & BOYCE DR	SHEET 83	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024101 ST.DWG
LAYOUT NAME - 024101-st

PLOT DATE : 10/31/2018 8:07 AM PLOT BY : HICKMAN, TRISTAN PLOT NAME : PLOT SCALE : ****

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4		
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	7,8,9,10,11,12	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		



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

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

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

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

CONTROLLER LOGIC

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

*NO RECALL - SIGNAL USING PRETIMED SYSTEM

GENERAL NOTES:

1. Temporary signal plan.
2. Signal operates under pretimed system.

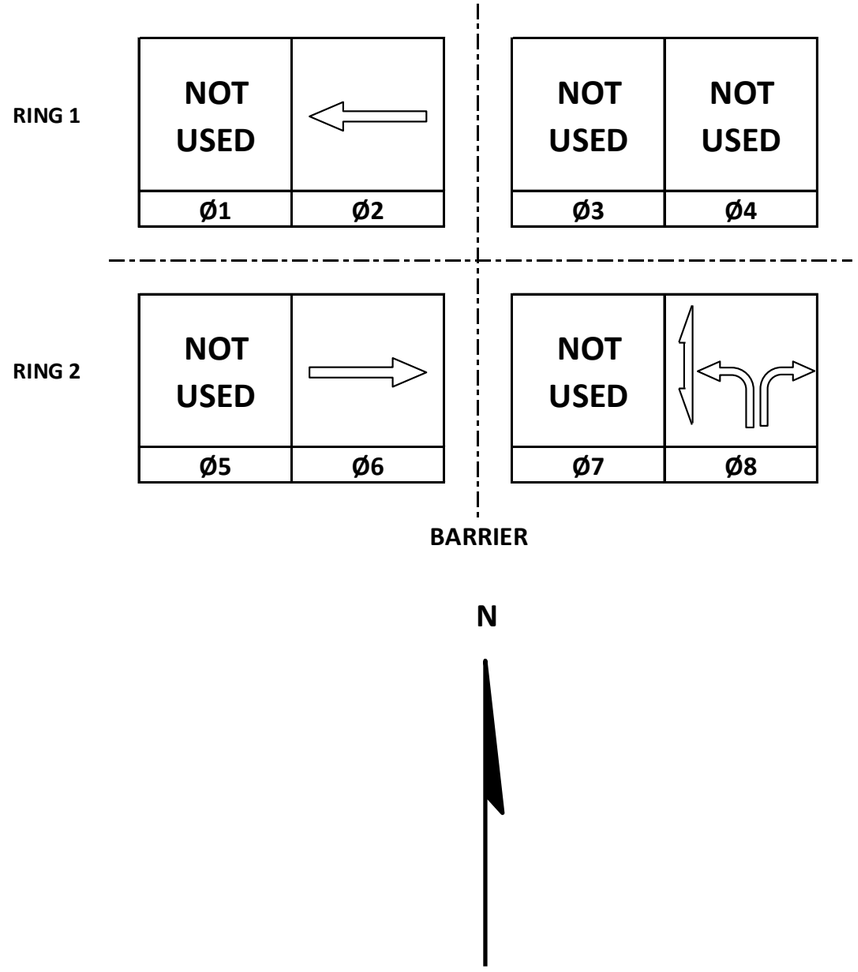
BUS 8/KEMP ST & BOYCE DR
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO: --- CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/2018 PAGE NO. 2 OF 2

Business USH 8/W Kemp St & Boyce Dr

Temporary Signal Timings (Pretimed)

Parameter	Phases							
	--	WBTL	--	--	--	EBTR	--	NBLR
	1	2	3	4	5	6	7	8
Min Green	--	10	--	--	--	10	--	8
Passage	--	0.0	--	--	--	0.0	--	0.0
Yellow	--	3.0	--	--	--	3.0	--	3.0
All Red	--	4.4	--	--	--	4.4	--	3.9
Max 1	--	80	--	--	--	80	--	40
Added Init	--	0.0	--	--	--	0.0	--	0.0
Max Initial	--	0.0	--	--	--	0.0	--	0.0
TBR	--	0.0	--	--	--	0.0	--	0.0
TTR	--	0.0	--	--	--	0.0	--	0.0
Min Gap	--	0.0	--	--	--	0.0	--	0.0
Walk								7.0
Don't Walk								15.0
Recall		Max				Max		Max
Time 1: Mon - Fri: 6AM - 12PM / Sat - Sun 6AM - 7PM								
Cycle length (s)	90							
Splits	--	61	--	--	--	61	--	29
Offset	--							
Time 2: Mon - Fri: 12PM - 7PM								
Cycle length (s)	100							
Splits	--	71	--	--	--	71	--	29
Offset	--							
Time 3: All Other Periods								
Cycle length (s)	75							
Splits	--	46	--	--	--	46	--	29
Offset	--							



10/29/2016
TYPE PATH/FILENAME HERE

DES BY	BOOK NO
ABC	XXX
DR BY	JOB NO
XXX	45-0448.00
CHK BY	DATE
XXX	XXX

NO	DATE	REVISION

NO	DATE	REVISION

BUSINESS USH 8/W KEMP ST & BOYCE DR
RHINELANDER, WISCONSIN

AYRES ASSOCIATES
EAU CLAIRE, WISCONSIN

TEMPORARY TRAFFIC SIGNAL TIMING SHEETS

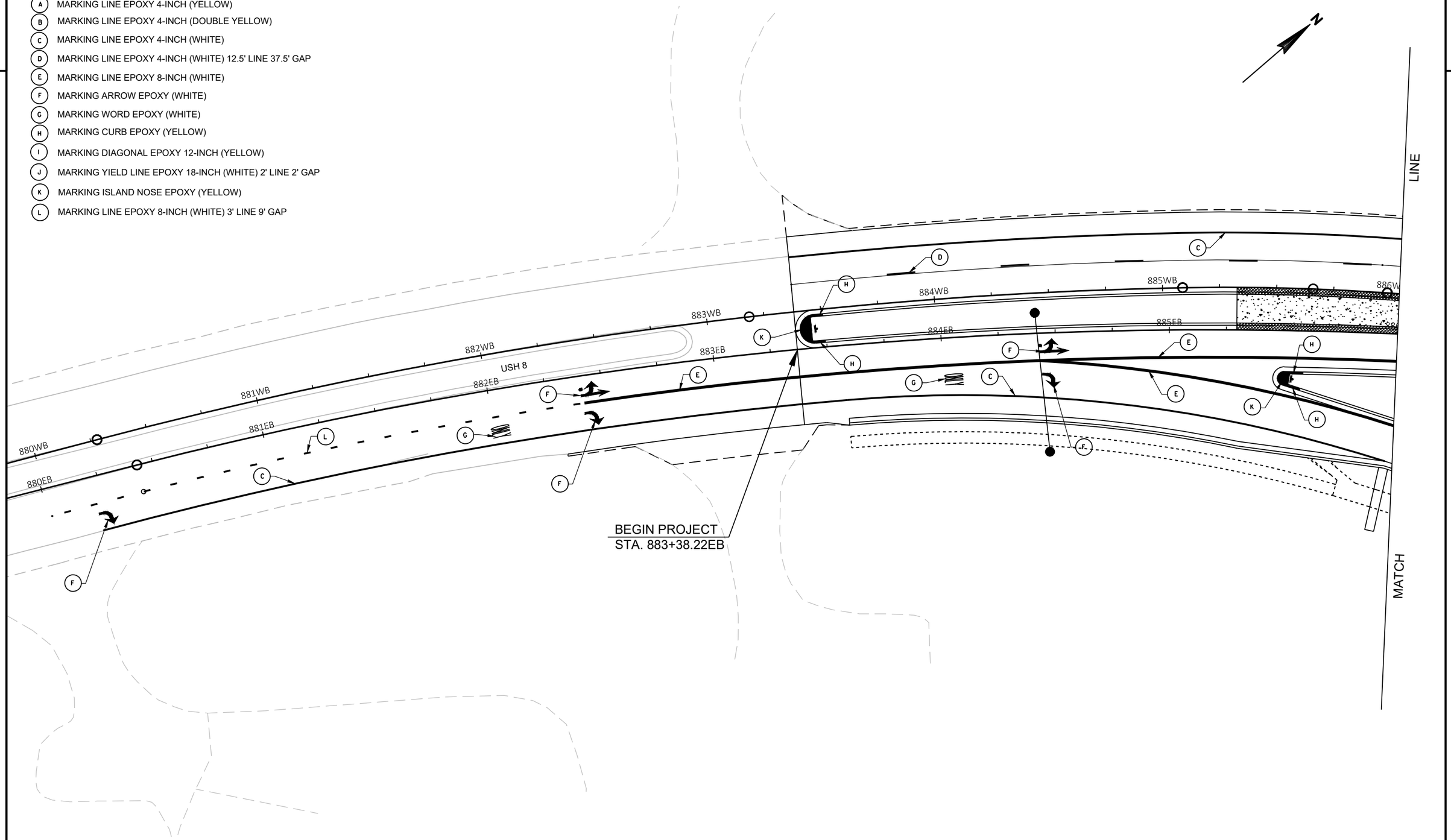
DRAWING NO

SHEET NO

2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP



2

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 86	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024501 PM.DWG
LAYOUT NAME - 024501 pm

PLOT DATE : 12/7/2018 7:55 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP

MATCH LINE

STH 47

MATCH LINE

USH 8

887WB

887EB

891WB

892WB

W. KEMP ST.

890WB

891EB

890EB

MATCH LINE

LINE

MATCH

USH 8/STH 47

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 87	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024502 PM.DWG
LAYOUT NAME - 024502 pm

PLOT DATE : 12/7/2018 7:57 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LINE

MATCH

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP

N

893WB
894WB
895WB
896WB
897WB
898WB
893EB
894EB
895EB
896EB
897EB
898EB

W. KEMP ST.

END PROJECT
STA. 893+64.77EB

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 88	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024503 PM.DWG
LAYOUT NAME - 024503 pm

PLOT DATE : 12/7/2018 8:02 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

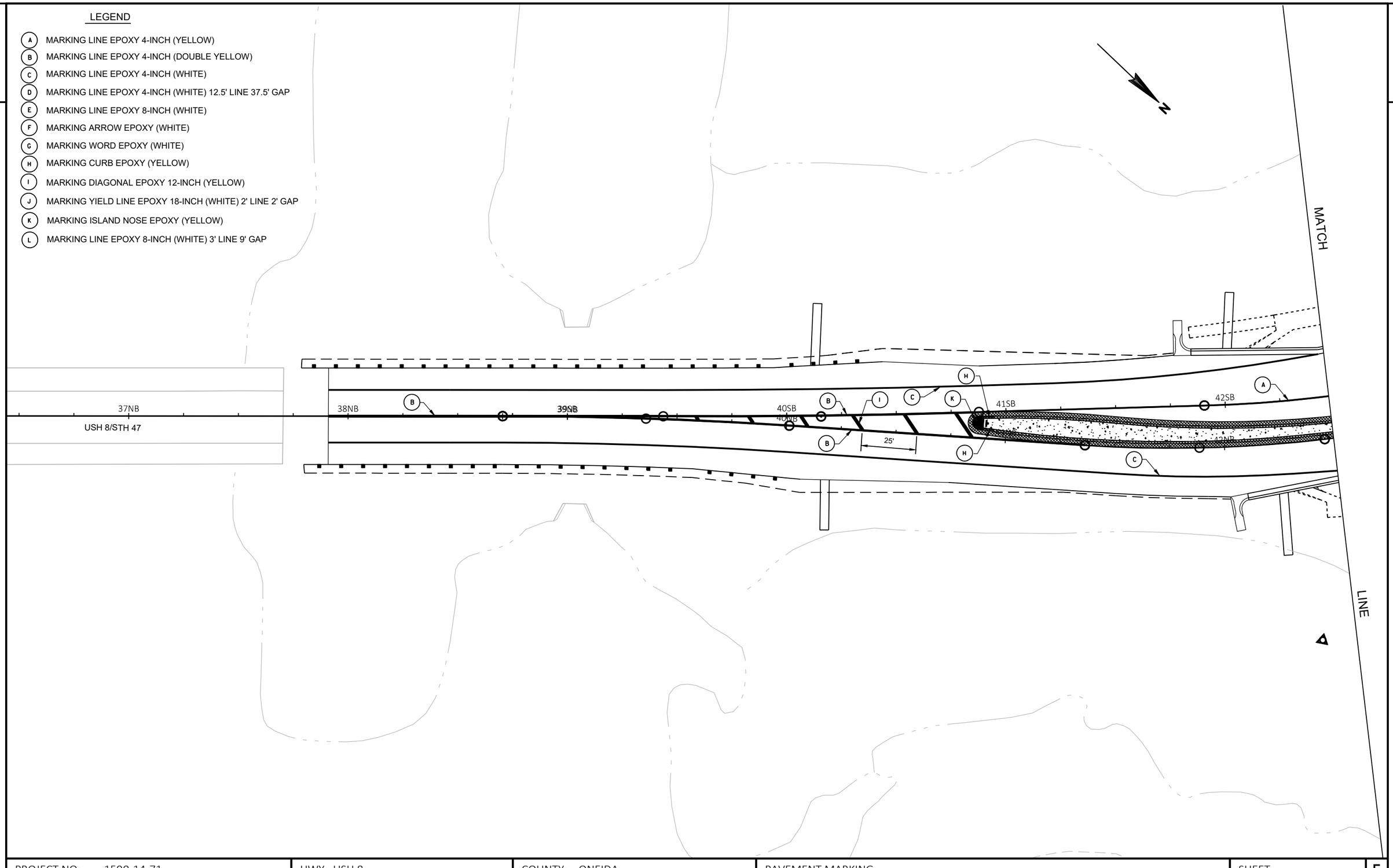
WISDOT/CADDS SHEET 42

2

2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 89	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024504 PM.DWG
LAYOUT NAME - 024504 pm

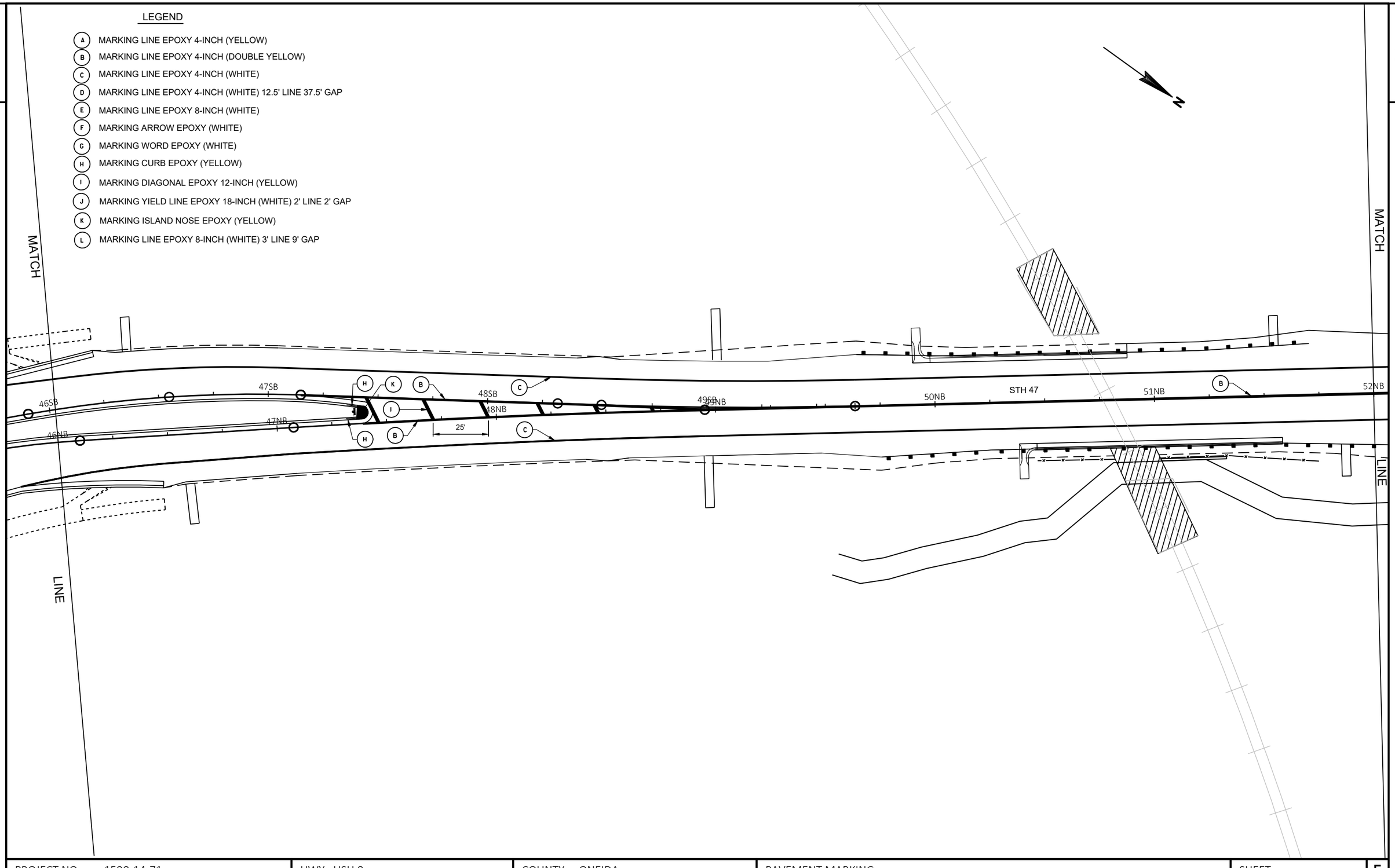
PLOT DATE : 12/7/2018 8:04 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 90	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024505 PM.DWG
LAYOUT NAME - 024505 pm

PLOT DATE : 12/7/2018 8:06 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- (A) MARKING LINE EPOXY 4-INCH (YELLOW)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (J) MARKING YIELD LINE EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (K) MARKING ISLAND NOSE EPOXY (YELLOW)
- (L) MARKING LINE EPOXY 8-INCH (WHITE) 3' LINE 9' GAP

LINE

MATCH

N. RIVER RD.

W. DAVENPORT ST.

STH 47

52NB

53NB

54NB

55NB

56NB

57NB

58NB

25'

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 91	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024506 PM.DWG
LAYOUT NAME - 024506 pm

PLOT DATE : 12/7/2018 8:08 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH

932WB

933WB

934WB

935WB

936WB

W. KEMP STREET

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH

EXISTING CROSSWALK WHITE
6-INCH (TO REMAIN)

SEE STANDARD DETAIL DRAWING
"PAVEMENT MARKING (TURN LANES)"

TEMPORARY MARKING STOP LINE
REMOVABLE TAPE 18-INCH

TEMPORARY MARKING ARROW
REMOVABLE TAPE

11'

11'

EXISTING DOUBLE YELLOW
4-INCH (TO REMAIN)

TEMPORARY MARKING WORD
REMOVABLE TAPE

TEMPORARY MARKING LINE
REMOVABLE TAPE 8-INCH

BOYCE DRIVE

RIEK ST

BRUNS DR

TEMPORARY MARKING ARROW
REMOVABLE TAPE

W. PROSPECT ST.

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TEMPORARY PAVEMENT MARKING-BOYCE ST./KEMP ST. INTERSECTION	SHEET 92	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\024507 PM.DWG
LAYOUT NAME - 024507 pm

PLOT DATE : 10/31/2018 7:16 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STH 47

W. DAVENPORT ST.

N. RIVER RD.

SELECT CRUSHED DRAINAGE WEEP

SEE STANDARD DETAIL DRAWING
"INTERSECTION WITHIN SINGLE LANE CLOSURE"

CONSTRUCT SLIP LANE WIDENING

FOR WESTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

SELECT CRUSHED DRAINAGE WEEP

SELECT CRUSHED DRAINAGE WEEP

FOR ONE SHOULDER AT A TIME CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL WORK ON SHOULDER PARKING LANE, UNDIVIDED ROADWAY"

CONSTRUCT TEMPORARY CROSSOVER

CONSTRUCT SLIP LANE WIDENING

FOR ONE SHOULDER AT A TIME CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL WORK ON SHOULDER PARKING LANE, UNDIVIDED ROADWAY"

FOR EASTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

USH 8

STH 17

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

USH 8/STH 17/STH 47

CONSTRUCT SHOULDER WIDENING AND MILL AND OVERLAY

HIGHVIEW PARKWAY

LYNETTE TERRACE

HILLSIDE ROAD

WISCONSIN CENTRAL LIMITED

SUTLIFF AVE

RIEK ST

W. KEMP ST.

BRUNS DR

W. PROSPEC

BOYCE DRIVE

WISCONSIN RIVER

BOYCE DRIVE

CONSTRUCT TEMPORARY SIGNALS

TRAFFIC CONTROL-STAGE 1 NOTES

- CONSTRUCT MEDIAN CROSSOVER ON USH 8.

- CONSTRUCT WIDENING FOR SOUTHWEST AND NORTHEAST SLIP LANES (INCLUDING CULVERT EXTENSIONS AND TEMPORARY BEAM GUARD TERMINALS.

- INSTALL TEMPORARY SIGNALS AT THE W KEMP STREET INTERSECTION WITH BOYCE DRIVE.

- CONSTRUCT SELECT CRUSHED DRAINAGE WEEPS USING FLAGGING OPERATIONS.

-PAVE ASPHALTIC SURFACE TEMPORARY FOR SELECT CRUSHED DRAINAGE WEEP TRENCH WITHIN 24 HOURS OF COMPLETION.

-CONSTRUCT SHOULDER WIDENING AND MILL AND OVERLAY WESTBOUND LANES OF KEMP STREET.

LEGEND

WORK AREA

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW-STAGE 1	SHEET 93	E

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 APPROVED BY THE ENGINEER.

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

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

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

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

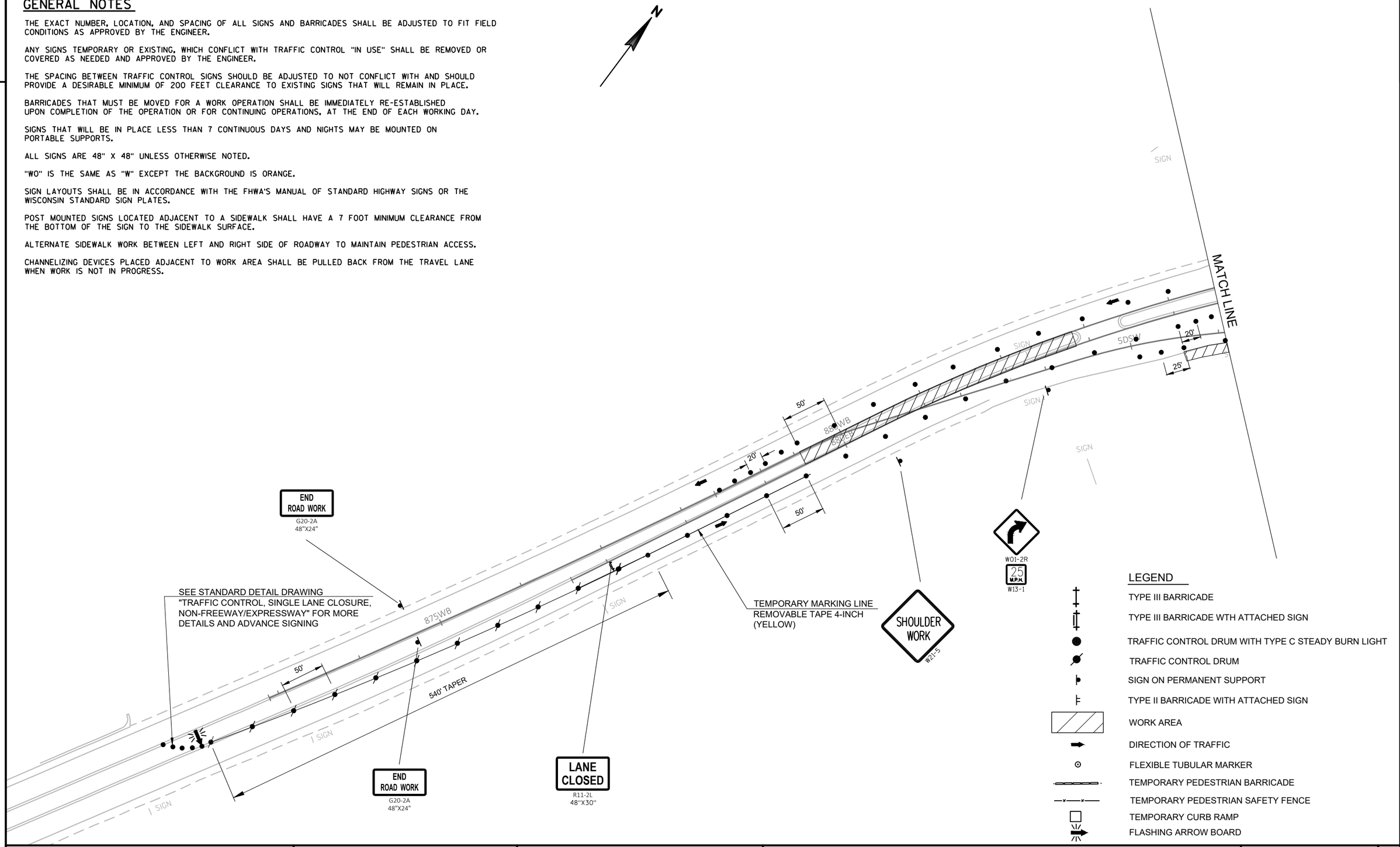
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

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



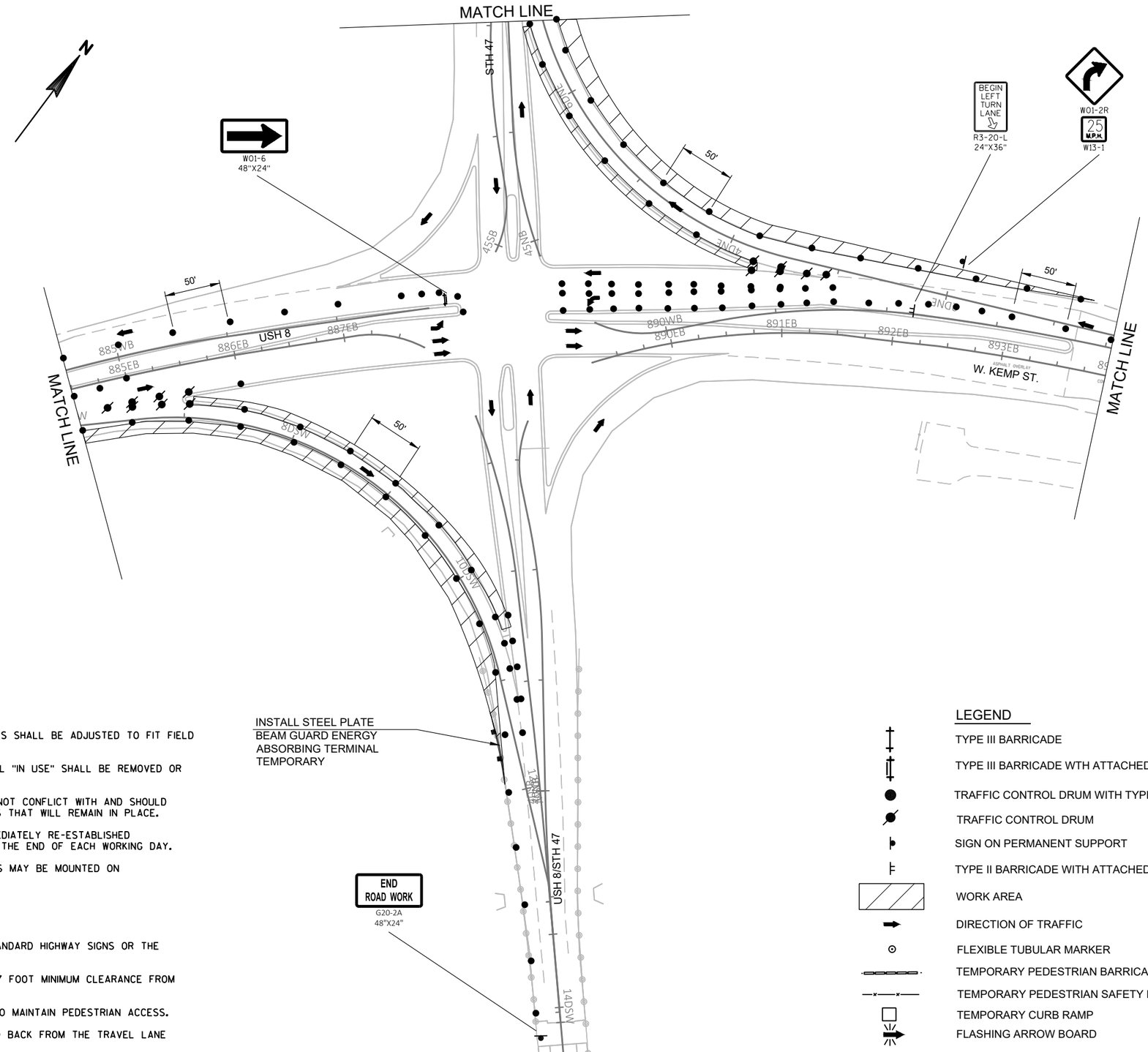
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 1	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026002 S1.DWG PLOT DATE : 11/30/2018 9:57 AM PLOT BY : SOUFAL, KEVIN PLOT NAME :

2



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 APPROVED BY THE ENGINEER.

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

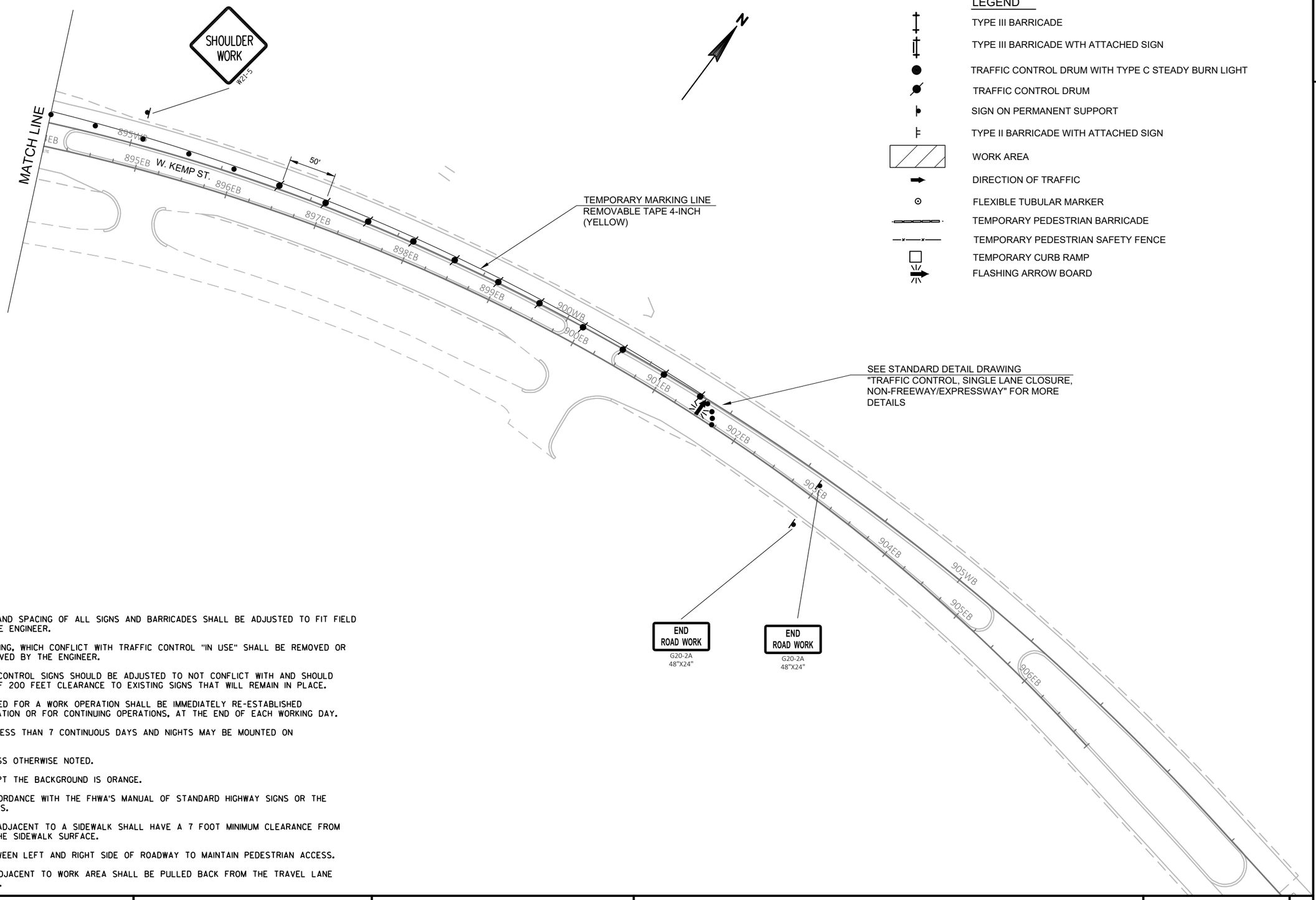
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 1	SHEET 95	E

2



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

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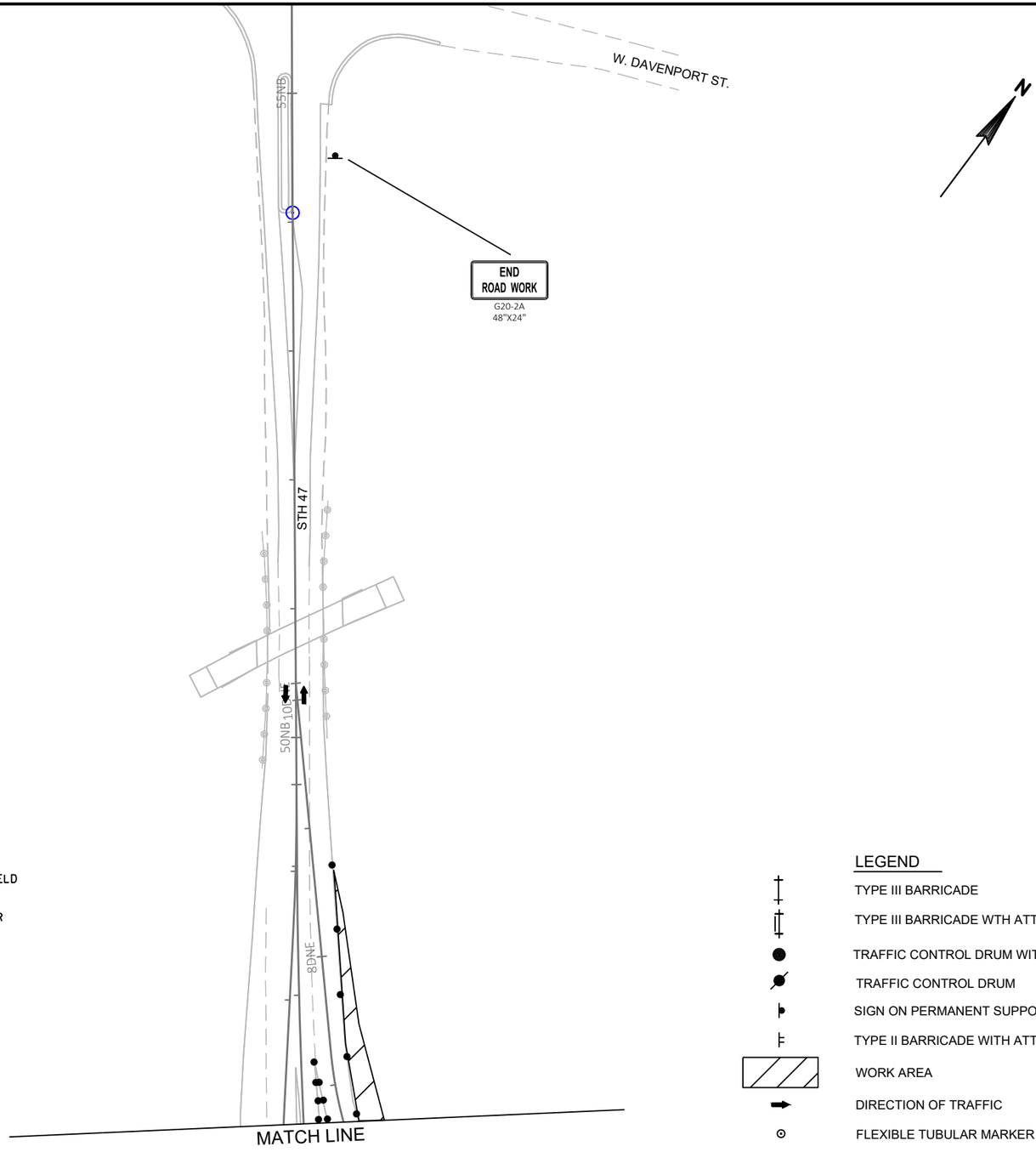
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 1	SHEET 96	E

2



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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.

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

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 1	SHEET 97	E

2

LEGEND

DIRECTION OF TRAFFIC

TEMPORARY CONCRETE BARRIER

TEMPORARY SIGNALS

N

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, WORK ON SHOULDERS
OR PARKING LANE, UNDIVIDED ROADWAY"

RIEK ST

W. KEMP ST.

BOYCE DRIVE

OH

G

FO

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 1-TEMPORARY SIGNAL INSTALLATION	SHEET 98	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026006 S1.DWG
LAYOUT NAME - 026006 S1

PLOT DATE : 12/6/2018 1:12 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STH 47

W. DAVENPORT ST.

N. RIVER RD.

WISCONSIN CENTRAL LIMITED

LYNETTE TERRACE

HIGHVIEW PARKWAY

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

N

2

ROAD CLOSURE *

TEMPORARY SIGNALS

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, TW0 LANE
TWO WAY OPERATION"

ROAD CLOSURE *

HILLSIDE ROAD

SUTLIFF AVE.

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE *

ROAD CLOSURE *

W. KEMP ST.

RIEK ST

BRUNS DR

W. PROSPECT ST.

NOTE:
* SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" (DETAIL D)

TEMPORARY
CROSSOVER
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROLS SINGLE LANE
CROSSOVER"

ROAD CLOSURE *

WISCONSIN RIVER

BOYCE DRIVE

ROAD CLOSURE *

ROAD CLOSURE *

FOR EASTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY"

BOYCE DRIVE

TRAFFIC CONTROL-STAGE 2A NOTES

- DETOUR TRAFFIC AROUND INTERSECTION. FROM THE WEST LEG THE DETOUR IS EAST ON USH 8 TO USH 8/STH 47, SOUTH ON USH 8/STH 47 TO BOYCE DRIVE, EAST ON BOYCE DRIVE TO W KEMP STREET, WEST ON W KEMP STREET TO STH 47.
- CONSTRUCT CIRCLE OF ROUNDABOUT, WESTBOUND LANES OF USH 8, EASTBOUND LANES OF W KEMP STREET AND PORTIONS STH 47 AND USH8/STH 47.
- CONSTRUCT THE NORTH AND SOUTH LEG OF STH 47 USING LANE CLOSURES AND FLAGGERS. BRING THE EXCAVATION BACK TO GRAVEL GRADE WITH NO LANE DIFFERENCE BEFORE REOPENING TO TRAFFIC EACH DAY.
- INSTALL 36-INCH REINFORCED CONCRETE CULVERT PIPES ACROSS CLOSED LANES. MAINTAIN DRAINAGE BY CONSTRUCTING TEMPORARY CONNECTIONS TO EXISTING CULVERT PIPES.

LEGEND
- DETOUR ROUTE
- WORK AREA
- ROAD CLOSED

USH 8

STH 17

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

USH 8/STH 17/STH 47

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2A	SHEET 99	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026007 S2A.DWG
LAYOUT NAME - 026007 s2A

PLOT DATE : 12/6/2018 1:17 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

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 APPROVED BY THE ENGINEER.

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

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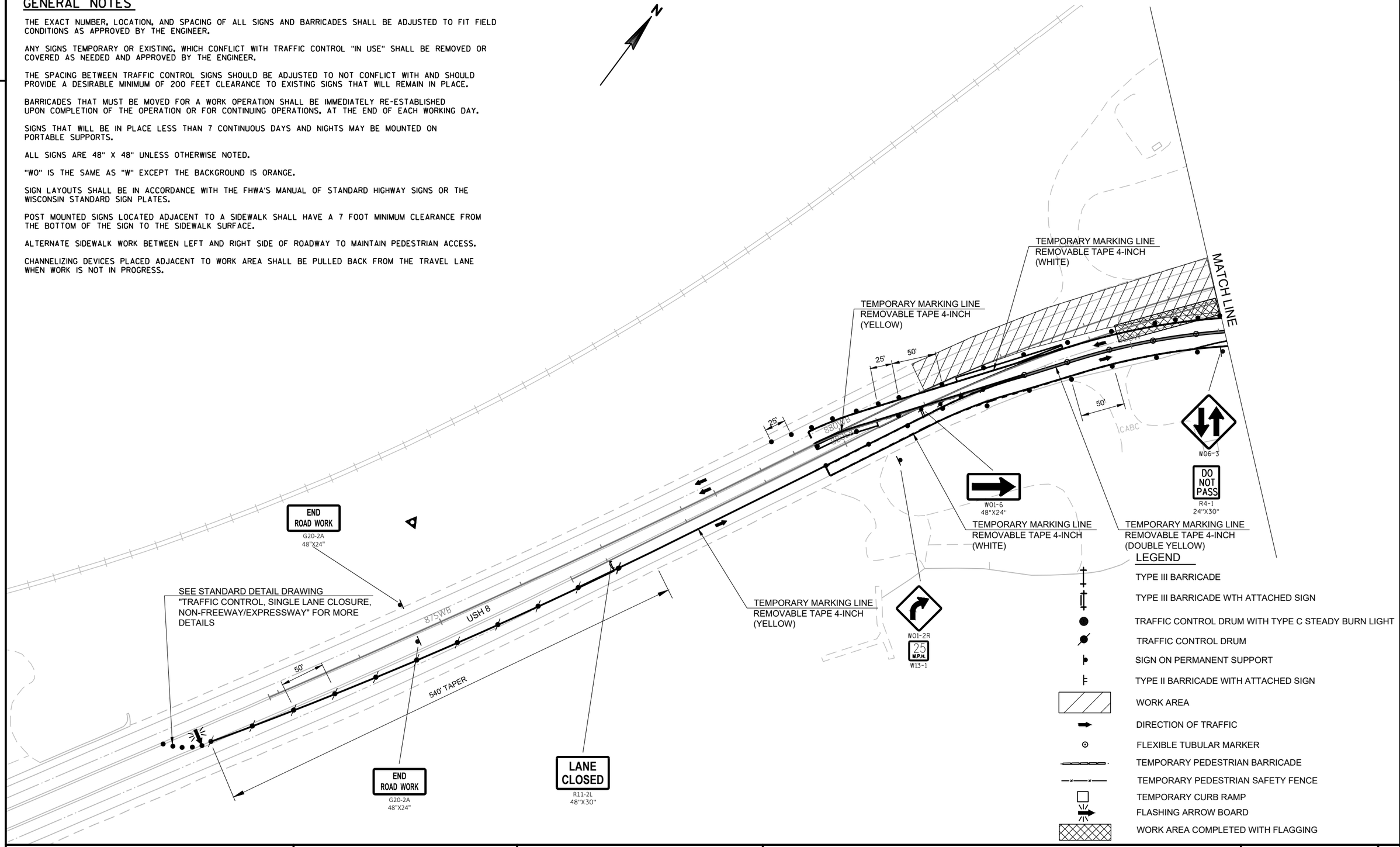
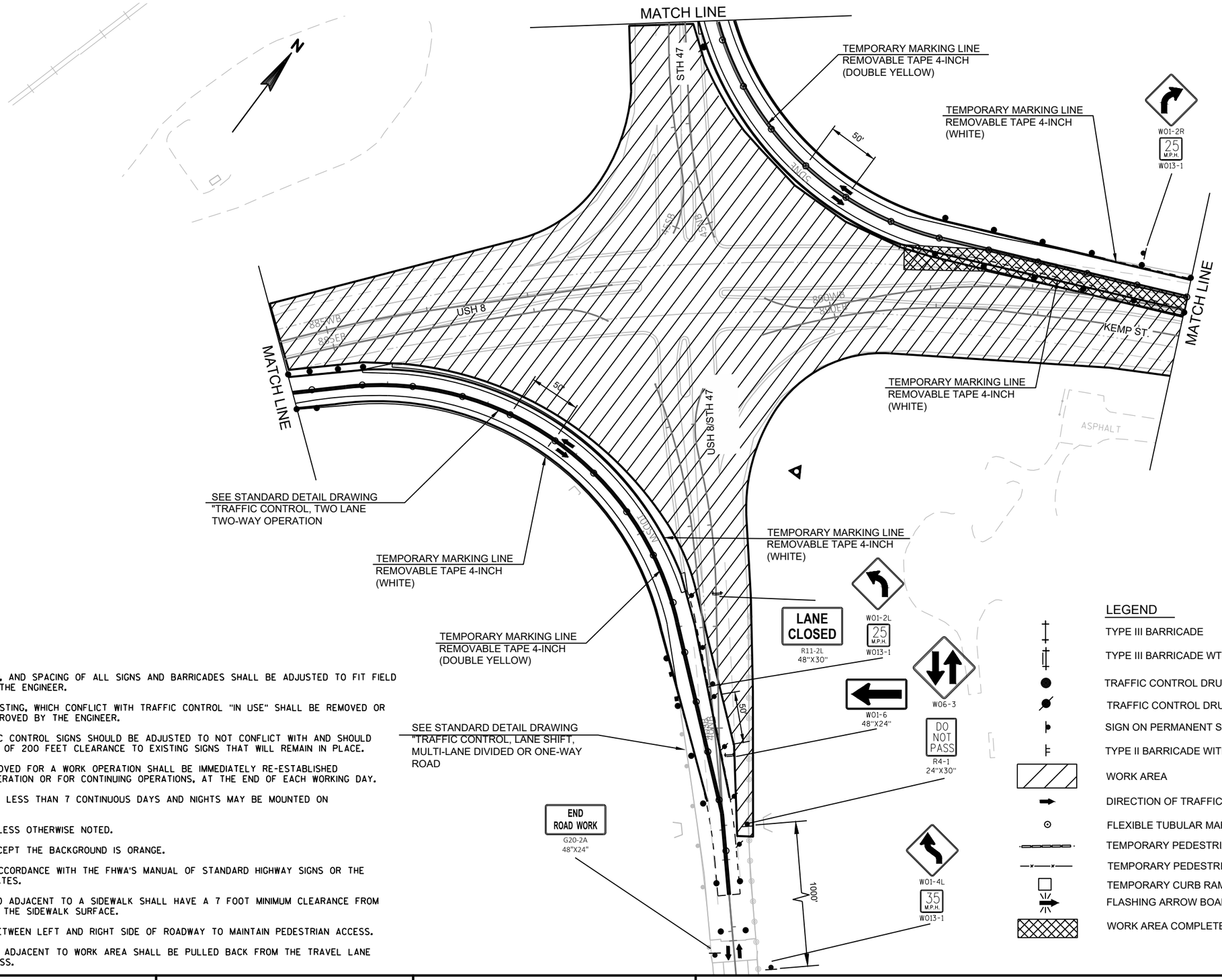
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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





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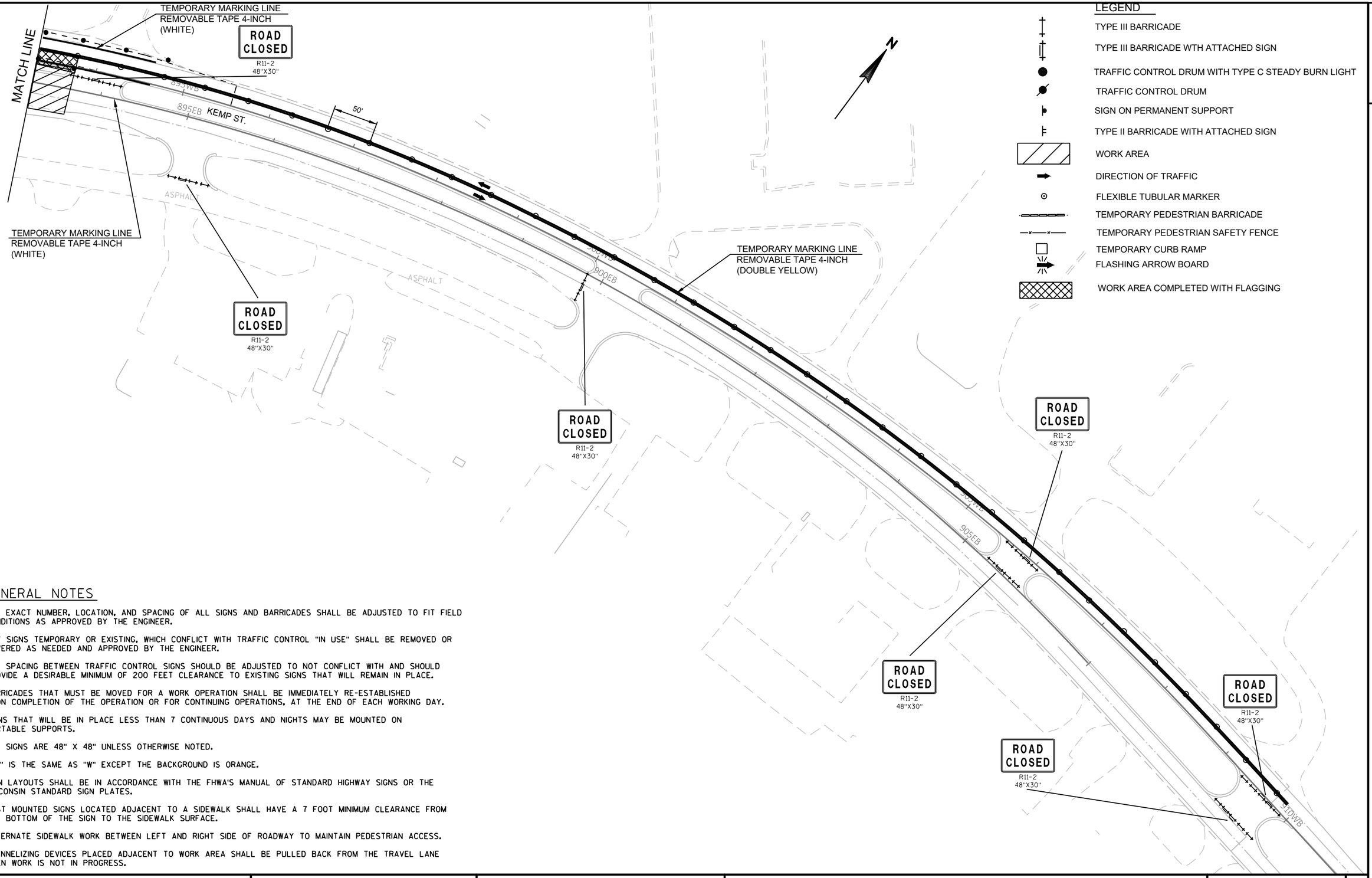
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2A	SHEET 101	E

2



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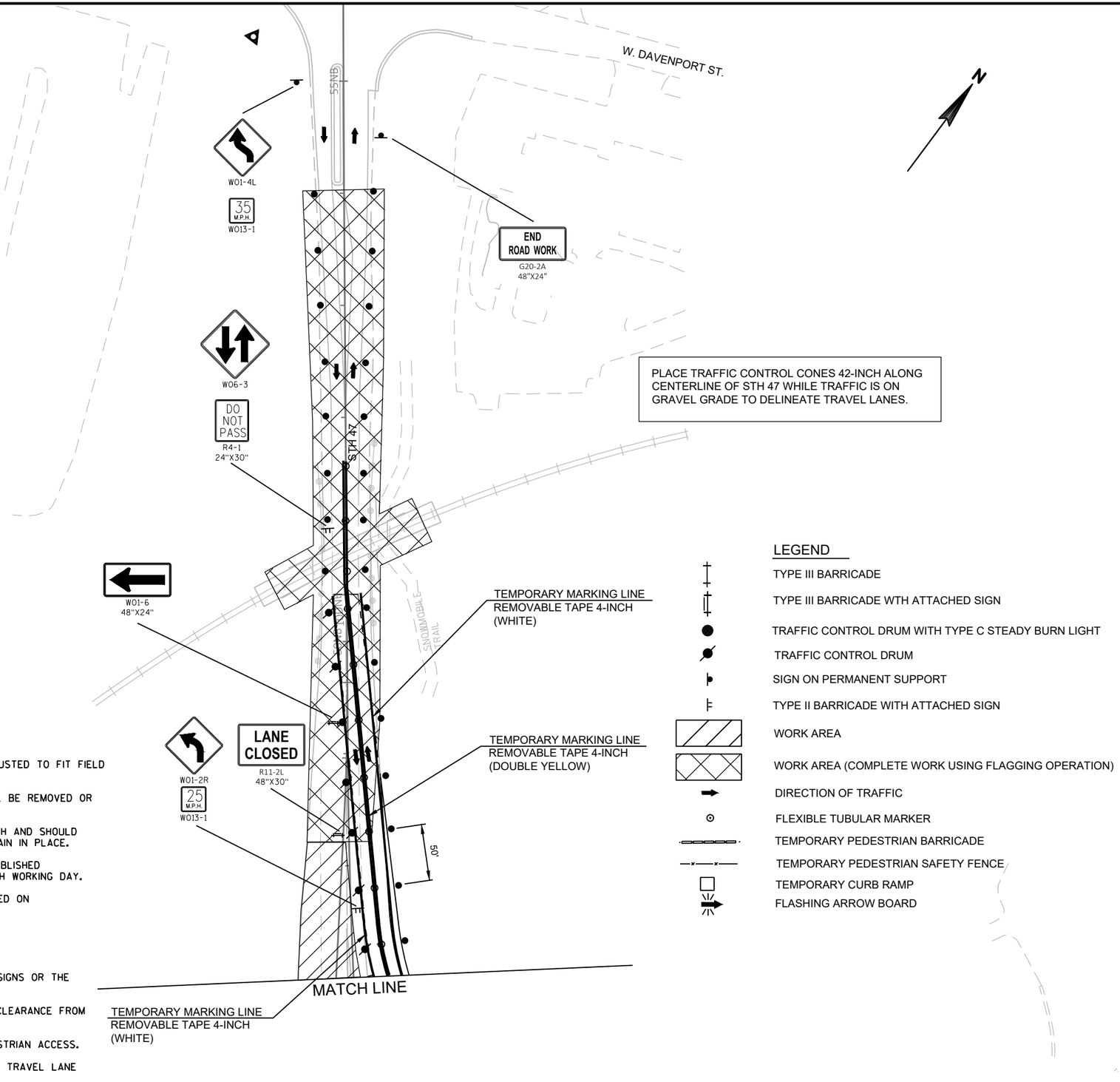

PLACE TRAFFIC CONTROL CONES 42-INCH ALONG CENTERLINE OF STH 47 WHILE TRAFFIC IS ON GRAVEL GRADE TO DELINEATE TRAVEL LANES.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- WORK AREA (COMPLETE WORK USING FLAGGING OPERATION)
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

GENERAL NOTES

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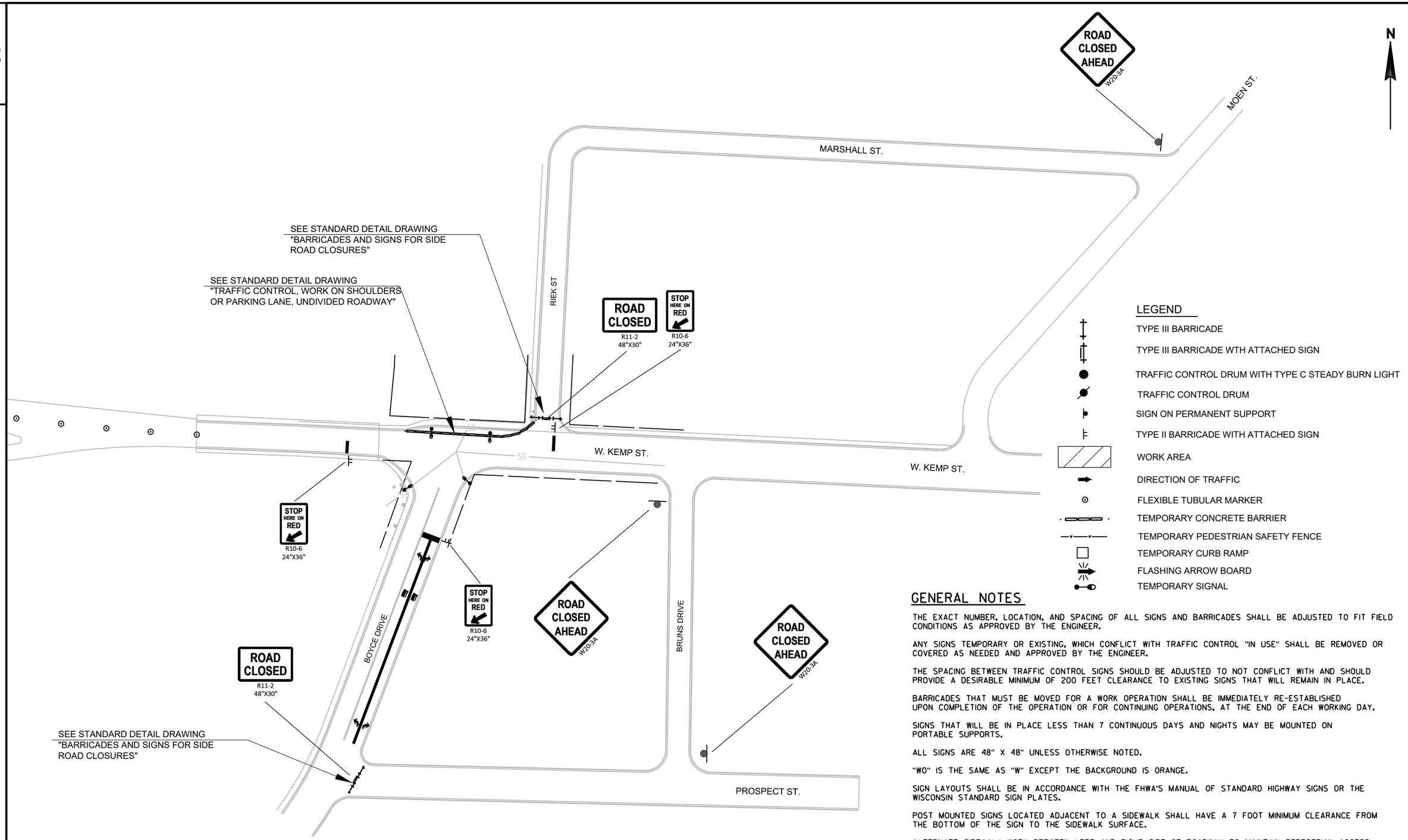
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2A	SHEET 103	E

2



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

2

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STH 47

W. DAVENPORT ST.

N. RIVER RD.

LYNETTE TERRACE

HIGHVIEW PARKWAY

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, TW0 LANE
TWO WAY OPERATION"

HILLSIDE ROAD

WISCONSIN CENTRAL LIMITED

SUTLIFF AVE

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

ROAD CLOSURE

TEMPORARY SIGNALS

N

RIEK ST

W. KEMP ST.

BRUNS DR

W. PROSPECT ST.

ROAD CLOSURE

WISCONSIN RIVER

BOYCE DRIVE

ROAD CLOSURE

ROAD CLOSURE

ROAD CLOSURE

FOR EASTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY"

BOYCE DRIVE

USH 8

STH 17

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

USH 8/STH 17/STH 47

TRAFFIC CONTROL-STAGE 2B NOTES

- DETOUR TRAFFIC AROUND INTERSECTION. FROM THE WEST LEG THE DETOUR IS EAST ON USH 8 TO USH 8/STH 47, SOUTH ON USH 8/STH 47 TO BOYCE DRIVE, EAST ON BOYCE DRIVE TO W KEMP STREET, WEST ON W KEMP STREET TO STH 47.
- DETOUR USH 8 WESTBOUND TRAFFIC (FROM NORTHBOUND 47 TO WESTBOUND USH 8) AROUND THE PARTIALLY COMPLETED ROUNDABOUT.
- CLOSE THE TEMPORARY USH 8 WESTBOUND LANE ALONG THE SOUTHWEST SLIP LANE.
- DISCONTINUE AND CLOSE OFF THE TEMPORARY CROSSOVER.
- CONSTRUCT THE NORTH AND SOUTH LEG OF STH 47 USING LANE CLOSURES AND FLAGGERS. BRING THE EXCAVATION BACK TO GRAVEL GRADE WITH NO LANE DIFFERENTIAL BEFORE REOPENING TO TRAFFIC EACH DAY.
- CONSTRUCT THE REMAINING SOUTHBOUND STH 47 TRAVEL LANE, MEDIAN AND CURB AND GUTTER NEAR THE SOUTHWEST SLIP LANE.

LEGEND

DETOUR ROUTE

WORK AREA

2

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2B	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026013 S2B.DWG
LAYOUT NAME - 026013 s2B
PLOT DATE : 11/30/2018 10:00 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

GENERAL NOTES

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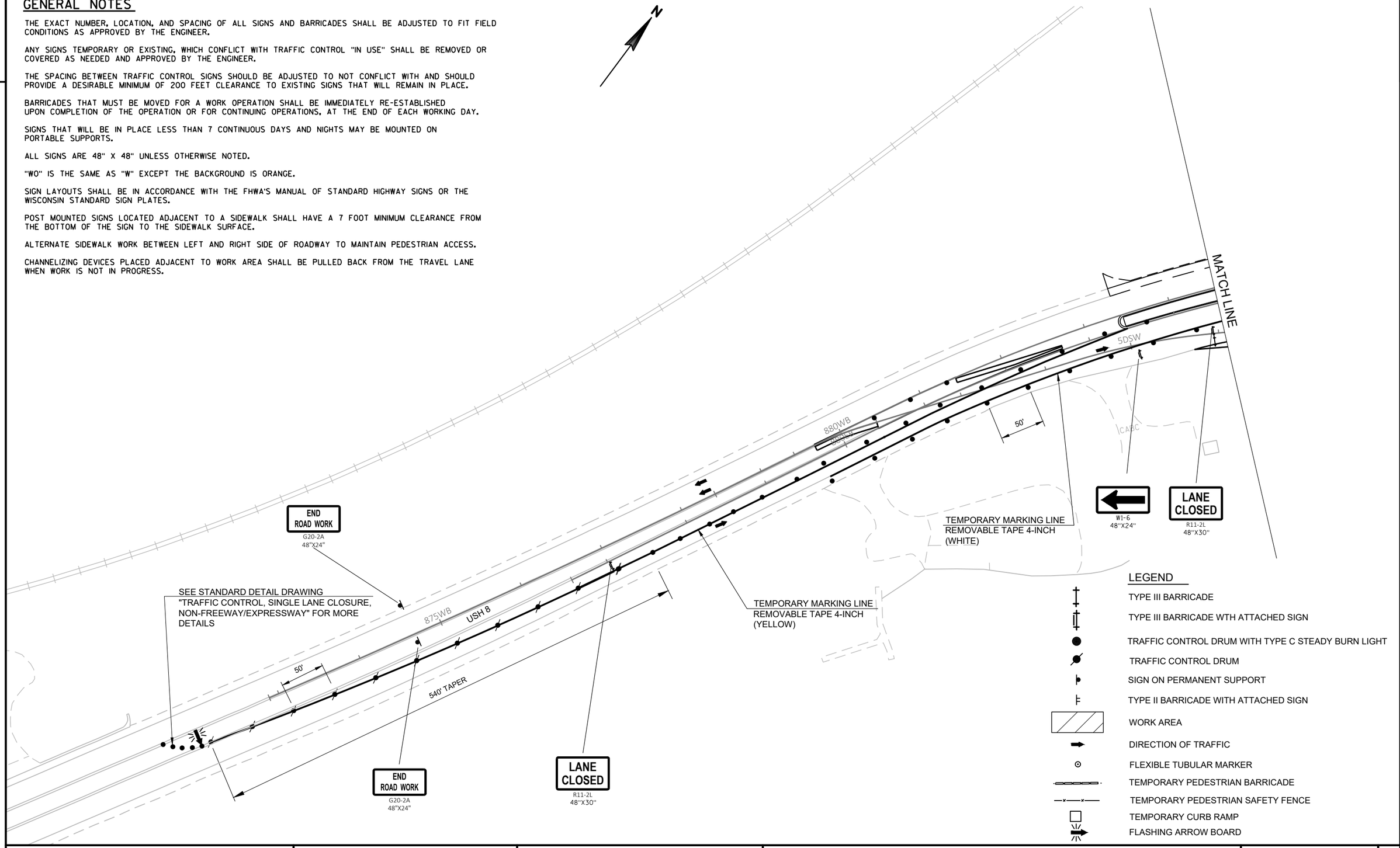

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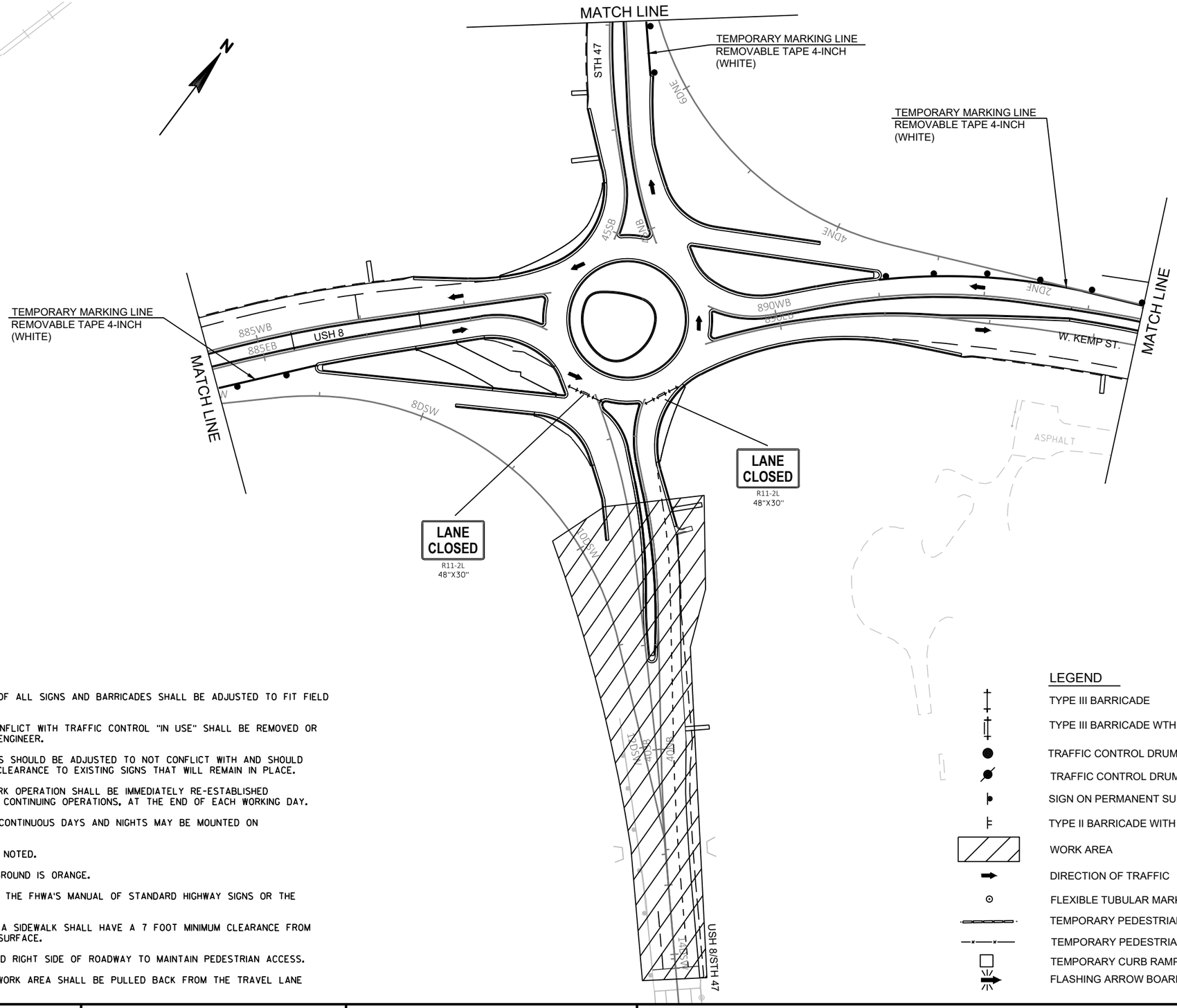
2



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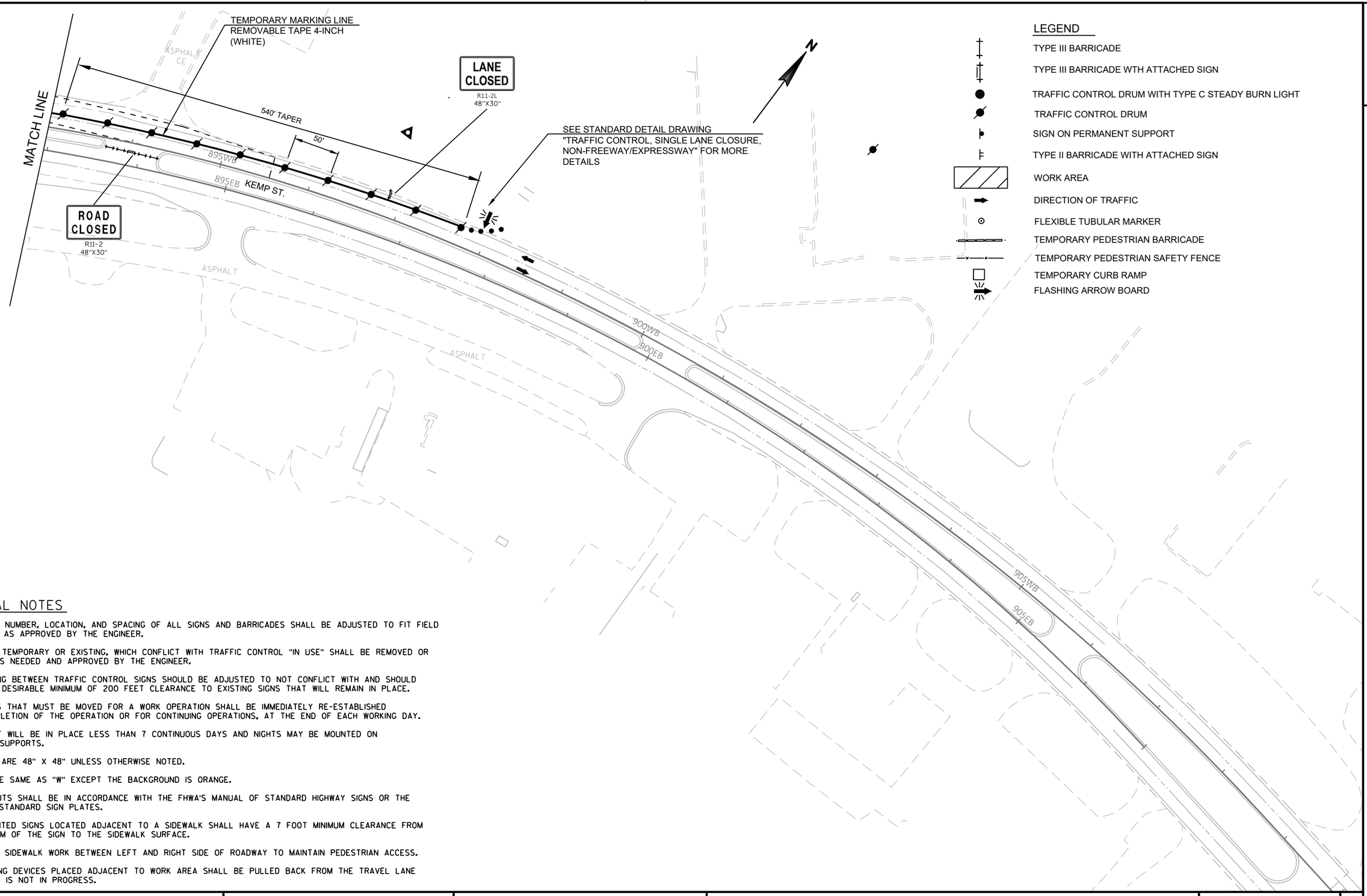
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2B	SHEET 107	E



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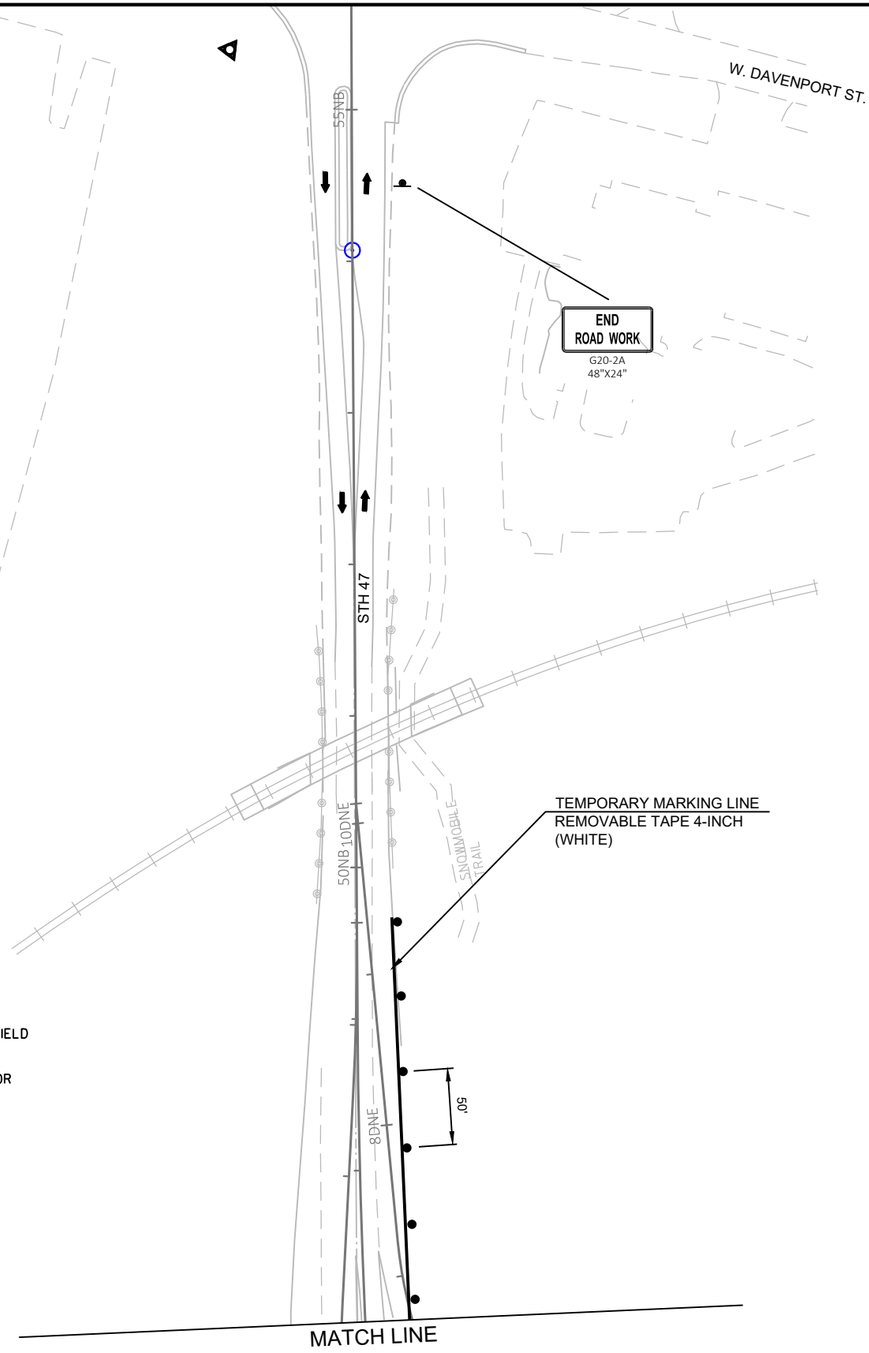

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PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 2B	SHEET 109	E

2

2

N

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STH 47

W. DAVENPORT ST.

N. RIVER RD.

FOR WESTBOUND OUTSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

REMOVE SLIP LANE

RIGHT TURN LANE CLOSURE

FOR WESTBOUND INSIDE LANE CLOSURE SEE STAGE CONSTRUCTION DETAILS

REMOVE TEMPORARY CROSSOVER

REMOVE SLIP LANE

RIGHT TURN LANE CLOSURE

FOR EASTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD"

FOR EASTBOUND INSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

USH 8

STH 17

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

LYNETTE TERRACE

HIGHVIEW PARKWAY

HILLSIDE ROAD

WISCONSIN CENTRAL LIMITED

SUTLIFF AVE

RIEK ST

W. KEMP ST.

BRUNS DR

W. PROSPECT ST.

WISCONSIN RIVER

BOYCE DRIVE

REMOVE TEMPORARY SIGNALS
MILL AND OVERLAY REQUIRED

BOYCE DRIVE

USH 8/STH 17/STH 47

TRAFFIC CONTROL-STAGE 3A NOTES

- COMPLETE CONSTRUCTION OF THE PROPOSED ROUNDABOUT RIGHT TURN LANE.
- TRAFFIC IS USING THE ROUNDABOUT.
- REMOVE THE TEMPORARY CROSSOVER ON USH 8.
- REMOVE THE SOUTHWEST AND NORTHEAST SLIP LANES.
- REMOVE THE TEMPORARY SIGNALS AT THE W KEMP STREET INTERSECTION WITH BOYCE DRIVE.
- MILL AND OVERLAY W. KEMP STREET INTERSECTION WITH BOYCE DRIVE.

LEGEND

WORK ZONE

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION OVERVIEW-STAGE 3A	SHEET 110	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026018 S3A.DWG
LAYOUT NAME - 026018 s3A

PLOT DATE : 12/6/2018 1:44 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

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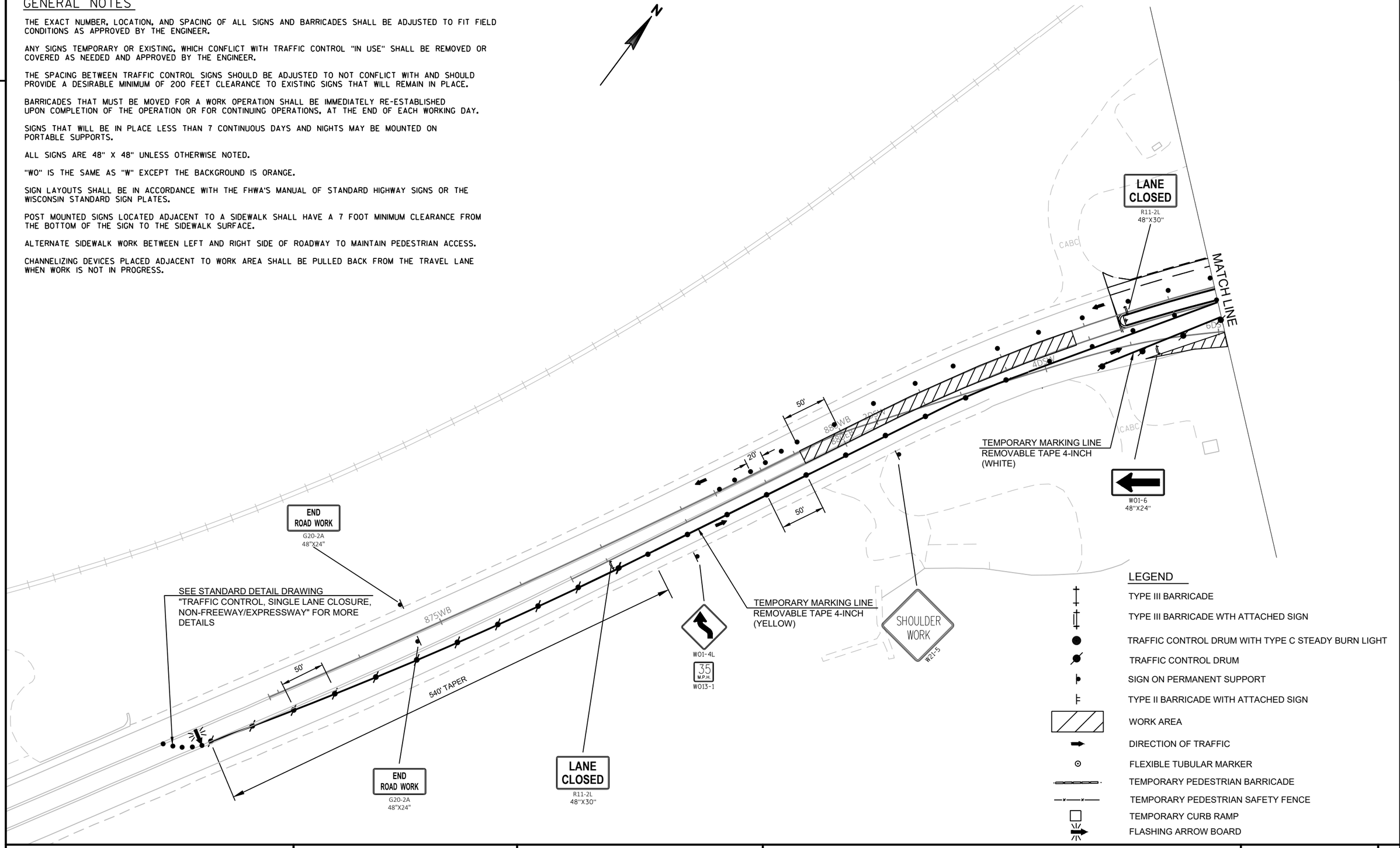

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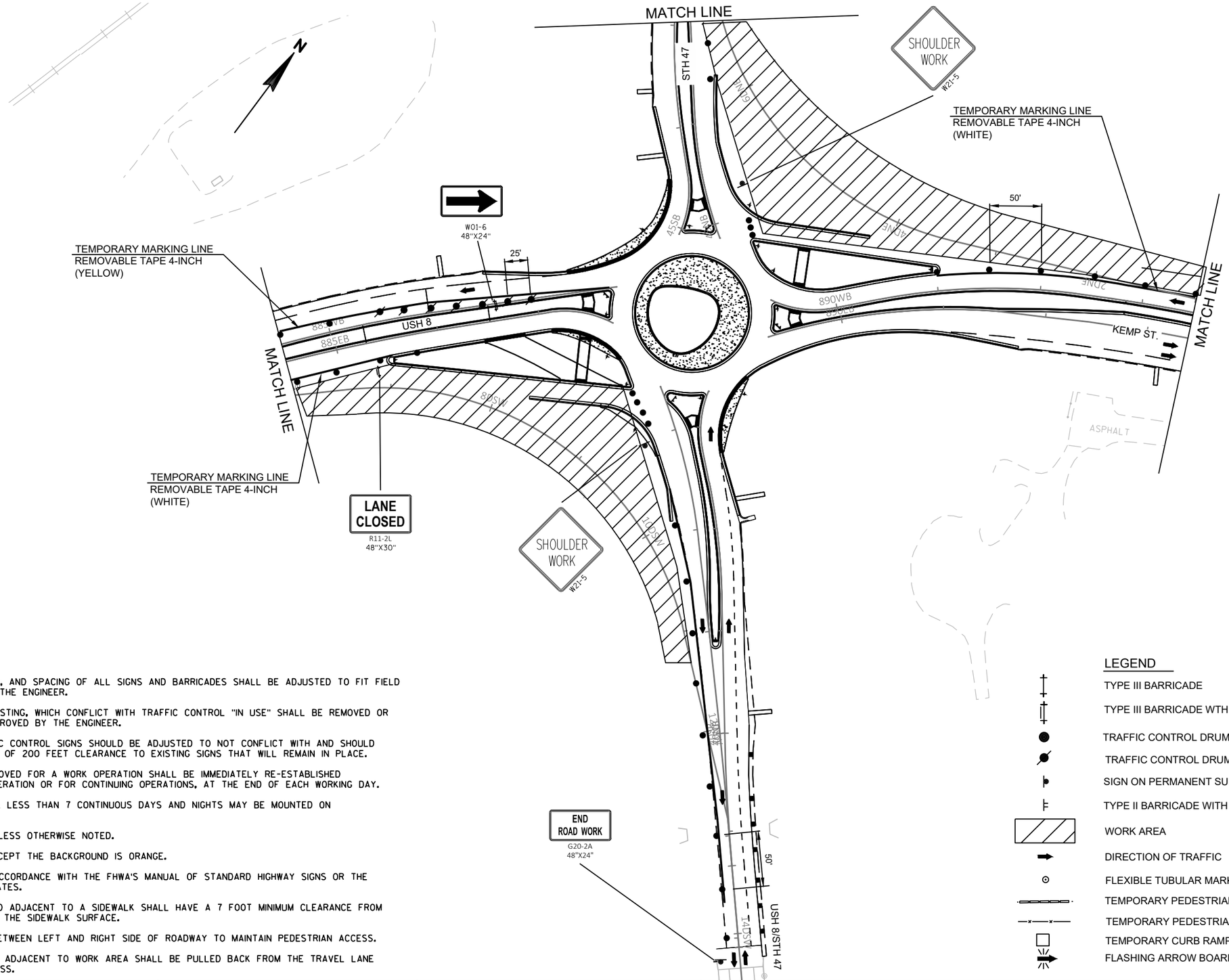

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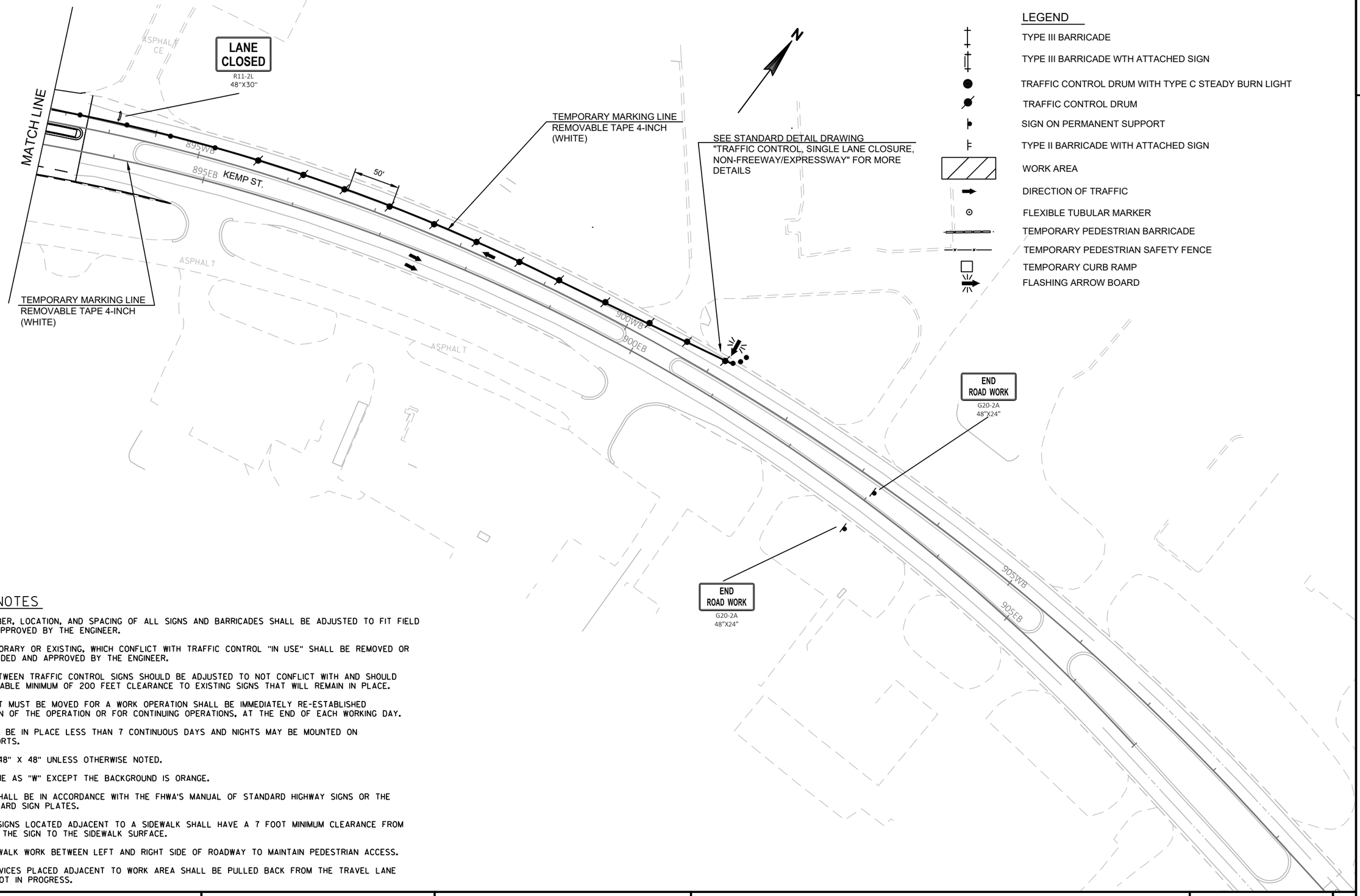
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3A	SHEET 112	E



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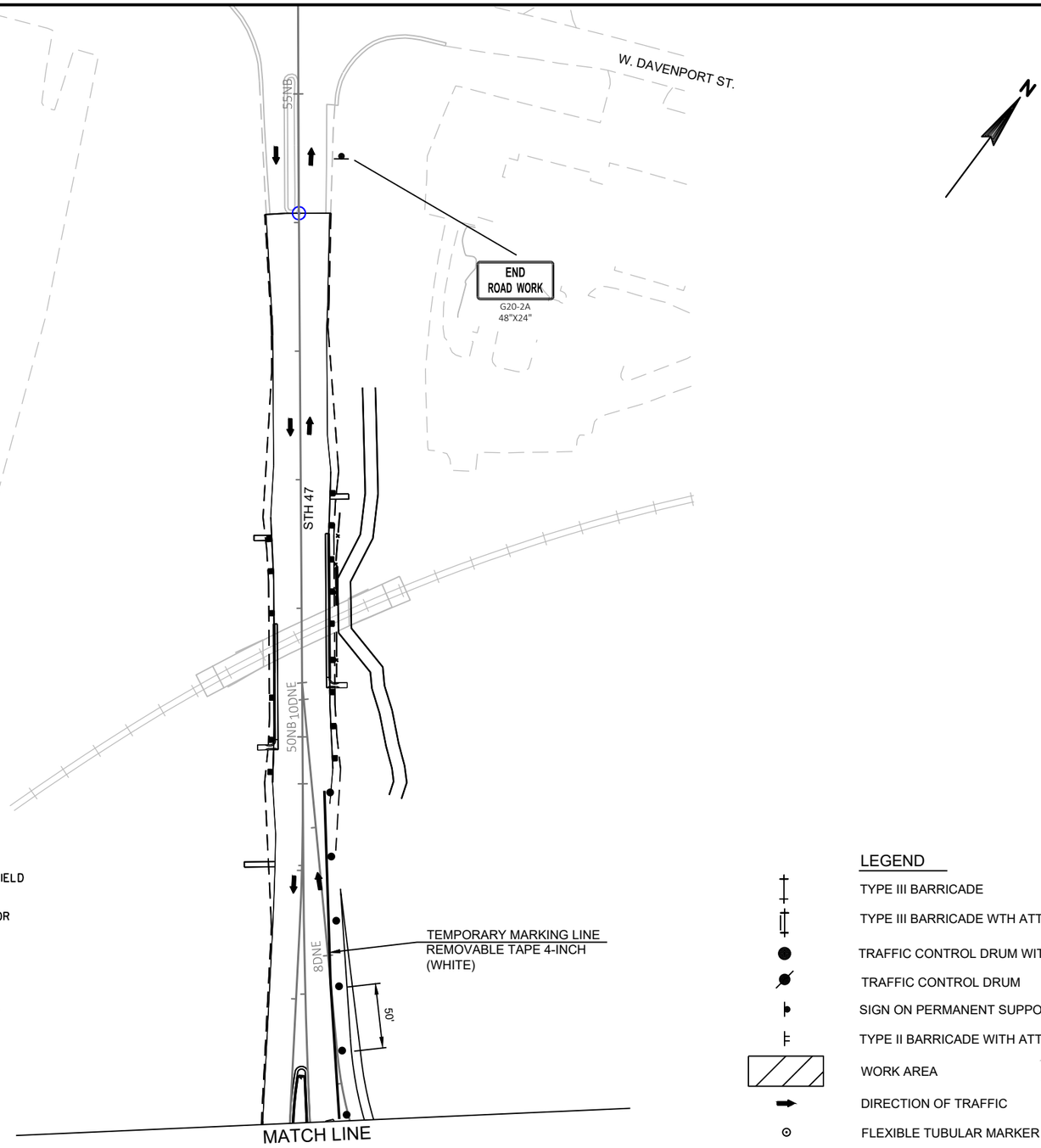

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PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3A	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026022 S3A.DWG PLOT DATE : 11/30/2018 10:02 AM PLOT BY : SOUFAL, KEVIN PLOT NAME :

2

2

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SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STH 47

W. DAVENPORT ST.

N. RIVER RD.

FOR WESTBOUND OUTSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY"

REMOVE SLIP
LANE

RIGHT TURN
LANE CLOSURE

LYNETTE TERRACE

HIGHVIEW PARKWAY

HILLSIDE ROAD

WISCONSIN CENTRAL LIMITED

SUTLIFF AVE

RIEK ST

W. KEMP ST.

BRUNS DR

W. PROSPECT ST.

WISCONSIN RIVER

BOYCE DRIVE

REMOVE SLIP
LANE

RIGHT TURN
LANE CLOSURE

SEE STANDARD DETAIL DRAWING
"ADVANCED WARNING SIGNS 45 MPH OR GREATER,
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

BOYCE DRIVE

FOR EASTBOUND OUTSIDE LANE CLOSURE
SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY"

USH 8

STH 17

USH 8/STH 17/STH 47

TRAFFIC CONTROL-STAGE 3B NOTES

- TRAFFIC IS USING THE FULL ROUNDABOUT.
- REMOVE THE SOUTHWEST AND NORTHEAST SLIP LANES.
- COMPLETE CROSS CULVERTS UNDER THE SLIP LANES.
- COMPLETE CURB AND GUTTER AND PAVING IN THE AREA OF THE REMOVED SLIP LANES.

LEGEND

WORK ZONE

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW-STAGE 3B	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026023 S3B.DWG
LAYOUT NAME - 025023 s3B

PLOT DATE : 11/30/2018 10:02 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:400 FT

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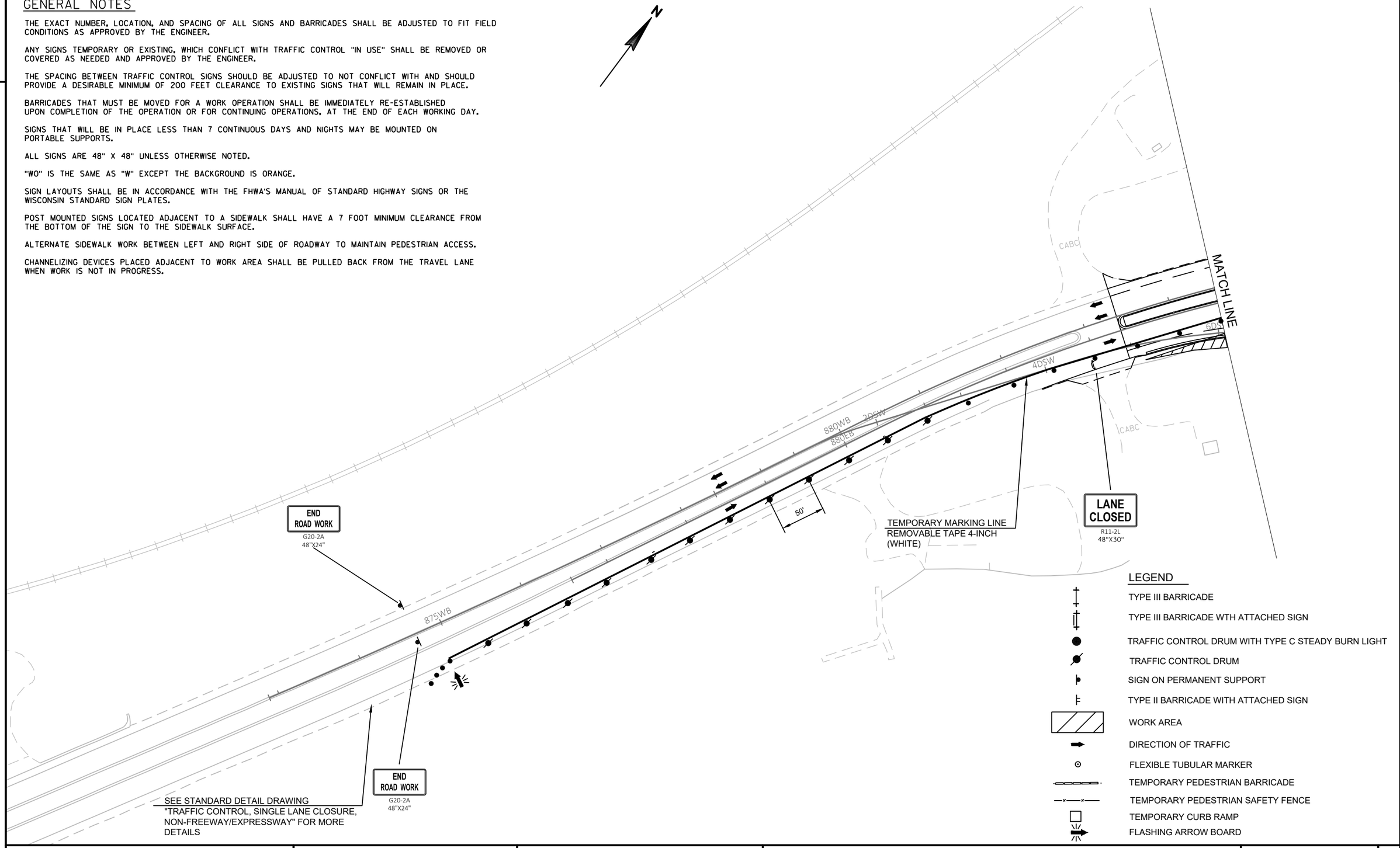
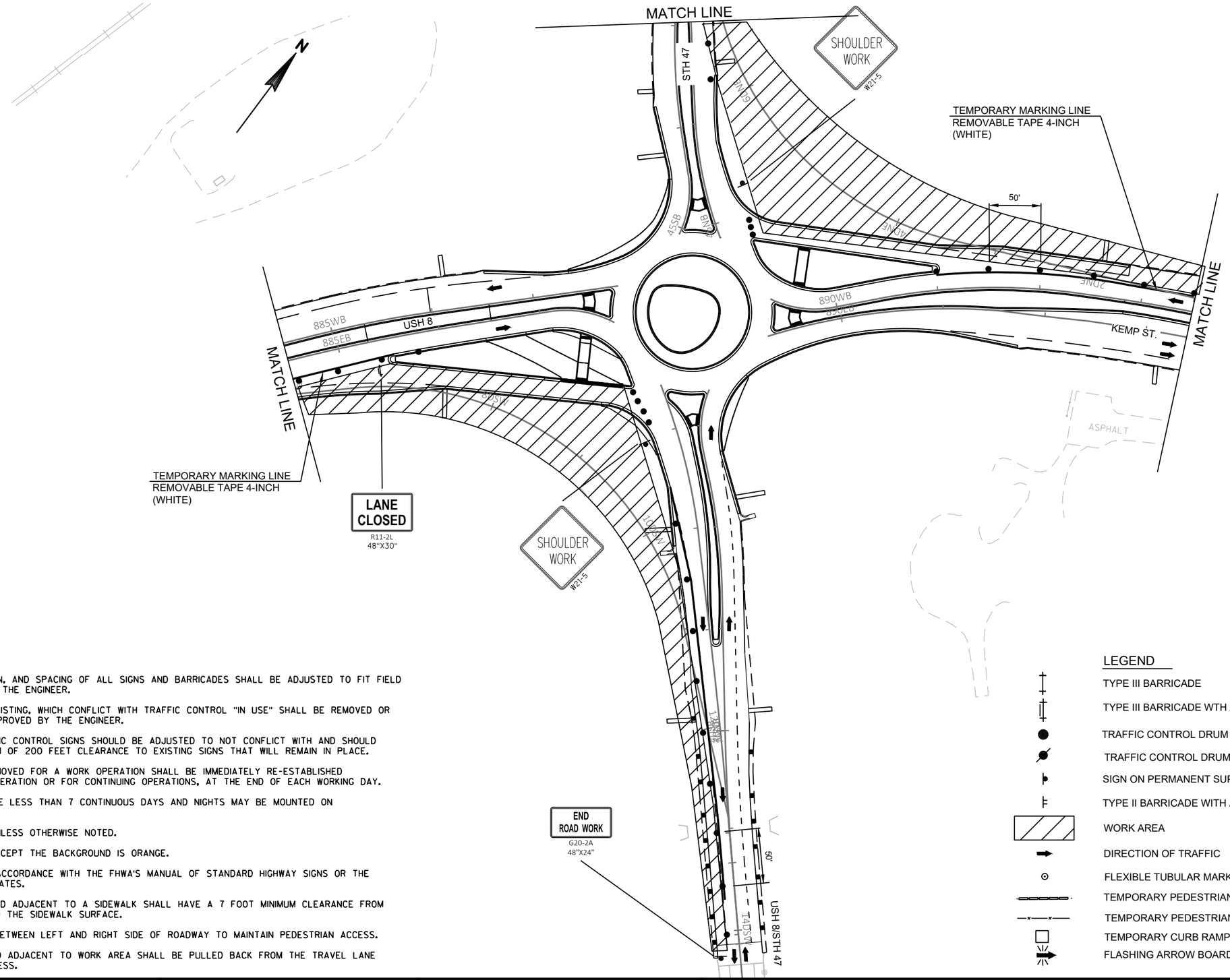


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3B	SHEET 116	E

2



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 APPROVED BY THE ENGINEER.

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

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

LEGEND

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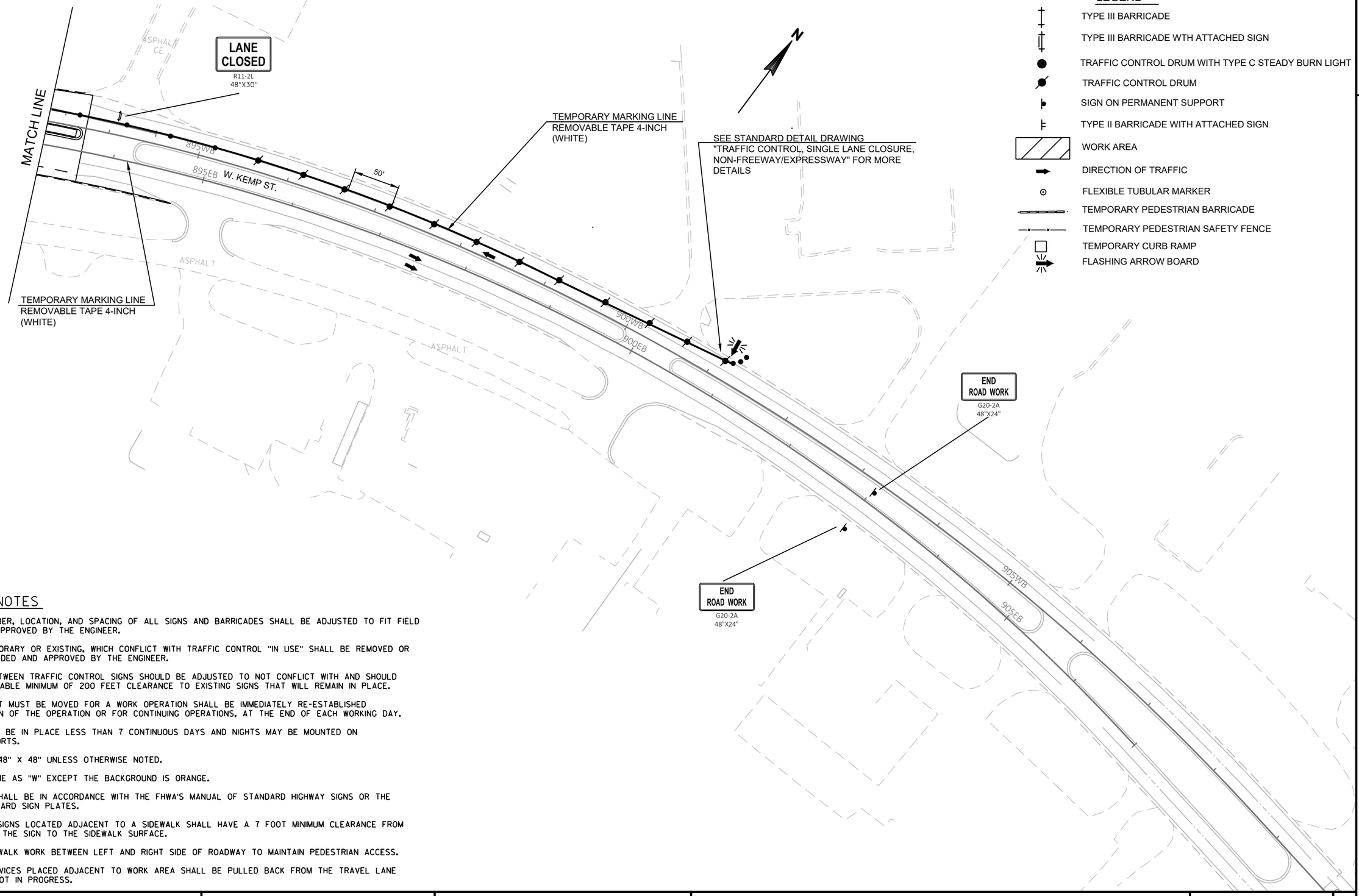
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE II BARRICADE WITH ATTACHED SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- FLEXIBLE TUBULAR MARKER
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3B	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026025 S3B.DWG PLOT DATE : 11/30/2018 10:03 AM PLOT BY : SOUFAL, KEVIN PLOT NAME :



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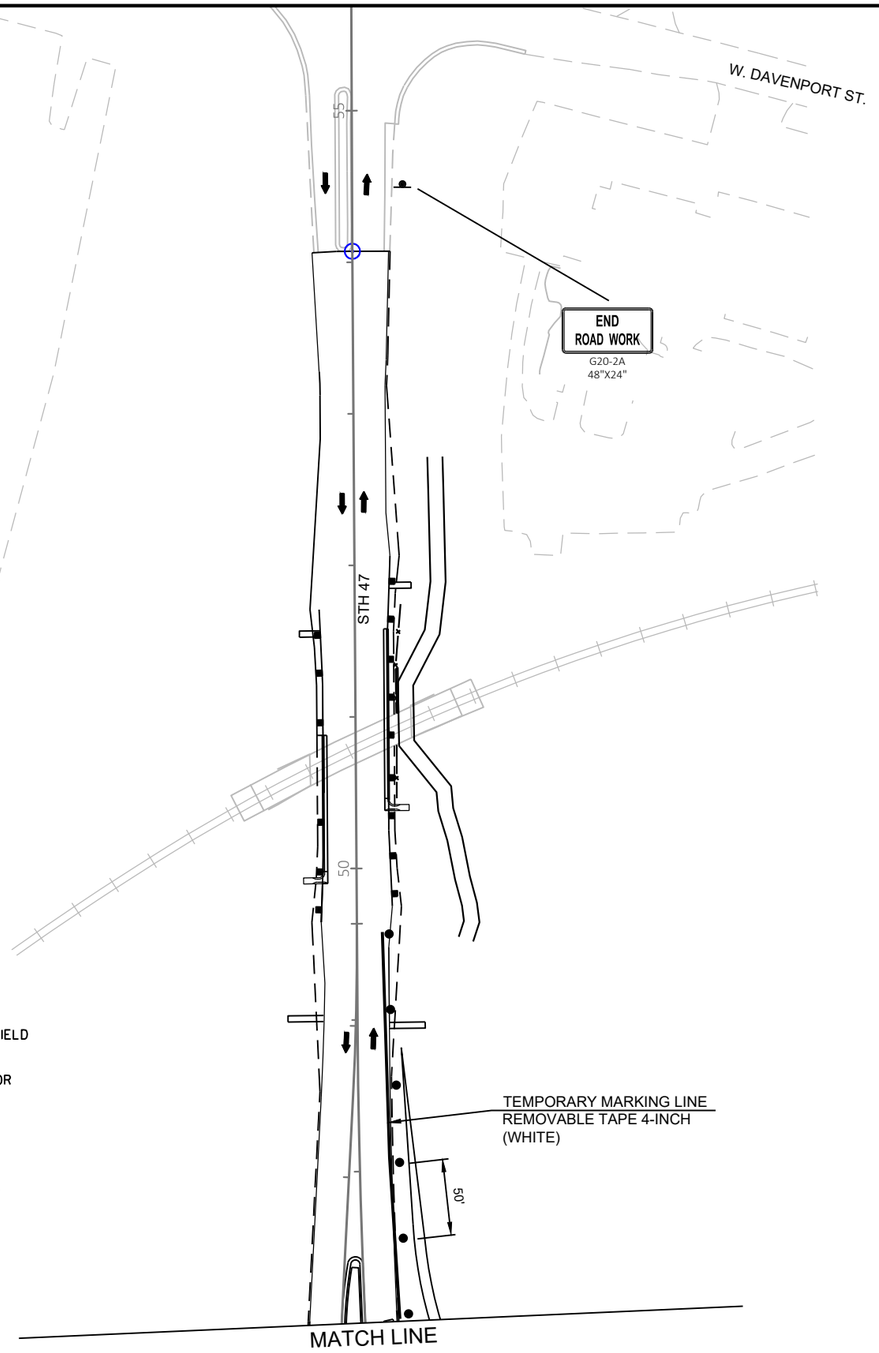
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3B	SHEET 118	E

2



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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
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- TEMPORARY PEDESTRIAN SAFETY FENCE
- TEMPORARY CURB RAMP
- FLASHING ARROW BOARD

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	STAGE CONSTRUCTION-STAGE 3B	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\026027 S3B.DWG PLOT DATE : 11/30/2018 10:03 AM PLOT BY : SOUFAL, KEVIN PLOT NAME :

2

N

DETAIL 1
(SEE SHEET 2 OF 6)

DETAIL 2
(SEE SHEET 3 OF 6)

WORK ZONE

N. RIVER RD.

HANSON LAKE RD.

STH 47

W. DAVENPORT ST.

USH 8

STH 17

USH 8/STH 17/STH 47

BOYCE DRIVE

SUTLIFF AVE

RIEK ST

W. KEMP STREET

BRUNS DR

W. PROSPECT ST.

21 — JCT 8 J1-1 COVER; DETOUR AHEAD W20-2A 48"X48"

22 — SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"; 47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"

23 — FROM: SOUTH EAST WEST 47 8 8 J3-3; TO: DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"; SOUTH EAST WEST 47 8 8 J3-3; M05-2L 21"X21" | M05-2L 21"X21" | M05-2L 21"X21"

18 — COVER NORTH 47 J3-4

27 — DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"; SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"; 47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"

24 — FROM: MODIFY Monico Eagle River / Prentice D1-3; TO: Monico Eagle River / Prentice D1-3

34 — WEST 8 J4-2 COVER

14 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"; MO6-1 21"X21"

31 — DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"; SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"; 47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"; MO6-1 21"X21" | MO6-1 21"X21" | MO6-1 21"X21"

2 — FROM: NORTH SOUTH EAST TO 47 47 8 17 J3-4; TO: DETOUR M4-8 24"X12"; NORTH SOUTH EAST TO 47 47 8 17 J3-4; MO5-2R 21"X21" | MO5-2R 21"X21"

1 — NORTH M3-1 24"X12"; 47 M1-6 24"X24"; DETOUR AHEAD W20-2A 48"X48"

6 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"; MO5-1L 21"X21"

7 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"; MO6-1 21"X21"

8 — FROM: WEST NORTH NORTH EAST SOUTH 8 47 17 8 47 J3-5; MODIFY; TO: DETOUR M4-8 24"X12"; WEST NORTH NORTH EAST SOUTH 8 47 17 8 47 J3-5; MO6-1 21"X21"

9 — FROM: WEST NORTH NORTH EAST SOUTH 8 47 17 8 47 J3-5; MODIFY; TO: DETOUR M4-8 24"X12"; WEST NORTH NORTH EAST SOUTH 8 47 17 8 47 J3-5; MO6-1 21"X21"

32 — FROM: EAST SOUTH SOUTH WEST NORTH 8 47 17 8 47 J3-5; MODIFY; TO: END DETOUR M4-8A 24"X18" | END DETOUR M4-8A 24"X18" | END DETOUR M4-8A 24"X18"; EAST SOUTH SOUTH WEST 8 47 17 8 J3-5

33 — COVER

10 — NORTH M3-1 24"X12"; 47 M1-6 24"X24"; DETOUR AHEAD W20-2A 48"X48"

11 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"; MO5-1R 21"X21"

12 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"; MO6-1 21"X21"

13 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; 47 M1-6 24"X24"

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR-STAGE 2A	SHEET 120	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027001 DT.DWG
LAYOUT NAME - 027001 dt

PLOT DATE : 12/6/2018 2:02 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:1000 FT

N

STH 47

W. KEMP STREET

USH 8

USH 8/STH 17/STH 47

25
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"
MO6-2 21"X21" | MO6-2 21"X21" | MO6-2 21"X21"

END DETOUR M4-8A 24"X18"
NORTH 47 J3-1
20

Prentice COVER
Monico COVER
Woodruff
D1-3
19

26
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"

COVER
Prentice
COVER
D1-3
36

WEST 8 J2-2 COVER
35

5
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
47 M1-6 24"X24"
MO6-1 21"X21"

4
DETOUR M4-8 24"X12"
EAST M3-2 24"X12" | NORTH M3-1 24"X12" | H D9-2 24"X24"
8 M1-4 24"X24" | 47 M1-6 24"X24"
MO6-2 21"X21" | MO6-2 21"X21" | MO6-2 21"X21"

3 MODIFY
FROM: Rhinelander / Eagle River / Monico — D1-3
TO: Rhinelander / Eagle River / Monico — D1-3

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 1
SHEET 2 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR-STAGE 2A	SHEET 121	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027002 DT.DWG
LAYOUT NAME - 027001 dt
PLOT DATE : 12/6/2018 2:10 PM
PLOT BY : SOUFAL, KEVIN
PLOT NAME :
PLOT SCALE : Custom

2

N

SUTLIFF AVE

RIEK ST

W. KEMP STREET

BRUNS DR

W. PROSPECT ST.

BOYCE DRIVE

17
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
47 M1-6 24"X24"
MO6-1 21"X21"

28
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"
MO5-1R 21"X21" | MO5-1R 21"X21" | MO5-1R 21"X21"

29
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21" | MO6-1 21"X21"

30
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21" | MO6-1 21"X21"

16
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
47 M1-6 24"X24"
MO6-1 21"X21"

15
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
47 M1-6 24"X24"
MO5-1L 21"X21"

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 2
SHEET 3 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR-STAGE 2A	SHEET 122	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027003 DT.DWG
LAYOUT NAME - 027001 dt

PLOT DATE : 11/1/2018 12:06 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : Custom

2

N

SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
DETOUR AHEAD W20-2A
117

JCT 8 J1-1 COVER
116

MODIFY
FROM: Monico / Eagle River / Prentice D1-3
TO: Monico / Eagle River / Prentice D1-3
119

STH 47
HANSON LAKE RD.
W. DAVENPORT ST.
N. RIVER RD.

MODIFY
FROM: SOUTH 47 | EAST 8 | WEST 8 J3-3
TO: DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | SOUTH 47 | EAST 8 | WEST 8 M05-1L 21"X21" | M05-1L 21"X21" J3-3
118

COVER
WEST | NORTH 8 47 J3-4
114

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
122

DETAIL 4
(SEE SHEET 6 OF 6)

SUTLIFF AVE
RIEK ST
BRUNS DR
W. PROSPECT ST.
W. KEMP STREET

DETAIL 3
(SEE SHEET 5 OF 6)

WORK ZONE

WEST 8 COVER J4-2
129

USH 8
BOYCE DRIVE
STH 17
USH 8/STH 17/STH 47

110
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

126
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

101
MODIFY
FROM: NORTH 47 | SOUTH 47 | EAST 8 | TO 17 J3-4
TO: DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH 47 | SOUTH 47 | EAST 8 | TO 17 J3-4
MO6-1 21"X21" | MO6-1 21"X21" | MO6-1 21"X21"

100
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
DETOUR AHEAD W20-2A 48"X48"

104
MODIFY
FROM: WEST 8 | NORTH 47 | NORTH 17 | EAST 8 | SOUTH 47 J3-5
TO: DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
WEST 8 | NORTH 47 | NORTH 17 | EAST 8 | SOUTH 47 J3-5
MO6-1 21"X21" | MO6-1 21"X21"

105
MODIFY
FROM: WEST 8 | NORTH 47 | NORTH 17 | EAST 8 | SOUTH 47 J3-5
TO: DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
WEST 8 | NORTH 47 | NORTH 17 | EAST 8 | SOUTH 47 J3-5
MO6-1 21"X21" | MO6-1 21"X21"

127
MODIFY
FROM: EAST 8 | SOUTH 47 | SOUTH 17 | WEST 8 | NORTH 47 J3-5
TO: END DETOUR M4-8A 24"X18" | END DETOUR M4-8A 24"X18"
EAST 8 | SOUTH 47 | SOUTH 17 J3-5
128 COVER

106
WEST | NORTH
8 M1-4 24"X24" | 47 M1-6 24"X24"
DETOUR AHEAD W20-2A 48"X48"

107
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO5-1R 21"X21" | MO5-1R 21"X21"

108
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

109
DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 4 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR-STAGE 2B	SHEET 123	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027004 DT.DWG
LAYOUT NAME - 027004 dt
PLOT DATE : 12/6/2018 2:17 PM
PLOT BY : SOUFAL, KEVIN
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT

2

N

STH 47

W. KEMP STREET

USH 8

USH 8/STH 17/STH 47

END DETOUR
M4-8A
24"X18"
NORTH
47
J3-1
115

120
DETOUR DETOUR
M4-8 M4-8
24"X12" 24"X12"
SOUTH EAST
M3-3 M3-2
24"X12" 24"X12"
47 8
M1-6 M1-4
24"X24" 24"X24"
MO6-2 MO6-2
21"X21" 21"X21"

121
DETOUR DETOUR DETOUR
M4-8 M4-8 M4-8
24"X12" 24"X12" 24"X12"
SOUTH EAST WEST
M3-3 M3-2 M3-4
24"X12" 24"X12" 24"X12"
47 8 8
M1-6 M1-4 M1-4
24"X24" 24"X24" 24"X24"

COVER
Prentice
COVER
D1-3
131

COVER
J4-2
130

103
DETOUR
M4-8
24"X12"
NORTH
M3-1
24"X12"
47
M1-6
24"X24"
MO6-2
21"X21"

102
MODIFY
FROM
Rhinelander
Eagle River
Monico
D1-3
TO
Rhinelander
Eagle River
Monico
D1-3

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 3
SHEET 5 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR-STAGE 2B	SHEET 124	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027005 DT.DWG
LAYOUT NAME - 027005 dt

PLOT DATE : 12/6/2018 2:22 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

N

SUTLIFF AVE

RIEK ST

W. KEMP STREET

BRUNS DR

W. PROSPECT ST.

BOYCE DRIVE

113

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

123

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO5-1R 21"X21" | MO5-1R 21"X21"

124

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

125

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12" | EAST M3-2 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

112

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO6-1 21"X21" | MO6-1 21"X21"

111

DETOUR M4-8 24"X12" | DETOUR M4-8 24"X12"
NORTH M3-1 24"X12" | WEST M3-4 24"X12"
47 M1-6 24"X24" | 8 M1-4 24"X24"
MO5-1L 21"X21" | MO5-1L 21"X21"

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 4
SHEET 6 OF 6

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	DETOUR	SHEET 125	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027006 DT.DWG
LAYOUT NAME - 027006 dt

PLOT DATE : 11/1/2018 12:07 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : Custom

USH 8 WESTBOUND CONSTRUCTION R/L

C6
PI STA = 874+73.30
Y = 161125.394
X = 256442.471
DELTA = 1°48'03"
D = 0°14'37"
T = 184.85'
L = 369.67'
R = 11762.49'
PC STA = 872+88.45
Y = 160964.968
X = 256350.635
PT STA = 876+58.12
Y = 161288.626
X = 256529.220
BK = N29°47'20.5"E
AH = N27°59'18.0"E

C7
PI STA = 878+42.98
Y = 161451.858
X = 256615.970
DELTA = 1°48'03"
D = 0°14'37"
T = 184.85'
L = 369.67'
R = 11762.49'
PC STA = 876+58.12
Y = 161288.626
X = 256529.220
PT STA = 880+27.80
Y = 161617.736
X = 256697.547
BK = N27°59'18.0"E
AH = N26°11'15.5"E

C8
PI STA = 882+69.45
Y = 161834.580
X = 256804.190
DELTA = 13°41'18"
D = 1°25'22"
T = 241.65'
L = 481.00'
R = 2013.33'
PC STA = 880+27.80
Y = 161617.736
X = 256697.547
PT STA = 885+08.79
Y = 162020.030
X = 256959.118
BK = N26°11'15.5"E
AH = N39°52'33.4"E

C9
PI STA = 885+53.64
Y = 162054.450
X = 256987.873
DELTA = 5°08'10"
D = 2°51'53"
T = 44.85'
L = 89.64'
R = 1000.00'
PC STA = 885+08.79
Y = 162020.030
X = 256959.118
PT STA = 885+98.44
Y = 162086.158
X = 257019.594
BK = N39°52'33.4"E
AH = N45°00'43.3"E

USH 8 WESTBOUND CONSTRUCTION R/L

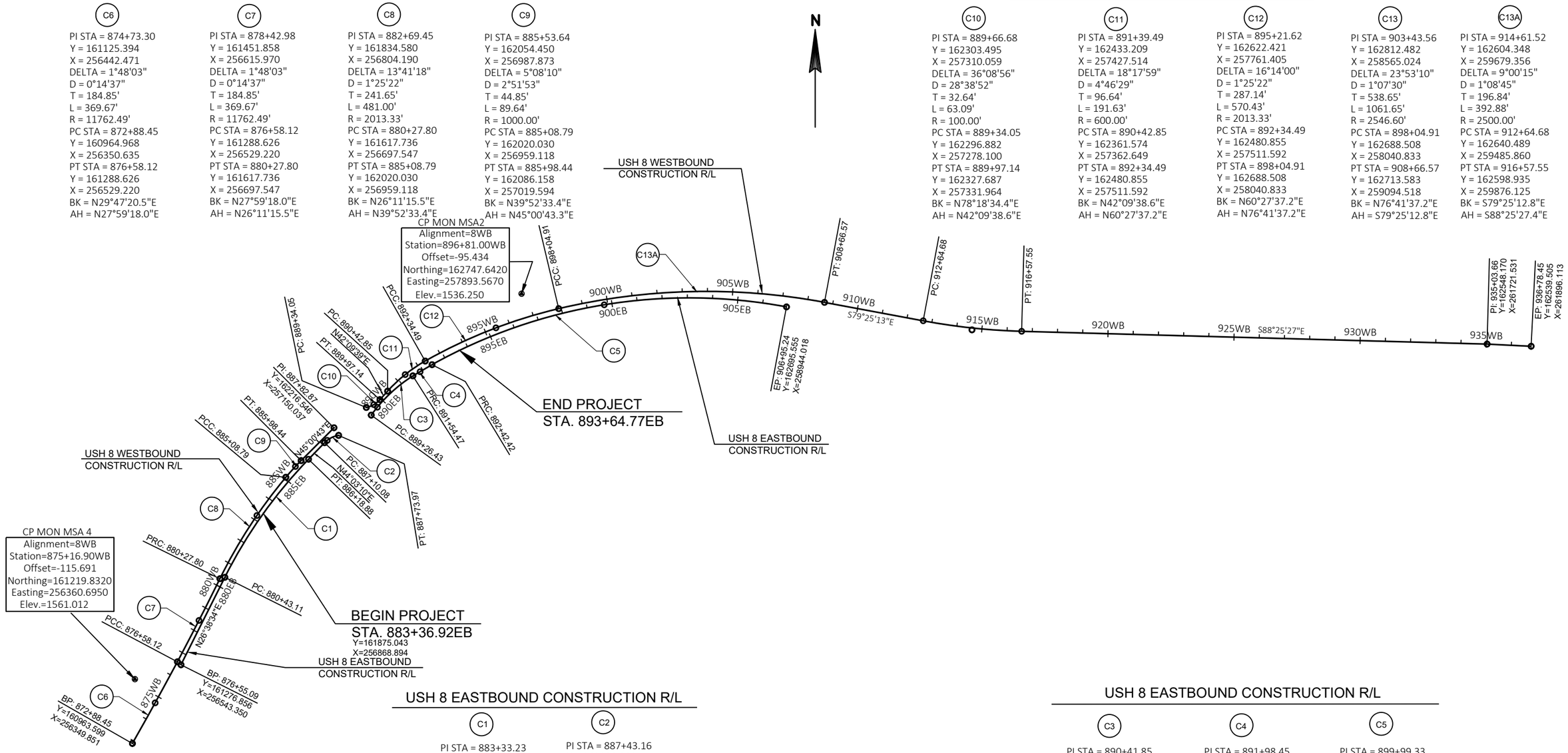
C10
PI STA = 889+66.68
Y = 162303.495
X = 257310.059
DELTA = 36°08'56"
D = 28°38'52"
T = 32.64'
L = 63.09'
R = 100.00'
PC STA = 889+34.05
Y = 162296.882
X = 257278.100
PT STA = 889+97.14
Y = 162327.687
X = 257331.964
BK = N78°18'34.4"E
AH = N42°09'38.6"E

C11
PI STA = 891+39.49
Y = 162433.209
X = 257427.514
DELTA = 18°17'59"
D = 4°46'29"
T = 96.64'
L = 191.63'
R = 600.00'
PC STA = 890+42.85
Y = 162361.574
X = 257362.649
PT STA = 892+34.49
Y = 162480.855
X = 257511.592
BK = N42°09'38.6"E
AH = N60°27'37.2"E

C12
PI STA = 895+21.62
Y = 162622.421
X = 257761.405
DELTA = 16°14'00"
D = 1°25'22"
T = 287.14'
L = 570.43'
R = 2013.33'
PC STA = 892+34.49
Y = 162480.855
X = 257511.592
PT STA = 898+04.91
Y = 162688.508
X = 258040.833
BK = N60°27'37.2"E
AH = N76°41'37.2"E

C13
PI STA = 903+43.56
Y = 162812.482
X = 258565.024
DELTA = 23°53'10"
D = 1°07'30"
T = 538.65'
L = 1061.65'
R = 2546.60'
PC STA = 898+04.91
Y = 162688.508
X = 258040.833
PT STA = 908+66.57
Y = 162713.583
X = 259094.518
BK = N76°41'37.2"E
AH = S79°25'12.8"E

C13A
PI STA = 914+61.52
Y = 162604.348
X = 259679.356
DELTA = 9°00'15"
D = 1°08'45"
T = 196.84'
L = 392.88'
R = 2500.00'
PC STA = 912+64.68
Y = 162640.489
X = 259485.860
PT STA = 916+57.55
Y = 162598.935
X = 259876.125
BK = S79°25'12.8"E
AH = S88°25'27.4"E



USH 8 EASTBOUND CONSTRUCTION R/L

C1
PI STA = 883+33.23
Y = 161882.988
X = 256847.445
DELTA = 17°24'36"
D = 1°30'43"
T = 290.12'
L = 575.77'
R = 1894.85'
PC STA = 880+43.11
Y = 161623.673
X = 256717.347
PT STA = 886+18.88
Y = 162091.497
X = 257049.172
BK = N26°38'34.4"E
AH = N44°03'10.0"E

C2
PI STA = 887+43.16
Y = 162180.818
X = 257135.588
DELTA = 36°36'17"
D = 28°38'52"
T = 33.08'
L = 63.89'
R = 100.00'
PC STA = 887+10.08
Y = 162157.046
X = 257112.589
PT STA = 887+73.97
Y = 162186.188
X = 257168.226
BK = N44°03'10.0"E
AH = N80°39'27.2"E

USH 8 EASTBOUND CONSTRUCTION R/L

C3
PI STA = 890+41.85
Y = 162360.168
X = 257365.301
DELTA = 21°46'35"
D = 4°46'29"
T = 115.41'
L = 228.04'
R = 600.00'
PC STA = 889+26.43
Y = 162266.567
X = 257297.780
PT STA = 891+54.47
Y = 162422.041
X = 257462.728
BK = N35°48'18.7"E
AH = N57°34'53.6"E

C4
PI STA = 891+98.45
Y = 162443.741
X = 257500.975
DELTA = 1°36'05"
D = 0°54'38"
T = 43.97'
L = 87.94'
R = 3146.30'
PC STA = 891+54.47
Y = 162422.041
X = 257462.728
PT STA = 892+42.42
Y = 162466.501
X = 257538.601
BK = N60°25'54.4"E
AH = N58°49'49.1"E

C5
PI STA = 899+99.33
Y = 162834.584
X = 258199.985
DELTA = 39°40'54"
D = 1°21'56"
T = 756.91'
L = 1452.82'
R = 2097.71'
PC STA = 892+42.42
Y = 162466.501
X = 257538.601
PT STA = 906+95.24
Y = 162695.555
X = 258944.018
BK = N60°09'54.1"E
AH = S79°24'57.1"E

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT DIAGRAM-USH 8	SHEET 126	E

2

STH 47 NORTHBOUND CONSTRUCTION R/L

C14
PI STA = 31+48.03
Y = 161295.909
X = 258063.232
DELTA = 7°23'09"
D = 0°52'30"
T = 211.32'
L = 422.05'
R = 3274.04'
PC STA = 29+36.71
Y = 161158.261
X = 258223.569
PT STA = 33+58.76
Y = 161453.025
X = 257921.920
BK = N49°21'15.4"W
AH = N41°58'06.4"W

C15
PI STA = 39+35.86
Y = 161882.109
X = 257535.999
DELTA = 3°44'43"
D = 1°25'57"
T = 65.39'
L = 130.73'
R = 2000.00'
PC STA = 38+70.47
Y = 161833.491
X = 257579.726
PT STA = 40+01.20
Y = 161933.480
X = 257495.541
BK = N41°58'06.4"W
AH = N38°13'23.7"W

C16
PI STA = 41+91.24
Y = 162082.772
X = 257377.961
DELTA = 10°27'45"
D = 4°46'29"
T = 54.93'
L = 109.56'
R = 600.00'
PC STA = 41+36.31
Y = 162039.616
X = 257411.950
PT STA = 42+45.87
Y = 162119.039
X = 257336.700
BK = N38°13'23.7"W
AH = N48°41'08.3"W

C17
PI STA = 43+06.91
Y = 162159.337
X = 257290.853
DELTA = 34°20'39"
D = 28°38'52"
T = 30.90'
L = 59.94'
R = 100.00'
PC STA = 42+76.01
Y = 162138.936
X = 257314.063
PT STA = 43+35.95
Y = 162189.276
X = 257283.198
BK = N48°41'08.3"W
AH = N14°20'29.4"W

STH 47 NORTHBOUND CONSTRUCTION R/L

C18
PI STA = 45+48.35
Y = 162348.944
X = 257149.282
DELTA = 17°47'27"
D = 7°09'43"
T = 62.61'
L = 124.20'
R = 400.00'
PC STA = 44+85.75
Y = 162315.149
X = 257201.983
PT STA = 46+09.95
Y = 162397.226
X = 257109.428
BK = N57°19'45.0"W
AH = N39°32'18.0"W

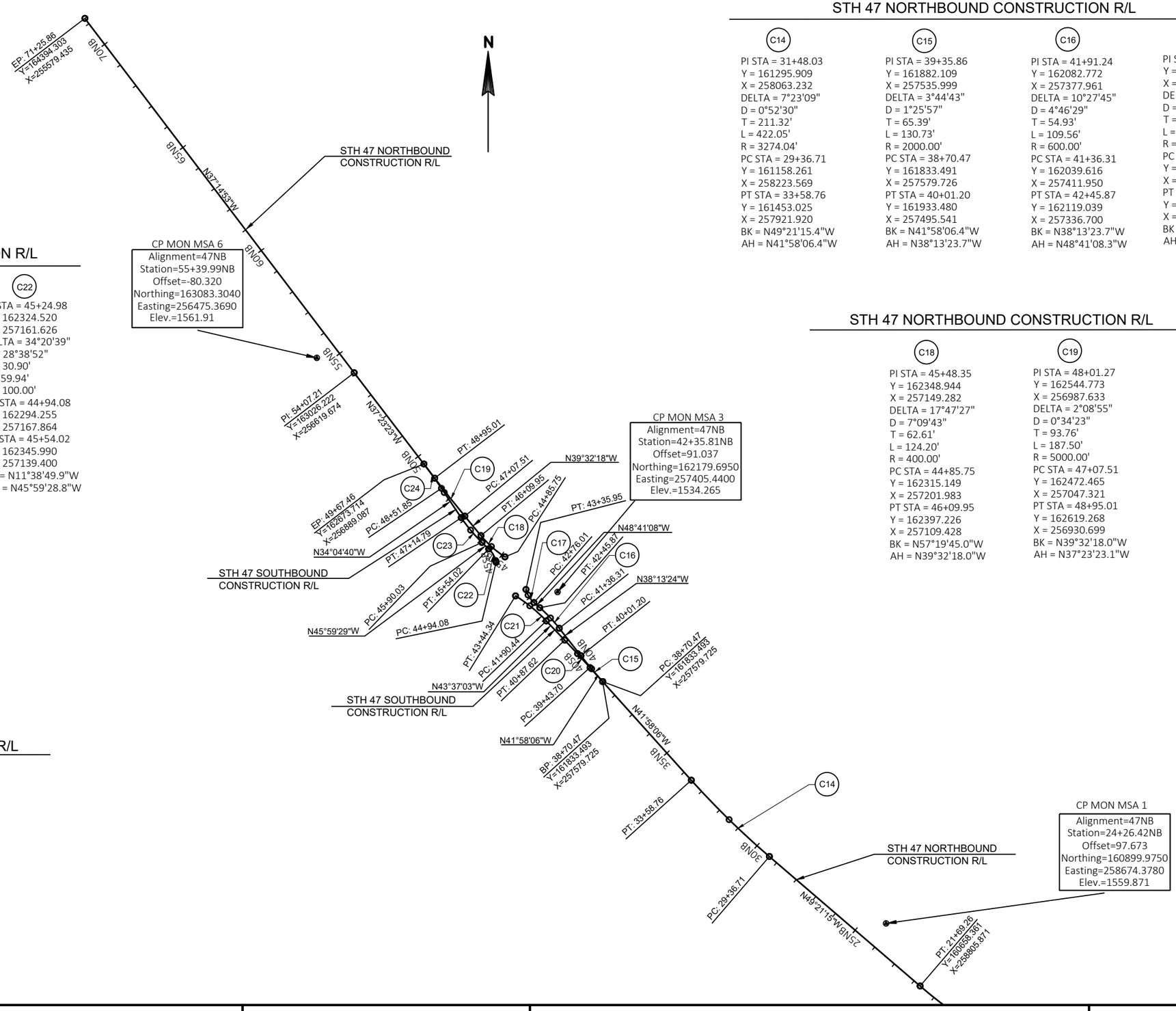
C19
PI STA = 48+01.27
Y = 162544.773
X = 256987.633
DELTA = 2°08'55"
D = 0°34'23"
T = 93.76'
L = 187.50'
R = 5000.00'
PC STA = 47+07.51
Y = 162472.465
X = 257047.321
PT STA = 48+95.01
Y = 162619.268
X = 256930.699
BK = N39°32'18.0"W
AH = N37°23'23.1"W

STH 47 SOUTHBOUND CONSTRUCTION R/L

C20
PI STA = 40+15.66
Y = 161941.445
X = 257482.632
DELTA = 1°38'57"
D = 0°34'23"
T = 71.96'
L = 143.91'
R = 5000.00'
PC STA = 39+43.70
Y = 161887.940
X = 257530.754
PT STA = 40+87.62
Y = 161993.542
X = 257432.990
BK = N41°58'06.4"W
AH = N43°37'03.2"W

C21
PI STA = 42+67.82
Y = 162124.002
X = 257308.678
DELTA = 14°41'47"
D = 4°46'29"
T = 77.38'
L = 153.90'
R = 600.00'
PC STA = 41+90.44
Y = 162067.985
X = 257362.055
PT STA = 43+44.34
Y = 162164.645
X = 257242.836
BK = N43°37'03.2"W
AH = N58°18'50.7"W

C22
PI STA = 45+24.98
Y = 162324.520
X = 257161.626
DELTA = 34°20'39"
D = 28°38'52"
T = 30.90'
L = 59.94'
R = 100.00'
PC STA = 44+94.08
Y = 162294.255
X = 257167.864
PT STA = 45+54.02
Y = 162345.990
X = 257139.400
BK = N11°38'49.9"W
AH = N45°59'28.8"W



STH 47 SOUTHBOUND CONSTRUCTION R/L

C23
PI STA = 46+52.64
Y = 162414.507
X = 257068.470
DELTA = 11°54'48"
D = 4°46'29"
T = 62.60'
L = 124.76'
R = 600.00'
PC STA = 45+90.03
Y = 162371.011
X = 257113.498
PT STA = 47+14.79
Y = 162466.361
X = 257033.392
BK = N45°59'28.8"W
AH = N34°04'40.4"W

C24
PI STA = 49+09.67
Y = 162627.776
X = 256924.196
DELTA = 3°18'43"
D = 1°25'57"
T = 57.82'
L = 115.61'
R = 2000.00'
PC STA = 48+51.85
Y = 162579.886
X = 256956.594
PT STA = 49+67.46
Y = 162673.714
X = 256889.087
BK = N34°04'40.4"W
AH = N37°23'23.1"W

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT DIAGRAM-STH 47	SHEET 127	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027202 AD.DWG
LAYOUT NAME - 027202 ad
PLOT DATE : 10/31/2018 7:21 PM
PLOT BY : SOUFAL, KEVIN
PLOT NAME :
PLOT SCALE : 1 IN:400 FT

2

RAB NW EDGE OF PAVEMENT 'NW'

C31

PI STA = 100+95.21
Y = 162203.113
X = 257116.054
DELTA = 24°17'26"
D = 14°19'26"
T = 43.04'
L = 84.79'
R = 200.00'
PC STA = 100+52.17
Y = 162178.224
X = 257080.939
PT STA = 101+36.96
Y = 162240.244
X = 257137.823
BK = N54°40'20.2"E
AH = N30°22'54.5"E

C32

PI STA = 102+04.81
Y = 162298.776
X = 257172.138
DELTA = 80°36'13"
D = 35°48'36"
T = 67.85'
L = 112.54'
R = 80.00'
PC STA = 101+36.96
Y = 162240.244
X = 257137.823
PT STA = 102+49.50
Y = 162342.187
X = 257119.994
BK = N30°22'54.5"E
AH = N50°13'18.1"W

RAB NE EDGE OF PAVEMENT 'NE'

C33

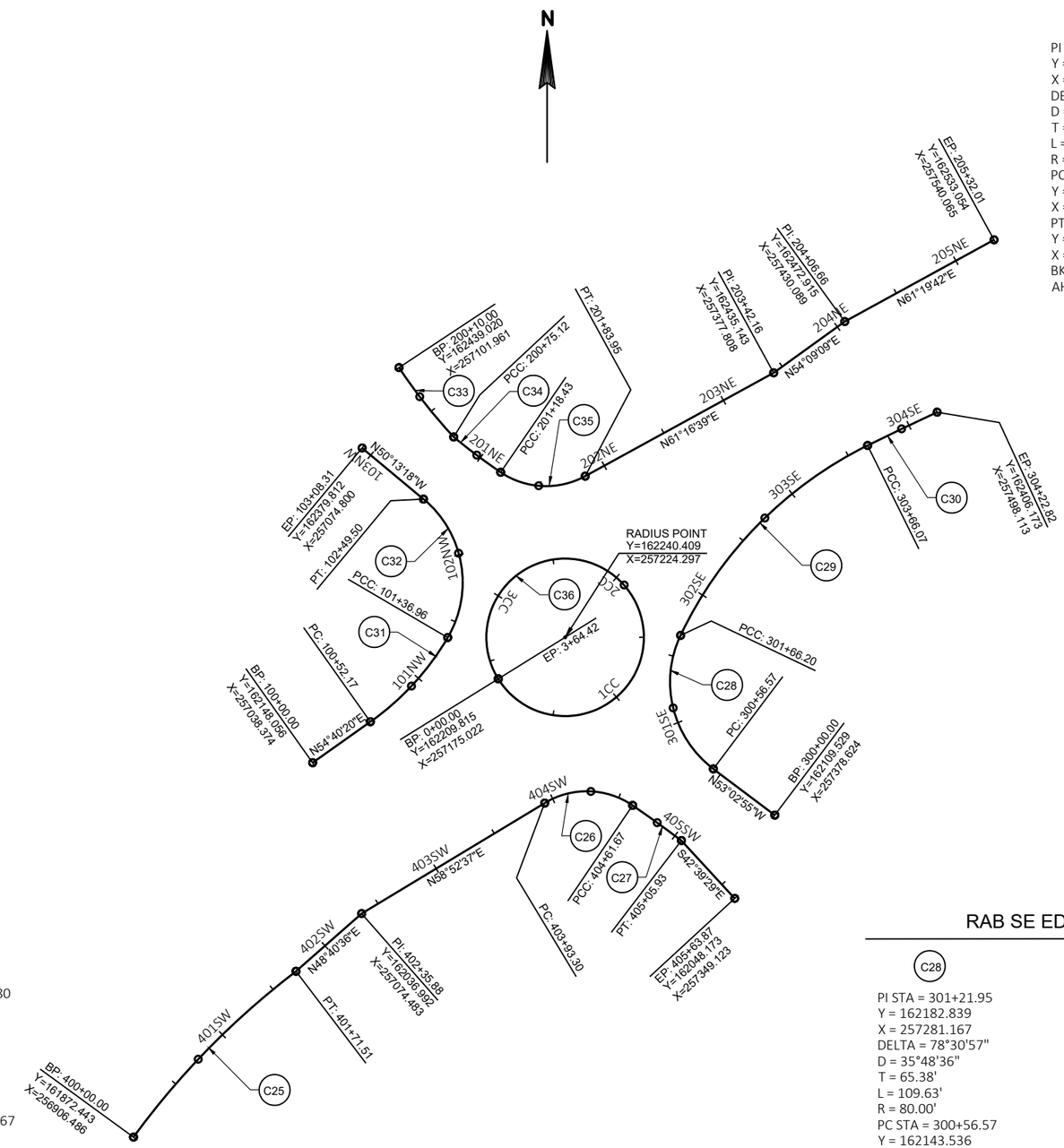
PI STA = 200+42.63
Y = 162411.797
X = 257119.960
DELTA = 9°31'05"
D = 7°18'29"
T = 32.63'
L = 65.12'
R = 392.00'
PC STA = 200+10.00
Y = 162439.020
X = 257101.961
PT STA = 200+75.12
Y = 162387.925
X = 257142.212
BK = S33°28'14.3"E
AH = S42°59'19.2"E

C34

PI STA = 200+96.79
Y = 162374.156
X = 257158.942
DELTA = 5°00'28"
D = 5°46'54"
T = 21.67'
L = 43.31'
R = 495.50'
PC STA = 200+75.12
Y = 162387.925
X = 257142.212
PT STA = 201+18.43
Y = 162361.899
X = 257176.810
BK = S50°32'40.1"E
AH = S55°33'08.2"E

C35

PI STA = 201+54.89
Y = 162341.590
X = 257207.091
DELTA = 62°34'19"
D = 47°44'47"
T = 36.46'
L = 65.53'
R = 60.00'
PC STA = 201+18.43
Y = 162361.899
X = 257176.810
PT STA = 201+83.95
Y = 162359.112
X = 257239.065
BK = S56°09'02.3"E
AH = N61°16'38.6"E



RAB CENTER CIRCLE 'CC'

C36

PI STA = -0+00.00
Y = 162209.815
X = 257175.022
DELTA = 360°00'00"
D = 49°23'34"
T = 0.00'
L = 364.42'
R = 58.00'
PC STA = 0+00.00
Y = 162209.815
X = 257175.022
PT STA = 3+64.42
Y = 162209.815
X = 257175.022
BK = S31°50'08.9"E
AH = S31°50'08.8"E

RAB SW EDGE OF PAVEMENT 'SW'

C25

PI STA = 400+86.36
Y = 161942.191
X = 256957.410
DELTA = 16°35'57"
D = 4°50'21"
T = 86.36'
L = 171.51'
R = 592.00'
PC STA = 400+00.00
Y = 161872.443
X = 256906.486
PT STA = 401+71.51
Y = 161994.484
X = 257026.137
BK = N36°08'02.1"E
AH = N52°43'59.2"E

C26

PI STA = 404+31.73
Y = 162138.221
X = 257242.140
DELTA = 65°17'12"
D = 47°44'47"
T = 38.44'
L = 68.37'
R = 60.00'
PC STA = 403+93.30
Y = 162118.355
X = 257209.237
PT STA = 404+61.67
Y = 162116.638
X = 257273.943
BK = N58°52'37.0"E
AH = S55°50'11.0"E

C27

PI STA = 404+83.80
Y = 162104.205
X = 257292.262
DELTA = 3°10'13"
D = 3°34'52"
T = 22.14'
L = 44.27'
R = 800.00'
PC STA = 404+61.67
Y = 162116.638
X = 257273.943
PT STA = 405+05.93
Y = 162090.779
X = 257309.865
BK = S55°50'11.0"E
AH = S52°39'57.8"E

RAB SE EDGE OF PAVEMENT 'SE'

C28

PI STA = 301+21.95
Y = 162182.839
X = 257281.167
DELTA = 78°30'57"
D = 35°48'36"
T = 65.38'
L = 109.63'
R = 80.00'
PC STA = 300+56.57
Y = 162143.536
X = 257333.417
PT STA = 301+66.20
Y = 162241.867
X = 257309.281
BK = N53°02'54.9"W
AH = N25°28'02.1"E

C29

PI STA = 302+70.00
Y = 162335.586
X = 257353.917
DELTA = 38°10'23"
D = 9°32'57"
T = 103.81'
L = 199.87'
R = 300.00'
PC STA = 301+66.20
Y = 162241.867
X = 257309.281
PT STA = 303+66.07
Y = 162381.676
X = 257446.929
BK = N25°28'02.1"E
AH = N63°38'25.1"E

C30

PI STA = 303+94.45
Y = 162394.274
X = 257472.354
DELTA = 1°34'04"
D = 1°22'53"
T = 28.37'
L = 56.75'
R = 2073.71'
PC STA = 303+66.07
Y = 162381.676
X = 257446.929
PT STA = 304+22.82
Y = 162406.173
X = 257498.113
BK = N63°38'25.1"E
AH = N65°12'29.5"E

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT DIAGRAM-RAB EDGE OF PAVEMENT AND CENTER CIRCLE	SHEET 128	E

RAB NE ISLAND IN EDGE OF PAVEMENT 'WIN'

C42

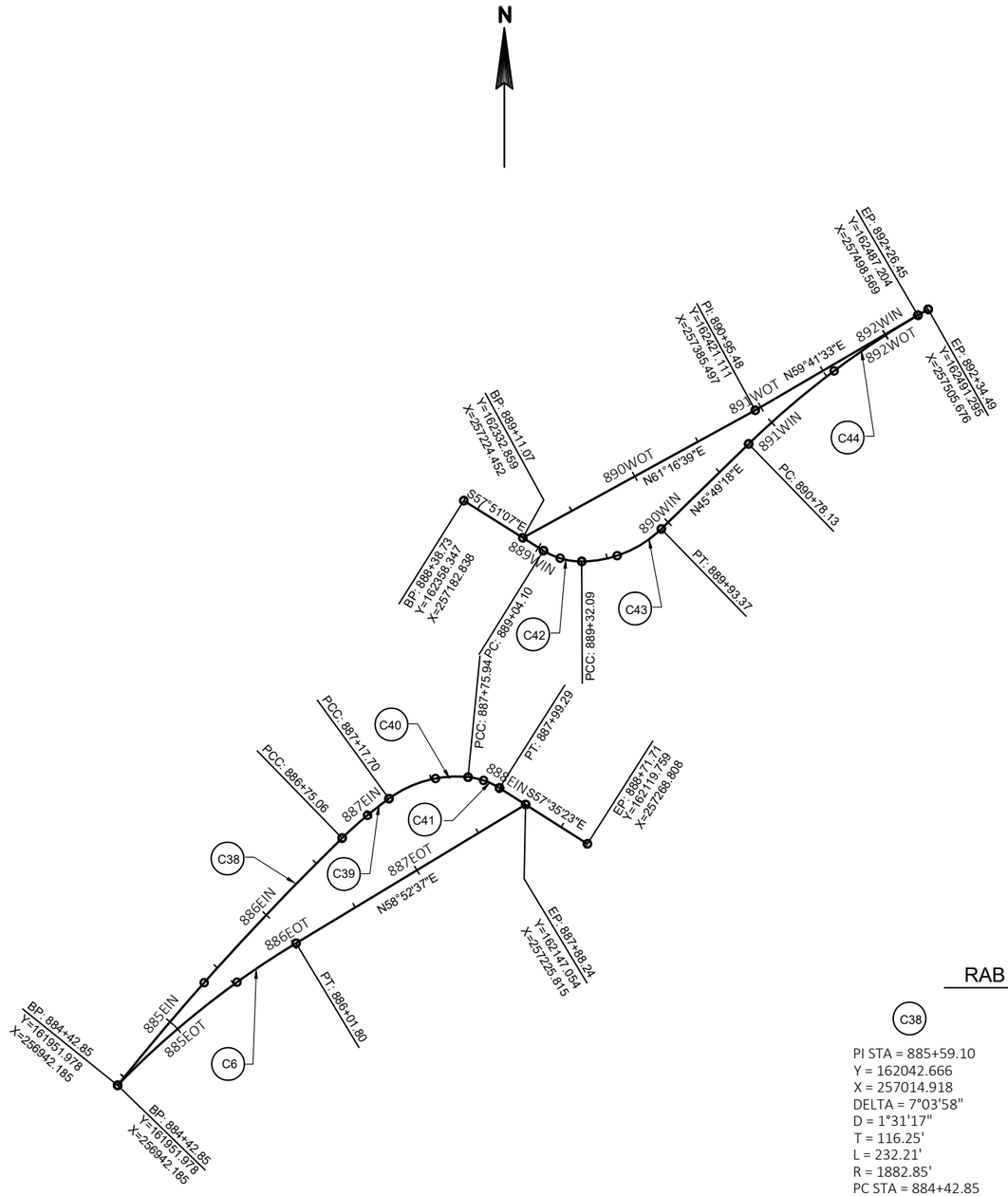
PI STA = 889+18.48
Y = 162315.991
X = 257250.407
DELTA = 32°04'36"
D = 57°17'45"
T = 14.37'
L = 27.99'
R = 50.00'
PC STA = 889+04.10
Y = 162323.562
X = 257238.189
PT STA = 889+32.09
Y = 162316.065
X = 257264.780
BK = S58°12'59.3"E
AH = N89°42'24.9"E

C43

PI STA = 889+64.32
Y = 162316.229
X = 257297.008
DELTA = 43°53'07"
D = 35°48'36"
T = 32.23'
L = 61.28'
R = 80.00'
PC STA = 889+32.09
Y = 162316.065
X = 257264.780
PT STA = 889+93.37
Y = 162338.690
X = 257320.122
BK = N89°42'24.9"E
AH = N45°49'18.0"E

C44

PI STA = 891+56.74
Y = 162452.539
X = 257437.285
DELTA = 14°38'19"
D = 4°40'52"
T = 78.61'
L = 156.36'
R = 612.00'
PC STA = 890+78.13
Y = 162397.758
X = 257380.909
PT STA = 892+34.49
Y = 162491.295
X = 257505.676
BK = N45°49'18.3"E
AH = N60°27'37.2"E



RAB SW ISLAND OUT EDGE OF PAVEMENT 'EOT'

C37

PI STA = 885+22.77
Y = 162009.379
X = 256997.795
DELTA = 14°47'05"
D = 4°39'02"
T = 79.92'
L = 158.95'
R = 616.00'
PC STA = 884+42.85
Y = 161951.978
X = 256942.185
PT STA = 886+01.80
Y = 162050.689
X = 257066.213
BK = N44°05'31.8"E
AH = N58°52'37.0"E

RAB SW ISLAND IN EDGE OF PAVEMENT 'EIN'

C38

PI STA = 885+59.10
Y = 162042.666
X = 257014.918
DELTA = 7°03'58"
D = 1°31'17"
T = 116.25'
L = 232.21'
R = 1882.85'
PC STA = 884+42.85
Y = 161951.978
X = 256942.185
PT STA = 886+75.06
Y = 162123.718
X = 257098.255
BK = N38°43'48.3"E
AH = N45°47'46.6"E

C39

PI STA = 886+96.41
Y = 162138.607
X = 257113.564
DELTA = 8°08'36"
D = 9°32'57"
T = 21.36'
L = 42.64'
R = 300.00'
PC STA = 886+75.06
Y = 162123.718
X = 257098.255
PT STA = 887+17.70
Y = 162151.178
X = 257130.827
BK = N45°47'46.6"E
AH = N53°56'22.4"E

C40

PI STA = 887+48.18
Y = 162169.121
X = 257155.469
DELTA = 41°42'59"
D = 35°48'36"
T = 30.48'
L = 58.25'
R = 80.00'
PC STA = 887+17.70
Y = 162151.178
X = 257130.827
PT STA = 887+75.94
Y = 162166.116
X = 257185.803
BK = N53°56'22.4"E
AH = S84°20'38.3"E

C41

PI STA = 887+87.83
Y = 162164.945
X = 257197.635
DELTA = 26°45'15"
D = 57°17'45"
T = 11.89'
L = 23.35'
R = 50.00'
PC STA = 887+75.94
Y = 162166.116
X = 257185.803
PT STA = 887+99.29
Y = 162158.571
X = 257207.674
BK = S84°20'38.3"E
AH = S57°35'23.5"E

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT DIAGRAM-RAB ISLANDS	SHEET 129	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\027204 AD.DWG
LAYOUT NAME - 027204 ad
PLOT DATE : 10/31/2018 7:22 PM
PLOT BY : SOUFAL, KEVIN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

1590-14-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	8.000	8.000
0004	201.0205	Grubbing	STA	8.000	8.000
0006	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000
0008	204.0100	Removing Pavement	SY	18,830.000	18,830.000
0010	204.0110	Removing Asphaltic Surface	SY	2.000	2.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	5,250.000	5,250.000
0014	204.0150	Removing Curb & Gutter	LF	1,245.000	1,245.000
0016	204.0165	Removing Guardrail	LF	1,040.000	1,040.000
0018	204.0170	Removing Fence	LF	104.000	104.000
0020	204.0175	Removing Concrete Slope Paving	SY	160.000	160.000
0022	204.0195	Removing Concrete Bases	EACH	14.000	14.000
0024	204.0210	Removing Manholes	EACH	7.000	7.000
0026	204.0220	Removing Inlets	EACH	11.000	11.000
0028	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	315.000	315.000
0030	204.0245	Removing Storm Sewer (size) 02. 24-Inch	LF	715.000	715.000
0032	204.0245	Removing Storm Sewer (size) 03. 36-Inch	LF	265.000	265.000
0034	204.9002.S	Removing Advance Flasher Assemblies Type 2	EACH	1.000	1.000
0036	204.9060.S	Removing (item description) 01. Inlet Covers	EACH	1.000	1.000
0038	204.9090.S	Removing (item description) 01. Retaining Wall	LF	61.000	61.000
0040	204.9105.S	Removing (item description) 01. Traffic Signals	LS	1.000	1.000
0042	204.9105.S	Removing (item description) 02. Loop Detector Wire and Lead-in Cable	LS	1.000	1.000
0044	205.0100	Excavation Common	CY	26,373.000	26,373.000
0046	205.0400	Excavation Marsh	CY	170.000	170.000
0048	208.1100	Select Borrow	CY	1,757.000	1,757.000
0050	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	37.000	37.000
0052	213.0100	Finishing Roadway (project) 01. 1590-14-71	EACH	1.000	1.000
0054	305.0110	Base Aggregate Dense 3/4-Inch	TON	795.000	795.000
0056	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	22,480.000	22,480.000
0058	312.0110	Select Crushed Material	TON	22,750.000	22,750.000
0060	405.0100	Coloring Concrete WisDOT Red	CY	480.000	480.000
0062	416.0512	Concrete Truck Apron 12-Inch	SY	1,435.000	1,435.000
0064	416.1010	Concrete Surface Drains	CY	4.000	4.000
0066	455.0605	Tack Coat	GAL	1,433.000	1,433.000
0068	460.2000	Incentive Density HMA Pavement	DOL	4,118.000	4,118.000
0070	460.6223	HMA Pavement 3 MT 58-28 S	TON	4,060.000	4,060.000
0072	460.6444	HMA Pavement 4 MT 58-34 H	TON	2,375.000	2,375.000
0074	465.0125	Asphaltic Surface Temporary	TON	470.000	470.000
0076	520.2012	Culvert Pipe Temporary 12-Inch	LF	30.000	30.000
0078	520.2018	Culvert Pipe Temporary 18-Inch	LF	30.000	30.000

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Line	Item	Item Description	Unit	Total	Qty
0080	520.2036	Culvert Pipe Temporary 36-Inch	LF	46.000	46.000
0082	520.8000	Concrete Collars for Pipe	EACH	9.000	9.000
0084	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	254.000	254.000
0086	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	182.000	182.000
0088	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	9.000	9.000
0090	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	4.000	4.000
0092	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0094	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	4.000	4.000
0096	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	215.000	215.000
0098	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	4,206.000	4,206.000
0100	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	352.000	352.000
0102	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	205.000	205.000
0104	601.0600	Concrete Curb Pedestrian	LF	215.000	215.000
0106	602.0405	Concrete Sidewalk 4-Inch	SF	18,655.000	18,655.000
0108	602.0415	Concrete Sidewalk 6-Inch	SF	1,030.000	1,030.000
0110	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	240.000	240.000
0112	603.8000	Concrete Barrier Temporary Precast Delivered	LF	176.000	176.000
0114	603.8125	Concrete Barrier Temporary Precast Installed	LF	176.000	176.000
0116	604.0400	Slope Paving Concrete	SY	200.000	200.000
0118	606.0200	Riprap Medium	CY	30.000	30.000
0120	606.0300	Riprap Heavy	CY	100.000	100.000
0122	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	300.000	300.000
0124	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	263.000	263.000
0126	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	72.000	72.000
0128	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	10.000	10.000
0130	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	60.000	60.000
0132	611.0530	Manhole Covers Type J	EACH	8.000	8.000
0134	611.0627	Inlet Covers Type HM	EACH	3.000	3.000
0136	611.0636	Inlet Covers Type HM-S	EACH	17.000	17.000
0138	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0140	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0142	611.1230	Catch Basins 2x3-FT	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0144	611.2003	Manholes 3-FT Diameter	EACH	5.000	5.000
0146	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0148	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0150	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0152	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0154	611.3230	Inlets 2x3-FT	EACH	17.000	17.000
0156	612.0106	Pipe Underdrain 6-Inch	LF	345.000	345.000
0158	612.0112	Pipe Underdrain 12-Inch	LF	4,303.000	4,303.000
0160	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	240.000	240.000
0162	614.0380	Steel Plate Beam Guard Energy Absorbing Terminal Temporary	EACH	1.000	1.000
0164	614.2300	MGS Guardrail 3	LF	62.500	62.500
0166	614.2500	MGS Thrie Beam Transition	LF	237.000	237.000
0168	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0170	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1590-14-71	EACH	1.000	1.000
0172	619.1000	Mobilization	EACH	1.000	1.000
0174	620.0300	Concrete Median Sloped Nose	SF	630.000	630.000
0176	624.0100	Water	MGAL	240.000	240.000
0178	625.0100	Topsoil	SY	19,525.000	19,525.000
0180	627.0200	Mulching	SY	2,500.000	2,500.000
0182	628.1504	Silt Fence	LF	4,500.000	4,500.000
0184	628.1520	Silt Fence Maintenance	LF	9,000.000	9,000.000
0186	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0188	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0190	628.2006	Erosion Mat Urban Class I Type A	SY	13,310.000	13,310.000
0192	628.2008	Erosion Mat Urban Class I Type B	SY	5,480.000	5,480.000
0194	628.2027	Erosion Mat Class II Type C	SY	775.000	775.000
0196	628.7005	Inlet Protection Type A	EACH	22.000	22.000
0198	628.7015	Inlet Protection Type C	EACH	11.000	11.000
0200	628.7020	Inlet Protection Type D	EACH	11.000	11.000
0202	628.7504	Temporary Ditch Checks	LF	85.000	85.000
0204	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0206	628.7560	Tracking Pads	EACH	6.000	6.000
0208	628.7570	Rock Bags	EACH	190.000	190.000
0210	629.0210	Fertilizer Type B	CWT	14.000	14.000
0212	630.0130	Seeding Mixture No. 30	LB	350.000	350.000
0214	630.0200	Seeding Temporary	LB	120.000	120.000
0216	630.0300	Seeding Borrow Pit	LB	35.000	35.000
0218	631.0300	Sod Water	MGAL	18.000	18.000

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Line	Item	Item Description	Unit	Total	Qty
0220	632.0101	Trees (species) (size) (root) 01. Cole's Select Serviceberry, 5' Ht., B&B	EACH	3.000	3.000
0222	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000
0224	633.5200	Markers Culvert End	EACH	8.000	8.000
0226	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0228	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	43.000	43.000
0230	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	39.000	39.000
0232	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0234	634.0624	Posts Wood 4x6-Inch X 24-FT	EACH	8.000	8.000
0236	637.1210	Signs Type I Reflective H	SF	109.250	109.250
0238	637.1220	Signs Type I Reflective SH	SF	228.000	228.000
0240	637.1230	Signs Type I Reflective F	SF	7.000	7.000
0242	637.2210	Signs Type II Reflective H	SF	520.250	520.250
0244	637.2230	Signs Type II Reflective F	SF	200.000	200.000
0246	638.2102	Moving Signs Type II	EACH	2.000	2.000
0248	638.2602	Removing Signs Type II	EACH	79.000	79.000
0250	638.3000	Removing Small Sign Supports	EACH	68.000	68.000
0252	638.4000	Moving Small Sign Supports	EACH	3.000	3.000
0254	641.8100	Overhead Sign Support (structure) 01. S-43-36	LS	1.000	1.000
0256	641.8100	Overhead Sign Support (structure) 02. S-43-37	LS	1.000	1.000
0258	642.5001	Field Office Type B	EACH	1.000	1.000
0260	643.0300	Traffic Control Drums	DAY	23,810.000	23,810.000
0262	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0264	643.0420	Traffic Control Barricades Type III	DAY	7,170.000	7,170.000
0266	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	117.000	117.000
0268	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	117.000	117.000
0270	643.0705	Traffic Control Warning Lights Type A	DAY	7,625.000	7,625.000
0272	643.0715	Traffic Control Warning Lights Type C	DAY	4,840.000	4,840.000
0274	643.0800	Traffic Control Arrow Boards	DAY	235.000	235.000
0276	643.0900	Traffic Control Signs	DAY	28,670.000	28,670.000
0278	643.0920	Traffic Control Covering Signs Type II	EACH	30.000	30.000
0280	643.1050	Traffic Control Signs PCMS	DAY	140.000	140.000
0282	643.1070	Traffic Control Cones 42-Inch	DAY	300.000	300.000
0284	643.5000	Traffic Control	EACH	1.000	1.000
0286	645.0111	Geotextile Type DF Schedule A	SY	43,400.000	43,400.000
0288	645.0120	Geotextile Type HR	SY	160.000	160.000
0290	646.1020	Marking Line Epoxy 4-Inch	LF	8,762.000	8,762.000
0292	646.3020	Marking Line Epoxy 8-Inch	LF	1,452.000	1,452.000
0294	646.5020	Marking Arrow Epoxy	EACH	13.000	13.000
0296	646.5120	Marking Word Epoxy	EACH	9.000	9.000

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Line	Item	Item Description	Unit	Total	Qty
0298	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	6.000	6.000
0300	646.7120	Marking Diagonal Epoxy 12-Inch	LF	170.000	170.000
0302	646.8120	Marking Curb Epoxy	LF	60.000	60.000
0304	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000
0306	646.9000	Marking Removal Line 4-Inch	LF	3,236.000	3,236.000
0308	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	21,840.000	21,840.000
0310	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	300.000	300.000
0312	649.0550	Temporary Marking Arrow Removable Tape	EACH	4.000	4.000
0314	649.0650	Temporary Marking Word Removable Tape	EACH	2.000	2.000
0316	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	68.000	68.000
0318	650.4000	Construction Staking Storm Sewer	EACH	43.000	43.000
0320	650.4500	Construction Staking Subgrade	LF	5,051.000	5,051.000
0322	650.5000	Construction Staking Base	LF	5,051.000	5,051.000
0324	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	7,022.000	7,022.000
0326	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0328	650.8000	Construction Staking Resurfacing Reference	LF	2,266.000	2,266.000
0330	650.8500	Construction Staking Electrical Installations (project) 01. 1590-14-71	LS	1.000	1.000
0332	650.9000	Construction Staking Curb Ramps	EACH	41.000	41.000
0334	650.9910	Construction Staking Supplemental Control (project) 01. 1590-14-91	LS	1.000	1.000
0336	650.9920	Construction Staking Slope Stakes	LF	4,618.000	4,618.000
0338	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,950.000	1,950.000
0340	652.0605	Conduit Special 2-Inch	LF	65.000	65.000
0342	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000
0344	653.0905	Removing Pull Boxes	EACH	16.000	16.000
0346	654.0105	Concrete Bases Type 5	EACH	14.000	14.000
0348	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
0350	655.0610	Electrical Wire Lighting 12 AWG	LF	2,208.000	2,208.000
0352	655.0620	Electrical Wire Lighting 8 AWG	LF	6,201.000	6,201.000
0354	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. LCC A	LS	1.000	1.000
0356	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000
0358	657.0322	Poles Type 5-Aluminum	EACH	14.000	14.000
0360	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	16.000	16.000
0362	659.1120	Luminaires Utility LED B	EACH	16.000	16.000
0364	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0366	661.0200	Temporary Traffic Signals for Intersections (location) 01. Business 8 / Kemp St & Boyce Dr	LS	1.000	1.000
0368	690.0150	Sawing Asphalt	LF	1,036.000	1,036.000
0370	690.0250	Sawing Concrete	LF	2,518.000	2,518.000

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Line	Item	Item Description	Unit	Total	Qty
0372	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,260.000	1,260.000
0374	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,000.000	2,000.000
0376	SPV.0035	Special 01. Planting Soil Mix	CY	74.000	74.000
0378	SPV.0060	Special 01. Perennials Autumn Joy Sedum, SP4, CG	EACH	66.000	66.000
0380	SPV.0060	Special 02. Perennials Blue Oat Grass, SP4, CG	EACH	58.000	58.000
0382	SPV.0060	Special 03. Perennials Catnip 'Walers Low', SP4, CG	EACH	258.000	258.000
0384	SPV.0090	Special 01. Concrete Curb and Gutter 4-Inch Sloped 36-Inch Type A Full Depth	LF	1,260.000	1,260.000
0386	SPV.0090	Special 02. Concrete Curb Type G Modified	LF	65.000	65.000
0388	SPV.0090	Special 03. MGS Thrie Beam Transition for Pier	LF	50.000	50.000
0390	SPV.0090	Special 04. Fence Chain Link 6-FT With Privacy Screen	LF	106.000	106.000
0392	SPV.0090	Special 05. Steel Casing Pipe 36-Inch	LF	196.000	196.000
0394	SPV.0165	Special 01. Stone Mulch Epoxied	SF	1,490.000	1,490.000
0396	SPV.0165	Special 02. Wall Modular Block Gravity Landscape Station 50+50	SF	202.000	202.000
0398	SPV.0195	Special 01. Stone Mulch	TON	50.000	50.000
0400	SPV.0195	Special 02. Excavation, Hauling, and Disposal of Solid Waste	TON	50.000	50.000

3

CLEARING AND GRUBBING

STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	REMARKS
STAGE 1						
41+00	-	43+44.34	STH 47, SB, SW QUADRANT	3	3	TEMPORARY WIDENING
STAGE TOTALS				3	3	
STAGE 2						
49+00	-	52+00	STH 47, NB	3	3	
STAGE TOTALS				3	3	
STAGE 3						
37+91.05	-	39+00	STH 47, NB	2	2	
STAGE TOTALS				2	2	
TOTALS				8	8	

REMOVING ASPHALTIC SURFACE

STATION	LOCATION	204.0110 SY
STAGE 3		
935+00	KEMP ST, SIGNAL POLE	1
935+66	KEMP ST, SIGNAL POLE	1
		2

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH	REMARKS
STAGE 2			
887+21	USH 8, EB	1	REMOVE FROM OUTLET TO SLIP LANE
890+66	KEMP STREET, EB	1	REMOVE FROM OUTLET TO SLIP LANE
50+50	STH 47, NB, LT	1	
51+00	STH 47, NB, RT	1	
STAGE 2 TOTAL		4	
STAGE 3			
887+21	USH 8, EB	1	REMOVE REMAINING PIPE UNDER SLIP LANE
890+66	KEMP STREET, EB	1	REMOVE REMAINING PIPE UNDER SLIP LANE
STAGE 3 TOTAL		2	
TOTAL		6	

3

REMOVING PAVEMENT

STATION	TO	STATION	LOCATION	204.0100 SY
STAGE 2				
883+36	-	888+48	USH 8, EB	2,283
883+36	-	888+48	USH 8, WB	2,366
888+48	-	893+64	KEMP ST, EB	2,724
888+48	-	893+64	KEMP ST, WB	2,171
37+91	-	42+02	STH 47, SB	1,329
37+91	-	43+82	STH 47, NB	2,292
42+02	-	43+82	STH 47, SB	464
44+94	-	46+48	STH 47, NB	395
44+94	-	47+40	STH 47, SB	1,168
42+73	-	889+96	STH 47, NB - KEMP ST, EB	424
45+73	-	887+30	STH 47, SB - USH 8, WB	344
STAGE 2 TOTAL				15,960
STAGE 3				
890+75	-	893+64	KEMP ST, WB	494
46+48	-	47+40	STH 47, NB	337
883+36	-	41+47	USH 8, EB - STH 47, SB	1,223
890+76	-	46+90	KEMP ST, WB - STH 47, NB	816
STAGE 3 TOTAL				2,870
TOTAL				18,830

REMOVING ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	204.0120 SY
STAGE 1				
909+75	-	932+41	USH 8, WB, MAINLINE	4,300
STAGE 1 SUBTOTAL				4,300
STAGE 3				
934+44	-	935+95		950
STAGE 2 SUBTOTAL				950
TOTAL				5,250

REMOVING CURB AND GUTTER

STATION	TO	STATION	LOCATION	204.0150 LF
STAGE 1				
879+67	-	881+43	USH 8, WB, MEDIAN	177
880+41	-	882+68	USH 8, EB, MEDIAN	226
885+49	-	41+47	USH 8, EB - STH 47, SB	398
890+76	-	46+90	BUS 8, WB - STH 47, NB	330
45+82	-	46+90	STH 47, NB	114
TOTAL				1,245

REMOVING GUARDRAIL

STATION	TO	STATION	LOCATION	204.0165 LF
STAGE 2				
40+82	-	41+27	STH 47, NB, RT	45
49+76	-	51+60	STH 47, NB, LT	168
49+99	-	51+84	STH 47, NB, RT	172
STAGE TOTAL				385
STAGE 3				
37+79	-	41+26	STH 47, SB, LT	305
37+79	-	41+27	STH 47, NB, RT	350
STAGE TOTAL				655
TOTAL				1,040

REMOVING FENCE

STATION	TO	STATION	LOCATION	204.0170 LF
STAGE 2				
50+40	-	51+74	STH 47, NB, RT	104
TOTAL				104

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

REMOVING CONCRETE SLOPE PAVING

STATION	LOCATION	204.0175 SY
STAGE 2		
50+65	STH 47, NB, LT	85
50+99	STH 47, NB, RT	75
TOTAL		160

REMOVING MANHOLES AND INLETS

STATION	LOCATION	204.0210 REMOVING MANHOLES EA	204.0220 REMOVING INLETS EA	204.9060.S.01 REMOVING INLET COVERS EA
STAGE 1				
41+50	STH 47, SB, LT	-	-	1
STAGE TOTAL		0	0	1
STAGE 2				
886+00	USH 8, WB, LT	-	1	-
887+24	USH 8, WB, LT	-	1	-
887+28	USH 8, WB, LT	-	1	-
887+17	USH 8, EB, RT	-	1	-
888+10	USH 8, EB, RT	1	-	-
889+90	BUS 8, EB, RT	-	1	-
891+20	BUS 8, WB, LT	-	1	-
891+30	BUS 8, WB, LT	-	1	-
41+51	STH 47, SB, LT	-	1	-
42+75	STH 47, NB, RT	-	1	-
44+94	STH 47, SB, LT	1	1	-
44+95	STH 47, NB, RT	-	1	-
46+71	STH 47, SB, LT	1	-	-
49+26	STH 47, NB, RT	1	-	-
49+30	STH 47, SB, LT	1	-	-
53+99	STH 47, NB, LT	1	-	-
54+00	STH 47, NB, RT	1	-	-
STAGE TOTAL		7	11	0
TOTALS		7	11	1

REMOVING STORM SEWER

STATION TO STATION	LOCATION	204.0245.01 18-INCH LF	204.0245.02 24-INCH LF	204.0245.03 36-INCH LF
STAGE 2				
885+96	USH 8, EB	60	-	-
887+17 - 887+27	USH 8, EB, RT	10	-	-
887+24	USH 8, EB, RT & LT	-	-	265
887+31 - 887+36	USH 8, WB, MEDIAN	5	-	-
887+27 888+10	USH 8, EB, RT	-	85	-
889+90	KEMP ST, EB, RT	63	-	-
891+20	KEMP ST, WB, LT	15	-	-
891+20 - 891+30	KEMP ST, WB, MEDIAN	10	-	-
42+75	STH 47, NB, RT	-	43	-
44+06 46+71	STH 47, SB, LT	-	265	-
44+96	STH 47, NB & SB	-	62	-
46+71 49+30	STH 47, SB, LT	-	260	-
STAGE TOTALS		163	715	265
STAGE 3				
885+96	USH 8, EB	40	-	-
891+20	KEMP ST, WB, LT	54	-	-
41+51	STH 47, SB, LT	58	-	-
STAGE TOTALS		152	0	0
TOTALS		315	715	265

REMOVING RETAINING WALL

STATION	TO	STATION	LOCATION	204.9090.S.01 LF
STAGE 2				
50+50	-	51+32	STH 47, NB, RT	61
TOTAL				61

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (1) (item #205.0100)		205.0400 Marsh Excavation (6)	Expanded Marsh Backfill (10) (item #208.1100)	Expanded EBS Backfill (11) (item #208.1100)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Comment:
			Cut (1)	EBS Excavation (3)	(item #205.0400)	Factor 1.50	Factor 1.50		Factor 1.25			
1	883+36.92 - 893+64.7	USH 8 (EB)	7,433	0	120	181	0	2,009	2,511	4,922	5,103	
	887+25 - 892+00	USH 8 (WB)	1,322	0	0	0	0	199	249	1,073	1,073	
	37+91.05 - 54+07.21	STH 47 (NB)	10,567	0	0	0	0	1,968	2,460	8,107	8,107	
	42+75 - 45+50	STH 47 (SB)	921	0	0	0	0	186	233	689	689	
	0+00 - 3+64.42	ROUNDABOUT (CC)	1,394	0	0	0	0	1,990	2,488	-1,094	0	
	885+50 - 887+88.24	USH 8 'EB' RT TURN LANE (EOT)	770	0	50	76	0	878	1,098	-328	76	
	889+11.07 - 892+00	USH 8 'WB' RT TURN LANE (WOT)	1,132	0	0	0	0	199	249	883	883	
	1+25 - 4+28	USH 8, WB, CROSSOVER (DSW)	334	0	0	0	0	0	0	334	334	STAGE 1
	5+75 - 11+92	USH 8, EB, SLIP LANE (DSW)	692	0	0	0	0	111	139	553	553	STAGE 1
	1+87 - 8+67	USH 8, WB, SLIP LANE (DNE)	508	0	0	0	0	284	355	153	153	STAGE 1
	1+25 - 4+28	USH 8, WB, CROSSOVER (DSW)	100	0	0	0	0	0	0	100	100	STAGE 3 (REMOVAL)
	5+75 - 11+92	USH 8, EB, SLIP LANE (DSW)	100	0	0	0	0	0	0	100	100	STAGE 3 (REMOVAL)
	1+87 - 8+67	USH 8, WB, SLIP LANE (DNE)	100	0	0	0	0	0	0	100	100	STAGE 3 (REMOVAL)
		UNDISTRIBUTED	0	1,000	0	0	1,500	0	0	1,000	1,000	
Division 1 Totals			25,373	1,000	170	257	1,500	7,824	9,780	16,593	18,271	
Total Common Exc			26,373			1,757						

Notes:
(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
(2) Existing asphalt and concrete is included in Cut.
(3) EBS Excavation to be backfilled with Select Borrow material.
(6) Marsh Excavation - Excavated marsh to be waste material.
(10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100
(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = Expanded EBS Backfill (11) (item #208.1100). Item number 208.1100
(13) Expanded Fill Factor = 1.25 Expanded Fill = Unexpanded Fill * Fill Factor
(14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION	TO	STATION	LOCATION	211.0400 STA
STAGE 1				
909+75	-	924+50	USH 8, WB, LT	15
910+11	-	924+50	USH 8, WB, RT	15
925+50	-	929+00	USH 8, WB, RT	4
925+60	-	928+25	USH 8, WB, LT	3
TOTAL				37

CONCRETE PAVEMENT AND SIDEWALK

STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE RED	416.0512 CONCRETE TRUCK APRON 12-INCH	602.0405 SIDEWALK 4-INCH	602.0415 SIDEWALK 6-INCH	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW
				CY	SY	SF	SF	SF
STAGE 2								
883+36.92	-	887+73.97	USH 8, EB, MEDIAN	54	161	3465	165	40
885+45.60	-	887+73.97	USH 8, EB, RT, ISLAND	83	254	4,380	195	40
-	-	-	USH 8/STH 47, NW QUADRANT	30	90	-	-	-
-	-	-	USH 8/STH 47, SW QUADRANT	12	34	-	-	-
889+26.43	-	893+64.77	KEMP ST, EB, MEDIAN	-	-	4,540	150	40
889+34.12	-	893+75.05	KEMP ST, WB, LT, ISLAND	-	-	3,865	370	40
37+91.05	-	43+35.95	STH 47, NB, MEDIAN	70	208	-	-	40
-	-	-	USH 8/STH 47, SE QUADRANT	18	52	-	-	-
45+85.75	-	54+07.21	STH 47, NB, MEDIAN	-	-	2,405	150	40
0+00	-	3+64.42	RAB CIRCLE	213	636	-	-	-
TOTALS				480	1,435	18,655	1,030	240

NOTE: USE SIDEWALK 6-INCH FOR ALL CURB RAMPS

BASE AGGREGATE DENSE, SELECT CRUSHED MATERIAL, WATER, & GEOTEXTILE

STATION	TO	STATION	LOCATION	305.0110 AGGREGATE 3/4-INCH	305.0120 AGGREGATE 1 1/4-INCH	312.0110 SELECT CRUSHED	624.0100 WATER	645.0111 GEOTEXTILE TYPE DF SCHEDULE A
				TON	TON	TON	MGAL	SY
STAGE 1								
1+25	-	4+28	USH 8, WB, CROSSOVER	-	245	233	3	-
5+75	-	11+92	USH 8, EB, RT, SLIP LANE	39	676	295	8	-
6+82	-	10+90	USH 8, EB, LT, SLIP LANE	-	190	190	2	-
1+87	-	8+67	USH 8, WB, RT, SLIP LANE	43	649	246	7	-
3+67	-	6+87	USH 8, WB, LT, SLIP LANE	-	149	149	2	-
883+60	-	883+64	USH 8, WB, WEEP INSTALL	-	30	55	-	-
893+22	-	893+26	USH 8, WB, WEEP INSTALL	-	32	58	-	-
54+00	-	54+04	STH 47, NB, WEEP INSTALL	-	18	37	-	-
909+75	-	932+41	USH 8, WB	340	-	-	4	-
STAGE TOTALS				422	1,989	1,263	26	0
STAGE 2								
883+36.92	-	887+73.97	USH 8, EB	22	4,377	4,641	45	9,769
889+26.43	-	893+64.77	KEMP ST, EB	20	3,975	4,502	40	9,002
37+91.05	-	43+35.95	STH 47, NB	139	3,866	3,864	41	7,727
45+85.75	-	54+07.21	STH 47, NB	168	5,545	5,332	59	10,555
0+00		3+64	RAB CIRCLE	-	1,488	2,124	15	4,248
STAGE TOTALS				349	19,251	20,463	200	41,301
STAGE 3								
883+36.92	-	887+73.97	USH 8, EB	-	508	506	6	1,065
889+26.43	-	893+64.77	KEMP ST, EB	6	483	345	5	689
47+43.77	-	48+95.01	STH 47, NB, RT, SHOULDER	18	249	173	3	344
STAGE TOTALS				24	1,240	1,024	14	2,099
TOTALS				795	22,480	22,750	240	43,400

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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ASPHALTIC PAVEMENT

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STAGE 1							
1+25	-	4+28	USH 8, WB, CROSSOVER	0.5	-	-	95
5+75	-	11+92	USH 8, EB, RT, SLIP LANE	0.7	-	-	121
6+82	-	10+90	USH 8, EB, LT, SLIP LANE	0.4	-	-	74
1+87	-	8+67	USH 8, WB, RT, SLIP LANE	0.8	-	-	96
3+67	-	6+87	USH 8, WB, LT, SLIP LANE	0.3	-	-	58
883+60	-	883+64	USH 8, WB, WEEP INSTALL	0.1	-	-	10
893+22	-	893+26	USH 8, WB, WEEP INSTALL	0.1	-	-	11
54+00	-	54+04	STH 47, NB, WEEP INSTALL	0.1	-	-	5
909+75	-	932+41	USH 8, WB, MAINLINE	6.6	-	494	-
909+75	-	932+41	USH 8, WB, SHOULDERS	-	-	246	-
STAGE 1 TOTALS				9.6	0	740	470
STAGE 2							
883+36.92	-	887+73.97	USH 8, EB	111.3	326	116	-
883+38.22	-	887+82.87	USH 8, WB	120.2	346	121	-
883+36.92	-	887+73.97	USH 8, WB, LT, SHOULDER	16.2	47	33	-
883+36.92	-	887+73.97	USH 8, EB, RIGHT TURN LANE	22.5	66	23	-
889+26.43	-	893+64.77	KEMP ST, EB	130.9	378	133	-
889+26.43	-	893+64.77	KEMP ST, EB, RT, SHOULDER	9.3	27	19	-
889+34.12	-	893+75.05	KEMP ST, WB	116.8	336	118	-
889+34.12	-	893+75.05	KEMP ST, WB, RIGHT TURN LANE	25.7	74	26	-
37+91.05	-	43+35.95	STH 47, NB	93.4	270	95	-
37+91.05	-	43+35.95	STH 47, NB, RT, SHOULDER	22.4	65	46	-
37+91.05	-	43+44.34	STH 47, SB, LT, SHOULDER	21.7	126	44	-
37+91.05	-	43+44.34	STH 47, SB	99.2	286	100	-
45+85.75	-	54+07.21	STH 47, NB	250.0	720	252	-
45+85.75	-	54+07.21	STH 47, NB, RT, SHOULDER	17.1	50	35	-
44+94.08	-	49+67.46	STH 47, SB	98.0	282	99	-
44+94.08	-	49+67.46	STH 47, SB, LT, SHOULDER	11.2	33	23	-
49+63.54	-	54+07.21	STH 47, NB, LT, SHOULDER	20.8	60	42	-
0+00	-	3+64	RAB CIRCLE	94.9	274	96	-
STAGE 2 TOTALS				1,281.6	3,766	1,421	0
STAGE 3							
883+36.92	-	887+73.97	USH 8, EB, RIGHT TURN LANE	49.7	144	51	-
889+34.12	-	893+75.05	KEMP ST, WB, RIGHT TURN LANE	10.6	32	11	-
891+00.00	-	893+75.05	KEMP ST, WB	13.8	40	14	-
889+34.12	-	893+75.05	KEMP ST, WB, LT, SHOULDER	5.7	34	12	-
934+44	-	935+95	KEMP/BOYCE INTERSECTION	47.0	-	109	-
47+44		48+95	STH 47, NB, RT, SHOULDER	15.1	44	16	-
STAGE 3 TOTALS				141.8	294	213	0
TOTALS				1,433	4,060	2,374	470

CONCRETE SURFACE DRAINS

STATION	LOCATION	416.1010 CY
STAGE 2		
49+92	STH 47, NB, LT	1
50+40	STH 47, NB, RT	1
STAGE TOTAL		2
STAGE 3		
41+80	STH 47, SB, LT	1
42+05	STH 47, NB, RT	1
STAGE TOTAL		2
TOTAL		4

3

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

CULVERT PIPE & ENDWALLS

STATION	LOCATION	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	SPV.0090.05 STEEL CASING PIPE 36-INCH LF	633.5200 MARKERS CULVERT END EACH	520.2036 CULVERT PIPE TEMPORARY 36-INCH LF	520.8000 * CONCRETE COLLARS FOR PIPE EACH	ELEVATION INLET	ELEVATION OUTLET	END OF PIPE OFFSETS INLET	END OF PIPE OFFSETS OUTLET
STAGE 1												
9+50	USH 8 EB SLIP LANE, RT	-	-	-	-	-	30	1	-	1524.0	CONNECT TO EXIST	EXTEND FOR WIDENING
	SUBTOTALS	0	0	0	0	0	30	1				
STAGE 2												
887+25	USH 8 (WB) RT & LT	182	-	1	-	1	8	2	1527.5	-	887+21.8 'WB', 68.1' LT	CONNECT TO EXIST
890+45	USH 8 (EB) RT & LT	-	134	1	-	1	8	2	-	1524.5	CONNECT TO EXIST	890+46.9 'EB', 71.4' RT
50+00 - 50+88	STH 47 (NB), LT	-	-	-	88	2	-	-	1536.75	1535.5	50+88 'NB', 43.3' LT	50+00 'NB', 43.6' LT
50+50 - 51+58	STH 47 (NB), RT	-	-	-	108	2	-	-	1538.9	1536.3	51+58 'NB', 39.5' RT	50+50 'NB', 37.9', RT
	SUBTOTALS	182	134	2	196	6	16	4				
STAGE 3												
887+25	USH 8 (WB) RT & LT	72	-	1	-	1	-	1	-	1524.0	CONNECT TO EXIST	887+36.8 'EOT', 98.2' RT
890+45	USH 8 (EB) RT & LT	-	48	1	-	1	-	1	1526.5	1524.5	890+65.7 'WOT', 59.7' LT	CONNECT TO EXIST
	SUBTOTALS	72	48	2	0	2	0	2				
	TOTALS	254	182	4	196	8	46	7				

NOTES:

-CONSTRUCT USH 8 CROSS CULVERTS IN STAGES. FOR STAGE 2, INSTALL THE CULVERT WITHIN THE WORKZONE AND MAKE A TEMPORARY CONNECTION TO THE EXISTING CULVERT TO REMAIN UNDER THE ACTIVE DETOUR SLIP LANES. FOR STAGE 3, INSTALL THE FINAL SEGMENT AND OUTFALL DURING REMOVAL OF THE SLIP LANE.

-PIPE OFFSETS MEASURED FROM END OF PIPE (DOES NOT INCLUDE ENDWALL).

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

WALL MODULAR BLOCK GRAVITY LANDSCAPE STATION 50+50

STATION	TO	STATION	LOCATION	SPV.0165.02 S.Y.
50+50	-	50+84	STH 47 NB, RT	96
50+99	-	51+35	STH 47 NB, RT	106
TOTAL				202

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

CONCRETE CURB AND GUTTER

STATION	TO	STATION	LOCATION	601.0405 18-INCH TYPE A LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	601.0580 4-INCH SLOPED 36-INCH TYPE R LF	601.0588 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0600 PEDESTRIAN LF	SPV.0090.01 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH LF	SPV.0090.02 CONCRETE CURB TYPE G MODIFIED LF
STAGE 2										
883+36.92	-	887+73.97	USH 8, EB, MEDIAN	-	639	-	-	34	246	-
885+44	-	887+88.24	USH 8, EB, RIGHT TURN LANE, ISLAND	-	307	-	-	46	175	42
883+36.92	-	886+81	USH 8, EB, RIGHT TURN LANE, RT	-	75	-	-	-	34	-
883+38.22	-	887+83	USH 8, WB, LT	-	83	-	-	-	76	-
889+26	-	893+64.77	KEMP ST, EB, MEDIAN	-	878	-	-	30	-	-
889+26	-	893+64.77	KEMP ST, EB, RT	-	275	-	-	-	-	-
889+34	-	893+75	KEMP ST, WB, RIGHT TURN LANE, ISLAND	-	377	-	-	75	-	-
889+11	-	890+38	KEMP ST, WB, RIGHT TURN LANE, LT	-	128	-	-	-	-	-
37+91.05	-	43+35.95	STH 47, NB, MEDIAN	-	-	-	-	-	530	23
37+91.05	-	43+35.95	STH 47, NB, RT	-	64	-	-	-	81	-
37+91.05	-	43+44	STH 47, SB, LT	-	92	-	-	-	46	-
44+85.75	-	54+07.21	STH 47, NB, MEDIAN	-	516	-	-	30	-	-
44+85.75	-	54+07.21	STH 47, NB, RT	-	143	-	113	-	-	-
44+85.75	-	54+07.21	STH 47, NB, LT	-	-	-	92	-	-	-
44+94	-	49+67	STH 47, SB	-	71	-	-	-	72	-
0+00	-	3+64	RAB CIRCLE	215	-	352	-	-	-	-
STAGE TOTALS				215	3,648	352	205	215	1,260	65
STAGE 3										
883+56.99	-	886+81	USH 8, EB, RIGHT TURN LANE, RT	-	314	-	-	-	-	-
890+38	-	892+84.21	KEMP ST, WB, RIGHT TURN LANE, LT	-	244	-	-	-	-	-
STAGE TOTALS				0	558	0	0	0	0	0
TOTALS				215	4,206	352	205	215	1,260	65

SLOPE PAVING CONCRETE

STATION	TO	STATION	LOCATION	604.0400 S.Y.
50+40	-	50+75	STH 47 NB, LT	118
50+65	-	51+00	STH 47 NB, RT	82
TOTAL				200

3

CONCRETE MEDIAN SLOPE NOSE

STATION	TO	STATION	LOCATION	620.0300 QUANTITY SF
STAGE 2				
883+36.92	-	887+73.97	USH 8, EB, MEDIAN	133
883+36.92	-	887+73.97	USH 8, EB, RIGHT TURN LANE, ISLAND	76
889+26	-	893+65	KEMP ST, EB, MEDIAN	123
889+34	-	893+75	KEMP ST, WB, RIGHT TURN LANE, ISLAND	76
37+91.05	-	43+36	STH 47, NB, MEDIAN	111
44+85.75	-	54+07.21	STH 47, NB, MEDIAN	111
TOTAL				630

RIPRAP & GEOTEXTILE FABRIC

STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
STAGE 1				
887+05	USH 8, EB, RT	5.5	-	11
890+45	KEMP ST, EB, RT	5.5	-	11
STAGE TOTALS		11	0	22
STAGE 2				
49+90	STH 47, NB, LT	5.5	-	11
50+40	STH 47, NB, RT	5.5	-	11
52+75	STH 47, NB, LT	-	100	100
	UNDISTRIBUTED	8	-	16
STAGE TOTALS		19	100	138
TOTALS		30	100	160

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

STORM SEWER PIPE

FROM	TO	LOCATION	608.0312 REINFORCED CONCRETE CLASS III 12-INCH	608.0318 REINFORCED CONCRETE CLASS III 18-INCH	608.0324 REINFORCED CONCRETE CLASS III 24-INCH	608.0412 REINFORCED CONCRETE CLASS IV 12-INCH	608.0418 REINFORCED CONCRETE CLASS IV 18-INCH	520.2012 CULVERT PIPE TEMPORARY 12-INCH	520.2018 CULVERT PIPE TEMPORARY 18-INCH	520.8000 * CONCRETE COLLARS FOR PIPE
			LF	LF	LF	LF	LF	LF	LF	EACH
STAGE 2										
1	1A	USH 8	14	-	-	-	-	-	-	-
1A	1B	USH 8	-	20	-	-	-	-	-	-
1B	EXIST	USH 8	-	-	-	-	-	-	30	1
2	2A	RAB-8-47-CIRCLE	10	-	-	-	-	-	-	-
2A	2B	RAB-8-47-CIRCLE	-	81	-	-	-	-	-	-
3	3A	USH 8	8	-	-	-	-	-	-	-
3A	EXIST	USH 8	-	-	-	-	-	30	-	1
4	4A	STH 47	20	-	-	-	-	-	-	-
5	5A	STH 47	20	-	-	-	-	-	-	-
6A	6	STH 47	7	-	-	-	-	-	-	-
6	6B	STH 47	50	-	-	-	-	-	-	-
7	7A	STH 47	25	-	-	-	-	-	-	-
7A	7B	STH 47	10	-	-	-	-	-	-	-
7B	7C	STH 47	-	24	-	-	-	-	-	-
7C	7D	STH 47	-	40	-	-	-	-	-	-
8	8A	USH 8	-	-	-	10	-	-	-	-
8A	8B	USH 8	-	-	-	-	60	-	-	-
9	9A	USH 8	-	-	26	-	-	-	-	-
10	10A	STH 47	15	-	-	-	-	-	-	-
11	11A	STH 47	14	-	-	-	-	-	-	-
15	15A	STH 47	14	-	-	-	-	-	-	-
16	16A	STH 47	12	-	-	-	-	-	-	-
17	17A	USH 8	26	-	-	-	-	-	-	-
		SUBTOALS	245	165	26	10	60	30	30	2
STAGE 3										
1B	1C	USH 8	-	35	-	-	-	-	-	-
1C	1D	USH 8	-	20	-	-	-	-	-	-
1D	1F	USH 8	-	-	46	-	-	-	-	-
1E	1D	USH 8	10	-	-	-	-	-	-	-
3A	3B	USH 8	20	-	-	-	-	-	-	-
3B	3C	USH 8	-	43	-	-	-	-	-	-
14	14A	USH 8	25	-	-	-	-	-	-	-
		SUBTOTALS	55	98	46	0	0	0	0	0
		TOTALS	300	263	72	10	60	30	30	2

NOTES:

-STAGE 2: MAKE A TEMPORARY CONNECTION TO THE EXISTING STORM OUTFALL TO REMAIN UNDER THE ACTIVE DETOUR SLIP LANES.

-STAGE 3: REMOVE EXISTING OUTFALL AND CONNNECTION, AND INSTALL PROPOSED OUTFALL WHILE REMOVING SLIP LANE.

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

STORM SEWER STRUCTURES, COVERS, AND ENDWALLS

	APRON ENDWALLS			COVERS					STRUCTURES						
	522.1012	522.1018	522.1024	611.0530	611.0627	611.0636	611.0651	611.0652	611.1230	611.2003	611.2004	611.2005	611.3004	611.3225	611.3230
STR. NO.	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	MANHOLE COVERS TYPE J EACH	INLET COVERS TYPE HM EACH	INLET COVERS TYPE HM-S EACH	INLET COVERS TYPE S EACH	INLET COVERTS TYPE T EACH	CATCH BASINS 2X3-FT EACH	MANHOLES 3-FT DIAMETER EACH	MANHOLES 4-FT DIAMETER EACH	MANHOLES 5-FT DIAMETER EACH	INLETS 4-FT DIAMETER EACH	INLETS 2x2.5-FT EACH	INLETS 2X3-FT EACH
STAGE 1															
STA 41+50, STH 47, SB, LT	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
SUBTOTALS	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
STAGE 2															
1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
1A	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
1B	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
2	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-
2A	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-
2B	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
3A	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
4	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
4A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-
5A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
6A	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
6B	1	-	-	-	-		-	-	-	-	-	-	-	-	-
7	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
7A	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
7B	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
7C	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
7D	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
8A	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
8B	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
9A	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
10A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
11A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
13	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-
15	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-
15A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-
16A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	-	-	-	-	-	1	-	-	1	-	-	-	-	-	-
17A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTALS	8	3	1	8	2	13	0	2	1	5	2	1	1	2	13

STORM SEWER STRUCTURES, COVERS, AND ENDWALLS (CONTINUED)

STR. NO.	APRON ENDWALLS 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	APRON ENDWALLS 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	APRON ENDWALLS 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	COVERS 611.0530 MANHOLE COVERS TYPE J EACH	COVERS 611.0627 INLET COVERS TYPE HM EACH	COVERS 611.0636 INLET COVERS TYPE HM-S EACH	COVERS 611.0651 INLET COVERS TYPE S EACH	COVERS 611.0652 INLET COVERTS TYPE T EACH	STRUCTURES 611.1230 CATCH BASINS 2X3-FT EACH	STRUCTURES 611.2003 MANHOLES 3-FT DIAMETER EACH	STRUCTURES 611.2004 MANHOLES 4-FT DIAMETER EACH	STRUCTURES 611.2005 MANHOLES 5-FT DIAMETER EACH	STRUCTURES 611.3004 INLETS 4-FT DIAMETER EACH	STRUCTURES 611.3225 INLETS 2x2.5-FT EACH	STRUCTURES 611.3230 INLETS 2X3-FT EACH
STAGE 3															
1C	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
1D	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
1E	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
1F	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
3B	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1
3C	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
14A	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUBTOTALS	1	1	1	0	1	4	0	0	0	0	0	0	1	0	4
TOTALS	9	4	2	8	3	17	1	2	1	5	2	1	2	2	17

PIPE UNDERDRAIN

STATION	TO	STATION	LOCATION	612.0106 6-INCH LF	612.0112 12-INCH LF	612.0406 WRAPPED 6-INCH LF
883+65	-	886+17	USH 8, WB, RT	-	252	-
885+50	-	887+82	USH 8, WB, LT	-	241	-
891+72	-	893+41	USH 8, EB, RT	-	169	-
201+83	-	205+32	NORTHEAST CURB	-	365	-
301+60	-	304+18	SOUTHEAST CURB	-	258	-
400+00	-	402+59	SOUTHWEST CURB	-	257	-
402+70	-	404+00	SOUTHWEST CURB	-	129	-
37+91	-	43+28	STH 47, NB, RT	-	429	-
37+91	-	42+87	STH 47, NB, LT	-	495	-
45+00	-	53+99	STH 47, NB, RT	-	852	-
45+50	-	53+99	STH 47, SB, LT	-	856	-
50+40	-	50+75	SLOPE PAVING, LT	-	-	70
50+65	-	51+00	SLOPE PAVING, RT	-	-	70
50+35	-	51+35	STH 47, NB, RT, WALL	-	-	100
00+00	-	03+64	ROUNDABOUT (CC)	345	-	-
TOTALS				345	4,303	240

GUARDRAIL

STATION	TO	STATION	LOCATION	614.0380 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL TEMPORARY EACH	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	SPV.0090.03 MGS THRIE BEAM TRANSITION FOR PIER LF
STAGE 2								
40+16	-	40+66	STH 47 (NB), LT	1	-	-	-	-
37+79.8	-	40+07.9	STH 47 (NB), RT	-	-	39.5	1	-
49+64.7	-	50+55.4	STH 47 (NB), LT	-	-	39.5	1	-
49+75.0	-	50+78.2	STH 47 (NB), RT	-	12.5	39.5	1	-
50+55.4	-	50+80.4	STH 47 (NB), LT	-	-	-	-	25
50+78.2	-	51+03.2	STH 47 (NB), RT	-	-	-	-	25
50+80.4	-	51+71.0	STH 47 (NB), LT	-	-	39.5	1	-
51+03.2	-	52+06.3	STH 47 (NB), RT	-	12.5	39.5	1	-
SUBTOTALS				1	25	197.5	5	50
STAGE 3								
37+78.7	-	40+44.3	STH 47 (NB), LT	-	37.5	39.5	1	-
SUBTOTALS				0	37.5	39.5	1	0
TOTALS				1	62.5	237	6	50

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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TOPSOIL, FERTILIZER, SEED AND MULCH

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER, TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING MIXTURE BORROW PIT LB	631.0300 SOD WATER MGAL
STAGE 2										
883+38.22	-	887+82.87	USH 8, WB, LT	1,613	-	1.0	29	-	-	1.3
889+26.43	-	893+64.77	KEMP ST, EB, RT	1,791	-	1.1	32	-	-	1.5
37+91.05	-	43+35.95	STH 47, NB, RT	807	-	0.5	15	-	-	0.7
45+85.75	-	54+07.21	STH 47, NB, RT	1,404	-	0.9	25	-	-	1.2
45+85.75	-	54+07.21	STH 47, NB, LT	2,456	-	1.5	44	-	-	2.0
0+00	-	3+64	RAB CIRCLE	-	-	-	-	-	-	-
UNDISTRIBUTED				2,018	-	1.3	36	75.0	-	1.7
STAGE TOTALS				10,088	0	6.4	181	75	0	8.4
STAGE 3										
883+36.92	-	887+73.97	USH 8, EB, RT	2,013	-	1.3	36	-	-	1.7
889+34.12	-	893+75.05	KEMP ST, WB, LT	2,192	-	1.4	39	-	-	1.8
37+91.05	-	43+35.95	STH 47, NB, RT	366	-	0.2	7	-	-	0.3
37+91.05	-	43+44.34	STH 47, SB, LT	1,468	-	0.9	26	-	-	1.2
45+85.75	-	54+07.21	STH 47, NB, RT	1,511	-	1.0	27	-	-	1.3
UNDISTRIBUTED				1,888	-	1.3	33	25	-	3.3
STAGE TOTALS				9,437	0	6	169	25	0	9.6
WASTE SITE				-	2,500	1.6	-	20	35	-
TOTALS				19,525	2,500	14	350	120	35	18

EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EACH	628.1910 MOBILIZATIONS EMERGENCY EACH
USH 8	10	6
	10	6

TRACKING PADS

LOCATION	628.7560 EACH
UNDISTRIBUTED	6
TOTAL	6

CONCRETE BARRIER TEMPORARY PRECAST

STATION	TO	STATION	LOCATION	603.8000 DELIVERED LF	603.8125 INSTALLED LF
STAGE 1					
937+75	-	936+17	KEMP ST, LT	176	176
TOTAL				176	176

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

SILT FENCE

STATION	TO	STATION	LOCATION	628.1504 QUANTITY LF	628.1520 MAINTENANCE LF
STAGE 2					
883+36.92	-	887+73.97	USH 8, EB, RT	405	810
883+38.22	-	887+82.87	USH 8, WB, LT	390	780
889+26.43	-	893+64.77	KEMP ST, EB, RT	340	680
889+34.12	-	893+75.05	KEMP ST, WB, LT	435	870
37+91.05	-	43+36	STH 47, NB, RT	40	80
37+91.05	-	43+44.34	STH 47, SB, LT	180	360
44+85.75	-	54+07.21	STH 47, NB, RT	290	580
44+94.08	-	49+67.46	STH 47, SB, LT	330	660
UNDISTRIBUTED				525	1,050
WASTE SITE				785	1,570
STAGE TOTALS				3,720	7,440
STAGE 3					
37+91.05	-	43+35.95	STH 47, NB, RT	500	1,000
37+91.05	-	43+44.34	STH 47, SB, LT	280	560
STAGE TOTALS				780	1,560
TOTALS				4,500	9,000

INLET PROTECTION

STRUCTURE NO.	STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
1	886+13	USH 8, WB, RT	1	-	1
1A	886+16	USH 8, EB, LT	1	-	1
1B	886+16	USH 8, EB, RT	1	-	1
1C	886+35	USH 8, EB, RT TURN LANE, LT	1	-	1
1D	886+35	USH 8, EB, RT TURN LANE, RT	1	-	1
1E	886+25	USH 8, EB, RT TURN LANE, RT	1	1	-
2	1+29	ROUNDABOUT, CC	1	1	-
2A	1+40	ROUNDABOUT, CC	1	-	1
3	890+91	USH 8, WB, LT	1	1	-
3A	890+90	USH 8, WB, RT TURN LANE, RT	1	1	-
3B	890+90	USH 8, WB, RT TURN LANE, LT	1	1	-
6	40+94	STH 47, SB, RT	1	1	-
6A	40+94	STH 47, NB, LT	1	1	-
7	45+49	STH 47, NB, RT	1	-	1
7A	45+49	STH 47, NB, LT	1	-	1
7B	45+51	STH 47, SB, RT	1	-	1
7C	45+64	STH 47, SB, LT	1	-	1
8	893+64	USH 8, WB, RT	1	1	-
8A	893+53	USH 8, EB, LT	1	1	-
9	891+72	USH 8, EB, RT	1	1	-
14	892+50	USH 8, WB, LT	1	-	1
17	886+57	USH 8, WB, LT	1	1	-
TOTALS			22	11	11

3

EROSION MAT

STATION	TO	STATION	LOCATION	628.2008 URBAN CLASS I TYPE B SY	628.2006 URBAN CLASS I TYPE A SY	628.2027 CLASS II TYPE C SY
STAGE 2						
883+38.22	-	887+82.87	USH 8, WB, LT	500	1,113	-
889+26.43	-	893+64.77	KEMP ST, EB, RT	144	1,647	-
37+91.05	-	43+35.95	STH 47, NB, RT	189	618	-
44+85.75	-	54+07.21	STH 47, NB, RT	1126	-	278
44+85.75	-	54+07.21	STH 47, NB, LT	1598	525	333
UNDISTRIBUTED				843	972	164
STAGE TOTALS				4,400	4,875	775
STAGE 3						
883+36.92	-	887+73.97	USH 8, EB, RT	189	1,824	-
889+34.12	-	893+75.05	KEMP ST, WB, LT	333	1,858	-
37+91.05	-	43+35.95	STH 47, NB, RT	56	366	-
37+91.05	-	43+44.34	STH 47, SB, LT	10	1,468	-
44+85.75	-	54+07.21	STH 47, NB, RT	276	1,234	-
UNDISTRIBUTED				216	1,684	-
STAGE TOTALS				1,080	8,435	0
TOTALS				5,480	13,310	775

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 EACH
STAGE 1		
887+20	USH 8, WB, LT	4
890+90	USH 8, WB, LT	4
STAGE TOTAL		8
STAGE 2		
50+90	STH 47, NB, LT	4
51+60	STH 47, NB, RT	4
	UNDISTRIBUTED	4
STAGE TOTAL		12
TOTAL		20

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 LF
STAGE 2		
885+00	USH 8, EB, RT	10
885+00	USH 8, WB, LT	10
886+50	USH 8, EB, RT	10
887+00	USH 8, WB, LT	10
887+75	USH 8, WB, LT	10
893+00	USH 8, EB, RT	10
	UNDISTRIBUTED	10
STAGE TOTAL		70
STAGE 3		
890+75	USH 8, WB, LT	10
	UNDISTRIBUTED	5
STAGE TOTAL		15
TOTAL		85

ROCK BAGS

STATION	LOCATION	628.7570 EACH	COMMENTS
STAGE 2			
889+25	KEMP ST, EB RT	10	SILT FENCE RELIEF
890+30	KEMP ST, EB RT	10	SILT FENCE RELIEF
890+50	KEMP ST, EB RT	10	SILT FENCE RELIEF
891+15	KEMP ST, WB RT	10	SILT FENCE RELIEF
891+75	KEMP ST, EB RT	10	SILT FENCE RELIEF
39+50	STH 47, SB, LT	10	SILT FENCE RELIEF
40+00	STH 47, NB, RT	10	SILT FENCE RELIEF
40+90	STH 47, NB, RT	15	DITCH CHECK
46+00	STH 47, SB, LT	15	DITCH CHECK
47+40	STH 47, NB, RT	15	DITCH CHECK
48+00	STH 47, SB, LT	15	DITCH CHECK
48+50	STH 47, NB, RT	15	DITCH CHECK
52+00	STH 47, NB, RT	15	DITCH CHECK
	UNDISTRIBUTED	30	
TOTAL		190	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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ERECTION OF PERMANENT SIGNING, TYPE I AND SIGN SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W	X	H	637.1210 SIGNS TYPE I REFLECTIVE H S.F.	637.1220 SIGNS TYPE I REFLECTIVE SH S.F.	637.1230 SIGNS TYPE I REFLECTIVE F S.F.	634.0624 POSTS WOOD 4X6X24 EACH	REMARKS
16	USH 8, W. OF ROUNDABOUT	E6-52	96"	X	90"	---	60.00	---	---	MOUNTED ON SIGN BRIDGE, SEE SIGN DETAIL
17	"	E6-54R	84"	X	84"	---	49.00	---	---	"
	"		42"	X	12"	---	---	3.50	---	"ONLY" MOUNTED ON SIGN #17
50	KEMP STREET, E. OF ROUNDABOUT	E6-54R	84"	X	72"	---	42.00	---	---	MOUNTED ON SIGN BRIDGE, SEE SIGN DETAIL
	"		42"	X	12"	---	---	3.50	---	"ONLY" MOUNTED ON SIGN #50
51	"	E6-52	132"	X	84"	---	77.00	---	---	MOUNTED ON SIGN BRIDGE, SEE SIGN DETAIL
65	USH 8/STH 47 S. OF ROUNDABOUT	D1-62	108"	X	72"	54.00	---	---	4	SEE SIGN DETAIL
81	USH 8/STH 47 N. OF ROUNDABOUT	D1-62	102"	X	78"	55.25	---	---	4	SEE SIGN DETAIL
	PROJECT TOTALS					**109.25**	**228.00**	**7.00**	**8**	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
1	USH 8, W. OF ROUNDABOUT	J1-1	36" X 57"	14.25	---	---	---	1	---	SEE PLAN SHEET
2	"	R3-7R	36" X 36"	9.00	---	---	1	---	---	
3	"	W2-6	36" X 36"	---	9.00	---	---	1	---	
3A	"	W13-1	24" X 24"	---	4.00	---	---	---	---	15 MPH, MOUNT BELOW SIGN #3
4	"	W2-6	36" X 36"	---	9.00	---	---	1	---	
4A	"	W13-1	24" X 24"	---	4.00	---	---	---	---	15 MPH, MOUNT BELOW SIGN #4
5	"	J12-1	36" X 66"	16.50	---	---	---	---	1	SEE PLAN SHEET
5A	"	W11-1	36" X 36"	---	9.00	---	---	1	---	
5B	"	W16-9P	30" X 18"	---	3.75	---	---	---	---	MOUNT BELOW SIGN #5A
6	"	D2-2	84" X 24"	14.00	---	---	1	1	---	SEE SIGN DETAIL
6A	"	D1-2	66" X 24"	11.00	---	---	1	1	---	SEE SIGN DETAIL
7	"	W3-2	36" X 36"	---	9.00	---	---	1	---	
8	"	W3-2	36" X 36"	---	9.00	---	---	1	---	
9	"	R2-1	36" X 48"	12.00	---	---	---	1	---	45 MPH
10	"	R2-1	36" X 48"	12.00	---	---	---	1	---	45 MPH
11	"	R3-7R	30" X 30"	6.25	---	---	1	---	---	
12	"	R7-1D	24" X 30"	5.00	---	---	1	---	---	
13	"	J13-1	36" X 51"	12.75	---	---	---	1	---	SEE SIGN DETAIL
14	"	R3-8DD	36" X 30"	7.50	---	---	---	---	---	ATTACH TO SIGN BRIDGE
15	"	R3-8DD	36" X 30"	7.50	---	---	---	---	---	ATTACH TO SIGN BRIDGE
16	SEE TYPE I SIGNS	---	-	---	---	---	---	---	---	
17	"	---	-	---	---	---	---	---	---	
18	USH 8, W. OF RAB	R7-1R	18" X 24"	3.00	---	---	1	---	---	
19	"	J4-1	24" X 36"	6.00	---	---	1	---	---	SEE PLAN SHEET
20	"	D2-1	72" X 24"	12.00	---	---	1	1	---	SEE SIGN DETAIL
21	USH 8 SEPARATED RIGHT ISLAND, W. OF RAB	W12-1D	24" X 24"	---	4.00	1	---	---	---	
22	USH 8 SPLITTER ISLAND, W. OF RAB	D1-1	42" X 30"	8.75	---	---	2	---	---	SEE SIGN DETAIL
23	"	R1-2	36" X 31"	3.88	---	---	---	1	---	
23A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN #23
24	USH 8 SEPARATED RIGHT ISLAND, W. OF RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
24A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #24
25	"	R1-2	36" X 31"	3.88	---	---	---	1	---	
25A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN #25
26	USH 8 AT RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
26A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #26
27	IN RAB CENTER CIRCLE	R6-1R	54" X 18"	6.75	---	---	2	---	---	
27A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	MOUNT BELOW SIGN #27
28	"	R6-1R	54" X 18"	6.75	---	---	2	---	---	
28A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	MOUNT BELOW SIGN #28
29	KEMP ST. AT RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
29A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #29
	PAGE SUBTOTALS			227.90	60.75	1	14	17	1	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
30	KEMP ST. SEPARATED RIGHT ISLAND, E. OF RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
30A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN #30
31	"	R1-2	36" X 31"	3.88	---	---	---	1	---	
31A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #31
32	USH 8 SPLITTER ISLAND, W. OF RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
32A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN #32
33	"	D1-1	66" X 15"	6.88	---	---	2	---	---	SEE SIGN DETAIL
34	KEMP ST. SEPARATED RIGHT ISLAND, E. OF RAB	I5-1	24" X 24"	4.00	---	---	1	---	---	
34A	"	MN6-1	21" X 21"	3.06	---	---	---	---	---	MOUNT BELOW SIGN #34
35	"	W12-1	24" X 24"	4.00	---	1	---	---	---	
36	USH 8/STH 47, S. OF RAB	D9-52L	54" X 36"	13.50	---	---	1	1	---	SEE SIGN DETAIL
37	USH 8/STH 47 SPLITTER ISLAND, S. OF RAB	D1-2	66" X 30"	13.75	---	---	2	---	---	SEE SIGN DETAIL
38	"	R1-2	36" X 31"	3.88	---	---	---	1	---	
38A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN #38
39	USH 8/STH 47 AT RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
39A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #39
40	IN RAB CENTER CIRCLE	R6-1R	54" X 18"	6.75	---	---	2	---	---	
40A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	MOUNT BELOW SIGN #40
41	"	R6-1R	54" X 18"	6.75	---	---	2	---	---	
41A	"	R6-4B	60" X 24"	10.00	---	---	---	---	---	MOUNT BELOW SIGN #41
42	STH 47 AT RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
42A	"	R1-54	24" X 15"	2.50	---	---	---	---	---	MOUNT BELOW SIGN #42
43	STH 47, SPLITTER ISLAND, N. OF RAB	R1-2	36" X 31"	3.88	---	---	---	1	---	
43A	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	MOUNT BELOW SIGN 43
44	"	D1-1	42" X 30"	8.75	---	---	2	---	---	SEE SIGN DETAIL
45	VACANT	D9-2	24" X 24"	4.00	---	---	---	1	---	
46	STH 47, N. OF RAB	D9-52R	54" X 36"	13.50	---	---	1	1	---	SEE SIGN DETAIL
47	VACANT	---	-	---	---	---	---	---	---	
48	SEE MOVING SIGNS	---	-	---	---	---	---	---	---	
49	KEMP ST., E. OF RAB	R3-8DD	36" X 30"	7.50	---	---	---	---	---	ATTACH TO SIGN BRIDGE
50	SEE TYPE I SIGNS	---	-	---	---	---	---	---	---	
51	"	---	-	---	---	---	---	---	---	
52	KEMP ST., E. OF RAB	R3-8DD	36" X 30"	7.50	---	---	---	---	---	ATTACH TO SIGN BRIDGE
53	"	R2-1	36" X 48"	12.00	---	---	---	1	---	45 MPH
54	"	R4-7	36" X 48"	12.00	---	---	---	1	---	
	PAGE SUBTOTALS			198.60	0.00	1	13	12	0	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
55	VACANT	---	-	---	---	---	---	---	---	
56	KEMP ST., E. OF RAB	W3-2	36" X 36"	---	9.00	---	1	---	---	
57	"	W3-2	36" X 36"	---	9.00	---	1	---	---	
58	"	W11-1	36" X 36"	---	9.00	---	---	1	---	
58A	"	W16-9P	30" X 18"	---	3.75	---	---	---	---	MOUNT BELOW SIGN #58
59	"	R3-7R	36" X 36"	9.00	---	---	1	---	---	
60	"	W2-6	36" X 36"	---	9.00	---	---	---	1	
60A	"	W13-1	24" X 24"	---	4.00	---	---	---	---	15 MPH, MOUNT BELOW SIGN #60
61	"	W2-6	36" X 36"	---	9.00	---	---	---	1	
61A	"	W13-1	24" X 24"	---	4.00	---	---	---	---	15 MPH, MOUNT BELOW SIGN #61
62	VACANT	---	-	---	---	---	---	---	---	
63	USH 8/STH 47, S. OF RAB	W2-6	30" X 30"	---	6.25	---	---	1	---	
63A	"	W13-1	18" X 18"	---	2.25	---	---	---	---	15 MPH, MOUNT BELOW SIGN #63
64	"	R2-1	24" X 30"	5.00	---	---	1	---	---	45 MPH
65	SEE TYPE I SIGNS	---	-	---	---	---	---	---	---	
66	USH 8/STH 47, S. OF RAB	W11-1	36" X 36"	---	9.00	---	---	1	---	
66A	"	W16-9P	30" X 18"	---	3.75	---	---	---	---	MOUNT BELOW SIGN #66
67	"	W3-2	36" X 36"	---	9.00	---	---	1	---	
68	"	D1-2	66" X 30"	13.75	---	---	1	1	---	SEE SIGN DETAIL
69	USH 8/STH 47 SPLITTER ISLAND, S. OF RAB	W12-2D	24" X 24"	---	4.00	1	---	---	---	
70	USH 8/STH 47, S. OF RAB	J4-2	48" X 36"	12.00	---	---	1	---	---	SEE PLAN SHEET
71	STH 47, N. OF RAB	J4-1	24" X 36"	6.00	---	---	1	---	---	SEE PLAN SHEET
72	STH 47 SPLITTER ISLAND, N. OF RAB	R4-7	24" X 30"	5.00	---	---	1	---	---	
73	STH 47, N. OF RAB	J12-1	24" X 45"	7.50	---	---	---	1	---	SEE PLAN SHEET
73A	"	R2-1	24" X 30"	5.00	---	---	1	---	---	45 MPH
74	"	W3-2	36" X 36"	---	9.00	---	---	1	---	
74A	"	W11-1	36" X 36"	---	9.00	---	---	1	---	
74B	"	W16-9P	30" X 18"	---	3.75	---	---	---	---	MOUNT BELOW SIGN #74A
75	STH 47, AT RAILROAD OVERPASS	W5-52L	12" X 36"	---	3.00	---	1	---	---	
76	SNOWMOBILE TRAIL AT RAILROAD	W1-8	18" X 24"	---	3.00	1	---	---	---	
77	STH 47, AT RAILROAD OVERPASS	W5-52R	12" X 36"	---	3.00	---	1	---	---	
78	"	W5-52R	12" X 36"	---	3.00	---	1	---	---	
79	"	W5-52L	12" X 36"	---	3.00	---	1	---	---	
80	SNOWMOBILE TRAIL AT RAILROAD	W1-8	18" X 24"	---	3.00	1	---	---	---	
81	SEE TYPE I SIGNS	---	-	---	---	---	---	---	---	
82	STH 47 , S. OF DAVENPORT ST.	D1-3	66" X 36"	16.50	---	---	1	1	---	SEE SIGN DETAIL
83	"	I55-56	30" X 36"	7.50	---	---	1	---	---	
84	"	W2-6	30" X 30"	---	6.25	---	---	1	---	
84A	"	W13-1	18" X 18"	---	2.25	---	---	---	---	15 MPH, MOUNT BELOW SIGN #84
85	"	J1-1	24" X 39"	6.50	---	---	1	---	---	SEE PLAN SHEET
	PAGE SUBTOTALS			93.75	139.25	---	16	10	2	
	PROJECT TOTALS			**520.25**	**200.00**	**2**	**43**	**39**	**3**	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
200	USH 8, W. OF USH 8/STH 47 INT.	W3-3	1	1	
201	"	W3-3	1	1	
202	"	D1-3	1	2	
202A	"	D1-1	1	2	
202B	"	R4-7	1	1	
203	"	R7-1D	1	1	
204	"	R5-1	1	1	
205	"	J3-3	1	2	REMOVE R14-1 AND R7-1R ALSO
206	VACANT	---	---	---	
207	USH 8, W. OF USH 8/STH 47 INT.	R5-1A	1	1	
208	"	D2-2	1	2	REMOVE J4-1 ALSO
209	"	D1-3	1	2	
210	SEE MOVING SIGNS	---	---	---	
211	USH 8, W. OF USH 8/STH 47 INT.	R5-1	1	1	REMOVE R5-1A ALSO
212	"	R2-1	1	1	REMOVE R5-1A ALSO
213	"	SP	1	1	RIGHT TURN OBEY THE SIGN
214	USH8/STH 47	R1-1F	1	---	REMOVE FROM TRAFFIC SIGNAL
215	"	R4-7	1	---	"
216	"	R1-1F	2	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE R3-1 ALSO
217	"	J3-1	1	1	
218	"	D9-2	2	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE D5-5C ALSO
219	"	J3-2	1	1	
220	"	R1-1F	2	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE R6-3A ALSO
221	USH 8/STH 47, S. OF INT.	R5-1	1	1	
222	"	R1-2	1	1	
223	USH 8/STH 47	R1-1F	3	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE I-5 AND M6-1 ALSO
224	"	R4-7	1	---	REMOVE FROM TRAFFIC SIGNAL
225	"	R1-1F	2	---	REMOVE R6-3A ALSO
	TOTAL		32	23	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

3

REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
226	"	J3-2	1	1	
227	"	R4-7	1	---	REMOVE FROM TRAFFIC SIGNAL
228	"	R1-1F	2	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE R6-3A ALSO
229	"	J3-1	1	---	REMOVE I-5 AND M6-1 ALSO
230	STH 47, N. OF USH 8/STH 47 INT.	R5-1	1	1	
231	"	R1-2	1	1	
232	USH 8/STH 47, S. OF INT.	R3-5L	1	---	REMOVE FROM MAST ARM
233	"	R3-5A	1	---	"
234	USH 8/STH 47	R4-7	1	---	REMOVE FROM TRAFFIC SIGNAL
235	"	R1-1F	1	---	"
236	"	J3-3	1	2	
237	"	R1-1F	2	---	REMOVE FROM TRAFFIC SIGNAL, REMOVE R3-1 ALSO
238	KEMP ST., E. OF USH 8/STH 47 INT.	R1-2	1	1	
239	"	R5-1	1	1	REMOVE R5-1A ALSO
240	"	R5-1	1	1	"
241	"	SP	1	1	DELIVERY TRUCKS ONLY, REMOVE R12-1 ALSO
242	"	J3-1	1	2	
243	"	SP	1	1	DELIVERY TRUCKS ONLY, REMOVE R12-1 ALSO
244	"	W3-2	1	1	
245	SEE MOVING SIGNS	---	---	---	
246	KEMP ST., E. OF USH 8/STH 47 INT.	J3-1	1	1	
247	"	D1-3	1	2	
248	"	R2-1	1	1	REMOVE R6-2L ALSO
249	VACANT	---	---	---	
250	KEMP ST., E. OF USH 8/STH 47 INT.	R4-7	1	1	
251	"	W3-3	1	1	
252	"	W3-3	1	1	
253	USH 8/STH 47, S. OF INT.	W3-3	1	1	
254	"	W3-3	1	1	
255	"	R2-1	1	1	
256	"	D1-4	1	2	REMOVE R14-1 ALSO
257	"	D1-3	1	2	
258	VACANT	---	---	---	
259	STH 47, N. OF USH 8/STH 47 INT.	R3-5L	1	2	REMOVE R3-5A AND R3-5R ALSO
260	"	J3-3	1	2	
261	"	R2-1	1	1	
262	STH 47, S, OF DAVENPORT ST.	SP	1	1	CAUTION AHEAD, REMOVE FROM SNOWMOBILE TRAIL
263	"	SP	1	1	CHECK TURN SIGNAL
	TOTAL		37	34	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

REMOVING, TYPE II SIGNS AND REMOVING SMALL SIGN SUPPORTS

SIGN	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
264	STH 47, S. OF DAVENPORT ST.	W5-5L	1	1	
265	"	W1-8	1	1	REMOVE FROM SNOWMOBILE TRAIL
266	"	W5-52R	1	1	
267	"	W5-52R	1	1	
268	"	W5-52L	1	1	
269	"	W1-8	1	1	REMOVE FROM SNOWMOBILE TRAIL
270	"	SP	1	1	CAUTION AHEAD, REMOVE FROM SNOWMOBILE TRAIL
271	"	D1-3	1	2	
272	"	I55-56	1	1	
273	STH 47, S. OF DAVENPORT ST.	W3-3	1	1	REMOVE BEACON ALSO
	TOTALS		10	11	
	PROJECT TOTALS		**79**	**68**	

MOVING SIGNS TYPE II

SIGN NO.	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
245	KEMP ST., E. OF USH 8/STH 47 INT.	1	2	"
	PROJECT TOTALS	**2**	**3**	

OVERHEAD SIGN SUPPORT

STATION	LOCATION	641.8100.01 S-43-36 LS	641.8100.02 S-43-37 LS
STAGE 2			
884+42.01	USH 8, EB	1	-
892+34.87	KEMP ST, WB	-	1
TOTAL		1	1

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL SUMMARY

LOCATION	APPROX. SERVICE DAYS	643.0300 DRUMS NO. IN SERVICE	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III NO. IN SERVICE	643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EA	643.0600 FLEXIBLE TUBULAR MARKER BASES EA	643.0705 WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS NO. IN SERVICE	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS * NO. IN SERVICE	643.0900 SIGNS * DAYS	643.1050 SIGNS PMCS NO. IN SERVICE	643.1050 SIGNS PMCS DAYS	643.1070 CONES 42-INCH NO. IN SERVICE	643.1070 CONES 42-INCH DAYS	COMMENTS
STAGE 1																				
USH 8 (EAST & WEST PROJECT LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	BEFORE CLOSURE OF ROADWAY, "CONSTRUCTION TO BEGIN ON XX/XX"
STH 47 (NORTH & SOUTH PROJ. LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	BEFORE CLOSURE OF ROADWAY, "CONSTRUCTION TO BEGIN ON XX/XX"
USH 8, EB (WEST PROJECT LIMITS)	15	35	525	1	15	-	-	-	-	11	165	1	15	11	165	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, EB, SLIP LANE	15	36	540	-	-	-	-	-	-	7	105	-	-	1	15	-	-	-	-	SDD "TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
USH 8, WB (EAST PROJECT LIMITS)	15	27	405	1	15	-	-	-	-	11	165	1	15	11	165	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, WB, SLIP LANE	15	31	465	-	-	-	-	-	-	6	90	-	-	1	15	-	-	-	-	SDD "TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
USH 8 & STH 47 (USH 8, WB, ONLY)	15	58	870	1	15	-	-	-	-	-	-	-	-	3	45	-	-	-	-	SDD "TRAFFIC CONTROL, INTERSECTION WITH SINGLE LANE CLOSURE" - DETAIL C
STH 47 & BOYCE DR INTERSECTION	15	-	-	-	-	-	-	-	-	-	-	-	-	6	90	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED
STH 47 & N. RIVER RD INTERSECTION	15	-	-	-	-	-	-	-	-	-	-	-	-	6	90	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED
BOYCE & KEMP ST. INTERSECTION	15	8	120	-	-	-	-	-	-	-	-	-	-	1	15	-	-	-	-	FOR INSTALLATION OF TEMPORARY SIGNALS
RESURFACING	15	46	690	-	-	-	-	-	-	-	-	-	-	8	120	-	-	-	-	SDD " TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
UNDISTRIBUTED	15	20	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTALS			3,915		45				0		525		30		720		28		0	
STAGE 2A																				
USH 8 (EAST & WEST PROJECT LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
STH 47 (NORTH & SOUTH PROJ. LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
USH 8, EB (WEST PROJECT LIMITS)	105	25	2,625	1	105	-	-	-	-	11	1,155	1	105	11	1,155	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, WB, CROSSOVER	105	26	2,730	1	105	-	-	-	-	4	420	-	-	3	315	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER"
USH 8, EB, SLIP LANE	105	20	2,100	-	-	21	21	-	-	-	-	-	-	4	420	-	-	-	-	SDD "TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION"
KEMP ST (E.O.P. TO WIS. RIVER BRIDGE)	105	-	-	-	-	72	72	-	-	-	-	-	-	9	945	-	-	-	-	SDD "TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION"
USH 8, WB, SLIP LANE	105	12	1,260	-	-	24	24	-	-	-	-	-	-	6	630	-	-	-	-	SDD "TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION"
STH 47 & BOYCE DR INTERSECTION	105	-	-	-	-	-	-	-	-	-	-	-	-	6	630	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED
STH 47, NB, SOUTH LIMITS	105	13	1,365	2	210	-	-	2	210	6	630	-	-	7	735	-	-	-	-	SDD "TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD"
STH 47, SB, NORTH LIMITS	105	30	3,150	2	210	-	-	2	210	7	735	-	-	5	525	-	-	-	-	SDD "TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD"
STH 47 & N. RIVER RD INTERSECTION	105	-	-	-	-	-	-	-	-	-	-	-	-	6	630	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED"
KEMP ST, MED. OPENING, STA 894+00 RT	105	-	-	5	525	-	-	6	630	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
KEMP ST, DRIVEWAY, STA 895+00 RT	105	-	-	4	420	-	-	5	525	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
KEMP ST, EB, STA 899+90	105	-	-	3	315	-	-	4	420	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
KEMP ST, MED. OPENING, STA 905+50	105	-	-	8	840	-	-	10	1,050	-	-	-	-	2	210	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
KEMP ST, MED. OPENING, STA 909+70 RT	105	-	-	10	1,050	-	-	12	1,260	-	-	-	-	2	210	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
KEMP ST, EB, STA 910+25	105	-	-	5	525	-	-	6	630	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
USH 8, MEDIAN, STA 925+00	105	-	-	6	630	-	-	7	735	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
USH 8, EB, STA 931+00 RT	105	-	-	12	1,260	-	-	13	1,365	-	-	-	-	1	105	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL D
BOYCE & KEMP ST. INTERSECTION	105	8	840	-	-	-	-	-	-	-	-	-	-	4	420	-	-	-	-	SDD " TRAFFIC CONTROL WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY"
RIEK ST & KEMP ST INTERSECTION	105	-	-	3	315	-	-	2	210	-	-	-	-	2	210	-	-	-	-	SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" - DETAIL 1
PROSPECT ST & BOYCE DR INT.	105	-	-	3	315	-	-	2	210	-	-	-	-	3	315	-	-	-	-	SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" - DETAIL 1
FLAGGING OPERATIONS	105	-	-	-	-	-	-	-	-	-	-	-	-	8	840	-	-	20	200	SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
UNDISTRIBUTED	105	10	1,050	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTALS			15,120		6,825	117	117		7,455		2,940		105		8,820		28		200	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL SUMMARY (CONTINUED)

LOCATION	APPROX. SERVICE DAYS	643.0300 DRUMS NO. IN SERVICE	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III NO. IN SERVICE	643.0420 BARRICADES TYPE III DAYS	643.0500 FLEXIBLE TUBULAR MARKER POSTS EA	643.0600 FLEXIBLE TUBULAR MARKER BASES EA	643.0705 WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS NO. IN SERVICE	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS * NO. IN SERVICE	643.0900 SIGNS * DAYS	643.1050 SIGNS PMCS NO. IN SERVICE	643.1050 SIGNS PMCS DAYS	643.1070 CONES 42-INCH NO. IN SERVICE	643.1070 CONES 42-INCH DAYS	COMMENTS
STAGE 2B																				
USH 8 (EAST & WEST PROJECT LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
STH 47 (NORTH & SOUTH PROJ. LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
USH 8, EB (WEST PROJECT LIMITS)	5	35	175	1	5	-	-	-	-	11	55	1	5	11	55	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, EB (SLIP LANE CLOSURE)	5	12	60	3	15	-	-	4	20	-	-	-	-	2	10	-	-	-	-	SEE TRAFFIC CONTROL DETAILS
ROUNDABOUT CIRCLE	5	5	25	6	30	-	-	-	-	-	-	-	-	2	10	-	-	-	-	SEE TRAFFIC CONTROL DETAILS
USH 8, EB (WEST PROJECT LIMITS)	5	21	105	5	25	-	-	-	-	11	55	1	5	12	60	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
STH 47 & N. RIVER RD INTERSECTION	5	-	-	-	-	-	-	-	-	-	-	-	-	6	30	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDVIDED"
NORTH OF BOYCE AND STH 47 INT.	5	-	-	7	35	-	-	10	50	-	-	-	-	4	20	-	-	-	-	BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL B & D
FLAGGING OPERATIONS	5	-	-	-	-	-	-	-	-	-	-	-	-	8	40	-	-	20	100	SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
UNDISTRIBUTED	5	10	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTALS			415		110				70		110		10		225		28		100	
STAGE 3A																				
USH 8 (EAST & WEST PROJECT LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
STH 47 (NORTH & SOUTH PROJ. LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
USH 8, EB (WEST PROJECT LIMITS)	25	28	700	1	25	-	-	-	-	11	275	1	25	11	275	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, EB, STA 883+30	25	11	275	2	50	-	-	2	50	4	100	-	-	3	75	-	-	-	-	SDD "TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD"
USH 8, WB (EAST PROJECT LIMITS)	25	27	675	1	25	-	-	-	-	11	275	1	25	11	275	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, WB, (WEST LEG)	25	24	600	2	50	-	-	2	50	7	175	-	-	4	100	-	-	-	-	INSIDE LANE CLOSURE
STH 47 (NORTH AND SOUTH LEG)	25	24	600	-	-	-	-	-	-	-	-	-	-	4	100	-	-	-	-	
STH 47 & BOYCE DRIVE INTERSECTION	25	-	-	-	-	-	-	-	-	-	-	-	-	8	200	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDVIDED
STH 47 & N. RIVER RD INTERSECTION	25	-	-	-	-	-	-	-	-	-	-	-	-	8	200	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDVIDED
UNDISTRIBUTED	25	10	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTALS			3,100		150				100		825		50		1,225		28		0	
STAGE 3B																				
USH 8 (EAST & WEST PROJECT LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
STH 47 (NORTH & SOUTH PROJ. LIMITS)	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	WEEK PRIOR TO STAGE 2, "CHANGE IN TRAFFIC PATTERN TO BEGIN ON XX/XX"
USH 8, EB (WEST PROJECT LIMITS)	20	26	520	1	20	-	-	-	-	11	220	1	20	11	220	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
USH 8, WB (EAST PROJECT LIMITS)	20	27	540	1	20	-	-	-	-	11	220	1	20	11	220	-	-	-	-	SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE"
STH 47 & BOYCE DRIVE INTERSECTION	20	-	-	-	-	-	-	-	-	-	-	-	-	8	160	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDVIDED
STH 47 & N. RIVER RD INTERSECTION	20	-	-	-	-	-	-	-	-	-	-	-	-	8	160	-	-	-	-	SDD "ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDVIDED
UNDISTRIBUTED	20	10	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTALS			1260		40	0	0		0		440		40		760		28		0	
TOTALS			23,810		7,170	117	117		7,625		4,840		235		11,750		140		300	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	500' S. J3-4	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	WO 20-2-A	48"x48"	1	105	105			
2	MODIFY J3-4 (N-47-AH LT;S-47-AH RT; E-8-TILT RT; TO 17 TILT RT) ON USH 8 EB	M4-8	24"x12"	1	105	105			
	"	M3-1	EXISTING						
	"	M3-3	EXISTING						
		M 1-6	EXISTING						47
	"	MO 5-2-R	21"x21"	2	105	210			
3	MODIFY D1-3 (AH-RHINELANDER; MONICO-EAGLE RIVER-TILT RT)						1	1	TILT RIGHT-RHINELANDER
4	200' N D1-3 ON USH 8 EB	MO 4-8	24"x12"	1	105	105			
	"	M3-2	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M1-4	24"x24"	1	105	105			8
	"	M 1-6	24"x24"	1	105	105			47
	"	D9-2	24"x24"	1	105	105			H
	"	MO 6-2	21"x21"	3	105	315			
5	300' N OF SIGN # 34 ON (J4-2) USH 8 EB/STH 47 SB	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
		MO 6-1	21"x21"	1	105	105			
6	500' N. OF STH 17 INT. ON USH 8 EB/STH 47 SB	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 5-1L	21"x21"	1	105	105			
7	LT. OF J3-2	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 6-1	21"x21"	1	105	105			
8	MODIFY J3-5 (W-8-AH LT; N-47-AH LT; N-17-AH RT; E-8-AH RT; S-47 AH RT) STH 17 NB	M 4-8	24"x12"	1	105	105			
	"	M3-1	EXISTING						
	"	M 1-6	EXISTING						47
	"	MO 6-1	21"x21"	1	105	105			
9	MODIFY J3-5 (W-8-AH LT; N-47-AH LT; N-17-AH RT; E-8-AH RT; S-47 AH RT) STH 17 NB	M 4-8	24"x12"	1	105	105			
		M 3-1	EXISTING						
		M 1-6	EXISTING						47
	"	MO 6-1	21"x21"	1	105	105			
10	1000' S. OF SIGN #11 ON USH 8 WB/STH 17 SB/STH 47 NB	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	WO 20-2-A	48"x48"	1	105	105			
11	500' S. OF SIGN #12 ON USH 8 WB/STH 17 SB/STH 47 NB	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 5-1R	21"x21"	1	105	105			

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 6-1	21"x21"	1	105	105			
13	RT. OF R2-1 BOYCE ST.	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
14	LT. OF R2-1 BOYCE ST. NEAR BRIDGE	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 6-1	21"x21"	1	105	105			
15	LT. OF W3-1 BOYCE ST.	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 5-1L	21"x21"	1	105	105			
16	LT. OF R1-1 BOYCE ST./W. KEMP ST. INT.	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 6-1	21"x21"	1	105	105			
17	100' N. OF BRIDGE ON W. KEMP ST.	MO 4-8	24"x12"	1	105	105			
	"	M 3-1	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	MO 6-1	21"x21"	1	105	105			
18	J3-4 (E-8-AH LT;S-47-AH LT;W-8-AH;N-47-TILT RT)						1	1	EAST 8 AHEAD LT;SOUTH 47 AHEAD LEFT;WEST 8 AHEAD
19	D1-3 (AH-PRENTICE; LT-MONICO; WOODRUFF-RT)						1	1	AHEAD-PRENTICE; LEFT-MONICO
20	J3-1 (N-47-TILT RT) W. KEMP ST. WB.	MO 4-8-A	24"x18"	1	105	105			
	"	M 3-1	EXISTING						
	"	M 1-6	EXISTING						47
	"	M 6-2	EXISTING						
21	J 1-1 (JCT 8) ON STH 47 SB						1	1	JCT 8
22	LT. OF J 1-1 (JCT 8) SIGN #21	M 3-3	24"x12"	1	105	105			
		M 3-2	24"x12"	1	105	105			
		M 3-4	24"x12"	1	105	105			
		M 1-6	24"x24"	1	105	105			47
		M 1-4	24"x24"	2	105	210			8
		WO 20-2-A	48"x48"	1	105	105			
23	MODIFY J3-3 (S-47-AH; E-8-AH; W-8-TILT RT) STH 47 SB	M 4-8	24"x12"	3	105	315			
	"	M 3-3	EXISTING						
	"	M 3-2	EXISTING						
	"	M 3-4	EXISTING						
	"	M 1-6	EXISTING						47

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
25	200' N. OF INT. ON STH 47 SB	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	M 1-4	24"x24"	2	105	210			8
	"	MO 6-2	21"x21"	3	105	315			
26	300' W. OF INT., W. KEMP ST. EB.	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	M 1-4	24"x24"	2	105	210			8
27	1000' W. OF SUTLIFF AVE., W. KEMP ST. EB.	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
28	300' W. OF BRIDGE, W. KEMP ST. EB.	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	M 1-4	24"x24"	2	105	210			8
	"	M0 5-1R	21"x21"	3	105	315			
29	AT BRIDGE, W. KEMP ST.	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	M 1-4	24"x24"	2	105	210			8
	"	MO 6-1	21"x21"	3	105	315			
30	200' S. OF W. KEMP ST. INT., S. BOYCE DR.	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
31	BOYCE DR., RT. OF SIGN #14	M 4-8	24"x12"	3	105	315			
	"	M 3-3	24"x12"	1	105	105			
	"	M 3-2	24"x12"	1	105	105			
	"	M 3-4	24"x12"	1	105	105			
	"	M 1-6	24"x24"	1	105	105			47
	"	M 1-4	24"x24"	2	105	210			8
	"	MO 6-1	21"x21"	3	105	315			
32	MODIFY J3-5 (E-8-RT; S-47 RT; S-17-AH; W-8-RT;N-47-RT) BOYCE DR. INT. WITH USH8/STH17/USH 8	MO 4-8A	24"x12"	3	105	315			ABOVE E-8-LT; S-47-LT; W-8-RT
33	MODIFY J3-5 (E-8-RT; S-47 RT; S-17-AH; W-8-RT;N-47-RT) BOYCE DR. INT. WITH USH8/STH17/USH 8						1	1	NORTH 47 RIGHT
34	J4-2 (W-8;N-47)						1	1	NORTH 47
35	J2-2 (W-8-AH LT; N-47-AH)						1	1	NORTH 47 AHEAD
36	D1-3 (AH-WOODRUFF; LT-PREMTICE; RHINELANDER RT)						1	1	AHEAD-WOODRUFF; RHINELANDER RIGHT
	EB KEMP						1	13	ONE WAY; DO NOT ENTER; WRONG WAY
	STAGE 2A TOTALS					*16,170*		*22*	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
100	500' S. J3-4	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	WO 20-2-A	48"x48"	1	5	5			
101	MODIFY J3-4 (N-47-AH LT;S-47-AH RT; E-8-TILT RT; TO 17 TILT RT) ON USH 8 EB	M 4-8	24"x12"	3	5	15			
	"	M 3-3	EXISTING						
	"	M 3-2	EXISTING						
	"	M 4-5	EXISTING						
	"	M 1-6	EXISTING						47
	"	M 1-4	EXISTING						8
	"	M 1-6	EXISTING						17
	"	MO 6-1	21"x21"	3	5	15			
102	MODIFY D1-3 (EAGLE RIVER;MONICO-TILT RT;AH-RHINELANDER)						1	1	EAGLE RIVER-MONICO AHEAD
103	200' N D1-3 ON USH 8 EB	MO 4-8	24"x12"	1	5	5			
	"	M 3-1	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	MO 6-2	21"x21"	1	5	5			
104	MODIFY J3-5 (W-8-AH LT; N-47-AH LT; N-17-AH RT; E-8-AH RT; S-47 AH RT) STH 17 NB	M 4-8	24"x12"	2	5	10			
	"	M 3-4	EXISTING						
	"	M 4-3	EXISTING						
	"	M 1-4	EXISTING						8
	"	M 1-6	EXISTING						47
	"	MO 6-1	21"x21"	2	5	10			
105	MODIFY J3-5 (W-8-AH LT; N-47-AH LT; N-17-AH RT; E-8-AH RT; S-47 AH RT) STH 17 NB	M 4-8	24"x12"	2	5	10			
	"	M 3-4	EXISITNG						
	"	M 4-3	EXISTING						
	"	M 1-4	EXISITNG						8
	"	M 1-6	EXISTING						47
	"	MO 6-1	21"x21"	2	5	10			
106	1000' S. OF SIGN #11 ON USH 8 WB/STH 17 SB/STH 47 NB	M 3-4	24"x12"	1	5	5			
		M 3-1	24"x12"	1	5	5			
		M 1-4	24"x24"	1	5	5			8
	"	M 1-6	24"x24"	1	5	5			47
	"	WO 20-2-A	48"x48"	1	5	5			
107	500' S. OF SIGN #12 ON USH 8 WB/STH 17 SB/STH 47 NB	M 4-8	24"x12"	2	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 5-1R	21"x21"	2	5	10			
108	LT. OF J3-1	M 4-8	24"x12"	1	5	10			

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
109	RT. OF R2-1 BOYCE DR.	M 4-8	24"x12"	2	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
110	LT. OF R2-1 BOYCE DR. NEAR BRIDGE	M 4-8	24"x12"	2	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
111	LT. OF W3-1 BOYCE DR.	M 4-8	24"x12"	2	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 5-1L	21"x21"	2	5	10			
112	LT. OF R1-1 BOYCE DR./W. KEMP ST. INT.	MO 4-8	24"x12"	1	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
113	100' N. OF BRIDGE ON W. KEMP ST.	MO 4-8	24"x12"	2	5	10			
	"	M 3-1	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
114	J3-4 (E-8-AH LT;S-47-AH LT;W-8-AH;N-47-TILT RT)						1	1	EAST 8 AHEAD LT;SOUTH 47 AHEAD LEFT
115	J3-1 (N-47-TILT RT) W. KEMP ST. WB.	MO 4-8-A	24"x18"	1	5	10			
	"	M 3-1	EXISTING						
	"	M 1-6	EXISTING						47
	"	M 6-2	EXISTING						
116	J 1-1 (JCT 8) ON STH 47 SB						1	1	JCT 8

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
117	LT. OF J 1-1 (JCT 8) SIGN #21	M 3-3	24"x12"	1	5	5			
		M 3-2	24"x12"	1	5	5			
		M 1-6	24"x24"	1	5	5			47
		M 1-4	24"x24"	1	5	5			8
		WO 20-2-A	48"x48"	1	5	5			
118	MODIFY J3-3 (S-47-AH; E-8-AH; W-8-TILT RT) STH 47 SB	M 4-8	24"x12"	2	5	10			
	"	M 3-3	EXISTING						
	"	M 3-2	EXISTING						
	"	M 1-6	EXISTING						47
	"	M 1-4	EXISITNG						8
	"	M O5-1L	21"x21"	2	5	10			
119	MODIFY D1-3 (AH-MONICO; EAGLE RIVER; PRENTICE-RT) STH 47 SB						1	1	LT-MONICO; EAGLE RIVER; PRENTICE-LT) COVER EXISTING ARROWS WITH LEFT ARROWS
120	200' N. OF INT. ON STH 47 SB	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-2	21"x21"	2	5	10			
121	300' W. OF INT., W. KEMP ST. EB.	M 4-8	24"x12"	3	5	15			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 3-4	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	2	5	10			8
122	1000' W. OF SUTLIFF AVE., W. KEMP ST. EB.	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
123	300' W. OF BRIDGE, W. KEMP ST. EB.	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	M0 5-1R	21"x21"	2	5	10			
124	AT BRIDGE, W. KEMP ST.	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	643.0900 SIGNS * DAYS	643.0920 COVERING SIGNS NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
125	200' S. OF W. KEMP ST. INT., S. BOYCE DR.	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
126	BOYCE DR., RT. OF SIGN #110	M 4-8	24"x12"	2	5	10			
	"	M 3-3	24"x12"	1	5	5			
	"	M 3-2	24"x12"	1	5	5			
	"	M 1-6	24"x24"	1	5	5			47
	"	M 1-4	24"x24"	1	5	5			8
	"	MO 6-1	21"x21"	2	5	10			
127	MODIFY J3-5 (E-8-RT; S-47 RT; S-17-AH; W-8-RT;N-47-RT) BOYCE DR. INT. WITH USH8/STH17/USH 8	M 4-8A	24"x12"	2	5	10			ABOVE E-8-LT; S-47-LT
128	MODIFY J3-5 (E-8-RT; S-47 RT; S-17-AH; W-8-RT;N-47-RT) BOYCE DR. INT. WITH USH8/STH17/USH 8						1	1	WEST 8 RIGHT; NORTH 47 RIGHT
129	J4-2 (W-8;N-47)						1	1	WEST 8; NORTH 47
130	J2-2 (W-8-AH LT; N-47-AH)						1	1	WEST 8 AHEAD LEFT; NORTH 47 AHEAD
131	D1-3 (AH-WOODRUFF; LT-PREMTICE; RHINELANDER-RT)						1	1	AHEAD-WOODRUFF; LEFT-PRENTICE; RHINELANDER-RIGHT
	STAGE 2B TOTALS					*750*		*8*	

PROJECT TOTALS *16,920* *30*

NOTES:

* ADDITIONAL QUANTIES SHOWN ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TEMPORARY PORTABLE RUMBLE STRIPS

LOCATION	643.0310.S LS
PROJECT	1
	1

MARKING

STATION	TO	STATION	LOCATION	646.1020 LINE EPOXY 4-INCH YELLOW	646.1020 LINE EPOXY 4-INCH WHITE	646.3020 EPOXY 8-INCH WHITE	646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6220 YIELD LINE EPOXY 18-INCH	646.7120 DIAGONAL EPOXY 12-INCH	646.8120 CURB EPOXY	646.8220 ISLAND NOSE EPOXY
				LF	LF	LF	EACH	EACH	EACH	LF	LF	EACH
STAGE 3												
882+02	-	887+74	USH 8, EB	-	417	550	5	3	-	-	10	1
883+38	-	887+83	USH 8, WB	-	462	10	-	-	-	-	10	1
884+43	-	887+88	USH 8 EB, RT TURN LANE	-	152	11	1	1	-	-	-	-
889+26	-	894+72	USH 8, EB	-	440	95	1	-	-	-	10	1
889+34	-	896+47	USH 8, WB	-	274	357	5	3	-	-	10	1
889+11	-	892+26	USH 8 WB, RT TURN LANE	-	131	142	1	1	-	-	-	-
894+50	-	932+40	USH 8, WB	-	950	-	-	-	-	-	-	-
37+91	-	43+36	STH 47, NB	628	566	12	-	1	-	45	10	1
39+44	-	43+44	STH 47, SB	611	372	27	-	-	-	-	-	-
44+86	-	54+07	STH 47, NB	1,738	1,267	25	-	-	-	125	10	1
44+94	-	49+67	STH 47, SB	368	386	12	-	-	-	-	-	-
0+00	-	3+64	ROUNDABOUT 'CC'	-	-	211	-	-	6	-	-	-
SUBTOTALS				3,345	5,417	1,452	13	9	6	170	60	6
TOTALS				8,762		1,452	13	9	6	170	60	6

SAWING PAVEMENT

STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1						
879+67	-	881+43	USH 8, WB, MEDIAN	177	6	
880+41	-	882+68	USH 8, EB, MEDIAN	226	6	
883+36.92	-	887+73.97	USH 8, EB - STH 47, SB	-	431	
889+26.43	-	893+64.77	KEMP ST, WB - STH 47, NB	-	409	
883+60			USH 8, WB	-	82	WEEP INSTALLATION
883+64			USH 8, WB	-	82	WEEP INSTALLATION
893+22			USH 8, WB	-	89	WEEP INSTALLATION
893+26			USH 8, WB	-	89	WEEP INSTALLATION
54+00			STH 47, NB	43	-	WEEP INSTALLATION
54+04			STH 47, NB	43	-	WEEP INSTALLATION
STAGE 1 TOTALS				489	1,194	
STAGE 2						
883+36.92			USH 8	-	91	
883+36.92	-	885+46	USH 8, EB	-	217	
890+91	-	893+64.77	KEMP ST, EB	-	301	
893+64.77			KEMP ST, EB	-	60	
37+91			STH 47, NB	-	45	
39+21	-	42+47	STH 47, NB	-	357	
46+47	-	47+41	STH 47, NB, RT	-	146	
STAGE 2 TOTALS				0	1,217	
STAGE 3						
879+67	-	881+43	USH 8, WB, MEDIAN	177	6	
880+41	-	882+68	USH 8, EB, MEDIAN	226	6	
883+36.92	-	887+73.97	USH 8, EB	10	20	
893+64.77			KEMP ST, WB	-	25	
54+07.21			STH 47, NB	-	50	
934+44			KEMP ST	28	-	
935+95			KEMP ST	40	-	
			BOYCE DR	42	-	
			KEMP ST MANHOLES	24	-	
STAGE 3 TOTALS				547	107	
TOTALS				1,036	2,518	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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TEMPORARY MARKINGS

STATION	TO	STATION	LOCATION	646.9000 REMOVAL LINE 4-INCH LF	649.0150 TEMPORARY REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY REMOVABLE TAPE 4-INCH WHITE LF	649.0250 TEMPORARY REMOVABLE TAPE 8-INCH WHITE LF	649.0550 TEMPORARY ARROW REMOVABLE TAPE EACH	649.0650 TEMPORARY WORD REMOVABLE TAPE EACH	649.0850 TEMPORARY STOP LINE REMOVABLE TAPE LF	REMARKS
STAGE 1											
871+90	-	879+50	USH 8, EB (WEST PROJECT LIMITS)	135	760	-	-	-	-	-	INSIDE LANE CLOSURE
894+00	-	901+60	USH 8, WB (EAST PROJECT LIMITS)	136	760	-	-	-	-	-	INSIDE LANE CLOSURE
			SUBTOTALS	271	1,520	0	0	0	0	0	
STAGE 2A											
1+25	-	13+00	USH 8 CROSSOVER / EB SLIP LANE	1,000	2,350	2,350	-	-	-	-	
894+50	-	932+40	KEMP ST. (E.O.P. TO WISCONSIN RIVER BRIDGE)	950	7,580	-	-	-	-	-	TWO-LANE, TWO WAY (DOUBLE YELLOW)
0+00	-	10+13	USH 8, WB, SLIP LANE	1,015	2,025	2,025	-	-	-	-	
50+40	-	54+07	STH 47 NB	-	730	-	-	-	-	-	
			STH 47 & BOYCE DRIVE INTERSECTION	-	-	-	300	4	2	68	
			SUBTOTALS	2,965	12,685	4,375	300	4	2	68	
STAGE 2B											
881+45	-	885+50	USH 8, EB	-	-	400	-	-	-	-	
			SUBTOTALS	0	0	400	0	0	0	0	
STAGE 3A											
882+80	-	885+50	USH 8, EB, (WEST LEG)	-	270	270	-	-	-	-	LANE SHIFT
891+00	-	898+60	USH 8, WB (EAST PROJECT LIMITS)	-	-	760	-	-	-	-	OUTSIDE LANE CLOSURE
			SUBTOTALS	0	270	1,830	0	0	0	0	
STAGE 3B											
877+90	-	885+50	USH 8, EB (WEST PROJECT LIMITS)	-	-	760	-	-	-	-	OUTSIDE LANE CLOSURE
			SUBTOTALS	0	0	760	0	0	0	0	
			TOTALS	3,236	14,475	7,365	300	4	2	68	

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

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CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB, GUTTER, AND CURB AND GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9910 SUPPLEMENTAL CONTROL LS	650.9920 SLOPE STAKES LF
883+36.92	-	887+73.97	USH 8, EB (EB)	1	437	437	439	1	-	17	1	437
883+38.22	-	887+82.87	USH 8, WB (WB)	3	445	445	787	-	-	6	-	445
885+44.38		887+88.24	USH 8, EB, RIGHT TURN LANE (EOT)	-	244	244	758	-	-	4	-	-
889+26.43	-	893+64.77	KEMP ST, EB (EB)	4	438	438	714	1	-	-	-	438
889+34.12	-	893+75.05	KEMP ST, WB (WB)	3	441	441	629	-	-	8	-	441
889+11.07	-	891+00.31	KEMP ST, WB, RIGHT TURN LANE (WOT	-	189	189	628	-	-	6	-	-
909+75	-	932+41	USH 8, WB, MAINLINE	-	-	-	-	-	2,266			
37+91.05	-	43+35.95	STH 47, NB (NB)	3	545	545	405	-	-	-	-	545
37+91.05	-	43+44.34	STH 47, SB (SB)	4	553	553	466	-	-	-	-	553
44+85.75	-	54+07.21	STH 47, NB (NB)	7	921	921	672	1	-	-	-	921
44+94.08	-	49+67.46	STH 47, SB (SB)	8	473	473	399	1	-	-	-	473
0+00	-	3+64	RAB CIRCLE (CC)	3	364	364	567	-	-	-	-	364
STAGE 3												
883+36.92	-	887+73.97	USH 8, EB, RIGHT TURN LANE, RT	3	-	-	314	-	-	-	-	-
889+34.12	-	893+75.05	KEMP ST, WB, RIGHT TURN LANE, LT	4	-	-	244	-	-	-	-	-
TOTALS				43	5,051	5,051	7,022	4	2,266	41	1	4,618

FENCE CHAIN LINK 6-FT WITH PRIVACY SCREEN

STATION	TO	STATION	LOCATION	SPV.0090.04 LF
50+46	-	51+74	STH 47, NB, RT	106
TOTAL				106

EXCAVATION, HAULING, AND DISPOSAL OF SOLID WASTE

STATION	TO	STATION	LOCATION	SPV.0195.02 TON
39+50	-	43+50	STH 47, NB, RT	50
TOTAL				50

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE STATED

TREES, SHRUBS AND PERENNIALS

SYM	COMMON NAME	SIZE WHEN PLANTED	ROOT ZONE MODE	SPACING	0+00.00CC TO 3+64.42CC EACH	TOTALS EACH	BID ITEM
	DECIDUOUS TREES						
SB	COLE'S SELECT SERVICEBERRY	5'	B&B	-	3	3	SPV.632.0101
	PERENNIALS						
AS	AUTUMN JOY SEDUM	SP4	CG	24" O.C.	66	66	SPV.0060.01
BG	BLUE OAT GRASS	SP4	CG	24" O.C.	58	58	SPV.0060.02
CM	CATMINT 'WALKERS LOW'	SP4	CG	24" O.C.	258	258	SPV.0060.03

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLE

STATION	632.9101 LANDSCAPE PLANTING SURV & CARE CYCLE EACH
UNDISTRIBUTED	20
TOTALS	20

PLANTING SOIL MIX

STATION	TO STATION	SPV.0035.01 PLANTING SOIL MIX CY
0+00.00CC	3+64.42CC	74
TOTALS		74

STONE MULCH

STATION	TO STATION	SPV.0195.01 STONE MULCH TN
0+00.00CC	3+64.42CC	50
TOTALS		50

STONE MULCH EPOXIED

STATION	TO STATION	SPV.0165.01 STONE MULCH SF
0+00.00CC	3+64.42CC	1490
TOTALS		1,490

PLANT DATA CHART

SYM	COMMON NAME	SCIENTIFIC NAME	TYPE	AVG. MATURE HEIGHT	SIZE (CAL. OR HT.) WHEN PLANTED	MODE	ROOT ZONE DIAM.	MINIMUM SIZE BALL/POT DEPTH	BALL/POT SPREAD	ROOT DIAM.	PLANT HOLE DEPTH	BRACE OR GUY REQ'D GUY	BRACE	FERT. UNITS REQ'D	RODENT PROTECT DIAM.	MULCH RING DIA. OR BED
	DECIDUOUS TREES															
SB	COLE'S SECLECT SERVICEBERRY	AMELANCHIER X GRANDIFLORA 'COLES'S SELECT'	3	20'	5'	B&B	24"	16"		36"	16"	NO	NO	4	NO	BED
	PERENNIALS															
AS	AUTUMN JOY SEDUM	SEDUM 'HERBSTFREUDE'	-	24"	SP4	CG	-	-	-	-	-	-	-	-	-	BED
BG	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	-	24"	SP4	CG	-	-	-	-	-	-	-	-	-	BED
CM	CATMINT 'WALKERS LOW'	NEPETA X FAASSENII	-	24"	SP4	CG	-	-	-	-	-	-	-	-	-	BED

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

LOCATION	650.8500 LS
PROJECT (1590-14-71)	1
TOTAL	1

PULL BOXES STEEL 24X42-INCH

NAME	LOCATION	653.0140 EACH
LPB-1	887+33.30 WB, 28.2' LT	1
LPB-2	887+73.97 EB, 89.9' RT	1
LPB-3	42+71.15 SB, 28.4' LT	1
LPB-4	42+64.80 NB, 25.7' RT	1
LPB-5	45+70.11 SB, 24.8' LT	1
LPB-6	45+59.87 NB, 28.1' RT	1
LPB-7	45+16.38 NB, 56.5' RT	1
LPB-8	890+07.89 WB, 79.8' LT	1
LPB-9	889+75.00 EB, 23.8' RT	1
TOTAL		9

LIGHTING CONTROL CABINET AND BASES

NAME	LOCATION	CONCRETE CONTROL CABINET BASES TYPE L24 654.0224 EACH	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LCC A) 656.0200 LS	LIGHTING CONTROL CABINETS 120/240 24-INCH 659.2124 EACH
LCC A	45+22.39 NB, 65.3' RT	1	1	1
TOTALS		1	1	1

CONDUIT SPECIAL 2-INCH

FROM	TO	652.0605 LF
LPB-6	LPB-5	65
TOTAL		65

CONDUIT RIGID NONMETALLIC SCHEDULE 40 AND ELECTRICAL WIRE LIGHTING

FROM	TO	652.0225 2-INCH LF	655.0620 8 AWG LF
LCC A	LPB-7	30	80
LPB-7	LPB-6	50	168
LPB-6	LPB-5	-	213
LPB-6	STUB	10	-
LPB-5	A-13	150	468
A-13	STUB	10	-
LPB-5	A-12	10	80
A-12	A-4	100	318
A-4	LPB-1	45	255
LPB-1	A-2	155	483
A-2	STUB	10	-
LPB-1	A-3	80	258
A-3	LPB-2	65	213
LPB-2	A-1	190	588
A-1	STUB	10	-
LPB-2	A-5	45	153
A-5	LPB-3	45	-
LPB-3	STUB	10	-
LPB-3	LPB-4	75	-
LPB-7	A-9	20	78
A-9	LPB-8	75	405
LPB-8	A-11	180	558
A-11	STUB	10	-
LPB-8	A-8	40	138
A-8	LPB-9	80	258
LPB-9	A-10	140	438
A-10	STUB	10	-
LPB-9	A-7	40	230
A-7	A-6	105	333
A-6	LPB-4	10	48
LPB-4	A-14	140	438
A-14	STUB	10	-
TOTAL		1950	6201

3

3

LIGHTING UNITS

NAME	LOCATION	CONCRETE BASES TYPE 5 654.0105 EACH	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255 EACH	POLES TYPE 5 - ALUMINUM 657.0322 EACH	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT 657.0710 EACH	LUMINAIRES UTILITY LED B 659.1120 EACH	ELECTRICAL WIRE LIGHTING 12 AWG 655.0610 LF
A-1	885+46.74 EB, 55.4' RT	1	1	1	1	1	144
A-2	885+78.17 WB, 37.7' LT	1	1	1	1	1	144
A-3	887+31.72 EB, 34.6' RT	1	1	1	2	2	144
A-4	887+77.86 WB, 35.2' LT	1	1	1	1	1	240
A-5	43+16.77 SB, 41.9' LT	1	1	1	1	1	144
A-6	42+73.61 NB, 25.6' RT	1	1	1	1	1	144
A-7	889+31.74 EB, 27.6' RT	1	1	1	1	1	144
A-8	889+92.72 EB, 52.0' LT	1	1	1	2	2	144
A-9	45+01.23 NB, 41.2' RT	1	1	1	1	1	240
A-10	891+21.42 EB, 32.1' RT	1	1	1	1	1	144
A-11	891+70.88 WB, 42.3' LT	1	1	1	1	1	144
A-12	45+58.62 SB, 24.2' LT	1	1	1	1	1	144
A-13	47+11.70 SB, 25.8' LT	1	1	1	1	1	144
A-14	41+29.08 NB, 25.7' RT	1	1	1	1	1	144
TOTAL		14	14	14	16	16	2208

REMOVING CONCRETE BASES

INTERSECTION	204.0195 EACH
BUSINESS 8 & STH 47	13
FLASHING BEACON (465' N OF RIVER RD)	1
PROJECT ID 1590-14-71 SUMMARY	**14**
PROJECT TOTAL	**14**

REMOVING PULL BOXES

INTERSECTION	653.0905 EACH
BUSINESS 8 & STH 47	16
PROJECT ID 1590-14-71 SUMMARY	**16**
PROJECT TOTAL	**16**

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S.01 LS
BUSINESS 8 & STH 47	1
PROJECT ID 1590-14-71 SUMMARY	**1**
PROJECT TOTAL	**1**

ADVANCE FLASHER ASSEMBLY REMOVAL

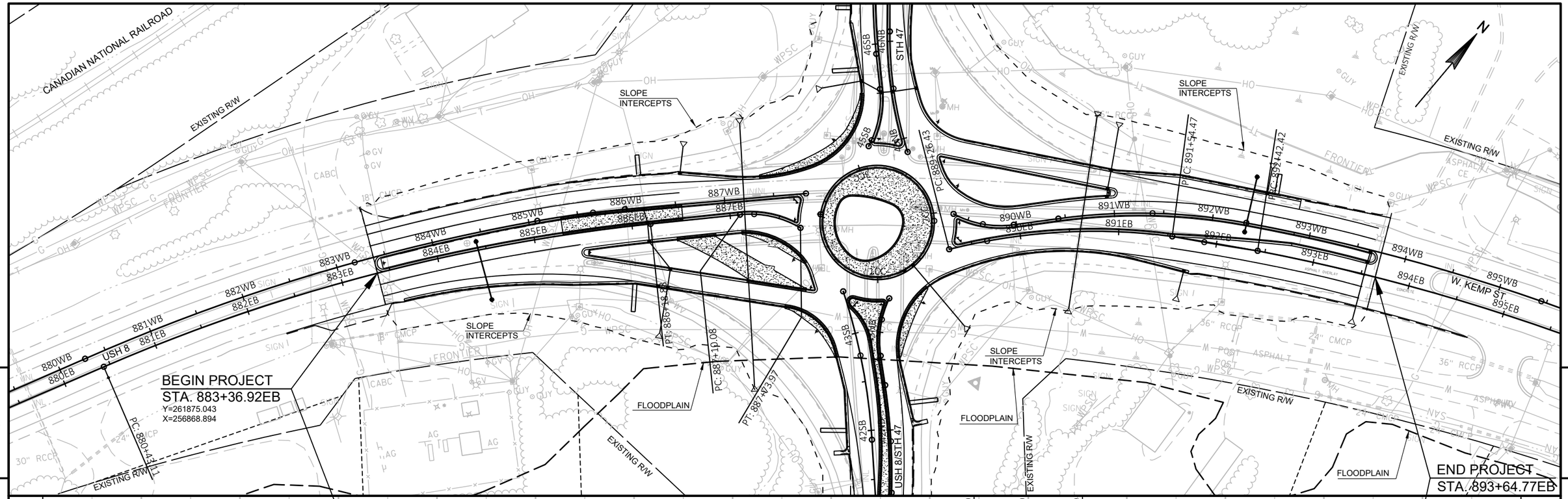
LOCATION	204.9002.S REMOVING ADVANCE FLASHER ASSEMBLIES TYPE II EA
FLASHING BEACON (465' N OF RIVER RD ON STH 47)	1
PROJECT ID 1590-14-71 SUMMARY	**1**
PROJECT TOTAL	**1**

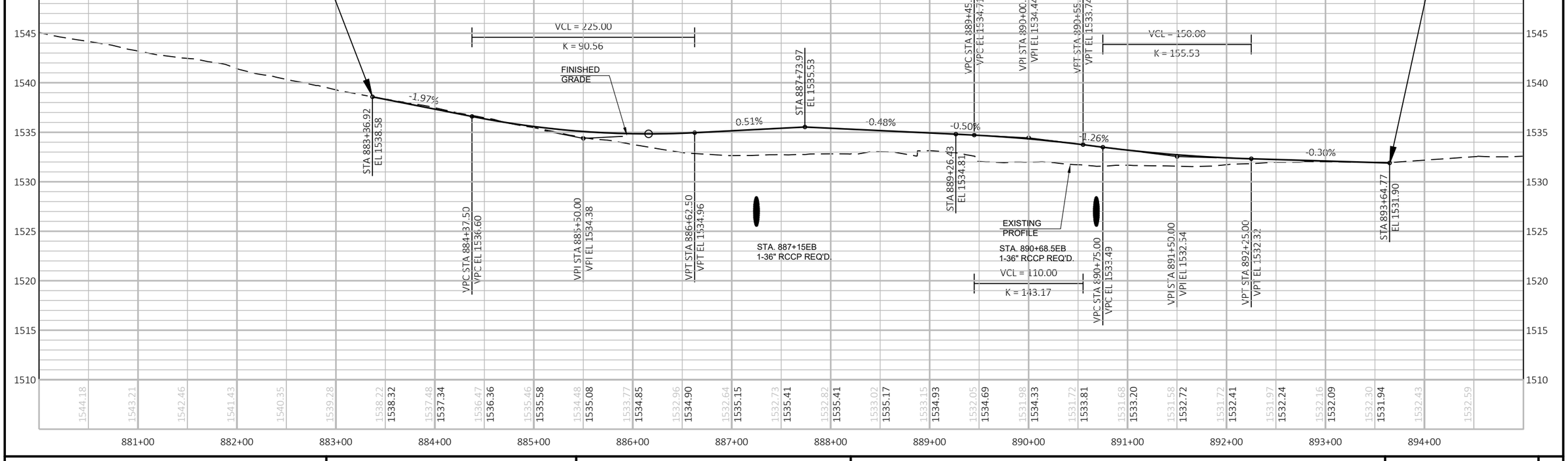
TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0200.01 LS
BUSINESS 8/KEMP ST & BOYCE DR	1
PROJECT ID 1590-14-71 SUMMARY	**1**
PROJECT TOTAL	**1**

REMOVING LOOP DETECTOR WIRE AND LEAD-IN CABLE

LOCATION	204.9105.S.02 LS
BUSINESS 8 & STH 47	1
PROJECT ID 1590-14-71 SUMMARY	**1**
PROJECT TOTAL	**1**

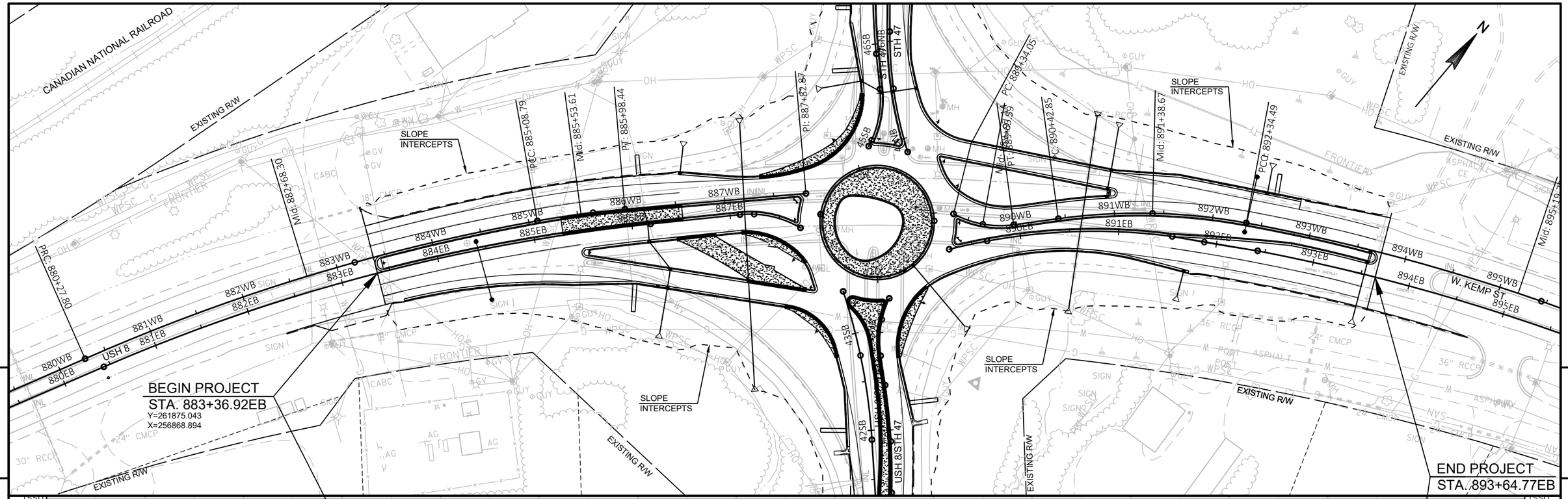


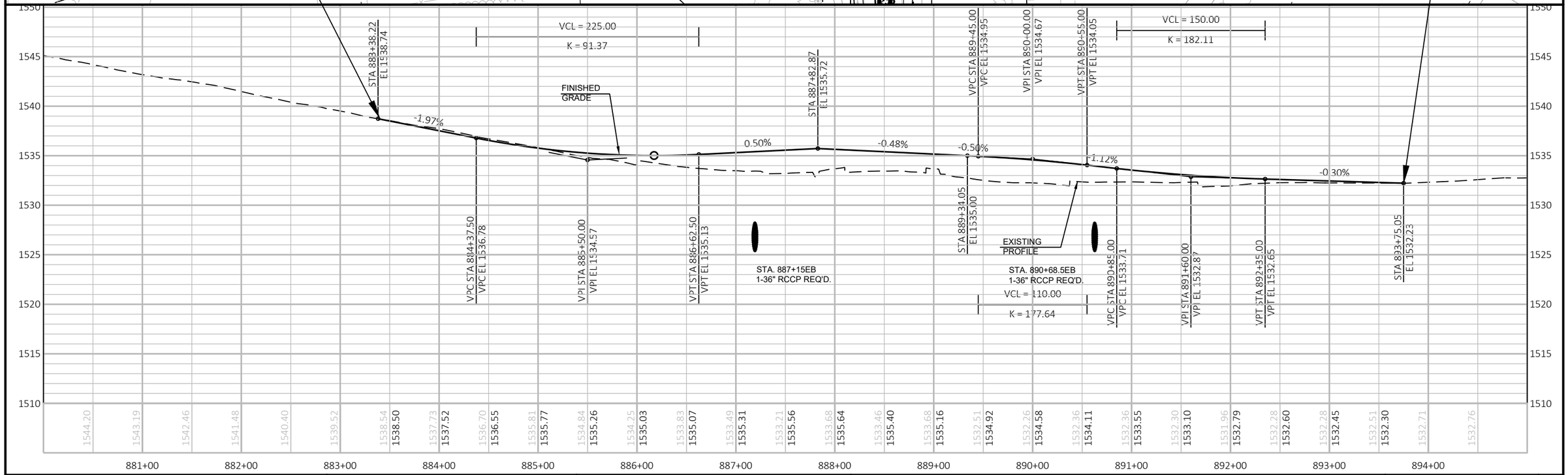


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EASTBOUND	SHEET 172	E

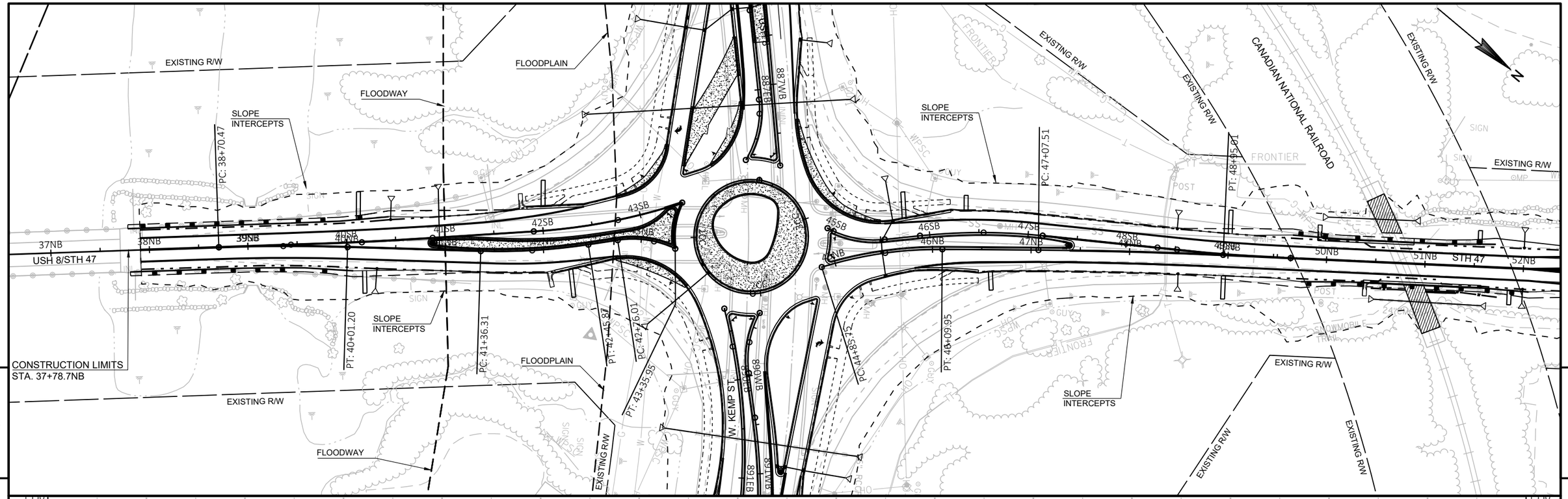
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\050101 PP.DWG
LAYOUT NAME - 050101 pp

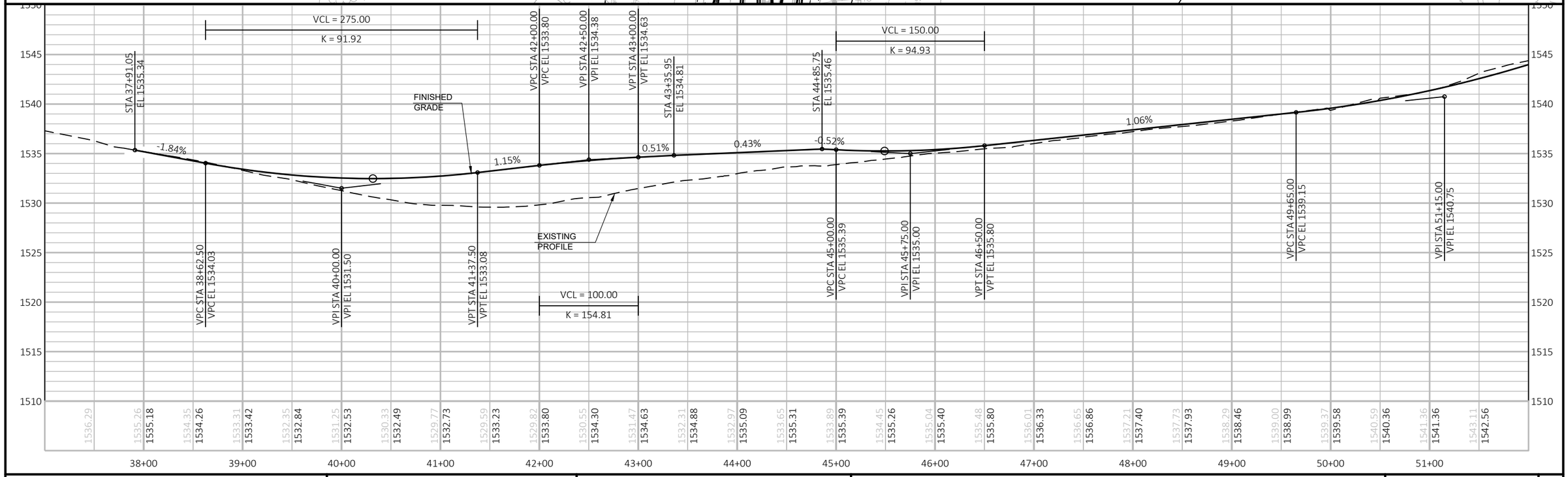
PLOT DATE : 10/31/2018 7:22 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 WESTBOUND-RAB DESIGN	SHEET 173	E

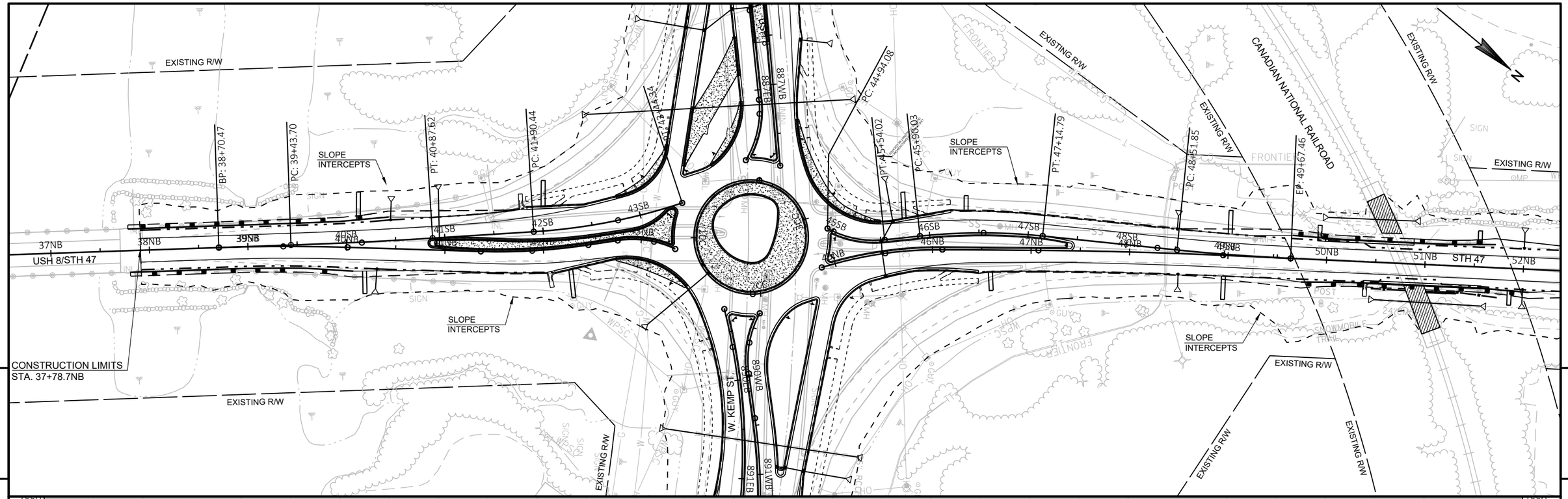




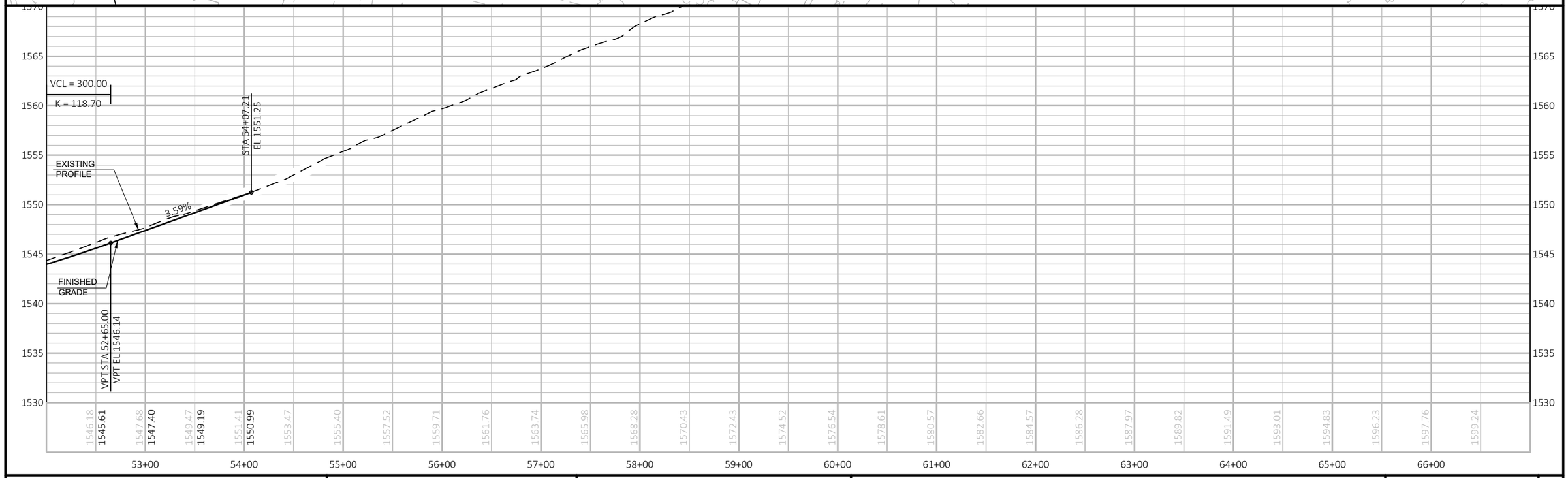
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: STH 47 NORTHBOUND	SHEET 174 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\050103 PP.DWG
LAYOUT NAME - 050103 pp

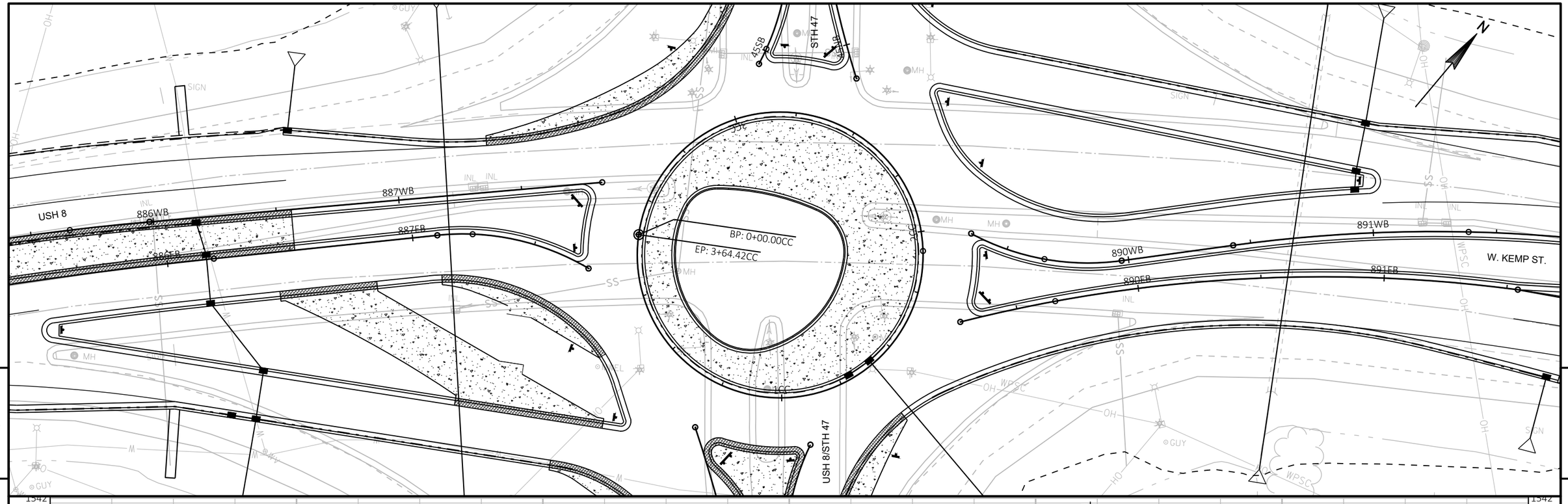
PLOT DATE : 10/31/2018 7:23 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

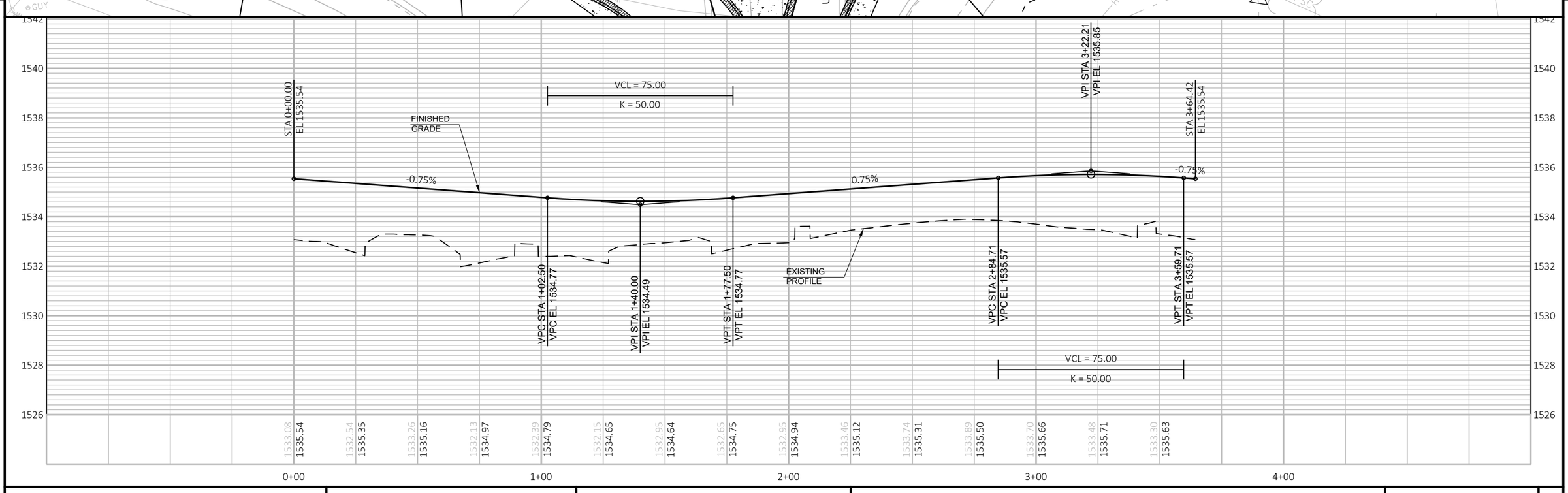


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: STH 47 SOUTHBOUND	SHEET 175 E



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: STH 47 NORTHBOUND	SHEET 176	E





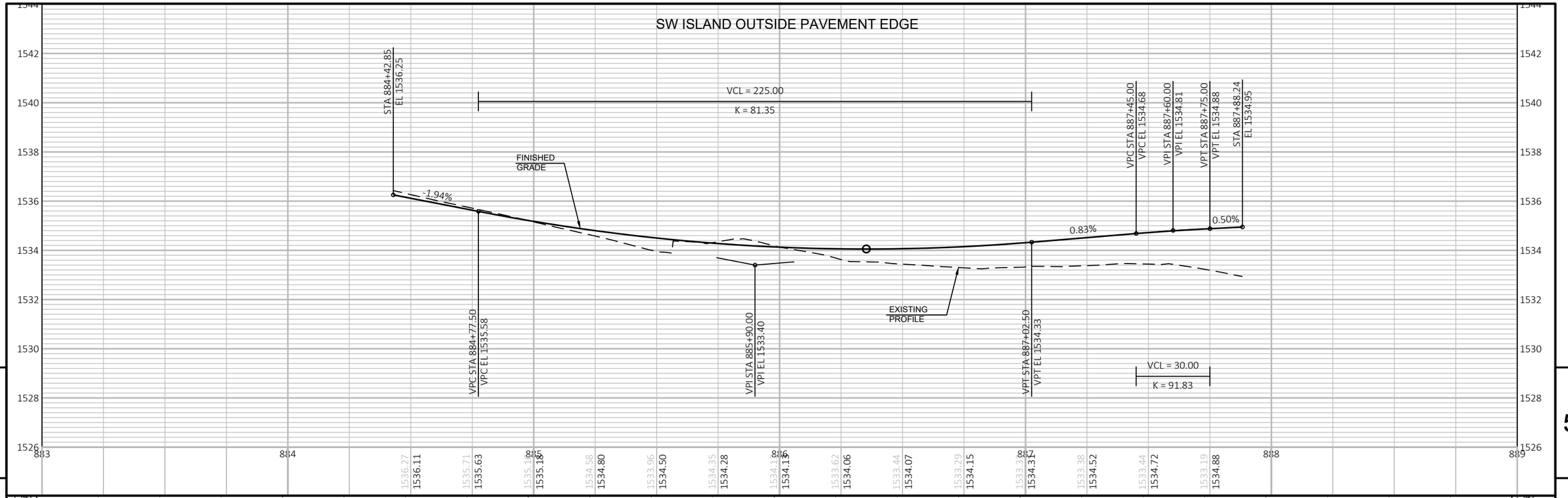
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8/STH 47 RAB CENTER CIRCLE	SHEET 177	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\050106 PP.DWG
LAYOUT NAME - 050106 pp

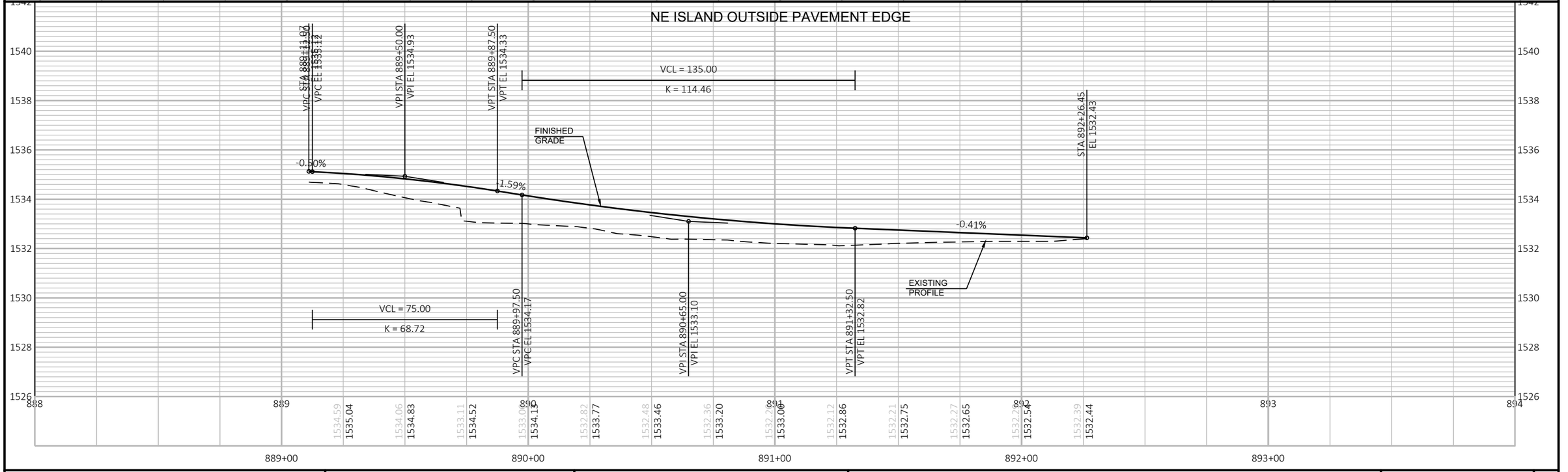
PLOT DATE : 10/31/2018 7:24 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

SW ISLAND OUTSIDE PAVEMENT EDGE



NE ISLAND OUTSIDE PAVEMENT EDGE



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: PROFILES	SHEET	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\050301 PR.DWG
LAYOUT NAME - 050301 pr

PLOT DATE : 10/31/2018 7:24 PM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : ##########

Standard Detail Drawing List

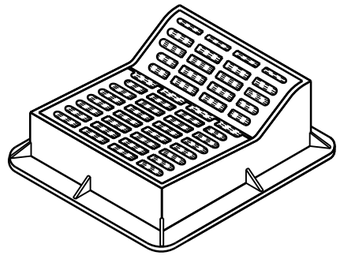
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
09C02-08	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
14A02-01	TREE PLANTING DETAIL
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

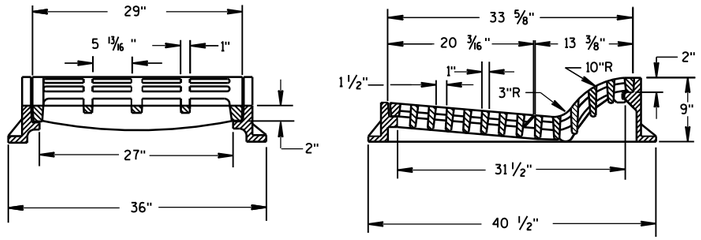
6

Standard Detail Drawing List

15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14D	ROUNDABOUT ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-04	MEDIAN ISLAND MARKING
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C27-03B	PAVEMENT MARKING (ISLANDS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-07	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-05	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

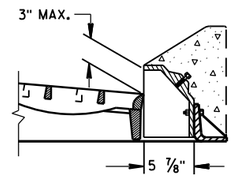
6





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

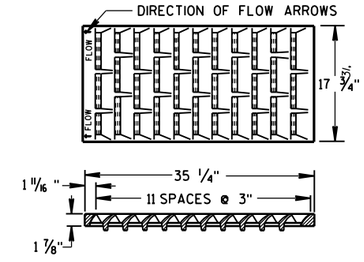
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

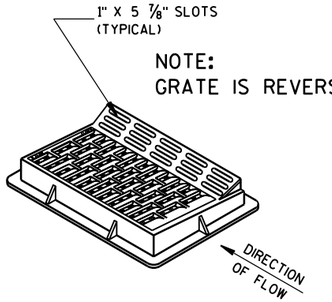
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

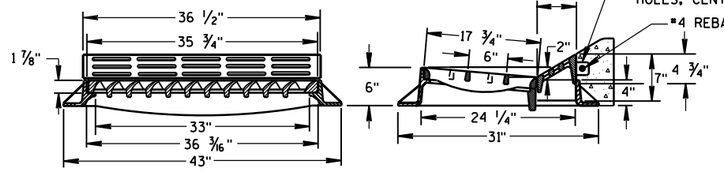
GENERAL NOTES

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

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



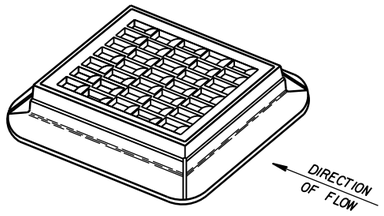


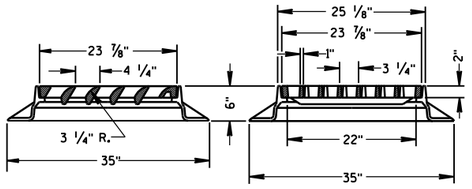


TYPE "HM"

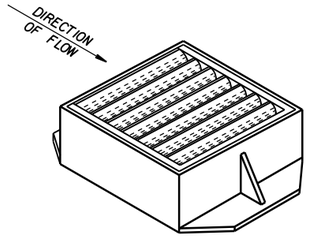
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

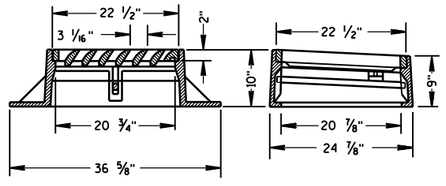
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



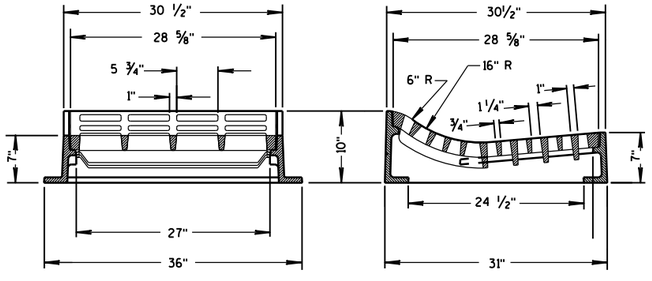


TYPE "S"



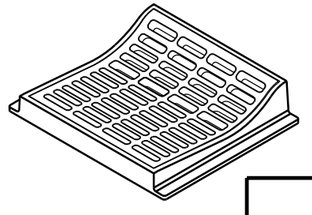


TYPE "V"



TYPE "T"

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

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

6

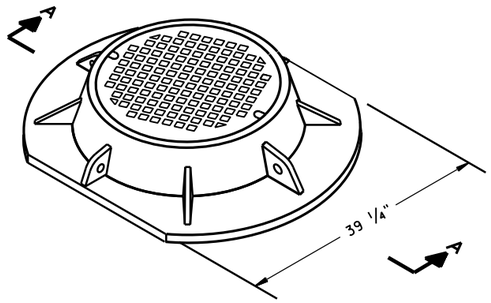
S.D.D. 8 A 5-19c

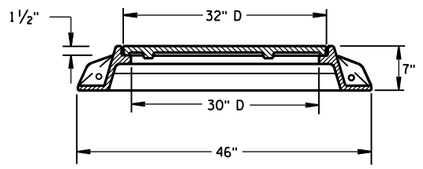
GENERAL NOTES

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.

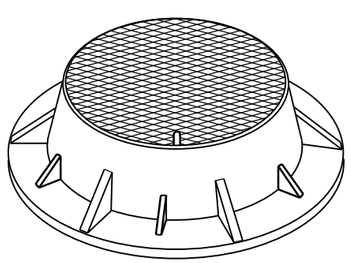
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

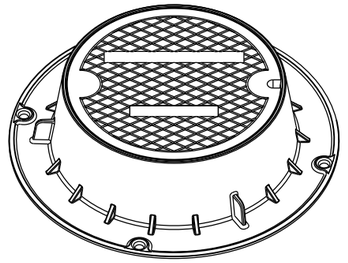
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

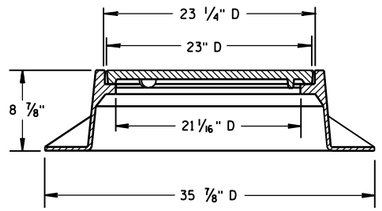


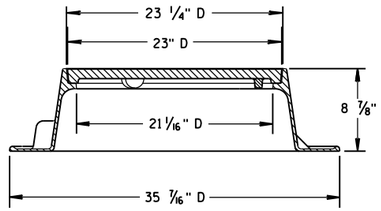


SECTION A-A
TYPE "K"

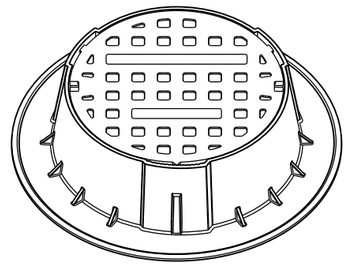


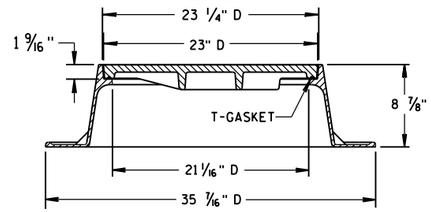


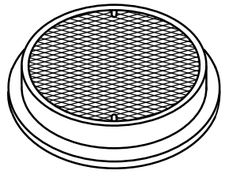


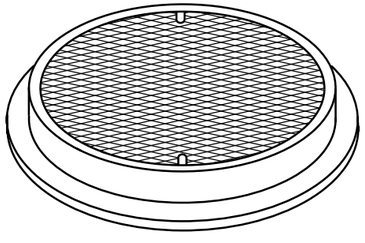


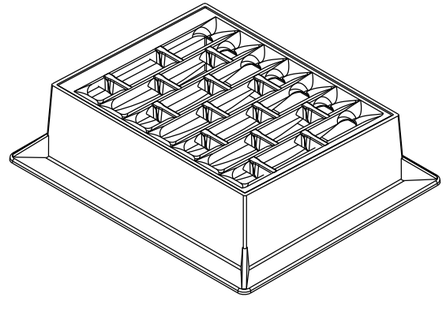
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

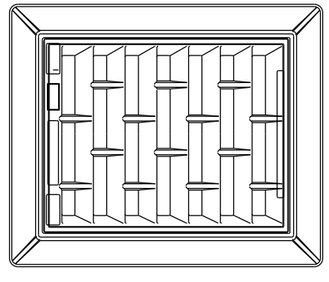


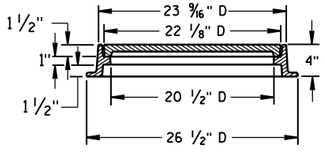




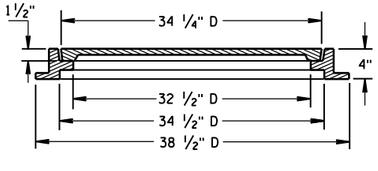




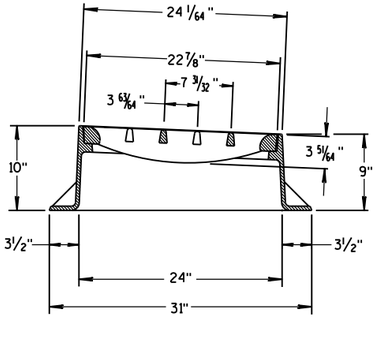


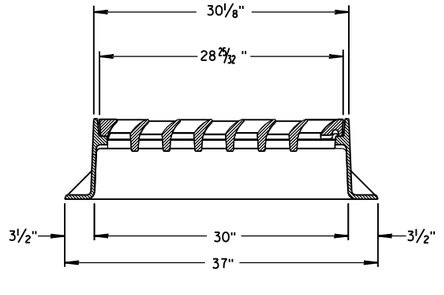


TYPE "L"

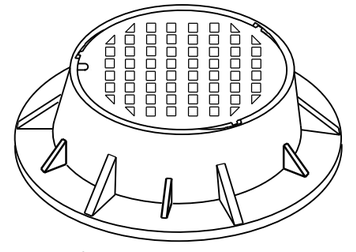


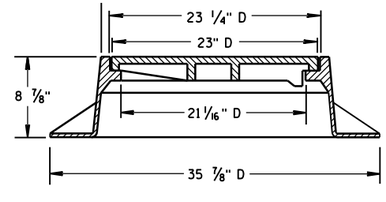
TYPE "M"





INLET COVER TYPE "BW"





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

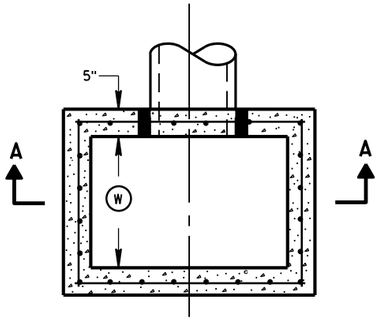
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

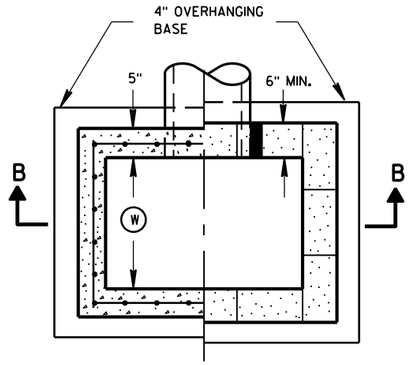
APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

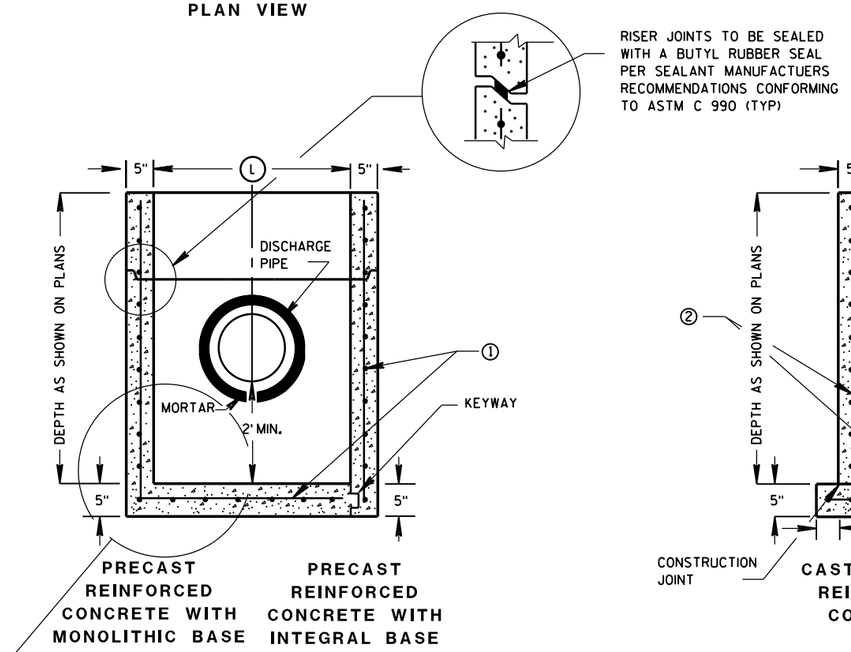
S.D.D. 8 A 5-19d
6



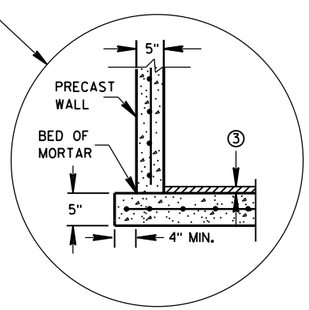
PLAN VIEW



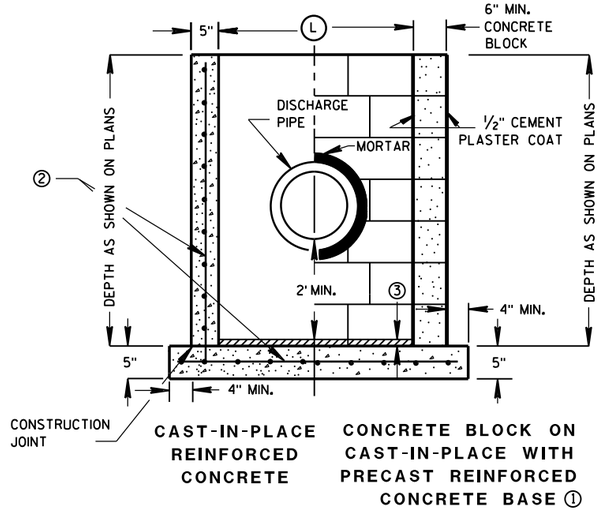
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

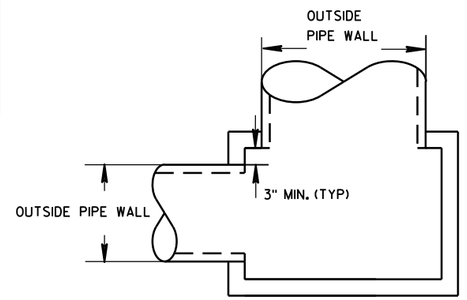
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

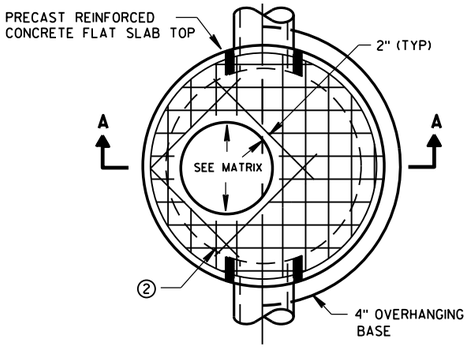
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

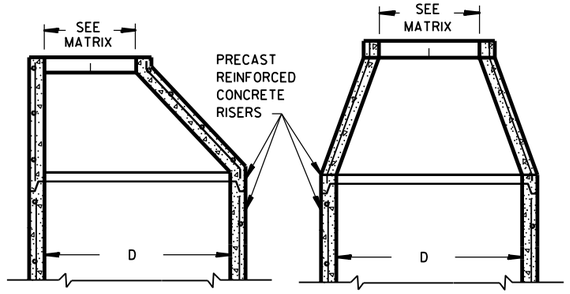
S.D.D. 8 A 9-2

6

S.D.D. 8 A 9-2

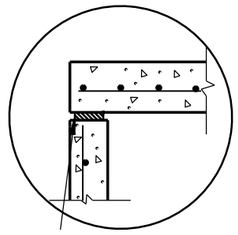


PLAN VIEW CIRCULAR OPENING

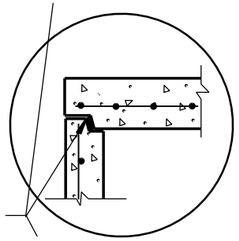


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

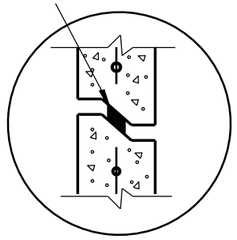


TOP WITH PLAIN END JOINT



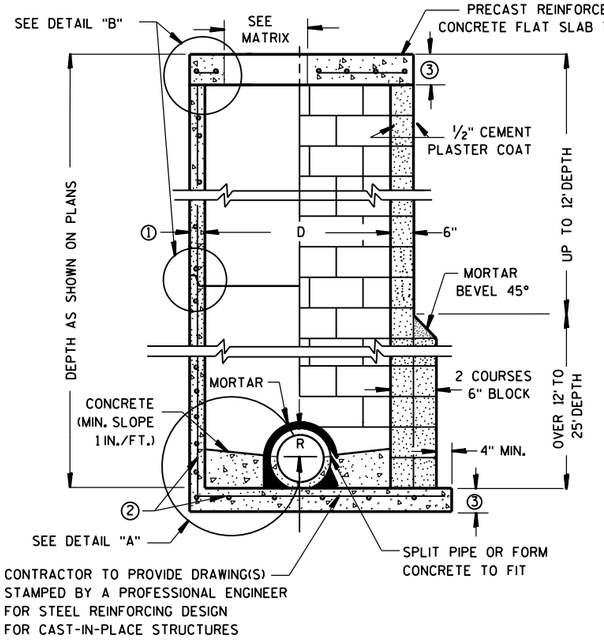
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



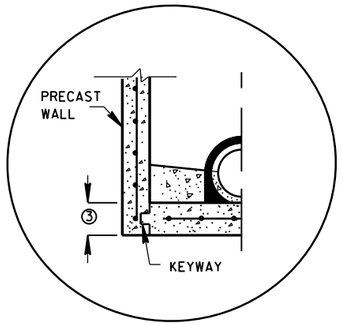
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

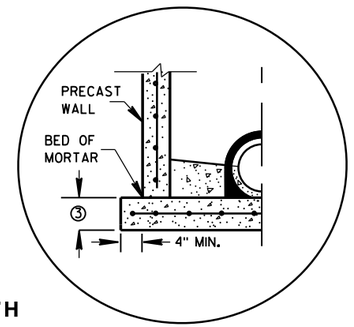


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

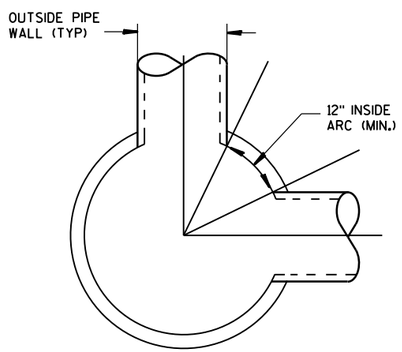


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

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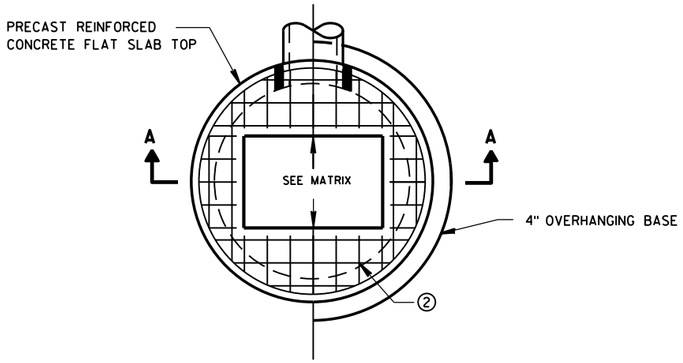
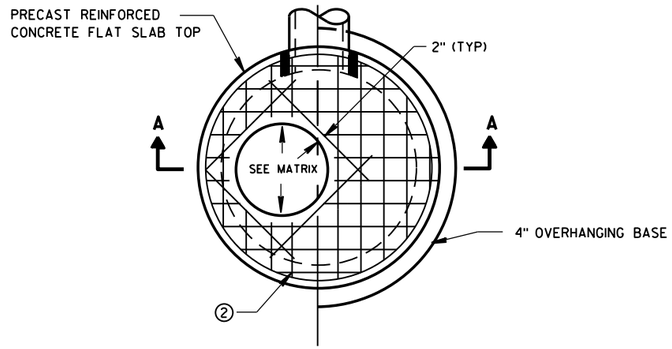
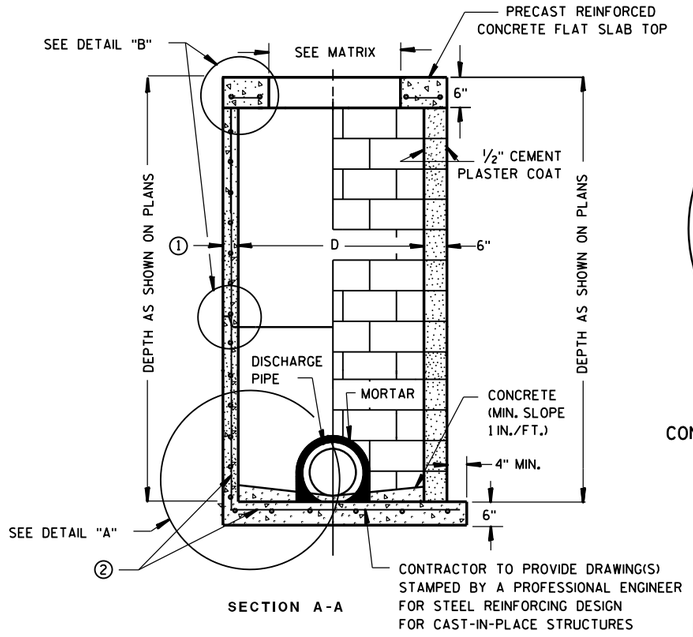
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

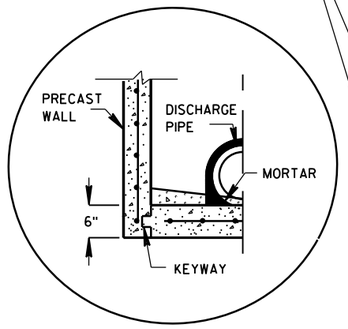


SECTION A-A

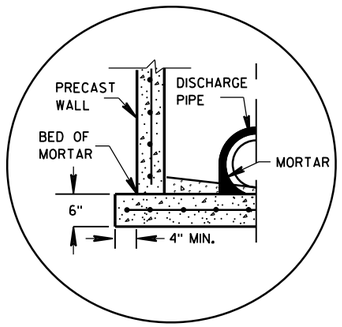
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

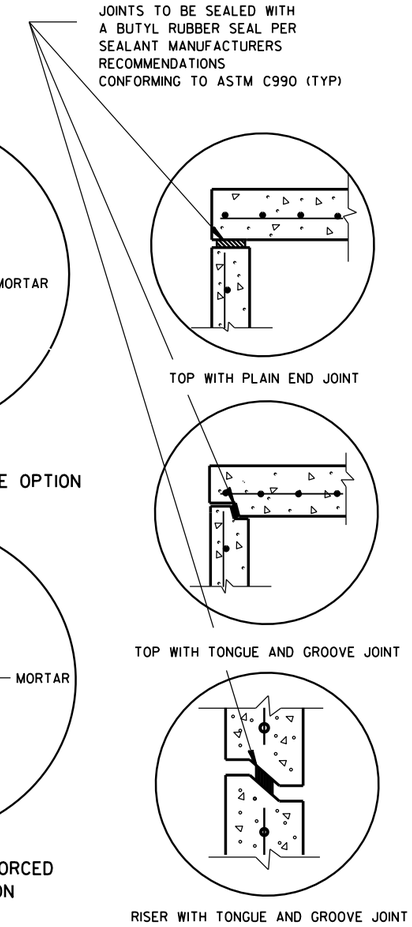


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

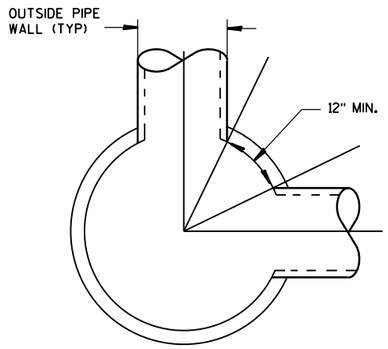
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

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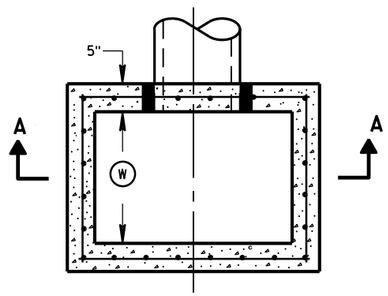
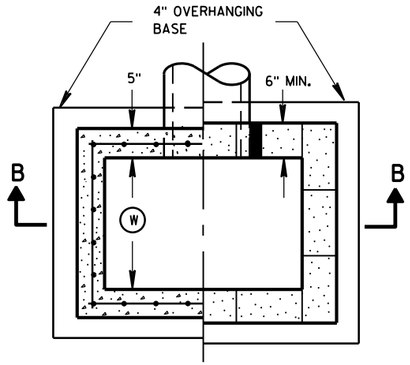
S.D.D. 8 C 6-2

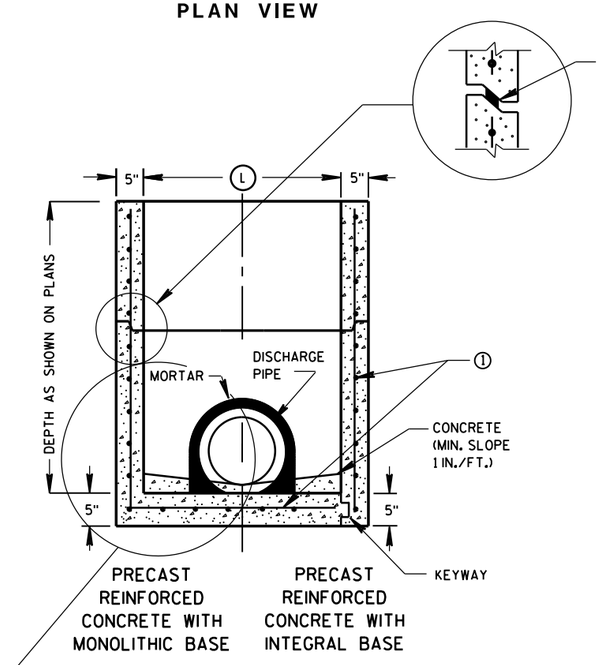
INLETS 3-FT AND 4-FT DIAMETER



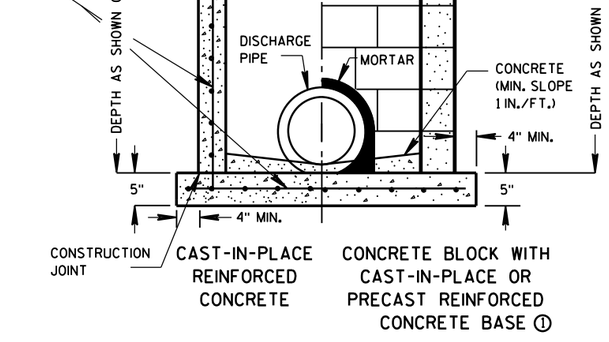
PLAN VIEW



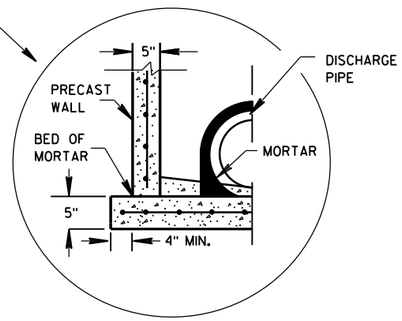
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

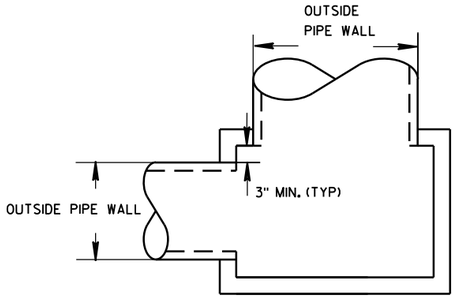
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

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FHWA

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

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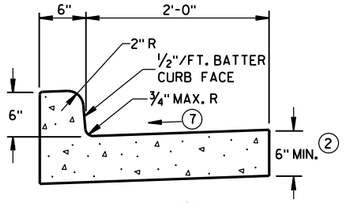
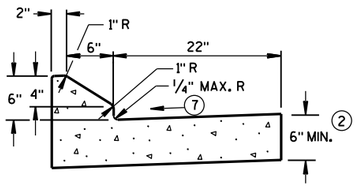
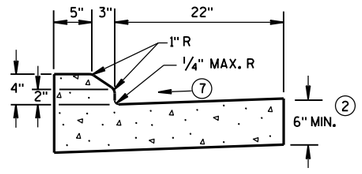
S.D.D. 8 C 7-2



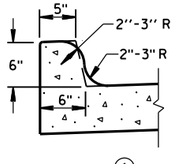
TYPES A (1) & D



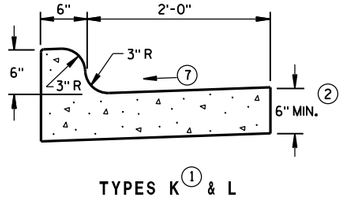
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

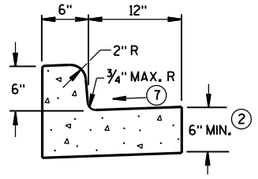


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



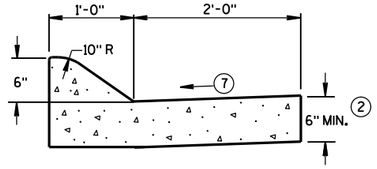
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

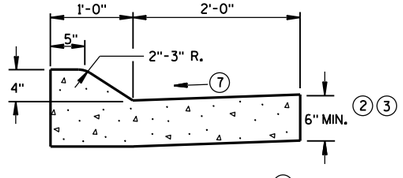


TYPES A (1) & D

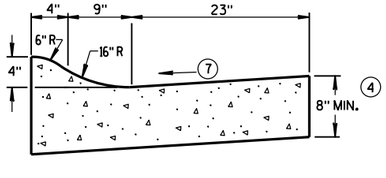
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

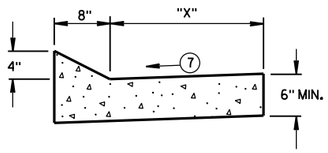


4" SLOPED CURB TYPES A (1) & D



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.

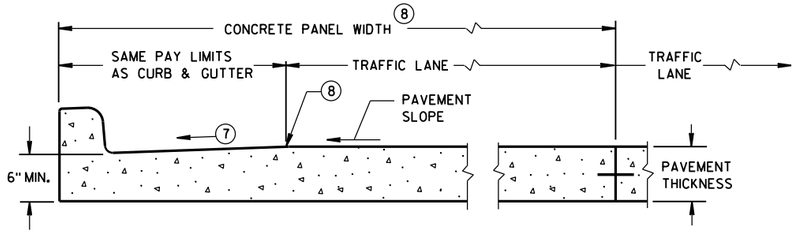
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(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.

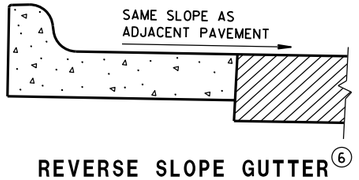
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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...

6

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

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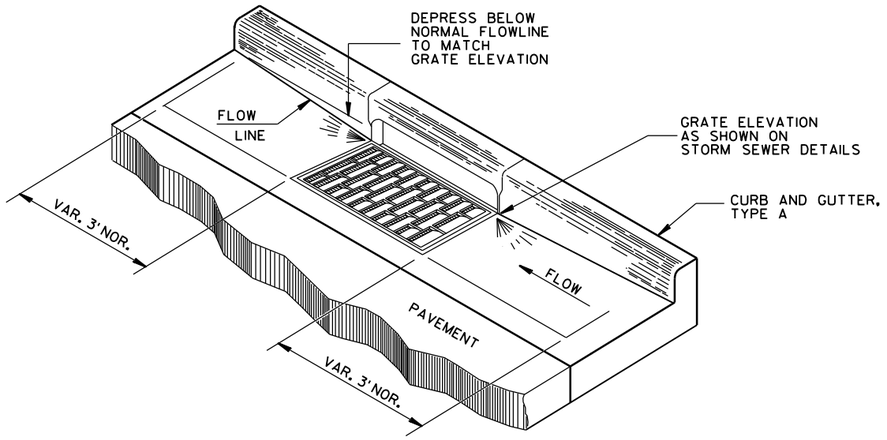
S.D.D. 8 D 1-20a



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.

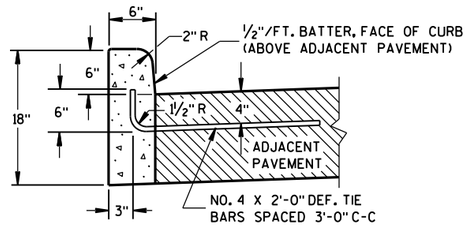
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

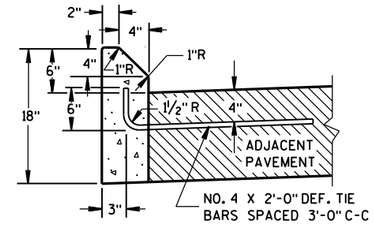
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

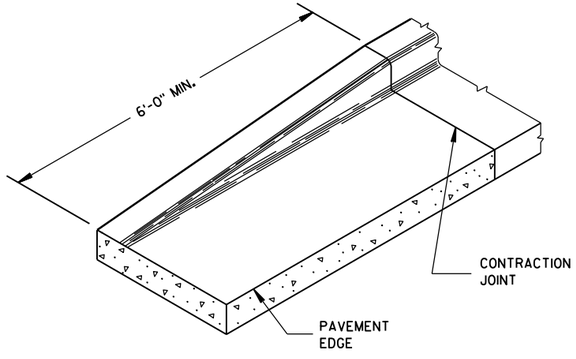


TYPES A (1) & D

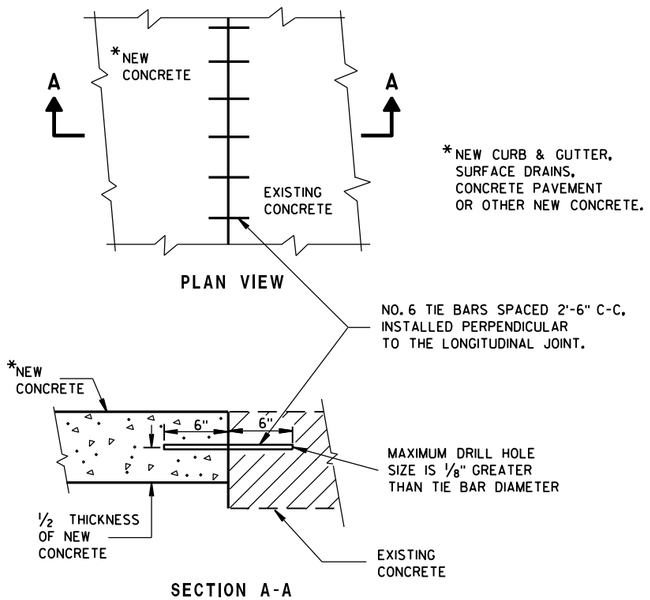


TYPES G (1) & J

CONCRETE CURB



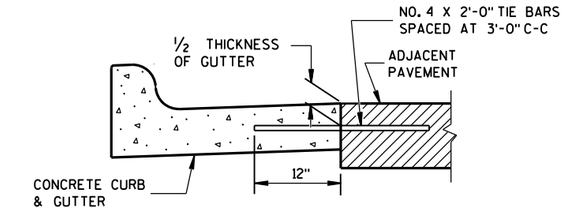
END SECTION CURB & GUTTER



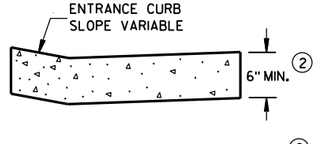
PLAN VIEW

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
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FHWA

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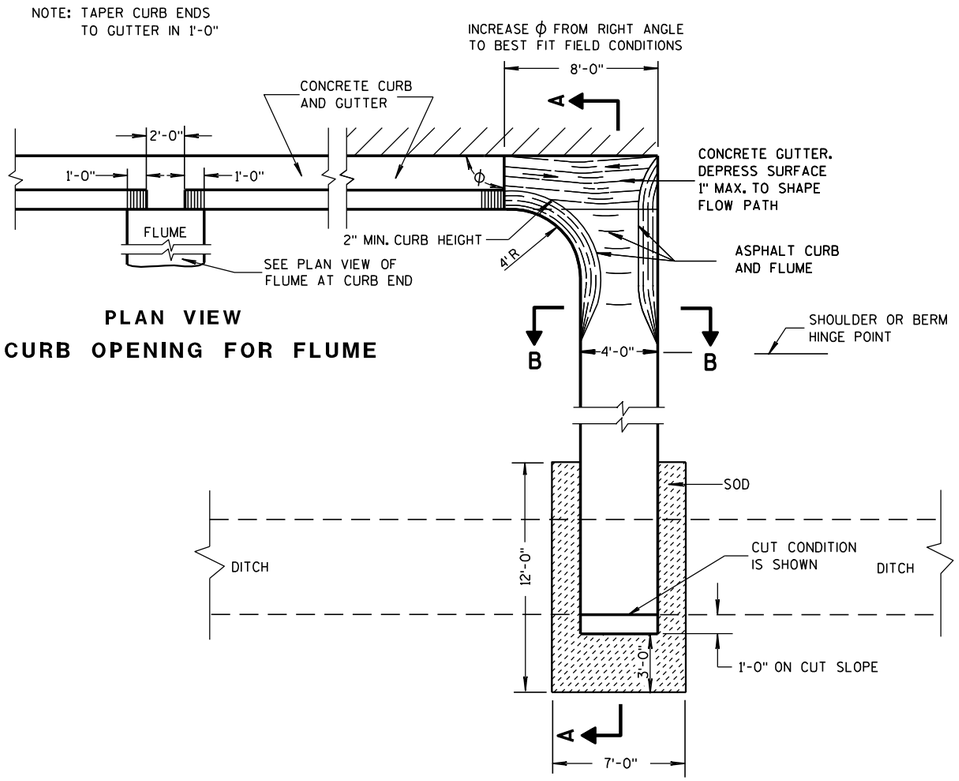
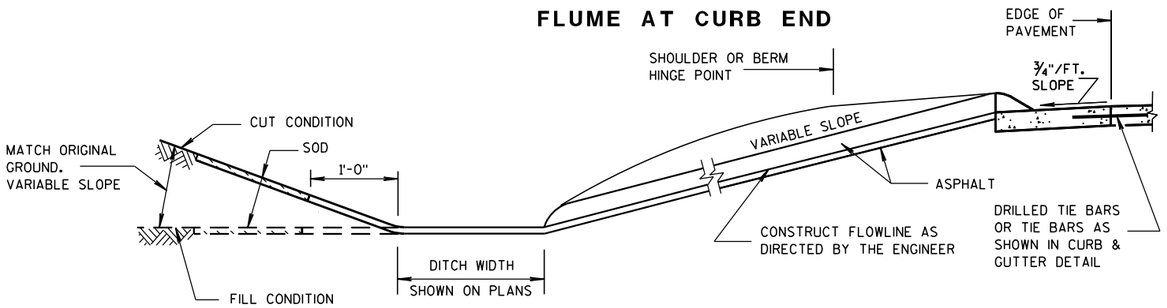
ASPHALTIC FLUME

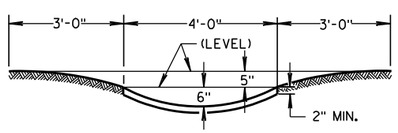


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

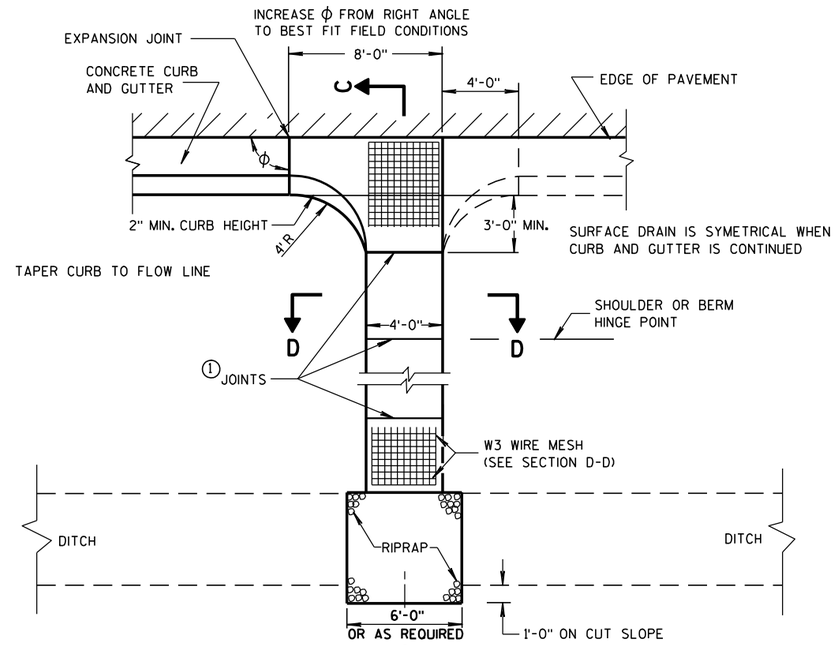
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

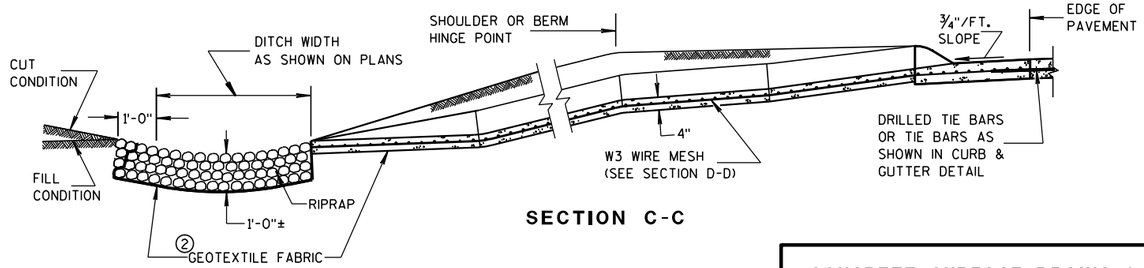
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

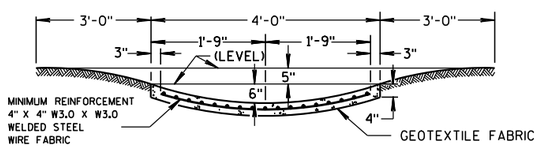
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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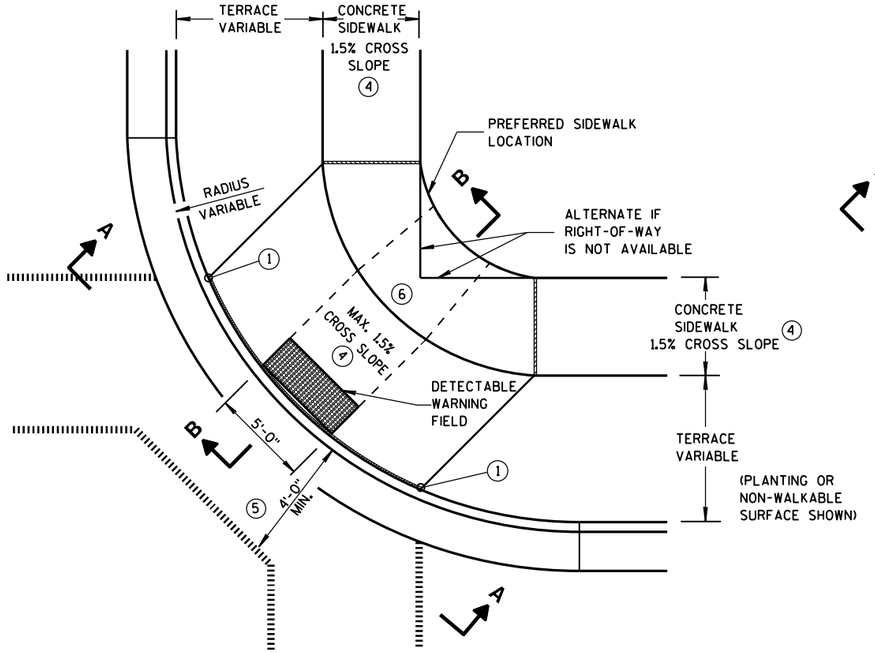
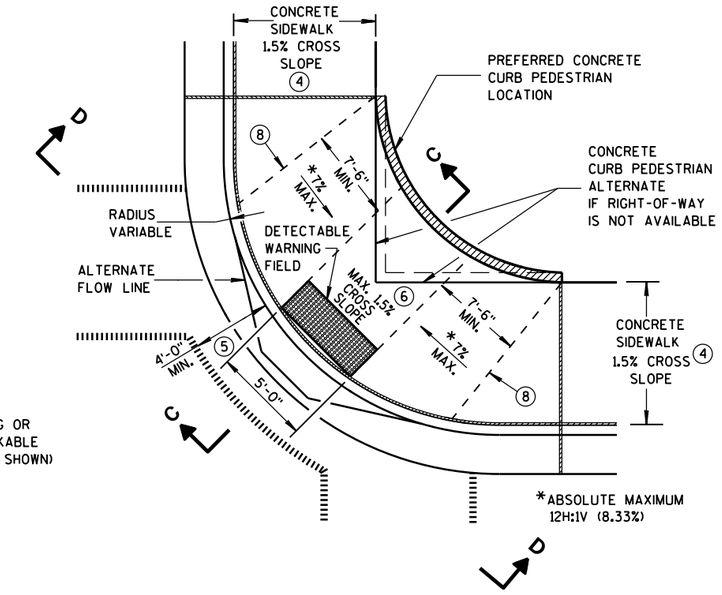
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

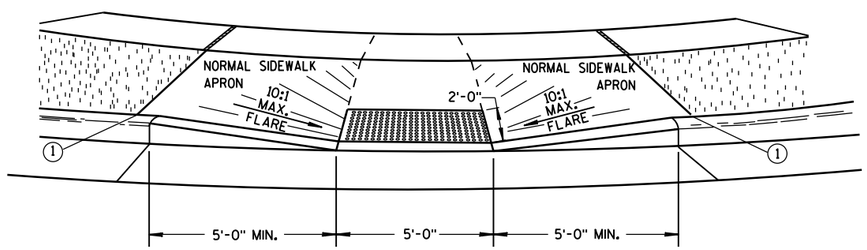
(CENTER OF CORNER RADIUS)



PLAN VIEW

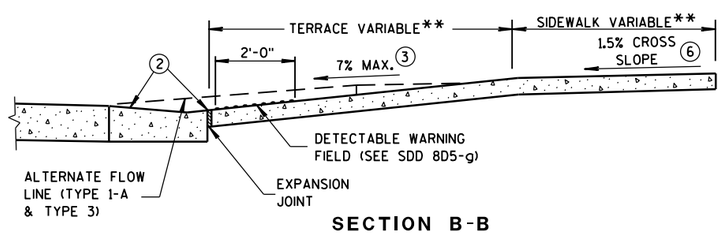
TYPE 1-A RAMP

(NO TERRACE)

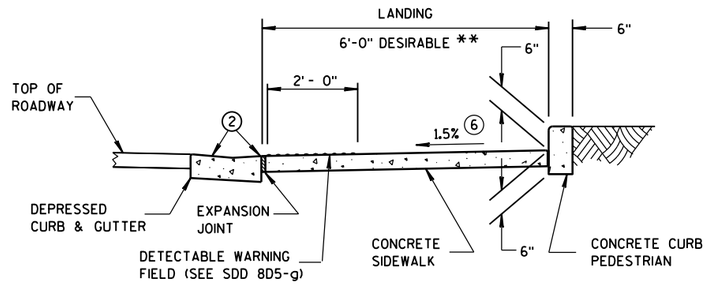


VIEW A-A

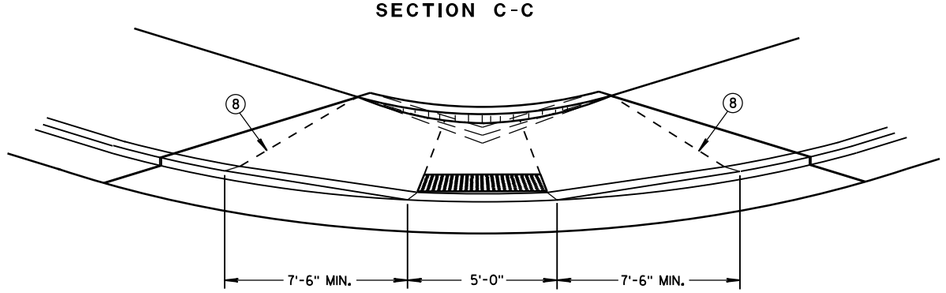
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

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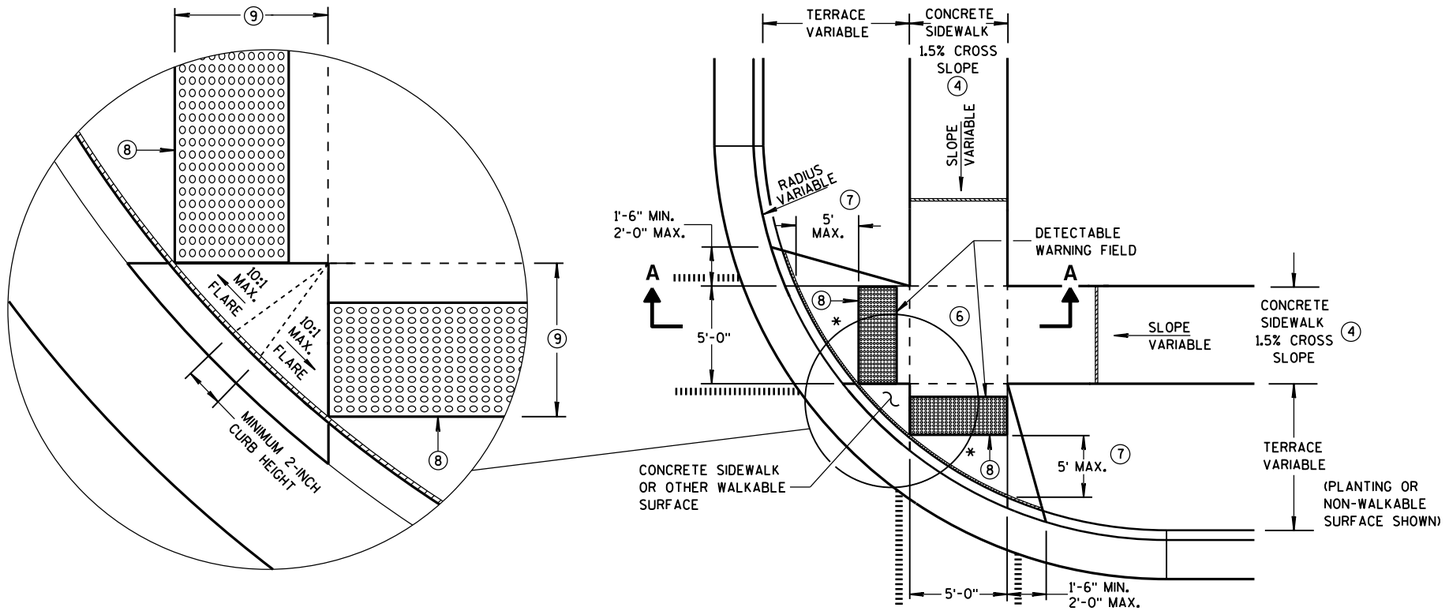
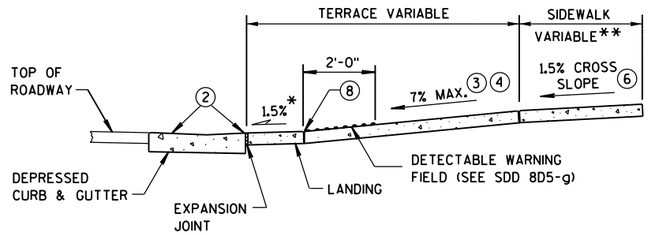
S.D.D. 8 D 5-19a



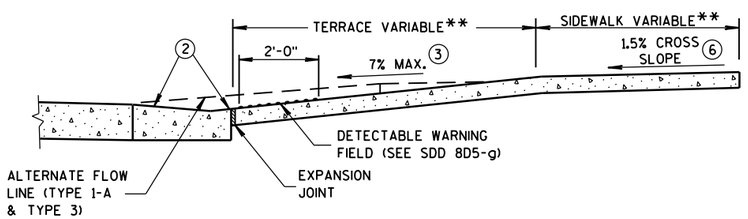
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

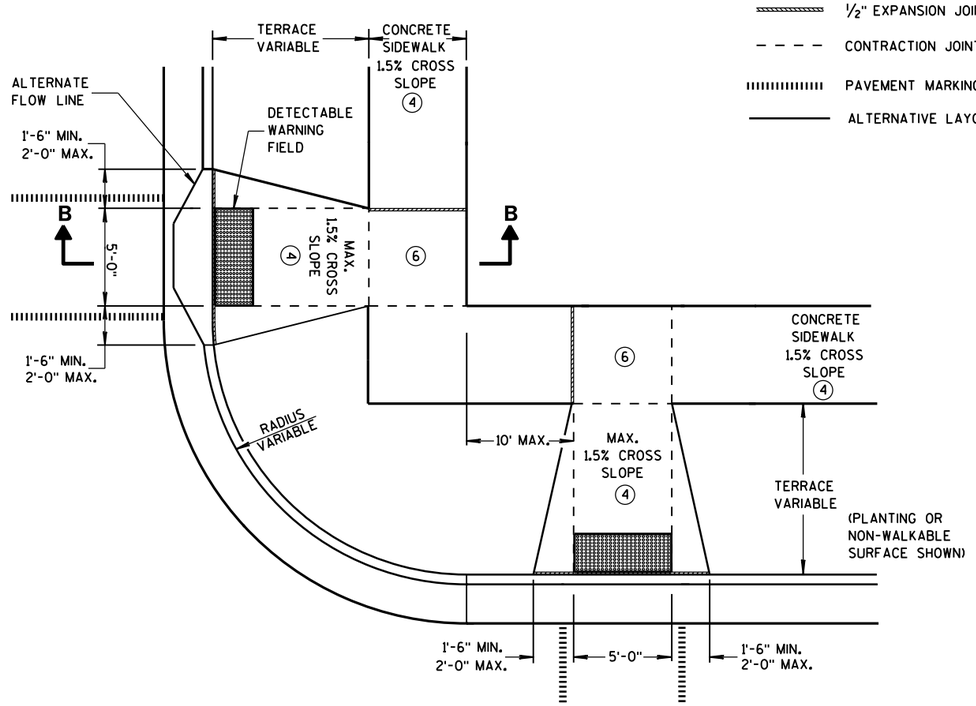
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

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



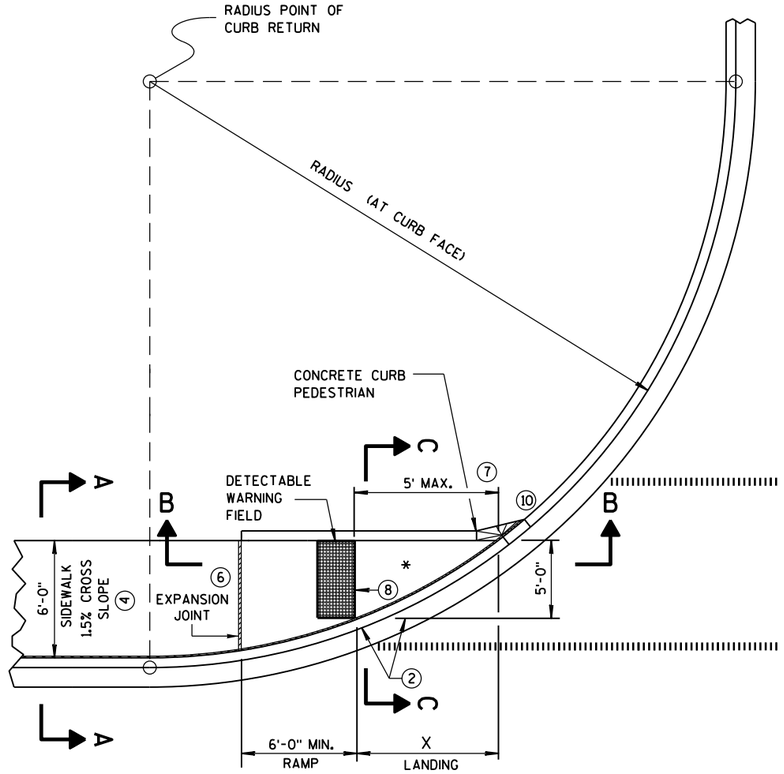
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

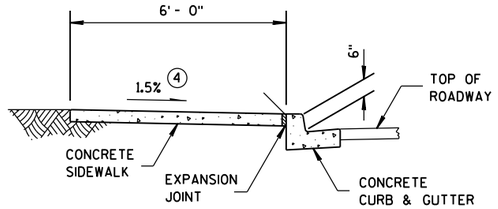
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

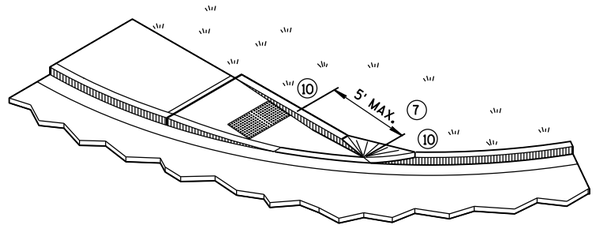
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

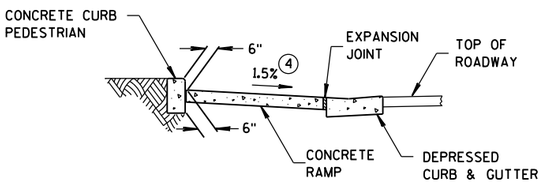
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

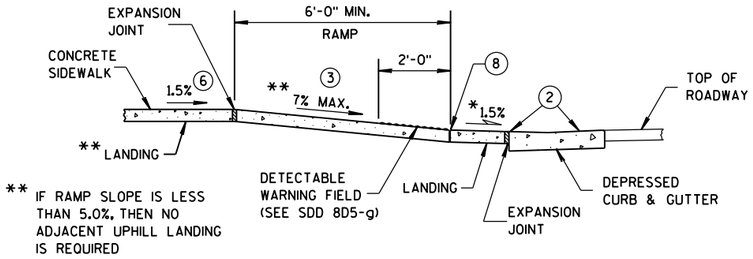
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



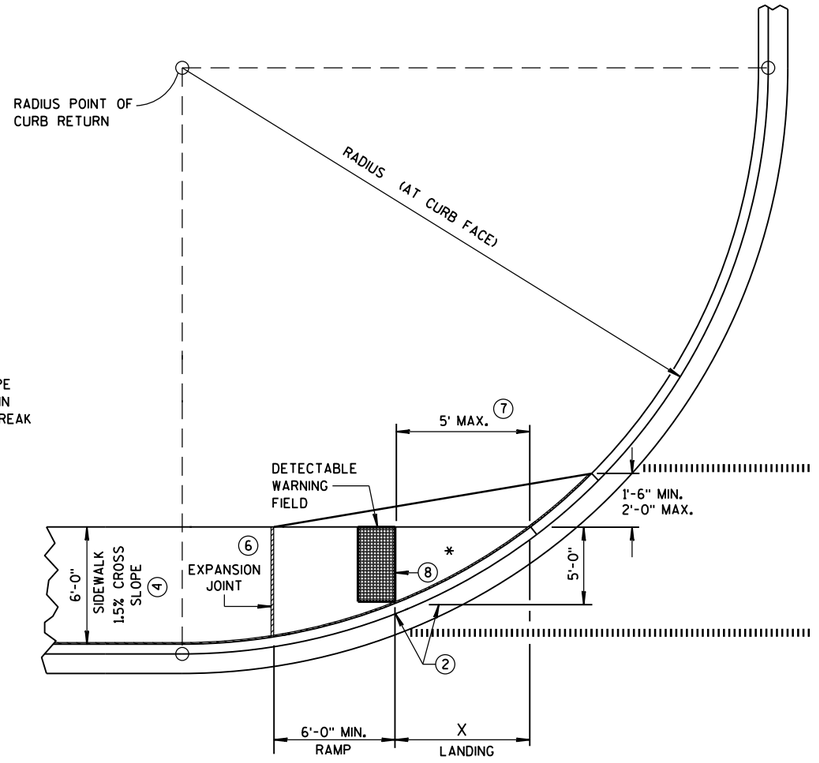
SECTION C-C FOR TYPE 4A



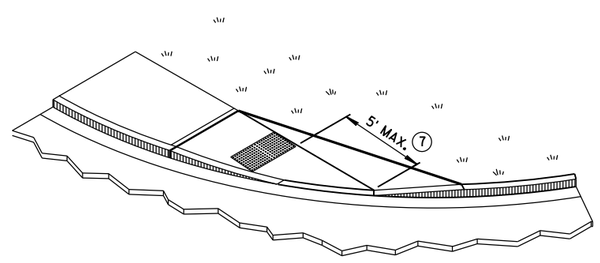
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

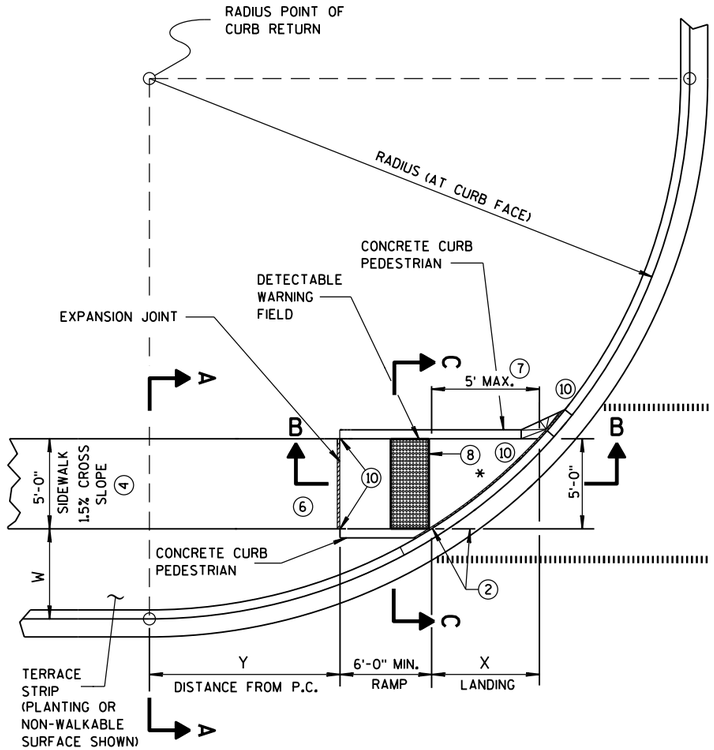
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

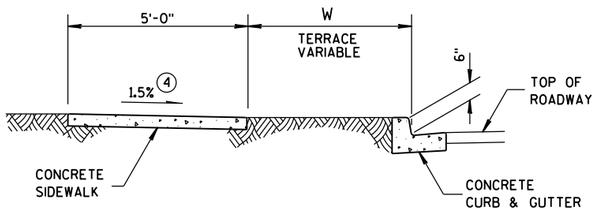
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

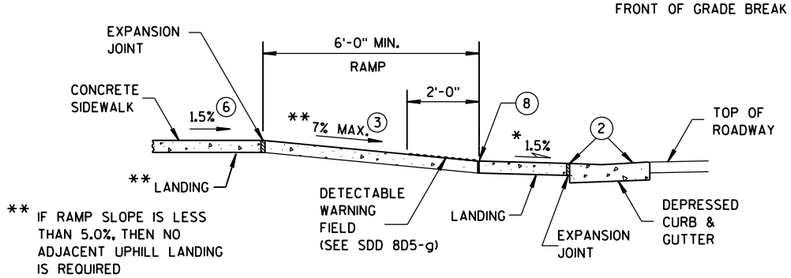
S.D.D. 8 D 5-19c



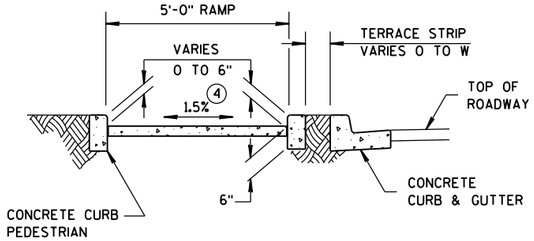
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		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

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.

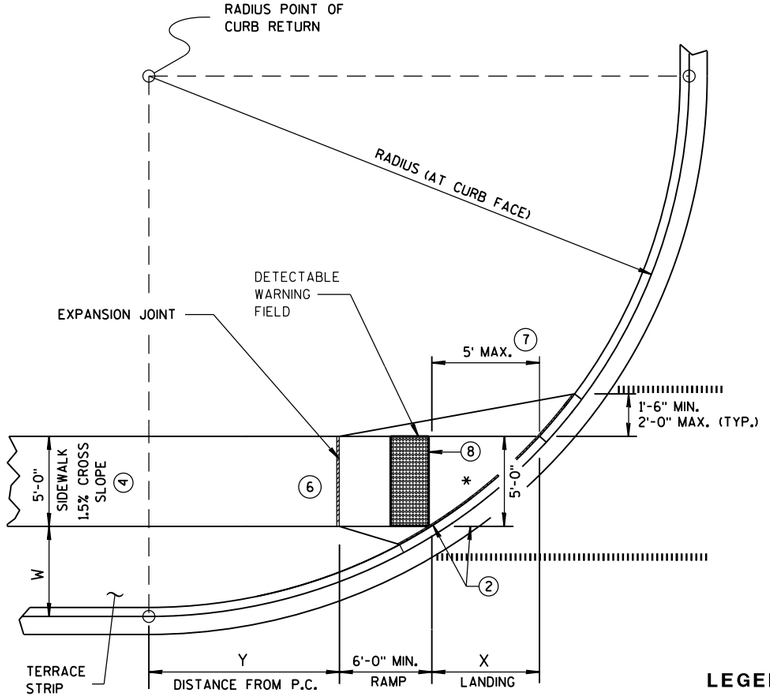
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

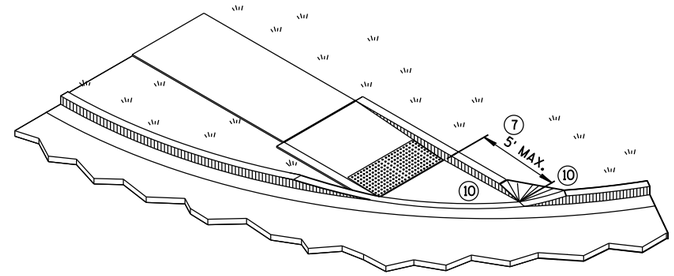
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

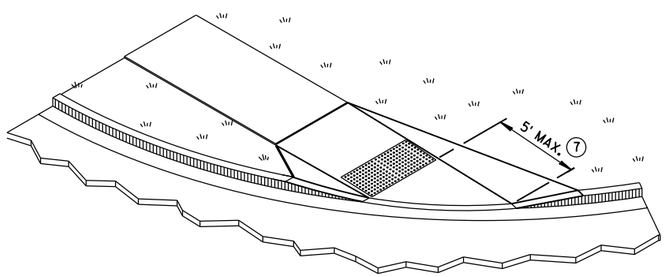
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



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

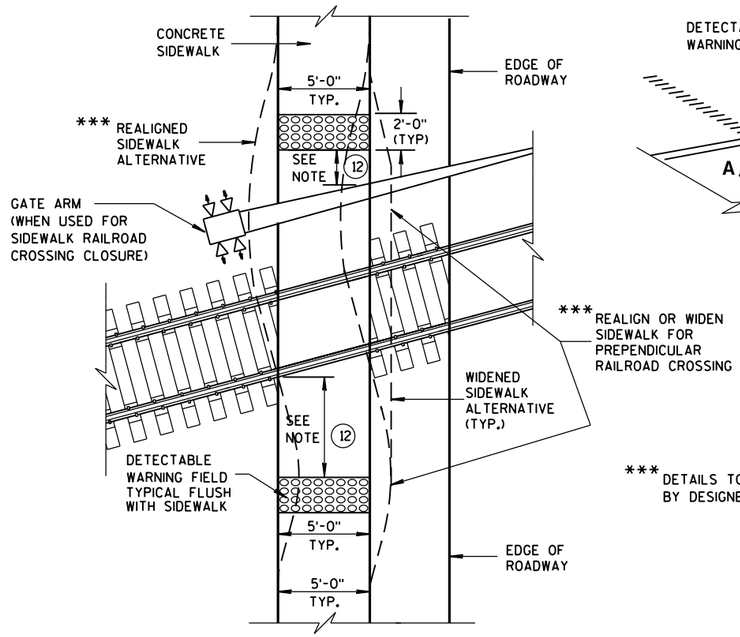
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

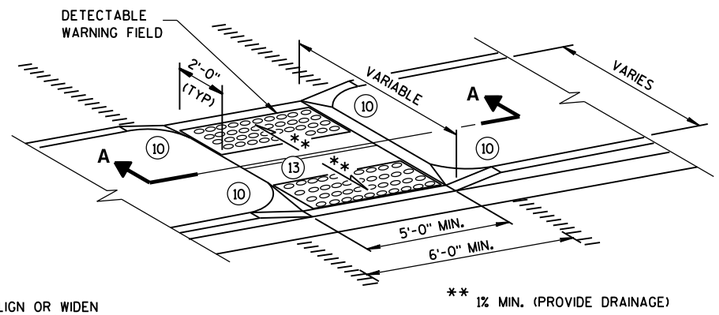
6

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



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 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.

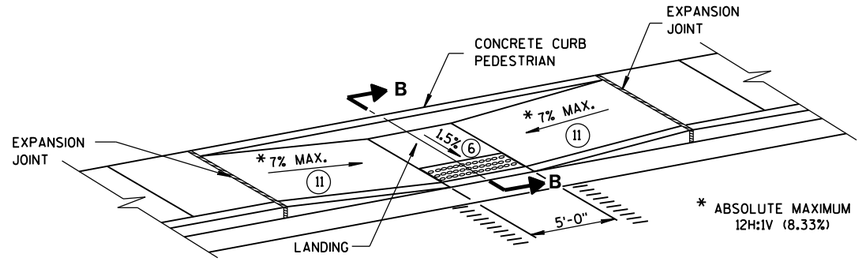
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

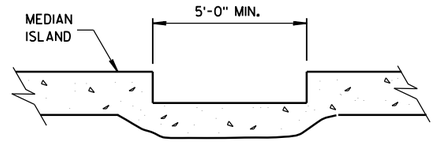
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

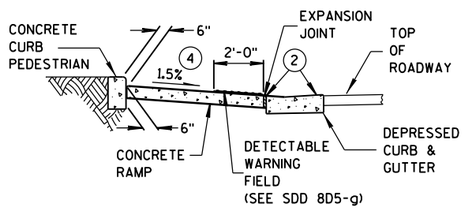
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

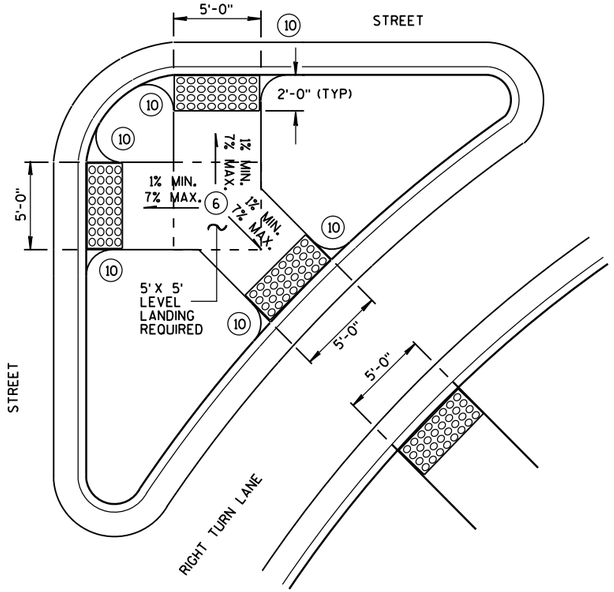


SECTION A-A

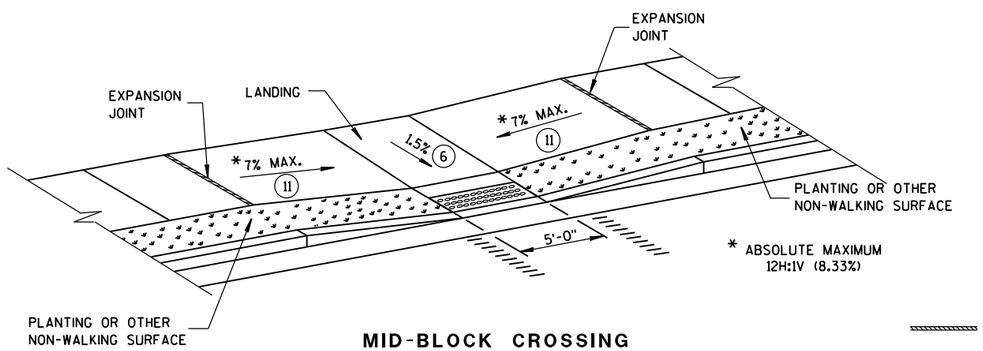


SECTION B-B

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

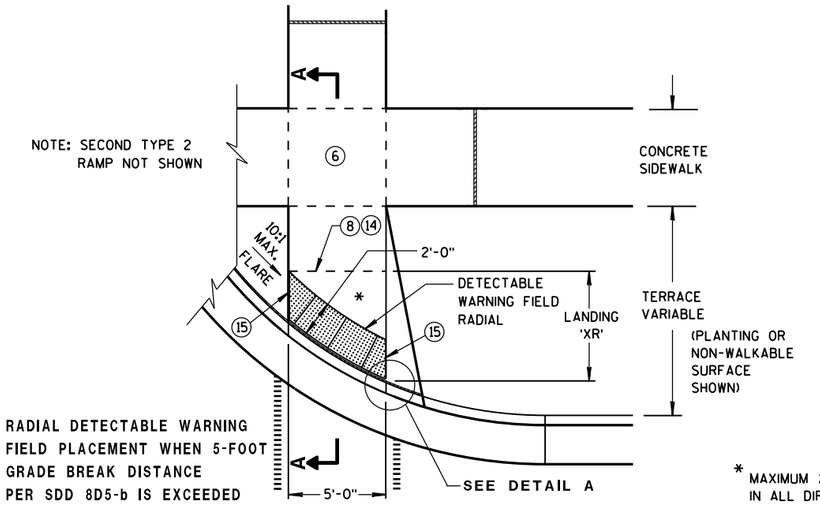
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

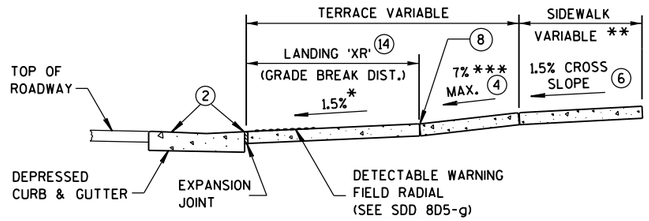


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

* 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.

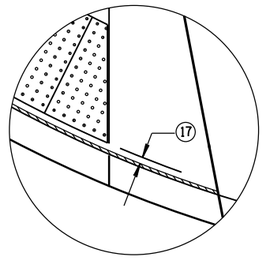
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

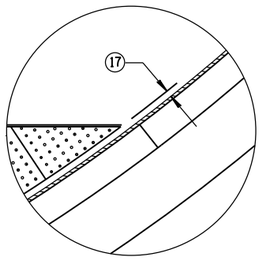
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(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.

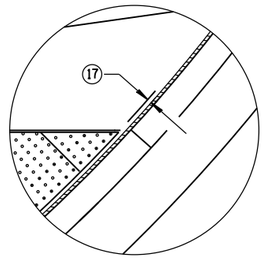
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



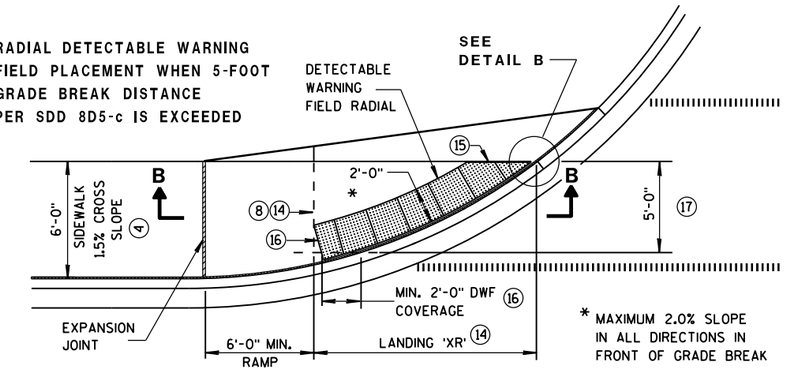
DETAIL A



DETAIL B

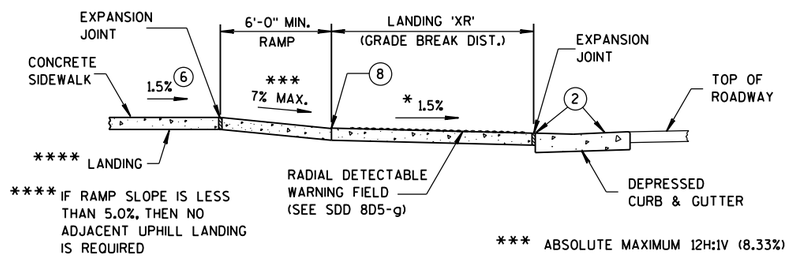


DETAIL C



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

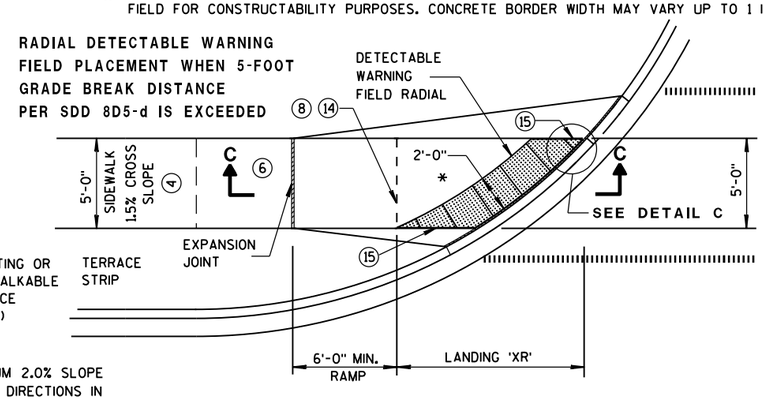
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

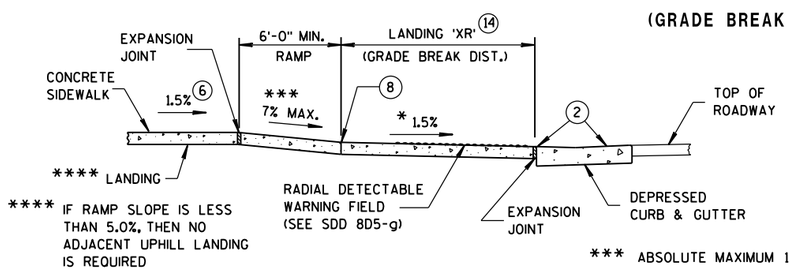
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

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

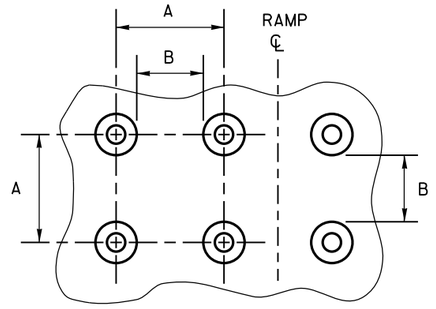
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

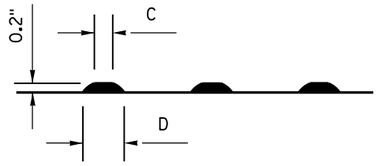
S.D.D. 8 D 5-19f

	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.

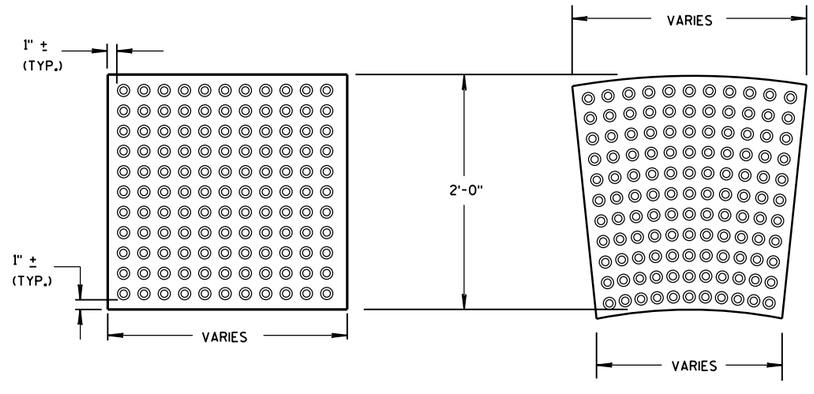
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

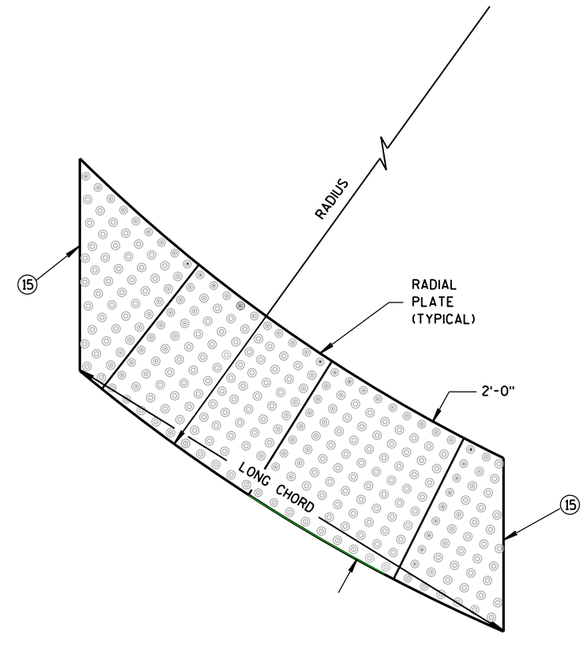


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
FHWA
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
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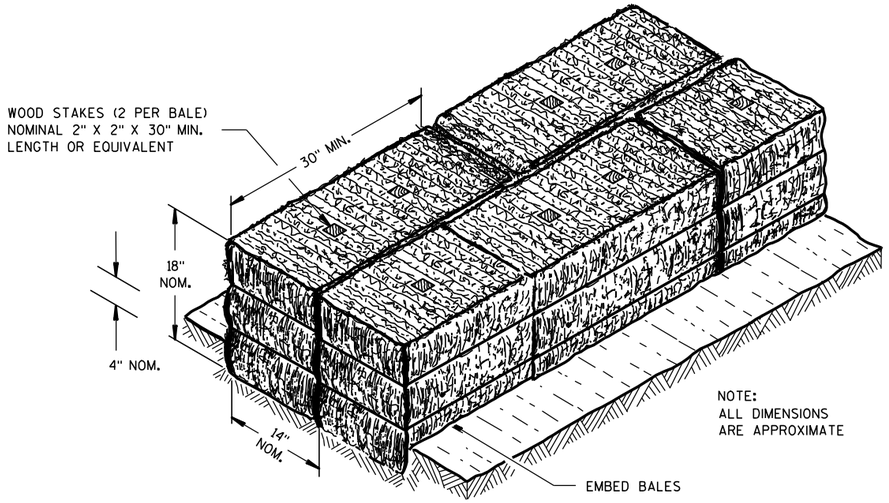
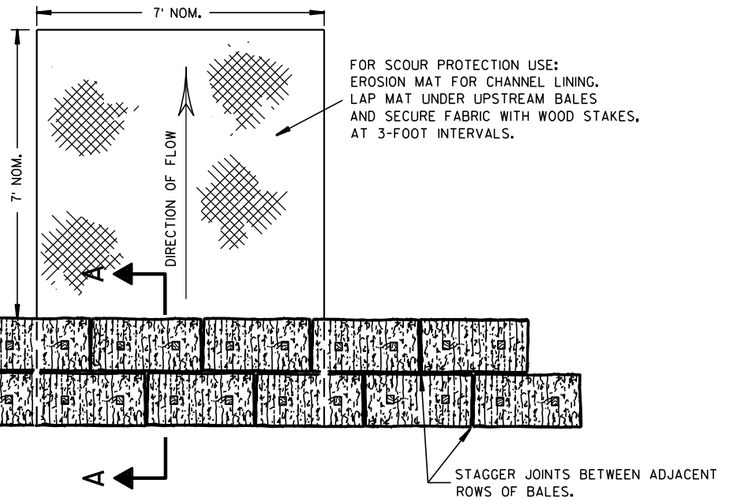
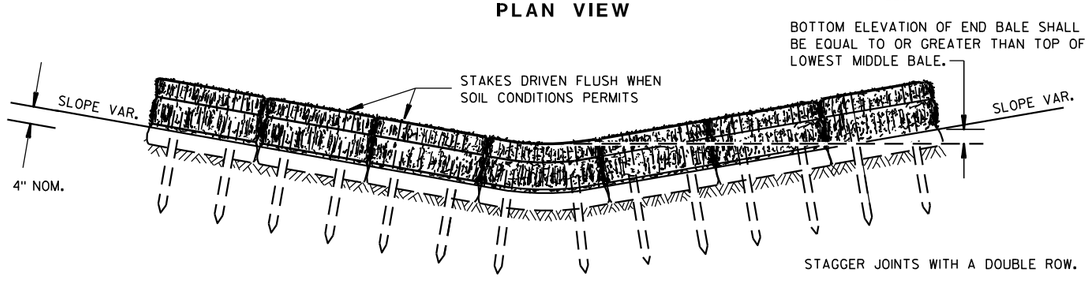
S.D.D. 8 D 5-19g



SECTION A-A



PLAN VIEW



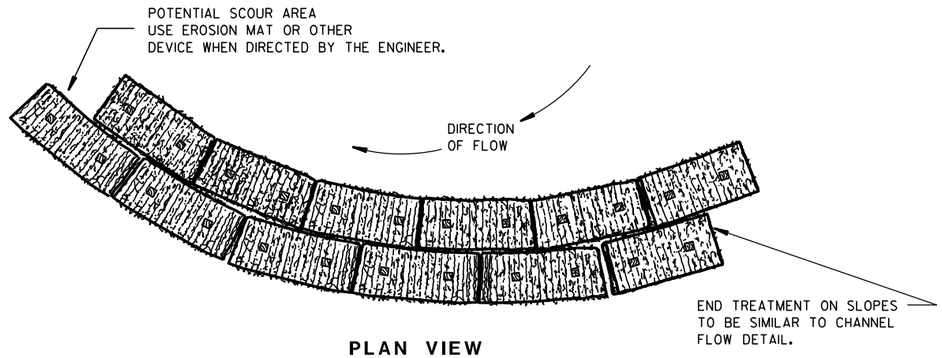
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

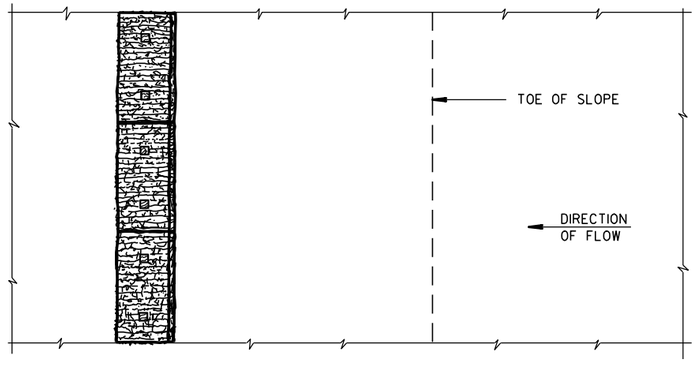
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

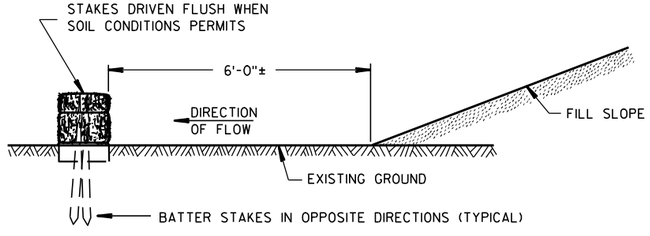


PLAN VIEW

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

APPROVED
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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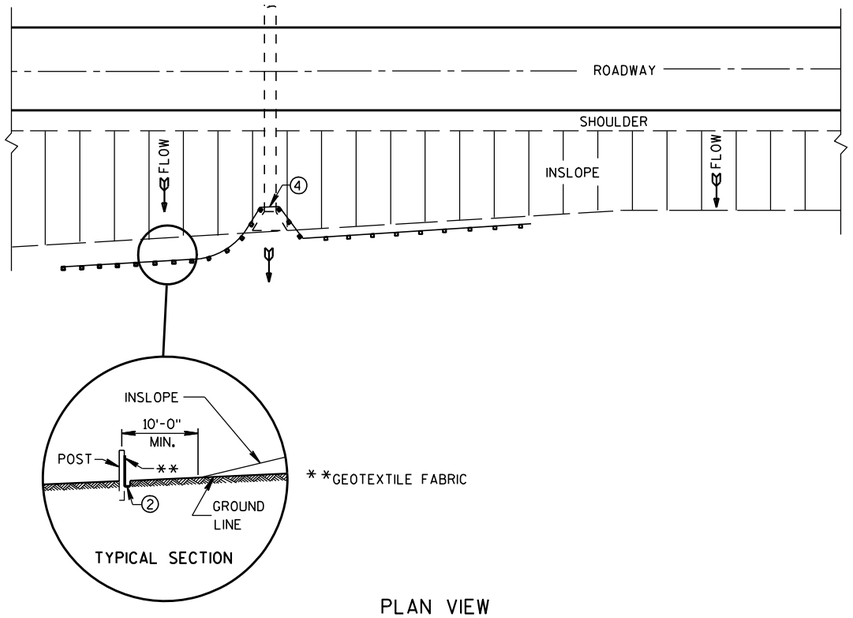
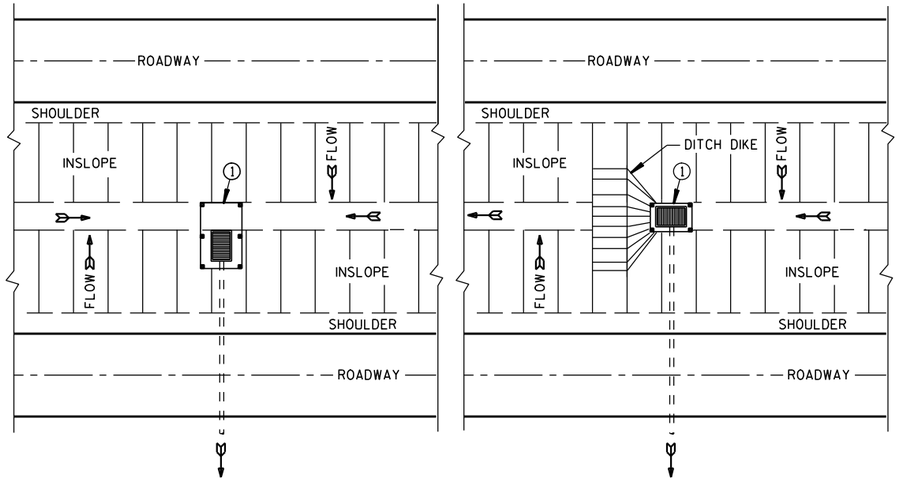
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



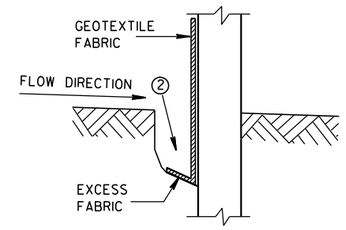
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

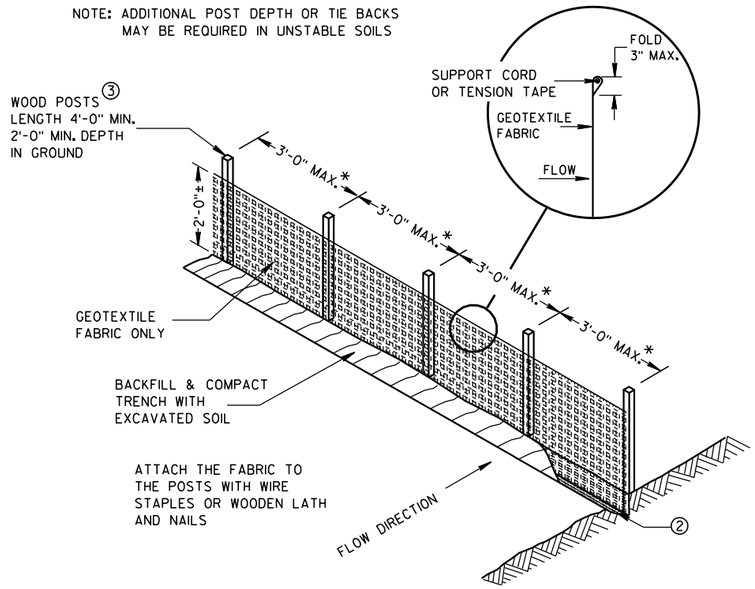
GENERAL NOTES

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

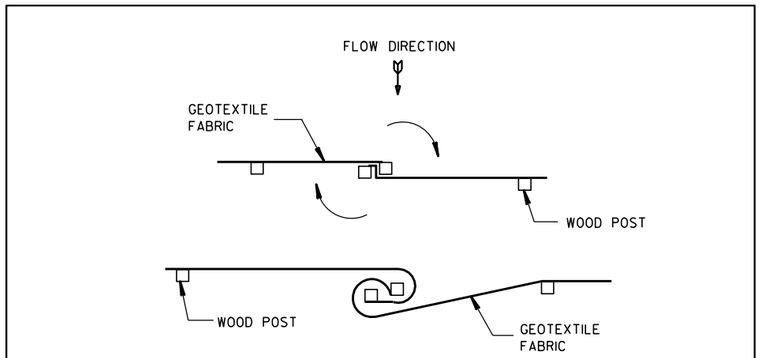
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



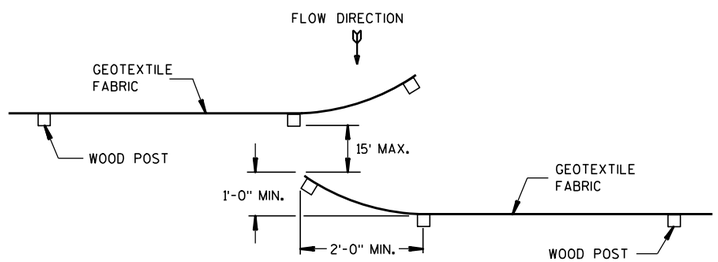
TRENCH DETAIL



SILT FENCE

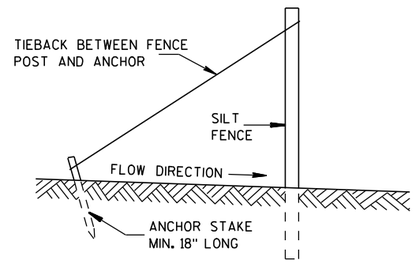


TWIST METHOD



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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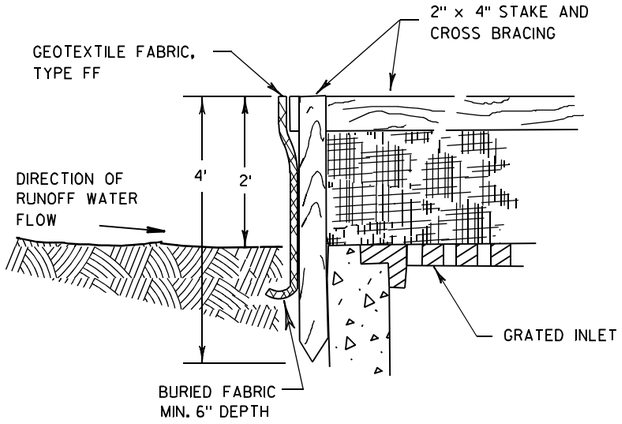
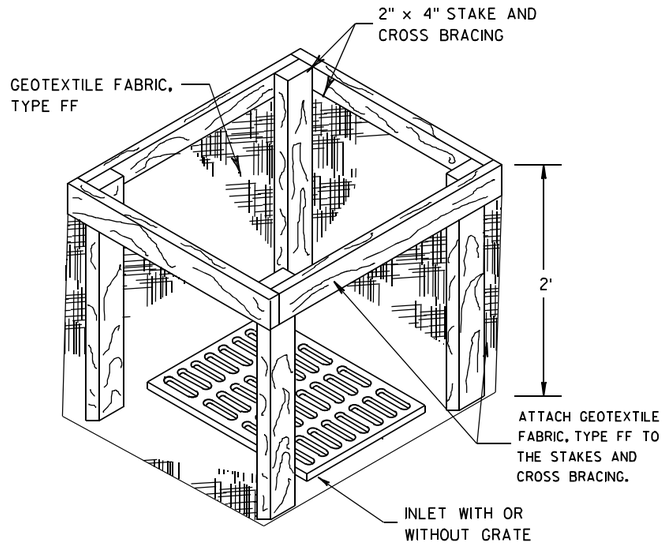
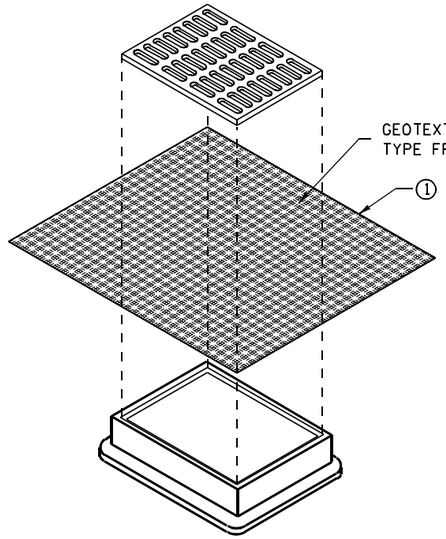
S.D.D. 8 E 9-6



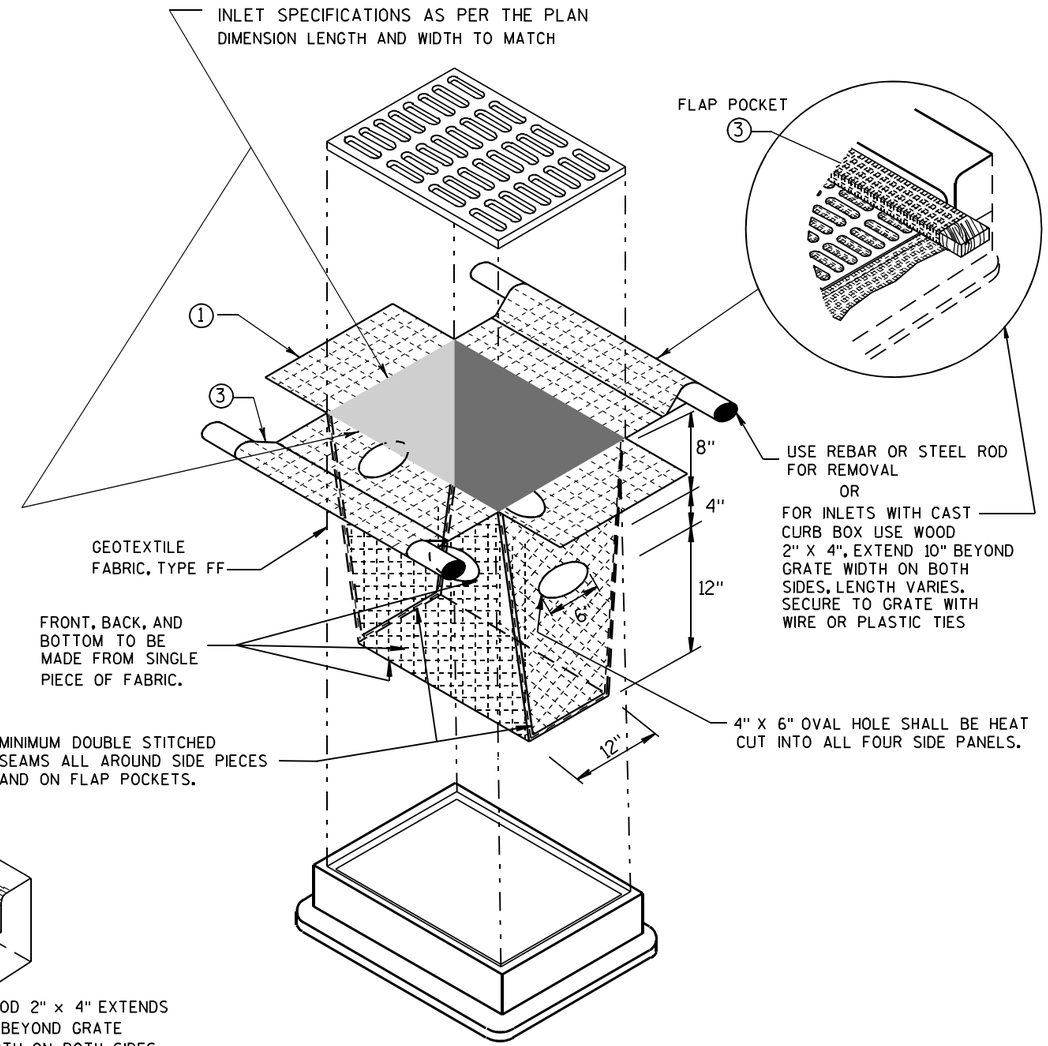


INLET PROTECTION, TYPE A



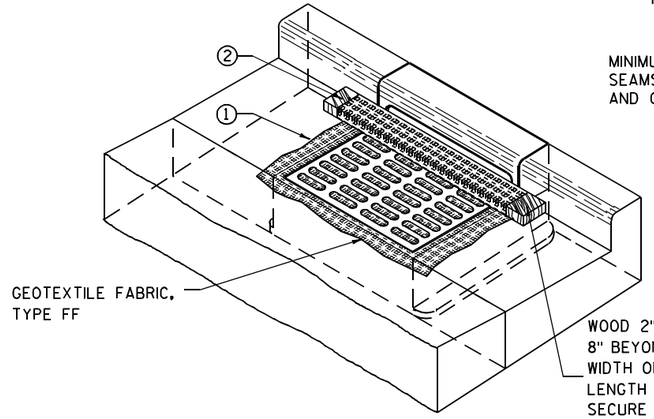
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

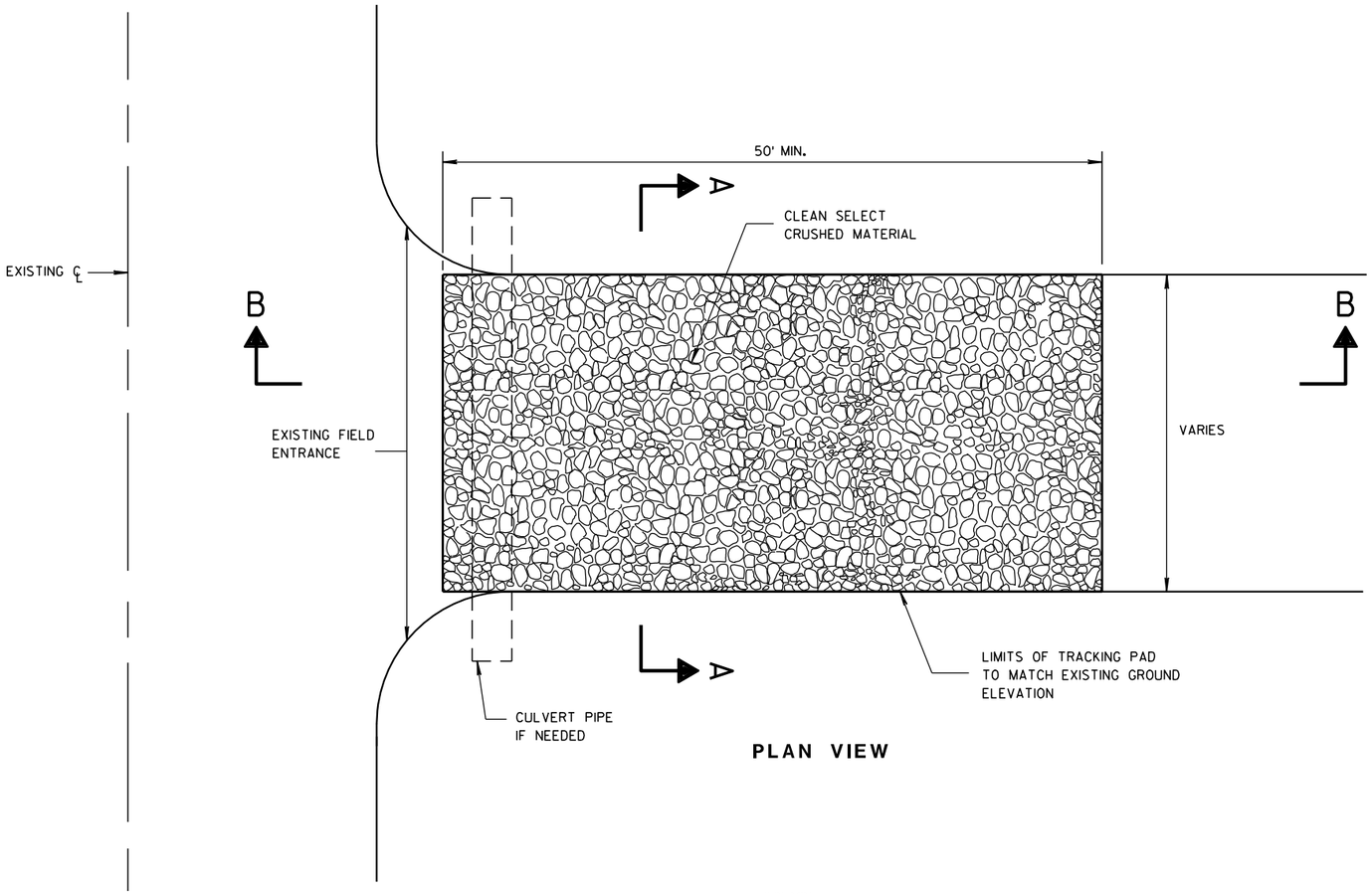
APPROVED

10/16/02
DATE

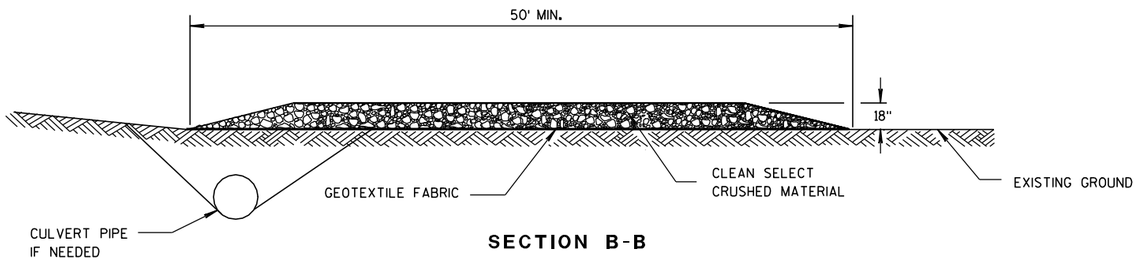
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

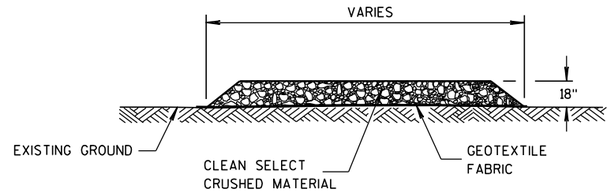
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

200

ENT

FHWA

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

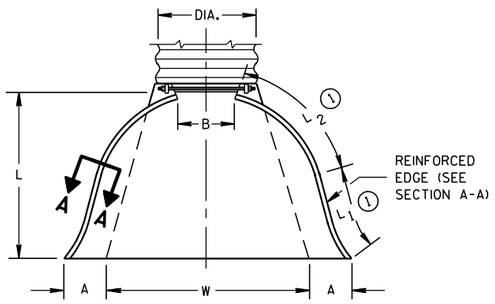
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

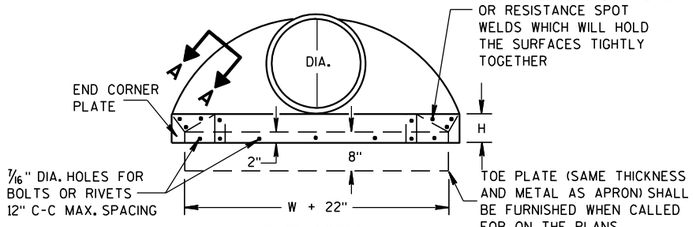
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

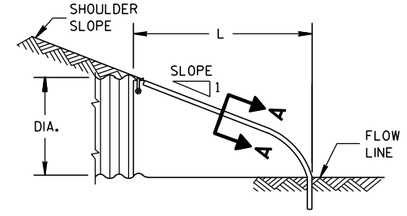
*MINIMUM
**MAXIMUM



PLAN VIEW

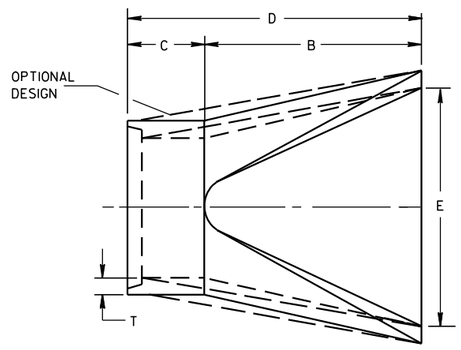


END VIEW

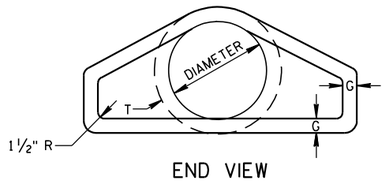


SIDE ELEVATION

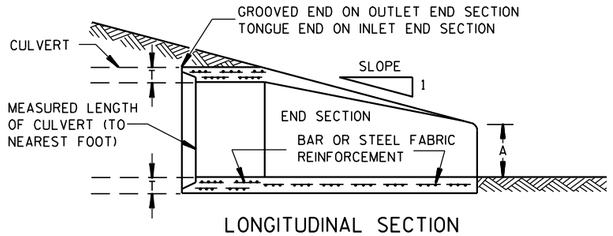
METAL ENDWALLS



PLAN

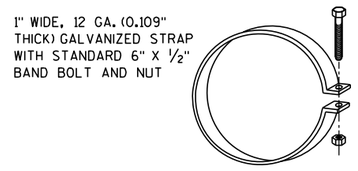


END VIEW



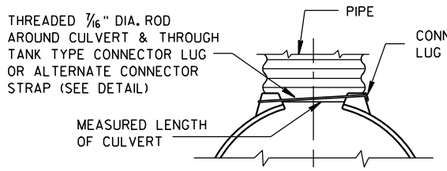
LONGITUDINAL SECTION

CONCRETE ENDWALLS

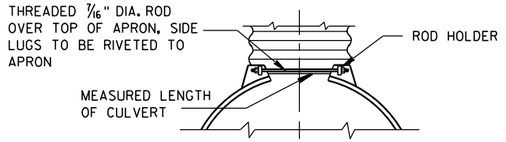


ALTERNATE FOR TYPE 1 CONNECTION

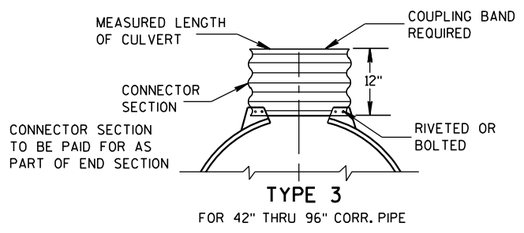
END SECTION CONNECTOR STRAP



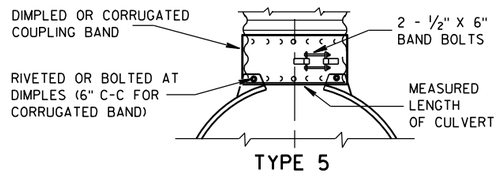
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

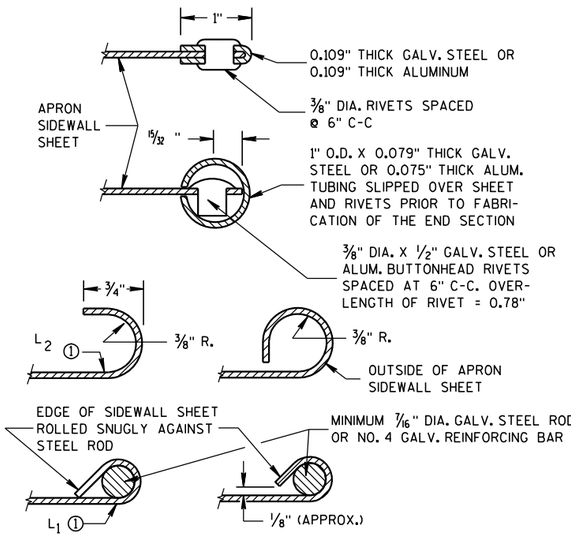
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

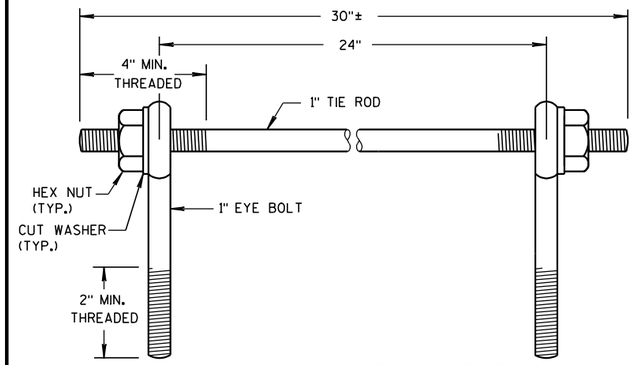
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

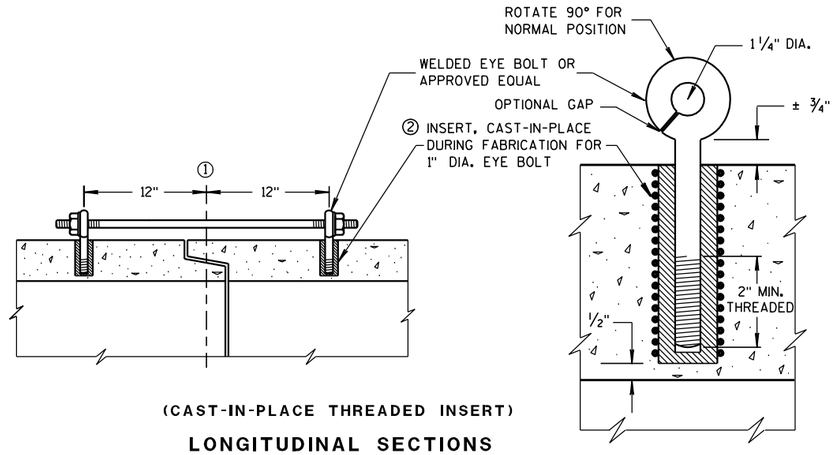
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

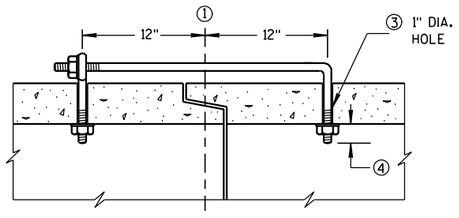
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

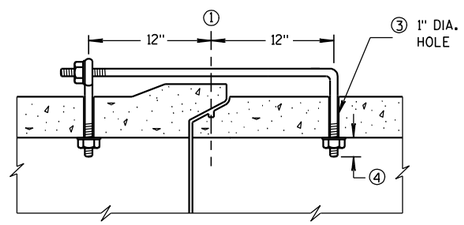
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

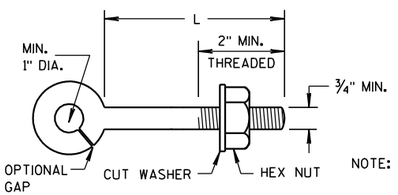


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

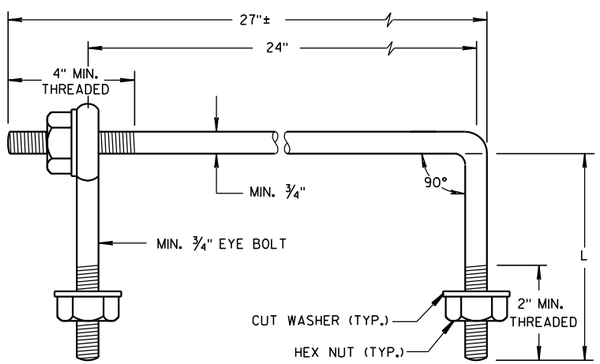
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

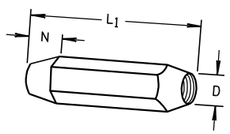
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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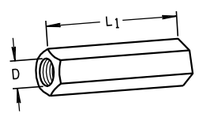
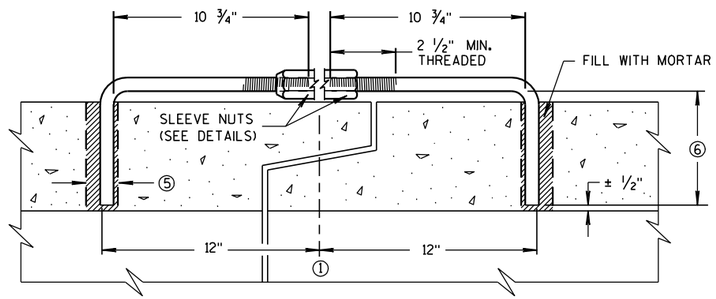


PLAIN

RIGHT AND LEFT THREADS

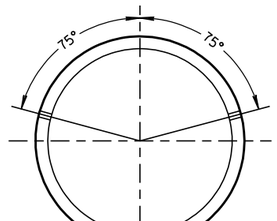
SLEEVE NUTS



LONGITUDINAL SECTION

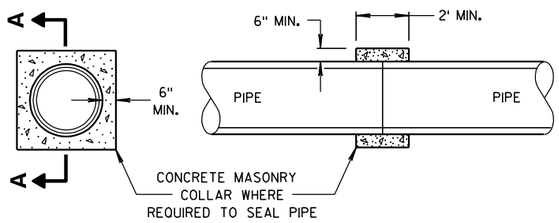
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

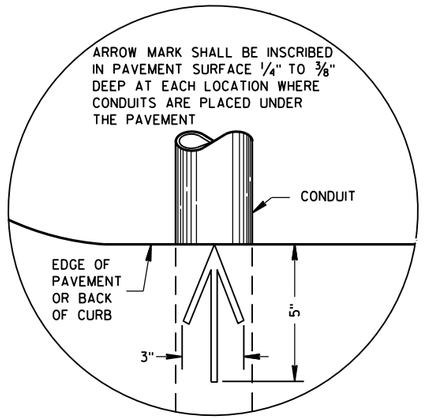
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

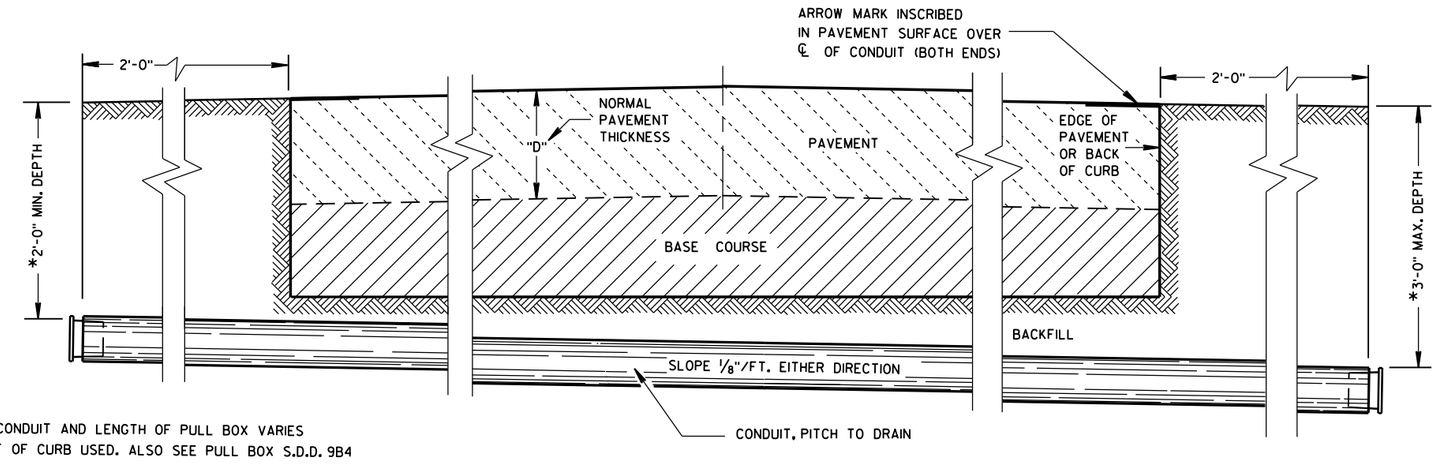
6

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

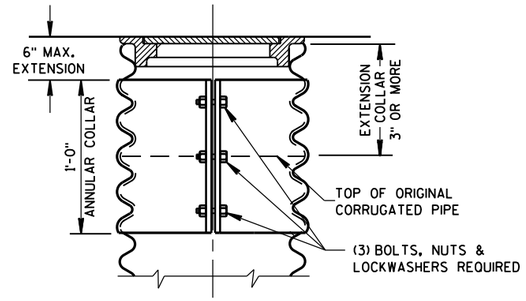
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

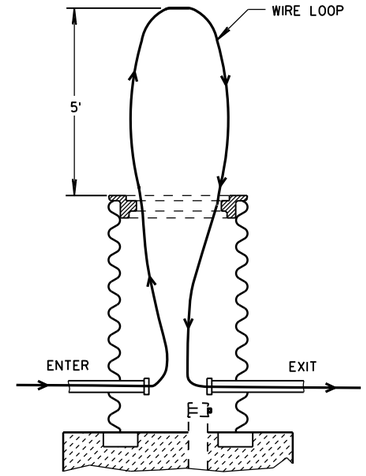
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2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

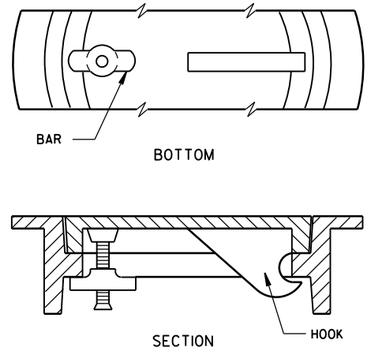
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

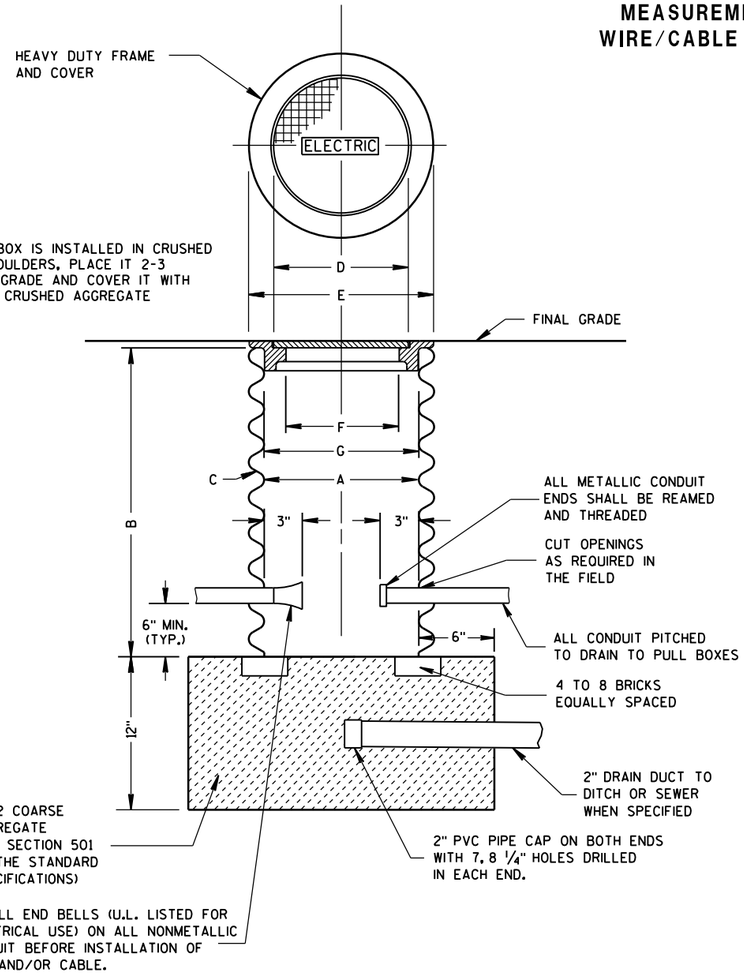


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



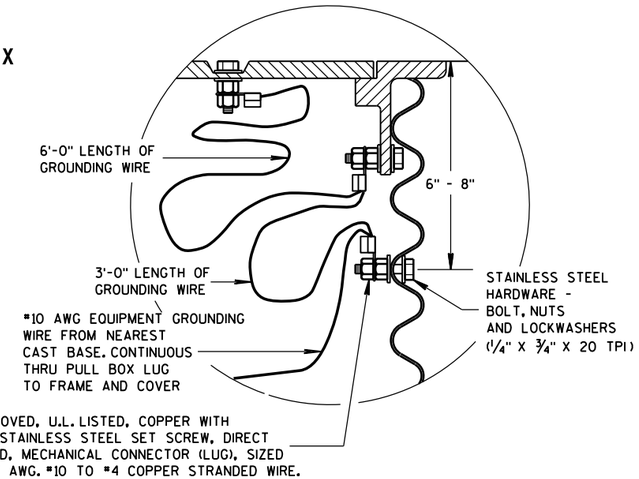
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

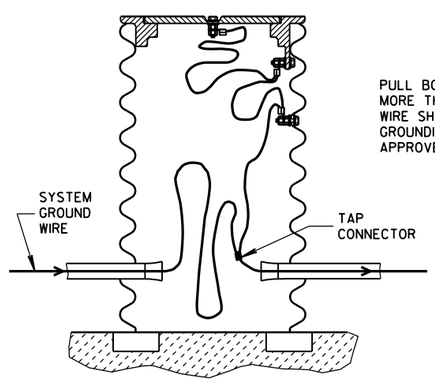


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

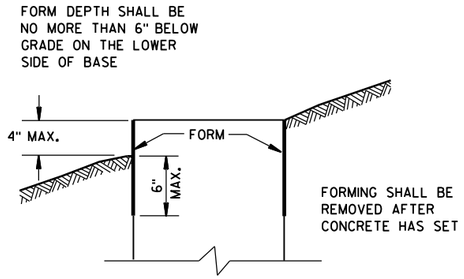
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 4-11



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

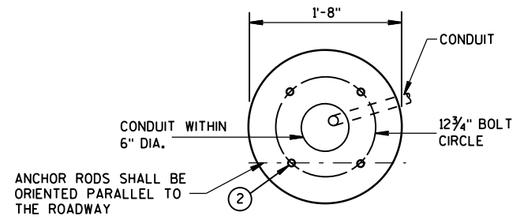
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

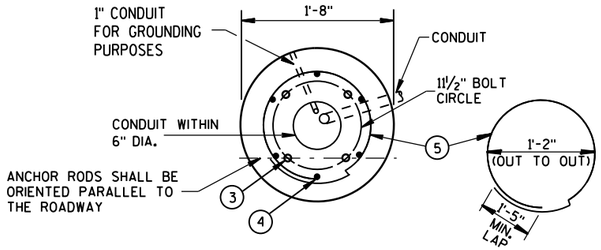
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

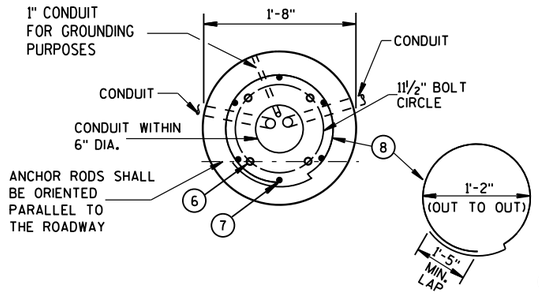
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

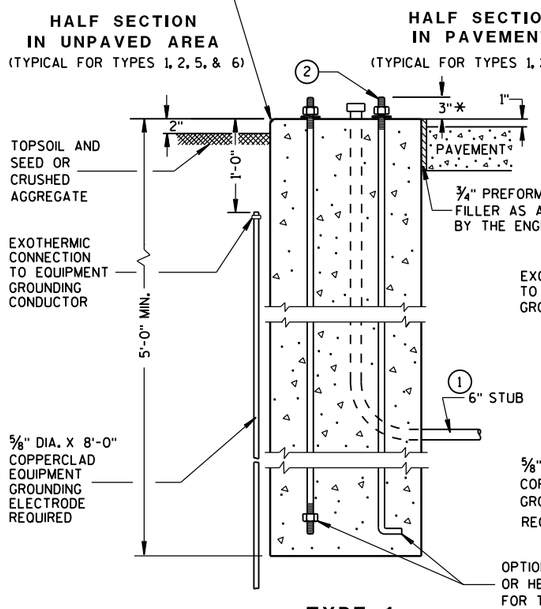






HALF SECTION IN UNPAVED AREA

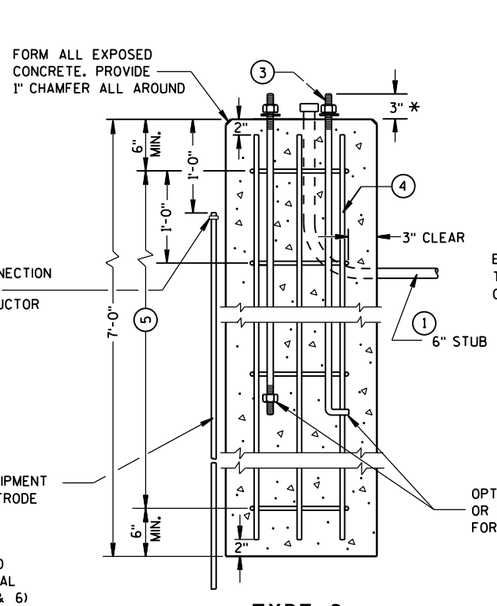
(TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)

TYPE 1



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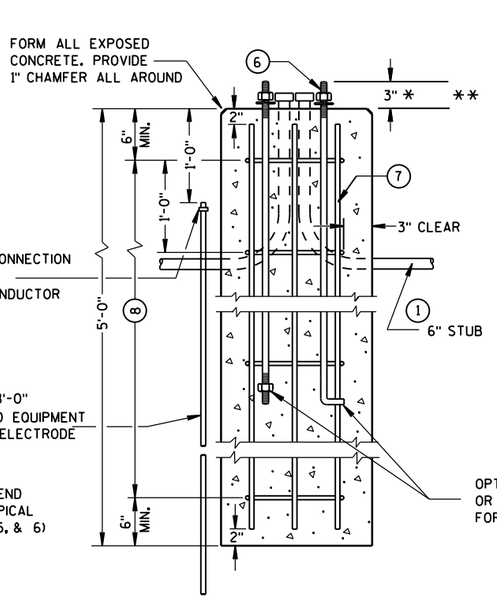

TYPE 5 & 6

CONCRETE BASES

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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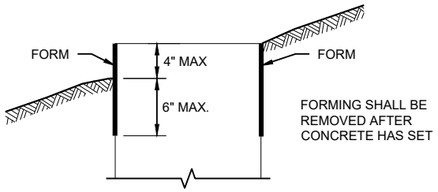
FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



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 DRAWINGSHALL 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 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 A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

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

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BELL BENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC 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.

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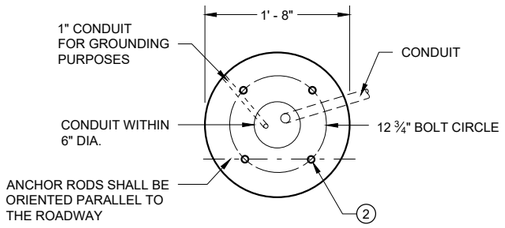
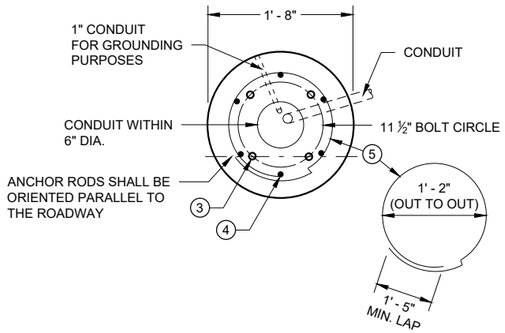
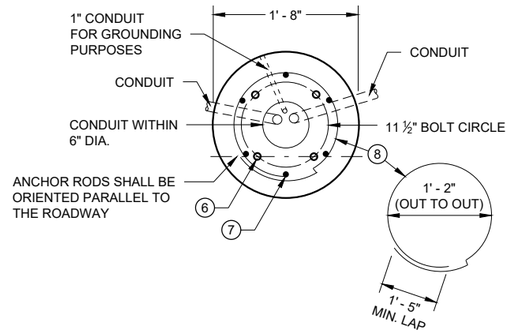
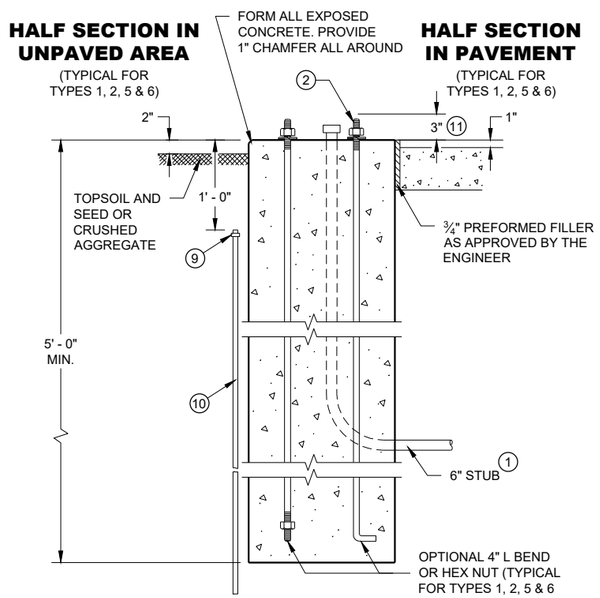
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

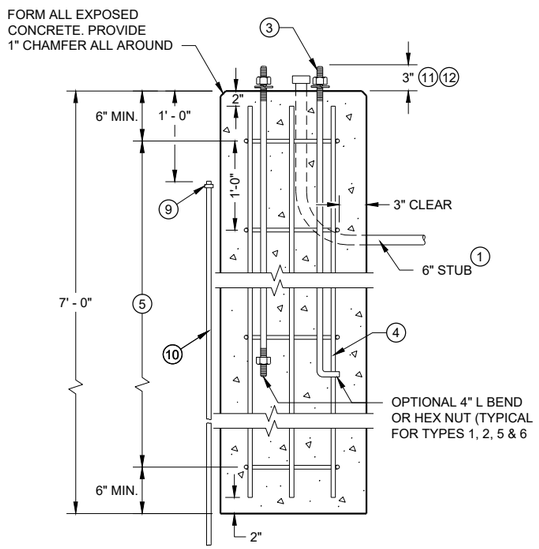








TYPE 1



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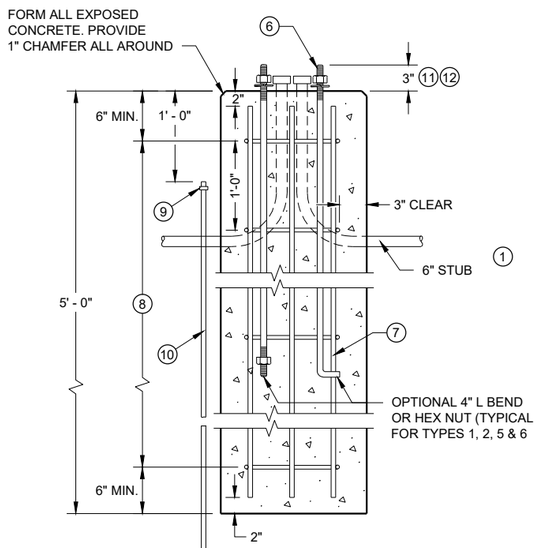

TYPE 5 & 6

CONCRETE BASES

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 OF 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 STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± 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
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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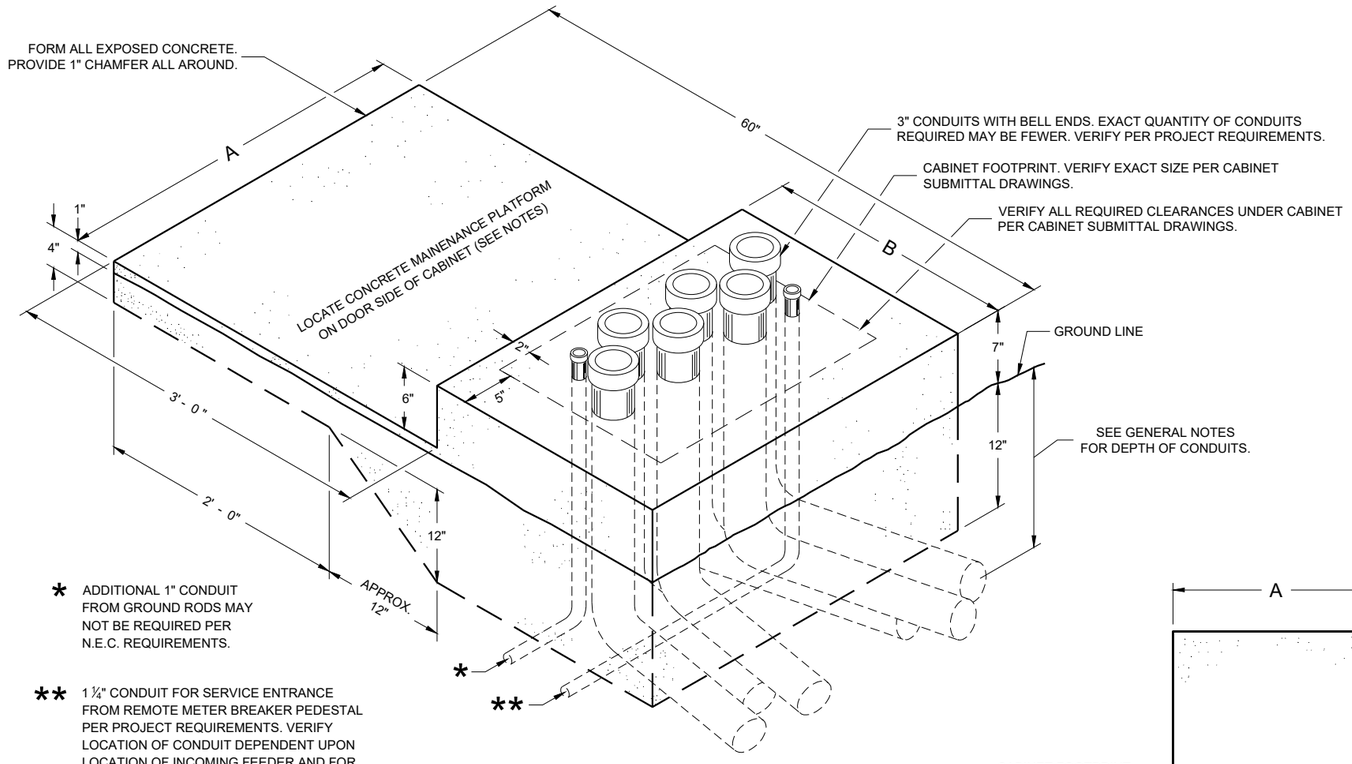


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

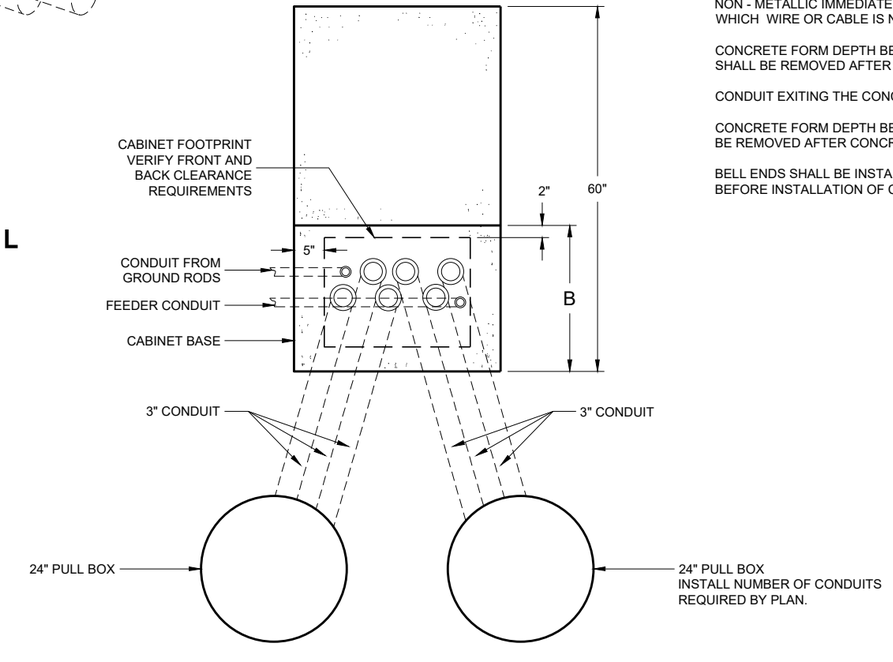
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC 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.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES 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 NON - METALLIC 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 NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 207

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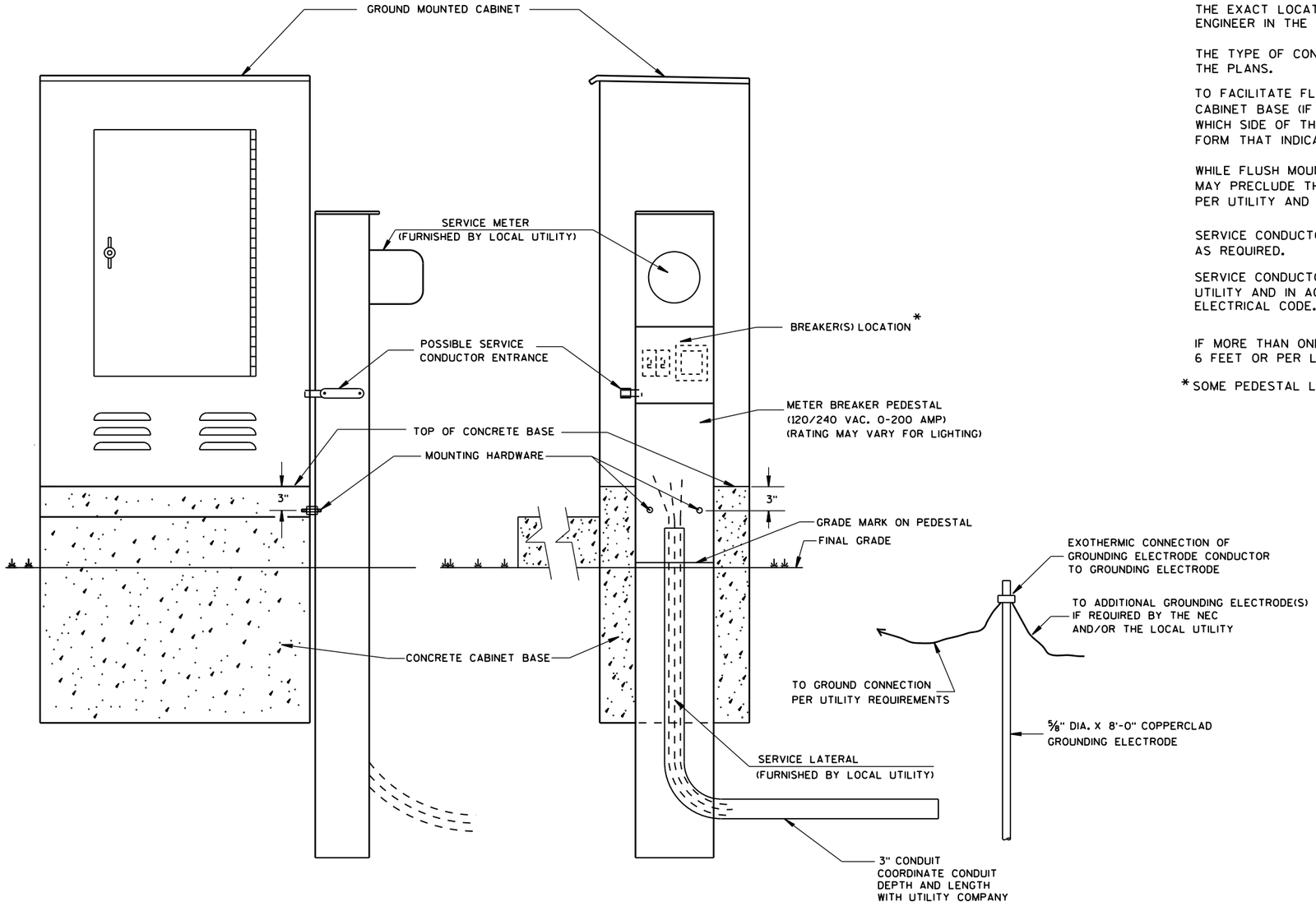

TYPICAL CABINET SERVICE INSTALLATION

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

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

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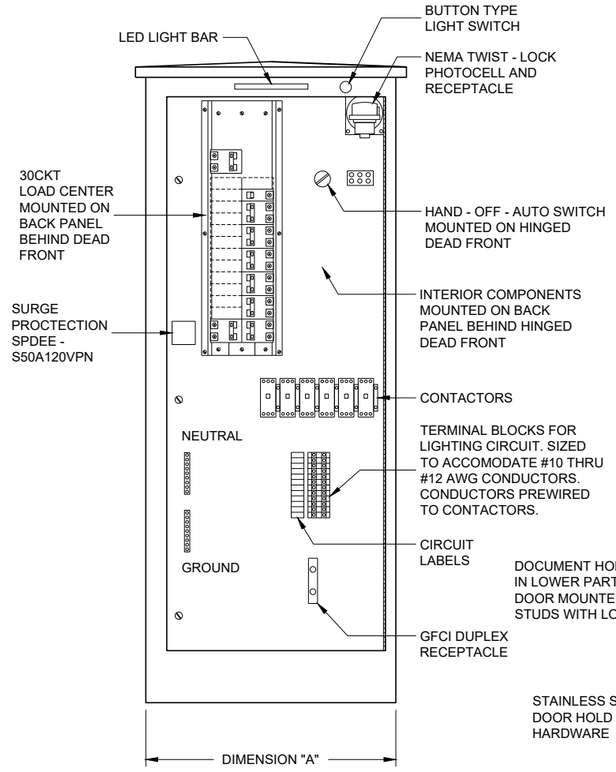
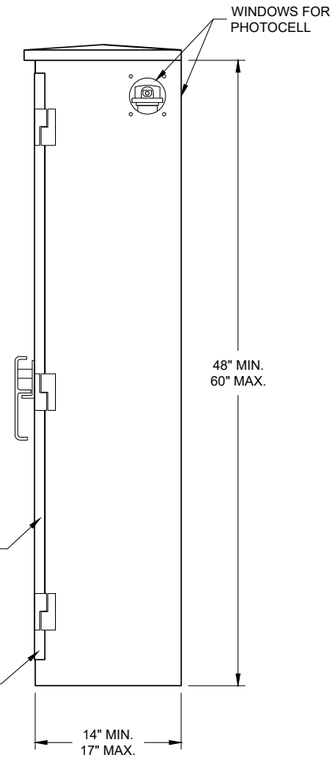
FRONT INTERIOR ELEVATION



SIDE VIEW



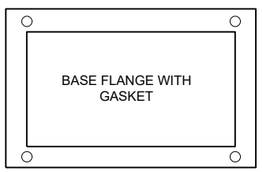
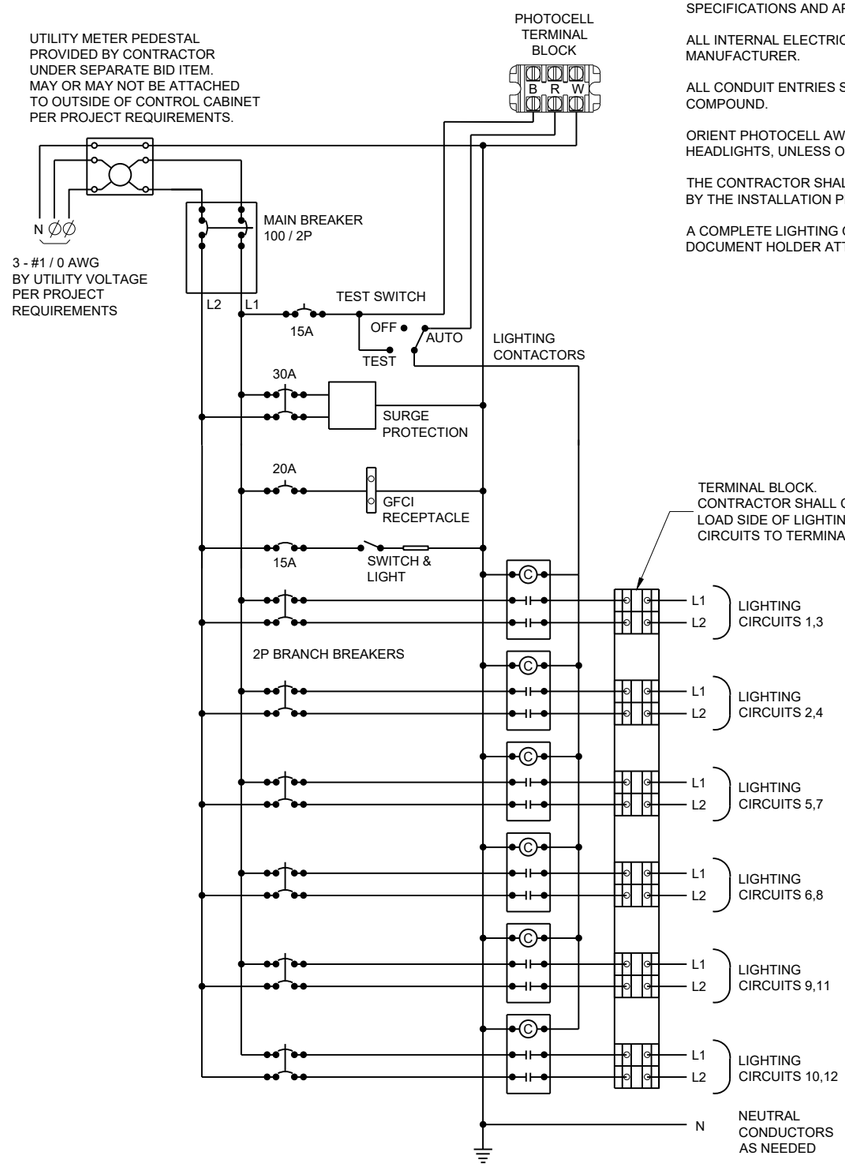


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
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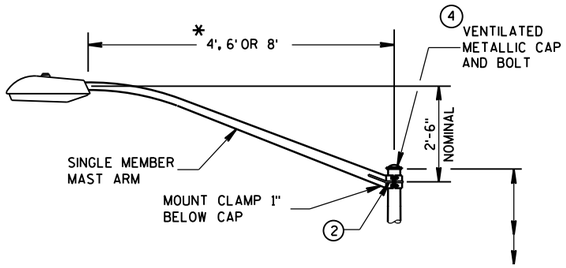
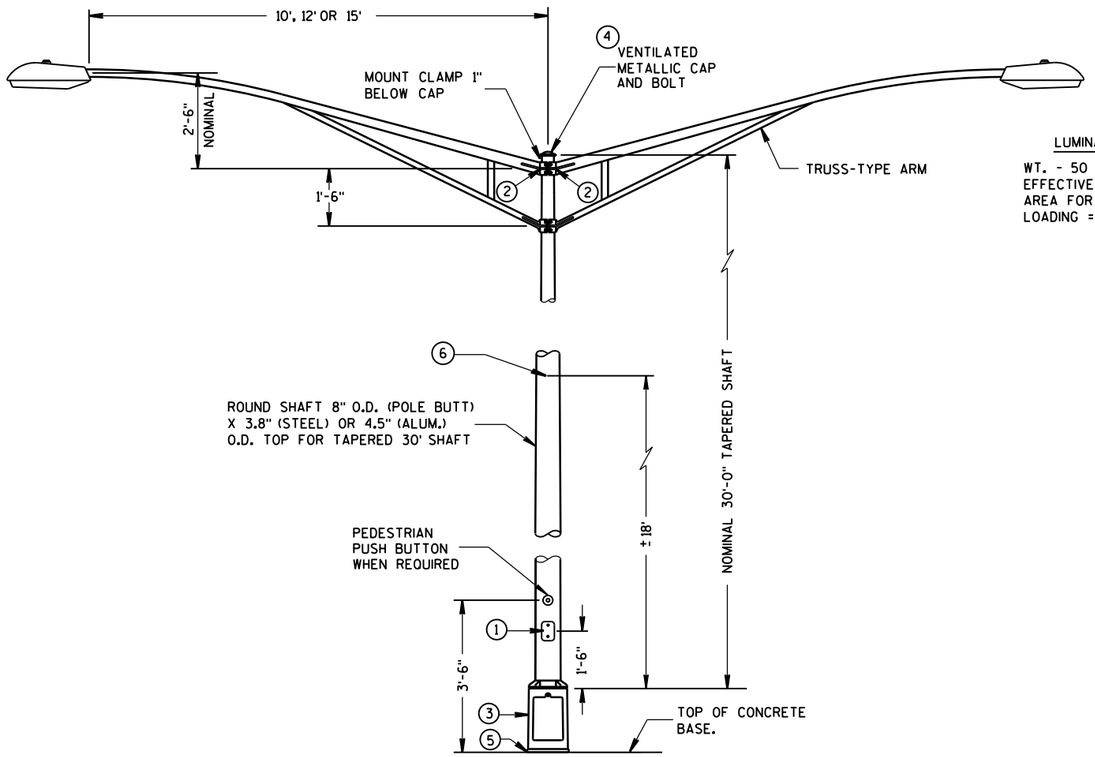
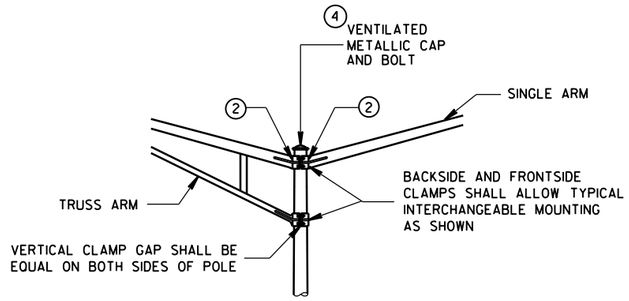
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

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

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

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

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

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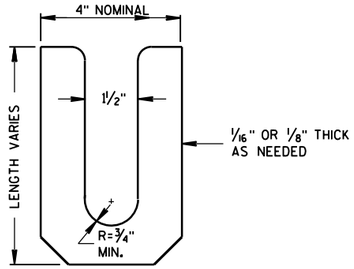
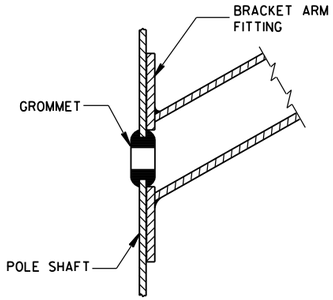
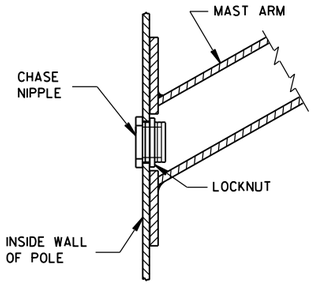


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

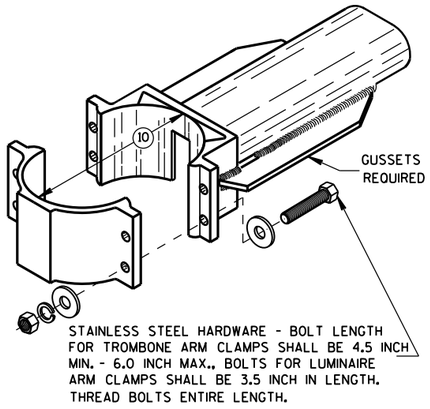
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

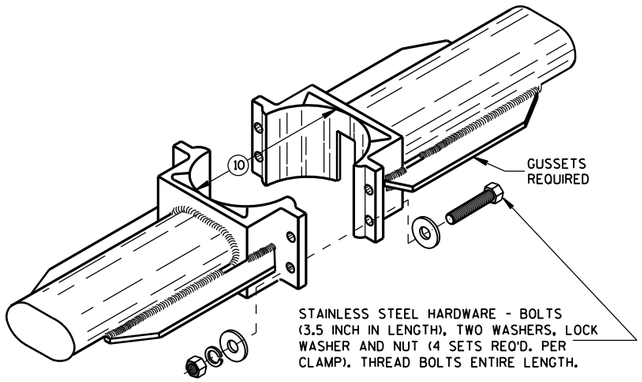
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

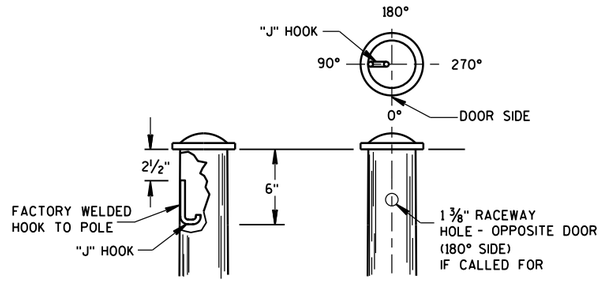
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



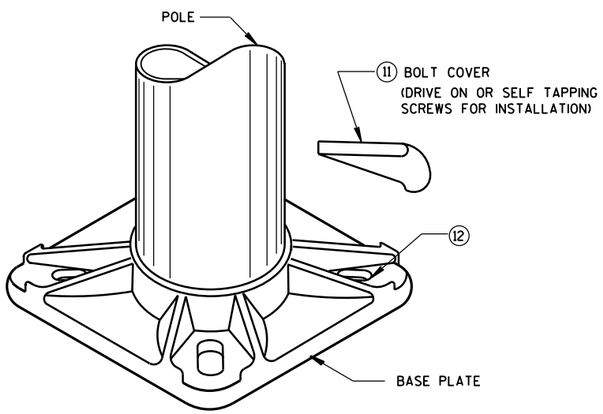
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



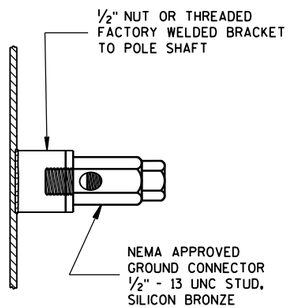
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

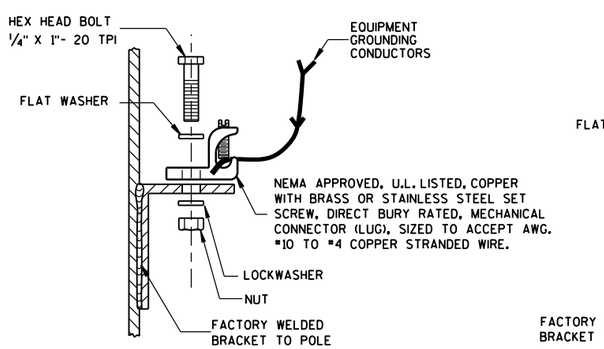


TYPICAL "J" HOOK LOCATION



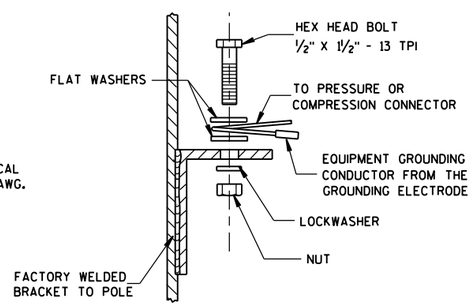
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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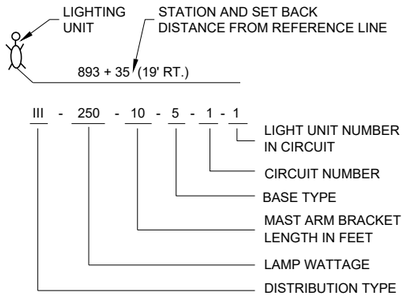
GENERAL NOTES

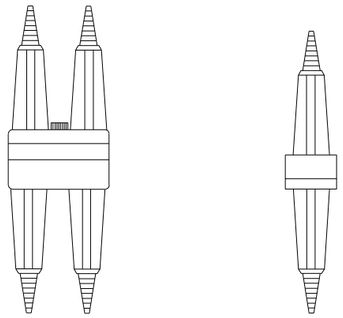
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 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.

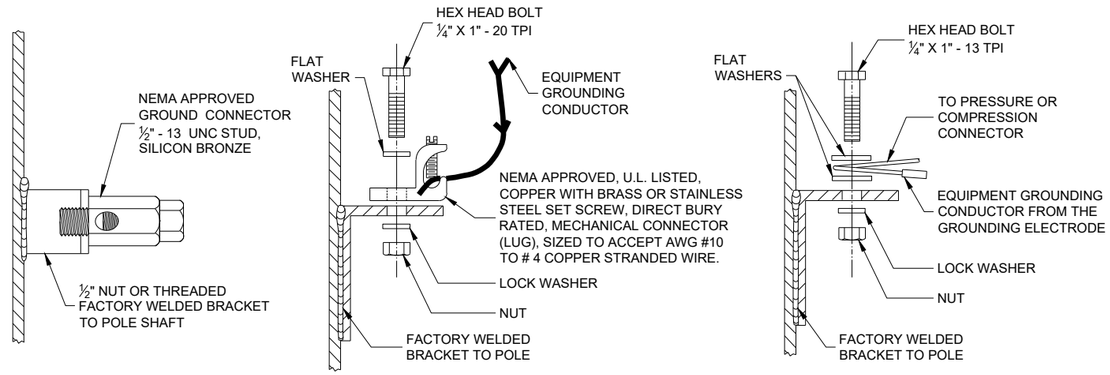


LIGHTING UNIT CODE
(TYPICAL)

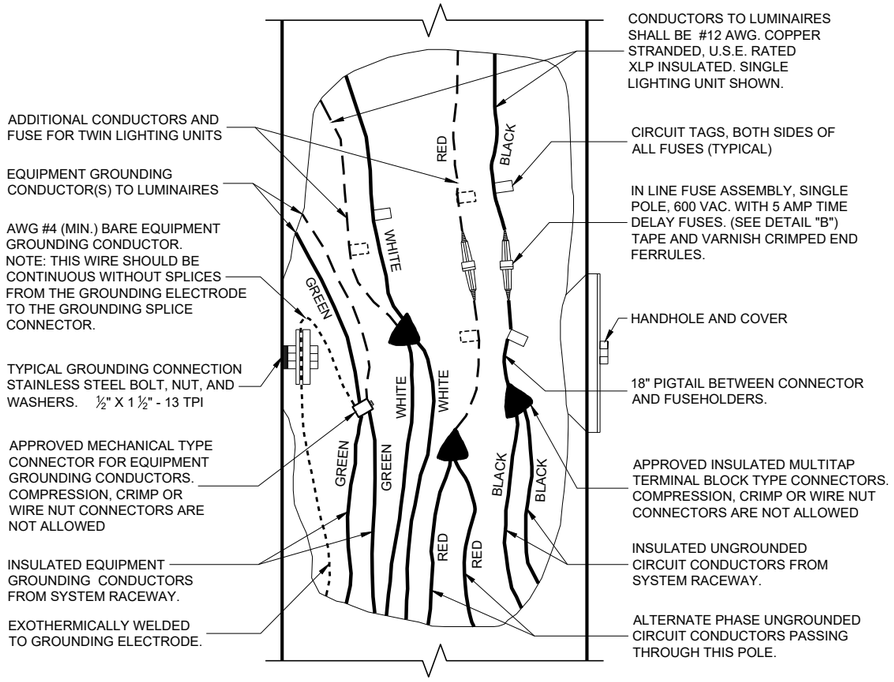


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

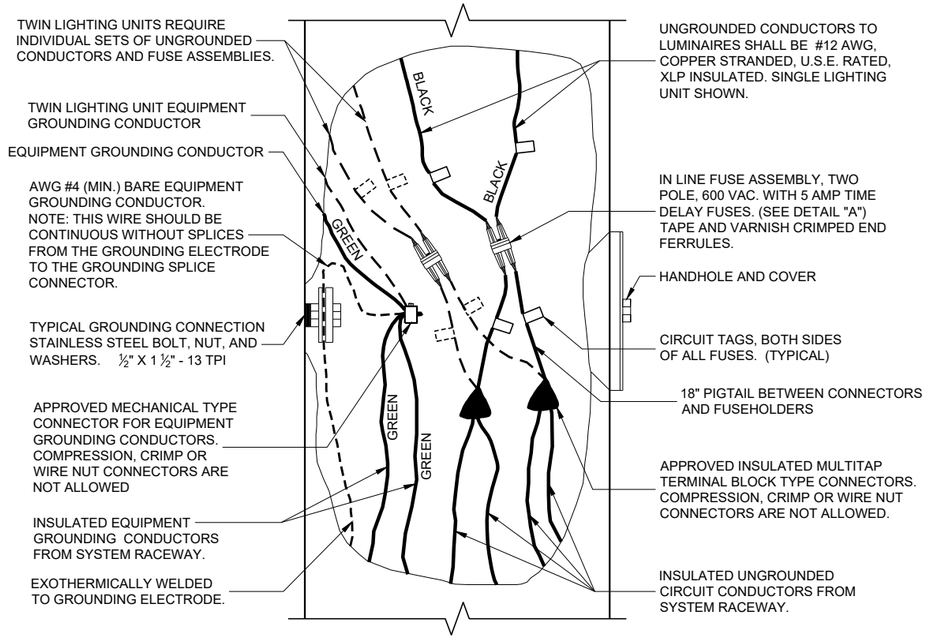
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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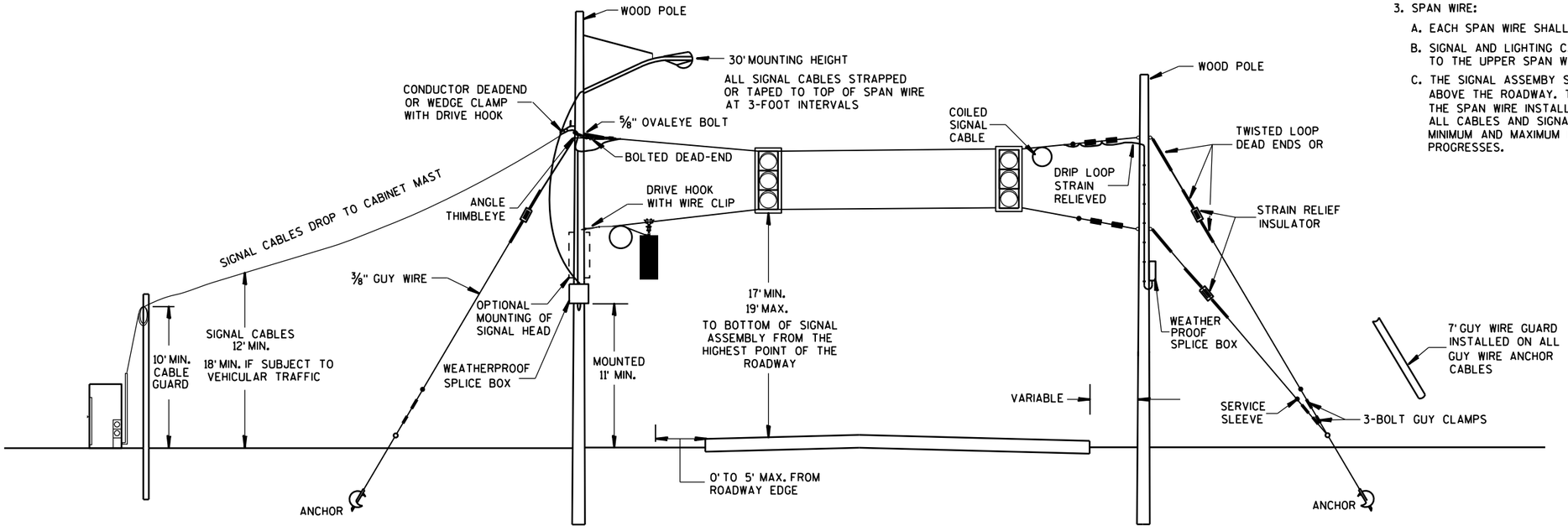
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
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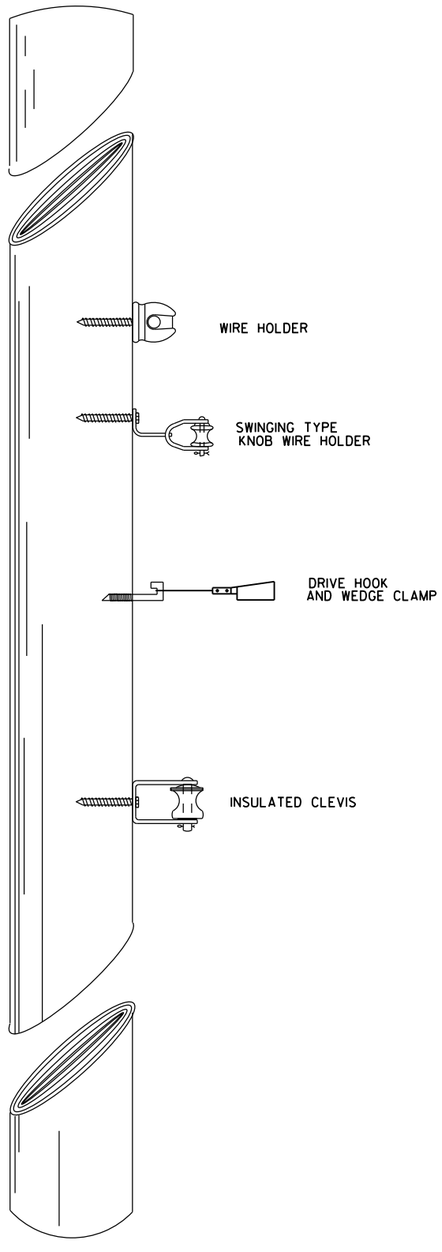
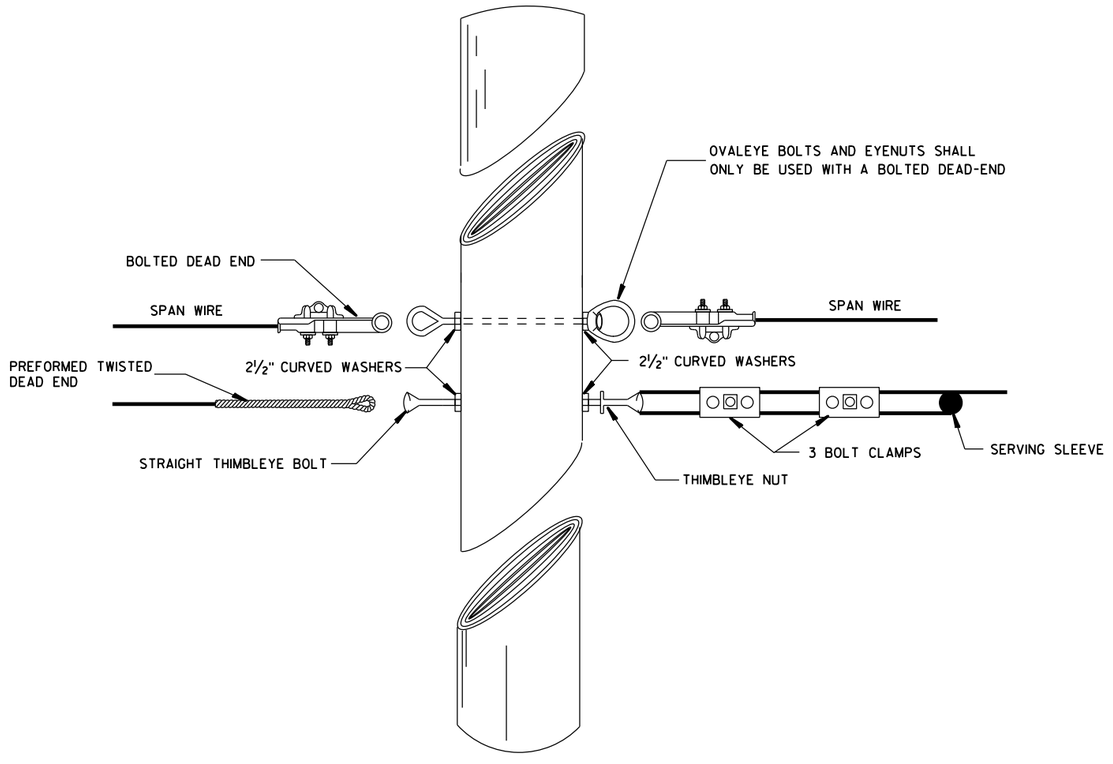


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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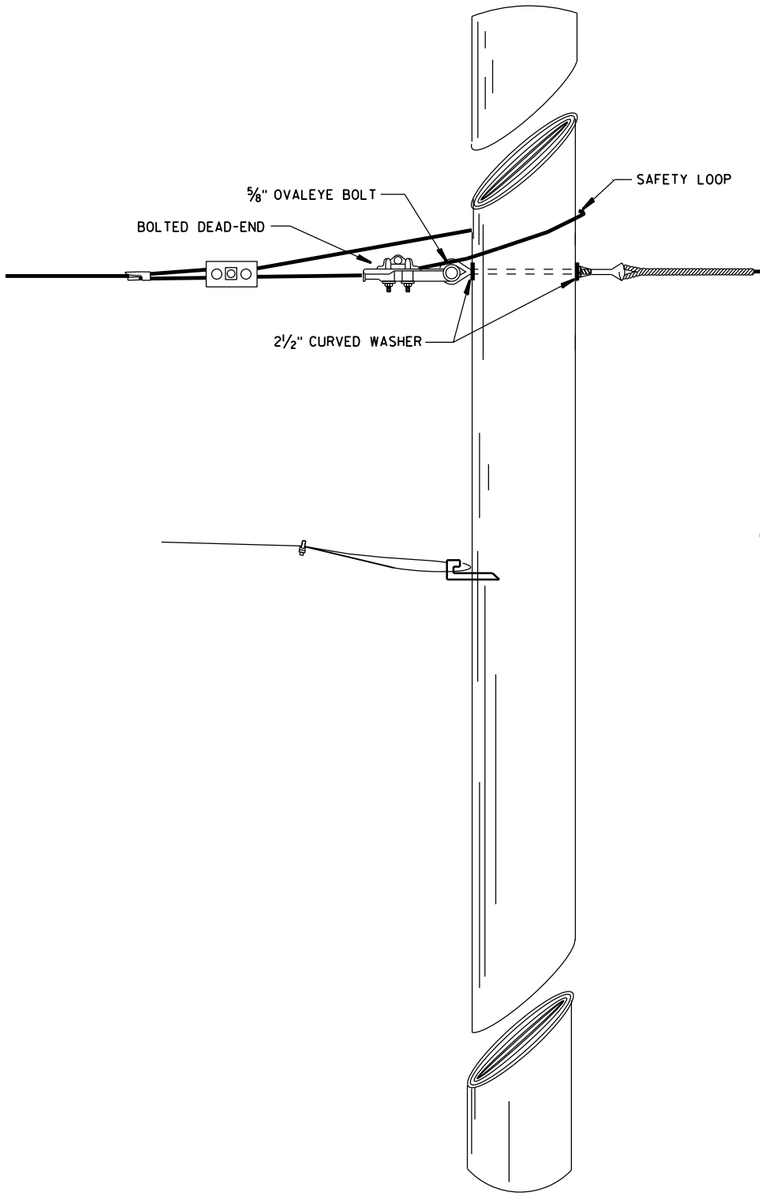
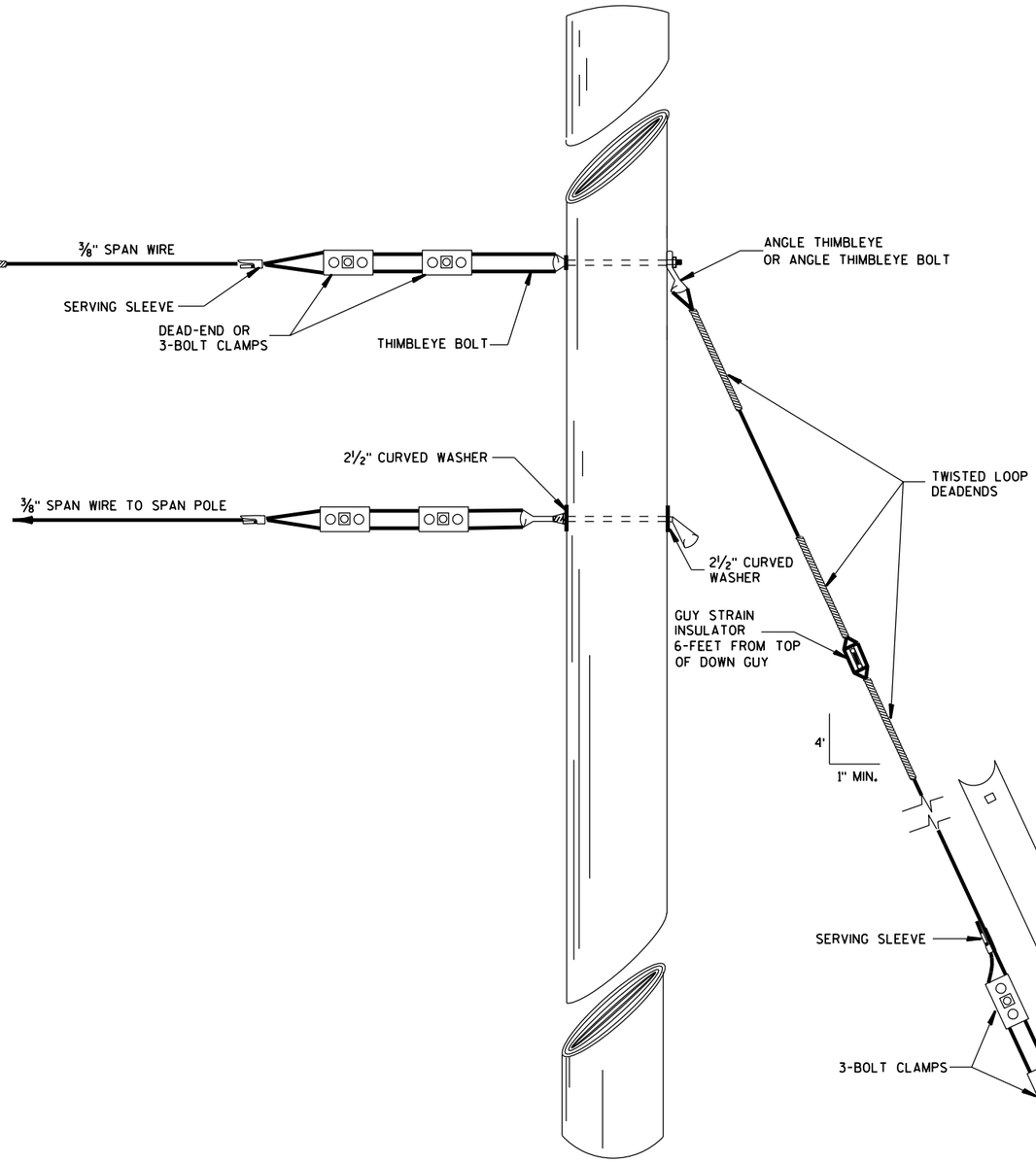
GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 (DATE) /S/ Ahmet Demirbilek STATE ELECTRICAL
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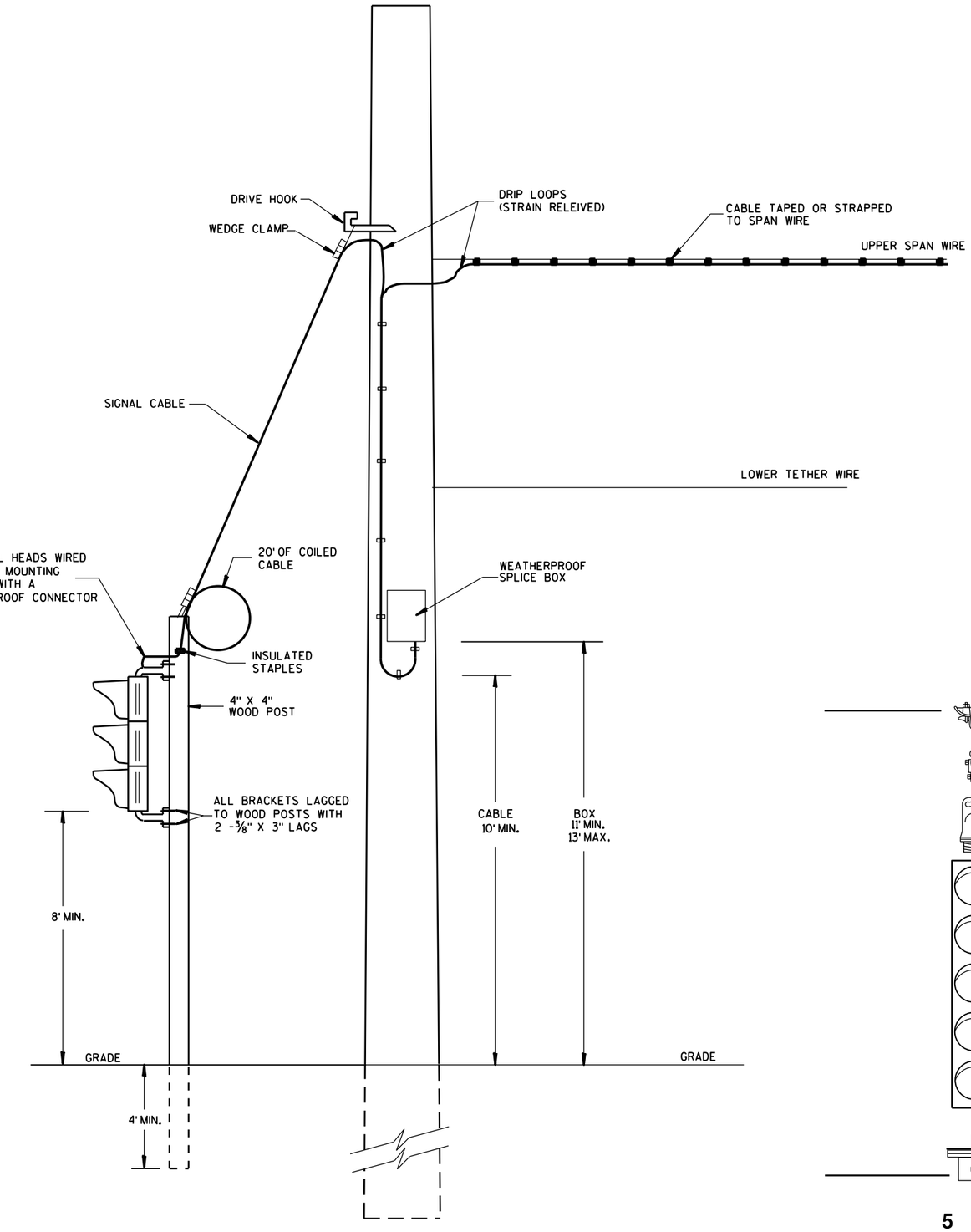
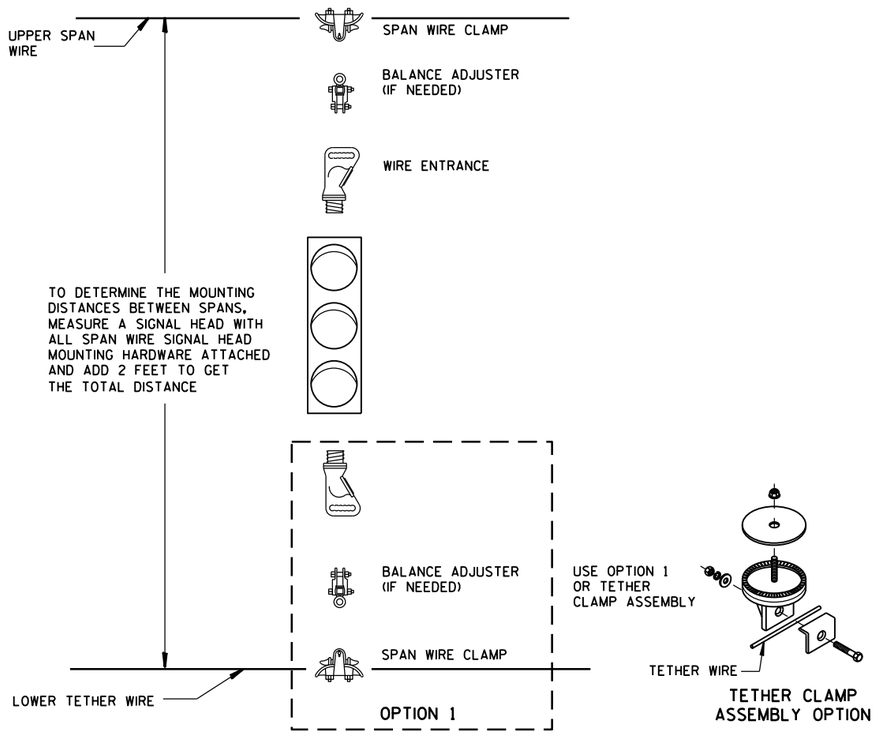
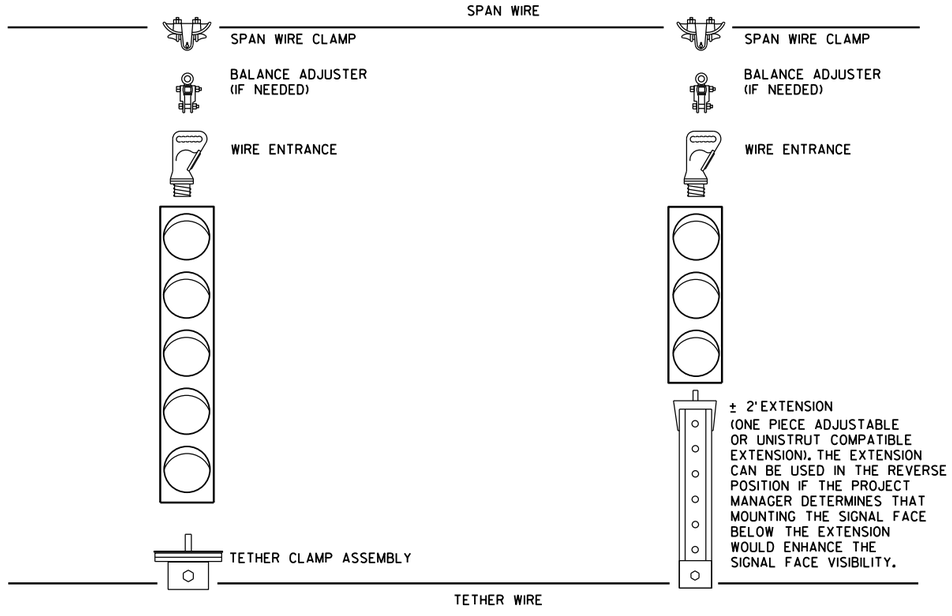


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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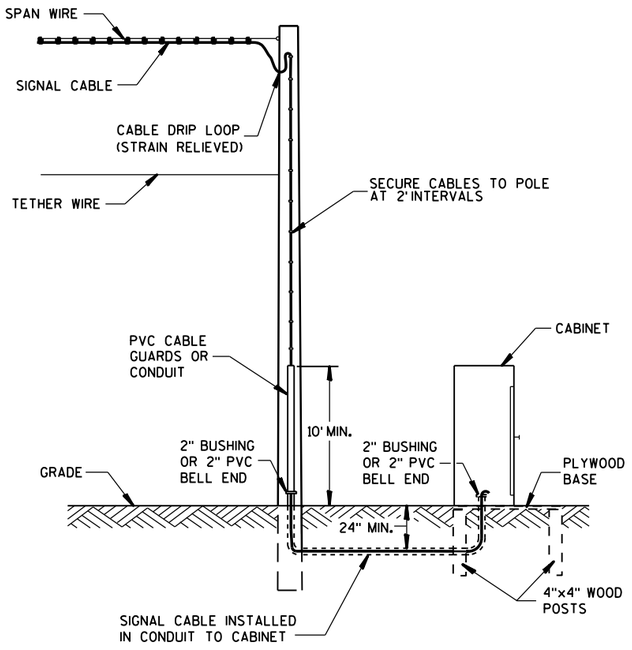
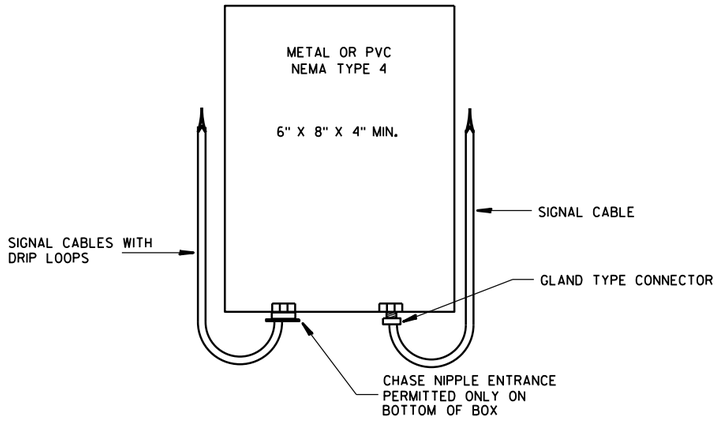
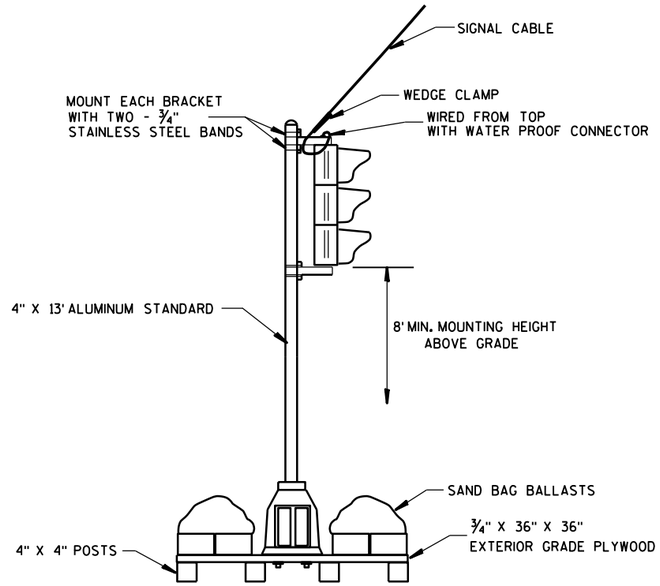
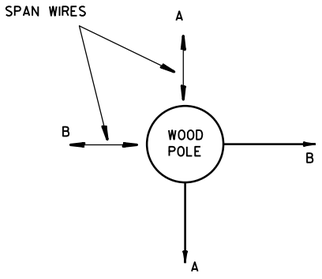




SPLICE BOX

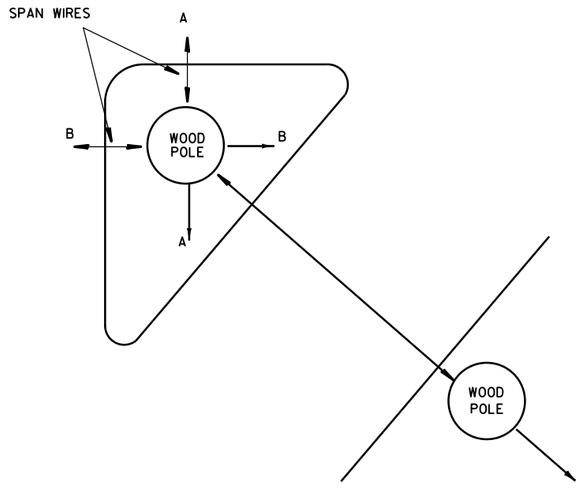


TYPICAL SKID TYPE TEMPORARY

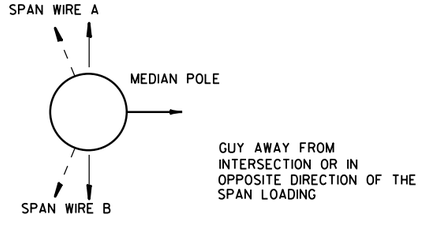


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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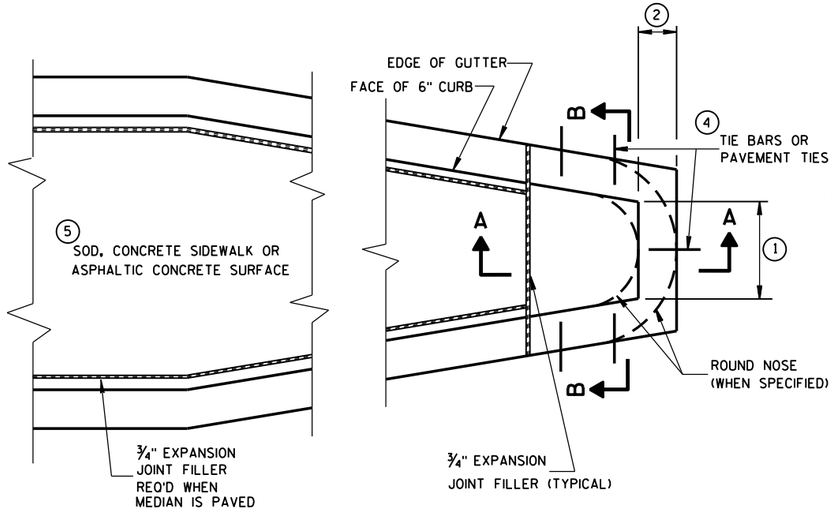
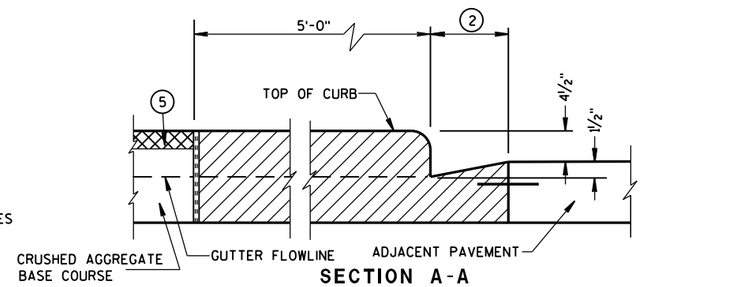
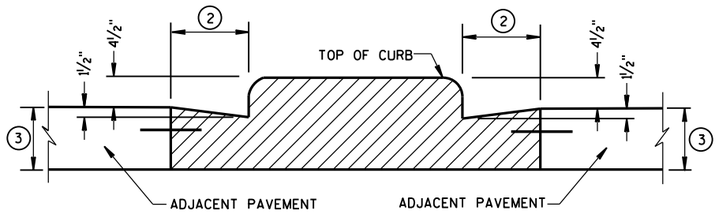






CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

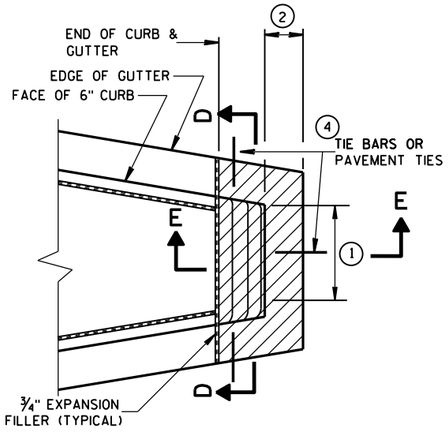
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

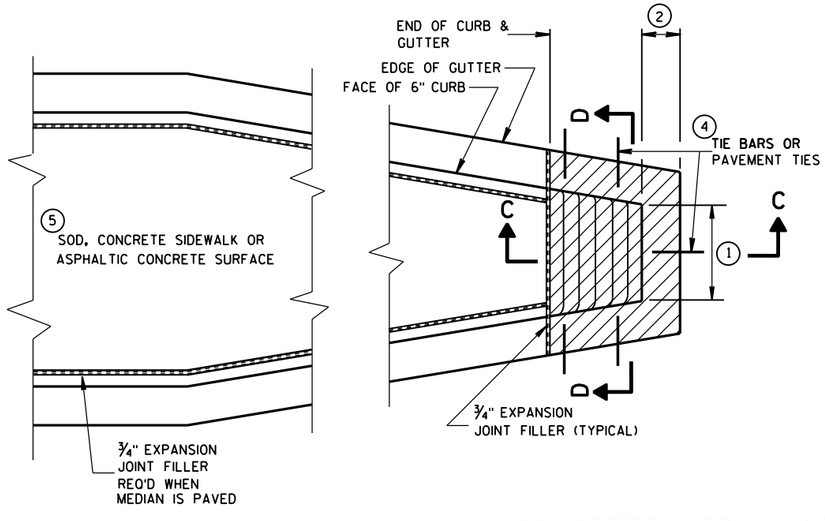
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

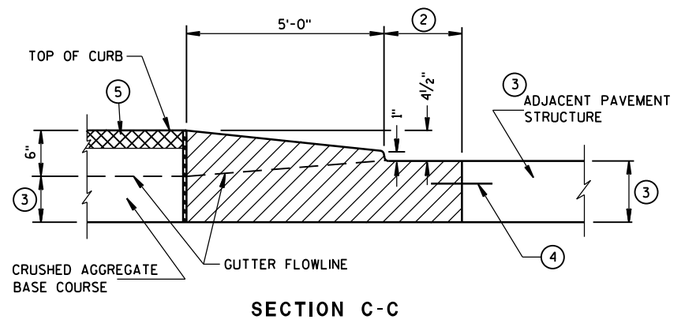
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

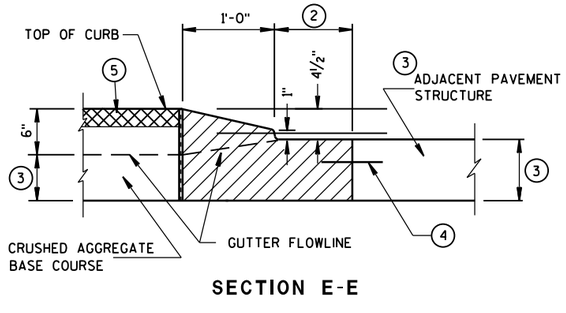
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



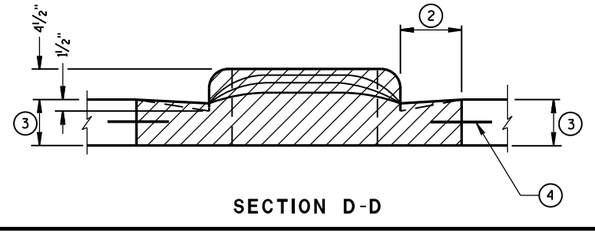






CONCRETE MEDIAN SLOPED NOSE TYPE 2

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 DEVELOPMENT ENGINEER

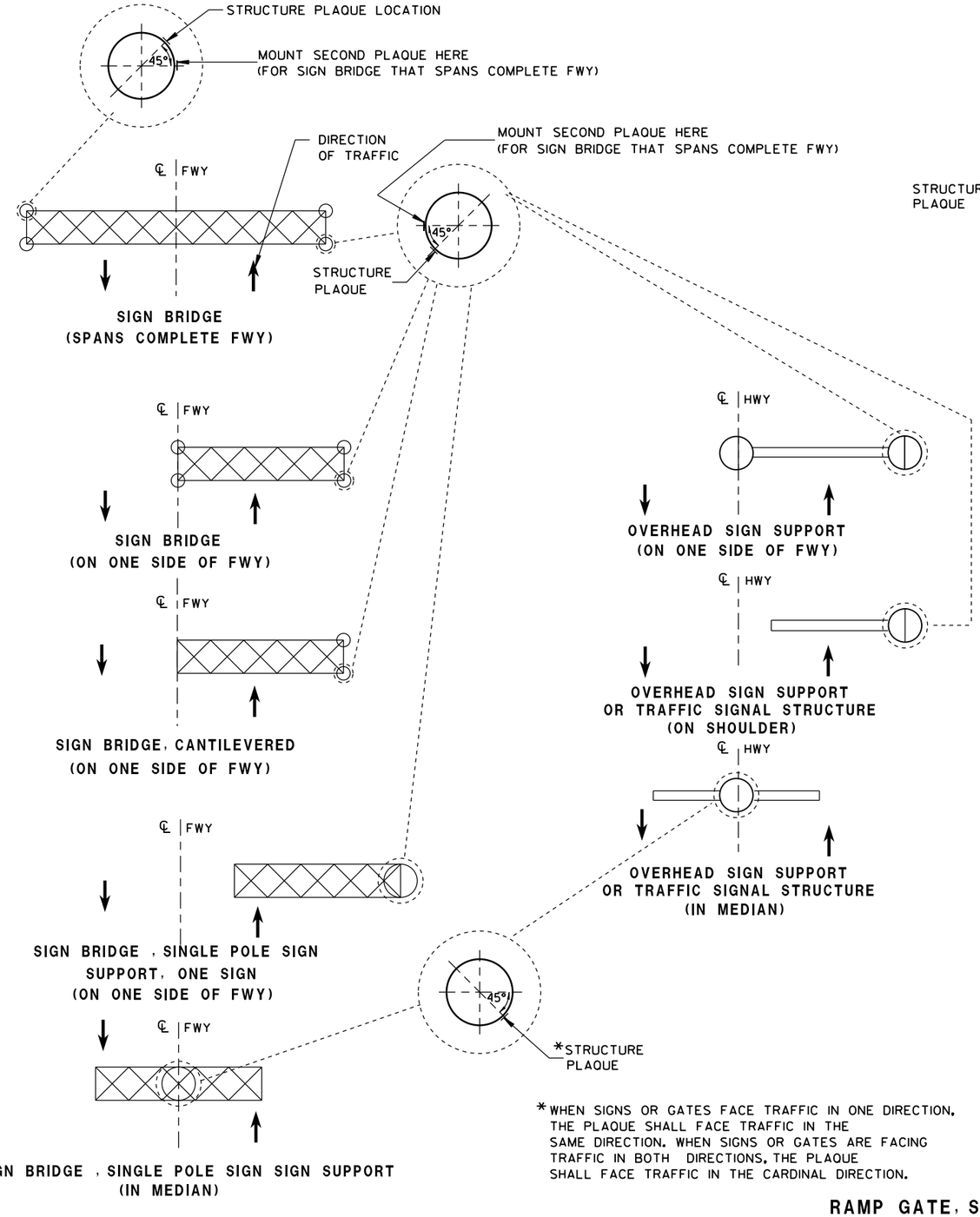
FHWA

6

S.D.D. 11 B 2-2

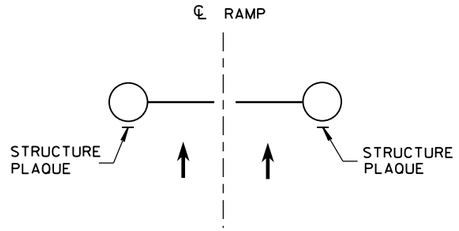
6

S.D.D. 11 B 2-2

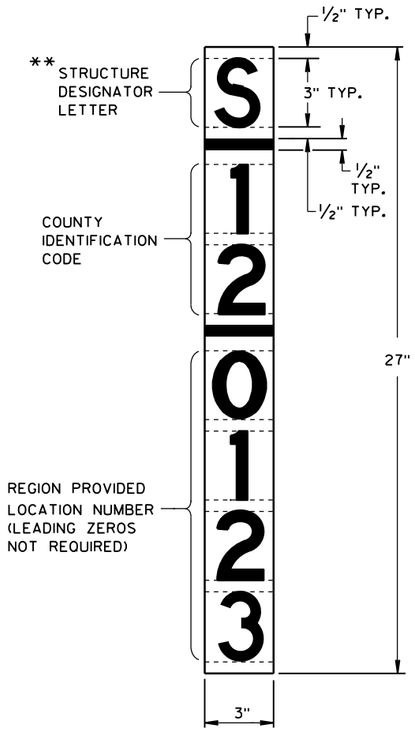


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

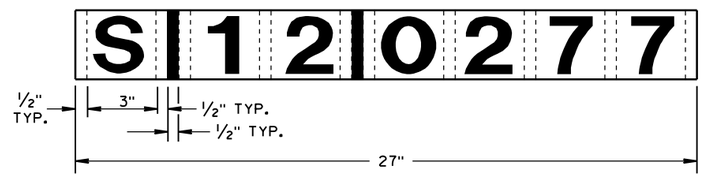
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

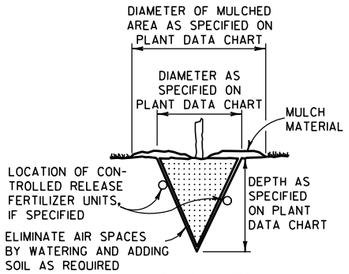
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

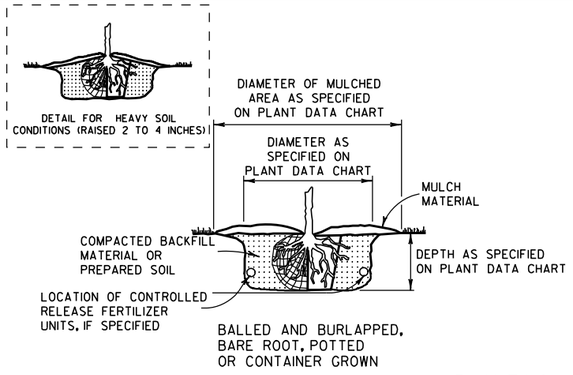
S.D.D. 12 A 4-3

6

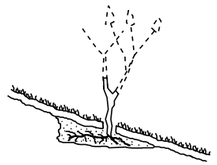
S.D.D. 12 A 4-3



MACHINE MOVED

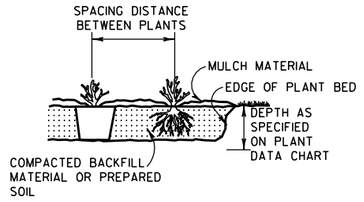


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



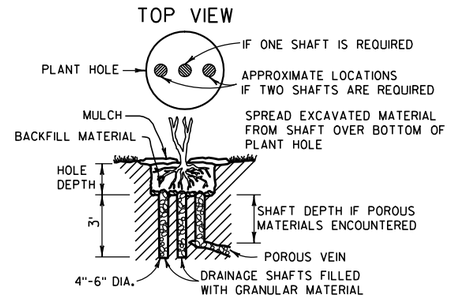
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



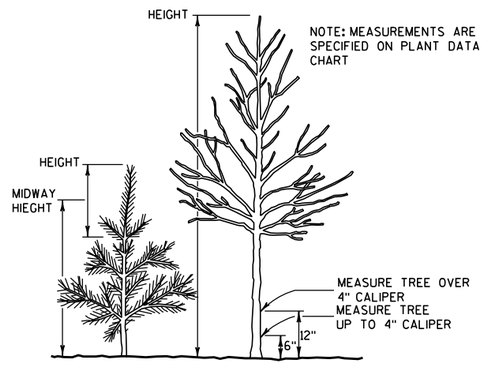
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

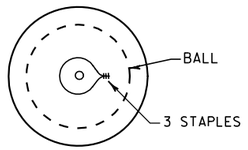


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

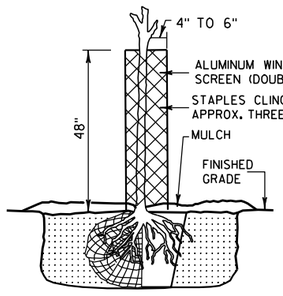
DRAINING



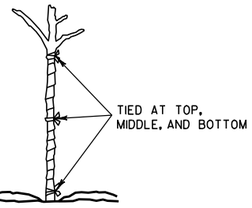
MEASURING



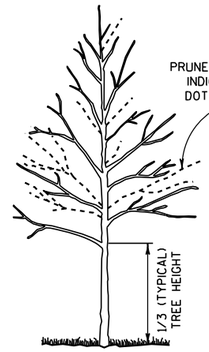
TOP VIEW



RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

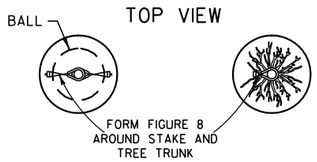
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

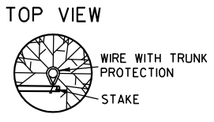
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

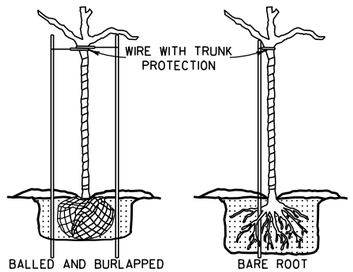
SUMAC

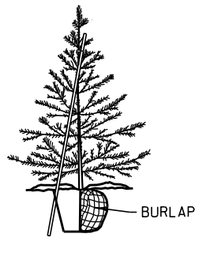
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



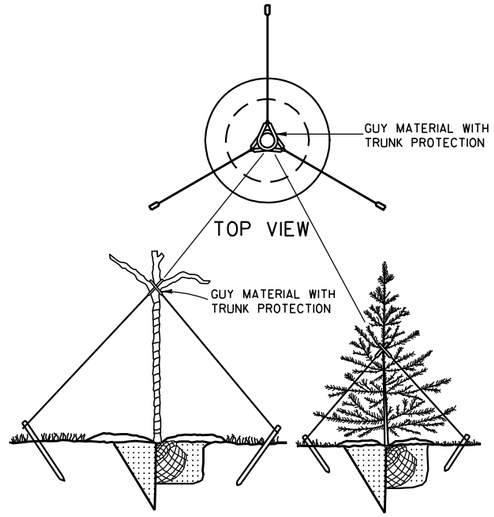






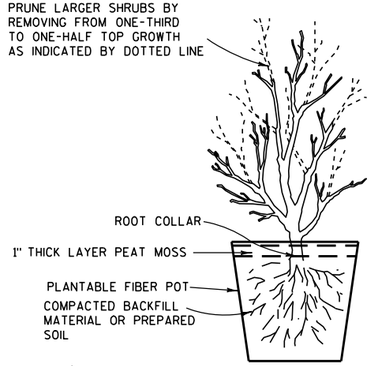
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

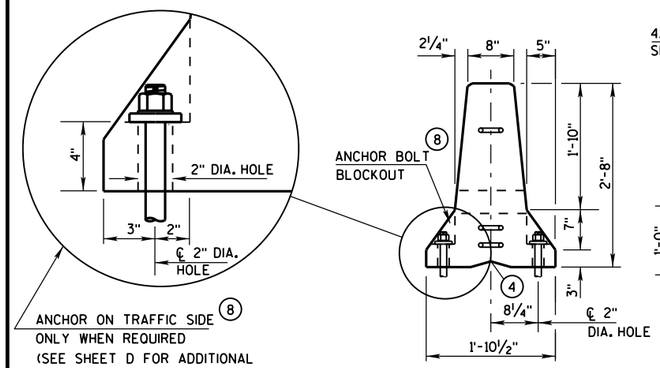
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

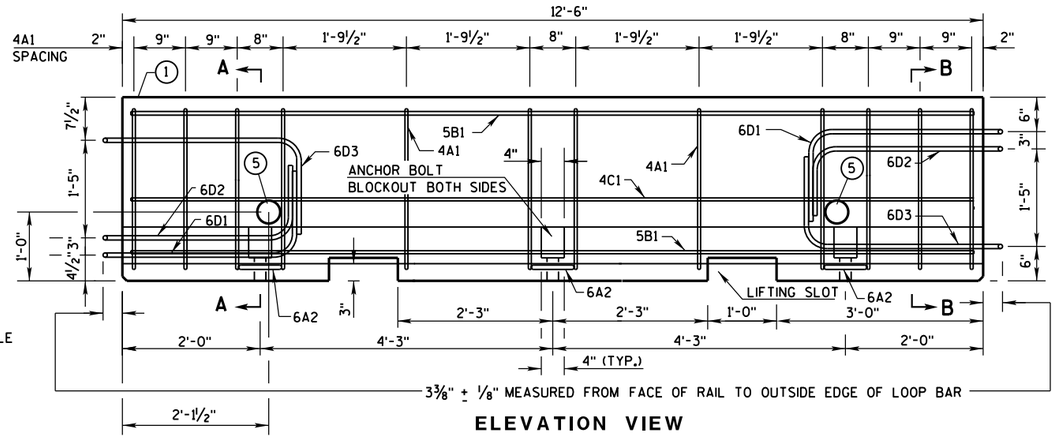
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 A 2-1

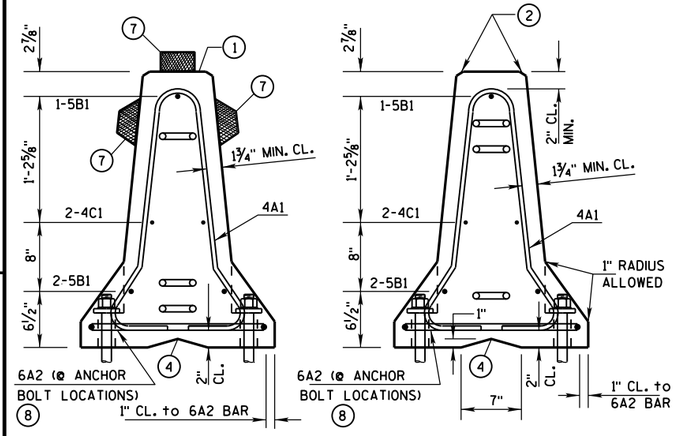
S.D.D. 14 A 2-1



END VIEW

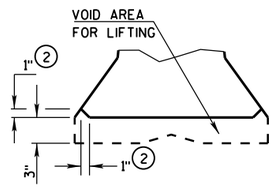


ELEVATION VIEW

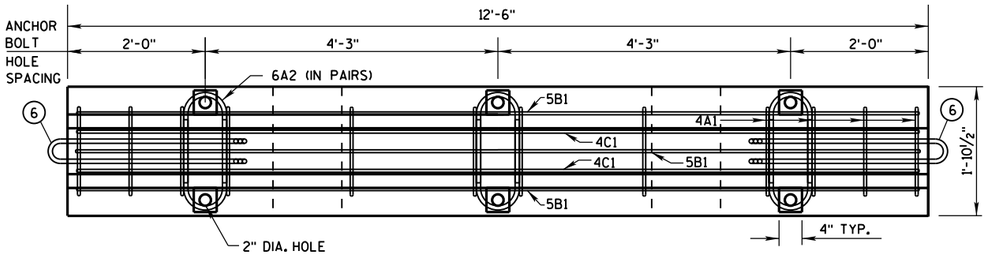


SECTION A-A
(STIRRUP PLACEMENT)

SECTION B-B
(STIRRUP PLACEMENT)

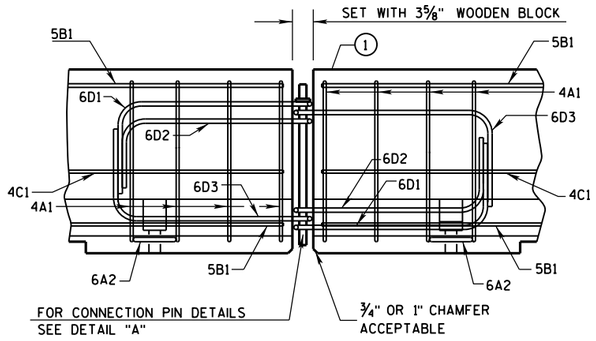


DETAIL "B"
LIFTING SLOT DETAIL

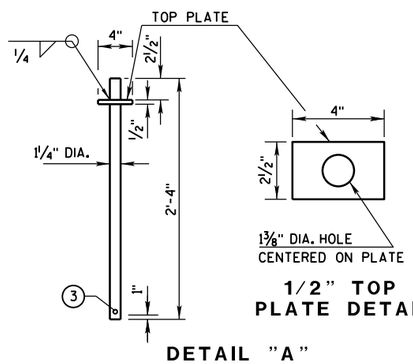


PLAN VIEW

DETAILS OF BARRIER SECTION

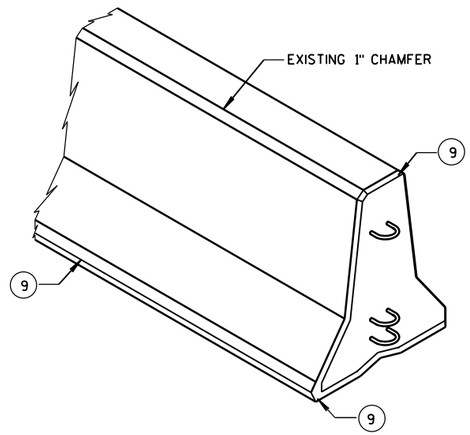


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

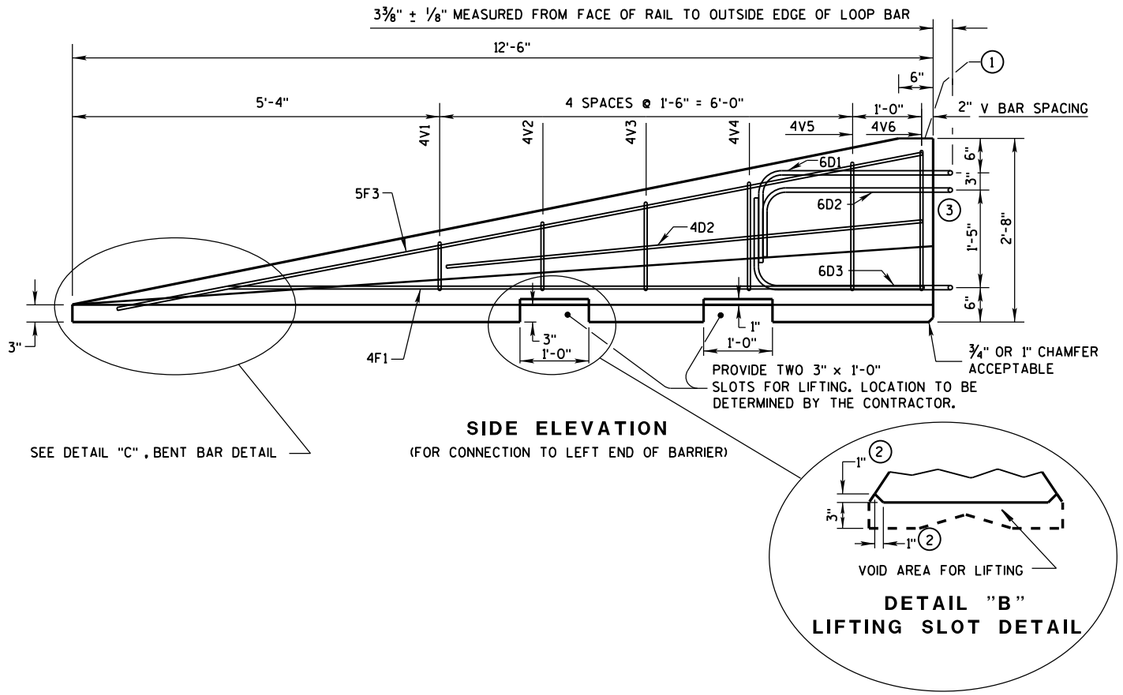
f'c = 4,000 psi

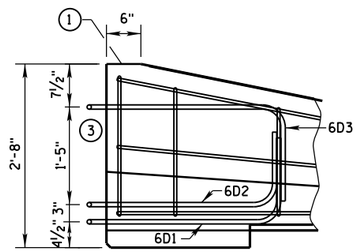
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

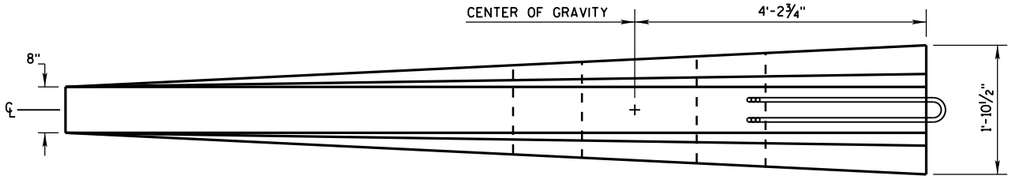
S.D.D. 14 B 7-15a

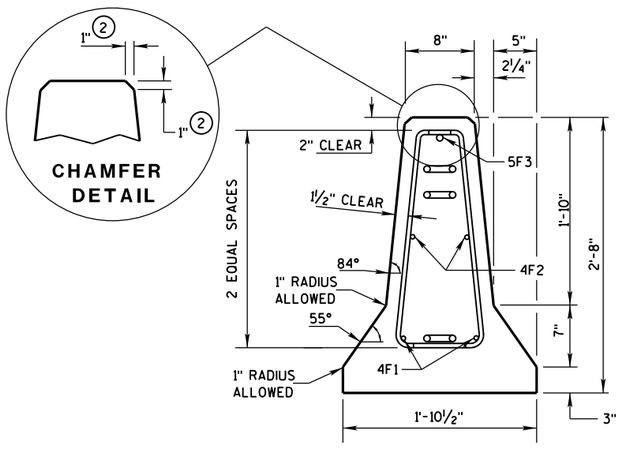


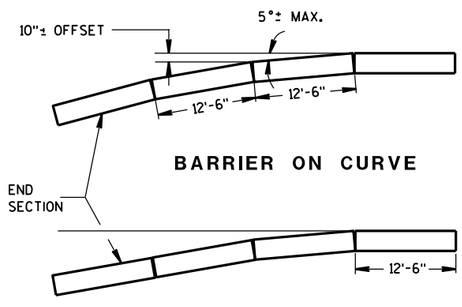


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

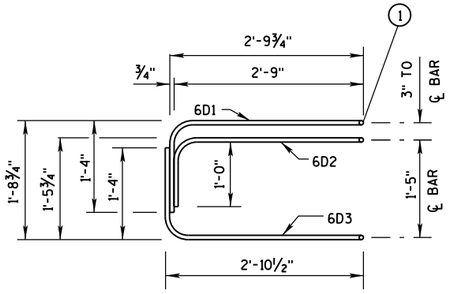
6

S.D.D. 14 B 7-15b

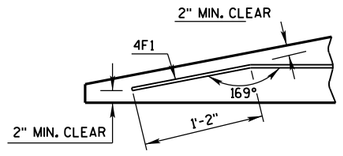
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

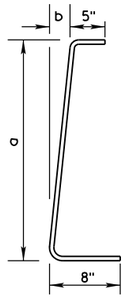
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

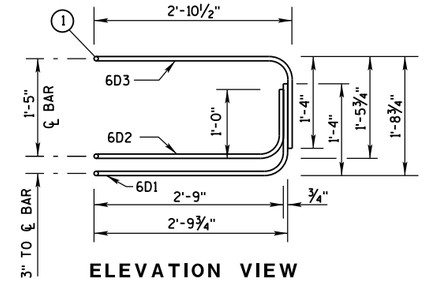
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

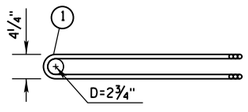
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

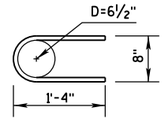
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



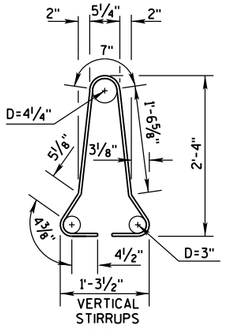
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

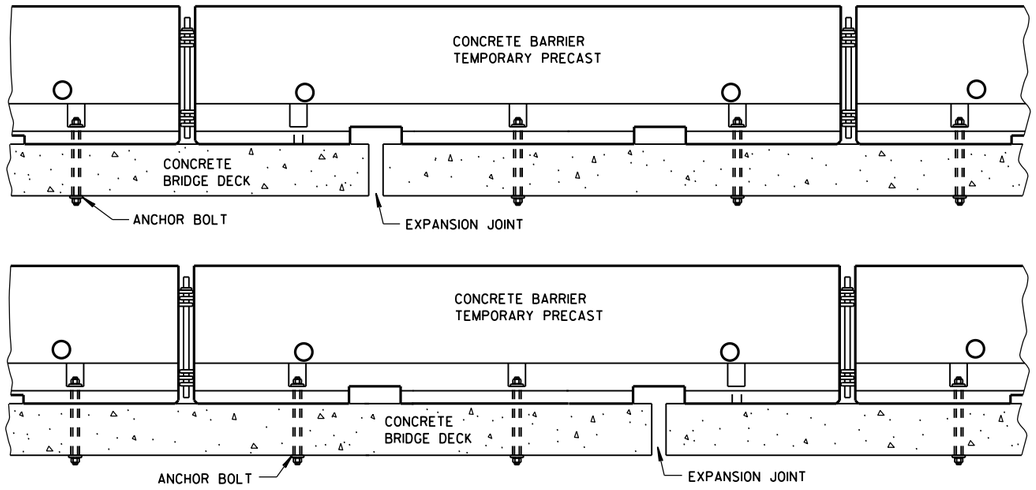
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

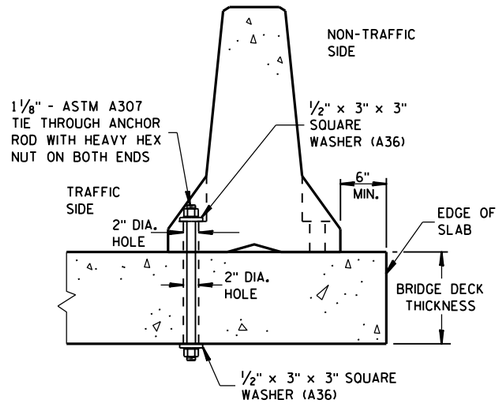
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

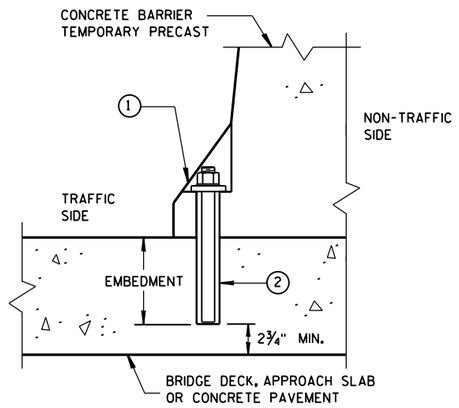
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



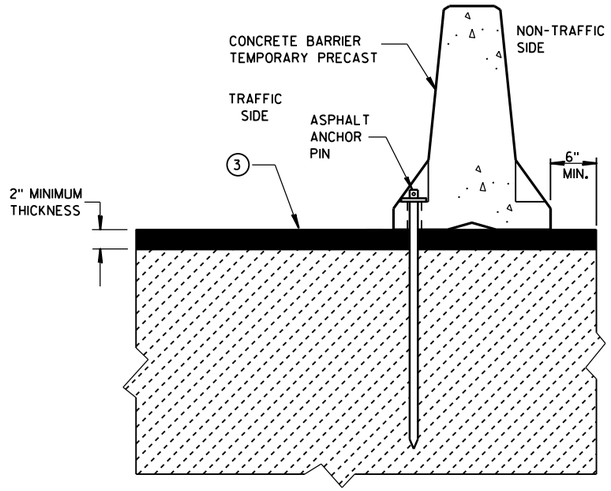
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

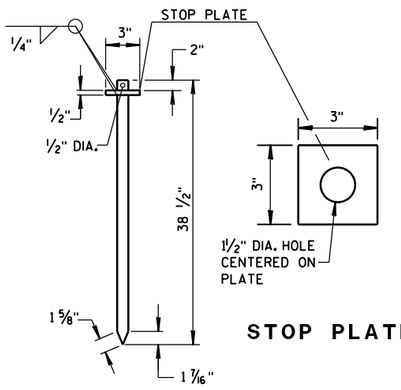


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



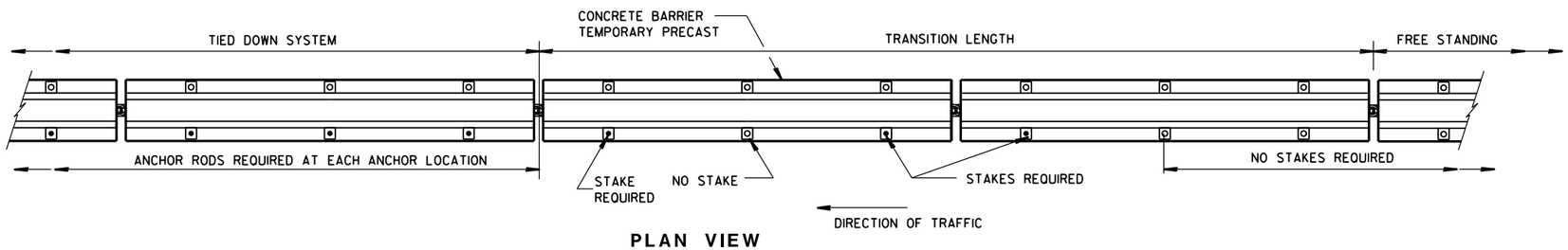
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

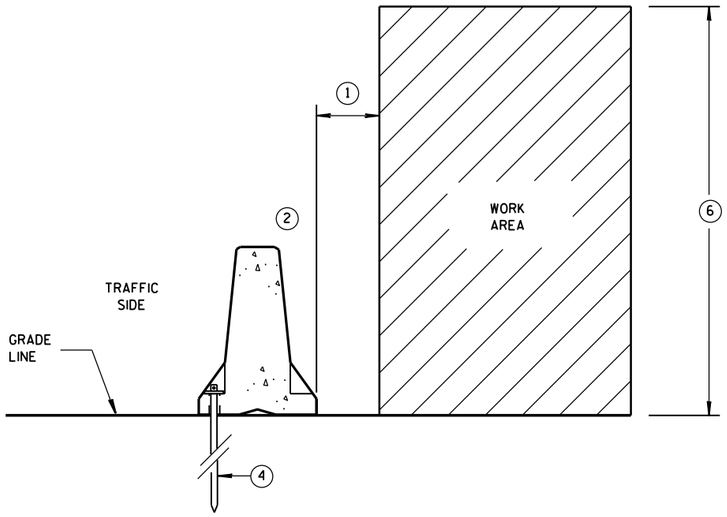
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

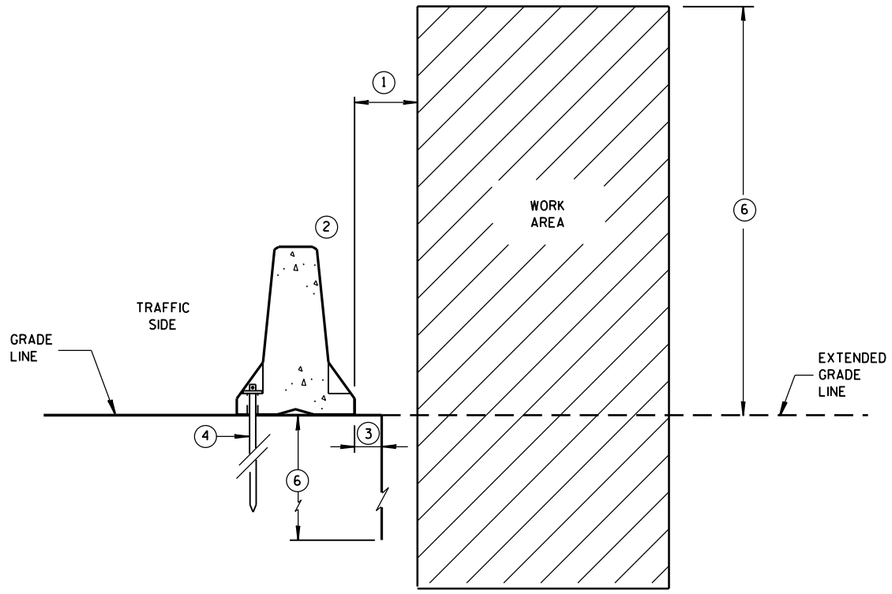
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

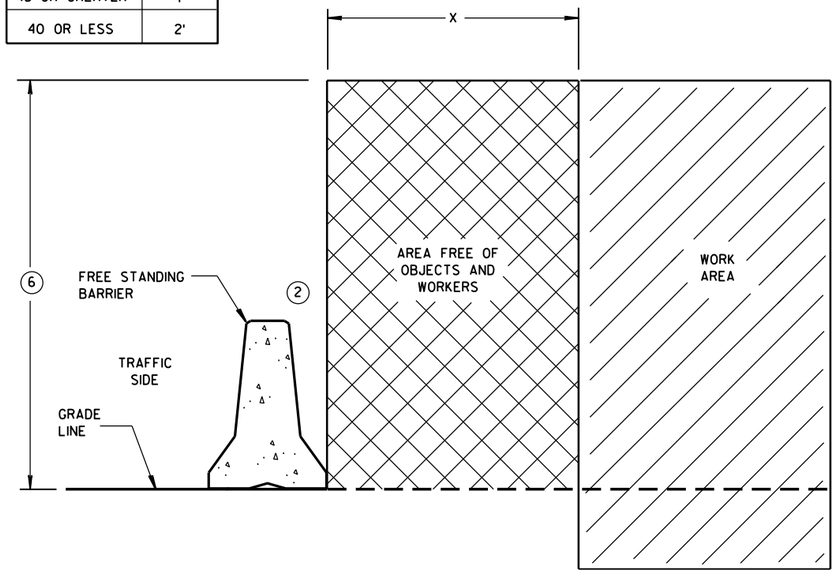


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

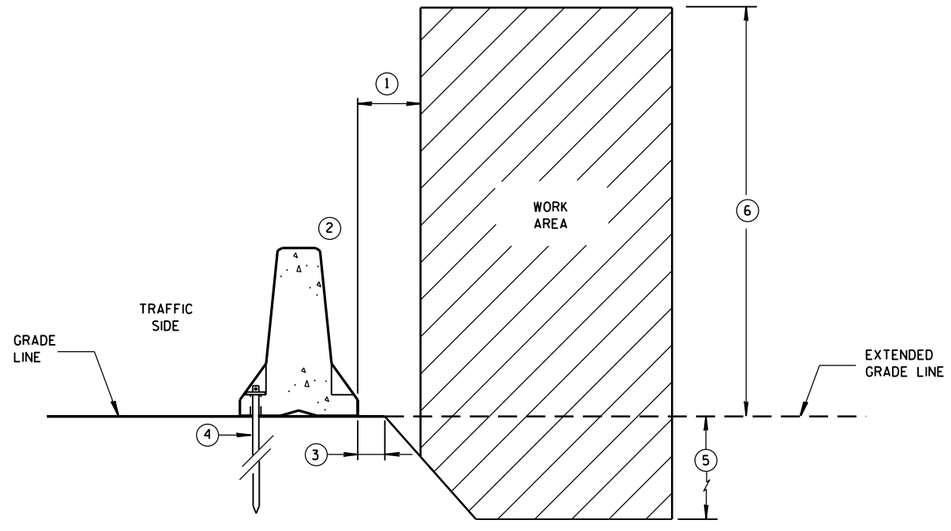
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



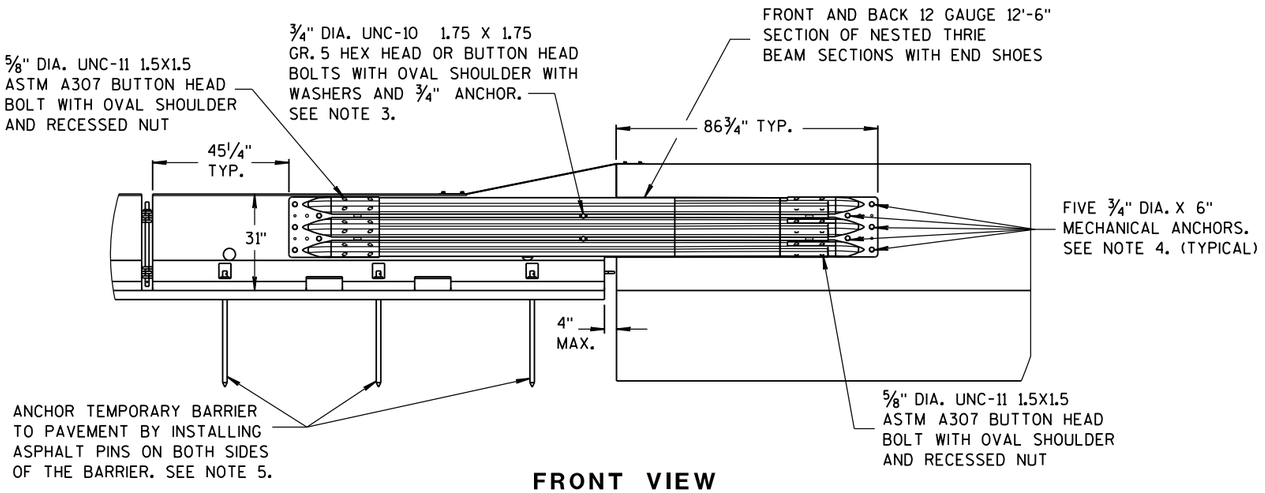
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

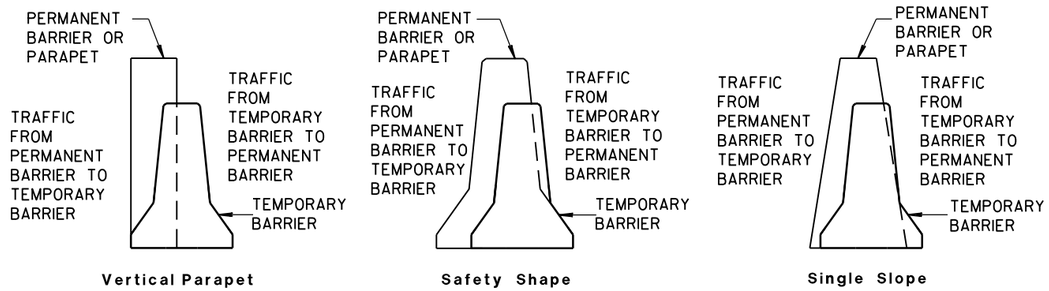
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

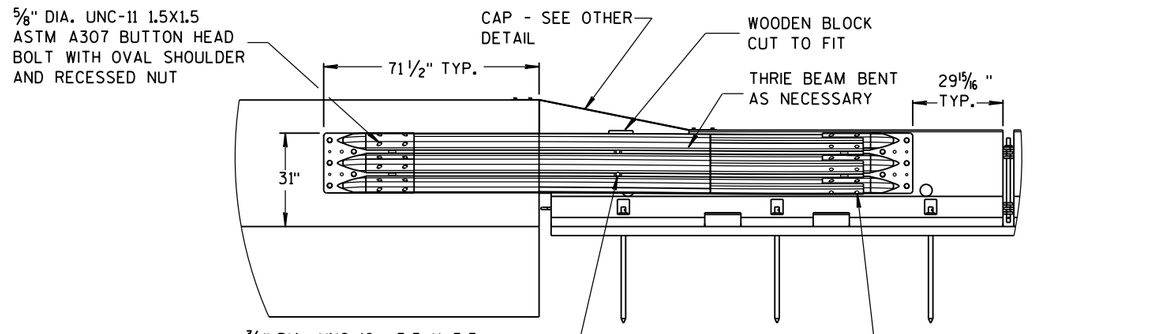


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

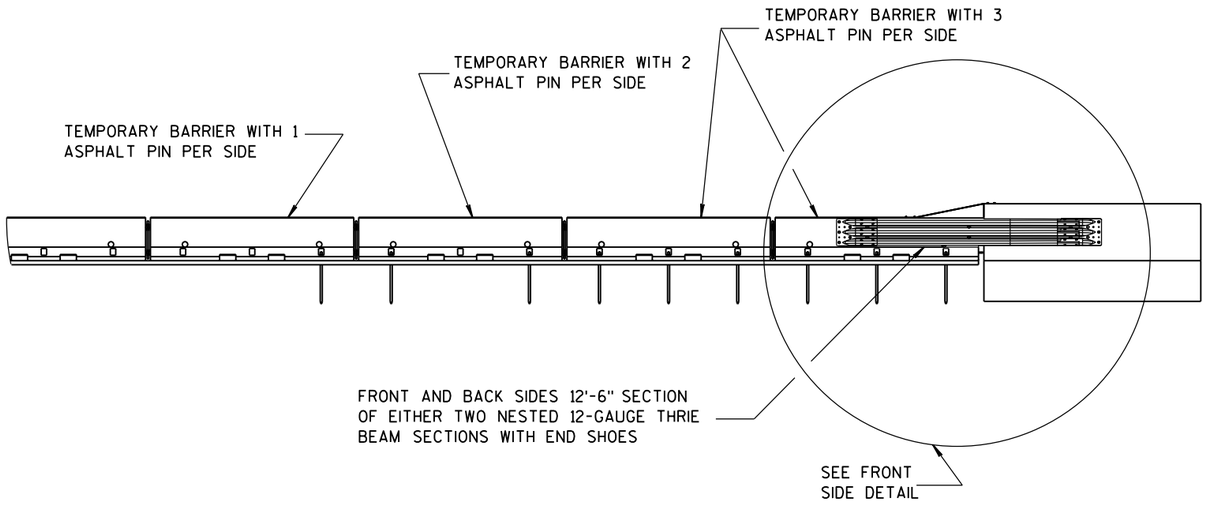
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

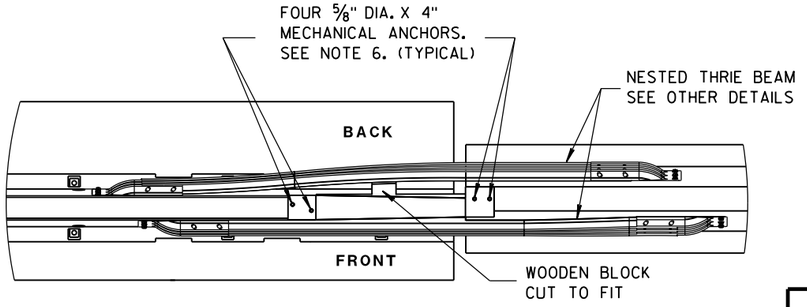
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



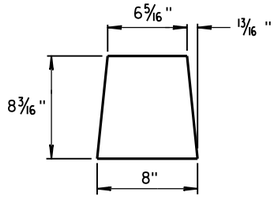
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

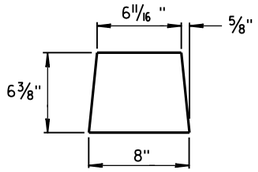
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

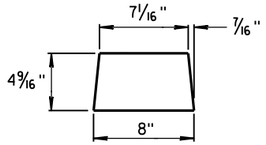
6
S.D.D. 14 B 7-15f



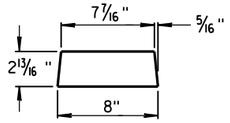
GUSSET 1



GUSSET 2

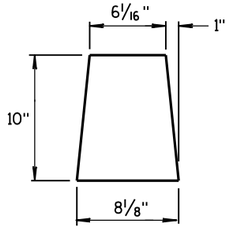


GUSSET 3

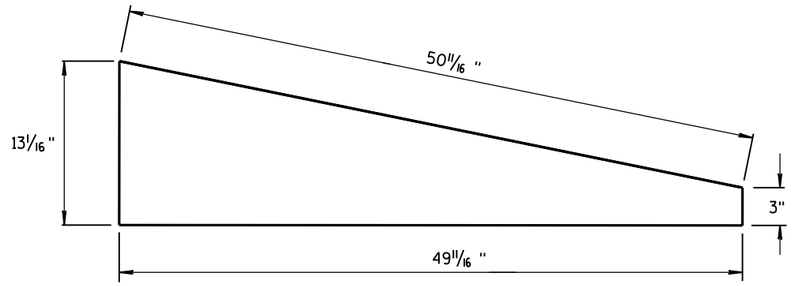


GUSSET 4

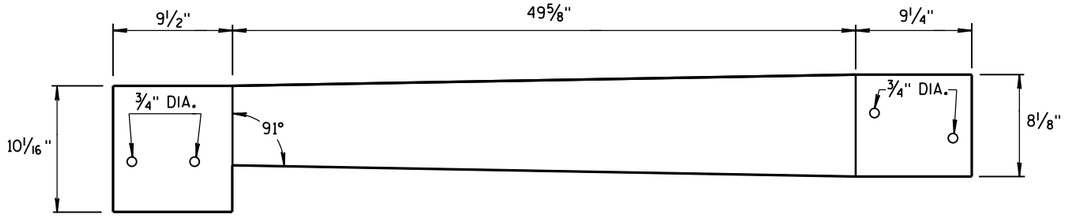
GUSSETS

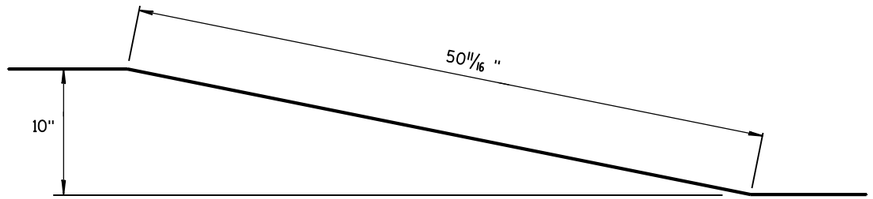


END PLATE



SIDE PLATE

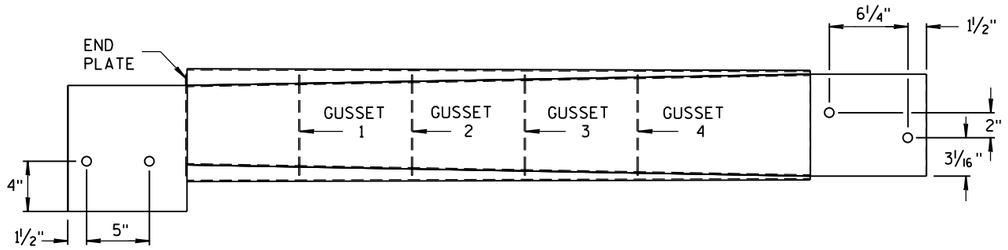


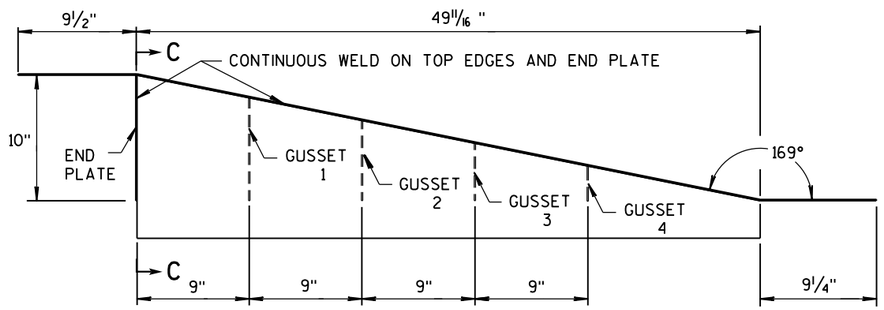


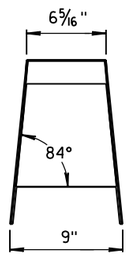
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

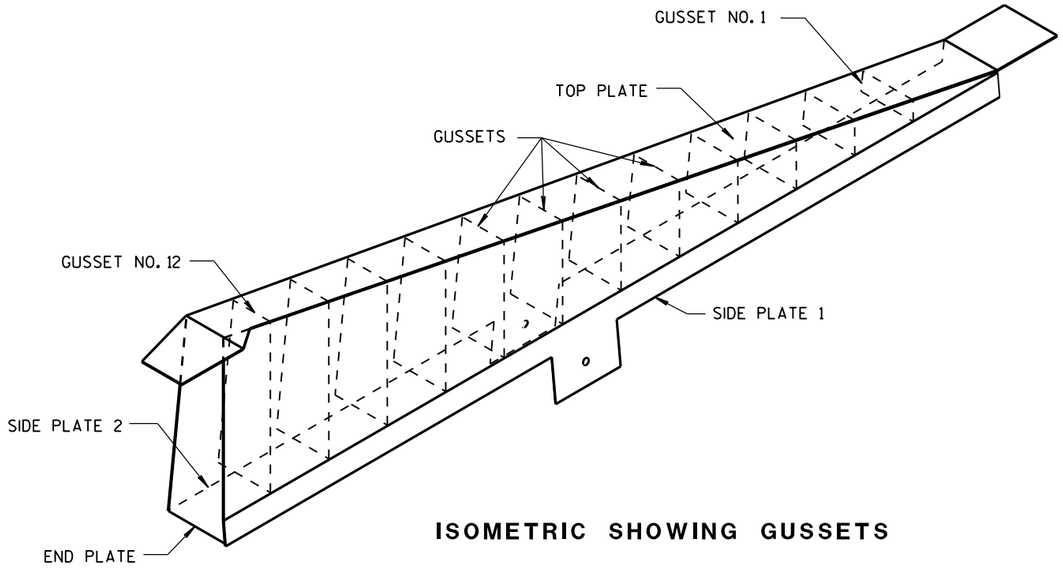
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

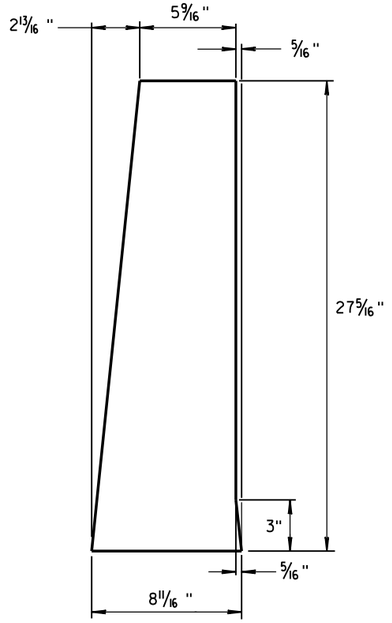
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15g

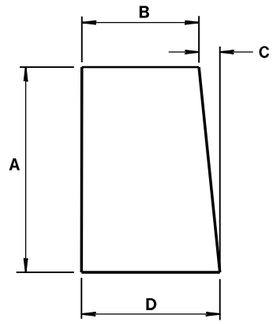


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



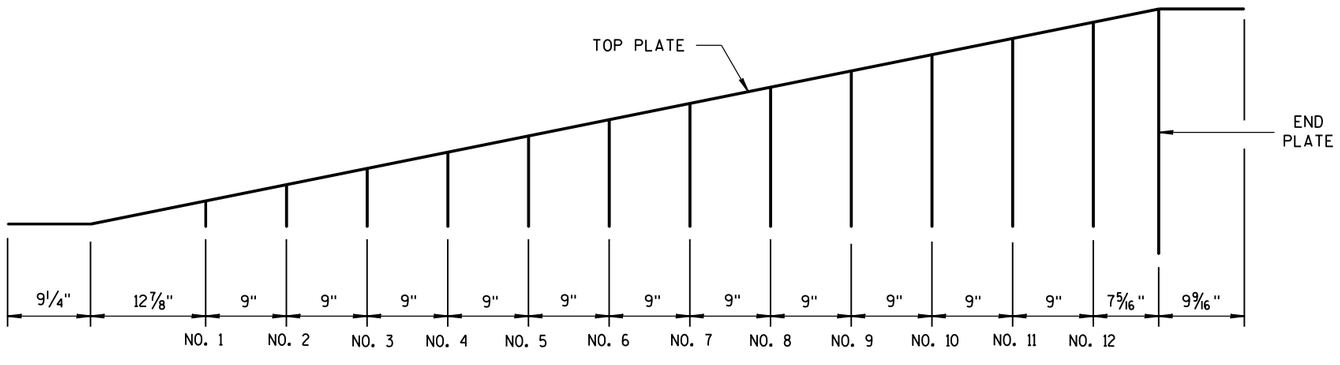
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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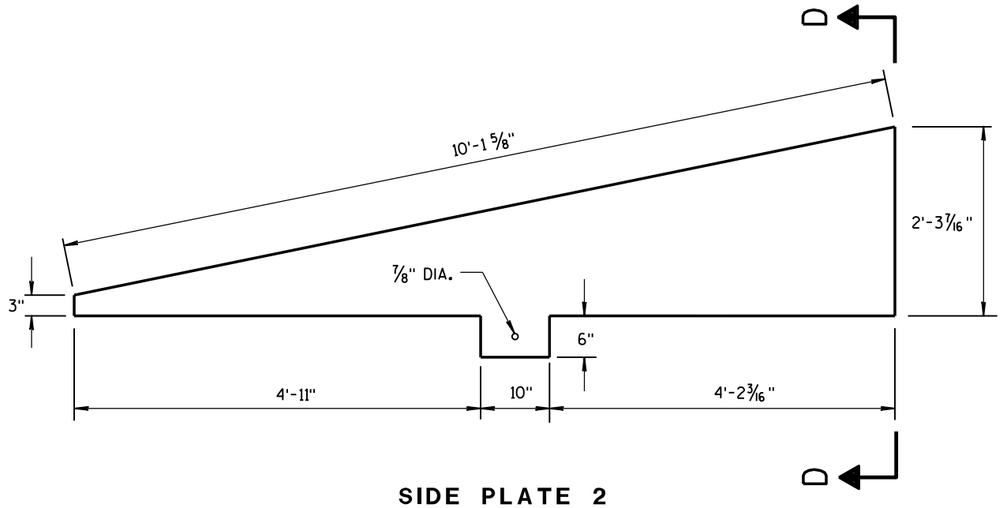
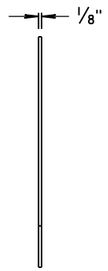
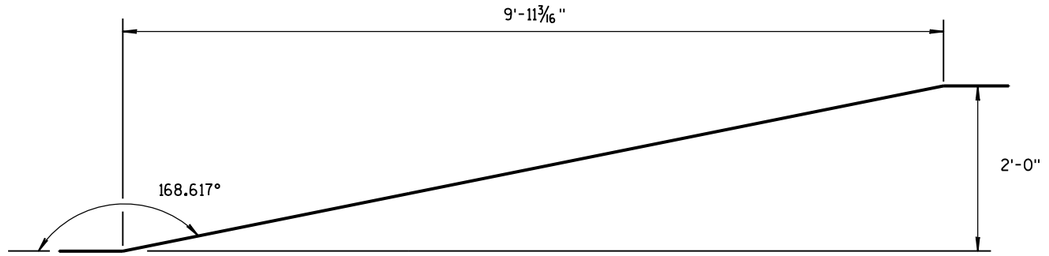
S.D.D. 14 B 7-15h



SIDE PLATE 2

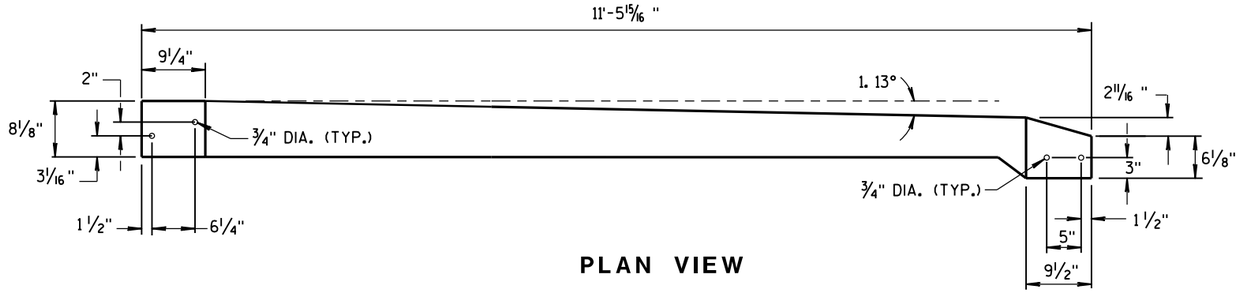


END VIEW



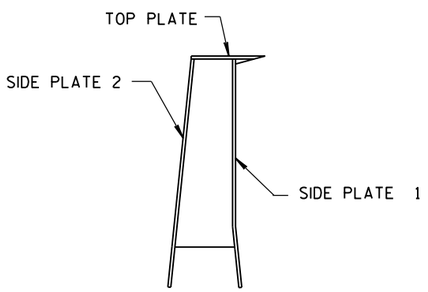
SIDE VIEW

TOP PLATE

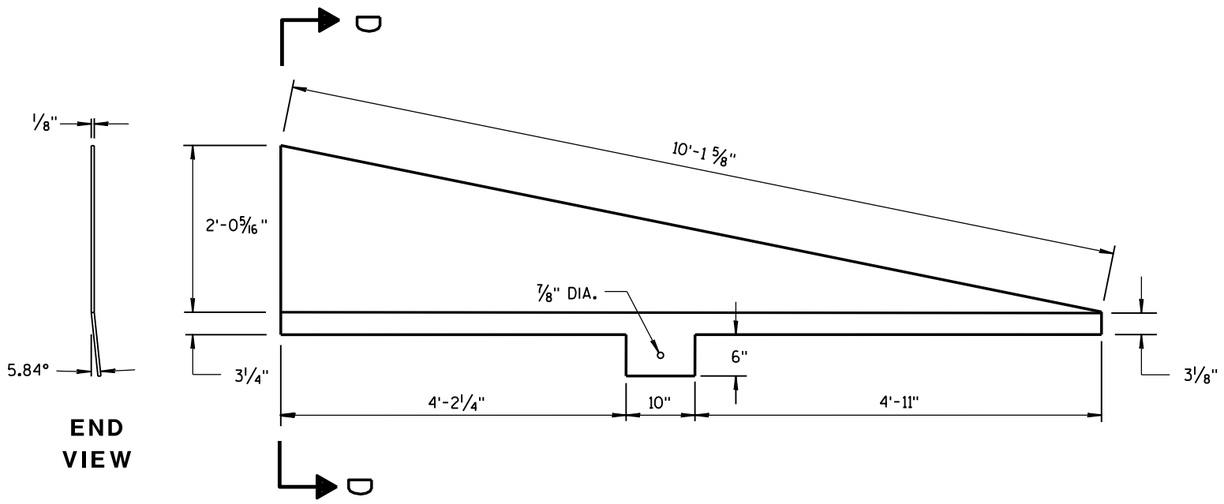


PLAN VIEW

TOP PLATE



SECTION D-D



END VIEW

SIDE PLATE 1

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

229

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S.D.D. 14 B 7-15i

6

S.D.D. 14 B 7-15i

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

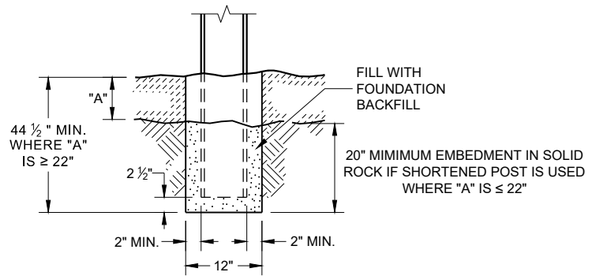
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

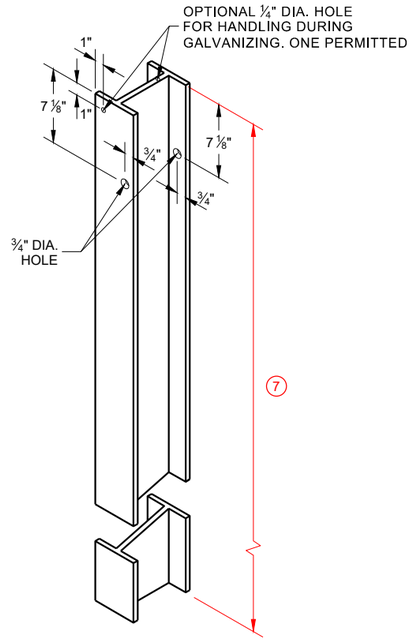
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

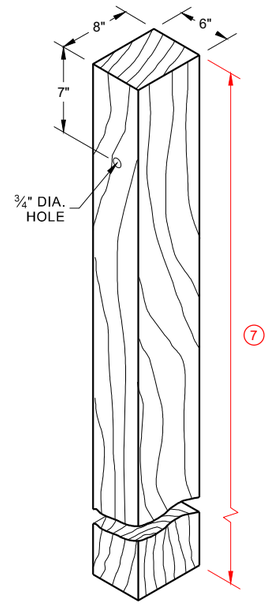
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



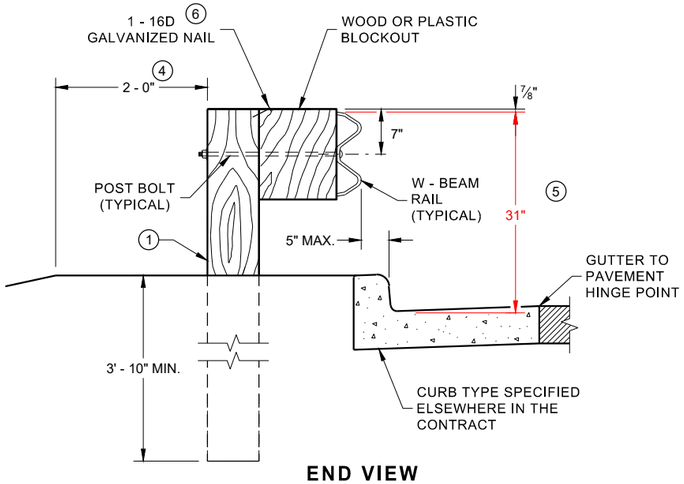
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



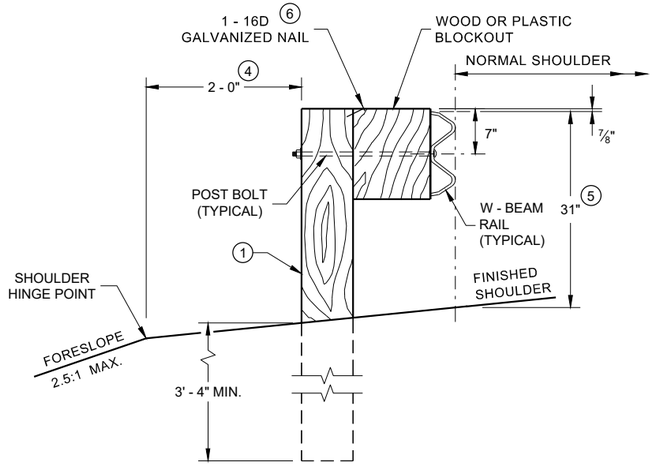
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



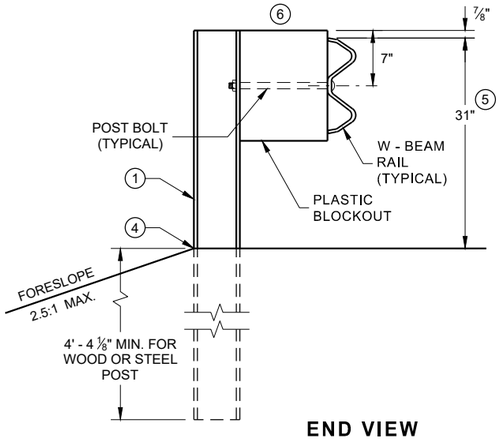
WOOD POST (6" X 8") NOMINAL (1)



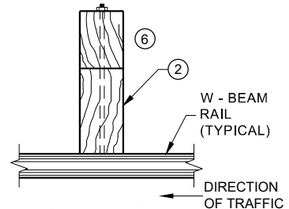
END VIEW
LOCATED ALONG A CURBED ROADWAY



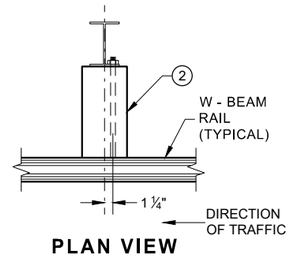
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



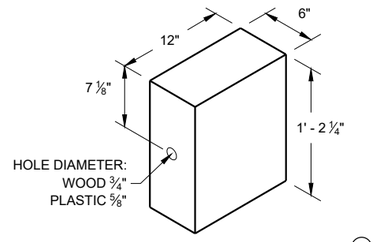
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 06a

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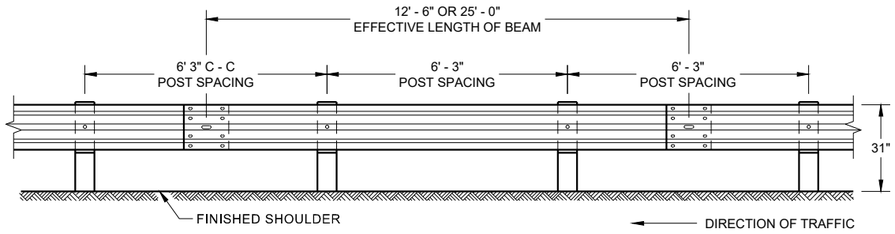
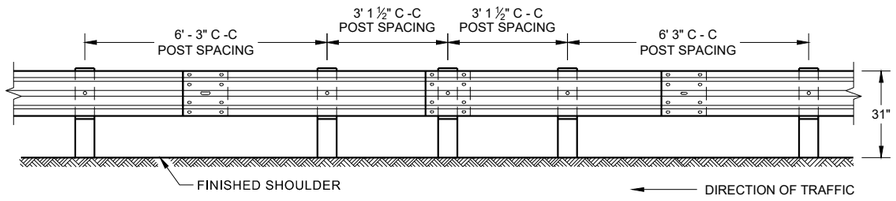
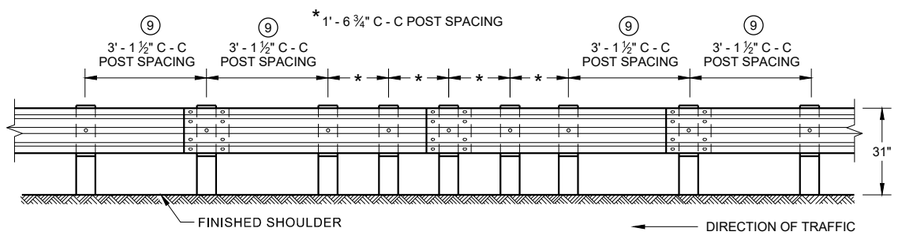
SDD 14B42 - 06a



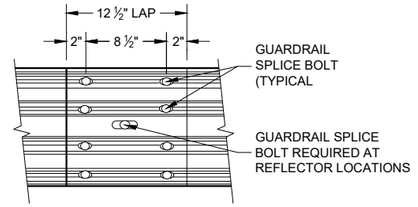
FRONT VIEW
POST SPACING STANDARD INSTALLATION



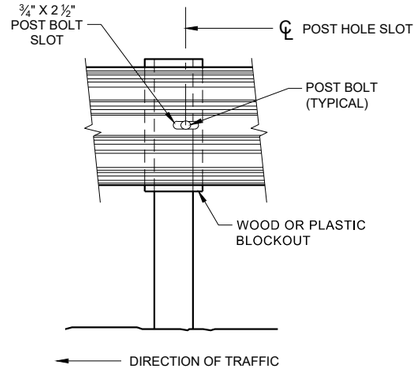
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



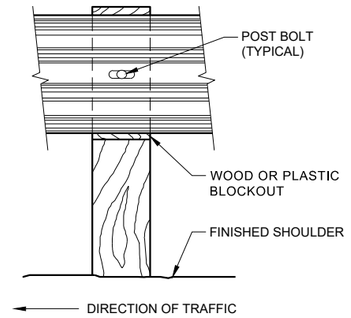
FRONT VIEW
QUARTER POST SPACING (QS)



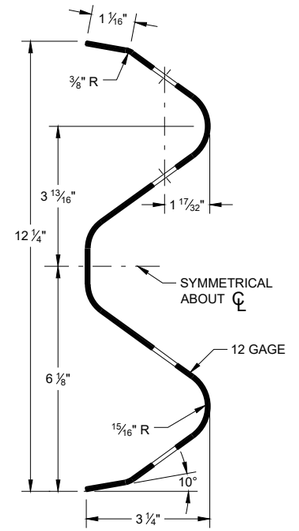
FRONT VIEW
MID-SPAN BEAM SPLICE



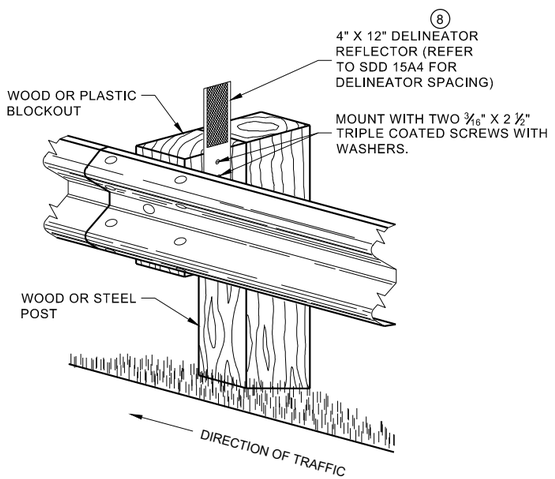
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ¾" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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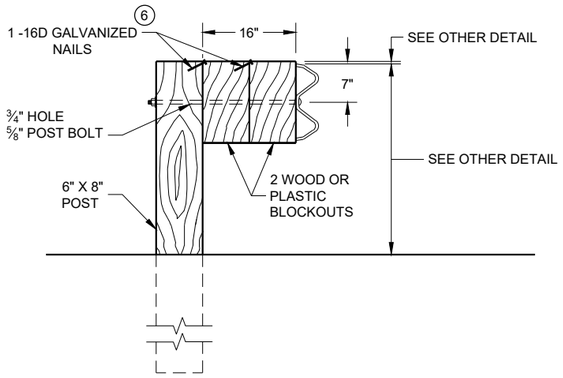
SDD 14B42 - 06b

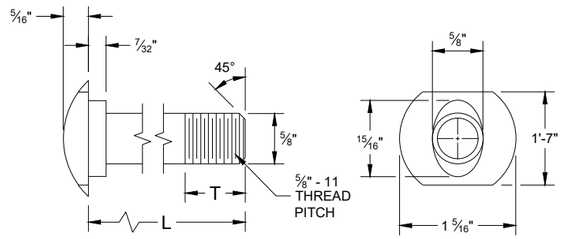


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

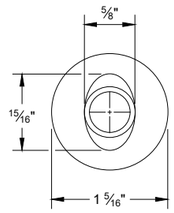
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

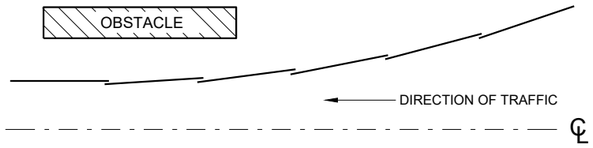


POST BOLT TABLE

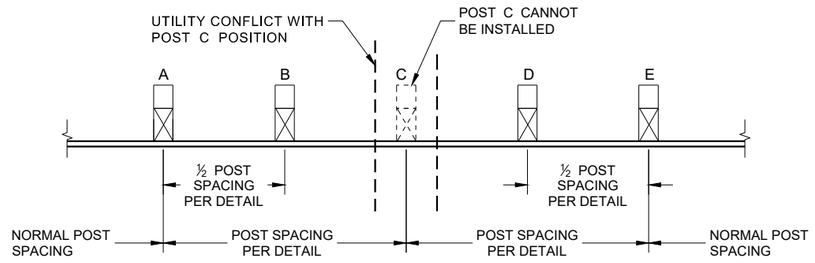
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



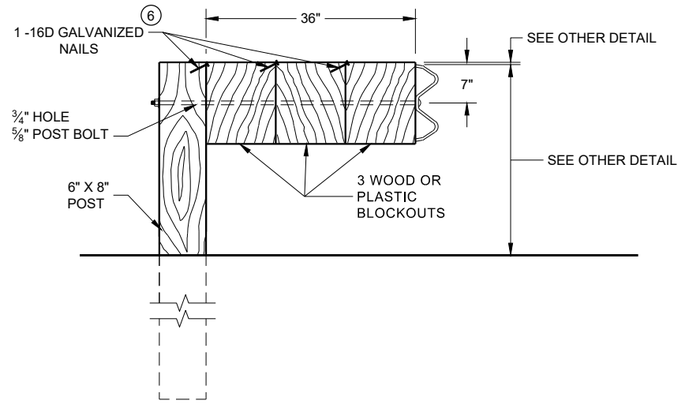
ALTERNATE BOLT HEAD



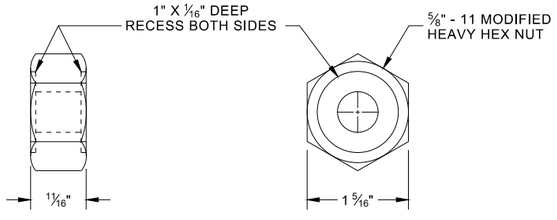
PLAN VIEW
BEAM LAPPING DETAIL



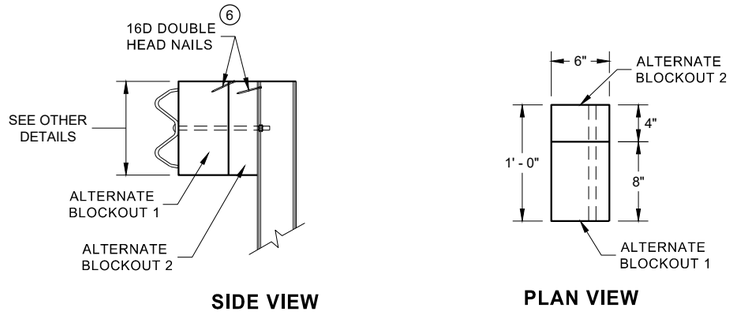
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

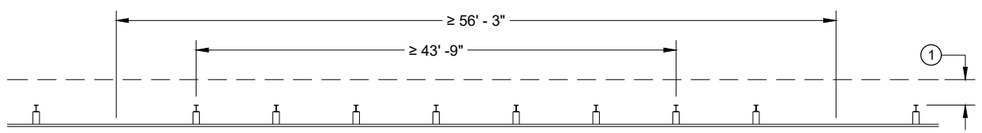
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

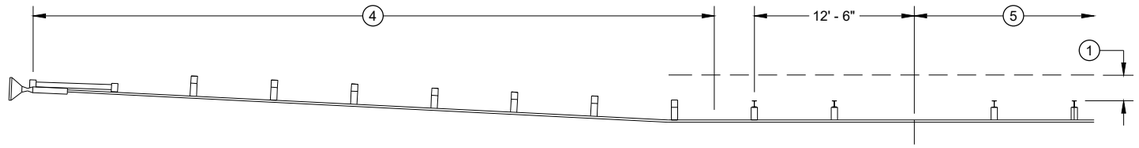
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

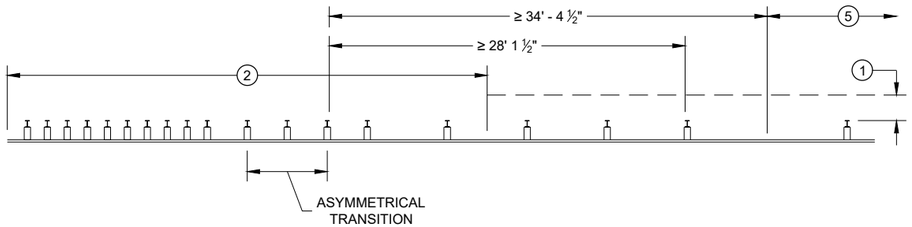
SDD 14B42 - 06c



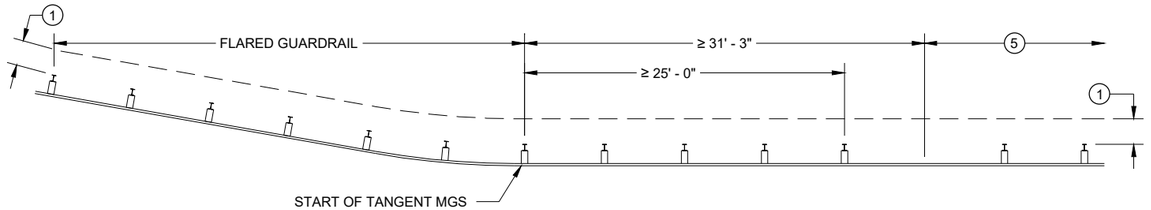
MISSING POST IN NORMAL BEAM GUARD RUN



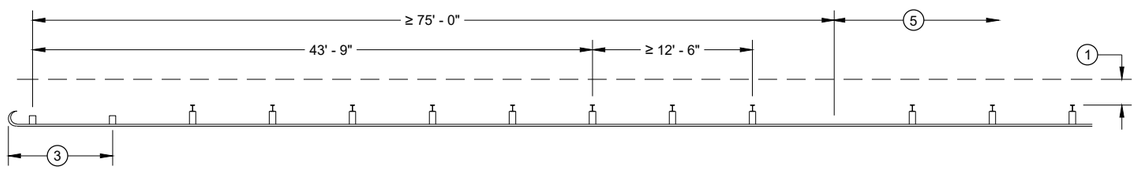
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



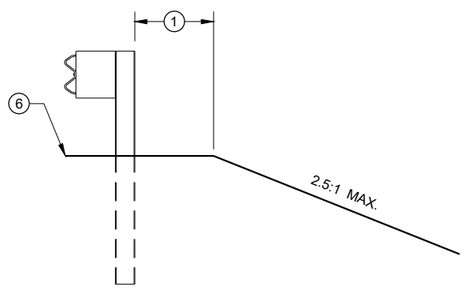
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 06d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

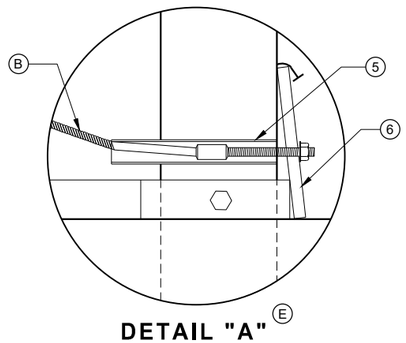
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

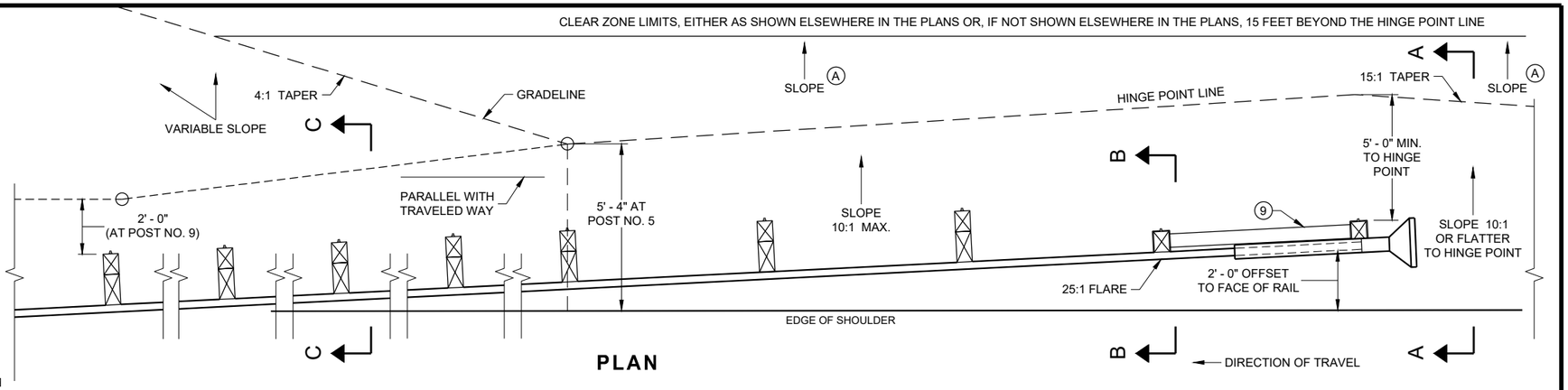
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

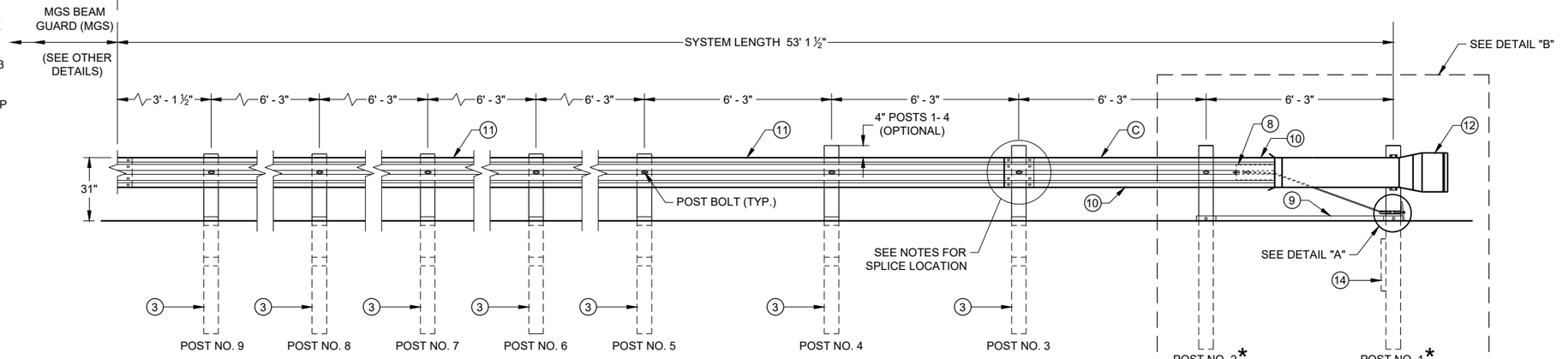
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



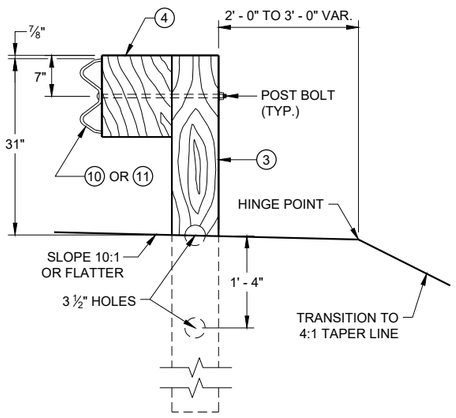
DETAIL "A" (E)



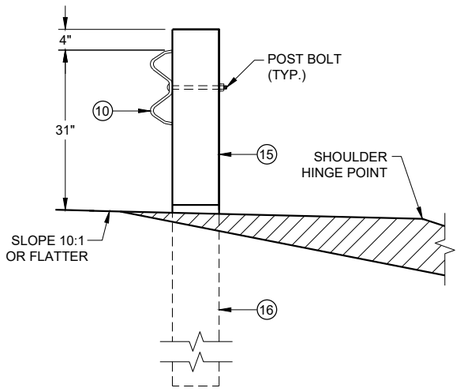
PLAN



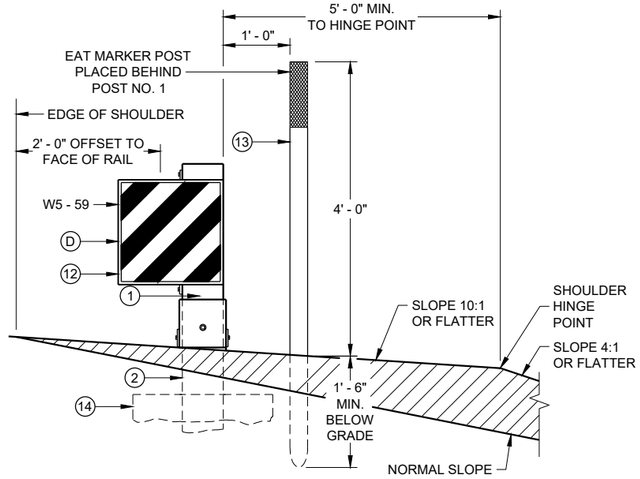
ELEVATION



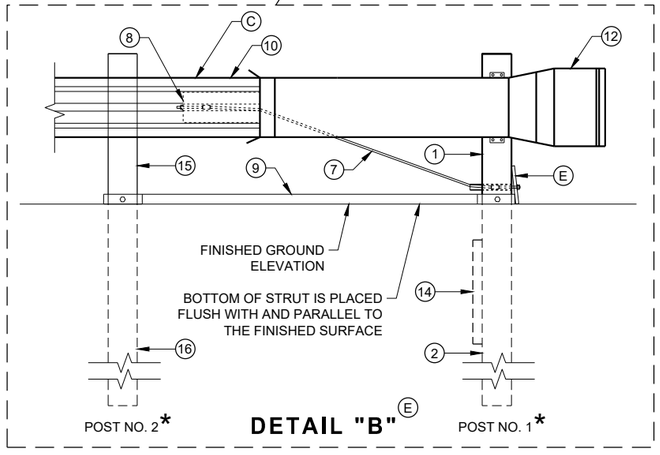
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



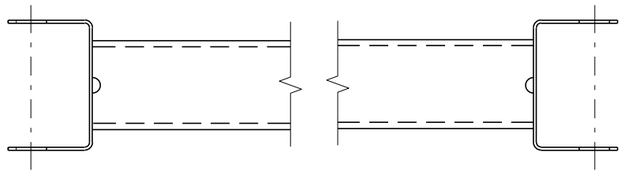
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

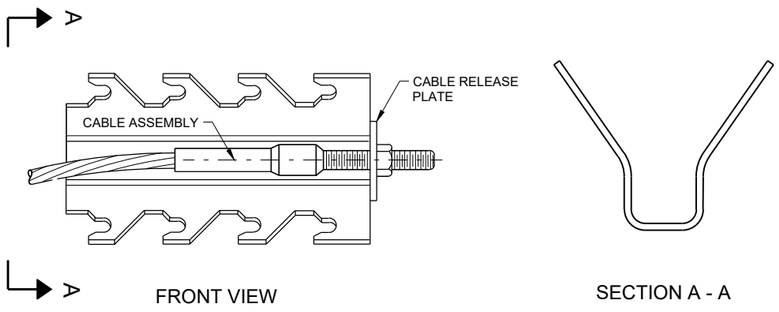
SDD 14B44 - 04a



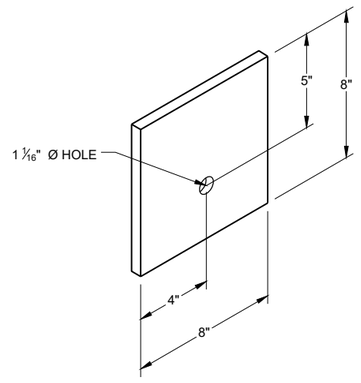
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

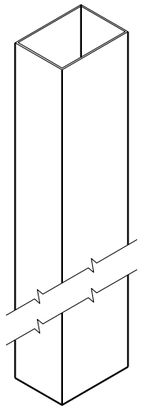
6

SDD 14B45 - 04b

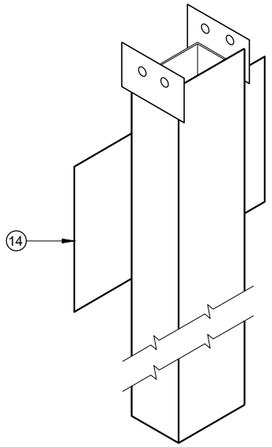
SDD 14B45 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

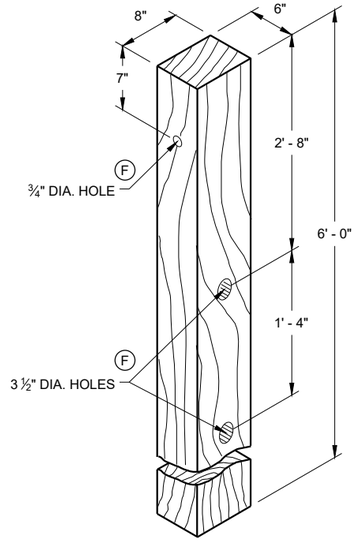
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



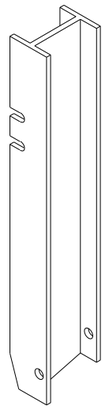
UPPER POST NO. 1 (1) (E)



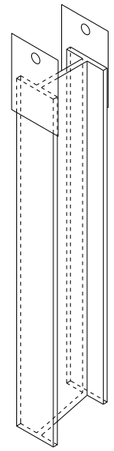
LOWER POST NO. 1 (2) (E)



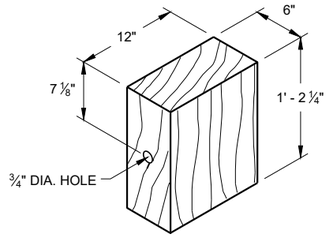
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



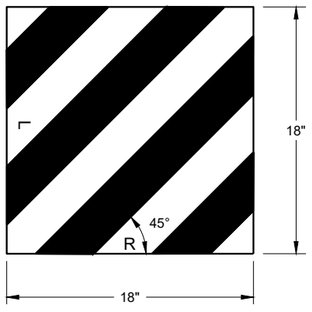
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

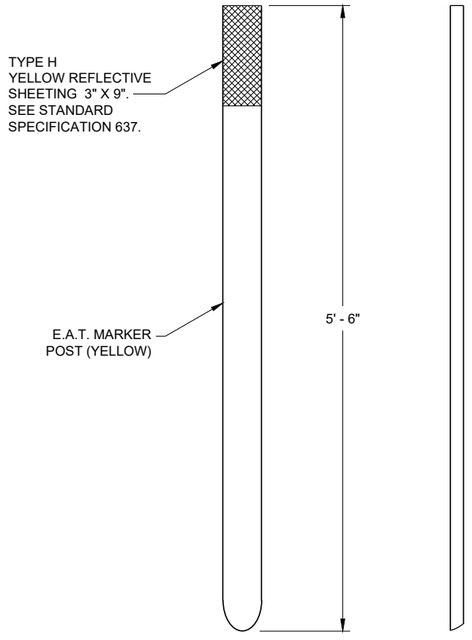


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



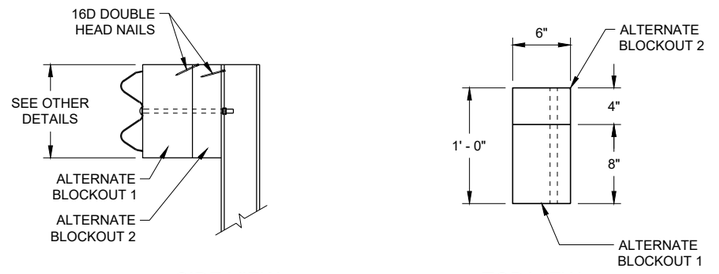
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

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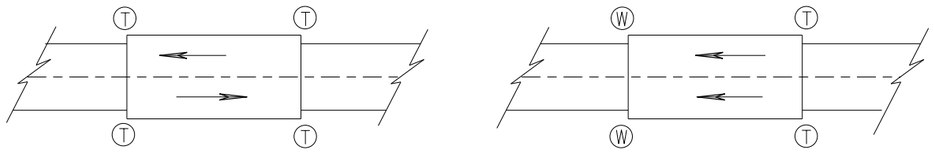
SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

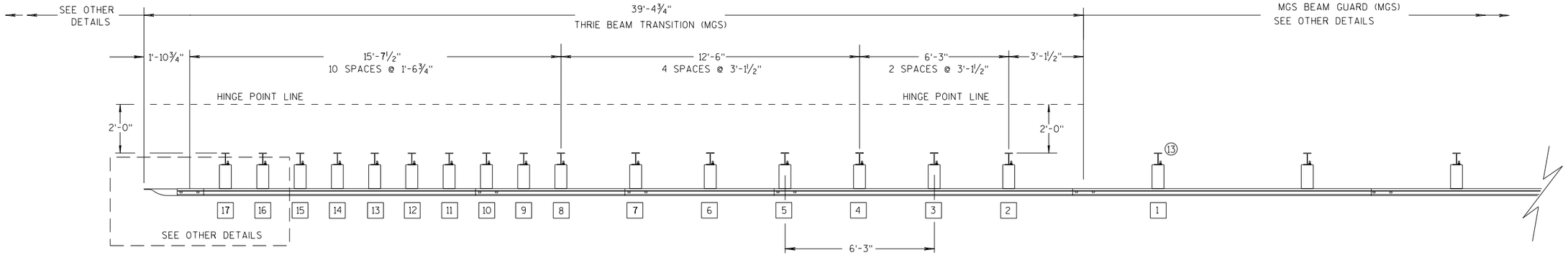
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

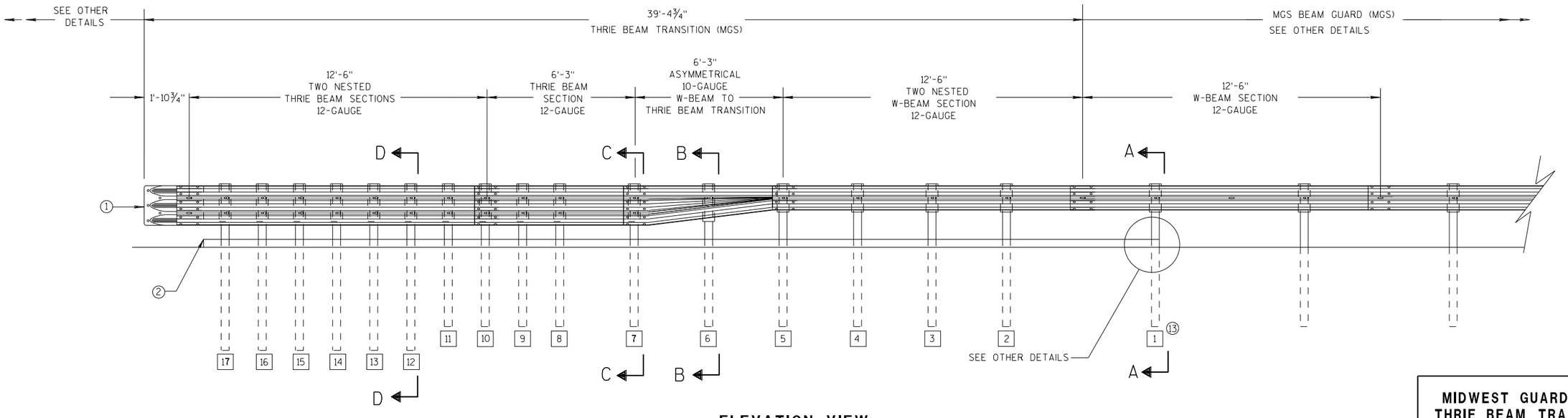
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 45-5a

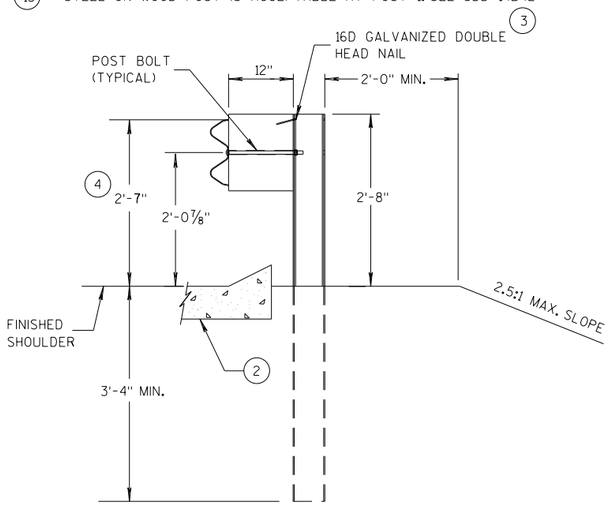
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

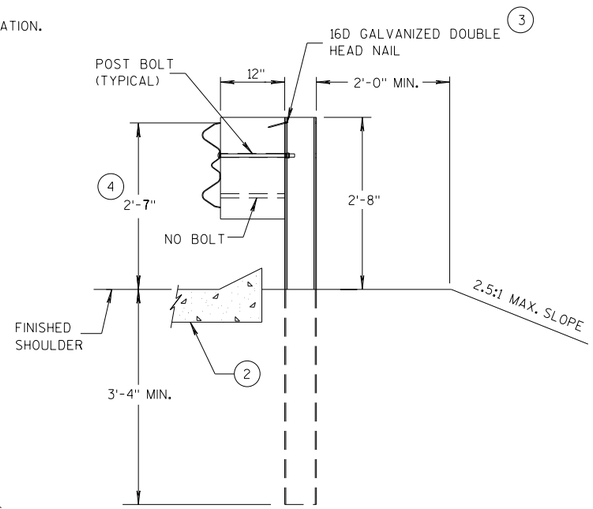
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



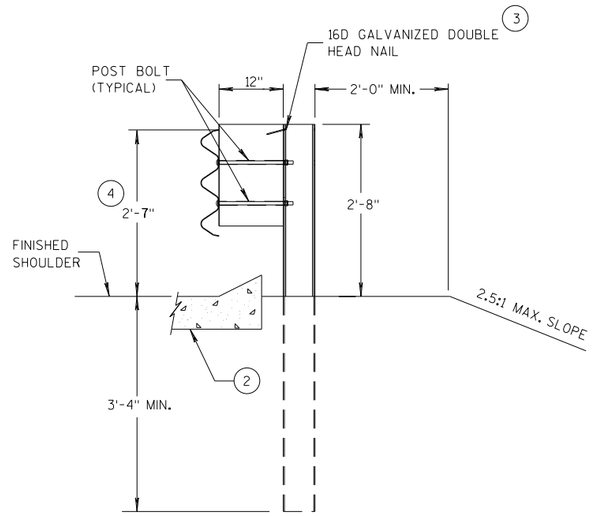
SECTION A-A (13)

POSTS 1-5



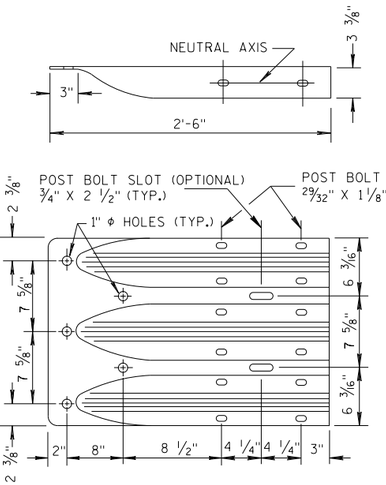
SECTION B-B

POST 6

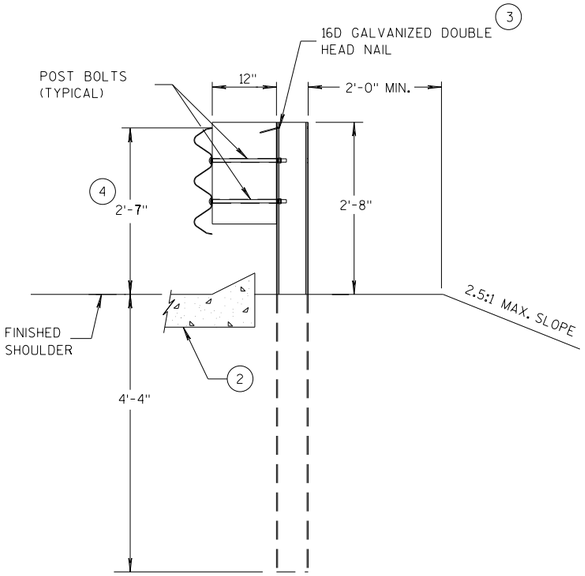


SECTION C-C

POSTS 7-11

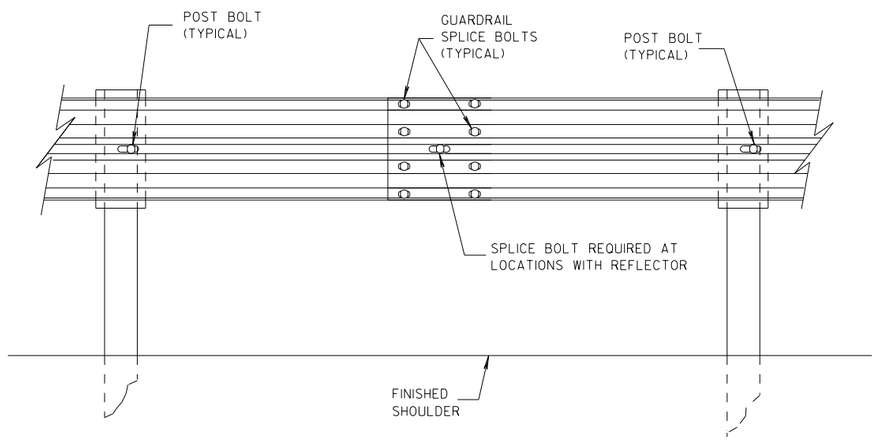


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

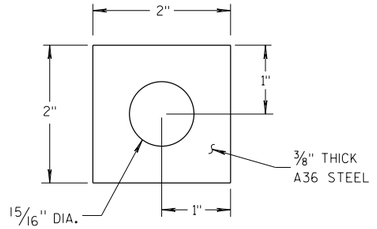
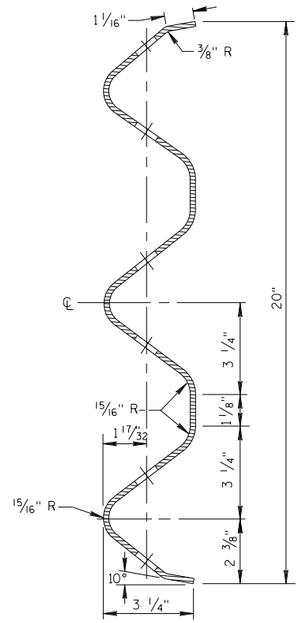


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 238

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S.D.D. 14 B 45-5b

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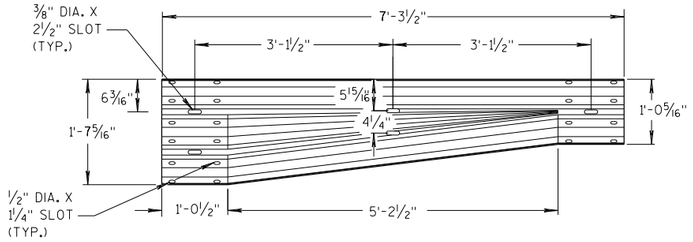
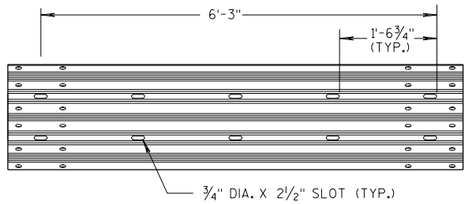
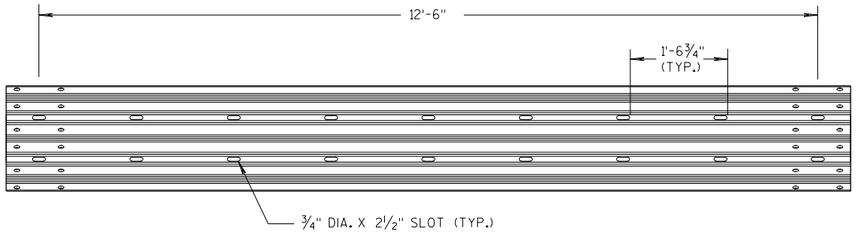
S.D.D. 14 B 45-5b



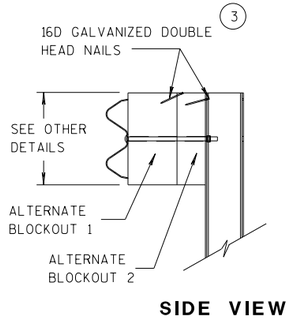
W-BEAM TO THRIE BEAM TRANSITION SECTION



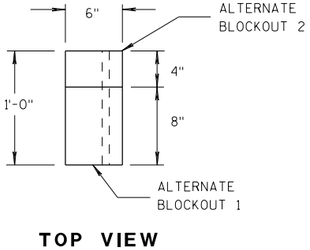
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

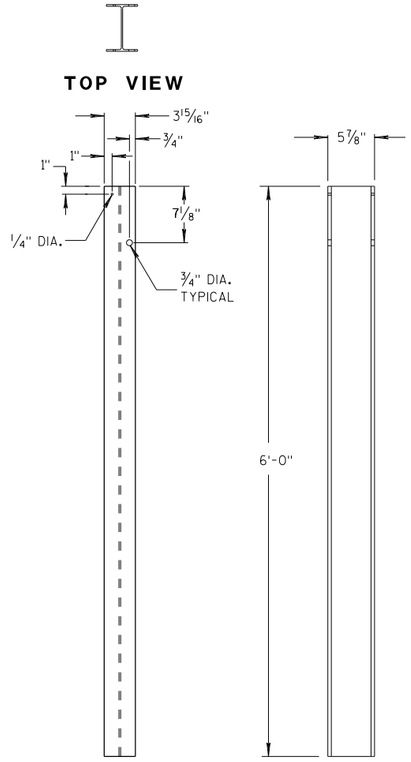


SIDE VIEW



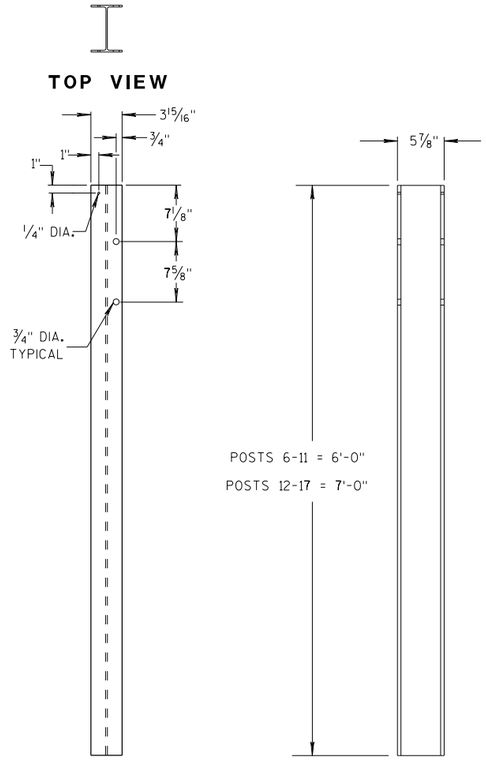
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



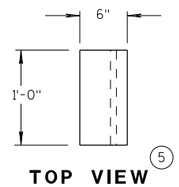
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

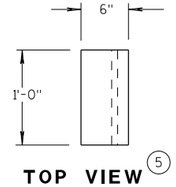


FRONT VIEW SIDE VIEW

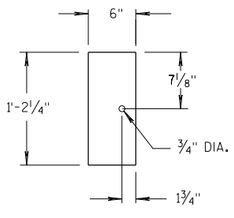
STEEL POSTS 6-17



TOP VIEW (5)

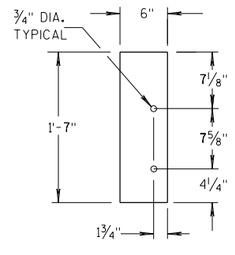


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

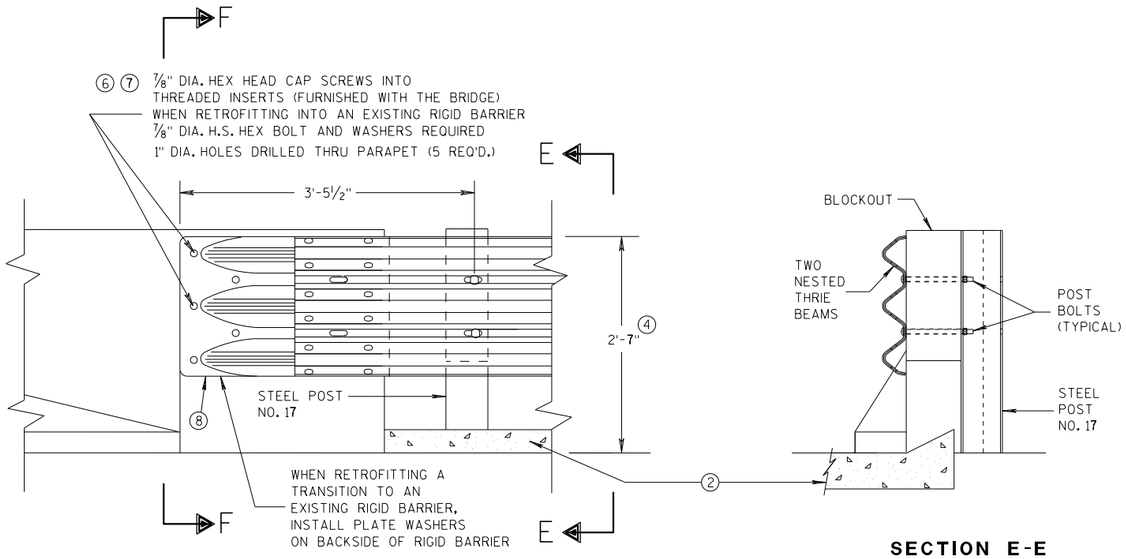
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

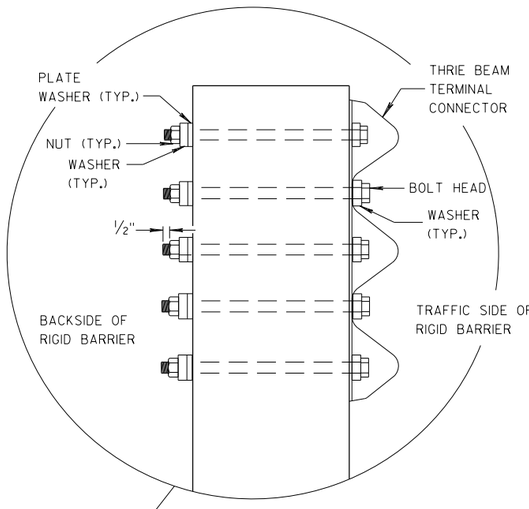
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

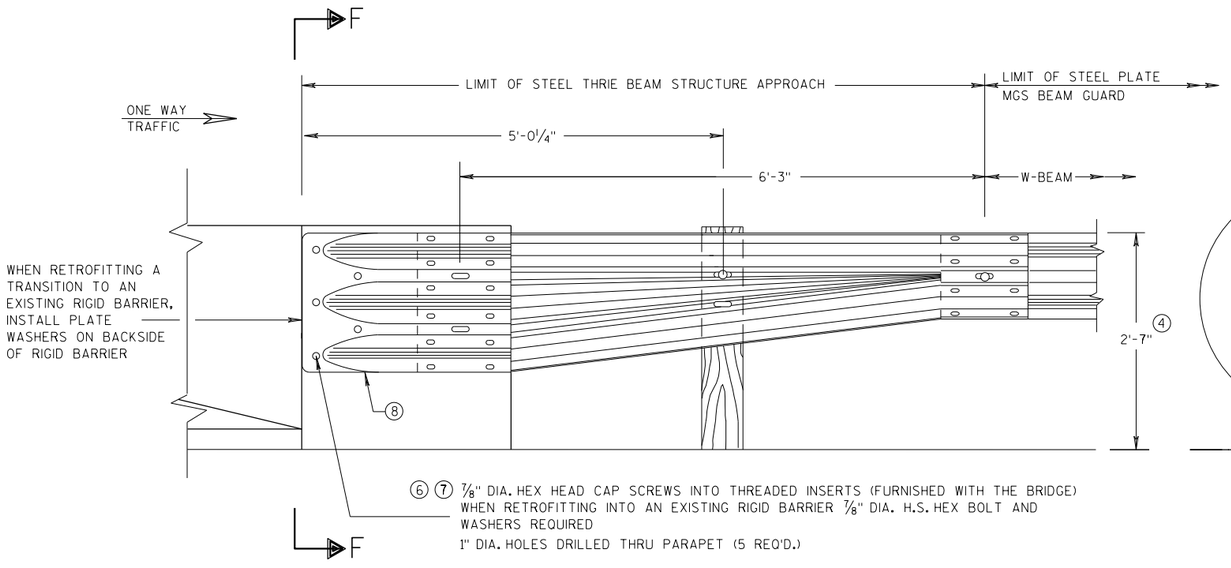
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

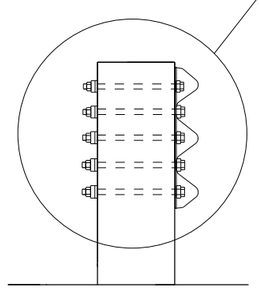
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

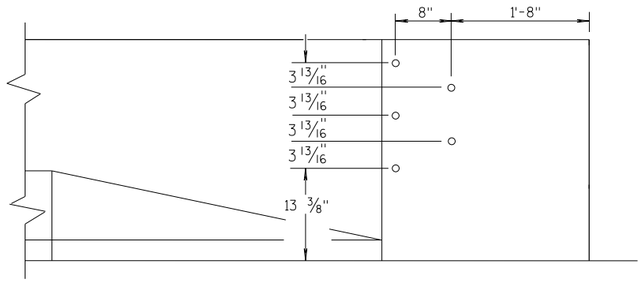




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVI[illegible]NT
FHWA

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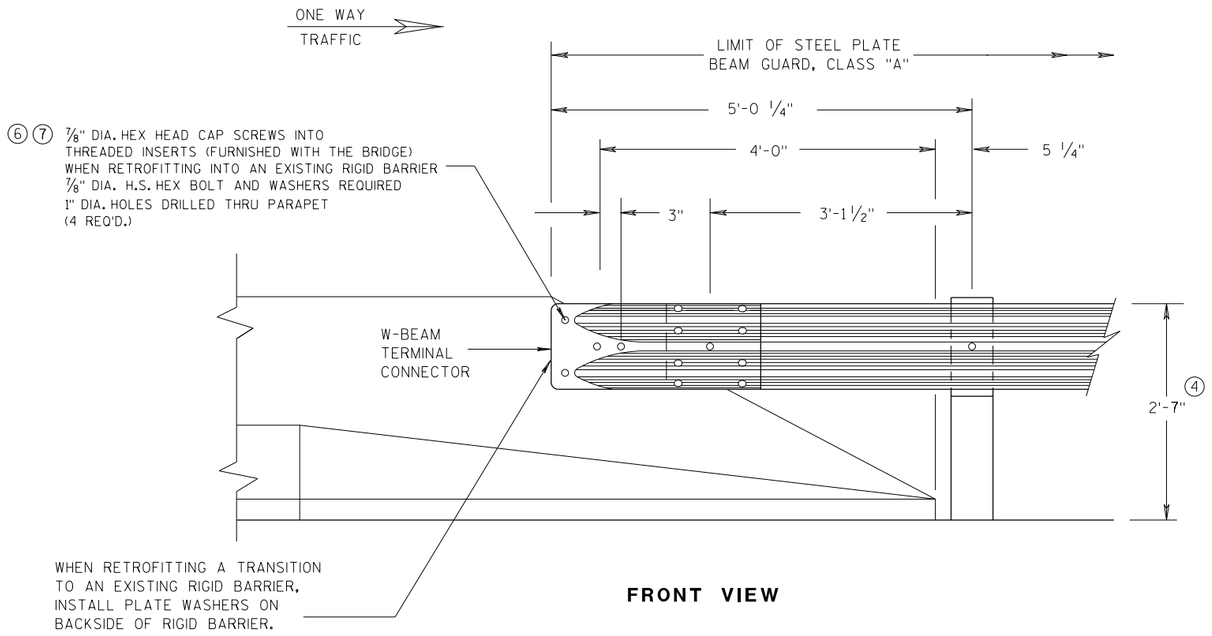
S.D.D. 14 B 45-5d



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

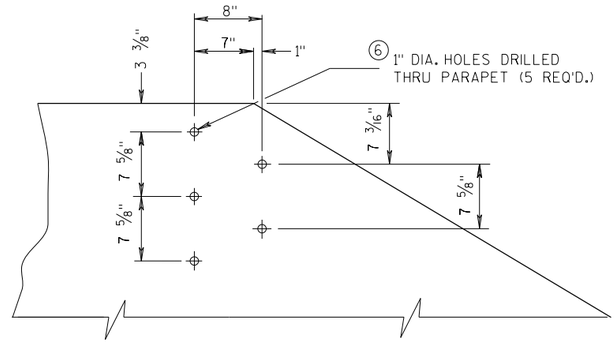
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

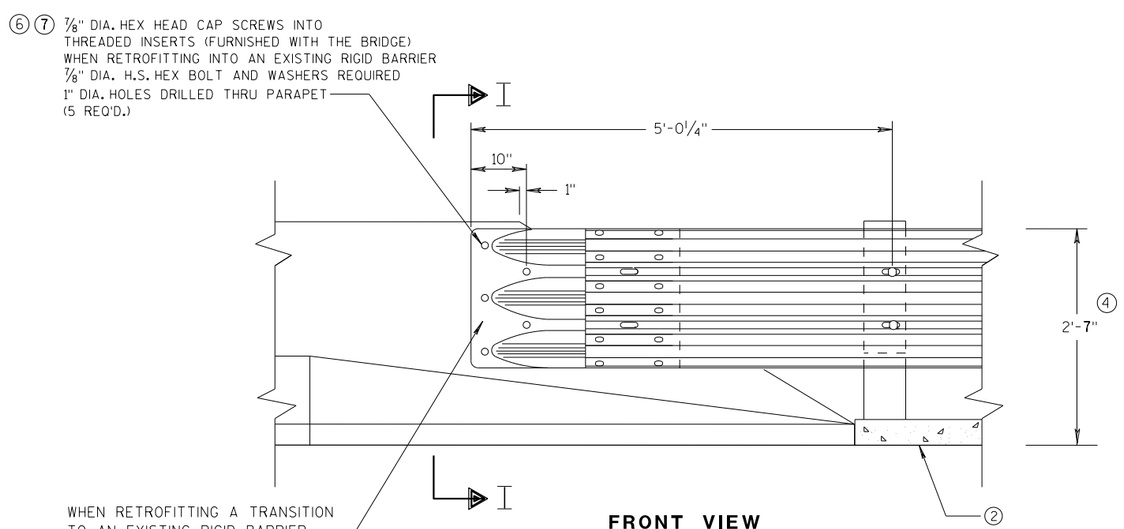
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

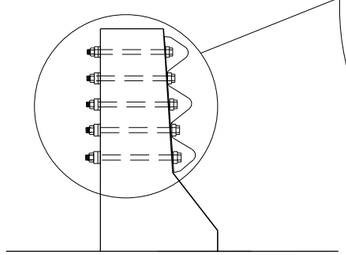
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



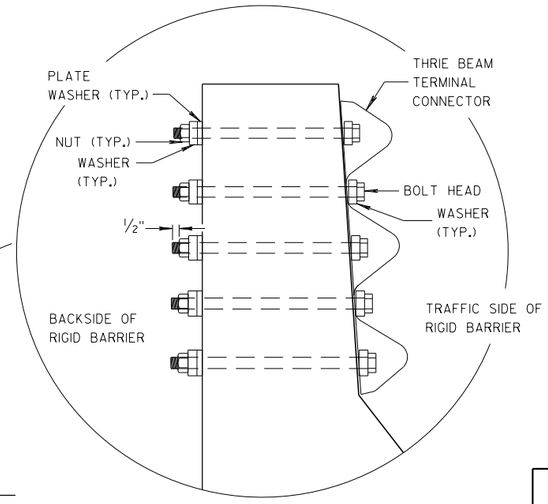
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS I[illegible]ENT UNIT SUPERVI
FHWA

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S.D.D. 14 B 45-5f

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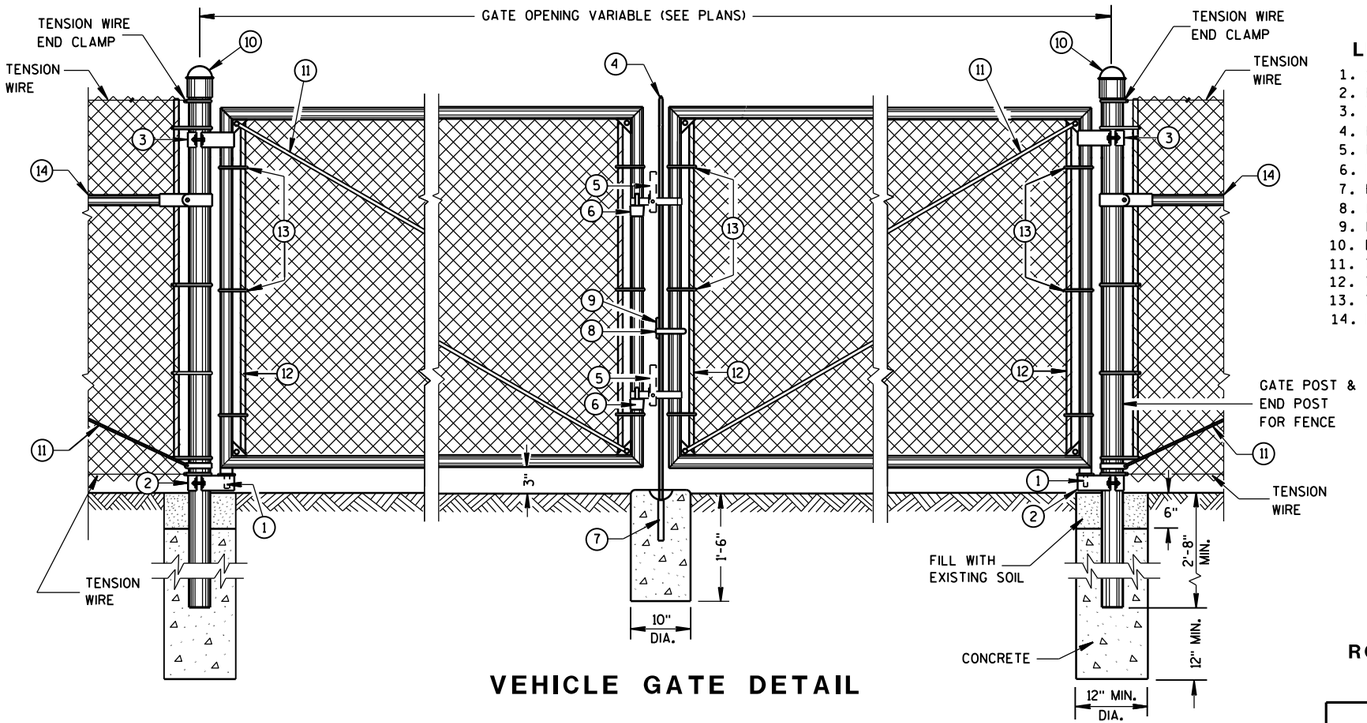
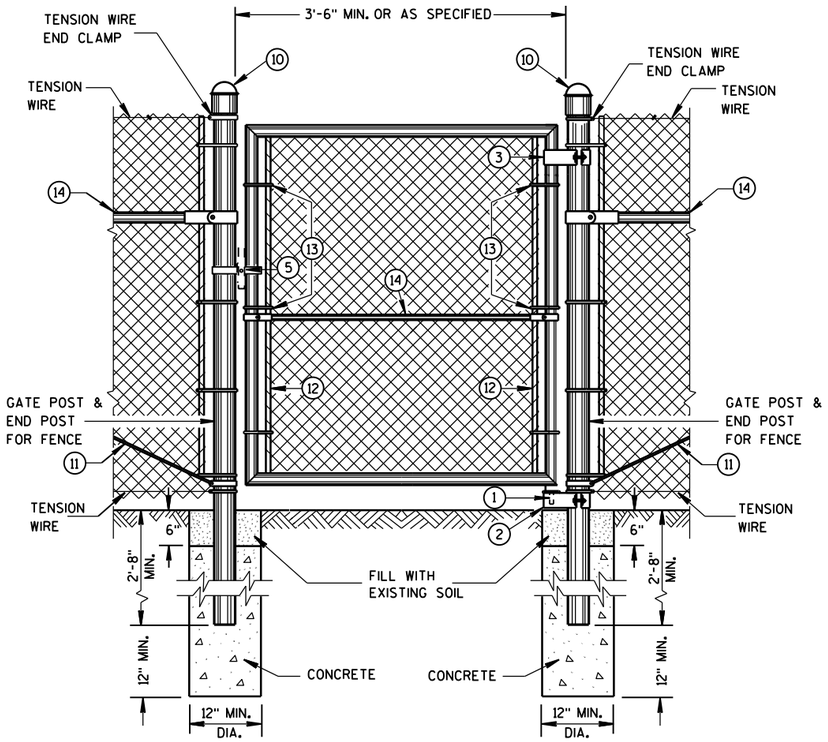


VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

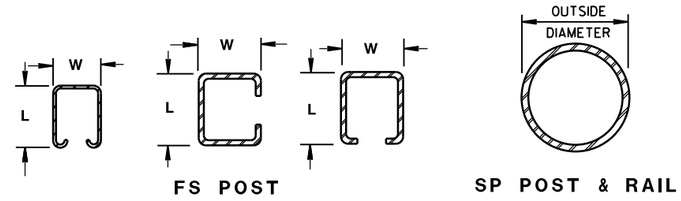
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

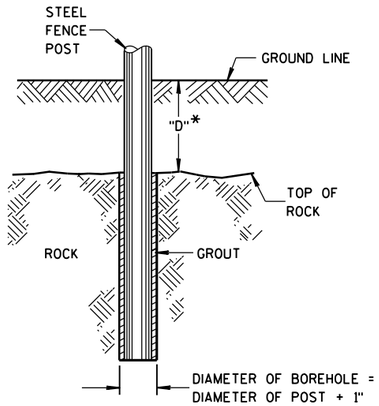
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

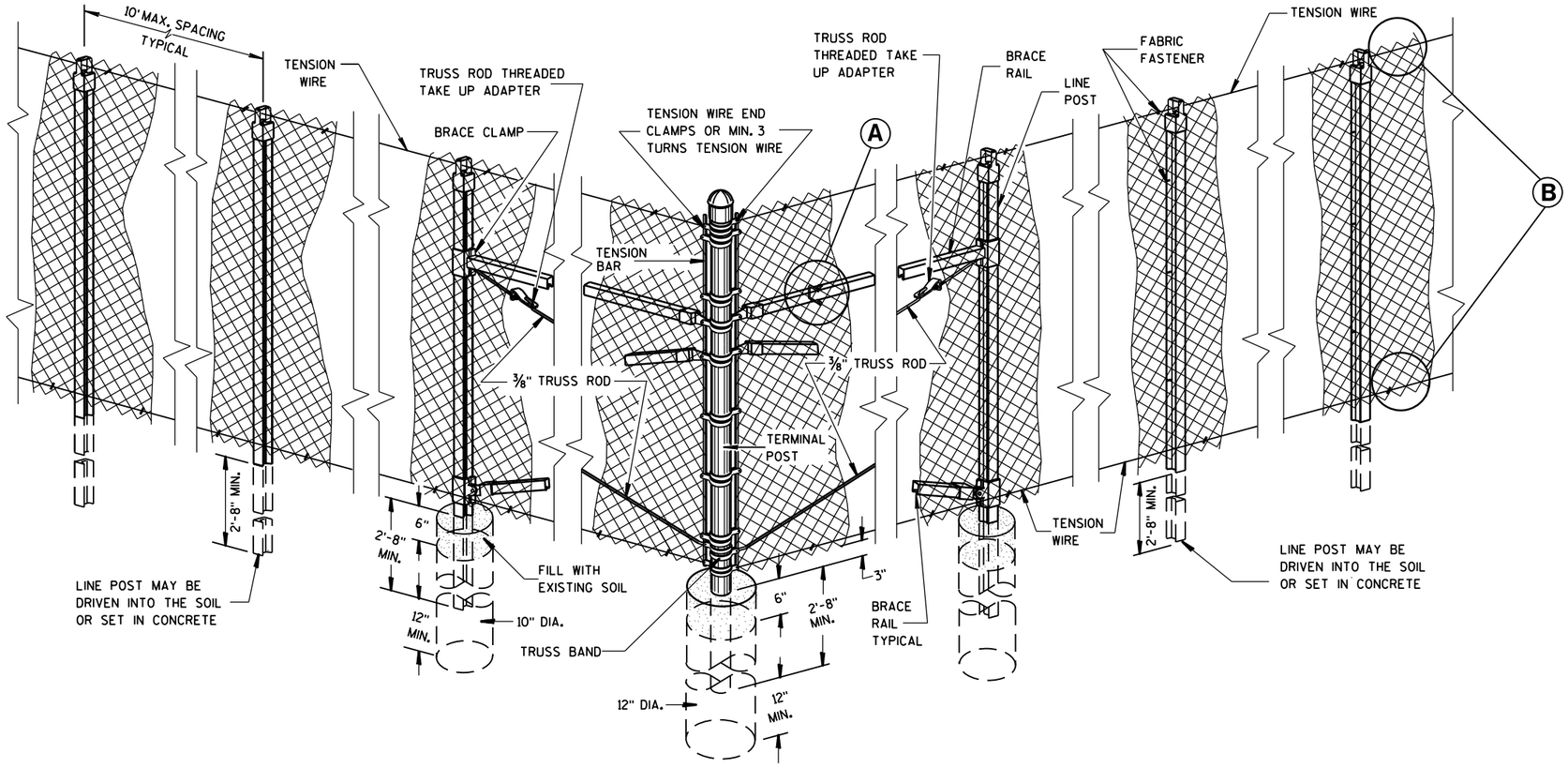
6

S.D.D. 15 B 3-15a

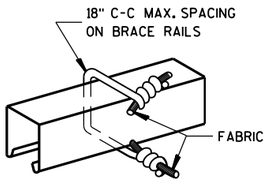


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



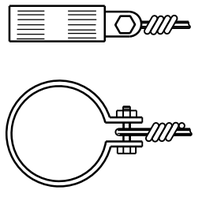
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



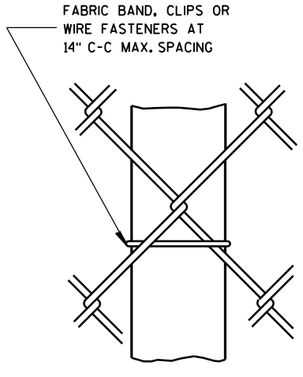
BRACE RAIL

FABRIC FASTENER

Ⓐ



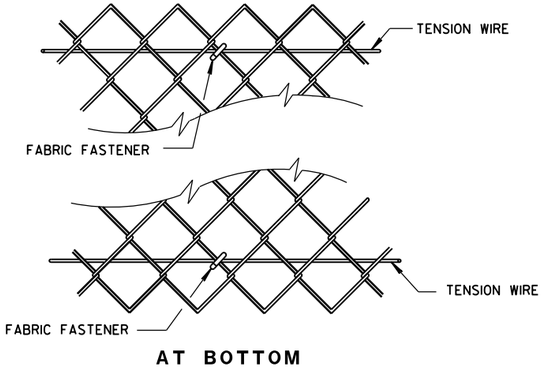
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

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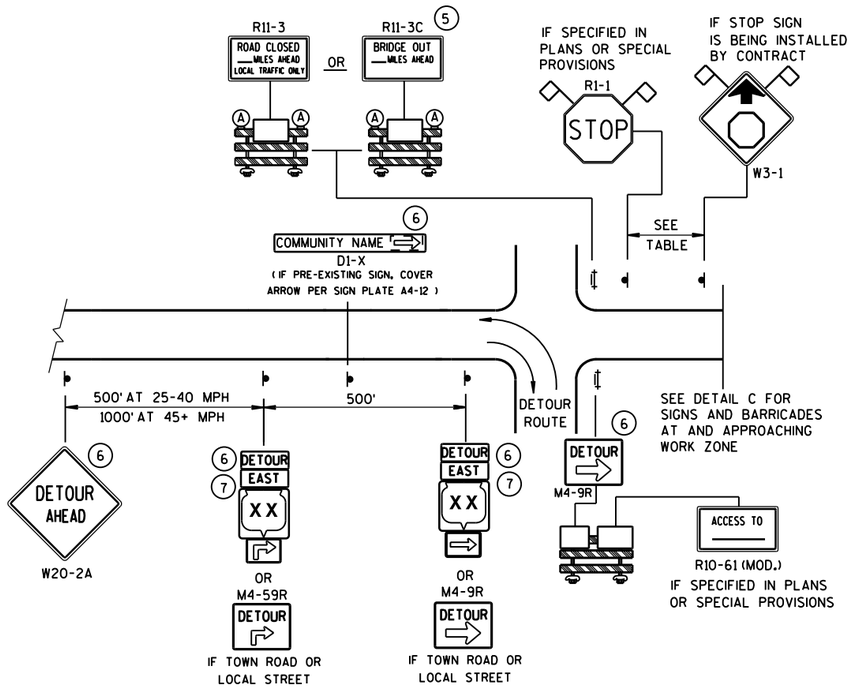
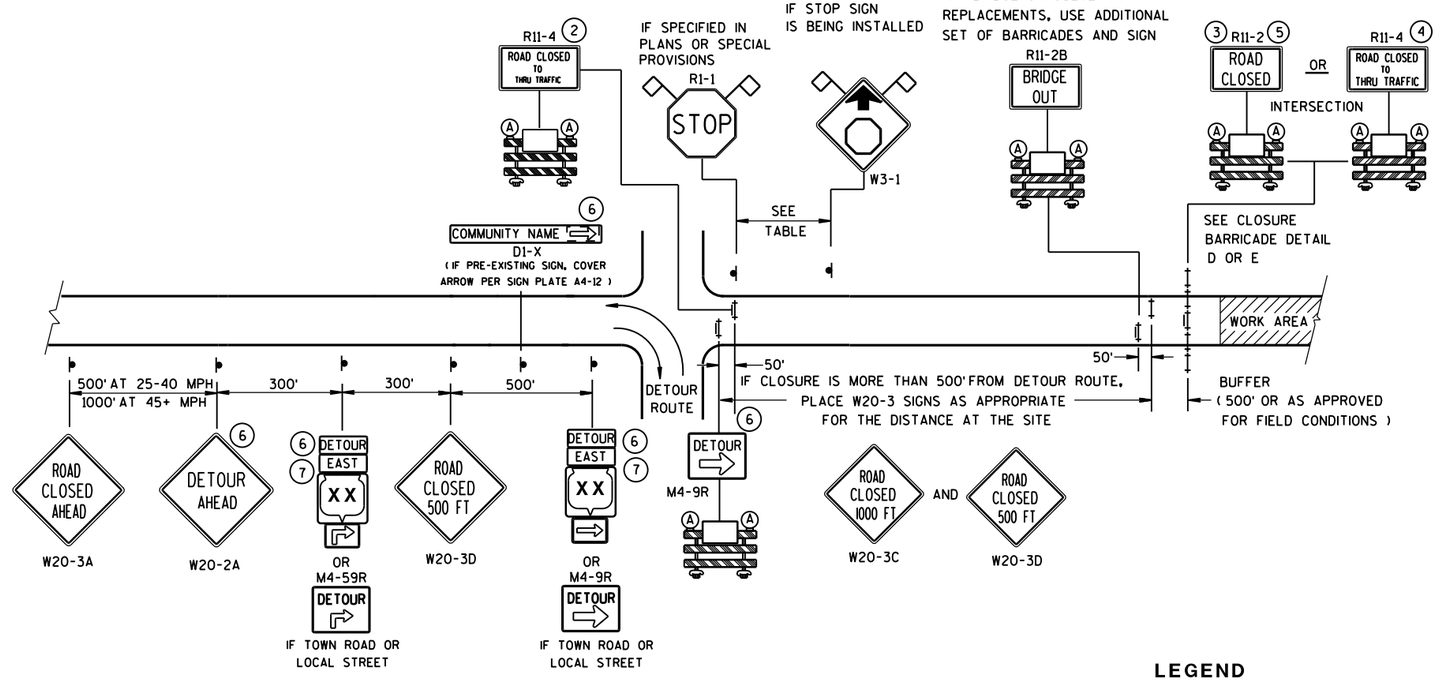
S.D.D. 15 B 3-15b



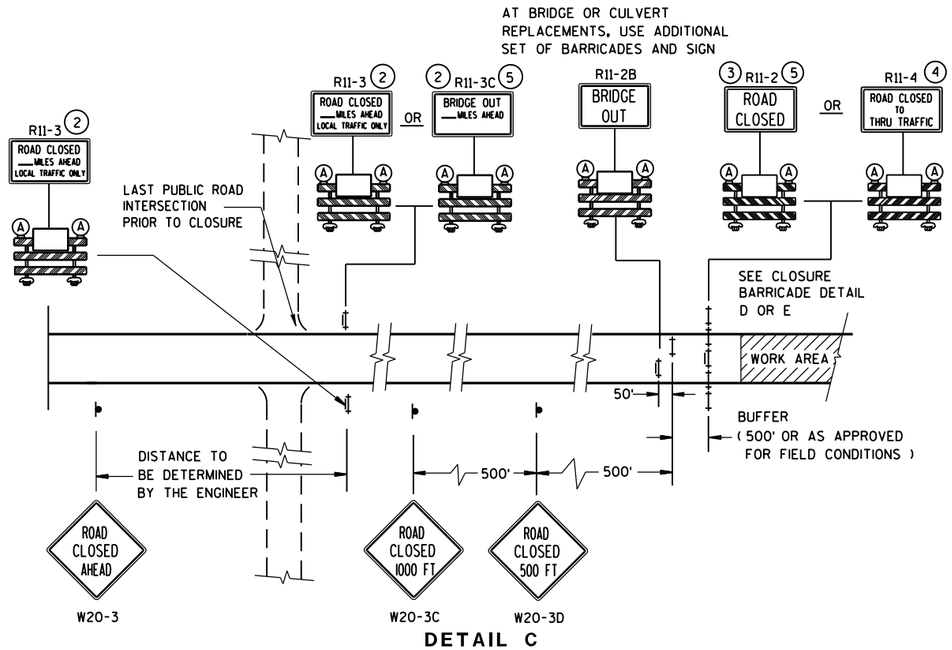
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

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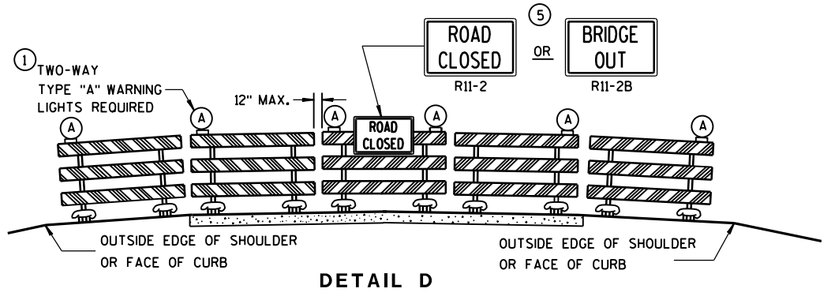
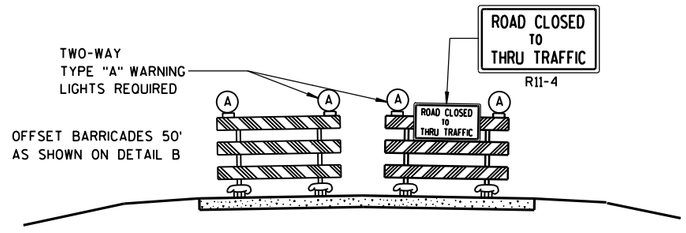
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FHWA

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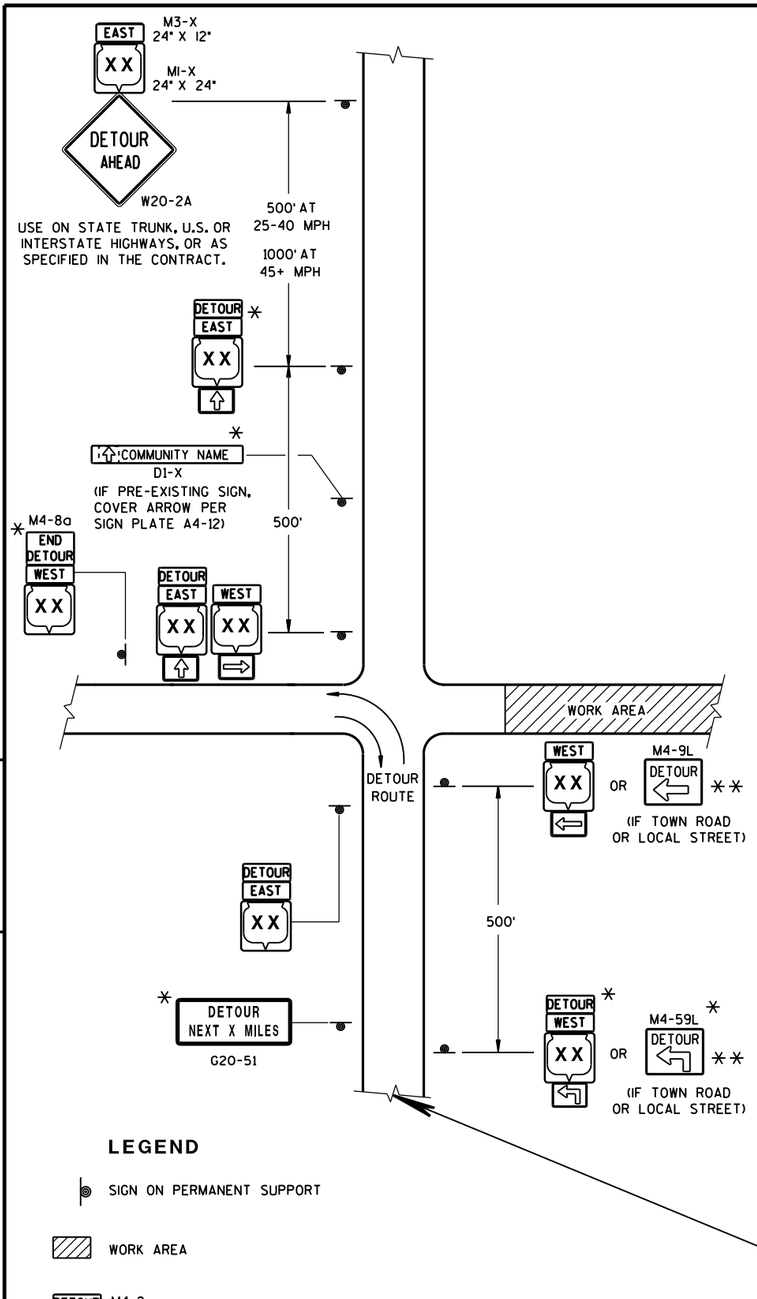
S.D.D. 15 C 2-6b



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

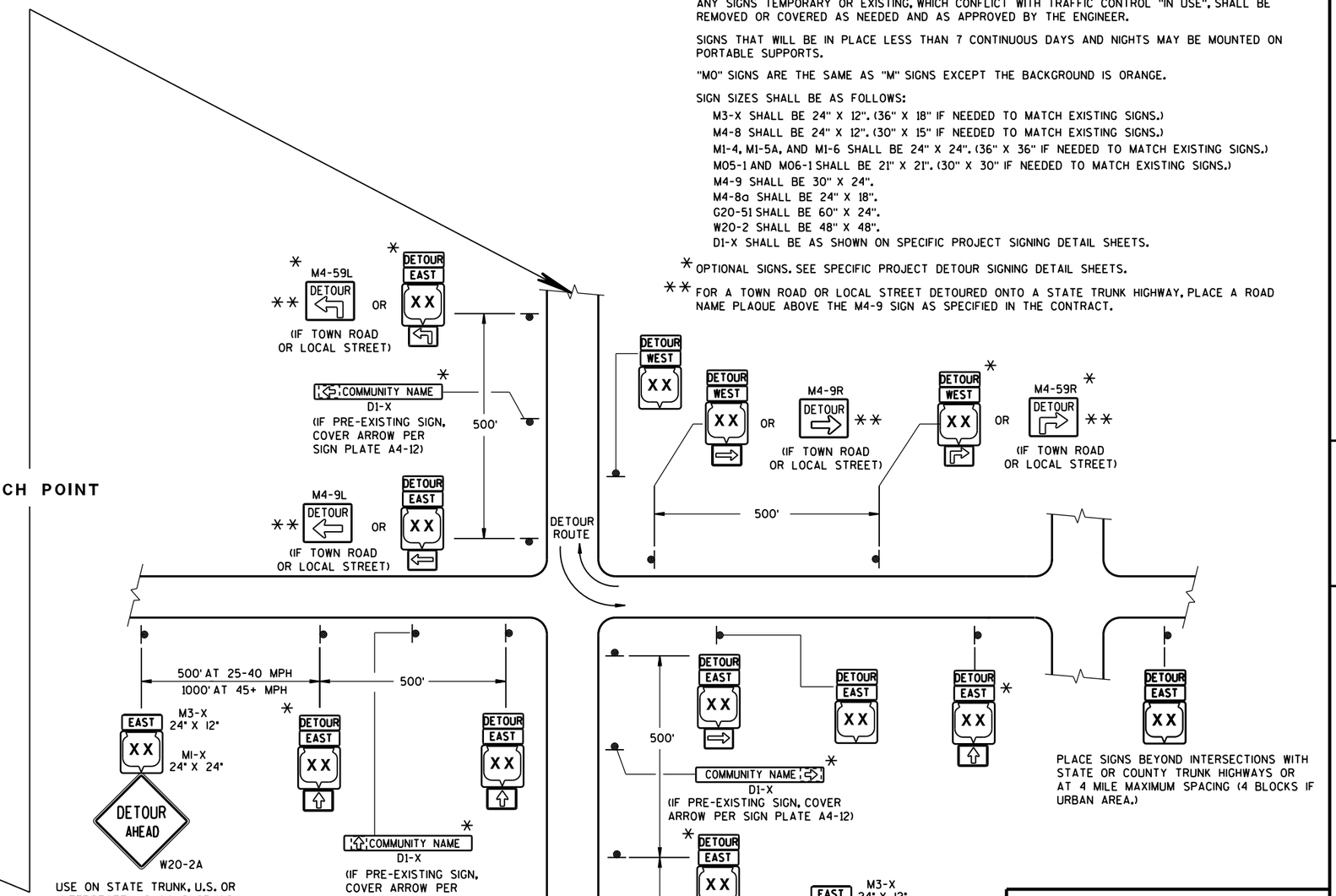
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR M4-8 / EAST M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- MO5-1 OR MO6-1 OR MO6-1

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

FHWA

S.D.D. 15 C 2-6c

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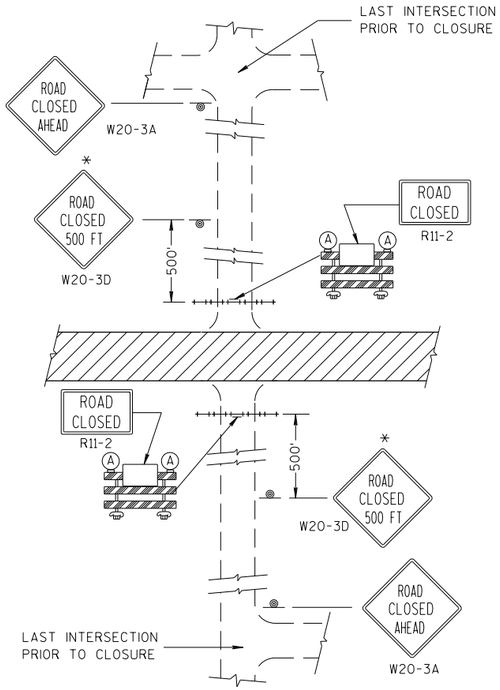
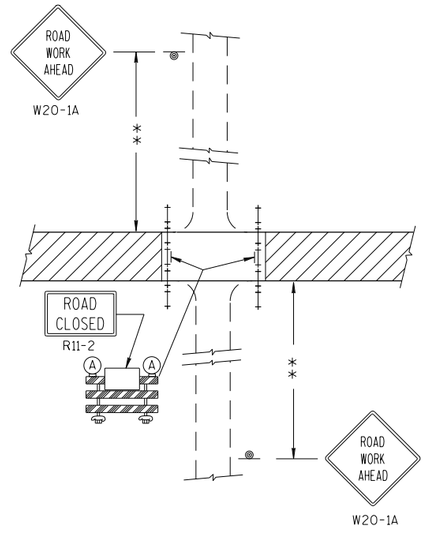


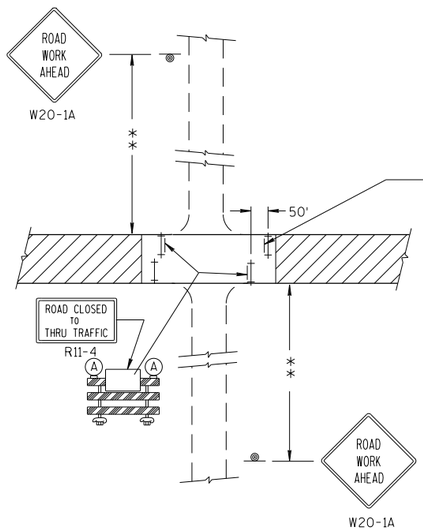
DETAIL 1

(NO ACCESS TO PROJECT)



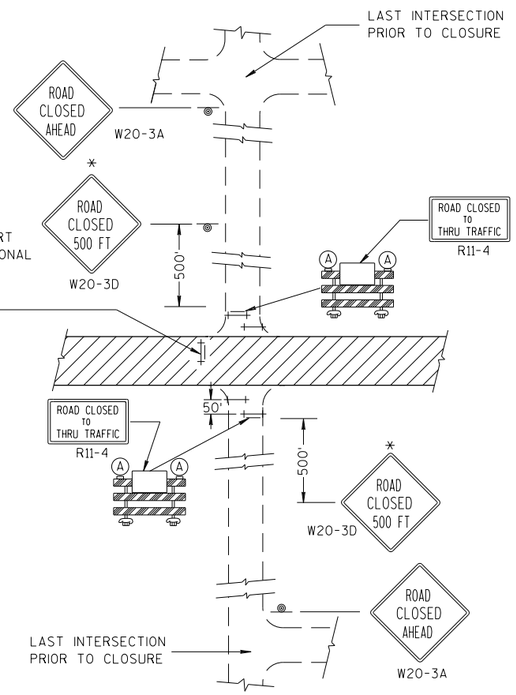
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGI

FHWA

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S.D.D. 15 C 3-5

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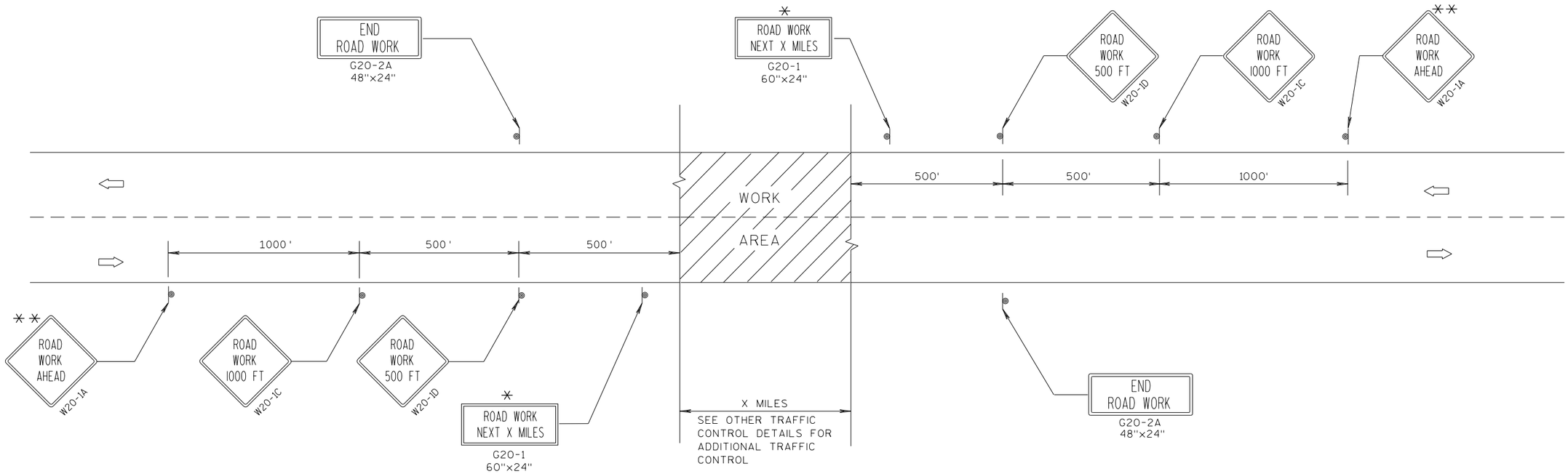
S.D.D. 15 C 3-5

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

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

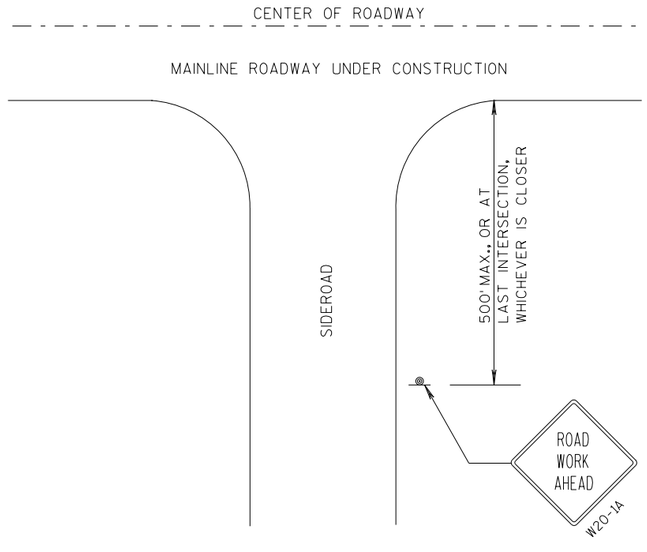
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

FHWA

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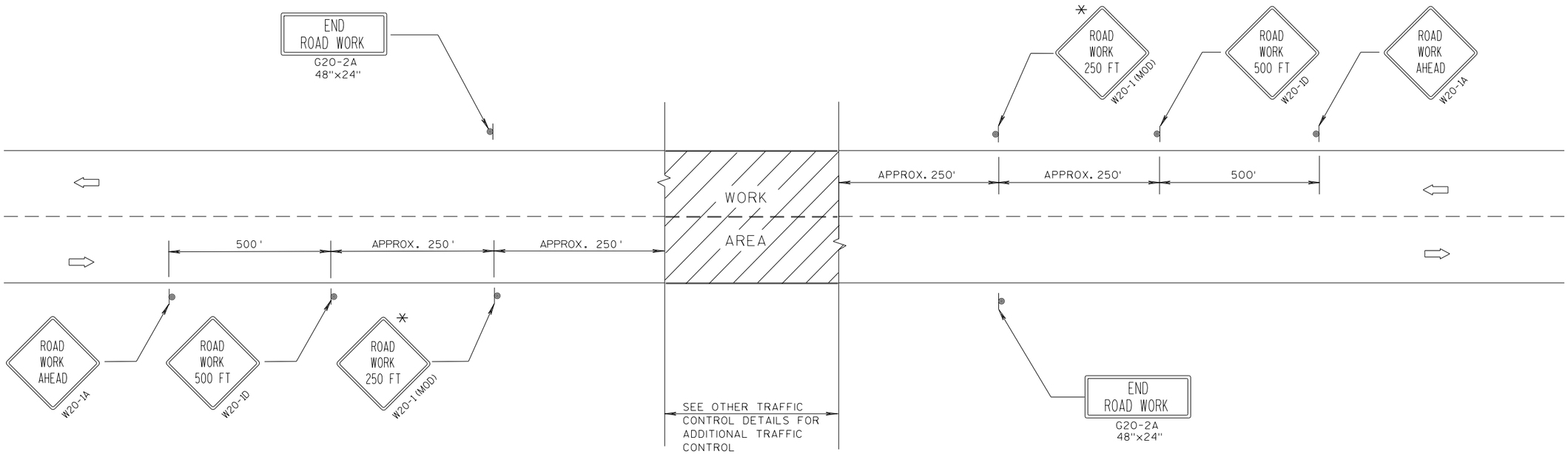
S.D.D. 15 C 4-5

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

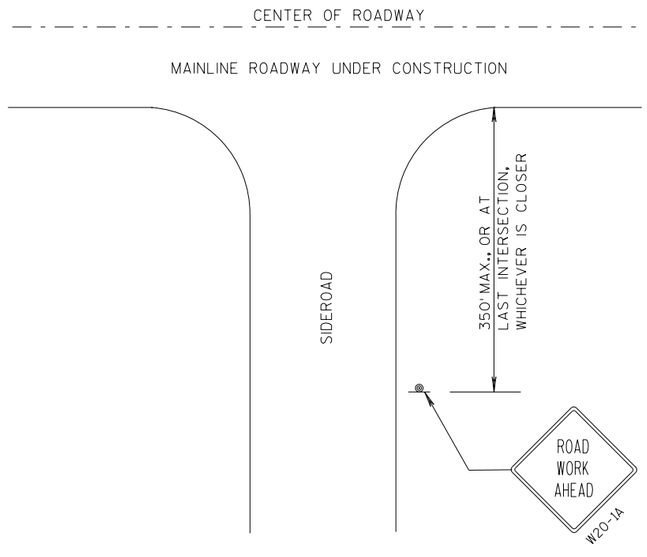
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENGI

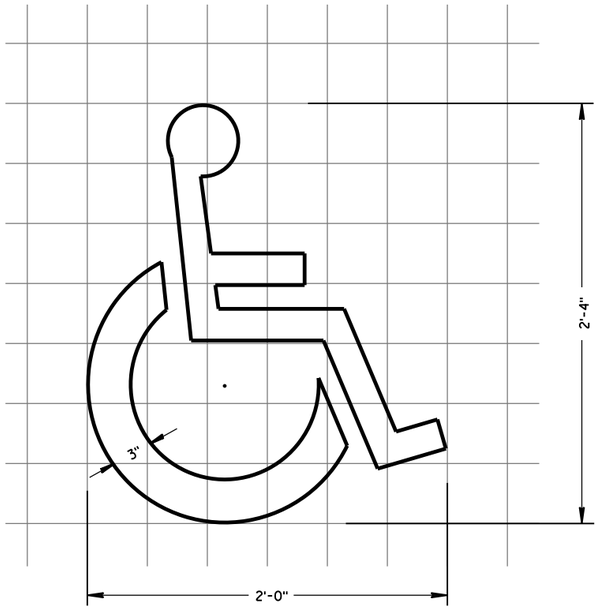
FHWA

6

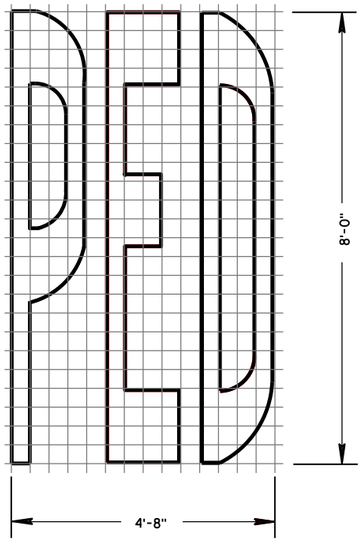
S.D.D. 15 C 5-5

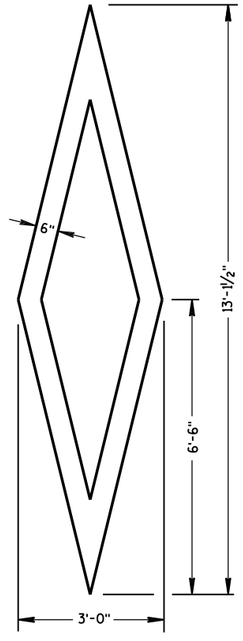
GENERAL NOTES

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.



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

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S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

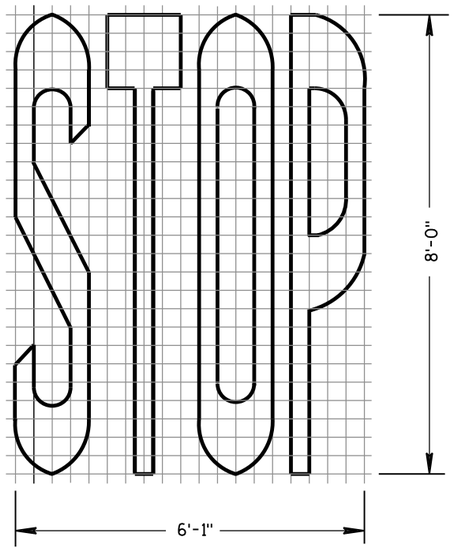
June 2017 — DATE

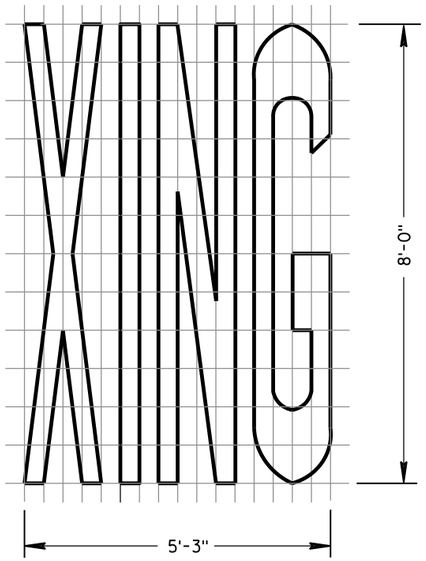
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

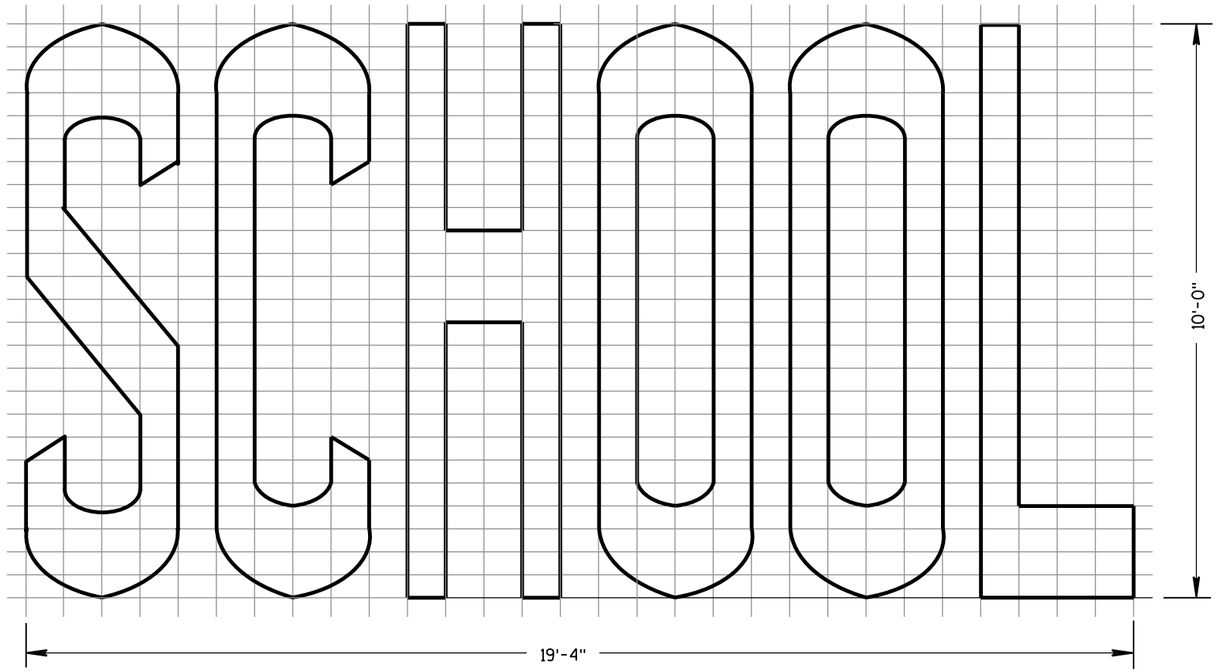
FHWA

GENERAL NOTES

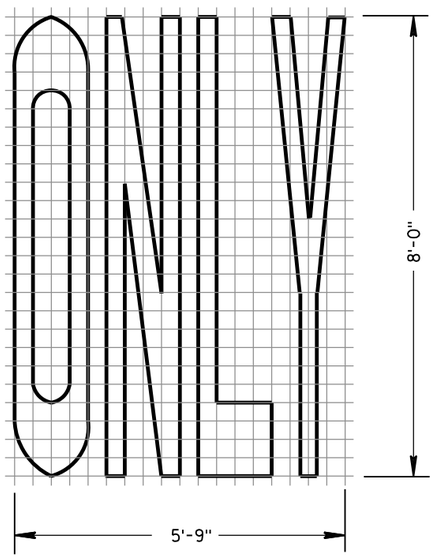
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

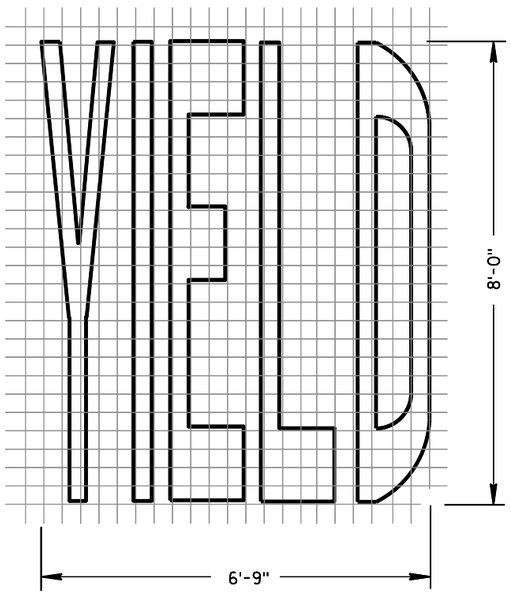


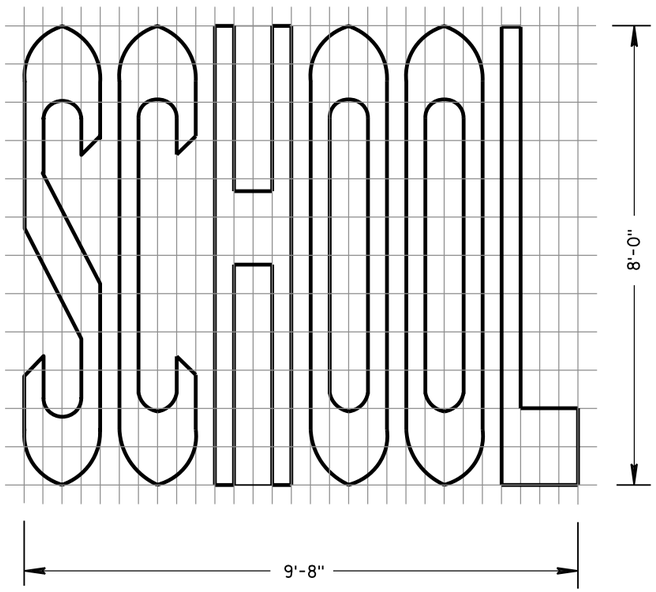




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
EER
FHWA

6

S.D.D. 15 C 7-14b

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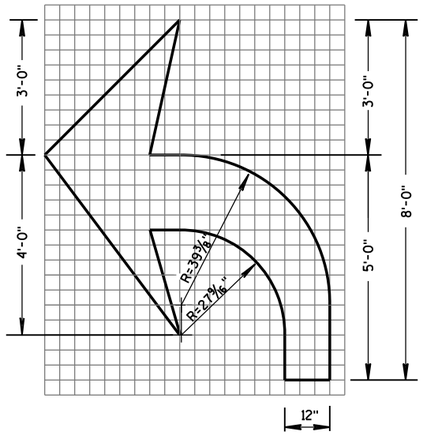
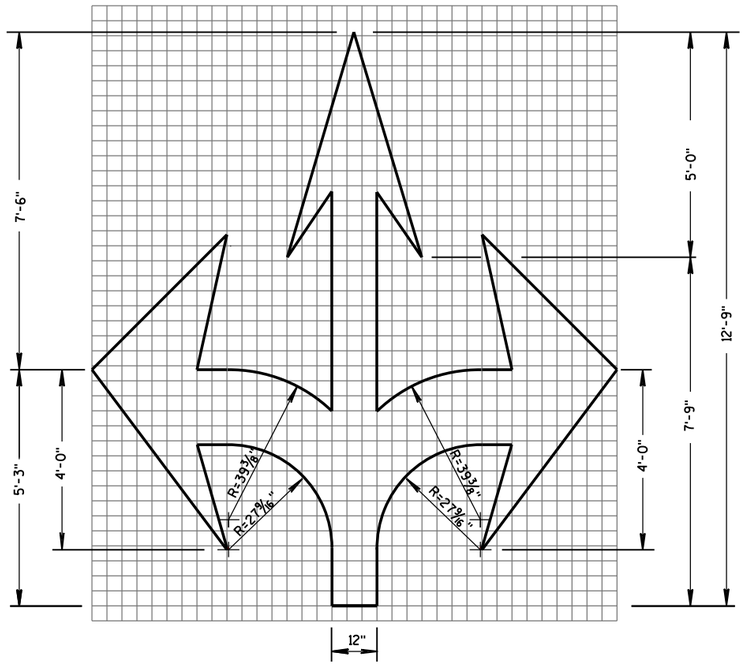
S.D.D. 15 C 7-14b

GENERAL NOTES

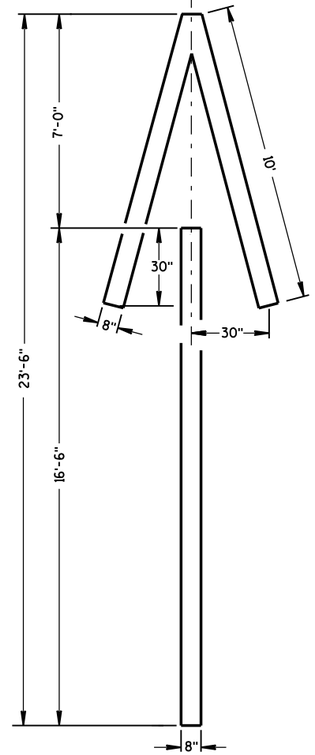
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



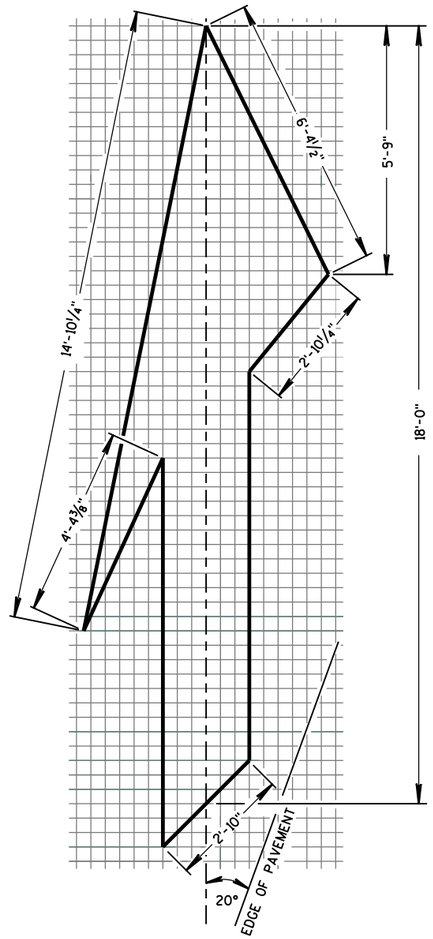
TYPE 2



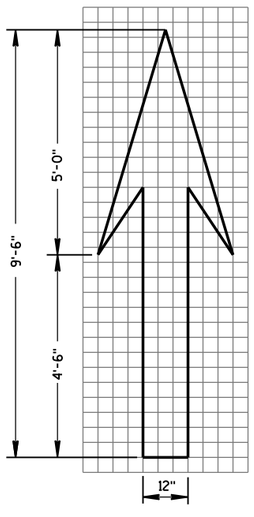
TYPE 6



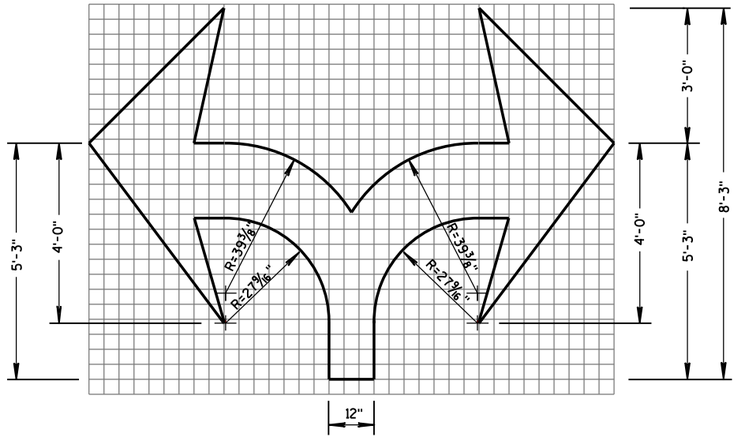
TYPE 4



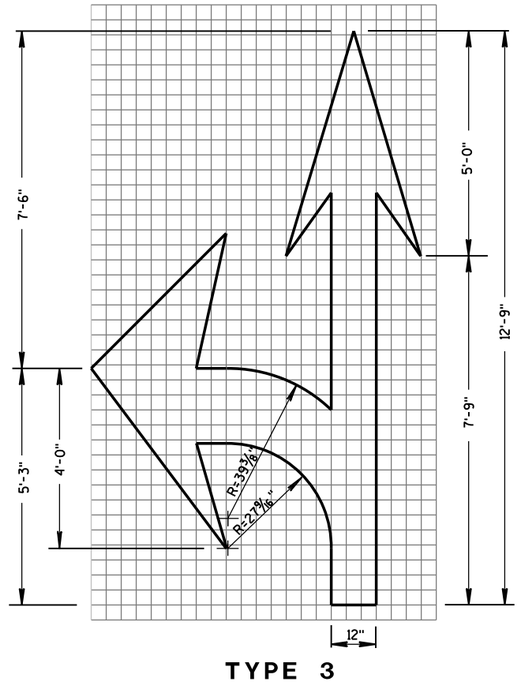
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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S.D.D. 15 C 7-14c

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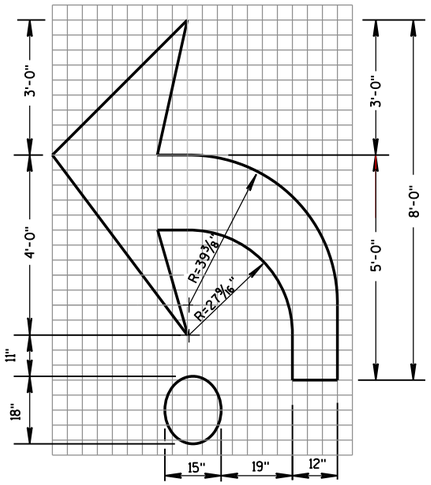
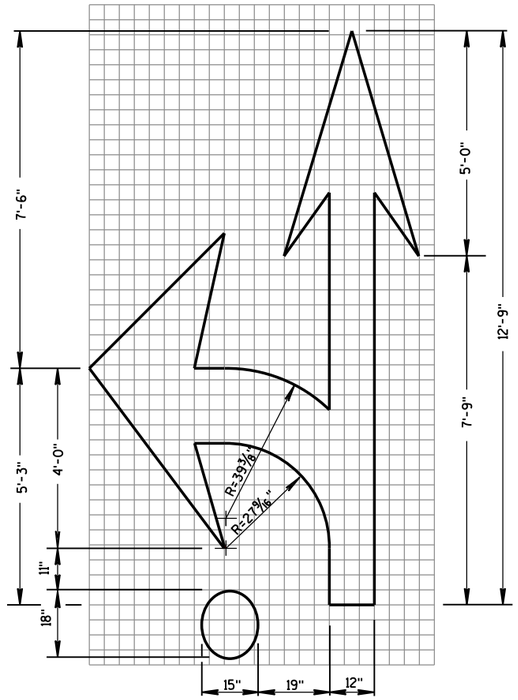
S.D.D. 15 C 7-14c

GENERAL NOTES

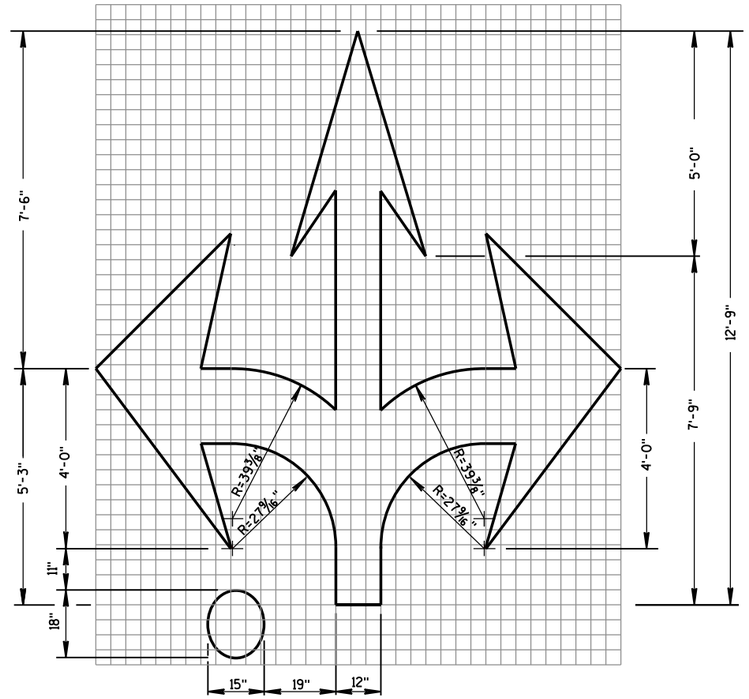
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



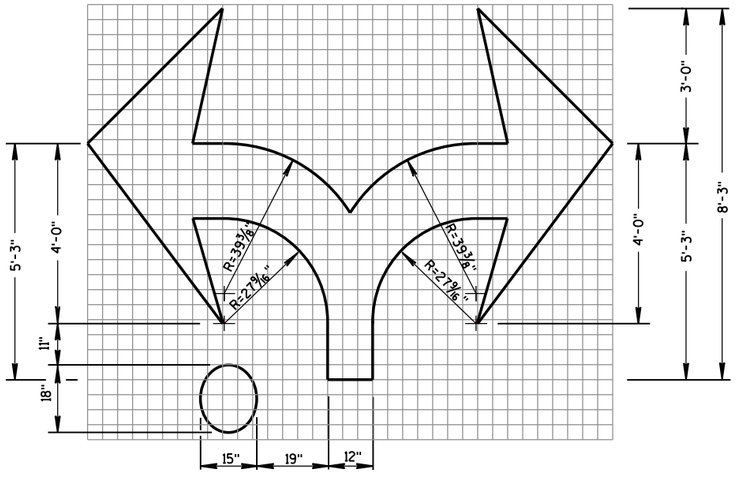
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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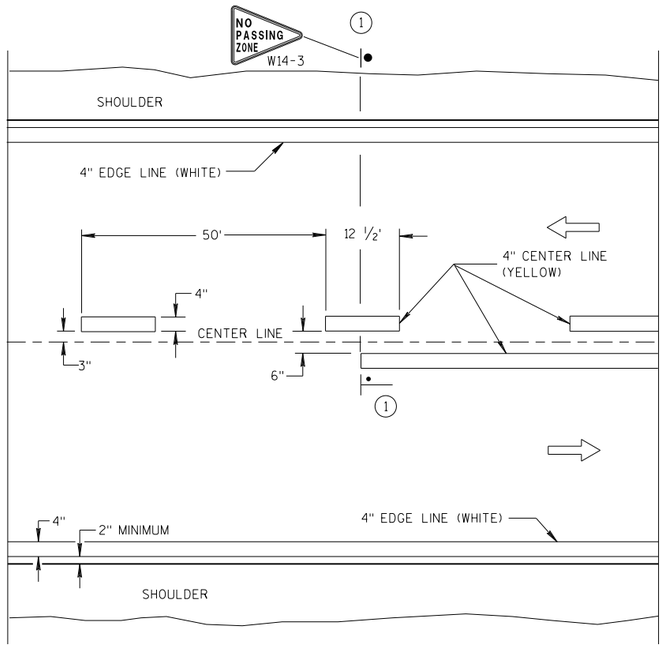
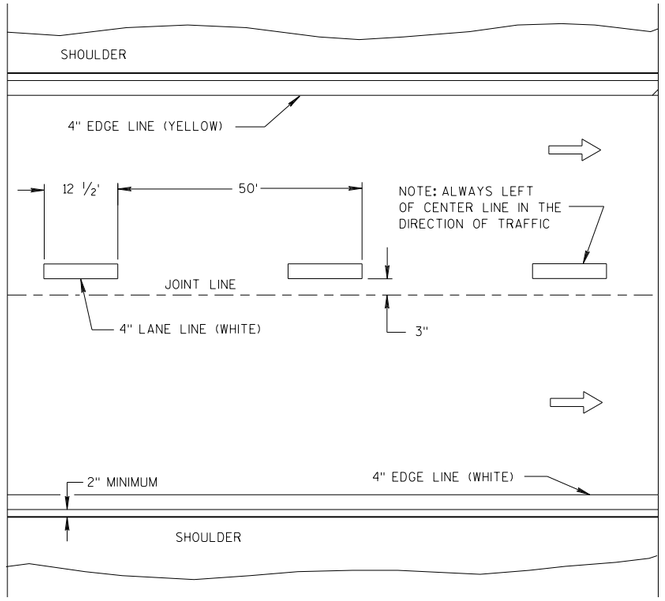
S.D.D. 15 C 7-14d



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

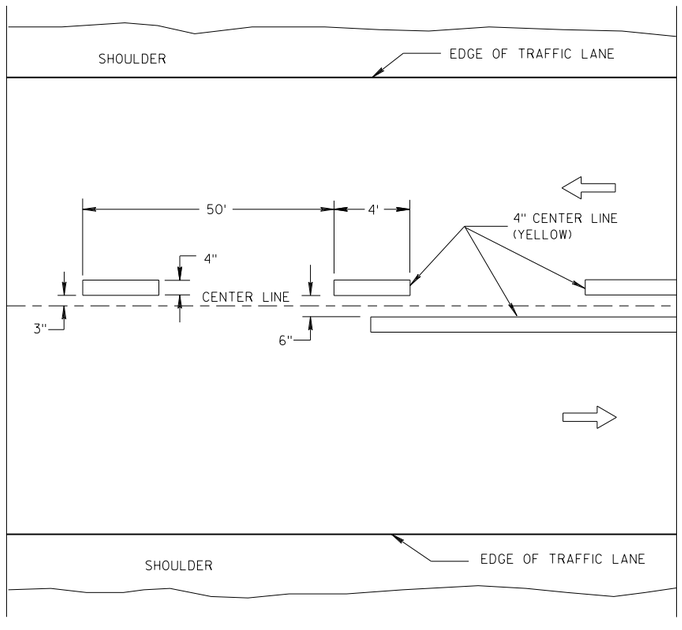
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

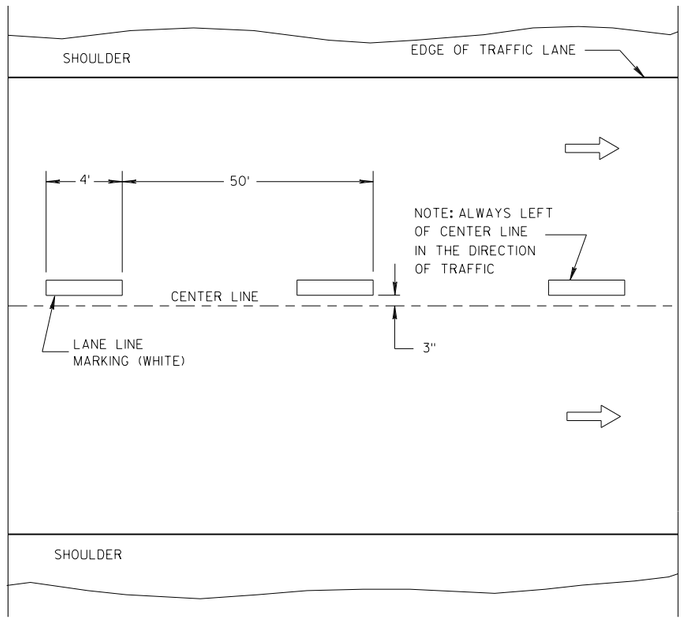
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 8-19a

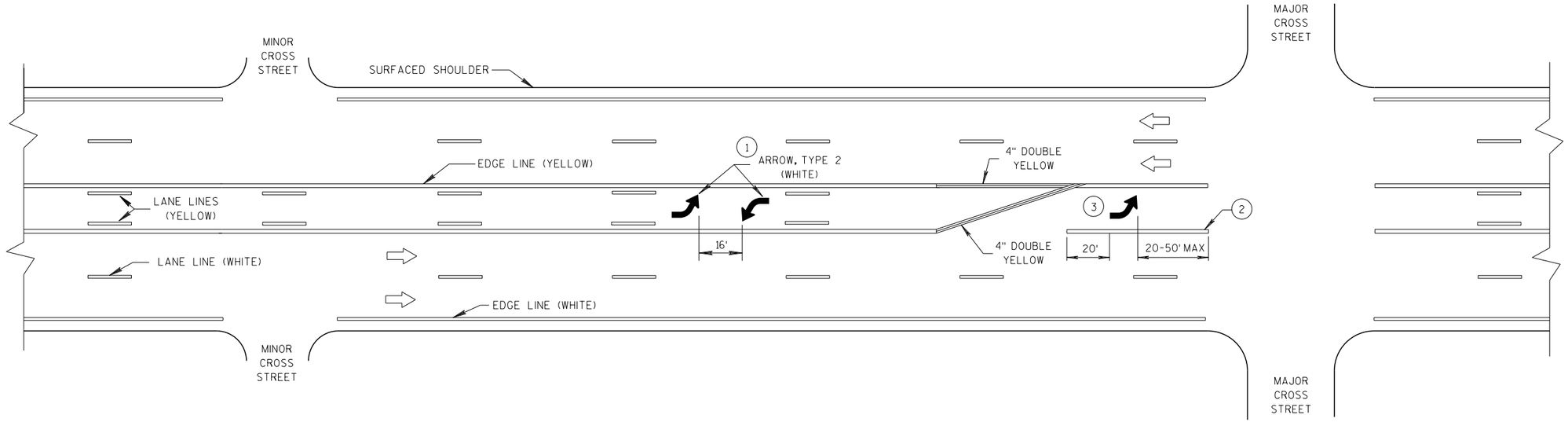
6

S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

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DEPARTMENT OF TRANSPORTATION

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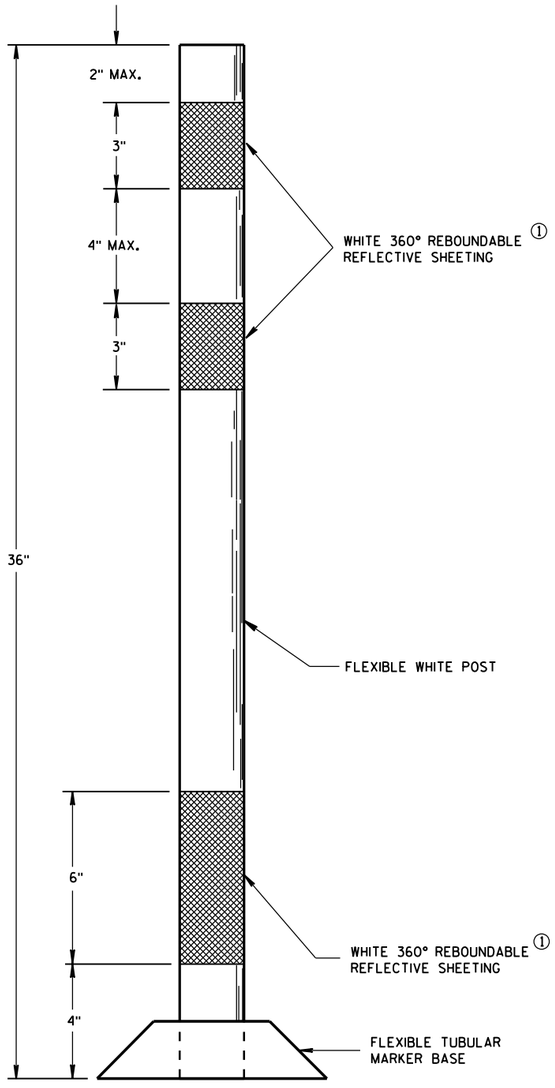
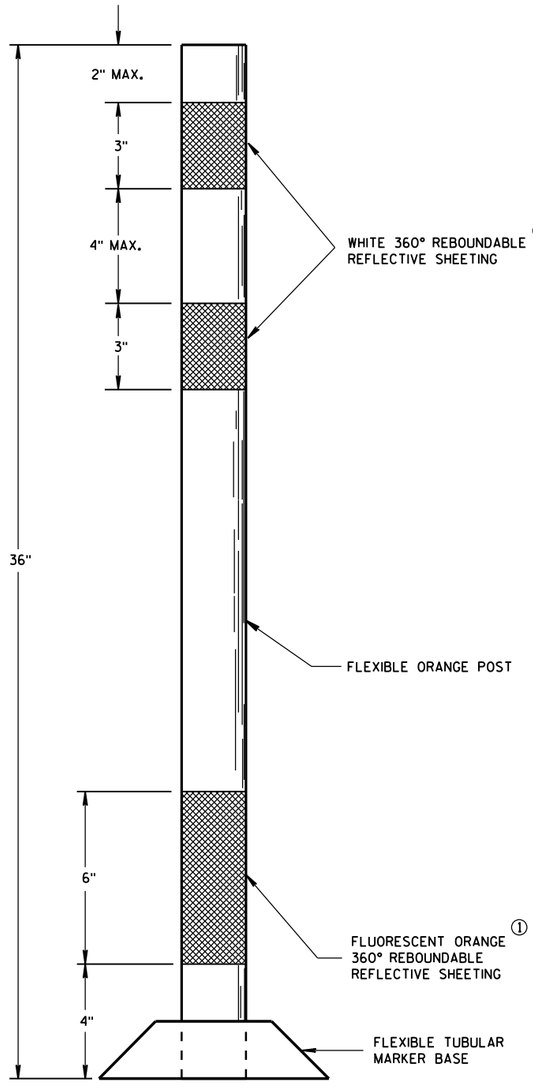
S.D.D. 15 C 8-19b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Andrew Heldtke — WORK ZONE ENGR
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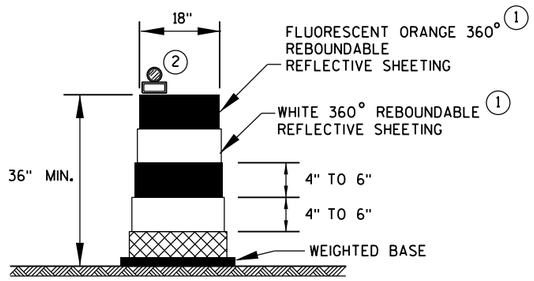
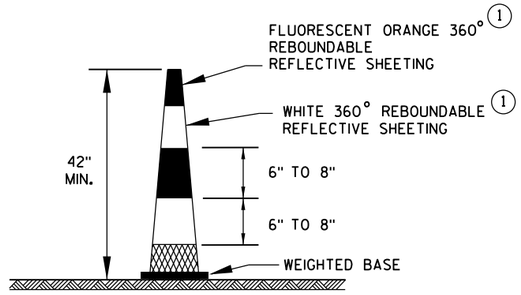


DRUM

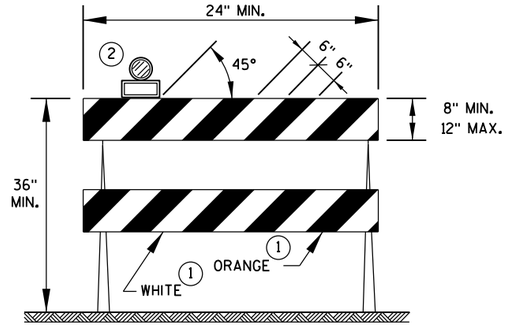


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

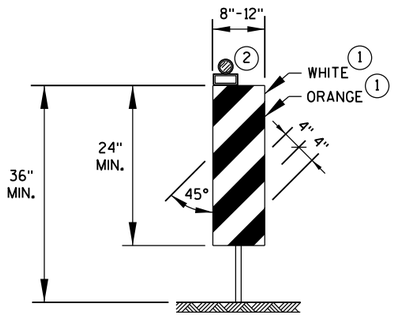
GENERAL NOTES

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.



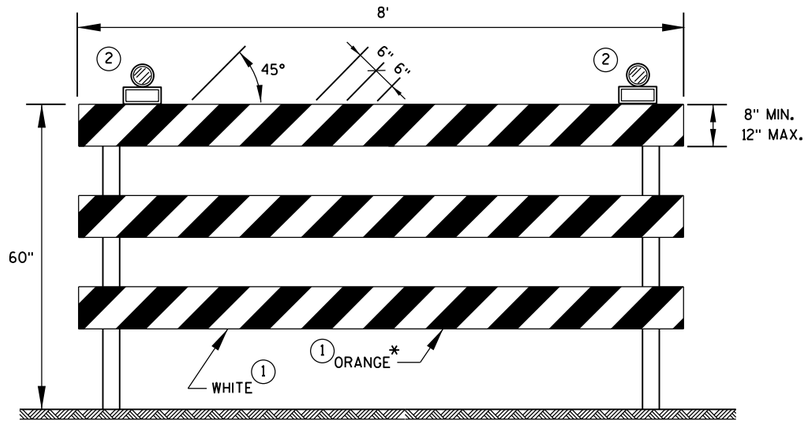
TYPE 2 BARRICADE

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

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LEGEND

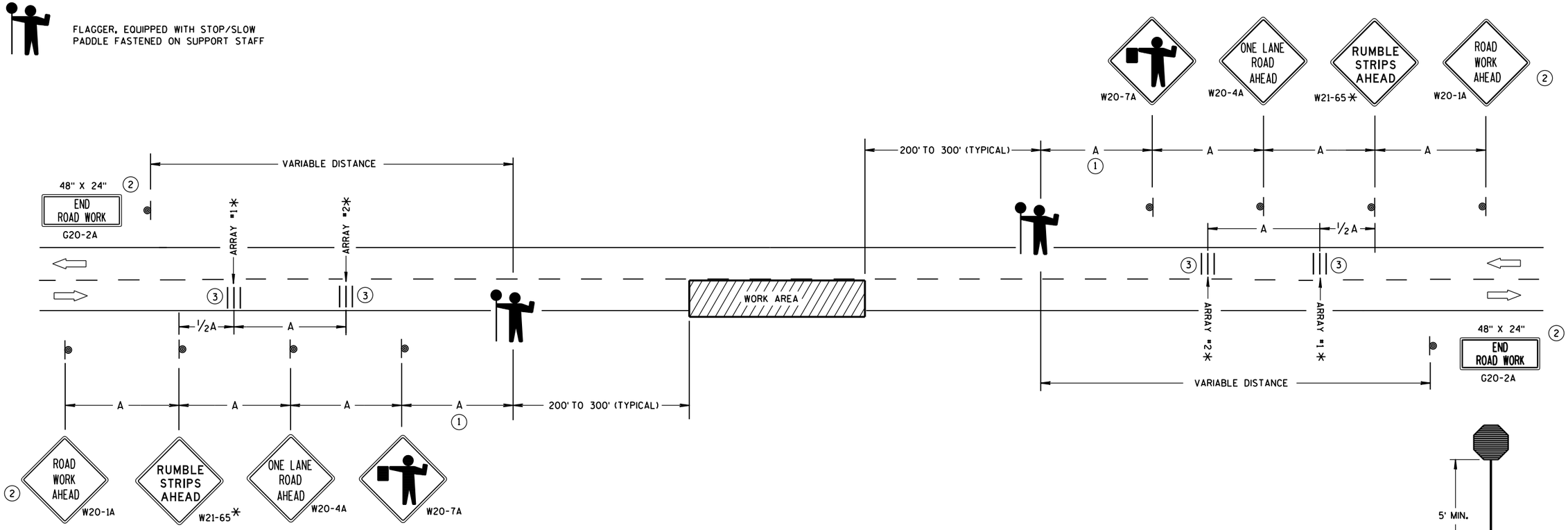
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

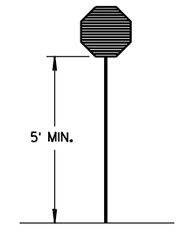
SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W03-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

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

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

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
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GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

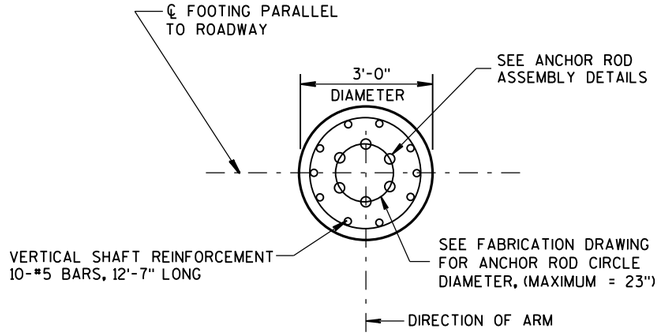
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

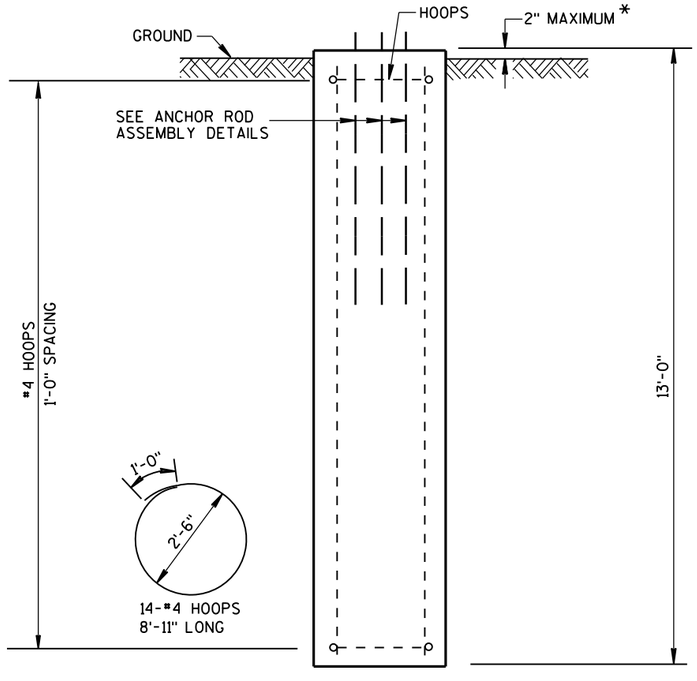
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

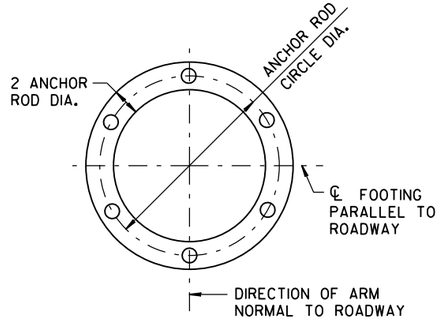
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



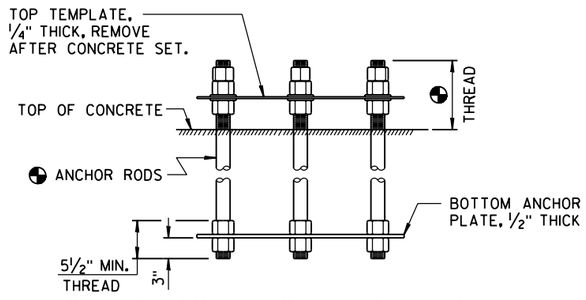
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
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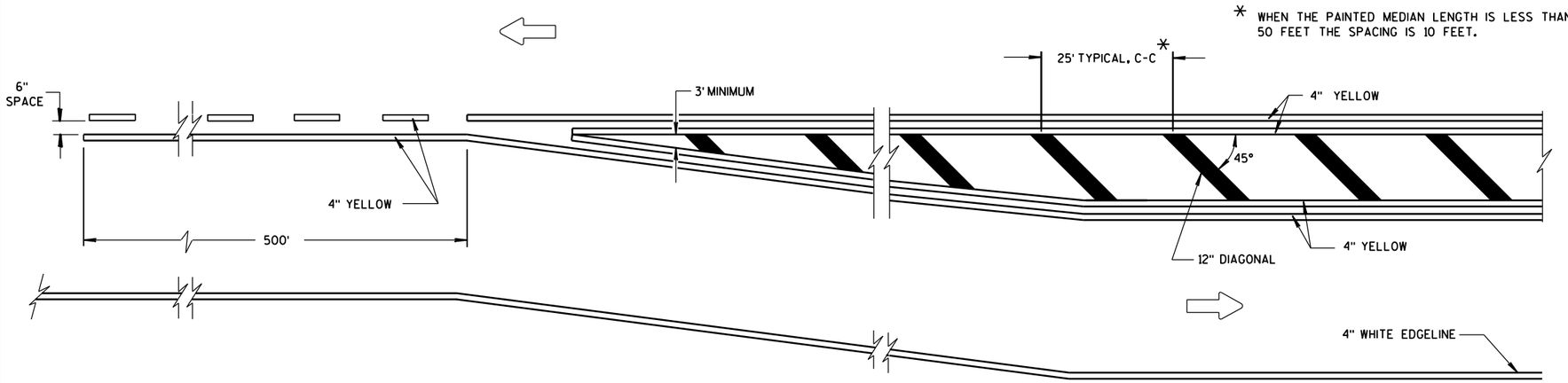
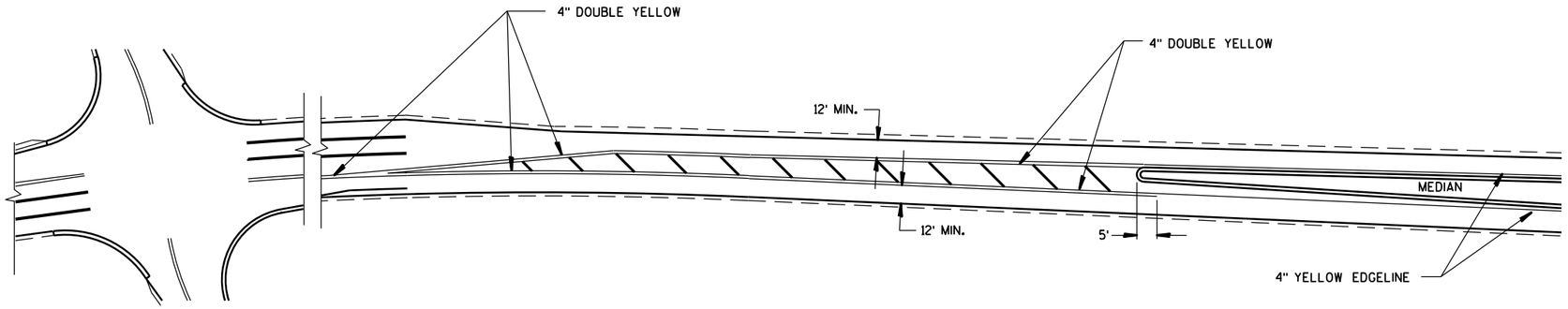


MEDIAN ISLAND DETAIL

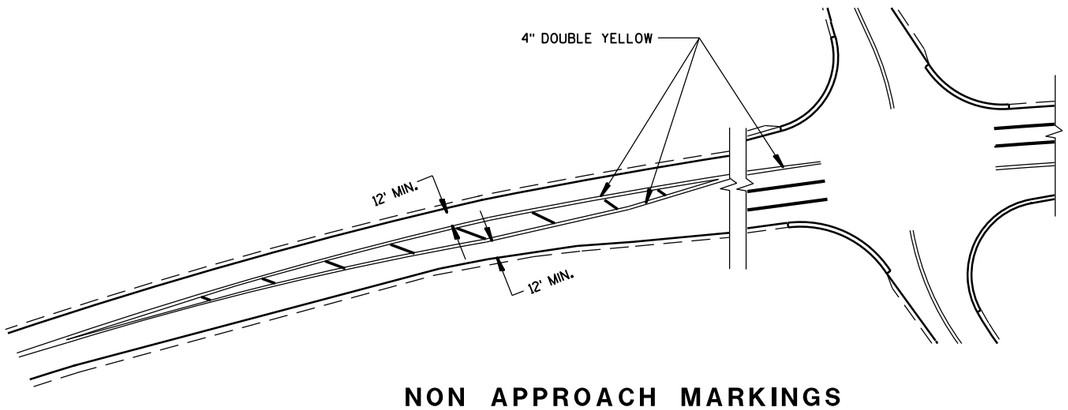
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK ER

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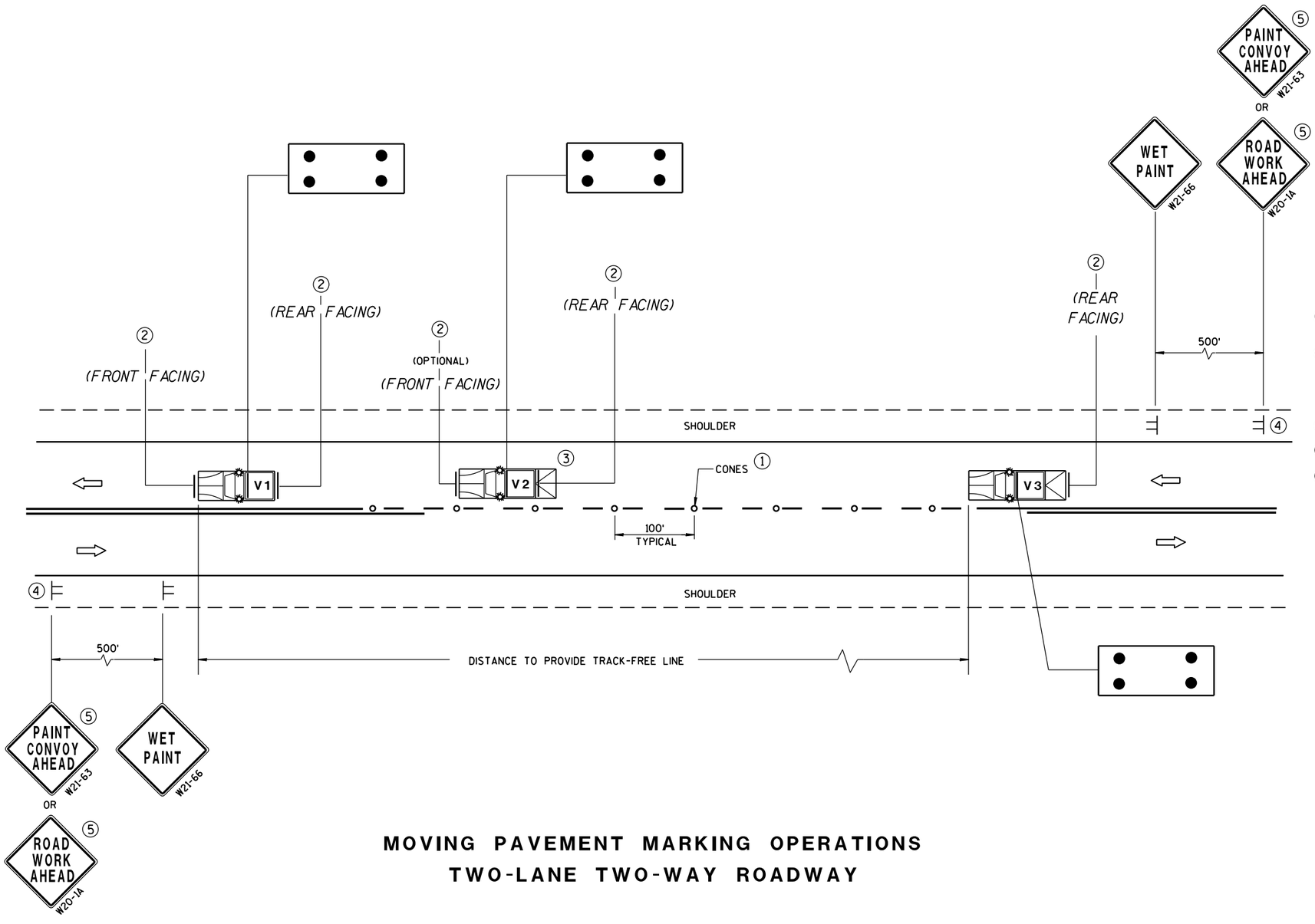
S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR
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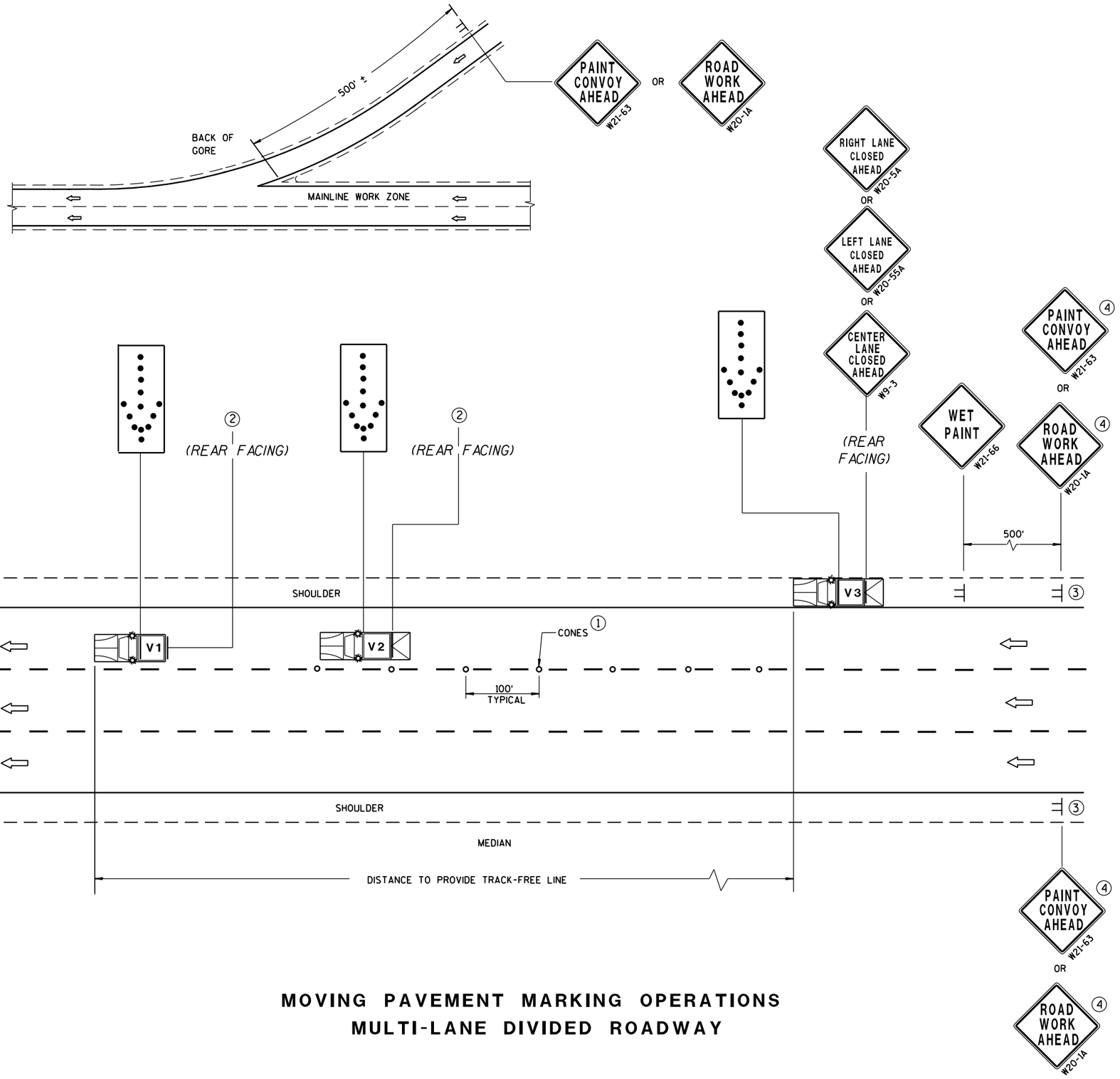

MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2017 — DATE

/S/ Andrew Heldtke — WORK ZONE ENGR

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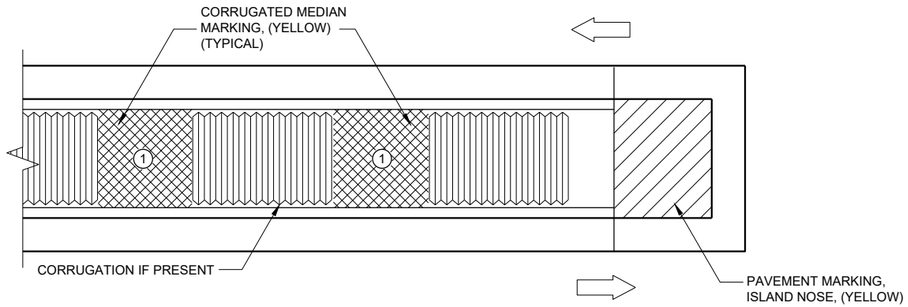
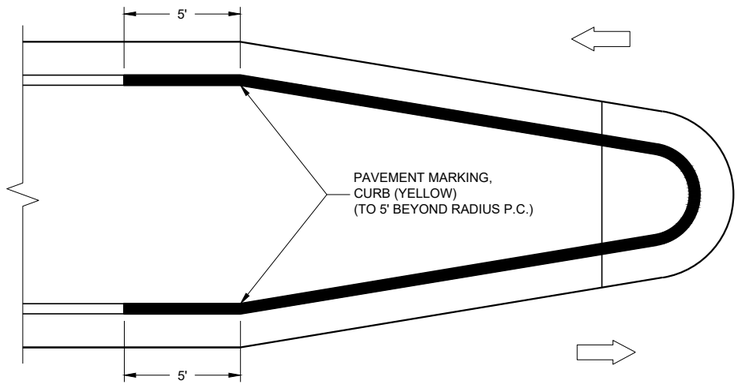
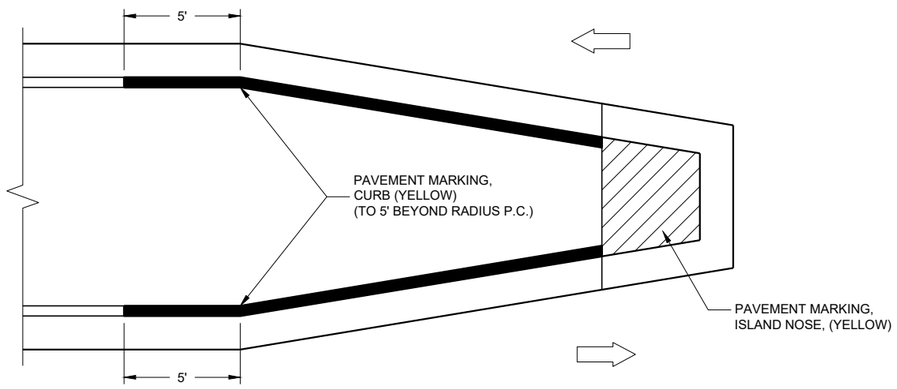
S.D.D. 15 C 19-5c



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

FHWA

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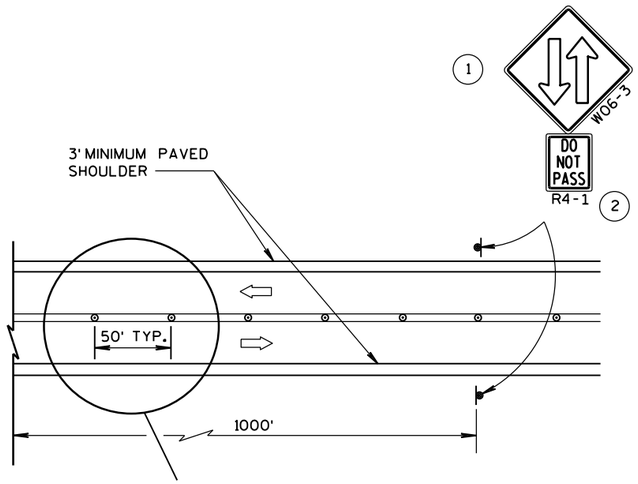
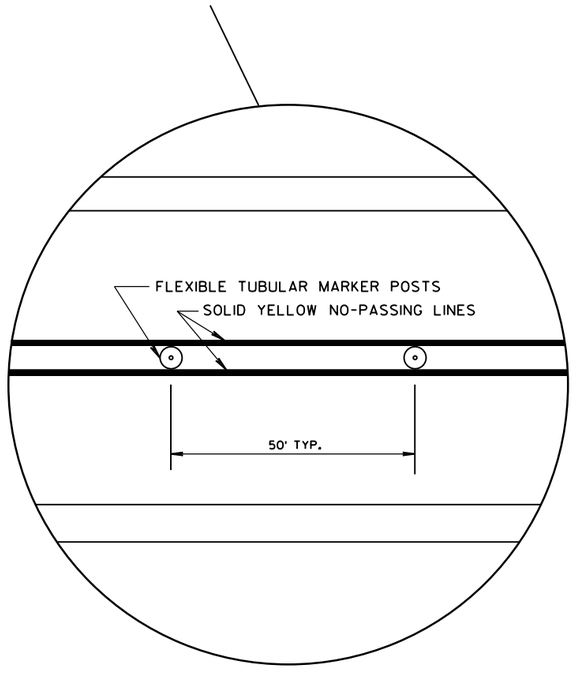


TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1)

W057-51
48"x24"

R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 (DATE) /S/ Travis Feltes (STATE TRAFFIC ENGINEER) (SIGN)
FHWA

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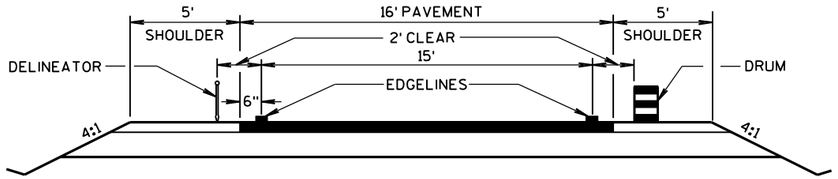
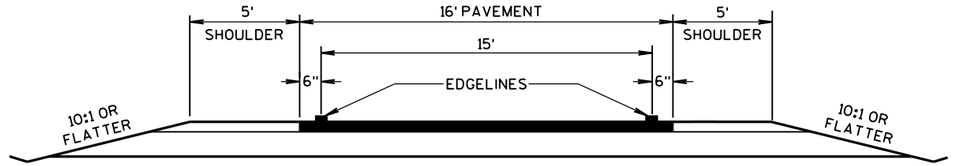


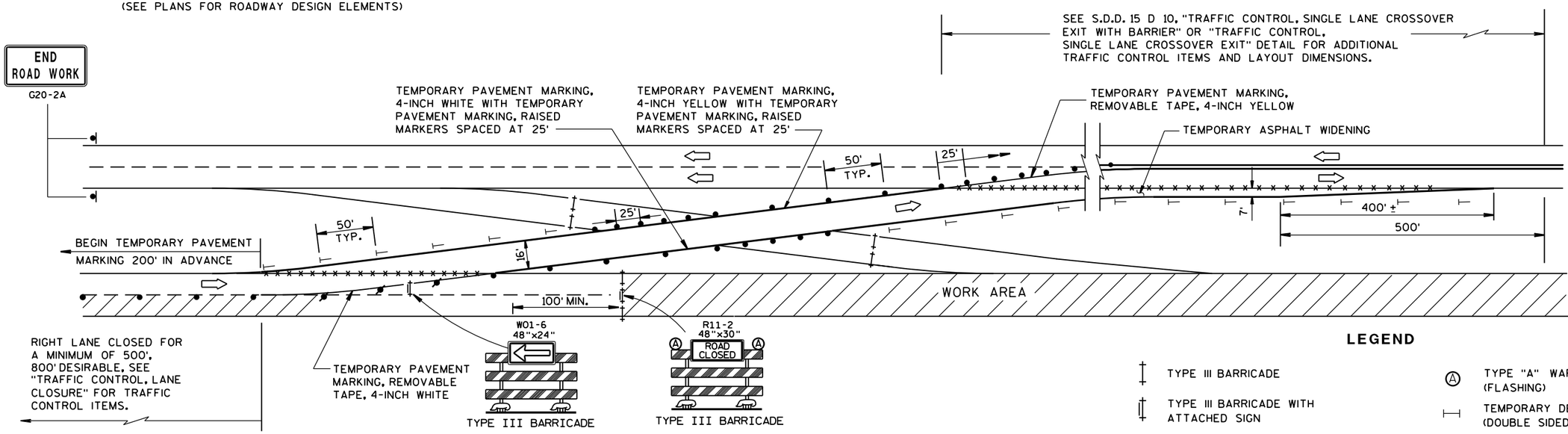
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

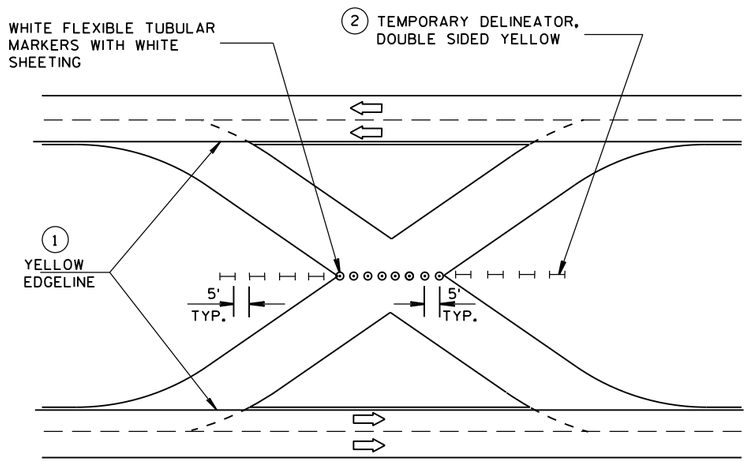
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH 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.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

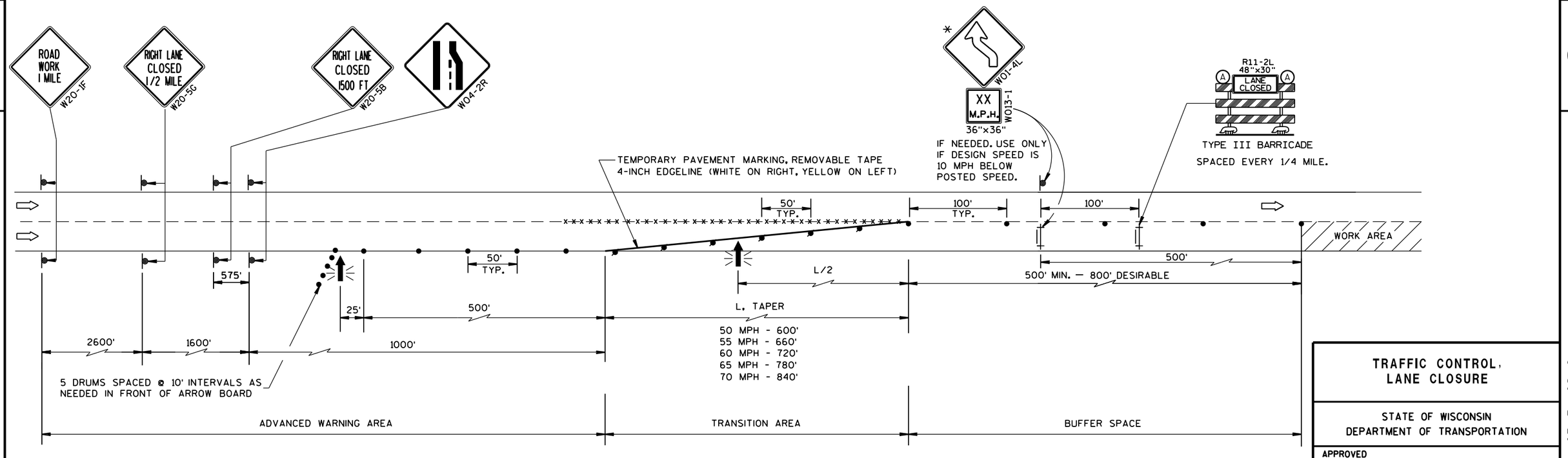
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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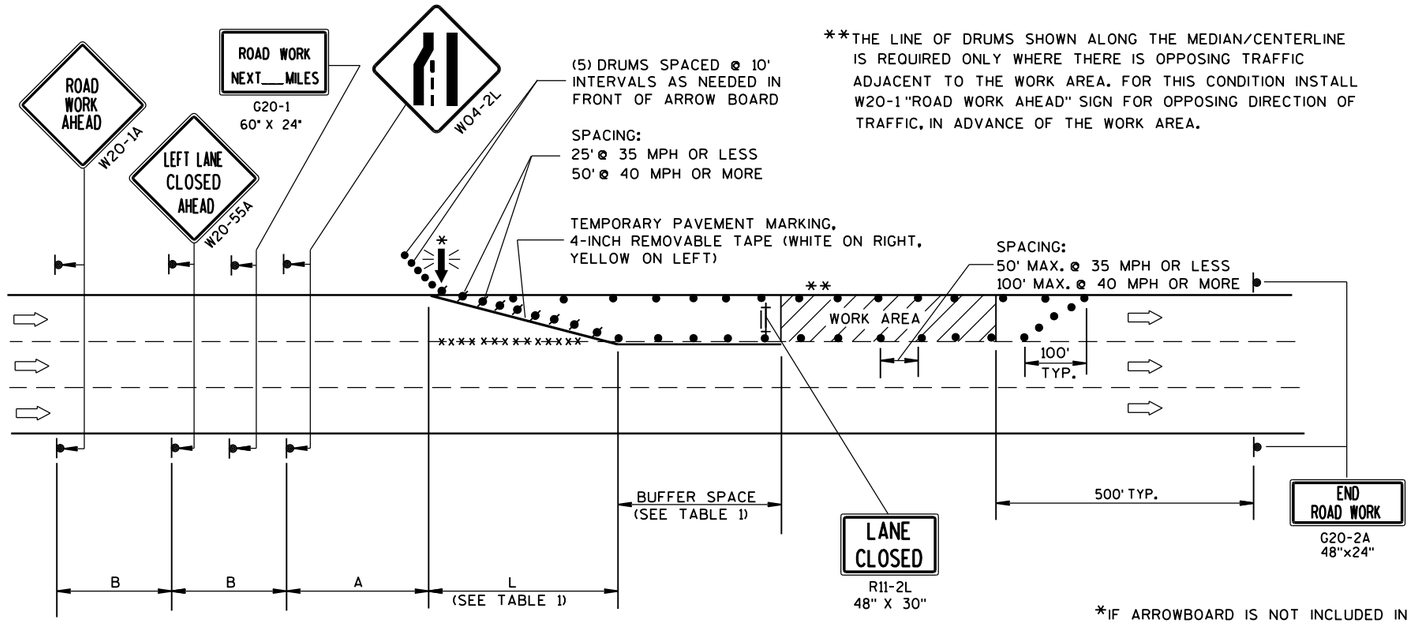

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

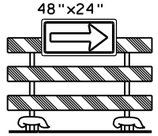

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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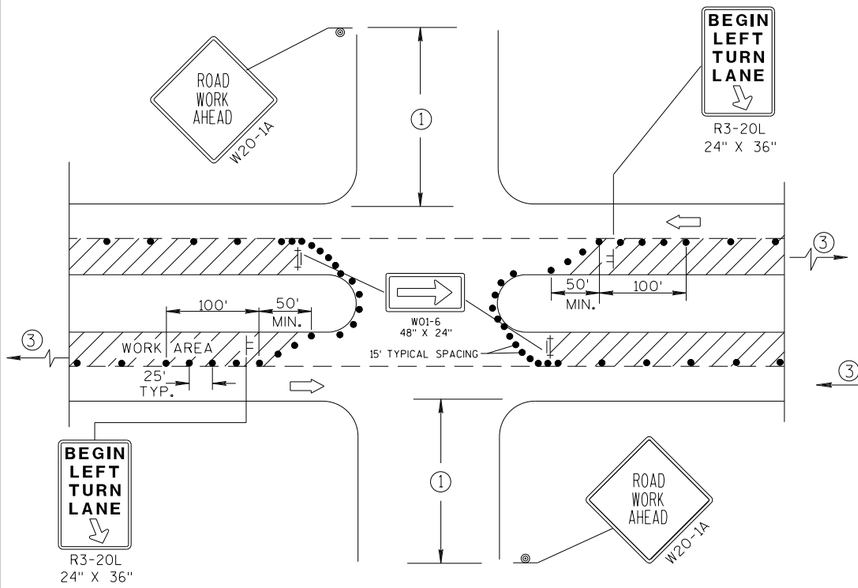
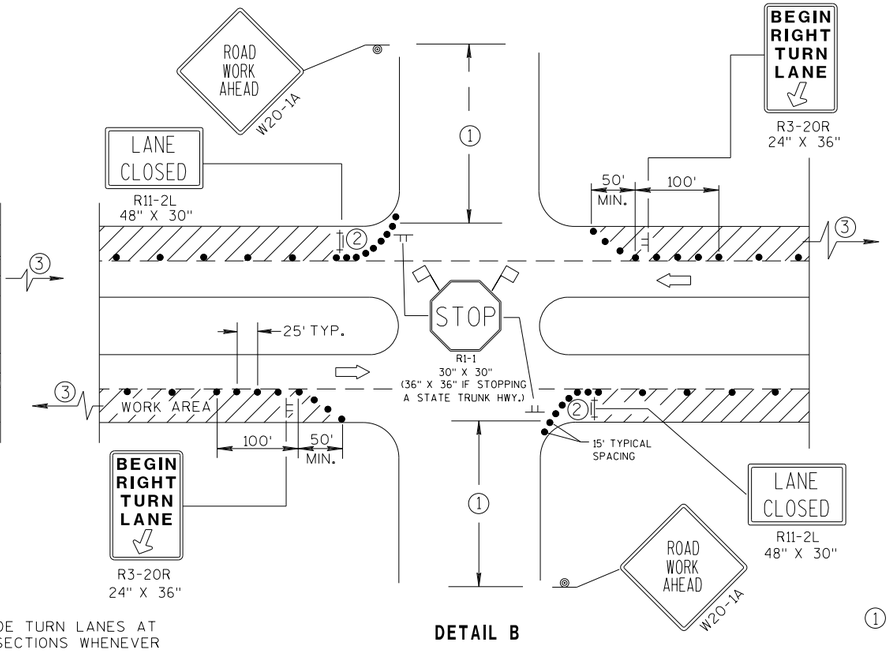


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

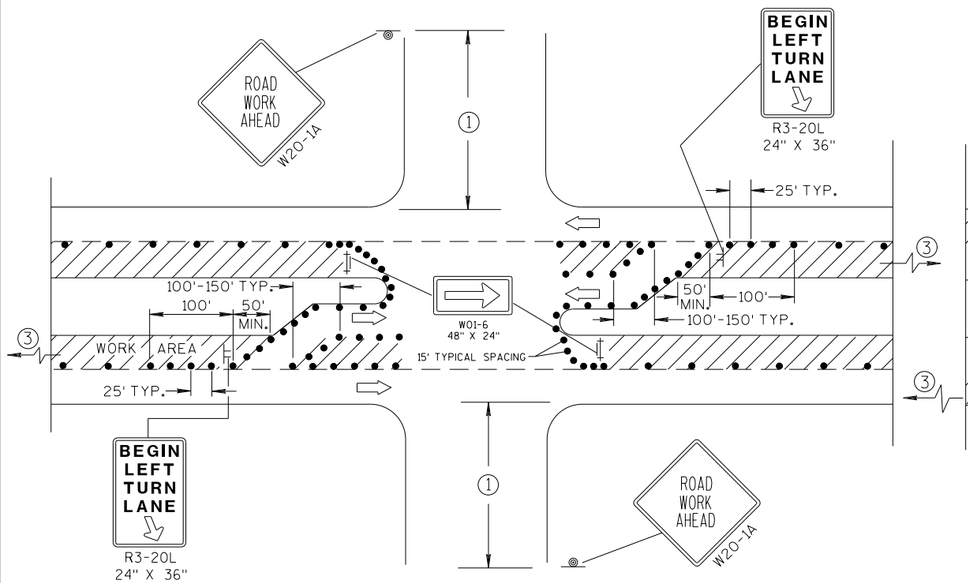
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

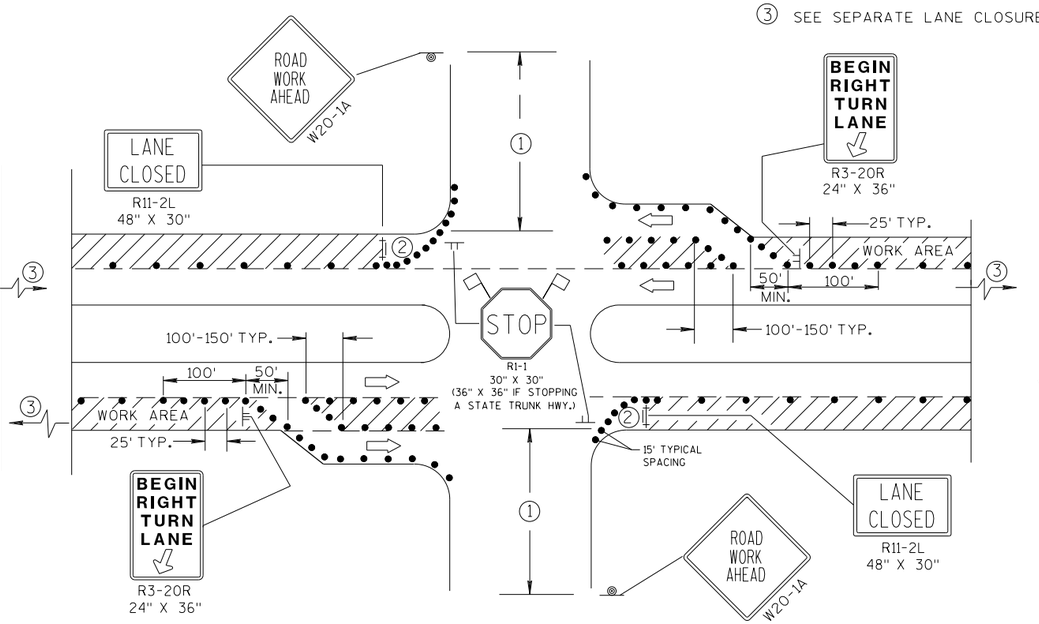
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

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GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

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

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

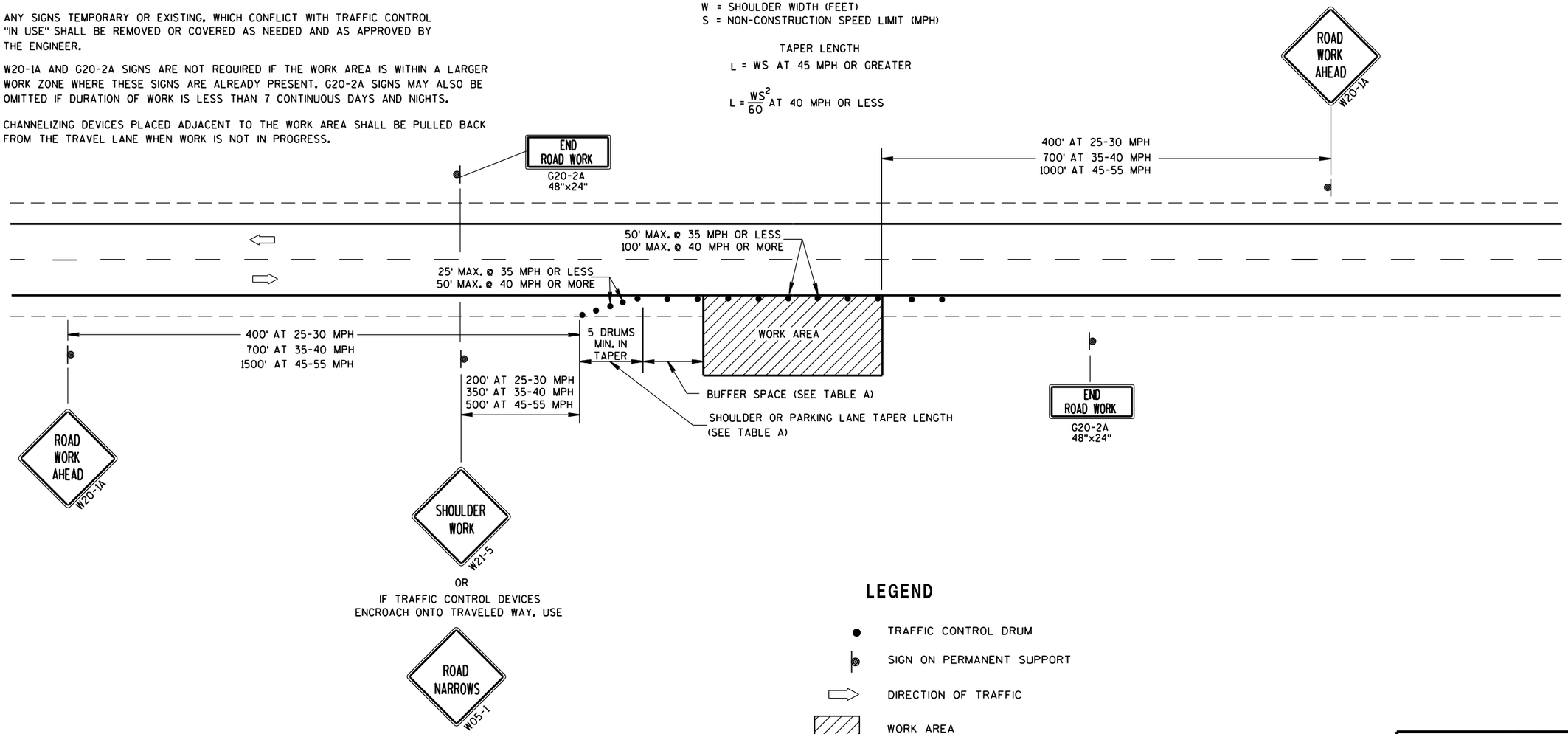
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

FHWA

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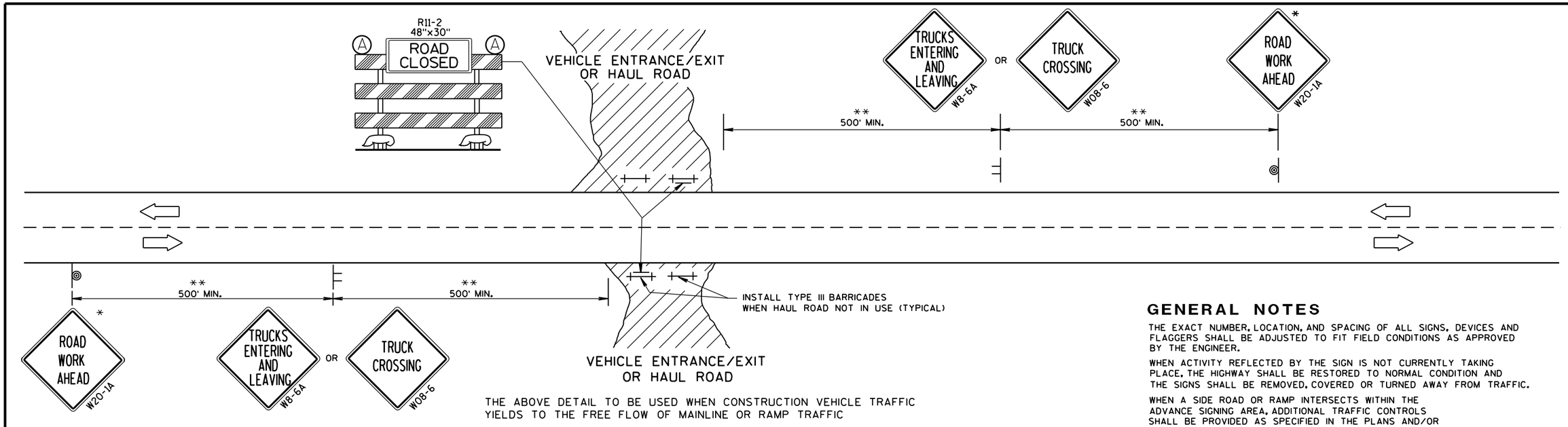


THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE **ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES** FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

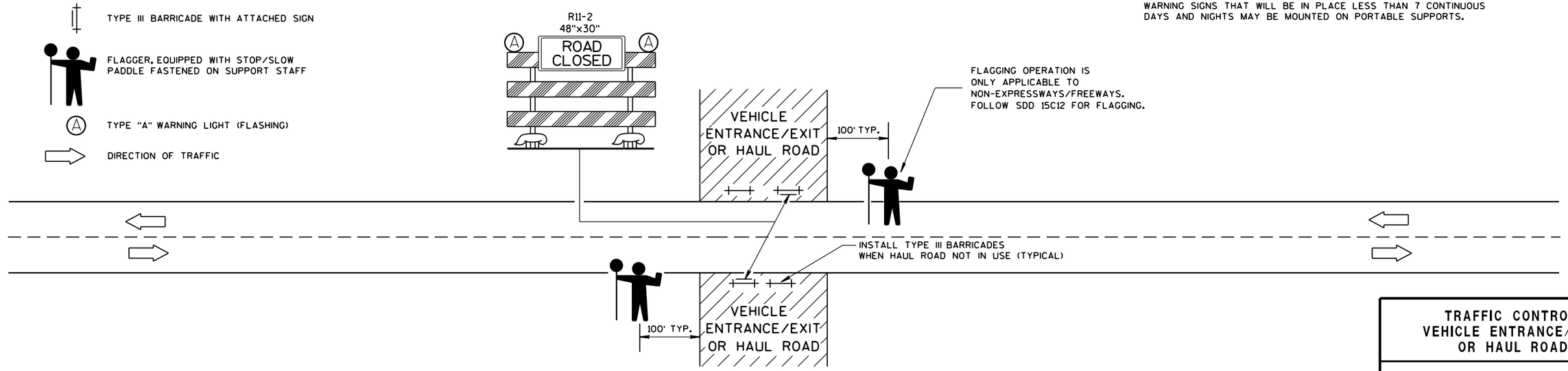
** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

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



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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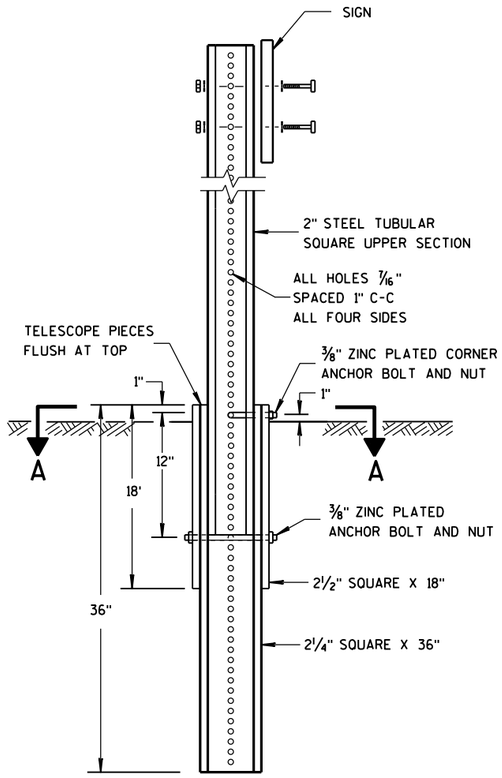
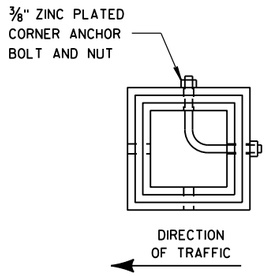
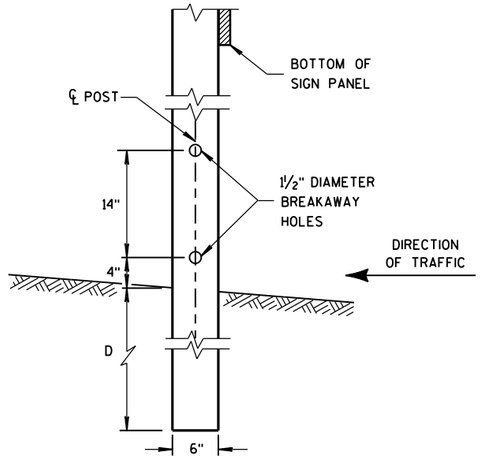
S.D.D. 15 D 29-5



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



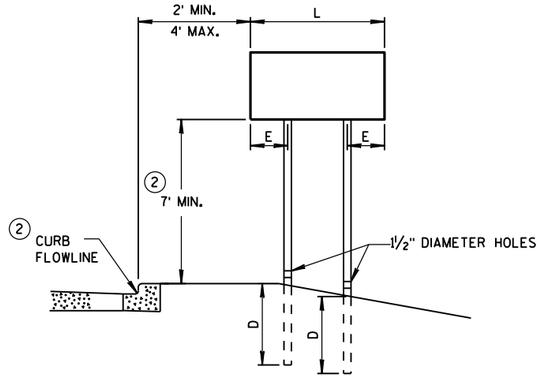
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

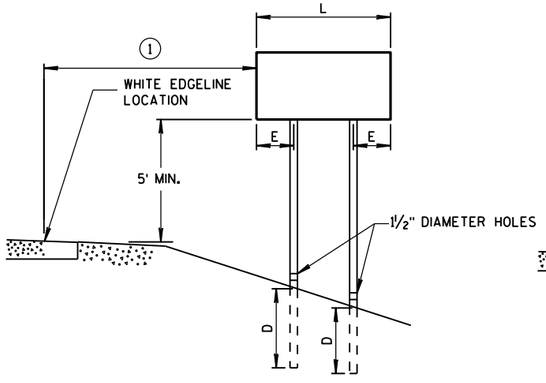
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

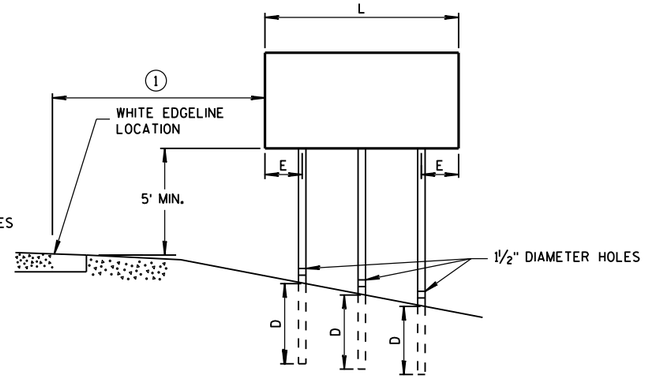
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

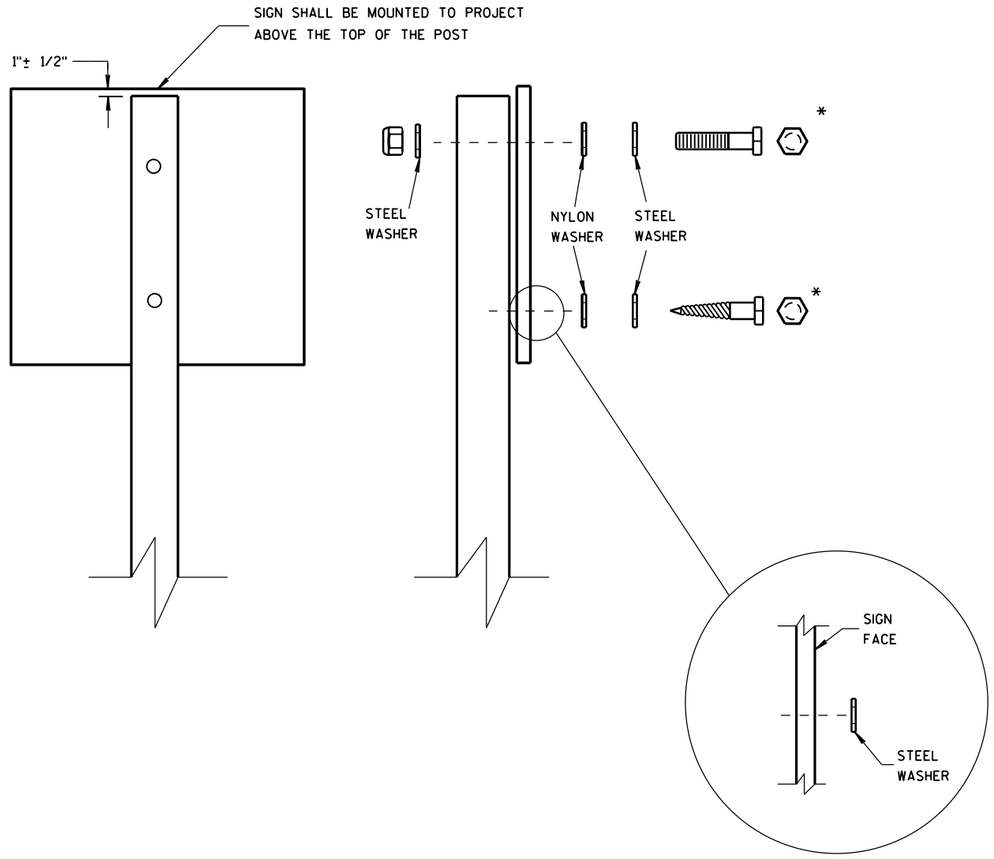
POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

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.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR SHIFTING RIGHT LANE - REVERSE FOR SHIFTING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

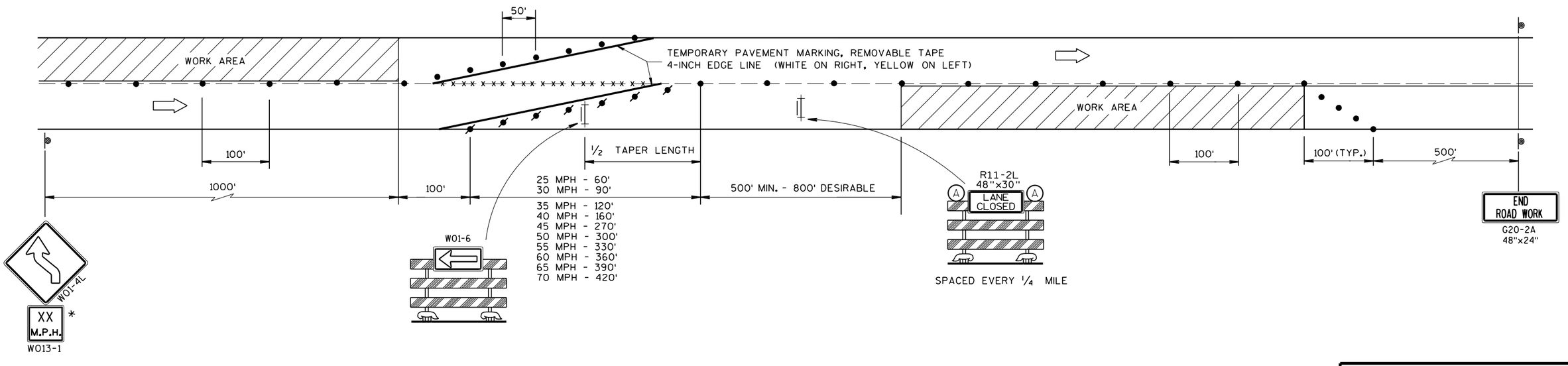
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

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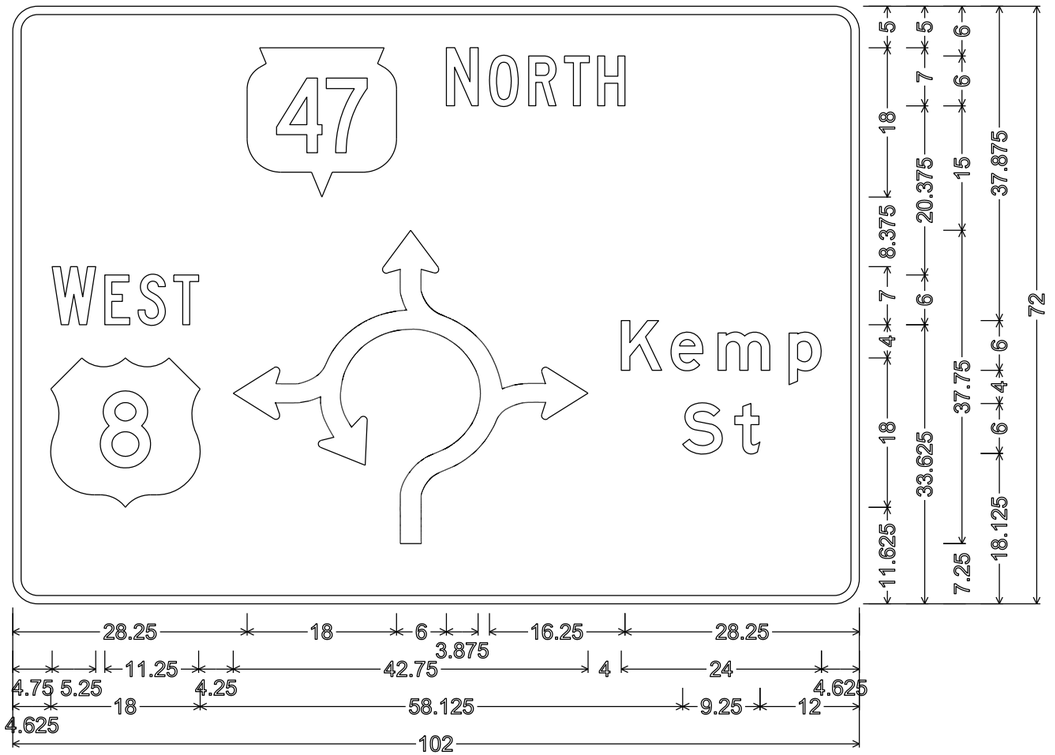
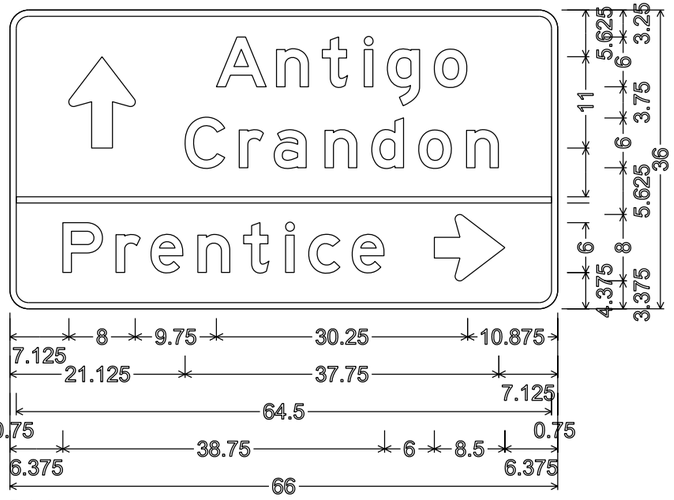
S.D.D. 15 D 40-1

NOTES

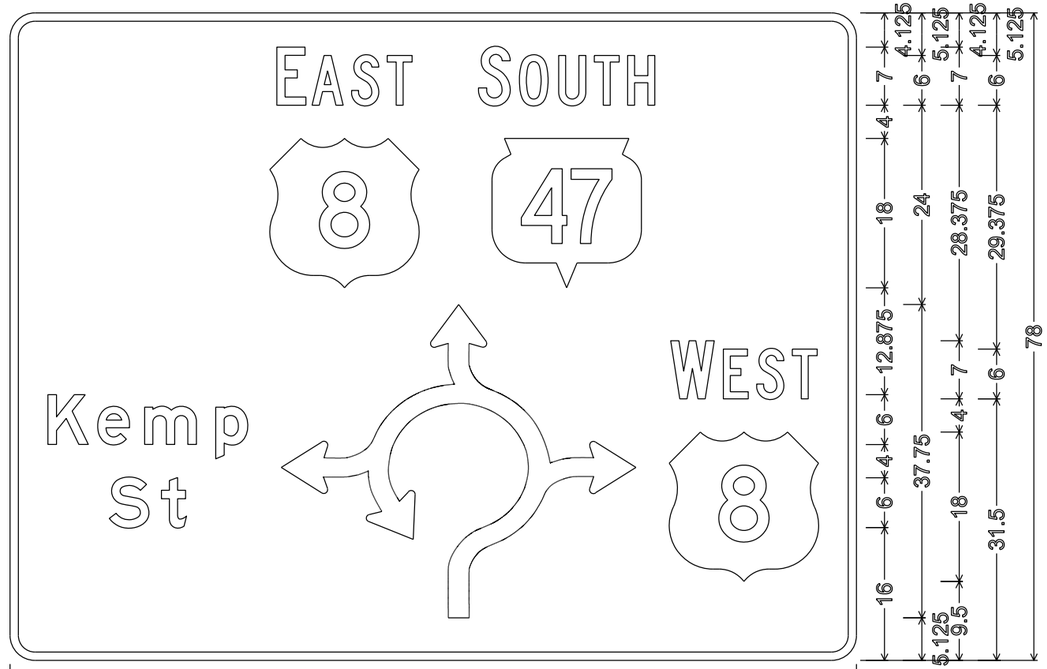
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



3.000" Radius, 1.000" Border,
"NORTH" C; "WEST" C; "Kemp" E; "St" E;



D1-3 ; 2.250" Radius, 0.750" Border

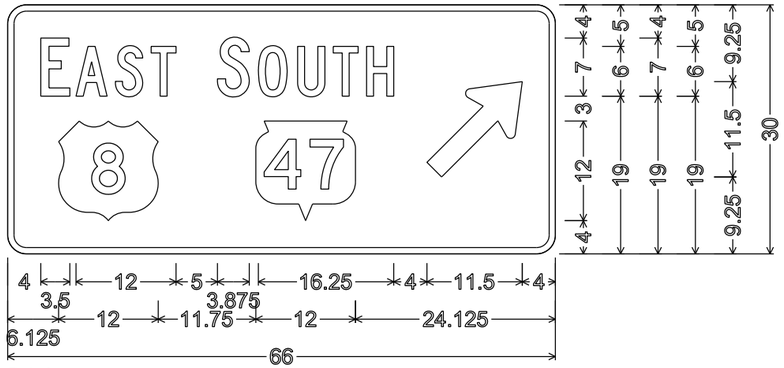


3.000" Radius, 1.000" Border,
"EAST" C; "SOUTH" C; "Kemp" E; "St" E; "WEST" C

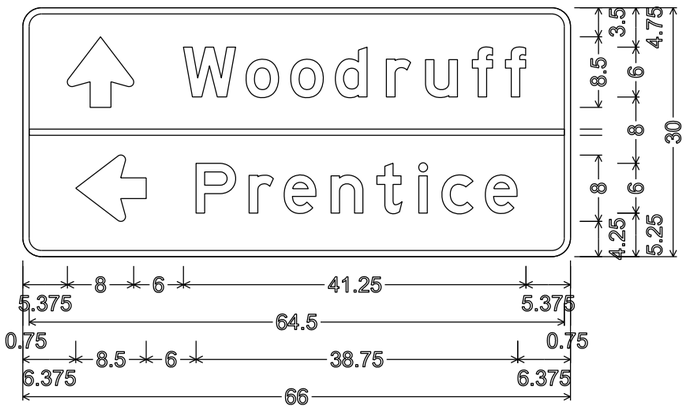
7

7

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET NO: 274	E



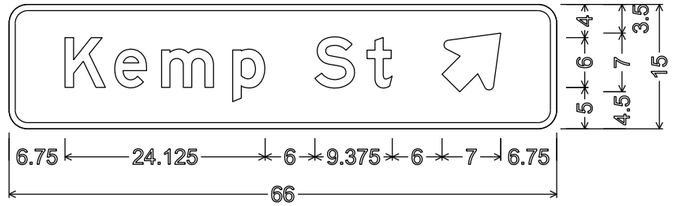
D1-2 ; 2.250" Radius, 0.750" Border,
"EAST" C; "SOUTH" C



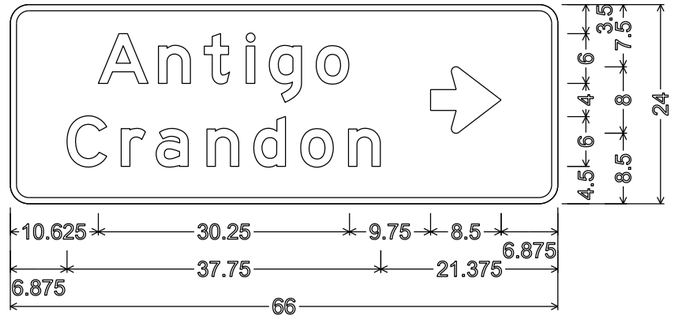
D1-2 ; 2.250" Radius, 0.750" Border

D2-1 ; 2.250" Radius, 0.750" Border

D2-2 ; 2.250" Radius, 0.750" Border



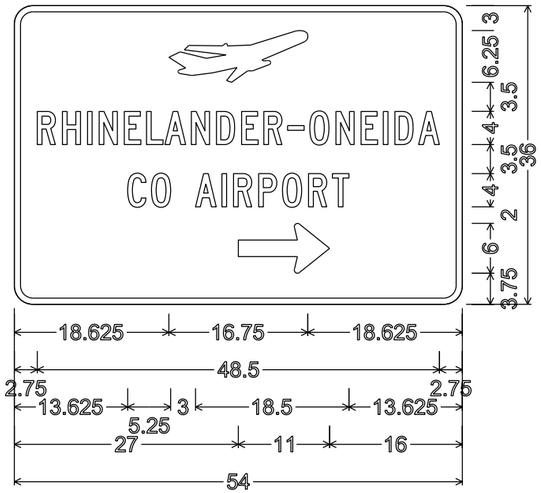
D1-1 ; 2.250" Radius, 0.750" Border



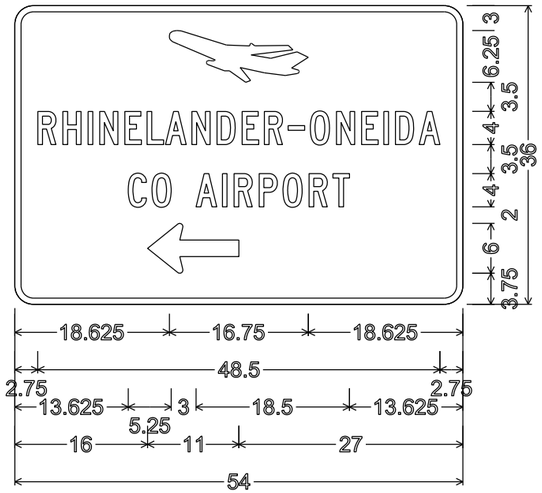
D1-2 ; 2.250" Radius, 0.750" Border

NOTES

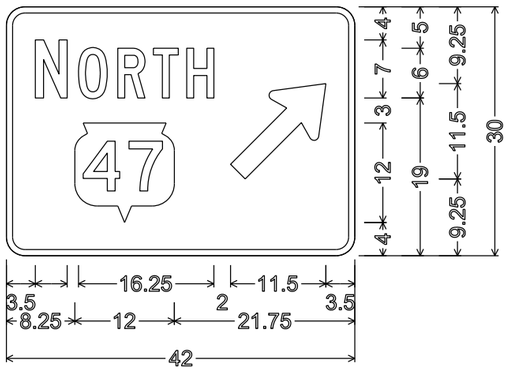
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



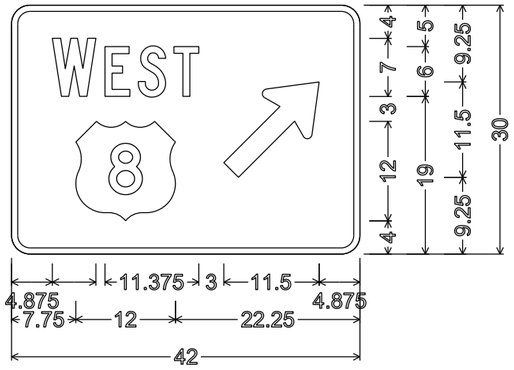
D9-52R ; 2.250" Radius, 0.750" Border,
"RHINELANDER-ONEIDA" C; "CO" C; "AIRPORT" C



D9-52L ; 2.250" Radius, 0.750" Border,
"RHINELANDER-ONEIDA" C; "CO" C; "AIRPORT" C



D1-1 ; 2.250" Radius, 0.750" Border,
"NORTH" C



D1-1 ; 2.250" Radius, 0.750" Border,
"WEST" C

7

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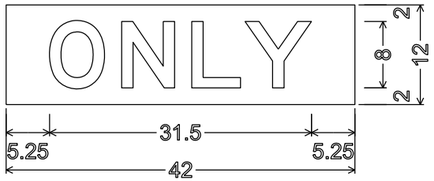
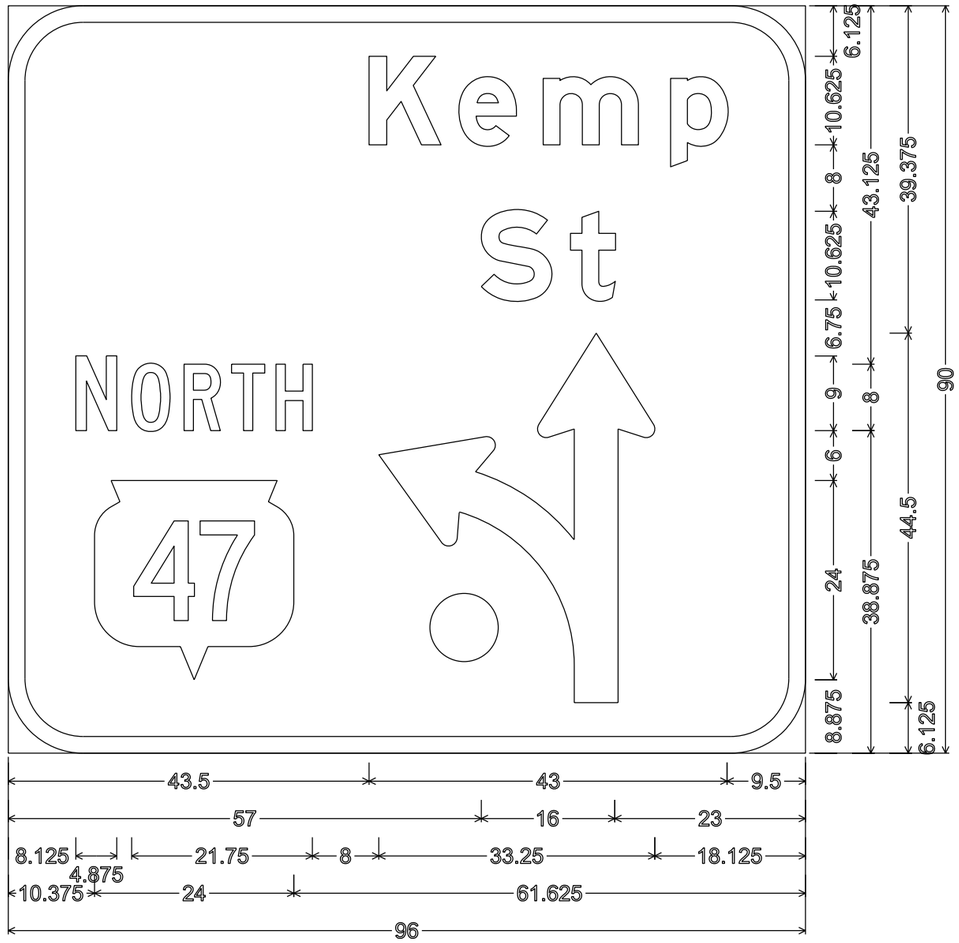
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET NO: 275	E



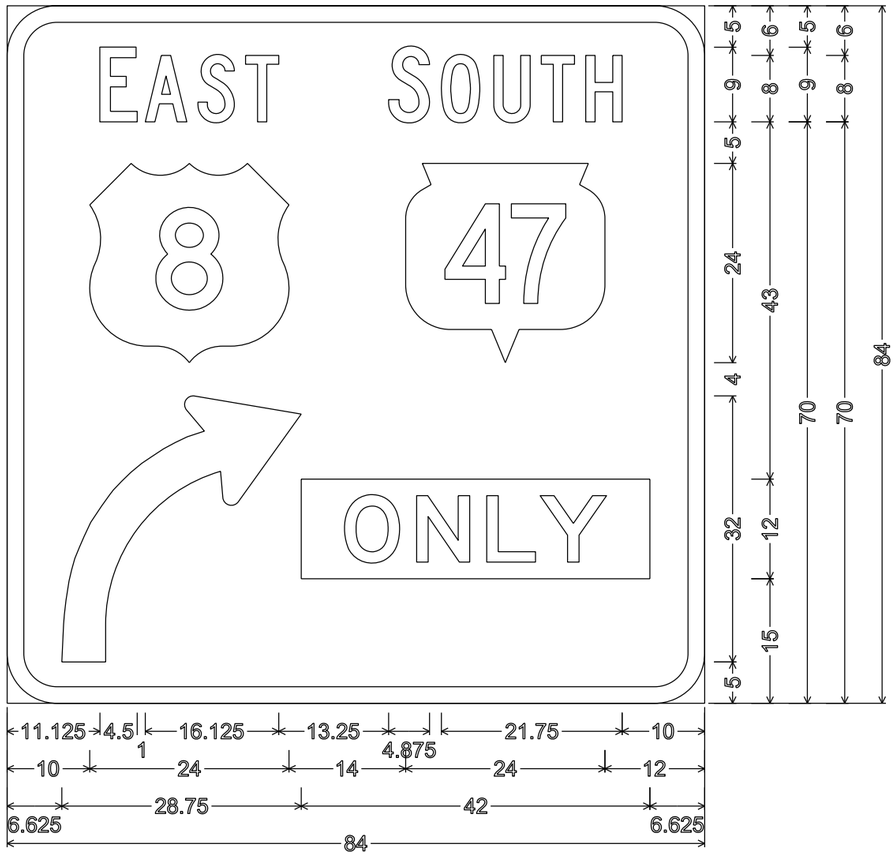
No border, Black on Fluorescent yellow;
"ONLY" E;

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. ONLY plaque background is Yellow Type F Reflective sheeting with Black Non-Reflective Message



E6-52 ; 9.000" Radius, 2.000" Border,
"Kemp" E Mod; "St" E Mod; "NORTH" C;



E6-54R ; 6.000" Radius, 2.000" Border,
"EAST" C; "SOUTH" C

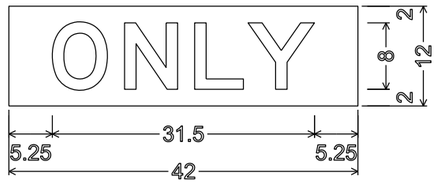
7

7

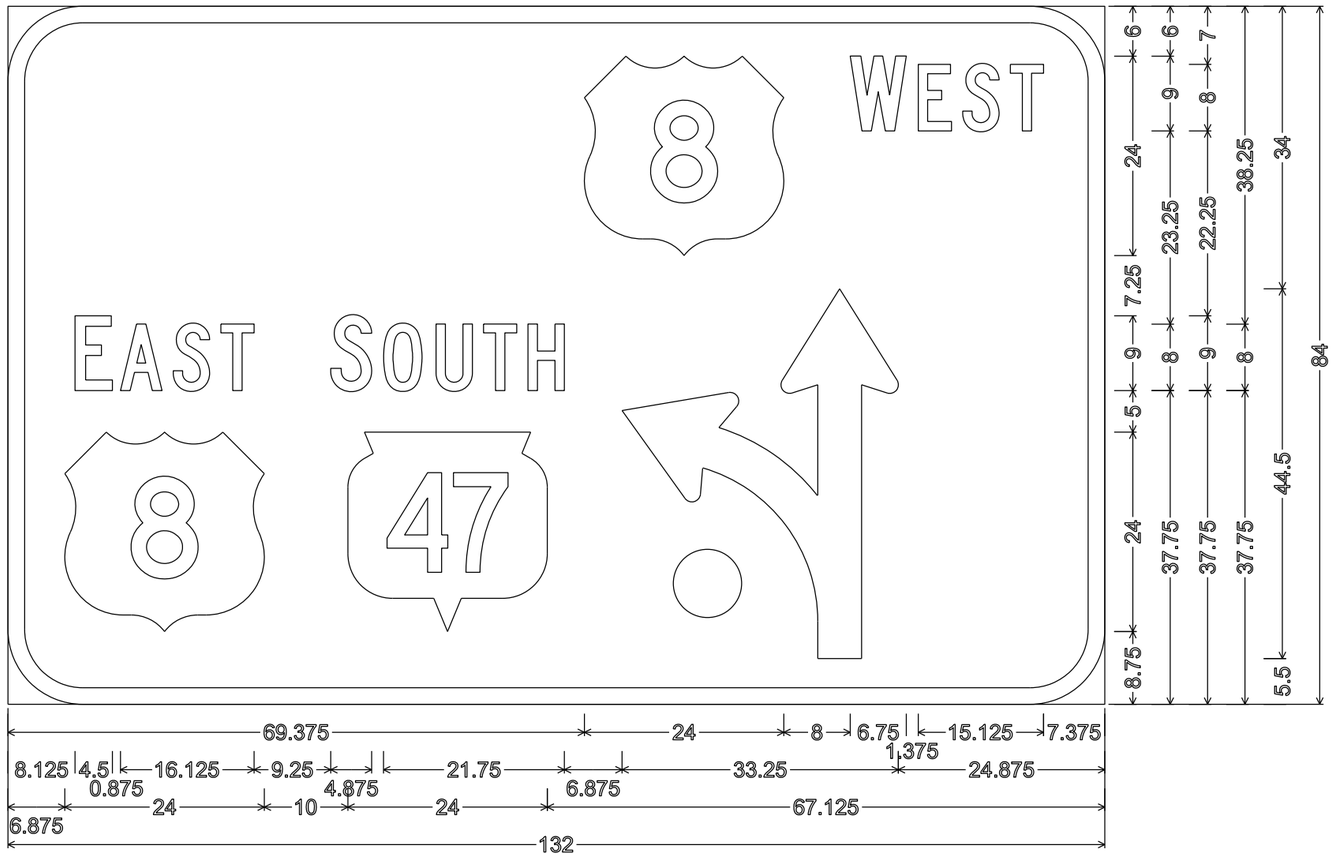
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET NO: 276	E

NOTES

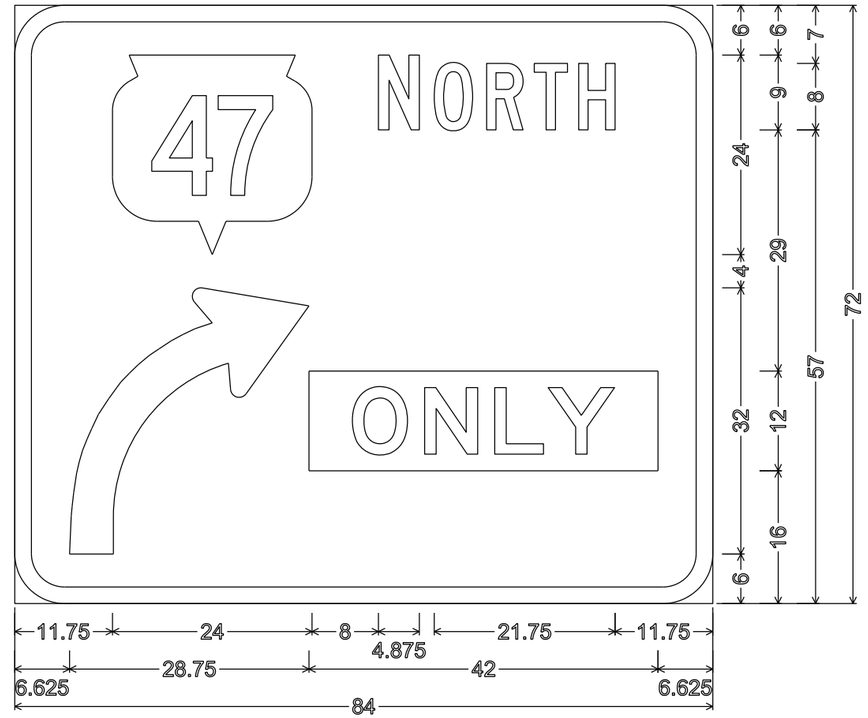
1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
4. ONLY plaque background is Yellow Type F Reflective sheeting with Black Non-Reflective Message



No border, Black on Fluorescent yellow;
"ONLY" E;



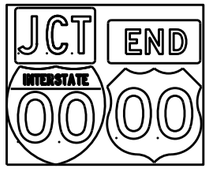
E6-52 ; 9.000" Radius, 2.000" Border,
"WEST" C; "EAST" C; "SOUTH" C



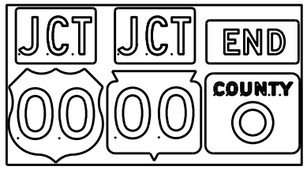
E6-54R ; 6.000" Radius, 2.000" Border,
"NORTH" C

TYPICAL ASSEMBLIES

J1-1

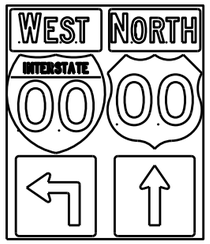


J1-2

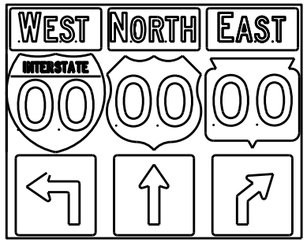


J1-3

J2-1



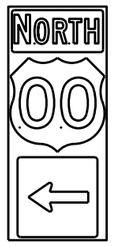
J2-2



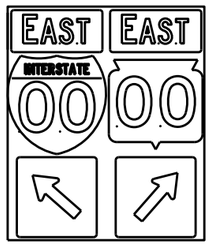
J2-3

JV

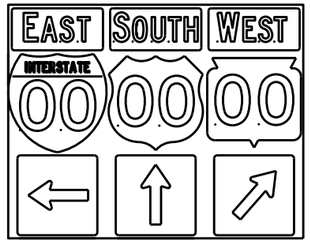
(Typical Vertical J-Assembly
See Note 10 and 11)



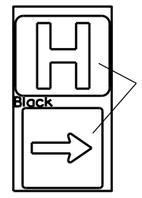
J3-1



J3-2



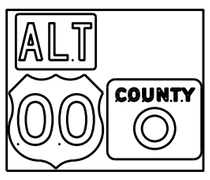
J3-3



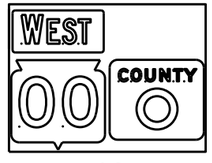
Blue Background

JH-1

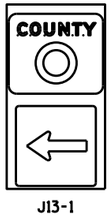
J4-1



J4-2



J4-2



J13-1

J12-1

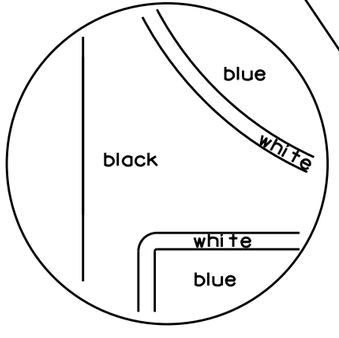
J32-1

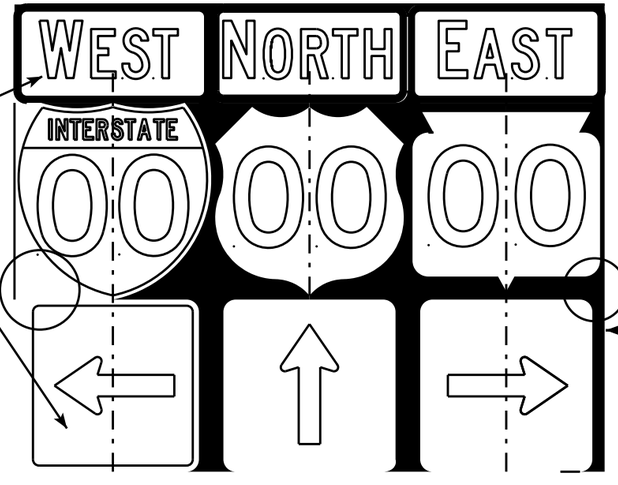
J33-1

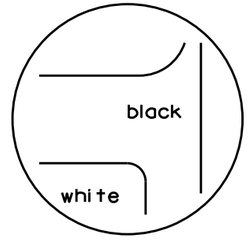
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

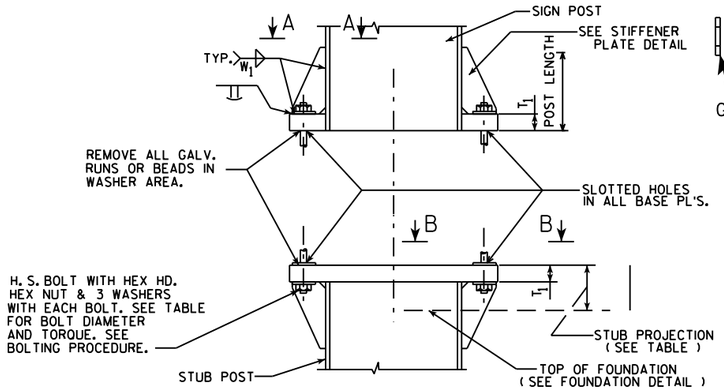
APPROVED Matthew R Rauch
for State Traffic Engineer

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

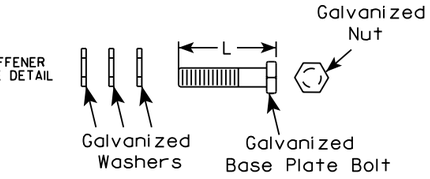
PROJECT NO: | SHEET NO: E

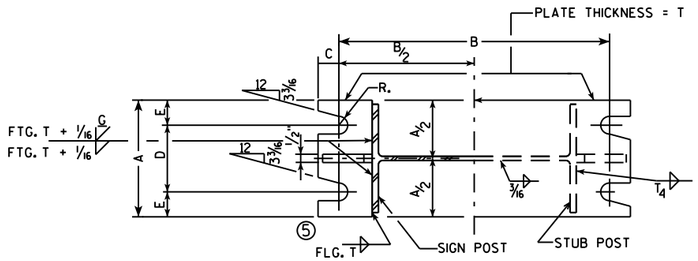
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



SIGN POST AND STUB POST ELEVATION





SECTION A-A SECTION B-B

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

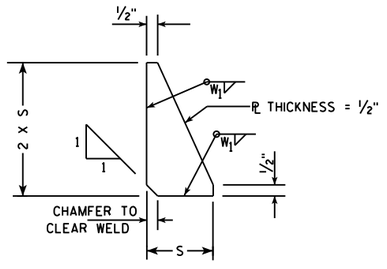
GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & 1/2 WIND[4]	140

[4] 25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1 1/2 T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

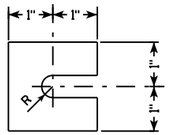
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123. ⑨
THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.



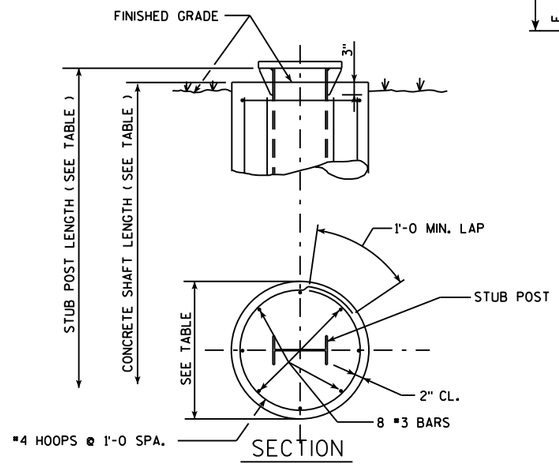
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

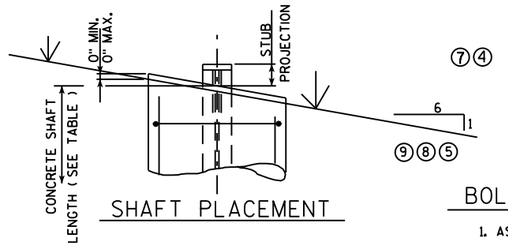


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



SECTION



SHAFT PLACEMENT ⑦④ ⑨⑧⑤

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

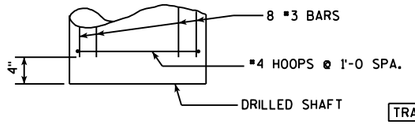
NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

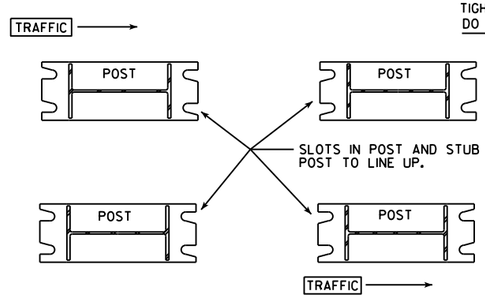
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

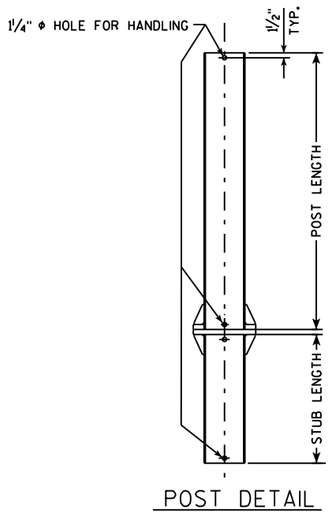
⑦



FOUNDATION DETAIL



POST SLOT ORIENTATION ⑦



POST DETAIL

L	X	TYPE	POST SIZE	WEIGHT PER FT	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 3/4	④	A	W10"X12.0	12.0 LBS	3/4" ø @ 75"-FT.	5 1/4"	1'-0 3/8"	7/8"	3 1/2"	7/8"	1"	3/16"	5/16"	13/32"	2 1/8"	3'-6	3"	2'-0 ø	5'-0	76.0" ④
4 3/4	④	B	W12"X16.0	16.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/4"	1/4"	5/16"	15/32"	3"	5'-6	3"	2'-0 ø	7'-0	146.5" ④
5		C	W12"X19.0	19.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 ø	7'-6	182.1"
5		D	W12"X22.0	22.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	3/8"	5/16"	15/32"	3"	6'-6	3"	2'-0 ø	8'-0	210.5"
5	③	E	W12"X26.0	26.0 LBS	1" ø @ 90"-FT.	7"	1'-4 1/4"	1 1/4"	4"	1 1/2"	1 1/2"	3/8"	5/16"	17/32"	3"	7'-0	3"	2'-0 ø	8'-6	293.0" ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/22/17 PLATE NO. A3-1.17

NO.	DATE	REVISION
⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE & WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 . T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011 | DRAWN BY JPH | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

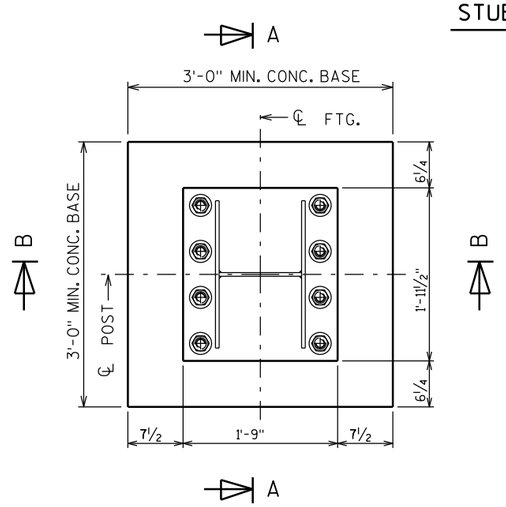
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 22-AUG-2017 09:41 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.415383:1.000000

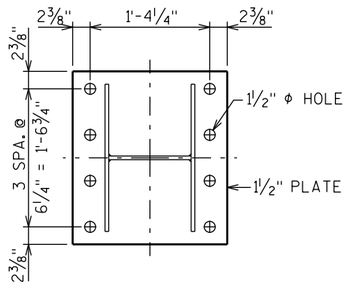
WISDOT/CADDS SHEET 42

7 7

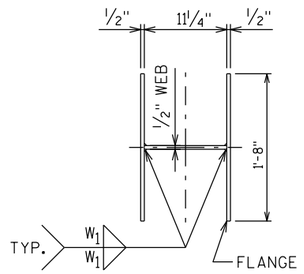
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



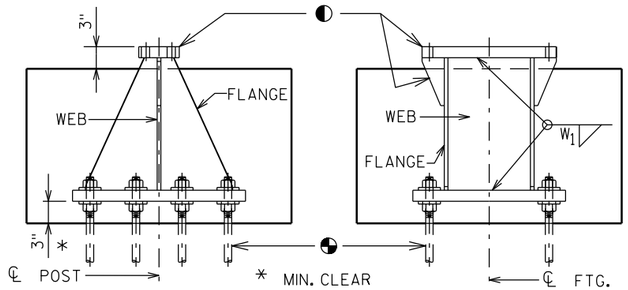
BASE PLATE



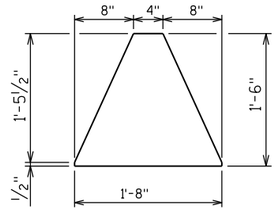
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



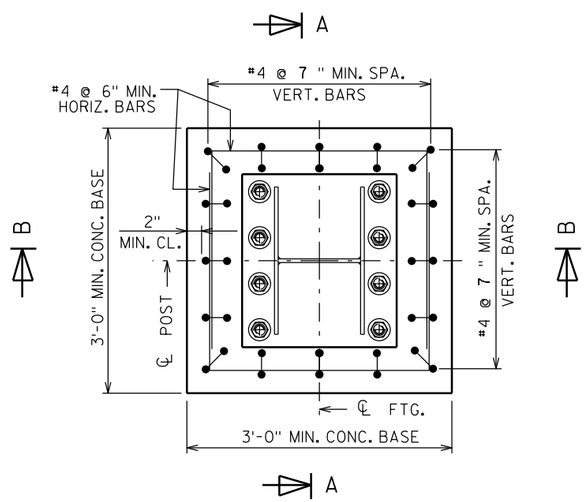
FLANGE

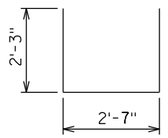
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

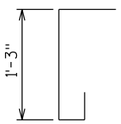
CONCRETE BASE SECTION





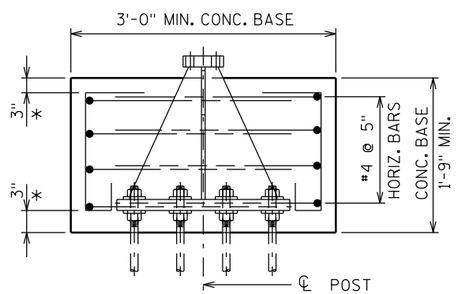
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



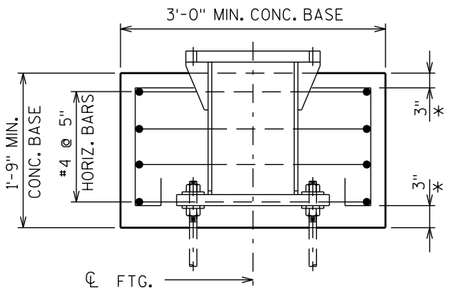
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

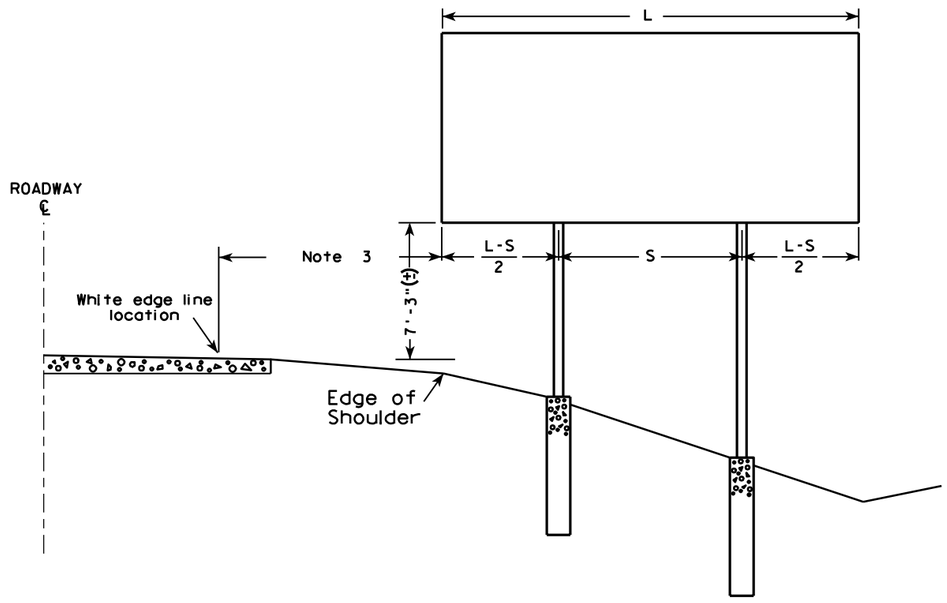
WISCONSIN DEPT OF TRANSPORTATION

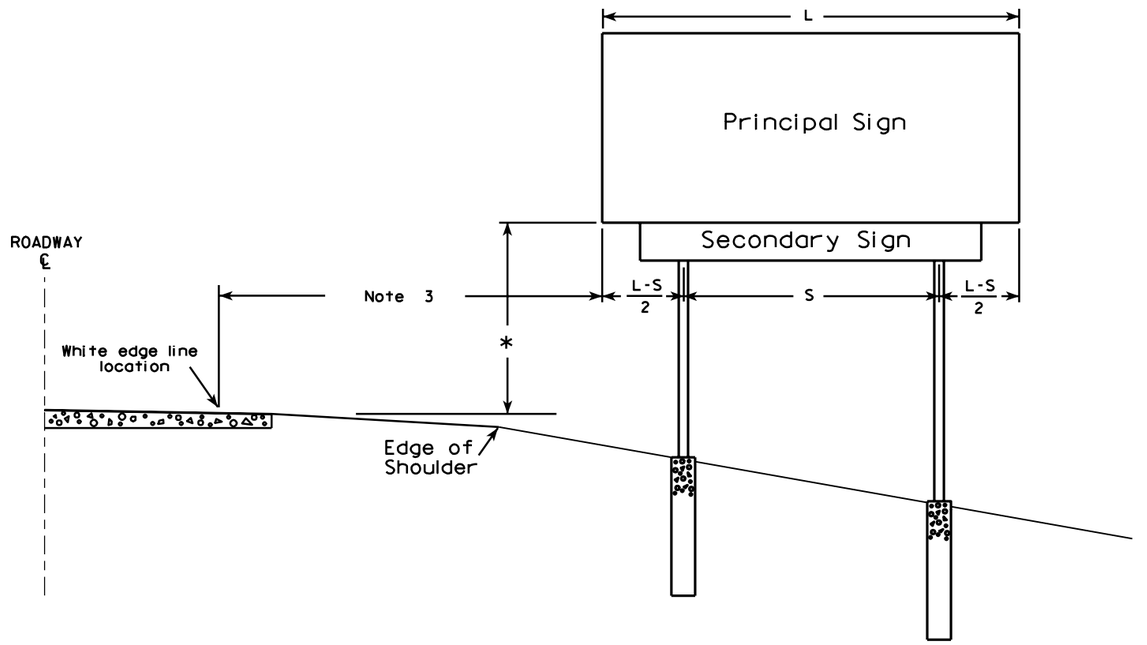
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

TYPICAL INSTALLATION
OF TYPE I SIGNS

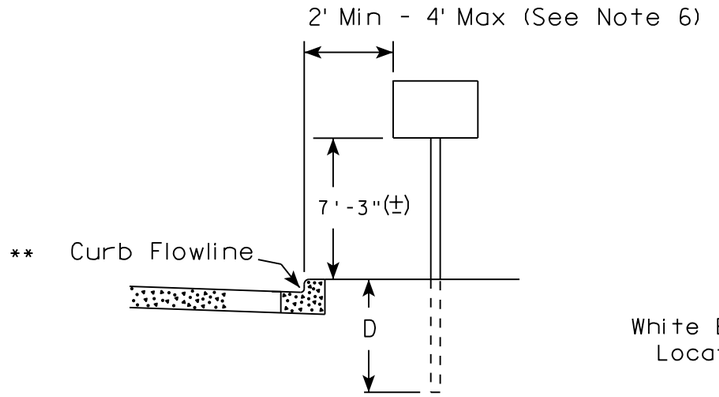
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

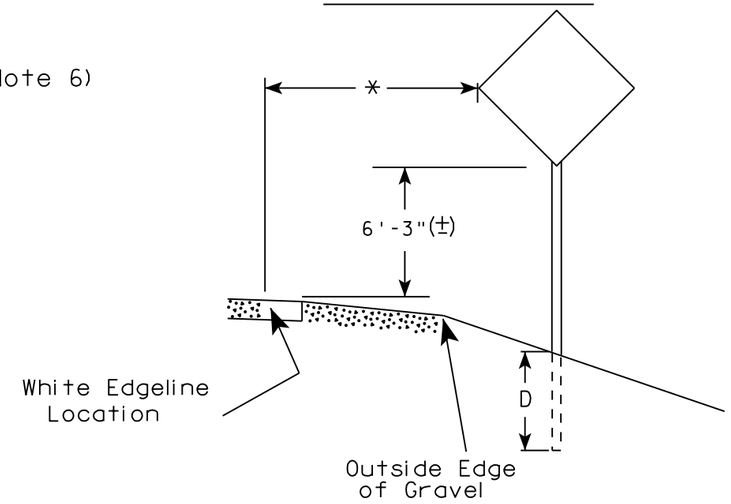
DATE 4/02/08 PLATE NO. A4-1.9

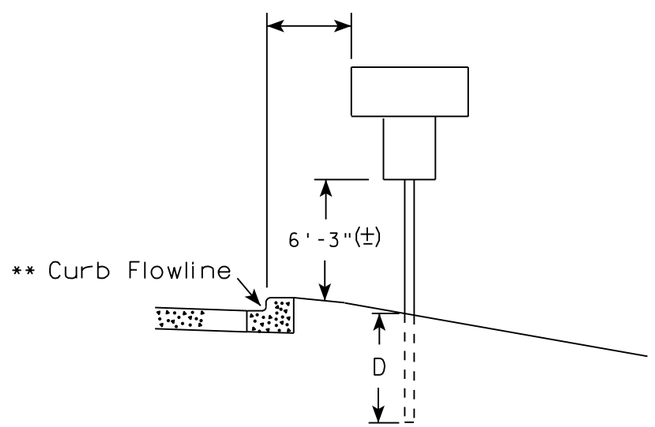
PROJECT NO:				SHEET NO: 281	E

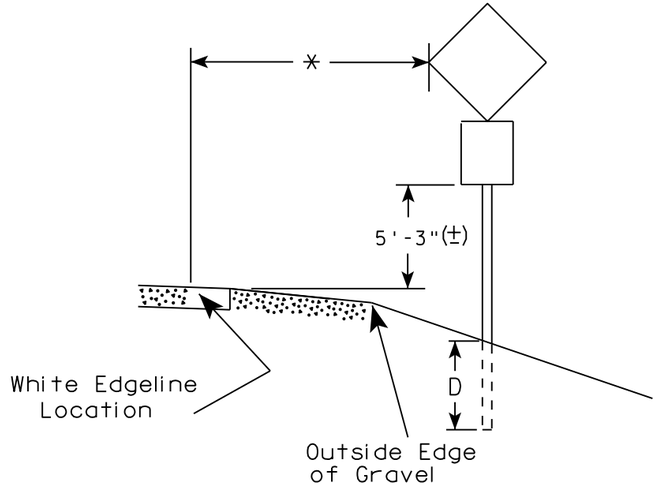
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

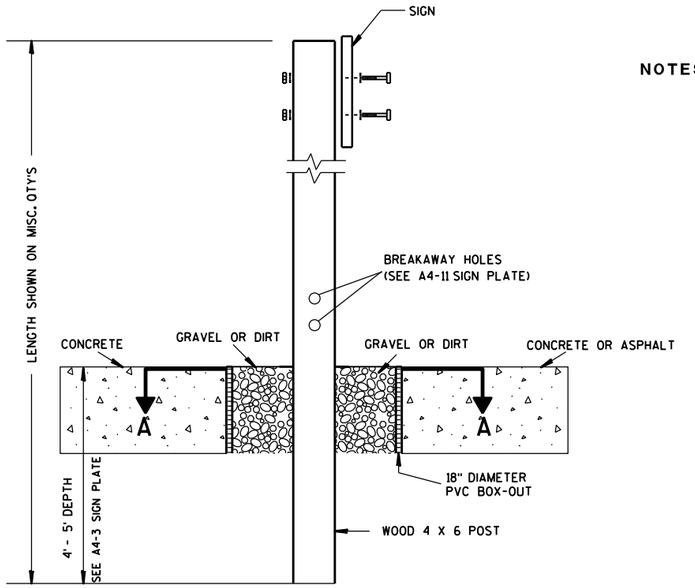
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

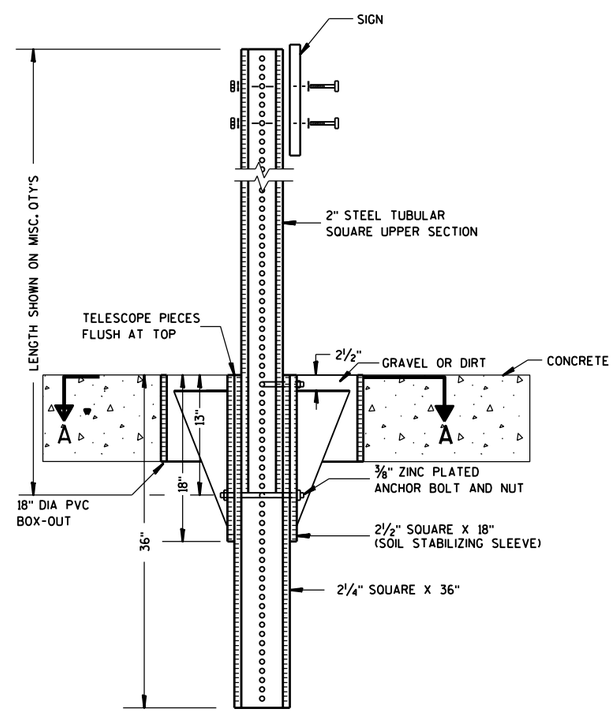
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	E



ELEVATION VIEW

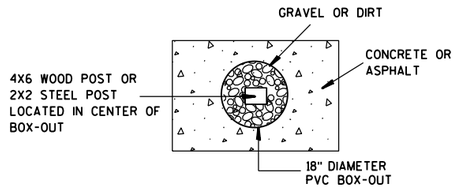
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

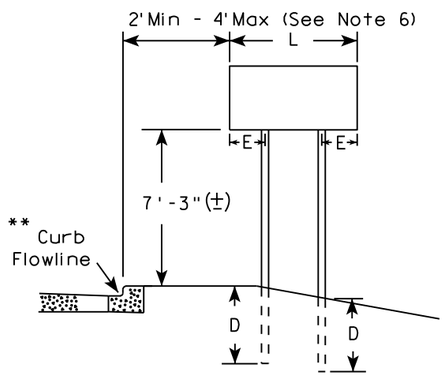
APPROVED Matthew R Rauch
for State Traffic Engineer

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

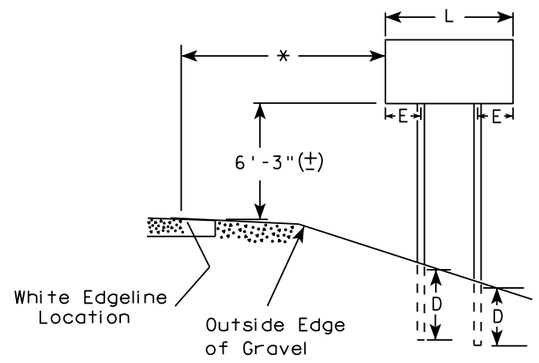
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

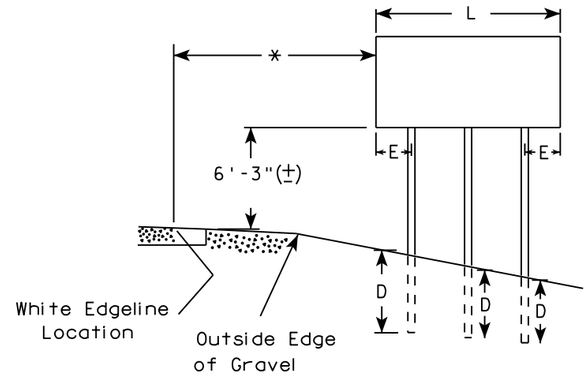
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

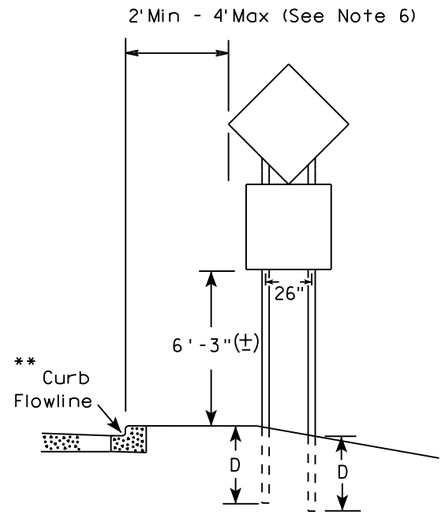
URBAN AREA



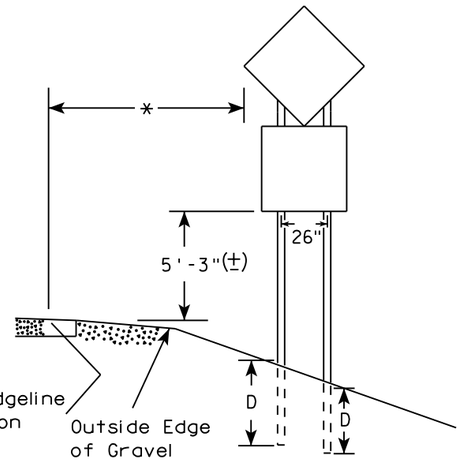
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

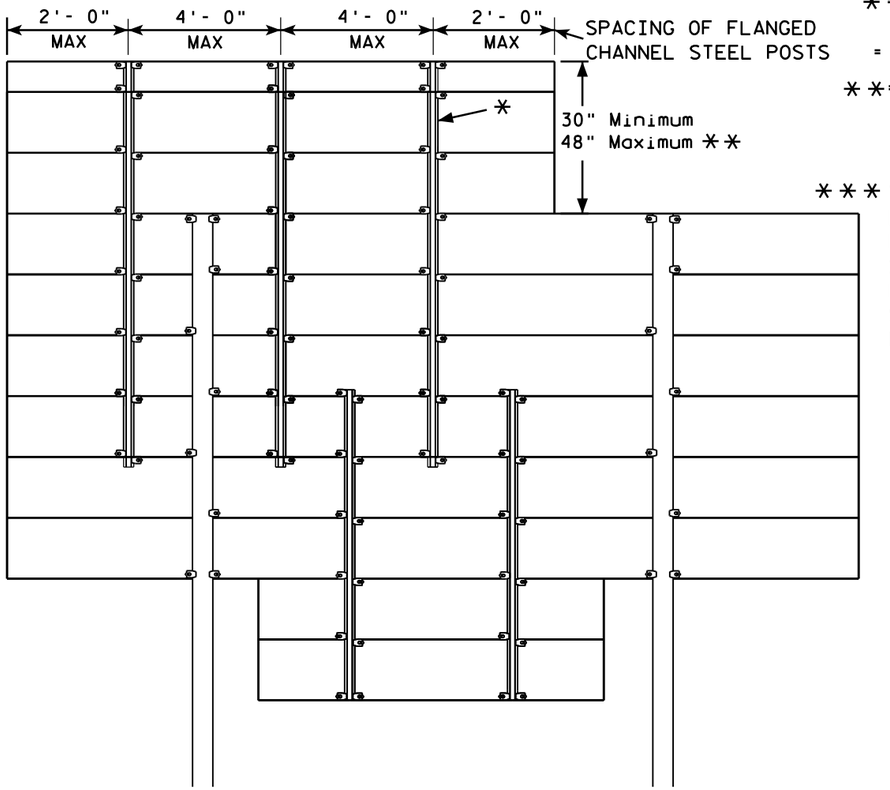
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E

GROUND MOUNTED SIGN

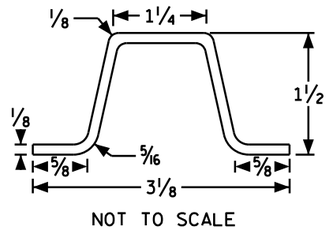


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

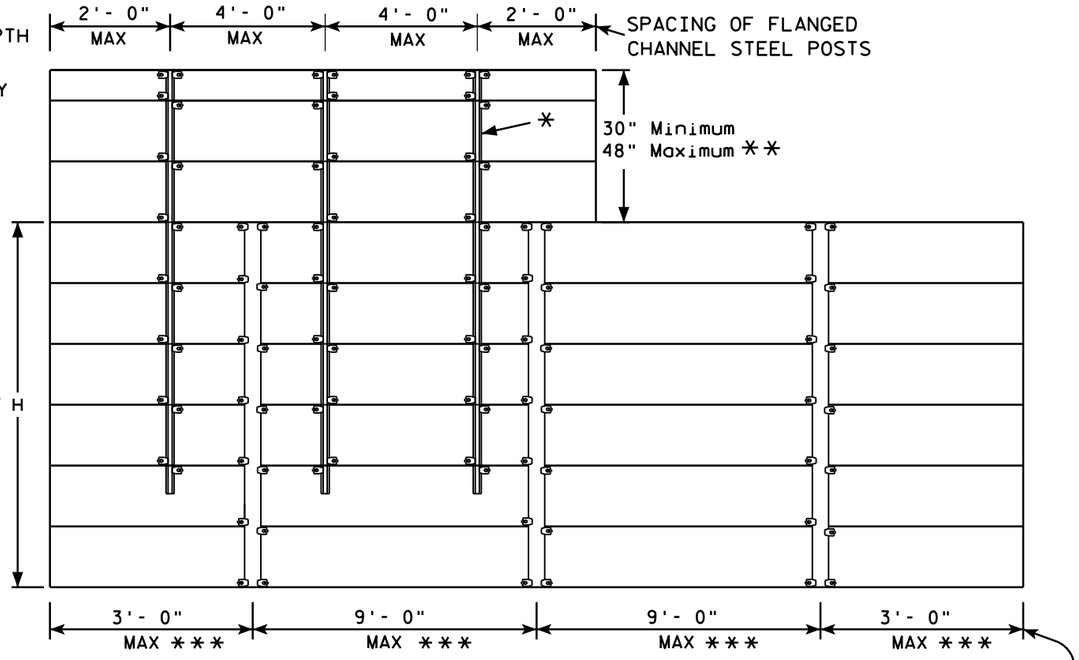
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

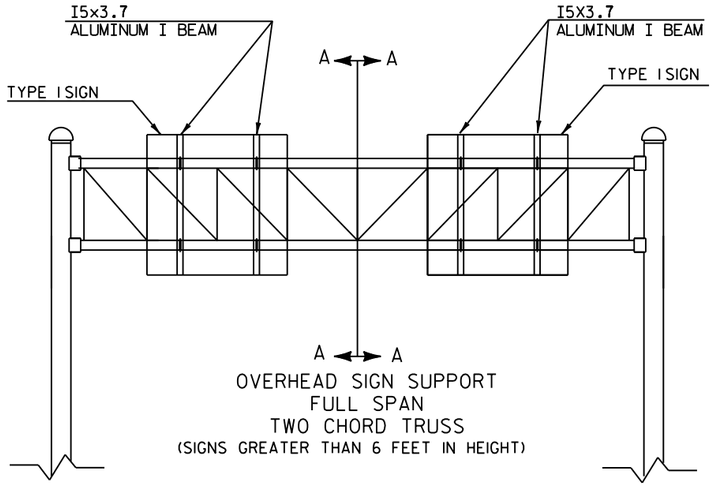
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

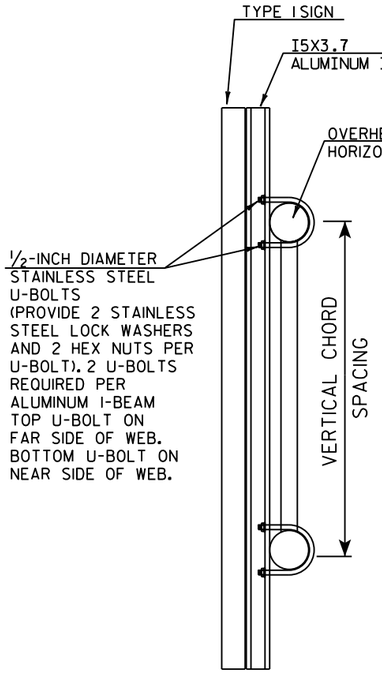
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 285 A4-6.12

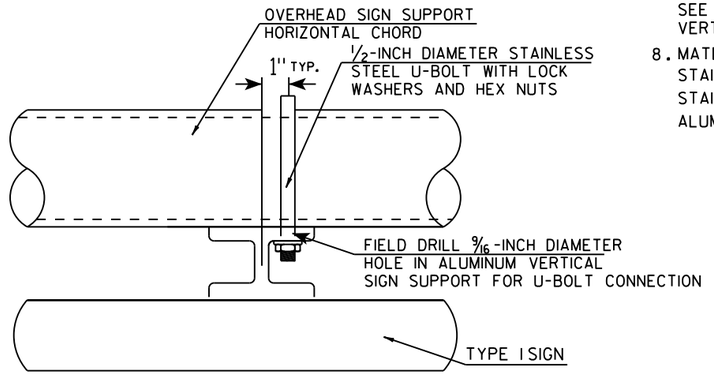
PROJECT NO:				SHEET NO:	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



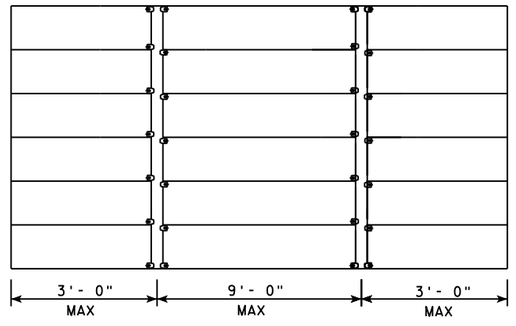
CUT SECTION A-A



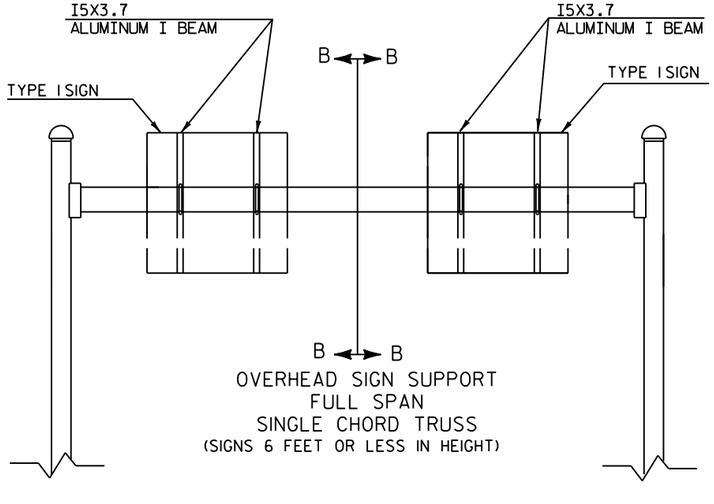
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

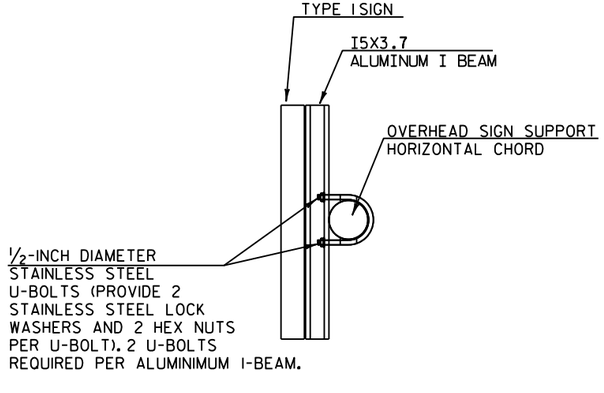
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



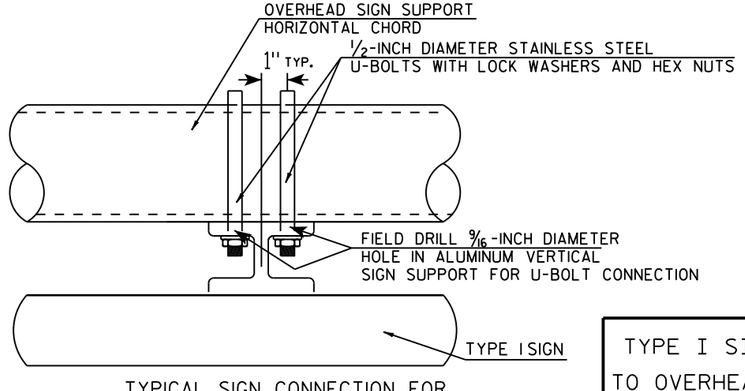
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

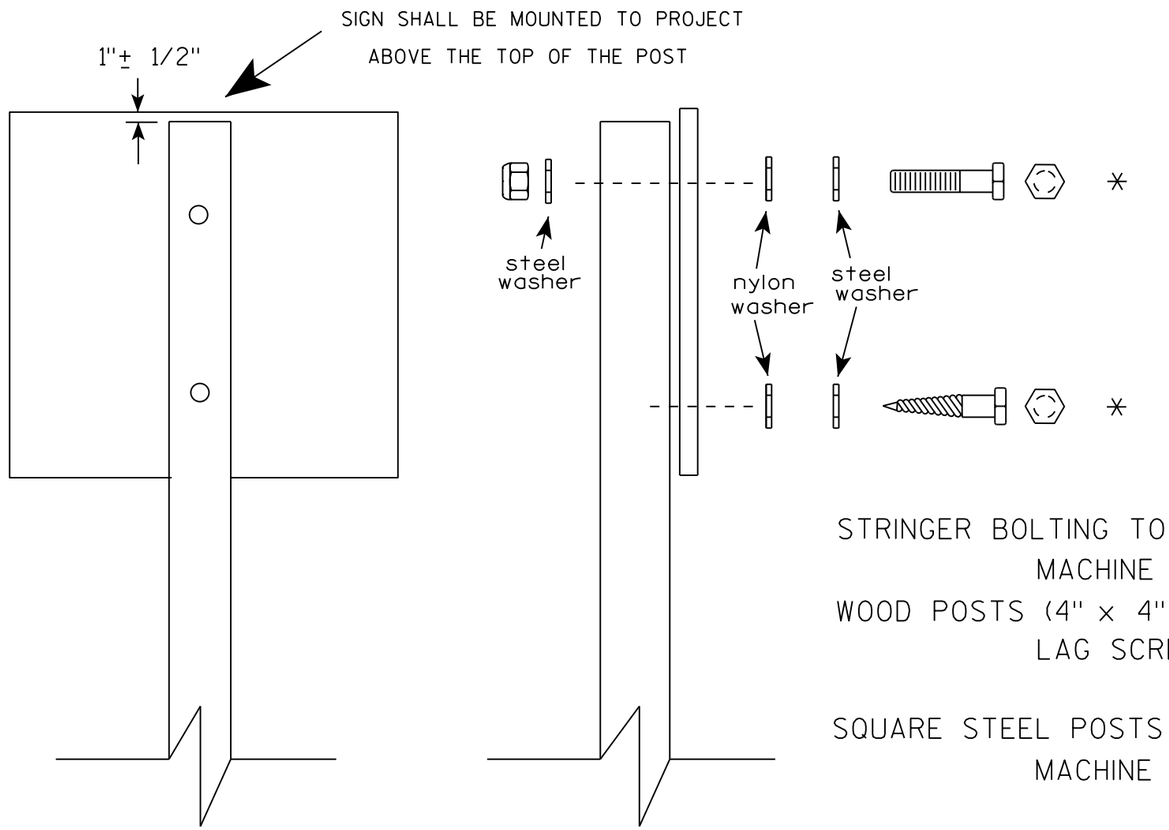
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

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

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)

3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)

3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

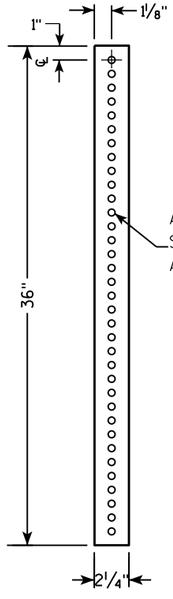
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

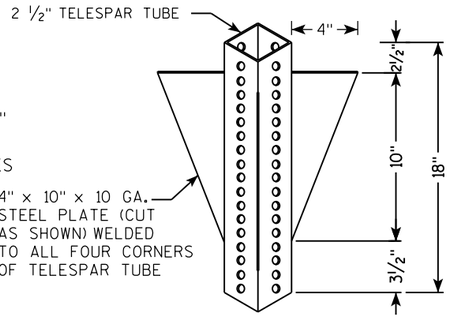
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

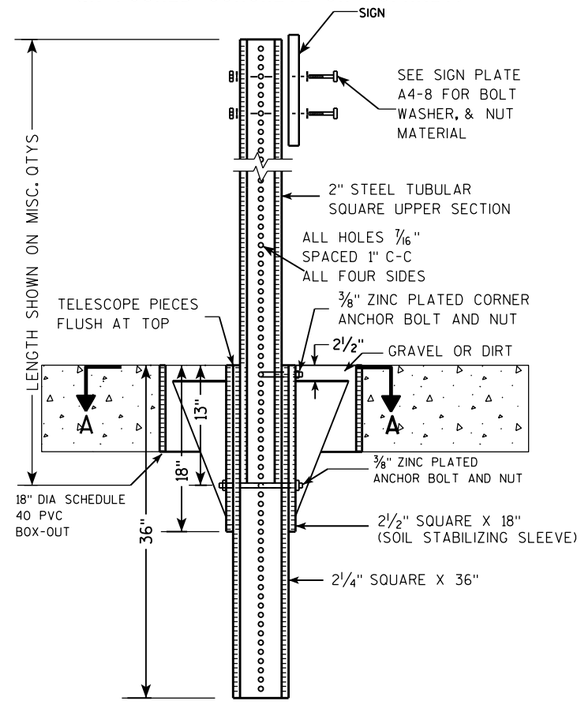
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



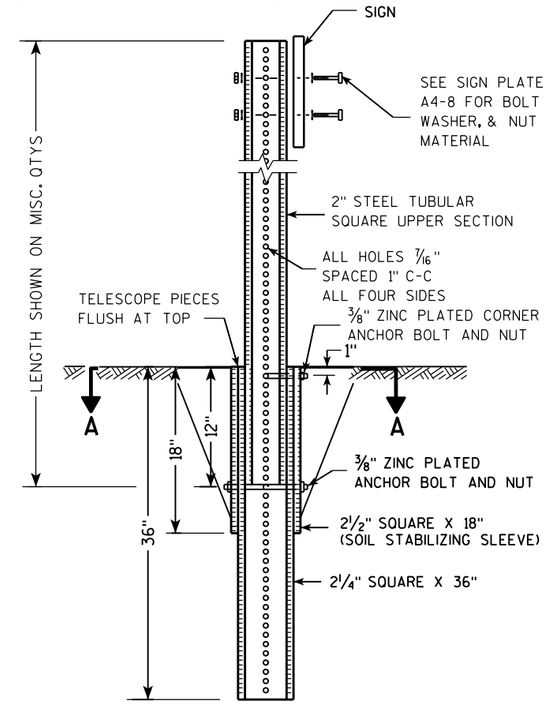
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

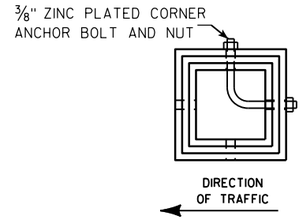


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

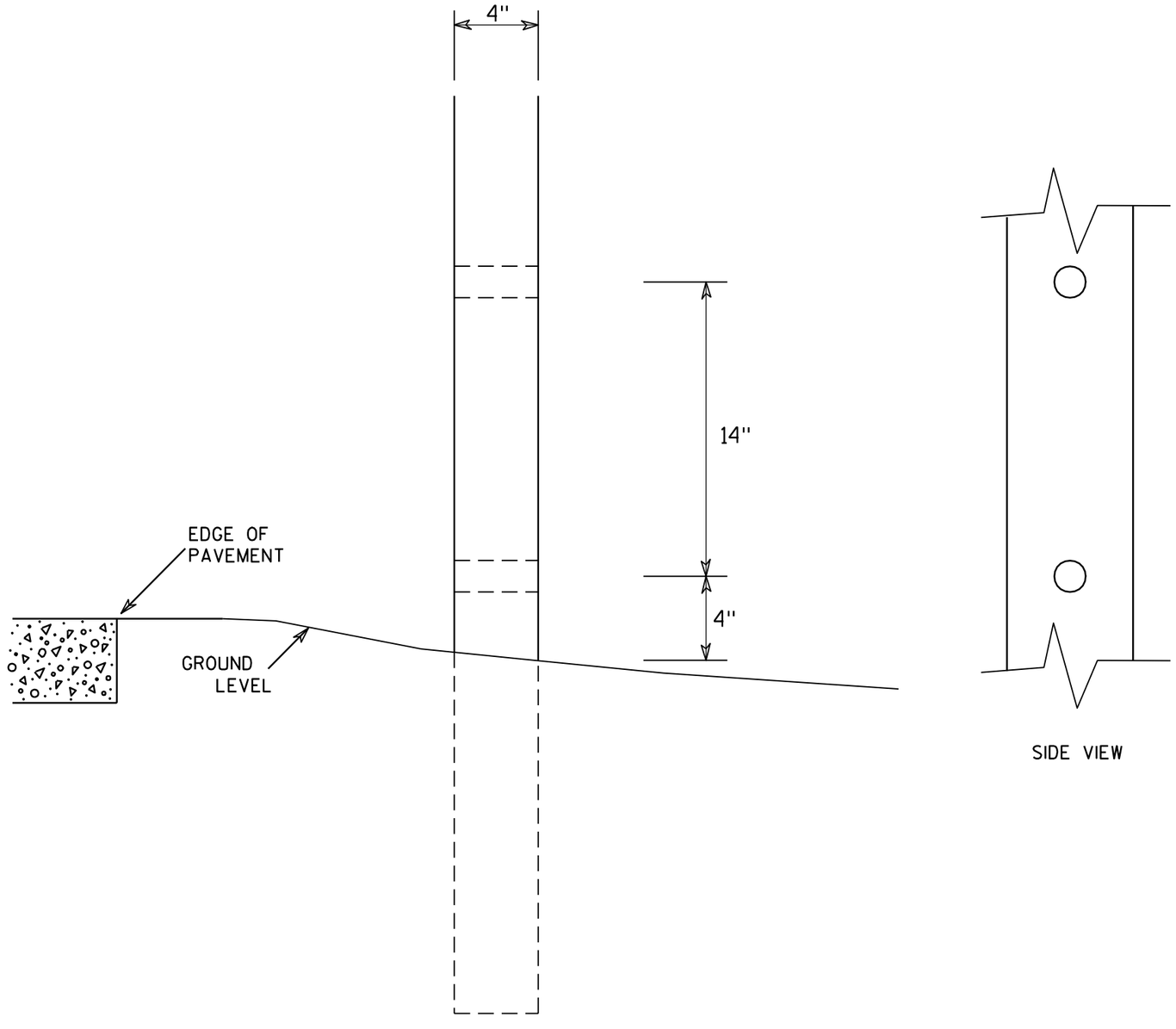
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 288 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

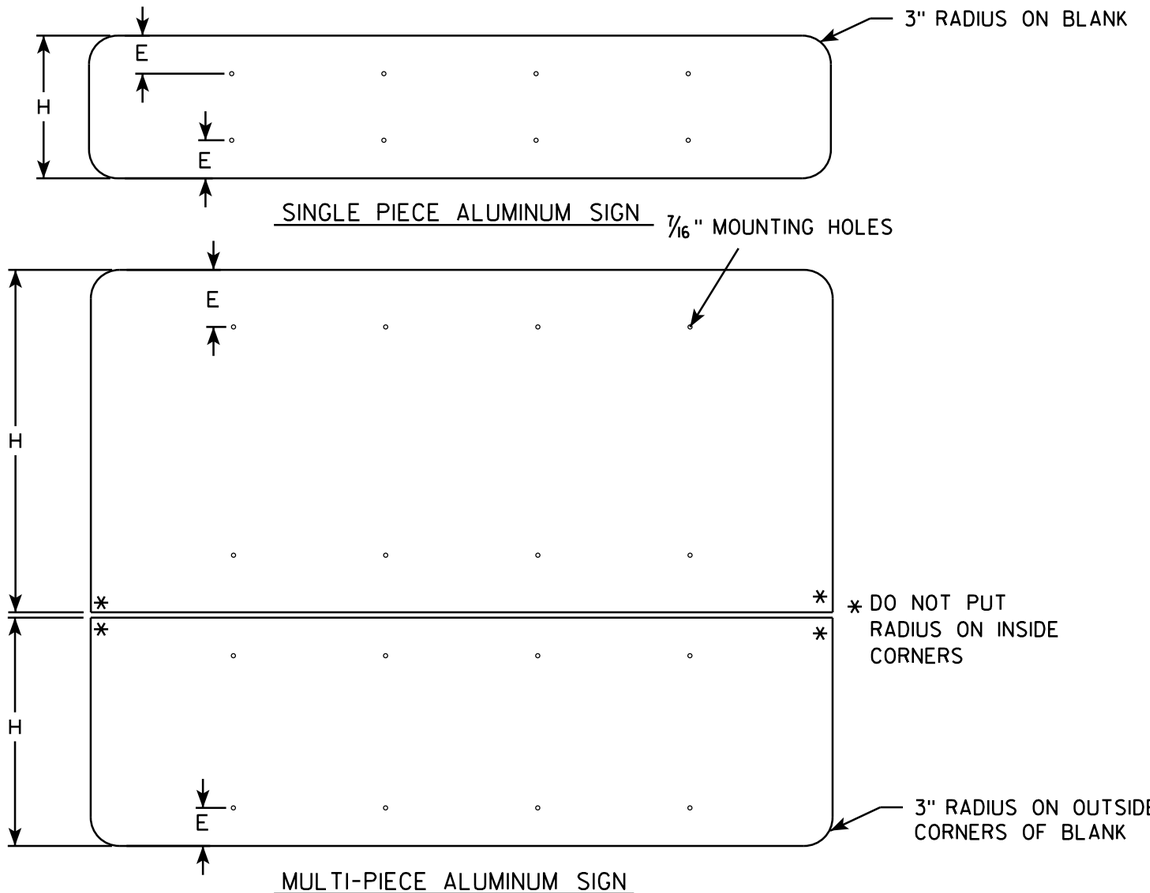
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

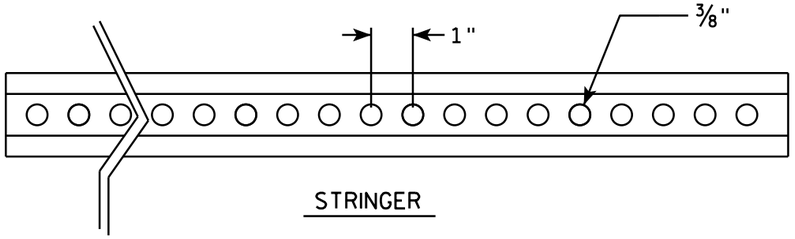
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	E



GENERAL NOTES

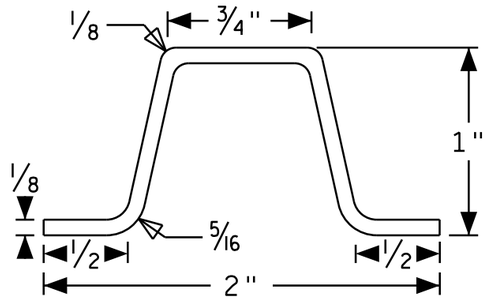
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

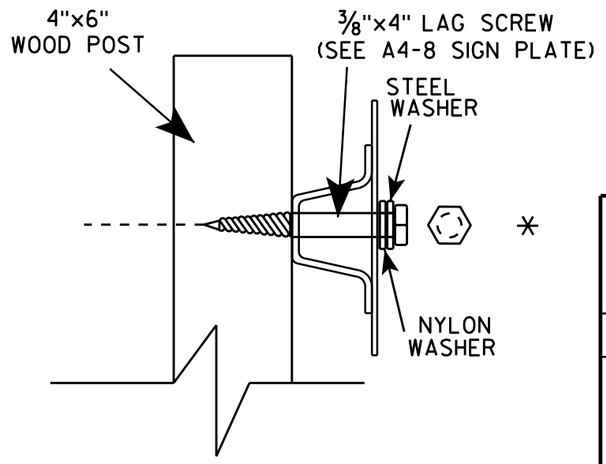


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

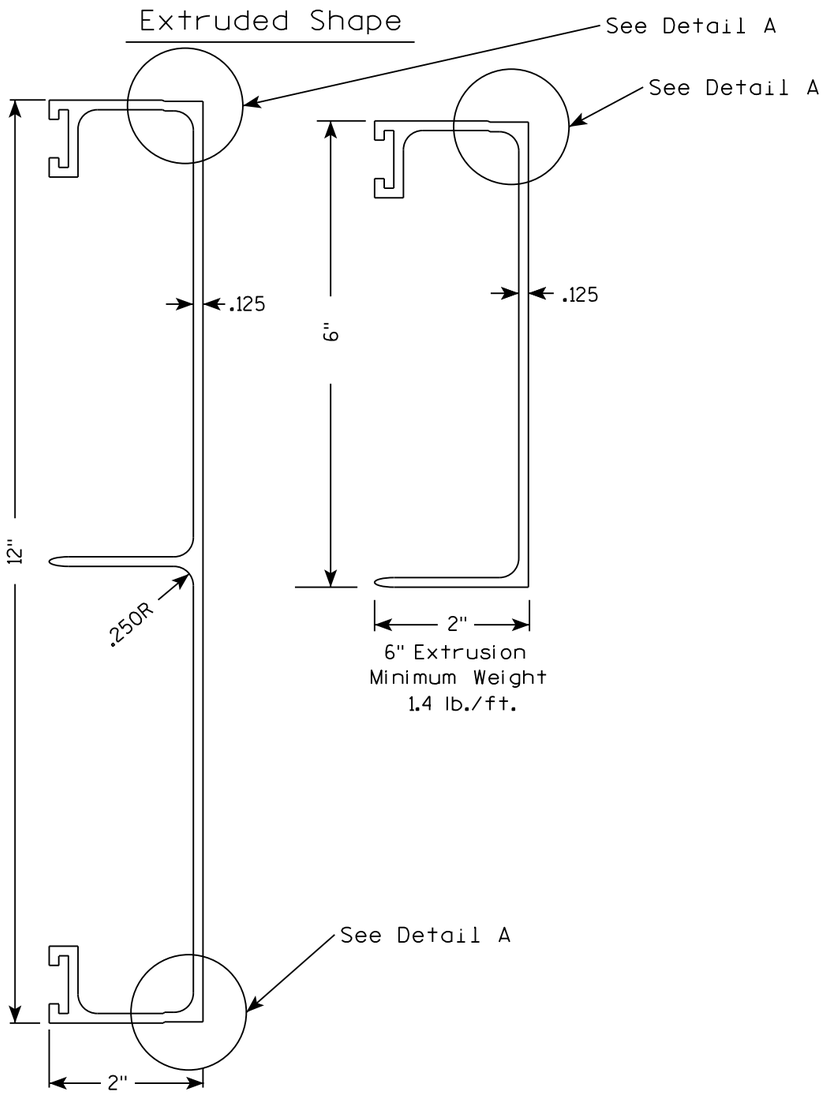
for State Traffic Engineer

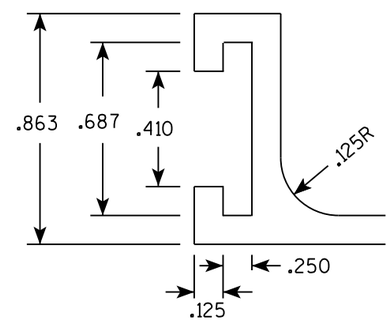
DATE 4/26/16 PLATE NO A4-18.1

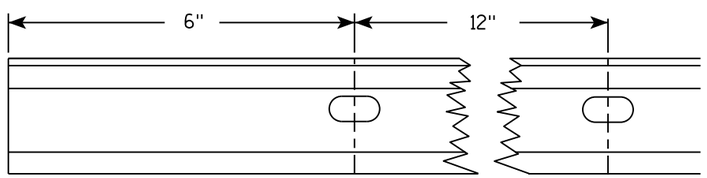
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







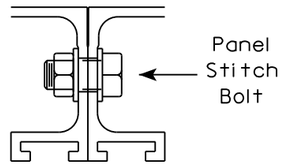
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

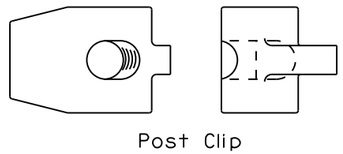
The hardware includes:

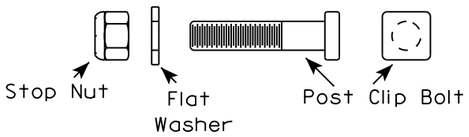
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

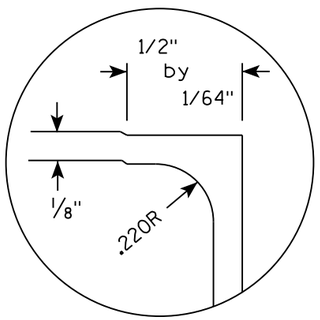
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

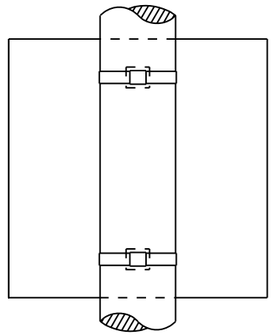
APPROVED Matthew R Rauch
for State Traffic Engineer

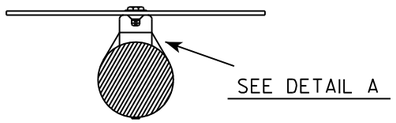
DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 291	E

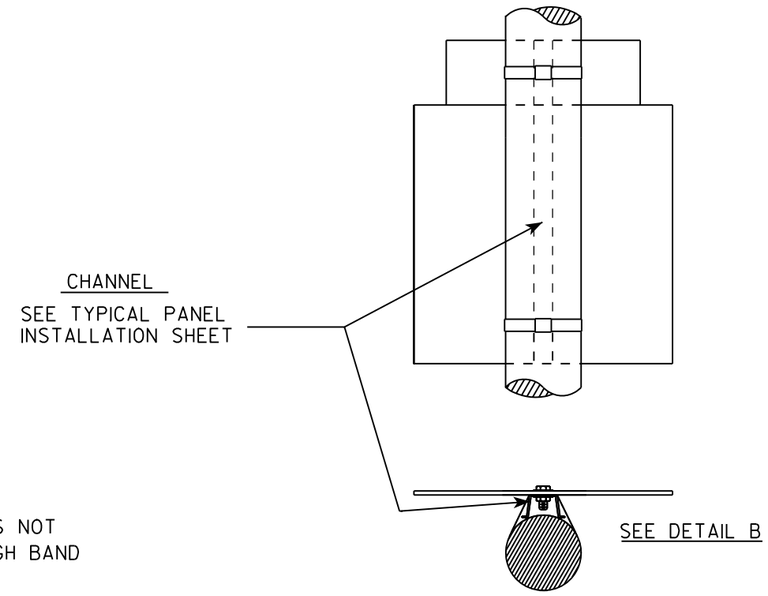
BANDING

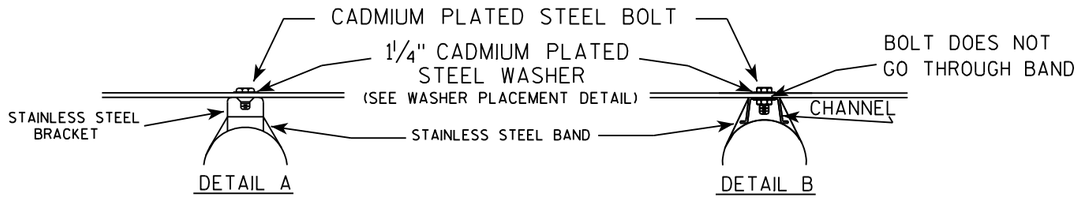
SINGLE SIGN



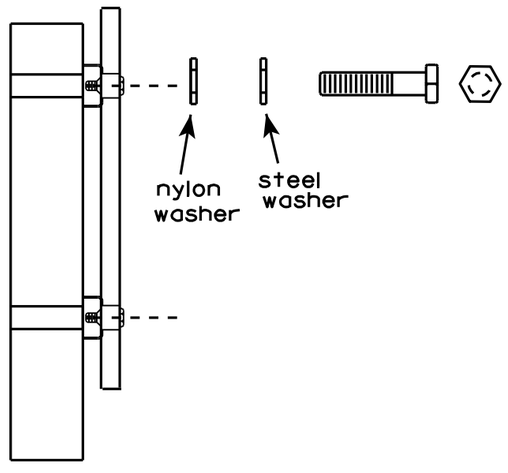


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

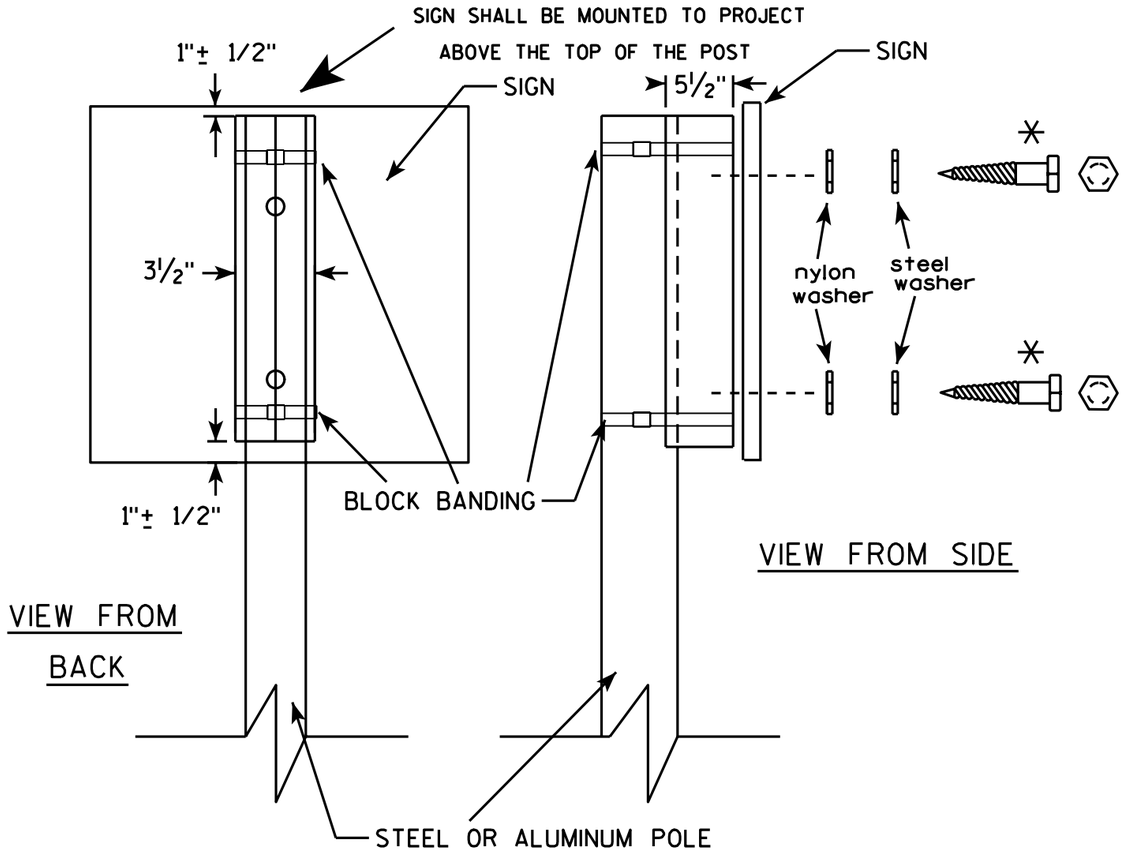
STANDARD SIGN
SIGN BANDING DETAILS

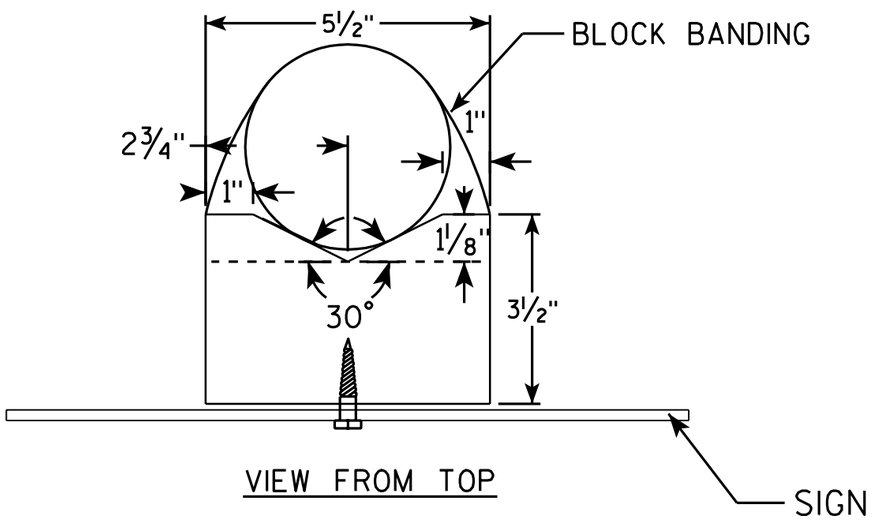
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

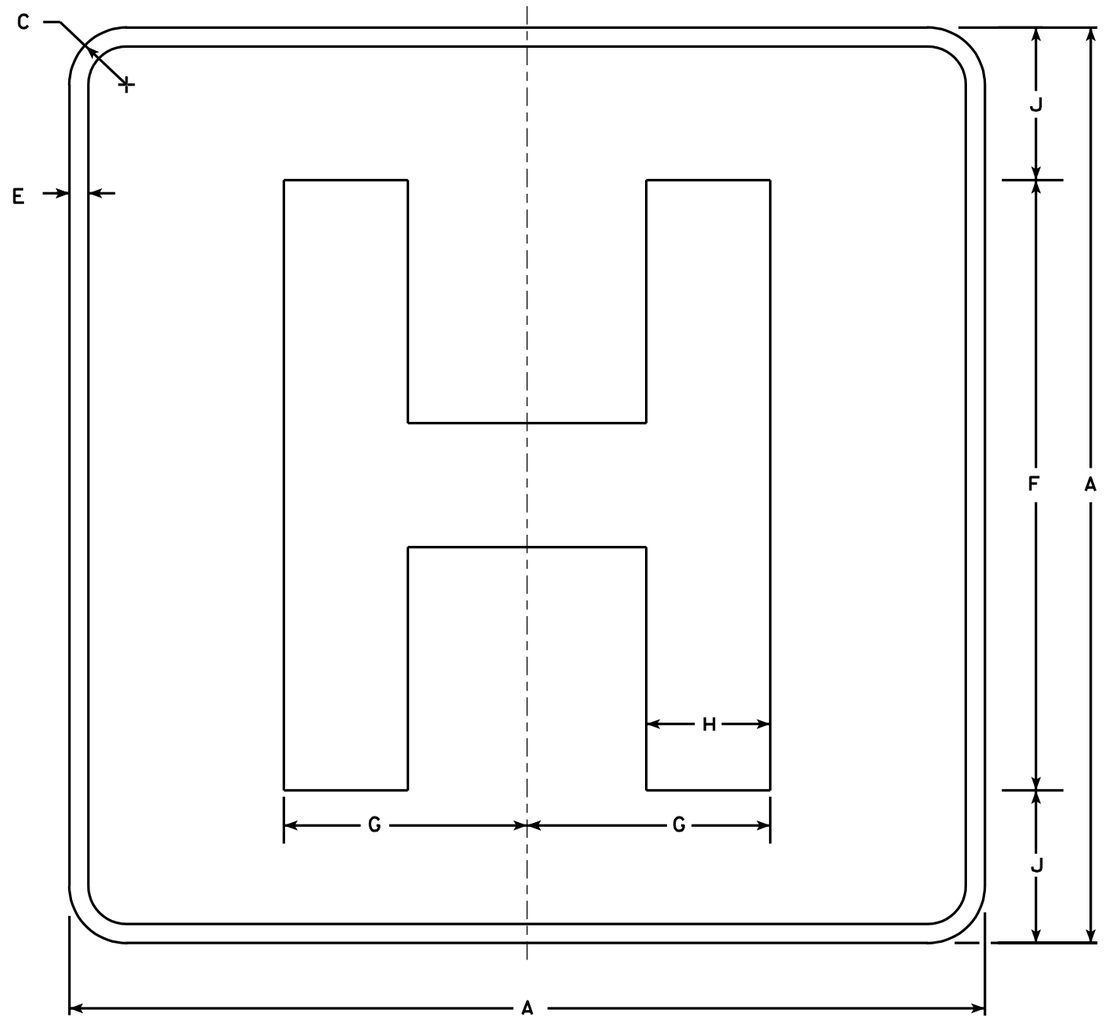
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 293 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph
WISDOT/CADDS SHEET 42



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

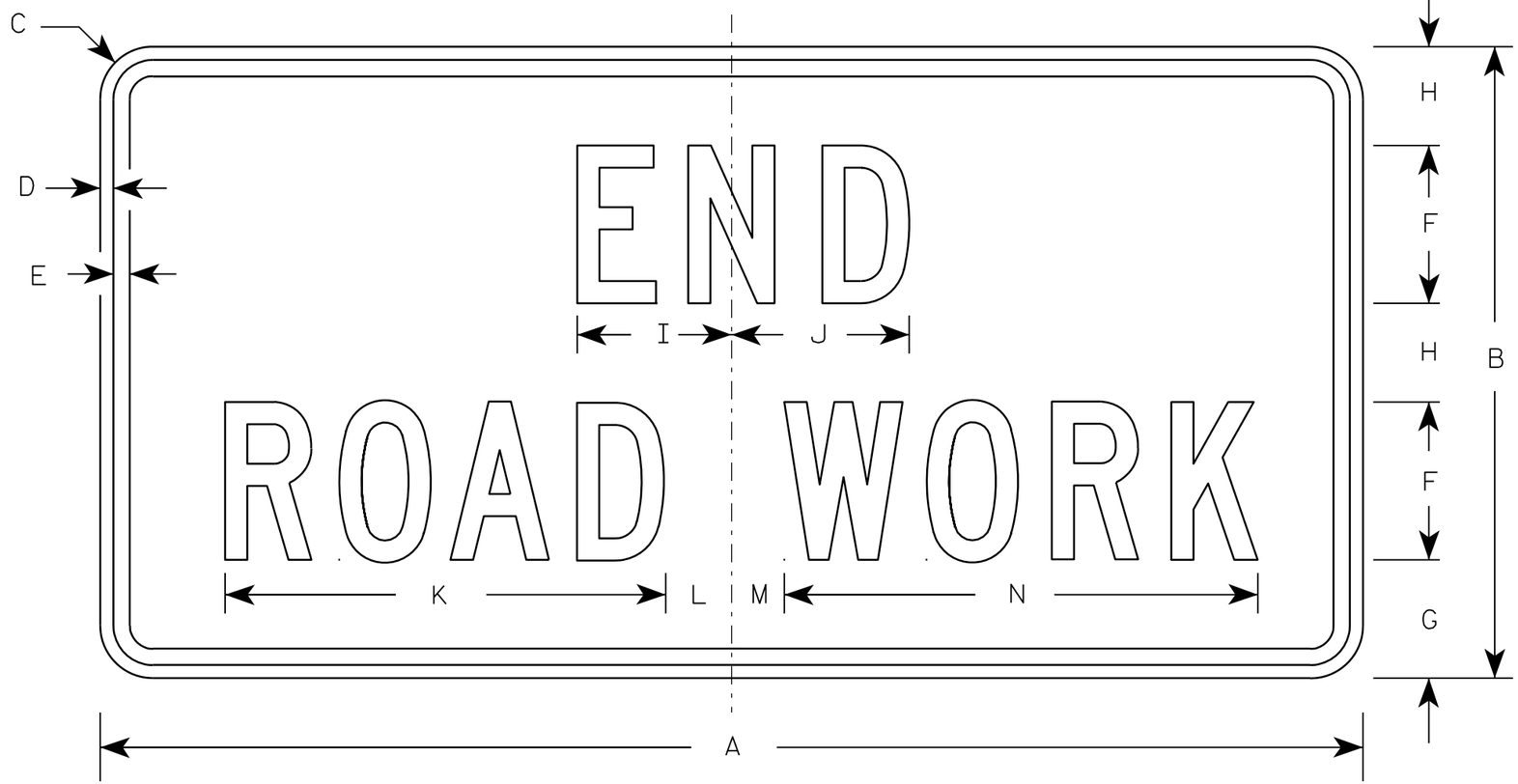
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 294 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

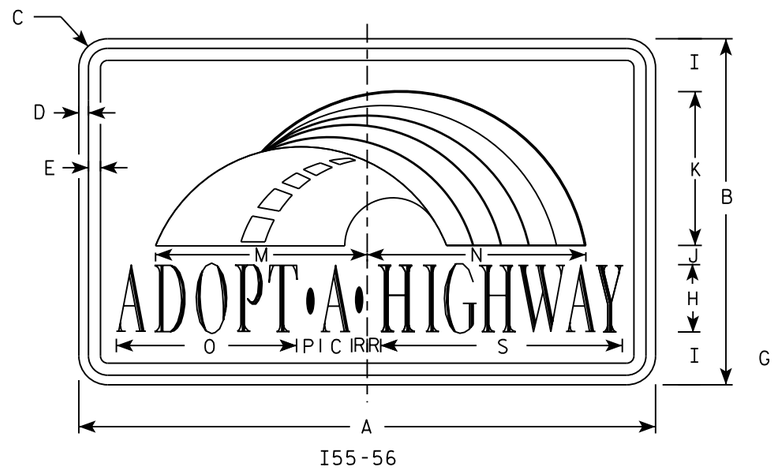
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

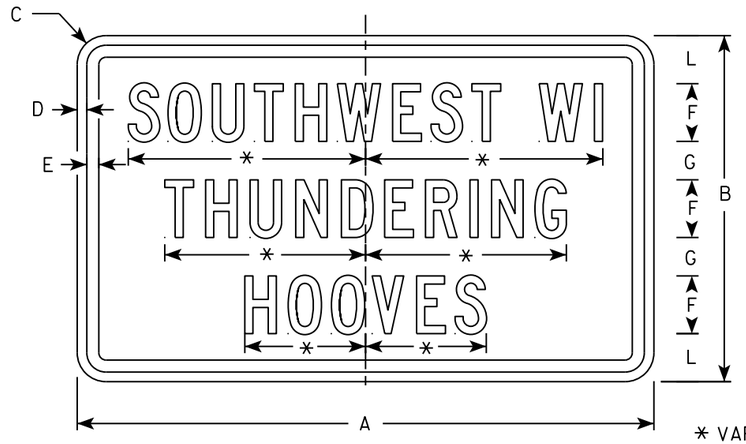
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 295	E



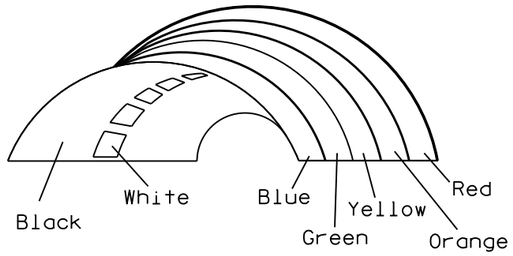
I55-56



I55-56P

* VARIES

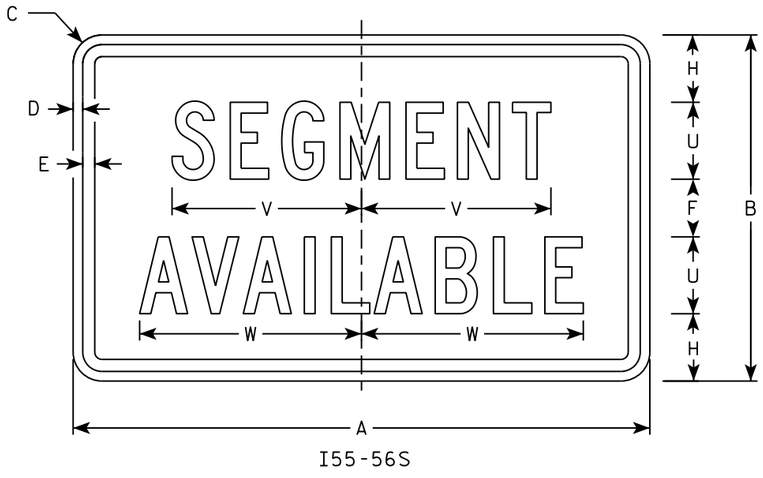
Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
   Adopt a Highway - Red
   All other Text - Blue
5. Adopt a Highway - Dutch 8011L
   All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

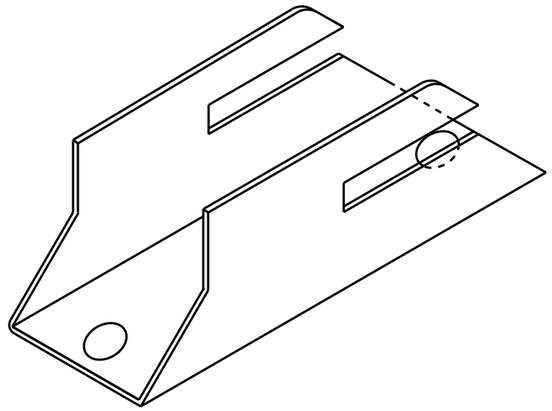
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

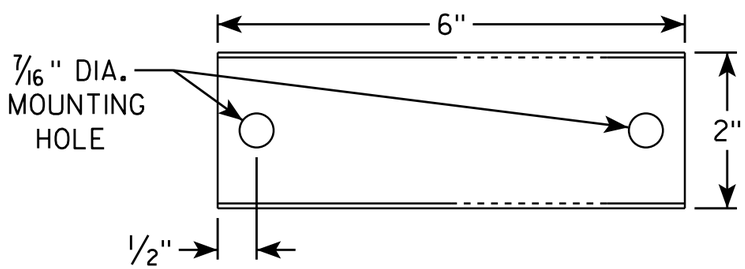
DATE 2/20/18 PLATE NO. I55-56.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E

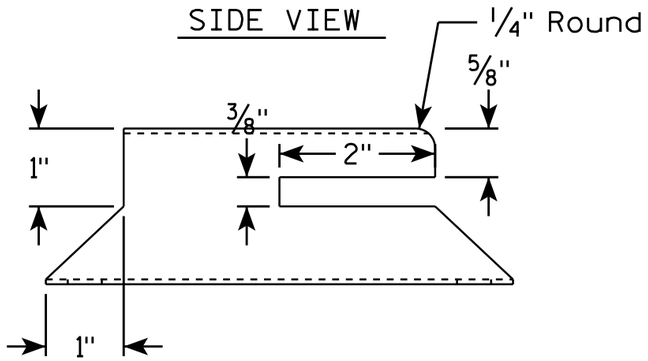
ISOMETRIC VIEW



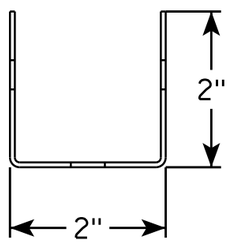
TOP VIEW



SIDE VIEW



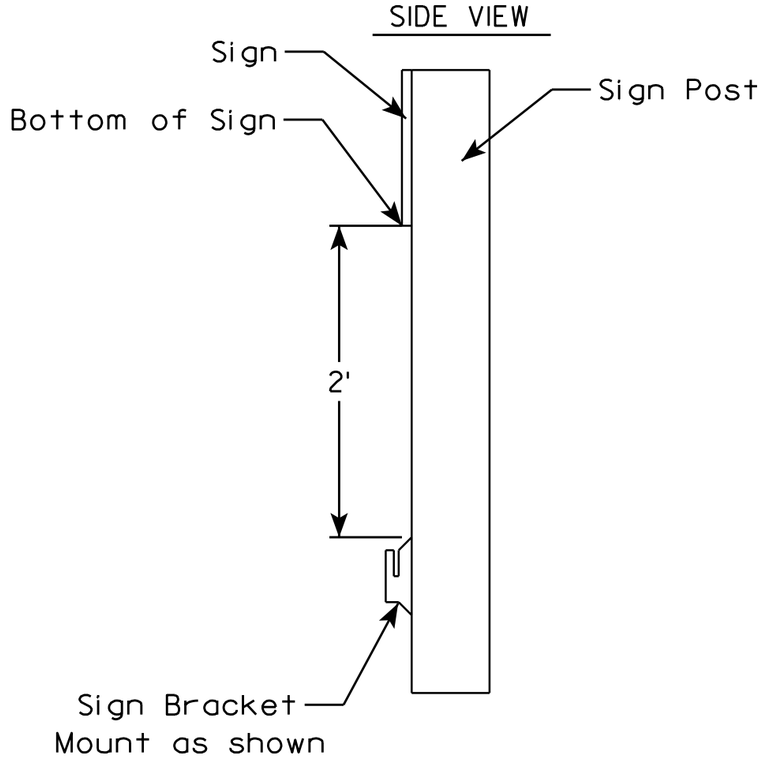
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

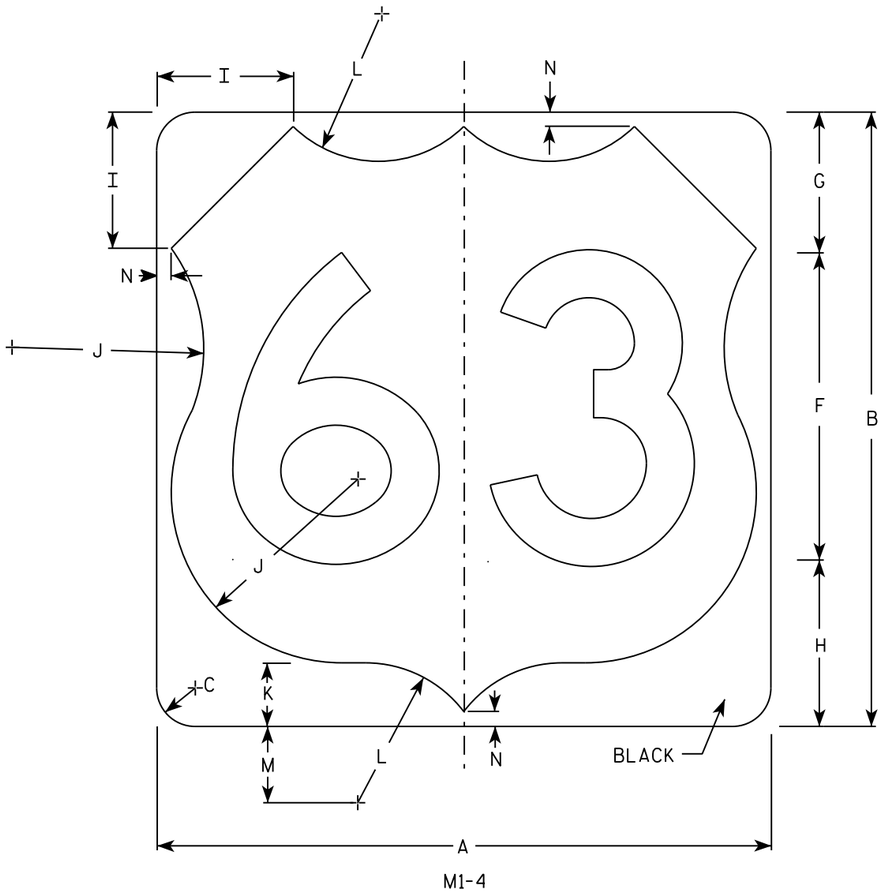
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

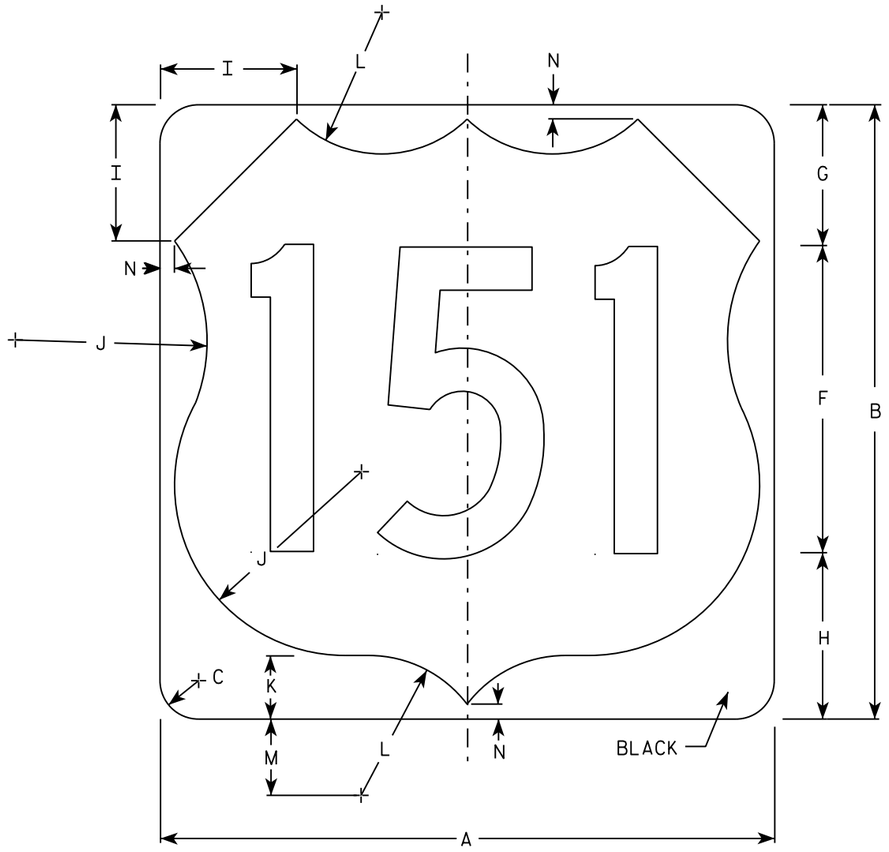
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

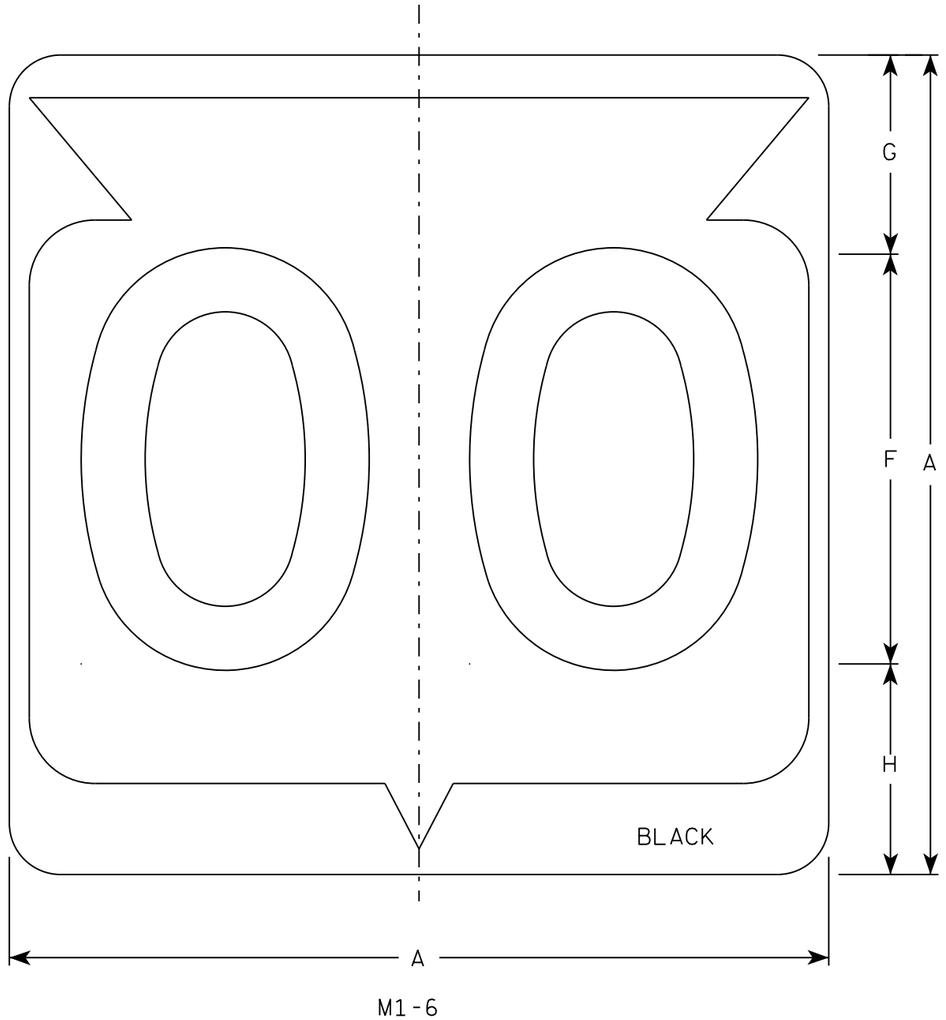
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

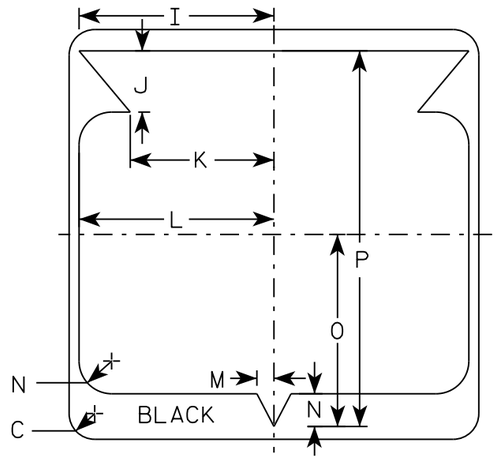
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

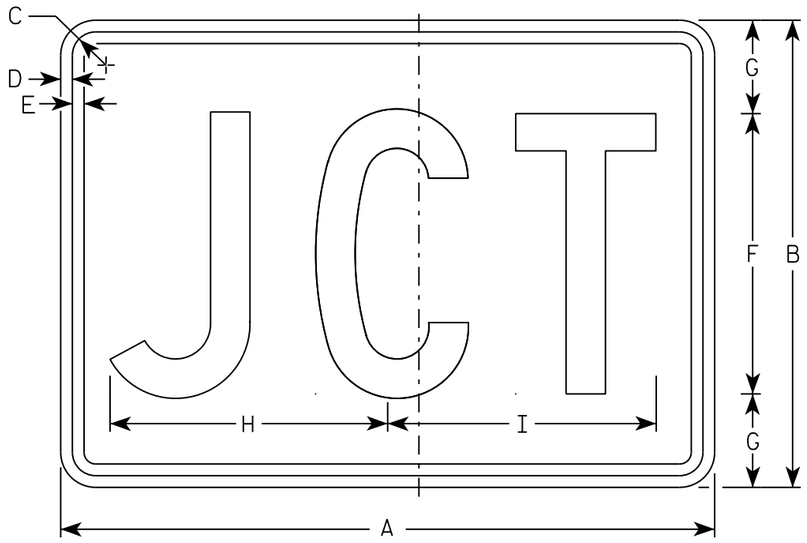
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

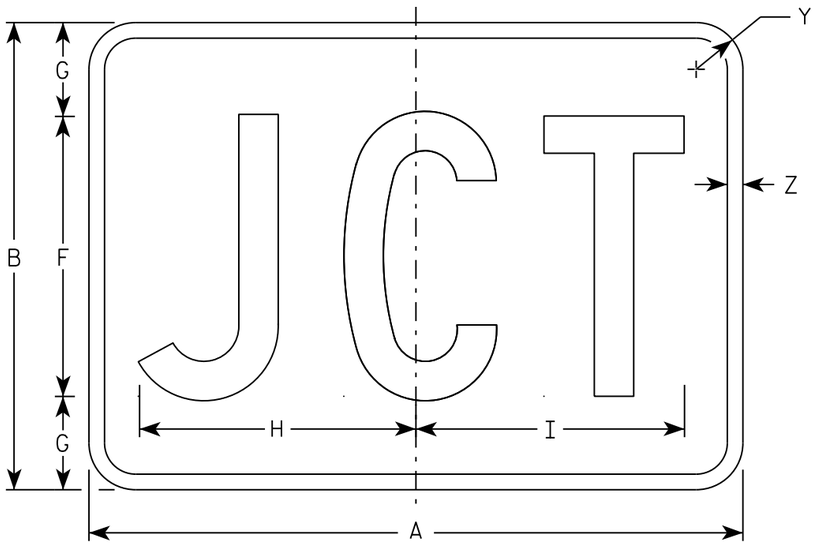
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 | E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

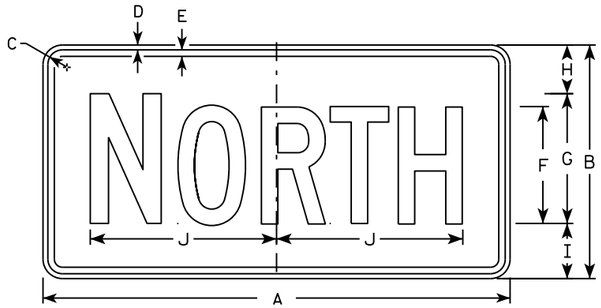
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

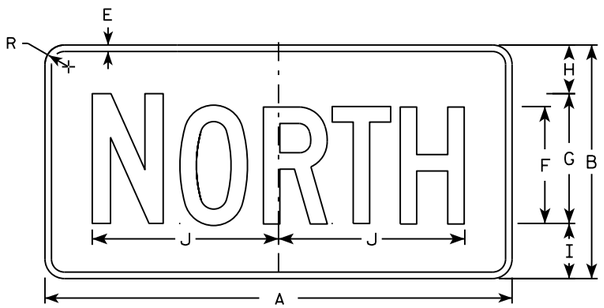
DATE 10/15/15 PLATE 300 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



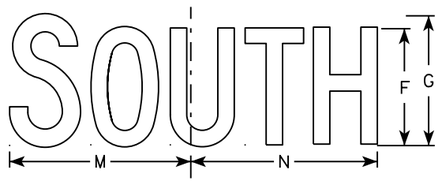
M3-1
MM3-1
MP3-1



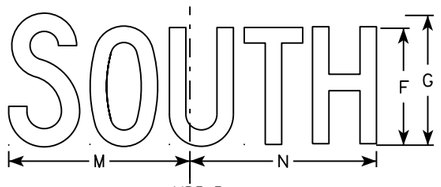
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

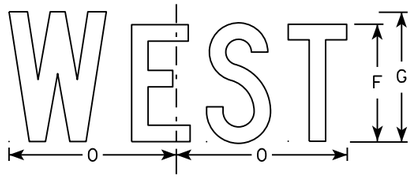
MB3-2
MK3-2
MN3-2



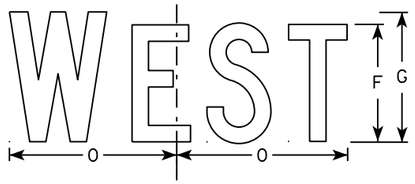
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

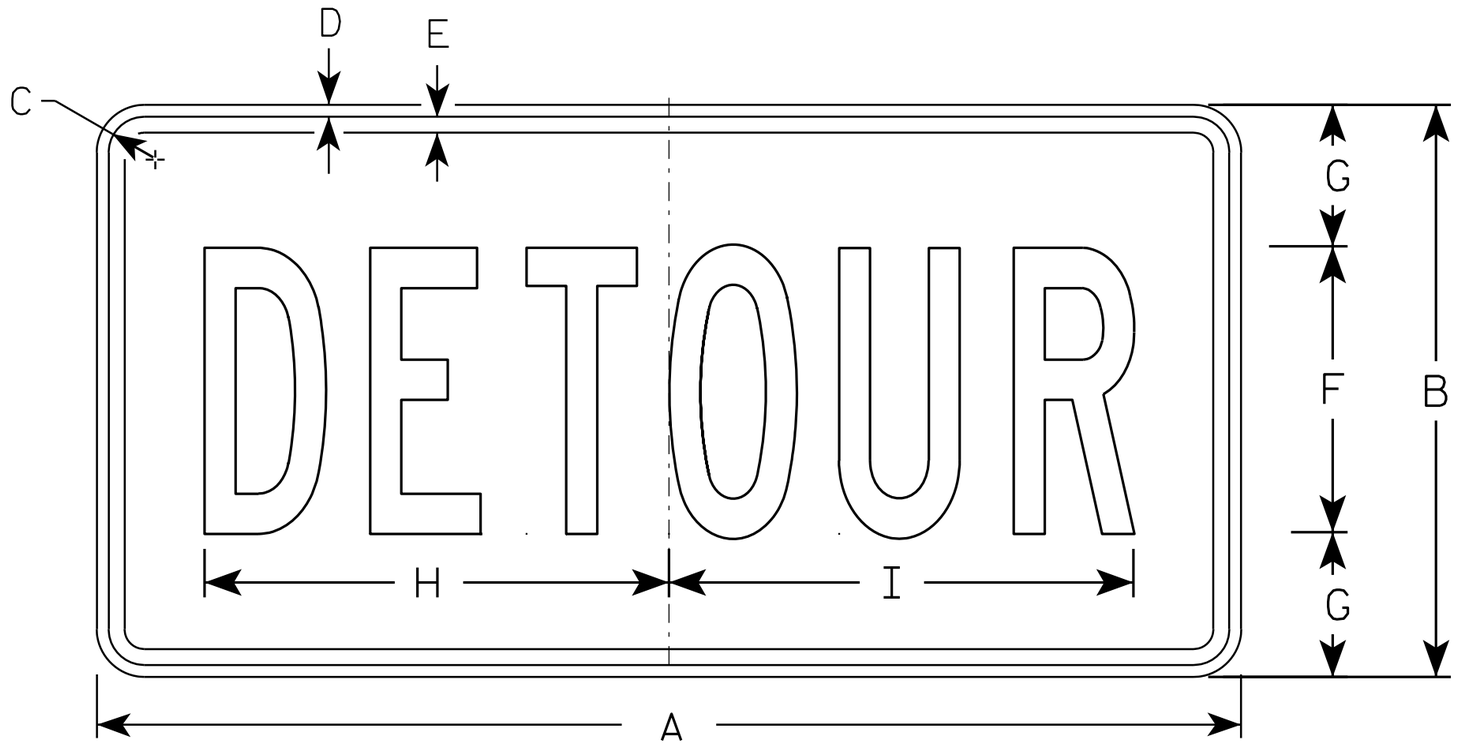
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

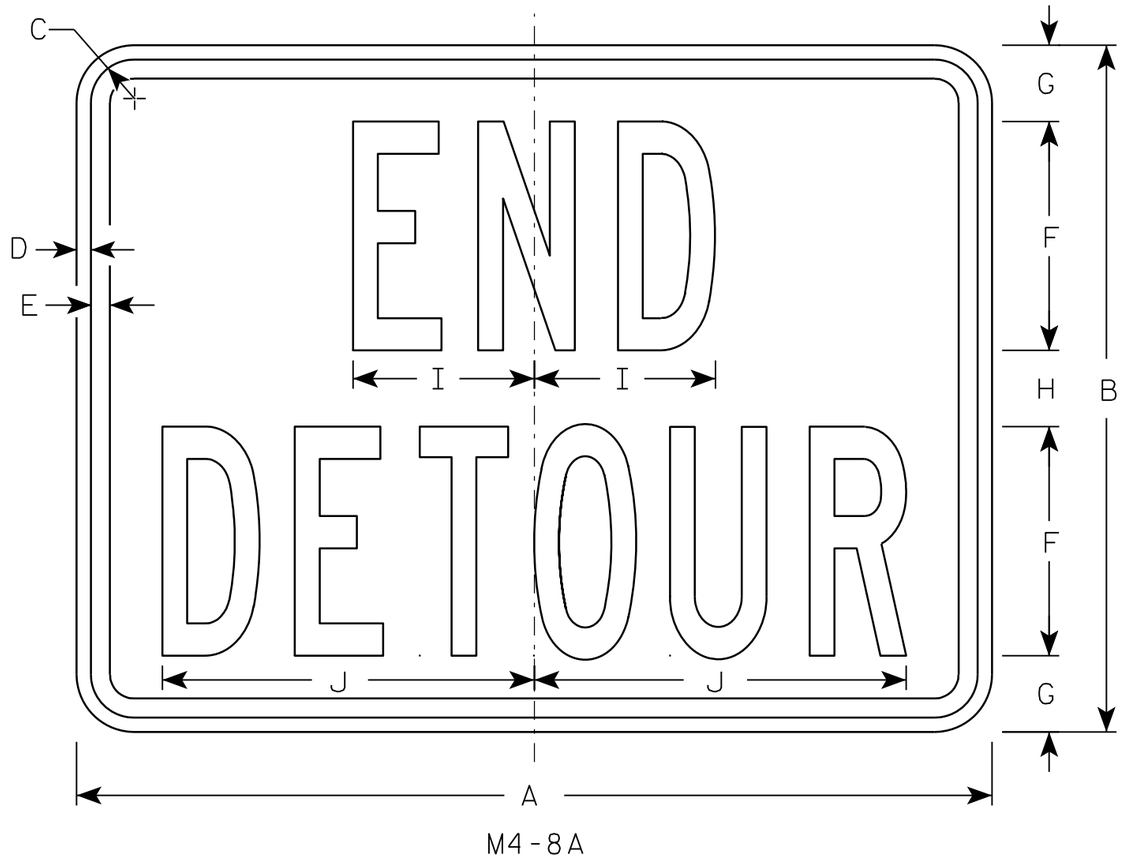
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

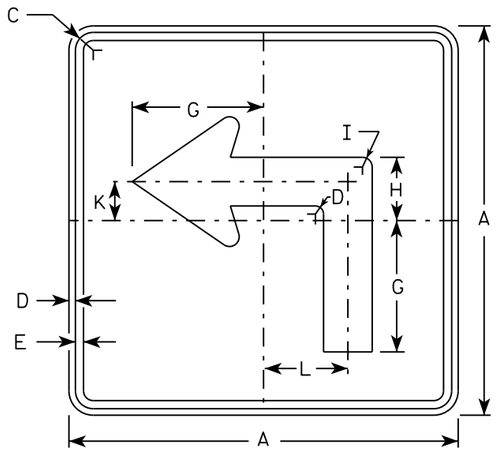
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

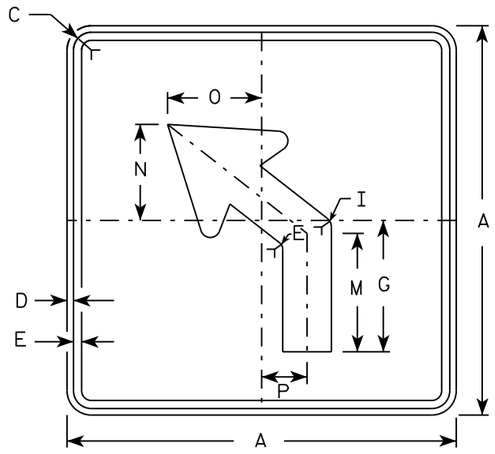
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

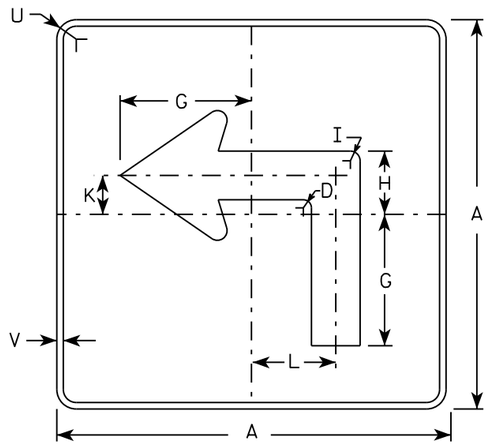
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E



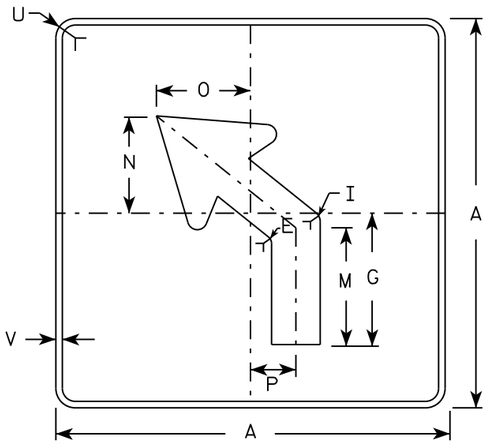
M5-1L
MM5-1L
MO5-1L
MP5-1L



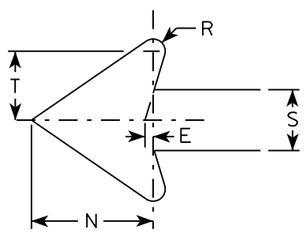
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

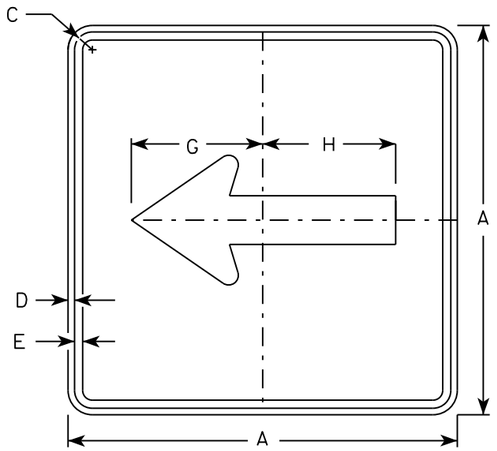
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

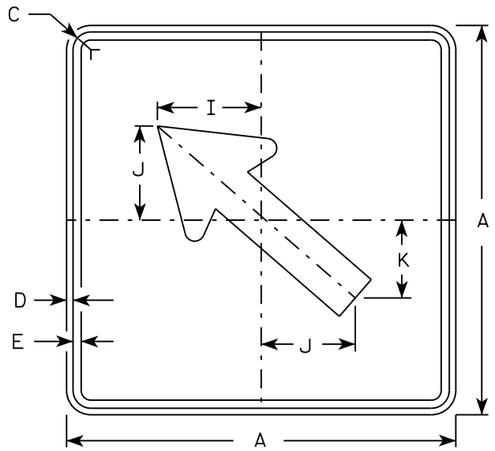
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



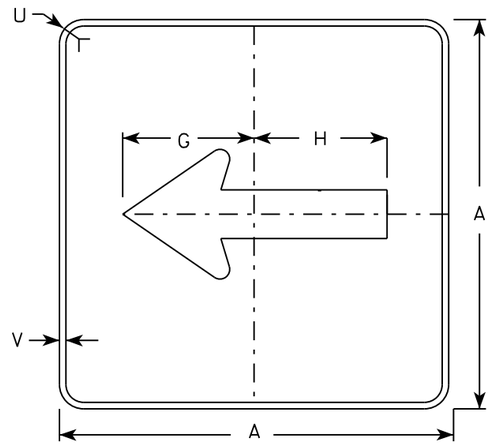
M6-1
MM6-1
MO6-1
MP6-1



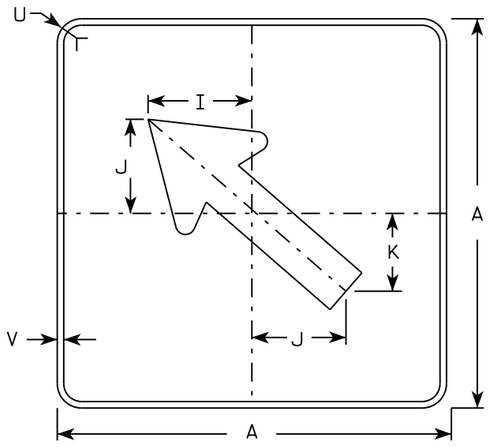
M6-2
MM6-2
MO6-2
MP6-2

NOTES

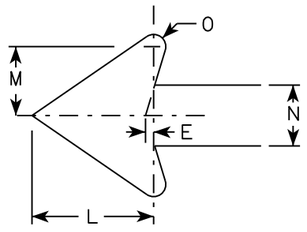
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

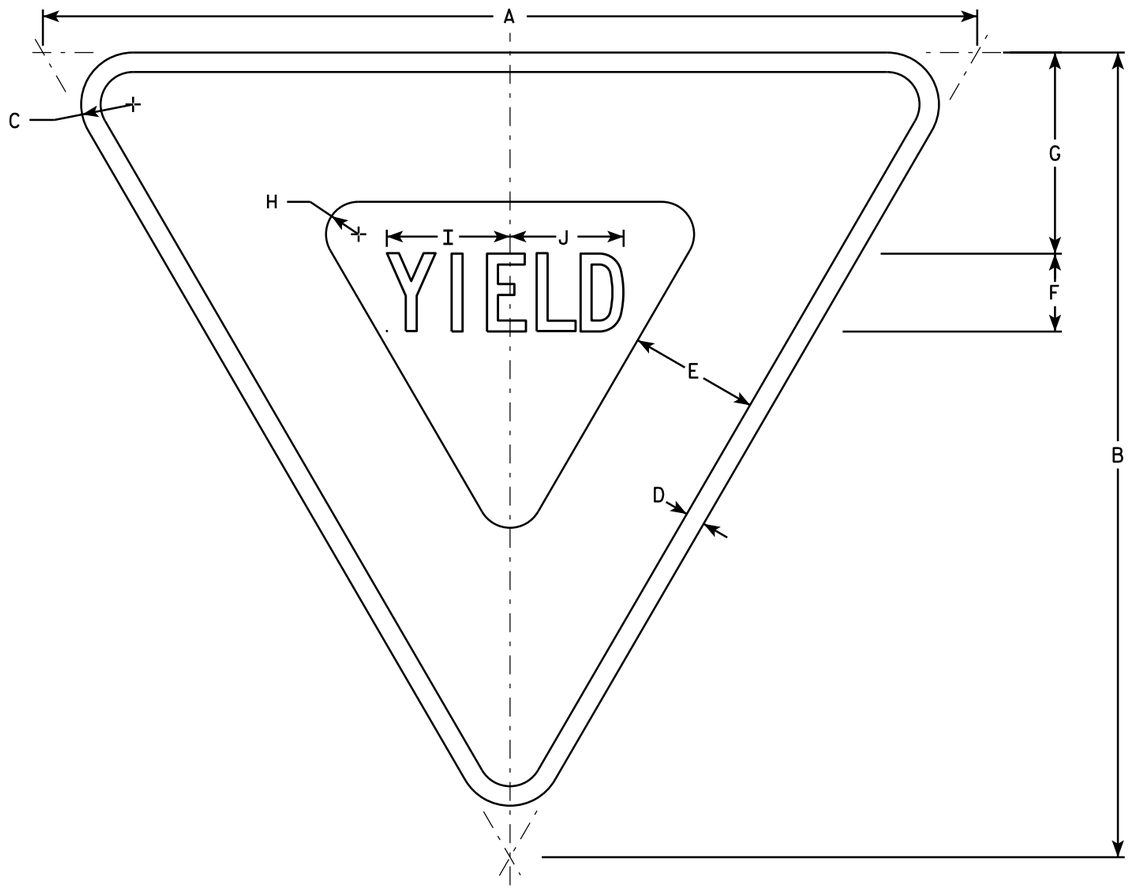
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 305 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

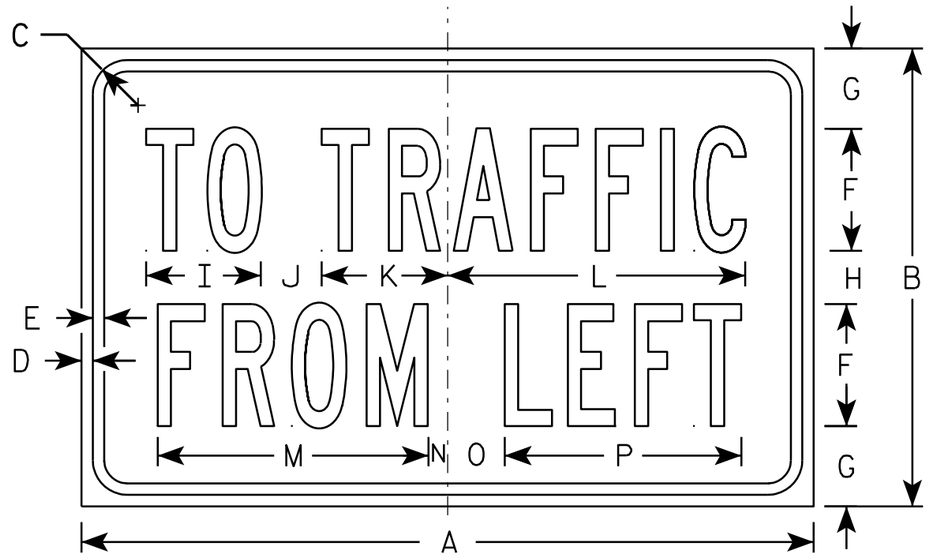
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

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

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



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

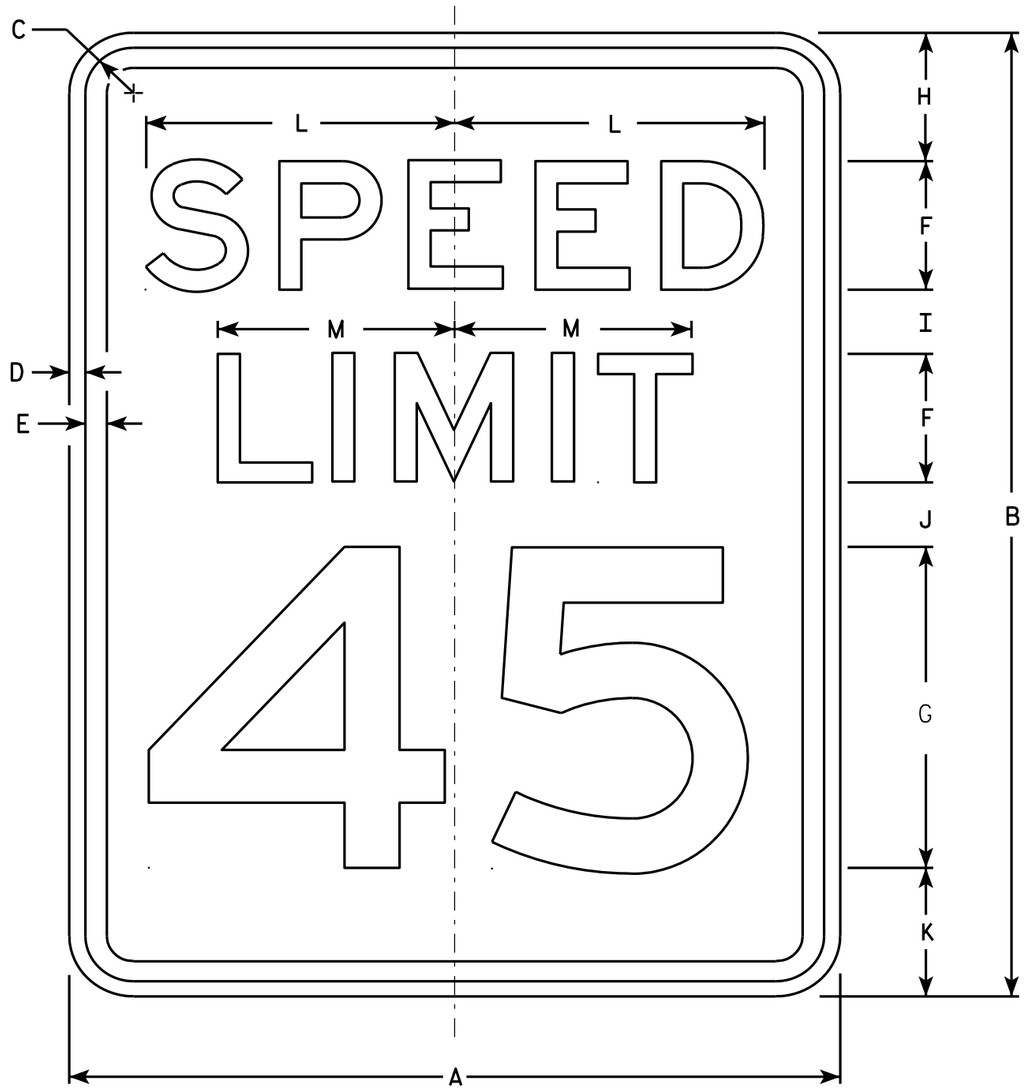
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 307 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

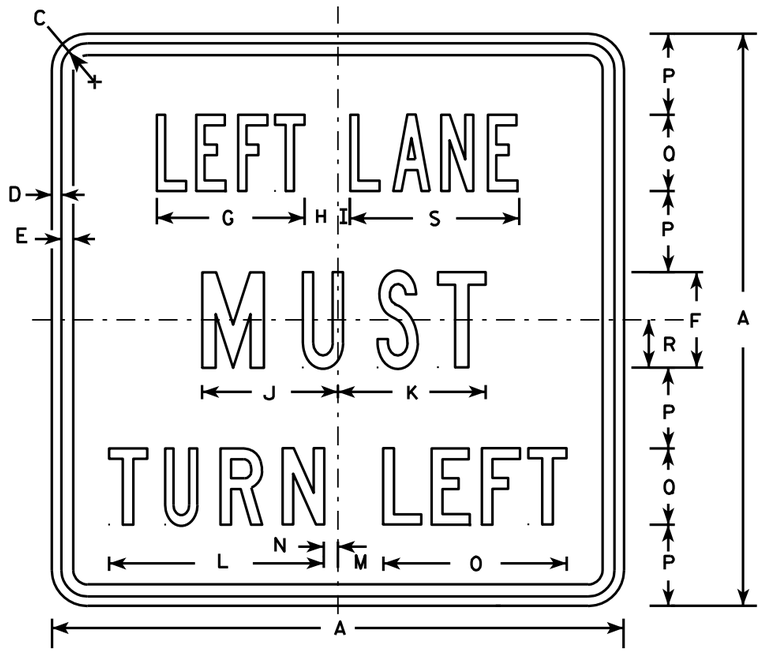
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

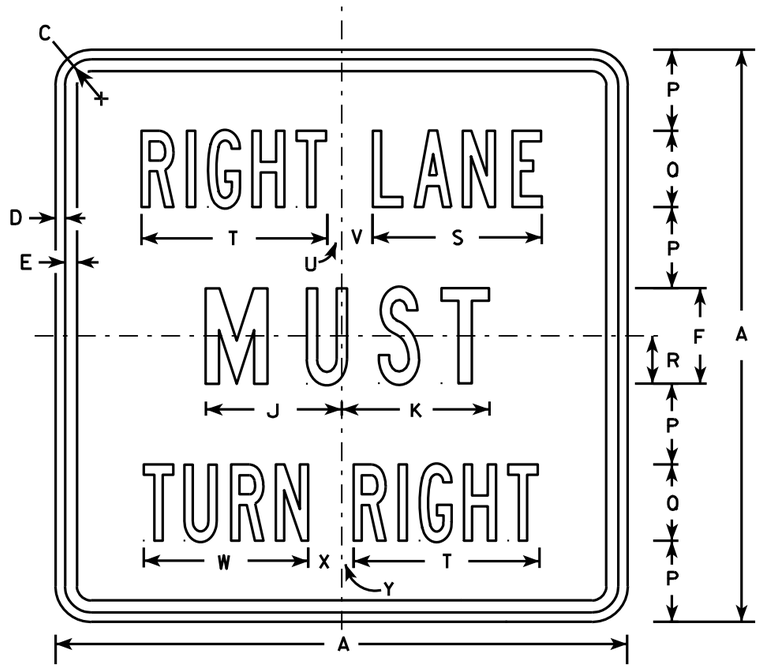
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

WISDOT/CADDS SHEET 42



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

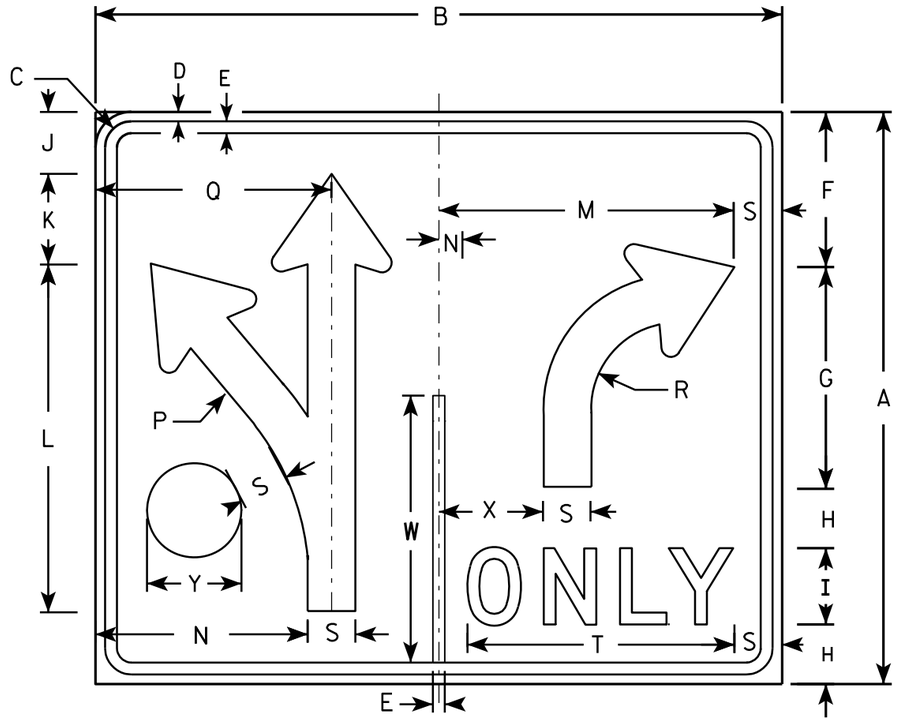
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

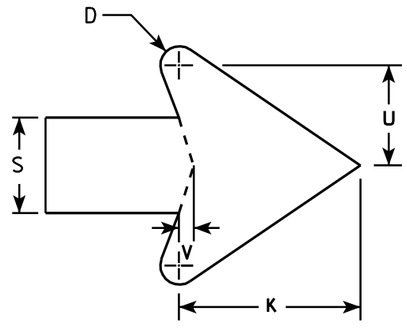
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 | E



R3-8DD



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

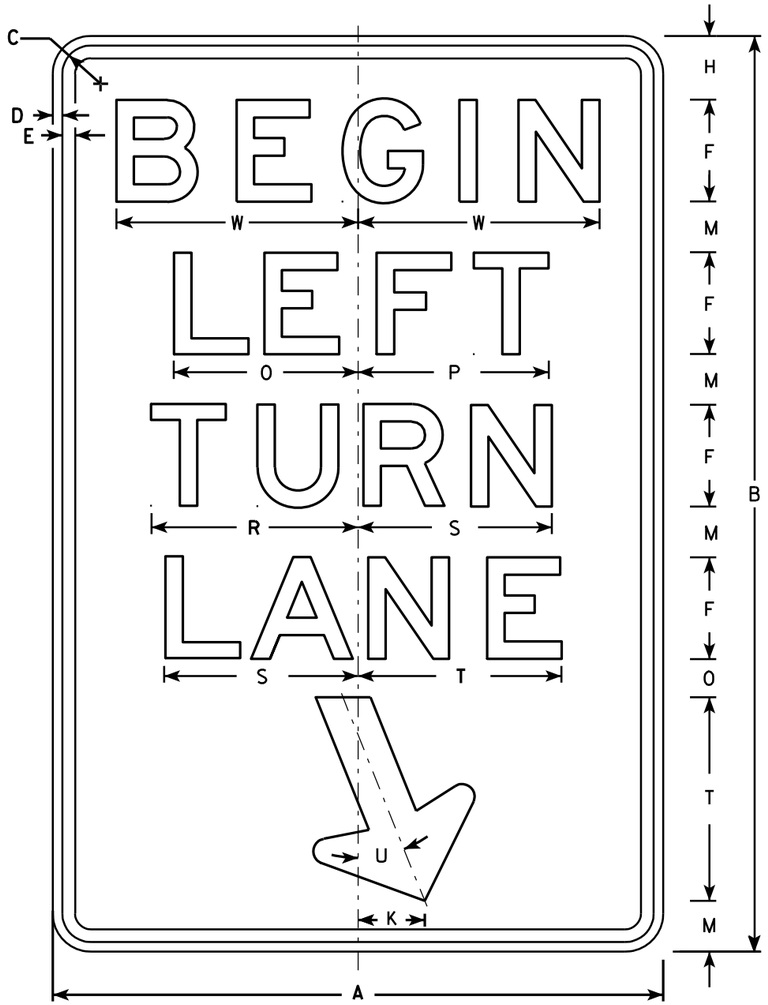
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

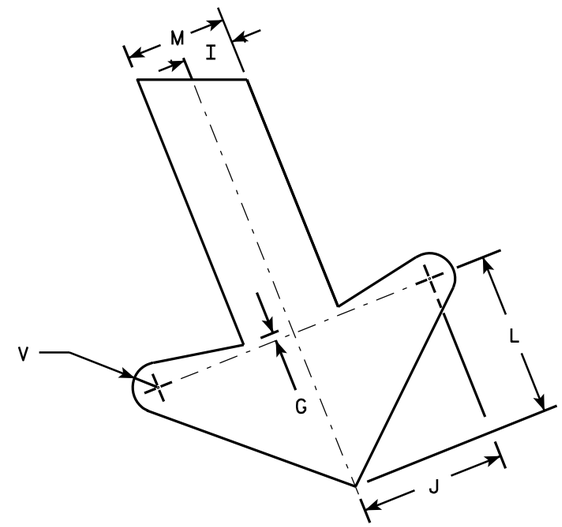
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 310	E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

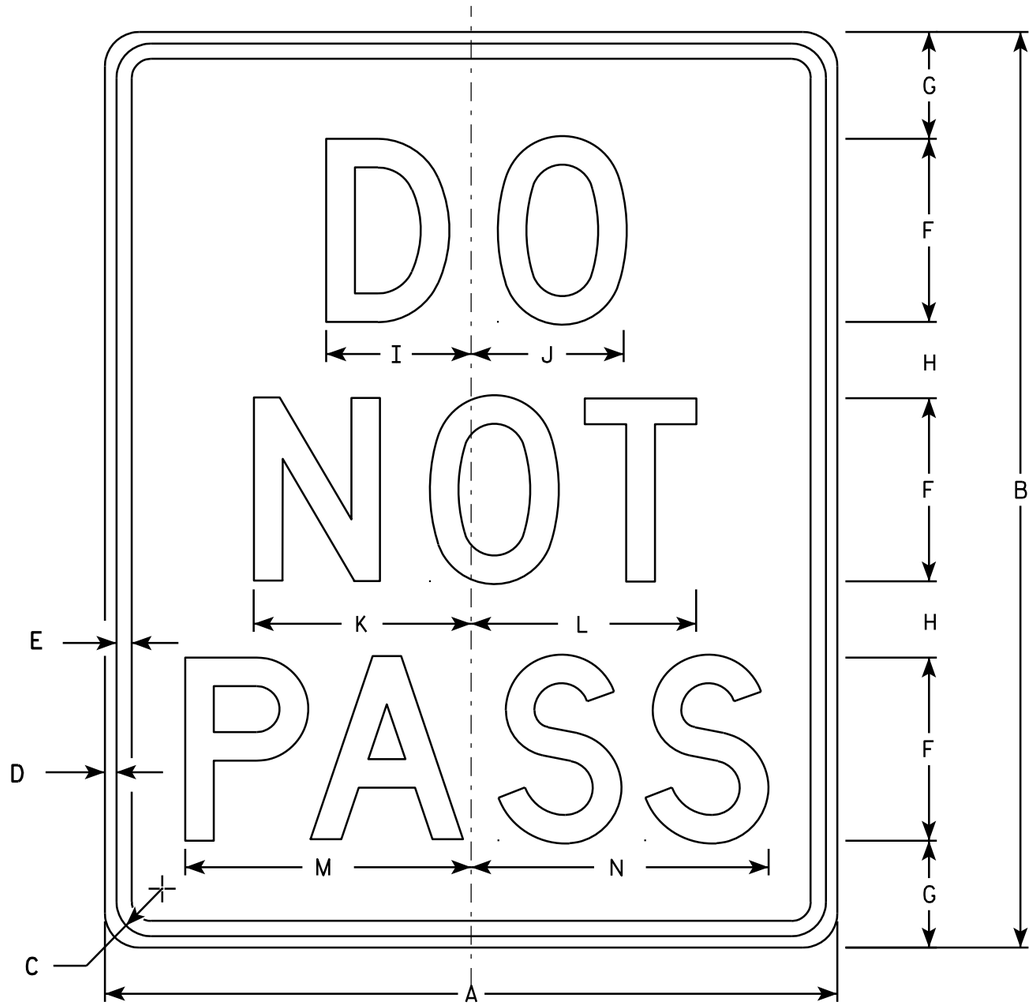
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | 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

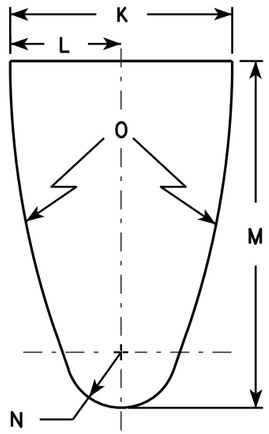
STANDARD SIGN
R4-1

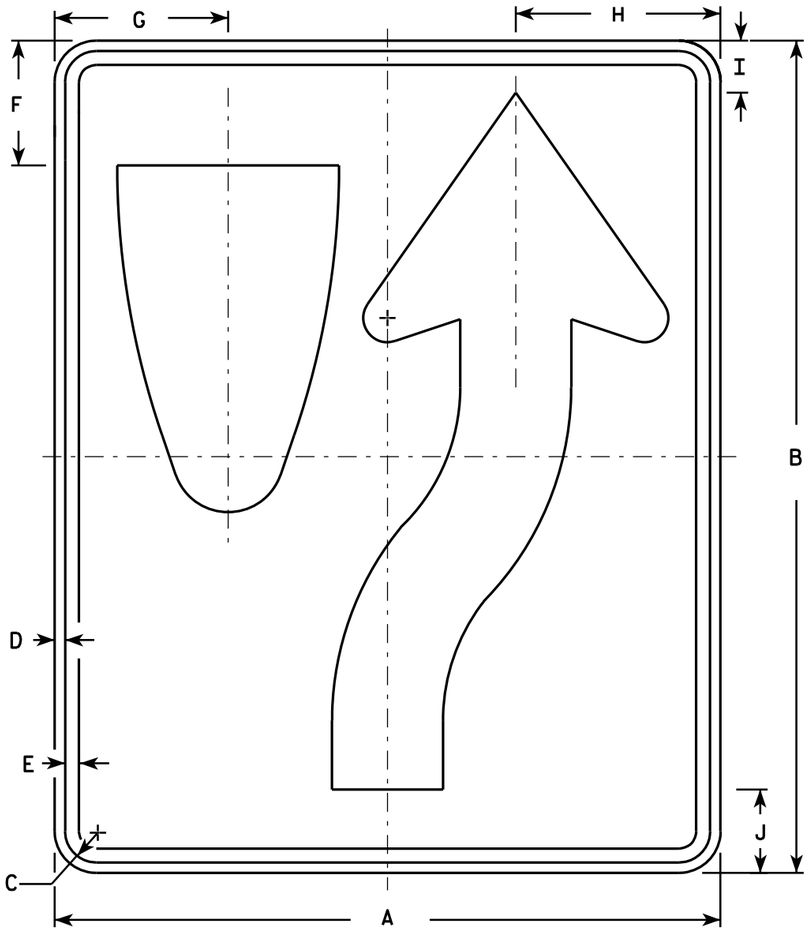
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E

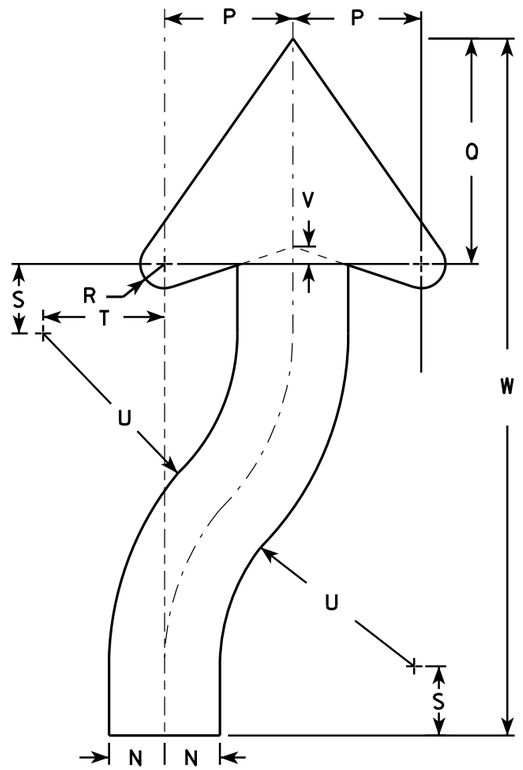




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

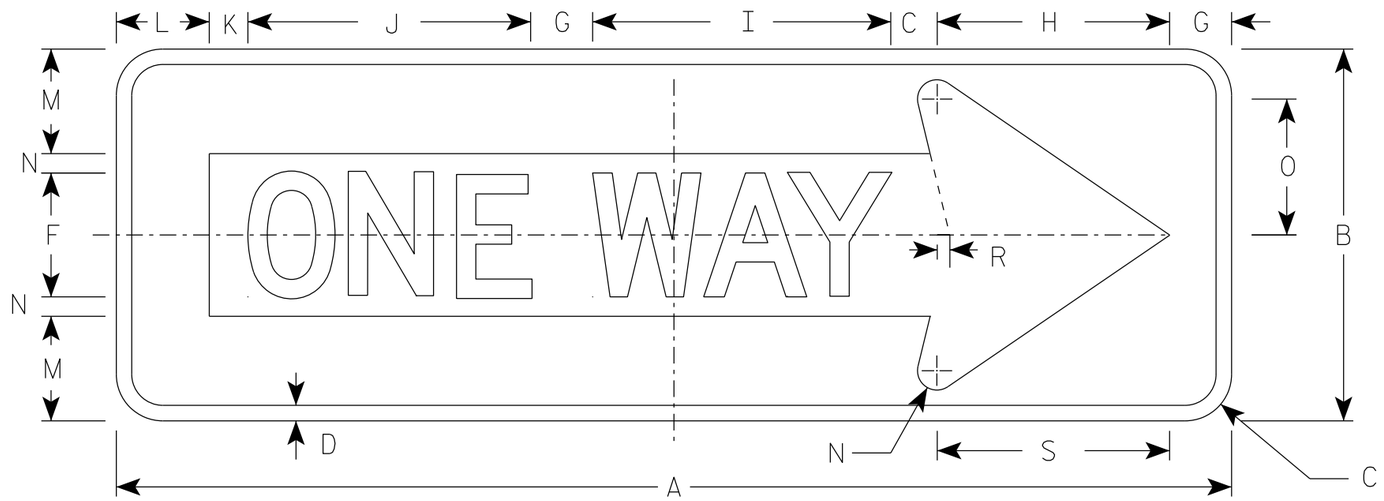
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

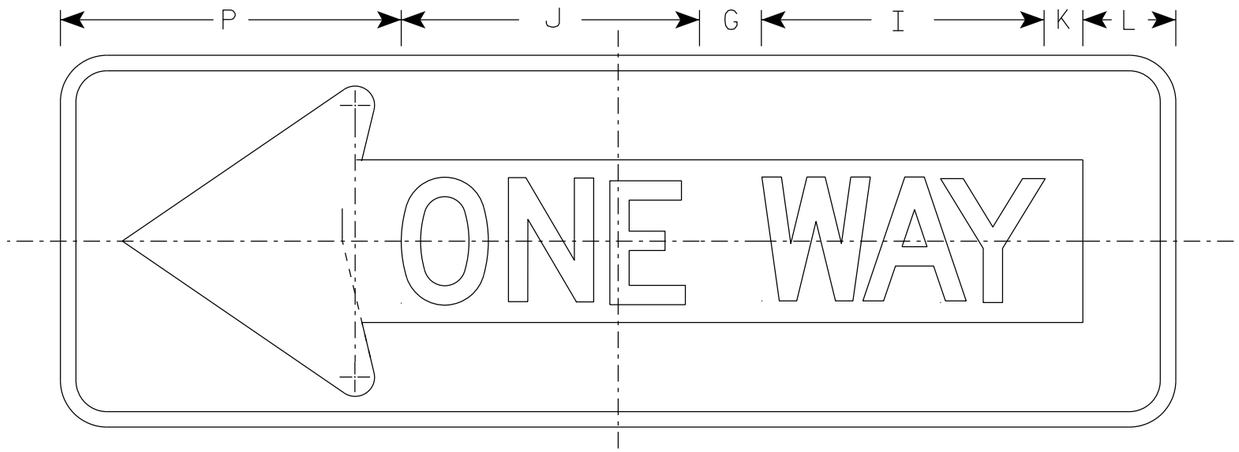
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 313	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

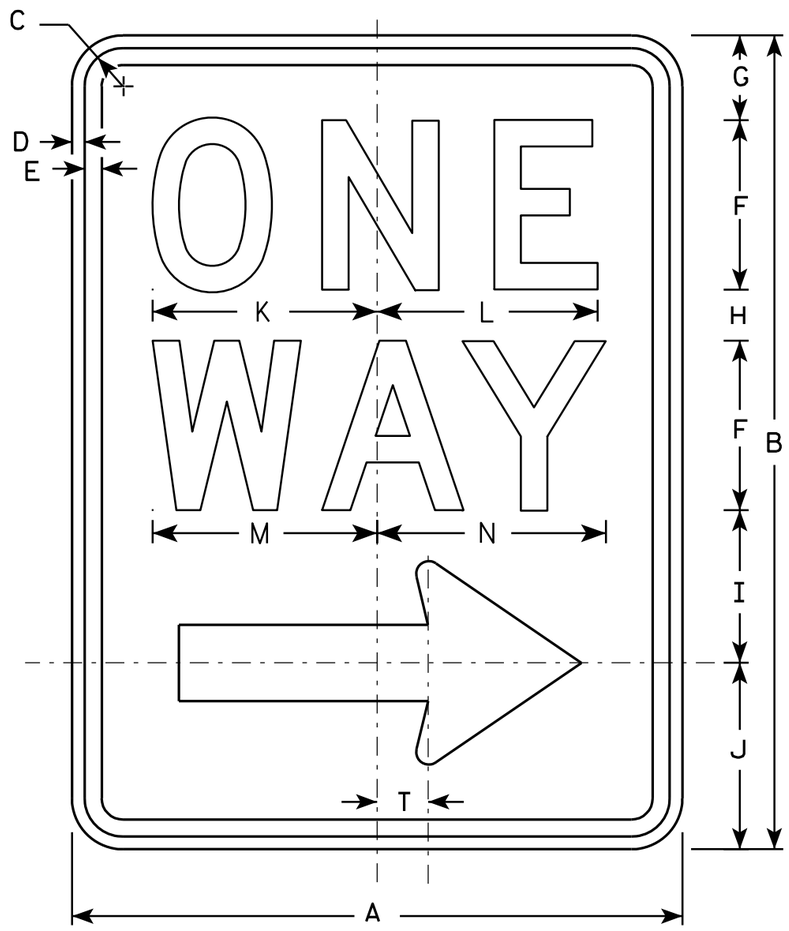
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

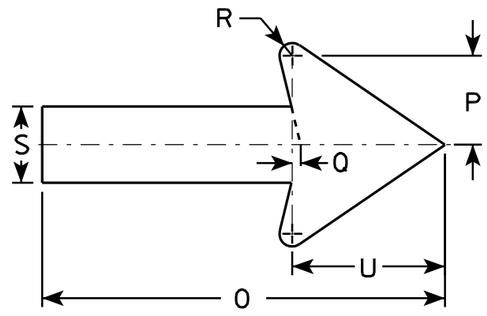
SHEET NO: 314 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

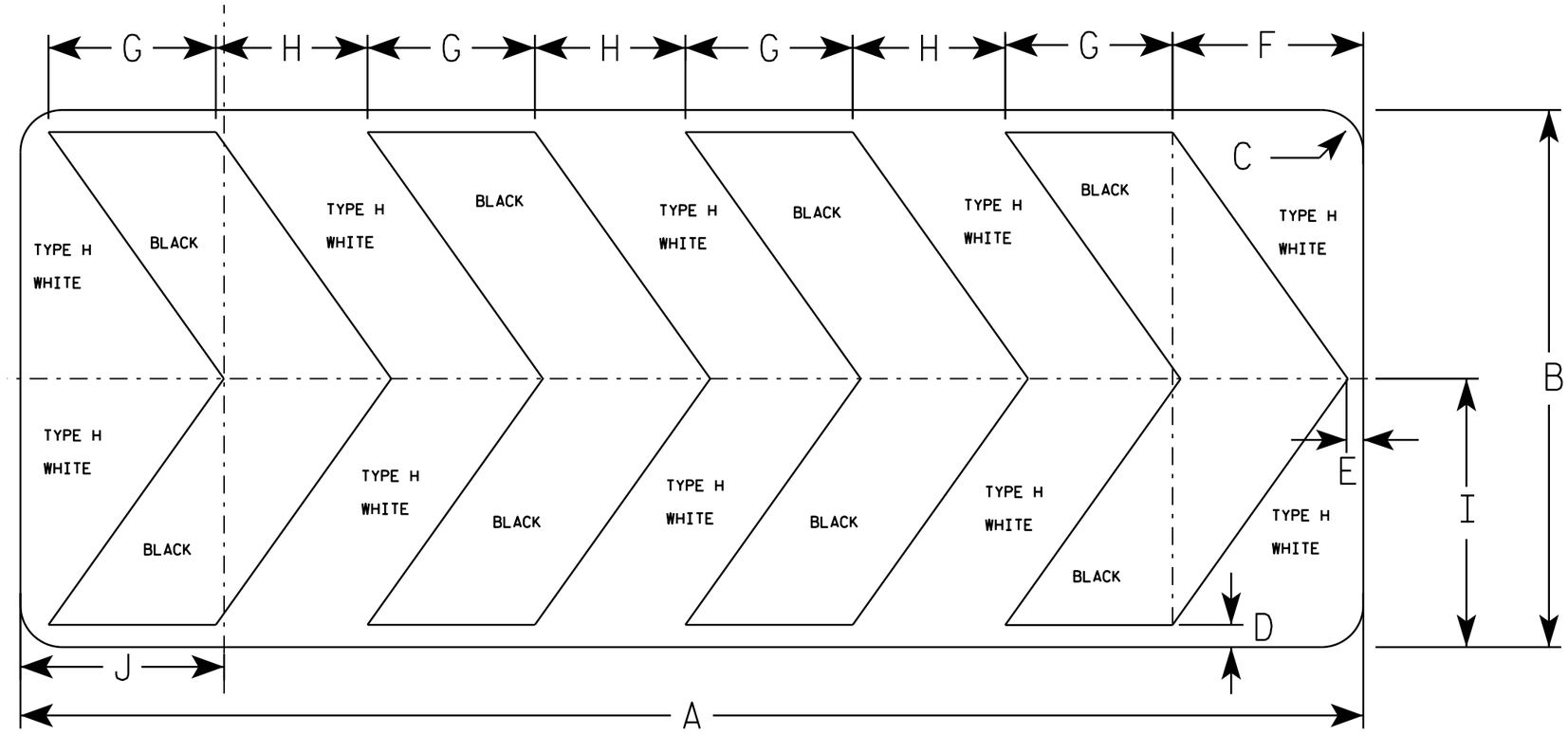
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

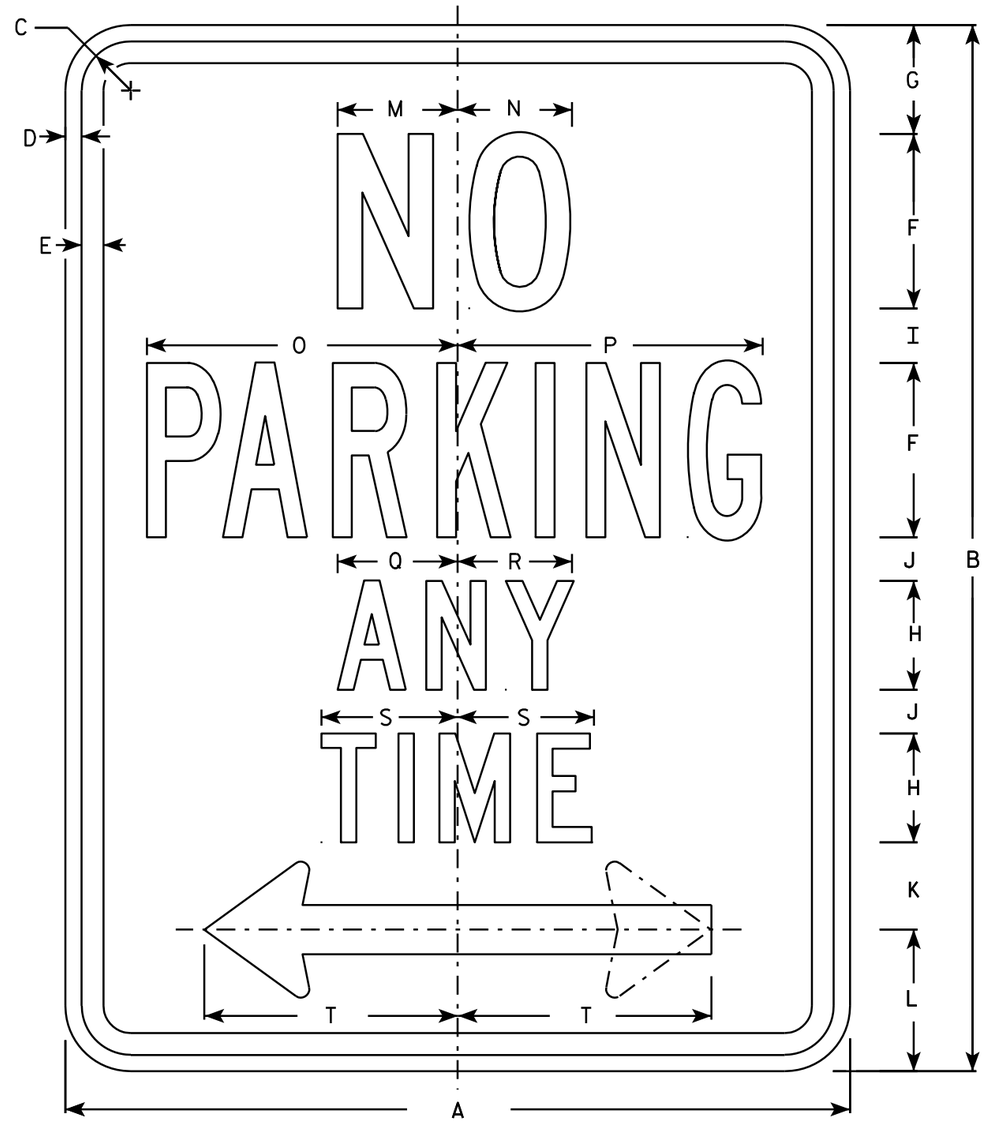
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

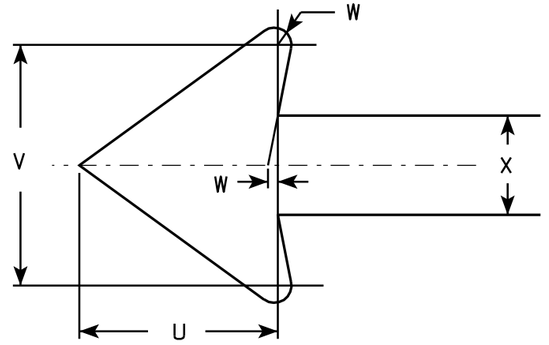
WISDOT/CADDS SHEET 42



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

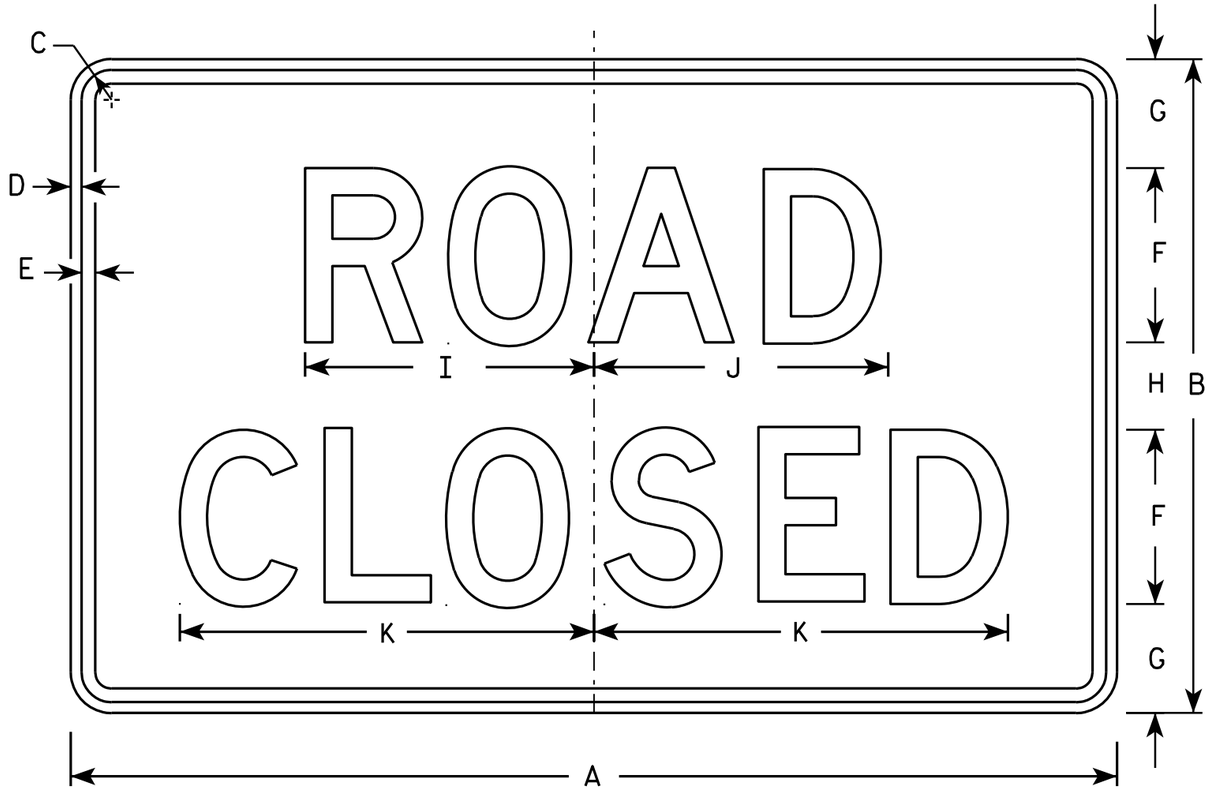
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

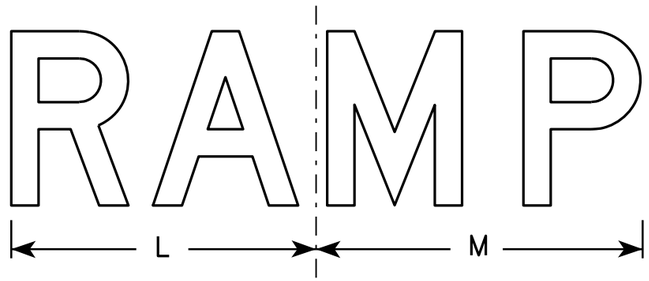
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



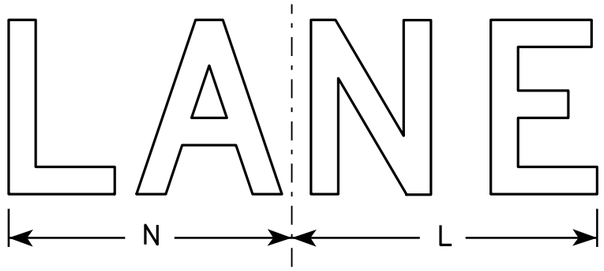
R11-2

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

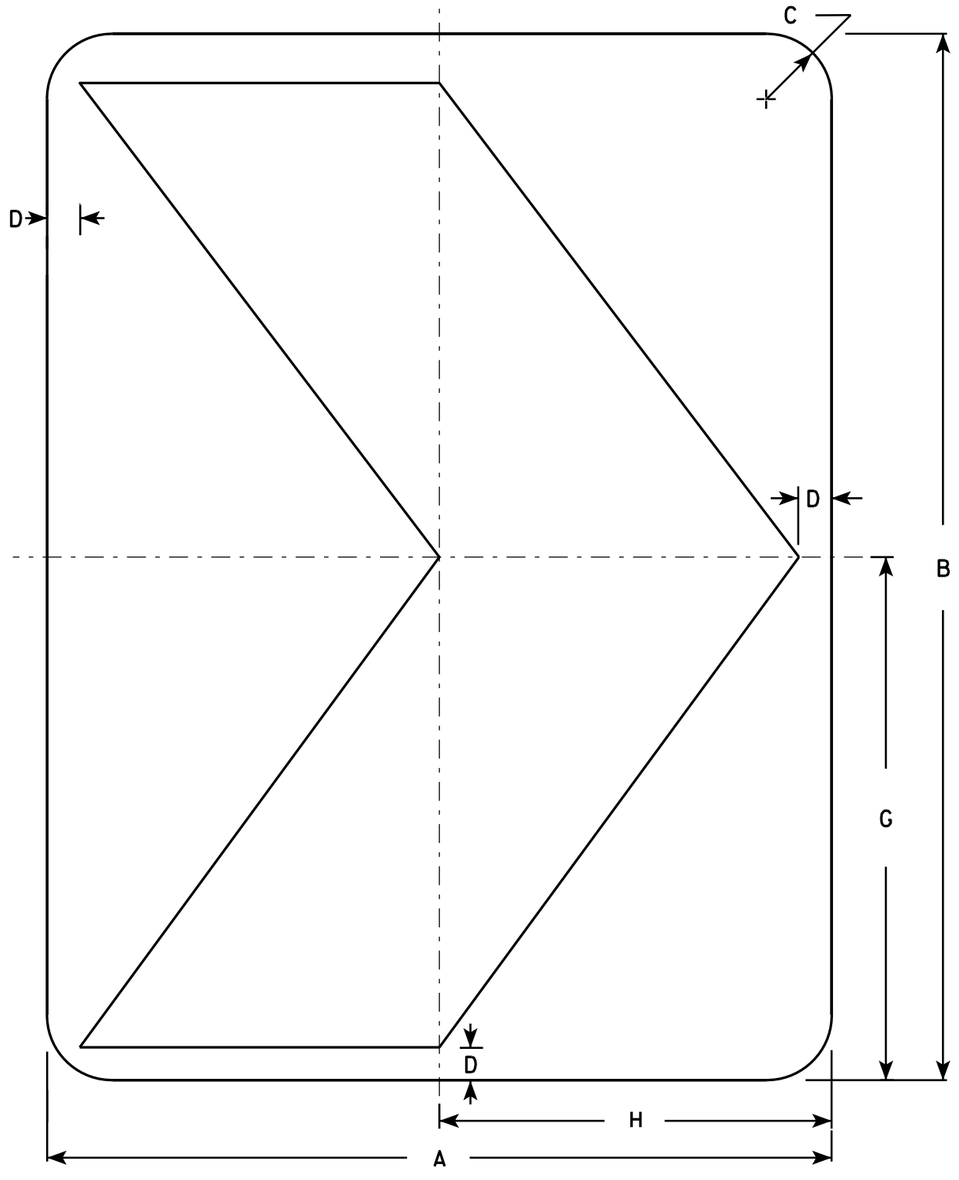
STANDARD SIGN
R11-2

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: 318	E



W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

STANDARD SIGN
W1-8

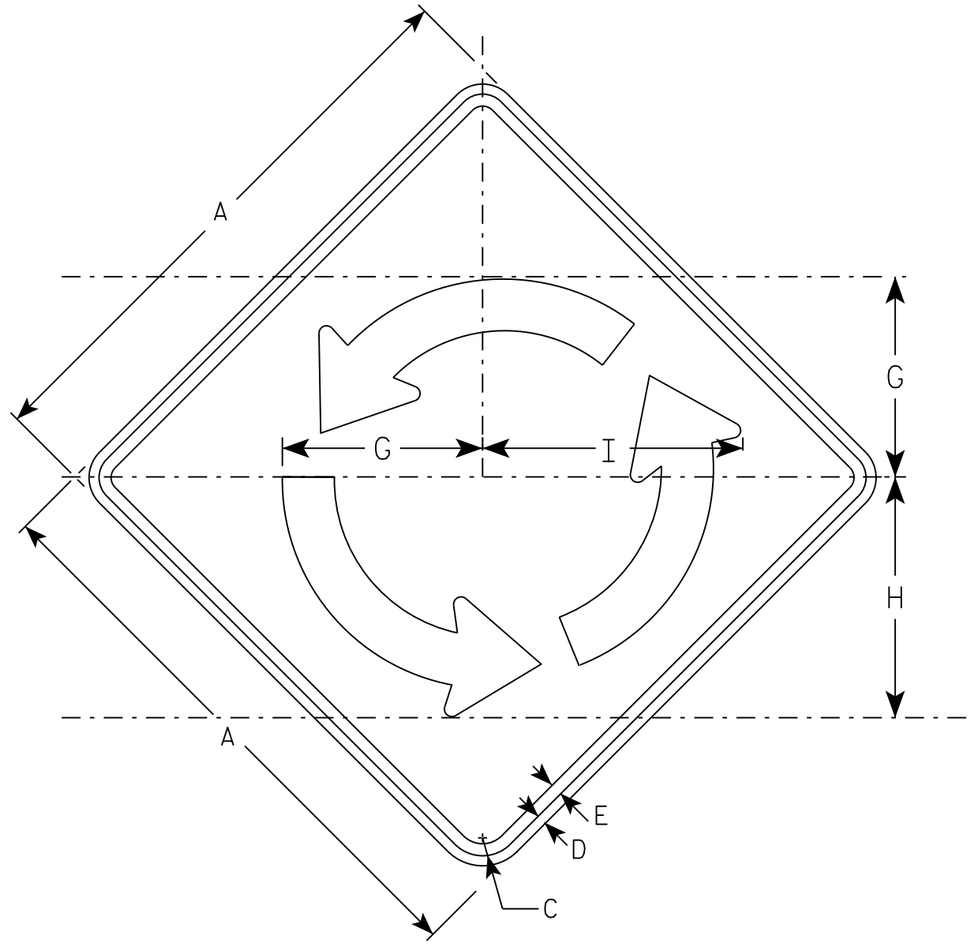
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 319 E



W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK

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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2																6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2																6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4																9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4																16.0
5																									

STANDARD SIGN
W2-6

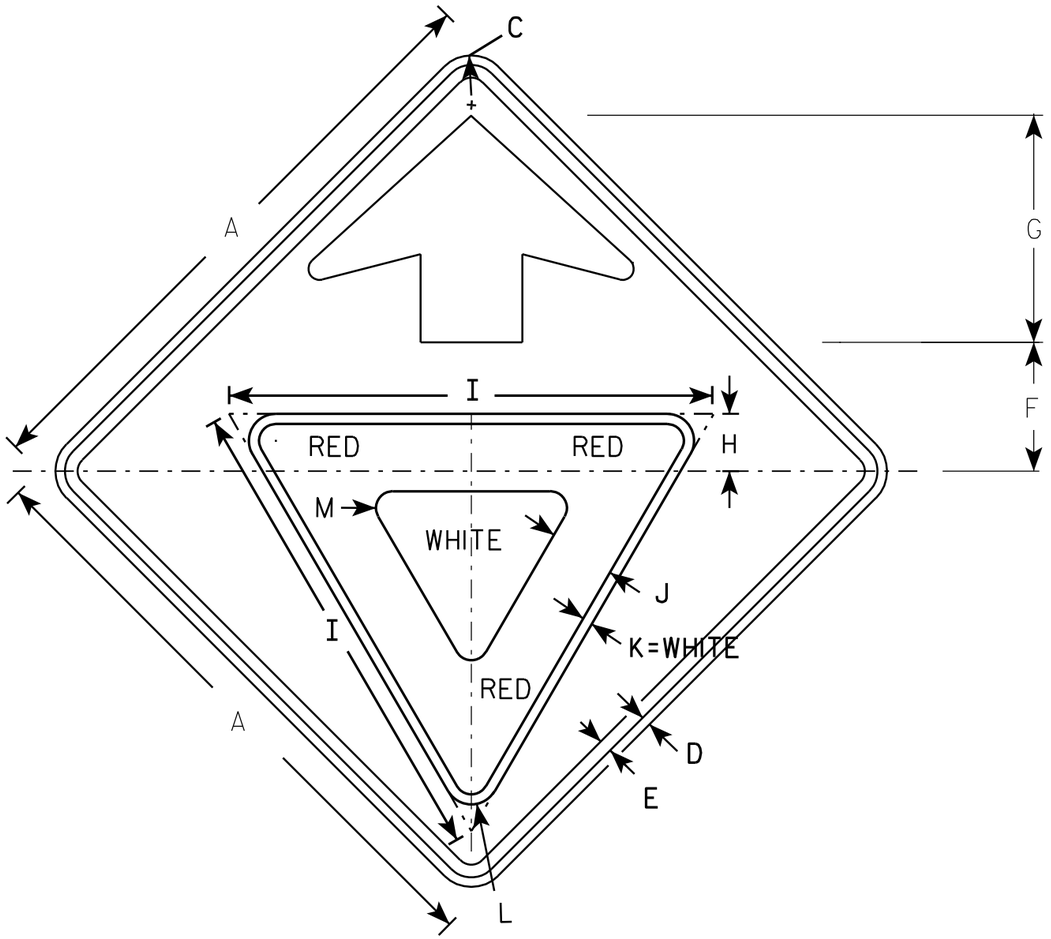
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. W2-6.6

PROJECT NO:

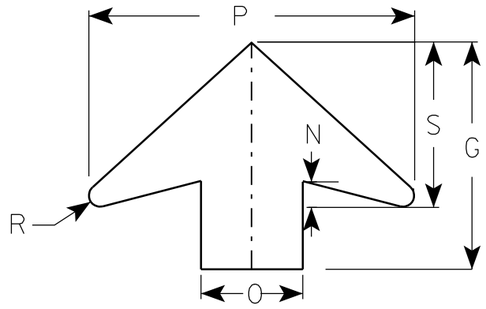
SHEET NO: 320 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

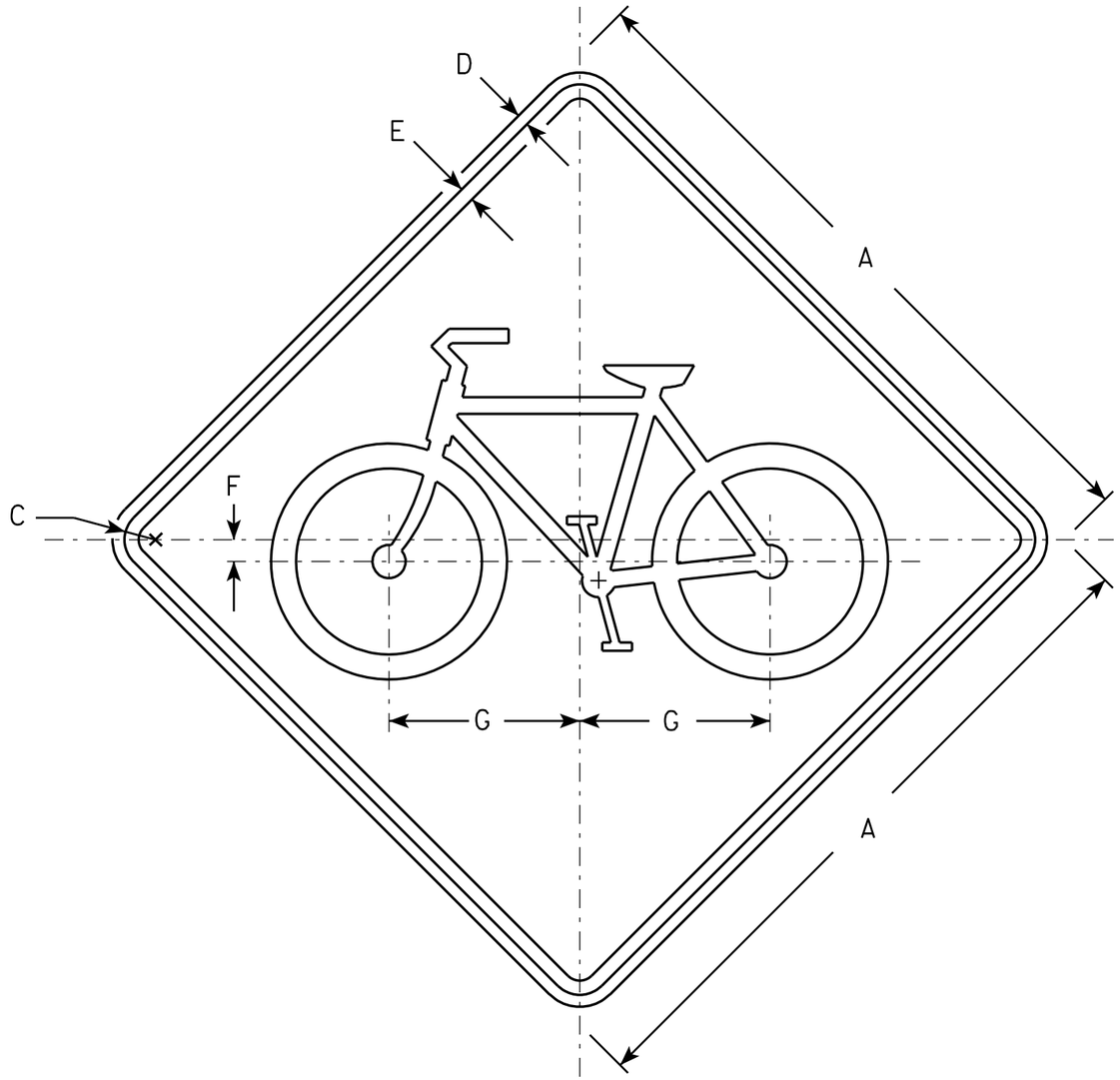
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 321 E



W11-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	3/4	1/2	3/4	6 5/8																				4.0
2S	30		1 3/8	1/2	5/8	1	8 1/2																				6.25
2M	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
3	36		1 5/8	5/8	3/4	1 1/4	10																				9.0
4	48		2 1/4	3/4	1	1 5/8	13 3/8																				16.0
5																											16.0

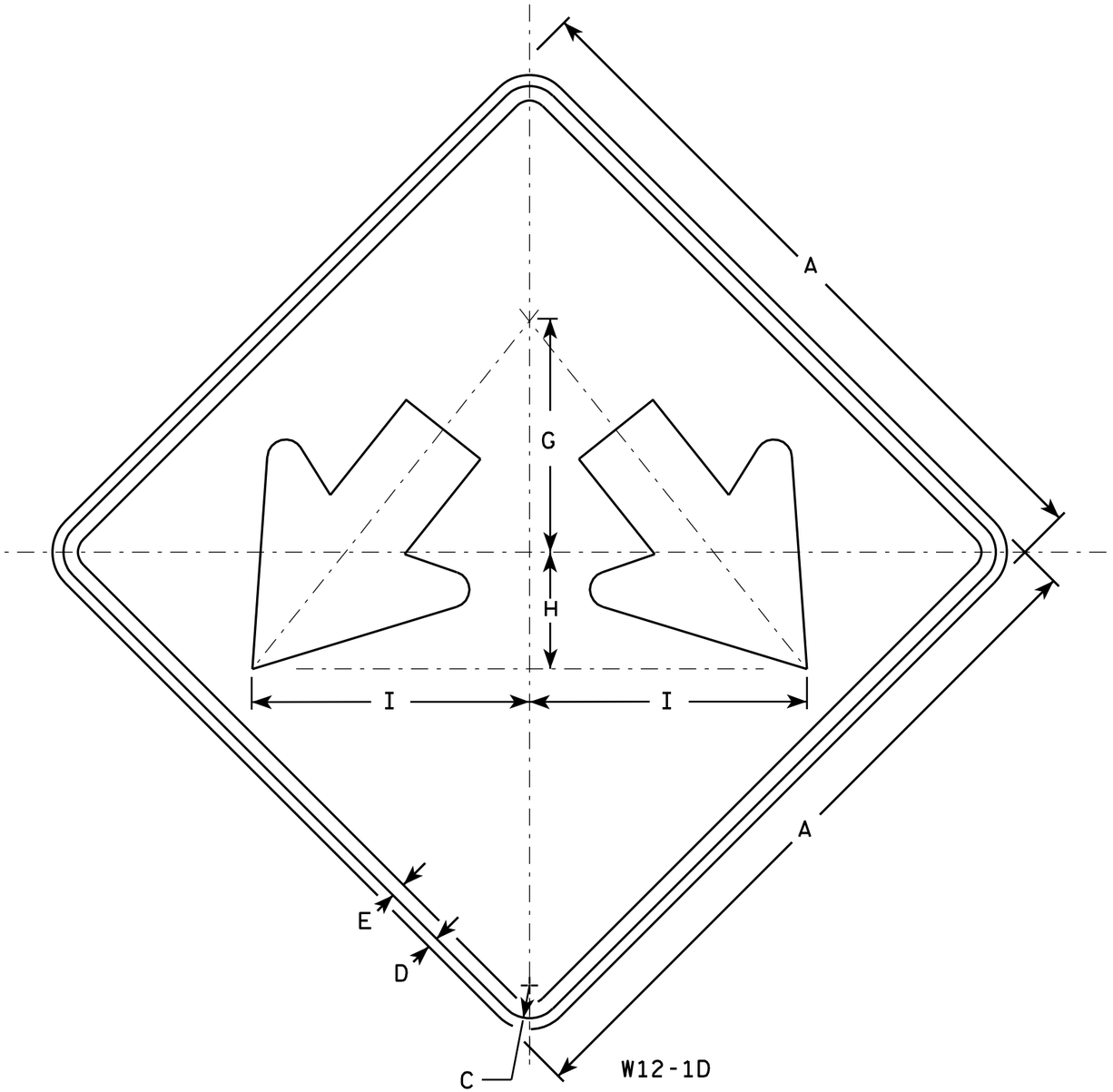
STANDARD SIGN
W11-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

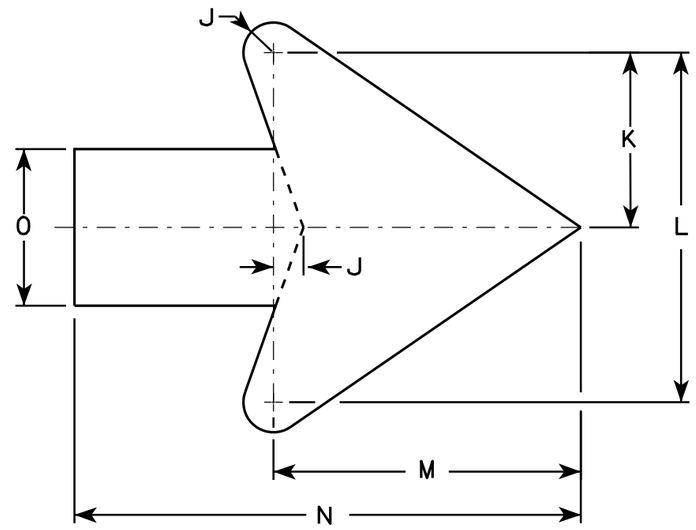
DATE 12/21/10 PLATE NO. W11-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

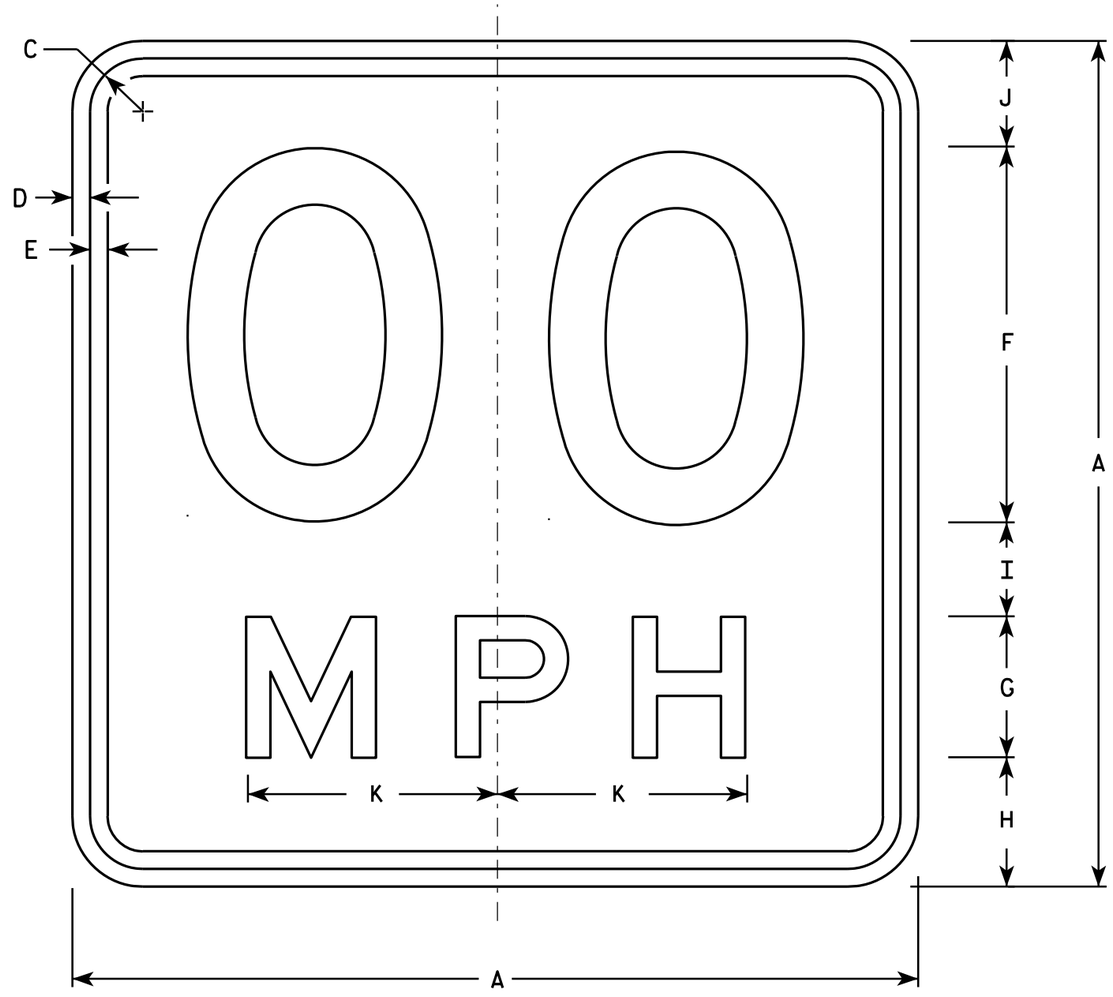
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000

WISDOT/CADDS SHEET 42

7

7



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

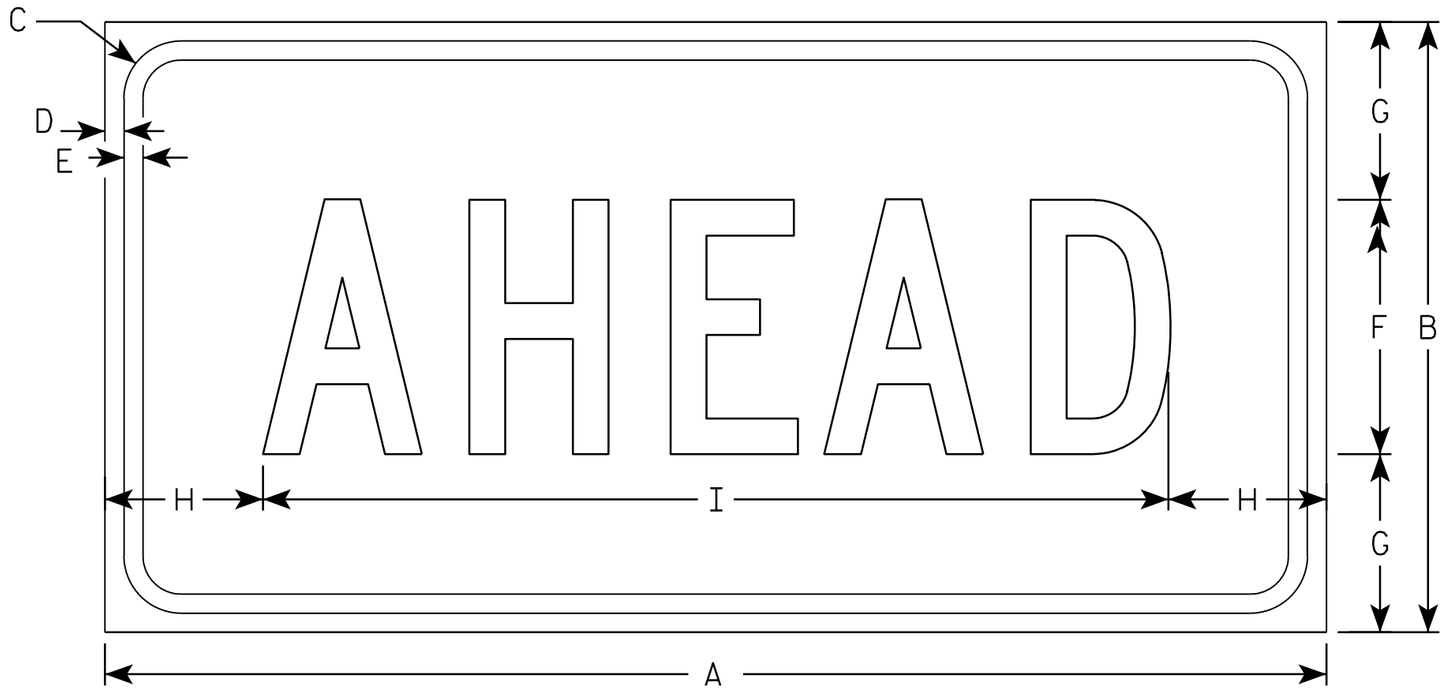
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

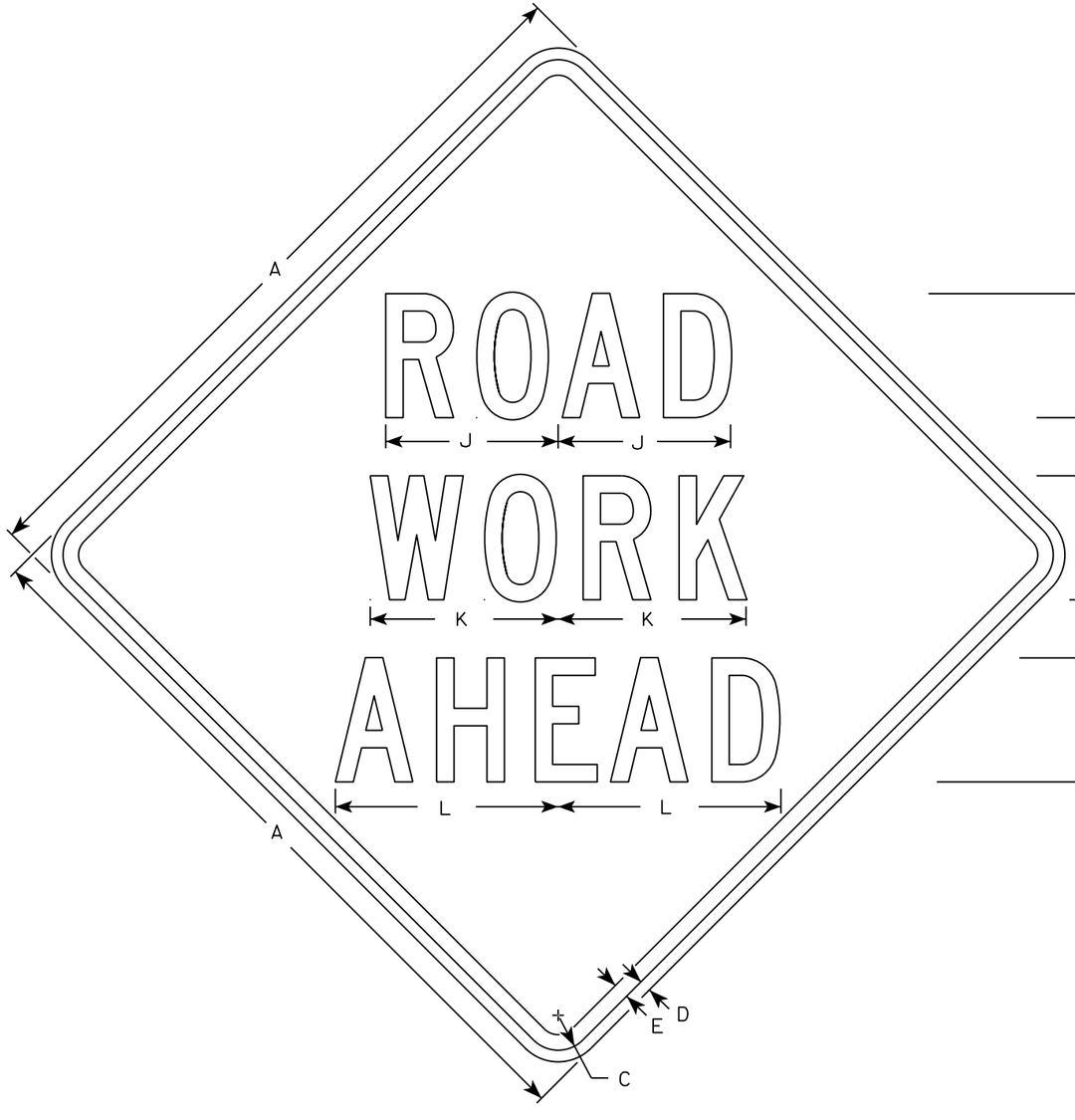
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

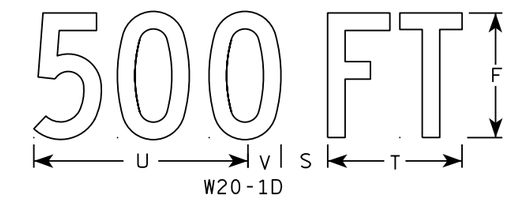
DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E

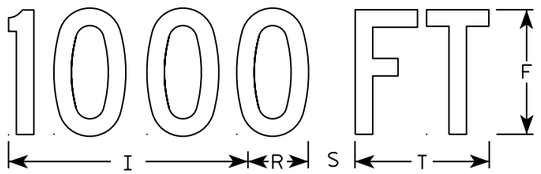
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42



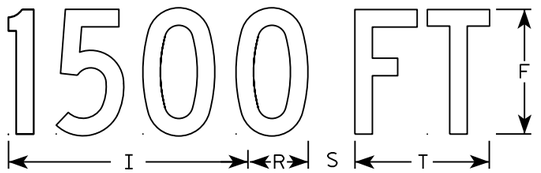
W20-1A



W20-1D

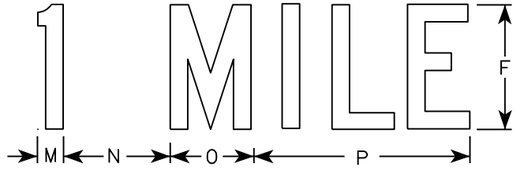


W20-1C

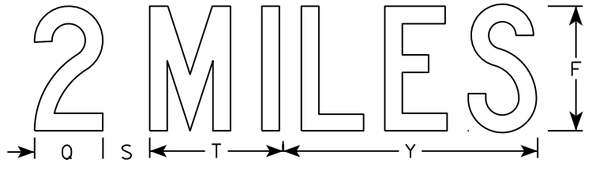


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

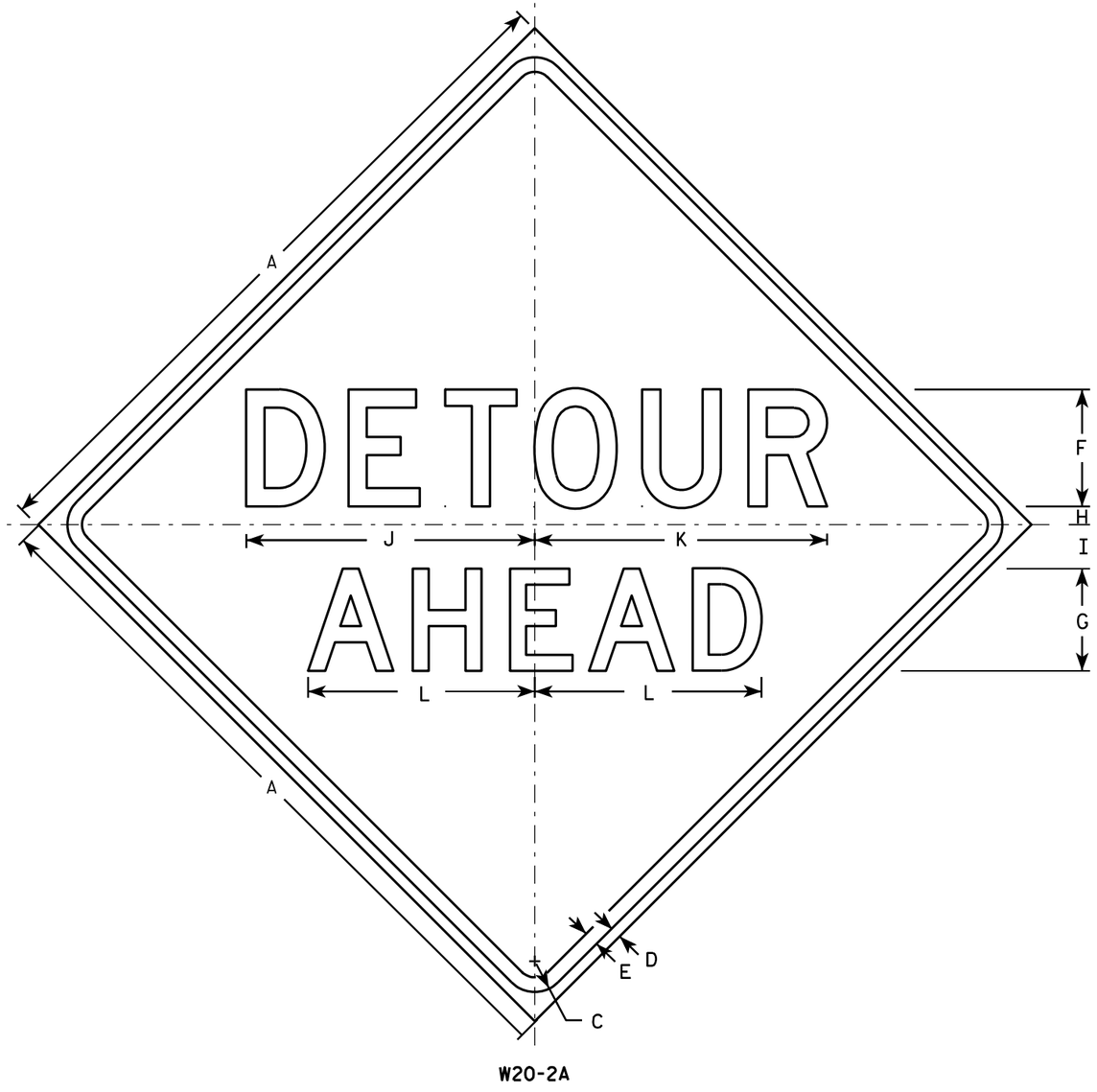
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

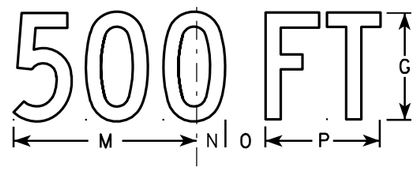
PROJECT NO:

SHEET NO: E

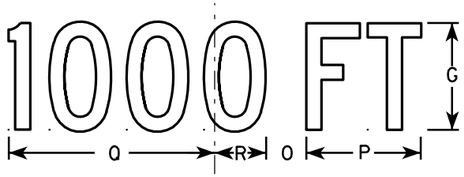
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



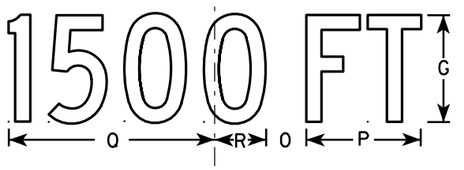
W20-2A



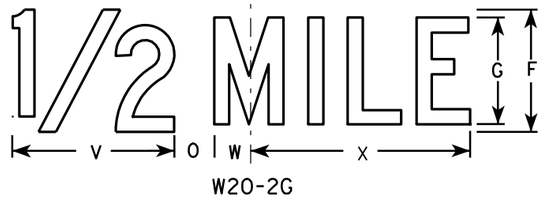
W20-2D



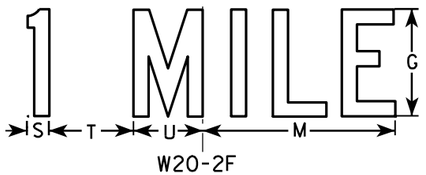
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

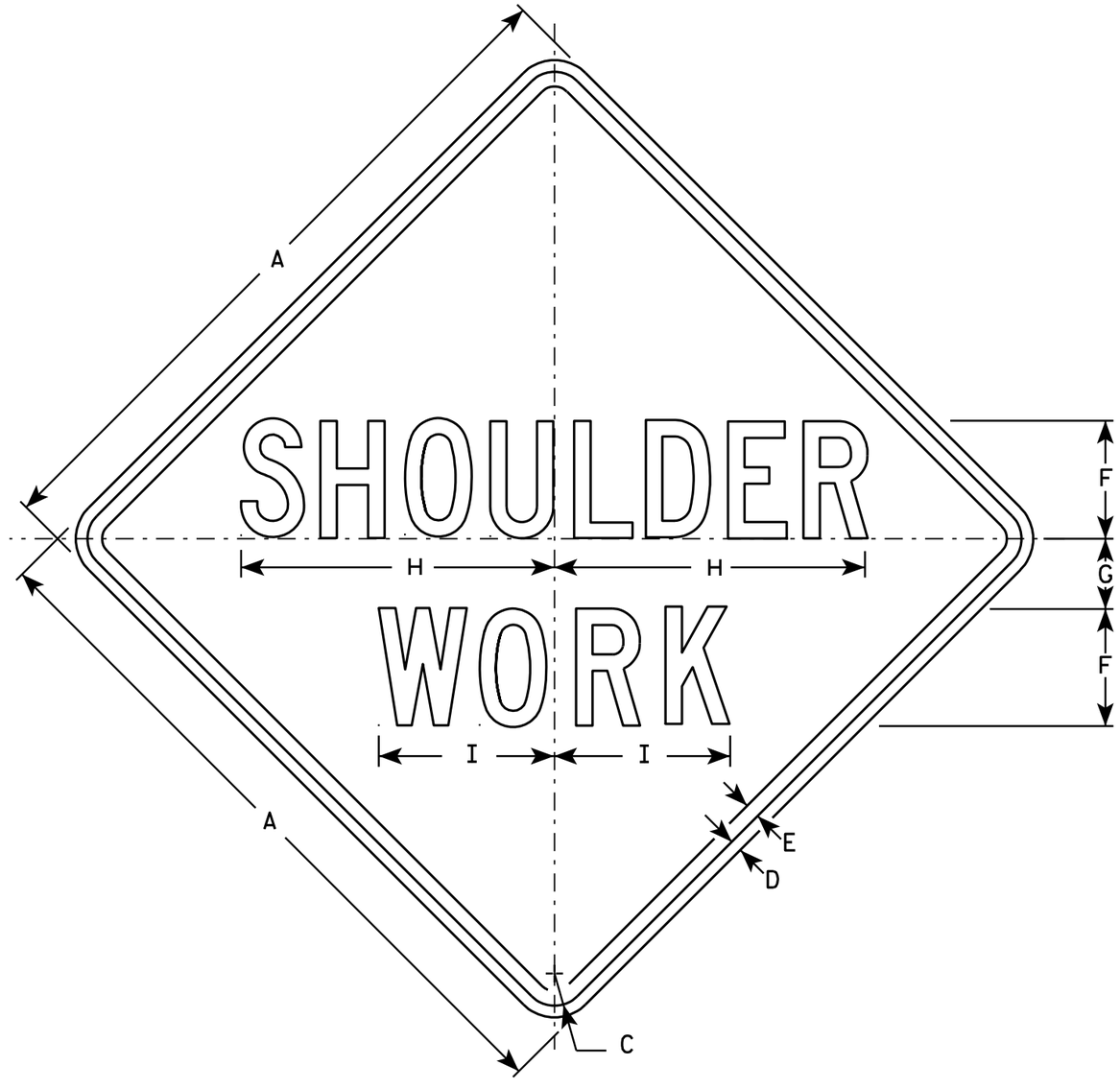
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

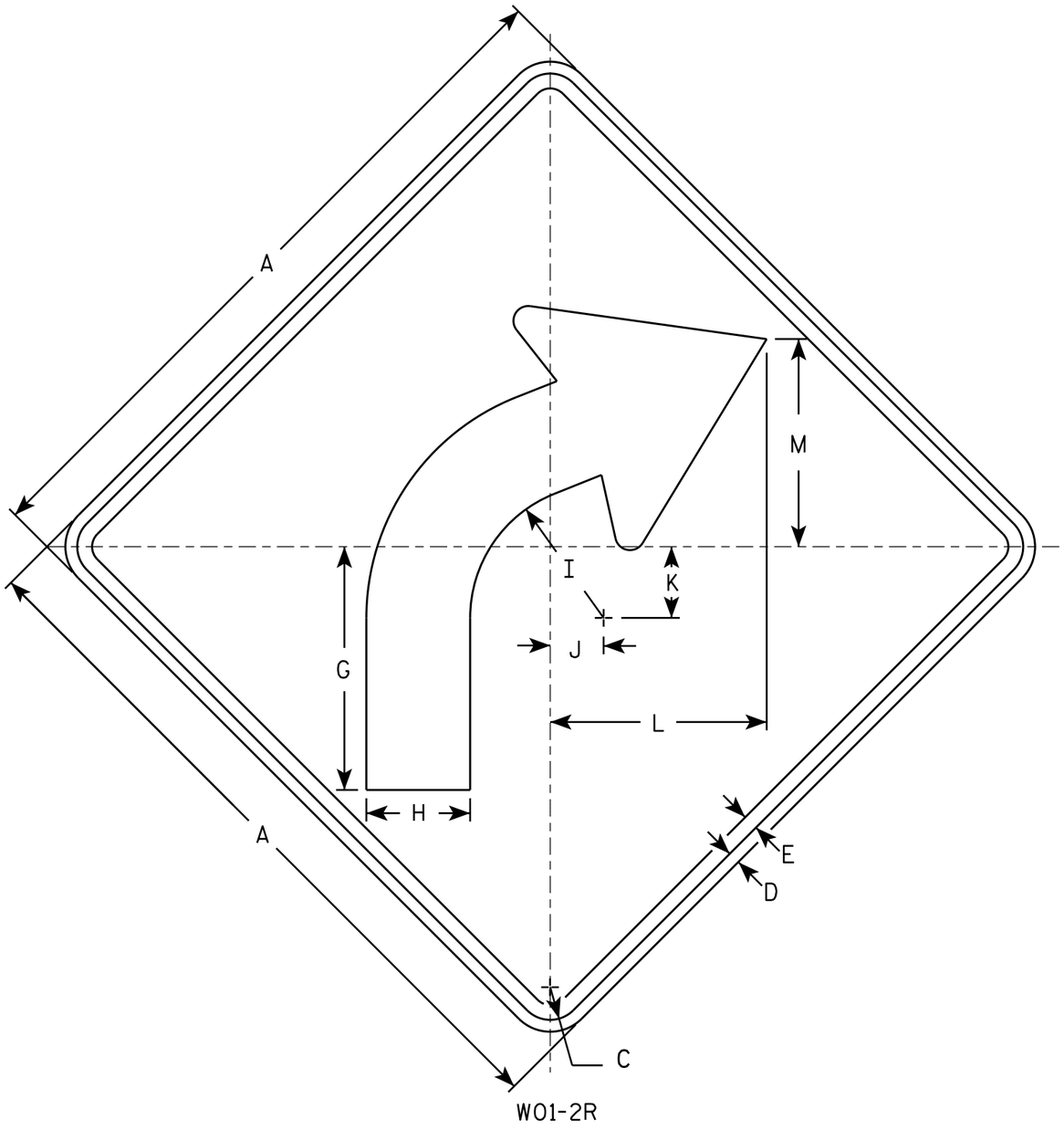
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E

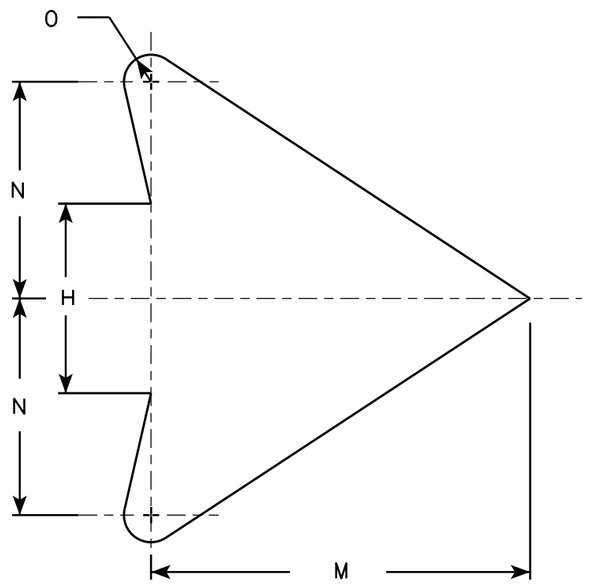
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



W01-2R

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. W01-2L is the same as W01-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												4.0
2S	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
2M	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
3	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
4	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN
W01-2

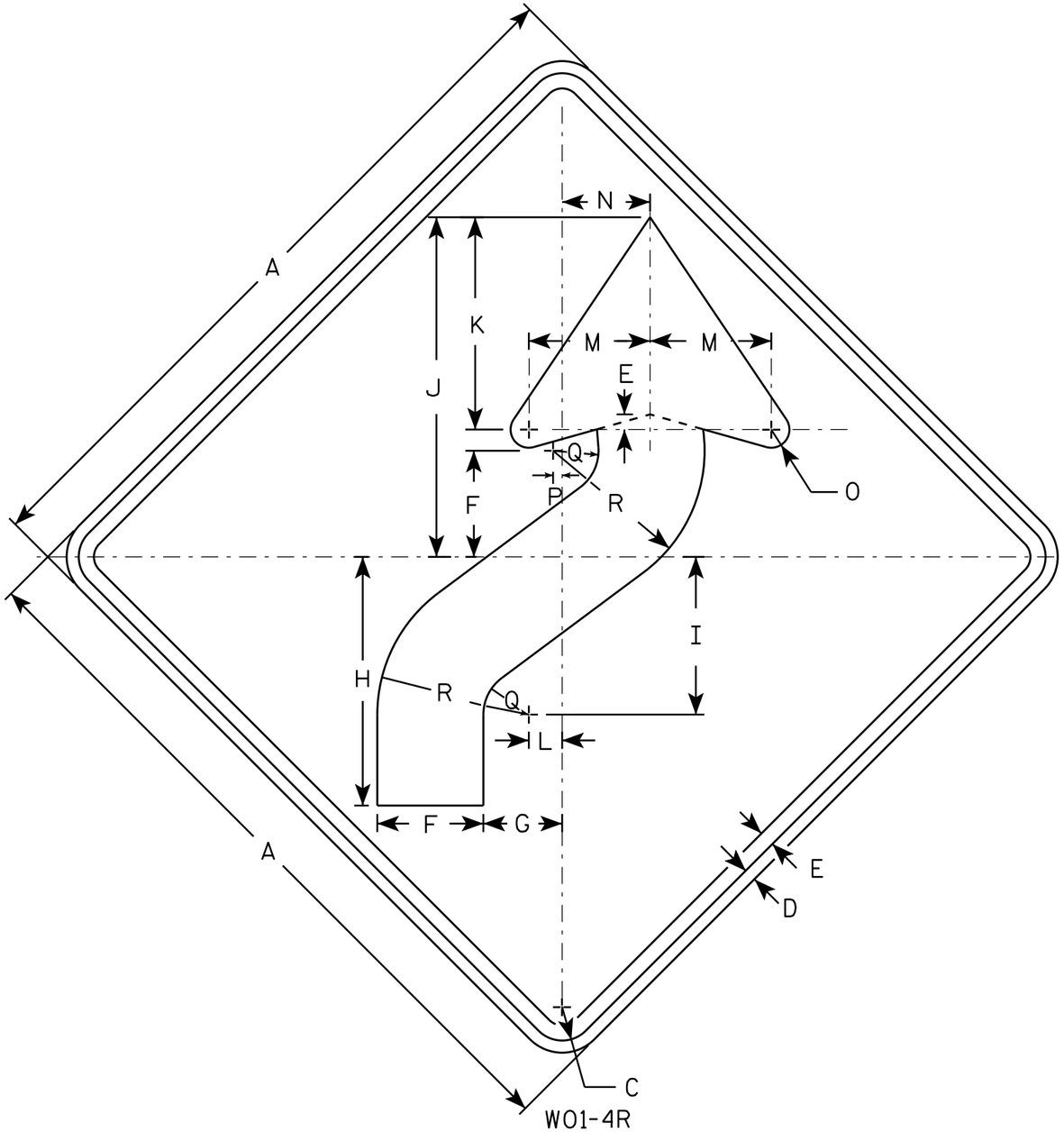
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-1.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W012.DGN PLOT DATE : 28-FEB-2014 11:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.992871:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

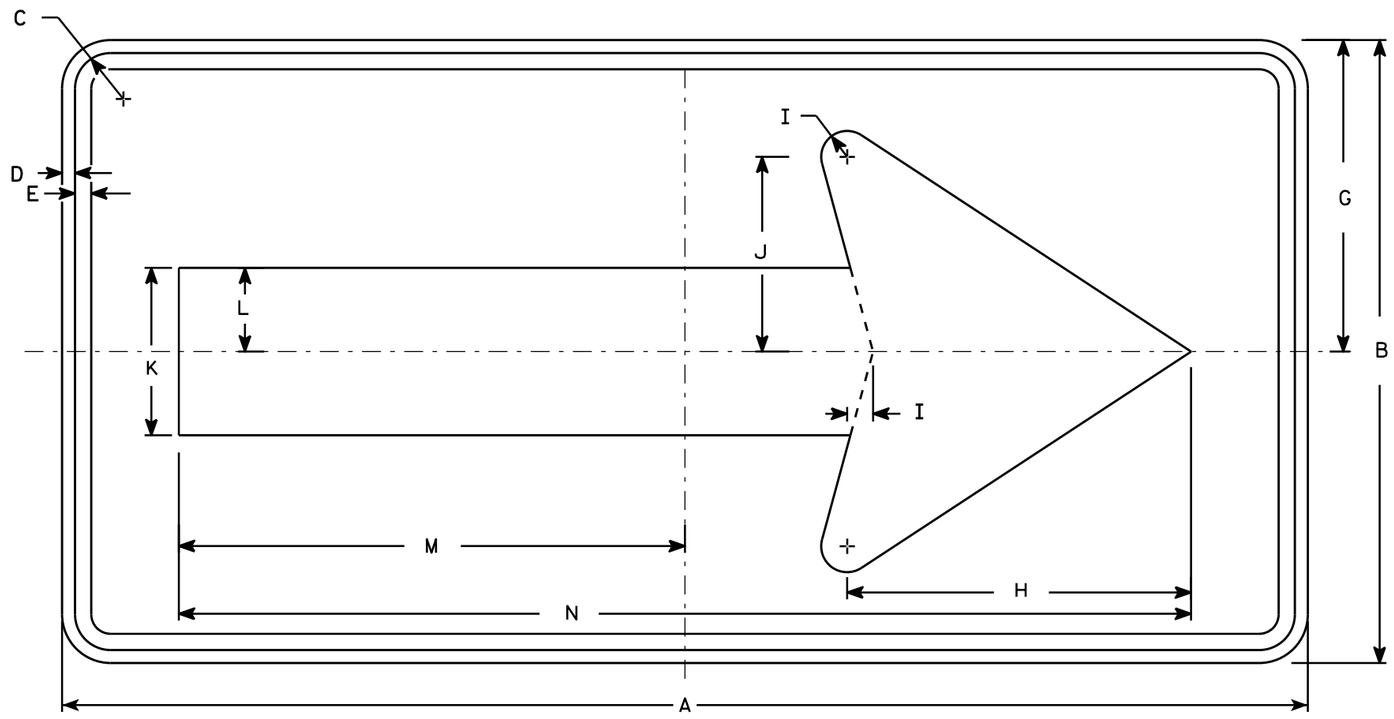
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

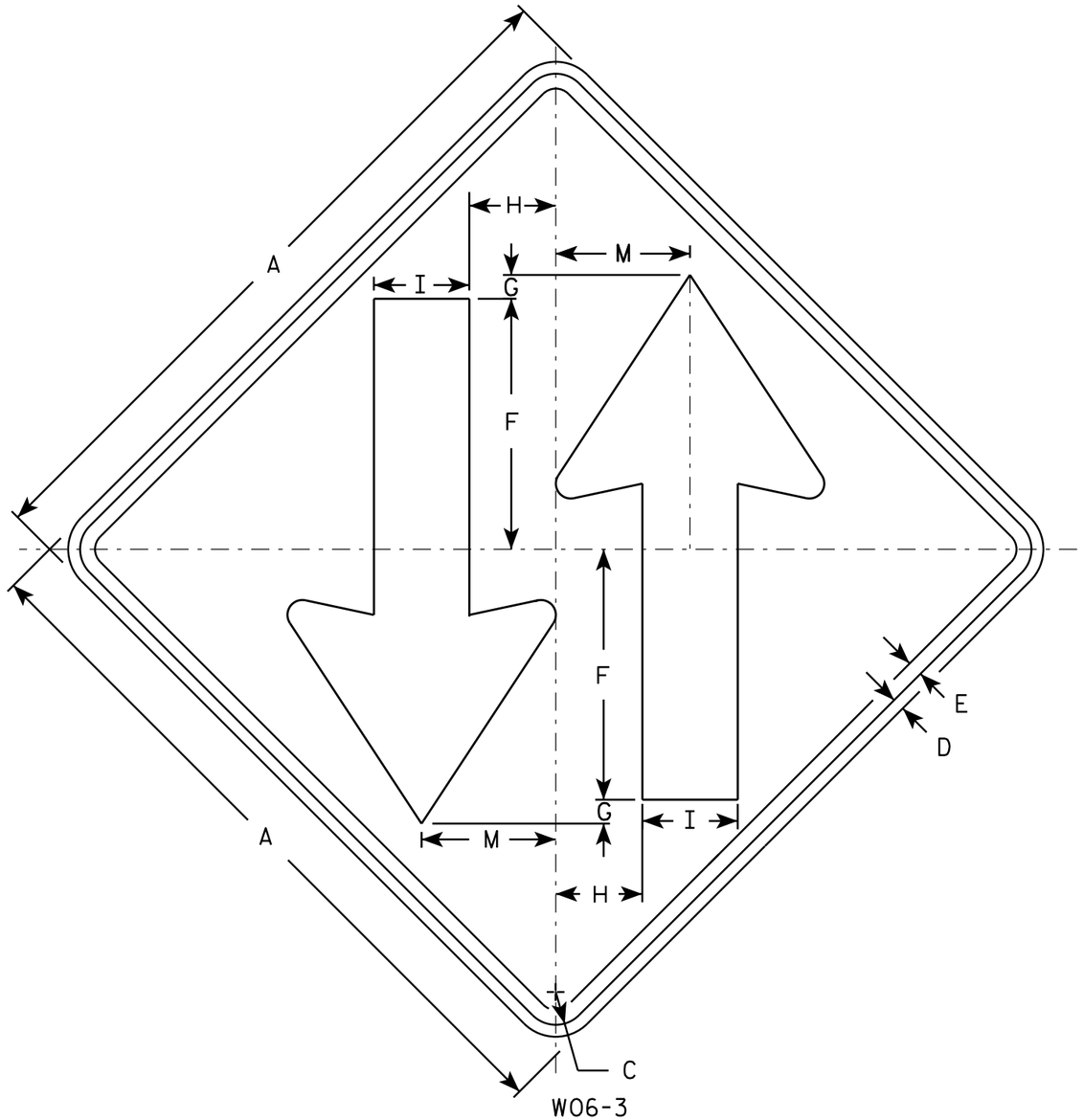
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-6.1

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

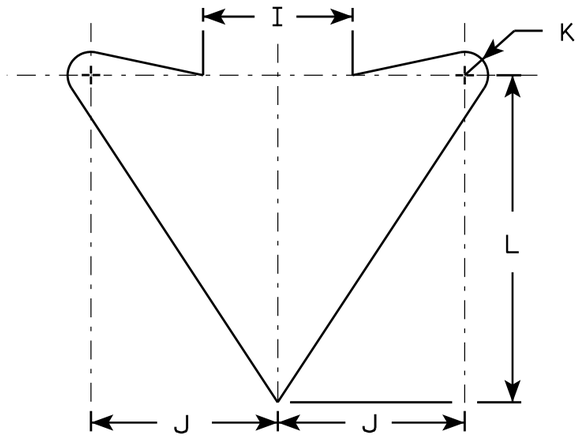
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

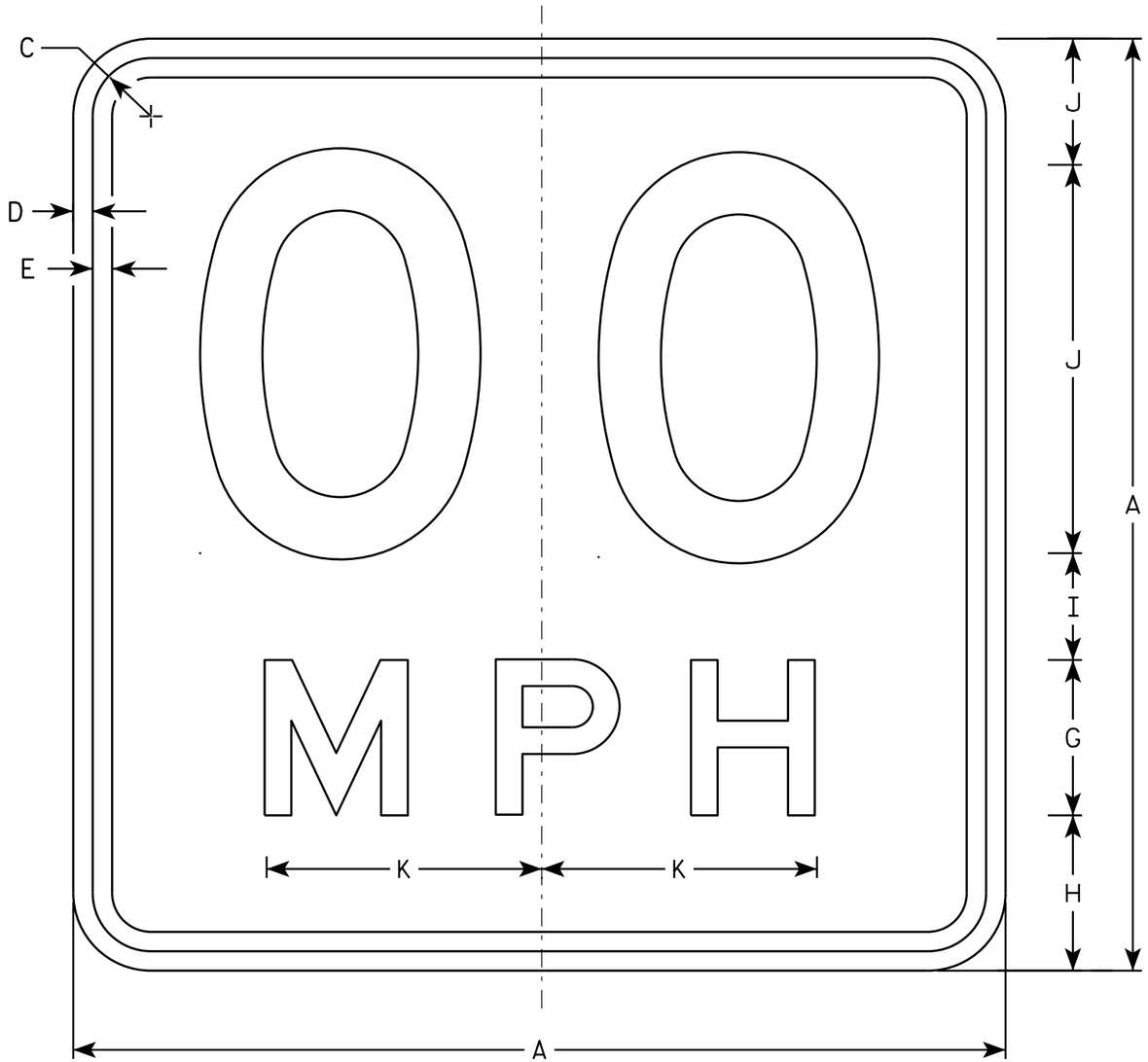
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 332 W06-3.1

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



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 333 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42

EARTHWORK - USH 8 'EB'

STATION	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Fill Note 2	Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 3	Mass Ordinate Note 4
883+36.92	278.5	2.3	0.0	0	0	0	0	0	0	0
883+50	364.6	0.0	0.0	156	1	0	156	1	0	155
883+75	335.3	15.9	0.0	324	7	0	480	10	0	470
884+00	345.5	16.9	0.0	315	15	0	795	29	0	766
884+25	353.1	20.1	0.0	323	17	0	1,118	50	0	1,068
884+50	367.3	22.8	0.0	334	20	0	1,452	75	0	1,377
884+75	373.4	34.7	0.0	343	27	0	1,795	109	0	1,686
885+00	379.4	48.9	21.0	349	39	10	2,143	157	15	1,986
885+25	383.9	57.4	24.0	353	49	21	2,497	218	46	2,278
885+50	286.5	0.0	33.0	310	27	26	2,807	252	85	2,555
885+75	289.6	0.0	0.0	267	0	15	3,074	252	108	2,822
886+00	281.2	0.0	0.0	264	0	0	3,338	252	108	3,086
886+25	246.5	0.0	0.0	244	0	0	3,582	252	108	3,331
886+50	209.9	1.5	0.0	211	1	0	3,794	253	108	3,541
886+75	152.9	26.3	0.0	168	13	0	3,962	269	108	3,693
887+00	126.6	54.0	0.0	129	37	0	4,091	315	108	3,776
887+25	55.1	0.0	0.0	84	25	0	4,175	346	108	3,829
887+50	55.6	0.0	0.0	51	0	0	4,226	346	108	3,880
887+73.97	43.4	0.0	0.0	44	0	0	4,270	346	108	3,924
889+26.44	36.9	150.6	0.0	227	425	0	4,270	878	108	3,619
889+50	35.0	137.3	0.0	31	126	0	4,302	1,035	108	3,494
889+75	24.8	132.6	0.0	28	125	0	4,329	1,191	108	3,365
890+00	22.4	135.2	0.0	22	124	0	4,351	1,346	108	3,232
890+25	28.8	160.7	0.0	24	137	0	4,375	1,517	108	3,085
890+50	35.8	214.5	52.0	30	174	24	4,405	1,734	144	2,897
890+75	45.5	146.2	0.0	38	167	24	4,442	1,943	181	2,726
891+00	65.2	127.4	0.0	51	127	0	4,494	2,101	181	2,619
891+25	81.9	101.6	0.0	68	106	0	4,562	2,234	181	2,555
891+50	98.9	81.1	0.0	84	85	0	4,646	2,340	181	2,533
891+75	116.1	34.2	0.0	100	53	0	4,745	2,406	181	2,566
892+00	329.7	16.6	0.0	206	23	0	4,951	2,436	181	2,743
892+25	362.3	16.5	0.0	320	15	0	5,272	2,455	181	3,044
892+50	380.4	18.0	0.0	344	16	0	5,616	2,475	181	3,368
892+75	375.5	21.7	0.0	350	18	0	5,966	2,498	181	3,695
893+00	374.1	0.1	0.0	347	10	0	6,313	2,510	181	4,029
893+25	364.8	0.6	0.0	342	0	0	6,655	2,511	181	4,371
893+50	385.2	0.4	0.0	347	0	0	7,002	2,511	181	4,718
893+64.77	360.2	0.0	0.0	204	0	0	7,206	2,511	181	4,921
				7,433	2,009	120				

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation

EARTHWORK - USH 8 'WB'

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 2		Note 1		Note 3	Note 4
887+25	49.1	69.1	0.0	0	0	0	0	0	0	0
887+50	112.0	57.3	0.0	75	59	0	75	73	0	1
887+75	119.3	14.4	0.0	107	33	0	182	115	0	67
887+82.87	114.2	35.6	0.0	34	7	0	216	124	0	92
889+34.06	60.8	0.0	0.0	490	100	0	216	248	0	457
889+50	66.5	0.0	0.0	38	0	0	253	248	0	495
889+75	57.9	0.0	0.0	58	0	0	311	248	0	552
890+00	58.1	0.0	0.0	54	0	0	365	248	0	606
890+25	56.5	0.0	0.0	53	0	0	418	248	0	659
890+50	51.2	0.0	0.0	50	0	0	467	248	0	709
890+75	56.6	0.0	0.0	50	0	0	517	248	0	759
891+00	73.7	0.0	0.0	60	0	0	578	248	0	819
891+25	68.9	0.0	0.0	66	0	0	644	248	0	885
891+50	68.5	0.0	0.0	64	0	0	707	248	0	949
891+75	67.6	0.0	0.0	63	0	0	770	248	0	1,012
892+00	65.9	0.0	0.0	62	0	0	832	248	0	1,074
				1,322	199	0				

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation

EARTHWORK - STH 47 'NB'

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Mass Ordinate
				Note 1	Note 2		Note 1		Note 3	Note 4
37+91.05	205.8	5.0	0.0	0	0	0	0	0	0	0
38+00	209.3	0.0	0.0	69	1	0	69	1	0	68
38+25	210.3	0.0	0.0	194	0	0	263	1	0	262
38+50	208.8	0.0	0.0	194	0	0	457	1	0	456
38+75	202.3	0.0	0.0	190	0	0	647	1	0	646
39+00	197.7	0.0	0.0	185	0	0	833	1	0	832
39+25	184.8	0.0	0.0	177	0	0	1,010	1	0	1,009
39+50	206.1	0.0	0.0	181	0	0	1,191	1	0	1,190
39+57.9	200.9	0.0	0.0	60	0	0	1,250	1	0	1,249
39+75	174.7	0.0	0.0	119	0	0	1,369	1	0	1,368
39+82.9	163.2	0.0	0.0	49	0	0	1,419	1	0	1,418
39+92.57	147.5	0.1	0.0	56	0	0	1,474	1	0	1,473
40+00	137.4	0.0	0.0	39	0	0	1,513	1	0	1,512
40+07.9	126.7	3.6	0.0	39	1	0	1,552	2	0	1,550
40+16.84	112.8	3.1	0.0	40	1	0	1,592	3	0	1,589
40+25	102.2	5.0	0.0	32	1	0	1,624	5	0	1,620
40+41.9	85.4	12.8	0.0	59	6	0	1,683	12	0	1,671
40+50	75.5	14.9	0.0	24	4	0	1,707	17	0	1,690
40+75	46.4	20.4	0.0	56	16	0	1,763	37	0	1,726
41+00	29.6	29.0	0.0	35	23	0	1,799	66	0	1,733
41+25	6.8	43.2	0.0	17	33	0	1,815	108	0	1,708
41+50	0.4	81.3	0.0	3	58	0	1,819	180	0	1,639
41+75	4.5	98.7	0.0	2	83	0	1,821	284	0	1,537
42+00	2.9	181.7	0.0	3	130	0	1,825	446	0	1,378
42+25	1.1	248.7	0.0	2	199	0	1,826	695	0	1,131
42+50	1.0	361.7	0.0	1	283	0	1,827	1,048	0	779
42+75	0.0	161.3	0.0	0	242	0	1,828	1,351	0	477
43+00	3.7	140.6	0.0	2	140	0	1,829	1,526	0	304
43+25	14.6	133.2	0.0	8	127	0	1,838	1,684	0	154
43+35.95	11.3	139.2	0.0	5	55	0	1,843	1,753	0	90
44+85.76	84.7	0.0	0.0	266	386	0	1,843	2,236	0	-127
45+00	137.0	0.0	0.0	58	0	0	1,902	2,236	0	-68
45+25	190.3	25.1	0.0	152	12	0	2,053	2,251	0	69
45+50	194.1	18.1	0.0	178	20	0	2,231	2,276	0	222
45+75	302.9	51.7	0.0	230	32	0	2,461	2,316	0	412
46+00	279.1	34.9	0.0	269	40	0	2,731	2,366	0	631
46+25	279.5	0.7	0.0	259	16	0	2,989	2,387	0	869
46+50	275.7	6.1	0.0	257	3	0	3,246	2,391	0	1,122
46+75	283.1	0.0	0.0	259	3	0	3,505	2,394	0	1,377
47+00	261.5	0.0	0.0	252	0	0	3,757	2,394	0	1,629
47+25	260.6	0.0	0.0	242	0	0	3,999	2,394	0	1,871
47+50	264.2	0.0	0.0	243	0	0	4,242	2,394	0	2,114
47+75	256.0	0.0	0.0	241	0	0	4,483	2,394	0	2,355
48+00	248.2	0.0	0.0	233	0	0	4,716	2,394	0	2,588
48+25	242.8	0.0	0.0	227	0	0	4,943	2,394	0	2,815
48+50	231.1	0.0	0.0	219	0	0	5,163	2,394	0	3,035

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation

EARTHWORK - STH 47 'NB' (CONTINUED)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 3		Note 1		Note 4	Note 8
48+75	225.5	0.0	0.0	211	0	0	5,374	2,394	0	3,246
49+00	228.4	0.0	0.0	210	0	0	5,584	2,394	0	3,456
49+25	247.8	0.0	0.0	220	0	0	5,805	2,394	0	3,677
49+50	300.6	0.0	0.0	254	0	0	6,059	2,394	0	3,931
49+64.7	325.1	4.1	0.0	170	1	0	6,229	2,396	0	4,100
49+75	313.8	2.2	0.0	122	1	0	6,351	2,397	0	4,220
49+89.7	302.5	0.0	0.0	168	1	0	6,519	2,398	0	4,387
50+00	284.1	0.1	0.0	112	0	0	6,631	2,398	0	4,499
50+14.7	229.5	31.9	0.0	140	9	0	6,770	2,409	0	4,628
50+25	221.8	20.9	0.0	86	10	0	6,856	2,421	0	4,701
50+50	207.9	15.4	0.0	199	17	0	7,055	2,442	0	4,879
50+75	166.9	0.0	0.0	173	7	0	7,229	2,451	0	5,044
51+00	201.4	0.0	0.0	170	0	0	7,399	2,451	0	5,214
51+21	200.9	0.0	0.0	156	0	0	7,556	2,451	0	5,371
51+25	202.5	0.0	0.0	30	0	0	7,586	2,451	0	5,401
51+46	221.7	5.3	0.0	165	2	0	7,751	2,454	0	5,563
51+50	228.8	0.1	0.0	33	0	0	7,784	2,454	0	5,596
51+56.3	262.3	0.0	0.0	57	0	0	7,841	2,454	0	5,653
51+71	292.4	0.8	0.0	151	0	0	7,992	2,455	0	5,804
51+75	293.2	1.0	0.0	43	0	0	8,036	2,455	0	5,847
51+81.3	293.4	1.8	0.0	68	0	0	8,104	2,455	0	5,915
52+00	303.4	2.1	0.0	207	1	0	8,311	2,457	0	6,120
52+06.3	308.4	1.9	0.0	71	0	0	8,382	2,458	0	6,191
52+25	307.1	1.5	0.0	213	1	0	8,595	2,459	0	6,402
52+50	291.7	0.0	0.0	277	1	0	8,873	2,460	0	6,679
52+75	278.3	0.0	0.0	264	0	0	9,136	2,460	0	6,943
53+00	256.5	0.0	0.0	248	0	0	9,384	2,460	0	7,190
53+25	248.5	0.0	0.0	234	0	0	9,618	2,460	0	7,424
53+50	244.4	0.0	0.0	228	0	0	9,846	2,460	0	7,652
53+75	223.5	0.0	0.0	217	0	0	10,063	2,460	0	7,869
54+00	225.7	0.0	0.0	208	0	0	10,271	2,460	0	8,077
54+07.21	0.0	0.0	0.0	30	0	0	10,301	2,460	0	8,107
				10,567	1,968	0				

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation

EARTHWORK - 47 'SB'

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 2		Note 1		Note 3	Note 4
42+75	4.4	137.6	0.0	0	0	0	0	0	0	0
43+00	13.4	52.9	0.0	8	88	0	8	110	0	-102
43+25	33.7	2.7	0.0	22	26	0	30	142	0	-112
43+44.34	28.9	0.0	0.0	22	1	0	53	144	0	-91
44+94.08	163.1	15.1	0.0	532	42	0	53	196	0	389
45+00	160.9	2.9	0.0	36	2	0	88	198	0	422
45+25	175.4	17.1	0.0	156	9	0	244	210	0	566
45+50	137.2	21.6	0.0	145	18	0	388	232	0	689
				921	186	0				

EARTHWORK - ROUNDABOUT 'CC'

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 2		Note 1		Note 3	Note 4
0+00	72.2	181.5	0.0	0	0	0	0	0	0	0
0+25	68.3	181.7	0.0	65	167	0	65	209	0	-145
0+50	108.6	177.6	0.0	82	166	0	147	417	0	-271
0+75	59.2	177.5	0.0	78	164	0	224	623	0	-398
1+00	82.9	151.1	0.0	66	152	0	290	813	0	-523
1+25	103.8	156.1	0.0	86	142	0	377	991	0	-614
1+50	125.9	201.4	0.0	106	166	0	483	1,198	0	-715
1+75	94.6	116.2	0.0	102	147	0	585	1,381	0	-796
2+00	112.0	115.7	0.0	96	107	0	681	1,516	0	-835
2+25	144.2	108.8	0.0	119	104	0	799	1,646	0	-846
2+50	143.9	97.3	0.0	133	95	0	933	1,765	0	-832
2+75	124.6	94.4	0.0	124	89	0	1,057	1,876	0	-819
3+00	123.7	108.5	0.0	115	94	0	1,172	1,993	0	-821
3+25	95.1	177.3	0.0	101	132	0	1,273	2,159	0	-885
3+50	78.1	181.1	0.0	80	166	0	1,353	2,366	0	-1,012
3+64.42	72.2	181.5	0.0	40	97	0	1,394	2,487	0	-1,093
				1,394	1,990	0				

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation

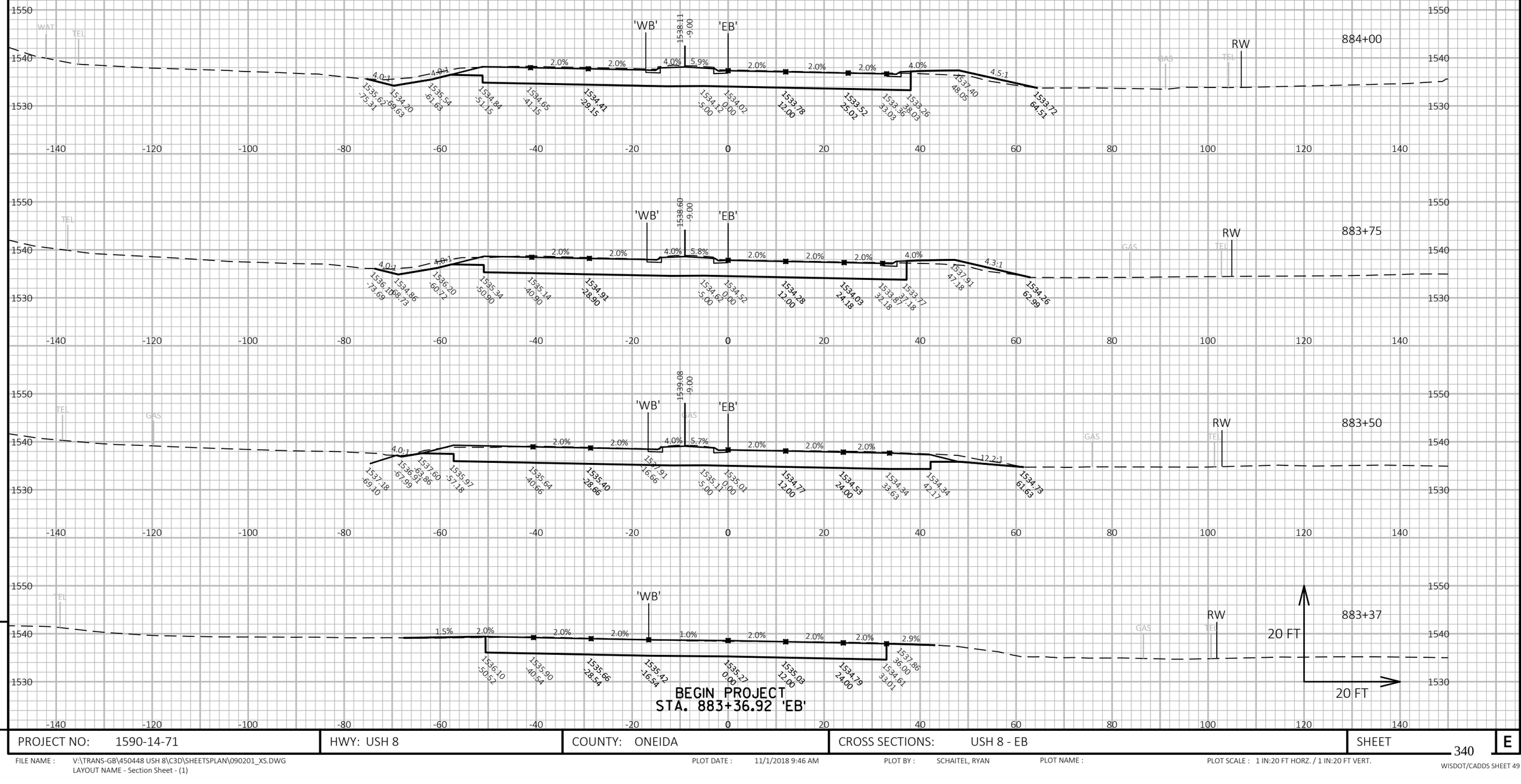
EARTHWORK - USH 8 EB RIGHT TURN LANE 'EOT'

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 2		Note 1		Note 3	Note 4
885+50	77.7	70.1	33.0	0	0	0	0	0	0	0
885+75	101.5	87.9	38.0	83	73	33	83	91	49	-9
886+00	99.6	114.2	0.0	93	94	18	176	208	76	-32
886+25	97.4	120.4	0.0	91	109	0	267	344	76	-77
886+50	95.2	123.5	0.0	89	113	0	356	485	76	-129
886+75	88.8	102.2	0.0	85	105	0	442	616	76	-174
887+00	85.9	100.5	0.0	81	94	0	522	733	76	-211
887+25	86.1	98.7	0.0	80	92	0	602	849	76	-247
887+50	96.0	84.5	0.0	84	85	0	686	955	76	-268
887+75	41.0	89.9	0.0	63	81	0	750	1,056	76	-306
887+88.24	40.3	48.2	0.0	20	34	0	770	1,098	76	-328
				770	878	50				

EARTHWORK - USH 8 WB RIGHT TURN LANE (WOT)

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Mass Ordinate
							1.00	1.25	1.50	
				Note 1	Note 2		Note 1		Note 3	Note 4
889+11.07	89.2	17.4	0.0	0	0	0	0	0	0	0
889+25	90.5	17.4	0.0	46	9	0	46	11	0	35
889+50	113.8	9.8	0.0	95	13	0	141	27	0	114
889+75	165.0	5.1	0.0	129	7	0	270	36	0	234
890+00	154.4	5.5	0.0	148	5	0	418	42	0	376
890+25	129.4	15.5	0.0	131	10	0	549	54	0	495
890+50	106.9	22.4	0.0	109	18	0	659	76	0	583
890+75	81.6	28.8	0.0	87	24	0	746	105	0	641
891+00	66.2	32.8	0.0	68	29	0	814	141	0	673
891+25	77.8	28.3	0.0	67	28	0	881	176	0	705
891+50	89.3	21.2	0.0	77	23	0	959	205	0	754
891+75	95.1	18.9	0.0	85	19	0	1,044	228	0	816
892+00	95.1	17.7	0.0	88	17	0	1,132	249	0	883
				1,132	199	0				

Notes:	
1 - Cut	Cut includes existing asphalt and concrete
2 - Fill	Unexpanded
3 - Expanded Marsh Backfill	Will be backfilled w ith Select Borrow
4 - Mass Ordinate	[(Cut) - (Fill * Fill Factor)]
4 - Mass Ordinate	Mass Ordinate does not include Marsh Excavation



9

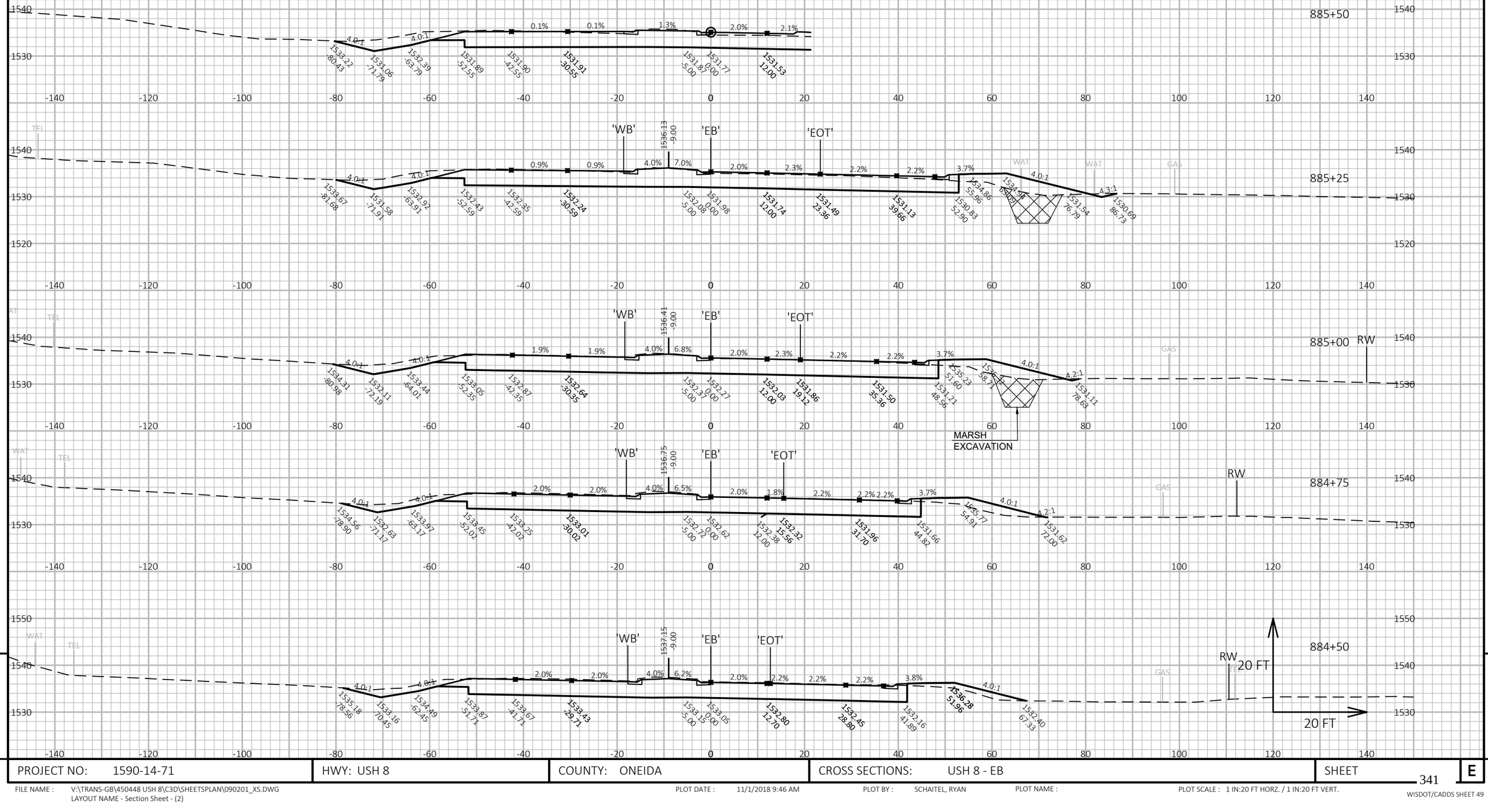
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 340	E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (1)

PLOT DATE : 11/1/2018 9:46 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

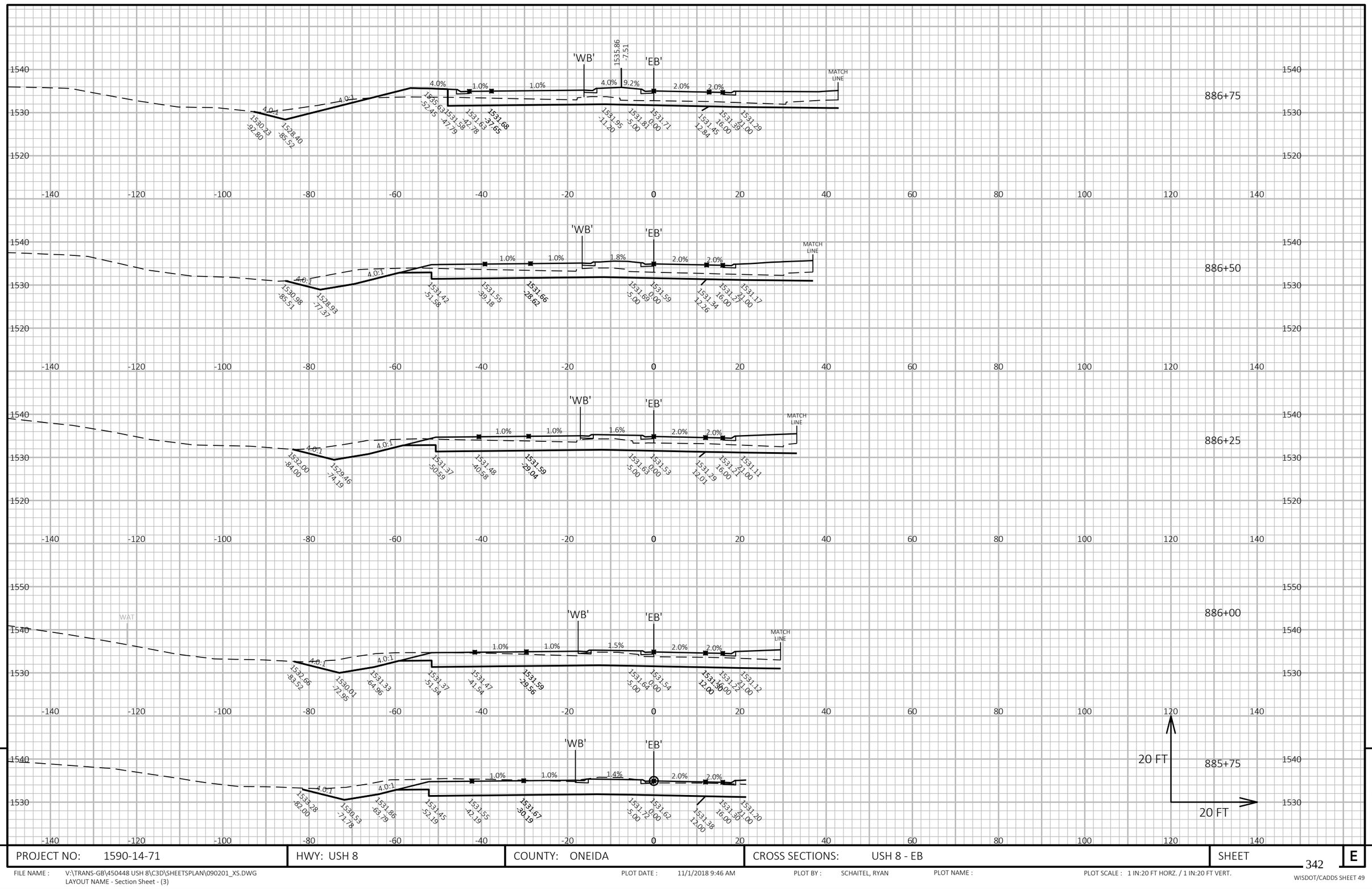


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 341

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (2)

PLOT DATE : 11/1/2018 9:46 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 342	E

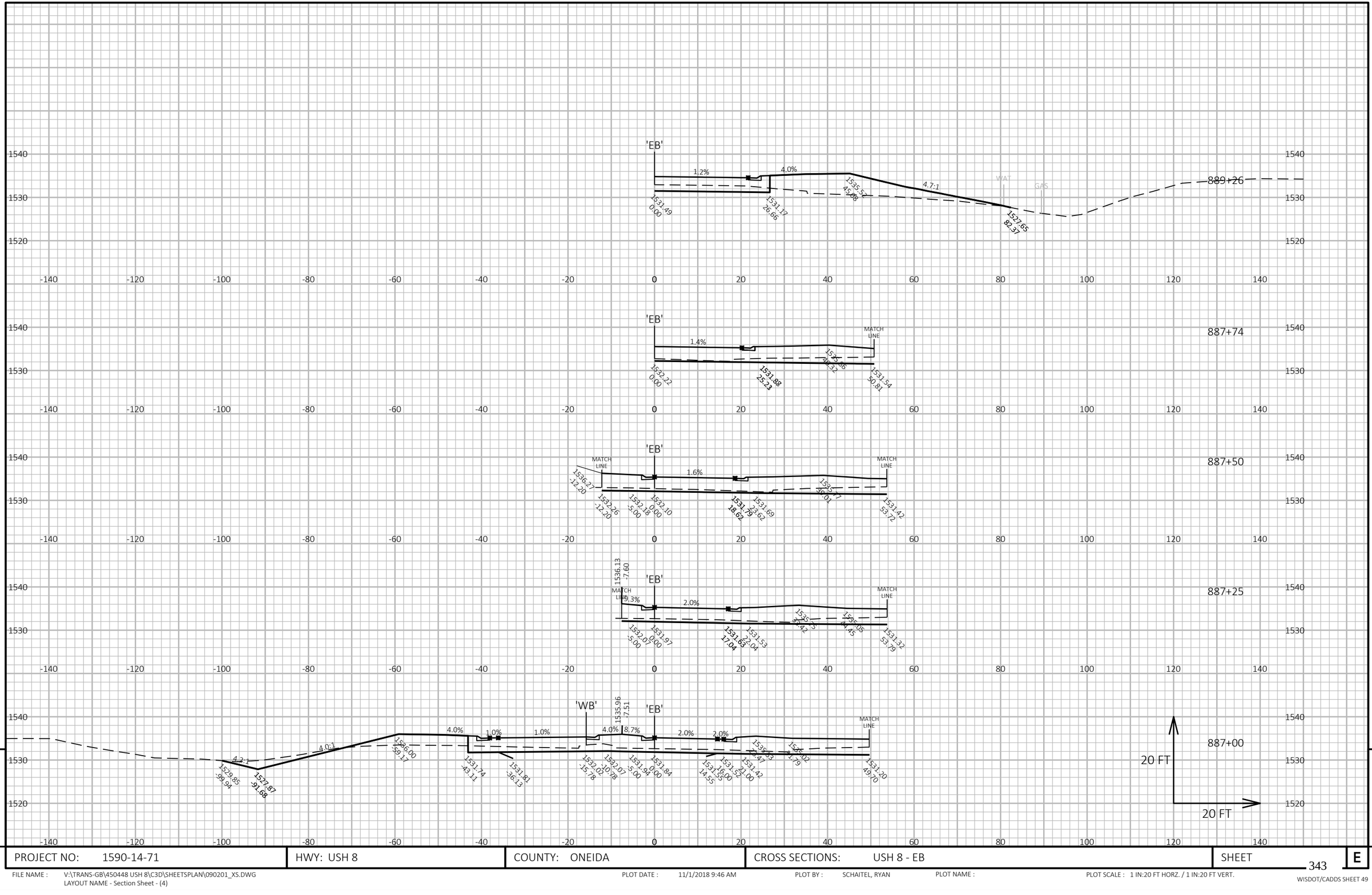
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (3)

PLOT DATE : 11/1/2018 9:46 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



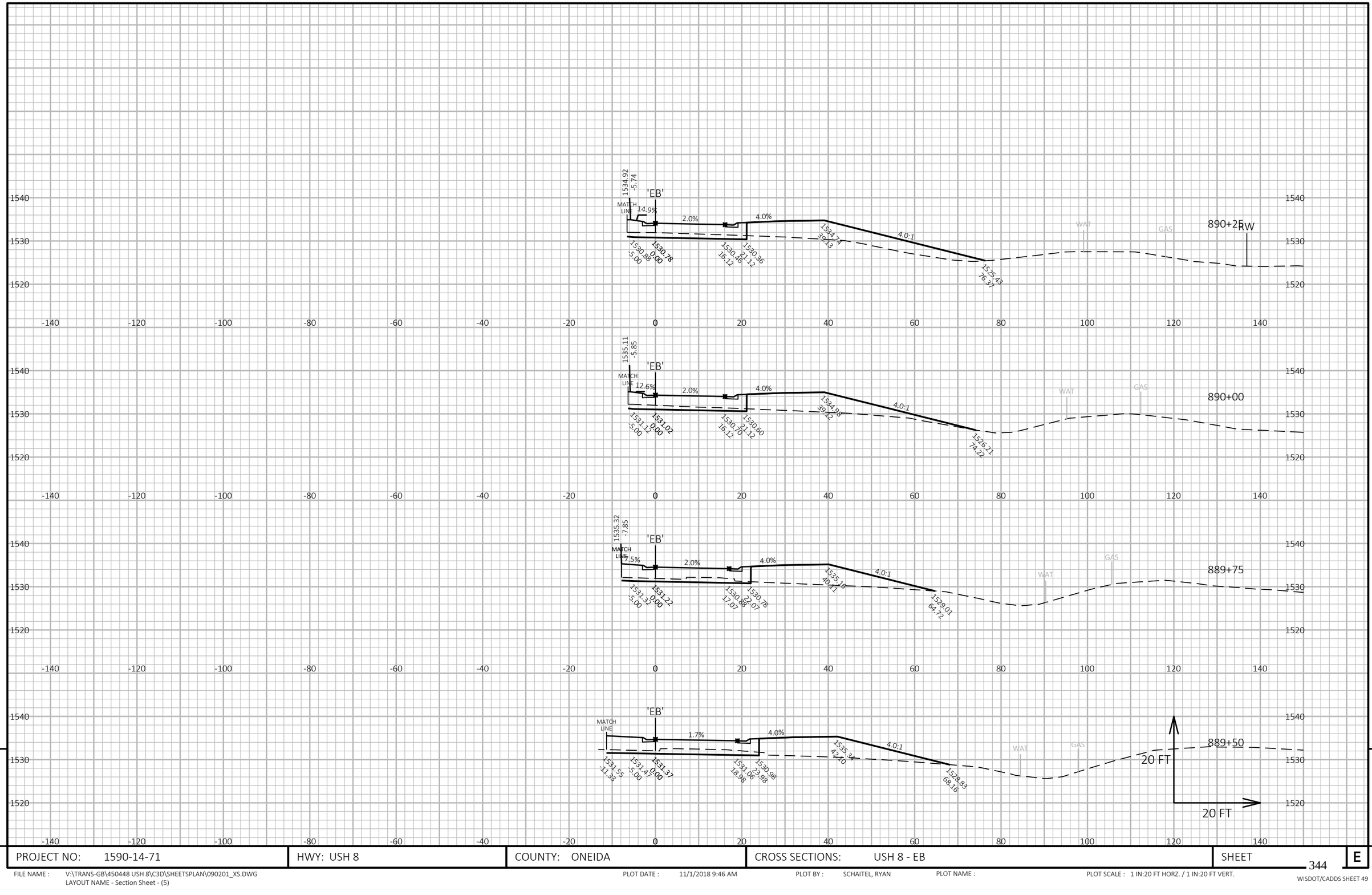
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 343	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (4)

PLOT DATE : 11/1/2018 9:46 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

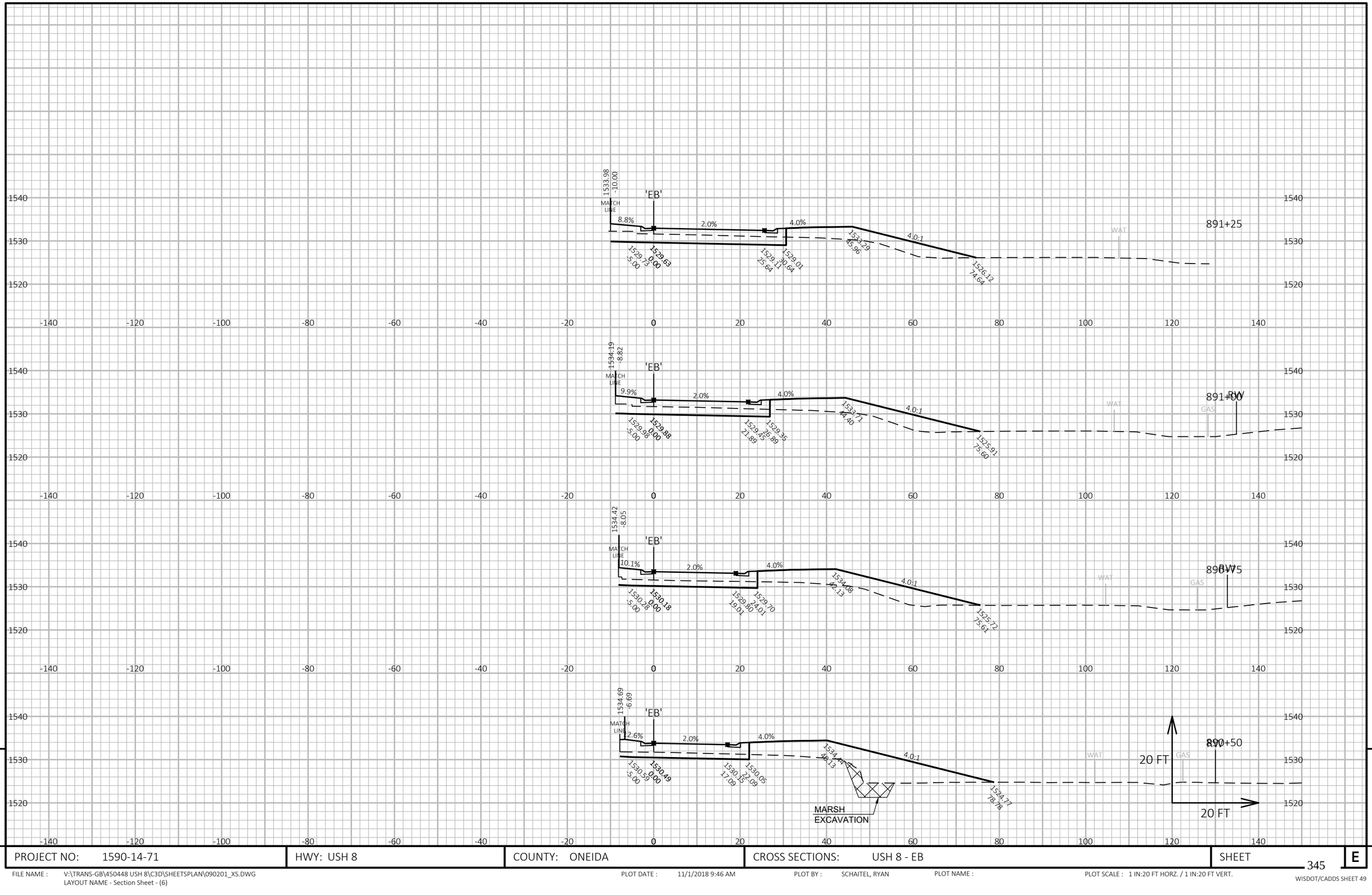


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 344	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (5)

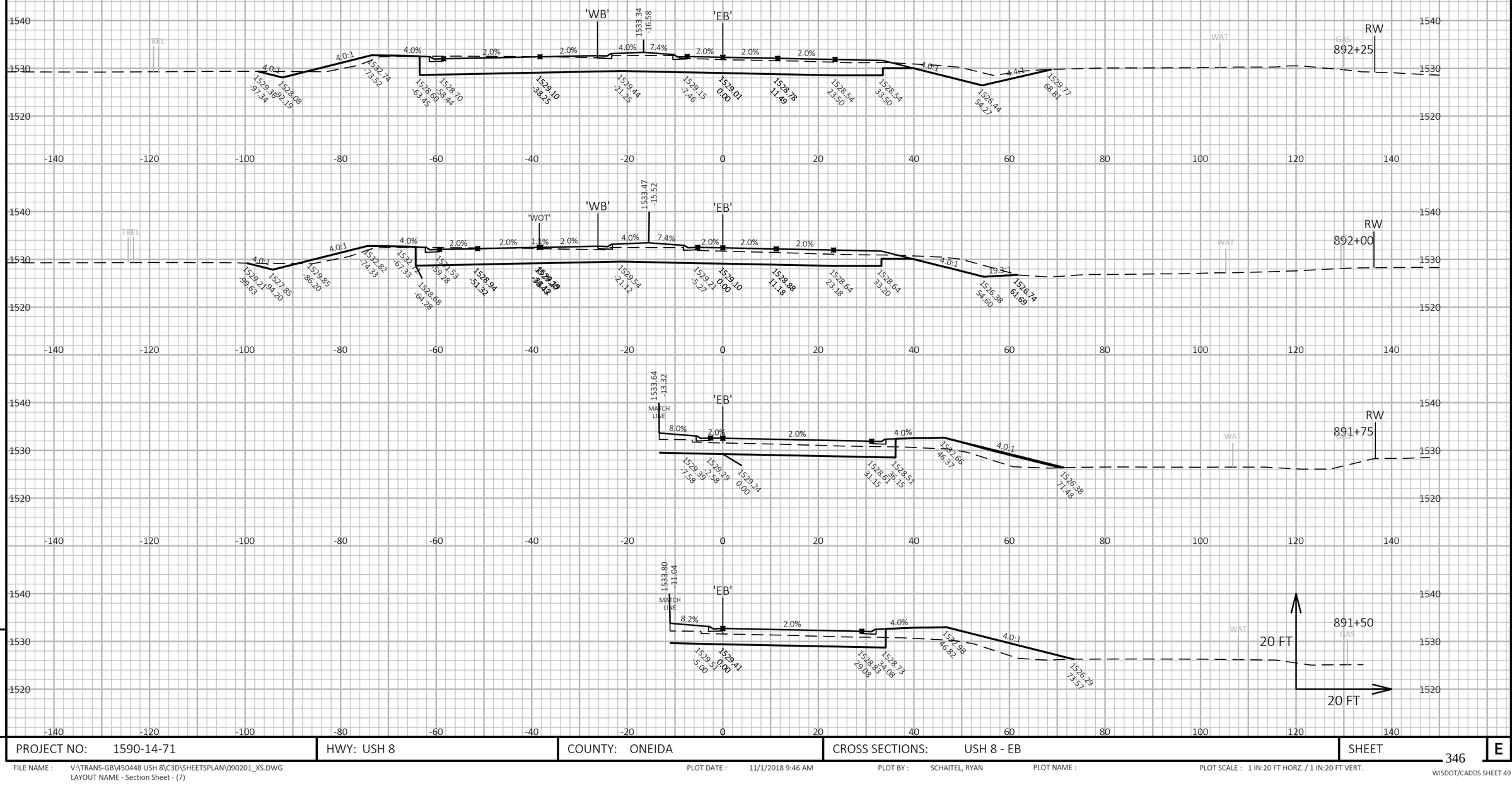
PLOT DATE : 11/1/2018 9:46 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 345 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (6)
PLOT DATE : 11/1/2018 9:46 AM
PLOT BY : SCHAITEL, RYAN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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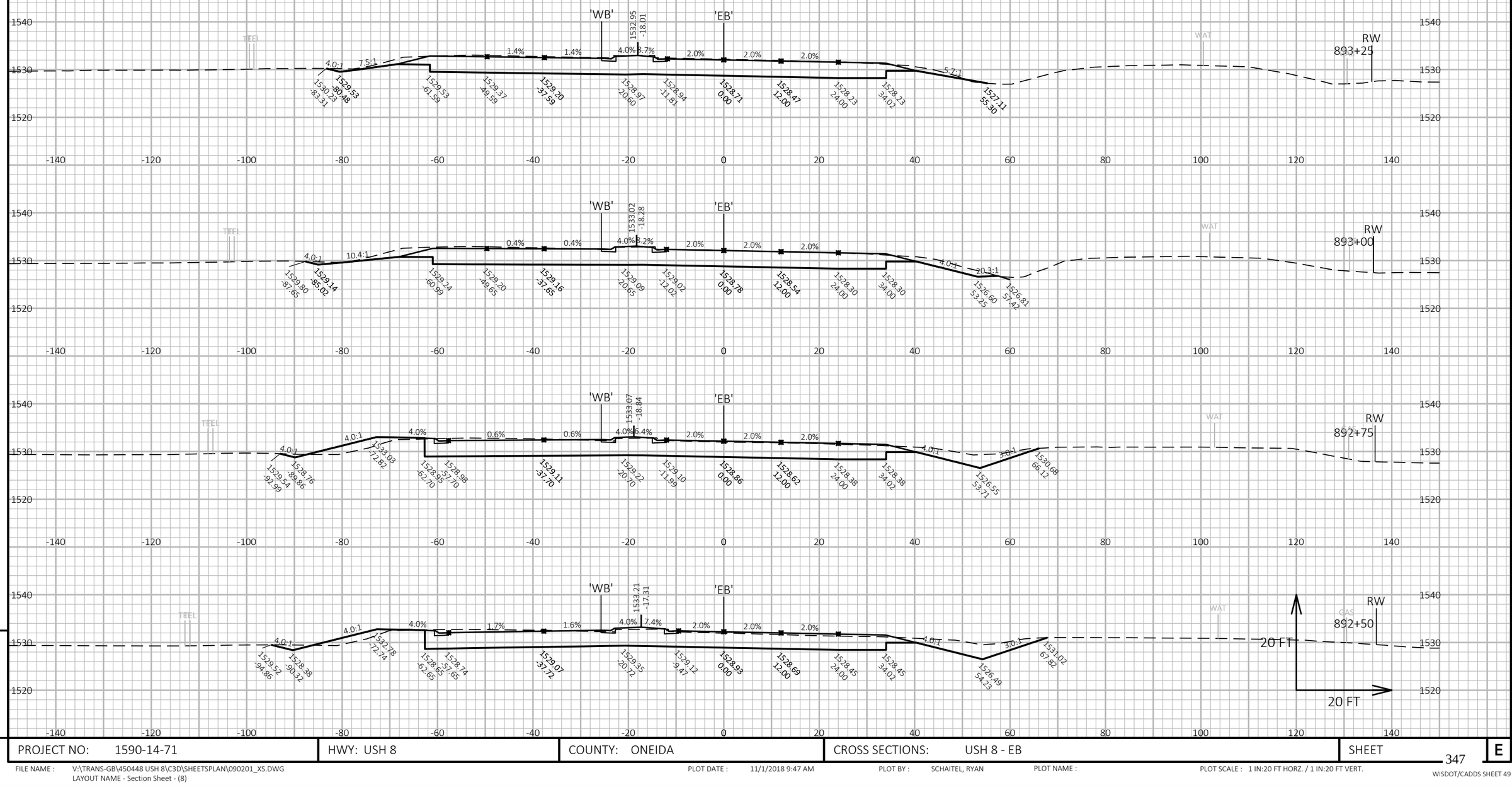
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 346	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (7)

PLOT DATE : 11/1/2018 9:46 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9



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9

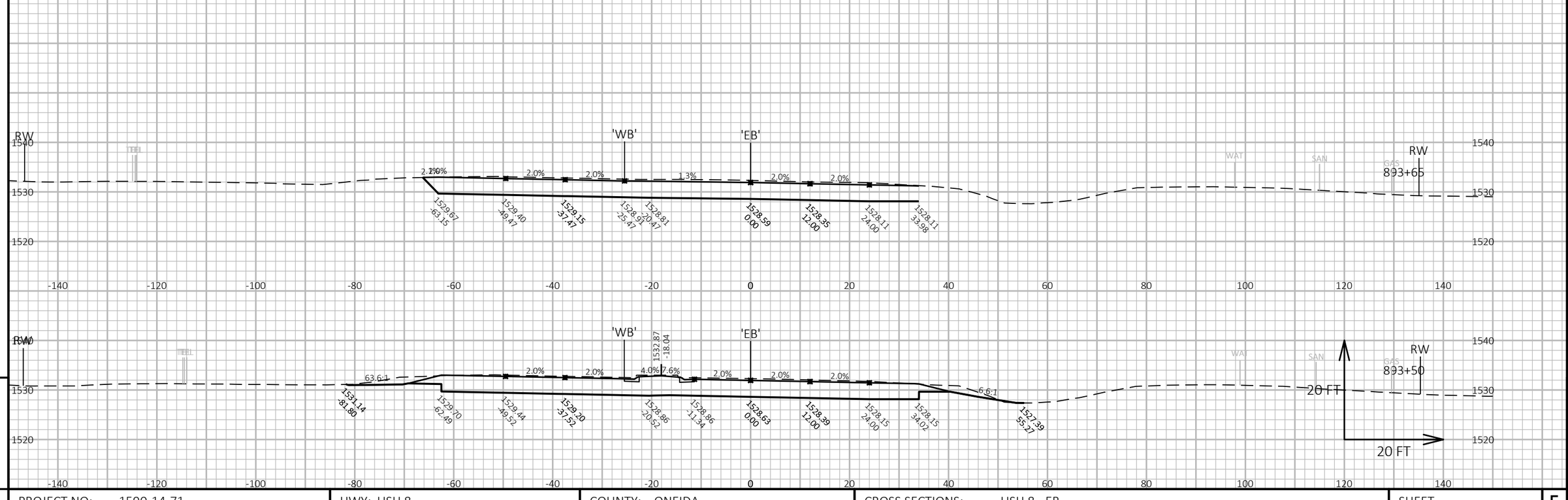
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 347	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (8)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA. 893+64.77 'EB'



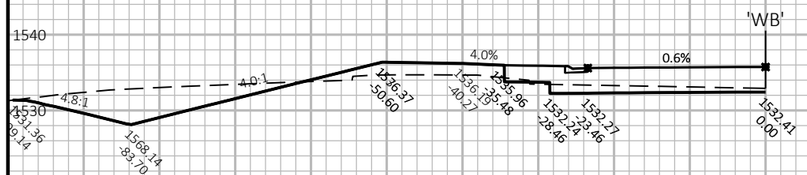
9

9

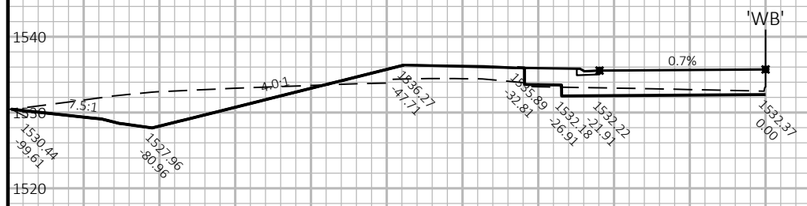
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - EB	SHEET 348	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (9)

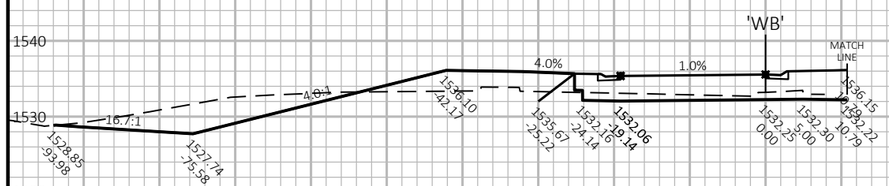
PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



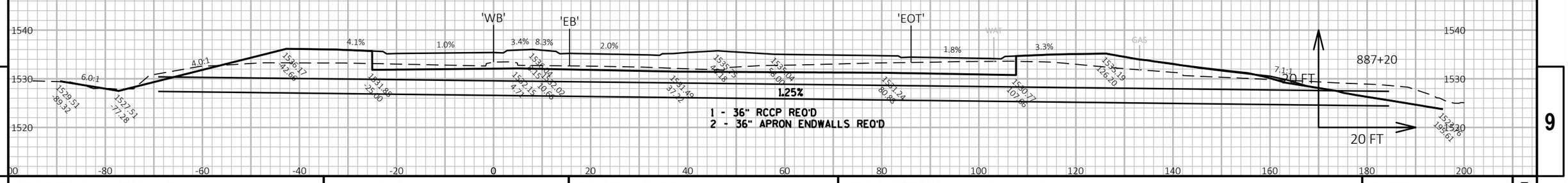
887+83



887+75



887+50



887+20

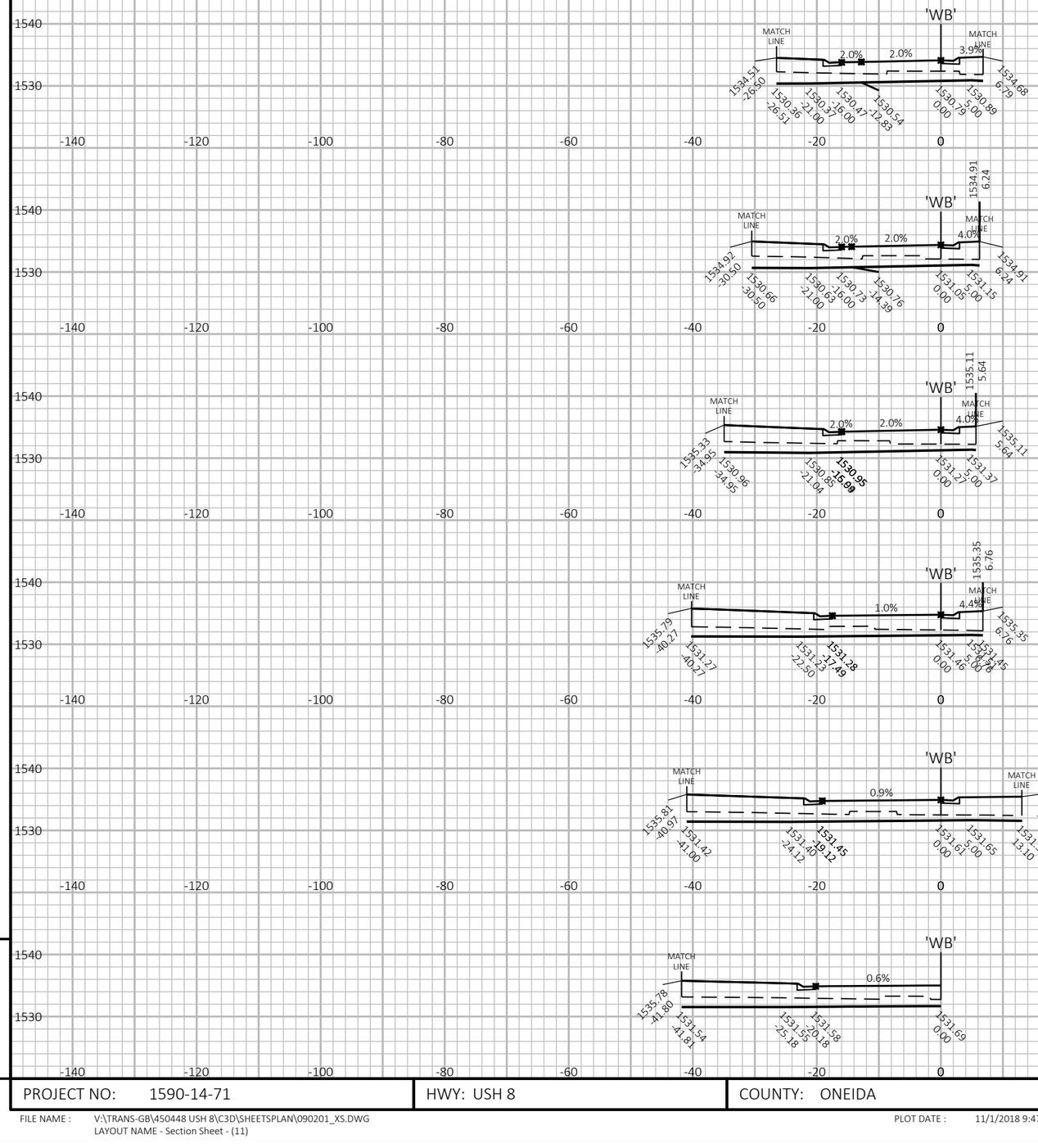
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - WB	SHEET 349	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (10)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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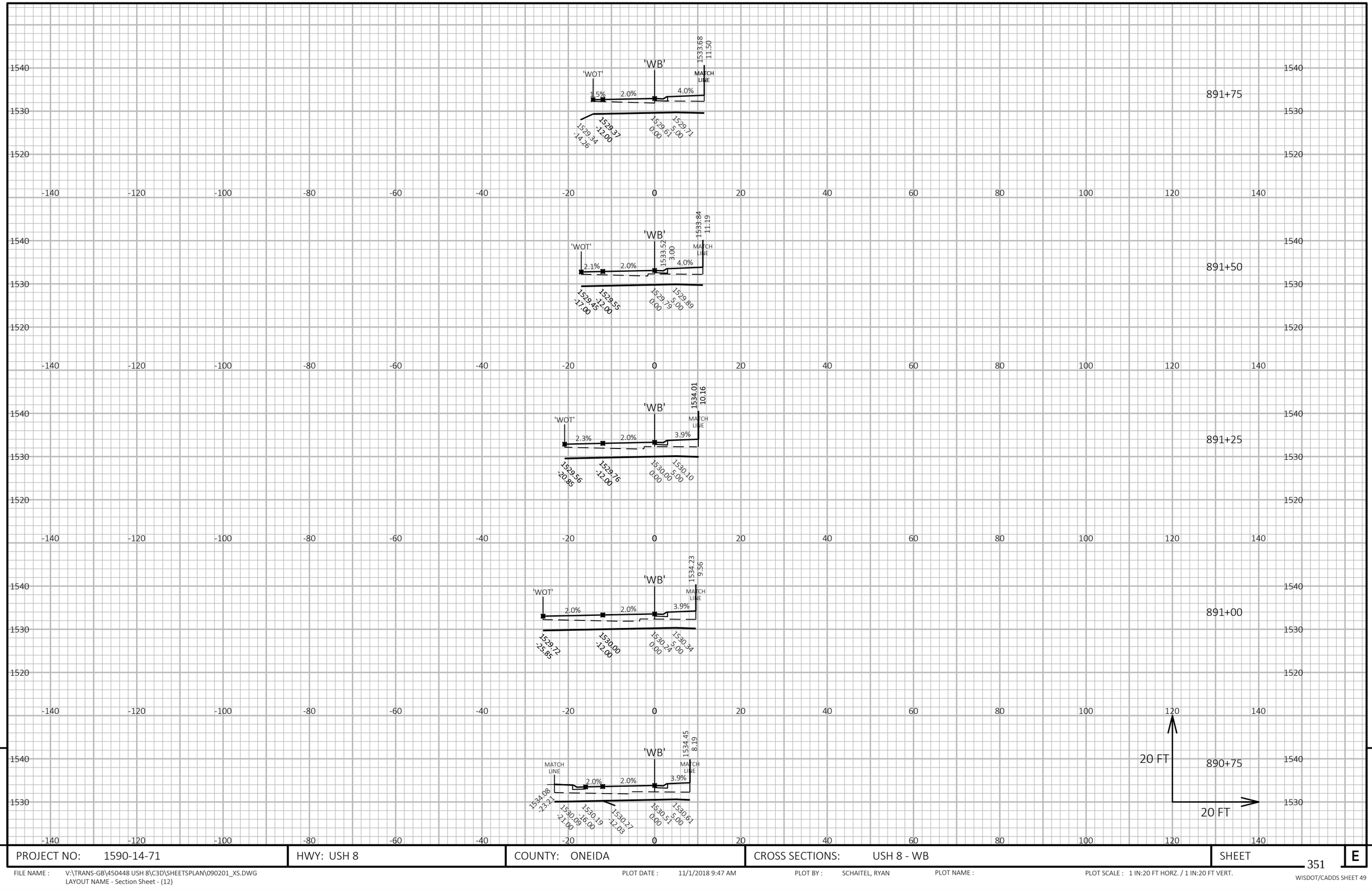
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - WB	SHEET 350	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (11)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - WB	SHEET 351	E

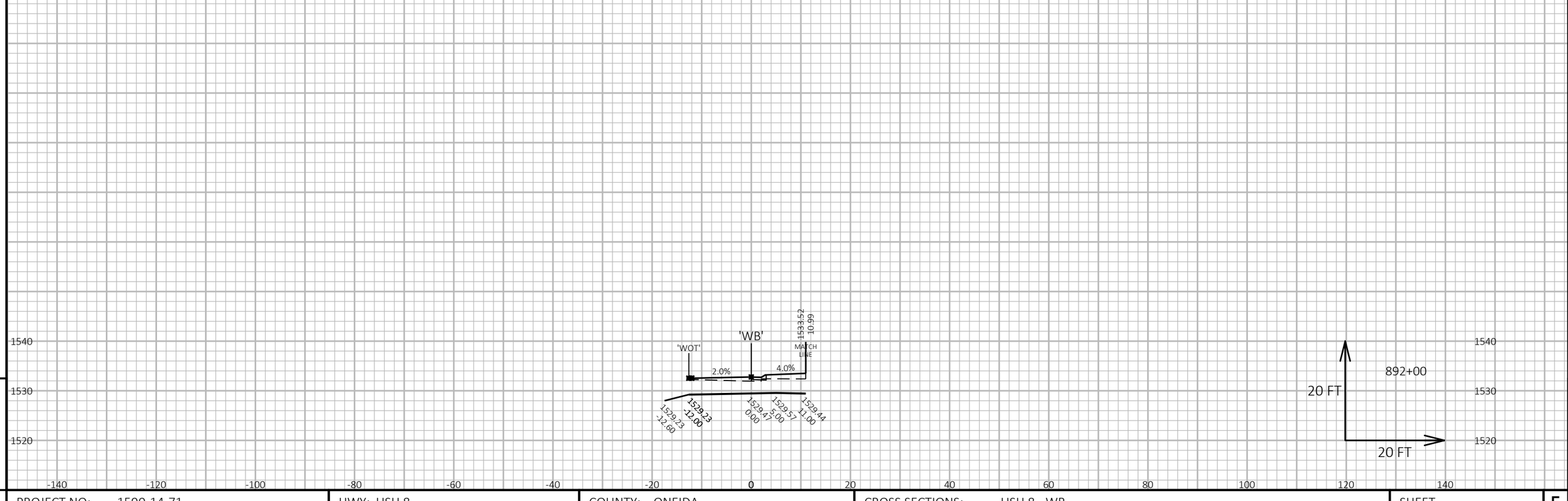
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (12)

PLOT DATE : 11/1/2018 9:47 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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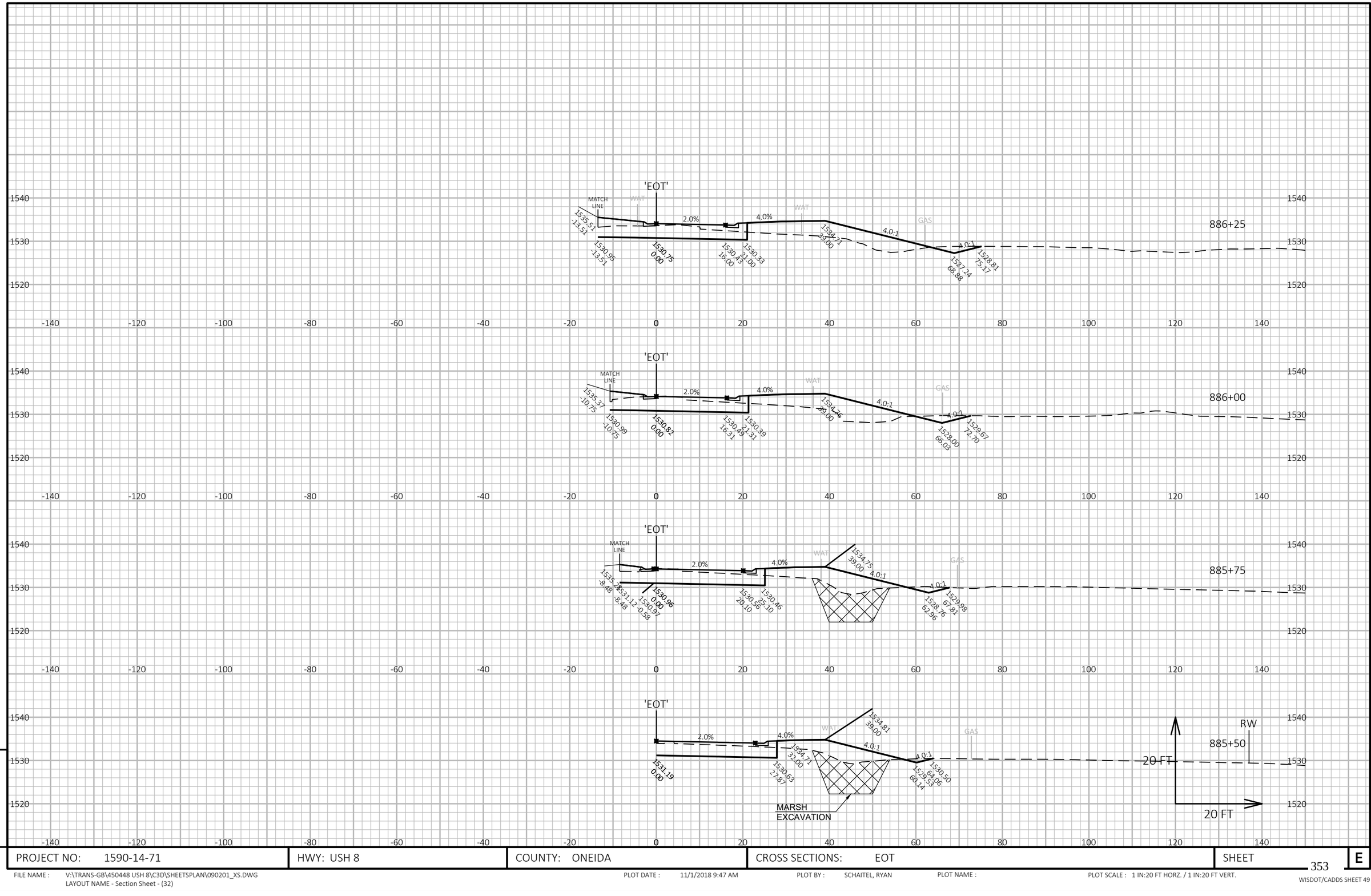
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 - WB	SHEET 352	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (38)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



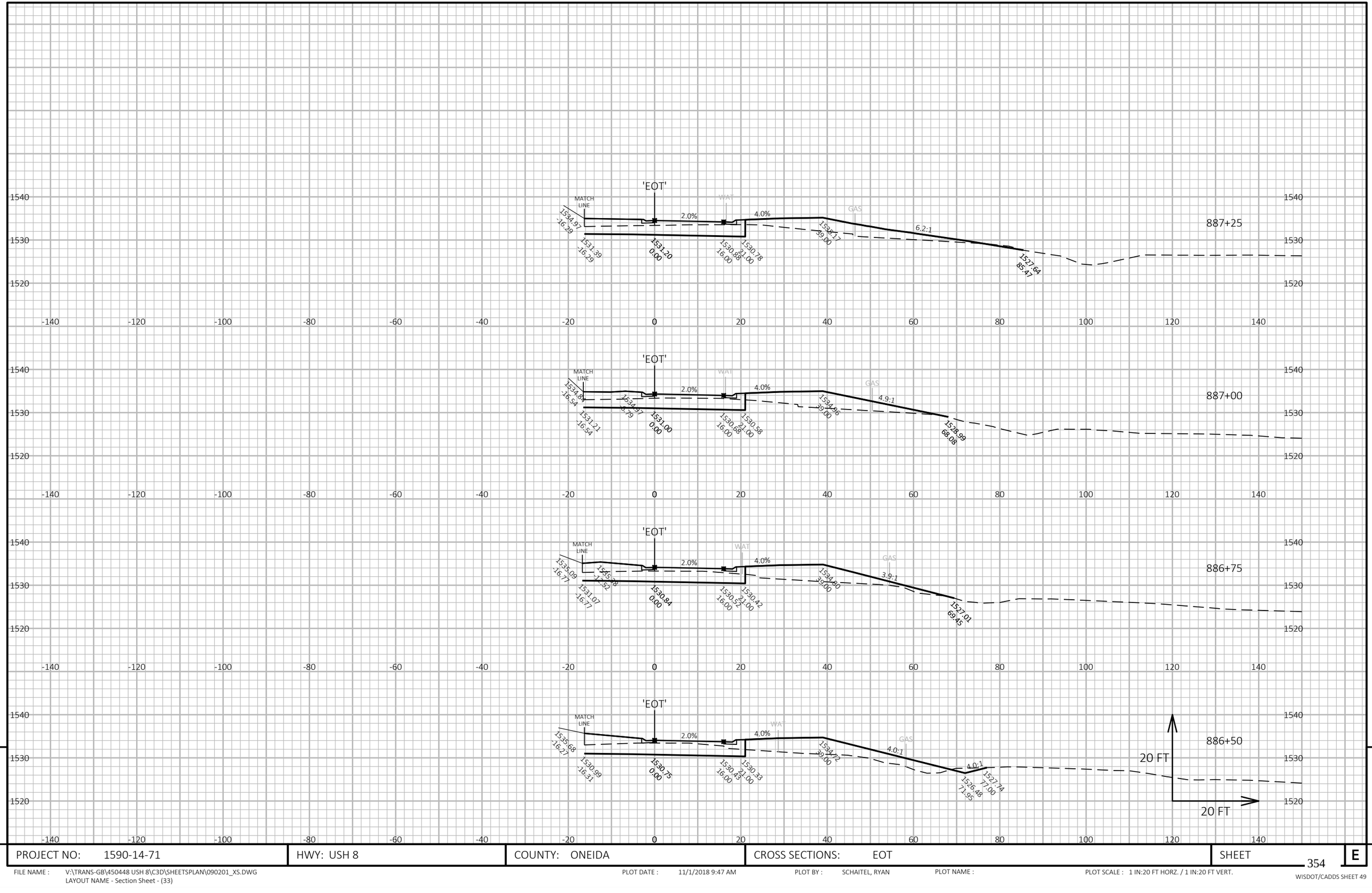
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: EOT	SHEET 353	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (32)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

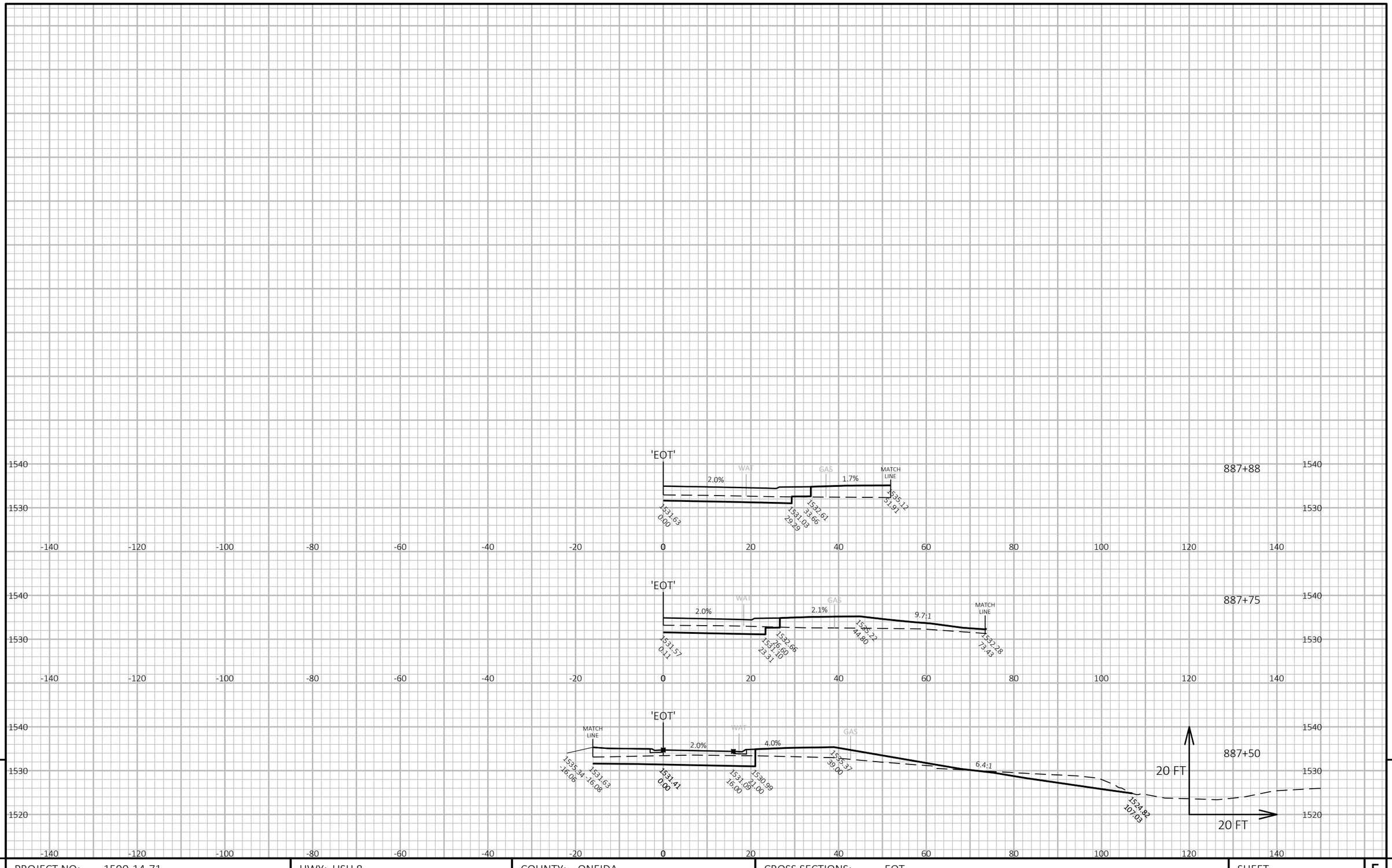
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: EOT	SHEET 354	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (33)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



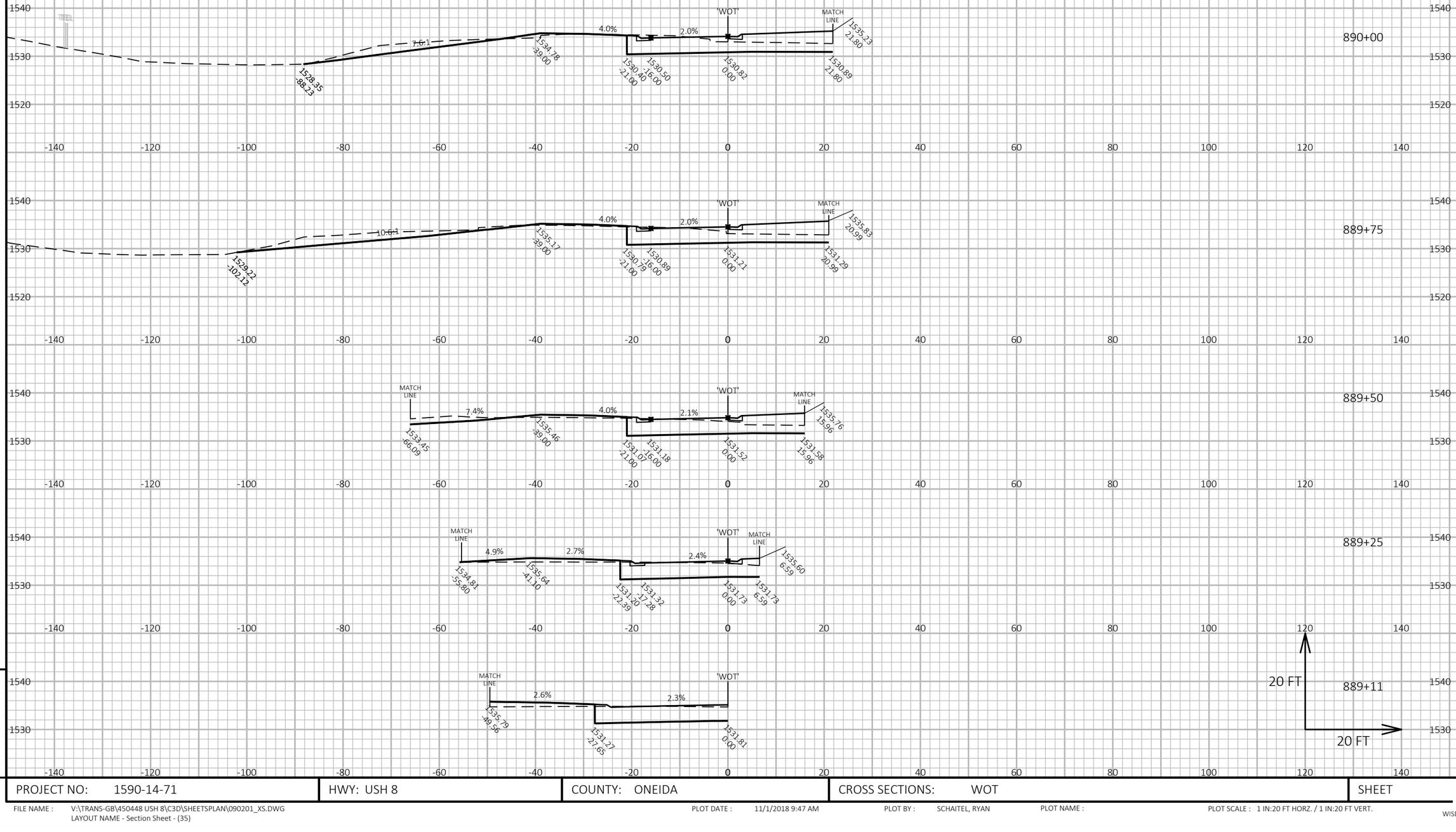
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: EOT	SHEET 355	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (34)

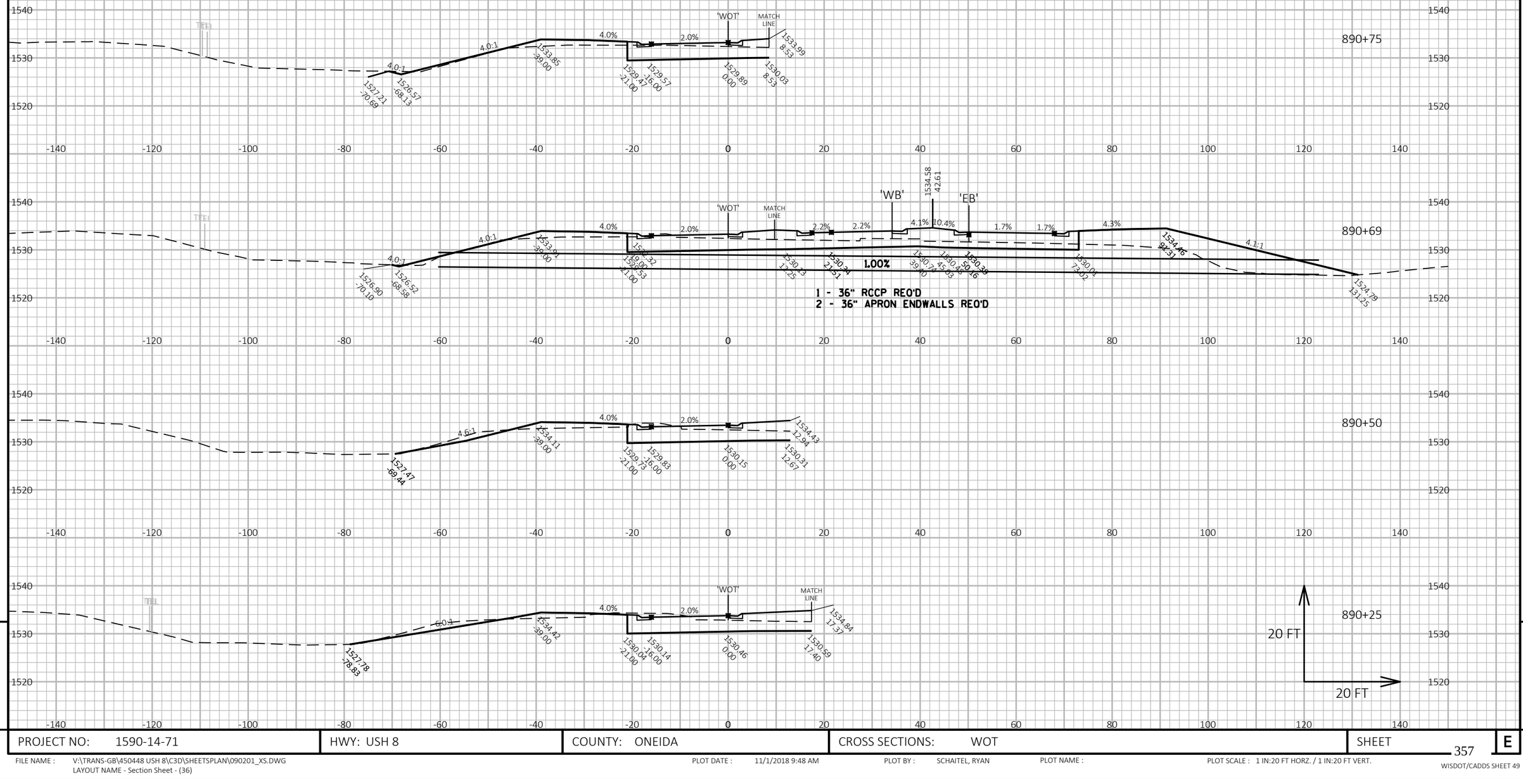
PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: WOT	SHEET 356	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (35)

PLOT DATE : 11/1/2018 9:47 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

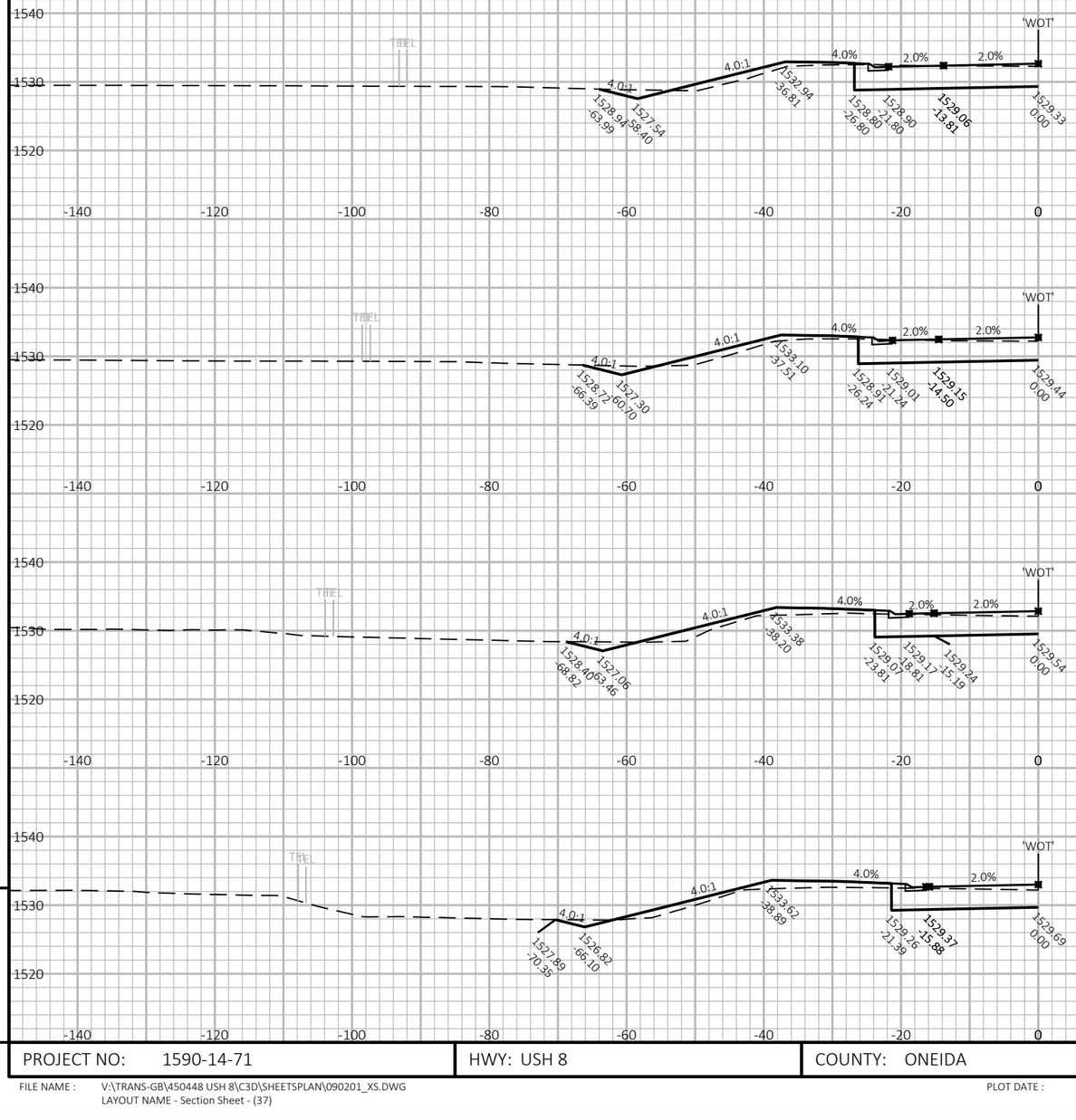
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: WOT	SHEET 357	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (36)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

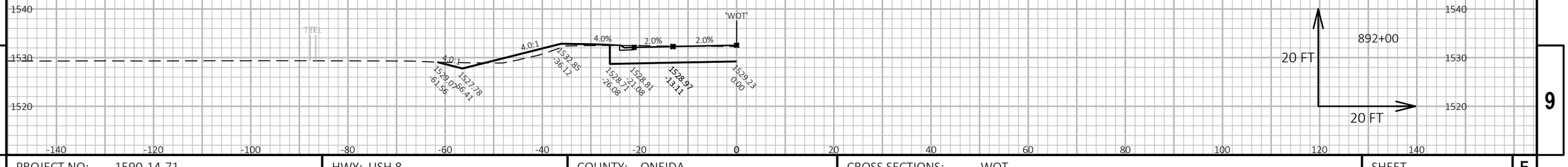
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: WOT	SHEET 358	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (37)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



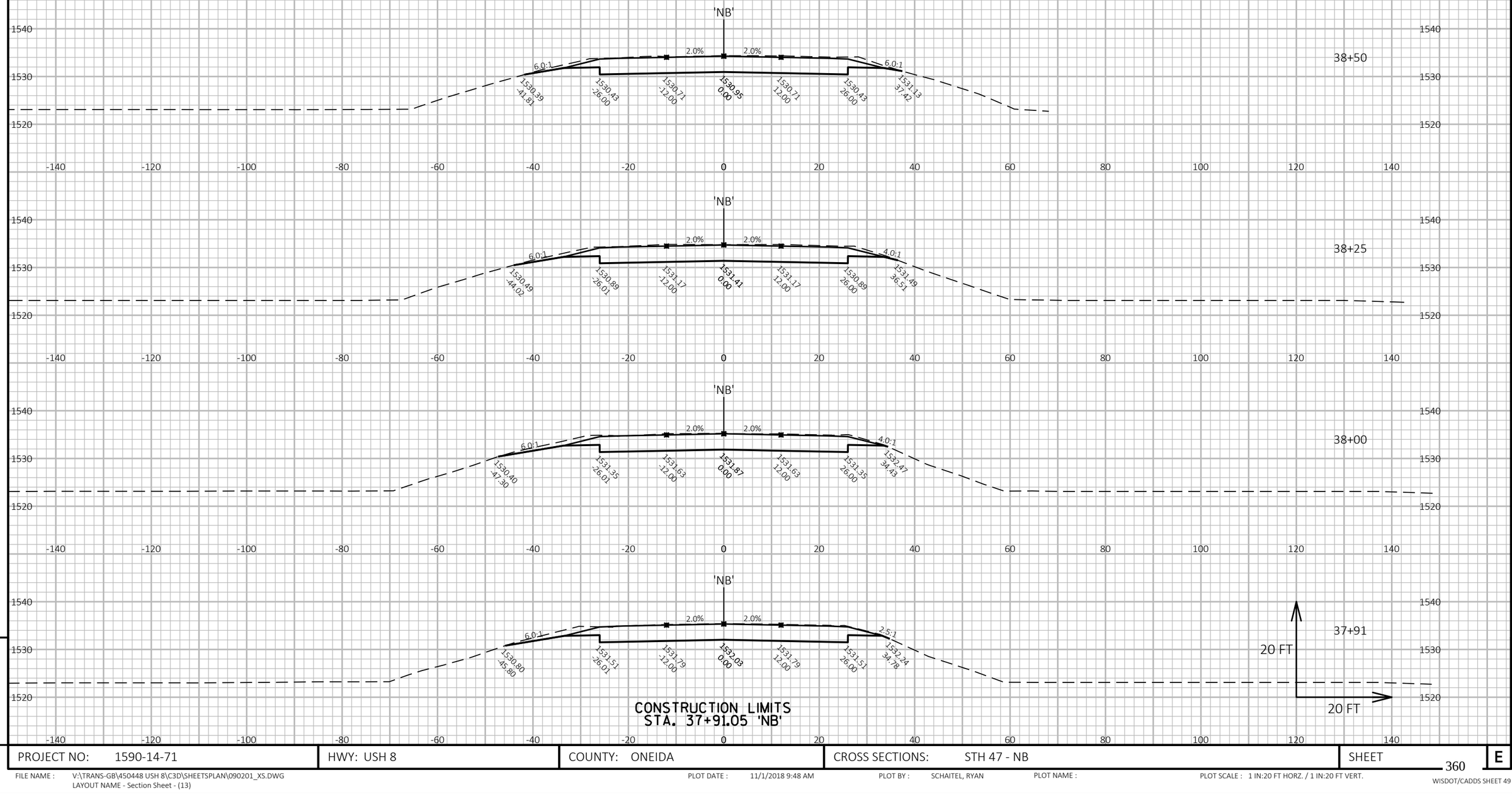
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: WOT	SHEET 359	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (39)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

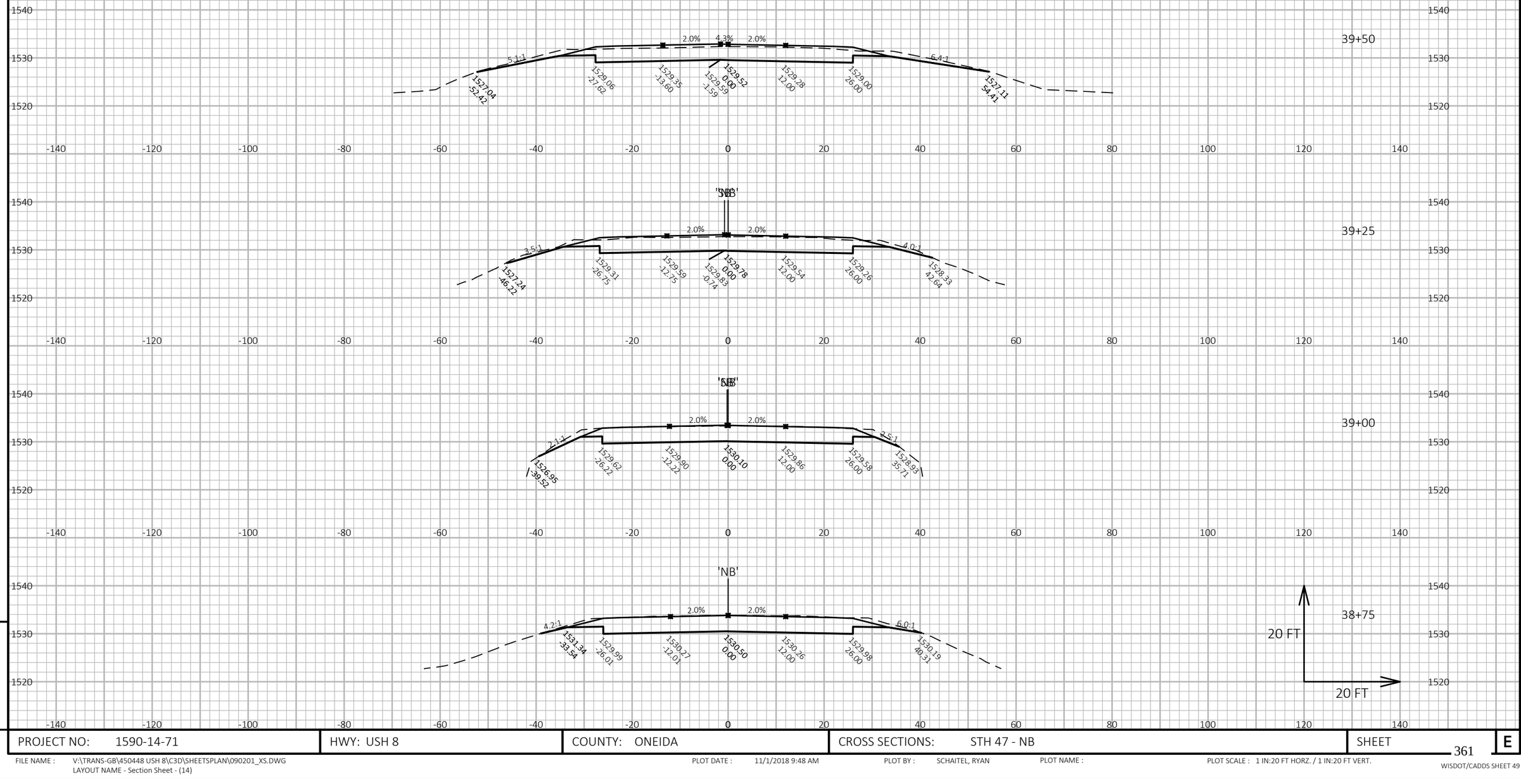
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 360	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (13)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



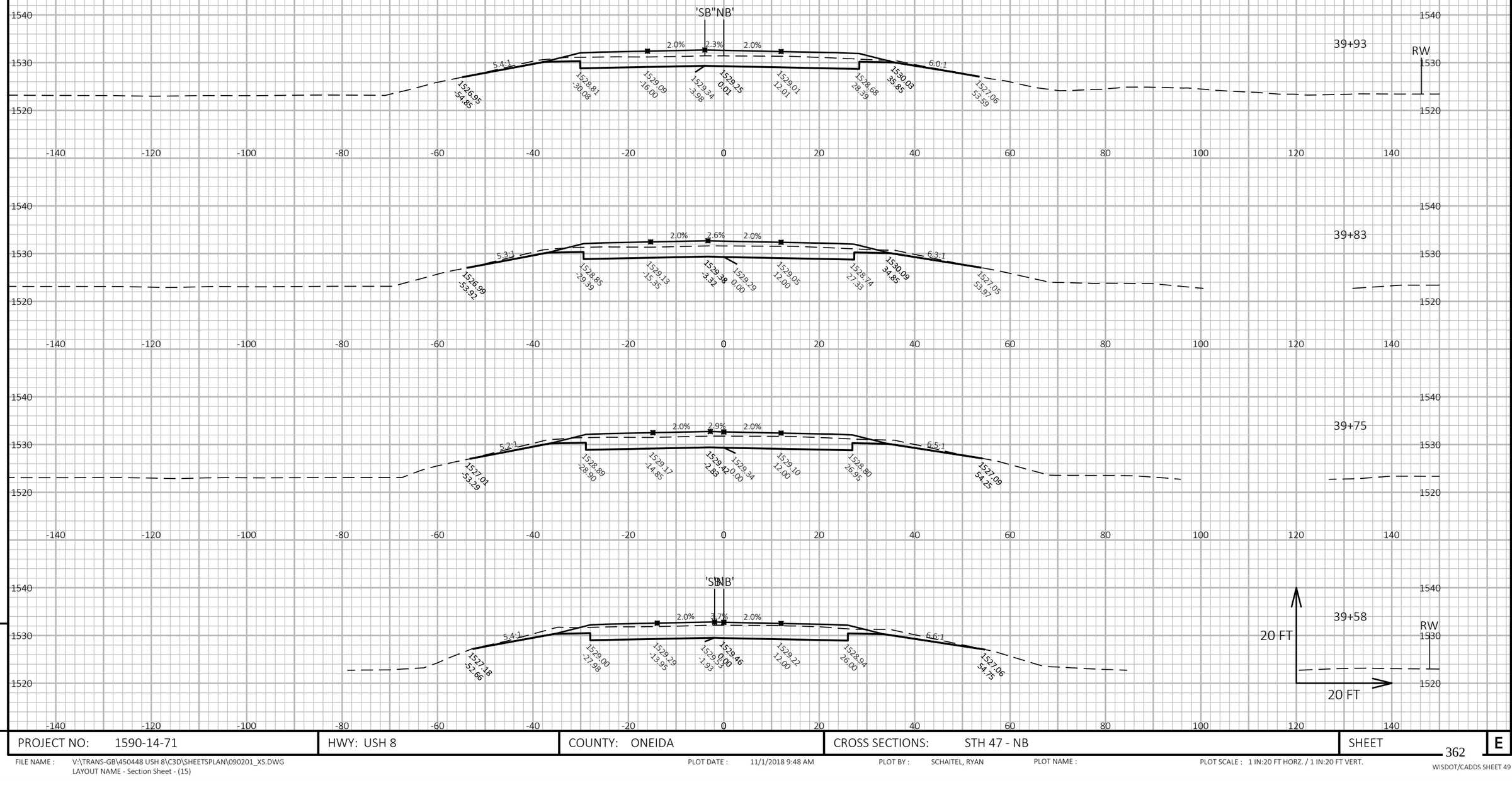
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 361	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (14)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



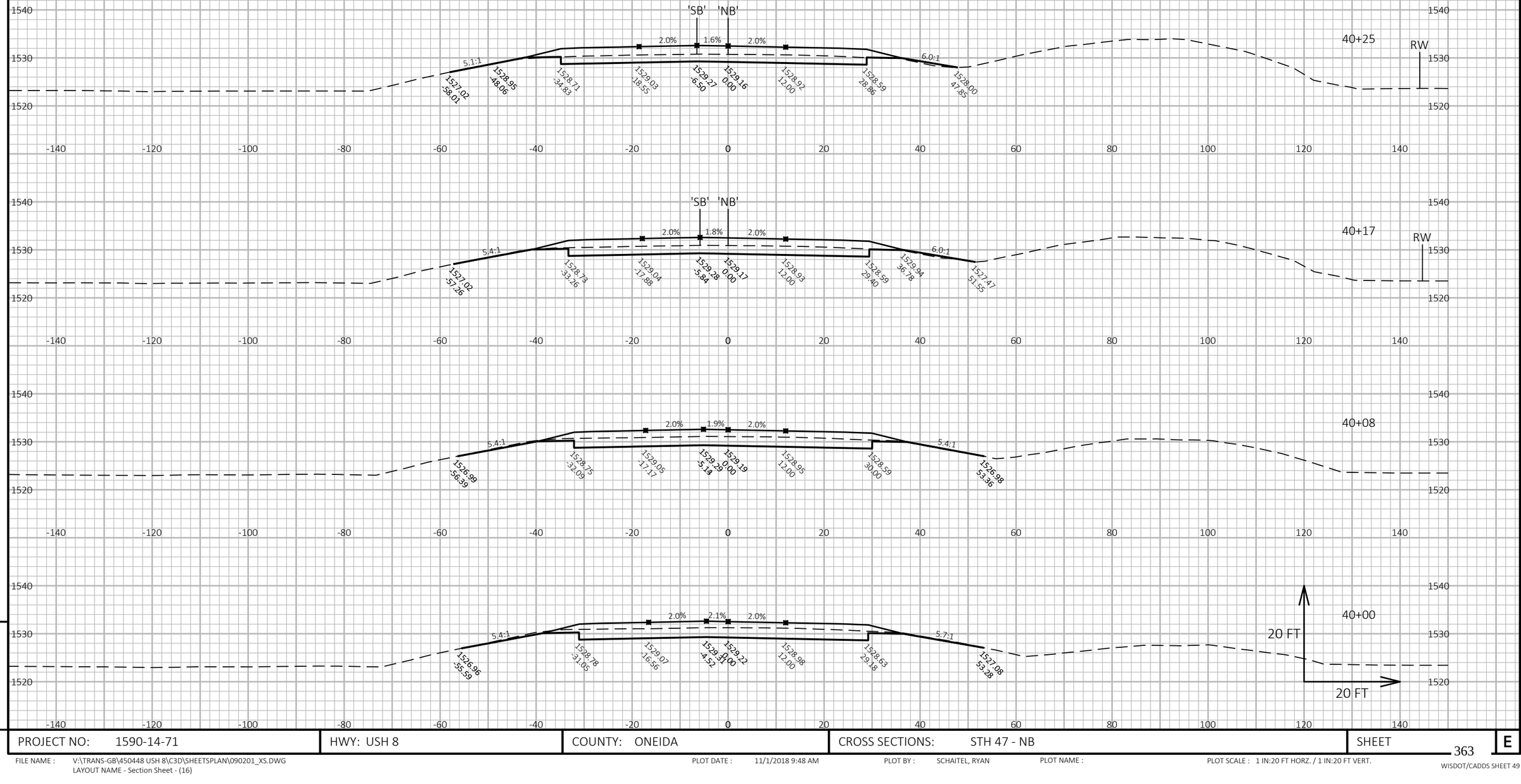
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 362	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (15)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

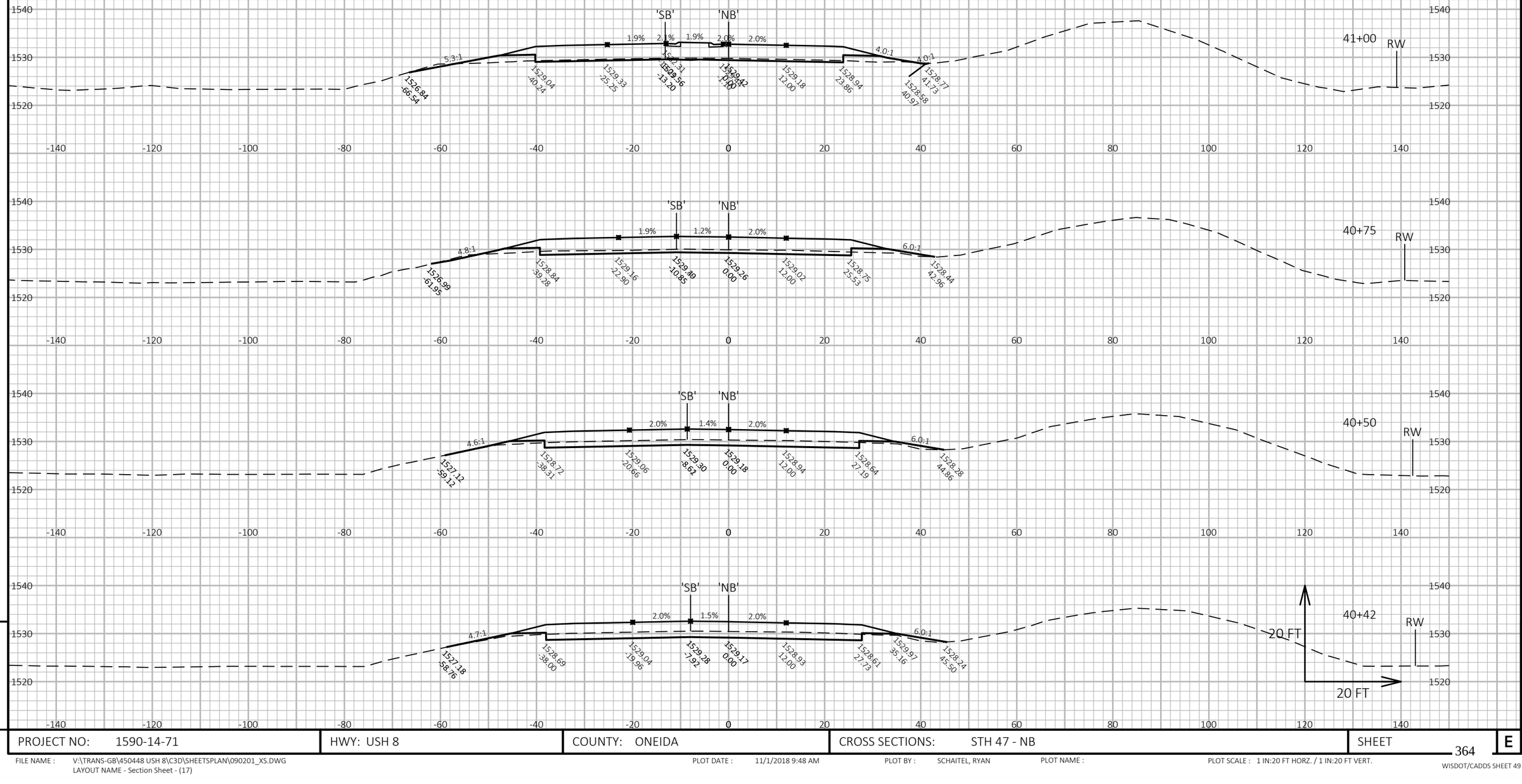


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 363	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (16)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 364	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (17)

PLOT DATE : 11/1/2018 9:48 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

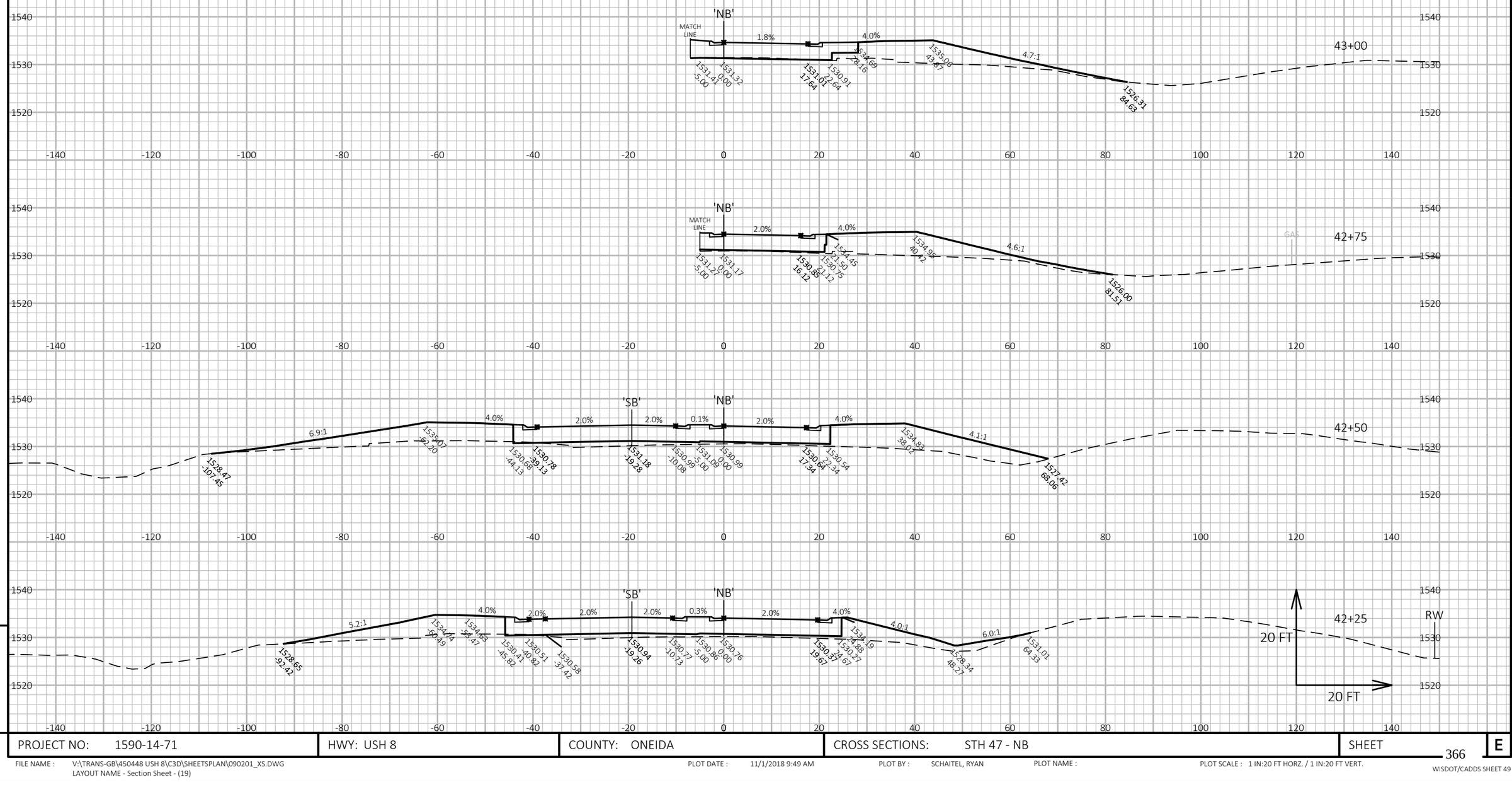
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 365	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (18)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9 9

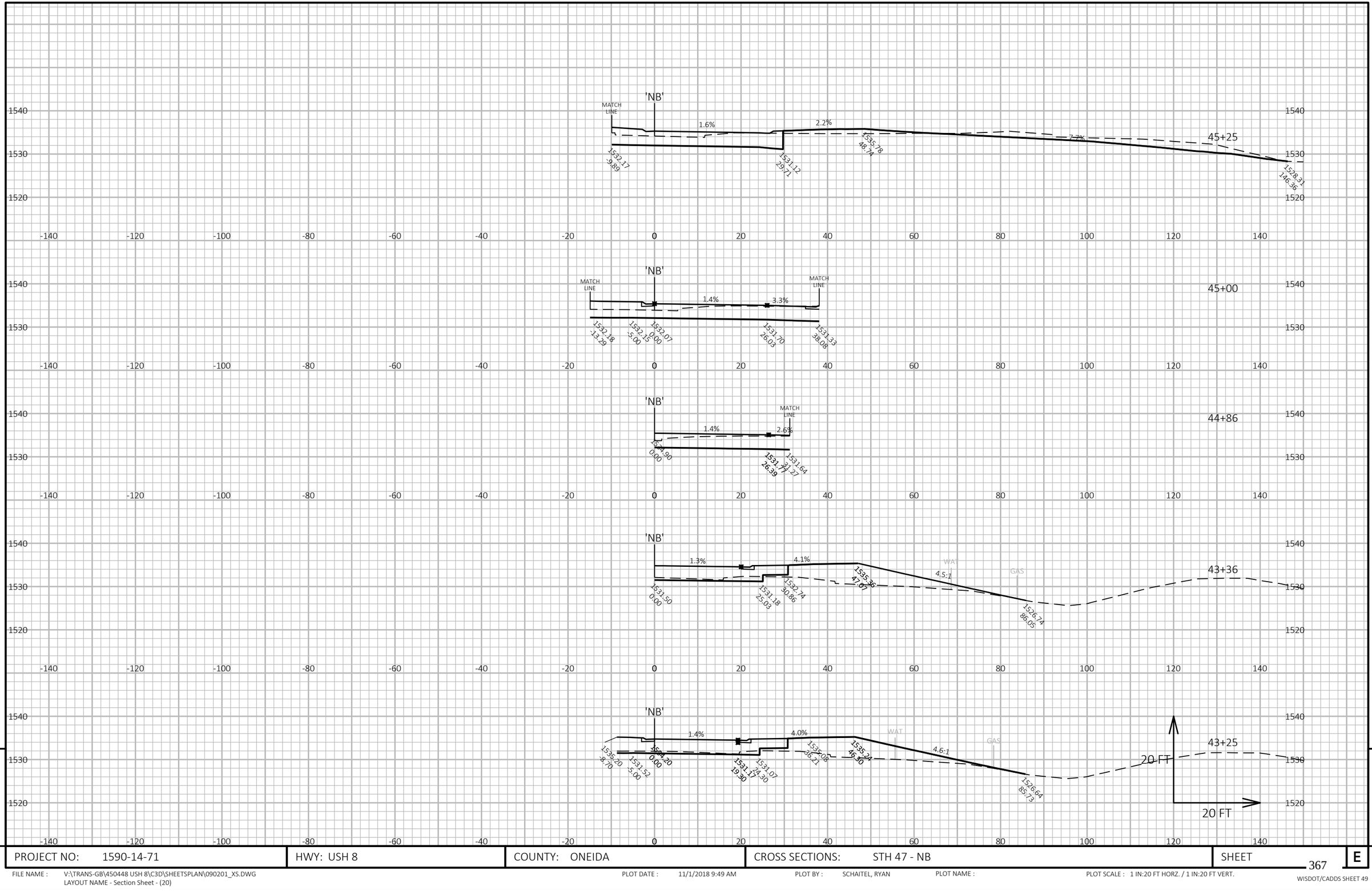


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 366	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (19)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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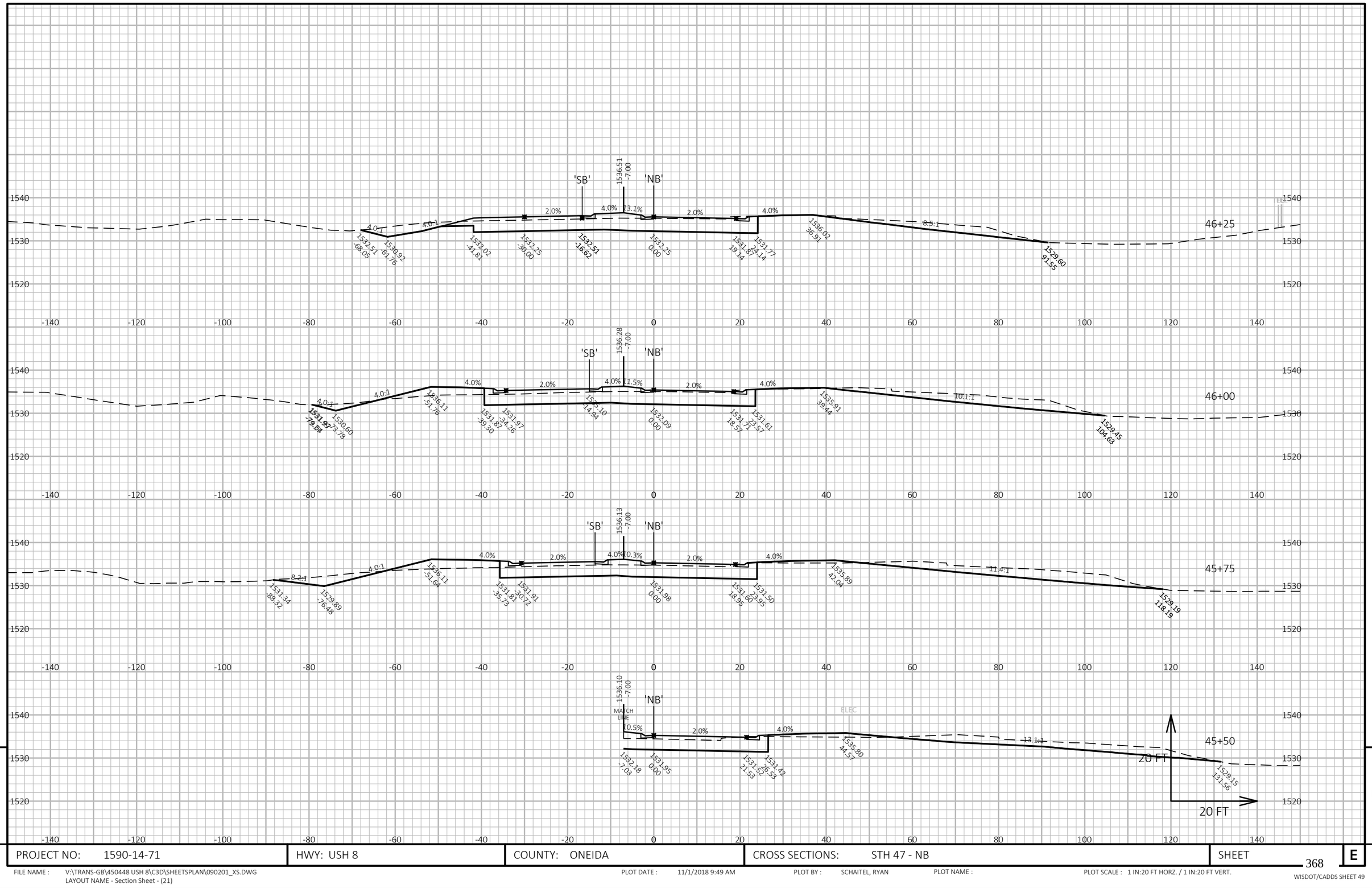
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 367 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (20)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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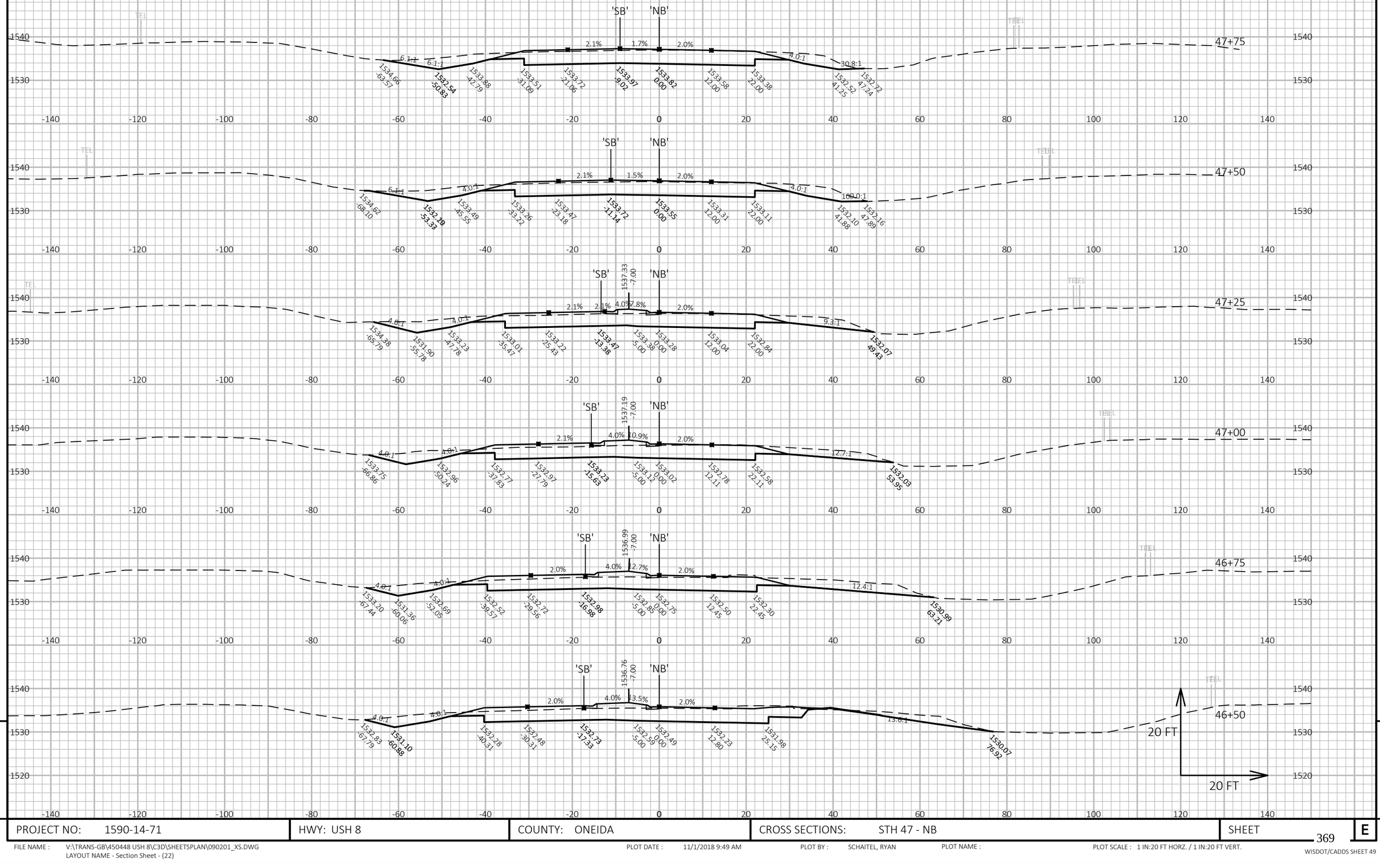
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 368	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (21)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

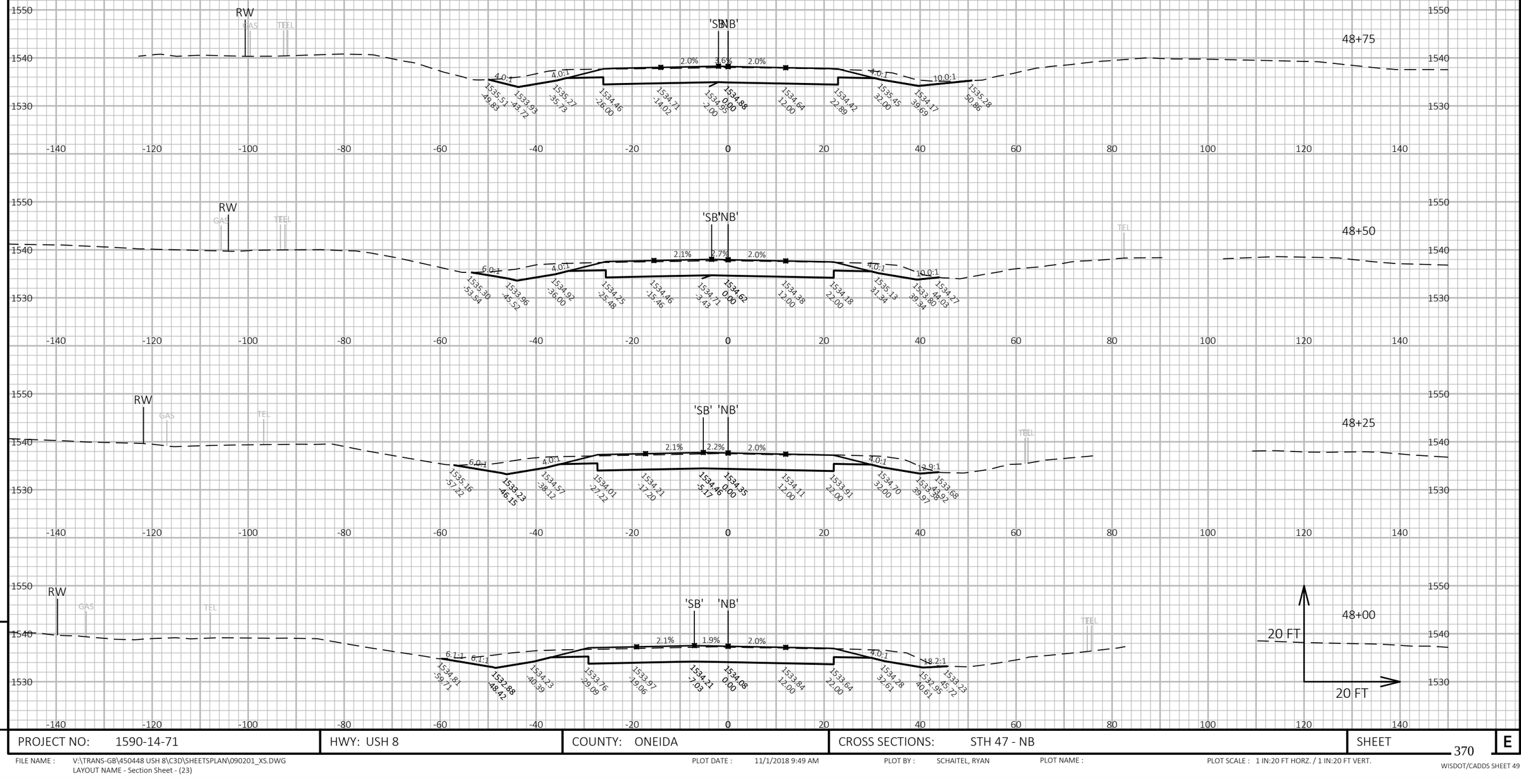


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 369 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (22)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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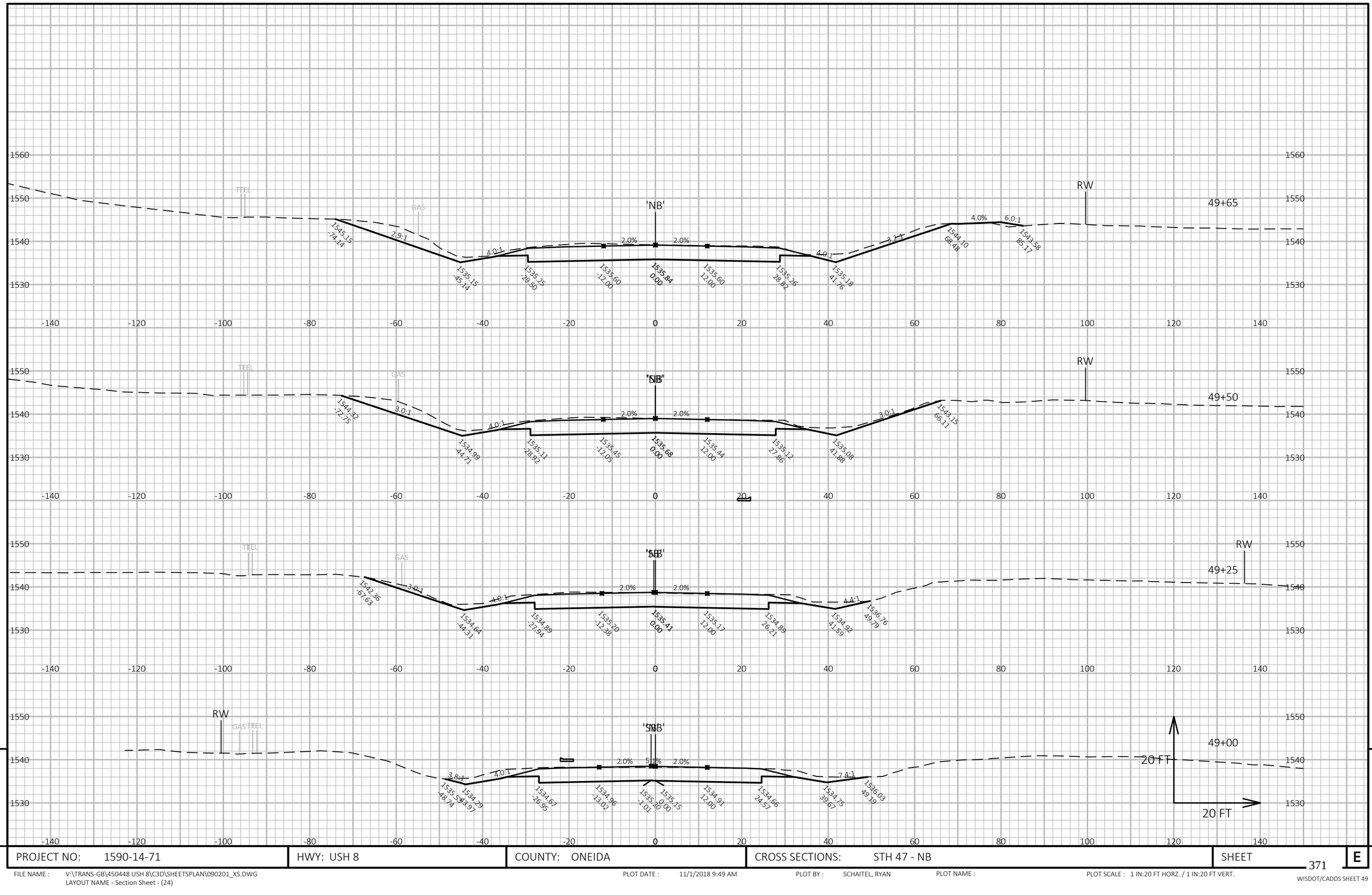
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 370	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (23)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

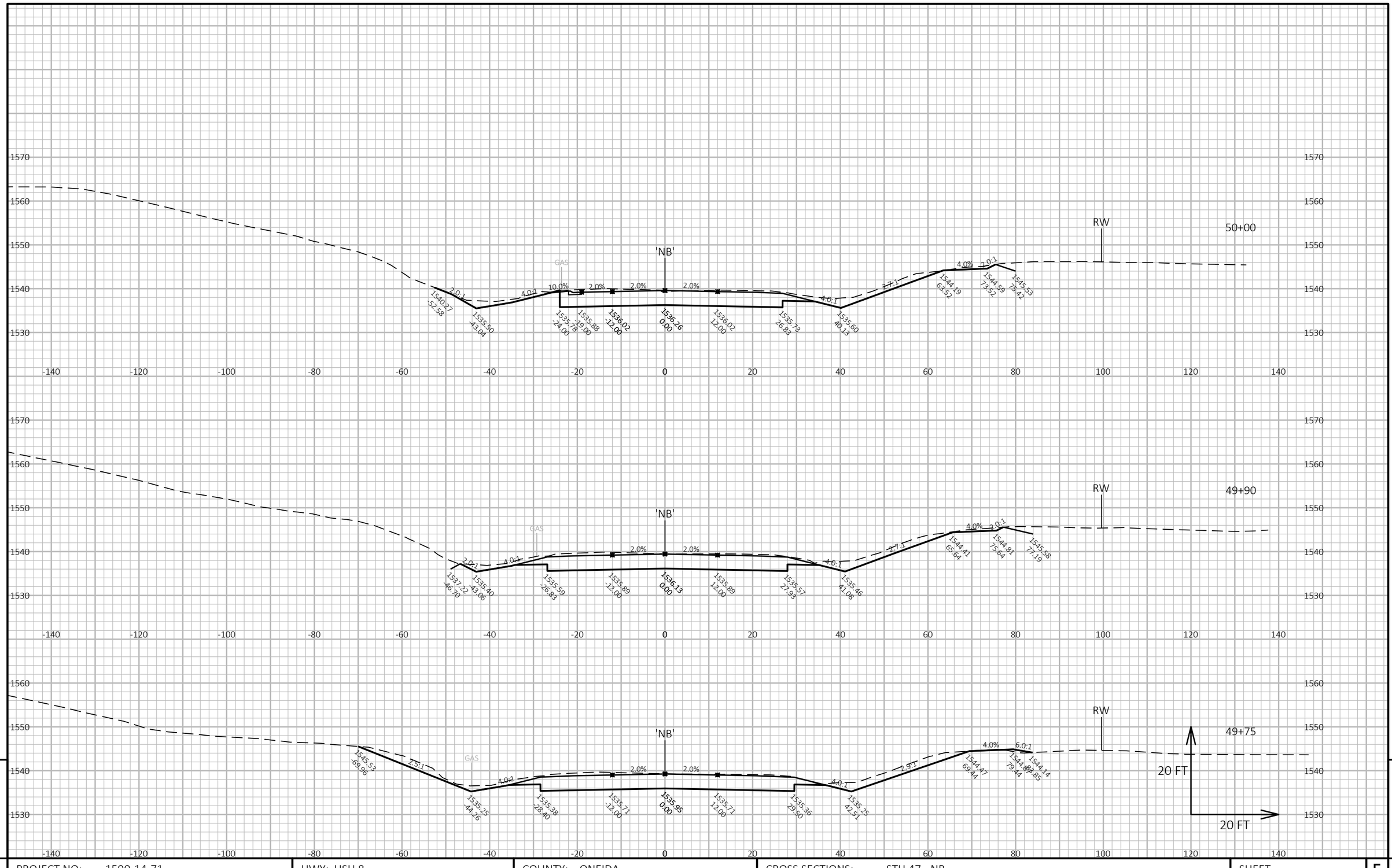


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 371 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (24)

PLOT DATE : 11/1/2018 9:49 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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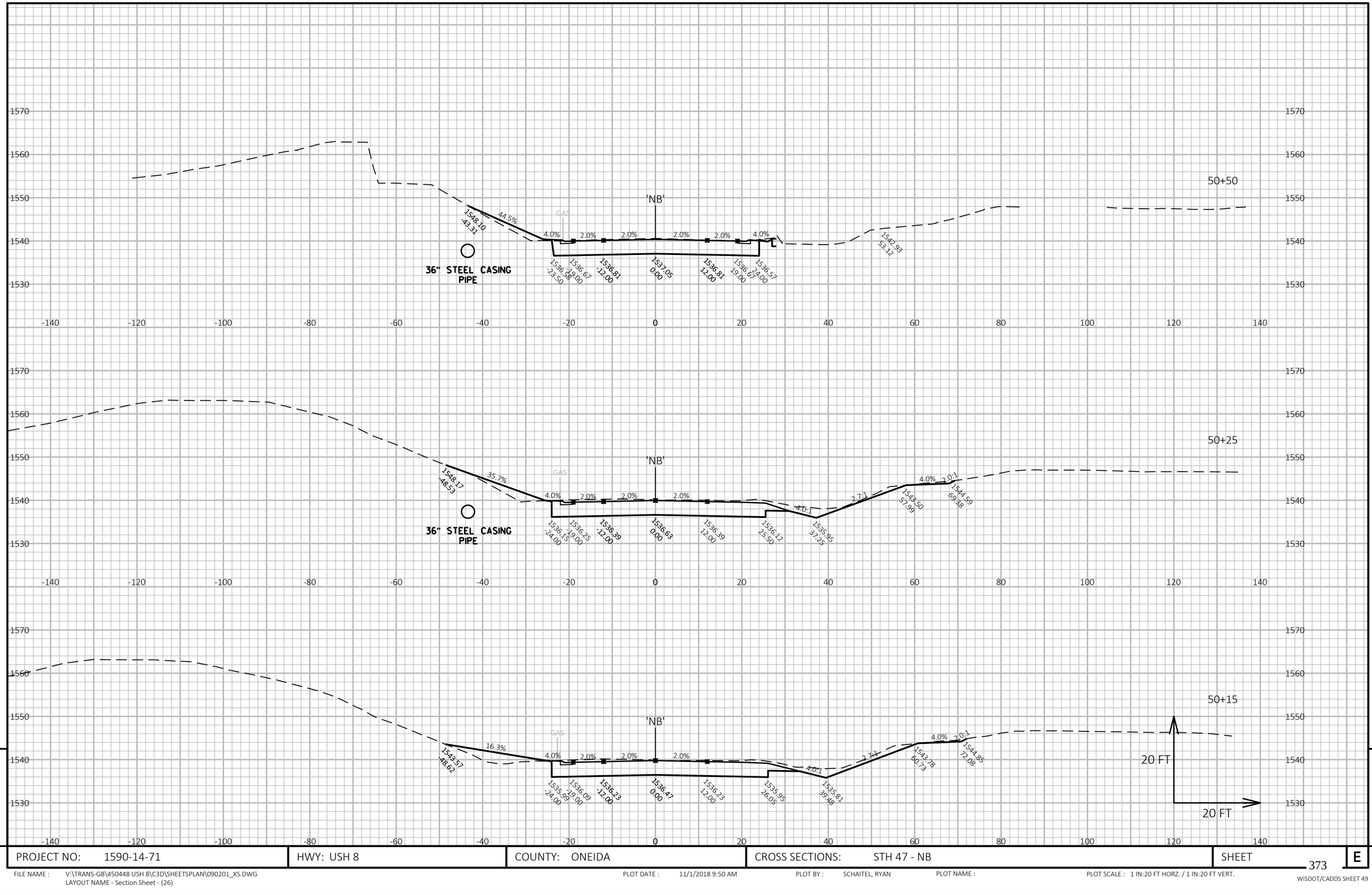
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 372	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (25)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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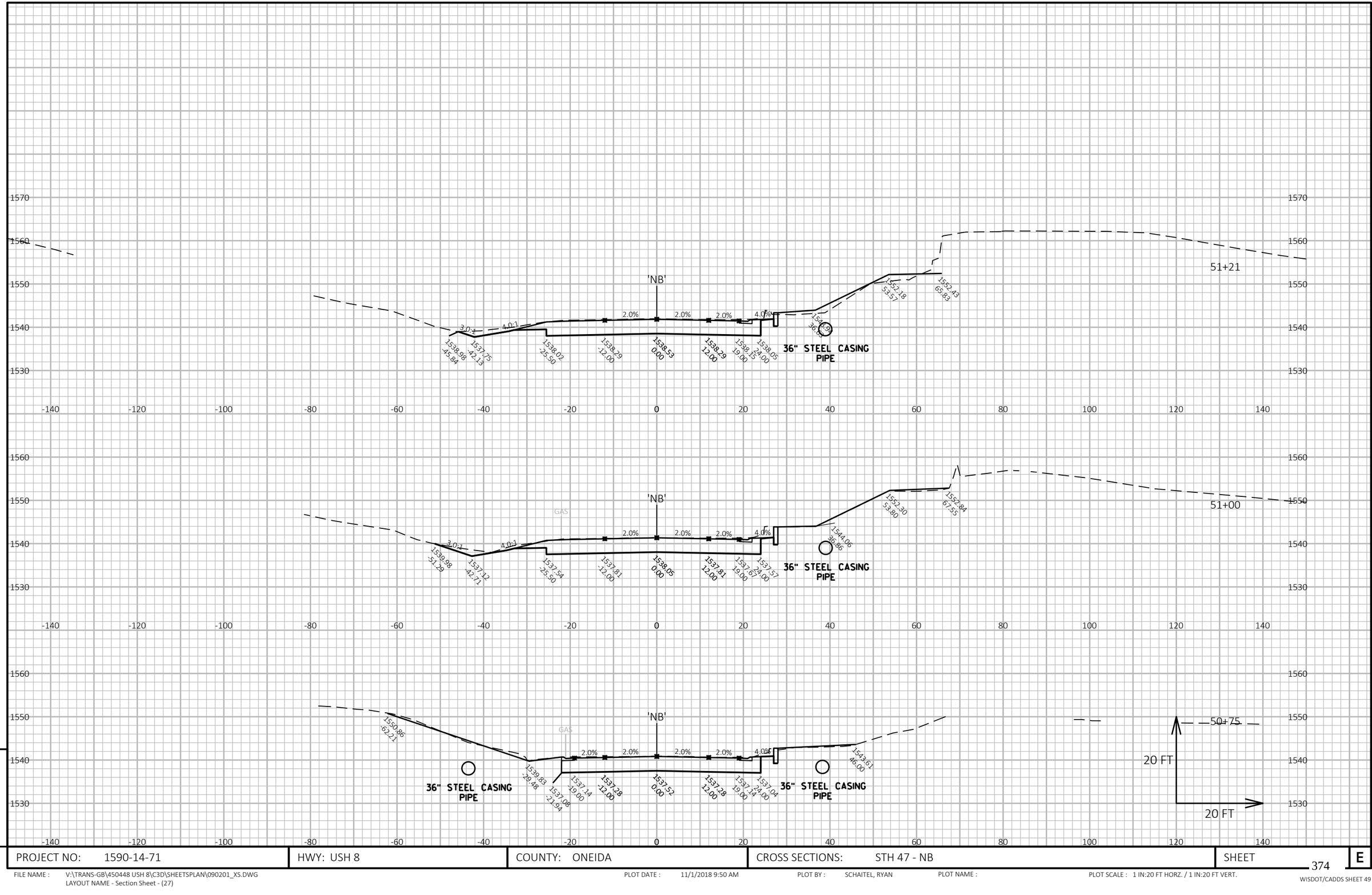
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 373	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (26)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

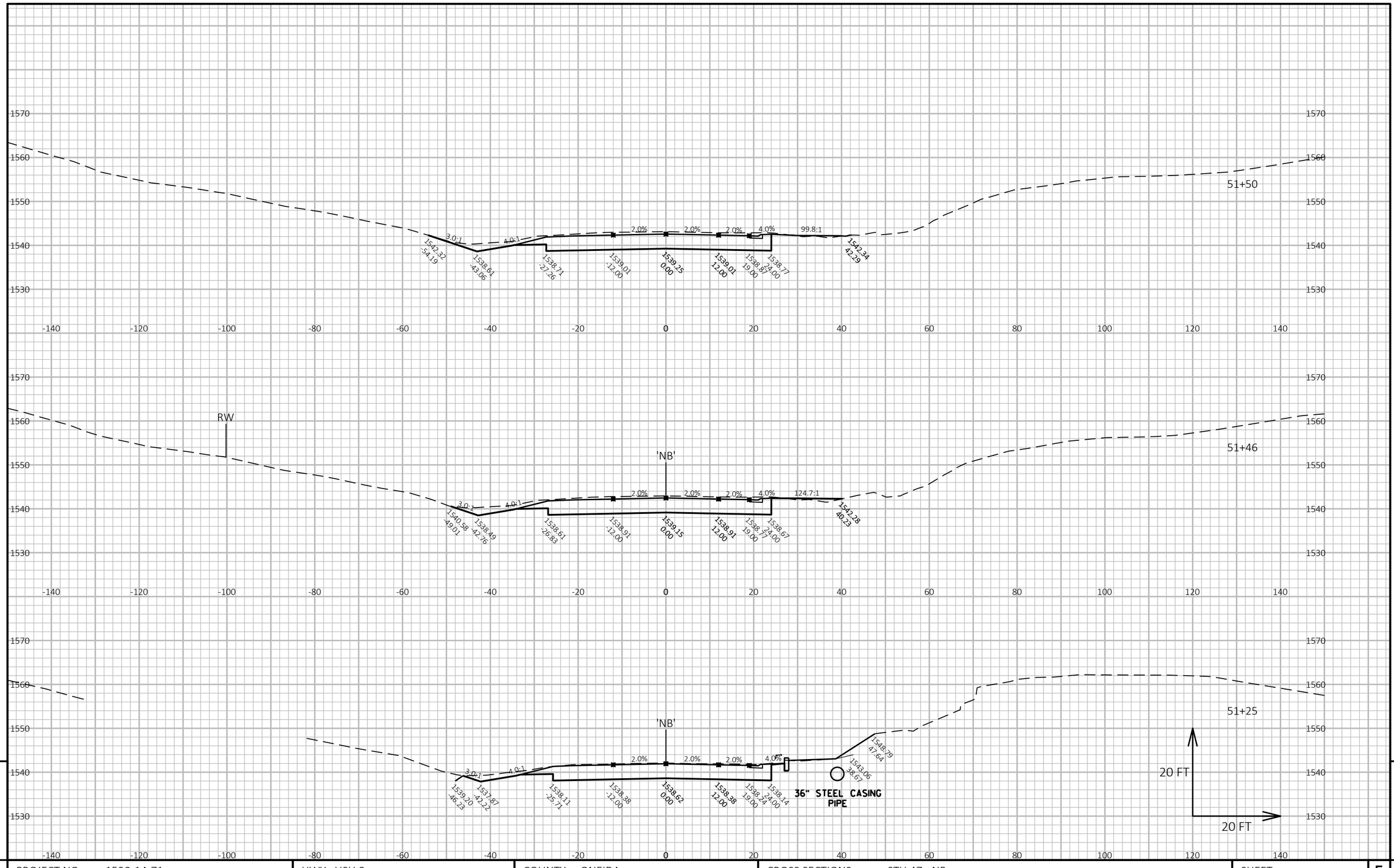


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 374 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (27)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

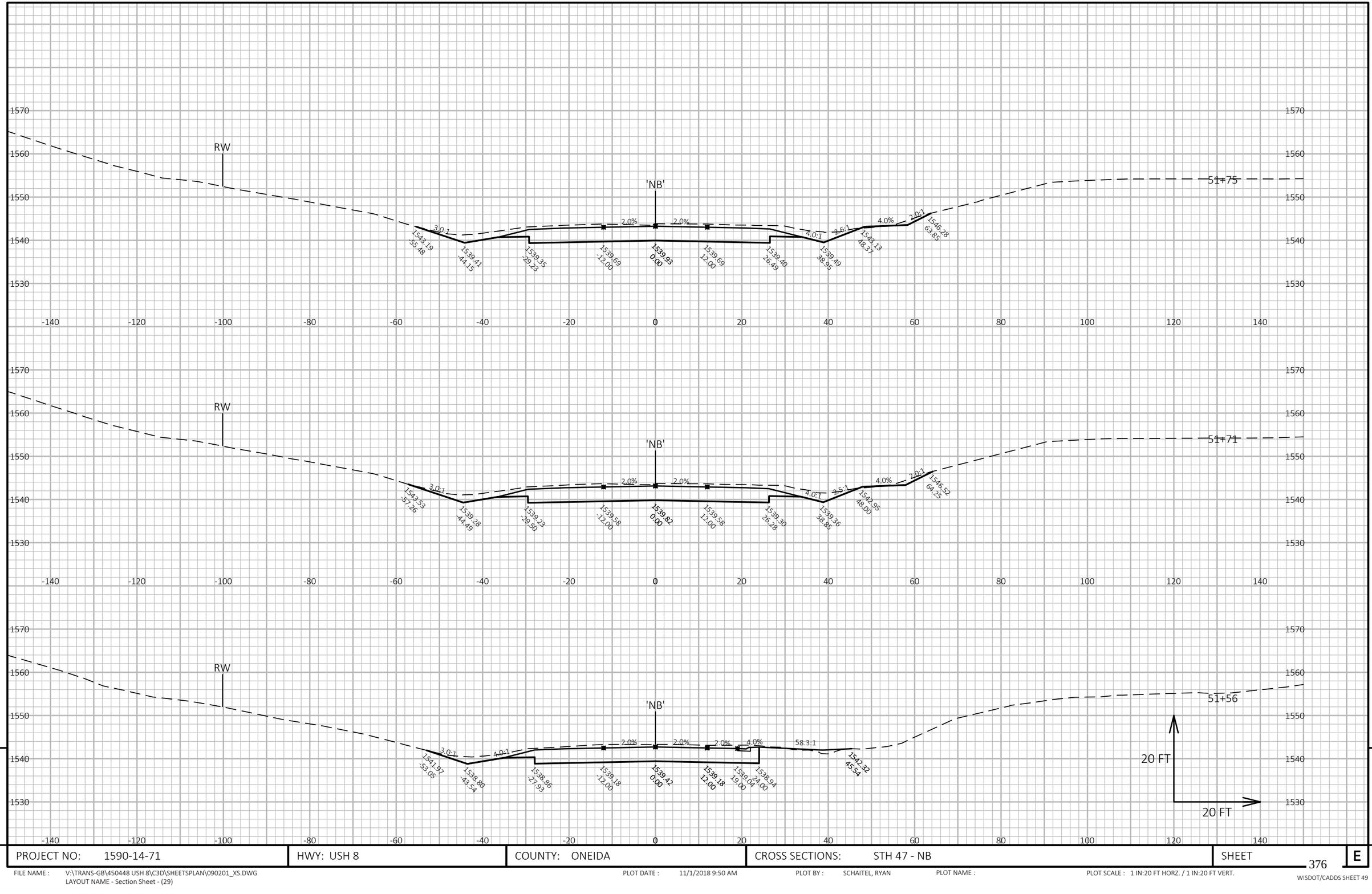


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 375 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (28)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 376	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (29)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

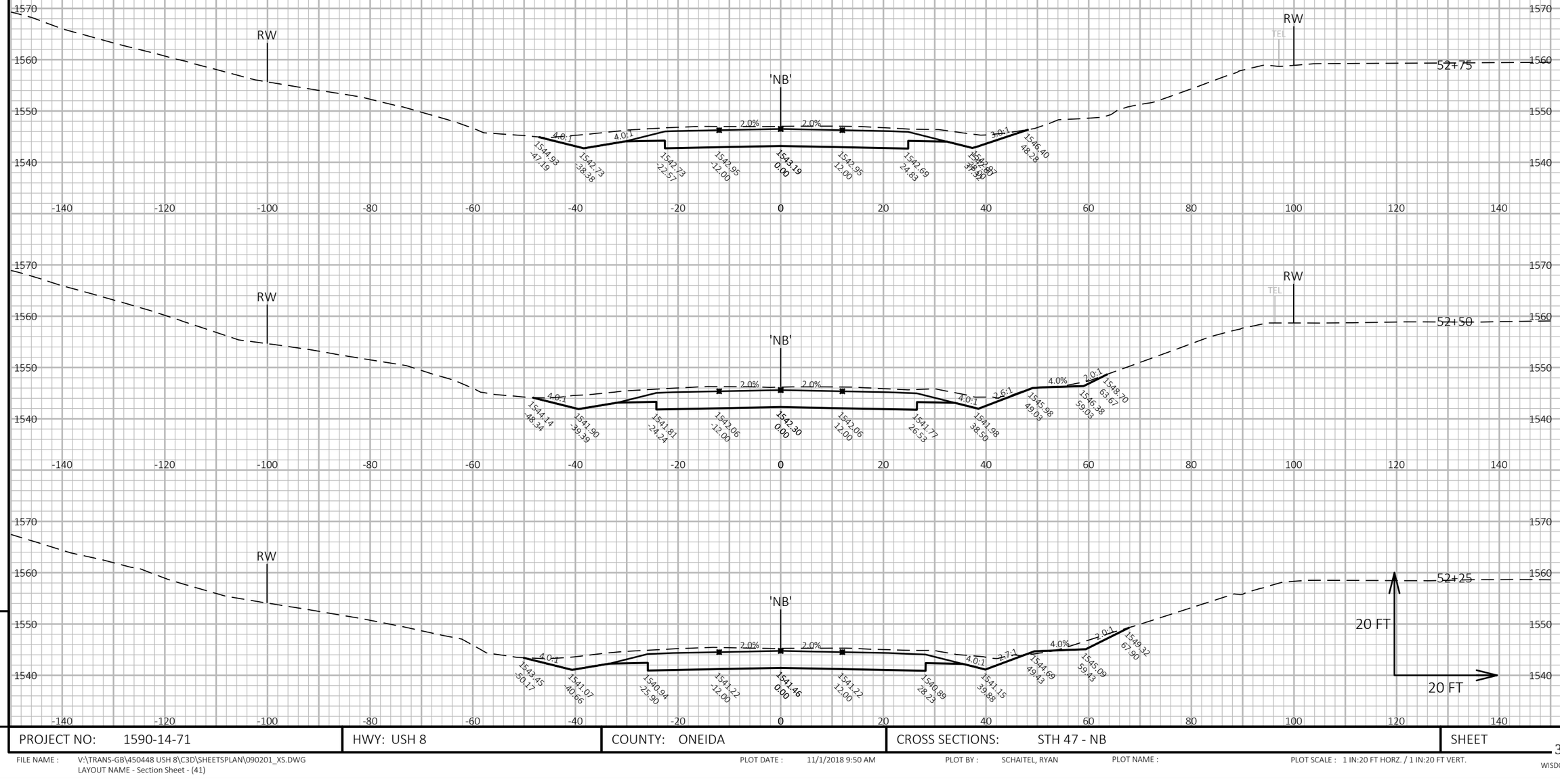
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 377	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (40)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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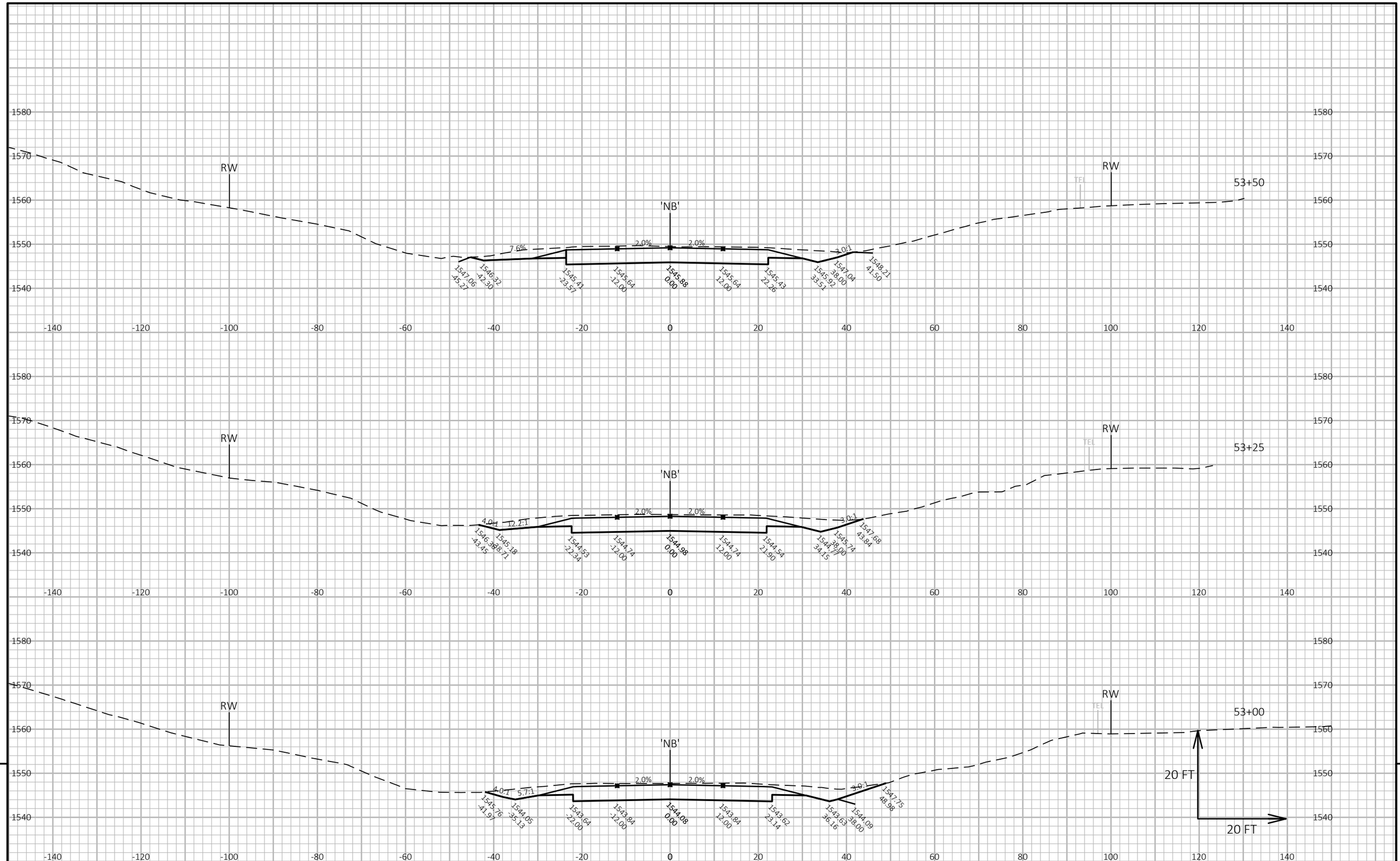
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 378	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (41)

PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

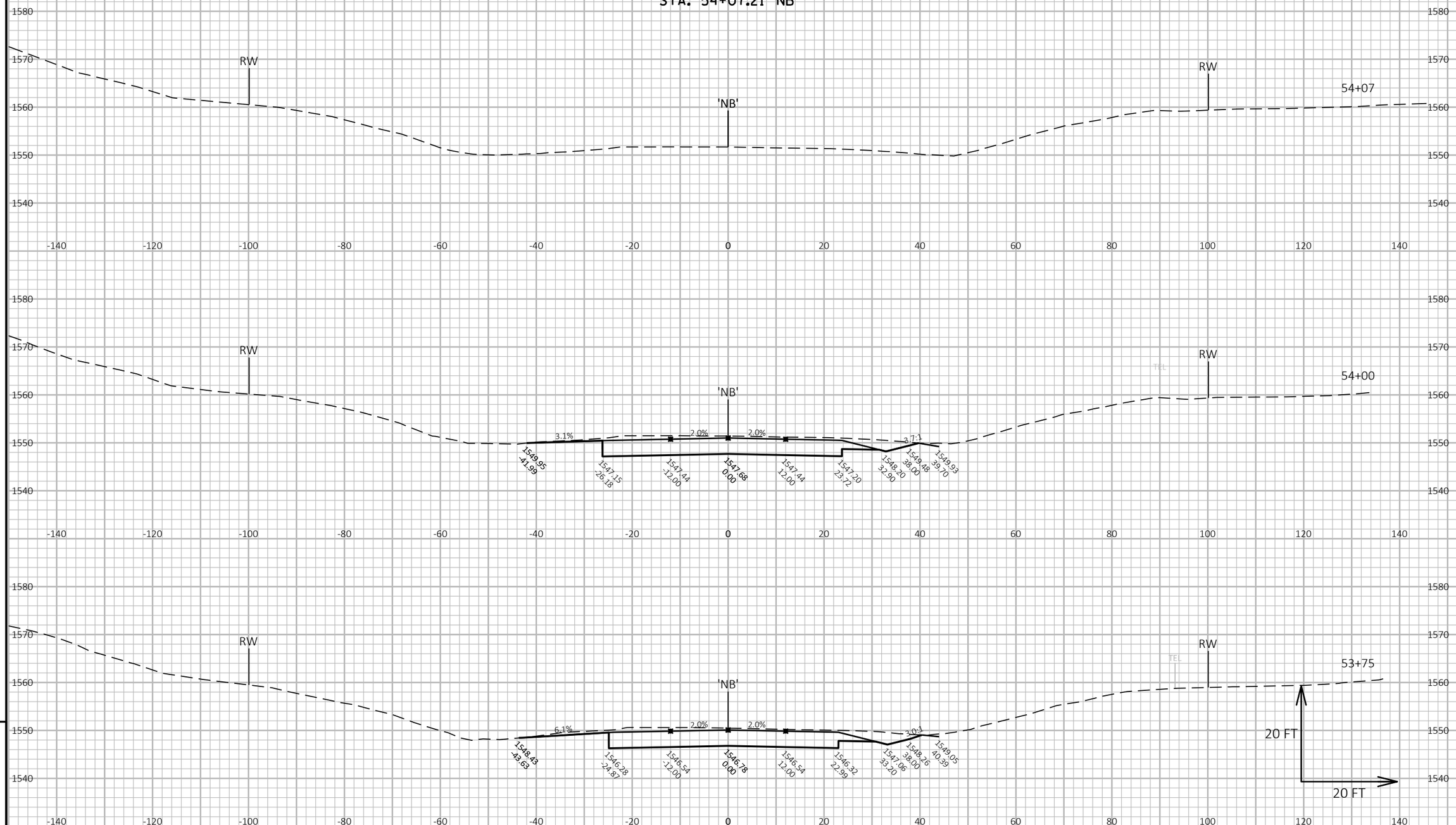
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 379	E

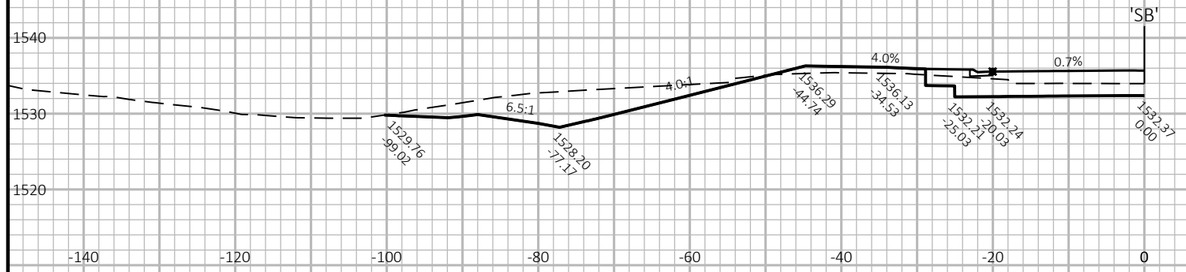
FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (46)

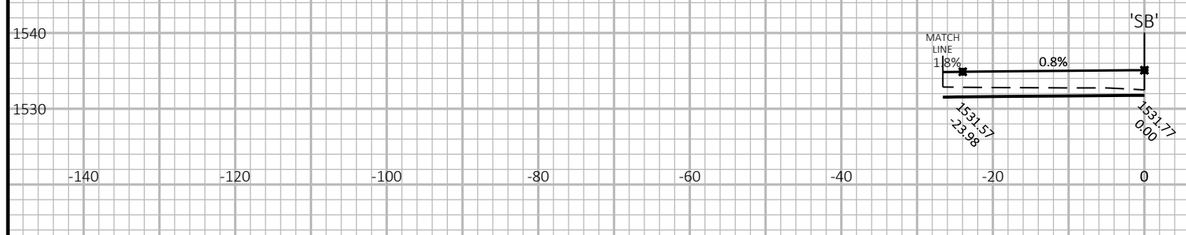
PLOT DATE : 11/1/2018 9:50 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

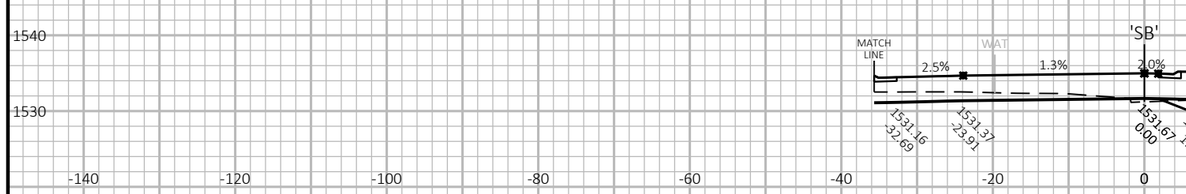
CONSTRUCTION LIMITS
STA. 54+07.21 'NB'

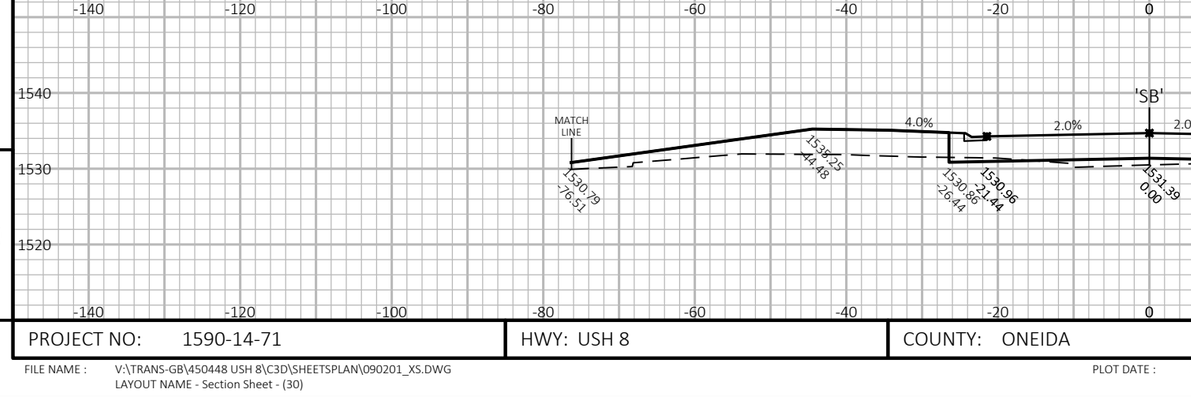


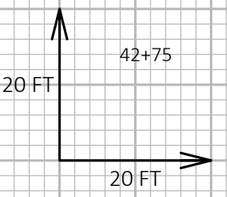
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - NB	SHEET 380	E











44+94

43+44

43+25

43+00

42+75

9

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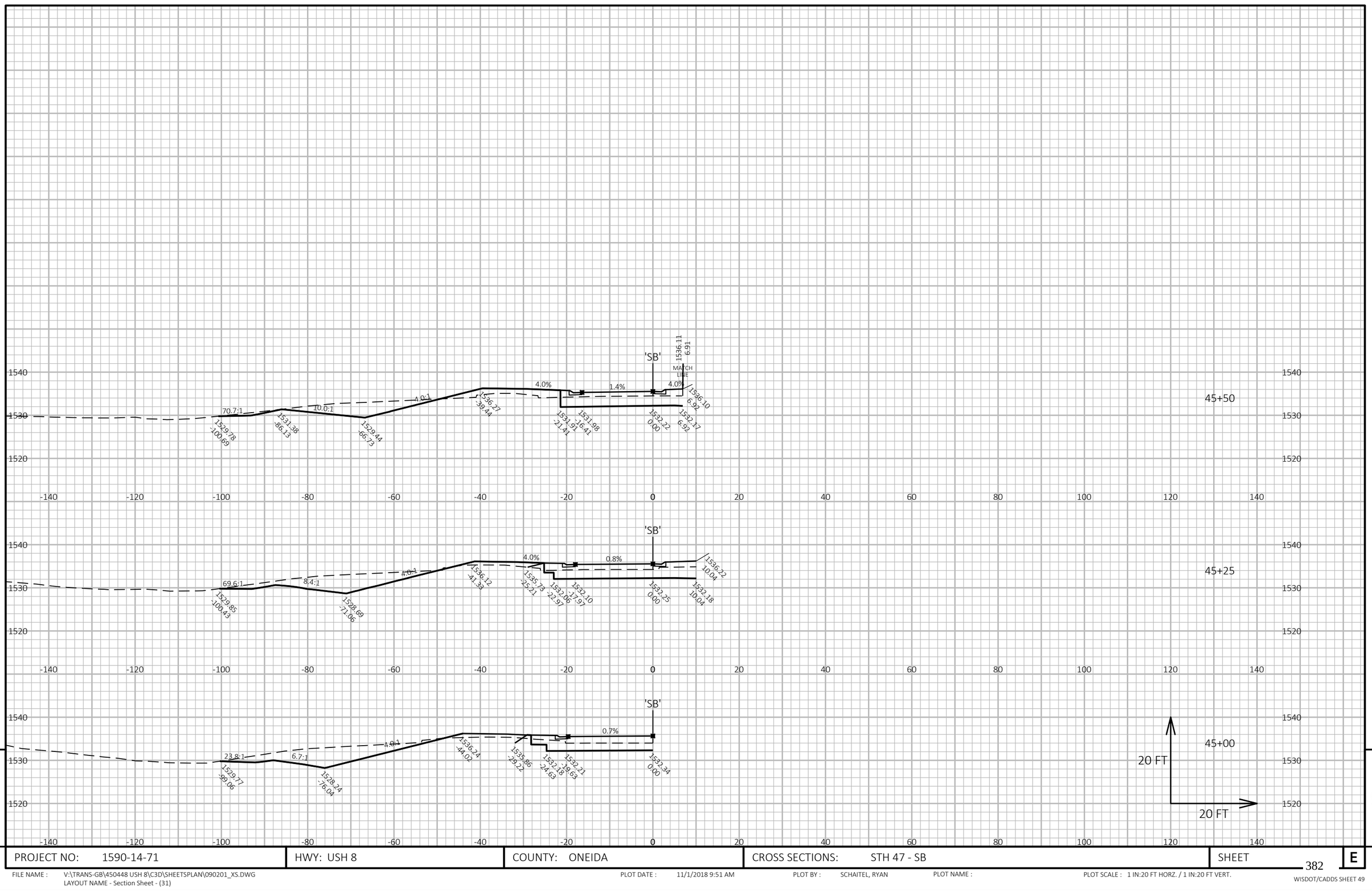
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - SB	SHEET 381	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (30)

PLOT DATE : 11/1/2018 9:51 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

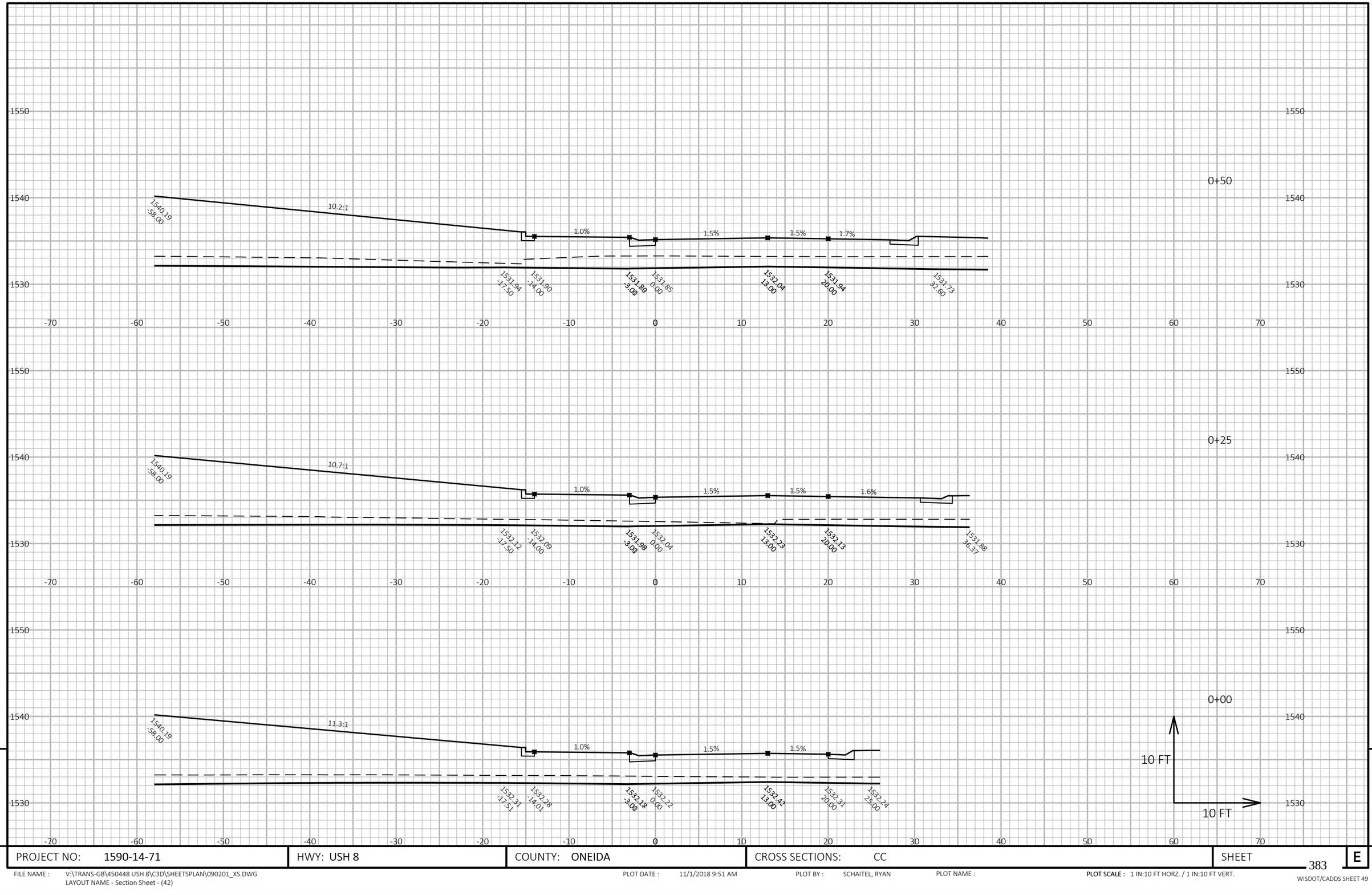
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 47 - SB	SHEET 382	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (31)

PLOT DATE : 11/1/2018 9:51 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CC	SHEET 383	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (42)

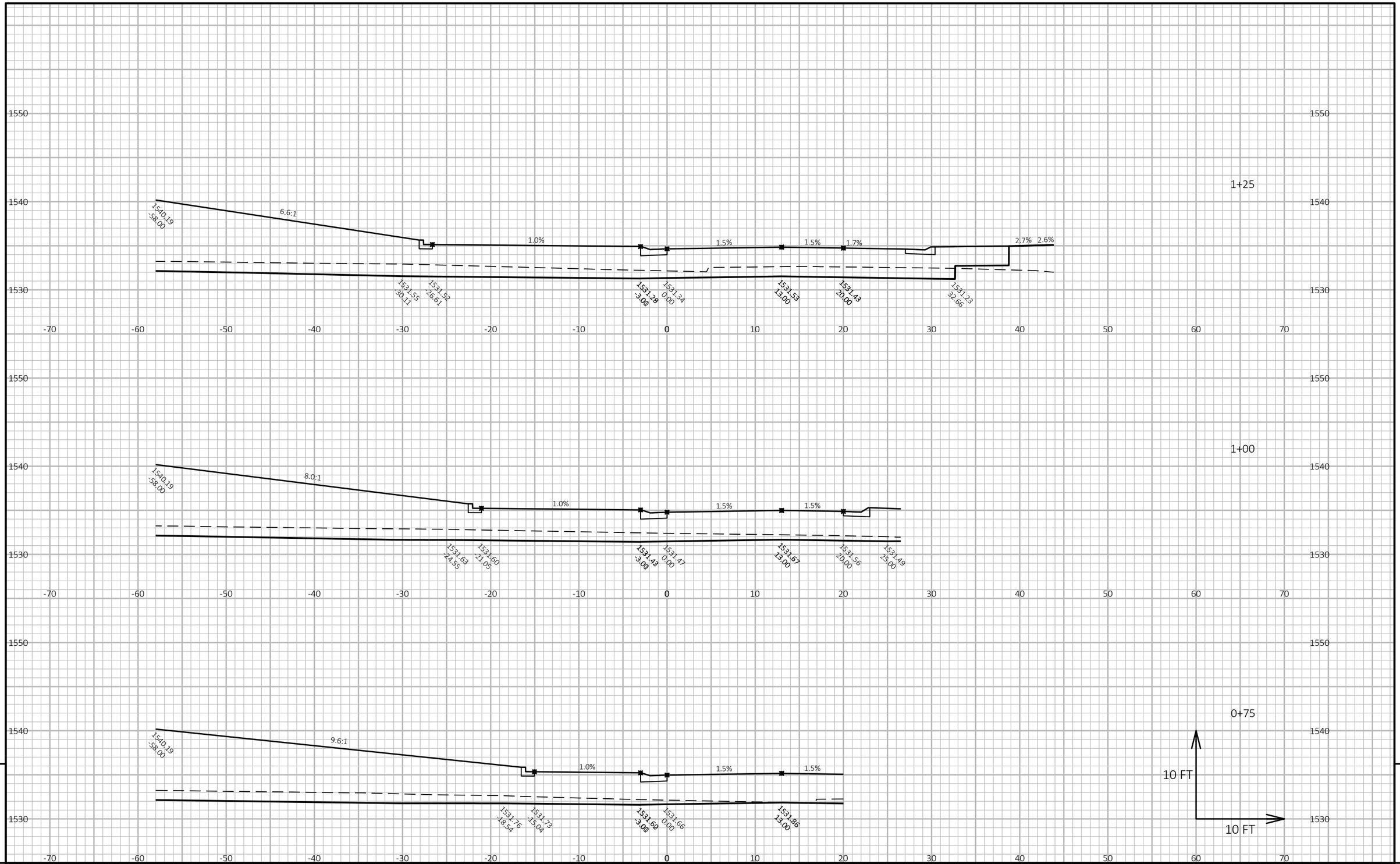
PLOT DATE : 11/1/2018 9:51 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

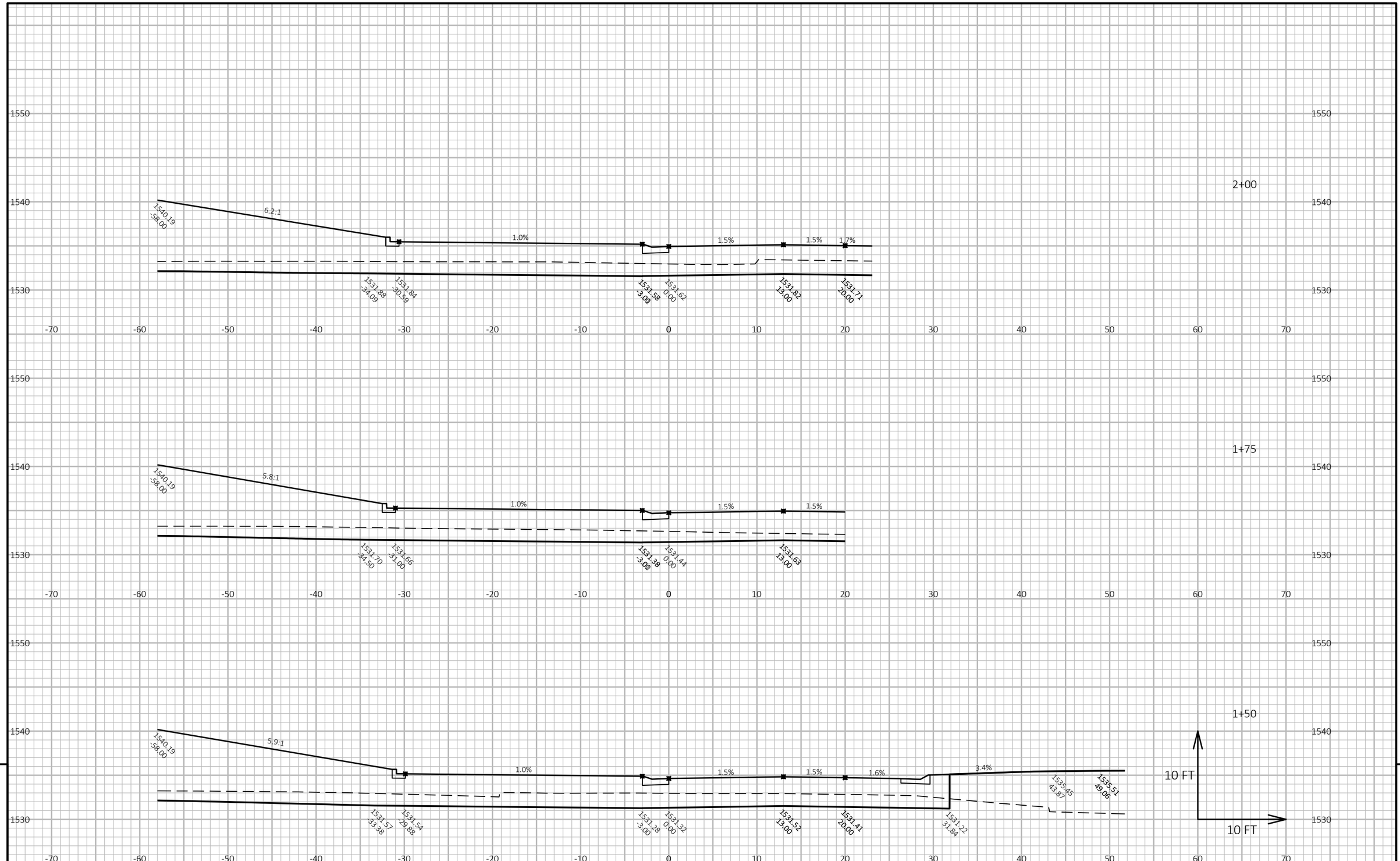


PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CC	SHEET 384 E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (43)

PLOT DATE : 11/1/2018 9:51 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CC	SHEET 385	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (44)

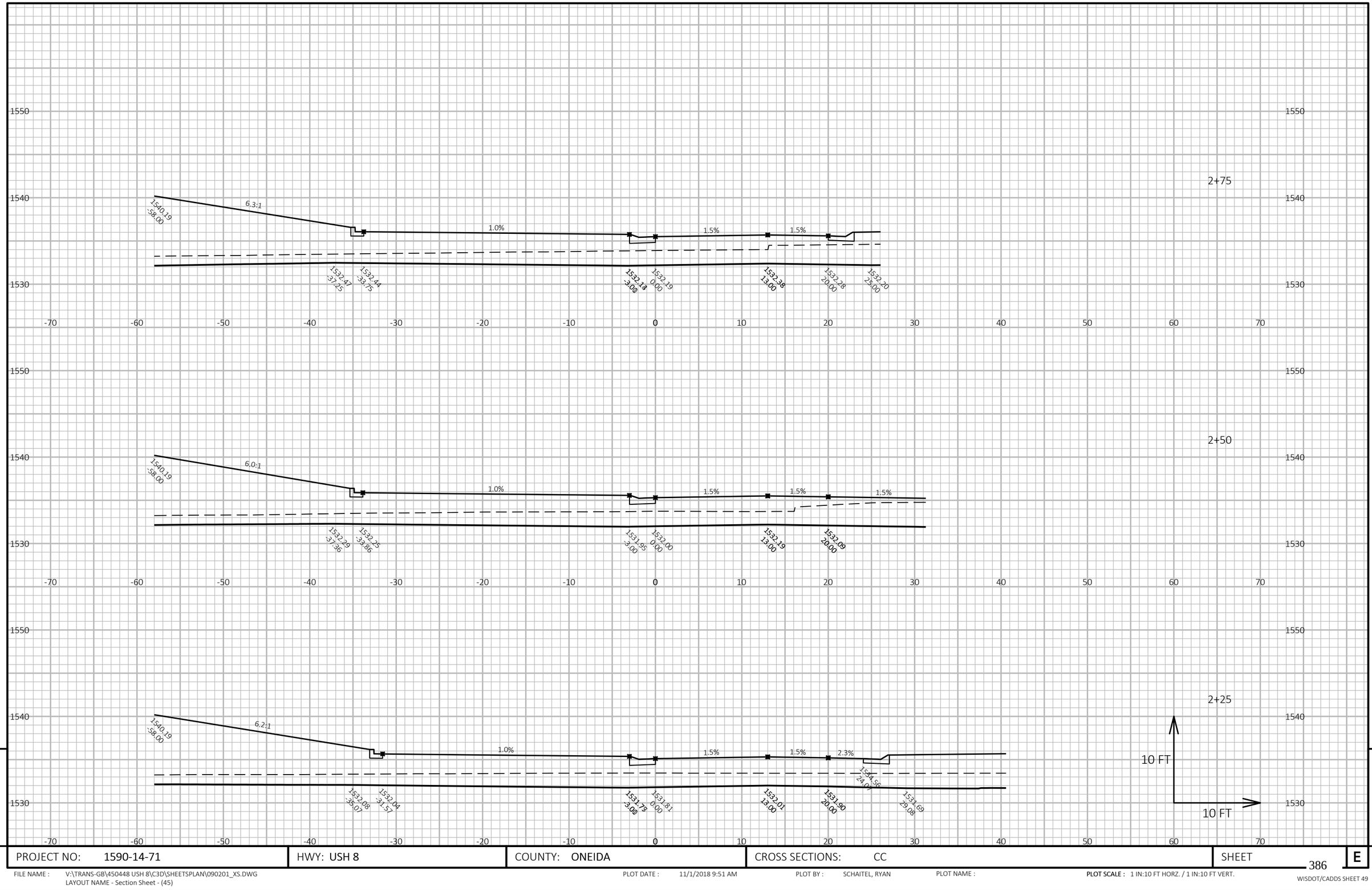
PLOT DATE : 11/1/2018 9:51 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CC	SHEET 386	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Section Sheet - (45)

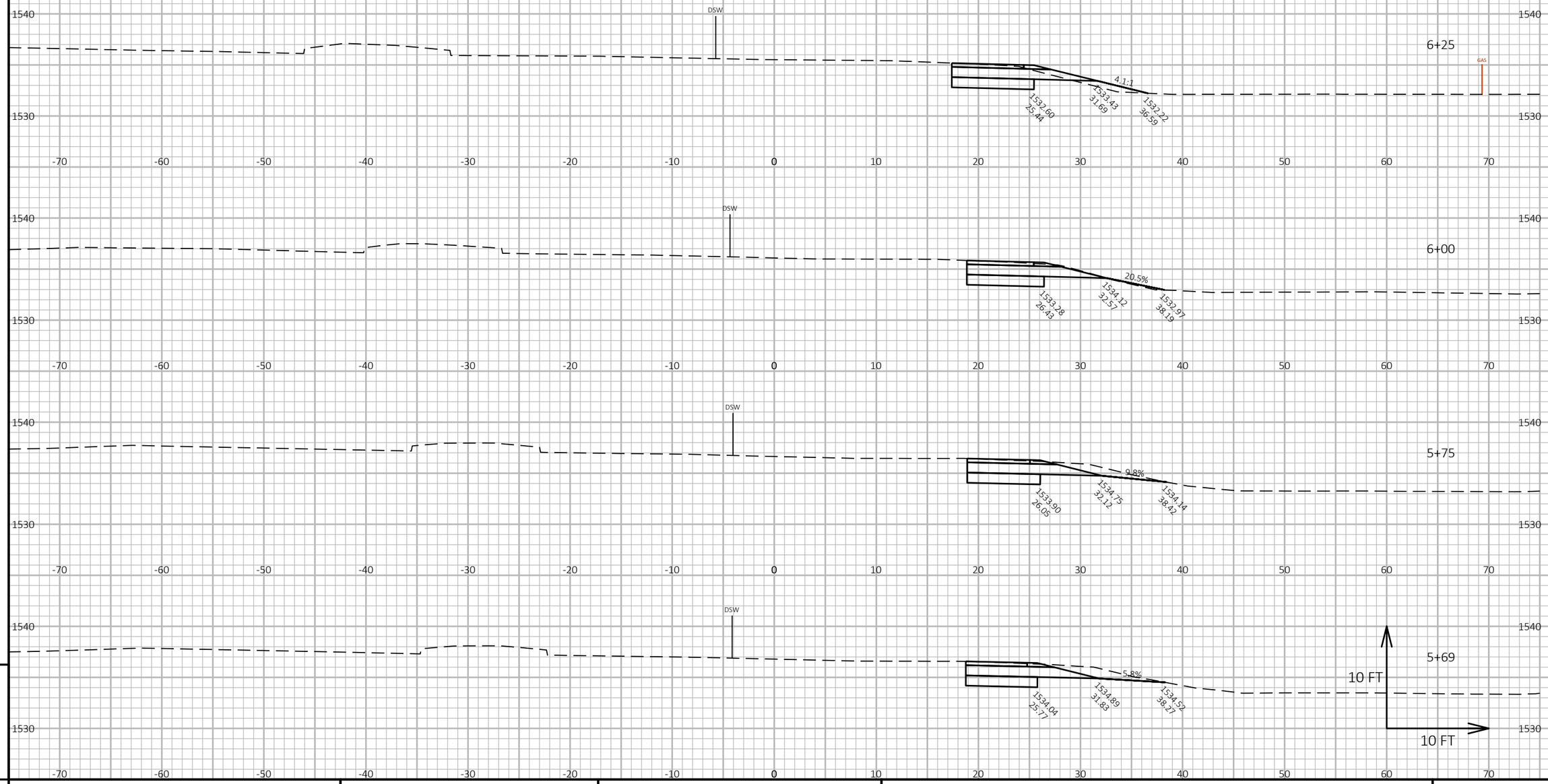
PLOT DATE : 11/1/2018 9:51 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



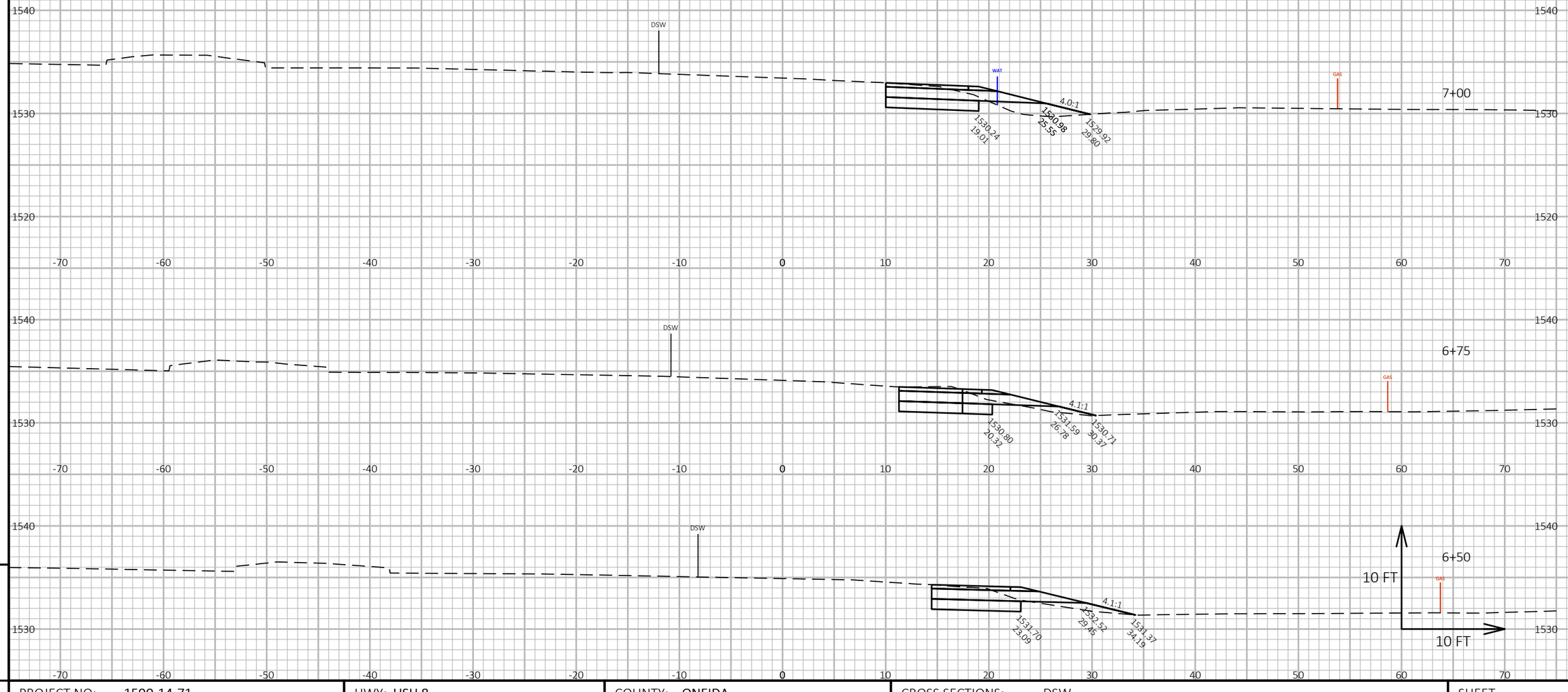
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 387	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (1)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 388	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (2)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 389	E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (3)

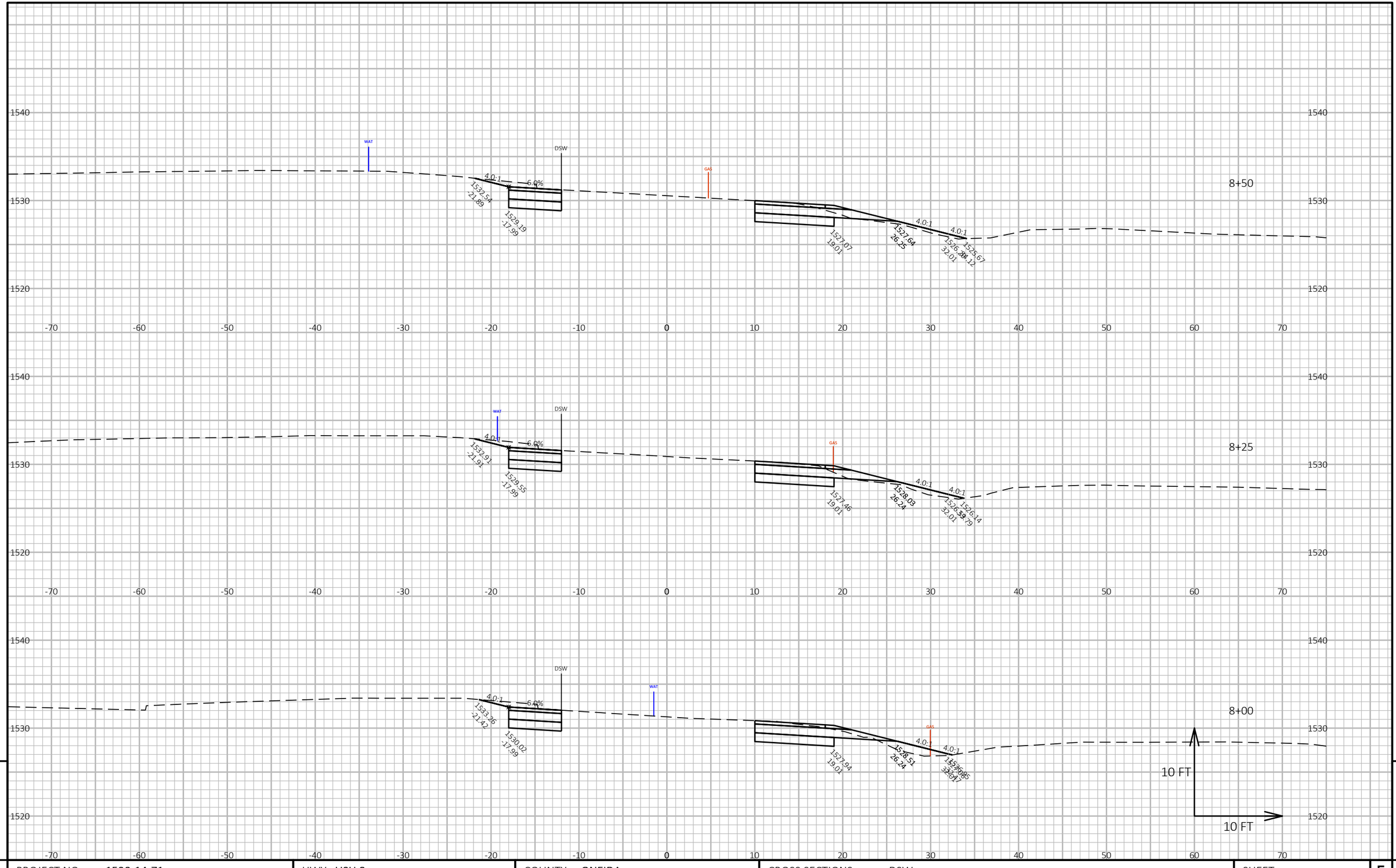
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



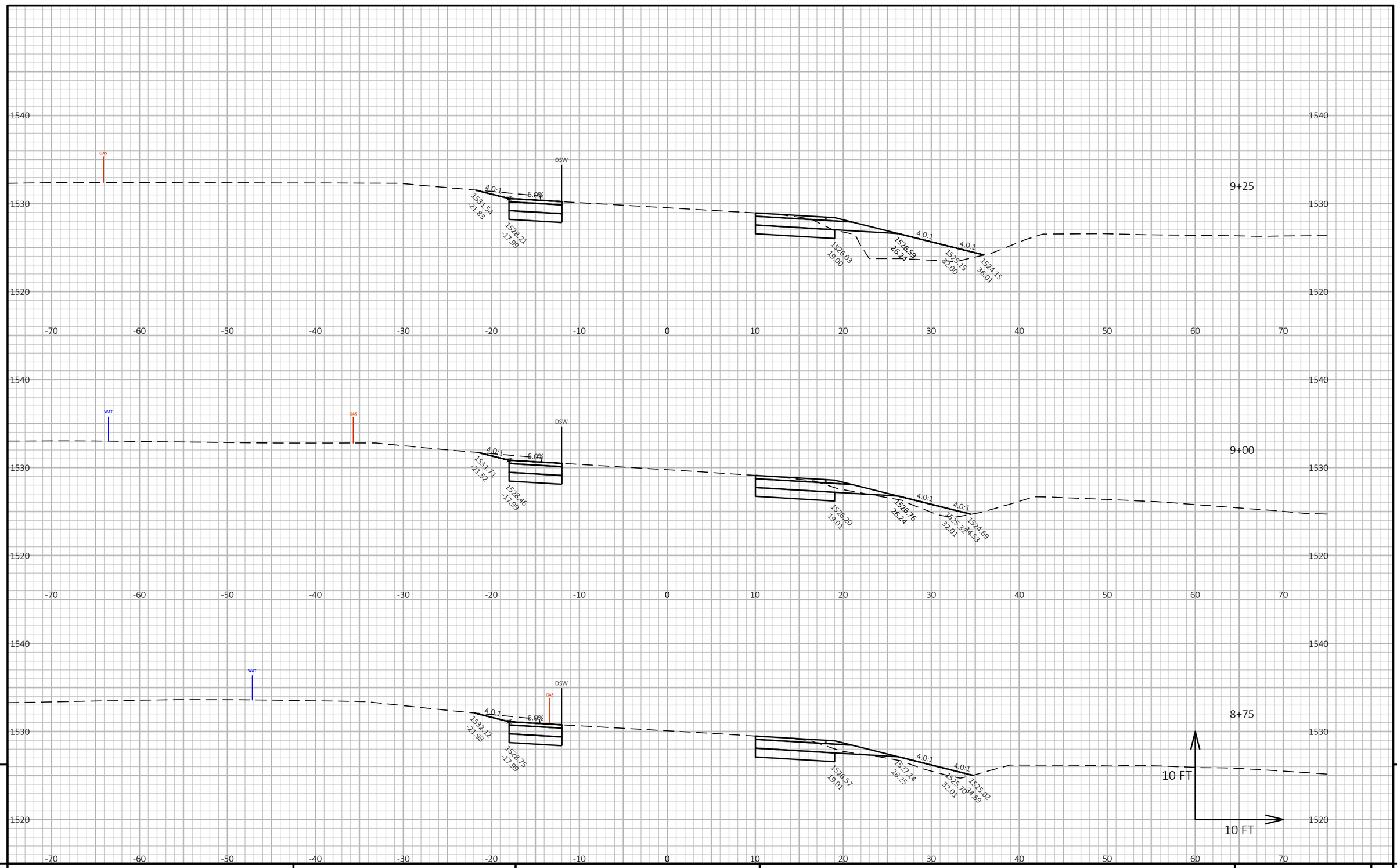
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 390	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (4)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 391	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (5)

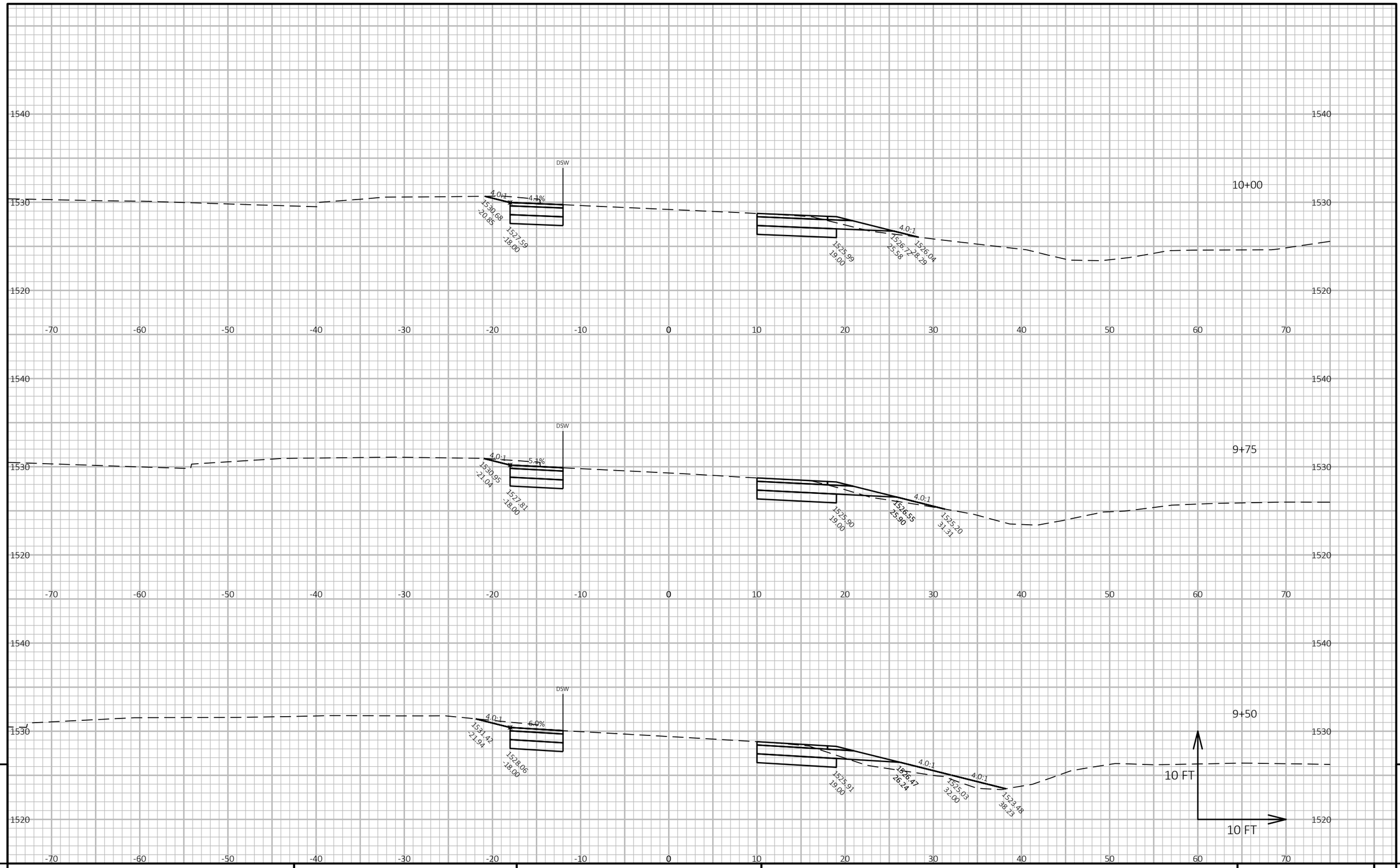
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 392	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (6)

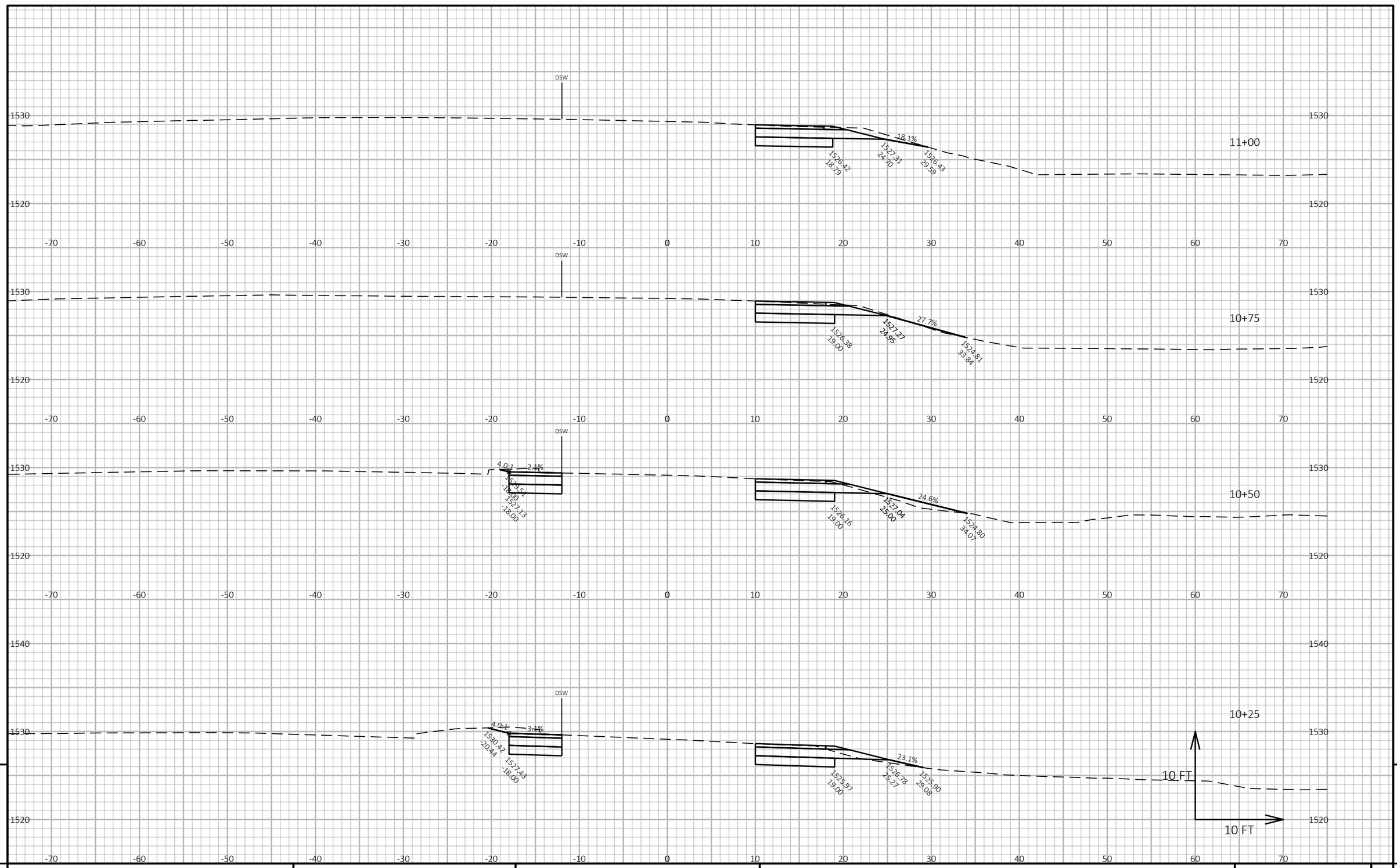
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 393	E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (7)

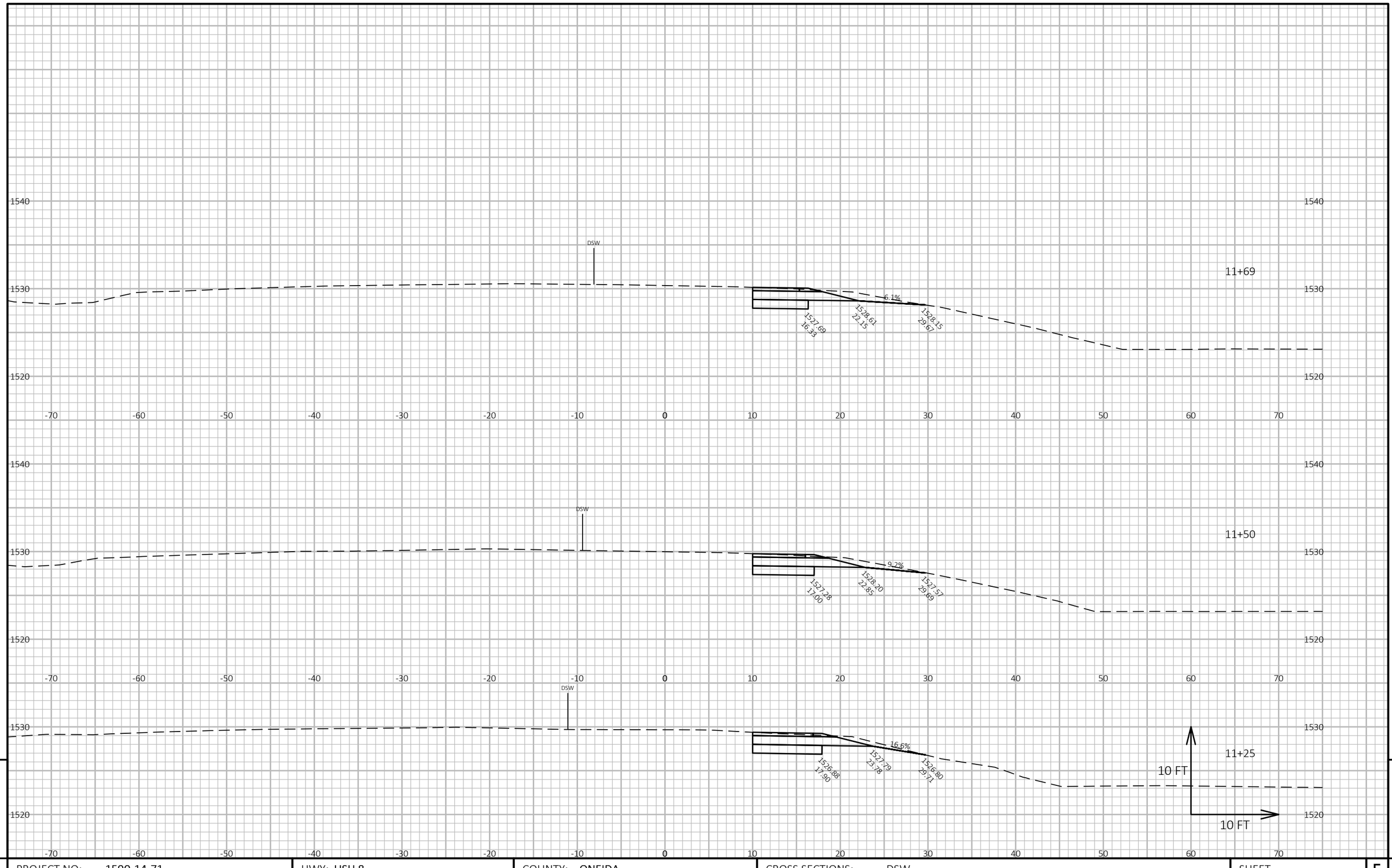
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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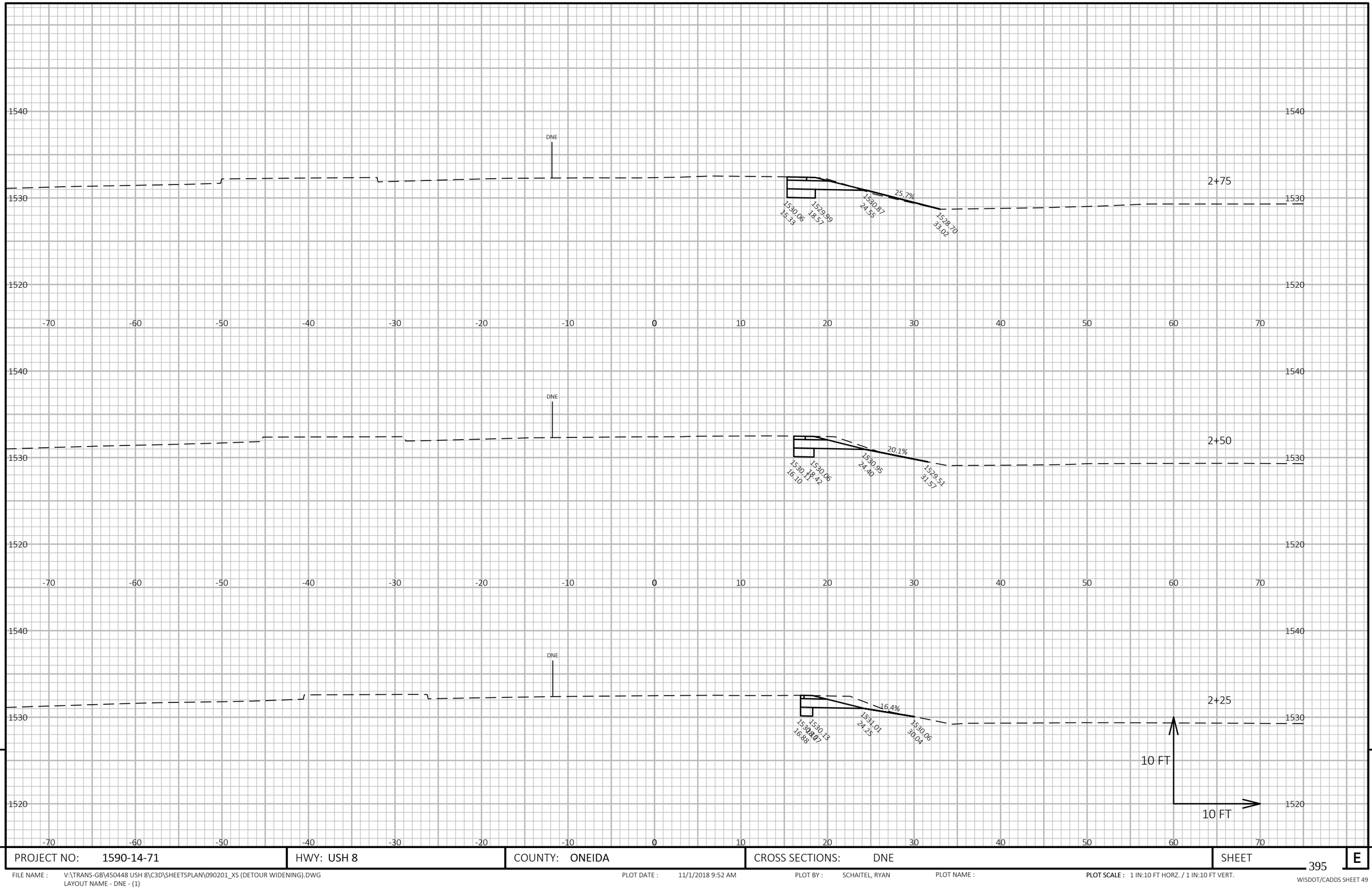
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DSW	SHEET 394	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - SWW - (8)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 395	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (1)

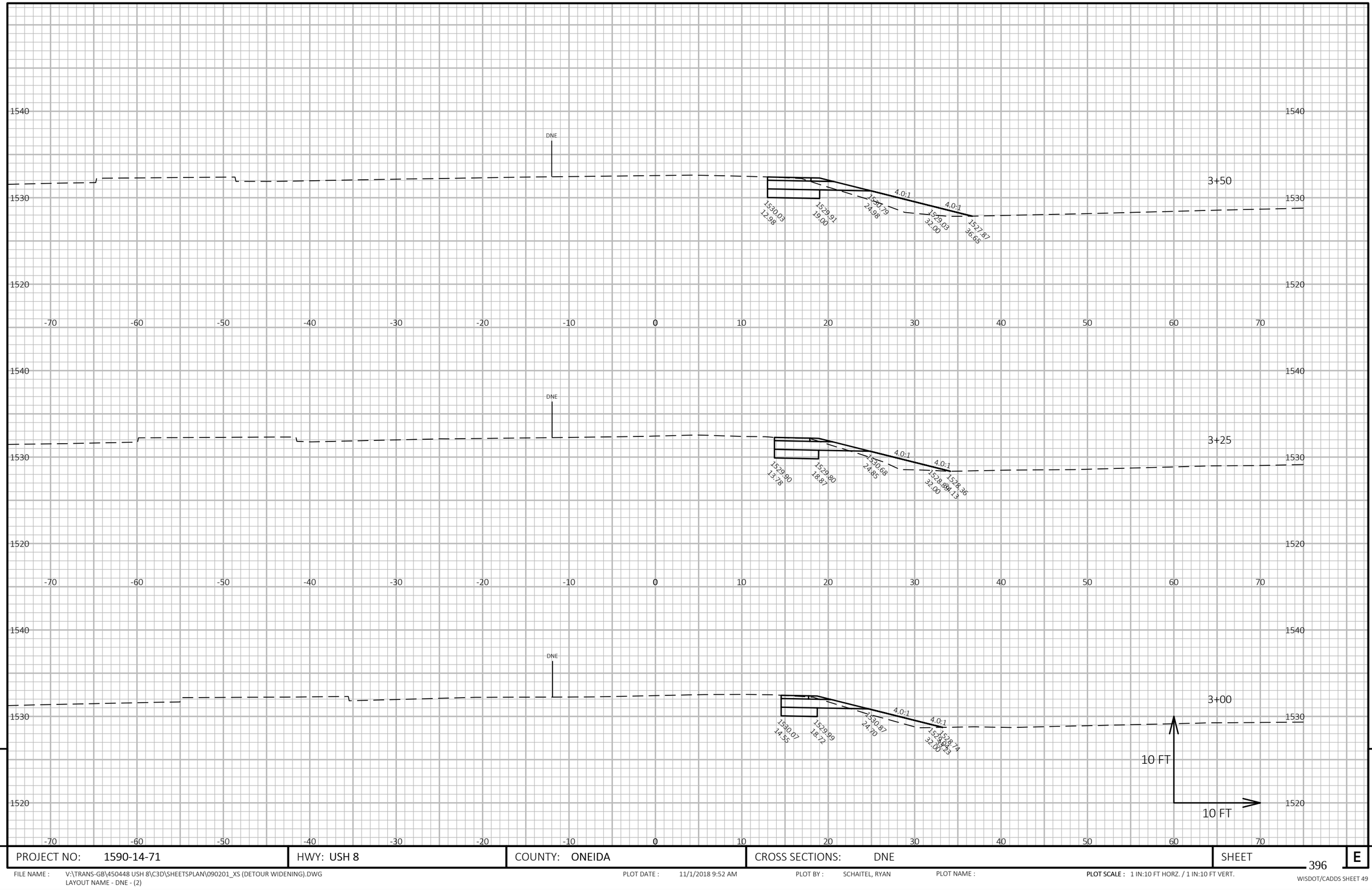
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 396	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (2)

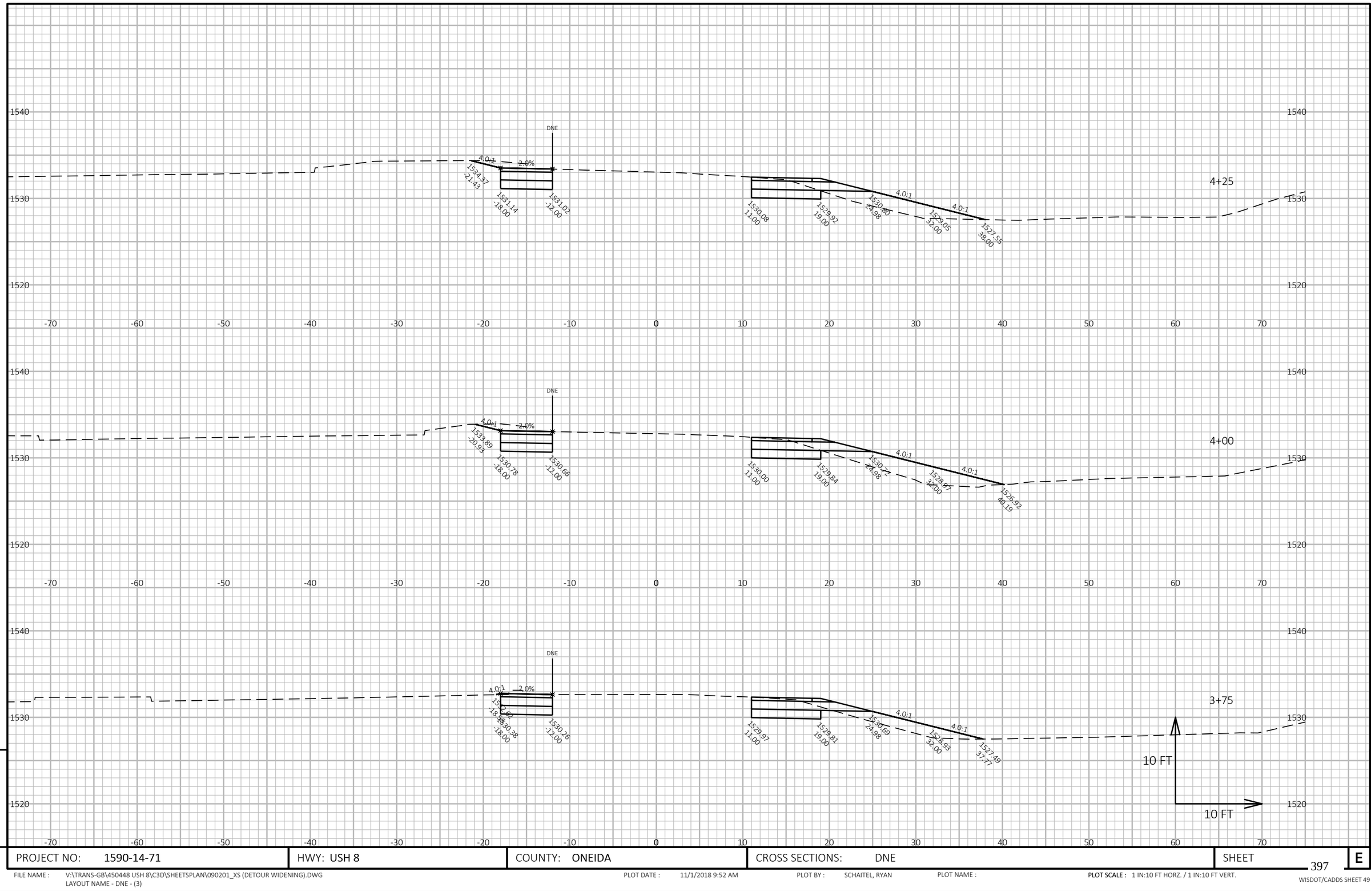
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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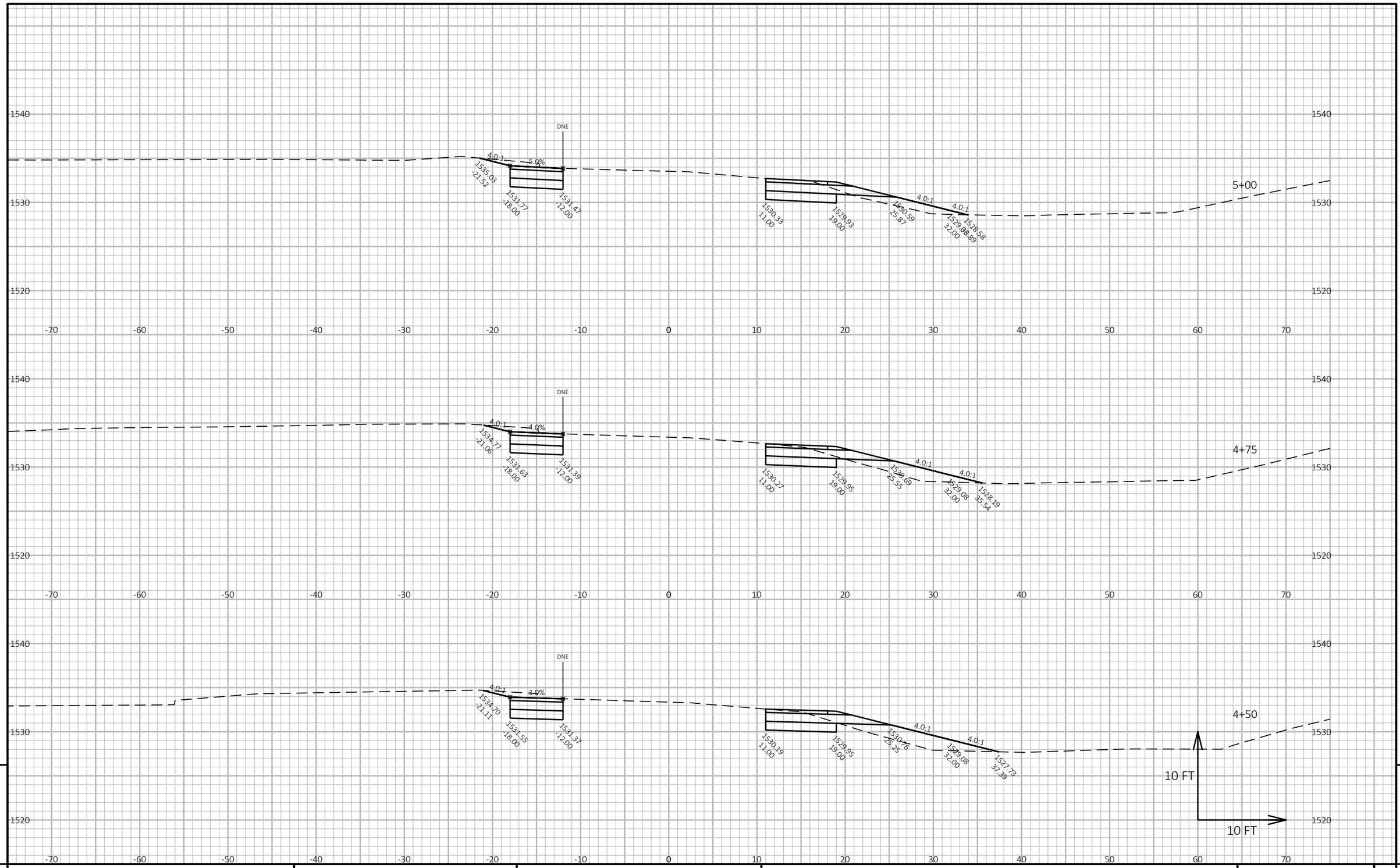
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 397	E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (3)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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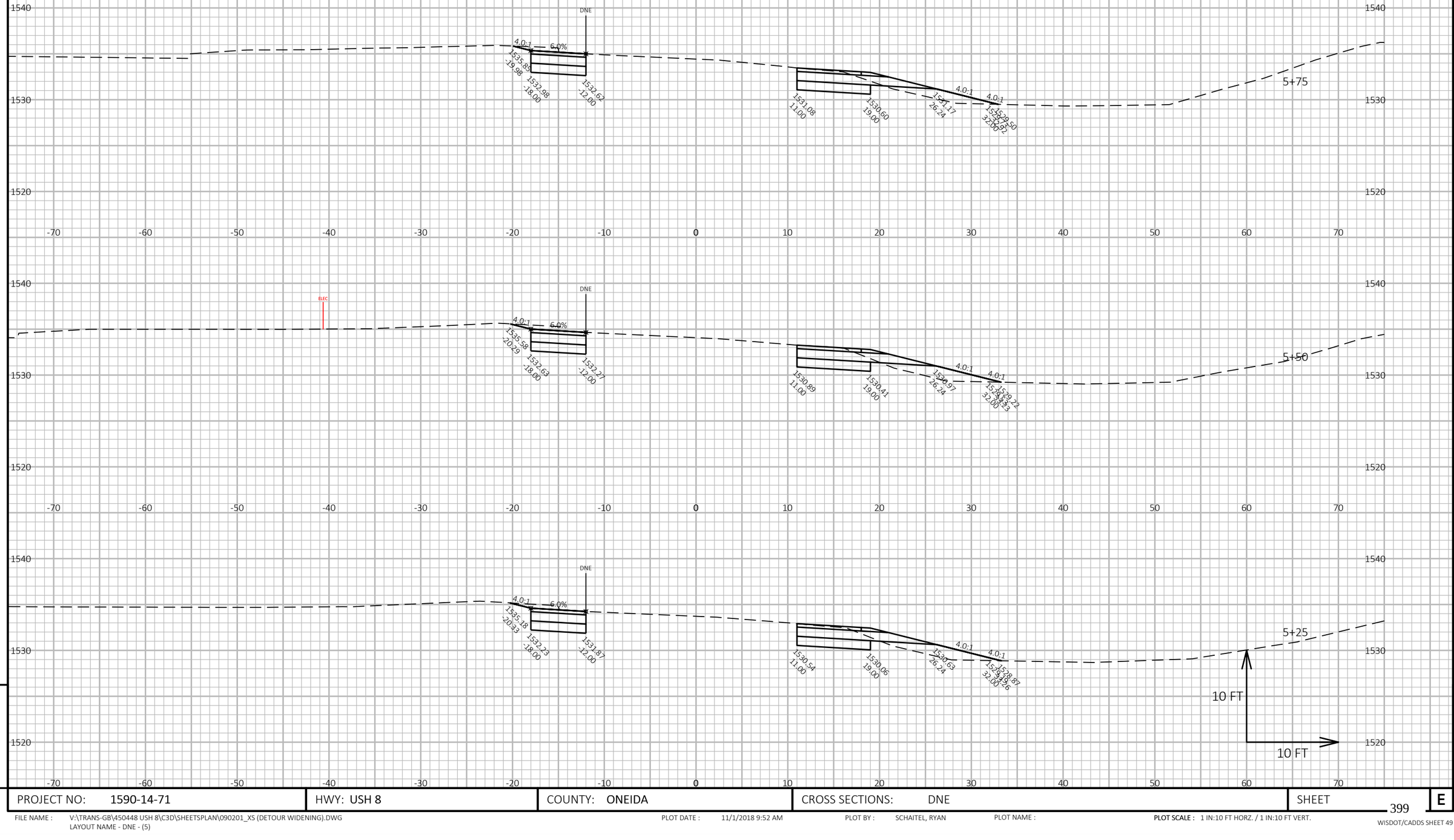
9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 398	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (4)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

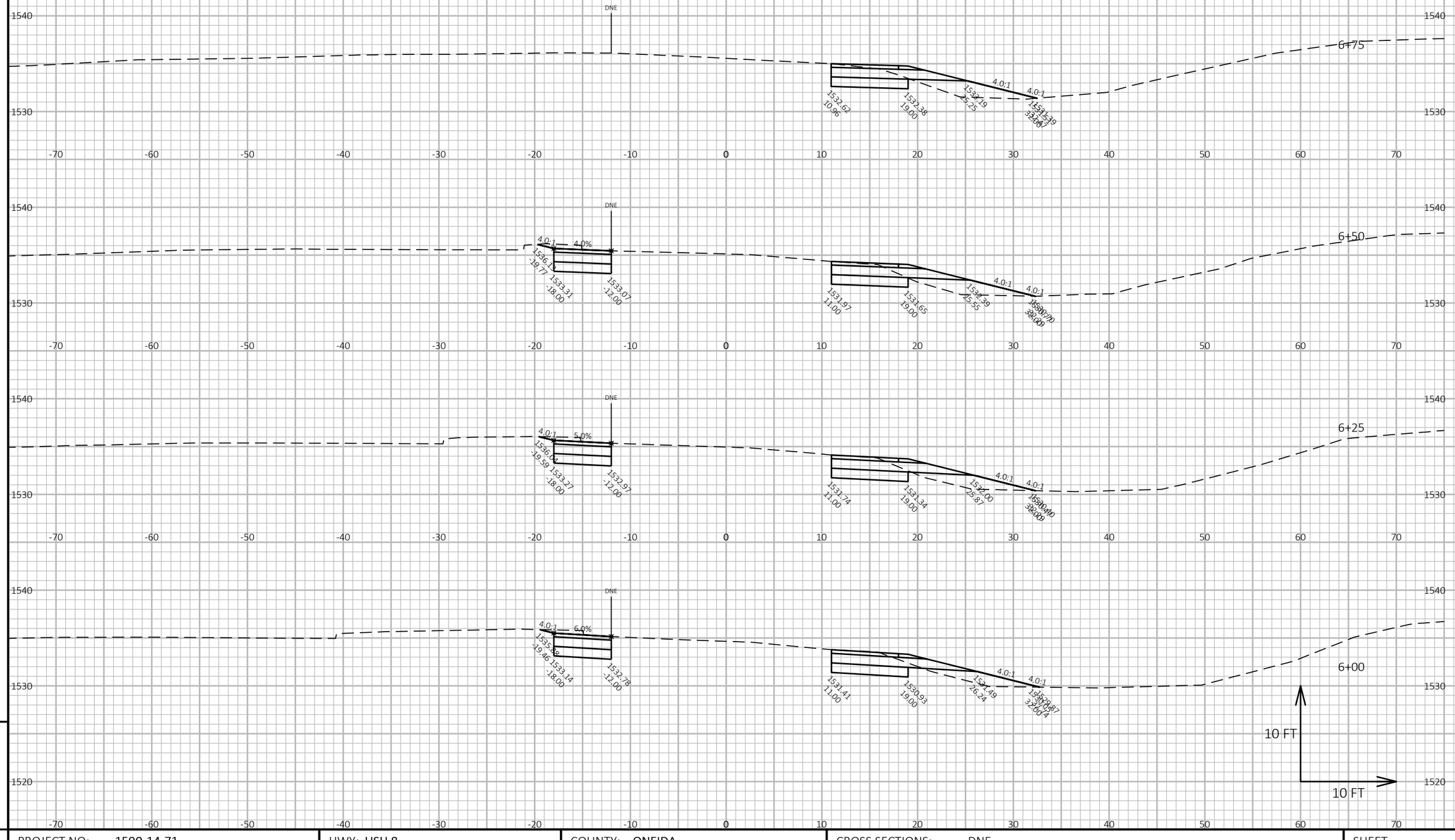
PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 399	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (5)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

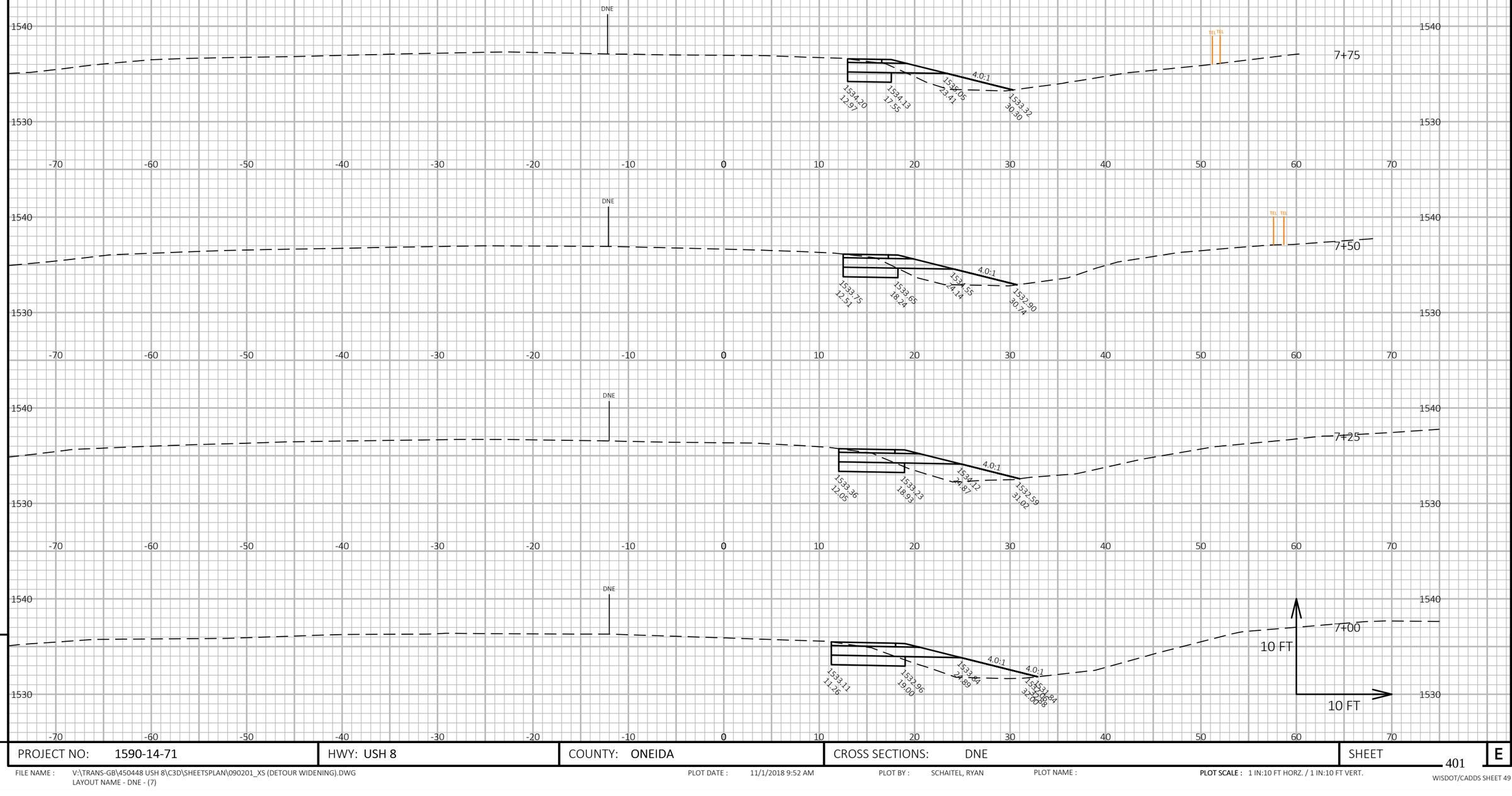
WISDOT/CADDS SHEET 49



PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 400	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (6)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



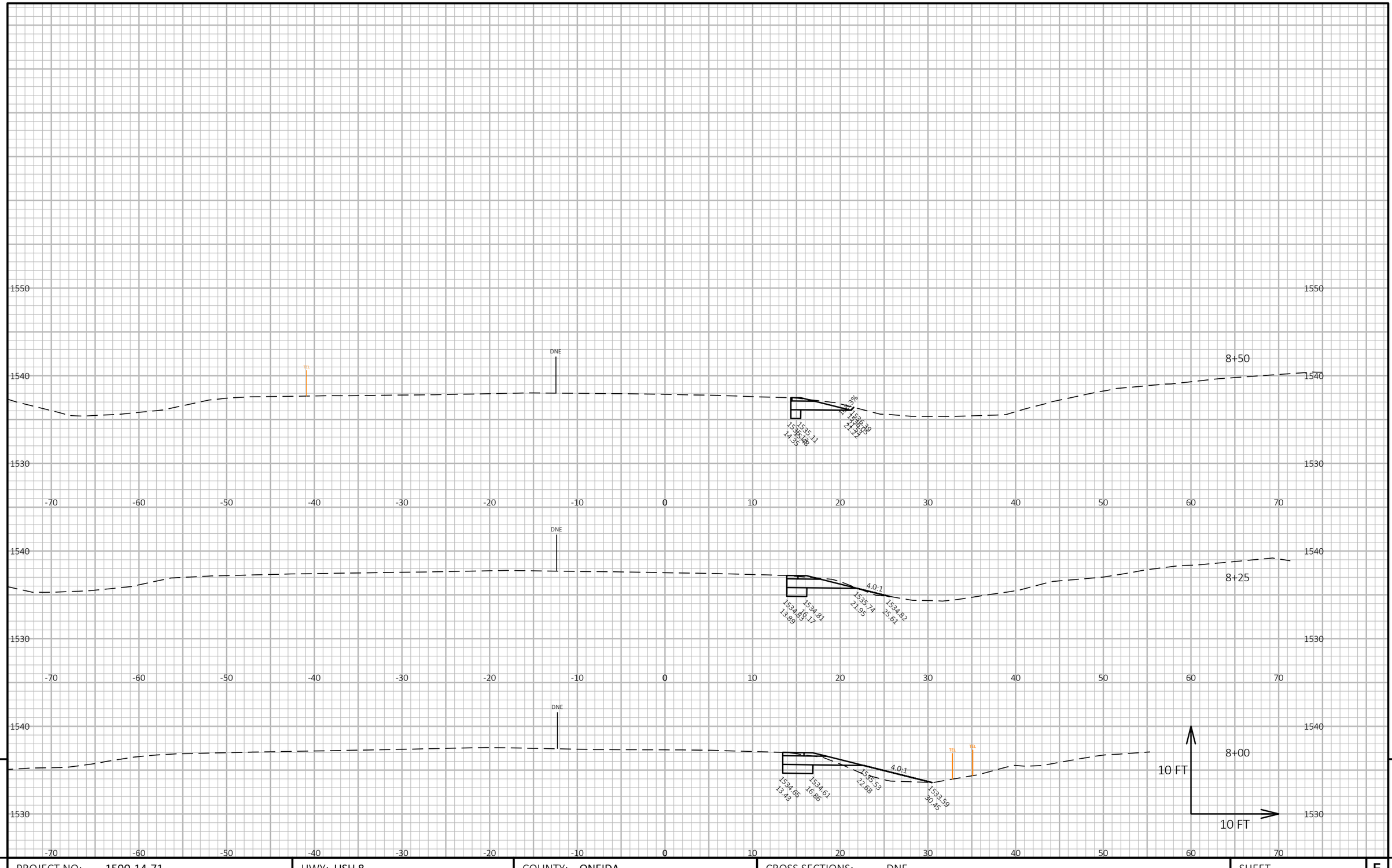
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 401	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (7)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



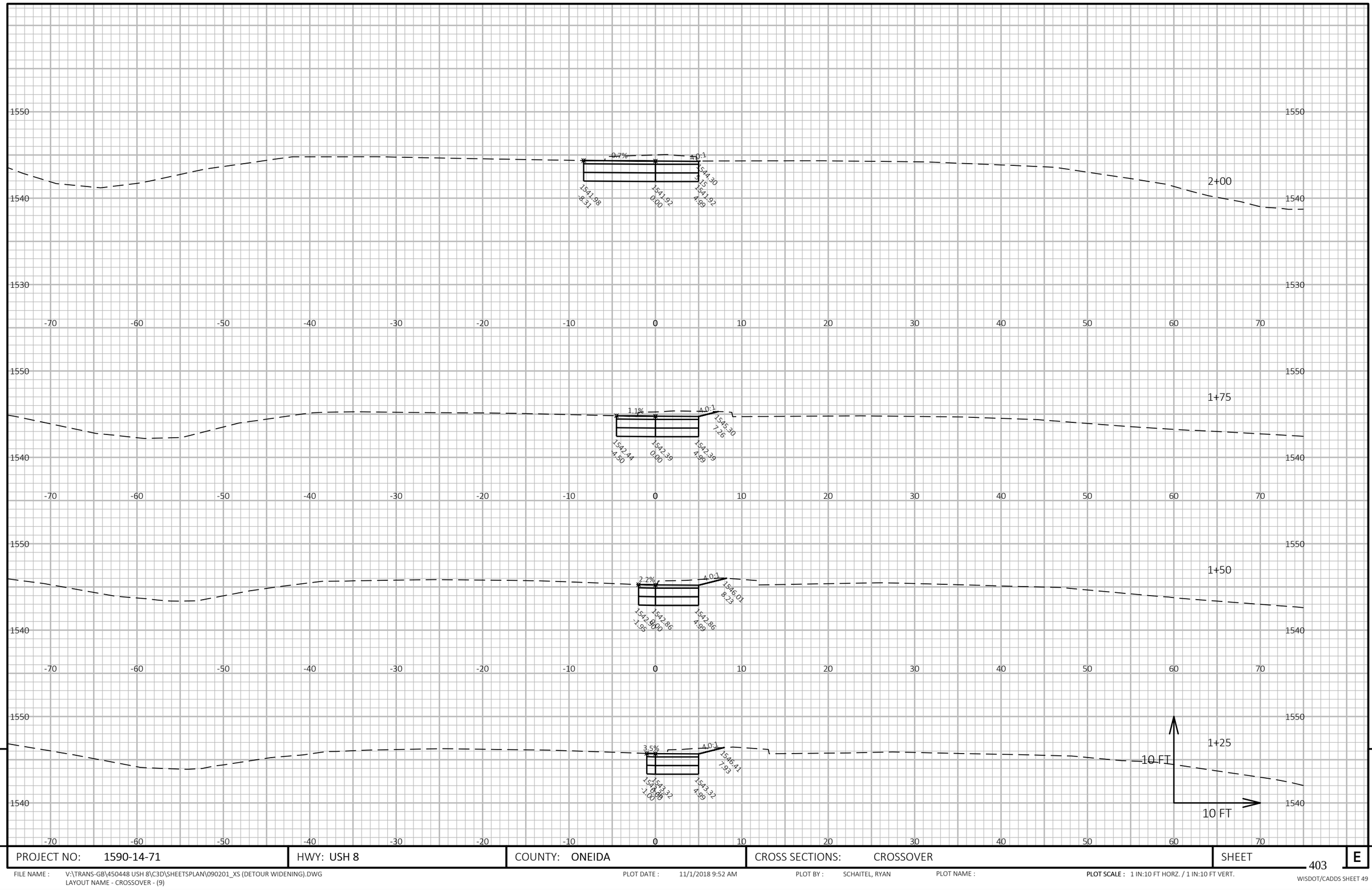
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: DNE	SHEET 402	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - DNE - (8)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



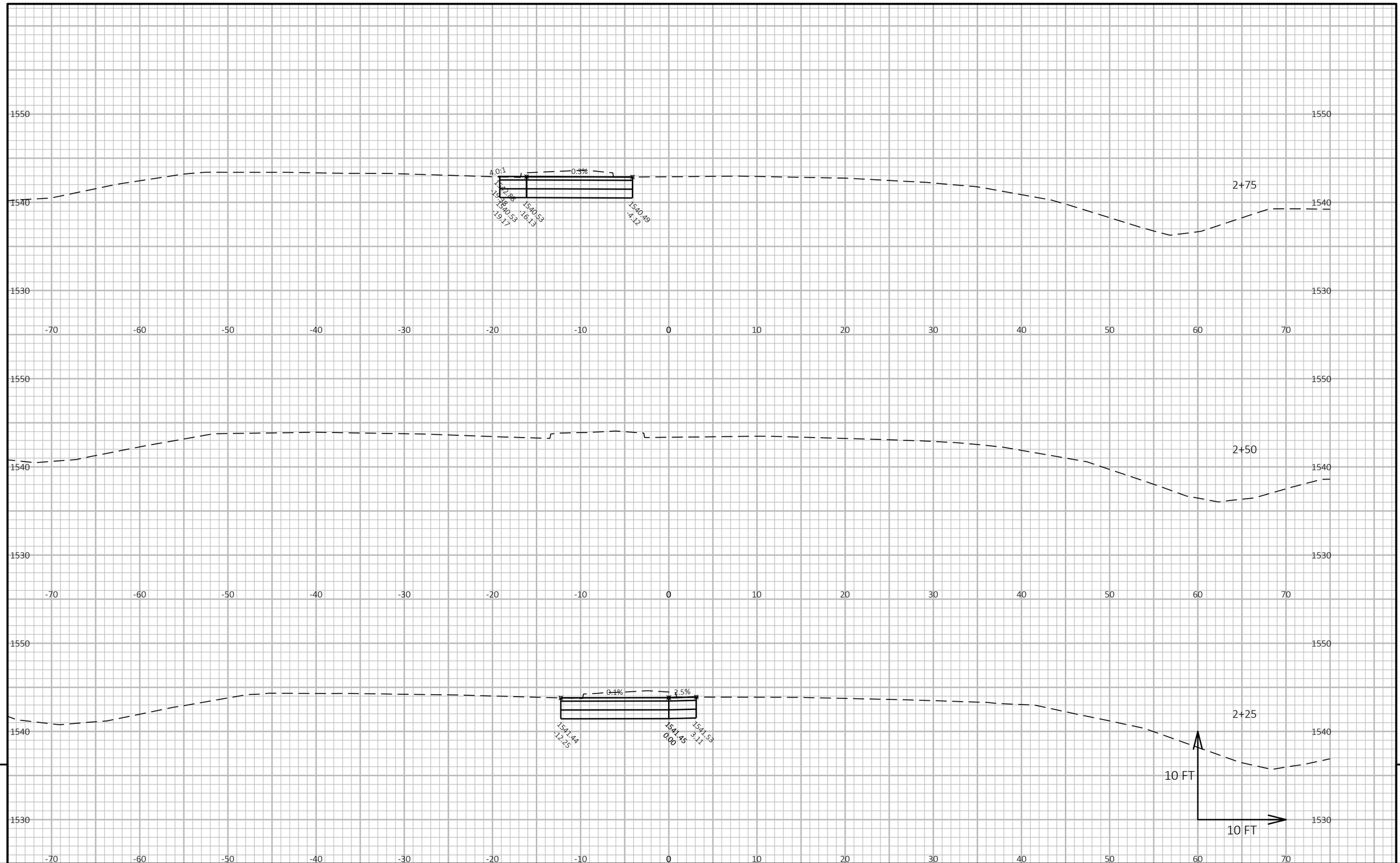
9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSSOVER	SHEET 403	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - CROSSOVER - (9)

PLOT DATE : 11/1/2018 9:52 AM PLOT BY : SCHAITEL, RYAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSSOVER	SHEET 404 E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - CROSSOVER - (10)

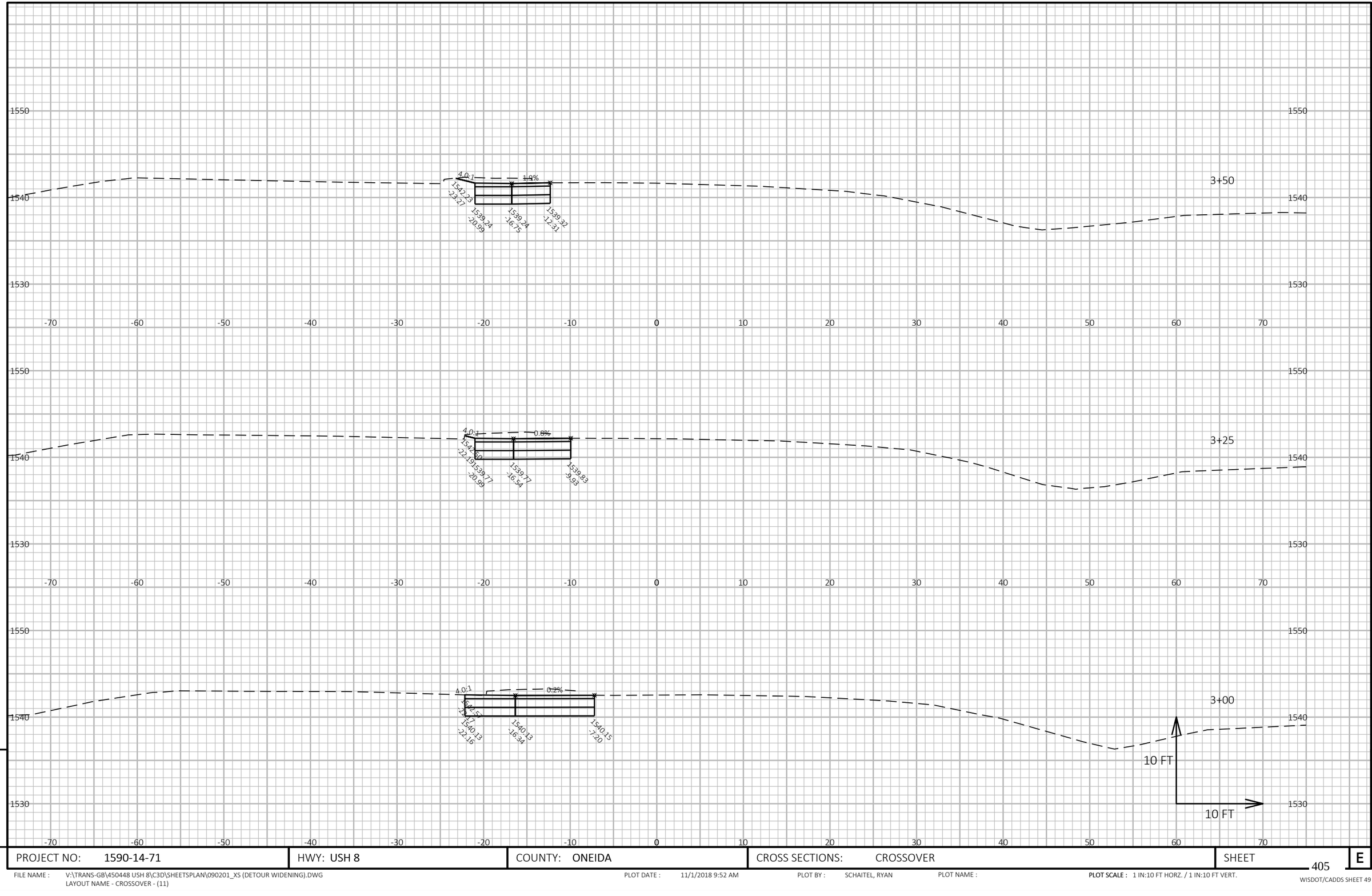
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSSOVER	SHEET 405	E

9

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - CROSSOVER - (11)

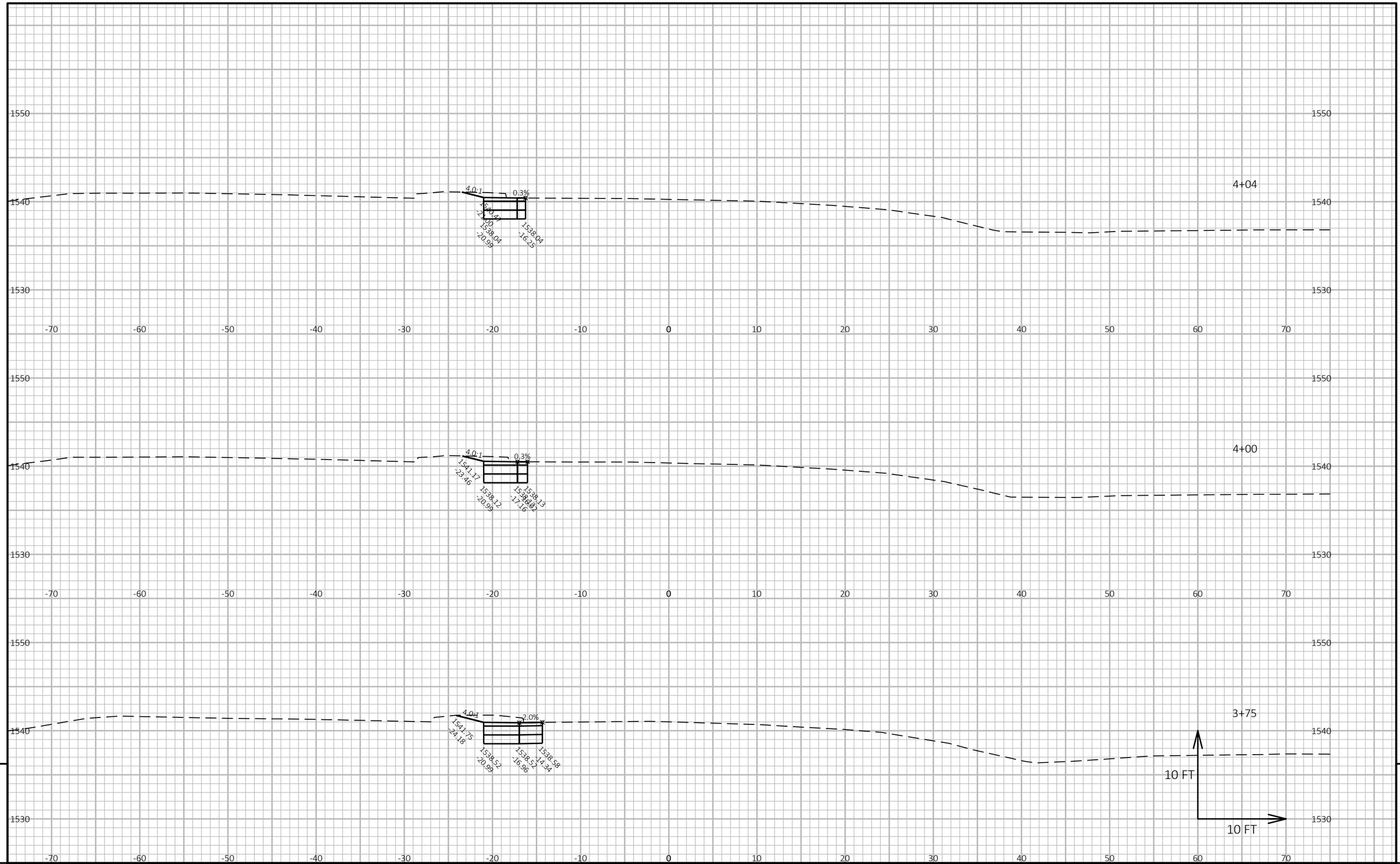
PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-71	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CROSSOVER	SHEET 406	E

FILE NAME : V:\TRANS-GB\450448 USH 8\C3D\SHEETSPLAN\090201_XS (DETOUR WIDENING).DWG
LAYOUT NAME - CROSSOVER - (12)

PLOT DATE : 11/1/2018 9:52 AM

PLOT BY : SCHAITEL, RYAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov